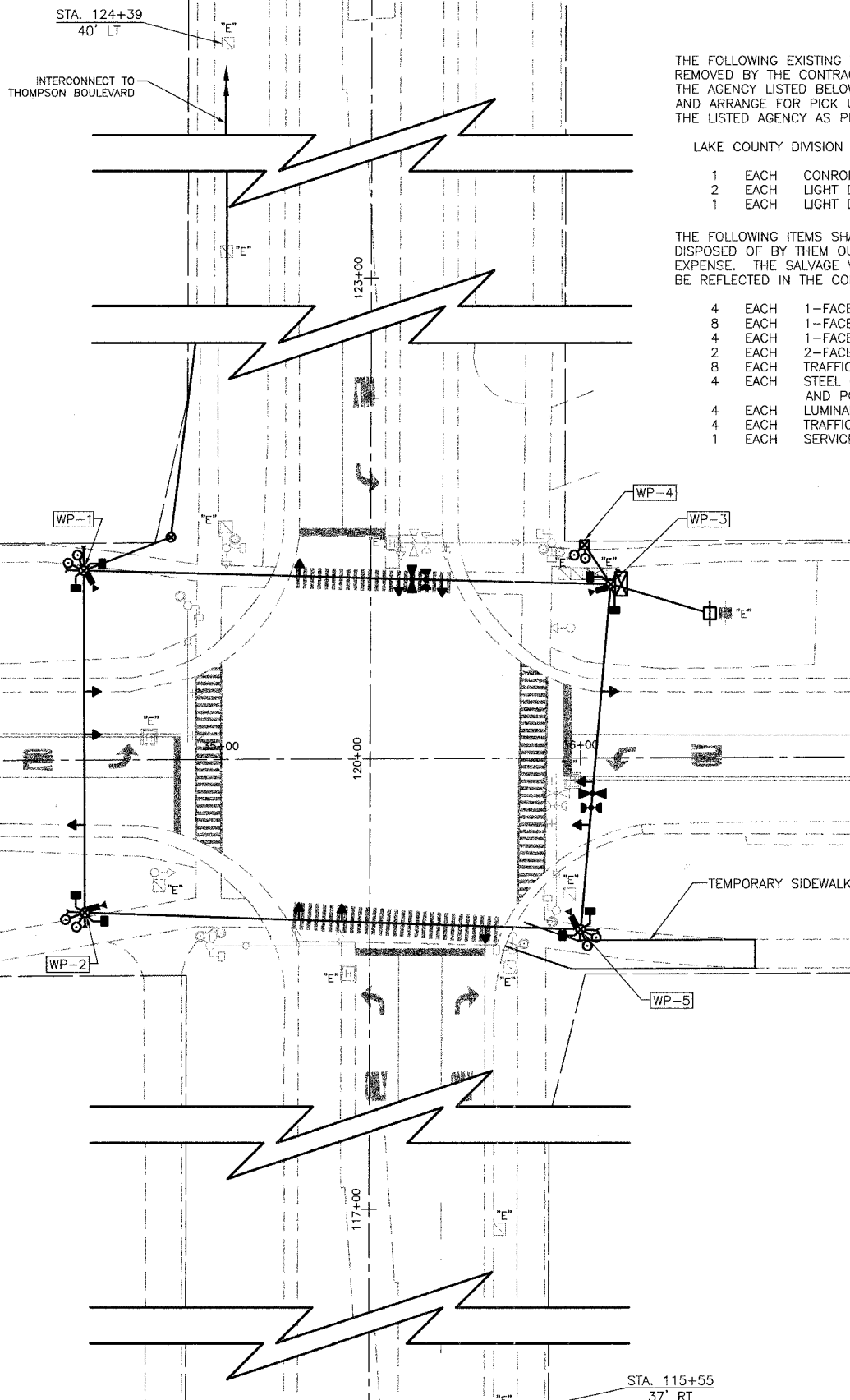


TEMPORARY TRAFFIC SIGNAL LEGEND

- ➔ 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 FT. (13.7m) MIN.
- ⊗ TEMPORARY WOOD POLE, 4" X 4" 14 FT. (10 FT. EXPOSED) MIN.
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊠ TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- PEDESTRIAN PUSHBUTTON DETECTOR
- ▲ EMERGENCY VEHICLE LIGHT DETECTOR
- ▲ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN GROUND
- HANDHOLE
- HEAVY DUTY HANDHOLE
- IMAGE SENSOR
- TELEPHONE CONNECTION



THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

LAKE COUNTY DIVISION OF TRANSPORTATION

- 1 EACH CONTROLLER AND CABINET COMPLETE
- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND 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.

- 4 EACH 1-FACE 3-SECTION SIGNAL HEAD
- 8 EACH 1-FACE 5-SECTION SIGNAL HEAD
- 4 EACH 1-FACE PEDESTRIAN SIGNAL HEAD
- 2 EACH 2-FACE PEDESTRIAN SIGNAL HEAD
- 8 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
- 4 EACH LUMINAIRE
- 4 EACH TRAFFIC SIGNAL POST
- 1 EACH SERVICE INSTALLATION

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ← EXISTING SIGNAL HEAD TO BE REMOVED
- EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊠ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊠ EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- ⊗ EMERGENCY VEHICLE SYSTEM DETECTOR TO BE REMOVED
- ▲ CONFIRMATION BEACON TO BE REMOVED
- ⊠ EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM ASSEMBLY AND POLE TO BE REMOVED

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	83
STA.		TO STA.		
03-0008-00-FP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

TEMPORARY TRAFFIC SIGNAL NOTES

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 MICROPROCESSORS 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". 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.
7. THE VIDEO VEHICLE DETECTION SYSTEM SHALL BE RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION FROM THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE RELOCATION OF THE EQUIPMENT, COMPLETE, SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "VIDEO DETECTION SYSTEM (COMPLETE INTERSECTION)" AND SHALL INCLUDE ALL NECESSARY HARDWARE AND CONNECTIONS FOR PROPER INSTALLATION AND OPERATION.

STRUCTURE	STATION	OFFSET	POSSIBLE UTILITY CONFLICTS
WP-1	34+62	52' LT	EXISTING WATER LINE
WP-2	34+62	43' RT	EXISTING OVERHEAD LINES
WP-3	36+09	46' LT	NONE
WP-4	36+01	59' LT	NONE
WP-5	36+00	48' RT	EXISTING WATER LINE EXISTING OVERHEAD LINES
WP-1 TO WP-2	SPAN WIRE		EXISTING OVERHEAD LINES
WP-2 TO WP-6	SPAN WIRE		EXISTING OVERHEAD LINES

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

**TEMPORARY TRAFFIC SIGNAL
INSTALLATION PLAN AND REMOVAL PLAN**

**DEERFIELD PARKWAY &
BUFFALO GROVE ROAD**

SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: JJE
TECHNICIAN: JJE
CHECKED BY: KMM