





POLE AND EQUIPMENT SCHEDULE

**VISORS** 

LOUVERS

No.

VEHICLE SIGNAL

MOUNTING

## SHEET NOTES:

- (2) FIELD VERIFY PHYSICAL SPACE

**LUMINAIRE** 

VOLTAGE/

WATTAGÉ

No.

TYPE

POLE No.

TYPE OF POLE

- (3) PROVIDE 3" CONDUIT AND RISER PER PG&E GREEN BOOK REQUIREMENT. COORDINATE WITH PG&E THROUGH SFPUC FOR SERVICE
- PRIOR TO ABANDONING CONDUIT AND WIRES IN PLACE. CONTRACTOR TO FIELD VERIFY ALL EXISTING CIRCUIT TO REMAIN. UNUSED WIRES SHALL BE CUT TO THE FACE OF PULLBOX.
- (5) CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE POSTMASTER OF THE USPS AT 1-800-222-1811 TO RELOCATE MAILBOXES.
- MAST ARM PLUMBIZER SHALL BE MOUNTED BETWEEN YELLOW AND GREEN SIGNAL HEAD. R/C EX TRAFFIC SIGNAL EXTERNAL CONDUIT AT LEAST 1 FEET BELOW GRADE.

#### PHASE DIAGRAM

### PHASE SEQUENCE

11 OF 22

|    | G  |     | Υ  |    | R   |   |    | SOUTH VAN NESS AVENUE (NB + SB) - Ø2 + Ø6         |
|----|----|-----|----|----|-----|---|----|---|
|    | R  |     |    | G  |     | Υ | R  | 15TH STREET (WB) - Ø8                             |
| WM |    | FRH | RH |    |     |   |    | PED XING 15TH STREET (ES + WS) - Ø2P + Ø6P        |
|    | RH |     |    | WM | FRH |   | RH | PED XING SOUTH VAN NESS AVE (SS + NS) - Ø4P + Ø8P |

PEDESTRIAN SIGNAL

TYPE

MOUNTING

REMARKS

**DEVICE** 

|     |         |   |    |      | REFERENCE INFORMATIO<br>& FILE NO. OF SURVEY |
|-----|---------|---|----|------|--|
| (2) | 6/22/22 | SRC 2022-066: ADDED PREEMPT RADIO         | JL | LV   |  |
| ①   | 4/10    | PG&E SERVICE AND MISC POLE LAYOUT CHANGES | DG | SL   |  |
| NO. | DATE    | DESCRIPTION                               | BY | APP. |  |
|     |         | TABLE OF REVISIONS                        |    |      |  |

-FEEDER(7)

DRIVEWAY

ONE WAY

3/22/23



A. Scales, A. Weber, J. Diaz, N. Kobayashi

T. Pettigrew, A. Robertson (\$ignal Shop)

SWITCHOVER 7/20/17

DARK: 10:06 AM

T. Montoya (PW)

S. Kuang (PEL)

(MTA)

3-COLOR: 10:55 AM

H

HLIOO

# INFRASTRUCTURE DIVISION

THIS AUTOCAD DRAWING HAS BEEN REVISED AND REPLOTTED

SIGNED DRAWING REMAINS VALID EXCEPT FOR THE CHANGES

ONLY AS CLEARLY MARKED ON THIS DRAWING AND ISSUED

UNDER THIS LATEST REVISION NUMBER AS SHOWN IN THE TABLE OF REVISIONS LOCATED AT THE LOWER LEFT CORNER OF THE DRAWING. ALL ISSUED REVISIONS SUBSEQUENT TO

PREVIOUSLY PLOTTED DRAWING DURING BIDDING REMAIN

CHECK ALL ISSUED REVISIONS OF THIS DRAWING

VALID UNLESS SUPERSEDED BY LATER ISSUED REVISIONS.

12/2/2

8VEV

SCALE IN FEET

TWO WAY

SUBSEQUENTITO INTERNAL ENGINEERING APPROVAL AND

SIGN-OFF. FOR THOSE SIGNATURES, SEE THE DRAWING

PLOTTED AND ISSUED PREVIOUSLY DURING BIDDING. THE

**DEPARTMENT OF PUBLIC WORKS** CITY AND COUNTY OF SAN FRANCISCO

| PROFESSION        | D  |
|-------------------|----|
| SOUTH TO THE      | 35 |
|                   | D  |
| NO. E15417        | SS |
| SAN LECTRIC STATE | С  |
| OF CALLFORN       | M  |

| DESIGNED: | DATE:  | APPROVED                |       |
|-----------|--------|-------------------------|-------|
| SS/DY/ZH  | 8/2015 |                         |       |
| DRAWN:    | DATE:  | SECTION MANAGER         | DATE: |
| SS/DY/ZH  | 8/2015 | DEPUTY DIVISION MANAGER | DATE: |
| CHECKED:  | DATE:  | DEPOTT DIVISION MANAGER | DATE: |
| MV/SL     |        | DIVISION MANAGER        | DATE: |

| AS SHOWN        | SOUTH VAN NESS AVE TRAFFIC SIGNAL UPGRADE |
|-----------------|---|
| SHEET OF SHEETS | 15TH STREET AND SOUTH VAN NESS AVENUE     |

15TH STREET AND SOUTH VAN NESS AVENUE TRAFFIC SIGNAL MODIFICATIONS

DRAWING NO. E-2.0 105,268

| ONDUIT I | RUN NUMBER               | ONDUI |   | 3  |     |   | <u>,                                    </u> | A  |            |             |                    |   |    |      | $\Lambda$    |          |   |            |      |    | Δ      |                  | Δ   |  |          |   |      |    | 3   | $\overline{\mathbf{I}}$                 | T  | <u> </u> | <u> </u>     |  |   |
|----------|--------------------------|-------|---|----|-----|---|--|----|------------|-------------|--------------------|---|----|------|--------------|----------|---|------------|------|----|--------|------------------|-----|--|----------|---|------|----|---|---|--|----------|--------------|--|---|
|          | SIZE (INCH)              | 2     |   | ı  |     | 2 | 2  |    | <u>/8\</u> | 2           | 2                  | 2 | 2  |      | 2            |          |   | 2          |      |    |        | <u>/21\</u><br>2 | 2   |  | 1        |   | 1    |    | 27\  2  | -                                       | $\vdash$   | _        |              |  |   |
| ONDON .  | SIZE (INOTI)             |       | - |    | GRS | + |  |    |            | SP          | L                  |   |    | GRS  | <del> </del> | -        | \frac{1}{2}                                       | 1          |      | 1) | 1      |                  | GRS |  |          |   | GRS  |    |   |   |  | +        |              |  |   |
| OTES     |                          |       |   |    |     |   |  |    | · ·        | 7           |                    |   |    | O.KO |              | -        | 7   |            | 0110 | \  |        | ONO              | Ono | ) i  | 10110    |   | 1011 | V  | 7   |   | +  | +        |              |  |   |
|          | VEHICLE SIGNAL 22        | 3     |   | 3  |     |   |  | 3  | 3          | \ <u>\\</u> |                    |   |    |      |              |          | <del>                                      </del> |            |      |    |        |                  |     |  |          |   |      | 1  | <del>!}                                    </del> |   | -  |          |              |  |   |
|          | PED SIGNAL 69            | 2     |   | 2  |     |   |  | 2  | 2          |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   | <b>†</b>                                | 1  |          |              |  |   |
|          | VEHICLE SIGNAL 81        |       | 3 | 3  |     |   |  | 3  | 3          |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          | - |      |    |   | 1                                       | -  |          |              |  |   |
|          | PED SIGNAL 88            |       | 2 | 2  |     |   |  | 2  | 2          |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | VEHICLE SIGNAL 82        |       |   |    | 3   |   |  | 3  | 3          |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   | <u> </u>                                |  |          |              |  |   |
|          | PED SIGNAL 49            |       |   |    | 2   |   |  | 2  | 2          |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | VEHICLE SIGNAL 61        | 444   |   |    |     | 3 |  | 3  | 3          |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | PED SIGNAL 68            |       |   |    |     | 2 |  | 2  | 2          |             |                    |   |    |      |              |          |   |            |      |    | ,      |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | VEHICLE SIGNAL 64        |       |   |    |     |   | 3  | 3  | 3          |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     | <del>                                     </del> |          |   |      |    |   | *************************************** |  |          |              |  |   |
|          | VEHICLE SIGNAL 24        |       |   |    |     |   |  |    |            |             | 3                  |   | 3  |      |              | 3        |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | VEHICLE SIGNAL 21        |       |   |    |     |   |  |    |            |             | 3                  |   | 3  |      |              | 3        |   |            |      |    |        |                  |     |  |          |   |      | 1  |   |   |  | <u> </u> |              |  |   |
|          | PED SIGNAL 28            |       |   |    |     |   |  |    |            |             | 2                  |   | 2  |      |              | 2        |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | PED SIGNAL 89            |       |   |    |     |   |  |    |            |             |                    | 2 | 2  |      |              | 2        |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | PED SIGNAL 48            |       |   |    |     |   |  |    |            |             |                    |   |    | 2    |              | 2        |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | VEHICLE SIGNAL 62        |       |   |    |     |   |  |    |            |             |                    |   |    |      | 3            | 3        |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | PED SIGNAL 29            |       |   |    |     |   |  |    |            |             |                    |   |    |      | 2            | 2        |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    | ,    |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | #14 NEUTRAL              | 2     | 2 |    | 2   | 2 | 1  |    |            |             | 3                  | 1 |    | 1    | 2            |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | #14 SPARE                |       |   | 3  |     |   |  | 3  | 3          |             |                    |   | 3  |      |              | 3        |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | TOTAL #14 WIRES          | 7     | 7 | 13 | 7   | 7 | 4  | 26 | 26         |             | 11                 | 3 | 13 | 3    | 7            | 20       |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | #10 WIRES NEUTRAL        |       |   | 1  |     |   |  | 2  | 2          |             |                    |   | 1  |      |              | 2        |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          | #10 WIRES STREET LIGHT   |       |   |    | 2   |   |  |    |            |             |                    |   |    | 2    |              |          |   |            |      |    |        |                  |     |  |          |   |      | \î | >   |   |  |          |              |  |   |
|          | #8 WIRES STREET LIGHT    |       |   |    |     |   |  |    |            | $\sim$      |                    |   |    |      |              |          | $\sim$  |            | 2    |    | 3      | 2                |     |  | 2        |   | 2    |    |   |   |  |          |              |  |   |
|          | #8 WIRES (120 V SERVICE) |       |   |    |     |   |  |    |            |             | $\hat{\mathbf{M}}$ |   |    |      |              | (        |   | $\bigcirc$ |      | 1  | 3      | 2                |     |  | 1        |   |      | 7  | 2 🕽   |   |  |          |              |  |   |
|          | INTERCONNECT 12C CABLE   |       |   |    |     |   |  |    | 2          |             |                    |   |    |      |              |          |   |            |      |    | $\sum$ |                  |     |  |          | 2 |      | 1  | 7   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    | _    |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          |   |      |    |   |   |  |          |              |  |   |
|          |                          |       |   |    |     |   |  |    |            |             |                    |   |    |      |              |          |   |            |      |    |        |                  |     |  |          | İ |      |    |   |   |  |          |              |  |   |
|          |                          |       | 1 | 1  |     |   |  |    |            | <u> </u>    |                    |   |    |      |              | <u> </u> |   | <b></b>    |      | t  |        |                  |     | <u> </u>   | <u> </u> | 1 | 1    | _  |   | <del> </del>                            | <del>                                     </del> | <b>†</b> | <del> </del> | <del>                                     </del> | 1 |

#### SHEET NOTES:

GRSC, PG&E SERVICE CABLE BY PG&E

THIS AUTOCAD DRAWING HAS BEEN REVISED AND REPLOTTED SUBSEQUENT TO INTERNAL ENGINEERING APPROVAL AND SIGN-OFF. FOR THOSE SIGNATURES, SEE THE DRAWING PLOTTED AND ISSUED PREVIOUSLY DURING BIDDING. THE SIGNED DRAWING REMAINS VALID EXCEPT FOR THE CHANGES ONLY AS CLEARLY MARKED ON THIS DRAWING AND ISSUED UNDER THIS LATEST REVISION NUMBER AS SHOWN IN THE TABLE OF REVISIONS LOCATED AT THE LOWER LEFT CORNER OF THE DRAWING. ALL ISSUED REVISIONS SUBSEQUENT TO PREVIOUSLY PLOTTED DRAWING DURING BIDDING REMAIN VALID UNLESS SUPERSEDED BY LATER ISSUED REVISIONS. CHECK ALL ISSUED REVISIONS OF THIS DRAWING.

| _ |      |   |    |      | REFERENCE INFORMATION & FILE NO. OF SURVEYS | AND COUN        |
|---|------|---|----|------|---|-----------------|
| _ |      |   |    |      |   | E AME           |
| ' | 4/10 | PG&E SERVICE AND MISC POLE LAYOUT CHANGES | DG | SL   |   | E               |
| • | DATE | DESCRIPTION                               | BY | APP. |   | OHO EN PACE THE |
|   |      | TABLE OF REVISIONS                        |    |      |   | I S • O         |



# INFRASTRUCTURE DIVISION

**DEPARTMENT OF PUBLIC WORKS** CITY AND COUNTY OF SAN FRANCISCO

| PROFESSION T.  |
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|                |
| NO. E15417     |
| OF CALLY HILLS |

| indian diseasa (n. 1800-1811). Notae il Based (1860-1860). |        |                         |       |
|--|--------|-------------------------|-------|
| DESIGNED:  | DATE:  | APPROVED                |       |
| SS/DY/ZH   | 8/2015 |                         |       |
| DRAWN:   | DATE:  | SECTION MANAGER         | DATE: |
| SS/DY/ZH   | 8/2015 |                         |       |
|  |        | DEPUTY DIVISION MANAGER | DATE  |
| CHECKED:   | DATE:  |                         |       |
| MV/SL  |        |                         |       |
| MY/ 3L   |        | DIVISION MANAGER        | DATE: |

SHEET OF SHEETS 12 OF 22

SOUTH VAN NESS AVE TRAFFIC SIGNAL UPGRADE 15TH STREET AND SOUTH VAN NESS AVENUE CONDUIT AND WIRING SCHEDULE

2569J DRAWING NO. E-2.1

105,269 REV. NO.