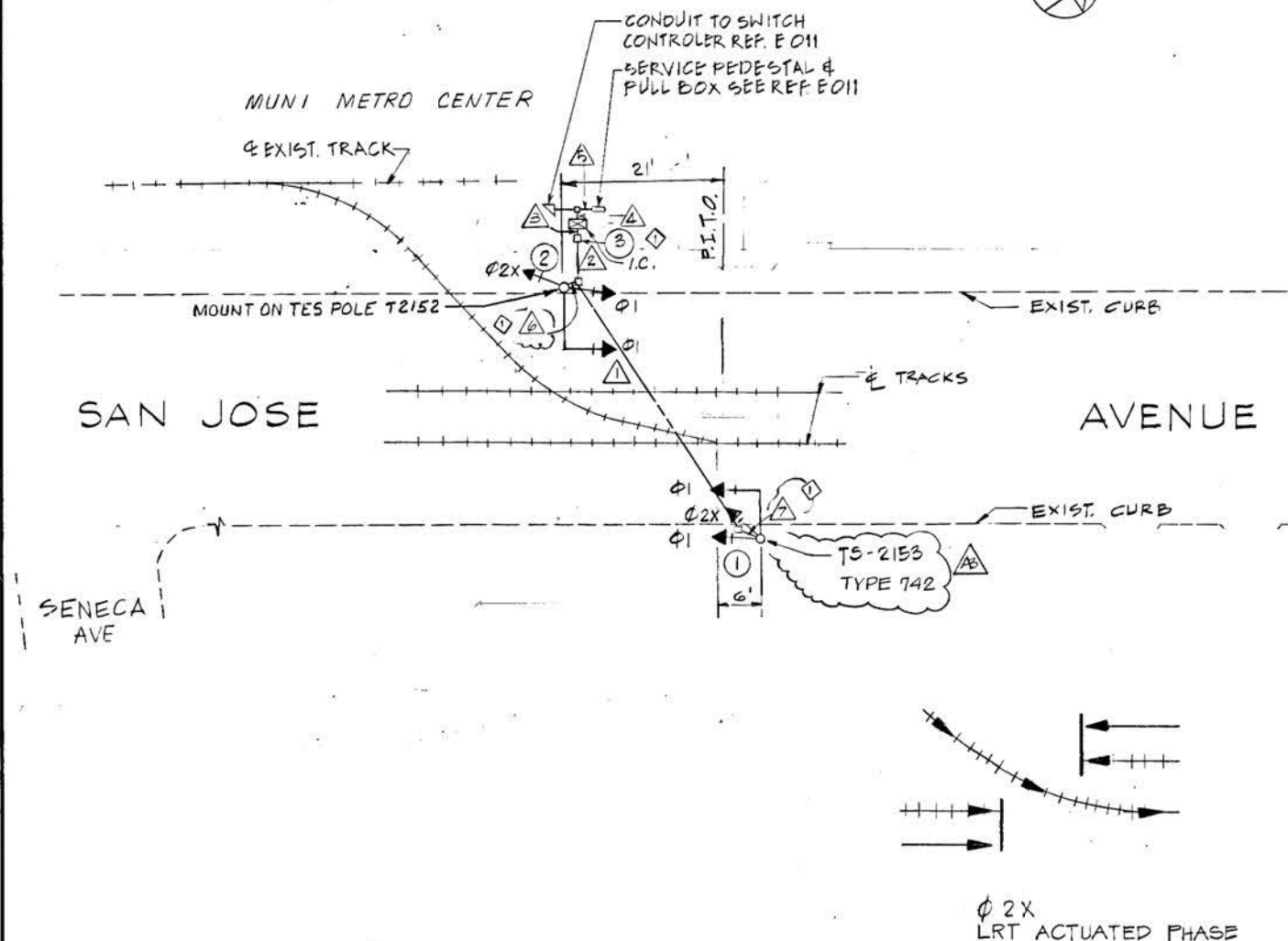
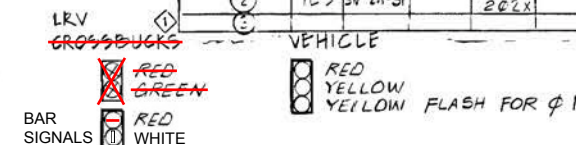




CONDUIT SCHEDULE													
CONDUIT RUN	1	2	3	4	5	6	7	8	9	10	11	12	13
CONDUIT SIZE	2"	2"	2"	1 1/2"	2"	2"	2"	2"	2"	2"	2"	2"	2"
CONDUCTOR SIZE	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14	8 10 14
Ø1 SIGNAL	3	3	3	3	3	3	3	3	3	3	3	3	3
Ø2X SIGNAL	2	2	2	2	2	2	2	2	2	2	2	2	2
SIGNAL NEUTRAL	1	1	1	1	1	1	1	1	1	1	1	1	1
SERVICE					2	2	2	2	2	2	2	2	2
GIRDER/TRAFFIC INTERFACE	1	1	1	1	1	1	1	1	1	1	1	1	1
SPARES	1	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL	18	18	18	18	18	18	18	18	18	18	18	18	18

* PLUS GIRDER SWITCH CONTROL REF. E 011

POLE SCHEDULE													
LOCATION	VEHICLE		PEDESTRIAN SIGNAL		MAST ARM	MAST ARM SIGNAL	LUMINAIRE		FULL BOX				
	STD. TYP.	MOUNTING TYPE	Ø"	12"	TYPE	PHASE	LENGTH	DIST. TO MAST SIG.	TYPE	12"	P.V.	TYPE	TYPE
1	CL-170	SV-23-SF	30"	20"	Ø2X		10'		MAS Ø1	3 Ø1			I
2	TES	SV-24-SF	30"	20"	Ø2X		14'		MAS Ø1	3 Ø1			II



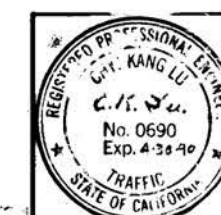
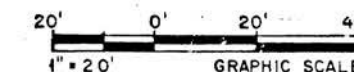
- GENERAL NOTES FOR P-100 SERIES DRAWINGS
- 1) Unless otherwise noted, all construction and materials shall conform with Section 86, Signals and Lighting, of the 1988 State of California Specifications and Standard Plans.
 - 2) Traffic signal field wiring insulation shall be type RUF solid copper wire.
 - 3) Vehicle signal housings shall be cast aluminum.
 - 4) All salvaged equipment shall be delivered to the City of San Francisco Traffic Signal Shop, 901 Rankin St., San Francisco, by the contractor.
 - 5) It is the Contractor's responsibility to notify the Engineer upon finding conditions in the field which are at variance with the plans and/or which may require altering of the plans. Delays in making such notifications may cause substantial delays in the completion and acceptance of the work.
 - 6) Reproducible as-built plans shall be provided to the Engineer before Acceptance.
 - 7) Where splicing is required, contractor shall use type "C" splicing.
 - 8) Locations of equipment are approximate; exact locations shall be determined in the field by the engineer.
 - 9) For TES Pole Schedule see Dwg. Y112 and Y113.

LEGEND FOR P-100 SERIES DRAWINGS

PROPOSED	INDICATES
→	TRAFFIC SIGNAL FACE WITH BACK PLATE
○	MAST ARM STANDARD
○	MAST ARM WITH LUMINAIRE
□	PULL BOX
□	INTERSECTION CONTROLLER (I.C.)
---	CONDUIT (RIGID METAL)
○	PEDESTRIAN SIGNAL
□	EXISTING INTERSECTION CONTROLLER
○	EXISTING TRAFFIC SIGNAL

NOTES:

1. PRE-TIMED CONTROLLER TYPE "M" CABINET.



Converted red X/green X signals to red/white bar signals (thru SRC 2017-224) & Ø1 signals from 8" to 12" signals (thru SRC 2014-237)			
9-3-17	12" signals (thru SRC 2014-237)	TY	MV
4-93	AS BUILT CORRECT	CM	CM
4-93	REVISED FOR ADDENDUM NO. 1	CKL	GPS
DATE	DESCRIPTION	BY	APPROVED

Parsons Brinckerhoff
1625 VAN NESS AVE., SAN FRANCISCO, CA. 94109

CONTRACT NO. M.R. 801

CITY AND COUNTY OF SAN FRANCISCO
PUBLIC UTILITIES COMMISSION
UTILITIES ENGINEERING BUREAU

MUNICIPAL RAILWAY J LINE CONNECTION
TRAFFIC SIGNAL PLAN
SAN JOSE AVE & METRO
CENTER PULL-OUT

DESIGNED BY	RM	OR	BL	SCALE	1" = 20'
CHECKED BY	DM	TR		DATE	8-19-88
APPROVED					
DEPUTY GENERAL MANAGER					
PUBLIC UTILITIES COMMISSION					
DRAWING NO.					
REVISION NO.					

SHEET 168 OF 385 CL-6861

P101