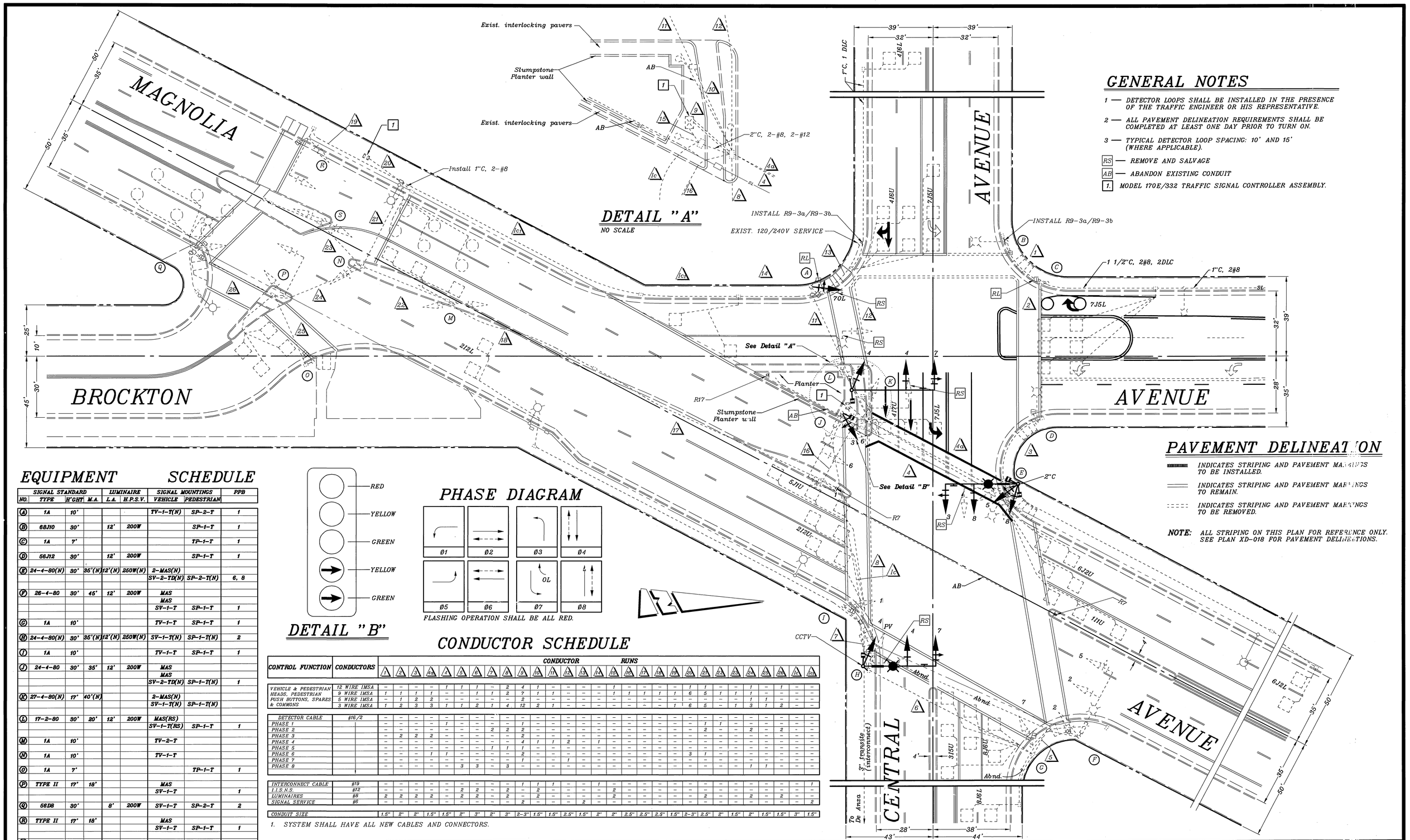


GENERAL NOTES

1 — DETECTOR LOOPS SHALL BE INSTALLED IN THE PRESENCE OF THE TRAFFIC ENGINEER OR HIS REPRESENTATIVE.

2 — ALL PAVEMENT DELINEATION REQUIREMENTS SHALL BE COMPLETED AT LEAST ONE DAY PRIOR TO TURN ON.

3 — TYPICAL DETECTOR LOOP SPACING: 10' AND 15' (WHERE APPLICABLE).

RS — REMOVE AND SALVAGE

AB — ABANDON EXISTING CONDUIT

1. MODEL 170E/332 TRAFFIC SIGNAL CONTROLLER ASSEMBLY.

PAVEMENT DELINEATION

INDICATES STRIPING AND PAVEMENT MARKINGS TO BE INSTALLED.

INDICATES STRIPING AND PAVEMENT MARKINGS TO REMAIN.

INDICATES STRIPING AND PAVEMENT MARKINGS TO BE REMOVED.

NOTE: ALL STRIPING ON THIS PLAN FOR REFERENCE ONLY. SEE PLAN XD-018 FOR PAVEMENT DELINEATIONS.

EQUIPMENT SCHEDULE

	SIGNAL STANDARD			LUMINAIRE		SIGNAL MOUNTINGS		PPB
NO.	TYPE	H'GHT	M.A.	L.A.	H.P.S.V.	VEHICLE	PEDESTRIAN	
(A)	1A	10'				TV-1-T(N)	SP-2-T	1
(B)	68J10	30'		12'	200W		SP-1-T	1
(C)	1A	7'					TP-1-T	1
(D)	56J12	30'		12'	200W		SP-1-T	1
(E)	24-4-80(N)	30'	35'(N)	12'(N)	250W(N)	2-MAS(N)		
						SV-2-TD(N)	SP-2-T(N)	6, 8
(F)	26-4-80	30'	45'	12'	200W	MAS		
						MAS		
						SV-1-T	SP-1-T	1
(G)	1A	10'				TV-1-T	SP-1-T	1
(H)	24-4-80(N)	30'	35'(N)	12'(N)	250W(N)	SV-1-T(N)	SP-1-T(N)	2
(I)	1A	10'				TV-1-T	SP-1-T	1
(J)	24-4-80	30'	35'	12'	200W	MAS		
						MAS		
						SV-2-TD(N)	SP-1-T(N)	1
(K)	27-4-80(N)	17'	40'(N)			2-MAS(N)		
						SV-1-T(N)	SP-1-T(N)	
(L)	17-2-80	30'	20'	12'	200W	MAS(RS)		
						SV-1-T(RS)	SP-1-T	1
(M)	1A	10'				TV-2-T		
(N)	1A	10'				TV-1-T		
(O)	1A	7'					TP-1-T	1
(P)	TYPE II	17'	18'			MAS		
						SV-1-T		1
(Q)	56D8	30'		8'	200W	SV-1-T	SP-2-T	2
(R)	TYPE II	17'	18'			MAS		
						SV-1-T	SP-1-T	1
(S)	1A	7'				LT-2-T		

NOTE: TRAFFIC SIGNAL POLES AND ARMS ARE CITY FURNISHED.

CONTRACTOR SHALL FURNISH ALL OTHER EQUIPMENT AND APURTENANCES.

CONTRACTOR SHALL CONTACT SIGNAL MAINTENANCE FOR ANCHOR BOLT AND BASE INFORMATION.

DETAIL "B"

PHASE DIAGRAM

FLASHING OPERATION SHALL BE ALL RED.

CONDUCTOR SCHEDULE

CONTROL FUNCTION	CONDUCTORS	CONDUCTOR RUNS 1	2	3	4a	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	1c	16c
VEHICLE & PEDESTRIAN HEADS, PEDESTRIAN PUSH BUTTONS, SPARES & COMMONS	12 WIRE IMSA	–	–	–	–	1	1	1	–	2	4	1	–	–	–	–	1	–	–	–	–	1	1	–	–	1	–	1	–	–
	9 WIRE IMSA	1	1	1	1	–	–	1	1	2	7	1	1	–	–	–	1	1	1	1	1	6	5	1	1	1	–	–	–	–
	5 WIRE IMSA	–	1	2	2	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–
	3 WIRE IMSA	1	2	3	3	1	1	2	1	4	12	2	1	–	–	–	–	–	–	–	1	6	5	–	1	3	1	2	–	–
DETECTOR CABLE	#16/2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 1		–	–	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–
PHASE 2		–	–	–	–	–	–	–	2	2	2	2	–	–	–	–	–	–	–	–	–	–	2	–	–	2	–	2	–	–
PHASE 3		–	2	2	2	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 4		–	–	–	–	–	–	–	–	–	4	1	1	2	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 5		–	–	–	–	–	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 6		–	–	–	–	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	3	1	–	–	–	–	–	–	–	–
PHASE 7		–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 8		–	–	–	–	–	3	3	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–
INTERCONNECT CABLE	#19	–	–	–	–	–	–	–	–	–	1	1	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
I.L.S.N.S.	#12	–	–	–	–	–	2	2	–	2	–	2	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–
LUMINAIRES	#8	2	2	2	2	–	2	2	–	2	–	2	–	–	–	–	2	–	–	–	–	–	2	–	–	2	–	2	–	–
SIGNAL SERVICE	#6	–	–	–	–	–	–	–	–	–	2	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
CONDUIT SIZE		1.5"	2"	2"	1.5"	1.5"	2"	3"	2"	3"	2-3"	1.5"	1.5"	2.5"	1.5"	2"	2"	2.5"	2.5"	2.5"	1.5"	2-3"	2.5"	2"	1.5"	2"	1.5"	1.5"	3"	1.5"

1. SYSTEM SHALL HAVE ALL NEW CABLES AND CONNECTORS.

IMPORTANT NOTICE
Section 4216/4217 of the Government Code requires a Dig Alert Identification Number to be issued before a "Permit to Excavate" will be valid. For your Dig Alert I.D. Number call
CALL TOLL FREE
TWO WORKING DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT
1-800-227-2600

ENGINEER IN RESPONSIBLE CHARGE

THOMAS J. BOYD
R.C.E. No. 36170 expires
DATE

REGISTERED PROFESSIONAL ENGINEER THOMAS JOHN BOYD No. 36170 Exp. 06-30-2006 CIVIL STATE OF CALIFORNIA

MARK	REVISIONS	APPR.	DATE

DESIGNED BY ____ DRAWN BY MAC CHECKED BY ____

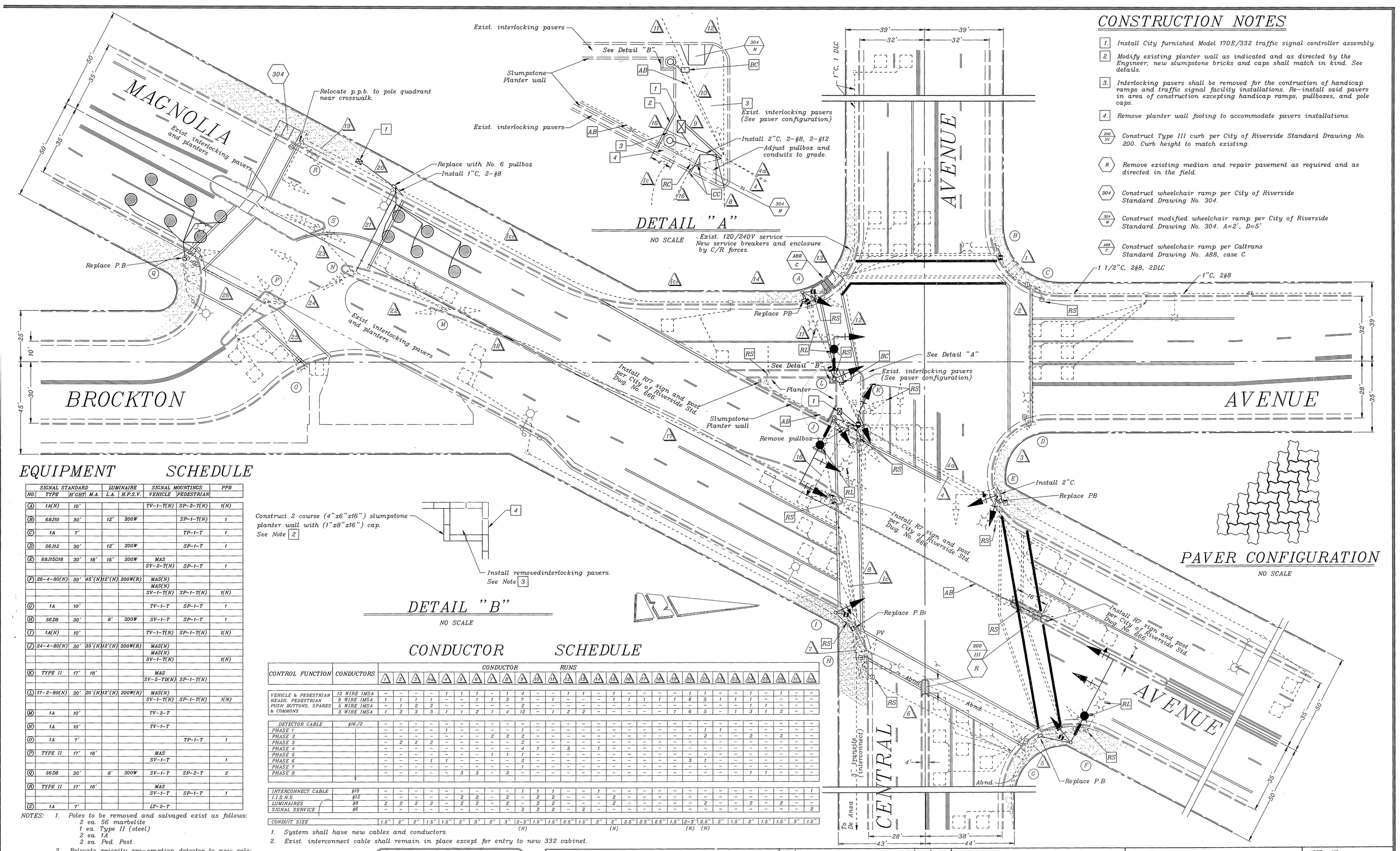
CITY OF RIVERSIDE, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

APPROVED BY	BY	DATE
PRINCIPAL ENGINEER		4/14/06
P.W. INSPECTION		
TRAFFIC DIVISION		4/14/06
CHIEF P.W. ENGR.		
PUBLIC UTILITIES		

APPROVED BY
DIRECTOR OF PUBLIC WORKS
DATE 4/14/06

TRAFFIC SIGNAL MODIFICATION
MAGNOLIA AVENUE @ BROCKTON\CENTRAL AVE.
SCALE: 1" = 20'

ACCT. NO. 958:6371.2-44022300
X-210C
SHEET 1 OF 1
FILE NAME: X210C.DWG



CONSTRUCTION NOTES

1. Install City furnished Model 170E/332 traffic signal controller assembly.
2. Modify existing planter wall as indicated and as directed by the Engineer; new slumpstone bricks and caps shall match in kind. See details.
3. Interlocking pavers shall be removed for the contruction of handicap ramps and traffic signal facility installations. Re-install said pavers in area of construction excepting handicap ramps, pullboxes, and pole caps.
4. Remove planter wall footing to accommodate pavers installations.

200 III — Construct Type III curb per City of Riverside Standard Drawing No. 200. Curb height to match existing.

R — Remove existing median and repair pavement as required and as directed in the field.

304 — Construct wheelchair ramp per City of Riverside Standard Drawing No. 304.

304 M — Construct modified wheelchair ramp per City of Riverside Standard Drawing No. 304. A=2', D=5'

A88 C — Construct wheelchair ramp per Caltrans Standard Drawing No. A88, case C.

PAVER CONFIGURATION

NO SCALE

Construct 2 course (4"x6"x16") slumpstone planter wall with (1"x8"x16") cap. See Note 2

Install removedinterlocking pavers. See Note 3

DETAIL "B"

NO SCALE

EQUIPMENT SCHEDULE

NO.	SIGNAL STANDARD TYPE	H'GHT	M.A.	LUMINAIRE L.A.	H.P.S.V.	SIGNAL MOUNTINGS VEHICLE	PEDESTRIAN	PPB
(A)	1A(N)	10'				TV-1-T(N)	SP-2-T(N)	1(N)
(B)	68J10	30'		12'	200W		SP-1-T(N)	1
(C)	1A	7'					TP-1-T	1
(D)	56J12	30'		12'	200W		SP-1-T	1
(E)	68J15G18	30'	18'	15'	200W	MAS SV-2-T(N)	SP-1-T	1
(F)	26-4-80(N)	30'	45'(N)	12'(N)	200W(R)	MAS(N) MAS(N) SV-1-T(N)	SP-1-T(N)	1(N)
(G)	1A	10'				TV-1-T	SP-1-T	1
(H)	56D8	30'		8'	200W	SV-1-T	SP-1-T	1
(I)	1A(N)	10'				TV-1-T(N)	SP-1-T(N)	1(N)
(J)	24-4-80(N)	30'	35'(N)	12'(N)	200W(R)	MAS(N) MAS(N) SV-1-T(N)		1(N)
(K)	TYPE II	17'	18'			MAS SV-2-TD(N)	SP-1-T(N)	
(L)	17-2-80(N)	30'	20'(N)	12'(N)	200W(R)	MAS(N) SV-1-T(N)	SP-1-T(N)	1(N)
(M)	1A	10'				TV-2-T		
(N)	1A	10'				TV-1-T		
(O)	1A	7'					TP-1-T	1
(P)	TYPE II	17'	18'			MAS SV-1-T		1
(Q)	56D8	30'		8'	200W	SV-1-T	SP-2-T	2
(R)	TYPE II	17'	18'			MAS SV-1-T	SP-1-T	1
(S)	1A	7'				LT-2-T		

NOTES:
1. Poles to be removed and salvaged exist as follows:
   2 ea. 56 marbelite
   1 ea. Type II (steel)
   2 ea. 1A
   2 ea. Ped. Post
2. Relocate priority pre-emption detector to new pole; applies to poles A and J. Installation is on signal mastarm.
3. Existing signs on salvaged 56 marbelite poles shall be relocated to new poles.
4. (N)=new; (R)=equipment to be relocated; all other equipment exists.
5. Rotate existing pedestrian signal at pole K, as shown.
6. Poles F, J and L shall have I.I.S.N.S. for Central Ave., block no.'s to be provided by the Engineer.

CONDUCTOR SCHEDULE

CONTROL FUNCTION	CONDUCTORS	1	2	3	4a	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	1c	1c
VEHICLE & PEDESTRIAN HEADS, PEDESTRIAN PUSH BUTTONS, SPARES & COMMONS	12 WIRE IMSA	–	–	–	–	1	1	1	–	1	4	–	–	1	1	–	1	–	–	–	–	1	1	–	–	1	–	1	–	–
	9 WIRE IMSA	1	1	1	1	–	–	1	1	3	7	–	1	–	–	–	1	1	1	1	1	6	5	1	1	1	–	–	–	–
	5 WIRE IMSA	–	1	2	2	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–
	3 WIRE IMSA	1	2	3	3	1	1	2	1	4	12	–	1	2	2	–	–	–	–	–	1	6	5	–	1	3	1	2	–	–
DETECTOR CABLE	#16/2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 1		–	–	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–
PHASE 2		–	–	–	–	–	–	–	2	2	2	–	–	–	–	–	–	–	–	–	–	–	2	–	–	2	–	2	–	–
PHASE 3		–	2	2	2	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 4		–	–	–	–	–	–	–	–	–	4	1	–	3	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 5		–	–	–	–	–	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 6		–	–	–	1	1	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	3	1	–	–	–	–	–	–	–
PHASE 7		–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
PHASE 8		–	–	–	–	–	3	3	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–
INTERCONNECT CABLE	#19	–	–	–	–	–	–	–	–	–	1	1	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
I.I.S.N.S.	#12	–	–	–	–	–	2	2	–	2	–	2	2	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–
LUMINAIRES	#8	2	2	2	2	–	2	2	–	2	–	2	2	–	–	–	2	–	–	–	–	–	2	–	–	2	–	2	–	–
SIGNAL SERVICE	#6	–	–	–	–	–	–	–	–	–	2	2	2	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
CONDUIT SIZE		1.5"	2"	2"	1.5"	1.5"	2"	3"	2"	3"	2-3" (N)	1.5"	1.5"	2.5"	1.5"	2"	2" (N)	2.5"	2.5"	2.5"	1.5"	2-3" (N)	2.5" (N)	2"	1.5"	2"	1.5"	1.5"	3"	1.5"

CONDUCTOR RUNS

1. System shall have new cables and conductors.
2. Exist. interconnect cable shall remain in place except for entry to new 332 cabinet.

IMPORTANT NOTICE
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CALL TOLL FREE
TWO WORKING DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT
1-800-227-2600

ENGINEER IN RESPONSIBLE CHARGE
Richard D. McGrath
RICHARD D. McGRATH
R.C.E. No. 31952 expires 12-31-96
DATE 7-11-96

REGISTERED PROFESSIONAL ENGINEER — RICHARD D. McGRATH — No. 31952 Exp. 12-31-96 — CIVIL — STATE OF CALIFORNIA

MARK	REVISIONS	APPR.	DATE

DESIGNED BY ___ DRAWN BY MAC CHECKED BY ___

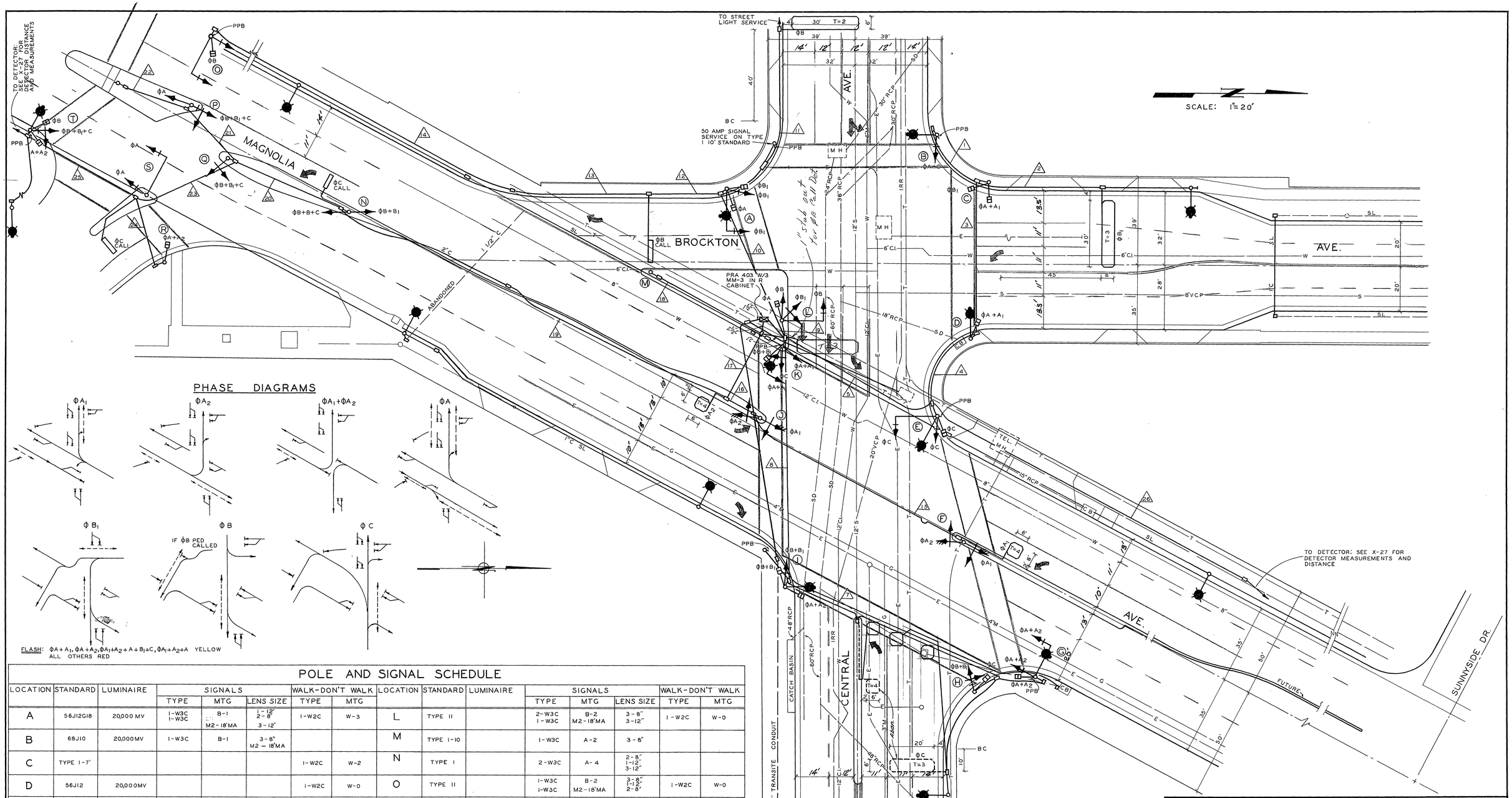
CITY OF RIVERSIDE, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

	BY	DATE
PRINCIPAL ENGINEER		7/11/96
P.W. INSPECTION	—	—
TRAFFIC DIVISION		7/11/96
CHIEF P.W. ENGR.	—	—
PUBLIC UTILITIES	—	—

APPROVED BY
DIRECTOR OF PUBLIC WORKS
DATE 7/11/96

TRAFFIC SIGNAL MODIFICATION
MAGNOLIA AVENUE @ BROCKTON \ CENTRAL AVE.
SCALE: 1" = 20'

ACCT. NO. 0430-541600-440125-35060
X-210A
SHEET 1 OF 1
FILE NAME: X210A.DWG



POLE AND SIGNAL SCHEDULE

LOCATION	STANDARD	LUMINAIRE	SIGNALS TYPE	SIGNALS MTG	SIGNALS LENS SIZE	WALK-DON'T WALK TYPE	WALK-DON'T WALK MTG	LOCATION	STANDARD	LUMINAIRE	SIGNALS TYPE	SIGNALS MTG	SIGNALS LENS SIZE	WALK-DON'T WALK TYPE	WALK-DON'T WALK MTG
A	56J12G18	20,000 MV	1-W3C 1-W3C	B-1 M2-18'MA	1-12" 2-8" 3-12"	1-W2C	W-3	L	TYPE II		2-W3C 1-W3C	B-2 M2-18'MA	3-8" 3-12"	1-W2C	W-0
B	68J10	20,000MV	1-W3C	B-1	3-8" M2 — 18'MA			M	TYPE 1-10		1-W3C	A-2	3-8"		
C	TYPE 1-7'					1-W2C	W-2	N	TYPE I		2-W3C	A-4	2-8" 1-12" 3-12"		
D	56J12	20,000MV				1-W2C	W-0	O	TYPE II		1-W3C 1-W3C	B-2 M2-18'MA	3-8" 1-12" 2-8"	1-W2C	W-0
E	68J15G18	20,000MV	1-W3C 1-W3C	B-1 M2-18'MA	3-8" 3-12"	1-W2C	W-0	P	TYPE 1-10'		2-W3C	A-6	3-8"		
F	TYPE 1-7'		2-W3C	A-6	2-8" 1-12"			Q	TYPE 1-10'		1-W3C	A-2	3-8"		
G	56J12G15	20,000MV	1-W3C 1-W3C	B-1 M2-18'MA	1-12" 2-8" 3-12"	1-W2C	W-0	R	TYPE 1-7					1-W2C	W-1
H	TYPE 1-10'		1-W3C	A-1	2-8" 1-12"	1-W2C		S	TYPE II		1-W3C 1-W3C	B-2 M2-18'MA	3-8" 3-12"		
I	56D8	20,000MV	1-W3C	B-1 12' MA	3-12" 3W	1-W2C	W-3	T	56D8		1-W3C	B-2	2-8" 1-12"	2-W2C	W-3
J	TYPE 1-7'		2-W3C	A-6	2-8" 1-12"										
K	56J12G18	20,000MV	2-W3C 1-W3C	B-2 M2-18'MA	3-8" 3-12"	1-W2C	W-0								

REVISIONS		
MARK	DATE	DESCRIPTION
	9-6-67	As Built JMW
	1/27/72	As Built per Cont. TE-71-4 JMW

CITY OF RIVERSIDE, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

BROCKTON, CENTRAL & MAGNOLIA AVENUES

TRAFFIC SIGNALS

DESIGNED BY	SUBMITTED BY	APPROVED BY	PROJ. NO.
DRAWN BY	PARK DEPT. / TRAFFIC DIV.	DIRECTOR OF PUBLIC WORKS	X-210
CHECKED BY	RECOMMENDED BY ASSISTANT CITY ENGINEER	DATE	SHEET 1 OF 2