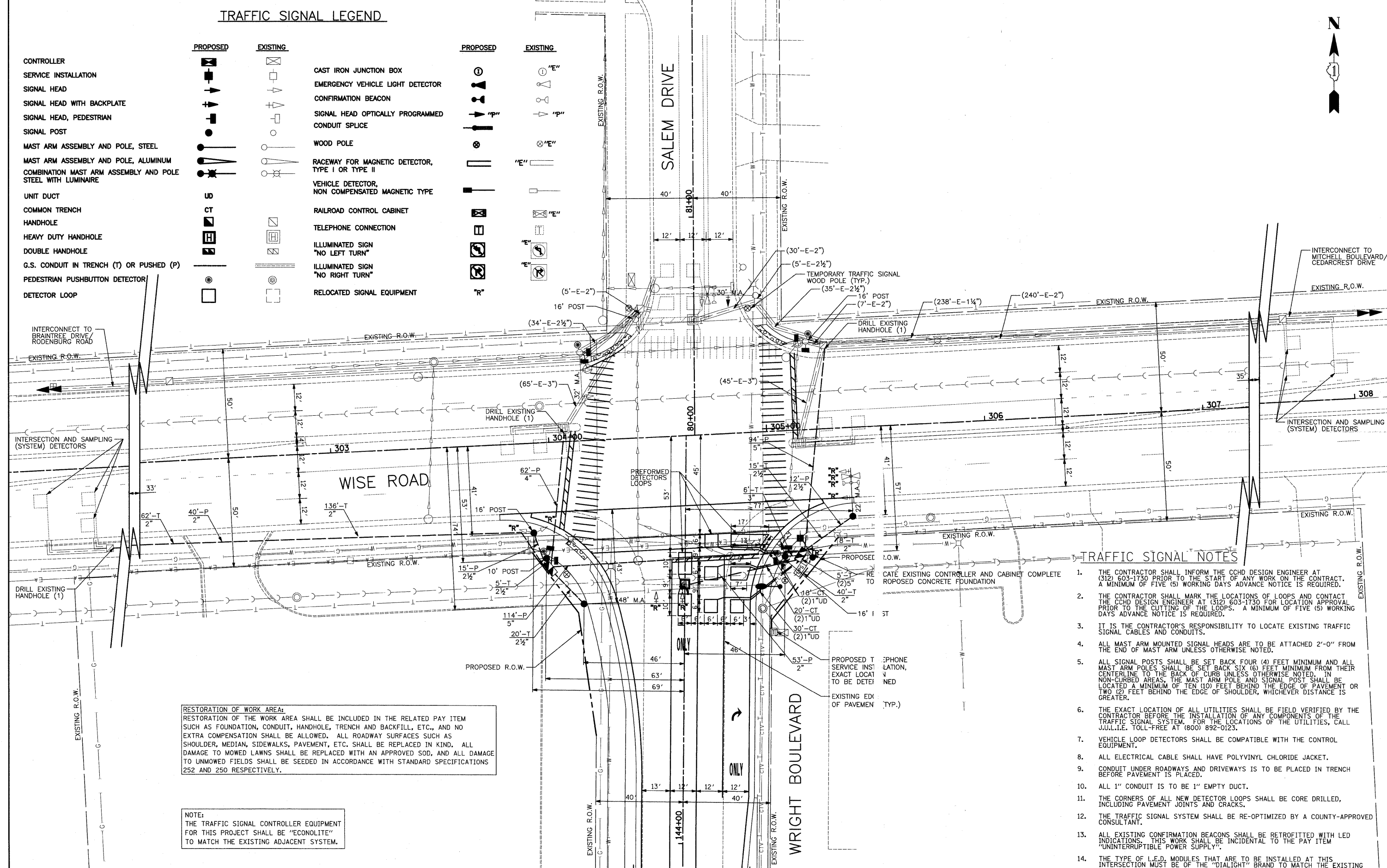


**TRAFFIC SIGNAL LEGEND**

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

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	



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

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

- TRAFFIC SIGNAL NOTES**
1. THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
  2. THE CONTRACTOR SHALL MARK THE LOCATIONS OF LOOPS AND CONTACT THE CCHD DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
  3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
  4. ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM THE END OF MAST ARM UNLESS OTHERWISE NOTED.
  5. ALL SIGNAL POSTS SHALL BE SET BACK FOUR (4) FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK SIX (6) FEET MINIMUM FROM THEIR CENTERLINE TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS, THE MAST ARM POLE AND SIGNAL POST SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER.
  6. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL J.U.L.I.E. TOLL-FREE AT (800) 892-0123.
  7. VEHICLE LOOP DETECTORS SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
  8. ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL CHLORIDE JACKET.
  9. CONDUIT UNDER ROADWAYS AND DRIVEWAYS IS TO BE PLACED IN TRENCH BEFORE PAVEMENT IS PLACED.
  10. ALL 1" CONDUIT IS TO BE 1" EMPTY DUCT.
  11. THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED, INCLUDING PAVEMENT JOINTS AND CRACKS.
  12. THE TRAFFIC SIGNAL SYSTEM SHALL BE RE-OPTIMIZED BY A COUNTY-APPROVED CONSULTANT.
  13. ALL EXISTING CONFIRMATION BEACONS SHALL BE RETROFITTED WITH LED INDICATORS. THIS WORK SHALL BE INCIDENTAL TO THE PAY ITEM "UNINTERRUPTIBLE POWER SUPPLY".
  14. THE TYPE OF L.E.D. MODULES THAT ARE TO BE INSTALLED AT THIS INTERSECTION MUST BE OF THE "DIALIGHT" BRAND TO MATCH THE EXISTING L.E.D. MODULES ALREADY IN USE.