

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	00-00114-00-PV	DUPAGE	563	199
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 63024	

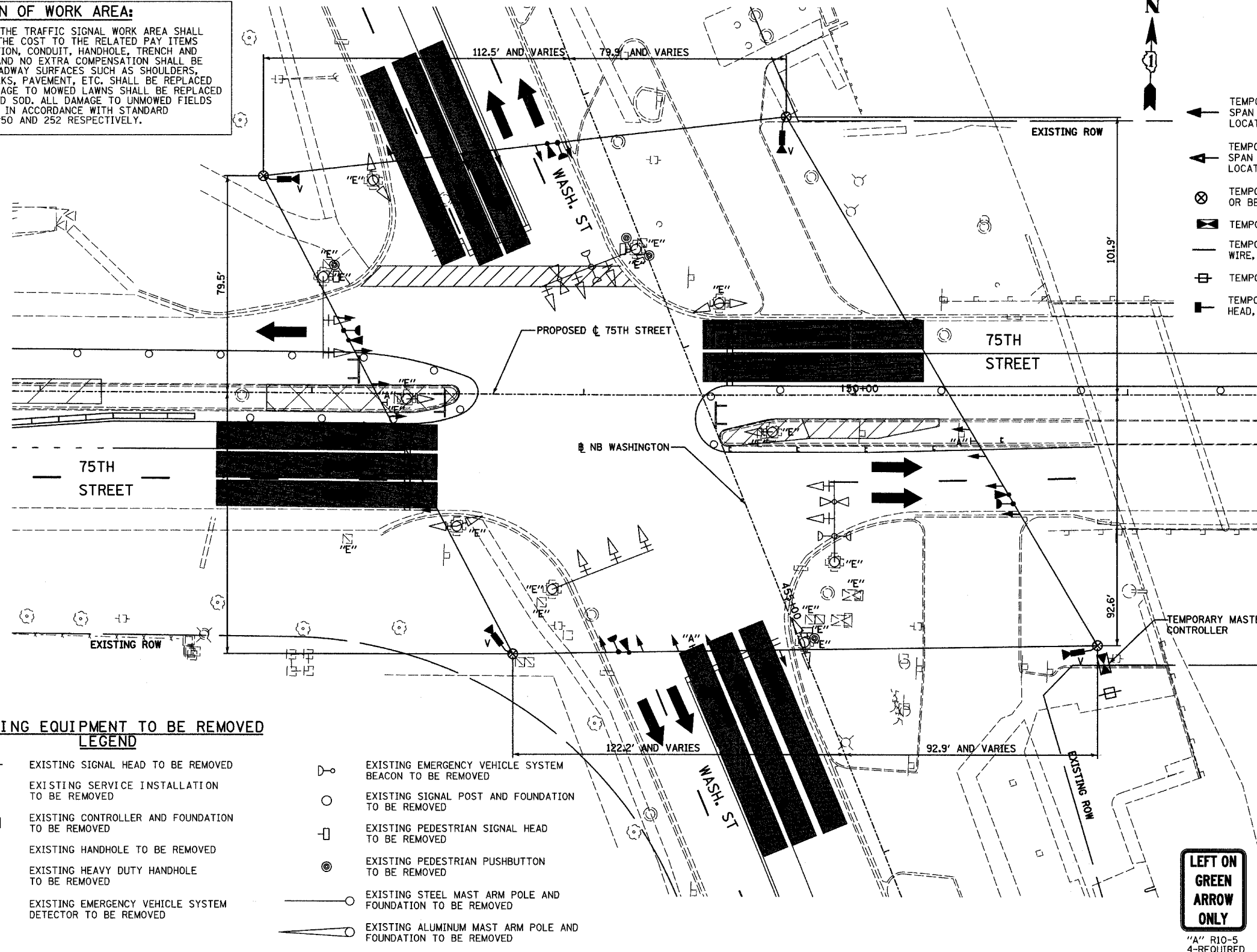
**RESTORATION OF WORK AREA:**  
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST TO THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD. ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 250 AND 252 RESPECTIVELY.

**TEMPORARY TRAFFIC SIGNAL LEGEND**

- ← TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ← TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ▢ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊞ TEMPORARY SERVICE INSTALLATION
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊞ VIDEO DETECTION
- ⊞ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊞ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊞ CONFIRMATION BEACON
- ⊞ VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- ⊞ HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- ▬ VIDEO DETECTION ZONES

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL MATCH THE EXISTING ADJACENT SYSTEM.
2. THE LOCATIONS AND LENGTHS OF THE EXISTING SYSTEM ARE BASED ON PRE-BUILT PLANS AND TOPOGRAPHICAL INFORMATION AND SHOULD BE CONSIDERED APPROXIMATE.
3. FOR INTERCONNECT BETWEEN ADJACENT TEMPORARY SIGNAL SYSTEMS SEE TEMPORARY INTERCONNECT SHEETS.
4. THE EXISTING CONDUITS, LOOP DETECTORS AND MAGNETIC DETECTORS SHALL BE ABANDONED.
5. ALL WOOD POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF SIX (6) FEET FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE WOOD POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER.
6. ALL CABLE SHALL HAVE STRANDED CONDUCTORS WHERE ANY PORTION OF THE CABLE INSTALLED AERIAL SUSPENDED. ALL WIRING TERMINATIONS OF STRANDED CONDUCTORS SHALL BE MADE WITH SOLDERLESS TOOL COMPRESSED TERMINALS.
7. THE PROPOSED TRAFFIC SIGNAL SYSTEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION". THE ITEMS AND QUANTITIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. CABLE AND CONDUIT LENGTHS SHALL BE ADJUSTED UP OR DOWN TO SATISFY THE REQUIREMENT OF THE INSTALLATION WITHOUT COMPARABLE CHANGE IN PRICE FOR THE PAY ITEM.
8. THE RELOCATION AND RAISING OF NAPERVILLE ELECTRIC FACILITIES SHALL BE PERFORMED BY NAPERVILLE ELECTRIC.
9. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ANY DELAYS OR SIGNAL HEAD RELOCATIONS RESULTING FROM UTILITY RELOCATIONS, CHANGES IN STAGING, OR REMOVAL OF EXISTING TEMPORARY SIGNALS.



**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

- ← EXISTING SIGNAL HEAD TO BE REMOVED
- "E" ⊞ EXISTING SERVICE INSTALLATION TO BE REMOVED
- "E" ⊞ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" ⊞ EXISTING HANDHOLE TO BE REMOVED
- "E" ⊞ EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊞ EXISTING EMERGENCY VEHICLE SYSTEM DETECTOR TO BE REMOVED
- ⊞ EXISTING EMERGENCY VEHICLE SYSTEM BEACON TO BE REMOVED
- ⊞ EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊞ EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊞ EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- ⊞ EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊞ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED

**LEFT ON GREEN ARROW ONLY**


"A" R10-5  
4-REQUIRED

**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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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.

REVISIONS	
NAME	DATE

**INTERSECTION IMPROVEMENT**  
**WASHINGTON STREET - 75th STREET**  
**TEMP. TRAFFIC SIGNAL INSTALLATION**  
**AND REMOVAL OF EXISTING TRAFFIC**  
**SIGNAL EQUIPMENT (PRE STAGE A)**  
**75TH STREET AND WASHINGTON STREET**  
 CONSULTANT  
**TYLIN INTERNATIONAL**

City of  **Naperville**

DRAWN: \_\_\_\_\_ SHEET NO. \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_  
 DATE: APRIL 11, 2008  
 SCALE: 1"=20'-0"  
 JOB NO.: P-91-494-00 PROJECT NO.: M-CMM-7003 (985)

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