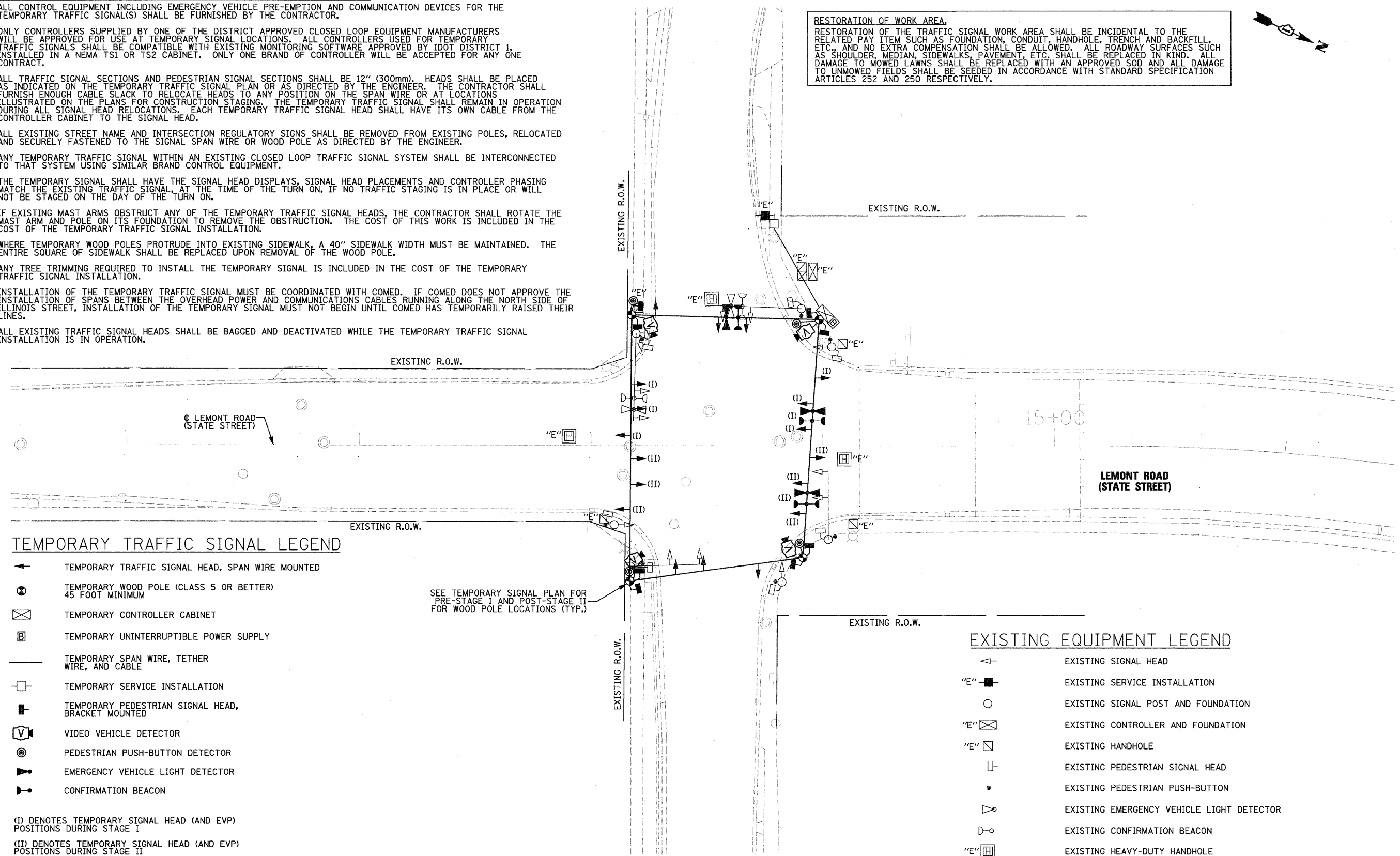


# NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY VEHICLE 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 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" (300mm). 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 TRAFFIC SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY 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.
- IF EXISTING MAST ARMS OBSTRUCT ANY OF THE TEMPORARY TRAFFIC SIGNAL HEADS, THE CONTRACTOR SHALL ROTATE THE MAST ARM AND POLE ON ITS FOUNDATION TO REMOVE THE OBSTRUCTION. THE COST OF THIS WORK IS INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- WHERE TEMPORARY WOOD POLES PROTRUDE INTO EXISTING SIDEWALK, A 40" SIDEWALK WIDTH MUST BE MAINTAINED. THE ENTIRE SQUARE OF SIDEWALK SHALL BE REPLACED UPON REMOVAL OF THE WOOD POLE.
- ANY TREE TRIMMING REQUIRED TO INSTALL THE TEMPORARY SIGNAL IS INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- INSTALLATION OF THE TEMPORARY TRAFFIC SIGNAL MUST BE COORDINATED WITH COMED. IF COMED DOES NOT APPROVE THE INSTALLATION OF SPANS BETWEEN THE OVERHEAD POWER AND COMMUNICATIONS CABLES RUNNING ALONG THE NORTH SIDE OF ILLINOIS STREET, INSTALLATION OF THE TEMPORARY SIGNAL WILL NOT BEGIN UNTIL COMED HAS TEMPORARILY RAISED THEIR LINES.
- ALL EXISTING TRAFFIC SIGNAL HEADS SHALL BE BAGGED AND DEACTIVATED WHILE THE TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN OPERATION.

**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 SHOULDER, 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 SPECIFICATION ARTICLES 252 AND 250 RESPECTIVELY.



## TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- ⊞ TEMPORARY UNINTERRUPTIBLE POWER SUPPLY
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊞ VIDEO VEHICLE DETECTOR
- ⊙ PEDESTRIAN PUSH-BUTTON DETECTOR
- ⊞ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊞ CONFIRMATION BEACON

(I) DENOTES TEMPORARY SIGNAL HEAD (AND EVP) POSITIONS DURING STAGE I  
 (II) DENOTES TEMPORARY SIGNAL HEAD (AND EVP) POSITIONS DURING STAGE II  
 TEMPORARY SIGNAL HEAD (AND EVP) POSITIONS FOR ILLINOIS STREET ARE TO REMAIN THE SAME FOR BOTH STAGES

SEE TEMPORARY SIGNAL PLAN FOR PRE-STAGE I AND POST-STAGE II FOR WOOD POLE LOCATIONS (TYP.)

## EXISTING EQUIPMENT LEGEND

- ← EXISTING SIGNAL HEAD
- ⊞ EXISTING SERVICE INSTALLATION
- EXISTING SIGNAL POST AND FOUNDATION
- ⊠ EXISTING CONTROLLER AND FOUNDATION
- ⊞ EXISTING HANDHOLE
- ⊞ EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN PUSH-BUTTON
- ⊞ EXISTING EMERGENCY VEHICLE LIGHT DETECTOR
- ⊞ EXISTING CONFIRMATION BEACON
- ⊞ EXISTING HEAVY-DUTY HANDHOLE
- ⊞ EXISTING STEEL MAST ARM ASSEMBLY AND POLE

(NOTE: ALL EXISTING TRAFFIC SIGNAL EQUIPMENT IS TO REMAIN IN PLACE.)

FILE NAME = D168076-SHT-TS4.dgn PLOT DATE = 1/26/2009	<b>SPAAN Tech, Inc.</b> 311 S. Wacker Drive, Suite 2400 Chicago, Illinois 60606 phone: 312.277.8800 fax: 312.277.8808 web: www.spaanTech.com	DESIGNED - R.A.S.	REVISED -	<b>STATE OF ILLINOIS                  DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNALS - STAGES I AND II                  LEMONT ROAD (STATE STREET) AT ILLINOIS STREET</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - R.A.S.	REVISED -			2612	3104 B-1-1-2	COOK	80	21
CHECKED - A.D.O.	REVISED -	CONTRACT NO. 60D76								
DATE - JANUARY, 2009	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								
					SCALE: 1" = 20'	SHEET NO. OF SHEETS		STA. TO STA.		