













F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
374	3268F-R-1	COOK	279	172
STA. 103+37.51		TO STA. 10+07.73		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62387				

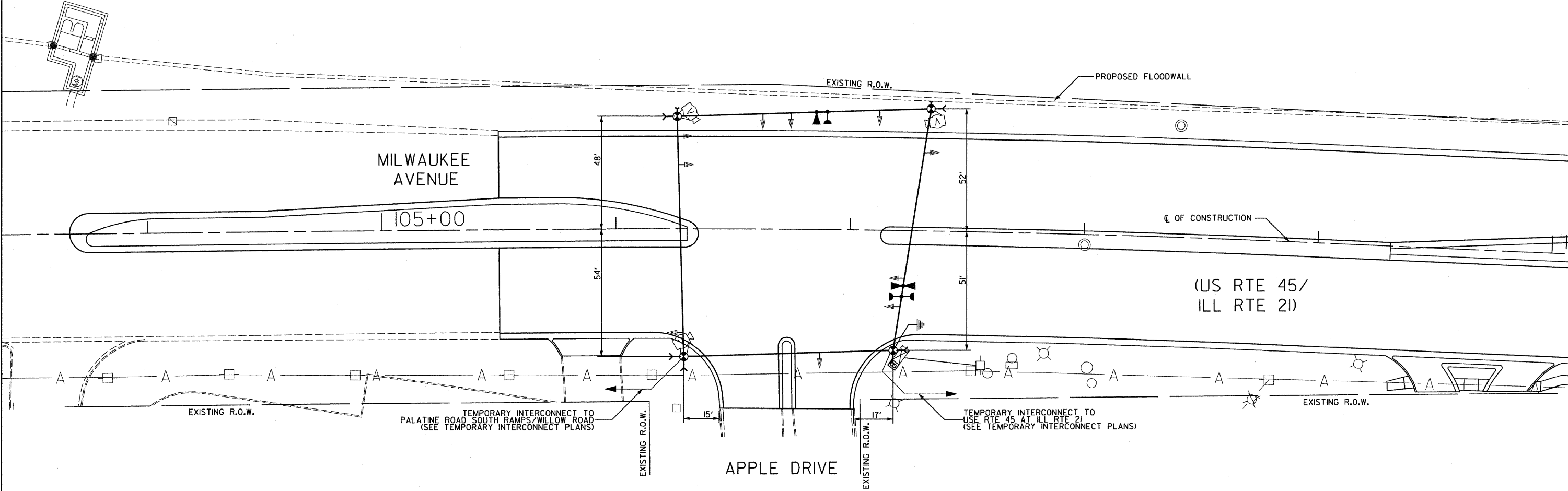


TEMPORARY TRAFFIC SIGNAL LEGEND

-  TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED
-  TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
-  TEMPORARY CONTROLLER CABINET
-  TEMPORARY UNINTERRUPTIBLE POWER SUPPLY
-  TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
-  TEMPORARY SERVICE INSTALLATION
-  TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
-  VIDEO VEHICLE DETECTOR
-  PEDESTRIAN PUSH-BUTTON DETECTOR
-  EMERGENCY VEHICLE LIGHT DETECTOR
-  CONFIRMATION BEACON
-  GROUND ROD AT TEMPORARY CONTROLLER CABINET

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY VEHICLE 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 I, INSTALLED IN A NEMA TS1OR 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" (300 mm). 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. 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 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.



NOTE:
THE POST-CONSTRUCTION STAGE IS THE PERIOD AFTER ALL LANES HAVE BEEN CONSTRUCTED AND OPENED TO TRAFFIC, BUT BEFORE THE NEW PERMANENT TRAFFIC SIGNAL HAS BEEN ACTIVATED.

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION
MILWAUKEE AVENUE (US RTE 45/ILL RTE 21)
AT APPLE DRIVE
POST-CONSTRUCTION

SCALE: 1" = 20'

DATE: 02/05/08

DRAWN BY: RAS
DESIGN BY: RAS
CHECKED BY: ADO

NOTE:
THE TEMPORARY TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS INTERSECTION SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING SYSTEM.

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