

INDEX OF PLANS

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

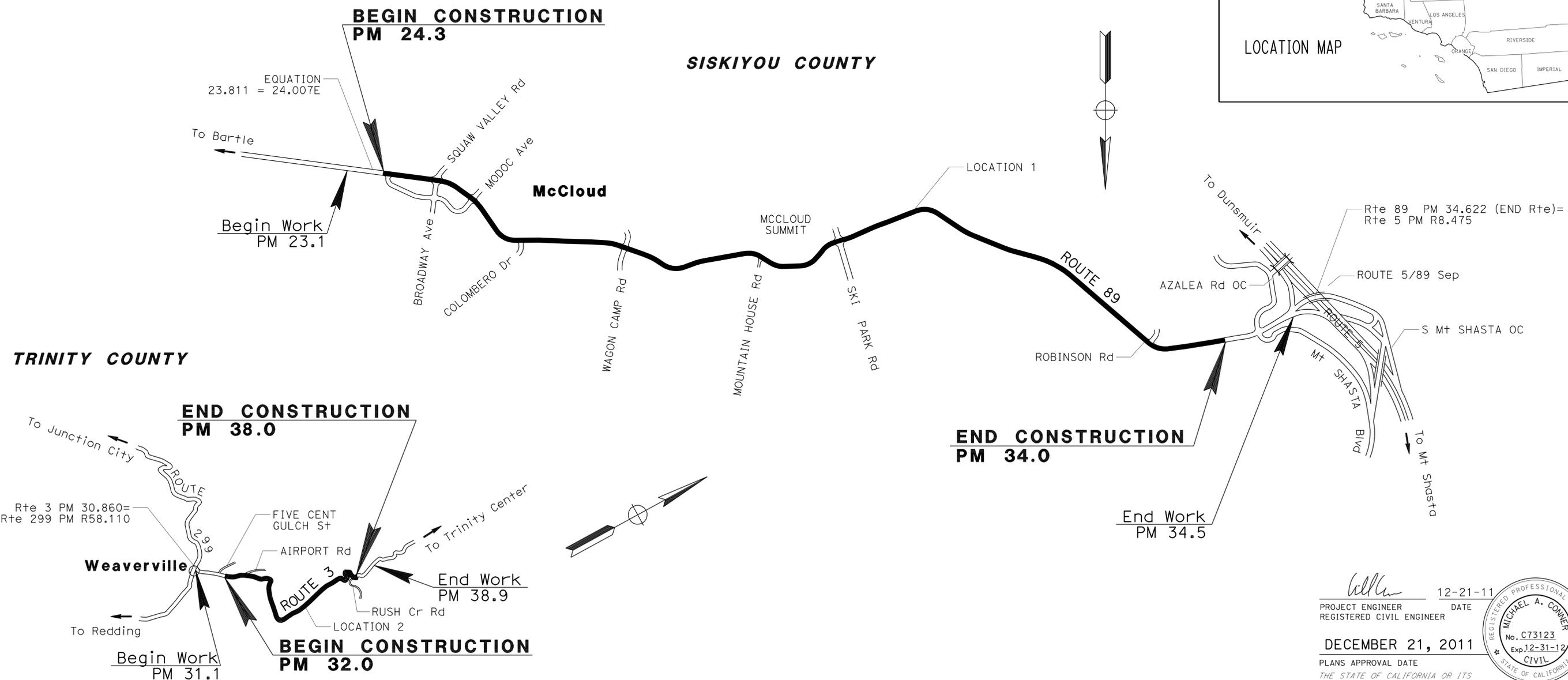
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN TRINITY AND SISKIYOU COUNTIES ON ROUTE 3
FROM 0.4 MILE SOUTH OF AIRPORT ROAD TO 0.1
MILE NORTH OF RUSH CREEK ROAD AND ON ROUTE
89 FROM 0.5 MILE SOUTH OF BROADWAY AVENUE
TO 0.3 MILE SOUTH OF MOUNT SHASTA BOULEVARD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	1	20

Caltrans



PROJECT MANAGER
LANCE BROWN

DESIGN ENGINEER
LANCE BROWN

Willie 12-21-11
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

DECEMBER 21, 2011

PLANS APPROVAL DATE

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



CONTRACT No. **02-3E9104**

PROJECT ID **0200020209**

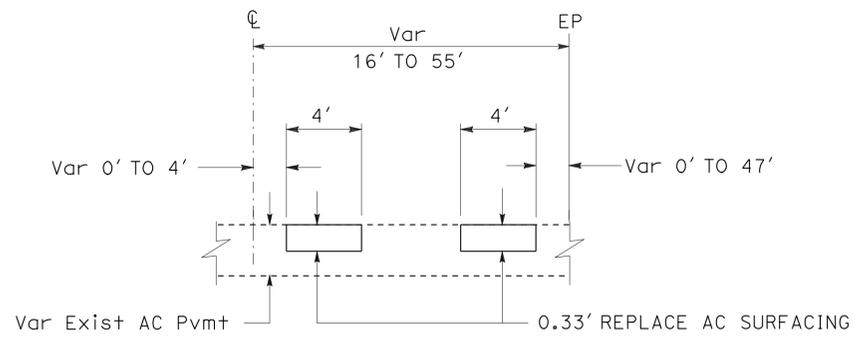
THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

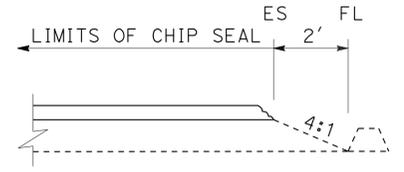
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	2	20
			12-21-11	REGISTERED CIVIL ENGINEER DATE	
			12-21-11	PLANS APPROVAL DATE	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

NOTES:

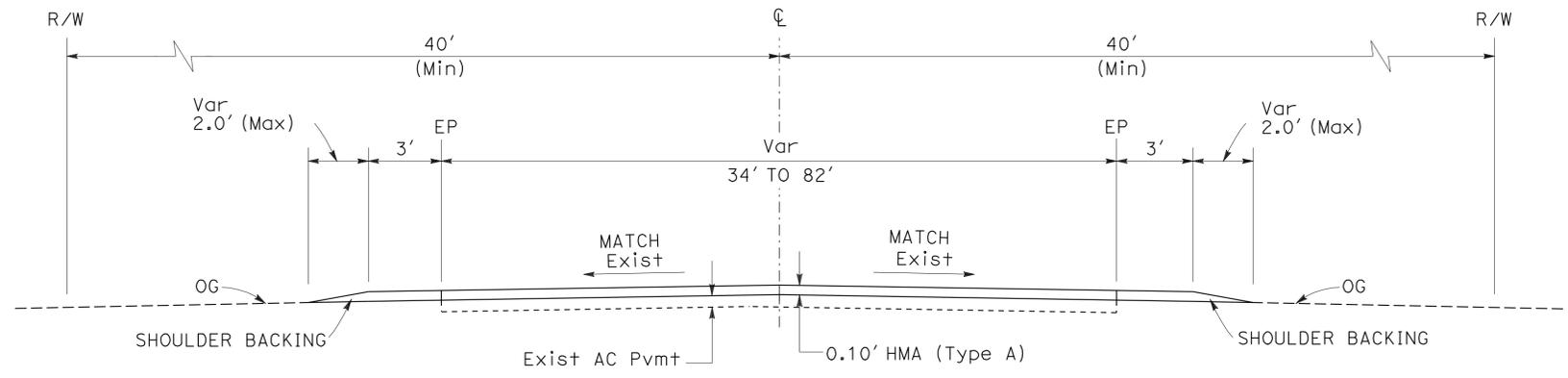
- DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THESE PLANS.
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



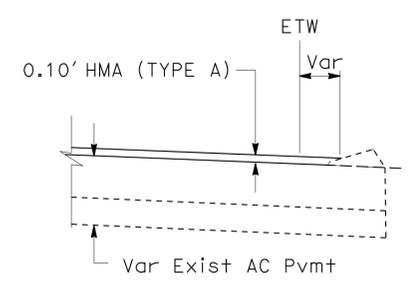
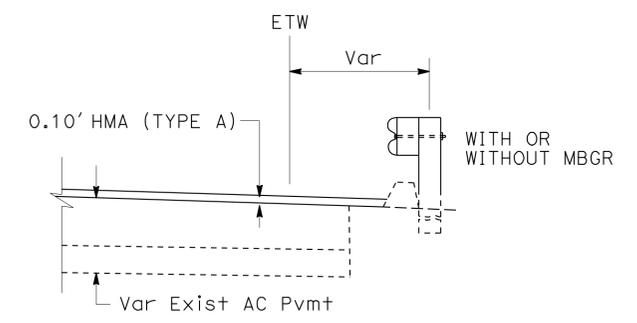
REPLACE AC SURFACING
(TYPICAL BOTH DIRECTIONS)
Sis-89-24.3/34.0



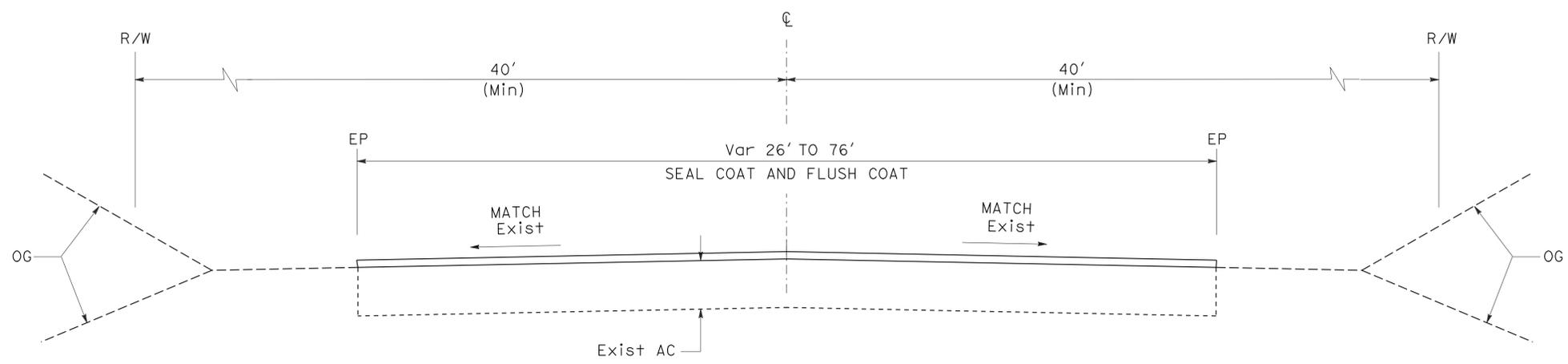
CHIP SEAL DETAIL
(Var LOCATIONS - BOTH DIRECTIONS)
Sis-89-25.4/34.0



TYPICAL CROSS SECTION
Sis-89-24.3/25.4



DIKE DETAILS
TYPICAL BOTH DIRECTIONS
Sis-89-24.3/25.4



TYPICAL CROSS SECTION
Sis-89-25.4/34.0
Tri-3-32.0/38.0

TYPICAL CROSS SECTIONS
NO SCALE

x
x
x
x
x
x
x
x
x
x
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE
 FUNCTIONAL SUPERVISOR LANCE BROWN
 CALCULATED-DESIGNED BY
 CHECKED BY
 MICHAEL CONNER
 KARLIE SMITH
 REVISED BY
 DATE REVISED
 USERNAME => s115152
 DGN FILE => 23E910ca001.dgn
 BORDER LAST REVISED 7/2/2010
 P:\proj\11\02\3E910\plans\pse\23E910ca001.dgn



LAST REVISION DATE PLOTTED => 21-DEC-2011
 12-21-11 TIME PLOTTED => 12:33

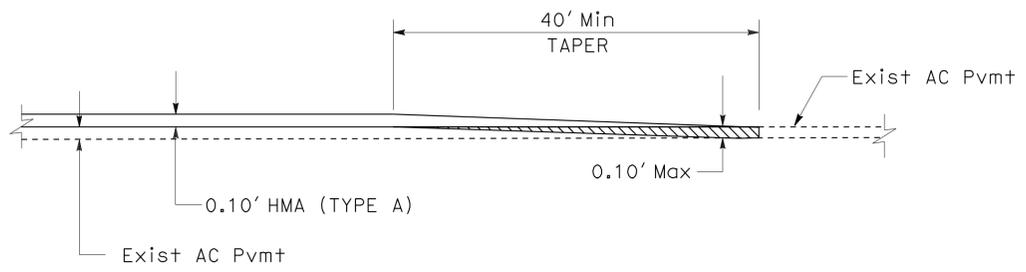
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	3	20
			12-21-11	REGISTERED CIVIL ENGINEER DATE	
			12-21-11	PLANS APPROVAL DATE	
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

NOTE:

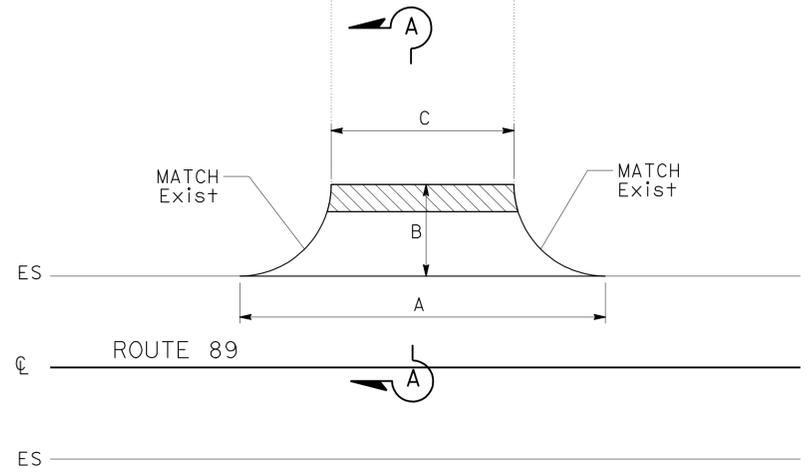
1. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

LEGEND:

COLD PLANE AC PAVEMENT



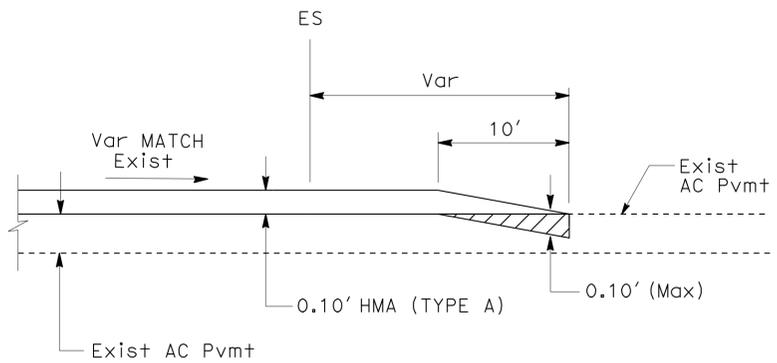
MAINLINE CONFORM TAPER



ROAD CONNECTIONS

ROAD CONNECTION

DESCRIPTION	POST MILE	DIMENSIONS		
		A	B	C
EAST MINNESOTA Ave - Rt	24.40	154	57	33
EAST MINNESOTA Ave - Lt	24.40	242	35	35
BROADWAY Ave - Rt	24.75	194	95	39
SQUAW VALLEY Rd - Lt	24.75	193	100	28
WEST MINNESOTA Ave - Rt	25.20	193	60	36
MODOC Ave - Lt	25.20	193	100	34



SECTION A-A

CONSTRUCTION DETAILS

NO SCALE

C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE
 FUNCTIONAL SUPERVISOR: LANCE BROWN
 CALCULATED-DESIGNED BY: MICHAEL CONNER
 CHECKED BY: KARLIE SMITH
 REVISED BY: [blank] DATE REVISED: [blank]

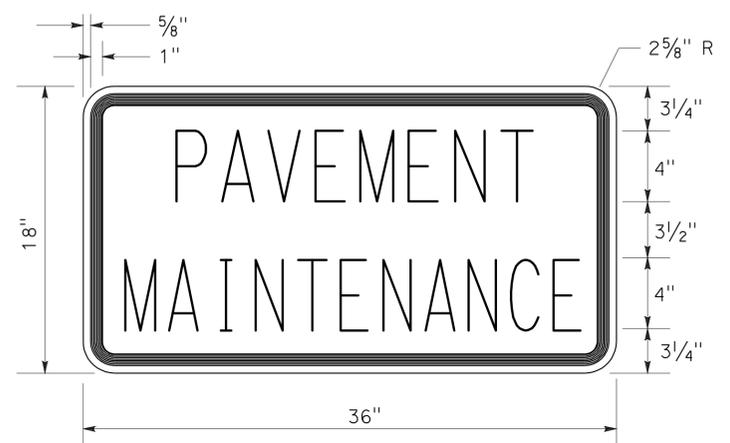


NOTES:

1. EXACT LOCATION OF ALL SIGNS TO BE DETERMINED BY THE ENGINEER.
2. EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THESE PLANS.
3. CALIFORNIA CODES ARE DESIGNATED BY (CA), OTHERWISE FEDERAL CODES ARE SHOWN.
4. INTERMEDIATE G20-1 SIGNS SHOULD BE PLACED EVERY 3 TO 5 MILES AS NECESSARY.

LEGEND:

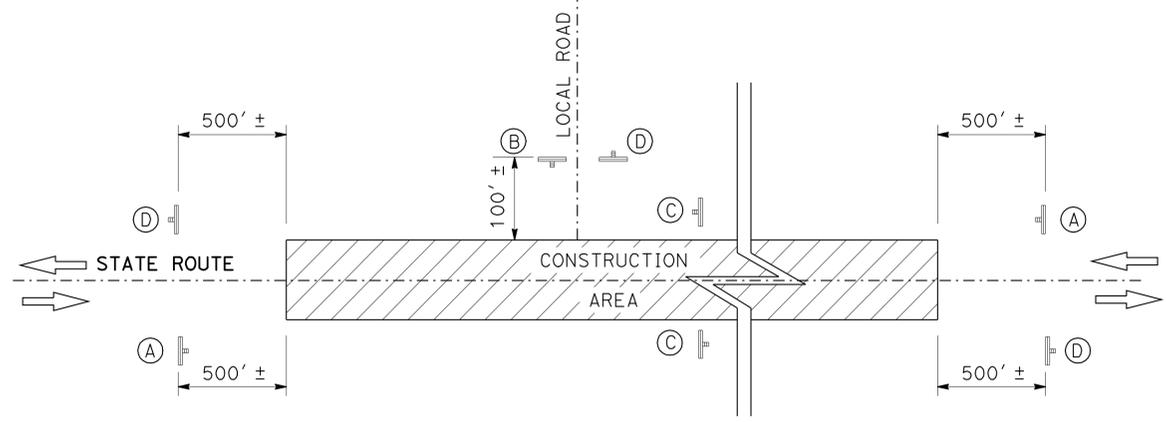
-  ONE POST STATIONARY MOUNTED SIGN
-  DIRECTION OF TRAFFIC



C23B(CA) SIGN PANEL DETAIL

ROAD CONNECTIONS

LOCATION	Co-Rte	PM	DESCRIPTION	(B)	(D)
1	Sis-89	24.40	EAST MINNESOTA Ave	Rt & Lt	Rt & Lt
		24.75	BROADWAY Ave	Rt	Rt
		24.75	SQUAW VALLEY Rd	Lt	Lt
		25.20	WEST MINNESOTA Ave	Rt	Rt
		25.20	MODOC Ave	Lt	Lt
		25.91	COLUMBERO Rd	Rt	Rt
		26.17	ROAD CONNECTION	Rt & Lt	
		27.00	WAGON CAMP Rd	Rt & Lt	
		27.69	TRUCK CROSSING	Rt & Lt	
		28.48	MOUNTAIN HOUSE Rd	Rt	
		28.64	ROAD CONNECTION	Lt	
		29.41	SKI PARK Hwy	Rt & Lt	Rt
		30.72	ROAD TO POWER STATION	Lt	
		31.02	ROAD CONNECTION	Rt	
31.48	ROAD CONNECTION	Lt			
2	Tri-3	33.15	ROBINSON Rd	Lt	
		33.81	ROAD CONNECTION	Lt	
		32.42	WEAVERVILLE AIRPORT Rd	Lt	Lt
		32.64	EAST WEAVER Rd	Rt & Lt	
		35.42	ROAD CONNECTION	Rt	
		36.55	ROAD CONNECTION	Lt	
		37.90	RUSH CREEK Rd	Rt	



CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)

CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)

TYPE	CODE	PANEL SIZE	SIGN MESSAGE	NUMBER AND SIZE OF POST	No. OF SIGNS
(A)	G20-1 C23B(CA)	36" x 18"	ROAD WORK NEXT XX MILES PAVEMENT MAINTENANCE	1-4" x 6"	4
(B)	W20-1	48" x 48"	ROAD WORK AHEAD	1-4" x 6"	28
(C)	G20-1	36" x 18"	ROAD WORK NEXT XX MILES	1-4" x 4"	4
(D)	G20-2	36" x 18"	END ROAD WORK	1-4" x 4"	13

CONSTRUCTION AREA SIGNS

NO SCALE **CS-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE
 Et Caltrans
 FUNCTIONAL SUPERVISOR LANCE BROWN
 MICHAEL CONNER
 KARLIE SMITH
 REVISIONS BY DATE REVISED
 CALCULATED-DESIGNED BY CHECKED BY
 USERNAME => s115152
 DGN FILE => 23E9101a001.dgn
 BORDER LAST REVISED 7/2/2010
 RELATIVE BORDER SCALE IS IN INCHES
 UNIT 0156
 PROJECT NUMBER & PHASE 02000202091

LAST REVISION DATE PLOTTED => 21-DEC-2011
 12-21-11 TIME PLOTTED => 12:33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	6	20

REGISTERED CIVIL ENGINEER	DATE
<i>Michael A. Conner</i>	12-21-11
PLANS APPROVAL DATE	
	12-21-11

REGISTERED PROFESSIONAL ENGINEER	No. C73123	Exp. 12-31-12
STATE OF CALIFORNIA		

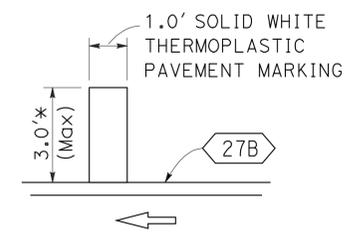
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

1. EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THESE PLANS.

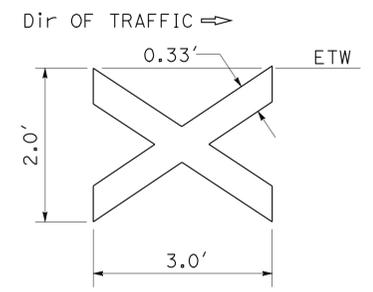
LEGEND:

- ➔ DIRECTION OF TRAFFIC
- ②7B TRAFFIC STRIPE DETAIL No.



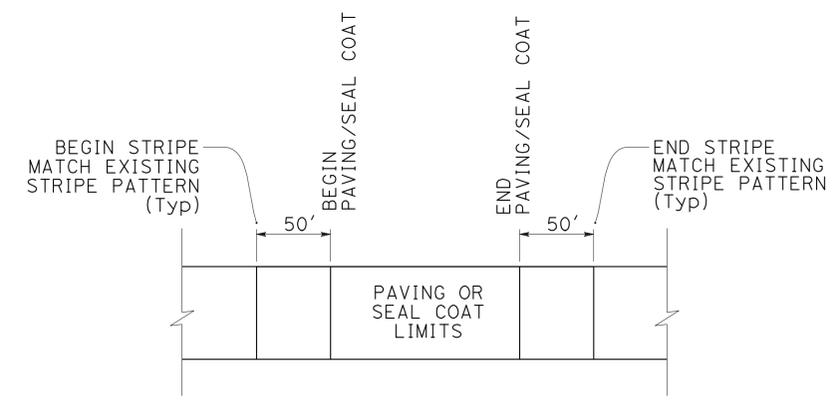
DETAIL A

* ACTUAL LENGTH MAY VARY DUE TO PAVEMENT WIDTH

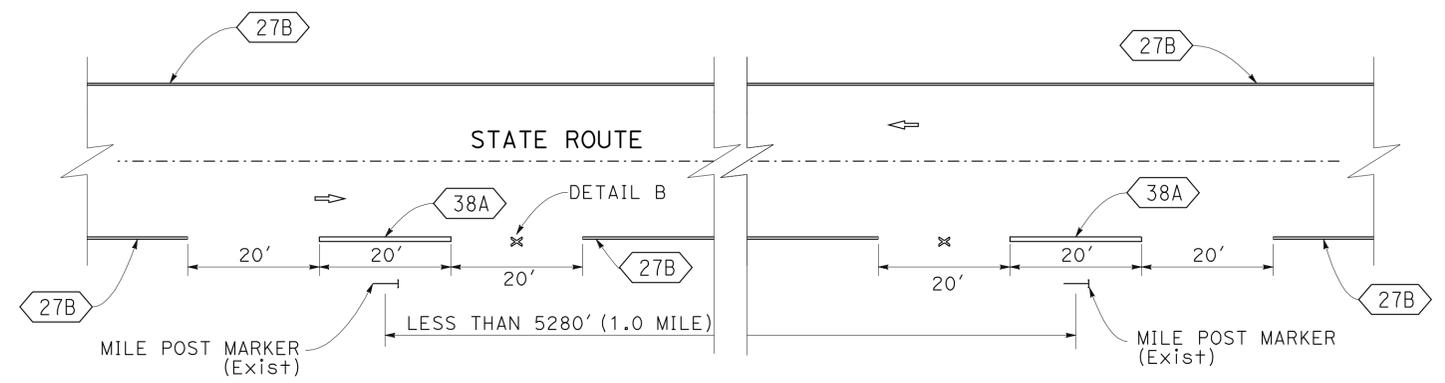


DETAIL B

0.33' SOLID WHITE THERMOPLASTIC

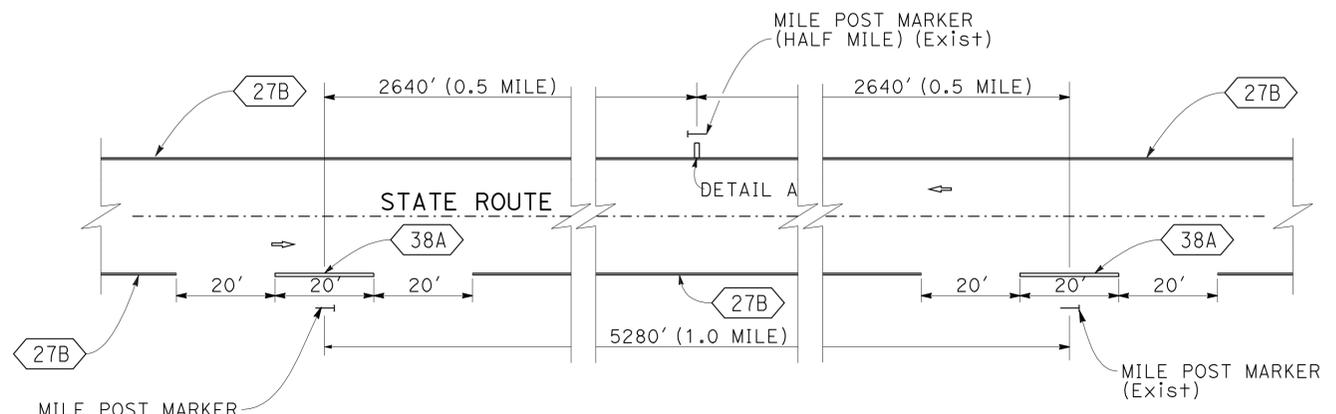


TRAFFIC STRIPE MATCH DETAIL



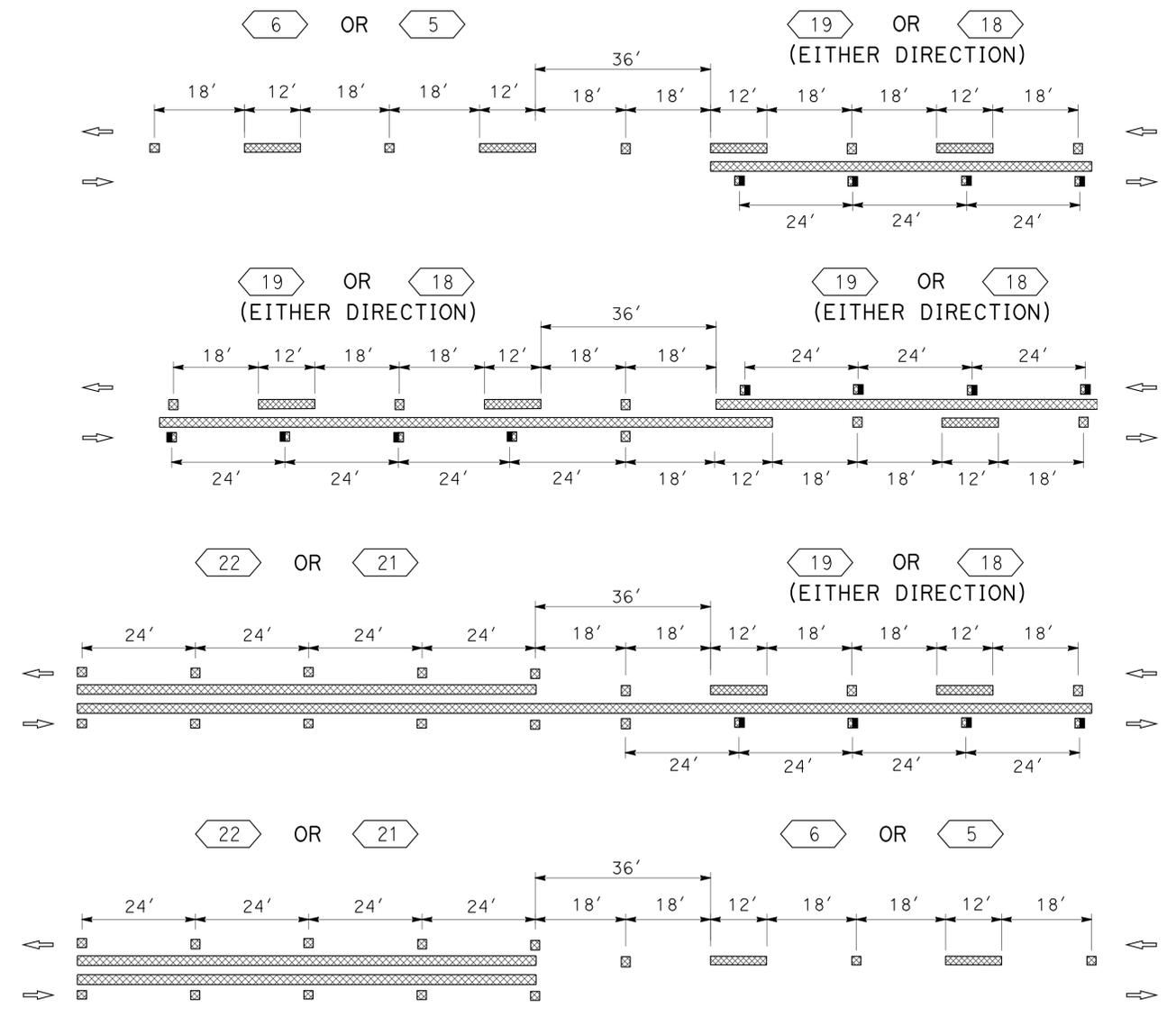
TYPICAL MILE POST STRIPE FOR EQUATIONS

NO HALF MILE STRIPE WITHIN AN EQUATION



TYPICAL HALF MILE AND MILE POST STRIPE

NO HALF MILE STRIPE WITHIN AN EQUATION



TYPICAL STRIPE TRANSITION DETAILS

PAVEMENT DELINEATION DETAILS

NO SCALE

PDD-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE
 FUNCTIONAL SUPERVISOR: LANCE BROWN
 CALCULATED-DESIGNED BY: MICHAEL CONNER
 CHECKED BY: KARLIE SMITH
 REVISIONS: REVISION BY: DATE REVISION BY: DATE REVISION BY: DATE REVISION BY: DATE
 USERNAME => s115152
 DGN FILE => 23E910nb001.dgn
 BORDER LAST REVISED 7/2/2010
 RELATIVE BORDER SCALE IS IN INCHES
 UNIT 0156
 PROJECT NUMBER & PHASE
 02000202091

LAST REVISION: 12-21-11
 DATE PLOTTED => 21-DEC-2011
 TIME PLOTTED => 12:33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	7	20

12-21-11
 REGISTERED CIVIL ENGINEER DATE
 12-21-11
 PLANS APPROVAL DATE

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NOTE:

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THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)

Loc	Co-Rte	POST MILE LIMITS	DETAIL 12	DETAIL 22	DETAIL 27B	DETAIL 27C	DETAIL 29	DETAIL 38	DETAIL 38A
			LF	LF	LF	LF	LF	LF	LF
1	Sis-89	24.34-25.40	951	3432	8250	2904	1796	4436	20
1	Sis-89	25.40-34.00	3802		86,450	4066		1637	180
2	Tri-3	32.00-38.00			61,919	1162			140
SUBTOTAL			4753	3432	156,619	8132	1796	6073	340
TOTAL			181,145						

PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)

Loc	Co-Rte	POST MILE LIMITS	TYPE D	TYPE G	TYPE H
			EA	EA	EA
1	Sis-89	24.34-34.00	3254	355	287
TOTAL			3896		

THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE, 2-COAT)

Loc	Co-Rte	POST MILE LIMITS	DETAIL 5	DETAIL 6	DETAIL 18	DETAIL 19	DETAIL 21	DETAIL 22	DETAIL 29
			LF	LF	LF	LF	LF	LF	LF
1	Sis-89	25.40-34.00		9188		6864		27,826	1900
2	Tri-3	32.00-38.00	3169		3908		24,605		
SUBTOTAL			3169	9188	3908	6864	24,605	27,826	1900
TOTAL			77,460						

PAVEMENT DELINEATION QUANTITIES

PDQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE
 FUNCTIONAL SUPERVISOR: LANCE BROWN
 CALCULATED-DESIGNED BY: MICHAEL CONNER
 CHECKED BY: KARLIE SMITH
 REVISED BY: [] DATE REVISED: []
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LAST REVISION | DATE PLOTTED => 21-DEC-2011
 12-21-11 | TIME PLOTTED => 12:33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	9	20

 12-21-11
 REGISTERED CIVIL ENGINEER DATE

12-21-11
 PLANS APPROVAL DATE

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NOTES:

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- EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THESE PLANS.

ROADWAY QUANTITIES SUMMARY

Loc	Co-Rte	POST MILE LIMITS	(N) LENGTH	(N) WIDTH	HMA (TYPE A)	SHOULDER BACKING	TACK COAT	SEAL COAT		FLUSH COAT										
								MODIFIED BINDER	SCREENINGS (MEDIUM, HOT-APPLIED)	ASPHALTIC EMULSION (FOG SEAL COAT)	SAND COVER									
								TON	TON	TON	TON									
1	Sis-89	24.34-24.40	317	45.0-45.0	2234	376	9.7													
		24.40-24.43	158	45.0-34.0																
		24.43-24.61	950	34.0-35.0																
		24.61-24.62	53	35.0-39.0																
		24.62-24.69	370	39.0-70.0																
		24.69-24.77	422	70.0-82.0																
		24.77-24.79	106	82.0-77.5																
		24.79-24.89	528	77.5-67.0																
		24.89-25.00	581	67.0-52.0																
		25.00-25.06	317	52.0-34.5																
		25.06-25.10	211	34.5-40.0																
		25.10-25.20	528	40.0-74.0																
		25.20-25.40	1056	74.0-35.0																
		ROAD CONNECTIONS										379	30	1.9						
		25.40-25.88	2534	35.0-42.0																
		25.88-25.89	53	42.0-52.0																
		25.89-25.91	106	52.0-53.0																
		25.91-26.00	475	53.0-50.0																
		26.00-26.08	422	50.0-33.5																
		26.08-26.37	1531	33.5-34.0																
		26.37-26.39	106	34.0-46.0																
		26.39-26.63	1267	46.0-48.5																
		26.63-26.70	370	48.5-41.0																
		26.70-26.77	370	41.0-34.0																
		26.77-27.00	1214	34.0-34.0																
		27.00-27.69	3643	34.0-34.0																
		27.69-28.03	1795	34.0-35.0																
		28.03-28.06	158	35.0-51.0																
		28.06-28.09	158	51.0-51.0																
		28.09-28.12	158	51.0-35.0																
		28.12-28.50	2006	35.0-34.0																
		28.50-28.89	2059	34.0-34.0																
		28.89-28.90	53	34.0-49.5																
		28.90-28.94	211	49.5-49.5																
		28.94-28.95	53	49.5-34.0																
		28.95-29.12	898	34.0-34.0																
		29.12-29.21	475	34.0-60.5																
		29.21-29.28	370	60.5-61.5																
		29.28-29.41	686	61.5-76.0																
		29.41-29.62	1109	76.0-35.0																
		29.62-30.00	2006	35.0-33.4																
		30.00-30.62	3274	33.4-35.0																
		30.62-31.00	2006	35.0-32.0																
		31.00-31.17	898	32.0-32.0																
		31.17-31.19	106	32.0-50.0																
31.19-31.24	264	50.0-50.0																		
31.24-31.27	158	50.0-32.0																		
31.27-32.08	4277	32.0-35.0																		
32.08-32.26	950	35.0-45.0																		
32.26-32.46	1056	45.0-33.5																		
32.46-33.00	2851	33.5-34.0																		
33.00-33.15	792	34.0-34.0																		
33.15-33.17	106	34.0-45.0																		
33.17-33.22	264	45.0-34.0																		
33.22-33.58	1901	34.0-32.0																		
33.58-33.84	1373	32.0-33.0																		
33.84-34.00	845	33.0-33.0																		
LOCATION 1 TOTAL					2613	406	11.6	326	2237	47	280									

SUMMARY OF QUANTITIES
Q-1

P:\p\proj\1\02\3E910\plans\pse\23E910pa001.dgn
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE
 LANCE BROWN
 MICHAEL CONNER
 KARLIE SMITH
 REVISIONS BY DATE
 REVISIONS BY DATE

LAST REVISION DATE PLOTTED => 21-DEC-2011 12:21:11 TIME PLOTTED => 12:33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	10	20

12-21-11
REGISTERED CIVIL ENGINEER DATE

12-21-11
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
MICHAEL A. CONNER
 No. C73123
 Exp. 12-31-12
 CIVIL
 STATE OF CALIFORNIA

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NOTES:

1. (N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY
2. EXACT LOCATIONS OF REPLACE AC SURFACING TO BE DETERMINED BY ENGINEER.
3. EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THESE PLANS.

ROADWAY QUANTITIES SUMMARY (Cont)

Loc	Co-Rte	POST MILE LIMITS	(N) LENGTH	(N) WIDTH	HMA (TYPE A)	SHOULDER BACKING	TACK COAT	SEAL COAT		FLUSH COAT	
								MODIFIED BINDER	SCREENINGS (MEDIUM,HOT-APPLIED)	ASPHALTIC EMULSION (FOG SEAL COAT)	SAND COVER
		PM - PM	LF	LF	TON	TON	TON	TON	TON	TON	TON
2	Tri-3	32.00-32.42	2218	41.5-41.5							
		32.42-32.44	106	41.5-32.0							
		32.44-32.84	2112	32.0-28.5							
		32.84-33.00	845	28.5-28.0							
		33.00-33.25	1320	28.0-29.5							
		33.25-33.57	1690	29.5-27.0							
		33.57-34.00	2270	27.0							
		34.00-34.62	3274	27.0							
		34.62-35.00	2006	27.0							
		35.00-35.42	2218	27.0-26.5							
		35.42-36.00	3062	26.5-26.0							
		36.00-36.55	2904	26.0-27.0							
		36.55-37.10	2904	27.0-26.5							
		37.10-37.66	2957	26.5-26.0							
		37.66-37.87	1109	26.0-30.0							
37.87-37.90	158	30.0-40.5									
37.90-38.00	528	40.5-26.0									
LOCATION 2 TOTAL								175	1199	25	150
LOCATION 1 TOTAL					2613	406	11.6	326	2237	47	280
TOTAL					2613	406	11.6	501	3436	72	430

COLD PLANE ASPHALT CONCRETE PAVEMENT

Loc	Co-Rte	POST MILE	(N) LENGTH	(N) WIDTH	AREA	REMARKS
			LF	LF	SQYD	
1	Sis-89	24.34	40	45	200	MAINLINE CONFORM TAPER BEGIN OF OVERLAY SECTION
		24.40	10	33	37	ROAD CONNECTION CONFORM - R+
		24.40	10	35	39	ROAD CONNECTION CONFORM - L+
		24.75	10	39	43	ROAD CONNECTION CONFORM - R+
		24.75	10	28	31	ROAD CONNECTION CONFORM - L+
		25.20	10	36	40	ROAD CONNECTION CONFORM - R+
		25.20	10	34	38	ROAD CONNECTION CONFORM - L+
		25.40	40	35	156	MAINLINE CONFORM TAPER END OF OVERLAY SECTION
		TOTAL				

REPLACE ASPHALT CONCRETE SURFACING

Loc	Co-Rte	POST MILE LIMITS	(N) Approx No. OF DIGOUTS	(N) Avg LENGTH	(N) WIDTH	(N) DEPTH	CY
				LF	LF	LF	
1	Sis-89	24.34-25.00	15	100	4	0.33	74
		25.00-26.00	20	100	4	0.33	98
		26.00-27.00	20	100	4	0.33	98
		27.00-28.00	20	100	4	0.33	98
		28.00-29.00	20	100	4	0.33	98
		29.00-30.00	20	100	4	0.33	98
		30.00-31.00	20	100	4	0.33	98
		31.00-32.00	20	100	4	0.33	98
		32.00-33.00	20	100	4	0.33	98
		33.00-34.00	20	100	4	0.33	98
		TOTAL					

METAL BEAM GUARD RAIL

Loc	Co-Rte	POST MILE	R+/L+	REMOVE MBGR	MBGR (STEEL POST)	ALTERNATIVE FLARED TERMINAL SYSTEM
				LF	LF	EA
1	Sis-89	25.10	L+	528	528	2
		25.20	L+	898	898	2
TOTAL				1426	1426	4

SUMMARY OF QUANTITIES

P:\proj\11\02\3E910\plans\pse\23E910pa002.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE

REVISIONS:
 REVISION NO. | DATE | BY | DESCRIPTION
 1 | 12-21-11 | M.A. CONNER | REGISTERED CIVIL ENGINEER
 2 | 12-21-11 | K. SMITH | REGISTERED CIVIL ENGINEER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	11	20

ART 12-21-11
 REGISTERED ELECTRICAL ENGINEER DATE
 12-21-11
 PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
A.P. ROBLES
 No. E15293
 Exp. 3-31-13
 ELECTRICAL
 STATE OF CALIFORNIA

NOTES:

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THIS PLAN.

ABBREVIATIONS:

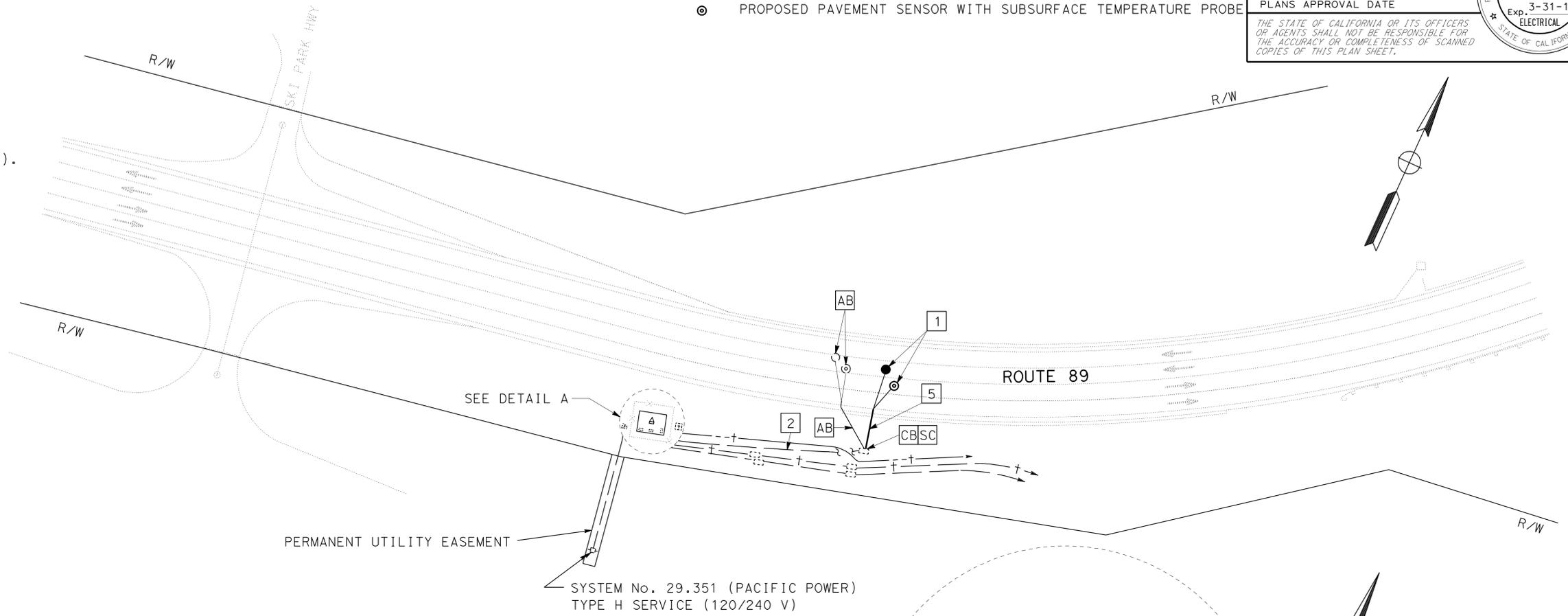
- RWIS ROADSIDE WEATHER INFORMATION SYSTEM
 SLC SENSOR LEAD-IN CABLE
 RPU REMOTE PROCESSING UNIT

LEGEND:

- Exist RWIS TOWER AND RPU
 Exist PAVEMENT SENSOR
 Exist PAVEMENT SENSOR WITH SUBSURFACE TEMPERATURE PROBE
 PROPOSED PAVEMENT SENSOR
 PROPOSED PAVEMENT SENSOR WITH SUBSURFACE TEMPERATURE PROBE

NOTES (THIS SHEET):

- CENTER SENSORS IN THE LANE.
- Exist 2"C, 3 Exist SLC.
- Exist 2"C, 1 TELEPHONE CABLE (cctv).
- Exist 2"C, 2#4 (cctv).
- 2"C, 3 SENSOR CABLES.

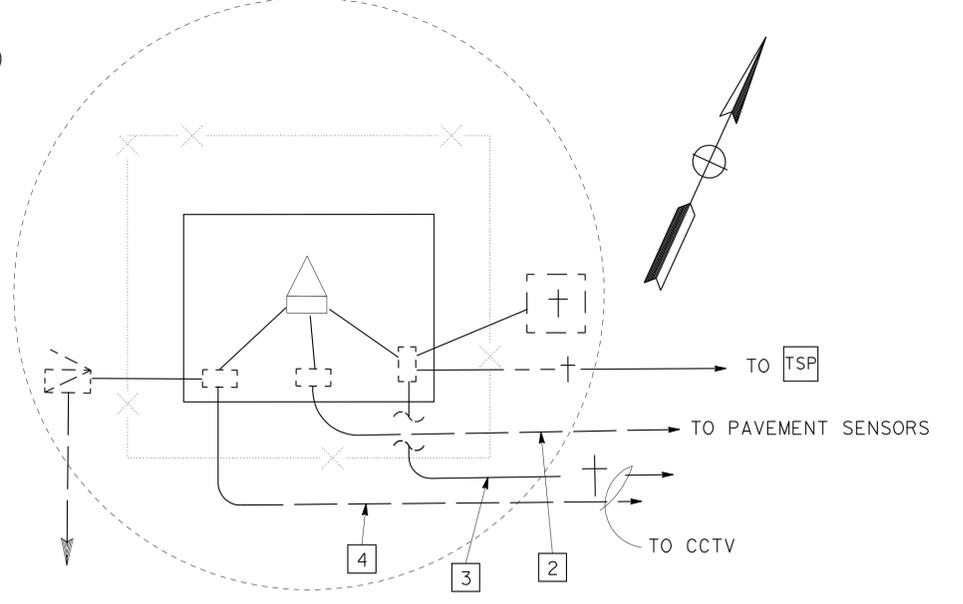


EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS TO BE MAINTAINED

TYPE	LOCATION	DESCRIPTION
CCTV	Sis-89-29.29	SNOWMAN'S SUMMIT
RWIS	Sis-89-29.34	SNOWMAN'S HILL

EXISTING TRAFFIC MONITORING STATIONS TO BE PROTECTED IN PLACE

ID No.	LOCATION	TYPE	DESCRIPTION	EQUIPMENT
105	Tri-3-37.63	CONTROL	1311' S OF RUSH Cr Rd. 30' S OF Culv MARKER PM 37.64. PB AT 30 MPH CURVE SIGN	2 LOOPS
P2	Tri-3-38.12	PROFILE	1000' N OF RUSH CREEK Rd	2 LOOPS
168	Sis-89-24.49	PROFILE	501' N OF EAST MINNESOTA Ave, MCCLLOUD	2 LOOPS
293	Sis-89-25.03	CONTROL	1500' N OF BROADWAY, MCCLLOUD	2 LOOPS
227	Sis-89-33.85	CONTROL	2707' S OF MT SHASTA Blvd	2 LOOPS



DETAIL A

MODIFY ROADSIDE WEATHER INFORMATION SYSTEM

NO SCALE

E-1

APPROVED FOR ELECTRICAL WORK ONLY



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - ELECTRICAL DESIGN
 ARTURO ROBLES
 JIM HANNIGAN
 ROB STINGER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0; 24.3/34.0	12	20

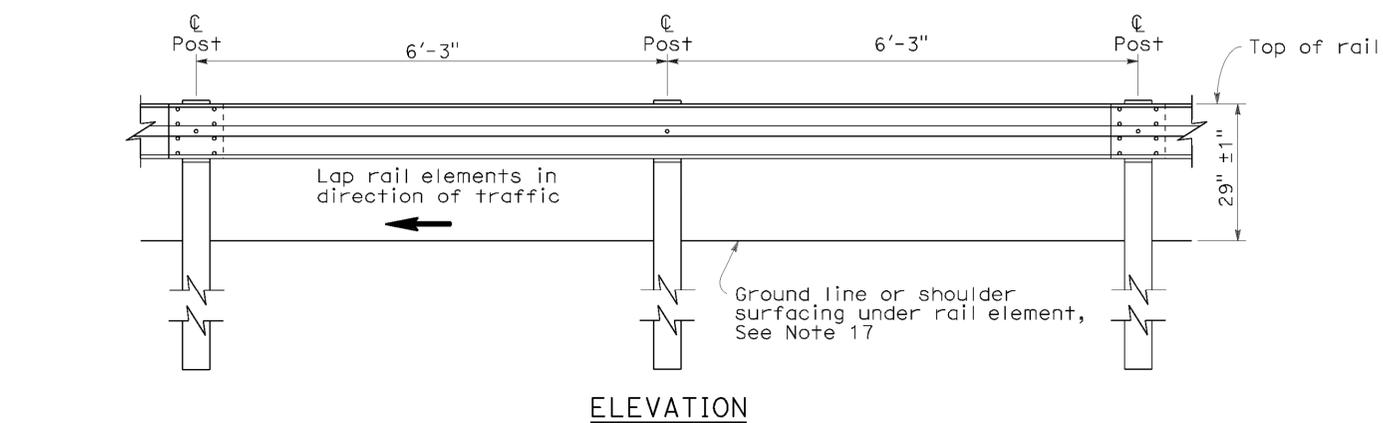
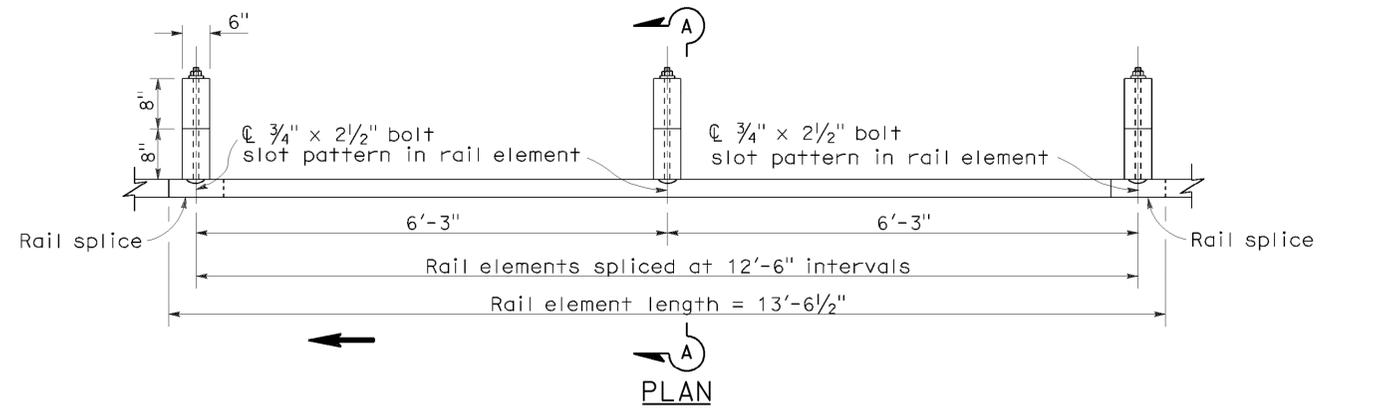
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

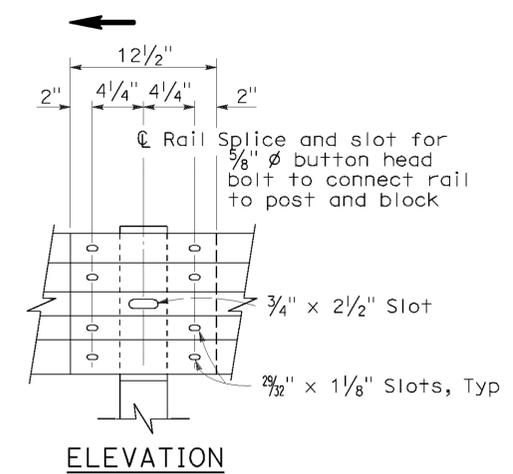
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REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 12-21-11

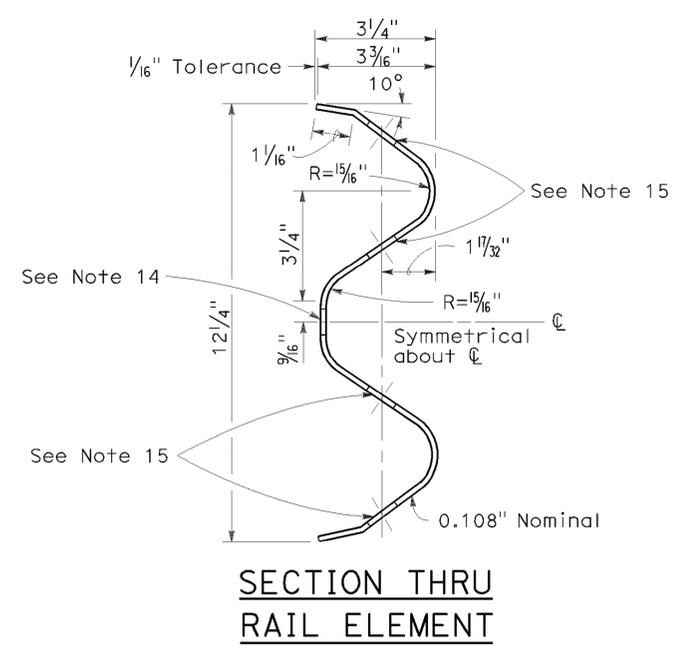


METAL BEAM GUARD RAILING WITH WOOD POST AND BLOCKS

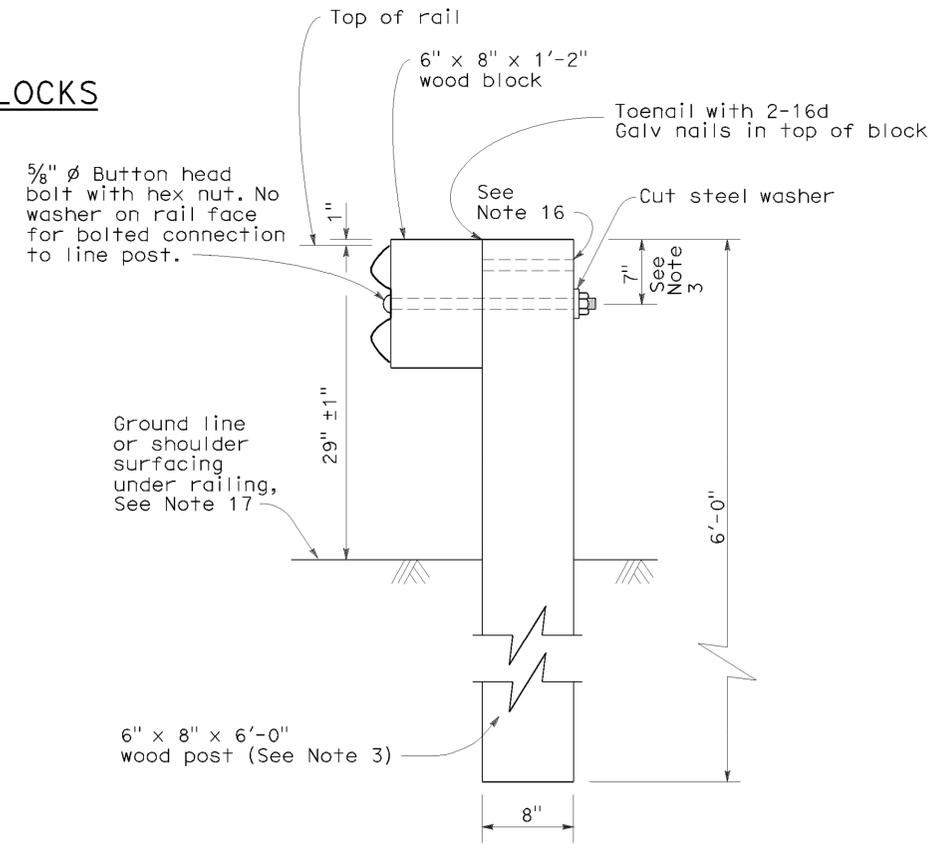


RAIL ELEMENT SPLICE DETAIL

- Connect the over lapped end of the rail elements with 5/8" ϕ x 1 3/8" button head oval shoulder splice bolts inserted into the 2 3/32" x 1 1/8" slots and bolted together with 5/8" ϕ recessed hex nuts. Recess of hex nut points toward rail element. A total of 8 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used.



SECTION THRU RAIL ELEMENT



SECTION A-A TYPICAL WOOD LINE POST INSTALLATION

See Note 4

NOTES:

- For details of steel post installations, see Standard Plan A77A2.
- For details of standard hardware used to construct guard railing, see Standard Plan A77B1.
- For details of wood posts and wood blocks used to construct guard railing, see Standard Plan A77C1.
- For additional installation details, see Standard Plan A77C3.
- Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
- For guard railing typical layouts, see the A77E, A77F and A77G Series of Standard Plans.
- For terminal system end treatment details, see the A77L Series of Standard Plans. To connect railing to terminal system end treatment, transition the top of railing height at a ratio of 120:1 to terminal system end treatment height plus one 12'-6" standard railing section at the transitioned height for a horizontal connection to the end treatment.
- For guard railing end anchor details, see Standard Plans A77H1 and A77I2.
- For details of guard railing transition to bridge railing, see Standard Plan A77J4.
- For additional details of guard railing connection to bridge railings, see Standard Plans A77J1, A77J2 and A77K1.
- For guard railing connection details to abutments and walls, see Standard Plan A77J3.
- Direction of adjacent traffic indicated by \rightarrow .
- For typical guard railing delineation and dike positioning details, see Standard Plan A77C4.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Additional hole in uppermost portion of line post is for potential future adjustments of railing height. See Standard Plan A77C1.
- Install posts in soil.

METAL BEAM GUARD RAILING STANDARD RAILING SECTION (WOOD POST WITH WOOD BLOCK)

NO SCALE

RSP A77A1 DATED MAY 20, 2011 SUPERSEDES STANDARD PLAN A77A1 DATED MAY 1, 2006 - PAGE 41 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77A1

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2006 REVISED STANDARD PLAN RSP A77A1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	13	20

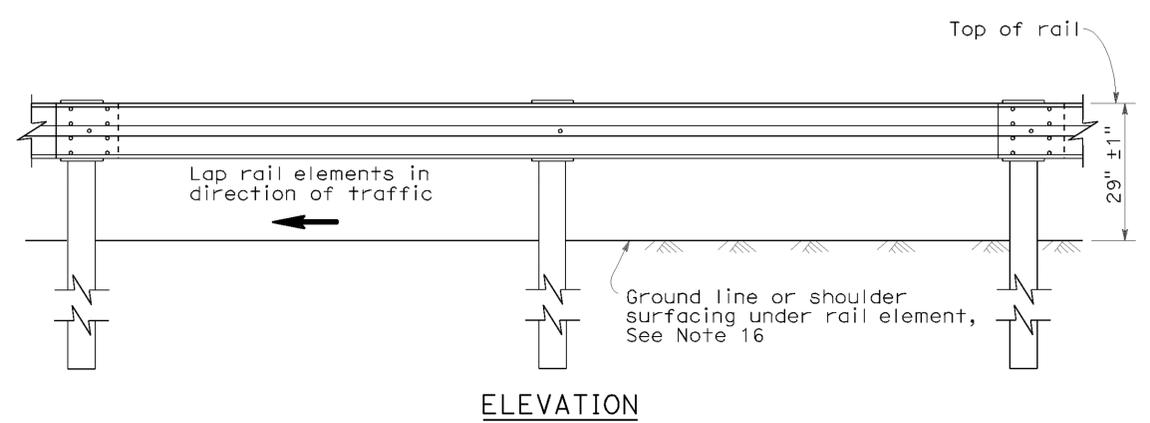
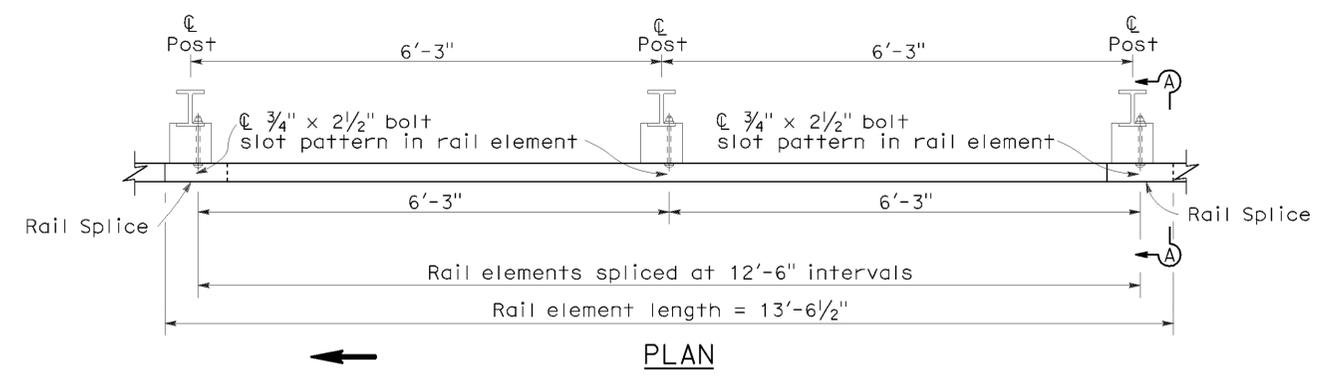
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

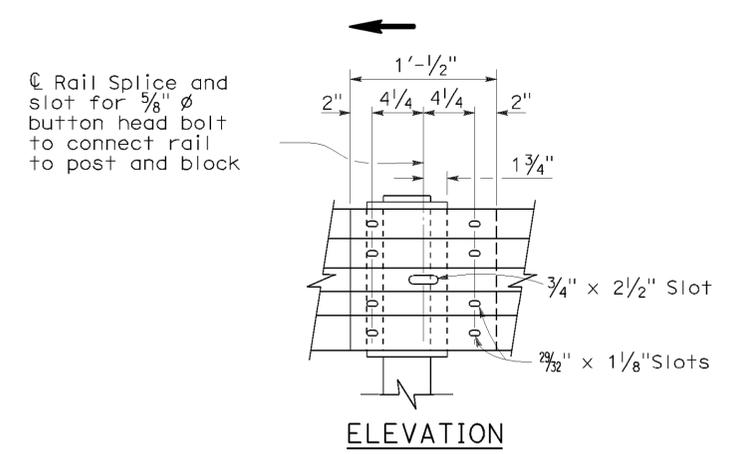
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REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-11
STATE OF CALIFORNIA
CIVIL

To accompany plans dated 12-21-11

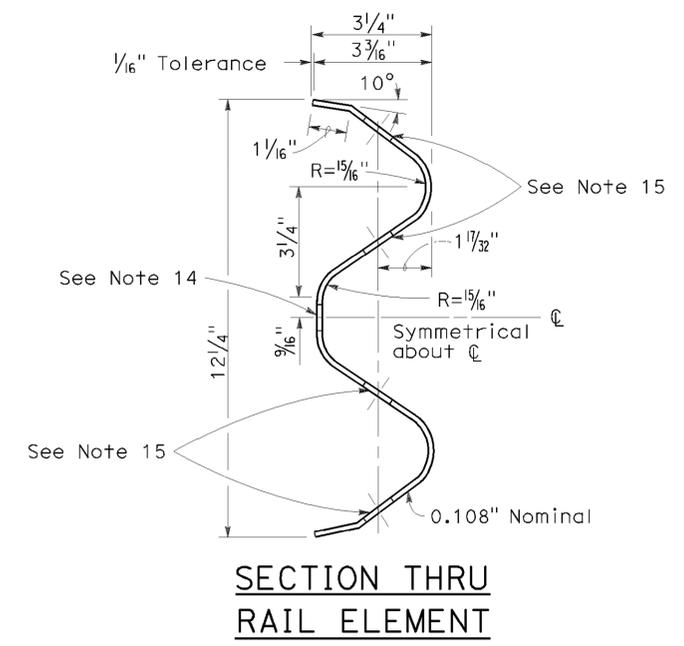


METAL BEAM GUARD RAILING WITH STEEL POSTS AND NOTCHED WOOD OR NOTCHED RECYCLED PLASTIC BLOCKS

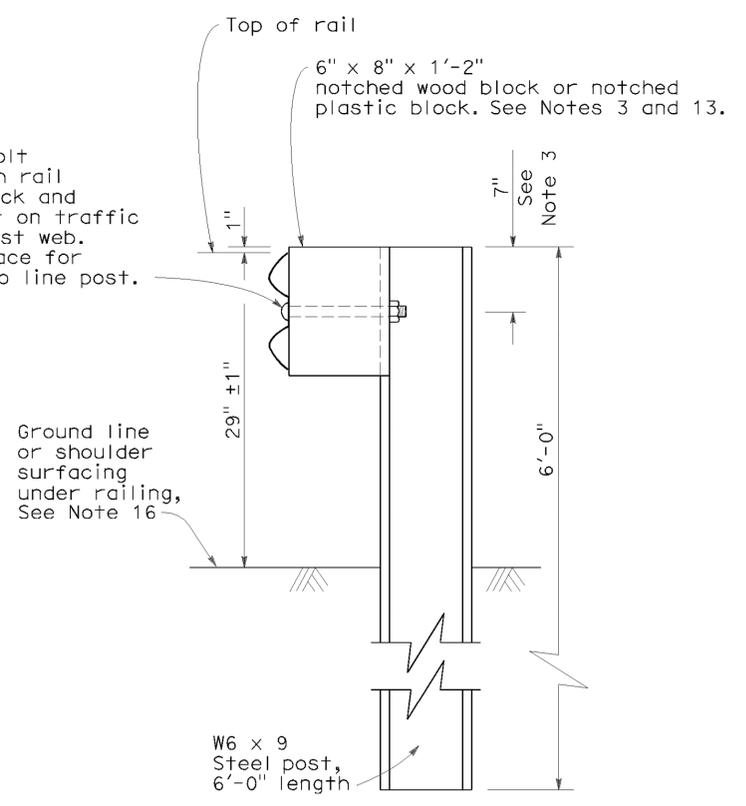


RAIL ELEMENT SPLICE DETAIL

- Connect the overlapped end of the rail elements with 5/8" ϕ x 1 3/8" button head oval shoulder splice bolts inserted into the 2 7/32" x 1 1/8" slots and bolted together with 5/8" ϕ recessed hex nuts. Recess of hex nut points toward rail element. A total of 8 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used.



SECTION THRU RAIL ELEMENT



SECTION A-A TYPICAL STEEL LINE POST INSTALLATION
See Note 4

NOTES:

- For details of wood post installations, see Standard Plan A77A1.
- For details of standard hardware used to construct guard railing, see Standard Plan A77B1.
- For details of steel posts and notched wood blocks used to construct guard railing, see Standard Plan A77C2.
- For additional installation details, see Standard Plan A77C3.
- Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
- For guard railing typical layouts, see the A77E, A77F and A77G Series of Standard Plans.
- For terminal system end treatment details, see the A77L Series of Standard Plans. To connect railing to terminal system end treatment, transition the top of railing height at a ratio of 120:1 to terminal system end treatment height plus one 12'-6" standard railing section at the transitioned height for a horizontal connection to the end treatment.
- For guard railing end anchor details, see Standard Plans A77H1 and A77I2.
- For details of guard railing transition to bridge railing, see Standard Plan A77J4.
- For additional details of guard railing connection to bridge railings, see Standard Plans A77J1, A77J2 and A77K1.
- For dike positioning and guard railing delineation details, see Standard Plan A77C4.
- Direction of adjacent traffic indicated by \rightarrow .
- Notched face of block faces steel post.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Install posts in soil.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING STANDARD RAILING SECTION (STEEL POST WITH NOTCHED WOOD OR NOTCHED RECYCLED PLASTIC BLOCK)

NO SCALE

RSP A77A2 DATED MAY 20, 2011 SUPERSEDES STANDARD PLAN A77A2 DATED MAY 1, 2006 - PAGE 42 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77A2

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2006 REVISED STANDARD PLAN RSP A77A2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0; 24.3/34.0	14	20

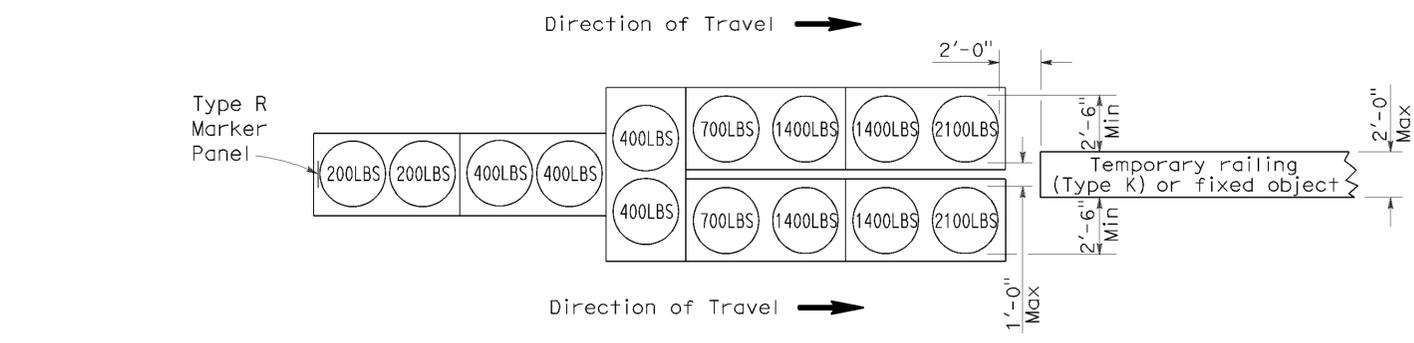
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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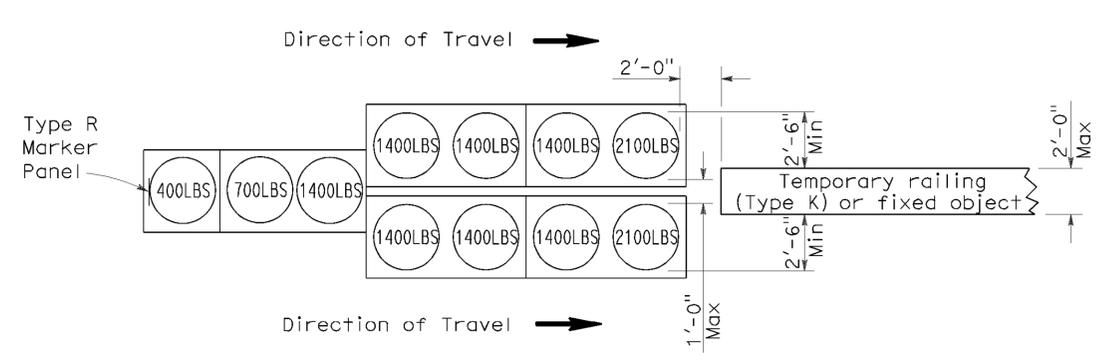
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 12-21-11



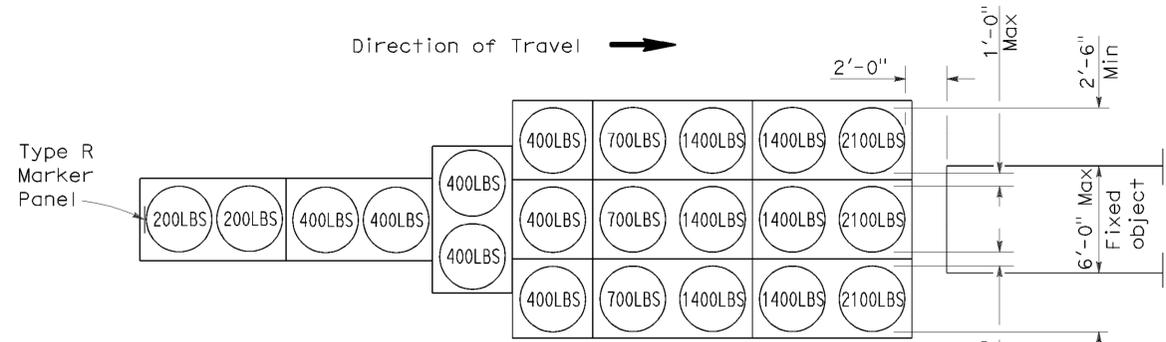
ARRAY 'TU14'

Approach speed 45 mph or more



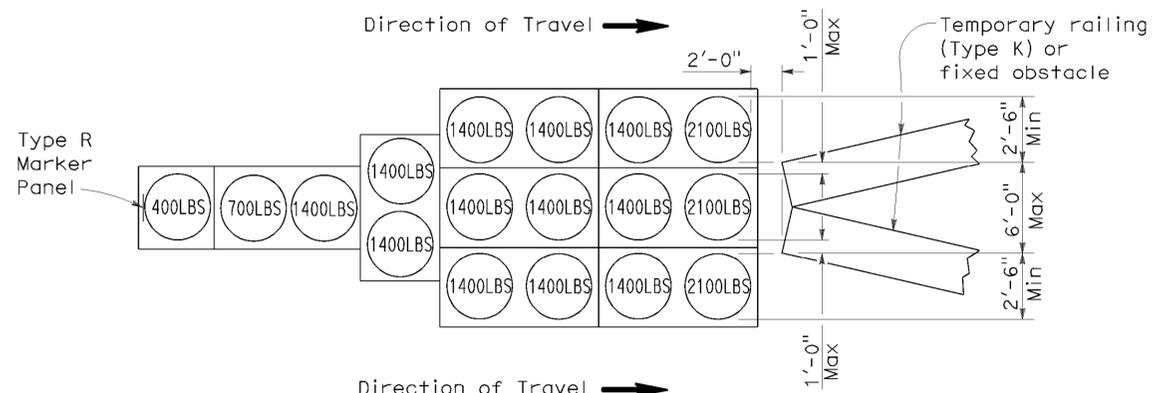
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

Approach speed 45 mph or more

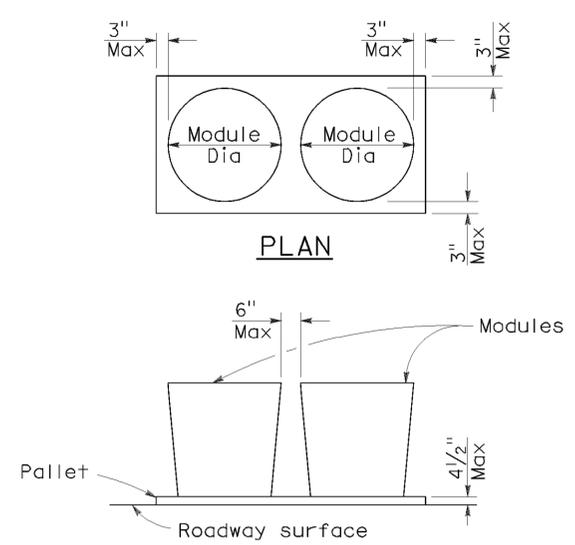


ARRAY 'TU17'

Approach speed less than 45 mph

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.



CRASH CUSHION PALLET DETAIL
See Note 7

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

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2006 REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri, Sis	3,89	32.0/38.0; 24.3/34.0	15	20

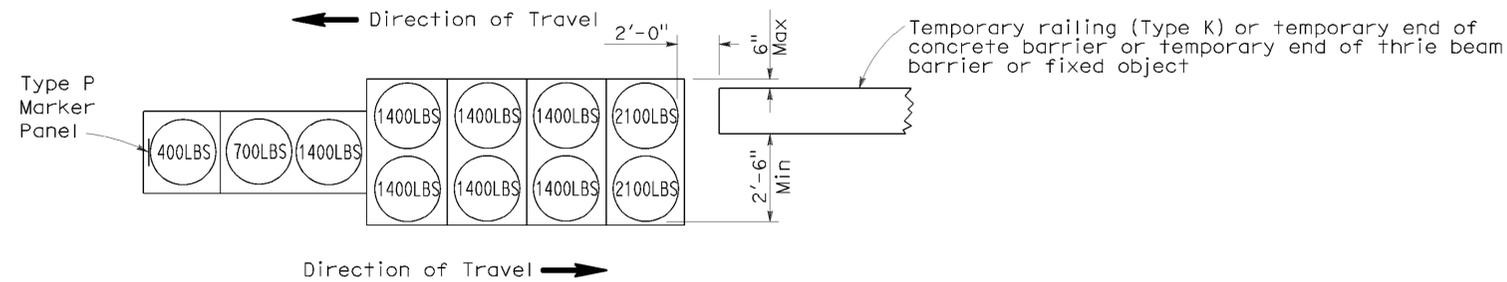
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

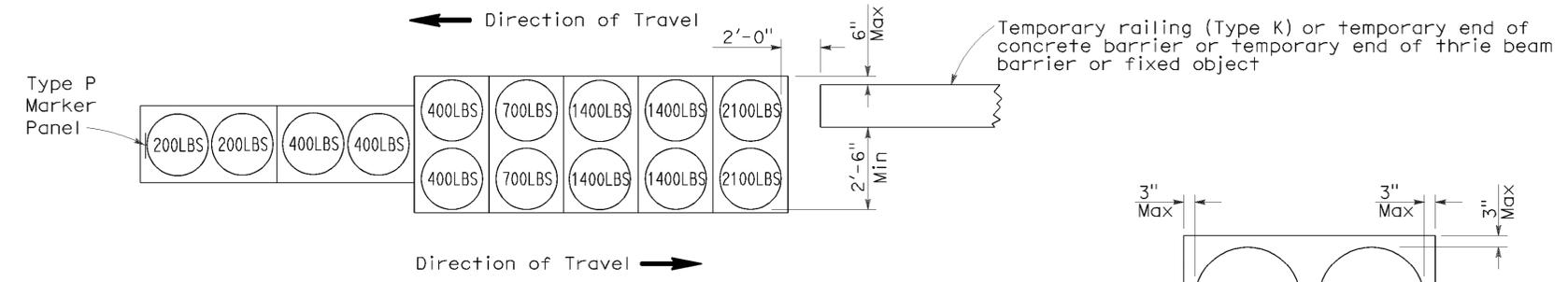
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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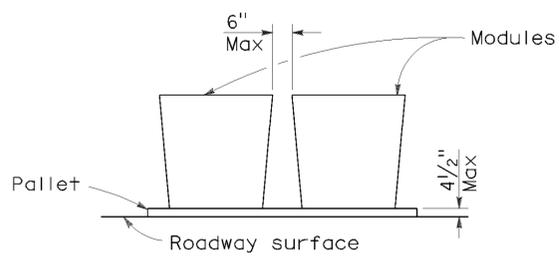
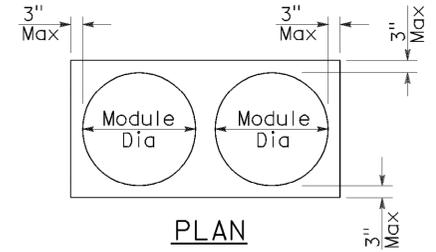
To accompany plans dated 12-21-11



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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0; 24.3/34.0	16	20

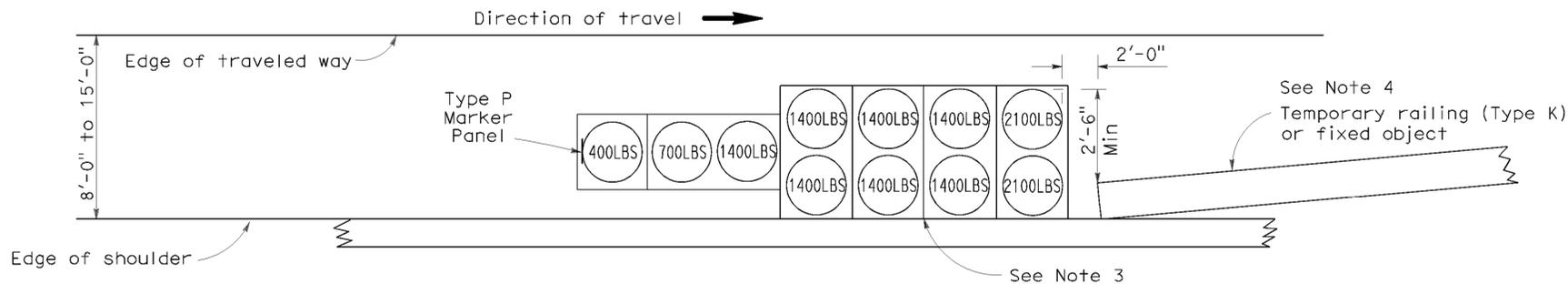
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

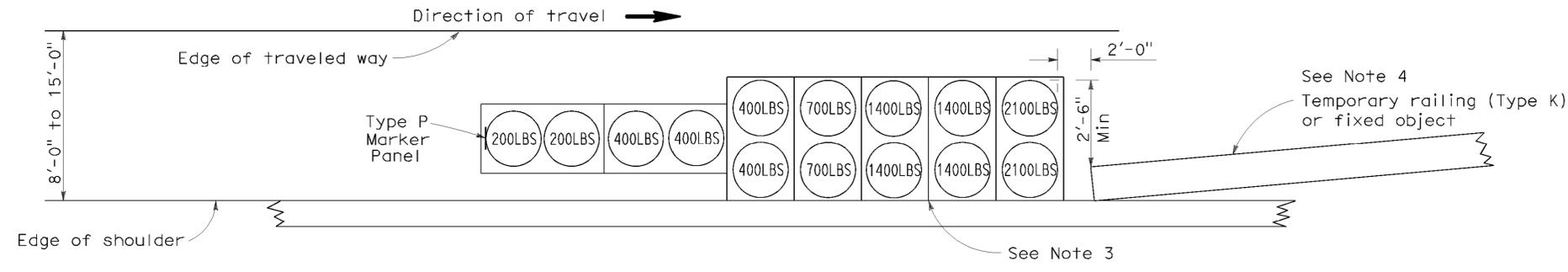
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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 12-21-11



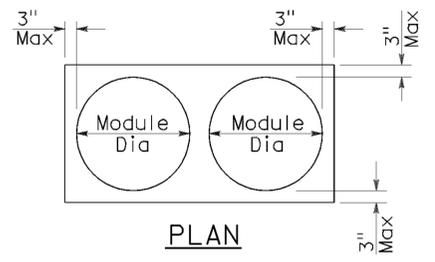
ARRAY 'TS11'
Approach speed less than 45 mph
See Note 9



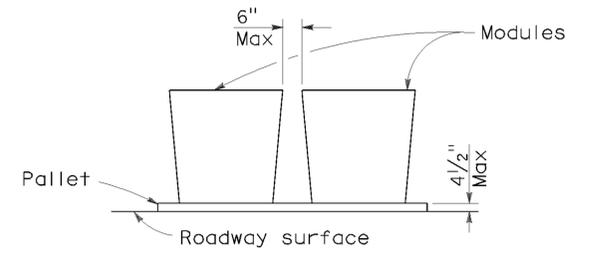
ARRAY 'TS14'
Approach speed 45 mph or more
See Note 9

NOTES:

- (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.
- All sand weights are nominal.
- 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.
- 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.
- Temporary crash cushion arrays shall not encroach on the traveled way.
- Arrays for median shoulders shall conform to details shown on this plan for outside shoulders.
- Place the Type P marker panel so that the bottom of the panel rests upon the pallet and faces traffic.
- Refer to Standard Plan A73B for marker details.
- 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.
- Approach speeds indicated conform to NCHRP 350 Report+ criteria.
- Use of pallets is optional.



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 11

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

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0; 24.3/34.0	17	20

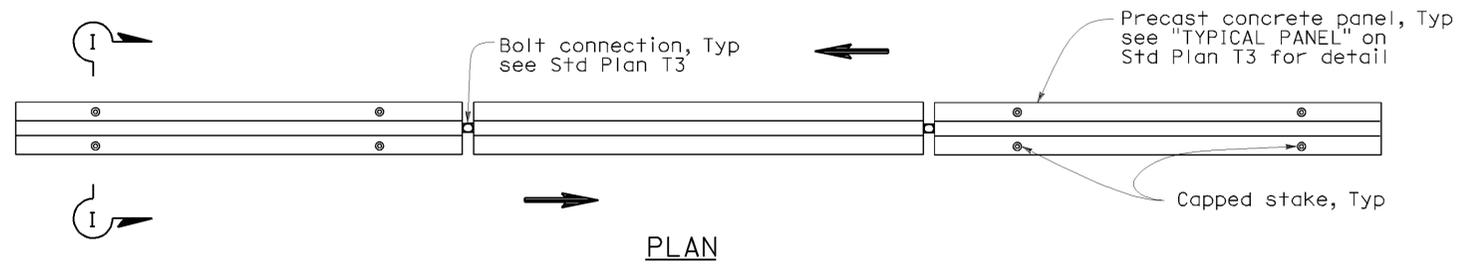
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

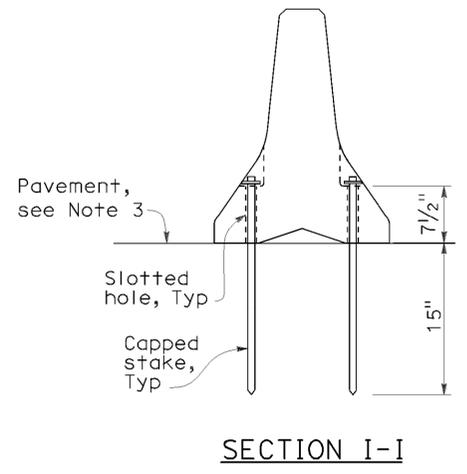
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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 12-21-11

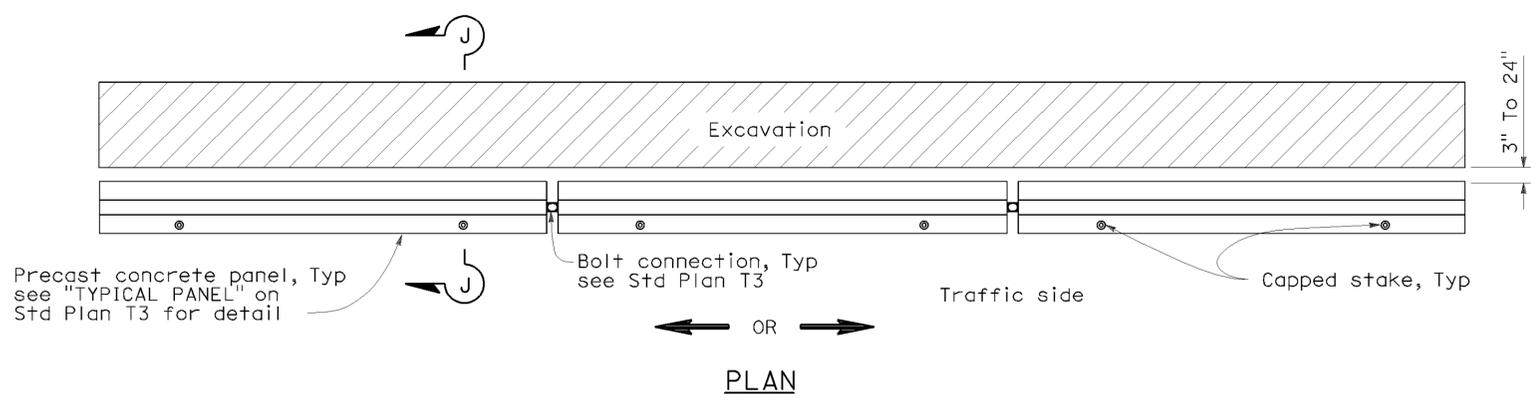


RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1

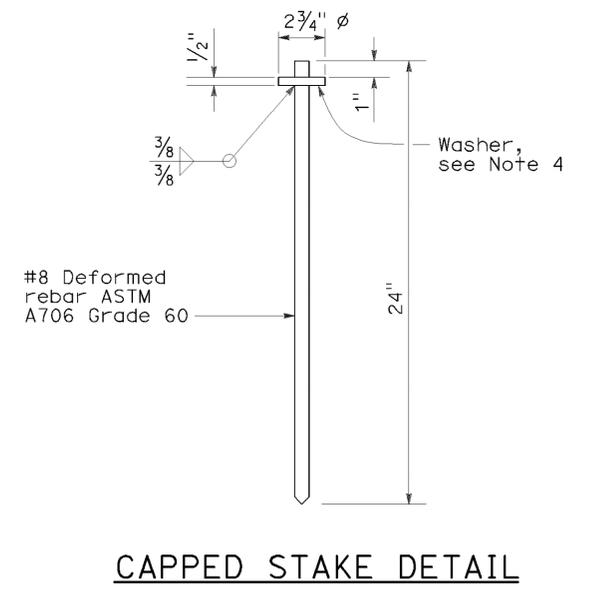
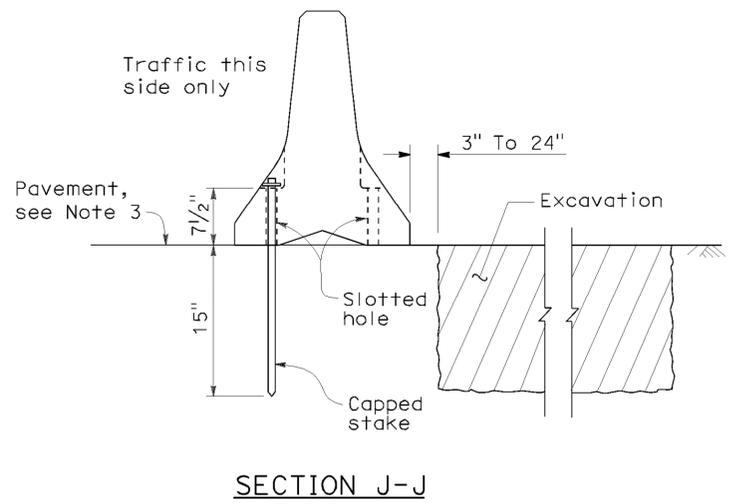


NOTES:

1. Where Type K Temporary Railing is placed as a temporary or long term barrier in two-way traffic on highways with less than 24" from the edge of traveled way, use four capped stakes per every other panel with end panels staked.
2. Where Type K Temporary Railing is placed 3" to 24" from the edge of an excavation on highways, use two capped stakes along the traffic side.
3. Staked Type K Temporary Railing must be supported by at least 4" thick concrete, hot mix asphalt or existing asphalt concrete pavement.
4. The minimum yield strength for the washer must be 60,000 psi.
5. Direction of adjacent traffic indicated by \Rightarrow .



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY RAILING
(TYPE K)**

NO SCALE

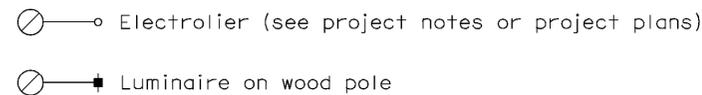
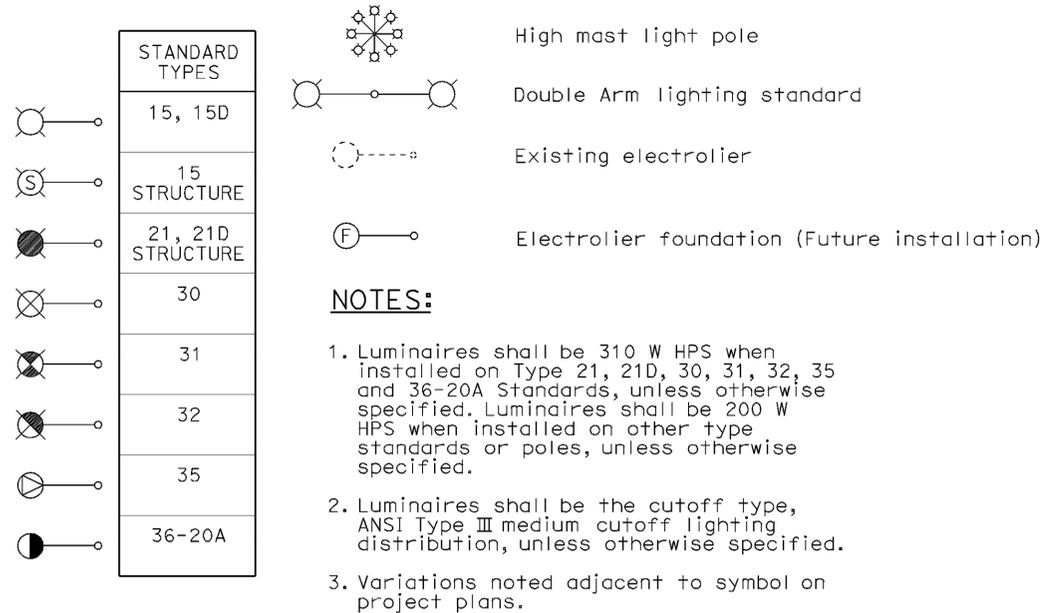
NSP T3A DATED MAY 20, 2011 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T3A

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2006 NEW STANDARD PLAN NSP T3A

ELECTROLIERS



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, side attachment - 4 signal section
MAS-4B	mas-4B	
MAS-4C	mas-4C	
MAS-5A	mas-5A	Mast arm mounting vehicle signal faces, side attachment - 5 signal section
MAS-5B	mas-5B	
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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	18	20

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

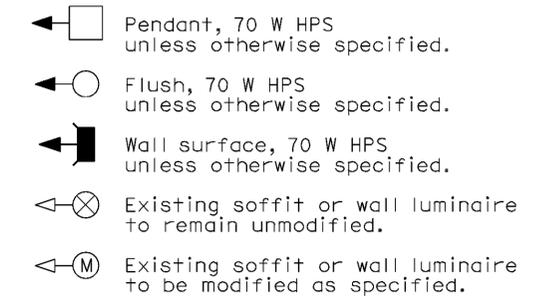
October 5, 2007
PLANS APPROVAL DATE

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 12-21-11

SOFFIT AND WALL MOUNTED LUMINAIRES



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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri,Sis	3,89	32.0/38.0, 24.3/34.0	19	20

Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE

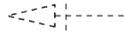
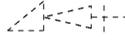
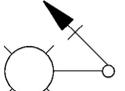
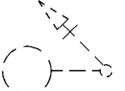
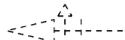
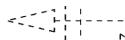
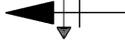
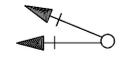
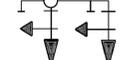
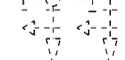
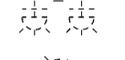
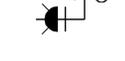
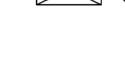
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To accompany plans dated 12-21-11

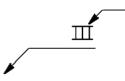
CONDUIT

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 
		Conduit riser in/on structure or service pole

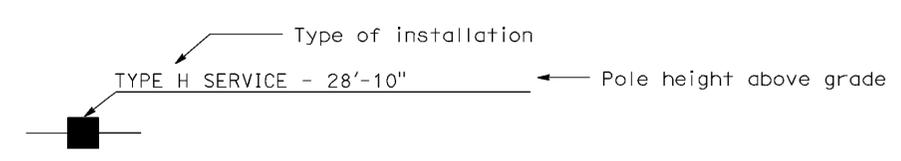
SIGNAL EQUIPMENT

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
		Modifications of basic symbols: "L" Indicates all non-arrow sections lowered "LG" Indicates lowered 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
		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

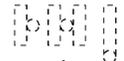
SERVICE EQUIPMENT

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

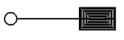
POLE-MOUNTED SERVICE DESIGNATION



ILLUMINATED OVERHEAD SIGN

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

SIGNAL EQUIPMENT Cont

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

NOTES:

- All signal sections shall be 12" unless shown otherwise.
- Signal heads shall be provided with backplates unless shown otherwise.
- 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.

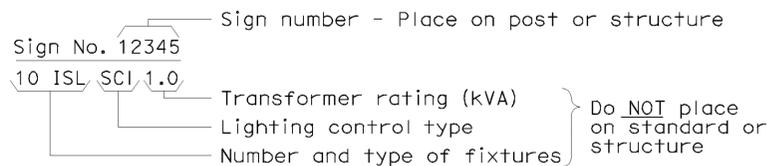
REVISED STANDARD PLAN RSP ES-1B

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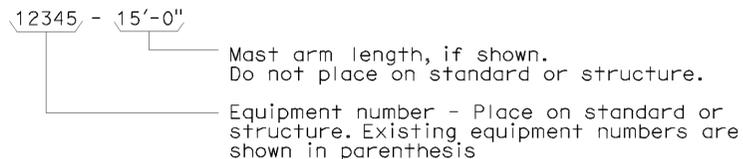
2006 REVISED STANDARD PLAN RSP ES-1B

EQUIPMENT IDENTIFICATION

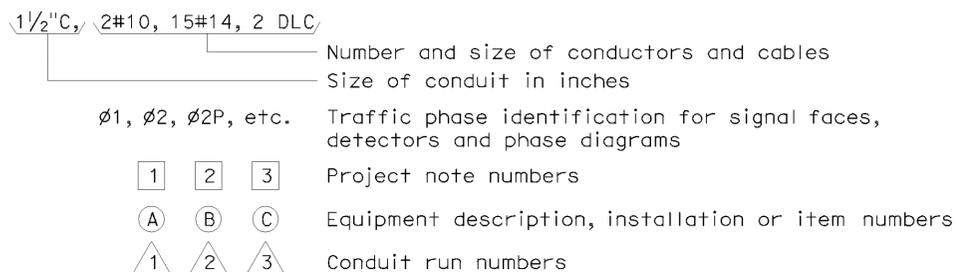
ILLUMINATED SIGN IDENTIFICATION NUMBER:



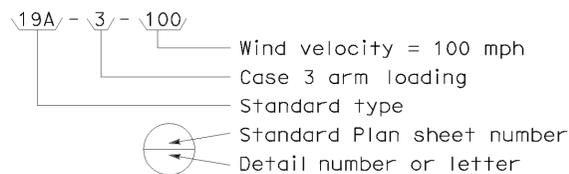
ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:



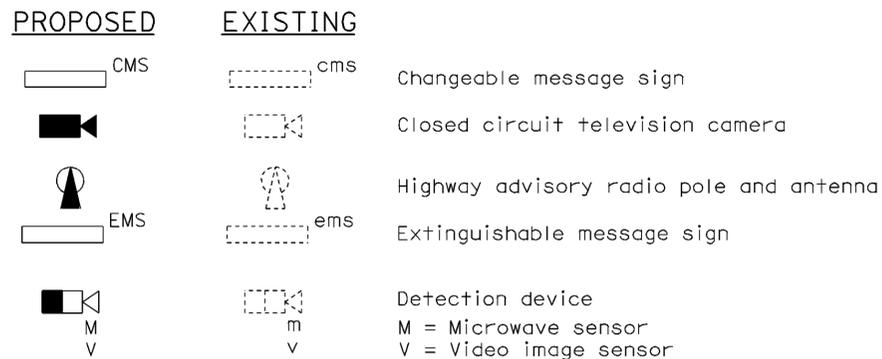
CONDUIT AND CONDUCTOR IDENTIFICATION:



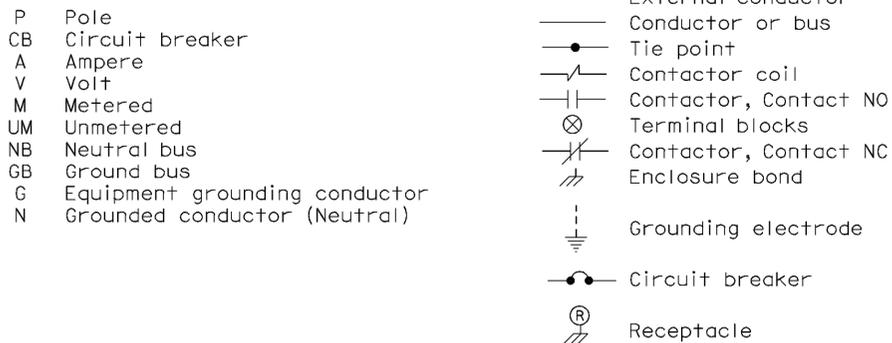
SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



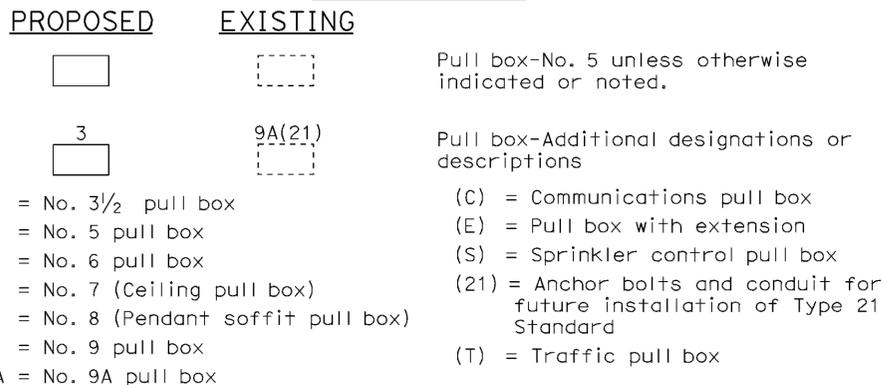
MISCELLANEOUS EQUIPMENT



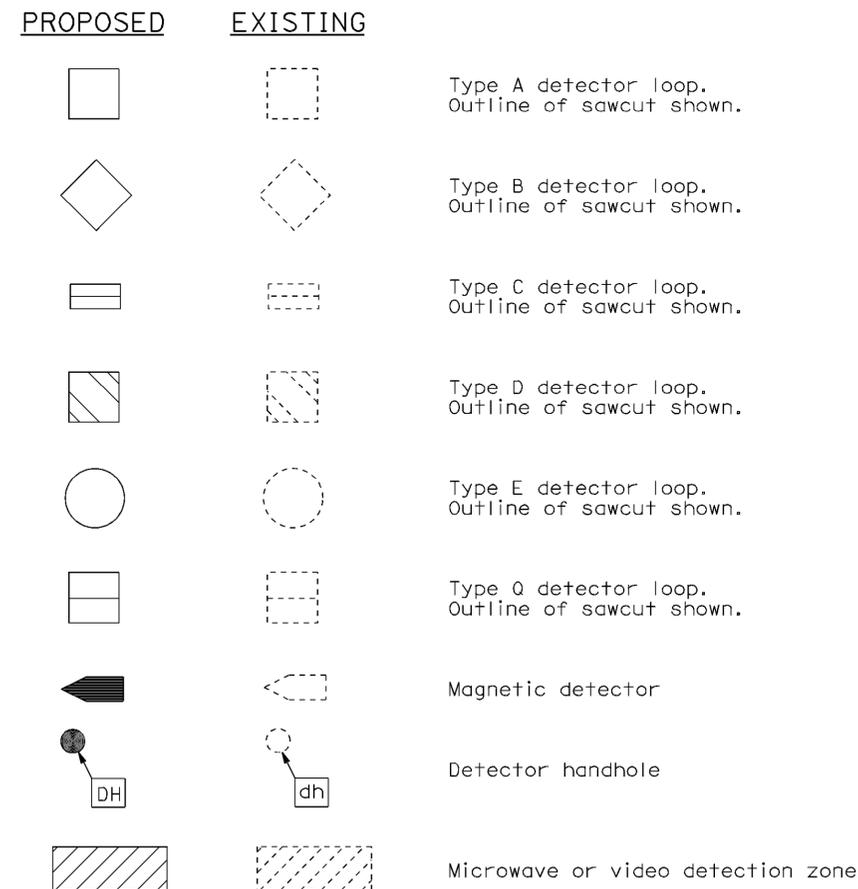
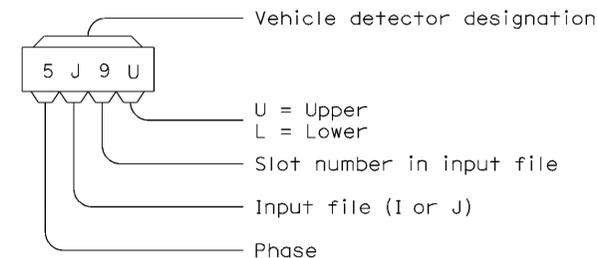
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



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