

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 SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 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.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) 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.
- 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.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT. WIRELESS INTERCONNECT IS ACCEPTABLE FOR TEMPORARY INTERCONNECT INSTALLATION WITH APPROVAL OF THE ENGINEER. IF WIRELESS INTERCONNECT IS USED, IT MUST HAVE THE CAPABILITY TO TRANSMIT VIDEO IMAGERY IN ADDITION TO PROVIDING WIRELESS COMMUNICATION WITH THE TRAFFIC SIGNAL SYSTEM. THE FURNISHING, INSTALLATION, AND MAINTENANCE OF ANY TEMPORARY TRAFFIC SIGNAL INTERCONNECT SYSTEM, INCLUDING WIRELESS INTERCONNECT, SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
- 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 PHASING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- 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.
- 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.
- 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.
- ALL STATIONS AND OFFSETS SHALL BE DIMENSIONED FROM THE CENTERLINE OF CEDAR LAKE ROAD.
- THESE TEMPORARY SIGNAL HEADS, VIDEO AND OPTICAL DETECTORS, AND CONFIRMATION BEACONS SHALL BE BAGGED AND DISCONNECTED UPON CLOSURE OF WASHINGTON STREET. THEY SHALL BE REACTIVATED UPON REOPENING OF WASHINGTON STREET.
- A REMOTE CONTROLLED VIDEO SYSTEM, VIDEO ENCODER, AND LAYER II SWITCH SHALL BE INSTALLED AS PART OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE PTZ CAMERA SHALL BE INSTALLED ON A LUMINAIRE ARM ON THE TEMPORARY WOOD POLE. THE REMOTE CONTROLLED VIDEO SYSTEM, VIDEO ENCODER, AND LAYER II SWITCH SHALL BE RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF LCDOT, AND SHALL BE DELIVERED TO LCDOT PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH CONTROLLER AND CABINET, COMPLETE
- 1 EACH UNINTERRUPTIBLE POWER SUPPLY

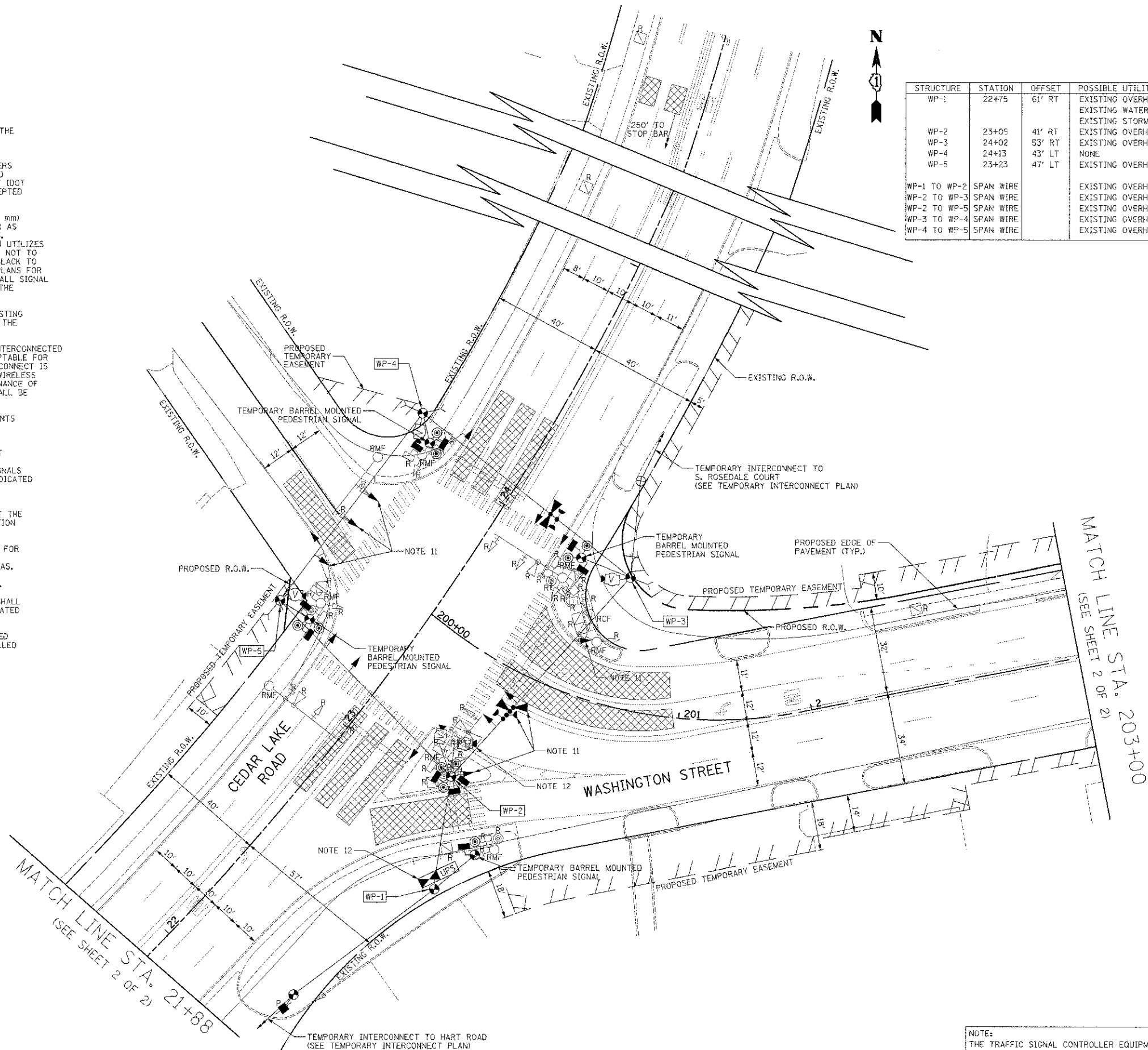
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CURRENT BID PRICE.

- 6 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 4 EACH SIGNAL HEAD, 1-FACE, 4-SECTION
- 4 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 1 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 3 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 1 EACH PEDESTRIAN SIGNAL HEAD, 3-FACE
- 9 EACH PEDESTRIAN PUSH-BUTTON
- 7 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 4 EACH SIGNAL POST
- 1 EACH SERVICE INSTALLATION

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE ROUND LAKE FIRE PROTECTION DISTRICT. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE ROUND LAKE FIRE PROTECTION DISTRICT AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 3 EACH LIGHT DETECTOR

STRUCTURE	STATION	OFFSET	POSSIBLE UTILITY CONFLICTS
WP-1	22+75	61' RT	EXISTING OVERHEAD LINE EXISTING WATER LINE EXISTING STORM SEWER
WP-2	23+05	41' RT	EXISTING OVERHEAD LINE
WP-3	24+02	53' RT	EXISTING OVERHEAD LINE
WP-4	24+13	43' LT	NONE
WP-5	23+23	47' LT	EXISTING OVERHEAD LINE
WP-1 TO WP-2	SPAN WIRE		EXISTING OVERHEAD LINES
WP-2 TO WP-3	SPAN WIRE		EXISTING OVERHEAD LINES
WP-2 TO WP-5	SPAN WIRE		EXISTING OVERHEAD LINES
WP-3 TO WP-4	SPAN WIRE		EXISTING OVERHEAD LINES
WP-4 TO WP-5	SPAN WIRE		EXISTING OVERHEAD LINES



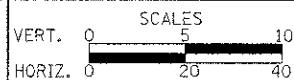
NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE NTCIP TO MATCH THE EXISTING ADJACENT SYSTEM.



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DESIGNED - BRD	REVISED - 4/10/2013
DRAWN - MFB	REVISED -
CHECKED - JUE	REVISED -
DATE - 12/17/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WASHINGTON STREET AT CEDAR LAKE ROAD
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS
0187	05-00121-07-WR	LAKE	223 121
CONTRACT NO. 63765			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			