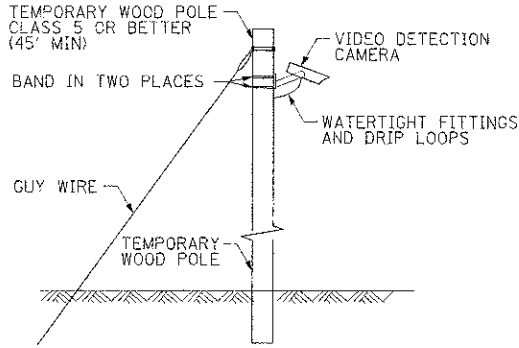


CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL BAG AND DISABLE THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PEDESTRIAN PUSH BUTTONS, AND EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT DURING STAGE 3.
2. THE CONTRACTOR SHALL USE EXISTING R10-11a SIGNS AND RELOCATE THEM AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. LANE CONFIGURATION DEPICTED ON THIS PLAN IS FOR STAGE 3.
4. THE CONTRACTOR SHALL BAG AND DISABLE ALL PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSH BUTTONS DURING STAGE 3. WHEN ALL CONSTRUCTION IS COMPLETED, INCLUDING THE CONSTRUCTION OF THE MULTI-USE PATH, THE CONTRACTOR SHALL ACTIVATE THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSH BUTTONS REGARDLESS IF THE PROPOSED SIGNAL HEADS ARE NOT IN SERVICE AT THE TIME.
5. TEMPORARY WOODEN POLE WILL BE IN THE SAME LOCATION AS PREVIOUS STAGE.

NOTE:

THE TEMPORARY TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE SIEMENS (EAGLEY) TO MATCH THE EXISTING ADJACENT SYSTEM.



TEMPORARY VIDEO DETECTION MOUNTING DETAIL
(NOT TO SCALE)

SIGN (A)

**LEFT ON GREEN
ARROW
ONLY**

R10-5
(30" x 36")
1 REQUIRED
INSTALLED IN STAGE 1A

SIGN (B)

**NO
TURN
ON
RED**

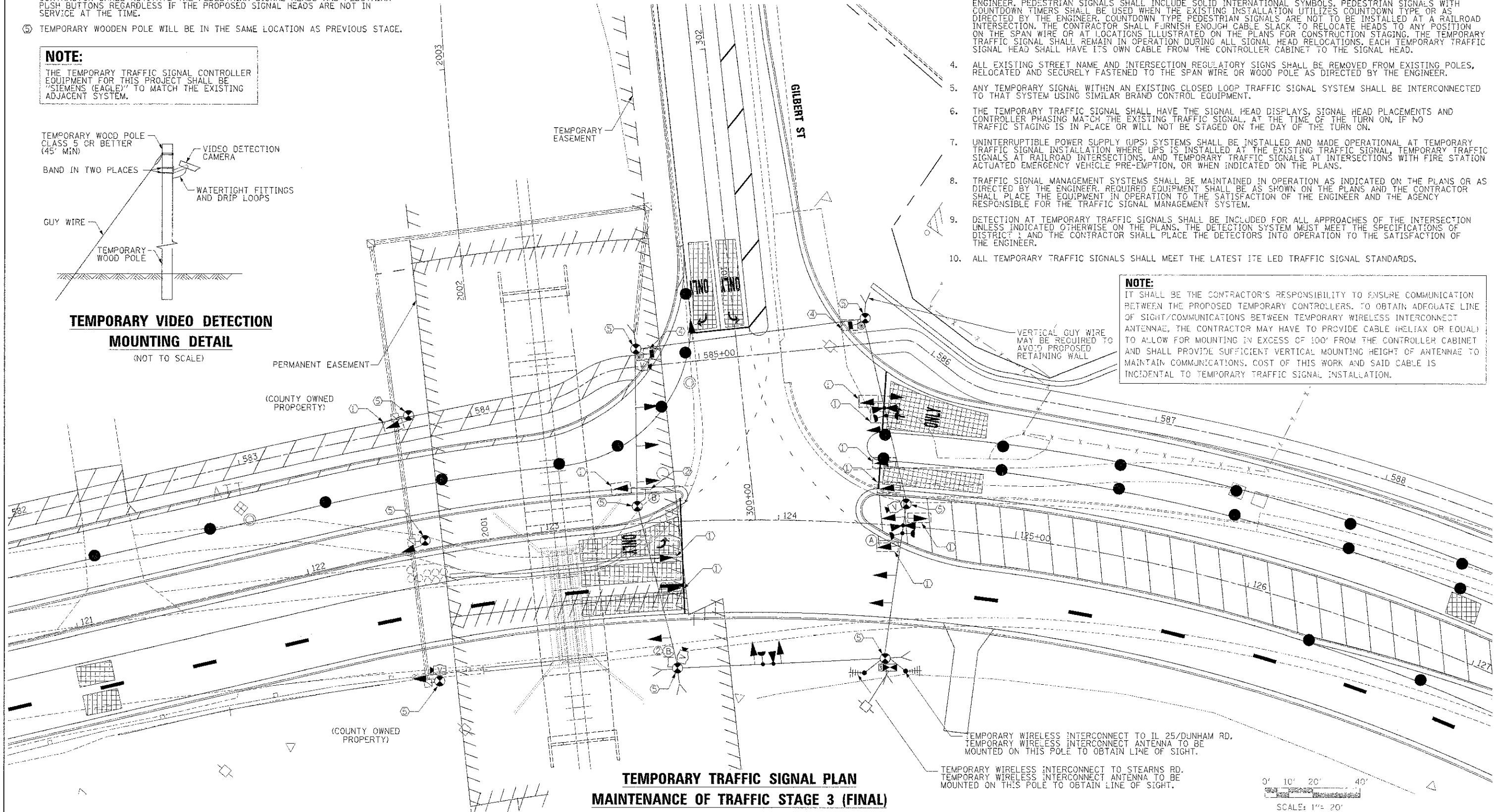
R10-11a
2 REQUIRED

NOTES FOR TEMPORARY TRAFFIC SIGNALS

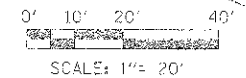
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. 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 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 INSTALLATION 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. ALL TEMPORARY TRAFFIC SIGNALS SHALL MEET THE LATEST ITE LED TRAFFIC SIGNAL STANDARDS.

NOTE:

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE COMMUNICATION BETWEEN THE PROPOSED TEMPORARY CONTROLLERS. TO OBTAIN ADEQUATE LINE OF SIGHT/COMMUNICATIONS BETWEEN TEMPORARY WIRELESS INTERCONNECT ANTENNAE, THE CONTRACTOR MAY HAVE TO PROVIDE CABLE (HELIX OR EQUAL) TO ALLOW FOR MOUNTING IN EXCESS OF 100' FROM THE CONTROLLER CABINET AND SHALL PROVIDE SUFFICIENT VERTICAL MOUNTING HEIGHT OF ANTENNAE TO MAINTAIN COMMUNICATIONS. COST OF THIS WORK AND SAID CABLE IS INCIDENTAL TO TEMPORARY TRAFFIC SIGNAL INSTALLATION.



**TEMPORARY TRAFFIC SIGNAL PLAN
MAINTENANCE OF TRAFFIC STAGE 3 (FINAL)**



FILE NAME =	DESIGNED - BC	REVISED -
...ND16598-shc-IL25-01-temp-signal-installation	DRAWN - TMB	REVISED -
USER NAME = tohank	CHECKED - MPM	REVISED -
PLT DATE = 1/18/2013	DATE - 01/18/2013	REVISED -



STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
IL 25/STEARNS RD AT GILBERT ST
STAGE 3 & PRE-FINAL STAGE

SCALE: 1"=20' SHEET NO. 26 OF 49 SHEETS STA. TO STA.

F.A.P.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	45	237
CONTRACT NO. 63598			[ILLINOIS] (REG. 410) PROJECT	