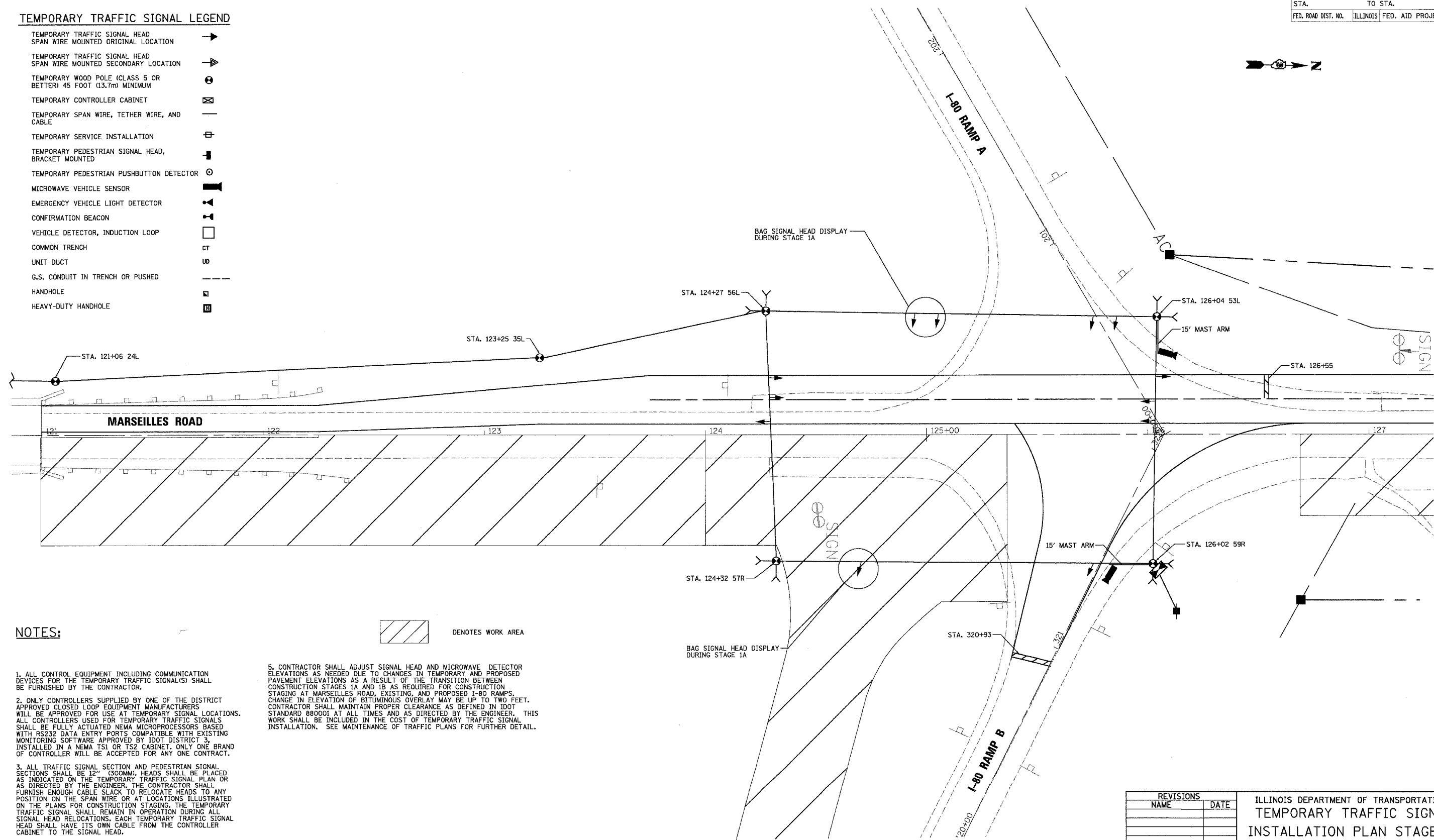


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5)HBK-2	LASALLE	331	124
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**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 ■
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR ⊙
- MICROWAVE VEHICLE SENSOR [Symbol]
- EMERGENCY VEHICLE LIGHT DETECTOR [Symbol]
- CONFIRMATION BEACON [Symbol]
- VEHICLE DETECTOR, INDUCTION LOOP [Symbol]
- COMMON TRENCH CT
- UNIT DUCT U
- G.S. CONDUIT IN TRENCH OR PUSHED [Symbol]
- HANDHOLE [Symbol]
- HEAVY-DUTY HANDHOLE [Symbol]



**NOTES:**

1. ALL CONTROL EQUIPMENT INCLUDING 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 MICROPROCESSORS BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 3. INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTION AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300MM). 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. CONTRACTOR SHALL ADJUST SIGNAL HEAD AND MICROWAVE DETECTOR ELEVATIONS AS NEEDED DUE TO CHANGES IN TEMPORARY AND PROPOSED PAVEMENT ELEVATIONS AS A RESULT OF THE TRANSITION BETWEEN CONSTRUCTION STAGES 1A AND 1B AS REQUIRED FOR CONSTRUCTION STAGING AT MARSEILLES ROAD, EXISTING, AND PROPOSED I-80 RAMP. CHANGE IN ELEVATION OF BITUMINOUS OVERLAY MAY BE UP TO TWO FEET. CONTRACTOR SHALL MAINTAIN PROPER CLEARANCE AS DEFINED IN IDOT STANDARD 880001 AT ALL TIMES AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION. SEE MAINTENANCE OF TRAFFIC PLANS FOR FURTHER DETAIL.

[Symbol] DENOTES WORK AREA

**SINGH & ASSOCIATES, INC.**  
CONSULTING ENGINEERS  
300 W. ARAMS ST.  
CHICAGO, IL 60606  
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**Baker**  
Baker Engineering, Inc.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TEMPORARY TRAFFIC SIGNAL  
 INSTALLATION PLAN STAGE 1A**  
 I-80 RAMPS A & B  
 AT MARSEILLES ROAD  
 SCALE: 1"=20'  
 DATE 11/02/07  
 DRAWN BY VG  
 CHECKED BY PV