

NOTES FOR LIGHTING

- CONTACT TO THE ELECTRIC UTILITY SHALL BE INITIATED BEFORE THE PRECONSTRUCTION MEETING, AND DOCUMENTATION OF CONTACT SHALL BE PRESENTED AT THE MEETING. NO PLACEMENT OF POLES WILL BE ALLOWED WITHOUT EVIDENCE OF SIGNED AGREEMENT WITH THE ELECTRIC UTILITY, FURNISHED TO THE ENGINEER.
- THE ELECTRIC SERVICE SHALL BE 240/120V, WHERE 240 V SERVICE IS NOT AVAILABLE CONTRACTOR WILL SUBMIT A PROPOSAL FOR 120V SERVICE. DROP CABLE MAIN BREAKER AND ALL OTHER SERVICE APPURTENANCES SHALL BE APPROPRIATELY RATED & INCLUDED REGARDLESS OF THE SERVICE VOLTAGE APPLIED.
- LIGHT POLE SETBACK FROM THE EDGE OF TRAVELED PAVEMENT IS 18 FT.
- EACH LIGHTING UNIT SHALL BE CONTROLLED BY A PHOTO CELL MOUNTED ON EACH LUMINAIRE FED FROM TEMPORARY SERVICE DISCONNECT BOX. OTHER MEANS OF LUMINAIRE CONTROL CAN BE CONSIDERED IF APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL SPlice AERIAL CABLE AT THE LIGHT POLE USING HEAT SHRINKABLE CAPS WITH THE FACTORY APPLIED WATER PROOF SEALANT OR APPROVED UL LISTED AERIAL TAP DEVICE. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO ORIGINAL CONDITION TO SATISFACTION OF ENGINEER.
- REMOVAL OF TEMPORARY LIGHTS IS INCLUDED IN THE PAY ITEM "TEMPORARY LIGHTING FOR SINGLE LANE STAGING."

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 IDOT DISTRICT ONE APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTIVATED 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.

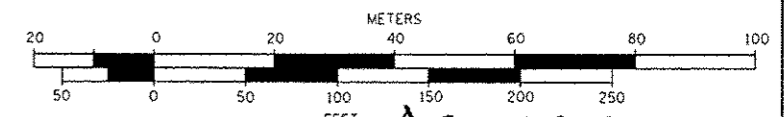
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300MM) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS 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.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE 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.
- 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 IDOT 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.
- THE CONTRACTOR SHALL VERIFY THE POWER LOCATION AND HEIGHT AND LOCATION OF TEMPORARY WOOD POLES AT STA. 1451+76 30'L/T, 1469+00 30'L/T, 1469+70 30'L/T, AND 1473+80 30'L/T TO VERIFY HORIZONTAL AND VERTICAL CLEARANCES FROM 12KV AND 34 KV LINES IN WEST R.O.R. WITH COMED PRIOR TO COMMENCEMENT OF THE WORK.
- SILVER GLEN ROAD TRAFFIC SIGNALS WILL NOT BE ON FOR STAGE 2. BAG AND DISCONNECT SILVER GLEN ROAD SIGNAL HEADS FOR STAGE 2.

THE CONTRACTOR SHALL VERIFY THE POWER LOCATION WITH COMED PRIOR TO COMMENCEMENT OF THE WORK.

SYMBOL LEGEND

- 400W, 120V MCII HPS, WITH PHOTOCELL, 15' MA, 50' MH ON WOOD POLE, CLASS 4
- 3-1/2 NO2 AERIAL CABLE ALUMINUM WITH MESSENGER WIRE
- TL-1A
- GROUND ROD 3/4" DIA X 10'
- TEMPORARY TRAFFIC SIGNAL SPAN WIRE, NUMBER OF CONDUCTORS AS REQUIRED.
- SIGNAL HEAD
- PRIORITY VEHICLE DETECTOR
- CONFIRMATION BEACON
- GUY WIRE
- TEMPORARY WOOD POLE NOMINAL 40 FT., CLASS 4
- TEMPORARY TRAFFIC CONTROLLER WITH UPS AND BOTTOM PLATE MOUNTED TO WOOD POLE
- VIDEO DETECTION

GRAPHIC SCALE



ROBERT E. HAMILTON
CONSULTING ENGINEERS, INC.
Engineers - Surveyors - Planners
Joliet, Illinois (815) 730-3444

USER NAME: jhamilton	DESIGNED: JTS	REVISED: 12-4-2012
PLOT SCALE: 1/8"=1'-0"	DRAWN: DWS	REVISED:
PLOT DATE: 12/5/2012	CHECKED: JAR	REVISED:
	DATE: 8-23-2011	REVISED:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
TEMPORARY TRAFFIC SIGNAL AND LIGHTING PLAN
FOR STAGE 2

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 326	SECTION 106X-B	COUNTY KANE	TOTAL SHEETS 87	SHEET NO. 37
CONTRACT NO. 60N13			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	