REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

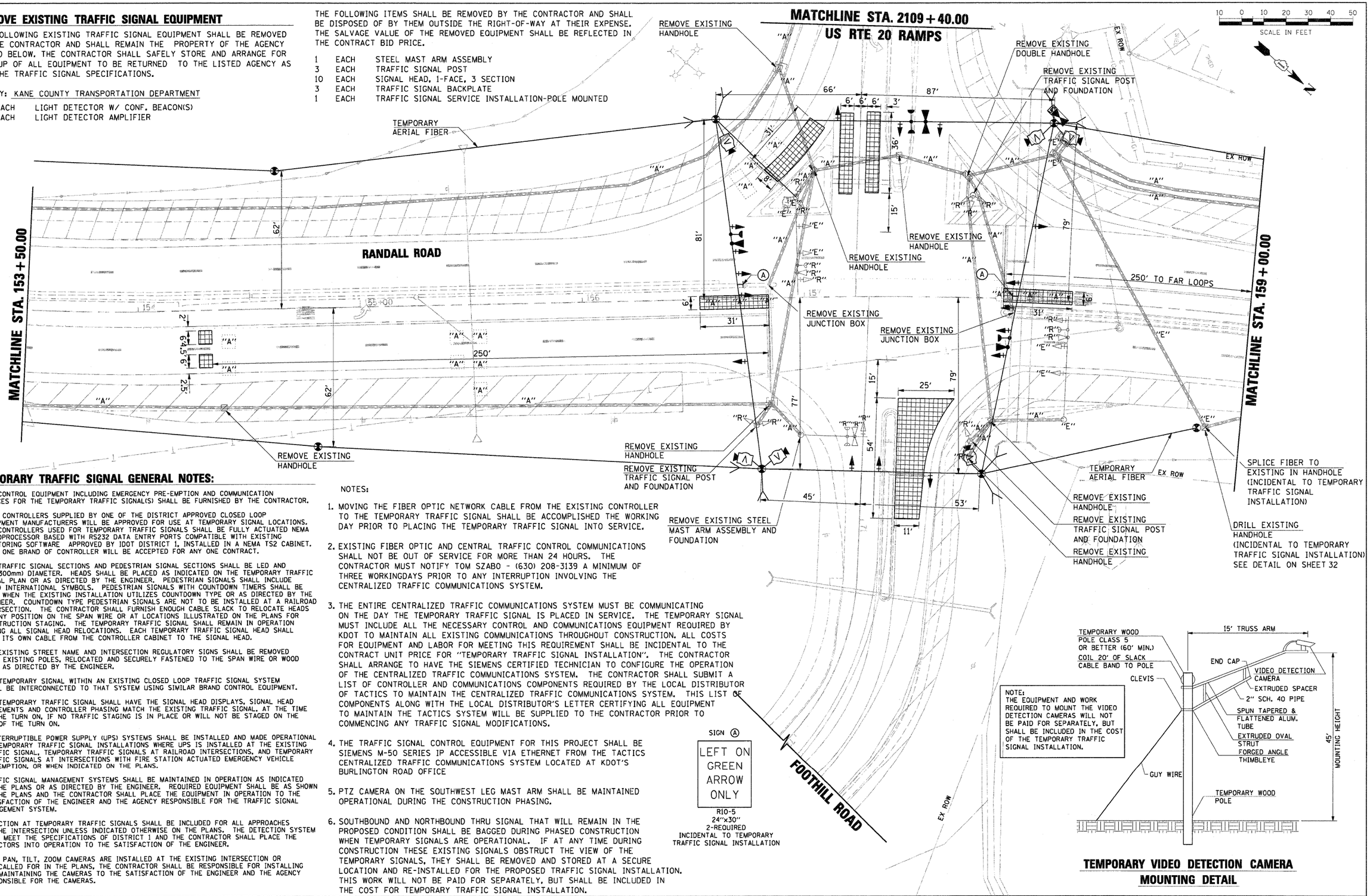
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: KANE COUNTY TRANSPORTATION DEPARTMENT

3	EACH	LIGHT DETECTOR W/ CONF. BEACON(S)
1	EACH	LIGHT DETECTOR AMPLIFIER

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	STEEL MAST ARM ASSEMBLY
3	EACH	TRAFFIC SIGNAL POST
10	EACH	SIGNAL HEAD, 1-FACE, 3 SECTION
3	EACH	TRAFFIC SIGNAL BACKPLATE
1	EACH	TRAFFIC SIGNAL SERVICE INSTALLATION-POLE MOUNTED



TEMPORARY TRAFFIC SIGNAL GENERAL NOTES:

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION 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 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 LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 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.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

NOTES:

1. MOVING THE FIBER OPTIC NETWORK CABLE FROM THE EXISTING CONTROLLER TO THE TEMPORARY TRAFFIC SIGNAL SHALL BE ACCOMPLISHED THE WORKING DAY PRIOR TO PLACING THE TEMPORARY TRAFFIC SIGNAL INTO SERVICE.
2. EXISTING FIBER OPTIC AND CENTRAL TRAFFIC CONTROL COMMUNICATIONS SHALL NOT BE OUT OF SERVICE FOR MORE THAN 24 HOURS. THE CONTRACTOR MUST NOTIFY TOM SZABO - (630) 208-3139 A MINIMUM OF THREE WORKINGDAYS PRIOR TO ANY INTERRUPTION INVOLVING THE CENTRALIZED TRAFFIC COMMUNICATIONS SYSTEM.
3. THE ENTIRE CENTRALIZED TRAFFIC COMMUNICATIONS SYSTEM MUST BE COMMUNICATING ON THE DAY THE TEMPORARY TRAFFIC SIGNAL IS PLACED IN SERVICE. THE TEMPORARY SIGNAL MUST INCLUDE ALL THE NECESSARY CONTROL AND COMMUNICATIONS EQUIPMENT REQUIRED BY KDOT TO MAINTAIN ALL EXISTING COMMUNICATIONS THROUGHOUT CONSTRUCTION. ALL COSTS FOR EQUIPMENT AND LABOR FOR MEETING THIS REQUIREMENT SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION". THE CONTRACTOR SHALL ARRANGE TO HAVE THE SIEMENS CERTIFIED TECHNICIAN TO CONFIGURE THE OPERATION OF THE CENTRALIZED TRAFFIC COMMUNICATIONS SYSTEM. THE CONTRACTOR SHALL SUBMIT A LIST OF CONTROLLER AND COMMUNICATIONS COMPONENTS REQUIRED BY THE LOCAL DISTRIBUTOR OF TACTICS TO MAINTAIN THE CENTRALIZED TRAFFIC COMMUNICATIONS SYSTEM. THIS LIST OF COMPONENTS ALONG WITH THE LOCAL DISTRIBUTOR'S LETTER CERTIFYING ALL EQUIPMENT TO MAINTAIN THE TACTICS SYSTEM WILL BE SUPPLIED TO THE CONTRACTOR PRIOR TO COMMENCING ANY TRAFFIC SIGNAL MODIFICATIONS.
4. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE SIEMENS M-50 SERIES IP ACCESSIBLE VIA ETHERNET FROM THE TACTICS CENTRALIZED TRAFFIC COMMUNICATIONS SYSTEM LOCATED AT KDOT'S BURLINGTON ROAD OFFICE
5. PTZ CAMERA ON THE SOUTHWEST LEG MAST ARM SHALL BE MAINTAINED OPERATIONAL DURING THE CONSTRUCTION PHASING.
6. SOUTHBOUND AND NORTHBOUND THRU SIGNAL THAT WILL REMAIN IN THE PROPOSED CONDITION SHALL BE BAGGED DURING PHASED CONSTRUCTION WHEN TEMPORARY SIGNALS ARE OPERATIONAL. IF AT ANY TIME DURING CONSTRUCTION THESE EXISTING SIGNALS OBSTRUCT THE VIEW OF THE TEMPORARY SIGNALS, THEY SHALL BE REMOVED AND STORED AT A SECURE LOCATION AND RE-INSTALLED FOR THE PROPOSED TRAFFIC SIGNAL INSTALLATION. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.

NOTE:
THE EQUIPMENT AND WORK REQUIRED TO MOUNT THE VIDEO DETECTION CAMERAS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

TEMPORARY VIDEO DETECTION CAMERA MOUNTING DETAIL

FILE NAME = D:\157207-SHT-TS01-TPLAN21.DGN	USER NAME = malopez	DESIGNED - BH	REVISED -
		DRAWN - BH	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - DWW	REVISED -
	PLOT DATE = 11/29/2011	DATE - 05-09-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN – STAGE 1
RANDALL RD AT US RTE 20 WB OFF RAMP (FOOTHILL RD)

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	06-00345-00-CH	KANE	92	31
		CONTRACT NO. 63623		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY STAKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE | SURVEYED | PLOTTED | GRADES CHECKED | BRIDGE STAKED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE