

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	3034N-1	COOK	71	27
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY 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 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.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". 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 SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- 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.

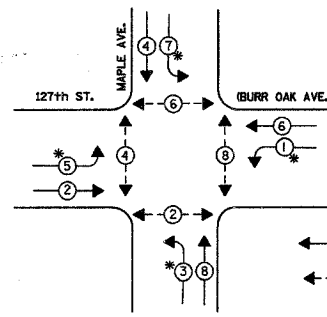
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGH-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

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|---|------|--|
| 1 | EACH | CONTROLLER AND CABINET COMPLETE |
| 1 | EACH | SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED, 12" RED |
| 3 | EACH | SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED |
| 2 | EACH | SIGNAL HEAD, 1-FACE, MAST ARM MOUNTED |
| 4 | EACH | EACH SIGNAL, 2-FACE, 3-SECTION BRACKET MOUNTED |
| 8 | EACH | PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED |
| 8 | EACH | PEDESTRIAN PUSH-BUTTON |
| 6 | EACH | SIGNAL POST |
| 2 | EACH | ALUMINUM MAST ARM ASSEMBLY AND POLE |
| 1 | EACH | SERVICE INSTALLATION |

EXISTING EQUIPMENT TO BE REMOVED LEGEND

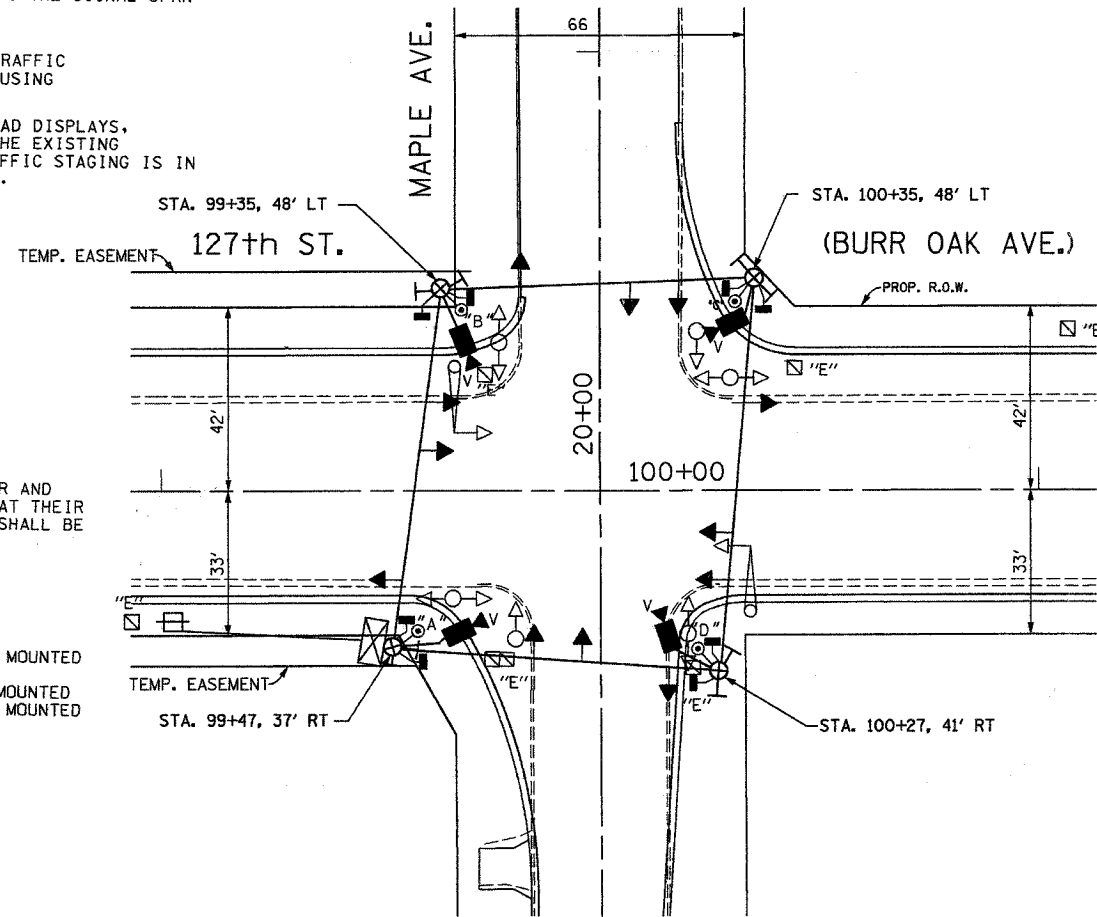
- ◀ EXISTING SIGNAL TO BE REMOVED
- "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊠ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊞ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING DOUBLE HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊞ "E" EXISTING CONFIRMATION BEACON TO BE REMOVED
- ⊞ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING WOOD POLE TO BE REMOVED

CONTROLLER SEQUENCE

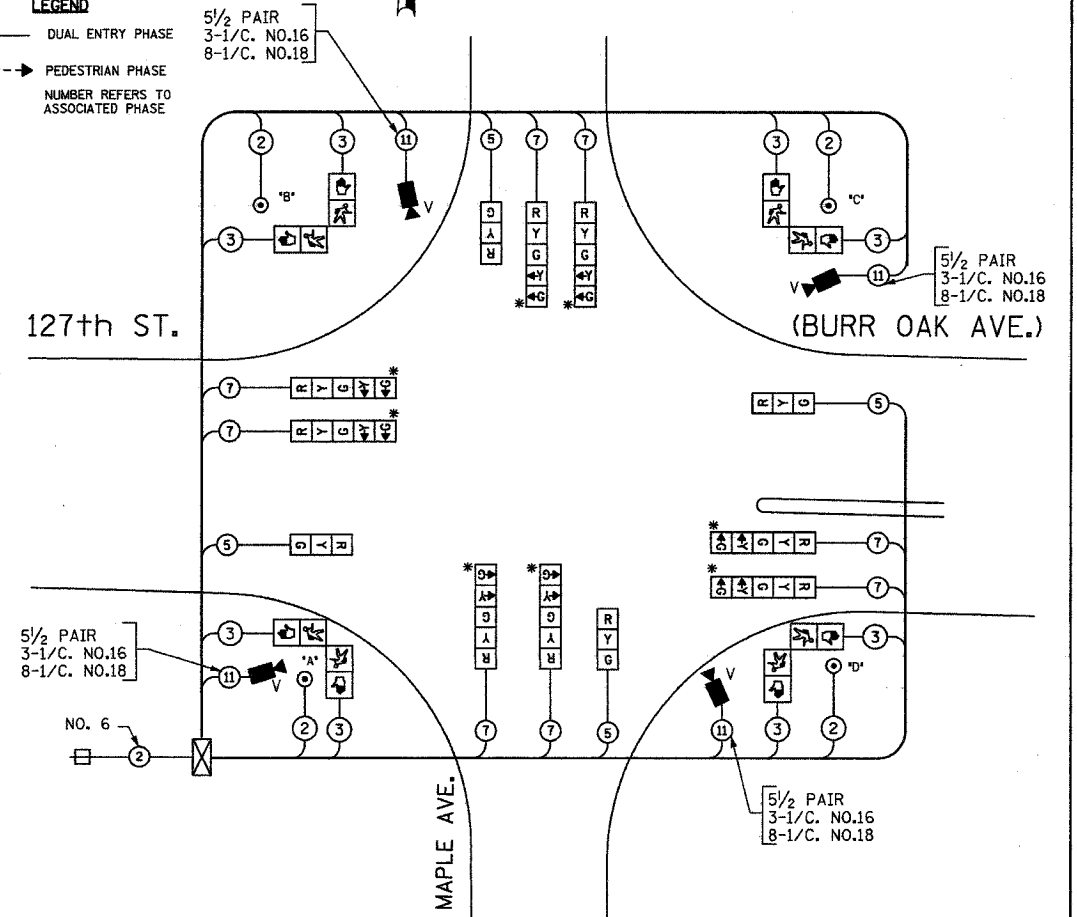


PHASE DESIGNATION DIAGRAM

- LEGEND**
- ⊞ DUAL ENTRY PHASE
 - ⊞ PEDESTRIAN PHASE
 - NUMBER REFERS TO ASSOCIATED PHASE



SCALE: 1"=20'



TEMPORARY CABLE PLAN
NOT TO SCALE

* THE GREEN AND YELLOW LEFT TURN ARROW SECTIONS SHALL BE BAGGED AND NOT CONNECTED INTO THE CONTROLLER CABINET UNTIL THEY ARE NEEDED WHEN THE FINAL PROPOSED ROADWAY GEOMETRICS ARE IN PLACE AND OPEN TO TRAFFIC. THE LEFT TURN PHASES SHALL BE DISABLED UNTIL NEEDED.

PUSH-BUTTON NOTES:

PUSH-BUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4
 PUSH-BUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6
 PUSH-BUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8
 PUSH-BUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8

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) 60 FOOT (18.3m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- ⊞ TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊞ TEMPORARY SERVICE INSTALLATION
- ⊞ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊞ VIDEO CAMERA ASSEMBLY

TEMPORARY CABLE DIAGRAM LEGEND

- ⊞ TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- ⊠ TEMPORARY CONTROLLER CABINET
- ⊞ TEMPORARY SERVICE INSTALLATION
- ⊞ INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- ⊞ VEHICLE DETECTOR, INDUCTION LOOP
- ⊞ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊞ 12" (300mm) PEDESTRIAN SIGNAL SECTION
- ⊞ VIDEO CAMERA ASSEMBLY

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION
127th ST. (BURR OAK AVE.) AT MAPLE AVE.

REVISIONS	
NAME	DATE

SCALE: AS NOTED
DATE: 7/17/06

DRAWN BY: DSS/RDP
DESIGNED BY: PKG
CHECKED BY: PKG/KGP

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