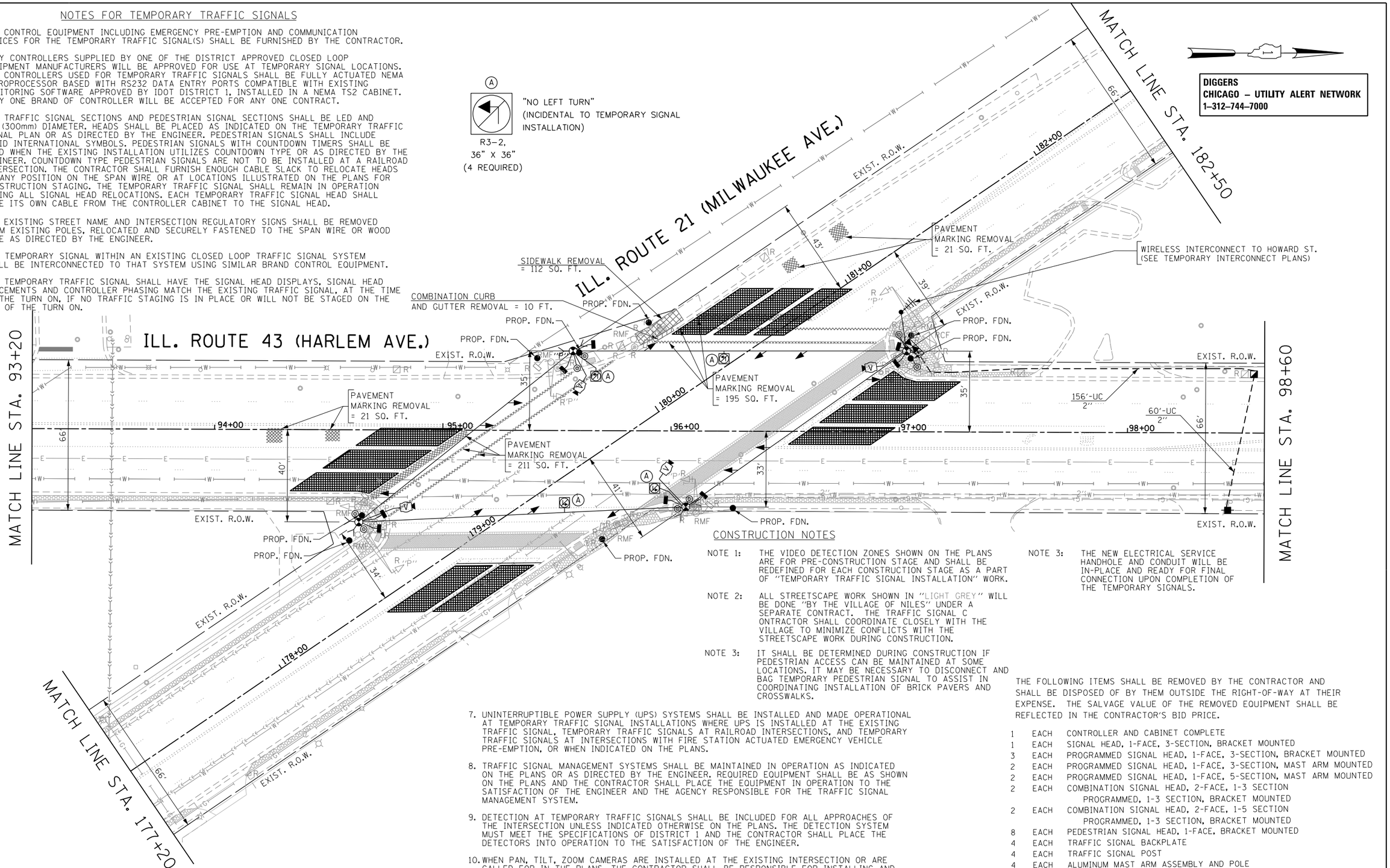
NOTES FOR TEMPORARY TRAFFIC SIGNALS

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 BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE 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.



SIGNAL HEAD PLACEMENTS FOR PRE-STAGE

CONSTRUCTION NOTES

NOTE 1: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR PRE-CONSTRUCTION STAGE AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

NOTE 2: ALL STREETSCAPE WORK SHOWN IN "LIGHT GREY" WILL BE DONE "BY THE VILLAGE OF NILES" UNDER A SEPARATE CONTRACT. THE TRAFFIC SIGNAL C ONTRACTOR SHALL COORDINATE CLOSELY WITH THE VILLAGE TO MINIMIZE CONFLICTS WITH THE STREETSCAPE WORK DURING CONSTRUCTION.

NOTE 3: IT SHALL BE DETERMINED DURING CONSTRUCTION IF PEDESTRIAN ACCESS CAN BE MAINTAINED AT SOME LOCATIONS. IT MAY BE NECESSARY TO DISCONNECT AND BAG TEMPORARY PEDESTRIAN SIGNAL TO ASSIST IN COORDINATING INSTALLATION OF BRICK PAVERS AND CROSSWALKS.

NOTE 3: THE NEW ELECTRICAL SERVICE HANDHOLE AND CONDUIT WILL BE IN-PLACE AND READY FOR FINAL CONNECTION UPON COMPLETION OF THE TEMPORARY SIGNALS.

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.

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
1	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
3	EACH	PROGRAMMED SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
2	EACH	PROGRAMMED SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	PROGRAMMED SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
2	EACH	COMBINATION SIGNAL HEAD, 2-FACE, 1-3 SECTION PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED
2	EACH	COMBINATION SIGNAL HEAD, 2-FACE, 1-5 SECTION PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED
8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE
4	EACH	TRAFFIC SIGNAL POST
4	EACH	ALUMINUM MAST ARM ASSEMBLY AND POLE
8	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	SERVICE INSTALLATION

FILE NAME = $FILEL$	USER NAME = _GAI_	DESIGNED - MA, PKG	REVISED -
		DRAWN - EA, SM, MG	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = 3/21/2012	DATE - 03/21/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
ILL. RTE. 21 (MILWAUKEE AVE.) AT ILL. RTE. 43 (HARLEM AVE.)
PRE-STAGE (SHEET 1 OF 2)

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	2011-210-TS	COOK	089	014
	FINAL	CONTRACT NO. 60R44		

FED. ROAD DIST. NO. _ | ILLINOIS | FED. AID PROJECT