

* LEGEND FOR 12-12-08 HSIP IMPROVE.

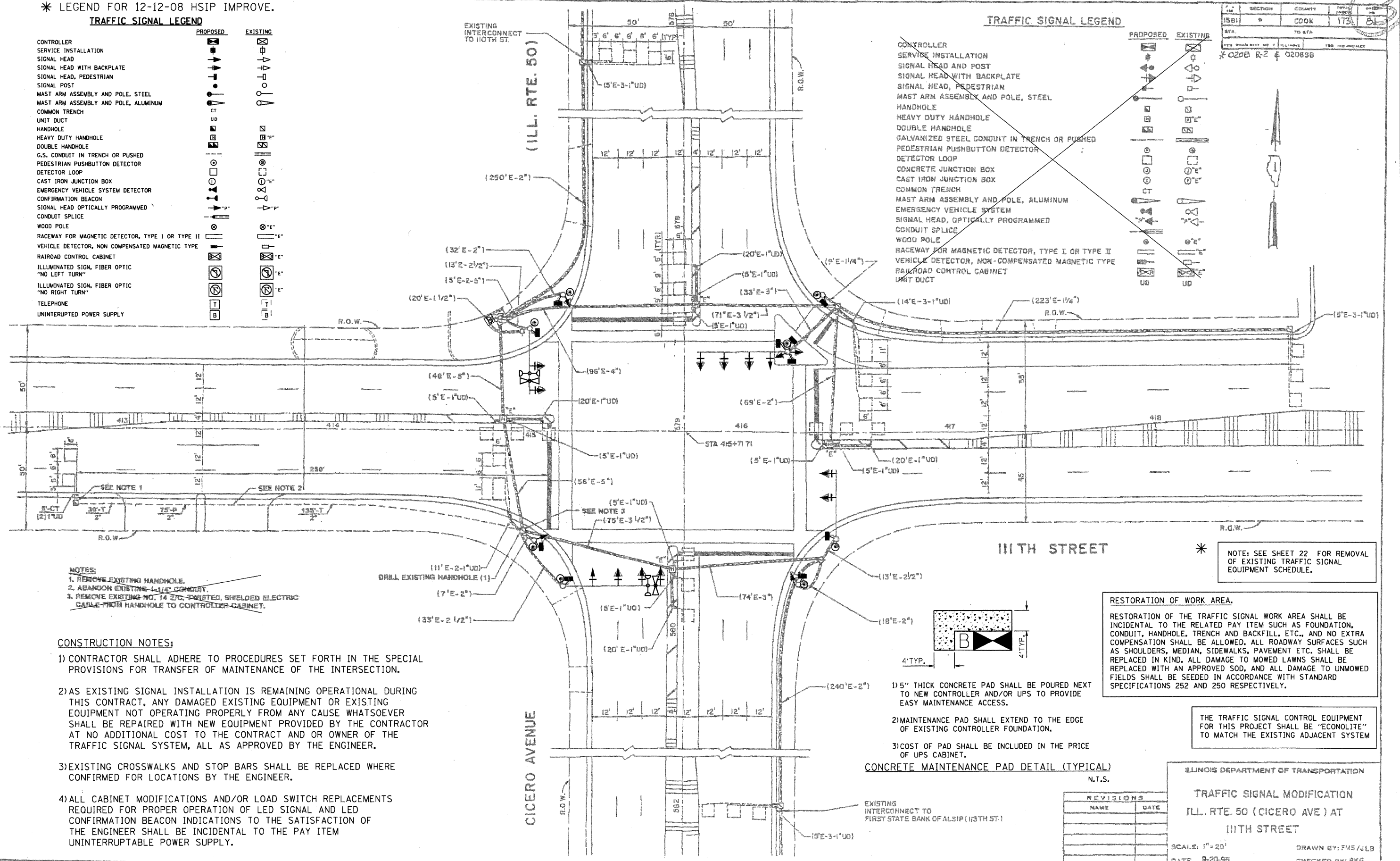
TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMMON TRENCH		
UNIT DUCT		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE SYSTEM 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		
ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"		
ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"		
TELEPHONE		
UNINTERRUPTED POWER SUPPLY		

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD AND POST		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
MAST ARM ASSEMBLY AND POLE, STEEL		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CONCRETE JUNCTION BOX		
CAST IRON JUNCTION BOX		
COMMON TRENCH		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
EMERGENCY VEHICLE SYSTEM		
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		
UNIT DUCT		

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1581	COOK	173	81



- NOTES:**
1. REMOVE EXISTING HANDHOLE.
 2. ABANDON EXISTING 4-1/4" CONDUIT.
 3. REMOVE EXISTING NO. 14 2/C TWISTED, SHELDED ELECTRIC CABLE FROM HANDHOLE TO CONTROLLER CABINET.

- CONSTRUCTION NOTES:**
- 1) CONTRACTOR SHALL ADHERE TO PROCEDURES SET FORTH IN THE SPECIAL PROVISIONS FOR TRANSFER OF MAINTENANCE OF THE INTERSECTION.
 - 2) AS EXISTING SIGNAL INSTALLATION IS REMAINING OPERATIONAL DURING THIS CONTRACT, ANY DAMAGED EXISTING EQUIPMENT OR EXISTING EQUIPMENT NOT OPERATING PROPERLY FROM ANY CAUSE WHATSOEVER SHALL BE REPAIRED WITH NEW EQUIPMENT PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT AND OR OWNER OF THE TRAFFIC SIGNAL SYSTEM, ALL AS APPROVED BY THE ENGINEER.
 - 3) EXISTING CROSSWALKS AND STOP BARS SHALL BE REPLACED WHERE CONFIRMED FOR LOCATIONS BY THE ENGINEER.
 - 4) ALL CABINET MODIFICATIONS AND/OR LOAD SWITCH REPLACEMENTS REQUIRED FOR PROPER OPERATION OF LED SIGNAL AND LED CONFIRMATION BEACON INDICATIONS TO THE SATISFACTION OF THE ENGINEER SHALL BE INCIDENTAL TO THE PAY ITEM UNINTERRUPTABLE POWER SUPPLY.

* NOTE: SEE SHEET 22 FOR REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT SCHEDULE.

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, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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

CONCRETE MAINTENANCE PAD DETAIL (TYPICAL)

- 1) 5" THICK CONCRETE PAD SHALL BE POURED NEXT TO NEW CONTROLLER AND/OR UPS TO PROVIDE EASY MAINTENANCE ACCESS.
- 2) MAINTENANCE PAD SHALL EXTEND TO THE EDGE OF EXISTING CONTROLLER FOUNDATION.
- 3) COST OF PAD SHALL BE INCLUDED IN THE PRICE OF UPS CABINET.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION

ILL. RTE. 50 (CICERO AVE) AT 111TH STREET

SCALE: 1"=20'

DATE: 9-20-06

DRAWN BY: FMS/JLB

CHECKED BY: PKG