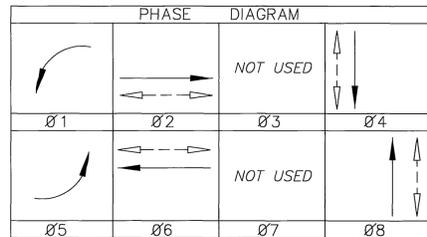


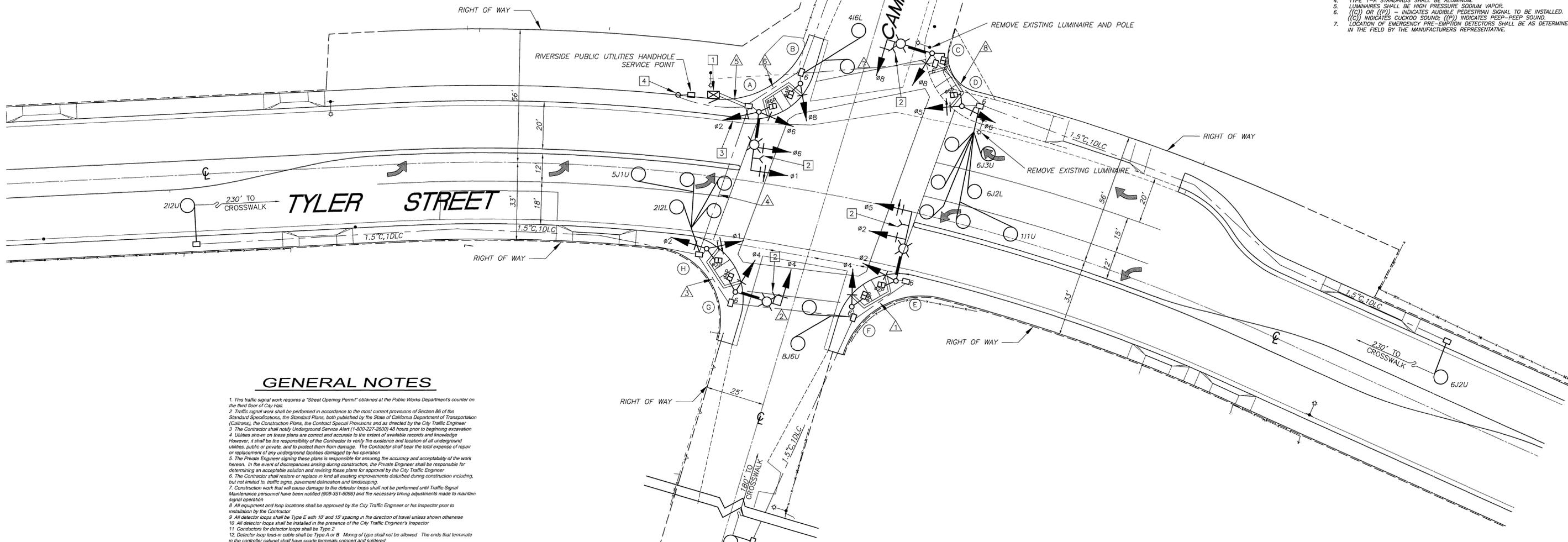
| CONDUCTOR TABLE | | | | | | | | | |
|---|--------------------|----------------|----|------|----|--------|------|----|----|
| CONTROL FUNCTION | CONDUCTORS | CONDUCTOR RUNS | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| VEHICLE & PEDESTRIAN HEADS, PEDESTRIAN PUSH BUTTONS, SPARES AND COMMONS | 12 CONDUCTOR CABLE | 1 | 2 | 3 | 4 | 8 | 3 | 2 | 1 |
| | 3 CONDUCTOR CABLE | 1 | 2 | 3 | 4 | 8 | 3 | 2 | 1 |
| DETECTOR CABLE | #16/2 | | | | | | | | |
| PHASE 1 | | | | | | 1 | 1 | 1 | 1 |
| PHASE 2 | | | | | 2 | 2 | | | |
| PHASE 3 | | | | | | | | | |
| PHASE 4 | | | | | | 2 | 2 | | |
| PHASE 5 | | | | | 1 | 1 | | | |
| PHASE 6 | | | | | | 2 | 2 | 2 | 2 |
| PHASE 7 | | | | | | | | | |
| PHASE 8 | | | | | 2 | 2 | 2 | 2 | |
| TOTAL | | 2 | 2 | 5 | 10 | 5 | 3 | 3 | 3 |
| PRE-EMPTION CABLE | 4#20 | 1 | 1 | 2 | 2 | 4 | 1 | 1 | |
| INTERCONNECT CABLE | 6-PAIR #19 | | | | | | | | |
| I.L.S.N.S. | #12 | 2 | 2 | 2 | 2 | | 2 | 2 | |
| LUMINAIRES | #8 | 2 | 2 | 2 | 2 | | 2 | 2 | |
| SIGNAL SERVICE | #6 | | | | | 2 | | | |
| CONDUIT SIZE | | 3" | 3" | 3.5" | 4" | 2-3.5" | 3.5" | 3" | 3" |



| EQUIPMENT SCHEDULE | | | | | | | | | | | | |
|--------------------|---------|-----------------|--------|------|----------------|----------|--------------------|------------------|------------|---------|---------|---|
| NO. | TYPE | SIGNAL STANDARD | HEIGHT | M.A. | LUMINAIRE M.A. | H.P.S.V. | I.L.S.N.S. LEGEND | SIGNAL MOUNTINGS | | | REMARKS | |
| | | | | | | | | VEHICLE | PEDESTRIAN | AUDIBLE | | |
| (A) | 19-4-80 | 30' | 25' | 12' | 250W | | CAMPBELL AVE 10300 | MAS | SV-1-T(2) | SP-1-T | ((C)) | 4 |
| (B) | 1-A | 10' | | | | | | TV-1-T | SP-1-T | ((P)) | | 6 |
| (C) | 17-2-80 | 30' | 20' | 12' | 250W | | TYLER ST 5600 | MAS | SV-1-T | SP-1-T | ((P)) | 6 |
| (D) | 1-A | 10' | | | | | | TV-2-T | SP-1-T | ((C)) | | 8 |
| (E) | 19-4-80 | 30' | 30' | 12' | 250W | | CAMPBELL AVE 10200 | MAS | SV-1-T | SP-1-T | ((C)) | 8 |
| (F) | 1-A | 10' | | | | | | TV-1-T | SP-1-T | ((P)) | | 2 |
| (G) | 17-2-80 | 30' | 20' | 12' | 250W | | TYLER ST 5500 | MAS | SV-1-T | SP-1-T | ((P)) | 2 |
| (H) | 1-A | 10' | | | | | | TV-2-T | SP-1-T | ((C)) | | 4 |

NOTE:
1. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON EMERGENCY PRE-EMPTION CABLE

NOTES:
1. ALL VEHICLE HEADS SHALL HAVE 12" LENSES WITH ALL LED INDICATIONS.
2. ALL LEFT TURN HEADS SHALL HAVE ALL ARROW INDICATIONS.
3. PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED ON THE POLE IN THE QUADRANT NEAREST THE CROSSWALK SERVING THAT PHASE.
4. TYPE 1-A STANDARDS SHALL BE ALUMINUM.
5. LUMINAIRES SHALL BE HIGH PRESSURE SODIUM VAPOR.
6. ((C)) OR ((P)) - INDICATES AUDIBLE PEDESTRIAN SIGNAL TO BE INSTALLED.
7. ((C)) INDICATES CUCKOO SOUND; ((P)) INDICATES PEEP-PEEP SOUND.
8. LOCATION OF EMERGENCY PRE-EMPTION DETECTORS SHALL BE AS DETERMINED IN THE FIELD BY THE MANUFACTURER'S REPRESENTATIVE.

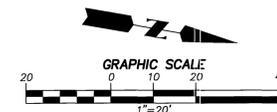


GENERAL NOTES

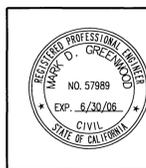
- The traffic signal work requires a "Street Opening Permit" obtained at the Public Works Department's counter on the third floor of City Hall.
- Traffic signal work shall be performed in accordance to the most current provisions of Section 86 of the Standard Specifications, the Standard Plans, both published by the State of California Department of Transportation (Caltrans), the Construction Plans, the Contract Special Provisions and as directed by the City Traffic Engineer.
- The Contractor shall notify Underground Service Alert (1-800-227-2800) 48 hours prior to beginning excavation.
- Utilities shown on these plans are correct and accurate to the extent of available records and knowledge. However, it shall be the responsibility of the Contractor to verify the existence and location of all underground utilities, public or private, and to protect them from damage. The Contractor shall bear the total expense of repair or replacement of any underground facilities damaged by his operation.
- The Private Engineer signing these plans is responsible for assuring the accuracy and acceptability of the work hereon. In the event of discrepancies arising during construction, the Private Engineer shall be responsible for determining an acceptable solution and revising these plans for approval by the City Traffic Engineer.
- The Contractor shall restore or replace in kind all existing improvements disturbed during construction including, but not limited to, traffic signs, pavement delineation and landscaping.
- Construction work that will cause damage to the detector loops shall not be performed until Traffic Signal Maintenance personnel have been notified (909-331-6095) and the necessary timing adjustments made to maintain signal operation.
- All equipment and loop locations shall be approved by the City Traffic Engineer or his Inspector prior to installation by the Contractor.
- All detector loops shall be Type E with 10' and 15' spacing in the direction of travel unless shown otherwise.
- All detector loops shall be installed in the presence of the City Traffic Engineer's Inspector.
- Conductors for detector loops shall be Type 2.
- Detector loop lead-in cable shall be Type A or B. Mixing of type shall not be allowed. The ends that terminate in the controller cabinet shall have spade terminals crimped and soldered.
- Splicing of traffic signal conductors is not allowed.
- All Type 1-A standards shall be aluminum and shall be furnished with anchor bolts.
- Pipe-lacons for mast arm mountings shall be perpendicular to the arm.
- Vehicle head indicators shall be I.E.D. type 12" (300mm) with backplates. The housing, backplates and visors shall be metal.
- Pedestrian indicators shall be I.E.D. type.
- All pavement markings and signing requirements (removals and installations) shall be completed at least 24 hours prior to signal turn-on.
- All pavement markings except for stoping shall be thermoplastic.
- All salvaged materials shall be delivered to the City Yard at 8095 Lincoln Avenue as directed by the Inspector.
- Existing signal equipment to be reused shall be refurbished and repainted per section 82-2.16 of Caltrans Standard Specifications.
- See Plan XL- for pavement delineation and signing requirements.
- See Plan R-3575 for the associated street improvements and underground utilities.

CONSTRUCTION NOTES

- INSTALL MODEL 170E CONTROLLER UNIT HOUSED IN TYPE 332 CABINET.
- INSTALL TRAFFIC SIGNAL EMERGENCY PRE-EMPTION DETECTOR.
- INSTALL SV-1-T SIGNAL MOUNTING AND HEAD AT 17' ABOVE GRADE.
- INSTALL SERVICE AND RISER PER CITY STANDARD DRAWING NO. 667.



FILE WITH R-3575



DESIGNED BY: MG
DRAWN BY: MG
CHECKED BY: SJH
PLANS PREPARED UNDER THE SUPERVISION OF:
[Signature]
MARK GREENWOOD RCE 57989
DATE: 10/15/03

AEI-CASC ENGINEERING
937 SOUTH VIA LATA
SUITE 500
COLTON, CA 92324
PH. (909) 783-0101 FAX (909) 783-0108

Underground Service Alert
Call: TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

CITY OF RIVERSIDE, CALIFORNIA
PUBLIC WORKS DEPARTMENT
APPROVED BY: *[Signature]*
DEPUTY P.W. DIRECTOR
TRAFFIC ENGINEER
INSPECTION
STREET SERVICES
DATE: 12/1/03

TRAFFIC SIGNAL INSTALLATION
TYLER STREET AND CAMPBELL AVENUE
SCALE: 1" = 20'

ACCT. NO. 000-00000-00000-00000
X-513
SHEET 1 OF 1
FILE NO.

INDEXED 5-24-04 GH