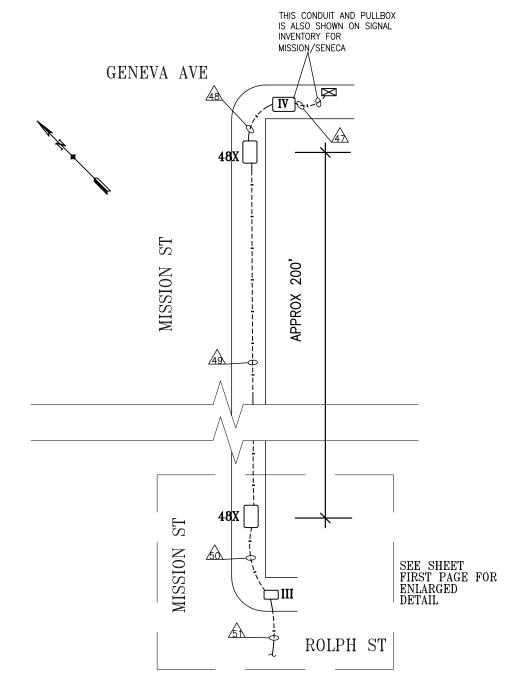


POLE	TYPE OF POLE	LUMINAIRE			VEHICLE SIGNAL			PEDESTRIAN	SIGNAL			
No.	TIPE OF POLE	VOLTAGE/ WATTAGE	No.	TYPE	MOUNTING	VISORS	LOUVERS	No.	TYPE	MOUNTING	REMARKS	
1)	16-2-100 W/ 10' MAST ARM		94	PV3S12"	MAS ②	Т					BACKPLATE	
2	MUNI W/ 6' LUMINAIRE ARM		91	PV3S12"	SV-1-T	Т		98	1S-COUNT	SP-1	APS 2-W EXTERNAL CONDUIT 4	
3	1-A (10')		85	3S12"	TV-1-T	Т		89	1S-COUNT	SP-1	MOUNT AT 1. APS 2-W	
4	PPBP										APS 2-W	
(5)	1-A (10')		62	3S12"	TV-1-T	Т		99	1S-COUNT	SP-1		
6	16-2-100 W/ 8' MAST ARM		21 24	3S12" 3S12"	SV-1-T (24°) MAS 2	T T					APS 2-W BACKPLATE	
7	1-A (10')							28 129	1S-COUNT 1S-COUNT	SP-1 SP-1 (22")	APS 2-W	
8	SL W/ 6'LA	LED 53 W						48	1S-COUNT	SP-1	APS 2-W	
9	1-A (10')		25 142	3S12" PV4S12"GLA	TV-2-T-SFA	T T		29	1S-COUNT	SP-1	APS 2-W	
10	17-2-100 W/ 8' MAST ARM, 6' LUMINAIRE	LED 139 W	111 144	PV3S12" PV4S12"GLA	SV-1-T MAS 2	T T		49	1S-COUNT	SP-1	MOUNT 111 AT APS 2-W BACKPLATE	
1)	SL W/ 6'LA		22	3S12"	SV-1-T	Т		128	1S-COUNT	SP-1	APS 2-W	
12	1-A (7')							118	1S-COUNT	TP-1	APS 2-W	
13	1-A (7')							119	1S-COUNT	TP-1	APS 2-W	
14)	17-2-100 W/ 8' MAST ARM, 6 LUMINAIRE	LED 139 W	82 64	3S12" 3S12"	SV-1-T MAS 2	T T					BACKPLATE MOUNT 82 AT 13'	
15	MUNI		92 81 65	PV3S12" 3S12" 3S12"	SV-3-TA 5	T T T		88	1S-COUNT	SP-1 (22")	APS 2-W EXTERNAL CONDUIT 4	

SHEET NOTES:

- 1> POLE FOUNDATION WAS CHIPPED TO BRING (N) CONDUIT INTO POLE BASE
- 2 MAST ARM PLUMBIZER IS MOUNTED BETWEEN YELLOW AND GREEN SIGNAL HEAD
- 3 SIGNAL IS MOUNTED ON SAME POLE QUADRANT AS THE APS BUTTON
- 4 EXTERNAL RISER ENTERS POLE VIA AN "LB" CONDULET LOCATED OPPOSITE HAND HOLE
- 5 NIPPLE LENGTHS FOR PV HEAD 92 ARE SLIGHTLY LONGER THAN NORMAL TO ALLOW HEAD TO ROTATE



INTERCONNECT WIRING DETAIL NOT TO SCALE

	CHE				
NO.	DATE	DESCRIPTION	BY	APP.	
0	9/20/18	SIGNAL UPGRADE BY 2774J, CONVERTED FROM CT PLN/AS-BLT	DYeung	GdeLeon	
					& FILE NO. OF S
					REFERENCE INFOR
_					



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY CITY AND COUNTY OF SAN FRANCISCO

	SCALE:		CNN NO.
	AS SHOWN	TRAFFIC SIGNAL INVENTORY DIAGRAM	l
DRAWN: DATE:	AS SHOWN		21485000
DYeung 3/2020	SHEET OF SHEETS		REV NO.
CHECKED: DATE:	2 OF 3	MISSION STREET, NIAGARA AVENUE, POPE STREET, AND ROLPH STREET	i
GdeLeon 3/2020			0

DUIT RUN NUMBER	1 /2	3/2	4/5	<u> 6 / A / A</u>	<u> 8 9</u>	1/20/2	<u>11\/12\</u> ,	13/14/2	<u>13 /18 /17</u>		19\20	1/21/22/23	124/	<u> 23 26</u>		28 29 3	1/31/3	2 33	<u> </u>	36 3	138/3	39 40	41 42 43	44/4	3/48/2	<u>4A 48</u>	49 50 51 52 534	<u>\$38</u> 54	<u>£3</u> £6	CONDU
IT SIZE (INCH)					_							2 2 2	_	_				_	_		2 1	1 3				3 2	1 2 2 2 3			AND W
	GRS GRS	SP	GRS	SP	SP	SP	GRS	GRS SP	GR	S SP	SP	GRS SP		SF		GRS GRS SI	SI	Р	GRS	GRS			GRS SP		RS GRS				GRS GRS	SCHEDU
							\perp										\perp			\bot	\perp		GRS	GRS				\longrightarrow		(FURNIS
VEHICLE SIGNAL 144	4 4		4	4	4																			\perp				\longrightarrow		AND IN
VEHICLE SIGNAL 111	3 3		3	3	3																			\perp				\longrightarrow		CONDUI
PED SIGNAL 49	2 2	 	2	2	2	+-+														\perp				\perp				\longrightarrow		
APS PPB XING MISSION ON POLE 10	2 2		2	2	2	+																		\perp				+		and Wi
VEHICLE SIGNAL 22		+-+	3 3	3	3	+																		\perp				\longrightarrow		
PED SIGNAL 128		-	2 2	2	2																			\perp				+		SHEET
APS PPB XING MISSION ON POLE 11			2 2	2	2																			\perp				+		NOTES
VEHICLE SIGNAL 25			\perp				3	3	3	-	3			\perp											\perp			+		
VEHICLE SIGNAL 142			\perp				4	4	4	+	4			_										+				+		1
PED SIGNAL 29							2	2	2		2													\perp				\longrightarrow		4-2" HDPE
APS PPB XING MISSION ON POLE 9							2	2	2		2													\perp				+		SCHEDULE 80 CONDUIT WITH
PED SIGNAL 48							2	2	2		2						\perp			\bot	\perp			\perp	\perp			+		PULL TAPE IN
APS PPB XING POPE ON POLE 8							2	2	2		2						\perp			\bot	\perp			\perp	\perp			+		CONDUIT. IN (THE EMPTY C
PED SIGNAL 129		$\sqcup \bot$	\perp			1	\perp		2 2		2		1		$\perp \downarrow$		++		\perp	\bot					++	_		$\sqcup \sqcup$	$\perp \perp \mid$	THERE ARE T
PED SIGNAL 28		\sqcup	$\perp \perp \perp$	\rightarrow			\rightarrow		2 2	+ +	2	\bot	$\perp \perp$		$\perp \downarrow$	\perp	+			\bot	\bot		-		$\perp \perp$			\longrightarrow	\longrightarrow	AWG STRANDE COPPER LOCA
APS PPB XING POPE ON POLE 7			$\perp \perp \perp$	\perp		\perp	\perp	\bot	2 2		2	\bot	11		$\bot \bot$	$\perp \downarrow \perp$	+		\perp	\bot	$\perp \perp$		\perp	$\bot \bot$	$\perp \perp$	_		$\sqcup \sqcup$	$\perp \perp \perp$	WIRES (ONE V
VEHICLE SIGNAL 24		$\sqcup \bot$	$\perp \perp \perp$				\perp	\perp	3 3		3			\perp	$\perp \downarrow$	\perp	$\bot \bot$			\bot	$\bot\bot$				$\perp \perp$			$\sqcup \sqcup$		BLACK INSULA AND THE OTH
VEHICLE SIGNAL 21			$\perp \perp \perp$	\perp		\perp	\perp	\bot	3 3		3	\bot	11		$\bot \bot$	$\perp \downarrow \perp$	+		\perp	\bot	$\perp \perp$		\perp	$\bot \bot$	$\perp \perp$	_		$\sqcup \sqcup$	$\perp \perp \perp$	WHITE INSULA
APS PPB XING MISSION ON POLE 6		$\sqcup \bot$	$\perp \perp \perp$			\perp	\perp	\perp	2 2		2		\perp	\perp	$\perp \downarrow$		$\bot \bot$		\perp	\bot					$\perp \perp$			$\sqcup \sqcup$		
VEHICLE SIGNAL 92										\perp		3 3				3	3			\bot				\perp				\longrightarrow		
VEHICLE SIGNAL 65												3 3				3	3											\longrightarrow		
VEHICLE SIGNAL 81												2 2				2	2											$\sqcup \sqcup$		
PED SIGNAL 88												2 2				2	2											\sqcup		
APS PPB XING MISSION ON POLE 15												2 2				2	2											$\sqcup \sqcup$		
PED SIGNAL 118													2	2		2	2											$\sqcup \sqcup$		
APS PPB XING NIAGARA ON POLE 12													2	2		2	2											$\sqcup \sqcup$		
PED SIGNAL 119															2	2	2											$\sqcup \sqcup$		
APS PPB XING NIAGARA ON POLE 13															2	2	2											$\sqcup \sqcup$		
VEHICLE SIGNAL 64																3 3	3							\perp				\longrightarrow		
VEHICLE SIGNAL 82																3 3	3											\longrightarrow		
VEHICLE SIGNAL 94																		3		3		3						$\sqcup \sqcup$		
VEHICLE SIGNAL 91																			3	3		3						$\sqcup \sqcup$		
PED SIGNAL 98																			2	2		2						$\sqcup \sqcup$		
APS PPB XING MISSION ON POLE 2																			2	2		2						$\sqcup \sqcup$		
VEHICLE SIGNAL 85																			3	3		3						\sqcup		
PED SIGNAL 89																			2	2 2		2						$\sqcup \sqcup$		
APS PPB XING ROLPH ON POLE 3																			2	2 2		2						$\sqcup \sqcup$		
VEHICLE SIGNAL 62																					3	3						$\sqcup \sqcup$		
PED SIGNAL 99																					2	2								
APS PPB XING ROLPH ON POLE 4																					2	2 2								
		\Box																							$\perp \perp$					
#14 NEUTRAL	3		2				3 1		2 2			4	1		1	2		1	2 2	2	2									
#14 SPARE	3		3	3	3			3		3	3	3		3		6	6			3		3								
TOTAL #14 WIRES	14 14		9 21	21	21		14 5	18	8 10 3	2	32	16 15	5	7	5	8 32	32	4	9 9	20	7 2	2 27								
#10 WIRES NEUTRAL	1	LT	2	2	2			1	2	$_{2}$ $_{-}$ \top	2	1		1		3	3			1		2		$\perp \top$				▂▔▔		
#10 WIRES STREET LIGHT	2		2				2												2										2	
#8 WIRES STREET LIGHT	2		2					2	2							2 2				2			2	2	2 2				2	
#8 WIRES (120 V SERVICE)			\dashv														++			2			2				3	3 2		
#6 BSCW (SEE SHEET NOTE 1)			\dashv	++			+	++		+	\dashv			\dashv	+ +		++		\dashv	+ + -					++		 			
INTERCONNECT 12C CABLE		+	+	++				++		+	+				+		++		+						++	1 1	1 1 1 1	\vdash	\dashv	
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		- [;	reference & File No.	INFORMATION OF SURVEYS		JAD CO		CAND	DANCICA	^∩ MT	MICT	DAT TDANG	ית∧םי	_የ ለጥተ <i></i>	M AC	ENCV						s	CALE:							CNN NO.
		_					9	SAIN I'	KANUIS!	JUMIL	INICI.	PAL TRANS	rukl	IAHU	JN AG	LNCY		M1. *	DATE				NONE		TR	AFFI	C SIGNAL INVENT	ORY DI	AGRAM	
	+					ANT	MY Y		CITY A	ND CO	UNTY	OF SAN FRA	ANCIS	CO			DRAW		DATE:					+						2148 REV NO.
/20/18 SIGNAL UPGRADE BY 2774J, CONVERTED FROM CT PLN, DATE DESCRIPTION	AS-BLT DYeung G	deLeon						"/										ung 3/				s	HEET OF SHEETS	Moo	ON OWN	ייב חוכוכ	ACADA AUBAUIE DADE C	יי מונוקקומי	י זים זאם חז	
TABLE OF REVISIONS		AFF.			1 1/8													KED: I					3 OF 3	WISSI	UN STRI	SET, N	AGARA AVENUE, POPE S	IKEET, AN	ND KOLPHS	TKEET
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST R	EVISION	- 1				(8)	. 55										_ Gael	Leon 3/	ZUZU							CUN	DUIT & WIRING S	JULEUU'	டம்	l o