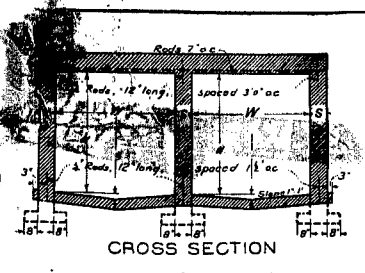
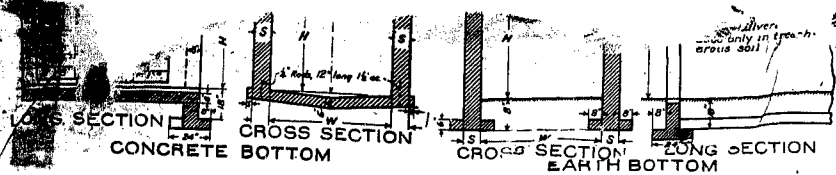
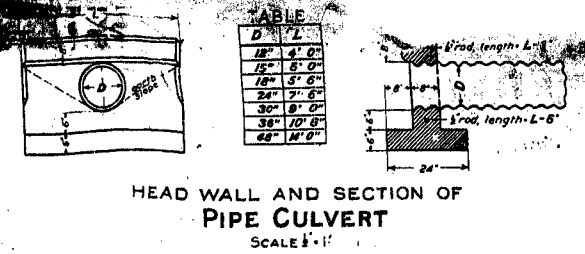
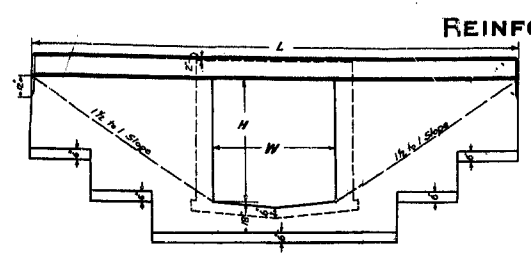
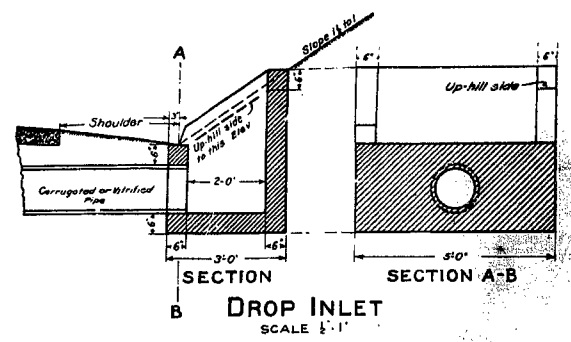


Approved June 19, 1915.
Highway Engineer

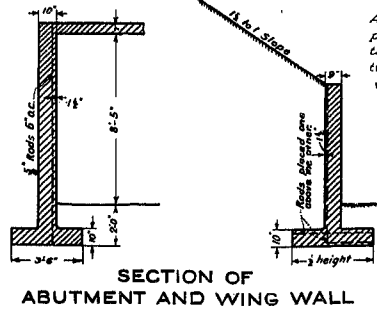
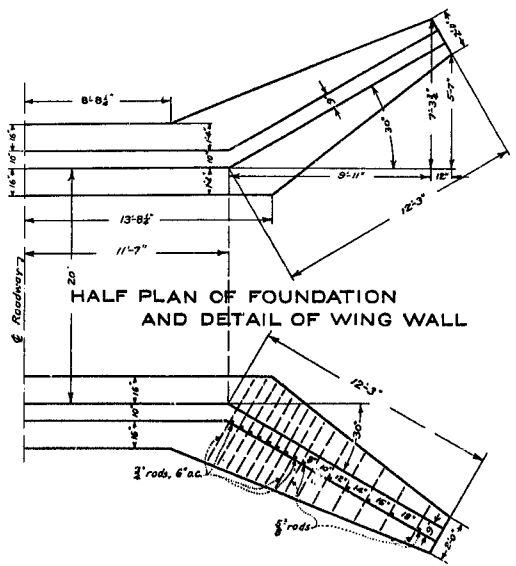
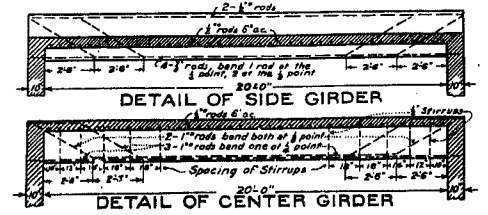
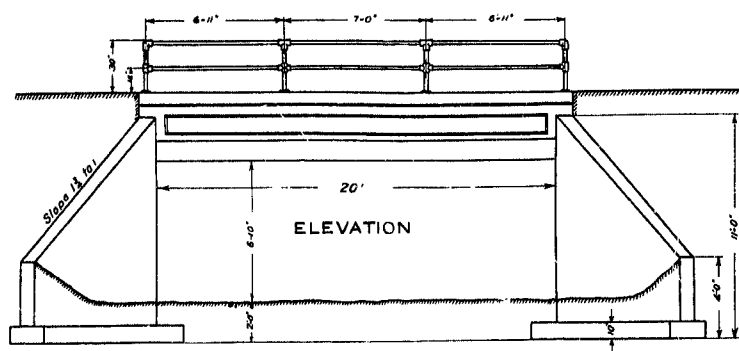
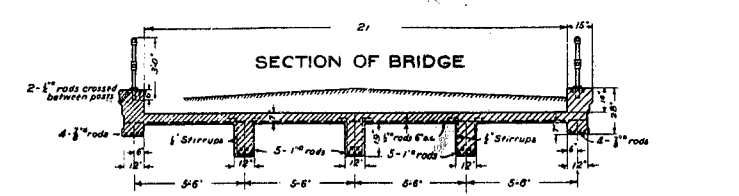
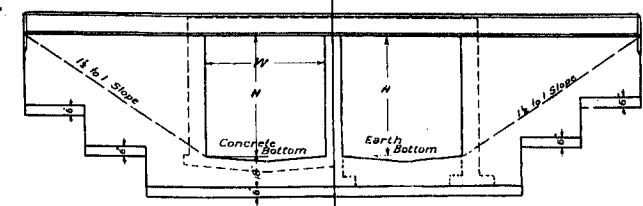


Note
Dimensions of culverts shown are the minimum and they may be increased, and the amount of steel per cubic yard of concrete may be increased up to 100%, if the foundation is unstable or the structure is located under a heavy fill.

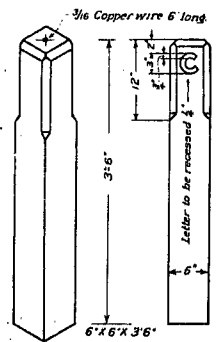
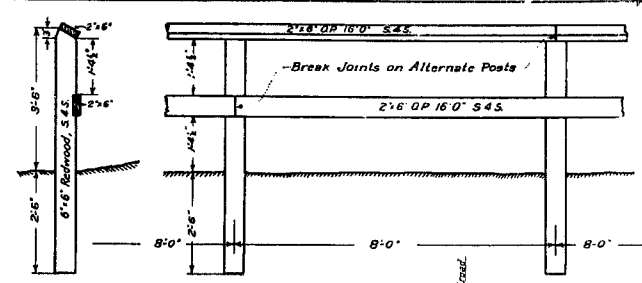


REINFORCED CONCRETE BOX CULVERTS

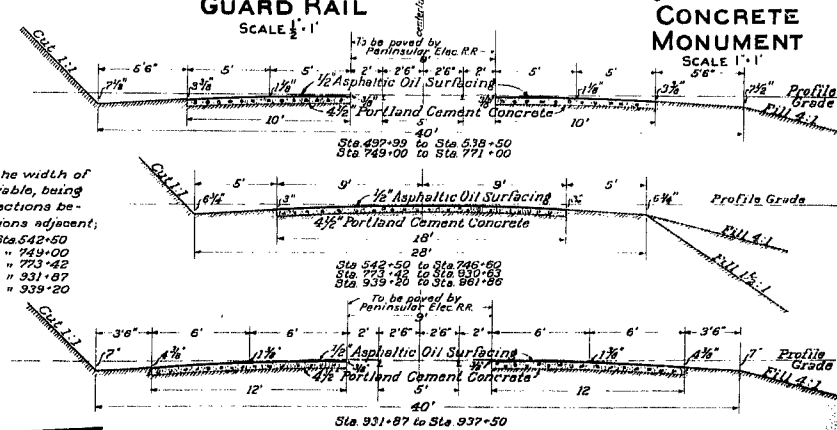
Opening	Length of Headwall
W	L
3' 0"	9' 0"
4' 0"	12' 0"
5' 0"	15' 0"
6' 0"	18' 0"
7' 0"	21' 0"
8' 0"	24' 0"



GENERAL NOTES
All exposed corners of concrete structures to be bevelled by using 1 1/2" fillets in the form.
All reinforcement rods must be bedded at least one (1) inch clear of surface of concrete foundations shown are of minimum depth and must be extended if soil is unstable.
Where condition of soil permits footings of long walls are to be stepped up as ground rises.
Box culverts must be paved if necessary to avoid scour.



NOTE
At the following places the width of pavement will be variable, being tapered to form connections between the typical sections adjacent:
viz: From Sta 538+50 to Sta 542+50
" " 746+60 " " 749+00
" " 771+00 " " 773+42
" " 930+63 " " 931+87
" " 937+50 " " 939+20



Note -
The thickness of concrete shown is the minimum.
If ordered by the Highway Engineer it shall be increased.

20 Ft. REINFORCED CONCRETE BRIDGE

SCALE 1/2" = 1'

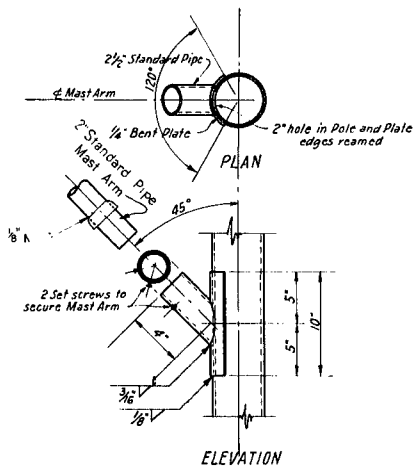
Approved October 15, 1951

J. G. Young
Civil Engineer
To accompany plans dated September 27, 1954

MAST ARM SCHEDULE

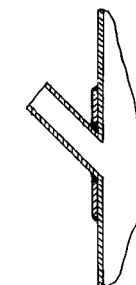
LENGTH	a	c	h	a'	h'
4'	0 1/2"	2 1/4"	5 1/2"	12"	-
6'	0 1/2"	3 1/4"	8 1/4"	18"	-
8'	1"	4 1/4"	11"	2'-0"	-
10'	1 1/4"	5 1/4"	13 1/4"	2'-6"	8'-3"
12'	1 3/4"	6 1/4"	15 1/4"	3'-0"	9'-6"
15'	2"	7 1/4"	18 1/4"	3'-6"	10'-9"
18'	2 1/4"	8 1/4"	21 1/4"	4'-0"	12'-0"

Mast Arm Curves are elliptical
Additional offsets will be furnished upon request

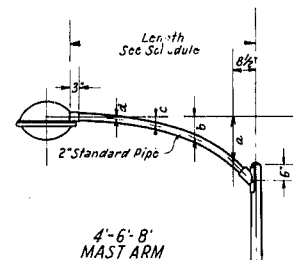


MAST ARM BRACKET

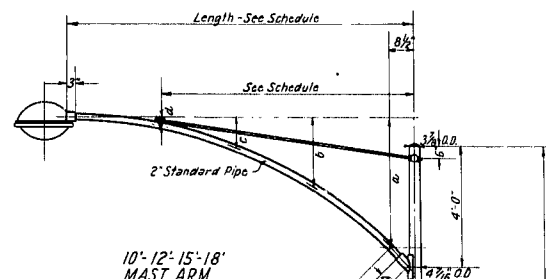
(Rainlight Mastarm Socket may be substituted for detail shown)



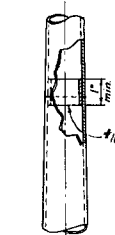
WELDING DETAIL
Not to Scale



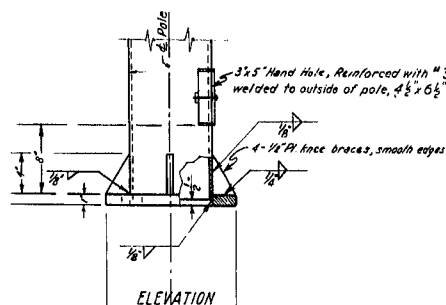
4'-6'-8'
MAST ARM



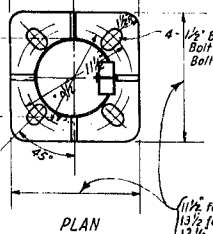
10'-12'-15'-18'
MAST ARM



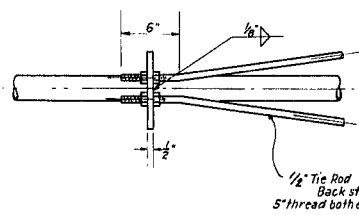
POLE SPLICE



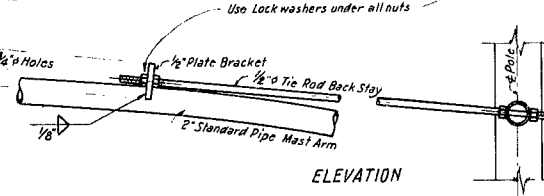
ELEVATION



POLE BASE



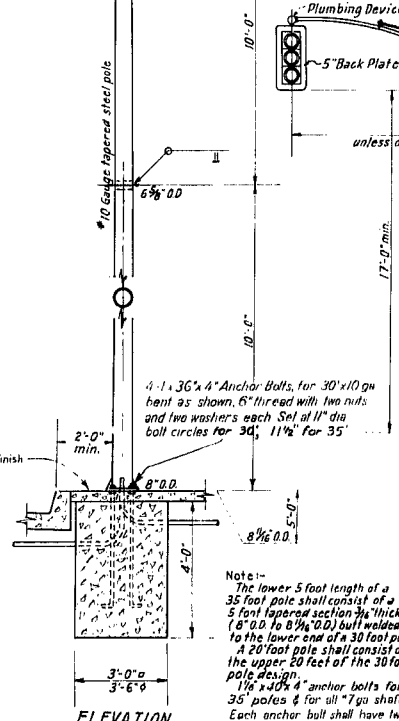
PLAN



ELEVATION

MAST ARM TIE RODS AND CROSS ARM

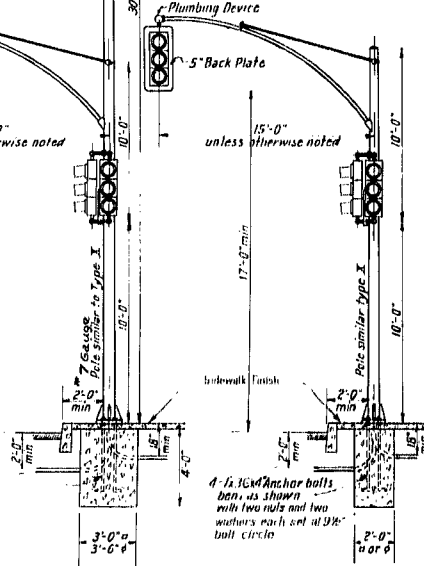
Note - All shafts, mastarms, bolts, screws, nuts, washers and tie rods shall be galvanized or cadmium plated



ELEVATION

TYPE I

Note - The lower 5 foot length of a 35 foot pole shall consist of a 5 foot tapered section 1/4 inch thick (8' 0" to 8' 1/4" O.D.) butt welded to the lower end of a 30 foot pole. A 20 foot pole shall consist of the upper 20 feet of the 30 foot pole design.
1 1/2 x 1/4 x 4 inch anchor bolts for 35' poles & for all 7 ga shafts. Each anchor bolt shall have two 1/2 x 2 1/2 inch washers.



TYPE III

TYPE II

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

STANDARDS CALIFORNIA TYPE

20 ft, 30 ft, 35 ft. Pole Heights

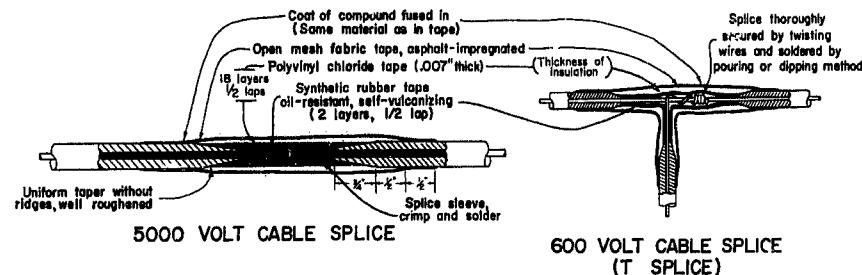
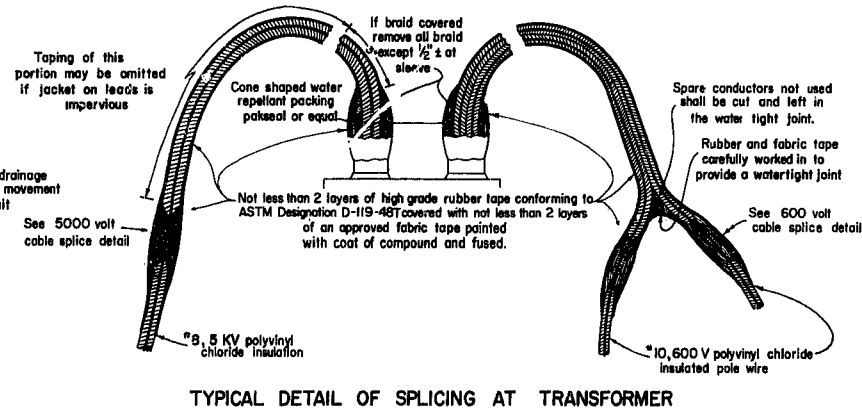
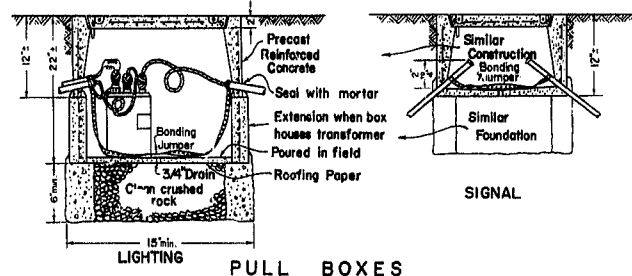
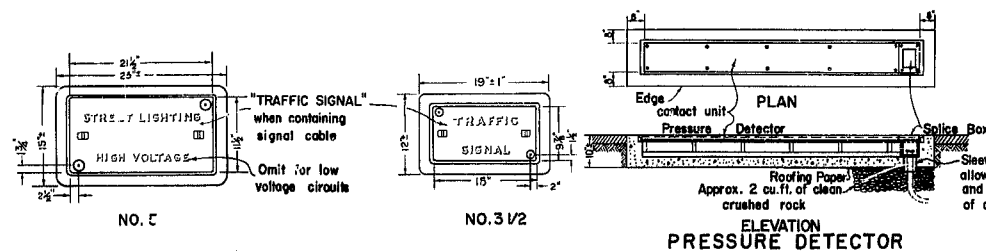
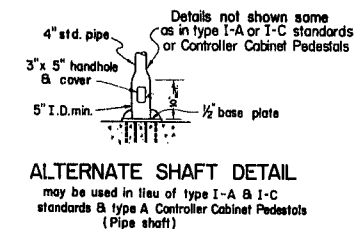
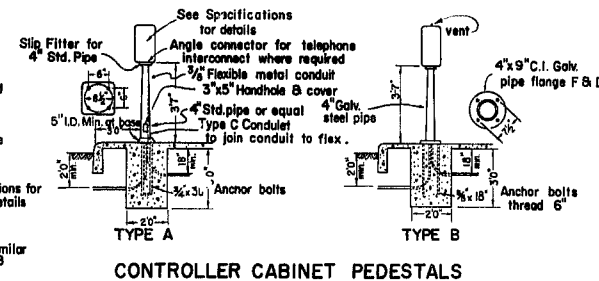
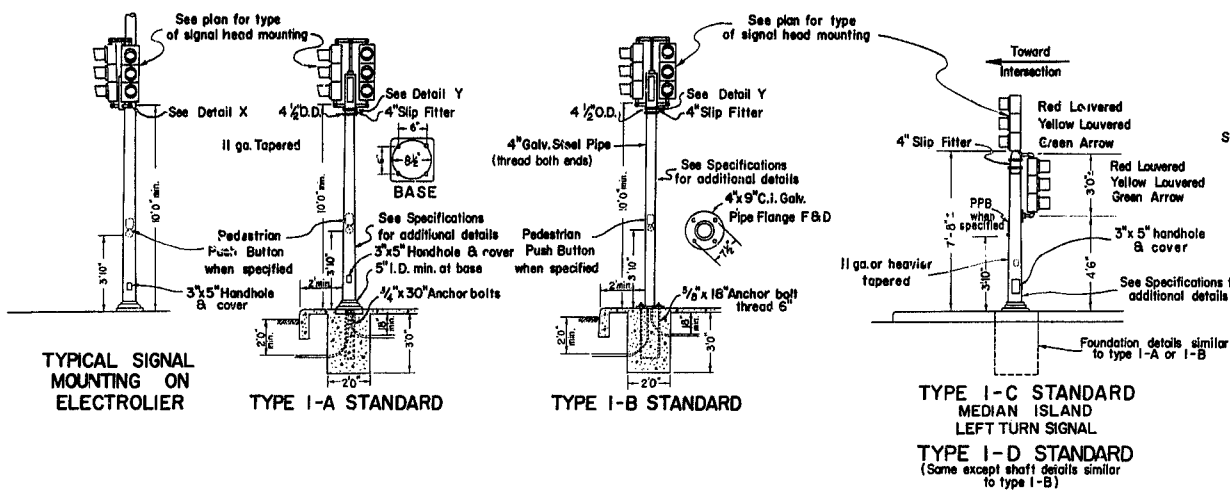
Not to Scale Revised 6-15-54 FILE

55-4TC42

519

519

APPROVED August 5, 1953
 TRAFFIC ENGINEER, CIVIL ENGINEER LICENSE NO. 5429
 TO ACCOMPANY PLANS DATED September 27, 1954



STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS
STANDARD DETAILS NO.2
 TRAFFIC SIGNALS AND
 HIGHWAY LIGHTING
 INSTALLATIONS

55-47C42
 Revised Sept. 1953

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
IV	S.C.	5	B	1	9

INDEX OF SHEETS

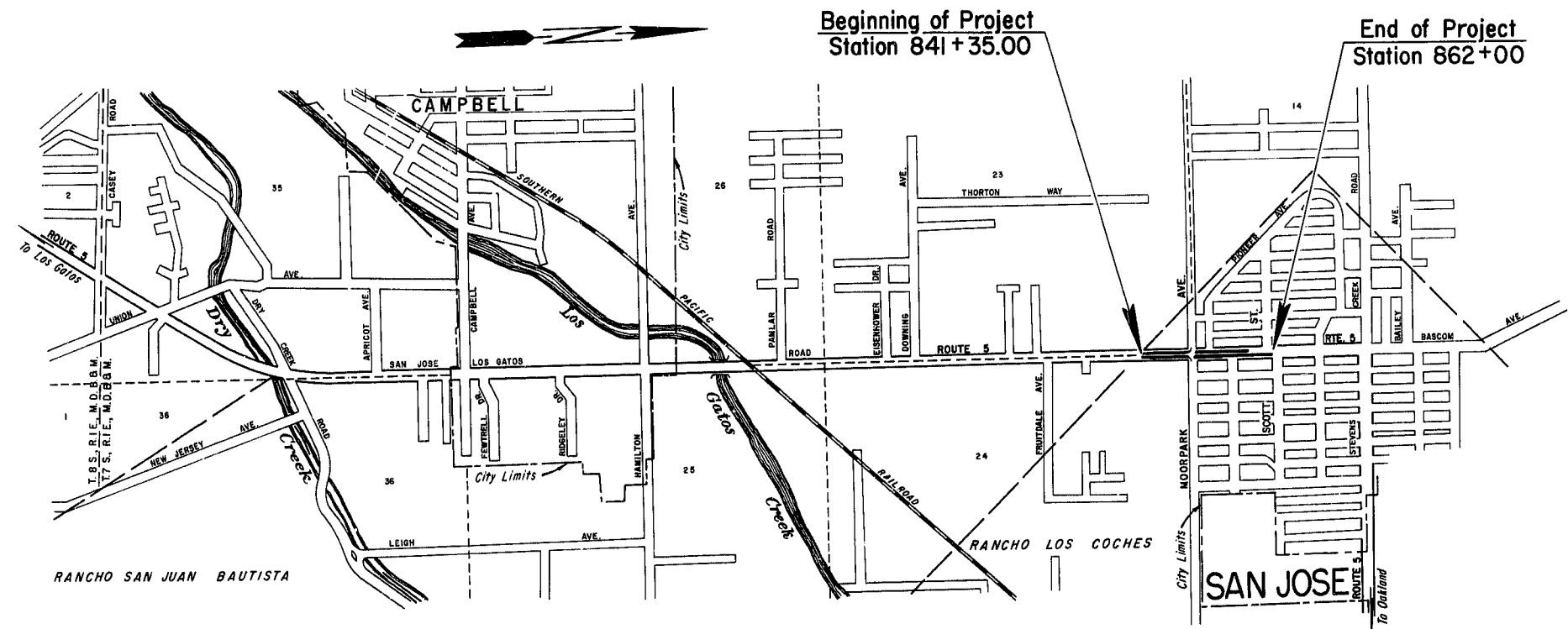
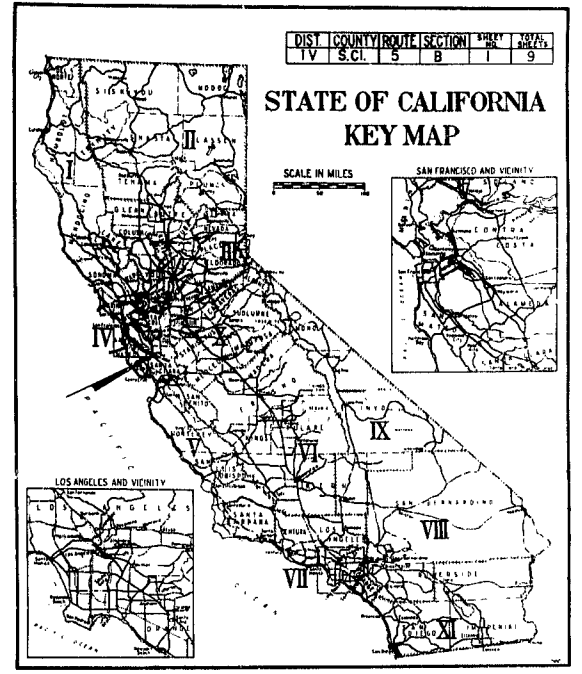
Sheet No.	Title Sheet
2	Typical Cross Section of Improvement
3	Existing Topography and Construction Details
4	Traffic Signals and Highway Lighting
5-7	Standard Details-Traffic Signals and Highway Lighting Installations
8	Standard Structures
9	Standard Curb Sections
H-13	Cross Sections

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

TRAFFIC SIGNALS, HIGHWAY LIGHTING AND CHANNELIZATION ON
STATE HIGHWAY
In Santa Clara County, between 0.14 mile south of Moorpark Avenue and Scott Street

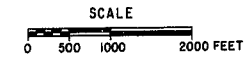
Scales as shown

(being the detail plans of a portion of the route for the
State highway adopted by the California Highway Commission
July 7, 1915 and November 17, 1939)



CONVENTIONAL SIGNS

County Line	Bank or Retaining Wall	
City or Town Limits	Levee	
Township Line	Culverts	
Section Line	Drop Inlet	
Grant Line	Trolley Pole	
Fence	Power Pole	
Guard Rail	Power Tower	
Unfenced Property	Telegraph or Telephone Pole	
Right of Way Line		
Base or Survey Line		
Traveled Way		
Railway Tracks	Marsh	



Length of Project 2,065 Feet = 0.391 Mile

B.W. Boone
Assistant State Highway Engineer Dist. IV.
Approval Recommended
[Signature]
Engineer of Design
Approved September 27, 1954
[Signature]
State Highway Engineer
Civil Engineer License 2084

MICROFILM

55-47642

519 519

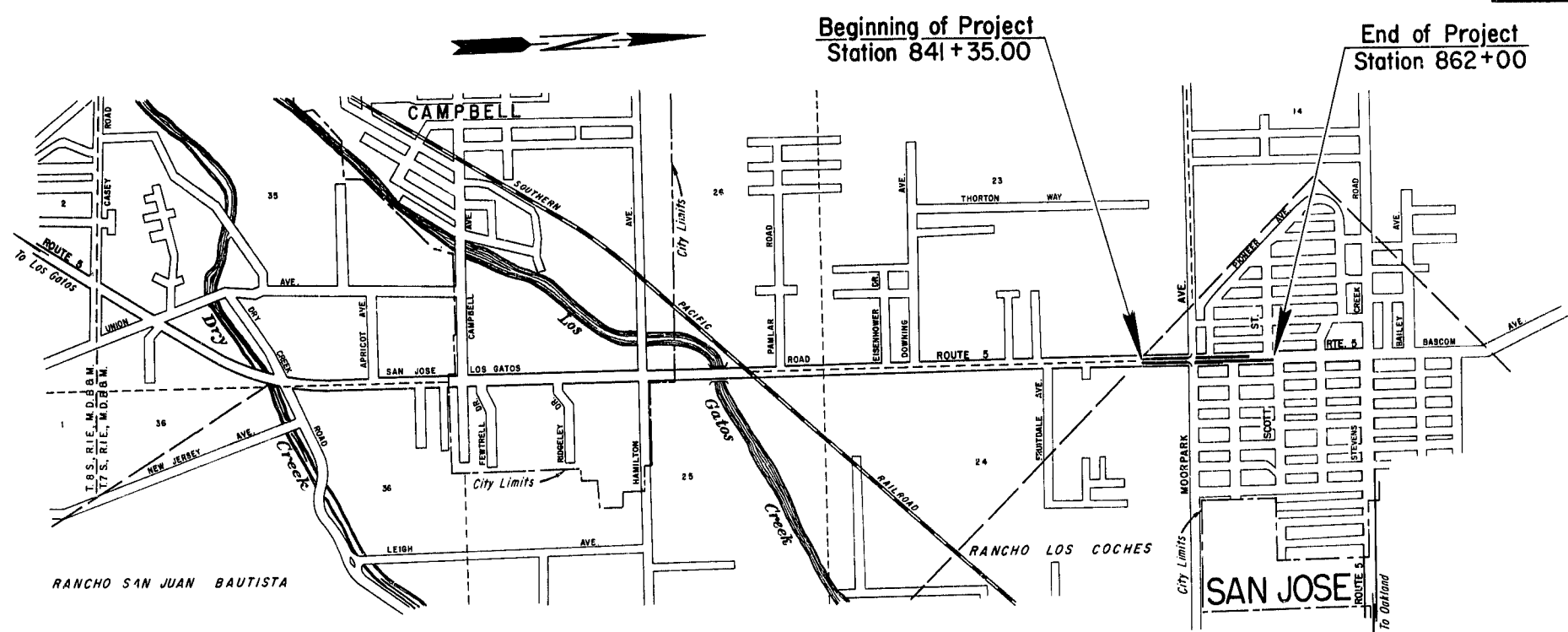
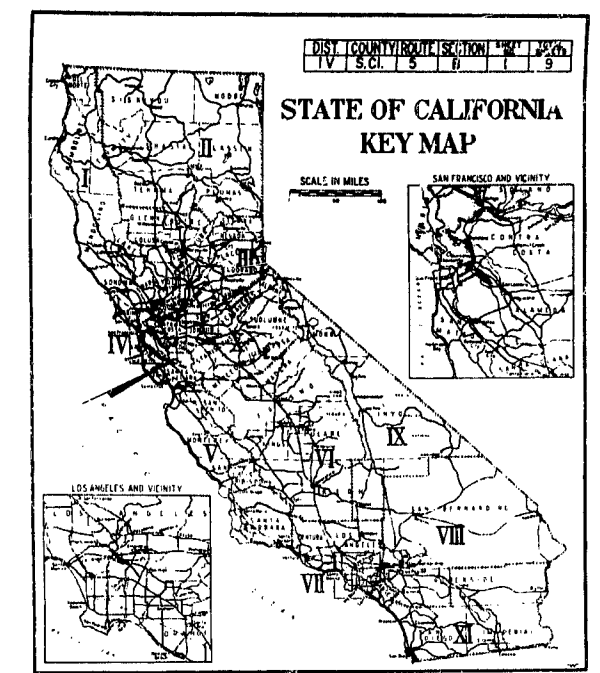
- INDEX OF SHEETS**
- Sheet No. 1 Title Sheet
- 2 Typical Cross Section of Improvement
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 - 5-7 Standard Details-Traffic Signals and Highway Lighting Installations
 - 8 Standard Structures
 - 9 Standard Curb Sections
 - 1-13 Cross Sections

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

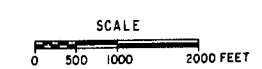
TRAFFIC SIGNALS, HIGHWAY LIGHTING AND CHANNELIZATION ON
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In Santa Clara County, between 0.14 mile south of Moorpark Avenue and Scott Street

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B.W. Brown
Assistant State Highway Engineer Dist. IV.
Approval Recommended

Engineer of Design
Approved September 27, 1954
S. H. Hines
State Highway Engineer
Civil Engineer License 2084