

**RED LIGHT RUNNING SYSTEM NOTES:**

1. THE EXISTING RED LIGHT RUNNING SYSTEM OWNED BY THE CITY OF WARRENVILLE WILL BE DEACTIVATED AND REMOVED DURING CONSTRUCTION.
2. THE CONTRACTOR SHALL NOTIFY MR. RON MENSER AT (630) 393-5745 NOT LESS THAN 72 HOURS IN ADVANCE OF CONSTRUCTION TO ALLOW THE CITY OF WARRENVILLE TO REMOVE THE EXISTING RED LIGHT RUNNING EQUIPMENT. ALL COSTS ASSOCIATED WITH THE REMOVAL AND REPLACEMENT OF THE RED LIGHT RUNNING EQUIPMENT ARE THE RESPONSIBILITY OF THE CITY OF WARRENVILLE.

MATCH LINE A-A - SEE SHEET 2 OF 2

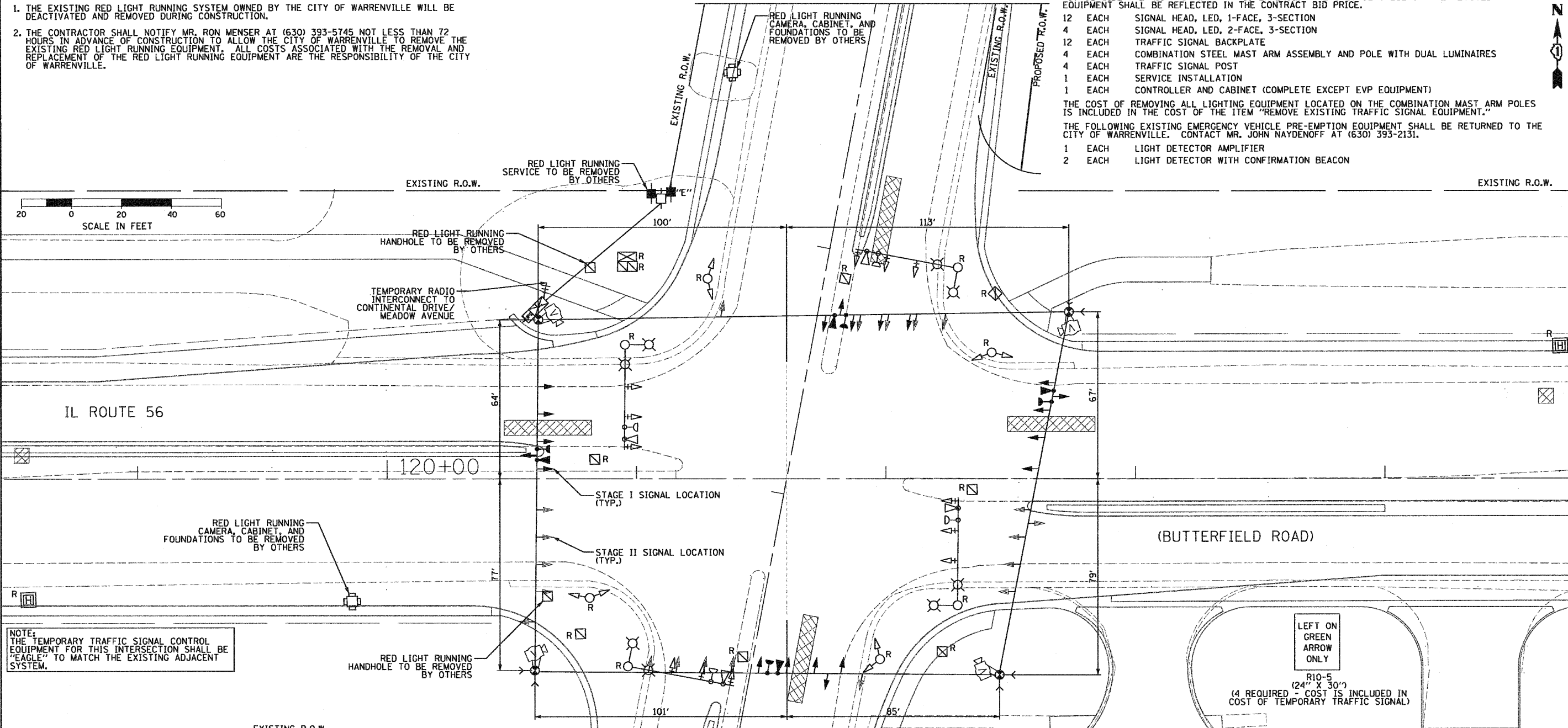
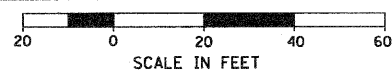
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM OUTSIDE THE RIGHT-OF-WAY AT HIS EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 12 EACH SIGNAL HEAD, LED, 1-FACE, 3-SECTION
- 4 EACH SIGNAL HEAD, LED, 2-FACE, 3-SECTION
- 12 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH COMBINATION STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL LUMINAIRES
- 4 EACH TRAFFIC SIGNAL POST
- 1 EACH SERVICE INSTALLATION
- 1 EACH CONTROLLER AND CABINET (COMPLETE EXCEPT EVP EQUIPMENT)

THE COST OF REMOVING ALL LIGHTING EQUIPMENT LOCATED ON THE COMBINATION MAST ARM POLES IS INCLUDED IN THE COST OF THE ITEM "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT."

THE FOLLOWING EXISTING EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT SHALL BE RETURNED TO THE CITY OF WARRENVILLE. CONTACT MR. JOHN NAYDENOFF AT (630) 393-2131.

- 1 EACH LIGHT DETECTOR AMPLIFIER
- 2 EACH LIGHT DETECTOR WITH CONFIRMATION BEACON



NOTE: THE TEMPORARY TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS INTERSECTION SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE: THE VIDEO DETECTION ZONES SHOWN ARE FOR STAGE I. THE CONTRACTOR SHALL ADJUST THE DETECTION ZONES AS REQUIRED FOR EACH SUBSEQUENT STAGE OF CONSTRUCTION. THE COST OF THIS WORK IS INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

LEFT ON GREEN ARROW ONLY  
R10-5 (24" X 30")  
(4 REQUIRED - COST IS INCLUDED IN COST OF TEMPORARY TRAFFIC SIGNAL)

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

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 MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1. INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE APPROVED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOTE TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY TRAFFIC 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. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS IN OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

MATCH LINE B-B - SEE SHEET 2 OF 2