



- NOTES:
- NONE OF THE EXISTING TRAFFIC SIGNAL HARDWARE SHALL BE REMOVED UNTIL THE TEMPORARY TRAFFIC SIGNAL INSTALLATION HAS BEEN INSTALLED AND TESTED.
 - INSTALL NEW ELECTRIC SERVICE ON RELOCATED POWER POLE.
 - ABANDON ALL EXISTING CONDUIT AND REMOVE EXISTING CABLE FROM CONDUIT.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - 1 EACH

THE FOLLOWING EXISTING 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)
- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR OWN EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.
- 2 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 3 EACH SIGNAL HEAD, 1-FACE, 3 SECTION, BRACKET MOUNTED
- 1 EACH SIGNAL HEAD, 1-FACE, 5 SECTION, BRACKET MOUNTED
- 1 EACH SIGNAL HEAD, 1-FACE, 3 SECTION, MAST ARM MOUNTED
- 1 EACH SIGNAL HEAD, 1-FACE, 5 SECTION, MAST ARM MOUNTED
- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 1 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 3 EACH PEDESTRIAN PUSH BUTTON
- 5 EACH TRAFFIC SIGNAL POST
- 2 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH LIGHT DETECTOR
- 2 EACH CONFIRMATION BEACON
- 1 EACH SERVICE INSTALLATION
- 3078 FOOT REMOVE ELECTRICAL CABLE FROM CONDUIT

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- EXISTING SIGNAL HEAD TO BE REMOVED
- EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSH-BUTTON TO BE REMOVED
- EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- CONFIRMATION BEACON TO BE REMOVED
- EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED

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
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- VIDEO VEHICLE SENSOR
- PEDESTRIAN PUSHBUTTON DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP UNIT DUCT
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- HANDHOLE
- HEAVY DUTY HANDHOLE
- COMMON TRENCH

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- 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 THE 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.
- 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.

REVISIONS	
NAME	DATE
RWL	7-1-04
RWL	10-1-04
NJP	4-28-06
NJP	5-19-06

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL PLAN AND EXISTING TRAFFIC SIGNAL REMOVAL PLAN
 OAK PARK AVENUE AT 151st STREET
 SCALE: 1" = 20'
 DATE 6-1-04
 DRAWN BY: UKB
 DESIGNED BY: RWL
 CHECKED BY: LDH

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 Plotted: 6-06-06 @ 2:37pm By: 354njp
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