

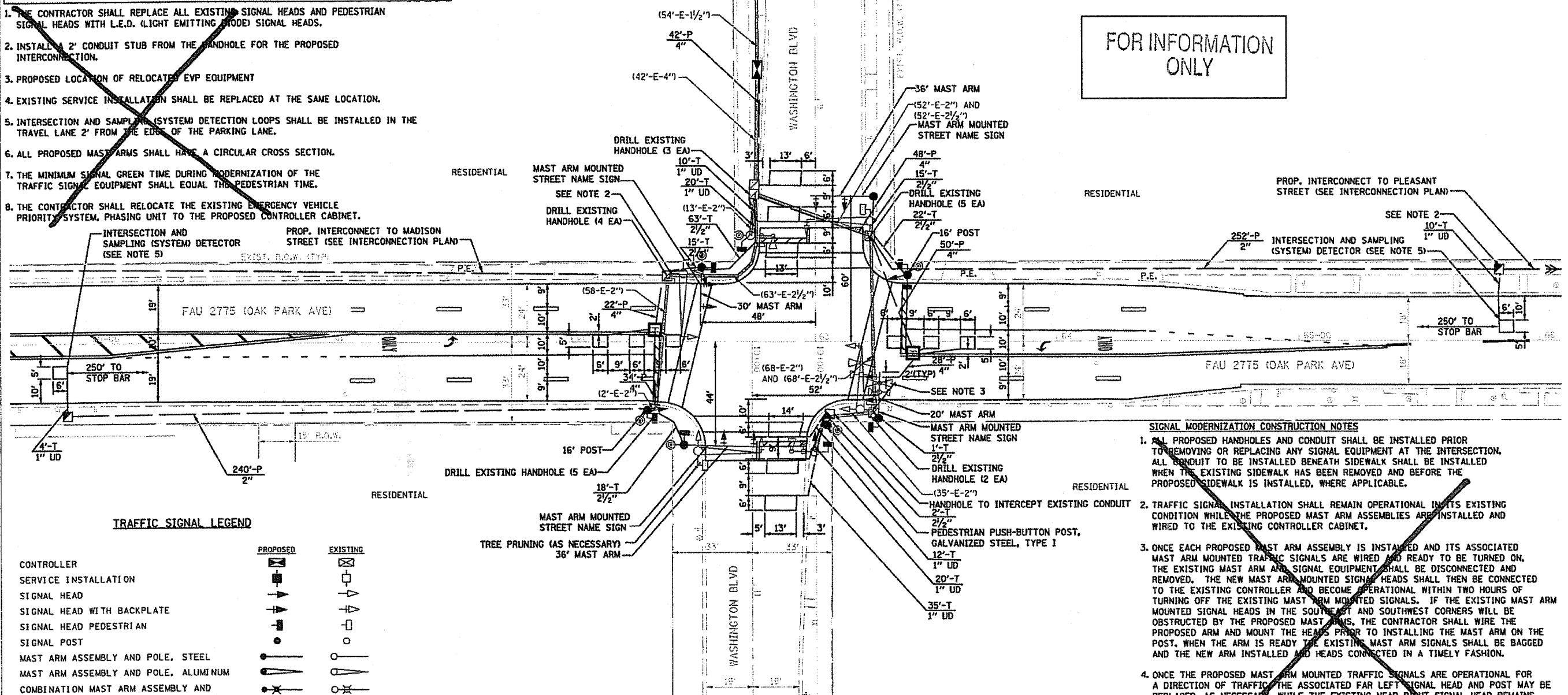
**RESTORATION OF WORK AREA**

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 SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC., SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, IN ACCORDANCE WITH STANDARD SPECIFICATION.

1. THE CONTRACTOR SHALL REPLACE ALL EXISTING SIGNAL HEADS AND PEDESTRIAN SIGNAL HEADS WITH L.E.D. (LIGHT EMITTING DIODE) SIGNAL HEADS.
2. INSTALL A 2' CONDUIT STUB FROM THE HANDHOLE FOR THE PROPOSED INTERCONNECTION.
3. PROPOSED LOCATION OF RELOCATED EVP EQUIPMENT
4. EXISTING SERVICE INSTALLATION SHALL BE REPLACED AT THE SAME LOCATION.
5. INTERSECTION AND SAMPLING (SYSTEM) DETECTION LOOPS SHALL BE INSTALLED IN THE TRAVEL LANE 2' FROM THE EDGE OF THE PARKING LANE.
6. ALL PROPOSED MAST ARMS SHALL HAVE A CIRCULAR CROSS SECTION.
7. THE MINIMUM SIGNAL GREEN TIME DURING MODERNIZATION OF THE TRAFFIC SIGNAL EQUIPMENT SHALL EQUAL THE PEDESTRIAN TIME.
8. THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT TO THE PROPOSED CONTROLLER CABINET.

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

FOR INFORMATION ONLY



**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G. S. CONDUIT IN TRENCH (T) OR PUSHED (P)	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
EMERGENCY VEHICLE LIGHT DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]

**SIGNAL MODERNIZATION CONSTRUCTION NOTES**

1. ALL PROPOSED HANDHOLES AND CONDUIT SHALL BE INSTALLED PRIOR TO REMOVING OR REPLACING ANY SIGNAL EQUIPMENT AT THE INTERSECTION. ALL CONDUIT TO BE INSTALLED BENEATH SIDEWALK SHALL BE INSTALLED WHEN THE EXISTING SIDEWALK HAS BEEN REMOVED AND BEFORE THE PROPOSED SIDEWALK IS INSTALLED, WHERE APPLICABLE.
2. TRAFFIC SIGNAL INSTALLATION SHALL REMAIN OPERATIONAL IN ITS EXISTING CONDITION WHILE THE PROPOSED MAST ARM ASSEMBLIES ARE INSTALLED AND WIRED TO THE EXISTING CONTROLLER CABINET.
3. ONCE EACH PROPOSED MAST ARM ASSEMBLY IS INSTALLED AND ITS ASSOCIATED MAST ARM MOUNTED TRAFFIC SIGNALS ARE WIRED AND READY TO BE TURNED ON, THE EXISTING MAST ARM AND SIGNAL EQUIPMENT SHALL BE DISCONNECTED AND REMOVED. THE NEW MAST ARM MOUNTED SIGNAL HEADS SHALL THEN BE CONNECTED TO THE EXISTING CONTROLLER AND BECOME OPERATIONAL WITHIN TWO HOURS OF TURNING OFF THE EXISTING MAST ARM MOUNTED SIGNALS. IF THE EXISTING MAST ARM MOUNTED SIGNAL HEADS IN THE SOUTHEAST AND SOUTHWEST CORNERS WILL BE OBSTRUCTED BY THE PROPOSED MAST ARMS, THE CONTRACTOR SHALL WIRE THE PROPOSED ARM AND MOUNT THE HEADS PRIOR TO INSTALLING THE MAST ARM ON THE POST. WHEN THE ARM IS READY THE EXISTING MAST ARM SIGNALS SHALL BE BAGGED AND THE NEW ARM INSTALLED AND HEADS CONNECTED IN A TIMELY FASHION.
4. ONCE THE PROPOSED MAST ARM MOUNTED TRAFFIC SIGNALS ARE OPERATIONAL FOR A DIRECTION OF TRAFFIC THE ASSOCIATED FAR LEFT SIGNAL HEAD AND POST MAY BE REPLACED, AS NECESSARY, WHILE THE EXISTING NEAR RIGHT SIGNAL HEAD REMAINS OPERATIONAL. A MINIMUM OF THREE SIGNAL INDICATIONS SHALL BE OPERATIONAL AT ALL TIMES WITH THE EXCEPTION OF DURING STEP 3.
5. THE EXISTING NEAR RIGHT SIGNAL HEAD MAY BE REMOVED ONCE THREE PROPOSED SIGNAL INDICATIONS ARE AVAILABLE FOR A GIVEN DIRECTION OF TRAVEL.
6. ONCE ALL PROPOSED TRAFFIC SIGNAL EQUIPMENT HAS BEEN INSTALLED, THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET CAN BE REPLACED ON THE MODIFIED TYPE FOUNDATION ACCORDING TO THE SPECIFICATIONS.

FOR INFORMATION ONLY

	REVISIONS	ILLINOIS DEPARTMENT OF TRANSPORTATION
	NAME DATE	FAU 2775 OAK PARK AVENUE TRAFFIC SIGNAL MODIFICATION PLAN OAK PARK AVE & WASHINGTON BLVD
SCALE: VERT. HORIZ. DATE: 11/18/2008	DRAWN BY: JEM	CHECKED BY: JEM



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TRAFFIC SIGNAL PLAN 11