NDUIT RUN NUMBER		$\sqrt{2}$	$\sqrt{3}$	4	5	$  \wedge   \wedge  $	8	$\left  \right  $	$\lambda   A$	1/2//3	1/4	13	1/6	$\Lambda$	18/	19/	20	2		3 24	25	126	27/28	29	130	1/31	$\sqrt{32}$	$\sqrt{3}$
ONDUIT SIZE (INCH)	2	2	2	2	2	2 2	2	2 2				2	2	2	2		2	2 2			3	2						1
	GRS		EX	GRS		SP GRS		GRS		SP GRS	+	SP			GRS			GRS	GR	-		+		+	_	HDPE	\	
DTES							(1)																					7
VEHICLE SIGNAL 84		3			3			3	3		3																	
VEHICLE SIGNAL 124		3			3			3	3		3																	
ILLUMINATED NRT SIGN		2			2			2	2		2																	
BIKE SIGNAL 161		3			3			3	3		3																	
PED SIGNAL 168		2			2			2	2		2																	
APS PPB XING 2ND ST ON POLE 1		2			2			2	2		2																	
VEHICLE SIGNAL 24			3		3			3	3		3																	
VEHICLE SIGNAL 22			3		3			3	3		3																	
PED SIGNAL 69			2		2			2	2		2																	
APS PPB XING BRYANT ON POLE 2			2		2			2	2		2																	
																								†	1	$\Box$		
VEHICLE SIGNAL 27							3		3		3								$\top$	<del>                                     </del>				<u> </u>	+			
VEHICLE SIGNAL 21							3		3		3					$\top$			$\top$	+				$\top$	1			
PED SIGNAL 28							2		2		2					$\top$	+		$\top$	+					†	$\Box$		
APS PPB XING BRYANT ON POLE 3							2		2		2														+			
VEHICLE SIGNAL 42								3	3		3														+			
VEHICLE SIGNAL 125								3	3		3								+					1	+			
BIKE SIGNAL 165								3	3		3									+				<del>                                     </del>	+			
PED SIGNAL 169								2	2		2													+	1			$\overline{}$
APS PPB XING 2ND ST ON POLE 9									2		2									+				+	+			2
											<del>                                     </del>									+				+	-	$\Box$		
PED SIGNAL 68														2		2				+	2			+	+		$\overline{}$	<u> </u>
APS PPB XING BRYANT ON POLE 7														2		2				+	2			+	+	$\Box$		
VEHICLE SIGNAL 82													3	_		3				+	3			+	+			
BIKE SIGNAL 145													3			3			+		3			+				
PED SIGNAL 49											+		2			2			+	+	2			+	+	$\Box$		
APS PPB XING 2ND ST ON POLE 8													2			2			+		2			+				
																	$\dashv$		+		<del>  -</del>				+			
VEHICLE SIGNAL 44																	+	3	+		3							
BIKE SIGNAL 141																		3	_	+	3				+			
PED SIGNAL 48																	$\dashv$	2	_	+	2				+	+		
APS PPB XING 2ND ST ON POLE 5			+						+	+ +						_	+	2		+	2		+ +	+	+	++		
PED SIGNAL 29									+	+ +						+	+		+	2	2		+ +	+	1	++		
APS PPB XING BRYANT ON POLE 6			+						+							$\dashv$	$\dashv$		+	2	2			<del>                                      </del>	+	+		
			+						$\dashv$							$\dashv$	$\dashv$		+	<del>                                     </del>	<del>  -</del>			<del>                                      </del>	+	+		
			+						$\dashv$		1		$\vdash$			$\dashv$	$\dashv$		+	+		+	+ +	+	+	+		
#14 NEUTRAL		5	3				3	3					3	1		$\dashv$		3	+	1			+ +	+	+	$\Box$		
#14 SPARE			<del>                                     </del>		3			3	3 3		3		-	-		3			+	<del>                                     </del>	3			$\top$	+	$\Box$		$\Rightarrow$
TOTAL #14 WIRES		20	13		28		13		_	+ +	51		13	5		17	$\dashv$	13	<del>                                     </del>	5	31		+ +	+	+	+	<del>}</del>	2
#10 WIRES NEUTRAL			+		1			2	_		3		-			1	$\dashv$		+	+	2		+ +	+	+	+	$\rightarrow$	
#10 WIRES STREET LIGHT	2		+	2	<u> </u>			2	+-		+				2	+	$\dashv$		2	+	<del>  -</del>		2	+	+	+		$\sim$
#8 WIRES STREET LIGHT						2		_	+	2					_			2	+-	+			+ -	+	+	+		
#8 WIRES (120 V SERVICE)								(1	$\forall$									_	+	+			+ +	+	+	+		
INTERCONNECT 12C CABLE									<del>'</del> /	+ +									+	+			+ +	+	+	++	2	$\overline{}$
THE TOURNE TEO OADLE					-						+	-							-		1	+	2	2	2	2		

THIS AUTOCAD DRAWING HAS BEEN REVISED AND REPLOTTED SUBSEQUENT TO INTERNAL ENGINEERING APPROVAL AND SIGN-OFF. FOR THOSE SIGNATURES, SEE THE DRAWING PLOTTED AND ISSUED PREVIOUSLY DURING BIDDING. THE SIGNED DRAWING REMAINS VALID EXCEPT FOR THE CHANGES ONLY AS CLEARLY MARKED ON THIS DRAWING AND ISSUED UNDER THIS LATEST REVISION NUMBER AS SHOWN IN THE TABLE OF REVISIONS LOCATED AT THE LOWER LEFT CORNER OF THE DRAWING. ALL ISSUED REVISIONS SUBSEQUENT TO PREVIOUSLY PLOTTED DRAWING DURING BIDDING REMAIN VALID UNLESS SUPERSEDED BY LATER ISSUED REVISIONS. CHECK ALL ISSUED REVISIONS OF THIS DRAWING.

^									
(2)	4/9/2020	PCO#67 2ND AND BRYANT	GL	SL					
]\		·							
(1)	1/23/2020	PED LIGHT REVISIONS	GL	SL					
NO.	DATE	DESCRIPTION	BY	APP.					
	TABLE OF REVISIONS								

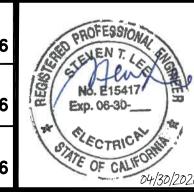
REFERENCE INFORMATION & FILE NO. OF SURVEYS



DESIGN & ENGINEERING PUBLIC WORKS CITY & COUNTY OF SAN FRANCISCO 30 VAN NESS AVENUE, 5TH FLOOR SAN FRANCISCO, CA 94102 - 6028

			Date:	DESIGNED:	DATE:
	Section Mgr:	Philip Thwin		SS/ZH	09/16
	 Deputy Bureau Mgr:	Iqbal Dhapa		DRAWN:	DATE:
				SS/ZH	09/16
_	Bureau Mgr:	Patrick Rivera		CHECKED:	DATE:
				GD/SL	09/16
				<b>a</b>	

A B C D E F G H I J K L M N D P



	SCALE:
	NONE
- ) 50	SHEET OF SHEETS
ORNER OF	OF

2ND STREET STREETSCAPE IMPROVEMENTS PROJECT NONE

CONTRACT NO. 1064J DRAWING NO. ET - 6.1FILE NO. 106,276 REV. NO.

2ND STREET AND BRYANT STREET CONDUIT & WIRING SCHEUDLE