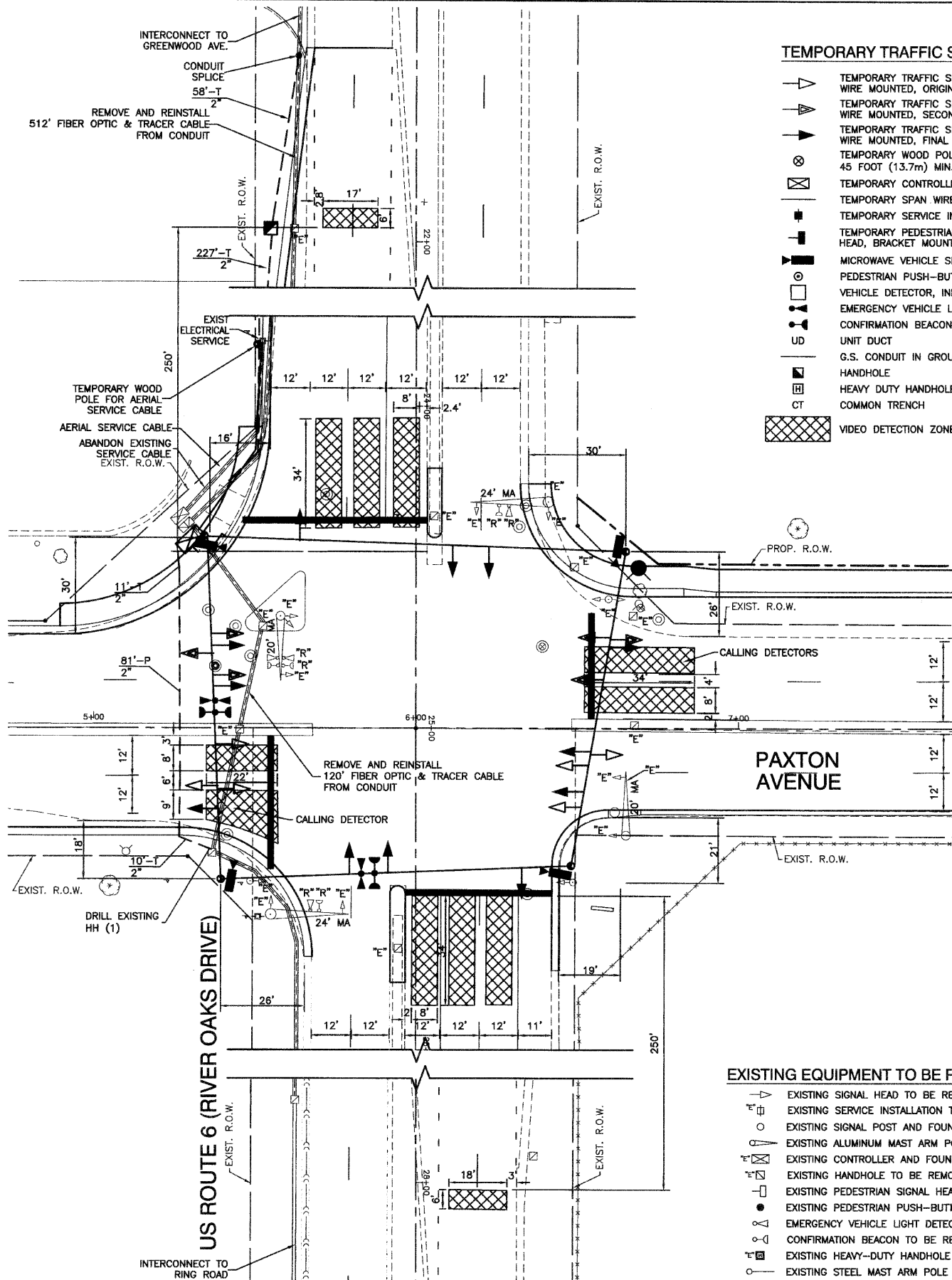


SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14

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 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 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. 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 NAMES 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 PLACEMENT 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.
- 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 PREEMPTION, OR WHEN INDICATED ON THE PLANS.
- 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.
- 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.
- 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.
- THIS EXISTING TRAFFIC SIGNAL POSTS AND TYPE A CONCRETE FOUNDATION SHALL BE REMOVED.
- THE EXISTING TRAFFIC SIGNAL POSTS, MAST ARMS AND CONCRETE FOUNDATIONS SHALL BE REMOVED.
- THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET SHALL BE REMOVED. THE EXISTING FOUNDATION SHALL BE REMOVED.
- EXISTING EMERGENCY VEHICLE LIGHT DETECTORS, CONFIRMATION BEACONS AND LIGHT DETECTOR AMPLIFIER SHALL BE RETURNED TO THE OWNER THEN RELOCATED TO PROPOSED PERMANENT TRAFFIC SIGNAL INSTALLATION.
- ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT IN THE FIELD BY THE MANUFACTURER'S TECHNICIAN AS APPROVED BY THE ENGINEER.
- CONSTRUCT PROPOSED CONDUIT AND HANDHOLE REQUIRED FOR RELOCATION OF EXISTING INTERCONNECT TRAFFIC SIGNAL CABLE AND TRACER OR USE RADIO INTERCONNECT FOR TEMPORARY TRAFFIC SIGNAL.



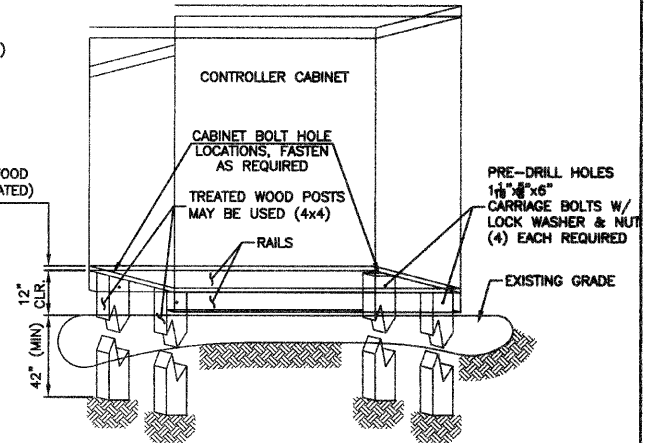
TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED, ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED, SECONDARY LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED, FINAL 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
- MICROWAVE VEHICLE SENSOR
- PEDESTRIAN PUSH-BUTTON DETECTOR
- VEHICLE DETECTOR, INDUCTION LOOP
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- UNIT DUCT
- G.S. CONDUIT IN GROUND
- HANDHOLE
- HEAVY DUTY HANDHOLE
- COMMON TRENCH
- VIDEO DETECTION ZONES (SEE NOTE 11)

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 SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

CONTROLLER CABINET TYPE AND DIMENSIONS VARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECT CABINET DIMENSIONS PRIOR TO THE CONSTRUCTION OF THE MOUNTING PLATFORM SHOWN BELOW.

CABINET PLATFORM LEGS AND RAILS SHALL BE CONSTRUCTED OF 2"x6" TREATED WOOD TO RESIST WEATHERING.



TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM DETAIL

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- AGENCY: IDOT
1 EACH CONTROLLER AND CABINET (COMPLETE)

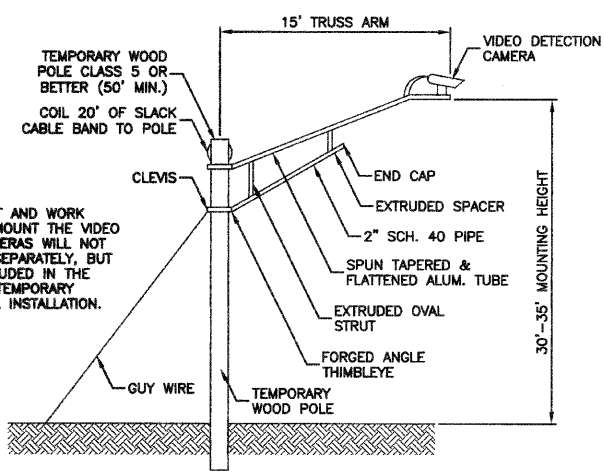
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN CONTRACT BID PRICE.

- 4 EACH MAST ARM AND POLE
- 3 EACH POSTS
- 1 EACH SIGNAL HEAD, 3 FACE, 1-5 SECTION, 1-3 SECTION
- 6 EACH SIGNAL HEAD, 1 FACE, 3 SECTION
- 2 EACH SIGNAL HEAD, 1 FACE, 5 SECTION
- 1 EACH SIGNAL HEAD, 2 FACE, 1-3 SECTION, 1-5 SECTION
- 1 EACH SIGNAL HEAD, 2 FACE, 3 SECTION
- 4 EACH BACKPLATE
- 1 EACH SERVICE INSTALLATION

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

THE TRAFFIC CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE ECONOLITE TO MATCH EXISTING ADJACENT SYSTEM.



TEMPORARY VIDEO DETECTION CAMERA MOUNTING DETAIL

FILE NAME = 08328-SGNL-01 - TP-TS01	USER NAME =	DESIGNED -- MS	REVISED -- 02-04-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT TEMPORARY TRAFFIC SIGNAL PLAN AND EXISTING TRAFFIC SIGNAL REMOVAL PLAN		F.A.P. RTE. 351	SECTION 06-00199-00-CH	COUNTY COOK	TOTAL SHEETS 044	SHEET NO. 020
	PLOT SCALE =	DRAWN -- SLG	REVISED --			SCALE: 1"=20'		SHEET NO. 020 OF 044 SHEETS	STA. TO STA.	CONTRACT NO. 63298		
	PLOT DATE = 01-25-10	CHECKED -- AG	REVISED --							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HD-M-9003(256)		