

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.
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.

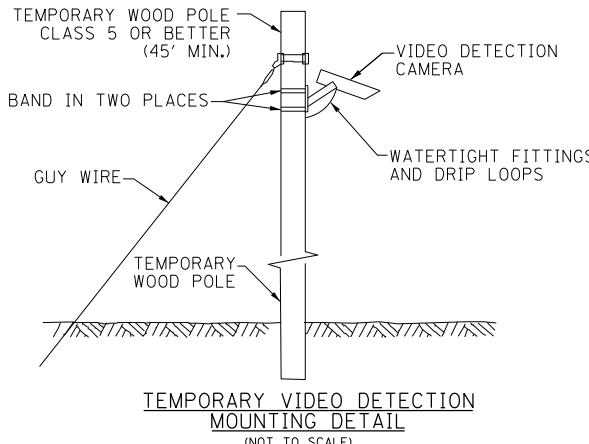
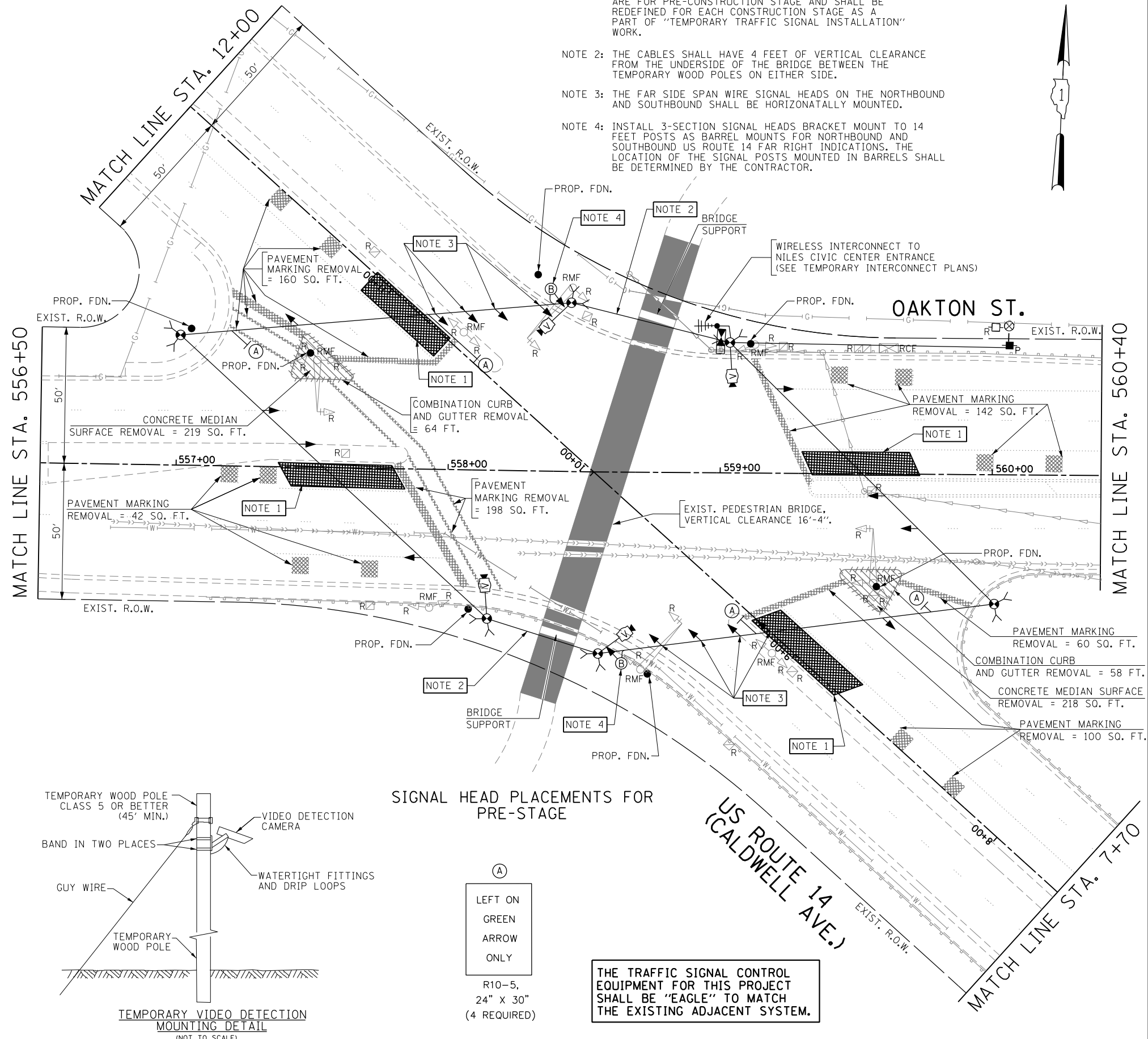
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|---|------|---|
| 1 | EACH | CONTROLLER CABINET AND COMPLETE |
| 2 | EACH | SIGNAL HEAD, 1-FACE, 4-SECTION, BRACKET MOUNTED |
| 2 | EACH | SIGNAL HEAD, 1-FACE, 5-SECTION, MAST-ARM MOUNTED |
| 2 | EACH | SIGNAL HEAD, 2-FACE, 5-SECTION, BRACKET MOUNTED |
| 2 | EACH | SIGNAL HEAD, 2-FACE, 1-4 SECTION, 1-5 SECTION, BRACKET MOUNTED |
| 2 | EACH | OPTICALLY PROGRAMMED SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED |
| 2 | EACH | OPTICALLY PROGRAMMED SIGNAL HEAD, 2-FACE, 3-SECTION, BRACKET MOUNTED |
| 4 | EACH | TRAFFIC SIGNAL BACKPLATE |
| 4 | EACH | TRAFFIC SIGNAL POST |
| 4 | EACH | ALUMINUM MAST ARM ASSEMBLY AND POLE |
| 1 | EACH | SERVICE INSTALLATION |

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: THE CABLES SHALL HAVE 4 FEET OF VERTICAL CLEARANCE FROM THE UNDERSIDE OF THE BRIDGE BETWEEN THE TEMPORARY WOOD POLES ON EITHER SIDE.

NOTE 3: THE FAR SIDE SPAN WIRE SIGNAL HEADS ON THE NORTHBOUND AND SOUTHBOUND SHALL BE HORIZONTALLY MOUNTED.

NOTE 4: INSTALL 3-SECTION SIGNAL HEADS BRACKET MOUNT TO 14 FEET POSTS AS BARREL MOUNTS FOR NORTHBOUND AND SOUTHBOUND US ROUTE 14 FAR RIGHT INDICATIONS. THE LOCATION OF THE SIGNAL POSTS MOUNTED IN BARRELS SHALL BE DETERMINED BY THE CONTRACTOR.



SIGNAL HEAD PLACEMENTS FOR PRE-STAGE

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LEFT ON GREEN ARROW ONLY
R10-5, 24" x 30" (4 REQUIRED)

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

LEGEND

TEMPORARY CONCRETE BARREL WITH POST FOR TRAFFIC SIGNAL HEAD Ⓑ

FILE NAME =	USER NAME = .GAL	DESIGNED - MA, PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION, REMOVAL, AND DEMOLITION PLAN US ROUTE 14 (CALDWELL AVE.) AT OAKTON ST.			F.A.U. RTE. 3524	SECTION 2011-210-TS	COUNTY COOK	TOTAL SHEETS 089	SHEET NO. 053
*FILE#		DRAWN - EA, SM, MG	REVISED -		SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA.	TO STA.	FINAL CONTRACT NO. 60R44		
PLOT SCALE = *SCALE*		CHECKED - PKG	REVISED -									
PLOT DATE = 3/21/2012		DATE - 03/21/2012	REVISED -									