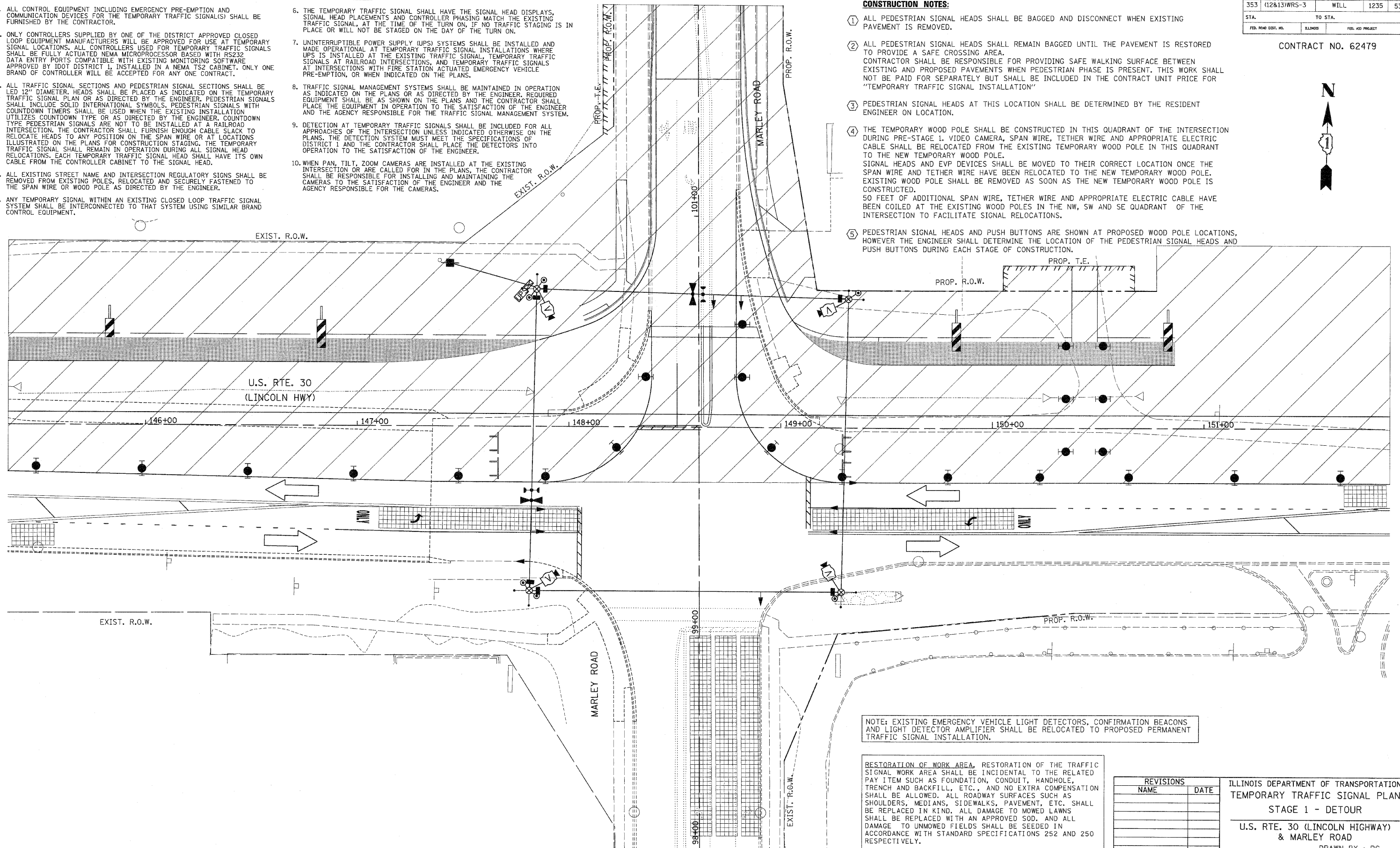


**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

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 12" 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.

**CONSTRUCTION NOTES:**

1. ALL PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECT WHEN EXISTING PAVEMENT IS REMOVED.
2. ALL PEDESTRIAN SIGNAL HEADS SHALL REMAIN BAGGED UNTIL THE PAVEMENT IS RESTORED TO PROVIDE A SAFE CROSSING AREA. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE WALKING SURFACE BETWEEN EXISTING AND PROPOSED PAVEMENTS WHEN PEDESTRIAN PHASE IS PRESENT. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION"
3. PEDESTRIAN SIGNAL HEADS AT THIS LOCATION SHALL BE DETERMINED BY THE RESIDENT ENGINEER ON LOCATION.
4. THE TEMPORARY WOOD POLE SHALL BE CONSTRUCTED IN THIS QUADRANT OF THE INTERSECTION DURING PRE-STAGE 1. VIDEO CAMERA, SPAN WIRE, TETHER WIRE AND APPROPRIATE ELECTRIC CABLE SHALL BE RELOCATED FROM THE EXISTING TEMPORARY WOOD POLE IN THIS QUADRANT TO THE NEW TEMPORARY WOOD POLE. SIGNAL HEADS AND EVP DEVICES SHALL BE MOVED TO THEIR CORRECT LOCATION ONCE THE SPAN WIRE AND TETHER WIRE HAVE BEEN RELOCATED TO THE NEW TEMPORARY WOOD POLE. EXISTING WOOD POLE SHALL BE REMOVED AS SOON AS THE NEW TEMPORARY WOOD POLE IS CONSTRUCTED. 50 FEET OF ADDITIONAL SPAN WIRE, TETHER WIRE AND APPROPRIATE ELECTRIC CABLE HAVE BEEN COILED AT THE EXISTING WOOD POLES IN THE NW, SW AND SE QUADRANT OF THE INTERSECTION TO FACILITATE SIGNAL RELOCATIONS.
5. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS ARE SHOWN AT PROPOSED WOOD POLE LOCATIONS. HOWEVER THE ENGINEER SHALL DETERMINE THE LOCATION OF THE PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS DURING EACH STAGE OF CONSTRUCTION.



NOTE: EXISTING EMERGENCY VEHICLE LIGHT DETECTORS, CONFIRMATION BEACONS AND LIGHT DETECTOR AMPLIFIER SHALL BE RELOCATED TO PROPOSED PERMANENT TRAFFIC SIGNAL INSTALLATION.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO 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 SHOULDERS, MEDIANS, 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.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TEMPORARY TRAFFIC SIGNAL PLAN  
 STAGE 1 - DETOUR  
 U.S. RTE. 30 (LINCOLN HIGHWAY)  
 & MARLEY ROAD  
 SCALE : 1" = 20'  
 DATE : 10/12/2010  
 DRAWN BY : RG  
 DESIGNED BY: GB  
 CHECKED BY: ZH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-3	WILL	1235	532
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62479

