

INDEX OF PLANS

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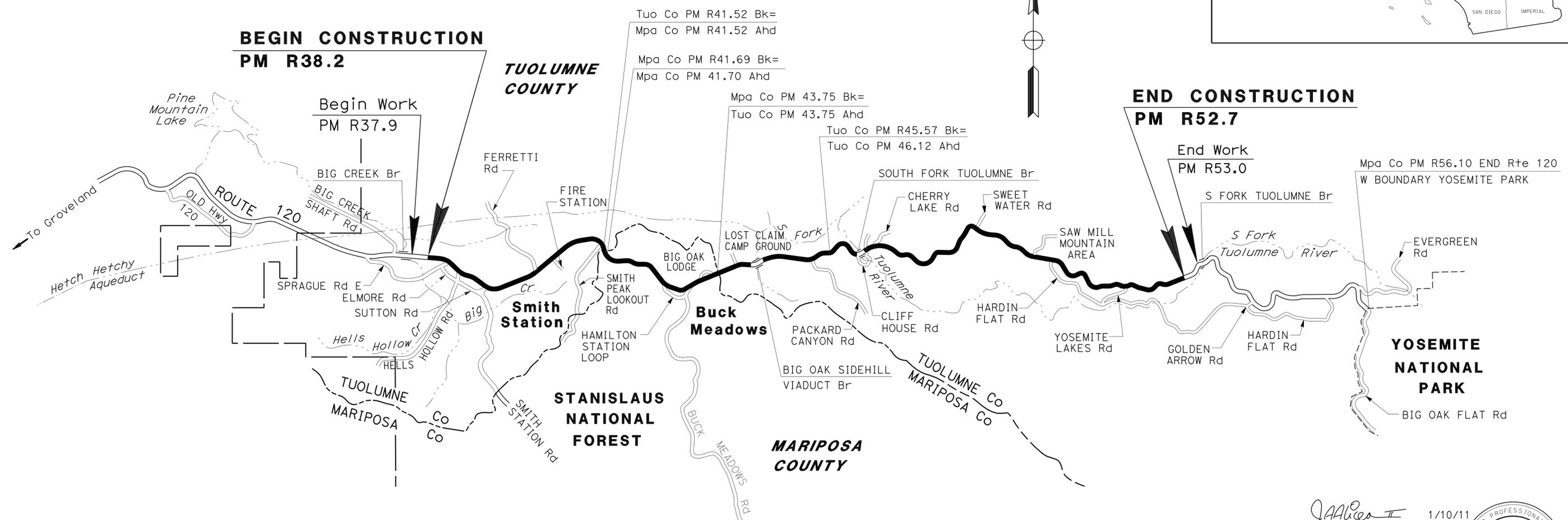
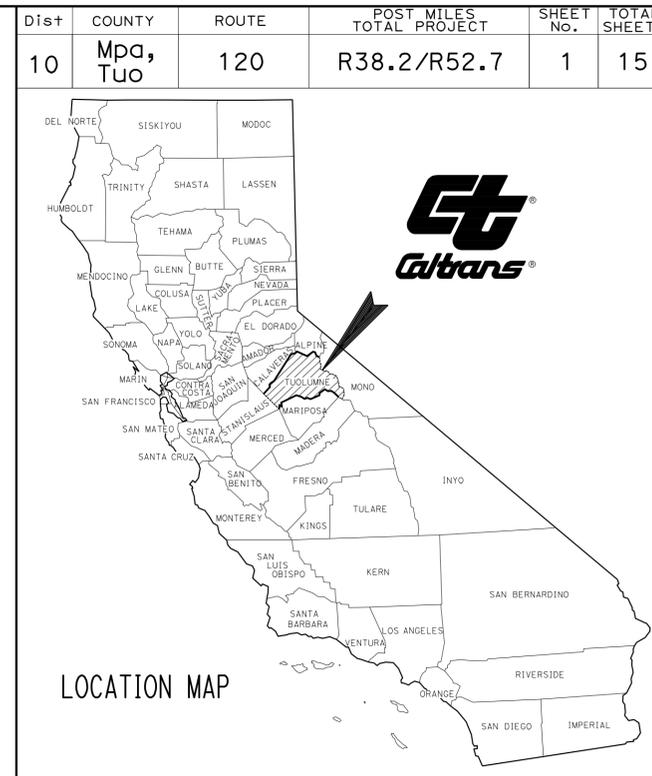
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

ACNH-P120(052)E

PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY  
IN MARIPOSA AND TUOLUMNE COUNTIES  
AT AND NEAR BUCK MEADOWS  
FROM 0.4 MILE EAST OF BIG CREEK BRIDGE TO  
0.3 MILE WEST OF SOUTH FORK TUOLUMNE RIVER BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



PROJECT MANAGER  
ALVIN MANGINDIN

DESIGN ENGINEER  
ALVIN MANGINDIN

*JA Alice II* 1/10/11  
PROJECT ENGINEER REGISTERED CIVIL ENGINEER DATE

February 7, 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.



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

NO SCALE

|              |            |
|--------------|------------|
| CONTRACT No. | 10-OU8804  |
| PROJECT ID   | 1000020214 |

DATE PLOTTED => 10-FEB-2011 TIME PLOTTED => 11:27

|      |          |       |                             |              |                 |
|------|----------|-------|-----------------------------|--------------|-----------------|
| Dist | COUNTY   | ROUTE | POST MILES<br>TOTAL PROJECT | SHEET<br>No. | TOTAL<br>SHEETS |
| 10   | Mpa, Tuo | 120   | R38.2/R52.7                 | 2            | 15              |

|                           |         |
|---------------------------|---------|
| REGISTERED CIVIL ENGINEER | DATE    |
| <i>JAALICEA II</i>        | 1/10/11 |
| PLANS APPROVAL DATE       |         |
|                           | 2/7/11  |

|                                  |
|----------------------------------|
| REGISTERED PROFESSIONAL ENGINEER |
| JOSE A. ALICEA II                |
| No. 64817                        |
| Exp. 6/30/11                     |
| CIVIL                            |

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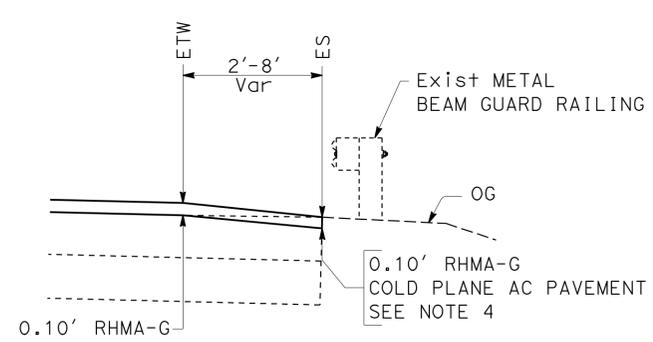
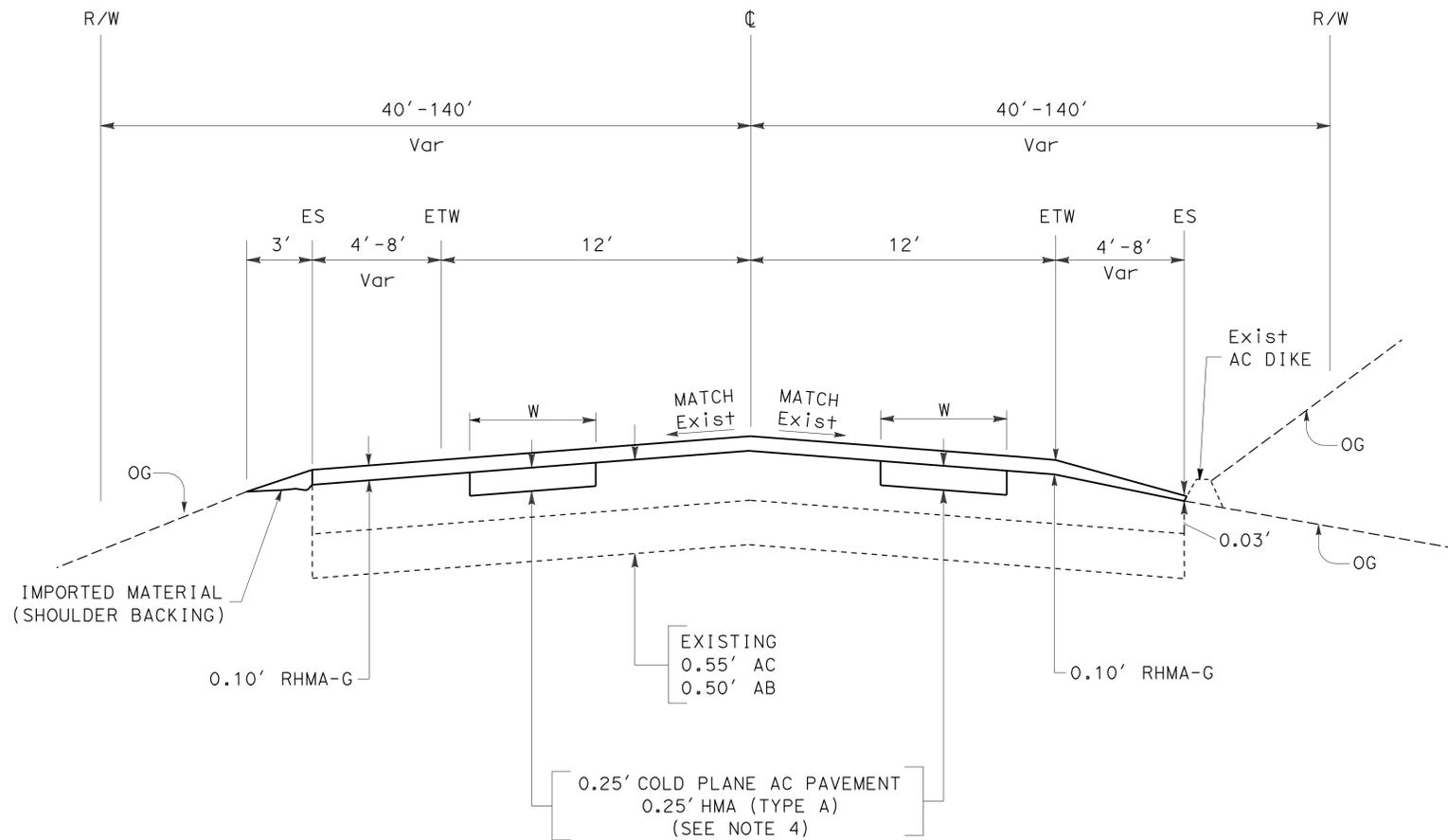
**ABBREVIATION**

RHMA-G - RUBBERIZED HOT MIX ASPHALT (GAP GRADED)

**NOTES:**

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR ACCURATE RIGHT OF WAY, CONTACT RIGHT OF WAY ENGINEERS AT THE DISTRICT OFFICE.
3. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS
4. FOR COLD PLANE AC PAVEMENT DIMENSIONS AND LOCATIONS, SEE SUMMARY OF QUANTITIES SHEET.

|  |
|--|
| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION |
| <b>Caltrans</b> MAINTENANCE                        |
| FUNCTIONAL SUPERVISOR                              |
| ALVIN MANGINDIN                                    |
| CALCULATED/DESIGNED BY                             |
| CHECKED BY   |
| THOA HUYNH   |
| JOSE A ALICEA                                      |
| REVISOR BY   |
| DATE REVISED                                       |
| JAA  |
| 1/7/11   |



PM R38.2/R52.7  
**ROUTE 120**

**TYPICAL CROSS SECTIONS**

NO SCALE **X-1**

LAST REVISION DATE PLOTTED => 10-FEB-2011 00-00-00 TIME PLOTTED => 11:27

**ABBREVIATION**

RHMA-G - RUBBERIZED HOT MIX ASPHALT  
(GAP GRADED)

**LEGEND**

-  - COLD PLANE AC PAVEMENT  
RHMA-G
-  - COLD PLANE AC PAVEMENT  
HMA (TYPE A)
-  - HMA (TYPE A)  
PLACE HMA (Misc AREA)

**TABLE OF BRIDGES**

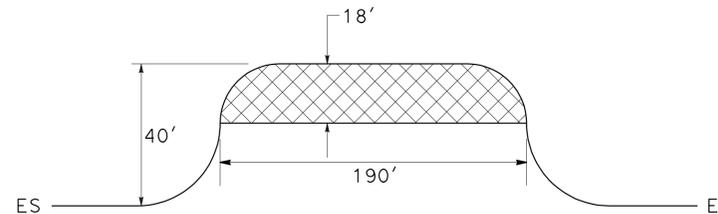
| PM    | BRIDGE NAME               | BRIDGE No. |
|-------|---------------------------|------------|
| R44.8 | BIG OAK SIDEHILL VIADUCT  | 32-0055    |
| 46.8  | SOUTH FORK TUOLUMNE RIVER | 32-0035    |

**PRIVATE DRIVEWAY INTERSECTIONS**

| PM    | SIDE | PM    | SIDE | PM    | SIDE |
|-------|------|-------|------|-------|------|
| R38.7 | L+   | 43.3  | L+   | 45.5  | L+   |
| R38.9 | L+   | 43.6  | R+   | 49.1  | R+   |
| R40.1 | R+   | R43.8 | L+   | 49.8  | L+   |
| R40.9 | R+   | R43.8 | R+   | 50.0  | R+   |
| R41.5 | L+   | R44.6 | L+   | R50.3 | L+   |
| 42.5  | L+   | R44.6 | R+   | R51.7 | R+   |
| 43.3  | L+   | R44.8 | L+   | R51.8 | L+   |

**PUBLIC ROAD INTERSECTIONS**

| PM    | SIDE | ROAD NAME                | LENGTH | WIDTH |
|-------|------|--------------------------|--------|-------|
| R38.6 | R+   | SPRAGUE Rd               | 40'    | 30'   |
| R38.9 | R+   | HELLS HOLLOW Rd          | 55'    | 40'   |
| R39.5 | R+   | SMITH STATION Rd         | 50'    | 30'   |
| R40.2 | L+   | FERRETTI Rd              | 50'    | 45'   |
| R40.6 | R+   | FIRE STATION             | 75'    | 30'   |
| R41.6 | R+   | SMITH PEAK LOOKOUT Rd    | 70'    | 35'   |
| 43.0  | R+   | HAMILTON STATION LOOP    | 30'    | 60'   |
| 43.3  | R+   | BUCK MEADOWS Rd          | 65'    | 40'   |
| 43.5  | L+   | W ENTRANCE BIG OAK LODGE | 30'    | 35'   |
| 43.6  | L+   | E ENTRANCE BIG OAK LODGE | 30'    | 60'   |
| R44.0 | L+   | LOST CLAIM CAMP GROUND   | 35'    | 35'   |
| R45.2 | R+   | PACKYARD CANYON Rd       | 35'    | 50'   |
| 46.8  | R+   | CLIFF HOUSE Rd           | 35'    | 30'   |
| 47.1  | L+   | CHERRY LAKE Rd           | 40'    | 25'   |
| 47.4  | L+   | SWEET WATER Rd           | 35'    | 35'   |
| 50.1  | L+   | SAW MILL MOUNTAIN AREA   | 45'    | 30'   |
| R50.4 | R+   | HARDIN FLAT Rd           | 35'    | 30'   |
| R51.7 | R+   | YOSEMITE LAKES Rd        | 70'    | 40'   |

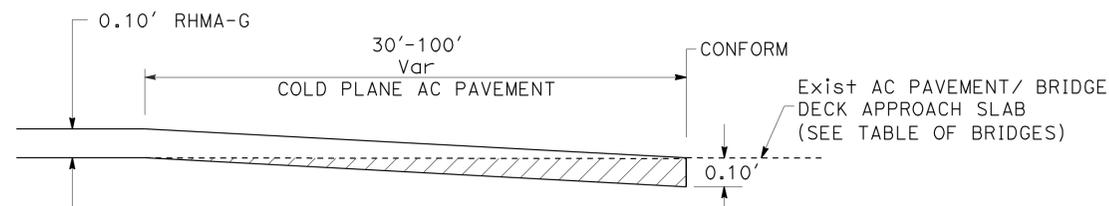


ROUTE 120

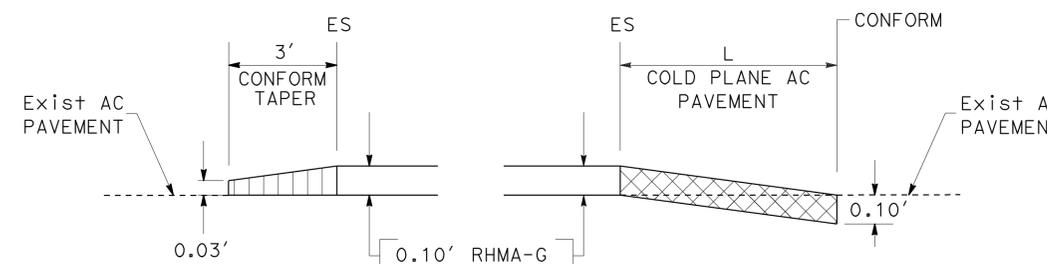


Rte 120 - PM R44.7 (L+)

**PAVING LIMIT AT VISTA POINT**



**LONGITUDINAL CONFORM TAPER AT EXISTING AC PAVEMENT/BRIDGE DECK APPROACH SLAB**

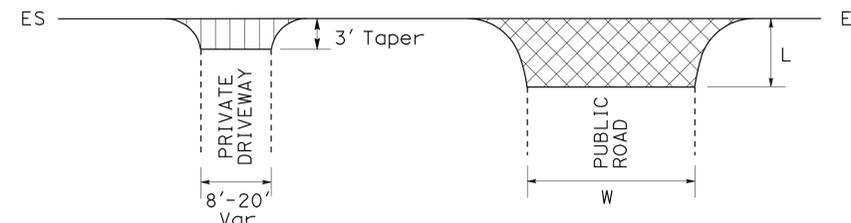


**PRIVATE DRIVEWAY CONFORM TAPER**

**PUBLIC ROAD CONFORM TAPER**



ROUTE 120



**PAVING LIMITS AT PRIVATE DRIVEWAYS AND PUBLIC ROAD INTERSECTIONS**  
SEE PUBLIC AND PRIVATE ROAD INTERSECTIONS TABLES

|      |          |       |                          |           |              |
|------|----------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY   | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 10   | Mpa, Tuo | 120   | R38.2/R52.7              | 3         | 15           |

REGISTERED CIVIL ENGINEER **JOSE A. ALICEA II** No. 64817 Exp. 6/30/11  
 DATE 1/10/11  
 PLANS APPROVAL DATE 2/7/11  
 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.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE  
 Alvin Mangindin  
 Thoa Huynh  
 Jose A. Alicea II  
 JAA  
 1/10/11

**CONSTRUCTION DETAILS**

NO SCALE

**C-1**

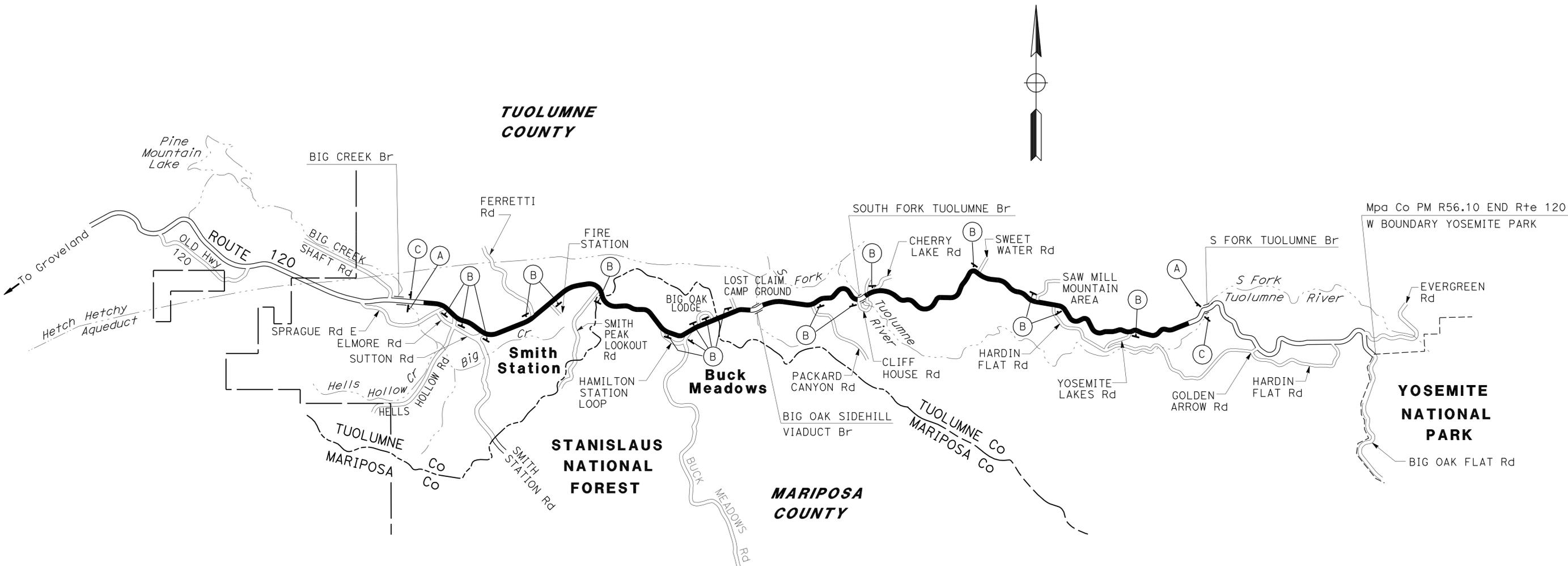
|      |          |       |                          |           |              |
|------|----------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY   | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 10   | Mpa, Tuo | 120   | R38.2/R52.7              | 4         | 15           |

REGISTERED CIVIL ENGINEER DATE 1/10/11  
 JOSE A. ALICEA II  
 No. 64817  
 Exp. 6/30/11  
 CIVIL

REGISTERED PROFESSIONAL ENGINEER  
 STATE OF CALIFORNIA

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE  
 FUNCTIONAL SUPERVISOR ALVIN MANGINDIN  
 CALCULATED/DESIGNED BY THOA HUYNH  
 CHECKED BY JOSE A ALICEA II  
 REVISOR JAA  
 DATE 1/10/11



**STATIONARY MOUNTED CONSTRUCTION AREA SIGNS**

| SIGN | SIGN CODE | PANEL SIZE | No. OF POSTS AND SIZE | No. OF SIGNS | SIGN MESSAGE                    |
|------|-----------|------------|-----------------------|--------------|---------------------------------|
| (A)  | G20-1     | 60" x 36"  | 2 - 6" x 6"           | 2            | ROAD CONSTRUCTION NEXT 15 MILES |
| (B)  | W20-1     | 36" x 36"  | 1 - 4" x 6"           | 18           | ROAD WORK AHEAD                 |
| (C)  | G20-2     | 36" x 18"  | 1 - 4" x 4"           | 2            | END ROAD WORK                   |

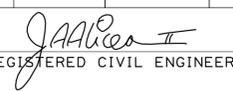
NOTE: EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.

**CONSTRUCTION AREA SIGNS**

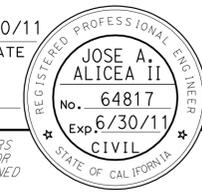
NO SCALE **CS-1**

THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGN WORK ONLY.

|      |          |       |                             |              |                 |
|------|----------|-------|-----------------------------|--------------|-----------------|
| Dist | COUNTY   | ROUTE | POST MILES<br>TOTAL PROJECT | SHEET<br>No. | TOTAL<br>SHEETS |
| 10   | Mpa, Tuo | 120   | R38.2/R52.7                 | 5            | 15              |

 1/10/11  
 REGISTERED CIVIL ENGINEER DATE  
 2/7/11  
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**ABBREVIATION**

RHMA-G - RUBBERIZED HOT MIX ASPHALT (GAP GRADED)

**NOTES:**

- \* - TOTAL INCLUDED IN ROADWAY ITEMS TABLE
- (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.
- TRAFFIC MANAGEMENT SYSTEM ELEMENTS LOCATIONS ARE APPROXIMATE.

**CONFORM TAPERS**

| LOCATION |      | LENGTH<br>(N) | WIDTH<br>(N) | COLD PLANE<br>AC Pvm+ | HMA<br>(TYPE A) | RHMA-G |
|----------|------|---------------|--------------|-----------------------|-----------------|--------|
| PM       | SIDE |               |              | DESCRIPTION           | SQYD            | TON    |
| R38.2    |      |               |              | 134                   |                 | 9      |
| R38.6    | R+   | 40'           | 30'          | 134                   | 9               |        |
| R38.9    | R+   | 55'           | 40'          | 245                   | 17              |        |
| R39.5    | R+   | 50'           | 30'          | 167                   | 12              |        |
| R40.2    | L+   | 50'           | 45'          | 250                   | 17              |        |
| R40.6    | R+   | 75'           | 30'          | 250                   | 17              |        |
| R41.6    | R+   | 70'           | 35'          | 273                   | 19              |        |
| 43.0     | R+   | 30'           | 60'          | 200                   | 14              |        |
| 43.3     | R+   | 65'           | 40'          | 289                   | 20              |        |
| 43.5     | L+   | 30'           | 35'          | 117                   | 8               |        |
| 43.6     | L+   | 30'           | 60'          | 200                   | 14              |        |
| R44.0    | L+   | 35'           | 35'          | 137                   | 10              |        |
| R44.7    | L+   | 190'          | 18'          | 380                   | 26              |        |
| R44.8    |      | 100'          | 32'          | 356                   |                 | 24     |
| R44.8    |      | 100'          | 32'          | 356                   |                 | 24     |
| R45.2    | R+   | 35'           | 50'          | 195                   | 14              |        |
| 46.8     | R+   | 35'           | 30'          | 117                   | 8               |        |
| 46.8     |      | 100'          | 32'          | 356                   |                 | 24     |
| 46.8     |      | 100'          | 32'          | 356                   |                 | 24     |
| 47.1     | L+   | 40'           | 25'          | 112                   | 8               |        |
| 47.4     | L+   | 35'           | 35'          | 137                   | 10              |        |
| 50.1     | L+   | 45'           | 30'          | 150                   | 11              |        |
| R50.4    | R+   | 35'           | 30'          | 117                   | 8               |        |
| R51.7    | R+   | 70'           | 40'          | 312                   | 21              |        |
| R52.7    |      | 30'           | 32'          | 107                   |                 | 8      |
|          |      |               |              |                       | 10              |        |
| TOTAL    |      |               |              | 5447*                 | 273*            | 113*   |

**DIGOUTS**

| LOCATION |      | LENGTH<br>(N) | WIDTH<br>(N) | COLD PLANE<br>AC Pvm+ | HMA<br>(TYPE A) |
|----------|------|---------------|--------------|-----------------------|-----------------|
| PM       | SIDE |               |              | SQYD                  | TON             |
| R38.22   | EB   | 22'           | 4'           | 10                    | 2               |
| R38.26   | EB   | 300'          | 4'           | 134                   | 23              |
| R38.28   | EB   | 60'           | 4'           | 27                    | 5               |
| R38.29   | EB   | 130'          | 12'          | 174                   | 30              |
| R39.90   | EB   | 10'           | 12'          | 14                    | 3               |
| R41.50   | EB   | 50'           | 12'          | 67                    | 12              |
| 41.70    | EB   | 710'          | 12'          | 947                   | 160             |
| R44.04   | EB   | 396'          | 12'          | 528                   | 90              |
| R44.65   | EB   | 132'          | 12'          | 176                   | 30              |
| R45.60   | EB   | 50'           | 12'          | 67                    | 12              |
| R45.70   | EB   | 528'          | 4'           | 235                   | 40              |
| 47.60    | EB   | 528'          | 4'           | 235                   | 40              |
| 48.10    | EB   | 264'          | 4'           | 118                   | 20              |
| 48.90    | EB   | 264'          | 4'           | 118                   | 20              |
| R38.45   | WB   | 528'          | 4'           | 235                   | 40              |
| R38.65   | WB   | 792'          | 4'           | 352                   | 60              |
| R39.05   | WB   | 1584'         | 4'           | 704                   | 119             |
| R41.52   | WB   | 8448'         | 12'          | 11,264                | 1901            |
| R45.00   | WB   | 528'          | 4'           | 235                   | 40              |
| R45.20   | WB   | 660'          | 4'           | 294                   | 50              |
| R51.90   | WB   | 528'          | 4'           | 235                   | 40              |
| TOTAL    |      |               |              | 16,169*               | 2737*           |

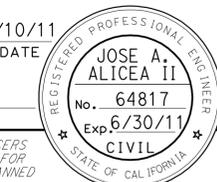
**CONFORM TAPERS AT MBGR**

| LOCATION        |      | LENGTH<br>(N) | WIDTH<br>(N) | COLD PLANE<br>AC Pvm+ | RHMA<br>(GAP GRADED) |
|-----------------|------|---------------|--------------|-----------------------|----------------------|
| PM / PM         | SIDE |               |              | SQYD                  | TON                  |
| 43.64 / 43.67   | EB   | 159'          | 4'           | 71                    | 5                    |
| R44.26 / R44.39 | EB   | 687'          | 4'           | 306                   | 21                   |
| R44.52 / R44.60 | EB   | 423'          | 4'           | 188                   | 13                   |
| R45.22 / R45.29 | EB   | 370'          | 4'           | 165                   | 11                   |
| R45.50 / 46.20  | EB   | 3697'         | 4'           | 1644                  | 110                  |
| 48.45 / 48.50   | EB   | 264'          | 4'           | 118                   | 8                    |
| R39.12 / R39.27 | WB   | 793'          | 8'           | 705                   | 47                   |
| R41.23 / R41.44 | WB   | 1109'         | 8'           | 986                   | 66                   |
| R44.05 / R44.18 | WB   | 687'          | 4'           | 306                   | 21                   |
| R44.57 / R44.71 | WB   | 740'          | 4'           | 329                   | 22                   |
| R44.77 / R44.88 | WB   | 581'          | 4'           | 259                   | 18                   |
| R45.24 / R45.33 | WB   | 476'          | 4'           | 212                   | 15                   |
| 46.32 / 46.38   | WB   | 317'          | 4'           | 141                   | 10                   |
| 46.49 / 46.57   | WB   | 423'          | 4'           | 188                   | 13                   |
| 46.82 / 46.84   | WB   | 106'          | 4'           | 48                    | 4                    |
| 47.28 / 47.33   | WB   | 264'          | 4'           | 118                   | 8                    |
| 47.62 / 47.83   | WB   | 1109'         | 4'           | 493                   | 33                   |
| 48.19 / 48.23   | WB   | 212'          | 4'           | 95                    | 7                    |
| 48.87 / 48.92   | WB   | 265'          | 4'           | 118                   | 8                    |
| 49.37 / 49.46   | WB   | 476'          | 4'           | 212                   | 15                   |
| TOTAL           |      |               |              | 6702*                 | 455*                 |

**SUMMARY OF QUANTITIES  
Q-1**

|      |          |       |                          |           |              |
|------|----------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY   | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 10   | Mpa, Tuo | 120   | R38.2/R52.7              | 6         | 15           |

 1/10/11  
 REGISTERED CIVIL ENGINEER DATE  
 2/7/11  
 PLANS APPROVAL DATE



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### TRAFFIC MANAGEMENT SYSTEM ELEMENTS (EXISTING)

| PM    | LOCATION              | DIRECTION | TYPE                       |
|-------|-----------------------|-----------|----------------------------|
| R38.9 | E/O HELLS HOLLOW ROAD | BOTH      | TRAFFIC MONITORING STATION |

### PAVEMENT DELINEATION ITEMS

| LOCATION<br>(ROUTE 120) | REMOVE THERMOPLASTIC TRAFFIC STRIPE | THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE) |            |            |           |           |           |           | REMOVE YELLOW THERMOPLASTIC PAVEMENT MARKING | THERMOPLASTIC PAVEMENT MARKING |      |                    |                                 |
|-------------------------|-------------------------------------|--|------------|------------|-----------|-----------|-----------|-----------|--|--------------------------------|------|--------------------|---------------------------------|
|                         | 8" WHITE                            | 4" WHITE                                 |            | 8" WHITE   | 4" YELLOW |           |           |           |  | LIMIT LINE                     | STOP | TYPE III (L) ARROW | DISABLED PERSONS PARKING SYMBOL |
|                         | Det. 38A                            | DETAIL 27B                               | DETAIL 27C | DETAIL 38A | DETAIL 5  | DETAIL 18 | DETAIL 21 | DETAIL 28 | TYPE III ARROW (L)                           |                                |      |                    |                                 |
|                         | LF                                  | LF                                       |            |            |           |           |           |           | SQFT   | SQFT                           |      |                    |                                 |
| PM R38.2/R52.7          | 422                                 | 153,560                                  | 1660       | 211        | 5597      | 6389      | 63,107    | 634       | 84   | 784                            | 440  | 84                 | 14                              |
| <b>TOTAL</b>            | <b>422</b>                          | <b>231,158</b>                           |            |            |           |           |           |           | <b>84</b>                                    | <b>1322</b>                    |      |                    |                                 |

### ROADWAY ITEMS

| LOCATION<br>(ROUTE 120)         | RUBBERIZED HOT MIX ASPHALT (GAP GRADED) | COLD PLANE AC PAVEMENT | HOT MIX ASPHALT (TYPE A) | TACK COAT  | IMPORTED MATERIAL (SHOULDER BACKING) | PLACE HMA (Misc AREA) |
|---------------------------------|---|------------------------|--------------------------|------------|--------------------------------------|-----------------------|
|                                 | TON                                     | SQYD                   | TON                      | TON        | TON                                  | SQYD                  |
| PM R38.2/R52.7                  | 20,000                                  |                        |                          | 130        | 1300                                 |                       |
| DIGOUTS                         |   | 16,169                 | 2737                     | 7          |                                      |                       |
| PUBLIC ROAD CONFORM TAPERS      | 113                                     | 5447                   | 263                      | 3          |                                      | 140                   |
| PRIVATE DRIVEWAY CONFORM TAPERS |   |                        | 10                       |            |                                      |                       |
| CONFORM TAPERS AT MBGR          | 455                                     | 6702                   |                          | 3          |                                      |                       |
| <b>TOTAL</b>                    | <b>20,568</b>                           | <b>28,318</b>          | <b>3010</b>              | <b>143</b> | <b>1300</b>                          | <b>140</b>            |

## SUMMARY OF QUANTITIES Q-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** ELECTRICAL DESIGN

|                        |              |
|------------------------|--------------|
| FUNCTIONAL SUPERVISOR  | ALI BAKHOUD  |
| CALCULATED/DESIGNED BY | CHECKED BY   |
| JASPAL SINGH           | FRED IYASERE |
| REVISED BY             | DATE REVISED |

**NOTES:**

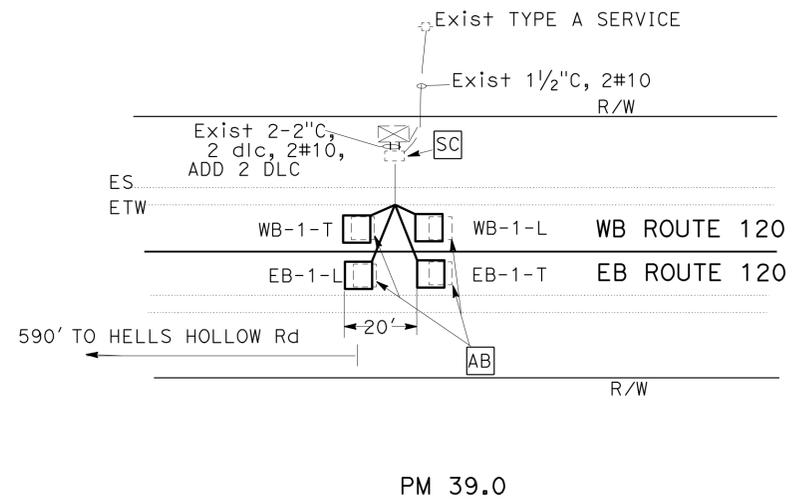
- 1 **AB** Exist LOOP DETECTORS AND INSTALL LOOP DETECTORS AS SHOWN.
- 2 FOR ACCURATE RIGHT OF WAY DATA CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

|      |        |       |                          |           |              |
|------|--------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 10   | Tuo    | 120   | R38.2/R52.7              | 7         | 15           |

1/10/11  
 REGISTERED ELECTRICAL ENGINEER DATE  
 2/7/11  
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER  
**Jaspal Singh**  
 No. 16657  
 Exp. 6/30/12  
 ELECTRICAL  
 STATE OF CALIFORNIA

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**MODIFY TRAFFIC MONITORING STATION (COUNT)**  
 NO SCALE  
**E-1**

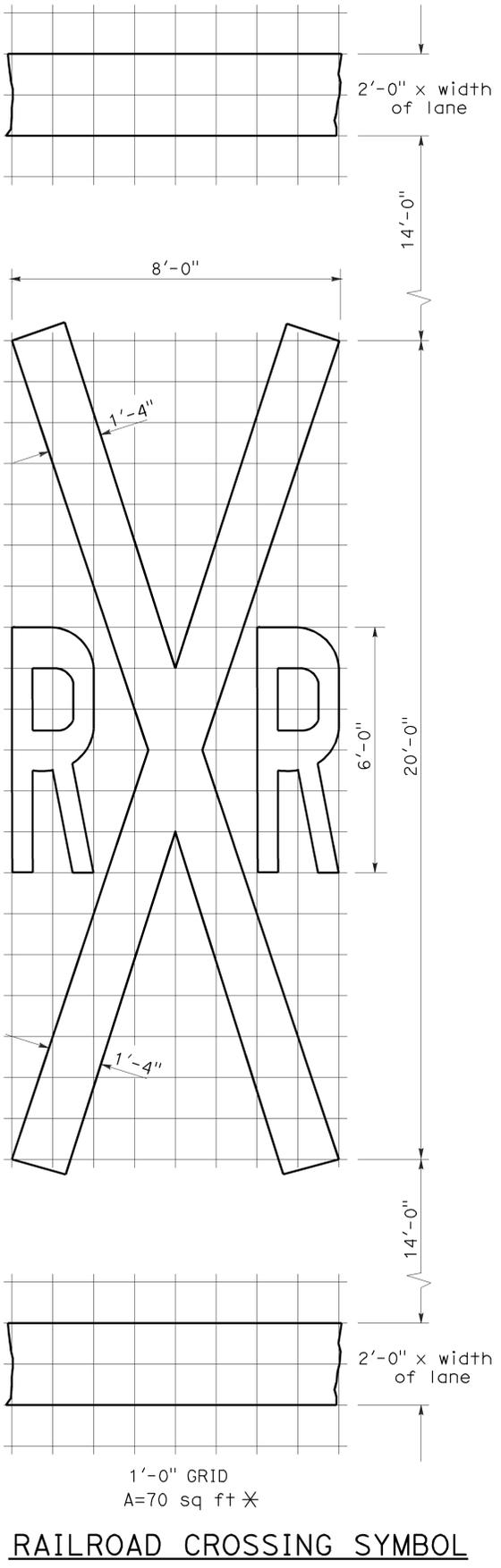
LAST REVISION     
 DATE PLOTTED => 10-FEB-2011     
 01-10-11     
 TIME PLOTTED => 11:27

| DIST | COUNTY   | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|----------|-------|--------------------------|-----------|--------------|
| 10   | Mpa, Tuo | 120   | R38.2/R52.7              | 8         | 15           |

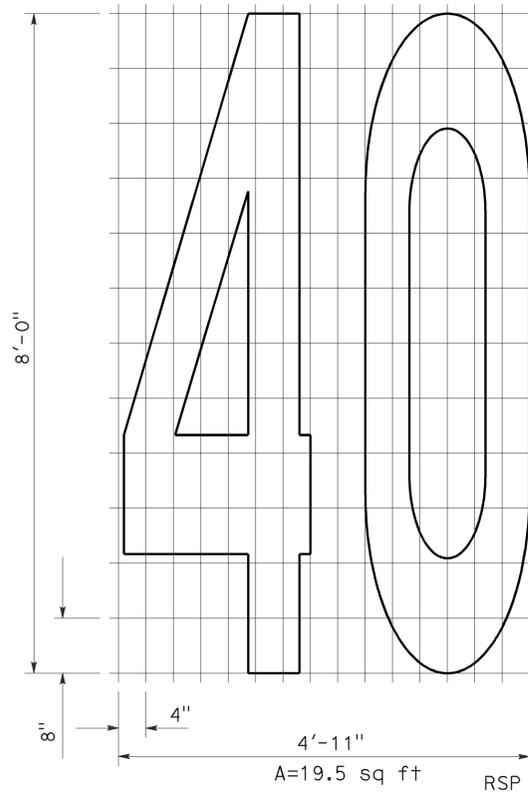
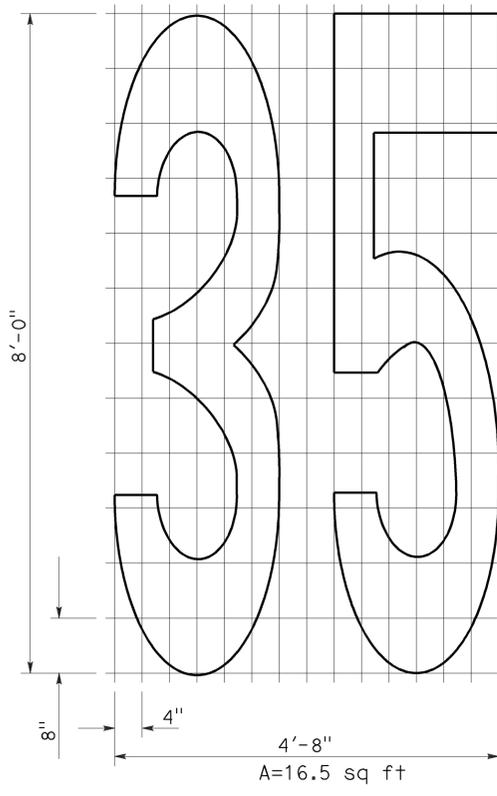
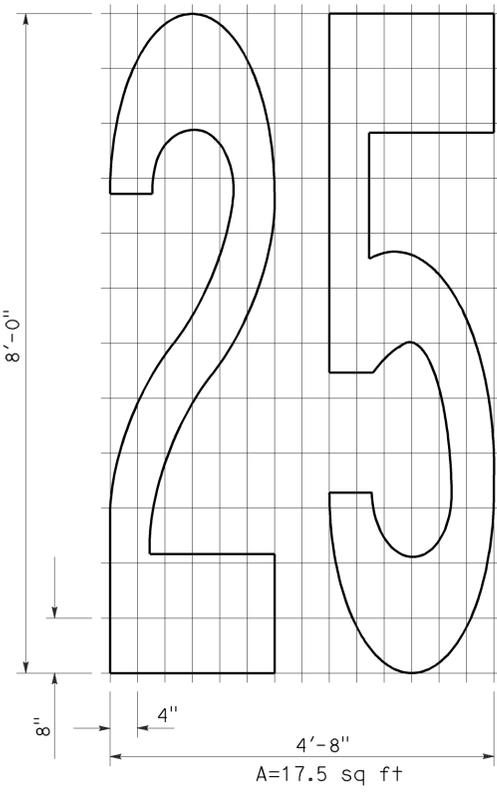
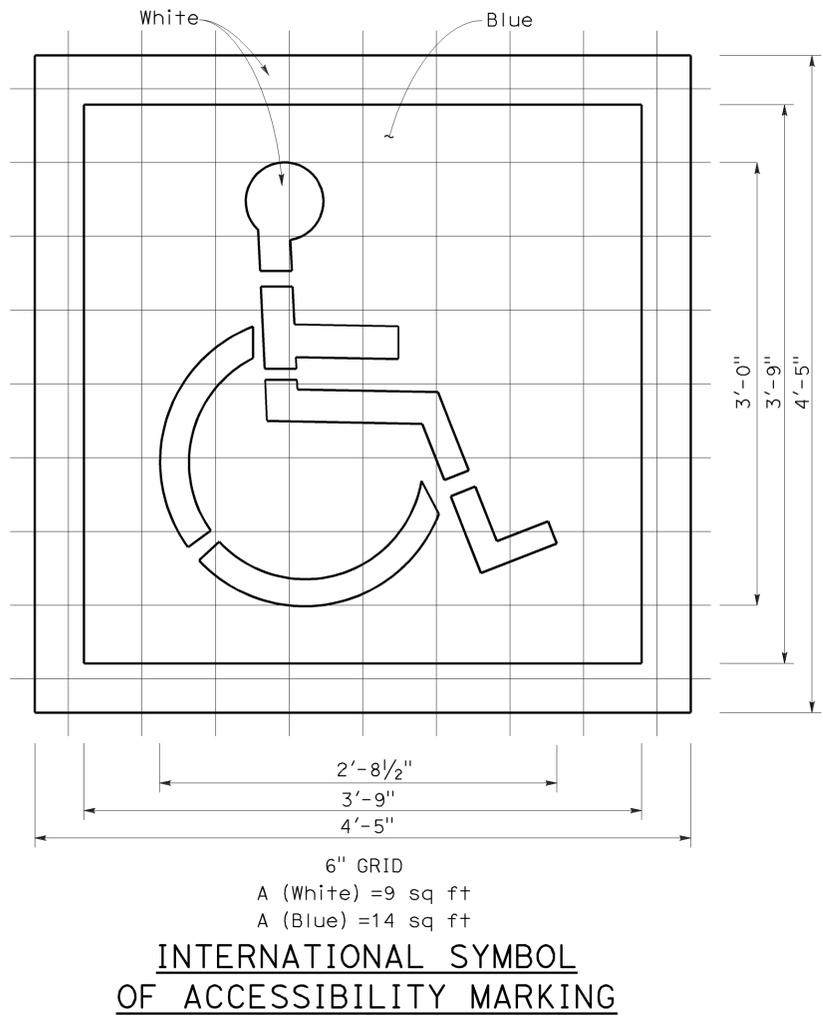
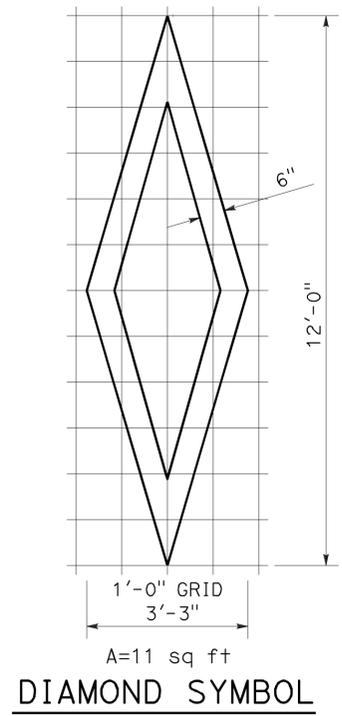
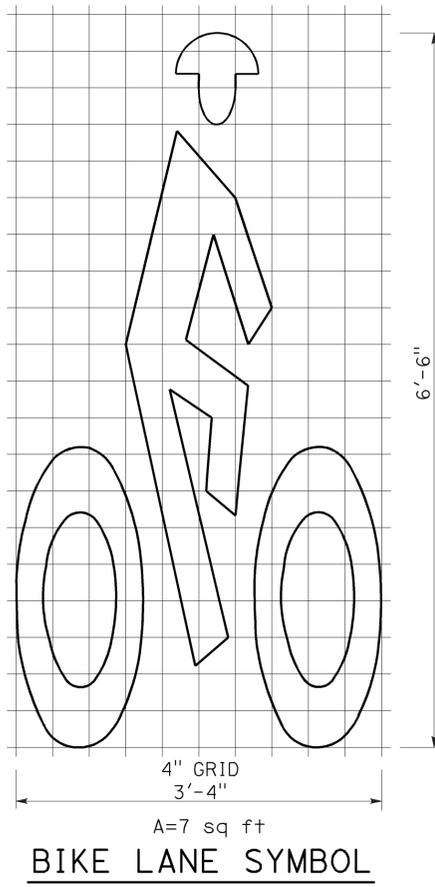
Donald E. Howe  
 REGISTERED CIVIL ENGINEER  
 June 6, 2008  
 PLANS APPROVAL DATE  
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REGISTERED PROFESSIONAL ENGINEER  
 Donald E. Howe  
 No. C46402  
 Exp. 3-31-09  
 CIVIL  
 STATE OF CALIFORNIA

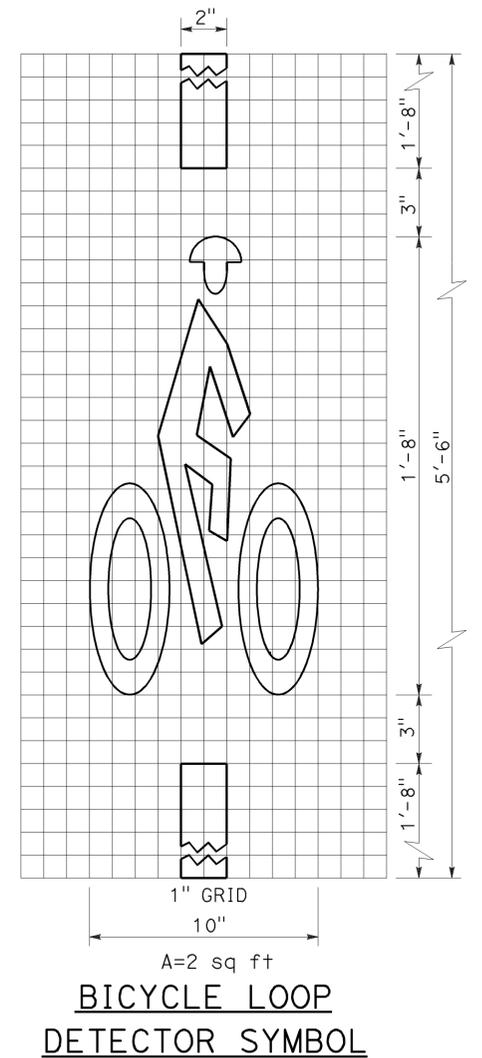
To accompany plans dated 2/7/11



\*70 sq ft DOES NOT INCLUDE THE 2'-0" x VARIABLE WIDTH TRANSVERSE LINES.



**NUMERALS**



**NOTE:**  
1. Minor variations in dimensions may be accepted by the Engineer.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**PAVEMENT MARKINGS SYMBOLS AND NUMERALS**  
NO SCALE

RSP A24C DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A24C DATED MAY 1, 2006 - PAGE 11 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP A24C**

**2006 REVISED STANDARD PLAN RSP A24C**

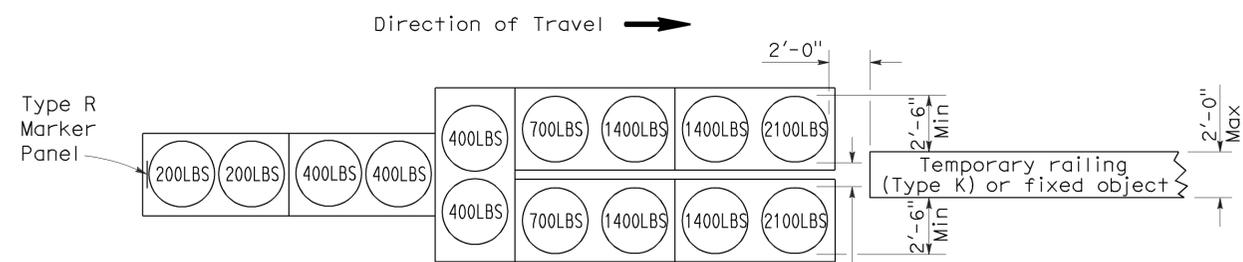
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|------|----------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY   | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 10   | Mpa, Tuo | 120   | R38.2/R52.7              | 9         | 15           |

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

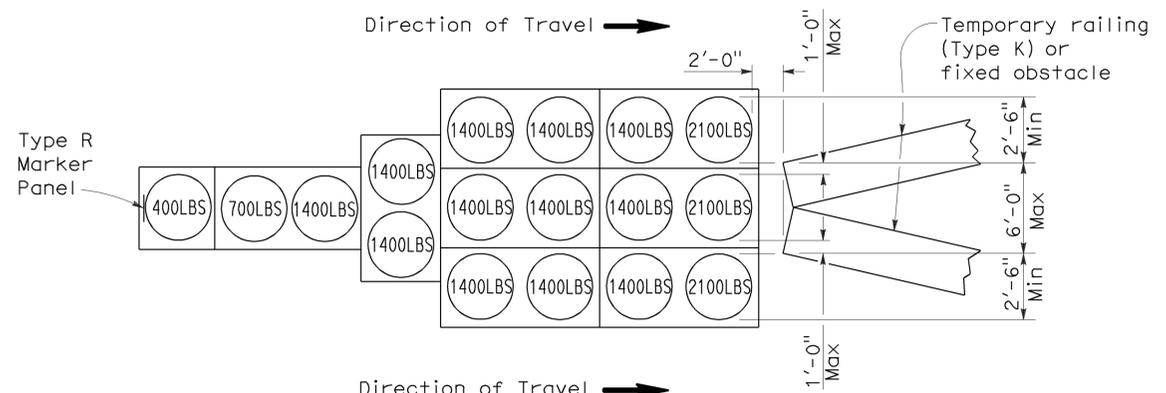
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To accompany plans dated 2/7/11



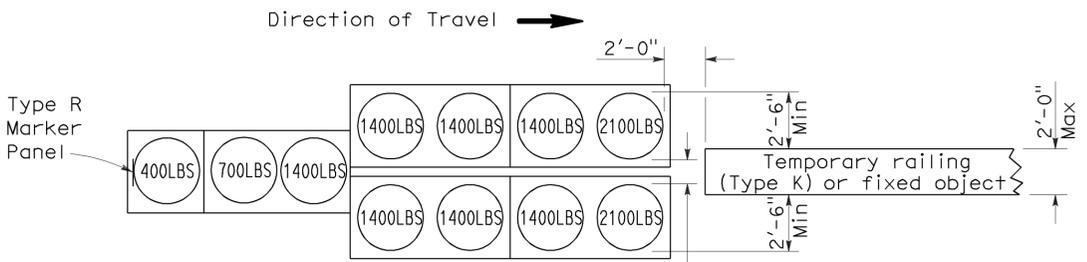
**ARRAY 'TU14'**

Approach speed 45 mph or more



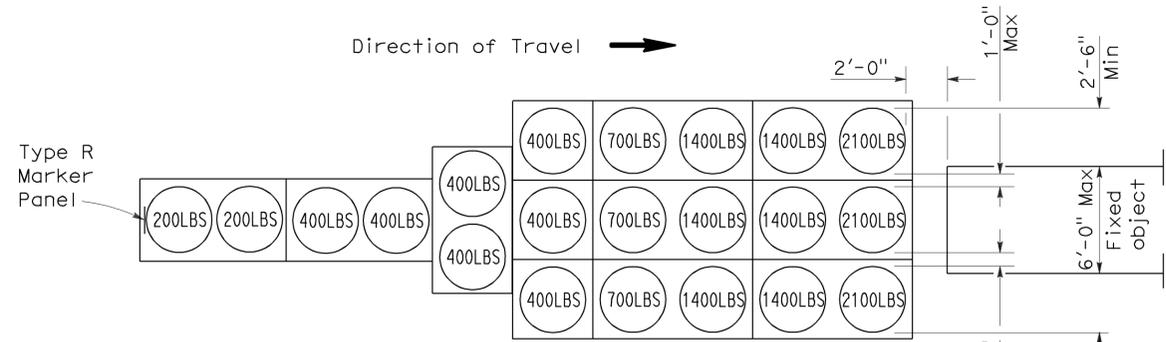
**ARRAY 'TU17'**

Approach speed less than 45 mph



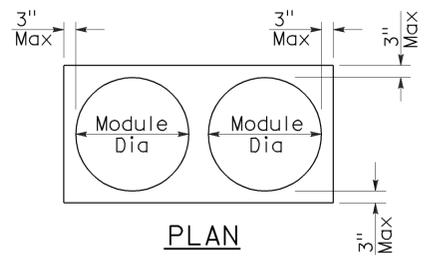
**ARRAY 'TU11'**

Approach speed less than 45 mph

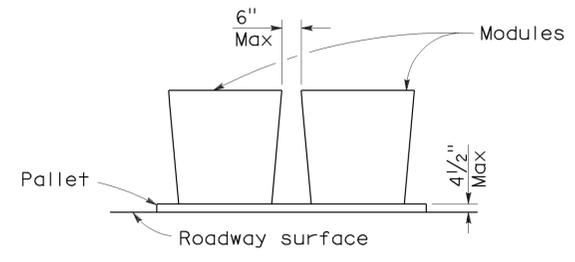


**ARRAY 'TU21'**

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**

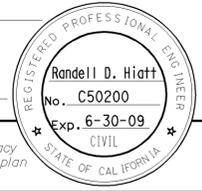
2006 REVISED STANDARD PLAN RSP T1A

| DIST | COUNTY   | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|----------|-------|--------------------------|-----------|--------------|
| 10   | Mpa, Tuo | 120   | R38.2/R52.7              | 10        | 15           |

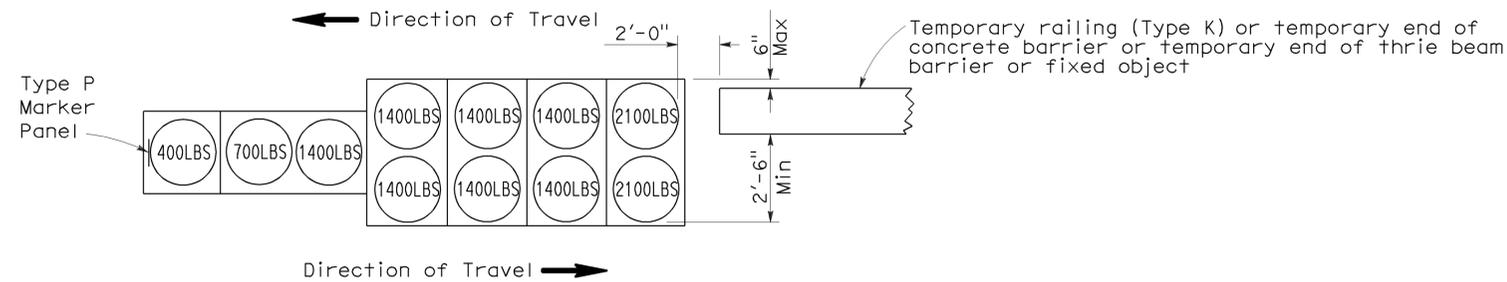
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

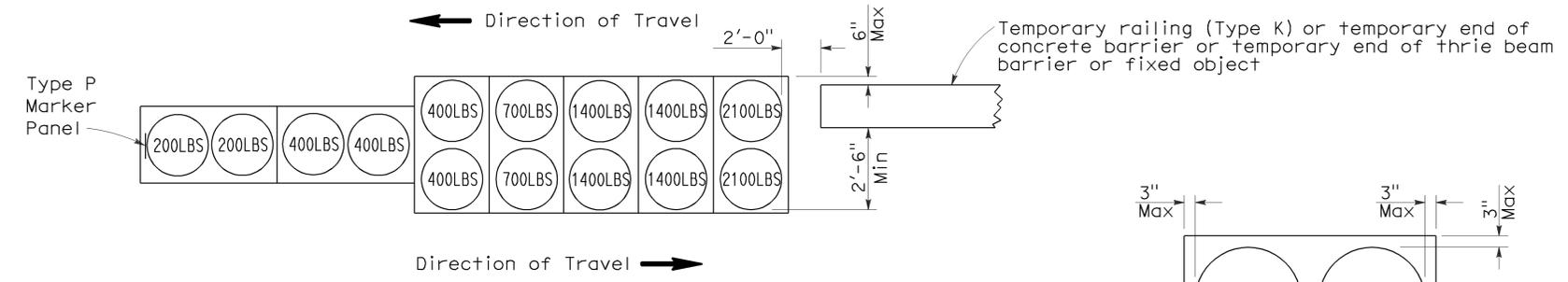
*The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.*



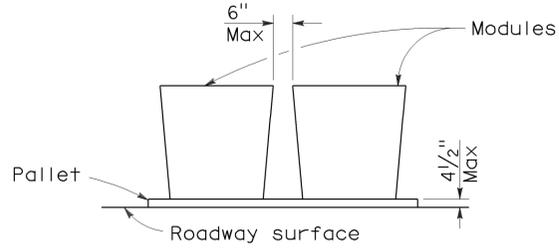
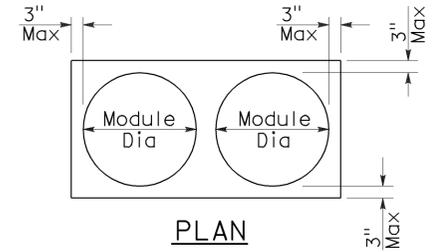
To accompany plans dated 2/7/11



**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

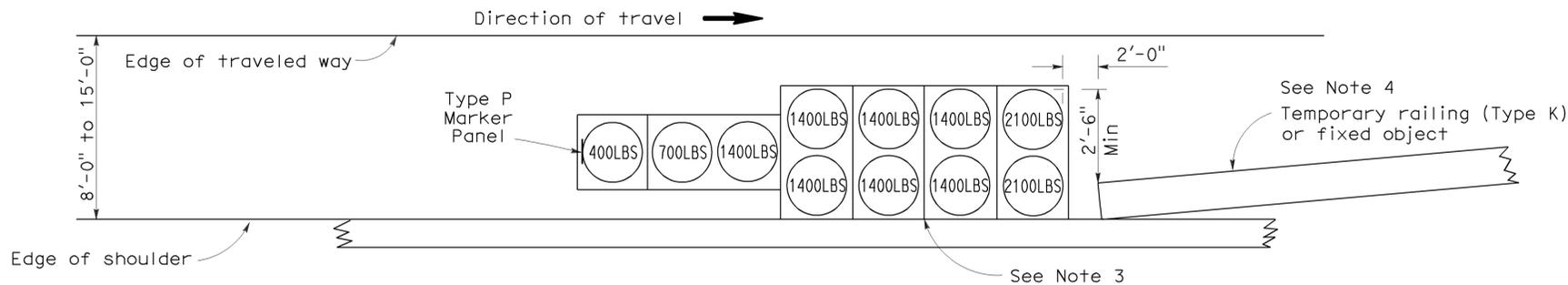
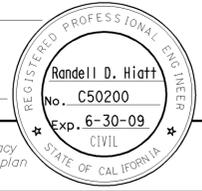
|      |             |       |                             |              |                 |
|------|-------------|-------|-----------------------------|--------------|-----------------|
| DIST | COUNTY      | ROUTE | POST MILES<br>TOTAL PROJECT | SHEET<br>NO. | TOTAL<br>SHEETS |
| 10   | Mpa,<br>Tuo | 120   | R38.2/R52.7                 | 11           | 15              |

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

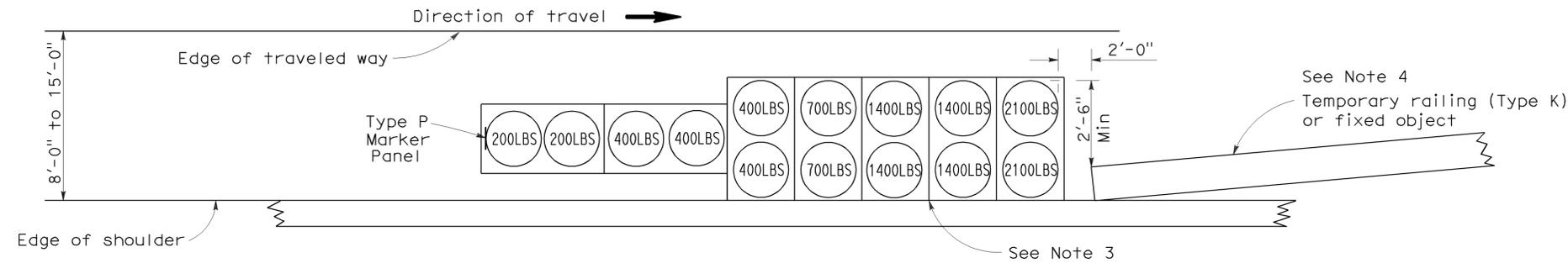
June 6, 2008  
PLANS APPROVAL DATE

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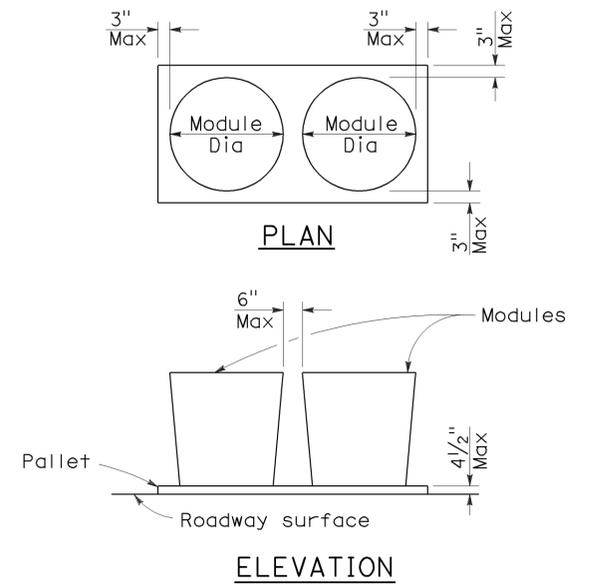
To accompany plans dated 2/7/11



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



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



**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)**

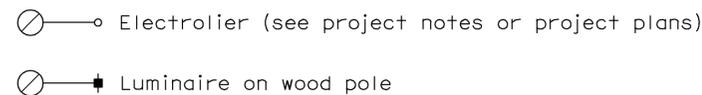
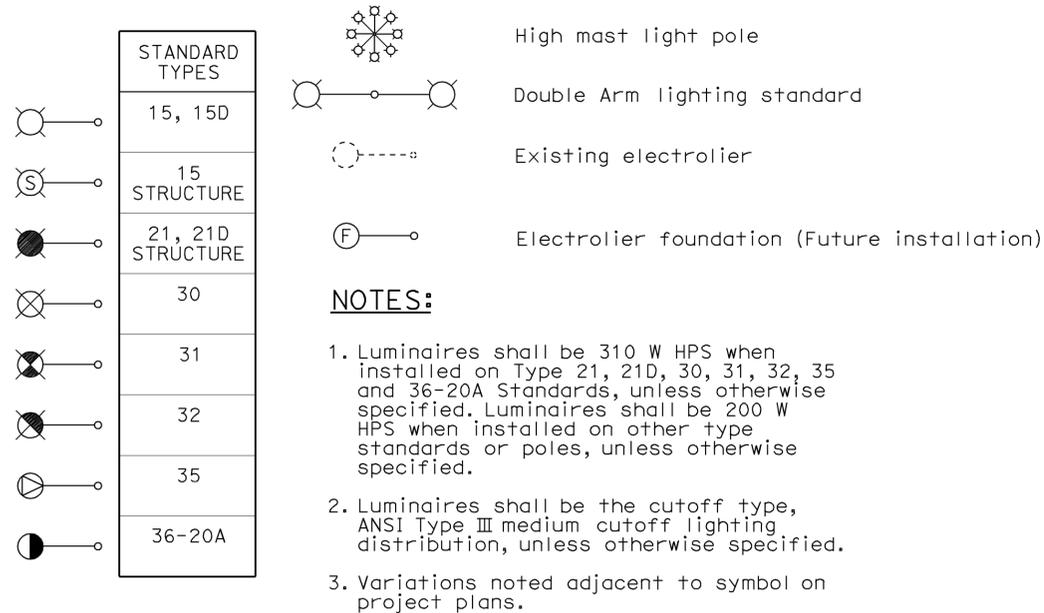
NO SCALE

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

# 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 |
|------|----------|-------|--------------------------|-----------|--------------|
| 10   | Mpa, Tuo | 120   | R38.2/R52.7              | 12        | 15           |

*Jeffery G. McRae*  
REGISTERED ELECTRICAL ENGINEER

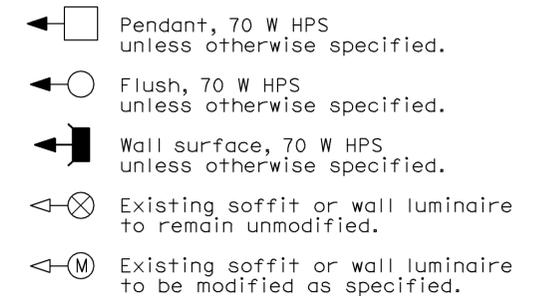
October 5, 2007  
PLANS APPROVAL DATE

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

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To accompany plans dated 2/7/11

## 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**

2006 REVISED STANDARD PLAN RSP ES-1A

| DIST | COUNTY    | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|-----------|-------|--------------------------|-----------|--------------|
| 10   | Mpca, Tuo | 120   | R38.2/R52.7              | 13        | 15           |

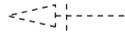
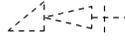
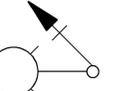
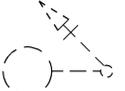
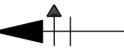
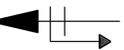
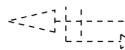
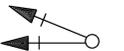
Jeffrey G. McRae  
 REGISTERED ELECTRICAL ENGINEER  
 October 5, 2007  
 PLANS APPROVAL DATE  
 Jeffrey G. McRae  
 No. E14512  
 Exp. 6-30-08  
 ELECTRICAL  
 STATE OF CALIFORNIA

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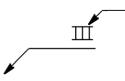
### CONDUIT

| 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   |

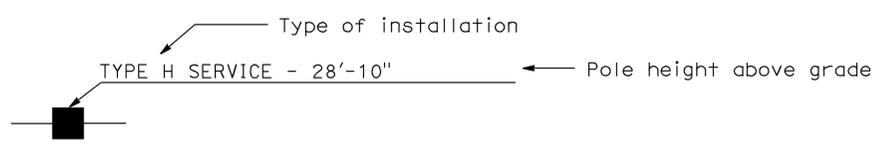
### SIGNAL EQUIPMENT

| 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:<br>"L" Indicates all non-arrow sections louvered<br>"LG" Indicates louvered green section only<br>"PV" Indicates 12" programmed visibility sections<br>"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   |

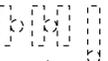
### SERVICE EQUIPMENT

| 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                                 |

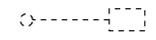
### POLE-MOUNTED SERVICE DESIGNATION



### 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.

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**ELECTRICAL SYSTEMS  
 (SYMBOLS AND ABBREVIATIONS)**  
 NO SCALE

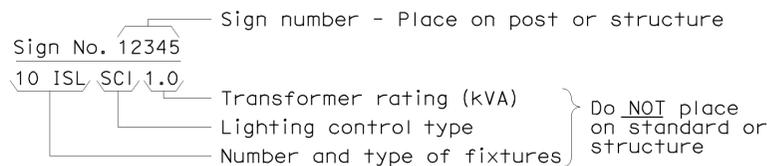
RSP ES-1B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1B  
 DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP ES-1B**

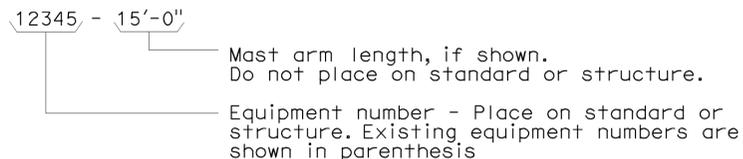
2006 REVISED STANDARD PLAN RSP ES-1B

### EQUIPMENT IDENTIFICATION

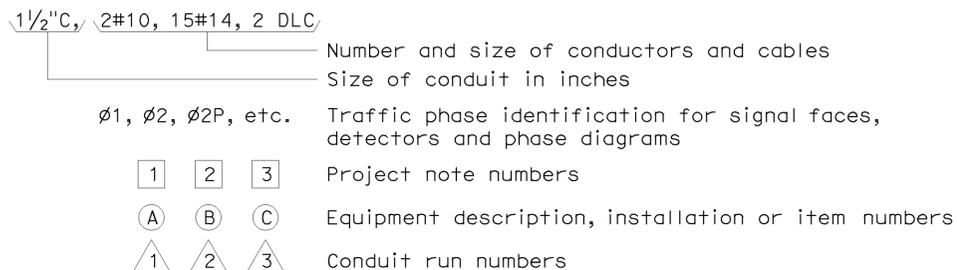
#### ILLUMINATED SIGN IDENTIFICATION NUMBER:



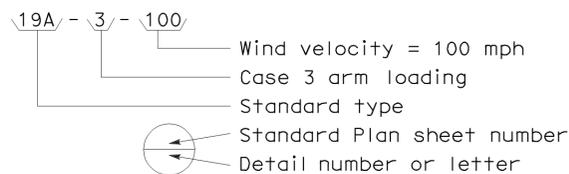
#### ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:



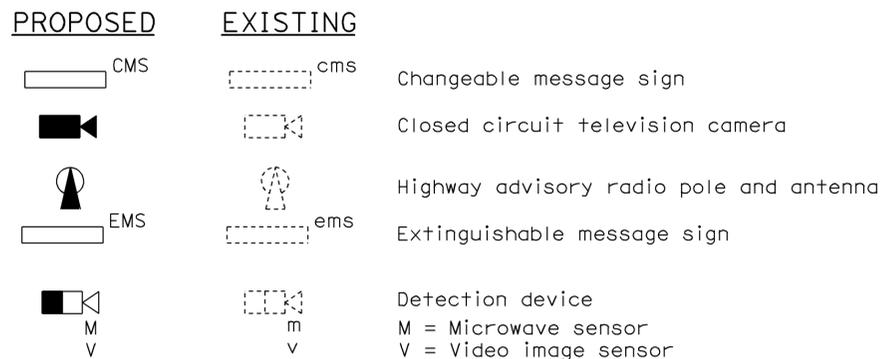
#### CONDUIT AND CONDUCTOR IDENTIFICATION:



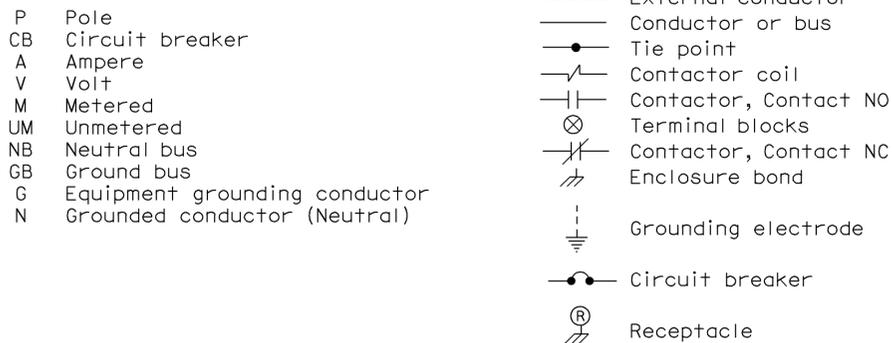
#### SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



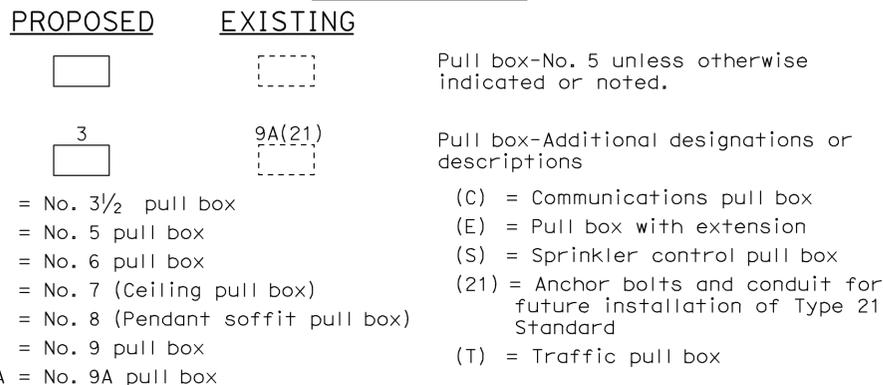
### MISCELLANEOUS EQUIPMENT



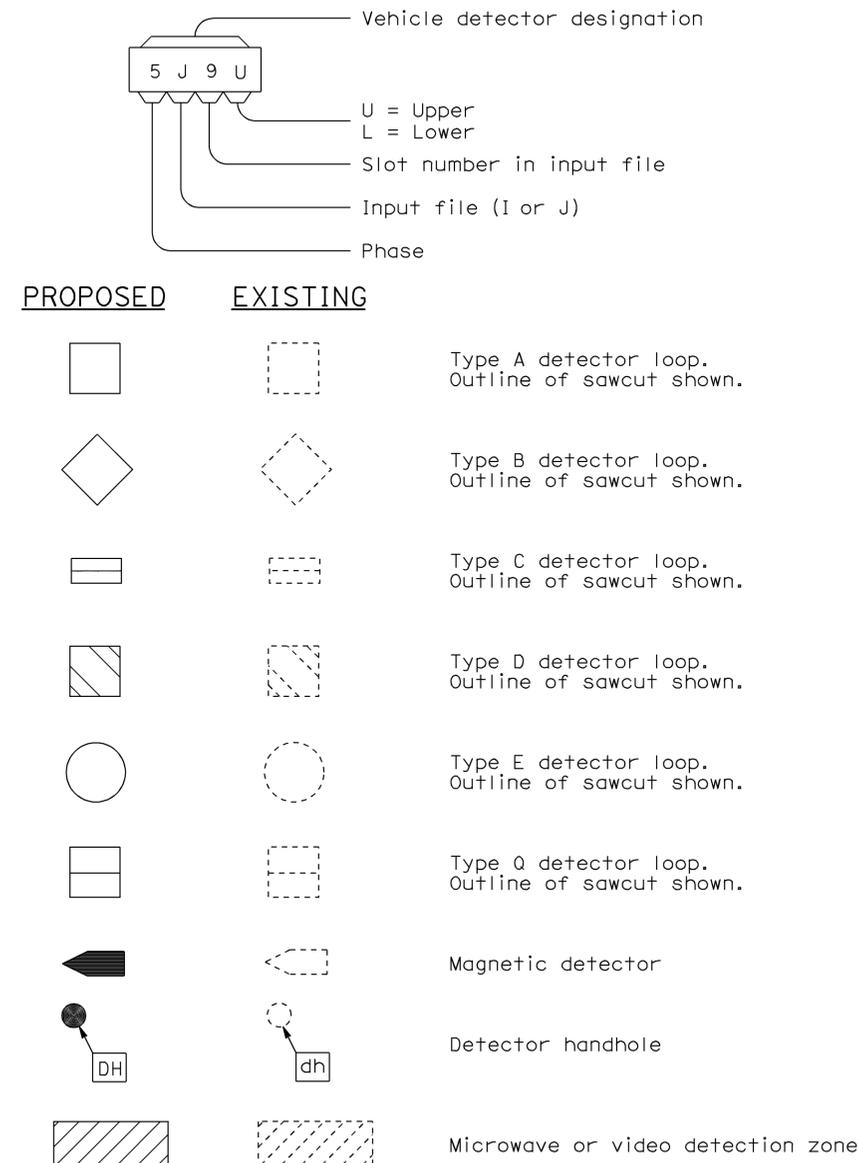
### WIRING DIAGRAM LEGEND



### PULL BOXES



### VEHICLE DETECTORS



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**ELECTRICAL SYSTEMS**  
**(SYMBOLS AND ABBREVIATIONS)**

NO SCALE

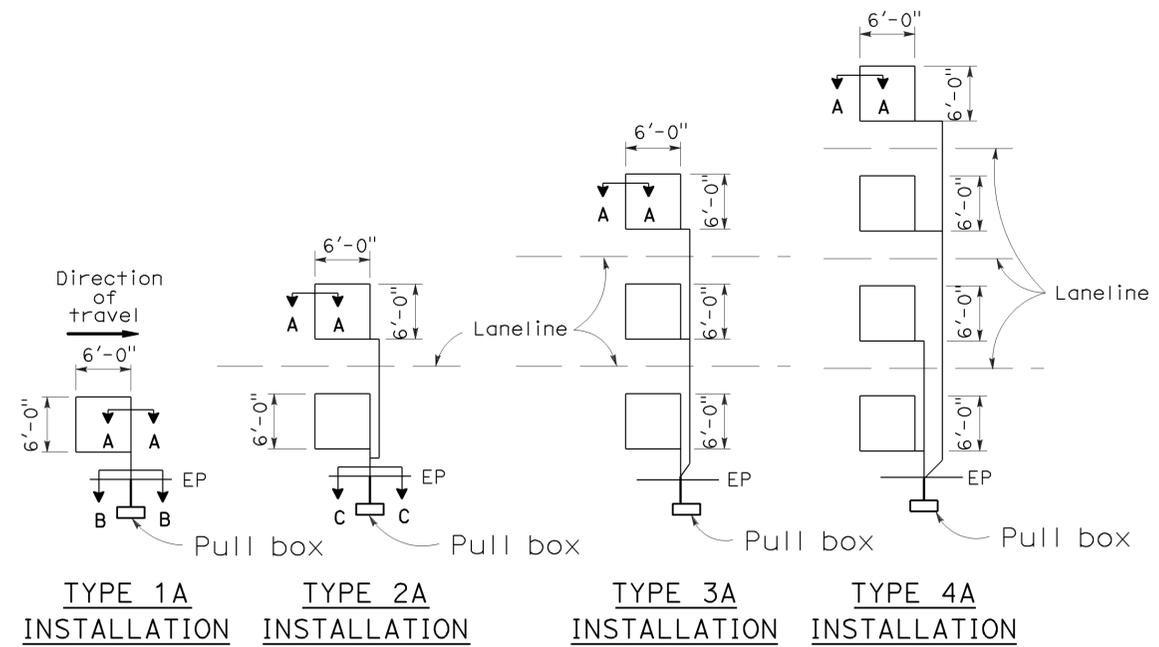
RSP ES-1C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1C  
 DATED MAY 1, 2006 - PAGE 402 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP ES-1C**

2006 REVISED STANDARD PLAN RSP ES-1C

# LOOP INSTALLATION PROCEDURE

- Loops shall be centered in lanes.
- Saw slots in pavement for loop conductors as shown in details.
- 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.
- Bottom of saw slot shall be smooth with no sharp edges.
- Slots shall be washed until clean, blown out and thoroughly dried before installing loop conductors.
- Adjacent loops on the same sensor unit channel shall be wound in opposite directions.
- 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.
- 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.
- No more than 2 twisted pairs shall be installed in one sawed slot.
- Allow additional 5'-0" of slack length of conductor for the lead-in run to pull box.
- 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.
- Test each loop circuit for continuity, circuit resistance and insulation resistance at the pull box before filling slots.
- Fill slots as shown in details.
- Splice loop conductors to lead-in-cable. Splices shall be soldered.
- 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.
- Lead-in-cable shall not be spliced between the pull box and the controller cabinet terminals.
- Test each loop circuit for continuity, circuit resistance and insulation resistance at the controller cabinet location.
- 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.

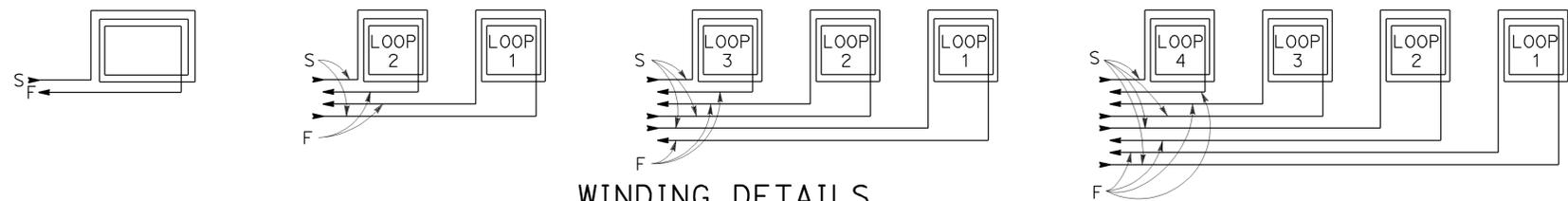


TYPE 1A INSTALLATION    TYPE 2A INSTALLATION    TYPE 3A INSTALLATION    TYPE 4A INSTALLATION

## SAWCUT DETAILS

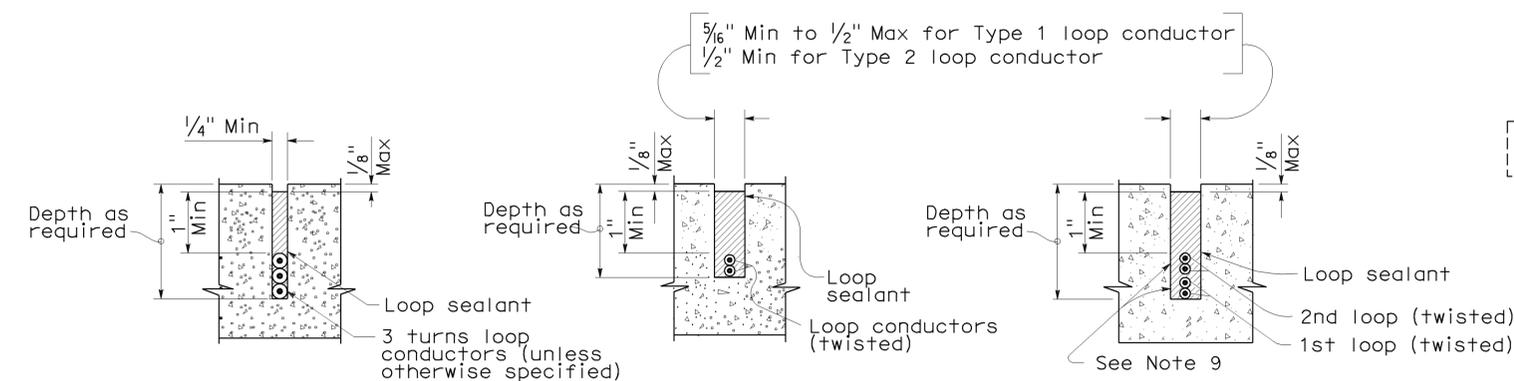
(Type A loop detector configurations illustrated)

- 1A thru 4A = 1 Type A loop configuration in each lane.
  - 1B thru 4B = 1 Type B loop configuration in each lane.
  - 1C = 1 Type C loop configuration entering lanes as required.
  - 1D thru 4D = 1 Type D loop configuration in each lane.
  - 1E thru 4E = 1 Type E loop configuration in each lane.
  - 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)

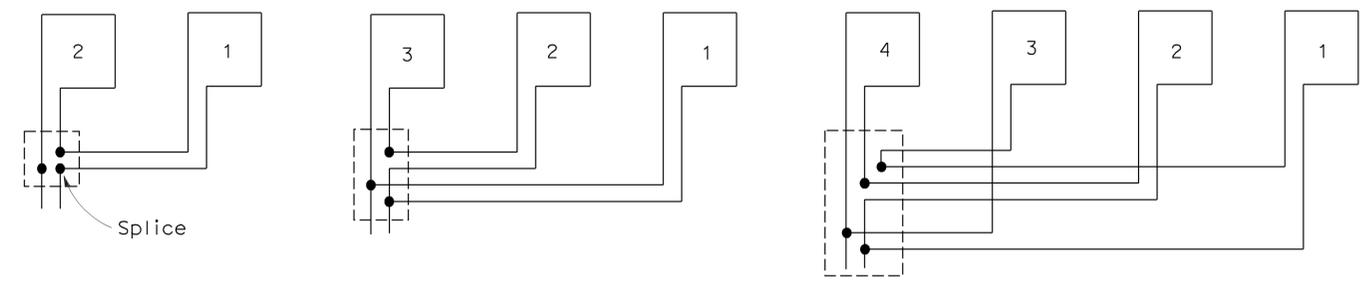


## WINDING DETAILS

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)

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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

|      |           |       |                          |           |              |
|------|-----------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY    | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 10   | Mpca, Tuo | 120   | R38.2/R52.7              | 15        | 15           |

*Jeffery G. McRae*  
 REGISTERED ELECTRICAL ENGINEER  
 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.

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

To accompany plans dated 2/7/11

2006 REVISED STANDARD PLAN RSP ES-5A