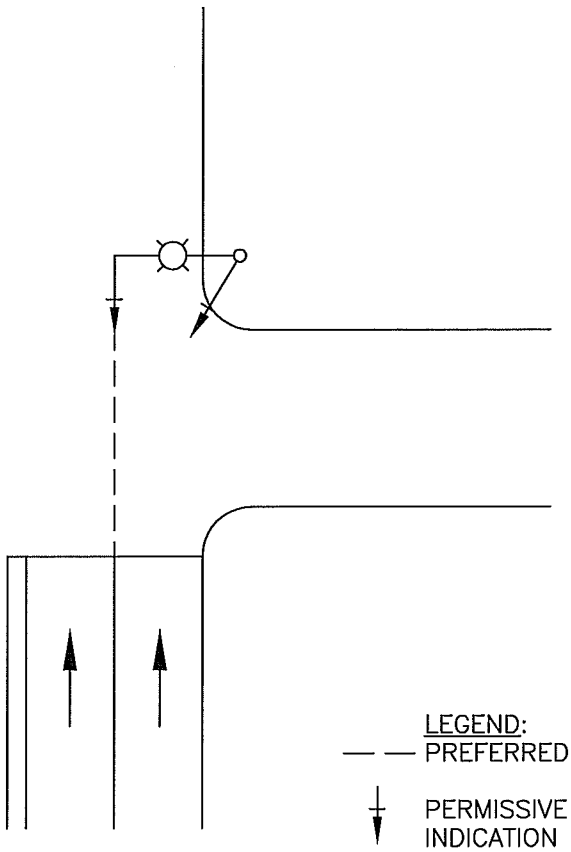


LEGEND:

— — PREFERRED PLACEMENT

PERMISSIVE SIGNAL INDICATION

PROTECTED LEFT–TURN SIGNAL INDICATION

LUMINAIRE (SAFETY LIGHT)

# CITY OF CLOVIS

## TRAFFIC SIGNAL HEAD LOCATIONS
## 2 THROUGH LANES ONLY

DWG NO. TS-1

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

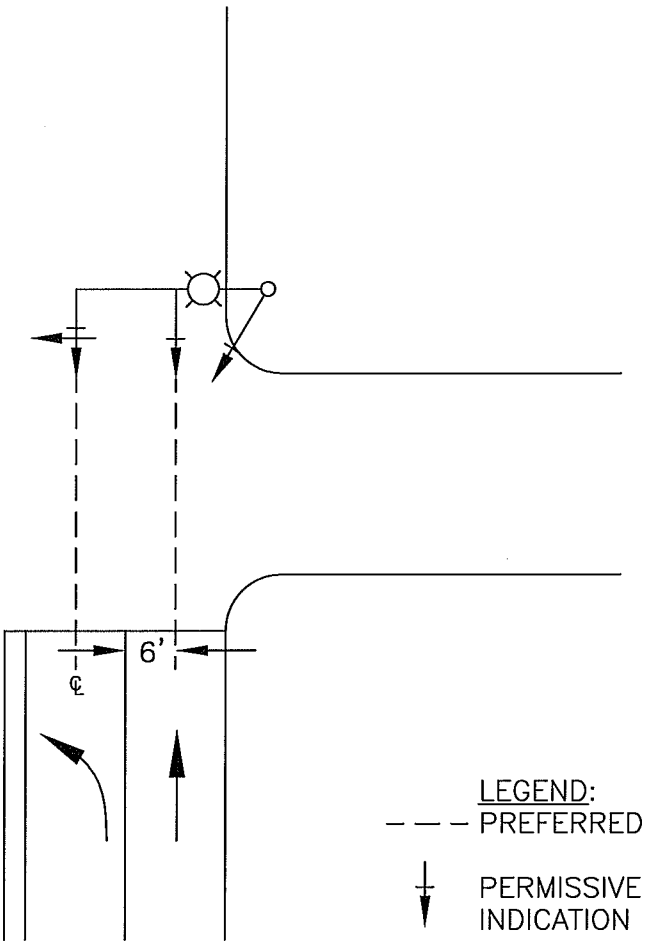
DATE: 7/29/11

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04–14–09 | BGJ | CM |
| | 01–14–11 | BGJ | DRU |
| | | | PUD |

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




LEGEND:
- – – – PREFERRED PLACEMENT
- PERMISSIVE SIGNAL INDICATION
- PROTECTED LEFT–TURN SIGNAL INDICATION
- LUMINAIRE (SAFETY LIGHT)

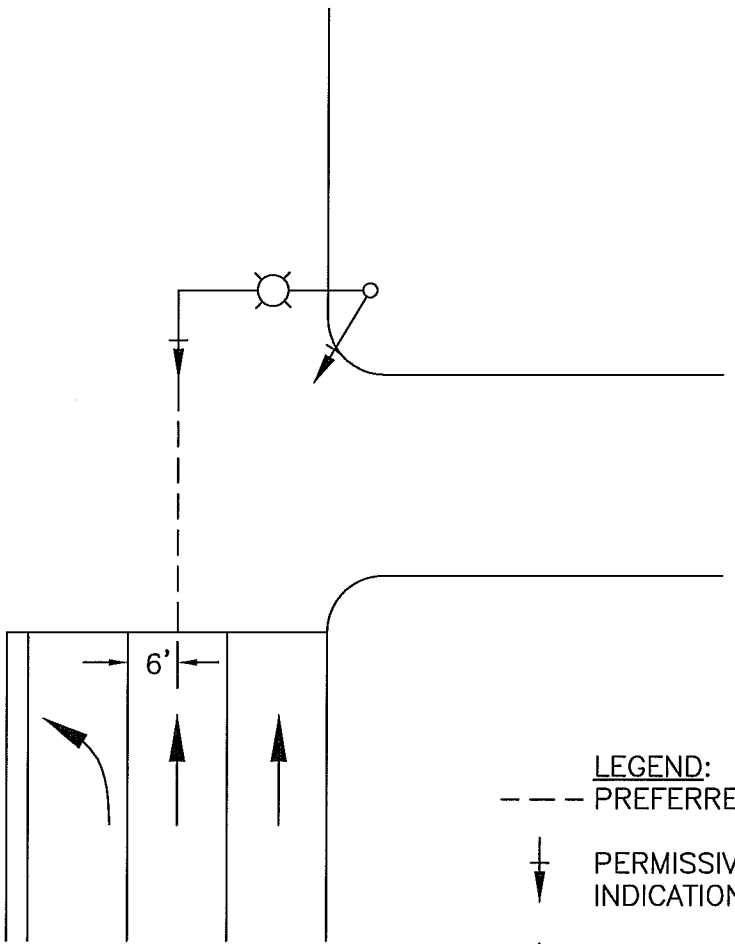
# CITY OF CLOVIS

DWG NO. TS-1A

## TRAFFIC SIGNAL HEAD LOCATIONS
1 THROUGH LANE AND SEPARATE PROTECTED LEFT TURN LANE

REF.: STANDARD SPEC. SECTION 86

| APPROVED BY: | NO. | REVISED | BY | APPROVALS | SCALE: NTS |
|---|---|---|---|---|---|
| CITY ENGINEER | | 04–14–09 | BGJ | CM | DRAWN BY: JA |
| DATE: 4/29/11 | | 01–14–11 | BGJ | DRU<br>PUD | SHEET 1 OF 1 |




LEGEND:

- – – – PREFERRED PLACEMENT
- PERMISSIVE SIGNAL INDICATION
- PROTECTED LEFT–TURN SIGNAL INDICATION
- LUMINAIRE (SAFETY LIGHT)

# CITY OF CLOVIS

DWG NO. TS-1B

## TRAFFIC SIGNAL HEAD LOCATIONS
## 2 THROUGH LANES WITH UNPROTECTED LEFT TURN LANE

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

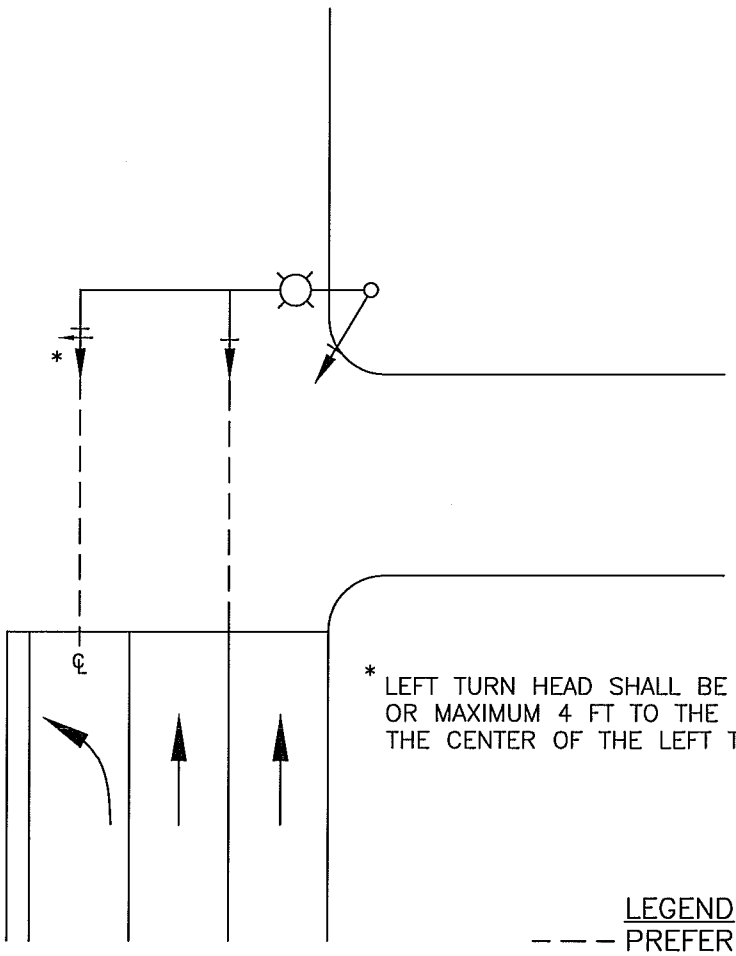
DATE: 7/12/11

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04–14–09 | BGJ | CM |
| | 01–14–11 | BGJ | DRU |
| | | | PUD |

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




* LEFT TURN HEAD SHALL BE AS SHOWN OR MAXIMUM 4 FT TO THE LEFT FROM THE CENTER OF THE LEFT TURN LANE.

LEGEND:

- – – PREFERRED PLACEMENT
- PERMISSIVE SIGNAL INDICATION
- PROTECTED LEFT–TURN SIGNAL INDICATION
- LUMINAIRE (SAFETY LIGHT)

# CITY OF CLOVIS

DWG NO. TS-1C

## TRAFFIC SIGNAL HEAD LOCATIONS
## 2 THROUGH LANES WITH PROTECTED LEFT TURN LANE

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

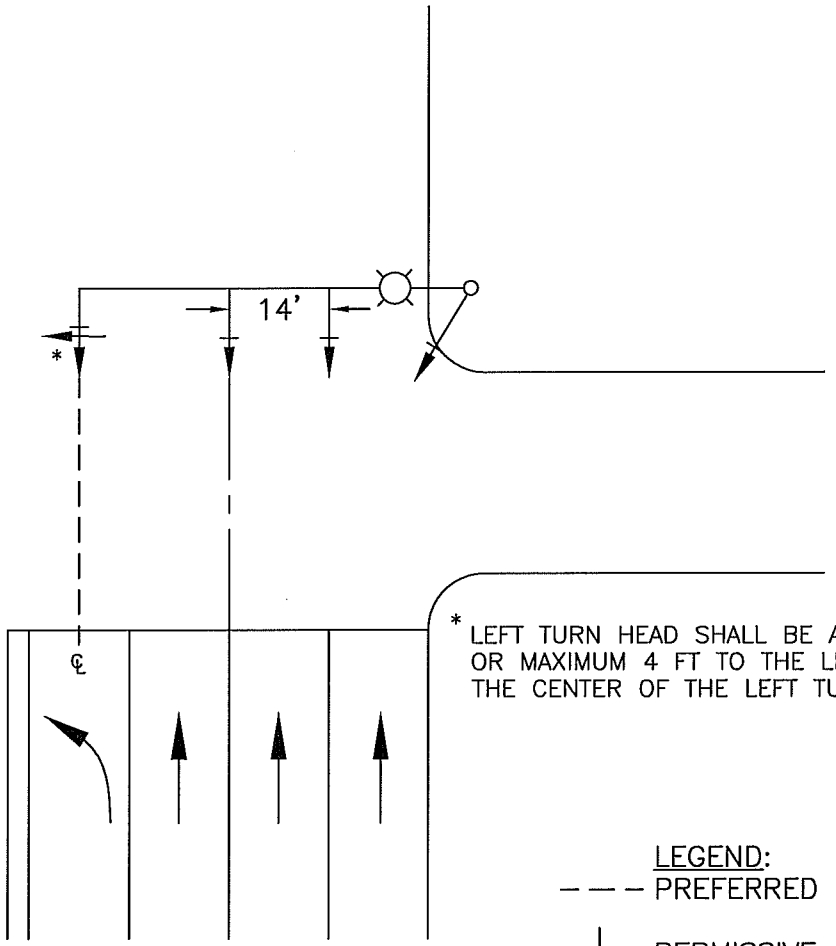
DATE: 7/29/11

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04–14–09 | BGJ | CM |
| | 01–14–11 | BGJ | DRU |
| | | | PUD |

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




* LEFT TURN HEAD SHALL BE AS SHOWN OR MAXIMUM 4 FT TO THE LEFT FROM THE CENTER OF THE LEFT TURN LANE.

LEGEND:

- – – – PREFERRED PLACEMENT
- PERMISSIVE SIGNAL INDICATION
- PROTECTED LEFT–TURN SIGNAL INDICATION
- LUMINAIRE (SAFETY LIGHT)

# CITY OF CLOVIS

DWG NO. TS-1D

## TRAFFIC SIGNAL HEAD LOCATIONS
## 3 THROUGH LANES WITH PROTECTED LEFT TURN LANE

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 7/20/11

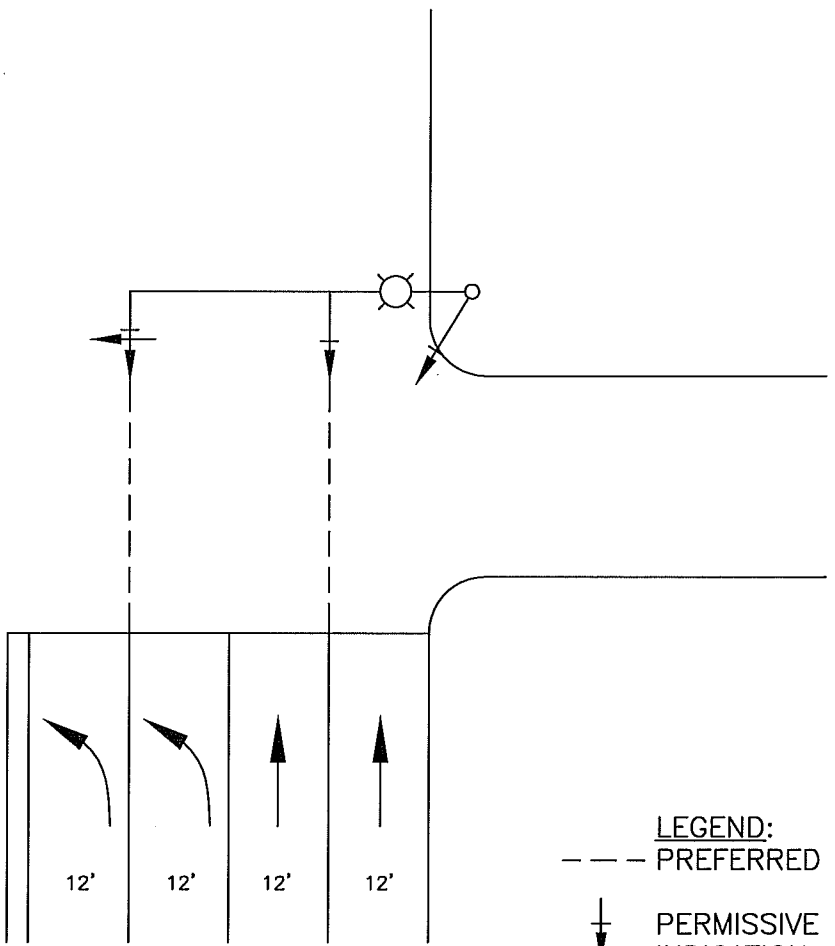
| NO. | REVISED | BY |
|---|---|---|
| | 04–14–09 | BGJ |
| | 01–18–11 | BGJ |

APPROVALS: CM, DRU, PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




LEGEND:

– – – PREFERRED PLACEMENT

PERMISSIVE SIGNAL INDICATION

PROTECTED LEFT–TURN SIGNAL INDICATION

LUMINAIRE (SAFETY LIGHT)

# CITY OF CLOVIS

DWG NO. TS-1E

## TRAFFIC SIGNAL HEAD LOCATIONS
## 2 THROUGH LANES WITH 2 PROTECTED LEFT TURN LANES

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 7/12/11

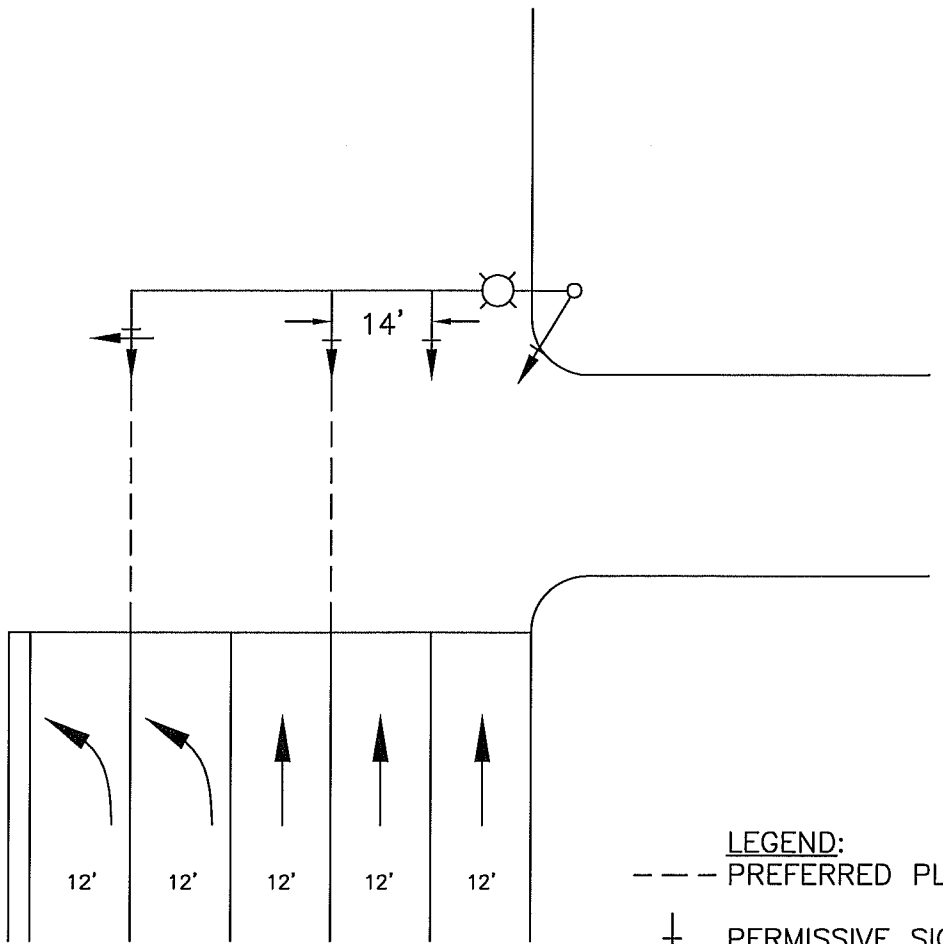
| NO. | REVISED | BY |
|---|---|---|
| | 04–14–09 | BGJ |
| | 01–18–11 | BGJ |

APPROVALS: CM, DRU, PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




LEGEND:
- – – – PREFERRED PLACEMENT
- PERMISSIVE SIGNAL INDICATION
- PROTECTED LEFT–TURN SIGNAL INDICATION
- LUMINAIRE (SAFETY LIGHT)

# CITY OF CLOVIS

DWG NO. TS-1F

## TRAFFIC SIGNAL HEAD LOCATIONS
## 3 THROUGH LANES WITH 2 PROTECTED LEFT TURN LANES

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER _____

DATE: 7-29-11

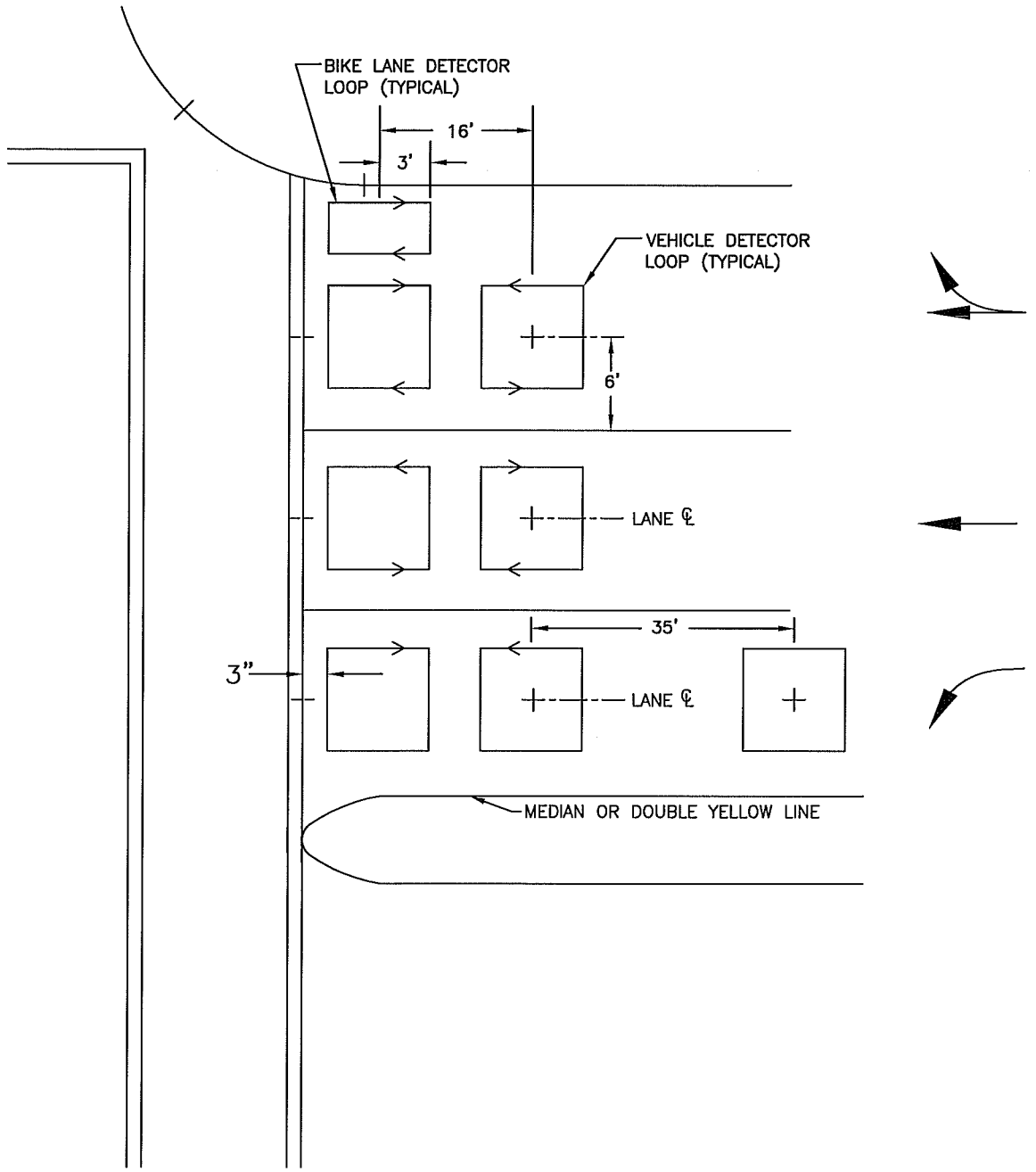
| NO. | REVISED | BY |
|---|---|---|
| | 04–14–09 | BGJ |
| | 01–18–11 | BGJ |

APPROVALS: CM _____ DRU _____ PUD _____

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




# CITY OF CLOVIS

## LOOP DETECTOR PLACEMENT

DWG NO. TS-2

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 7/29/11

| NO. | REVISED | BY |
|---|---|---|
| | 04-14-09 | BGJ |
| | 01-18-11 | BGJ |

APPROVALS

CM

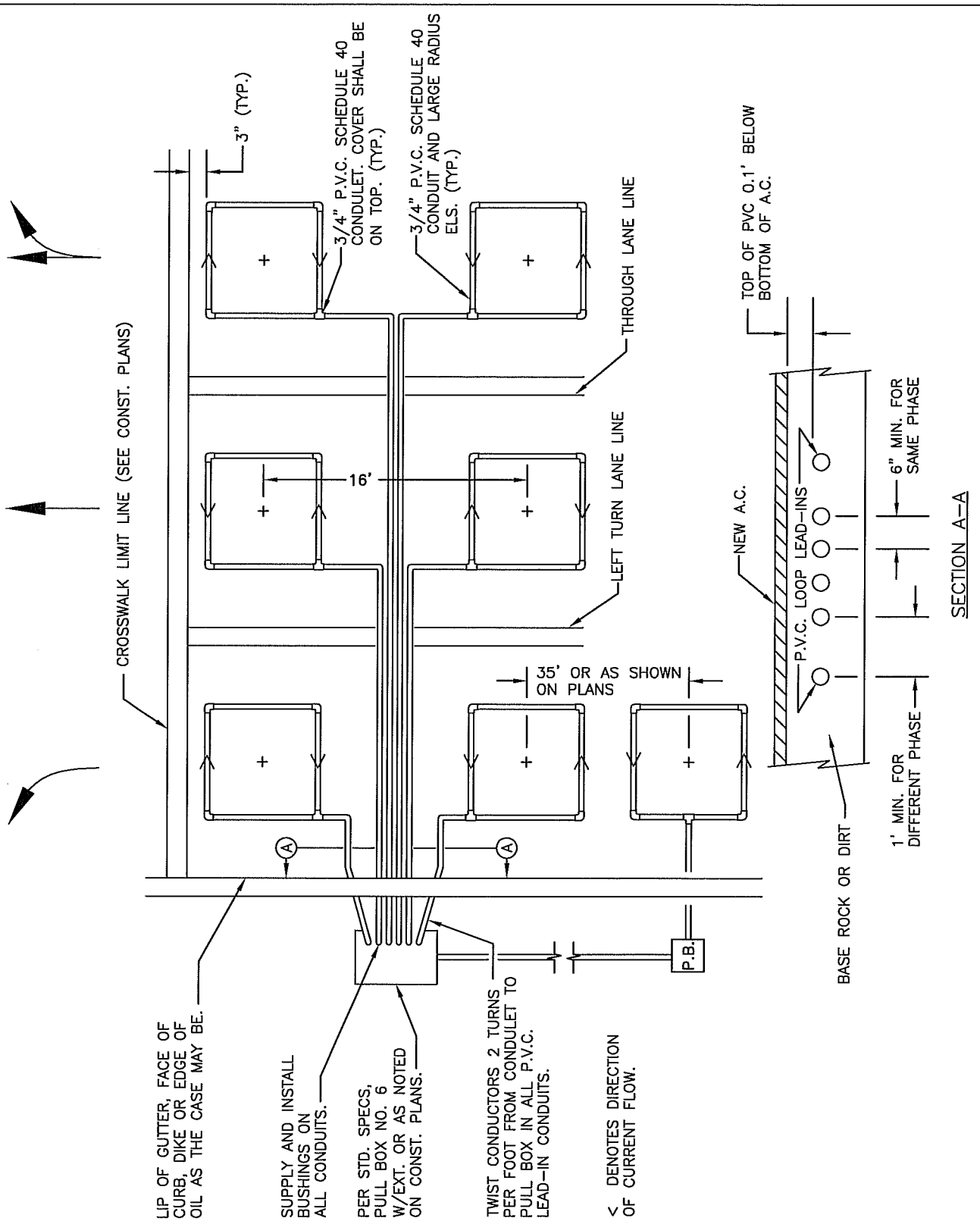
DRU

PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




# CITY OF CLOVIS

## PVC LOOP INSTALLATION DETAIL

DWG NO. TS-2A

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

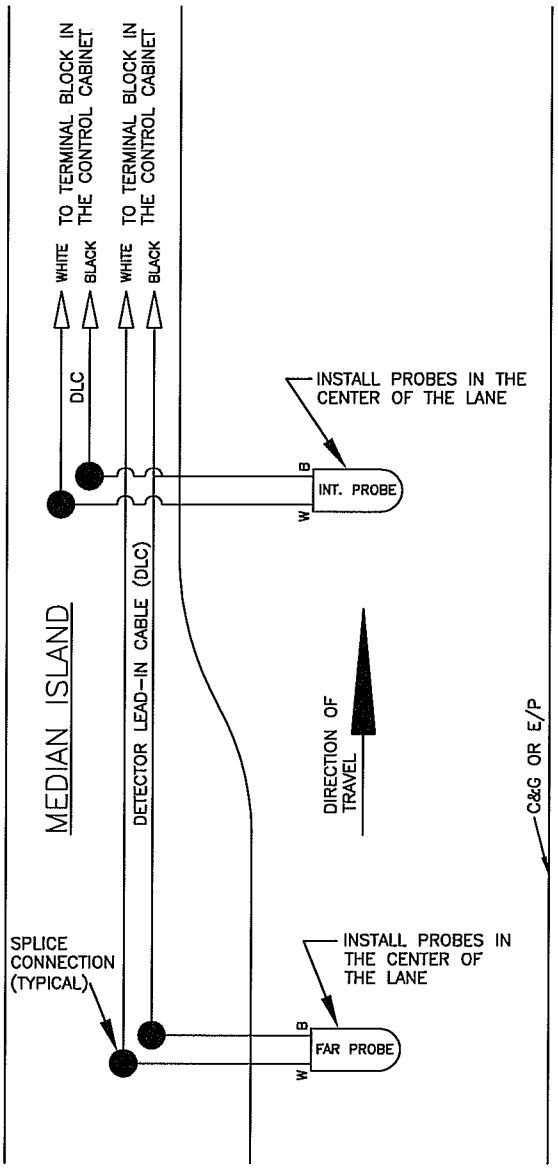
DATE: 7/29/11

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04-15-09 | BGJ | CM |
| | 01-18-11 | BGJ | DRU |
| | | | PUD |

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




SINGLE LANE MAGNETIC PROBE INSTALLATION

(THE EXAMPLE ABOVE SHOWS CONDUITS INSTALLED IN THE MEDIAN ISLAND AND AN INTERMEDIATE MAGNETIC PROBE. CONDUITS MAY BE INSTALLED BENEATH THE SIDEWALK ALONG THE RIGHT SIDE OF THE ROADWAY)

# CITY OF CLOVIS

## MAGNETIC DETECTOR PROBE CONNECTIONS (SINGLE APPROACH LANE)

DWG NO. TS-3

REF.: STANDARD SPEC. SECTION 86

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1

APPROVED BY:

CITY ENGINEER

DATE: 4/19/11

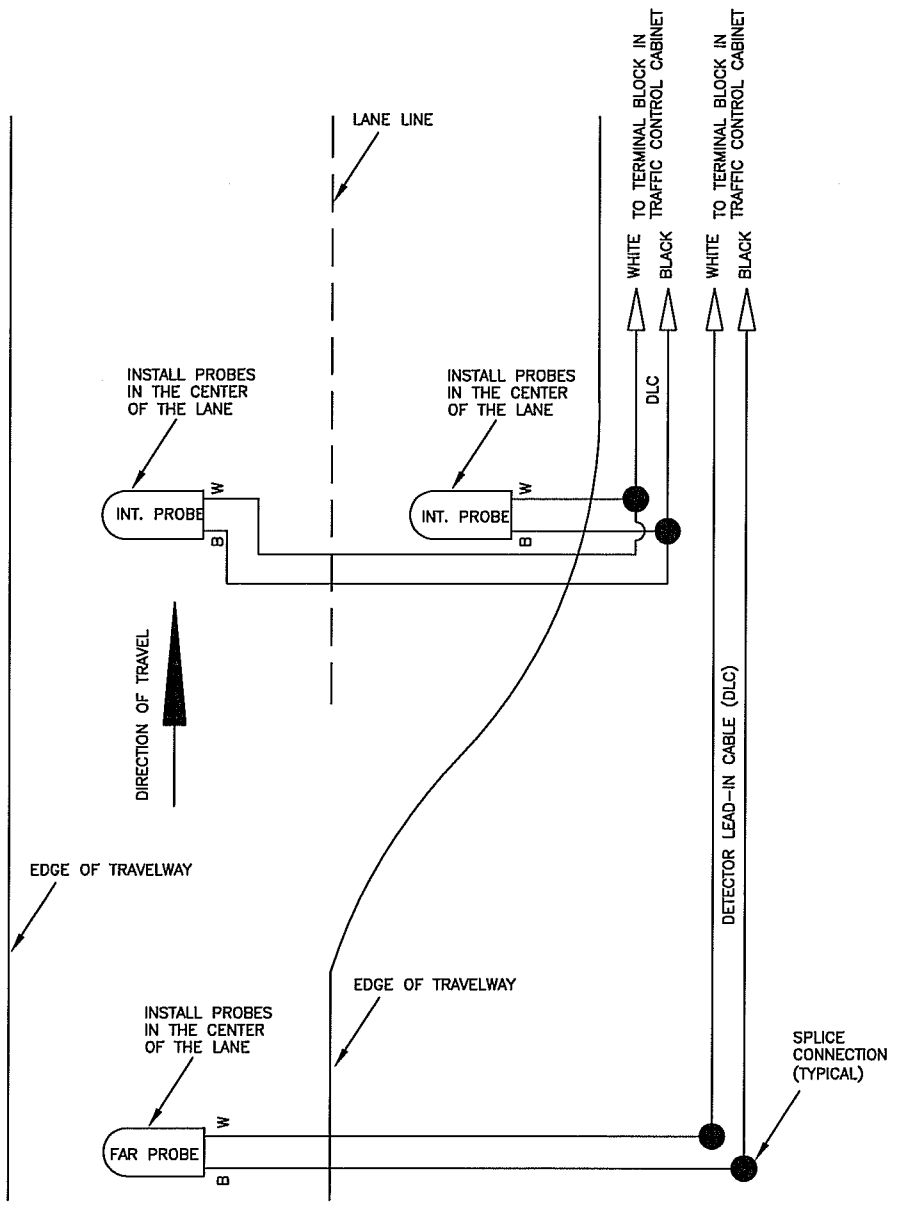
| NO. | REVISED | BY |
|---|---|---|
| | 04-15-09 | BGJ |
| | 01-18-11 | BGJ |

APPROVALS

CM

DRU

PUD




THREE MAGNETIC DETECTION UNITS

# CITY OF CLOVIS

DWG NO. TS-3A

## MAGNETIC DETECTOR PROBE CONNECTIONS (SINGLE APPROACH LANE W/TWO INTERMEDIATE PROBES)

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 7/19/11

| NO. | REVISED | BY |
|---|---|---|
| | 04-15-09 | BGJ |
| | 01-18-11 | BGJ |

APPROVALS

CM

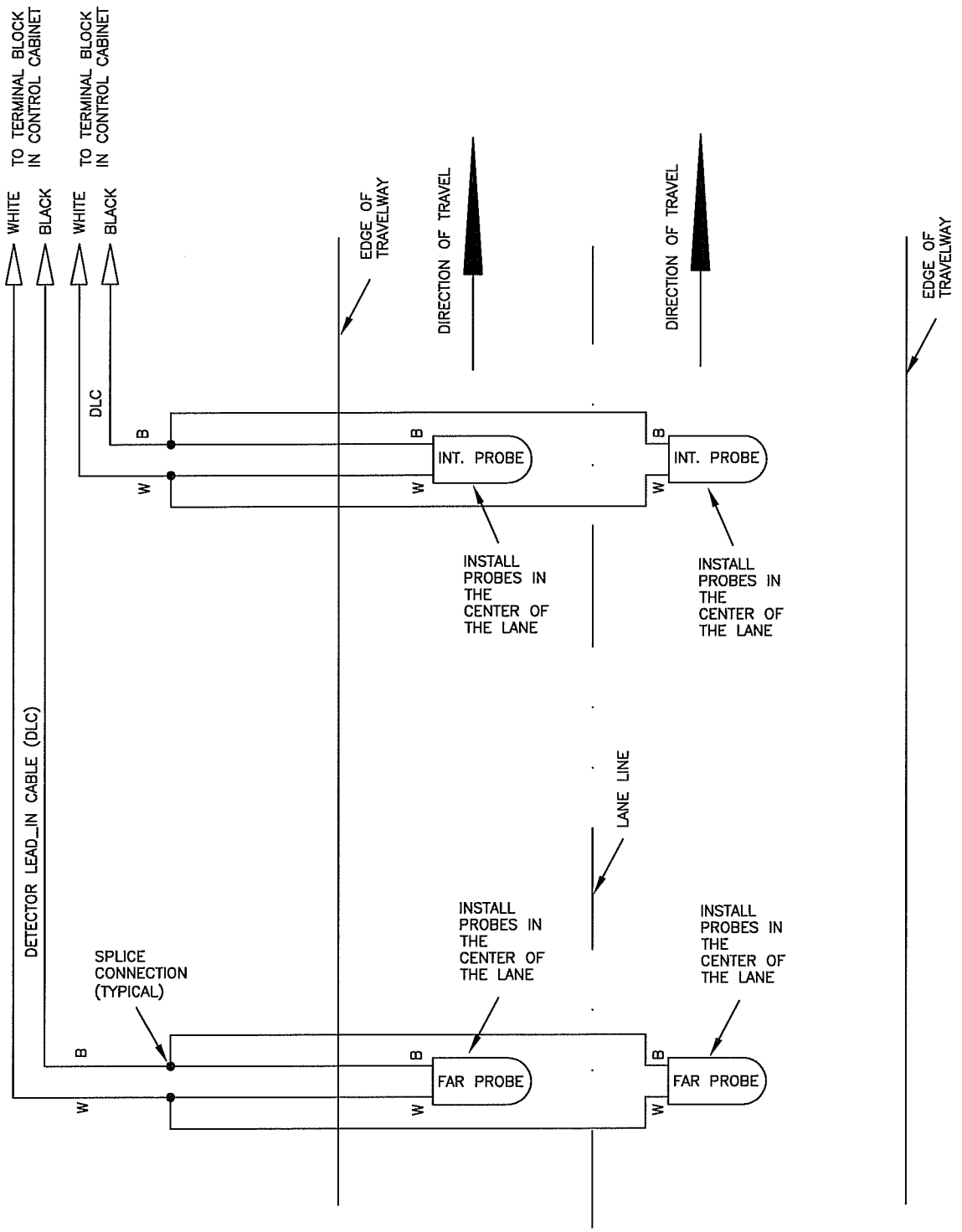
DRU

PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




FOUR MAGNETIC DETECTOR UNITS

# CITY OF CLOVIS

DWG NO. TS-3B

## MAGNETIC DETECTOR PROBE CONNECTIONS (TWO APPROACH LANES)

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

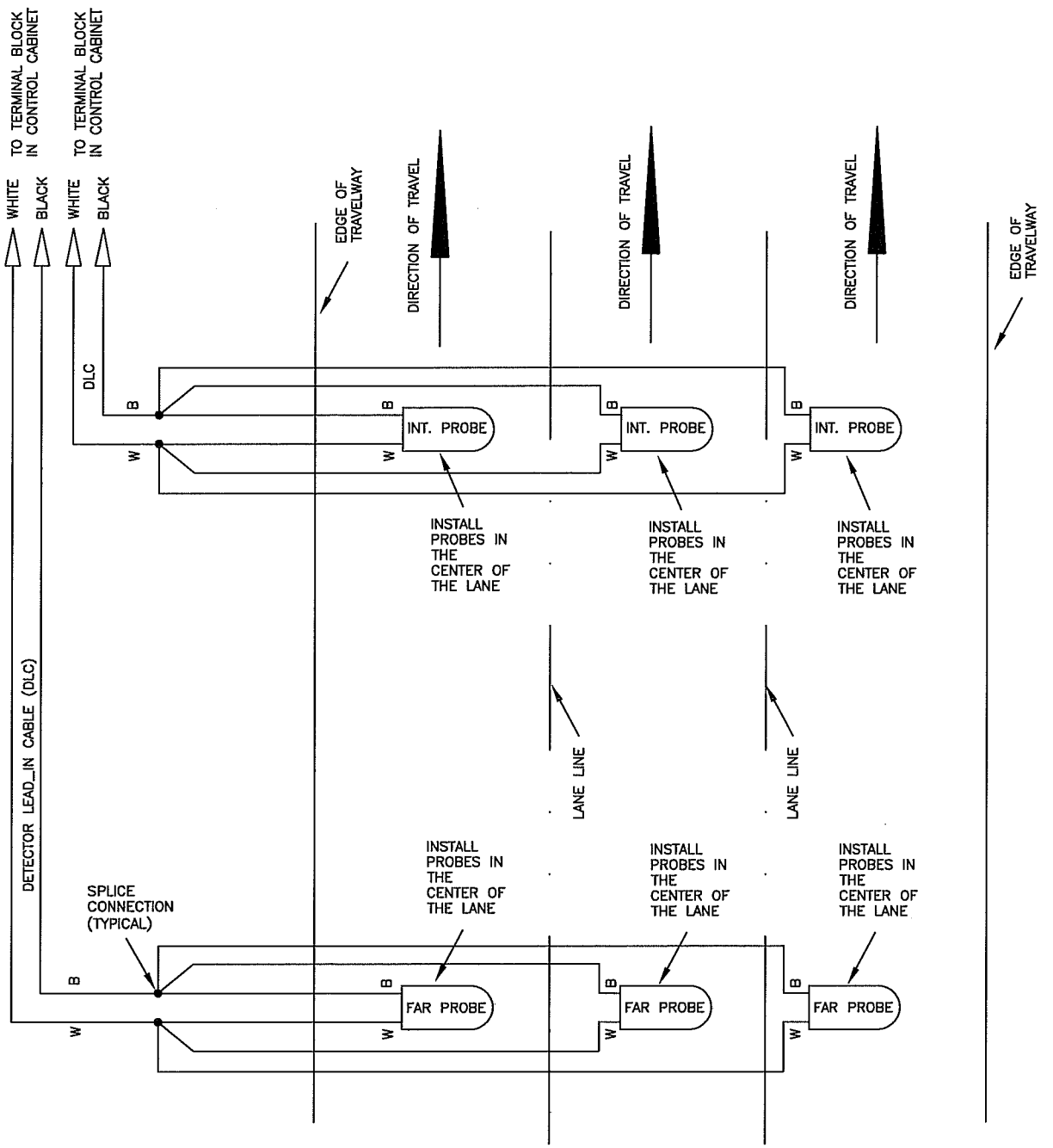
DATE: 9/19/14

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04-15-09 | BGJ | CM |
| | 01-18-11 | BGJ | DRU |
| | | | PUD |

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




SIX MAGNETIC DETECTOR UNITS

# CITY OF CLOVIS

DWG NO. TS-3C

## MAGNETIC DETECTOR PROBE CONNECTIONS (THREE APPROACH LANES)

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

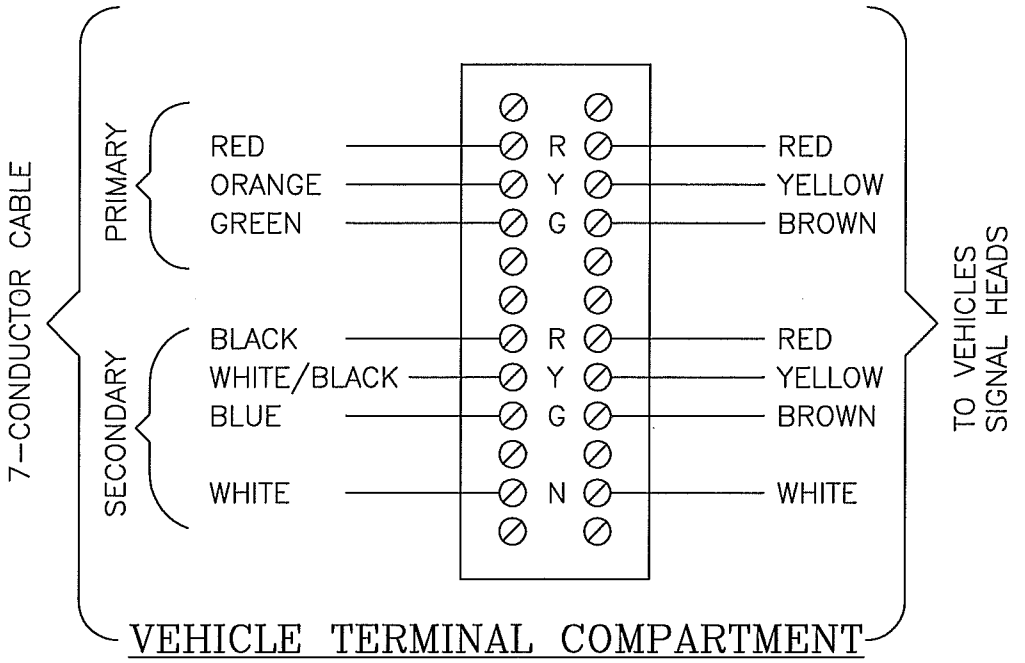
DATE: 7/20/14

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04-15-09 | BGJ | CM |
| | 01-18-11 | BGJ | DRU |
| | | | PUD |

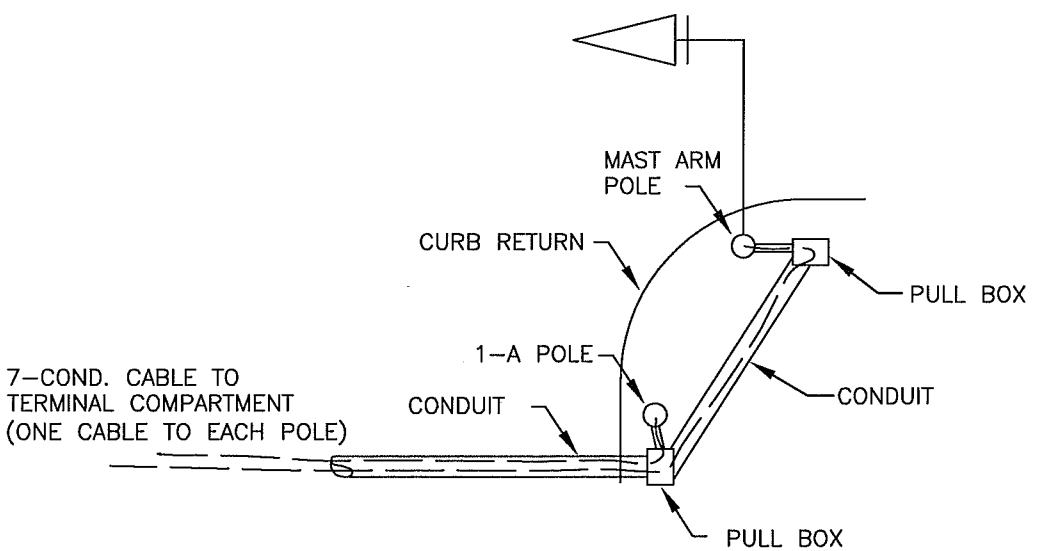
SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




VEHICLE TERMINAL COMPARTMENT




TYPICAL CORNER CONNECTIONS

NOTES:

1. INSTALL SINGLE CONDUCTOR COLOR CODED #14 THWN COPPER WIRE BETWEEN TERMINAL STRIP AND EACH SIGNAL ASSEMBLY AND CONNECT.
2. THE CABLES THAT COMPRISE A SIGNAL PHASE SHALL HAVE AN IDENTIFICATION BAND PLACED NEAR THE END OF TERMINATION POINTS AND IN EVERY PULL BOX.
   THE IDENTIFICATION BAND SHALL BE A 3/8" PLASTIC STRIP AND INSTALLED WITH NON-FERROUS PERMANENT FASTENER. ALL CABLES SHALL BE LABELED PER PHASING SHOWN ON PLANS.

# CITY OF CLOVIS

## VEHICLE SIGNAL TERMINAL LOCATION

DWG NO. TS-4

REF.: STANDARD SPEC. SECTION 86

SCALE: NTS

DRAWN BY: JA

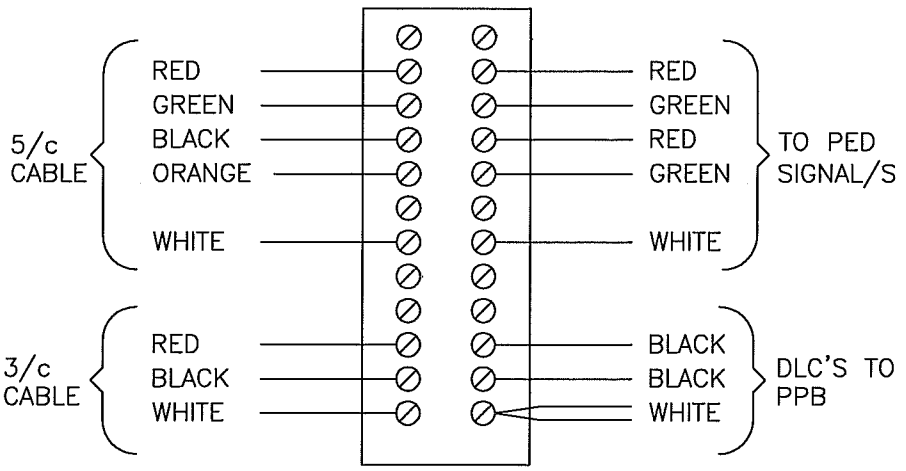
SHEET 1 OF 1

APPROVED BY:

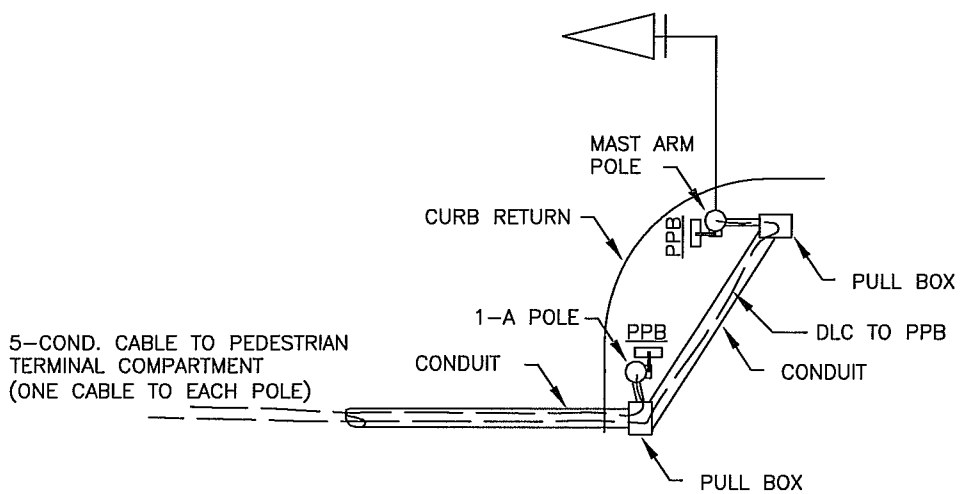
CITY ENGINEER

DATE: 7/29/11

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04-15-09 | BGJ | CM |
| | 01-18-11 | BGJ | DRU |
| | | | PUD |




TERMINAL STRIP




TYPICAL CORNER CONNECTIONS

## NOTES:

1. INSTALL SINGLE CONDUCTOR COLOR CODED #14 THWN COPPER WIRE BETWEEN TERMINAL STRIP AND EACH SIGNAL ASSEMBLY AND CONNECT.
2. THE CABLES THAT COMPRISE A SIGNAL PHASE SHALL HAVE AN IDENTIFICATION BAND PLACED NEAR THE END OF TERMINATION POINTS AND IN EVERY PULL BOX. THE IDENTIFICATION BAND SHALL BE A 3/8" PLASTIC STRIP AND INSTALLED WITH NON-FERROUS PERMANENT FASTENER. ALL CABLES SHALL BE LABELED PER PHASING SHOWN ON PLANS.

# CITY OF CLOVIS

DWG NO. TS-4A

## PEDESTRIAN SIGNAL TERMINAL LOCATIONS

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

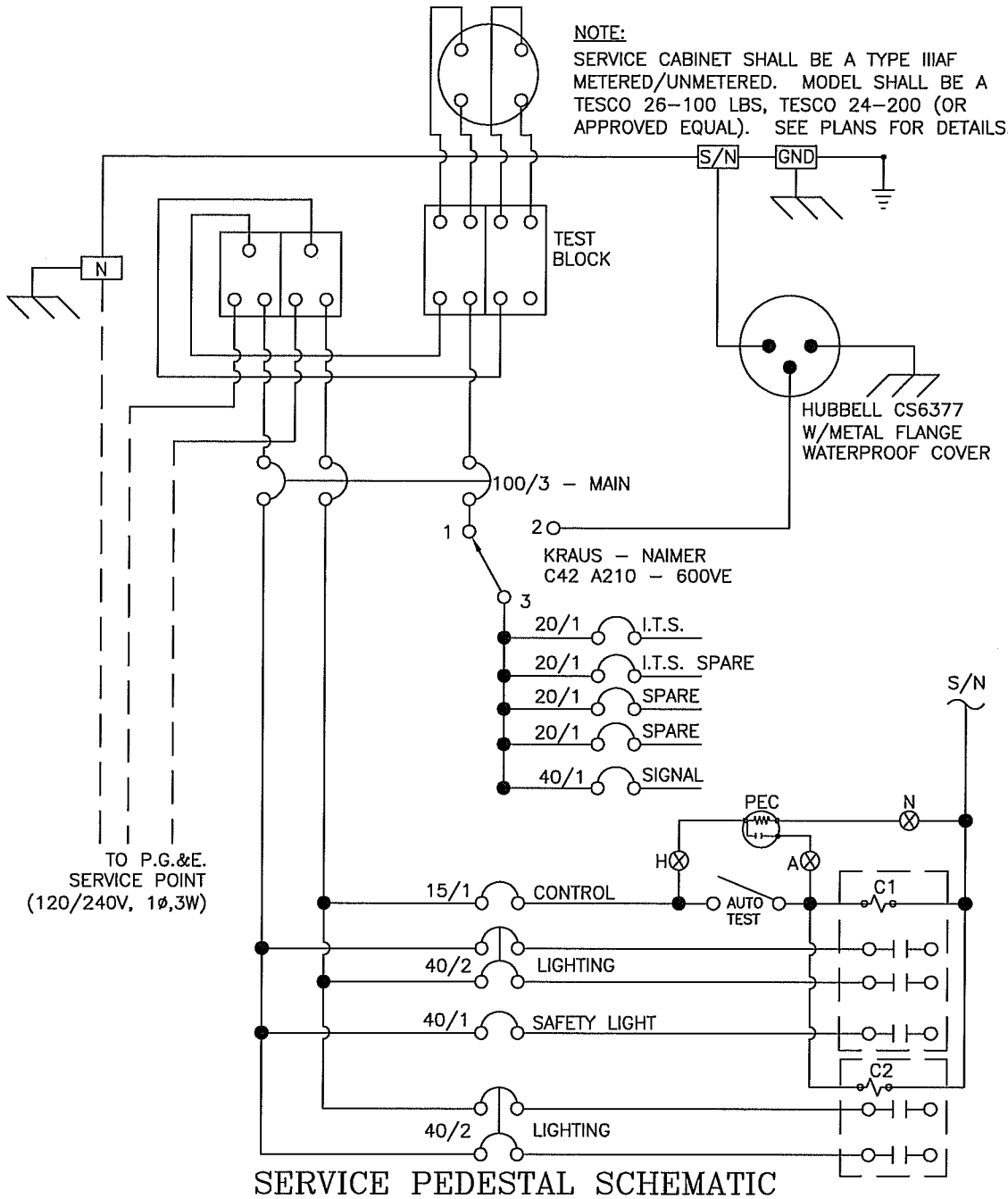
DATE: 9/12/11

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04-15-09 | BGJ | CM |
| | 01-18-11 | BGJ | DRU |
| | | | PUD |

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




SERVICE PEDESTAL SCHEMATIC

| 20A | 20A | 20A | 20A | 15A | 40A | 40A | 40A | 40A | | 100A | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SPARE | SPARE | I.T.S. SPARE | I.T.S. | CONTROL | LIGHTING | LIGHTING | SAFETY LIGHT | SIGNAL | | MAIN | |

SWITCH LOCATION

# CITY OF CLOVIS

## SERVICE PEDESTAL SCHEMATIC

DWG NO. TS-5

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

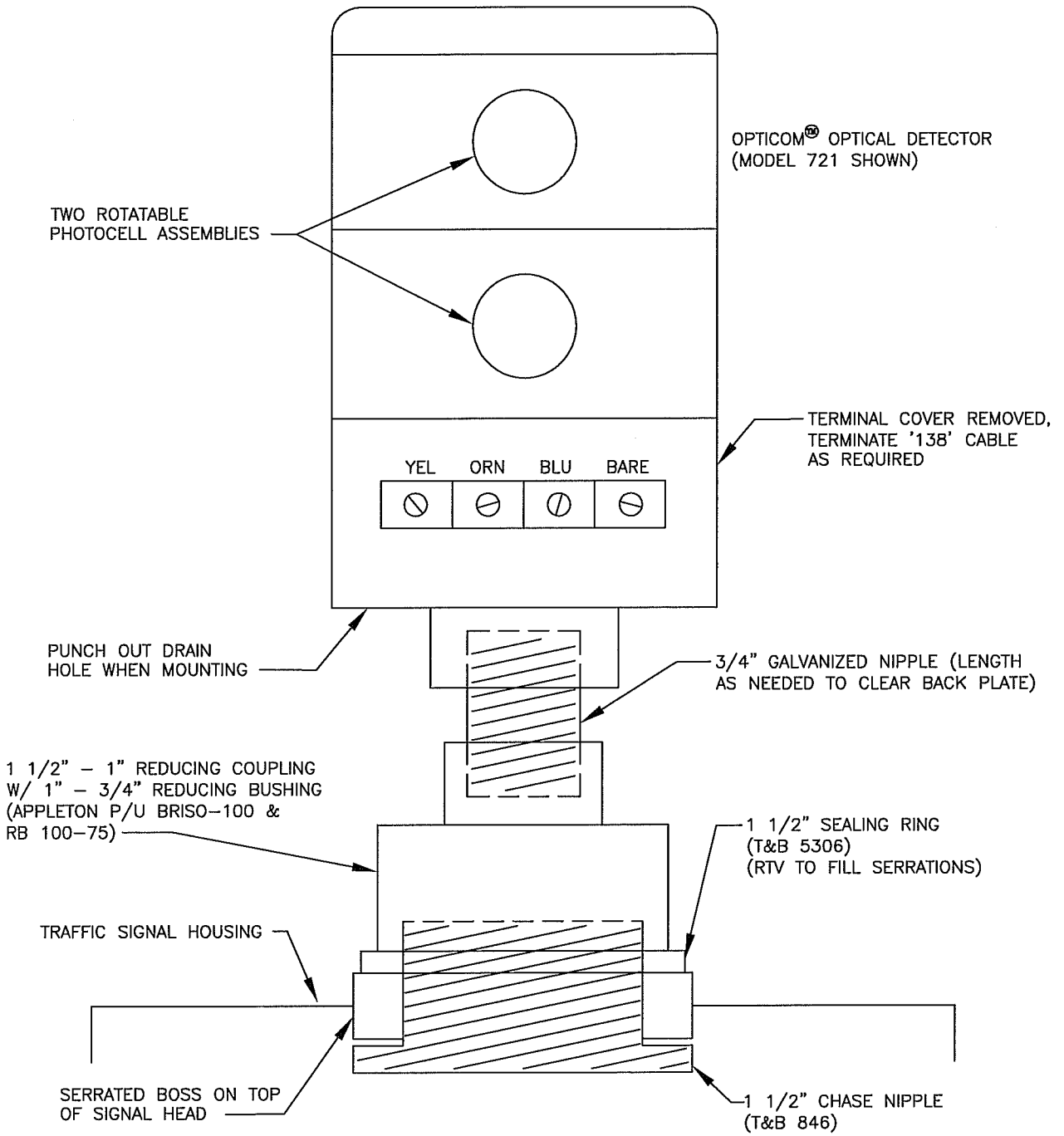
DATE: 7/20/11

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 07-29-09 | TWB | CM |
| | 01-18-11 | BGJ | DRU |
| | | | PUD |

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




## EMERGENCY VEHICLE DETECTOR
## MOUNTING ON TOP OF TRAFFIC SIGNAL UNIT

(SEE CALTRANS STANDARD DRAWING ES–4E AND
CITY STD. DRW. TS–6C FOR MAST ARM MOUNTINGS)

# CITY OF CLOVIS

## OPTICOM® DETECTOR ASSEMBLY

DWG NO. TS-6

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 4/29/11

| NO. | REVISED | BY |
|---|---|---|
| | 04–15–09 | BGJ |
| | 01–18–11 | BGJ |

APPROVALS

CM

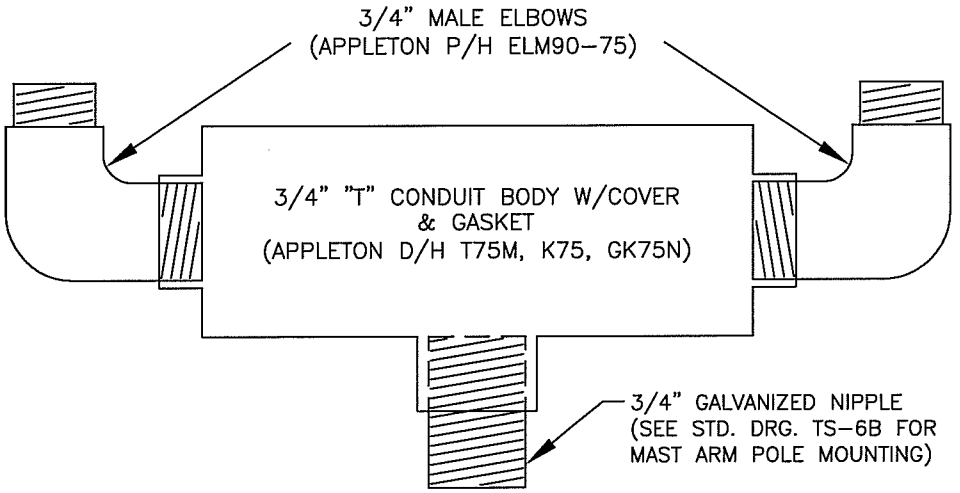
DRU

PUD

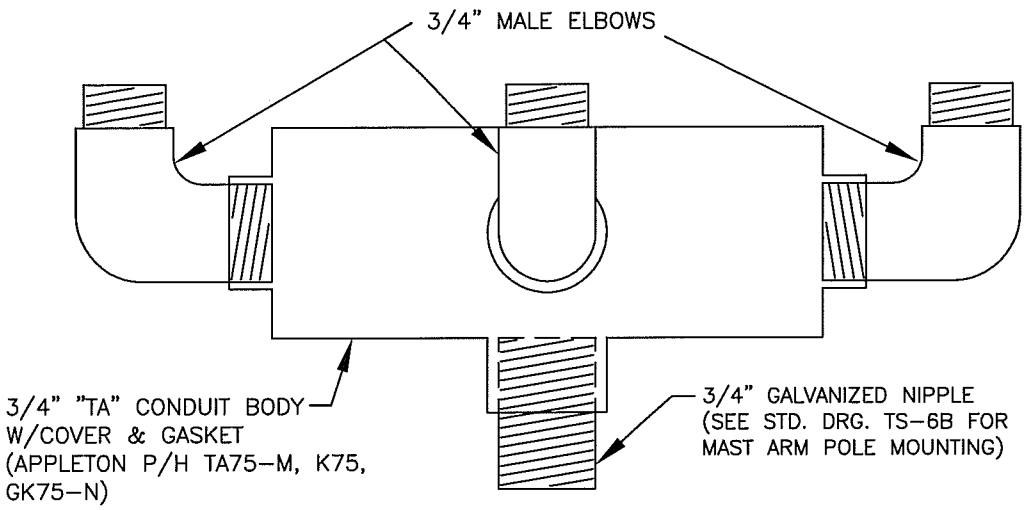
SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




DUAL MOUNT




TRIPLE MOUNT

# CITY OF CLOVIS

DWG NO. TS-6A

## OPTICOM® DUAL & TRIPLE MOUNTING FIXTURES

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 4/29/11

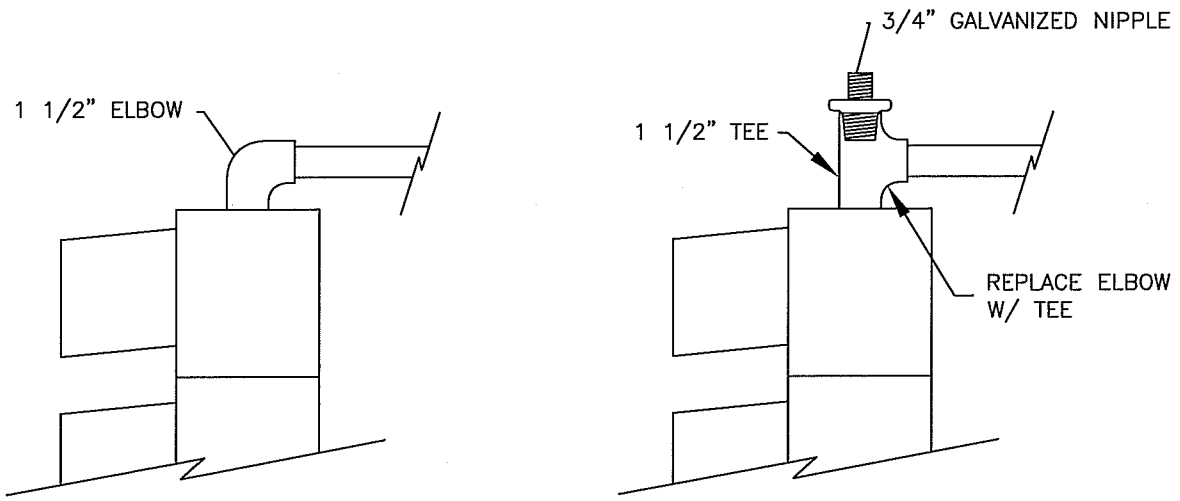
| NO. | REVISED | BY |
|---|---|---|
| | 04–15–09 | BGJ |
| | 01–18–11 | BGJ |
| | 02–16–11 | BGJ |

APPROVALS: CM, DRU, PUD

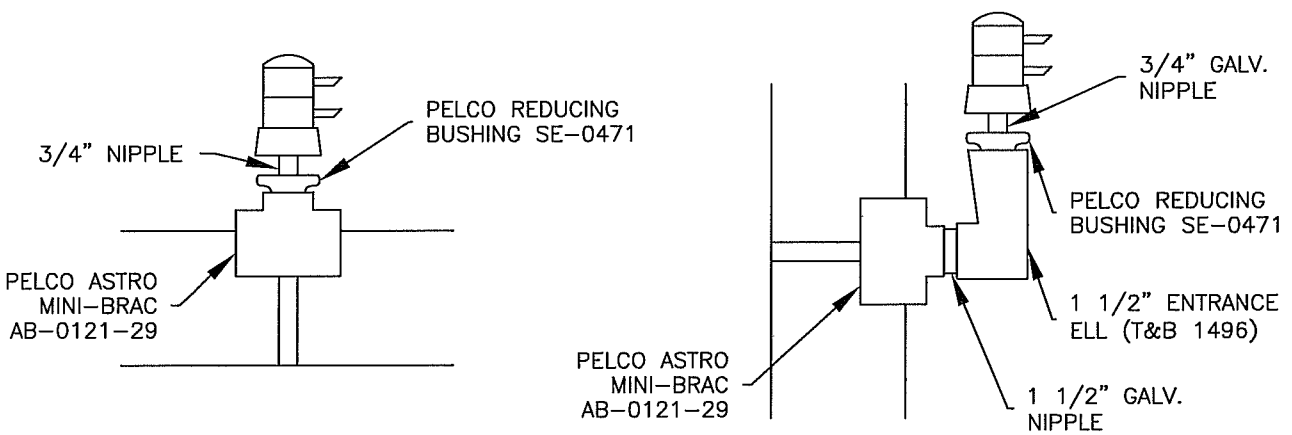
SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




## FRAMEWORK MOUNTING




## ARM/POLE MOUNTING

# CITY OF CLOVIS

## OPTICOM® MISC. MOUNTING FIXTURES

DWG NO. TS-6B

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 4/29/11

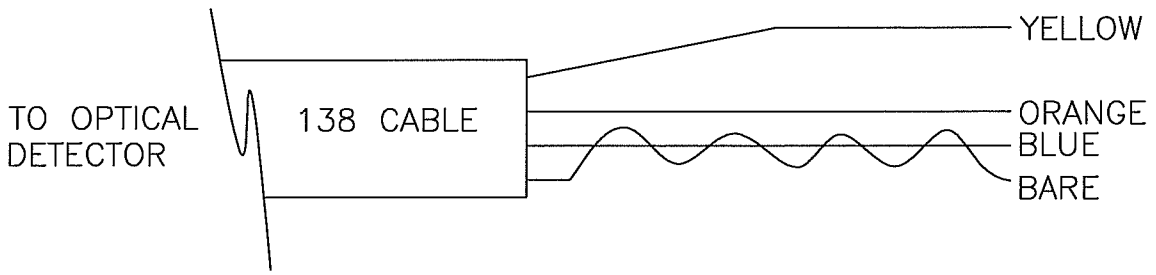
| NO. | REVISED | BY |
|---|---|---|
| | 04-16-09 | BGJ |
| | 01-18-11 | BGJ |

APPROVALS: CM, DRU, PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




| | |
|---|---|
| YELLOW | DET OUT |
| ORANGE | 24V |
| BLUE, BARE | GROUND |

## NOTE:

IF DETECTOR IS INSTALLED AND CABLE CANNOT BE CONNECTED TO AN ACTIVE (POWER-ON) DISCRIMINATOR, ALL 4 LEADS SHOULD BE TIED TO EARTH GROUND TO PREVENT TRANSIENT DAMAGE TO DETECTOR.

# CITY OF CLOVIS

## OPTICOM® 138 CABLE

DWG NO. TS-6C

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 7/29/11

| NO. | REVISED | BY |
|---|---|---|
| | 04-16-09 | BGJ |
| | 01-18-11 | BGJ |

APPROVALS: CM, DRU, PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1

FIG. "A": '138' CABLE TERMINATIONS

| | PRIMARY DETECTORS | | | #1 AUX. DETECTOR | | | #2 AUX. DETECTOR | | |
|---|---|---|---|---|---|---|---|---|---|
| | YEL | ORN | BLU | YEL | ORN | BLU | YEL | ORN | BLU |
| EVA | 4 | 2 | 6 | 2 | 1 | 6 | 3 | 1 | 6 |
| EVB | 7 | 3 | 9 | 4 | 7 | 12 | 5 | 7 | 12 |
| EVC | 5 | 2 | 6 | 8 | 1 | 6 | 9 | 1 | 6 |
| EVD | 8 | 3 | 9 | 10 | 7 | 12 | 11 | 7 | 12 |
| | TB 9 | | | TB A | | | | | |

FIG "B": CONVENTIONAL PHASE ASSIGNMENTS

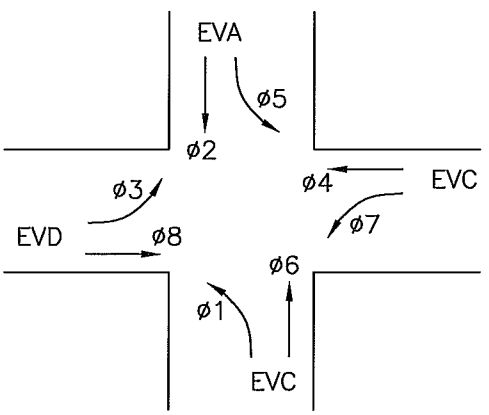
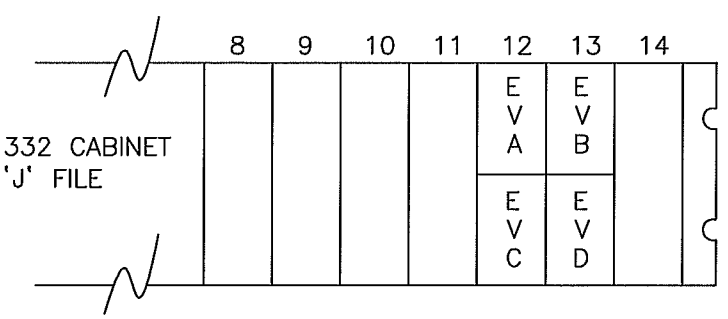



FIG. "C": CONVENTIONAL INPUT FILE ASSIGNMENTS




# CITY OF CLOVIS

## OPTICOM® DETECTOR ASSIGNMENTS

DWG NO. TS-6D

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

DATE: 1/29/11

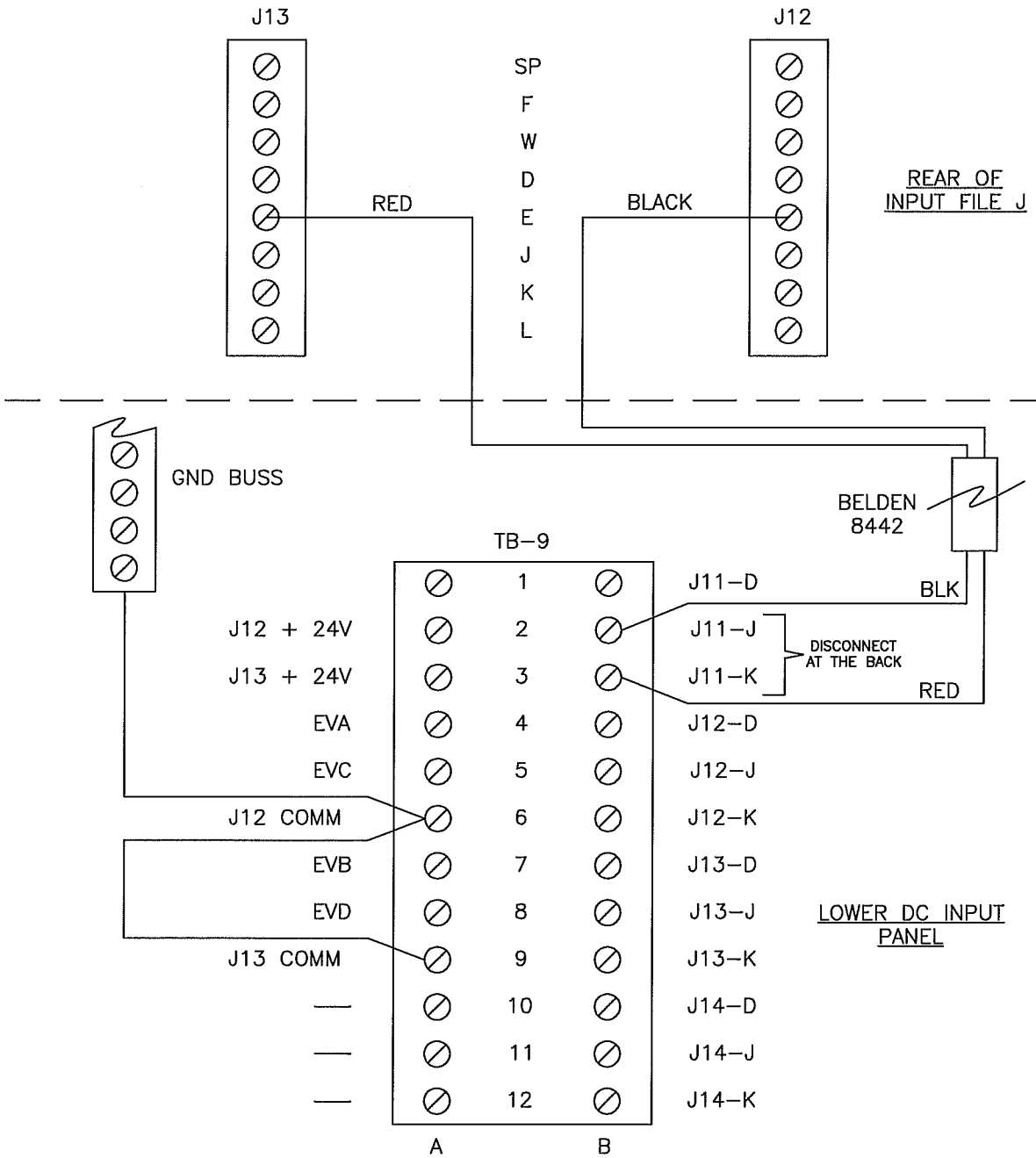
| NO. | REVISED | BY |
|---|---|---|
| | 04-16-09 | BGJ |
| | 01-18-11 | BGJ |

APPROVALS: CM, DRU, PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




MODIFY EXISTING WIRING AS ABOVE

# CITY OF CLOVIS

DWG NO. TS-6E

## OPTICOM™ WIRING MODIFICATIONS TERMINAL BLOCK CONTROLLER

REF.: STANDARD SPEC. SECTION 86

APPROVED BY:

CITY ENGINEER

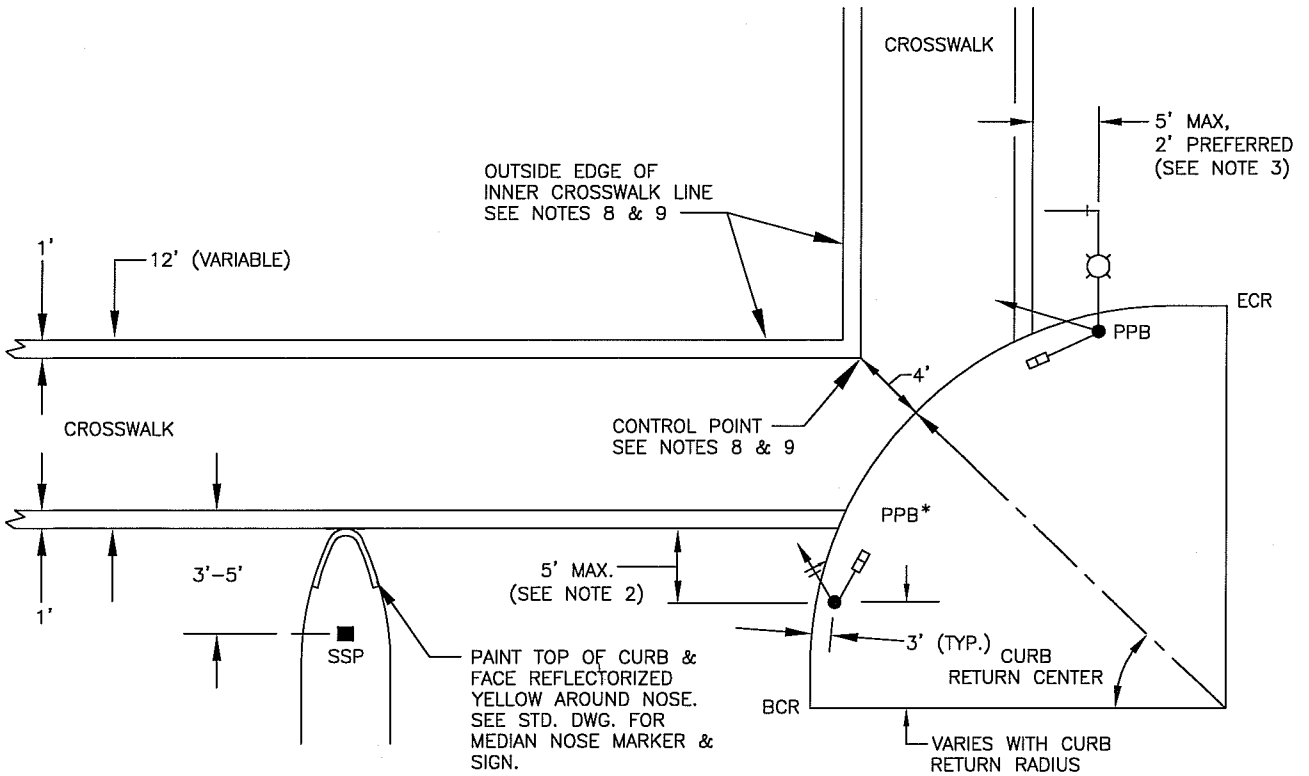
DATE: 7/20/11

| NO. | REVISED | BY | APPROVALS |
|---|---|---|---|
| | 04-16-09 | BGJ | CM |
| | 01-18-11 | BGJ | DRU |
| | | | PUD |

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




## 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 FT 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.
12. REFER TO CITY STD. DWG. ST-11 FOR CONSTRUCTION OF CURB RAMP.

## LEGEND:

- VEHICLE SIGNAL HEAD
- VEHICLE SIGNAL HEAD WITH BACKPLATE
- VEHICLE SIGNAL HEAD WITH ARROWS
- PEDESTRIAN SIGNAL HEAD
- LUMINAIRE
- PPB — PEDESTRIAN PUSH BUTTON
- ● PPB ON POST
- ■ SSP STREET SIGN POST

# CITY OF CLOVIS

## TRAFFIC SIGNAL INSTALLATION

DWG NO. TS-7

REF.: STD. SPECIFICATIONS

APPROVED BY:

CITY ENGINEER

DATE: 1/27/12

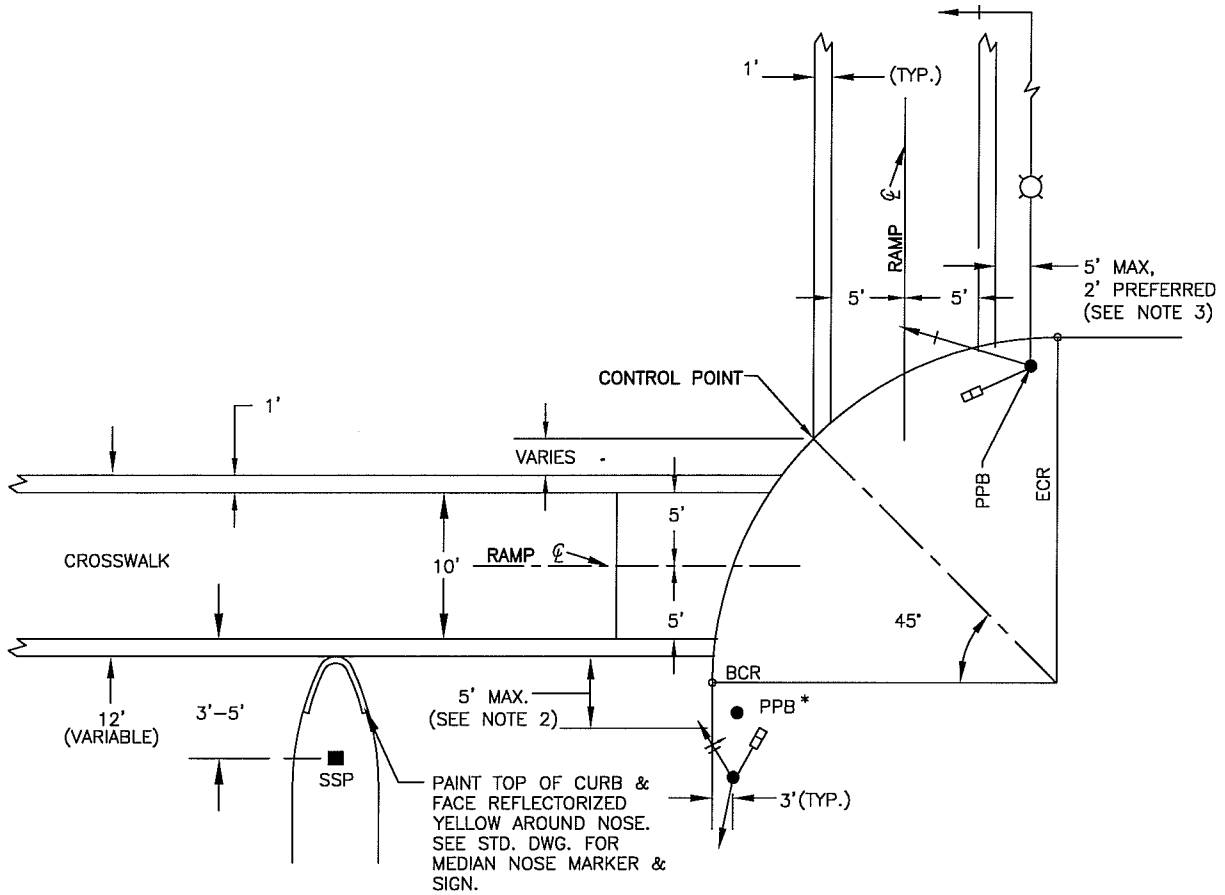
| NO. | REVISED | BY |
|---|---|---|
| | 12-29-11 | BGJ |
| | | |

APPROVALS: CM, DRU, PUD

SCALE: NTS

DRAWN BY: JA

SHEET 1 OF 1




## 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