

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE IDOT DISTRICT ONE 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.
- 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.
- 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.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- 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.
- 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.
- 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.
- 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 IDOT DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- 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.
- THE CONTROLLER FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE "MULTISONICS 820A" TO MATCH THE EXISTING MULTISONICS TRAFFIC SIGNAL SYSTEM.

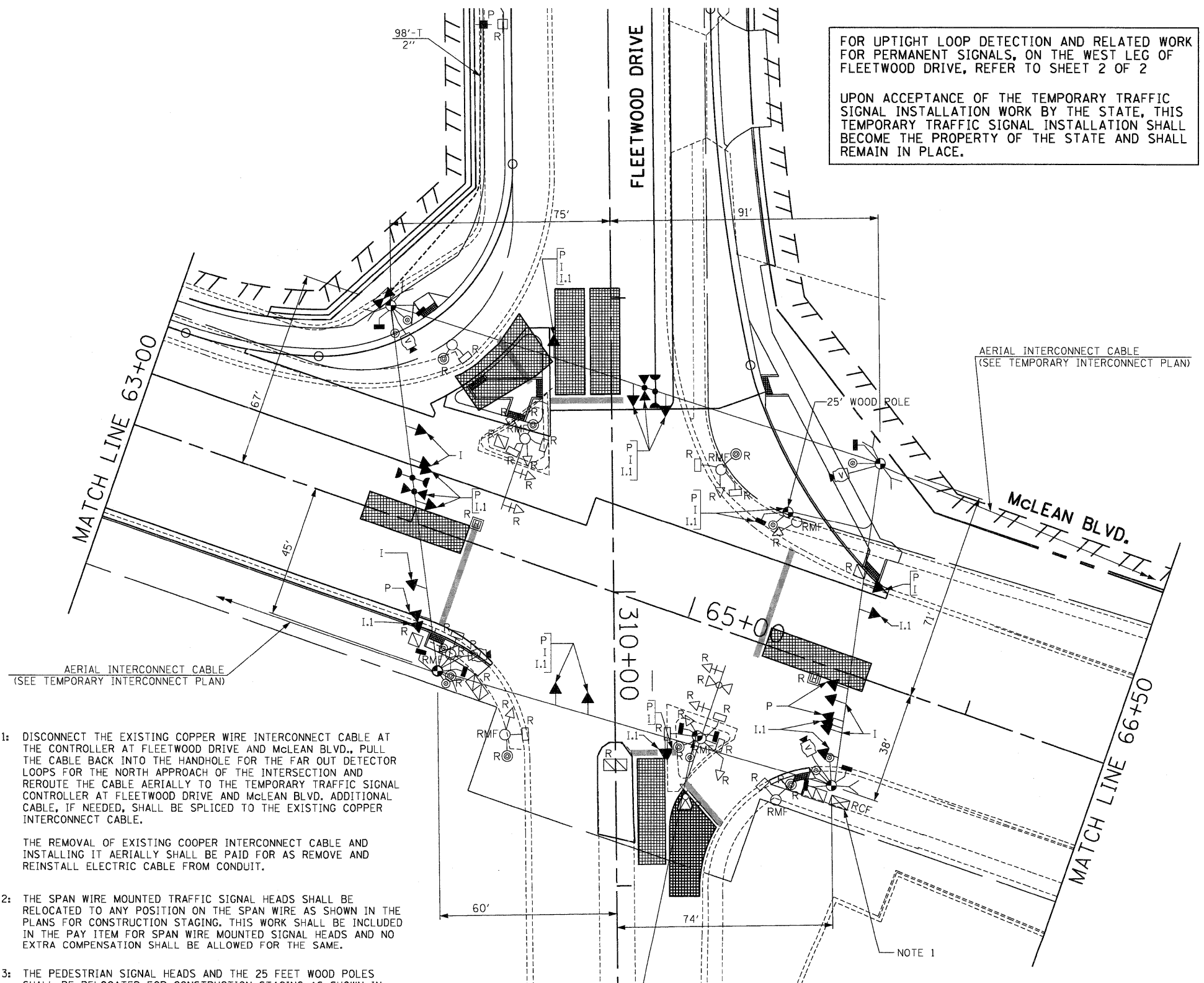
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACTOR'S BID PRICE.

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|---|------|---|
| 1 | EACH | CONTROLLER AND CABINET COMPLETE                 |
| 1 | EACH | SIGNAL HEAD, 1-FACE 3-SECTION, BRACKET MOUNTED  |
| 2 | EACH | SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED |
| 4 | EACH | SIGNAL HEAD, 1-FACE 5-SECTION, BRACKET MOUNTED  |
| 2 | EACH | SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED |
| 1 | EACH | SIGNAL HEAD, 2-FACE 5-SECTION, BRACKET MOUNTED  |
| 4 | EACH | TRAFFIC SIGNAL BACKPLATE                        |
| 4 | EACH | PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED |
| 1 | EACH | PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED |
| 2 | EACH | PEDESTRIAN SIGNAL HEAD, 3-FACE, BRACKET MOUNTED |
| 6 | EACH | TRAFFIC SIGNAL POST                             |
| 2 | EACH | STEEL MAST ARM ASSEMBLY AND POLE                |
| 7 | EACH | PEDESTRIAN PUSH-BUTTON                          |
| 1 | EACH | SERVICE INSTALLATION                            |

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: CITY OF ELGIN  
 CONTACT INFORMATION:  
 MR. BILL BECKER  
 CITY OF ELGIN  
 ENGINEERING DEPARTMENT  
 PHONE: (847) 931-5969

2 EACH LIGHT DETECTOR



FOR UPTIGHT LOOP DETECTION AND RELATED WORK FOR PERMANENT SIGNALS, ON THE WEST LEG OF FLEETWOOD DRIVE, REFER TO SHEET 2 OF 2

UPON ACCEPTANCE OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION WORK BY THE STATE, THIS TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BECOME THE PROPERTY OF THE STATE AND SHALL REMAIN IN PLACE.

NOTE 1: DISCONNECT THE EXISTING COPPER WIRE INTERCONNECT CABLE AT THE CONTROLLER AT FLEETWOOD DRIVE AND McLEAN BLVD., PULL THE CABLE BACK INTO THE HANDHOLE FOR THE FAR OUT DETECTOR LOOPS FOR THE NORTH APPROACH OF THE INTERSECTION AND REROUTE THE CABLE AERIALLY TO THE TEMPORARY TRAFFIC SIGNAL CONTROLLER AT FLEETWOOD DRIVE AND McLEAN BLVD. ADDITIONAL CABLE, IF NEEDED, SHALL BE SPLICED TO THE EXISTING COPPER INTERCONNECT CABLE.

THE REMOVAL OF EXISTING COOPER INTERCONNECT CABLE AND INSTALLING IT AERIALLY SHALL BE PAID FOR AS REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT.

NOTE 2: THE SPAN WIRE MOUNTED TRAFFIC SIGNAL HEADS SHALL BE RELOCATED TO ANY POSITION ON THE SPAN WIRE AS SHOWN IN THE PLANS FOR CONSTRUCTION STAGING. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM FOR SPAN WIRE MOUNTED SIGNAL HEADS AND NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME.

NOTE 3: THE PEDESTRIAN SIGNAL HEADS AND THE 25 FEET WOOD POLES SHALL BE RELOCATED FOR CONSTRUCTION STAGING AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE PAY ITEMS FOR PEDESTRIAN SIGNAL HEADS AND FOR 25 FEET WOOD POLES. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME.

NOTE 4: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR PRE-CONSTRUCTION STAGE AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

25' WOOD POLE TO BE ADDED WHEN EXIST. M.A. POLE IS REMOVED FOR DETAIL SEE SHEET 216

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "MULTISONICS 820A" TO MATCH THE EXISTING ADJACENT SYSTEM.

THE "MULTISONICS 820A" CONTROLLER SHALL BE MADE AVAILABLE TO THE CONTRACTOR BY THE CITY OF ELGIN FOR USE IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AT FLEETWOOD DRIVE AND McLEAN BLVD.