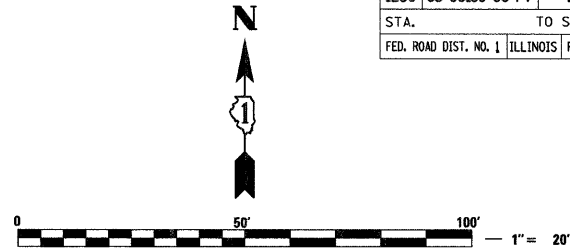
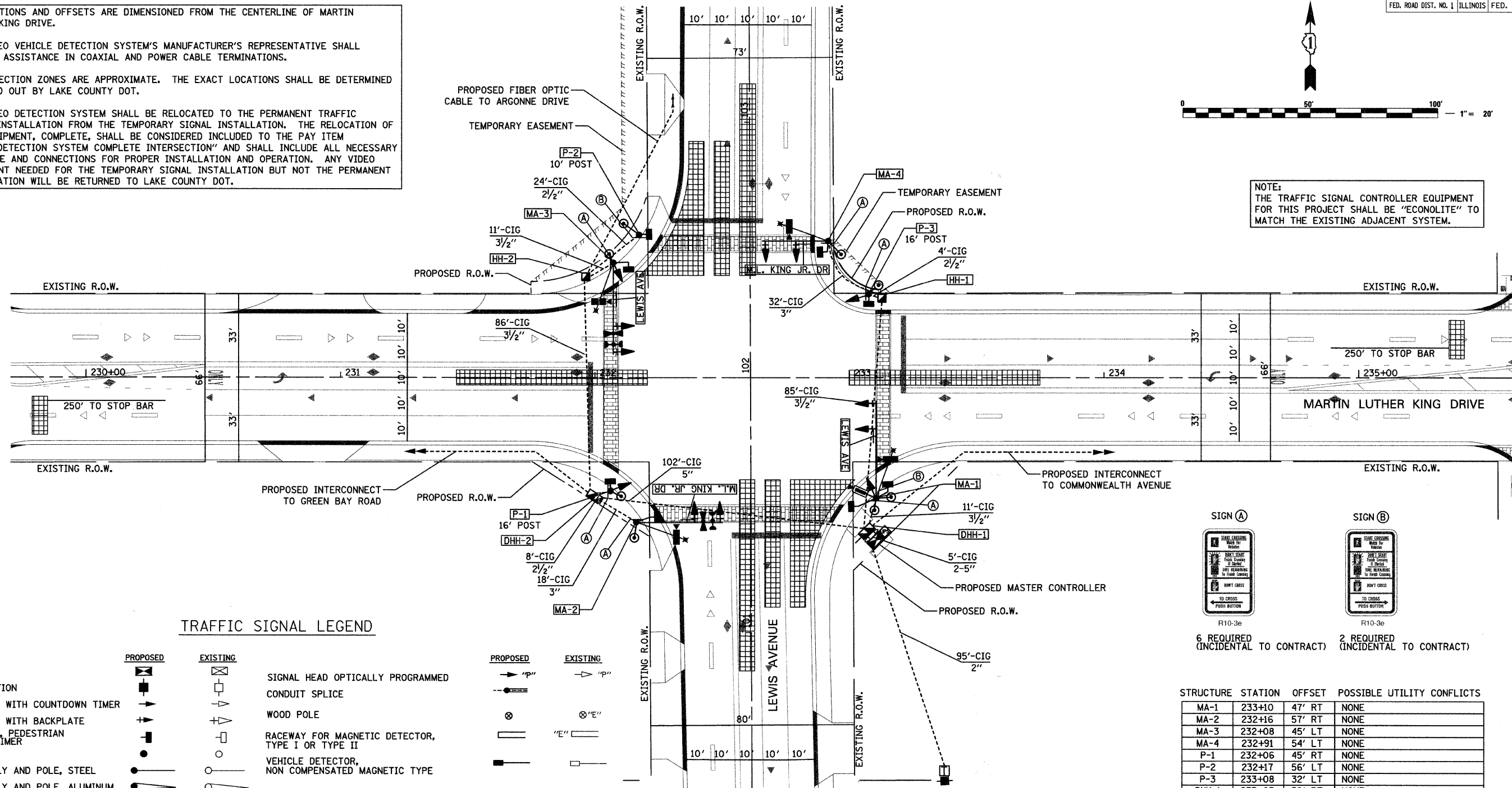


TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF MARTIN LUTHER KING DRIVE.
2. THE VIDEO VEHICLE DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN COAXIAL AND POWER CABLE TERMINATIONS.
3. ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT BY LAKE COUNTY DOT.
4. THE VIDEO DETECTION SYSTEM SHALL BE RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION. THE RELOCATION OF THE EQUIPMENT, COMPLETE, SHALL BE CONSIDERED INCLUDED TO THE PAY ITEM "VIDEO DETECTION SYSTEM COMPLETE INTERSECTION" AND SHALL INCLUDE ALL NECESSARY HARDWARE AND CONNECTIONS FOR PROPER INSTALLATION AND OPERATION. ANY VIDEO EQUIPMENT NEEDED FOR THE TEMPORARY SIGNAL INSTALLATION BUT NOT THE PERMANENT INSTALLATION WILL BE RETURNED TO LAKE COUNTY DOT.

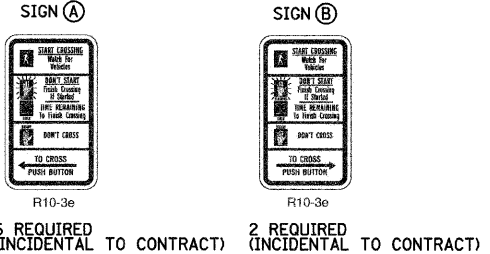


NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING	DESCRIPTION
		CONTROLLER
		SERVICE INSTALLATION
		L.E.D. SIGNAL HEAD WITH COUNTDOWN TIMER
		L.E.D. SIGNAL HEAD WITH BACKPLATE
		L.E.D. SIGNAL HEAD, PEDESTRIAN WITH COUNTDOWN TIMER
		SIGNAL POST
		MAST ARM ASSEMBLY AND POLE, STEEL
		MAST ARM ASSEMBLY AND POLE, ALUMINUM
		DECORATIVE COMB, MAST ARM ASSEMBLY AND POLE STEEL WITH LUMINAIRE
		UNIT DUCT
		COMMON TRENCH
		HANDHOLE
		HEAVY DUTY HANDHOLE
		DOUBLE HANDHOLE
		G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
		PEDESTRIAN PUSHBUTTON DETECTOR
		DETECTOR LOOP
		CAST IRON JUNCTION BOX
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		SIGNAL HEAD OPTICALLY PROGRAMMED
		CONDUIT SPLICE
		WOOD POLE
		RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
		VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
		RAILROAD CONTROL CABINET
		TELEPHONE CONNECTION
		ILLUMINATED SIGN "NO LEFT TURN"
		ILLUMINATED SIGN "NO RIGHT TURN"
		IMAGE SENSOR
		APPROXIMATE DETECTION ZONE
		STREET LIGHT LUMINAIRE
		DOMED PAN/TILT/ZOOM (PTZ) CAMERA
		L.E.D. ILLUMINATED STREET NAME SIGN



STRUCTURE	STATION	OFFSET	POSSIBLE UTILITY CONFLICTS
MA-1	233+10	47' RT	NONE
MA-2	232+16	57' RT	NONE
MA-3	232+08	45' LT	NONE
MA-4	232+91	54' LT	NONE
P-1	232+06	45' RT	NONE
P-2	232+17	56' LT	NONE
P-3	233+08	32' LT	NONE
DHH-1	233+03	58' RT	NONE
DHH-2	231+97	50' RT	NONE
HH-1	233+13	30' LT	NONE
HH-2	231+97	41' LT	NONE

SCHEDULE OF COMBINATION MAST ARM ASSEMBLY AND POLES

MA	MAST ARM	LUMINAIRE ARM	AUTOSCOPE MOUNTING HEIGHT
MA-1	38' MAST ARM	15' LUMINAIRE ARM	45' AUTOSCOPE MOUNTING HEIGHT
MA-2	34' MAST ARM	15' LUMINAIRE ARM	45' AUTOSCOPE MOUNTING HEIGHT
MA-3	36' MAST ARM	15' LUMINAIRE ARM	45' AUTOSCOPE MOUNTING HEIGHT
MA-4	26' MAST ARM	15' LUMINAIRE ARM	45' AUTOSCOPE MOUNTING HEIGHT

REVISIONS	
NAME	DATE

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CITY OF NORTH CHICAGO
MARTIN LUTHER KING JR. DRIVE IMPROVEMENTS

TRAFFIC SIGNAL INSTALLATION PLAN
MARTIN LUTHER KING JR. DRIVE
AND LEWIS AVENUE

SCALE: 1"=20'
DATE: APRIL, 2008

DRAWN BY: KDM
CHECKED BY: MJL

DATE: 7/11/2008
TIME: 8:34:18 AM
FILENAME: N:\PROJ\05161\Design\Signals\Plan_Sheets\5161-08-Lewis-Pl-signal-plan.dgn