

TEMPORARY TRAFFIC SIGNAL LEGEND

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

EXISTING EQUIPMENT TO BE REMOVED LEGEND

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| ← | 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 |

THE FOLLOWING ITEMS SHALL BE RETURNED TO THE DUPAGE COUNTY D.O.T. SIGNAL MAINTENANCE CONTRACT OR AT THE END OF PROJECT.

- 5 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 4 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 3 EACH LIGHT DETECTORS
- 3 EACH VIDEO VEHICLE DETECTORS
- 1 EACH TEMPORARY CONTROLLER CABINET (COMPLETE)
- 4 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 4 EACH PEDESTRIAN PUSHBUTTON
- 1 EACH SERVICE INSTALLATION

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 CONTRACT BID PRICE.

- 5 EACH WOOD POLES


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 SOG. ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 250 AND 252 RESPECTIVELY.

NOTES:

1. THE EXISTING TRAFFIC SIGNAL SYSTEM IS A SPAN WIRE MOUNTED TYPE TEMPORARY SYSTEM. THE CONTRACTOR MAY RE-UTILIZE THE EXISTING SIGNAL EQUIPMENT, AS SHOWN IN THE PLANS, FOR THIS PROJECT.
2. THE CONTRACTOR SHALL INSTALL TWO NEW TEMPORARY POLES, INSTALLED IN THE NORTHEAST AND SOUTHEAST QUADRANTS, TO AVOID STAGED CONSTRUCTION CONFLICTS.
3. THE CONTRACTOR SHALL INSTALL NEW SPAN WIRES TO THE NEW TEMPORARY POLES IN ORDER TO COMPLETE THE PROPOSED TEMPORARY LAYOUT.
4. THE CONTRACTOR SHALL RELOCATE THE EXISTING CONTROLLER TO THE AREA INDICATED ON THE PLANS. THE CONTRACTOR SHALL RE-WIRE THE CONTROLLER FOR THE PROPOSED TEMPORARY LAYOUT. THIS WORK SHALL INCLUDE THE TEMPORARY INTERCONNECT FROM THE 75TH AND WASHINGTON MASTER CONTROLLER.
5. THE CONTRACTOR SHALL REMOVE THE EXISTING TEMPORARY SERVICE CONNECTION AND PROVIDE A NEW TEMPORARY SERVICE CONNECTION AT THE LOCATION SHOWN IN THE PLANS.
6. 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.
7. 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.
8. THE PROPOSED TRAFFIC SIGNAL SYSTEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)". 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.
9. THE RELOCATION AND RAISING OF NAPERVILLE ELECTRIC FACILITIES SHALL BE PERFORMED BY NAPERVILLE ELECTRIC.
10. 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.

REVISIONS	
NAME	DATE

INTERSECTION IMPROVEMENT
WASHINGTON STREET - 75th STREET
MODIFY TEMPORARY TRAFFIC
SIGNAL INSTALLATION
(STAGES 1 AND 1A)
WASHINGTON STREET AND HOBSON ROAD
 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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