

Streetlight Guidelines

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Re: Streetlights Design Guidelines and Requirements

This document is provided as a general guide summarizing what the San Francisco Public Utilities Commission, Power Enterprise, Streetlights Section (“SFPUC”) expects regarding any streetlights located in the franchise area within the Geographical boundaries of the City and County of San Francisco. If this document contradicts any other document, this document will prevail.

1. Under the City Administrative Code, the Department of Public Works (DPW) shall require that underground street lighting facilities, including standards, all associated wires, cables, conduits, junction boxes, services, and all connections therewith satisfactory to the Public Utilities Commission, be included in all plans, maps and specifications, for the opening of new streets, tracts, districts or subdivisions, except when arrangements have been made by the Public Utilities Commission for installation of adequate overhead street lighting facilities on utility poles.
2. Streetlights will be owned and maintained by SFPUC in SFPUC accepted streets for maintenance. If there is a major encroachment permit for the sidewalk, privately owned streetlights will be required if any of the following are true:
 - a. If DPW does not own and maintain the area
 - b. If the area is no longer part of the franchise map
 - c. If the area is not an accepted street
 - d. If the area is closed off to vehicular traffic
 - e. If the streetlights in the area are not maintainable by SFPUC streetlight maintenance staff
 - f. If Streetlight Engineer determines that streetlights should be private

At the time the major encroachment permit expires, the owner of the streetlights must bring streetlights to SFPUC standards before SFPUC will accept, own, and maintain the lights.

3. The SFPUC shall review the plans for streetlight spacing, illumination levels and uniformity. 60% and 90% streetlight design plans, including photometric calculations and specifications shall be submitted for review and approval.
4. The street and pedestrian light poles and luminaires shall be selected to comply with SFPUC streetlight catalogue. All new street and pedestrian light fixtures shall be designed to use Light Emitting Diodes (LEDs). LED color temperature is 3000K Kelvin only. The final fixtures selected in the design must be approved by the SFPUC.
5. The streetlight review process will look at the following:
 - a. Photometrics- evaluate the average fc and uniformity to ensure the needs of the street/sidewalk/intersection are met.
 - b. Streetlight plan- general review of plan. It is assumed that the project team/developer will apply for a new unmetered service for the streetlights they are installing unless otherwise specified.
 - c. The Developer is responsible to ensure that all streetlight guidelines are met. If a variance is needed, the developer is responsible to request a variance in writing. The Developer

needs to fill out the Variance Request Form and send it to the Streetlight Engineer for review and approval.

6. SFPUC requires 10% spare of catalogue fixtures (poles, arms, luminaire assemblies) upon completion of a project for projects that are installing more than 5 streetlights. The calculation of spares should round to the closest number (i.e. if the project is installing 14 streetlights 1 spare is needed).
7. Apply for streetlight power, unmetered service, at <https://sfwater.org/index.aspx?page=1209>. There shall be a minimum of one service point per side of a street per block. A request must be made to use existing streetlight services. See below commonly asked questions for more information about using existing streetlight power.
8. After project completion, as-built drawings shall be provided to SFPUC. Send an electronic copy of the as-built drawings to streetlights@sfwater.org and SLinspections@sfwater.org, and a hard copy to Power Enterprise, 525 Golden Gate 7th Floor, CA 94102.
9. For design purposes, streetlights must be designed to use SFPUC standard poles and be mounted at either 22 ft, 25 ft, or 30 ft. Pedestrian scale lights installed on 16 ft tall poles can only be used to light the sidewalk and not the roadway.

For small alley ways and certain residential areas, pedestrian scale lights may be an option to light the roadway; however, a variance request will need to be reviewed and approved by streetlight engineering. The variance design must include lighting the roadway.

If the Developer would like to add pedestrian scale lights, the pedestrian lights must be on both sides of the block and for at least 3 consecutive blocks.
10. All streetlights need to be adequately protected. If the streetlight is not located on the sidewalk with a 6 in curb at least 24 in from the center of the streetlight pole to face of the curb, a variance needs to be requested and approved. The proposed protection needs to be equivalent to the standard. There must be at least a 3 ft working clearance around the streetlight pole and box.
11. Design and installation must meet NEC and NESC requirements.
12. For DPW drawings, see red-lined drawings on the streetlight website <https://sfwater.org/streetlights>
13. Streetlight photometric and streetlight plan approvals are valid for 2 years; streetlight photometric and plan review is necessary if construction is not completed within 2 years. Anything approved before 1/2019 will need to be reviewed.

Streetlight Review Process:

1. Project team/developer submits online application at <https://sfwater.org/streetlights>.
2. A streetlight engineer is assigned to the application. The streetlight engineer reviews the application and provides comments concerning the photometrics. The streetlight engineer will also include an application number with the initial comments. Include this application number when sending emails or submitting documents.
3. Developer incorporates comments and resubmits drawings.
4. The streetlight engineer reviews the drawings and approves the photometrics or provides additional comments.
5. Developer will incorporate comments and resubmit for review until photometrics are approved.
6. The streetlight engineer will provide custom work letter which includes pole numbers.
7. Developer applies for new unmetered service(s), one service point per block per side of the street at <https://sfwater.org/index.aspx?page=1209>.
8. Once Developer receives the service point information, submit plan drawing to streetlight engineer for review.
9. Streetlight engineer will review and provide comments or approve.
10. Developer will incorporate comments and resubmit for review until streetlight plan is approved.
11. Developer may begin the construction process and request inspections when ready.

Construction Process:

1. When Developer is ready to construct, send a request for a pre-construction meeting to SLInspections@sfwater.org.
2. Developer will construct streetlight foundation, lay conduit, and install streetlight box.
3. Before pouring, Developer will request an inspection by filling out the inspection request form and send it to SLInspections@sfwater.org
4. Developer can pour if the inspection passes. If the inspection does not pass, Developer will correct the issue(s) and request another inspection.
5. Steps 2, 3, and 4 are repeated until all infrastructure construction is completed for the project.
6. Developer will install the lights and request final inspection once all the lights are operational.
7. Punch list items will be sent to Developer to complete. Once punch list items are completed, Developer will send pictures of the completed items. Depending on the punch list items, another inspection may be needed.
8. Red-lined drawings are sent to streetlights@sfwater.org and SLInspections@sfwater.org.
9. Once punch list items are completed, the streetlights will be accepted. Developer will receive an acceptance document by email from the streetlight engineer stating the lights on the project have been accepted.

Temporary Streetlights:

Temporary streetlights are required when the existing permanent lights need to be removed before the new permanent lights are installed. The temporary lights need to be like in kind and must be operational from dusk to dawn. The temporary lights must be operational before the existing permanent lights are

removed. If they are not like in kind, a photometric plan will need to be submitted for review. Power for the temporary lights are the project team/developer's responsibility.

1. If Developer has not submitted temporary streetlight information with the streetlight review from, submit a removal form (SFPUC, PG&E, or both) and photometrics if needed to streetlight engineer. If a streetlight engineer has not been assigned to the project, apply for streetlight removal at <https://sfwater.org/streetlights>.
2. The streetlight engineer will review the temporary streetlight information. If acceptable, the streetlight engineer will provide a Custom Work letter to collect money for inspection of the temporary streetlight(s). If not, the streetlight engineer will send comments and Developer will revise and submit for review until acceptable.
3. Developer can request pre-construction meeting after the Custom Work Letter has been paid.
4. After pre-construction meeting, Developer will install temporary streetlights and send pictures to the streetlight engineer to show they are operational.
5. The streetlight engineer will submit request to PG&E and/or give permission to remove the streetlights. Do not demo the streetlight service. Developer is responsible for cost that PG&E will charge to remove PG&E owned light(s).
6. Developer is responsible to contact the various agencies to relocate infrastructure installed on the streetlight pole.
 - a. DAS: das@sfwater.org.
 - b. AAA Flag: 415-431-2950
 - c. Traffic/Parking signs: Noel.Laffey@sfmta.com, 415-550-2736
 - d. Other: SLEngineering@sfwater.org
7. The temporary streetlight(s) may be removed after the new permanent streetlights have been energized and proved to be operational. See Removal of Streetlight section.

Relocation of Streetlight Infrastructure:

The following procedure shall be adhered by Developer when unplanned streetlight relocation is needed: Note that existing infrastructure cannot be reused.

1. Project team/developer submits online application at <https://sfwater.org/streetlights>. If a streetlight that provides light to the intersection or crosswalk needs to be moved or if a streetlight is moved more than 10 ft, a photometric study needs to be performed and submitted for review.
2. A streetlight engineer is assigned to the application. The streetlight engineer reviews the application and provides comments. The streetlight engineer will also include an application number with the initial comments. When sending emails or submitting documents, include this application number. If the streetlight engineer has no further comments, the streetlight engineer will provide a Custom Work letter to collect money for inspections.
3. If developer is relocating a streetlight, developer is responsible to contact the various agencies to relocate infrastructure installed on the streetlight pole.
 - a. DAS: das@sfwater.org.
 - b. AAA Flag: 415-431-2950
 - c. Traffic/Parking signs: Noel.Laffey@sfmta.com, 415-550-2736
 - d. Other: SLEngineering@sfwater.org
4. Developer will send payment to SFPUC.
5. Developer will send a request for a pre-construction meeting to SLInspections@sfwater.org.

6. If temporary streetlights are needed, developer will install temporary streetlights and send pictures to the streetlight engineer to show they are operational.
7. The streetlight engineer will give permission to start relocation work.
8. Developer will perform work and request inspections when ready (see Inspections section for instructions on how and when to request inspections).
9. Once all work is completed and acceptable, the developer will receive an acceptance document by email from the streetlight engineer stating the lights on the project have been accepted.

Removal of Streetlights:

After a project has installed permanent lights, there may be a need to remove existing streetlights.

1. When permanent streetlights are operational, developer submits removal form (SFPUC, PG&E, or both) to streetlight engineer.
2. Streetlight Engineer will review the form. If acceptable, Streetlight Engineer will submit request to PG&E and/or give permission to remove the SFPUC streetlights.
3. Developer is responsible to contact the various agencies to relocate infrastructure installed on the streetlight pole.
 - a. DAS: das@sflower.org.
 - b. AAA Flag: 415-431-2950
 - c. Traffic/Parking signs: Noel.Laffey@sfmta.com, 415-550-2736
 - d. Other: SLEngineering@sflower.org

Temporary Removal of Streetlights:

A developer may have the need to temporarily remove streetlights to perform construction on the site.

Note that existing infrastructure cannot be reused.

1. Follow steps in Temporary Streetlighting and indicate in the notes that the removal is temporary.
2. If the light that was removed is a PG&E LS-1 light, Developer will contact the streetlight engineer to apply to PG&E to re-install the light. Developer will be responsible for any costs that PG&E may charge to re-install the light.
3. If the light removed is an SFPUC owned light, developer will install new pole and luminaire and will request inspection once completed. During the preconstruction meeting, SFPUC will determine whether a new foundation is needed.
4. Developer is responsible to contact the various agencies to relocate infrastructure installed on the streetlight pole.
 - a. DAS: das@sflower.org.
 - b. AAA Flag: 415-431-2950
 - c. Traffic/Parking signs: Noel.Laffey@sfmta.com, 415-550-2736
 - d. Other: SLEngineering@sflower.org
5. Once all work is completed and acceptable, the developer will receive an acceptance document by email from the streetlight engineer stating the lights on the project have been accepted.

Streetlight Photometrics:

Photometric Study:

Streetlight work will be required in the areas where the developer is working on the sidewalk. Perform the photometric study as follows:

1. Request existing streetlight information from streetlights@sfgov.org and/or Developer in field investigation.
2. Perform the streetlight study providing results per block to meet the needs of the street.
 - a. Add streetlights only in the area where the developer is working in the sidewalk. Developer is only responsible for streetlight work in the areas where sidewalk work will be performed. If a streetlight is within 5 ft of a residential window, a house side shield is required.
 - b. Sidewalk and street results should be separated unless it is a local residential only road. Local residential sidewalks will be incidentally lit by the streetlights.
 - c. Intersection results should be provided if the development spans multiple blocks
 - d. Sidewalk calculation points should be about 2 ft apart.
 - e. Roadway calculation points should be about 10 ft apart the length of the road and 5 ft apart the width of the road.
 - f. Intersection calculation points should be about 5 ft apart.
 - g. To aid in the review, highlight the area where sidewalk work is to be done.
 - h. The requirements, light schedule, study parameters, and results should be on the drawing in chart form.
 - i. Indicate what lights are existing and which ones are new.
 - j. Make sure the light is visible in the drawing.
 - k. Include legend on the photometric sheets- lights, SL Box, SL service point, SL conduit, trees, planters, and bio retainers.
 - l. Photometric plan drawing should be scaled, scale should be noted on the plan.
 - m. Photometric plan should be in PDF format.

Photometric Requirements:

1. The design for street and pedestrian lighting shall comply with the Recommended Practices of Roadway Lighting (RP-8), published by the Illuminating Engineering Society of Northern California ("IESNA"), and roadway functional classifications specified by Caltrans California Road System (CRS) Maps.

To determine recommended illuminance values:

- a) Identify the roadway functional classification by using Caltrans CRS Maps (5M and 5L for San Francisco), which can be located at <http://www.dot.ca.gov>.

Notes:

- i. Caltrans Principal/Minor Arterial roadways are equivalent to IESNA Major roadways.

- ii. Caltrans Major/Minor Collector roadways are equivalent to IESNA Collector roadways.
- iii. Caltrans Local roadways are equivalent to IESNA Local roadways.
- b) Identify Pedestrian Conflict Areas by using IESNA definitions per Section 3.5 Pedestrian and Bikeway Design Criteria and zoning map (<https://sfgov.org/sfplanningarchive/sites/default/files/FileCenter/Documents/9016-BIGmap.pdf>).

- i. High pedestrian conflict areas—commercial areas in urban environments with high night pedestrian activities.
- ii. Between High and Medium-
- iii. Medium pedestrian conflict areas—intermediate areas with moderate night pedestrian activities. These areas are typically near community facilities, such as libraries and recreational centers or multifamily homes.
- iv. Between Low and Medium-

Pedestrian Conflict	Definition
High	commercial areas in urban environments with high night pedestrian activities.
Medium	intermediate areas with moderate night pedestrian activities. These areas are typically near community facilities, such as libraries and recreational centers or multifamily homes.
Low	Non-High-Rise residential only areas.

- i. Low pedestrian conflict areas—residential areas.
- c) Determine recommended illuminance values for roadways using results from steps a) and b) and Figure 1.
- d) Determine recommended illuminance values for intersections using results from steps a) and b) and Figure 2.
- e) Determine recommended illuminance values for pedestrian walkways and bikeways from step a) and Figure 3.

When in doubt regarding the pedestrian conflict, LED lighting can be designed within the two average values provided in Figures 1 and 2. For example, if pedestrian conflict is between high and medium, roadway average-maintained illuminance levels can be between 1.3fc and 1.7fc. Consult with the SFPUC Streetlight division for any additional questions.

Road & Pedestrian Conflict Area		Average Value	Uniformity Ratio
IESNA Road Classification	Pedestrian Conflict Area	R2 & R3 Pavement Classification Type (fc)	Eavg/Emin
Major	High	1.7	3.0
	Medium	1.3	3.0
Collector	High	1.2	3.0
	Medium	0.9	3.5
Local	High	0.9	6.0
	Medium	0.7	6.0
	Low	0.4	6.0

Figure 1: Recommended illuminance values for roadways (IESNA Section 3.0)

IESNA Road Classification	Average Illuminance at Pavement by Pedestrian Conflict Classification (fc)			Uniformity Ratio
	High	Medium	Low	Eavg/Emin
Major/Major	3.4	2.6	-	3.0
Major/Collector	2.9	2.2	-	3.0
Major/Local	2.6	2.0	1.3	3.0
Collector/Collector	2.4	1.8	-	4.0
Collector/Local	2.1	1.6	1.0	4.0
Local/Local	1.8	1.4	0.8	6.0

Figure 2: Recommended Illuminance values for intersections (IESNA Section 4.0)

Pedestrian Conflict Area	Average Illuminance (fc)	Uniformity Ratio, Eavg/Emin
Medium*	0.5-1.0	4.0

Figure 3: Recommended illuminance values for pedestrian walkways and bikeways (IESNA Section 3.0)

*Recommended values for civic, downtown and commercial areas, and do not apply to residential areas. For Local roadways that are residential only, with low vehicular traffic, pedestrian walkways may be illuminated incidentally by roadway lighting.

For photometric calculations use LLF=0.81.

Streetlight Plan:

Plan Drawing requirements:

1. Streetlight plan should be scaled, and scale noted on the plan.
2. Streetlight plan should include part numbers.
3. Streetlight plan should show service point box and conduit path.
4. Include all trees in the area and label them small, medium, and large. Include all planters and bio retainers. Indicate where the curb is.
5. Include legend on the streetlight plan sheets- lights, SL Box, SL service point, SL conduit, trees, planters, and bio retainers.
6. Indicate what lights are existing and which ones are new.
7. Stamped by a professional engineer.
8. Streetlight plan should be in PDF Format. If the developer has AutoCAD files, send with red-lined drawings to streetlights@sfgov.org and SLinspections@sfgov.org.

Streetlight requirements:

1. Streetlight design should follow red-lined DPW standard drawings unless otherwise noted by SFPUC.
2. All lighting at major intersections and /or same block of street, shall be consistent and shall use the same fixture technology (i.e., all LEDs). Design the lighting such that the number of fixtures is no more than the number of crossing at that intersection (typically four fixtures at a crossing of two roads).
3. Each streetlight pole shall have an individual pull box installed within 5 ft at the base of all streetlight poles. A separate main service pull box in the sidewalk with appropriate fuse shall be provided to serve a single light or multiple streetlights.
4. Changes to an area surrounding existing streetlight infrastructure may require modifications to the streetlight infrastructure for it to remain in compliance with DPW's standard plans. For example:
 - a. If the grade is lowered by two feet; instead of lowering the streetlight pullbox cover by two feet, the pullbox may have to be dug and reset so the wires can continue to meet DPW's minimum separation requirements between the wires and the bottom of the pullbox lid. Conduits may need to be lowered to meet minimum cover requirements.
 - b. Similarly, if the grade is raised, the streetlight pole and foundation may have to be raised such that the handhole located on the streetlight base remains accessible. This may require excavating the site and raising the streetlight foundation.
 - c. If the height of sidewalk at the pole base has a change of more than 0.25 in, a new foundation and pole will need to be installed.
5. Typical streetlight spacing of pole is approximately 80 ft from one another. This is approximately three times the mounting height for Type II and Type III LED lights.

Streetlight Service:

Streetlight should have an input voltage of 120 V and use wattages of less than 150 W. Service connection and wiring should follow redlined drawing 87,203 and 87,206.

Overhead Service:

If PUC approves an overhead service to streetlights, each streetlight will require a streetlight box and conduit run from the pole to the streetlight box for future undergrounding.

Underground Service:

Underground service is the standard service for streetlights. The developer should apply for one service point per block per side of the street. When there is no available service point on the same side of the street, a variance will need to be requested and a spare conduit will need to be installed whenever there is conduit in the street. Each streetlight service needs a dedicated streetlight box with a 40A fuse. See circuit drawing C1 on Red line drawing 87.203, each circle is the SL box with the 10A fuse.

Grounding:

Follow redlined drawings 87,203 for grounding conduit and SL box.

Streetlight Clearances and Separation:

1. If not otherwise indicated, clearance requirement measurements should be made from the edge of the infrastructure
2. Follow DPW ordinance 169946 regarding the to the minimum separation requirements between trees and streetlights. Contact DPW Bureau of Urban Forestry (BUF) for the classifications of trees. Trees such as the Chinese Elm or Brisbane box are considered large trees, thereby necessitating a 21 ft clearance between those trees and streetlights.
 - a. Small (less than 20 ft crown diameter at maturity)-9 Ft
 - b. Medium (20 ft to 35 ft crown diameter at maturity)-15 Ft
 - c. Large (more than 35 ft crown diameter at maturity)-21 Ft
3. Poles should be 24 in from face of the curb. Measurement should be made from center of the pole.
4. Poles should be 5ft from curb returns
5. Poles should be at least 3 ft from low pressure hydrant and 5 ft from high pressure.
6. For dry utilities, keep a distance of at least 12 in from streetlight infrastructure.
7. For wet utilities, keep a distance of at least 3.5 ft from streetlight infrastructure.
8. Catch basins should be offset by 3.5ft from edge of foundation to edge of catch basin
9. Make sure that there is a working clearance of at least 3 ft.
10. Streetlight poles shall be a minimum of 3 ft from a permanent private structure (i.e., buildings)
11. Conduits need to be a minimum of 6 in from the edge of the curb. The closest conduits can be located within the first flag away from the road.

12. Streetlights need to be at least 3ft away from planters.
13. Streetlights need to be at least 10 ft away from the bioretention areas.

Infrastructure Requirements:

1. All streetlight infrastructure must be in standard DPW sidewalk inside a trench designed for that purpose.
2. The streetlight pole foundations, conduits, and boxes shall not be located within a curb ramp, or wing of a curb ramp, and warning bands.
3. The streetlight pole and pullboxes shall not be surrounded by dirt, permeable pavers, or other atypical materials that can settle or cause the streetlight facility to be hidden in the future. streetlight pole and pullboxes should not be in any planters or bio retention areas.
4. All streetlight infrastructure cannot be in planters, dirt, permeable pavers, bio retention areas, islands, or other atypical materials. This includes but not limited to conduits, streetlight boxes, poles, and foundations.
5. At the SFPUC Service Box, install a 40A fuse as specified in the catalog.
6. At the streetlight box, install a 10A fuse as specified in the catalog.
7. If streetlights are in an area with pavers, a 3 ft X 3 ft flag around each light pole and SL box is required.
8. If there is an MTA Signal on PUC streetlight pole, the signal power and the streetlight power must be in separate conduits. Power for both streetlight and traffic signal must be from the same PG&E unmetered service point with two different fuses.
9. Ground rod in the streetlight service box shall be ground by code and the standard streetlight plans. Attachments to this grounding (other than the metal streetlight conduit) shall use stranded copper wires (such as for streetlight pole foundations).
10. There should be no more than four conduits coming in/out of the N16 streetlight box.
11. There should be no more than nine conduits coming in/out of the N36 streetlight box.
12. Follow DPW standards for compaction.

Lights:

1. Streetlights should be chosen from the streetlight catalog. Use the wattages and distribution type provided on the catalog. If photometrics cannot be met with those wattages and distribution types, state that when submitting for review.
2. Design and installation should follow DPW red-lined drawings.

Boxes:

1. Must be N16 or N36 concrete box. If the sidewalk will have a lot of vehicle traffic, use a B1017 box.
2. Streetlight box must be lockable; for the streetlight box cover use penta-head machine bolts.
3. Design and installation should follow DPW drawings 87,201 and 87,202.
4. Streetlight box cover should say "STREET LIGHTING" according to DPW drawing 87,201.

5. Splicing can be only done inside the box and not in conduits.
6. For splicing details see DPW drawing 87,204.
7. Streetlight box material should be reinforced concrete body with lockable reinforced concrete lid. Boxes must be located inside the sidewalk.
8. Minimum of 3 in gravel underneath the boxes is required.
9. Each streetlight box must have a ground rod.

Poles:

1. Pedestrian light poles should be 16 ft tall.
2. Streetlight poles should be 22 ft, 25 ft, or 30 ft (28.5 ft) tall.
3. Poles should be at least .180mm gauge
4. Round tapered poles are preferred.
5. Design and installation should follow DPW drawings.
6. Numbering should be added according to red-lined drawing 87,207. The numbers will be provided after the photometric plan is approved.

Conduits:

1. Avoid routing streetlight conduits under a roadway. Street crossing should be rare, and a variance request must be approved by SFPUC. Design the project such that streetlight conduits are located under the sidewalk when running parallel to the curb.
2. Streetlight conduits are typically located 18 in below topping slab in dirt finished grade under the sidewalk and 24 in below finished grade under roadway. When part of a dry utility joint trench, design the streetlight conduit such that it is located 18 in under the topping slab.
3. Conduits cannot be run underneath planters.
4. Conduits: Use 1.5 in RGS conduit between pullboxes. Use #8 AWG wire between pullboxes, use #10 AWG from pullbox to light with a 10A fuse. Use #6 AWG for ground. Maximum distance between pullboxes shall be 250 ft. Wires shall be stranded copper with THW insulation. All streetlight conduits shall run underneath the sidewalk; with the sole exception of service conduit road crossings when there are no other available options.
5. As stated previously, upon a granted variance - street crossings can only occur at the end of the block and between 3 ft – 5 ft from the crosswalks and curb ramp. Conduit should not be in the intersection. A spare conduit shall be provided for this type of crossing. The spare conduit should be capped at both ends with a pull string inside.
6. The conduit bends will be less than 270 degrees from pullbox to pullbox.
7. Splicing can only happen in the streetlight boxes.
8. T-connections are not allowed.
9. Conduits must enter and leave through the bottom of the SL box (as per the standard plans).
10. Refer to DPW drawings 87,203 and 87,206 for more information.

Foundation:

1. Bolt circles and Anchors
 - a. Pole anchors will be minimum of 42-in-long, 1-in diameter.
 - b. Bolt circle will be 11 in for all metal Streetlight Poles.
 - c. Must have slotted bolt circle of at least 0.5 in.
2. The foundation is an 8.5 ft X 2.5 ft pier for streetlights and 5.5 ft X 2.5 ft pier for pedestrian lights.
3. If the foundation is less than 24 in from a basement or vault, then the standard streetlight foundation is no longer acceptable. Have a structural engineer design an equivalent streetlight foundation. Submit a stamped drawing for Streetlight review and approval.

Red-lined Drawing Requirements:

1. Red-lined drawing should be scaled, and scale noted on the plan
2. Red-lined drawing should include part numbers and streetlight numbers
3. Red-lined drawing should show service point box and conduit path
4. Include all trees in the area and label them small, medium, and large. Include all planters and bio retainers. Indicate where the curb is.
5. Include legend on the streetlight plan sheets- lights, SL Box, SL service point, SL conduit, trees, planters, and bio retainers
6. The redlined drawings should be made on the approved streetlight plan drawing and in PDF Format

Inspection:

1. Email inspection request to SLinspections@sfgov.org
2. SFPUC will perform an inspection prior to accepting the streetlight assets and associated work. Contact SFPUC at a minimum of 5 business days in advance to schedule an inspection.
3. Payment must be processed before any inspection is scheduled.
4. Inspections are required for all streetlight infrastructure before the concrete is poured.
5. Final inspection will be performed after all streetlights in the project are operational.
6. Streetlights will not be accepted until all punch list items are completed from the final inspection.
7. Red-lined drawings and submittal drawings should be emailed to streetlights@sfgov.org and SLinspections@sfgov.org
8. Final submittals and spec sheets that reflects what was purchased and installed should be emailed to streetlights@sfgov.org.

Purchasing:

All streetlights purchased should include the following:

1. See catalog for specific add-ons used by SFPUC.
2. Ask manufacturer/sales rep if there are any special SFPUC modifications to the light/pole.
3. Input voltage should be universal; able to handle 120V-277V.
4. Hand holes will be designed to be located 180° from the street.
5. 7-Pin receptacle- Use top mounted, 7-pin, twist lock photo-eye.
6. Slotted bolt circle.
7. For cobra head lights, the ANSI wattage label to be installed on the fixture per the 2011 ANSI standard giving the exact wattage of the fixture.
8. Invoice needs to be submitted and reviewed before attic stock is received at the warehouse. The below information should be provided with the invoice:
 - a. Manufacturer
 - b. Make
 - c. Part Number
 - d. RAL color
 - e. Job name/number
9. If attic stock is being purchased, include an identification label on the box, which includes the wattage and distribution type, similar to the ANSI label (ex. 54W R2M).
 - a. Attic stock should be sent to
Pier 23
The Embarcadero
San Francisco, 94111
 - b. Contact streetlights@sfgwater.org and bmurphy@sfgwater.org to deliver attic stock.
Invoice should be included with delivery.
10. All lights are 3000k.
11. Submittals and Request for Information: PUC will provide standards and design guidelines to the design engineers and they will design, review and comment on submittals and RFIs. If the design or material are different from PUC standards, the design engineer should contact PUC Streetlights to discuss possible exceptions.
12. Streetlight finish color should match the area.

Maintenance Agreement:

1. In areas with pavers or atypical materials, if the conduit path needs to be repaired SFPUC streetlights will backfill up to subsurface. Finish surface will be done by property owner / Home Owners Association (HOA) or else it will be standard concrete by SFPUC streetlights. This will need to be written into the Covenant, Conditions, and Restrictions (CC&R).
2. If there is a need for streetlight or pedestrian light protection the property owner/HOA would be responsible to own and maintain the protection. This will need to be written into the CC&R.
3. If the new streetlights are on a new street, the streetlights will not be accepted until the street is accepted by the City.

Commonly asked questions:

Is replacing poles and foundation required for grade change?

When work around the streetlight poles, chips or damages the foundation in any way, new foundation will be required. Having the poles foundation exposed above the finished grade (above the base plate) is unacceptable, unless the project owner provides a report from a CA registered structural engineer asking for exception. This variance will need to be reviewed and approved.

Can existing poles be reused?

New, similar poles will be installed unless project requests to reuse the pole. Upon PUC inspection of the pole, PUC may grant permission for re-using of the existing pole. Concrete poles may not be reused.

Can I connect the new streetlights to PUC service points?

Yes, if you are installing less than 3 lights and with written approval from PUC engineer. Follow this process:

Note that PUC service point is the box which is owned by PUC and connected directly to PG&E infrastructure.

1. Request a streetlight map showing the proposed PUC service point and all lights connected to it by emailing streetlights@sfgwater.org.
2. Mark up provided drawing indicating which service point you are requesting to use and where the new lights will be located. Also include the additional load information. Note that the service point needs to be on the same block and side of the block as the lights to be installed. Send information to the Streetlight Engineer reviewing your application.
3. The engineer will respond with a decision.

How can I request a streetlight foundation variance?

Fill out a variance form with the following information to the streetlight engineer for review:

1. Description of why developer cannot install the standard foundation:
2. Will moving the light <10 feet while still being ~ 24 in from the face of the curb allow the developer to install the standard foundation?
3. Provide a stamped drawing of the proposed foundation stating it is equivalent to the standard foundation

What are some of the emergency temporary light requirements?

When an unexpected outage occurs due to developer construction, developer is responsible to install like-in-kind temporary lighting until the permanent light is repaired by the developer. The temporary light must be installed within 3 days from when the permanent light was nonoperational.

- Must be operational from dusk to dawn every day
- Light must face the road
- If it is a cobra head, orient it to the road and tilt should be 0
- Light should be mounted at the same height as the streetlights in the area
- Light must have equivalent lumens of light it is replacing

Do I need to perform a photometric study if I need to move an existing streetlight?

If the project needs to move an existing light to accommodate the project's needs, a photometrics study is needed if the streetlight is moving more than 10ft or if the light being moved lights up the intersection or crosswalk.

How do we know if the streetlight is approved?

Even when a streetlight is on the catalog, the streetlight engineer must approve it. When the streetlight engineer approves the photometrics, the streetlight is approved. Prior to the photometrics being approved, the developer cannot assume that the streetlight is approved for the project.

What should I submit for review?

Submit the Streetlight Review Form and attach all the necessary documents it asks for. Also provide a project timeline.

What is a like for like change?

A like for like change for lights in an intersection is:

- Equivalent wattage
 - I.e. 150W HPS is equivalent to 72W LED

- Same distribution, mounting height, tilt, and orientation
- In a location that adequately lights up the intersection
- 24 in away from the face of the curb

A like for like change for lights mid-block is:

- Equivalent wattage
 - i.e. 150W HPS equivalent is 72WLED
- Same distribution
- Same mounting height, tilt, and orientation
- Within 10ft from the location of the pole being removed
- 24 in from face of the curb

Contact streetlights@sfgov.org with any additional questions.

Revision History:

Revision	Date	Standards Engineer	Approved by	Description
0	07/01/20	R. Huang Associate Engineer	M. Ho Senior Engineer	
1	11/03/20	R. Huang Associate Engineer	M. Ho Senior Engineer	Added process information and clarification to existing sections
2	01/25/21	R. Huang Associate Engineer	M. Ho Senior Engineer	Clarification to clearances and determining street ownership

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