POLE SCHEDULE

POLE DATA			SIGNAL	H.P.S.V. LUMINAIRE		SIGNAL MOUNTING			PED PUSH BUTTON		FOUNDATION		ISNS TYPE "A"
NO.	TYPE	HEIGHT	M.A.	M.A.	WATTS	VEH.	M.A.	PED.	PHASE	POLE QUAD	TYPE	SIZE	(DOUBLE FACE)
1	1A	10'	—	—	—	TV-1-T (5 SECT))	—	(M) SP-1-CS	—	—	S	2'-0"X3'-0"	—
2	26-4-70	30'	40'	15'	250	SV-1-T	2 MAS	(R) (M) SP-1-CS	—	—	C	3'-0"X8'-0"	La Loma
3	1A	10'	—	—	—	TV-1-T	—	—	2	SE	S	2'-0"X3'-0"	—
4	TYPE 15	30'	—	12'	200	SV-1-T	—	SP-1-CS	2	SE	C	2'-6"X5'-0"	—
5	1A	10'	—	—	—	TV-1-T	—	SP-1-CS	8	NW	S	2'-0"X3'-0"	—
6	26-4-70	30'	40'	15'	250	SV-1-T	2 MAS	SP-1-CS	8	SW	S	3'-0"X8'-0"	La Loma
7	1A	10'	—	—	—	TV-1-T	—	SP-1-CS	6	NW	S	2'-0"X3'-0"	—
8	TYPE 15	30'	—	12'	200	SV-1-T	—	—	6	NW	C	2'-6"X5'-0"	—

EXACT POLE LOCATIONS BY ENGINEER IN THE FIELD.
POTHOLE MAST ARM POLE FOUNDATION LOCATIONS PRIOR TO ORDERING POLES.

C = C.I.D.H.
S = SQUARE.

PHASE DIAGRAM

VEHICULAR & PEDESTRIAN MOVEMENTS								
NEMA PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
COORDINATION FUNCTION	*	*	*	*	*	*	*	*

* DETERMINED BY MASTER COMPUTER DURING COORDINATED OPERATION.

1+5 → 2+6 → 4+8

SEQUENCE WITH CALLS ON ALL PHASES.

(NEW)

⊠ INDUCTIVE LOOP DETECTOR SCHEDULE

SENSOR UNIT	CHANNEL	DETECTOR
# 1	1 [1]	1-05 (1)
	2 [2]	1-02 (2)
# 2	1 [3]	2-02 (3)
	2	3-02
# 3	1 [4]	1-01 (4)
	2 [5]	1-06 (5)
# 4	1 [6]	2-06 (6)
	2	3-06
# 5	* 1 [7]	1-04
	2	SPARE
# 6	1 [8]	1-08
	* 2 [9]	2-08

⊠ - DETECTOR LOOP LOCATIONS SHALL BE APPROVED BY ENGINEER IN FIELD PRIOR TO INSTALLATION. ALL DETECTOR UNITS SHALL BE SHELF MOUNTED, DUAL CHANNEL, DUAL OUTPUT PER CHANNEL WITH INTEGRAL COLORGATED EXTENSION AND DELAY CAPABILITY. OUTPUT "A" SHALL BE TIMED. OUTPUT "B" SHALL BE PRESENCE MODE FOR SYSTEM SAMPLING ONLY. NO EXTENSIONS ON RED

(#) -SYSTEM SAMPLER NUMBER
[#] -VEHICLE COUNTING SYSTEM NUMBER
* -(0-30 SEC) DELAY

(EXISTING)

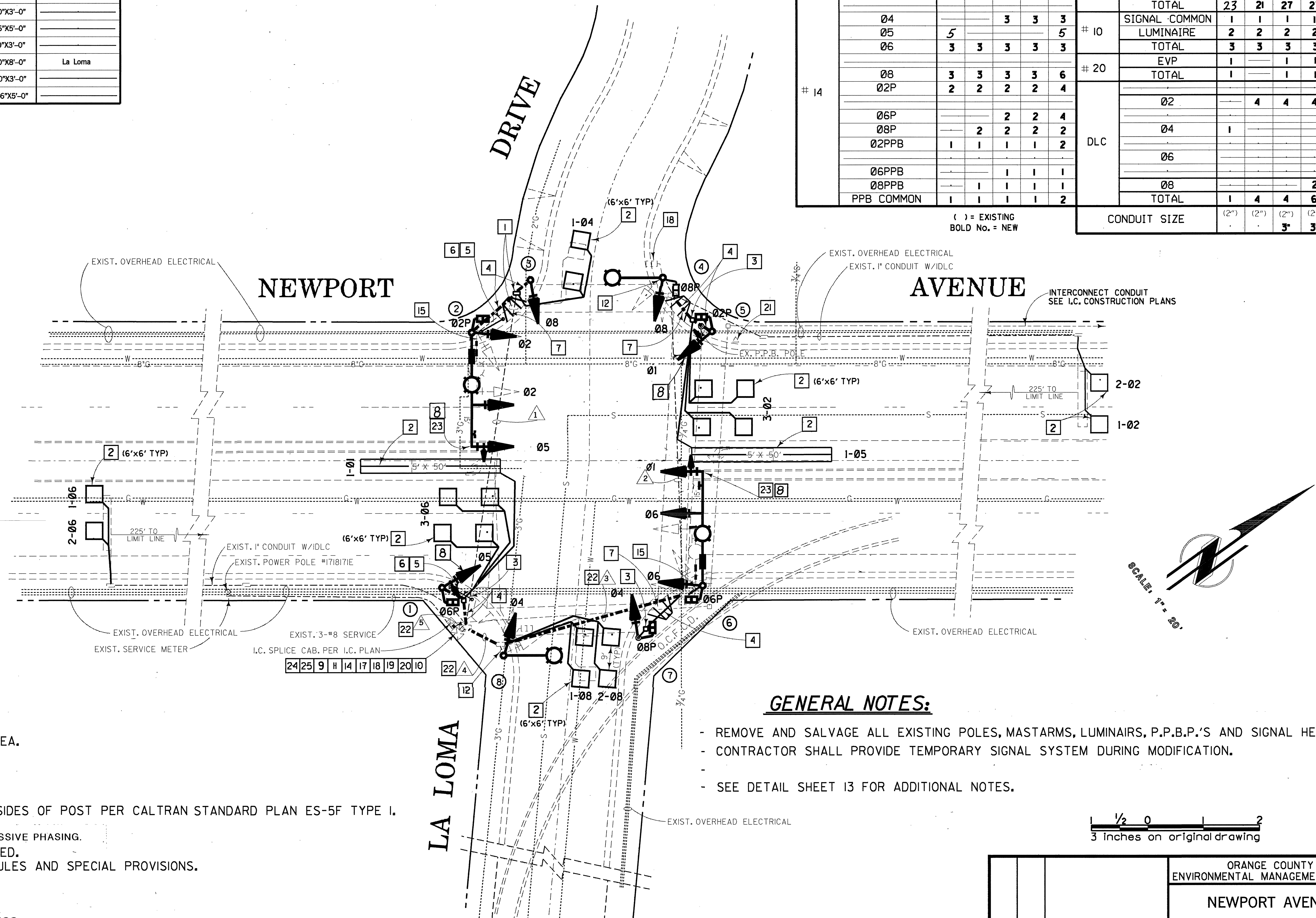
INDUCTIVE LOOP DETECTOR SCHEDULE

SENSOR UNIT	CHANNEL	DETECTOR
# 1	1	1EØ6 ▲
	2	1EØ6 ⊠
# 2	1	1WØ2 ▲
	2	1WØ2 ⊠
# 3	1	
	2	
	3	4WØ2
	4	1SØ8
# 4	1	1NØ4
	2	
	3	
	4	4EØ6

▲ = CALL HOLD CAPABILITY (Ø-7 SEC)
⊠ = SYSTEM SAMPLING

CONSTRUCTION NOTES:

[1] — RELOCATE EXISTING SIGNAL PULL BOX OUT OF WHEEL CHAIR RAMP AREA.
[2] - INSTALL DETECTOR LOOPS AS INDICATED.
[3] — INSTALL #3½P.B.
[4] - INSTALL 2" CONDUIT.
[5] — REMOVE EXISTING PEDESTRIAN BARRICADES.
[6] - PROVIDE AND INSTALL PEDESTRIAN BARRICADES AND SIGNS ON BOTH SIDES OF POST PER CALTRAN STANDARD PLAN ES-5F TYPE I.
[7] — CONSTRUCT WHEEL CHAIR RAMP PER OCEMA STD. PLAN 102-0-OC.
[8] - PROVIDE AND INSTALL 2 ADDITIONAL CONDUCTORS FOR FUTURE PROTECTED/PERMISSIVE PHASING.
[9] — REWIRE CONTROLLER CABINET FOR DETECTION AND OPERATION INDICATED.
[10] - REMOVE EXISTING CONDUCTORS AND REWIRE INTERSECTION PER SCHEDULES AND SPECIAL PROVISIONS.
[11] — PROVIDE AND INSTALL VEHICLE COUNTING SYSTEM.
[12] - REMOVE EXISTING SIGNAL FOUNDATION.
[13] —
[14] - REMOVE AND SALVAGE EXISTING SHELF MOUNT DETECTORS AND HARNESS.
[15] - REMOVE TOP 18' OF EXISTING SIGNAL FOUNDATION AND CAP WITH CONCRETE.
[16] -
[17] — PROVIDE AND INSTALL 2 CHANNEL SHELF MOUNT VEHICLE COUNTING DETECTOR AMPLIFIERS WITH EXTEND AND DELAY CAPABILITIES AND NEW HARNESS PER DETECTOR SCHEDULE AND SPECIAL PROVISIONS.
[18] - REMOVE AND SALVAGE EXISTING 820 CONTROLLER.
[19] — PROVIDE AND INSTALL VCS PANEL WITH VCS HARNESS (MULTISONICS PART No. 016050 OR EQUAL).
[20] - PROVIDE AND INSTALL A NEW MULTISONICS 820A CONTROLLER FOR OPERATION INDICATED.
[21] — REMOVE EXISTING STREET NAME SIGN AND POST.
[22] - INSTALL 3" CONDUIT PER SCHEDULE.
[23] — INSTALL EVP CABLE FROM END OF MASTARM TO CABINET AND COIL 15 FEET OF LEAD CABLE IN SIDE CABINET.
[24] - REMOVE EXISTING AND CONSTRUCT NEW P.C. CONCRETE CONTROLLER CABINET FOUNDATION FOR EXISTING TYPE "P" CABINET AND SCHEDULE.
[25] — RELOCATE EXISTING CABINET AND ASSEMBLY ONTO NEW FOUNDATION.



10 CONDUCTOR SCHEDULE

AWG	CIRCUIT	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5
# 14	Ø1	—	3	3	3	3
	Ø2	3	—	—	—	3
	—					
	Ø4	—	—	3	3	3
	Ø5	5	—	—	—	5
	Ø6	3	3	3	3	3
	—					
	Ø8	3	3	3	3	6
	Ø2P	2	2	2	2	4
	—					
	Ø6P	—	—	2	2	4
	Ø8P	—	2	2	2	2
	Ø2PPB	1	1	1	1	2
	—					
	Ø6PPB	—	—	1	1	1
	Ø8PPB	—	1	1	1	1
	PPB COMMON	1	1	1	1	2

( ) = EXISTING
BOLD No. = NEW

CONDUCTOR SCHEDULE

AWG	CIRCUIT	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5
# 14	ISNS	2	2	2	2	4
	SPARES	3	3	3	3	6
	TOTAL	23	21	27	27	49
# 10	SIGNAL COMMON	1	1	1	1	2
	LUMINAIRE	2	2	2	2	4
	TOTAL	3	3	3	3	6
# 20	EVP	1	—	1	1	2
	TOTAL	1	—	1	1	2
DLC	—					
	Ø2	—	4	4	4	4
	—					
	Ø4	1	—	—	—	1
	—					
	Ø6	—	—	—	—	4
	—					
	Ø8	—	—	—	2	2
	TOTAL	1	4	4	6	11
CONDUIT SIZE		(2")	(2")	(2") 3"	(2") 3"	(2-2") 2-3"

GENERAL NOTES:

- REMOVE AND SALVAGE ALL EXISTING POLES, MASTARMS, LUMINAIRS, P.P.B.P.'S AND SIGNAL HEADS.
- CONTRACTOR SHALL PROVIDE TEMPORARY SIGNAL SYSTEM DURING MODIFICATION.
-
- SEE DETAIL SHEET 13 FOR ADDITIONAL NOTES.

1 ½ 0 1 2
3 inches on original drawing

MARK	DATE	DESCRIPTION

REVISIONS

DESIGNED L. ABAD
DRAWN T. PHAM
CHECKED L. NATSUHARA

ORANGE COUNTY
ENVIRONMENTAL MANAGEMENT AGENCY

NEWPORT AVENUE
AT
LA LOMA DRIVE

SIGNAL MODIFICATION PLAN

PREPARED UNDER SUPERVISION OF RCE 42679 DATE 5/29/92

SCALE	DATE	W. O. NO.	SHEET
AS SHOWN	JUNE 92	R09753	7 OF 13