

38 + 1 = 39

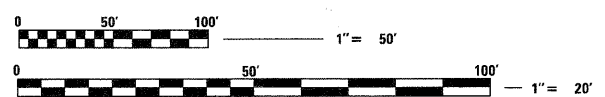
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2853	10-00258-00-TL	COOK	38	1
ILLINOIS		CONTRACT NO. 63630		

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLER, P.E. 847-205-4406 SCHAUMBURG, IL

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IDOT STANDARDS

STD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND A FOOT
420001-07	PAVEMENT JOINTS
424001-05	CURB RAMPS FOR SIDEWALKS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-03	OFF-RD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-02	OFF-RD OPERATIONS, MULTILANE 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-07	URBAN LANE CLOSURE, MULTILANE 1W OR 2W NON-TRAVERSABLE MEDIAN
701606-07	URBAN LANE CLOSURE, MULTILANE 1W OR 2W MOUNTABLE MEDIAN
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTIBLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
878001-08	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATION



PREPARED BY: SAGAR R. SONAR, P.E., PTOE 08 /29 /2011
 TRAFFIC ENGINEER DATE

J.U.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

CONTRACT NO. 63630



Stanley Consultants Inc.

8501 West Higgins Road, Suite 730, Chicago, Illinois 60631-2801
 www.stanleyconsultants.com
 Phone 773.693.9624 Fax 773.693.7690
 Illinois Firm Registration No.: 184-001533

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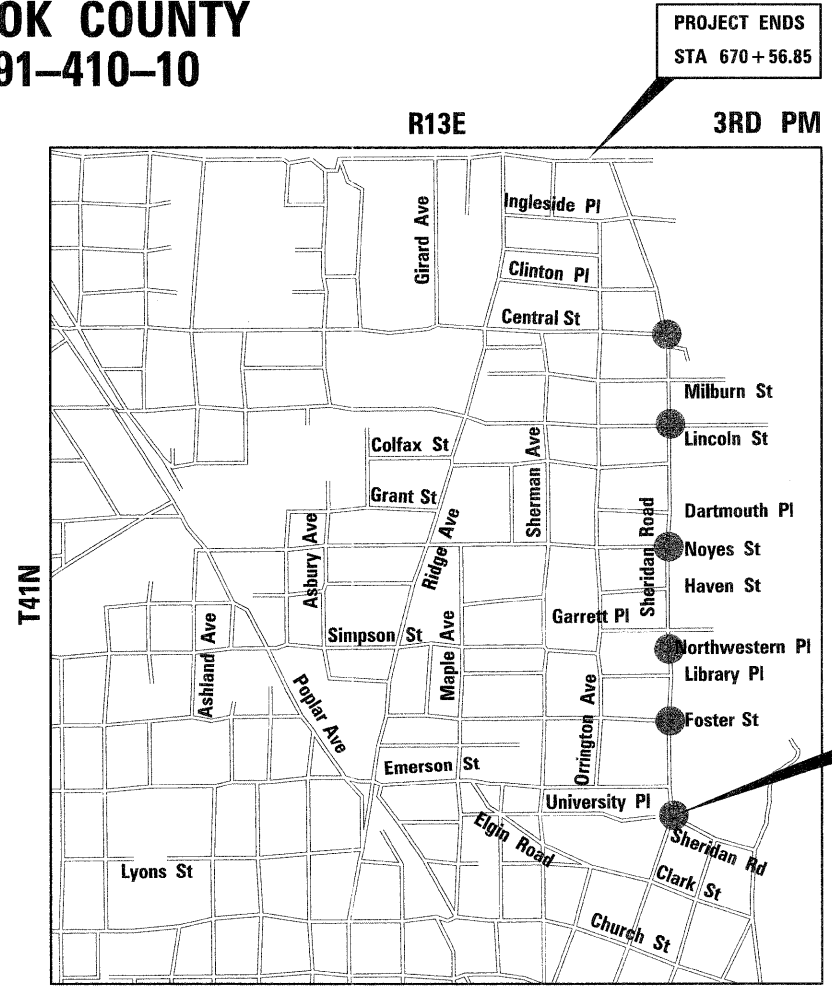
EXPIRES 11-30-2011
 8/29/11
 SIGNATURE AND DATE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**

**FAU 2853 (SHERIDAN ROAD)
 CHICAGO AVENUE TO CENTRAL STREET
 TRAFFIC SIGNAL IMPROVEMENTS**

SECTION NO. 10-00258-00-TL
 PROJECT NO. CMM-9003(590)
 CITY OF EVANSTON
 COOK COUNTY
 C-91-410-10



PROJECT ENDS
 STA 670 + 56.85

PROJECT BEGINS
 STA 602 + 00.00

NILES TOWNSHIP

GROSS LENGTH = 6,856 FT. = 1.31 MILE
 NET LENGTH = 6,856 FT. = 1.31 MILE



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

APPROVED *Paul Schiele* 8/26/2011
 Paul Schiele
 CITY OF EVANSTON, DIRECTOR OF ENGINEERING AND TRANSPORTATION

PASSED SEPTEMBER 9 2011
Christophe Holt
 CHRISTOPHE HOLT
 DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
 BASED ON LIMITED
 REVIEW SEPTEMBER 13 2011

Diane M. O'Keefe
 DIANE M. O'KEEFE
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

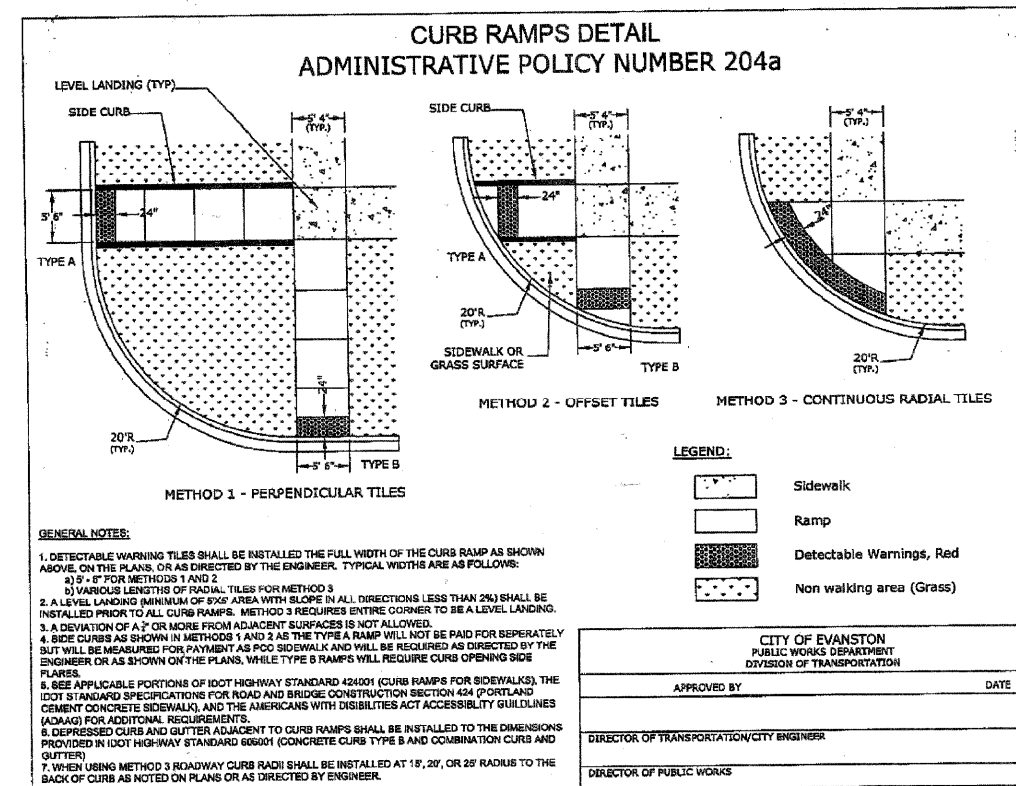
**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

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GENERAL NOTES:

1. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER (847-866-2967) AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. THE STORAGE OF EQUIPMENT OR MATERIALS WITHIN THE PARKWAYS SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL CONTACT THE CITY OF EVANSTON PUBLIC WORKS DEPARTMENT 48 HOURS PRIOR TO ANY WORK IN ORDER TO OBTAIN CITY UTILITY LOCATIONS.
2. THE CITY OF EVANSTON SHALL FIELD REVIEW AND APPROVE LOCATION OF SIGNAL POSTS AND CONTROLLERS.
3. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE CITY. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO PROTECT TREES AND NOT CAUSE ANY DAMAGE TO THEM.
4. THE CONTRACTOR SHALL START CONSTRUCTION AT THE INTERSECTION OF CHICAGO AVENUE. THE CONSTRUCTION ACTIVITIES SHALL BE PRIORITIZED TO COMPLETE THE CONSTRUCTION OF THE SIGNALS AT CHICAGO AVENUE, FOSTER STREET, AND NORTHWESTERN PLACE BEFORE THE REMAINING LOCATIONS.
5. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THE EXISTING ROADWAY ACCORDING TO ARTICLE 107.15 OF THE IDOT STANDARD SPECIFICATIONS.



FILE NAME = 02_023301-sht-index.dgn	USER NAME = USER0291	DESIGNED - THG/MPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND GENERAL NOTES	F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 2	
	PLOT SCALE = 1:1	DRAWN - THG/MPW	REVISED -			SCALE: N.T.S	SHEET NO. OF SHEETS STA.	CONTRACT NO. 63630		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 9/9/2011	CHECKED - SRS	REVISED -								
		DATE - 08/16/11	REVISED -								

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY				SIGNALS				CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY				SIGNALS			
				80% CMAQ 20% CITY	80% CMAQ 20% CITY	100% CITY CENTRAL STREET	100% CITY NORTHWESTERN PLACE	80% CMAQ 20% CITY	80% CMAQ 20% CITY	100% CITY CENTRAL STREET	100% CITY NORTHWESTERN PLACE					80% CMAQ 20% CITY	80% CMAQ 20% CITY	100% CITY CENTRAL STREET	100% CITY NORTHWESTERN PLACE	80% CMAQ 20% CITY	80% CMAQ 20% CITY	100% CITY CENTRAL STREET	100% CITY NORTHWESTERN PLACE
				0004	0021	0021	0021	0004	0021	0021	0021					0004	0021	0021	0021	0004	0021	0021	0021
20101100	TREE TRUNK PROTECTION	EACH	120	120	0	0	0	81400200	HEAVY-DUTY HANDHOLE	EACH	2	0	1	1	0								
20101200	TREE ROOT PRUNING	EACH	60	60	0	0	0	81400300	DOUBLE HANDHOLE	EACH	6	0	4	1	1								
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5	5	0	0	0	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	7,574	0	5,947	695	932								
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	5	0	0	0	85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	5	0	3	1	1								
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	811	811	0	0	0	86000200	MASTER CONTROLLER IN TYPE IV CABINET	EACH	1	0	1	0	0								
*42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,469	0	843	364	262	86200120	UNINTERRUPTIBLE POWER SUPPLY	EACH	6	0	4	1	1								
*42400800	DETECTABLE WARNINGS	SQ FT	234	0	124	86	24	86400100	TRANSCIVER - FIBER OPTIC	EACH	6	0	4	1	1								
*44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	197	197	0	0	0	87100020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	5,730	0	5,730	0	0								
*44000600	SIDEWALK REMOVAL	SQ FT	1,417	0	1,053	364	0	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5,580	0	5,580	0	0								
*60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	197	197	0	0	0	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	9,134	0	7,076	1,149	909								
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3	0	0	0	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	7,564	0	6,092	706	767								
67100100	MOBILIZATION	L SUM	1	1	0	0	0	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	4,974	0	3,830	575	570								
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	0	0	0	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,808	0	1,047	175	386								
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1	0	0	0	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	8,625	0	6,525	833	1,267								
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	0	0	0	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	1,982	0	1,081	329	573								
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	0	0	0	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	3,694	0	2,261	509	925								
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	0	0	0	87501200	TRAFFIC SIGNAL POST, 16 FT.	EACH	3	0	2	0	1								
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	65	0	65	0	0	87501400	TRAFFIC SIGNAL POST, 18 FT.	EACH	41	0	29	7	5								
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	16,375	0	16,375	0	0	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	176	0	124	28	24								
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	255	0	255	0	0	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	24	0	16	4	4								
*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2,323	0	2,323	0	0	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	20	0	13	4	3								
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	4,168	0	4,168	0	0	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2	0	0	1	1								
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	445	0	445	0	0	88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	8	0	7	1	0								
*78300100	PAVEMENT MARKING REMOVAL	SQ FT	7,500	0	7,500	0	0	88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	10	0	6	1	3								
80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1	0	1	0	0	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	36	0	26	6	4								
80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	5	0	3	1	1	88500100	INDUCTIVE LOOP DETECTOR	EACH	30	0	21	4	5								
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	6,877	0	5,291	568	1,018	88600100	DETECTOR LOOP, TYPE I	FOOT	1,771	0	1,336	255	180								
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	410	0	215	27	168	88700205	LIGHT DETECTOR, SPECIAL	EACH	19	0	13	3	3								
81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	110	0	94	10	6	88700300	LIGHT DETECTOR AMPLIFIER	EACH	6	0	4	1	1								
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	68	0	46	22	0	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	5	0	4	1	0								
81001100	CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	60	0	40	10	10	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	15	0	4	1	0								
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	1,639	0	1,130	299	210	89502380	REMOVE EXISTING HANDHOLE	EACH	15	0	13	2	0								
81018600	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	392	0	336	36	20	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	34	0	29	5	0								
81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	85	0	67	18	0	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	0	0	0								
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	868	0	565	151	152	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	0	1	0	0								
81019000	CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	89	0	89	0	0	X0322986	MICROWAVE DETECTION UNIT	EACH	36	0	26	6	4								
81400100	HANDHOLE	EACH	36	0	25	6	5	X0326810	WIRELESS COMMUNICATION DEVICE	EACH	1	0	0	0	1								
								X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	2,241	0	1,838	166	238								
								X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	36	0	26	6	4								
								X8760250	VIBROTACTILE FEATURE	EACH	36	0	26	6	4								

* SPECIALTY ITEMS



FILE NAME = 03_D23301-shl-sumoq.dgn	USER NAME = USER8291	DESIGNED - THG/MPW	REVISED -
PLOT SCALE = 1:1	CHECKED - SRS	DATE - 08/16/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N.T.S SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 3
CONTRACT NO. 63630				ILLINOIS FED. AID PROJECT

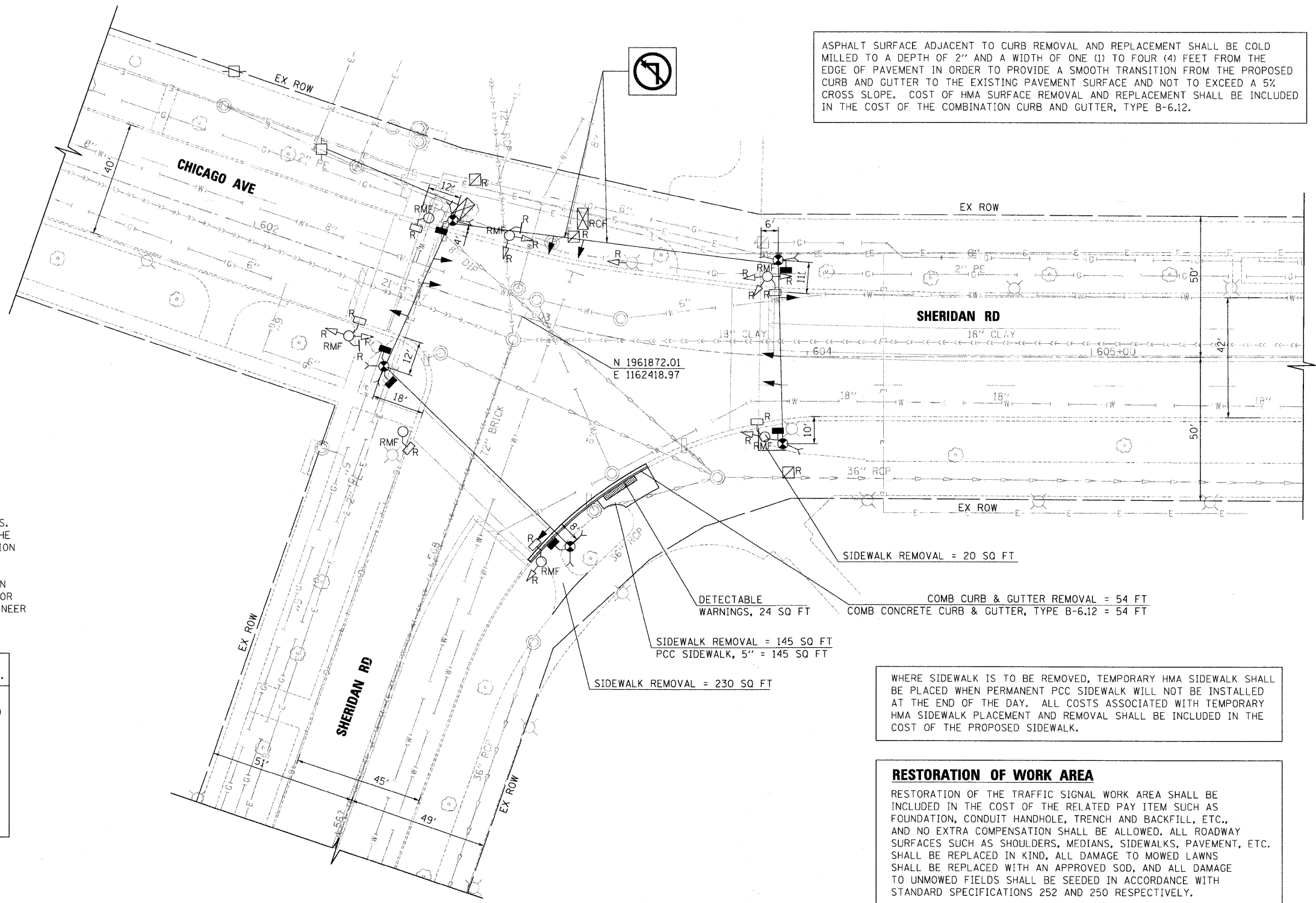
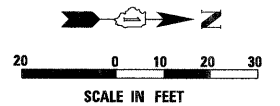
NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 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 TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- 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 BE STAGED ON THE DAY OF THE TURN ON.
- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE (UPS) IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

BEFORE REMOVING ANY EQUIPMENT OR HANDHOLES, THE CONTRACTOR SHALL CONFIRM THAT THE ITEM IS RELATED TO THE EXISTING TRAFFIC SIGNAL SYSTEM.

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY DIRECTION OF THE CITY. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	CONTROLLER AND CABINET (COMPLETE)
3	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
3	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION
2	EACH	SIGNAL HEAD, 1-FACE, 4-SECTION
7	EACH	TRAFFIC SIGNAL POST
6	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE
2	EACH	INTERNALLY ILLUMINATED SIGN



ASPHALT SURFACE ADJACENT TO CURB REMOVAL AND REPLACEMENT SHALL BE COLD MILLED TO A DEPTH OF 2" AND A WIDTH OF ONE (1) TO FOUR (4) FEET FROM THE EDGE OF PAVEMENT IN ORDER TO PROVIDE A SMOOTH TRANSITION FROM THE PROPOSED CURB AND GUTTER TO THE EXISTING PAVEMENT SURFACE AND NOT TO EXCEED A 5% CROSS SLOPE. COST OF HMA SURFACE REMOVAL AND REPLACEMENT SHALL BE INCLUDED IN THE COST OF THE COMBINATION CURB AND GUTTER, TYPE B-6.12.

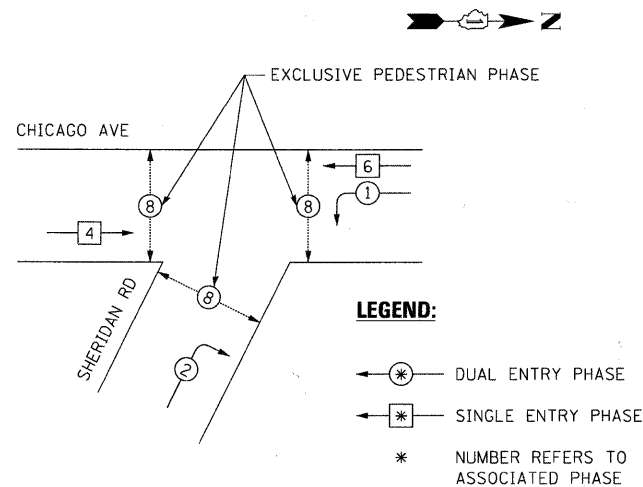
WHERE SIDEWALK IS TO BE REMOVED, TEMPORARY HMA SIDEWALK SHALL BE PLACED WHEN PERMANENT PCC SIDEWALK WILL NOT BE INSTALLED AT THE END OF THE DAY. ALL COSTS ASSOCIATED WITH TEMPORARY HMA SIDEWALK PLACEMENT AND REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED SIDEWALK.

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

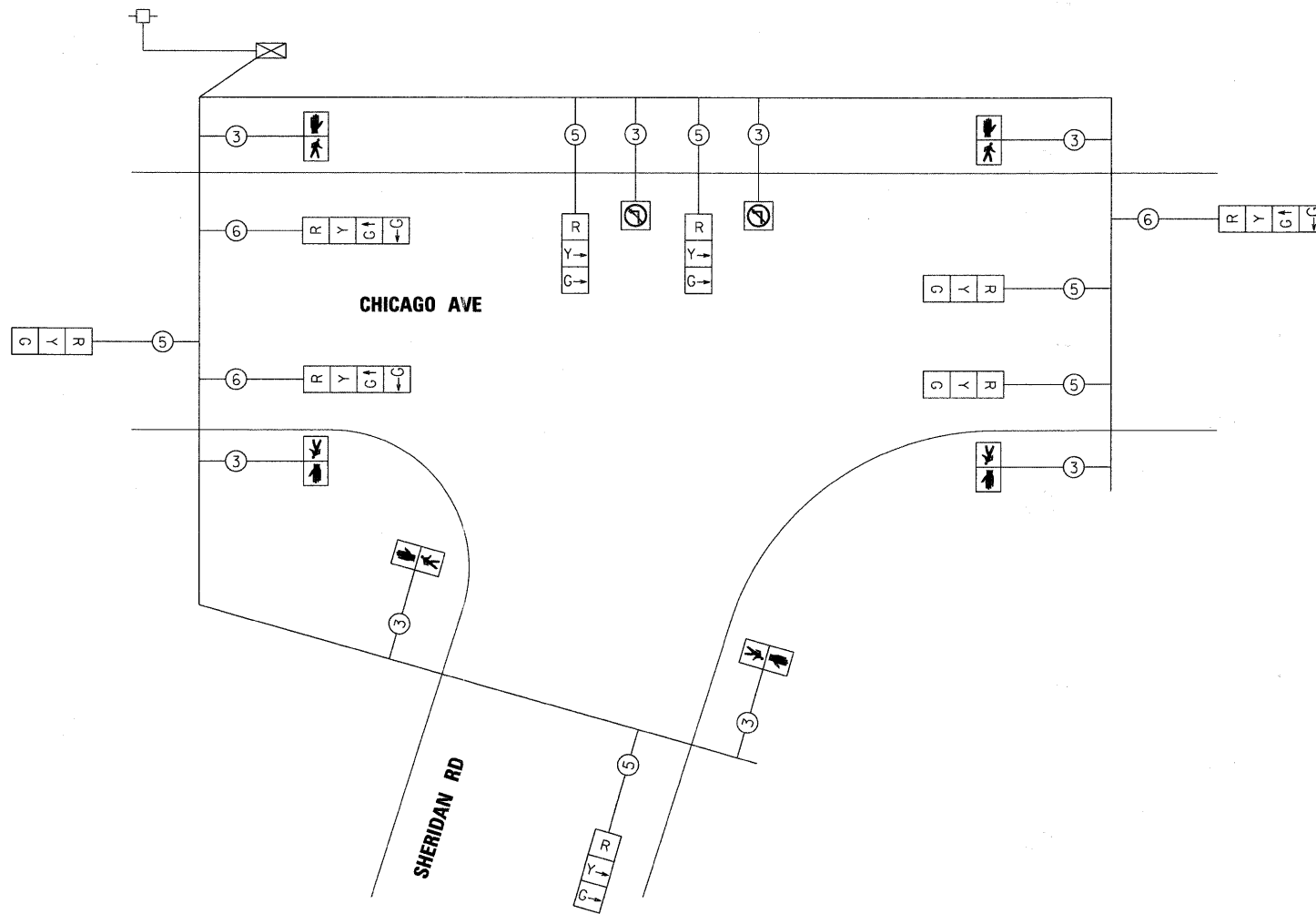


FILE NAME = 04_023301-pln-007.dgn	USER NAME = USER8291	DESIGNED - THG/MPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN SHERIDAN ROAD AND CHICAGO AVENUE			F.A.U. RTE. = 2853	SECTION = 10-00258-00TL	COUNTY = COOK	TOTAL SHEETS = 38	SHEET NO. = 4
	PLOT SCALE = 1:20	DRAWN - THG/MPW	REVISED -		SCALE: 1" = 20'	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 63630				
	PLOT DATE = 8/29/2011	CHECKED - SRS	REVISED -									
		DATE = 08/16/11	REVISED -									

TEMPORARY CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM



TEMPORARY CABLE PLAN

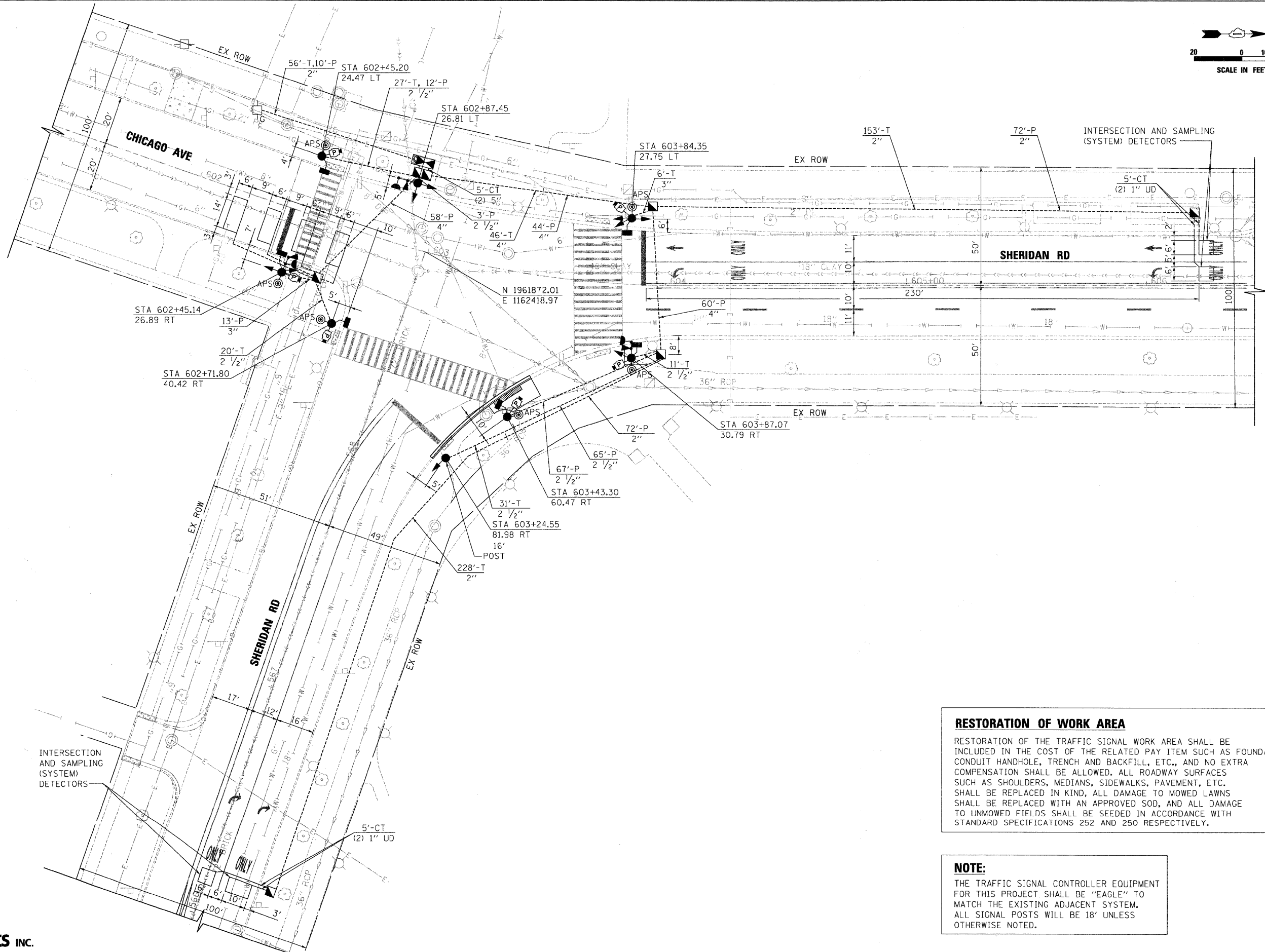
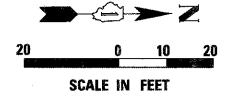
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. OF LAMPSxINCAND.	WATTAGE LEDx% OPERATION		
SIGNAL (RED)	10	17	0.50	85.00
(YELLOW)	7	25	0.25	43.75
(GREEN)	4	15	0.25	15.00
ARROW	12	12	0.10	14.40
PED. SIGNAL	6	25	1.00	150.00
CONTROLLER	1	100	1.00	100.00
ILLUM. SIGN	2	25	0.05	2.50
VIDEO SYSTEM	-	150	1.00	-
FLASHER			0.50	
ENERGY COSTS TO:				TOTAL = 410.65

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED



Stanley Consultants INC.

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



RESTORATION OF WORK AREA

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

NOTE:

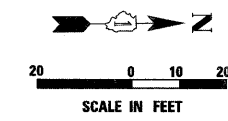
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM. ALL SIGNAL POSTS WILL BE 18' UNLESS OTHERWISE NOTED.



FILE NAME = 06_D23301-pln-001.dgn	USER NAME = USER8291	DESIGNED - THG/MPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN SHERIDAN ROAD AND CHICAGO AVENUE	F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 6	
PLOT SCALE = 1:20	DRAWN - THG/MPW	REVISED -	SCALE: 1" = 20'			SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 63630			
PLOT DATE = 8/29/2011	CHECKED - SRS	REVISED -						ILLINOIS FED. AID PROJECT			
	DATE - 08/16/11	REVISED -									

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 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 LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 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 BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE (UPS) IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



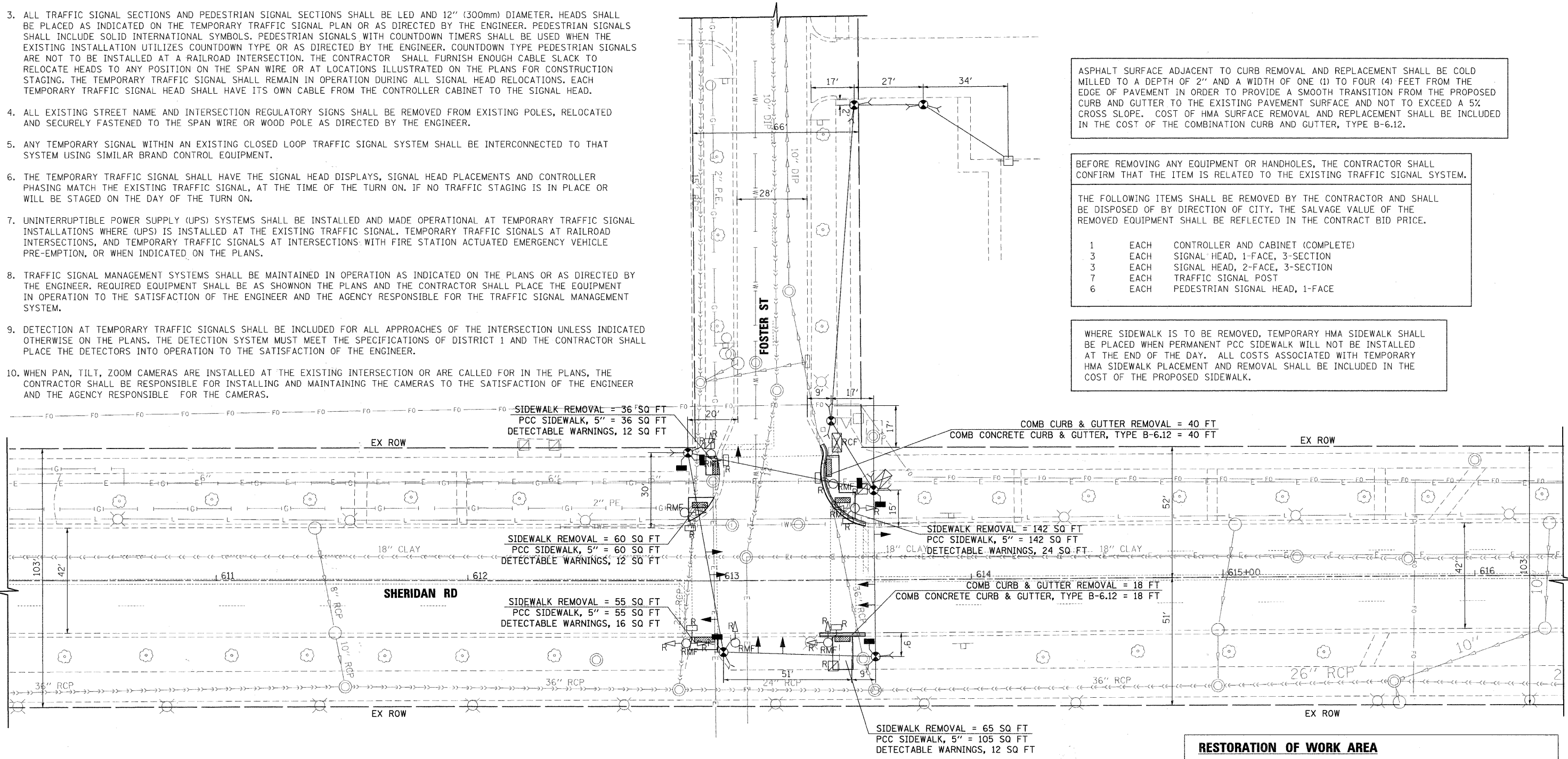
ASPHALT SURFACE ADJACENT TO CURB REMOVAL AND REPLACEMENT SHALL BE COLD MILLED TO A DEPTH OF 2" AND A WIDTH OF ONE (1) TO FOUR (4) FEET FROM THE EDGE OF PAVEMENT IN ORDER TO PROVIDE A SMOOTH TRANSITION FROM THE PROPOSED CURB AND GUTTER TO THE EXISTING PAVEMENT SURFACE AND NOT TO EXCEED A 5% CROSS SLOPE. COST OF HMA SURFACE REMOVAL AND REPLACEMENT SHALL BE INCLUDED IN THE COST OF THE COMBINATION CURB AND GUTTER, TYPE B-6.12.

BEFORE REMOVING ANY EQUIPMENT OR HANDHOLES, THE CONTRACTOR SHALL CONFIRM THAT THE ITEM IS RELATED TO THE EXISTING TRAFFIC SIGNAL SYSTEM.

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY DIRECTION OF CITY. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	CONTROLLER AND CABINET (COMPLETE)
3	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
3	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION
7	EACH	TRAFFIC SIGNAL POST
6	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE

WHERE SIDEWALK IS TO BE REMOVED, TEMPORARY HMA SIDEWALK SHALL BE PLACED WHEN PERMANENT PCC SIDEWALK WILL NOT BE INSTALLED AT THE END OF THE DAY. ALL COSTS ASSOCIATED WITH TEMPORARY HMA SIDEWALK PLACEMENT AND REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED SIDEWALK.

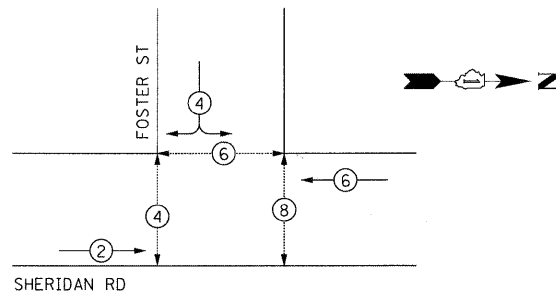


RESTORATION OF WORK AREA
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FILE NAME = 08_023301-pln-008.dgn	USER NAME = USER8291	DESIGNED - THG/MPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN SHERIDAN ROAD AND FOSTER STREET			F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 8
	PLOT SCALE = 1:20	DRAWN - THG/MPW	REVISED -		SCALE: 1" = 20'	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 63630				
	PLOT DATE = 9/9/2011	CHECKED - SRS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 08/16/11	REVISED -									

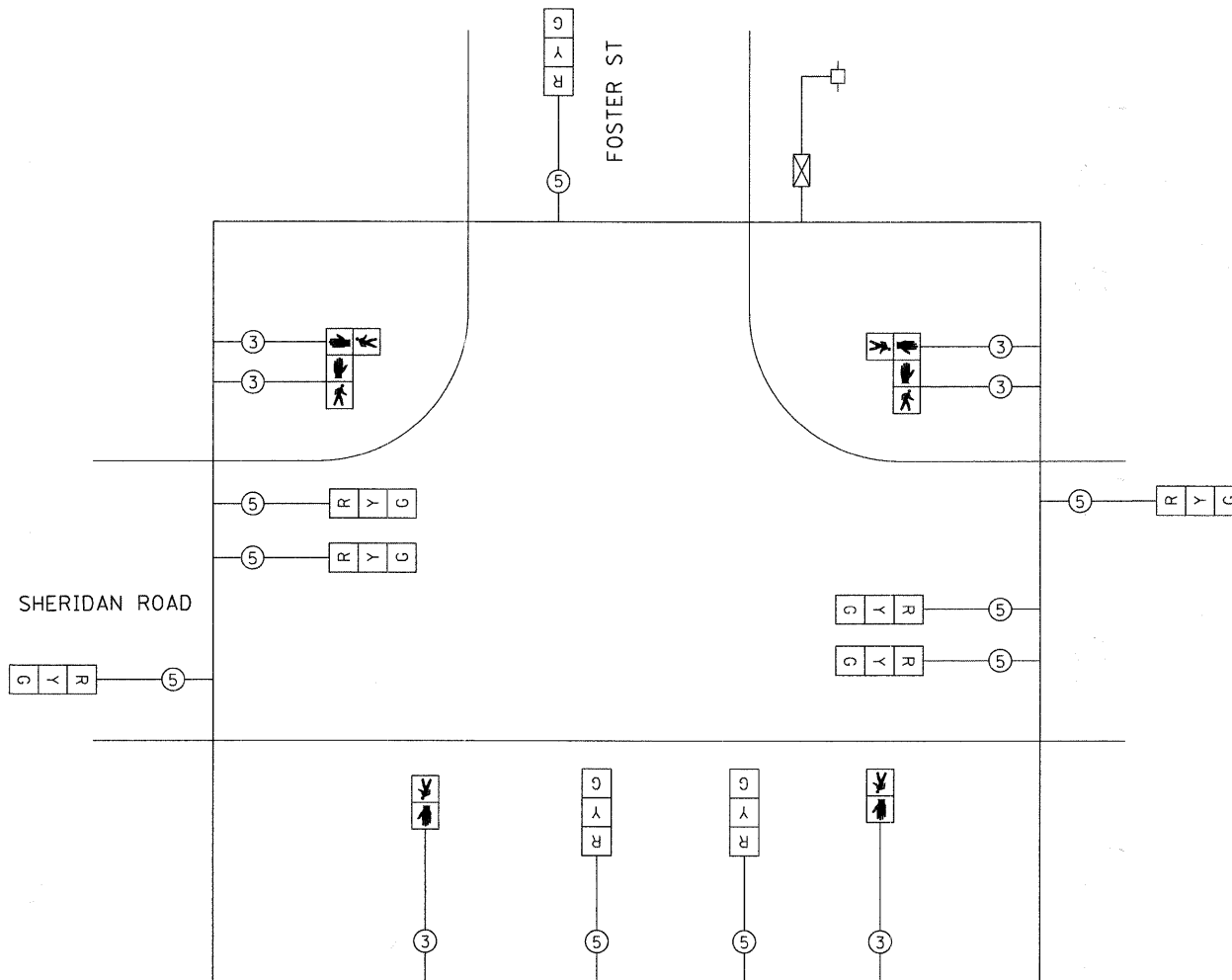
TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- ← ⊗ → DUAL ENTRY PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM



TEMPORARY CABLE PLAN

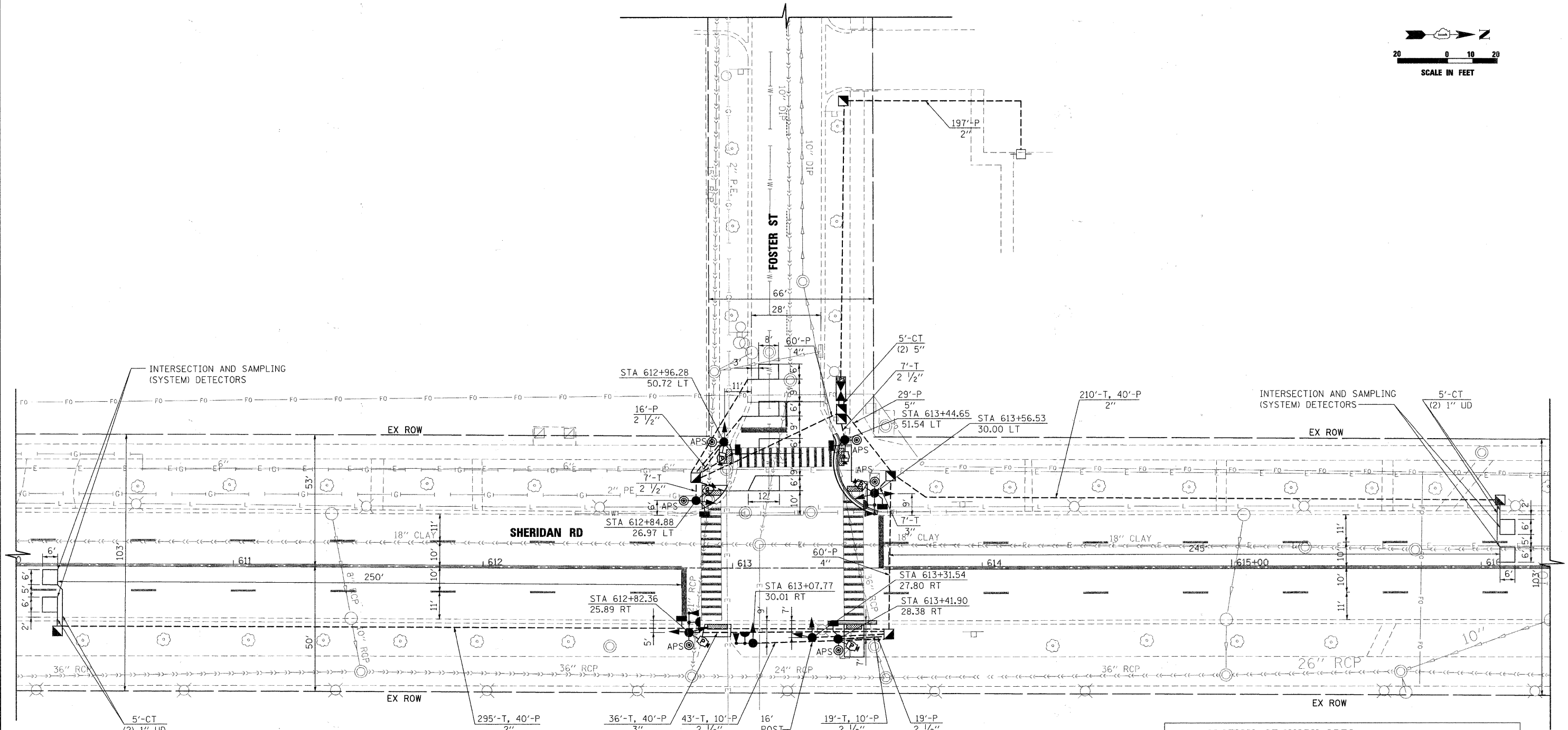
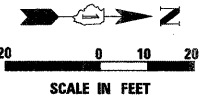
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE INCAND.	LED % OPERATION		
SIGNAL (RED)	9		17	0.50	76.50
(YELLOW)	9		25	0.25	56.25
(GREEN)	9		15	0.25	33.75
ARROW	-		12	0.10	-
PED. SIGNAL	6		25	1.00	150.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
VIDEO SYSTEM	-	150	-	1.00	-
FLASHER				0.50	

ENERGY COSTS TO: TOTAL = 416.50

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED

RESTORATION OF WORK AREA
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RESTORATION OF WORK AREA

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NOTE:

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM. ALL SIGNAL POSTS WILL BE 18' UNLESS OTHERWISE NOTED.



FILE NAME = 10.D23301-pln-002.dgn	USER NAME = USER3830	DESIGNED - THG/MPW	REVISED -
		DRAWN - THG/MPW	REVISED -
		CHECKED - SRS	REVISED -
		DATE - 08/16/11	REVISED -

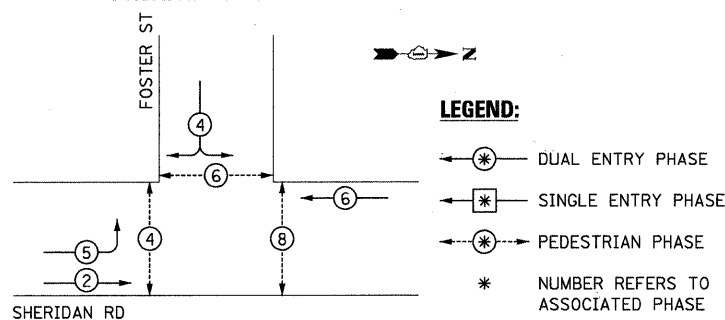
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN
SHERIDAN ROAD AND FOSTER STREET**

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

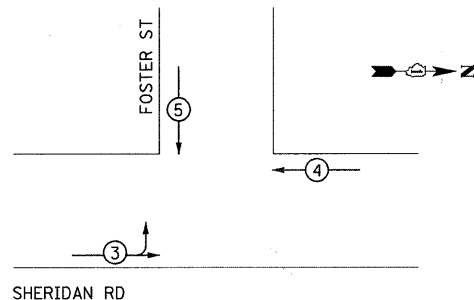
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2853	10-00258-00TL	COOK	38	10
				CONTRACT NO. 63630
ILLINOIS FED. AID PROJECT				

CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	↑	←	↓

INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE INCAND.	LED% OPERATION		
SIGNAL (RED)	9	17	0.50		76.50
(YELLOW)	9	25	0.25		56.25
(GREEN)	9	15	0.25		33.75
ARROW	4	12	0.10		4.80
PED. SIGNAL	6	25	1.00		150.00
CONTROLLER	1	100	1.00		100.00
ILLUM. SIGN	-	25	0.05		-
ENERGY COSTS TO:					TOTAL = 421.30

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED



FILE NAME = 11.023301-sh1-cp008.dgn

USER NAME = USER8291
 PLOT SCALE = 1:1
 PLOT DATE = 9/9/2011

DESIGNED - THG/MPW
 DRAWN - THG/MPW
 CHECKED - SRS
 DATE - 08/16/11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION
 DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
 SHERIDAN ROAD AND FOSTER STREET

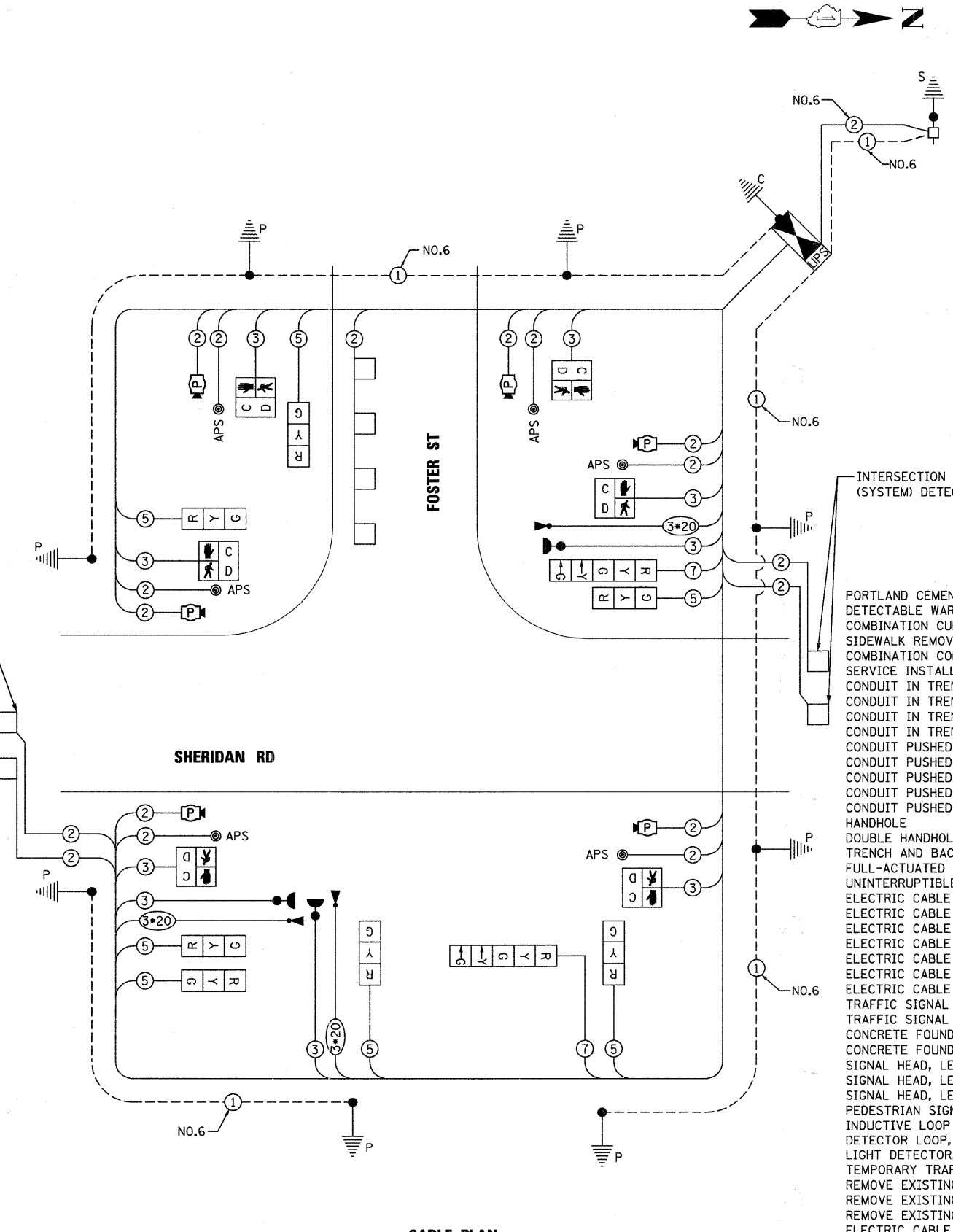
SCALE: N.T.S SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2853	10-00258-00TL	COOK	38	11
			CONTRACT NO. 63630	
ILLINOIS FED. AID PROJECT				

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

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

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



CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM

UNIT TOTAL

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	398
DETECTABLE WARNINGS	SQ FT	76
COMBINATION CURB AND GUTTER REMOVAL	FOOT	58
SIDEWALK REMOVAL	SQ FT	358
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	58
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	702
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	76
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	43
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	80
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	55
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	40
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	120
CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	29
HANDHOLE	EACH	6
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	914
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,639
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,916
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,034
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	474
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,724
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	222
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	525
TRAFFIC SIGNAL POST, 16 FT.	EACH	1
TRAFFIC SIGNAL POST, 18 FT.	EACH	7
CONCRETE FOUNDATION, TYPE A	FOOT	32
CONCRETE FOUNDATION, TYPE C	FOOT	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
INDUCTIVE LOOP DETECTOR	EACH	5
DETECTOR LOOP, TYPE I	FOOT	276
LIGHT DETECTOR, SPECIAL	EACH	3
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	3
REMOVE EXISTING CONCRETE FOUNDATION	EACH	7
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	499
MICROWAVE DETECTION UNIT	EACH	6
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
VIBROTACTILE FEATURE	EACH	6
LIGHT DETECTOR AMPLIFIER	EACH	1

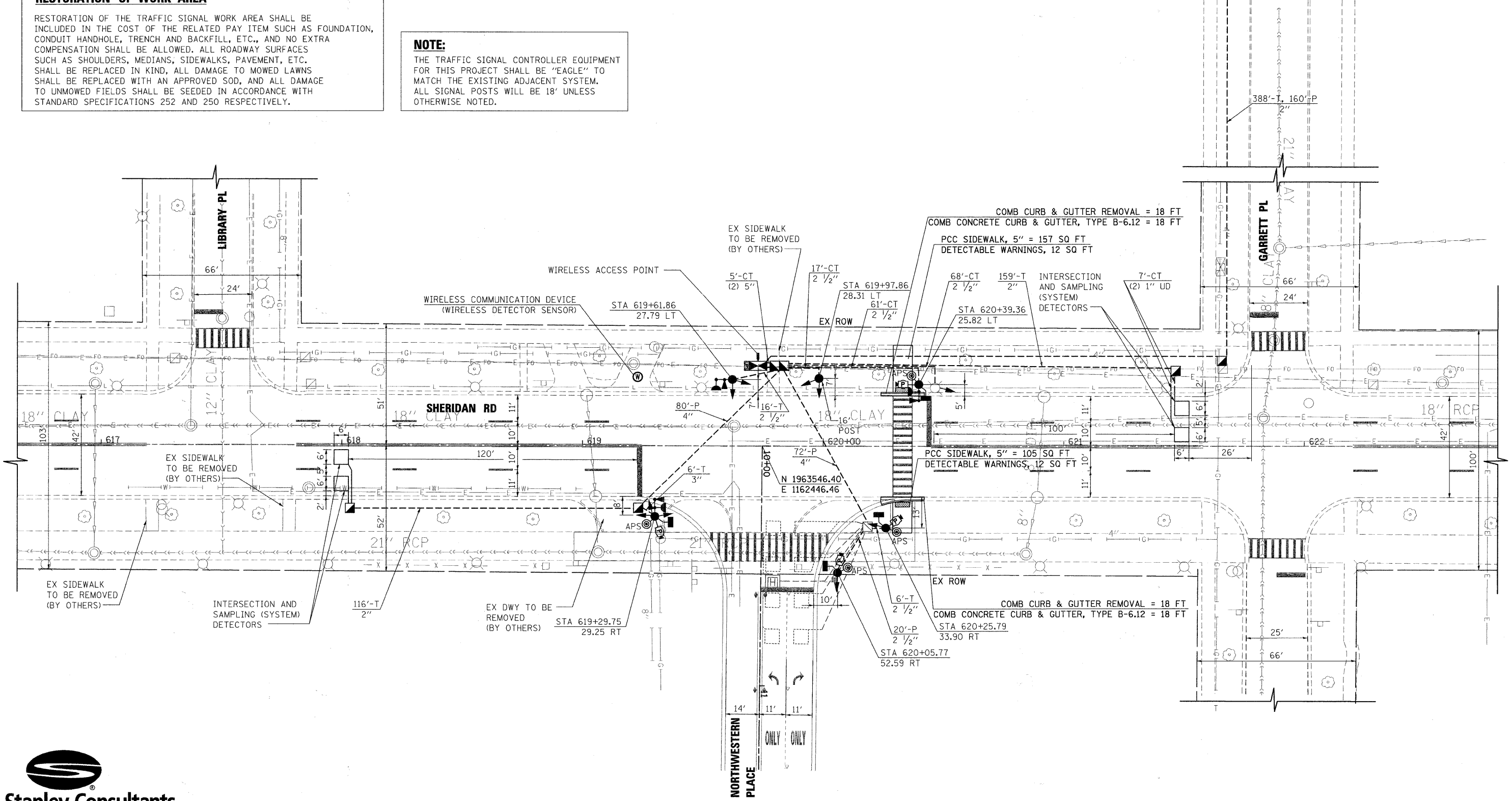
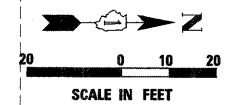
ASPHALT SURFACE ADJACENT TO CURB REMOVAL AND REPLACEMENT SHALL BE COLD MILLED TO A DEPTH OF 2" AND A WIDTH OF ONE (1) TO FOUR (4) FEET FROM THE EDGE OF PAVEMENT IN ORDER TO PROVIDE A SMOOTH TRANSITION FROM THE PROPOSED CURB AND GUTTER TO THE EXISTING PAVEMENT SURFACE AND NOT TO EXCEED A 5% CROSS SLOPE. COST OF HMA SURFACE REMOVAL AND REPLACEMENT SHALL BE INCLUDED IN THE COST OF THE COMBINATION CURB AND GUTTER, TYPE B-6.12.

RESTORATION OF WORK AREA

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

NOTE:

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM. ALL SIGNAL POSTS WILL BE 18' UNLESS OTHERWISE NOTED.



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 PLOT DATE = 9/9/2011

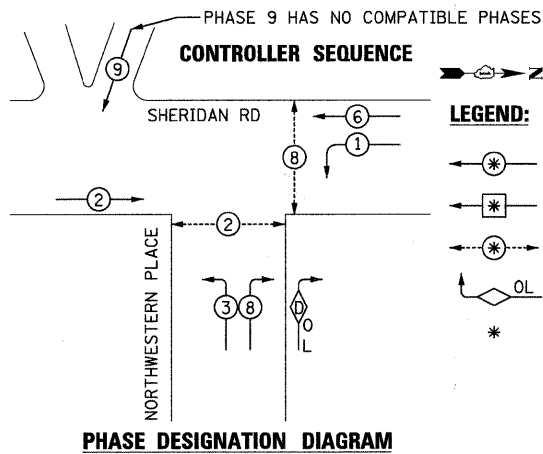
DESIGNED - THG/MPW
 DRAWN - THG/MPW
 CHECKED - SRS
 DATE - 08/16/11

REVISED -
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 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
 SHERIDAN ROAD AND NORTHWESTERN PLACE
 SCALE: 1" = 20'
 SHEET NO. OF SHEETS STA. TO STA.

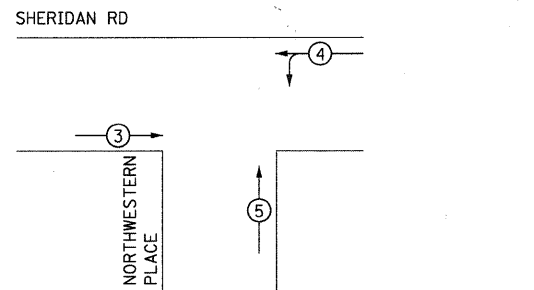
F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 12
CONTRACT NO. 63630			ILLINOIS FED. AID PROJECT	



- LEGEND:**
- ⊛ DUAL ENTRY PHASE
 - ⊛ SINGLE ENTRY PHASE
 - ⊛ PEDESTRIAN PHASE
 - OL
 - * NUMBER REFERS TO ASSOCIATED PHASE

OVERLAP PROT. PERM.
LETTER PHASE PHASE
D = 1 + 8

EMERGENCY VEHICLE PREEMPTION SEQUENCE



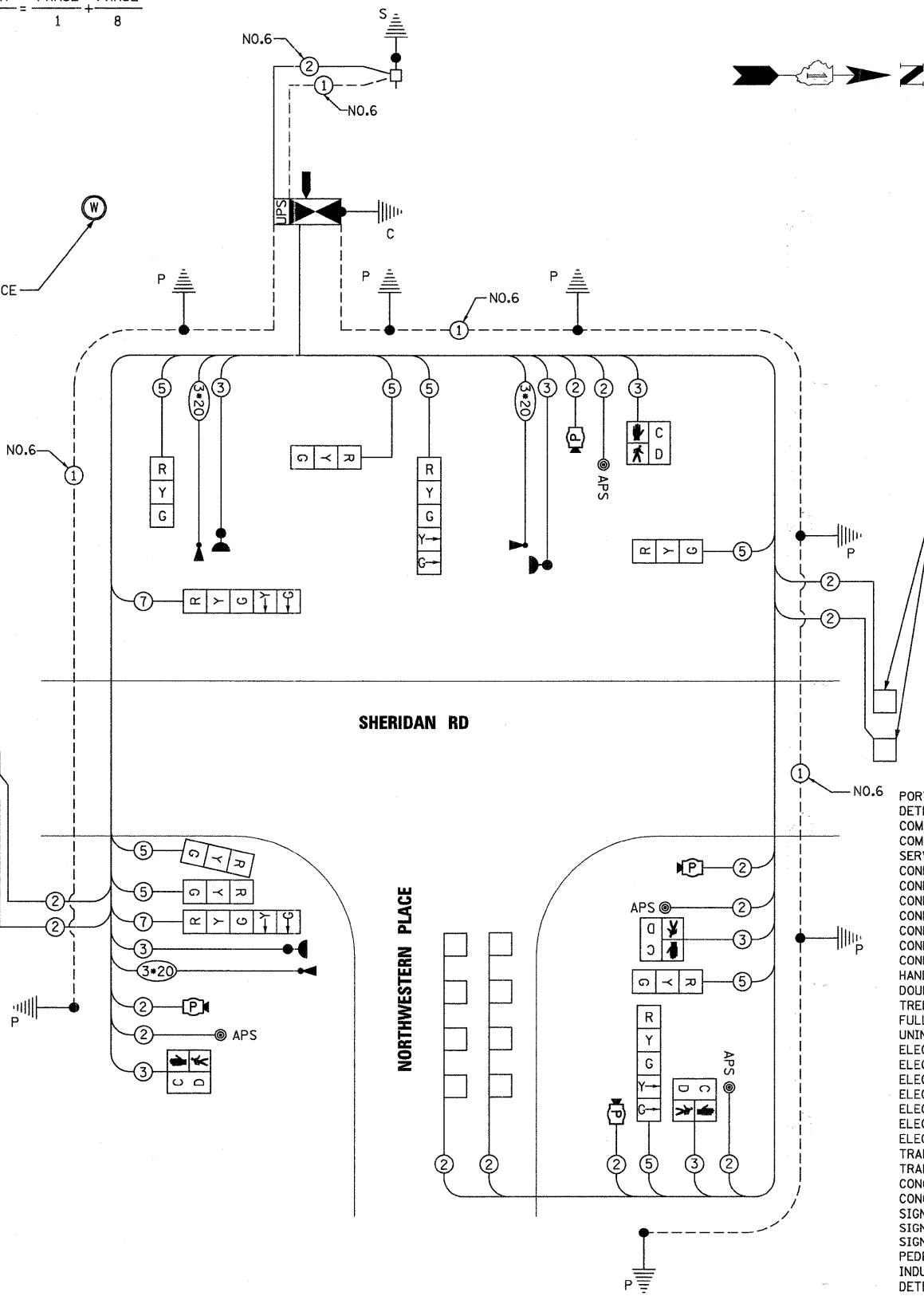
PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	→	↔	↑

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPSxINCAND.	WATTAGE	LEDx% OPERATION		
SIGNAL (RED)	10	17	0.50	85.00	
(YELLOW)	10	25	0.25	62.50	
(GREEN)	10	15	0.25	37.50	
ARROW	8	12	0.10	9.60	
PED. SIGNAL	4	25	1.00	100.00	
CONTROLLER	1	100	1.00	100.00	
ILLUM. SIGN	-	25	0.05	-	
FLASHER			0.50		
ENERGY COSTS TO:				TOTAL =	394.60

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY: CONTACT: LARRY SHANK
PHONE: (847) 816-5465
COMPANY: COMED



INTERSECTION AND SAMPLING (SYSTEM) DETECTORS



RESTORATION OF WORK AREA

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

NOTE:

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

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

SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	262
DETECTABLE WARNINGS	SQ FT	24
COMBINATION CURB AND GUTTER REMOVAL	FOOT	36
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	36
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1,018
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	168
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	6
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	210
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	20
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	152
HANDHOLE	EACH	5
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	932
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	909
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	767
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	570
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	386
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,267
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	573
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	925
TRAFFIC SIGNAL POST, 16 FT.	EACH	1
TRAFFIC SIGNAL POST, 18 FT.	EACH	5
CONCRETE FOUNDATION, TYPE A	FOOT	24
CONCRETE FOUNDATION, TYPE C	FOOT	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
INDUCTIVE LOOP DETECTOR	EACH	5
DETECTOR LOOP, TYPE I	FOOT	180
LIGHT DETECTOR, SPECIAL	EACH	3
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	238
MICROWAVE DETECTION UNIT	EACH	4
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
VIBROTACTILE FEATURE	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
WIRELESS COMMUNICATION DEVICE	EACH	1

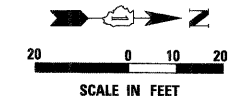
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		DRAWN - THG/MPW	REVISED -
		CHECKED - SRS	REVISED -
		DATE - 08/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

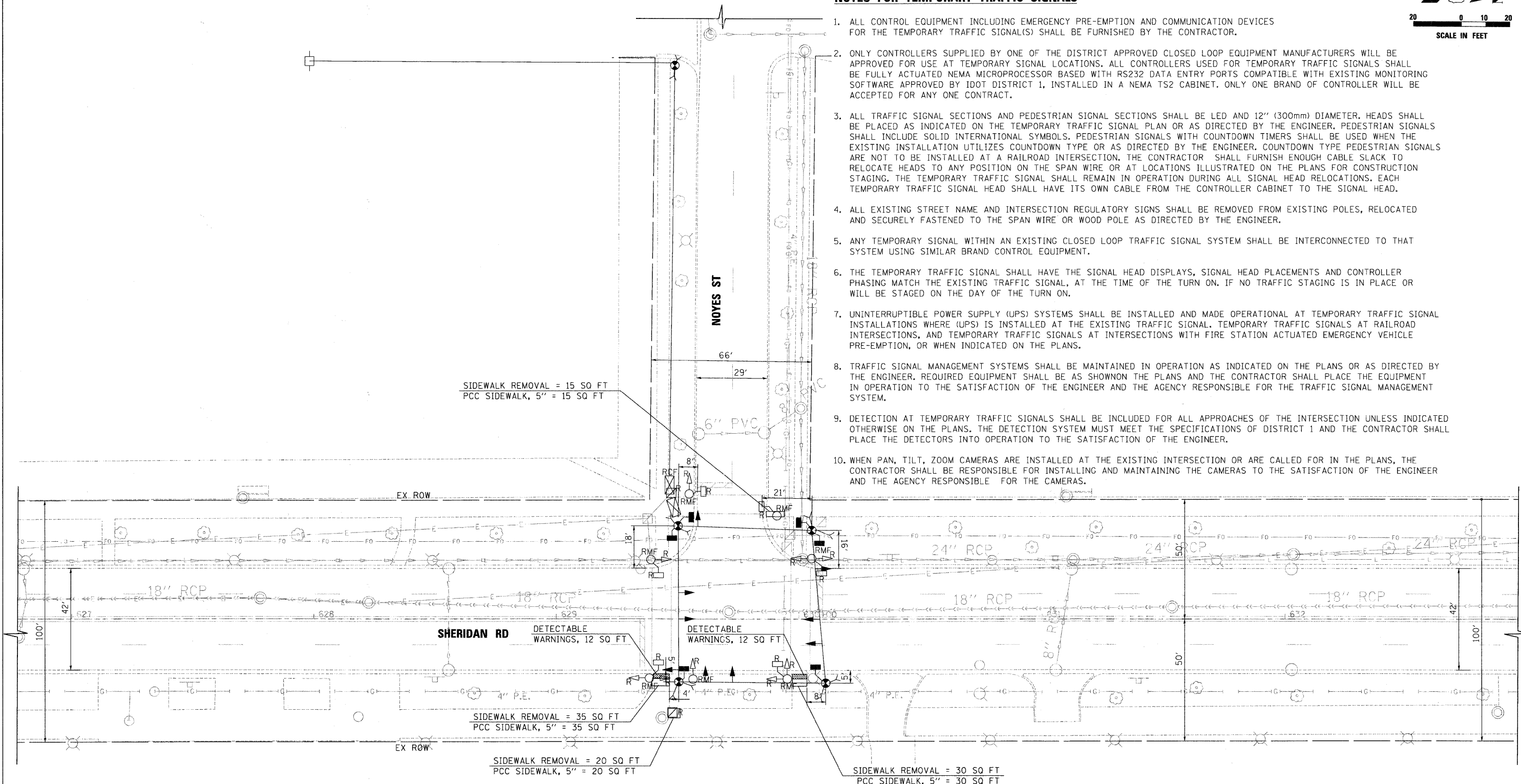
SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION
DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
SHERIDAN ROAD AND NORTHWESTERN PLACE

F.A.U. RTE. 2853	SECTION 10-00258-OOTL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 13
SCALE: N.T.S.			CONTRACT NO. 63630	
SHEET NO. OF SHEETS STA.		ILLINOIS FED. AID PROJECT		

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 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 LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 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 BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE (UPS) IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



WHERE SIDEWALK IS TO BE REMOVED, TEMPORARY HMA SIDEWALK SHALL BE PLACED WHEN PERMANENT PCC SIDEWALK WILL NOT BE INSTALLED AT THE END OF THE DAY. ALL COSTS ASSOCIATED WITH TEMPORARY HMA SIDEWALK PLACEMENT AND REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED SIDEWALK.

BEFORE REMOVING ANY EQUIPMENT OR HANDHOLES, THE CONTRACTOR SHALL CONFIRM THAT THE ITEM IS RELATED TO THE EXISTING TRAFFIC SIGNAL SYSTEM.

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY DIRECTION OF THE CITY. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

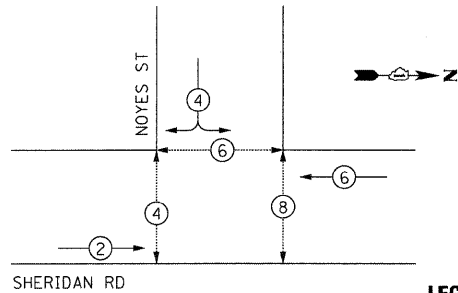
- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 3 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 3 EACH SIGNAL HEAD, 2-FACE, 5-SECTION
- 7 EACH TRAFFIC SIGNAL POST
- 6 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE

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



FILE NAME = 14_D23381-pln-010.dgn	USER NAME = USER0291	DESIGNED - THG/MPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN SHERIDAN ROAD AND NOYES STREET			F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 14
	PLOT SCALE = 1:20	DRAWN - THG/MPW	REVISED -		SCALE: 1" = 20'	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 63630		
	PLOT DATE = 8/29/2011	CHECKED - SRS	REVISED -		ILLINOIS FED. AID PROJECT							

TEMPORARY CONTROLLER SEQUENCE



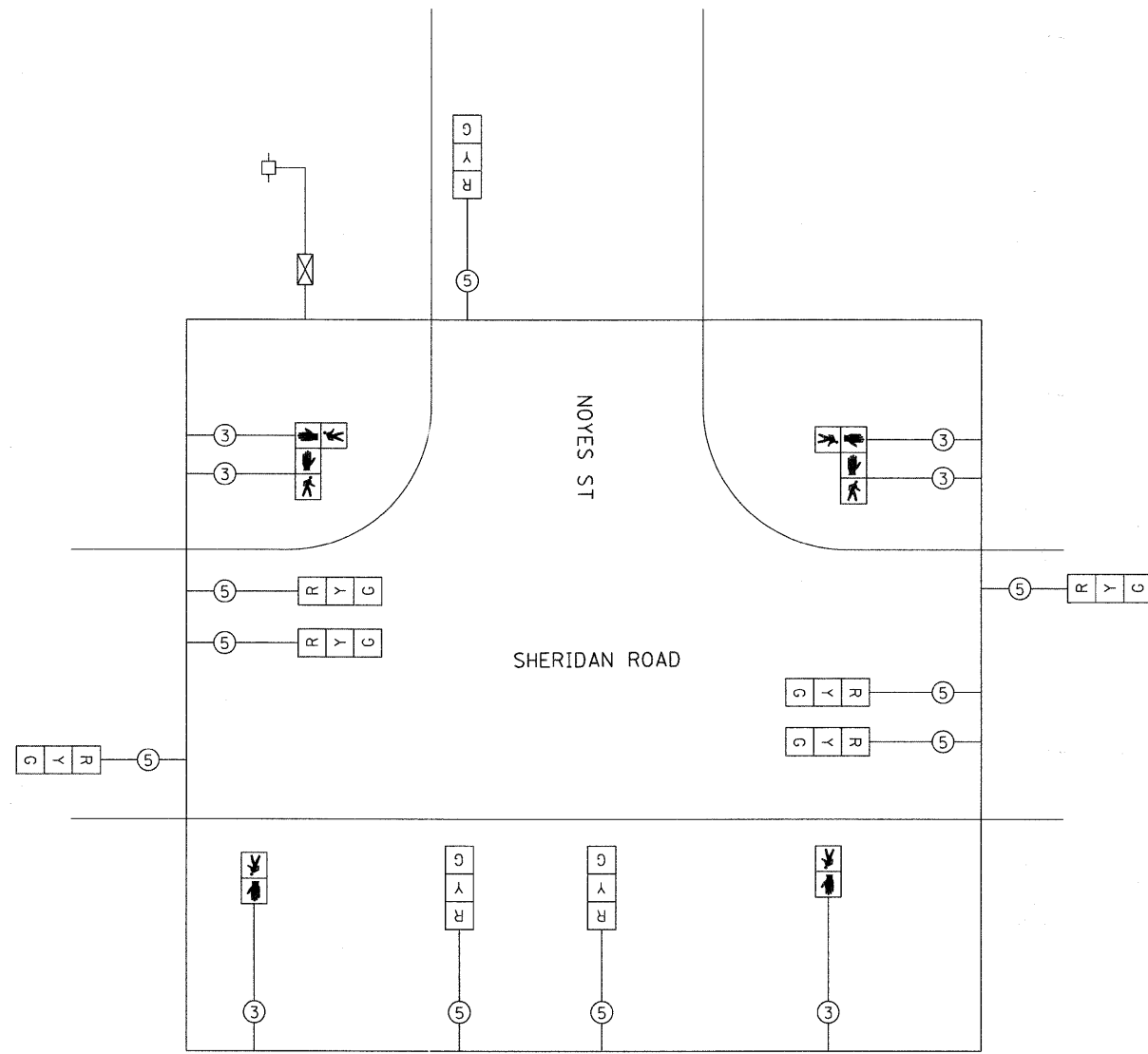
LEGEND:

- ← * → DUAL ENTRY PHASE
- ← * SINGLE ENTRY PHASE
- ← * → PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS x INCAND.	WATTAGE	LED x % OPERATION		
SIGNAL (RED)	9		17	0.50	76.50
(YELLOW)	9		25	0.25	56.25
(GREEN)	9		15	0.25	33.75
ARROW	-		12	0.10	-
PED. SIGNAL	6		25	1.00	150.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
VIDEO SYSTEM	-	150	-	1.00	-
FLASHER				0.50	
ENERGY COSTS TO:					TOTAL = 416.50

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED

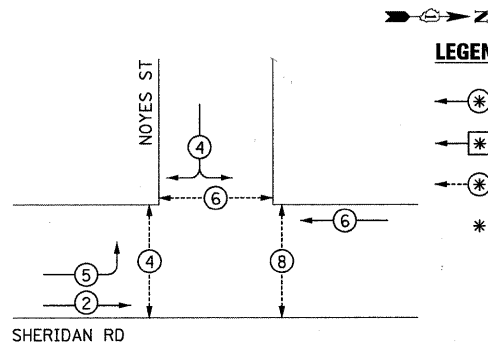


TEMPORARY CABLE PLAN

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

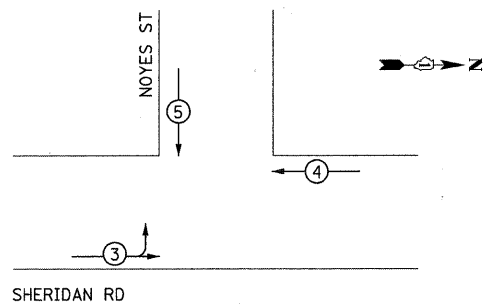


CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	4	3	5
MOVEMENT	←	↑	↓

INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE INCAND.	LED % OPERATION		
SIGNAL (RED)	9	17	0.50	76.50	
(YELLOW)	9	25	0.25	56.25	
(GREEN)	9	15	0.25	33.75	
ARROW	4	12	0.10	4.80	
PED. SIGNAL	6	25	1.00	150.00	
CONTROLLER	1	100	1.00	100.00	
ILLUM. SIGN	-	25	0.05	-	
FLASHER			0.50		
ENERGY COSTS TO:				TOTAL =	421.30

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED



FILE NAME = 17_D23381-shr-cp010.dgn

USER NAME = USER8291
 PLOT SCALE = 1:1
 PLOT DATE = 9/9/2011

DESIGNED - THG/MPW
 DRAWN - THG/MPW
 CHECKED - SRS
 DATE - 08/16/11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION
 DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
 SHERIDAN ROAD AND NOYES STREET

SCALE: N.T.S SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2853	10-00258-00TL	COOK	38	17
			CONTRACT NO. 63630	
ILLINOIS FED. AID PROJECT				

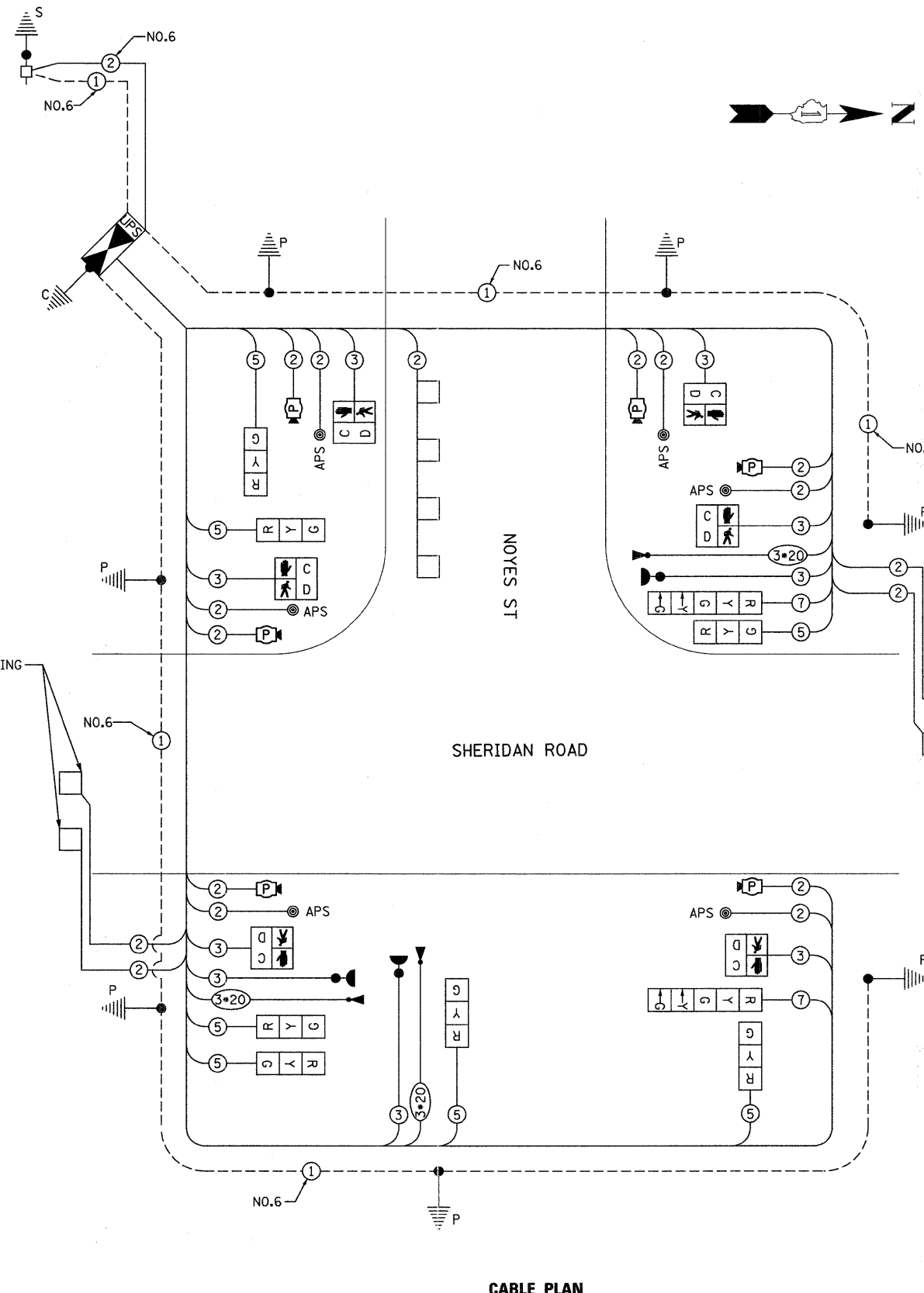
RESTORATION OF WORK AREA

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

NOTE:

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

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

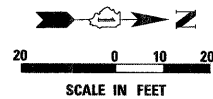


CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	100
DETECTABLE WARNINGS	SQ FT	24
SIDEWALK REMOVAL	SQ FT	100
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	513
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	44
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	6
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	291
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	47
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	14
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	135
HANDHOLE	EACH	5
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	630
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,336
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,054
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	688
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	402
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,491
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	333
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	268
TRAFFIC SIGNAL POST, 18 FT.	EACH	7
CONCRETE FOUNDATION, TYPE A	FOOT	28
CONCRETE FOUNDATION, TYPE C	FOOT	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
INDUCTIVE LOOP DETECTOR	EACH	5
DETECTOR LOOP, TYPE I	FOOT	247
LIGHT DETECTOR, SPECIAL	EACH	3
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE EXISTING CONCRETE FOUNDATION	EACH	7
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	392
MICROWAVE DETECTION UNIT	EACH	6
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
VIBROTACTILE FEATURE	EACH	6
LIGHT DETECTOR AMPLIFIER	EACH	1

MATCHLINE - SEE BELOW LEFT



NOTES FOR TEMPORARY TRAFFIC SIGNALS

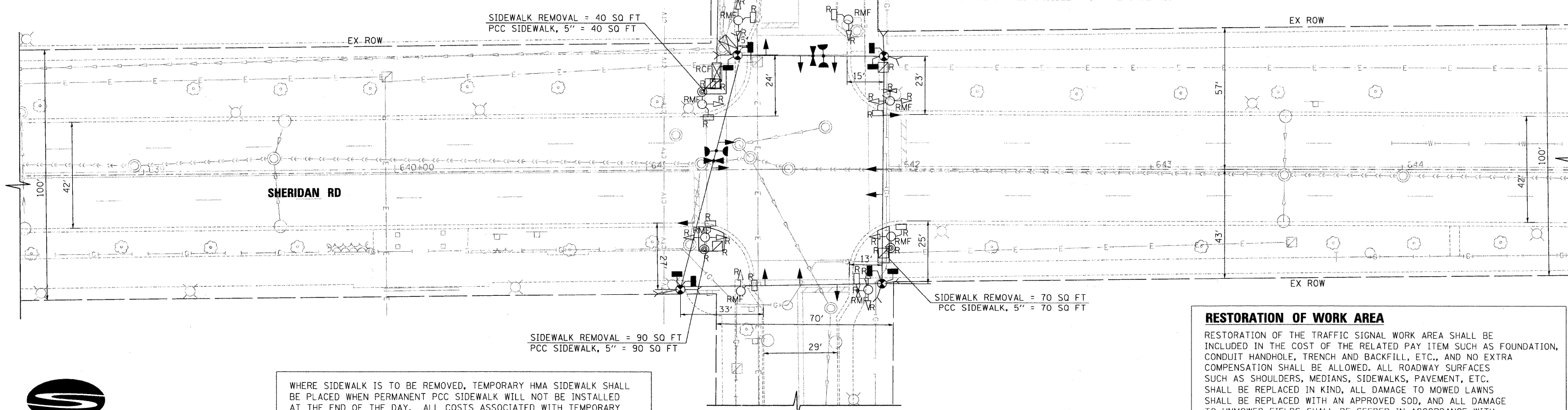
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. 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 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 LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 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 BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE (UPS) IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

BEFORE REMOVING ANY EQUIPMENT OR HANDHOLES, THE CONTRACTOR SHALL CONFIRM THAT THE ITEM IS RELATED TO THE EXISTING TRAFFIC SIGNAL SYSTEM.

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY DIRECTION OF CITY. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	CONTROLLER AND CABINET (COMPLETE)
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION
8	EACH	TRAFFIC SIGNAL POST
8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE
2	EACH	LIGHT DETECTOR

MATCHLINE - SEE ABOVE RIGHT



WHERE SIDEWALK IS TO BE REMOVED, TEMPORARY HMA SIDEWALK SHALL BE PLACED WHEN PERMANENT PCC SIDEWALK WILL NOT BE INSTALLED AT THE END OF THE DAY. ALL COSTS ASSOCIATED WITH TEMPORARY HMA SIDEWALK PLACEMENT AND REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED SIDEWALK.

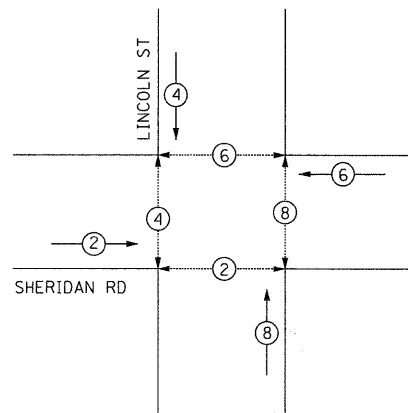
RESTORATION OF WORK AREA

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



FILE NAME = 18.023301-pln-011.dgn	USER NAME = USER8291	DESIGNED - THG/MPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN SHERIDAN ROAD AND LINCOLN STREET			F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 18
PLLOT SCALE = 1:20	CHECKED - SRS	DRAWN - THG/MPW	REVISED -		SCALE: 1" = 20'	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 63630		
PLLOT DATE = 8/29/2011	DATE - 08/16/11	CHECKED - SRS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 08/16/11	REVISED -									

TEMPORARY CONTROLLER SEQUENCE

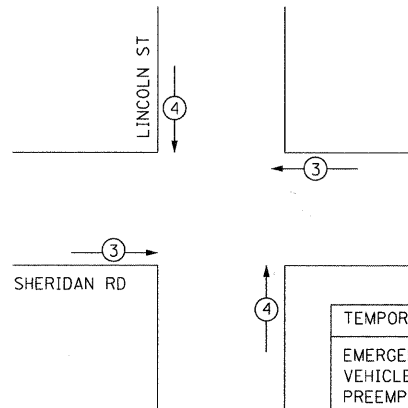


LEGEND:

- ⊛ DUAL ENTRY PHASE
- ⊠ SINGLE ENTRY PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

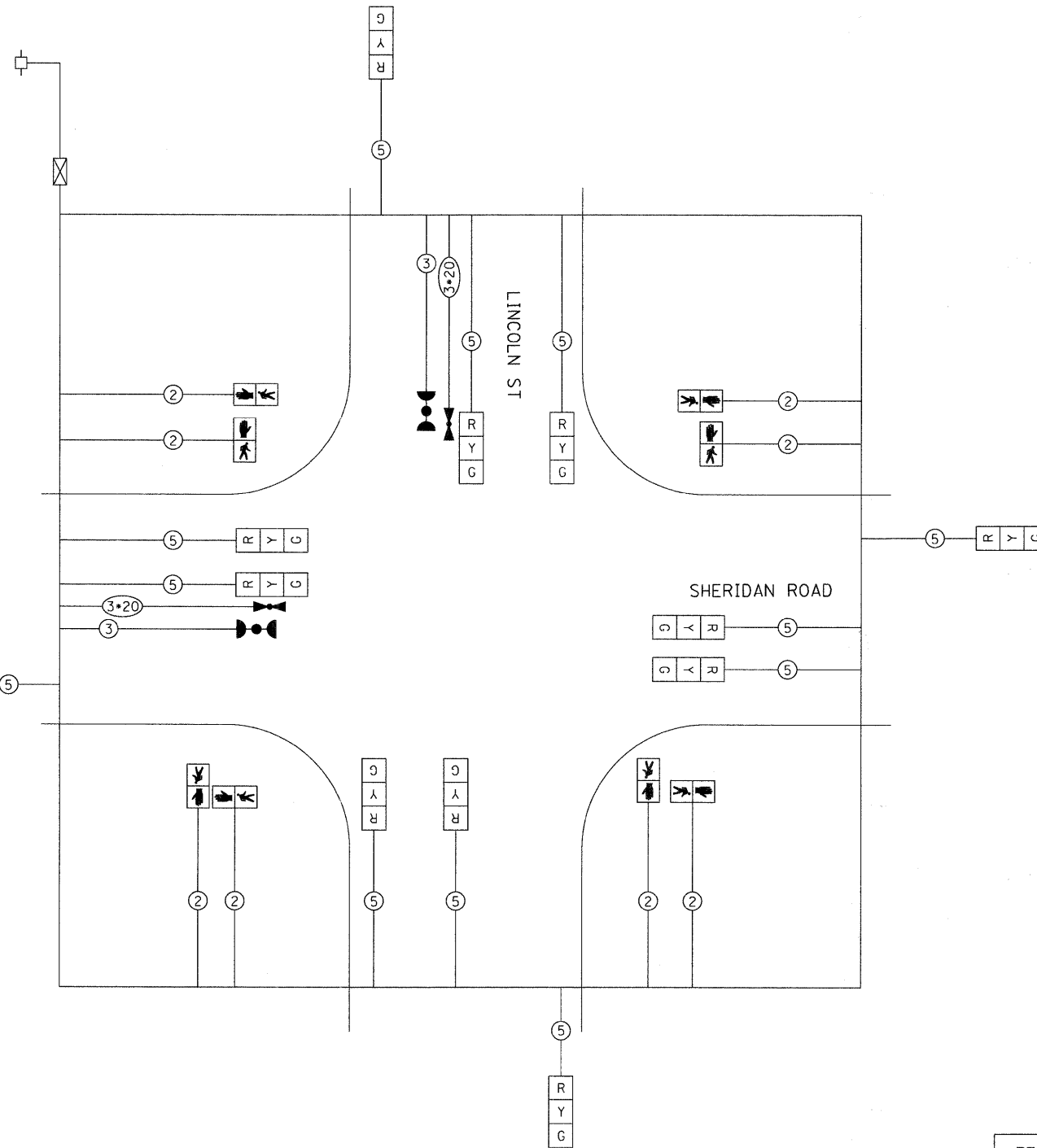
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↔	↕

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPSxINCAND.	WATTAGE LEDx% OPERATION			
SIGNAL (RED)	12	17	0.50	102.00	
(YELLOW)	12	25	0.25	75.00	
(GREEN)	12	15	0.25	45.00	
ARROW	-	12	0.10		
PED. SIGNAL	8	25	1.00	200.00	
CONTROLLER	1	100	1.00	100.00	
ILLUM. SIGN	-	25	0.05		
VIDEO SYSTEM	-	150	1.00		
FLASHER			0.50		
ENERGY COSTS TO:				TOTAL =	522.00

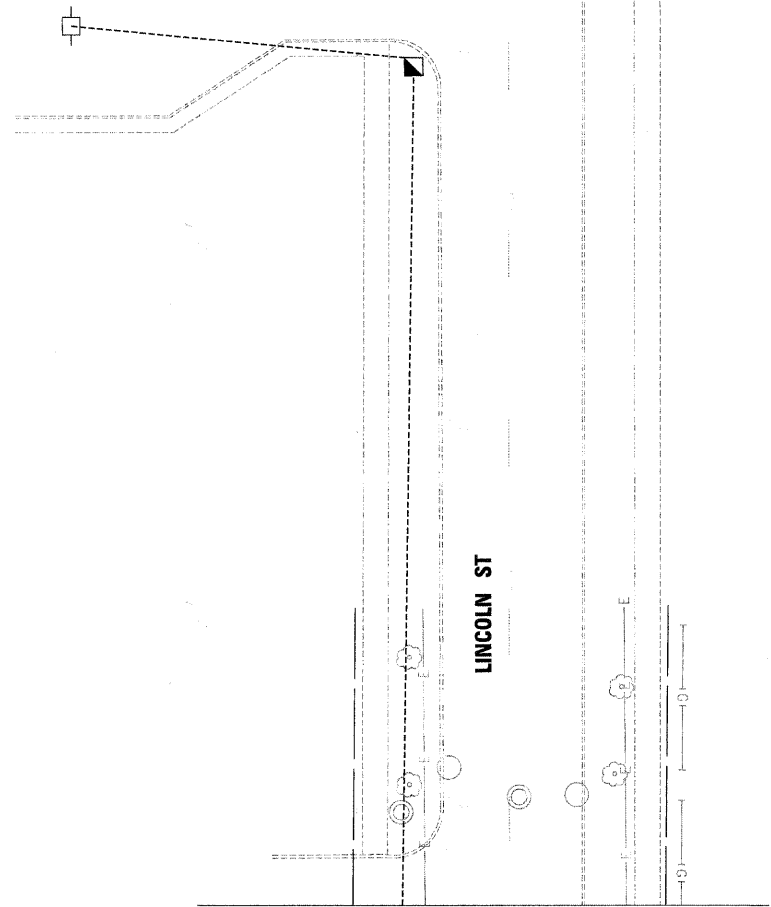
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED



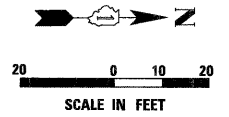
TEMPORARY CABLE PLAN

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



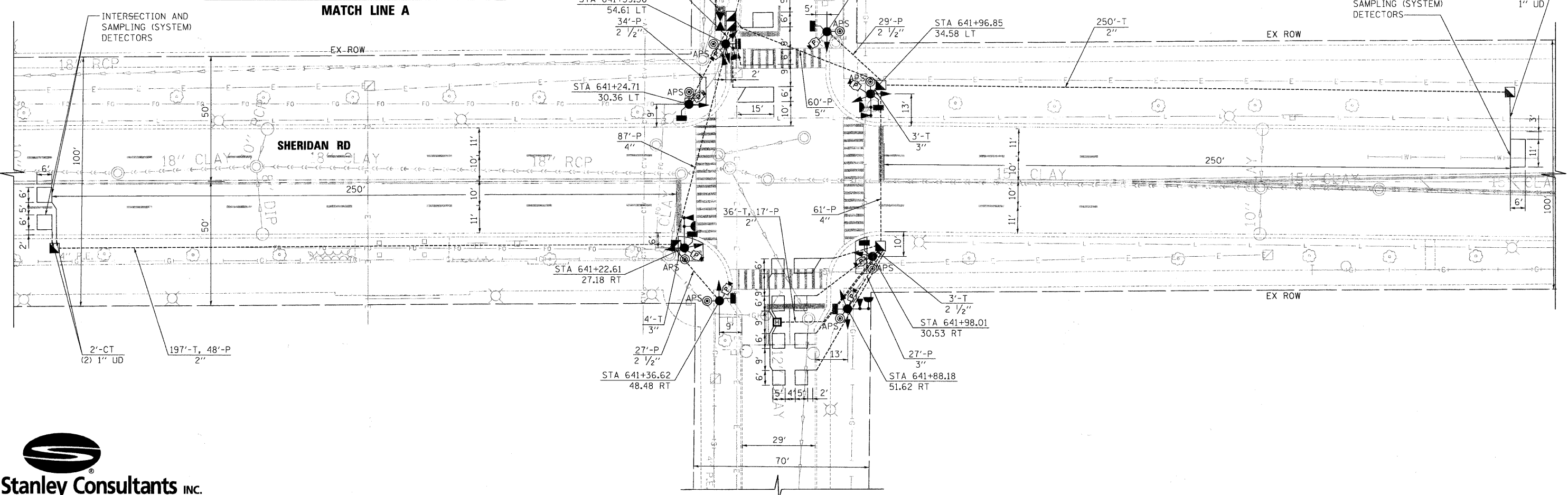


SEE MATCH LINE A



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

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM. ALL SIGNAL POSTS WILL BE 18' UNLESS OTHERWISE NOTED.



FILE NAME = 28_023301-p1n-005.dgn

USER NAME = USER0291
 PLOT SCALE = 1:20
 PLOT DATE = 8/29/2011

DESIGNED - THG/MPW
 DRAWN - THG/MPW
 CHECKED - SRS
 DATE - 08/16/11

REVISED -
 REVISED -
 REVISED -
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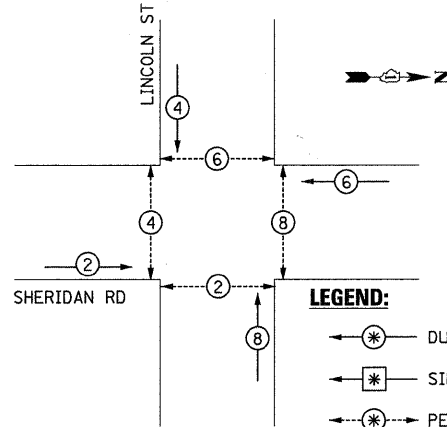
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
 SHERIDAN ROAD AND LINCOLN STREET

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2853	10-00258-00TL	COOK	38	20
CONTRACT NO. 63630				
ILLINOIS FED. AID PROJECT				

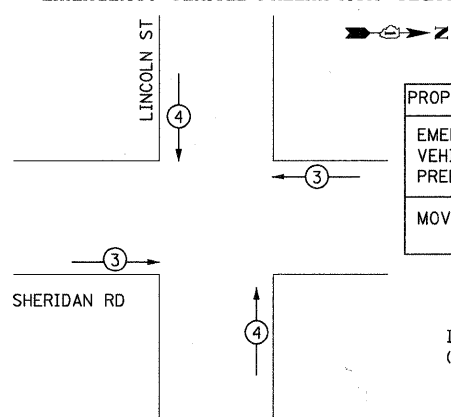
CONTROLLER SEQUENCE



LEGEND:
 * DUAL ENTRY PHASE
 * SINGLE ENTRY PHASE
 * PEDESTRIAN PHASE
 * NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE

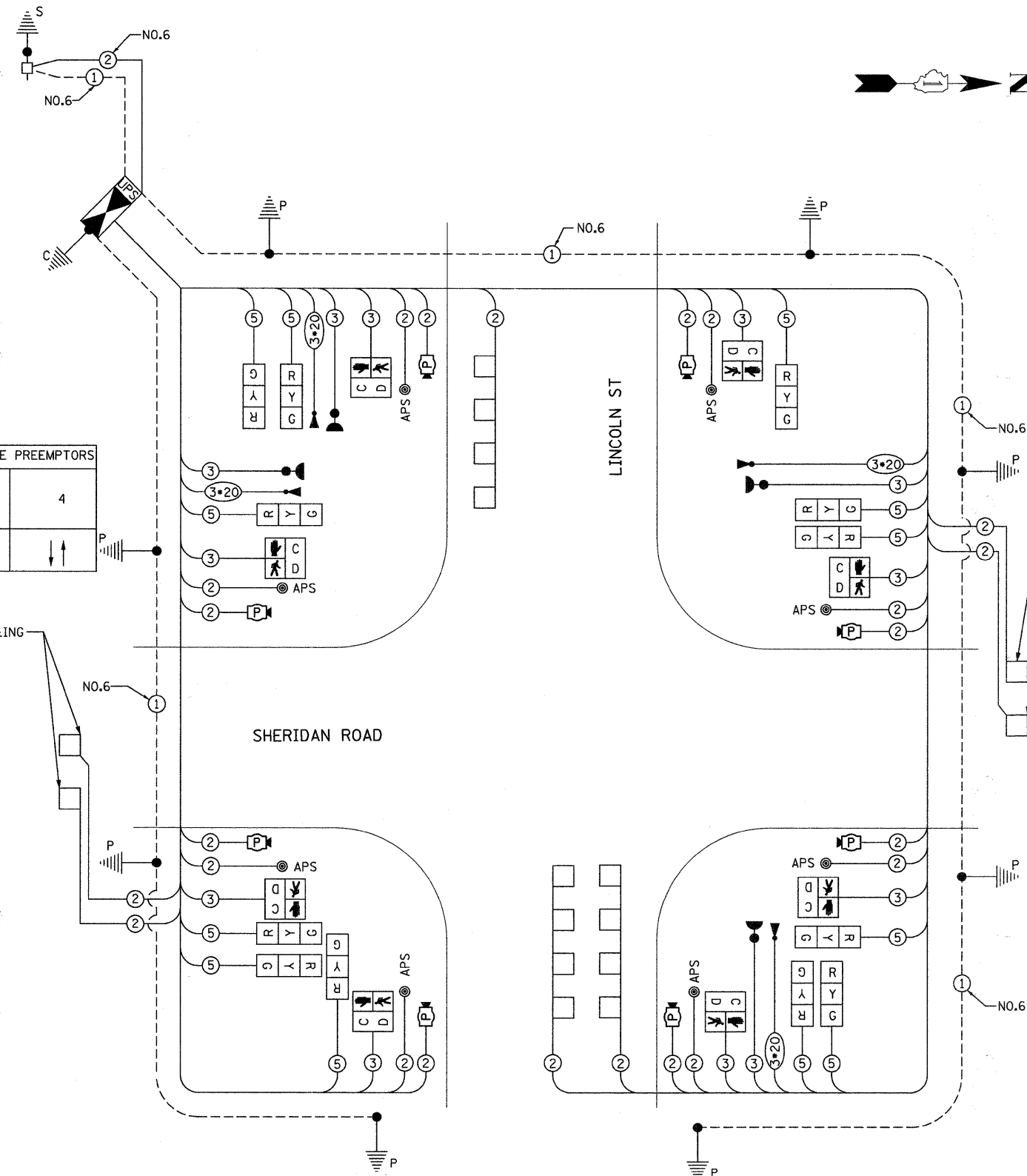


PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑ ↓

INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPSxINCAND.	WATTAGE	LEDx% OPERATION		
SIGNAL (RED)	12	17	0.50	102.00	
(YELLOW)	12	25	0.25	75.00	
(GREEN)	12	15	0.25	45.00	
ARROW	-	12	0.10		
PED. SIGNAL	8	25	1.00	200.00	
CONTROLLER	1	100	1.00	100.00	
ILLUM. SIGN	-	25	0.05		
FLASHER			0.50		
ENERGY COSTS TO:				TOTAL =	450.80

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED



CABLE PLAN

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

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

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

INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	200
SIDEWALK REMOVAL	SQ FT	200
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	823
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	3
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	39
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	155
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	90
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	148
CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	60
HANDHOLE	EACH	6
HEAVY-DUTY HANDHOLE	EACH	1
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	963
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	2,015
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,762
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,477
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,535
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	454
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	761
TRAFFIC SIGNAL POST, 18 FT.	EACH	8
CONCRETE FOUNDATION, TYPE A	FOOT	32
CONCRETE FOUNDATION, TYPE C	FOOT	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
INDUCTIVE LOOP DETECTOR	EACH	6
DETECTOR LOOP, TYPE I	FOOT	480
LIGHT DETECTOR, SPECIAL	EACH	4
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	5
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	540
MICROWAVE DETECTION UNIT	EACH	8
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
VIBROTACTILE FEATURE	EACH	8
LIGHT DETECTOR AMPLIFIER	EACH	1



FILE NAME = 21_023301-shr-ep011.dgn	USER NAME = USER8291	DESIGNED - THG/MPW	REVISED -
	PLOT SCALE = 1:1	DRAWN - THG/MPW	REVISED -
	PLOT DATE = 9/9/2011	CHECKED - SRS	REVISED -
		DATE - 08/16/11	REVISED -

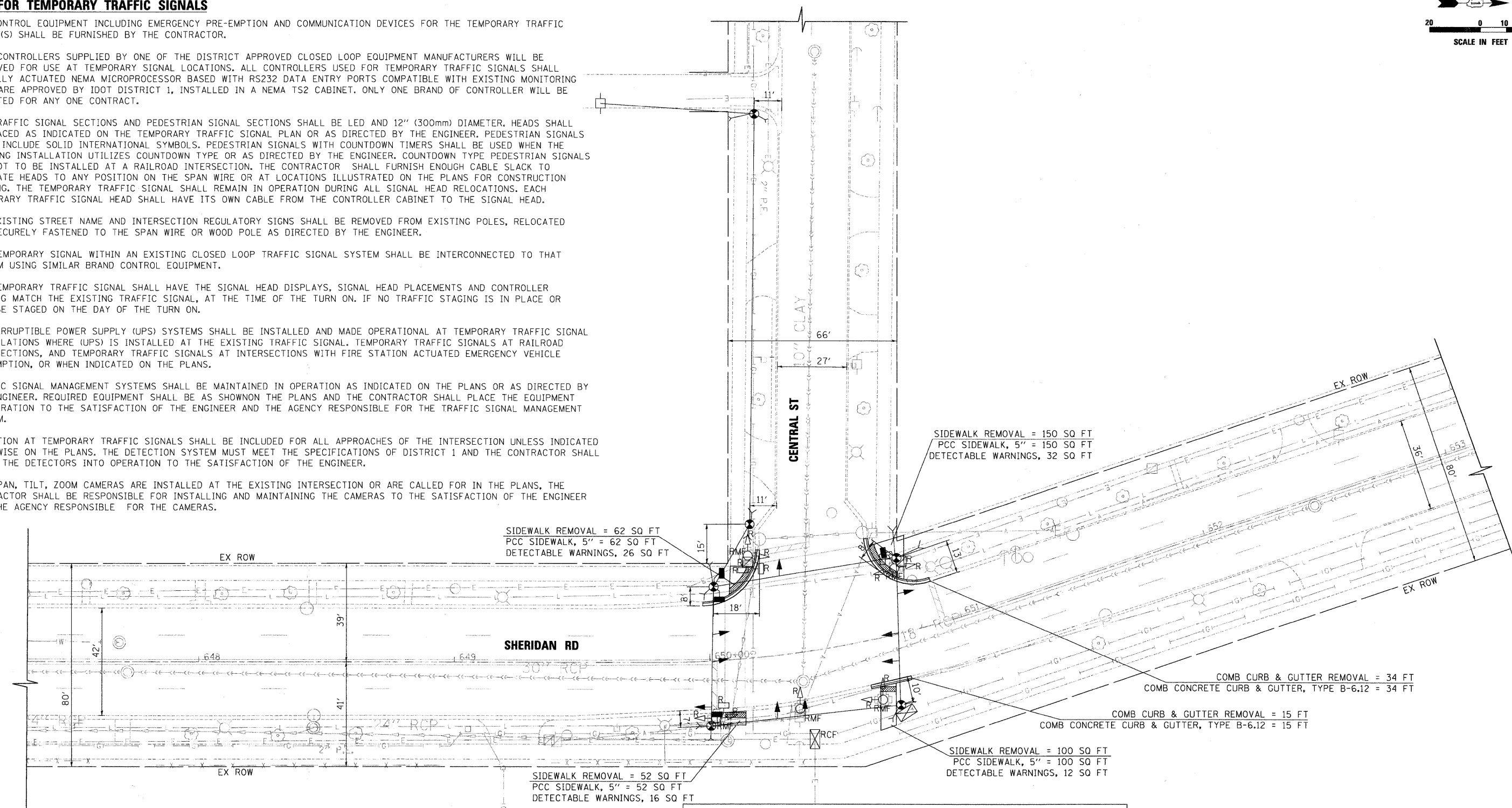
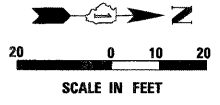
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE			
SHERIDAN ROAD AND LINCOLN STREET			
SCALE: N.T.S	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 21
			CONTRACT NO. 63630	
ILLINOIS FED. AID PROJECT				

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 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 LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 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 BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE (UPS) IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



BEFORE REMOVING ANY EQUIPMENT OR HANDHOLES, THE CONTRACTOR SHALL CONFIRM THAT THE ITEM IS RELATED TO THE EXISTING TRAFFIC SIGNAL SYSTEM.

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY DIRECTION OF CITY. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	CONTROLLER AND CABINET (COMPLETE)
1	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION
5	EACH	TRAFFIC SIGNAL POST
2	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE
1	EACH	PEDESTRIAN SIGNAL HEAD, 2-FACE

ASPHALT SURFACE ADJACENT TO CURB REMOVAL AND REPLACEMENT SHALL BE COLD MILLED TO A DEPTH OF 2" AND A WIDTH OF ONE (1) TO FOUR (4) FEET FROM THE EDGE OF PAVEMENT IN ORDER TO PROVIDE A SMOOTH TRANSITION FROM THE PROPOSED CURB AND GUTTER TO THE EXISTING PAVEMENT SURFACE AND NOT TO EXCEED A 5% CROSS SLOPE. COST OF HMA SURFACE REMOVAL AND REPLACEMENT SHALL BE INCLUDED IN THE COST OF THE COMBINATION CURB AND GUTTER, TYPE B-6.12.

WHERE SIDEWALK IS TO BE REMOVED, TEMPORARY HMA SIDEWALK SHALL BE PLACED WHEN PERMANENT PCC SIDEWALK WILL NOT BE INSTALLED AT THE END OF THE DAY. ALL COSTS ASSOCIATED WITH TEMPORARY HMA SIDEWALK PLACEMENT AND REMOVAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED SIDEWALK.

RESTORATION OF WORK AREA

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



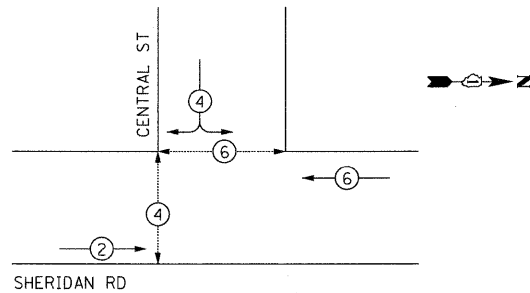
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		CHECKED - SRS	REVISED -
		DATE - 08/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN			
SHERIDAN ROAD AND CENTRAL STREET			
SCALE: 1" = 20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 22
				CONTRACT NO. 63630
ILLINOIS FED. AID PROJECT				

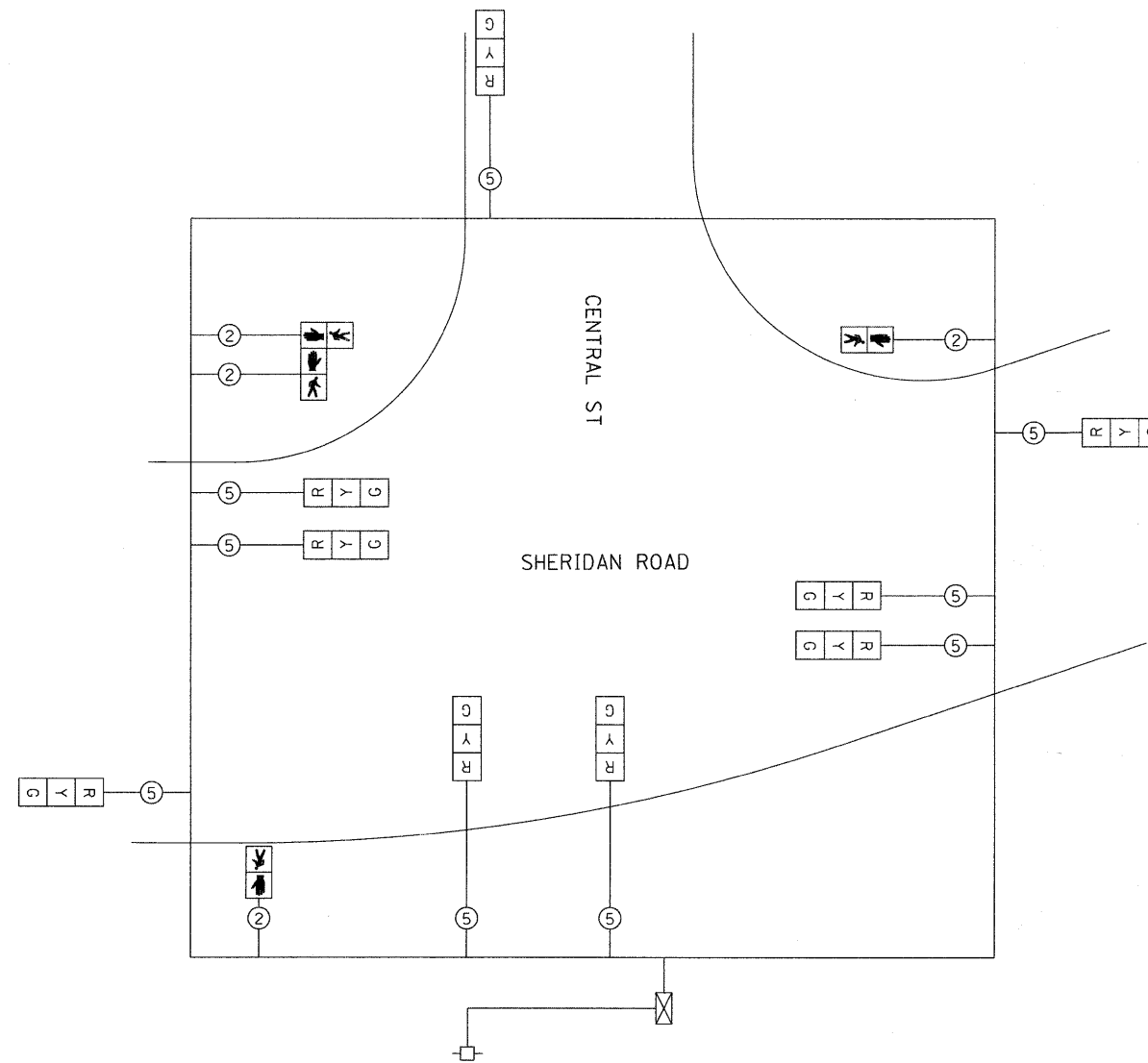
TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- ⊙ → DUAL ENTRY PHASE
- ⊙ → SINGLE ENTRY PHASE
- ⊙ → PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM



TEMPORARY CABLE PLAN

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPSxINCAND.	WATTAGE	LEDx% OPERATION		
SIGNAL (RED)	9		17	0.50	76.50
(YELLOW)	9		25	0.25	56.25
(GREEN)	9		15	0.25	33.75
ARROW	-		12	0.10	
PED. SIGNAL	4		25	1.00	100.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	
VIDEO SYSTEM	-	150	-	1.00	
FLASHER				0.50	
ENERGY COSTS TO:					TOTAL = 366.50

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED

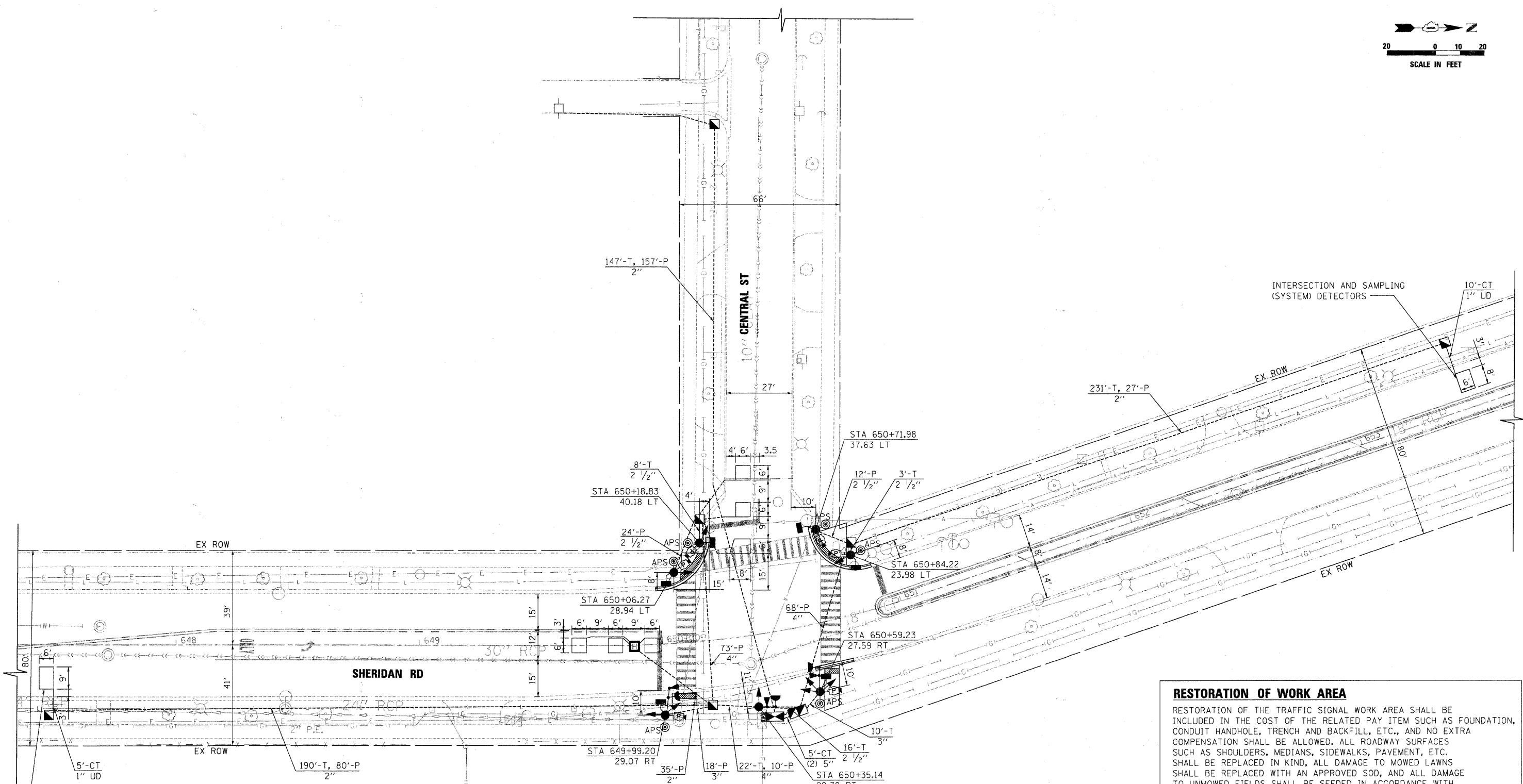


Stanley Consultants INC.

RESTORATION OF WORK AREA

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

FILE NAME = 23_023301-sht-op005.dgn	USER NAME = USER0291	DESIGNED - THG/MPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE SHERIDAN ROAD AND CENTRAL STREET	F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 23		
PLOT SCALE = 1:1	DRAWN - THG/MPW	REVISOR -	SCALE: N.T.S.			SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 63630				
PLOT DATE = 8/29/2011	CHECKED - SRS	REVISOR -										
	DATE - 08/16/11	REVISOR -										



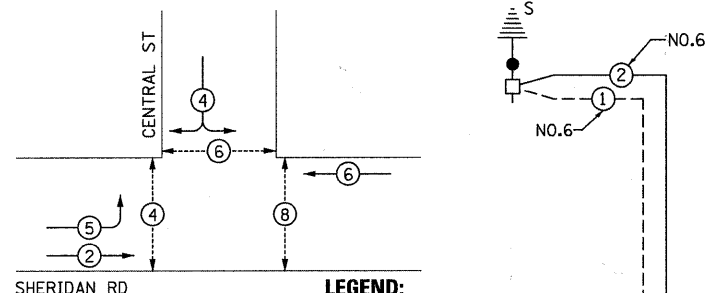
RESTORATION OF WORK AREA
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT,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

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM. ALL SIGNAL POSTS WILL BE 18' UNLESS OTHERWISE NOTED.



FILE NAME = 24_023301-pln-006.dgn	USER NAME = USER8291	DESIGNED - THG/MPW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN SHERIDAN ROAD AND CENTRAL STREET	F.A.U. RTE. = 2853	SECTION = 10-00258-00TL	COUNTY = COOK	TOTAL SHEETS = 38	SHEET NO. = 24
	PLOT SCALE = 1/2"=1'	DRAWN - THG/MPW	REVISED -			CONTRACT NO. 63630				
	PLOT DATE = 8/29/2011	CHECKED - SRS	REVISED -			[ILLINOIS] FED. AID PROJECT				
	DATE = 08/16/11	DATE = 08/16/11	REVISED -	SCALE: 1" = 20'		SHEET NO. OF SHEETS STA. TO STA.				

CONTROLLER SEQUENCE

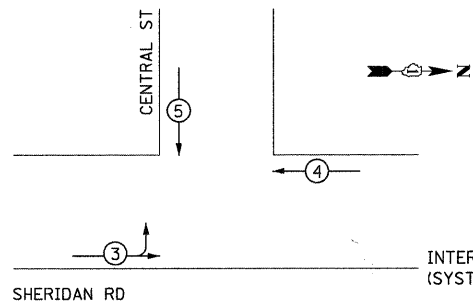


LEGEND:

- ⊛ DUAL ENTRY PHASE
- ⊠ SINGLE ENTRY PHASE
- ⊙ PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	↑	←	↓

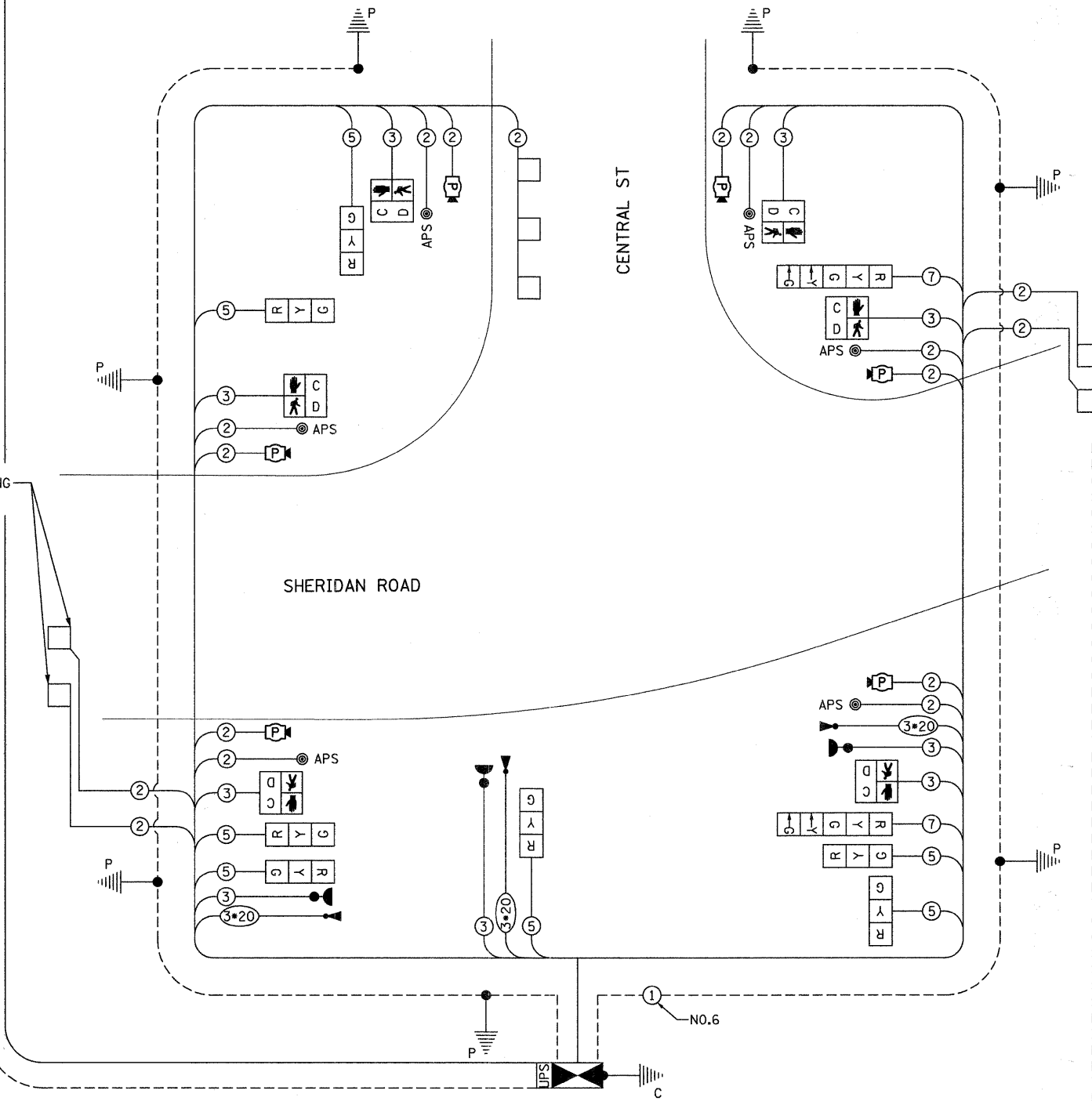
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPSxINCAND.	WATTAGE	LEDx% OPERATION		
SIGNAL (RED)	9	17	0.50	76.50	
(YELLOW)	9	25	0.25	56.25	
(GREEN)	9	15	0.25	33.75	
ARROW	4	12	0.10	4.80	
PED. SIGNAL	6	25	1.00	150.00	
CONTROLLER	1	100	1.00	100.00	
ILLUM. SIGN	-	25	0.05	-	
FLASHER			0.50		
ENERGY COSTS TO:				TOTAL =	421.30

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMED



FILE NAME = 25_D23321-shft-cp012.dgn	USER NAME = USER8291	DESIGNED - THG/MPW	REVISED -
	PLOT SCALE = 1:1	DRAWN - THG/MPW	REVISED -
	PLOT DATE = 9/9/2011	CHECKED - SRS	REVISED -
		DATE - 08/16/11	REVISED -

CABLE PLAN



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

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

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

SCHEDULE OF QUANTITIES

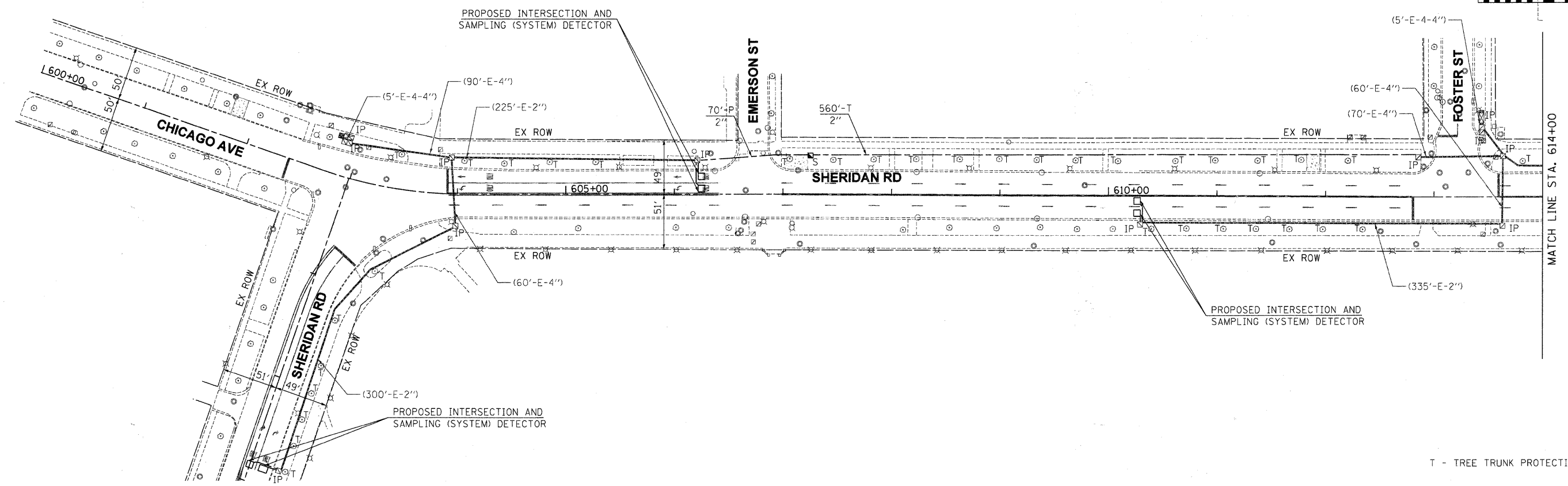
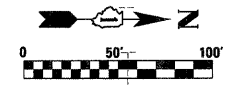
ITEM	UNIT TOTAL
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT 364
DETECTABLE WARNINGS	SQ FT 86
COMBINATION CURB AND GUTTER REMOVAL	FOOT 49
SIDEWALK REMOVAL	SQ FT 364
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT 49
SERVICE INSTALLATION - POLE MOUNTED	EACH 1
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT 568
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT 27
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT 10
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT 22
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT 10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT 299
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT 36
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT 18
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT 151
HANDHOLE	EACH 6
HEAVY-DUTY HANDHOLE	EACH 1
DOUBLE HANDHOLE	EACH 1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT 695
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH 1
UNINTERRUPTIBLE POWER SUPPLY	EACH 1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT 1,149
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT 706
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT 575
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT 175
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT 833
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT 329
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT 509
TRAFFIC SIGNAL POST, 18 FT.	EACH 7
CONCRETE FOUNDATION, TYPE A	FOOT 28
CONCRETE FOUNDATION, TYPE C	FOOT 4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH 4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH 1
SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH 1
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH 1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH 6
INDUCTIVE LOOP DETECTOR	EACH 4
DETECTOR LOOP, TYPE I	FOOT 255
LIGHT DETECTOR, SPECIAL	EACH 3
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH 1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH 1
REMOVE EXISTING HANDHOLE	EACH 2
REMOVE EXISTING CONCRETE FOUNDATION	EACH 5
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT 166
MICROWAVE DETECTION UNIT	EACH 6
ACCESSIBLE PEDESTRIAN SIGNALS	EACH 6
VIBROTACTILE FEATURE	EACH 6
LIGHT DETECTOR AMPLIFIER	EACH 1

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION
 DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
 SHERIDAN ROAD AND CENTRAL STREET

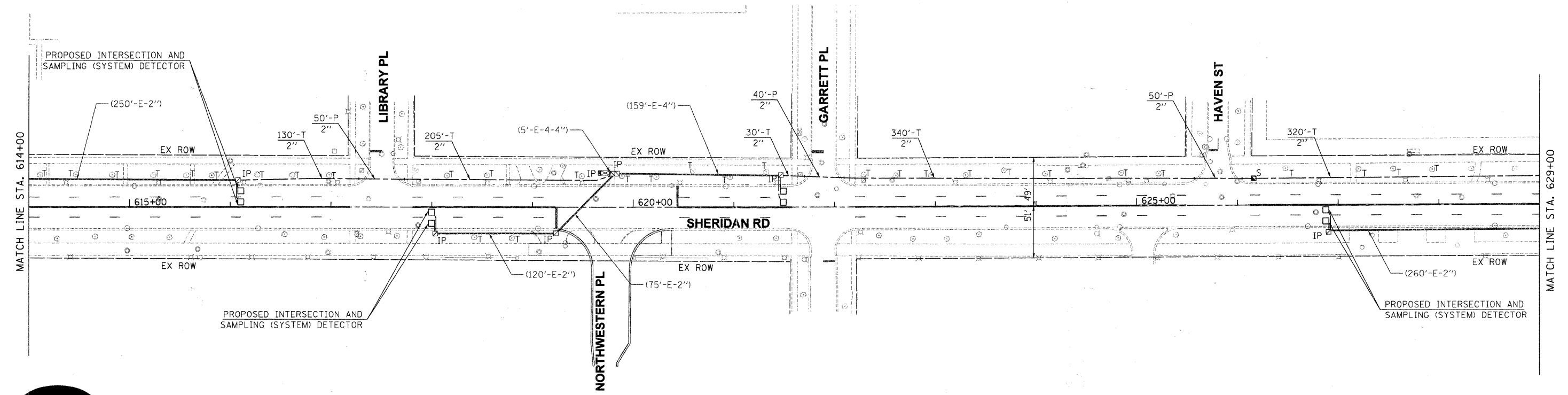
F.A.U. RTE. 2853	SECTION 10-00258-00TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 25
CONTRACT NO. 63630			ILLINOIS FED. AID PROJECT	

SCALE: N.T.S SHEET NO. OF SHEETS STA. TO STA.

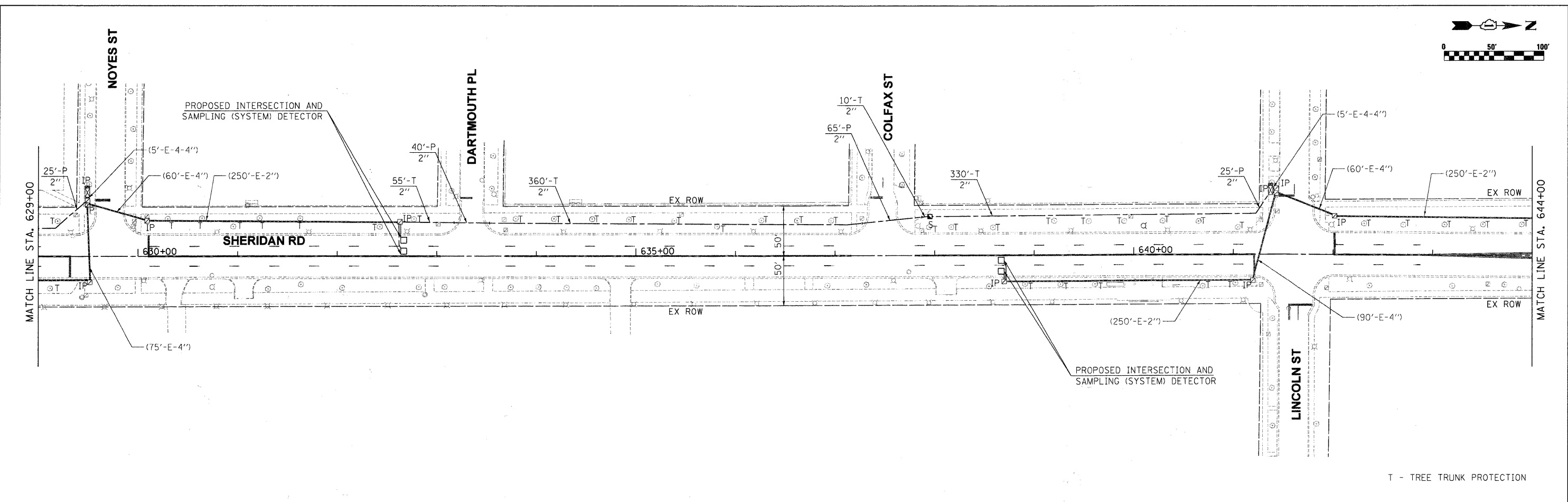
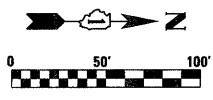


T - TREE TRUNK PROTECTION

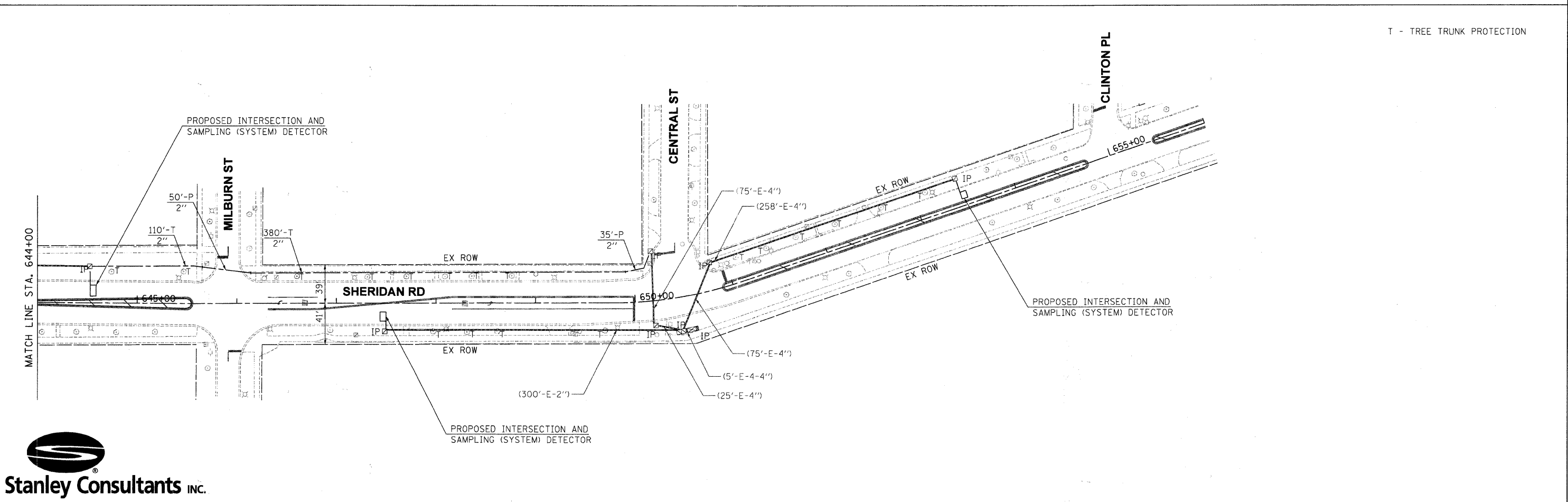
T - TREE TRUNK PROTECTION



FILE NAME = 26.D23301-sh-t-ts01.dgn	USER NAME = USER0291	DESIGNED - LC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT PLAN SHERIDAN ROAD - CHICAGO AVENUE TO CENTRAL STREET			F.A.U. RTE. 2853	SECTION 10-00258-00-TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 26
PLOT SCALE = 1/500		CHECKED - CF	REVISED -		SCALE: 1" = 50'			SHEET NO. OF SHEETS		STA. 600+00 TO STA. 629+00		CONTRACT NO. 63630
PLOT DATE = 8/29/2011		DATE - 08/16/11	REVISED -		ILLINOIS FED. AID PROJECT							



T - TREE TRUNK PROTECTION

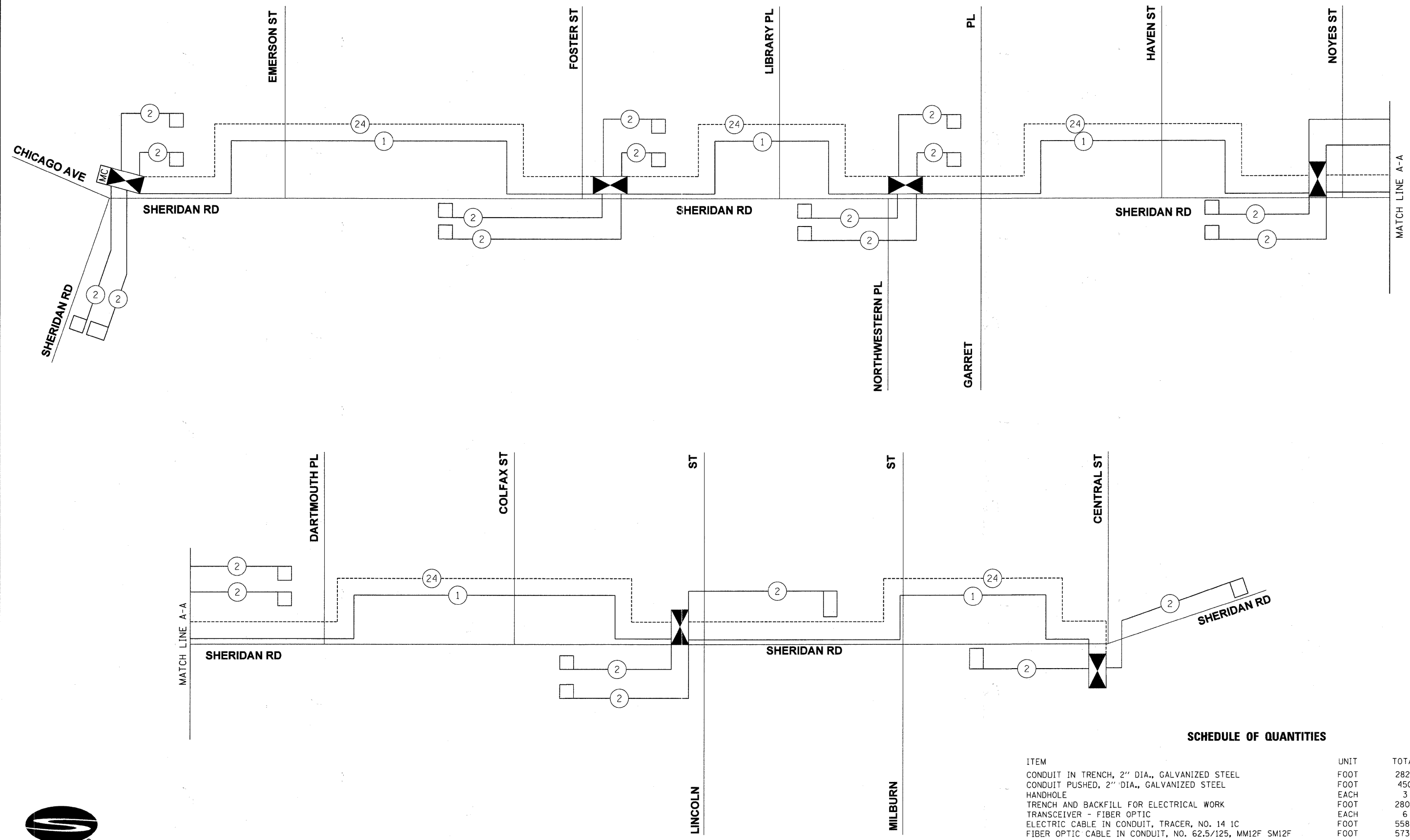
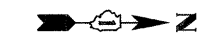


T - TREE TRUNK PROTECTION



Stanley Consultants INC.

FILE NAME = 27_D23301-sh-t-ts02.dgn	USER NAME = USER0291	DESIGNED - LC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT PLAN SHERIDAN ROAD - CHICAGO AVENUE TO CENTRAL STREET			F.A.U. RTE. 2853	SECTION 10-00258-00-TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 27
PLOT SCALE = 1/50		CHECKED - CF	REVISED -		SCALE: 1" = 50'			SHEET NO. OF SHEETS		CONTRACT NO. 63630		
PLOT DATE = 8/29/2011		DATE - 08/16/11	REVISED -		STA. 629+00 TO STA. 656+00			ILLINOIS FED. AID PROJECT				



SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	2825
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	450
HANDHOLE	EACH	3
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2800
TRANSCEIVER - FIBER OPTIC	EACH	6
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5580
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	5730

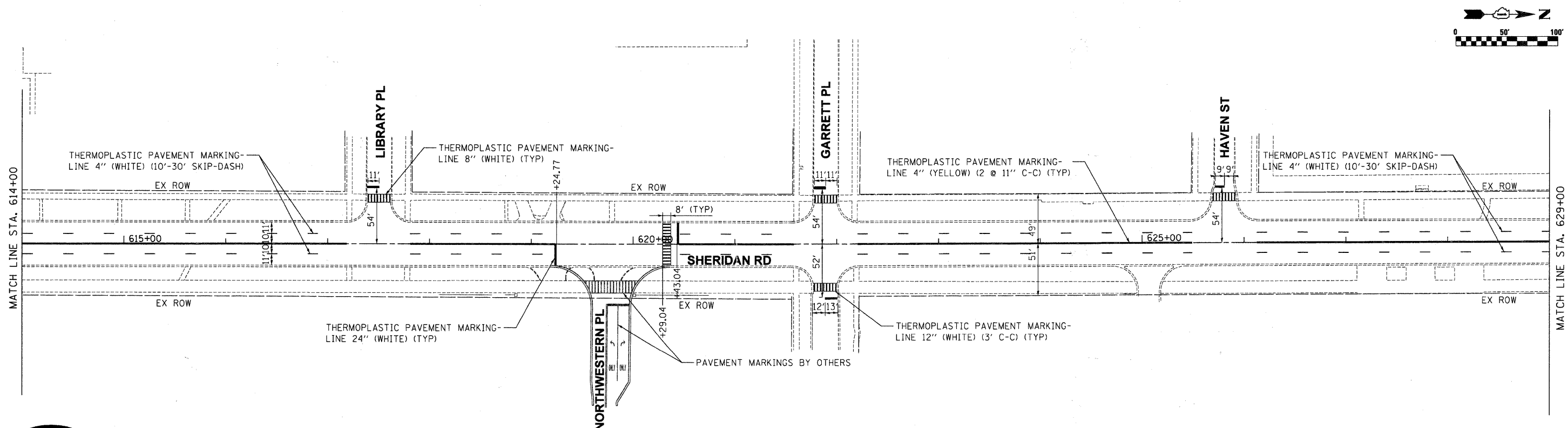
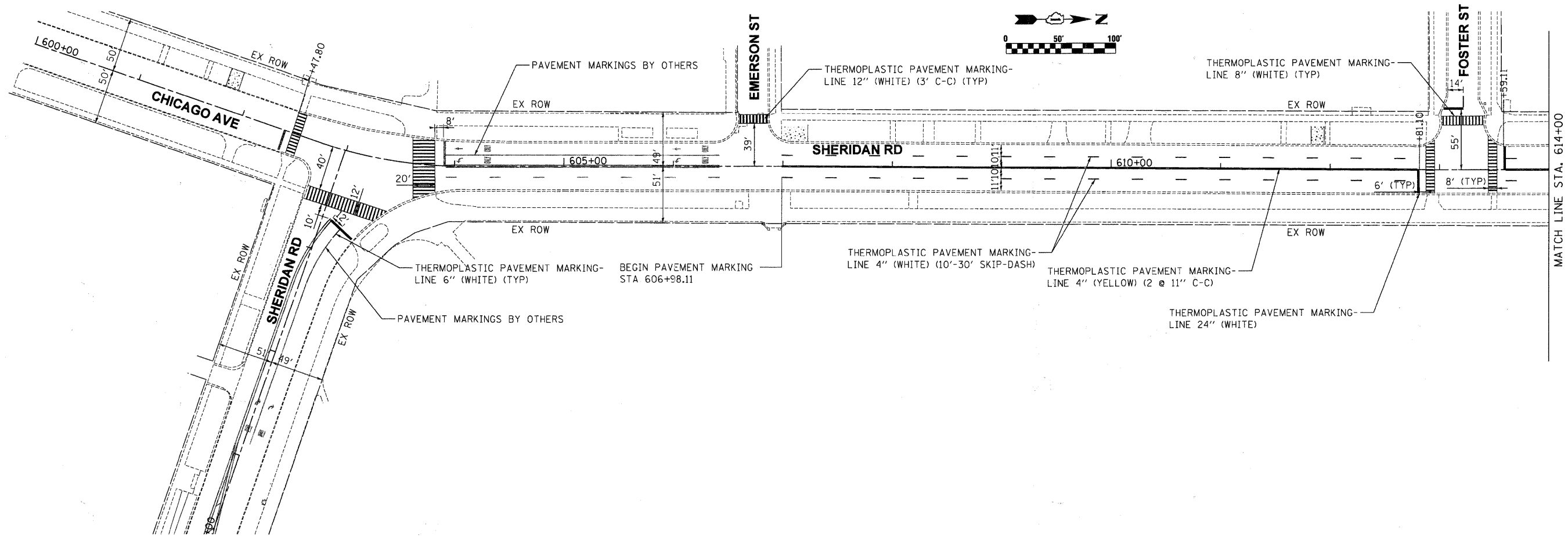


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PLOT SCALE = 1:100	CHECKED - CF	DRAWN - LC	REVISED -
PLOT DATE = 8/29/2011	DATE - 08/16/11		REVISED -

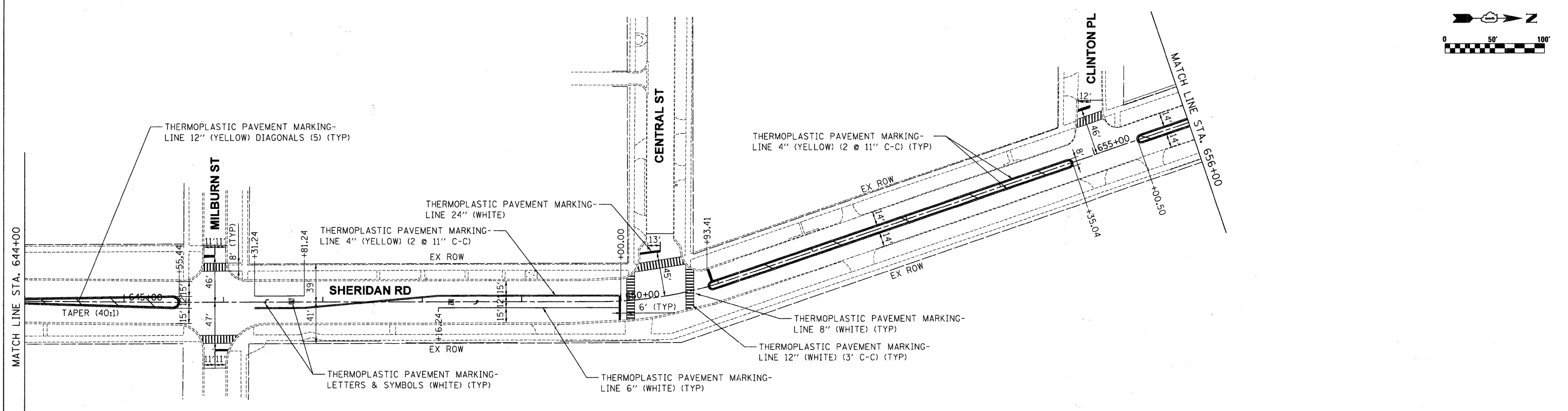
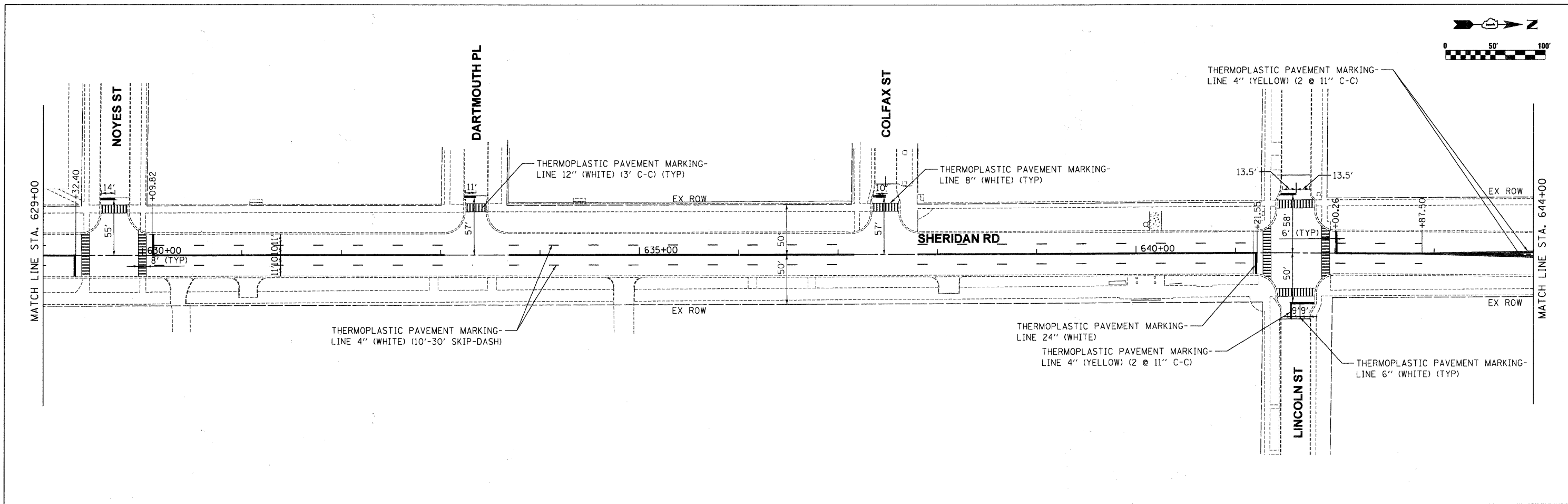
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERCONNECT SCHEMATIC			
SHERIDAN ROAD - CHICAGO AVENUE TO CENTRAL STREET			
SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE. 2853	SECTION 10-00258-00-TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 28
CONTRACT NO. 63630				ILLINOIS FED. AID PROJECT



FILE NAME = 29.D23301-pvnt-mkg-001.dgn	USER NAME = USER:8291	DESIGNED - THG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN SHERIDAN ROAD - CHICAGO AVENUE TO CENTRAL STREET			F.A.U. RTE. 2853	SECTION 10-00258-00-TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 29
	PLOT SCALE = 1:50	CHECKED - SRS	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 3 SHEETS	STA. 600+00 TO STA. 629+00	CONTRACT NO. 63630				
	PLOT DATE = 8/29/2011	DATE - 08/16/11	REVISED -		ILLINOIS FED. AID PROJECT							



Stanley Consultants INC.

FILE NAME = 38_023301-pvmt-mkg-002.dgn

USER NAME = USER8291

PLOT SCALE = 1:50

PLOT DATE = 8/29/2011

DESIGNED - THG

DRAWN - THG

CHECKED - SRS

DATE - 08/16/11

REVISED -

REVISED -

REVISED -

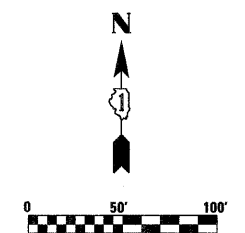
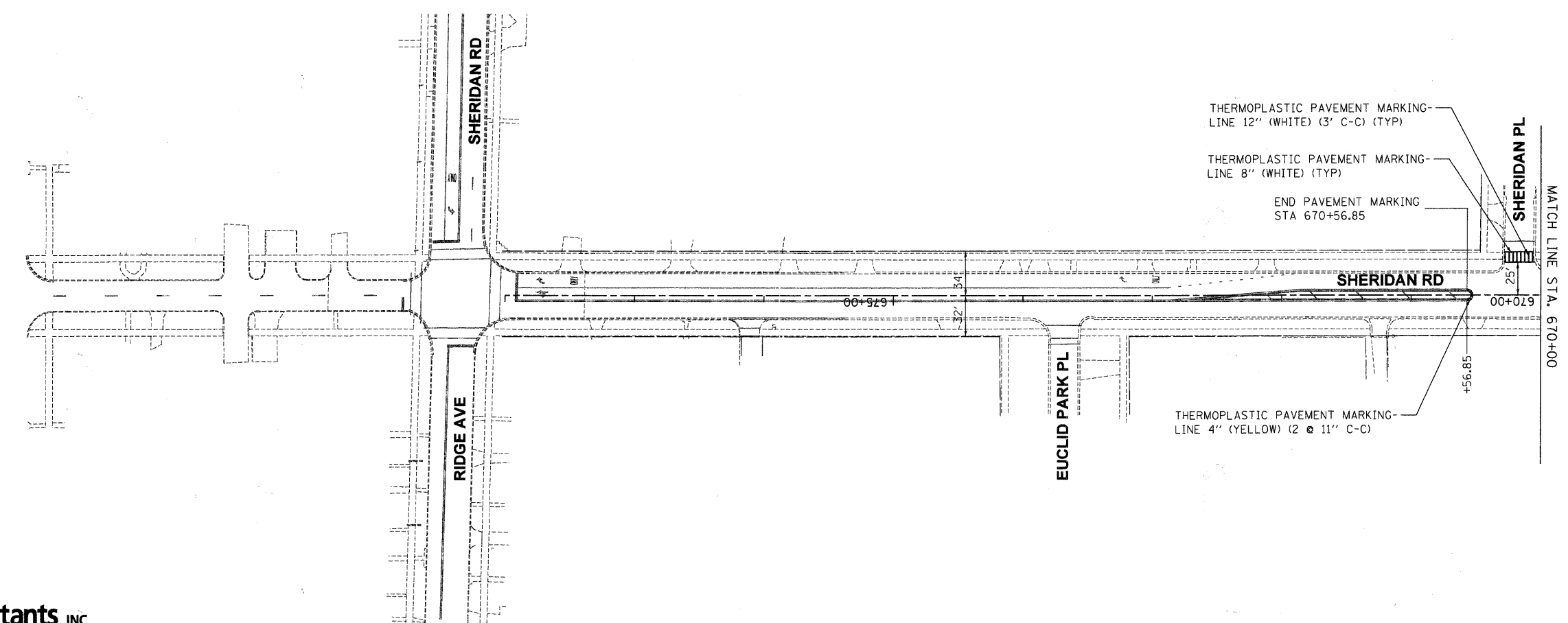
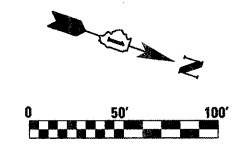
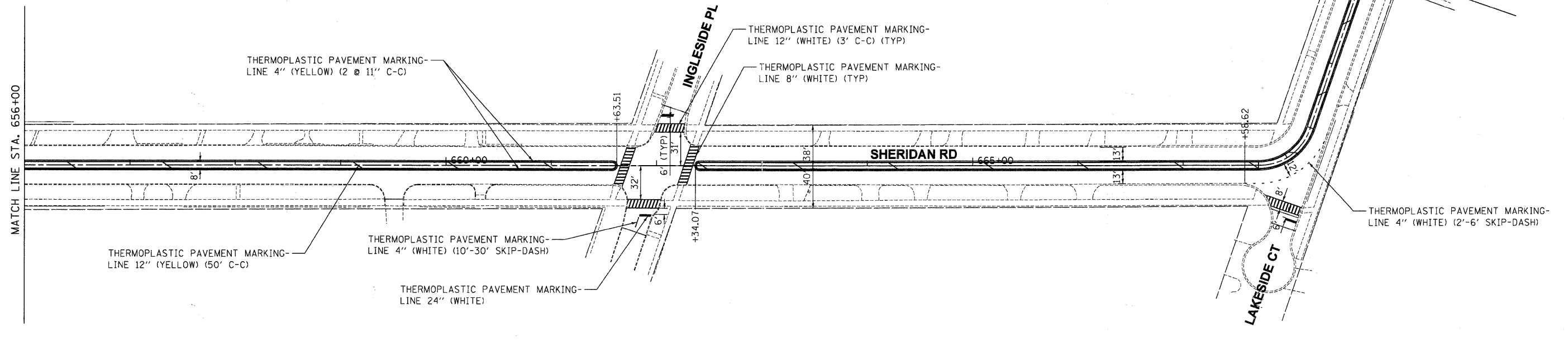
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
SHERIDAN ROAD - CHICAGO AVENUE TO CENTRAL STREET**

SCALE: 1"=50' SHEET NO. 2 OF 3 SHEETS STA. 629+00 TO STA. 656+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2853	10-00258-00-TL	COOK	38	30
CONTRACT NO. 63630			ILLINOIS FED. AID PROJECT	

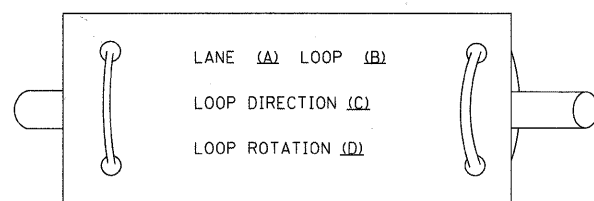


FILE NAME = 31.D23391-pvmt-mkg-003.dgn	USER NAME = USER18291	DESIGNED - THG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN SHERIDAN ROAD - CHICAGO AVENUE TO CENTRAL STREET		F.A.U. RTE. 2853	SECTION 10-00258-00-TL	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 31
	PLOT SCALE = 1:50	CHECKED - SRS	REVISED -		SCALE: 1"=50'	SHEET NO. 3 OF 3 SHEETS	STA. 656+00 TO STA. 678+00	CONTRACT NO. 63630		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 8/29/2011	DATE - 08/16/11	REVISED -								

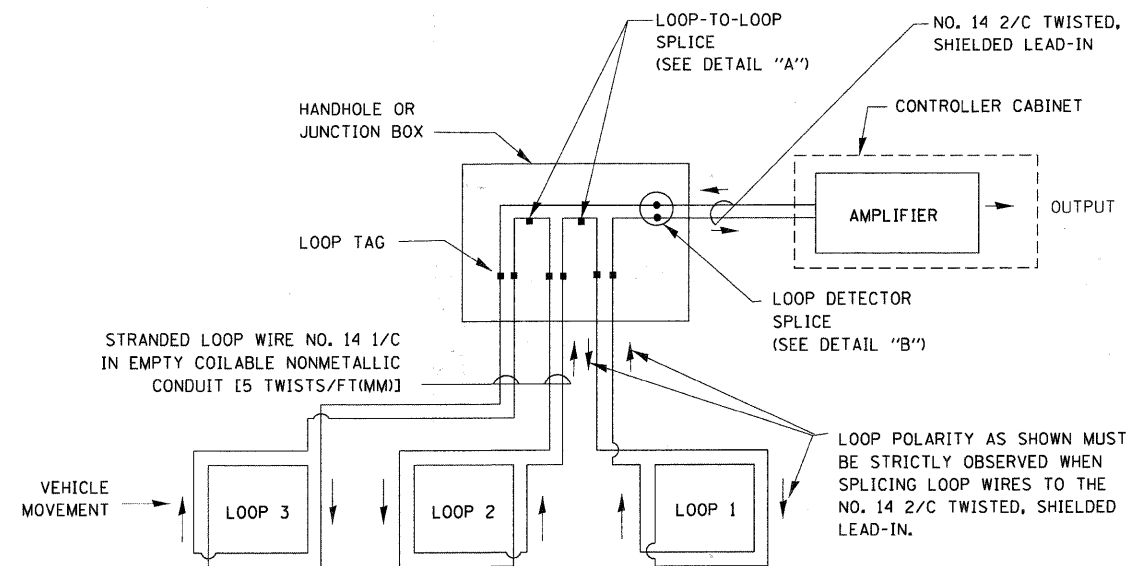
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT 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.

LOOP LEAD-IN CABLE TAG

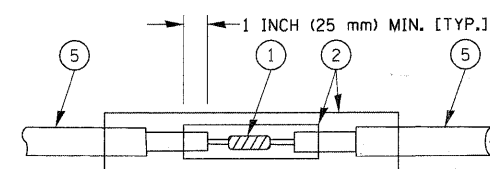


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

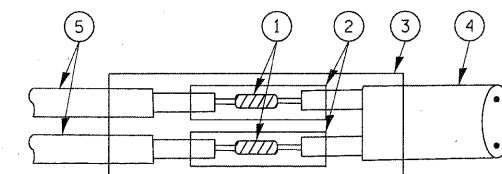


DETECTOR LOOP WIRING SCHEMATIC

- 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.

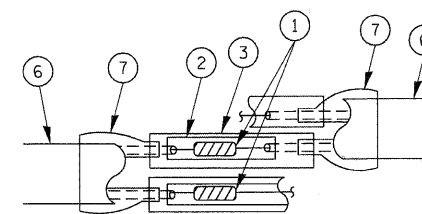


DETAIL "A" LOOP-TO-LOOP SPLICE

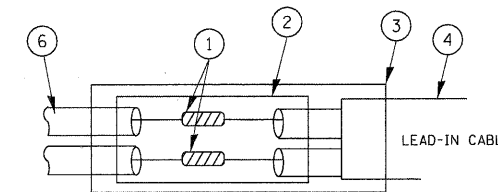


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" PRE-FORMED LOOP LOOP-TO-LOOP SPLICE



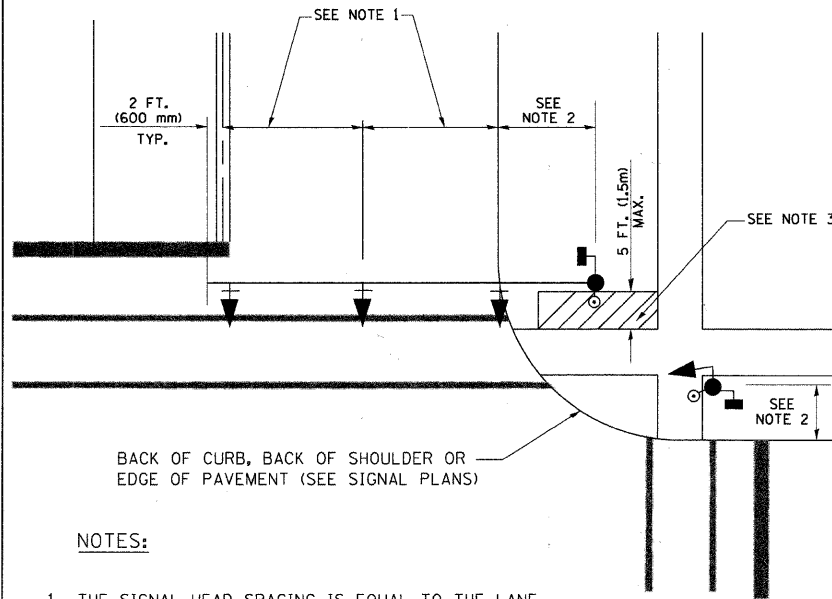
DETAIL "B" PRE-FORMED LOOP LOOP-TO-CONTROLLER SPLICE

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.
- PREFORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

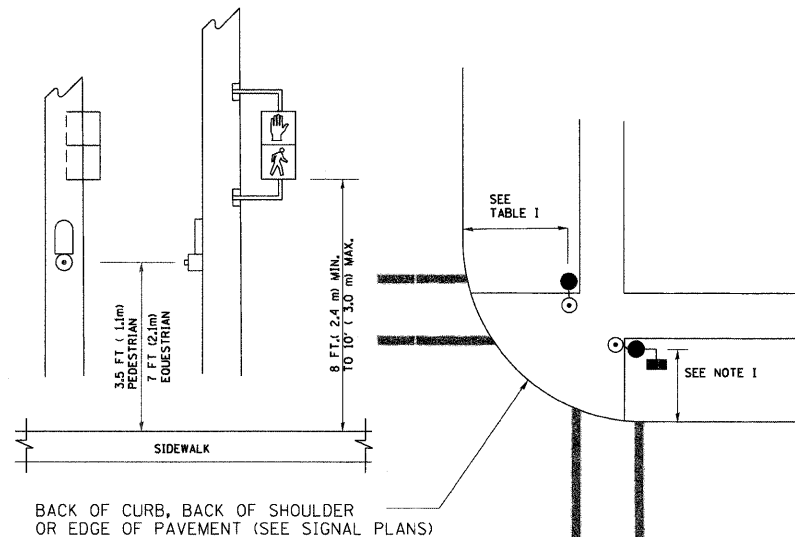
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

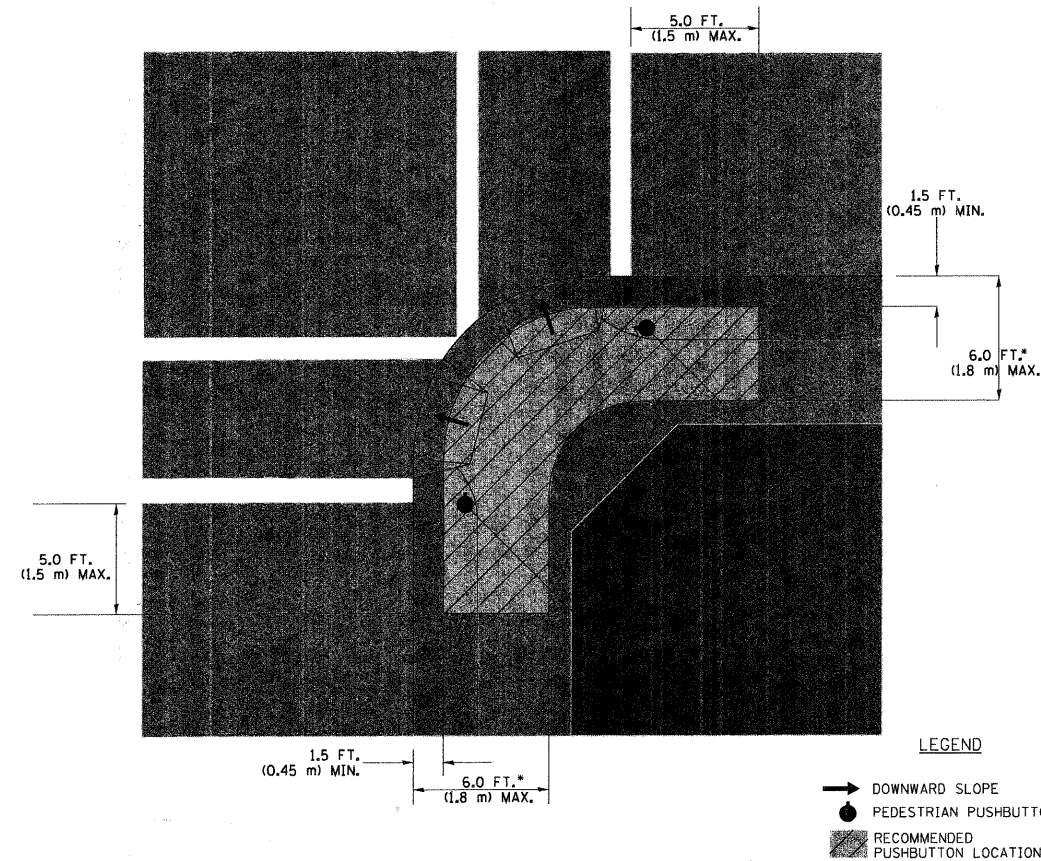
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

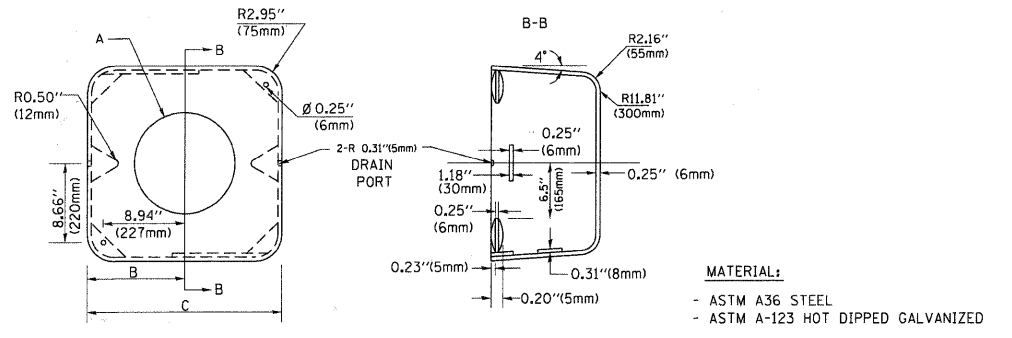
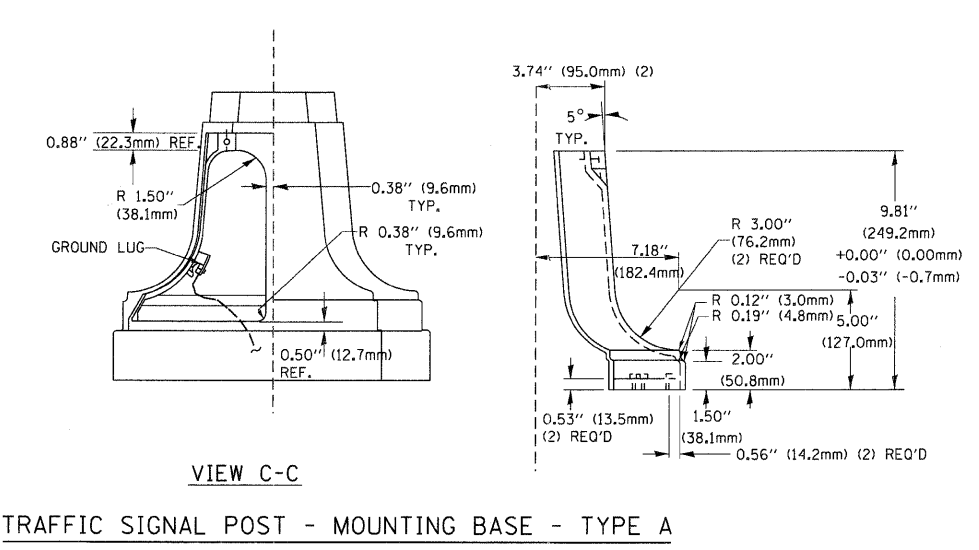
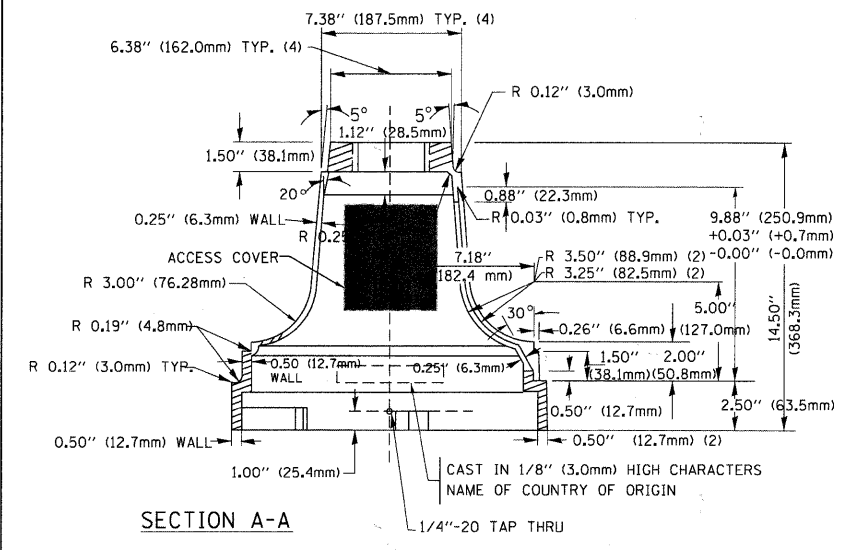
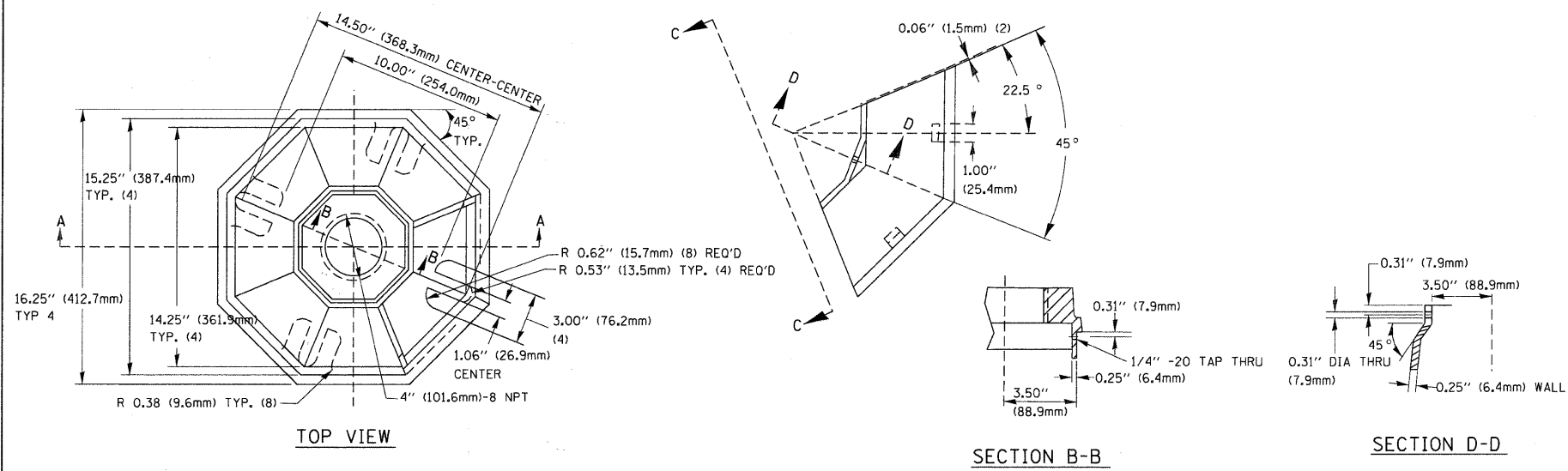
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

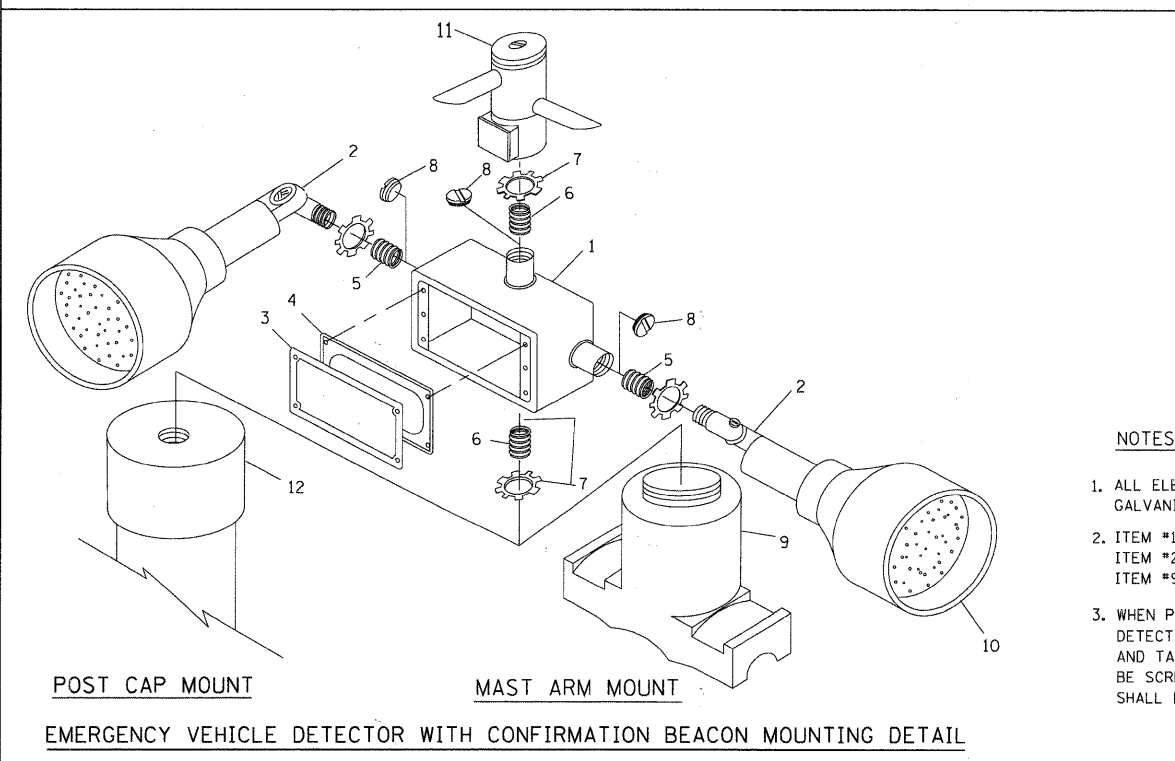
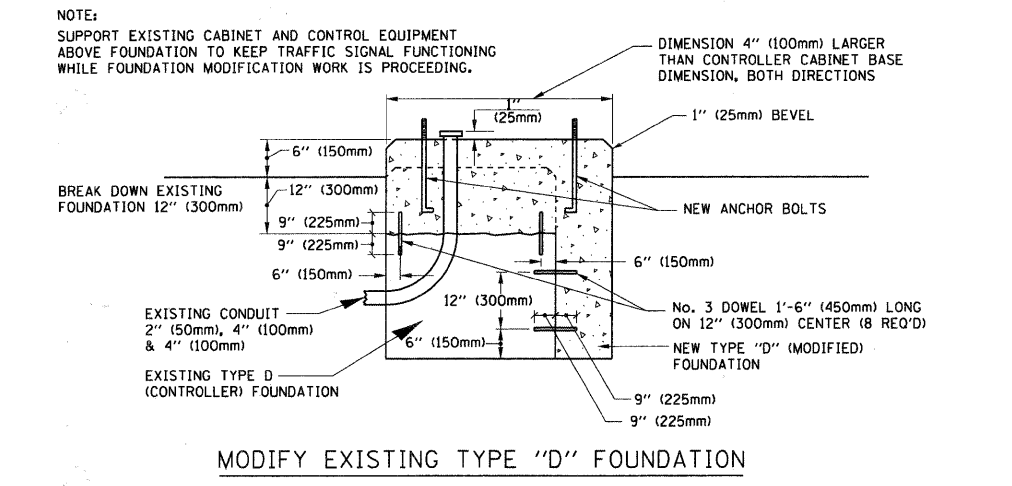
NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD AFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.



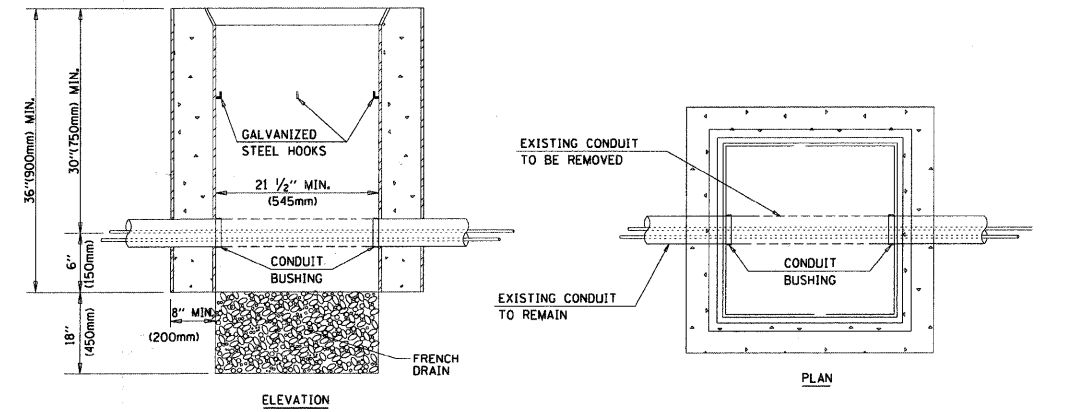
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIABLES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIABLES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIABLES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)	126 lbs (57 kg)

- NOTES:**
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
 - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
 - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



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	6 WATT PAR 38 LED FLOOD 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.



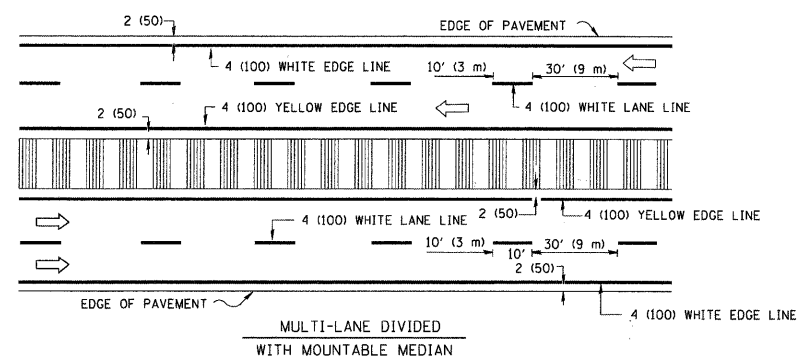
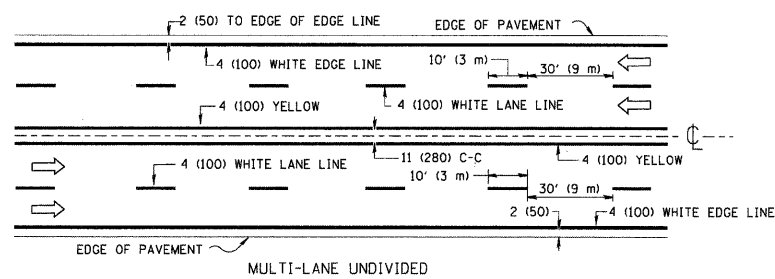
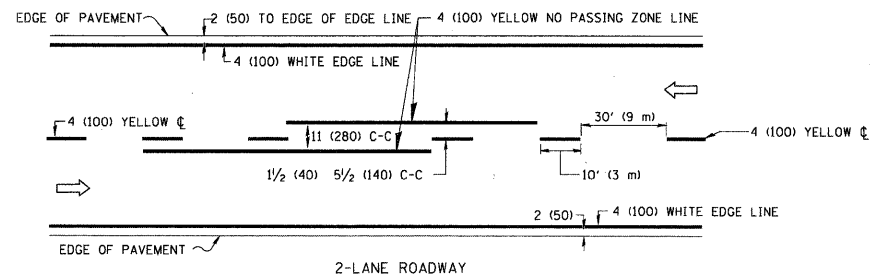
- NOTES:**
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM				SIGNAL POST AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM				INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
GUY WIRE				ABANDON ITEM				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				EXISTING INTERSECTION LOOP DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID							
ACCESSIBLE PEDESTRIAN SIGNALS (TO INCLUDE VIBROTACTILE FEATURE)				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER							
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER							
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
MICROWAVE VEHICLE SENSOR											
MICROWAVE DETECTION UNIT											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS COMMUNICATION DEVICE											
WIRELESS ACCESS POINT											

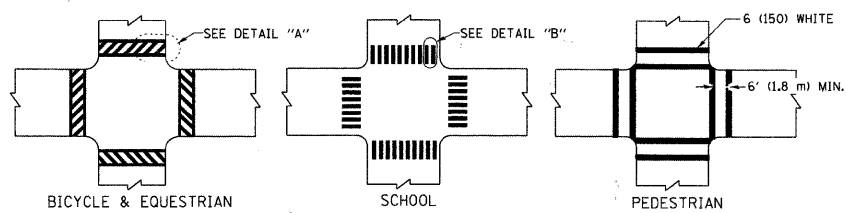
RAILROAD SYMBOLS

EXISTING	PROPOSED

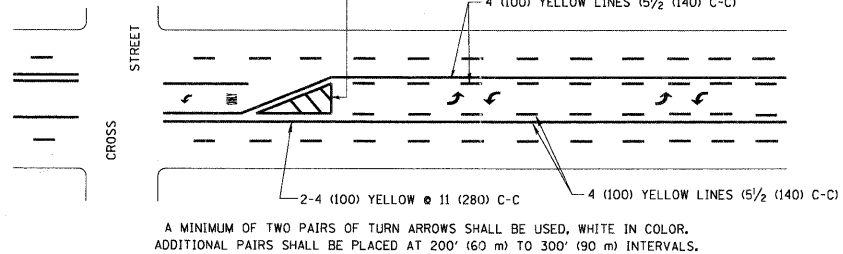
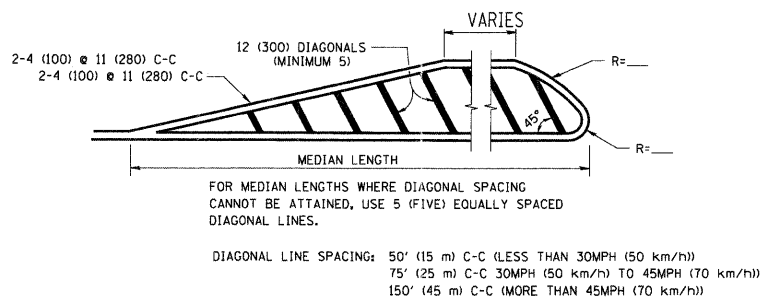
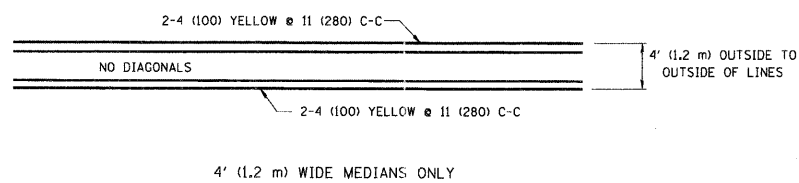


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

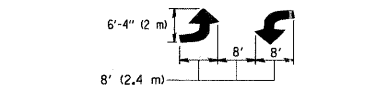
TYPICAL LANE AND EDGE LINE MARKING



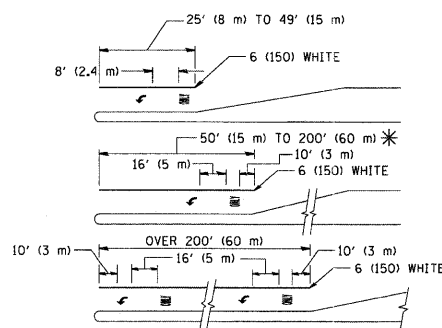
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



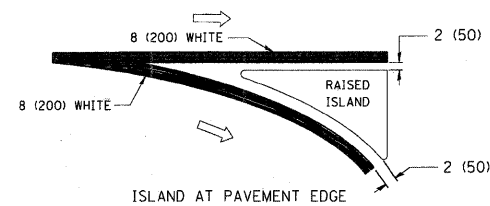
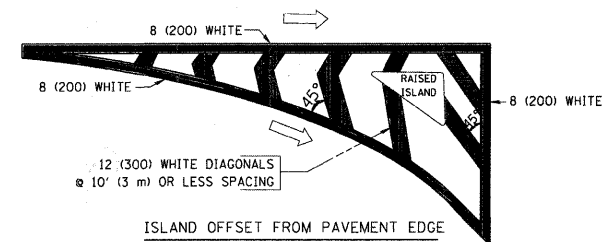
TYPICAL TURN LANE MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R": 3.6 SQ. FT. (0.33 m ²) EACH "X": 54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

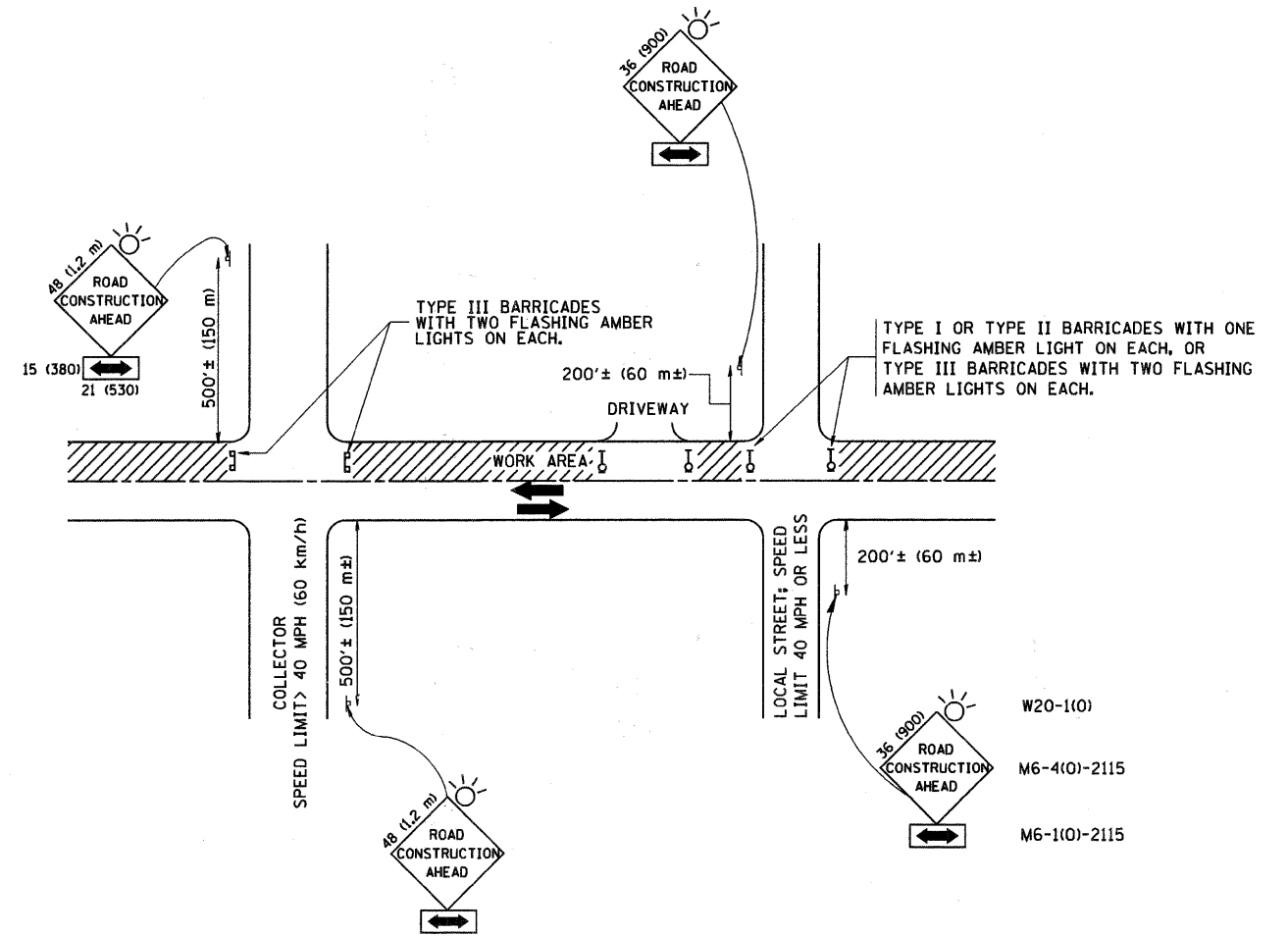
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PLOT DATE = 9/9/2009		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.O. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2853	10-00258-00TL	COOK	38	38
TC-13			CONTRACT NO. 63630	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\dststd\22x34\to18.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 / / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2853	10-00258-00TL	COOK	38	38A
TC-10			CONTRACT NO. 63630	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				