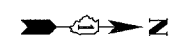


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114R-1	WILL	355	223
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

NOTE: THE EXISTING CONDUITS, LOOP DETECTORS AND MAGNETIC DETECTORS SHALL BE ABANDONED.



**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

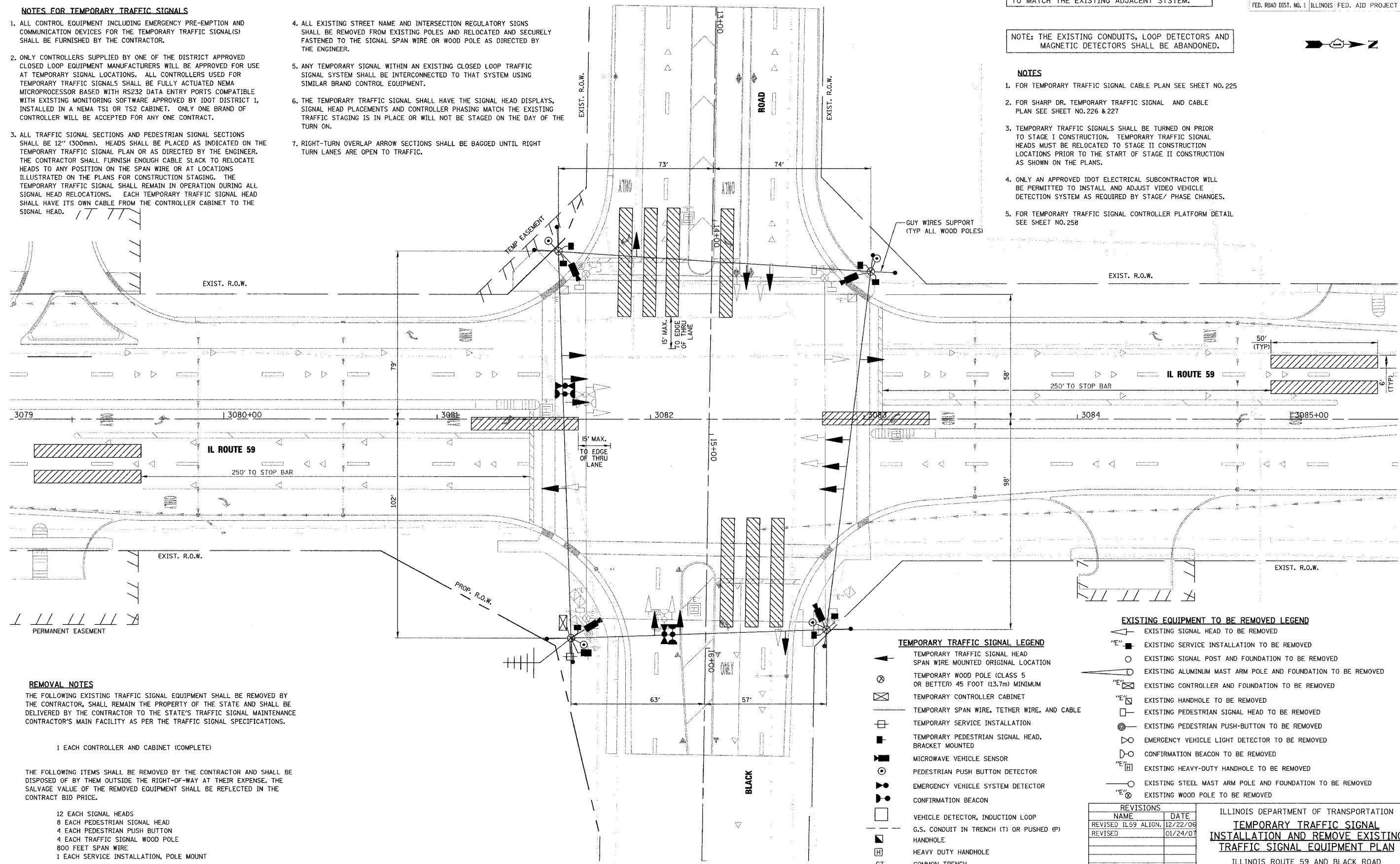
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. 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 TS1 OR 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" (300mm). 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 AND 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 TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. RIGHT-TURN OVERLAP ARROW SECTIONS SHALL BE BAGGED UNTIL RIGHT TURN LANES ARE OPEN TO TRAFFIC.

**NOTES**

1. FOR TEMPORARY TRAFFIC SIGNAL CABLE PLAN SEE SHEET NO.225
2. FOR SHARP DR. TEMPORARY TRAFFIC SIGNAL AND CABLE PLAN SEE SHEET NO.226 & 227
3. TEMPORARY TRAFFIC SIGNALS SHALL BE TURNED ON PRIOR TO STAGE I CONSTRUCTION. TEMPORARY TRAFFIC SIGNAL HEADS MUST BE RELOCATED TO STAGE II CONSTRUCTION LOCATIONS PRIOR TO THE START OF STAGE II CONSTRUCTION AS SHOWN ON THE PLANS.
4. ONLY AN APPROVED IDOT ELECTRICAL SUBCONTRACTOR WILL BE PERMITTED TO INSTALL AND ADJUST VIDEO VEHICLE DETECTION SYSTEM AS REQUIRED BY STAGE/ PHASE CHANGES.
5. FOR TEMPORARY TRAFFIC SIGNAL CONTROLLER PLATFORM DETAIL SEE SHEET NO.258

DATE	BY	REVISION

DATE	BY	REVISION



**REMOVAL NOTES**

THE FOLLOWING EXISTING TRAFFIC SIGNAL 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 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.

- 12 EACH SIGNAL HEADS
- 8 EACH PEDESTRIAN SIGNAL HEAD
- 4 EACH PEDESTRIAN PUSH BUTTON
- 4 EACH TRAFFIC SIGNAL WOOD POLE
- 800 FEET SPAN WIRE
- 1 EACH SERVICE INSTALLATION, POLE MOUNT

**TEMPORARY TRAFFIC SIGNAL LEGEND**

- ▲ TEMPORARY TRAFFIC SIGNAL HEAD
- ▲ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊞ TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ MICROWAVE VEHICLE SENSOR
- ⊕ PEDESTRIAN PUSH BUTTON DETECTOR
- ⊖ EMERGENCY VEHICLE SYSTEM DETECTOR
- ⊗ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- ⊞ G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- ⊞ HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊞ TEMPORARY VIDEO DETECTION ZONE
- ⊞ TEMPORARY RADIO INTERCONNECT ANTENNA

**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

- ▲ EXISTING SIGNAL HEAD TO BE REMOVED
- "E" ■ EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊞ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" ⊞ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" ⊞ EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊕ EXISTING PEDESTRIAN PUSH-BUTTON TO BE REMOVED
- ⊖ EXISTING EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊞ EXISTING CONFIRMATION BEACON TO BE REMOVED
- "E" ⊞ EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" ⊞ EXISTING WOOD POLE TO BE REMOVED

REVISIONS	
NAME	DATE
REVISED IL59 ALIGN.	12/22/08
REVISED	01/24/07

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
TEMPORARY TRAFFIC SIGNAL  
INSTALLATION AND REMOVE EXISTING  
TRAFFIC SIGNAL EQUIPMENT PLAN**

ILLINOIS ROUTE 59 AND BLACK ROAD  
DRAWN BY BAR  
DESIGNED BY FA  
CHECKED BY KMM  
SCALE 1"=20'  
DATE 3/18/08