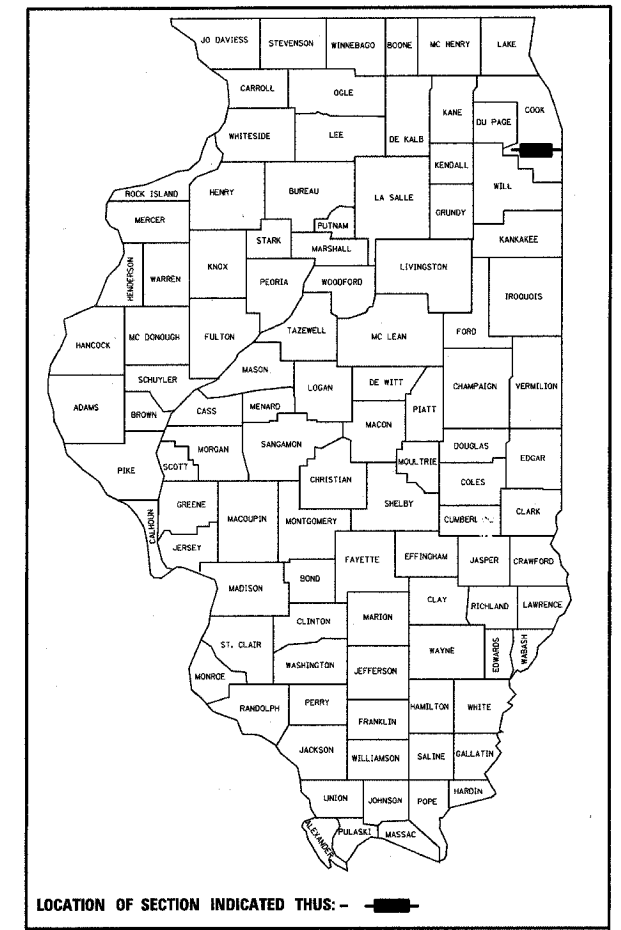


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	1

83860



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

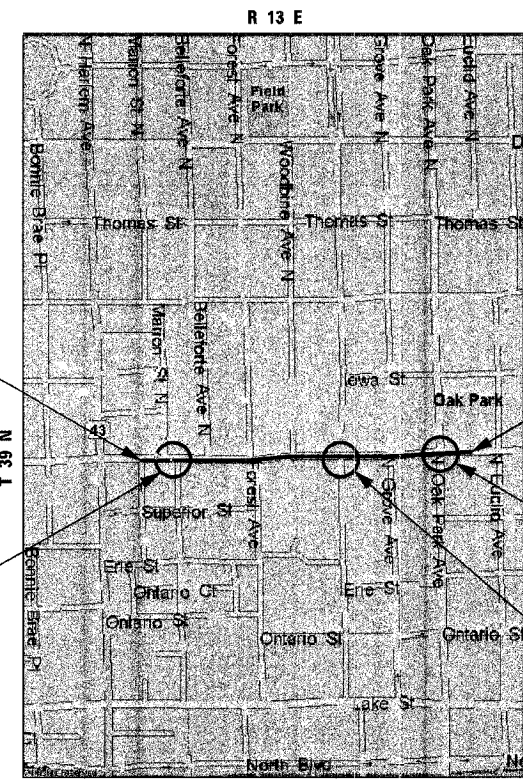
**FAU ROUTE 1398 (CHICAGO AVENUE)
FROM MARION STREET TO OAK PARK AVENUE
CMAQ TRAFFIC SIGNAL INTERCONNECTION PLAN
SECTION 06-00241-00-TL
PROJECT NO. CMM-8003 (624)
JOB NO.: C-91-304-06**

**COOK COUNTY
VILLAGE OF OAK PARK**

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES, HIGHWAY STANDARDS AND DISTRICT STANDARDS
3	SUMMARY OF QUANTITIES
4-6	CHICAGO AVENUE AND MARION STREET - EXISTING TRAFFIC SIGNAL PLAN (FOR INFORMATION ONLY) - MODIFICATION PLAN - CABLE PLAN
7-9	CHICAGO AVENUE AND KENILWORTH AVENUE - EXISTING TRAFFIC SIGNAL PLAN (FOR INFORMATION ONLY) - MODIFICATION PLAN - CABLE PLAN
10-12	CHICAGO AVENUE AND OAK PARK AVENUE - EXISTING TRAFFIC SIGNAL PLAN (FOR INFORMATION ONLY) - MODIFICATION PLAN - CABLE PLAN
13	INTERCONNECT PLAN
14	CHICAGO AVENUE INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
15	OAK PARK AVENUE INTERCONNECT SCHEMATIC (FOR INFORMATION ONLY)
16-23	DISTRICT DETAILS

IDOT PROJECT ENGINEER - PHIL MARCYN, FED. AID COORD. (847) 705-5418 STRAND ASSOCIATES, INC. PROJECT MANAGER - KEVIN C. VANDEWOSTEYNE (815) 744-4200



PROJECT LIMIT
STA. 13+68

PROJECT LIMIT
STA. 41+73

CHICAGO AVENUE &
MARION STREET

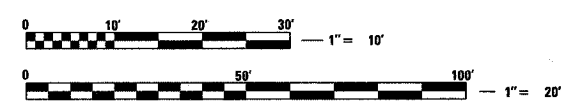
CHICAGO AVENUE &
OAK PARK AVENUE

CHICAGO AVENUE &
KENILWORTH AVENUE

GROSS PROJECT LENGTH: 2,805 FEET = 0.53 MILES
NET PROJECT LENGTH: 2,805 FEET = 0.53 MILES

VILLAGE OF OAK PARK

ADT CHICAGO AVENUE (2006)	12,100
ADT CHICAGO AVENUE (2016)	14,330
POSTED SPEED LIMIT CHICAGO AVENUE	35 mph



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

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

CONTRACT NO. 83860

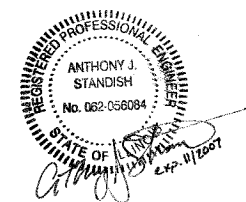
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED May 31 2006
[Signature]
VILLAGE ENGINEER

APPROVED JUNE 1 2006
[Signature]
CHRIS HOLT
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

APPROVED June 1 2006
[Signature]
DIANE M. O'KEEFE / CD
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

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



STRAND ASSOCIATES, INC. ENGINEERS
1170 SOUTH HOUBOLT ROAD
JOLIET, IL 60431

GENERAL NOTES

1. THE LOCATIONS OF THE VARIOUS UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL USE SPECIAL CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR THEM TO PREVENT DAMAGE.
2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND THE VILLAGE OF OAK PARK PUBLIC WORKS (708-358-5700) FOR FIELD LOCATIONS OF VARIOUS UTILITIES.
3. THE CONTRACTOR SHALL COORDINATE VARIOUS CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
4. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKER MONUMENTS UNTIL THE OWNER, AN AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DISRUPTED BY HIS/HER OPERATIONS.
5. BARRICADES: ALL UNBALLASTED TYPE I AND TYPE II BARRICADES SHALL HAVE TWO (2) SANDBAGS ON THE BOTTOM RAIL. A TYPE III BARRICADE SHALL REQUIRE A MINIMUM OF FOUR (4) SANDBAGS.
6. THE CONTRACTOR SHALL ENSURE THAT POSITIVE DRAINAGE IS MAINTAINED AT ALL TIMES DURING AND AFTER REPLACEMENT OF COMBINATION CONCRETE CURB AND GUTTER. THE CONTRACTOR SHALL DETERMINE THE PROPOSED GRADE OF THE GUTTER LINE TO ENSURE POSITIVE DRAINAGE.
7. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCIDENTAL TO THE CONTRACT.
8. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
9. CONTRACTOR SHALL TAKE CARE TO PROTECT EXISTING LANDSCAPING AT LOCATIONS NOT SHOWN IN THE PLANS TO BE REMOVED AND AS DIRECTED BY THE ENGINEER. LANDSCAPING TO BE PROTECTED THAT IS DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN KIND AT HIS/HER EXPENSE.
10. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE VILLAGE OF OAK PARK.
11. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN PEDESTRIAN AND VEHICULAR ACCESS AT ALL TIMES TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING THE CONSTRUCTION OF THIS PROJECT.
12. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PARKING METERS ALONG THE PROJECT CORRIDOR. IF THE PARKING METERS ARE FOUND TO INTERFERE WITH CONSTRUCTION ACTIVITY, THEY SHALL BE CAREFULLY REMOVED FROM THEIR METAL SUPPORT POST, STORED, AND IMMEDIATELY REINSTALLED WHEN THE HAZARD NO LONGER EXISTS, OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE CAREFUL NOT TO DAMAGE THE SUPPORT OR FOUNDATION WHEN REMOVING THE ADJACENT SIDEWALK. ANY DAMAGE TO OR LOSS OF ANY COMPONENT SHALL BE REPLACED OR REPAIRED AT NO EXTRA COST.
13. THE VILLAGE OF OAK PARK WATER DEPARTMENT (708-445-3340 EXT. 3375) SHALL BE RESPONSIBLE FOR TURNING THE WATER MAIN VALVES ON AND OFF. THE CONTRACTOR IS NOT ALLOWED TO TURN THE VILLAGE OF OAK PARK OWNED WATER MAIN VALVES ON AND OFF. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF OAK PARK FOR A WATER METER IF NECESSARY.
14. A CONTRACT ITEM HAS BEEN INCLUDED FOR REOPTIMIZATION OF THE EXISTING TRAFFIC SIGNAL SYSTEM. THE ACTUAL NEED FOR THE LINE ITEM WILL BE DETERMINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER.

HIGHWAY STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 424001-04 SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED
- 442201-01 CLASS C AND D PATCHES
- 606001-02 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701301-02 LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
- 701601-04 URBAN LANE CLOSURE MULTILANE 1W OR 2W WITH NON-TRANSVERSABLE MEDIAN
- 701606-04 URBAN LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN
- 701701-04 URBAN LANE CLOSURE MULTILANE INTERSECTION
- 701801-03 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 702001-06 TRAFFIC CONTROL DEVICES
- 814001 CONCRETE HANDHOLES
- 857001 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
- 886001 DETECTOR LOOP INSTALLATION
- 886006 TYPICAL LAYOUTS FOR DETECTION LOOPS

DISTRICT STANDARDS

- BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- TC-22 TEMPORARY INFORMATION SIGNING
- TS-05 DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAIL (4 SHEETS)


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

83860

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DATE: 9/30/2006

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	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CHICAGO AVENUE CMAQ GENERAL NOTES, HIGHWAY STANDARDS, AND DISTRICT DETAILS
	NAME	DATE	
SCALE:	VERT. DATE	HORIZ. 5/30/2006	DRAWN BY RCB CHECKED BY KCV

SUMMARY OF QUANTITIES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		


83860 83860

LOCATION OF WORK			FAU ROUTE 1398 (CHICAGO AVENUE)				
SUMMARY OF QUANTITIES			CONSTRUCTION CODE	Y031-1F	Y031-1F	Y031-1F	Y031-1F
SP	CODE NO.	ITEM	UNIT	SEB of MARION ST.	Kenilworth Ave.	Oak Park Ave.	INTERCONNECT
	67100100	MOBILIZATION	L. SUM	1			1
*	70102625	TRAFFIC CONTROL AND PROTECTION STANDARD 701606	L. SUM	1	0.3	0.3	0.1
*	70102630	TRAFFIC CONTROL AND PROTECTION STANDARD 701601	L. SUM	1	0.3	0.3	0.1
*	70102635	TRAFFIC CONTROL AND PROTECTION STANDARD 701701	L. SUM	1	0.3	0.3	0.1
*	70102640	TRAFFIC CONTROL AND PROTECTION STANDARD 701801	L. SUM	1	0.3	0.3	0.1
	81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FT	3,044	523	495	1525
	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FT	60	60		
	81400100	HANDHOLE	EACH	7	2	2	1
	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3	1	1	
	85700500	FULL-ACTUATED CONTROLLER IN EXISTING CABINET	EACH	1	1		
	86400100	TRANSCEIVER - FIBER OPTIC	EACH	2			2
	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FT	2,129	688	684	757
	87900200	DRILL EXISTING HANDHOLE	EACH	10	4	3	
	88500100	INDUCTIVE LOOP DETECTOR	EACH	6	2	2	
	88600100	DETECTOR LOOP, TYPE I	FT	217	74	71	72
	88800100	PEDESTRIAN PUSH-BUTTON	EACH	1	1		
	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1		
	X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO 14/1C	FOOT	2,364			2364
*	XX002056	REOPTIMIZE EXISTING SIGNAL SYSTEM	EACH	1			1
	XX003660	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM24F SM 12F	FT	2,364			2364
	XX00666A	MODIFY EXISTING CABINET EQUIPMENT AND APPURTENANCES	EACH	4			4

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DATE: 5/30/2006

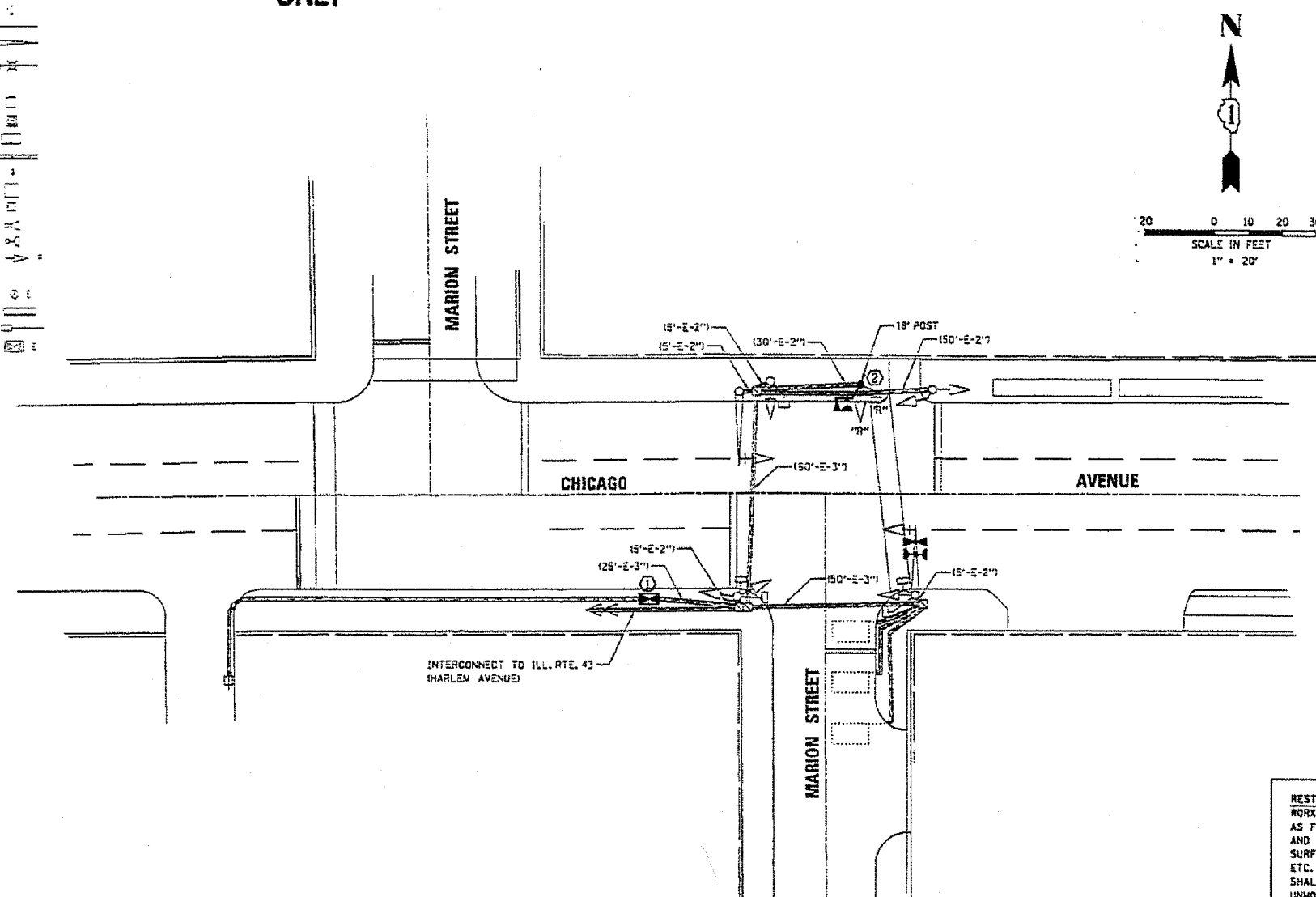
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	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CHICAGO AVENUE CMAQ SUMMARY OF QUANTITIES
	NAME	DATE	
SCALE: VERT. NONE		DRAWN BY RCB	
HORIZ.		CHECKED BY KCV	
DATE 5/30/2006			

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN GROUND (CIG)	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]
WOOD POLE	[Symbol]	[Symbol]
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]	[Symbol]
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
RAILROAD CONTROL CABINET RELOCATED	[Symbol]	[Symbol]

FOR INFORMATION ONLY



FOR INFORMATION ONLY

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT, EACH

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: VILLAGE OF OAK PARK

- 1 EACH CONTROLLER AND CABINET (COMPLETE)

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

- 1 EACH TRAFFIC SIGNAL POST 14'

CONSTRUCTION NOTES:

- REMOVE AND REPLACE EXISTING CONTROLLER AND CABINET WITH A NEW CONTROLLER AND TYPE II PEDESTAL MOUNTED CABINET. INSTALL NEW LIGHT DETECTOR AMPLIFIER. RE-USE EXISTING FOUNDATION AND POST.
- REMOVE EXISTING 14' TRAFFIC SIGNAL POST. INSTALL NEW 18' TRAFFIC SIGNAL POST ON EXISTING FOUNDATION AND RELOCATE EXISTING TRAFFIC SIGNAL HEAD, 1-FACE, 3-SECTION AND PEDESTRIAN SIGNAL HEAD TO NEW POST. REUSE EXISTING CABLES. INSTALL NEW LIGHT DETECTOR ON NEW POST AND INSTALL NO. 20 3/C AND NO. 14 3/C CABLES.

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 SOB, 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 "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL
MODIFICATION PLAN
CHICAGO AVENUE AT MARION STREET
OAK PARK, ILLINOIS

SCALE: 1" = 20'
DATE: 6-03-02

DRAWN BY: PCP
DESIGNED BY: SJP
CHECKED BY: QWZ

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

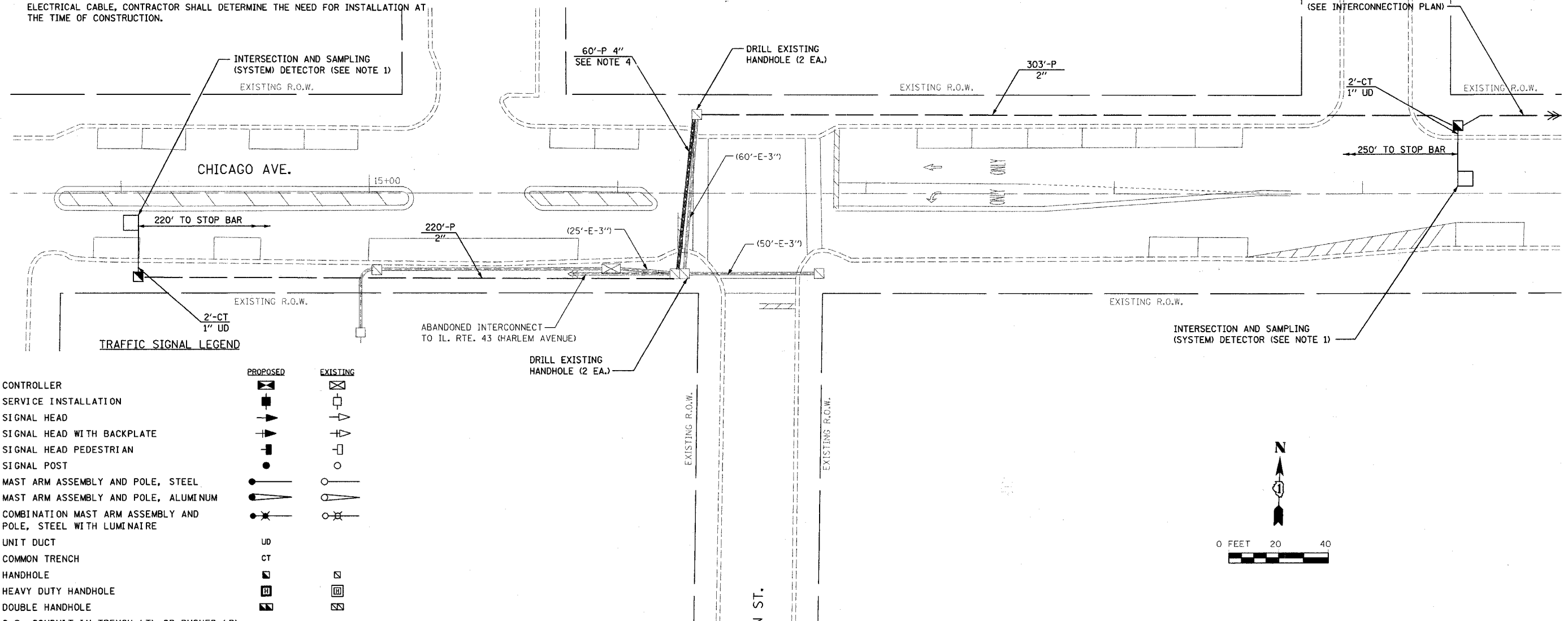
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BELLEFORTE AVE.

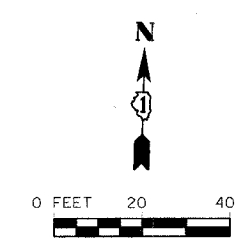
RESTORATION OF WORK AREA
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC., SHALL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

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

1. INTERSECTION AND SAMPLING (SYSTEM) DETECTOR LOOPS SHALL BE INSTALLED ACCORDING TO DISTRICT ONE STANDARDS.
2. EXISTING CONDUIT AND CABLE SHALL REMAIN IN PLACE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXISTING CONDITIONS. NO COMPENSATION WILL BE MADE FOR AREAS WHERE CONDUIT IS TRENCHED INSTEAD OF PUSHED. ALL CONDUIT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR CONDUIT, PUSHED UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL RESTORATION REQUIRED ABOVE THE BORED OR TRENCHED AREA SHALL BE INCIDENTAL TO THE CONDUIT REGARDLESS OF THE INSTALLATION METHOD. BID PRICES SHALL REFLECT THE CONTRACTOR'S DESIRED METHOD OF INSTALLATION.
4. A QUANTITY FOR 4-INCH GALVANIZED STEEL CONDUIT IS BEING PROVIDED IN THE CASE THAT EXISTING BURIED CONDUIT DOES NOT PROVIDE ADEQUATE SPACE FOR PROPOSED ELECTRICAL CABLE, CONTRACTOR SHALL DETERMINE THE NEED FOR INSTALLATION AT THE TIME OF CONSTRUCTION.



	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT	UD	
COMMON TRENCH	CT	
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G. S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		



	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CHICAGO AVENUE CMAQ TRAFFIC SIGNAL MODIFICATION PLAN CHICAGO AVENUE & MARION STREET
	NAME	DATE	
SCALE: VERT. 1"=20' HORIZ. 1"=20'		DATE 5/30/2006	DRAWN BY RCB CHECKED BY KCV

TRAFFIC SIGNAL PLAN

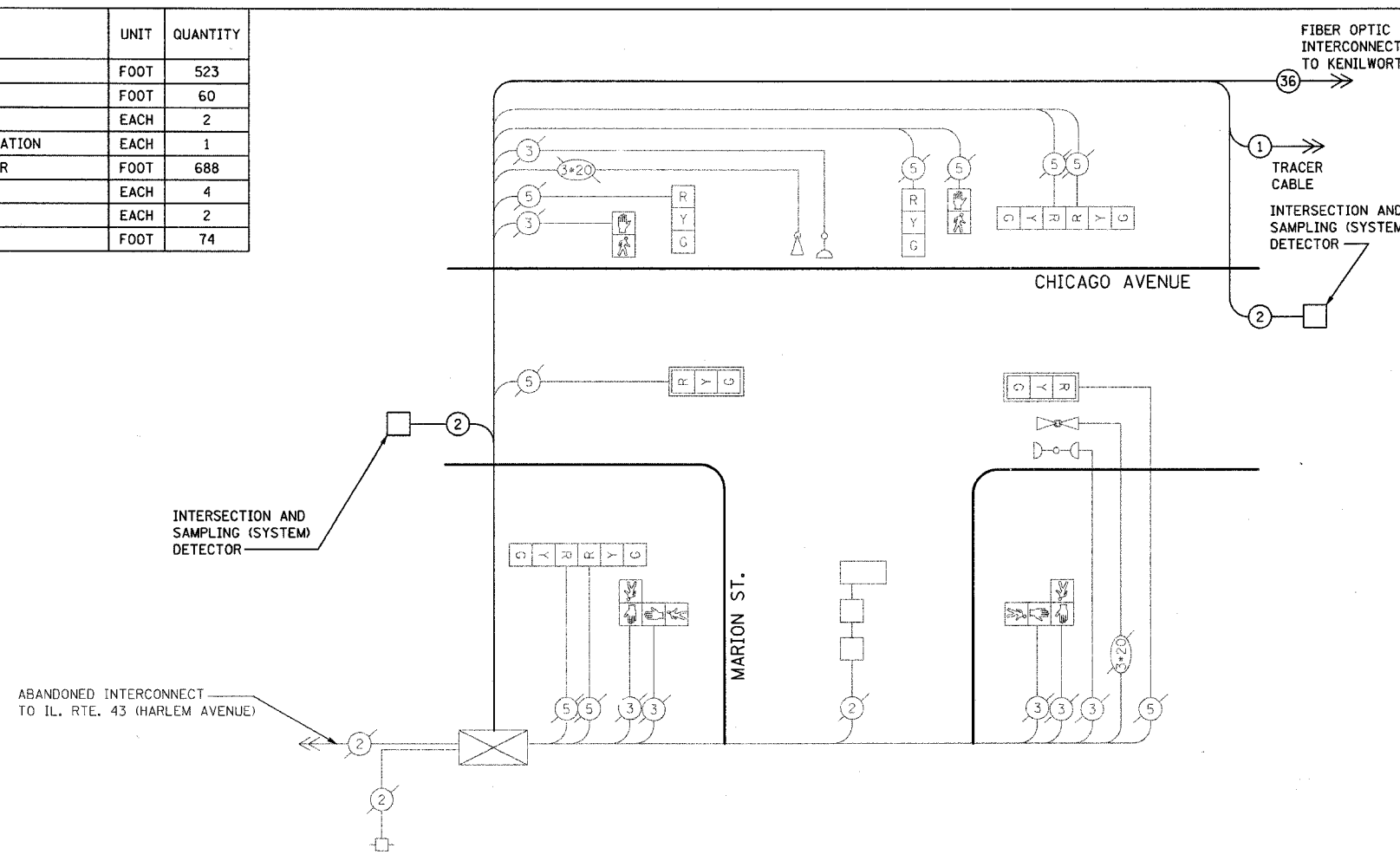
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DATE: 5/30/2006

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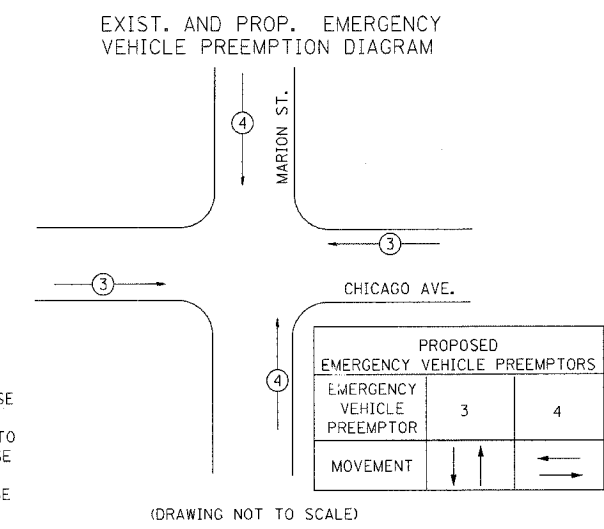
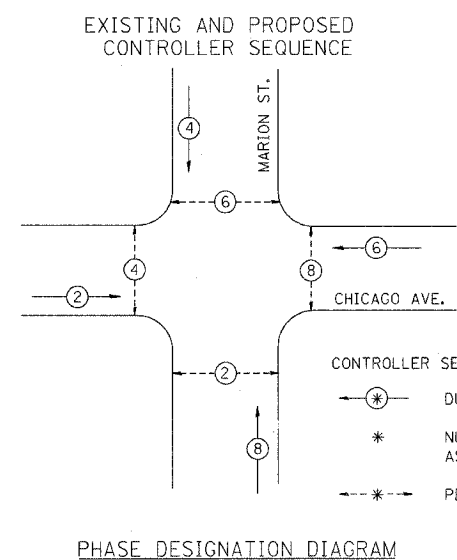
ITEM	UNIT	QUANTITY
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	523
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	60
HANDHOLE	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	688
DRILL EXISTING HANDHOLE	EACH	4
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE I	FOOT	74

TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET (TYP)



CABLE PLAN LEGEND

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



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

TYPE	NO. LAMPS	WATTAGE		%OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	7		17	0.50	59.5
(YELLOW)	7		25	0.25	43.75
(GREEN)	7		15	0.25	26.25
ARROW	0		12	0.10	0
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
ILLUM. SIGN				0.05	0

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2= (6m+L-0.6m)
E - M. ARM POLE		SIGNAL POST	2 (1.0)		
24" (600 mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750 mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRICAL SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

FLASHER 1 0.50 0

ENERGY COSTS TO: TOTAL = 379.5

VILLAGE OF OAK PARK

ENERGY SUPPLY CONTACT: _____

PHONE: _____

COMPANY: Commonwealth Edison



REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE CMAQ

CABLE PLAN

CHICAGO AVENUE & MARION STREET

SCALE: VERT. _____

HORIZ. _____

DATE 5/30/2006

DRAWN BY RCB

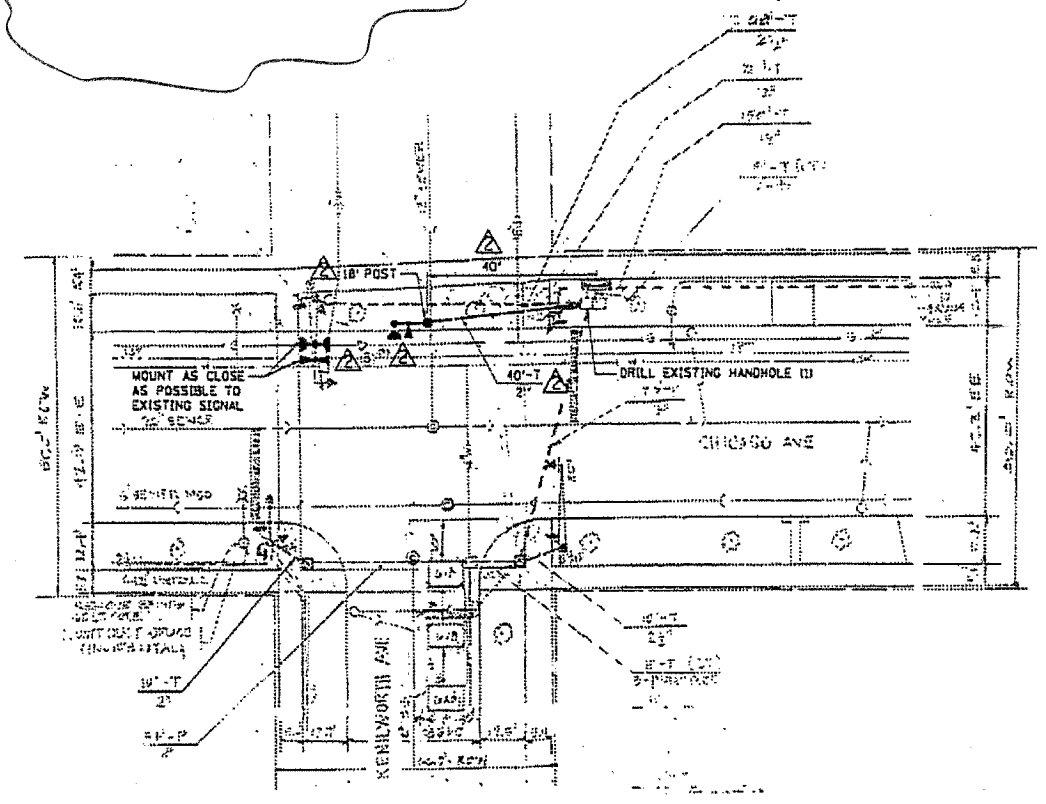
CHECKED BY KCV

TIME: 022830 PM

DATE: 5/30/2006

FILENAME: s:\06\751-001\764\004\micr\csh\cable plans\main street.dgn

FOR INFORMATION ONLY



SIGNAL PLAN

SIGNAL PLAN LEGEND

	PROPOSED	EXISTING
SIGNALS		
CONCRETE FOUNDATION		
CONCRETE POLE		
SIGNAL POLE W/SHOULDER		
CONCRETE POLE, MEDIAN		
SIGNAL POST		
STEEL LIGHT STAND		
STEEL SIGN FOUNDATION		
POST FOR ASSEMBLY AND POLE, STEEL		
POST FOR ASSEMBLY AND POLE, CONCRETE		
PROPOSED SIGN HEAD ON VALUING CON. P.O. STANDY & CONCRETE		
PROPOSED SIGN, P.O. STANDY ON EXISTING FOUNDATION		
PROPOSED SIGN, P.O. STANDY ON NEW FOUNDATION		
PERMANENT SIGN FOUNDATION		
VEHICLE DETECTOR LOOP		
EXISTING SIGNAL POLE FOUNDATION		
CONCRETE, S.I. STAND, POLE FOUNDATION		
S.I. STAND ON BRIDGE		
CONCRETE POLE		
PROPOSED SIGN FOUNDATION		
EXISTING SIGN FOUNDATION		
CONCRETE		
CONCRETE FOUNDATION		
LIGHT DETECTOR		
CONFIRMATION BEACON		

FOR INFORMATION ONLY

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 SOO, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

INSTALLATION OF EMERGENCY VEHICLE PREEMPTION 6-03-02

OAK PARK-SHEET 230 OF 365

CHRISTOPHER S. BURKE ENGINEERING LTD.
 2573 BRANT ROAD, SUITE 400
 HOMERIDGE, ILLINOIS 60438
 (708) 823-8300

Revisions	
Date	By
6-03-02	CSB

Oak Park Engineering Division

86-80203-0071

TRAFFIC SIGNAL INSTALLATION
 CHICAGO AV. & KENILWORTH AV.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

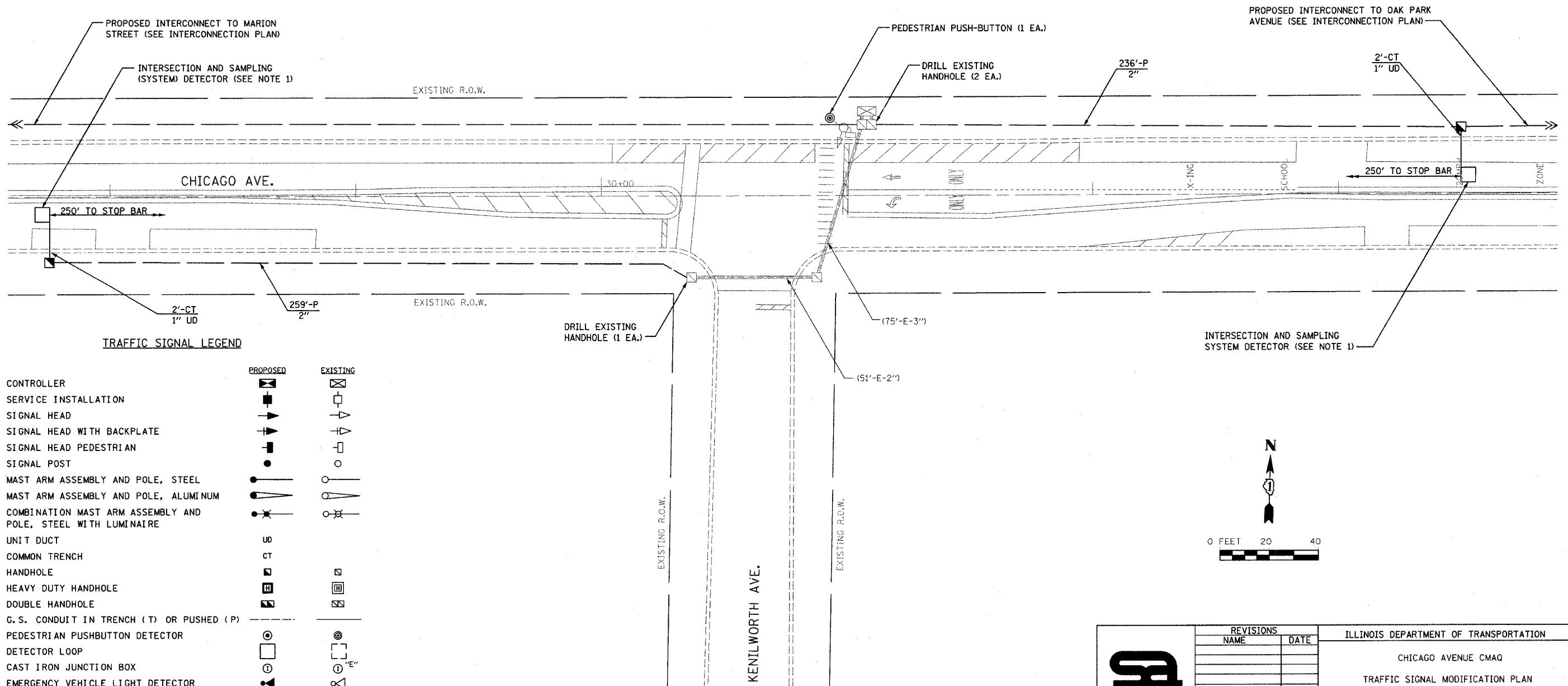
83860 83860

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, IN ACCORDANCE WITH STANDARD SPECIFICATION.

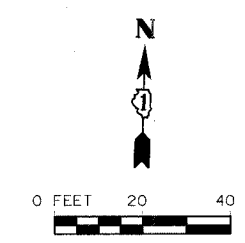
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM

1. INTERSECTION AND SAMPLING (SYSTEM) DETECTOR LOOPS SHALL BE INSTALLED ACCORDING TO DISTRICT ONE STANDARDS.
2. EXISTING CONDUIT AND CABLE SHALL REMAIN IN PLACE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXISTING CONDITIONS. NO COMPENSATION WILL BE MADE FOR AREAS WHERE CONDUIT IS TRENCHED INSTEAD OF PUSHED. ALL CONDUIT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR CONDUIT, PUSHED UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL RESTORATION REQUIRED ABOVE THE BORED OR TRENCHED AREA SHALL BE INCIDENTAL TO THE CONDUIT REGARDLESS OF THE INSTALLATION METHOD. BID PRICES SHALL REFLECT THE CONTRACTOR'S DESIRED METHOD OF INSTALLATION.



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]
UNIT DUCT	UD	[Symbol]
COMMON TRENCH	CT	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G. S. CONDUIT IN TRENCH (T) OR PUSHED (P)	T/P	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]



	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CHICAGO AVENUE CMAQ TRAFFIC SIGNAL MODIFICATION PLAN CHICAGO AVENUE & KENILWORTH AVENUE
	NAME	DATE	
SCALE: VERT. 1"=20' HORIZ. 1"=20' DATE 5/30/2006		DRAWN BY RCB CHECKED BY KCV	

TRAFFIC SIGNAL PLAN

TIME: 8:23:23 PM
 DATE: 5/30/2006
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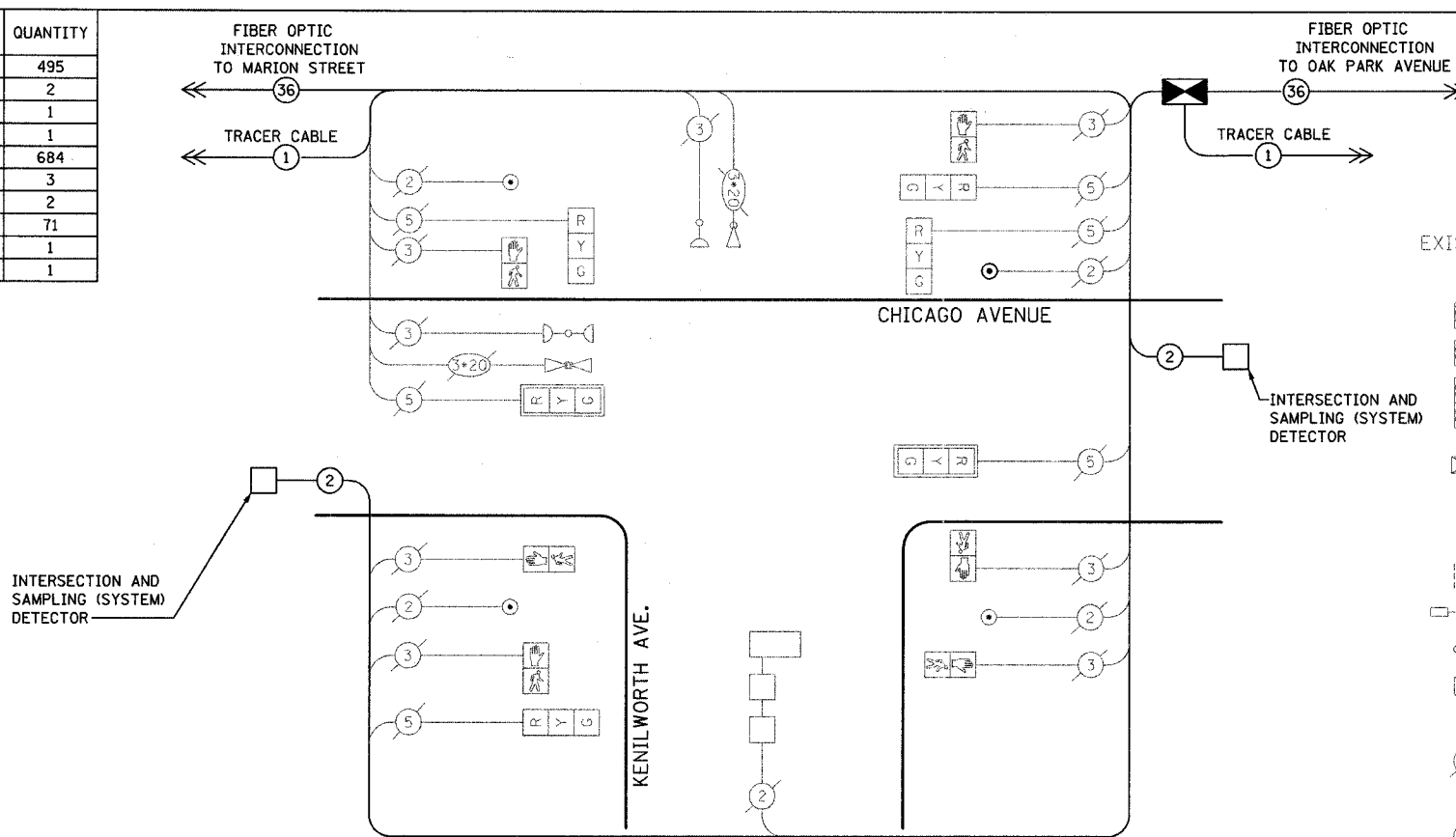
TIME: 8/23/06

DATE: 5/30/06

FILENAME: s:\081751-600\081751\081751\cable plans\kenilworth_ava.dgn

ITEM	UNIT	QUANTITY
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	495
HANDHOLE	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
FULL-ACTUATED CONTROLLER IN EXISTING CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	684
DRILL EXISTING HANDHOLE	EACH	3
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE I	FOOT	71
PEDESTRIAN PUSH-BUTTON	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1

TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET (TYP.)

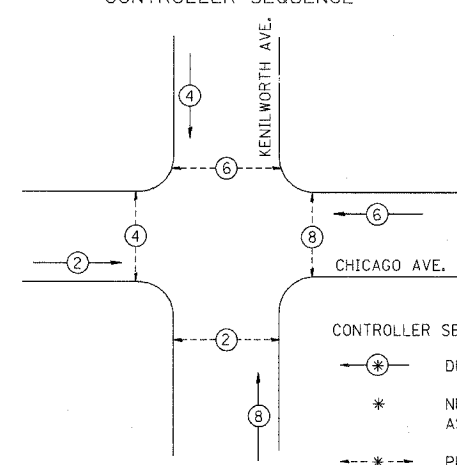


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	9
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
83860		83860	83860	

CABLE PLAN LEGEND

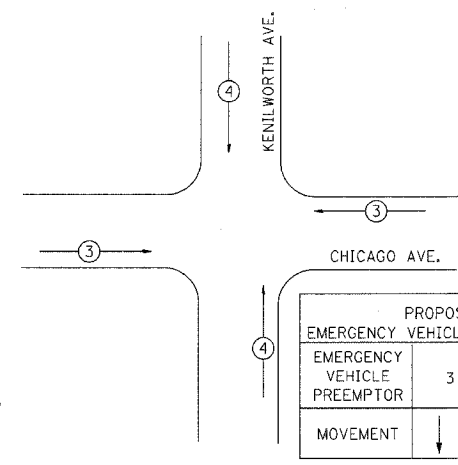
- | EXISTING | PROPOSED | |
|----------|----------|---|
| | | 8" (200mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION (LETTERS) |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION (SYMBOLS) |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION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

EXISTING AND PROPOSED CONTROLLER SEQUENCE



- CONTROLLER SEQUENCE LEGEND
- DUAL ENTRY PHASE
 - NUMBER REFERS TO ASSOCIATED PHASE
 - PEDESTRIAN PHASE

EXIST. AND PROP. EMERGENCY VEHICLE PREEMPTION DIAGRAM



PROPOSED EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓	↑

(DRAWING NOT TO SCALE)

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

TYPE	NO. LAMPS	WATTAGE		%OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	6		17	0.50	51
(YELLOW)	6		25	0.25	37.5
(GREEN)	6		15	0.25	22.5
ARROW	0		12	0.10	0
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
ILLUM. SIGN				0.05	0

ENERGY COSTS TO: TOTAL = 361

VILLAGE OF OAK PARK

ENERGY SUPPLY CONTACT: _____

PHONE: _____

COMPANY: Commonwealth Edison

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2= (6m+L-0.6m)
E - M. ARM POLE		SIGNAL POST	2 (1.0)		
24" (600 mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750 mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRICAL SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)



REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE CMAQ

CABLE PLAN
CHICAGO AVENUE & KENILWORTH AVE.

SCALE: VERT. _____
HORIZ. _____
DATE: 5/30/2006

DRAWN BY: RCB
CHECKED BY: KCV

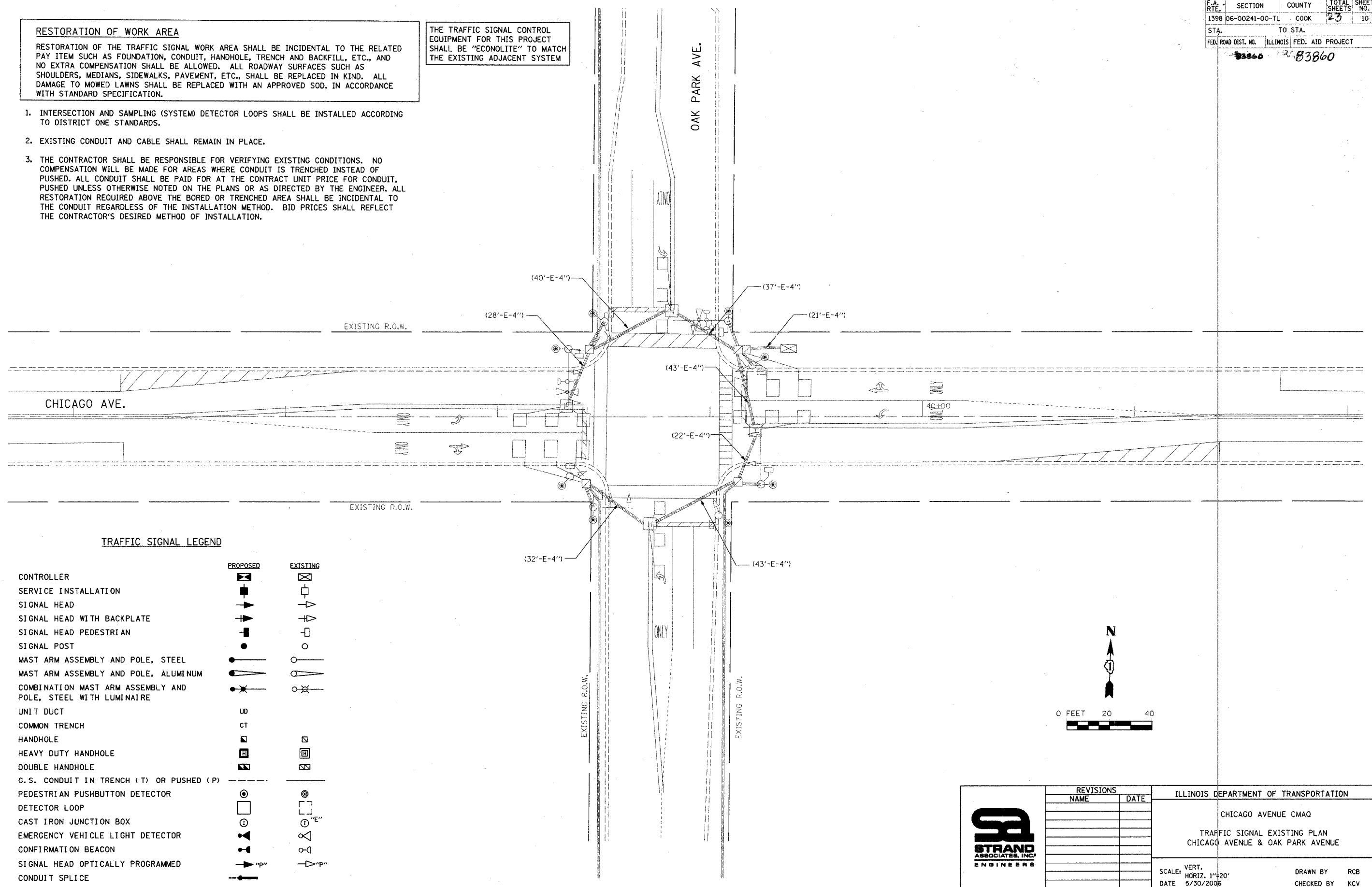
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

83860 83860

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, IN ACCORDANCE WITH STANDARD SPECIFICATION.

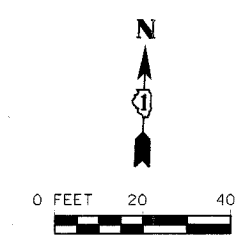
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM

- INTERSECTION AND SAMPLING (SYSTEM) DETECTOR LOOPS SHALL BE INSTALLED ACCORDING TO DISTRICT ONE STANDARDS.
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TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]
UNIT DUCT	UD	[Symbol]
COMMON TRENCH	CT	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	T / P	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]



	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CHICAGO AVENUE CMAQ TRAFFIC SIGNAL EXISTING PLAN CHICAGO AVENUE & OAK PARK AVENUE
	NAME	DATE	
SCALE: VERT. 1"=20' HORIZ. 1"=40' DATE 5/30/2006		DRAWN BY RCB CHECKED BY KCV	

TRAFFIC SIGNAL PLAN

TIME: 8:23:32 PM

DATE: 5/30/2006

FILENAME: z:\05\751\---800\784\005\interres\stb\restoration\oak park avenue (existing).dgn

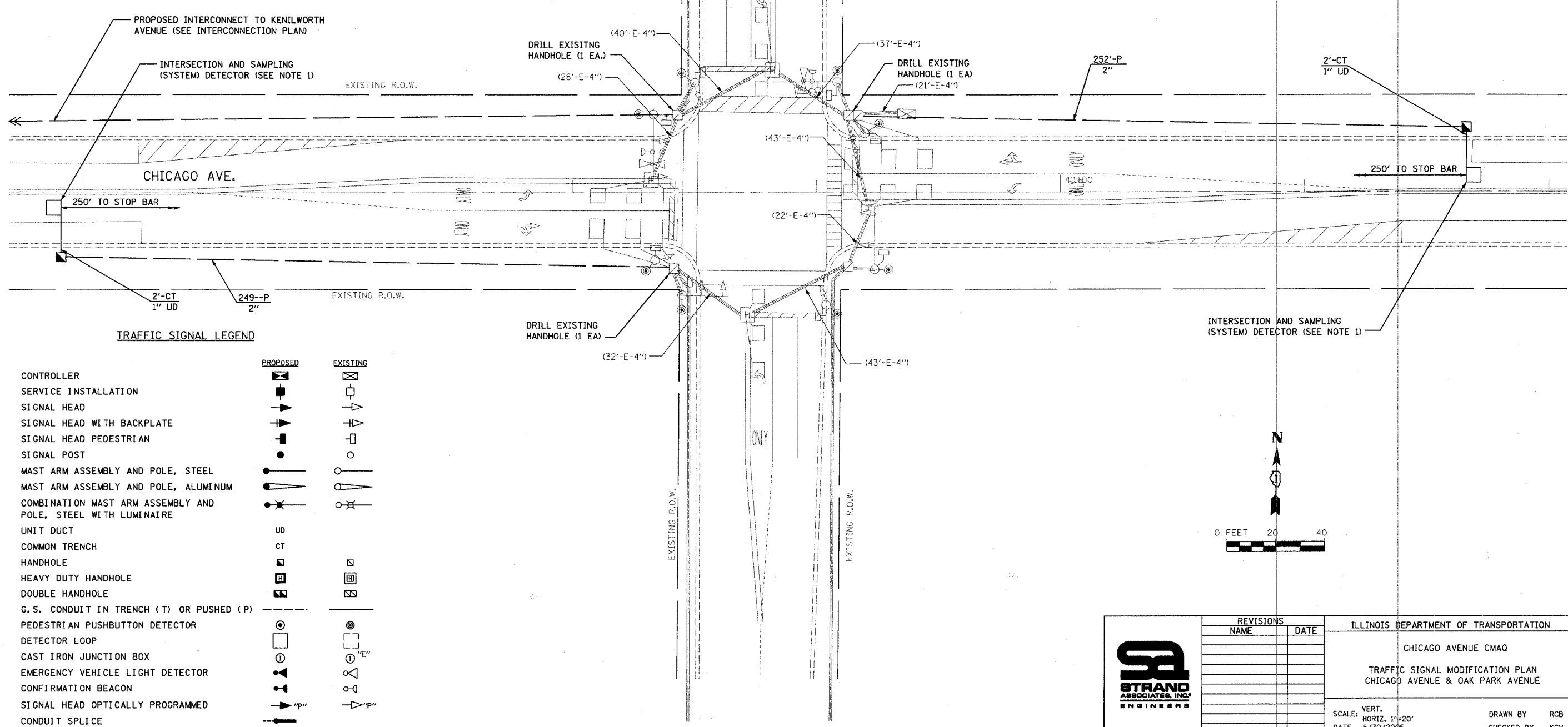
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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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, IN ACCORDANCE WITH STANDARD SPECIFICATION.

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

1. INTERSECTION AND SAMPLING (SYSTEM) DETECTOR LOOPS SHALL BE INSTALLED ACCORDING TO DISTRICT ONE STANDARDS.
2. EXISTING CONDUIT AND CABLE SHALL REMAIN IN PLACE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXISTING CONDITIONS. NO COMPENSATION WILL BE MADE FOR AREAS WHERE CONDUIT IS TRENCHED INSTEAD OF PUSHED. ALL CONDUIT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR CONDUIT, PUSHED UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL RESTORATION REQUIRED ABOVE THE BORED OR TRENCHED AREA SHALL BE INCIDENTAL TO THE CONDUIT REGARDLESS OF THE INSTALLATION METHOD. BID PRICES SHALL REFLECT THE CONTRACTOR'S DESIRED METHOD OF INSTALLATION.



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]
UNIT DUCT	US	[Symbol]
COMMON TRENCH	CT	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	T/P	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]

	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CHICAGO AVENUE CMAQ TRAFFIC SIGNAL MODIFICATION PLAN CHICAGO AVENUE & OAK PARK AVENUE
	NAME	DATE	
SCALE: VERT. 1"=20' HORIZ. 1"=20' DATE 5/30/2006	DRAWN BY RCB CHECKED BY KCV		

TRAFFIC SIGNAL PLAN

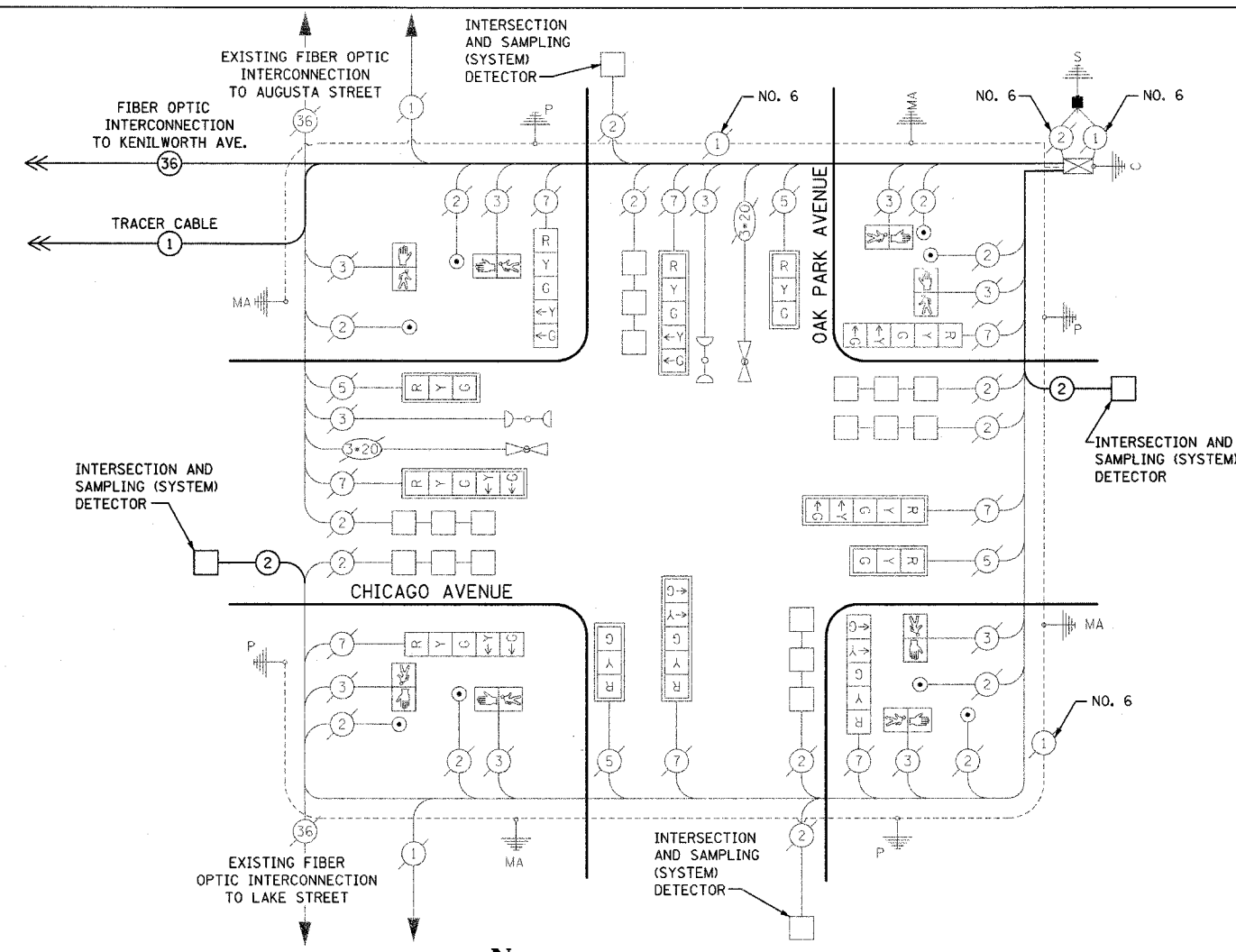
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DATE: 5/30/2006

FILENAME: s:\05\751-400\751-400\mores\st\modifications\oak park avenue (proposed).dgn

ITEM	UNIT	QUANTITY
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	501
HANDHOLE	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	757
DRILL EXISTING HANDHOLE	EACH	3
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE I	FOOT	72

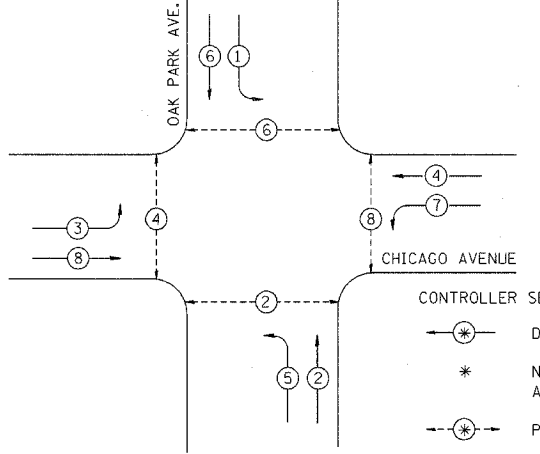
TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET (TYP)



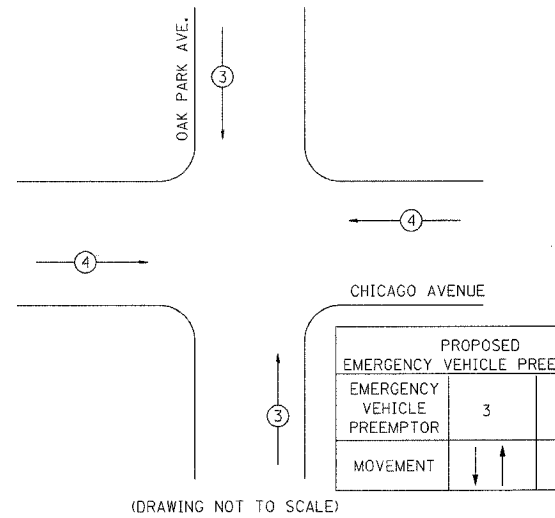
CABLE PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
		8" (200mm) TRAFFIC SIGNAL SECTION
		12" (300mm) TRAFFIC SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION (LETTERS)
		12" (300mm) PEDESTRIAN SIGNAL SECTION (SYMBOLS)
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE INSTALLATION
		VEHICLE DETECTOR, INDUCTIVE LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		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)
		36 FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
		SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.
		C GROUND CABLE ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C)
		P GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
		S GROUND ROD AT ELECTRIC SERVICE INSTALLATION

EXIST. & PROP. CONTROLLER SEQUENCE



EXIST. EMERGENCY VEHICLE PREEMPTION DIAGRAM



PHASE DESIGNATION DIAGRAM

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2'
E - M. ARM POLE		SIGNAL POST	2 (1.0)		(6m+L-0.6m)
	24" (600 mm)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
	30" (750 mm)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRICAL SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

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

TYPE	NO. LAMPS	WATTAGE		%OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW	16		12	0.10	19.2
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
ILLUM. SIGN				0.05	0

FLASHER	1			0.50	0
ENERGY COSTS TO:					TOTAL = 541
VILLAGE OF OAK PARK					
ENERGY SUPPLY CONTACT:					
PHONE:					
COMPANY:	Commonwealth Edison				

NOTE
1. THE CONTRACTOR SHALL ATTACH THE PROPOSED GROUNDING CABLE TO THE PROPOSED SIGNAL POST IF NO GROUND ROD EXISTS, PER THE MAST ARM POLE/POST-GROUNDING DETAIL.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		CHICAGO AVENUE CMAQ CABLE PLAN CHICAGO AVENUE & OAK PARK AVENUE

SCALE: VERT. HORIZ. DATE 5/30/2006

DRAWN BY RCB
CHECKED BY KCV

TIME: 02:23:36 PM
 DATE: 5/30/2006
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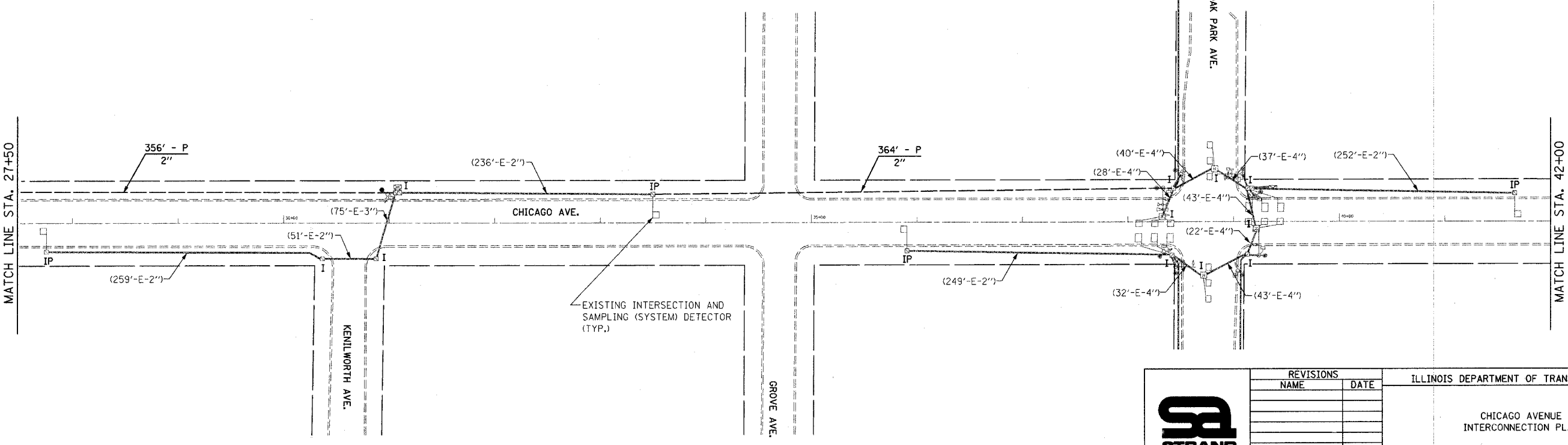
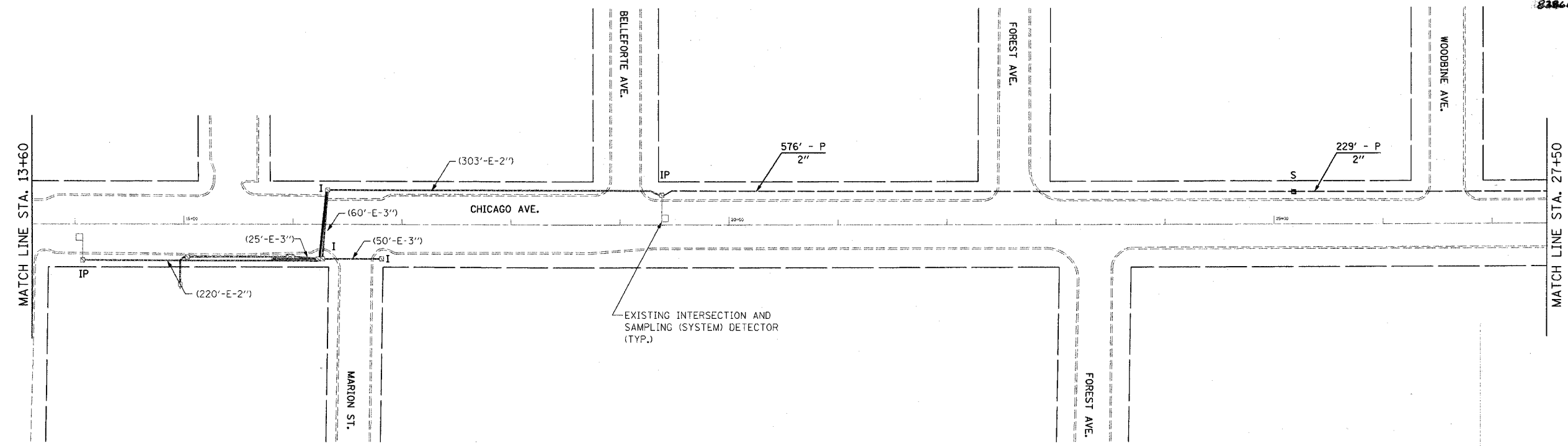
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

83860 83860 83860

TIME: 6:23:38 PM

DATE: 5/30/2006

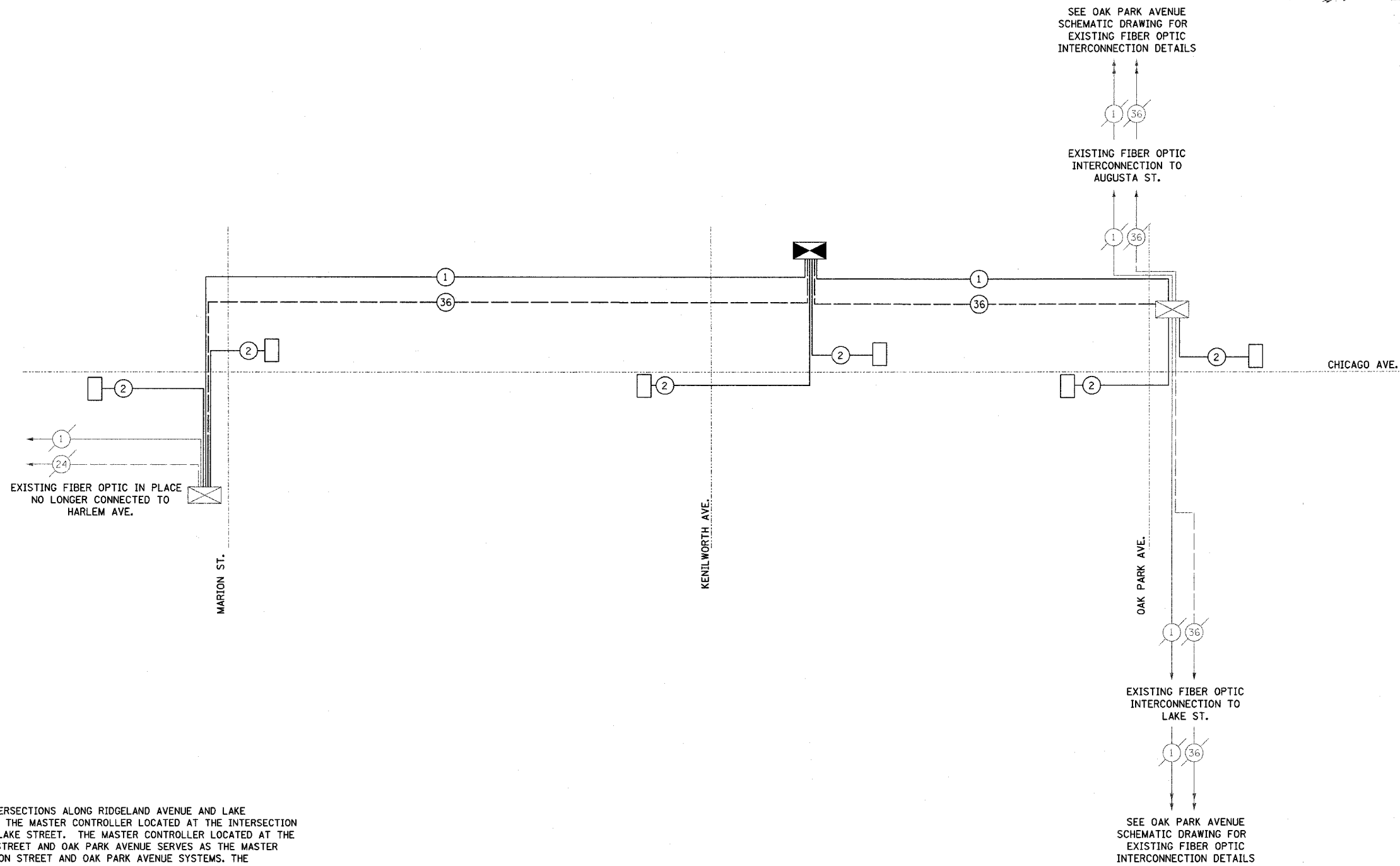
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	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
	NAME	DATE	<p>CHICAGO AVENUE INTERCONNECTION PLAN</p> <p>SCALE: VERT. HORIZ. DATE 5/30/2006</p> <p>DRAWN BY RCB CHECKED BY KCV</p>	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	235	14
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

83860 83860



NOTES:

1. LOCAL CONTROLLERS AT INTERSECTIONS ALONG RIDGELAND AVENUE AND LAKE STREET ARE CONTROLLED BY THE MASTER CONTROLLER LOCATED AT THE INTERSECTION OF RIDGELAND AVENUE AND LAKE STREET. THE MASTER CONTROLLER LOCATED AT THE INTERSECTION OF MADISON STREET AND OAK PARK AVENUE SERVES AS THE MASTER CONTROLLER FOR THE MADISON STREET AND OAK PARK AVENUE SYSTEMS. THE MASTER/MASTER CONTROLLER LOCATED AT THE INTERSECTION OF MADISON STREET AND OAK PARK AVENUE IS LINKED TO THE SUB/MASTER CONTROLLER LOCATED AT THE INTERSECTION OF RIDGELAND AVENUE AND LAKE STREET. THE EXISTING CONTROLLER LOCATED AT THE INTERSECTION OF CHICAGO AVENUE AND OAK PARK AVENUE SHALL CONTROL THE CHICAGO AVENUE INTERCONNECT SYSTEM.

ITEM	UNIT	TOTAL
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	1525
HANDHOLE	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	2
ELECTRIC CABLE IN CONDUIT, TRACER, NO 14/1C	FOOT	2364
REOPTIMIZE EXISTING SIGNAL SYSTEM	L SUM	1
FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM24F SM 12F	FOOT	2364
MODIFY EXISTING CABINET EQUIPMENT AND APPURTENANCES	EACH	4



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION	
CHICAGO AVENUE INTERCONNECT SCHEMATIC	
SCALE: VERT. NONE HORIZ. DATE 5/30/2006	DRAWN BY AJL CHECKED BY KCV

TIME: 8:23:35 PM

DATE: 5/30/2006

FILENAME: s:\06\751-800\784\898\micross\eh\general\chicago_schematic.dwg

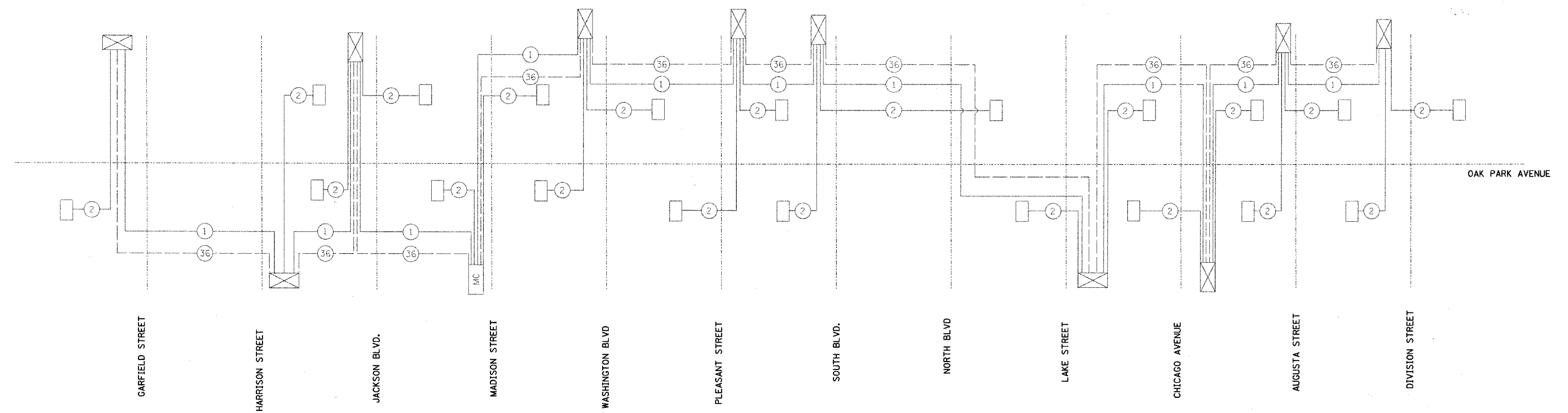
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	06-00241-00-TL	COOK	23	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

83860

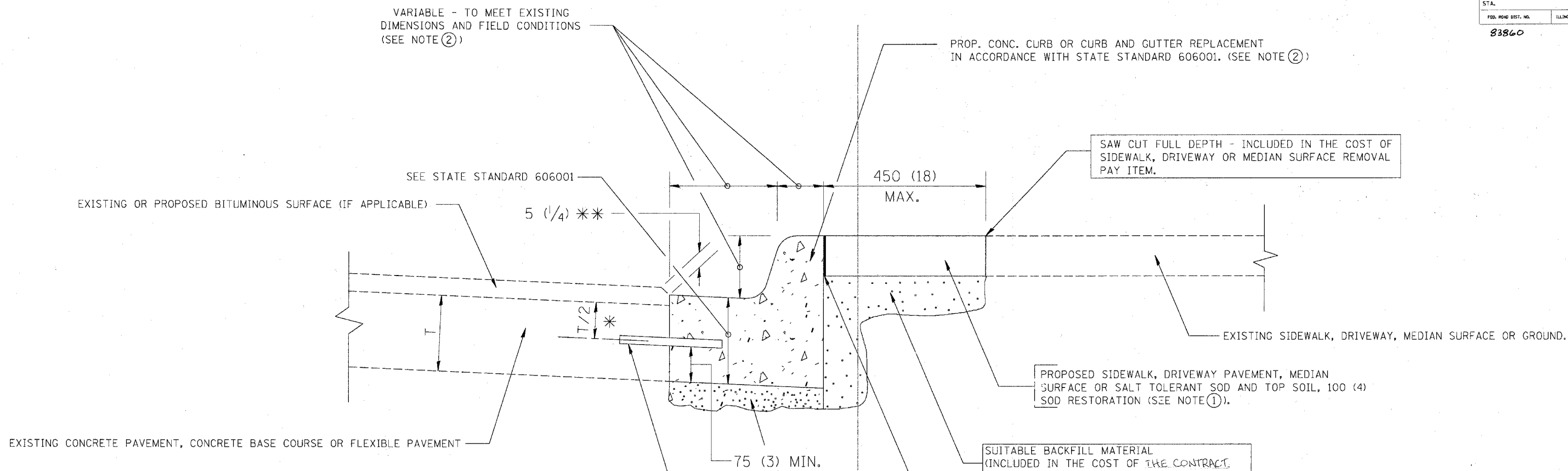
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DATE: 5/30/2006

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	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION INTERCONNECT SCHEMATIC OAK PARK AVENUE GARFIELD STREET TO DIVISION STREET SCALE: VERT. NONE HORIZ. DATE 5/30/2006 DRAWN BY RCB CHECKED BY KCV
	NAME	DATE	



VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001

450 (18) MAX.

EXISTING OR PROPOSED BITUMINOUS SURFACE (IF APPLICABLE)

5 (1/4) ***

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

T/2 *

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 100 (4) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

75 (3) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF THE CONTRACT)

* 75 (3) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL NOT BE PAID FOR SEPARATELY.

SALT TOLERANT SOD AND TOP SOIL, 100 (4) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

PROPOSED 20 (3/4) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF THE CONTRACT)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 100 (4) OR LESS IS INCLUDED IN THE COST OF THE CONTRACT.

REMOVAL AND REPLACEMENT IN EXCESS OF 100 (4) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED NO. 20 (NO. 6) EPOXY COATED TIE BARS 600 (24) LONG AT 600 (24) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
THIS WORK WILL BE INCIDENTAL TO THE CONTRACT.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

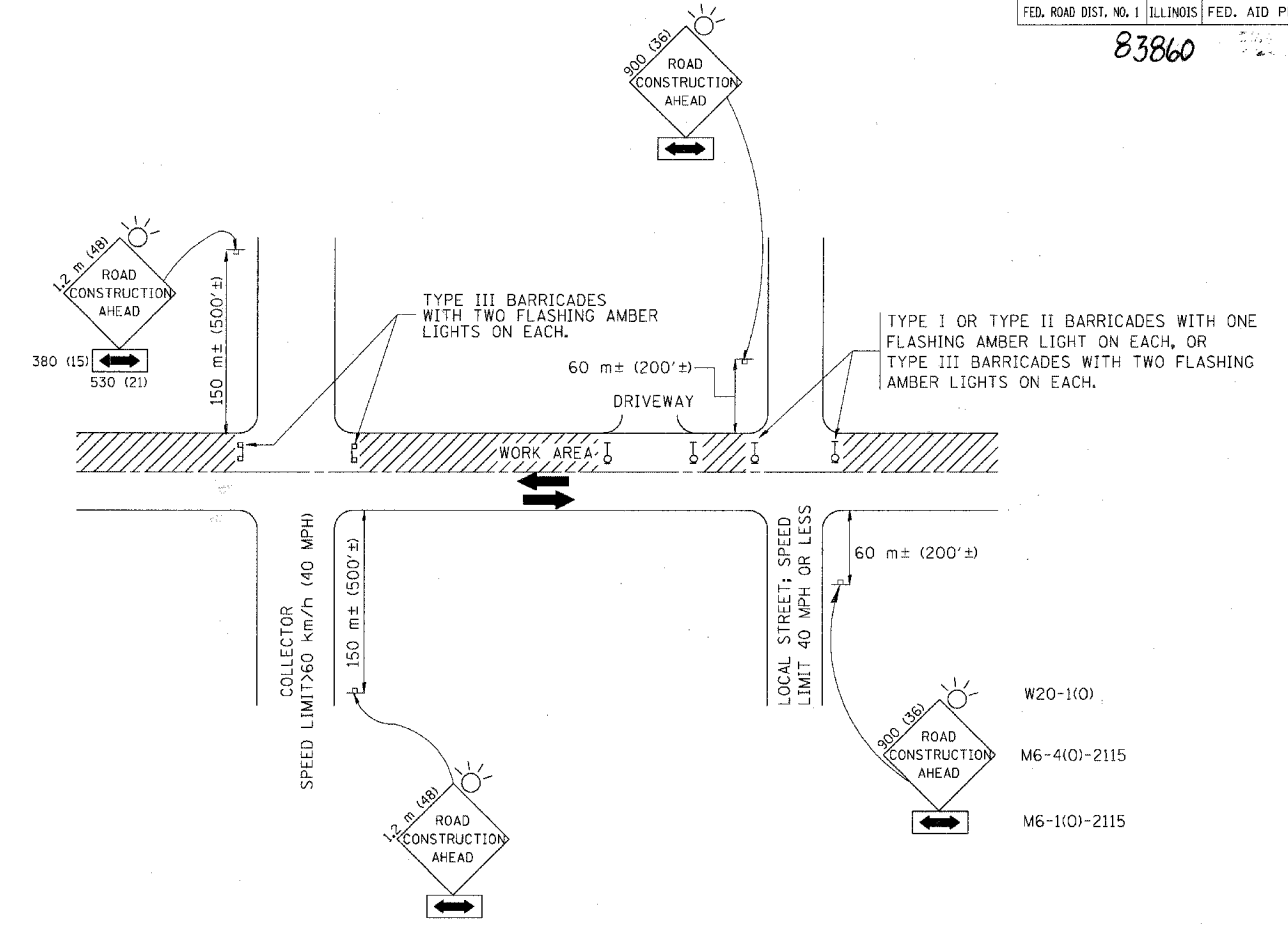
ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: NONE
DATE 10/18/2002

DRAWN BY
CHECKED BY
BD600-06 (8D-24)

83860



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x360 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - 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.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

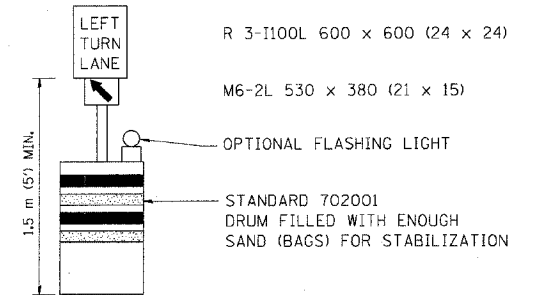
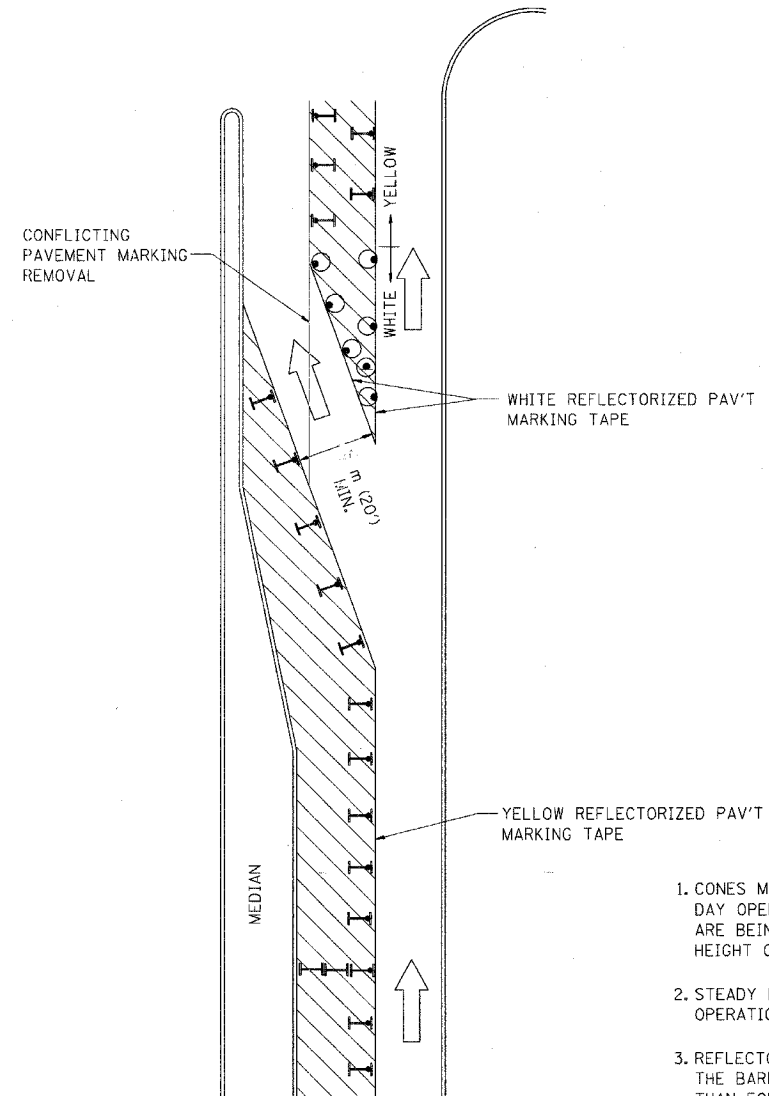
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL AND PROTECTION
 FOR
 SIDE ROADS, INTERSECTIONS, AND
 DRIVEWAYS

SCALE: VERT.
 HORIZ.
 DATE 10/18/2002

DRAWN BY
 CHECKED BY
 TC-10

F.A. SEC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			23	18
STA.		TO STA.		
FED. ROAD DIST. NO.	BUILDING	FED. AID PROJECT		

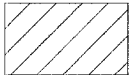





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GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

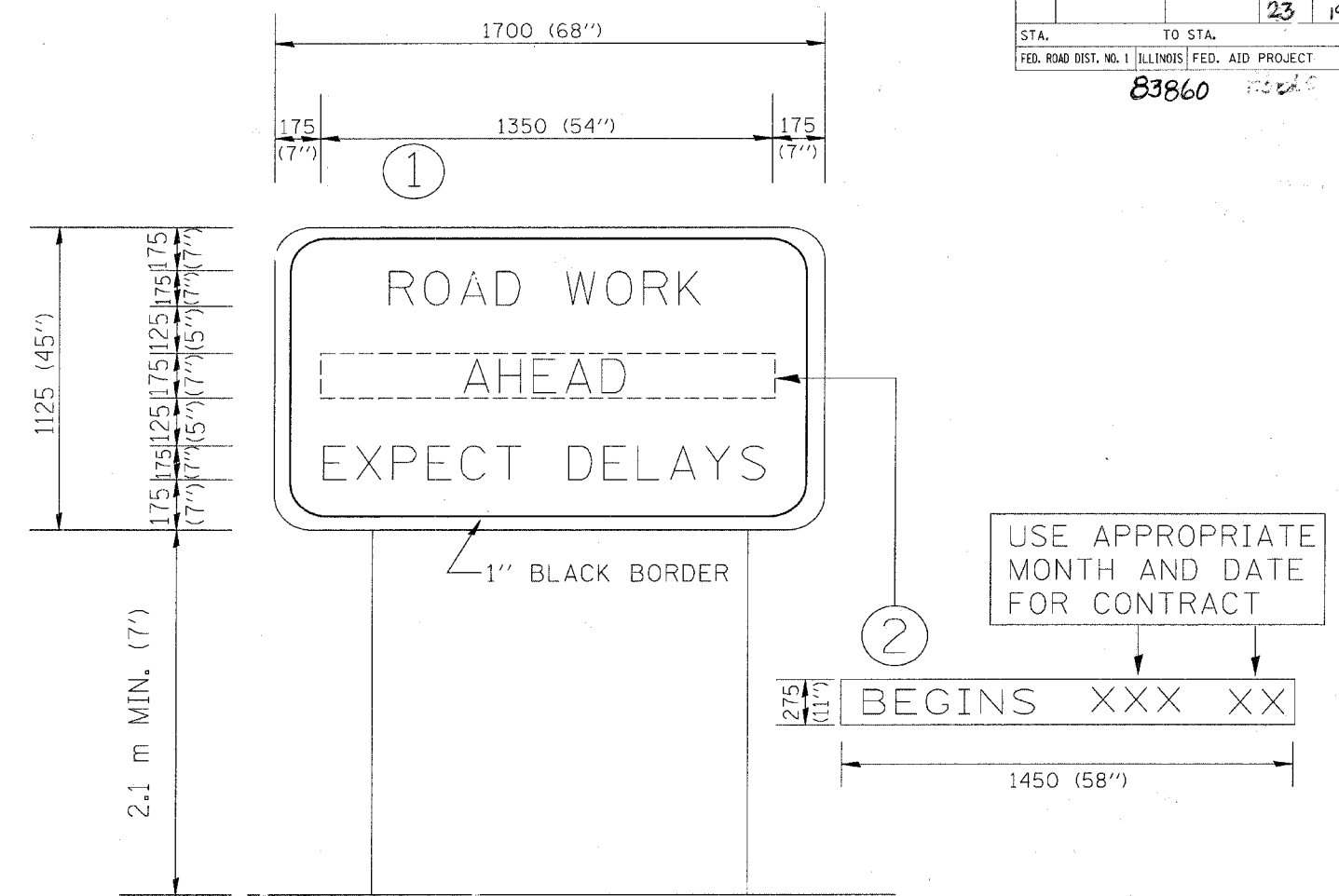
ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

SCALE: NONE
 DATE: 10/18/2002

DR: WN BY
 CHECKED BY: LHA
 TC-14

REVISION DATE: 01/06/00



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 2.3 SQ. M. (25.70 SQ. FT.)

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

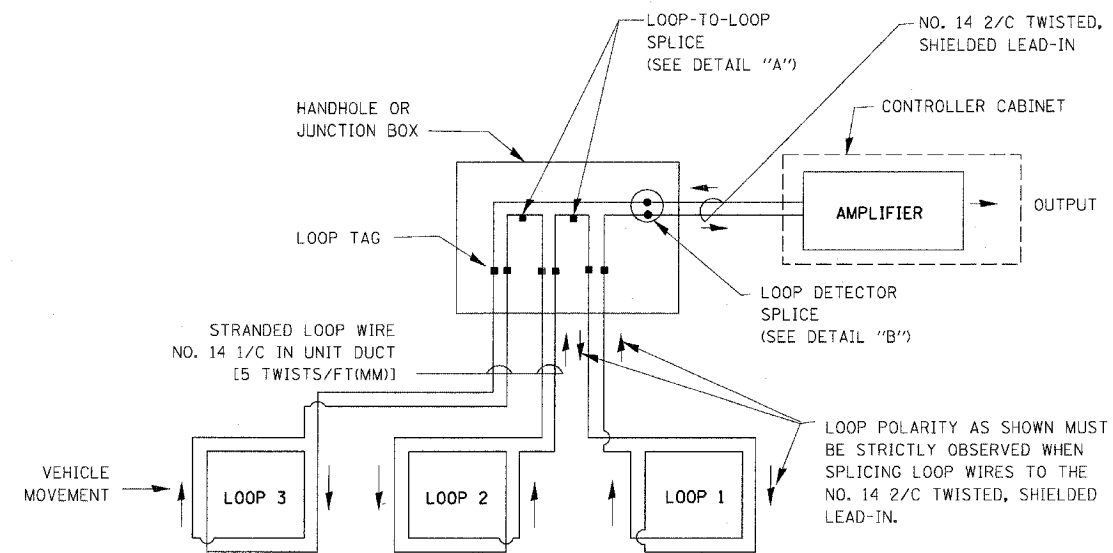
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
R. MIRS	9-15-97	TEMPORARY INFORMATION SIGNING
R. MIRS	12-11-97	
T. RAMMACHER	2-2-99	

SCALE: DATE 10/18/2002 DRAWN BY: BUR. OF DESIGN CHECKED BY:

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LOOP DETECTOR NOTES

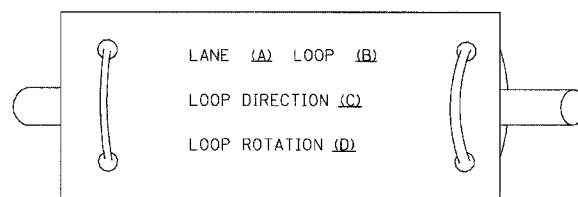
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES 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.
- PERFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



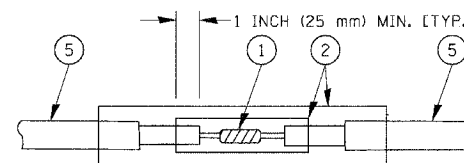
DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

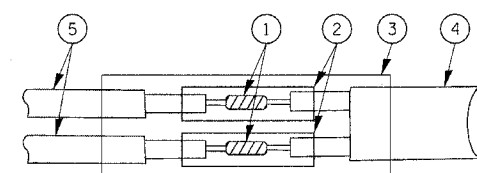
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

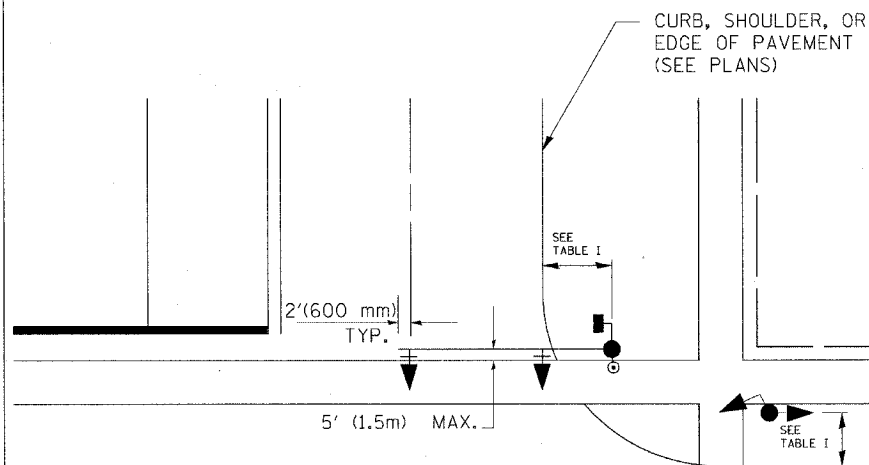
SCALE: VERT. NONE
HORIZ. NONE
DATE 10/18/2002

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

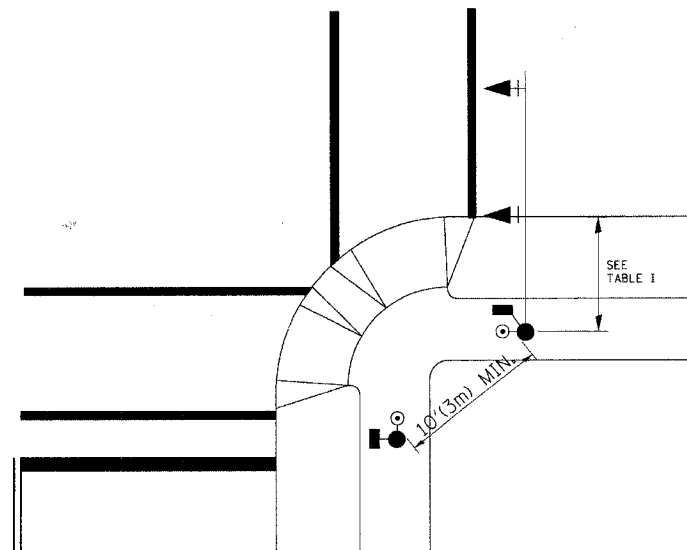
8386060

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.
 AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.
 PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

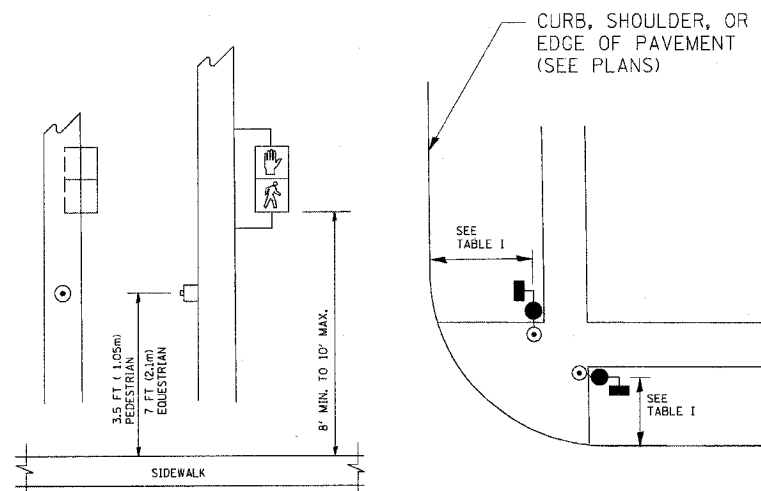


TABLE I

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

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

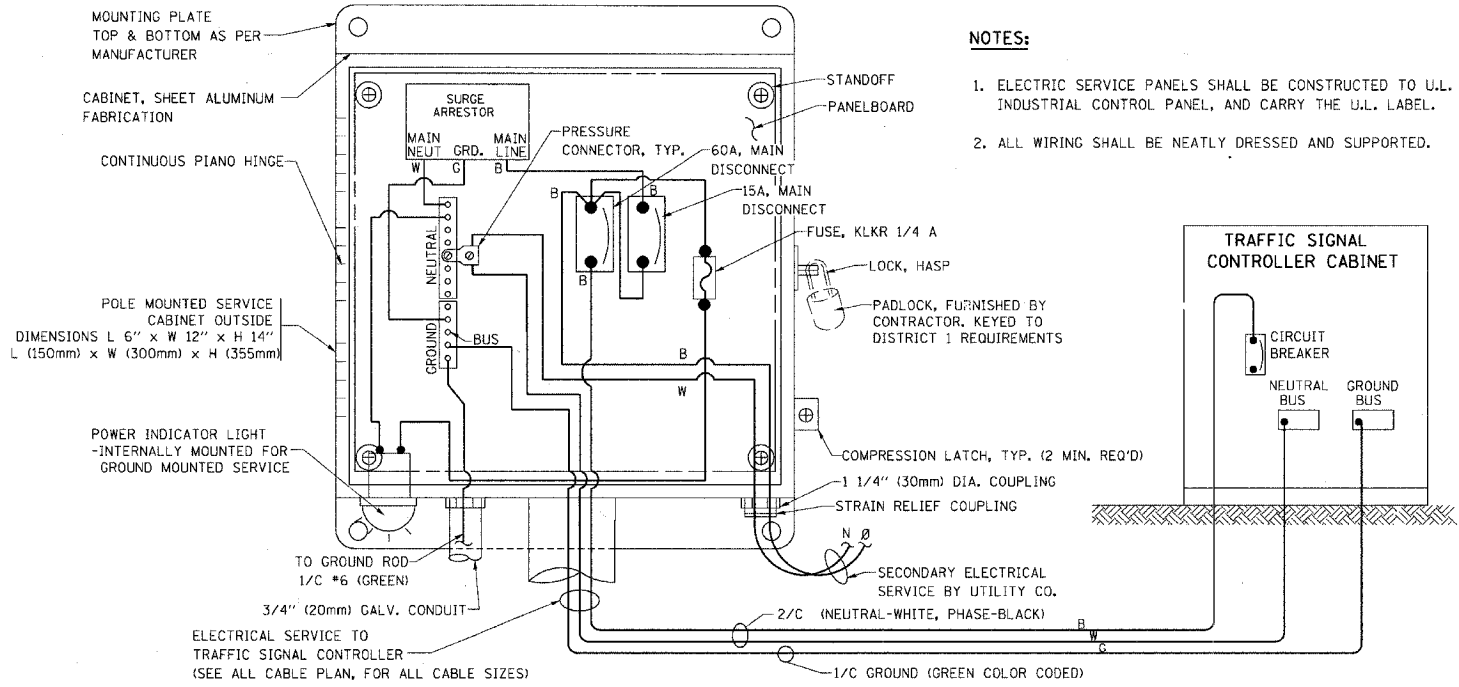
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

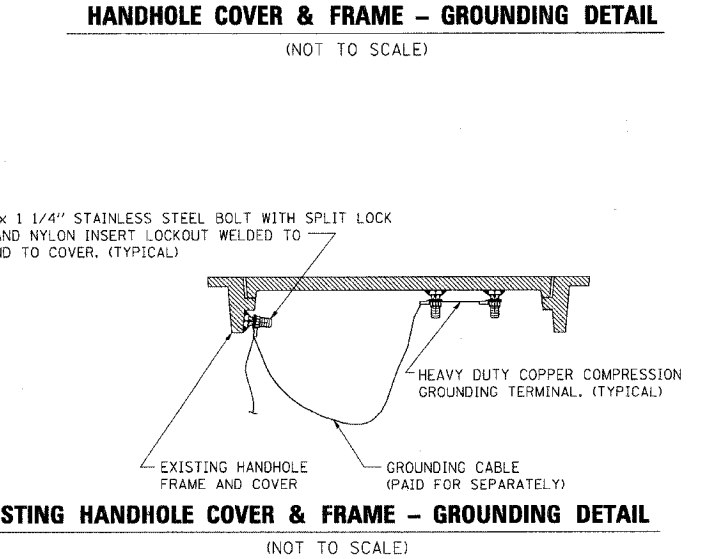
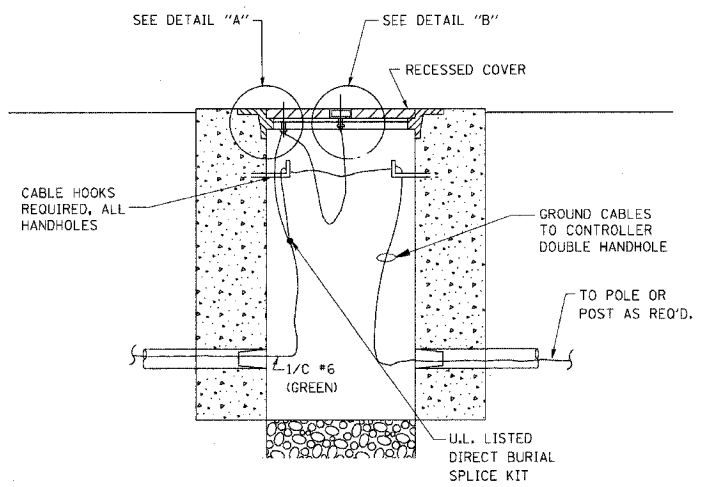
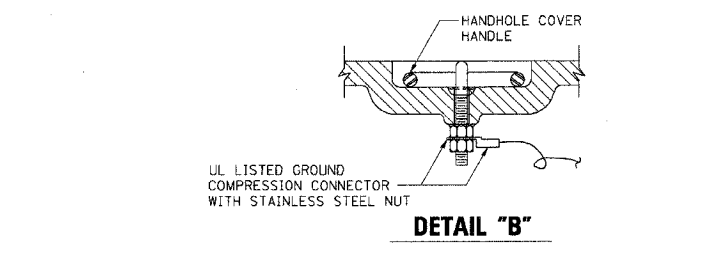
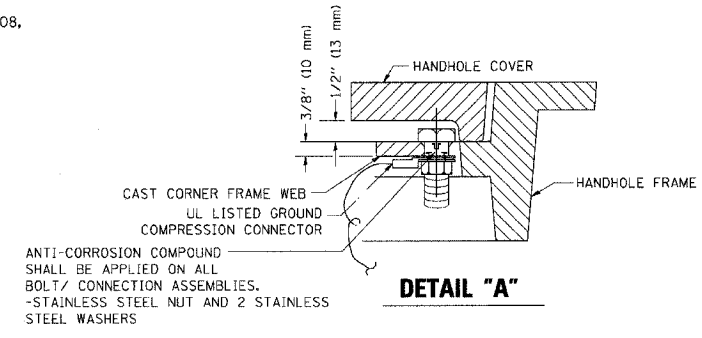
VERT. NONE
SCALE: HORIZ.
DATE 10/18/2002

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

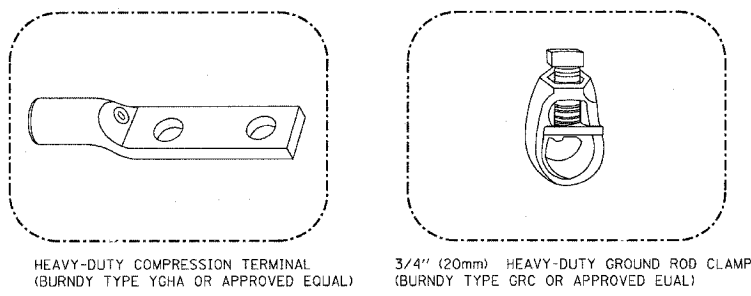
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			23	22
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



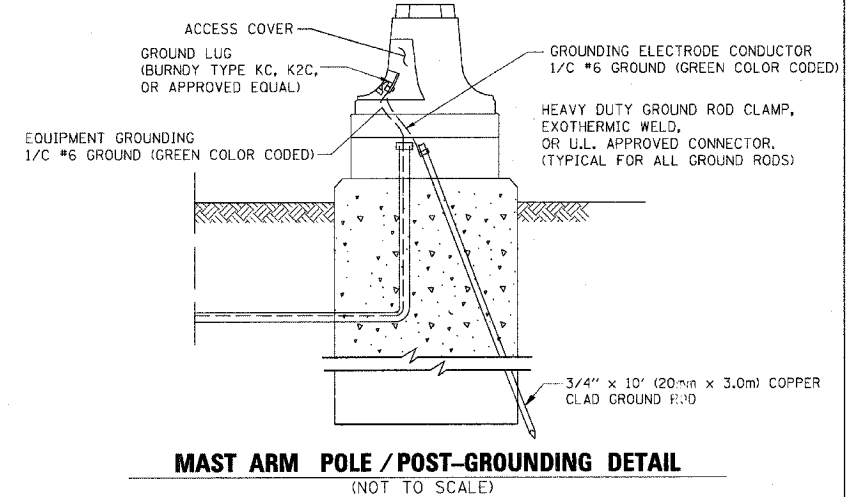
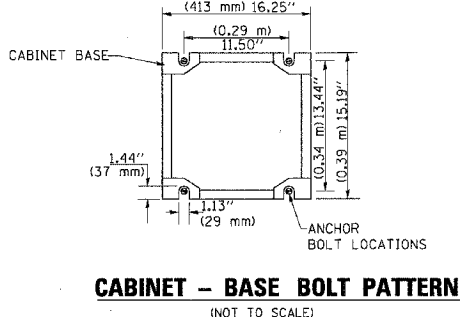
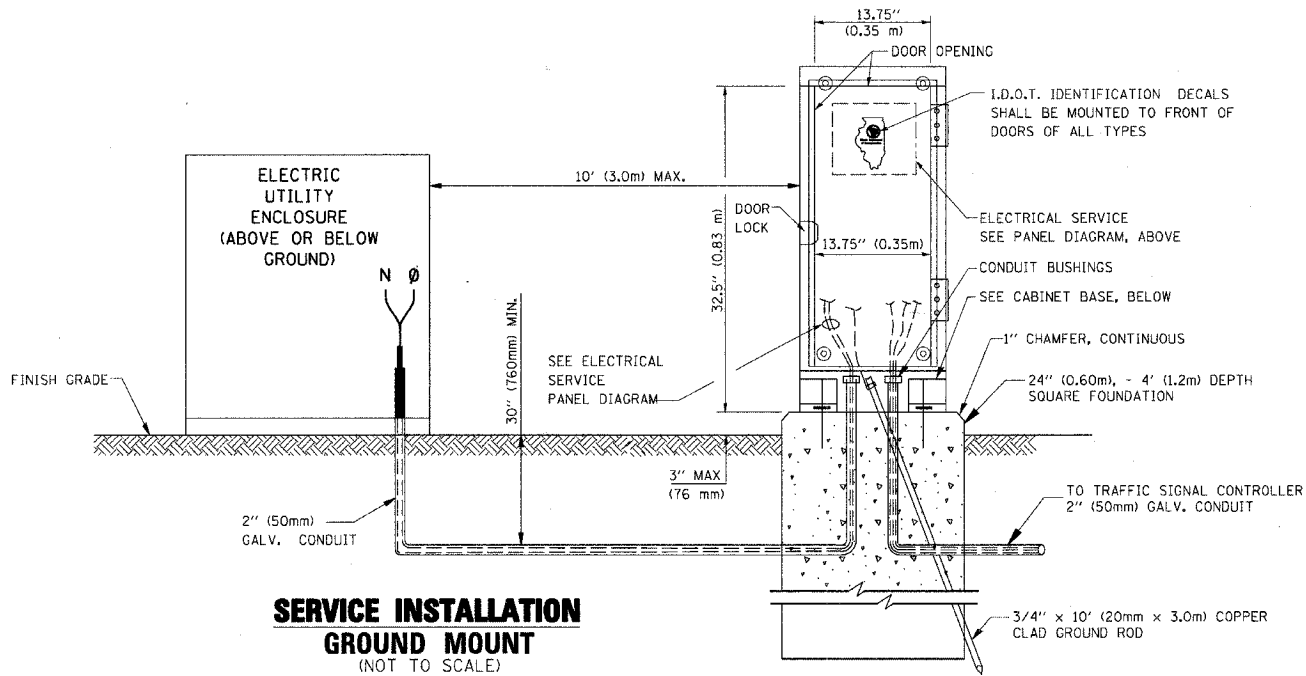
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



- NOTES:**
- GROUNDING SYSTEM**
- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD, ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
 - THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 - ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 - THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, U.L. APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



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

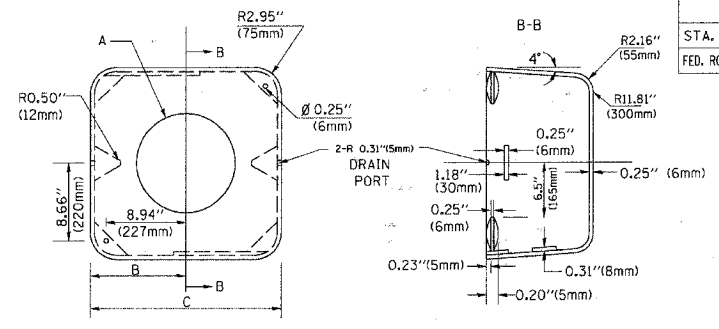
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

VERT. NONE
 SCALE: HORIZ.
 DATE 10/18/2002

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

83960

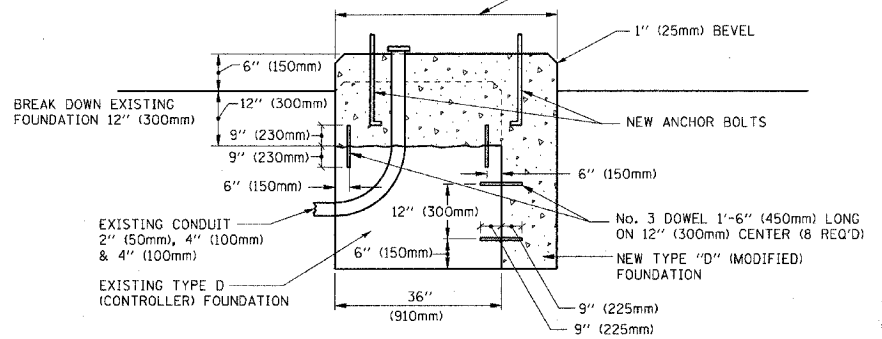
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



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

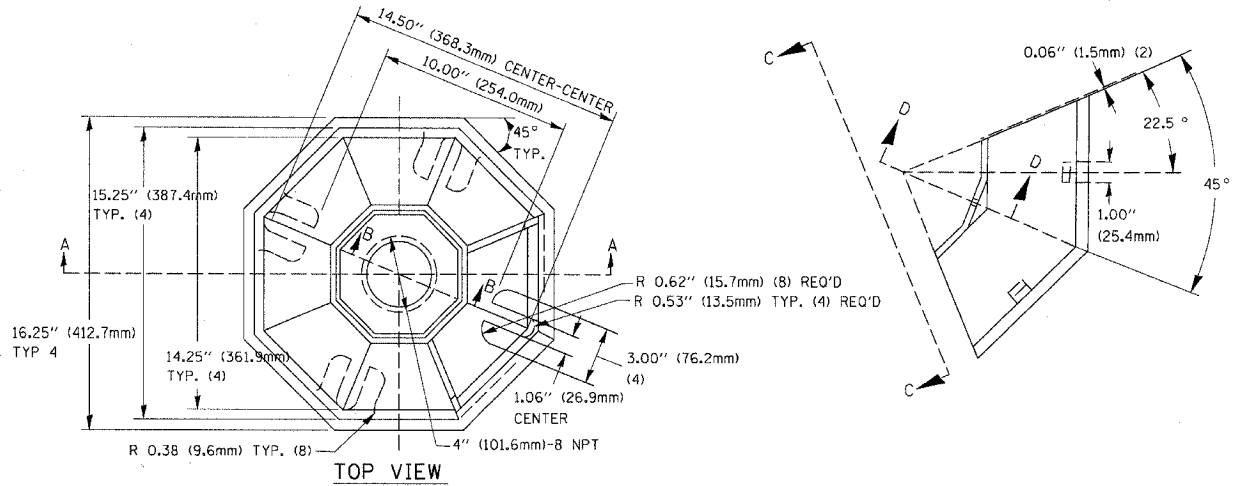
SHROUD DETAIL

NOTE:
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



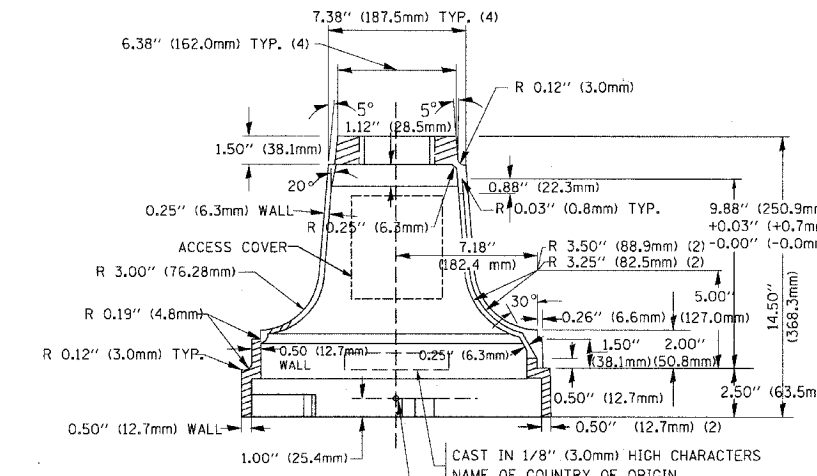
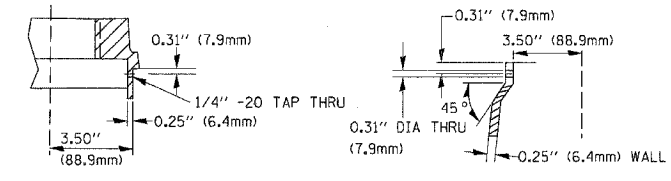
MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)

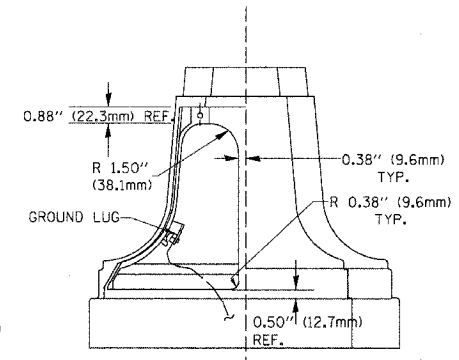


SECTION B-B

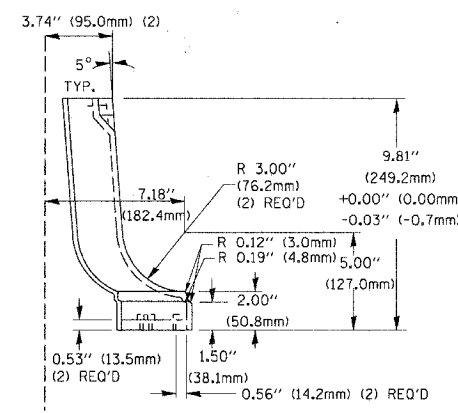
SECTION D-D



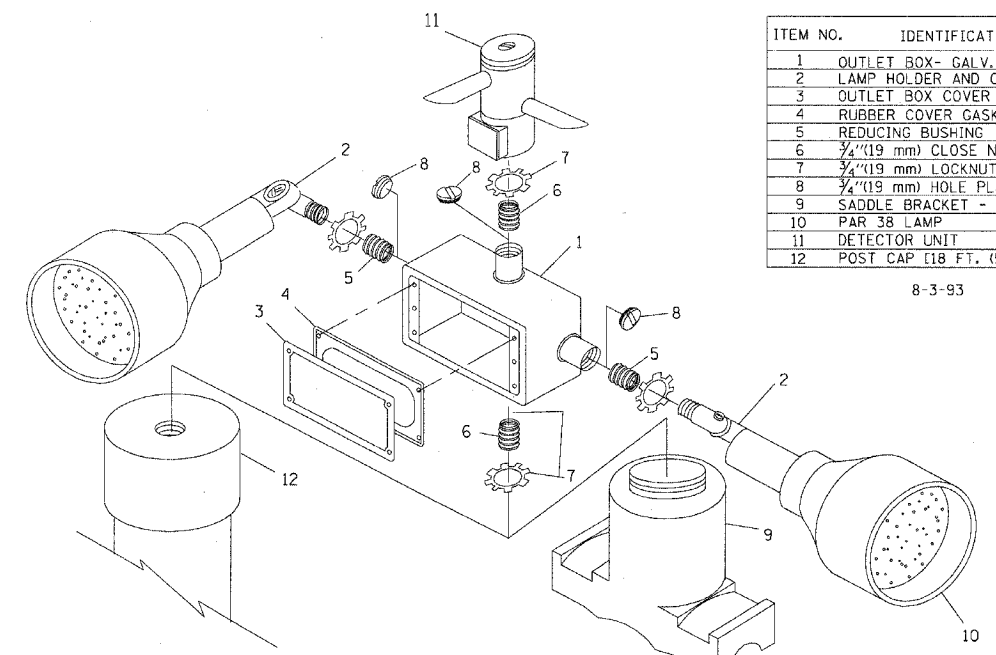
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



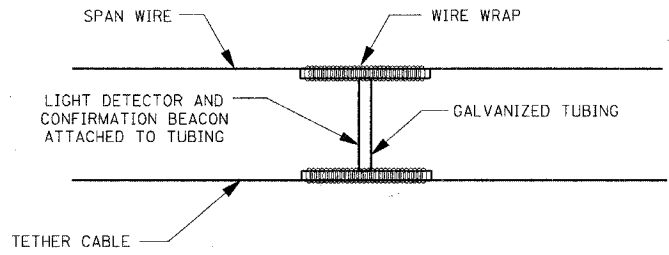
ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CULIN. (0.00344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4 (19 mm) CLOSE NIPPLE
7	3/4 (19 mm) LOCKNUT
8	3/4 (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

NOTES:

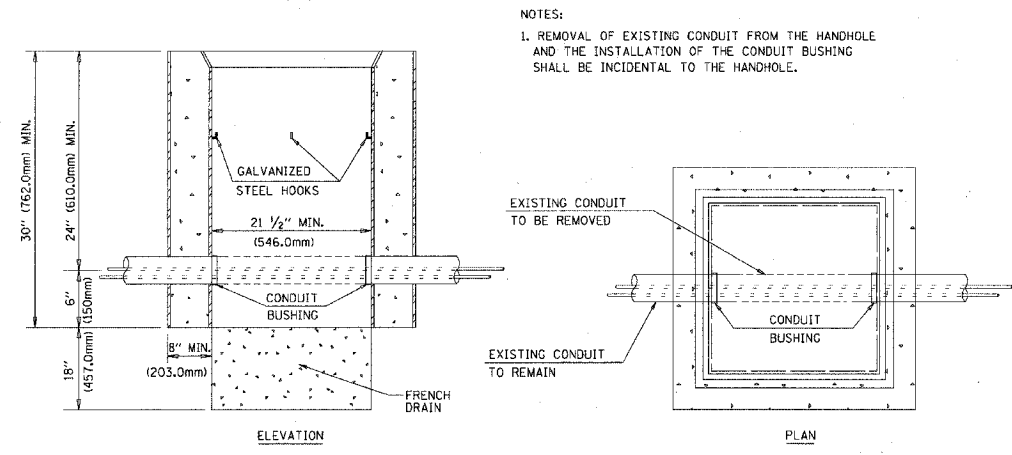
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION 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.

POST CAP MOUNT
 MAST ARM MOUNT
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. DATE 10/18/2002

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