

ARCATA RAILS WITH TRAILS

Federal Project RPSTPL-5021(019)



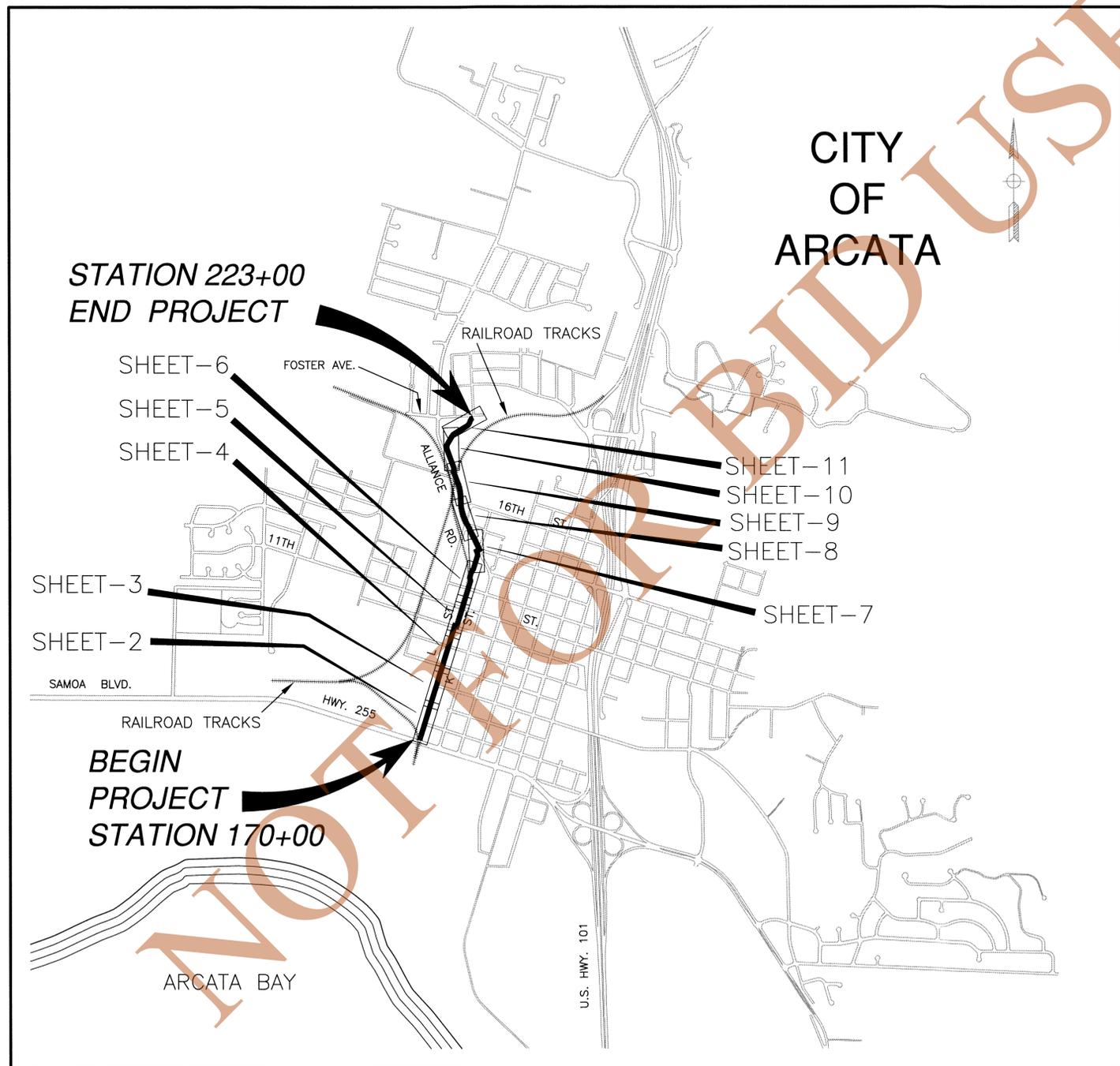
PREPARED BY:
CITY OF ARCATA
ENGINEERING DEPARTMENT



COUNTY MAP
N.T.S.



STATE MAP
N.T.S.



PROJECT LOCATION MAP
N.T.S.

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34. E107 - ELECTRICAL DETAILS

NOTE:
THESE PLANS WERE DEVELOPED USING A PRELIMINARY DESIGN BY GHD INC. AND A TOPOLOGICAL SURVEY BY GUTIERREZ LAND SURVEYING



APPROVED BY:

R. Charles Class

R.C. CLASS R.C.E. 56487

NO.	DATE	REVISION
1	12/8/2014	Comments from client

COVER SHEET
ARCATA RAILS WITH TRAILS

Date	12/8/2014
Scale	NTS
Sheet No.	1 OF 34
Drawing	COVER SHEET



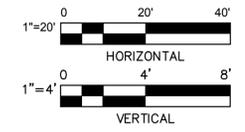
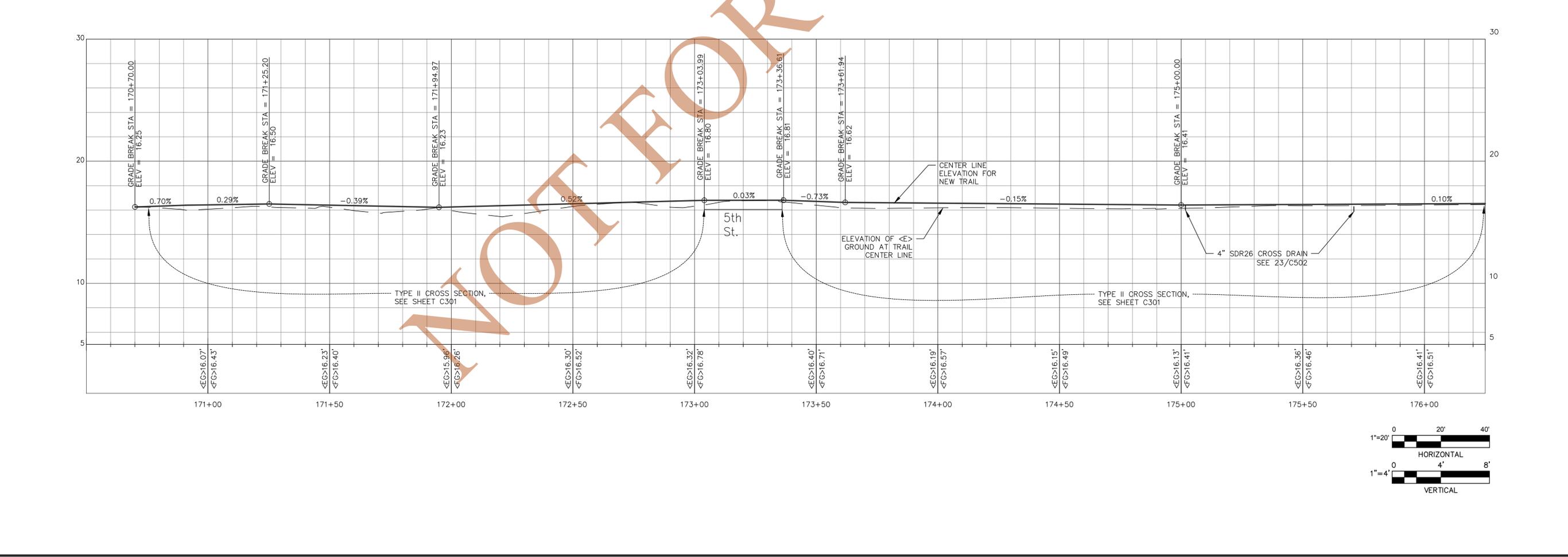
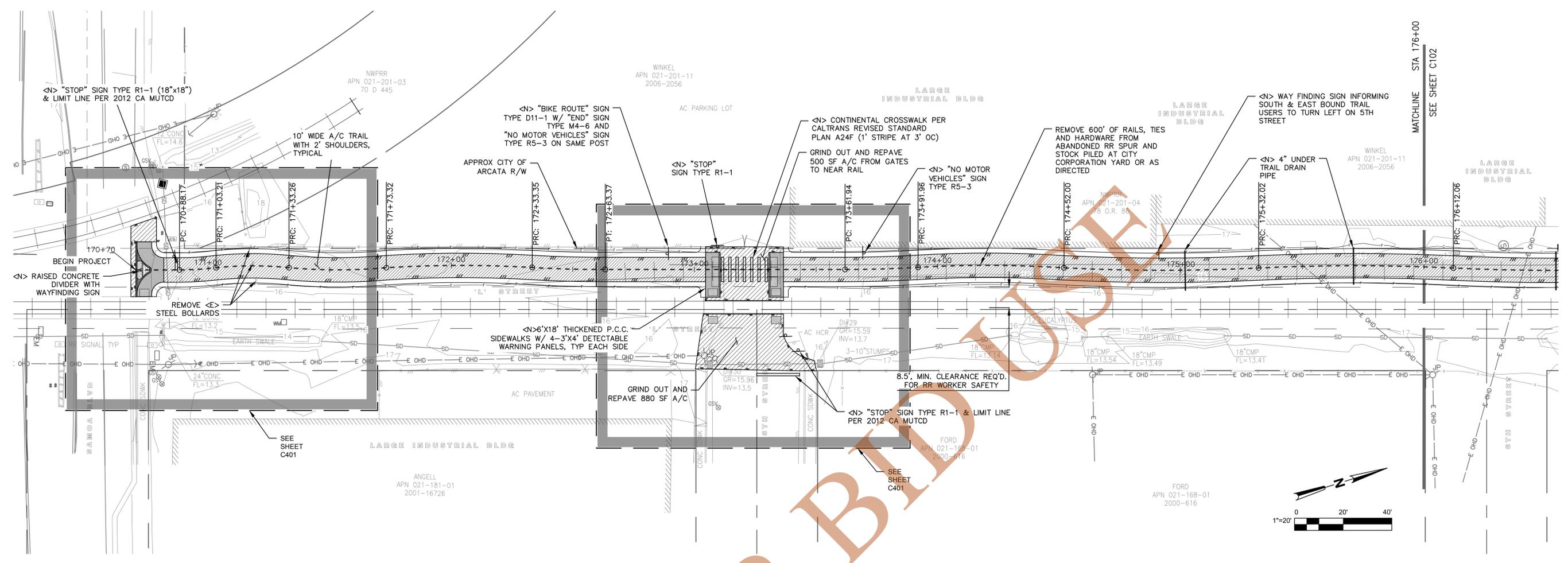
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NO.	DATE	REVISION
1	12/8/2014	Comments from client
2		

Plan & Profile Sta 170+70 to 176+00
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
 Scale: 1" = 20'
 Sheet No.: 2 OF 34
 Drawing: C101

Plotted By: Terry Barney Plot Date: 12/8/2014 C3D_RwT_Main_2014-12-08.dwg

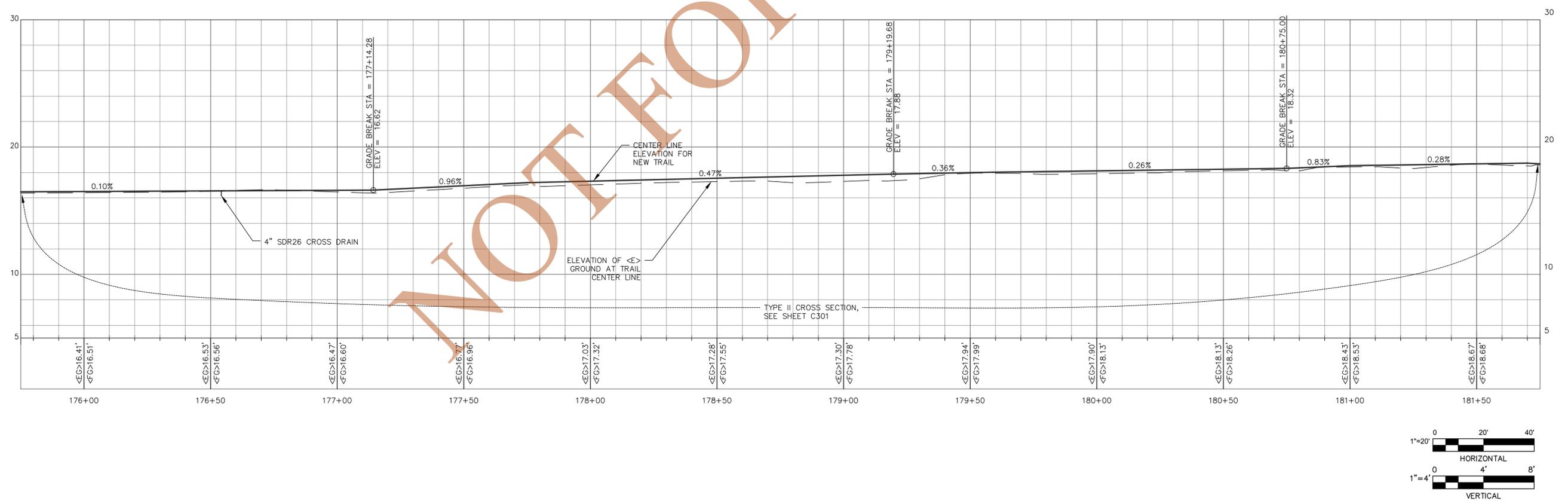
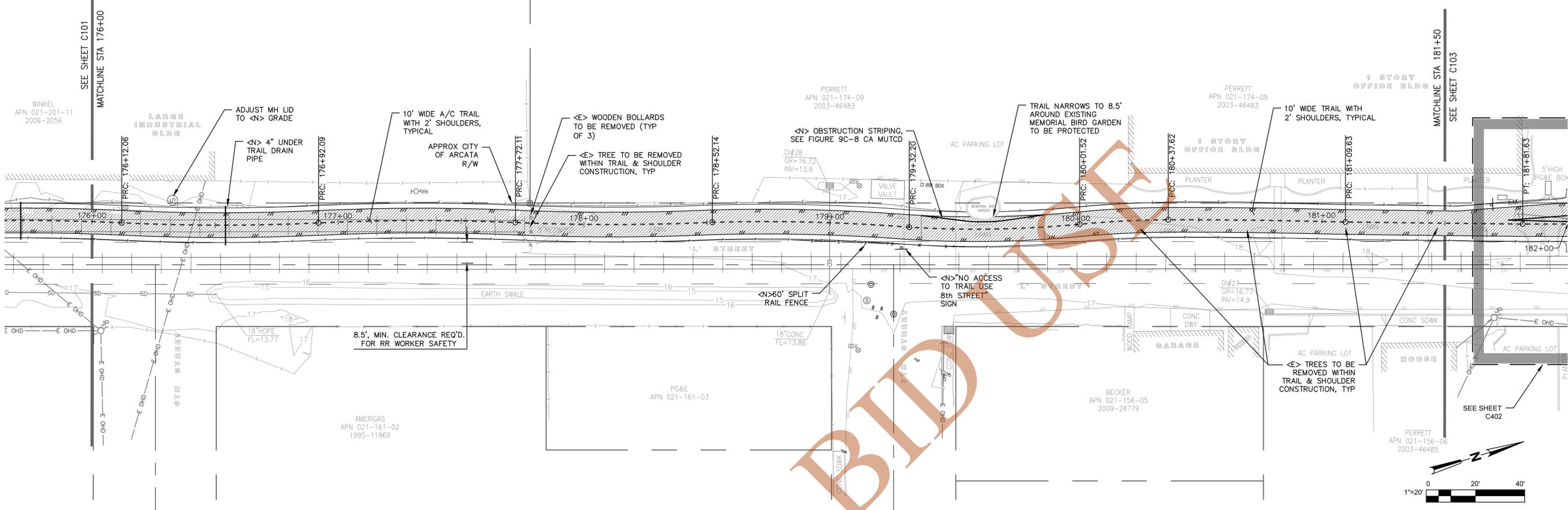




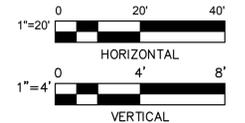
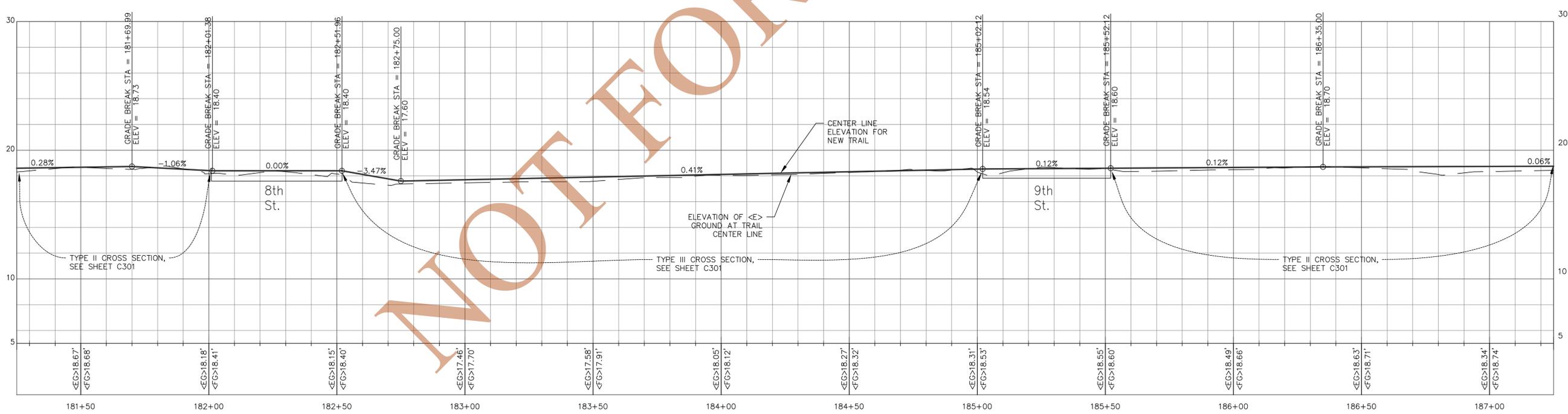
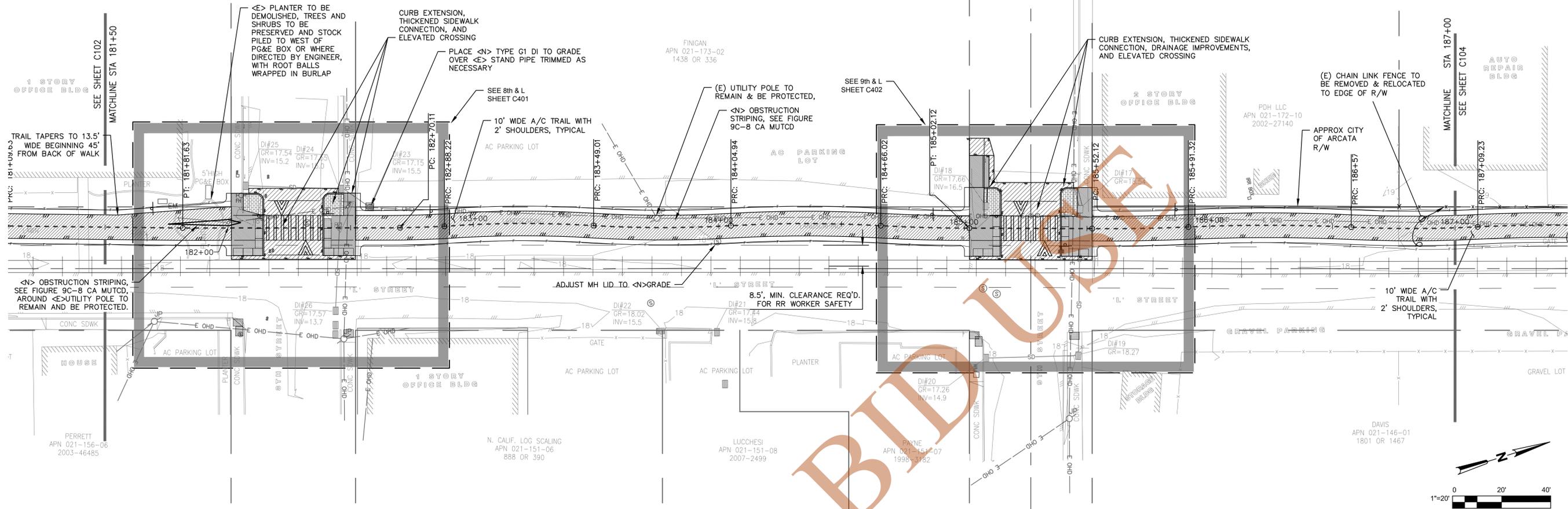
CITY OF ARCATA
ENGINEERING DEPARTMENT

NO.	DATE	REVISION
1	12/8/2014	Comments from client

Plan & Profile Sta 176+00 to 181+50
ARCATA RAILS WITH TRAILS
 Date: 12/8/2014
 Scale: 1" = 20'
 Sheet No. 3 OF 34
 Drawing C102



Plotted By: Terry Barney Plot Date: 12/8/2014 C3D_RwT_Main_2014-12-08.dwg



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NO.	DATE	REVISION
1	12/8/2014	Comments from client

Plan & Profile Sta 181+50 to 187+00
ARCATA RAILS WITH TRAILS

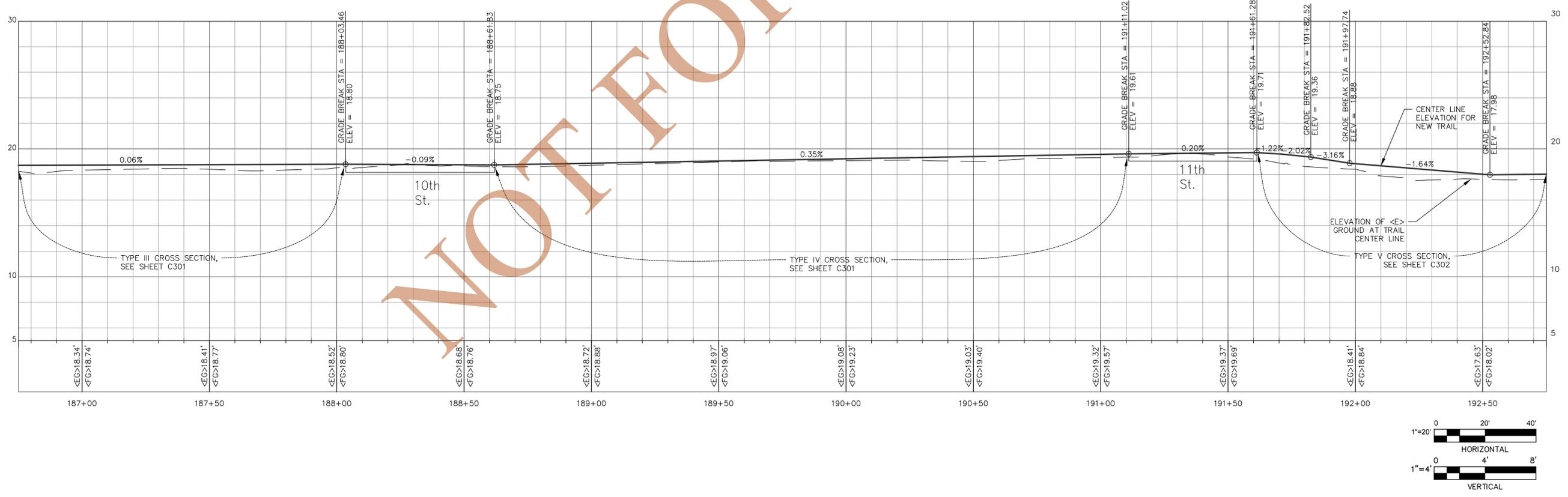
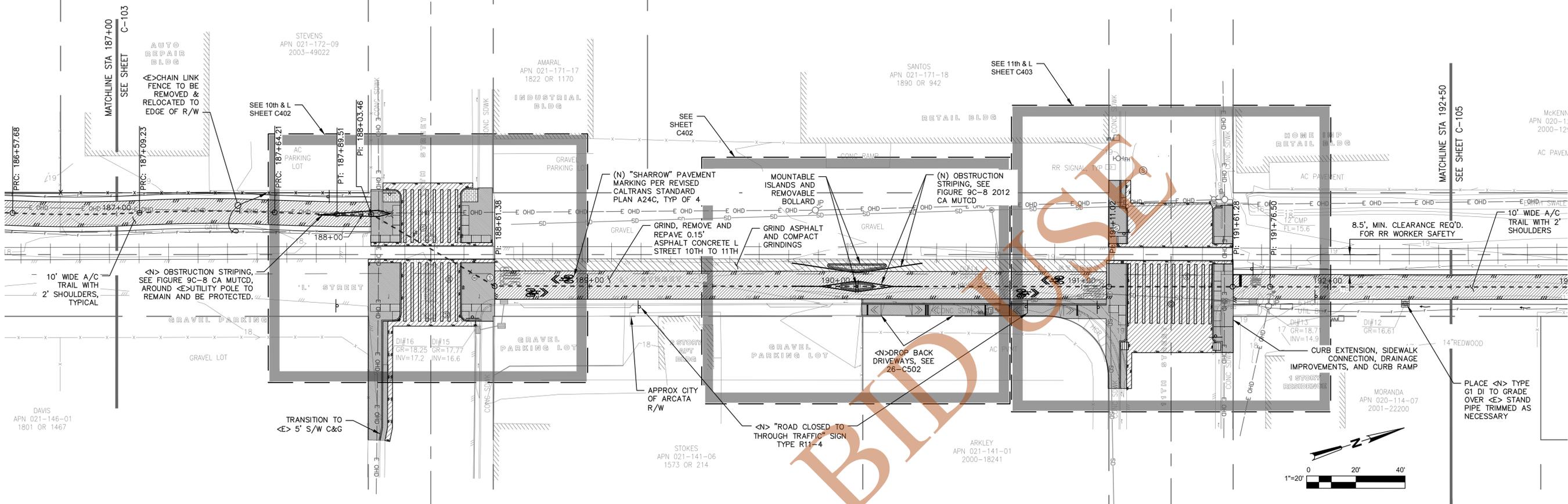


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NO.	DATE	REVISION
1	12/8/2014	Comments from client

Plan & Profile Sta 187+00 to 192+50
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
 Scale: 1" = 20'
 Sheet No.: 5 OF 34
 Drawing: C104



Plotted By: Terry Barney Plot Date: 12/8/2014 C3D_RwT_Main_2014-12-08.dwg



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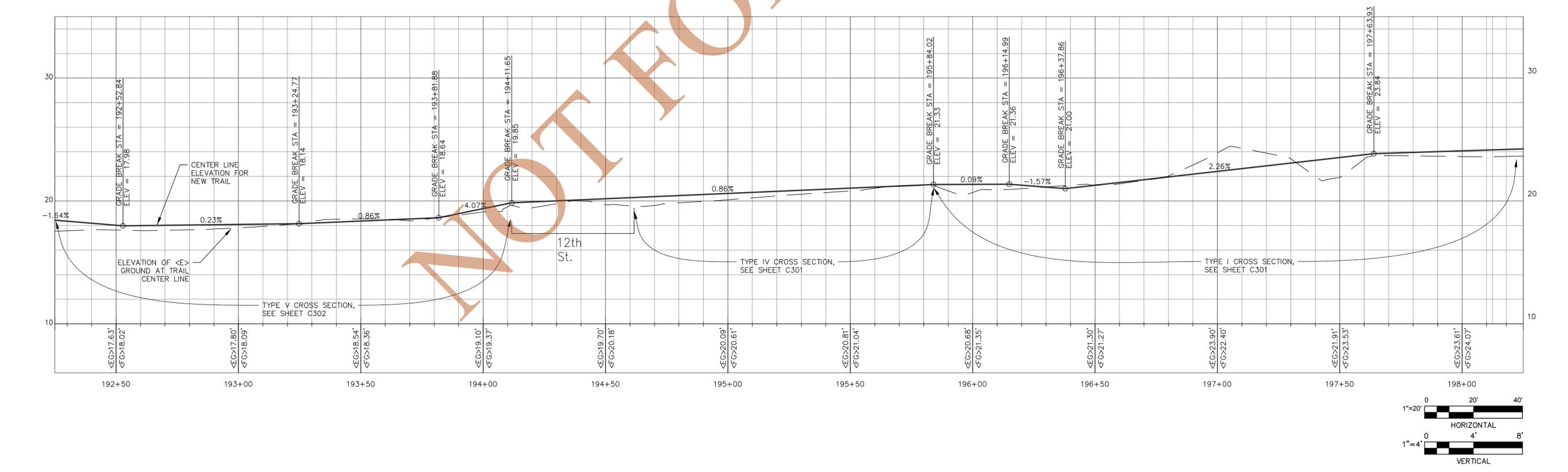
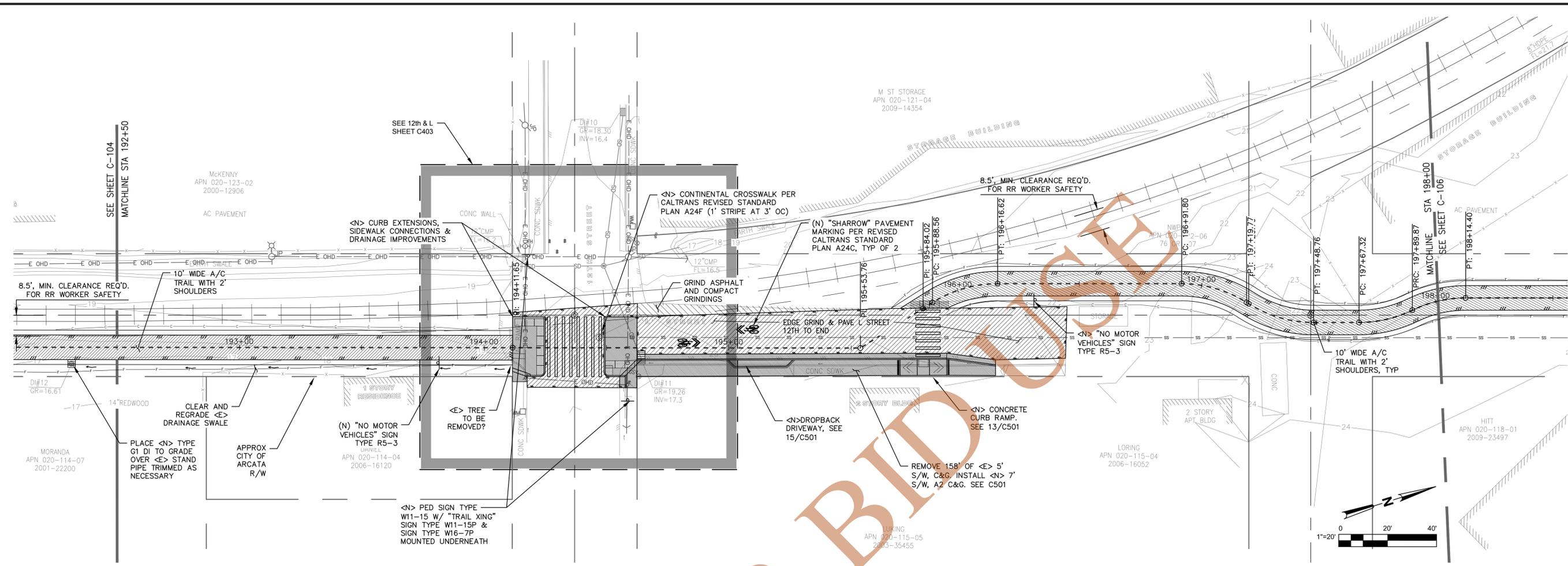
PREPARED BY:

NO.	DATE	REVISION
1	12/8/2014	Comments from client

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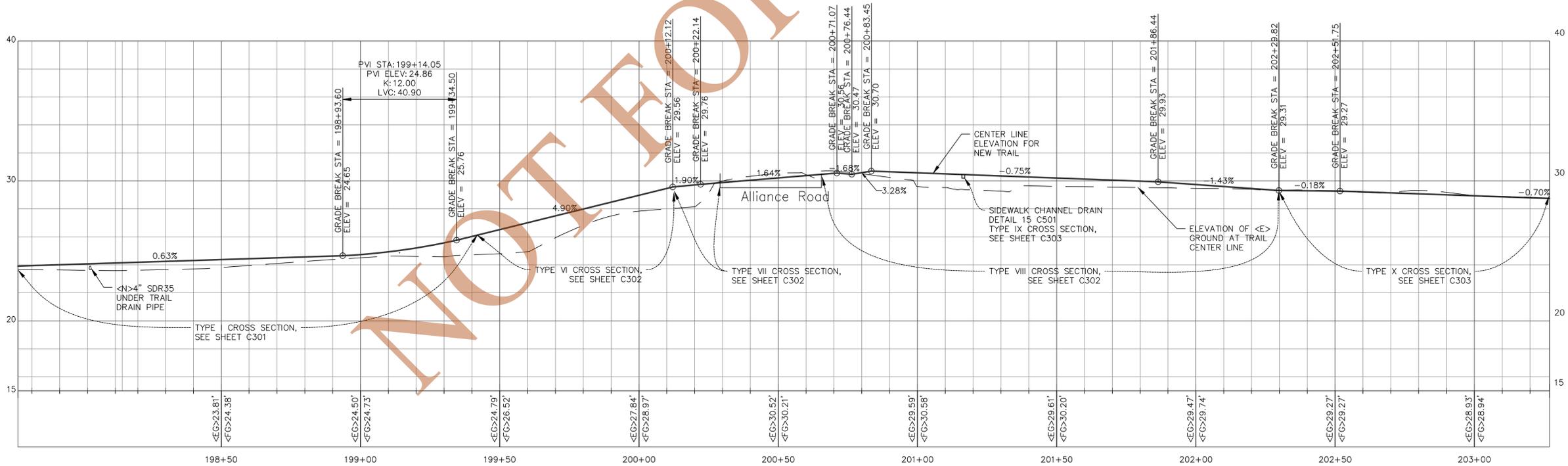
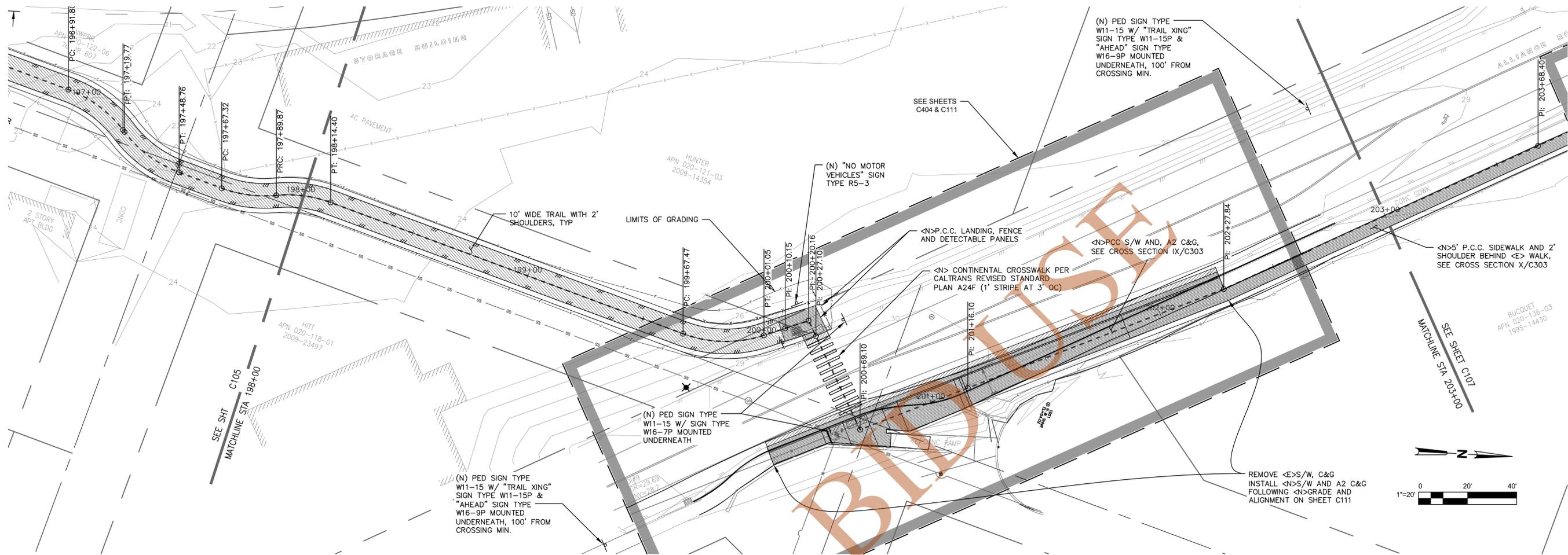
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
 Scale: 1" = 20'
 Sheet No.: 6 OF 34
 Drawing: C105



Plotted By: Terry Barney Plot Date: 12/8/2014 C3D_RwT_Main_2014-12-08.dwg

Plotted By: Terry Barney Plot Date: 12/8/2014 C3D_RwT_Main_2014-12-08.dwg



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NO.	DATE	BY	REVISION
1	12/8/2014	Comments from client	

Plan & Profile Sta 198+00 to 203+00
ARCATA RAILS WITH TRAILS

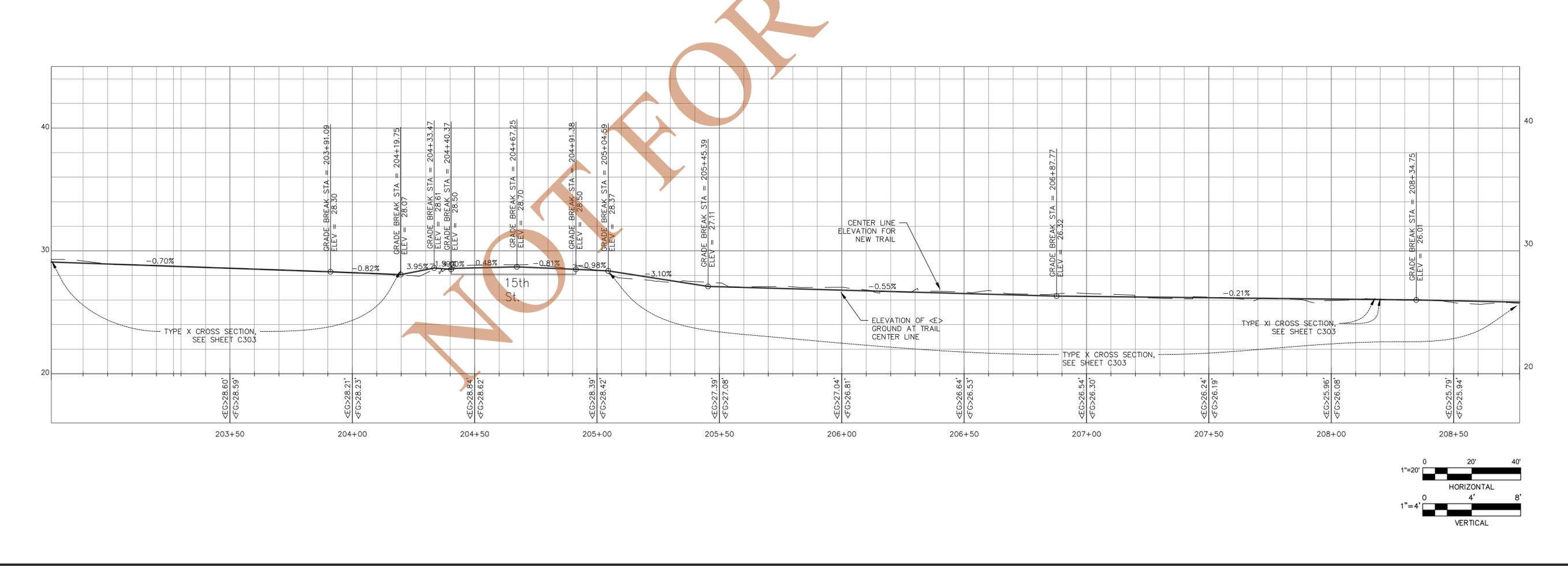
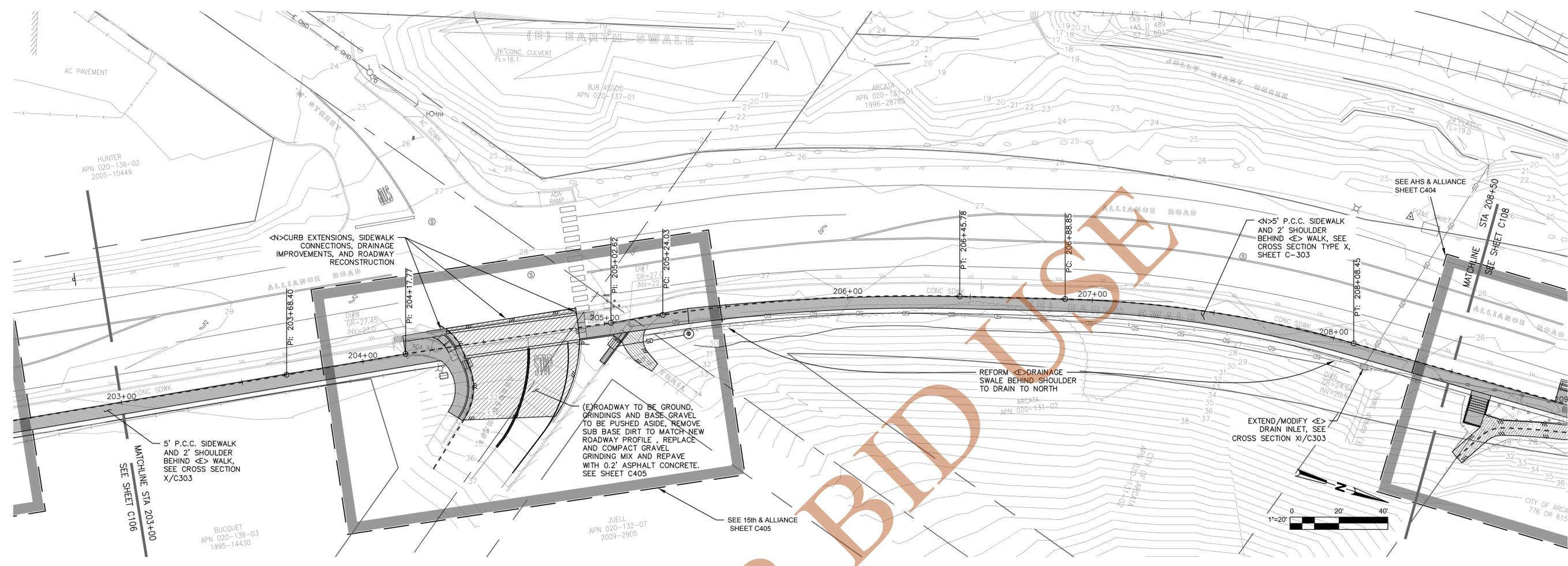
Date: 12/8/2014
 Scale: 1" = 20'
 Sheet No.: 7 OF 34
 Drawing: **C106**



CITY OF ARCATA
ENGINEERING DEPARTMENT

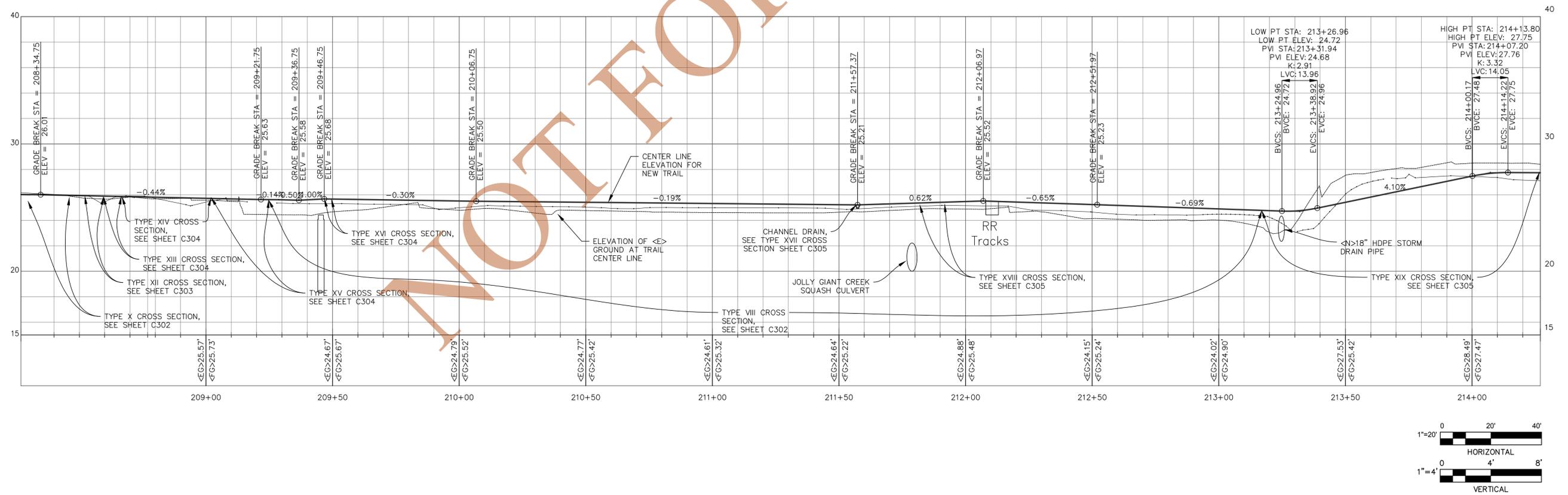
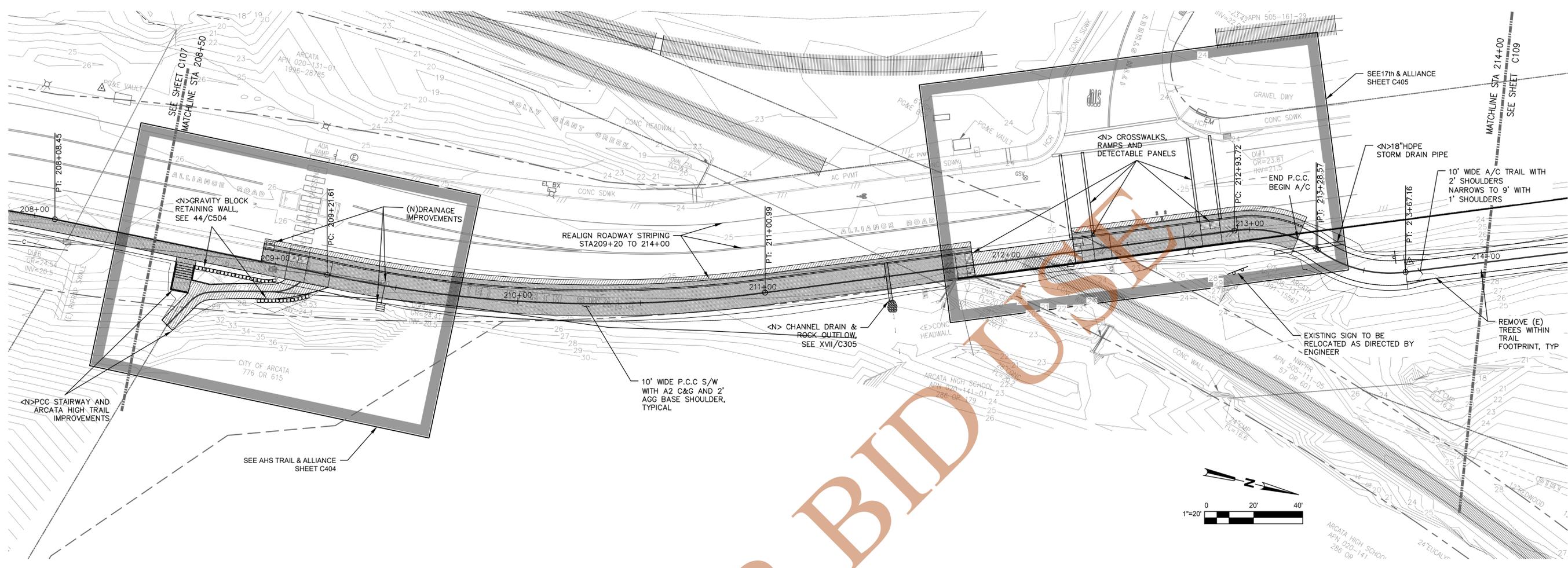
NO.	DATE	COMMENTS	BY
1	12/8/2014	Comments from client	REVISION

Plan & Profile Sta 203+00 to 208+50
ARCATA RAILS WITH TRAILS
 Date: 12/8/2014
 Scale: 1" = 20'
 Sheet No.: 8 OF 34
 Drawing: C107



Plotted By: Terry Barney Plot Date: 12/8/2014 C3D_RwT_Main_2014-12-08.dwg

Plotted By: Terry Barney Plot Date: 12/8/2014 C3D_Rwt_Main_2014-12-08.dwg

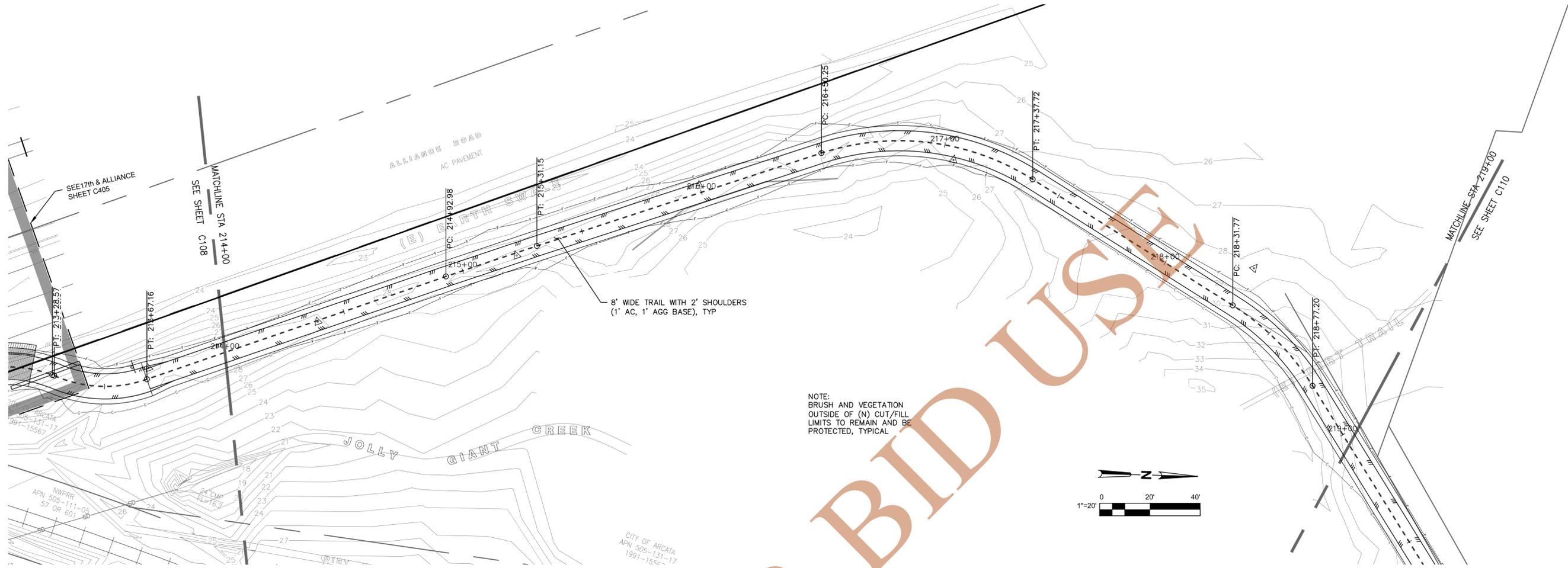


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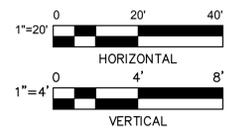
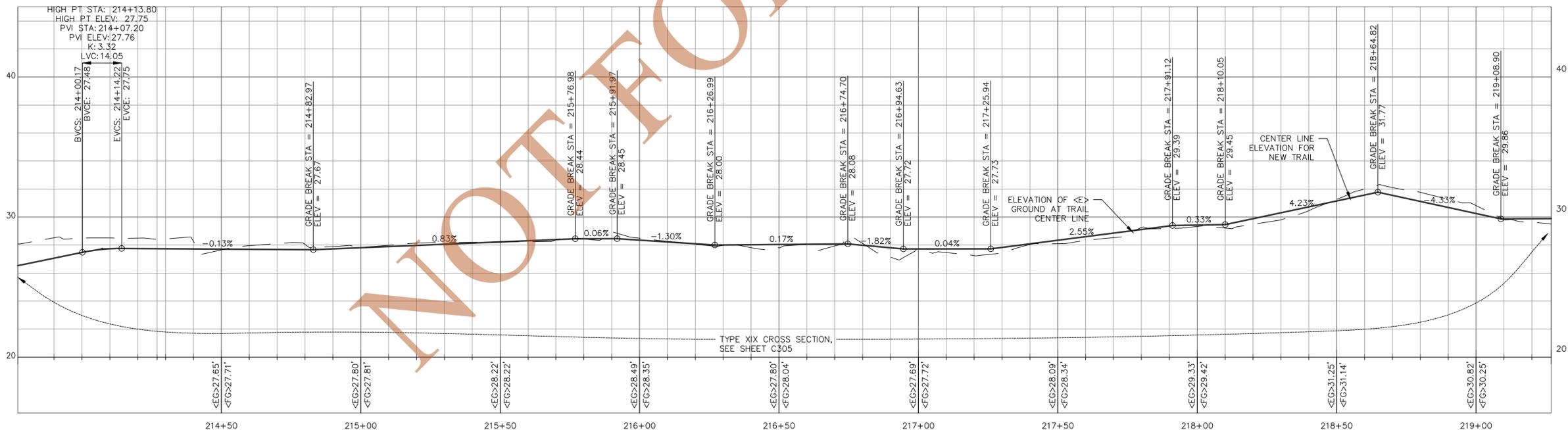
NO.	DATE	REVISION
1	12/8/2014	Comments from client

Plan & Profile Sta 208+50 to 214+00
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
Scale: 1" = 20'
Sheet No.: 9 OF 34
Drawing: **C108**



NOTE:
BRUSH AND VEGETATION
OUTSIDE OF (N) CUT/FILL
LIMITS TO REMAIN AND BE
PROTECTED, TYPICAL

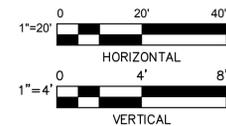
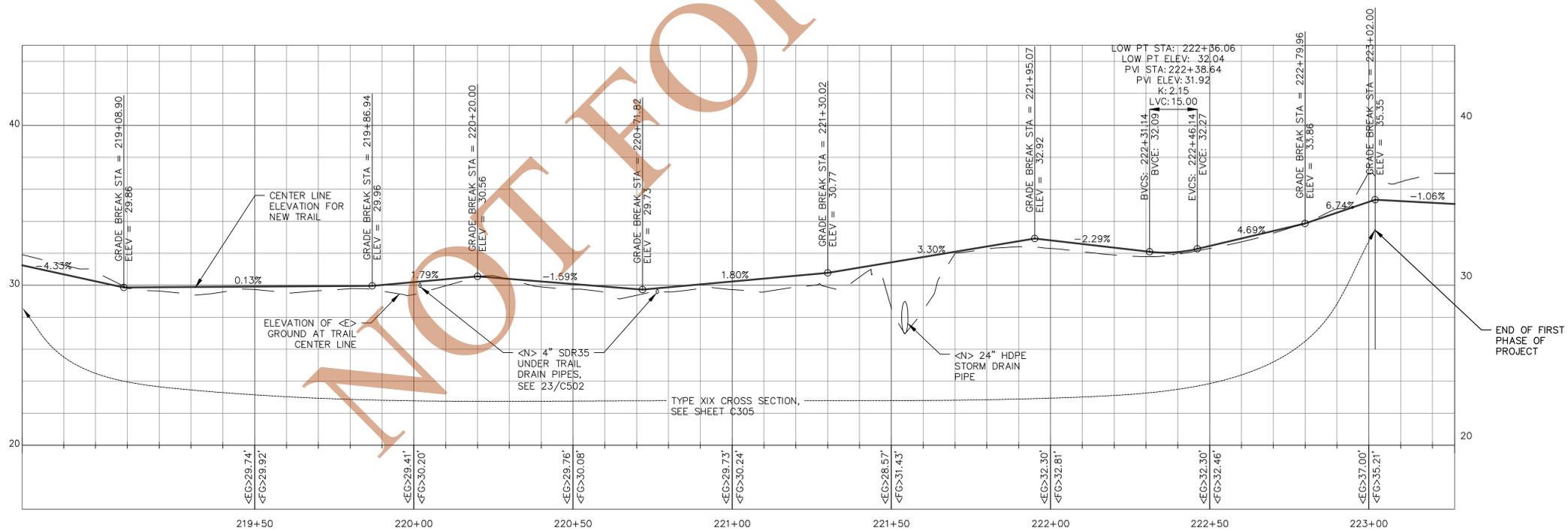
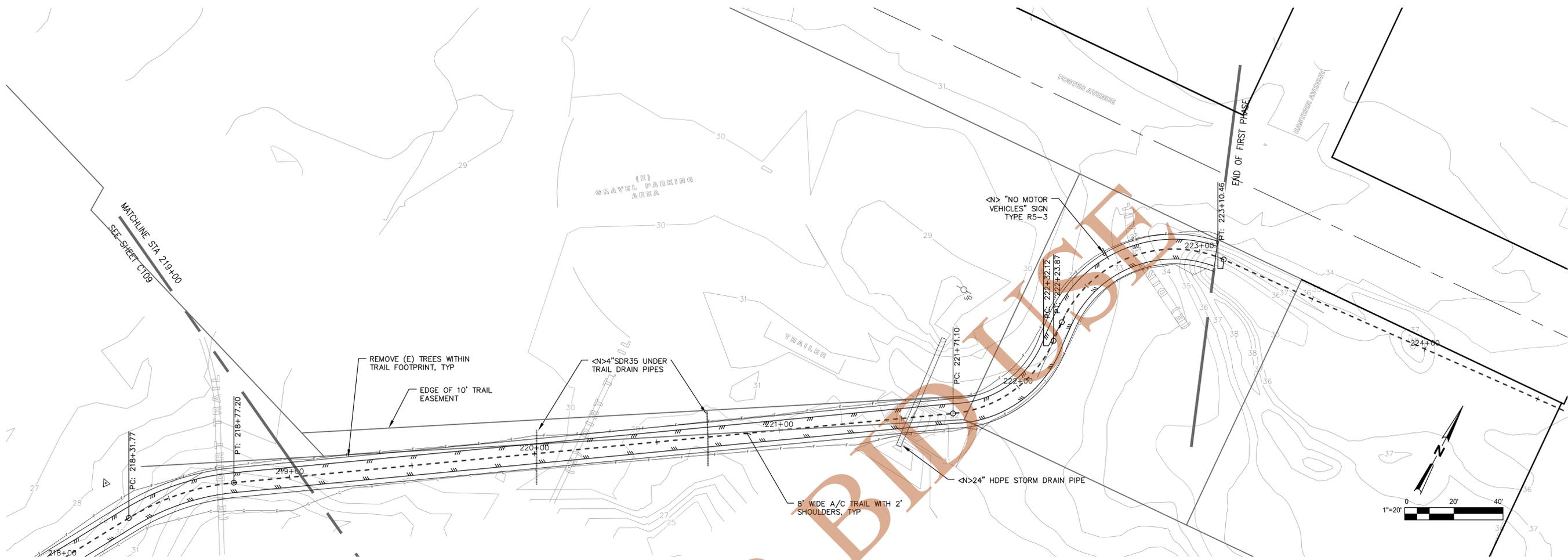


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NO.	DATE	REVISION
1	12/8/2014	Comments from client

Plan & Profile Sta 214+00 to 219+00
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
Scale: 1" = 20'
Sheet No.: 10 OF 34
Drawing: **C109**



PREPARED BY:
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NO.	DATE	REVISION
1	12/8/2014	Comments from client

Plan & Profile Sta 219+00 to 223+00
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
 Scale: 1" = 20'
 Sheet No.: 11 OF 34
 Drawing: **C110**

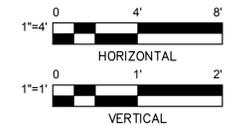
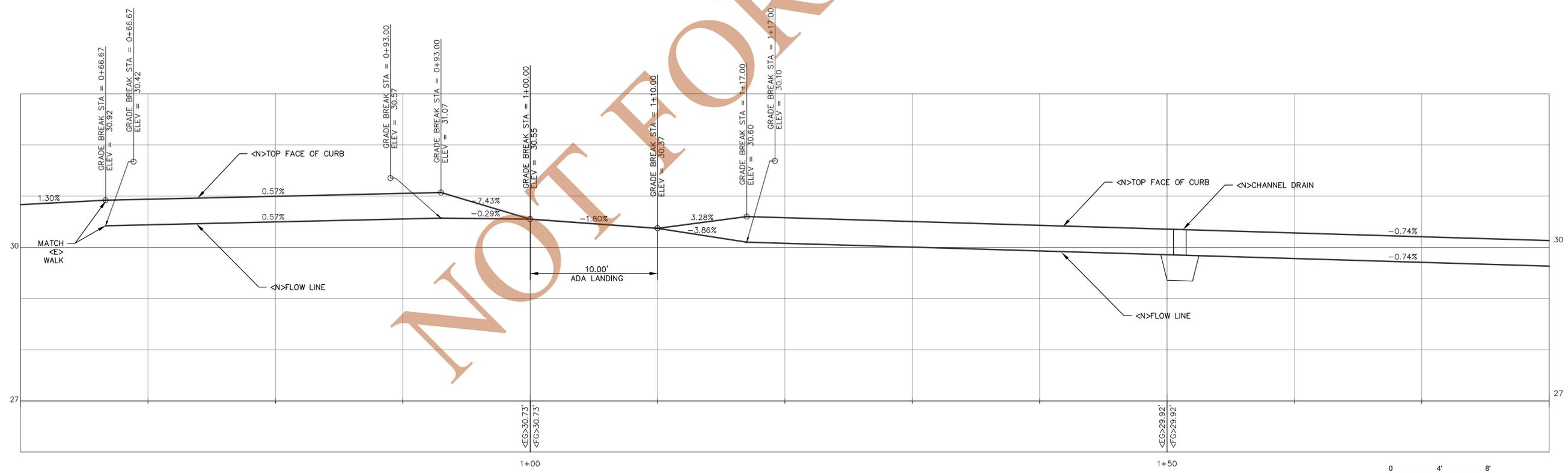
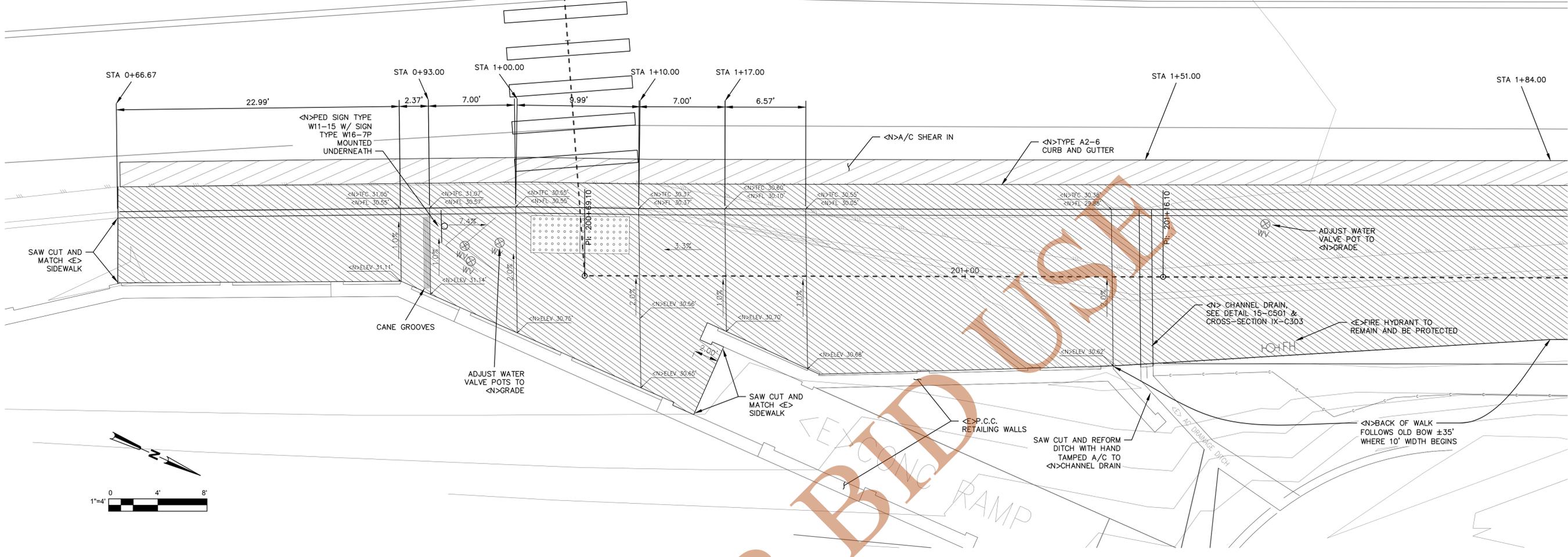


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NO.	DATE	REVISION
1	12/8/2014	Comments from client

Plan & Profile Alliance Road Crossing
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
 Scale: 1" = 4'
 Sheet No.: 12 OF 34
 Drawing: C111



Plotted By: Terry Borney Plot Date: 12/8/2014 C3D_RWT_Main_2014-12-08.dwg

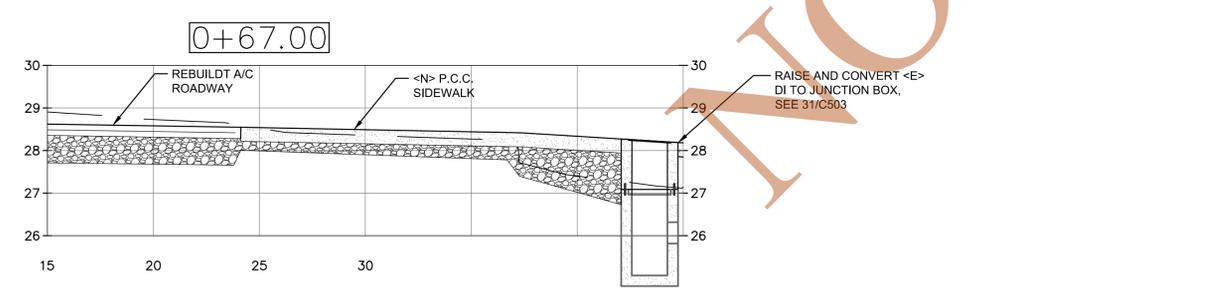
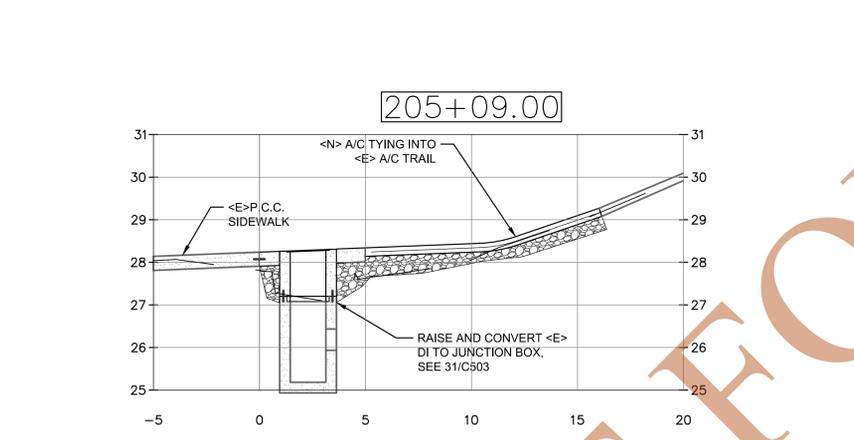
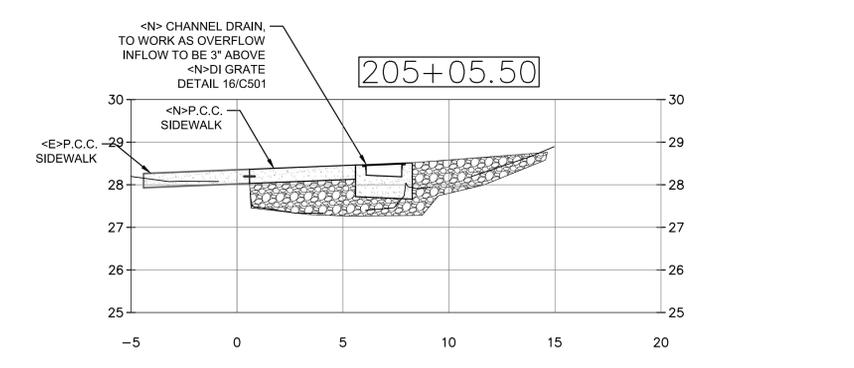
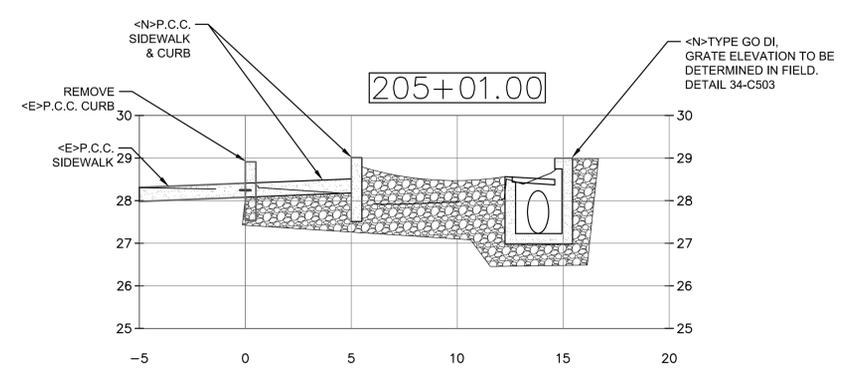
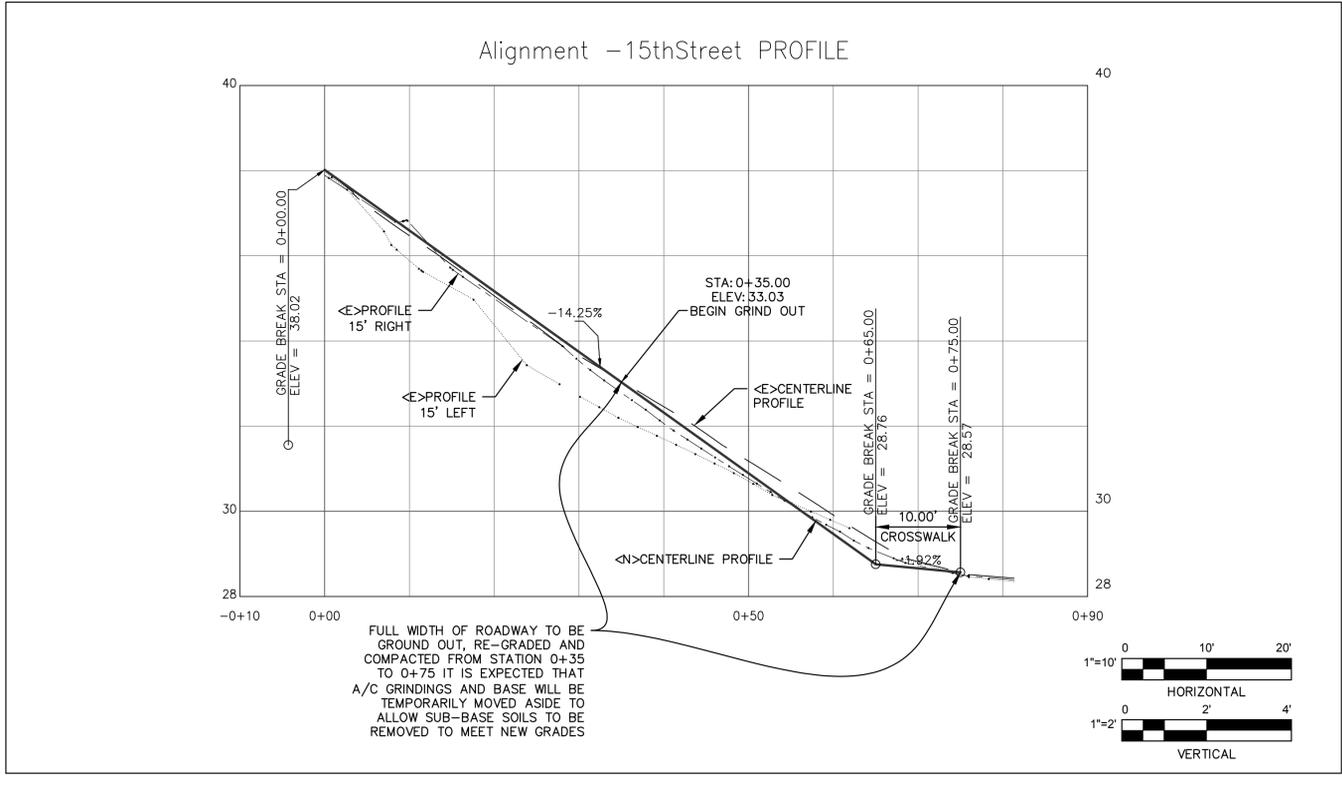
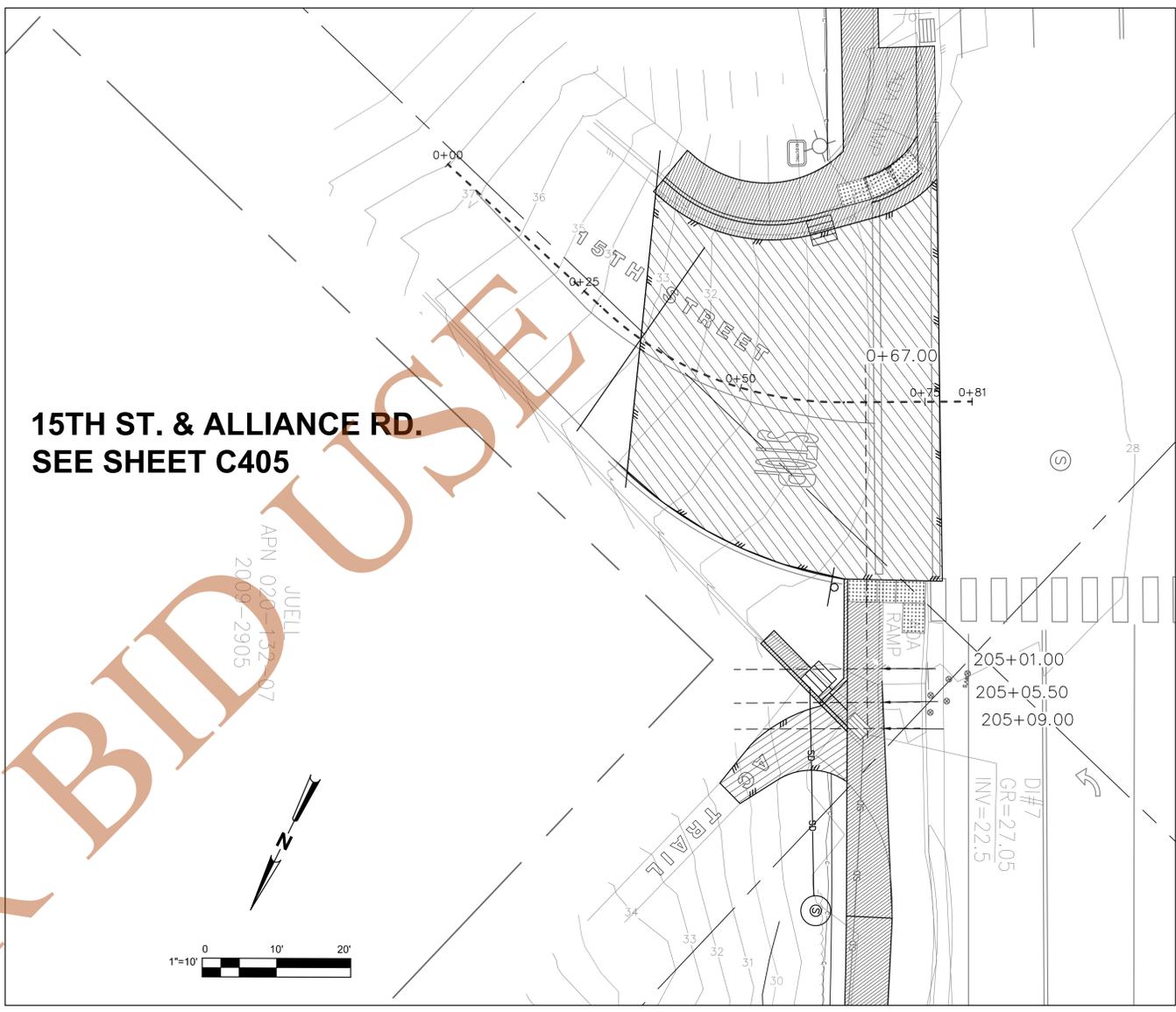


CITY OF ARCATA
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NO.	DATE	BY	REVISION
1	12/8/2014	COMMENTS FROM CLIENT	

Plan & Profile 15th and Alliance
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
Scale: 1" = 10'
Sheet No.: 13 OF 34
Drawing: C112

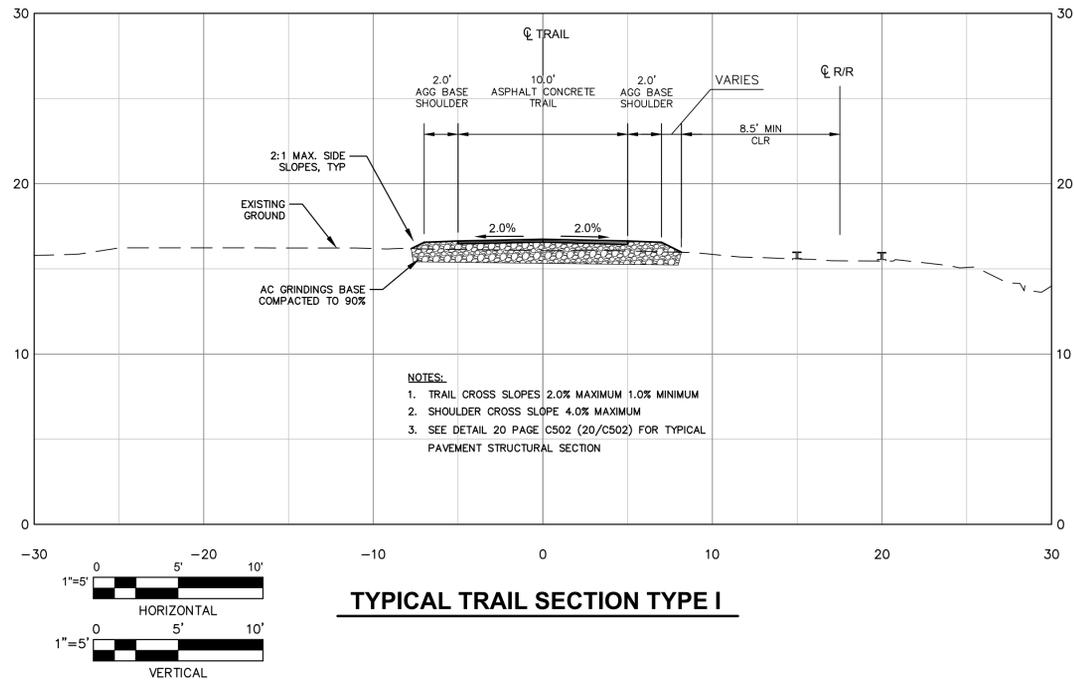


Plotted By: Terry Barney Plot Date: 12/8/2014 C3D_RwT_Main_2014-12-08.dwg



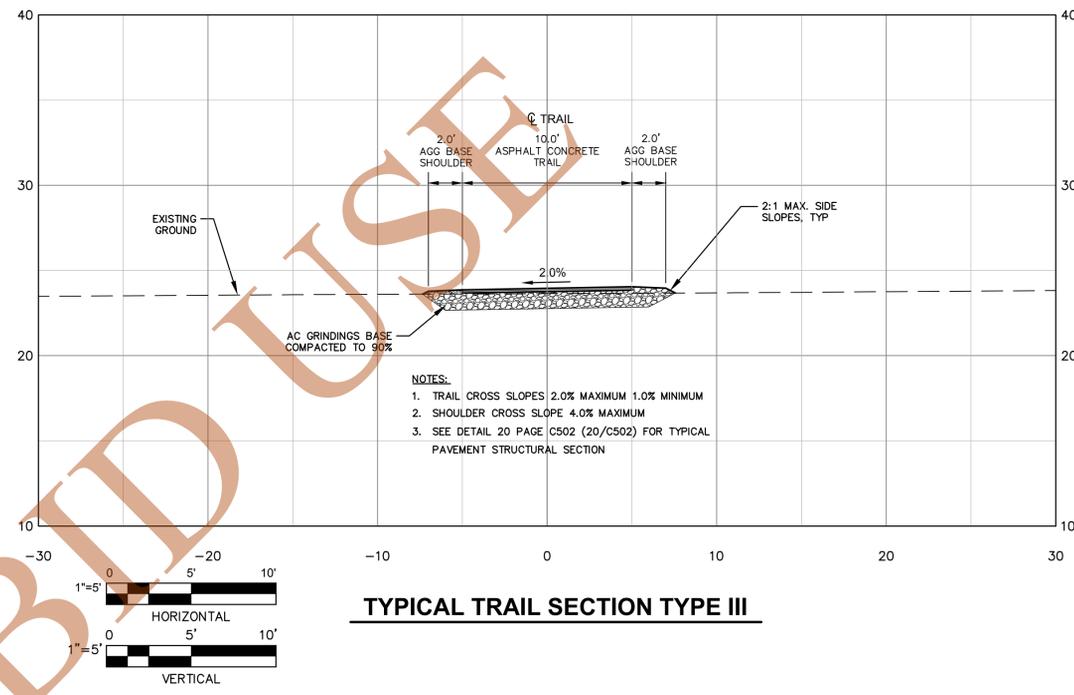
NO.	DATE	REVISION

2013 RAILS WITH TRAILS
(CUT AT STATION 171+00)



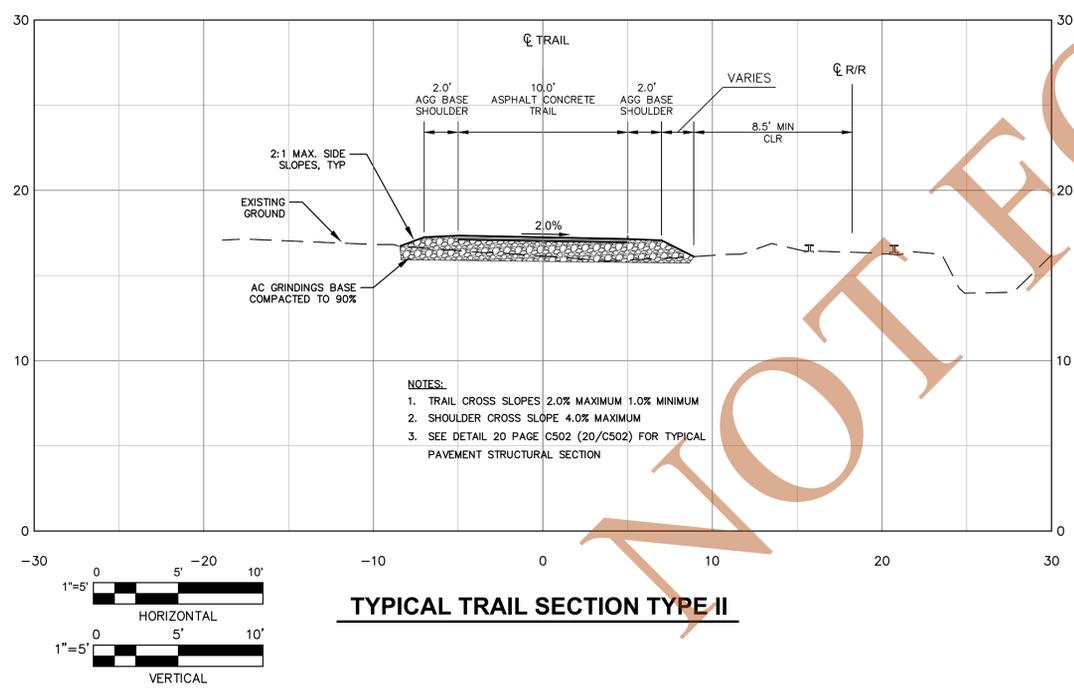
TYPICAL TRAIL SECTION TYPE I

2013 RAILS WITH TRAILS
(CUT AT STATION 198+00)



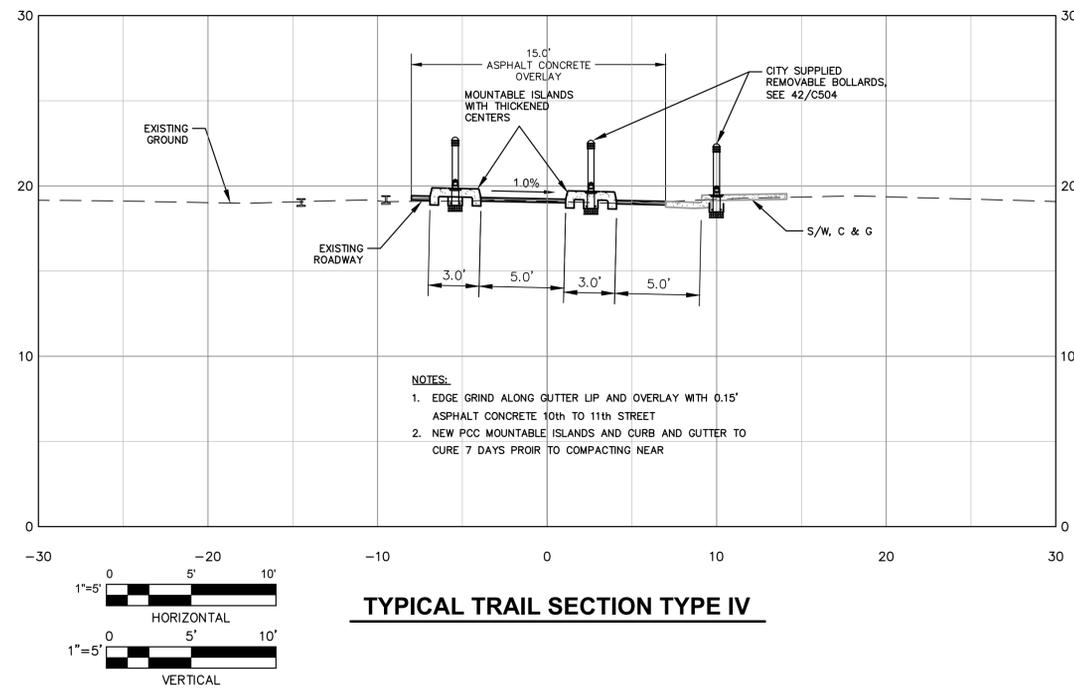
TYPICAL TRAIL SECTION TYPE III

2013 RAILS WITH TRAILS
(CUT AT STATION 175+01)



TYPICAL TRAIL SECTION TYPE II

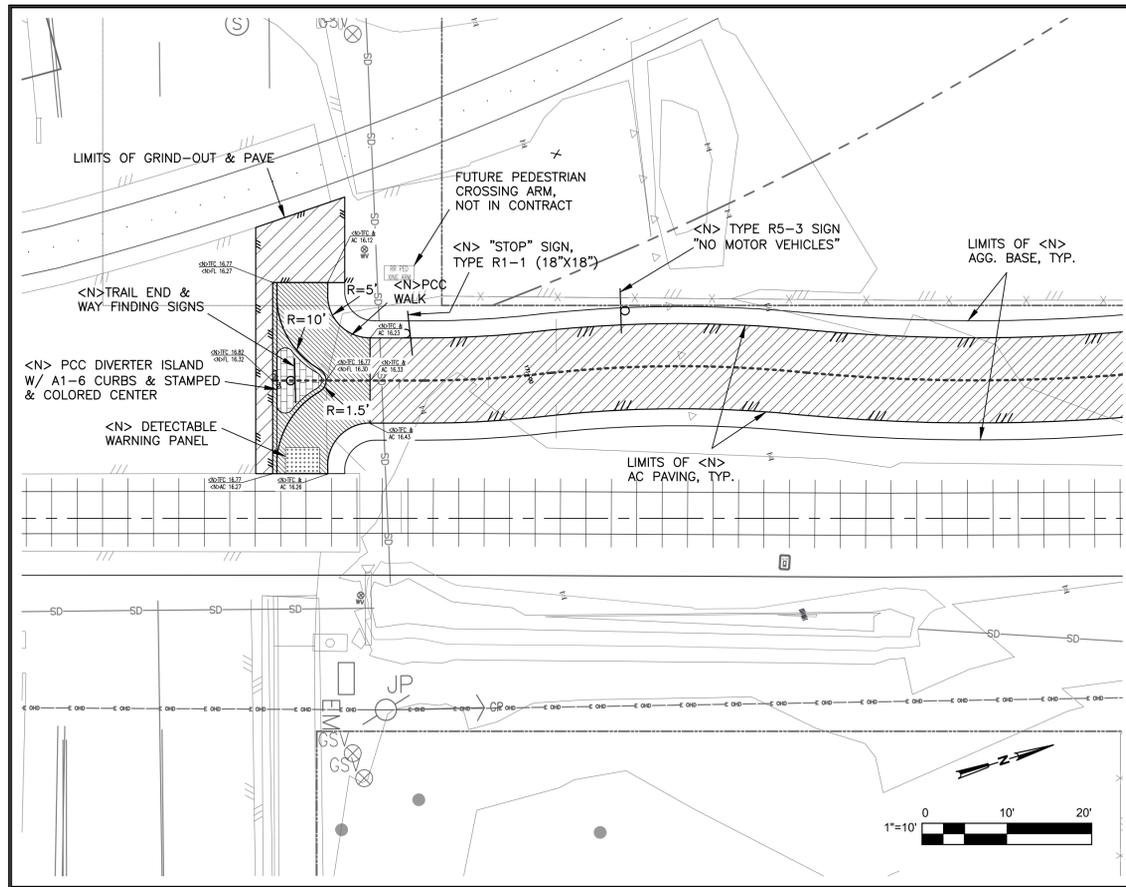
2013 RAILS WITH TRAILS
(CUT AT STATION 190+08)



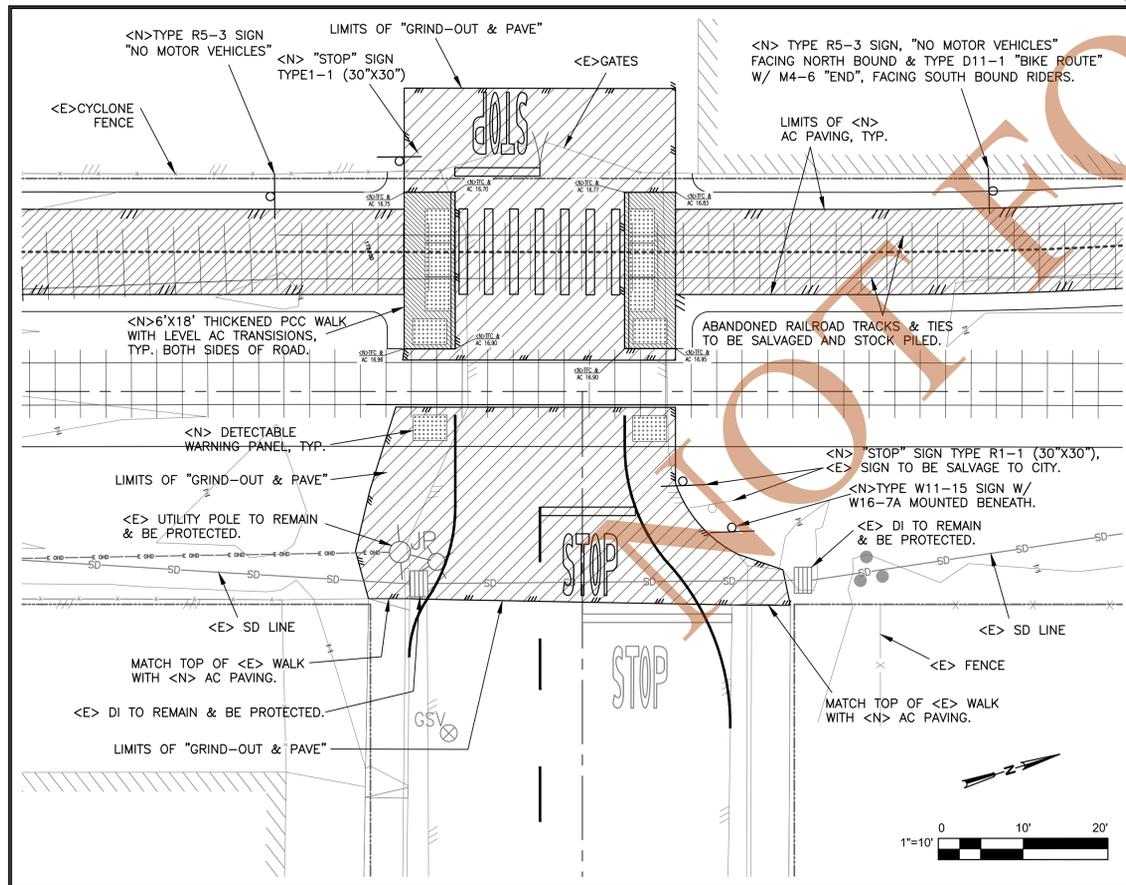
TYPICAL TRAIL SECTION TYPE IV



NO.	DATE	REVISION
1	12/8/2014	Comments from client

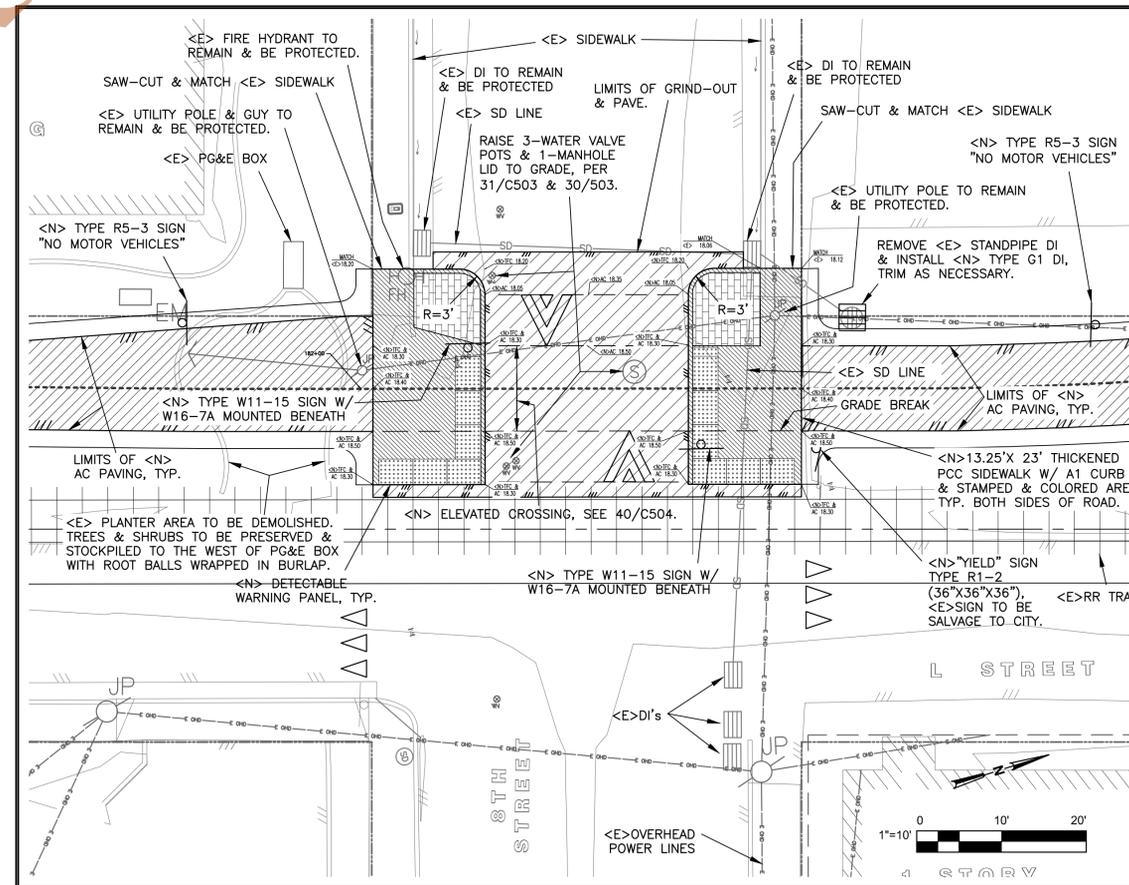


U.S. 255 & L ST.

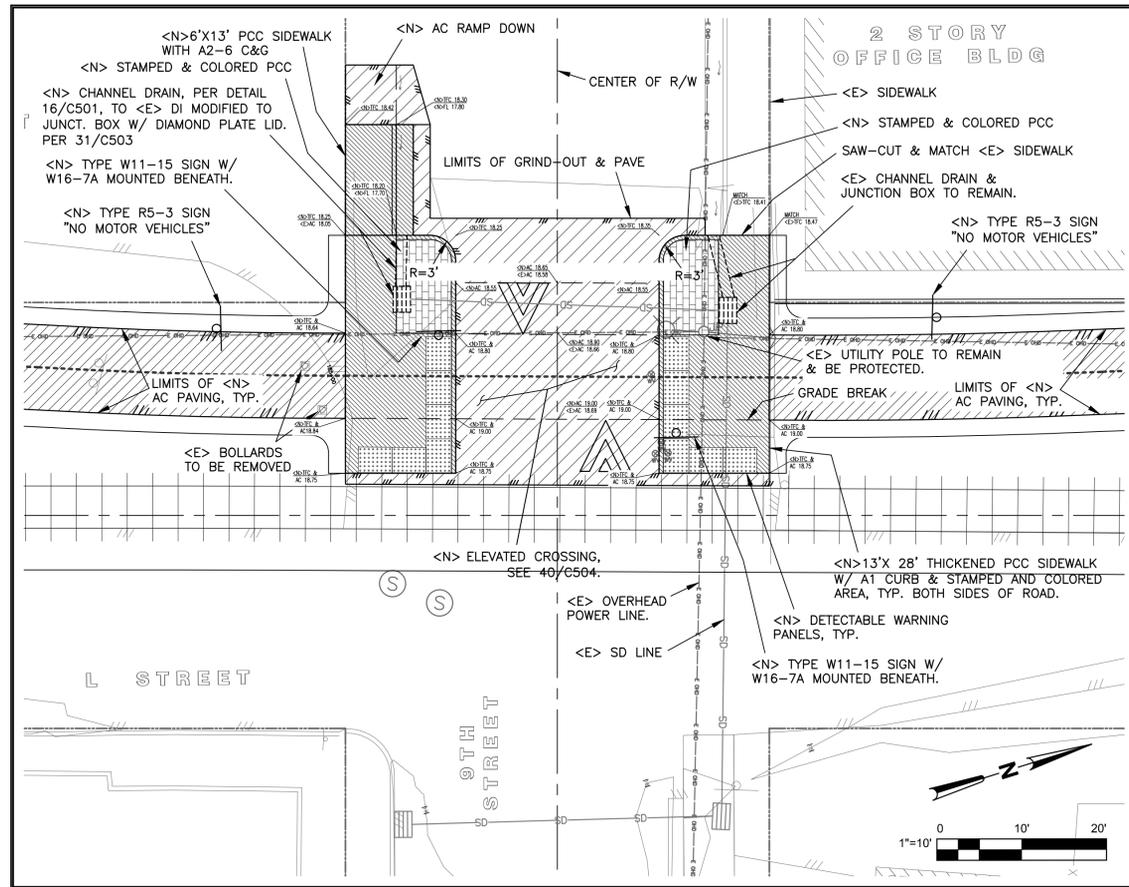


5TH ST. & L ST.

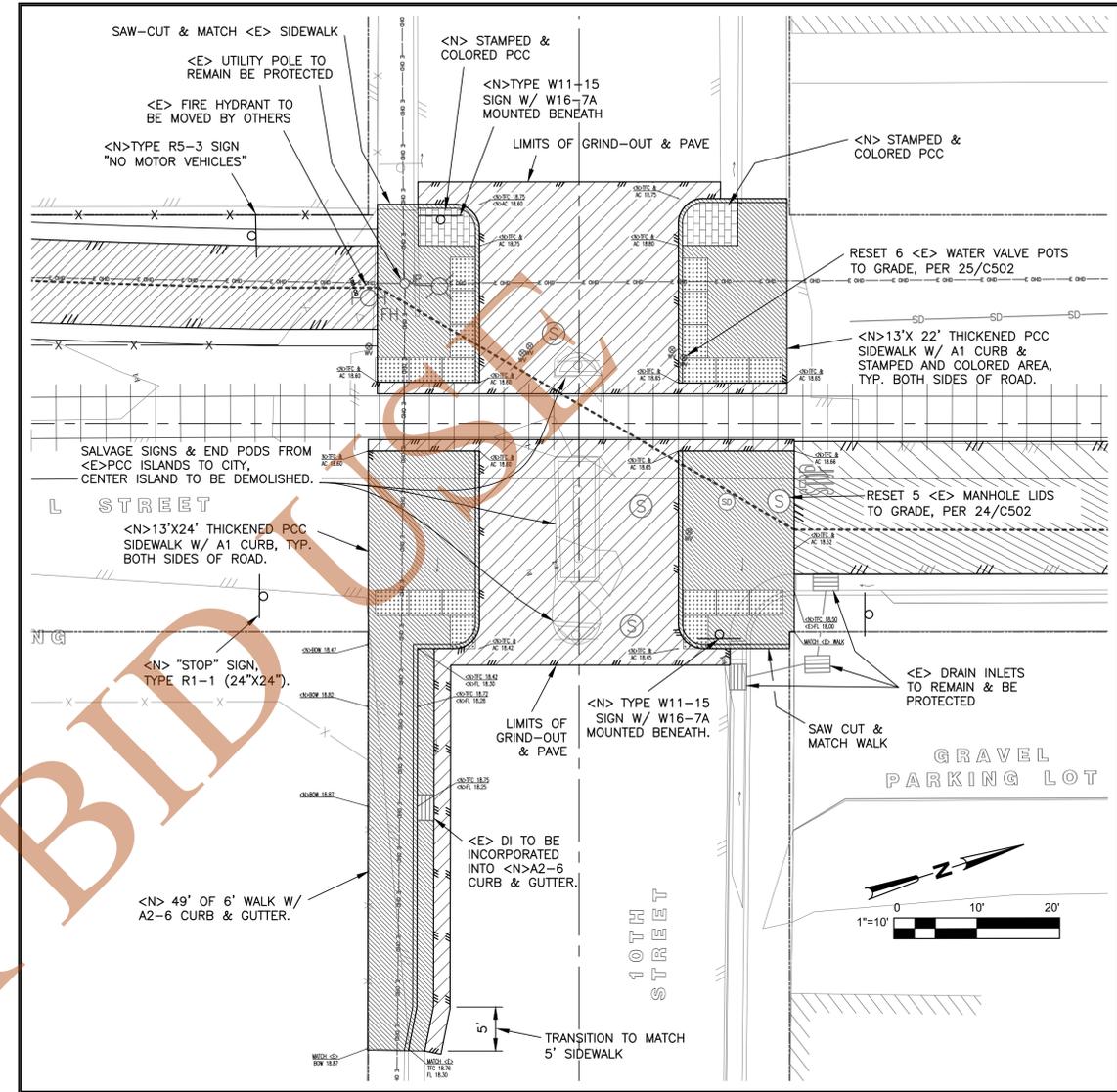
<p>LINE TYPE LEGEND:</p> <p>--- EDGE OF PAVEMENT</p> <p>--- EDGE OF NEW PAVING</p> <p>--- EDGE OF AREA TO BE GROUND AND REPAVED</p> <p>--- CENTER LINE OF TRAIL</p> <p>--- LIMITS OF FILL</p> <p>--- LIMITS OF CUT</p> <p>--- RIGHT OF WAY LINE (APPROXIMATE)</p> <p>--- WOOD FENCE</p> <p>--- PIPE RAILING</p> <p>--- WATER MAIN</p> <p>--- SS --- SS SANITARY SEWER(S) MAIN</p> <p>--- SD --- SD STORM DRAIN CULVERT/PIPE</p> <p>--- OVERHEAD ELECTRIC</p> <p>--- UNDERGROUND ELECTRIC</p>	<p>BLOCK TYPE LEGEND:</p> <p>⊙ SANITARY SEWER MANHOLE(SSMH)</p> <p>⊙ SANITARY SEWER CLEANOUT(SSCO)</p> <p>⊙ STORM DRAIN MANHOLE(SDMH)</p> <p>⊙ STORM DRAIN INLET(DI)</p> <p>⊙ DRAINAGE FLOW DIRECTION</p> <p>⊙ WATER METER BOX</p> <p>⊙ WATER VALVE</p> <p>⊙ FIRE HYDRANT</p> <p>⊙ UTILITY POLE</p> <p>⊙ STREET LIGHT POLE</p> <p>⊙ GUY WIRE</p> <p>⊙ STREET SIGN</p> <p>⊙ CENTER LINE MONUMENT</p> <p>⊙ ADA RAMP DOWN AND CANE GROVES</p> <p>⊙ DETECTABLE WARNING PANELS(TRUNCATED DOMES)</p> <p>--- DROP BACK DRIVEWAY, SEE 26/C502</p> <p>--- WALK AROUND DRIVEWAY, SEE 24/C502</p>	<p>HATCHING LEGEND:</p> <p>▨ <N> PORTLAND CEMENT CONCRETE(PCC) AREA</p> <p>▨ <N> STAMPED AND COLORED PCC AREA</p> <p>▨ <N> ASPHALT CONCRETE(AC) PAVING AREA</p> <p>▨ GRIND <E> AC REMOVE/REGRADE AND PAVE AREA</p> <p>▨ CLASS 2 AGGREGATE BASE</p> <p>▨ IMPORT FILL MATERIAL</p> <p>▨ PORTLAND CEMENT CONCRETE(PCC)</p>
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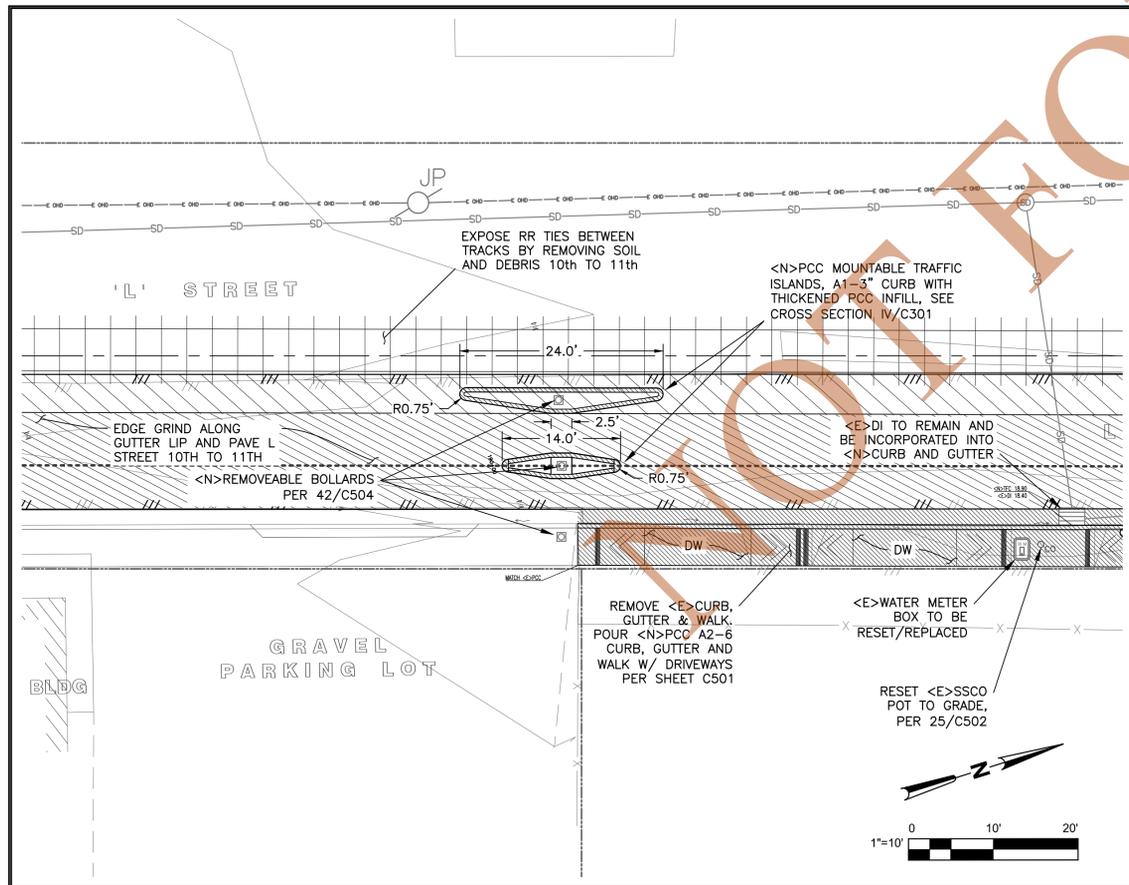
8TH ST. & L ST.



9TH ST. & L ST.



10TH ST. & L ST.



L ST. (MID-BLOCK) BETWEEN 10TH ST. & 11 ST.

LINE TYPE LEGEND:

---	<E> EDGE OF PAVEMENT
---	EDGE OF NEW PAVING
---	EDGE OF AREA TO BE GROUND AND REPAVED
---	CENTER LINE OF TRAIL
---	LIMITS OF FILL
---	LIMITS OF CUT
---	RIGHT OF WAY LINE (APPROXIMATE)
---	WOOD FENCE
---	PIPE RAILING
---	WATER MAIN
---	SANITARY SEWER(SS) MAIN
---	STORM DRAIN CULVERT/PIPE
---	OVERHEAD ELECTRIC
---	UNDERGROUND ELECTRIC

BLOCK TYPE LEGEND:

⊙	SANITARY SEWER MANHOLE(SSMH)
⊙	SANITARY SEWER CLEANOUT(SSCO)
⊙	STORM DRAIN MANHOLE(SDMH)
⊙	STORM DRAIN INLET(DI)
⊙	DRAINAGE FLOW DIRECTION
⊙	WATER METER BOX
⊙	WATER VALVE
⊙	FIRE HYDRANT
⊙	UTILITY POLE
⊙	STREET LIGHT POLE
⊙	CLY WIRE
⊙	STREET SIGN
⊙	CENTER LINE MONUMENT
⊙	ADA RAMP DOWN AND CANE GROVES
⊙	DETECTABLE WARNING PANELS(TRUNCATED DOMES)
⊙	DROP BACK DRIVEWAY, SEE 26/C502
⊙	WALK AROUND DRIVEWAY, SEE 24/C502

HATCHING LEGEND:

---	<N> PORTLAND CEMENT CONCRETE(PCC) AREA
---	<N> STAMPED AND COLORED PCC AREA
---	<N> ASPHALT CONCRETE(AC) PAVING AREA
---	GRIND <E> AC REMOVE/REGRADE AND PAVE AREA
---	CLASS 2 AGGREGATE BASE
---	IMPORT FILL MATERIAL
---	PORTLAND CEMENT CONCRETE(PCC)



PREPARED BY:
CITY OF ARCATA
ENGINEERING DEPARTMENT

NO.	DATE	REVISION
1	12/8/2014	Comments from client.

Enlarged Plan 9th, Midblock & 10th Streets Crossings
ARCATA RAILS WITH TRAILS



PREPARED BY:
CITY OF ARCATA
 ENGINEERING DEPARTMENT

NO.	DATE	REVISION	BY
1	12/8/2014	Comments from client	GPB

Enlarged Plan Alliance Road Crossing & AHS Trail
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
 Scale: 1" = 10'
 Sheet No.: 22 OF 34
 Drawing: C404

LINE TYPE LEGEND:

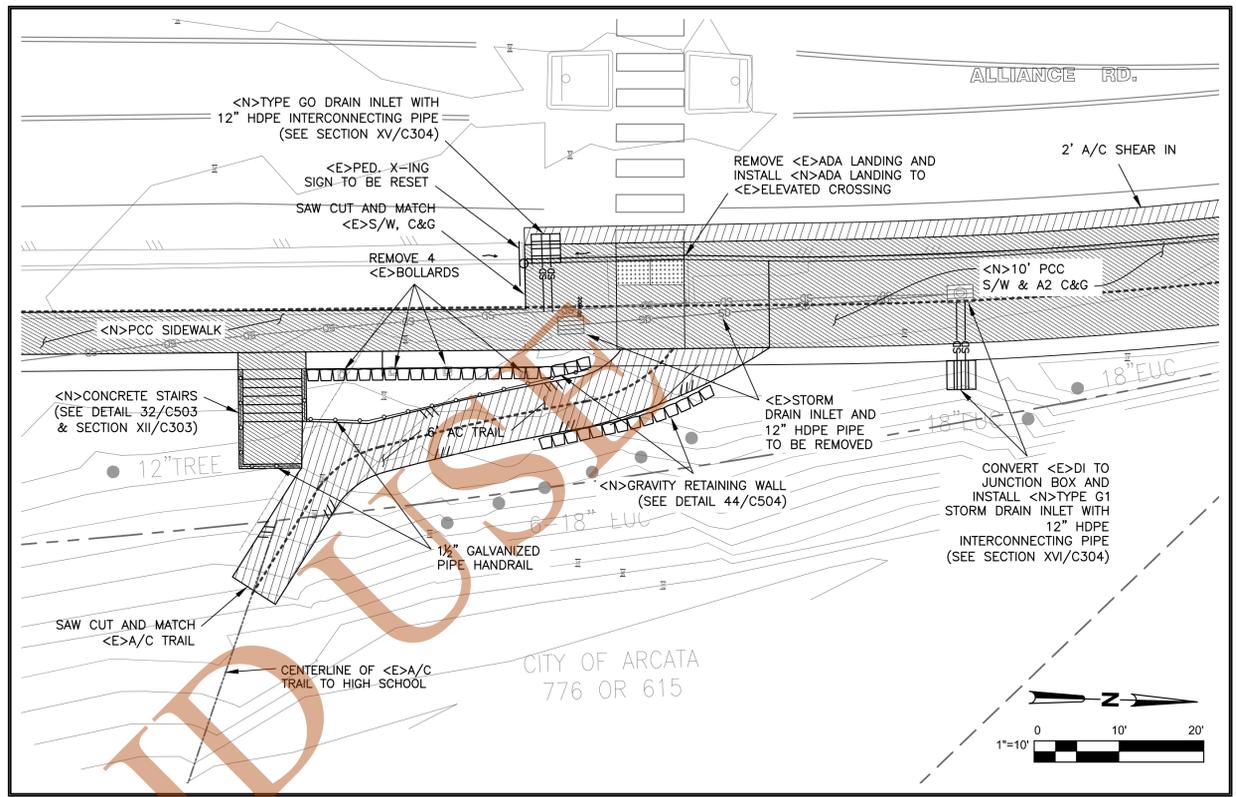
--- ---	<E> EDGE OF PAVEMENT
--- / ---	EDGE OF NEW PAVING
--- / / ---	EDGE OF AREA TO BE GROUND AND REPAVED
--- ---	CENTER LINE OF TRAIL
--- ---	LIMITS OF FILL
--- ---	LIMITS OF CUT
- - - - -	RIGHT OF WAY LINE (APPROXIMATE)
- X - X -	WOOD FENCE
- O - O -	PIPE RAILING
--- ---	WATER MAIN
--- SS ---	SANITARY SEWER(SS) MAIN
--- SD ---	STORM DRAIN CULVERT/PIPE
--- ---	OVERHEAD ELECTRIC
--- ---	UNDERGROUND ELECTRIC

BLOCK TYPE LEGEND:

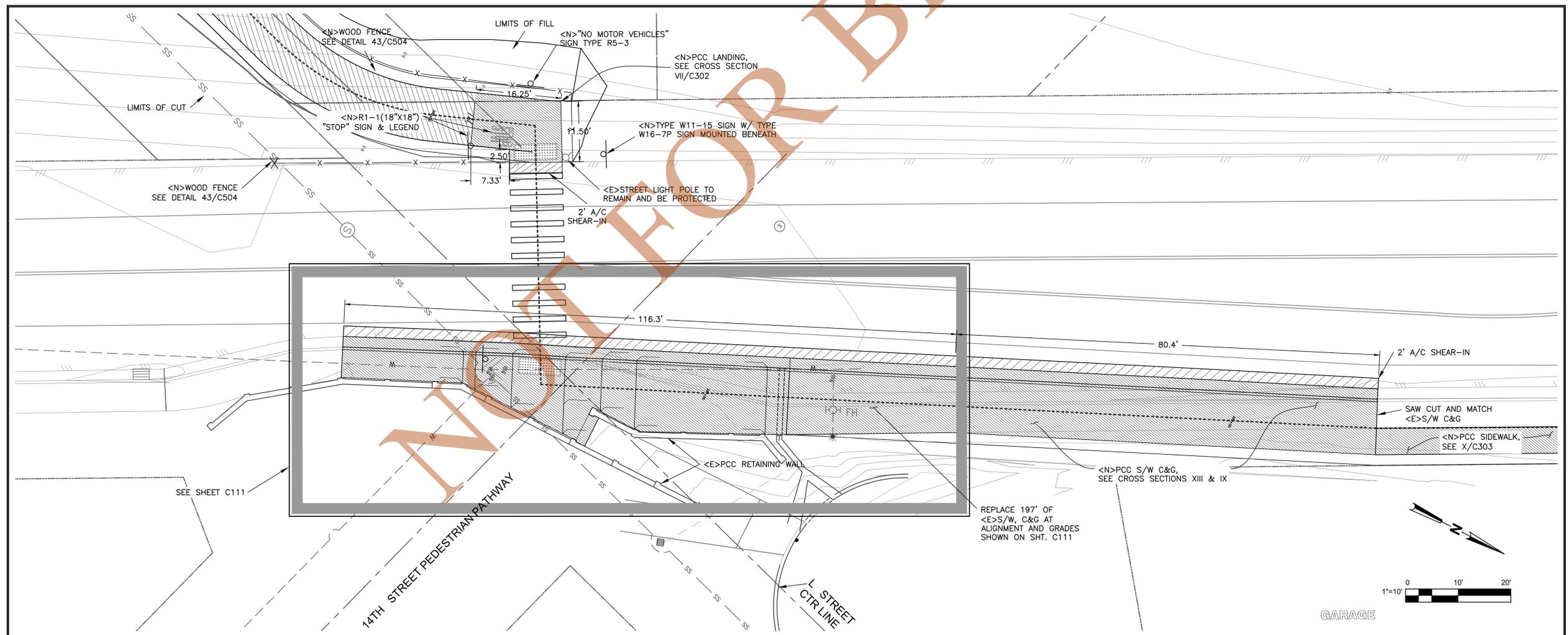
⊙	SANITARY SEWER MANHOLE(SSMH)
⊙	SANITARY SEWER CLEANOUT(SSCO)
⊙	STORM DRAIN MANHOLE(SDMH)
⊙	STORM DRAIN INLET(DI)
---	DRAINAGE FLOW DIRECTION
⊠	WATER METER BOX
⊙	WATER VALVE
⊙	FIRE HYDRANT
⊙	UTILITY POLE
⊙	STREET LIGHT POLE
---	GUY WIRE
---	STREET SIGN
⊙	CENTER LINE MONUMENT
⊙	ADA RAMP DOWN AND CANE GROVES
⊙	DETECTABLE WARNING PANELS(TRUNCATED DOMES)
---	DROP BACK DRIVEWAY, SEE 26/C502
---	WALK AROUND DRIVEWAY, SEE 24/C502

HATCHING LEGEND:

[Hatched]	<N>PORTLAND CEMENT CONCRETE(PCC) AREA
[Hatched]	<N>STAMPED AND COLORED PCC AREA
[Hatched]	<N>ASPHALT CONCRETE(AC) PAVING AREA
[Hatched]	GRIND <E>AC REMOVE/REGRADE AND PAVE AREA
[Hatched]	CLASS 2 AGGREGATE BASE
[Hatched]	IMPORT FILL MATERIAL
[Hatched]	PORTLAND CEMENT CONCRETE(PCC)



AHS TRAIL & ALLIANCE RD.



ALLIANCE ROAD CROSSING

Plotted By: Terry Barney Plot Date: 12/8/2014 RWT_INTERSECTIONS_2014-12-08.dwg

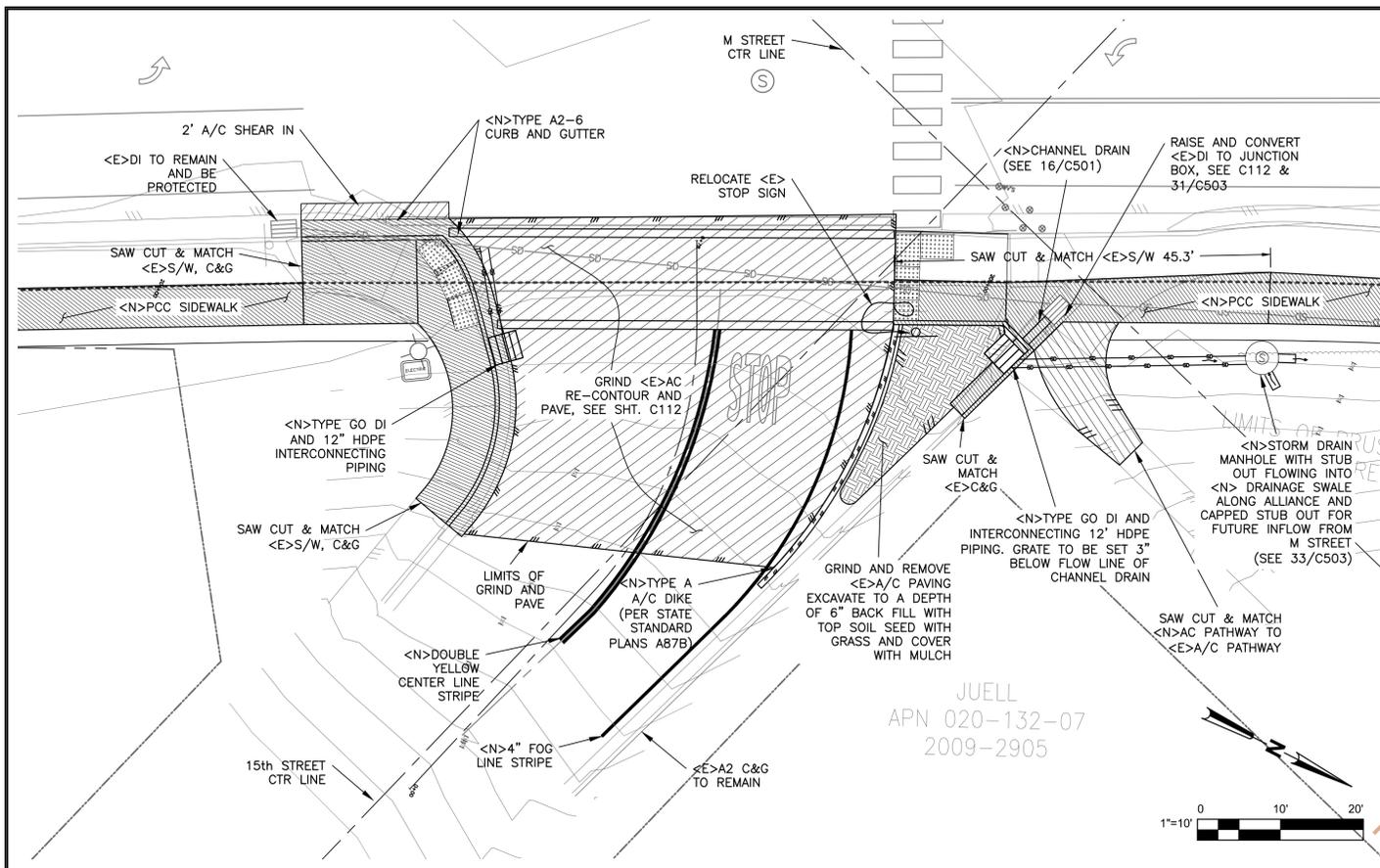


CITY OF ARCATA
ENGINEERING DEPARTMENT

NO.	DATE	BY	REVISION
1	12/8/2014		Comments from client

Enlarged Plans 15th & 17th Street Crossings
ARCATA RAILS WITH TRAILS

Date: 12/8/2014
Scale: 1" = 10'
Sheet No.: 23 OF 34
Drawing: C405



LINE TYPE LEGEND:

- <E> EDGE OF PAVEMENT
- EDGE OF NEW PAVING
- EDGE OF AREA TO BE GROUND AND REPAVED
- CENTER LINE OF TRAIL
- LIMITS OF FILL
- LIMITS OF CUT
- RIGHT OF WAY LINE (APPROXIMATE)
- WOOD FENCE
- PIPE RAILING
- WATER MAIN
- SANITARY SEWER(SS) MAIN
- STORM DRAIN CULVERT/PIPE
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC

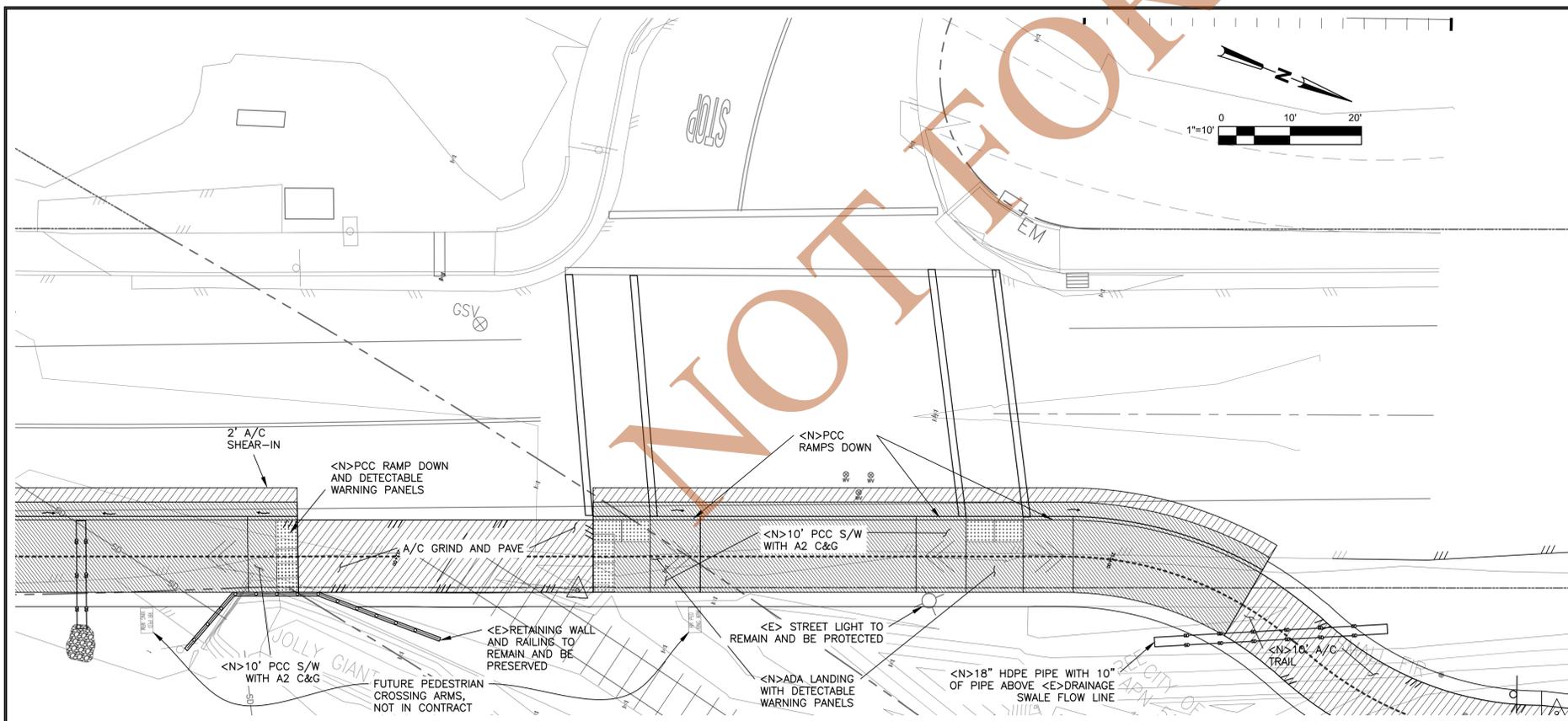
BLOCK TYPE LEGEND:

- SANITARY SEWER MANHOLE(SSMH)
- SANITARY SEWER CLEANOUT(SSCO)
- STORM DRAIN MANHOLE(SDMH)
- STORM DRAIN INLET(DI)
- DRAINAGE FLOW DIRECTION
- WATER METER BOX
- WATER VALVE
- FIRE HYDRANT
- UTILITY POLE
- STREET LIGHT POLE
- GUY WIRE
- STREET SIGN
- CENTER LINE MONUMENT
- ADA RAMP DOWN AND CANE GROVES
- DETECTABLE WARNING PANELS(TRUNCATED DOMES)
- DROP BACK DRIVEWAY, SEE 26/C502
- WALK AROUND DRIVEWAY, SEE 24/C502

HATCHING LEGEND:

- <N>PORTLAND CEMENT CONCRETE(PCC) AREA
- <N>STAMPED AND COLORED PCC AREA
- <N>ASPHALT CONCRETE(AC) PAVING AREA
- GRIND <E>AC REMOVE/REGADE AND PAVE AREA
- CLASS 2 AGGREGATE BASE
- IMPORT FILL MATERIAL
- PORTLAND CEMENT CONCRETE(PCC)

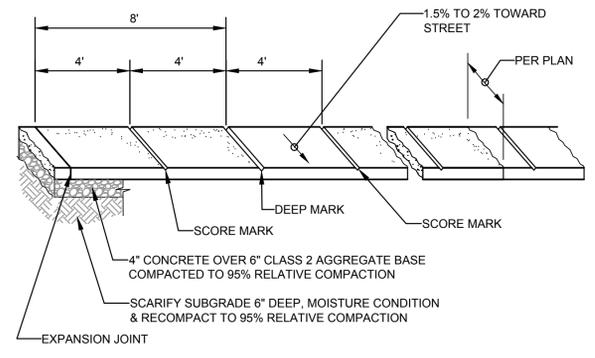
**15TH ST. & ALLIANCE RD.
SEE SHEET C112 FOR PROFILE AND CROSS SECTIONS**



17TH ST. & ALLIANCE RD.

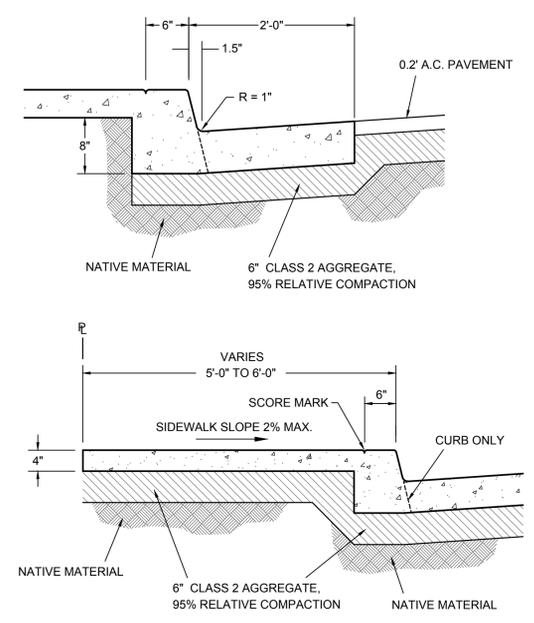


DATE	
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BY	
DATE	



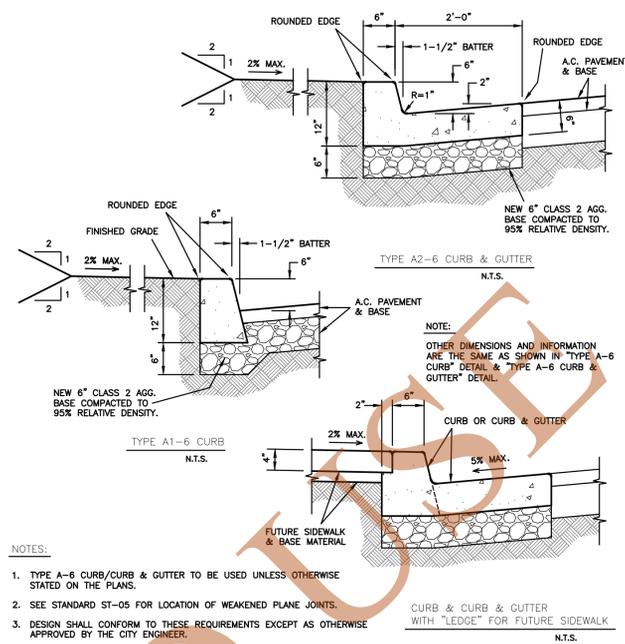
- NOTES:
- DEEP SCORE MARK OR WEAKENED PLANE-DEPTH EQUAL TO 1/5 OF SLAB THICKNESS.
 - SIDEWALK SHALL BE BROOM FINISHED. DIRECTION OF BROOMING SHALL BE PERPENDICULAR TO DIRECTION OF TRAVEL.
 - CONTRACTOR TO DRILL AND DOWEL 3EA 12" LONG #3 REBAR (CENTERED IN SLABS) INTO EXISTING SIDEWALK AT END JUNCTIONS AND @36" O.C. ALONG LONG RUNS

10 TYPICAL SIDEWALK DETAIL
SCALE: NTS



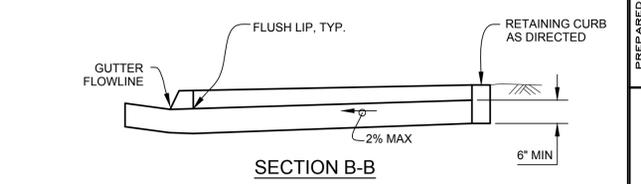
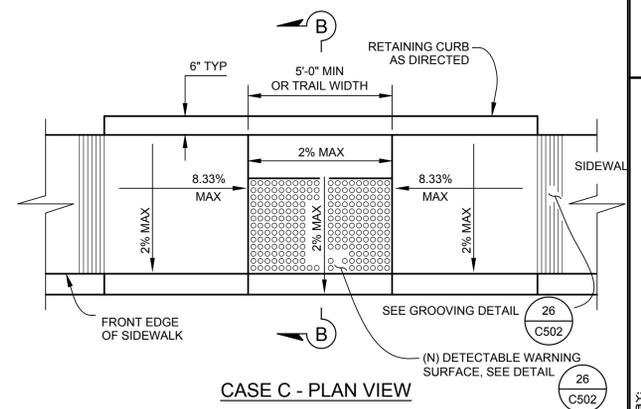
- NOTES:
- SEE STANDARD DETAIL 10 FOR LOCATION OF WEAKENED PLANES
 - DESIGN SHALL CONFORM TO THESE REQUIREMENTS EXCEPT AS OTHERWISE APPROVED BY THE CITY ENGINEER.
 - CONCRETE SHALL BE 5 SACK MEETING 2500 PSI REQUIREMENTS
 - ALL ROUNDED CORNERS TO BE 1/2" RADIUS UNLESS OTHERWISE SPECIFIED.
 - INSPECTION OF FORMS AND FINISHED WORK REQUIRED. SCHEDULE INSPECTION 24 HOURS IN ADVANCE.

11 TYPICAL MONOLITHIC SIDEWALK, A1-6 CURB AND A2-6 CURB & GUTTER
SCALE: NTS

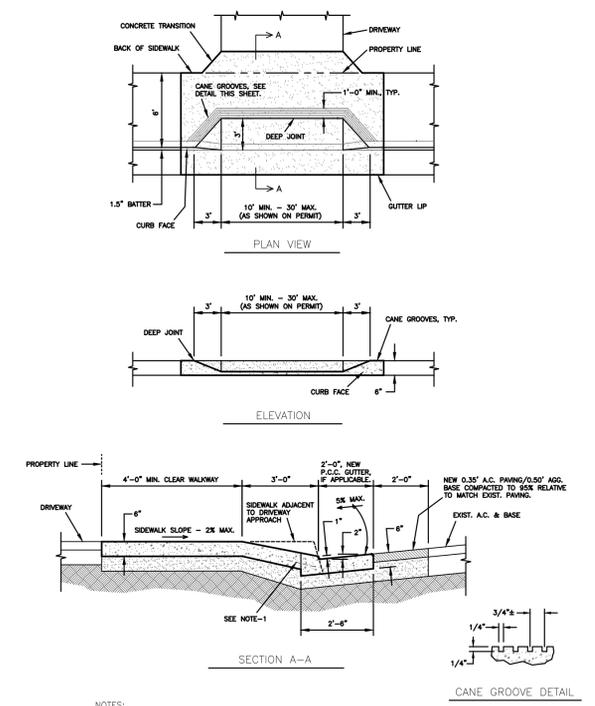


- NOTES:
- TYPE A-6 CURB/CURB & GUTTER TO BE USED UNLESS OTHERWISE STATED ON THE PLANS.
 - SEE STANDARD ST-05 FOR LOCATION OF WEAKENED PLANE JOINTS.
 - DESIGN SHALL CONFORM TO THESE REQUIREMENTS EXCEPT AS OTHERWISE APPROVED BY THE CITY ENGINEER.
 - ALL CONCRETE SHALL BE 5 SACK, MEETING 2500 PSI REQUIREMENTS.
 - ALL ROUNDED CORNERS SHALL BE 1/2" RADIUS UNLESS OTHERWISE SPECIFIED.
 - BASE MATERIAL UNDER CURB SHALL BE CLASS 2 AGGREGATE, COMPACTED TO 95% RELATIVE DENSITY.
 - RETROFIT SITUATIONS MAY REQUIRE ADJUSTMENT TO MATCH FIELD CONDITIONS, IF APPROVED BY THE CITY ENGINEER.
 - INSPECTION OF FORMS AND FINISHED WORK IS REQUIRED. SCHEDULE INSPECTION 24 HOURS IN ADVANCE.

12 TYPICAL CURB DETAIL - TYPE A1-6 & A2-6
SCALE: NTS

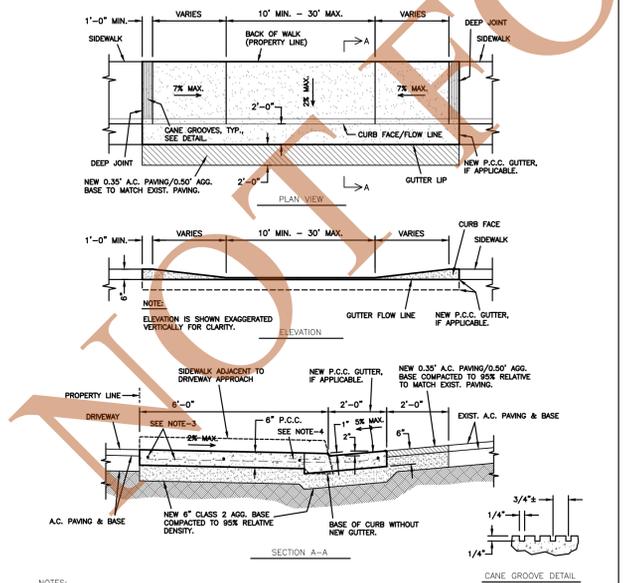


13 STANDARD CURB RAMP DETAIL - CASE C
SCALE: NTS



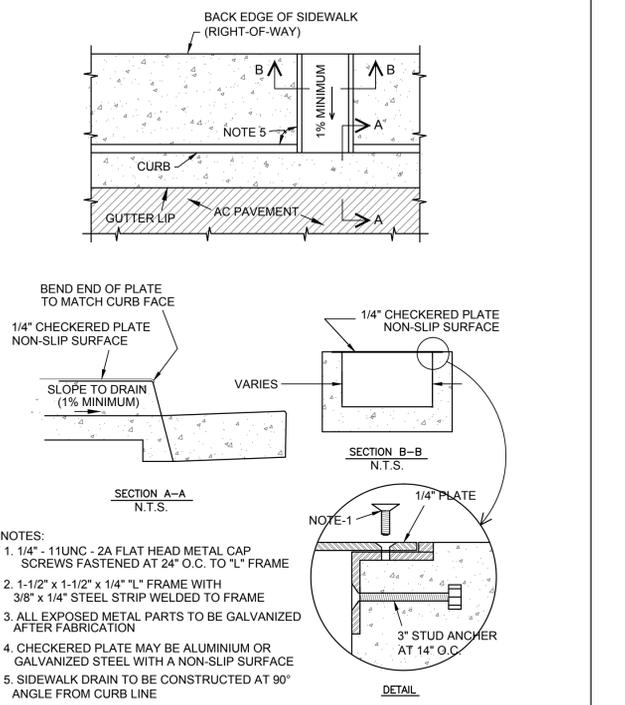
- NOTES:
- 12" #3 REBAR DOWELS @ 30" O.C. REQUIRED IF EXISTING GUTTER PAV IS USED.
 - INSTALL DEEP JOINTS AT EACH END OF DRIVEWAY APPROACH AT EACH END OF CURB RETURNS AND AT 50' MAXIMUM SPACING IN INTERVENING CURBS.
 - AGGREGATE BASE MAY BE REQUIRED UNDER CURB, GUTTER AND SIDEWALK AREAS. (6" MIN.)
 - VERIFY AMERICAN'S WITH DISABILITY ACT (ADA) REQUIREMENTS WITH PUBLIC WORKS DEPARTMENT.
 - 90% COMPACTION REQUIRED ON ALL BASE MATERIAL.
 - INSPECTION OF FORMS AND FINISHED WORK REQUIRED. SCHEDULE INSPECTION 24 HOURS IN ADVANCE.
 - COMMERCIAL DRIVEWAYS: #3 REBAR @ 30" O.C. REQUIRED.

14 TYPICAL WALK AROUND DRIVEWAY
SCALE: NTS



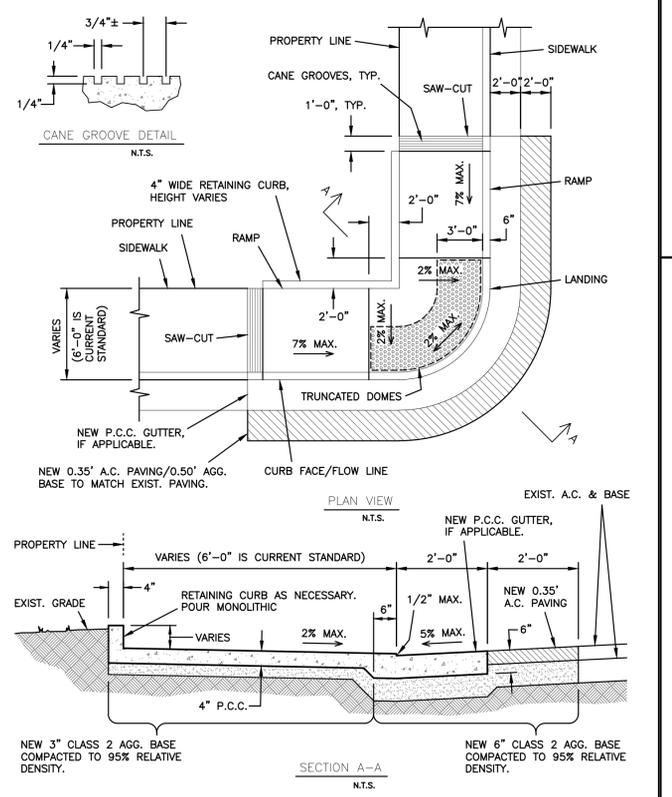
- NOTES:
- INSTALL DEEP JOINTS AT EACH END OF THE DRIVEWAY APPROACH.
 - VERIFY A.D.A. (AMERICANS WITH DISABILITY ACT) REQUIREMENTS WITH THE PUBLIC WORKS DEPARTMENT.
 - #3 REBAR @ 30" O.C. (CENTERED IN SLAB) IS REQUIRED IN COMMERCIAL DRIVEWAYS.
 - 12" #3 REBAR DOWELS (CENTERED IN SLABS AND EPOXYED) @ 30" O.C. REQUIRED IF EXISTING GUTTER PAV IS USED.
 - ALL REBAR SHALL HAVE 3" MIN. CLEAR FROM SURFACE OF CONCRETE.
 - ALL CONCRETE SHALL BE 5 SACK, MEETING 2,500 P.S.I. REQUIREMENTS.
 - AGG. BASE MAY BE REQUIRED UNDER CURB, GUTTER AND SIDEWALK AREAS. (6" MIN.)
 - DESIGN SHALL CONFORM TO THE REQUIREMENTS ILLUSTRATED IN THIS DETAIL, EXCEPT WHEN OTHERWISE APPROVED BY THE CITY ENGINEER.
 - ALL ROUNDED EDGES TO BE 1/2" RADIUS, UNLESS OTHERWISE SPECIFIED.
 - INSPECTION OF FORMS AND FINISHED WORK REQUIRED. SCHEDULE INSPECTION 24 HOURS IN ADVANCE.

15 TYPICAL DROP BACK DRIVEWAY
SCALE: NTS



- NOTES:
- 1/4" - 11UNC - 2A FLAT HEAD METAL CAP SCREWS FASTENED AT 24" O.C. TO "L" FRAME
 - 1-1/2" x 1-1/2" x 1/4" "L" FRAME WITH 3/8" x 1/4" STEEL STRIP WELDED TO FRAME
 - ALL EXPOSED METAL PARTS TO BE GALVANIZED AFTER FABRICATION
 - CHECKERED PLATE MAY BE ALUMINIUM OR GALVANIZED STEEL WITH A NON-SLIP SURFACE
 - SIDEWALK DRAIN TO BE CONSTRUCTED AT 90° ANGLE FROM CURB LINE

16 TYPICAL SIDEWALK CHANNEL DRAIN
SCALE: NTS



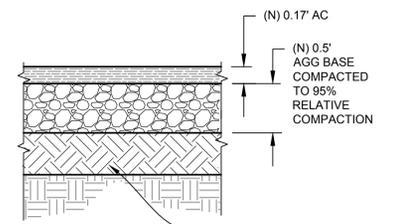
- NOTES:
- NEW 3" CLASS 2 AGG. BASE COMPACTED TO 95% RELATIVE DENSITY.
 - NEW 6" CLASS 2 AGG. BASE COMPACTED TO 95% RELATIVE DENSITY.

17 TYPE - 1 CURB RAMP
SCALE: NTS

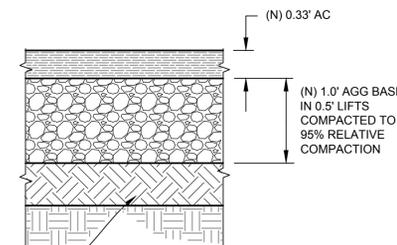
Plotted By: Terry Barney Plot Date: 12/8/2014 Rwt_Details_2014-12-08.dwg



NO.	DATE	REVISION



TRAIL

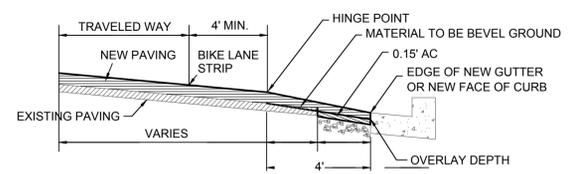


TRAFFIC

TYPICAL PAVEMENT STRUCTURAL SECTION

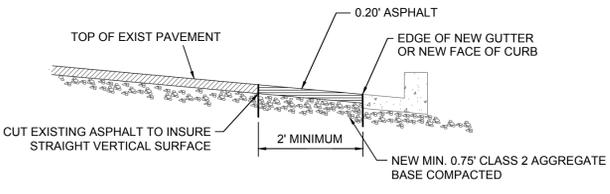
20
C502

SCALE: NTS



- NOTES:
1. ASPHALT INFILL ALONG GUTTER LIP SHALL BE A MINIMUM OF 0.15".
 2. VERTICAL LIP SHALL BE SWEEP CLEAN OF DUST AND AC BINDER APPLIED PRIOR TO PAVING.
 3. WIDTH OF GRIND MAY VARY AT THE CITY ENGINEERS DISCRETION DUE TO SITE CONDITIONS.
 4. COLD JOINT OR HINGE POINT SHALL BE UNDER BIKE LANE STRIP IF WITHIN 4' OF THE CURB SIDE OF BIKE LANE STRIP.

ASPHALT OVERLAY TO NEW GUTTER EDGE



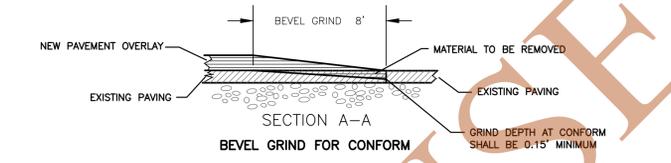
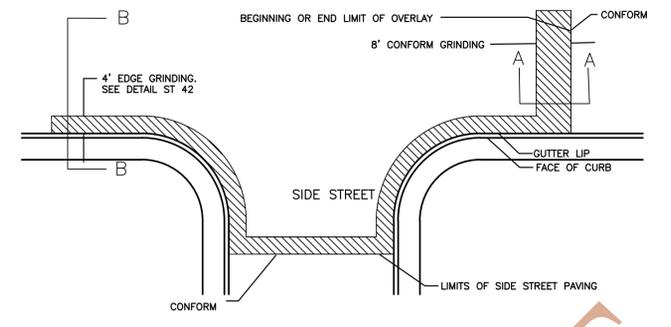
- NOTES:
1. AGGREGATE BASE AND ASPHALT SHALL BE MECHANICALLY COMPACTED AND FIELD VERIFIED BY PUBLIC WORKS.
 2. VERTICAL EDGES SHALL BE SWEEP CLEAN OF DUST AND AC BINDER APPLIED PRIOR TO PAVING.
 3. SHEAR IN WIDTH MAY BE ALTERED BY THE CITY ENGINEER.
 4. NOTIFY CITY PUBLIC WORKS 24 HOURS PRIOR TO PAVING FOR INSPECTION.

ASPHALT SHEAR IN TO NEW GUTTER OR CURB

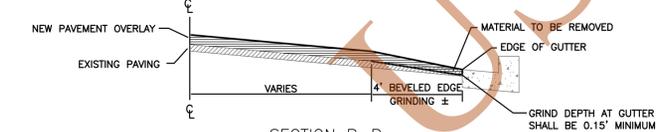
TYPICAL PAVING CONFORM TO GUTTER LIP

21
C502

SCALE: NTS



SECTION A-A
BEVEL GRIND FOR CONFORM



SECTION B-B
BEVEL FOR EDGE GRINDING

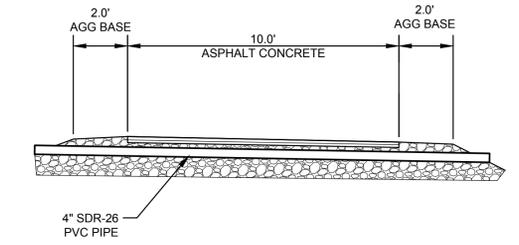
- NOTES:
1. CONFORM GRINDING IS INTENDED TO INSURE A GENTLE TRANSITION FROM EXISTING PAVEMENT TO NEW OVERLAY.
 2. AFTER GRINDING, AREA MUST BE SWEEP TO REMOVE DUST AND DEBRIS PRIOR TO APPLICATION OF ASPHALT BINDER, PAYING SPECIAL ATTENTION TO VERTICAL SURFACES AT EDGES OF GRIND.
 3. WIDTH OF GRIND MAY VARY AT CITY ENGINEER'S DISCRETION DUE TO SITE CONDITIONS.

ST 41 Asphalt Conform and Edge Grinding.dwg REVISED 2-04-2010

22 ASPHALT CONFORM AND EDGE GRINDING

C502

SCALE: NTS

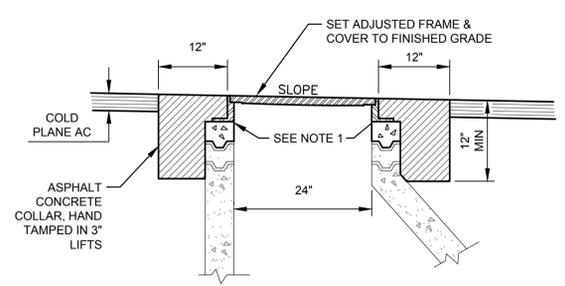


- NOTES:
1. CROSS TRAIL DRAIN PIPE TO BE SET LEVEL OR AT 1% SLOPE IN DIRECTION OF PREVAILING FLOW.
 2. MINIMUM DISTANCE BETWEEN TOP OF PIPE AND HOT MIX ASPHALT SHALL BE 2".
 3. PIPE SHALL EXTEND BEYOND 2' AGG. BASE SHOULDERS.

23 TYPICAL CROSS TRAIL PIPE DRAIN

23
C502

SCALE: NTS

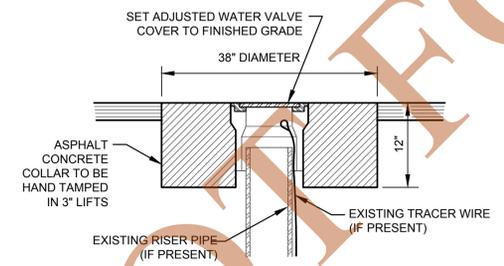


- NOTES:
1. SHIMS SHALL BE PLACED UNDER THE MANHOLE FRAME & LID ON TOP OF THE HIGHEST GRADE RING AS NEEDED SUCH THAT THE FRAME & LID ARE FLUSH WITH THE FINISHED GRADE OF THE STREET. THE MINIMUM SHIM HEIGHT IS ONE INCH. CONCRETE SHALL BE PLACED IN BETWEEN THE HIGHEST GRADE RING AND THE SHIMMED FRAME & LID WHEN THE CONCRETE COLLAR IS CONSTRUCTED, IN EFFECT CREATING A 'CAST-IN-PLACE' GRADE RING OF VARYING THICKNESS.
 2. ALL GRADE RINGS SHALL BE SEALED WITH NON-SHRINK GROUT ON BOTH INNER AND OUTER FACES OF EACH JOINT.

TYPICAL ADJUST MANHOLE LID TO GRADE DETAIL

24
C-502

SCALE: NTS

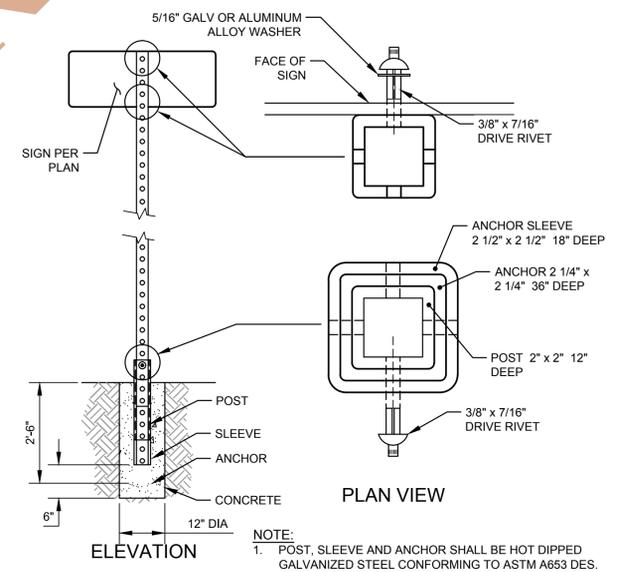


- NOTES:
1. INSURE POT SLIDES FREELY OVER SLEEVE PIPE.
 2. HOT MIX ASPHALT SHALL BE PLACED IN LIFTS AND COMPACTED.
 3. LID OF POT SHOULD MATCH HEIGHT OF ADJACENT ASPHALT.
 4. EDGES OF EXISTING PAVEMENT SHALL BE CLEAN AND FREE OF DUST WITH A TACK COAT APPLIED BEFORE PAVING.
 5. IF CLEAN OUTS PLACED IN GRASS OR DIRT, RAISE POT 2 INCHES ABOVE GROUND LEVEL, AND POUR A 1 FOOT WIDE P.C.C. RING AROUND VALVE POT, 8 INCHES DEEP.

TYPICAL ADJUST WATER VALVE POT TO GRADE DETAIL

25
C-502

SCALE: NTS

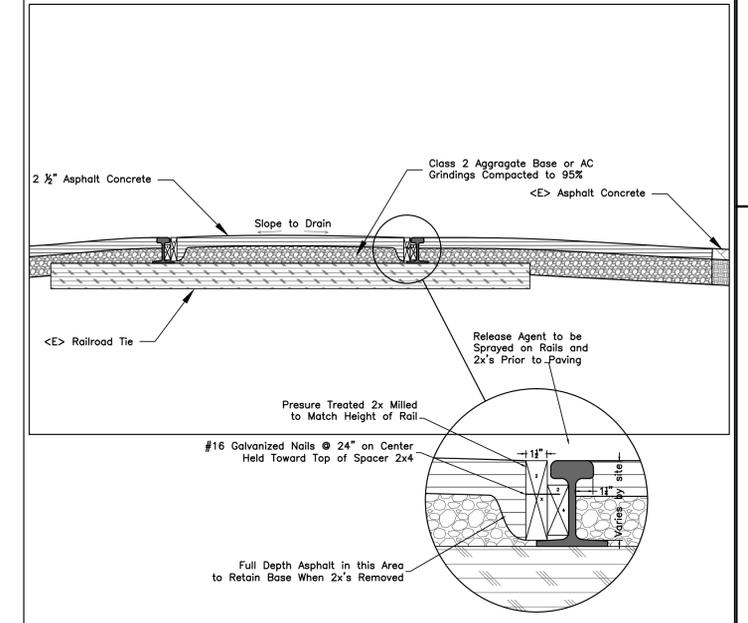


- NOTE:
1. POST, SLEEVE AND ANCHOR SHALL BE HOT DIPPED GALVANIZED STEEL CONFORMING TO ASTM A653 DES. G90.
 2. ANCHOR SLEEVE HOLES SHALL BE COVERED TO PREVENT CONCRETE INTRUSION.
 3. EXTEND ANCHOR ABOVE CONCRETE 1 AND 1/2 HOLES MIN.

26 TYPICAL ROADSIDE SIGN, 1-POST DETAIL

26
C502

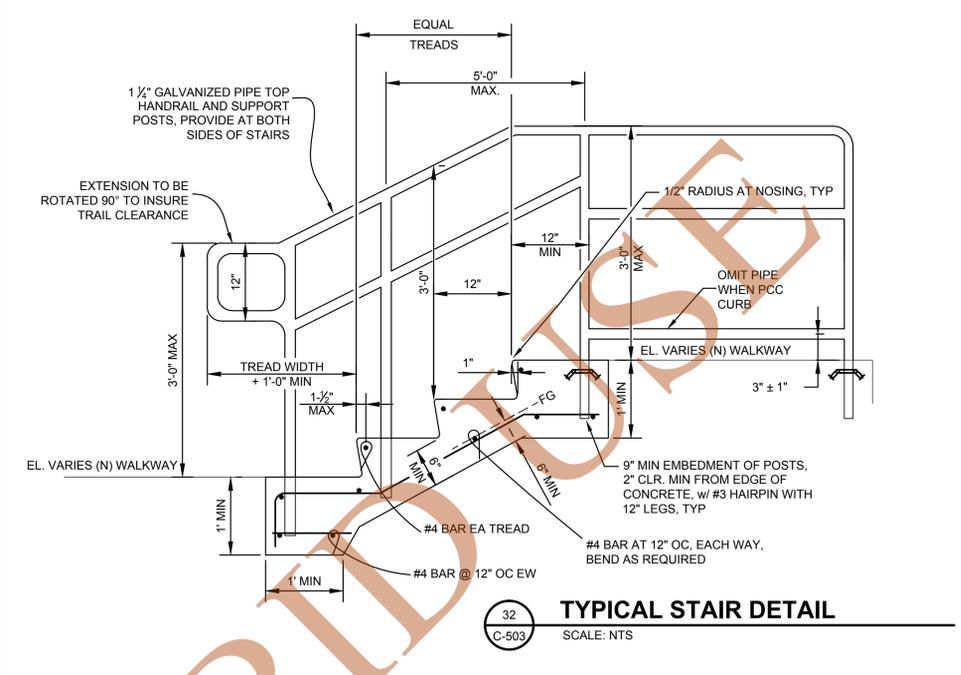
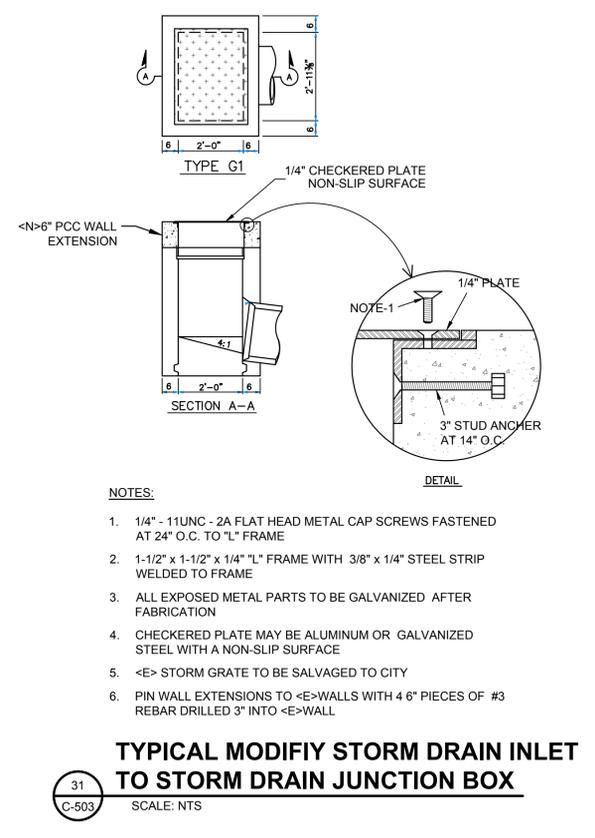
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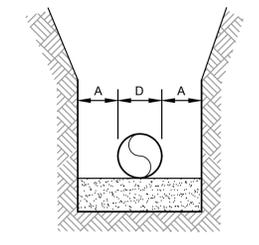
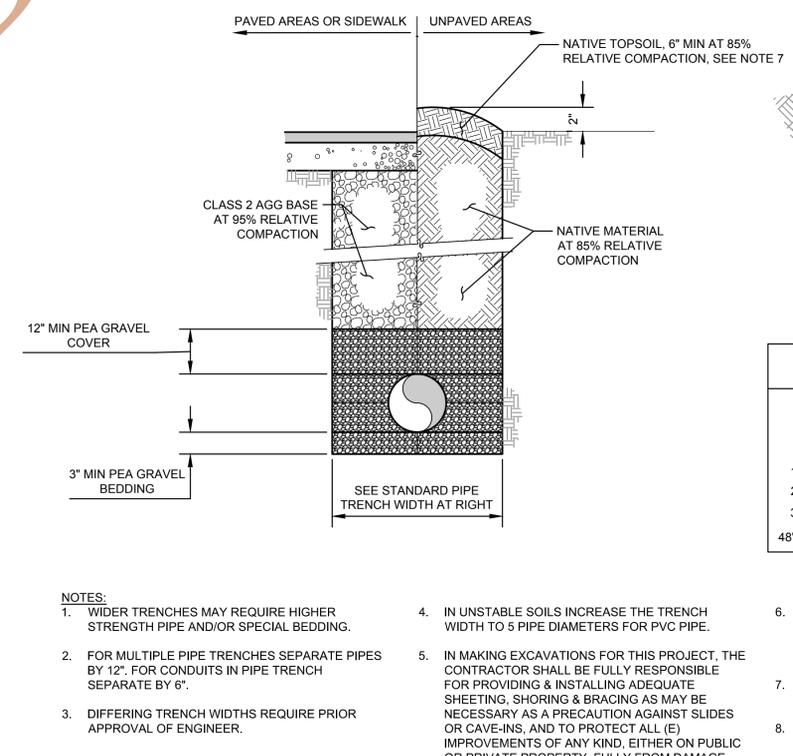
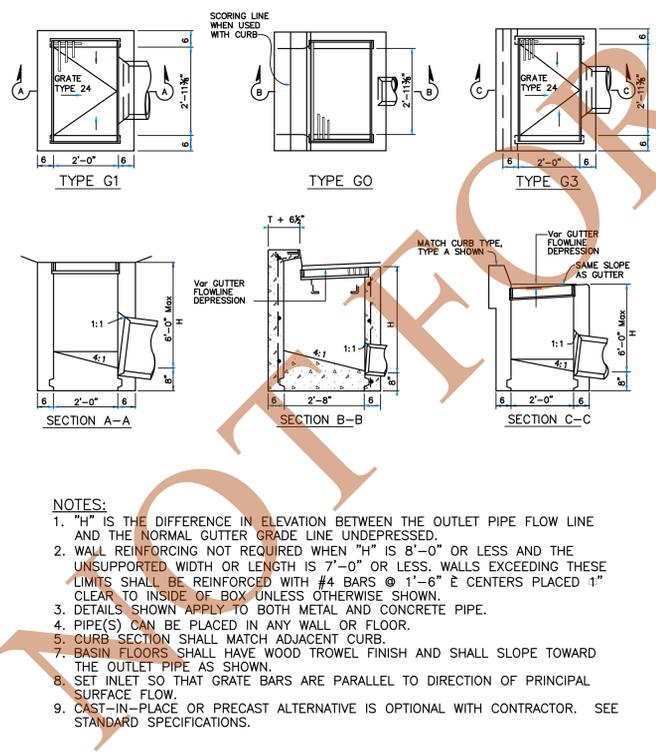
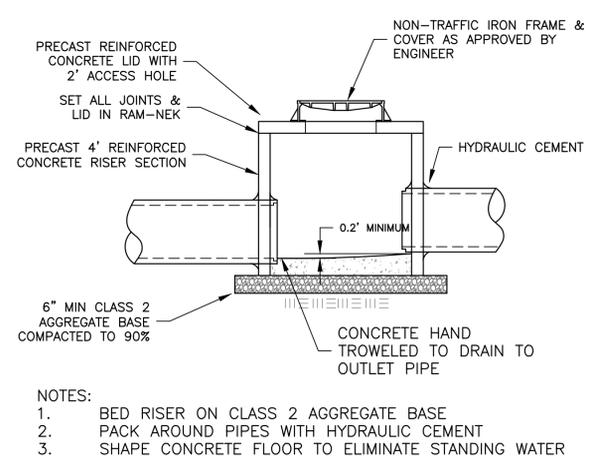
27 RAILROAD CROSSING INFILL DETAIL

27
C502

SCALE: NTS



- NOTES:**
1. CONCRETE SHALL BE A LIGHT BROOM FINISH.
 2. RISERS SHALL BE NO LESS THAN 4" TALL AND NO GREATER THAN 7" TALL AND VARY NO MORE THAN 3/8" IN HEIGHT.
 3. ALL EXTERIOR STAIR THREADS SHALL HAVE 2" WIDE MIN. WARNING STRIPES PER CBC 1133B.4.4
 4. CONCRETE TO BE 2,500 PSI MIN.
 5. POUR CONCRETE OVER COMPACTED SUBGRADE.
 6. STAIR RISE & TREAD TO BE DETERMINED FOR SITE CONDITIONS BASED ON REQUIREMENTS.
 7. THE TOP AND BOTTOM LANDINGS SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.
 8. BASE OF CONCRETE TO BE 6" MIN BELOW FINISHED GRADE.
 9. STAIRS WITH INTERMEDIATE LANDINGS SHALL BE POURED CONTINUOUS THROUGH THE LANDING WITH NO JOINTS.
 10. STAIRS WITH INTERMEDIATE LANDINGS SHALL HAVE A CONTINUOUS RAILING THROUGH THE LANDING WITH NO GAPS.

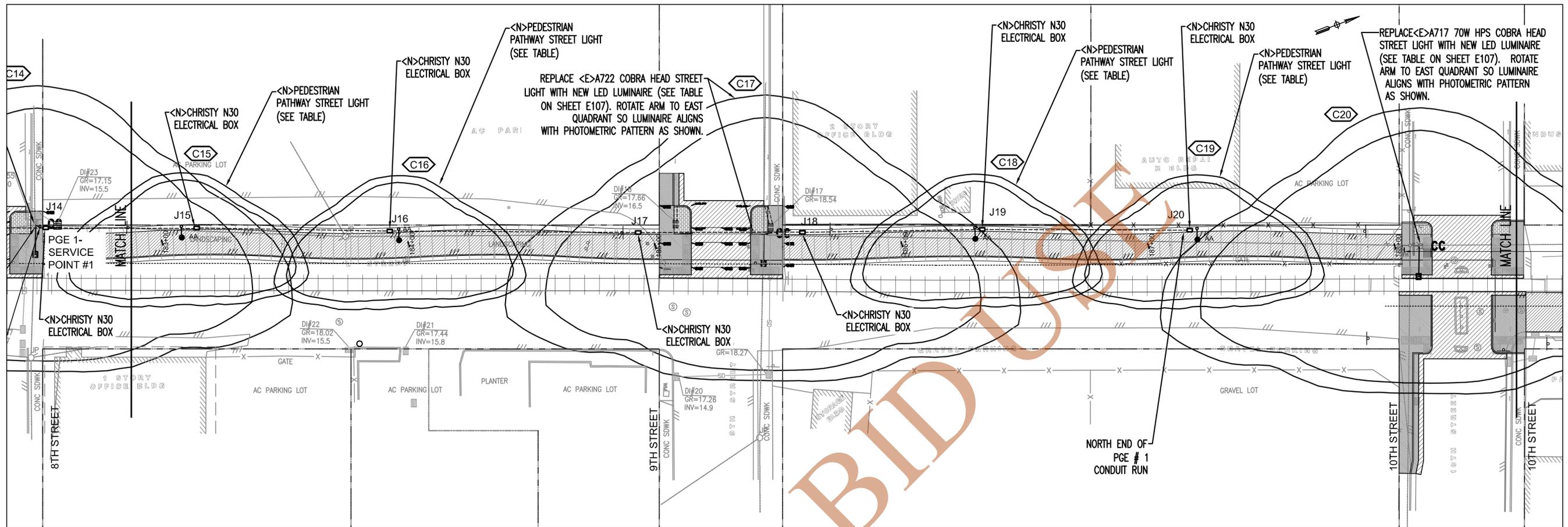


PIPE DIA "D"	MINIMUM "A"	MAXIMUM "A"
< 4"	3"	6"
4" TO 6"	6"	12"
6" TO 15"	8"	14"
16" TO 21"	10"	16"
24" TO 30"	12"	18"
33" TO 42"	15"	21"
48" & LARGER	18"	24"

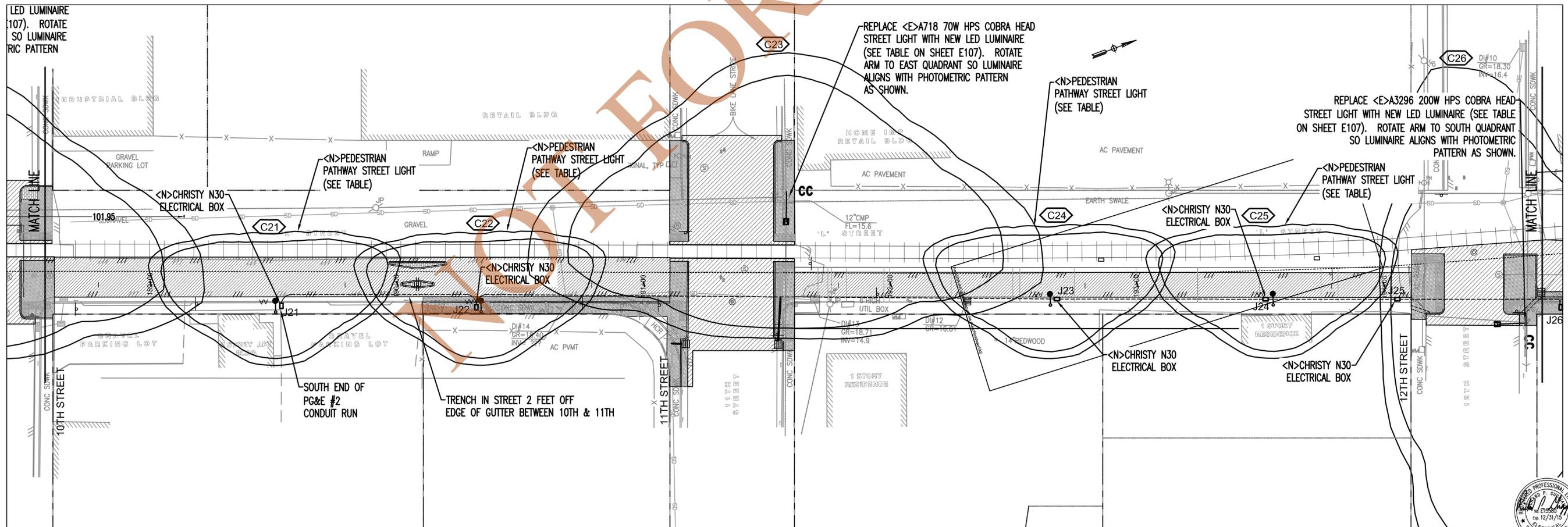
- NOTES:**
1. WIDER TRENCHES MAY REQUIRE HIGHER STRENGTH PIPE AND/OR SPECIAL BEDDING.
 2. FOR MULTIPLE PIPE TRENCHES SEPARATE PIPES BY 12". FOR CONDUITS IN PIPE TRENCH SEPARATE BY 6".
 3. DIFFERING TRENCH WIDTHS REQUIRE PRIOR APPROVAL OF ENGINEER.
 4. IN UNSTABLE SOILS INCREASE THE TRENCH WIDTH TO 5 PIPE DIAMETERS FOR PVC PIPE.
 5. IN MAKING EXCAVATIONS FOR THIS PROJECT, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR PROVIDING & INSTALLING ADEQUATE SHEETING, SHORING & BRACING AS MAY BE NECESSARY AS A PRECAUTION AGAINST SLIDES OR CAVE-INS, AND TO PROTECT ALL (E) IMPROVEMENTS OF ANY KIND, EITHER ON PUBLIC OR PRIVATE PROPERTY, FULLY FROM DAMAGE.
 6. PLACEMENT OF 2-SACK SLURRY BACKFILL IN TRENCH WHEN MINIMUM PIPE COVER NOT POSSIBLE SHALL BE SUBJECT TO APPROVAL BY CITY ENGINEER.
 7. NATIVE TOPSOIL SHALL BE STOCKPILED SEPARATELY FROM NATIVE SUBSOIL.
 8. TRENCHES IN ROADWAY SHALL BE CAPPED WITH 1" OF ASPHALT COLD MIX IF HOT MIX ASPHALT WILL NOT BE PLACED WITHIN 24 HOURS.

NO.	DATE	REVISION

8TH ST. TO 10TH ST. - SCALE 1:20



10TH ST. TO 12TH ST. - SCALE 1:20



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2/11/2013



PREPARED BY:
CITY OF ARCATA
ENGINEERING DEPARTMENT
ARCATA PUBLIC WORKS

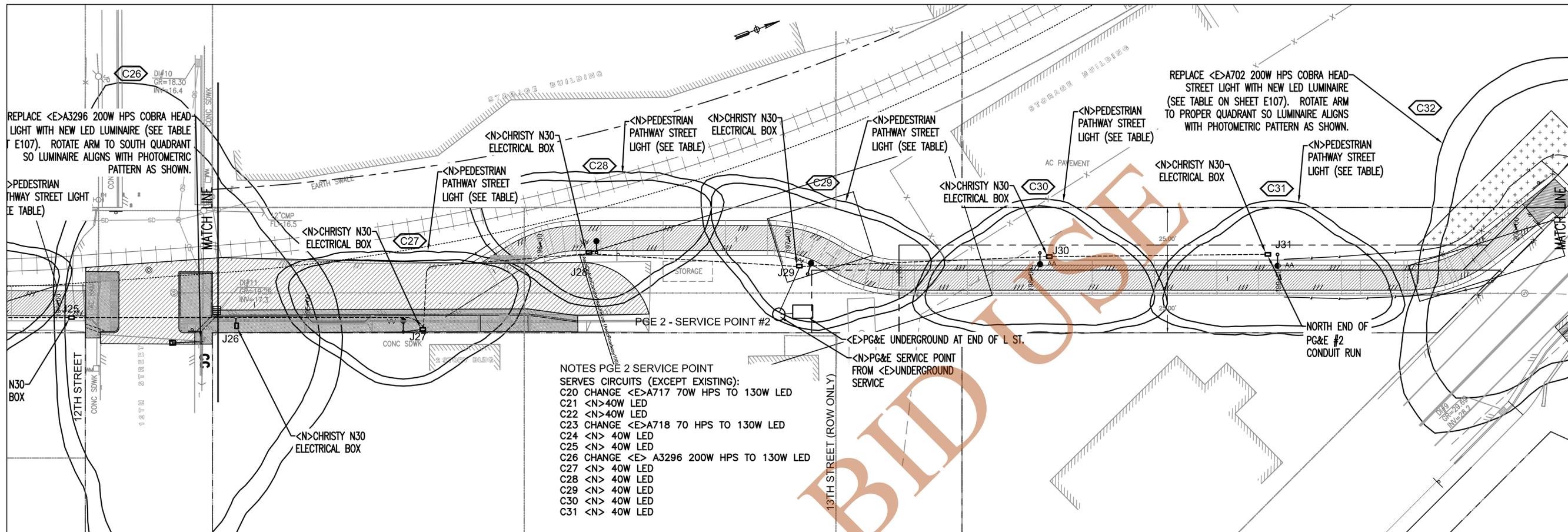
ELECTRICAL

RAILS WITH TRAILS PHASE 1
ARCATA, CALIFORNIA

Date: 03/07/14
Scale: 1:20
Sheet No. 31 OF 36
File No. E102

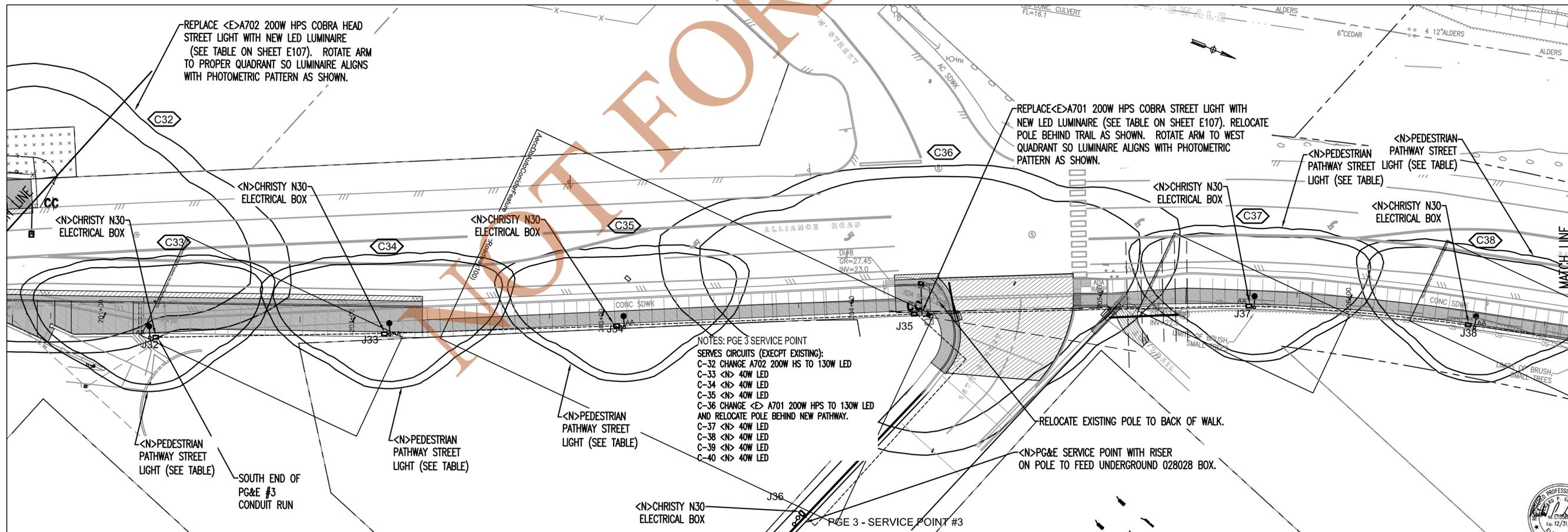


12TH ST. TO ALLIANCE RD. STA 194+00 TO 200+00 - SCALE 1:20



NOTES PGE 2 SERVICE POINT
SERVES CIRCUITS (EXCEPT EXISTING):
C20 CHANGE <E>A717 70W HPS TO 130W LED
C21 <N> 40W LED
C22 <N> 40W LED
C23 CHANGE <E>A718 70 HPS TO 130W LED
C24 <N> 40W LED
C25 <N> 40W LED
C26 CHANGE <E> A3296 200W HPS TO 130W LED
C27 <N> 40W LED
C28 <N> 40W LED
C29 <N> 40W LED
C30 <N> 40W LED
C31 <N> 40W LED

ALLIANCE RD. STA 201+00 TO 207+00 - SCALE 1:20



NOTES: PGE 3 SERVICE POINT
SERVES CIRCUITS (EXCEPT EXISTING):
C-32 CHANGE A702 200W HS TO 130W LED
C-33 <N> 40W LED
C-34 <N> 40W LED
C-35 <N> 40W LED
C-36 CHANGE <E> A701 200W HPS TO 130W LED
AND RELOCATE POLE BEHIND NEW PATHWAY.
C-37 <N> 40W LED
C-38 <N> 40W LED
C-39 <N> 40W LED
C-40 <N> 40W LED

K:\Public Works\Jobs\Railroads\Rails with Trails\1_RWT_Dec_2013\Street Lighting Electrical\1_RWT_ELEC_2014-03-07_PGE_UPDATE.dwg

2/11/2013



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ENGINEERING DEPARTMENT
ARCATA PUBLIC WORKS

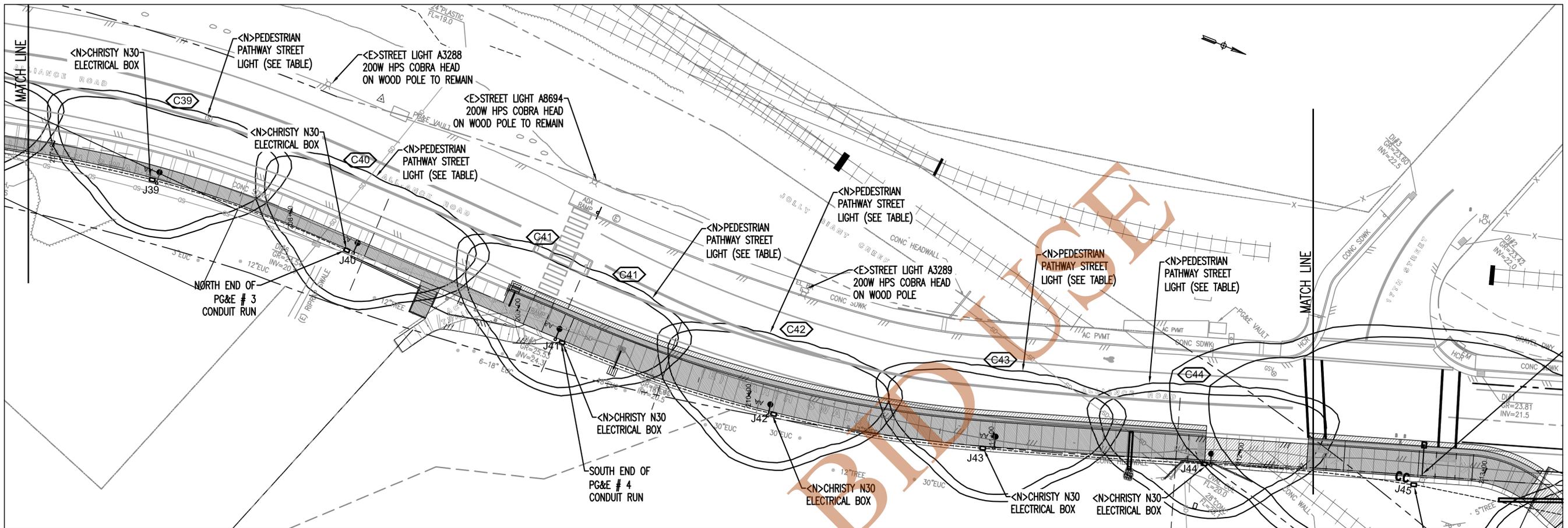
ELECTRICAL

RAILS WITH TRAILS PHASE 1
ARCATA, CALIFORNIA

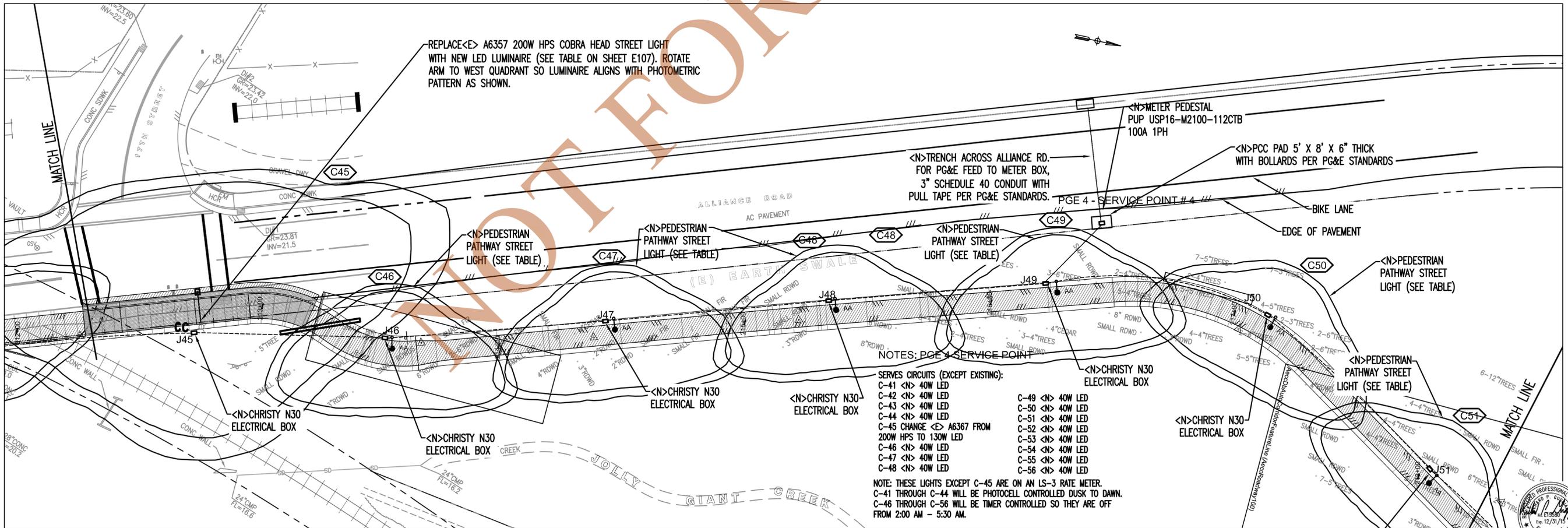
Date: 03/07/14
Scale: 1:20
Sheet No.: 32 OF 36
File No.: E103



ALLIANCE RD. STA 207+00 - STA 213+00 - SCALE 1:20



ALLIANCE RD. ENTERING SHAY PARK AT 17TH ST. STA 212+50 TO STA 218+25 - SCALE 1:20



NOTES: PCE SERVICE POINT

SERVES CIRCUITS (EXCEPT EXISTING):

C-41 <N> 40W LED	C-49 <N> 40W LED
C-42 <N> 40W LED	C-50 <N> 40W LED
C-43 <N> 40W LED	C-51 <N> 40W LED
C-44 <N> 40W LED	C-52 <N> 40W LED
C-45 CHANGE <E> A6367 FROM 200W HPS TO 130W LED	C-53 <N> 40W LED
C-46 <N> 40W LED	C-54 <N> 40W LED
C-47 <N> 40W LED	C-55 <N> 40W LED
C-48 <N> 40W LED	C-56 <N> 40W LED

NOTE: THESE LIGHTS EXCEPT C-45 ARE ON AN LS-3 RATE METER.
 C-41 THROUGH C-44 WILL BE PHOTOCELL CONTROLLED DUSK TO DAWN.
 C-46 THROUGH C-56 WILL BE TIMER CONTROLLED SO THEY ARE OFF FROM 2:00 AM - 5:30 AM.

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2/11/2013



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 ARCATA PUBLIC WORKS

ELECTRICAL
 07/31/14 DRAWN BY: M. EARLY

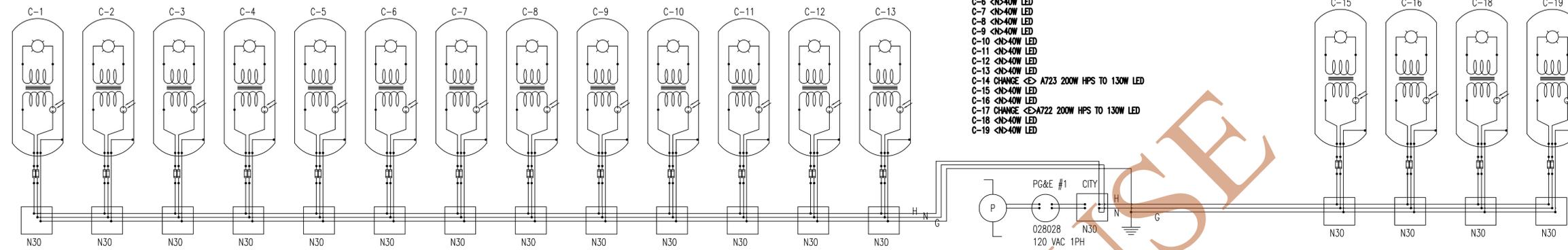
RAILS WITH TRAILS PHASE 1
 ARCATA, CALIFORNIA

Date: 03/07/14
 Scale: 1:20
 Sheet No: 33 OF 36
 File No: E104



CIRCUIT DIAGRAM FOR NEW LIGHTS

PG&E APPLICATION #: 107581007



- PG&E SERVICE POINT #1
SERVES CIRCUITS (EXCEPT EXISTING):
- C-1 <N> 40W LED
 - C-2 <N> 40W LED
 - C-3 <N> 40W LED
 - C-4 <N> 40W LED
 - C-5 <N> 40W LED
 - C-6 <N> 40W LED
 - C-7 <N> 40W LED
 - C-8 <N> 40W LED
 - C-9 <N> 40W LED
 - C-10 <N> 40W LED
 - C-11 <N> 40W LED
 - C-12 <N> 40W LED
 - C-13 <N> 40W LED
 - C-14 CHANGE <E> A723 200W HPS TO 130W LED
 - C-15 <N> 40W LED
 - C-16 <N> 40W LED
 - C-17 CHANGE <E> A722 200W HPS TO 130W LED
 - C-18 <N> 40W LED
 - C-19 <N> 40W LED

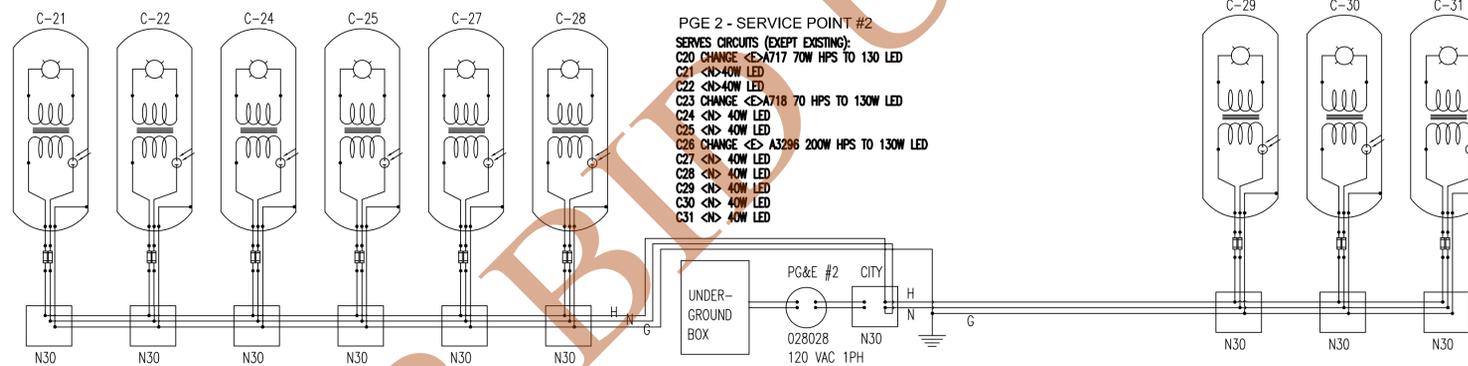
SCHEMATIC FOR PG&E SERVICE POINT 1 - PATHWAY LIGHTING BETWEEN SAMOA BLVD. AND 10TH ST.

ELECTRICAL SYMBOLS AND LEGEND

- LED 40W LUMINAIRE
- LED DRIVER
- PHOTOCELL
- BUSS KTK-R 0.5 AMP FUSE IN BREAKAWAY FUSE HOLDER: BUSS HEY-AW-DRLC-A
- LUMINAIRE HOUSING - BONDED AND GROUNDED
- CHRISTY N30 ELECTRICAL ENCLOSURE 18' X 27 1/2" X 12" DP LID SECURED WITH BRYCE FASTENER PENTA BOLT

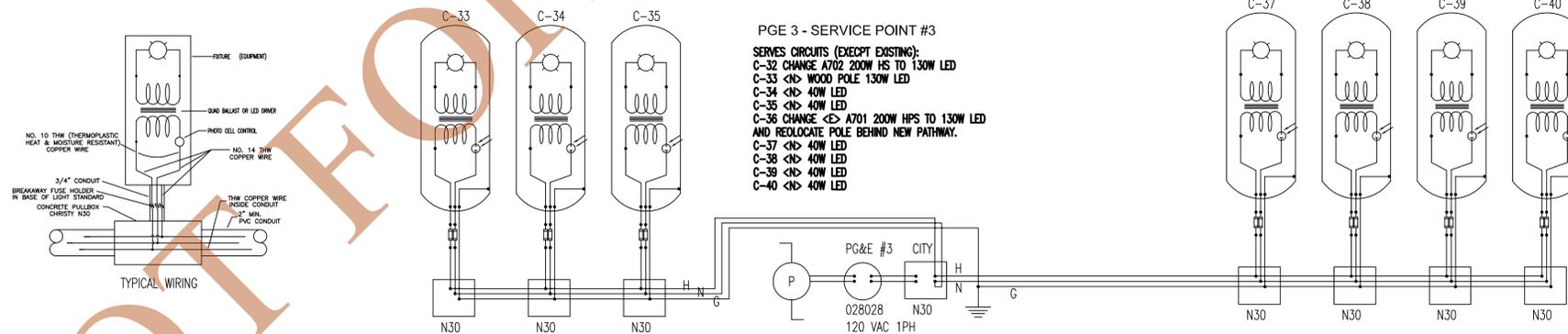
- PG&E UNDERGROUND BOX
- PG&E SERVICE POINT USING 028028 STREETLIGHT BOX FROM RISER OR UNDERGROUND FEED.
- CONTACTOR - EATON C25BNB230A OR EQUIVALENT
- UTILITY POLE WITH PG&E POWER

ALL WORK MUST CONFORM TO CALTRANS STD SPECIFICATIONS 2010 SECTION 86 METER PEDESTAL SHALL BE INSPECTED BY CITY BUILDING DEPT PERMIT # 12283
H = HOT (BLACK), N = NEUTRAL (WHITE), G = GROUND (GREEN)



- PG&E SERVICE POINT #2
SERVES CIRCUITS (EXCEPT EXISTING):
- C20 CHANGE <E> A717 70W HPS TO 130 LED
 - C21 <N> 40W LED
 - C22 <N> 40W LED
 - C23 CHANGE <E> A718 70 HPS TO 130W LED
 - C24 <N> 40W LED
 - C25 <N> 40W LED
 - C26 CHANGE <E> A3296 200W HPS TO 130W LED
 - C27 <N> 40W LED
 - C28 <N> 40W LED
 - C29 <N> 40W LED
 - C30 <N> 40W LED
 - C31 <N> 40W LED

SCHEMATIC FOR PG&E SERVICE POINT 2 - PATHWAY LIGHTING 10TH ST. TO ALLIANCE RD.

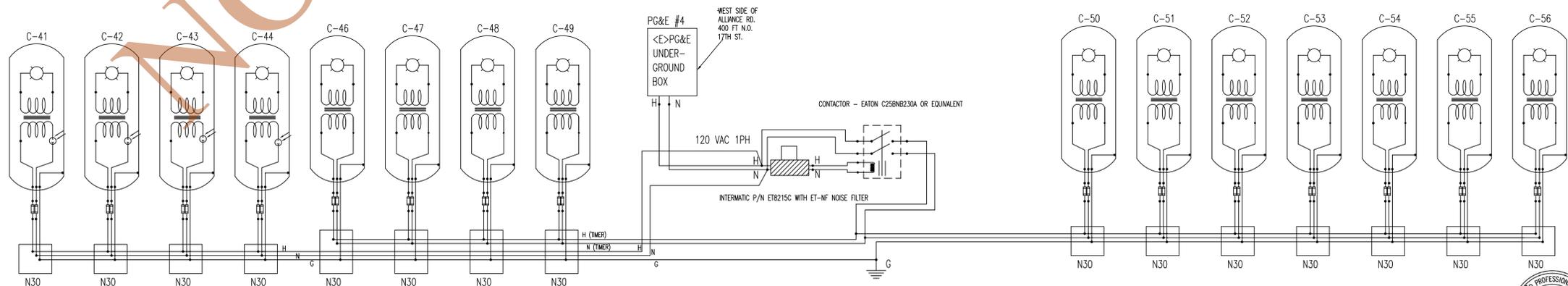


- PG&E SERVICE POINT #3
SERVES CIRCUITS (EXCEPT EXISTING):
- C-32 CHANGE A702 200W HS TO 130W LED
 - C-33 <N> WOOD POLE 130W LED
 - C-34 <N> 40W LED
 - C-35 <N> 40W LED
 - C-36 CHANGE <E> A701 200W HPS TO 130W LED AND RELOCATE POLE BEHIND NEW PATHWAY.
 - C-37 <N> 40W LED
 - C-38 <N> 40W LED
 - C-39 <N> 40W LED
 - C-40 <N> 40W LED

SCHEMATIC FOR PG&E SERVICE POINT 3 - PATHWAY LIGHTING ALLIANCE RD. FROM CROSSING TO NORTH OF 15TH ST.

- PG&E SERVICE POINT #4
- SERVES CIRCUITS (EXCEPT EXISTING):
- C-41 <N> 40W LED
 - C-42 <N> 40W LED
 - C-43 <N> 40W LED
 - C-44 <N> 40W LED
 - C-45 CHANGE <E> A6357 FROM 200 HPS TO 130W LED
 - C-46 <N> 40W LED
 - C-47 <N> 40W LED
 - C-48 <N> 40W LED
 - C-49 <N> 40W LED
 - C-50 <N> 40W LED
 - C-51 <N> 40W LED
 - C-52 <N> 40W LED
 - C-53 <N> 40W LED
 - C-54 <N> 40W LED
 - C-55 <N> 40W LED
 - C-56 <N> 40W LED

NOTE: THESE LIGHTS EXCEPT C-45 ARE ON AN LS-3 RATE METER.
C-41 THROUGH C-44 WILL BE PHOTOCELL CONTROLLED DUSK TO DAWN.
C-46 THROUGH C-56 WILL BE TIMER CONTROLLED SO THEY ARE OFF FROM 2:00 AM - 5:30 AM.



SCHEMATIC FOR PG&E SERVICE POINT 4 - PATHWAY LIGHTING BETWEEN ALLIANCE RD. AND FOSTER AVE.

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2/11/2013



PREPARED BY:
CITY OF ARCATA
ENGINEERING DEPARTMENT
ARCATA PUBLIC WORKS

ELECTRICAL

DATE: 01/31/14
DRAWN BY: M. EARLY
REVISION:

RAILS WITH TRAILS PHASE 1
ARCATA, CALIFORNIA

Date: 03/07/14
Scale: NTS
Sheet No. 35 OF 36
File No. E106



CIRCUIT ID	PG&E BADGE #	SERVICE POINT #	CAD BLOCK ID	JUNCTION BOX	WIRE RUN FT	WIRE SIZE	CONDUIT SIZE IN	NEW POLE	LUMINAIRE	MFG PART NUMBER	VOLTAGE	WATTAGE	AMPS	LS-2	POLE TYPE	POLE HEIGHT	FOOTING
C-1	A70501	PG&E1	AA	J1	END	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-2	A70502	PG&E1	AA	J2	91	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-3	A70503	PG&E1	AA	J3	95	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-4	A70504	PG&E1	AA	J4	93	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-5	A70505	PG&E1	AA	J5	102	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-6	A70506	PG&E1	AA	J6	89	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-7	A70507	PG&E1	AA	J7	102	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-8	A70508	PG&E1	AA	J8	85	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-9	A70509	PG&E1	AA	J9	97	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-10	A70510	PG&E1	AA	J10	82	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-11	A70511	PG&E1	AA	J11	84	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-12	A70512	PG&E1	AA	J12	104	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-13	A70513	PG&E1	AA	J13	79	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-14	A723	EXISTING	CC	J14	76	N/A	N/A	NO	LEOTEK	GC1-60E-MV-NW-2-GY-FDC-700-WL	120	131.6	1.1	YES	WOOD	30'	NO
C-15	A70514	PG&E1	AA	J15	66	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-16	A70515	PG&E1	AA	J16	82	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-17	A722	EXISTING	CC	J17, J18	127	N/A	N/A	NO	LEOTEK	GC1-60E-MV-NW-2-GY-FDC-700-WL	120	131.6	1.1	YES	WOOD	30'	NO
C-18	A70516	PG&E1	AA	J19	79	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-19	A70517	PG&E1	AA	J20	90	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-20	A717	EXISTING	CC	N/A	N/A	N/A	N/A	NO	LEOTEK	GC1-60E-MV-NW-2-GY-FDC-700-WL	120	131.6	1.1	YES	WOOD	30'	NO
C-21	A70518	PG&E2	AA	J21	N/A	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-22	A70519	PG&E2	AA	J22	86	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-23	A718	EXISTING	CC	N/A	N/A	N/A	N/A	NO	LEOTEK	GC1-60E-MV-NW-2-GY-FDC-700-WL	120	131.6	1.1	YES	WOOD	30'	NO
C-24	A70520	PG&E2	AA	J23	236	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-25	A70521	PG&E2	AA	J24	88	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-26	A3296	EXISTING	CC	J25, J26	127	N/A	N/A	NO	LEOTEK	GC1-60E-MV-NW-2-GY-FDC-700-WL	120	131.6	1.1	YES	WOOD	30'	NO
C-27	A70522	PG&E2	AA	J27	95	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-28	A70523	PG&E2	AA	J28	94	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-29	A70524	PG&E2	AA	J29	88	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-30	A70525	PG&E2	AA	J30	106	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-31	A70526	PG&E2	AA	J31	95	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-32	A702	EXISTING	CC	N/A	N/A	N/A	N/A	NO	LEOTEK	GC1-60E-MV-NW-2-GY-FDC-700-WL	120	131.6	1.1	YES	WOOD	30'	NO
C-33	A70527	PG&E3	AA	J32	95	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-34	A70528	PG&E3	AA	J33	100	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-35	A70529	PG&E3	AA	J34	131	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-36	A701	EXISTING	CC	J35	127	N/A	N/A	NO	LEOTEK	GC1-60E-MV-NW-2-GY-FDC-700-WL	120	131.6	1.1	YES	WOOD	30'	NO
N/A	N/A	PG&E3	N/A	J36	150	6	2	NO	N/A	FEED FROM PG&E SERVICE POINT 3	120	N/A	N/A	YES	N/A	N/A	N/A
C-37	A70530	PG&E3	AA	J37	136	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-38	A70531	PG&E3	AA	J38	95	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-39	A70532	PG&E3	AA	J39	96	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-40	A70533	PG&E3	AA	J40	88	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	YES	STEEL	14.5'	YES
C-41	A70534	PG&E4	AA	J41	88	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-42	A70535	PG&E4	AA	J42	94	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-43	A70536	PG&E4	AA	J43	90	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-44	A70537	PG&E4	AA	J44	94	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-45	A6357	EXISTING	CC	J45	89	N/A	N/A	NO	LEOTEK	GC1-60E-MV-NW-2-GY-FDC-700-WL	120	131.6	1.1	YES	WOOD	30'	NO
C-46	A70538	PG&E4	AA	J46	81	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-47	A70539	PG&E4	AA	J47	94	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-48	A70540	PG&E4	AA	J48	92	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-49	A70541	PG&E4	AA	J49	92	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-50	A70542	PG&E4	AA	J50	96	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-51	A70543	PG&E4	AA	J51	94	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-52	A70544	PG&E4	AA	J52	96	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-53	A70545	PG&E4	AA	J53	94	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-54	A70546	PG&E4	AA	J54	94	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-55	A70547	PG&E4	AA	J55	95	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES
C-56	A70548	PG&E4	AA	J56	100	6	2	YES	LUMEC DOMUS	DOS-40W30LE4K-ES-LE2F-VOLT-DBA-1A-DSS3V-14.5-3/4X20-G-8-1/2-DEC-BKTX	120	41.82	0.35	NO	STEEL	14.5'	YES

EXISTING CIRCUITS SHALL USE THE EXISTING CONDUIT, RISERS AND SUPPORTS. THEY ARE SHOWN ON THIS SET OF PLANS TO CLARIFY CHANGES TO LUMINAIRES, OVERALL PHOTOMETRICS, AND TO SHOW PG&E SERVICE PLANNING WHAT CHANGES WILL BE NECESSARY FOR BILLING UPDATES.

