

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) MIN.
- ⊠ 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
- ⊞ COMMON TRENCH
- ⊞ UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- ⊞ HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- ⊞ IMAGE SENSOR

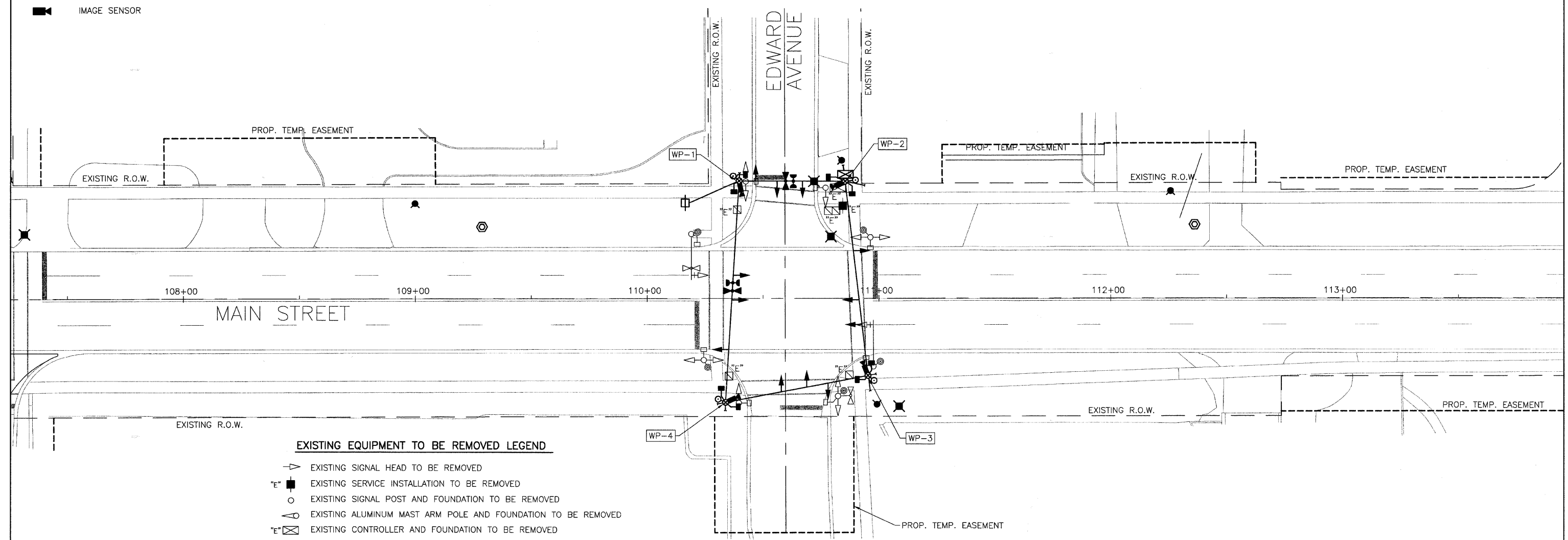
STRUCTURE	STATION	OFFSET
WP-1	110+40	51' RT
WP-2	110+86	50' LT
WP-3	110+96	33' RT
WP-4	110+34	44' RT

TEMPORARY TRAFFIC SIGNAL NOTES

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 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 MICROPROCESSORS 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.
- 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.
- 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.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- 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 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
- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER
- 12 EACH TRAFFIC SIGNAL HEAD
- 8 EACH PEDESTRIAN SIGNAL HEAD
- 5 EACH PEDESTRIAN PUSH-BUTTON
- 2 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 6 EACH TRAFFIC SIGNAL POST
- 1 EACH SERVICE INSTALLATION



EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ▶ EXISTING SIGNAL HEAD TO BE REMOVED
- "E" ⊞ EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊙ EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊞ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" ⊠ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" ⊞ EXISTING HANDHOLE TO BE REMOVED
- ⊞ EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊙ EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- ⊞ EMERGENCY VEHICLE SYSTEM DETECTOR TO BE REMOVED
- ⊞ CONFIRMATION BEACON TO BE REMOVED
- "E" ⊞ EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊙ EXISTING STEEL MAST ARM ASSEMBLY AND POLE TO BE REMOVED

LOMBARD PINES
NORTH ENTRANCE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN

MAIN STREET & EDWARD AVENUE

SCALE IN FEET: 0 20

DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE