INDEX OF SHEETS SEE SHEET NO. 2

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS**

PROPOSED HIGHWAY PLANS

TRAFFIC SIGNAL MODERNIZATION PLANS F.A.U. ROUTE 1453 - CERMAK ROAD FROM **ILLINGIS ROUTE. 43 (HARLEM AVE.) TO** ILLINOIS ROUTE 50 (CICERO AVE.) **SECTION: 2008-079 TS**

> C-91-242-09 **COOK COUNTY** PROJECT: HSIP-1453(010)

PROJECT IS IN THE CITY OF BERWYN AND THE TOWN OF CICERO

STANDARD DRAWINGS

9:/1110		*******		
70100693	70101139	701101092	7013012	(701901)
(424001)	720001	813001	814001	814006
(857001)°	877001	877006	877011	
878001	880001	(880008)°	886001	
606001	862001	880001		
701201	701316	701321	701406	
701421	701501	701502	701601	
701606	<701701≥°	701801>0	4	

NOTE: STANDARD DRAWINGS REQUIRED (CIRCLED)

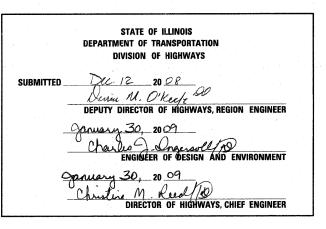
J.U.L.I.E. JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

PROVISO TOWNSHIP

GROSS LENGTH = 15840 = 3.00 MILES NET LENGTH = 14640 = 2.77 MILES

1453 COOK 40 1 2008-079 TS ILLINOIS CONTRACT NO. 60F81 FED. ROAD DIST. NO.





PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 60F81

				90/.FED./5/.S	TATE/51. BERWYN	TRAFF]	901. FEO. JUTY. STATE 67. BERWYN	AL SUN 907. FED. 51.5781 51.BERWYN	MMARY O	901, FED. 151, STATE 2.51, CICE ROJEST BERVIN	ITIES		90%, FED. /5%.	STATE 54. CI	CERO			_
										TRAFFIC SIGNA	L CONSTRUC	TION CODE '	Y031-1F					
CODE	DESIGNATION	UNIT	URBAN TOTAL QUANTITIES	CERMAK RD. @ WENONAH AV.	· e	CERMAK RD.	· @	@	CERMAK RD. @ RIDGELAND AV.	@	CERMAK RD. @ AUSTIN AV.	· @	CERMAK RD. @ 57TH AV.	CERMAK RD. @ CENTRAL AV.	CERMAK RD. @ 54TH AV.	CERMAK RD. @ LARAMIE AV.	CERMAK RD. @ 50TH AV	CERMAK RD. @ 49TH AV
	MOBILIZATION	LSUM	1	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.076
	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.076
	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.066	.076
¥78000600		FOOT	6322	208	360	411	330	414	426	396	480	420	426	462	486	528	492	480
X78000650		FOOT	1699	80	92	133	80	102	140	118	127	119	93	145	114	122	121	113
	THERMOPLASTIC PAVEMENT MARKING REMOVAL	FOOT	5940		340	460	320	400	400	400	400	400	400	480	480	480	500	480
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
88800100		EACH	96	2	8	8	6	8		8	8	8	8	8	8		8	8
88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET	EACH	24												8		8	8
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	80	2	8	8 -	6	8	8	8	8	8	8	8				
88102740	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	EACH	4													.4		
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	14		1	1	1	1	1	1	1	. 1	1	1	1	1	1	1
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	16	16														
44000600	SIDEWALK REMOVAL (PORTLAND)	SQ FT	90	90													` .	
42400200	CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	90	90				*										
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	256	256														
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	328	328								W- 1						
89502200	MODIFY EXISTING CONTROLLER	EACH	1	1														'/ '
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	102	51										<u> </u>	<u></u>	<u> </u>		51

*SPECIALTY ITEMS

REVISED -

REVISED -

REVISED -

REVISED

INDEX OF SHEETS

DESIGNED -

DRAWN -

CHECKED -

DATE

USER NAME = kanthaphixaybo

PLOT SCALE = 50.0000 '/ IN.

PLOT DATE = 12/9/2008

51/s1061A002.DGN

FILE NAME =

SHEET NO.	DESCRIPTION	SHEET NO.	DESCRIF (ION
1	TITLE SHEET	23-24	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT 58TH AV.
2	SUMMARY OF QUANTITIES & INDEX OF SHEETS		TRAFFIC CIONAL MODIFICATION A CARLE BLAN
3-6	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (4-SHEETS)	25-26	TRAFFIC SIGNAL MODIFICATION & CABLE PLAN FOR CERMAK ROAD AT 57TH AV. GENERAL NOTES:
7-8	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT WENONAH AV.	27-28	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT CENTRAL AV. ALL NEW PEDESTRIAN SIGNALS AND PUSH- BUTTONS WILL BE FIELD TESTED BY THE CONTRACTOR PRIOR TO CONTACTING D-1 TRAFFIC SIGNAL AREA ENGINEER FOR FINAL INSPECTION. ANY DEFECTIVE CABLES OR SPLICES FOUND WILL BE INCIDENTAL TO THE COST OF THE NEW PEDESTRIAN SIGNAL INSTALLATION.
9-10	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT HOME AVENUE.	29-31	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN THERMOPLASTIC PAVEMENT MARKING REMOVAL QUANTITIES ARE BASE ON EXISTING WORN OR MISSING CONDITIONS THE REMOVAL QUANTITIES SHOWN ARE APPROXIMATE.
11-12	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT OAK PARK.	32-34	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT LARAMIE AV.
13-14	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT WESLEY AV.	35-37	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT 50TH AV.
15-16	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT EAST AVE.		THESE PLANS ARE FOR THE PURPOSE OF INSTALLING PEDESTRIAN SIGNALS, PUSH-BUTTONS WITH HIGH VISIBILITY
17-18	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT RIDGELAND AV.	38-40	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT 49TH AV. CROSSWALK. ALL OTHER LABELING, DIMENSIONS AS SHOWN ARE FOR INFORMATION ONLY.
19-20	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT LOMBARD AV.		
21-22	TRAFFIC SIGNAL MODERNIZATION & CABLE PLAN FOR CERMAK ROAD AT AUSTIN AV.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE. 1453

TRAFFIC SIGNAL SUMMARY OF QUANTITIES

AND INDEX OF SHEET

LE: SHEET NO. OF SHEETS STA. TO STA.

SECTION

2008-079 TS

COUNTY

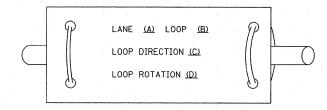
CONTRACT NO. 60F81
FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT

COOK

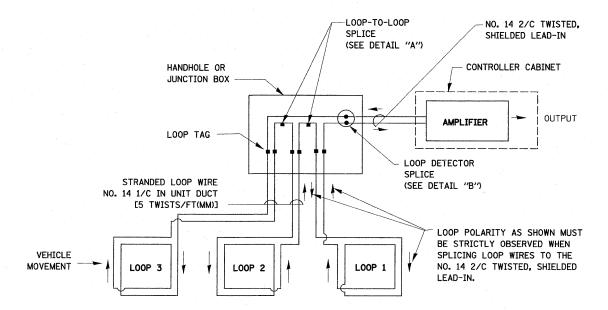
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- 2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- 3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- 4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- 7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

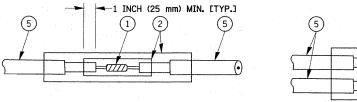


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

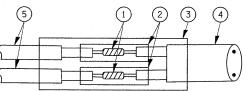


DETECTOR LOOP WIRING SCHEMATIC

- * 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

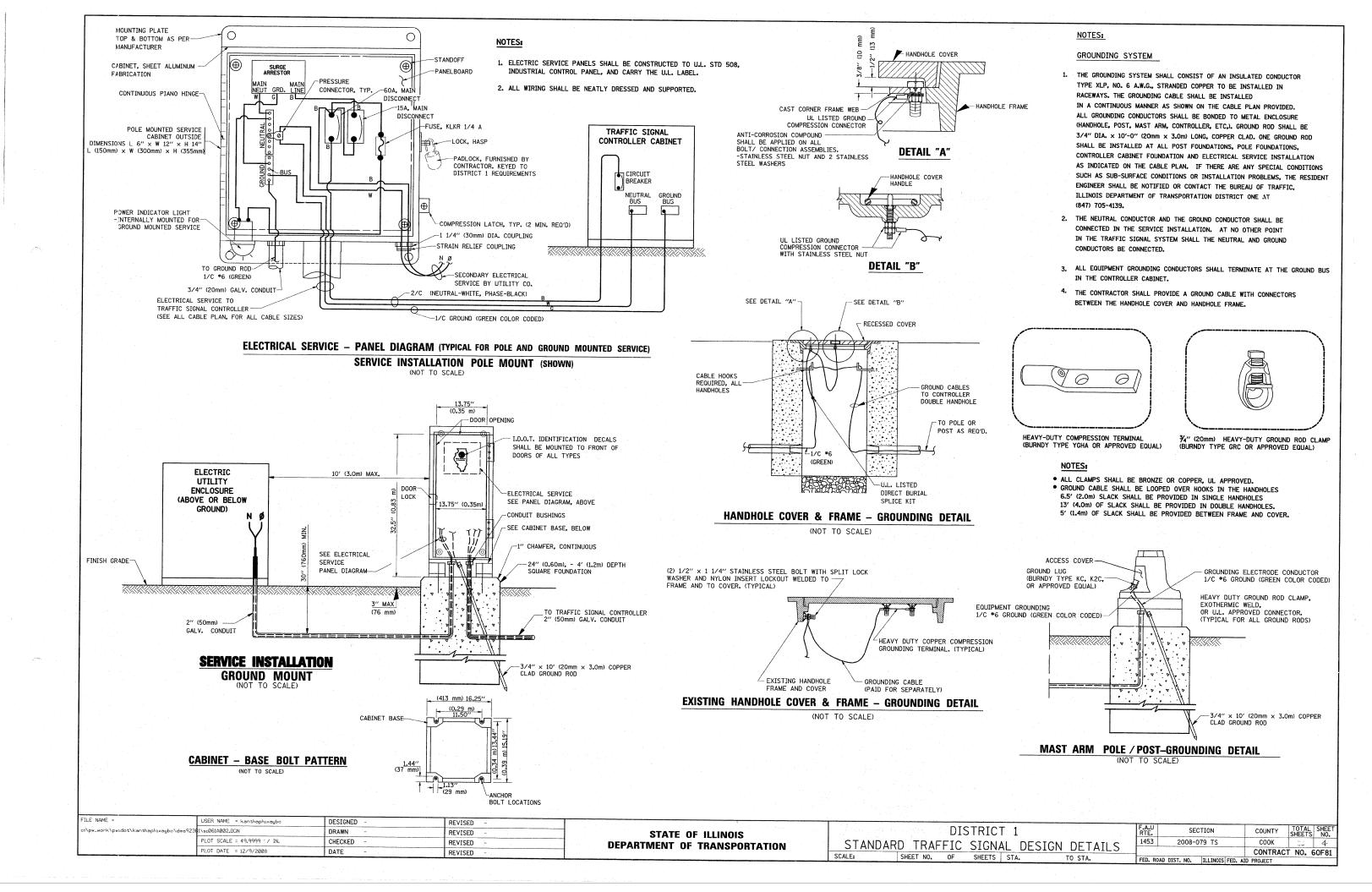
LOOP DETECTOR SPLICE

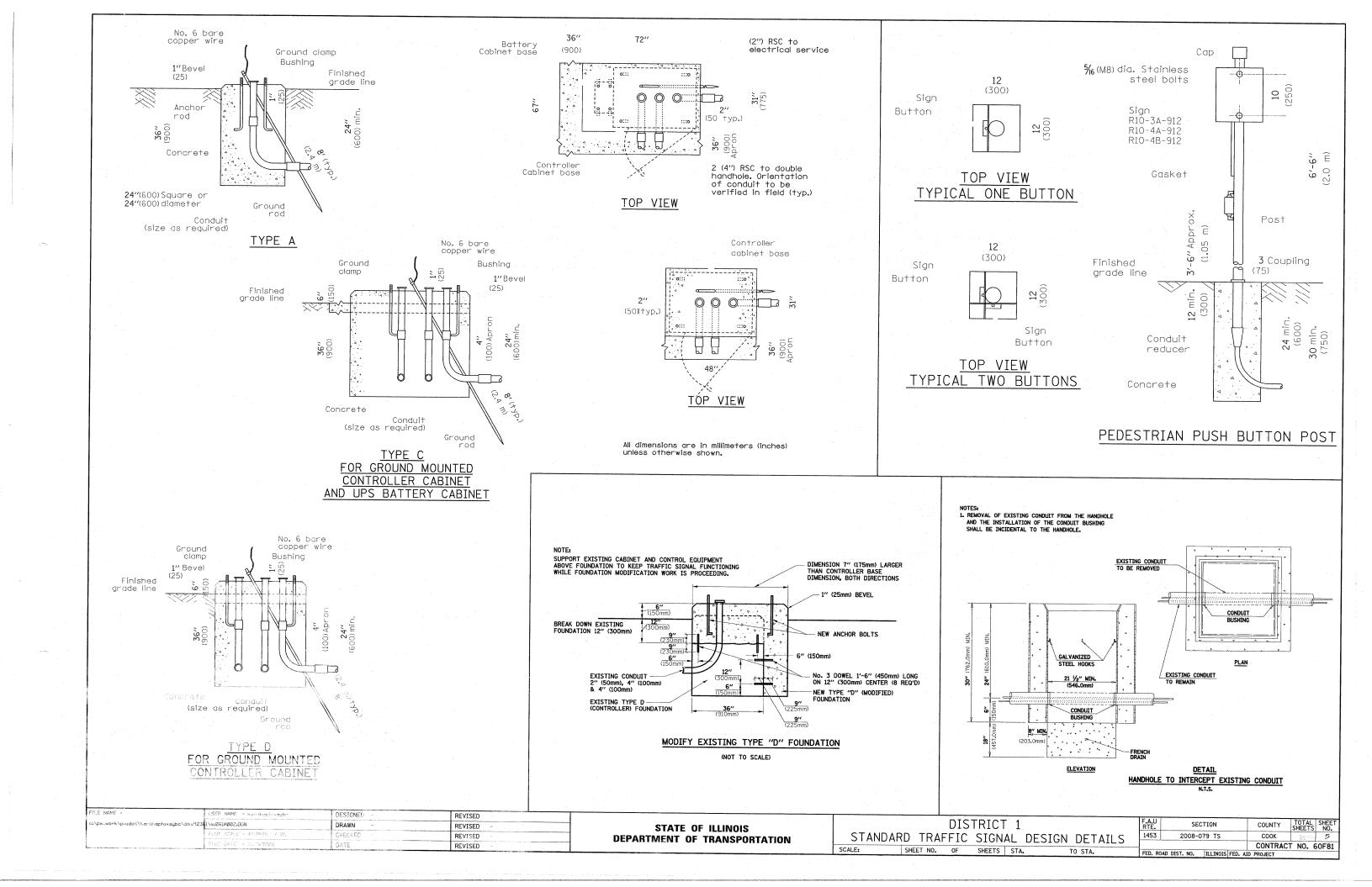
- 1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- (4) NO. 14 2/C TWISTED, SHIELDED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

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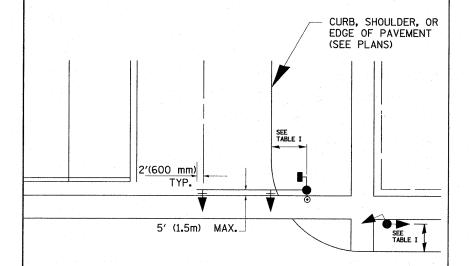
DISTRICT ONE	RTE. SECTION COUNTY SHEETS NO.
STANDARD TRAFFIC SIGNAL DESIGN DE	TAILS 1453 2008-079 TS COOK 3 3
	CONTRACT NO. 60F81
SCALE: SHEET NO. OF SHEETS STA. TO S	TA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



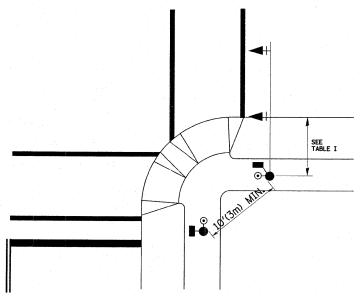


TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

 AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION. EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

- A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
- B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
- C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
- E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- 2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- 3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- 4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

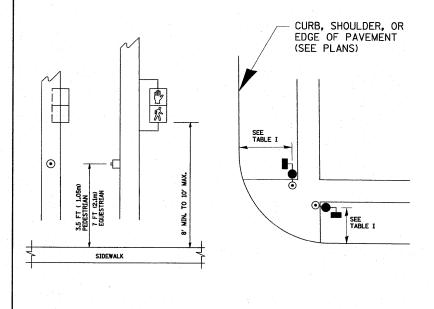
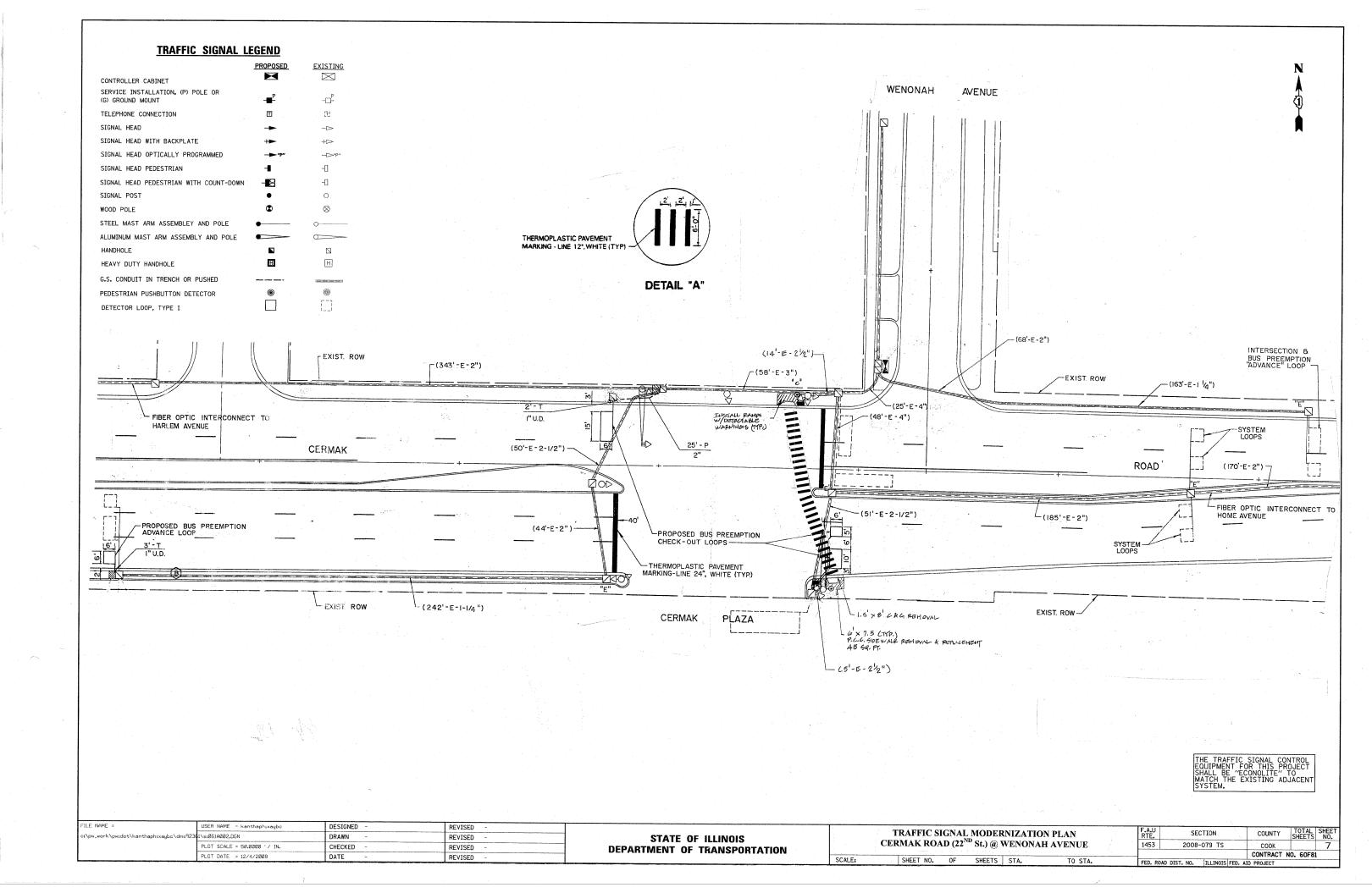


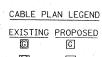
TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

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	DIS	TRICT 1			F.A.U RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD	TRAFFIC	STONAL	DESTON	DETAILS	1453	2008-079 T	S	COOK	1000	6
O 17111D7111L	7 111711 1 10	OIOI VIL	DESTON	DETAILS				CONTRACT	NO. (60F81
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R" (200mm)
TRAFFIC SIGNAL SECTION
12" (300mm)
TRAFFIC SIGNAL SECTION
12" (300mm)
PEDESTRIAN SIGNAL SECTION
12" (300mm)
PEDESTRIAN SIGNAL SECTION
12" (300mm)
WITH COUNTDOWN TIMER

CONTROLLER CABINET
SERVICE INSTALLATION
TELEPHONE CONNECTION

MAGNETIC DETECTOR
VEHICLE DETECTOR, INDUCTION LOOP

EMERGENCY VEHICLE LIGHT DETECTOR

CONFIRMATION BEACON
PUSHBUTTON DETECTOR

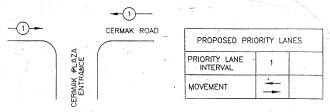
DENOTES NUMBER OF CONDUCTORS
ALL CABLE NO. 14 EXCEPT AS INDICATED
ALL LOOP DETECTOR CABLE TO BE SHIELDED
GROUND CABLE IN CONDUIT

GROUND CABLE IN CONDUIT
NO. 6 SOLID COPPER (GREEN)

FIBER OPTIC CABLE IN CONDUIT
NO. 62.5/125 MM12F SM12F

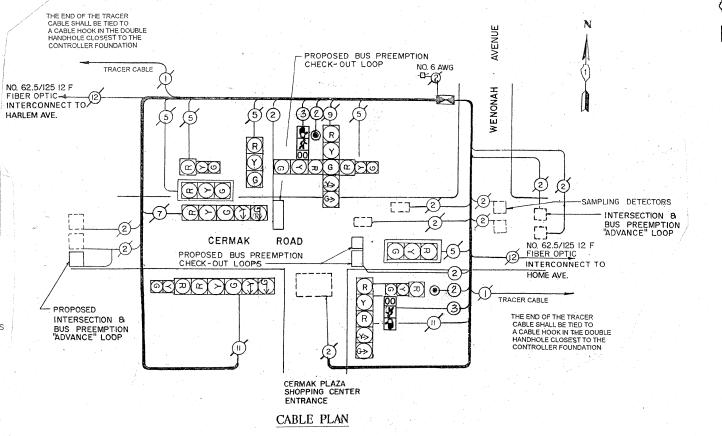
SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD

BUS PREEMPTION SEQUENCE NOTES
FOR DUAL ENTRY OPERATION — ALL LEGS



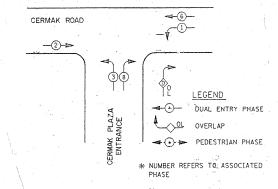
NOTES:

- ONCE PRÉEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUNCES OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.
- CONTINUATION OR TERMINATION OF ALL RIGHT TURN OVERLAPS SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S CONTINUATION OR TERMINATION OF RIGHT TURN OVERLAPS AS DESCRIBED IN THE CLEARANCE NOTES FOR RIGHT TURN OVERLAPS.
- 3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING "DON'T WALK" INTERVAL.
- 4.— IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.



CONTROLLER SEQUENCE

REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



PHASE DESIGNATION DIAGRAM
DUAL ENTRY
PROTECTED/PERMITTED LEFT TURN PHASING
WITH RIGHT TURN OVERLAPS

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP		PERMISSIVE		PROTECTED			
LETTER		PHASE		PHASE		DISPLAY	-
	=	8	+	1	_	8	1

DISPLAY - THE YELLOW RIGHT ARROW OF THE OVERLAP SHALL BE INHIBITED DURING THE PERMISSIVE PHASE'S YELLOW INTERVAL. THE GREEN RIGHT ARROW OF THE OVERLAP SHALL BE INHIBITED DURING THE PERMISSIVE PHASE'S GREEN INTERVAL.

CLEARANCE NOTES FOR RIGHT TURN OVERLAPS WITH 5-SECTION RIGHT TURN SIGNAL HEAD DISPLAYS

- 1. CONTINUATION OF AN OVERLAP DURING ITS PERMISSIVE PHASE SHALL BE
 WITH A CIRCULAR YELLOW DISPLAYED TOGETHER WITH A GREEN RIGHT
- ARROW WHEN FOLLOWED BY THAT OVERLAP'S PROTECTED PHASE.
 2. TERMINATION OF AN OVERLAP DURING ITS PERMISSIVE PHASE SHALL BE WITH A CIRCULAR YELLOW WHEN NOT FOLLOWED BY THAT OVERLAP'S !!! PROTECTED PHASE.
- 3. CONTINUATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE WITH A CIRCULAR RED DISPLAYED TOGETHER WITH A GREEN RIGHT ARROW WHEN FOLLOWED BY THAT OVERLAP'S PERMISSIVE PHASE.
 4. TERMINATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE
- TERMINATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE WITH A CIRCULAR RED DISPLAYED TOCETHER WITH A VELLOW RIGHT ARROW WHEN NOT FOLLOWED BY THAT OVERLAP'S PERMISSIVE PHASE.

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

the state of the s		
PAY ITEM	UNIT	QUANTITY
COMBINATION CURB AND GUTTER REMOVAL	FOOT	16
SIDEWALK REMOVAL	SQ. FT.	90
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ. FT.	70
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	2
MODIFY EXISTING CONTROLLER	EACH	1
PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED		
WITH COUNTDOWN TIMER	EACH	2
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	SQ. FT.	208
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	SQ. FT.	80
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	256
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	262
		202

N 1					
1 '	AFFIC SIGNAL				TOTAL
ELECT	RICAL SERVI	X WATT		INIS	WATTAGE
TYPE	NO. LAMPS	INCAND	· · · · —	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	810
(YELLOW)	12	135	25	0.25	405
(GREEN)	12	135	15	0.25	405
ARROW	В	135	12	0.10	108
PED. SIGNAL	2	90	25	1.00	100
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN		84	35	0.05	

					i
FLASHER		135	25	0.50	
				TOTAL -	1072

	TOTAL =	1928			A.	
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. A.	CAB CER	BLE PLAN RMAK RO	– PHA AD (22	SE DESIGNO St.) @ '	GNATION WENON	N DIAGRAM AH AVENUE	1/4
SCALE:	- 1	SHEET NO.	OF	SHEETS	STA.	TO STA.	

F.A.U RTE.	SE	CTION			COUNTY	TOT SHE	FAL ETS	SHEET NO.
1453	2008	-079 TS			соок			8
					CONTRACT	NO. 6	OF81	L
FED. ROAD	DIST. NO.	ILLINOIS	FED.	AID	PROJECT			

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

SCALE:

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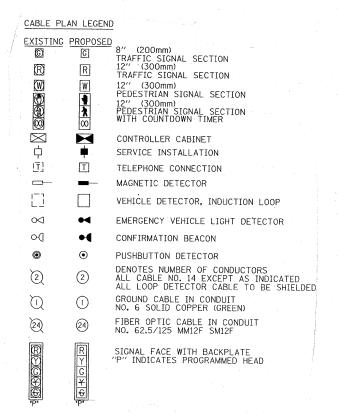
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REVISED

 TRAFFIC SIGNAL MODERNIZATION PLAN
 F.A.U RTE.
 SECTION
 COUNTY
 TOTAL SHEETS NO.

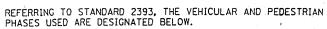
 CERMAK ROAD (22 ND St.) @ HOME AVENUE
 1453
 2008-079 TS
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 9

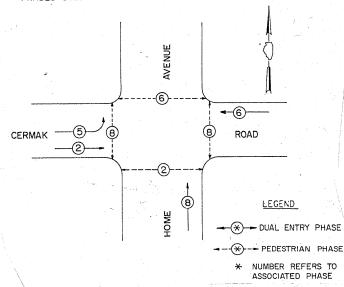
 SHEET NO.
 OF SHEETS STA.
 TO STA.
 FED. ROAD DIST. NO.
 ILLINOIS FED. AID PROJECT



- ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUNCES OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.
- CONTINUATION OR TERMINATION OF ALL RIGHT TURN OVERLAPS SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S CONTINUATION OR TERMINATION OF RIGHT TURN OVERLAPS AS DESCRIBED IN THE CLEARANCE NOTES FOR RIGHT TURN OVERLAPS.
- 3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING "DON'T WALK" INTERVAL.
- IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.

CONTROLLER SEQUENCE





PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS

FILE NAME =

PROTECTED/PERMITTED LEFT TURN PHASING

HOWE AVENUE

PROPOSED PRIORITY LANES
PRIORITY LANE
INTERVAL

MOVEMENT

2 NO.4 AWG

3-**24**3

NO. 62.5/125 12F FIBER OPTIC INTERCONNECT TO CERMAK PLAZA

SAMPLING

DETECTORS

TRACER CABLE ()

INTERSECTION &

BUS PREEMPTION "ADVANCE" LOOP

THE END OF THE TRACER
CABLE SHALL BE TIED TO
A CABLE HOOK IN THE DOUBLE

HANDHOLE CLOSEST TO THE CONTROLLER FOUNDATION

NOTE

Ø Ø @ Ø

\3>-

SCALE:

(C)(S)(O)

-00F000

CERMAK

2

Ā

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

THE END OF THE TRACER
CABLE SHALL BE TIED TO
A CABLE HOOK IN THE DOUBLE
HANDHOLE CLOSEST TO THE
CONTROLLER FOUNDATION

尊 尊尊

<u>©</u>

(MB)(MB)(MB)

(5)

PROPOSED BUS PREEMPTION CHECK-OUT

83

ROAD

87

®-

TRACER CABLE

DOL

NOTE.

NO.62.5/125 12F FIBER OPTIC INTERCONNECT TO OAK PARK AVENUE

BUS PREEMPTION A "ADVANCE" LOOP

PAY ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION PEDESTRIAN PUSH-BUTTON	EACH EACH	1 8
PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT THERMOPLASTIC PAVEMENT MARKING – LINE 12"	EACH SQ. FT.	1 360
THERMOPLASTIC PAVEMENT MARKING LINE 24" THERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ. FT. SQ. FT.	92 450

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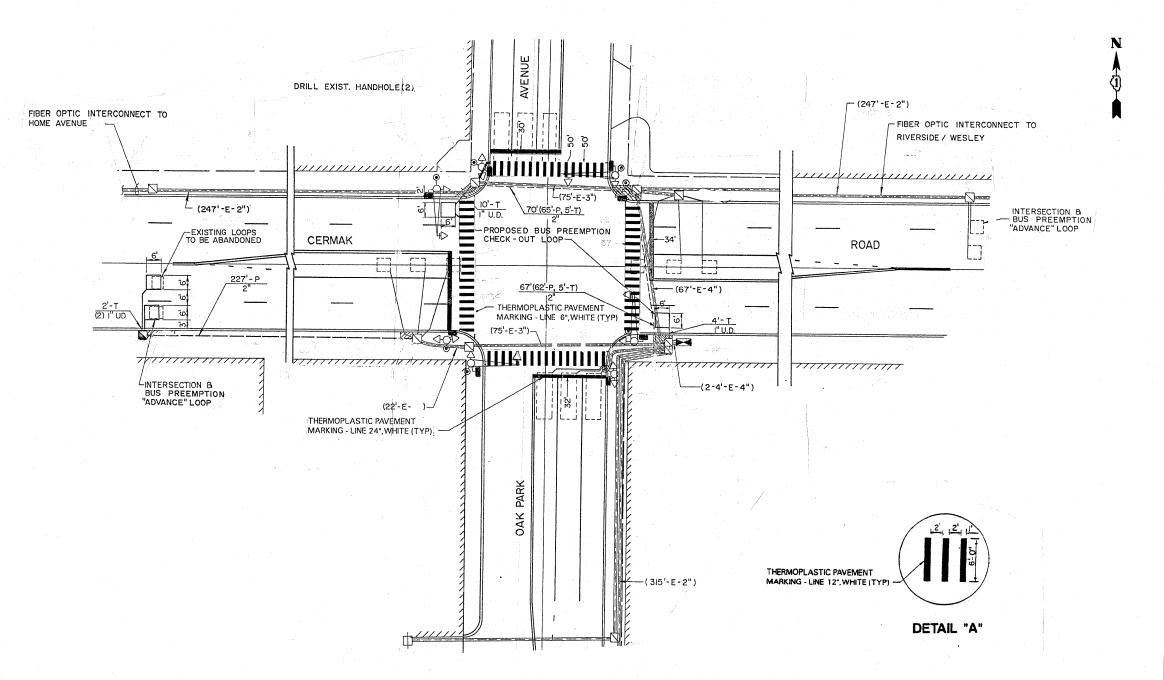
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUS PREEMPTION SEQUENCE NOTES FOR DUAL ENTRY OPERATION — ALL LEGS

CABLE PLAN – PHASE DESIGNATION DIAGRAM CERMAK ROAD (22 ND St.) @ HOME AVENUE SHEET NO. OF SHEETS STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					-		
SHEET NO OF SHEETS STA TO STA			F.A.U RTE.	SECTION	COUNTY	TOTAL	SHEET NO.
SHEET NO OF SUPETS STA TO STA	CERMAK ROAD (22 ND St.) @ HON	ME AVENUE	1453	2008-079 TS	соок		10
	 SHEET NO. OF SHEETS STA.	TO STA.	FFD. ROAD	DIST. NO. ILLINOIS FED. A		NO. 60F8	1

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER CABINET	\blacksquare	\bowtie
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	- ■ P	-D ^P
TELEPHONE CONNECTION	Ī	Œ
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE	+-	+>
SIGNAL HEAD OPTICALLY PROGRAMMED	> "P"	→>"P"
SIGNAL HEAD PEDESTRIAN		-0 -
SIGNAL HEAD PEDESTRIAN WITH COUNT-DOWN	-8	-0
SIGNAL POST	•	0
WOOD POLE	¹ , 👁	¹ ⊗ ,
STEEL MAST ARM ASSEMBLEY AND POLE	•	0
ALUMINUM MAST ARM ASSEMBLY AND POLE		0
HANDHOLE		
HEAVY DUTY HANDHOLE	H	Н
G.S. CONDUIT IN TRENCH OR PUSHED	·	The same way with a
PEDESTRIAN PUSHBUTTON DETECTOR	•	0
DETECTOR LOOP, TYPE I		

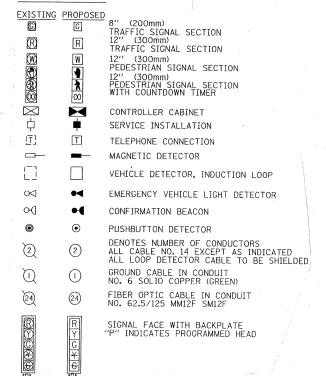


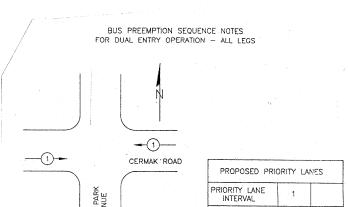
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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	PLOT DATE = 11/25/2008	DATE -	REVISED -	

	CEF	RAFFIC S RMAK ROA	IGNAI AD (22	L MODEF ND St.) @ 0	RNIZATIO OAK PAR	ON PLAN RK AVENUE
SCALE:		SHEET NO.	0F	SHEETS	STA.	TO STA.

	F.A.L RTE.	J	,	SE	CTION			COUNTY	SI	OTAL HEETS	SHEET NO.
ı	1453	3		2008-	-079 TS			СООК			Ħ
_			-					CONTRACT	NO.	60F81	
	FED.	ROAD	DIST.	NO.	ILLINOIS	FED.	AID	PROJECT			





NOTES:

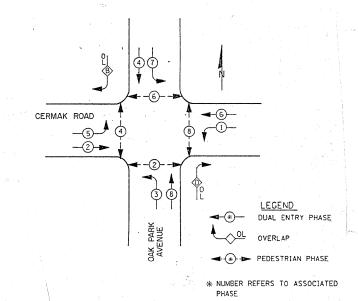
 ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUNCES OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.

MOVEMENT

- CONTINUATION OR TERMINATION OF ALL RIGHT TURN OVERLAPS SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S CONTINUATION OR TERMINATION OF RIGHT TURN OVERLAPS AS DESCRIBED IN THE CLEARANCE NOTES FOR RIGHT TURN OVERLAPS.
- 3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING "DON'T WALK" INTERVAL.
- IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.

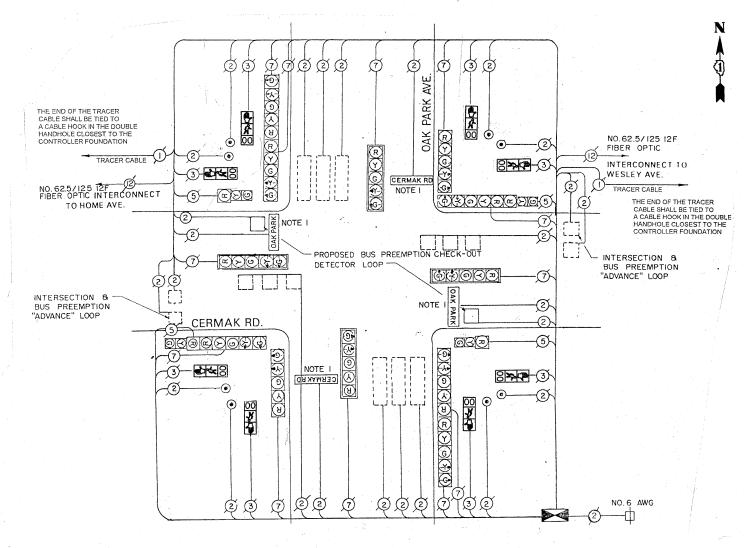
CONTROLLER SEQUENCE

REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS PROTECTED/PERMITTED LEFT TURN PHASING WITH RIGHT TURN OVERLAPS



TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED		
WITH COUNTDOWN TIMER	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	SQ. FT.	414
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	SQ. FT.	133
THERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ. FT.	500

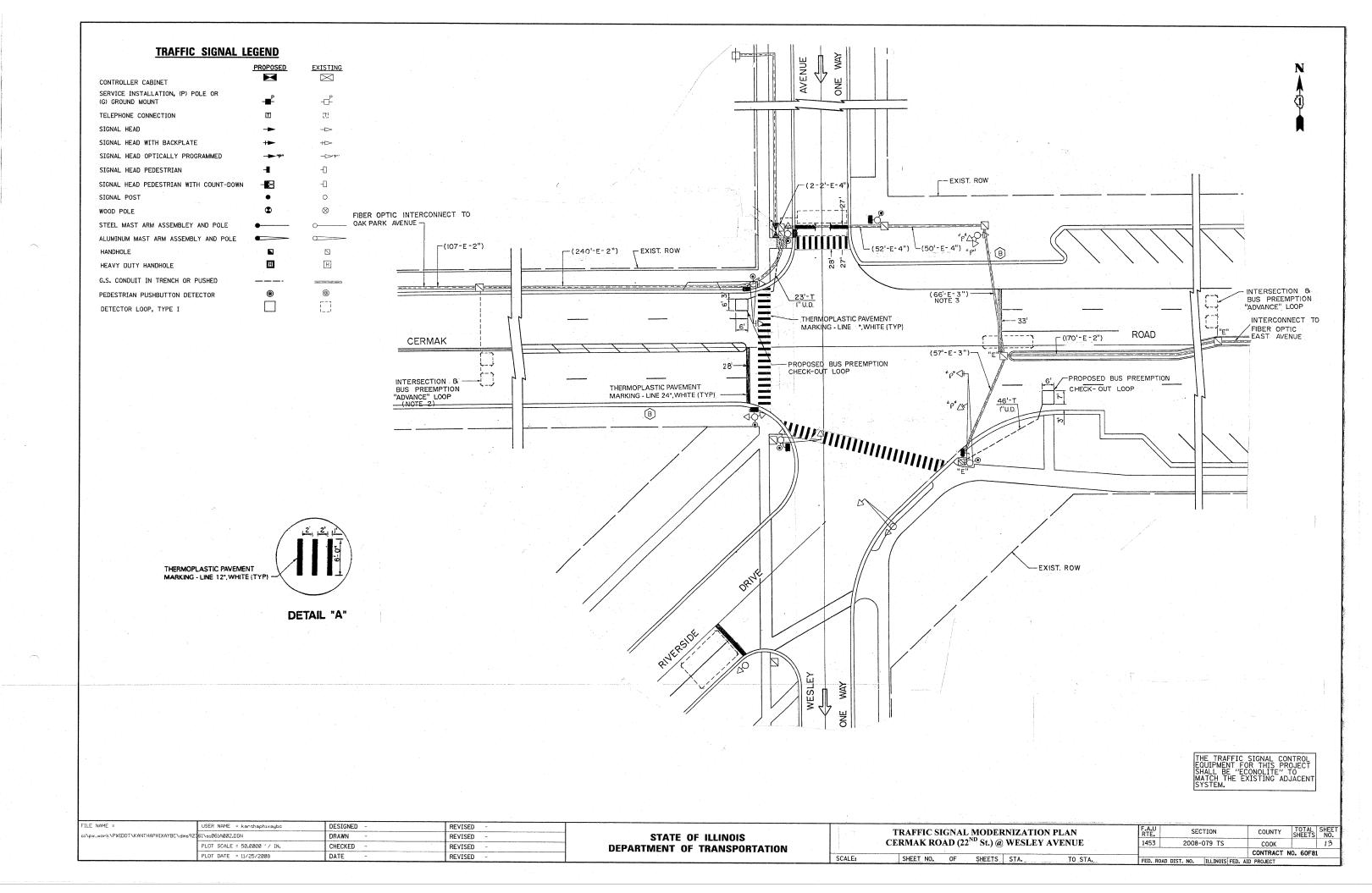
TRA	TOTAL				
ELECT	WATTAGE				
TYPE	NO. LAMPS	X WATT	r ·	% OPERATION	WATTAGE
SIGNAL (RED)		135	17	0.50	
(YELLOW)		135	25	0.25	
(GREEN)		135	15	0.25	
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER		100	100	1.00	
ILLUM. SIGN		84	35	0.05	
FLASHER		135	25	0.50	

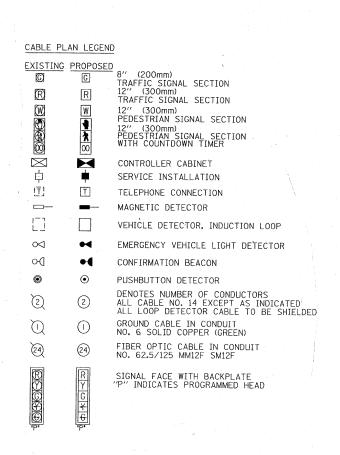
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	PLOT DATE = 11/25/2008	DATE -	REVISED -

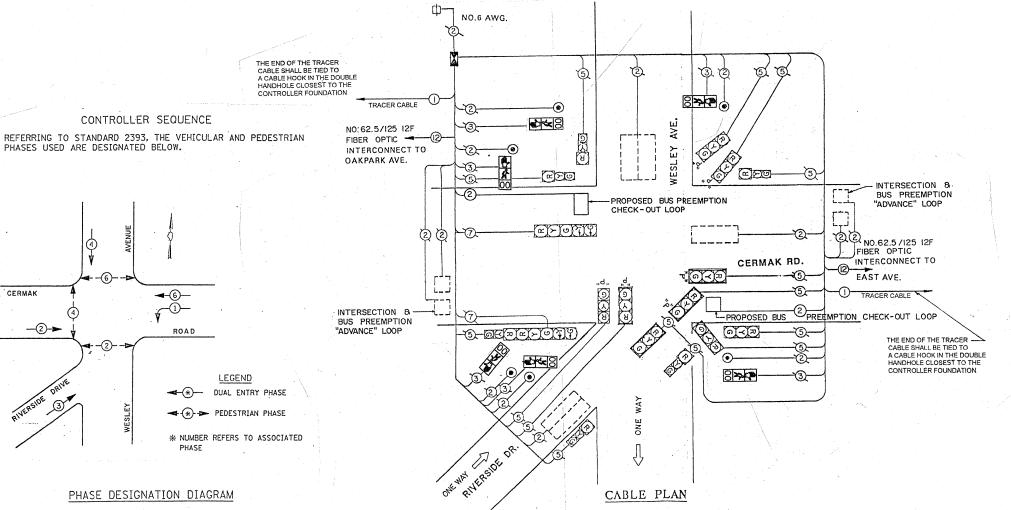
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

CABLE PLAN - PHASE DESIGNATION DIAGRAM	F.A.U RTE.	SECTION	COUNTY	TOTAL	SHEET NO.
CERMAK ROAD (22 ND St.) @ OAK PARK AVENUE	1453	2008-079 TS	соок		12
			CONTRACT	NO. 60F8	i
SHEET NO. OF SHEETS STA. TO STA.	FED. ROA	D DIST. NO. ILLINOIS FED. A	ID PROJECT		:

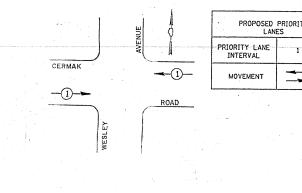






DUAL ENTRY - ALL LEGS
PROTECTED/PERMITTED LEFT TURN PHASING

BUS PREEMPTION SEQUENCE NOTES FOR DUAL ENTRY OPERATION - ALL LEGS



NOTES:

- 1. ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.
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SCALE:

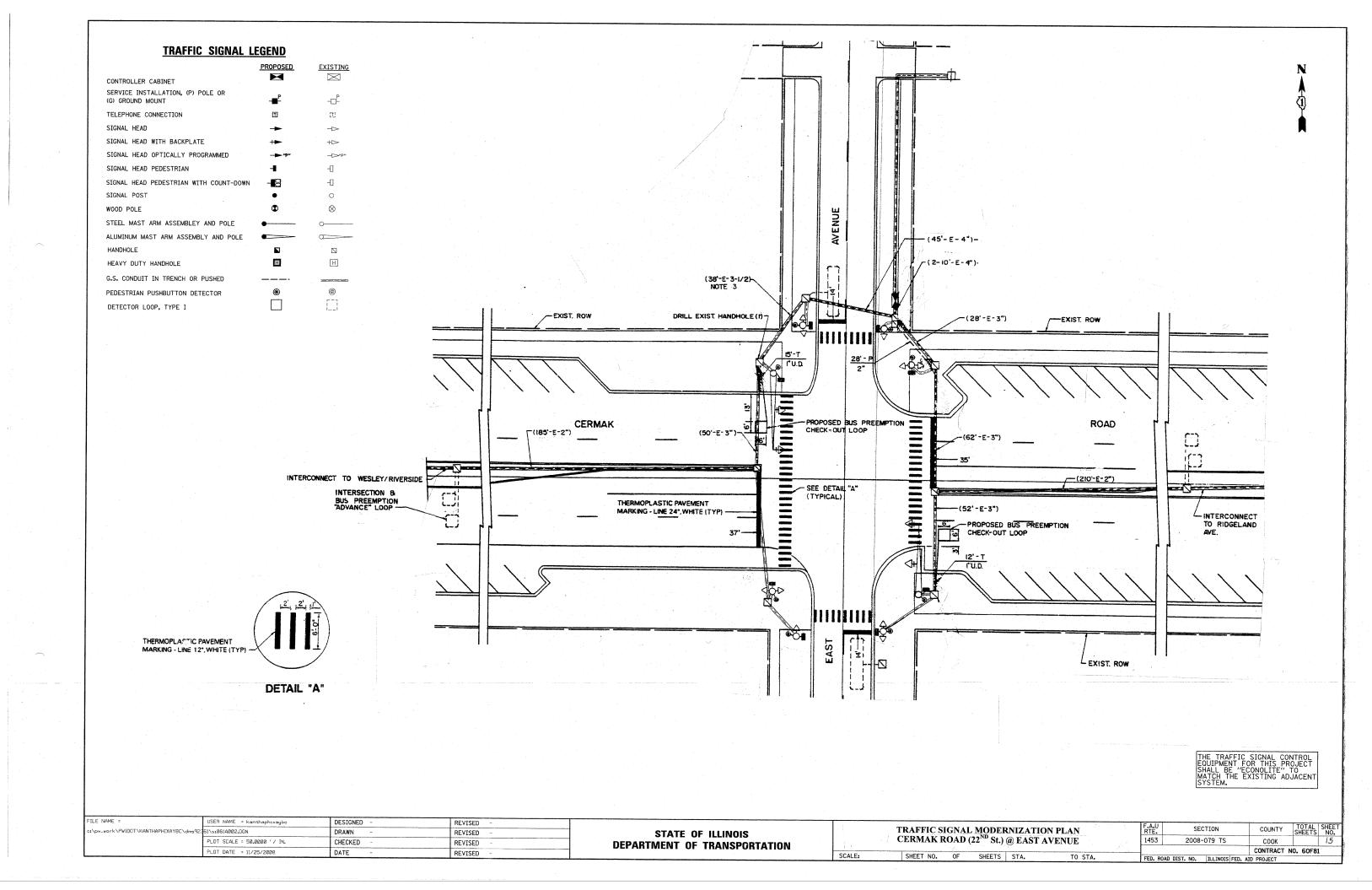
- TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING "DON'T WALK" INTERVAL.
- 4. IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.

TRAFFIC	SIGNAL	SCHEDULE	OF	QUA	NTITIE

PAY ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	6
PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED		ŭ
WITH COUNTDOWN TIMER	EACH	6
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	FACH	1 .
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	SQ. FT.	330
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	SQ. FT.	80
THERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ. FT.	400

1	I.D.C AFFIC SIGNAL RICAL SERVI	INSTA			TOTAL
TYPE	NO. LAMPS	WATT	1	% OPERATION	WATTAGE
SIGNAL (RED)		135	17	0.50	
(YELLOW)	-	135	25	0.25	
(GREEN)		135	15	0.25	1
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER		100	100	1.00	
ILLUM. SIGN		84	35	0.05	
FLASHER		135	25	0.50	
				TOTAL =	

CABLE PLAN – PHASE DESIGNATION DIAGRAM	F.A.U RTE.	SECTION	COUNTY	TOTAL	S
CERMAK ROAD (22 ND St.) @ WESLEY AVENUE	1453	2008-079 TS	соок		
			CONTRACT	NO. 60F8:	ı
SHEET NO. OF SHEETS STA. TO STA.	FED. RO	AD DIST, NO. THE THOUSE FED. AT	D PROJECT		



I.D.O.T.

TRAFFIC SIGNAL INSTALLATION

ELECTRICAL SERVICE REQUIREMENTS

NO. LAMPS

SIGNAL (RED)

PED. SIGNAL

CONTROLLER

ILLUM. SIGN

ARROW

(YELLOW

(GREEN)

WATTAGE

INCAND LED

12 25

100

135

135

135

90

84 35

100

* OPERATION

0.25

0.25

0.10

1.00

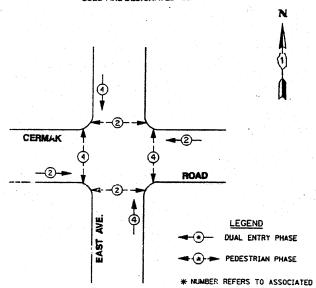
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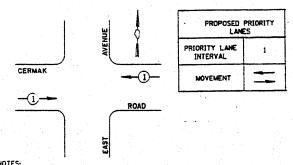
0.05

EXISTING PROPOSED 8" (200mm) TRAFFIC SIGNAL SECTION 12" (300mm) TRAFFIC SIGNAL SECTION G R 12" (300mm) PEDESTRIAN SIGNAL SECTION 12" (300mm)
PEDESTRIAN SIGNAL SECTION
WITH COUNTDOWN TIMER \boxtimes CONTROLLER CABINET φ SERVICE INSTALLATION Œ. T TELEPHONE CONNECTION ___ MAGNETIC DETECTOR VEHICLE DETECTOR, INDUCTION LOOP ∞ • EMERGENCY VEHICLE LIGHT DETECTOR \mathbb{P}_{0} •4 CONFIRMATION BEACON **(** \odot PUSHBUTTON DETECTOR DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED ALL LOOP DETECTOR CABLE TO BE SHIELDED 2 2 GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F 24 24) SİGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD

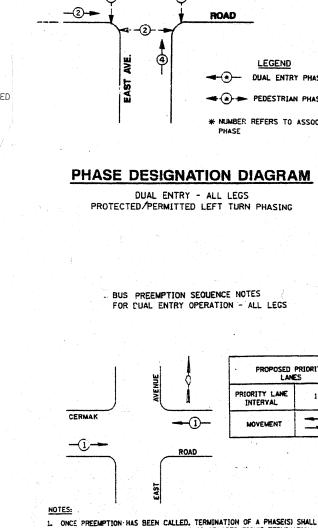
CONTROLLER SEQUENCE

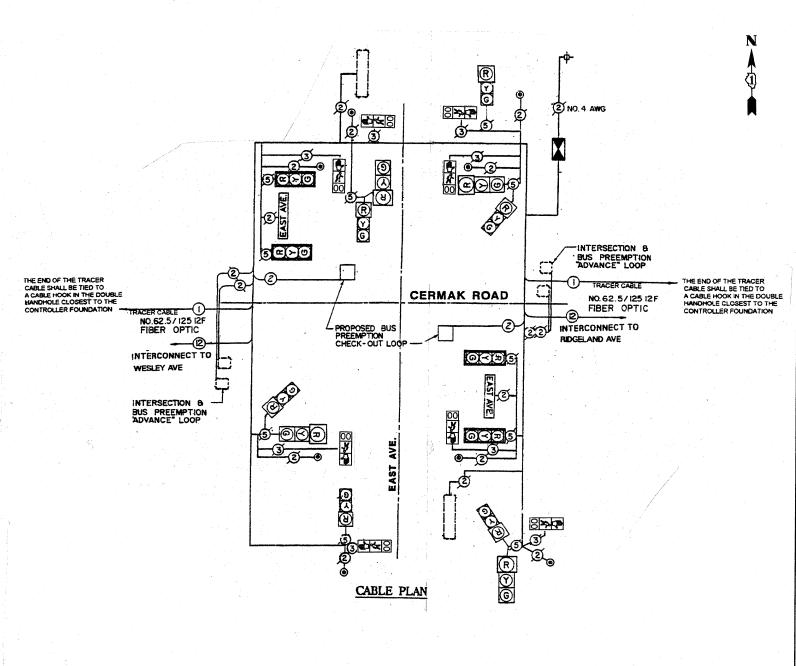
REFERRING TO STANDARD 2393. THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW





- 1. ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S TERMINATION OF PHASE(S) AS DESCRIBED IN STANDARD 2393.
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- 3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING "DON'T WALK" INTERVAL.
- 4. IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.





TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

	PAY ITEM	UNIT	QUANTITY	
	NTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	
PEL	ESTRIAN PUSH-BUTTON	EACH	8	
PE	ESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED		-	
WIT	H COUNTDOWN TIMER	EACH	. 8	
	MOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	
	RMOPLASTIC PAVEMENT MARKING – LINE 12"	SQ. FT.	414	
THE	RMOPLASTIC PAVEMENT MARKING - LINE 24"	SQ. FT:	102	
THE	RMOPLASTIC PAVEMENT MARKING REMOVAL	SQ. FT.	450	

FLASHER	135	25	0.50				
			TOTAL	=			
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	PLOT DATE	= 11/25	/2008		DATE -	 REVISED	_

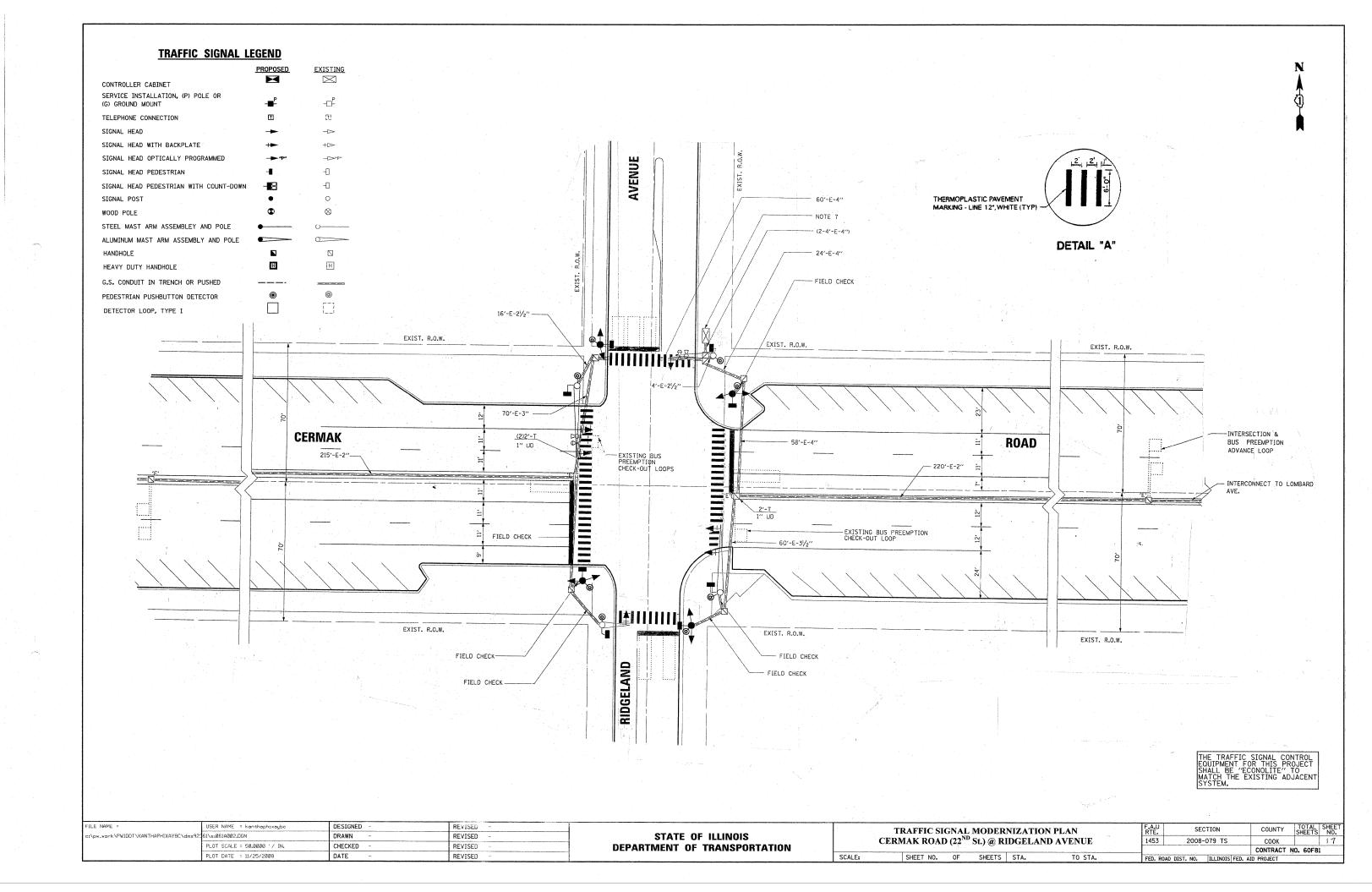
TOTAL

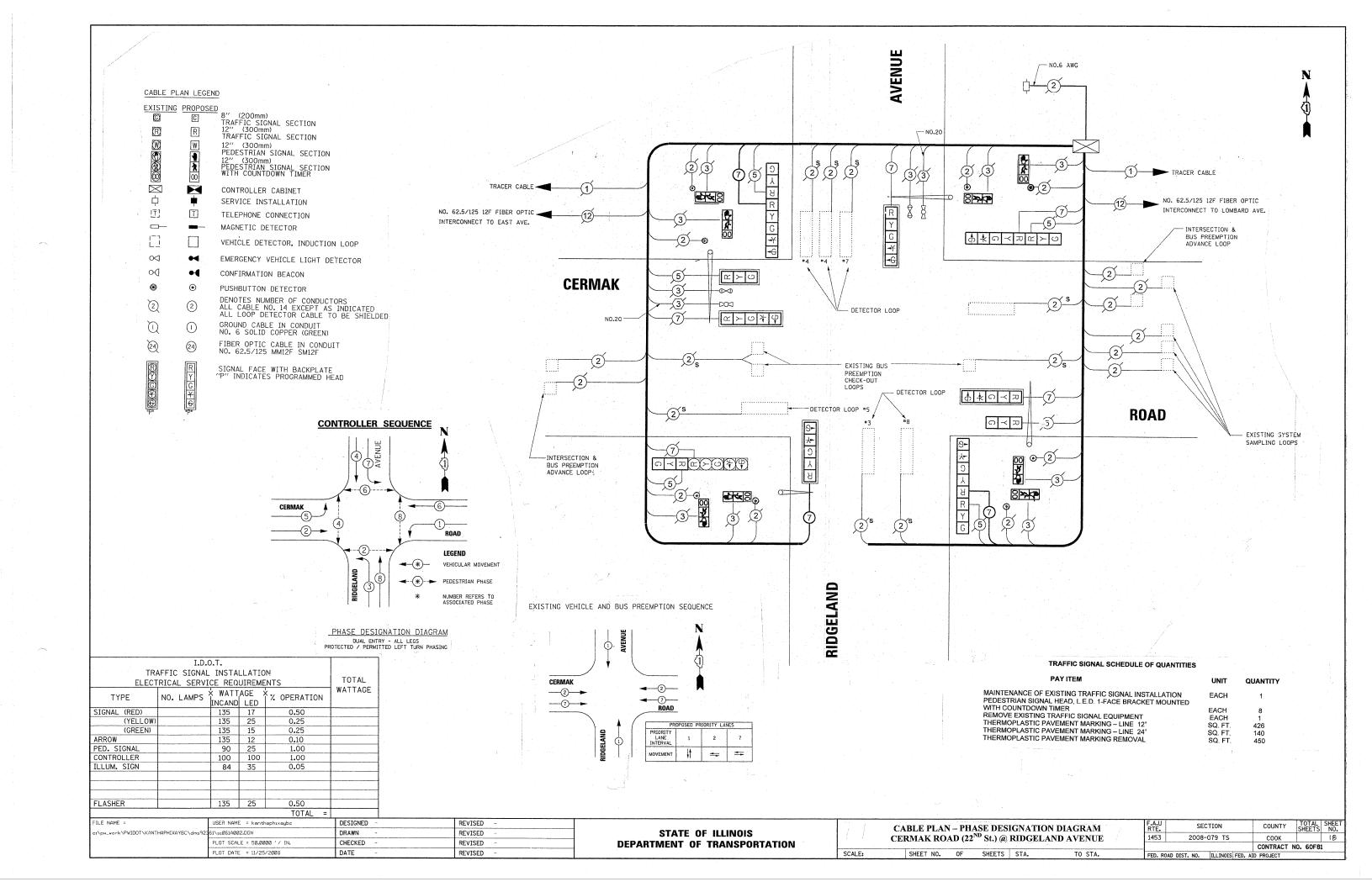
WATTAGE

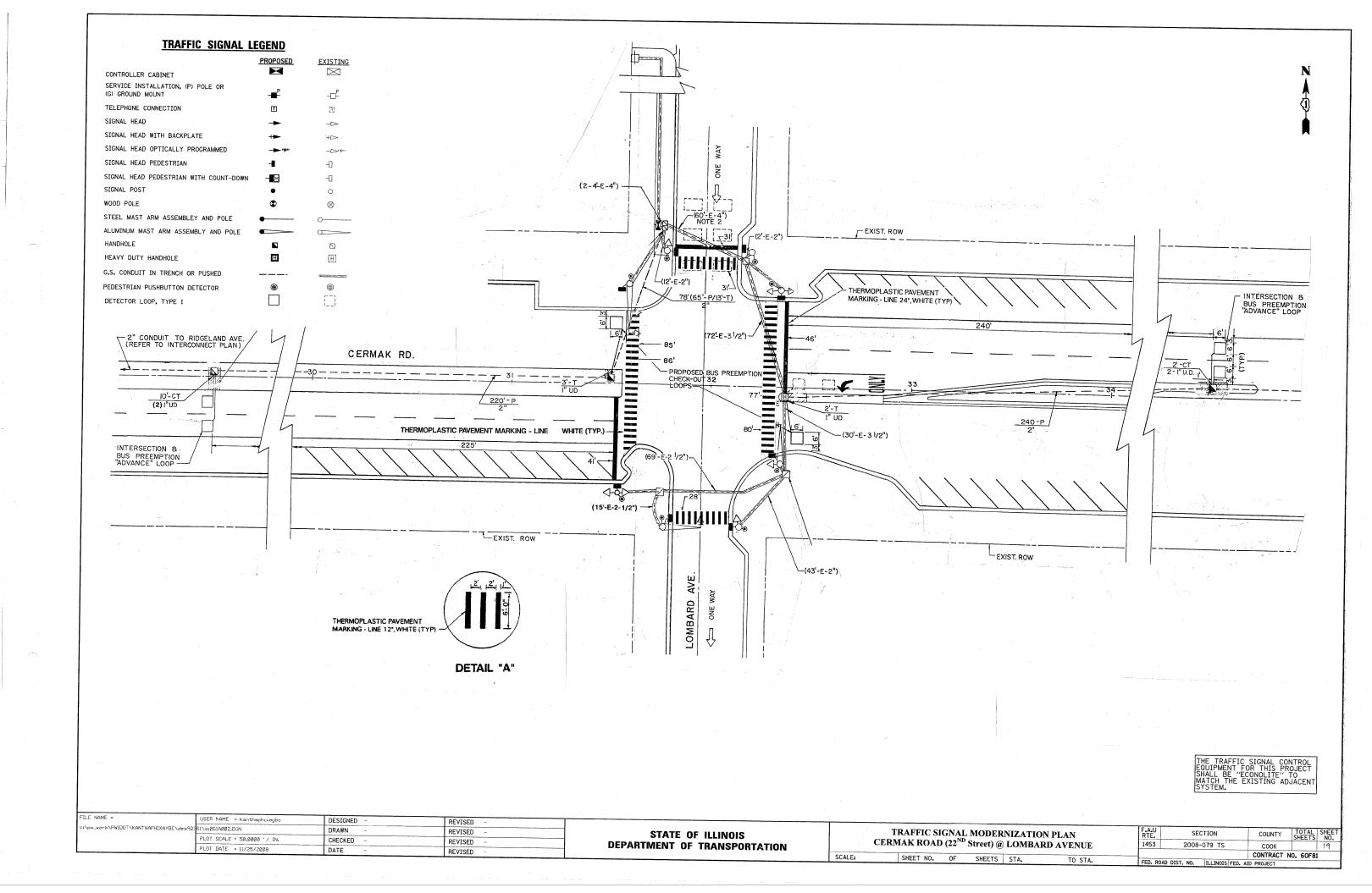
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE:

CABL	E PLAN -	PHAS	E DESIGN	NATION D	IAGRAM	F.A.U RTE.	SECTION	COUNTY	TOTAL	SHEET NO.
CF	RMAK RO)AD (2	2ND St.) @	EAST AV	ENLIE	1453	2008-079 TS	соок		16
		(2	2 50,0	EIIII III	BITOE			CONTRACT	NO. 60F8	l .
	SHEET NO.	0F	SHEETS	STA.	TO STA.	FED. ROAD	DIST. NO. ILLINOIS FED.	AID PROJECT		

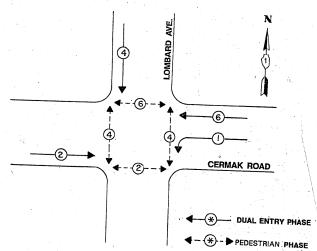






CONTROLLER SEQUENCE

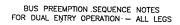
REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



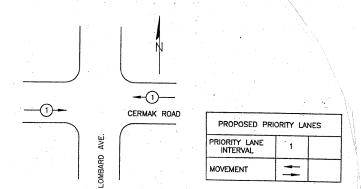
NUMBER REFERS TO ASSOCIATED PHASE

MAGNETIC DETECTOR

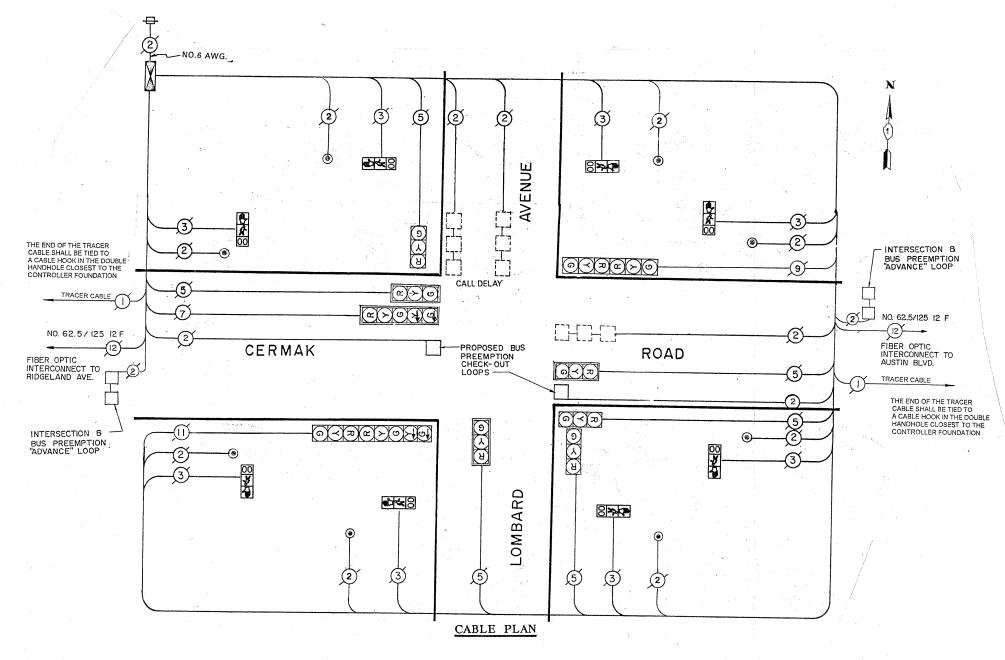
VEHICLE DETECTOR, INDUCTION LOOP



PHASE DESIGNATION DIAGRAM *
DUAL ENTRY - ALL LEGS
PROTECTED/PERMITTED LEFT_TURN PHASING



- ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUNCES OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.
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- 4. IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.



CABLE PI	LAN LEGENI	2	\sim	•4	EMERGENCY VEHICLE LIGHT DETECTOR
EXISTING	PROPOSED	.)	0-0	•1	CONFIRMATION BEACON
O	G	8" (200mm) TRAFFIC SIGNAL SECTION	•	•	PUSHBUTTON DETECTOR
(R) (W)	R	12" (300mm) TRAFFIC SIGNAL SECTION 12" (300mm)	2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED ALL LOOP DETECTOR CABLE TO BE SHIELDED
	力	PEDESTRIAN SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION	\bigcirc		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
	$\overline{\infty}$	WITH COUNTDOWN TIMER	24	24)	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
ф ф	•	CONTROLLER CABINET SERVICE INSTALLATION		R	SIGNAL FACE WITH BACKPLATE
[T]	T	TELEPHONE CONNECTION		G	"P" INDICATES PROGRAMMED HEAD

SCALE:

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

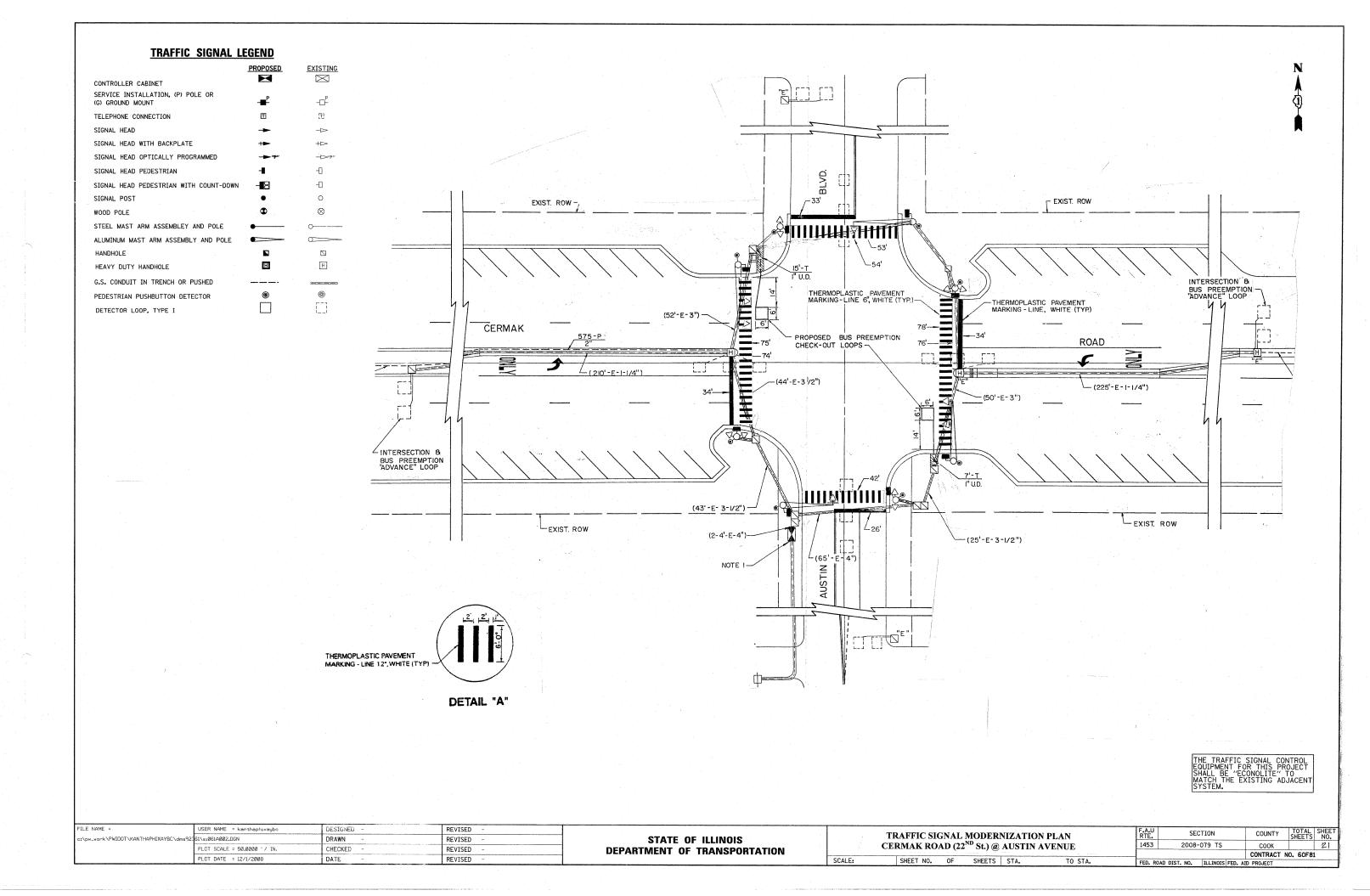
PAY ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION PEDESTRIAN PUSH-BUTTON PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED WITH COUNTDOWN TIMER REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT THERMOPLASTIC PAVEMENT MARKING — LINE 12" THERMOPLASTIC PAVEMENT MARKING — LINE 24" THERMOPLASTIC PAVEMENT MARKING REMOVAL	EACH EACH EACH SQ. FT. SQ. FT. SQ. FT.	1 8 8 1 396 118 500

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

CABLE PLAN - PHASE DESIGNATION DIAGRAM CERMAK ROAD (22ND Street) @ LOMBARD AVENUE SHEET NO. OF SHEETS STA. TO STA.

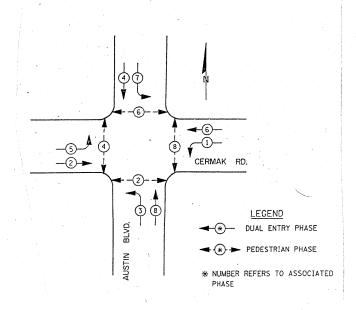
F.A.U RTE.	SEC	TION	COUNTY	TOTAL SHEETS	SHEET NO.
1453	2008-	079 TS	СООК		20
		CONTRACT N	10. 60F8	1	
FFD. RO	DAD DIST. NO.	TILL TNOTS FED.	AID PROJECT		

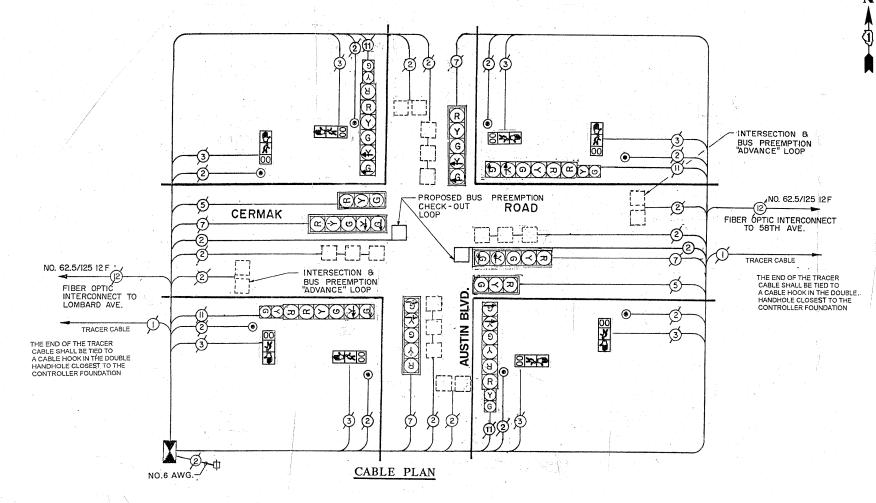


	PROPOSED G R W O T O C C C C C C C C C C C C	8" (200mm) TRAFFIC SIGNAL SECTION 12" (300mm) TRAFFIC SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER CONTROLLER CABINET SERVICE INSTALLATION TELEPHONE CONNECTION MAGNETIC DETECTOR VEHICLE DETECTOR, INDUCTION LOOP EMERGENCY VEHICLE LIGHT DETECTOR
Po	••	CONFIRMATION BEACON
•	•	PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED ALL LOOP DETECTOR CABLE TO BE SHIELDED
		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
24	24)	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F

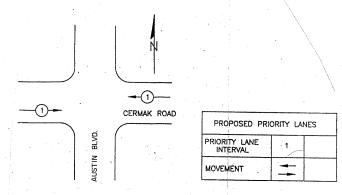
CONTROLLER SEQUENCE

REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.





BUS PREEMPTION SEQUENCE NOTES FOR DUAL ENTRY OPERATION - ALL LEGS



NOTES

- ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUNCES OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.
- CONTINUATION OR TERMINATION OF ALL RIGHT TURN OVERLAPS SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S CONTINUATION OR TERMINATION OF RIGHT TURN OVERLAPS AS DESCRIBED IN THE CLEARANCE NOTES FOR RIGHT TURN OVERLAPS.
- 3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING "DON'T WALK" INTERVAL.
- 4. IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

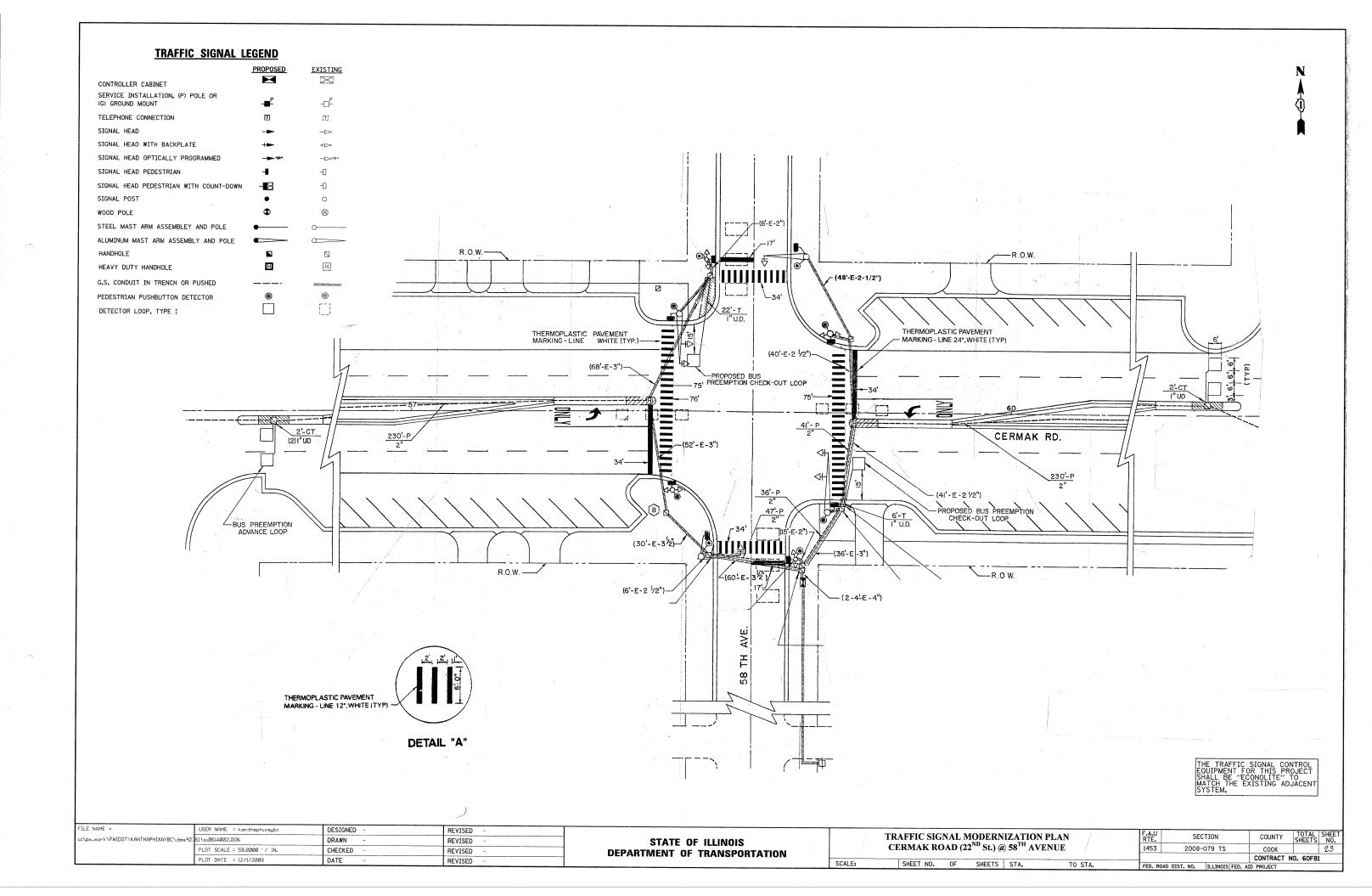
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION EACH 1 PEDESTRIAN PUSH-BUTTON EACH 8 PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED WITH COUNTDOWN TIMER REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT EACH 1 THERMOPLASTIC PAVEMENT MARKING – LINE 12" SQ. FT. 480 THERMOPLASTIC PAVEMENT MARKING – LINE 24" SQ. FT. 127 THERMOPLASTIC PAVEMENT MARKING REMOVAL SQ. FT. 500	PAYITEM	UNIT	QUANTITY	
PEDESTRIAN PUSH-BUTTON EACH 8 PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED EACH 8 WITH COUNTDOWN TIMER EACH 8 REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT EACH 1 THERMOPLASTIC PAVEMENT MARKING – LINE 2" SQ. FT. 480 THERMOPLASTIC PAVEMENT MARKING – LINE 24" SQ. FT. 127 THERMOPLASTIC PAVEMENT MARKING REMOVAL SQ. FT. 500	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	FACH	1	
WITH COUNTDOWN TIMER EACH 8 REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT EACH 1 THERMOPLASTIC PAVEMENT MARKING – LINE 12" SQ. FT. 480 THERMOPLASTIC PAVEMENT MARKING – LINE 24" SQ. FT. 127 THERMOPLASTIC PAVEMENT MARKING REMOVAL SQ. FT. 500	PEDESTRIAN PUSH-BUTTON	EACH	8	
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT THERMOPLASTIC PAVEMENT MARKING – LINE 12" THERMOPLASTIC PAVEMENT MARKING – LINE 24" THERMOPLASTIC PAVEMENT MARKING – LINE 24" SQ. FT. 127 THERMOPLASTIC PAVEMENT MARKING REMOVAL SQ. FT. 500	PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED			
THERMOPLASTIC PAVEMENT MARKING – LINE 12" SQ. FT. 480 THERMOPLASTIC PAVEMENT MARKING – LINE 24" SQ. FT. 127 THERMOPLASTIC PAVEMENT MARKING REMOVAL SQ. FT. 500			8	
THERMOPLASTIC PAVEMENT MARKING – LINE 24" SQ. FT. 127 THERMOPLASTIC PAVEMENT MARKING REMOVAL SQ. FT. 500			1	
THERMOPLASTIC PAVEMENT MARKING REMOVAL SQ. FT. 500				
300				
	THE THE TAX TH	SQ. FI.		

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

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	PLOT DATE = 12/1/2008	DATE -	REVISED -

	CABLE PLAN –	PHASE DESIG	NATION	DIAGRAM
	CERMAK RO	AD (22 ND St.) @	AUSTIN	AVENUE
ALE.	CUEET NO	OF CUEFFE	OT.	~

I	FED. RC	DAD DIST. NO.	ILLINOIS FED	. AID PROJECT		
ł				CONTRACT	10. 60F8	L .
l	1453	2008	-079 TS	соок		22
١	F.A.U RTE.	SE	CTION	COUNTY	TOTAL SHEETS	SHEET NO.



EXISTING PROPOSED \odot G TRAFFIC SIGNAL SECTION 12" (300mm) TRAFFIC SIGNAL SECTION R 12" (300mm) PEDESTRIAN SIGNAL SECTION 12" (300mm)
PEDESTRIAN SIGNAL SECTION
WITH COUNTDOWN TIMER \boxtimes CONTROLLER CABINET \Box SERVICE INSTALLATION [Ţ] T TELEPHONE CONNECTION MAGNETIC DETECTOR VEHICLE DETECTOR, INDUCTION LOOP ∞ EMERGENCY VEHICLE LIGHT DETECTOR \mathbb{Q} CONFIRMATION BEACON **(** • PUSHBUTTON DETECTOR DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED ALL LOOP DETECTOR CABLE TO BE SHIELDED 2 2 GROUND CABLE IN CONDUIT \bigcirc NO. 6 SOLID COPPER (GREEN) FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F 24 24) SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD

I.D.O.T. TRAFFIC SIGNAL INSTALLATION

ELECTRICAL SERVICE REQUIREMENTS

NO. LAMPS

TYPE

SIGNAL (RED)

PED. SIGNAL

CONTROLLER

ILLUM. SIGN

FI ASHER

ARROW

(YELLOW

(GREEN)

* WATTAGE * NOPERATION

0.25

0.25

0.10

1.00

1.00

0.05

INCAND LED

135 17

135 15

90 25

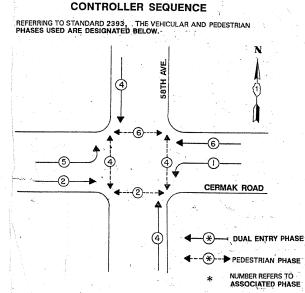
100

35

135

100

84



PHASE DESIGNATION DI

DUAL ENTRY - ALL LEGS

CONTROLLER SEQUENCE

ASSOCIATED PHASE	3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING DON'T WALK INTERVAL.
IAGRAM .	 IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN EMTERING OR LEAVING THE PREEMPTION SEQUENCE.

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

NOTES:

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

NO. G A. W. G.-

	PAY ITEM	UNIT	QUANTITY
M P	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION PEDESTRIAN PUSH-BUTTON	EACH FACH	1 8
P	PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED WITH COUNTDOWN TIMER	7, 7, 7	•
R	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT HERMOPLASTIC PAVEMENT MARKING – LINE 12"	EACH EACH	8 1
- T	HERMOPLASTIC PAVEMENT MARKING - LINE 24"	SQ. FT. SQ. FT.	420 119
,	HERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ. FT.	500

INTERSECTION
AND BUS
PREEMPTION
"ADVANCE" LOOP

FIBER OPTIC

57 TH AVE.

NO. 62.5/125 12 F

THE END OF THE TRACER

CABLE SHALL BE TIED TO A CABLE HOOK IN THE DOUBLE HANDHOLE CLOSEST TO THE

CONTROLLER FOUNDATION

USED IN THE NORMAL SEQUENCE OF OPERATION, ER THE YELLOW CLEARANCE INTERVAL WHEN PREEMPTION SEQUENCE.

NO. 62.5/125, 12 F

FIBER OPTIC

INTERCONNECT TO AUSTIN BLVD.

TRACER CABLE

CABLE PLAN - PHASE DESIGNATION DIAGRAM	F.A.U RTE.	SECTION	COUNTY	TOTAL	SHEE'
CERMAK ROAD (22 ND St.) @ 58 TH AVENUE	1453	2008-079 TS	СООК		24
SHEET NO. OF SHEETS STA. TO STA.			CONTRACT N	10. 60F81	l
SHEET NO. OF SHEETS STA. TO STA.	FED. ROA	D DIST, NO. ILLINOIS FED.	AID PROJECT		

874

6 (k) 6 (x) (x)

87

(a)(~)(z

ROÁD

®-

(R)

BUS PREEMPTION — "CHECK-OUT" DETECTOR LOOPS

CABLE PLAN

BUS PREEMPTION SEQUENCE NOTES FOR DUAL ENTRY OPERATION - ALL LEGS

PROPOSED PRIORITY LANES

PRIORITY LANE'

-017 REX DOX 100

1

CERMAK ROAD

1. ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUINCES OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.

2. CONTINUATION OR TERMINATION OF ALL RIGHT TURN OVERLAPS SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S CONTINUATION OR TERMINATION OF RIGHT TURN OVERLAPS AS DESCRIBED IN THE CLEARANCE NOTES FOR RIGHT TURN OVERLAPS.

SCALE:

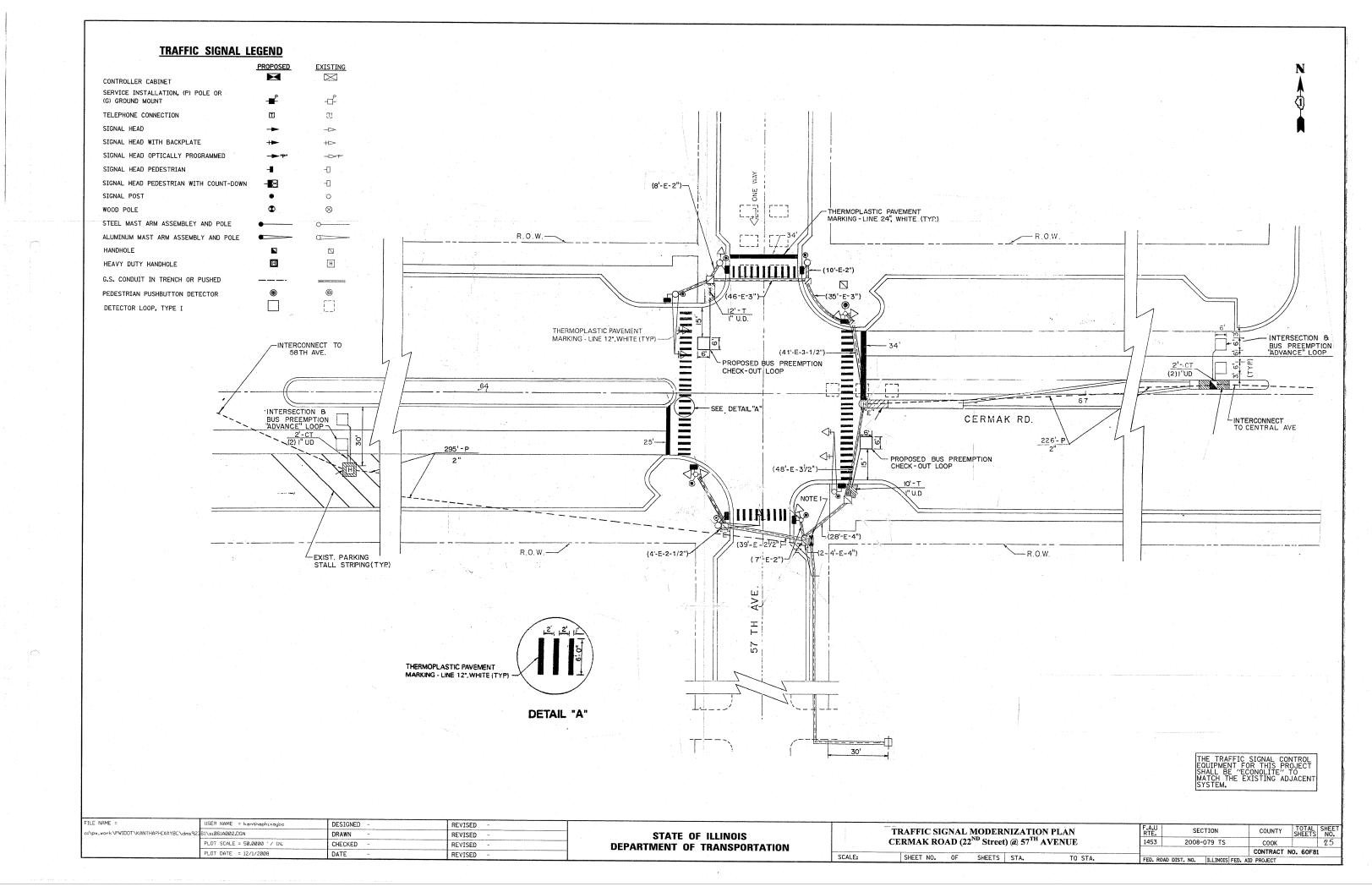
CERMAK

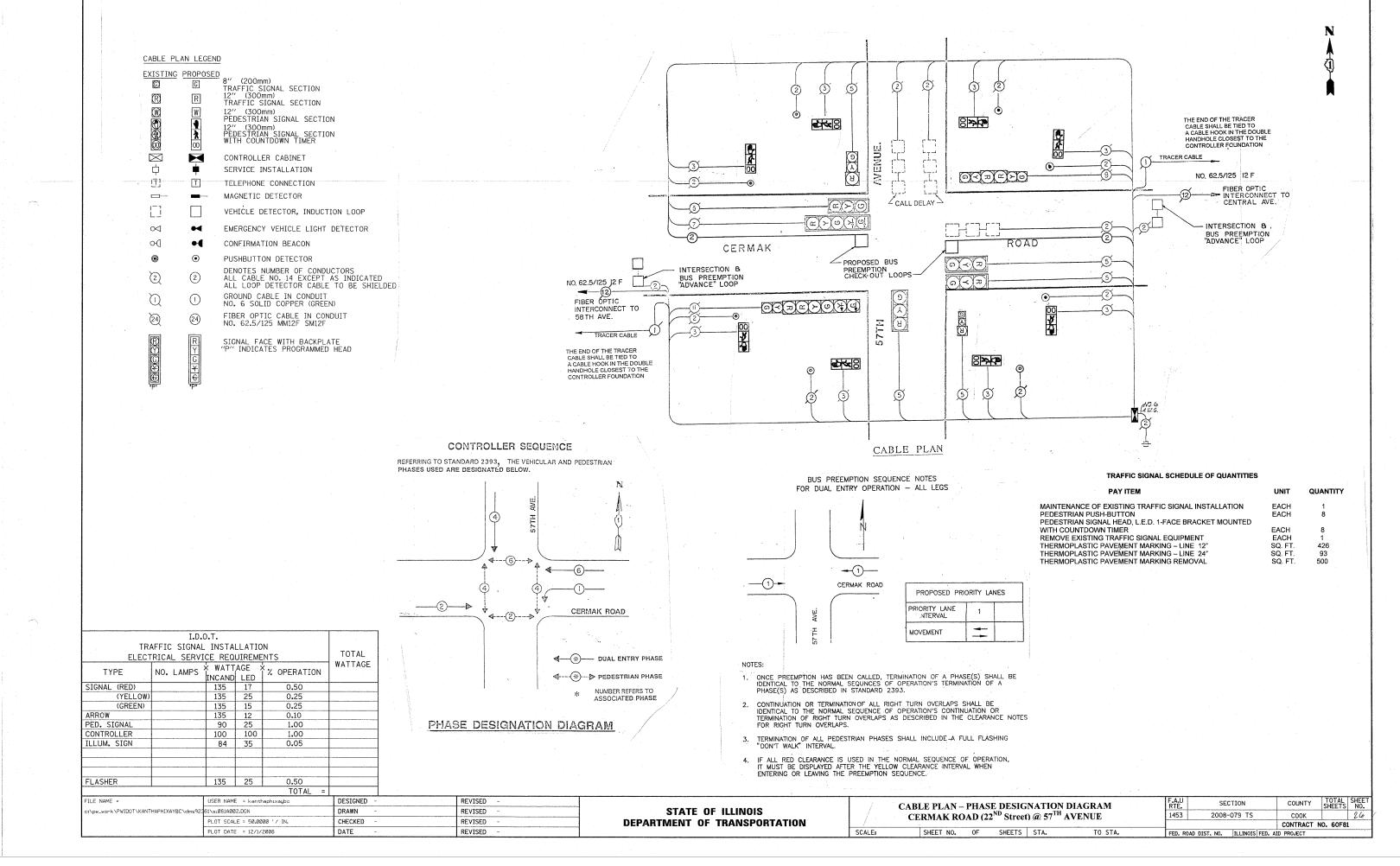
NTERSECTION AND BUS PREEMPTION "ADVANCE" LOOP

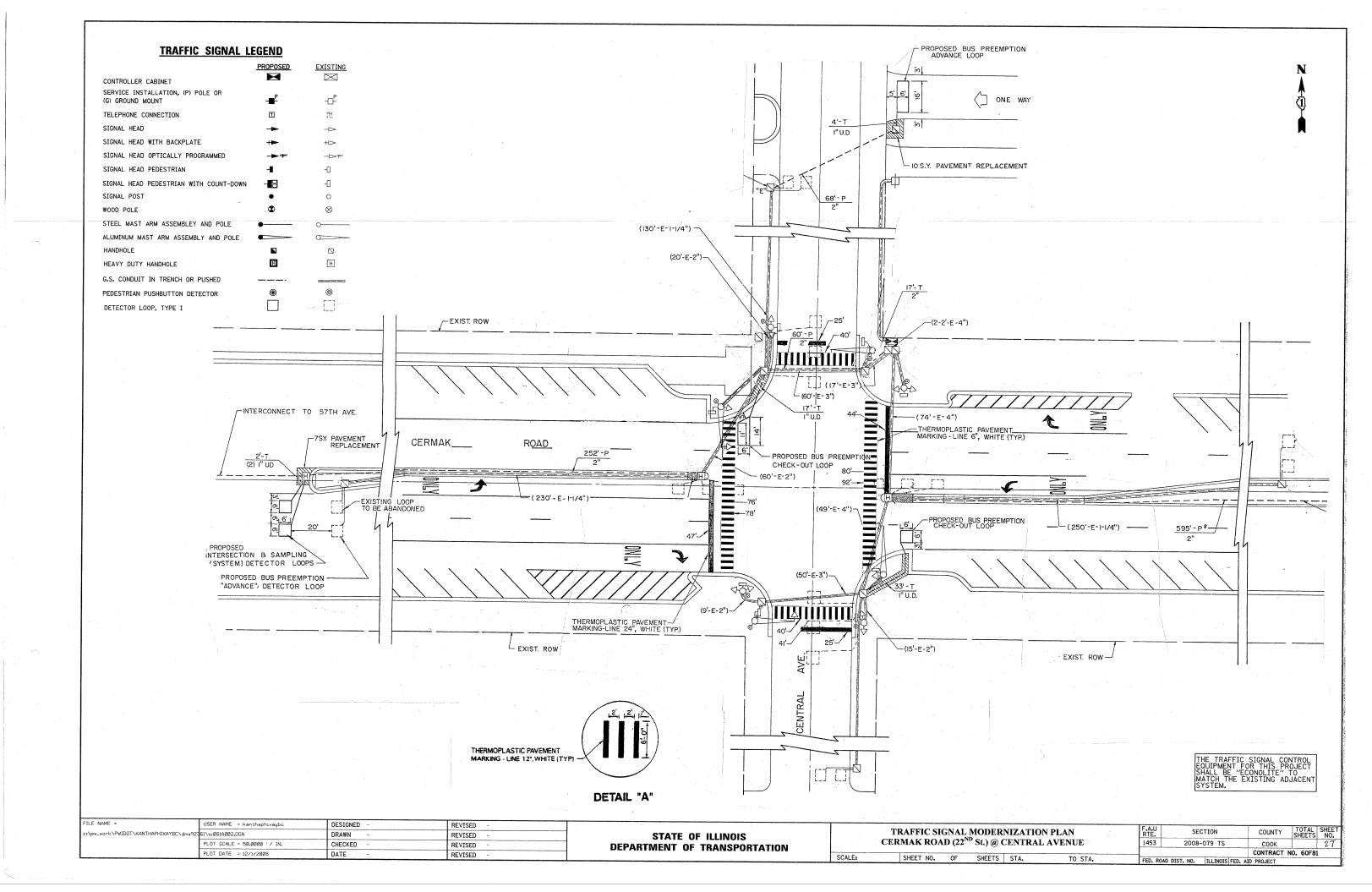
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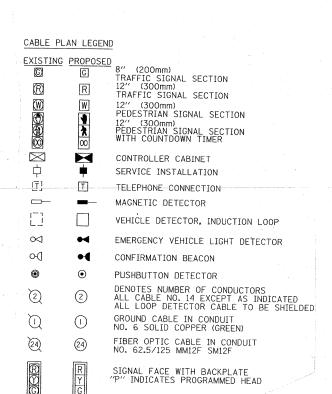
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	PLOT DATE = 12/1/2008	DATE -	REVISED

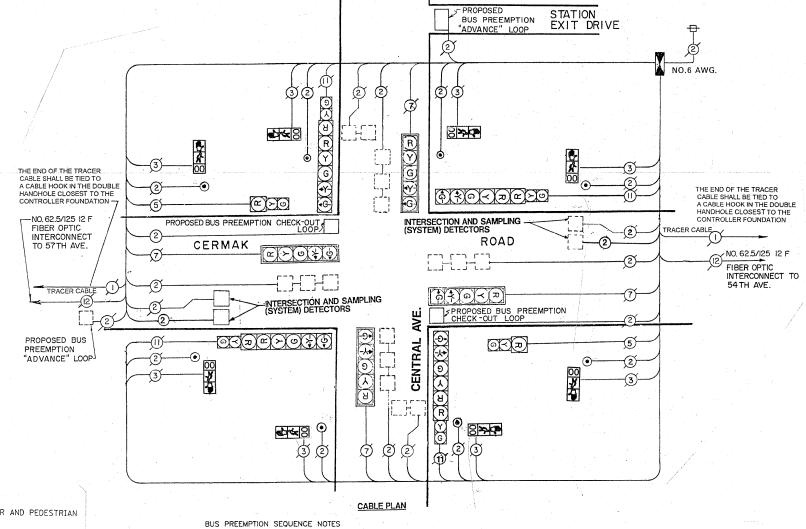
WATTAGE





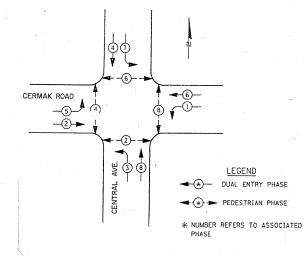






CONTROLLER SEQUENCE

REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS
PROTECTED/PERMITTED LEFT TURN PHASING

(2) N		- - -	
- 0			
CERMAK ROAD	PROPOSED PRI	ORITY LAI	NES
AVE.	PRIORITY LANE INTERVAL	1	2
CENTRAL	MOVEMENT		+ +
B			

FOR DUAL ENTRY OPERATION - ALL LEGS

NOTES:

- I. ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUNCES OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.
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SCALE:

- 3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING "DON'T WALK" INTERVAL.
- 4. IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

QUAN	TITY
I 1 I 8 I 8 I 1 Г. 462 Г. 145	
FT	

25	1.00	- :
100	1.00	
35	0.05	

% OPERATION

0.50

0.25

 ILLUM. SIGN
 84
 35
 0.05

 FLASHER
 135
 25
 0.50

90

100

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION

ELECTRICAL SERVICE REQUIREMENTS

NO. LAMPS

SIGNAL (RED)

PED. SIGNAL

CONTROLLER

ARROW

(YELLOW:

WATTAGE

INCAND LED

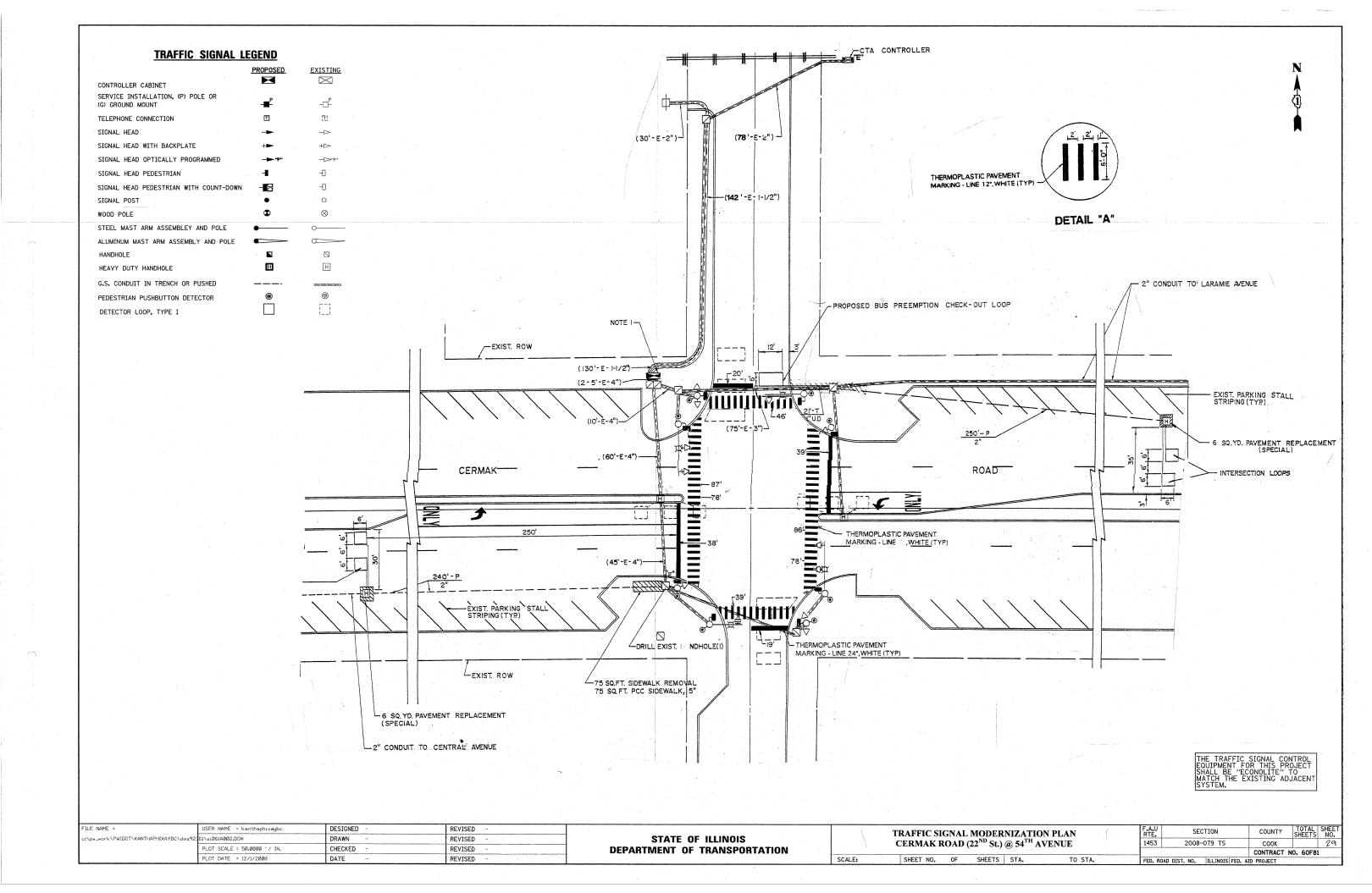
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	PLOT DATE = 12/1/2008	DATE -	REVISED -

TOTAL

WATTAGE

	-				*	
TRAFFIC SIGNAL MODERNIZATION I	F.A.U RTE.	SECTION	COUNTY	TOTAL	SHEET NO.	
CERMAK ROAD (22 ND St.) @ CENTRAL A	1453	2008-079 TS	соок		28	
				CONTRACT I	10. 60F8	
SHEET NO. OF SHEETS STA.	TO STA.	FED. ROA	D DIST. NO. ILLINOIS FED. A	ID PROJECT		



EXISTING © R W O	PROPOSED G R W 1	8" (200mm) TRAFFIC SIGNAL SECTION 12" (300mm) TRAFFIC SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET SERVICE INSTALLATION
<u>. []</u>	[<u>T</u>]	TELEPHONE CONNECTION
	-	MAGNETIC DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
\bowtie	•	EMERGENCY VEHICLE LIGHT DETECTOR
0()	••	CONFIRMATION BEACON
•	•	PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED ALL LOOP DETECTOR CABLE TO BE SHIELDED
		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
24	24)	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
	R Y G ¥	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD

					·			
	-t ~							-
	NO. 6 ——(<u> </u>					/- NO. 62.5/125F	
	NO. 62.5/125F	<u> </u>	केंक्रेम के द		(2) (3) (9) (5) (4)		NO. 62.57 125F	
	INTERCONNECT TO CENTRAL AVE.	3 2			OM	2 3	ERCONNECT LARAME AVE.	
***************************************		② O O O O O O O O O O O O O O O O O O O	RD.	CERMAK RD.		39-0		******
	רח	(5) (C)	AVE		[]_	JLJQJ		
	ارم درم درم	Ö GDOK	# # # #			30		
	<u> </u>	Q-CHH3	WAK RD.	CEB		329 -(5)		
		DEDO		3		0 -2		
	The second secon	3— 9 2•4			R (9) Y (A) G (V) ⊕	(1) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4		
			3 2		5723			
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	TRA							
.	ELECT	TOTAL	l					
	TYPF	NO. LAMPS	× WATT	AGE >	X OPERATIO	N	WATTAGE	
	1 1 L	NO. LAWI 3	INCAND	LED	7. OPERATION	N		
	SIGNAL (RED)		135	17	0.50			1
	(YELLOW)		135	25	0.25			
	(GREEN)		135	15	0.25			
	ARROW		135	12	0.10			
1	PED. SIGNAL		90	25	1.00			
i	CONTROLLER		100	100	1.00			
	ILLUM. SIGN		84	35	0.05			
								l
	FLASHER		135	25	0.50			
	***************************************				TOTAL	=		L
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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DATE

1 1	CABL	E PLAN –	PHAS	E DESIGI	NATION D	DIAGRAM
	Cl	ERMAK RO	OAD (22 ND St.) (a 54 TH AV	ENUE
SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.

F.A.U RTE.	SEC	CTION	COUNTY	TOTAL	SHEET NO.
1453	2008-	079 TS	соок		30
			CONTRACT N	10. 60F8	i i
FED. RO	AD DIST. NO.	ILLINOIS FED	AID PROJECT		

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION PEDESTRIAN PUSH-BUTTON PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT THERMOPLASTIC PAVEMENT MARKING – LINE 12" THERMOPLASTIC PAVEMENT MARKING – LINE 24" THERMOPLASTIC PAVEMENT MARKING REMOVAL	EACH EACH EACH EACH SQ. FT. SQ. FT.	1 8 8 1 486 114 600

SEQUENCE OF OPERATION

															····				
MOVEMENT 0	5	; <u> </u>	←	1	,	6	5		5	•		2	> 	3		4	† ‡		F
PHASE		1 -	۲ _. 5			1 + 6	3		2 + 5	5		2 -	⊦, 6			4 +	8 +		L
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B	A
CHANGE TO		1+6	2+5	2+6	0	0	2+6	0 /	Φ/	2+6			4-	⊦8			1- 1- 2- 2-	⊦6 ⊦5	Н
CERMAK ROAD E/B END MAST ARM AND FAR LEFT SIGNALS	R → G	R → Y	R ⊸ G	R ⊸ Y	R	R	R	G ⊸ G	G ⊸ G	G → Y	G	G	Y	R	R	R	R	R	R
CERMAK ROAD E/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	G	G	G	G	G	Υ	R	R	R	R	R	R
CERMAK ROAD W/B END MAST ARM AND FAR LEFT SIGNALS	R → G	R → G	R ⊸ Y	R ⊸ Y	. G ⊸ G	G ⊸ G	G → Y	R	R	R	G	G	Y,	. R	R	R	R	R	R
CERMAK ROAD W/B FAR RIGHT SIGNAL	R	R	R	R	G	G	G	R	R	R	G	G	Y	R	R	R	R	R	R
54TH AVENUE N/B ALL SIGNALS	R	R	R	R	R	R	R	R	R.	R	R	R	R	R	G	G	Υ	R	R
54TH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R
54TH AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R
PEDESTRIAN SIGNALS CROSSING 54TH AVENUE ON NORTHSIDE OF CERMAK ROAD	DW	DW	DW	DW	*W	**FL DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	DW	DW	DW	DW	D
PEDESTRIAN SIGNALS CROSSING 54TH AVENUE ON SOUTHSIDE OF CERMAK ROAD	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	*W	**FL DW	DW	DW	DW	DW	DW	DW	А
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EASTSIDE OF 54TH AVENUE	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	₩₩	**FL DW	DW	DW	R
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WESTSIDE OF 54TH AVENUE	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	к

RAILROAD PREEMPTION SEQUENCE OF OPERATION

FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5		3	1	1	1	4		<							
FROM BUS PRIORITY SEQUENCE INTERVAL NUMBER	X		\leq		<	\geq	\leq	\geq	\leq	2	2						:	
RAILROAD PREEMPTION INTERVAL	1 A	1B	1 C	1 D	1E	1F	1 G	1 H	1 J	1K	1L	2 .	3	4	5	6	7	
CHANGE TO	2	1C	2	1E	2	1 G	2	1 J	2	1L	2	3	4	5	6	7		JME NORMAL HASE 4+8
CERMAK ROAD E/B END MAST ARM AND FAR LEFT SIGNALS	R ⊸Y	R	R	Υ	R	Y	R	R	R	Υ	R	R	R	R	G	Υ	R	
CERMAK ROAD E/B FAR RIGHT SIGNAL	R	R	R	Y	R	Υ	·R	R	R	Y	R	R	R	R	G	Y	R	
CERMAK ROAD W/B END MAST ARM AND FAR LEFT SIGNALS	R ⊸ Y	Υ	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	
CERMAK ROAD W/B FAR RIGHT SIGNAL	R	Y	R	R	R	Y	R	R	R	Υ	R	R	R	R	G	Y	R	
54TH AVENUE N/B ALL SIGNALS	R	R	R	R	R	R	R	Υ	R	R	R	R	R	R	R	R	R	
54TH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R.	R	R	R	R	R	G .	G	R	R	G ⊸ G	Υ	R	R	R	R	
54TH AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	G	G	R	R	G	Υ	R	R	R	R	
PEDESTRIAN SIGNALS CROSSING 54TH AVENUE ON NORTHSIDE OF CERMAK ROAD	DW	FL DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
PEDESTRIAN SIGNALS CROSSING 54TH AVENUE ON SOUTHSIDE OF CERMAK ROAD	DW	DW	DW	FL DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EASTSIDE OF 54TH AVENUE	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WESTSIDE OF 54TH AVENUE	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	

HOLD

- * TO APPEAR ONLY UPON PUSHBUTTON ACTUATION
- *** FLASHING "DON'T WALK" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- THIS "WALK" OR FLASHING "DON'T WALK" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "WALK" OR FLASHING "DON'T WALK" INTERVALS.

W = "WALK"

FL = FLASHING "DON'T WALK"

DW = "DON'T WALK"

PHASE 2 AND 6 SHALL BE PLACED ON RECALL.

PHASE 1 ON OMITS PHASE 5.

PHASE 5 ON OMITS PHASE 1.

BUS SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION.

BUS PRIORITY SEQUENCE OF OPERATION

1	Ę	5	8	3	1	1		14		BUS	CLEAR TO
1 A	1B	1 C	1D	1E	1F	1G	1H	1J	1 K	INTERVAL	NORMAL SEQUENCE
2	1C	2	1E	2	1 G	2	1J	1K	2	2	♦
R ⊸ Y	R	R	G ⊸ G	G ⊸ Y	G	G	R	R	R	G	♦
R	R	R	G	G	G	G	R	R	R	G	♦
R ⊸ Y	G ⊸ G	G ▼Y	R	R	G	G	R	R	R	G	♦
R	G	G	R	R	G	G	R	R	R	G	♦
R	R	R	: R	R	R	R	G	Y	R	R	♦
R	R	R	R	R	R	R	G	Y	R	R	♦
R	R	R	R	R	R	R	G	Y	R	R	♦ ♦
DW	FL DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	♦
DW	DW	DW	FL DW	DW	FL DW	DW	DW	DW	DW	DW	♦
DW	DW	DW	DW	DW	DW	DW	FL DW	DW.	DW	DW	♦
DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	♦
	1A 2 R	1A 1B 2 1C R R R R R G T G R R R R R R R R R R R R	1A 1B 1C 2 1C 2 R R R R R R R R G G Y G G Y G G Y G G Y G G R R R R R R R R R R R R R R R R R R DW DW DW DW DW DW DW	1A 1B 1C 1D 2 1C 2 1E R R R R G R R R G R G G R R G G R R R R R R R R R R R R R R R R R R R R R R R R R R	1A 1B 1C 1D 1E 2 1C 2 1E 2 R R R R G G R R R R G G R R R R G G R R R R	1A 1B 1C 1D 1E 1F 2 1C 2 1E 2 1G R R R R G G G G R R R R G G G R G G R R G R G G R R G R R R R	1A 1B 1C 1D 1E 1F 1G 2 1C 2 1E 2 1G 2 R R R R G G G G G R R R R G G G G G R G G R R G G R G G R R G G R R R R	1A 1B 1C 1D 1E 1F 1G 1H 2 1C 2 1E 2 1G 2 1J R R R G G G G R R R R G G G G G R R G G R R G G G R R G G R R G G R R R R R	1A 1B 1C 1D 1E 1F 1G 1H 1J 2 1C 2 1E 2 1G 2 1J 1K R R R G G G G G R R R R R G G G G G R R R R R G G G G	1A 1B 1C 1D 1E 1F 1G 1H 1J 1K 2 1C 2 1E 2 1G 2 1J 1K 2 R R R R G G G G R R R R R G G G G R R R R R R G G G G	1A 1B 1C 1D 1E 1F 1G 1H 1J 1K 2 1C 2 1E 2 1G 2 1J 1K 2 2 R R R R G G G G R R R R G R R R R G G G G

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -
	PLOT DATE =	DATE -	REVISED -

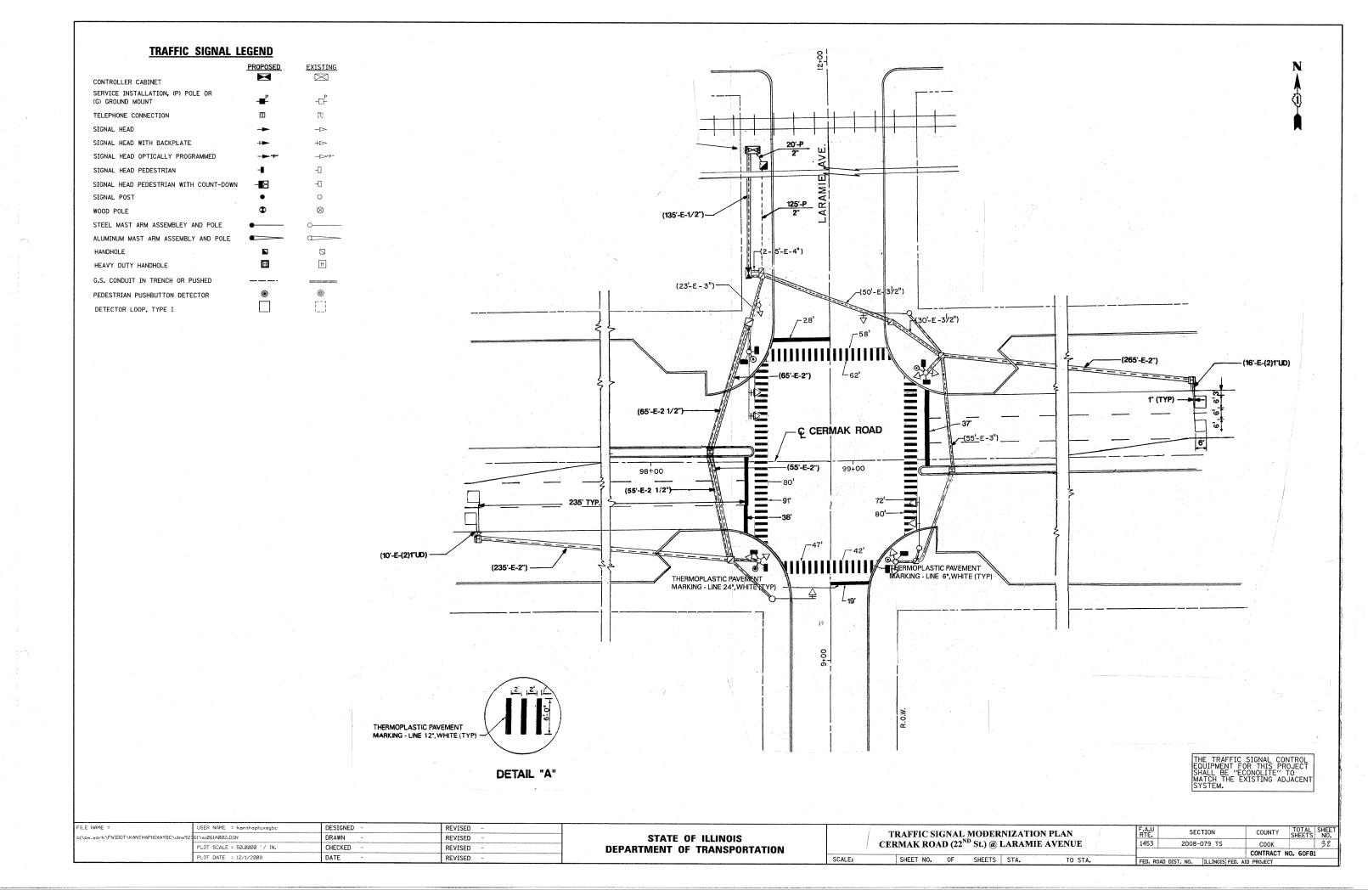
	STATE	OF	ILLINOIS	
DEPART	MENT (OF 1	TRANSPORTATION	ĺ

TR	AFFIC SIG	NAL	SEQUENC	CE OF (OPERATION	F.A.U RTE.	SEC	TION	COUNTY
(ERMAK R	OAD	(22 ND St.)	@ 54 TH	AVENUE	1453	2008-0	079 TS	COOK
			S 20, 20, 20 20	<u> </u>					CONTRACT
	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. RO	AD DIST. NO.	ILLINOIS FED.	AID PROJECT

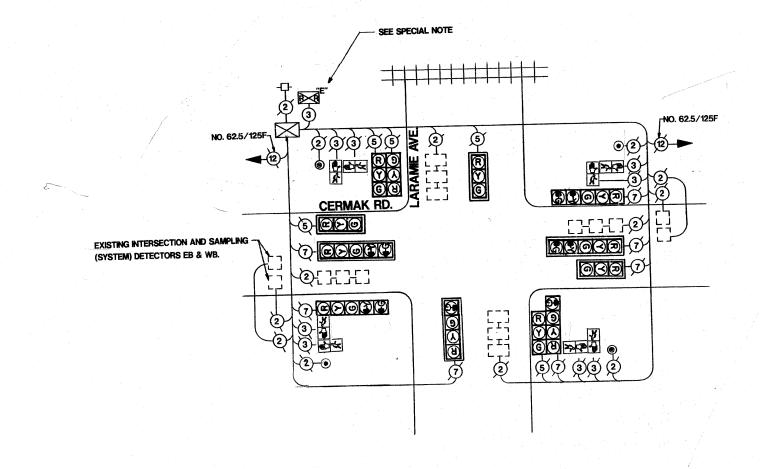
COUNTY TOTAL SHEETS NO.

COOK 3.(

CONTRACT NO. 60F81



EXISTING © R W	PROPOSED © R W 1	8" (200mm) TRAFFIC SIGNAL SECTION 12" (300mm) TRAFFIC SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET
<u></u>		SERVICE INSTALLATION
<u>[]</u>	T	TELEPHONE CONNECTION
-	-	MAGNETIC DETECTOR
[]		VEHICLE DETECTOR, INDUCTION LOOP
∞⊲	•	EMERGENCY VEHICLE LIGHT DETECTOR
0-0	•4	CONFIRMATION BEACON
•	•	PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED ALL LOOP DETECTOR CABLE TO BE SHIELDED
	1	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
	R Y G	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD



TRA		TOTAL			
ELECT	RICAL SERVI	CE REQ	UIREME	NTS	TOTAL
TYPE	NO. LAMPS	WATT	i	% OPERATION	WATTAGE
CTONAL (DED)		INCAND			
SIGNAL (RED)		135	17	0.50	
(YELLOW)		135	25	0.25	
(GREEN)		135	15	0.25	
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER		100	100	1.00	
ILLUM. SIGN		84	35	0.05	
FLASHER		135	25	0.50	
				TOTAL =	

		TOTAL = [
	FILE NAME =	USER NAME = kanthaphixaybo	DESIGNED -	REVISED -
-	c:\pw_work\PWIDOT\KANTHAPHIXAYBC\dms923	61\s1061A002.DGN	DRAWN -	REVISED -
		PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -
-		PLOT DATE = 12/1/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

						N DIAGRAM IE AVENUE
SCALE:	SHEE	T NO.	OF	SHEETS	STA.	TO STA.

_	F.A.U RTE.	SEC	CTION	T	COUNTY	TOTAL SHEETS	SHEET NO.	
	1453 2008-079 TS					СООК		33
	}					CONTRACT	NO. 60F8	L
	FED. RO	AD DIST. NO.	ILLINOIS	FED.	AID	PROJECT		

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QUANTITY	
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	
PEDESTRIAN SIGNAL HEAD, L.E.D. 2-FACE, BRACKET MOUNTED	EACH	4	
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	SQ. FT.	528	
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	SQ. FT.	122	
THERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ. FT.	600	
and the second of the second o			

SEQUENCE OF OPERATION

MOVEMENT		5_£	√	1		-	5		5)		2	→	6		4	† ‡		F
PHASE	-	1 -	+ 5			1 + 6	6		2 + 5	5		2 -	⊦ 6			4 -	⊦ 8		A
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B	S
CHANGE TO		1+6	2+5	2+6	θ/	0	2+6	θ/	0	2+6			4-	+8			1- 1- 2- 2-	⊦6 ⊦5	Н
CERMAK ROAD E/B FAR RIGHT SIGNAL	R	R	R	R	R	R.	R	G	G	G	G	G	Y	. R	R	R	R	R	R
CERMAK ROAD E/B END MAST ARM AND FAR LEFT SIGNALS	R ⊸ G	R ⊸ Y	R → G	R → Y	R	R	R	G → G	G → G	G ◀ Y	G	G	Y	R	R	R	R	R	R
CERMAK ROAD W/B FAR RIGHT SIGNAL	R	R	R	R	G	G	G	R	R	R	G	G	. Y	R	R	R	R	R	R
CERMAK ROAD W/B END MAST ARM AND FAR LEFT SIGNALS	R ⊸ G	R ⊸ G	R ·	R → Y	G → G	G → G	G ⊸ Y	R	R	R	G	G	Υ	R	R	R	R	R	R
LARAMIE AVENUE N/B ALL SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Υ	R	R
LARAMIE AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R.	R	R	R	R	G	G	Υ	R	R
LARAMIE AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Υ	R	R
PEDESTRIAN SIGNALS CROSSING LARAMIE AVENUE ON NORTH SIDE OF CERMAK ROAD	DW	DW	DW	DW	*W	**FL DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	DW	DW	DW	DW	D
PEDESTRIAN SIGNALS CROSSING LARAMIE AVENUE ON SOUTH SIDE OF CERMAK ROAD	DW	*W	**FL DW	DW	*W	**FL DW	DW	DW	DW	DW	DW	DW	Α						
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EAST SIDE OF LARAMIE AVENUE	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	·R								
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST SIDE OF LARAMIE AVENUE	DW	DW	DW	DW	DW	DW	* ₩	**FL DW	DW	DW	K								

RAILROAD PREEMPTION SEQUENCE OF OPERATION

FILE NAME =

			·							PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5		8	1	1	1	4					
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1 A	1 B	1C	1 D	1E	1F	1G	1H	1J	2	3	4	5	CLEAR TO
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1 C	2	1E	2	1 G	2	1Ĵ	2	3	4	5	e zh	NORMAL SEQUENCE
CERMAK ROAD E/B FAR RIGHT SIGNAL	R	R	R	Y	R	Υ	R	R	R	R	R	R	G	Δ
CERMAK ROAD E/B END MAST ARM AND FAR LEFT SIGNALS	R ⊸ Y	R	R	Y	R	Y	R	R	R	R	R	R	G	Δ
CERMAK ROAD W/B FAR RIGHT SIGNAL	R	Y	R	R	R	Υ	R	R	R	R	R	R	G	Δ
CERMAK ROAD W/B END MAST ARM AND FAR LEFT SIGNALS	R → Y	Y	R	R	R	Y	R	R	R	R	R	R	G	Δ
LARAMIE AVENUE N/B ALL SIGNALS	R	R	R.	R	R	R	R	Y	R	R	R	R	R	Δ
LARAMIE AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R.	R.	R	R	G	G	G	Y	R	R	Δ
LARAMIE AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	G	G	G ⊸ G	Y	R	R	Δ
PEDESTRIAN SIGNALS CROSSING LARAMIE AVENUE ON NORTH SIDE OF CERMAK ROAD	DW	FL DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	Δ
PEDESTRIAN SIGNALS CROSSING LARAMIE AVENUE ON SOUTH SIDE OF CERMAK ROAD	DW	DW	DW	FL DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	Δ
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EAST SIDE OF LARAMIE AVENUE	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	Δ
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST ŞIDE OF LARAMIE AVENUE	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	_ Δ Δ
	***************************************												HOLD	

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

·		The second secon	
	USER NAME =	DESIGNED -	REVISED -
		DRAWN ~	REVISED -
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -
	PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL SEQUENCE OF OPERATION CERMAK ROAD (22ND St.) @ LARAMIE AVENUE

TO STA.

SHEET NO. OF SHEETS STA.

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

*** FLASHING "DON'T WALK" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

THIS "WALK" OR FLASHING "DON'T WALK" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "WALK" OR FLASHING "DON'T WALK" INTERVALS.

W = "WALK"

FL = FLASHING "DON'T WALK"

SCALE:

DW = "DON'T WALK"

PHASE 2+6 SHALL BE PLACED ON RECALL.

TRAFFIC SIGNAL LEGEND **EXISTING** \boxtimes CONTROLLER CABINET SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT -DF TELEPHONE CONNECTION SIGNAL HEAD SIGNAL HEAD WITH BACKPLATE SIGNAL HEAD OPTICALLY PROGRAMMED SIGNAL HEAD PEDESTRIAN SIGNAL HEAD PEDESTRIAN WITH COUNT-DOWN SIGNAL POST WOOD POLE \otimes (200'-E-1 1/2")-STEEL MAST ARM ASSEMBLEY AND POLE ALUMINUM MAST ARM ASSEMBLY AND POLE HANDHOLE H Н HEAVY DUTY HANDHOLE G.S. CONDUIT IN TRENCH OR PUSHED 0 **(6)** PEDESTRIAN PUSHBUTTON DETECTOR DETECTOR LOOP, TYPE I ---(75'-E-2 1/2") | BI' (50'-E-4") -CERMAK ROAD-113+00 111+00 (45'-E-4")__ THERMOPLASTIC PAVEMENT MARKING - LINE 24", WHITE (TYP) (40'-E-2") (40'-É-5")--MAHUHHK (20'-E-21/2") THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE (TYP) -(45'-E-3") L(25'-E-4" (2-5'-E-4") THERMOPLASTIC PAVEMENT DETAIL "A" USER NAME = kanthaphixaybo DESIGNED REVISED 61\s1061A002.DGN DRAWN REVISED

PLOT SCALE = 50.0000 '/ IN.

PLOT DATE = 12/1/2008

CHECKED

DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET NO. OF SHEETS STA. TO STA.

TRAFFIC SIGNAL MODERNIZATION PLAN
CERMAK ROAD (22 ND St.) @ 50 TH AVENUE

FA.U SECTION COUNTY TOTAL SHEETS NO.

RTE. SECTION COUNTY SHEETS NO.

1453 2008-079 TS COOK 35

CONTRACT NO. 60F81

SCALE: SHEET NO. OF SHEETS STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

EXISTING © R W O O O O O O O O O O O O	PROPOSED R W A O C	8" (200mm) TRAFFIC SIGNAL SECTION 12" (300mm) TRAFFIC SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION 12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE CONNECTION MAGNETIC DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
\bowtie	•	EMERGENCY VEHICLE LIGHT DETECTOR
0()	••	CONFIRMATION BEACON
•	•	PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED ALL LOOP DETECTOR CABLE TO BE SHIELDED
		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
24	24)	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
	R Y G	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD

	N (i)
50th AVE. 50th A	
CERMAK RD. (S) EDDO (C)	
NO. 62.5/125F NO	R 9 (2) (2) NO. 62.5/125F R 9 (2) (2) NTERCONNECT TO 49th AVE. (5) (7) (3) (2)
2 NO. 6 CABLE PLAN	

TD.	I.D.O.T. TRAFFIC SIGNAL INSTALLATION								
ELECT	TOTAL								
TYPE	NO. LAMPS	× WATT		% OPERATION	WATTAGE				
SIGNAL (RED)		135	17	0.50					
(YELLOW)		135	25	0.25					
(GREEN)		135	15	0.25					
ARROW		135	12	0.10					
PED. SIGNAL		90	25	1.00					
CONTROLLER		100	100	1.00					
ILLUM. SIGN		84	35	0.05					
FLASHER		135	25	0.50					
				TOTAL =					

FILE NAME =	USER NAME = kanthaphixaybo	DESIGNED -	REVISED ~
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·	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -
	PLOT DATE = 12/1/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

 <u> </u>							
TRAFFIC SIGNAL MODI			F.A.U RTE.	SECTION	COUNTY	TOTAL SHE	ē.
CERMAK ROAD (22 ND S	t.) @ 50 TH AVENUE		1453	2008-079 TS	соок	30	6
	i i				CONTRACT	NO. 60F81	
SCALE: SHEET NO. OF SHI	EETS STA. TO	STA.	FED. RO.	AD DIST, NO. TILINOIS FED. 4	ID PROJECT		_

PAY ITEM UNIT QUANTITY

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION EACH 8
PEDESTRIAN PUSH-BUTTON EACH 8
PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED EACH 8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT EACH 1
THERMOPLASTIC PAVEMENT MARKING – LINE 12" SQ. FT. 492
THERMOPLASTIC PAVEMENT MARKING – LINE 24" SQ. FT. 121
THERMOPLASTIC PAVEMENT MARKING REMOVAL SQ. FT. 650

SEQUENCE OF OPERATION

MOVEMENT		و_5	-	1		+	5 1		5 — 2 —)	ar transmiss	2 →	→	6		1	1 1	,	F
PHASE		1 -	+ 5			1 +	6		2 + !	5		2 -	+ 6			4 -	8 +	-	L
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B	A S
CHANGE TO		1+6	2+5	2+6	Φ/	⊕ /	2+6	Φ/	0	2+6			4-	+8			1· 2·	+5 +6 +5 +6	Н
CERMAK ROAD (22ND STREET) E/B FAR RIGHT MAST ARM SIGNAL	R	R	R	R	R	R	R	G	G	G	G	G	Υ	R	R	R	R.	R	R
CERMAK ROAD (22ND STREET) E/B END MAST ARM AND FAR LEFT SIGNALS	R ⊸ G	R ⊶Y	R ⊸ G	R → Y	R	R	R	G ⊸ G	G ⊸ G	G ◀ Y	G	G	Y	R	R	R	R	R	R
CERMAK ROAD (22ND STREET) W/B FAR RIGHT MAST ARM SIGNAL	R	R	R	R	G	G	G	R	R	R	G	G	Υ	R	·R	R	R	R	R
CERMAK ROAD (22ND STREET) W/B END MAST ARM AND FAR LEFT SIGNALS	R → G	R → G	R ⊸ Y	R ⊸ Y	G → G	G → G	G → Y	R	R	R	G	G	Υ	R	R	R	R	R	R
50TH AVENUE N/B ALL SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	·G	Y	R	R
50TH AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R
50TH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Υ	R	R
PEDESTRIAN SIGNALS CROSSING 50TH AVENUE ON NORTH SIDE OF CERMAK ROAD	DW	DW,	DW	DW	*W	** FL D₩	DW	DW	DW	DW	*₩	**FL DW	DW	DW	DW	DW	DW	DW	D
PEDESTRIAN SIGNALS CROSSING 50TH AVENUE ON SOUTH SIDE OF CERMAK ROAD	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	*W	**FL DW	DW	DW.	DW	DW	DW	DW	Α
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EAST SIDE OF 50TH AVENUE	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	R
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST SIDE OF 50TH AVENUE	DW	DW	DW	DW	D₩	DW	DW	DW	DW	DW	DW	DW	DW	DW	*₩	**FL DW	DW	DW	К

RAILROAD	PREEMPTION	SEQUENCE	OF	OPERATION

			-							PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5		8	1	1 -	1	4					
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1 G	1H	1J	2	3	4	5	CLEAR
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1 G	2	1 J	2	3	4	5		NORMAL SEQUENCE
CERMAK ROAD (22ND STREET) E/B FAR RIGHT MAST ARM SIGNAL	R	R	R	Υ	R	Y	R	R	R	R	R	R	G	Δ
CERMAK ROAD (22ND STREET) E/B END MAST ARM AND FAR LEFT SIGNALS	R → Y	R	R	Y	R	Y	R	R	R	R	R	R	G	Δ
CERMAK ROAD (22ND STREET) W/B FAR RIGHT MAST ARM SIGNAL	R	Y	R	R	R	Y	R	R	R	R	R	R	G	Δ
CERMAK ROAD (22ND STREET) W/B END MAST ARM AND FAR LEFT SIGNALS	R → Y	Y	R	R	R	Υ	R	R	R	R	R	R	G	Δ
50TH AVENUE N/B ALL SIGNALS	R	R	R	R	R	R	R	Y	R	R	R	R	R	Δ
50TH AVENUE S/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	G	G	G	Y	R	R	Δ
50TH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	G	G	G → G	Υ	R	R	Δ
PEDESTRIAN SIGNALS CROSSING 50TH AVENUE ON NORTH SIDE OF CERMAK ROAD	DW	FL DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	Δ
PEDESTRIAN SIGNALS CROSSING 50TH AVENUE ON SOUTH SIDE OF CERMAK ROAD	DW	DW	DW	FL DW	DW	FL DW	DW	DW	DW	DW	DW	DW.	DW	Δ
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EAST SIDE OF 50TH AVENUE	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	Δ
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST SIDE OF 50TH AVENUE	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	, , \triangle
										. 11		-		

A RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED ~
-	PLOT DATE = .	DATE -	REVISED -

- * TO APPEAR ONLY UPON PUSHBUTTON ACTUATION
- *** FLASHING "DON'T WALK" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- THIS "WALK" OR FLASHING "DON'T WALK" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "WALK" OR FLASHING "DON'T WALK" INTERVALS.

W = "WALK"

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

FL DW = FLASHING "DON'T WALK"

DW = "DON'T WALK"

PHASE 2+6 SHALL BE PLACED ON RECALL.

TRAFFIC SIGNAL SEQUENCE OF OPERATION
CERMAK ROAD (22ND St.) © 50TH AVENUE

SCALE: SHEET NO. OF SHEETS STA. TO STA.

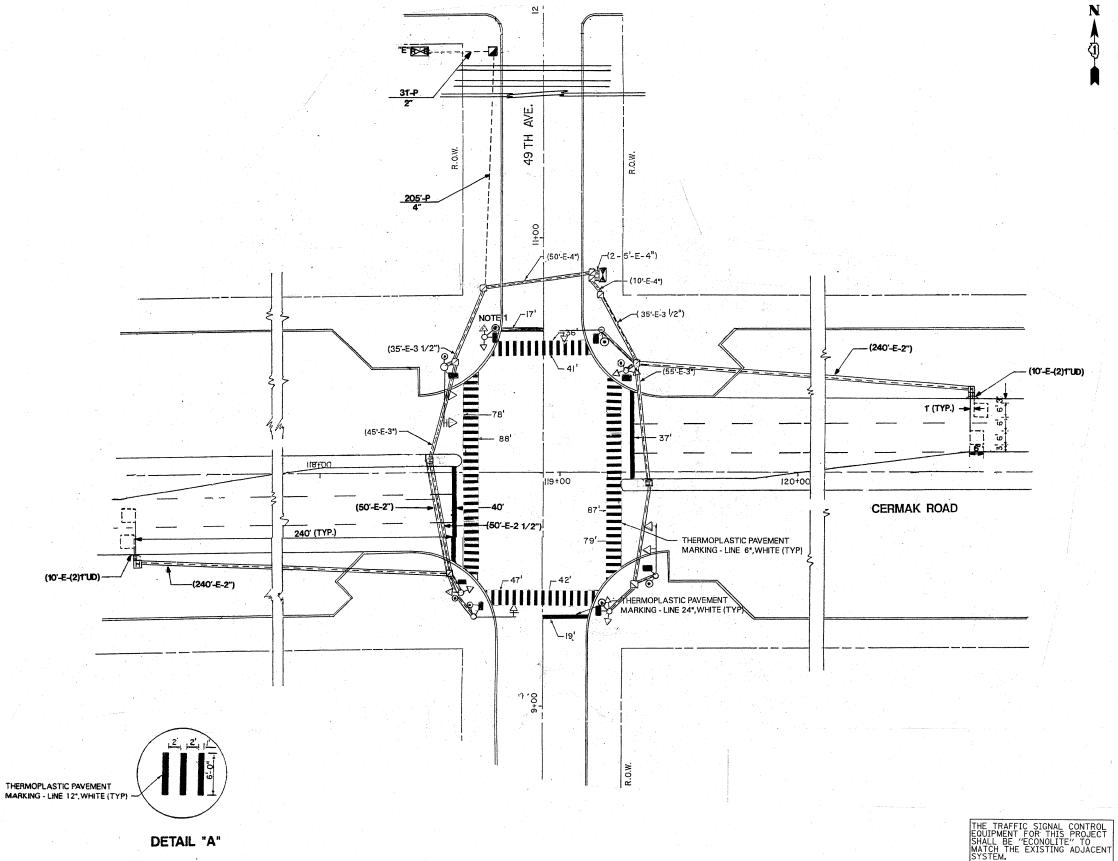
F.A.U RITE. SECTION COUNTY SHEETS NO.
1453 2008-079 TS COOK 3-7

CONTRACT NO. 60F81

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER CABINET		\bowtie
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	- <mark>₩</mark> P	-D ^P
TELEPHONE CONNECTION	团	Œ
SIGNAL HEAD	-	\rightarrow
SIGNAL HEAD WITH BACKPLATE	+-	+>
SIGNAL HEAD OPTICALLY PROGRAMMED	"p"	-D-7°
SIGNAL HEAD PEDESTRIAN	-1	-[]
SIGNAL HEAD PEDESTRIAN WITH COUNT-DOWN	. – 18	-0
SIGNAL POST	•	0
WOOD POLE	•	\otimes
STEEL MAST ARM ASSEMBLEY AND POLE		O
ALUMINUM MAST ARM ASSEMBLY AND POLE		0
HANDHOLE		
HEAVY DUTY HANDHOLE	H	Н
G.S. CONDUIT IN TRENCH OR PUSHED		200 200 200 5
PEDESTRIAN PUSHBUTTON DETECTOR	®	0
DETECTOR LOOP, TYPE I		

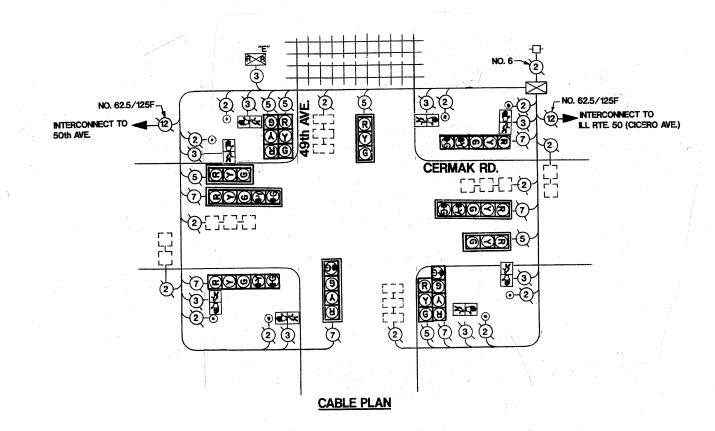


FILE NAME =	USER NAME = kenthaphixaybo	DESIGNED -	REVISED	-
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	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED	-
	PLOT DATE = 12/1/2008	DATE -	REVISED	-

TR	RAFFIC SIC	GNAL	MODERN	NIZATION	N PLAN
	ERMAK RO	OAD (22 ND St.) ((a) 49 TH AV	ENUE
	SHEET NO.	OF	SHEETS	STA.	TO STA.

	FED. RC	DAD DIST. NO. ILLINOIS	FED. AID PR	OJECT		
_			CO	NTRACT NO	. 60F81	
	1453	2008-079 TS		COOK		38
	F.A.U RTE.	SECTION	(COUNTY	TOTAL SHEETS	SHEET NO.

		PROPOSED	9// /200>
	O	G	8" (200mm) TRAFFIC SIGNAL SECTION
	\mathbb{R}	R	12" (300mm) TRAFFIC SIGNAL SECTION
	W	W	12" (300mm)
	Ō	1	PEDESTRIAN SIGNAL SECTION
	®	☆	12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
ì			
	\boxtimes		CONTROLLER CABINET
	¢	-	SERVICE INSTALLATION
	[<u>T</u>]		TELEPHONE CONNECTION
		_	MAGNETIC DETECTOR
			VEHICLE DETECTOR, INDUCTION LOOP
	∞	•	EMERGENCY VEHICLE LIGHT DETECTOR
	0-()	••	CONFIRMATION BEACON
	•	•	PUSHBUTTON DETECTOR
	2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED ALL LOOP DETECTOR CABLE TO BE SHIELDED
	\bigcirc		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
	24)	24)	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
		R Y G ¥	SIGNAL FACE WITH BACKPLATE 'P'' INDICATES PROGRAMMED HEAD
	124	العاا	



	I.D. AFFIC SIGNAL FRICAL SERVI	INSTA			TOTAL	
TYPE	↓ WATTACE ↓					
SIGNAL (RED)		135	17	0.50		
(YELLOW)		135	25	0.25		
(GREEN)		135	15	0.25		
ARROW		135	12	0.10		
PED. SIGNAL		90	25	1.00		
CONTROLLER		100	100	1.00		
ILLUM. SIGN		84	35	0.05		
0.000						
FL ASHER		135	25	0.50		

I LASIILIN	133 23 0.30		
	TOTAL =		
FILE NAME =	USER NAME = kanthaphixaybo	DESIGNED -	REVISED -
c:\pw_work\PWIDOT\KANTHAPHIXAYBC\dms923	61\s1061A002.DGN	DRAWN	REVISED -
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -
	PLOT DATE = 12/1/2008	DATE -	REVISED -

CA						ON DIAGRAM AVENUE
LE:	SHEET	NO.	OF	SHEETS	STA.	TO STA.

 F.A.U RTE.	SE	CTION		COUNTY	TOTAL SHEETS	SHEET NO.
1453	2008-	-079, TS		соок		39
				CONTRACT I	10. 60F8	Ĺ
FED. R	DAD DIST. NO.	ILLINOIS	FED. Al	D PROJECT		

ELEC.	TRICAL SERVICE REQUIREME	INTS	TOTAL	TRAFFIC SIGNAL SCHEDULE OF QUANTITIES		
	NO. LAMPS X WATTAGE >	% OPERATION	WATTAGE	PAY ITEM	UNIT	QUANTITY
ED)	135 17	0.50		MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELLOW	135 25	0.25		PEDESTRIAN PUSH-BUTTON	EACH	8
REEN)	135 15	0.25		PEDESTRIAN SIGNAL HEAD, L.E.D. 1-FACE BRACKET MOUNTED	EACH	8
1 100 001 17	135 12	0.10		REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
	133 12			THERMOPLASTIC PAVEMENT MARKING - LINE 12"	SQ. FT.	480
AL	90 25	1.00		THERMOPLASTIC PAVEMENT MARKING - LINE 24"	SQ. FT.	113
ER	100 100	1.00		THERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ. FT.	620
GN	84 35	0.05			1	

SEQUENCE OF OPERATION

	·				,														
MOVEMENT #		و_5	· ·	1		+	5 1		5 —)		2-	→	6		4	1 1	,	. F
PHASE		1 -	+ 5			1 ,+ (6	:	2 + 5	5		2 -	+ 6			4 -	- 8		L
INTERVAL	1	2	3	4	5	6	-7	8	9	10	11	12	13A	13B	14	15	16A	16B	S
CHANGE TO		1+6	2+5	2+6	θ/	0	2+6	Φ/	θ/	2+6			4-	+8			1- 2-	+5 +6 +5 +6	Н
CERMAK ROAD (22ND STREET) E/B FAR RIGHT MAST ARM SIGNAL	R	R	R	R	R	R	R	G	G	G	G:	G	Υ	R	R	R	R	R	R
CERMAK ROAD (22ND STREET) E/B END MAST ARM AND FAR LEFT SIGNALS	R → G	R → Y	R → G	R ◀ Y	R	R	R	G ⊸ G	G → G	G ◀ Y	G	G	Y	R	R	R	R	R	R
CERMAK ROAD (22ND STREET) W/B FAR RIGHT MAST ARM SIGNAL	R	R	R	R	G	G	G	R	R	·R	G	G	Y	R	R	R	R	R	R
CERMAK ROAD (22ND STREET) W/B END MAST ARM AND FAR LEFT SIGNALS	R → G	R ⊸ G	R → Y	R → Y	G → G	G → G	G ⊸ Y	R	R	R	G	G	Y	R	R	R	R	R	R
49TH AVENUE N/8 ALL SIGNALS	R	R	R.	R	R	R	R	R	R	R.	R	R	R	R	G	G	Y	R	R
49TH AVENUE S/B NEAR RIGHT SIGNAL	R	.R	R	R	R	R	R	R	R	R	R	R	R.	R	G	G	Υ	R	R
49TH AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Υ	R	R
PEDESTRIAN SIGNALS CROSSING 49TH AVENUE ON NORTH SIDE OF CERMAK ROAD	DW	DW	DW	DW	*W	**FL	DW	DW	DW	DW	*W	**FL DW	DW	DW	DW	DW	DW	DW	D
PEDESTRIAN SIGNALS CROSSING 49TH AVENUE ON SOUTH SIDE OF CERMAK ROAD	DW	DW	DW	DW	Ď₩	DW	DW	*W	**FL DW	DW	*\	**FL	DW	DW	DW	DW	DW	DW	Α
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON EAST SIDE OF 49TH AVENUE	D₩	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	R
PEDESTRIAN SIGNALS CROSSING CERMAK ROAD ON WEST SIDE OF 49TH AVENUE	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DW	K

RAII ROAD	PREEMPTION	SECUENCE	ΩF	OPERATION

PREEMPTOR NUMBER 2 CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER 11 RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER 1B 1C 1D 1E 1F 1G 1H 1J 2 CHANGE TO RAILROAD PREEMPTION 2 1E 2 1G 2 1J 2 3 SEQUENCE SEQUENCE OF OPERATION INTERVAL NUMBER CERMAK ROAD (22ND STREET) R Δ FAR RIGHT MAST ARM SIGNAL CERMAK ROAD (22ND STREET) R END MAST ARM AND FAR LEFT SIGNALS Δ CERMAK ROAD (22ND STREET) W/B Δ FAR RIGHT MAST ARM SIGNAL CERMAK ROAD (22ND STREET) W/B R G Δ END MAST ARM AND FAR LEFT SIGNALS 49TH AVENUE R R R R RRR Δ ALL SIGNALS 49TH AVENUE S/B R R RR G Δ NEAR RIGHT SIGNAL 49TH AVENUE Δ END MAST ARM AND FAR LEFT SIGNALS FL DW DW DW FL DW DW DW PEDESTRIAN SIGNALS CROSSING 49TH DW DW DW DW Δ AVENUE ON NORTH SIDE OF CERMAK ROAD PEDESTRIAN SIGNALS CROSSING 49TH FL DW FL DW DW DW DW DW DW DW DW DW AVENUE ON SOUTH SIDE OF CERMAK ROAD PEDESTRIAN SIGNALS CROSSING CERMAK DW DW DW DW DW DW FL DW DW DW DW DW ROAD ON EAST SIDE OF 49TH AVENUE PEDESTRIAN SIGNALS CROSSING CERMAK DW Δ ROAD ON WEST SIDE OF 49TH AVENUE

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W = "WALK" FL = FLASHING "DON'T WALK" DW = "DON'T WALK"

PHASE 2+6 SHALL BE PLACED ON RECALL.

Δ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

SCALE:

ILE NAME =	USER NAME :=	DESIGNED -	REVISED -	_
		DRAWN -	REVISED -	
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -	
	PLOT DATE =	DATE -	REVISED -	

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

HOLD

TR	RAFFIC SIC CERMAK I	SNAL ROAD	SEQUENO (22 ND St.)	CE OF @ 49 ^T	OPERATION H AVENUE
	SHEET NO.	OF	SHEETS	STA.	TO STA.

FFD. RC	AD DIST. NO. ILLIN	C EED AT	CONTRACT D PROJECT	NO. 60F8	<u> </u>
1453	2008-079 7	5	COOK		40
F.A.U RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.