### Conduit and Wiring Schedule (Furnish and Install Conduit and Wires)

<table>
<thead>
<tr>
<th>Conduit Run Number</th>
<th>A</th>
<th>A</th>
<th>A</th>
<th>A</th>
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<th>A</th>
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<tbody>
<tr>
<td>Conduit Size Inch</td>
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<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
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</table>

**Notes:**
- Vegetable Signal 22: 3 3 3
- Mid Signal 24: 3 3 3
- APS PIP for Resion on Pole 1: 3 3 3
- Tree Signal 100: 3 3 3
- Vegetable Signal 25: 3 3 3
- Mid Signal 25: 3 3 3
- APS PIP for Resion on Pole 1: 3 3 3
- Tree Signal 150: 3 3 3
- Vegetable Signal 30: 3 3 3
- Mid Signal 30: 3 3 3
- APS PIP for Resion on Pole 1: 3 3 3
- Tree Signal 155: 3 3 3
- Vegetable Signal 35: 3 3 3
- Mid Signal 35: 3 3 3
- APS PIP for Resion on Pole 1: 3 3 3
- Tree Signal 30: 3 3 3
- APS PIP for Resion on Pole 4: 3 3 3
- Tree Signal 150: 3 3 3

**Detail Notes:**
- PROVIDE 2" IRB CONDUCTS IN THE SAME TRENCH AND PROVIDE 1-120 CABLE IN ONE OF THE CONDUITS

<table>
<thead>
<tr>
<th>Core 1A</th>
<th>3</th>
<th>2</th>
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<th>1</th>
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<tbody>
<tr>
<td>Core 1B</td>
<td>3</td>
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<tr>
<td>Total 1A wires</td>
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<tr>
<td>100 V Wires</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>100 V Wires +800 V Wires</td>
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<td>2</td>
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**Notes:**
- INTERCONNECT 2XG CABLE

---

**Design & Engineering:**
- [Stamp]

**Public Works:**
- [Stamp]

**Issued by:**
- [Stamp]

**Scale:**
- 1:50

**MATERIALS:**
- [List of materials]

**Table of Contents:**
- [List of sections]

---

**Revised:**
- [Date]

**Revised by:**
- [Name]
### Conduit and Wiring Schedule (Furnish and Install Conduit and Wires)

| Conduit Run Number | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | |
## Conduit and Wiring Schedule (Furnish and Install Conduit and Wires)

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<th>2nd</th>
<th>3rd</th>
<th>4th</th>
<th>5th</th>
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<th>27th</th>
<th>28th</th>
<th>29th</th>
<th>30th</th>
<th>31st</th>
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<tbody>
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</table>

**NOTES**

- Conduit Size: 3/4" PEX
- Wire: 12/2 SVT

**Vehicle Signals**

<table>
<thead>
<tr>
<th>Vehicle Signal</th>
<th>Notes</th>
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<tr>
<td>1202</td>
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<td>1203</td>
<td></td>
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<td>1204</td>
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<td>1205</td>
<td></td>
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<tr>
<td>1206</td>
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**Detailed Notes:**

- Provide 2-3' PEX conduits in the same trench and provide 1-1/2" cable in one of the conduits.

**Design & Engineering**

- [Design & Engineering Logo]

**Conduit and Wiring Schedule**

- [Conduit and Wiring Schedule Image]

**Debra Street and Polson Street Conduit and Wiring Schedule**

- [Debra Street and Polson Street Conduit and Wiring Schedule Image]
### POLE AND EQUIPMENT SCHEDULE

<table>
<thead>
<tr>
<th>No.</th>
<th>Type of Pole</th>
<th>Type</th>
<th>Height</th>
<th>Model</th>
<th>Color</th>
<th>Electrical Connection</th>
<th>Notes</th>
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<tbody>
<tr>
<td>1</td>
<td>15 x 312-pole with 15-foot mast arm</td>
<td>TMT</td>
<td>15'</td>
<td>TMT</td>
<td>TMT</td>
<td>15-count</td>
<td>APS Backplate</td>
</tr>
<tr>
<td>2</td>
<td>Standard Streetlight</td>
<td>15</td>
<td>15'</td>
<td>15'</td>
<td>15'</td>
<td>TMT</td>
<td>15-count</td>
</tr>
<tr>
<td>3</td>
<td>15 x 312-pole with 15-foot mast arm and left-luminaire arm</td>
<td>TMT</td>
<td>15'</td>
<td>TMT</td>
<td>TMT</td>
<td>15-count</td>
<td>APS Backplate Extending WHT Sign</td>
</tr>
<tr>
<td>4</td>
<td>15 x 312-pole with 15-foot mast arm and left-luminaire arm</td>
<td>TMT</td>
<td>15'</td>
<td>TMT</td>
<td>TMT</td>
<td>15-count</td>
<td>APS</td>
</tr>
<tr>
<td>5</td>
<td>Standard Streetlight</td>
<td>15</td>
<td>15'</td>
<td>15'</td>
<td>15'</td>
<td>TMT</td>
<td>15-count</td>
</tr>
<tr>
<td>6</td>
<td>15 x 312-pole with 15-foot mast arm and left-luminaire arm</td>
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<td>15'</td>
<td>TMT</td>
<td>TMT</td>
<td>15-count</td>
<td>APS Backplate Extending WHT Sign</td>
</tr>
<tr>
<td>7</td>
<td>15 x 312-pole with 15-foot mast arm and left-luminaire arm</td>
<td>TMT</td>
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<td>TMT</td>
<td>15-count</td>
<td>APS</td>
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</tbody>
</table>

### SHEET NOTES:

- City forces to relocate pedestrian signal property device to Pole 1.
- City forces to install city furnished APS options on Poles as shown on intersection drawing and as indicated in pole & equipment schedule. Contractor to install APS wiring as indicated in pole & equipment schedule, connecting to APS housing as indicated in intersection drawing and APS schedule. APS to be installed by city forces.
- R/C unused pull box. See general notes on E1-03.
- City forces to furnish 200A controller and lid cabinet for contractor to install.
- Permanent existing conduit and wiring. Cut existing conduit and wiring to pull box wall and cap ends. Prior to abandoning conduit, wiring, and pull box, contractor to verify if there are any existing circuits to be maintained.
- Refer to bid drawings electrical conduit for service connection, future type and conduit housing.
- R/C streetlight and traffic signal poles and foundation. All pole above pull box should cure ramp.
- Provide APS pole for traffic signal service and APS pole for street light service. Provide labeling.
- Refer to pole construction sketch for each location of the pole service. Cooperate with PDE and Public Information for service activation.
- Cooperate with PDE and Public Information for installation of existing traffic signal service after activation of new intersection signals. Provide APS notice prior to disconnecting existing service. Contractor to reconnect existing service. Cooperate with PDE and Public Information for service activation.
- APS Backplate Extending WHT Sign

### PROPOSED PHASE DIAGRAM:

![Diagram of proposed phase layout]
**CONDUIT AND WIRING SCHEDULE (FURNISH AND INSTALL CONDUIT AND WIRES)**

<table>
<thead>
<tr>
<th>Conduit #</th>
<th>Qty.</th>
<th>Length (ft)</th>
<th>Color</th>
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<td>2</td>
<td>3</td>
<td>20</td>
<td>Blue</td>
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<td>3</td>
<td>2</td>
<td>25</td>
<td>Black</td>
</tr>
<tr>
<td>4</td>
<td>1</td>
<td>30</td>
<td>Red</td>
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**Notations:**
- **VENUE SIGNAL 02**: 2-3-3
- **ROAD SIGNAL 20**: 2-2-2
- **APS PIP FOR ROAD SIGNAL ON POLE 6**: 2-2-2
- **CONDUIT 103**: 3-3
- **ROAD SIGNAL 28**: 2-2-2
- **APS PIP FOR ROAD SIGNAL ON POLE 3**: 2-2-2
- **WIT ON POLE 3**: 3-3
- **CONDUIT 15**: 3-3
- **CONDUIT 22**: 3-3
- **CONDUIT 90**: 3-3
- **APS PIP FOR ROAD SIGNAL ON POLE 5**: 2-2-2
- **WIT ON POLE 2**: 3-3
- **CONDUIT 97**: 3-3
- **APS PIP FOR ROAD SIGNAL ON POLE 8**: 2-2-2
- **ROAD SIGNAL 49**: 7-2
- **ROAD SIGNAL 60**: 7-2
- **CONDUIT 51**: 3-3
- **APS PIP FOR ROAD SIGNAL ON POLE 7**: 4-4
- **WIT ON POLE 7**: 2-2
- **CONDUIT 94**: 5-2
- **ROAD SIGNAL 29**: 3-3
- **CONDUIT 48**: 3-3
- **APS PIP FOR ROAD SIGNAL ON POLE 4**: 2-2

**Overview:**
- **Detail Notes:**
  - Provide 4-7" HDPE conduits in the same trench and provide 2-12C cable in one of the conduits.
  - Provide 2-12C HDPE conduits in the same trench and provide 1-12C cable in one of the conduits.

**Location:**
- **Folsom Street Scape Improvement Project**
- **Main Street and Folsom Street Conduit and Wiring Schedule**

**Scale:**
- 1" = 50 ft

**Design & Engineering**
- Philip Thwin

**Date:**
- 8/24/2002

**Site:**
- City of San Francisco

**City of San Francisco Public Works**
- Division of Engineering
VEHICULAR SIGNAL MOUNTINGS

PEDESTRIAN SIGNAL MOUNTINGS

NIPPLE LENGTH SCHEDULE

<table>
<thead>
<tr>
<th>WOATER DIAG</th>
<th>TYPE Dia.</th>
<th>LENGTH</th>
<th>TOP NIPPLE</th>
<th>BOTTOM NIPPLE</th>
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<td>Sn-1-1</td>
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<td>10&quot;</td>
<td>1/2&quot;</td>
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<tr>
<td>Sn-1-3</td>
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<td>1 1/2&quot;</td>
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<td>Sn-1-7</td>
<td>1 1/2&quot;</td>
<td>240&quot;</td>
<td>2 1/2&quot;</td>
<td>2 1/2&quot;</td>
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<tr>
<td>Sn-1-9</td>
<td>2&quot;</td>
<td>300&quot;</td>
<td>3&quot;</td>
<td>3&quot;</td>
</tr>
</tbody>
</table>

Notes:
- Combinations denote a 1/2" nipple on the signal head. All dimensions are expressed in inches.
- A 1/2" nipple shall be used to provide maximum horizontal clearance to adjacent roadway.
- Brackets shall be long enough to permit proper alignment of signals and foundations.
- See Table of California Department of Transportation standard poles 33-35 and 35-38 for attachment fitting details (except pipe sections). The only frame yard shall be a 1 1/2" box galvanized pipe.
- Mounting details are for internally wired poles.
- Mounting height is measured from the top of the base of lower bracket nipple.
- For use mounted signals, 1/4" bolt and nut required for steel or concrete poles. Rive posts with 3/8" bolt and wood posts.
- Framework plates shall be galvanized steel.
- For Sn-1-7, 7-1/2" and 7-1/2-3/8" nipples, the terminal compartment shall be located to have the maximum curb to provide for street access.

ABBREVIATIONS:
- TP: Top mounted pedestrian signal
- PD: Pedestrian push button
- S: Side mounted signal
- M: Side mounted mounting signal
- N: Number of signal heads (less than unless otherwise indicated)