

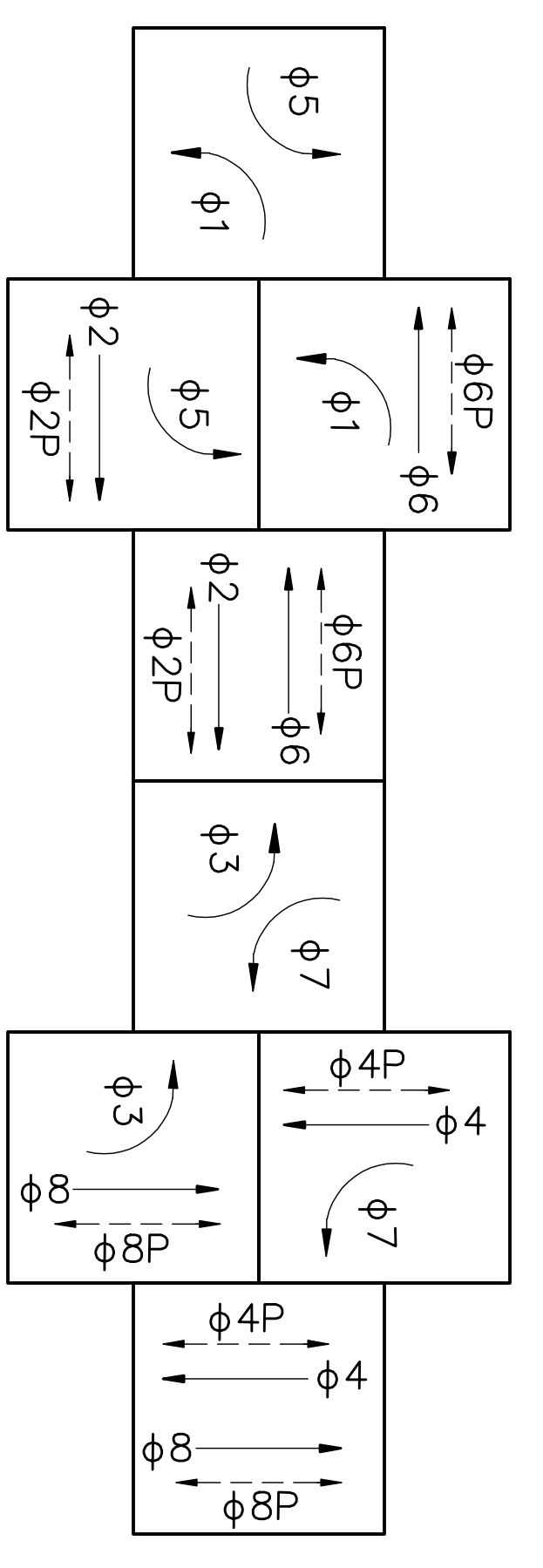
PLOT DATE: 3/27/08

# PLANS FOR THE CONSTRUCTION OF DURHAM - PENTZ ROAD & BUTTE CAMPUS DRIVE SIGNALIZATION TRAFFIC SIGNAL PLAN

NOTE:  
THIS PLAN ACCURATE FOR ELECTRICAL ONLY.

Standard	Description	Top Fdn Elevation	Station/Offset*	Alignment
A	SE Sig. Standard	273.44	181+50.50 / 40.00' RT	DURHAM-PENTZ ROAD
B	Ped. Push Button	272.76	0+39.26 / 38.45' LT	VILLA VISTA DR.
C	SE 1-A Standard	273.05	181+41.12 / 47.64' RT	DURHAM-PENTZ ROAD
D	SW Sig. Standard	273.33	180+62.85 / 47.64' RT	DURHAM-PENTZ ROAD
E	Ped. Push Button	272.90	0+37.91 / 39.89' RT	VILLA VISTA DR.
F	SW 1-A Standard	273.72	180+55.21 / 38.27' RT	DURHAM-PENTZ ROAD
G	NW Sig. Standard	273.89	180+54.04 / 50.00' LT	DURHAM-PENTZ ROAD
H	Ped. Push Button	273.80	180+60.32 / 54.55' LT	DURHAM-PENTZ ROAD
I	NW 1-A Standard	273.60	180+64.58 / 59.64' LT	DURHAM-PENTZ ROAD
J	NE Sig. Standard	274.12	181+43.85 / 59.69' LT	DURHAM-PENTZ ROAD
K	Ped. Push Button	273.80	181+45 / 54.21' LT	DURHAM-PENTZ ROAD
L	NE 1-A Standard	274.42	181+50.44 / 50.30' LT	DURHAM-PENTZ ROAD

\* SUBJECT TO ADJUSTMENT TO FIT FIELD CONDITIONS BASED ON THE ENGINEER'S APPROVAL.



PROJECT NOTES:

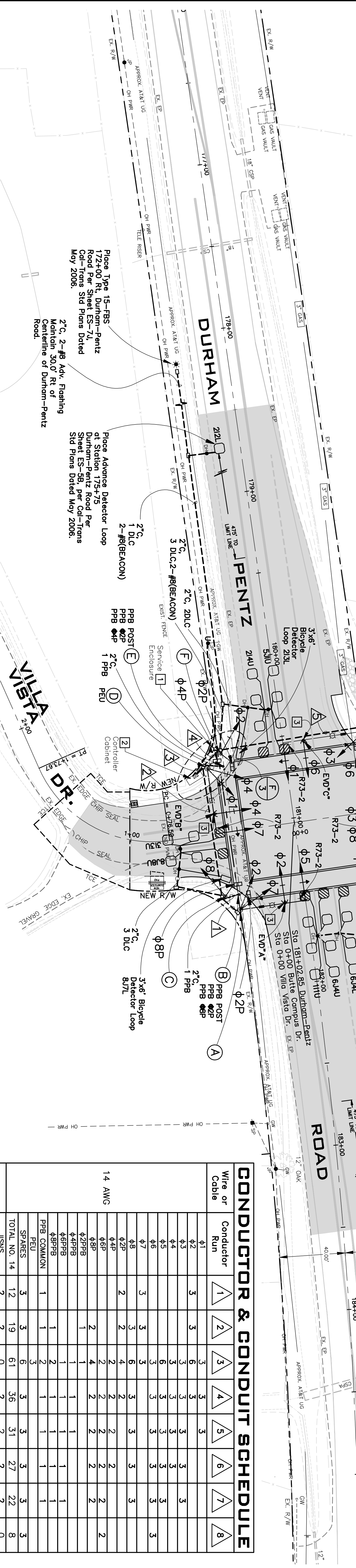
- 1 TYPE III - AF SERVICE ENCLOSURE.
- 2 MODEL 170 CONTROLLER IN MODEL 332 CABINET.
- 3 INSTALL 2-#14 FOR EMERGENCY VEHICLE DETECTOR. COIL 3-FEET OF BLACK FOR FUTURE USE IN THE RED SECTION.

LEGEND:

- DENOTES EMERGENCY VEHICLE DETECTOR (EVD).
- LEFT TURN, U TURN SIGN TYPE R73-2, STD PLAN ES-7N (DETAIL U).
- INTERNALLY ILLUMINATED STREET NAME SIGNS (ISNS), STD PLAN ES-70, TYPE 'A'.

### SIGNAL SERVICE & CONTROLLER DATA

Item	Top Pod Elevation	Base Point 1 of Pod	Station/Offset of Base Point 1	Base Point 2 of Pod	Station/Offset of Base Point 2	Alignment
Service Pod	273.75	NE CORNER	0+52.88 / 34.12' RT	SE CORNER	0+61.81 / 30.0' RT	VILLA VISTA DR.
Controller Pod	273.50	MD-PT FRONT	0+42.50 / 50.50' RT			VILLA VISTA DR.



### POLE & EQUIPMENT SCHEDULE

STANDARD	VEH SIG MTC	SIG M.A.	LUM ARM	MAST	POLE	PED SIG MTC	PHS LUMINAIRE	SPECIAL REQUIREMENTS
①	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "BUTTE CAMPUS DR." R73-2 ON SMA NEXT TO Q2 SIGNAL HEAD
②	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "VILLA VISTA DR." R73-2 ON SMA NEXT TO Q2 SIGNAL HEAD
③	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q4 SIGNAL HEAD
④	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q4 SIGNAL HEAD
⑤	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑥	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑦	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑧	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑨	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑩	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑪	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑫	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑬	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑭	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑮	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑯	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑰	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑱	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑲	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
⑳	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉑	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉒	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉓	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉔	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉕	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉖	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉗	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉘	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉙	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉚	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉛	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉜	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉝	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉞	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㉟	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊱	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊲	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊳	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊴	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊵	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊶	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊷	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊸	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
㊹	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD
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㊿	26-4-100	40'	15'	MAS	SVZT	SP1T	200W	ISNS "DURHAM-PENTZ ROAD" R73-2 ON SMA NEXT TO Q6 SIGNAL HEAD

NOTES:  
THESE PLANS SHALL BE SUPPLEMENTED BY THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION- STANDARD PLANS, MAY 2006, AND ALL ASSOCIATED UPDATES. SEE COVER SHEET FOR A LIST OF APPLICABLE STANDARD PLAN SHEETS.  
ALL PULL BOXES PLACED WHERE 4 OR MORE CONDUITS CONVERGE SHALL BE NO. 6, NO. 5, PULL BOXES SHALL BE USED OTHERWISE. CONDUIT RUNS SHALL BE NO LONGER THAN 200- FEET BETWEEN PULL BOXES.

### CONDUCTOR & CONDUIT SCHEDULE

Wire or Cable	Conductor Run	1	2	3	4	5	6	7	8
14 AWG	41	3	3	3	3	3	3	3	3
	42	3	3	3	3	3	3	3	3
	43	3	3	3	3	3	3	3	3
	44	3	3	3	3	3	3	3	3
	45	3	3	3	3	3	3	3	3
	46	3	3	3	3	3	3	3	3
	47	3	3	3	3	3	3	3	3
	48	3	3	3	3	3	3	3	3
	49	2	2	2	2	2	2	2	2
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	95	2	2	2	2	2	2	2	2
	96	2	2	2	2	2			