AWG SIZE OR CABLE TYPE	POLE	PHASE	CONDUIT SIZE AND RUN								
			1	2	3	4	5	6	7	8	9
NO.14 CABLES (12 CONDUCTOR / 3 CONDUCTOR)	(A)	ø2,ø5,ø2P /ø8PPB	–	–	–	–	–	–	–	1/1	1/1
	(B)	ø4,ø8,ø8P /ø2PPB,ø8BPB	–	–	–	–	1/2	–	–	1/2	1/2
	(C)	ø4,ø4P /–	–	–	–	1/0	–	–	–	1/0	1/0
	(D)	– /ø2PPB	–	–	–	0/1	–	–	–	0/1	0/1
	(E)	ø1,ø2P /ø4PPB,ø2BPB	–	–	1/2	1/2	–	–	–	1/2	1/2
	(F)	ø1,ø6,ø6P /ø4PPB	–	1/1	–	1/1	–	–	–	1/1	1/1
	(G)	ø4,ø8,ø4P /ø6PPB,ø4BPB	1/2	1/2	–	1/2	–	–	–	1/2	1/2
	(H)	ø8,ø8P /ø6PPB	–	–	–	–	–	1/1	1/1	1/1	1/1
	(I)	ø5,ø6P /ø8PPB,ø6BPB	–	–	–	–	–	1/2	1/2	1/2	1/2
TOTAL CABLES – 12 CON / 3 CON			1/2	2/3	1/2	4/6	1/2	1/2	2/3	8/12	1/2
#10	LUMINAIRES		–	2	–	2	–	–	2	2	2
	SIGNAL COMMON		2	2	2	2	2	2	2	4	4
	TOTAL		2	4	2	4	2	2	4	6	6
#12	IISNS		–	2	–	2	–	–	2	2	2
TYPE "B" DLC	ø1		–	–	–	–	–	1	1	1	1
	ø2		–	–	4	4	–	–	–	4	4
	ø5		–	–	1	1	–	–	–	1	1
	ø6		–	–	–	–	–	3	3	3	3
	TOTAL		–	–	–	–	–	3	3	3	3
SIC			–	–	–	–	–	–	–	–	1
3M MODEL 138 EVP			–	1	–	2	–	–	1	1	4
VIDEO COAX CABLE			–	–	–	1	–	–	1	2	2
VIDEO POWER CABLE			–	–	–	1	–	–	1	2	2
CONDUIT SIZES (INCHES)			2"	3"	2.5"	4"	2"	2.5"	3"	2–4"	2–4"

ALL CONDUCTORS AND CONDUITS ARE EXISTING.
PPB = PED PUSH BUTTON
BPB = BIKE PUSH BUTTON

EXISTING SIGNS ON THIS SHEET

R81(CA) R14–1

BIKE LANE — TRUCK ROUTE

LEGEND

– VIDEO DETECTION ZONE

RECORD DRAWING

THIS SET OF RECORD DRAWINGS HAS BEEN PREPARED BASED ON VERIFICATION OF ACTUAL FIELD CONDITIONS. THE ENGINEER CERTIFIES THAT ON STREET CONDITIONS ARE ACCEPTABLE PER APPLICABLE TRAFFIC DESIGN GUIDELINES (I.E. CALIFORNIA MUTCD/CALTRANS STANDARD PLANS, ETC.) AND ARE ACCEPTABLE IN MY PROFESSIONAL OPINION AS A REGISTERED TRAFFIC ENGINEER IN THE STATE OF CALIFORNIA.

Name — Date 6/19/17

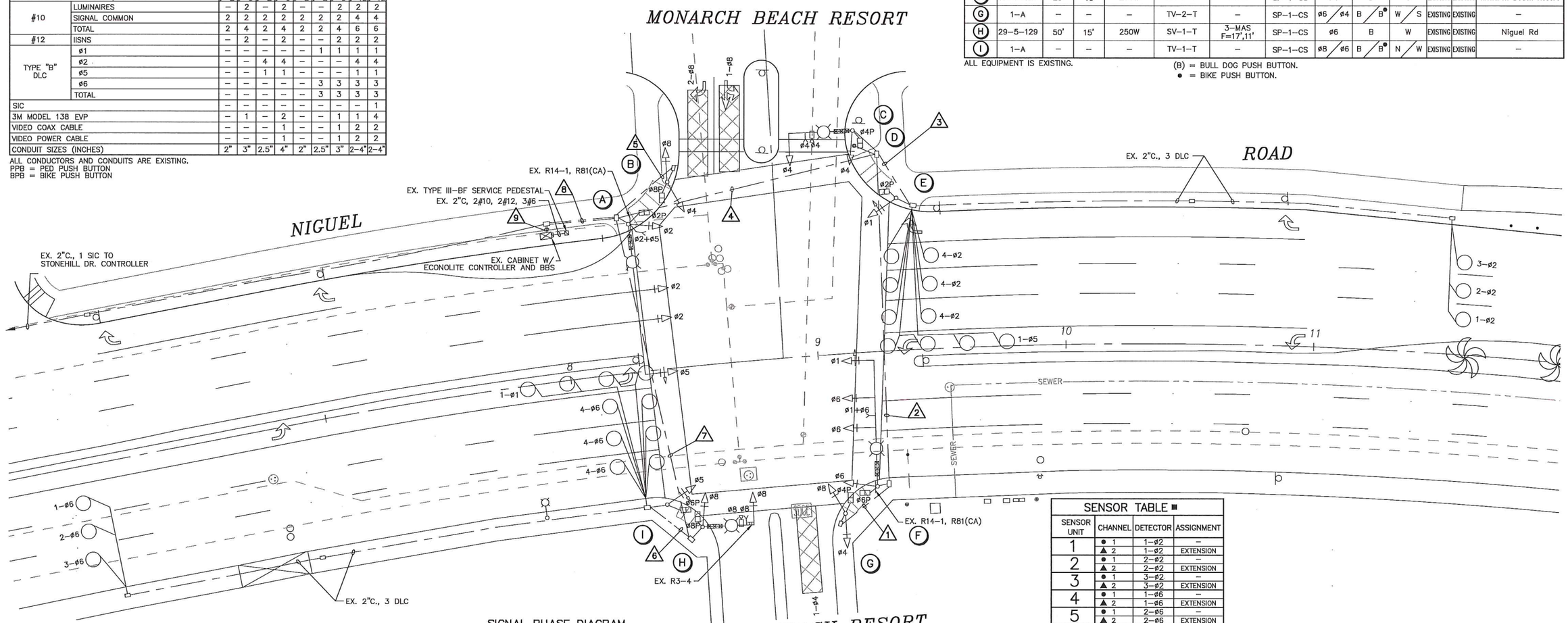
CALIFORNIA REGISTRATION TR

EQUIPMENT SCHEDULE

LOCATION	SIGNAL STANDARD: POLE TYPE	MAST ARM: SIG.	MAST ARM: LUM.	H.P.S. LUMINAIRE SIZE/TYPE	MOUNTINGS: VEHICLE: POLE	MOUNTINGS: VEHICLE: MAST ARM	MOUNTINGS: PEDESTRIAN	PEDESTRIAN PUSH BUTTON: PHASE	PEDESTRIAN PUSH BUTTON: TYPE	PEDESTRIAN PUSH BUTTON: QUAD	POLE LOCATION: A	POLE LOCATION: B	I.I.S.N.S.
(A)	61–5–129	60'	15'	250W	SV–1–T	3–MAS F=17',11'	SP–1–CS	ø8	B	N	EXISTING	EXISTING	Monarch Beach Resort
(B)	1–A	–	–	–	TV–2–T	–	SP–1–CS	ø2 / ø8	B / B●	E / N	EXISTING	EXISTING	–
(C)	19–3–129	25'	15'	250W	SV–1–T	MAS	SP–1–CS	–	–	–	EXISTING	EXISTING	Niguel Rd
(D)	PPB POST	–	–	–	–	–	SP–1–CS	ø2	B	S	EXISTING	EXISTING	–
(E)	1–A	–	–	–	TV–2–T	–	SP–1–CS	ø4 / ø2	B / B●	S / E	EXISTING	EXISTING	–
(F)	17–3–129	20'	15'	250W	SV–1–T	MAS	SP–1–CS	ø4	B	S	EXISTING	EXISTING	Monarch Beach Resort
(G)	1–A	–	–	–	TV–2–T	–	SP–1–CS	ø6 / ø4	B / B●	W / S	EXISTING	EXISTING	–
(H)	29–5–129	50'	15'	250W	SV–1–T	3–MAS F=17',11'	SP–1–CS	ø6	B	W	EXISTING	EXISTING	Niguel Rd
(I)	1–A	–	–	–	TV–1–T	–	SP–1–CS	ø8 / ø6	B / B●	N / W	EXISTING	EXISTING	–

ALL EQUIPMENT IS EXISTING.

(B) = BULL DOG PUSH BUTTON.
● = BIKE PUSH BUTTON.



SIGNAL PHASE DIAGRAM

ø1	ø2	NOT USED ø3	ø4
ø5	ø6	NOT USED ø7	ø8

SENSOR TABLE ■

SENSOR UNIT	CHANNEL	DETECTOR	ASSIGNMENT
1	● 1	1–ø2	–
	▲ 2	1–ø2	EXTENSION
2	● 1	2–ø2	–
	▲ 2	2–ø2	EXTENSION
3	● 1	3–ø2	–
	▲ 2	3–ø2	EXTENSION
4	● 1	1–ø6	–
	▲ 2	1–ø6	EXTENSION
5	● 1	2–ø6	–
	▲ 2	2–ø6	EXTENSION
6	● 1	3–ø6	–
	▲ 2	3–ø6	EXTENSION
7	▲ 1	4–ø2	NORMAL
	▲ 2	4–ø6	NORMAL
8	▲ 1	1–ø1	NORMAL
	▲ 2	NOT USED	NORMAL
9	▲ 1	1–ø5	NORMAL
	▲ 2	–	–
10	▲ 1	1–ø8	NORMAL
	♦ 2	2–ø8	DELAY

■ ALL EQUIPMENT EXISTING.
▲ INTEGRAL CALL HOLD CAPABILITY (0–5 SECOND, MINIMUM)
♦ INTEGRAL CALL DELAY CAPABILITY (0–30 SECONDS, MINIMUM)
● SYSTEM SAMPLING DETECTOR – NO OUTPUT TO PHASE

20 10 0 20 40
SCALE 1"=20'

GENERAL NOTES:

A. THIS PLAN IS BEING GENERATED TO DOCUMENT AS–BUILT CONDITIONS, AND TO REVIEW THE IN PLACE TRAFFIC SIGNAL INSTALLATION TO VERIFY COMPLIANCE WITH CURRENT APPLICABLE REGULATIONS. UNDERGROUND UTILITY CONSTRUCTION IS NOT A PART OF THE ENGINEER'S REVIEW, BUT IS SHOWN FOR INFORMATIONAL PURPOSES ONLY PER PREVIOUS AS–BUILT PLANS.

B. TRAFFIC SIGNAL AND HIGHWAY LIGHTING CONSTRUCTION SHOWN HEREON CONFORMED TO THE VERSION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS AND THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES THAT WAS CURRENT AT THE TIME THE TRAFFIC SIGNAL WAS INSTALLED.

C. TRAFFIC SIGNAL PHASING AND SIGNAL TIMING IN PLACE AT THE INTERSECTION SHALL BE AS DIRECTED BY THE CITY ENGINEER OR HIS DESIGNATED REPRESENTATIVE.

NO.	DATE	REVISIONS	APP.	DATE

PLAN PREPARED BY:

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PLANS REVIEWED BY:
CITY OF DANA POINT, PUBLIC WORKS & ENGINEERING SERVICES
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DANA POINT, CA 92629

6/20/17
MATTHEW V. SINACORI, CITY ENGINEER — DATE
RCE #59239 EXP. 06/30/17

THIS PLAN IS SIGNED BY THE CITY ENGINEER FOR SCOPE AND ADHERENCE TO CITY STANDARDS AND REQUIREMENTS, CITY CODES, AND OTHER GENERAL ENGINEERING AND REGULATORY REQUIREMENTS ONLY. THE CITY ENGINEER IS NOT RESPONSIBLE FOR DESIGN, ASSUMPTIONS, OR ACCURACY.

DANA POINT CALIFORNIA 1989

TRAFFIC SIGNAL PLAN
NIGUEL ROAD AT
MONARCH BEACH RESORT HOTEL ENTRANCE

THE CITY OF DANA POINT
Public Works Department

PROJECT NO. 2–16–3741

SHEET 1 OF 1

n:\3200\21\3225–1 – city of dana point on–call services 2011 fye 2012, dana point\2017 traffic signal record drawings\niguel rd at monarch beach resort\3225 niguel et monarch beach ts.dwg LDP 16:32:30 06–15–2017 milano