

**TRAFFIC SIGNAL LEGEND (ALL ITEMS TO REMAIN)**

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
- HANDHOLE
- HEAVY-DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CAST IRON JUNCTION BOX
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- TELEPHONE CONNECTION

EXISTING

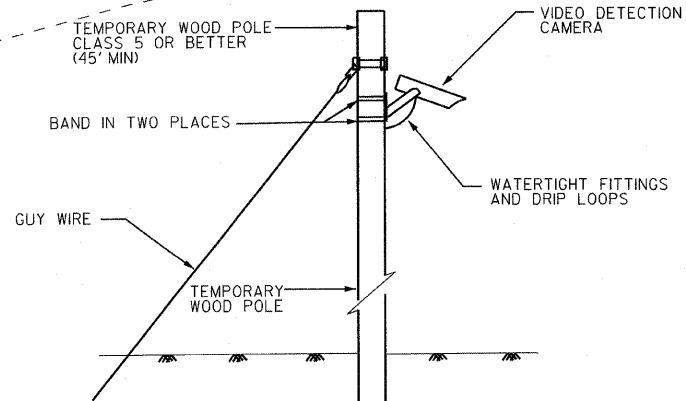
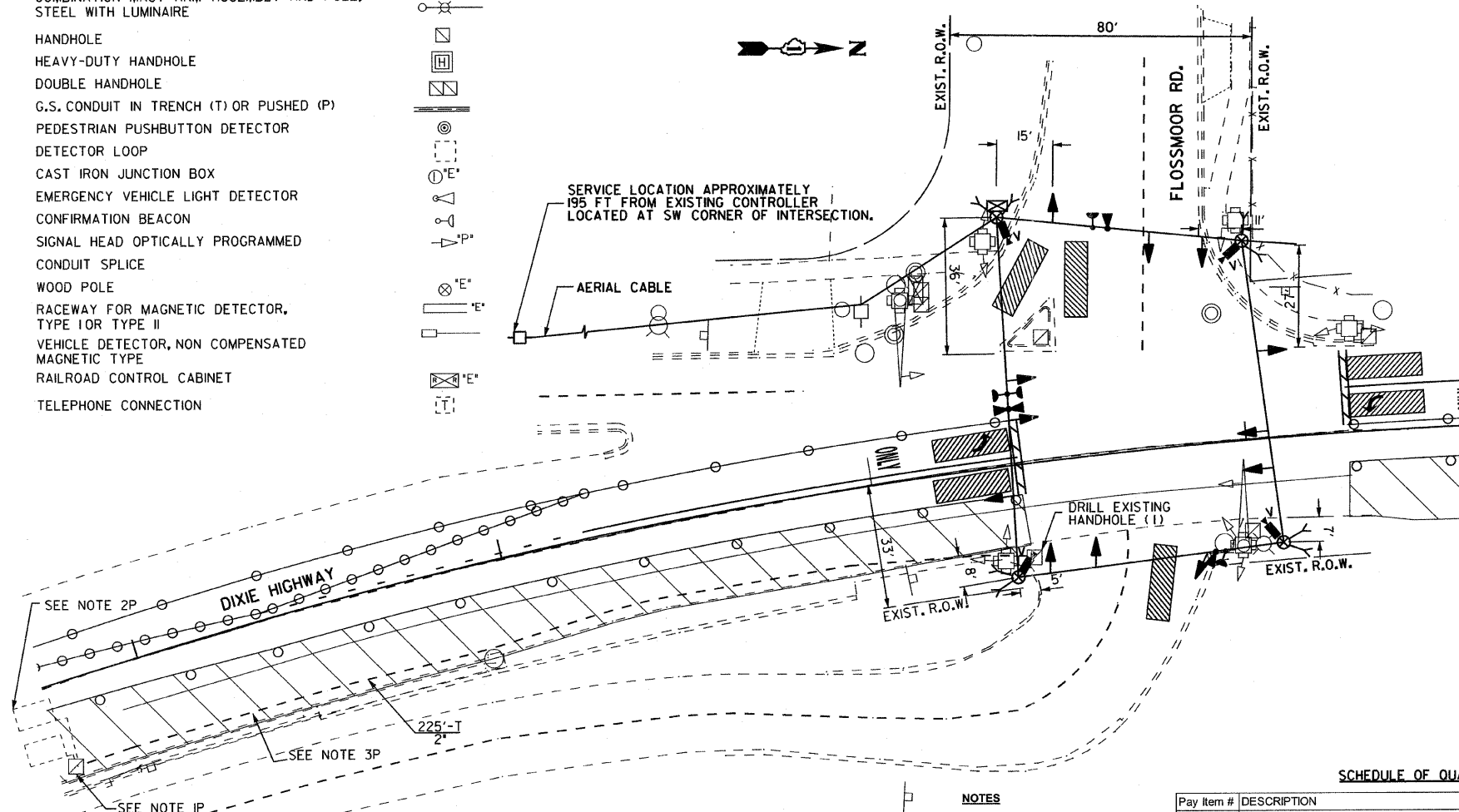
RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO TEMPORARY TRAFFIC SIGNAL INSTALLATION AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

**TEMPORARY TRAFFIC SIGNAL LEGEND**

- ↑ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ↑ 2 TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) 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
- CT COMMON TRENCH
- Y GUY WIRE

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

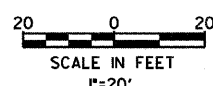
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. 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 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 AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 REMAIN IN PLACE. THEY SHALL BE COVERED IF IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC AND 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.
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 1 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. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL REMAIN IN PLACE. THE EXISTING TRAFFIC SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED PRIOR TO TURNING ON THE TEMPORARY TRAFFIC SIGNALS. THE EXISTING TRAFFIC SIGNALS SHALL BE TURNED-ON AFTER COMPLETION OF PROJECT, AND AS DIRECTED BY ENGINEER. THIS WORK IS INCIDENTAL TO TEMPORARY TRAFFIC SIGNAL INSTALLATION.
12. THE CONTRACTOR SHALL VERIFY/LOCATE THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES. ALL UTILITY CONFLICTS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO START OF PROJECT.
13. THE CONTRACTOR SHALL MAINTAIN THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
14. THE TEMPORARY WOOD POLES ON THE NORTHWEST AND SOUTHWEST SIDE OF THE INTERSECTION SHALL BE INSTALLED TO PROVIDE A MINIMUM OF 10 FT HORIZONTAL AND VERTICAL CLEARANCE BETWEEN THE SPAN-WIRE AND COMED POWER LINES.
15. THE LOCATIONS OF THE TEMPORARY WOOD POLES ARE BASED ON AVAILABLE UTILITY INFORMATION. THE CONTRACTOR SHALL VERIFY LOCATIONS BASED ON FIELD CONDITIONS AND MAKE ADJUSTMENTS IF NECESSARY AND AS DIRECTED BY ENGINEER.
16. THE COST OF TREE PRUNING IF REQUIRED SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
17. ANY DAMAGE CAUSED BY THE CONTRACTOR TO THE EXISTING TRAFFIC SIGNAL/EQUIPMENT DURING TEMPORARY TRAFFIC SIGNAL INSTALLATION IS CONTRACTORS RESPONSIBILITY/COST.



**SCHEDULE OF QUANTITIES**

Pay Item #	DESCRIPTION	UNIT	QUANTITY
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
20073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
81000800	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	225
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	40
81400200	HEAVY-DUTY HANDHOLE	EACH	1
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	700
88600100	DETECTOR LOOP, TYPE I	FOOT	70
89502380	REMOVE EXISTING HANDHOLE	EACH	1
87900200	DRILL EXISTING HANDHOLE	EACH	1
*	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO 6 1C	FOOT	300
87300010	GROUNDING EXISTING HANDHOLE FRAME AND COVER	EACH	1
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	300
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	25
* indicates need special provision			

- NOTES**
- 1P. THE CONTRACTOR SHALL REMOVE THE EXISTING HEAVY DUTY HANDHOLE AFTER THE TEMPORARY TRAFFIC SIGNAL IS OPERATIONAL. THE NEW HEAVY DUTY HANDHOLE SHALL BE LOCATED AT SAME LOCATION AS THE REMOVED HANDHOLE.
  - 2P. SINCE THE EXISTING DETECTOR LOOPS MAY BE DAMAGED, THE CONTRACTOR SHALL INSTALL NEW DETECTOR LOOPS OF SAME SIZE AND LAYOUT AS THE EXISTING DETECTOR LOOPS AND CONNECT TO THE PROPOSED HEAVY-DUTY HANDHOLE AS SHOWN IN THE PLANS.
  - 3P. THE NEW CONDUIT SHALL BE PLACED IN THE PROPOSED STORM SEWER TRENCH TO ELIMINATE THE NEED FOR PUSHING THE NEW CONDUIT UNDER THE PAVEMENT. THIS WORK SHALL BE DONE AS PER SECTION 819 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCIDENTAL TO THE PROPOSED STORM SEWER WORK.
  - 4P. SINCE THE EXISTING TRAFFIC SIGNAL PLANS ARE UNAVAILABLE, THE CONTRACTOR SHALL VERIFY LOCATION OF THE EXISTING CONDUITS IMPACTED BY THIS WORK PRIOR TO INSTALLATION OF THE NEW CONDUITS/CABLE. THE CONTRACTOR SHALL VERIFY FOR ANY UTILITY CONFLICTS PRIOR TO ANY WORK.
  - 5P. THE WORK SPECIFIED IN NOTES 1P THROUGH 4P SHALL BE COORDINATED WITH THE INSTALLATION OF THE PROPOSED STORM SEWER WORK.



TS-01  
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FILE NAME =	USER NAME = #USER#	DESIGNED - AS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN DIXIE HIGHWAY AT FLOSSMOOR RD.</b>			F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN - RV	REVISED -					2843	3249-I-2	COOK	25	9
PLOT SCALE = #SCALE#		CHECKED - MSA	REVISED -		CONTRACT NO. 60LIB							
PLOT DATE = #DATE#		DATE - #DATE#	REVISED -		ILLINOIS FED. AD PROJECT							
				SCALE: SHEET NO. OF SHEETS STA. TO STA.								