ACHSSTP-P162(036)E

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	1	32

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3	LAYOUTS
4	CONSTRUCTION DETAILS
5-7	UTILITY PLANS
8	CONSTRUCTION AREA SIGNS
9	PAVEMENT DELINEATION AND SIGN PLAN
10	PAVEMENT DELINEATION AND SIGN QUANTITIES
11	SUMMARY OF QUANTITIES
12-15	ELECTRICAL PLANS
16-32	REVISED STANDARD PLANS

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

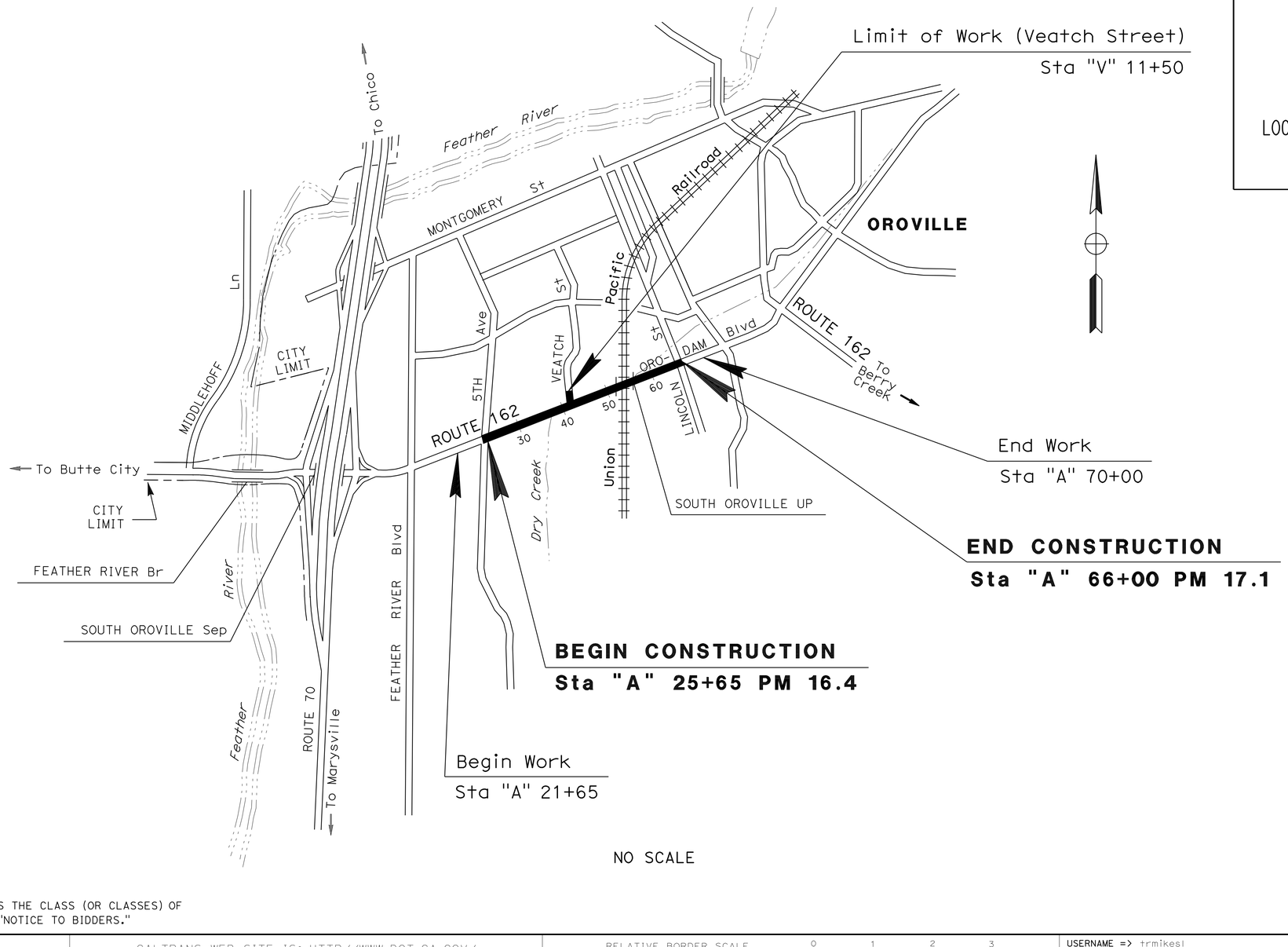
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN BUTTE COUNTY IN OROVILLE

FROM 5TH AVENUE TO LINCOLN STREET

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



NO SCALE

LOCATION MAP

Caltrans

PROJECT MANAGER: MIGUEL SEGURA

DESIGN ENGINEER: SHAUN RICE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

Deann S Spangler 11-26-08
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

January 26, 2009
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — DEANN S. SPANGLER — No. 69207 — Exp. 6-30-10 — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

CONTRACT No. 03-3E8504

LAST REVISION 11-18-08

DATE PLOTTED => 09-JUN-2009
TIME PLOTTED => 12:21

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	2	32

Deann S Spangler 11-26-08
REGISTERED CIVIL ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
DEANN S. SPANGLER
No. 69207
Exp. 6-30-10
CIVIL
STATE OF CALIFORNIA

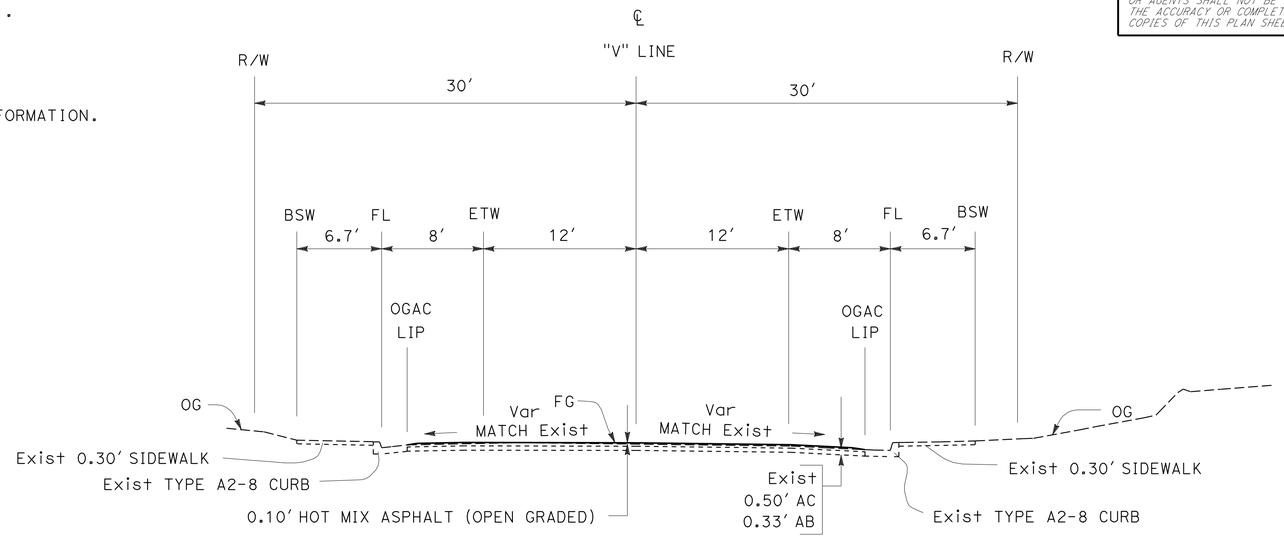
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. FOR PCC CURB AND RAMP LOCATIONS AND DETAILS, SEE SHEETS L-1 AND C-1.
4. SEE SHEETS L-1 FOR COLD PLANE AC PAVEMENT AND OGAC LIMITS. SEE SHEET C-1 FOR OGAC CONFORM DETAILS.
5. EXISTING UTILITY FACILITIES HAVE NOT BEEN POSITIVELY LOCATED. SEE SHEETS U-1, U-2, AND U-3 FOR ADDITIONAL UTILITY AND POTHOLE INFORMATION.

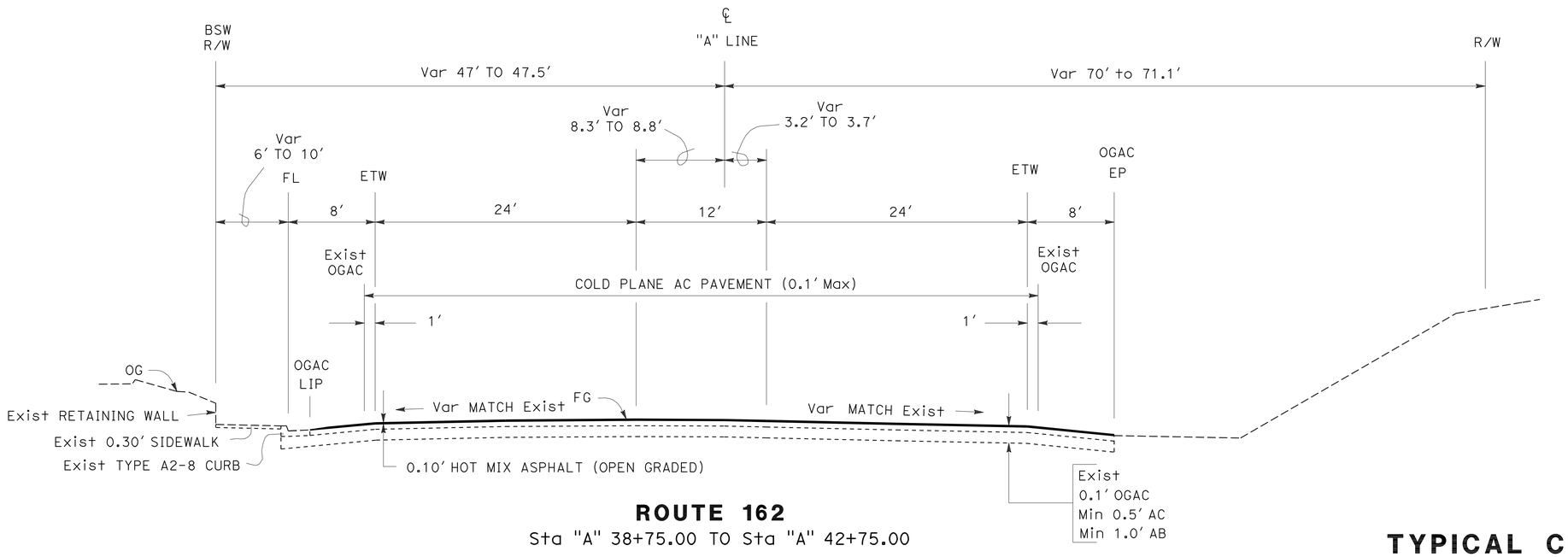
ABBREVIATIONS

BSW BACK OF SIDEWALK



VEATCH STREET

Sta "V" 10+62.30 TO Sta "V" 11+50.00



ROUTE 162

Sta "A" 38+75.00 TO Sta "A" 42+75.00

TYPICAL CROSS SECTIONS

NO SCALE

X-1

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY: DEANN SPANGLER
CHECKED BY: STEPHEN WRIGHT
FUNCTIONAL SUPERVISOR: SHAUN RICE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

LAST REVISION | DATE PLOTTED => 09-JUN-2009
11-19-08 | TIME PLOTTED => 12:21

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	3	32

REGISTERED CIVIL ENGINEER DATE 11-26-08

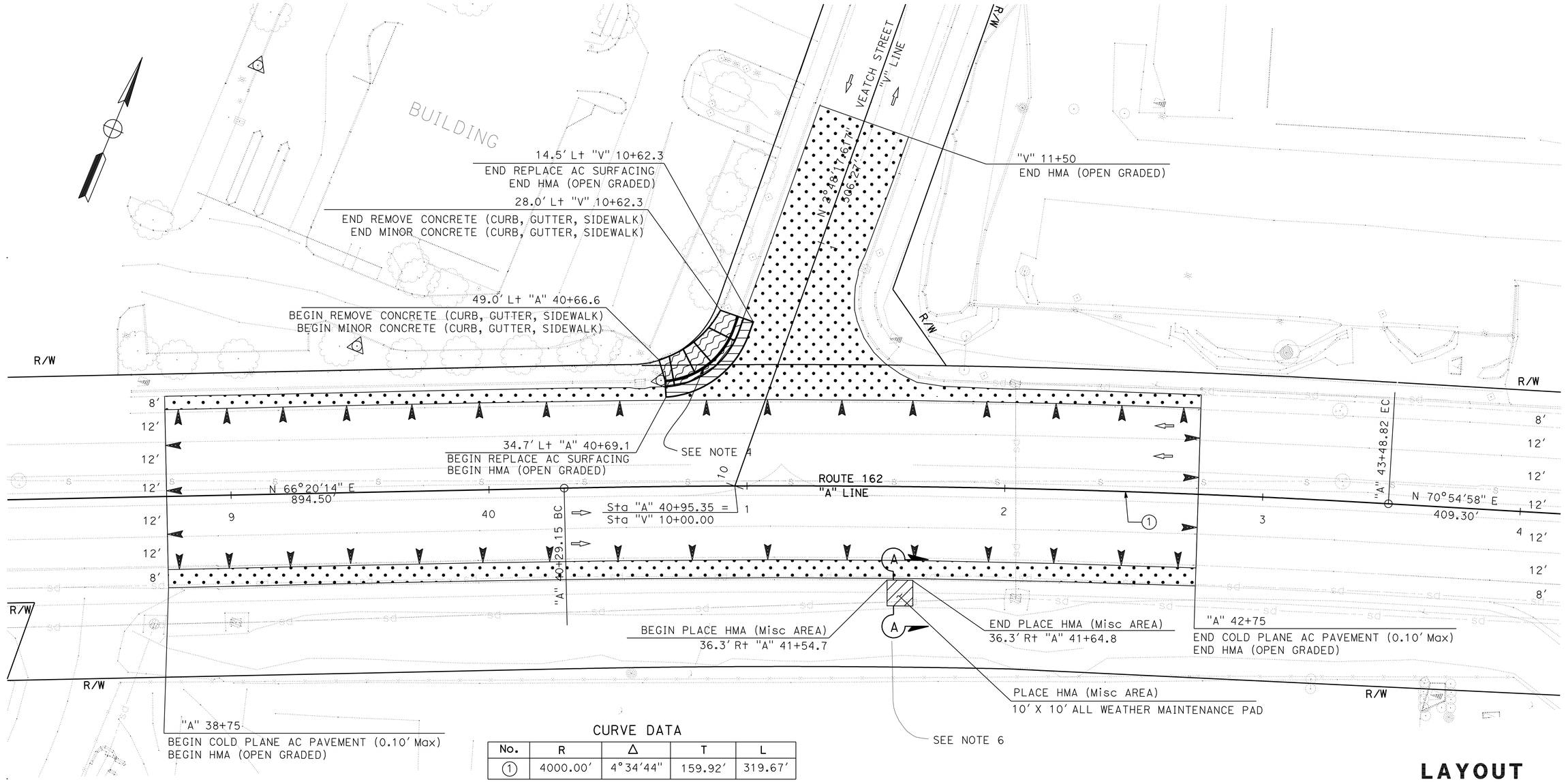
PLANS APPROVAL DATE 1-26-09

DEANN S. SPANGLER No. 69207 Exp. 6-30-10 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

NOTES:
1. FOR COMPLETE RIGHT OF WAY DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
2. EXISTING UTILITY FACILITIES HAVE NOT BEEN POSITIVELY LOCATED. SEE SHEETS U-1, U-2, AND U-3 FOR ADDITIONAL UTILITY AND POTHOLE INFORMATION.
3. FOR ADDITIONAL PCC CURB AND RAMP LOCATIONS AND DETAILS, SEE SHEET C-1.
4. SEE SHEET C-1 FOR OGAC CONFORM DETAILS.
5. FOR ALL WEATHER MAINTENANCE PAD DETAIL, SEE SHEET C-1.

LEGEND

- COLD PLANE AC PAVEMENT (0.10 Max) 0.10′ HOT MIX ASPHALT (OPEN GRADED)
- 0.10′ HOT MIX ASPHALT (OPEN GRADED)
- REPLACE AC SURFACING, 0.6′ Min 0.10′ HOT MIX ASPHALT (OPEN GRADED)
- REMOVE CONCRETE (CURB, GUTTER, SIDEWALK) MINOR CONCRETE (CURB, GUTTER, SIDEWALK, CURB RAMP)
- PLACE HMA (Misc AREA)
- DIRECTION OF TRAFFIC



CURVE DATA

No.	R	Δ	T	L
(1)	4000.00′	4°34′44″	159.92′	319.67′

LAYOUT

SCALE: 1"=20′ L-1

DEANN SPANGLER — CALCULATED-DESIGNED BY
STEPHEN WRIGHT — CHECKED BY
SHAUN RICE — FUNCTIONAL SUPERVISOR
REVISED BY — DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC

LAST REVISION DATE PLOTTED => 09-JUN-2009
TIME PLOTTED => 12:22
11-19-08

BORDER LAST REVISED 3/1/2007 — RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => trmikesl
DGN FILE => 33e850ea001.dgn

CU 03365 — EA 3E8501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	4	32

Deann S Spangler 11-26-08
REGISTERED CIVIL ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — DEANN S. SPANGLER — No. 69207 — Exp. 6-30-10 CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

NOTES:

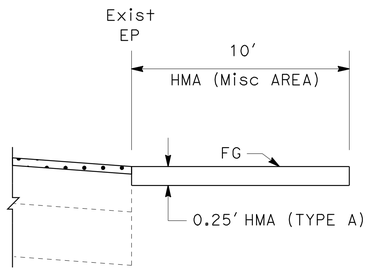
1. FOR DETAILS NOT SHOWN, SEE STANDARD PLANS.

2. EXISTING UTILITY FACILITIES HAVE NOT BEEN POSITIVELY LOCATED. SEE SHEETS U-1, U-2, AND U-3 FOR ADDITIONAL UTILITY AND POTHOLE INFORMATION.

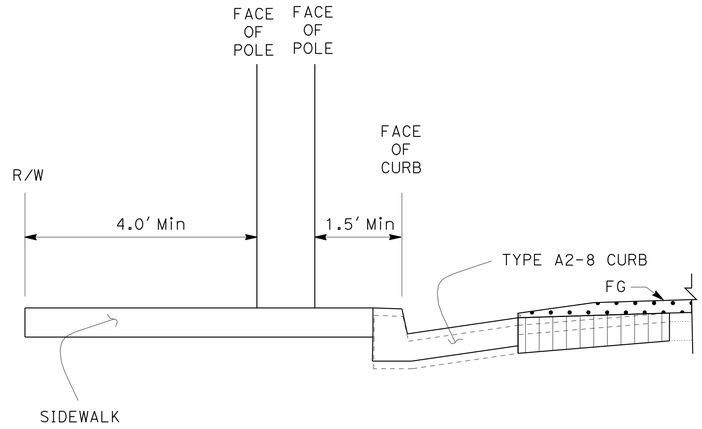
LEGEND

0.10′ HOT MIX ASPHALT (OPEN GRADED)

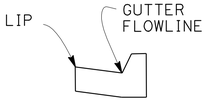
REPLACE AC SURFACING, 0.6′ Min



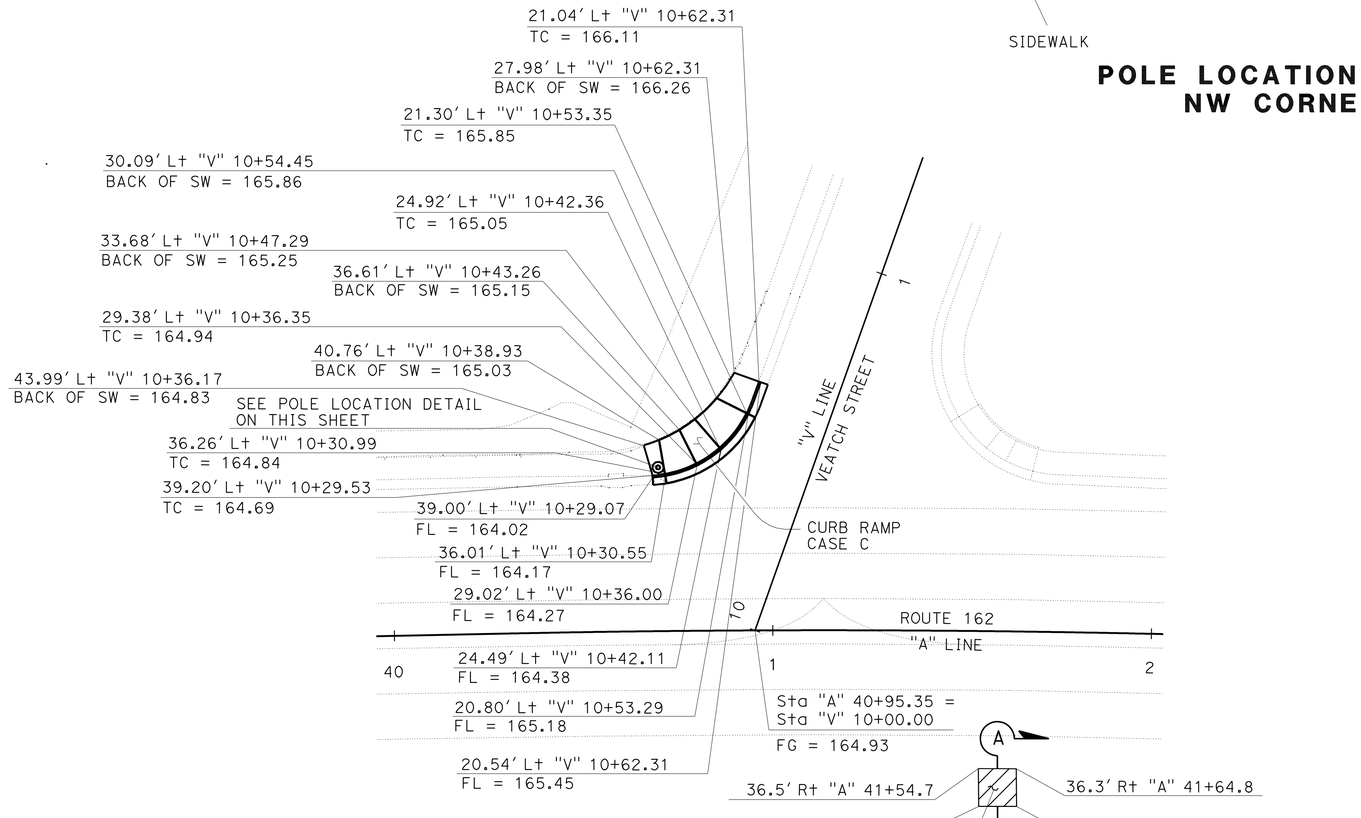
ALL WEATHER MAINTENANCE PAD SECTION A-A



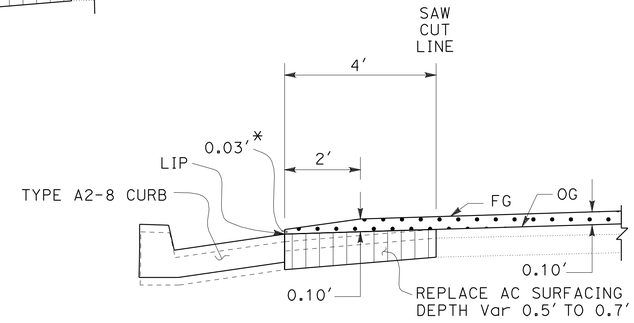
POLE LOCATION DETAIL NW CORNER



TYPE A2-8 CURB

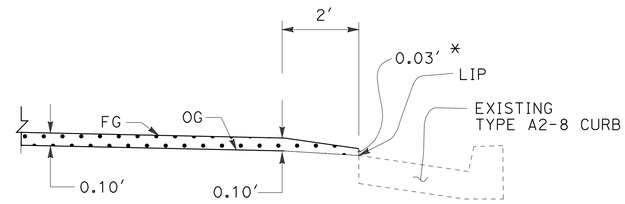


CURB, CURB RAMP, & SIDEWALK DETAIL



*AT CURB RAMP LIP, THICKNESS OF HMA (OPEN-GRADED) IS 0.02′

HMA (OPEN-GRADED) CONFORM TO LIP OF NEW GUTTER PAN DETAIL



*AT CURB RAMP LIP, THICKNESS OF HMA (OPEN-GRADED) IS 0.02′

HMA (OPEN-GRADED) CONFORM TO LIP OF EXISTING GUTTER PAN DETAIL

CONSTRUCTION DETAILS

SCALE: 1"=20′

C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC
FUNCTIONAL SUPERVISOR: SHAUN RICE
CALCULATED-DESIGNED BY: DEANN SPANGLER
CHECKED BY: STEPHEN WRIGHT
REVISED BY
DATE REVISED

LAST REVISION | DATE PLOTTED => 09-JUN-2009
11-19-08 | TIME PLOTTED => 12:22

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => trmikesl
DGN FILE => 33e850ga001.dgn

CU 03365

EA 3E8501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	5	32

Patrick D. Bishop 11-26-08
REGISTERED CIVIL ENGINEER DATE

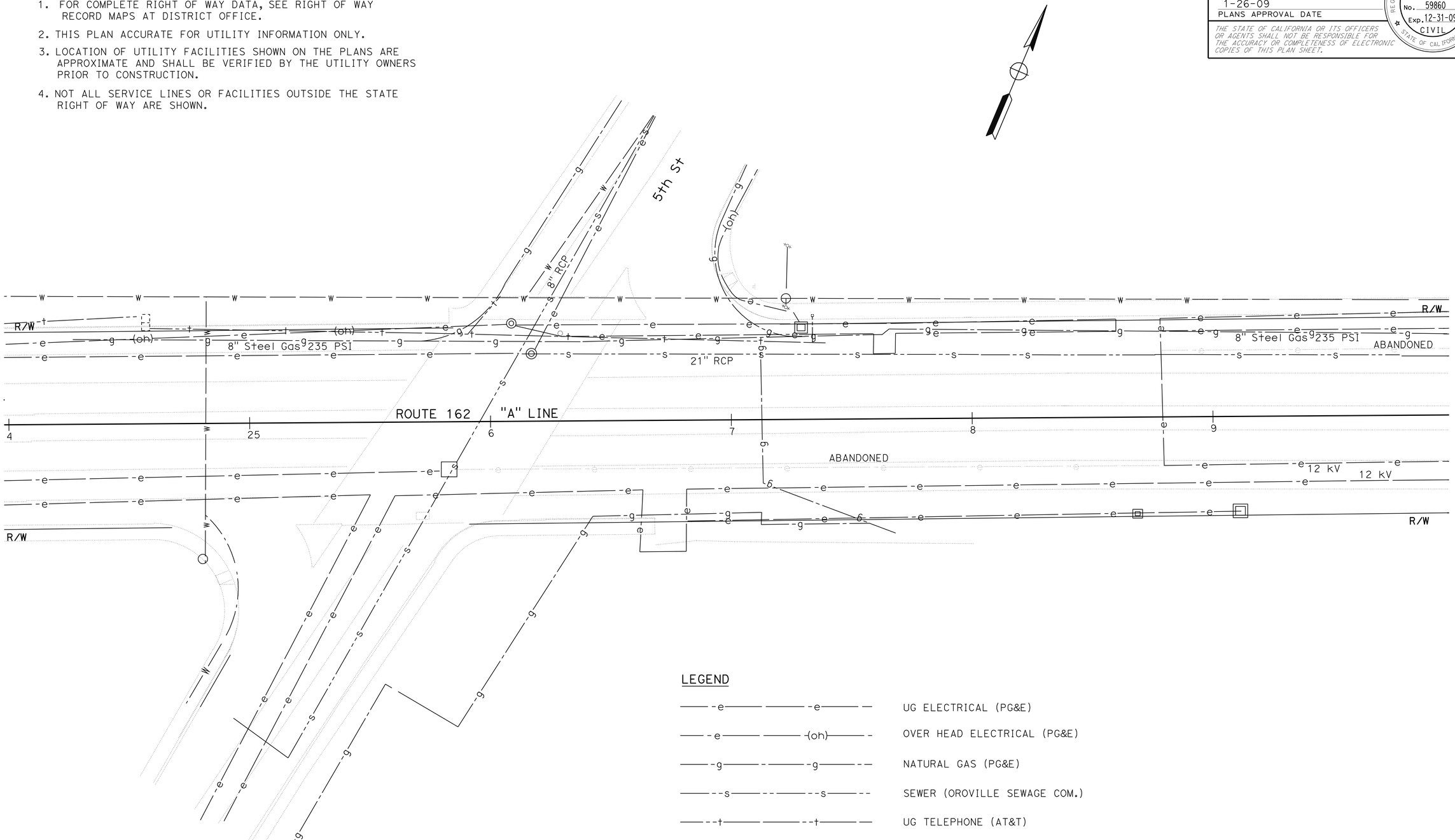
1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
PATRICK BISHOP
No. 59860
Exp. 12-31-09
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

NOTES:

1. FOR COMPLETE RIGHT OF WAY DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
2. THIS PLAN ACCURATE FOR UTILITY INFORMATION ONLY.
3. LOCATION OF UTILITY FACILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND SHALL BE VERIFIED BY THE UTILITY OWNERS PRIOR TO CONSTRUCTION.
4. NOT ALL SERVICE LINES OR FACILITIES OUTSIDE THE STATE RIGHT OF WAY ARE SHOWN.



LEGEND

-e- -e-	UG ELECTRICAL (PG&E)
-e- -(oh)-	OVER HEAD ELECTRICAL (PG&E)
-g- -g-	NATURAL GAS (PG&E)
--s-- --s--	SEWER (OROVILLE SEWAGE COM.)
--t-- --t--	UG TELEPHONE (AT&T)
-w- -w-	WATER (CA DEPT/WTR RES OROVILLE, CA WTR SVC- OROVILLE)

UTILITY PLAN

SCALE: 1"=20'

U-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
Caltrans

FUNCTIONAL SUPERVISOR: THOMAS P. WOOD
CALCULATED-DESIGNED BY: PATRICK BISHOP
CHECKED BY: THIEN SLOCUM
REVISED BY / DATE REVISED:

LAST REVISION: DATE PLOTTED => 09-JUN-2009, TIME PLOTTED => 12:22
11-20-08

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

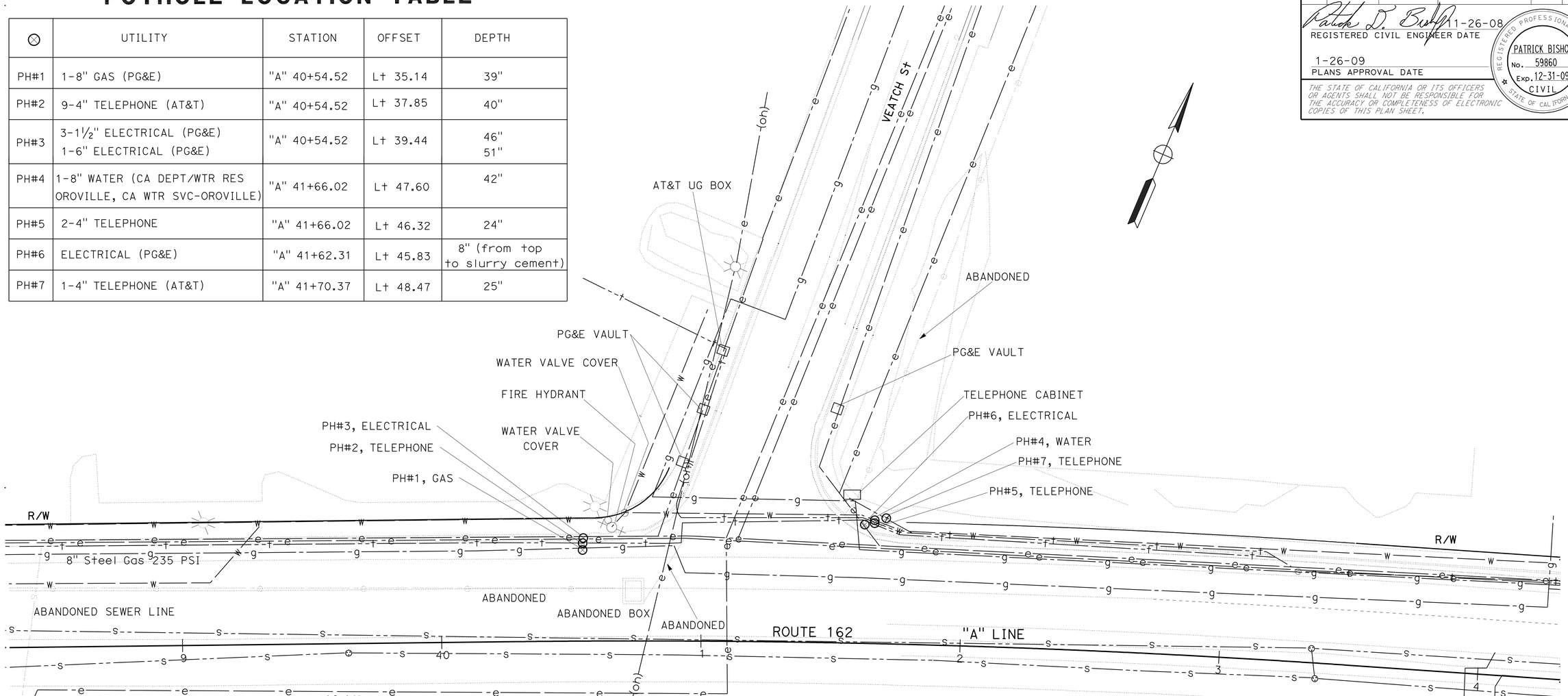
USERNAME => trmikesl
DGN FILE => 33E850ka001.dgn

CU 03229

EA 3E8501

POTHOLE LOCATION TABLE

⊗	UTILITY	STATION	OFFSET	DEPTH
PH#1	1-8" GAS (PG&E)	"A" 40+54.52	Lt 35.14	39"
PH#2	9-4" TELEPHONE (AT&T)	"A" 40+54.52	Lt 37.85	40"
PH#3	3-1½" ELECTRICAL (PG&E) 1-6" ELECTRICAL (PG&E)	"A" 40+54.52	Lt 39.44	46" 51"
PH#4	1-8" WATER (CA DEPT/WTR RES OROVILLE, CA WTR SVC-OROVILLE)	"A" 41+66.02	Lt 47.60	42"
PH#5	2-4" TELEPHONE	"A" 41+66.02	Lt 46.32	24"
PH#6	ELECTRICAL (PG&E)	"A" 41+62.31	Lt 45.83	8" (from top to slurry cement)
PH#7	1-4" TELEPHONE (AT&T)	"A" 41+70.37	Lt 48.47	25"



NOTE:
FOR COMPLETE RIGHT OF WAY DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

UTILITY PLAN

SCALE: 1"=20'

U-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	6	32

Patrick D. Bishop 11-26-08
REGISTERED CIVIL ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
PATRICK BISHOP
No. 59860
Exp. 12-31-09
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: THIEN SLOCUM
CHECKED BY: PATRICK BISHOP
FUNCTIONAL SUPERVISOR: THOMAS P. WOOD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
Caltrans

LAST REVISION: DATE PLOTTED => 09-JUN-2009
11-20-08 TIME PLOTTED => 12:22

BORDER LAST REVISED 3/1/2007
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => trmikesl
DGN FILE => 33E850ka002.dgn
CU 03229
EA 3E8501

NOTE:

FOR COMPLETE RIGHT OF WAY DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

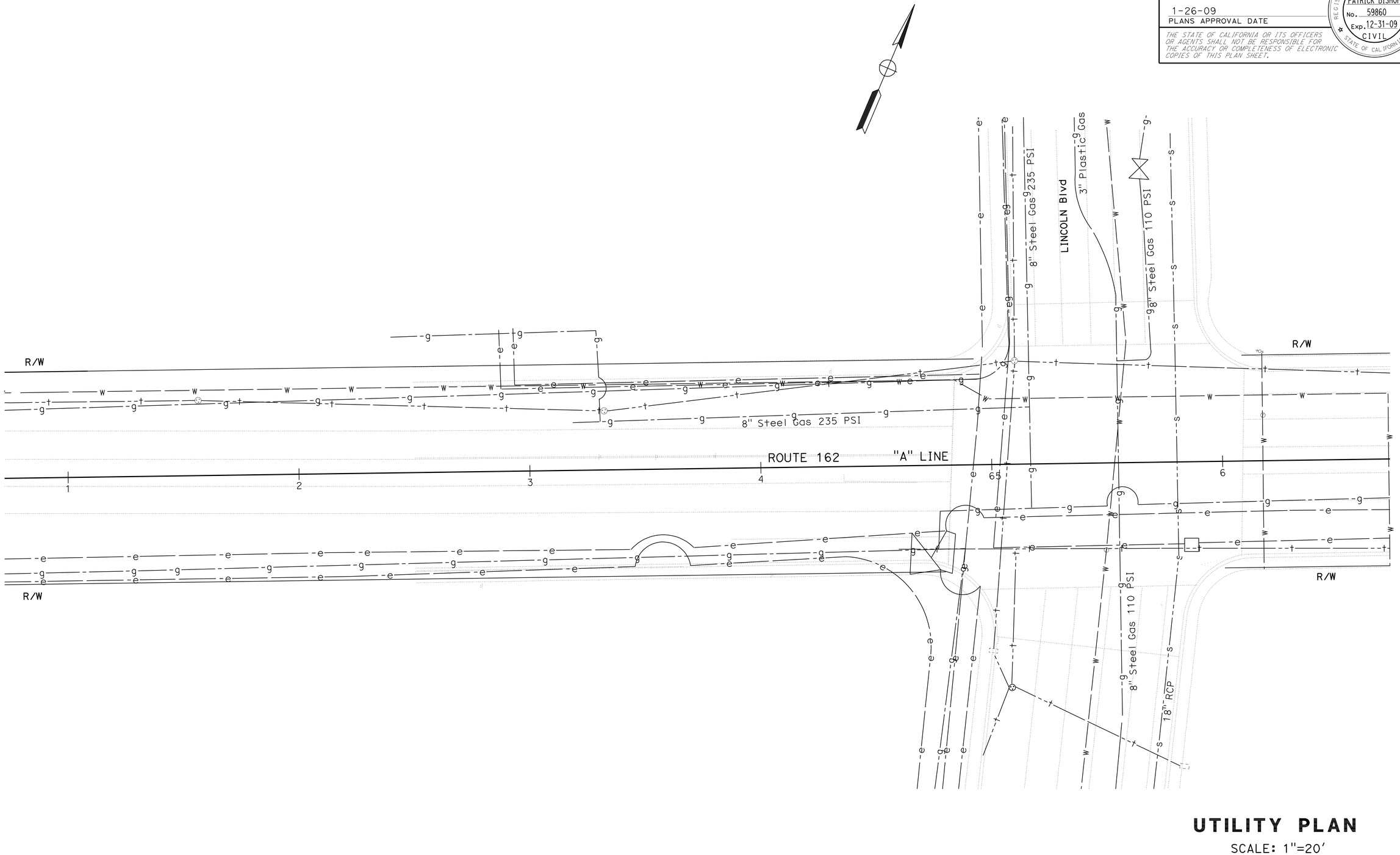
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	7	32

Patrick D. Bishop 11-26-08
REGISTERED CIVIL ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
PATRICK BISHOP
No. 59860
Exp. 12-31-09
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



UTILITY PLAN

SCALE: 1"=20'

U-3

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY: THIEN SLOCUM
CHECKED BY: PATRICK BISHOP

FUNCTIONAL SUPERVISOR: THOMAS P. WOOD

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

Caltrans

LAST REVISION | DATE PLOTTED => 09-JUN-2009
11-20-08 | TIME PLOTTED => 12:22

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => trmikesl
DGN FILE => 33E850ka003.dgn

CU 03229

EA 3E8501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	8	32

Jeffrey S Jewett 11-26-08
REGISTERED CIVIL ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JEFFREY S. JEWETT No. 49233 Exp. 9-30-10 CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN LETTER	SIGN CODE		PANEL SIZE	SIGN MESSAGE	NUMBER OF POST AND SIZE	NUMBER OF SIGNS
	FEDERAL	CALIFORNIA				
(A)	W20-1(500)		48" x 48"	ROAD WORK 500 FT	1 - 6" x 6"	2
(B)		C40(Mod)	72" x 42"	TRAFFIC FINES DOUBLED IN WORK ZONES	2 - 4" x 6"	2
(C)	W20-1	C23	48" x 48"	ROAD WORK AHEAD	1 - 6" x 6"	1
(D)		C14	48" x 24"	END ROAD WORK	1 - 4" x 6"	2
(E)	G20-2	C14	36" x 18"	END ROAD WORK	1 - 4" x 4"	1

NOTES:

1. EXACT SIGN LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
2. CALIFORNIA SIGN CODES ARE DESIGNATED BY <CA>, OTHERWISE, FEDERAL MUTCD SIGN CODES ARE SHOWN.
3. THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGN WORK ONLY.

(B) C40(MOD)<CA>

TRAFFIC FINES DOUBLED IN WORK ZONES — 6"D

72" X 42"

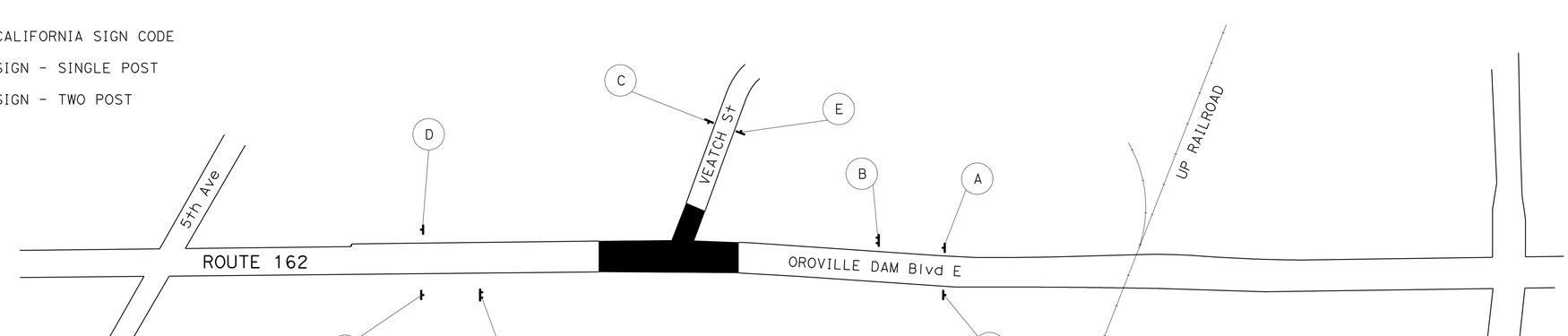
RETROREFLECTIVE WHITE BACKGROUND WITH BLACK LEGEND AND BORDER.

LEGEND

<CA> CALIFORNIA SIGN CODE

SIGN - SINGLE POST

SIGN - TWO POST



CONSTRUCTION AREA SIGNS

NO SCALE

CS-1

CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
JEFFREY JEWETT
JOHN KEBER
FUNCTIONAL SUPERVISOR
SHAUN RICE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
Caltrans

LAST REVISION 10-28-08
DATE PLOTTED => 09-JUN-2009
TIME PLOTTED => 12:23

BORDER LAST REVISED 3/1/2007
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => trmikesl
DGN FILE => 33E8501a001.dgn
CU 03365
EA 3E8501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	9	32

Jeffrey S Jewett 11-26-08
REGISTERED CIVIL ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JEFFREY S. JEWETT
No. 49233
Exp. 9-30-10
CIVIL
STATE OF CALIFORNIA

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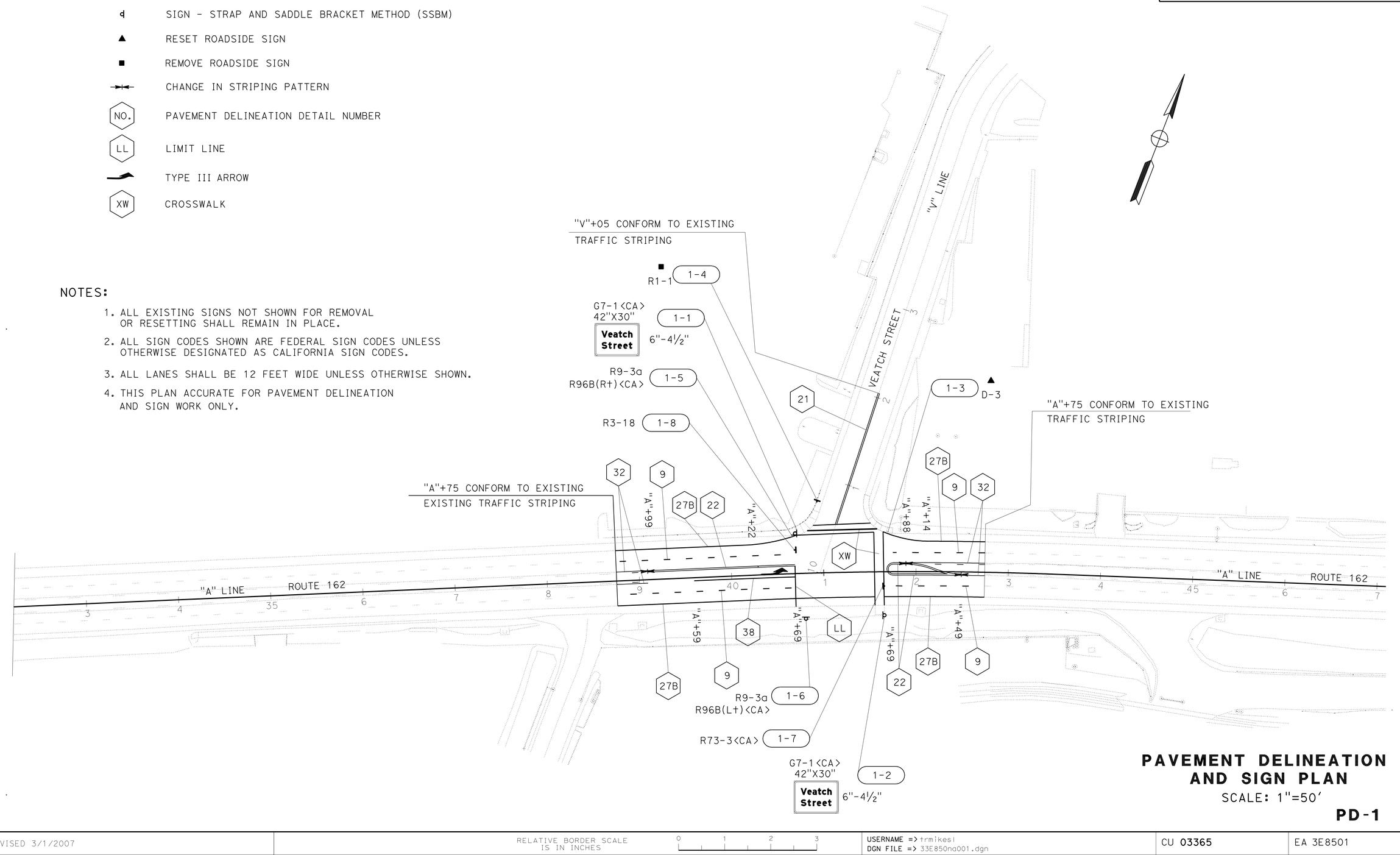
LEGEND

<CA>	CALIFORNIA SIGN CODE
SHT-NO.	ROADSIDE SIGN NUMBER
	SIGN - STRAP AND SADDLE BRACKET METHOD (SSBM)
▲	RESET ROADSIDE SIGN
■	REMOVE ROADSIDE SIGN
	CHANGE IN STRIPING PATTERN
NO.	PAVEMENT DELINEATION DETAIL NUMBER
LL	LIMIT LINE
	TYPE III ARROW
XW	CROSSWALK

NOTES:

1. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL OR RESETTING SHALL REMAIN IN PLACE.
2. ALL SIGN CODES SHOWN ARE FEDERAL SIGN CODES UNLESS OTHERWISE DESIGNATED AS CALIFORNIA SIGN CODES.
3. ALL LANES SHALL BE 12 FEET WIDE UNLESS OTHERWISE SHOWN.
4. THIS PLAN ACCURATE FOR PAVEMENT DELINEATION AND SIGN WORK ONLY.



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=50'

PD-1

CALCULATED-DESIGNED BY: JEFFREY JEWETT
CHECKED BY: JOHN KEBER
REVISED BY / DATE REVISED
FUNCTIONAL SUPERVISOR: SHAUN RICE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
Caltrans

LAST REVISION | DATE PLOTTED => 09-JUN-2009
10-28-08 | TIME PLOTTED => 12:23

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => trmikesl
DGN FILE => 33E850na001.dgn

CU 03365

EA 3E8501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	10	32

Jeffrey S Jewett 11-26-08
REGISTERED CIVIL ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JEFFREY S. JEWETT No. 49233 Exp. 9-30-10 CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

ROADSIDE SIGN QUANTITIES

SIGN NUMBER	SIGN CODE FEDERAL	SIGN CODE CALIFORNIA	PANEL SIZE	INSTALL SIGN (SSBM) (EACH)	RESET ROADSIDE SIGN (EACH)	REMOVE ROADSIDE SIGN (EACH)	REMARKS
1-1		G7-1<CA>	42" X 30"	1			SEE NOTE 2
1-2		G7-1<CA>	42" X 30"	1			SEE NOTE 2
1-3	D-3				1		
1-4	R1-1	R1				1	
1-5	R9-3a	R96 R96B(R†)	24" X 24" 24" X 16"	1 1			SEE NOTE 3
1-6	R9-3a	R96 R96B(L†)	24" X 24" 24" X 16"	1 1			SEE NOTE 3
1-7		R73-3	36" X 36"				SEE NOTE 4 AND 5
1-8	R3-18	R34-2	36" X 36"				SEE NOTE 4 AND 5
			TOTAL	6	1	1	

NOTES:
1. EXACT SIGN LOCATION TO BE DETERMINED BY THE ENGINEER.
2. SIGN PANEL TO BE MOUNTED ON SIGNAL STANDARD DIRECTLY ABOVE THE SIGNAL MAST ARM CONNECTION.
3. SIGN PANEL TO BE MOUNTED ON SIGNAL STANDARD.
4. SIGN PANEL TO BE MOUNTED ON SIGNAL MAST ARM.
5. (N)- NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

ROADSIDE SIGN PANEL QUANTITIES (CONTRACTOR-FURNISHED)

SIGN CODE	SIGN MESSAGE/DESCRIPTION	SIGN SIZE L X D	SIGN AREA (SQFT)	NUMBER OF SIGNS	BACKGROUND SHEETING COLOR	BACKGROUND RETROREFLECTIVE ASTM TYPE	LEGEND SHEETING COLOR	LEGEND RETROREFLECTIVE ASTM TYPE	GRAFFITI FILM PREMIUM	ROADSIDE SIGN FURNISH SINGLE SHEET ALUMINUM SIGN (0.063" - UNFRAMED (SQFT)
G7-1<CA>	VEATCH STREET	42" X 30"	8.5	2	GREEN	III	WHITE	IX	X	17.0
R3-18	U-TURN & LEFT TURN PROHIBITION	36" X 36"	9.0	1	WHITE	III	BLACK/RED	IX	X	9.0
R9-3a	NO PEDESTRIAN CROSSING	24" X 24"	4.0	2	WHITE	III	BLACK/RED	IX	X	8.0
R73-3<CA>	NO U TURN	36" X 36"	9.0	1	WHITE	III	BLACK	IX	X	9.0
R96B(R†)<CA>	USE CROSSWALK - RIGHT ARROW	24" X 16"	2.7	1	WHITE	III	BLACK	IX	X	2.7
R96B(L†)<CA>	USE CROSSWALK - LEFT ARROW	24" X 16"	2.7	1	WHITE	III	BLACK	IX	X	2.7
									TOTAL	48.4

4" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 17-7)

DETAIL	LF
9	600
TOTAL	600

8" THERMOPLASTIC TRAFFIC STRIPE

DETAIL	LF
38	110
TOTAL	110

4" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 36-12)

DETAIL	LF
32	113
TOTAL	113

4" THERMOPLASTIC TRAFFIC STRIPE

DETAIL	LF
22	538
27B	701
32	113
TOTAL	1,352

THERMOPLASTIC PAVEMENT MARKING

DESCRIPTION	NUMBER	SQFT
CROSSWALK	2 EA	305
TYPE III	1 @ 42 SQFT	42
LIMIT LINE	1 EA	45
TOTAL		392

PAVEMENT MARKER (RETROREFLECTIVE)

DETAIL	TYPE D (EACH)	TYPE G (EACH)
22	26	
32	14	
38		6
SUBTOTAL	40	6
TOTAL	46	

PAVEMENT DELINEATION AND SIGN QUANTITIES

PDQ-1

REVISED BY | DATE REVISED
JEFFREY JEWETT | CALCULATED-DESIGNED BY
JOHN KEBER | CHECKED BY
FUNCTIONAL SUPERVISOR
SHAUN RICE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
Caltrans

LAST REVISION | DATE PLOTTED => 09-JUN-2009
10-29-08 | TIME PLOTTED => 12:23

BORDER LAST REVISED 3/1/2007
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => trmikesl
DGN FILE => 33e850nc001.dgn
CU 03 365
EA 3E8501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	11	32

Deann S Spangler 11-26-08
REGISTERED CIVIL ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
DEANN S. SPANGLER
No. 69207
Exp. 6-30-10
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

ROADWAY QUANTITIES

STATION	COLD PLANE AC PAVEMENT	REPLACE AC SURFACING	HOT MIX ASPHALT (TYPE A)	HOT MIX ASPHALT (OPEN GRADED)	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)
	SQYD	CY	TON	TON	SQYD
"A" 38+75 TO "A" 42+75	2756		2	181	11
"V" 10+40 TO "V" 11+50				29	
49.0 Lt "A" 40+66.6 TO 28.0 Lt "V" 10+62.3		4			
TOTAL	2756	4	2	210	11

CURB, GUTTER, SIDEWALK, AND CURB RAMPS

STATION	REMOVE CONCRETE (CURB, GUTTER, SIDEWALK, AND CURB RAMP)	MINOR CONCRETE (CURB, GUTTER, SIDEWALK, AND CURB RAMP)
	CY	CY
49.0 Lt "A" 40+66.6 TO 28.0 Lt "V" 10+62.3	6.6	6.6
TOTAL	6.6	6.6

SUMMARY OF QUANTITIES

Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

SUPERVISING ENGINEER: SHAUN RICE
CALCULATED-DESIGNED BY: DEANN SPANGLER
CHECKED BY: STEPHEN WRIGHT
REVISED BY
DATE REVISED

LAST REVISION 11-19-08
DATE PLOTTED => 09-JUN-2009
TIME PLOTTED => 12:23

BORDER LAST REVISED 11/1/2006
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
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DGN FILE => 33e850pa001.dgn
CU 03365
EA 3E8501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	12	32

Steven S Lee 11-26-08
REGISTERED ELECT ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
STEVEN S. LEE
No. 14170
Exp. 6-30-09
ELECT
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

PROJECT NOTES (THIS SHEET ONLY):

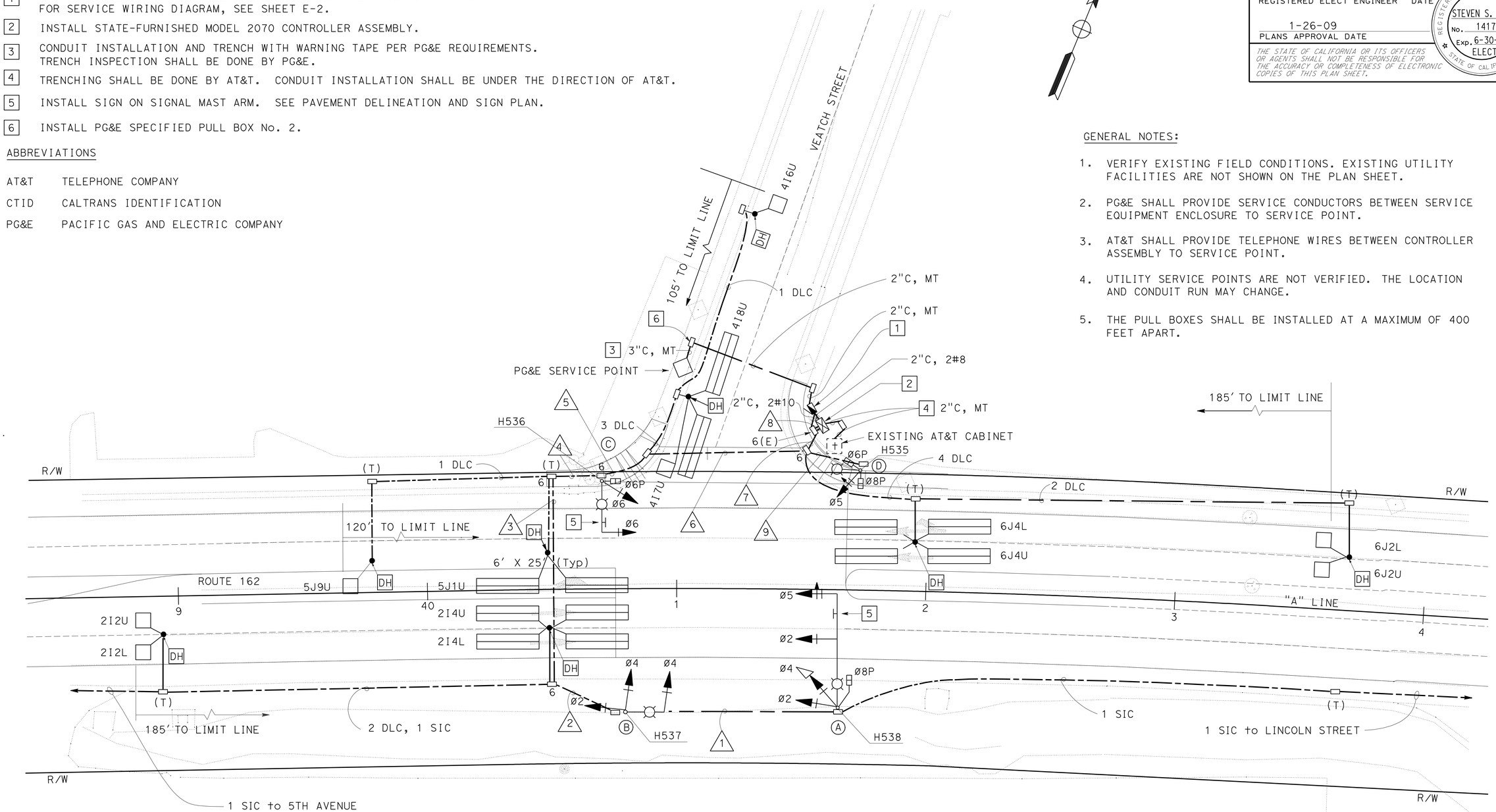
1. INSTALL TYPE III-AF SERVICE EQUIPMENT ENCLOSURE CTID No. 03121620016679. FOR SERVICE WIRING DIAGRAM, SEE SHEET E-2.
2. INSTALL STATE-FURNISHED MODEL 2070 CONTROLLER ASSEMBLY.
3. CONDUIT INSTALLATION AND TRENCH WITH WARNING TAPE PER PG&E REQUIREMENTS. TRENCH INSPECTION SHALL BE DONE BY PG&E.
4. TRENCHING SHALL BE DONE BY AT&T. CONDUIT INSTALLATION SHALL BE UNDER THE DIRECTION OF AT&T.
5. INSTALL SIGN ON SIGNAL MAST ARM. SEE PAVEMENT DELINEATION AND SIGN PLAN.
6. INSTALL PG&E SPECIFIED PULL BOX No. 2.

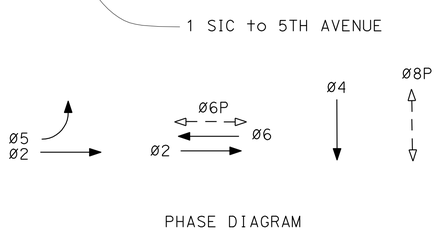
ABBREVIATIONS

AT&T	TELEPHONE COMPANY
CTID	CALTRANS IDENTIFICATION
PG&E	PACIFIC GAS AND ELECTRIC COMPANY

GENERAL NOTES:

1. VERIFY EXISTING FIELD CONDITIONS. EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THE PLAN SHEET.
2. PG&E SHALL PROVIDE SERVICE CONDUCTORS BETWEEN SERVICE EQUIPMENT ENCLOSURE TO SERVICE POINT.
3. AT&T SHALL PROVIDE TELEPHONE WIRES BETWEEN CONTROLLER ASSEMBLY TO SERVICE POINT.
4. UTILITY SERVICE POINTS ARE NOT VERIFIED. THE LOCATION AND CONDUIT RUN MAY CHANGE.
5. THE PULL BOXES SHALL BE INSTALLED AT A MAXIMUM OF 400 FEET APART.





PHASE DIAGRAM

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

SIGNAL AND LIGHTING

SCALE: 1" = 20'

E-1

CALCULATED- DESIGNED BY ANNA K. CHING
CHECKED BY STEVEN LEE
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR NELSON LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
Caltrans

LAST REVISION DATE PLOTTED => 09-JUN-2009
09-11-08 TIME PLOTTED => 12:23

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => trmikesl
DGN FILE => 33E850ua001.dgn

CU 03391

EA 3E8501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	13	32

Steven S Lee 11-26-08
REGISTERED ELECT ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — STEVEN S. LEE — No. 14170 — Exp. 6-30-09 — ELECT — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

CONDUIT AND CONDUCTOR SCHEDULE

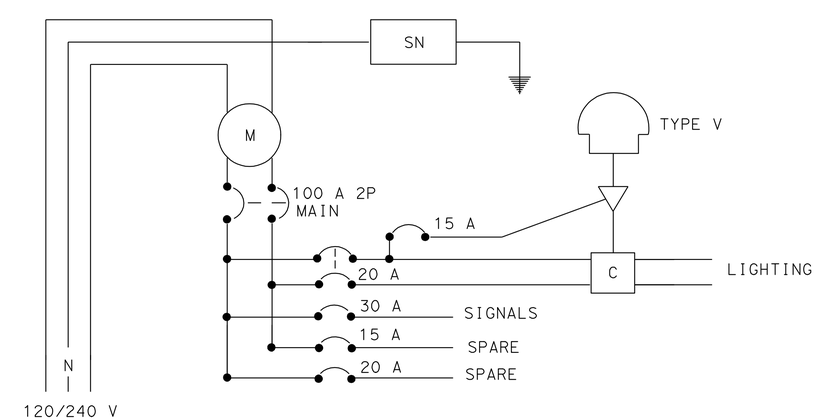
CONDUCTOR DESIGNATION			CONDUIT RUN NUMBER AND SIZE								
CABLE TYPE	Std	PHASE	1	2	3	4	5	6	7	8	9
			2"	2"	4"	4"	4"	4"	2-3"	2-3"	2"
VEH-PED 12CSC / PPB 3CSC	A	2,4,5,8P / 8	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	1 / 1	
	B	2,4		1	1	1	1	1	1	1	
	C	6,6P / 6					1 / 1	1 / 1	1 / 1	1 / 1	
	D	5,6P,8P / 6,8							1 / 1	1 / 1	1 / 1
	TOTAL CABLES		1 / 1	2 / 1	2 / 1	2 / 1	3 / 2	3 / 2	4 / 3	4 / 3	1 / 1
DLC	Ø1										
	Ø2				4	4	4	4	4	4	
	Ø3										
	Ø4							3	3	3	
	Ø5					2	2	2	2	2	
	Ø6								4	4	
	Ø7										
	Ø8										
	TOTAL DLC				4	6	6	9	13	13	
AWG	CIRCUIT										
#10	LIGHTING	2	2	2	2	2	2	2	2	2	
SIC		1	1	2	2	2	2	2	2		

PROPOSED POLE AND EQUIPMENT SCHEDULE

No.	STANDARDS			VEH SIG MTG		PED SIGNAL MTG	PPB		HPS LUMINAIRE	SPECIAL REQUIREMENTS
	TYPE	SMA (ft)	LMA (ft)	MAST ARM	POLE		Ø	ARROW		
A	26A-4-100	45	15	MAT / MAS	SV-2-TD	SP-1-T	8	→	310 W	USE TUNNEL VISOR
B	17-2-100	15	12	MAS	SV-2-TA				200 W	USE TUNNEL VISOR
C	17-2-100	20	12	MAS	SV-1-T	SP-1-T	6	→	200 W	USE TUNNEL VISOR
D	15TS		12		SV-1-T	SP-2-T	6 / 8	← / ←	200 W	USE TUNNEL VISOR

LEGENDS

- (M) METER SOCKET AND SUPPORT
- [C] CONTACTOR
- [SN] SOLID NEUTRAL BUS
- ▽ AUTO TEST SWITCH
- PHOTOELECTRIC UNIT



SERVICE WIRING DIAGRAM

LOAD: 1000 W SIGNALS
600 W LIGHTING

CTID No. 03121620016679.

SIGNAL AND LIGHTING (ELECTRICAL DETAILS)

NO SCALE

E-2

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: ANNA K. CHING
CHECKED BY: STEVEN LEE
FUNCTIONAL SUPERVISOR: NELSON LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
Caltrans

LAST REVISION: 09-11-08
DATE PLOTTED => 09-JUN-2009
TIME PLOTTED => 12:24

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => trmikesl
DGN FILE => 33E850ua002.dgn

CU 03391

EA 3E8501

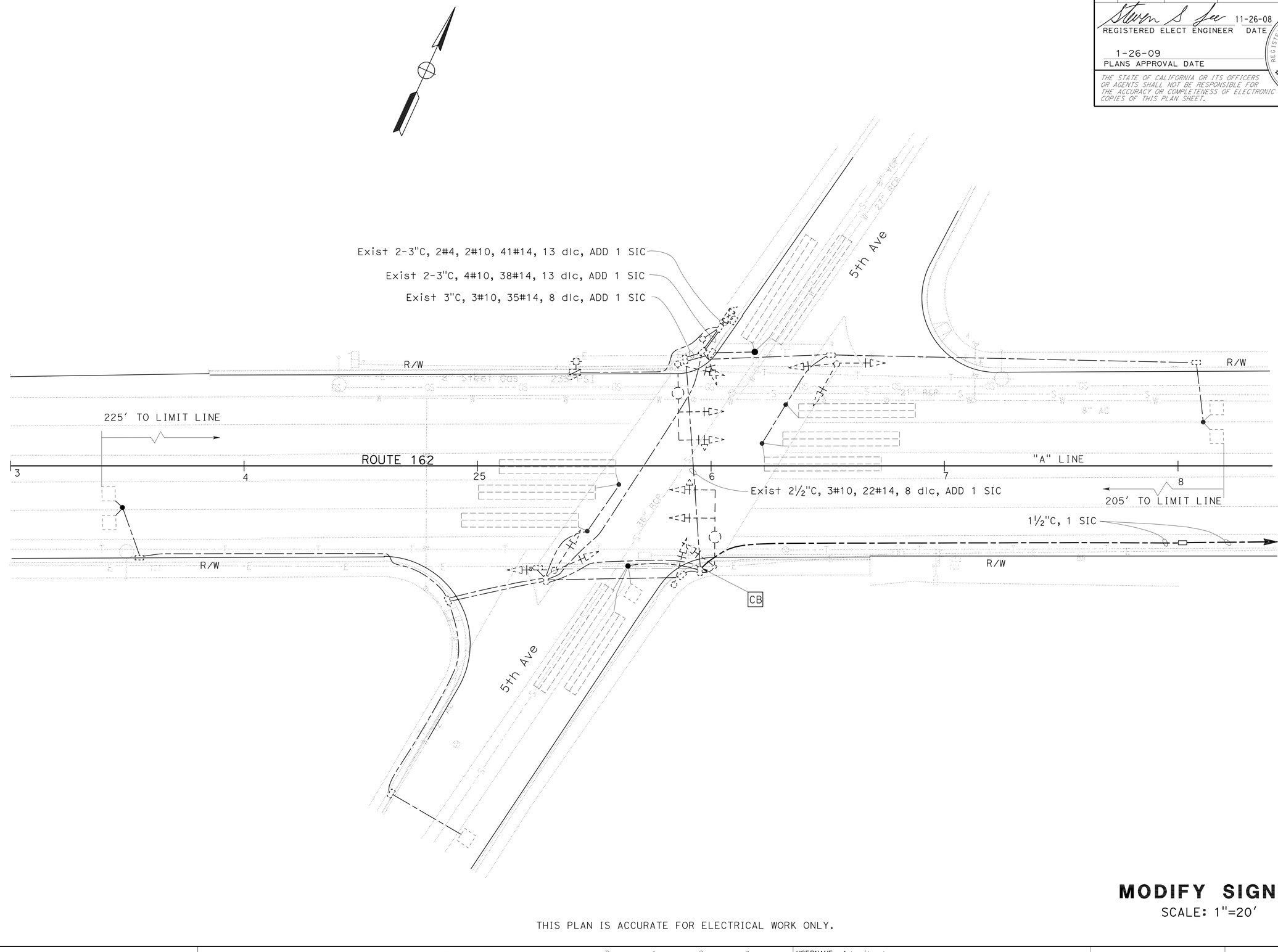
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	14	32

Steven S Lee 11-26-08
REGISTERED ELECT ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
STEVEN S. LEE
No. 14170
Exp. 6-30-09
ELECT
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



MODIFY SIGNAL

SCALE: 1"=20'

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

E-3

CALCULATED-DESIGNED BY	ANNA K. CHING
CHECKED BY	STEVEN LEE
FUNCTIONAL SUPERVISOR	NELSON LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	ELECTRICAL DESIGN
Caltrans	
REVISED BY	DATE REVISED

LAST REVISION 09-11-08
DATE PLOTTED => 09-JUN-2009
TIME PLOTTED => 12:24

BORDER LAST REVISED 3/1/2007
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => trmikesl
DGN FILE => 33E850ua003.dgn
CU 03391
EA 3E8501

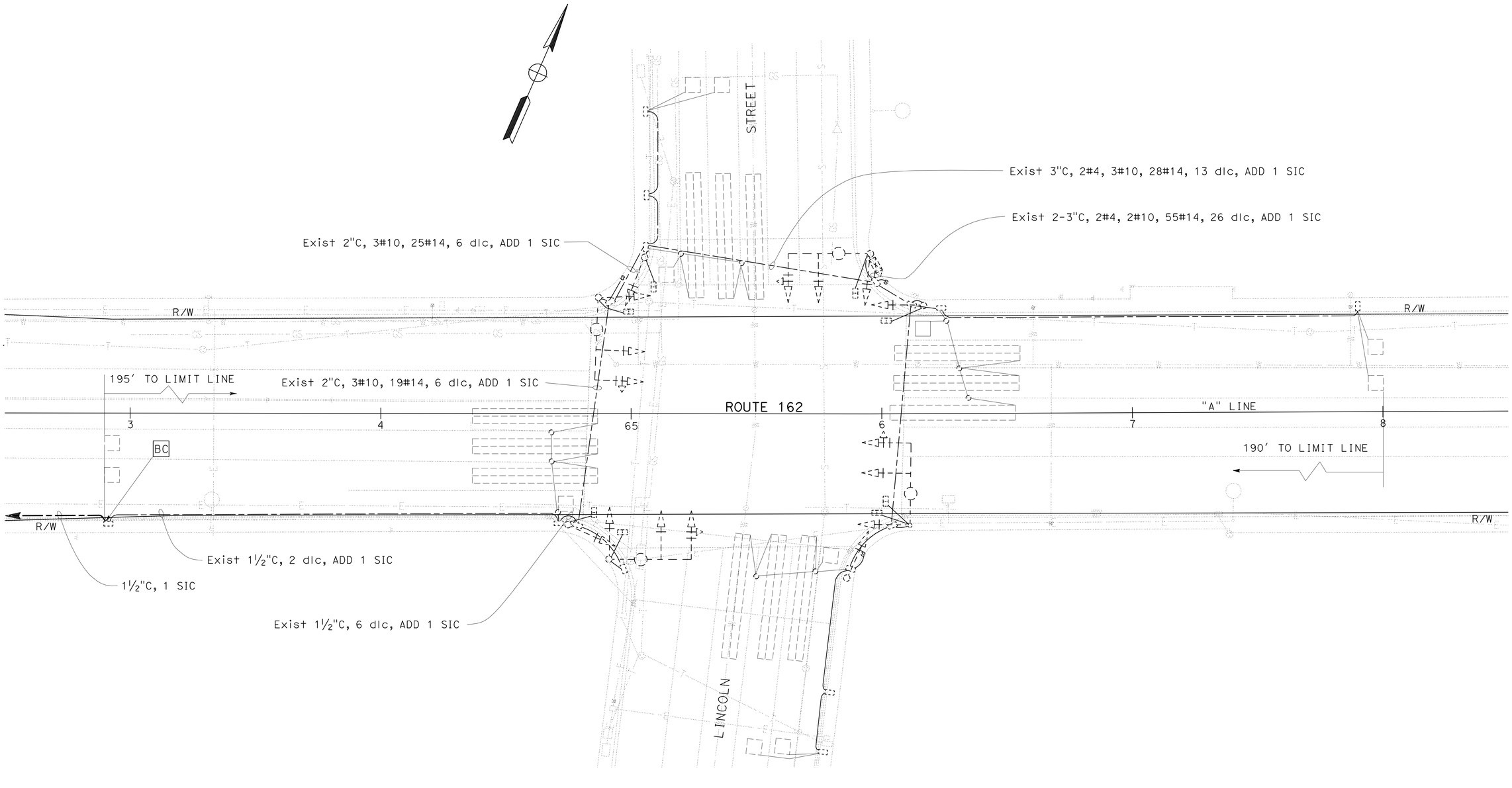
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	162	16.4/17.1	15	32

Steven S Lee 11-26-08
REGISTERED ELECT ENGINEER DATE

1-26-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
STEVEN S. LEE
No. 14170
Exp. 6-30-09
ELECT
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

MODIFY SIGNAL

SCALE: 1"=20'

E-4

CALCULATED-DESIGNED BY: ANNA K. CHING
CHECKED BY: STEVEN LEE
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: NELSON LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
ELECTRICAL DESIGN

LAST REVISION DATE PLOTTED => 09-JUN-2009
09-11-08 TIME PLOTTED => 12:24

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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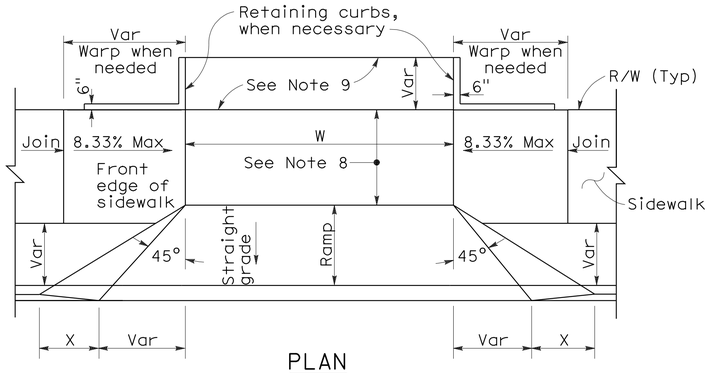
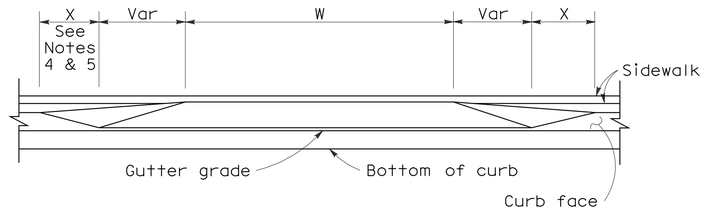
DGN FILE => 33E850ua004.dgn

CU 03391

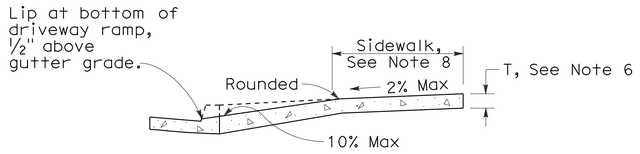
EA 3E8501



PLAN

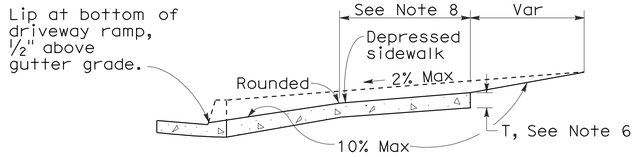


ELEVATION



CASE A

Typical driveway, sidewalk not depressed



CASE B

Driveway with depressed sidewalk

SECTIONS

CURB QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A1-6	0.02585
A1-8	0.03084
A2-6	0.05903
A2-8	0.06379
A3-6	0.01036
A3-8	0.01435
B1-4	0.02185
B1-6	0.02930
B2-4	0.05515
B2-6	0.06171
B3-4	0.00641
B3-6	0.01074
B4	0.05709
D-4	0.04083
D-6	0.06804
E	0.06661

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	16	32

REGISTERED CIVIL ENGINEER

November 17, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Michael Janzen — No. 44788 — Exp. 03-31-08 — CIVIL — STATE OF CALIFORNIA

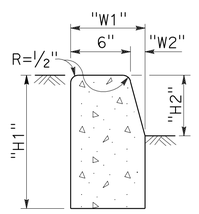
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 1-26-09

TABLE A

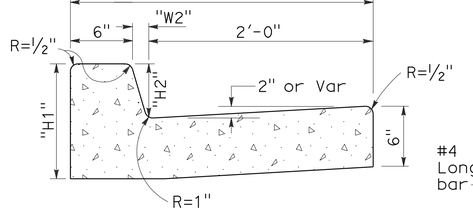
CURB TYPE	DIMENSIONS "H1"	"H2"	"W1"	"W2"
A1-6	1′-2"	6"	7½"	1½"
A1-8	1′-4"	8"	8"	2"
A2-6	1′-0"	6"	2′-7½"	1½"
A2-8	1′-2"	8"	2′-8"	2"
A3-6	6"	5"	7¼"	1¼"
A3-8	8"	7"	7¾"	1¾"
B1-4	1′-0"	4"	7½"	2½"
B1-6	1′-2"	6"	9"	4"
B2-4	10"	4"	2′-7½"	2½"
B2-6	1′-0"	6"	2′-9"	4"
B3-4	4"	3"	7"	2"
B3-6	6"	5"	8½"	3½"
D-4	10"	4"	1′-6"	1′-1"
D-6	1′-0"	6"	2′-2"	1′-8"

DRIVEWAYS



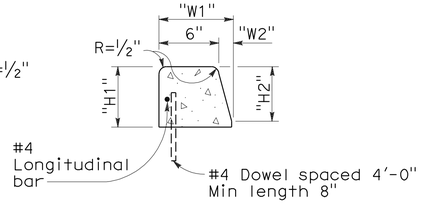
TYPE A1 CURBS

See Table A



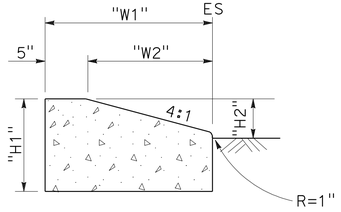
TYPE A2 CURBS

See Table A



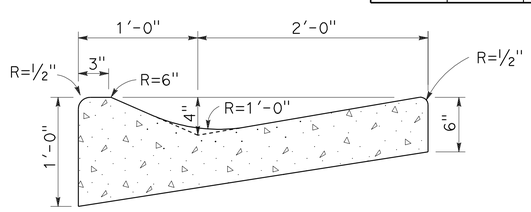
TYPE A3 CURBS

Superimposed on existing pavement
See Table A

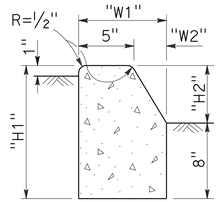


TYPE D CURBS

See Table A

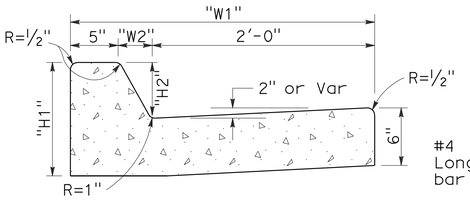


TYPE E CURB



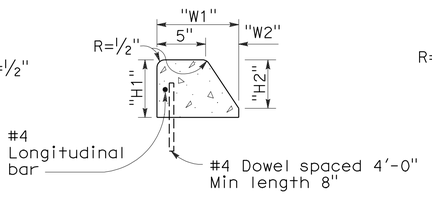
TYPE B1 CURBS

See Table A



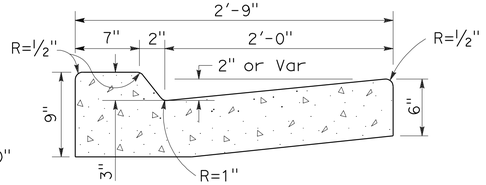
TYPE B2 CURBS

See Table A

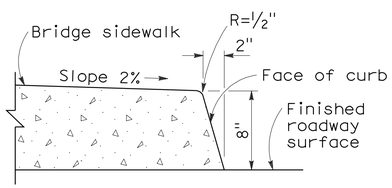


TYPE B3 CURBS

Superimposed on existing pavement
See Table A



TYPE B4 CURBS



TYPE H CURB

On Bridges

NOTES:

1. Case A driveway section typically applies.
2. Use Case B driveway section when ramp slopes would exceed 10% in Case A.
3. Use Case B driveway section when sidewalk cross slope would exceed 2% in Case A.
4. X=3′-0" except for curb heights over 10" where 4:1 slopes shall be used on curb slope.

CURBS

5. X is a variable when sidewalk is located where wheelchairs may traverse the surface. Slopes shall not exceed 8.33%.
6. Sidewalk and ramp thickness "T" at driveway shall be 4" for residental and 6" for commercial.
7. Difference in slope of the driveway ramp and the slope of a line between the gutter and a point on the roadway 5′-0" from gutter line shall not exceed 15%. Reduce driveway ramp slope, not gutter slope, where required.
8. Minimum width of clear passageway for sidewalk shall be 4′-0".
9. Retaining curbs and acquisition of construction easement may be necessary for narrow sidewalks or curb heights in excess of 6".
10. Across the pedestrian route at curb ramp locations, the gutter pan slope shall not exceed 1" of depth for each 2′-0" of width.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CURBS AND DRIVEWAYS

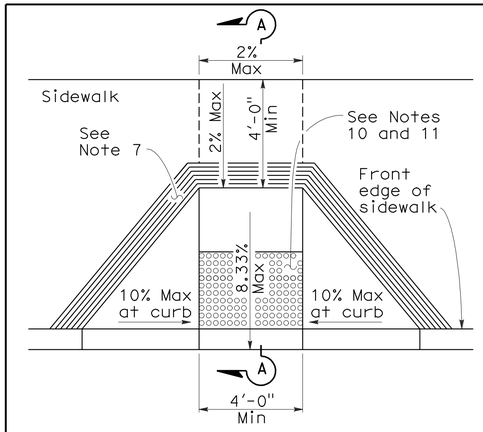
NO SCALE

RSP A87A DATED NOVEMBER 17, 2006 SUPERSEDES STANDARD PLAN A87A
DATED MAY 1, 2006 - PAGE 113 OF THE STANDARD PLANS BOOK DATED MAY 2006.

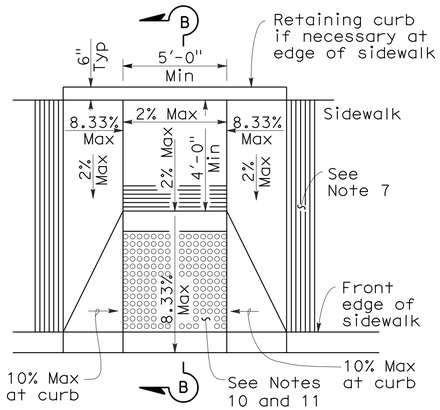
REVISED STANDARD PLAN RSP A87A

2006 REVISED STANDARD PLAN RSP A87A

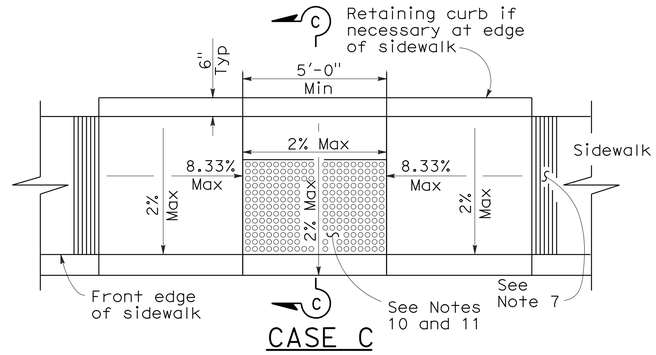
10-25-06



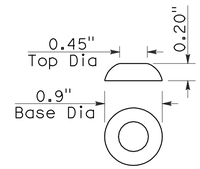
CASE A



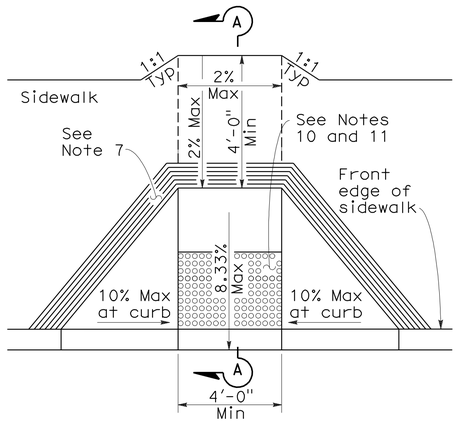
CASE B



CASE C



RAISED TRUNCATED DOME



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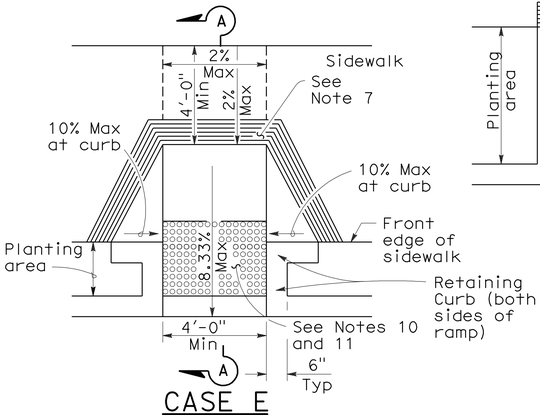

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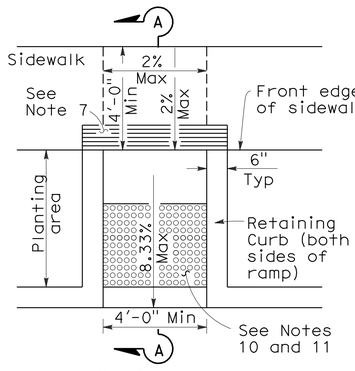

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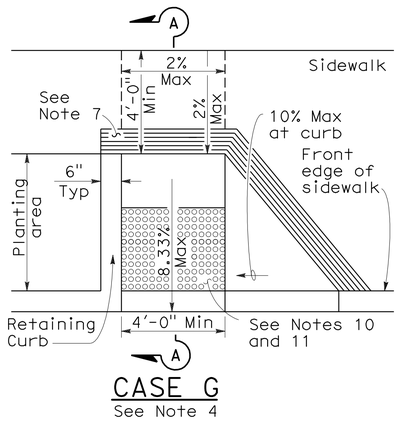
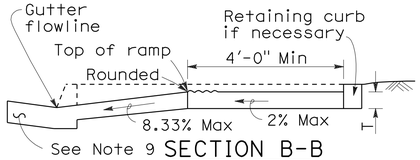


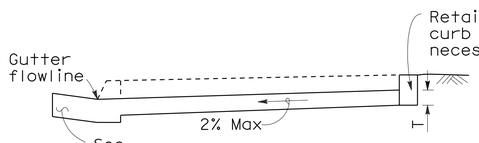
CASE G
See Note 4

SECTION A-A

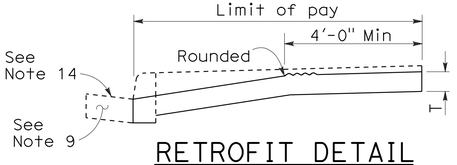


SECTION B-B

Depress entire sidewalk as required

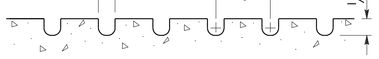


SECTION C-C

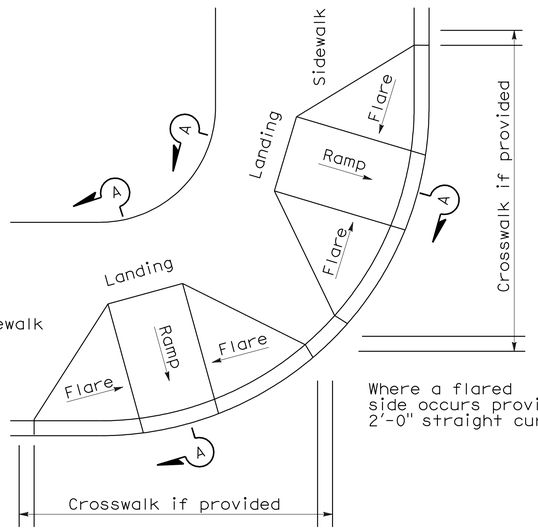


RETROFIT DETAIL

Existing curb and sidewalk



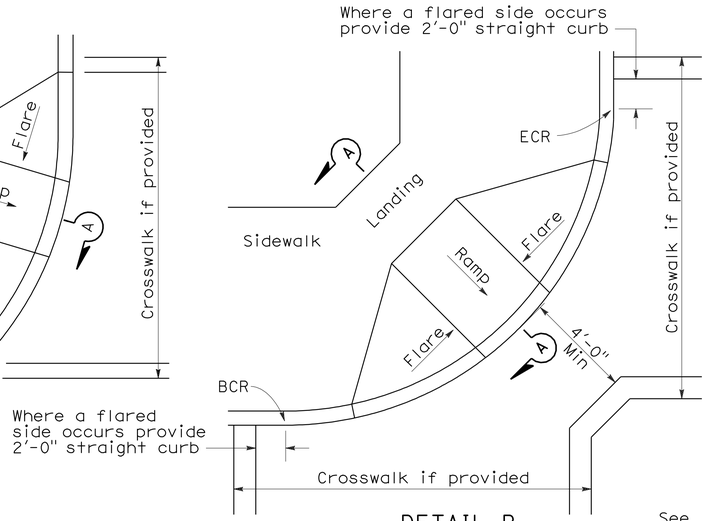
GROOVING DETAIL



DETAIL A

TYPICAL TWO-RAMP CORNER INSTALLATION

See Note 1



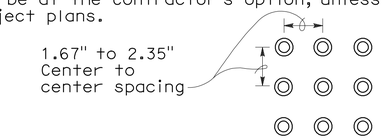
DETAIL B

TYPICAL ONE-RAMP CORNER INSTALLATION

See Notes 1 and 3

NOTES:

1. As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate.
2. If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-0" platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B, or C or may be widened as in Case D.
3. When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
4. As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
5. If located on a curve, the sides of the ramp need not be parallel, but the minimum width of the ramp shall be 4'-0".
6. Side slope of ramp flares vary uniformly from a maximum of 10% at curb to conform with longitudinal sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
7. The curb ramp shall be outlined, as shown, with a 1'-0" wide border with ¼" grooves approximately ¾" on center. See grooving detail.
8. Transitions from ramps and landing to walks, gutters or streets shall be flush and free of abrupt changes.
9. Maximum slopes of adjoining gutters, the road surface immediately adjacent to the curb ramp or accessible route shall not exceed 5 percent within 4'-0" of the top and bottom of the curb ramp.
10. Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. Detectable Warning Surfaces shall conform to the details on this plan and the requirements in the Special Provisions.
11. The edge of the detectable warning surface nearest the street shall be between 6" and 8" from the gutter flowline.
12. Sidewalk and ramp thickness, "T", shall be 3½" minimum.
13. Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
14. For retrofit conditions, removal and replacement of curb apron will be at the Contractor's option, unless otherwise shown on project plans.



RAISED TRUNCATED DOME PATTERN (IN-LINE)

DETECTABLE WARNING SURFACE

See Note 10

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	17	32

REGISTERED CIVIL ENGINEER

Hector David Cordova No. C41957 Exp. 3-31-08 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

September 1, 2006
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 1-26-09

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS

NO SCALE

RSP A88A DATED SEPTEMBER 1, 2006 SUPERSEDES STANDARD PLAN A88A
DATED MAY 1, 2006 - PAGE 115 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A88A

2006 REVISED STANDARD PLAN RSP A88A

8-3-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	18	32

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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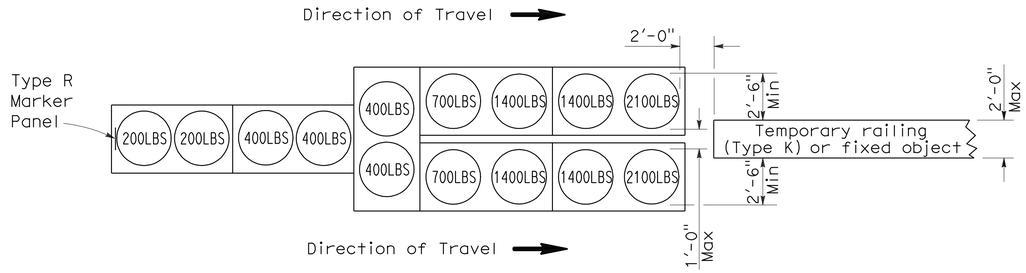
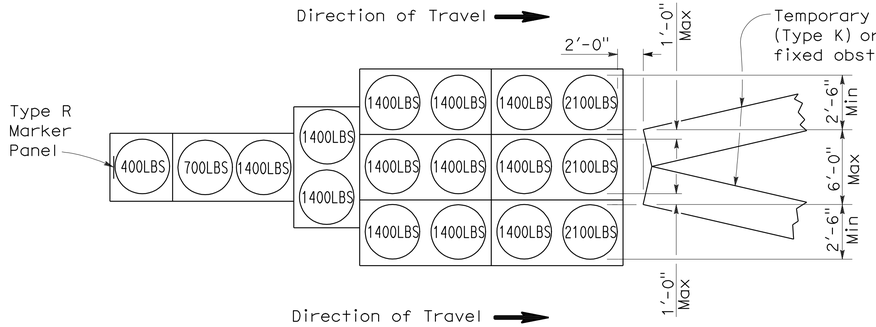
To accompany plans dated 1-26-09



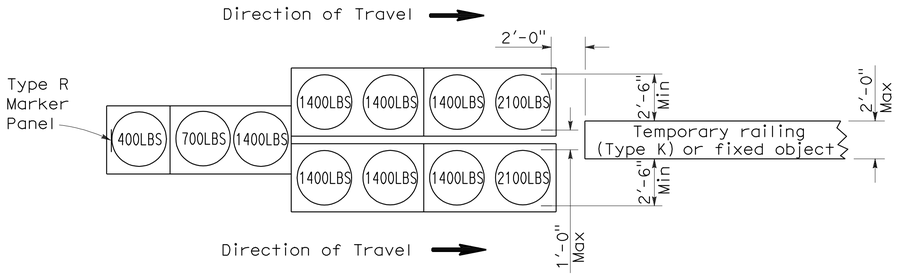
ARRAY 'TU14'

Approach speed 45 mph or more



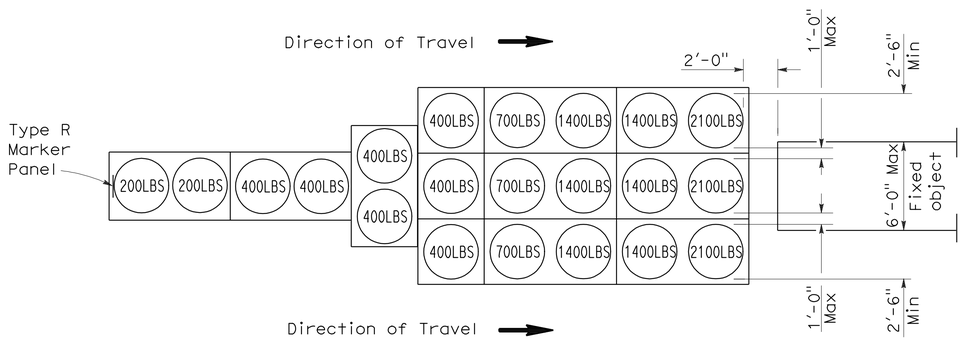
ARRAY 'TU17'

Approach speed less than 45 mph



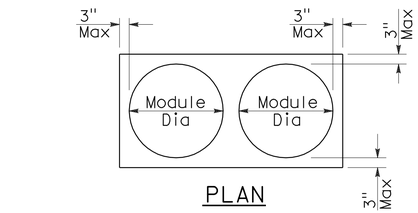
ARRAY 'TU11'

Approach speed less than 45 mph

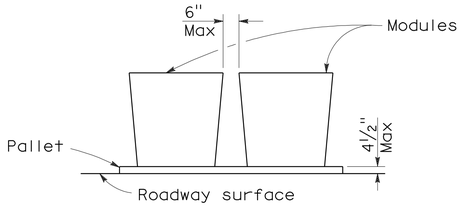


ARRAY 'TU21'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

1. (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
2. All sand weights are nominal.
3. Temporary crash cushion arrays shall not encroach on the traveled way.
4. Place the top of Type R marker panel 1" below the module lid.
5. Refer to Standard Plan A73B for marker details.
6. Approach speeds indicated conform to NCHRP 350 Report criteria.
7. Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY CRASH CUSHION, SAND FILLED (UNIDIRECTIONAL)

NO SCALE

RSP T1A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1A
DATED MAY 1, 2006 - PAGE 211 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1A

2006 REVISED STANDARD PLAN RSP T1A

5-15-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	19	32

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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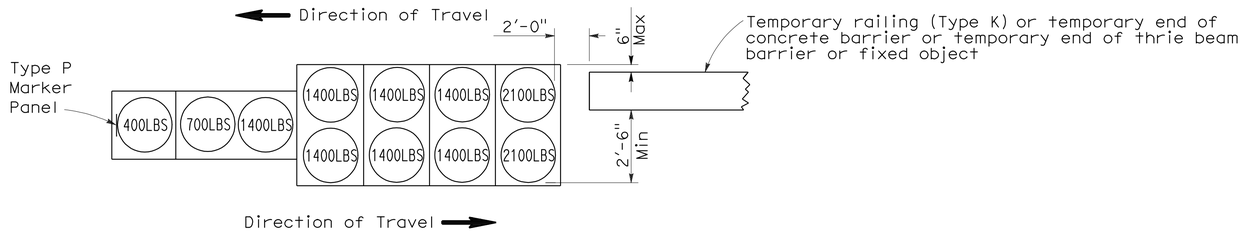
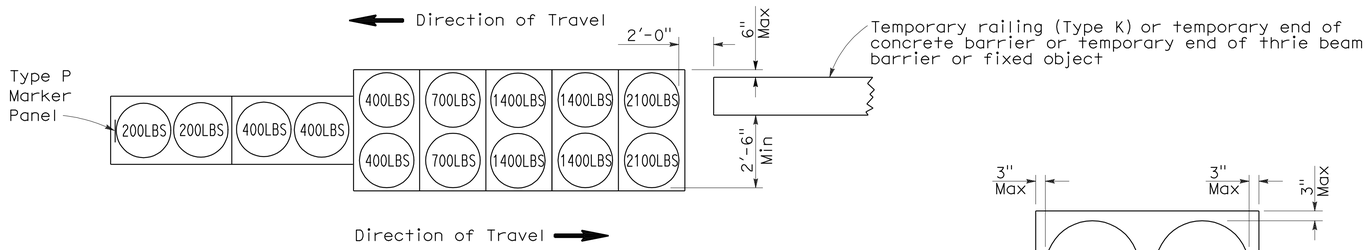
To accompany plans dated 1-26-09



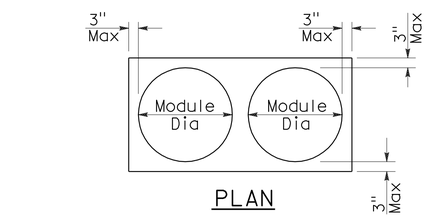
ARRAY 'TB11'

Approach speed less than 45 mph



ARRAY 'TB14'

Approach speed 45 mph or more



CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

1. (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
2. All sand weights are nominal.
3. Temporary crash cushion arrays shall not encroach on the traveled way.
4. Place the Type P marker panel so that the bottom of the panel rests upon the pallet.
5. Refer to Standard Plan A73B for marker details.
6. Approach speeds indicated conform to NCHRP 350 Report criteria.
7. Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY CRASH CUSHION, SAND FILLED (BIDIRECTIONAL)

NO SCALE

RSP T1B DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1B
DATED MAY 1, 2006 - PAGE 212 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

5-15-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	20	32

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Randell D. Hiatt — No. C50200 — Exp. 6-30-09 — CIVIL — STATE OF CALIFORNIA

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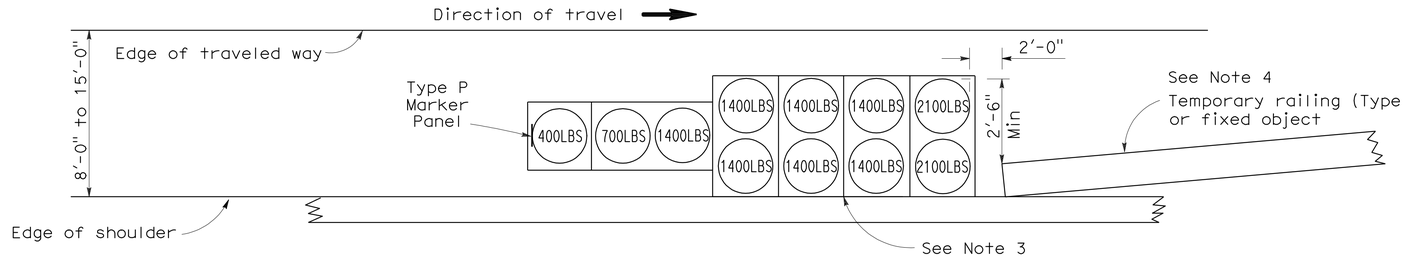
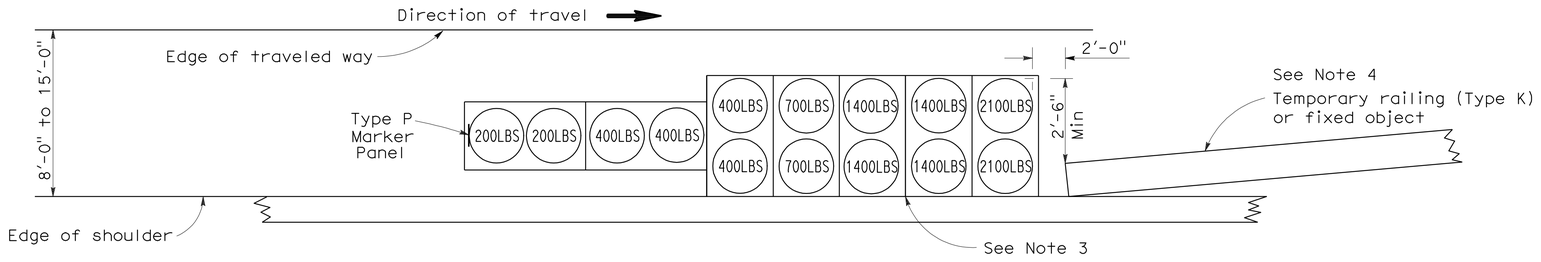
To accompany plans dated 1-26-09



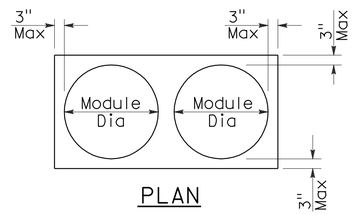
ARRAY 'TS11'

Approach speed less than 45 mph
See Note 9

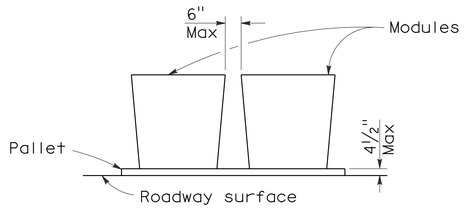


ARRAY 'TS14'

Approach speed 45 mph or more
See Note 9



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 11

NOTES:

1. (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
2. All sand weights are nominal.
3. The temporary crash cushion arrays shown on this plan shall be used only in locations where there will be traffic on one side of the temporary crash cushion array.
4. If the fixed object or approach end of the temporary railing is less than 15'-0" from the edge of traveled way, a temporary crash cushion is required in a construction or work zone.
5. Temporary crash cushion arrays shall not encroach on the traveled way.
6. Arrays for median shoulders shall conform to details shown on this plan for outside shoulders.
7. Place the Type P marker panel so that the bottom of the panel rests upon the pallet and faces traffic.
8. Refer to Standard Plan A73B for marker details.
9. For shoulder widths less than 8'-0", appropriate approved crash cushion protection, other than sand filled modules, shall be provided at fixed objects and at approach ends of temporary railing. The specific type of crash cushion shall be as shown on the project plans or as specified in the Special Provisions, or if not shown on the project plans or specified in the Special Provisions, shall be as approved by the Engineer.
10. Approach speeds indicated conform to NCHRP 350 Report criteria.
11. Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY CRASH CUSHION, SAND FILLED (SHOULDER INSTALLATIONS)

NO SCALE

RSP T2 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T2
DATED MAY 1, 2006 - PAGE 213 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

5-15-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	21	32

Jeffrey G. McRae
REGISTERED ELECTRICAL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
Jeffery G. McRae
No. E14512
Exp. 6-30-08
ELECTRICAL
STATE OF CALIFORNIA

October 5, 2007
PLANS APPROVAL DATE

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To accompany plans dated 1-26-09

ELECTROLIERS

STANDARD TYPES
15, 15D
15 STRUCTURE
21, 21D STRUCTURE
30
31
32
35
36-20A

High mast light pole

Double Arm lighting standard

Existing electrolier

Electrolier foundation (Future installation)

NOTES:

1. Luminaires shall be 310 W HPS when installed on Type 21, 21D, 30, 31, 32, 35 and 36-20A Standards, unless otherwise specified. Luminaires shall be 200 W HPS when installed on other type standards or poles, unless otherwise specified.
2. Luminaires shall be the cutoff type, ANSI Type III medium cutoff lighting distribution, unless otherwise specified.
3. Variations noted adjacent to symbol on project plans.

Electrolier (see project notes or project plans)

Luminaire on wood pole

STANDARD NOTES:

- AB Abandon. If applied to conduit, remove conductors.
- BC Install pull box in existing conduit run.
- BP Pedestrian barricade, type as indicated on plan.
- CB Install conduit into existing pull box.
- CC Connect new and existing conduit. Remove existing conductors and install conductors as indicated.
- CF Conduit to remain for future use. Remove conductors. Install pull wire or rope.
- DH Detector handhole.
- FA Foundation to be abandoned.
- IS Install sign on signal mast arm.
- NS No slip base on standard.
- PEC Photoelectric control.
- PEU Photoelectric unit.
- RC Equipment or material to be removed and become the property of the Contractor.
- RE Remove electrolier, fuses and ballast. Tape ends of conductors.
- RL Relocate equipment.
- RR Remove and reuse equipment.
- RS Remove and salvage equipment.
- SC Splice new to existing conductors.
- SD Service disconnect.
- SF Standard to remain for future use. Remove luminaire, pole conductors, fuses and ballast.
- TSP Telephone service point.

ABBREVIATIONS AND EQUIPMENT DESIGNATIONS

PROPOSED	EXISTING	
BBS	bbs	Battery backup system
BC	bc	Bolt circle
C	C	Conduit
CCTV	cctv	Closed circuit television
CKT	ckt	Circuit
CMS	cms	Changeable message sign
DLC	dlc	Loop detector lead-in cable
EMS	ems	Extinguishable message sign
EVC	evc	Emergency vehicle cable
EVD	evd	Emergency vehicle detector
FB	fb	Flashing beacon
FBCA	fbca	Flashing beacon control assembly
FBS	fbs	Flashing beacon with slip base
FO	fo	Fiber optic
G	G	Ground (Equipment Grounding Conductor)
GFCI	GFCI	Ground fault circuit interrupt
HAR	har	Highway advisory radio
HEX	hex	Hexagonal
HPS	hps	High pressure sodium
IISNS	iisns	Internally illuminated street name sign
ISL	isl	Induction sign lighting
LED	led	Light emitting diode
LMA	lma	Luminaire mast arm
LPS	lps	Low pressure sodium
LTG	ltg	Lighting
LUM	lum	Luminaire
MAT	mat	Mast arm mounting vehicle signal faces, top attachment
MAS	mas	Mast arm mounting vehicle signal faces, side attachment
MAS-4A	mas-4A	Mast arm mounting vehicle signal faces,
MAS-4B	mas-4B	side attachment - 4 signal section
MAS-4C	mas-4C	
MAS-5A	mas-5A	Mast arm mounting vehicle signal faces,
MAS-5B	mas-5B	side attachment - 5 signal section
MC	mc	Mercury contactor
M/M	m/m	Multiple to multiple transformer
MT	mt	Conduit with pull wire or rope only
MTG	mtg	Mounting
	mv	Mercury vapor lighting fixture
N	N	Neutral (Grounded Conductor)
NC	NC	Normally closed
NO	NO	Normally open
PB	pb	Pull box
PEC	pec	Photoelectric control (Type I, II, III, IV or V as shown)
PED	ped	Pedestrian
PEU	peu	Photoelectric unit
PPB	ppb	Pedestrian push button
RL		Relocated equipment
RM	rm	Ramp metering
SB	sb	Slip base
SIC	sic	Signal interconnect cable
SIG	sig	Signal
SMA	sma	Signal mast arm
SNS	sns	Street name sign
SP	sp	Service point
TDC	tdc	Telephone demarcation cabinet
TMS	tms	Traffic monitoring station
TOS	tos	Traffic Operations System
VEH	veh	Vehicle
XFMR	xfmr	Transformer
COMM	comm	Communication
RWIS	rwis	Roadway weather information system

SOFFIT AND WALL MOUNTED LUMINAIRES

Pendant, 70 W HPS unless otherwise specified.

Flush, 70 W HPS unless otherwise specified.

Wall surface, 70 W HPS unless otherwise specified.

Existing soffit or wall luminaire to remain unmodified.

(M) Existing soffit or wall luminaire to be modified as specified.

NOTE:
Arrow indicates "street side" of luminaire.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1A DATED OCTOBER 5, 2007 SUPERSEDES STANDARD PLAN ES-1A
DATED MAY 1, 2006 - PAGE 400 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1A

2006 REVISED STANDARD PLAN RSP ES-1A

7-10-07

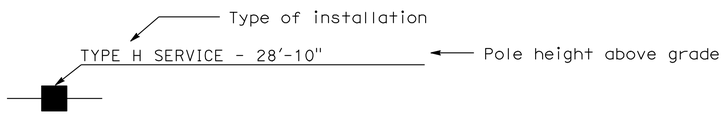
CONDUIT

PROPOSED	EXISTING	
— — —	— — —	Lighting Conduit, unless otherwise indicated or noted
— - — - —	— - — - —	Traffic signal conduit
—C— —	—c— —	Communication conduit
—T— —	—t— —	Telephone conduit
—F— —	—f— —	Fire alarm conduit
—FO— —	—fo— —	Fiber optic conduit
— — —]	— — —]	Conduit termination (RSP ES-9A C)
R	r	Conduit riser in/on structure or service pole

SERVICE EQUIPMENT

PROPOSED	EXISTING	
—OH—	—oh—	Overhead lines
U	U	Wood pole "U" indicates utility owned
		Pole guy with anchor
		Utility transformer - ground mounted
III		Service equipment enclosure type
		Service equipment enclosure door indicates front of enclosure
T	t	Telephone demarcation cabinet

POLE-MOUNTED SERVICE DESIGNATION



ILLUMINATED OVERHEAD SIGN

PROPOSED	EXISTING	
		Overhead sign - Single post
		Overhead sign - Two post
		Overhead sign - Mounted on structure
		Overhead sign with electrolier

SIGNAL EQUIPMENT

PROPOSED	EXISTING	
		Pedestrian signal face
		Pedestrian push button post
		Pedestrian barricade
		Vehicle signal face (with backplate, 3-Section: red, yellow and green)
		Vehicle signal face with angle visors
PV	PV	Modifications of basic symbols: "L" Indicates all non-arrow sections louvered "LG" Indicates louvered green section only "PV" indicates 12" programmed visibility sections "8" indicates all 8" sections (only when specified)
		Type 15TS and Vehicle signal face
		Vehicle signal face with red, yellow and green left arrow sections
		Vehicle signal face with red and yellow sections and up green arrow
		Vehicle signal face (5 Section) with red, yellow and green sections and yellow and green right arrows
		Type 1 Standard and attached vehicle signal faces
		Standard with signal mast arm only and attached vehicle signal faces and internally illuminated street name sign
		Type 33 Standard, Left-turn vehicle signal face and sign
		Standard with luminaire and signal mast arms and attached vehicle signal faces
		Cantilever flashing beacon Type 9 Frame, with a sign unless otherwise specified or indicated
		Type 15-FBS Standard with two vehicle signal face sections with lens, backplate and visor with a sign
R	Y	Flashing beacon. One vehicle signal face section with lens, backplate and visor. "R" indicates red indication, "Y" indicates yellow indication
		Controller assembly. Door indicates front of cabinet

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	22	32

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REGISTERED ELECTRICAL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

October 5, 2007
PLANS APPROVAL DATE

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To accompany plans dated 1-26-09

SIGNAL EQUIPMENT Cont

PROPOSED	EXISTING	
		Guard post
		Type 1 Standard with "Meter On" sign
		Emergency Vehicle detector

NOTES:

1. All signal sections shall be 12" unless shown otherwise.
2. Signal heads shall be provided with backplates unless shown otherwise.
3. Signal indication shall be LED.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1B DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1B

2006 REVISED STANDARD PLAN RSP ES-1B

7-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	23	32

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Jeffery G. McRae
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To accompany plans dated 1-26-09

EQUIPMENT IDENTIFICATION

ILLUMINATED SIGN IDENTIFICATION NUMBER:

Sign No. 12345 — Sign number - Place on post or structure

10 ISL SCI 1.0
- 1.0 — Transformer rating (kVA)
- SCI — Lighting control type
- ISL — Number and type of fixtures

Do NOT place on standard or structure

ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:

12345 - 15'-0"
- 15'-0" — Mast arm length, if shown. Do not place on standard or structure.
- 12345 — Equipment number - Place on standard or structure. Existing equipment numbers are shown in parenthesis

CONDUIT AND CONDUCTOR IDENTIFICATION:

1½"C, 2#10, 15#14, 2 DLC
- 2#10, 15#14, 2 DLC — Number and size of conductors and cables
- 1½"C, — Size of conduit in inches

Ø1, Ø2, Ø2P, etc.	Traffic phase identification for signal faces, detectors and phase diagrams
1 2 3	Project note numbers
A B C	Equipment description, installation or item numbers
1 2 3	Conduit run numbers

SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):

19A - 3 - 100
- 100 — Wind velocity = 100 mph
- 3 — Case 3 arm loading
- 19A — Standard type
- Standard Plan sheet number
- Detail number or letter

MISCELLANEOUS EQUIPMENT

PROPOSED	EXISTING	
CMS	cms	Changeable message sign
		Closed circuit television camera
		Highway advisory radio pole and antenna
EMS	ems	Extinguishable message sign
M V	m v	Detection device M = Microwave sensor V = Video image sensor

WIRING DIAGRAM LEGEND

P	Pole
CB	Circuit breaker
A	Ampere
V	Volt
M	Metered
UM	Unmetered
NB	Neutral bus
GB	Ground bus
G	Equipment grounding conductor
N	Grounded conductor (Neutral)

- External conductor
- Conductor or bus
- Tie point
- Contactor coil
- Contactor, Contact NO
- Terminal blocks
- Contactor, Contact NC
- Enclosure bond
- Grounding electrode
- Circuit breaker
- Receptacle

PULL BOXES

PROPOSED	EXISTING	
		Pull box-No. 5 unless otherwise indicated or noted.
3	9A(21)	Pull box-Additional designations or descriptions

3 = No. 3½ pull box
5 = No. 5 pull box
6 = No. 6 pull box
7 = No. 7 (Ceiling pull box)
8 = No. 8 (Pendant soffit pull box)
9 = No. 9 pull box
9A = No. 9A pull box

(C) = Communications pull box
(E) = Pull box with extension
(S) = Sprinkler control pull box
(21) = Anchor bolts and conduit for future installation of Type 21 Standard
(T) = Traffic pull box

VEHICLE DETECTORS

5 J 9 U
- 9 — Vehicle detector designation
- J — U = Upper, L = Lower
- 5 — Slot number in input file
- J — Input file (I or J)
- U — Phase

PROPOSED	EXISTING	
		Type A detector loop. Outline of sawcut shown.
		Type B detector loop. Outline of sawcut shown.
		Type C detector loop. Outline of sawcut shown.
		Type D detector loop. Outline of sawcut shown.
		Type E detector loop. Outline of sawcut shown.
		Type Q detector loop. Outline of sawcut shown.
		Magnetic detector
DH	dh	Detector handhole
		Microwave or video detection zone

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1C
DATED MAY 1, 2006 - PAGE 402 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1C

2006 REVISED STANDARD PLAN RSP ES-1C

7-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	24	32

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Jeffery G. McRae
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To accompany plans dated 1-26-09

NOTES-TYPE III SERVICE EQUIPMENT ENCLOSURES:

1. Service equipment enclosure and metering equipment shall meet the requirements of the service utility. The meter area shall have a sealable, lockable, weathertight cover that can be removed without the use of tools.

2. Service equipment enclosures shall be factory wired and conform to NEMA standards.

3. Dimensions of service equipment enclosures shall meet the requirements of the service utility.

4. The dead front panels on Type III service equipment enclosures shall have a continuous stainless steel or aluminum piano hinge. The panel in front of the breakers shall be secured with a latch or captive screws. No live parts shall be mounted on the dead front panel.

5. The exterior door shall have provisions for padlocking. The padlock hole shall be a minimum diameter of 7/16".

6. Enclosures housing transformers of more than one kVA shall have effective screened ventilation louver of not less than 50 square inches. Screen shall be stainless steel No. 304, with a No. 10 size mesh. Framed screen shall be secured with at least four bolts.

7. Fasteners on the exterior of the enclosure shall be vandal-resistant and shall not be removable from the exterior. Exterior screws, nuts, bolts and washers shall be stainless steel.

8. Landing lugs for incoming service conductors shall be compatible with either copper or aluminum conductors sized to suit the conductors shown on the plan. Landing lugs shall be copper or tin-plated aluminum. Neutral bus shall be rated for 125 A and be suitable for copper or aluminum conductors unless otherwise specified. The terminal shall include but not be limited to:

   a) Incoming terminals (landing lugs)
   b) Neutral lugs
   c) Solid neutral terminal strip

9. At least 6 standard single pole circuit breaker spaces, 3/4" nominal, shall be provided for branch circuits. Circuit breaker interiors shall be copper. Interiors of enclosure shall accept plug-in or cable-in/cable-out circuit breakers.

10. Control wiring shall be 600 V, 14 stranded machine tool wire. Where subject to flexing, 19 strand wire shall be used.

11. Main bus shall be rated for 125 A and shall be tin-plated copper.

12. A plastic laminated wiring diagram shall be provided with brass mounting eyelets and attached to the inside of the enclosure and the wiring diagram shall be affixed to the interior with a UL or ETL approved method.

13. An engraved phenolic nameplate on the dead front panel indicating the function of each circuit or device shall be installed with stainless steel rivets or stainless steel screws:

    a) Adjacent to the breaker or device with character size a minimum of 1/8".

    b) At the top of the exterior door panel indicating State system number, voltage level and number of phases with character size a minimum of 3/16".

14. The plan shows the approximate location of devices within the enclosure. Components may be rearranged, however, the "working" clearances within the service equipment enclosure shall be maintained.

15. In unpaved areas a raised portland cement concrete pad 2'-0" x 4" x width of foundation shall be constructed in front of new service equipment enclosure installation. Pad shall be set to elevation of foundation.

16. Foundation shall extend 2" minimum beyond edge of service equipment enclosure.

17. Internal bus, where shown, is typical only. Alternative design of proposed service equipment enclosure shall be submitted to the Engineer for approval.

18. Plug-in circuit breakers may be mounted in the vertical or horizontal position. Cable-in/cable-out circuit breakers shall be mounted in the vertical position.

19. Type III-AF and Type III-BF service equipment enclosures shall have the meter viewing windows located on the front side of the service equipment enclosures.

20. Type III-AR and Type III-BR service equipment enclosures shall be similarly constructed as Type III-AF and Type III-BF respectively, except the meter viewing windows shall be located on the back side of the service equipment enclosures.

21. Minimum clearance shall be required for front and back of service equipment enclosure per National Electrical Code, Article 110.26, "Spaces About Electric Equipment (600 Volts, Nominal, or Less)."

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SERVICE EQUIPMENT NOTES TYPE III SERIES)

NO SCALE

RSP ES-2C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-2C
DATED MAY 1, 2006 - PAGE 405 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-2C

2006 REVISED STANDARD PLAN RSP ES-2C

7-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	25	32

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Jeffery G. McRae — No. E14512 — Exp. 6-30-08 — ELECTRICAL — STATE OF CALIFORNIA

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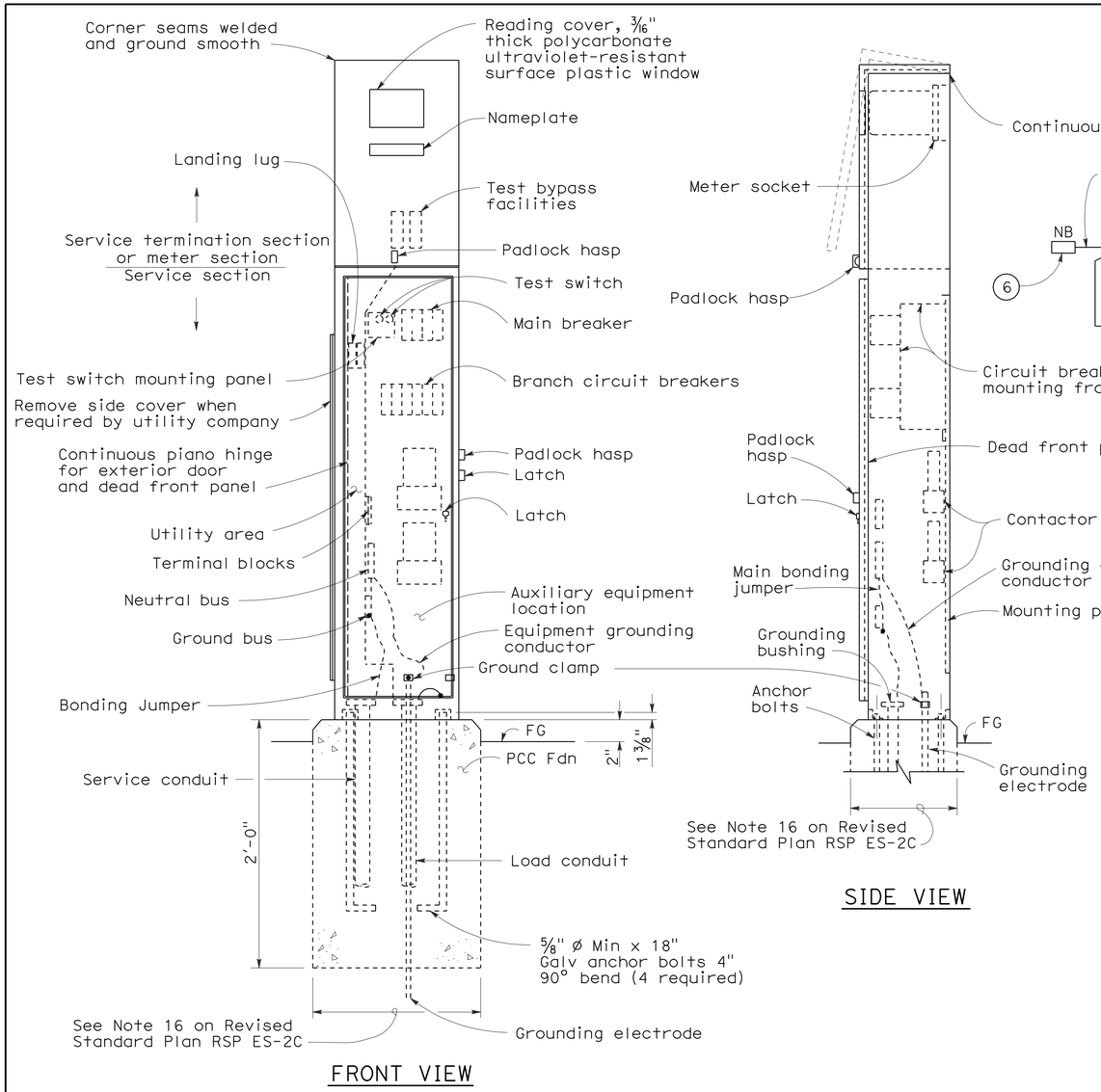
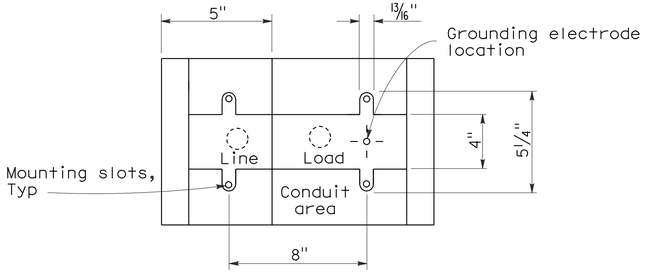
To accompany plans dated 1-26-09



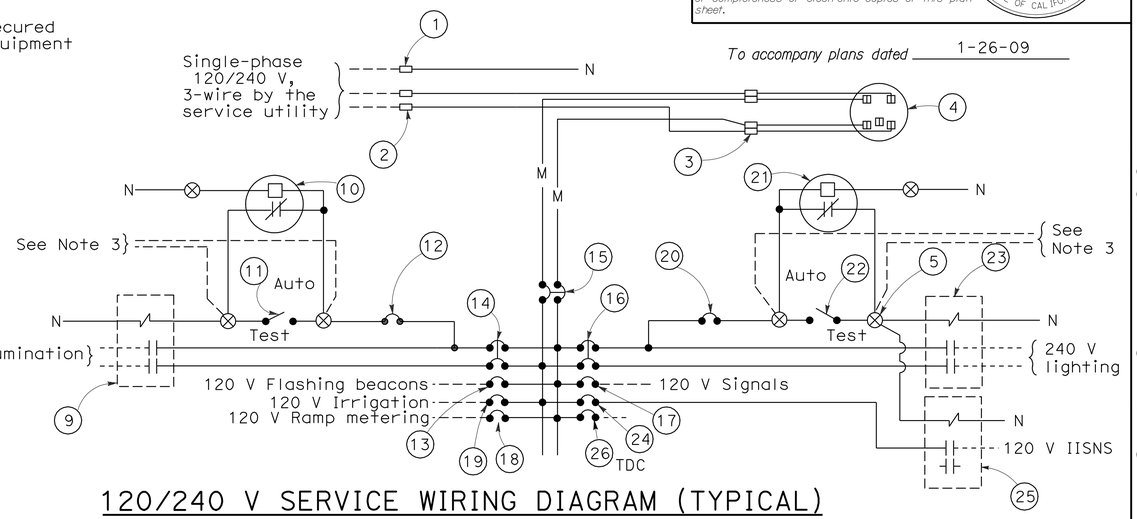
FRONT VIEW

SIDE VIEW

TYPE Ⅲ-AF SERVICE EQUIPMENT ENCLOSURE (TYPICAL)



BASE FOR TYPE Ⅲ-A SERVICE EQUIPMENT ENCLOSURE



120/240 V SERVICE WIRING DIAGRAM (TYPICAL)

TYPE Ⅲ-A SERVICE (120/240 V) EQUIPMENT LEGEND

ITEM No.	COMPONENT	NAME PLATE DESCRIPTION	ITEM No.	COMPONENT	NAME PLATE DESCRIPTION
(1)	Neutral lug		(14)	30 A, 240 V, 2P, CB	Sign Illumination
(2)	Landing lug (Note 6)		(15)	100 A, 240 V, 2P, CB	Main Breaker
(3)	Test bypass facility		(16)	30 A, 240 V, 2P, CB	Lighting
(4)	Meter socket and support		(17)	50 A, 120 V, 1P, CB	Signals
(5)	Terminal blocks		(18)	30 A, 120 V, 1P, CB	Ramp Metering
(6)	Neutral bus		(19)	20 A, 120 V, 1P, CB	Irrigation
(7)	Ground bus		(20)	15 A, 120 V, 1P, CB	Lighting Control
(8)	Grounding electrode		(21)	Photoelectric unit (Note 7)	
(9)	30 A, 2PNO Contactor	Sign Illumination	(22)	15 A, 1P, Test switch	Lighting Test Switch
(10)	Photoelectric unit (Note 7)		(23)	60 A, 2PNO Contactor	Lighting
(11)	15 A, 1P, Test switch	Sign Illumination Test Switch	(24)	15 A, 120 V, 1P, CB	IISNS
(12)	15 A, 120 V, 1P, CB	Sign Illumination Control	(25)	30 A, 2PNO Contactor	IISNS
(13)	15 A, 120 V, 1P, CB	Flashing Beacon	(26)	20 A, 120 V, 1P, CB	Telephone Demarcation Cabinet

NOTES: (FOR SERVICE EQUIPMENT ENCLOSURE)

1. Voltage ratings of service equipment shall conform to the service voltages indicated on the plans.
2. Unless otherwise indicated on the plans, service equipment items shall be provided for each service equipment enclosure as shown.
3. Connect to remote test switch mounted on lighting standards, sign post or structure when required.
4. Items No. (1) and (6) shall be isolated from the service equipment enclosure.
5. Meter sockets shall be 5 clip type.
6. The landing lug shall be suitable for multiple conductors.
7. Type Ⅴ photoelectric control shall be used unless otherwise indicated on the plans.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SERVICE EQUIPMENT AND TYPICAL WIRING DIAGRAM, TYPE Ⅲ-A SERIES)

NO SCALE

RSP ES-2D DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-2D DATED MAY 1, 2006 - PAGE 406 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-2D

2006 REVISED STANDARD PLAN RSP ES-2D

7-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	26	32

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STATE OF CALIFORNIA

June 6, 2008
PLANS APPROVAL DATE

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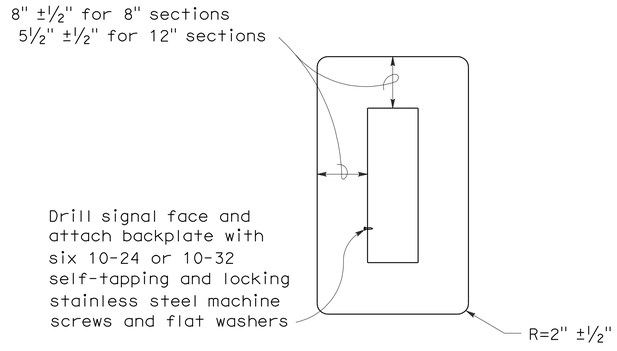
To accompany plans dated 1-26-09

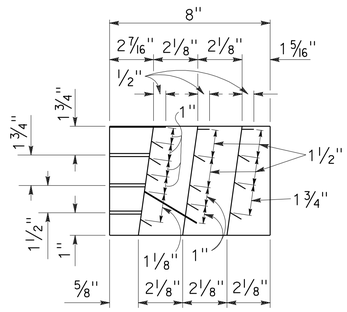
VISORS



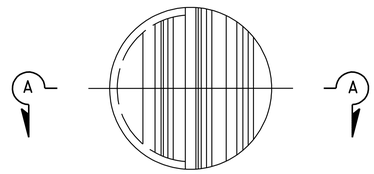
8" AND 12" SECTIONS

BACKPLATE

1/16" minimum thickness
3001-14 aluminum, or plastic when specified



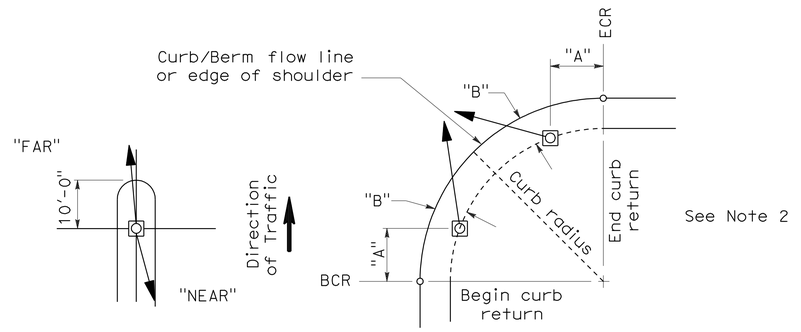
SECTION A-A



FRONT VIEW

DIRECTIONAL LOUVER

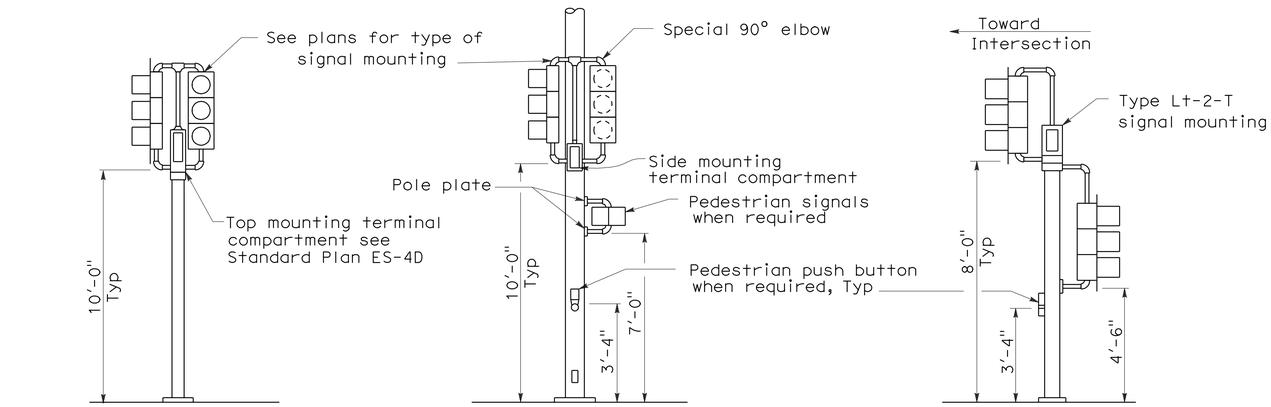
Directional louvers shall be oriented as directed by the Engineer and secured in place with one plated brass machine screw and nut.



NOTES:

1. Typical signal pole placement unless dimensioned on plans.
2. For "A" and "B" dimensions, see Pole Schedule, or as directed by the Engineer.

SIGNAL STANDARD PLACEMENT DIMENSIONS AND EQUIPMENT LOCATIONS



TOP MOUNTED SIGNALS (TV)

Type 1-A, 1-B, 1-C and 1-D standard as indicated on the plans

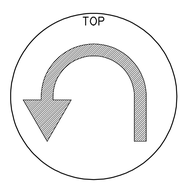
SIDE MOUNTED SIGNALS (SV AND SP)

Normally used on standards with luminaire or signal mast arm

LEFT TURN LANE SIGNAL

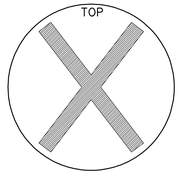
Type 1-A, 1-B, 1-C and 1-D standard as indicated on plans

TYPICAL SIGNAL INSTALLATIONS

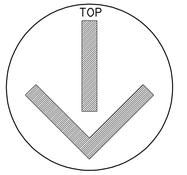


U-TURN SIGNAL FACE

BICYCLE SIGNAL FACE



LANE CONTROL SIGNAL FACE



LANE CONTROL SIGNAL FACE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SIGNAL HEADS AND MOUNTINGS)

NO SCALE

RSP ES-4C DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN ES-4C
DATED MAY 1, 2006 - PAGE 420 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-4C

2006 REVISED STANDARD PLAN RSP ES-4C

5-19-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	27	32

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STATE OF CALIFORNIA

June 6, 2008
PLANS APPROVAL DATE

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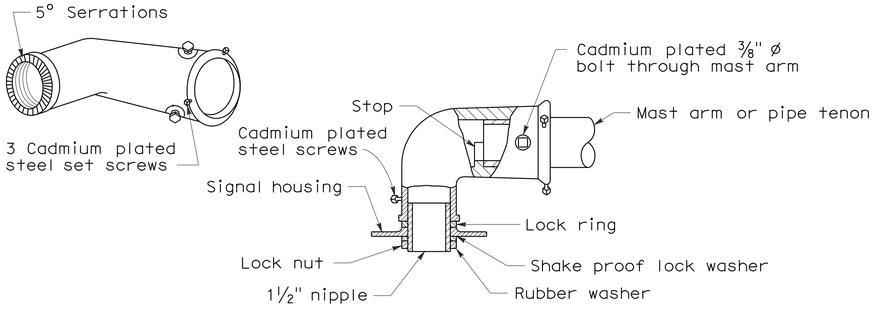
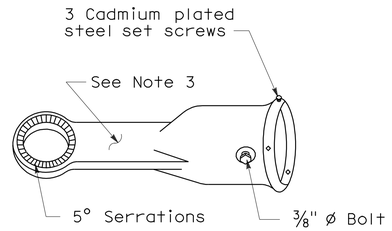
To accompany plans dated 1-26-09



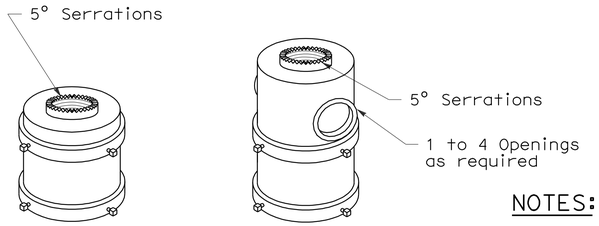
MAST ARM MOUNTING - TYPE "MAT"

For 2 NPS pipe, see Note 1.



MAST ARM MOUNTING - TYPE "MAS"

For 2 NPS pipe. See Note 1.



For one mounting For mulitiple mountings

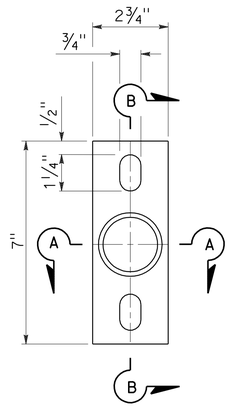
TOP MOUNTINGS

For 4 NPS pipe, see Note 2.

NOTES:

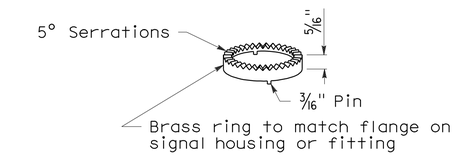
1. After mast arm signal has been plumbed and secured, drill 7/16" hole through mast arm tenon in line with slip fitter hole. Place a cadmium plated ⅜" ø galvanized bolt with washer under bolt head through hole and secure with washer, nut, and locknut. Seal openings between mast arm mountings and mast arm with mastic.
2. (a) Threaded top mounted slip fitter openings shall be 1½ NPS.
   (b) Serrations in fittings shall match those on bottom of signal heads or in lock ring.
   (c) Top opening shall be offset when backplate is used.
3. Wireway shall have a cross section area of 0.95 square inch minimum. Minimum width of ½".

SIGNAL SLIP FITTERS



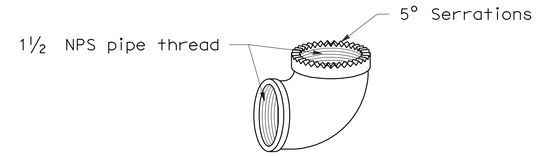
POLE PLATE

For side mountings



LOCK RING

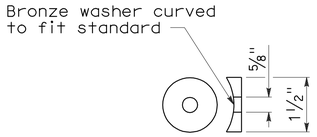
Use where locking ring is not integral with signal housing or fitting.



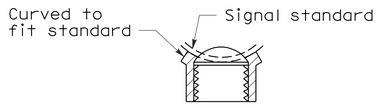
SPECIAL 90° ELBOW

One for each signal head, except those with special slip fitter mounting

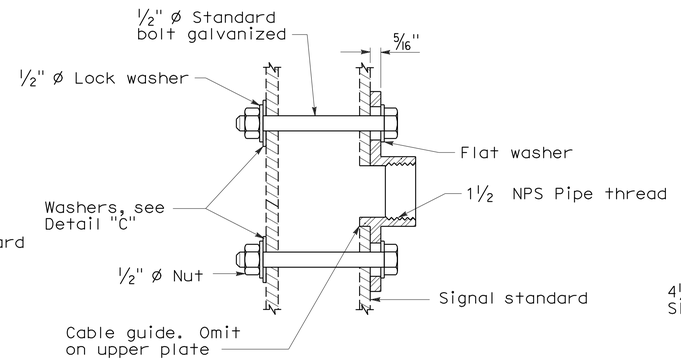
MISCELLANEOUS MOUNTING HARDWARE



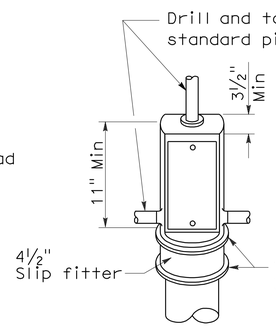
DETAIL "C"



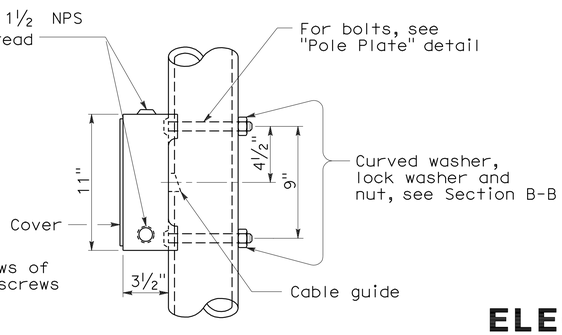
SECTION A-A



SECTION B-B



TOP MOUNTING



SIDE MOUNTING

TERMINAL COMPARTMENTS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SIGNAL HEADS AND MOUNTINGS)

NO SCALE

RSP ES-4D DATED June 6, 2008 SUPERSEDES STANDARD PLAN ES-4D
DATED MAY 1, 2006 - PAGE 421 OF THE STANDARD PLANS BOOK DATED MAY 2006.

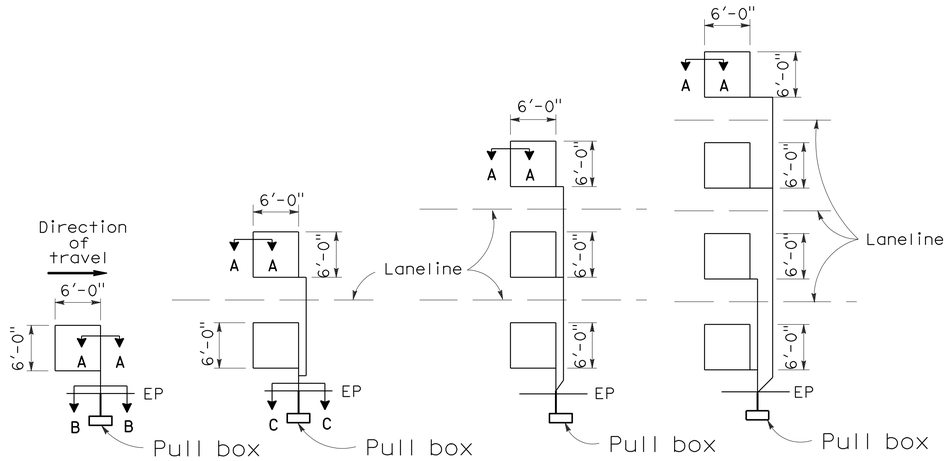
REVISED STANDARD PLAN RSP ES-4D

2006 REVISED STANDARD PLAN RSP ES-4D

5-19-08

LOOP INSTALLATION PROCEDURE

1. Loops shall be centered in lanes.
2. Saw slots in pavement for loop conductors as shown in details.
3. Distance between side of loop and a lead-in saw cut from adjacent detectors shall be 2'-0" minimum. Distance between lead-in saw cuts shall be 6" minimum.
4. Bottom of saw slot shall be smooth with no sharp edges.
5. Slots shall be washed until clean, blown out and thoroughly dried before installing loop conductors.
6. Adjacent loops on the same sensor unit channel shall be wound in opposite directions.
7. Identify and tag loop circuit pairs in the pull box with loop number, start (S) and finish (F) of conductor. Identify and tag lead-in-cable with sensor number and phase.
8. Install loop conductor in slot using a 3/16" to 1/4" thick wood paddle. Hold loop conductors with wood paddles (at the bottom of the sawed slot) during sealant placement.
9. No more than 2 twisted pairs shall be installed in one sawed slot.
10. Allow additional 5'-0" of slack length of conductor for the lead-in run to pull box.
11. The additional length of each conductor for each loop shall be twisted together into a pair (6 turns per 3'-4" minimum) before being placed in the slot and conduit leading to pull box.
12. Test each loop circuit for continuity, circuit resistance and insulation resistance at the pull box before filling slots.
13. Fill slots as shown in details.
14. Splice loop conductors to lead-in-cable. Splices shall be soldered.
15. End of lead-in-cable and Type 2 loop conductor shall be waterproofed prior to installing in conduit to prevent moisture from entering the cable.
16. Lead-in-cable shall not be spliced between the pull box and the controller cabinet terminals.
17. Test each loop circuit for continuity, circuit resistance and insulation resistance at the controller cabinet location.
18. Where loop conductors are not to be spliced to a lead-in-cable, the ends of the conductors shall be taped and waterproofed with electrical insulating coating.

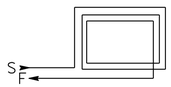


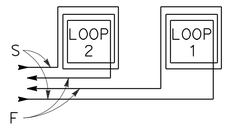
TYPE 1A INSTALLATION | TYPE 2A INSTALLATION | TYPE 3A INSTALLATION | TYPE 4A INSTALLATION

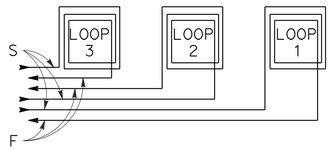
SAWCUT DETAILS

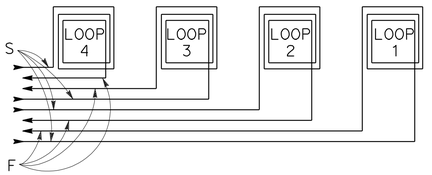
(Type A loop detector configurations illustrated)

1. 1A thru 4A = 1 Type A loop configuration in each lane.
2. 1B thru 4B = 1 Type B loop configuration in each lane.
3. 1C = 1 Type C loop configuration entering lanes as required.
4. 1D thru 4D = 1 Type D loop configuration in each lane.
5. 1E thru 4E = 1 Type E loop configuration in each lane.
6. 1Q thru 4Q = 1 Type Q loop configuration in each lane. (Use Type A, B, C, D, E or Q loop detector configurations only when specified or shown on plans)



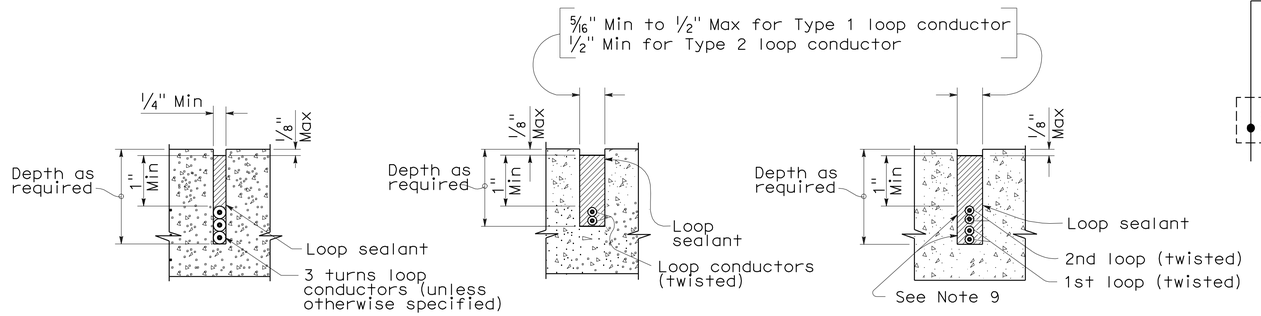






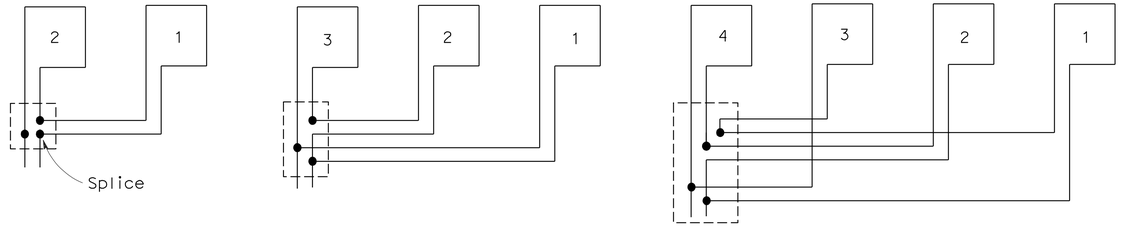
WINDING DETAILS

See Notes 6 and 7



SECTION A-A | SECTION B-B | SECTION C-C

SLOT DETAILS - TYPE 1 AND TYPE 2 LOOP CONDUCTOR



TYPICAL LOOP CONNECTIONS

(Dashed lines represent the pull box)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	28	32

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Jeffery G. McRae — No. E14512 — Exp. 6-30-08 ELECTRICAL — STATE OF CALIFORNIA

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 1-26-09

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (DETECTORS)

NO SCALE

RSP ES-5A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-5A
DATED MAY 1, 2006 - PAGE 423 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-5A

2006 REVISED STANDARD PLAN RSP ES-5A

8-17-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	29	32

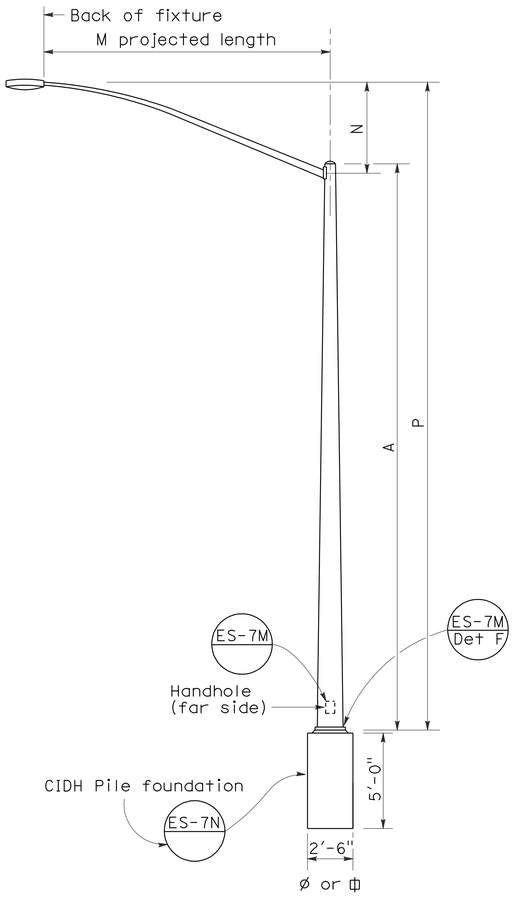
REGISTERED CIVIL ENGINEER

Stanley P. Johnson
No. C57793
Exp. 3-31-08
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

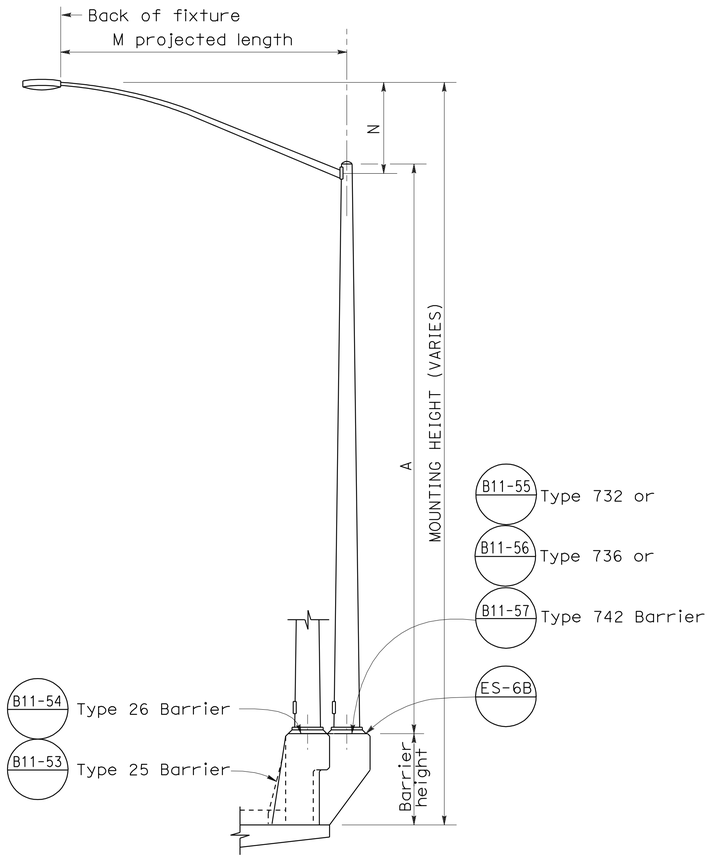
October 5, 2007
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

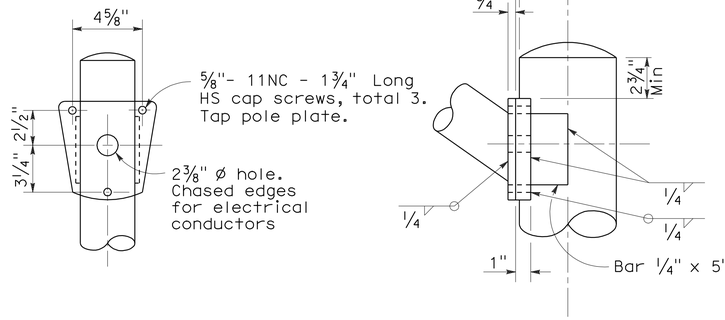
To accompany plans dated 1-26-09



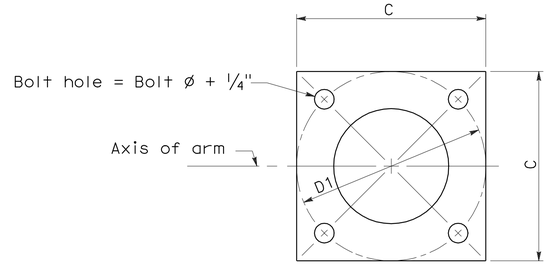
ELEVATION
TYPE 15 AND TYPE 21



ELEVATION
TYPE 15 AND TYPE 21 BARRIER RAIL MOUNTED



DETAIL R
LUMINAIRE ARM CONNECTION



BASE PLATE

POLE TYPE	POLE DATA				BASE PLATE DATA				LUMINAIRE ARM
	A Height	Min OD		Wall Thickness	C	D1 Bolt Circle	Thick-ness	Anchor Bolts Size	
		Base	Top						
15	30′	8"	3⅞"	0.1196"	1′-0"	1′-0"	1"	1" ø x 3′-0" x 4"*	6′ - 15′ [12′]
21	35′	8⅝"	3⅞"	0.1196"	1′-0"	1′-0"	1"	1¼"ø x 3′-0" x 4"*	6′ - 15′ [12′]

* For barrier rail bolts, see Standard Plan ES-6B.

LUMINAIRE ARM DATA					
M Projected Length	N Rise	Min OD At Pole	Nominal Thickness	P	
				Type 15	Type 21
6′-0"	2′-0"±	3¼"	0.1196"	31′-6"±	36′-6"±
8′-0"	2′-6"±	3½"	0.1196"	32′-0"±	37′-0"±
10′-0"	3′-3"±	3⅞"	0.1196"	32′-9"±	37′-9"±
12′-0"	4′-3"±	3⅞"	0.1196"	33′-9"±	38′-9"±
15′-0"	4′-9"±	4¼"	0.1196"	34′-3"±	39′-3"±

NOTES:

1. ☐ Indicates arm length to be used unless otherwise noted on the plans.
2. For Type 15-SB, use Type 15 standard with Type 30 slip base plate details, see Standard Plan ES-6F.
3. For additional notes, see Standard Plan ES-7M and ES-7N.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (LIGHTING STANDARD TYPES 15 AND 21)

NO SCALE

RSP ES-6A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-6A
DATED MAY 1, 2006 - PAGE 427 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-6A

2006 REVISED STANDARD PLAN RSP ES-6A

7-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	30	32

REGISTERED CIVIL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Stanley P. Johnson — No. C57793 — Exp. 3-31-08 — CIVIL — STATE OF CALIFORNIA

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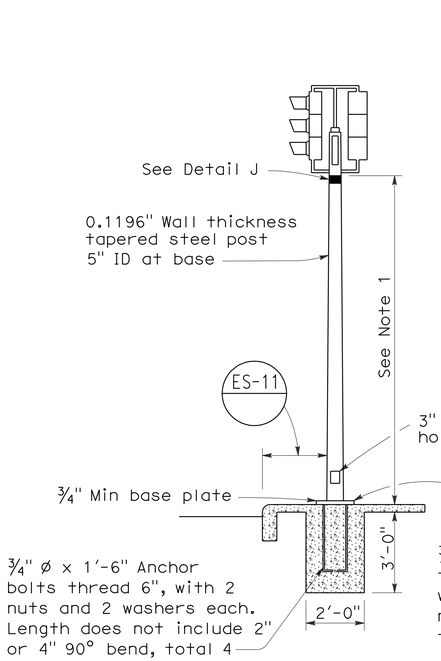
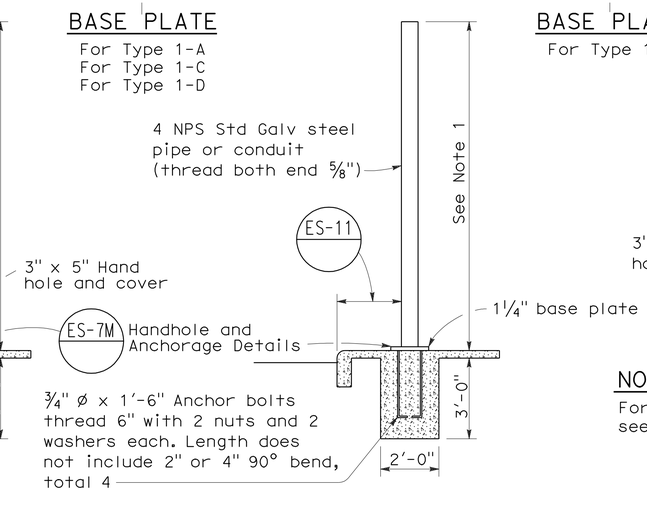
To accompany plans dated 1-26-09

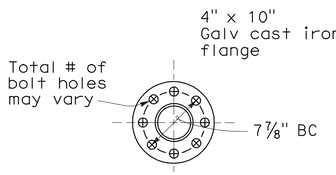


BASE PLATE
For Type 1-A
For Type 1-C
For Type 1-D

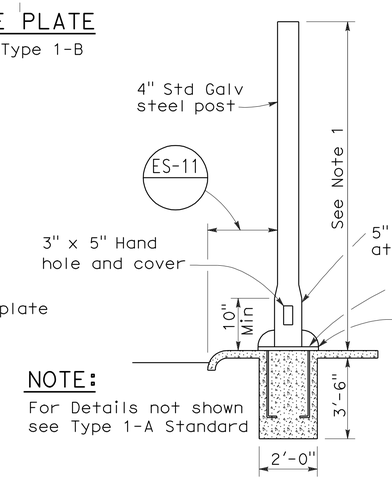
TYPE 1-A STANDARD



TYPE 1-B STANDARD

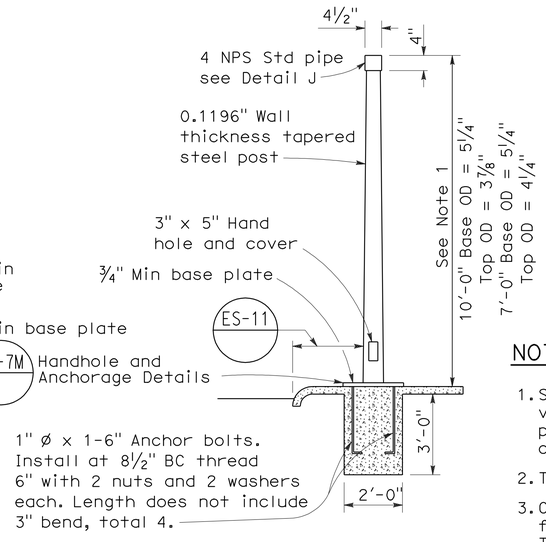


BASE PLATE
For Type 1-B



NOTE:
For Details not shown see Type 1-A Standard

TYPE 1-C STANDARD

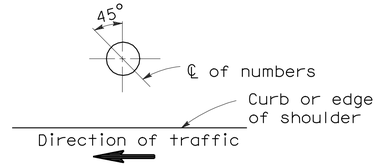


TYPE 1-D STANDARD

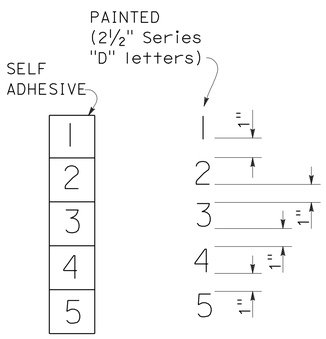
TYPE 1 SIGNAL STANDARDS

NOTES:

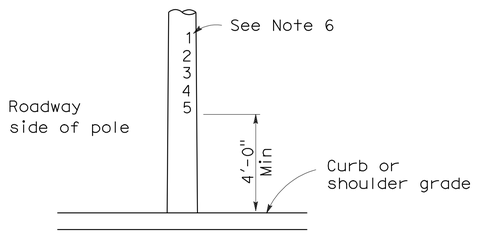
1. Standards shall be 10'-0" ± 2" for vehicle signals and 7'-0" ± 2" for pedestrian signals unless otherwise noted on plans.
2. Top of standards shall be 4½" OD.
3. Conduits shall extend 2" maximum above finished surface of foundation and for Types 1-A, 1-C and 1-D shall be sloped toward handhole.
4. Anchor bolts shall be bonded to conduit or grounding conductor.
5. Conduit between standard and adjacent pull box shall be 2" minimum.
6. Paint numbers on roadway side facing traffic when electrolier or post is left of direction of traffic.



PLAN

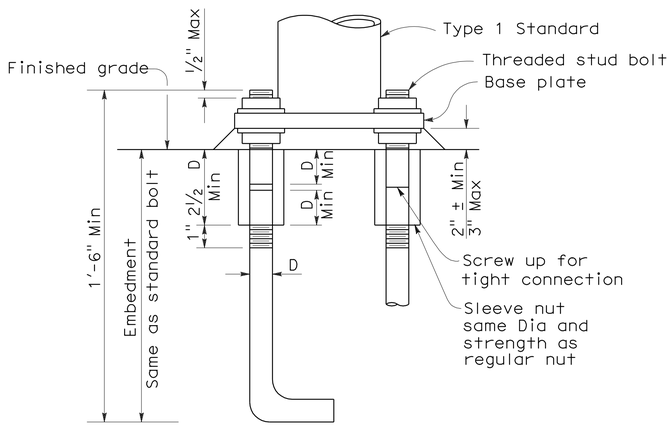


NUMBER DETAIL



TYPICAL NUMBER FORMAT

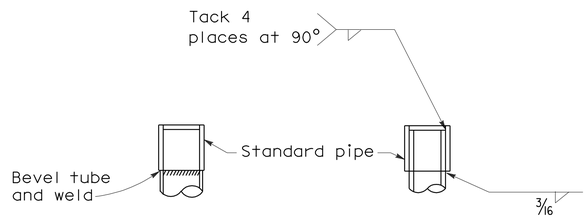
LOCATION OF EQUIPMENT NUMBERS ON STANDARDS AND POSTS



ANCHOR BOLTS WITH SLEEVE NUTS

Sleeve nuts to be used only when shown or specified on Project Plans

D = Diameter of anchor bolt



DETAIL J

Tube may be inserted into pipe or butted as required

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SIGNAL AND LIGHTING STANDARD TYPE 1 STANDARD AND EQUIPMENT NUMBERING)

NO SCALE

RSP ES-7B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-7B
DATED MAY 1, 2006 - PAGE 438 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-7B

2006 REVISED STANDARD PLAN RSP ES-7B

7-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	31	32

REGISTERED CIVIL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

Stanley P. Johnson
No. C57793
Exp. 3-31-08
CIVIL

REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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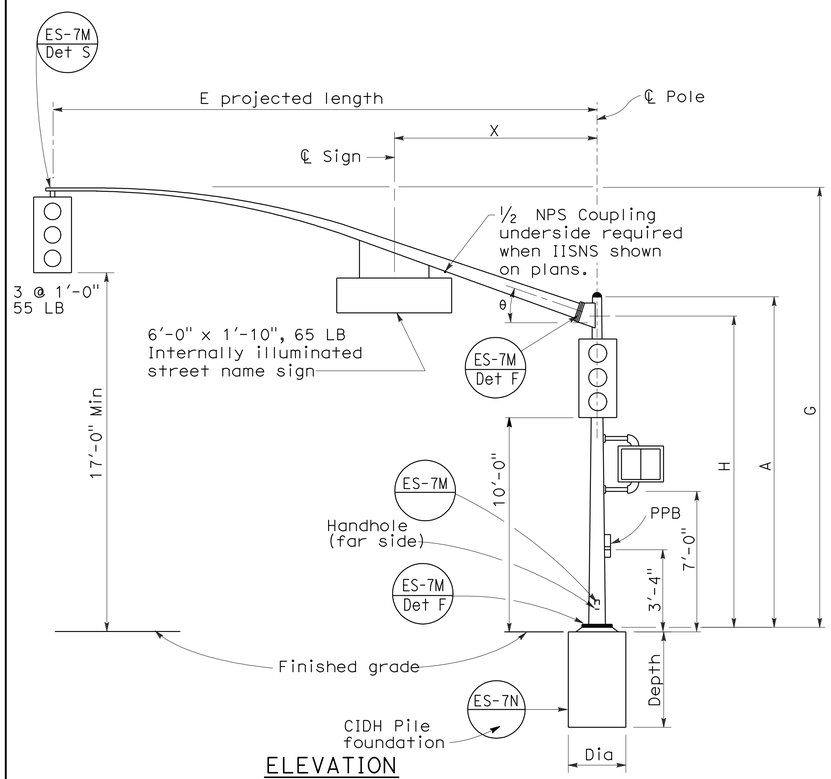
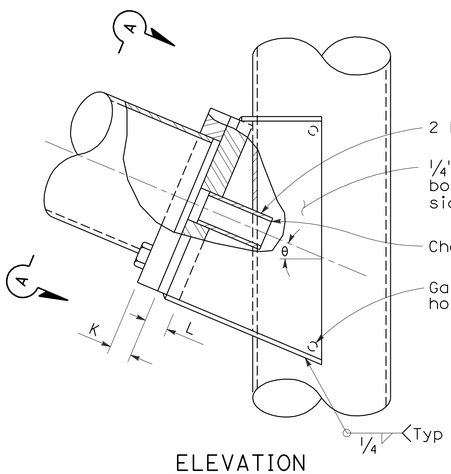
To accompany plans dated 1-26-09

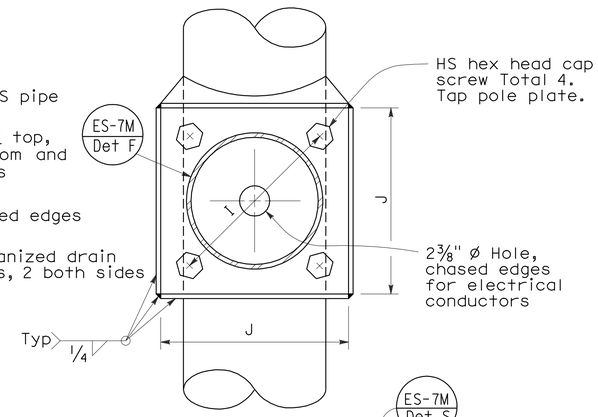


ELEVATION

TYPE 16-2-100, 18-2-100

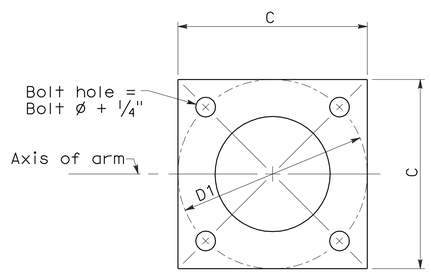


ELEVATION

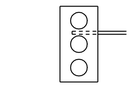


VIEW A-B

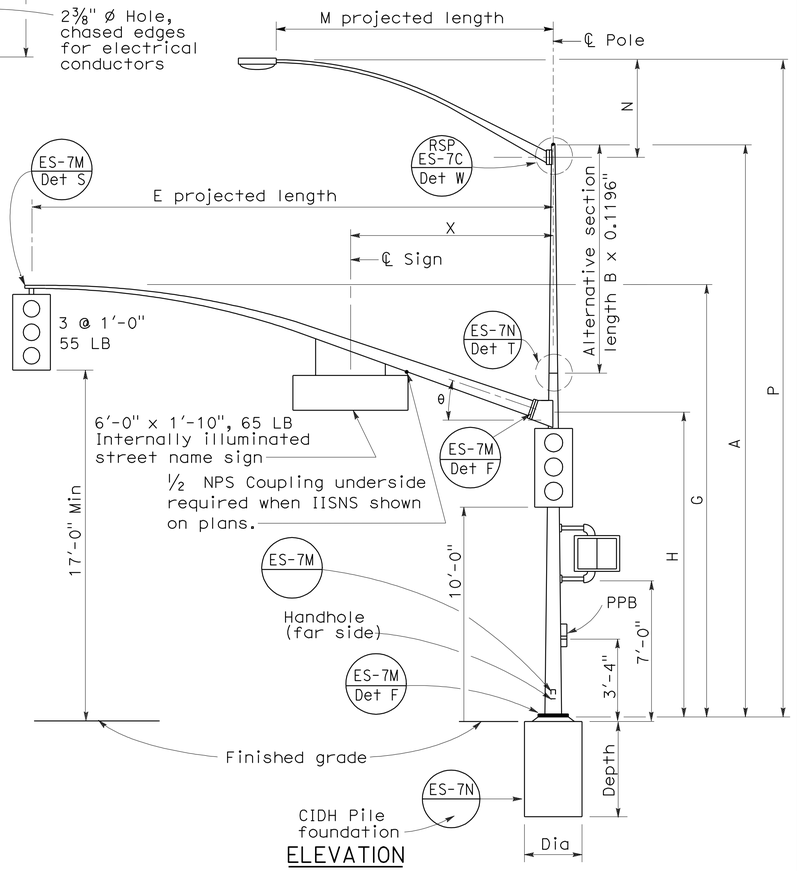
SIGNAL ARM CONNECTION DETAILS



BASE PLATE



Required for
Type 17-2-100
Type 17A-2-100



ELEVATION

TYPE 17-2-100, 17A-2-100, 19-2-100, 19A-2-100

SIGNAL ARM DATA											
E Projected Length	G Mounting Height	H	Min OD At Pole	Thickness	I Bolt Circle	HS Cap Screws	J Plate Size	K Arm ℙ Thickness	L Pole ℙ Thickness	θ	X Max
15'-0"	21'-8"±	17'-6"	6⅝"	0.1793"	12"	1¼"-7NC-3"	1'-0"	1¼"	1½"	23°	10'-6"
20'-0"	21'-8"±		6⅝"								
25'-0"	22'-8"±	16'-0"	7⅝"								
30'-0"	23'-0"±		8"								

LUMINAIRE ARM DATA					
M Projected Length	N Rise	Min OD at Pole	Thickness	P Mounting Height 30'-0" Pole	P Mounting Height 35'-0" Pole
6'-0"	2'-0"±	3¼"	0.1196"	31'-6"±	36'-6"±
8'-0"	2'-6"±	3½"		32'-0"±	37'-0"±
10'-0"	3'-3"±	3⅞"		32'-9"±	37'-9"±
12'-0"	4'-3"±			33'-9"±	38'-9"±
15'-0"	4'-9"±	4¼"		34'-3"±	39'-3"±

POLE DATA									BASE PLATE DATA					LUMINAIRE ARM	SIGNAL ARM	CIDH PILE FOUNDATION		
Pole Type	Load Case	Wind Velocity mph	A Height	Min OD Base	Min OD Top	Thickness	Alternative Section B Length	Alternative Section Bottom	Alternative Section Top	C	D1 Bolt Circle	Thickness	Anchor Bolts Size				Diameter	Depth	Reinforced
16-2-100	2	100	18'-6"	10¾"	8¼"	0.1793"	None			1'-6"	1'-5½"	1½"	2"ø x 42" x 6"	None	15'-0", 20'-0"		2'-6"	7'-2"	Yes
17-2-100			30'-0"		6⅝"		10'-0"	8"	6⅝"					6'-15' 12'-0"					
17A-2-100			35'-0"		5¹⁵⁄₁₆"		15'-0"		5¹⁵⁄₁₆"					6'-15' 15'-0"					
18-2-100			17'-0"		8⅞"		None							None	25'-0", 30'-0"				
19-2-100			30'-0"		6⅝"	0.2391"	10'-0"	8"	6⅝"					6'-15' 12'-0"					
19A-2-100			35'-0"		5¹⁵⁄₁₆"		15'-0"		5⅝"					6'-15' 15'-0"					

☐ Indicates arm length to be used unless otherwise noted on plans.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SIGNAL AND LIGHTING STANDARD CASE 2 ARM LOADING WIND VELOCITY=100 MPH ARM LENGTHS 15' TO 30')

NO SCALE

RSP ES-7D DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-7D DATED MAY 1, 2006 - PAGE 440 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-7D

2006 REVISED STANDARD PLAN RSP ES-7D

7-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	162	16.4/17.1	32	32

REGISTERED CIVIL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

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No. C57793
Exp. 3-31-08
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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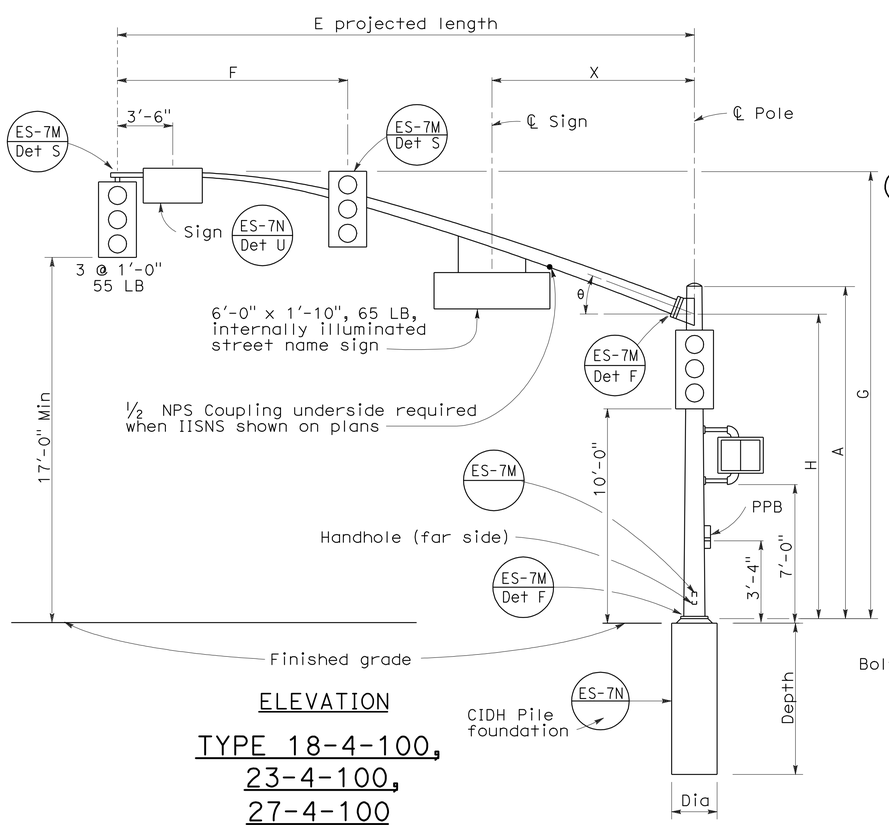
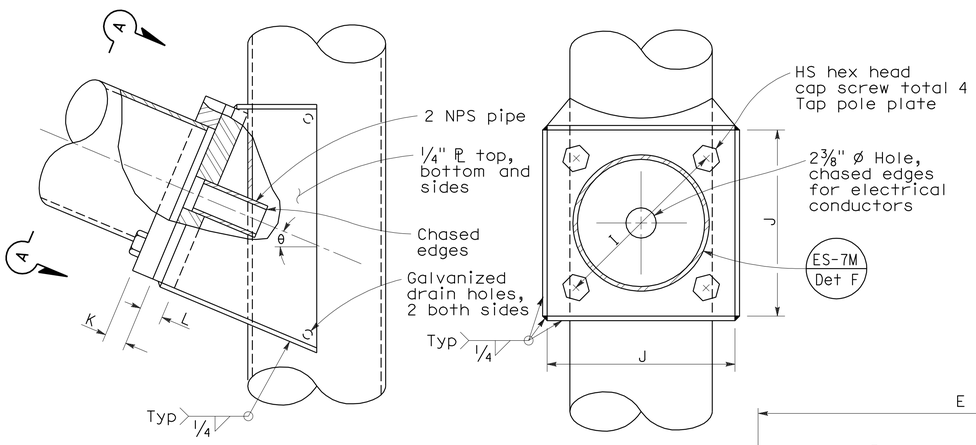
To accompany plans dated 1-26-09

2006 REVISED STANDARD PLAN RSP ES-7F



ELEVATION

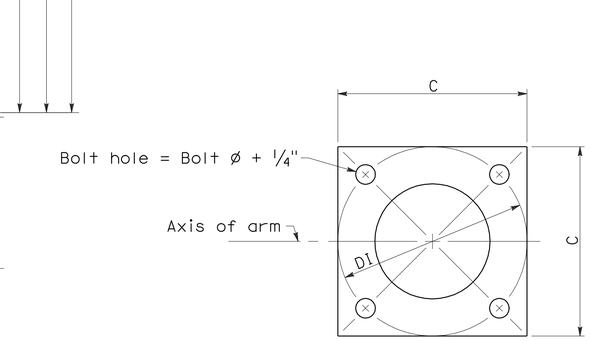
TYPE 18-4-100, 23-4-100, 27-4-100



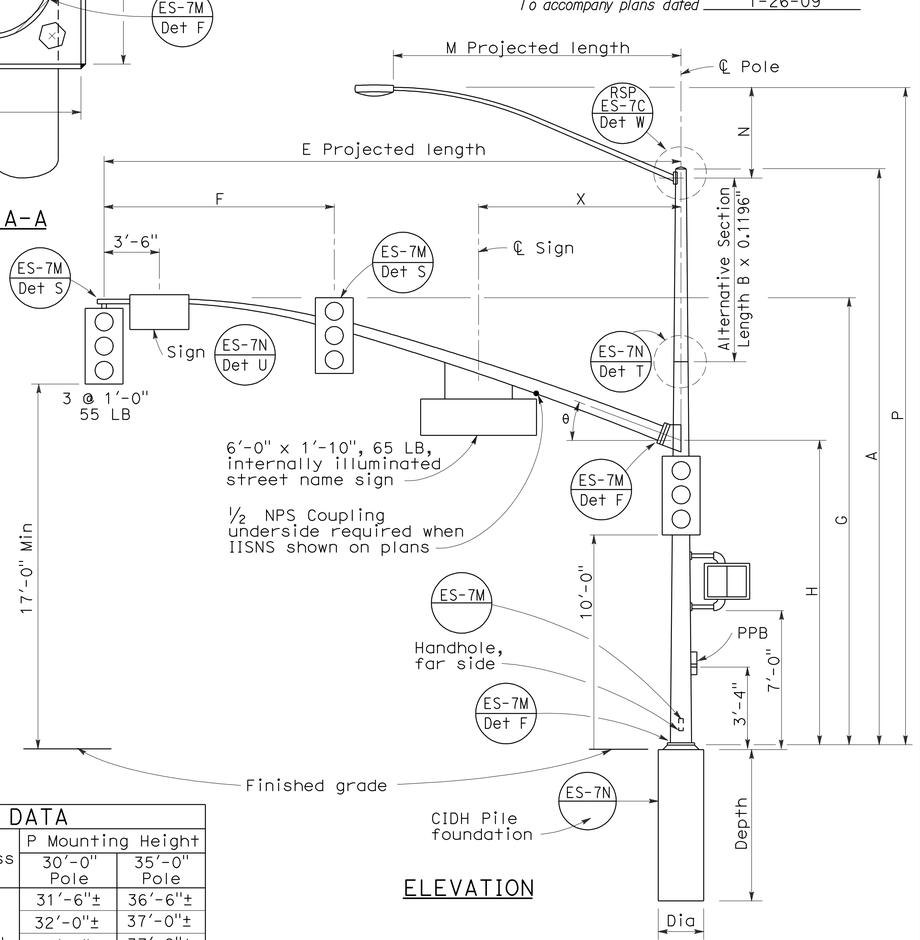
ELEVATION

VIEW A-A

SIGNAL ARM CONNECTION DETAILS



BASE PLATE



ELEVATION

TYPE 19-4-100, 19A-4-100, 24-4-100, 24A-4-100, 26-4-100, 26A-4-100

SIGNAL ARM DATA

E Projected Length	F Min Spacing	G Mounting Height	H	Min OD at Pole	Thickness	I Bolt Circle	HS Cap Screws	J Plate Size	K Arm ℙ Thickness	L Pole ℙ Thickness	θ	X Max
25'-0"	10'-0"	22'-8"±	16'-0"	7 5/16"	0.2391"	12"	1¼"-7NC-3"	1'-0"	1¼"	1½"	23°	10'-6"
30'-0"	12'-0"	23'-0"±		8"		13½"		1'-1½"	1½"	1¾"	21°	
35'-0"	14'-0"			8 11/16"								
40'-0"	15'-0"			9⅜"							15°	13'-0"
45'-0"		23'-8"±		10¼"								

LUMINAIRE ARM DATA

M Projected Length	N Rise	Min OD at Pole	Thickness	P Mounting Height 30'-0" Pole	P Mounting Height 35'-0" Pole
6'-0"	2'-0"±	3¼"	0.1196"	31'-6"±	36'-6"±
8'-0"	2'-6"±	3½"		32'-0"±	37'-0"±
10'-0"	3'-3"±	3⅞"		32'-9"±	37'-9"±
12'-0"	4'-3"±			33'-9"±	38'-9"±
15'-0"	4'-9"±	4¼"		34'-3"±	39'-3"±

Pole Type	Load Case	Wind Velocity mph	POLE DATA A Height	Min OD Base	Min OD Top	Thickness	Alternative Section B Length	Alternative Section Bottom	Alternative Section Top	BASE PLATE DATA C	DI Bolt Circle	Thickness	Anchor Bolts Size	Luminaire Arm	Signal Arm	CIDH PILE FOUNDATION Dia	Depth	Reinforced
18-4-100	4	100	17'-0"	12"	9"	0.2391"	None	9⅜"		1'-6"	1'-6"	1½"	2" ø x 42" x 6"	None	25'-0", 30'-0"	3'-0"	9'-0"	Yes
19-4-100			30'-0"		8"		10'-0"		8"					6'-15' 12'-0"				
19A-4-100			35'-0"		7 5/16"		15'-0'		7 5/16"					6'-15' 15'-0"				
23-4-100			17'-0"		9"		None							None	35'-0"			
24-4-100			30'-0"		8"		10'-0"	9⅜"	8"					6'-15' 12'-0"				
24A-4-100			35'-0"		7 5/16"		15'-0"		7 5/16"					6'-15' 15'-0"				
26-4-100			30'-0"	12½"	8"	0.3125"	10'-0"	9¾"	8 3/8"					6'-15' 12'-0"	40'-0", 45'-0"			
26A-4-100			35'-0"		7 5/16"		15'-0"		7 11/16"					6'-15' 15'-0"				
27-4-100			17'-0"		9¾"		None							None				

☐ Indicates arm length to be used unless otherwise noted on plans.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SIGNAL AND LIGHTING STANDARD CASE 4 ARM LOADING WIND VELOCITY=100 MPH ARM LENGTHS 25' TO 45')

NO SCALE

RSP ES-7F DATED OCTOBER 5, 2007 SUPERCEDES RSP ES-7F DATED NOVEMBER 17, 2006 AND STANDARD PLAN ES-7F DATED MAY 1, 2006 - PAGE 442 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-7F

7-10-07