

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	363
STA.	TO STA.			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**GENERAL NOTES FOR TRAFFIC SIGNALS**

- THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION. (I.U.L.I.E. 800-892-0123) A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS.
- ALL WORK PERFORMED RELATIVE TO THIS IMPROVEMENT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF O.S.A.A.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS.
- THE QUANTITIES PROVIDED IN THE PLANS ARE INTENDED AS A GUIDE FOR THE CONTRACTOR IN DETERMINING THE SCOPE OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING ALL MATERIAL QUANTITIES AND EVALUATING SITE CONDITIONS. NO CLAIMS FOR EXTRA WORK WILL BE AWARDED UNLESS ORDERED IN WRITING BY THE ENGINEER.
- THE TRAFFIC SIGNAL SECTION AT THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3 SHALL BE NOTIFIED AT 815-434-8506 A MINIMUM OF 72 HOURS PRIOR TO TURNING ON ANY FLASHER OR CONTROLLER UNITS.
- ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH POLYCARBONATE.
- TRAFFIC SIGNAL HEADS SHALL BE PROPERLY COVERED PRIOR TO INTERSECTION TURN-ON OR AS DIRECTED BY THE ENGINEER. THIS COST SHALL BE INCLUDED WITH THE COST OF THE ASSOCIATED TRAFFIC SIGNAL PAY ITEMS.
- A 1/4" DIAMETER CONTINUOUS RODENT RESISTANT NYLON ROPE SHALL BE FURNISHED AND LEFT IN PLACE IN ALL CONDUITS BETWEEN HANDHOLES AND FOUNDATIONS OR CONTROLLER. THIS COST SHALL BE INCLUDED IN THE COST OF THE CONDUIT PAY ITEMS.
- THE CONTRACTOR SHALL ARRANGE FOR A FACTORY OR SUPPLIER REPRESENTATIVE TO BE PRESENT AT THE INTERSECTION WHEN THE SIGNAL IS TURNED ON. THIS COST SHALL BE INCLUDED IN THE COST OF THE TRAFFIC SIGNAL CONTROLLER PAY ITEM.
- ALL CONDUIT IN TRENCH SHALL BE P.V.C. ALL CONDUIT PUSHED MAY BE P.V.C. OR GALVANIZED STEEL. CONDUIT ATTACHED TO STRUCTURES SHALL BE GALVANIZED STEEL.
- NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT A GREATER THAN 2' MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
- ALL MAST ARM MOUNTED SIGNAL HEADS ON AN INDIVIDUAL MAST ARM SHALL BE MOUNTED SO THAT THE RED INDICATIONS ARE LEVEL WITH EACH OTHER.
- THE ELECTRICAL CONDUCTORS FOR ALL TRAFFIC SIGNAL HEADS SHALL BE SOLID, SOFT COPPER.
- DETECTOR LOOP INSTALLATION SHALL BE COMPLETED AFTER PLACEMENT OF THE LEVELING BINDER AND PRIOR TO THE PLACEMENT OF THE SURFACE COURSE.
- ALL THREADS OF BOLTS USED IN THE ASSEMBLY OF TRAFFIC SIGNAL COMPONENTS SHALL BE COATED WITH A NON-LEAD BASED ANTI-SEIZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.
- ALL HARDWARE SHALL BE TIGHTENED AND WELL SECURED. CABLES SHALL BE NEATLY WOUND IN HANDHOLES. CABLES SHALL BE NEATLY TRAINED IN THE CONTROLLER CABINET.
- ALL SIGNAL BASES SHALL BE LOCATED A MINIMUM OF 6' FROM THE FACE OF CURB UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ALL TRAFFIC SIGNAL WIRING SHALL EXTEND FROM CONTROLLER TO SIGNAL. SPLICES IN JUNCTION BOXES WILL NOT BE ALLOWED.
- DETECTOR LOOPS IN THE SAME LANE SHALL BE WOUND CLOCKWISE AND COUNTERCLOCKWISE IN ALTERNATING ORDER. LOOPS IN ADJACENT LANES SHALL BE WOUND ALL THE SAME.
- THE CONTROLLER CABINET SHALL BE PLACED SO THAT A TECHNICIAN MAY SEE THE INTERSECTION OVER THE TOP OF THE CABINET WHILE WATCHING THE COMPONENTS IN THE CABINET.
- THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE FURNISHED WITH A MANUAL CONTROL SWITCH AND MANUAL CONTROL CHORD WITHIN THE POICE DOOR COMPARTMENT. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTROLLER CABINET PAY ITEM.
- THE CONTRACTOR SHALL PROVIDE A SELF-ADHERED PHASE DIAGRAM ON THE INSIDE OF THE CONTROLLER CABINET DOOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS AND LIGHTING. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO BEGINNING WORK TO OBTAIN THE UTILITY COMPANY'S REQUIREMENTS FOR THE SERVICE INSTALLATION.
- ALL DETECTOR LOOP AMPLIFIERS SHALL BE CARD RACK MOUNTED AND FURNISHED WITH PLASTIC TAGS LABELED WITH RESPECTIVE PHASES AND DIRECTION AS LISTED IN THE DETECTOR LOOP CHART. A MINIMUM TAG SIZE OF 3/8" X 3/4" IS REQUIRED. TAGS SHALL BE MADE OF MATERIAL THAT DOES NOT ALLOW WRITING TO FADE OVER TIME.
- THE LENGTH OF DETECTOR LOOP CABLE FROM THE CURB TO THE JUNCTION BOX OR HANDHOLE IS INCLUDED IN THE DETECTOR LOOP PAY ITEM.
- BACKPLATES SHALL BE POLYCARBONATE WITH DEEP BACK FLANGE.
- DOUBLE HANDHOLES SHALL BE FURNISHED WITH RECESSED, INTEGRAL HINGED LIDS.
- THE ELEVATION OF THE TOP OF THE DOUBLE HANDHOLE SHALL BE LESS THAN THE ELEVATION OF THE TOP OF THE CONTROLLER FOUNDATION.
- ALL GROUNDING MATERIALS FOR THE TRAFFIC SIGNAL CONCRETE FOUNDATIONS SHALL REFER TO SECTION 806 OF THE STANDARD SPECIFICATIONS.
- DOUBLE FUSE HOLDERS AND SURGE ARRESTORS ARE TO BE SUPPLIED AND INSTALLED BY THE CONTRACTOR IN THE BASE OF THE COMBINATION MAST ARM, WHICH SHALL BE INCLUDED IN THE LIGHT FIXTURE PAY ITEM.
- AT ALL LOCATIONS WHERE DETECTOR LOOPS ARE TO BE INSTALLED OVER EXISTING DETECTOR LOOPS, THE CONTRACTOR SHALL BE REQUIRED TO MAKE TWO SEPARATE SAW CUTS THROUGH EACH EXISTING DETECTOR LOOP TO PREVENT THE POSSIBILITY OF THE EXISTING LOOP SHORTING TO CREATE A CLOSED CIRCUIT. THIS WORK SHALL BE INCIDENTAL TO THE DETECTOR LOOP PAY ITEM.

- THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. INCIDENTAL TO THE CONDUIT PAY ITEM.
- LIGHT FIXTURES ARE TO BE 250 WATT OR 400 WATT HIGH PRESSURE SODIUM.
- ALL TRAFFIC SIGNAL CONTROL EQUIPMENT SHALL BE ECONOLITE.
- ALL PUSHBUTTONS SHALL BE THE CAMPBELL COMPANY 4EVR PUSHBUTTONS.
- THE CONTRACTOR SHALL CONTACT WARREN NORRIS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (815-434-8506) 72 HOURS PRIOR TO LOOP DETECTOR PLACEMENT SO THAT HE MAY BE PRESENT WHEN THEY ARE LAID OUT.
- ALL UNINTERRUPTIBLE POWER SUPPLIES SHALL BE EQUIPPED WITH ALPHA GUARD MONITORS.
- ALL AREAS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED WITH SEED OR SOD TO THE SATISFACTION OF THE ENGINEER. SEEDING OR SODDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION.
- THE FIBER OPTIC CABLE SHALL BE LABELED WITH DIRECTION AND ASSIGNMENT NUMBER.
- THE SURGE PROTECTOR IN THE CONTROLLER CABINET SHALL HAVE AN INDICATOR LIGHT.
- THE MAST ARMS SHALL BE LOCATED A MINIMUM OF 6' FROM THE FACE OF CURB OR A MINIMUM 18' FROM THE EDGE OF PAVEMENT TO THE FACE OF FOUNDATION WHERE THERE IS NO CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- AT LOCATIONS WHERE NEW TRAFFIC SIGNALS ARE BEING PLACED WHERE SIGNALS WERE NOT PREVIOUSLY PRESENT, CHANGEABLE MESSAGE SIGNS ARE REQUIRED FOR BOTH DIRECTIONS. ONE WEEK PRIOR TO TURN-ON, THE MESSAGE SHOULD READ "NEW SIGNAL AHEAD/TURN ON DATE." FOR THREE WEEKS AFTER THE MESSAGE SHOULD READ "NEW SIGNAL AHEAD/BE PREPARED TO STOP."

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- ALL CONTROL EQUIPMENT FOR THE TEMPORARY TRAFFIC SIGNALS SHALL BE FURNISHED BY THE CONTRACTOR UNLESS OTHERWISE STATED IN THE PLANS. ON PROJECTS WITH MULTIPLE TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, ALL CONTROLLERS SHALL BE THE SAME MANUFACTURER BRAND AND MODEL NUMBER WITH CURRENT SOFTWARE INSTALLED.
- ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED INSTALLED IN CABINETS WITH 8 PHASE BACK PANELS, CAPABLE OF SUPPLYING 255 SECONDS OF CYCLE LENGTH AND INDIVIDUAL PHASE LENGTH AND INDIVIDUAL PHASE LENGTH SETTINGS UP TO 99 SECONDS.
- ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL MEET OR EXCEED THE REQUIREMENTS OF SECTION 857 OF THE "STANDARD SPECIFICATIONS" AND THE TRAFFIC SIGNAL SPECIAL PROVISIONS WITH REGARDS TO INTERNAL TIME BASE COORDINATION, PREEMPTION AND TESTING.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE OF THE 12 INCH TYPE. THE TEMPORARY TRAFFIC SIGNAL 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.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED, AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE.
- ALL LABOR AND MATERIAL REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED AS INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- ALL SIGNAL HEADS ON AN INDIVIDUAL SPAN WIRE SHALL BE MOUNTED SO THAT THE "RED" INDICATIONS ARE LEVEL WITH EACH OTHER.
- THE CONTRACTOR SHALL PROVIDE 3 FEET OF SLACK CABLE IN THE CONTROLLER AND WOOD POLES. THE SLACK IS IN ADDITION TO THE VERTICAL LENGTH OF CABLE DEFINED IN THE STANDARD SPECIFICATIONS.
- TEMPORARY WOOD POLES SHALL BE LOCATED A MINIMUM OF 6' FROM THE FACE OF CURB OR A MINIMUM 18' FROM THE EDGE OF PAVEMENT WHERE THERE IS NO CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ALL TEMPORARY WOOD POLES SHALL BE INSTALLED SO THAT A MINIMUM OF 30' OF POLE IS ABOVE THE EXISTING PAVEMENT ELEVATION ADJACENT TO THE POLE. A SUFFICIENT LENGTH OF POLE SHALL BE BURIED AND BACK GUYED TO ALLOW THE INSTALLATION TO WITHSTAND A 70 M.P.H. SUSTAINED WIND LOADING.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING THE WOOD POLE LOCATIONS BEFORE ORDERING TO DETERMINE IF LONGER POLES ARE REQUIRED.
- THE CONTRACTOR SHALL PLACE ADDITIONAL POLES IF NEEDED TO KEEP TEMPORARY SIGNALS IN FRONT OF PROPOSED MAST ARMS.
- THE CONTRACTOR SHALL MOVE SIGNAL HEADS DURING EACH STAGE OF CONSTRUCTION.
- INSTALL SIGNAL HEADS ON THE PROPOSED MAST ARMS IN THE LATE STAGES OF CONSTRUCTION.
- THE CONTRACTOR SHALL CONTACT THE SIGNAL SECTION AT IDOT 1-815-434-8506 BEFORE INSTALLING THE TEMPORARY SIGNALS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TRAFFIC SIGNAL  
GENERAL NOTES**

SCALE: N.T.S.  
DATE: 7/9/2012

DRAWN BY: NMR  
CHECKED BY: D.J.