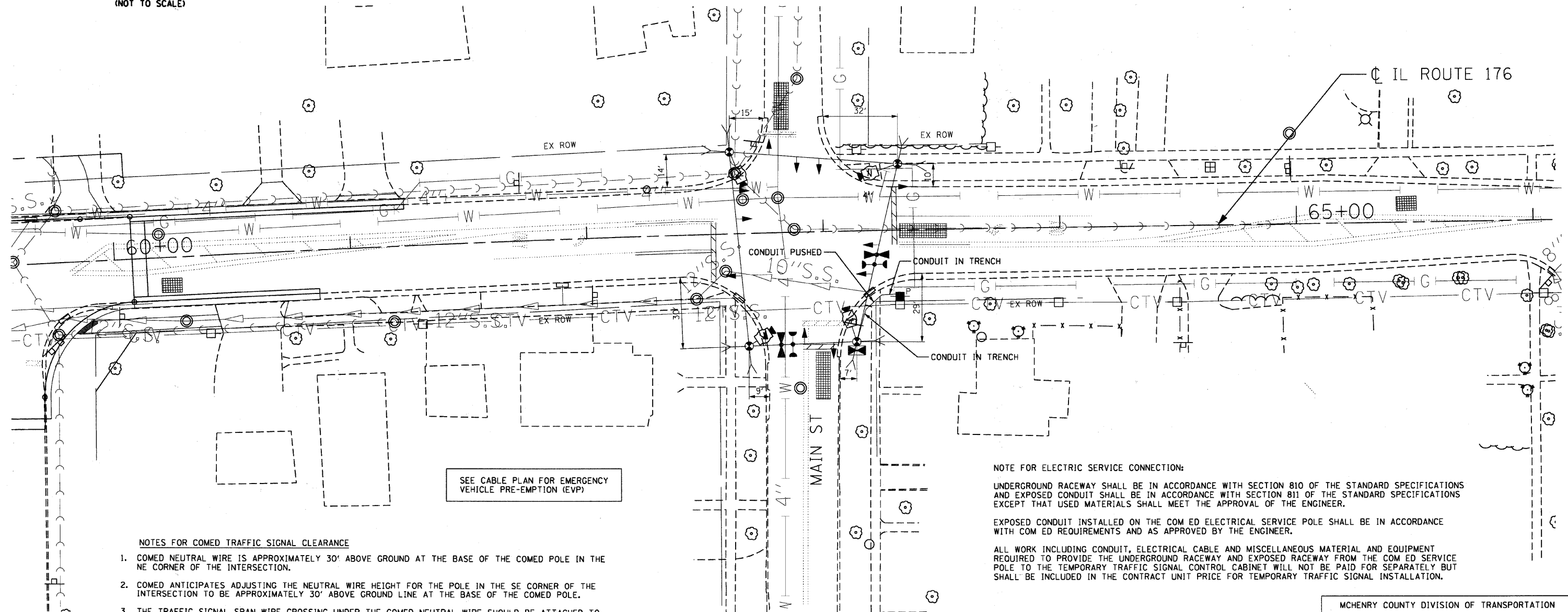


**TEMPORARY VIDEO DETECTION MOUNTING DETAIL**  
(NOT TO SCALE)

**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.



SEE CABLE PLAN FOR EMERGENCY VEHICLE PRE-EMPTION (EVP)

**NOTE FOR ELECTRIC SERVICE CONNECTION:**  
UNDERGROUND RACEWAY SHALL BE IN ACCORDANCE WITH SECTION 810 OF THE STANDARD SPECIFICATIONS AND EXPOSED CONDUIT SHALL BE IN ACCORDANCE WITH SECTION 811 OF THE STANDARD SPECIFICATIONS EXCEPT THAT USED MATERIALS SHALL MEET THE APPROVAL OF THE ENGINEER.  
EXPOSED CONDUIT INSTALLED ON THE COM ED ELECTRICAL SERVICE POLE SHALL BE IN ACCORDANCE WITH COM ED REQUIREMENTS AND AS APPROVED BY THE ENGINEER.  
ALL WORK INCLUDING CONDUIT, ELECTRICAL CABLE AND MISCELLANEOUS MATERIAL AND EQUIPMENT REQUIRED TO PROVIDE THE UNDERGROUND RACEWAY AND EXPOSED RACEWAY FROM THE COM ED SERVICE POLE TO THE TEMPORARY TRAFFIC SIGNAL CONTROL CABINET WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.

**NOTES FOR COMED TRAFFIC SIGNAL CLEARANCE**

1. COMED NEUTRAL WIRE IS APPROXIMATELY 30' ABOVE GROUND AT THE BASE OF THE COMED POLE IN THE NE CORNER OF THE INTERSECTION.
2. COMED ANTICIPATES ADJUSTING THE NEUTRAL WIRE HEIGHT FOR THE POLE IN THE SE CORNER OF THE INTERSECTION TO BE APPROXIMATELY 30' ABOVE GROUND LINE AT THE BASE OF THE COMED POLE.
3. THE TRAFFIC SIGNAL SPAN WIRE CROSSING UNDER THE COMED NEUTRAL WIRE SHOULD BE ATTACHED TO THE TEMPORARY SIGNAL POLE A MAXIMUM OF 25' ABOVE THE ELEVATION OF THE GROUND AT THE COMED POLES IN THE NE AND SE CORNERS OF THE INTERSECTION.
4. TRAFFIC SIGNAL SPAN WIRE SHALL BE A MINIMUM 3' HORIZONTAL AND 4' VERTICAL FROM THE COMED NEUTRAL WIRE AND 5' HORIZONTAL AND 6' VERTICAL FROM THE 12 KV WIRES.
5. TRAFFIC SIGNAL POLE AND VIDEO DETECTION CAMERA SHALL BE A MINIMUM 3' HORIZONTAL AND 2' VERTICAL FROM THE NEUTRAL WIRE AND 5' HORIZONTAL AND 4.5' VERTICAL FROM THE 12 KV WIRES.

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, MEDIANS, 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.

REVISIONS	
NAME	DATE

MCHENRY COUNTY DIVISION OF TRANSPORTATION  
WALKUP ROAD F.A.U. 0085

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN**

IL ROUTE 176 & MAIN STREET

SCALE: 1" = 20'  
DATE: 06/10/11

DRAWN BY: SNB  
CHECKED BY: RRM

**TENG**

TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
202 N. MICHIGAN AVE. CHICAGO, IL 60601  
TELEPHONE: 312.467.4000

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