

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". 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, 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 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.

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.

1	EACH	CONTROLLER AND CABINET, COMPLETE
4	EACH	WOOD POLES
1	L SUM	CABLE, MESSENGER WIRE, TETHER WIRE AND DOWN GUYS
6	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, SPAN WIRE MOUNTED
3	EACH	SIGNAL HEAD, 1-FACE 5-SECTION, SPAN WIRE MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE 5-SECTION, BRACKET MOUNTED
3	EACH	TRAFFIC SIGNAL POST
2	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
1	EACH	PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED
3	EACH	PEDESTRIAN PUSH-BUTTON DETECTORS
1	EACH	SERVICE INSTALLATION

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: VILLAGE OF PLAINFIELD

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2	EACH	LIGHT DETECTOR AND CONFIRMATION BEACON
1	EACH	LIGHT DETECTOR AMPLIFIER

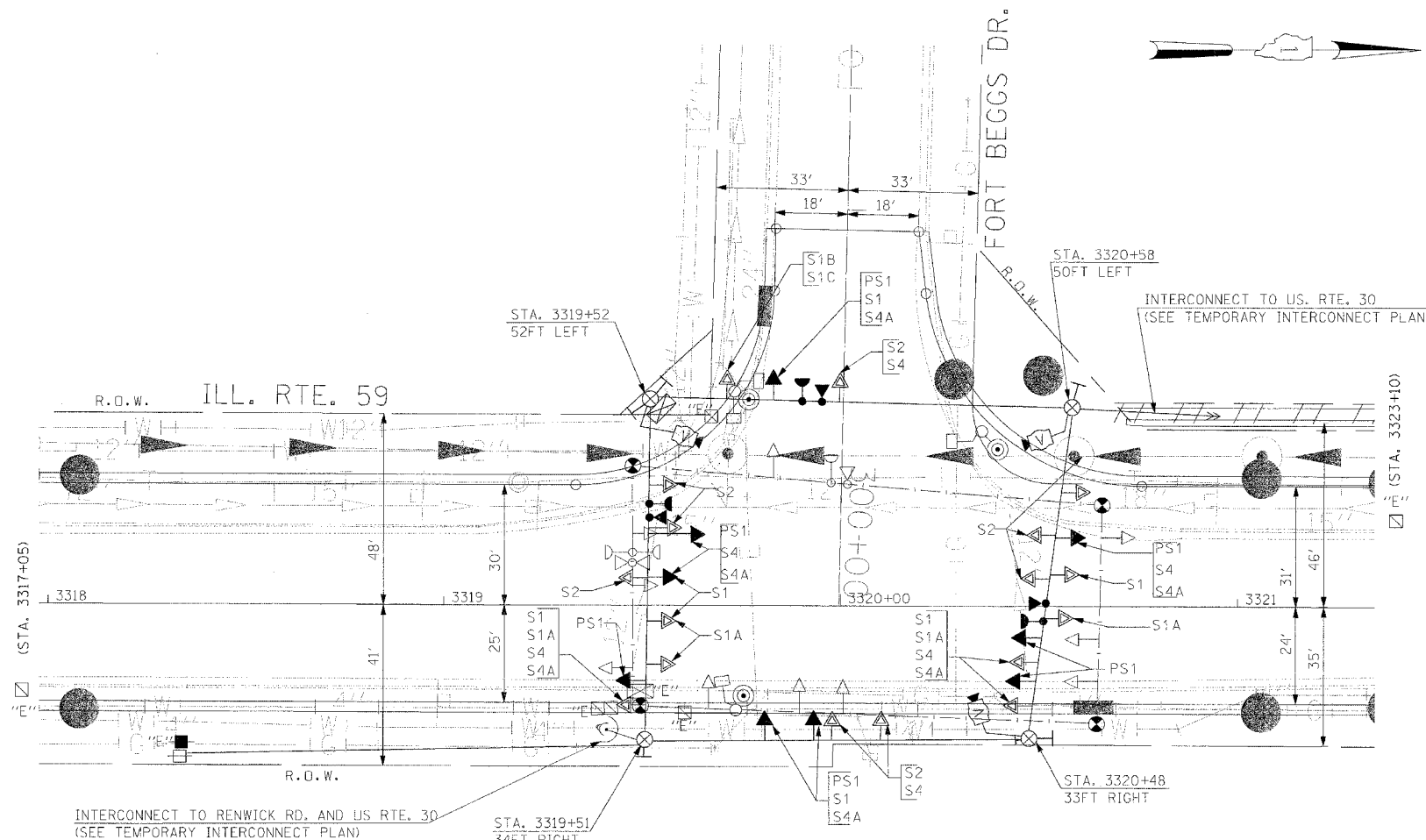
NOTE 1: ALL THE VIDEO DETECTION ZONES SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE. THIS WORK IS INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

NOTE 2: THE ORIGINAL SIGNAL HEAD PLACEMENT FOR ALL APPROACHES OF THE INTERSECTION IS FOR EXISTING PAVEMENT GEOMETRICS (PS1). ADDITIONAL CONSTRUCTION STAGES, WHERE ORIGINAL SIGNAL HEAD PLACEMENT IS UTILIZED, ARE SHOWN WITH S1 THROUGH S2A FOR CONSTRUCTION STAGE 1 THROUGH CONSTRUCTION STAGE 2A.

NOTE 3: THE SECONDARY SIGNAL HEAD PLACEMENT IS FOR CONSTRUCTION STAGES AS MARKED, NEXT TO THE SIGNAL HEAD, FOR APPLICABLE CONSTRUCTION STAGES FOR INDIVIDUAL APPROACH OF THE INTERSECTION.

NOTE 4: DURING WINTER SHUTDOWN THE SIGNAL HEAD PLACEMENTS SHALL BE SIMILAR TO STAGE 3 OR AS DIRECTED BY THE ENGINEER.

NOTE 5: WHEN FORT BEGGS DRIVE IS CLOSED TO VEHICLES TRAFFIC DURING STAGE 1A, THE CIRCULAR GREEN INDICATION ON THE SIGNAL HEADS FOR THE NORTHBOUND AND SOUTHBOUND DIRECTION OF TRAFFIC SHALL BE PROGRAMMED TO STAY ON THROUGHOUT THE DURATION OF STAGE 1A. THE SIGNAL H



TEMPORARY TRAFFIC SIGNAL PLAN
STAGES: PRE-STAGE 1, STAGE 1, STAGE 2, STAGE 4, AND STAGE 4A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113 & 114)R-5	WILL	525	375
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT:		
CONTRACT # 62417				

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ◀ EXISTING SIGNAL TO BE REMOVED
- "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊙ EXISTING MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊠ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊠ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊠ "E" EXISTING DOUBLE HANDHOLE TO BE REMOVED
- PEDESTRIAN SIGNAL TO BE REMOVED
- ⊙ EXISTING PEDESTRIAN PUSH-BUTTON TO BE REMOVED
- ⊙ EXISTING EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊙ CONFIRMATION BEACON TO BE REMOVED
- ⊠ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊙ EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊙ EXISTING WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM TO BE REMOVED
- EXISTING CABLE, MESSENGER WIRE AND TETHER WIRE TO BE REMOVED

TEMPORARY TRAFFIC SIGNAL LEGEND

- ◀ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ◀ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY 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 PUSHBUTTON DETECTOR
- ⊙ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊙ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN GROUND
- ⊠ HANDHOLE
- ⊠ HEAVY DUTY HANDHOLE
- ⊙ WIRELESS INTERCONNECT (ANTENNA)
- ⊙ VIDEO CAMERA ASSEMBLY

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

REVISIONS	
NAME	DATE
PKG, MAA	05-01-08

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
ILLINOIS ROUTE 59 AT FORT BEGGS DRIVE
(SHEET 1 OF 3)

SCALE: 1"=20'
DATE: 03/18/2008

DRAWN BY: BB, KP
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