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
- CONTRACTOR SHALL NOTIFY THE PROJECT INSPECTOR AT LEAST 48 HOURS PRIOR TO STARTING WORK.
- 4. ALL CONTRACTORS WILL BE RESPONSIBLE FOR THE VERIFICATION OF LOCATIONS OF ALL EXISTING UTILITIES IN THE FIELD. ALL CONTRACTORS SHALL CALL U.S.A.
- 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.
- 6. 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 D979 / 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 (U.O.N.).
- A. APPLY TACK COAT (AKA PAINT BINDER) TO SURFACES DESIGNATED IN, AND IN ACCORDANCE WITH, SECTION 39-4.02 OF THE 1988 CALTRANS STANDARD SPECIFICATIONS. THE ASPHALTIC EMULSION USED SHALL BE SS-1H. B, 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 SUBJECTED TO TRAFFIC PRIOR TO PAVING.
 C. CONSTRUCT PRIME COAT IN ACCORDANCE WITH SECTION 39-4.02 OF THE 1992 CALTRANS STANDARD SPECIFICATION, WITH THE EXCEPTION THAT SS-1H
- ASPHALTIC EMULSION SHALL BE USED IN LIEU OF LIQUID ASPHALT. PRIME COAT NOT REQUIRED FOR FULL DEPTH AC ALTERNATE. 8. ALL IRRIGATION LINES OR OTHER PRIVATELY OWNED UNDERGROUND LINES THAT REQUIRE RELOCATION AS DETERMINED BY THE CITY ENGINEER SHALL BE AT THE
- 9. TEMPORARY STREET SIGNS TO BE INSTALLED AT ALL INTERSECTIONS BEFORE UNITS ARE OCCUPIED.
- 10. 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) 794-6805.

SOLE EXPENSE OF THE DEVELOPER.

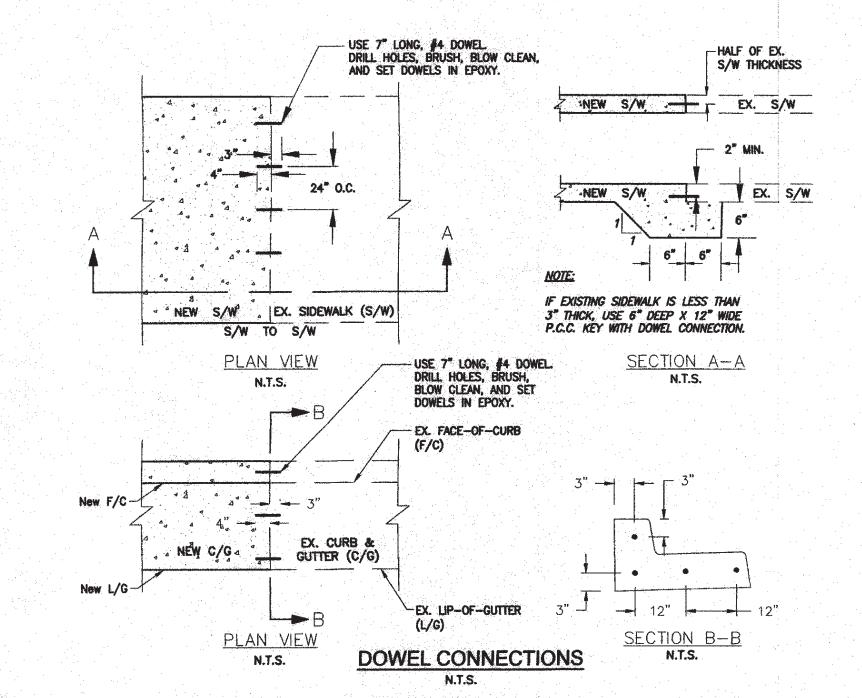
- UPON DISCOVERY OF HAZARDOUS MATERIAL THE CONTRACTOR SHALL PROMPTLY NOTIFY THE CITY IN WRITING OF ANY: A. MATERIAL THAT THE CONTRACTOR BELIEVES MAY BE MATERIAL THAT IS HAZARDOUS WASTE, AS DEFINED IN SECTION 25117 OF THE HEALTH AND SAFETY CODE, THAT IS REQUIRED TO BE REMOVED TO A CLASS II, CLASS II, OR CLASS III DISPOSAL SITE IN ACCORDANCE WITH PROVISIONS OF EXISTING LAW.
- B. SUBSURFACE OR LATENT PHYSICAL CONDITIONS AT THE SITE DIFFERING FROM THOSE INDICATED. C. 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 REMEDIATION IS REQUIRED, A REMEDIATION PLAN WILL BE SUBMITTED TO THE DIRECTOR OF PUBLIC WORKS FOR REVIEW BY ENVIRONMENTAL MANAGEMENT AND, UPON APPROVAL BY THE DIRECTOR, BE IMPLEMENTED
- 12. 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 5097.94 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
- 14, 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
- A. 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
- B. 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. C. COLORS AND MATERIALS: USE 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

16. 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.

SUPPLIERS. AT NO CHARGE, THROUGH THE ENVIRONMENTAL SERVICE DEPARTMENT. CONTACT SUZANNE THOMAS AT 408-945-3000.

- A 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. B. ALL STORM DRAIN LATERALS TO BE 12" RCP UNLESS NOTED OTHERWISE.
- C. ALL SANITARY SEWER LATERALS TO BE 4" VCP UNLESS NOTED OTHERWISE d, all sanitary sewer laterals to have a cleanout installed on—site within 5 feet of property line.
- E. BOLT-DOWN MANHOLE COVERS SHALL BE USED WHEN MANHOLES ARE NOT IN THE STREET (I.E. WHEN LOCATED IN LANDSCAPED AREAS, SIDEWALKS, ON-SITE
- 18. 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'
- 19. 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 SAID MONUMENTS IS RECORDED AS PART OF THIS PROJECT.
- 20. PAVEMENT MARKING AND STRIPING LAYOUT AND TRAFFIC SIGNAL LOOP LAYOUT SERVICES SHALL BE PROVIDED BY THE DEVELOPER'S ENGINEER, SURVEYOR, OR OTHER QUALIFIED PERSONNEL.
- 21. BENCH MARK: SEE BENCH MARK ON THIS SHEET.
- 22. PLAN REFERENCES: N/A

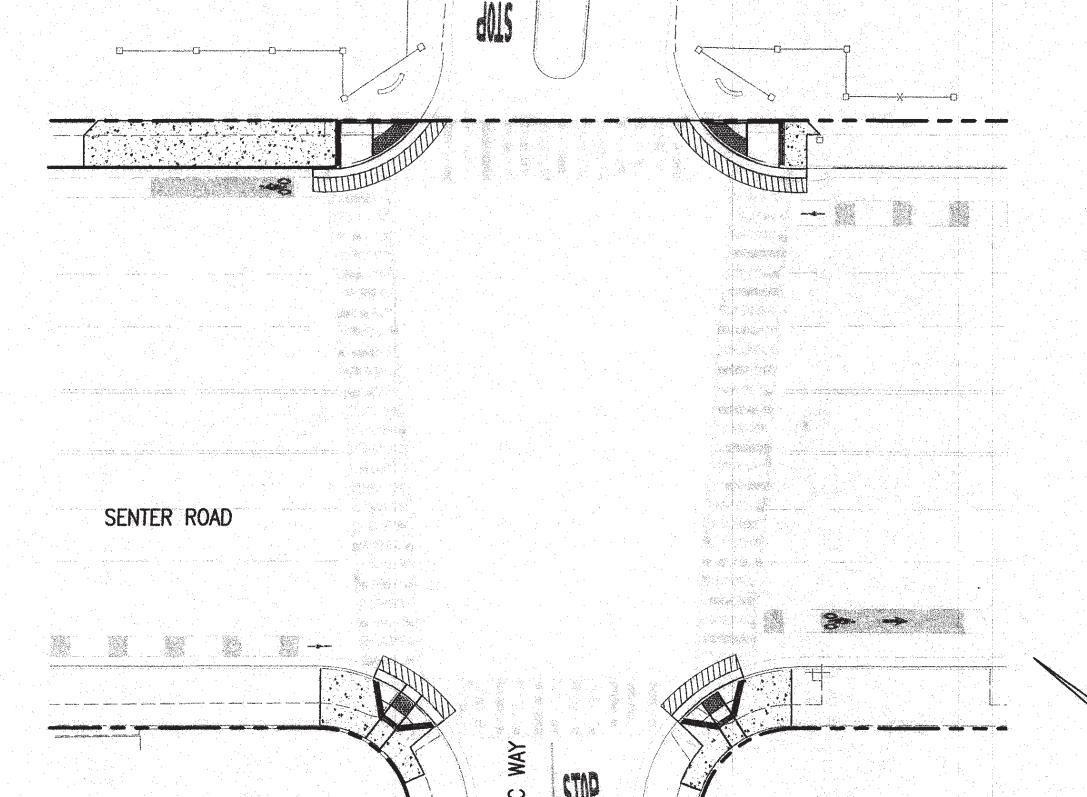


PLAN FOR THE IMPROVEMENT OF BALTIC WAY AND SENTER ROAD INTERSECTION

SAN JOSE

CALIFORNIA

COYOTE CREEK MOBILE HOME COMMUNITY

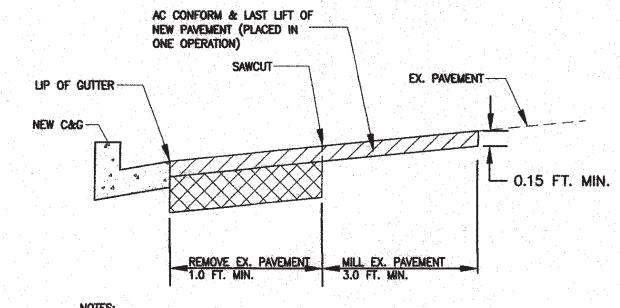


KEY MAP

ELECTRICAL NOTES - STREET LIGHTING

- 1. MATERIALS SUBMITTAL: A 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.
- 2. SERVICES: A CONTRACTOR SHALL INSTALL A 240V SERVICE NEXT TO EACH PORE SECONDARY BOX USED FOR STREETLIGHT SERVICE, UNLESS SPECIFIED
- B. 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 P.G. & PRIOR TO CONSTRUCTION OF ELECTRICAL WORK. ALL ADDITIONAL COSTS INCURRED FOR WORK MODIFICATIONS REQUIRED DUE TO FINAL SERVICE POINT LOCATIONS/ADJUSTMENTS SHALL BE BORN 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.
- STREET LIGHTING EQUIPMENT TO BE SALVAGED SHALL BE DELIVERED TO THE CITY OF SAN JOSE ELECTRICAL MAINTENANCE SHOP AT 1404 MABURY ROAD. CONTACT THE DEPARTMENT OF TRANSPORTATION AT (408) 794-1969, 48 HOURS IN ADVANCE TO ARRANGE FOR ACCEPTANCE OF
- 4. OVERHEAD UTILITY CONFLICTS: PERMITTEE IS RESPONSIBLE FOR PROVIDING CLEARANCE FOR ELECTROLIERS 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 electrolier 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.
- 5. ALL ELECTROLIER LOCATIONS SHALL BE STAKED IN THE FIELD BY THE PERMITTEE.
- 6. ALL NEW CONDUIT SHALL BE RIGID NON-METALLIC PVC SCHEDULE 40 UNLESS NOTED OTHERWISE.
 7. ALL NEW ELECTROLIERS SHALL BE TYPE 10B POLE ON A TYPE 2 FOUNDATION WITH C-8 MAST ARM AND LUMINAIRE AS INDICATED UNLESS
- 8. ALL GROUND RODS OR GROUNDING ELECTRODE SHALL BE INSTALLED IN THE PULL BOX ADJACENT TO THE STREET LIGHT. 9. A CONTINUOUS \$10 AWG GREEN GROUNDING CONDUCTOR SHALL BE INSTALLED FOR EACH NEW LUMINAIRE ON NEW OR RE-WIRED ELECTROLIERS. THE GROUNDING CONDUCTOR SHALL BE TERMINATED IN THE LUMINAIRE HOUSING AND CONNECTED TO THE GROUNDING WIRE IN THE BASE OF THE POLE.

 10. WHEN AN EXISTING ELECTROLIER 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. 11. PERMITTEE SHALL PAINT AND RENUMBER EXISTING PAINTED ELECTROLIERS AS INDICATED IN THE PLANS OR AS DIRECTED BY PROJECT INSPECTOR. 12. NEW PULL BOXES SHALL BE CSJ STANDARD #5 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 \$3 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 DETERRENT AND SHALL CONFORM TO ANSI/SCTE 77 TIER 22 AND LIDS SHALL BE SECURED BY A MINIMUM OF TWO $\frac{1}{2}$ — 13 THREADED BY 1 $\frac{1}{2}$ " LONG SECURITY BOLTS. ALL METALLIC CONDUCTIVE PARTS SHALL BE BONDED BY A BONDING JUMPER WITH A RING TERMINAL AND A SELF-LOCKING



1) AC CONFORM GRIND MUST OCCUR PRIOR TO REMOVAL AND REPLACEMENT OF CURB AND GUTTER. 2) AT THE DISCRETION OF THE PROJECT INSPECTOR ADDITIONAL CONFORM GRADING MAY BE REQUIRED,

CONSTRUCTION JOINT DETAIL #2

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
- 1 d	8	OF	8	TRAFFIC SIGNAL

SCALE: 1" = 20'

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'DATUM: NGVD 1929 MSL

LEGEND

DESCRIPTION

PROPERTY LINE

CURB AND GUTTER

NEW PAVEMENT

FIRE HYDRANTS

SANITARY SEWER

STORM SEWER

JOINT TRENCH

ELECTRIC SERVICE

SANITARY MANHOLE

ELECTRICAL CONDUIT

EDGE OF PAVEMENT

PAVING CONFORM OR OVERLAY TO FORM SMOOTH A.C. TRANSITION

HANDICAP RAMP

KEY TO CHANGES

STREET TREES

UTILITY VAULT

WATER LINE

GAS LINE

OVERHEAD

RELOCATED/REMOVED ELECTROLIER

P G & E SERVICE POINT

ELECTROLIER

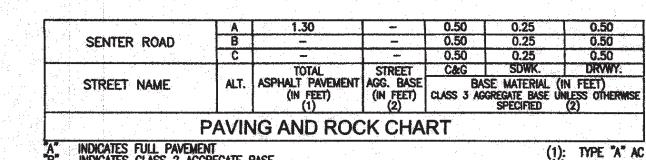
GRIND & OVERLAY

CENTERLINE

GENERAL NOTES

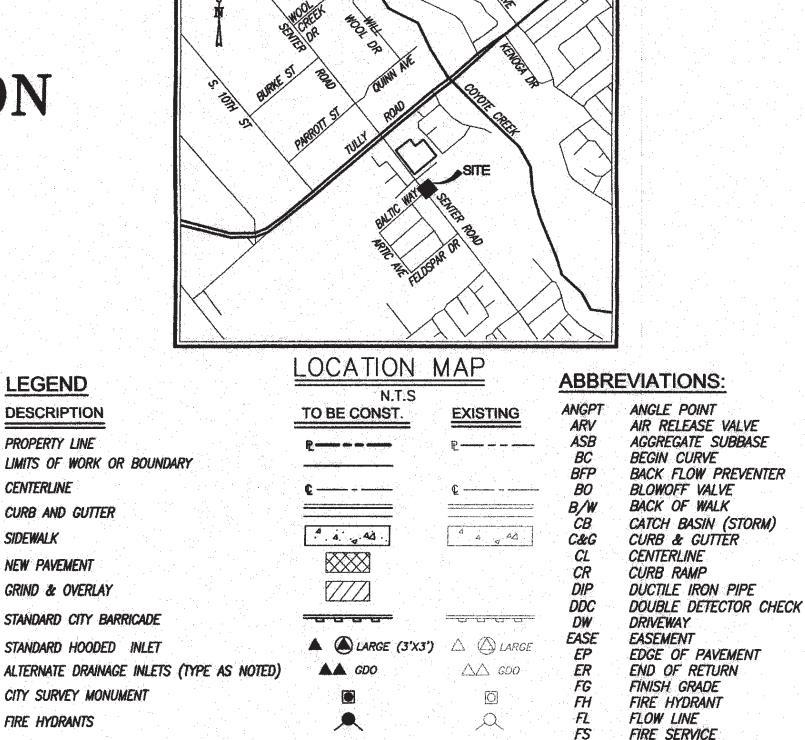
THE CIVIL ENGINEER, JMH WEISS, INC. 1731 TECHNOLOGY DRIVE, SUITE #880 SAN JOSE, CA 95110 PHONE: (408) 790-4982

THE CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INLCUDING, 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.



(1): TYPE "A" AC (2): SECTION 26

COVER SHEET



-V--V--V-

M

SANITARY SEWER SANITARY SEWER CLEAN OUT STORM DRAIN INLET SDI STORM DRAIN MANHOLE SANITARY SEWER MANHOLE SANITARY SEWER LATERAL SIDEWALK TELEPHONE TO BE ABANDONED TOP OF CURB TOP OF DEPRESSED CURB TRAFFIC LIGHT TOP OF ROLLED CURB TRAFFIC SIGNAL TOP OF VERTICAL CURB

PUE

FRONT OF WALK

HANDICAP PARKING

PUBLIC UTILITY EASEMENT

REINFORCED CONCRETE PIPE

POLYVINYL CHLORIDE

GRADE BREAK

HIGH POINT

INVERT

LATERAL

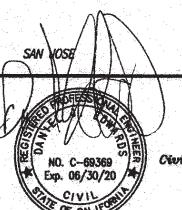
LOW POINT

LEFT. RIGHT

RIGHT OF WAY

WHEELCHAIR WATER LINE EASEMENT WATER METER WATER SERVICE WATER VALVE CROSSING PLAN FOR THE IMPROVEMENT OF

SENTER ROAD AND BALTIC WAY



rineering ~ Surveying ~ Land Planning 1731 Technology Drive, CA 95110 Tel(408)790-4982

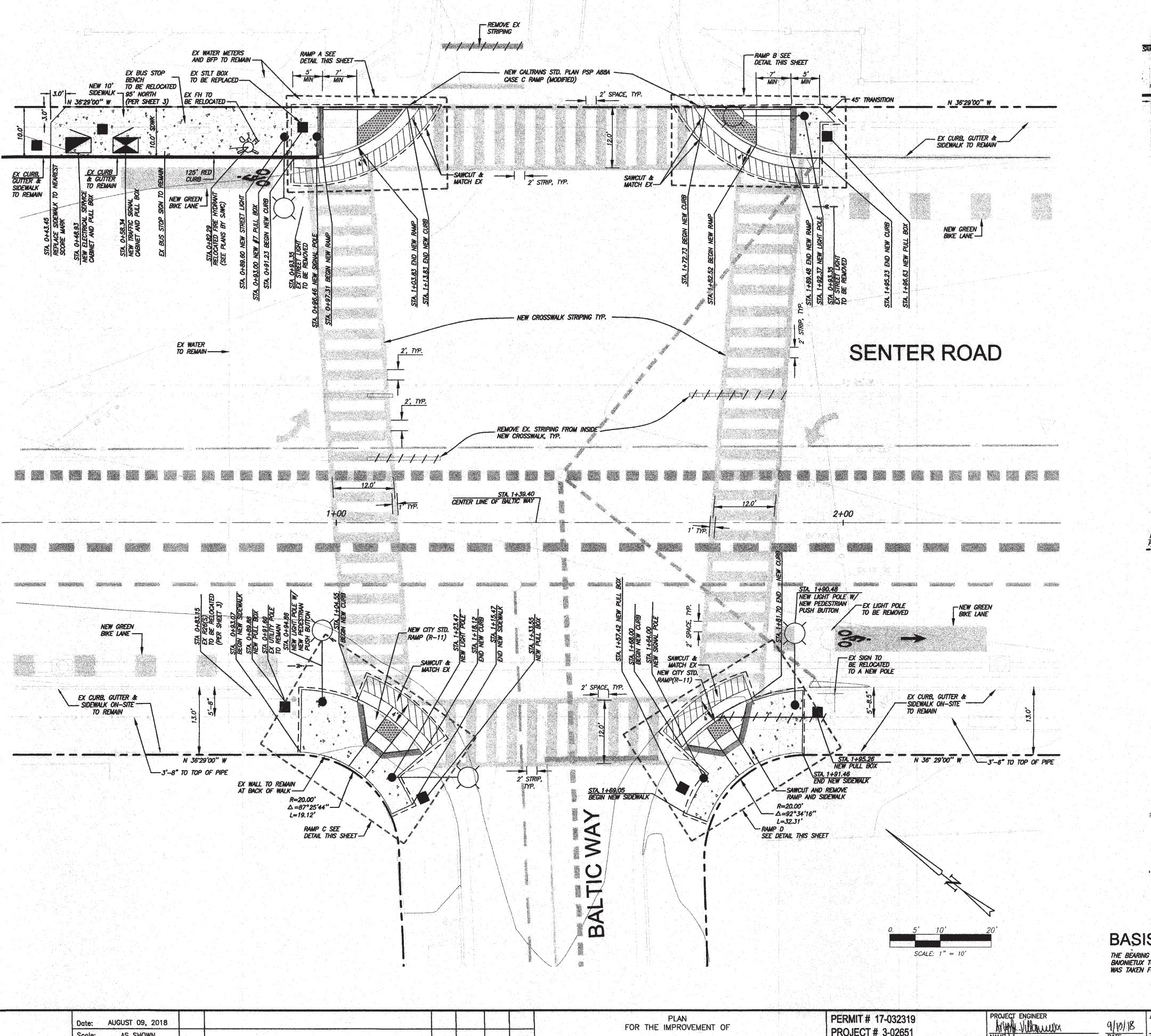
CALIFORNIA

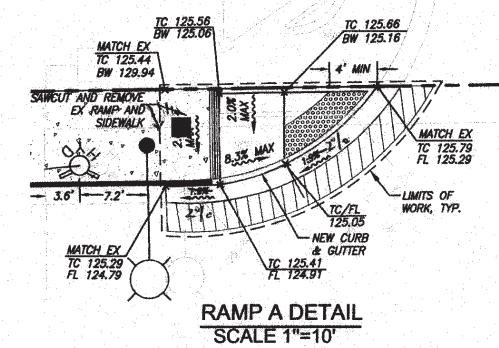
DEPARTMENT OF PUBLIC WORKS

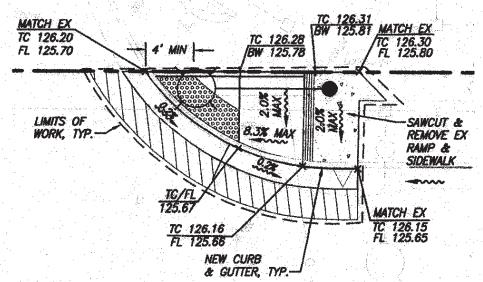
PERMIT # 17-032319 **INSPECTOR: GABRIEL SILVA** PROJECT # 3-02651 VM: 408-535-3532 CITY OF Trois Lapitea NAME Florin Lapustea CAPITAL OF SILICON VALLEY APPROVED BY MATT CANO DIRECTOR OF PUBLIC WORKS

CITY APPR SHEET 1 OF 8

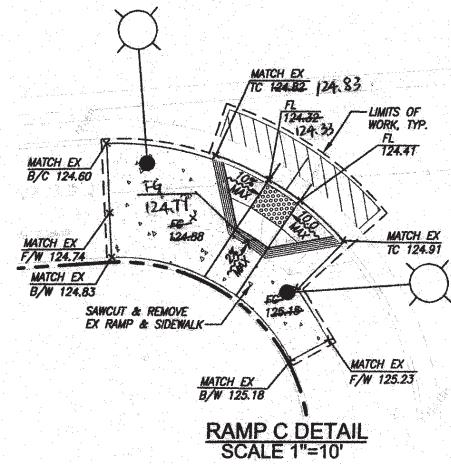
REV. DATE MAY 08, 2018

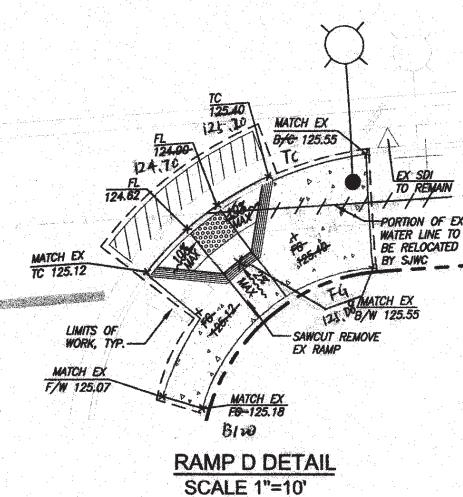






RAMP B DETAIL
SCALE 1"=10"





BASIS OF BEARINGS

THE BEARING N 36"29"00" W OF THE NORTHWESTERLY LINE OF SENTER ROAD DESCRIBED IN THE DEED FROM S.C. BAIONIETUX TO RUTH I. BROWN ETAL RECORDED IN BOOK 284 AT PAGE 584 SANTA CLARA COUNTY OFFICIAL RECORDS WAS TAKEN FOR THE BASIS OF ALL BEARINGS SHOWN ON THIS PLAN.

NO. C-69369

NO. C-69369

Exp. 06/30/20

Page incoming of Surveying of Land Planning 1731 Technology Drive, San Jose, CA 95110

Tel(408)2022-2190

www.jrnheeles.com

	Date: AUGUST 09, 2018									
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FOR THE IMPROVEMENT OF

BALTIC WAY AND SENTER ROAD

INTERSECTION PLAN

PERMIT# 17-032319	
PROJECT # 3-02651	
PROJECT INSPECTOR: GABRIEL SIL	.VA
VOICE MAIL: 408-515-3532	2

CALIFORNIA

ROJECT ENGINEER MYMYL-VUONUUUM	9/10/18	ADDI
MEU	DATE	NAM
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WE Florin Lanustea	DATE	MAR
UNICIPAL WATER		ELE(

	ADDITIONAL APPROVAL	DEPARTMENT O
		SAN JOSE.
	NAME DATE	5/111000L,
	STREETLIGHT AVOUT 9/12/2018	
•	MARIÓ DE LEON DATE	CITY OF &
	ELECTRICAL CIRCUITS	AN OSE
	NA.	
	MARLON DE LEON DATE	CAPITAL OF SILICON VALLEY

DEPARTMENT OF PUBLIC WORKS
SAN JOSE, CALIFORNIA

APPROVED BY MATT CANO DIRECTOR OF PUBLIC WORKS

ON ONE CALIFORNIA

STRIPING NOTES:

- 1. ALL STRIPING, MARKINGS AND SIGNING INSTALLATION TO BE PERFORMED BY THE CITY OF SAN JOSE. (EXCEPT AS NOTED)
- 2. ALL STRIPING AND MARKING REMOVAL TO BE PERFORMED BY THE CONTRACTOR PER THE CITY OF SAN JOSE STANDARD SPECIFICATIONS. ALL STRIPING AND MARKING THAT ARE IN CONFLICT WITH THE NEW INSTALLATION MUST BE REMOVED BY THE CONTRACTOR.
- 3. ALL PAVEMENT MARKING, STRIPING LAYOUT (CAT-TRACKING) AND TEMPORARY STRIPING SHALL BE DONE BY THE CONTRACTOR PRIOR PLACEMENT (PER CSJ NOTE #20).
- 4. PROJECT INSPECTOR TO NOTIFY THE DEPARTMENT OF TRANSPORTATION (GEOMETRIC DESIGN) AT (408) 535-3850 UPON COMPLETION OF LAYOUT FOR STRIPING/MARKINGS.
- 5. UNLESS INDICATED OTHERWISE, ALL SIGN TYPES SHOWN ON THIS PLAN ARE PER THE 2014 CALIFORNIA MUTCD.
- 6. ALL TEMPORARY STRIPING AND PAVEMENT MARKINGS MUST BE REINSTALLED BACK TO THEIR ORIGINAL CONFIGURATION PRIOR TO COMPLETION OF WORK.

LEGEND:

EXISTING STRIPING TO REMAIN IN PLACE

EXISTING STRIPING TO BE REMOVED

CSJ STD (L) ARROW TO BE INSTALLED

EXISTING CSJ STD "BIKE LANE SYMBOL WITH PERSON" LEGEND WITH ARROW TO REMAIN

SIGN TO BE REMOVED

EXISTING SIGN TO REMAIN

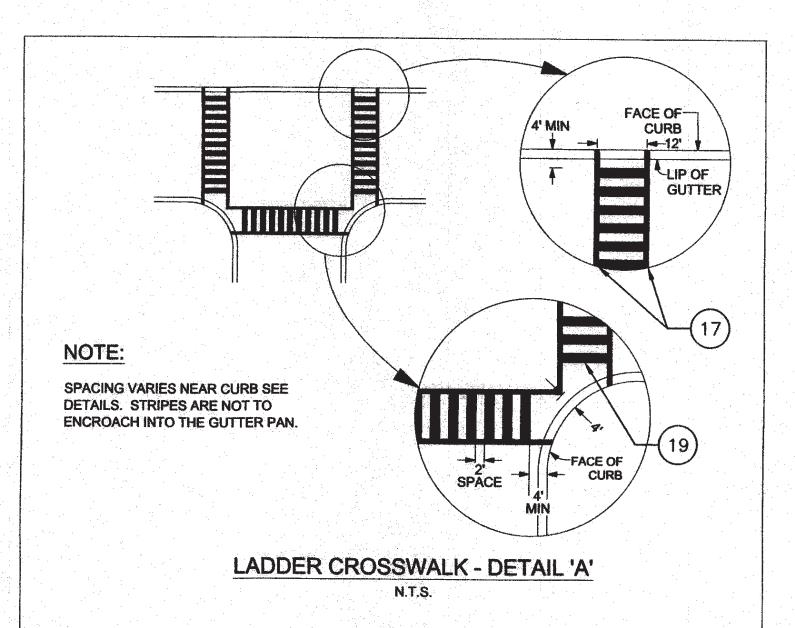
NEW SIGN TO BE INSTALLED

CONFORM TO EXISTING STRIPING PATTERN

CHANGE IN STRIPING PATTERN

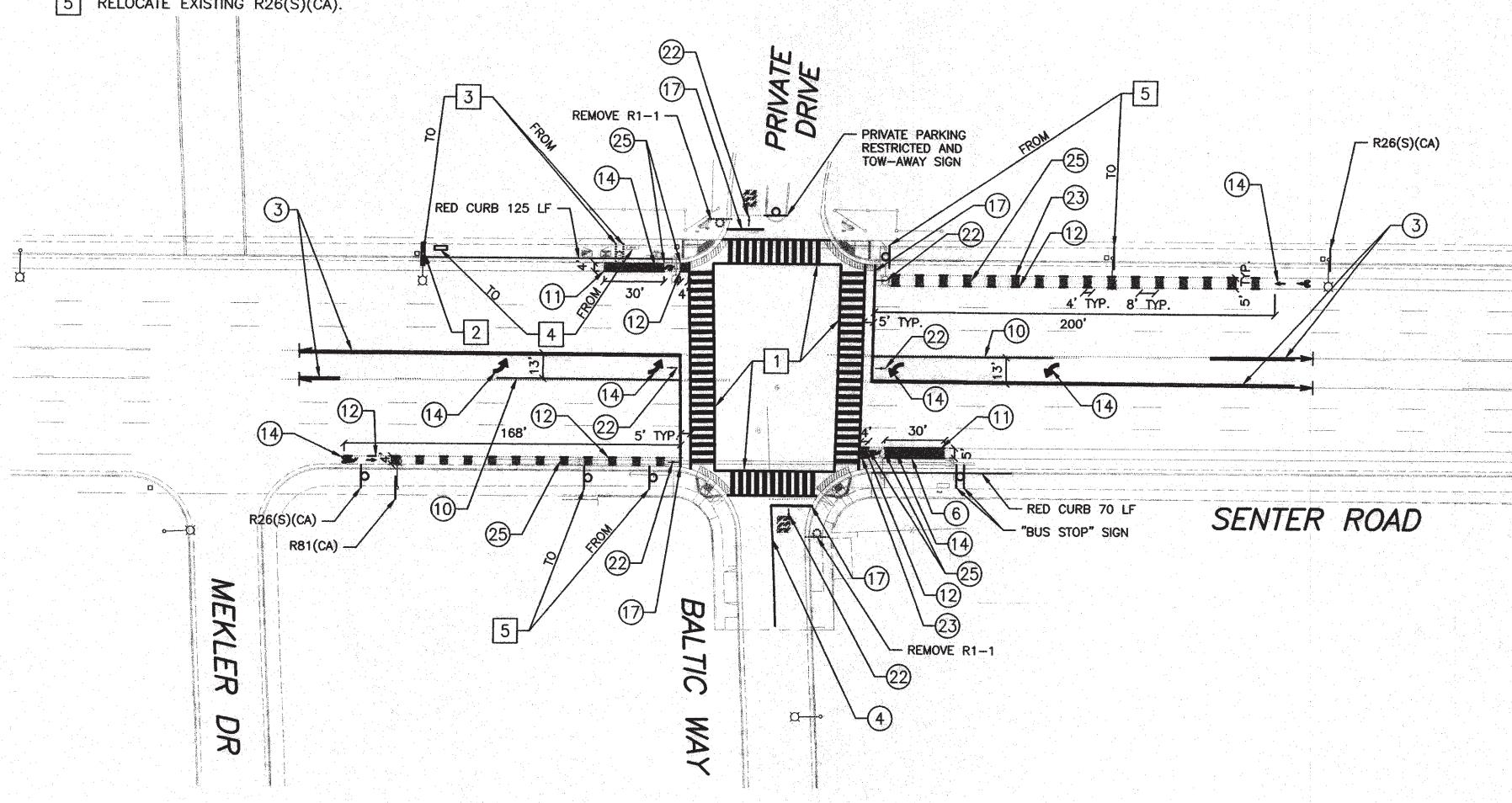
CITY OF SAN JOSE STANDARD PAVEMENT No. DELINEATION DETAILS

REMOVE EXISTING PAVEMENT STRIPE, ARROW OR LEGEND (BY GRINDING)



PROJECT NOTES:

- 1 INSTALL LADDER CROSSWALK PER DETAIL 'A.'
- 2 REMOVE AND SALVAGE EXISTING W11-2, EXISTING R26(S)(CA) TO BE PROTECTED IN PLACE.
- REMOVE AND SALVAGE EXISTING BUS STOP SIGN ABOVE THE EXISTING R26(S)(CA). REMOVE AND SALVAGE EXISTING BUS STOP SIGN POST, RELOCATE EXISTING BUS STOP SIGN ONTO
- 4 RELOCATE EXISTING BENCH 95 FEET NORTH.
- 5 RELOCATE EXISTING R26(S)(CA).



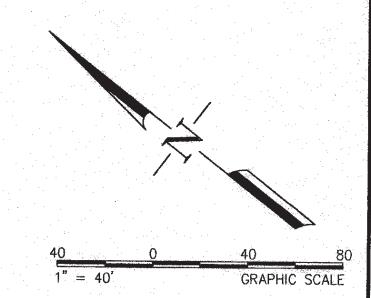
			STRIP	ING L	EGEND		
	STRIPING ELEMENT		STRIPING ELEMENT		STRIPING ELEMENT		STRIPING ELEMENT
1	STATE DETAIL 9 (MODIFIED)	(8)	STATE DETAIL 32	(15	CHATTER BARS	(22	BICYCLE LOOP DETECTOR SYMBOL
2	STATE DETAIL 12 (MODIFIED)	9	STATE DETAIL 37B	16	TYPE "AY" MARKER	23	STATE DETAIL 39A (MODIFIED)
3	STATE DETAIL 22	10	STATE DETAIL 38	17	SOLID 12" WHITE	24	YIELD LINE
4	STATE DETAIL 23	11	STATE DETAIL 39	18	SOLID 12" YELLOW	25	GREEN PAVEMENT ENHANCEMENT
5	STATE DETAIL 25	12	STATE DETAIL 39A	(19	SOLID 24" WHITE	26	RESERVED FOR FUTURE USE
6	STATE DETAIL 27B	13	STATE DETAIL 40A	20	STATE DETAIL 26	27	SOLID 24" YELLOW
7	STATE DETAIL 29	14	ARROW/MESSAGES	21	STATE DETAIL 40	28	STATE DETAIL 41

PERMIT # 17-032319

PROJECT GABRIEL SILVA

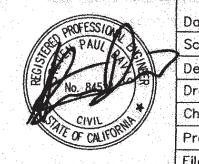
PROJECT # 3-02651

VOICE MAIL: (408) 535-3532





FEHR PEERS 160 W. Santa Clara Street San Jose, CA 95113 Suite 675 (408) 278-1700



Date: AUGUST 9, 2018											
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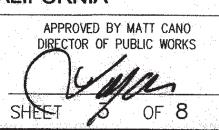
PLAN FOR THE IMPROVEMENT OF SENTER ROAD & BAI TIC WAY

	VIER RUAD & DALIIC	AAVAI
	TRAFFIC SIGNAL PLA	N
·	SIGNING & STRIPING PLA	
JOSE	CSJ SHOP No. 1095	CALIFORNIA

		And the second of the second o
Antonia se processo Antonia	DOT - TRAFFIC SIGNALS/SIGNAL OPERATIONS	PROJECT ENGINEER
		Kilmi Villanuwa 9/13/1
	NAME DATE	NAME DATE
	DOT - GEOMETRICS	DPW - ELECTRICAL
	Hour Laputea 9/12/18 NAME Florin Lapustea DATE	N.A.
		NAME DATE
	ADDITIONAL APPROVAL	DOT - INTELLIGENT TRANSPORTATION SYSTEMS

DEPARTMENT OF PUBLIC WORKS SAN JOSE, CALIFORNIA

CAPITAL OF SILICON VALLEY



GENERAL NOTES:

- SHOULD CONDITIONS ENCOUNTERED DURING CONSTRUCTION PREVENT THE PERFORMANCE OF WORK AS DELINEATED ON THIS PLAN, THE CONTRACTOR SHALL INSTITUTE REMEDIAL MEASURES AS MAY BE REQUIRED TO PROVIDE A COMPLETE AND FULLY FUNCTIONAL SYSTEM. PROPOSED REMEDIAL MEASURES SHALL BE SUBJECT TO THE REVIEW AND PRIOR APPROVAL OF THE ELECTRICAL ENGINEER OF THE SAN JOSÉ DEPARTMENT OF PUBLIC WORKS AND SHALL BE UNDERTAKEN AT NO EXPENSE TO THE CITY.
- 2. LIMITS OF NEW SIDEWALK CONSTRUCTION SHOWN ON THE PLANS ARE SCHEMATIC ONLY. THE EXACT LIMITS WILL BE DETERMINED IN THE FIELD BY THE CITY ENGINEER.
- 3. EQUIPMENT TO BE SALVAGED SHALL BE DELIVERED TO THE CITY OF SAN JOSÉ MABURY YARD AT 1404 MABURY ROAD. THE CONTRACTOR SHALL CONTACT THE CITY OF SAN JOSÉ DEPARTMENT OF TRANSPORTATION AT (408) 794-1969, THREE (3) BUSINESS DAYS IN ADVANCE TO ARRANGE FOR ACCEPTANCE OF SALVAGED EQUIPMENT.
- 4. A LIST OF MATERIALS PROPOSED BY THE CONTRACTOR TO BE USED ON THIS PROJECT FOR STREET LIGHTING AND/OR TRAFFIC SIGNALS INCLUDING, BUT NOT LIMITED TO, LUMINAIRES. POLES, CONDUIT, CONDUCTORS, PULL BOXES, GROUND RODS, SIGNAL EQUIPMENT AND SERVICE EQUIPMENT SHALL BE SUBMITTED TO THE DESIGN CONSULTANT FOR REVIEW. THE DESIGN CONSULTANT SHALL PROVIDE THE LIST OF MATERIALS AND A COPY OF THE MANUFACTURERS' PRODUCT SPECIFICATION SHEETS FOR ALL PROPOSED EQUIPMENT TO THE CITY OF SAN JOSÉ PROJECT INSPECTOR FOR APPROVAL PRIOR TO PURCHASE AND A MINIMUM OF TWO WEEKS PRIOR TO THE START OF WORK.
- CONTRACTOR SHALL REFER TO THE CURRENT STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND SPECIFICATIONS, INCLUDING ANY AND ALL STANDARD PLANS AND STANDARD SPECIFICATIONS REVISIONS ADOPTED BY CALTRANS FOR TRAFFIC SIGNAL POLES, FOUNDATIONS, VEHICLE SIGNALS, MAST ARMS, PEDESTRIAN SIGNALS, AND LUMINAIRE ARMS AS SHOWN ON THE PROJECT PLANS.
- 6. ALL SIGNAL HEADS, VISORS, BACKPLATES, PEDESTRIAN SIGNAL HOUSINGS. PEDESTRIAN PUSH BUTTON HOUSINGS. AND SIGNAL FRAMEWORK AND MOUNTINGS SHALL BE FACTORY-FINISHED BLACK.
- 7. HOLES IN TRAFFIC SIGNAL POLES REMAINING AFTER INSTALLATION OF NEW SIGNAL HEADS AND NEW MOUNTING BRACKETS SHALL BE REPAIRED PER CITY OF SAN JOSE STANDARD SPECIFICATION 86-2.04, "STANDARDS, STEEL PEDESTALS AND POSTS."

TRAFFIC SIGNAL CONTROLLER CABINET

8. TYPE "P" TRAFFIC SIGNAL CONTROLLER CABINET SHALL CONFORM TO THE LATEST CITY OF SAN JOSÉ SPECIFICATIONS. THE CONTRACTOR MAY OBTAIN A COPY OF THE CITY'S LATEST TYPE "P" CONTROLLER CABINET SPECIFICATIONS AT HTTPS://WWW.SANJOSECA.GOV/INDEX.ASPX?NID=2247. CONTRACTORS SHALL, AT LEAST SIXTY (60) CALENDAR DAYS PRIOR TO THE DATE OF SIGNAL ACTIVATION, DELIVER THE CABINET AND ALL AUXILIARY EQUIPMENT TO THE CITY OF SAN JOSÉ DEPARTMENT OF TRANSPORTATION. TRAFFIC SIGNAL MAINTENANCE SECTION AT 1404 MABURY ROAD FOR TESTING BY CITY FORCES. THE CITY WILL MAKE THE EMPTY CABINET (MINUS AUXILIARY EQUIPMENT) AVAILABLE FOR PICKUP BY THE CONTRACTOR NO MORE THAN THIRTY (30) CALENDAR DAYS IN ADVANCE OF THE DATE OF SIGNAL ACTIVATION.

CONDUIT

- 9. CONDUIT 1-½ INCHES AND LARGER AND IN RUNS OF MORE THAN 10 FEET SHALL HAVE BENDING RADII OF NOT LESS THAN 18 INCHES OR 12 TIMES THE INSIDE DIAMETER OF THE CONDUIT, WHICHEVER IS GREATER. MAXIMUM BEND OF ELBOWS INTO PULL BOXES SHALL BE 45 DEGREES.
- 10. ALL CONDUIT RUNS SHALL BE INSTALLED PER SECTION 86-2.05, "CONDUIT," SUBSECTION 86-2.05C, "INSTALLATION."

PULL BOXES

- 11. TRAFFIC SIGNAL PULL BOXES TO BE INSTALLED BY THE CONTRACTOR SHALL BE LIGHTWEIGHT COMPOSITE WITH COVERS CONSTRUCTED OF LIGHTWEIGHT MATERIAL SUCH AS FIBERGLASS OR POLYESTER RESIN. PULL BOX COVERS SHALL HAVE BOLT DOWN LUGS AND COVER INSCRIPTIONS CONFORMING TO SECTION 86-2.06B "COVER MARKINGS," OF CITY OF SAN JOSÉ SPECIFICATIONS.
- 12. #3 ½ PULL BOXES AND REPLACEMENT LIDS TO BE INSTALLED BY THE CONTRACTOR SHALL BE THEFT-DETERRENT AND SHALL CONFORM TO ANSI/SCTE 77 TIER 22 AND LIDS SHALL BE SECURED BY A MINIMUM OF TWO ½ - 13 THREADED BY 1 ½" LONG SECURITY BOLTS. ALL METALLIC CONDUCTIVE PARTS SHALL BE BONDED BY A BONDING JUMPER WITH A RING TERMINAL AND A SELF-LOCKING WASHER.

SIGNAL HEADS

13. ALL NEW VEHICLE SIGNAL HEADS SHALL BE FURNISHED WITH RED. YELLOW, AND GREEN (CIRCULAR AND/OR ARROW) LIGHT EMITTING DIODE (LED) MODULES IN NEW VEHICLE SIGNAL SECTIONS. THE LED MODULES SHALL CONFORM TO CURRENT STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS AND BE LISTED IN THE CURRENT CALIFORNIA DEPARTMENT OF TRANSPORTATION PRE-QUALIFIED PRODUCT LIST FOR LED TRAFFIC SIGNAL MODULES.

GENERAL NOTES (CONTINUED):

14. CONTRACTOR SHALL FURNISH AND INSTALL A REMOVABLE FULL-CIRCLE METAL VISOR CONFORMING TO ANSI STANDARD D-10.1 ON ALL NEW VEHICLE SIGNAL SECTIONS. PLASTIC VISORS SHALL NOT BE USED.

PEDESTRIAN SIGNAL EQUIPMENT

- 15. CONTRACTOR SHALL FURNISH AND INSTALL A LIGHT EMITTING DIODE (LED) COUNTDOWN TYPE SIGNAL MODULE IN EACH NEW PEDESTRIAN SIGNAL HOUSING. MODULES SHALL BE FURNISHED WITH A COMBINATION PORTLAND ORANGE "FULL UPRAISED HAND"/LUNAR WHITE "FULL WALKING PERSON" AND TWO 9 INCH HIGH DIGITS. THE LED MODULES SHALL CONFORM TO CURRENT STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) SPECIFICATIONS.
- 16. PEDESTRIAN SIGNAL HEADS SHALL HAVE A FRONT SCREEN FABRICATED OF POLYCARBONATE PLASTIC MOUNTED IN AN ALUMINUM FRAME IN CONFORMANCE WITH OPTION 2 OF SECTION 86-4.03B OF THE CURRENT CALTRANS STANDARD SPECIFICATIONS. EACH PEDESTRIAN SIGNAL HOUSING SHALL BE PROVIDED WITH A 2-INCH SPACER BETWEEN THE SPECIAL SIGNAL BRACKETING HARDWARE AND THE PEDESTRIAN SIGNAL HOUSING. THE SPACERS WILL ALLOW THE PEDESTRIAN SIGNAL HOUSING TO BE ROTATED IN PLACE AFTER INSTALLATION.
- 17. PEDESTRIAN PUSH BUTTONS SHALL BE MOUNTED 42 INCHES ABOVE THE ADJACENT WALKING SURFACE.
- 18. ACCESSIBLE PEDESTRIAN SIGNAL SYSTEM

THE ACCESSIBLE PEDESTRIAN SIGNAL SYSTEM SHALL BE A POLARA NAVIGATOR 2-WIRE

THE ACCESSIBLE PEDESTRIAN PUSH BUTTON STATION SHALL BE ADA COMPLIANT, 2 INCHES IN DIAMETER AND USE INFRARED TECHNOLOGY FOR PROGRAMMING SETTINGS WITH A HANDHELD WIRELESS DEVICE. IT SHALL CONTAIN ALL ELECTRONIC CONTROL EQUIPMENT, MOUNTING HARDWARE, AUDIBLE-TACTILE PUSH BUTTON AND OPTION FOR A 5 INCH. X 7 34 INCH INFORMATIONAL PEDESTRIAN SIGN MOUNT (WITH CHOICE OF SIGN MARKINGS/DISPLAY) WITH BRACKET ASSEMBLY-SIGN FACE (MUTCD # R10-3). THE AUDIBLE-TACTILE PUSH BUTTON SHALL BE DESIGNED TO PROVIDE BOTH A BUTTON WITH A RAISED DIRECTIONAL VIBRATING TACTILE ARROW ON THE BUTTON AND A VARIETY OF AUDIBLE SOUNDS FOR DIFFERENT PEDESTRIAN SIGNAL FUNCTIONS. THE UNIT SHALL HAVE A WEATHERPROOF SPEAKER, AND THE APPROPRIATE INFORMATIONAL SIGN FOR EACH LOCATION. THE EXTERNAL HOUSING SHALL NOT HAVE ANY POLYCARBONATE OR PLASTIC PARTS.

THE SYSTEM SHALL CONSIST OF A CENTRAL CONTROL UNIT (CCU), THE ACCESSIBLE PEDESTRIAN PUSH BUTTON STATIONS (PBS) WITH POLE MOUNTING ASSEMBLY, AND A HANDHELD WIRELESS CONFIGURATION DEVICE.

THE SYSTEM SHALL MEET THE FOLLOWING REQUIREMENTS:

- FUNCTIONALITY REQUIREMENTS OF MUTCD 2014 SECTION 4E.09 THROUGH 4E.13 REGARDING ACCESSIBLE PEDESTRIAN SIGNALS AND DETECTORS
- THE PEDESTRIAN PUSH BUTTON STATION SHALL MEET THE NEMA 250 TYPE 4X ENCLOSURE REQUIREMENTS.

THE CENTRAL CONTROL UNIT SHALL MEET NEMA 250 - TYPE 1 ENCLOSURE REQUIREMENTS. AUDIO AND SYSTEM SPECIFICATIONS SHALL ALSO INCLUDE:

- AUDIBLE LOCATING TONE THERE SHALL BE AT LEAST THREE (3) FIELD SELECTABLE LOCATER TONES TO CHOOSE FROM.
- AUDIBLE WALK SOUNDS THE SYSTEM SHALL HAVE AT LEAST FIVE (5) SELECTABLE AUDIBLE WALK SOUND OPTIONS INCLUDING A CUCKOO, RAPID TICK, CHIRP, DIRECTION OF TRAVEL MESSAGE, AND CUSTOM VOICE MESSAGE THAT SHALL OPERATE DURING THE WALK INTERVAL FOR A USER-SELECTABLE AMOUNT OF TIME IF THE PUSHBUTTON IS PRESSED. THERE SHALL BE A USER-SELECTABLE OPTION TO ACTIVATE AUDIBLE WALK SOUNDS WITHOUT PUSHBUTTON ACTUATION.
- CONSTRUCTION FRAME: CAST ALUMINUM, POWDER COATED

MESSAGE SIGN: ALUMINUM, POWDER COATED INK MARKING PUSH BUTTON: ALUMINUM, POWDER COATED PBS FASTENERS: STAINLESS STEEL

MAST ARM STREET NAME SIGNS

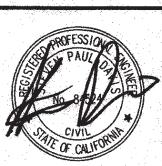
19. THE CONTRACTOR SHALL FURNISH AND INSTALL A TOTAL OF 4 MAST ARM-MOUNTED STREET NAME SIGNS. STREET NAME SIGN REQUIREMENTS ARE SHOWN ON THE SHEET ENTITLED "STREET NAME SIGN SPECIFICATIONS AND DETAILS." THREE (3) WORKING DAYS PRIOR TO THE SIGN INSTALLATION, THE CONTRACTOR SHALL NOTIFY THE PROJECT INSPECTOR AND PROVIDE THE STREET NAME SIGNS FOR CITY INSPECTION.

GENERAL NOTES (CONTINUED):

WIRELESS COMMUNICATIONS

- 20. CONTRACTOR SHALL PROVIDE A MINIMUM OF 60 LINEAL FEET OF CATSE CABLE, SEALED, LABELED, AND COILED IN PULL BOX AS SHOWN ON THE PLANS. CITY FORCES WILL FURNISH AND INSTALL THE WIRELESS COMMUNICATION RADIO.
- 21. CONTRACTOR SHALL FURNISH A MINIMUM OF 20 LINEAL FEET OF CATSE CABLE, SEALED, LABELED, AND COILED IN THE TRAFFIC SIGNAL CONTROLLER CABINET.
- 22. CONTRACTOR SHALL PROVIDE A MINIMUM OF 10 LINEAL FEET OF SLACK IN EACH PULL BOX THROUGH WHICH THE CABLE PASSES.
- 23. CATEGORY 5E (CAT5E) SHIELDED CABLE FOR WIRELESS COMMUNICATION SHALL BE DATATUFF WATERBLOCKED 7937A AS MANUFACTURED BY BELDEN, OR APPROVED EQUAL. CABLE SHALL BE OUTDOOR RATED, SHIELDED, INDUSTRIAL ETHERNET CABLE AND SHALL BE SUITABLE FOR UNDERGROUND USE. CABLE SHALL HAVE A 24 AWG INTEGRATED ELECTROSTATIC DISCHARGE DRAIN WIRE. COPPER PAIRS SHALL BE 24 AWG SOLID COPPER AND HAVE SOLID POLYOLEFIN INSULATION. CABLE SHALL HAVE AN INNER JACKET OF LINEAR LOW DENSITY POLYETHYLENE WITH A NOMINAL DIAMETER OF 0.215 IN. CABLE SHIELDING SHALL BE ALUMINUM FOIL BONDED TO POLYESTER FILM TO PROVIDE 100% SHIELD COVERAGE. THE CABLE SHALL HAVE A LINEAR LOW DENSITY POLYETHYLENE OUTER JACKET. OUTSIDE DIAMETER OF THE COMPLETE CABLE SHALL BE 0.276 IN. CABLE SHALL CONFORM TO 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.

FEHR PEERS 160 W. Senta Clara Street San Jose, CA 9513 Suite 675 (408) 278-1700



Date: AUGUST 9, 2018 AS SHOWN LA LA Drawn: Checked: SD Proj. Engr: SD DESIGN DESIGN CITY APPR BY DATE APPR. DATE **REVISIONS** SJ16-1711

FOR THE IMPROVEMENT OF SENTER ROAD & BALTIC WAY TRAFFIC SIGNAL PLAN TRAFFIC SIGNAL GENERAL NOTES & DETAILS

CSJ SHOP No. 1095

SAN JOSE

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

PERMIT # 17-032319

NAME FILE TANHUECO 9/12/2018 DATE DOT - GEOMETRICS ADDITIONAL APPROVAL DOT - INTELLIGENT TRANSPORTATION SYSTEMS

CITY OF

SAN JOSE, CALIFORNIA APPROVED BY MATT CANO DIRECTOR OF PUBLIC WORKS CAPITAL OF SILICON VALLEY

DEPARTMENT OF PUBLIC WORKS

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 34 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 (CATSE) 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 JOSÉ 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:

			SI	W1								SV	V2				
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10
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 159PVCC-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 34 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

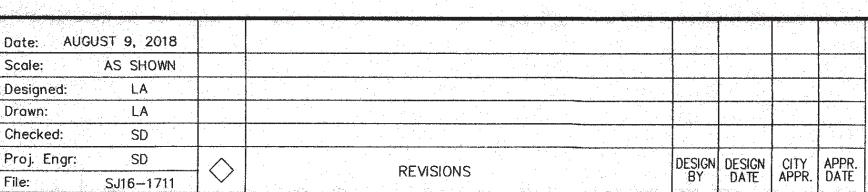
THE POLYESTER/NYLON TEXTILE INNERDUCT SHALL CONTAIN THREE CELLS AND EACH CELL SHALL ACCOMMODATE A SINGLE CABLE WITH AN OUTSIDE DIAMETER NO LARGER THAN 0.85 INCHES FOR 2-INCH CONDUIT AND 1.05 INCHES FOR CONDUITS 3-INCHES OR LARGER. THE POLYESTER/NYLON TEXTILE INNERDUCT SHALL BE SIZED TO FIT INTO THE NEW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

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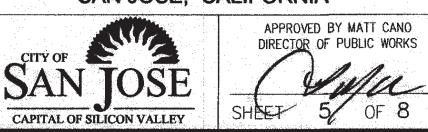
FOR THE IMPROVEMENT OF SENTER ROAD & BALTIC WAY TRAFFIC SIGNAL PLAN

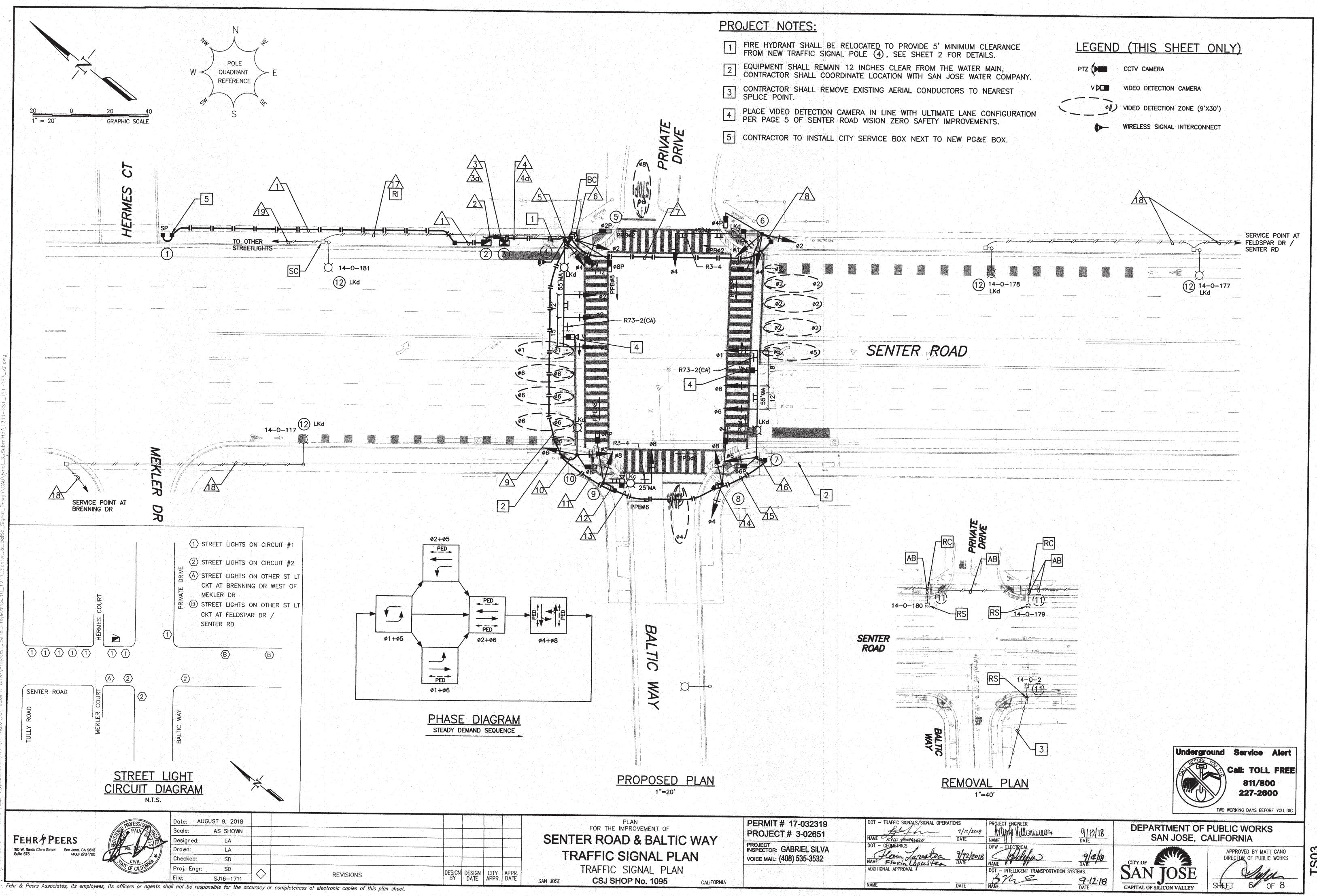
TRAFFIC SIGNAL GENERAL NOTES & DETAILS CSJ SHOP No. 1095 SAN JOSE CALIFORNIA

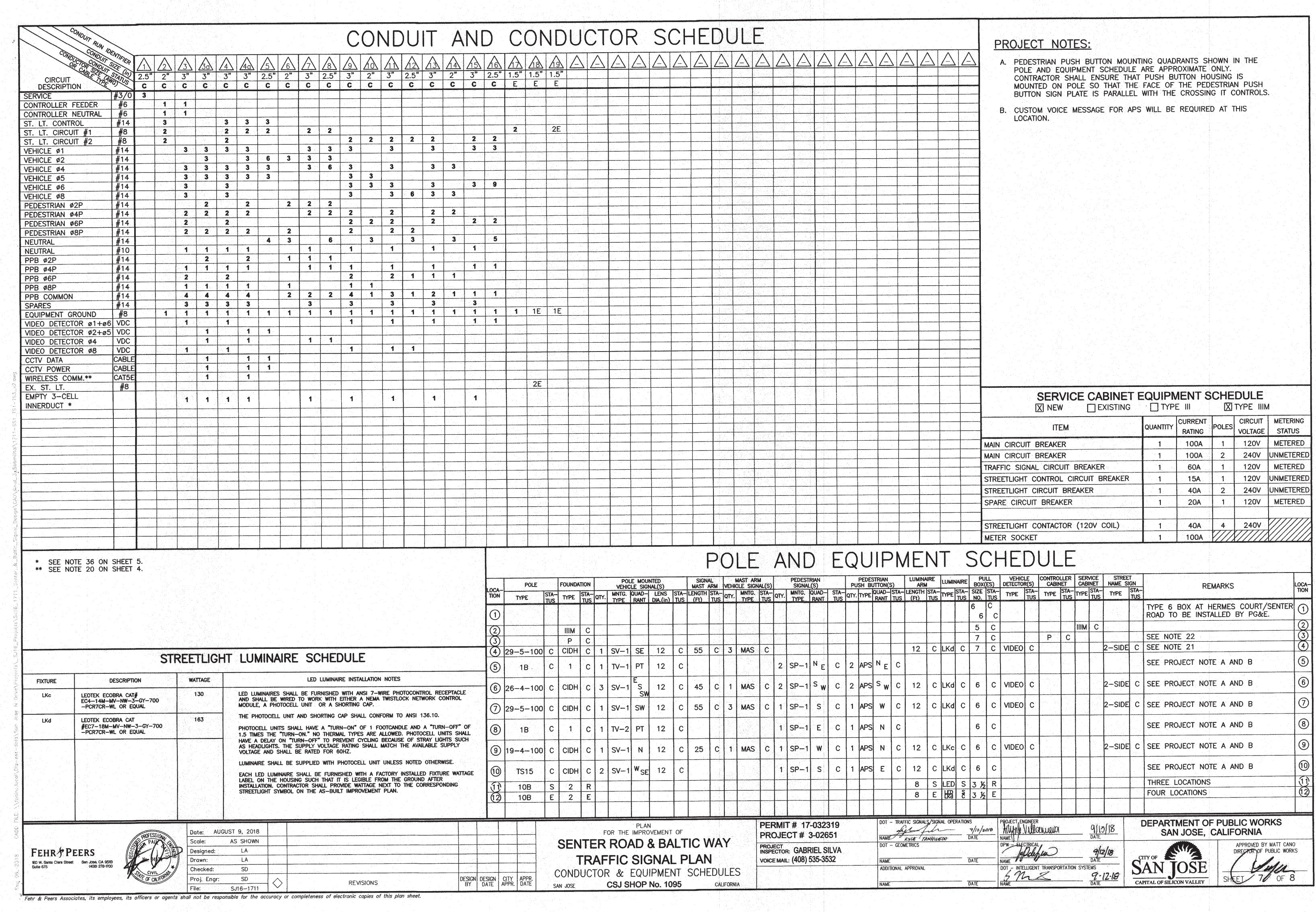
DOT - TRAFFIC SIGNALS/SIGNAL OPERATIONS PERMIT # 17-032319 NAME SEXLE TANHUELD PROJECT # 3-02651 DOT - GEOMETRICS PROJECT GABRIEL SILVA VOICE MAIL: (408) 535-3532 ADDITIONAL APPROVAL

9/12/2018 OOT - INTELLIGENT TRANSPORTATION SYSTEMS BM

DEPARTMENT OF PUBLIC WORKS SAN JOSE. CALIFORNIA CITY OF



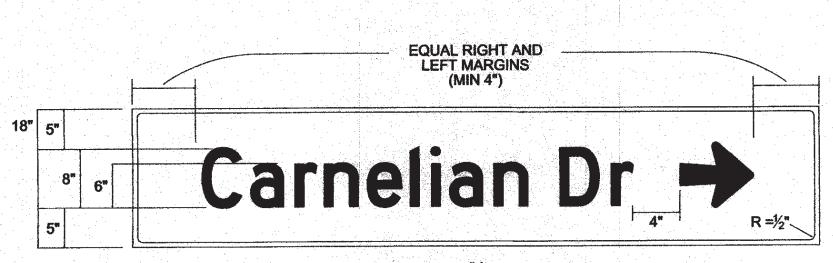




TRAFFIC SIGNAL STREET NAME SIGN SPECIFICATIONS V-SHAPED BOX SIGNS (IN DOWNTOWN) **BLADE SIGNS (OUTSIDE OF DOWNTOWN)** THE CONTRACTOR SHALL FURNISH AND INSTALL STREET NAME SIGNS, COMPLETE WITH ALL REQUIRED MOUNTING HARDWARE, ON TRAFFIC SIGNALS AS SHOWN ON THE PROJECT PLANS. STREET NAME SIGNS OUTSIDE OF 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: http://www.sanjoseca.gov/index.aspx?nid=2247. THE STREET NAME SIGN SHALL CONSIST OF TWO RECTANGULAR PANELS THE STREET NAME SIGN SHALL CONSIST OF ONE FLAT, RECTANGULAR PANEL AFFIXED TO A V-SHAPED BOX, MODEL SSG-T AS MANUFACTURED BY OF SHEET ALUMINUM. THE EXTERIOR SURFACE OF THE ALUMINUM PANEL SHALL BE COMPLETELY COVERED WITH A REFLECTIVE SHEETING SAFEWAY SIGN COMPANY, OR APPROVED EQUAL. THE EXTERIOR SURFACE OF THE SIGN PANELS SHALL BE COMPLETELY COVERED WITH A BACKGROUND AND SHALL HAVE A BORDER AND LEGEND CONSISTING OF **DESCRIPTION OF** REFLECTIVE SHEETING BACKGROUND AND SHALL HAVE A BORDER AND REFLECTIVE SHEETING. EXCEPT FOR POLE-MOUNTED ASSEMBLIES, THE STREET NAME SIGN LEGEND CONSISTING OF REFLECTIVE SHEETING. THE STREET NAME SIGN STREET NAME SIGN SHALL BE SECURED TO THE TRAFFIC SIGNAL MAST ARM SHALL BE SECURED TO THE TRAFFIC SIGNAL MAST-ARM IN A LEVEL IN A LEVEL ORIENTATION BY MEANS OF TWO SIGN HANGER BRACKETS. ORIENTATION BY MEANS OF TWO SIGN HANGER BRACKETS. THICKNESS: 0.080* V-SHAPED BOX THICKNESS: **ALUMINUM ALLOY 5052H38 ALUMINUM ALLOY 5052H38** MATERIAL: MATERIAL: SIGN PANEL SIGN PANELS ARE TO BE OF ONE PIECE, WITHOUT SEAMS, AND FREE OF COCKLES, BUCKLES, WARPS, DENTS OR OTHER DEFECTS. EDGES SHALL BE STRAIGHT CLEANLY CUT, AND FREE OF BURRS. THICKNESS: AS REQUIRED BY MAST ARM MOUNTING BRACKET TYPE TYPE 201 STAINLESS STEEL MATERIAL: INSTALL STRAPS AS REQUIRED BY BRACKET MANUFACTURER. TENSION STRAPS SECURELY AND LOCK IN PLACE BY MEANS OF BUCKLE. CUT OFF EXCESS STRAPPING. **HEIGHT:** SIGN DIMENSIONS 112" MAXIMUM (SINGLE-LINE LEGEND) TOLERANCE: PLUS OR MINUS 1/16" HEIGHT SIGN DIMENSIONS 84" MAXIMUM (DOUBLE-LINE LEGEND) PLUS OR MINUS 1/16" TOLERANCE: RETROREFLECTIVE RETROREFLECTIVE SHEETING SHALL BE CONTINUOUS, WITHOUT SPLICES, SEAMS, PATCHES, AIR POCKETS, OR DELAMINATION. SHEETING 1" BORDER 1/2" FILLETED CORNERS SIGN BORDER 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 MATERIAL: PRE-COATED, PRESSURE SENSITIVE OR HEAT-ACTIVATED ADHESIVE. SEE DETAIL "SIGN DESCRIPTIONS" ON THIS SHEET. THE FIRST LETTER IN EACH WORD OF THE LEGEND CONTENT: SHALL BE UPPER CASE AND ALL LETTERS FOLLOWING THE FIRST LETTER SHALL BE LOWER CASE. LEGEND FEDERAL HIGHWAY ADMINISTRATION STANDARD ALPHABET, SERIES D 2000 **UPPERCASE LETTER HEIGHT:** LOWERCASE LETTER HEIGHT: SEE DETAIL "TYPICAL SIGN LEGEND" SPACING: NUMBERED STREETS (FIRST TO NINTH): SPELL OUT, E.G. "Ninth St" NUMBERED STREETS (TENTH AND ABOVE): 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") PREFIXES: DO NOT INCLUDE BLOCK NUMBERS (E.G. "300") **BLOCK NUMBERS:** CENTERED, TYPICALLY, UNLESS SPÈCIFIED OTHERWISE **ALIGNMENT:** AT INTERSECTIONS CONTAINING ONE OR MORE PRIVATE DRIVEWAYS OR PRIVATE INTERSECTIONS WITH PRIVATE STREETS / DRIVEWAYS: 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 INTERSECTIONS WHERE STREET NAME CHANGES: 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 SPECIAL THE STREET TO THE RIGHT OF THE APPROACH WITH A DIRECTIONAL ARROW. INTERSECTIONS IF THE INTERSECTION CONTAINS STREET(S) WITH DIRECTIONAL DESIGNATION (NORTH, SOUTH, EAST, WEST), SUPPLEMENTAL SMALLER STREET NAME SIGN(S) SHALL BE INTERSECTIONS WITH DIRECTIONAL STREETS: 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. HAWKINS MAST ARM SWING SIGN BRACKETS, OR ZAP SA-1000 BRACKETS MODIFIED FOR BLADE SIGNS, OR APPROVED EQUAL. MAST ARM SAFEWAY SIGN COMPANY EZB 1321 BRACKETS, OR APPROVED EQUAL. **MOUNTING BRACKETS** 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 POLE MOUNTING 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. SEE DETAILS "MAST ARM STREET NAME SIGN MOUNTING LOCATION" AND "STREET NAME SIGN INSTALLATION" ON THIS SHEET. SIGN INSTALLATION

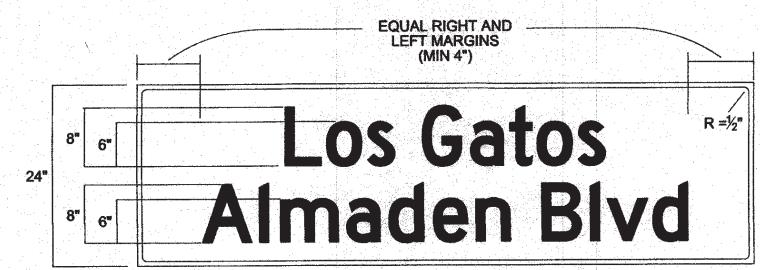
EQUAL RIGHT AND LEFT MARGINS (MIN 4") Aborn Rd (a) SINGLE-LINE LEGEND

DETAIL: TYPICAL SIGN LEGEND

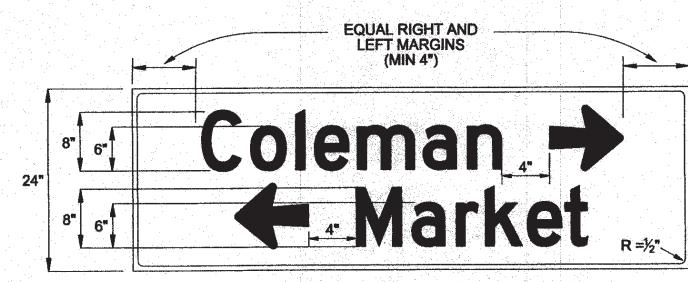


(b) SINGLE-LINE LEGEND

DOUBLE-LINE LEGEND



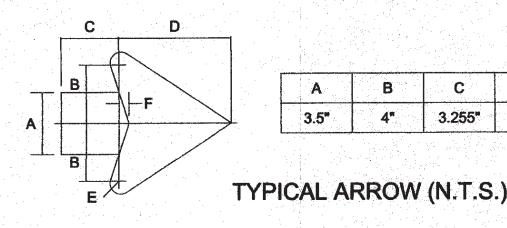
EQUAL RIGHT AND LEFT MARGINS (MIN 4") Silver Creek Valey Rd + DR=1/2"



DOUBLE-LINE LEGEND

DOUBLE-LINE LEGEND

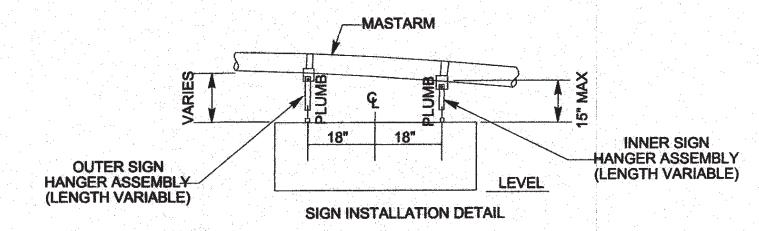
WITH ARROW



D C 3.255" 7.125" 0.688"

MASTARM WITH THREE SIGNAL HEADS **MASTARM WITH** TWO SIGNAL HEADS **MASTARM WITH** ONE SIGNAL HEAD

DETAIL: MAST ARM STREET NAME SIGN MOUNTING LOCATIONS



NOTES: 1. AFTER INSTALLATION OF SIGN HANGER ASSEMBLIES, CONTRACTOR SHALL LEVEL SIGN.

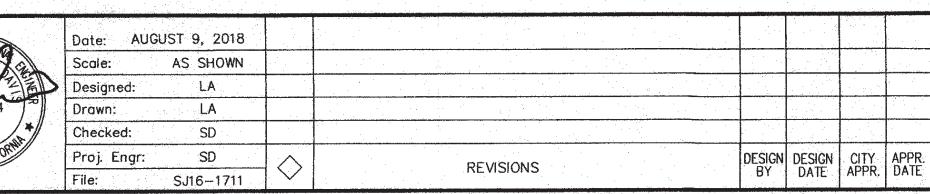
2. THE MINIMUM CLEARANCE BETWEEN THE ROADWAY AND THE BOTTOM OF THE STREET-NAME SIGN SHALL BE 17 FT. SHOULD CONDITIONS RESULT IN THIS CLEARANCE NOT BEING POSSIBLE, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE CITY PROJECT INSPECTOR.

DETAIL: STREET NAME SIGN INSTALLATION

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		
4)		Back: Baltic Wy		
	60" x 18" DOUBLE (a)	FRONT: Senter Rd		
(b)		DOORLE	(0)	BACK: Senter Rd
\bigcirc	7) 72" x 18" DOUBLE (b)	(L)	FRONT: Baltic Wy	
		DOOBLE		BACK: Baltic Wy
<u>(10)</u>	60" x 18"	DOUBLE	(2)	FRONT: Senter Rd
	0U X 10	DOODLE	(a)	BACK: Senter Rd

DETAIL: SIGN DESCRIPTIONS

FEHR PEERS 160 W. Santa Clara Street San Jose, CA 9513 Suite 675 San Jose, CA 9513 (408) 278-1700



FOR THE IMPROVEMENT OF

SENTER ROAD & BALTIC WAY

TRAFFIC SIGNAL PLAN MAST ARM SIGN DETAILS CSJ SHOP No. 1095 CALIFORNIA

PERMIT # 17-032319 PROJECT # 3-02651

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

9/12/18 DATE DOT - INTELLIGENT TRANSPORTATION SYSTEMS

DEPARTMENT OF PUBLIC WORKS SAN JOSE, CALIFORNIA



APPROVED BY MATT CANO DIRECTOR OF PUBLIC WORKS