CONDUCTOR SCHEDULE

AWG	CIRCUIT	/1	/2	/3	/4
#14	ϕ1	3	3	3	6
	ϕ2 (Overlap ϕ2+ϕ3)	—	—	—	3
	ϕ4	3	3	3	6
	ϕ5 (ϕ3)	—	3	—	3
	ϕ6 (Overlap ϕ1+ϕ2)	3	3	—	3
	ϕ2 Ped.	—	—	2	2
	ϕ4 Ped.	2	2	2	4
	ϕ6 Ped.	2	2	—	2
	ϕ2 P.P.B.	—	—	1	2
	ϕ4 P.P.B.	1	2	1	4
	ϕ6 P.P.B.	1	2		2
	P.P.B. Common	1	1	1	2
	Spares	3	3	3	6
	TOTAL	19	24	16	45
#10	Signal Common	1	1	1	2
#8	Luminaires	2	2	2	—
	Signal Service	—	—	2	2
	TOTAL	2	2	4	2
LOOP DET. CABLE 2#12	ϕ1	—	1	—	1
	ϕ2	—	—	2	2
	ϕN-4	1	1	1	1
	ϕ5-4	—	—	—	2
	ϕ5	—	—	1	1
	ϕ6	—	2	—	2
	TOTAL	1	4	4	9
Interconnect Cable *		—	—	—	1
Conduit Size		2½"	3"	2½"	2-3"

* 12 #19 Twisted Shielded Cable

▲ INDUCTIVE LOOP DETECTOR SCHEDULE

SENSOR UNIT	CHANNEL	DETECTOR	
#1	1	1-ϕ1	
	2	2-ϕ6	
	3	1-ϕ5	
	4	2-ϕ2	
#2	1	1-N-ϕ4	
	2	1-5-ϕ4	
	3	2-5-ϕ4	
	4	—	
#3	1	1-ϕ6	*
	2	—	●
#4	1	1-ϕ2	*
	2	—	●

▲ All Timing Functions integral to unit.
* Call Hold Capability (0-7¾ sec.)
● Future System Sampling Detector

PHASE-FUNCTION-SEQUENCE DIAGRAM

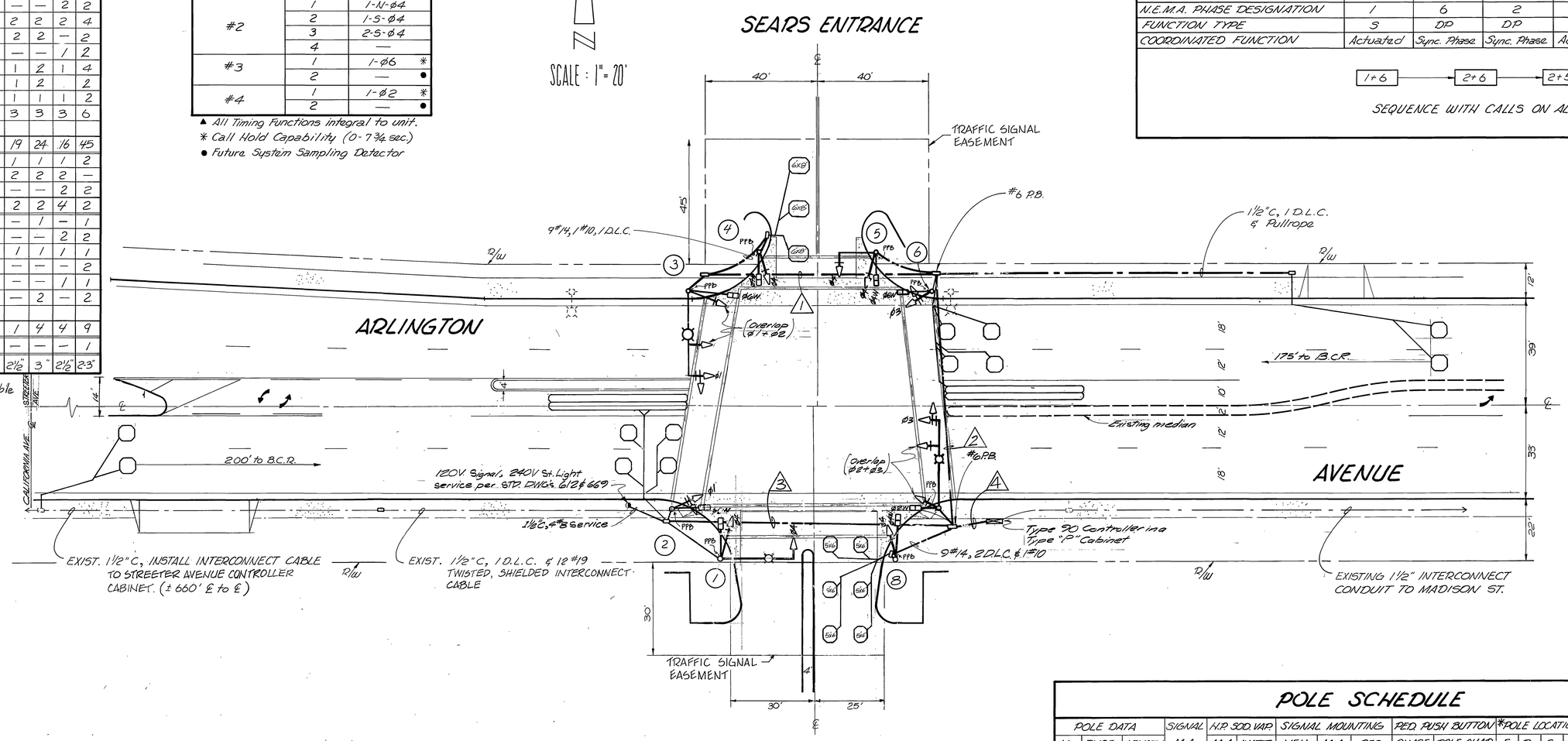
VEHICULAR & PEDESTRIAN MOVEMENTS PER FUNCTION					
N.E.M.A. PHASE DESIGNATION	1	6	2	5	4
FUNCTION TYPE	S	DP	DP	S	SP
COORDINATED FUNCTION	Actuated	Sync. Phase	Sync. Phase	Actuated	Actuated

1+6 → 2+6 → 2+5 → 4

SEQUENCE WITH CALLS ON ALL PHASES

N

SCALE : 1" = 20'



HARDMAN CENTER ENTRANCE

POLE SCHEDULE

POLE DATA			SIGNAL	H.P. SOD. VAP.		SIGNAL MOUNTING			PED. PUSH BUTTON	*POLE LOCATION				
No.	TYPE	LENGTH	M.A.	M.A.	WATTS	VEH.	M.A.	PED.	PHASE	POLE QUAD.	E	B	C	N	
(7)	19A-3-70	30'	30'	15'	400	SV-1-T	MAS-2	SP-1-T	4	West	12'	—	25'	—	Modified
(8)	1A	10'	—	—	—	TV-1-T	—	SP-1-T	2	North	—	0'	25'	—	
(1)	19-2-70	30'	25'	15'	250	SV-1-T	MAS	SP-1-T	2	North	0'	—	6'	—	
(2)	1A	10'	—	—	—	TV-1-T	—	SP-1-T	4	East	—	-2'	25'	—	
(3)	19A-3-70	35'	30'	15'	400	SV-1-T	MAS-2	SP-1-T	4	East	2'	—	25'	—	
(4)	1A	10'	—	—	—	TV-1-T	—	SP-1-T	6	South	—	5'	25'	—	
(5)	16-1-70	16'	15'	—	—	SV-1-T	—	SP-1-T	6	South	5'	—	25'	—	
(6)	1A	10'	—	—	—	TV-1-T	—	SP-1-T	4	West	—	5'	25'	—	

All Type 1A standards shall be aluminum.

*See Detail #4, Sheet 2 of 2

Utilities shown on the plan are based on available records provided by the City. Contractor shall take extreme care in avoiding damage to existing utilities. Contractor shall contact Utility Agencies to determine exact location prior to excavation.

PREPARED UNDER THE SUPERVISION OF
Hilbert Wilbur Dickson DATE 9/20/79
HILBERT WILLIAM DICKSON R.C.E. No. 19417

TRAFFIC ENGINEERING CONSULTANTS
Herman Kimmel and Associates, Inc.
4242 CAMPUS DRIVE, SUITE E-6 NEWPORT BEACH, CALIF. 92660
(714) 546-9814

MARK	REVISIONS	APPR.	DATE
	As Built per Signalization	MA	7/14/80

DESIGNED BY RK DRAWN BY GT CHECKED BY RK

CITY OF RIVERSIDE, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

APPROVED BY	BY	DATE
PRINCIPAL ENGINEER		9/24/79
PARK DEPARTMENT		
TRAFFIC DIVISION		9-20-79
CHIEF P. W. ENGR.		9-24-79
PUBLIC UTILITIES		

APPROVED BY
DIRECTOR OF PUBLIC WORKS
DATE 9/25/79

TRAFFIC SIGNAL PLAN
ARLINGTON AVE. @ HARDMAN CENTER ENT.

HORIZ. SCALE: 1" = 20' VERT. SCALE: 1" = 20'

PROJECT NO. X-464
SHEET ____ OF ____
FILE NO.