

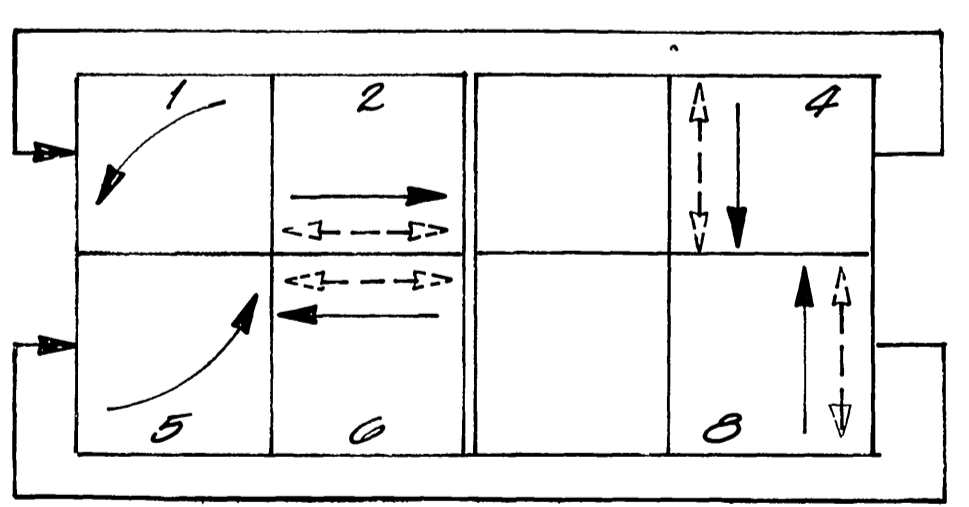
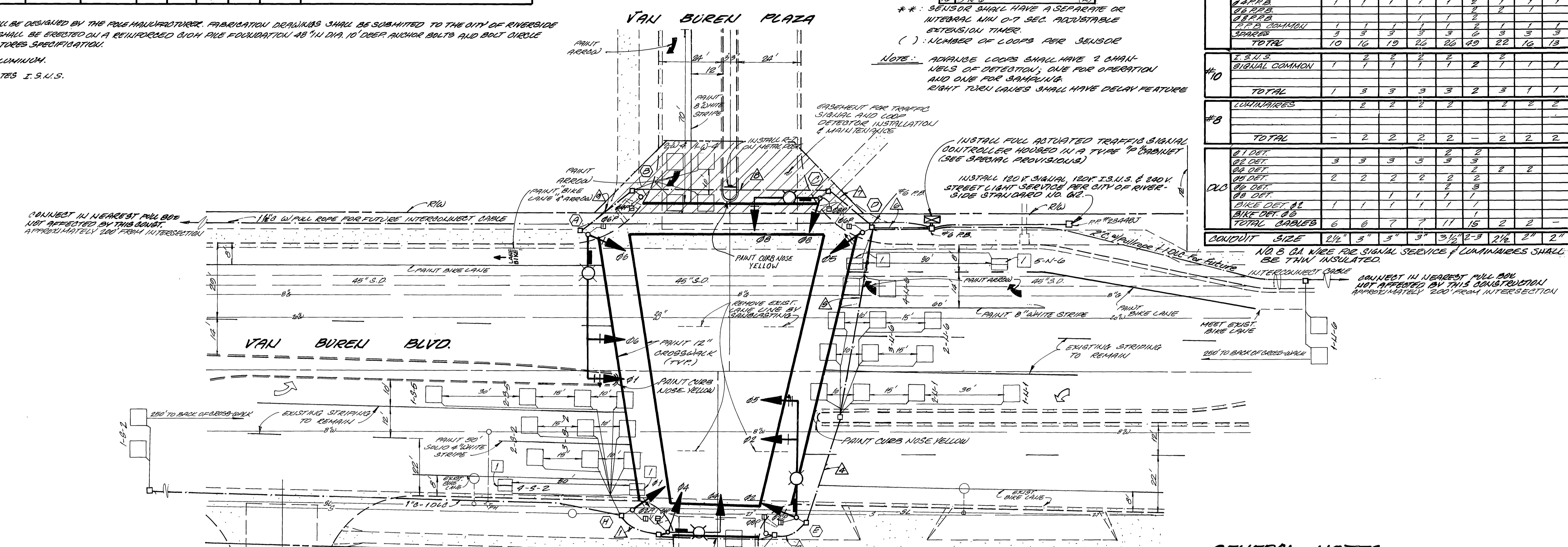
POLE					SCHEDULE				REMARKS	
NO.	TYPE	HEIGHT	SIG. H.A.	LUM. H.A.	W/HAIR	I.S.U.S. LEGEND	SIGNAL MOUNTING VEHICLE	PPB PHASE		
A	(1) SPECIAL	30'	55'	15'	250W HRSV	-	MAS MAS	SP-T	4	01 MAS 12" TRI-ARROW LENSES, 04 MAS-ALL 12" LENSES, 06 POLE ALL 12" LENSES
B	(2) 1-A	7'	-	-	-	-	-	TR-T	0	-
C	19-2-80	30'	25'	15'	250W HRSV	(3) 5700 Δ	MAS -	SP-T	0	MAS-ALL 12" LENSES, POLE-ALL 12" LENSES
D	(2) 1-A	10'	-	-	-	-	-	TR-T	0	12" TRI-ARROW LENSES
E	16-3-80	30'	45'	15'	250W HRSV	-	MAS MAS	SP-T	0	05 MAS 12" TRI-ARROW LENSES, 02 ALL 12" LENSES, 02 POLE ALL 12" LENSES
F	(2) 1-A	7'	-	-	-	-	-	TR-T	0	-
G	17-2-80	30'	20'	15'	250W HRSV	(3) 5700 Δ	MAS -	SP-T	2	MAS-ALL 12" LENSES, POLE-ALL 12" LENSES
H	(2) 1-A	10'	-	-	-	-	-	TR-T	4	12" TRI-ARROW LENSES

- (1) SPECIAL POLE & MAST ARMS SHALL BE DESIGNED BY THE POLE MANUFACTURER. FABRICATION DRAWINGS SHALL BE SUBMITTED TO THE CITY OF RIVERSIDE PRIOR TO MANUFACTURE. POLE SHALL BE ERRECTED ON A REINFORCED CONCR. PILE FOUNDATION AS 14" DIA. 10" DEEP ANCHOR BOLTS AND BOLT CIRCLE SHALL BE PER POLE MANUFACTURER'S SPECIFICATION.
- (2) ALL 1-A POLES SHALL BE ALUMINUM.
- (3) ON THE PLAN INDICATES I.S.U.S.

SENSOR TABLE	
1	1-N-1 (ADVANCE LOOP) (1)
2	2-N-1 (2)
3	1-B-2 (ADVANCE LOOP) ** (2)
4	2-N-2 (2)
5	3-N-2 (2)
6	1-N-2 (2)
7	2-N-2 (2)
8	1-N-2 (ADVANCE LOOP) (1)
9	2-N-2 (2)
10	1-N-2 (ADVANCE LOOP) ** (2)
11	2-N-2 (2)
12	3-N-2 (2)
13	4-N-2 (2)
14	1-N-2 (2)
15	2-N-2 (2)
16	3-N-2 (2)

CONDUCTOR SCHEDULE		RUNKS									
AUG.	CIRCUIT	1	2	3	4	5	6	7	8	9	10
#14	01 VEH.	3	3	3	3	3	3	3	3	3	3
	02 VEH.										
	03 VEH.										
	04 VEH.										
	05 VEH.										
	06 VEH.										
	07 VEH.										
	08 VEH.										
	09 VEH.										
	10 VEH.										
#10	01 PED.	2	2	2	2	2	2	2	2	2	2
	02 PED.										
	03 PED.										
	04 PED.										
	05 PED.										
	06 PED.										
	07 PED.										
	08 PED.										
	09 PED.										
	10 PED.										
#8	01 DET.	3	3	3	3	3	3	3	3	3	3
	02 DET.										
	03 DET.										
	04 DET.										
	05 DET.										
	06 DET.										
	07 DET.										
	08 DET.										
	09 DET.										
	10 DET.										
TOTAL		10	10	10	10	10	10	10	10	10	10

** : SENSOR SHALL HAVE A SEPARATE OR INTEGRAL MIN 0-7 SEC. ADJUSTABLE EXTENSION TIMER.
 () : NUMBER OF LOOPS PER SENSOR
 NOTE: ADVANCE LOOPS SHALL HAVE 2 CHANNELS OF DETECTION; ONE FOR OPERATION AND ONE FOR SAMPLING.
 RIGHT TURN LANES SHALL HAVE DELAY FEATURE



PHASE DIAGRAM
 FLASHING INDICATION: ALL RED

- GENERAL NOTES**
- ALL WORK EMBODIED ON THESE PLANS SHALL BE DONE IN CONFORMANCE WITH APPLICABLE PROVISIONS OF STANDARD SPECIFICATIONS OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, JULY 84 & THE SPECIAL PROVISIONS OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, JULY 84 & THE SPECIAL PROVISIONS OF TRANSPORTATION, JULY 84A FOR COMPLETE TRAFFIC SIGNALS AND HIGHWAY LIGHTING INSTALLATION DETAILS AS INDICATED ON THIS SHEET.
 - LOCATION OF UTILITIES AND SUBSTRUCTURES HAVE BEEN SHOWN FROM A SEARCH OF THE AVAILABLE RECORDS, THE CONTRACTOR SHALL CONDUCT HIS OPERATION IN SUCH A MANNER AS TO PROTECT NOT ONLY THE UTILITIES AND SUBSTRUCTURES SHOWN, BUT OTHER UTILITIES OR SUBSTRUCTURES THAT ARE NOT SHOWN ON THESE PLANS.
 - THE CONTRACTOR SHALL NOTIFY ALL CONCERNED UTILITY COMPANIES AT LEAST 48 HOURS IN ADVANCE OF EXCAVATION. CALL USA (800) 422-4333.
 - THE EXACT LOCATION OF SIGNAL STANDARDS AND APPURTENANCES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
 - THE LOCATION OF STOP BAR STRIPES SHALL BE AS SHOWN AND APPROVED BY THE ENGINEER PRIOR TO CUTTING STREET PAVEMENT FOR CONCRETE OR LOOP DETECTORS.
 - ALL PULL BOXES SHALL BE 7/8" ERECT AS SHOWN OTHERWISE OR APPROVED BY THE ENGINEER.
 - ALL CONDUIT SHALL BE 2" UNLESS NOTED OTHERWISE.
 - PHOTORELECTRIC CONTROLS SHALL BE TYPE IX.
 - PEDESTRIAN FLASH BUZZERS SHALL BE LOCATED ON THE SIDE OF THE SIGNAL STANDARD NEAREST THE CROSSWALK.
 - ALL SIGNAL HEADS SHALL BE PROVIDED WITH BACKLITES.
 - 250 WATT HIGH PRESSURE SODIUM LUMINAIRES SHALL HAVE INTEGRAL BALLASTS (240 VOLTS) AND SHALL BE OUT-OFF TYPE.
 - DETECTOR LOOPS SHALL BE INSTALLED IN THE PRESENCE OF THE TRAFFIC ENGINEER OR HIS REPRESENTATIVE.
 - CONTACT THE TRAFFIC SIGNAL MAINTENANCE 48 HOURS IN ADVANCE TO SCHEDULE INSPECTION OF THE WORK TO BE PERFORMED; TELEPHONE (760) 787-7076
 - THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR THE ACCURACY AND ACCEPTABILITY OF THE WORK, HEREIN, IN THE EVENT OF DISCREPANCIES ARISING DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISIONS THE PLANS FOR APPROVAL BY THE CITY.



SOUTHERN CALIFORNIA GAS CO. Approved by <u>M.R. Lavigne</u> DATE <u>1/29/87</u>		CITY OF RIVERSIDE WATER SYSTEM Approved by <u>David V. Garcia</u> DATE <u>2-12-87</u>		LAWRENCE S. EISENHART CONSULTING ENGINEER 22400 BARTON ROAD, SUITE 200 GRAND TERRACE, CALIF. 92524 (714) 824-1794 Approved by <u>Lawrence S. Eisenhart</u> DATE <u>2/10/87</u>		CITY OF RIVERSIDE PUBLIC WORKS DEPARTMENT Approved by <u>William D. Henderson</u> DATE <u>2-17-87</u>		TRAFFIC SIGNAL PLAN VAN BUREN BOULEVARD AND VAN BUREN PLAZA ACCOUNT NO. <u>X-492</u> SHEET <u>1</u> OF <u>1</u>	
PACIFIC BELL TELEPHONE CO. Approved by _____ DATE _____		Approved by <u>John Johnson</u> DATE <u>2/10/87</u>		Approved by _____ DATE _____		Approved by _____ DATE _____		Approved by _____ DATE _____	