

ENCROACHMENT PERMIT

TR-0120

Permit No. 0407-NSN 1771	
Dist/Co/Rte/PM 04-SM- 82 20.66/21.91	
Date April 13, 2009	
Fee Paid \$	Deposit \$
Performance Bond Amount (1)	Payment Bond Amount (2)
Bond Company	
Bond Number (1)	Bond Number (2)

In compliance with (Check one):

- Your application of October 11, 2007
- Utility Notice No. _____ of _____
- Agreement No. _____ of _____
- R/W Contract No. _____ of _____

TO: City of South San Francisco
315 Maple Avenue
South San Francisco, CA 94080

Attn: Dennis Chuck
 Phone: (650) 829- 6663 , PERMITTEE

and subject to the following, **PERMISSION IS HEREBY GRANTED** to:

Install Automated Red Light Enforcing Systems (ARLES), controller cabinets and associated conduits and wirings, on State Highway 04-SM-82, Post Mile 20.66/21.91, at the Westborough and Hickey Boulevards intersections, in the City of South San Francisco.

A minimum of one week prior to the start of work under this permit, notice shall be given to, and approval of construction details, operations, public safety, and traffic control shall be obtained from State Representative Fred Farid, 110 Rickard Street, San Francisco CA 94134, 510-614-9553, weekdays, between 7:30AM & 4:00PM.


All permitted work requires the permittee to apply for and obtain a work authorization number prior to the start of work. See the attached "Encroachment Permit Project Work Scheduling Procedures" and the attached "Permit Project Work Scheduling Request Form". Additional time beyond the minimum seven-day advanced notice required in the above paragraph may be required for obtaining approval.

The following attachments are also included as part of this permit (Check applicable): <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No General Provisions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Utility Maintenance Provisions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storm Water Special Previsions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No A Cal-OSHA permit required prior to beginning work: # _____	In addition to fee, the permittee will be billed actual costs for: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Review <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Inspection <input checked="" type="checkbox"/> Yes ----- Field Work (If any Caltrans effort expended)
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Yes No The information in the environmental documentation has been reviewed and considered prior to approval of this permit.

This permit is void unless the work is completed before April 30, 2010
 This permit is to be strictly construed and no other work other than specifically mentioned is hereby authorized.
 No project work shall be commenced until all other necessary permits and environmental clearances have been obtained.

CAC
 CC: Bob Salazar (2), FF
 Field Elect: J. Tubon
 TMC/ J. Richardson,
 Traffic System/P. Chan

APPROVED:
BIJAN SARTIPI, District Director
BY:

M. D. CONDIE, District Permit Engineer

When approved, traffic control performed under this permit shall be in accordance with the appropriate State Standard Plans T-10 through T-14. Where required by the plan, the use of a flashing arrow-board is **MANDATORY**.

See attached Standard Plans T-10 and T-11. For shoulder closure, use Standard Plan T-10.

In the 3-Lane section: Provide at least 2 through traffic lanes in both directions of travel to accommodate all traffic movements. Monday –Friday, between 9AM to 3PM. Holidays are excluded.

In the 2-Lane section: Provide at least 1 through traffic lanes in both directions of travel to accommodate all traffic movements. Monday –Friday, between 9AM to 3PM. Holidays are excluded.

No other lane closure is permitted at any other times.

Parking may be restricted while work is actively in progress.

The site of the work shall be enclosed by suitable barricades, signs and lights, as approved by State's representative, to warn and protect traffic effectively.

The City of South San Francisco shall instruct their officers not to contact Caltrans if only the Automated Traffic Light Enforcement System (ARLES) is damaged due to an accident.

If Caltrans is called out and finds that only the red light equipment is damaged, The City of South San Francisco shall reimburse Caltrans for the costs of the call-out.

The ARLES shall be powered from a separate source other than Caltrans.

Installation of additional loops is prohibited. The City of South San Francisco may install wireless detection or any other method of detection that does not damage the State roadways.

Access to signal cabinet shall be performed at the presence of Caltrans Representative.

In the event of future modifications to the traffic signal by Caltrans, the City of South San Francisco shall be responsible for relocation costs of the ARLES.

Caltrans will provide initial yellow interval information to the City of South San Francisco for installing the ARLES upon request. Any subsequent need for verification of the yellow interval shall be the responsibility of the City of South San Francisco.

The ARLES cables shall be installed in a separate conduit with distinctively marked pull boxes and no ARLES equipment shall be installed in the traffic signal controller cabinet.

Any connections to the State system shall be in the form of 24 Volt DC or less sensing unit. This unit shall not be hard wired to State conductors.

No pole shall be installed in the median area.

Any damage to the existing State facilities shall be repaired at permittee's expense.

All work within the State Right of Way shall conform with the ADA requirements

At least five working days before starting work on any signal or lighting facilities under this permit, State's Permit Electrical Engineer J. Tubon shall be contacted at (415) 330 -6544 for approval of construction and operational details.

A safe minimum passageway of 1.21m (4') shall be maintained through the working area at existing pedestrian or bicycle facilities. At no time shall pedestrian be diverted onto a portion of the street used for vehicular traffic. At locations where safe alternate passageways cannot be provided, appropriate signs and barricades shall be installed at the limit of construction and in advance of the limits of construction at the nearest crosswalk or intersection to detour pedestrian to facilities across the street.

Excavations made within the limits of the highway shall be backfilled before leaving the work site for the night. After backfilling the trench, temporary surfacing shall be placed if required by State's representative.

Trench backfill shall conform to Section 19-3.06 of the State's Standard Specifications and the current edition of the Standard Plans. Tests for relative compaction of structure backfill material used in backfilling trenches may be made in accordance with Test Method No. California 231 (Nuclear gauge). Any base, surfacing or pavement shall be replaced in kind, or as otherwise required by State's representative.

All Permittee's personnel shall wear appropriate personal protective equipment, including hard hats and bright-colored vests, shirts or jackets with retro-reflective material while on State highway right-of-way.

All utility work shall be performed in accordance with the appropriate provisions contained in the Department of Transportation Encroachment Permit Utility Provisions dated January 2007.

Notwithstanding General Provision No.4, your contractor is required to apply for and obtain an encroachment permit prior to starting work and the application shall be accompanied by a check of \$1804.00 and a \$50,000.00 performance bond. The bond shall be in Caltrans bond form. Permittee's contractor shall be billed for any additional inspection cost at the current Caltrans rate of \$82.00/hr.

Immediately following completion of the work permitted herein, the permittee shall fill out and mail the notice of completion attached to this permit.

AS BUILT PLAN REQUIREMENTS:

Upon completion of the work provided herein, the permittee shall send one vellum or paper set of As-Built plans, to the State representative. Mylar or paper sepia plans are not acceptable. In addition, provide the State representative a complete set of acceptable full-sized reproducible As-Built plans on a CD-ROM (MicroStation.dgn file Release 5.0 or later) complying with STATE'S current CADD Users Manual and STATE's current Drafting and Plans Manual and all contract records, including survey documents and all corrected original full size structure plans.

All changes in the work will be shown on the plans, as issued with the permit, including changes approved by Encroachment Permit Rider. All changes to project plans and specifications or changes affecting State facilities shall be shown on As-Built plans.

The As-Built plans must also show all the detailed information required by paragraph 9.h of the Variance (00-V-RAR-02) issued by Department of Toxic Substances Control (DTSC) to STATE regarding the reuse of aerial deposited lead in soil within PROJECT limits.

Any relocated or new facilities shall be correctly shown and identified on the As-Built plans.

The plans are to be stamped or otherwise noted AS BUILT by the permittee's representative who was responsible for overseeing the work. Any original plan that was approved by a state stamp, or Caltrans representative signature, shall be used for producing the As-Built plans.

If "As-Built" plans include signing and striping, the dates of signing or striping removal, relocation or installation shall be shown on the plans when required as a condition of the permit. When the construction plans show signing and striping for Staged construction on separate sheets, the sheet for each stage shall show the removal, relocation or installation dates of the appropriate staged striping and signing .

As-Built plans shall contain the Permit Number, County, Route, Post Mile and Kilometer Post on each sheet.

Disclaimer statement of any kind, that differ from the obligations and protection provided by Sections 6735 through 6735.6 of the California Business and Professions Code, shall not be included on the As-Built plans. Such statements constitute non-compliance with Encroachment Permit requirements, and may result in the Department of Transportation retaining Performance Bonds or deposits until proper plans are submitted.

Failure to comply may result in denial of future permits, or a provision for a public agency to supply additional bonding.