

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

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

**PATCH CABLE:**  
 DRILL EXISTING HANDHOLE (1). INSTALL 2" UNIT DUCT FROM HANDHOLE TO POLE. CONTRACTOR SHALL RUN FIBER OPTIC CABLE UP TEMPORARY POLE AND ON SPAN WIRE FROM EXISTING HANDHOLE TO TEMPORARY CONTROLLER IN ORDER TO MAINTAIN INTERCONNECT SERVICE DURING THE INSTALLATION OF NEW SIGNAL.

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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 CONTROLLER AND CABINET (COMPLETE)
- 1 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 1 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 1 EACH SIGNAL HEAD, 2-FACE, 3-SECTION
- 2 EACH SIGNAL HEAD, 3-FACE, 2-3-SECTION
- 1 EACH SIGNAL HEAD, 3-FACE, 2-3-SECTION, 1-5-SECTION
- 2 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH TRAFFIC SIGNAL POST
- 2 EACH MAST ARM ASSEMBLY AND POLE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RETURNED TO THE VILLAGE OF NORTH AURORA.

- 3 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

- ⊠ "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊢ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊠ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊠ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊠ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊠ EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊠ EXISTING PEDESTRIAN PUSH-BUTTON TO BE REMOVED
- ⊠ PRIORITY VEHICLE DETECTOR TO BE REMOVED
- ⊠ CONFIRMATION BEACON TO BE REMOVED
- ⊠ EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊠ EXISTING TRAFFIC SIGNAL HEAD WITH BACKPLATE TO BE REMOVED
- ⊠ EXISTING TRAFFIC SIGNAL HEAD TO BE REMOVED

**I-88 RAMPS**

**PRIVATE DRIVE**

**MATCHLINE A-A**

**IL ROUTE 31 (LINCOLNWAY STREET)**

**IL ROUTE 31 (LINCOLNWAY STREET)**

**MATCHLINE A-A**

**TEMPORARY TRAFFIC SIGNAL LEGEND**

- ▶ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ▶ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊠ TEMPORARY SERVICE INSTALLATION
- ⊠ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ▶ VIDEO VEHICLE SENSOR
- ⊙ PEDESTRIAN PUSH-BUTTON DETECTOR
- ▶ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊙ CONFIRMATION BEACON
- ⊠ VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- ⊠ HANDHOLE
- ⊠ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊠ RADIO ANTENNA (TRANSMITTER/RECEIVER)

**TEMPORARY INTERCONNECT NOTES**

1. FIBER OPTIC CABLE MAY BE SPLICED FOR TEMPORARY USE ONLY. CABLE USED IN PERMANENT INSTALLATION SHALL BE CONTINUOUS FROM CONTROLLER TO CONTROLLER.
2. COST OF THIS WORK SHALL BE INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION.

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

FILE NAME = MICROST\352884\	USER NAME = RDS	DESIGNED - KK	REVISED -
RTE 30 @ RIDGELAND TEMP SIG.DGN	PLOT SCALE = 1"=20'	DRAWN - RDS	REVISED -
	PLOT DATE = 10-15-09	CHECKED - BPT	REVISED -
		DATE - 10-15-09	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN  
 IL ROUTE 31 AT I-88 TOLLWAY**

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

PREPARED BY:  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
365	97-N-2	KANE	21	7
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60148