

**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 ACCEPTED 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 NOT 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 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 INTO 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.

AFTER THE PROPOSED TRAFFIC SIGNAL IS INSTALLED AND IN OPERATION, THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACTOR'S BID PRICE.

- 1 EACH CONTROLLER AND CABINET COMPLETE
- 7 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, SPAN WIRE MOUNTED
- 2 EACH SIGNAL HEAD, 1-FACE, 5-SECTION, SPAN WIRE MOUNTED
- 4 EACH WOOD POLE
- 423 FOOT SPAN WIRE
- 423 FOOT TETHER WIRE
- 1 LSUM AERIAL ELECTRIC CABLES
- 3 EACH VIDEO DETECTION CAMERAS
- 1 EACH WIRELESS INTERCONNECT EQUIPMENT

THE FOLLOWING ITEMS SHALL BE RELOCATED TO THE NEW SPAN WIRE LOCATIONS AS SHOWN IN THE PLANS AFTER THE NEW WOOD POLE, SPAN WIRES, TETHER WIRES, AND ELECTRIC CABLES ARE INSTALLED.

- 2 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, SPAN WIRE MOUNTED
- 2 EACH SIGNAL HEAD, 1-FACE, 5-SECTION, SPAN WIRE MOUNTED
- 1 EACH LIGHT DETECTOR WITH CONFIRMATION BEACON

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, 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.

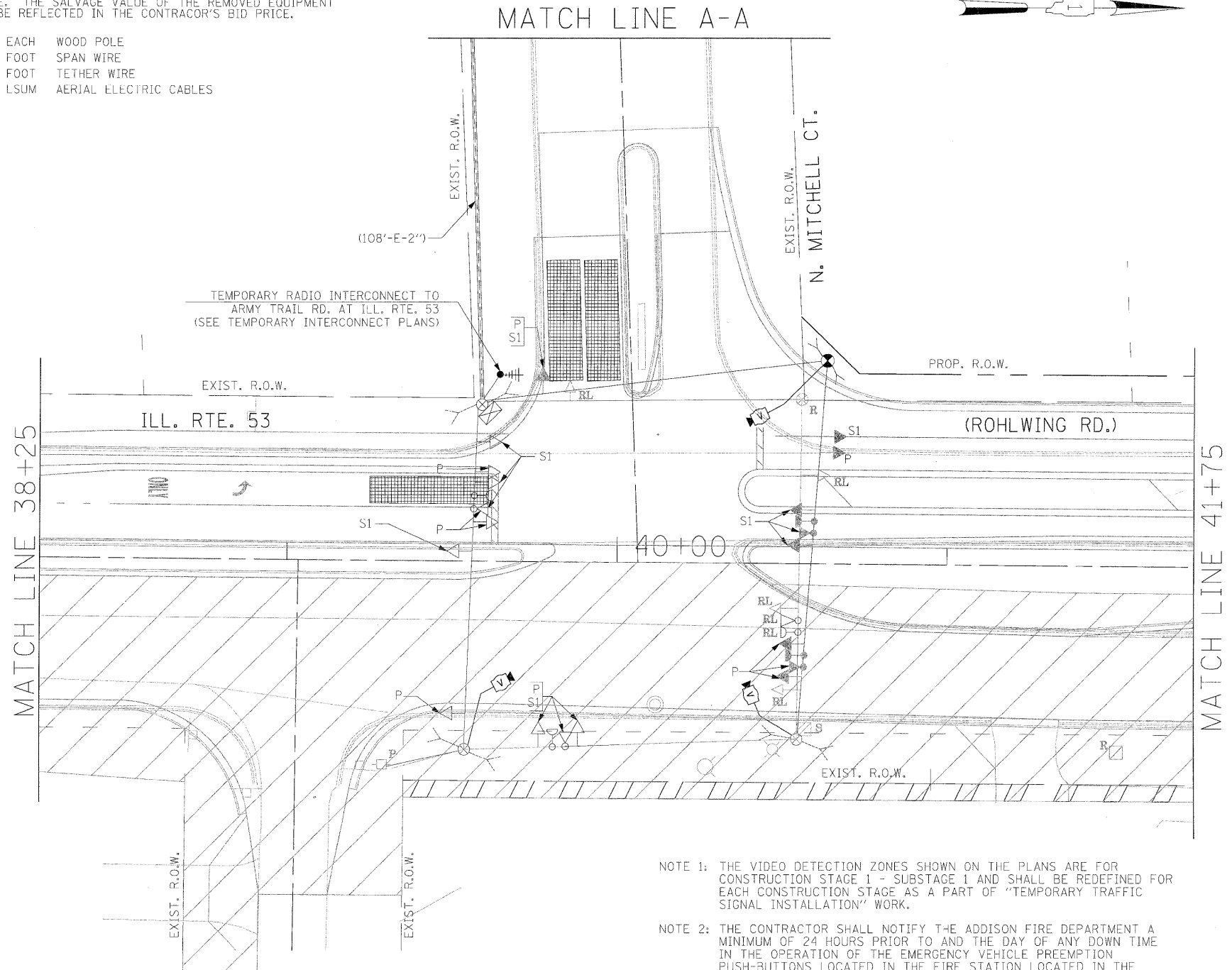
AGENCY: VILLAGE OF ADDISON

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- 3 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

FOR TEMPORARY TRAFFIC SIGNAL MODIFICATION, THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACTOR'S BID PRICE.

- 1 EACH WOOD POLE
- 198 FOOT SPAN WIRE
- 198 FOOT TETHER WIRE
- 1 LSUM AERIAL ELECTRIC CABLES



**SIGNAL HEAD PLACEMENTS FOR STAGES: PRE-STAGE, AND S1**

NOTE 1: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR CONSTRUCTION STAGE 1 - SUBSTAGE 1 AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

NOTE 2: THE CONTRACTOR SHALL NOTIFY THE ADDISON FIRE DEPARTMENT A MINIMUM OF 24 HOURS PRIOR TO AND THE DAY OF ANY DOWN TIME IN THE OPERATION OF THE EMERGENCY VEHICLE PREEMPTION PUSH-BUTTONS LOCATED IN THE FIRE STATION LOCATED IN THE SOUTHWEST CORNER OF THIS INTERSECTION. THE DOWN TIME SHALL NOT EXCEED 2 HOURS.

AT MITCHELL CT:  
P = PRE-STAGE  
S1 = STAGE 1 (NO SUBSTAGES)  
S2 = STAGE 1 (NO SUBSTAGES)  
S3 = STAGE 1 (NO SUBSTAGES)

THE EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL NOT BE REMOVED UNTIL THE PROPOSED TRAFFIC SIGNAL INSTALLATION IS IN OPERATION. THE MAINTENANCE OF THE EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE INCLUDED IN THE PAY ITEM "MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION".

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