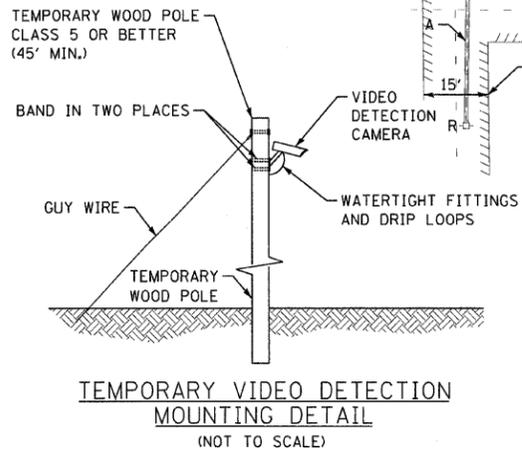
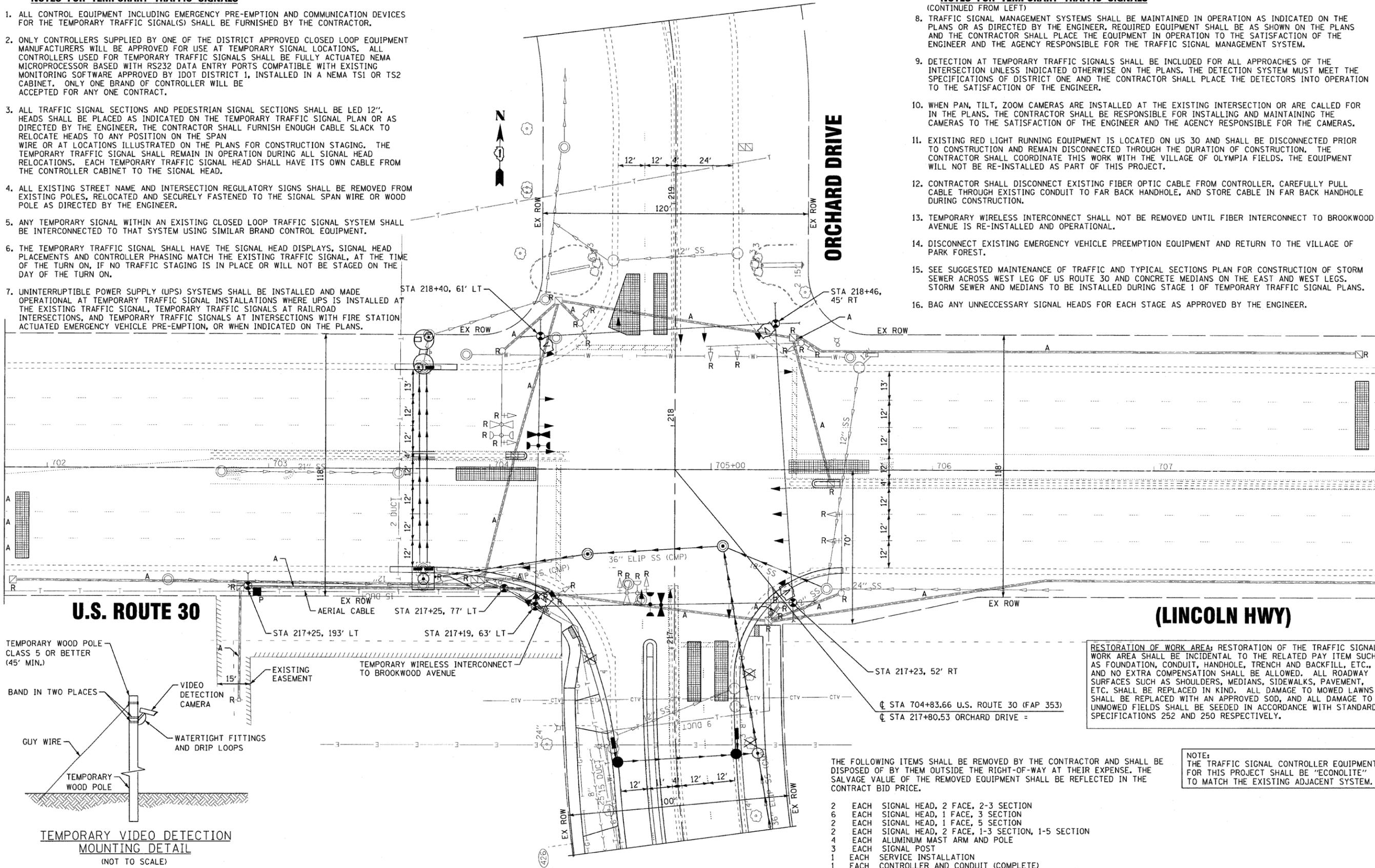


NOTES FOR TEMPORARY TRAFFIC SIGNALS

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 LED 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.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- (CONTINUED FROM LEFT)
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
 9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT ONE AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
 10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
 11. EXISTING RED LIGHT RUNNING EQUIPMENT IS LOCATED ON US 30 AND SHALL BE DISCONNECTED PRIOR TO CONSTRUCTION AND REMAIN DISCONNECTED THROUGH THE DURATION OF CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH THE VILLAGE OF OLYMPIA FIELDS. THE EQUIPMENT WILL NOT BE RE-INSTALLED AS PART OF THIS PROJECT.
 12. CONTRACTOR SHALL DISCONNECT EXISTING FIBER OPTIC CABLE FROM CONTROLLER. CAREFULLY PULL CABLE THROUGH EXISTING CONDUIT TO FAR BACK HANDHOLE, AND STORE CABLE IN FAR BACK HANDHOLE DURING CONSTRUCTION.
 13. TEMPORARY WIRELESS INTERCONNECT SHALL NOT BE REMOVED UNTIL FIBER INTERCONNECT TO BROOKWOOD AVENUE IS RE-INSTALLED AND OPERATIONAL.
 14. DISCONNECT EXISTING EMERGENCY VEHICLE PREEMPTION EQUIPMENT AND RETURN TO THE VILLAGE OF PARK FOREST.
 15. SEE SUGGESTED MAINTENANCE OF TRAFFIC AND TYPICAL SECTIONS PLAN FOR CONSTRUCTION OF STORM SEWER ACROSS WEST LEG OF US ROUTE 30 AND CONCRETE MEDIANS ON THE EAST AND WEST LEGS. STORM SEWER AND MEDIANS TO BE INSTALLED DURING STAGE 1 OF TEMPORARY TRAFFIC SIGNAL PLANS.
 16. BAG ANY UNNECESSARY SIGNAL HEADS FOR EACH STAGE AS APPROVED BY THE ENGINEER.



RESTORATION OF WORK AREA; RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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.

- 2 EACH SIGNAL HEAD, 2 FACE, 2-3 SECTION
- 6 EACH SIGNAL HEAD, 1 FACE, 3 SECTION
- 2 EACH SIGNAL HEAD, 1 FACE, 5 SECTION
- 2 EACH SIGNAL HEAD, 2 FACE, 1-3 SECTION, 1-5 SECTION
- 4 EACH ALUMINUM MAST ARM AND POLE
- 3 EACH SIGNAL POST
- 1 EACH SERVICE INSTALLATION
- 1 EACH CONTROLLER AND CONDUIT (COMPLETE)

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



DESIGNED - JJF	REVISED -
DRAWN - MAC	REVISED -
CHECKED - TAO	REVISED -
DATE - 10/24/11	FILE - 060670-PH2-TS-TEMP-PLAN-5-RTE30.sht

**STATE OF ILLINOIS
ORCHARD DRIVE IMPROVEMENTS**

**TEMPORARY TRAFFIC SIGNAL PLAN
AND TRAFFIC SIGNAL REMOVAL PLAN - STAGE 1
U.S. ROUTE 30 (LINCOLN HWY) AND ORCHARD DRIVE**

SCALE: 1"=20' STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2836	06-00090-00-FP	COOK	200	129
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT	M-80031661

PREPARED BY: JAVIER S. WOODMAN, INC.
 STATE LICENSE NO. 060670-PH2-TS-TEMP-PLAN-5-RTE30.sht
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