

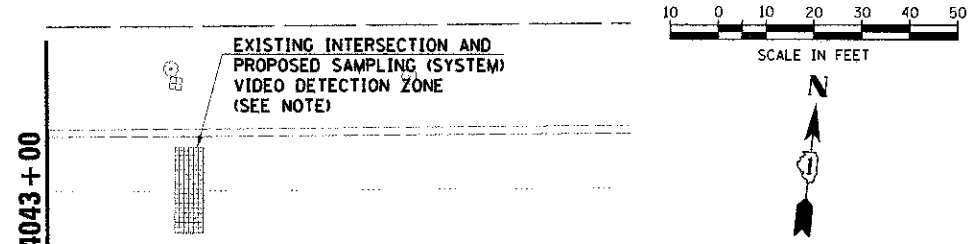
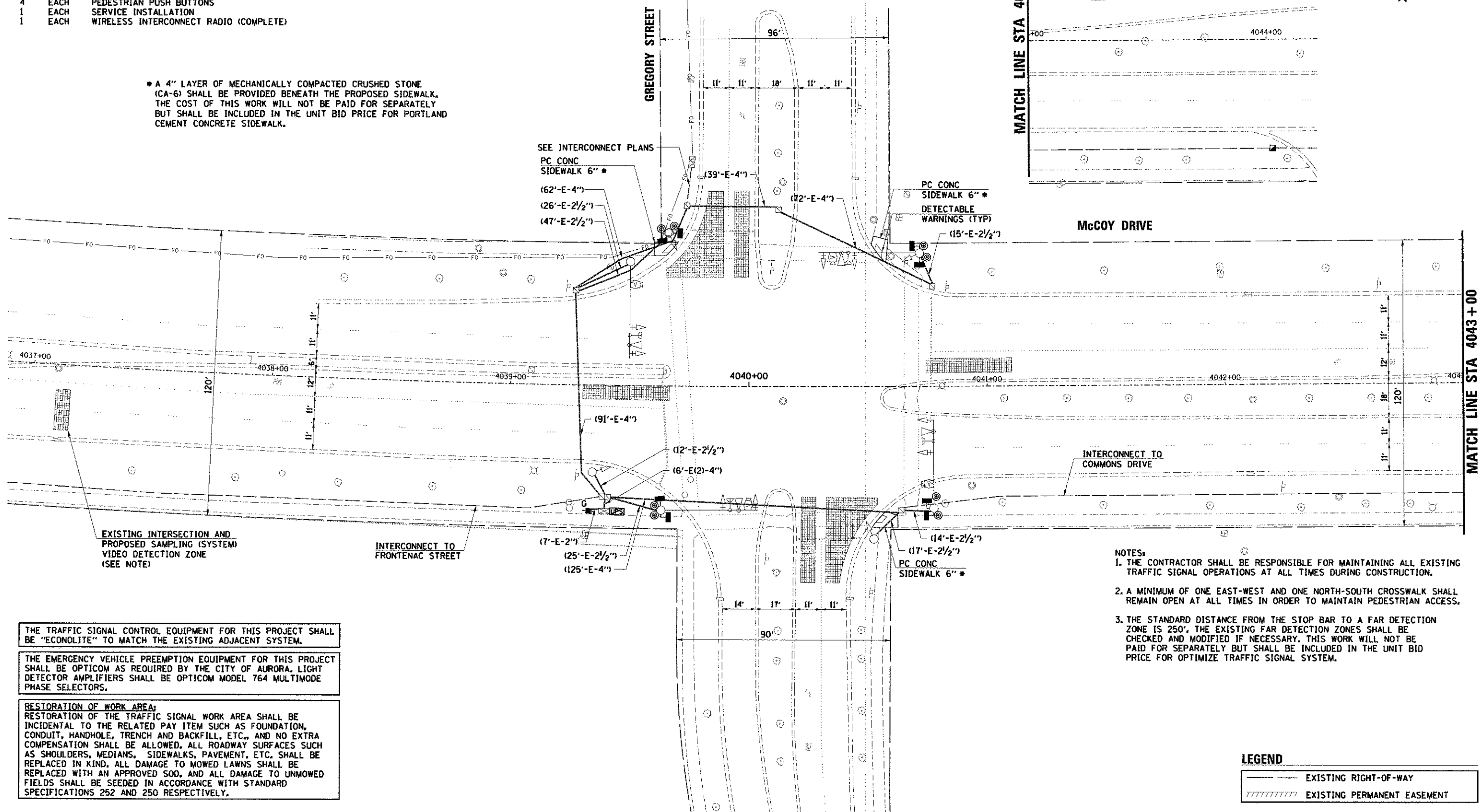
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL BECOME THE PROPERTY OF THE CITY OF AURORA AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE CITY'S ELECTRICAL YARD ALONG WITH FIVE (5) COPIES OF A LIST OF EQUIPMENT THAT IS TO REMAIN THE PROPERTY OF THE CITY IN ACCORDANCE WITH THE TRAFFIC SIGNAL SPECIFICATIONS. A LIST OF EQUIPMENT SHALL ALSO BE PROVIDED TO THE CITY'S ENGINEERING DEPARTMENT. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT (SEE SCHEDULE OF QUANTITIES FOR REMOVE ITEMS TO BE PAID FOR SEPARATELY).

- 8 EACH PEDESTRIAN SIGNAL HEADS
- 4 EACH PEDESTRIAN PUSH BUTTONS
- 1 EACH SERVICE INSTALLATION
- 1 EACH WIRELESS INTERCONNECT RADIO (COMPLETE)

• A 4" LAYER OF MECHANICALLY COMPACTED CRUSHED STONE (CA-6) SHALL BE PROVIDED BENEATH THE PROPOSED SIDEWALK. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR PORTLAND CEMENT CONCRETE SIDEWALK.

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

THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE OPTICOM AS REQUIRED BY THE CITY OF AURORA, LIGHT DETECTOR AMPLIFIERS SHALL BE OPTICOM MODEL 764 MULTIMODE PHASE SELECTORS.

**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.

- NOTES:
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING TRAFFIC SIGNAL OPERATIONS AT ALL TIMES DURING CONSTRUCTION.
  2. A MINIMUM OF ONE EAST-WEST AND ONE NORTH-SOUTH CROSSWALK SHALL REMAIN OPEN AT ALL TIMES IN ORDER TO MAINTAIN PEDESTRIAN ACCESS.
  3. THE STANDARD DISTANCE FROM THE STOP BAR TO A FAR DETECTION ZONE IS 250'. THE EXISTING FAR DETECTION ZONES SHALL BE CHECKED AND MODIFIED IF NECESSARY. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR OPTIMIZE TRAFFIC SIGNAL SYSTEM.

**LEGEND**

---	EXISTING RIGHT-OF-WAY
	EXISTING PERMANENT EASEMENT