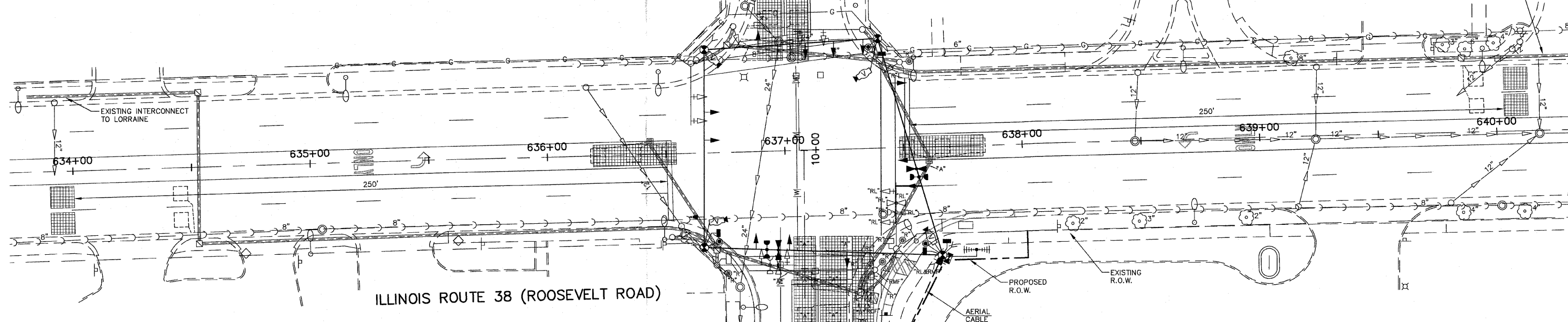


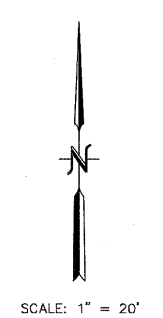
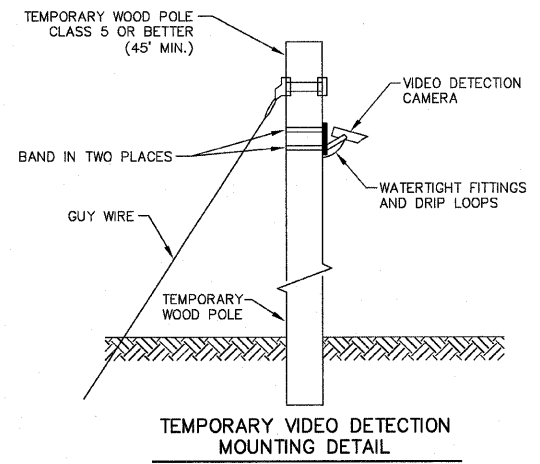
NOTES FOR TEMPORARY TRAFFIC SIGNALS:

- 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 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 CONTROLLER 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.
- 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.
- 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. 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.
- 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.



CONSTRUCTION NOTES:

- RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER TO THE NEW CONTROL CABINET.
- THE FOLLOWING EXISTING EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.
 - 1 EACH CONTROLLER AND CABINET (COMPLETE)
- THE FOLLOWING EXISTING EQUIPMENT SHALL BE CAREFULLY REMOVED AND SHALL BE SAFELY STORED BY THE CONTRACTOR FOR RELOCATION AND REINSTALLATION IN ACCORDANCE WITH THE PLANS FOR THE MODERNIZED TRAFFIC SIGNAL.
 - 1 EACH STEEL MAST ARM POLE - 26 FT (SPECIAL) WITH ORNAMENTAL BASE SHROUD
 - 1 EACH SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAM, W BACK PLATE
 - 1 EACH SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAM, W BACK PLATE
 - 1 EACH SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BM
 - 1 EACH EMERGENCY VEHICLE DETECTOR
 - 1 EACH EMERGENCY VEHICLE CONFIRMATION BEACON
- THE FOLLOWING EXISTING EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THE CONTRACTOR OUTSIDE THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.
 - 1 EACH SERVICE INSTALLATION
 - 1 EACH SIGNAL POST - 16'
 - 4 EACH PEDESTRIAN PUSH BUTTONS
 - 4 EACH PEDESTRIAN SIGNAL HEAD, LED, 1 FACE, BM
- IMMEDIATELY FOLLOWING THE ACTIVATION OF THE TEMPORARY TRAFFIC SIGNAL, THE CONTRACTOR SHALL SECURELY COVER ALL OF THE EXISTING LED TRAFFIC AND PEDESTRIAN SIGNALS NOT BEING REMOVED OR RELOCATED. THE TRAFFIC SIGNALS SHALL BE HOODED IN ACCORDANCE WITH SECTION 880.03 OF THE STANDARD SPECIFICATIONS. ALL EXISTING EQUIPMENT WHICH IS NOT REMOVED WILL BECOME A PART OF THE MODERNIZED TRAFFIC SIGNAL AND SHALL BE MAINTAINED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY EQUIPMENT DAMAGED OR KNOCKED DOWN WHILE THE CONTRACTOR IS MAINTAINING THE EXISTING TRAFFIC SIGNAL INSTALLATION. THE CONTRACTOR'S MAINTENANCE RESPONSIBILITY SHALL TERMINATE WHEN THE MODERNIZED TRAFFIC SIGNAL IS ACCEPTED FOR PERPETUAL MAINTENANCE BY THE STATE.



TEMPORARY TRAFFIC SIGNAL ELECTRIC SERVICE INFORMATION:

AT THE TIME THE PLANS AND SPECIFICATIONS FOR THIS PROJECT WERE PREPARED THE EXISTING TRAFFIC SIGNAL SERVICE WAS PROVIDED BY AN OVERHEAD COMED LINE LOCATED ON THE EAST SIDE OF LAMBERT ROAD IN THE PARKWAY SOUTH OF IL 38. COMED PLANS TO REMOVE THEIR OVERHEAD LINES AND REPLACE THEM WITH UNDERGROUND LINES. THE RELOCATED UNDERGROUND LINE WILL BE LOCATED EAST OF THE PROPOSED LAMBERT RD WIDENING. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF THE UNDERGROUND SERVICE PRIOR TO THE START OF CONSTRUCTION. THE LENGTH OF THE AERIAL CABLE SHOWN ON THE PLAN IS APPROXIMATE. THE LENGTH OF THE AERIAL SPAN AND THE NUMBER OF WOOD POLES REQUIRED FOR THE SPAN WILL BE ADJUSTED BASED ON THE ACTUAL LOCATION OF THE COMED TRANSFORMER PAD. THIS WORK MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION OF THE SPAN WIRE SIGNALS TO ENSURE THE OVERHEAD CABLE DOES NOT INFRINGE INTO THE AIR SPACE ABOVE THE ADJACENT PRIVATE PROPERTY. THE LENGTH OF THE TEMPORARY AERIAL SPAN AND THE NUMBER OF WOOD POLES USED FOR THE TEMPORARY SERVICE WIRE SPAN IS INCIDENTAL TO THE BID PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING SYSTEM.

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.

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 Aug 29, 2011 at 8:57
 Layout: 10-Existing Traffic Signal Plan

USER NAME =	DESIGNED -- JAS	REVISED --
PLOT SCALE =	DRAWN -- SMS	REVISED --
PLOT DATE =	CHECKED -- DAY	REVISED --
	DATE -- 6/29/09	REVISED --

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



TEMPORARY TRAFFIC SIGNAL PLAN
 ILLINOIS ROUTE 38 AND LAMBERT ROAD

SCALE: 1"=20'

SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2567	05-00069-00-CH	DuPAGE	38	10
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63567		