

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	*	McHENRY	502	282
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (105X & 106) WRS-2



CONSTRUCTION NOTES

NOTE 1: THE CONDUIT SHALL BE ATTACHED TO THE WOOD POLE TO A HEIGHT OF 10 FEET AND SHALL BE PAID FOR AS CONTRACT UNIT PRICE PER FOOT FOR "CONDUIT IN TRENCH" OR "CONDUIT PUSHED" OF THE SIZE SPECIFIED. ALL OTHER CONDUITS AND UNIT DUCTS COMING INTO THE HANDHOLES, AS SHOWN IN THE PROPOSED INTERSECTION PLANS, SHALL BE CONSTRUCTED WHEN THE HANDHOLES ARE CONSTRUCTED, THE CONDUITS AND UNIT DUCTS SHALL BE STUBBED AND CAPPED UNTIL NEEDED. THE HANDHOLES, CONDUITS, AND TRENCH AND BACKFILL ITEMS ARE INCLUDED FOR PAYMENT IN THE SCHEDULE OF QUANTITIES FOR MAIN STREET AT ILLINOIS ROUTE 47.

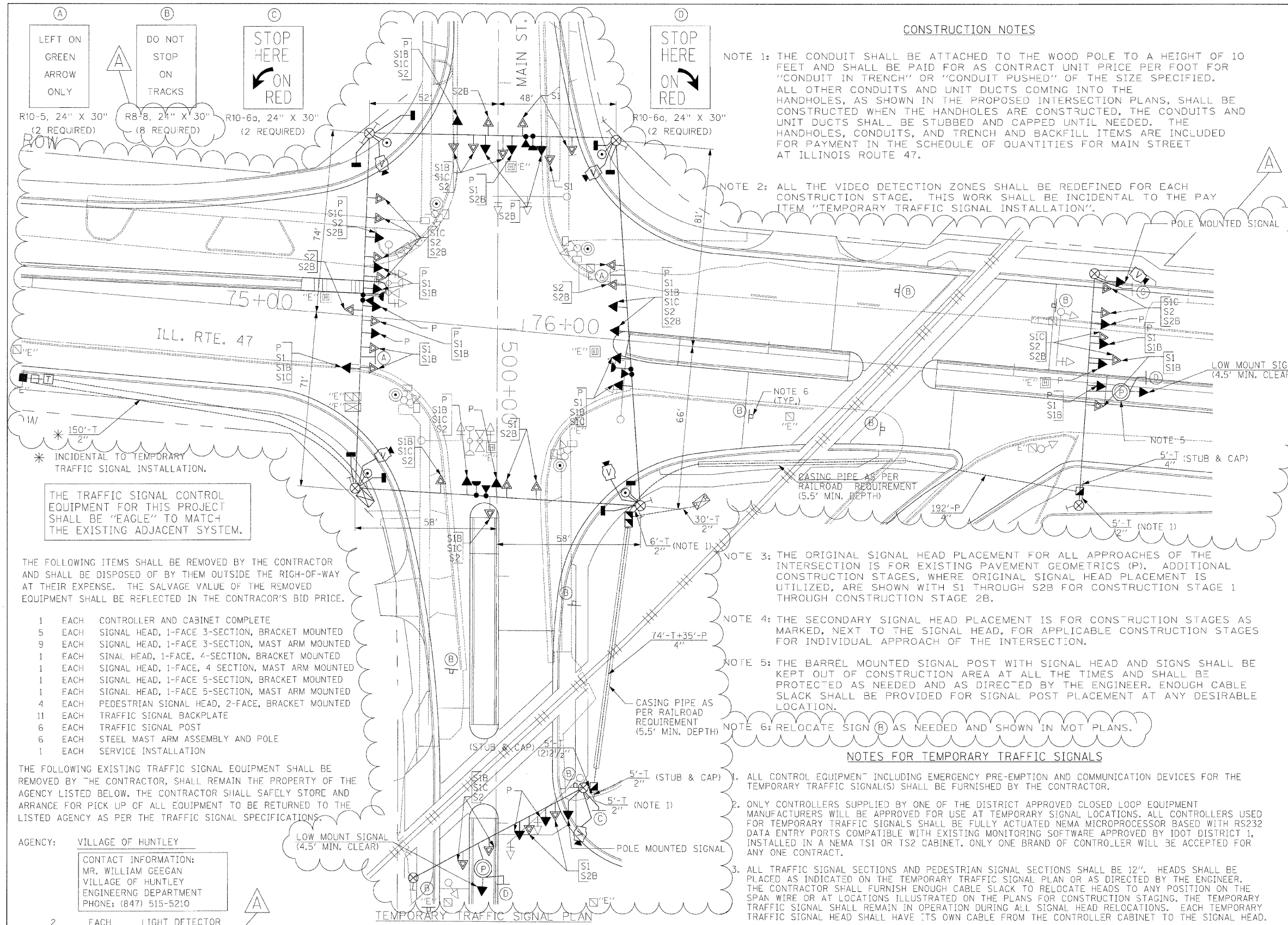
NOTE 2: ALL THE VIDEO DETECTION ZONES SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE. THIS WORK SHALL BE INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

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) MINIMUM
- ⊠ 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
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN GROIND
- ⊞ HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- ⊞ VIDEO CAMERA ASSEMBLY
- ⊞ EXISTING RAILROAD CONTROL CABINET TO REMAIN
- ⊙ CONCRETE BARREL WITH SIGNAL POST
- ⊞ TELEPHONE SERVICE INSTALLATION

EXISTING EQUIPMENT TO BE REMOVED LEGEND

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



NOTE 3: THE ORIGINAL SIGNAL HEAD PLACEMENT FOR ALL APPROACHES OF THE INTERSECTION IS FOR EXISTING PAVEMENT GEOMETRICS (P). ADDITIONAL CONSTRUCTION STAGES, WHERE ORIGINAL SIGNAL HEAD PLACEMENT IS UTILIZED, ARE SHOWN WITH S1 THROUGH S2B FOR CONSTRUCTION STAGE 1 THROUGH CONSTRUCTION STAGE 2B.

NOTE 4: THE SECONDARY SIGNAL HEAD PLACEMENT IS FOR CONSTRUCTION STAGES AS MARKED, NEXT TO THE SIGNAL HEAD, FOR APPLICABLE CONSTRUCTION STAGES FOR INDIVIDUAL APPROACH OF THE INTERSECTION.

NOTE 5: THE BARREL MOUNTED SIGNAL POST WITH SIGNAL HEAD AND SIGNS SHALL BE KEPT OUT OF CONSTRUCTION AREA AT ALL THE TIMES AND SHALL BE PROTECTED AS NEEDED AND AS DIRECTED BY THE ENGINEER. ENOUGH CABLE SLACK SHALL BE PROVIDED FOR SIGNAL POST PLACEMENT AT ANY DESIRABLE LOCATION.

NOTE 6: RELOCATE SIGN (B) AS NEEDED AND SHOWN IN MOT PLANS.

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 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.

R10-5, 24" X 30" (2 REQUIRED)
 RB-8, 24" X 30" (B REQUIRED)
 R10-6a, 24" X 30" (2 REQUIRED)

LEFT ON GREEN ARROW ONLY
 DO NOT STOP ON TRACKS
 STOP HERE ON RED

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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 THE CONTRACTOR'S BID PRICE.

- 1 EACH CONTROLLER AND CABINET COMPLETE
- 5 EACH SIGNAL HEAD, 1-FACE 3-SECTION, BRACKET MOUNTED
- 9 EACH SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
- 1 EACH SIGNAL HEAD, 1-FACE, 4-SECTION, BRACKET MOUNTED
- 1 EACH SIGNAL HEAD, 1-FACE, 4 SECTION, MAST ARM MOUNTED
- 1 EACH SIGNAL HEAD, 1-FACE 5-SECTION, BRACKET MOUNTED
- 1 EACH SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED
- 4 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED
- 11 EACH TRAFFIC SIGNAL BACKPLATE
- 6 EACH TRAFFIC SIGNAL POST
- 6 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 1 EACH SERVICE INSTALLATION

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, 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: VILLAGE OF HUNTLEY

CONTACT INFORMATION:
 MR. WILLIAM GEEGAN
 VILLAGE OF HUNTLEY
 ENGINEERING DEPARTMENT
 PHONE: (847) 515-5210

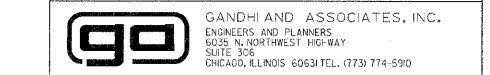
- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

STAGES: PRE-STAGE, STAGE 1, STAGE 1B, STAGE 1C, STAGE 2, STAGE 2B, AND AFTER ALL THE PROPOSED ROADWAY GEOMETRICS ARE IN PLACE

RAILROAD NOTE:

WORK IN THE VICINITY OF HIGHWAY-RAIL GRADE CROSSINGS WHICH STATES "WHEN HIGHWAY-RAIL GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

REVISIONS	
NAME	DATE
ADDENDUM A	12/21/2009



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ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY TRAFFIC SIGNAL INSTALLATION
 AND REMOVAL PLAN ILLINOIS ROUTE 47 AT
 MAIN STREET PRE-STAGE, STAGE 1, STAGE
 1B, STAGE 1C, STAGE 2, STAGE 2B, AND
 AFTER ALL THE PROPOSED ROADWAY
 GEOMETRIC ARE IN PLACE.

SCALE: 1"=20'
 DATE: APRIL 17, 2009
 DRAWN BY: MAA
 DESIGNED BY: PKG/RRM
 CHECKED BY: PKG/RRM