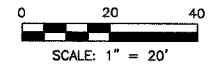
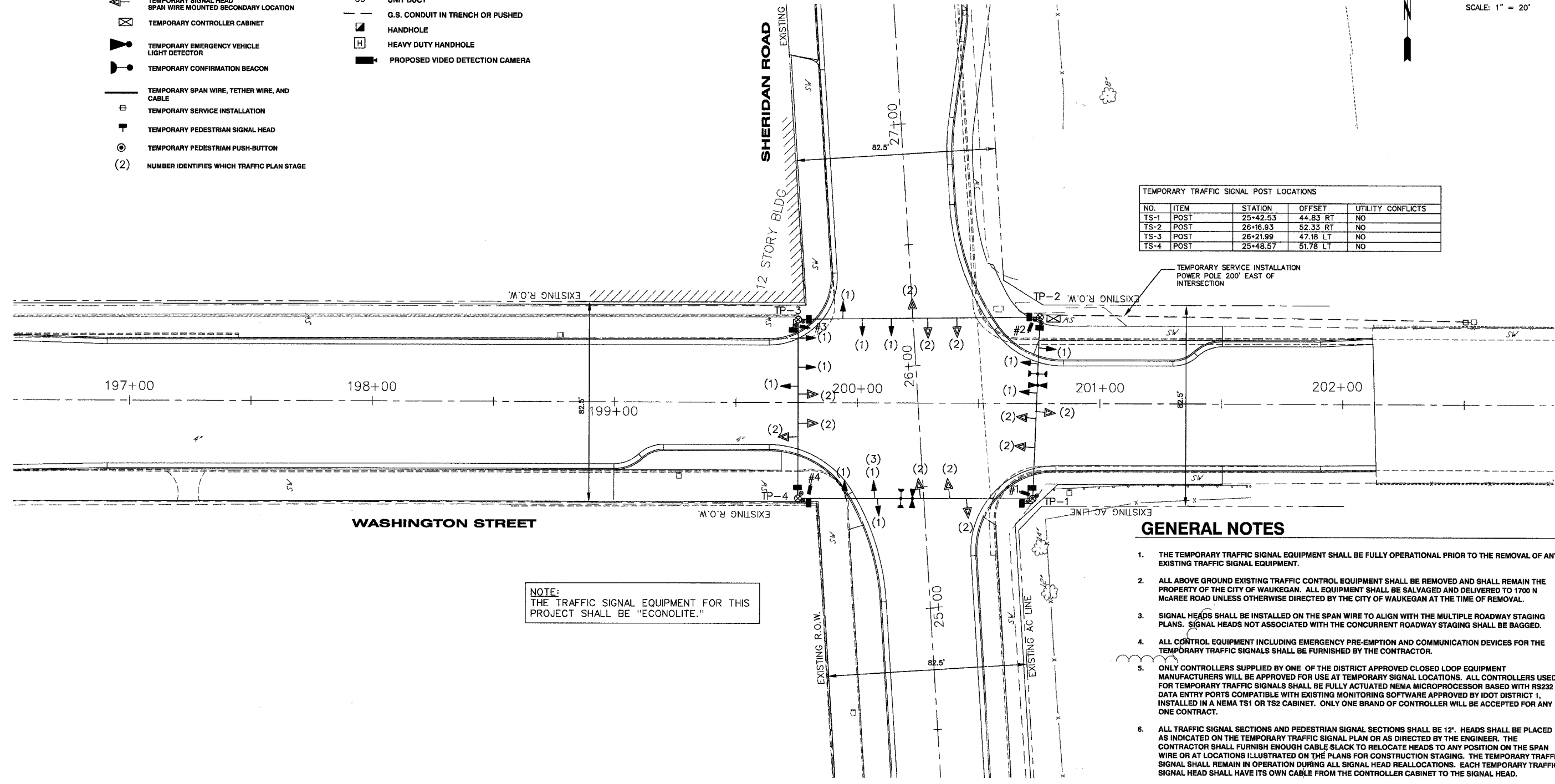


TEMPORARY TRAFFIC SIGNAL LEGEND

- | | | | |
|-----|--|----|----------------------------------|
| ⊗ | TEMPORARY TRAFFIC SIGNAL POST | □ | VEHICLE DETECTOR, INDUCTION LOOP |
| ← | TEMPORARY TRAFFIC SIGNAL HEAD
SPAN WIRE MOUNTED ORIGINAL LOCATION | CT | COMMON TRENCH |
| ↖ | TEMPORARY SIGNAL HEAD
SPAN WIRE MOUNTED SECONDARY LOCATION | UD | UNIT DUCT |
| ⊠ | TEMPORARY CONTROLLER CABINET | — | G.S. CONDUIT IN TRENCH OR PUSHED |
| ⚡ | TEMPORARY EMERGENCY VEHICLE
LIGHT DETECTOR | ■ | HANDHOLE |
| ⬆ | TEMPORARY CONFIRMATION BEACON | H | HEAVY DUTY HANDHOLE |
| — | TEMPORARY SPAN WIRE, TETHER WIRE, AND
CABLE | ■ | PROPOSED VIDEO DETECTION CAMERA |
| ⊞ | TEMPORARY SERVICE INSTALLATION | | |
| ⊞ | TEMPORARY PEDESTRIAN SIGNAL HEAD | | |
| ⊞ | TEMPORARY PEDESTRIAN PUSH-BUTTON | | |
| (2) | NUMBER IDENTIFIES WHICH TRAFFIC PLAN STAGE | | |



NO.	ITEM	STATION	OFFSET	UTILITY CONFLICTS
TS-1	POST	25+42.53	44.83 RT	NO
TS-2	POST	26+16.93	52.33 RT	NO
TS-3	POST	26+21.99	47.18 LT	NO
TS-4	POST	25+48.57	51.78 LT	NO



GENERAL NOTES

1. THE TEMPORARY TRAFFIC SIGNAL EQUIPMENT SHALL BE FULLY OPERATIONAL PRIOR TO THE REMOVAL OF ANY EXISTING TRAFFIC SIGNAL EQUIPMENT.
2. ALL ABOVE GROUND EXISTING TRAFFIC CONTROL EQUIPMENT SHALL BE REMOVED AND SHALL REMAIN THE PROPERTY OF THE CITY OF WAUKEGAN. ALL EQUIPMENT SHALL BE SALVAGED AND DELIVERED TO 1700 N McAREE ROAD UNLESS OTHERWISE DIRECTED BY THE CITY OF WAUKEGAN AT THE TIME OF REMOVAL.
3. SIGNAL HEADS SHALL BE INSTALLED ON THE SPAN WIRE TO ALIGN WITH THE MULTIPLE ROADWAY STAGING PLANS. SIGNAL HEADS NOT ASSOCIATED WITH THE CONCURRENT ROADWAY STAGING SHALL BE BAGGED.
4. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNALS SHALL BE FURNISHED BY THE CONTRACTOR.
5. 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.
6. 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 REALLOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
7. 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.
8. ANY TEMPORARY SIGNAL WITHIN ANY EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
9. 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 TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

NOTE:
THE TRAFFIC SIGNAL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE."