

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	205
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B01

EXISTING TRAFFIC SIGNALS AND EQUIPMENT IN THE NORTHWEST AND SOUTHWEST CORNER OF ILLINOIS 60/RIVERWOODS RD/BLVD INTERSECTION SHALL REMAIN. SEE PROPOSED TRAFFIC SIGNAL SHEET (IL 60/RIVERWOODS RD/BLVD) FOR INFORMATION.

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 CONTRACT BID PRICE.

- 2 EACH SIGNAL HEAD, 2-FACE, 3-SECTION, 5-SECTION
- 5 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 1 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 6 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH STEEL MAST ARM AND POLE
- 1 EACH TRAFFIC SIGNAL POST
- 1 EACH PEDESTRIAN SIGNAL POST
- 2 EACH LIGHT DETECTOR

NOTES:

1. THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.
2. THE LOCATIONS AND LENGTHS OF THE EXISTING SYSTEM ARE BASED ON PRE-BUILT PLANS AND TOPOGRAPHICAL INFORMATION AND SHOULD BE CONSIDERED APPROXIMATE.
3. FOR INTERCONNECT BETWEEN ADJACENT TEMPORARY SIGNAL SYSTEMS SEE TEMPORARY INTERCONNECT SHEETS.

RESTORATION OF WORK AREA:

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST TO THE RELATED PAY ITEMS 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. ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 250 AND 252 RESPECTIVELY.

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ◁ EXISTING SIGNAL HEAD TO BE REMOVED
- "E" ■ EXISTING SERVICE INSTALLATION TO BE REMOVED
- "E" ⊠ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" ◻ EXISTING HANDHOLE TO BE REMOVED
- "E" ⊞ EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊖ EXISTING EMERGENCY VEHICLE SYSTEM DETECTOR TO BE REMOVED
- ⊕ EXISTING EMERGENCY VEHICLE SYSTEM BEACON TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ◻ EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊙ EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED

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 TS1 OR 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 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.
4. 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.
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.

LEFT ON GREEN ARROW ONLY

"A" R10-5

TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ↖ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊞ TEMPORARY SERVICE INSTALLATION
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ▶ VIDEO VEHICLE DETECTION
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊖ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊕ CONFIRMATION BEACON
- ◻ VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- ▨ VIDEO DETECTION ZONES

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 TEMPORARY TRAFFIC SIGNAL INSTALLATION
 AND REMOVAL OF EXISTING TRAFFIC
 SIGNAL EQUIPMENT (PRE STAGE A & B)
 IL RTE 60 & RIVERWOODS BLVD/RD

SCALE: 1"=20'-0"
 DATE: MAY 8, 2007
 DRAWN BY: CBS
 CHECKED BY: DMJ

5/7/2007 11:49:31 AM