

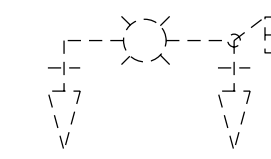
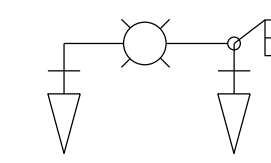
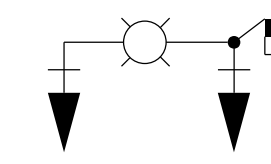
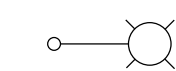

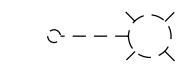



GENERAL NOTES:

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY FOR A CITY OF REDWOOD CITY BUSINESS LICENSE IMMEDIATELY UPON NOTIFICATION OF INTENT TO AWARD AND PRIOR TO PROJECT AWARD.
2. THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PLANS, PREPARED BY A REGISTERED TRAFFIC ENGINEER, PRIOR TO THE START OF WORK.
3. CONTRACTOR SHALL PROVIDE REGULAR STREET SWEEPING, OR AS DIRECTED BY THE PROJECT INSPECTOR.
4. CONTRACTOR MUST COMPLY WITH CITY OF REDWOOD CITY STANDARD SPECIFICATIONS FOR CONSTRUCTION PROJECTS AND CALTRANS STANDARD PLANS 2015 FOR TRAFFIC SIGNAL STANDARDS CONSTRUCTION.
5. IT THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT U.S.A. LOCATE AT 8-1-1 SEVEN (7)-BUSINESS DAYS PRIOR TO THE START OF CONSTRUCTION TO HAVE THE PROJECT AREA MARKED FOR UTILITIES. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR IMMEDIATELY IF UTILITY MARKINGS ARE IN CONFLICT WITH ANY PORTION OF WORK. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR TAKING DIGITAL PHOTOGRAPHS OR BUFFERED VIDEO OF THE PROJECT AREA AND DELIVERING A COPY OF ALL DIGITAL FILES TO THE PROJECT INSPECTOR PRIOR TO THE START OF CONSTRUCTION.


TRAFFIC SIGNAL GENERAL NOTES:

1. ALL WORK, MATERIALS AND EQUIPMENT SHALL CONFORM THE REQUIREMENTS ON THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, CALTRANS, STANDARD PLANS AND SPECIFICATIONS DATED 2015, THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD 2014), AND THE SPECIAL PROVISIONS FOR THIS PROJECT.
2. UTILITIES SHOWN ON THESE PLANS ARE CORRECT AND ACCURATE TO THE EXTENT OF AVAILABLE RECORDS. THE CONTRACTOR IS REQUIRED TO CONTACT UTILITY LOCATION AT 811 TO ASCERTAIN THE EXACT LOCATION OF UNDERGROUND FACILITIES PRIOR TO THE START OF WORK. THE CONTRACTOR SHALL BEAR THE TOTAL EXPENSE OF REPAIR OR REPLACEMENT OF ANY UNDERGROUND FACILITIES DAMAGED AS PART OF CONSTRUCTION, INCLUDING UTILITIES NOT IDENTIFIED ON THESE PLANS.
3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND NOTIFY ALL UTILITY COMPANIES AND UNDERGROUND SERVICE ALERT A MINIMUM OF 7 DAYS PRIOR TO THE START OF WORK. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL PHASES OF CONSTRUCTION WITH THE VARIOUS UTILITY COMPANIES INVOLVED.
4. THE LOCATION OF TRAFFIC SIGNAL STANDARDS SHOWN ON THESE PLANS ARE SCHEMATIC ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD MARKING THE LOCATION OF PROPOSED TRAFFIC SIGNAL STANDARD LOCATIONS FOR APPROVAL BY THE PROJECT INSPECTOR, INCLUDING ANY ADJACENT CIVIL IMPROVEMENTS SUCH AS SIDEWALK FACILITIES TO ASSIST IN VALIDATING POLE STANDARD LOCATIONS. UPON CONFIRMATION OF THE CONTRACTOR'S PROPOSED LOCATIONS, THE CONTRACTOR SHALL PROCEED TO HAND DIG EACH LOCATION FOR A MINIMUM OF 5-FT. IN DEPTH X 4-FT IN WIDTH BEFORE ANY FURTHER EXCAVATION USING MECHANICAL EQUIPMENT. THE CONTRACTOR SHALL NOTIFY THE PROJECT INSPECTOR IMMEDIATELY IF ANY CONFLICTS WITH POLE STANDARD LOCATIONS ARE IDENTIFIED DURING THE MARKING OR CONSTRUCTION PROCESS.
5. ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
6. ALL NEW TRAFFIC SIGNAL INDICATIONS, VEHICLE, BICYCLE, AND PEDESTRIAN, SHALL BE LIGHT EMITTING DIODE (LED) WITH AN INCANDESCENT LAMP LOOK.
7. ALL NEW PEDESTRIAN SIGNALS SHALL INCLUDE AN LED COUNTDOWN TIMER. THE COUNTDOWN DIGITS SHALL BE DOUBLE-ROW DIGITS AND BE CAPABLE OF DETECTING AND ADJUSTING TO PROGRAMMED WALK AND FLASHING DON'T WALK TRAFFIC SIGNAL TIMING PARAMETERS FROM THE TRAFFIC SIGNAL CONTROLLER WITHIN TWO PEDESTRIAN INTERVALS.
8. NEW PEDESTRIAN PUSH BUTTON FACILITIES SHALL BE ACCESSIBLE PEDESTRIAN SIGNAL (APS) TYPE AS MANUFACTURED BY POLARA ENTERPRISES, OR APPROVED EQUAL. EACH APS SHALL INCLUDE A 2-INCH VIBRO-TACLE INDICATON, LOCATE TONE ADJUSTABLE TO AMBIENT NOISE CONDITIONS, RED LATCH LED INDICATOR FOR WALK DEMAND, AND OPERATE AS A 2-WIRE SYSTEM TO MATCH THESE PROJECT PLANS. EACH APS SHALL BE PREPROGRAMMED BY THE MANUFACTURER WITH STREET NAMES INDICATING WALK INDICATIONS. ALL APS UNITS SHALL BE PREPAINTED BY THE MANUFACTURER IN FLAT BLACK COLOR. EACH APS UNIT SHALL INCLUDE A PLACARD PROVIDING INSTRUCTIONS FOR DEVICE USE. CONTRACTOR SHALL PROVIDE THE CITY WITH A PROGRAM CONTROL UNIT AFTER SETUP OF THE NEW APS.
9. CONTRACTOR SHALL PROVIDE PRODUCT CUT SHEETS FOR REVIEW AND APPROVAL BY THE CITY PRIOR TO PROCUREMENT OF ANY MATERIALS INCLUDING TRAFFIC SIGNAL POLE STANDARDS, STREETLIGHT FIXTURES, TRAFFIC SIGNAL FRAMING AND HARDWARE, LED VEHICLE AND PEDESTRIAN SIGNALS, APS UNITS, TRAFFIC SIGNAL CABINET/CONTROLLER AND AUXILIARY EQUIPMENT, THERMAL IMAGING DETECTION SYSTEM, AND UNDERGROUND CONDUIT FACILITIES. EQUIPMENT PROCURED OR INSTALLED WITHOUT PREVIOUSLY ACCOMPANYING PRODUCT CUT SHEETS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT CONTRACTOR'S SOLE EXPENSE.
10. TRAFFIC SIGNAL CABINET SHALL BE A NEMA TS-2 TYPE 1 TRAFFIC SIGNAL CABINET WITH 64-CHANNELS OF DETECTION INPUT AS MANUFACTURED BY ECONOLITE, OR APPROVED EQUAL. THE TRAFFIC SIGNAL CABINET MUST INCLUDE DOOR PANEL TEST SWITCHES INSTALLED BY THE MANUFACTURER FOR ALL VEHICLE, PEDESTRIAN, AND OVERLAP SIGNALS, NO MODIFICATIONS BY THE CONTRACTOR OR LOCAL VENDOR TO COMPLY WITH THESE PROJECT AND SPECIFICATIONS SHALL BE PERMITTED.
11. NEW TRAFFIC SIGNAL CABINET AND SERVICE PEDESTAL FOUNDATIONS, IF PROVIDED, SHALL BE MINIMUM 30" DEEP FROM ADJACENT SIDEWALK FINISHED GRADE AND INCLUDE A 4-INCH PED ABOVE ADJACENT SIDEWALK FINISHED GRADE. CONTRACTOR SHALL USE A MINIMUM OF FOUR (4) 3/4" X 1'-6" ANCHOR BOLTS WITH A 2-INCH 90-DEGREE BEND ANCHOR. CENTER ANCHOR BOLTS ALONG CENTER OF EACH SIDE OF THE CABINETS SPACED PER MANUFACTURER'S SPECIFICATIONS. TRAFFIC SIGNAL CONTROLLER SHALL BE A ECONOLITE COBALT ATC CONTROLLER TYPE.
12. WHERE TRAFFIC SIGNAL POLE OR PULL BOX INSTALLATION DAMAGES EXISTING SIDEWALK, CONTRACTOR SHALL WORK WITH THE PROJECT INSPECTOR TO IDENTIFY LIMITS FOR SIDEWALK REMOVE AND REPLACEMENT. CONTRACTOR SHOULD ASSUME UP TO 3 YARDS OF SIDEWALK REMOVE AND REPLACEMENT PER TRAFFIC SIGNAL POLE STANDARD LOCATION.

LEGEND:

-  EXISTING TRAFFIC SIGNAL POLE STANDARD WITH VEHICLE AND PEDESTRIAN SIGNALS TO BE REMOVED OR SALVAGED
-  EXISTING TRAFFIC SIGNAL POLE STANDARD WITH VEHICLE AND PEDESTRIAN SIGNALS
-  NEW TRAFFIC SIGNAL POLE STANDARD WITH VEHICLE AND PEDESTRIAN SIGNALS
-  EXISTING STREETLIGHT POLE STANDARD WITH EXISTING LUMINAIRE
-  NEW STREETLIGHT POLE STANDARD WITH NEW LUMINAIRE
-  EXISTING STREETLIGHT POLE STANDARD TO BE SALVAGED
-  EXISTING PULL BOX
-  NEW PULL BOX
-  EXISTING PULLBOX TO BE REPLACED WITH NEW PULLBOX IN PLACE

BID SET
JULY 3, 2018

ENGINEER'S STAMP		DATE _____ SUBMITTED		DATE _____ APPROVED		DATE _____	
		DESIGNED		APPROVED			
		DATE _____ SUBMITTED		DATE _____ APPROVED		DATE _____	
		DELINEATED		APPROVED			
		DATE _____ APPROVED		DATE _____ APPROVED		DATE _____	
DATE	SYMBOL	REVISIONS	BY	CHECKED	APPROVED	CHECKED	M. SABER SARWARY CITY ENGINEER R.E.# C53617

CITY OF REDWOOD CITY
COMMUNITY DEVELOPMENT DEPARTMENT
ENGINEERING AND TRANSPORTATION
CALIFORNIA

FILE NO: _____ SCALE: _____ AUTOCAD DRAWING FILE: _____

MIDDLEFIELD ROAD
BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT
MIDDLEFIELD ROAD & CHESTNUT STREET
TRAFFIC SIGNAL NOTES & LEGEND

SHEET NO. TS-1
OF _____
SHEETS



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