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	CCTV	LUMINAIRES	FIBER	NETWORK EQUIP	WIRELESS	FLASHING CROSSWALK
	_____	_____	_____	_____	_____	_____	_____	_____
SECTION:	SERVICE	CABINET	SIGNAL HEADS	TURN ON	EXISTING SYSTEMS	REMOVAL	PAYMENT	
	_____	_____	_____	_____	_____	_____	_____	

6. SIGNATURE BLOCK /TITLE BLOCK / STAMP / ARROW AND SCALE ON ALL PAGES: _____

PLAN SHEETS

7. PHASE DIAGRAM: _____

PHASE DIAGRAM COMPLETE: CURRENT DIAGRAM _____ PROPOSED DIAGRAM _____ PHASE DIAGRAM _____

	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
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:								
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:								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
VIDEO OR LOOP DETECTION								
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:								

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: _____