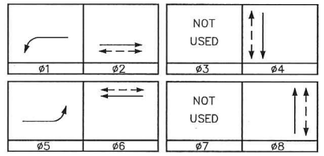
CONDUCTOR SCHEDULE

AWG	CIRCUIT	1	2	3	4	5	6	7	8	9
#14	ø1	–	–	–	–	–	–	3	3	3
	ø2	–	–	–	3	3	3	3	3	3
	ø4	–	–	–	–	3	3	3	3	3
	ø5	3	3	3	3	3	3	6	6	
	ø6	–	–	–	–	–	–	–	3	3
	ø8	–	3	3	–	–	–	–	3	3
	ø2P	–	–	–	2	2	2	2	2	2
	ø4P	–	–	2	–	–	2	2	4	4
	ø6P	2	2	2	–	–	–	–	2	2
	ø8P	–	2	2	–	2	2	2	4	4
	ø2PPB	–	–	–	–	1	1	1	1	1
	ø4PPB	–	–	–	–	–	–	1	1	1
	ø6PPB	–	1	1	–	–	–	–	1	1
	ø8PPB	1	1	1	1	1	1	1	2	2
	PPB COMMON	1	1	1	1	1	1	1	2	2
	SPARES	3	3	3	3	3	3	3	6	6
	TOTAL	10	16	18	13	19	21	25	47	47
#10	LUMINAIRE	–	2	2	2	2	2	2	2	2
	ILLUM. ST. NAME SIGN	–	2	2	2	2	2	2	2	2
	TOTAL	–	4	4	4	4	4	4	4	4
TYPE "B" DLC	ø1	1	1	1	–	–	–	–	1	1
	ø2	–	–	–	–	–	–	3	3	3
	ø4	–	–	1	–	–	–	–	1	1
	ø5	–	–	–	–	–	–	1	1	1
	ø6	3	3	3	–	–	–	–	3	3
	ø8	–	–	–	–	1	1	1	1	1
	TOTAL	4	4	5	–	1	1	5	10	10
SIC		1	1	1	–	–	–	1	2	2
CCTV		–	–	–	–	–	–	–	1	1
EVP		–	1	1	–	–	1	1	3	3
CONDUIT SIZES (INCHES)		2"	2"	2"	2"	2"	2"	2"	2–3"	2–3"

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

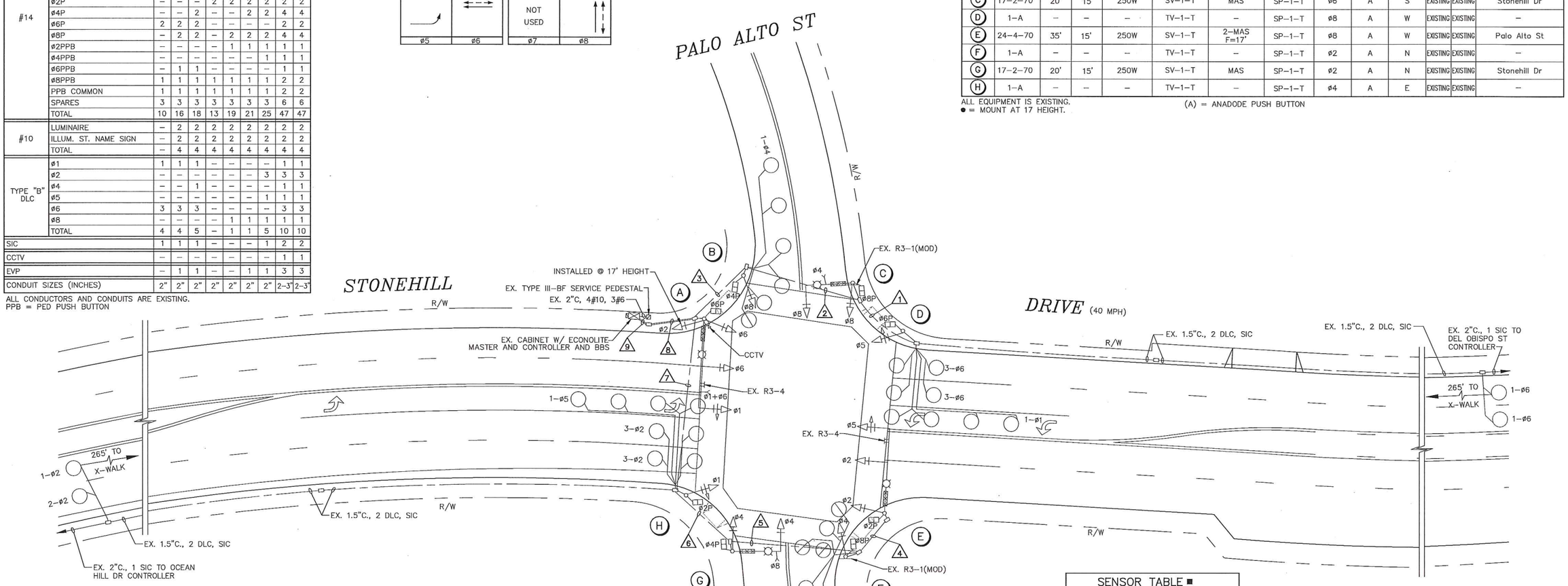
SIGNAL PHASE DIAGRAM



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)	26–4–70	35'	15'	250W	SV–1–T SV–1–T ●	2–MAS F=17'	SP–1–T	ø4	A	E	EXISTING	EXISTING	Palo Alto St
(B)	1–A	–	–	–	TV–1–T	–	SP–1–T	ø6	A	S	EXISTING	EXISTING	–
(C)	17–2–70	20'	15'	250W	SV–1–T	MAS	SP–1–T	ø6	A	S	EXISTING	EXISTING	Stonehill Dr
(D)	1–A	–	–	–	TV–1–T	–	SP–1–T	ø8	A	W	EXISTING	EXISTING	–
(E)	24–4–70	35'	15'	250W	SV–1–T	2–MAS F=17'	SP–1–T	ø8	A	W	EXISTING	EXISTING	Palo Alto St
(F)	1–A	–	–	–	TV–1–T	–	SP–1–T	ø2	A	N	EXISTING	EXISTING	–
(G)	17–2–70	20'	15'	250W	SV–1–T	MAS	SP–1–T	ø2	A	N	EXISTING	EXISTING	Stonehill Dr
(H)	1–A	–	–	–	TV–1–T	–	SP–1–T	ø4	A	E	EXISTING	EXISTING	–

ALL EQUIPMENT IS EXISTING.
● = MOUNT AT 17 HEIGHT.
(A) = ANADODE PUSH BUTTON



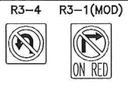
SENSOR TABLE ■

SENSOR UNIT	CHANNEL	DETECTOR	ASSIGNMENT
1	▲ 1	1–ø2	EXTENSION
	▲ 2	2–ø2	EXTENSION
2	1	3–ø2	NORMAL
	2	1–ø5	NORMAL
3	▲ 1	1–ø6	EXTENSION
	▲ 2	2–ø6	EXTENSION
4	1	3–ø6	NORMAL
	2	–	SPARE
5	1	1–ø4	NORMAL
	2	1–ø8	NORMAL

■ ALL EQUIPMENT EXISTING.
▲ INTEGRAL CALL HOLD CAPABILITY (0–5 SECOND, MINIMUM)
♦ INTEGRAL CALL DELAY CAPABILITY (0–30 SECONDS, MINIMUM)

EXISTING SIGN ON THIS SHEET

R3–4 R3–1(MOD)



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.

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

CALIFORNIA REGISTRATION TR

SCALE 1"=20'

NO.	DATE	REVISIONS	APP.	DATE

PLAN PREPARED BY:

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REGISTERED PROFESSIONAL ENGINEER — RICHARD E. BARRETTO — No. 2006 — Exp. 6/30/19 — TRAFFIC — STATE OF CALIFORNIA

PLANS REVIEWED BY:
CITY OF DANA POINT, PUBLIC WORKS & ENGINEERING SERVICES
33282 GOLDEN LANTERN
DANA POINT, CA 92629

6/26/17
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
STONEHILL DRIVE AT PALO ALTO STREET

THE CITY OF DANA POINT
Public Works Department

PROJECT NO. 2–16–3741

SHEET 1 OF 1

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