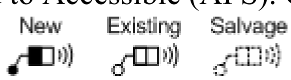
TRAFFIC SIGNAL PLAN CHECKLIST
1st SUBMITTAL

INSTRUCTIONS:

1. DO NOT PROCEED with this checklist until you have established ROW, Geometrics, All Public Improvements, Signal Mods/Installs, Striping, Signal Operations, Pole Layout, Signal Detection, Communication, and other key items with Development Services Staff.
2. Complete and submit this checklist with the **first** submittal of development plans to Development Services.
3. For any items not checked off, provide an explanation in the space at the end of this document.
4. See the "Traffic Signal Construction" section under the Applications page of the Development Services website for instructions, standards, and guidelines relevant to traffic signal plans: https://www.sanjoseca.gov/devresources.
5. Note: The City of San Jose Standard Details & Specifications dated July 1992 and Caltrans 2010 Standard Plans and Specifications take precedence over these checklists. CSJ Standard Details & Specifications are located at: https://www.sanjoseca.gov/specs-details
6. Please see the latest versions of the CAMUTCD and ADA for design standards.
7. For reference, sample plans are located at: https://www.sanjoseca.gov/?navid=4525

	ITEM
GENERAL	
☐	1. Plan includes Project Title (same as in Engineering plans) following the current Traffic Signal Plan Sheet templates located at https://www.sanjoseca.gov/devresources
☐	2. PDF of full public improvement plan set provided
☐	3. Permit No. and Project No. included
☐	4. Notes, Legend, & Abbreviations included
☐	5. Legend symbols same as CSJ Standard per DPW Electrical Standards – Drawing Sheet E-01c located at: https://www.sanjoseca.gov/specs-details
☐	6. Company name, address & telephone numbers of project's Civil, Traffic Engineer, and Street lighting consultants included

☐	7. Plan drawn clearly and is readable
☐	8. Major street shown horizontal
☐	9. Design is field-verified
TRAFFIC SIGNAL SHEETS - GENERAL	
☐	10. Property Lines, ROW lines, Easements shown
☐	11. Civil work same as in Civil Plans (except demolition)
☐	12. Civil improvements (such as curb line, ramp types, etc.) verified
☐	13. Streets labeled with names
☐	14. Scale bar, north arrow (at top of page or to the left), and pole quadrant reference included, and scale 1" = 20'
☐	15. Existing and Proposed phase diagrams shown. New signal phase diagram has Ø2 on the main street either southbound or westbound
☐	16. New, existing, relocated, and salvaged equipment match the pole & equipment schedule. Quantities of equipment shown correctly
☐	17. Streetlight circuit diagram included
☐	18. Salvaged, existing, relocated, and new electroliers; traffic signals; pull boxes; traffic signage; within the limits of work shown.
☐	19. Service cabinet equipment schedule filled out
☐	20. Street Name Sign Specifications and Details included
☐	21. Conduits with existing fiber optic and copper communications shown on Demolition plan sheets where pavement saw cutting and removal are being performed
☐	22. Applicable notes from CSJ Traffic Signal Design Notes located at https://www.sanjoseca.gov/devresources included
EQUIPMENT LAYOUT	
☐	23. Pole & equipment layout and schedule filled out with traffic signal equipment

☐	24. CSJ equipment location on the traffic signal layout numbered using circled number callouts. CSJ standard is: "1" - service point, "2" - service cabinet, "3" - controller cabinet, "4" - traffic signal equipment location near the controller cabinet, then number traffic signal equipment in clockwise sequence
☐	25. Existing equipment shown; new equipment shown in bold; and salvage equipment shown dashed per DPW Electrical Standards – Drawing Sheet E-01c located at https://www.sanjoseca.gov/specs-details
☐	26. New mast arm lengths and distance between traffic signal heads shown
☐	27. Mast arm lengths and distance between traffic signal heads meet Caltrans standards and CSJ Signal Head Placement Guidelines located at https://www.sanjoseca.gov/devresources
☐	28. Video detection shown at all legs with vehicle and bicycle/motorcycle zones. Existing loops are shown as abandoned, unless City has permitted loop detection to remain or be installed.
☐	29. Pedestrian signals are upgraded to Accessible (APS). Other audible pedestrian signals are shown as 
☐	30. Pedestrian push button within a five-foot distance perpendicular to the extended line of the corresponding crosswalk
☐	31. All vehicle and pedestrian signal heads phases, detector loops/zones phases, and ped pushbuttons phases labeled per the phasing diagram
☐	32. All vehicle and pedestrian signal heads phases, detector loops/zones phases, and ped pushbuttons phases match conduit and conductor schedule and pole & equipment schedule
☐	33. Pedestrian signal head and pushbutton symbols parallel to the crosswalks they control, and pedestrian head phase callouts parallel to the pedestrian head
☐	34. Emergency Vehicle Detectors shown on conduit and conductor schedule. EV Detectors are labeled "EVA" for (Ø2+Ø5), "EVB" for (Ø4+Ø7), "EVC" for (Ø1+Ø6), and "EVD" for (Ø3+Ø8), and match the phasing diagram
☐	35. No. 7 pull box used for home run boxes. No. 6 pull box, as a minimum, used for other traffic signal pull boxes

☐	36. Pull box information filled out in the pole & equipment schedule
☐	37. Pull boxes placed outside of the wheelchair ramps
☐	38. All conduit systems shown. Existing/new conduits on traffic signal layout match conduit & conductor schedule
☐	39. 2.5" minimum conduits used at base of all traffic signal poles for video detection cables
☐	40. Conduits used for Street crossings 3"
☐	41. Conduits for fiber optic and copper communications 3"
☐	42. Equipment ground included in all conduits, and pull rope included in all empty conduits
☐	43. 3 - #14 Spares and 1 - #10 Neutral located in conduit runs from traffic signal pull box to traffic signal pull box
☐	44. Split Circuits shown (e.g. 3 3a) as shown in the sample plans located at: https://www.sanjoseca.gov/?navid=4525
☐	45. 25 pair minimum used for new copper communication cable
☐	46. Existing fiber optic and copper communication cables shown
☐	47. Service cabinet and north arrow identified on street lighting circuit diagram, and match traffic signal layout
☐	48. USA logo shown
☐	49. Luminaire type for new and upgraded streetlights included
TRAFFIC SIGNAL LIGHTING	
☐	50. If intersection lighting is designed by developer consultant, lighting calculations and electronic design file provided for review. If intersection lighting design is to be provided by City, electronic file of TS layout design file in .dxf format provided
☐	51. Location of Photoelectric Unit (PEU) and/or Streetlight Communication GATEWAY shown

☐	52. Luminaire types on the plan match street lighting circuit diagram and pole & equipment schedule
☐	53. Lighting conduit and conductors match the conduit and conductor schedule
☐	54. Pole numbers shown of all existing streetlights, including the ones that will have a luminaire changed, relocated, removed, or salvaged
☐	55. Provisions for Streetlight Gateway Wiring Requirements as described in the CSJ Traffic Signal Design Notes located at https://www.sanjoseca.gov/devresources included. Streetlight communication gateway wiring based on streetlight communication gateway located at the traffic signal pole nearest the traffic signal controller cabinet.
COORDINATION	
☐	56. Coordination initiated to secure necessary property easements or encroachment permits
☐	57. If a new PG&E service point is being proposed, PG&E engineered drawing showing the service point and the short circuit rating shall be provided to PW Signal group. If the service point and service cabinet are existing, the existing short circuit rating for the existing service point shall be provided to the PW Signal group. Provide PM number if available.
☐	58. Existing PG&E Service Point meets current CSJ standards as shown on the sample plans located at: https://www.sanjoseca.gov/?navid=4525?

Explanation for boxes not checked off: