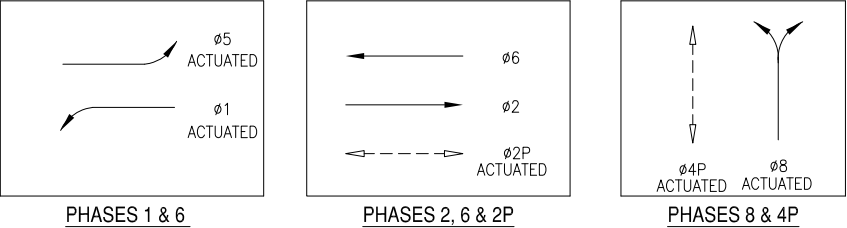


- SHEET NOTES:**
- F/I IN-LINE FUSE HOLDER WITH 40 AMP FUSE FOR IC SERVICE.
  - F/I SIGNALS #27 & #64 ON MAST ARM 32FT FROM CENTER OF POLE.
  - R/C SL PULL BOX SHOWN AND RESTORE DRIVEWAY TO MATCH (E).
  - R/S (E) SL POLE, LUMINAIRE, AND BRACKET ARM.
  - CAP (E) CONDUIT ENDS AND ABANDON IN PLACE.
  - INTERCEPT AND CUT (E) CONDUIT, COUPLE (N) CONDUIT OF SAME SIZE & TYPE TO (E), AND EXTEND TO (N) SL PULL BOX AS SHOWN. R/C (E) WIRING TO NEAREST SPLICE POINT. F/I (N) WIRING AS INDICATED IN CONDUIT & WIRING SCHEDULE ON TS-2.1.
  - F/I WIRELESS VEHICLE DETECTION ACCESS POINTS PER MANUFACTURER'S INSTRUCTIONS, AND IN THE PRESENCE AND DIRECTION OF SFMTA TRAFFIC ENGINEER.
  - (E) POLE TO SUPPORT REPEATER SHOWN TBD IN FIELD BY SFMTA TRAFFIC ENGINEER.
  - F/I (N) PG&E TYPE II PULL BOX A MAXIMUM OF 3FT FROM (E) PG&E SERVICE POLE.
  - STUB-UP (N) CONDUIT RUN #9 ALONG PG&E SERVICE POLE ONE-FOOT FROM GRADE. (SEE NOTE 11 BELOW).
  - CONTRACTOR SHALL CONTACT PG&E THROUGH THE SFMTA TRAFFIC ENGINEER A MINIMUM OF 4 WEEKS IN ADVANCE TO SCHEDULE SERVICE CONNECTION RELATED WORK REQUIRING PG&E CREW AND/OR INSPECTOR TO INCLUDE THE FOLLOWING:
    - PROVIDE CONDUIT STUB-UP LOCATION. PG&E SHALL DETERMINE AND INFORM CONTRACTOR WHICH QUADRANT OF PG&E SERVICE POLE TO INSTALL CONDUIT STUB-UP.
    - PG&E CONDUIT & WIRING WORK. PG&E SHALL PROVIDE CONNECTIONS TO AND EXTENSION OF CONDUIT STUB-UP ALONG PG&E SERVICE POLE AND SHALL INSTALL SERVICE WIRES FROM PG&E SERVICE POLE TO (N) PG&E TYPE II PULL BOX.
    - INSPECTION OF CONTRACTOR'S WORK. PG&E SHALL INSPECT AND APPROVE CONTRACTOR WORK OF (N) PG&E FACILITIES TO INCLUDE (N) PG&E TYPE II PULL BOX AND (N) CONDUIT RUN #9 BEFORE CONTRACTOR IS ALLOWED TO INSTALL WIRES FROM (N) TRAFFIC SIGNAL TYPE IV PULL BOX TO (N) PG&E TYPE II PULL BOX.
    - SERVICE WIRE CONNECTIONS. PG&E SHALL MAKE FINAL SERVICE WIRE CONNECTIONS IN (N) PG&E TYPE II PULL BOX.
  - POLES SUPPORTING TWO PPB'S SHALL HAVE A 4FT x 4FT LANDING CLEARANCE ADJACENT TO AT LEAST ONE OF THE TWO PPB'S. WHERE THE PRIMARY PPB (FACING RAMP) DOES NOT MEET THIS CRITERION, THE SECOND PPB SHALL HAVE A 4FT x 4FT LANDING CLEARANCE. IF 2 PPB'S ARE INSTALLED ON THE SAME POLE FOR THE SAME PHASE, SPLICE OFF ONE SET OF WIRES IN ADJACENT TRAFFIC SIGNAL PULL BOX AND RUN SEPARATE WIRES TO EACH PPB.
  - SEE TS-3.0 FOR INTERCONNECT CONDUIT PLAN & FOR ITMS EQUIPMENT SCHEDULE.

**PHASE SEQUENCE:**

BAYSHORE (SB)	ø6	G	Y	R			
BAYSHORE (SBLT)	ø1	G̅	Y̅	R̅			
BAYSHORE (NB)	ø2	R	G	Y	R		
LOWE'S DRIVEWAY (WB)	ø8	R			G+G̅	Y	R
BAYSHORE (NBLT)	ø5	FYA	Y̅	R̅			
-	-						
PEDS XING LOWE'S DRIVEWAY (E/S)	ø2P	RH	WM	FRH	RH		
PEDS XING BAYSHORE	ø4P	RH			WM	FRH	RH

**PHASE DIAGRAM:**



NO.	DATE	DESCRIPTION	BY	APP.
2	8/16/10	ADJUST LOCATION OF PG&E PULLBOX & CONDUIT	DY	AH
1	8/10/10	REMOVE SIGNALS 41 AND 42	DY	AH
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
**DIVISION OF PARKING AND TRAFFIC - TRAFFIC ENGINEERING**  
**CITY AND COUNTY OF SAN FRANCISCO**



DESIGNED:	DATE:
RJ	7/09
DRAWN:	DATE:
AW/DY	7/09
CHECKED:	DATE:
AH	7/09

APPROVED	
SECTION ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
1" = 10'
SHEET OF SHEETS
7 OF 16

<b>LOWE'S PROJECT</b> <b>BAYSHORE BLVD/LOWE'S DRIVEWAY</b>	
<b>NEW TRAFFIC SIGNALS</b>	

CONTRACT NO.
DRAWING NO. TS-2.0
FILE NO.
REV. NO. 1

