Traffic Signal Construction General Notes:

1. ALL TRAFFIC SIGNAL WORK AND MATERIAL SHALL CONFORM TO THE STANDARD PLANS AND SPECIFICATIONS (LATEST VERSION) OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONROL DEVICES (LATEST EDITION), AND THESE PLANS.
2. 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 UNDERGROUND FACILITIES DAMAGED BY HIS OPERATIONS.
3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND NOTIFY ALL UTILITY COMPANIES A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTROLLER CABINET SHALL BE A MCCAIN 333L CONTROLLER CABINET. EQUIPMENT SHALL INCLUDE THE MCCAIN 2070LX CONTROLLER AND OMNI SOFTWARE.
5. THE VIDEO DETECTION SYSTEM SHALL BE CONSIST OF THE ITERIS VANTAGE VECTOR VIDEO DETECTION CAMERAS AND ALL RELATED EQUIPMENT, CABLES, AND HARDWARE.
6. TYPE V PHOTOELECTRIC CONTROL CONTACTOR AND TEST SWITCH ASSEMBLY SHALL BE INSTALLED IN THE SERVICE CABINET. PHOTOELECTRIC CONTROL CONTACTORS SHALL BE 60 AMP MERCURY FOR LUMINAIRS, AND 30 AMP MERCURY FOR STREET NAME SIGNS.
7. ALL PULL BOXES SHALL BE NO. 6 UNLESS OTHERWISE INDICATED OR APPROVED BY THE ENGINEER. MAXIMUM SPACING SHALL BE 600’.
8. A MINIMUM OF 2 FEET CLEARANCE SHALL BE MAINTAINED BETWEEN TELEPHONE CONDUIT AND ELECTRICAL CONDUITS.
9. A MINIMUM OF 10 FEET OF CLEARANCE SHALL BE MAINTAINED BETWEEN THE CONTROLLER CABINET AND THE SERVICE EQUIPMENT ENCLOSURE.
10. PULL BOXES SHALL NOT BE PLACED IN CURB RAMPS, DRIVEWAYS, AND PAVED SHOULDER.
11. OBTAIN APPROVAL FOR EXACT EQUIPMMENT LOCATIONS PRIOR TO FINAL PLACEMENT. STRIPING LAYOUT (CAT-TRACKING) SHALL BE APPROVED PRIOR TO LOOP DETECTOR INSTALLATIONS.
12. EXACT EQUIPMENT AND DETECTOR LOCATIONS SHALL BE APPROVED BY THE TRAFFIC ENGINEER OR HIS REPRESENTATIVE PRIOR TO INSTALLATION BY THE CONTRACTOR.
13. ALL STRIPING, PAVEMENT MARKINGS AND SIGN REQUIREMENTS (REMOVAL OR INSTALLATIONS) SHALL BE COMPLETED AT LEAST ONE DAY PRIOR TO THE SCHEDULED TURN ON.
14. FOR LOOP DETECTION INSTALLATION, ALL INDUCTIVE LOOPS SHALL BE 6'-ROUND (4 TURNS OF WIRE, SEALED WITH HOT RUBBER SEALER) WITH 10'

SPACING IN THE DIRECTION OF TRAVEL. NECESSARY STRIPING SHALL BE LOCATED PRIOR TO THE POSITIONING OF THE DETECTOR LOOPS.

15. THE DETECTOR LOOP POSITION AT THE STOP BAR SHALL BE A MODIFIED “D-LOOP” AS SHOWN ON THE PLANS TO BE ABLE TO DETECT BICYCLES AND MOTORCYCLES.
16. ALL CONDUITS SHALL BE PVC SCHEDULE 80 AND BE PLACED 30” BELOW GRADE, UNLESS OTHERWISE INDICATED. ALL CONDUIT PLACED UNDER PAVING SHALL BE INSTALLED WITHOUT OPEN CUTTING.
17. A MINIMUM OF 6 FEET OF SLACK SHALL BE PROVIDED AT EACH PULL BOX, 20 FEET OF SLACK SHALL BE PROVIDED AT EACH CONTROLLER CABINET, AND 50 FEET OF SLACK AT SPLICE PULL BOXES FOR SIGNAL FIBER OPTIC CABLE.
18. ALL SIGNAL HEAD AND BACK PLATES SHALL BE FLAT METAL WITH FULL CIRCLE VISORS. ALL BACK PLATES SHALL HAVE 2” WIDE YELLOW REFLECTIVE TAPE BORDER. ALL VEHICLE AND PED INDICATIONS SHALL BE LED. ALL VEHICLE INDICATIONS SHALL BE 12". PEDESTRIAN INDICATION SHALL BE PEDESTRIAN COUNTDOWN TYPE DIALIGHT 430-6479-001, OR APPROVED EQUAL.
19. ALL UNUSED TENONS SHALL BE CAPPED IN A WATERPROOF METHOD, AS DIRECTED BY THE RESIDENT ENGINEER.
20. THE IISNS SHALL BE BLUE IN BACKGROUND AND SHALL HAVE A WHITE STREET NAME LEGEND. SEE CITY STANDARD MVLT-411A,B,C,D-0.
21. ALL MAST ARM STANDARDS SHALL HAVE A 120 VOLT. SINGLE WATERPROOF ELECTRICAL OUTLET AND SHALL BE INSTALLED ON THE STANDARD 12" ABOVE THE SIGNAL ARM.
22. ALL TRAFFIC SIGNAL POLE FOUNDATIONS NOT TO BE RE-USED SHALL BE REMOVED IN THEIR ENTIRETY.
23. THE CONTRACTOR SHALL CONTACT THE CITY OF MORENO VALLEY TRAFFIC OPERATIONS SUPERVISOR AT 951-413-3140 TWO (2) DAYS PRIOR TO THE COMMENCEMENT OF WORK.
24. ALL EXISTING AND NEW VEHICLE SIGNAL BACKPLATES SHALL HAVE A 2” WIDE YELLOW RETROFLECTIVE TAPE BORDER.