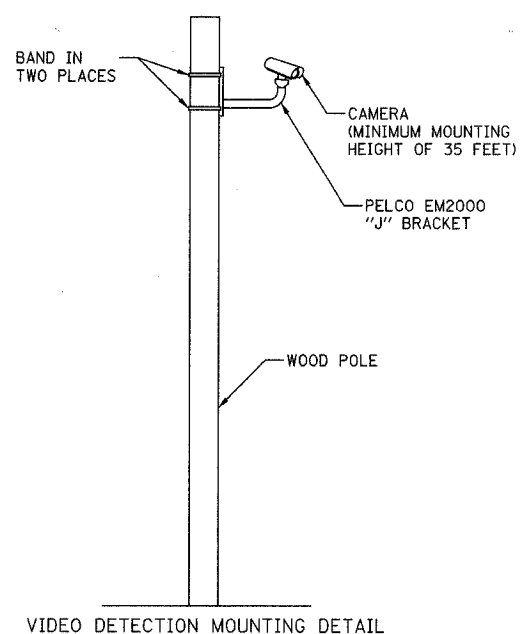


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	06-00030-00-FP	MCHENRY	56	25
TEMPORARY TRAFFIC SIGNAL PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800364D				

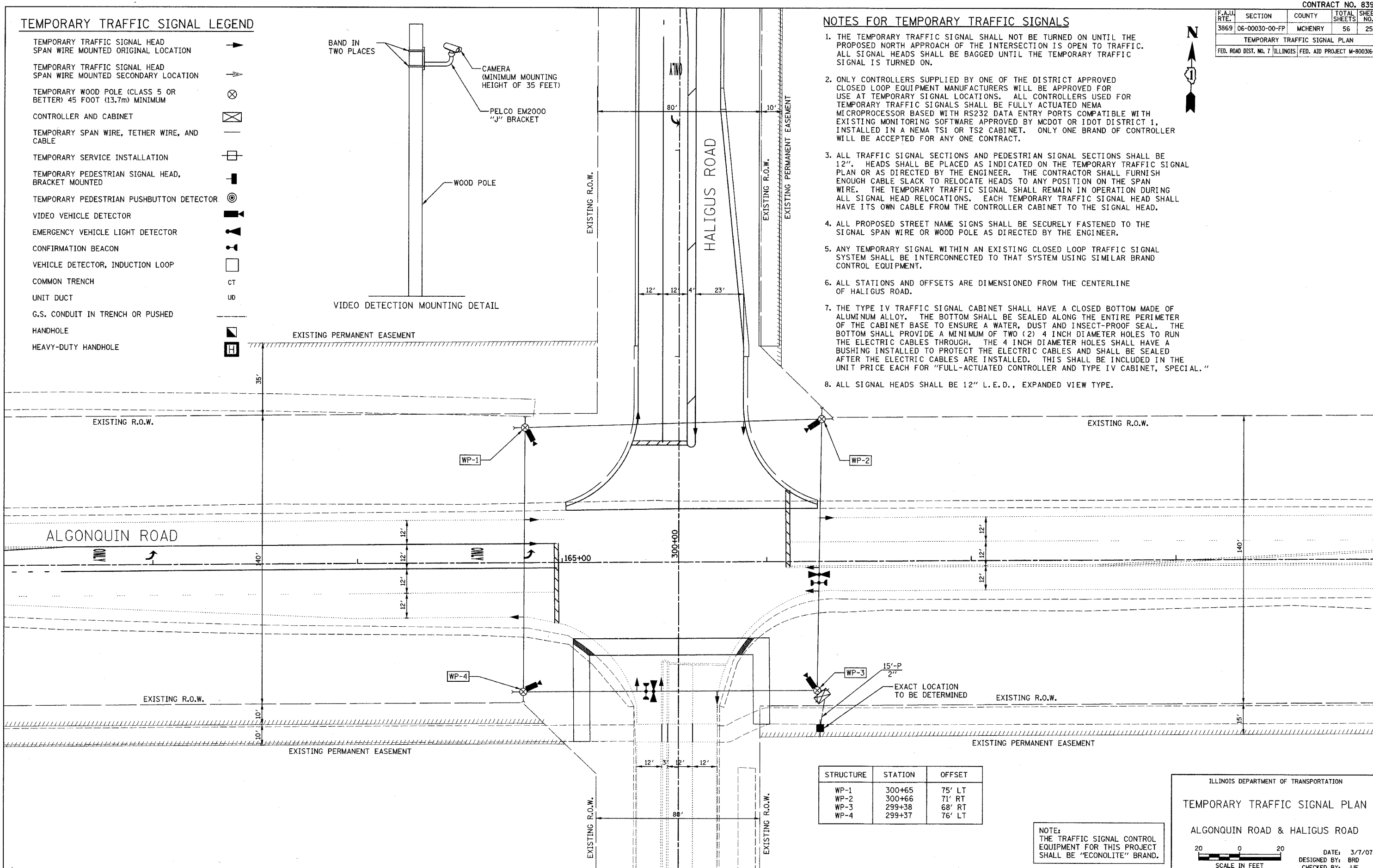
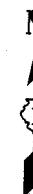
**TEMPORARY TRAFFIC SIGNAL LEGEND**

- 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
- CONTROLLER AND CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR
- VIDEO VEHICLE DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- COMMON TRENCH CT
- UNIT DUCT UD
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- HEAVY-DUTY HANDHOLE



**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

1. THE TEMPORARY TRAFFIC SIGNAL SHALL NOT BE TURNED ON UNTIL THE PROPOSED NORTH APPROACH OF THE INTERSECTION IS OPEN TO TRAFFIC. ALL SIGNAL HEADS SHALL BE BAGGED UNTIL THE TEMPORARY TRAFFIC SIGNAL IS TURNED ON.
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 MCDOT OR 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. 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 PROPOSED STREET NAME SIGNS SHALL BE 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. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF HALIGUS ROAD.
7. THE TYPE IV TRAFFIC SIGNAL CABINET SHALL HAVE A CLOSED BOTTOM MADE OF ALUMINUM ALLOY. THE BOTTOM SHALL BE SEALED ALONG THE ENTIRE PERIMETER OF THE CABINET BASE TO ENSURE A WATER, DUST AND INSECT-PROOF SEAL. THE BOTTOM SHALL PROVIDE A MINIMUM OF TWO (2) 4 INCH DIAMETER HOLES TO RUN THE ELECTRIC CABLES THROUGH. THE 4 INCH DIAMETER HOLES SHALL HAVE A BUSHING INSTALLED TO PROTECT THE ELECTRIC CABLES AND SHALL BE SEALED AFTER THE ELECTRIC CABLES ARE INSTALLED. THIS SHALL BE INCLUDED IN THE UNIT PRICE EACH FOR "FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL."
8. ALL SIGNAL HEADS SHALL BE 12" L.E.D., EXPANDED VIEW TYPE.



STRUCTURE	STATION	OFFSET
WP-1	300+65	75' LT
WP-2	300+66	71' RT
WP-3	299+38	68' RT
WP-4	299+37	76' LT

NOTE:  
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TEMPORARY TRAFFIC SIGNAL PLAN**

ALGONQUIN ROAD & HALIGUS ROAD

SCALE IN FEET

DATE: 3/7/07  
DESIGNED BY: BRD  
CHECKED BY: JJE