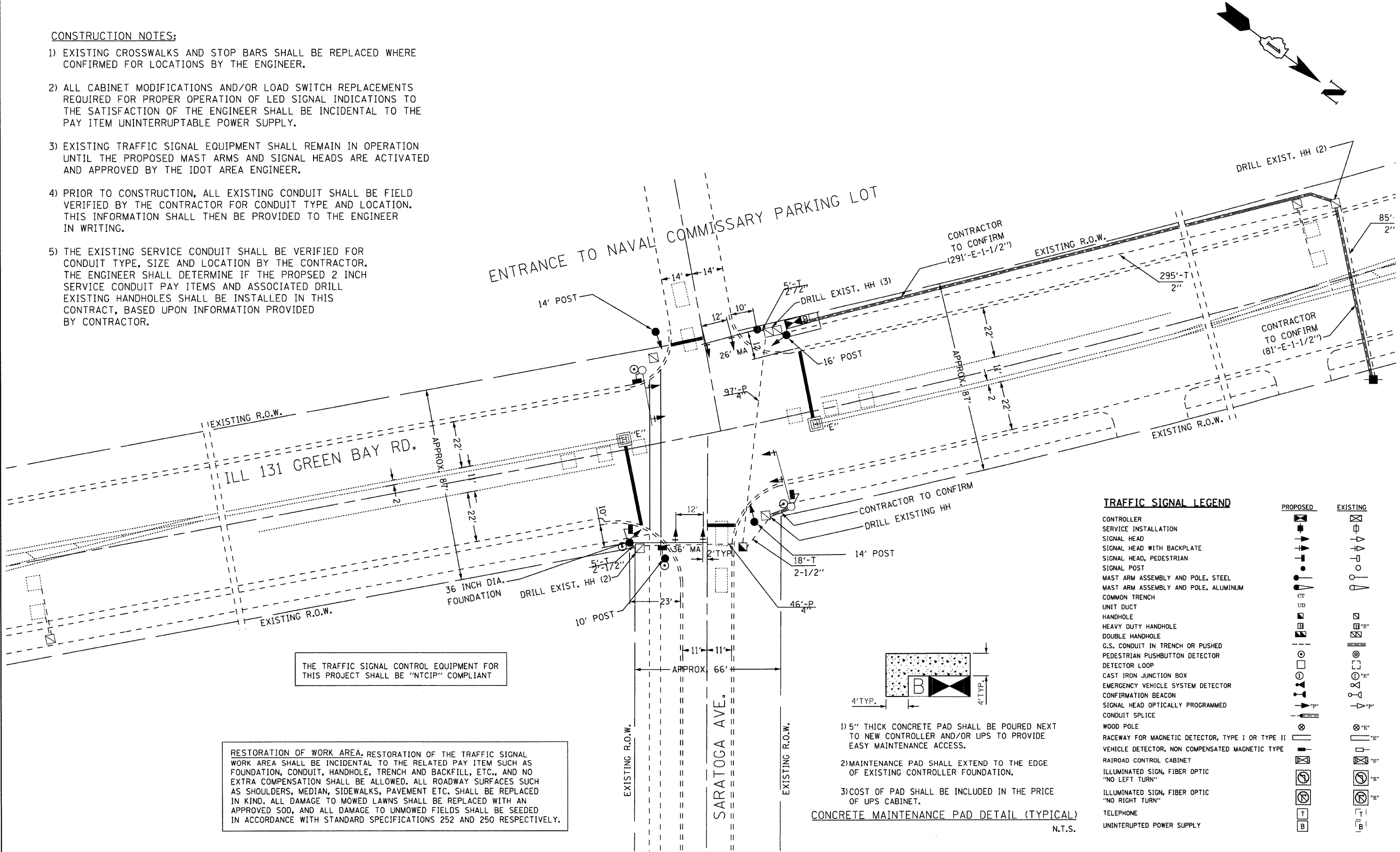


**CONSTRUCTION NOTES:**

- 1) EXISTING CROSSWALKS AND STOP BARS SHALL BE REPLACED WHERE CONFIRMED FOR LOCATIONS BY THE ENGINEER.
- 2) ALL CABINET MODIFICATIONS AND/OR LOAD SWITCH REPLACEMENTS REQUIRED FOR PROPER OPERATION OF LED SIGNAL INDICATIONS TO THE SATISFACTION OF THE ENGINEER SHALL BE INCIDENTAL TO THE PAY ITEM UNINTERRUPTABLE POWER SUPPLY.
- 3) EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL REMAIN IN OPERATION UNTIL THE PROPOSED MAST ARMS AND SIGNAL HEADS ARE ACTIVATED AND APPROVED BY THE IDOT AREA ENGINEER.
- 4) PRIOR TO CONSTRUCTION, ALL EXISTING CONDUIT SHALL BE FIELD VERIFIED BY THE CONTRACTOR FOR CONDUIT TYPE AND LOCATION. THIS INFORMATION SHALL THEN BE PROVIDED TO THE ENGINEER IN WRITING.
- 5) THE EXISTING SERVICE CONDUIT SHALL BE VERIFIED FOR CONDUIT TYPE, SIZE AND LOCATION BY THE CONTRACTOR. THE ENGINEER SHALL DETERMINE IF THE PROPOSED 2 INCH SERVICE CONDUIT PAY ITEMS AND ASSOCIATED DRILL EXISTING HANDHOLES SHALL BE INSTALLED IN THIS CONTRACT, BASED UPON INFORMATION PROVIDED BY CONTRACTOR.

**RWA**  
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 Regina Webster & Associates, Inc.

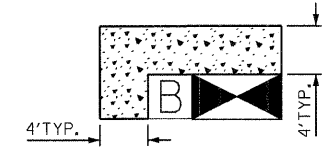


THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "NTCIP" COMPLIANT

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, MEDIAN, 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 SEEDD IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]
WOOD POLE	[Symbol]	[Symbol]
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]	[Symbol]
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"	[Symbol]	[Symbol]
ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"	[Symbol]	[Symbol]
TELEPHONE	[Symbol]	[Symbol]
UNINTERRUPTED POWER SUPPLY	[Symbol]	[Symbol]



- 1) 5" THICK CONCRETE PAD SHALL BE POURED NEXT TO NEW CONTROLLER AND/OR UPS TO PROVIDE EASY MAINTENANCE ACCESS.
- 2) MAINTENANCE PAD SHALL EXTEND TO THE EDGE OF EXISTING CONTROLLER FOUNDATION.
- 3) COST OF PAD SHALL BE INCLUDED IN THE PRICE OF UPS CABINET.

CONCRETE MAINTENANCE PAD DETAIL (TYPICAL)  
N.T.S.