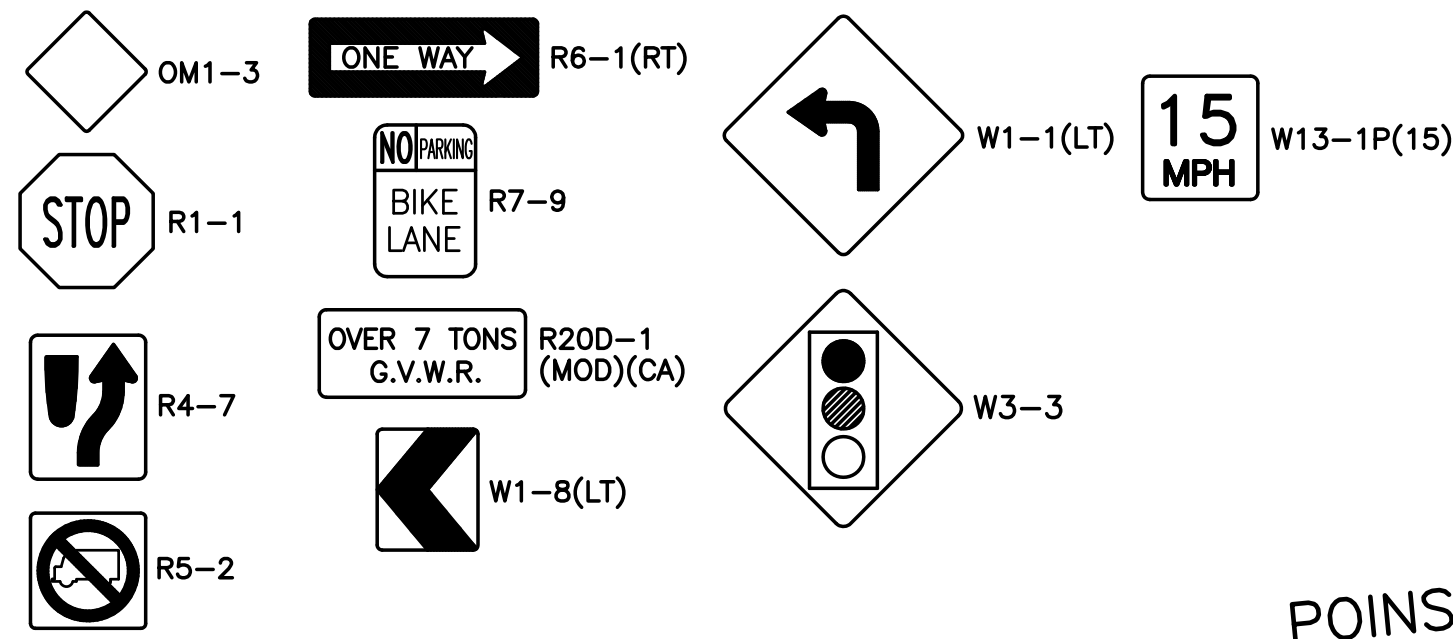
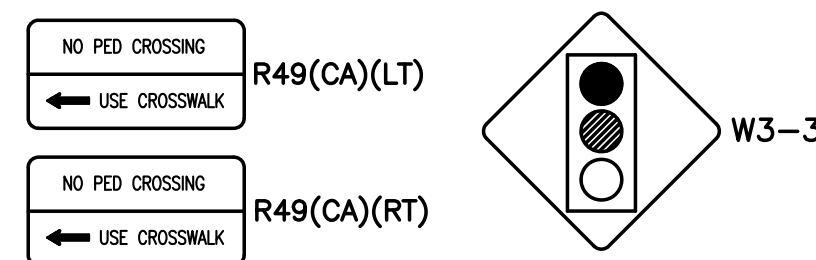


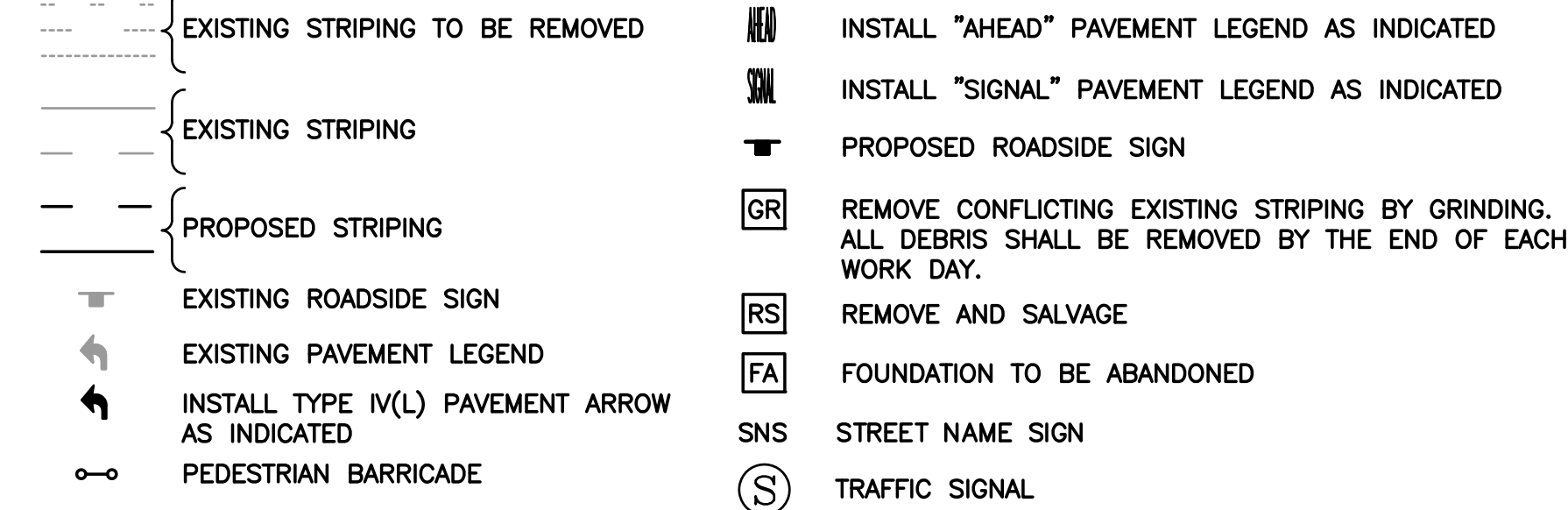
**EXISTING SIGNS (THIS SHEET ONLY)**



**PROPOSED SIGNS (THIS SHEET ONLY)**



**LEGEND (THIS SHEET ONLY)**

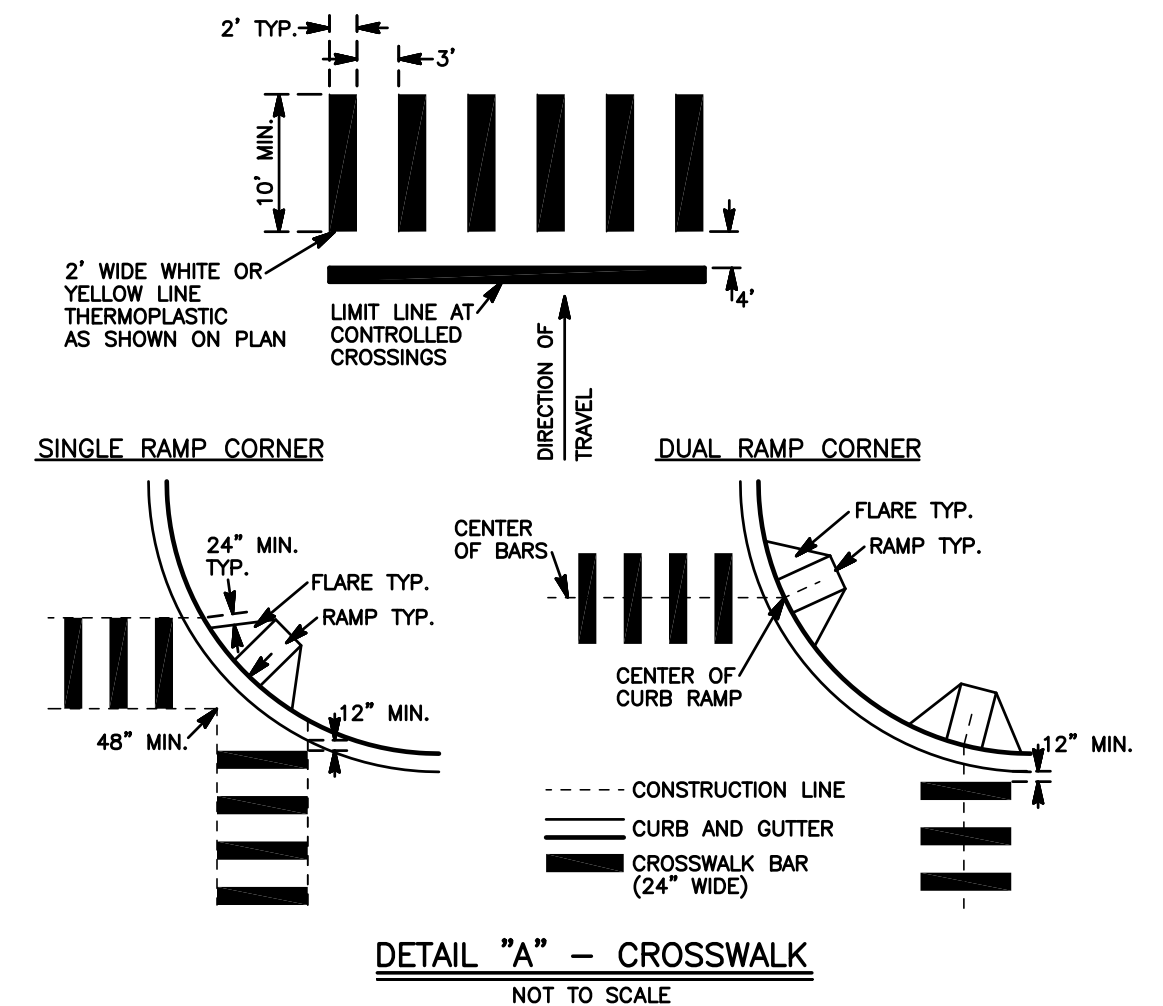


**WORK TO BE DONE (SHEETS 1 AND 2)**

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THIS PLAN AND:

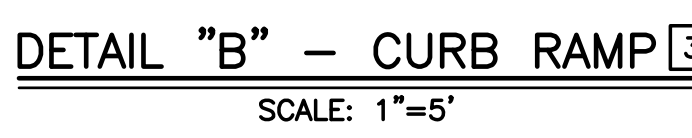
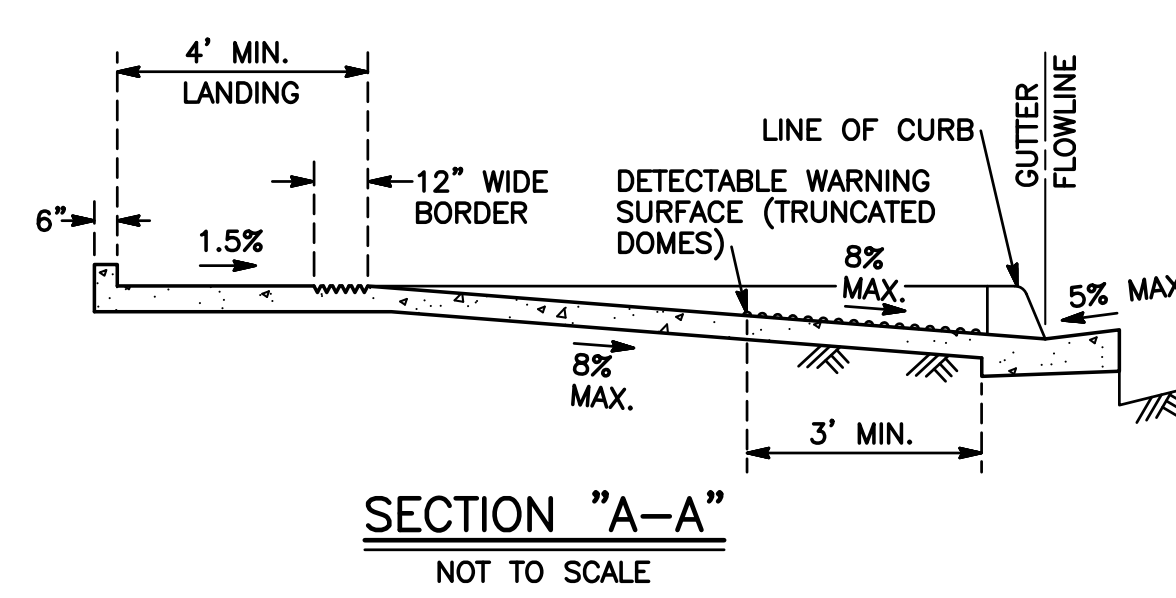
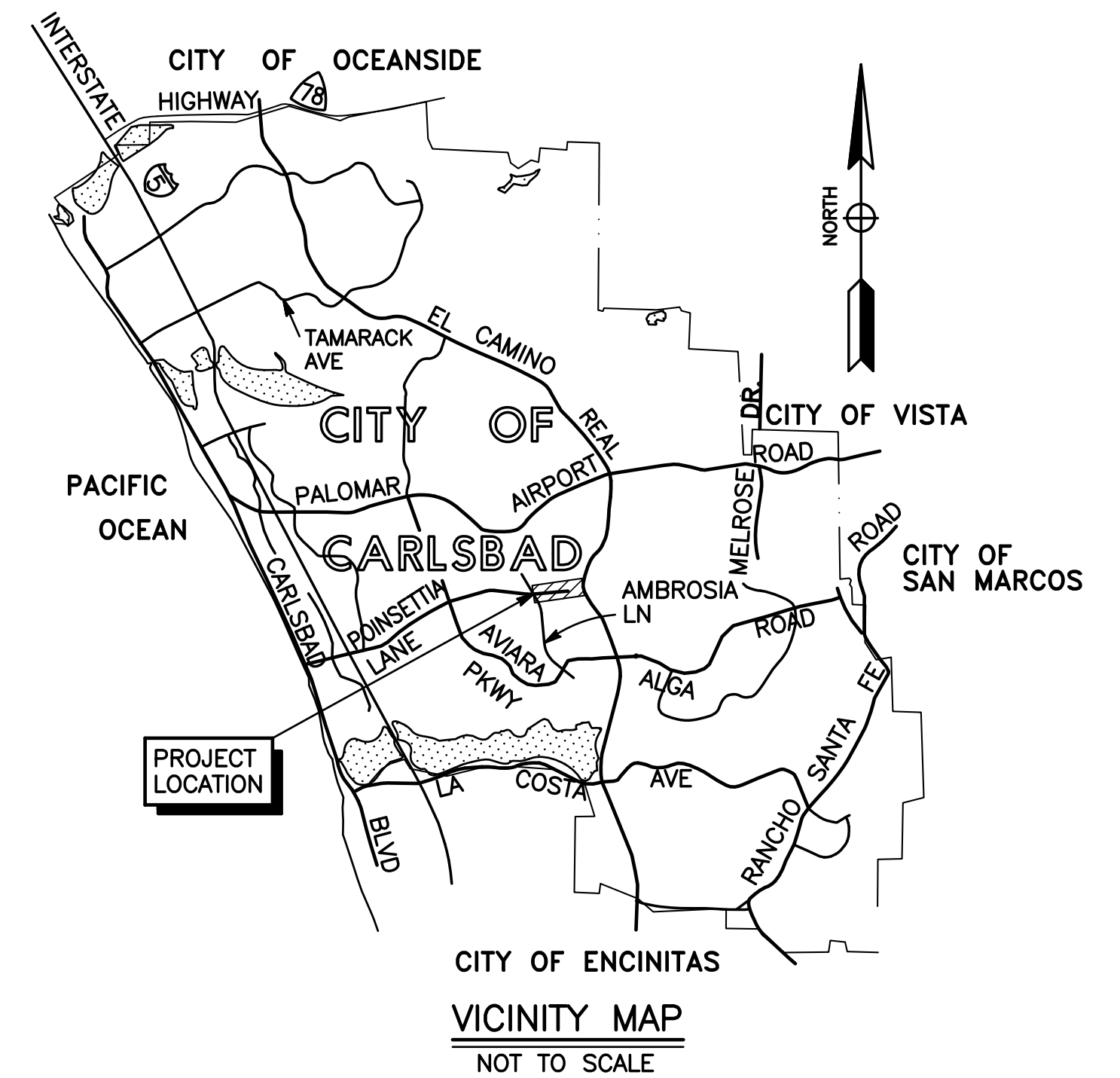
**STANDARD SPECIFICATIONS (SHEETS 1 AND 2)**

1. CONTRACT DOCUMENTS, SUPPLEMENTAL PROVISIONS, AND TECHNICAL SPECIFICATIONS.
2. CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, LATEST VERSION.
3. CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS, LATEST VERSION.
4. THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST VERSION.
5. FHWA STANDARD HIGHWAY SIGNS, LATEST ENGLISH UNIT VERSION.
6. STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST VERSION.
7. SAN DIEGO AREA REGIONAL STANDARD DRAWINGS, LATEST VERSION.



**SIGNING AND STRIPING GENERAL NOTES (THIS SHEET ONLY)**

1. THE CONTRACTOR IS RESPONSIBLE FOR ALL SIGNING AND STRIPING.
2. SIGNING, STRIPING AND PAVEMENT MARKINGS SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (LATEST VERSION), CALTRANS STANDARD SPECIFICATIONS (JULY 2006 OR LATEST VERSION THEREOF), THESE PLANS AND THE SPECIAL PROVISIONS.
3. ALL SIGNING AND STRIPING IS SUBJECT TO THE APPROVAL OF THE PUBLIC WORKS DIRECTOR OR HIS REPRESENTATIVE, PRIOR TO INSTALLATION.
4. ANY DEVIATION FROM THESE SIGNING AND STRIPING PLANS SHALL BE APPROVED BY THE ENGINEER OF WORK AND PUBLIC WORKS DIRECTOR PRIOR TO ANY CHANGE IN THE FIELD.
5. ALL SIGNING AND STRIPING SHALL BE REFLECTIVE PER CALTRANS SPECIFICATIONS. STRIPING SHALL BE REPAINTED TWO WEEKS AFTER INITIAL PAINTING. SIGNING SHALL USE ENCAPSULATED LENS REFLECTIVE SHEETING (HIGH INTENSITY OR EQUAL). R1-1 "STOP" SIGNS SHALL USE TYPE IX PRISMATIC, CUBE-CORNER REFLECTIVE SHEETING (DIAMOND GRADE VIP OR EQUAL).
6. PRIOR TO FINAL ACCEPTANCE OF STREET IMPROVEMENTS, ALL STREET STRIPING AND MARKINGS WITHIN A 500' PERIMETER OF THE CONSTRUCTION PROJECT WILL BE RESTORED TO A "LIKE NEW" CONDITION, IN A MANNER MEETING THE APPROVAL OF THE CITY INSPECTOR.
7. EXACT LOCATION OF STRIPING AND STOP LIMIT LINES SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR OR HIS REPRESENTATIVE PRIOR TO INSTALLATION.
8. CONTRACTOR SHALL REMOVE ALL CONFLICTING PAINTED LINES, MARKINGS AND PAVEMENT LEGENDS BY GRINDING. DEBRIS SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
9. ALL PAVEMENT LEGENDS SHALL BE THE LATEST VERSION OF THE CALTRANS METRIC STENCILS.
10. LIMIT LINES AND CROSSWALKS SHALL BE FIELD LOCATED. CROSSWALKS SHALL HAVE 10' INSIDE DIMENSION UNLESS OTHERWISE SPECIFIED. CONTINENTAL CROSSWALK MARKINGS SHALL BE PARALLEL TO THE DIRECTION OF VEHICULAR TRAFFIC.
11. ALL CROSSWALKS, LIMIT LINES, STOP BARS, PAVEMENT ARROWS AND PAVEMENT LEGENDS SHALL BE THERMOPLASTIC UNLESS OTHERWISE SPECIFIED.
12. FIRE HYDRANT PAVEMENT MARKERS SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (LATEST VERSION) AND SAN DIEGO REGIONAL STANDARD DRAWING M-19.
13. ALL MEDIAN NOSES SHALL BE PAINTED YELLOW.
14. ALL SIGNS SHALL BE STANDARD SIZE AS SHOWN IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (LATEST VERSION), AS AMENDED FOR USE IN CALIFORNIA UNLESS OTHERWISE SPECIFIED.
15. SIGNS POSTS SHALL BE SQUARE PERFORATED STEEL TUBING WITH BREAKAWAY BASE PER SAN DIEGO REGIONAL STANDARD DRAWING M-45.
16. WHEN A SIGN IS ATTACHED TO A POLE, IT SHALL BE MOUNTED USING A STANDARD CITY OF CARLSBAD MOUNTING BRACKET WITH STRAPS.
17. EXISTING SIGNS REMOVED BY THE CONTRACTOR SHALL BE DELIVERED BY THE CONTRACTOR TO THE CITY OF CARLSBAD PUBLIC WORKS YARD AT 405 OAK AVENUE.
18. ALL SIGNS SHOWN ON THESE PLANS SHALL BE NEW SIGNS PROVIDED AND INSTALLED BY THE CONTRACTOR EXCEPT THOSE SIGNS SPECIFICALLY SHOWN AS EXISTING TO BE RELOCATED OR TO REMAIN.
19. ALL STRIPING DETAIL CALLOUTS REFER TO CA MUTCD FIGURES 3A-101(CA) THROUGH FIGURE 3A-113(CA).



**CONSTRUCTION NOTES (THIS SHEET ONLY)**

1. INSTALL PEDESTRIAN BARRICADE PER CALTRANS STANDARD PLAN ES-70. MOUNT R49(CA)(LT) AND R49(CA)(RT) SIGNS AS SHOWN ON PLAN.
2. EXISTING CURB, GUTTER, CURB RAMP, AND SIDEWALK TO BE REMOVED AS SHOWN ON PLAN.
3. NEW SIDEWALK AND CURB RAMP PER "DETAIL B" AND PER SAN DIEGO REGIONAL STANDARD DRAWING NO. G-27 TO BE INSTALLED AS SHOWN ON PLAN.

**DECLARATION OF RESPONSIBLE CHARGE**

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR SHEETS 1-2 OF THESE PLANS. THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF CARLSBAD IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

JOHN P. KEATING R.C.E. 43595 9/17/19 DATE  
**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
 4542 Ruffner Street, Suite 100  
 San Diego, Ca 92111  
 (858)300-8800 (858)300-8810 (FX)

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

**"AS BUILT"**

P.E. \_\_\_\_\_ EXP. \_\_\_\_\_ DATE \_\_\_\_\_

REVIEWED BY: \_\_\_\_\_

INSPECTOR \_\_\_\_\_ DATE \_\_\_\_\_

SHEET 1 CITY OF CARLSBAD SHEETS 2

ENGINEERING DEPARTMENT

IMPROVEMENT PLAN FOR:  
**POINSETTIA LANE AND CASSIA ROAD**

SIGNING AND STRIPING PLAN CDP SDP

APPROVED BY: HOSEIN AJIDEH

ENG. MANAGER PE 75991 EXPIRES 6/30/2020 DATE \_\_\_\_\_

DWN BY: \_\_\_\_\_ PROJECT NO. 6329 DRAWING NO. 520-1

CHKD BY: \_\_\_\_\_

RVWD BY: \_\_\_\_\_

**EQUIPMENT SCHEDULE**

LOC.	STANDARD		PLACEMENT DIMENSIONS			SIGNAL MOUNTING AND PLACEMENT				REMARKS
	TYPE	SIG. LUM.	B.	E.	C.	VEHICLE		PEDESTRIAN		
						POLE	MASTARM	SIGNAL	PPB	
(A)	19-3-100	30' 15'	-	12'	2.5'	SV-1-T #6 SV-1-T #2(17')	MAS #6	SP-1-T #6P	#6P	ALL NEW EQUIPMENT "Cassie Road" [3][4][5][6]
(B)	1-A (10')	-	8.5'	-	2.5'	TV-1-T #5	-	-	-	ALL NEW EQUIPMENT
(C)	15TS	-	15'	9.5'	2.5'	-	-	SP-1-T #4P	#4P	ALL NEW EQUIPMENT [6]
(D)	1-A (10')	-	6.5'	-	2.5'	TV-1-T #5	-	SP-1-T #6P	#6P	ALL NEW EQUIPMENT
(E)	26-4-100	40' 15'	SEE PLAN	-	-	SV-2-TB #2 #4	MAS #2 MAS #5	SP-1-T #4P	-	ALL NEW EQUIPMENT "Cassie Road" LED TYPE (250W HPS EQUIVALENT) [3][4][5][6]
(F)	PPB POST	40"	SEE PLAN	-	-	-	-	-	#4P	ALL NEW EQUIPMENT
(G)	19-3-100	25' 15'	SEE PLAN	-	-	SV-1-T #4	MAS #4	-	-	ALL NEW EQUIPMENT "Poinsettia Ln" LED TYPE (250W HPS EQUIVALENT) [3][4][5][6]

● = RED ARROW, YELLOW ARROW, GREEN ARROW

**TRAFFIC SIGNAL GENERAL NOTES (THIS SHEET ONLY)**

- THE LOCATION OF ALL UNDERGROUND UTILITIES ON THIS PLAN ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL UTILITIES, INCLUDING THOSE NOT SHOWN ON THIS PLAN, AND VERIFY ALL JOB SITE CONDITIONS.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND NOTIFY ALL UTILITY AGENCIES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.
- ALL NEW PULL BOXES AND COVERS SHALL BE CONCRETE UNLESS OTHERWISE SHOWN. PULL BOX COVERS SHALL BE MARKED WITH "TRAFFIC SIGNAL". ALL PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE SPECIFIED. MAXIMUM PULL BOX SPACING SHALL BE 200 FEET.
- ALL PULL BOXES SHALL CONFORM TO LATEST VERSION OF CALTRANS STANDARD PLANS.
- ALL CONDUIT SHALL BE 3" SCHEDULE 80 UNLESS OTHERWISE SPECIFIED.
- ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL HAVE A 3" CONDUIT INSTALLED TO THE ADJACENT NO. 5 PULL BOX. THE CONTROLLER FOUNDATION SHALL HAVE A SPARE 3" CONDUIT STUBBED OUT TO THE ADJACENT NO. 6 PULL BOX FOR FUTURE USE.
- ALL SIGNAL HEADS SHALL BE 12" IN DIAMETER WITH BACK PLATES. ALL RED, YELLOW, GREEN AND PEDESTRIAN SIGNAL INDICATIONS SHALL BE CLEAR L.E.D.
- PEDESTRIAN HEADS AND PUSH BUTTON SIGNS SHALL MEET CALTRANS SPECIFICATIONS. PEDESTRIAN PUSH BUTTONS SHALL BE 2" ADA.
- SAFETY LIGHTING SHALL BE 20,600 PUPIL LUMEN HIGH EFFICIENCY INDUCTION LIGHTING. THE INDUCTION LAMP SHALL BE 150W, FEATURE A COLOR TEMPERATURE OF 5,000K AND BE RATED AT 100,000 HOURS (US LIGHTING TECH JERSEY SERIES HA-120V/277V-150W-5K-FG OR APPROVED EQUAL).
- ANCHOR BOLT NUT COVERS SHALL BE PROVIDED FOR ALL STANDARDS.
- STREET NAME SIGNS SHALL BE NON-ILLUMINATED METAL BLADE SIGNS. SIGN PANELS FOR STREET NAME SIGNS SHALL BE FABRICATED USING TYPE IX PRISMATIC CUBE CORNER, REFLECTING SHEETING (DIAMOND GRADE VIP OR EQUIVALENT) AND SHALL NOT EXCEED 6" (WIDTH) AND 18" (HEIGHT) UNLESS OTHERWISE APPROVED. LETTERING FOR THE STREET NAME SIGNS SHALL BE 8" UPPER CASE AND 6" LOWER CASE IN CLEARVIEW FONT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF ALL APPLICABLE LOOP DETECTORS, TRAFFIC STRIPING, PAVEMENT MARKINGS AND LEGENDS, PARKING REMOVAL AND TRAFFIC SIGNING SHOWN ON THIS PLAN.
- THE CONTRACTOR SHALL OBTAIN APPROVAL OF THE CITY INSPECTOR OR THEIR DESIGNEE FOR ALL APPLICABLE THE LOCATIONS OF THE STRIPING, PAVEMENT MARKINGS AND LEGENDS, PARKING REMOVAL AND SIGNING PRIOR TO PAINTING AND INSTALLATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL CONFLICTING STRIPING AND PAVEMENT MARKINGS BY GRINDING.
- ALL TRAFFIC STRIPING AND MARKINGS WITHIN A 500 FOOT PERIMETER OF THE CONSTRUCTION PROJECT SHALL BE RESTORED TO A "LIKE NEW" CONDITION, IN A MANNER MEETING THE APPROVAL OF THE CITY INSPECTOR.
- THE CONTRACTOR SHALL NOT ERECT ANY SIGNAL STANDARD MORE THAN TWO WEEKS PRIOR TO THE SCHEDULED TRAFFIC SIGNAL TURN-ON UNLESS APPROVED BY THE CITY INSPECTOR OR THEIR DESIGNEE.
- FLASHING SIGNAL OPERATION SHALL BE RED ON ALL PHASES. PEDESTRIAN SIGNALS SHALL BE BLANK DURING FLASHING OPERATIONS.
- ALL TRAFFIC SIGNAL IMPROVEMENTS SHALL BE INSTALLED IN COORDINATION WITH THE SIGNING AND STRIPING CONTRACTOR.
- EXISTING "STOP" AND "STOP AHEAD" SIGNS AND PAVEMENT LEGENDS SHALL NOT BE REMOVED UNTIL TRAFFIC SIGNAL(S) ARE OPERATIONAL OR DIRECTED BY THE CITY INSPECTOR OR THEIR DESIGNEE.
- NEW "SIGNAL AHEAD" SIGNS AND PAVEMENT LEGENDS SHALL NOT BE INSTALLED UNTIL TRAFFIC SIGNAL(S) ARE OPERATIONAL OR DIRECTED BY THE CITY INSPECTOR OR THEIR DESIGNEE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONUMENTATION AND/OR BENCH MARKS WHICH ARE DISTURBED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REFERENCED AND REPLACED WITH APPROPRIATE MONUMENTATION BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING. A CORNER RECORD OF SURVEY, AS APPROPRIATE, SHALL BE FILED BY THE LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AS REQUIRED BY THE LAND SURVEYOR'S ACT.
- LIMIT LINES AND CROSSWALKS SHALL BE FIELD LOCATED.
- ALL STRIPING AT INTERSECTIONS SHALL BE CONSISTENT WITH CITY OF SAN DIEGO HIGH-VISIBILITY CROSSWALK STANDARDS WHERE APPLICABLE.
- TESTING OF CONTROL EQUIPMENT AND CABINET WIRING SHALL BE ACCOMPLISHED AT A FACILITY DESIGNATED BY THE CITY OF CARLSBAD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SHIPPING, DELIVER AND PICK-UP OF EQUIPMENT.
- THE CONDUCTOR SCHEDULE IS FURNISHED AS AN INSTALLATION GUIDE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CORRECT CONDUCTORS REQUIRED FOR INTENDED OPERATION.
- THE CONTRACTOR SHALL COORDINATE SERVICE DETAILS AND SCHEDULING WITH SDG&E AND PAY THE REQUIRED FEES FOR SERVICE CONNECTIONS.
- UNLESS OTHERWISE NOTED, ALL SALVAGED EQUIPMENT SHALL BE REMOVED FROM THE PROJECT SITE BY THE CONTRACTOR AND BECOME THE PROPERTY OF THE CONTRACTOR.
- DETECTION SYSTEM SHALL BE INSTALLED PER SYSTEM SPECIFICATION AND PRODUCT INSTALLATION GUIDELINE. A MANUFACTURER REPRESENTATIVE SHALL CHECK THE DETECTION SYSTEM AND OVERALL SYSTEM OPERATION PRIOR TO SIGNAL TURN-ON.

**GENERAL CONSTRUCTION NOTES (THIS SHEET ONLY)**

- CONTRACTOR SHALL PROVIDE ALL MATERIAL (EXCEPT FOR MATERIAL PROVIDED BY THE CITY) NEEDED TO CONSTRUCT A FULLY OPERATIONAL TRAFFIC SIGNAL.
- ALL EXISTING SIGNAL EQUIPMENT SHALL REMAIN IN PLACE AND OPERATING UNTIL NEW EQUIPMENT IS IN PLACE AND READY TO OPERATE.
- CITY WILL BE RESPONSIBLE TO PROVIDE TRAFFIC SIGNAL TIMING, PROGRAM CONFLICT MONITOR AND CONFIGURE FIELD NETWORK COMMUNICATION.
- POTHOLING MUST BE PERFORMED BEFORE FOUNDATION LOCATIONS ARE FINALIZED.
- FOUNDATION LOCATIONS SHALL BE FINALIZED BEFORE SIGNAL POLES AND MAST ARMS ARE ORDERED.
- UNLESS DIRECTED BY CITY TRAFFIC ENGINEER, SIGNALS SHALL BE PLACED IN FULL OPERATION BETWEEN 9:00 A.M. AND 12:00 P.M. (NOON) ON MONDAY THROUGH THURSDAY ONLY.
- CONTRACTOR MUST NOTIFY THE CITY PROJECT INSPECTOR OR THEIR DESIGNEE AT LEAST ONE WEEK PRIOR TO PLACING THE SIGNAL IN FULL OPERATION.
- 30 DAYS TESTING PERIOD: ONCE THE PERMANENT SIGNALS HAVE BEEN INSTALLED AND PLACED IN OPERATION, THE SIGNAL SHALL OPERATE CONTINUOUSLY FOR A MINIMUM OF 30 CALENDAR DAYS IN SATISFACTORY MANNER. DURING THIS TEST PERIOD, THE CONTRACTOR SHALL REPAIR AND REPLACE ANY MALFUNCTIONS TO EQUIPMENT THAT WAS SUPPLIED ON THE PROJECT. ANY FAILURE DURING THE 30 DAYS PERIOD WILL CAUSE THE TEST PERIOD TO START OVER.

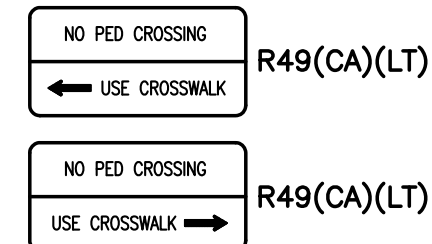
**CONSTRUCTION NOTES (THIS SHEET ONLY)**

- FURNISH AND INSTALL TRAFFICWARE 2070LX CONTROLLER INCLUDING 2070-1C MODULE IN McCain 325i-ATC CABINET WITH ADDITIONAL INPUT ASSEMBLY OR APPROVED EQUIVALENT CABINET AND CONNECT ALL ASSOCIATED FIELD WIRING PER CALTRANS STANDARD UNLESS SPECIFIED OTHERWISE ON PLAN, INCLUDING THE NECESSARY ACCESSORIES TO PROVIDE THE PHASING AND OPERATION SHOWN ON THIS PLAN.
- FURNISH AND INSTALL TYPE III-BF SIGNAL AND LIGHTING SERVICE ENCLOSURE PER SDG&E REQUIREMENTS. PROVIDE 50A-1P, 120V SIGNAL METERED CIRCUIT BREAKER, 15A-1P, 120V I.I.S.N.S. UNMETERED CIRCUIT BREAKER, AND 30A-2P, 240V LIGHTING UNMETERED CIRCUIT BREAKER. SERVICE CABINET SHALL BE FABRICATED FROM ANODIZED ALUMINUM SHEET PER CALTRANS SPECIFICATIONS. INSTALL 2" CONDUIT AND PULL ROPE FROM TYPE III-BF SERVICE CABINET TO SDG&E SERVICE POINT PER SDG&E REQUIREMENTS. CONDUCTORS TO BE INSTALLED BY SDG&E.
- FURNISH AND INSTALL SINGLE CHANNEL E.V.P.E. DETECTOR UNIT (GTT BRAND OPTICOM SYSTEM OR APPROVED EQUAL BY CITY TRAFFIC ENGINEER). THE SYSTEM SHALL INCLUDE GPS CAPABILITY AND THE ABILITY TO COMMUNICATE WITH GTT CENTRAL MANAGEMENT SOFTWARE (CMS). CONTRACTOR SHALL INSTALL E.V.P.E. DETECTOR UNIT ON THE MAST ARM AS SHOWN ON PLAN AND SHALL PROGRAM E.V.P.E. DETECTOR UNITS ACCORDING TO THE CITY ESTABLISHED SYSTEM.
- FURNISH AND INSTALL MAST ARM MOUNTED SIGN PER DETAIL "U", CALTRANS STANDARD PLAN ES-7N. SIGN TYPE AS NOTED ON PLAN.
- FURNISH AND INSTALL NON-ILLUMINATED MAST ARM MOUNTED STREET NAME SIGN. LETTERING SHALL BE 8" UPPER CASE AND 6" LOWER CASE IN CLEARVIEW FONT. STREET NAME SIGN SHALL BE REFLECTIVE PER ASTM D4956 AND USE TYPE XI REFLECTIVE SHEETING (DIAMOND GRADE VIP OR EQUAL).
- FURNISH AND INSTALL RADAR DETECTION SYSTEM TO PROVIDE VEHICLE/BICYCLE DETECTION FOR ALL APPROACHES AS SHOWN ON PLAN. RADAR DETECTION SYSTEM SHALL BE WAVETRONIX SMARTSENSOR MATRIX SS-225 (OR APPROVED EQUAL BY CITY TRAFFIC SYSTEM OPERATION SPECIALIST) FOR PRESENCE STOP BAR DETECTION, AND WAVETRONIX SMARTSENSOR ADVANCE RADAR SS-200V (OR APPROVED EQUAL) FOR ADVANCE APPROACH DETECTION. DETECTION SHALL BE PROGRAMMED FOR BOTH VEHICLE AND BICYCLE APPROACHES AS SHOWN ON PLAN. VIDEO DETECTION EQUIPMENT SHALL INCLUDE CABINET INTERFACE DEVICE (WAVETRONIX CLICK 656 OR APPROVED EQUAL), CONDUCTOR CABLE (WAVETRONIX SMARTSENSOR 6-CONDUCTOR CABLE OR APPROVED EQUAL), JUNCTION BOX (WAVETRONIX SENSOR CABLE JUNCTION BOX MINI OR APPROVED EQUAL), AND MOUNTING KITS INCLUDING RISERS (SMARTSENSOR MOUNT OR APPROVED EQUAL).
- THERE IS CURRENTLY AN EXISTING INTERCONNECT WIRE ALONG POINSETTIA LANE BETWEEN AMBROSIA LANE AND ARTEMISA COURT. CONTRACTOR SHALL REMOVE INTERCONNECT WIRE FROM THE EXISTING CONTROLLER AT AMBROSIA LANE/POINSETTIA LANE INTERSECTION AND INSTALL INTO THE CONTROLLER AT CASSIA ROAD/POINSETTIA LANE INTERSECTION. CONTRACTOR SHALL SALVAGE ANY EXCESS INTERCONNECT WIRE. CONTRACTOR IS RESPONSIBLE FOR ENSURING INTERCONNECT WIRE IS NOT DAMAGED DURING RELOCATION. ANY DAMAGES TO THE INTERCONNECT WIRE WILL REQUIRE REPLACEMENT AT CONTRACTOR'S EXPENSE.

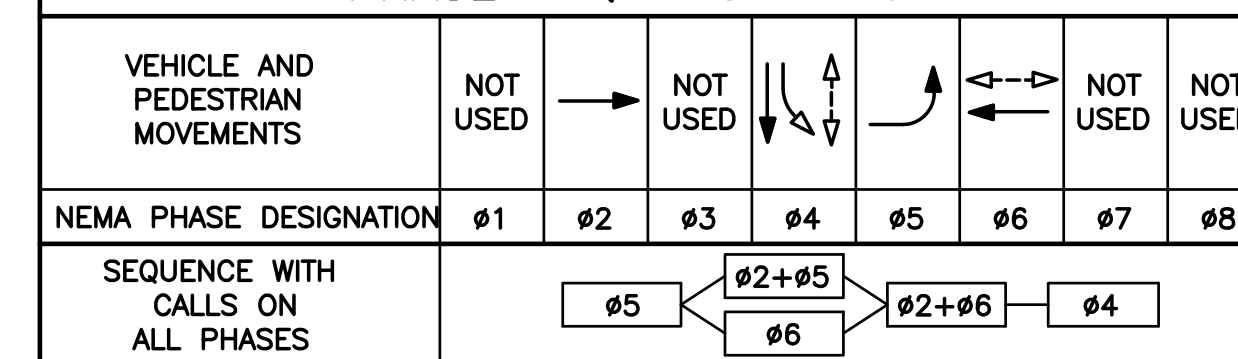
**NOTE:**

- ALL EQUIPMENT IS NEW UNLESS OTHERWISE SPECIFIED
- CONTRACTOR SHALL POTHOLE FOUNDATIONS PRIOR TO ORDERING POLES AND MAST ARMS.

**SIGNS THIS SHEET**



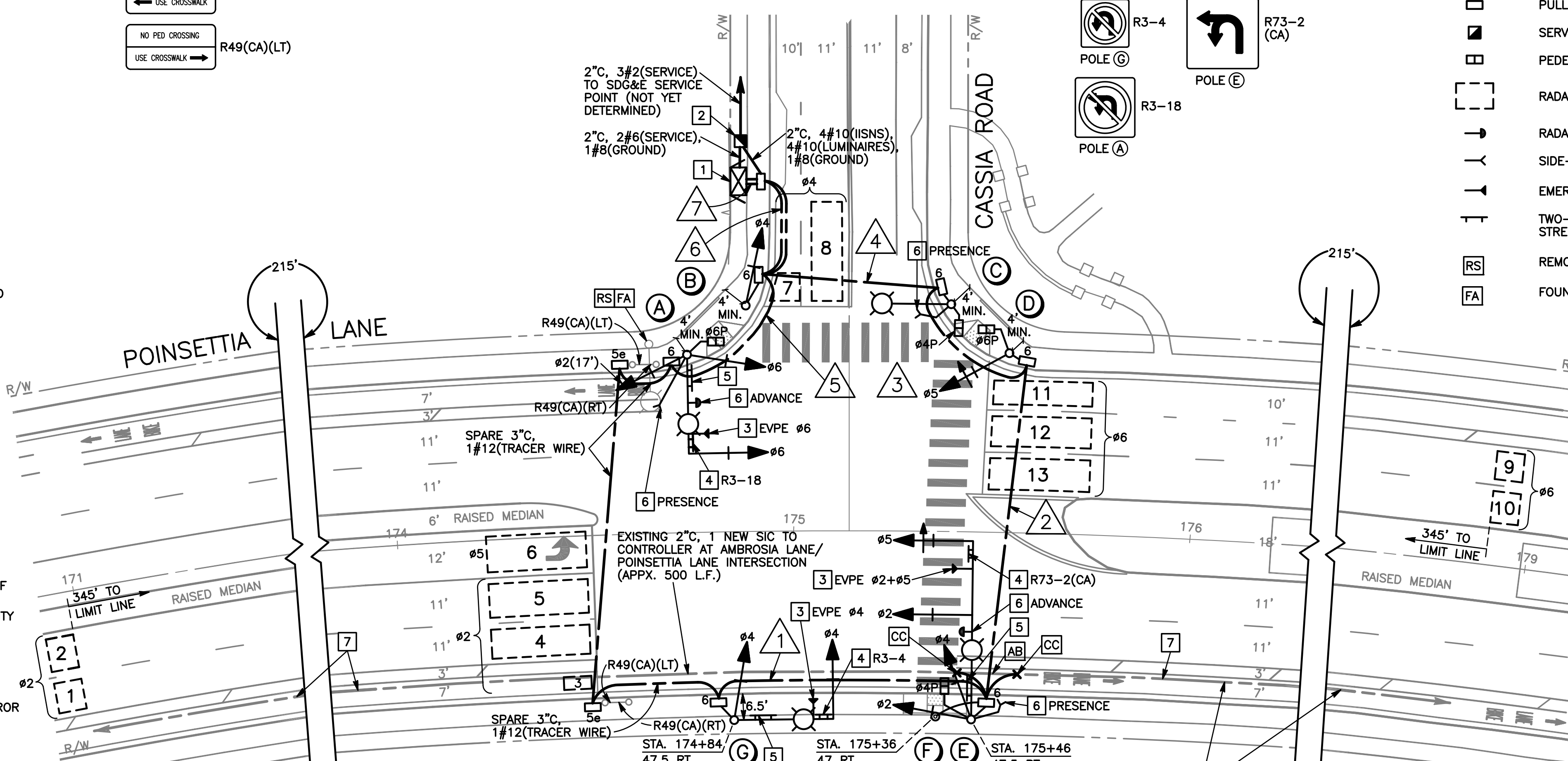
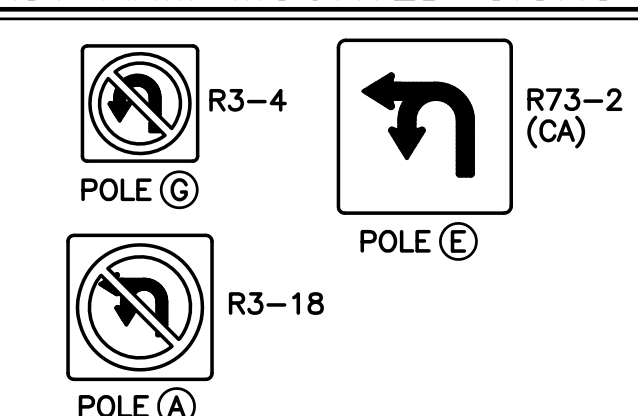
**PHASE SEQUENCE DIAGRAM**



**DETECTOR ASSIGNMENTS**

DETECTOR NUMBER	PHASE	SLOT NUMBER	FIELD TERMINALS
1	Ø2	-	RADAR
2	Ø2	-	RADAR
3	Ø2	-	RADAR
4	Ø2	-	RADAR
5	Ø2	-	RADAR
6	Ø5	-	RADAR
7	Ø4	-	RADAR
8	Ø4	-	RADAR
9	Ø6	-	RADAR
10	Ø6	-	RADAR
11	Ø6	-	RADAR
12	Ø6	-	RADAR
13	Ø6P	-	RADAR
4P	Ø4P	I12L	T8-5 & COM6
6P	Ø6P	I12L	T8-5 & COM6
EVA	Ø2+Ø5	J12U	T9-4 & COM6
EVD	Ø4	J13U	T9-7 & COM9
EVC	Ø6	J12L	T9-5 & COM6
FLASH	-	I14U	T8-10 & COM12

**MAST ARM MOUNTED SIGNS [4]**

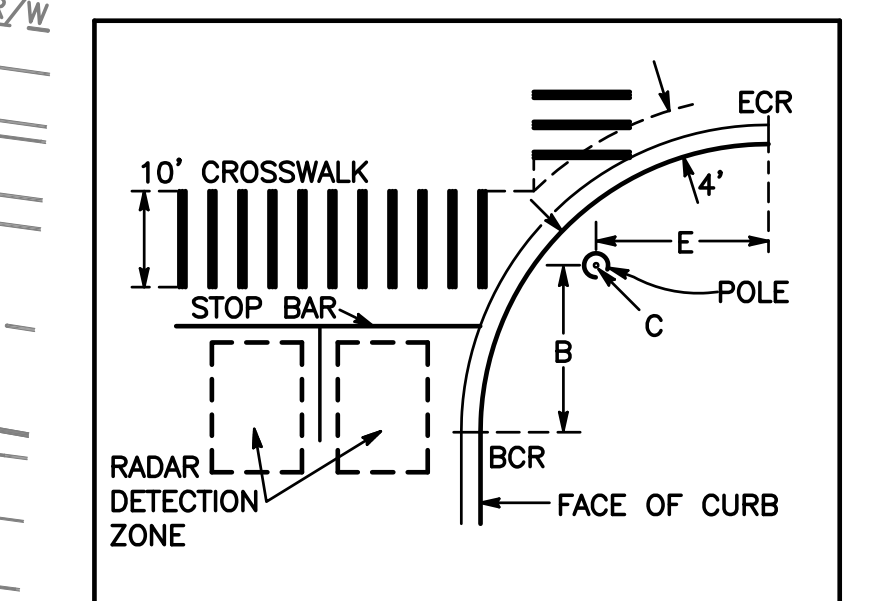


**CONDUCTOR SCHEDULE**

AWG SIZE OR CABLE TYPE	P H A S E	POLE OR CIRCUIT	CONDUIT SIZE AND RUN										
			3"	4"	2-3"	2-4"	3"	2-4"	2-4"				
NO.14 CABLES		POLE - (A)						1	1	1	1		
		POLE - (B)											
		POLE - (C)			1	1	1	1	1	1	1		
		POLE - (D)			2	2	2	2	2	2	2		
		POLE - (E)			1	1	1	1	1	1	1		
		POLE - (F)			1	1	1	1	1	1	1		
TOTAL CABLES - 3 CON / 12 CON			0	1	3	2	4	3	4	1	3	5	6
14		PEU	0	0	0	0	0	3	3	3	3		
10		LUMINAIRES	2	2	4	4	2	4	0				
8		GROUND	1	1	1	1	1	1	1	1	1		
	2+5	EVPE			1	1	1			1	1		
	4	EVPE			1	1	1	1		1	1		
	6	EVPE								1	1	1	
		TOTAL	1	2	2	2	1	3	3	3	3		
RADAR CONDUCTOR (2#10)			0	4	4	4	4	4	6	6			
TRACER WIRE (1#12)			0	0	0	0	1	1	1	1			
SIC (6P#19)			1	2	2	2	0	2	2	2			
% FILL			16	22	24	14	22	20	21				
TOTAL CONDUCTORS / CABLES			6	15	19	20	14	29	27				
PEDESTRIAN PUSH BUTTONS PER ADA REQUIREMENTS			NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW		

**LEGEND**

- CONTROLLER
- VEHICULAR SIGNAL HEAD
- PULL BOX
- SERVICE ENCLOSURE
- PEDESTRIAN HEAD
- RADAR DETECTION ZONE
- RADAR DETECTION CAMERA
- SIDE-FIRED RADAR DETECTION CAMERA
- EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT
- TWO-SIDED REFLECTORIZED MAST ARM MOUNTED STREET NAME SIGN
- REMOVE AND SALVAGE
- FOUNDATION TO BE ABANDONED



**POLE LOCATION DETAIL**  
NOT TO SCALE

**DECLARATION OF RESPONSIBLE CHARGE**

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR SHEETS 1-2 OF THESE PLANS. THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF CARLSBAD IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

9/17/19  
DATE

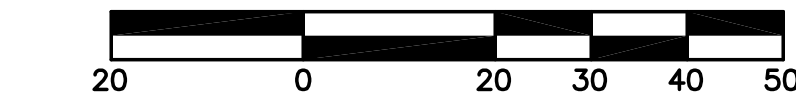
JOHN P. KEATING R.C.E. 43595

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
4542 Ruffner Street, Suite 100  
San Diego, Ca 92111  
(858)300-8800 (858)300-8810 (FX)

LLG 3-176508.1 TS2-6544.DWG 9/17/19  
Designed By: HQL Drawn By: DVS Checked By: JPK

**SPECIAL NOTE:**

IF THIS TRAFFIC SIGNAL IS NOT INSTALLED WITHIN ONE (1) YEAR OF CITY APPROVAL, PLANS MUST BE RESUBMITTED FOR PLAN CHECK NINETY (90) DAYS IN ADVANCE OF BEGIN CONSTRUCTION DATE. NO WORK SHALL BEGIN ON THE TRAFFIC SIGNAL WITHOUT PRIOR WRITTEN APPROVAL BY THE TRANSPORTATION DIRECTOR.



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

**"AS BUILT"**

P.E. \_\_\_\_\_ EXP. \_\_\_\_\_ DATE \_\_\_\_\_

REVIEWED BY: \_\_\_\_\_

INSPECTOR \_\_\_\_\_ DATE \_\_\_\_\_

SHEET 2 CITY OF CARLSBAD ENGINEERING DEPARTMENT SHEETS 2

IMPROVEMENT PLAN FOR:  
**POINSETTIA LANE AND CASSIA ROAD**

TRAFFIC SIGNAL INSTALLATION PLAN CDP SDP

APPROVED BY: HOSEIN AJIDEH

ENG. MANAGER PE 75991 EXPIRES 6/30/2020 DATE \_\_\_\_\_

DWN BY: \_\_\_\_\_ PROJECT NO. 6329 DRAWING NO. 520-1

CHKD BY: \_\_\_\_\_  
RVWD BY: \_\_\_\_\_

DESIGN SPEED: CASSIA ROAD = 35 MPH  
DESIGN SPEED: POINSETTIA LANE = 50 MPH