

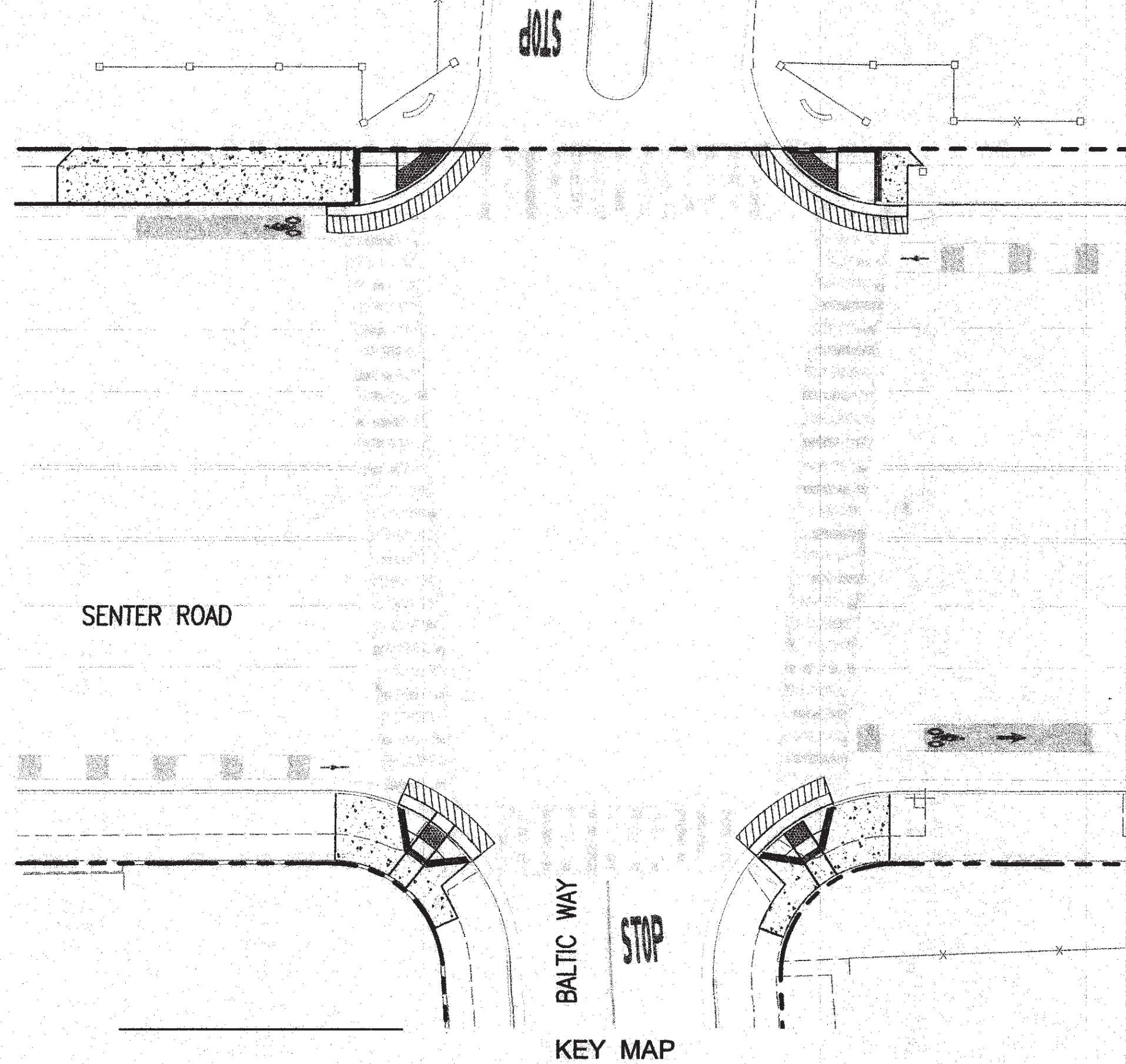
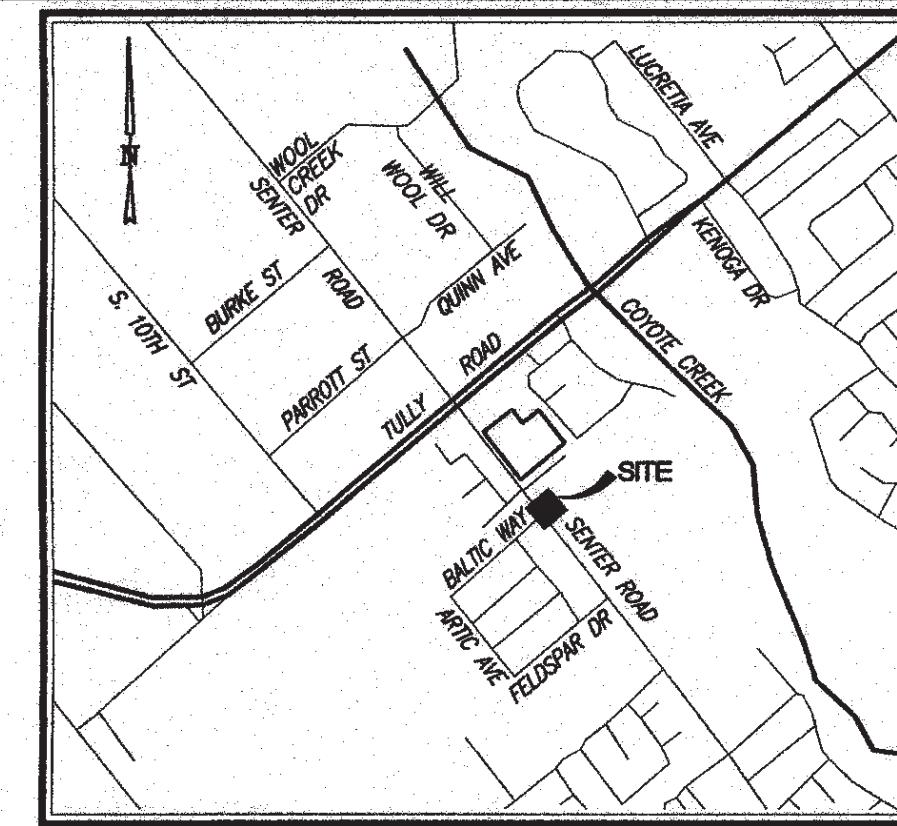
**CITY STANDARD NOTES**

NOTE: THIS DRAWING IS APPROVED SUBJECT TO:

- APPROVAL OF THESE PLANS DOES NOT RELEASE THE OWNER OF THE RESPONSIBILITY FOR THE CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN. IF DURING THE COURSE OF CONSTRUCTION OF THE IMPROVEMENTS, PUBLIC INTEREST REQUIRES A MODIFICATION OF OR A DEPARTURE FROM THE CITY SPECIFICATIONS OR THESE IMPROVEMENT PLANS, THE CITY ENGINEER SHALL HAVE THE AUTHORITY TO REQUIRE SUCH MODIFICATION OR DEPARTURE AND TO SPECIFY THE MANNER IN WHICH THE SAME IS TO BE MADE.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 1992 STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION AND THE 1992 STANDARD DETAILS AND SUBSEQUENT ADDENDA FOR PUBLIC WORKS CONSTRUCTION AS ADOPTED BY THE CITY COUNCIL. A DIGITAL COPY OF THE SPECIFICATIONS AND DETAILS IS AVAILABLE AT [HTTP://WWW.SANJOSECA.GOV/INDEX.ASPX?NID=3463](http://www.sanjoseca.gov/index.aspx?nid=3463)
- CONTRACTOR SHALL NOTIFY THE PROJECT INSPECTOR AT LEAST 48 HOURS PRIOR TO STARTING WORK.
- ALL CONTRACTORS WILL BE RESPONSIBLE FOR THE VERIFICATION OF LOCATIONS OF ALL EXISTING UTILITIES IN THE FIELD. ALL CONTRACTORS SHALL CALL U.S.A. (CA 1-800-227-2600) 48 HOURS BEFORE DIGGING, AND OBTAIN AN IDENTIFICATION NUMBER (SECTION 4210.1 OF THE GOVERNMENT CODE).
- COMPACT SUBGRADE FOR SIDEWALK AND SIMILAR STRUCTURES TO 90% MINIMUM RELATIVE DENSITY IN LIEU OF THE 95% REQUIRED IN SECTION 21-1.05 OF THE STANDARD SPECIFICATIONS. COMPACT SUBGRADE FOR CURB, GUTTER AND DRIVEWAYS TO 95%. RELATIVE COMPACTION AND MOISTURE CONTENT OF ALL NATIVE MATERIALS SHALL BE DETERMINED BY ASTM D2922 / D3017 AND D1557.
- ALL ASPHALT CONCRETE MIX SHALL BE TYPE "A" - 3/4" COARSE FOR BASE, 3/4" MEDIUM FOR SURFACE AND 1/2" MEDIUM FOR CONFORMS. AC COMPACTION SHALL BE DETERMINED BY ASTM D2950 OR BY TESTING CORES SELECTED PER ASTM D879 / D3665 AND TESTED PER CAL 308. AC MAXIMUM DENSITY AND AIR VOID CONTENT SHALL BE DETERMINED ON CAL 304 SPECIMENS TESTED PER ASTM D1188. AIR VOID CONTENT OF ALL AC SHALL BE 3-6% PER ASTM D3203. PRIOR TO CONSTRUCTING AC OVERLAY, FILL ALL CRACKS GREATER THAN 1/4" WIDE WITH CRACKFILLER AND REMOVE AND REPLACE FAILED AREAS. ALL AC SURFACES TO BE 98% RELATIVE COMPACTION (I.O.N.).
- ASPHALT COATING:
  - APPLY TACK COAT (A/C PAINT BINDER) TO SURFACES DESIGNATED IN, AND IN ACCORDANCE WITH SECTION 39-4.02 OF THE 1988 CALTRANS STANDARD SPECIFICATIONS. THE ASPHALT EMULSION USED SHALL BE SS-1H.
  - PRIME COAT ALL AGGREGATE BASE SURFACES PRIOR TO PLACING A.C. PAVING UNLESS THE TOTAL THICKNESS OF A.C. PAVING IS 0.5 FOOT OR GREATER. PRIME COAT ALL AGGREGATE BASE SURFACES THAT WILL BE SUBJECT TO TRAFFIC PRIOR TO PAVING.
  - CONSTRUCT PRIME COAT IN ACCORDANCE WITH SECTION 39-4.02 OF THE 1988 CALTRANS STANDARD SPECIFICATION, WITH THE EXCEPTION THAT SS-1H ASPHALT EMULSION SHALL BE USED IN LIEU OF LIQUID ASPHALT. PRIME COAT NOT REQUIRED FOR FULL DEPTH AC ALTERNATE.
- ALL IRRIGATION LINES OR OTHER PRIVATELY OWNED UNDERGROUND LINES THAT REQUIRE RELOCATION AS DETERMINED BY THE CITY ENGINEER SHALL BE AT THE SOLE EXPENSE OF THE DEVELOPER.
- TEMPORARY STREET SIGNS TO BE INSTALLED AT ALL INTERSECTIONS BEFORE UNITS ARE OCCUPIED.
- AS A WATER CONSERVATION MEASURE, USE OF FIRE HYDRANT WATER OR ANY OTHER SOURCE OF POTABLE WATER FOR CONSTRUCTION PURPOSES IS PROHIBITED. RECLAIMED WATER IS AVAILABLE, ON A COST RECOVERY BASIS, AT THE CITY WATER POLLUTION CONTROL PLANT LOCATED AT 700 LOS ESTEROS ROAD. FOR MORE INFORMATION, PLEASE CALL LYLE FROHMAN AT (408) 794-8805.
- HAZARDOUS MATERIALS:
  - UPON DISCOVERY OF HAZARDOUS MATERIAL THE CONTRACTOR SHALL PROMPTLY NOTIFY THE CITY IN WRITING OF ANY MATERIAL THAT THE CONTRACTOR BELIEVES MAY BE HAZARDOUS WASTE, AS DEFINED IN SECTION 25117 OF THE HEALTH AND SAFETY CODE, THAT IS REQUIRED TO BE REMOVED TO A CLASS I, OR CLASS II DISPOSAL SITE IN ACCORDANCE WITH PROVISIONS OF EXISTING LAW.
  - SUBSURFACE OR LATENT PHYSICAL CONDITIONS AT THE SITE DIFFERING FROM THOSE INDICATED.
  - UNKNOWN PHYSICAL CONDITIONS AT THE SITE OF ANY UNUSUAL NATURE, DIFFERENT MATERIALLY FROM THOSE ORDINARILY ENCOUNTERED AND GENERALLY RECOGNIZED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE CONTRACT. THE DEVELOPER'S AGENT SHALL PROMPTLY INVESTIGATE THE SUSPECTED CONDITION AND, AS NECESSARY, INITIATE FURTHER ANALYSIS OF THE PROBLEM. IF RELOCATION IS REQUIRED, A RELOCATION PLAN WILL BE SUBMITTED TO THE DIRECTOR OF PUBLIC WORKS FOR REVIEW BY ENVIRONMENTAL MANAGEMENT AND, UPON APPROVAL BY THE DIRECTOR, BE IMPLEMENTED AT DEVELOPER'S SOLE EXPENSE.
- IN THE EVENT THAT HUMAN REMAINS AND/OR CULTURAL MATERIALS ARE FOUND, ALL PROJECT-RELATED CONSTRUCTION SHOULD CEASE WITHIN A 100-FOOT RADIUS. THE CONTRACTOR SHALL, PURSUANT TO SECTION 7050.5 OF THE HEALTH AND SAFETY CODE, AND SECTION 5097.04 OF THE PUBLIC RESOURCES CODE OF THE STATE OF CALIFORNIA, NOTIFY THE SANTA CLARA COUNTY CORONER IMMEDIATELY.
- CONTRACTOR SHALL PROVIDE VIDEO INSPECTION OF ALL STORM AND SANITARY SEWER MAINS. VIDEO INSPECTION OF ALL MAINS SHALL BE PERFORMED AFTER ALL TESTING HAS BEEN COMPLETED.
- CONTRACTOR SHALL REMOVE ALL U.S.A. MARKINGS AS SOON AS THEY ARE NO LONGER NEEDED. ONLY CHALK PAINT SHALL BE USED IN THE REDEVELOPMENT AREA (BOUNDED BY JULIAN STREET AND HIGHWAY 280, AND BETWEEN HIGHWAY 87 AND FOURTH STREET). REMOVAL OF PAINT SHALL BE BY HIGH WATER PRESSURE METHOD ONLY.
- STORM DRAIN INLETS:
  - STENCILING LOCATION: CONTRACTOR SHALL STENCIL ALL STORM DRAIN INLETS AND CATCH BASINS WITH THE "NO DUMPING - FLOWS TO NEIGHBORHOOD CREEK" STENCIL. THE "NO DUMPING" MESSAGE SHOULD BE APPLIED TO BOTH THE TOP OF THE CURB AND THE FACE OF THE CURB NEXT TO THE STORM DRAIN INLET, PREFERABLY ON THE LEFT SIDE. IF THIS IS NOT FEASIBLE, PLACE THE MESSAGE IN THE STREET IN FRONT OF THE INLET.
  - PREVIOUSLY MARKED INLETS: INLETS THAT HAVE ALREADY BEEN LABELED WITH PERMANENT PLASTIC "NO DUMPING" MARKERS DO NOT NEED STENCILING. IF THE INLET HAS BEEN PREVIOUSLY STENCILED, PAINT OVER THE OLD PAINT AND APPLY A FRESH STENCIL.
  - COLORS AND MATERIALS: WHITE TRAFFIC STRIPING PAINT FOR THE BACKGROUND AND BLUE TRAFFIC STRIPING PAINT FOR THE LETTERING. TRAFFIC STRIPING PAINT CAN BE PURCHASED AT COMMERCIAL PAINT RETAILERS OR THROUGH SPECIALTY TRAFFIC CONTROL OR CONSTRUCTION SUPPLIERS. AT NO CHARGE, THROUGH THE ENVIRONMENTAL SERVICE DEPARTMENT. CONTACT SUZANNE THOMAS AT 408-945-3000.
- INSTALLATION OR REMOVAL OF STREET TREES REQUIRES A PERMIT FROM THE DEPARTMENT OF TRANSPORTATION. THE CITY ARBORIST WILL SPECIFY SPECIES. CONTACT THE CITY ARBORIST AT (408) 794-1901 FOR A TREE PERMIT.
- SANITARY AND STORM PIPES
  - ALL VCP PIPE APPLICATIONS 10" IN DIAMETER AND GREATER SHALL REQUIRE RESILIENT COMPRESSION JOINTS (BELL & SPIGOT) AS PER SECTION 1302-4.2.2 OF THE CITY STANDARD SPECIFICATIONS. COMPRESSION COUPLINGS (BAND SEALS) ARE ALLOWED FOR VCP PIPE APPLICATIONS OF UP TO 8" IN DIAMETER AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
  - ALL STORM DRAIN LATERALS TO BE 12" RCP UNLESS NOTED OTHERWISE.
  - ALL SANITARY SEWER LATERALS TO BE 4" VCP UNLESS NOTED OTHERWISE.
  - ALL SANITARY SEWER LATERALS TO HAVE A CLEANOUT INSTALLED ON-SITE WITHIN 5 FEET OF PROPERTY LINE.
  - BOLT-DOWN MANHOLE COVERS SHALL BE USED WHEN MANHOLES ARE NOT IN THE STREET (I.E. WHEN LOCATED IN LANDSCAPED AREAS, SIDEWALKS, ON-SITE EASEMENTS, ETC.).
- IF CONTRACTOR DAMAGES EXISTING ASPHALT SECTION DURING THE REMOVAL OF EXISTING CURB AND GUTTER OR AT THE DISCRETION OF THE PROJECT INSPECTOR, THE ASPHALT CONCRETE SHALL BE REPAIRED BY SAWCUTTING 12" MINIMUM FROM THE LIP OF GUTTER AND INSTALLING A 12" MINIMUM "DEEP-LIFT" AC SECTION.
- CITY SURVEY MONUMENTS SHALL BE PRESERVED. IN THE EVENT THAT A CITY MONUMENT IS LOST TO CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL, AT THE CONTRACTOR'S SOLE EXPENSE, BE RESPONSIBLE FOR ITS RE-ESTABLISHMENT AND THE FILING OF A CORNER RECORD WITH THE COUNTY'S SURVEYOR'S OFFICE. A RECORD OF SURVEY SHALL BE FILED FOR ALL NEW CITY MONUMENTS SET IN CONJUNCTION WITH THIS IMPROVEMENT PLAN, UNLESS A FINAL OR PARCEL MAP REQUIRING SMD MONUMENTS IS RECORDED AS PART OF THIS PROJECT.
- PAVEMENT MARKING AND STRIPING LAYOUT AND TRAFFIC SIGNAL LOOP LAYOUT SERVICES SHALL BE PROVIDED BY THE DEVELOPER'S ENGINEER, SURVEYOR, OR OTHER QUALIFIED PERSONNEL.
- BENCH MARK: SEE BENCH MARK ON THIS SHEET.
- PLAN REFERENCES: N/A

# PLAN FOR THE IMPROVEMENT OF BALTIC WAY AND SENTER ROAD INTERSECTION

SAN JOSE CALIFORNIA  
COYOTE CREEK MOBILE HOME COMMUNITY



**ELECTRICAL NOTES - STREET LIGHTING**

- MATERIALS SUBMITTAL:
  - LIST OF THE MATERIALS PROPOSED BY THE CONTRACTOR TO BE USED ON THIS PROJECT FOR STREET LIGHTING INCLUDING, BUT NOT LIMITED TO LUMINAIRES, POLES, CONDUIT, CONDUCTORS, PULL BOXES, AND SERVICE EQUIPMENT SHALL BE SUBMITTED TO THE CITY'S PROJECT INSPECTOR FOR REVIEW PRIOR TO THE START OF WORK. THIS LIST SHALL INCLUDE THE MANUFACTURER'S SPECIFICATIONS FOR ALL APPLICABLE PRODUCTS.
- SERVICES:
  - CONTRACTOR SHALL INSTALL A 240V SERVICE NEXT TO EACH PG&E SECONDARY BOX USED FOR STREETLIGHT SERVICE, UNLESS SPECIFIED OTHERWISE.
  - ALL ELECTRIC SERVICE POINTS SHOWN ON THESE PLANS WERE DETERMINED BY PG&E AND ARE TENTATIVE AND SHOWN FOR REFERENCE ONLY. THE ACTUAL SERVICE POINT(S) MUST BE CONFIRMED WITH PG&E PRIOR TO CONSTRUCTION OF ELECTRICAL WORK. ALL ADDITIONAL COSTS INCURRED FOR WORK MODIFICATIONS REQUIRED DUE TO FINAL SERVICE POINT LOCATIONS/ADJUSTMENTS SHALL BE BORNE BY THE PERMITTEE. IF THE FINAL SERVICE POINT LOCATION(S) DIFFER FROM THE TENTATIVE LOCATION(S) SHOWN ON THE PLANS, THE PERMITTEE SHALL REVISE THE PLANS AND NOTIFY THE PUBLIC WORKS INSPECTOR OF ANY CHANGES AND SHALL OBTAIN CITY APPROVAL OF CHANGES PRIOR TO INSTALLATION OF ELECTRICAL WORK.
- SAVAGE OF EQUIPMENT:
  - STREET LIGHTING EQUIPMENT TO BE SALVAGED SHALL BE DELIVERED TO THE CITY OF SAN JOSE ELECTRICAL MAINTENANCE SHOP AT 1404 MANSURY ROAD. CONTACT THE DEPARTMENT OF TRANSPORTATION AT (408) 794-1909, 48 HOURS IN ADVANCE TO ARRANGE FOR ACCEPTANCE OF SALVAGED EQUIPMENT.
- OVERHEAD UTILITY CONFLICTS:
  - PERMITTEE IS RESPONSIBLE FOR PROVIDING CLEARANCE FOR ELECTROLYTERS AND TRAFFIC SIGNAL STANDARDS FROM OVERHEAD UTILITY LINES. CLEARANCE MUST BE A MINIMUM OF 10 FEET FROM HIGH VOLTAGE LINES, 3 FEET FROM SECONDARY LINES AND 1 FOOT FROM COMMUNICATION LINES. NO ELECTROLYTER OR TRAFFIC SIGNAL STANDARD SHALL BE INSTALLED UNTIL PROPER CLEARANCE IS OBTAINED. ALL EXPENSES ASSOCIATED WITH PROVIDING THESE CLEARANCES SHALL BE BORNE BY THE DEVELOPER.
- ALL ELECTROLYTER LOCATIONS SHALL BE STAKED IN THE FIELD BY THE PERMITTEE.
- ALL NEW CONDUIT SHALL BE RIGID NON-METALLIC PVC SCHEDULE 40 UNLESS NOTED OTHERWISE.
- ALL NEW ELECTROLYTERS SHALL BE TYPE 10B POLE ON A TYPE 2 FOUNDATION WITH C-8 MAST ARM AND LUMINAIRE AS INDICATED UNLESS NOTED OTHERWISE.
- ALL GROUND RODS OR GROUNDING ELECTRODE SHALL BE INSTALLED IN THE PULL BOX ADJACENT TO THE STREET LIGHT.
- A CONTINUOUS #10 AWG GREEN GROUNDING CONDUCTOR SHALL BE INSTALLED FOR EACH NEW LUMINAIRE ON NEW OR RE-WIRED ELECTROLYTERS. THE GROUNDING CONDUCTOR SHALL BE TERMINATED IN THE LUMINAIRE HOUSING AND CONNECTED TO THE GROUNDING WIRE IN THE BASE OF THE POLE. WHEN AN EXISTING ELECTROLYTER BEING MODIFIED IN ANY FASHION IS FOUND TO BE DEFICIENT IN MEETING CURRENT ELECTRICAL CODE THE PERMITTEE SHALL MAKE ALL CORRECTIONS NEEDED TO BRING IT TO CODE.
- PERMITTEE SHALL PAINT AND RE-NUMBER EXISTING PAINTED ELECTROLYTERS AS INDICATED IN THE PLANS OR AS DIRECTED BY PROJECT INSPECTOR.
- NEW PULL BOXES SHALL BE CSI STANDARD #3 PULL BOX UNLESS NOTED OTHERWISE. NEW PULL BOXES SHALL BE POLYMER CONCRETE AND SHALL HAVE LIDS WITH A NON-SLIP POLYMER TOP SURFACE. PULL BOX LID REPLACEMENTS FOR EXISTING #1 1/2 CONCRETE PULL BOXES SHALL HAVE A NON-SLIP POLYMER TOP SURFACE OR A POLYUREA LINING MATERIAL. ALL NEW PULL BOXES AND REPLACEMENT LIDS SHALL BE THEFT DETERRANT AND SHALL CONFORM TO ANS/SCIE 77 TIER 22 AND LIDS SHALL BE SECURED BY A MINIMUM OF TWO 1/2 - 13 THREADED BY 1 1/2" LONG SECURITY BOLTS. ALL METALLIC CONDUCTIVE PARTS SHALL BE BONDED BY A BONDING JUMPER WITH A RING TERMINAL AND A SELF-LOCKING WASHER.

**SHEET INDEX**

1 OF 8	COVER SHEET
2 OF 8	INTERSECTION PLAN
3 OF 8	SIGNING & STRIPING
4 OF 8	TRAFFIC SIGNAL
5 OF 8	TRAFFIC SIGNAL
6 OF 8	TRAFFIC SIGNAL
7 OF 8	TRAFFIC SIGNAL
8 OF 8	TRAFFIC SIGNAL

**BENCHMARK**

CITY OF SAN JOSE BENCHMARK NO. 716: CHISELED SQUARE ON THE TOP OF CURB AT THE NORTHERLY END OF THE NORTHEAST CURB RETURN AT SENTER ROAD AND TULLY ROAD.  
ELEVATION = 120.48'  
DATE: NVD 1929 MSL

**GENERAL NOTES**

THE CIVIL ENGINEER, JMH WEISS, INC.  
1731 TECHNOLOGY DRIVE, SUITE #880  
SAN JOSE, CA 95110  
PHONE: (408) 790-4982

THE CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING, BUT NOT LIMITED TO, SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND ENGINEERS HARMLESS FROM ANY LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER AND/OR ENGINEER.

SENTER ROAD	A	1.30	-	0.50	0.25	0.50
	B	-	-	0.50	0.25	0.50
	C	-	-	0.50	0.25	0.50
STREET NAME	TOTAL ASPHALT PAVEMENT (IN FEET)	1	-	-	-	-
	STREET AGG. BASE (IN FEET)	2	-	-	-	-
	BASE MATERIAL (IN FEET) CLASS 3 AGGREGATE BASE UNLESS OTHERWISE SPECIFIED	3	-	-	-	-

INDICATES FULL PAVEMENT (1); TYPE "A" AC (2); SECTION 28  
INDICATES CLASS 2 AGGREGATE BASE  
INDICATES CLASS 3 AGGREGATE BASE

REVISIONS	DESIGN BY	DESIGN DATE	CITY APPR.	APPR. DATE

**COVER SHEET**

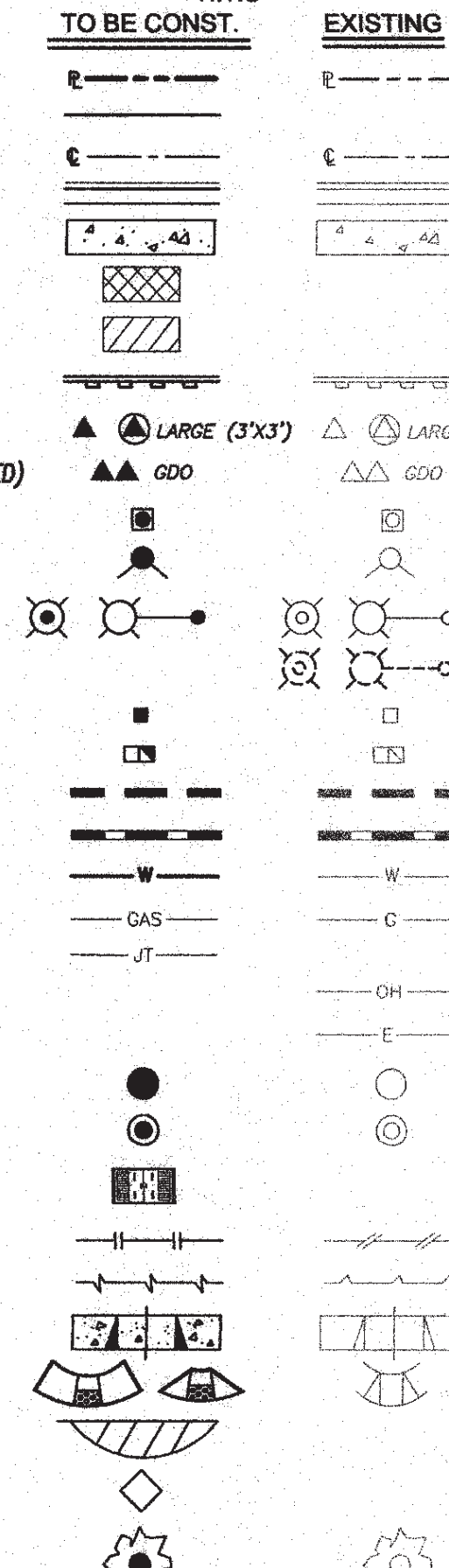
**LEGEND**

**DESCRIPTION**

- PROPERTY LINE
- LIMITS OF WORK OR BOUNDARY
- CENTERLINE
- CURB AND GUTTER
- SIDEWALK
- NEW PAVEMENT
- GRIND & OVERLAY
- STANDARD CITY BARRICADE
- STANDARD HOODED INLET
- ALTERNATE DRAINAGE INLETS (TYPE AS NOTED)
- CITY SURVEY MONUMENT
- FIRE HYDRANTS
- ELECTROLYTER
- RELOCATED/REMOVED ELECTROLYTER
- PULL BOX
- P G & E SERVICE POINT
- SANITARY SEWER
- STORM SEWER
- WATER LINE
- GAS LINE
- JOINT TRENCH
- OVERHEAD
- ELECTRIC SERVICE
- SANITARY MANHOLE
- STORM MANHOLE
- UTILITY VAULT
- ELECTRICAL CONDUIT
- EDGE OF PAVEMENT
- DRIVEWAY
- HANDICAP RAMP
- PAVING CONFORM OR OVERLAY TO FORM SMOOTH A.C. TRANSITION
- KEY TO CHANGES
- STREET TREES

**LOCATION MAP**

**TO BE CONST.**



**ABBREVIATIONS:**

- ANGPT ANGLE POINT
- ARV AIR RELEASE VALVE
- ASB AGGREGATE SUBBASE
- BC BEGIN CURVE
- BFP BACK FLOW PREVENTER
- BO BLOWOFF VALVE
- B/W BACK OF WALK
- CB CATCH BASIN (STORM)
- C&G CURB & GUTTER
- CL CENTERLINE
- CR CURB RAMP
- DIP DUCTILE IRON PIPE
- DDC DOUBLE DETECTOR CHECK DRIVEWAY
- EASE EASEMENT
- EP EDGE OF PAVEMENT
- ER END OF RETURN
- FG FINISH GRADE
- FH FIRE HYDRANT
- FL FLOW LINE
- FS FIRE SERVICE
- F/W FRONT OF WALK
- GB GRADE BREAK
- GP HIGH POINT
- HP HANDICAP PARKING
- INV INVERT
- LAT LATERAL
- LP LOW POINT
- Lt, Rt LEFT, RIGHT
- PUE PUBLIC UTILITY EASEMENT
- PVC POLYVINYL CHLORIDE
- RCP REINFORCED CONCRETE PIPE
- R/W, F/W RIGHT OF WAY, SANITARY SEWER
- SS SANITARY SEWER CLEAN OUT
- SDI STORM DRAIN INLET
- SDMH STORM DRAIN MANHOLE
- SSMH SANITARY SEWER MANHOLE
- SSslat SANITARY SEWER LATERAL
- SW SIDEWALK
- SI SIGNAL
- T TELEPHONE
- TBA TO BE ABANDONED
- TC TOP OF CURB
- TDC TOP OF DEPRESSED CURB
- TL TRAFFIC LIGHT
- TRC TOP OF ROLLED CURB
- TS TRAFFIC SIGNAL
- TVC TOP OF VERTICAL CURB
- WLC WHEELCHAIR
- WM WATER LINE EASEMENT
- WM WATER METER
- WS WATER SERVICE
- WV WATER VALVE
- XW CROSSING

**SENTER ROAD AND BALTIC WAY**

JMH WEISS, INC.  
Civil Engineering - Surveying - Land Planning  
1731 Technology Drive, CA 95110  
Tel: (408) 790-4982  
www.jmwinc.com

**DEPARTMENT OF PUBLIC WORKS**

PERMIT # 17-032319  
PROJECT # 3-02651

PROJECT ENGINEER: *[Signature]* DATE: 9/10/18  
INSPECTOR: GABRIEL SILVA  
DATE: 9/12/18

PROJECT: GABRIEL SILVA  
VM: 408-535-3532

CITY OF SAN JOSE  
CAPITAL OF SILICON VALLEY

APPROVED BY MATT CHAO  
DIRECTOR OF PUBLIC WORKS

SHEET 1 OF 8

CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING, BUT NOT LIMITED TO, SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND ENGINEERS HARMLESS FROM ANY LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER AND/OR ENGINEER.







**GENERAL NOTES (CONTINUED):**

**TESTING**

24. INSULATION RESISTANCE OF THE TRAFFIC SIGNAL SYSTEM SHALL BE TESTED USING THE FOLLOWING PROCEDURE:
- CONFIRM THAT ALL FIELD CONNECTIONS IN VEHICLE HEADS, PEDESTRIAN HEADS AND OTHER INDICATIONS ARE TERMINATED.
  - TERMINATE ALL FIELD WIRES FOR VEHICLE HEADS, PEDESTRIAN HEADS, AND OTHER INDICATIONS IN THE TRAFFIC SIGNAL CONTROLLER CABINET.
  - CONNECT ONE TEST LEAD OF THE MEGGER TO THE NEUTRAL FIELD WIRES AND THE OTHER TEST LEAD TO THE MAIN GROUNDING WIRE.
  - PERFORM THE MEG TEST AND READ THE RESULTS TO THE PROJECT INSPECTOR.

NEW INSTALLATIONS SHALL HAVE AN INSULATION RESISTANCE OF NOT LESS THAN 10 MEGOHMS.

SIGNAL MODIFICATIONS REQUIRE AN INSULATION RESISTANCE TEST PRIOR TO ANY WORK BEING CONDUCTED AND THE RESULTING VALUE RECORDED BY THE CITY PROJECT INSPECTOR. FOLLOWING THE COMPLETION OF THE MODIFICATION WORK, THE INSULATION RESISTANCE SHALL BE CHECKED AND THE RESULTING VALUE MUST BE EQUAL OR BETTER THAN THE RECORDED INSULATION RESISTANCE VALUE PRIOR TO THE MODIFICATION.

**TRAFFIC SURVEILLANCE CAMERA -- GENERAL**

25. CONTRACTOR SHALL FURNISH AND INSTALL A CLOSED-CIRCUIT TELEVISION (CCTV) SURVEILLANCE CAMERA FOR THIS INTERSECTION. THE CAMERA SHALL BE A PELCO SPECTRA IV SE CAMERA SYSTEM, PART NO. SD436-PG-EO, CONSISTING OF A 36X DAY/NIGHT CAMERA WITH 360 DEGREE CONTINUAL ROTATION AND A DOME TYPE HOUSING WITH A SMOKED LENS. THE SPECTRA IV CAMERA SYSTEM SHALL BE MOUNTED APPROXIMATELY SIX INCHES BELOW THE TOP OF THE POLE SHAFT AS SHOWN IN THE PLANS. THE MOUNTING BRACKET SHALL CONSIST OF A PELCO BRACKET WITH BUILT-IN TRANSFORMER AND A POLE ADAPTER, PART NUMBERS IWM24-GY AND PA402 RESPECTIVELY.

A 3/4 INCH FLEXIBLE METALLIC LIQUID-TIGHT CONDUIT SHALL BE INSTALLED BETWEEN THE PORT ON THE UNDERSIDE OF THE CAMERA MOUNTING BRACKET AND A HOLE OF APPROPRIATE DIAMETER DRILLED IN THE SIDE OF THE POLE SHAFT. THE CONDUIT SHALL BE CONSTRUCTED OF HELICALLY-WOUND GALVANIZED STEEL WITH PVC LINING AND GREY PVC OUTER COATING, SEALTIGHT BRAND, OR APPROVED EQUAL. THE CONDUIT SHALL BE INSTALLED SO AS TO FORM A DRIP LOOP APPROXIMATELY 12 INCHES BELOW THE LEVEL OF THE CAMERA BRACKET. GALVANIZED STEEL FITTINGS SHALL BE USED AT CONDUIT CONNECTIONS WITH THE CAMERA MOUNTING BRACKET AND POLE SHAFT.

**TRAFFIC SURVEILLANCE CAMERA -- WIRING**

26. DATA/CONTROL LEAD-IN CABLE FOR THE SPECTRA IV SE SURVEILLANCE CAMERA SHALL BE CATEGORY 5E (CAT5E) UNSHIELDED CABLE SHALL BE DATATUFF WATERBLOCKED 7934A AS MANUFACTURED BY BELDEN, OR EQUAL. CABLE SHALL BE OUTDOOR RATED, UNSHIELDED, INDUSTRIAL ETHERNET CABLE AND SHALL BE SUITABLE FOR UNDERGROUND USE. COPPER PAIRS SHALL BE 24 AWG SOLID COPPER AND HAVE SOLID POLYOLEFIN INSULATION. THE CABLE SHALL HAVE A LINEAR LOW DENSITY POLYETHYLENE OUTER JACKET. OUTSIDE DIAMETER OF THE COMPLETE CABLE SHALL BE 0.230 IN. CABLE SHALL CONFORM WITH ISO/IEC 11801 STANDARDS. CABLE SHALL SUPPORT EQUIPMENT RATED FOR A MINIMUM OF 1 GBPS DATA THROUGHPUT. CABLE SHALL BE UL RATED FOR SUNLIGHT RESISTANCE, OIL RESISTANCE, AND A MAXIMUM OPERATING VOLTAGE OF 300 V RMS.
27. POWER LEAD-IN CABLE FOR TRAFFIC SURVEILLANCE CAMERA SHALL CONTAIN FOUR (4) 14 AWG STRANDED COPPER CONDUCTORS, HAVE PE INSULATION, A PVC JACKET, AND MEET INTERNATIONAL MUNICIPAL SIGNAL ASSOCIATION (IMSA) SPECIFICATION 19-1; ANIXTER PN 2E-1404 OR EQUIVALENT. POWER CONDUCTORS SHALL BE COLORED BLACK, WHITE, RED, AND GREEN. THE FOURTH CONDUCTOR, RED, SHALL BE LABELED "SPARE." PRIOR TO MOUNTING THE DEVICES, THE CONTRACTOR SHALL ALLOW CITY OF SAN JOSE INSPECTOR TO INSPECT THE DEVICES FOR PROPER LABELING OF THE CONDUCTORS.
28. POWER CONDUCTORS SHALL BE TERMINATED INSIDE THE MOUNTING BRACKET WITH BUILT-IN TRANSFORMER. PROPER POWER CONNECTIONS (PWR-, PWR+) SHALL BE MADE BETWEEN THE TRANSFORMER AND THE CAMERA'S CIRCUIT BOARD. CONNECT THE GREEN/WHITE PAIR OF THE CAT 5E CABLE TO THE VIDEO OVER UTP CONNECTION TERMINALS ON THE CIRCUIT BOARD. CONNECT THE BLUE/WHITE PAIR OF THE CAT 5E CABLE TO THE RX+/RX- TERMINALS ON THE CIRCUIT BOARD RESPECTIVELY. CONNECT THE ORANGE/WHITE PAIR OF THE CAT 5E CABLE TO THE TX+/TX- TERMINALS ON THE CIRCUIT BOARD RESPECTIVELY. CONFIGURE THE DIP SWITCHES SW1 AND SW2 AS FOLLOWS:

SW1							
1	2	3	4	5	6	7	8
OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

SW2									
1	2	3	4	5	6	7	8	9	10
OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	ON	ON

29. CONTRACTOR SHALL PROVIDE A MINIMUM OF 20 LINEAL FEET OF EACH OF THE DATA/CONTROL AND POWER CABLES, SEALED, LABELED, AND COILED IN THE TRAFFIC SIGNAL CONTROLLER CABINET.

**GENERAL NOTES (CONTINUED):**

**VIDEO DETECTION**

30. CONTRACTOR SHALL FURNISH AND INSTALL AN ITERIS VANTAGE EDGE VIDEO DETECTION SYSTEM TO DETECT VEHICLES ON EACH APPROACH OF THE INTERSECTION. THE SYSTEM SHALL CONSIST OF ONE (1) VIDEO DETECTOR-PROCESSING UNIT, KEYPAD, REMOTE COMMUNICATION MODULE, AND VIDEO MONITOR TO BE INSTALLED IN THE CONTROLLER CABINET, FOUR (4) VIDEO CAMERAS, AND ALL ASSOCIATED CONDUCTORS AND CABLING. EQUIPMENT SPECIFICATIONS ARE AS FOLLOWS:

GENERAL - THE VIDEO IMAGE DETECTION SYSTEM (VIDS) SHALL SUPPORT COMMUNICATION FOR THE PURPOSES OF REMOTE VIDEO SURVEILLANCE AND DEVICE CONFIGURATION. THE SYSTEM SHALL SUPPORT INDUSTRY STANDARD TCP/IP NETWORK PROTOCOLS AND BE ADDRESSABLE BY A SINGLE IP ADDRESS FOR EACH SIGNALIZED INTERSECTION. REMOTE COMMUNICATION FEATURES CAN BE BUILT INTO THE PROCESSOR MODULE OR PROVIDED VIA A STANDALONE ADD-ON MODULE. UP TO FOUR (4) CAMERAS MAY BE CONNECTED TO THE REMOTE COMMUNICATION MODULE OR PROCESSOR; IP VIDEO STREAMS FROM EACH OF THE ONE TO FOUR CAMERAS SHALL BE IDENTIFIED BY A UNIQUE URL AND SUPPORT RTSP (REAL-TIME STREAMING PROTOCOL) AND RTP (REAL-TIME TRANSPORT PROTOCOL). SYSTEM SHALL SUPPORT H.264 VIDEO COMPRESSION OR BETTER. SYSTEM SHALL PROVIDE THE OPTION TO DISPLAY VEHICLE DETECTION STATUS ALONG WITH THE REAL-TIME VIDEO STREAMS. REMOTE VIDS DEVICE CONFIGURATION CAN BE ACHIEVED EITHER THROUGH A WEB BROWSER INTERFACE OR A STANDALONE APPLICATION RUNNING ON A WINDOWS OS PLATFORM.

MOUNTING - THE IMAGE SENSOR SHALL BE MOUNTED ON THE LUMINAIRE AND/OR SIGNAL MAST ARM OR POLE AS SHOWN ON THE PROJECT PLANS. THE MOUNTING BRACKETS FOR THE CAMERA ENCLOSURE SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS.

- FOR APPROACHES WITH 1 OR 2 LANES, MOUNT THE CAMERA ON THE LUMINAIRE MAST ARM; IF THERE IS NO LUMINAIRE, MOUNT THE CAMERA ON THE SIGNAL MAST ARM. FOR APPROACHES WITH 3 OR MORE LANES, MOUNT THE CAMERA ON THE SIGNAL MAST ARM APPROXIMATELY OVER THE EXTENSION OF THE LINE BETWEEN THE LEFT-TURN POCKET AND THE ADJACENT THROUGH LANE, EXCEPT AS NOTED.
- AT LOCATIONS WHERE THE CAMERA ENCLOSURE IS TO BE INSTALLED ON THE LUMINAIRE MAST ARM, IT SHALL BE MOUNTED APPROXIMATELY 12 INCHES FROM THE LUMINAIRE USING A PELCO BY SCHNEIDER ELECTRIC EM1109 BRACKET.
- AT LOCATIONS WHERE THE CAMERA ENCLOSURE IS TO BE INSTALLED ON THE SIGNAL MAST ARM, IT SHALL BE MOUNTED USING A PELCO PRODUCTS, INC. ASTRO-BRAC AS-0175 BRACKET WITH A 58 INCH TUBE. CAMERA SHALL BE LOCATED APPROXIMATELY 48 INCHES ABOVE THE MAST ARM.
- AT LOCATIONS WHERE THE CAMERA ENCLOSURE IS TO BE MOUNTED AT THE TOP OF A POLE, THE CAMERA SHALL BE MOUNTED APPROXIMATELY 12 INCHES BELOW THE LUMINAIRE MAST ARM ATTACHMENT PLATE USING A PELCO BY SCHNEIDER ELECTRIC EM2000 BRACKET.

ALL MOUNTING BRACKETS SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS. ENCLOSURE MOUNTING BRACKETS SHALL PROVIDE ADJUSTMENTS FOR BOTH VERTICAL AND HORIZONTAL POSITIONING OF THE CAMERA. CAMERA ATTACHMENTS SHALL BE DESIGNED TO SECURELY FASTEN THE CAMERA TO THE MAST ARM. MISCELLANEOUS HARDWARE SHALL BE STAINLESS STEEL OR GALVANIZED STEEL. THE CAMERAS AND ASSOCIATED POLE/ARM ATTACHMENT UNIT SHALL BE DESIGNED TO WITHSTAND A WIND LOAD OF 90 MPH WITH A 30 SECOND GUST FACTOR.

CABLE (COAXIAL AND POWER) - A HYBRID COAXIAL AND POWER CABLE, GENERAL CABLE I59PVCC-00 OR EQUIVALENT, SHALL CONTAIN ONE (1) RG59 COAXIAL CABLE, DOUBLE BRAIDED SHIELD, AND A MINIMUM OF THREE (3) COLOR CODED (BLACK, WHITE, GREEN), #16 AWG CONDUCTORS, WITH AN OVERALL PE OR PVC JACKET. THE CABLE SHALL BE DESIGNED TO BE INSTALLED IN CONDUITS OR OVERHEAD AS INDICATED IN THE PROJECT PLANS. COAXIAL CABLE SHALL BE SUITABLE FOR EXTERIOR USE AND IN DIRECT SUNLIGHT. THE HYBRID CABLE SHALL CONNECT TO THE CAMERA ENCLOSURE SPECIFIED CONNECTOR WITH A CORROSION RESISTANT STRAIGHT PLUG CONNECTOR THAT IS MS APPROVED AND QUALIFIED TO MILITARY SPECIFICATION MIL-C-26482G, SERIES 1 PART NUMBER MS3126F20-16S. THE HYBRID CABLE SHALL BE INSTALLED THROUGH THE LUMINAIRE/SIGNAL MAST ARM OR POLE AS SHOWN ON THE PROJECT PLANS.

ADJACENT TO EACH CAMERA LOCATION, A STEEL, LIQUID-TIGHT CORD GRIP SHALL BE INSTALLED ON THE UNDERSIDE OF THE SIGNAL OR LUMINAIRE MAST ARM OR SIDE OF POLE TO ALLOW THE CABLE TO BE ROUTED THROUGH THE MAST ARM AND/OR POLE. THE CORD GRIP SHALL HAVE A 3/4 INCH MALE NPT CONNECTION ON ONE END AND THE CORRECT SIZE OPENING FOR THE CABLE BEING USED ON THE OTHER. THE APPROPRIATELY SIZED HOLE SHALL BE DRILLED AND TAPPED TO INSTALL THE CORD GRIP. A DRIP LOOP SHALL BE PROVIDED IN THE CABLE. WEATHER STABILIZED NYLON TIE STRAPS SHALL BE USED TO SECURE THE CABLE AND PREVENT CHAFING.

THE HYBRID CABLE SHALL BE CONTINUOUS, WITH NO SPLICES, FROM THE IMAGE SENSOR TO THE TRAFFIC SIGNAL CABINET. CONTRACTOR SHALL PROVIDE 10 FEET OF SLACK AT THE PULL BOX ADJACENT TO THE POLE THAT THE IMAGE SENSOR IS MOUNTED ON.

EACH COAXIAL CABLE WILL BE TERMINATED IN A SURGE SUPPRESSOR BEFORE BEING CONNECTED DIRECTLY TO THE VIP BOARD. THE POWER FOR EACH CAMERA SHALL BE PROVIDED BY A SEPARATE TEN (10) AMPERE UL 489 MINIATURE CIRCUIT BREAKER, SUCH AS THE EATON WMZT1 SERIES. BREAKERS SHALL USE C CURVE THERMAL MAGNETIC OVERCURRENT PROTECTION. THE BREAKERS AND ASSOCIATED WIRING COMPONENTS SHALL BE MOUNTED ON A DIN MOUNTING RAIL.

**GENERAL NOTES (CONTINUED):**

MONITOR - A 10-INCH LCD MONITOR SHALL BE INSTALLED TO FACILITATE DETECTOR PROGRAMMING AND SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS:

- LCD PANEL: LCD PANEL MUST EMPLOY TFT (THIN FILM TRANSISTOR) TECHNOLOGY
- CONTRAST RATIO: 300:1
- RESPONSE TIME: MAXIMUM TIME OF 25 MILLISECONDS
- RESOLUTION: MINIMUM RESOLUTION OF 640 X 480
- BRIGHTNESS: AT LEAST 350 CANDELA PER SQUARE METER
- DISPLAY COLOR: 262K
- POWER CONSUMPTION: MAXIMUM POWER CONSUMPTION OF 45 WATTS
- VIEWING ANGLE: HORIZONTAL VIEWING ANGLE OF 60 DEGREES LEFT/RIGHT AND A VERTICAL VIEWING ANGLE OF 40/70 DEGREES UP/DOWN
- MOUNTING: MUST CONTAIN THE CAPABILITY OF STANDING ON A SHELF AND BE SLIP RESISTANT
- USER CONTROLS: OSD CONTROLS
- CONNECTOR: BNC, RCA, OR COMPOSITE
- OPERATING TEMPERATURE: MUST WITHSTAND A TEMPERATURE OF 20-140 DEGREES FAHRENHEIT

**SERVICE CABINET**

31. ELECTRICAL SERVICE CABINET INSTALLATIONS SHALL CONFORM TO THE PROVISIONS OF SECTION 86-2.11, "SERVICE," OF THE STANDARD SPECIFICATIONS, THE STANDARD DETAILS, AND THESE PLANS.
32. SERVICE CABINETS SHALL HAVE INTERRUPTING CAPACITY EQUAL OR GREATER THAN AVAILABLE SHORT CIRCUIT CURRENT AVAILABLE, BUT THE MINIMUM INTERRUPTING CAPACITY SHALL BE 10,000 AMPERES.
33. CONTRACTOR SHALL PROVIDE A SERVICE CABINET ARC FLASH HAZARD LABEL AS REQUIRED BY THE CALIFORNIA ELECTRIC CODE, 2016 EDITION. AN ARC FLASH HAZARD ANALYSIS SHALL BE PERFORMED BY A REGISTERED ELECTRICAL ENGINEER AND SHALL INCLUDE A SHOCK HAZARD ANALYSIS. ALL CALCULATIONS AND ANY OTHER INFORMATION AS PART OF THE ARC FLASH HAZARD ANALYSIS SHALL BE SUBMITTED TO THE CITY FOR REVIEW.
34. CONTRACTOR SHALL ALSO PROVIDE A SERVICE CABINET LABEL SHOWING THE MAXIMUM AVAILABLE FAULT CURRENT AND THE DATE IT WAS CALCULATED.
35. PROVIDE ELECTRIC UTILITY SERVICE EQUIPMENT REQUIREMENTS COMMITTEE (EUSERC) NUMBER AS PART OF THE MATERIAL SUBMITTAL FOR THE SERVICE CABINET. SERVICE CABINET SHALL BE ACCEPTABLE TO THE UTILITY SERVICE PROVIDER.


**FURNISH AND INSTALL FLEXIBLE INNERDUCT**

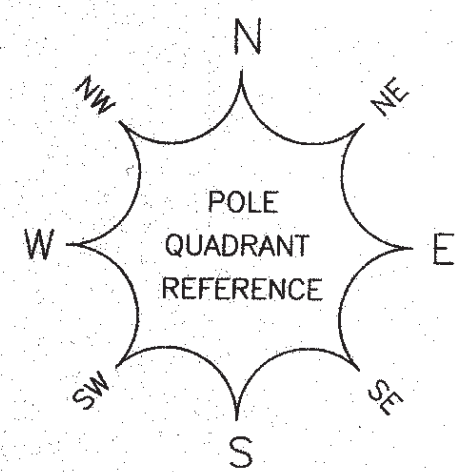
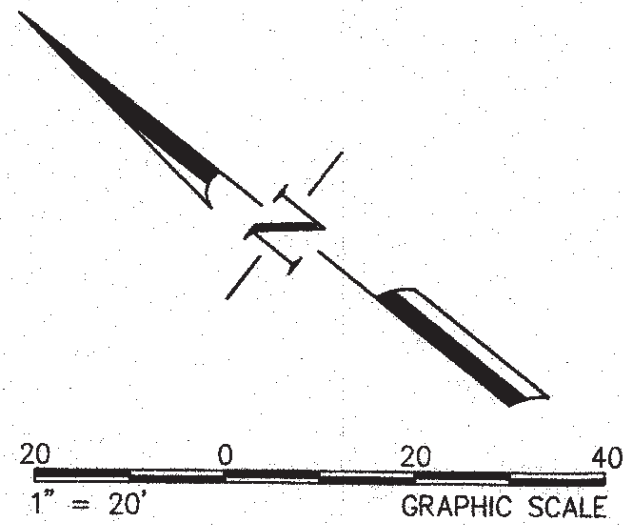
36. THE CONTRACTOR SHALL FURNISH AND INSTALL A FLEXIBLE POLYESTER/NYLON INNERDUCT, MAXCELL BY TVC COMMUNICATIONS OR APPROVED EQUAL, AS SHOWN ON THE PLANS AND INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. RIGID OR SEMI-RIGID INNERDUCT IS NOT ALLOWED.

THE POLYESTER/NYLON TEXTILE INNERDUCT SHALL CONTAIN THREE CELLS AND EACH CELL SHALL ACCOMMODATE A SINGLE CABLE WITH AN OUTSIDE DIAMETER NO LARGER THAN 0.85 INCHES FOR 2-INCH CONDUIT AND 1.05 INCHES FOR CONDUITS 3-INCHES OR LARGER. THE POLYESTER/NYLON TEXTILE INNERDUCT SHALL BE SIZED TO FIT INTO THE NEW CONDUIT.

THE POLYESTER/NYLON TEXTILE INNERDUCT SHALL CONTAIN A 1250LB POLYESTER FLAT WOVEN PULL TAPE. THE PULL TAPE SHALL BE CONSTRUCTED OF SYNTHETIC FIBER, PRINTED WITH ACCURATE SEQUENTIAL FOOTAGE MARKS.

A SOLID COPPER, POLYVINYL COLOR COATED CONDUCTOR (18AWG MINIMUM) FOR TRACING, RATED FOR A MINIMUM OF 6 AMPS AND 600 VOLTS, SHALL BE PLACED IN THE SIDEWALL EDGE FOLD OF THE TEXTILE INNERDUCT.

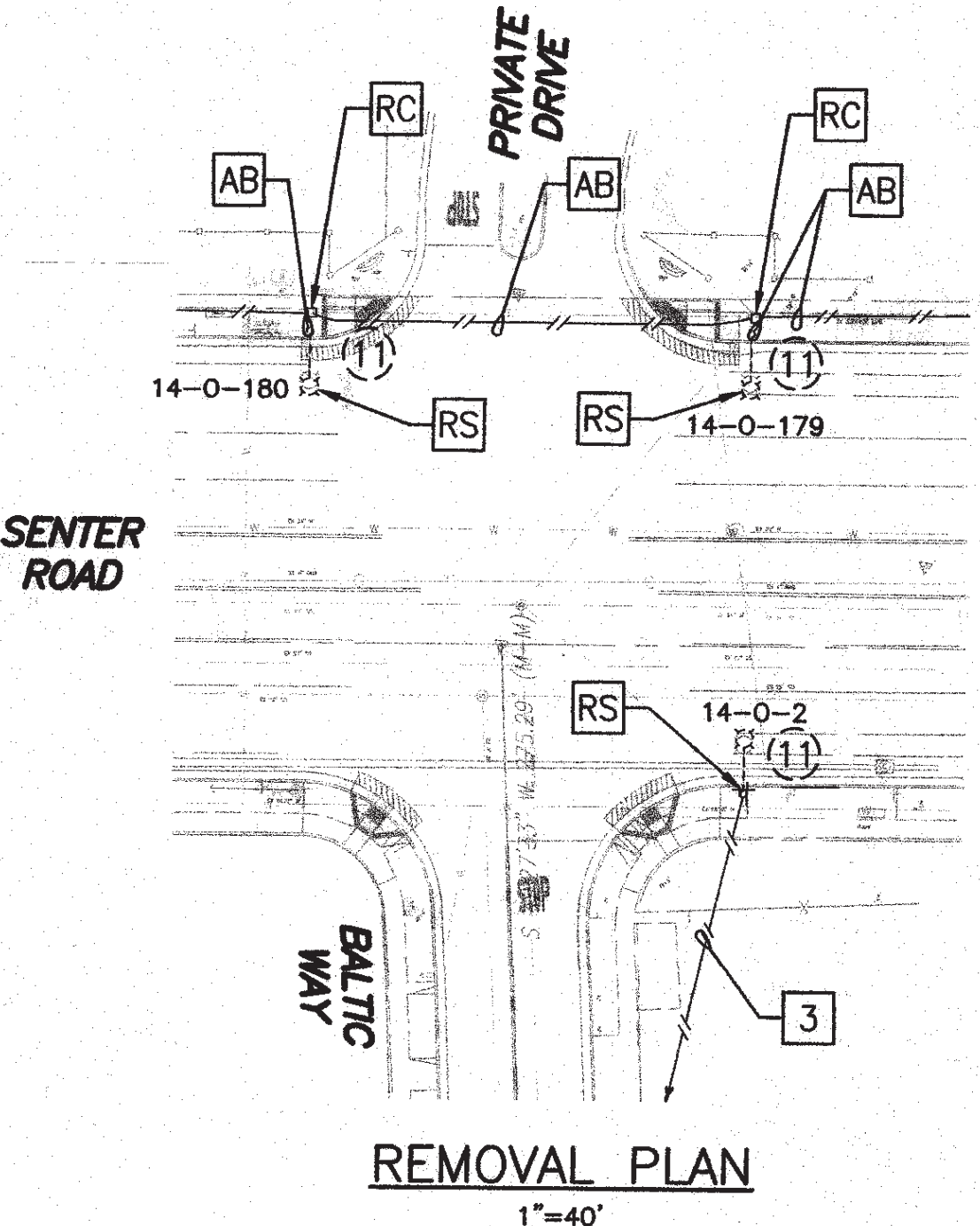
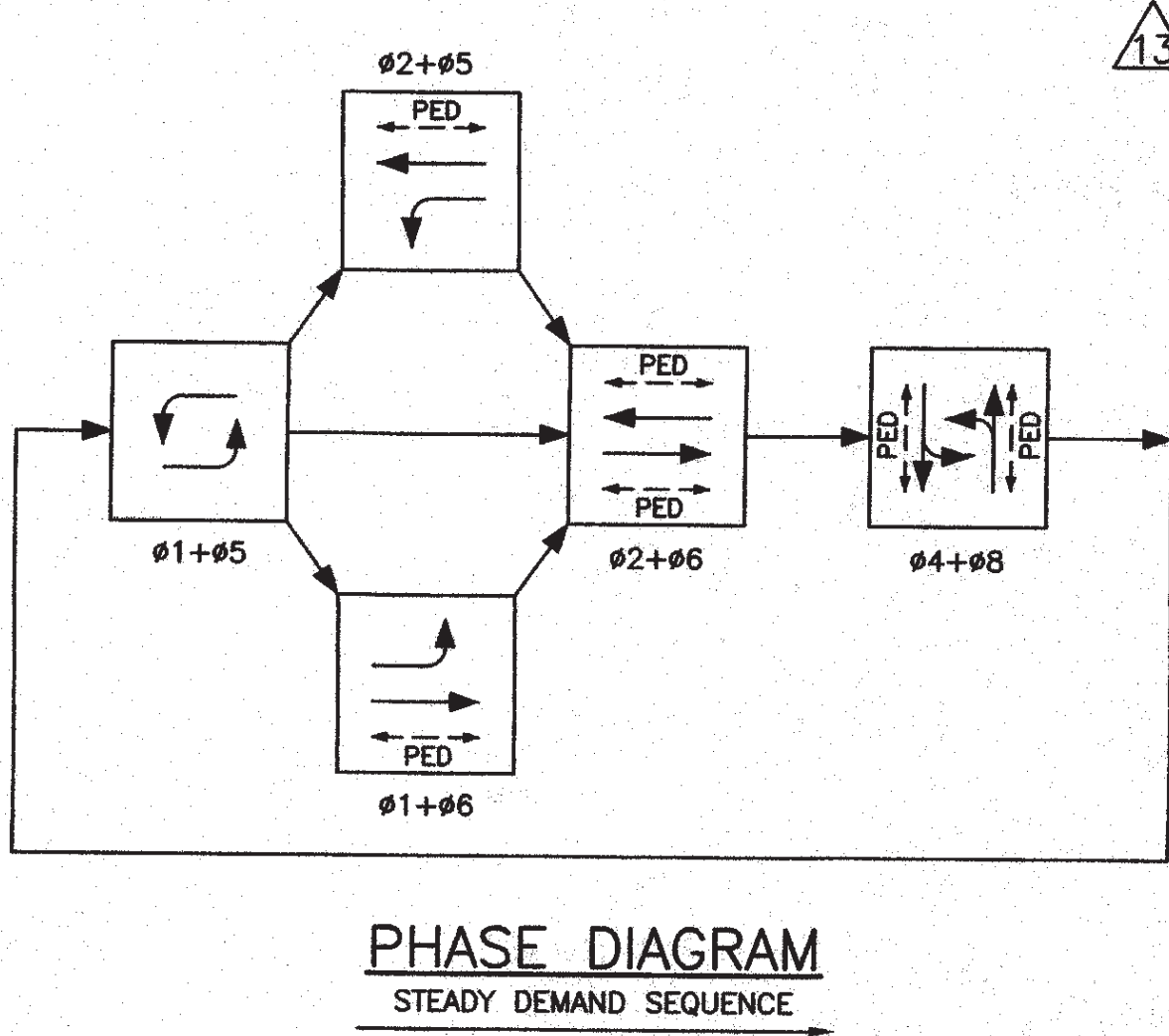
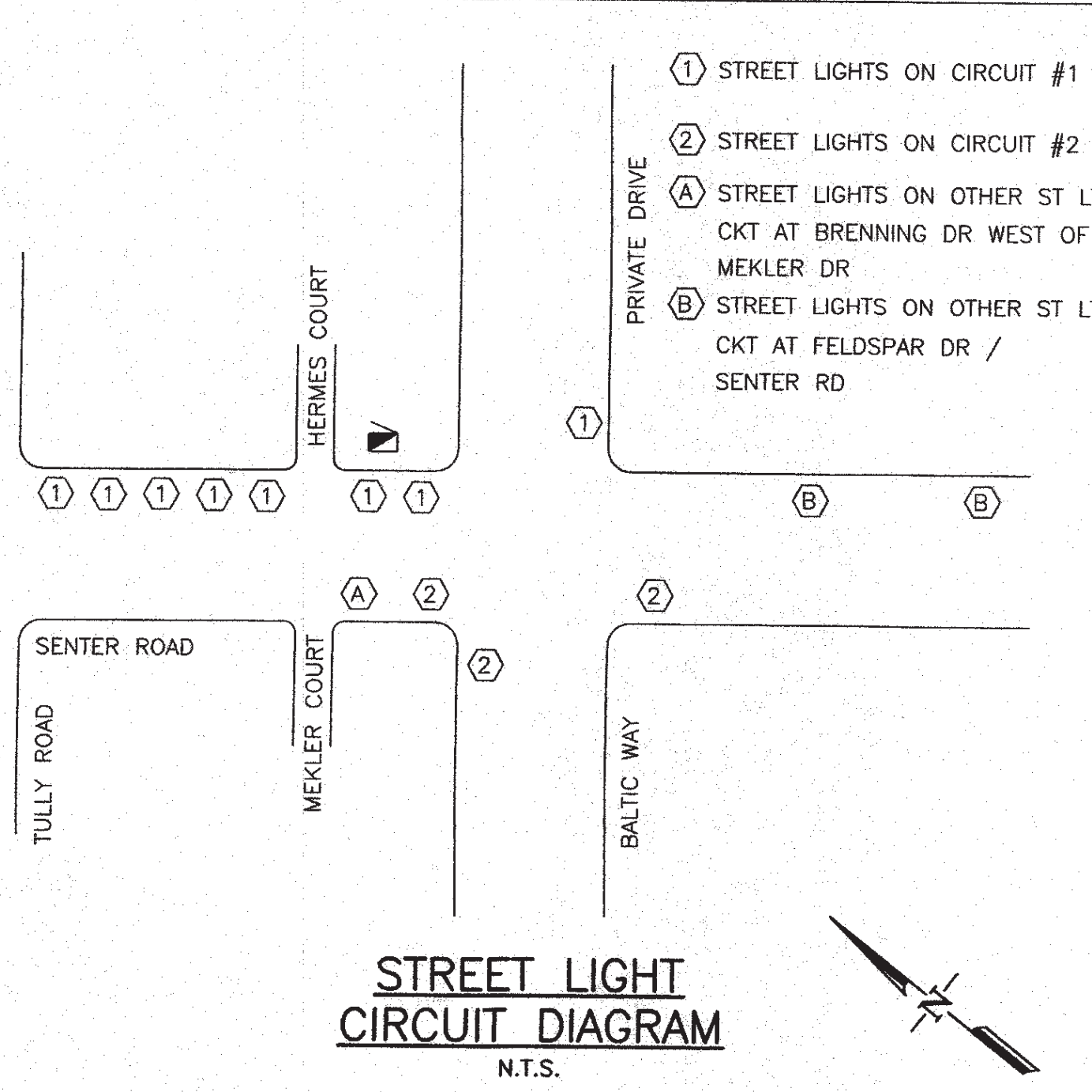
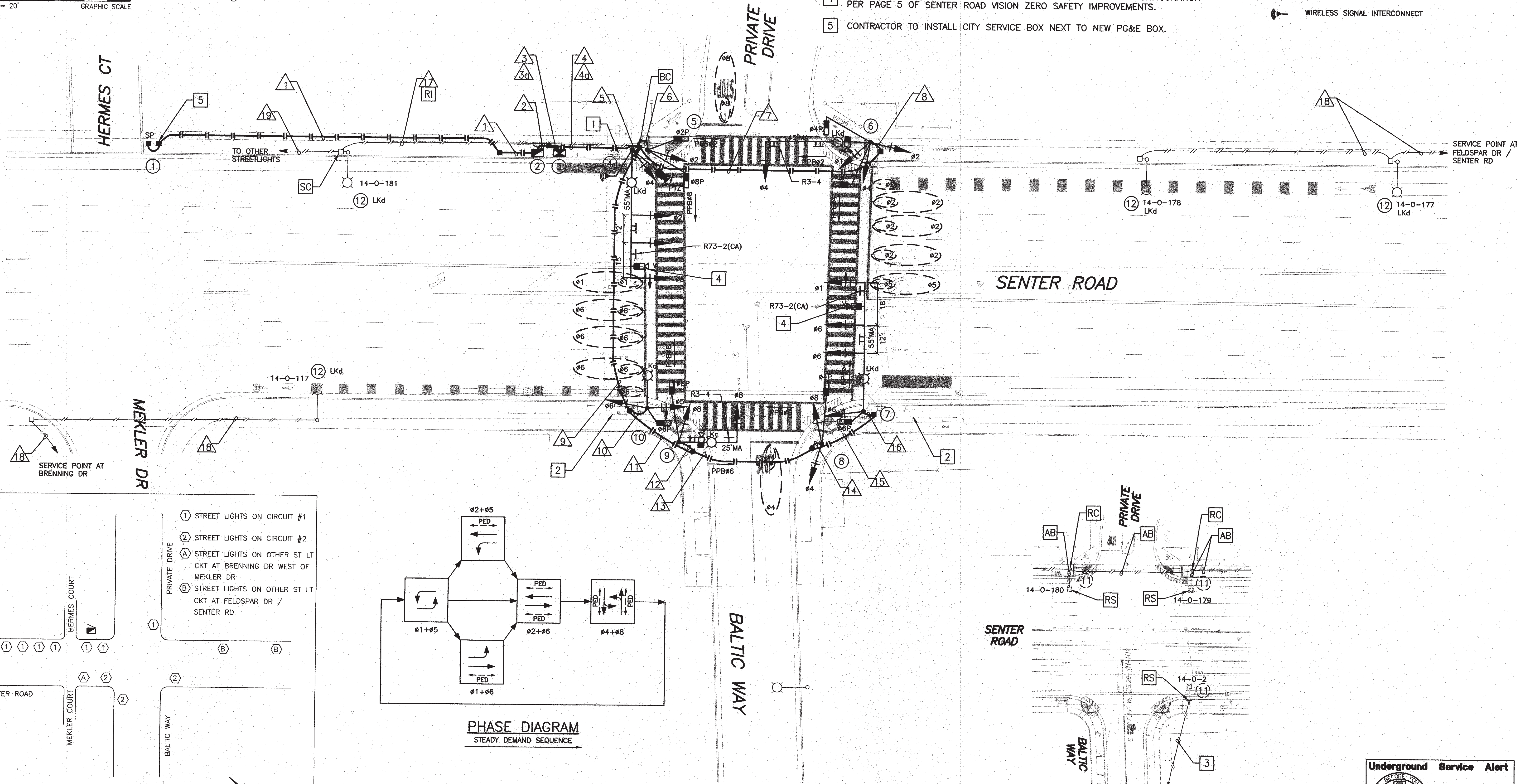
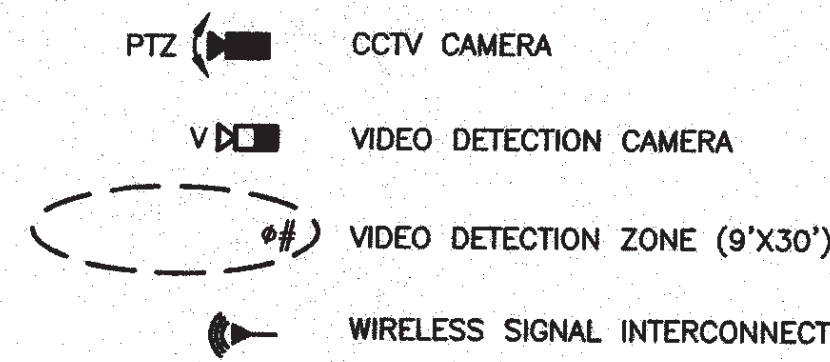
 <p><b>Fehr &amp; Peers</b> 80 W. Santa Clara Street Suite 675 San Jose, CA 95128 408 278-9700</p>	<p>Date: AUGUST 9, 2018</p> <p>Scale: AS SHOWN</p> <p>Designed: LA</p> <p>Drawn: LA</p> <p>Checked: SD</p> <p>Proj. Engr: SD</p> <p>File: SJ16-1711</p>	<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DESCRIPTION	DATE				<p>DESIGN BY</p> <p>DESIGN DATE</p> <p>CITY APPR.</p> <p>APPR. DATE</p>	<p>PLAN FOR THE IMPROVEMENT OF</p> <p><b>SENTER ROAD &amp; BALTIC WAY</b></p> <p><b>TRAFFIC SIGNAL PLAN</b></p> <p>TRAFFIC SIGNAL GENERAL NOTES &amp; DETAILS</p> <p>SAN JOSE CSJ SHOP No. 1095 CALIFORNIA</p>	<p>PERMIT # 17-032319</p> <p>PROJECT # 3-02651</p> <p>PROJECT INSPECTOR: GABRIEL SILVA</p> <p>VOICE MAIL: (408) 535-3532</p>	<p>DOT - TRAFFIC SIGNALS/SIGNAL OPERATIONS</p> <p>NAME: <i>[Signature]</i> DATE: 9/15/2018</p> <p>DOT - GEOMETRICS</p> <p>NAME: <i>[Signature]</i> DATE: 9/12/18</p> <p>ADDITIONAL APPROVAL</p> <p>NAME: <i>[Signature]</i> DATE: 9-12-18</p>	<p>PROJECT ENGINEER</p> <p>NAME: <i>[Signature]</i> DATE: 9/13/18</p> <p>DPW - ELECTRICAL</p> <p>NAME: <i>[Signature]</i> DATE: 9/12/18</p> <p>DOT - INTELLIGENT TRANSPORTATION SYSTEMS</p> <p>NAME: <i>[Signature]</i> DATE: 9-12-18</p>	<p>DEPARTMENT OF PUBLIC WORKS</p> <p>SAN JOSE, CALIFORNIA</p> <p>CITY OF SAN JOSE</p> <p>CAPITAL OF SILICON VALLEY</p> <p>APPROVED BY MATT CANO</p> <p>DIRECTOR OF PUBLIC WORKS</p> <p>SHEET 5 OF 8</p>
	NO.	DESCRIPTION	DATE											
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**PROJECT NOTES:**

- 1 FIRE HYDRANT SHALL BE RELOCATED TO PROVIDE 5' MINIMUM CLEARANCE FROM NEW TRAFFIC SIGNAL POLE ④, SEE SHEET 2 FOR DETAILS.
- 2 EQUIPMENT SHALL REMAIN 12 INCHES CLEAR FROM THE WATER MAIN, CONTRACTOR SHALL COORDINATE LOCATION WITH SAN JOSE WATER COMPANY.
- 3 CONTRACTOR SHALL REMOVE EXISTING AERIAL CONDUCTORS TO NEAREST SPLICE POINT.
- 4 PLACE VIDEO DETECTION CAMERA IN LINE WITH ULTIMATE LANE CONFIGURATION PER PAGE 5 OF SENTER ROAD VISION ZERO SAFETY IMPROVEMENTS.
- 5 CONTRACTOR TO INSTALL CITY SERVICE BOX NEXT TO NEW PG&E BOX.

**LEGEND (THIS SHEET ONLY)**



**PROPOSED PLAN**  
1"=20'

**REMOVAL PLAN**  
1"=40'

**Underground Service Alert**  
Call: TOLL FREE 811/800 227-2600  
TWO WORKING DAYS BEFORE YOU DIG

**FEHR & PEERS**  
150 W. Santa Clara Street  
Suite 675  
San Jose, CA 95128  
(408) 278-9700

Date:	AUGUST 9, 2018
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Checked:	SD
Proj. Engr:	SD
File:	SJ16-1711

PLAN FOR THE IMPROVEMENT OF  
**SENER ROAD & BALTIC WAY**  
TRAFFIC SIGNAL PLAN  
TRAFFIC SIGNAL PLAN  
CSJ SHOP No. 1095  
SAN JOSE CALIFORNIA

PERMIT # 17-032319  
PROJECT # 3-02651  
PROJECT INSPECTOR: GABRIEL SILVA  
VOICE MAIL: (408) 535-3532

NAME	DATE
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DEPARTMENT OF PUBLIC WORKS  
SAN JOSE, CALIFORNIA  
CITY OF SAN JOSE  
CAPITAL OF SILICON VALLEY  
APPROVED BY MATT CANO  
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SHEET 6 OF 8

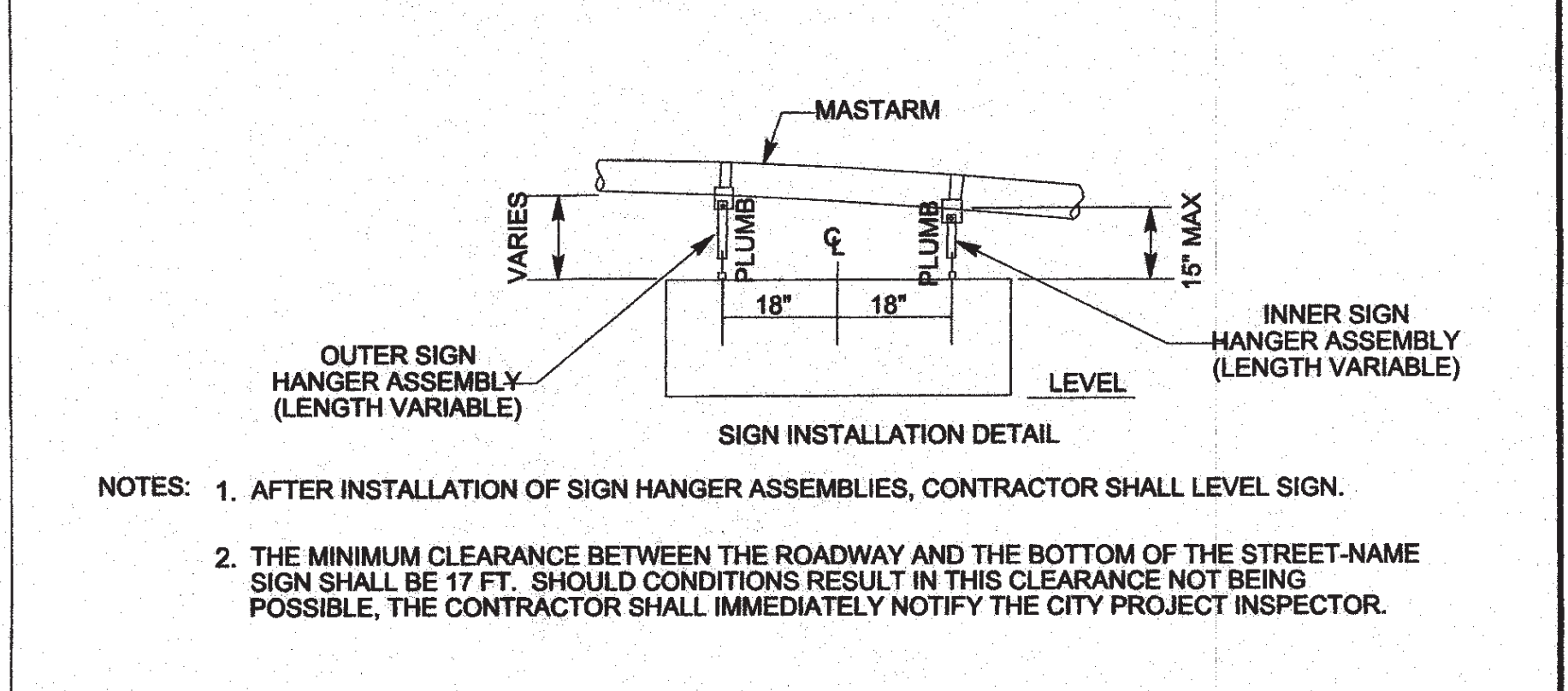
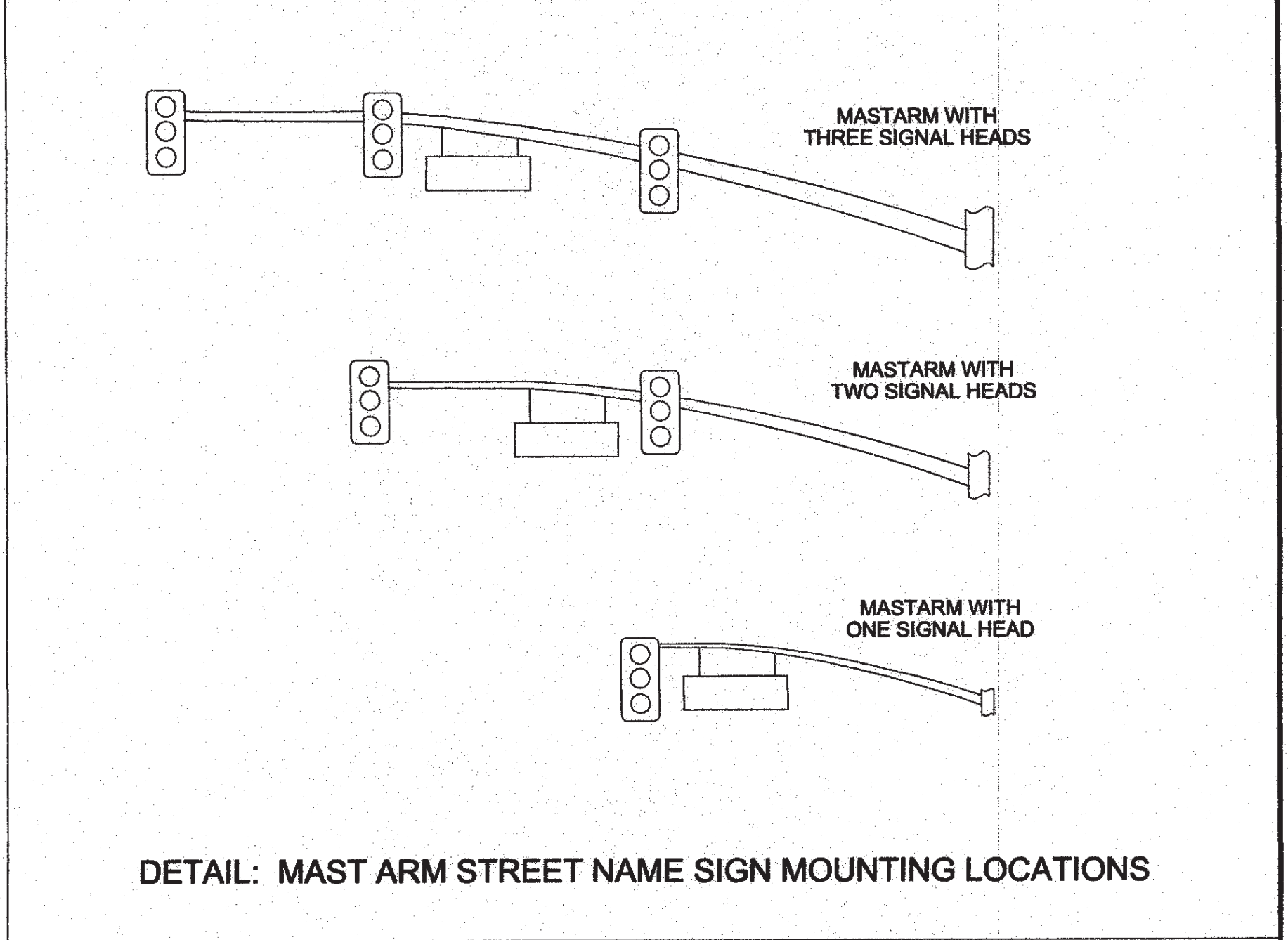
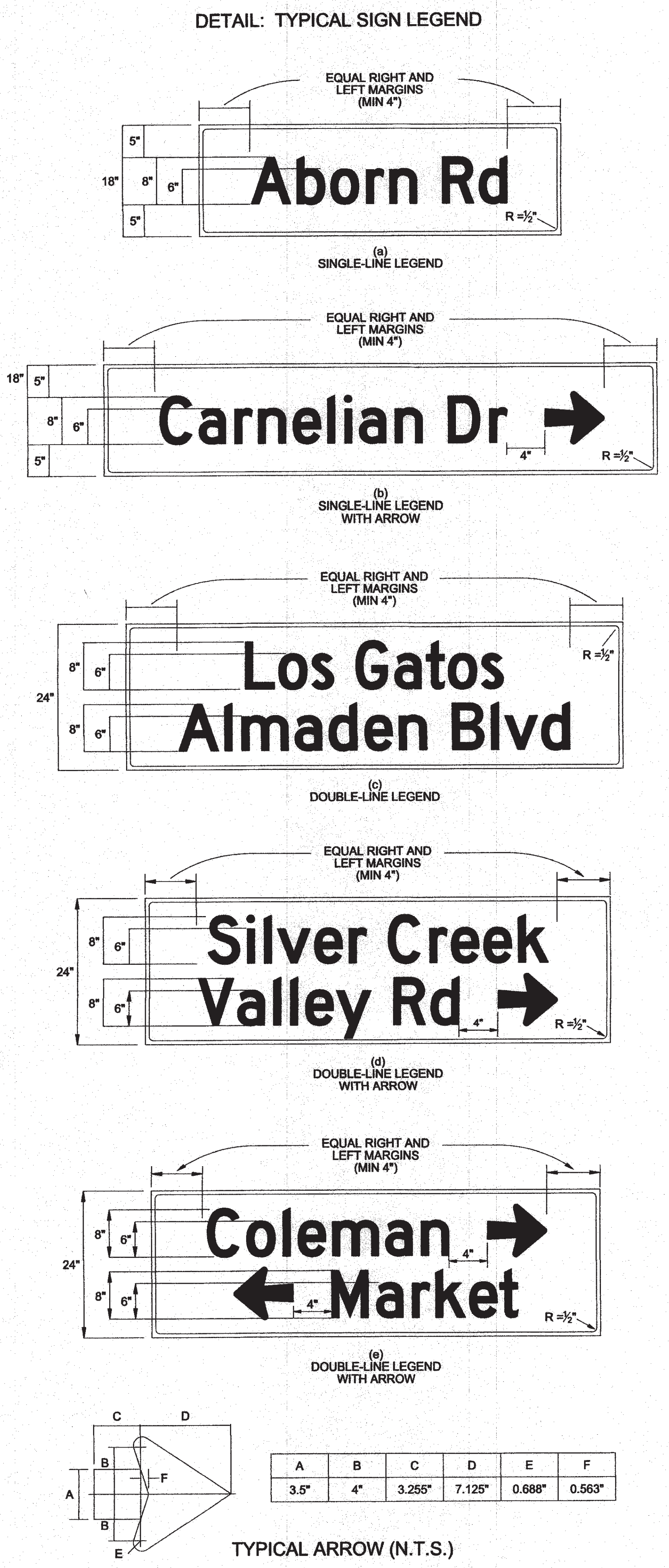
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TS03



TRAFFIC SIGNAL STREET NAME SIGN SPECIFICATIONS		
	BLADE SIGNS (OUTSIDE OF DOWNTOWN)	V-SHAPED BOX SIGNS (IN DOWNTOWN)
GENERAL	THE CONTRACTOR SHALL FURNISH AND INSTALL STREET NAME SIGNS, COMPLETE WITH ALL REQUIRED MOUNTING HARDWARE, ON TRAFFIC SIGNALS AS SHOWN ON THE PROJECT PLANS. STREET NAME SIGNS OUTSIDE OF DOWNTOWN SHALL CONFORM TO THE SPECIFICATIONS UNDER "BLADE SIGNS (OUTSIDE OF DOWNTOWN)" ON THIS SHEET. STREET NAME SIGNS IN DOWNTOWN SHALL CONFORM TO THE SPECIFICATIONS UNDER "V-SHAPED BOX SIGNS (IN DOWNTOWN)" ON THIS SHEET. FOR THE PURPOSES OF THIS SHEET, DOWNTOWN INCLUDES ALL INTERSECTIONS WITHIN AND ON THE BOUNDARY OF THE DOWNTOWN FRAME; A MAP OF THE DOWNTOWN FRAME IS AVAILABLE AT: <a href="http://www.sanjoseca.gov/index.aspx?nid=2247">http://www.sanjoseca.gov/index.aspx?nid=2247</a> .	
DESCRIPTION OF STREET NAME SIGN	THE STREET NAME SIGN SHALL CONSIST OF ONE FLAT, RECTANGULAR PANEL OF SHEET ALUMINUM. THE EXTERIOR SURFACE OF THE ALUMINUM PANEL SHALL BE COMPLETELY COVERED WITH A REFLECTIVE SHEETING. THE SIGN PANELS SHALL BE COMPLETELY COVERED WITH A REFLECTIVE SHEETING. EXCEPT FOR POLE-MOUNTED ASSEMBLIES, THE STREET NAME SIGN SHALL BE SECURED TO THE TRAFFIC SIGNAL MAST ARM IN A LEVEL ORIENTATION BY MEANS OF TWO SIGN HANGER BRACKETS.	THE STREET NAME SIGN SHALL CONSIST OF TWO RECTANGULAR PANELS AFFIXED TO A V-SHAPED BOX, MODEL SSG-T AS MANUFACTURED BY SAFEWAY SIGN COMPANY, OR APPROVED EQUAL. THE EXTERIOR SURFACE OF THE SIGN PANELS SHALL BE COMPLETELY COVERED WITH A REFLECTIVE SHEETING BACKGROUND AND SHALL HAVE A BORDER AND LEGEND CONSISTING OF REFLECTIVE SHEETING. THE STREET NAME SIGN SHALL BE SECURED TO THE TRAFFIC SIGNAL MAST-ARM IN A LEVEL ORIENTATION BY MEANS OF TWO SIGN HANGER BRACKETS.
V-SHAPED BOX	N/A	THICKNESS: 0.080"
SIGN PANEL	THICKNESS: 0.125" MATERIAL: ALUMINUM ALLOY 5052H38	THICKNESS: 0.050" MATERIAL: ALUMINUM ALLOY 5052H38
STRAPS	THICKNESS: 0.030" WIDTH: AS REQUIRED BY MAST ARM MOUNTING BRACKET TYPE MATERIAL: TYPE 201 STAINLESS STEEL	INSTALL STRAPS AS REQUIRED BY BRACKET MANUFACTURER. TENSION STRAPS SECURELY AND LOCK IN PLACE BY MEANS OF BUCKLE. CUT OFF EXCESS STRAPPING.
SIGN DIMENSIONS (SINGLE-LINE LEGEND)	HEIGHT: 18" WIDTH: 112" MAXIMUM TOLERANCE: PLUS OR MINUS 1/16"	
SIGN DIMENSIONS (DOUBLE-LINE LEGEND)	HEIGHT: 24" WIDTH: 84" MAXIMUM TOLERANCE: PLUS OR MINUS 1/16"	
RETROREFLECTIVE SHEETING	ASTM D4956-13 TYPE XI RETROREFLECTIVE SHEETING SHALL BE CONTINUOUS, WITHOUT SPLICES, SEAMS, PATCHES, AIR POCKETS, OR DELAMINATION.	
SIGN BORDER	1" BORDER 1/2" FILLETED CORNERS	
LEGEND	MATERIAL: TRANSLUCENT GREEN OVERLAY FILM WITH AREAS CUT OUT CORRESPONDING TO THE BORDER AND VARIOUS ELEMENTS OF THE LEGEND. THE TRANSLUCENT GREEN OVERLAY FILM SHALL HAVE A PRE-COATED, PRESSURE SENSITIVE OR HEAT-ACTIVATED ADHESIVE. CONTENT: SEE DETAIL "TYPICAL SIGN LEGEND" FONT: UPPERCASE LETTER HEIGHT: 8" LOWERCASE LETTER HEIGHT: 6" SPACING: NUMBERED STREETS (FIRST TO NINTH): USE 8" DIGITS, E.G. "10th St" INCLUDE APPLICABLE SUFFIXES (AV, BLVD, CIR, CT, DR, DWY, EXPWY, LN, PKWY, PL, RD, ST, TER). IF THE SUFFIX CAUSES THE SIGN TO EXCEED THE MAXIMUM ALLOWABLE DIMENSION, IT MAY BE SHORTENED OR EXCLUDED FROM THE LEGEND. DO NOT INCLUDE PREFIXES (E.G. "N", "NORTH") DO NOT INCLUDE BLOCK NUMBERS (E.G. "300") CENTERED, TYPICALLY, UNLESS SPECIFIED OTHERWISE PREFIXES: BLOCK NUMBERS: ALIGNMENT:	
SPECIAL INTERSECTIONS	INTERSECTIONS WITH PRIVATE STREETS / DRIVEWAYS: INTERSECTIONS WHERE STREET NAME CHANGES: INTERSECTIONS WITH DIRECTIONAL STREETS:	AT INTERSECTIONS CONTAINING ONE OR MORE PRIVATE DRIVEWAYS OR PRIVATE STREETS, THE LEGEND SHALL ONLY DISPLAY THE PUBLIC STREET NAME AND INCLUDE A DIRECTIONAL ARROW POINTING TOWARDS THE PUBLIC STREET. WHERE A STREET CHANGES NAMES AT THE SIGNAL, THE LEGEND SHOULD INCLUDE BOTH STREET NAMES WITH DIRECTIONAL ARROWS ON THE SAME PANEL. IF THE RESULTING PANEL EXCEEDS THE MAXIMUM ALLOWED DIMENSIONS, THEN THE SUFFIXES MAY BE REMOVED FROM THE LEGEND. IF THE RESULTING PANEL STILL EXCEEDS THE MAXIMUM ALLOWED DIMENSIONS, THEN THE STREET NAMES MAY BE SHOWN SEPARATELY, I.E. EACH STREET NAME SIGN CONTAINS ONLY THE NAME OF THE STREET TO THE RIGHT OF THE APPROACH WITH A DIRECTIONAL ARROW. IF THE INTERSECTION CONTAINS STREET(S) WITH DIRECTIONAL DESIGNATION (NORTH, SOUTH, EAST, WEST), SUPPLEMENTAL SMALLER STREET NAME SIGN(S) SHALL BE SIDE-MOUNTED ON THE TRAFFIC SIGNAL POLE WITH A LEGEND INDICATING THE DIRECTIONAL DESIGNATION (E.G. "S First St"). CITY WILL FURNISH THESE SUPPLEMENTAL STREET NAME SIGNS AND MOUNTING MATERIALS. AT LEAST THREE WEEKS IN ADVANCE, CONTRACTOR SHALL COORDINATE WITH PROJECT INSPECTOR TO REQUEST SIGN FABRICATION AND SCHEDULE PICK-UP FROM THE CITY OF SAN JOSE SIGN SHOP AT 4420 MONTEREY ROAD, BUILDING 100.
MAST ARM MOUNTING BRACKETS	HAWKINS MAST ARM SWING SIGN BRACKETS, OR ZAP SA-1000 BRACKETS MODIFIED FOR BLADE SIGNS, OR APPROVED EQUAL.	SAFEWAY SIGN COMPANY EZB 1321 BRACKETS, OR APPROVED EQUAL.
POLE MOUNTING	IN INSTANCES WHERE THERE IS NO MAST ARM, OR THE MAST ARM IS NOT CAPABLE OF SUPPORTING THE STREET NAME SIGN, A SINGLE-SIDED STREET NAME SIGN MAY BE POLE-MOUNTED AT A HEIGHT OF APPROXIMATELY 15 FEET FROM THE TOP OF THE SIDEWALK. IT SHALL CONFORM TO THE CURRENT CALTRANS STANDARD PLANS AND SPECIFICATIONS FOR ROADSIDE SIGNS INSTALLED ON ELECTROLIERS AND SIGNAL STANDARDS.	N/A
MAST ARM SIGN INSTALLATION	SEE DETAILS "MAST ARM STREET NAME SIGN MOUNTING LOCATION" AND "STREET NAME SIGN INSTALLATION" ON THIS SHEET.	



DETAIL: SIGN DESCRIPTIONS

POLE LOCATION	SIGN DIMENSIONS	SINGLE OR DOUBLE FACED	SIGN LEGEND TYPE (a, b, c, d, e)	LEGEND
④	72" x 18"	DOUBLE	(b)	FRONT: ← Baltic Wy
				BACK: Baltic Wy →
⑥	60" x 18"	DOUBLE	(a)	FRONT: Senter Rd
				BACK: Senter Rd
⑦	72" x 18"	DOUBLE	(b)	FRONT: Baltic Wy →
				BACK: ← Baltic Wy
⑩	60" x 18"	DOUBLE	(a)	FRONT: Senter Rd
				BACK: Senter Rd

FEHR & PEERS

180 W. Santa Clara Street  
Suite 675  
San Jose, CA 95106  
408 276-7700

Date: AUGUST 9, 2018  
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Drawn: LA  
Checked: SD  
Proj. Engr: SD  
File: SJ16-1711

REVISIONS

DESIGN BY	DESIGN DATE	CITY APPR. DATE	APPR. DATE

PLAN FOR THE IMPROVEMENT OF  
**SENTER ROAD & BALTIC WAY**  
TRAFFIC SIGNAL PLAN  
MAST ARM SIGN DETAILS  
CSJ SHOP No. 1095

SAN JOSE CALIFORNIA

PERMIT # 17-032319  
PROJECT # 3-02651

PROJECT INSPECTOR: GABRIEL SILVA  
VOICE MAIL: (408) 535-3532

DOT - TRAFFIC SIGNALS/SIGNAL OPERATIONS  
NAME: *[Signature]* DATE: 9/10/18  
DOT - GEOMETRICS  
NAME: *[Signature]* DATE: 9/12/18

PROJECT ENGINEER  
NAME: *[Signature]* DATE: 9/12/18  
DRW - ELECTRICAL  
NAME: *[Signature]* DATE: 9/12/18  
DOT - INTELLIGENT TRANSPORTATION SYSTEMS  
NAME: N.A. DATE: \_\_\_\_\_

DEPARTMENT OF PUBLIC WORKS  
SAN JOSE, CALIFORNIA

CITY OF SAN JOSE  
CAPITAL OF SILICON VALLEY

APPROVED BY MATT CANO  
DIRECTOR OF PUBLIC WORKS

SHEET 8 OF 8

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