

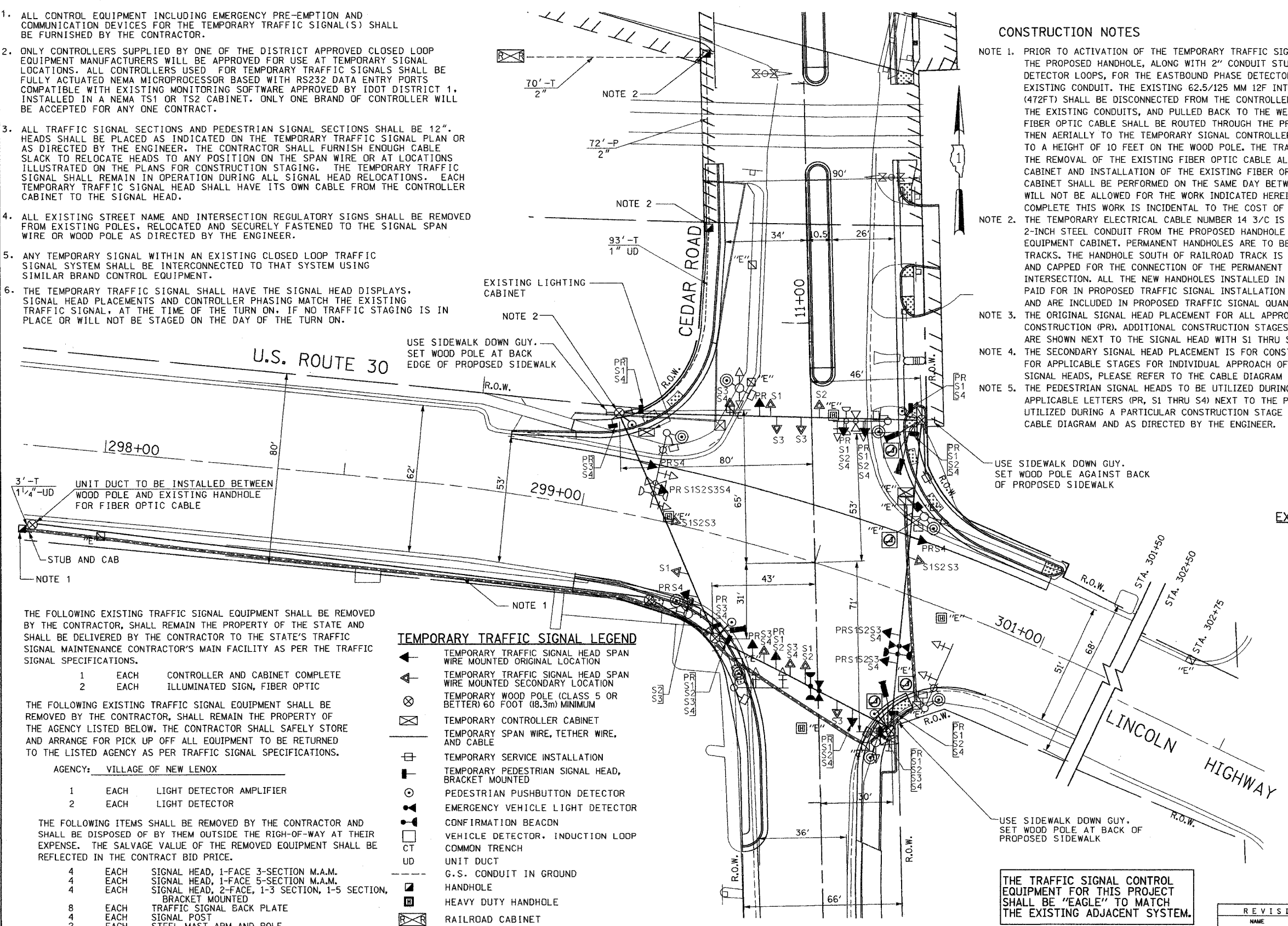
NOTES FOR TEMPORARY TRAFFIC SIGNALS

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.

CONSTRUCTION NOTES

- NOTE 1. PRIOR TO ACTIVATION OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL INSTALL THE PROPOSED HANDHOLE, ALONG WITH 2" CONDUIT STUB AND APPROPRIATE LENGTHS OF UNIT DUCTS FOR DETECTOR LOOPS, FOR THE EASTBOUND PHASE DETECTOR LOOPS SO AS TO INTERCEPT THE EXISTING CONDUIT. THE EXISTING 62.5/125 MM 12F INTERCONNECT CABLE AND NUMBER 14 1/C TRACER CABLE (472FT) SHALL BE DISCONNECTED FROM THE CONTROLLER CABINET AT U.S. 30 AND CEDAR ROAD, REMOVED FROM THE EXISTING CONDUITS, AND PULLED BACK TO THE WEST OF THE PROPOSED HANDHOLE LOCATION. THE EXISTING FIBER OPTIC CABLE SHALL BE ROUTED THROUGH THE PROPOSED UNIT DUCT ATTACHED TO THE WOOD POLE AND THEN AERIALY TO THE TEMPORARY SIGNAL CONTROLLER. THE UNIT DUCT IS TO BE ATTACHED TO THE WOOD POLE TO A HEIGHT OF 10 FEET ON THE WOOD POLE. THE TRACER CABLE SHALL BE DISPOSED OF BY THE CONTRACTOR. THE REMOVAL OF THE EXISTING FIBER OPTIC CABLE ALONG WITH TRACER CABLE FROM THE EXISTING CONTROLLER CABINET AND INSTALLATION OF THE EXISTING FIBER OPTIC CABLE, AERIALY TO THE TEMPORARY CONTROLLER CABINET SHALL BE PERFORMED ON THE SAME DAY BETWEEN 9:00 AM AND 3:00 PM. ADDITIONAL COMPENSATION WILL NOT BE ALLOWED FOR THE WORK INDICATED HEREIN. ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS WORK IS INCIDENTAL TO THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- NOTE 2. THE TEMPORARY ELECTRICAL CABLE NUMBER 14 3/C IS TO BE INSTALLED THROUGH THE PERMANENT 2-INCH STEEL CONDUIT FROM THE PROPOSED HANDHOLE SOUTH OF THE RAILROAD TRACKS TO THE RAILROAD EQUIPMENT CABINET. PERMANENT HANDHOLES ARE TO BE INSTALLED NORTH AND SOUTH OF THE RAILROAD TRACKS. THE HANDHOLE SOUTH OF RAILROAD TRACK IS TO HAVE A 2-INCH CONDUIT STUB THAT IS THREADED AND CAPPED FOR THE CONNECTION OF THE PERMANENT 2-INCH CONDUIT FOR THE RAILROAD CABLE TO THE INTERSECTION. ALL THE NEW HANDHOLES INSTALLED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION ARE TO BE PAID FOR IN PROPOSED TRAFFIC SIGNAL INSTALLATION AT A CONTRACT UNIT PRICE EACH FOR "HANDHOLE" AND ARE INCLUDED IN PROPOSED TRAFFIC SIGNAL QUANTITIES.
- NOTE 3. THE ORIGINAL SIGNAL HEAD PLACEMENT FOR ALL APPROACHES OF THE INTERSECTION IS FOR PRE-STAGE CONSTRUCTION (PR). ADDITIONAL CONSTRUCTION STAGES, WHERE ORIGINAL SIGNAL HEAD PLACEMENT IS UTILIZED, ARE SHOWN NEXT TO THE SIGNAL HEAD WITH S1 THRU S4 FOR CONSTRUCTION STAGES 1 THRU 4.
- NOTE 4. THE SECONDARY SIGNAL HEAD PLACEMENT IS FOR CONSTRUCTION STAGES AS MARKED, NEXT TO THE SIGNAL HEAD, FOR APPLICABLE STAGES FOR INDIVIDUAL APPROACH OF THE INTERSECTION. FOR ADDITIONAL INFORMATION FOR THE SIGNAL HEADS, PLEASE REFER TO THE CABLE DIAGRAM FOR APPLICABLE CONSTRUCTION STAGE.
- NOTE 5. THE PEDESTRIAN SIGNAL HEADS TO BE UTILIZED DURING DIFFERENT CONSTRUCTION STAGES ARE INDICATED WITH APPLICABLE LETTERS (PR, S1 THRU S4) NEXT TO THE PEDESTRIAN SIGNAL HEAD. ANY PEDESTRIAN SIGNAL HEAD NOT UTILIZED DURING A PARTICULAR CONSTRUCTION STAGE SHALL BE DISCONNECTED AND BAGGED AS SHOWN IN THE CABLE DIAGRAM AND AS DIRECTED BY THE ENGINEER.

|                     |                 |                  |              |          |
|---------------------|-----------------|------------------|--------------|----------|
| F.A.P. RTE.         | SECTION         | COUNTY           | TOTAL SHEETS | SHEET NO |
| 0369                | 97-000-25-00 BR | WILL             | 156          | 76       |
| STA.                | TO STA.         |                  |              |          |
| FED. ROAD DIST. NO. | ILLINOIS        | FED. AID PROJECT |              |          |
| D-91-467-97         |                 |                  |              |          |



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
- ⊗ EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊘ CONFIRMATION BEACON TO BE REMOVED
- ⊙ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊙ "E" EXISTING COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE AND FOUNDATION TO BE REMOVED
- ⊙ "E" EXISTING ILLUMINATED SIGN, FIBER OPTIC

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) 60 FOOT (18.3m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- ⊡ TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊣ TEMPORARY SERVICE INSTALLATION
- ⊙ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ 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
- ⊙ ILLUMINATED SIGN, FIBER OPTIC
- ⊗ EXISTING RAILROAD CROSSING SIGNAL
- ⊙ VIDEO CAMERA ASSEMBLY

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 |
| 2 | EACH | ILLUMINATED SIGN, FIBER OPTIC   |

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 OFF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER TRAFFIC SIGNAL SPECIFICATIONS.

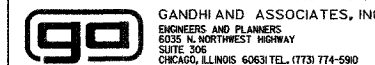
AGENCY: VILLAGE OF NEW LENOX

|   |      |                          |
|---|------|--------------------------|
| 1 | EACH | LIGHT DETECTOR AMPLIFIER |
| 2 | EACH | LIGHT DETECTOR           |

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.

|   |      |  |
|---|------|--|
| 4 | EACH | SIGNAL HEAD, 1-FACE 3-SECTION M.A.M.                           |
| 4 | EACH | SIGNAL HEAD, 1-FACE 5-SECTION M.A.M.                           |
| 4 | EACH | SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED |
| 8 | EACH | TRAFFIC SIGNAL BACK PLATE                                      |
| 4 | EACH | SIGNAL POST  |
| 2 | EACH | STEEL MAST ARM AND POLE  |
| 8 | EACH | PEDESTRIAN SIGNAL HEAD 1-FACE                                  |
| 8 | EACH | PEDESTRIAN PUSH-BUTTON   |
| 1 | EACH | SERVICE INSTALLATION   |
| 2 | EACH | COMBINATION STEEL MAST ARM AND POLE                            |
| 2 | EACH | FIBER OPTIC BLANK OUT SIGN                                     |

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



| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT US ROUTE 30 (LINCOLN HIGHWAY) AT CEDAR ROAD FOR ALL CONSTRUCTION STAGES

SCALE: 1"=20'

DATE: JULY 20, 2005

DRAWN BY: JEK/BB  
DESIGNED BY: RRM  
CHECKED BY: RRM/PKG