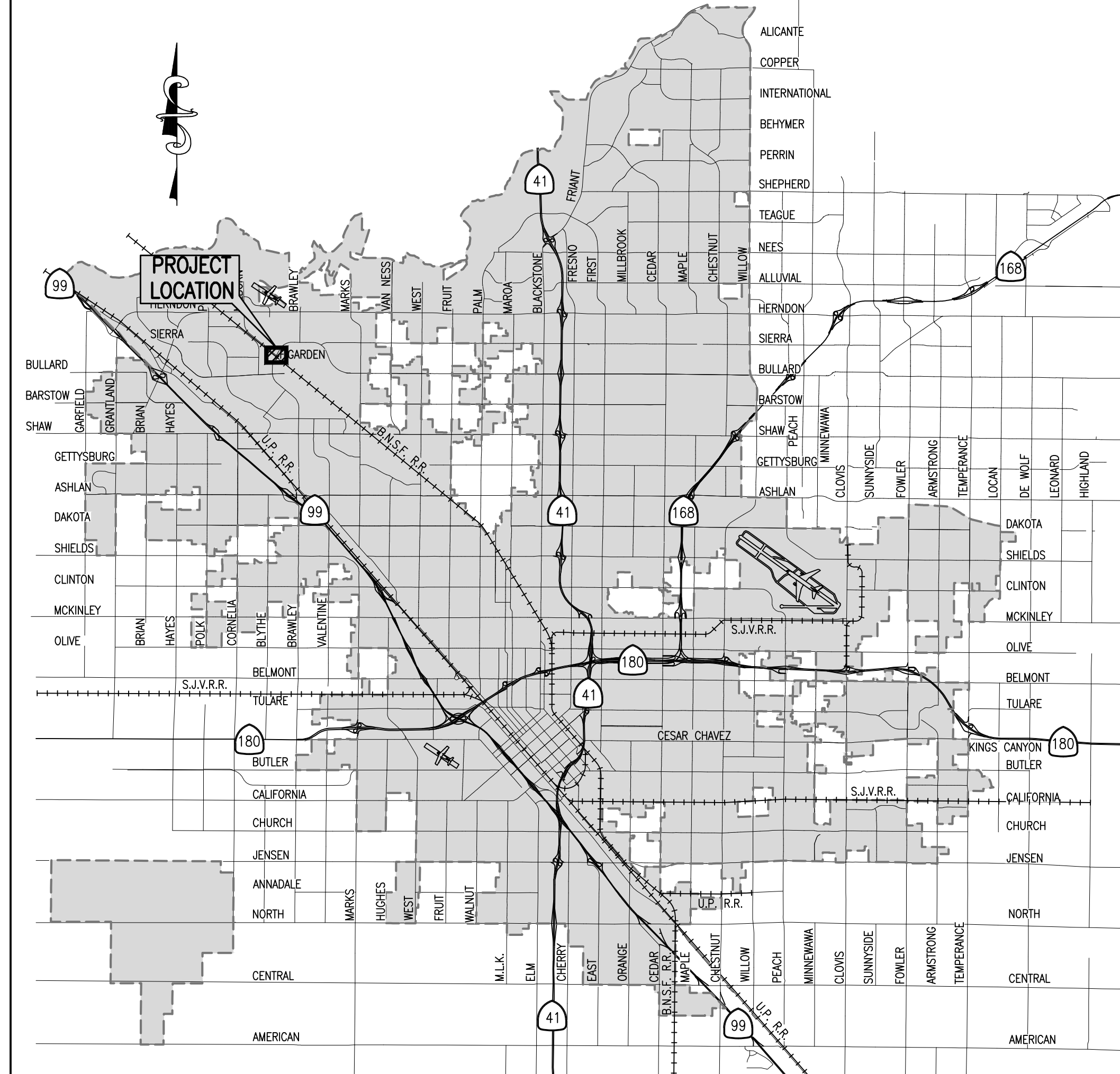


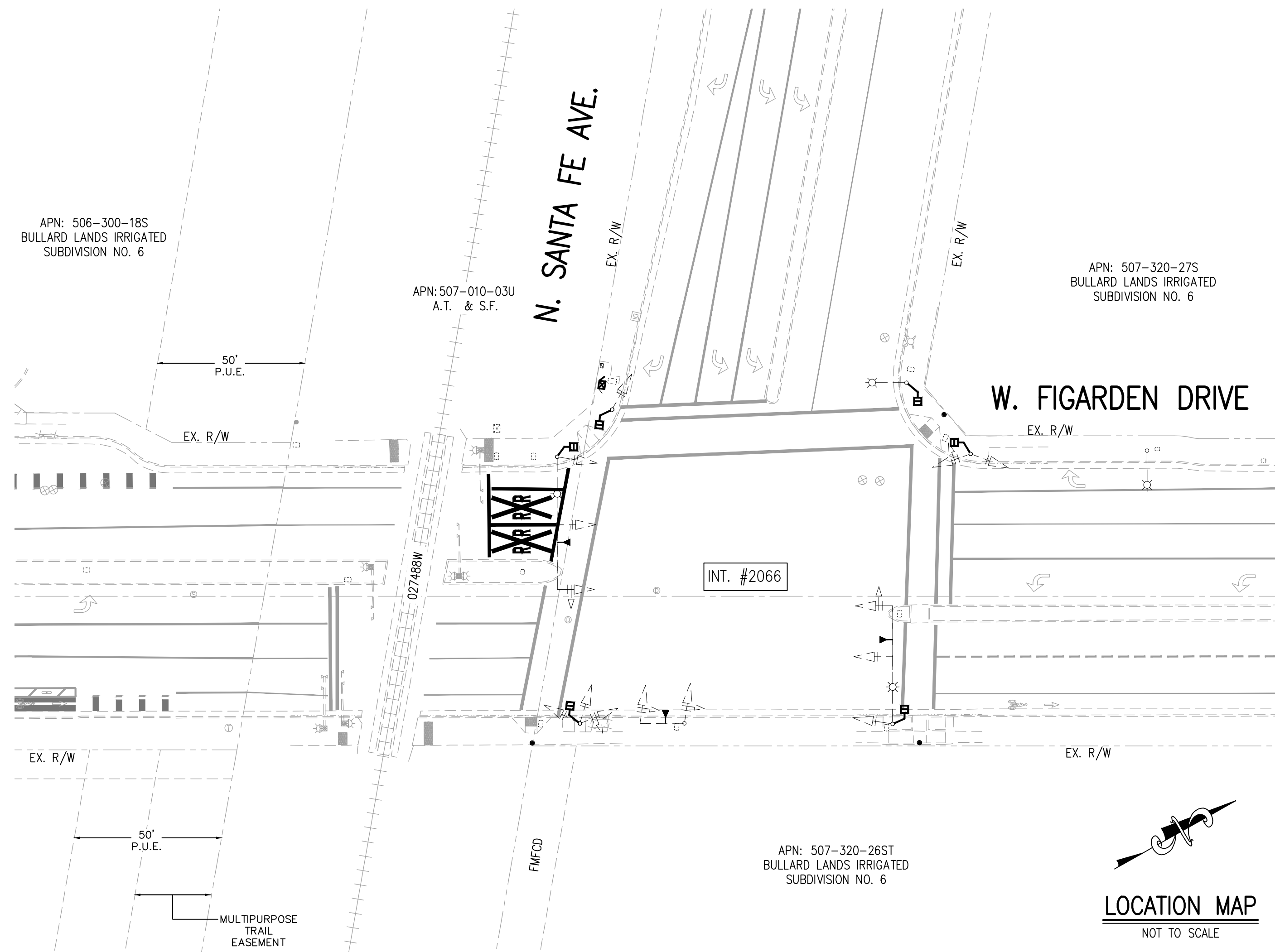


NOT TO SCALE

AC	ASPHALT CONCRETE	FH	FIRE HYDRANT	PRC	POINT OF REVERSE CURVE
ADD ALT.	ADDITIVE ALTERNATE	FID	FRESNO IRRIGATION DISTRICT	PROP.	PROPOSED
AB	AGGREGATE BASE	FL	FLOWLINE	PT	POINT
APS	ACCESSIBLE PEDESTRIAN	FMD	FRESNO METROPOLITAN	R	RADIUS
		SIGNAL	FLOOD CONTROL DISTRICT	RC	RELATIVE COMPACTION
BC	BEGIN OF CURVE	G	GUTTER	RGC	RIGID GALVANIZED CONDUIT
BCR	BEGINNING OF CURB RETURN	GB	GRADE BREAK	ROW	RIGHT OF WAY
BM	BENCHMARK	GV	GATE VALVE	RT	RIGHT SIDE
BVC	BEGIN OF VERTICAL CURVE	HMA	HOT MIX ASPHALT	R/W	RIGHT OF WAY
BW	BACK OF WALK	H<PT	HORIZONTAL ANGLE POINT	S	SEWER
		IC	INTERCONNECT	SL	STATION LINE OR SAWCUT
CAB	CABINET	ICB	INTERSECTION CONTROL BOX		LINE
C&G	CURB & GUTTER	ITS	INTELLIGENT TRANSPORTATION	SD	STORM DRAIN
C.N.S.	COMPACTED NATIVE SOIL		SYSTEM	STA	STATION
COMM.	COMMUNICATION	IVB	INJECTION VALVE BOX	TC	TOP OF CURB
DI	DRAIN INLET	JP	JOINT-USED POLE	TOC	TRAFFIC OPERATIONS CENTER
DLC	DETECTOR LEAD-IN CABLE	LP	LEFT-USED POLE	TRB	TELEPHONE RISER BOX
E	ELECTRIC	LT	LEFT SIDE	TSCB	TRAFFIC SIGNAL CONTROLLER
EC	END OF CURVE	ME	MATCH EXISTING		CABINET
ECR	END OF CURB RETURN	NTS	NOT TO SCALE	TS	TRAFFIC SIGNAL
ELR	ELECTROLYTER	OH	OVERHEAD	TSSL	TRAFFIC SIGNAL AND STREET
EMB	ELECTRICAL METER BOX	P	PAVEMENT		LIGHT MAINTENANCE
EP	EDGE OF PAVEMENT	PULL BOX	PULL BOX	TYP.	TYPICAL
EX	EXISTING	PCC	POINT OF COMPOUND CURVE	VAR	VARIABLES
EVC	END OF VERTICAL CURVE	POS	POINT OF SERVICE	VPC	VERTICAL PARABOLIC CURVE
FAX	FRESNO AREA EXPRESS	PI	POINT OF INTERSECTION	W	WATER

	DRAIN INLET		PG&E PULL BOX		CENTERLINE
	CURB INLET		STREET LIGHT PULL BOX		RIGHT OF WAY LINE
	SD MANHOLE		SERVICE CABINET		PROPERTY LINE
	SANITARY SEWER MANHOLE		TRAFFIC SIGNAL PULL BOX		CONCRETE
	FIRE HYDRANT		TRAFFIC SIGNAL CABINET		CURB AND GUTTER
	FIRE DEPARTMENT CONNECTION		ITS COMMUNICATION CABINET		EDGE OF PAVEMENT
	WATER VALVE		ITS HUB CABINET		FENCELINE
	WATER METER		TRAFFIC SIGNAL POLE		SAWCUT
	BACKFLOW PREVENTOR		TRAFFIC SIGNAL - STREET LIGHT		STORM DRAIN
	DETECTOR CHECK VALVE		TRAFFIC SIGNAL LOOP		SANITARY SEWER
	POST INDICATOR VALVE		CABLE TV BOX		WATER MAIN
	BLOW-OFF ASSEMBLY		TELEPHONE MANHOLE		NATURAL GAS
	GAS VALVE		TELEPHONE BOX		OVERHEAD ELECTRIC
	GAS METER		TELEPHONE POLE		UNDERGROUND ELECTRIC
	ELECTRICAL MANHOLE		UTILITY VAULT		OVERHEAD TELEPHONE
	POWER POLE		MAILBOX		UNDERGROUND TELEPHONE
	JOINT POLE		TRAFFIC SIGN		FIBER OPTIC
	GUY WIRE		PARKING METER		CABLE TV
	STREET LIGHT		TREE		TRAFFIC SIGNAL CONDUIT
	ELECTRICAL BOX		BENCHMARK		STREET LIGHT CONDUIT
	TRANSFORMER PAD/EQUIPMENT		PROPERTY CORNER		ITS CONDUIT
	COMMUNICATIONS PULL BOX		MASONRY BLOCK WALL		FID ABANDONED PIPELINE

REV.	DATE	DESCRIPTION	BY APRVL



1. EXISTING RAILROAD INTERCONNECTION TO RAILROAD SIGNAL SYSTEM(S) TO BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. IF DAMAGED AT ANYTIME, CONTRACTOR MUST CONTACT BNSF EMERGENCY RESPONSE IMMEDIATELY: (800) 832-5452.
2. CONTRACTOR SHALL CONTACT BNSF PUBLIC PROJECTS MANAGER PRIOR TO ANY WORK WITHIN BNSF RIGHT-OF-WAY.

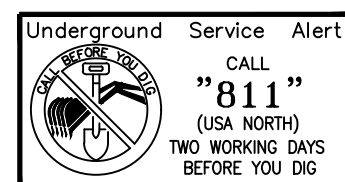
CITY BM 3153
CHISELED SQUARE ON CURB, SOUTH RETURN,
SOUTHEAST CORNER OF GATES AND FIGARDEN DRIVE.
ELEVATION = 304.943 NGVD29

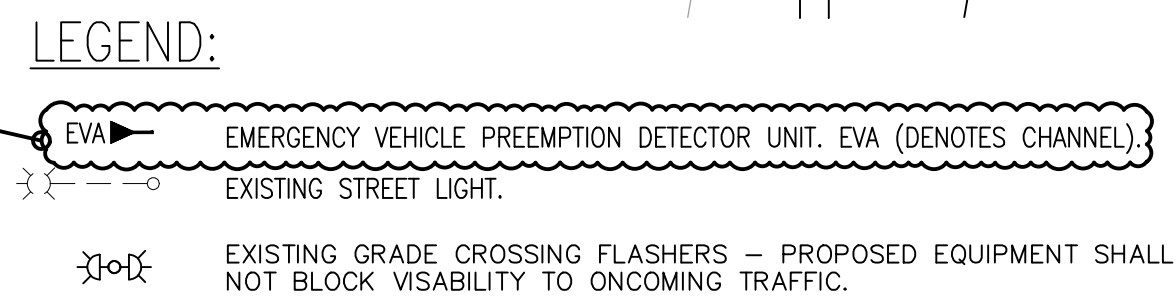
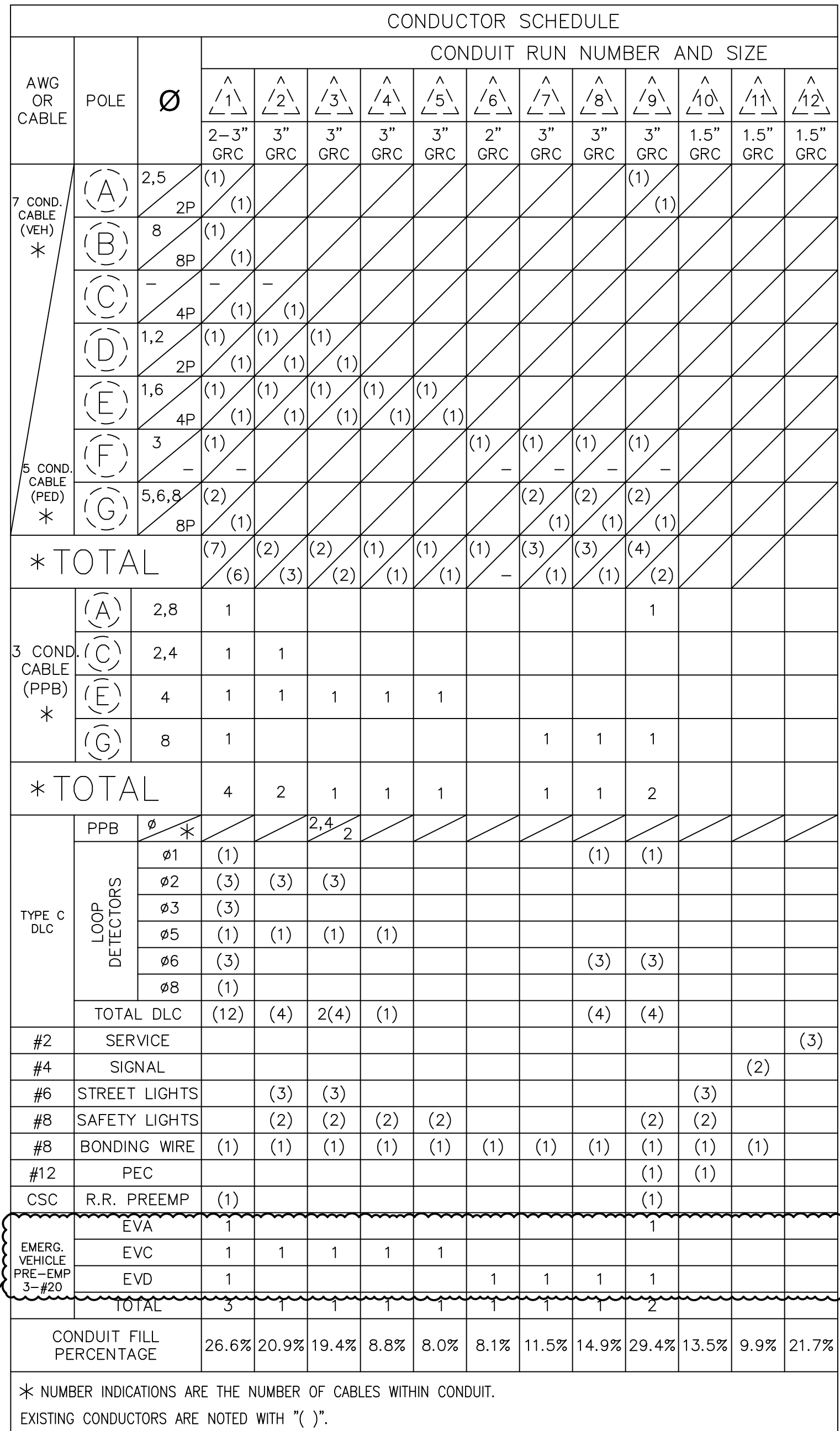
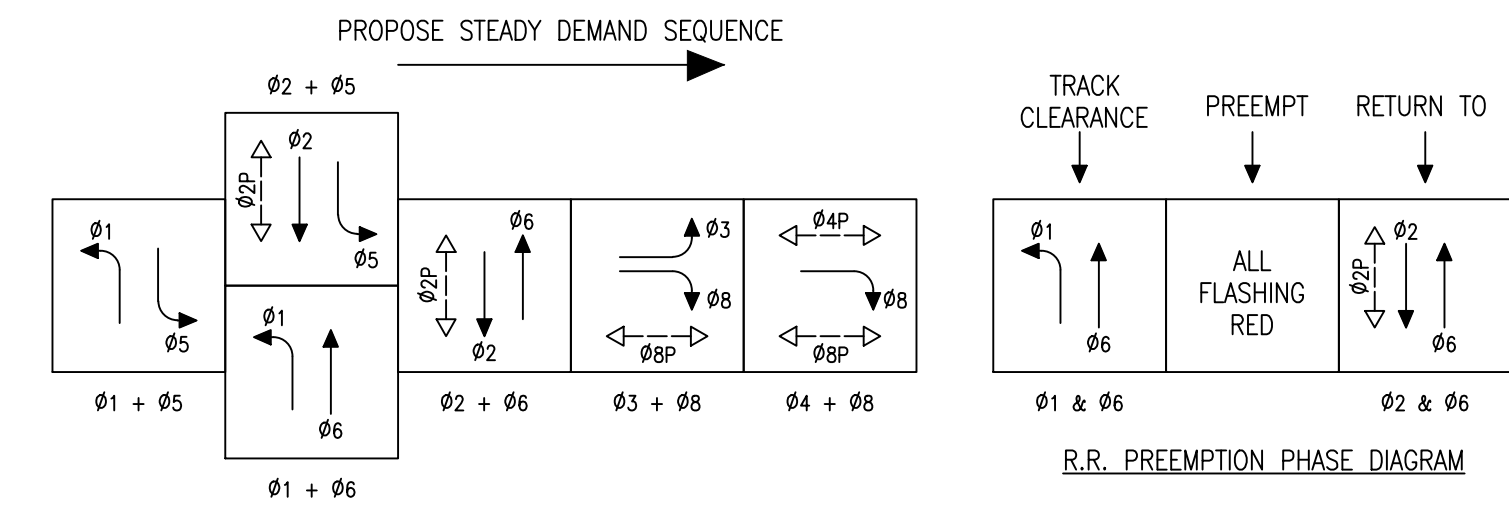
CITY ENGINEER, SCOTT L. MOZIER, PE	DATE
CITY OF FRESNO, TRAFFIC ENGINEERING	DATE
CITY OF FRESNO, TRAFFIC SIGNAL & STREET LIGHT SUPERVISOR	DATE
CITY OF FRESNO, TRAFFIC OPERATIONS CENTER	DATE
CITY OF FRESNO, CONSTRUCTION MANAGEMENT	DATE

TOPO DATE: APRIL 8, 2025.

PW FILE NO. 13665 PROJ. ID. PWD0057 FUND NO. 31566 ORG. NO. 159901	CITY OF FRESNO	DEPARTMENT OF PUBLIC WORKS
REF. & REV.	TRAFFIC SIGNAL SANTA FE AVENUE AND FIGARDEN DRIVE	REVIEWED: _____ OFFICE ENG. _____ CITY ENG. _____ DR. BY: JCG CH. BY: CA/SO DATE: 06/05/2026 SCALE: AS NOTED
	COVER SHEET	SHEET NO. _____ OF 3 SH. _____ 15-E-X-XXX

COVER SHEET



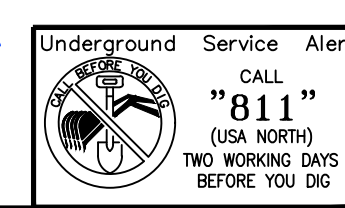
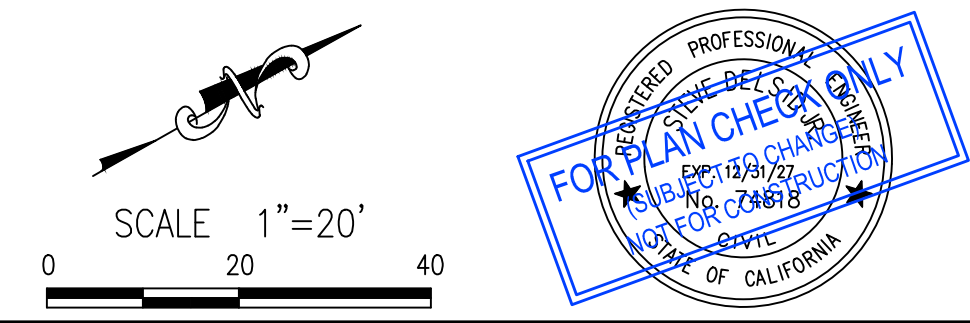


CONSTRUCTION NOTES:

1. EXISTING SIGNAL CABINET AND 170 CONTROLLER TO BE REMOVED AND BECOME PROPERTY OF THE CITY. EXISTING FOUNDATION TO REMAIN. FURNISH AND INSTALL NEW 2070LX CONTROLLER PER COF SPECIFICATIONS AND MODEL 332L CABINET WITH RR RELAYS AS SHOWN ON "DETAIL B" ON SHEET 3. CABINET SHALL BE MODIFIED PER CITY OF FRESNO STANDARD E-34A AND E-34B. FRONT OF CABINET SHALL FACE WEST.
2. EXISTING SERVICE CABINET TO REMAIN.
3. EXISTING RAIL ROAD BUNGALOW TO REMAIN AND BE PROTECTED AT ALL TIMES DURING CONSTRUCTION.
4. EXISTING PEDESTRIAN SIGNAL HEAD(S) AND FRAMEWORK TO BE REMOVED AND BECOME PROPERTY OF THE CITY. FURNISH AND INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD(S) AND FRAMEWORK PER CITY REQUIREMENTS. SEAL ANY UNUSED HOLE PER DETAIL A ON SHEET 3.
5. EXISTING PEDESTRIAN PUSH BUTTON(S) TO BE REMOVED AND BECOME PROPERTY OF THE CITY. FURNISH AND INSTALL NEW ACCESSIBLE PEDESTRIAN SYSTEM (APS) PER CITY REQUIREMENTS. SEAL ANY UNUSED HOLES PER DETAIL A ON SHEET 3.
6. EXISTING PPB POST(S) TO BE REMOVED AND BECOME PROPERTY OF THE CITY. FURNISH AND INSTALL NEW PPB POSTS PER 1997 CALTRANS STANDARD ON EXISTING FOUNDATION.

ADD ALTERNATE CONSTRUCTION NOTES:

AA1. ADD ALTERNATE #1. EMERGENCY VEHICLE PREEMPTION DETECTOR UNIT (EVP) SYSTEM AS SHOWN ON PLANS. CONTRACTOR SHALL COORDINATE THROUGH CONSTRUCTION MANAGEMENT THE EVP TIMING UPDATES BY TOC.



FW FILE NO. 13665 PROJ. ID. P000267 FUND NO. 13666 ORG. NO. 189201	CITY OF FRESNO		DEPARTMENT OF PUBLIC WORKS	
REF. & REV.	TRAFFIC SIGNAL SANTA FE AVENUE AND FIGUEROA DRIVE		REVIEWED: _____	CITY ENG. _____
	TRAFFIC SIGNAL PLAN		DR. BY: JCG CA/SO	SHEET NO. 3 OF _____
			DATE: 05/18/2026	4-E-XX
			SCALE: AS NOTED	

TRAFFIC SIGNAL GENERAL NOTES:

1. WORK SHALL BE DONE IN ACCORDANCE WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, LATEST EDITION, THE LATEST CALTRANS ADOPTED EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA-MUTCD), THE LATEST EDITION OF THE CITY OF FRESNO STANDARD SPECIFICATIONS AND DRAWINGS, SIGNAL POLES/STANDARDS FOR 113 KM/H WIND VELOCITY SHALL BE PER THE STATE STANDARD PLANS AND SPECIFICATIONS, DATED JULY 1997.
2. THESE PLANS ARE ACCURATE FOR ELECTRICAL WORK ONLY.
3. SCHEDULING OF WORK SHALL CONFORM TO THE PROVISIONS IN SECTION 8-1.02, "SCHEDULING OF WORK" OF THE STATE STANDARD SPECIFICATIONS. PARTICULAR ATTENTION SHALL BE DIRECTED TO "NO ABOVE GROUNDWORK, EXCEPT SERVICE EQUIPMENT, SHALL BE PERFORMED UNTIL THE CONTRACTOR HAS ALL MATERIALS ON HAND TO COMPLETE THAT PARTICULAR SIGNAL LOCATION OR LIGHTING CIRCUIT".
4. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL EXISTING UTILITIES WHETHER OR NOT THEY ARE SHOWN ON THESE PLANS, AND SHALL PROVIDE PROTECTION PRIOR TO, DURING AND AFTER TRENCHING, JACKING AND/OR BORING. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA), BY CALLING 811, AT LEAST TWO (2) WORKING DAYS BEFORE BEGINNING WORK.
5. CONDUIT INSTALLATION ACROSS ROADWAYS SHALL BE BY JACKING AND/OR DIRECTIONAL DRILLING METHODS UNLESS OTHERWISE NOTED ON THE PLANS. (NOT APPLICABLE).
6. CONTRACTOR SHALL ARRANGE WITH UTILITY COMPANIES FOR ALL REQUIRED UTILITY RELOCATIONS, INCLUDING OVERHEAD CONFLICTS.
7. ALL TRAFFIC SIGNAL AND LIGHTING FACILITIES, INCLUDING CABINETS, STANDARDS, PULL BOXES, CONDUITS AND LOOP DETECTORS, ARE SHOWN IN THEIR APPROXIMATE LOCATIONS. AFTER ALL UNDERGROUND UTILITIES ARE MARKED, THE CONTRACTOR SHALL MARK FINAL LOCATIONS IN THE FIELD AND NOTIFY THE ENGINEER AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING WORK TO VERIFY THE MARKED LOCATIONS.
8. WITH EXCEPTION TO A FEDERALLY FUNDED PROJECT, ALL SALVAGED EQUIPMENT SHALL BE RETURNED TO THE CITY CORPORATION YARD, 3187 W. BELMONT AVENUE, FRESNO. THE CONTRACTOR SHALL SCHEDULE WITH CONSTRUCTION MANAGEMENT (559) 621-8880, AT LEAST TWO (2) WORKING DAYS PRIOR TO DELIVERY. CONTRACTOR SHALL PROVIDE ADEQUATE MEANS FOR SAFELY UNLOADING EQUIPMENT.
9. PULL BOXES SHALL BE NO. 5(E), UNLESS OTHERWISE NOTED ON THE PLANS. PULL BOXES SHALL NOT BE INSTALLED IN CURB RAMPS. VANDAL RESISTANT LOCKING LIDS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR AT FINAL INSPECTION OF THE TRAFFIC SIGNAL. CONTRACTOR SHALL PROVIDE TEMPORARY LIDS DURING CONSTRUCTION. LOCKING LIDS SHALL BE GALVANIZED STEEL DIAMOND PLATE, MINIMUM THICKNESS 3/16", WITH MINIMUM TWO (2) CLAMPING JAWS AND BE KEYPED TO THE CITY OF FRESNO KEY. CONDUIT RUN SHALL NOT EXCEED 200' WITHOUT A PULL BOX. CONTRACTOR SHALL TIGHTEN DOWN ALL LOCKING LIDS TO A MINIMUM TORQUE SPEC OF 25 FOOT POUNDS. LOCKING LIDS SHALL BE BONDED TO THE GROUNDING SYSTEM USING A #8 STRANDED GREEN BONDING JUMPER WITH A MINIMUM LENGTH OF 3 FEET AND MAXIMUM LENGTH OF 6 FEET. A RING TERMINAL PROPERLY SIZED FOR THE GROUNDING BOLT/SCREW SHALL BE INSTALLED (NOT APPLICABLE).
10. ALL PULL BOXES INSTALLED IN NON-CONCRETE AREAS SHALL BE SURROUNDED BY A ONE (1) FOOT WIDE CONCRETE COLLAR, TO A DEPTH EQUAL TO THE PULL BOX AND EXTENSION, PER CITY OF FRESNO SPECIFICATIONS, AND SHALL HAVE A VANDAL RESISTANT LOCKING LID INSTALLED (SEE NOTE ABOVE). ALL CONDUIT ENTRIES INTO ADVANCE DETECTION, INTERMEDIATE DETECTION, AND STREET LIGHTING PULL BOXES INSTALLED IN NON-CONCRETE AREAS SHALL ENTER THE PULL BOX FROM THE BOTTOM, USING 90 DEGREE ELBOWS AND EXTENDING 3 TO 5 INCHES ABOVE THE FINISHED GROUT (NOT APPLICABLE).
11. ALL CONDUITS SHALL HAVE BUSHINGS INSTALLED PRIOR TO INSTALLING CONDUCTORS. STEEL CONDUITS SHALL HAVE LAY IN STYLE LUGS THAT ARE CAST INTEGRAL WITH THE BUSHING.
12. CONDUIT BENDS OF 90 DEGREES ARE PROHIBITED UNLESS OTHERWISE NOTED OR WRITTEN PERMISSION IS GIVEN BY THE CITY OF FRESNO ENGINEER (NOT APPLICABLE).
13. ALL NEUTRAL CONDUCTORS SHALL BE WHITE IN COLOR THROUGHOUT THEIR ENTIRE LENGTH.
14. TRAFFIC SIGNAL CABLE SHALL NOT BE SPLICED BETWEEN THE CONTROLLER CABINET AND THE TERMINAL COMPARTMENTS MOUNTED ON THE POLES. DETECTOR CABLES SHALL NOT BE SPLICED BETWEEN THE CONTROLLER CABINET AND THE PULL BOX ADJACENT TO THE DETECTOR LEAD-IN.
15. SEAL CONDUIT WITH AN APPROVED DUCT SEAL AFTER ALL CONDUCTORS HAVE BEEN INSTALLED.
16. SEALANT FOR FILLING THE SAWCUT LOOPS SLOTS SHALL BE HOT-MELT RUBBERIZED ASPHALT SEALANT PER STATE OF CALIFORNIA SPECIFICATIONS OR LOOP SEALANT SHALL BE ELASTOMERIC SEALANT 3M, BLACK 5000, OR APPROVED EQUAL (NOT APPLICABLE).
17. PEDESTRIAN PUSH BUTTONS SHALL BE MOUNTED AT A HEIGHT OF 42" AND HAVE 2"-DIAMETER ACTUATORS AND COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
18. ALL VEHICLE AND PEDESTRIAN SIGNAL SECTIONS SHALL UTILIZE LIGHT EMITTING DIODE (LED) SIGNAL MODULES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. VEHICLE SIGNAL SECTIONS SHALL HAVE 12" DIAMETER LENSES WITH BACKPLATES AND TUNNEL VISORS. ALL VEHICLE AND PEDESTRIAN SIGNAL SECTIONS SHALL HAVE METAL AND RUBBER WASHERS INSTALLED ON THE INSIDE OF THE HEAD.
19. PEDESTRIAN SIGNAL UNITS SHALL BE FULL SYMBOL, MUTCD COMPLIANT, LED "COUNTDOWN" TYPE WITH 9 INCH NUMERALS; GELCORE MODEL PS7-CFF1-01A-18, OR APPROVED EQUAL. SIGNAL ALIGNMENT SHALL BE AS DIRECTED BY THE ENGINEER.
20. THE CONTRACTOR SHALL FURNISH AND INSTALL A COMPLETE OPTICOM (GTT) EMERGENCY VEHICLE PREEMPTION (EVP) SYSTEM (721 TWO DIRECTION DETECTION, SINGLE CHANNEL) IN ACCORDANCE WITH THE CITY STANDARD SPECIFICATIONS. EVP DETECTOR UNITS SHALL BE INSTALLED ON SIGNAL MAST ARMS AS SHOWN ON THE PLAN, CENTERED OVER THE NUMBER ONE THROUGH LANE, WITH BRACKETS APPROVED BY THE TRAFFIC SIGNAL SUPERVISOR. THE CONTRACTOR SHALL DELIVER THE MODEL 762 DISCRIMINATORS TO THE CITY CORPORATION YARD AT 2101 "G" STREET, FRESNO, CA 93706. THE CONTRACTOR SHALL SCHEDULE WITH CONSTRUCTION MANAGEMENT (559) 621-8880, AT LEAST TWO (2) WORKING DAYS PRIOR TO DELIVERY.
21. THE CONTRACTOR SHALL SCHEDULE WITH CONSTRUCTION MANAGEMENT (559) 621-8880 ALL EQUIPMENT DELIVERIES WHICH REQUIRE TESTING BY THE CITY'S TSSL SHOP. EQUIPMENT SHALL BE DELIVERED BY THE CONTRACTOR ONLY AT A PREARRANGED TIME AND DAY.
22. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW OVERSIZED STREET NAME SIGNS ON SIGNAL STANDARDS, AS SHOWN ON THE PLAN, PER CITY STANDARD DRAWING P-90. FURNISH AND INSTALL NEW MOUNTING BRACKETS AS NECESSARY. SUBMITTALS SHALL BE APPROVED BY THE CITY PRIOR TO ORDERING (NOT APPLICABLE).

23. ALL SIGNS SHALL BE 3M-3930HP TYPE III OR IV RETROREFLECTIVE SHEETING PER ASTM D4956-09. ALL SIGNS SHALL BE COVERED WITH A TRANSLUCENT ANTI-GRAFFITI FLUOROPOLYMER FILM THAT DOES NOT IMPAIR THE REFLECTIVITY OF THE SIGN (NOT APPLICABLE).
24. CONDUITS EXITING THE CONTROLLER FOUNDATION AND ENTERING INTO THE CONTROLLER CABINET SHALL BE ALIGNED TO ENTER WITHIN THE TEES SPECIFIED CABINETS WITHOUT ANY MODIFICATIONS TO THE CABINET BASE (NOT APPLICABLE).
25. ALL RESURFACING SHALL MATCH EXISTING SURFACES AFTER SIGNAL FACILITIES ARE REMOVED AND/OR RELOCATED.
26. ALL EXISTING TRAFFIC SIGNALS, INCLUDING DETECTION SYSTEMS AND SAFETY/STREET LIGHTING SHALL REMAIN OPERATIONAL THROUGHOUT THE CONSTRUCTION PERIOD. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING ELECTRICAL SYSTEMS DURING CONSTRUCTION. IN THE EVENT OF ANY DAMAGE, THE CONTRACTOR SHALL REPAIR THE AFFECTED SYSTEMS TO RESTORE FUNCTIONALITY WITHIN THE NEXT BUSINESS DAY.
27. ALL LUMINAIRE CIRCUITS SHALL BE FUSED. THE FUSE SHALL BE LOCATED IN LUMINAIRE HOUSING AT EACH POLE (5 AMP KTK FUSE IN TRON HEB-AA TYPE FUSE HOLDER) (NOT APPLICABLE).
28. THE CONTRACTOR SHALL FURNISH AND INSTALL AN ACCESSIBLE (AUDIBLE) PEDESTRIAN SIGNAL (APS) SYSTEM (2-WIRE POLARA NAVIGATOR2 OR APPROVED EQUAL) IN CONFORMANCE WITH THE CITY'S STANDARD SPECIFICATIONS. THE APS SHALL PROVIDE BOTH A VIBRATING ARROW BUTTON AND AUDIBLE SOUNDS DURING THE "WALK" INTERVAL, AS WELL AS A LOCATING TONE DURING THE PEDESTRIAN CLEARANCE AND DONT WALK INTERVALS. THE APS SYSTEM SHALL MEET CURRENT ADA AND CA-MUTCD REQUIREMENTS. ALL PEDESTRIAN PUSH BUTTONS SHALL BE PLACED TO ADA REQUIREMENTS TO HAVE AN ACCESSIBLE PATH IN FRONT OF THE BUTTON. THE APS SCU-C (INTELLIGENT CENTRAL CONTROL UNIT) SHALL BE SUPPLIED AND BE PLACED IN CABINET INPUT FILE 1-12/1-13 WITH THE CARD EDGE PLUGGED INTO 1-13. THE POWER SUPPLY PIGTAIL SHALL BE CUT TO LENGTH TO ELIMINATE EXCESS CABLE, WITH POWER OBTAINED FROM THE PDA T1 TERMINAL STRIP, TERMINALS 1, 3 & 4. THE CONTRACTOR SHALL PROVIDE TSSL WITH THE LATEST MEANS OF PROGRAMMING THE APS SYSTEM. THE MEANS OF PROGRAMMING THE APS SYSTEM MUST MEET THE REQUIREMENTS OF THE MANUFACTURERS APPROVED AND TESTED DEVICES LIST. THE CONTRACTOR OR VENDOR REP. SHALL INSTALL THE INITIAL PROGRAMMING WITH THE SUBMITTED UNIT WITH TSSL PRESENT. UPON COMPLETION THE CONTRACTOR WILL PROVIDE TSSL WITH THE PROGRAMMING UNIT.
29. ALL EXISTING LOOP DETECTORS AT THIS LOCATION SHALL BE PROTECTED IN PLACE UNLESS SHOWN TO BE REPLACED OR OTHERWISE NOTED. ANY EXISTING LOOPS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED TO CITY STANDARD AT THE CONTRACTOR'S EXPENSE.
30. ALL TRAFFIC SIGNAL AND STREET LIGHT MATERIALS SHALL BE APPROVED BY THE CITY OF FRESNO TSSL DIVISION PRIOR TO ORDERING OF MATERIALS. ALL MATERIALS NOT APPROVED PRIOR TO ORDERING SHALL BE SUBJECT TO REJECTION AT NO COST TO THE CITY.
31. ANY STREET LIGHT OR TRAFFIC SIGNAL PULL BOX IN THE SCOPE OF WORK OR ACCESSED BY THE CONTRACTOR SHALL BE CLEANED COMPLETELY, GROUTED, AND DUCT SEAL INSTALLED IN CONDUITS. DRAIN HOLES TO BE CLEANED AND OPENED TO FUNCTION AS INTENDED.
32. ANY BROKEN PULL BOX DAMAGED BY CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY.
33. ANY PULL BOX ADJUSTED TO GRADE MUST BE ABLE TO ACCEPT A CITY OF FRESNO APPROVED LOCKING LID AND THE CONDUITS MUST BE ADJUSTED/TRIMMED TO MEET THE CITY STANDARDS (NOT APPLICABLE).
34. IF THE SERVICE PEDESTAL IS EQUIPPED WITH A LIGHTING CONTACTOR AND NO MASTER PHOTO CONTROL IS INSTALLED, THE CONTRACTOR SHALL INSTALL A MASTER PHOTO CONTROL ATOP A 30' TALL SIGNAL POLE ADJACENT TO THE SERVICE PEDESTAL, OR ATOP THE NEAREST STREETLIGHT POLE. THE MASTER PHOTO CONTROL SHALL BE WIRED BACK TO THE SERVICE PEDESTAL USING THREE NO. 12 AWG STRANDED COPPER WIRES COLOR MATCHED TO THE PEC. THE PEC WILL BE MOUNTED USING HARDWARE MANUFACTURED FOR THAT PURPOSE, OR FABRICATED HARDWARE APPROVED BY THE TSSL SUPERVISOR. IF THE PEDESTAL IS NOT EQUIPPED WITH A LIGHTING CONTACTOR THE CONTRACTOR SHALL UPGRADE THE PEDESTAL TO MEET THE LATEST CITY OF FRESNO STANDARDS (NOT APPLICABLE).
35. ALL VEHICLE AND PEDESTRIAN SIGNAL SECTIONS SHALL BE TERMINATED USING AN INSULATED SPADE TERMINAL PROPERLY SIZED FOR THE WIRE AND SCREW. THE TERMINAL SHALL BE INSTALLED USING THE PROPER TOOLING AND TINNED WITH SOLDER PRIOR TO INSTALLATION.
36. A SET OF APPROVED BID PLANS AND SPECIFICATIONS SHALL BE KEPT AT THE JOB SITE IN ORDER TO MAINTAIN ADDENDUM, CHANGE ORDERS AND MODIFICATIONS TO THE CONTRACT. THESE DOCUMENTS SHALL BE MADE AVAILABLE AT ALL TIMES FOR INSPECTION BY THE PROJECT'S ENGINEER AND OWNER. DOCUMENTS SHALL BE KEPT CURRENT AS THE PROJECT PROGRESSES. THESE DOCUMENTS SHALL BE LABELED "AS-BUILT" IN 2 INCH HIGH PRINTED RED LETTERING.
37. THE CONTRACTOR SHALL PROVIDE TOC WITH ONE (1) PDF COPY AND TSSL WITH (1) PDF AND TWO (2) FULL SIZE SETS OF AS-BUILT DRAWINGS PRIOR TO REQUESTING AN INSPECTION.
38. NO TRAFFIC SIGNAL INSPECTIONS LATER THAN 2PM UNLESS APPROVED BY TSSL.
39. AT THE TIME OF INSTALLATION OF SIGNAL HEAD(S) ON A NON-SIGNALIZED INTERSECTION, ALL NON-ACTIVE SIGNAL HEAD(S) SHALL BE COVERED BY FABRIC RATED MATERIAL WITH WORDING, "NOT IN SERVICE" VISIBLE TO ONCOMING TRAFFIC (NOT APPLICABLE).
40. ALL CONDUIT INSTALLATIONS SHALL USE GALVANIZED RIGID CONDUIT (GRC) AS THE STANDARD MATERIAL UNLESS SPECIFIED OTHERWISE IN THE PROJECT DRAWINGS OR SPECIFICATIONS. ANY DEVIATIONS, INCLUDING THE USE OF ALTERNATIVE CONDUIT TYPES MUST BE SUBMITTED TO TSSL FOR REVIEW AND APPROVAL (NOT APPLICABLE).
41. THE CONDUIT INSTALLATION INTO PG&E OWNED FACILITIES SHALL COMPLY WITH PG&E STANDARDS AND SPECIFICATIONS (NOT APPLICABLE).
42. THE TRAFFIC SIGNAL EQUIPMENT MOUNTING HEIGHTS SHALL COMPLY WITH THE LATEST STATE STANDARD DRAWINGS AND SPECIFICATIONS. THE PEDESTRIAN SIGNAL HEAD HOUSING AND FRAMEWORK ASSEMBLY SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 7 FEET FROM THE FINISHED GRADE TO THE BOTTOM OF THE 90-DEGREE FITTING. THE INSTALLATION SHALL CONFORM TO ALL APPLICABLE REGULATIONS, ENSURING PROPER VISIBILITY AND COMPLIANCE WITH ADA AND MUTCD STANDARDS.
43. THE CONTRACTOR SHALL RETROFIT ALL EXISTING TRAFFIC SIGNAL BACKPLATES WITH A CITY APPROVED 3M YELLOW 4081 2" RETRO-REFLECTIVE TAPE THAT MEETS CITY OF FRESNO STANDARDS AND SPECIFICATIONS.
44. EXISTING RR SIGNAL INTERCONNECTION TO REMAIN ACTIVE AT ALL TIMES DURING CONSTRUCTION.
45. CONTACT BNSF PRIOR TO BEGINNING CONSTRUCTION.
46. PROVIDE INTERCONNECTED WARNING LABEL IN TRAFFIC SIGNAL CABINET.

REPAIR PROCEDURE – BOLT HOLE SIZE 1/2" (IN) DIAMETER OR LESS

FOR UNC OR UNF THREADS:

- APPLY SILICONE CAULK TO THREADS OF SS BOLT WITH SHANK.
- TIGHTEN SS BOLT UNTIL SHANK IS TIGHT AGAINST STANDARD.
- CUT OFF SS BOLT EVEN WITH STANDARD.
- FILE SS BOLT TO MATCH CONTOUR OF STANDARD
- TREAT SS BOLT AND SURROUNDING POLE WITH GALVANIZING REPAIR PAINT MEETING THE REQUIREMENT OF CALTRANS STANDARD SPECIFICATION 59-1.03D.
- APPLY TWO COATS. PAINT SHALL BE DRY BEFORE APPLYING SECOND COAT.

FOR NATIONAL PIPE THREADS:

- APPLY SILICONE CAULK TO THREADS OF HOT-DIPPED GALVANIZED HEX SOCKET PIPE PLUG.
- TIGHTEN PLUG UNTIL FLUSH WITH STANDARD.
- FILE PLUG TO MATCH CONTOUR OF STANDARD.
- FILL HEX SOCKET WITH PAINTABLE SILICONE CAULK.
- TREAT PLUG AND SURROUNDING POLE WITH GALVANIZING REPAIR PAINT.
- APPLY TWO COATS. PAINT SHALL BE DRY BEFORE APPLYING SECOND COAT.

ISOMETRIC VIEW

ELEVATION VIEW

HOLE REPAIR DETAIL

EXAMPLE OF REPAIR 1/2" (IN) DIAMETER AND 3/8" (N) DIAMETER HOLES SHOWN

REPAIR PROCEDURE – MAXIMUM HOLE SIZE 3" (IN) DIAMETER OR LESS

- MAXIMUM HOLE SIZE 3" (IN) OR LESS IN DIAMETER.
- 1/6" (IN) STEEL PLATE.
- THE PLATE SHALL BE 1/2" (IN) LARGER THAN THE DIAMETER OF THE HOLE TO BE REPAIRED (1/4" (IN) OVERLAP ALL SIDES).
- TACK WELD PLATE TO POLE.
- SHAPE PLATE TO MATCH TAPER AND CURVE OF POLE.
- 1/8" (IN) FILET WELD ALL AROUND.
- CHAMFER (GRIND) EDGE OF PLATE SMOOTH. REMOVE ALL BURRS AND SHARP EDGES.
- TREAT PATCH PLATE AND SURROUNDING POLE WITH GALVANIZING REPAIR PAINT.
- APPLY TWO COATS. PAINT SHALL BE DRY PRIOR TO APPLYING SECOND COAT.
- WORK SHALL BE DONE BY A CERTIFIED WELDER.

ISOMETRIC VIEW

ELEVATION VIEW

HOLE REPAIR DETAIL

EXAMPLE WITH 2" (IN) DIAMETER HOLE SHOWN

DETAIL 1: HOLE REPAIR

TYPICAL RELAY CONFIGURATION

AC/DC+ INPUT 1 INPUT 2 AC/DC-

6 5 4 3

7 8 1 2

AC (+) PDA T1- 5

2 AMP FUSE

AC (+) PDA T1- 4

AC (-) BUS

6 5 4 3

7 8 1 2

R5 HEALTH 120V COIL

12 VDC PWR SUPPLY 12 VAC

6 5 4 3

7 8 1 2

R1 XR 12V COIL

6 5 4 3

7 8 1 2

R2 TR-S 12V COIL

6 5 4 3

7 8 1 2

R3 TR-P 12V COIL

6 5 4 3

7 8 1 2

R4 GATE 12V COIL

LOGIC GROUND (J15-4)

FROM 12 VDC PWR SUP

12 CSC TO RR

12 CSC TO RR

RELAYS

12 CSC TO RR

MASTER DIAGRAM

* SHOWN IN NORMAL OPERATION WITH NO TRAIN PRESENT*

FROM	TO	COLOR
12VDC (+)	TB0-1A	RED
12VDC (-)	TB0-2A	BLACK
12VDC (+)	R5-1	RED
TB0-3A	R5-3	RED
TB0-2A	TB0-4A	BLACK
R1-7	TB0-5A	YELLOW
R1-2	R2-2	BLACK
R2-7	TB0-7A	BROWN
R2-2	R3-2	BLACK
R3-7	TB0-9A	RED
R3-2	R4-2	BLACK
R4-7	TB0-11A	BLACK
R4-2	12VDC (-)	BLACK
R1-4	TB11-9A	YELLOW
J15-4	R1-1	GREEN
R2-3	TB11-6A	BROWN
R1-1	R2-1	GREEN
R2-6	TB9-11	BLUE
R2-8	TB9-12	BLUE
R3-3	TB11-7A	RED
R2-1	R3-1	GREEN
R4-3	TB11-8A	BLACK
R3-1	R4-1	GREEN

LEGEND:
TIR = TRAFFIC INTERCONNECT RELAY
TIR-P = PREEMPT (NORMALLY CLOSED)
TIR-S = SUPERVISION (NORMALLY OPEN)
XR = CROSSING RELAY (NORMALLY CLOSED)
GATE = GATE DOWN (NORMALLY OPEN)
HTH = HEALTH CIRCUIT (NORMALLY CLOSED)

332L CABINET – DETAIL "B"

NOTE: THE RELAYS AND TERMINAL BLOCK SHOWN ABOVE SHALL BE ADDED TO THE 332 CABINET. RELAYS SHALL CONTAIN A RED INDICATOR LIGHT INDICATING WHEN RELAY IS ENERGIZED.

ADD ALTERNATE CONSTRUCTION NOTES:

AA1

ADD ALTERNATE #1. EMERGENCY VEHICLE PREEMPTION DETECTOR UNIT (EVP) SYSTEM AS SHOWN ON PLANS.

PW FILE NO. 13665
PROJ. ID. PW00957
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REF. & REV.

CITY OF FRESNO

TRAFFIC SIGNAL
SANTA FE AVENUE AND FIGARDEN DRIVE

TRAFFIC SIGNAL GENERAL NOTES

DEPARTMENT OF PUBLIC WORKS

REVIEWED: OFFICE ENG. CITY ENG.
DR BY: JCCS SHEET NO. 3
CH BY: CA/SD OF 3 SHEETS
DATE: 05/18/2026
SCALE: AS NOTED 4-E-XXXX

JCCS 10/25 JCCS 05/26 CA 05/26

REV.	DATE	DESCRIPTION	BY	APPRV.

PW00957 TRAFFIC SIGNAL MODIFICATION FIGARDEN/BNSF