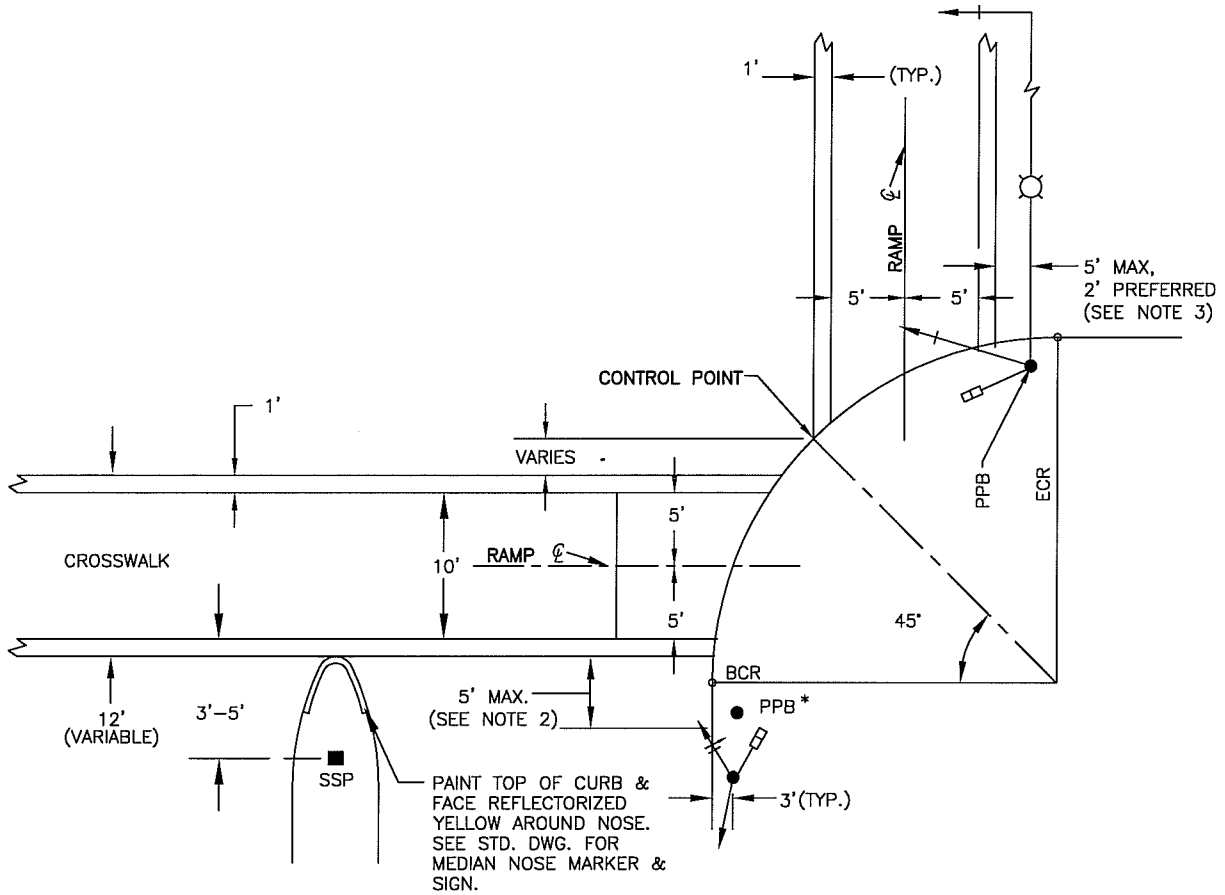

NOTES:

1. PEDESTRIAN PUSH BUTTONS ON SEPARATE POSTS WHERE REQUIRED. PPB SHALL BE MOUNTED ON "PEDESTRIAN PUSH BUTTON POST" PER CALTRANS STD. DWG. ES–7A. DO NOT USE "COMBINED" POST UNLESS SPECIFIED.
2. SEE STD. DWG. FOR MEDIAN NOSE MARKER & SIGN FOR DETAILS. MOUNT TYPE K–1 MARKER TO PPB POST.
3. SIGNAL STANDARD SHALL BE USED FOR PEDESTRIAN PUSH BUTTONS WITHIN 5 FEET FROM THE CROSSWALK AREA. IF STANDARD IS MORE THAN 5 FET FROM A CROSSWALK, A PPB ON POST SHALL BE INSTALLED AS SHOWN ON PLANS.
4. PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON CROSSWALK SIDE OF STANDARD OR POST.
5. CROSSWALK AREA OF THE SIDEWALK SHOULD BE KEPT CLEAR OF POLES.
6. WHERE CURB RETURN RADIUS EXCEEDS 10 FEET, SIGNAL FACES SHOULD BE "SPLIT" OR LOCATED ON SEPARATE STANDARDS SO THAT GOOD VISIBILITY OF RIGHT AND FAR LEFT SIGNALS ARE PROVIDED FOR ALL APPROACHES.
7. STRIPING MAY VARY WHERE WHEELCHAIR RAMPS ARE PROVIDED.
8. MAINTAIN A MINIMUM CLEAR SIDEWALK WIDTH OF 48 INCHES FOR WHEELCHAIRS.
9. CURB RETURNS WITH A RADIUS OF LESS THAN 15 FEET: LINE UP OUTSIDE EDGE OF INNER CROSSWALK LINE WITH FACE OF CURB, SEE DRAWING.
10. CURB RETURNS WITH A RADIUS OF 15 FEET OR MORE: LOCATE CENTER OF CURB RETURN. MEASURE 4 FEET TOWARDS CENTER OF INTERSECTION TO LOCATE CONTROL POINT. LINE UP THE CROSSWALK WITH THE CONTROL POINT AS INDICATED ABOVE.
11. SEE MEDIAN ISLAND TURNOUTS FOR MEDIAN CONCRETE CAP.

LEGEND:

←o	VEHICLE SIGNAL HEAD
←+o	VEHICLE SIGNAL HEAD WITH BACKPLATE
←+o	VEHICLE SIGNAL HEAD WITH ARROWS
□o	PEDESTRIAN SIGNAL HEAD
☼o	LUMINAIRE
PPB	PEDESTRIAN PUSH BUTTON
●	PPB ON POST
■	SSP STREET SIGN POST

CITY OF CLOVIS

TRAFFIC SIGNAL INSTALLATION

DUAL RAMP DESIGN

DWG NO. TS-7A

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 4/29/11

NO.	REVISED	BY
	04–20–09	BGJ
	01–18–11	BGJ
	02–16–11	BGJ

APPROVALS

CM

DRU

PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1