Core Drill and Saw Cut Installation

Westfield Fashion Square
Sherman Oaks, CA.
January, 2012
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Figure 1: Main Entrance of Westfield Fashion Square

Figure 2: Initial Plan for Crosswalk Boundaries (Red Bricks Outline Crosswalk)

Figure 3: Expanded Crosswalk Boundaries (Stop Lines Mark the New Boundaries)

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Figure 5: Macy’s Entrance to Westfield Fashion Square

Figure 6: Ramp to Second Level Presented A Crosswalk Visibility Issue

Figure 7: Solution - Crosswalk Location Shifted for Clear Visibility of Warning Lights

Figure 8: Close-up View of Crosswalk
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Figure 9: First Order of Business – Locate All Utilities and Mark with APWA Color Code, Red = Power Line

Figure 10: APWA Color Code, Blue = Water Line

Figure 11: APWA Color Code, Yellow = Gas Line, Companies Such as “DIG ALERT” and “Underground Service Alert” can Locate all Utility Lines

Figure 12: APWA Color Code, Orange = Data/Phone Line
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Figure 13: Once Fixture Locations are Defined Saw Cuts for In-pavement Wiring Can be Made

Figure 14: The Saw Cuts Continue Across the Length of the Crosswalk, Crossing all Fixture Locations

Figure 15: When Completed, A Set of Parallel Lines Mark Out A Path Connecting All Fixtures

Figure 16: A Channel, Approximately ½” Wide and 3” Deep is then Chiseled Away between the Saw Cuts
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Figure 17: The Next Step in the Process is the Core Drill

Figure 18: At Each Fixture Location a Core Drill is Made. Cores are Approximately 12” Dia. X 28” Deep

Figure 19: Into Each Hole, a Base Can is Mounted. The Base Can is Used to Stabilize and Protect the Fixture

Figure 20: Once the Holes are Drilled, Gravel is Placed at the Bottom of Each Hole to Provide a Drainage Area
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Figure 21: Mounting Jigs are Bolted to the Base Cans to Hold Base Can Flush with the Pavement and Field Wiring is Routed Through Base Can

Figure 22: Base Cans are then Positioned to Align the Fixtures for Best Visibility by Drivers. Field Wiring is Inserted into the saw Cut and Concrete is Poured

Figure 23: After Concrete is Cured the Mounting Jigs are Removed. The Plywood Covers are Left on Until the Fixture is Installed

Figure 24: Connectors are Spliced into the Field Wiring, and Fixtures Plugged into the Connector and Bolted to the Base Can
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Figure 25: Pre-warning LED Edge Lite Signs are then Mounted in Place.

Figure 26: Pre-warning Signs are Mounted on Both Sides of the Crosswalk

Figure 27: Wiring from the Sign is Routed through the Overhead Archway and Supporting Columns

Figure 28: Wiring is then Routed Down to the Control Enclosure Mounting Location
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Figure 29: Once again, Wiring from the LED Edge Lit Sign is Routed Through the Column and Archway

Figure 30: Wiring from the Second Sign being Routed Down to the Controller Enclosure Location

Figure 31: Controller Enclosure Location Area Cleared and Prepared for Mounting Back Panel

Figure 32: Back Panel Bolted to Wall and Controller Enclosure is then Bolted to the Back Panel
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Figure 33: Field Wiring is then Connected to the Terminal Blocks in the Enclosure and the System Setup for Operation

Figure 34: Controller Shown in NEMA 4 Enclosure

Figure 35: Warning Light System Protecting Pedestrians During the Day

Figure 36: During the Day the Warning Lights are Clearly Visible to Drivers
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Figure 37: Warning Light System Protecting Pedestrians at Night

Figure 38: Warning Lights are Clearly Visible to Drivers at Night