

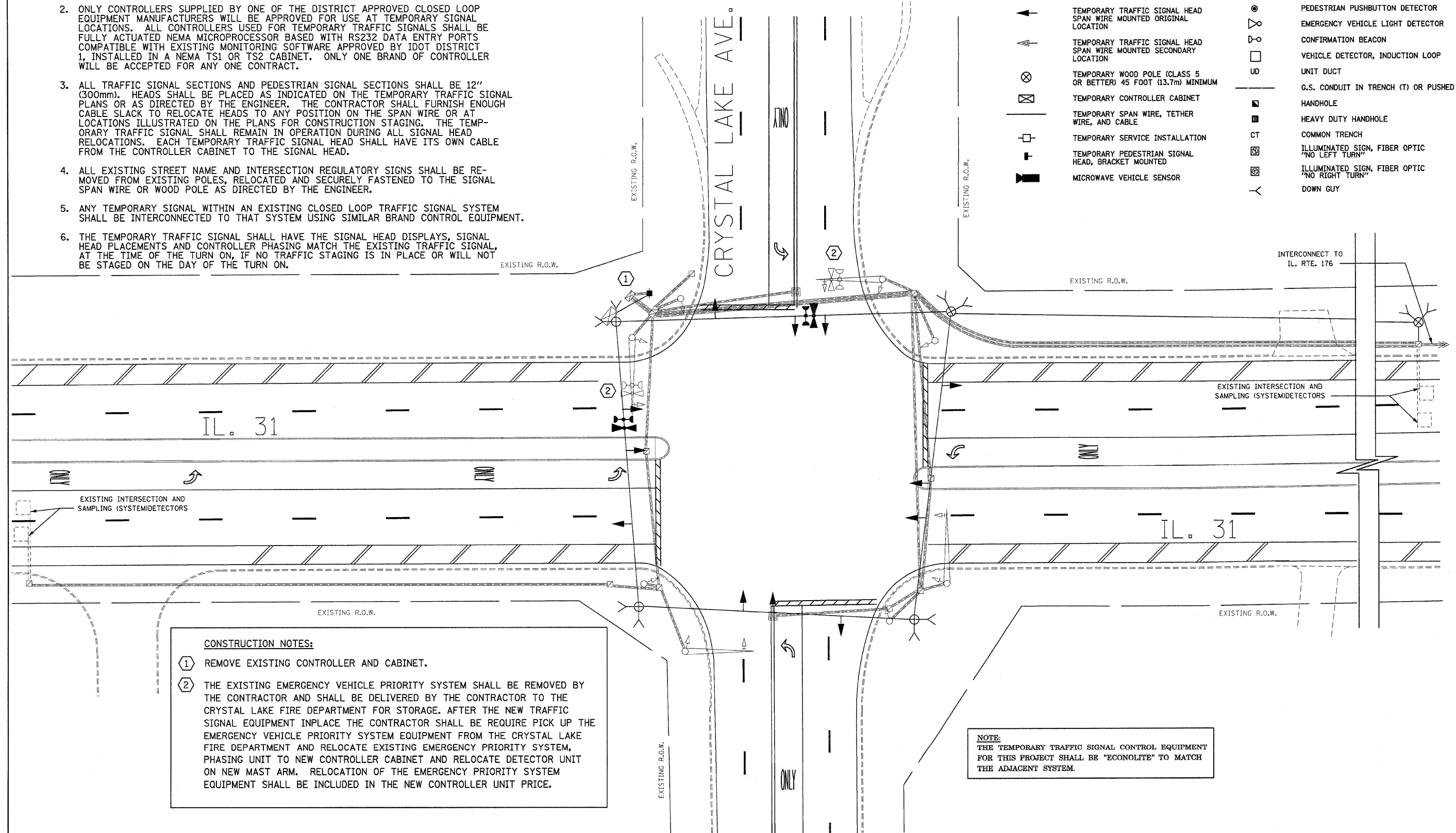
NOTES FOR TEMPORARY TRAFFIC SIGNALS

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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLANS 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. 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.



TEMPORARY TRAFFIC SIGNAL LEGEND

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|---|--|----|---|
| ← | TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION | ⊙ | PEDESTRIAN PUSHBUTTON DETECTOR |
| ↖ | TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION | ⊕ | EMERGENCY VEHICLE LIGHT DETECTOR |
| ⊗ | TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM | □ | CONFIRMATION BEACON |
| ⊠ | TEMPORARY CONTROLLER CABINET | UD | VEHICLE DETECTOR, INDUCTION LOOP |
| — | TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE | — | UNIT DUCT |
| ⊠ | TEMPORARY SERVICE INSTALLATION | — | G.S. CONDUIT IN TRENCH (T) OR PUSHED (P) |
| ⊠ | TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED | ■ | HANDHOLE |
| ⊠ | MICROWAVE VEHICLE SENSOR | ■ | HEAVY DUTY HANDHOLE |
| | | CT | COMMON TRENCH |
| | | ⊠ | ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN" |
| | | ⊠ | ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN" |
| | | ↘ | DOWN GUY |



CONSTRUCTION NOTES:

- 1 REMOVE EXISTING CONTROLLER AND CABINET.
- 2 THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE CRYSTAL LAKE FIRE DEPARTMENT FOR STORAGE. AFTER THE NEW TRAFFIC SIGNAL EQUIPMENT INPLACE THE CONTRACTOR SHALL BE REQUIRE PICK UP THE EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENT FROM THE CRYSTAL LAKE FIRE DEPARTMENT AND RELOCATE EXISTING EMERGENCY PRIORITY SYSTEM, PHASING UNIT TO NEW CONTROLLER CABINET AND RELOCATE DETECTOR UNIT ON NEW MAST ARM. RELOCATION OF THE EMERGENCY PRIORITY SYSTEM EQUIPMENT SHALL BE INCLUDED IN THE NEW CONTROLLER UNIT PRICE.

NOTE:
THE TEMPORARY TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE ADJACENT SYSTEM.

FILE NAME = c:\projects\103408\traffic.dgn	USER NAME = nguyenam	DESIGNED - SN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION & REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT IL.31 @ CRYSTAL LAKE AVE.			F.A.P. RTE. 336	SECTION 112 R-N-1	COUNTY McHENRY	TOTAL SHEETS 31	SHEET NO. 12
PLOT SCALE = 20,0000" / IN.	CHECKED - DAD	REVISED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
PLOT DATE = 10/9/2007	DATE - OCT. 5, 2007	REVISED -	REVISED -		CONTRACT NO. 60D52							