

| LOCATION: | | | | | | | | |
|--|---------------|---------------|---------------|----------------|---------------|-------------------|----------------|-------------------|
| NEW SIGNAL: | | SIGNAL MOD: | | | | | | |
| TITLE PAGE | | | | | | | | |
| 1. VICINITY MAP: | | | | | | | | |
| 2. LEGEND: | | | | | | | | |
| 3. POLE SPEC AND CONTROLLER FOUNDATION DETAIL: | | | | | | | | |
| 4. TRAFFIC SIGNAL GENERAL NOTES: | | | | | | | | |
| CORRECT MUTCD YEAR: | YEAR | | | | | | | |
| CORRECT CALTRANS STANDARD PLANS AND SPECS YEAR: | YEAR | | | | | | | |
| 5. SPECIAL PROVISIONS ALL THAT APPLY : | | | | | | | | |
| SECTION: | SPECS | POLES | SIGNS | FOUNDATION | CONDUIT | PULL BOXES | WIRING | GROUNDING |
| SECTION: | PEDS | DETECTION | ссти | LUMINAIRES | FIBER | NETWORK EQUIP | WIRELESS F | FLASHING CROSSWAL |
| SECTION: | SERVICE | CABINET | SIGNAL HEADS | FLASHING XWALK | TURN ON | MAINTAIN EXISTING | REMOVING ELEC. | PAYMENT |
| 6. SIGNATURE BLOCK / TITLE BLOCK / STAMP / ARROW AND SCALE ON ALL PAGES: | | | | | | | | |
| | | | | | | | | |
| <u>PLAN SHEETS</u> | | | | | | | | |
| 7. PHASE DIAGRAM: | | | | | | | | |
| PHASE DIAGRAM COMPLETE: | CURRENT DIA | AGRAM | PROPOSED E | DIAGRAM | PHASE DIAG | GRAM | | |
| | 1 W/B LEFT | 2 E/B THRU | 3 N/B LEFT | 4 S/B THRU | 5 E/B LEFT | 6 W/B THRU | 7 S/B LEFT | 8 N/B THRU |
| 8. CURRENT SIGNAL PHASES: | | | | | | | | |
| 9. NEW SIGNAL PHASES BEING ADDED: | | | | | | | | |
| 10. CURRENT PED PHASES: | | | | | | | | |
| 11. NEW PED PHASES BEING ADDED: | | | | | | | | |
| 12. LANCASTER STANDARD PHASING USED: | | | | | | | | |



| POLE SCHEDULE | POLE 9 /I | POLE 10 /J | POLE 11 / K | POLE 12 / L | POLE 13 / M | POLE 14 / N | POLE 15 / O | POLE 16 / P |
|--|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 13.a NEW POLE: | | | | | | | | |
| 13.b POLE BEING REPLACED: | | | | | | | | |
| 13.c EXISTING POLE: | | | | | | | | |
| #14-20 ARE VERIFIED AND CORRECT WITH CALTRANS STD PLANS: | | | | | | | | |
| 14. POLE YEAR (2010 IS LANCASTER STANDARD): | | | | | | | | |
| 15. POLE TYPE: | | | | | | | | |
| 16. POLE LOAD CASE RATING: | | | | | | | | |
| 17. POLE WIND RATING: | | | | | | | | |
| 18. POLE HEIGHT: | | | | | | | | |
| 19. CORRECT MAST ARM LENGTH: | | | | | | | | |
| 19.a F SPACING IS CORRECT: | | | | | | | | |
| 19.b MINIMUM SIGNAL HEAD SPACING IS CORRECT: | | | | | | | | |
| 20. LUMINAIRE ARM LENGTH: | | | | | | | | |
| 20.a FLAT LUMINAIRE ARM REQUIRED: | | | | | | | | |
| 21. LED WATTAGE: | | | | | | | | |
| 22. STREET NAME SIGNS ON CORRECT POLE: | | | | | | | | |
| 23. STREET NAME SPELLED CORRECTLY: | | | | | | | | |
| 24. NUMBER OF SIGNAL HEADS ON MAST ARM: | | | | | | | | |
| 24.a CORRECT POLE LOAD RATING | | | | | | | | |
| 25. CORRECT NUMBER OF SIGNAL HEADS: | | | | | | | | |
| 26. 10' SIGNAL HEAD ON POLE: | | | | | | | | |
| 27. PED HEAD ON POLE: | | | | | | | | |
| PED PHASES ON POLE | | | | | | | | |
| 28. PED BUTTON AND PHASES: | | | | | | | | |
| 29. CORRECT PED BUTTON PHASES FOR POLE: | | | | | | | | |
| 30. POLE IS IN CORRECT LOCATION: | | | | | | | | |
| 30.a 180 or 90 DEGREE TERMINAL BLOCK: | | | | | | | | |
| 30.b POLE LOCATION DETAIL IS SHOWN: | | | | | | | | |
| 31. ALL WORK BEING DONE IS LISTED IN THE REMARKS: | | | | | | | | |
| | | | | | | | | |



| POLE SCHEDULE | POLE 9 /I | POLE 10 /J | POLE 11 / K | POLE 12 / L | POLE 13 / M | POLE 14 / N | POLE 15 / O | POLE 16 / P |
|--|---------------|-------------|---------------------------------------|---------------|-------------|-------------|-------------|-------------|
| 12 a NEW POLE. | 1012 371 | 1 022 1075 | 10tt 117 K | 10111271 | 1022 137 W | 1022 147 14 | 1012 137 0 | 10111071 |
| 13.a NEW POLE: | | | | | | | | |
| 13.b POLE BEING REPLACED: | | | | | | | | |
| 13.c EXISTING POLE: | | | | | | | | |
| #14-20 ARE VERIFIED AND CORRECT WITH CALTRANS STD PLANS: | | | | | | | | |
| 14. POLE YEAR: | - | | | | | | | |
| 15. POLE TYPE: | | | | | | | | |
| 16. POLE LOAD CASE RATING: | | | | | | | | |
| 17. POLE WIND RATING: | | | | | | | | |
| 18. POLE HEIGHT: | | | | | | | | |
| 19. CORRECT MAST ARM LENGTH: | - | | <u> </u> | | | <u> </u> | | |
| 19.a F SPACING IS CORRECT: | | | | | | | | |
| 19.b MINIMUM SIGNAL HEAD SPACING IS CORRECT: | | | | | | | | |
| 20. LUMINAIRE ARM LENGTH: | | | | | | | | |
| 20.a FLAT LUMINAIRE ARM REQUIRED: | | | | | | | | |
| 21. LED WATTAGE: | | | | | | | | |
| 22. STREET NAME SIGNS ON CORRECT POLE: | | | · · · · · · · · · · · · · · · · · · · | | | | | |
| 23. STREET NAME SPELLED CORRECTLY: | | | | | | | · | |
| 24. NUMBER OF SIGNAL HEADS ON MAST ARM: | | | | | | | | |
| 24.a CORRECT POLE LOAD RATING | | | | | | | | |
| 25. CORRECT NUMBER OF SIGNAL HEADS: | - | | | - | | | | |
| | | | | | | | | |
| 26. 10' SIGNAL HEAD ON POLE: | | | | | | | | |
| 27. PED HEAD ON POLE: | | | | | | | | |
| 28. PED BUTTON AND PHASES: | | | | | | | | |
| 29. CORRECT PED BUTTON PHASES FOR POLE: | | | | | | | | |
| 30. POLE IS IN CORRECT LOCATION: | | | | | | | | |
| 30.b POLE LOCATION DETAIL IS SHOWN: | | | | | | | | |
| 31. ALL WORK BEING DONE IS LISTED IN THE REMARKS: | | | | | | | | |
| | | | | | | | | |



| CONDUIT AND CONDUCTOR SCHEDULE: | POLE 1/A | POLE 2/B | POLE 3/C | POLE 4/D | POLE 5/E | POLE 6/F | POLE 7 /G | POLE 8/H |
|--|----------|----------|-------------|-------------|-------------|----------|-----------|----------|
| 35. NUMBER OF 12 CONDUCTORS NEEDED PER POLE 35A-E | | | | | | | | |
| 35.a NUMBER OF SIGNAL PHASES ON POLE: | | | | | | | | |
| 35.b NUMBER OF PED PHASES ON POLE: | | | | | | | | |
| 35.c NUMBER OF WIRES NEEDED PLUS 3 SPARES: | | | | | | | | |
| 35.d NUMBER OF 12 CONDUCTORS RUN TO POLE: | | | | | | | | |
| 35.e CORRECT NUMBER OF WIRES WITH MIN. 3 SPARES: | | | | | | | | |
| 36. NUMBER OF PPB WIRES NEEDED PER POLE 36A-C | | | | | | | | |
| 36.a NUMBER OF PED BUTTONS ON POLE: | | | | | | | | |
| 36.b NUMBER OF PPB WIRES RUN TO POLE: | | | | | | | | |
| 36.c CORRECT NUMBER OF PPB WIRES: | | | | | | | | |
| 37. SERVICE WIRES ARE CORRECT AND RUN FROM THE SERVICE TO THE CABINET: | | | | | | | | |
| 38. LUMINAIRE WIRES TO POLE: | | | | | | | | |
| 39. DETECTION CAMERA WIRES TO POLE: | | | | | | | | |
| 40. LOOPS AND DLC RUNS ARE SHOWN: | | | | | | | | |
| VIDEO OR LOOP DETECTION | PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4 | PHASE 5 | PHASE 6 | PHASE 7 | PHASE 8 |
| BIKE DETECTION VIDEO OR LOOP | | | | | | | | |
| PHASE IN RECALL | | | | | | | | |
| 41. CCTV CAMERA WIRES TO POLE: | | | | | | | | |
| 42. FIBER / INTERCONNECT RUNS ARE SHOWN: | | | | | | | | |
| 42.a EXISTING FIBER: | | | | | | | | |
| 42.b FIBER NEW BEING INSTALLED: | | | | | | | | |
| 43. CORRECT POLE LOCATION: | | | | | | | | |
| 43.a POLE IS CORRECTLY IDENTIFIED: | | | | | | | | |
| 44. MAST ARMS ARE CORRECT LENGTH: | | | | | | | | |
| 44.a MAST ARMS ARE CORRECTLY IDENTIFIED: | | | | | | | | |
| 45. SIGNAL PHASES ARE ON THE CORRECT POLE: | | | | | | | | |
| 46. LANCASTER STANDARD PHASING IS BEING USED: | | | | | | | | |
| 47. CORRECT NUMBER OF SIGNAL HEADS ARE ON THE POLE: | | | | | | | | |
| 48. PLACEMENT OF SIGNAL HEADS IS CORRECT AND MATCHES F SPACING: | | | | | | | | |
| 48.a SIGNAL HEADS ARE IDENTIFIED CORRECTLY: | | | | | | | | |
| | PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4 | PHASE 5 | PHASE 6 | PHASE 7 | PHASE 8 |
| 49. VERIFY THAT THERE ARE ENOUGH INDICATIONS PER PHASE: | | | | | | | | |
| | | | | | | | | |

TRAFFIC SIGNAL PLANS CHECK CIP

| CONDUIT AND CONDUCTOR SCHEDULE: | POLE 9 /I | POLE 10 /J | POLE 11 / K | POLE 12 / L | POLE 13 / M | POLE 14 / N | POLE 15 / O | POLE 16 / P |
|---|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 35.a NUMBER OF SIGNAL PHASES ON POLE: | | | | | | | | |
| 35.b NUMBER OF PED PHASES ON POLE: | | | | | | | | |
| 35.c NUMBER OF WIRES NEEDED PLUS 3 SPARES: | | | | | | | | |
| 35.d NUMBER OF 12 CONDUCTORS RUN TO POLE: | | | | | | | | |
| 35.e CORRECT NUMBER OF WIRES WITH MIN. 3 SPARES: | | | | | | | | |
| 36. NUMBER OF PPB WIRES NEEDED PER POLE 36A-C | | | | | | | | |
| 36.a NUMBER OF PED BUTTONS ON POLE: | | | | | | | | |
| 36.b NUMBER OF PPB WIRES RUN TO POLE: | | | | | | | | |
| 36.c CORRECT NUMBER OF PPB WIRES: | | | | | | | | |
| 38. LUMINAIRE WIRES TO POLE: | | | | | | | | |
| 39. DETECTION CAMERA WIRES TO POLE: | | | | | | | | |
| 41. CCTV CAMERA WIRES TO POLE: | | | | | | | | |
| 43. CORRECT POLE LOCATION: | | | | | | | | |
| 43.a POLE IS CORRECTLY IDENTIFIED: | | | | | | | | |
| 47. CORRECT NUMBER OF SIGNAL HEADS ARE ON THE POLE: | | | | | | | | |



| 50. SIGNAL HEAD DETAIL IS CORRECT AND SHOWN: | |
|---|--|
| 51. PEDESTRIAN PHASES ARE ON THE CORRECT POLE: | |
| 51a. PEDESTRIAN HEADS ARE CORRECTLY IDENTIFIED: | |
| 52. STREET NAME SIGNS ARE ON THE CORRECT POLE: | |
| 52.a STREET NAME SIGNS ARE IDENTIFIED CORRECTLY: | |
| 53. LUMINAIRES ARE ON THE CORRECT POLE: | |
| 53.a LUMINAIRES ARE IDENTIFIED CORRECTLY: | |
| 54. VIDEO DETECTION CAMERAS ARE ON THE CORRECT POLE: | |
| 54.a VIDEO DETECTION ZONES ARE CORRECT: | |
| 54.b LOOPS ARE IN CORRECT LOCATIONS: | |
| 54.c DETECTION IS IDENTIFIED CORRECTLY: | |
| 55. CCTV IS ON CORRECT POLE: | |
| 55.a CCTV IS IDENTIFIED CORRECTLY: | |
| 56. WIRELESS ANTENNA IS ON CORRECT POLE: | |
| 56.a WIRELESS ANTENNA IS IDENTIFIED CORRECTLY: | |
| 57. TRAFFIC SIGNS ARE ON THE CORRECT POLE: | |
| 57.a TRAFFIC SIGNS ARE IDENTIFIED CORRECTLY: | |
| 58. CONDUIT RUNS ARE CORRECT AND NUMBERED: | |
| 58.a CONDUIT RUNS ARE IDENTIFIED CORRECTLY: | |
| 59. PULL BOXES ARE IN THE CORRECT LOCATIONS: | |
| 59.a PULL BOXES ARE IDENTIFIED CORRECTLY: | |
| 60. FIBER RUNS ARE CORRECT: | |
| 60.a FIBER RUN IS IDENTIFIED CORRECTLY: | |
| 61. FIBER SPLICE VAULTS ARE IN THE CORRECT LOCATION: | |
| 61. b SPLICE VAULTS ARE IDENTIFIED CORRECTLY: | |
| 62. SIGNAL AND SERVICE CABINET ARE SHOWN: | |
| 62.a SIGNAL CABINET AND SERVICE ARE IDENTIFIED CORRECTLY: | |
| 62.b SIGNAL CABINET IS ON FAR SIDE OF INTERSECTION: | |
| 62.c SIGNAL CABINET IS 20' FROM ECR: | |
| 62.d SERVICE IS LOCATED ON SAME CORNER: | |
| 62.e EDISON SERVICE POINT IS IDENTIFIED NEW SIGNAL: | |
| 63. FIBER CABINET IS SHOWN AND IDENTIFIED CORRECTLY: | |

| 64. CONSTRUCTION NOTES ARE CORRECT AND COMPLETE: | |
|---|--|
| 64.a NUMBER BOXES IN THE REMARKS SECTION ARE CORRECT: | |
| 64.b CALL OUT BOXES ON THE PLANS ARE CORRECT: | |
| 64.c CONSTRUCTION NOTES, REMARKS, AND CALL OUT BOXES ARE CORRECT AND MATCH: | |
| 65. SIGNING, STRIPING, PAVEMENT, CROSSWALKS, AND CURB MARKINGS ARE SHOWN, IDENTIFIED, AND CORRECT: | |
| 65 a. SIGNING, STRIPING, PAVEMENT, CROSSWALKS, AND CURB MARKINGS ARE IDENTIFIED CORRECTLY | |
| 65.b SIGNING AND STRIPING PLAN REQUIRED: | |
| 66. CURB & GUTTER AND R.O.W. ARE SHOWN, IDENTIFIED, AND CORRECT: | |
| 66.a CURB & GUTTER AND R.O.W. ARE IDENTIFIED CORRECTLY: | |
| 67. UNDERGROUND AND OVERHEAD UTILITIES ARE SHOWN, IDENTIFIED, AND CORRECT: | |
| 68. ON-SURFACE OR NEAR-SURFACE STRUCTURES ARE SHOWN AND ARE CORRECT: | |
| 69. TRAFFIC SIGNALS, SIDEWALKS, DRIVEWAYS, AND INTERSECTIONS ARE SHOWN AND CORRECT: | |
| 70. OBJECTS THE COULD OBSTRUCT THE VIEW ARE SHOWN AND CORRECT: | |
| 71. STREETLIGHTS ARE SHOWN AND ARE CORRECT: | |
| 72. MISCELLANEOUS DETAILS ARE SHOWN AND CORRECT: | |
| IMPROVEMENTS TO INCLUDE IN THE PROJECT | |
| EQUIPMENT UPGRADES: | |
| IS THERE ANY EQUIPMENT AT THE INTERSECTION THAT NEEDS TO BE UPGRADED: | |
| ARE ALL POLES AND EQUIPMENT ON THE POLES BEING WORKED ON UP TO CURRENT STANDARDS: | |
| IS THE SIGNAL CABINET AND POWER SERVICE UP TO CURRENT STANDARD: | |
| VERIFY CONDITION OF THE WIRING: | |
| COMMUNICATIONS: | |
| FIBER OPTIC OR WIRELESS: | |
| DOES FIBER NEED TO BE INSTALLED: | |
| IS WIRELESS NEEDED: | |
| ARE SPLICE VAULTS NEEDED: | |
| HOW MANY FIBER STRANDS AT LOCATION: | |
| FIBER / INTERCONNECT PLAN REQUIRED: | |
| DETECTION: | |
| VERIFY THAT THE DETECTION SYSTEM IS AT CURRENT STANDARD: | |
| CCTV: | |
| VERIFY THAT LOCATION HAS BEEN IDENTIFIED FOR CCTV: | |