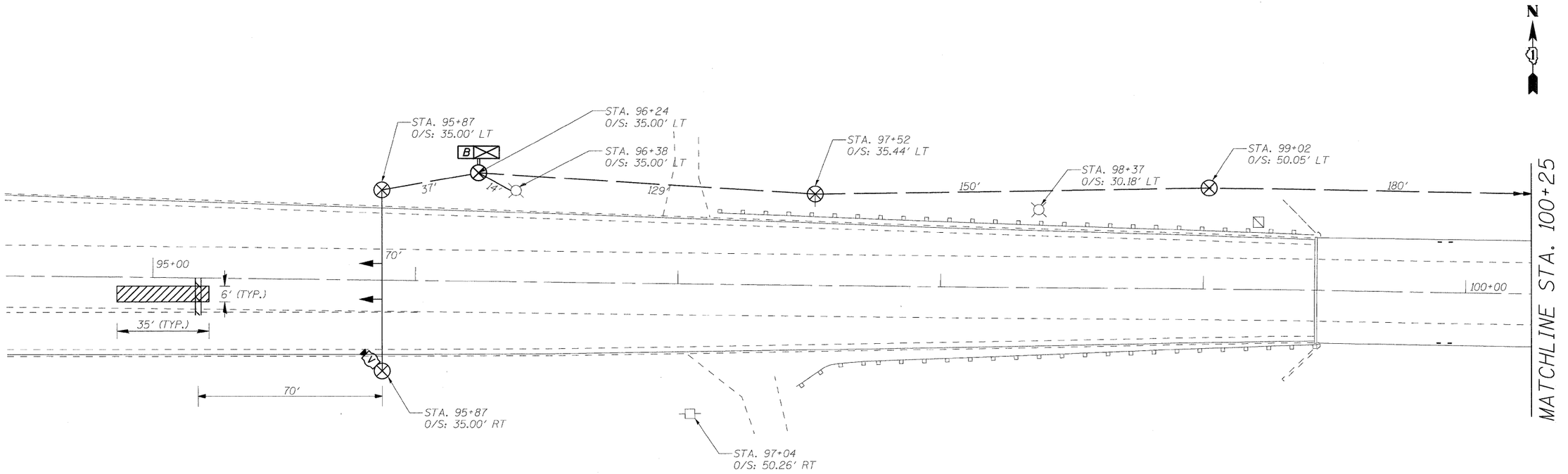

TEMPORARY TRAFFIC SIGNAL LEGEND

- 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 MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP

CT - COMMON TRENCH

UD - UNIT DUCT

- G.S. CONDUIT IN THRENCH (T) OR PUSHED (P)

- HANDHOLE
- HEAVY DUTY HANDHOLE
- VIDEO DETECTOR SENSOR
- UN-INTERRUPTABLE POWER SUPPLY (UPS)
- VIDEO DETECTION ZONE

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 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 FUNISH 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 OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD. ALL SIGNAL HEADS SHALL BE L.E.D.
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.
7. CONTROLLER WITH STEEL BASE CABINET AND BATTERY BACK-UP CABINET SHALL BE MOUNTED ON A WOOD STAND.
8. UN-INTERRUPTABLE POWER SUPPLY (UPS) SHALL BE INCLUDED IN "TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION" PAY ITEM.
9. 10 WOOD POLES INSTALLED BY THE TRAFFIC CONTRACTOR (SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR LOCATIONS).

0' 10' 20' 40'

SCALE: 1"= 20'

LOMCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

DESIGNED - MJY	REVISED -	
DRAWN - ST, TSC	REVISED -	
CHECKED - MJY, SLV	REVISED -	
DATE - 06/25/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL
IL ROUTE 173 OVER DES PLAINES RIVER

SCALE: 1" = 20' | SHEET NO. 1 OF 2 SHEETS | STA. 98+00 TO STA. 101+80

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	136 B-1	LAKE	43	12
	D-91-290-09	CONTRACT NO. 60F93		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		