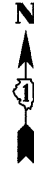


THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 5 EACH SIGNAL HEAD, 1-SECTION MAST ARM MNTD.
- 4 EACH SIGNAL HEAD, 2-FACE, 1 3-SECT., 1 5-SECT. BKT. MNTD.
- 3 EACH SIGNAL HEAD, 1-FACE, 3-SECT., BKT. MNTD.
- 3 EACH SIGNAL POST
- 4 EACH MAST ARM ASSEMBLY AND POLE
- 5 EACH TRAFFIC SIGNAL BACKPLATE
- 1 EACH CONTROLLER AND CABINET, COMPLETE



U.S. RTE. 30

STATE ST.

(LINCOLN HWY.)

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL (S) SHALL BE FURNISH 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 CONTROLLERS USED FOR TEMPORARY SIGNALS SHALL MEET OR EXCEED THE REQUIREMENTS OF SECTION T632 OF THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" WITH REGARDS TO INTERNAL TIME BASE COORDINATION AND PREEMPTION.
4. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". 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.
5. 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.
6. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY CONTROLLER CABINET
- TEMPORARY SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM HANDHOLE
- HEAVY-DUTY HANDHOLE
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP, TYPE I
- PREFORMED DETECTOR LOOP
- VIDEO DETECTOR
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONFIRMATION BEACON
- GUY WIRE

EXISTING TO BE REMOVED LEGEND

- "E" EXISTING CONTROLLER TO BE REMOVED
- "E" EXISTING SERVICE TO BE REMOVED
- "E" EXISTING SIGNAL HEAD TO BE REMOVED
- "E" EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- "E" EXISTING SIGNAL POST TO BE REMOVED
- "E" EXIST. STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" EXIST. ALUM. MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" EXISTING HAND HOLE TO BE REMOVED
- "E" EXISTING HEAVY DUTY TO BE REMOVED
- "E" EXISTING PUSHBUTTON TO BE REMOVED
- "E" EXISTING LOOP DETECTOR TO BE ABANDON
- "E" EXISTING VEHICLE LIGHT DETECTOR TO BE REMOVED
- "E" EXISTING CONFORMATION BEACON TO BE REMOVED

MEDIAN REMOVAL = 60 SQ. FT.
CORRUGATED MEDIAN = 60 SQ. FT. (TYP.)

CONSTRUCTION NOTES:

1. PRIOR TO ANY EXCAVATION, THE CONTRACTOR SHALL COORDINATE WITH THE VARIOUS UTILITIES AND CITY OF CHICAGO HEIGHTS FOR ALL BURIED UTILITIES. ALL UTILITIES WILL BE IDENTIFIED AND MARKED IN THE FIELD, CONTACT J.U.I.E. AT 1-800-892-0123.
2. TEMPORARY WOOD POLE LOCATIONS WILL BE VERIFIED WITH THE ENGINEER IN THE FIELD.
3. THE CONTRACTOR SHALL REMOVE THE EXISTING EMERGENCY VEHICLE PRIORITY (EVP) SYSTEM CONSISTING OF:
 - 1 EACH EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
 - 2 EACH EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT AND CONFIRMATION BEACON

AND SHALL DELIVER IT TO THE CITY OF CHICAGO HEIGHTS FIRE DEPARTMENT FOR STORAGE. AFTER THE NEW TRAFFIC SIGNAL EQUIPMENTS IS IN PLACE, THE CONTRACTOR SHALL BE REQUIRED TO PICK UP ALL DELIVERED EQUIPMENT AND INSTALL THE PHASING UNIT IN THE CONTROLLER CABINET AND THE DETECTOR UNIT ON THE PROPOSED MAST ARM AS INDICATED ON THE PLANS. THE COST OF THE RELOCATION OF THE EVP WILL BE INCLUDED IN THE COST OF THE NEW CONTROLLER AND CABINET.

FILE NAME =	USER NAME = nguyenism	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT U.S. RTE. 30 (LINCOLN HWY.) @ STATE STREET	F.A.P. RTE. 353	SECTION 2009-033 TS	COUNTY COOK	TOTAL SHEETS 49	SHEET NO. 11		
ct:\pwwork\pwwidot\nguyenism\10117709\Rob-TS.dgn	PLOT SCALE = 20,0000' / IN.	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60G40		
	PLOT DATE = 3/19/2009	CHECKED -	REVISED -									
		DATE -	REVISED -									