


TRAFFIC SIGNAL GENERAL NOTES

- ALL METHODS, WORKS, MATERIALS, AND EQUIPMENT SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS AND THE SPECIAL PROVISIONS (SCOPE OF WORK) FOR THIS PROJECT UNLESS NOTED OTHERWISE.
2. UTILITIES SHOWN ON THESE PLANS ARE CORRECT AND ACCURATE TO THE EXTENT OF AVAILABLE KNOWLEDGE. THE CONTRACTOR, HOWEVER, IS REQUIRED TO TAKE STEPS TO ASCERTAIN THE EXACT LOCATION OF UNDERGROUND FACILITIES PRIOR TO DOING WORK THAT MAY INTERFERE WITH SUCH FACILITIES. CONTACT USA DIG AT 1-800-227-2600 48 HOURS IN ADVANCE.
3. EACH CONDUCTOR IN EACH PULL BOX SHALL BE IDENTIFIED WITH A PERMANENT IDENTIFICATION BAND IN PULL BOXES AND NEAR END OF EACH CONDUCTOR WHERE CONDUCTORS ARE TERMINATED. PERMANENT IDENTIFICATION BANDS SHALL BE EMBOSSED ALUMINUM FOIL TYPE WITH PRESSURE SENSITIVE OIL RESISTANT BACKING.
4. ALL NEW CONDUITS SHALL BE SCHEDULE 80 PVC AND SHALL BE 3" IN SIZE UNLESS OTHERWISE NOTED ON PLANS. ALL PVC CONDUITS SHALL HAVE A BARE #8 WIRE.
5. CORE, SAWCUT, AND POLE FOUNDATION LOCATIONS SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER PRIOR TO EXCAVATING. DIRT AND DEBRIS ON THE STREET SURFACE DUE TO SAWCUTTING AND CORING ACTIVITIES SHALL BE VACUUMED IMMEDIATELY AFTER SAWCUTTING. POLE PLACEMENT MAY BE ADJUSTED BY THE ENGINEER; NO ADDITIONAL COMPENSATION FOR THE NEW POLE SHALL BE GRANTED TO THE CONTRACTOR.
6. ALL PULL BOXES SHALL BE No. 5 WITH FIBRELYTE NON-CONCRETE LID LABELED "TRAFFIC SIGNAL" UNLESS NOTED OTHERWISE ON PLAN.
7. ALL CONDUITS SHALL BE INSTALLED AT MINIMUM DEPTH OF 30".
8. TRENCHING IN STREET PAVEMENT SHALL NOT BE ALLOWED FOR THIS PROJECT. HOWEVER, IN SIDEWALK AREAS, CONTRACTOR MAY TRENCH OR BORE SUCH THAT SIDEWALK IS REPLACED IN KIND, SCORE MARK TO SCORE MARK.
9. PROTECT IN PLACE EXISTING SIGNS UNLESS NOTED OTHERWISE.
10. CONTRACTOR SHALL FURNISH ALL MATERIAL AND EQUIPMENT REQUIRED.
11. CONTRACTOR SHALL POTHOLE TO IDENTIFY EXACT UTILITY LOCATION AND DEPTH PRIOR TO BORING/JACKING CONDUIT.
12. ADDITIONAL REMOVAL AND REPLACEMENT OF ASPHALT CONCRETE MAY BE NEEDED. REMOVAL AND REPLACEMENT LIMITS WILL BE TO THE DISCRETION OF THE ENGINEER.
13. VIDEO DETECTION SYSTEM SHALL BE ECONOLITE AUTOSCOPE VISION OR ENGINEER APPROVED EQUIVALENT.
14. UNINTERRUPTED POWER SYSTEM (UPS) SHALL BE CLARY CORPORATION SP1250PD "PLUS" TRAFFIC UPS OR APPROVED EQUAL HOUSED IN A CLARY CBS 126 NEMA 3R CABINET ENCLOSURE OR APPROVED EQUAL MOUNTED TO SIDE OF CONTROLLER CABINET.
15.  INDICATES VIDEO DETECTION ZONE.

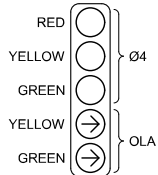
■ CONDUCTOR SCHEDULE									
AWG OR CABLE	POLE	CIRCUIT	△ ₁	△ ₂	△ ₃	△ ₄	△ ₅	△ ₆	△ ₇
12 CSC	(A)	Ø2, Ø4, Ø5	-	-	-	-	1	1	1
	(B)	Ø2, Ø4, OLA	-	-	-	-	-	1	1
	(C)	Ø6, Ø6P	-	-	-	1	-	1	1
	(D)	Ø3, Ø4, OLA	-	-	1	1	-	1	1
	(E)	Ø3	-	1	1	1	-	1	1
	(F)	Ø5, Ø6, Ø6P	1	1	1	1	-	1	1
		TOTAL	1	2	3	4	1	6	6
3 CSC	(D)	Ø6PPB	-	-	1	1	-	1	1
	(E)	Ø6PPB	-	1	1	1	-	1	1
		TOTAL	-	1	2	2	-	2	2
#14	HSNS	-	-	-	2	2	2	-	
#10	SIGNAL COMMON	1	1	1	1	1	2	-	
	LUMINAIRE	2	2	2	2	2	2	-	
	TOTAL	3	3	3	3	3	4	-	
DLC	Ø2	-	-	-	-	-	-	2	
	Ø6	2●	2●	2●	2●	-	2●	2●	
	TOTAL	2	2	2	2	-	2	4	
EVP CABLE (M-138)		-	-	-	1	1	3	3	
VIDEO DETECTION CABLES		-	1	1	2	1	4	4	
1-12 PR#19 SIGNAL INTERCONNECT		-	-	-	1	-	1	1	
CONDUIT SIZE		3"	3"	4"	4"	3"	2-4"	2-4"	
PERCENT FILL		10%	20%	17%	25%	12%	18%	18%	

■ ALL CONDUCTORS AND CONDUITS ARE NEW
● FUTURE DLC TO BE INSTALLED IN PHASE 2A

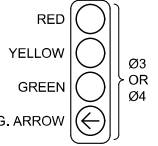
TRAFFIC SIGNAL CONSTRUCTION NOTES

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| <p>[1] FURNISH AND INSTALL NEW NEMA TS2 TYPE 2 ECONOLITE COBALT ATC CONTROLLER WITH ETHERNET PORT, DATA KEY, 9-PIN FSK MODULE, VIDEO DETECTION SYSTEM (ECONOLITE AUTOSCOPE VISION OR APPROVED EQUAL), EMERGENCY VEHICLE PREEMPTION (EVP) SYSTEM AND ALL NECESSARY EQUIPMENT FOR INTENDED OPERATION IN A NEW NEMA TS2 TYPE 2 PLUG-AND-GO TYPE P-44 CABINET AND UNINTERRUPTED POWER SYSTEM (UPS) PER SPECIAL PROVISIONS.</p> | <p>[5] INSTALL SIGN ON SIGNAL MAST ARM PER CALTRANS STD. PLAN ES-7N.</p> |
| <p>[2] FURNISH AND INSTALL NEW TYPE IIB-BF SERVICE CABINET, FURNISH AND INSTALL 2" C, SERVICE CONDUCTORS FROM POINT TO NEW SERVICE CABINET PER SPECIAL PROVISIONS.</p> | <p>[6] INSTALL TYPE 1 PEDESTRIAN BARRICADE PER CALTRANS STANDARD PLAN ES-7O.</p> |
| <p>[3] FURNISH AND INSTALL ECONOLITE AUTOSCOPE VISION VIDEO DETECTION CAMERA ON LUMINAIRE OR SIGNAL MAST ARM PER ENGINEER APPROVAL AND NECESSARY VIDEO AND POWER CABLES TO CONTROLLER CABINET.</p> | <p>[7] INTERCEPT EXISTING 2" CONDUIT AT STA. 73+40 AND EXTEND INTO NEW PULL BOX.</p> |
| <p>[4] FURNISH AND INSTALL MODEL 711 OR 722 EVP OPTICAL DETECTOR UNITS ON MAST ARM AS SHOWN.</p> | <p>[8] COIL 2-DLC IN PULL BOX AT 475' FROM LIMIT LINE FOR FUTURE SIGNAL IMPROVEMENTS.</p> |
| | <p>[9] COVER VEHICLE HEAD.</p> |
| | <p>[10] COVER GREEN ARROW INDICATION.</p> |
| | <p>[11] COVER OVERLAP INDICATIONS.</p> |
| | <p>[12] INSTALL TENONS FOR FUTURE SIGNAL IMPROVEMENTS.</p> |
| | <p>[13] COVER SIGN.</p> |

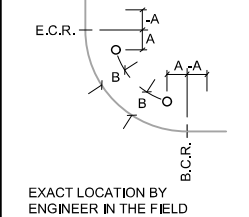
DETAIL "A"



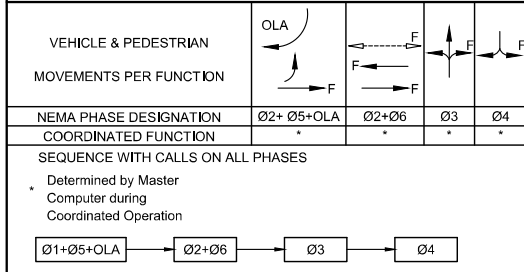
DETAIL "B"



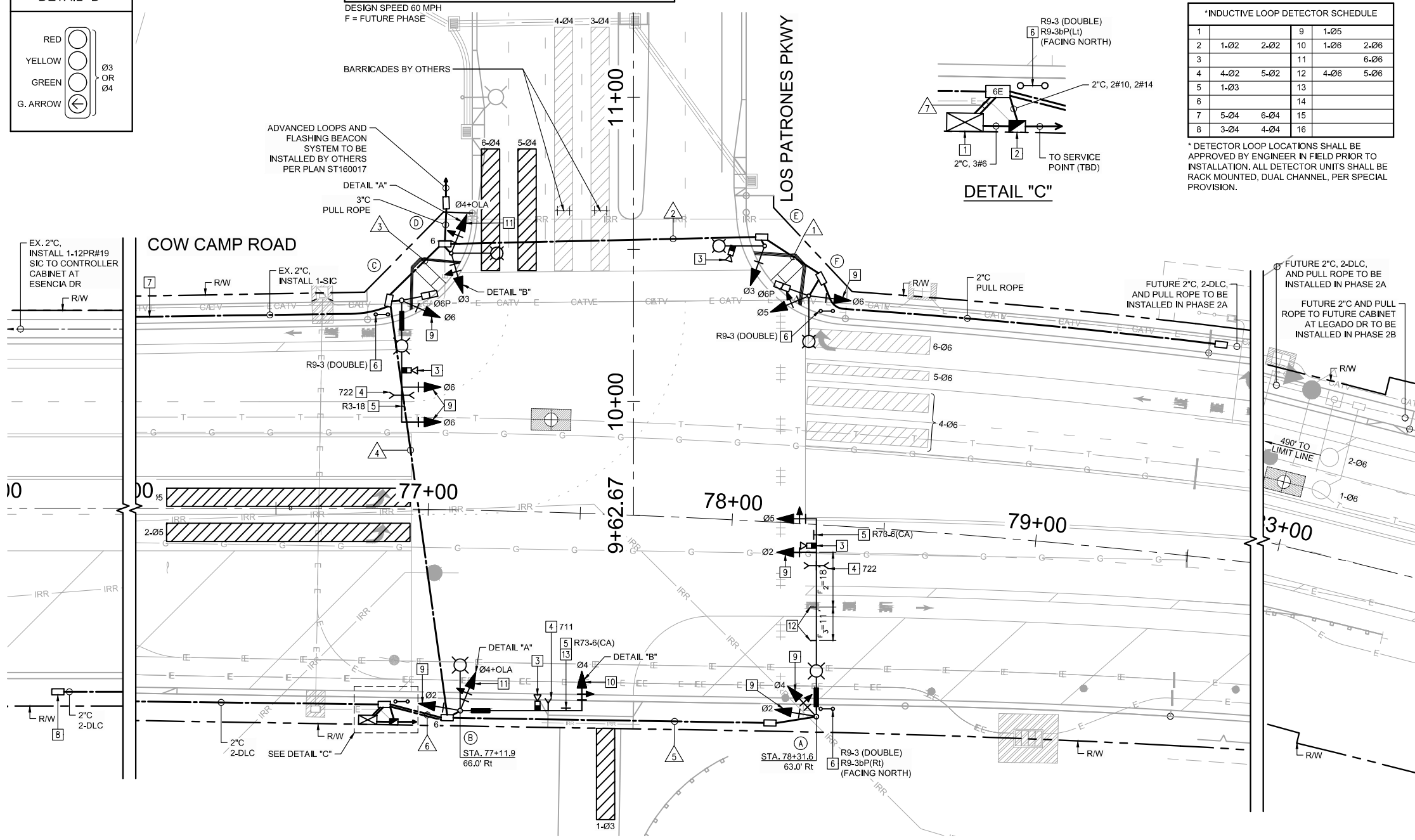
POLE LOCATION



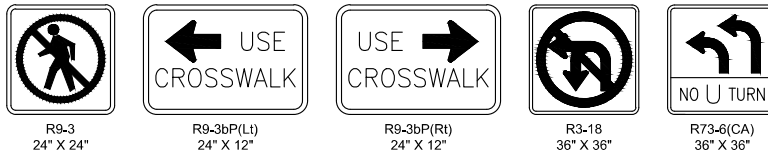
PHASE - FUNCTION - SEQUENCE DIAGRAM



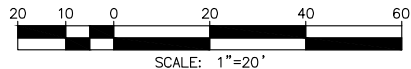
DESIGN SPEED 60 MPH
F = FUTURE PHASE



SIGN LEGEND



NOTE:
SIGNAL PLAN - FINAL APPROVAL IS SUBJECT
TO FIELD REVIEW AND FINAL INSPECTION.



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PREPARED UNDER THE RESPONSIBLE CHARGE OF:



MARC S. VIOLETT, P.E.

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			PLOT DATE: 11/22/17 AS SHOWN

TRAFFIC SIGNAL
LOS PATRONES PKWY
AT
COW CAMP ROAD

Sheet
Reference
Number

TS-001

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