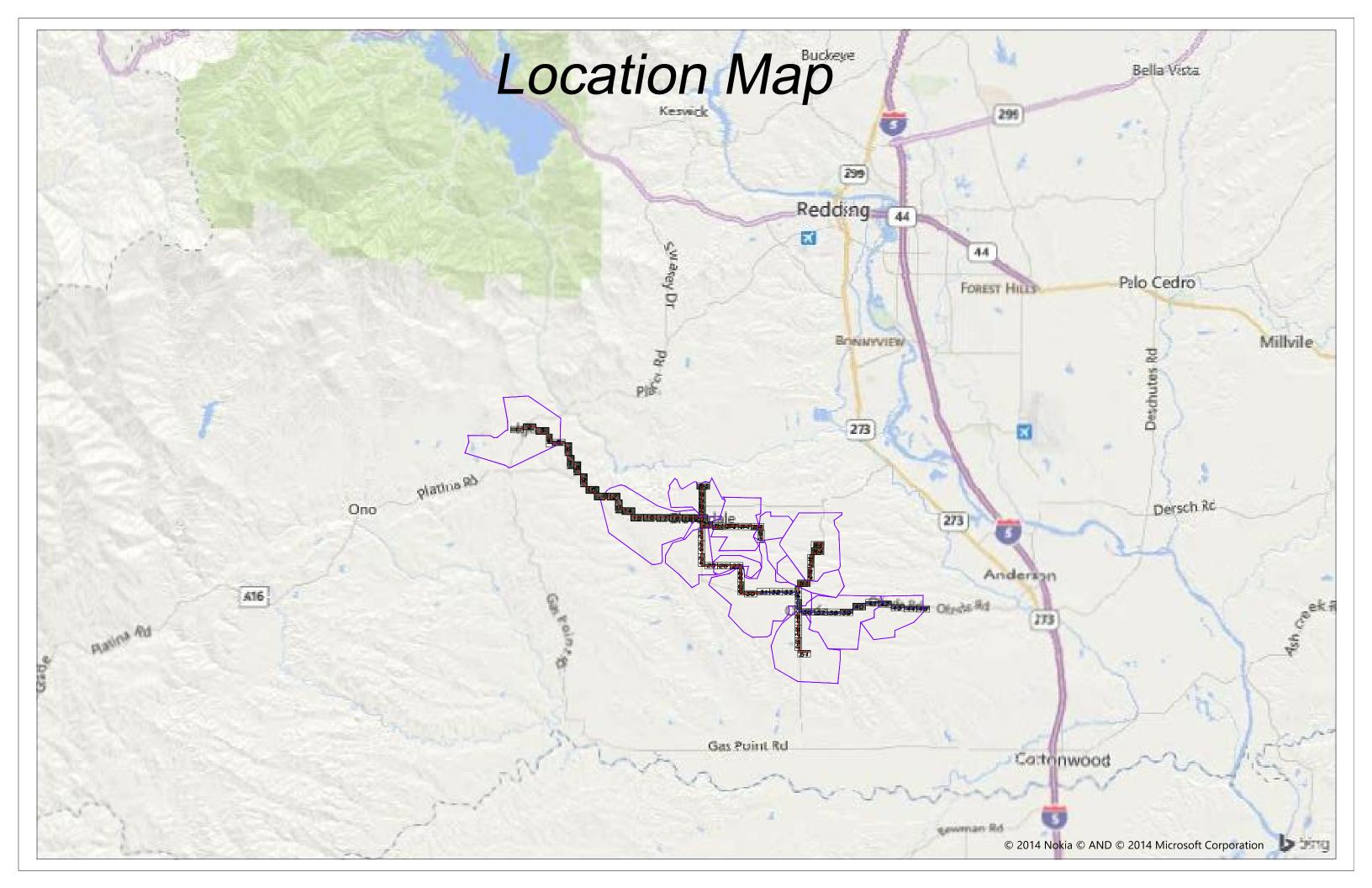
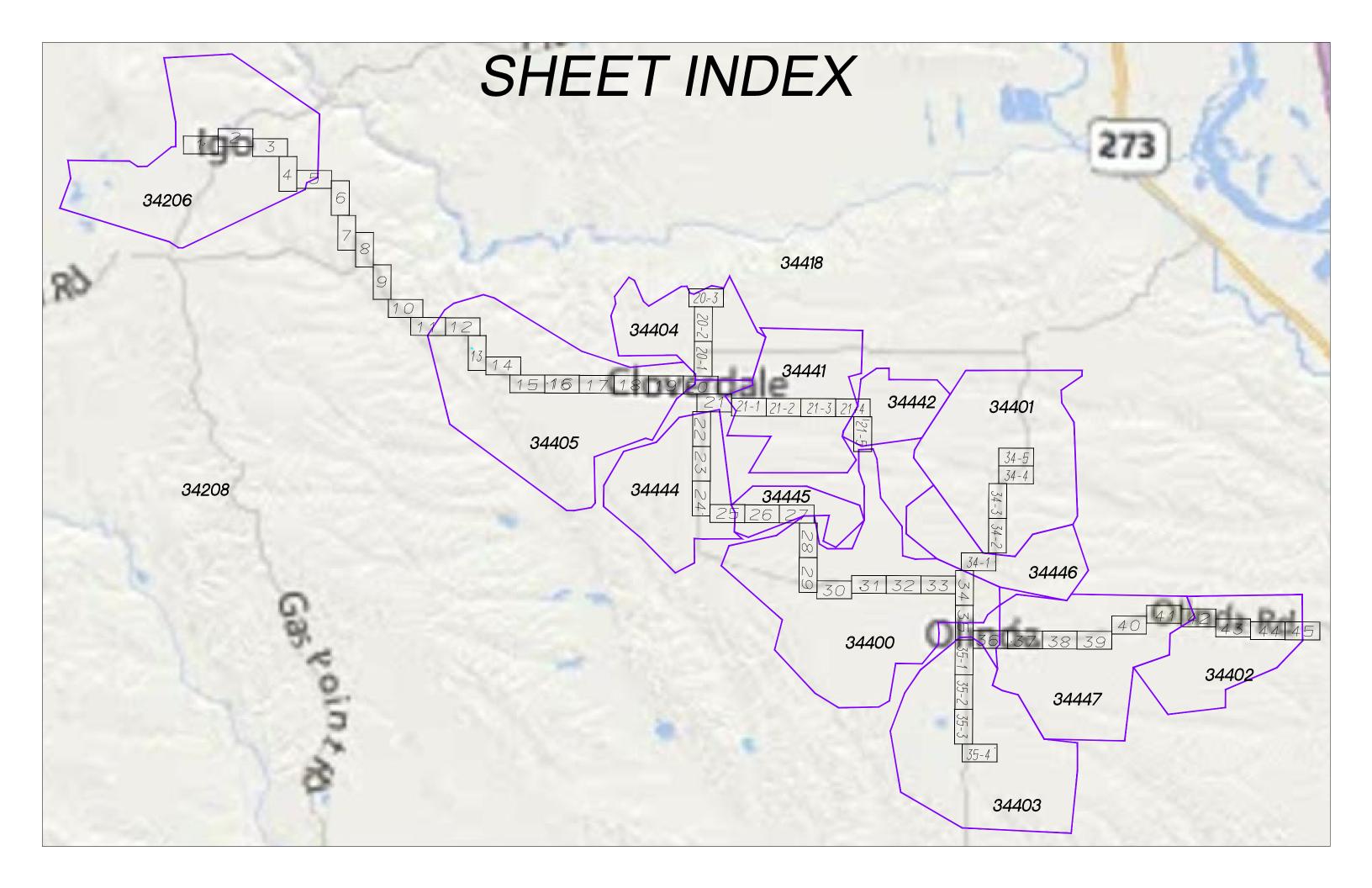
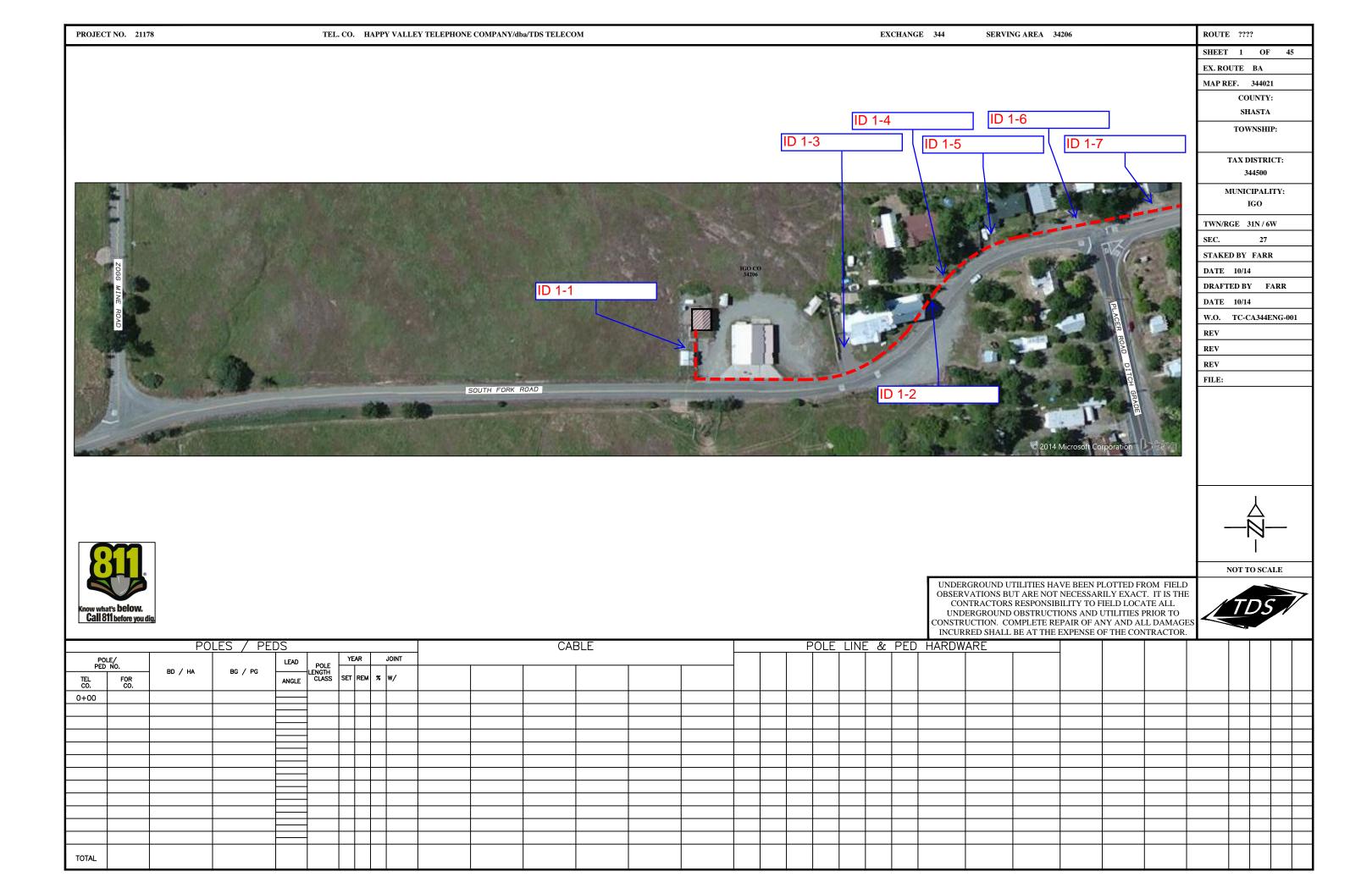
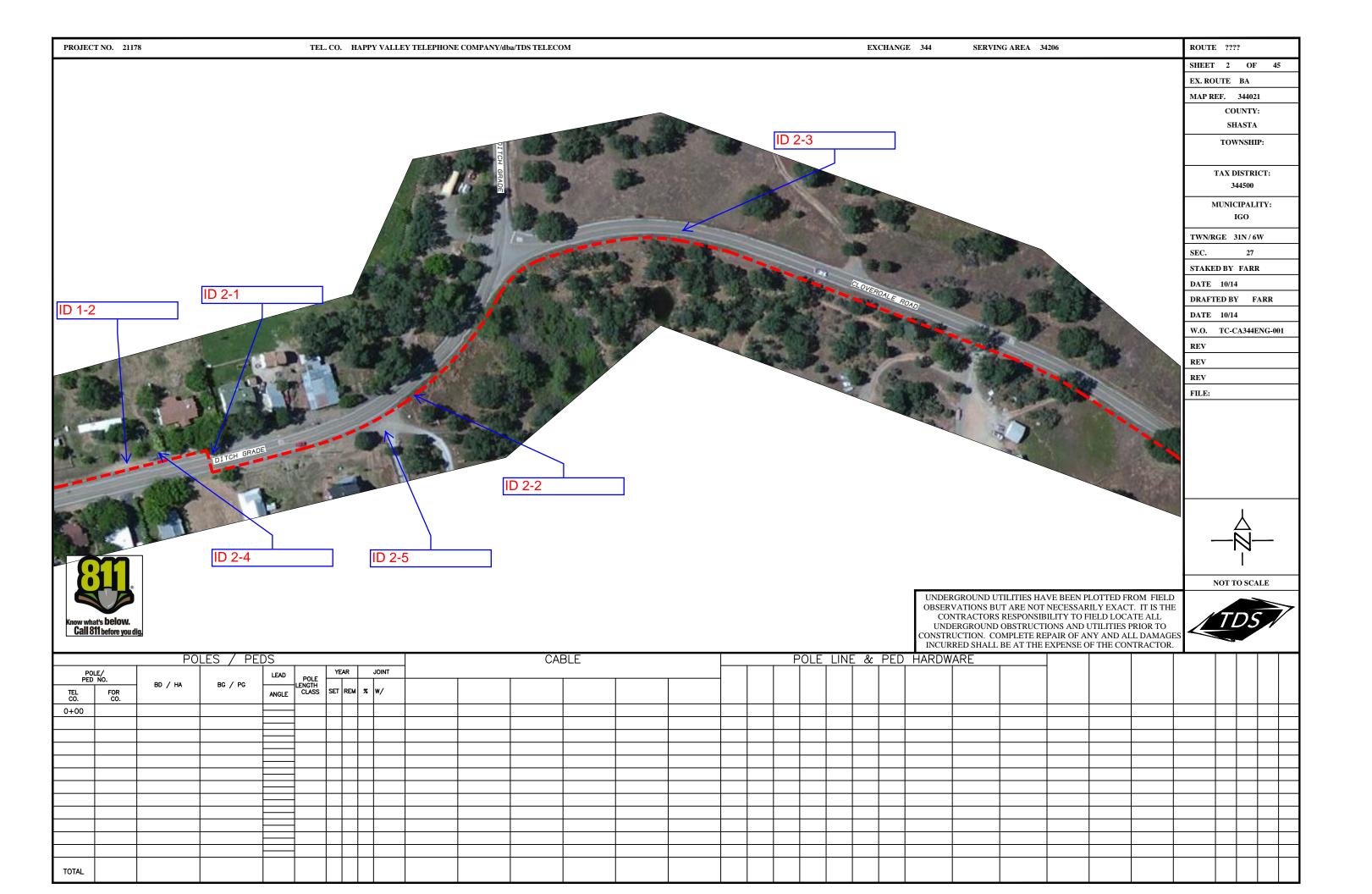
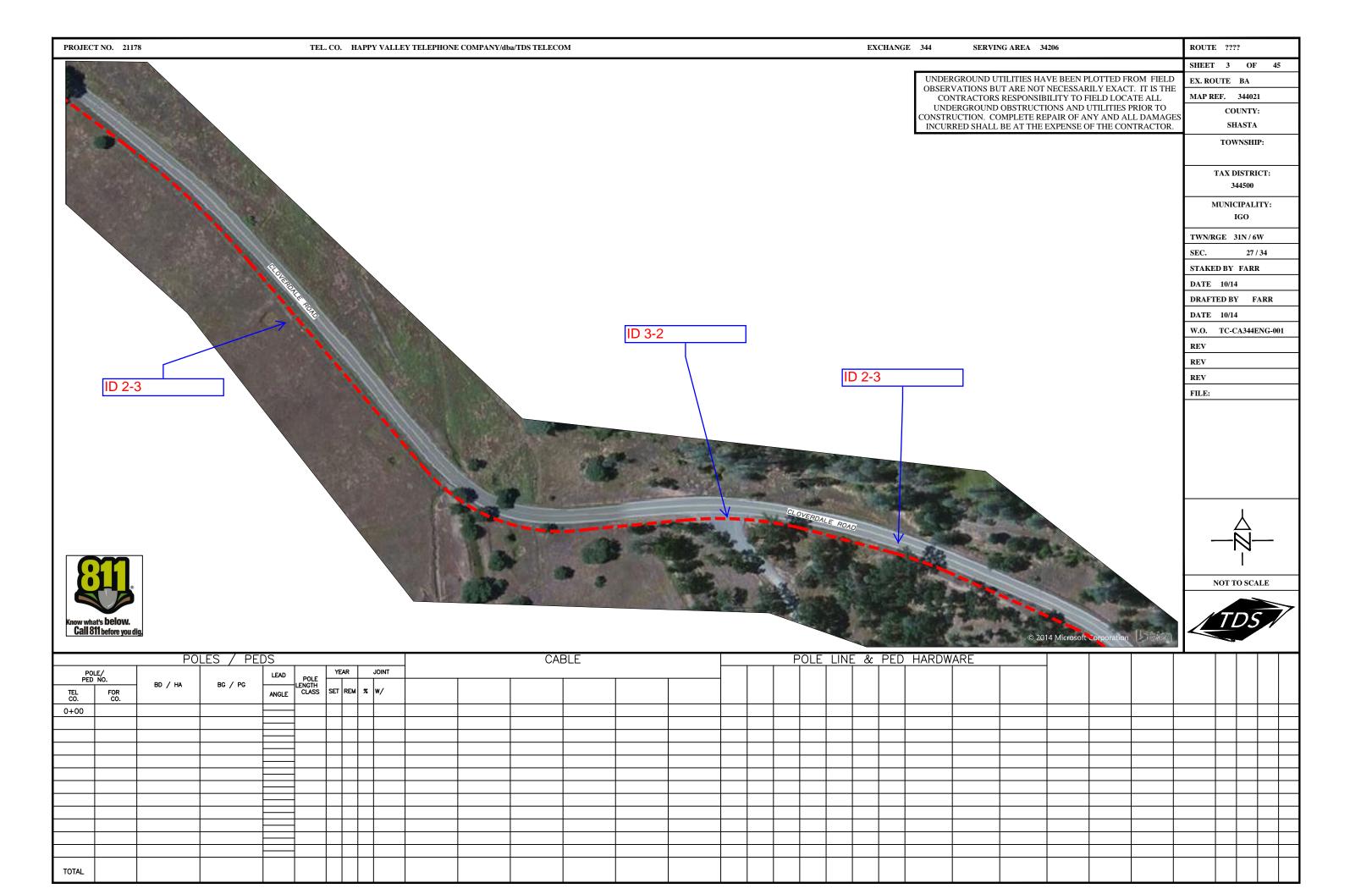
APPENDIX A. PROJECT PLANS

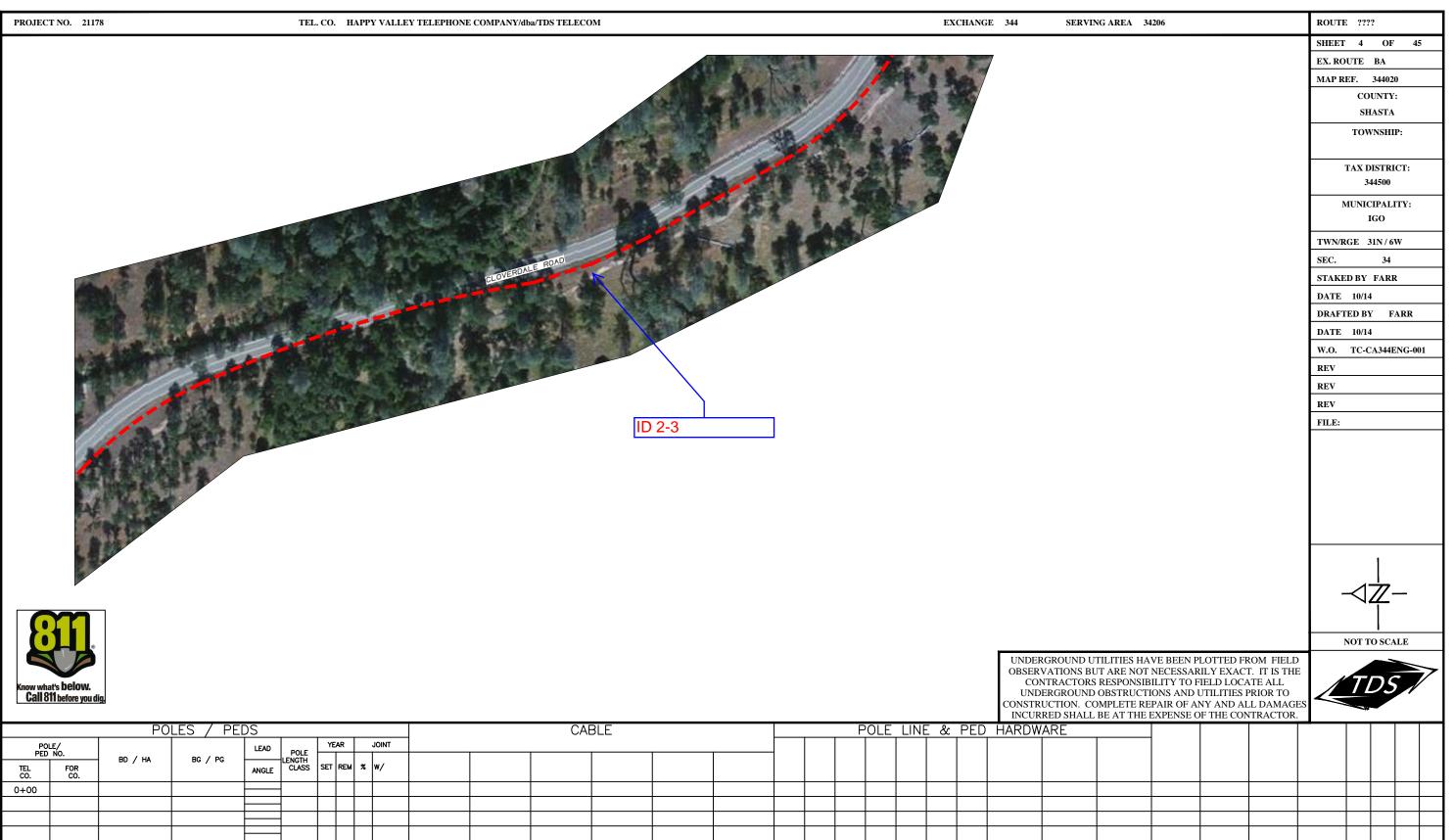




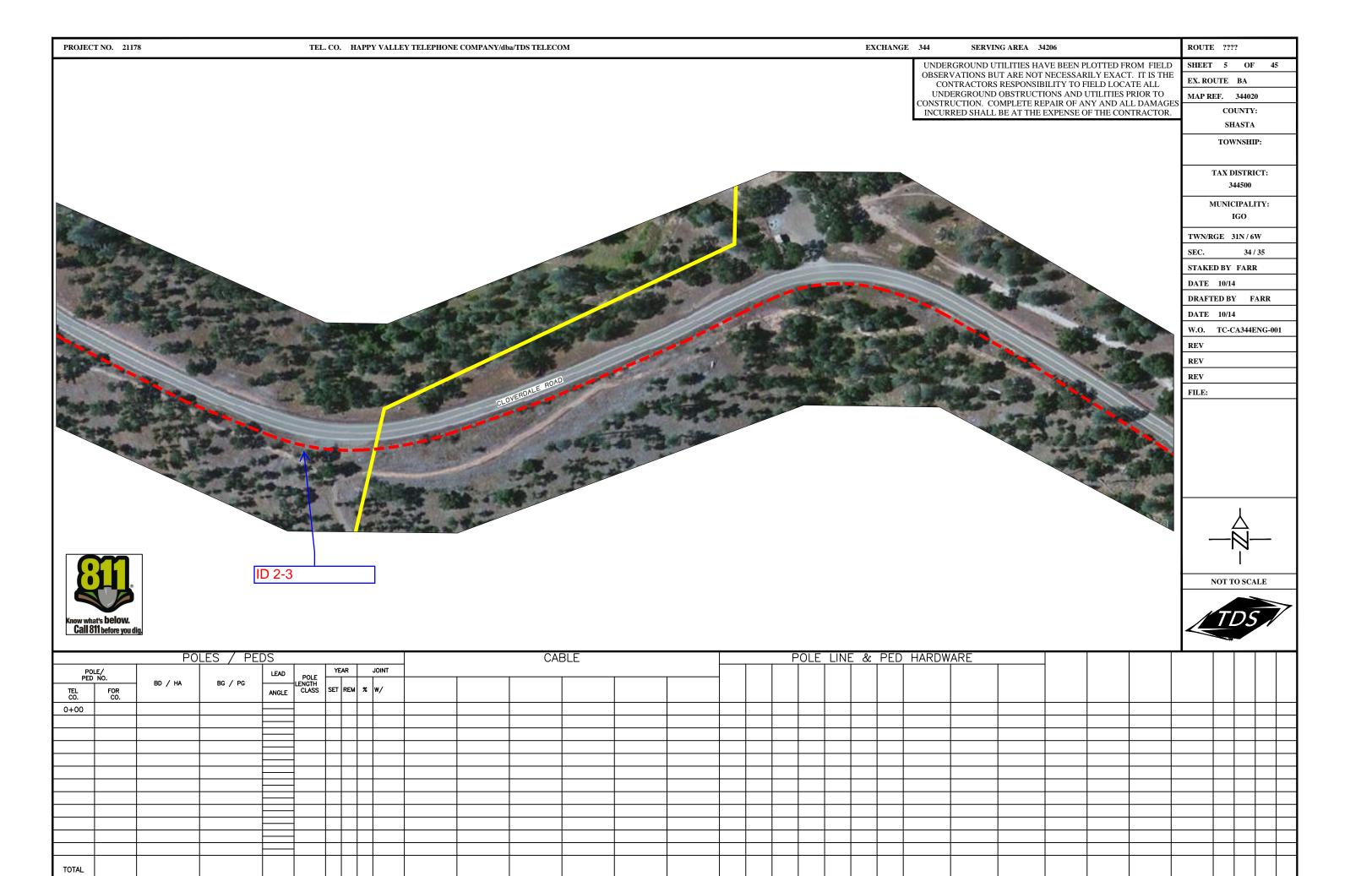


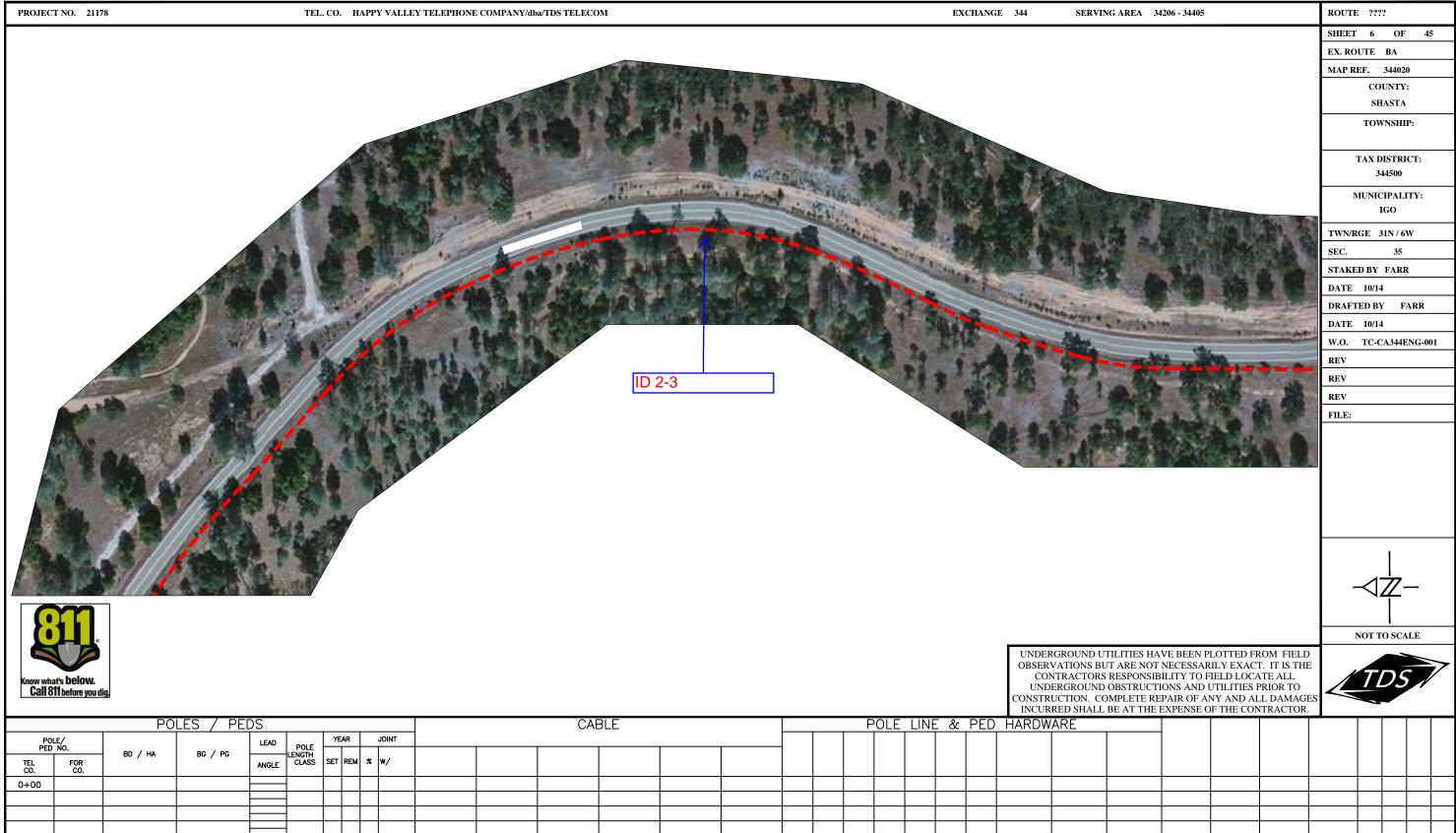




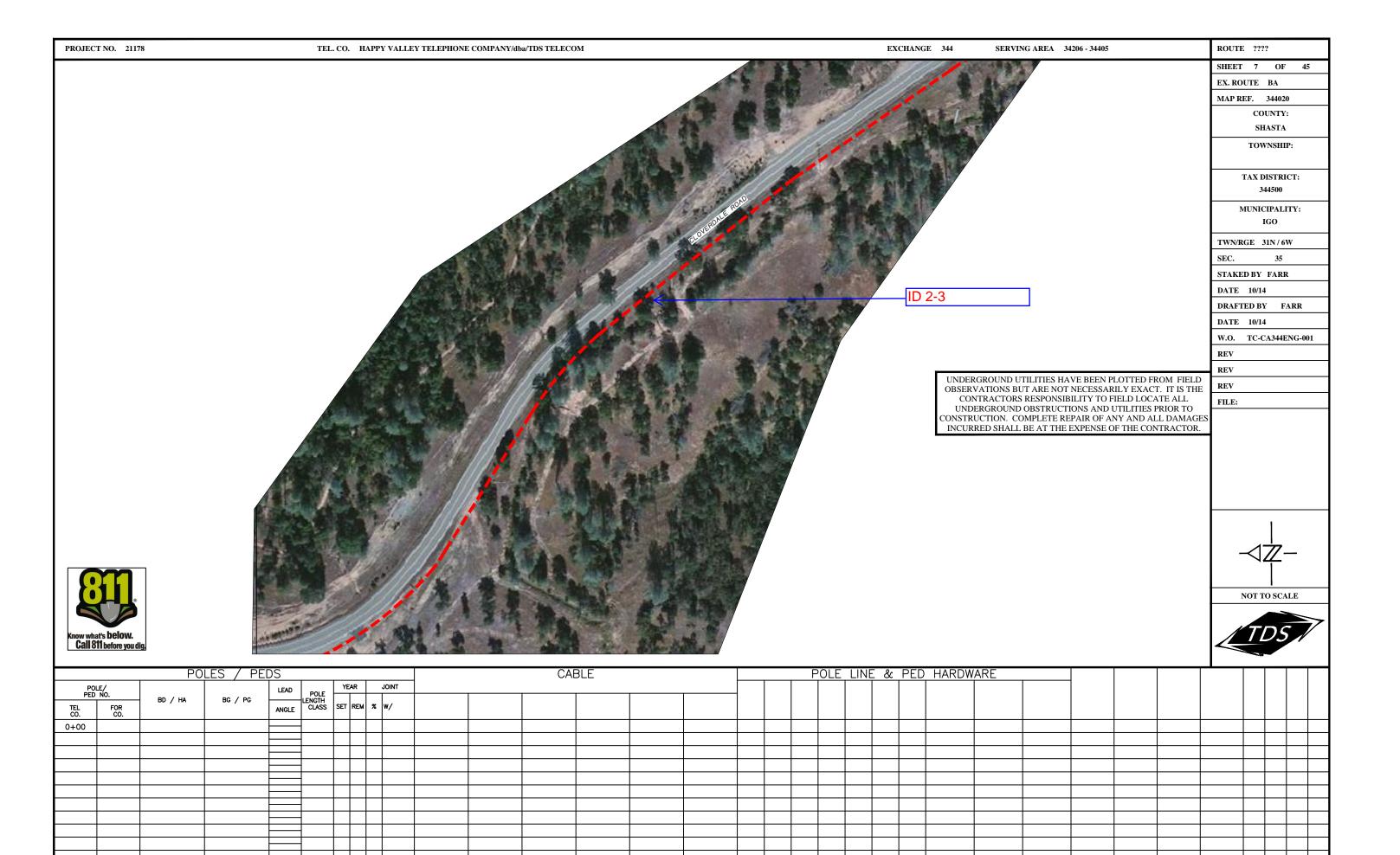


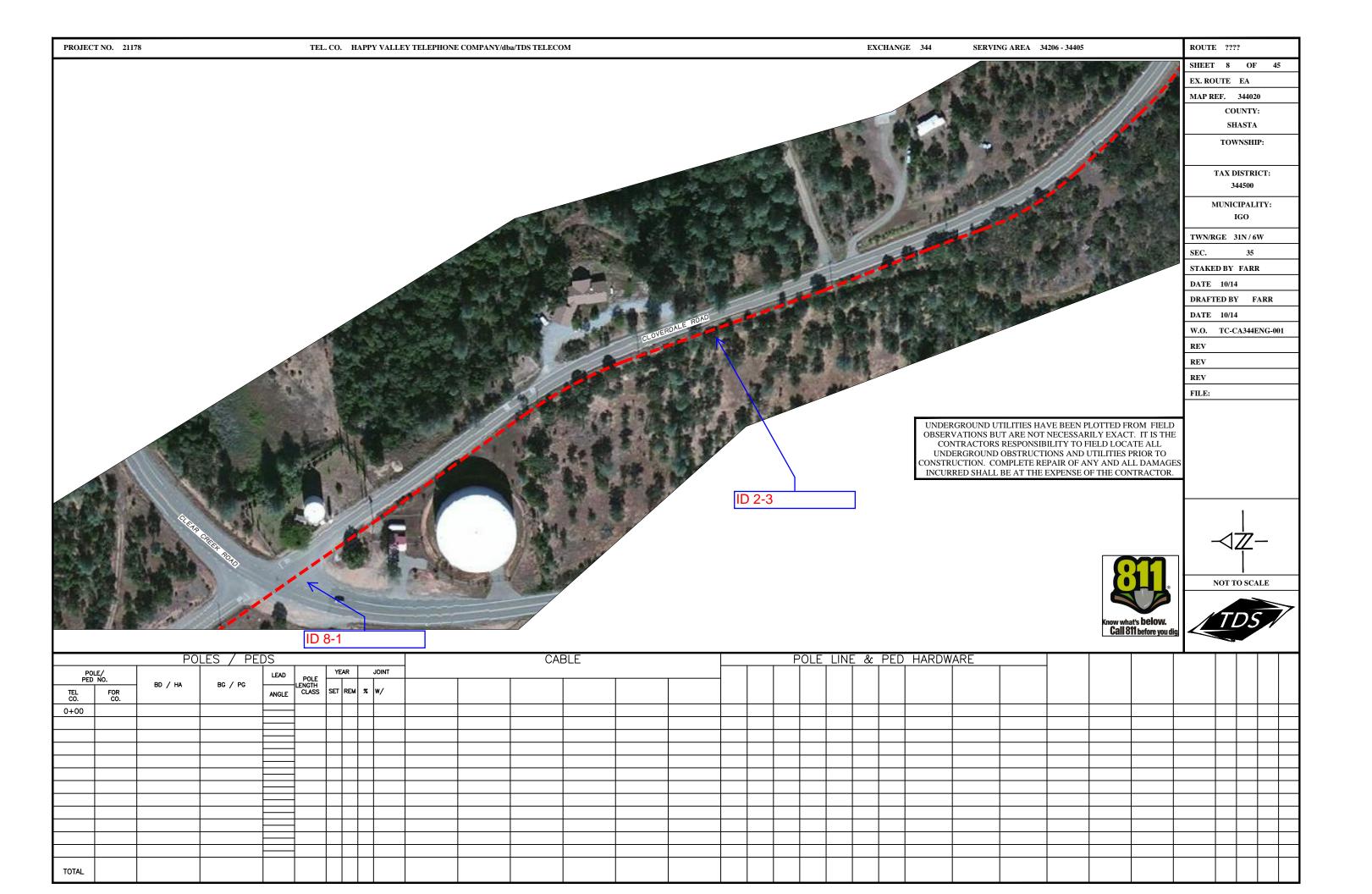
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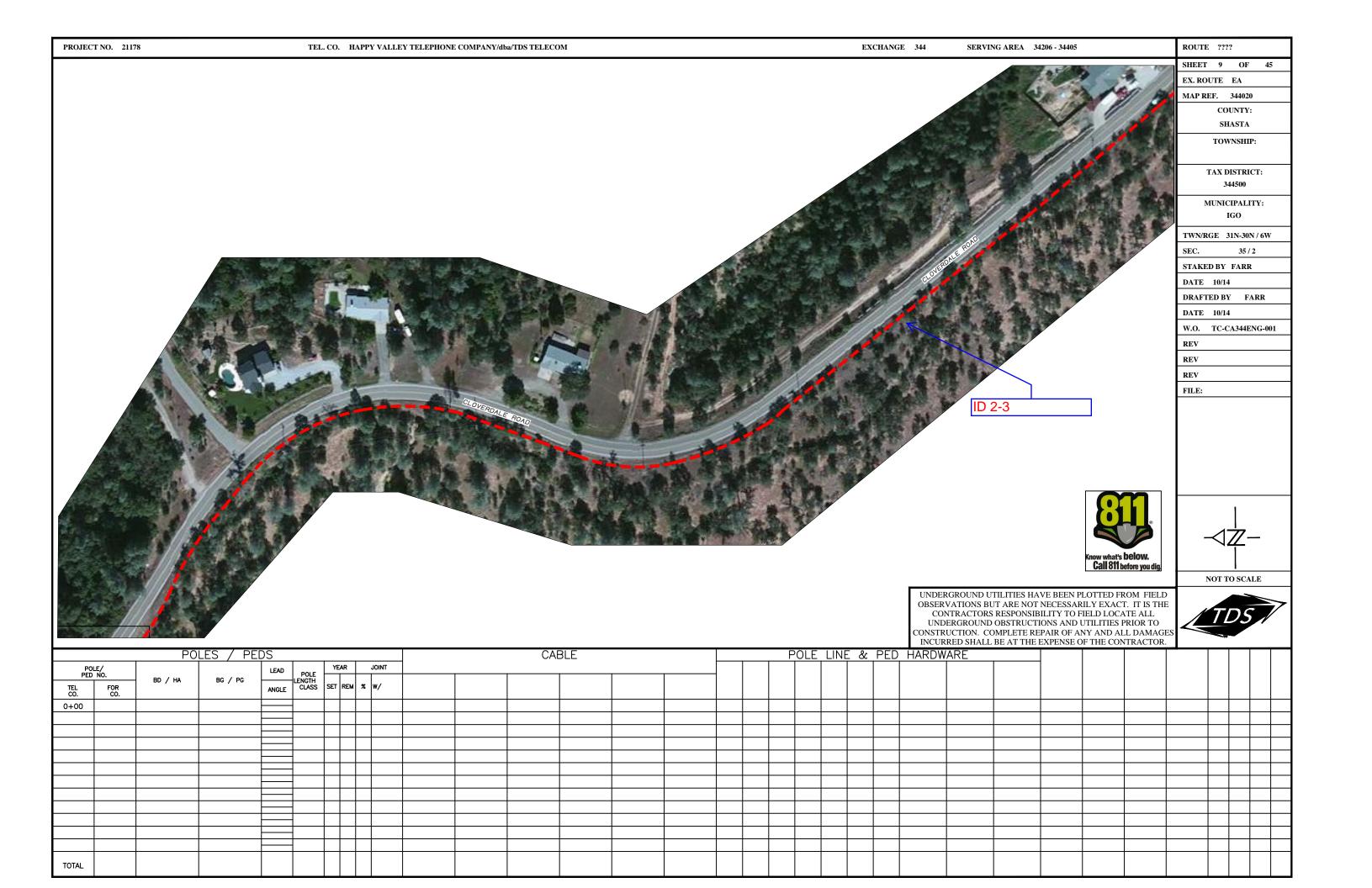


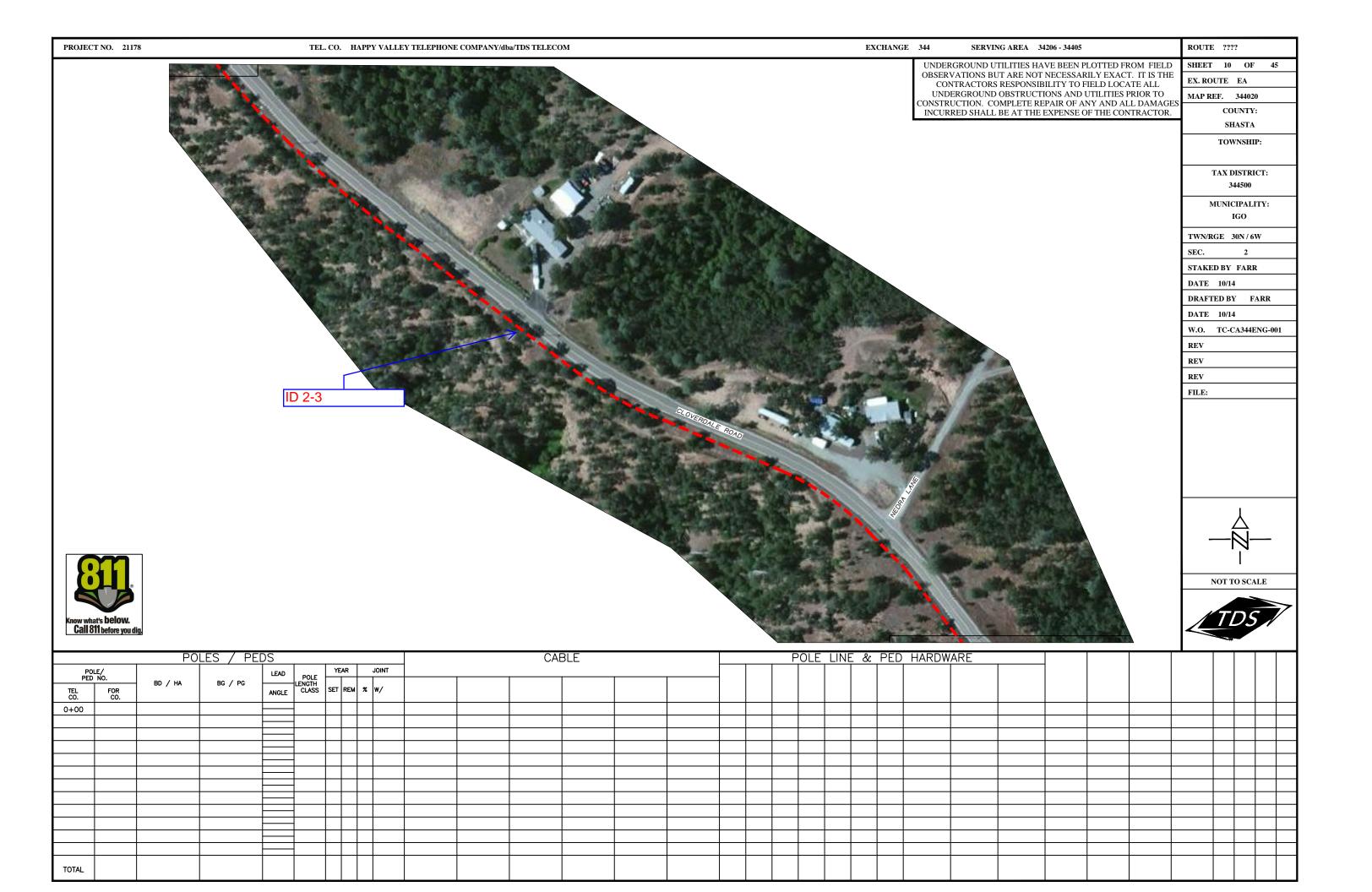


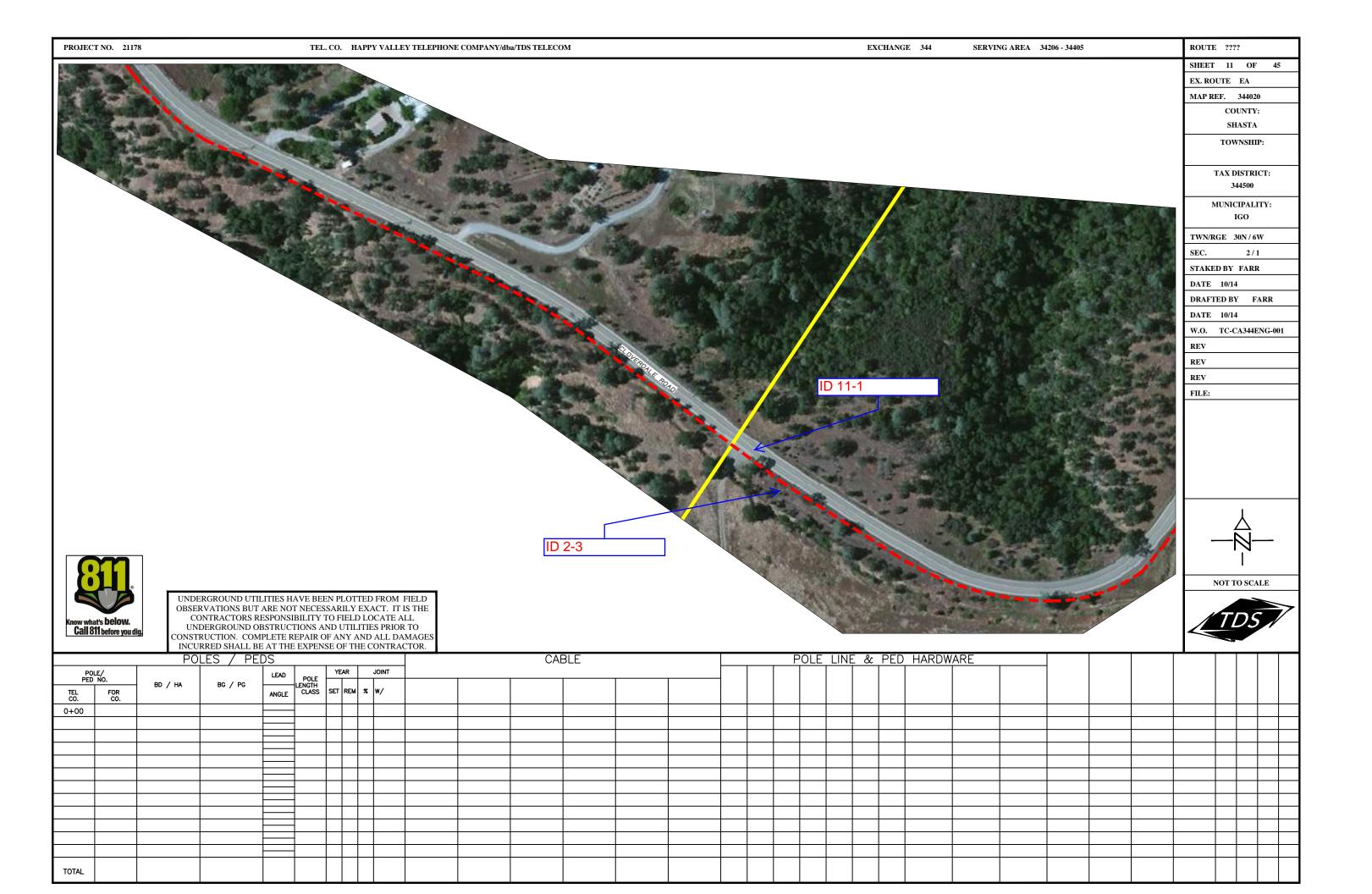
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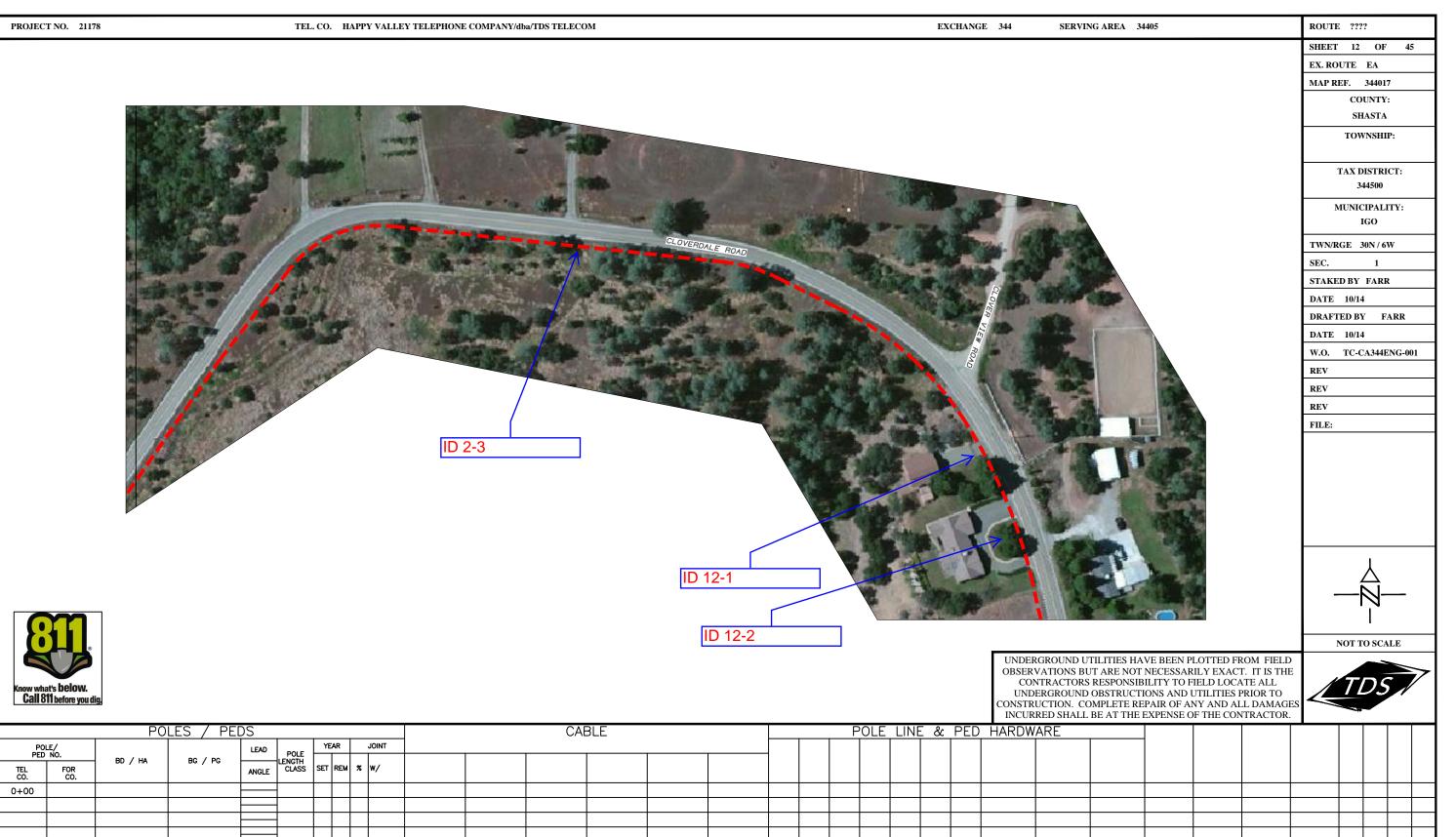




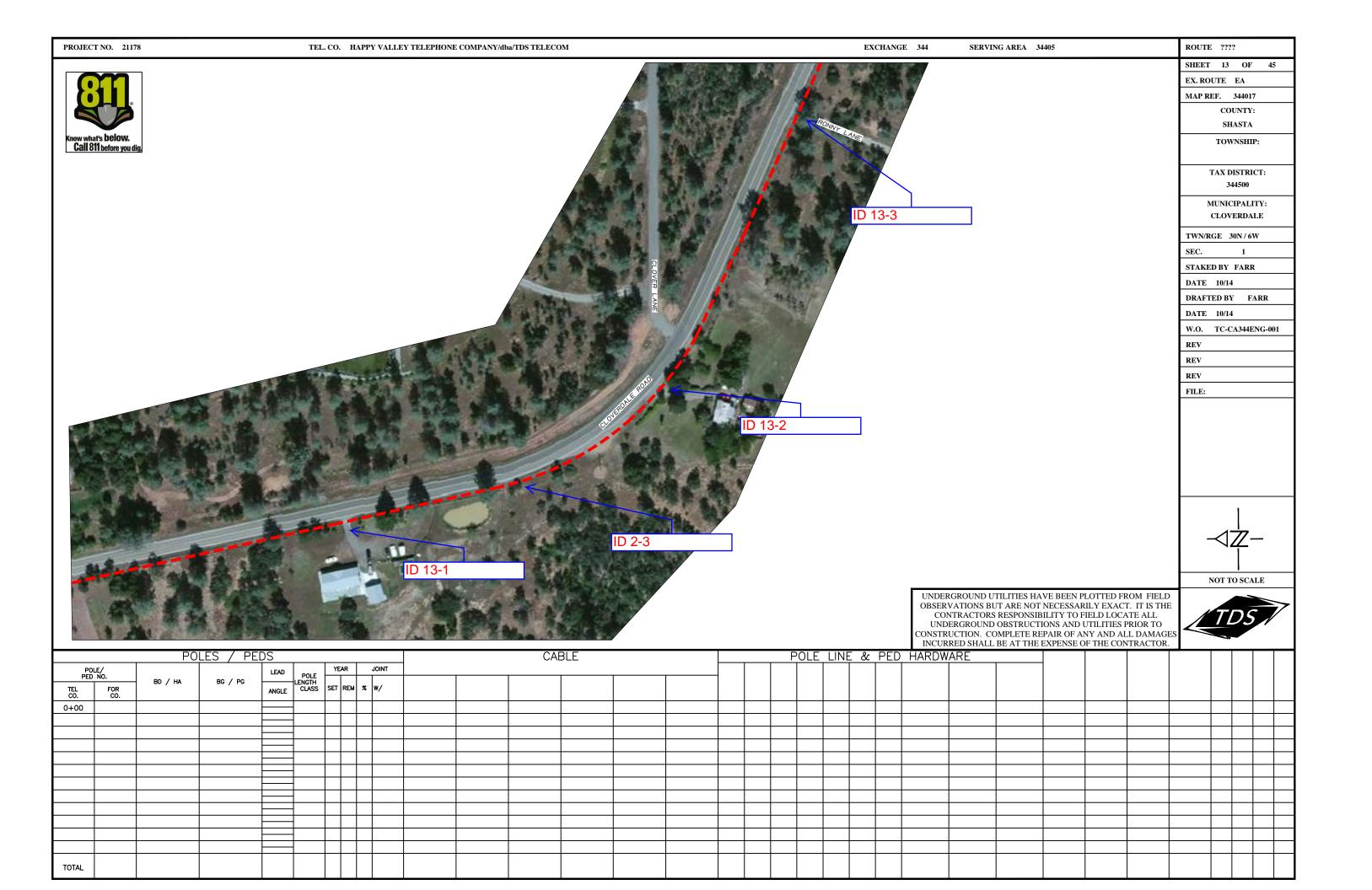


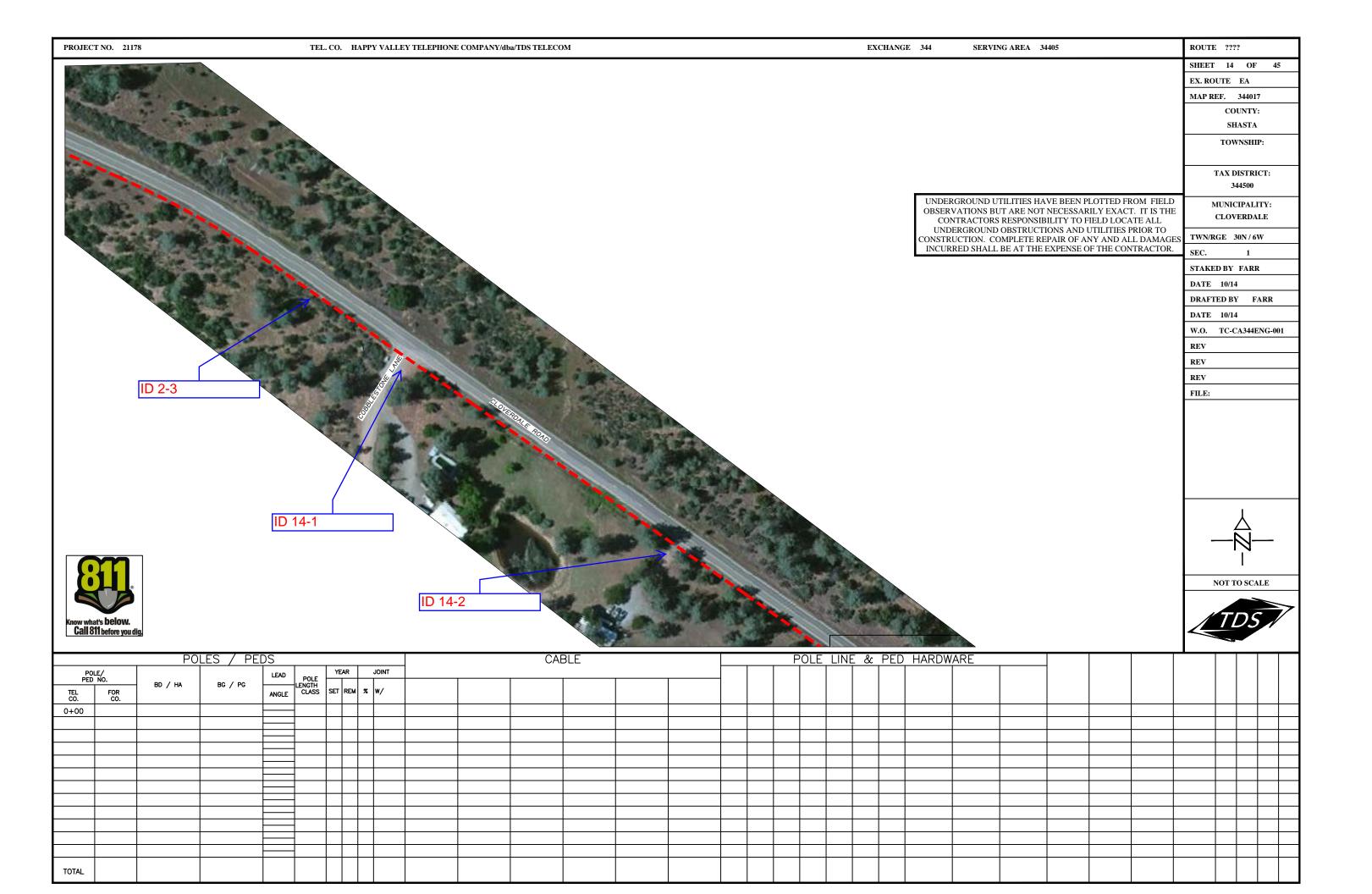


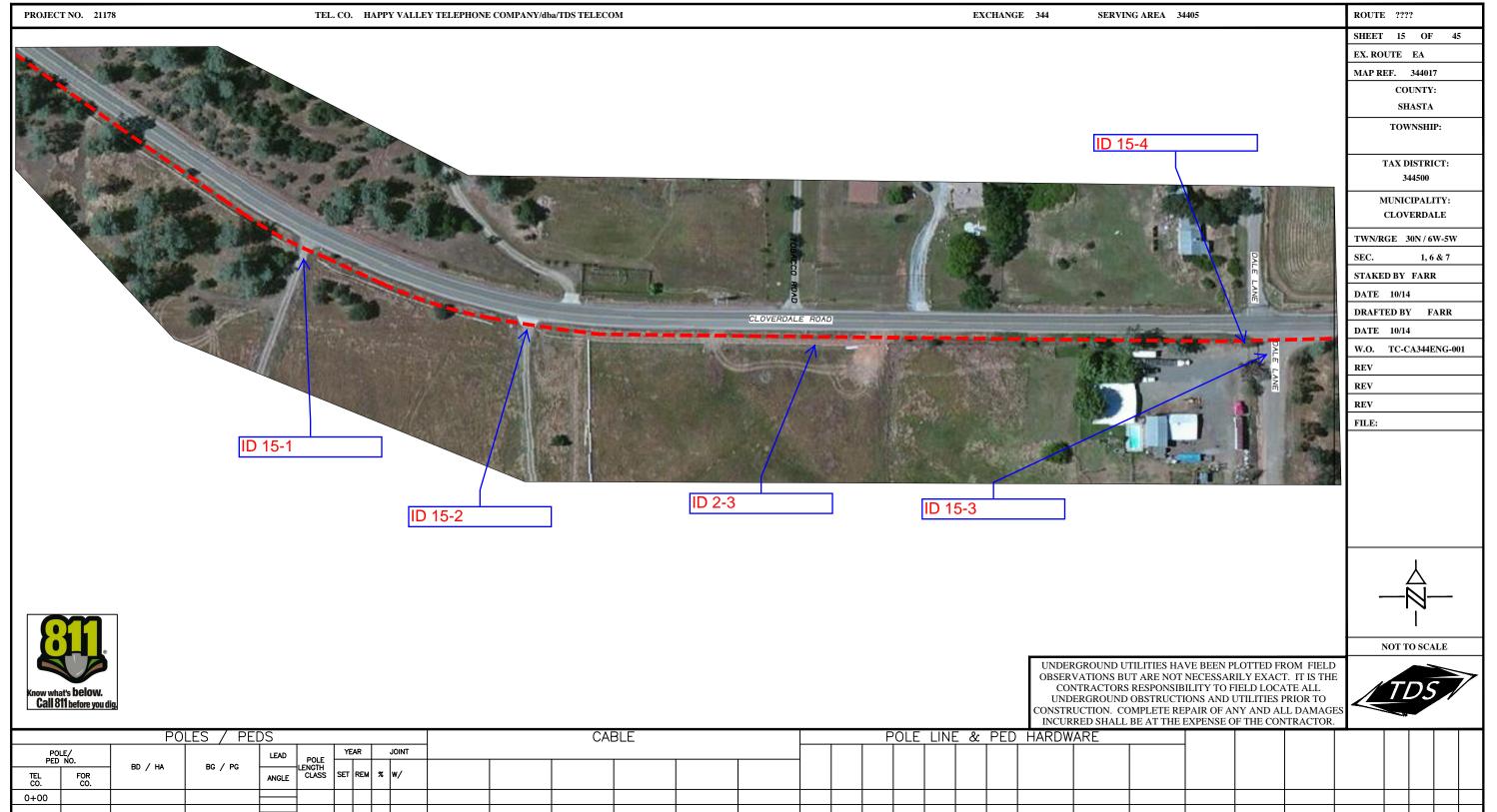




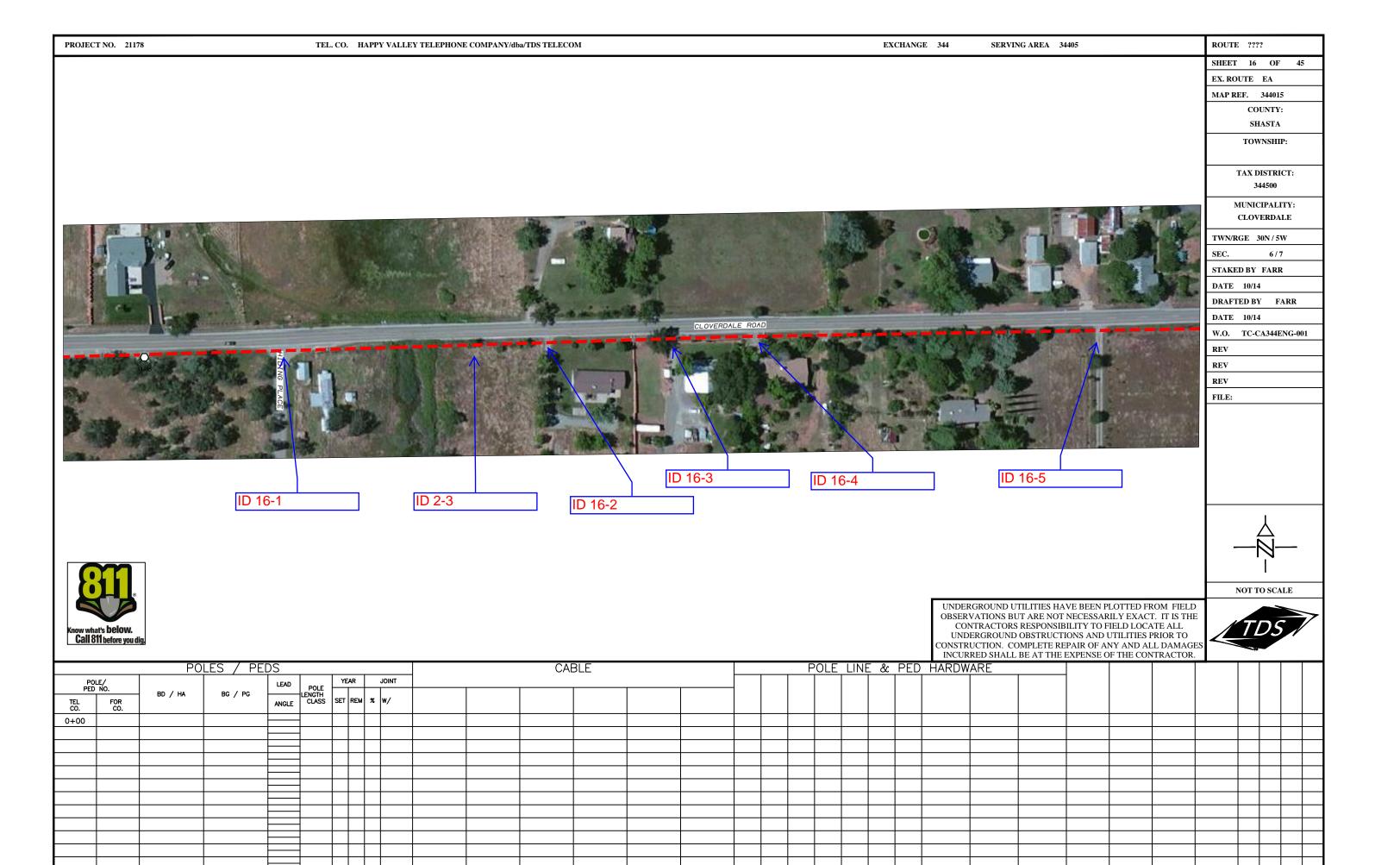
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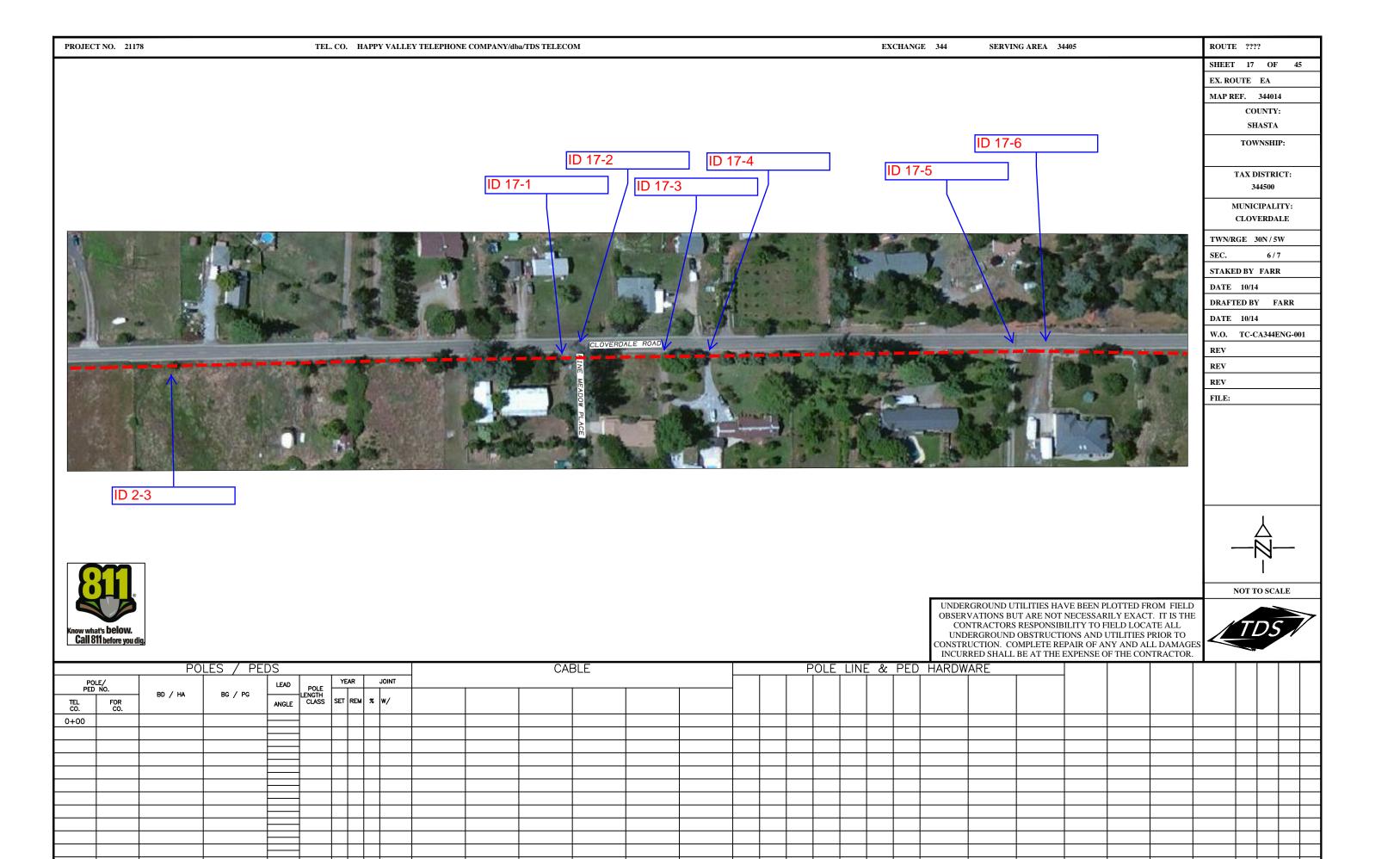




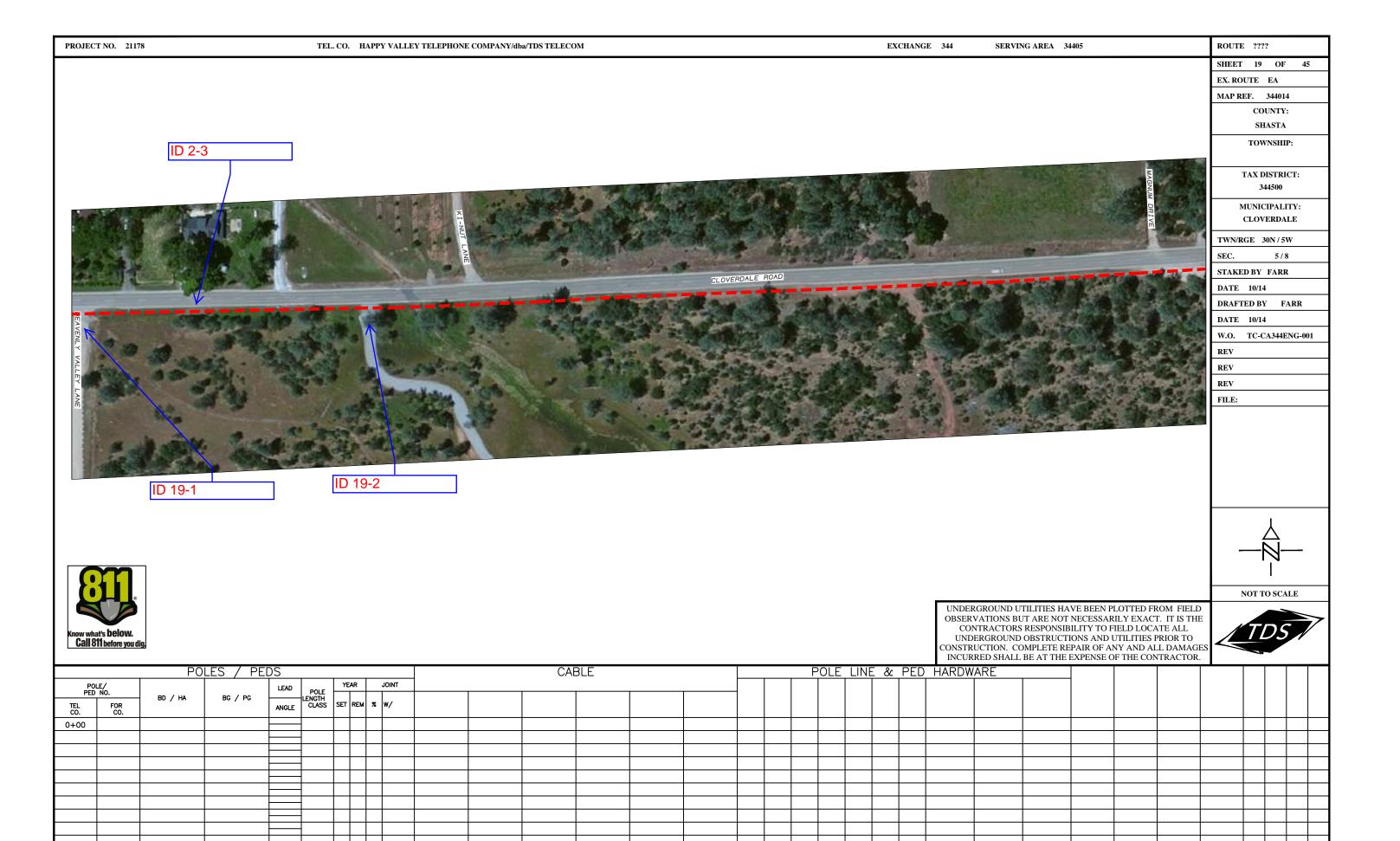


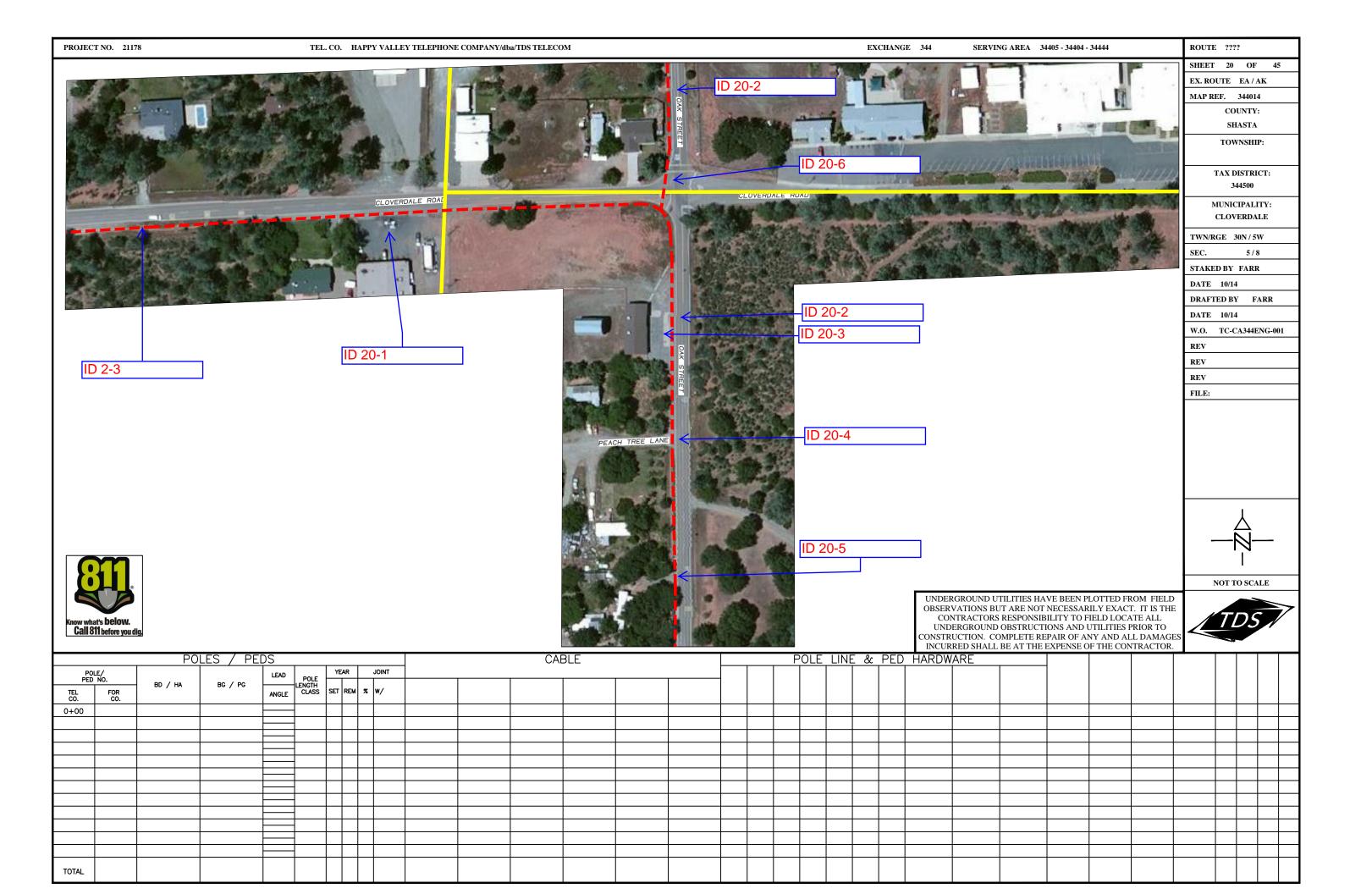
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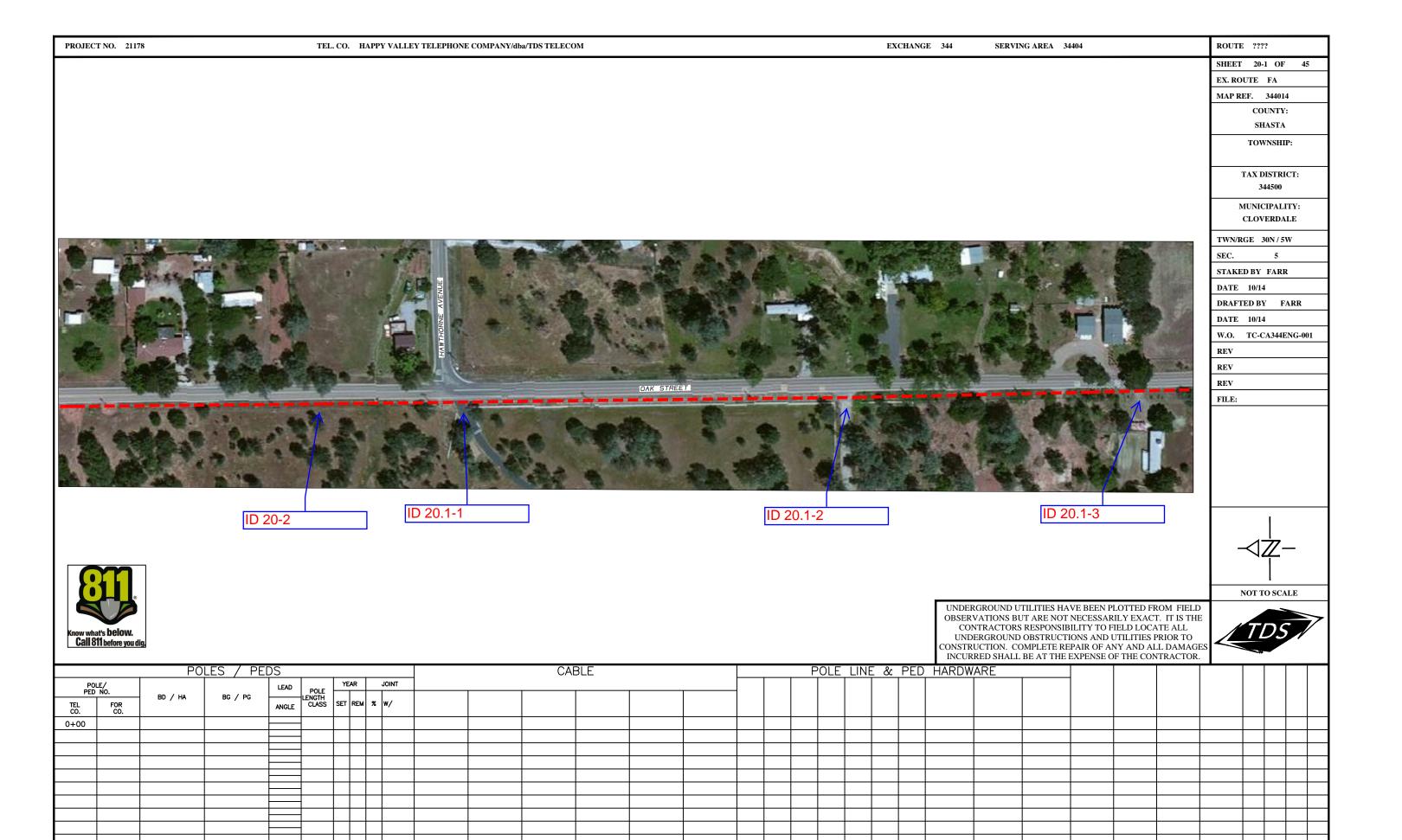


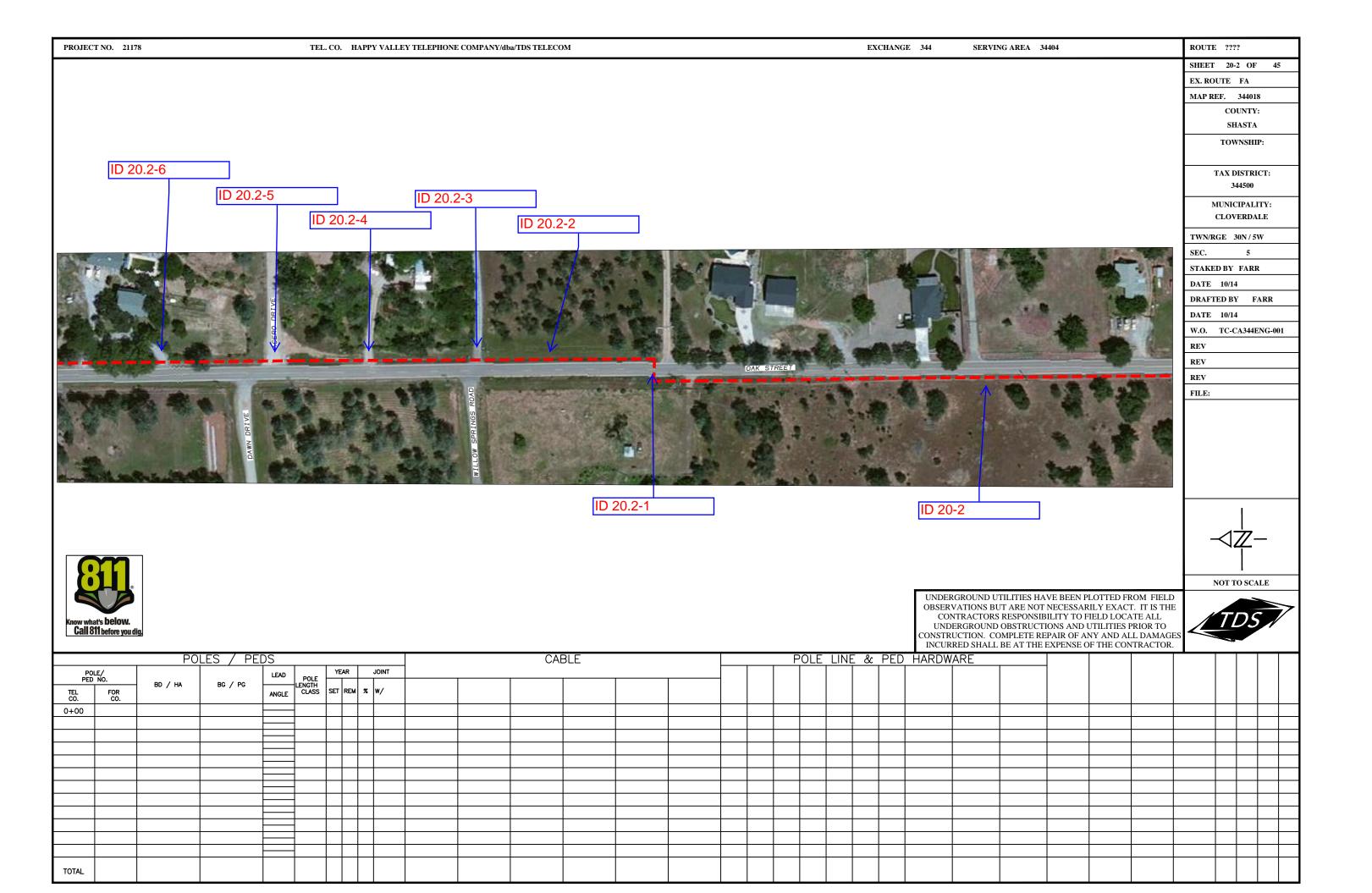


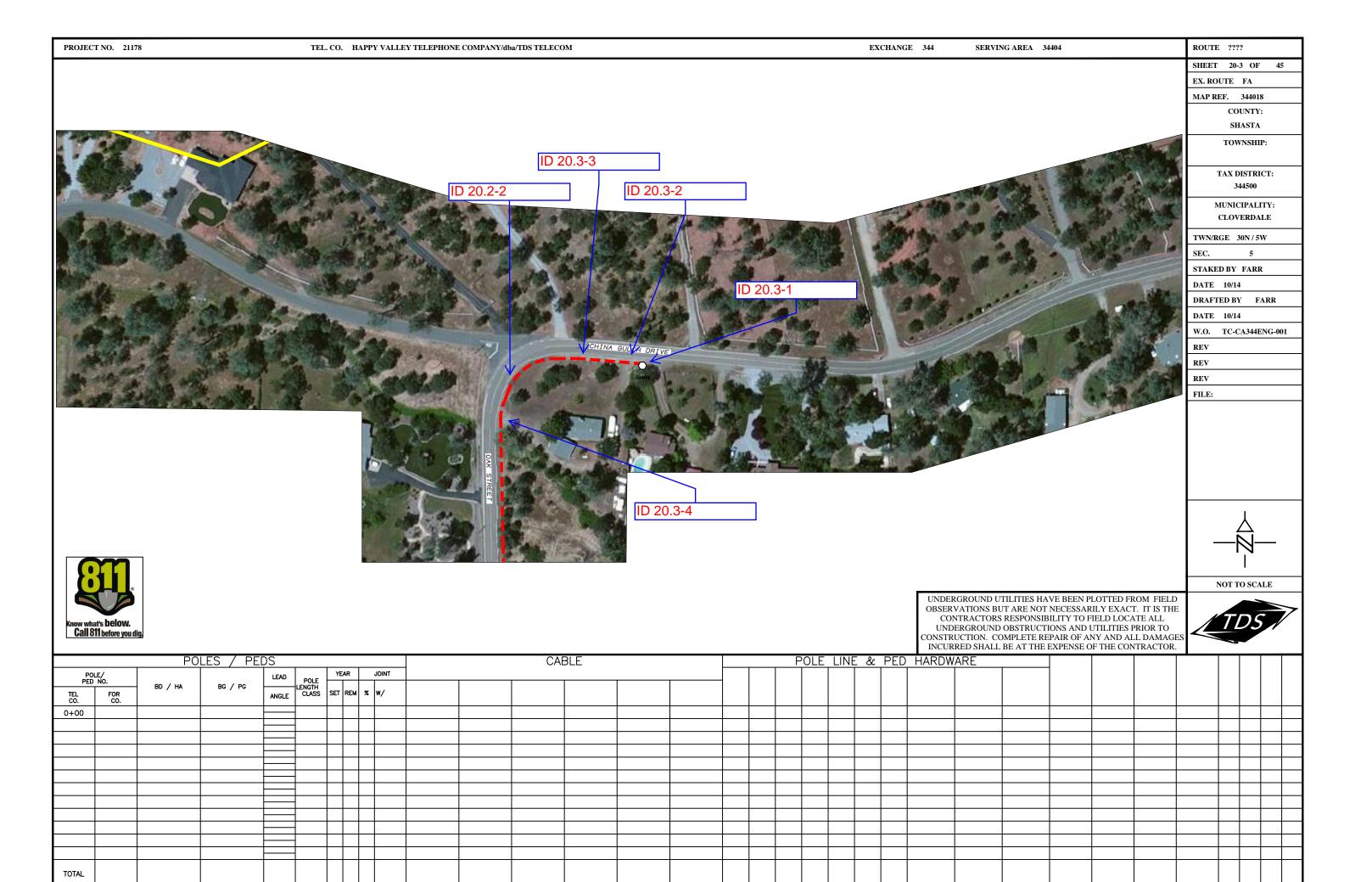




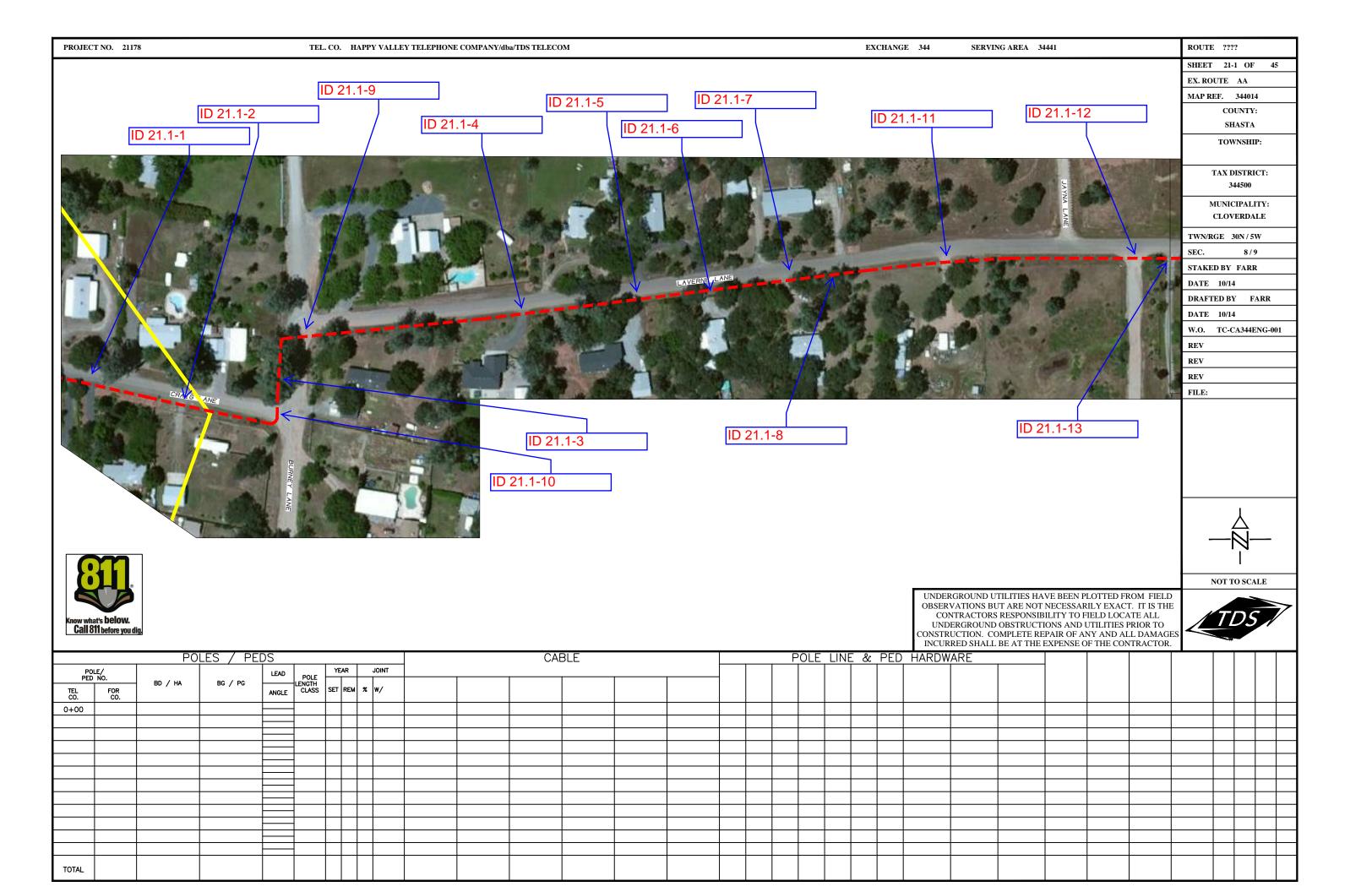


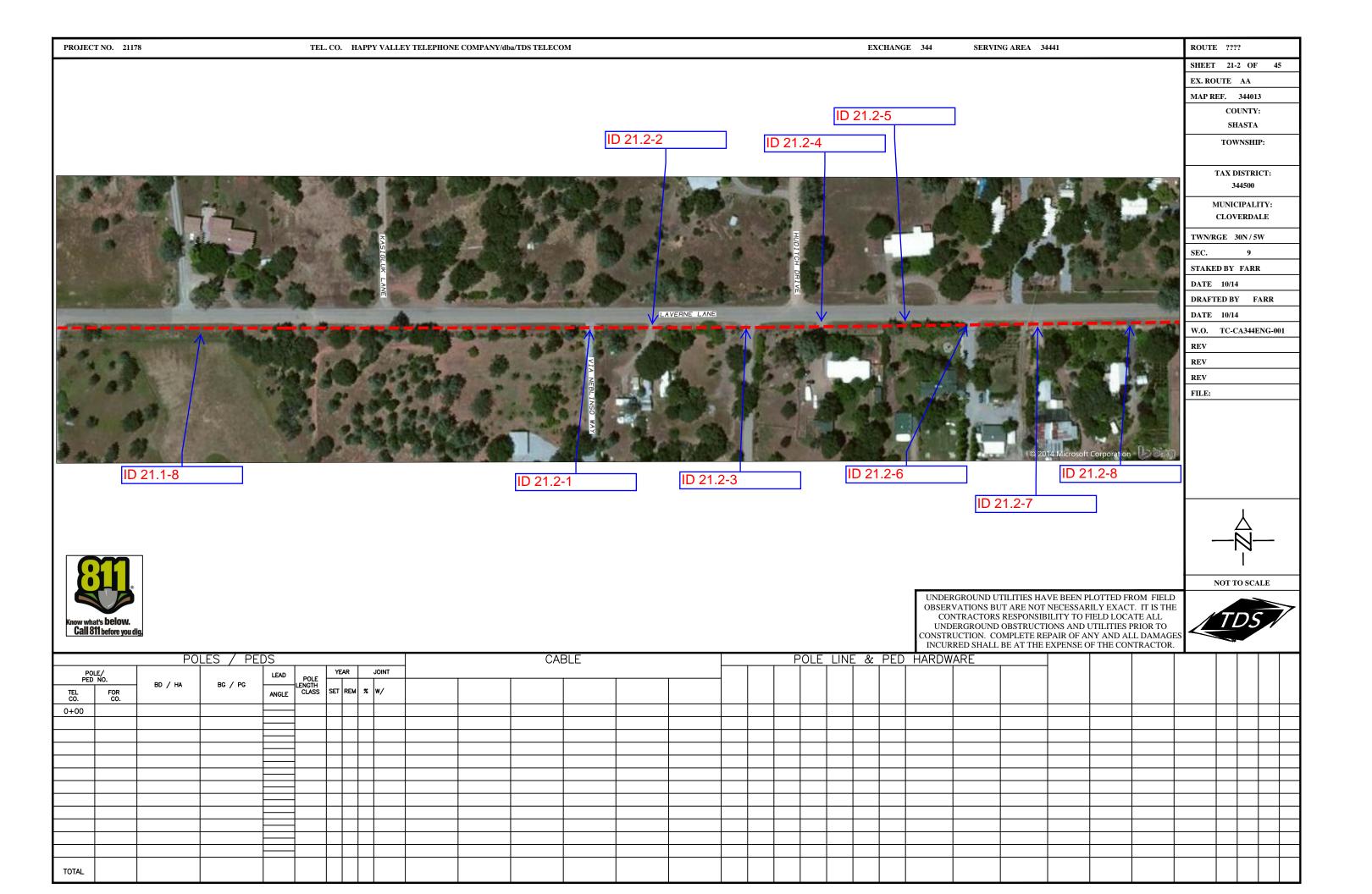


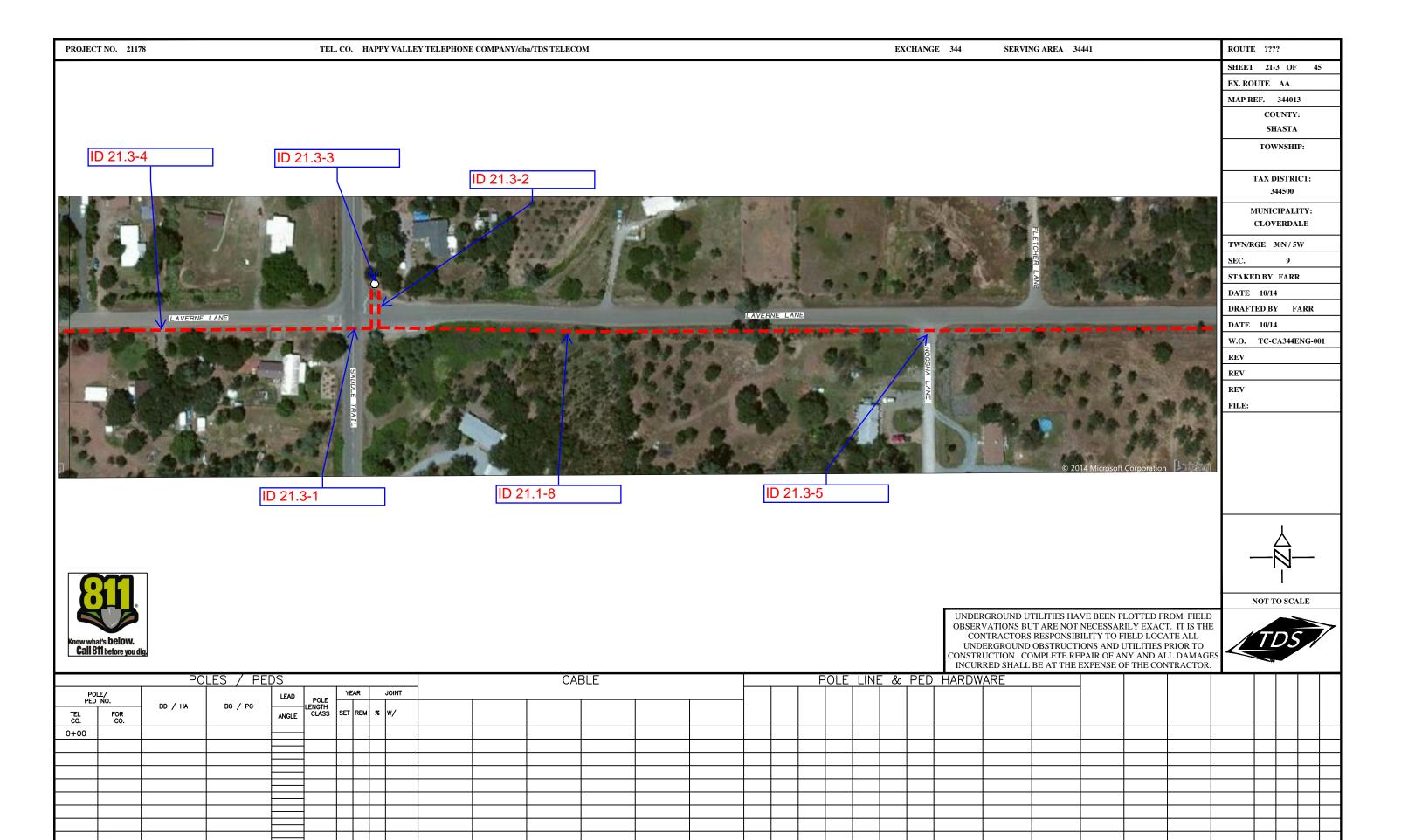


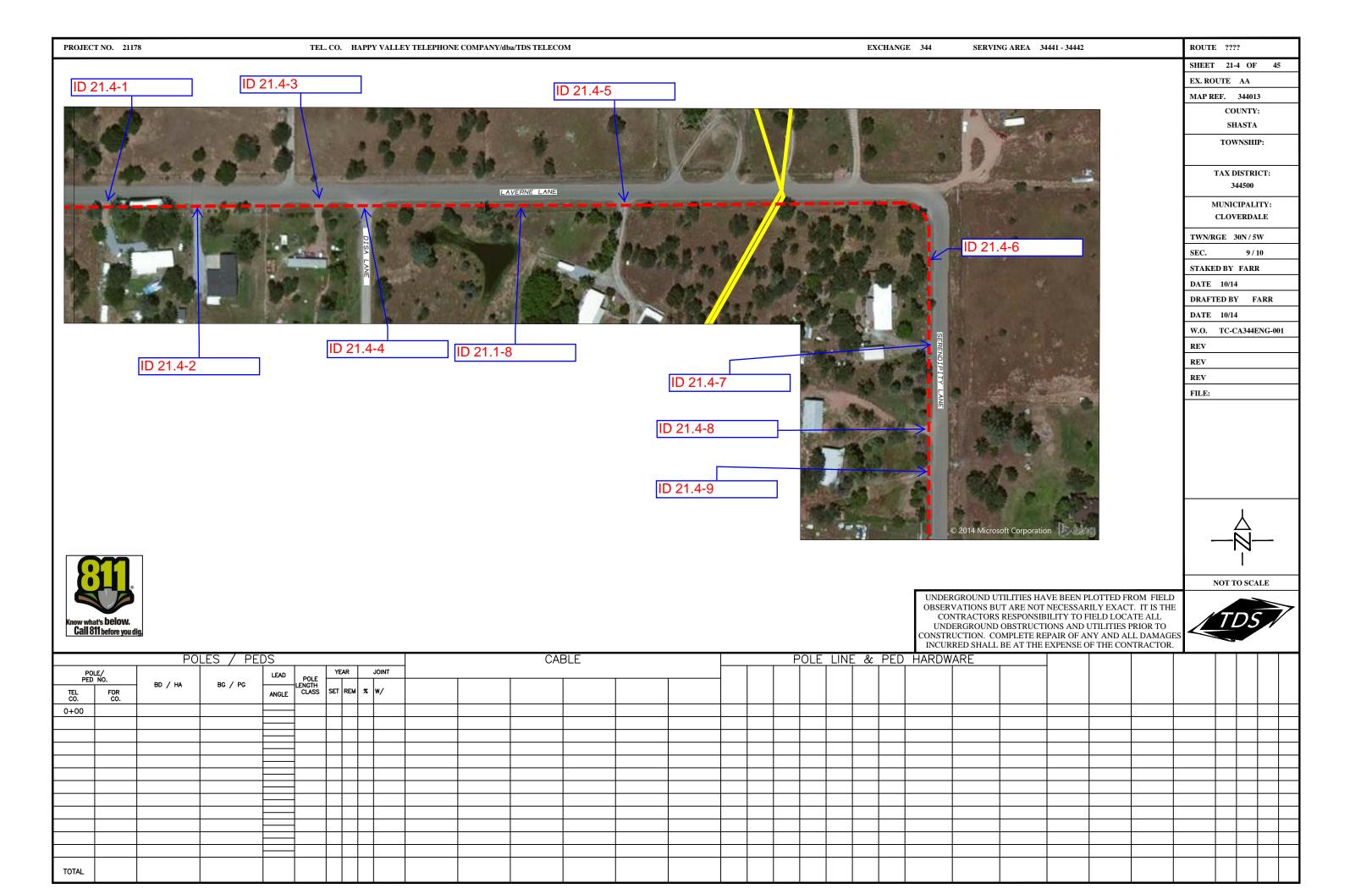


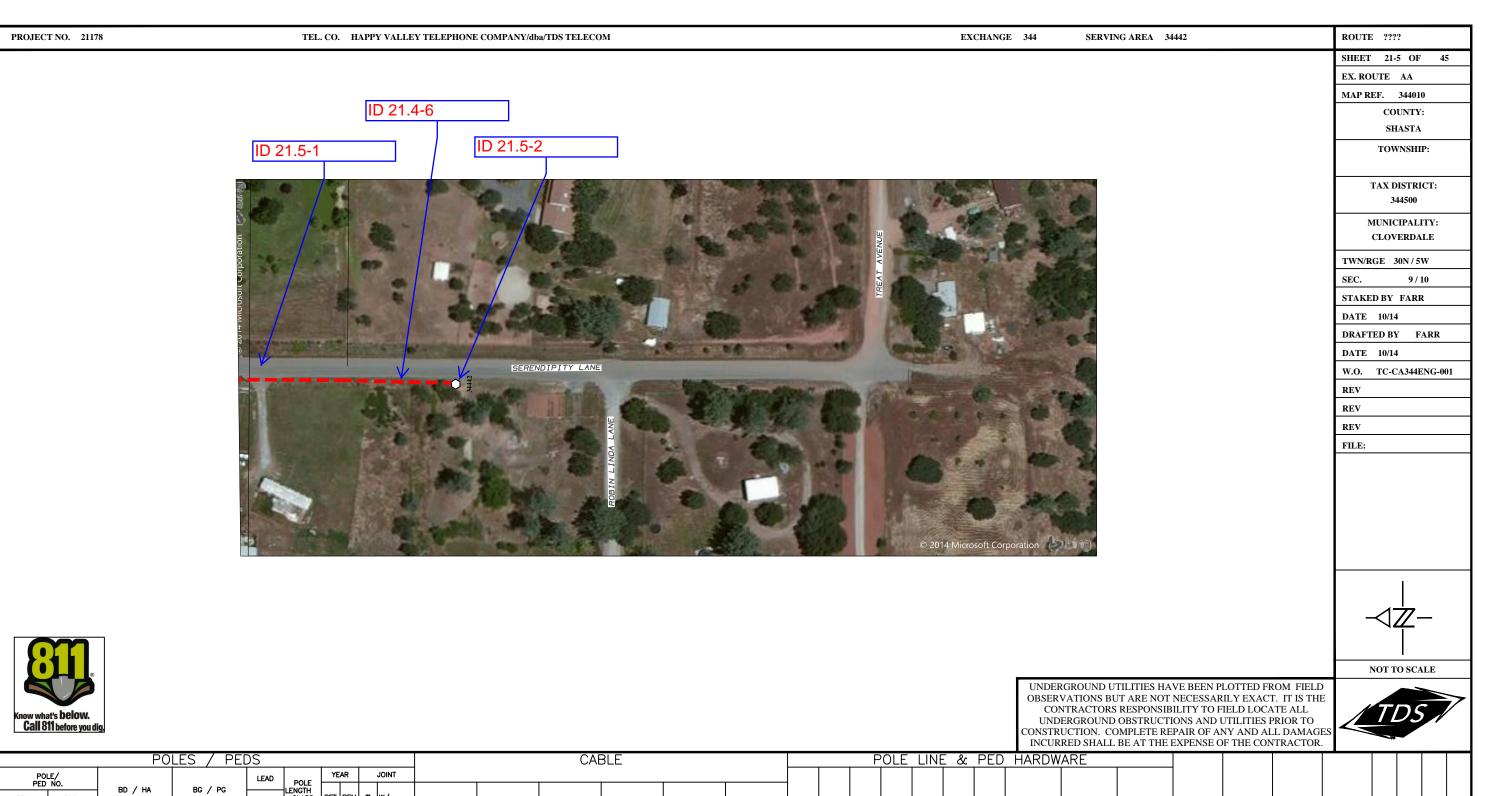








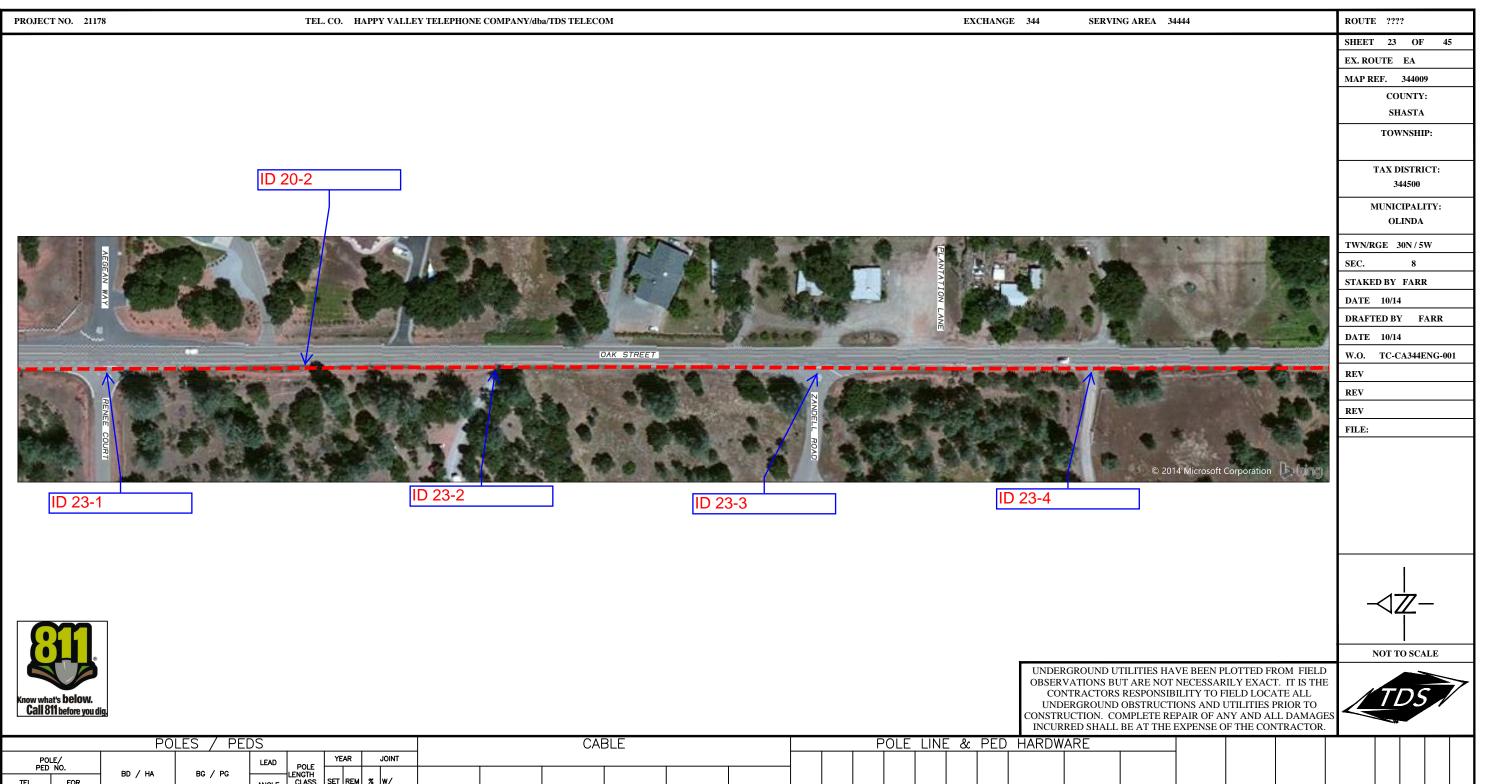




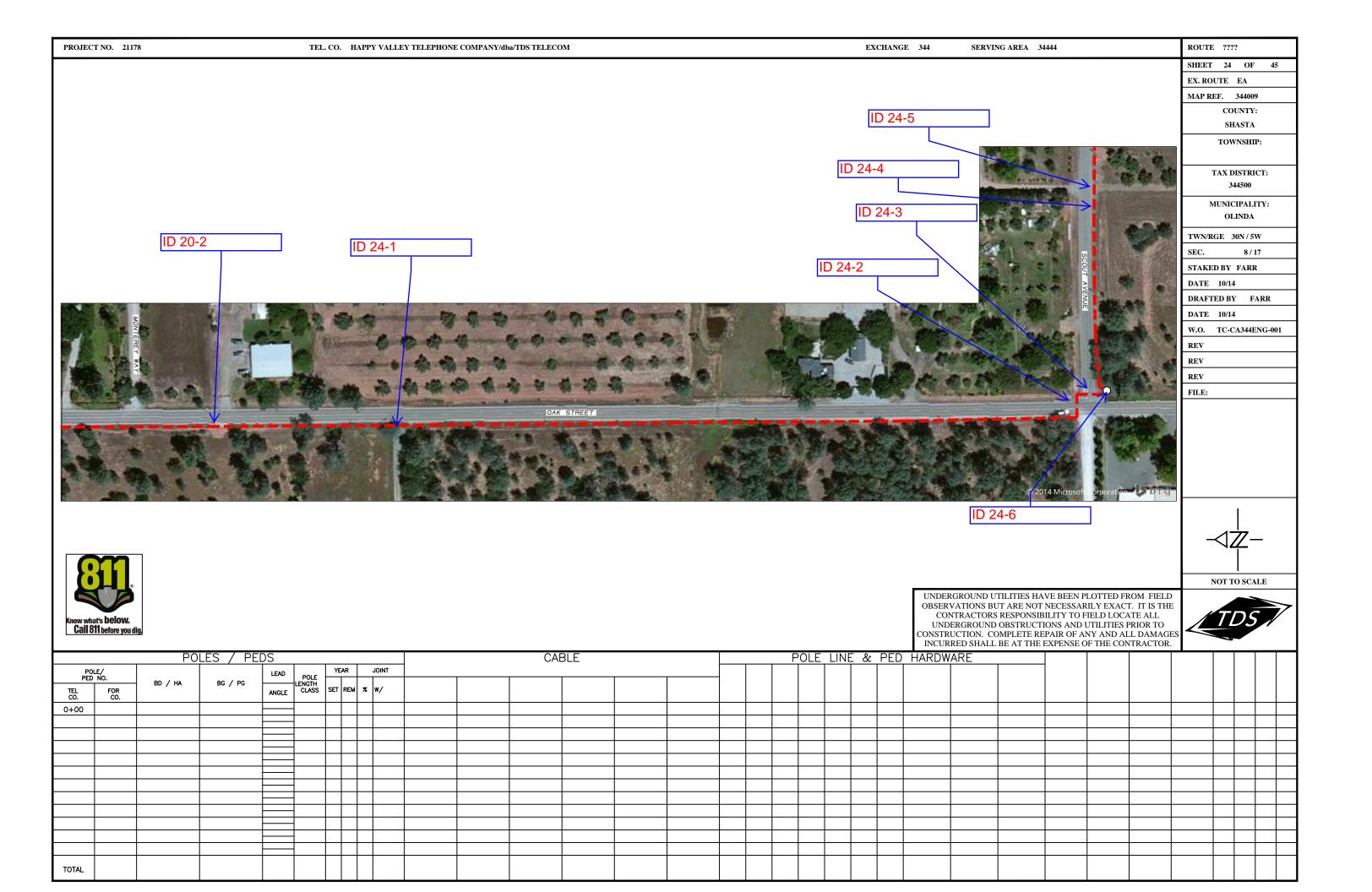
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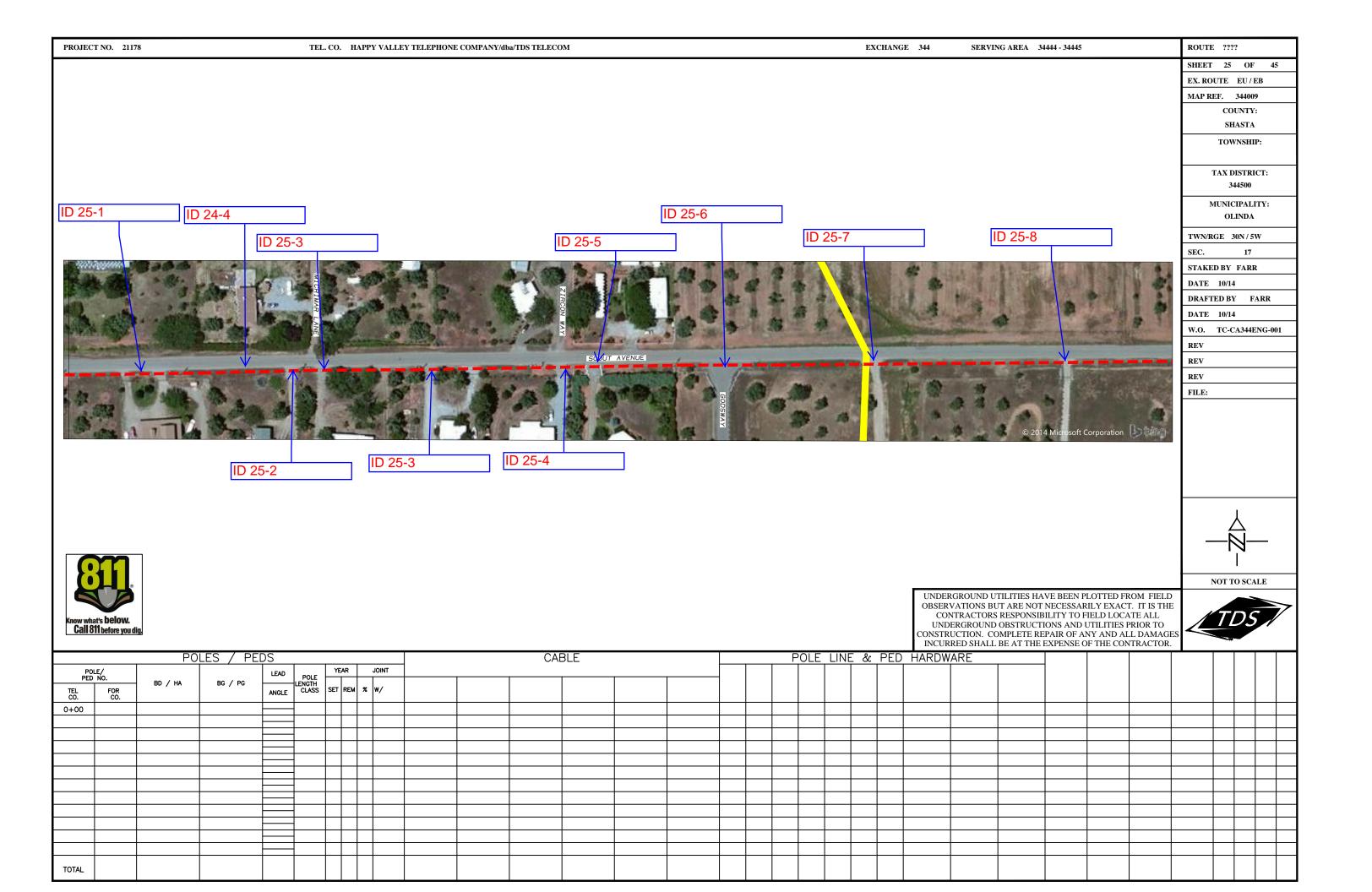


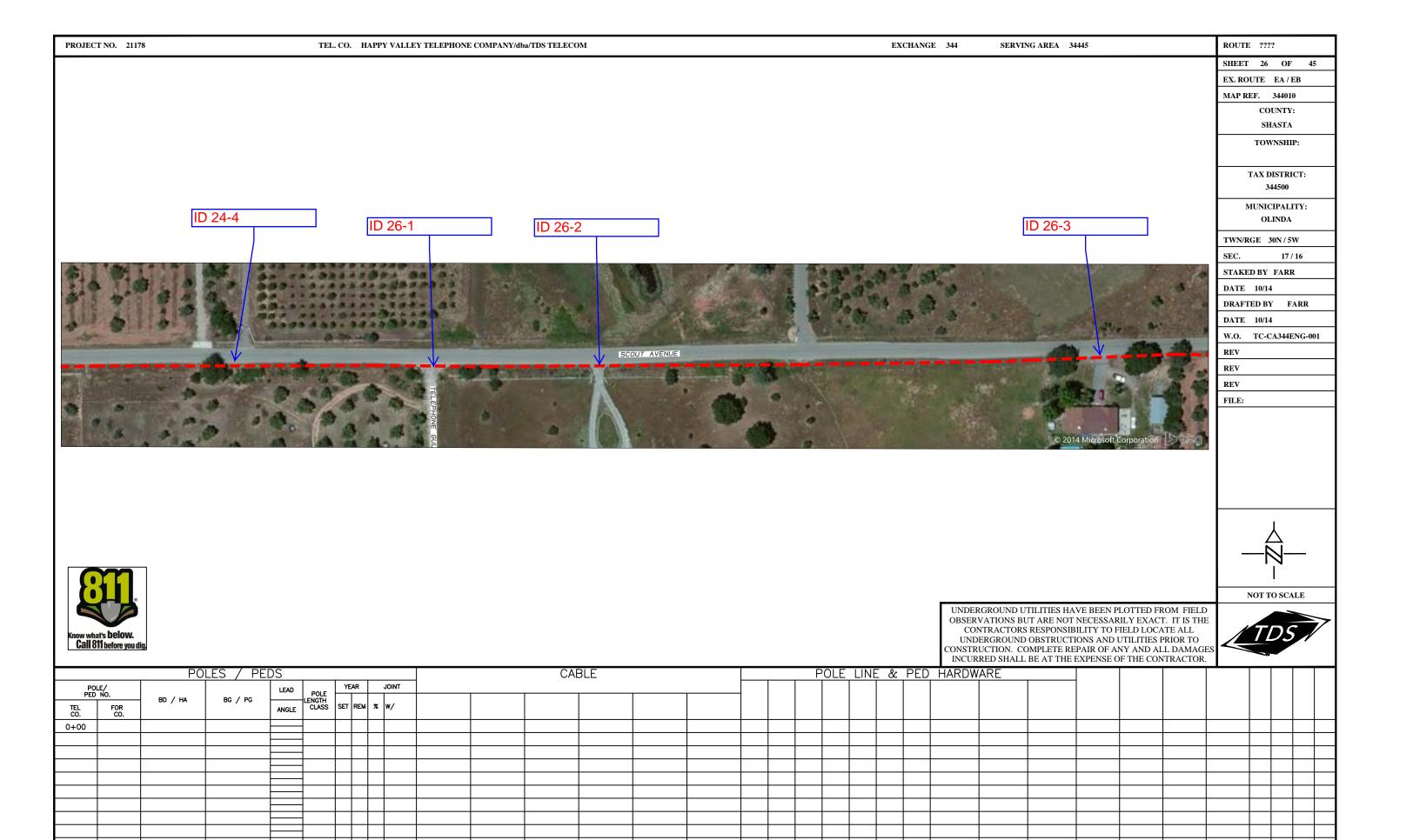
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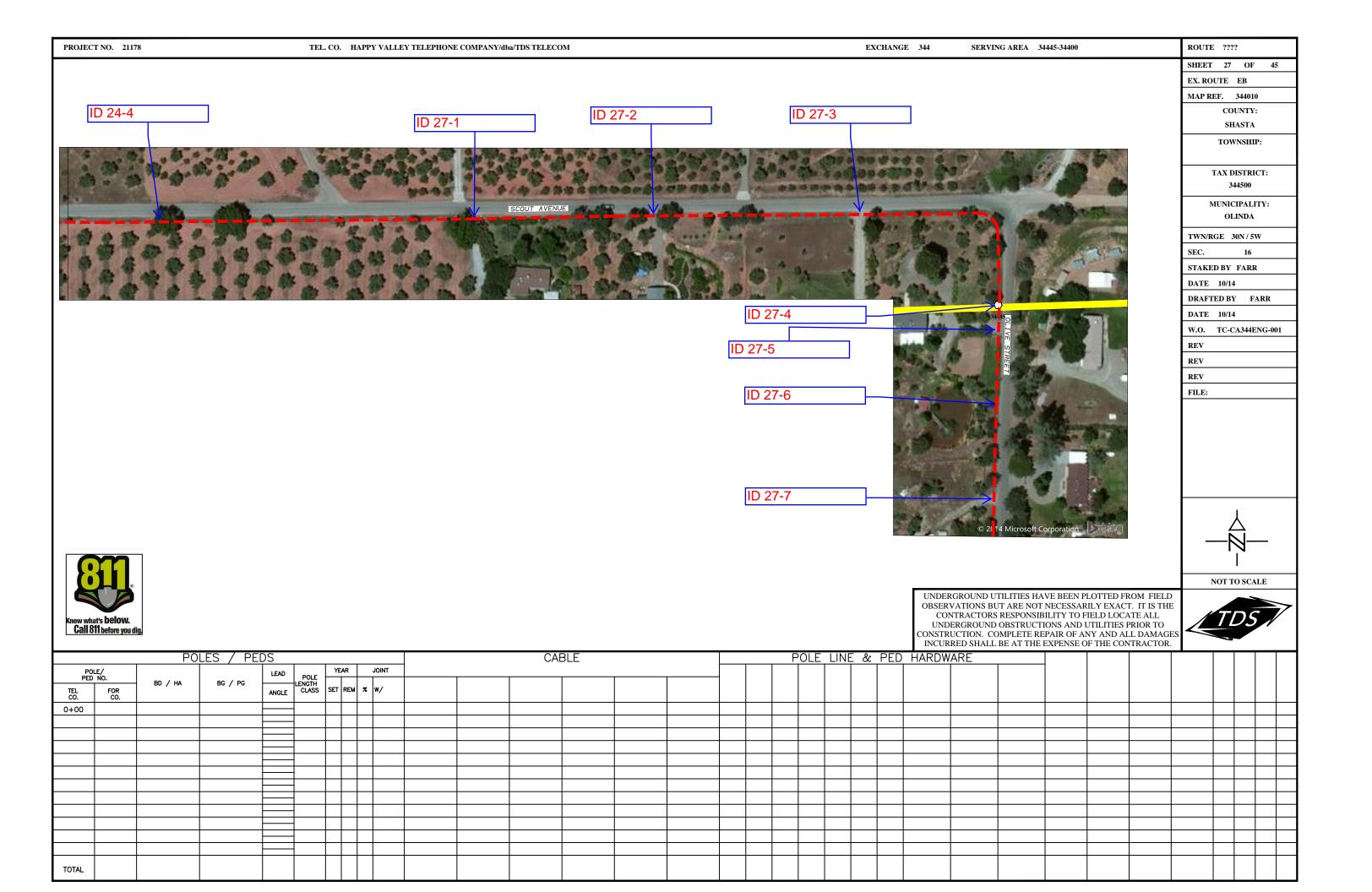


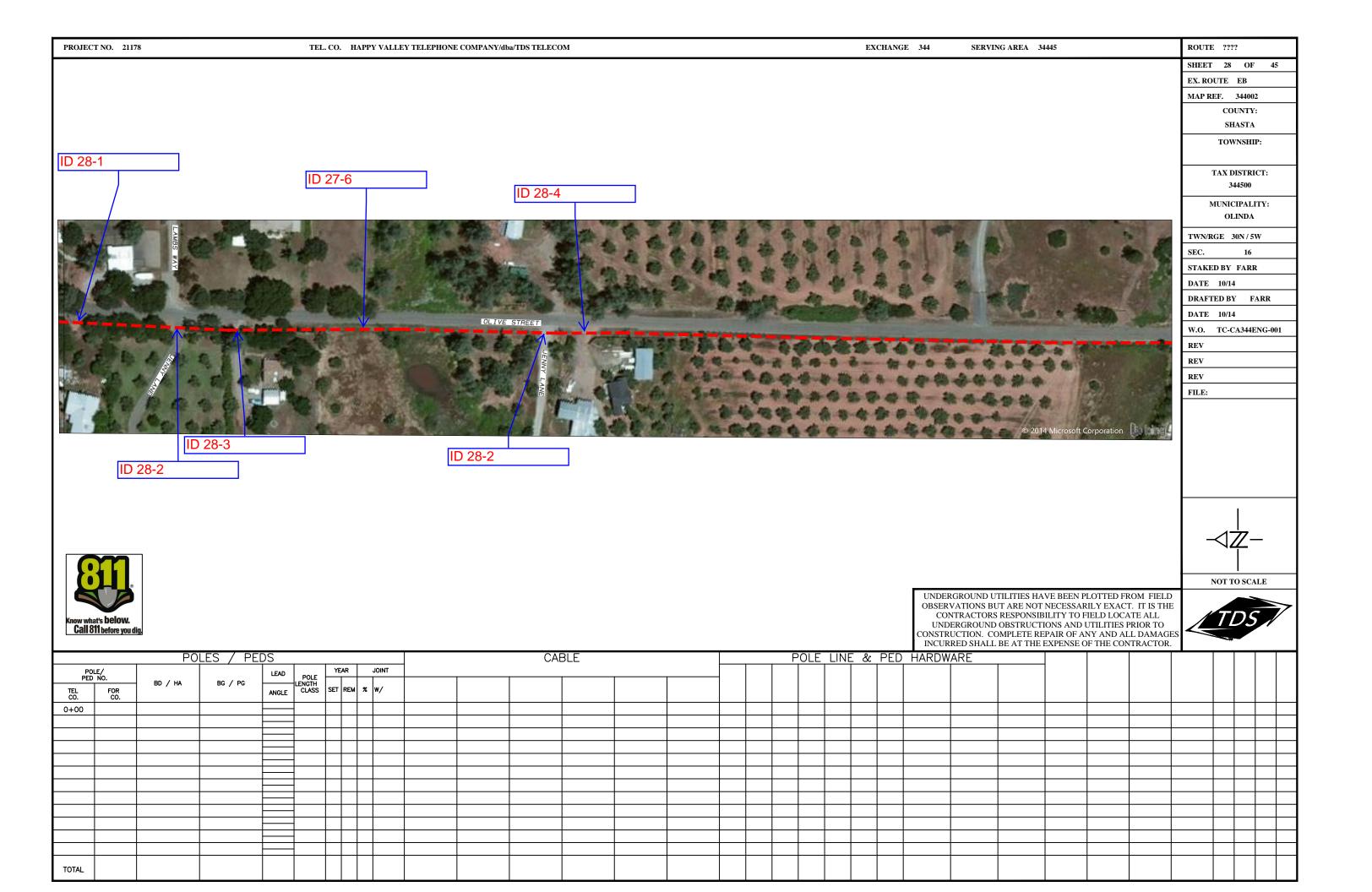
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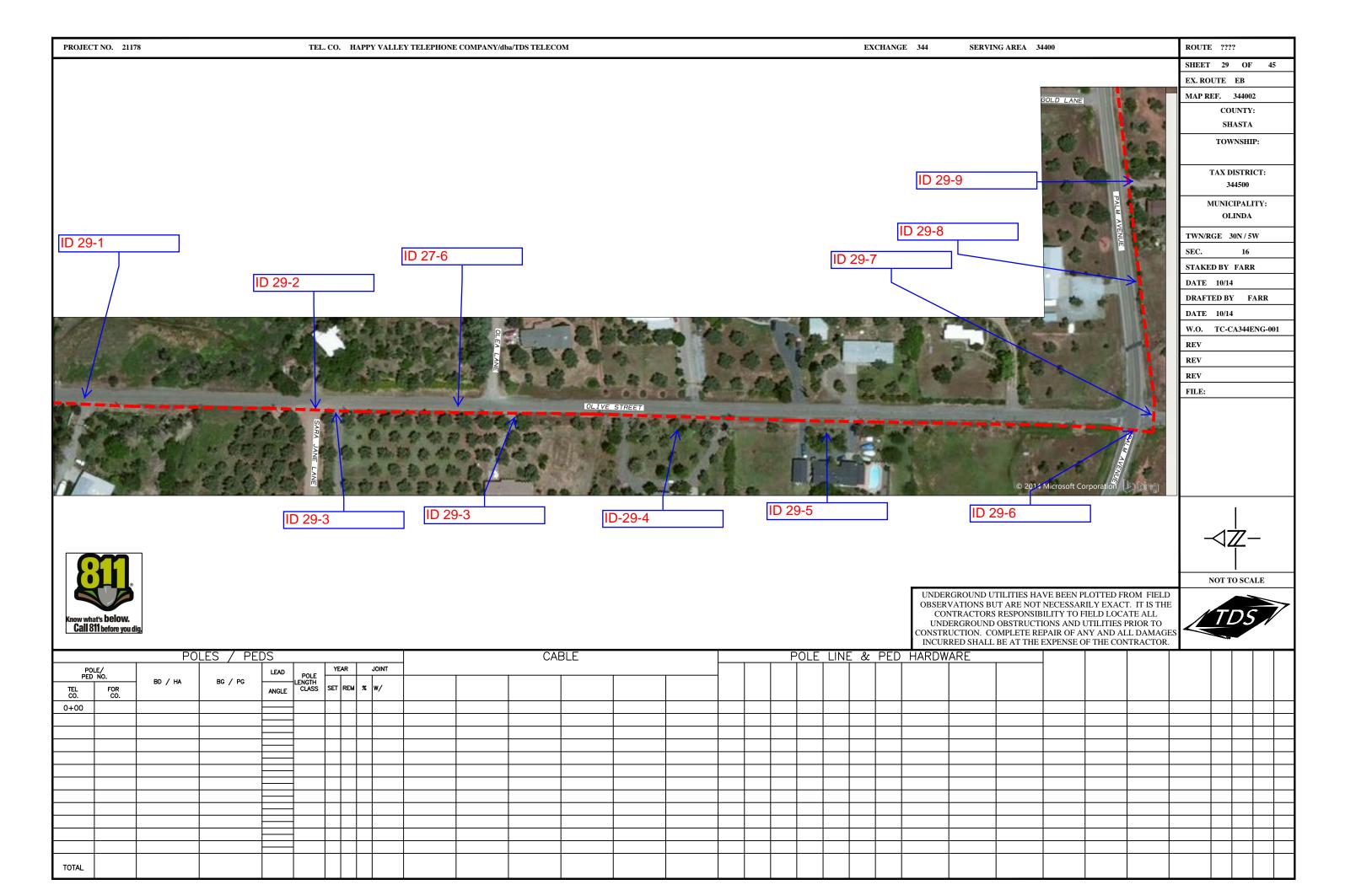


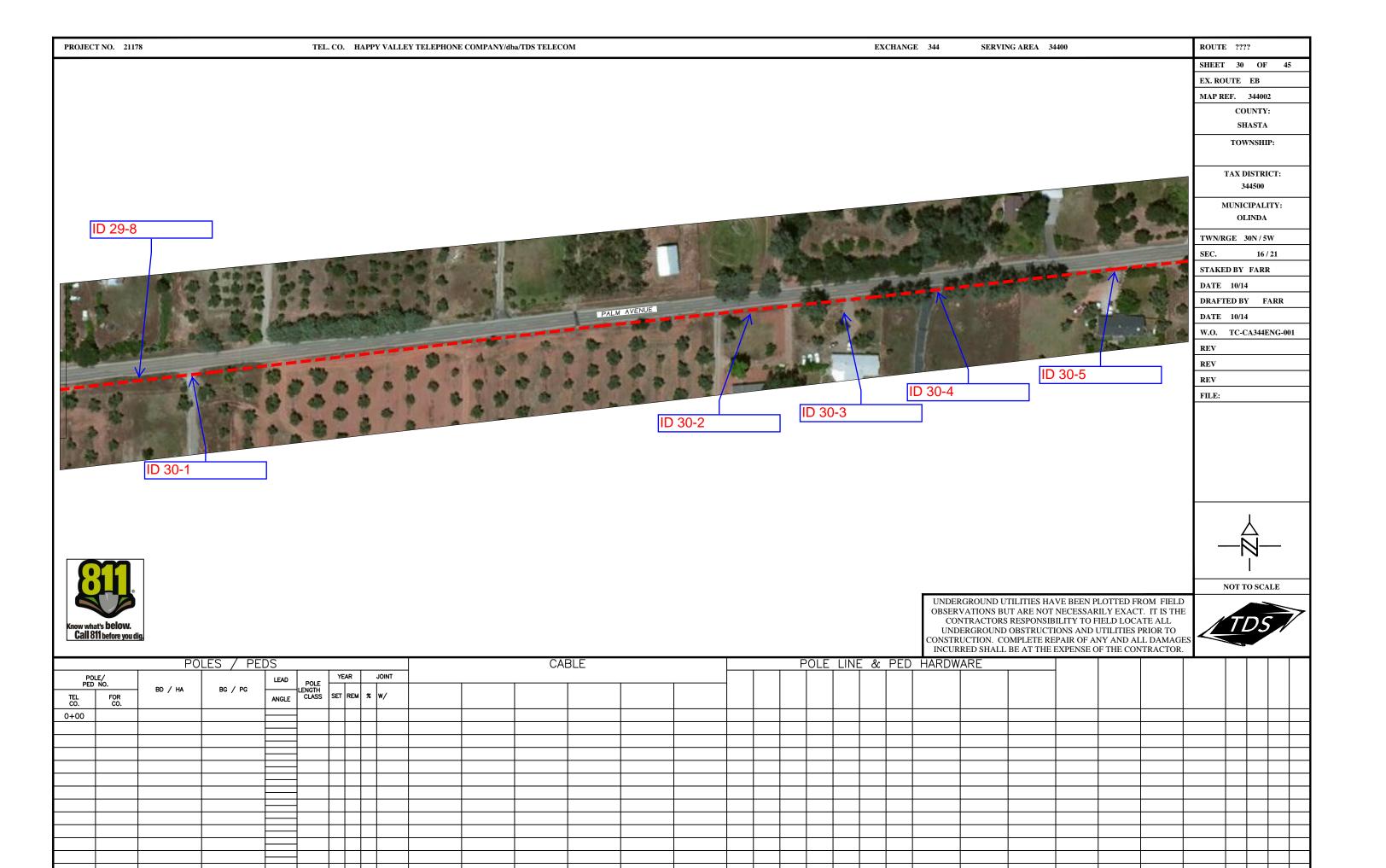


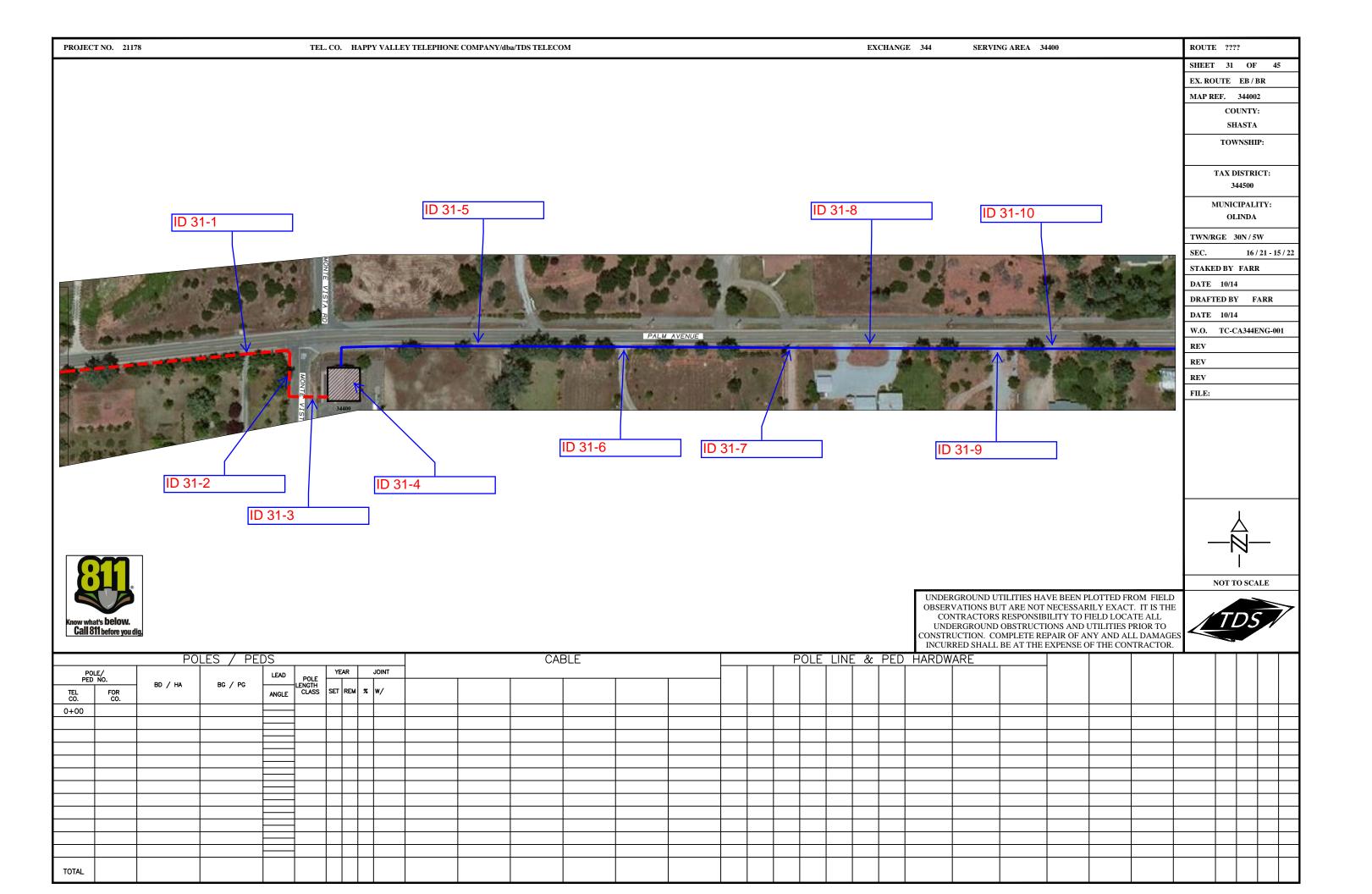


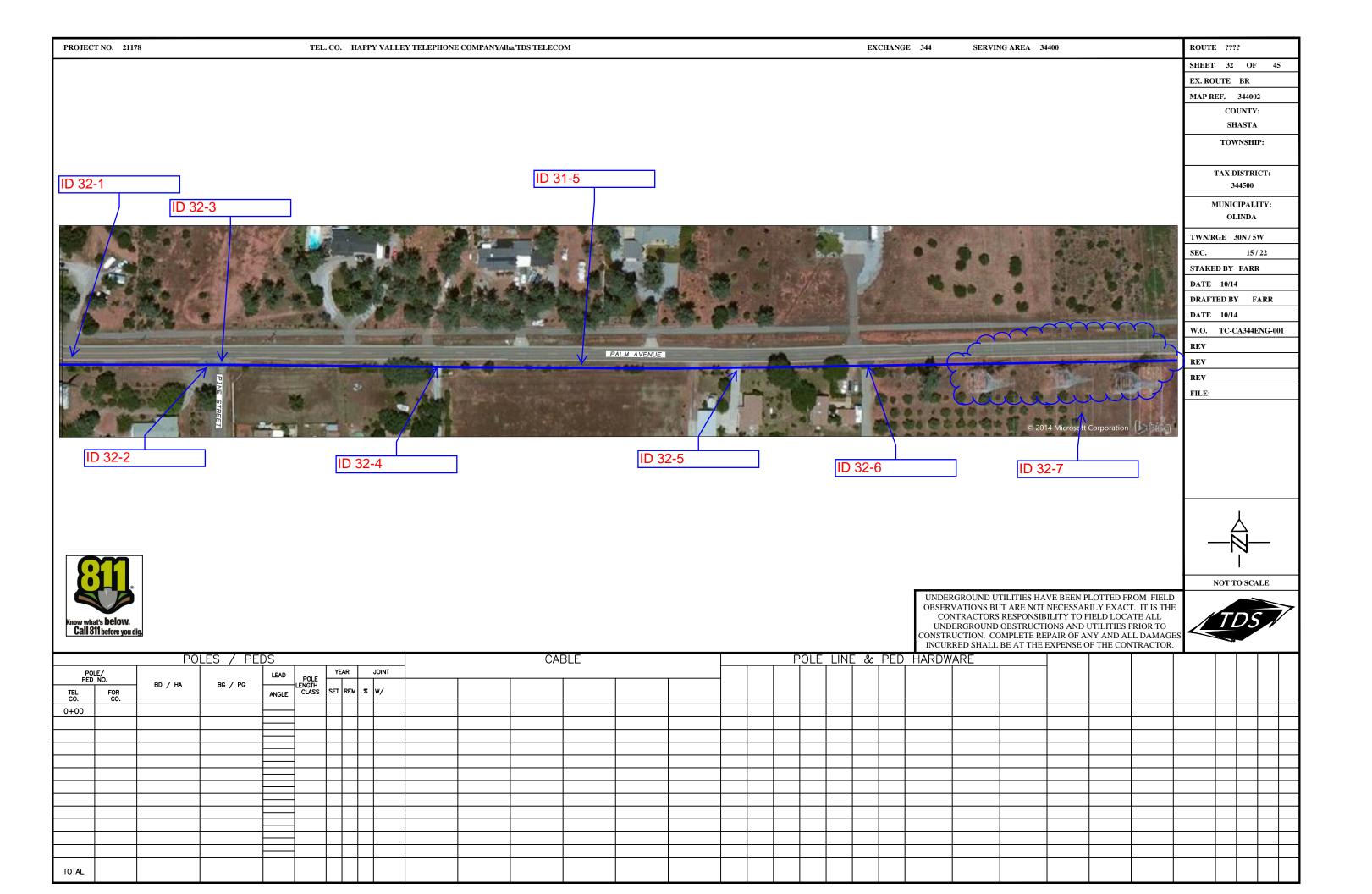


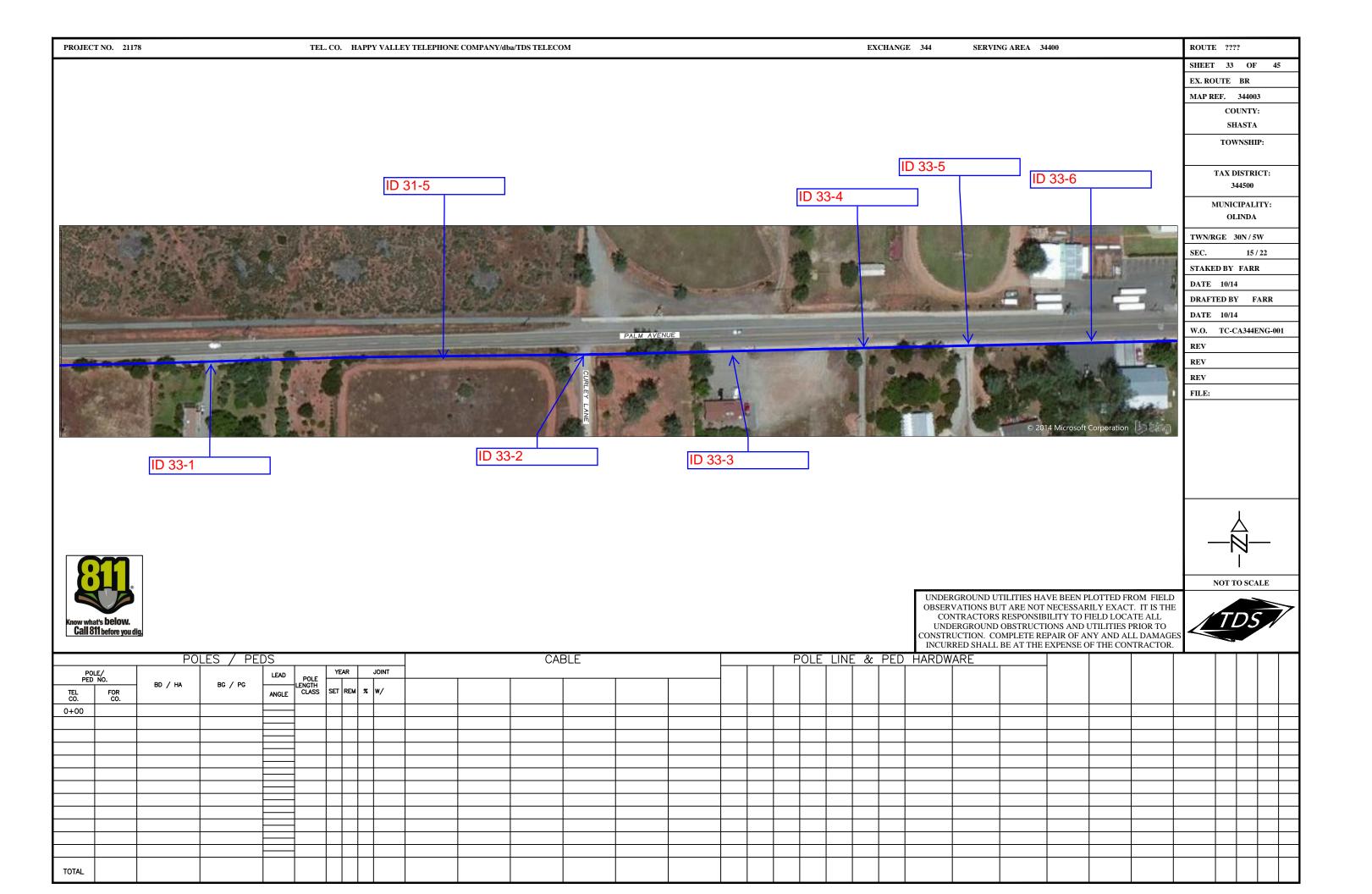


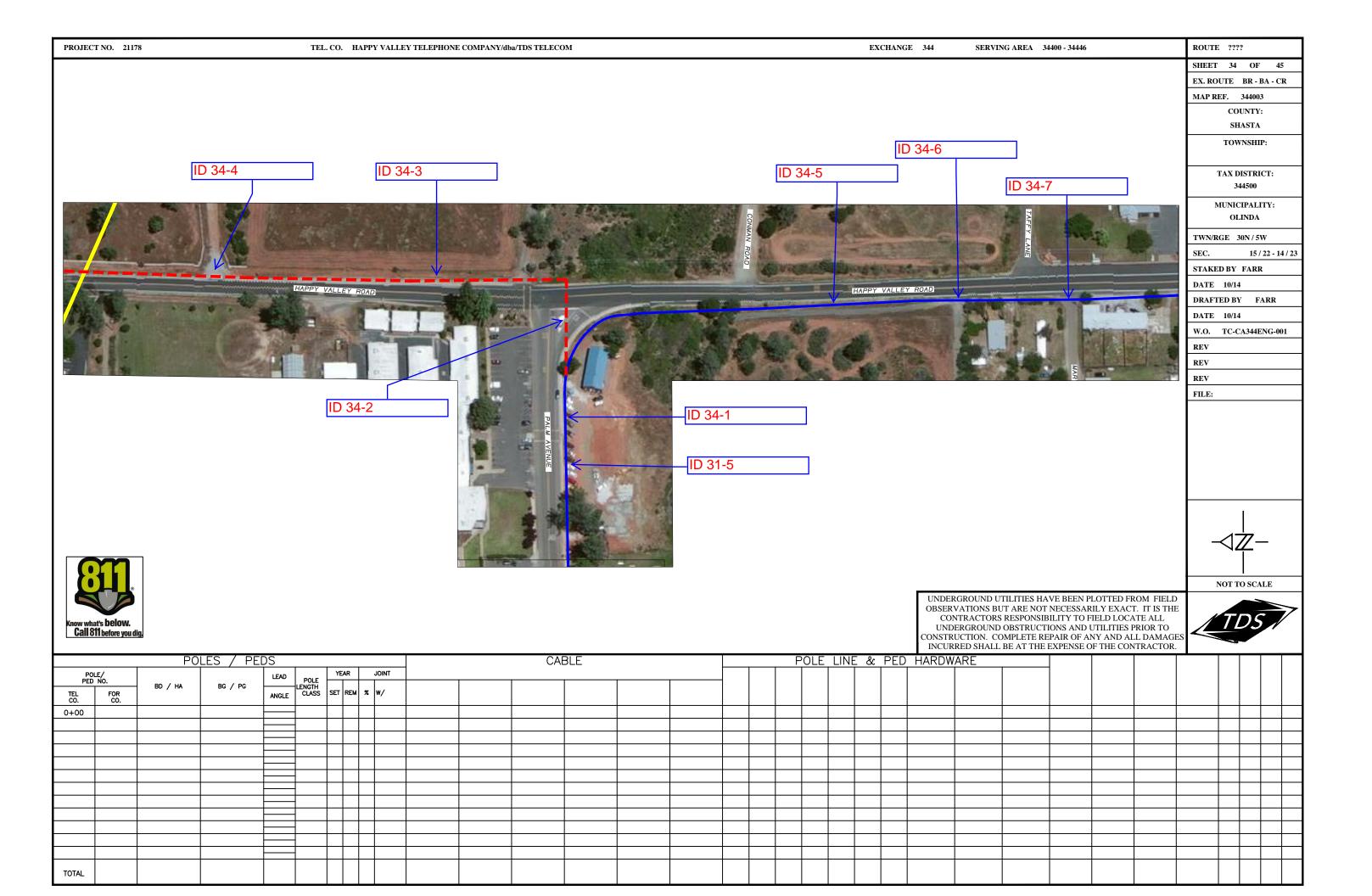


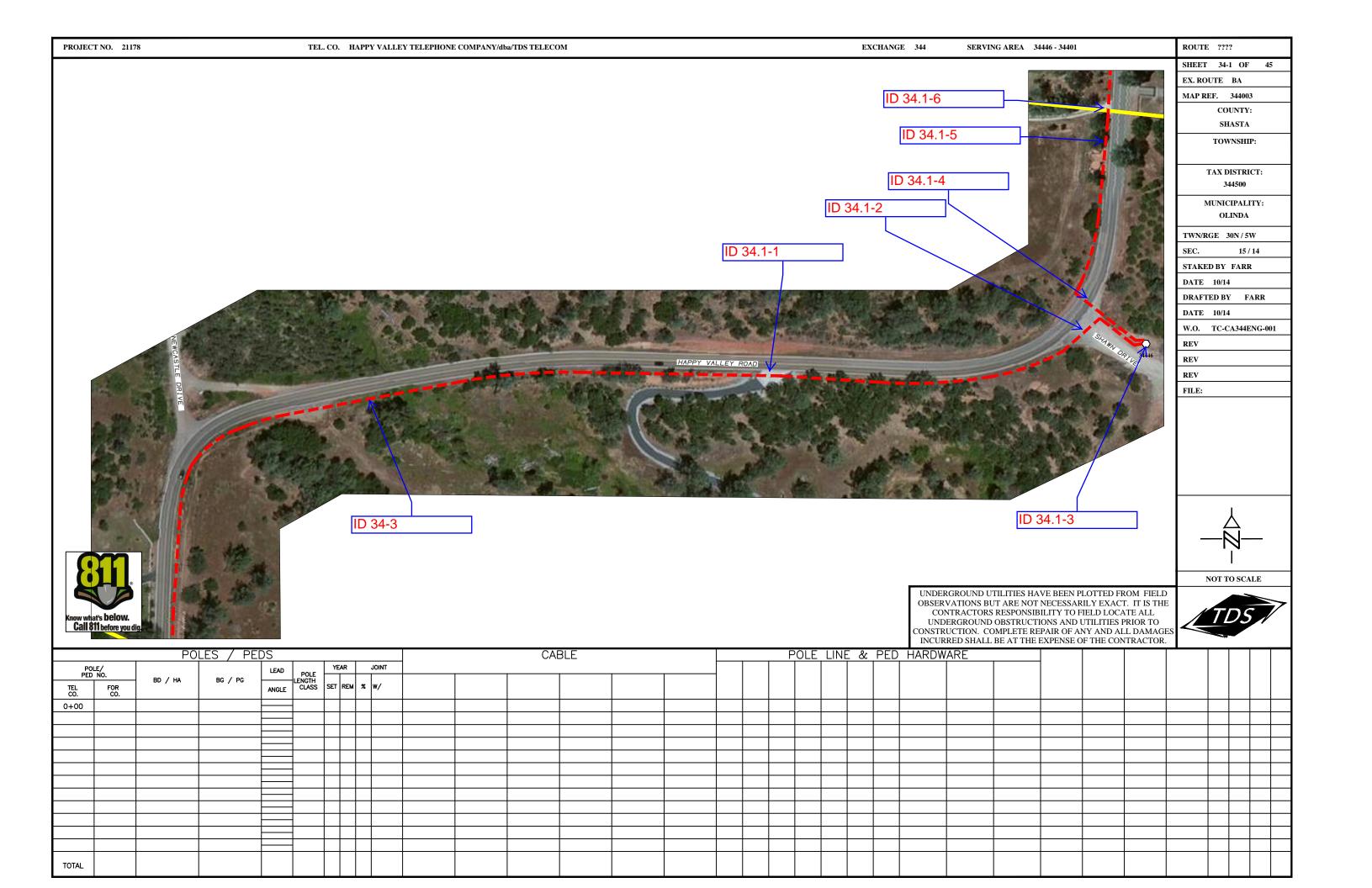


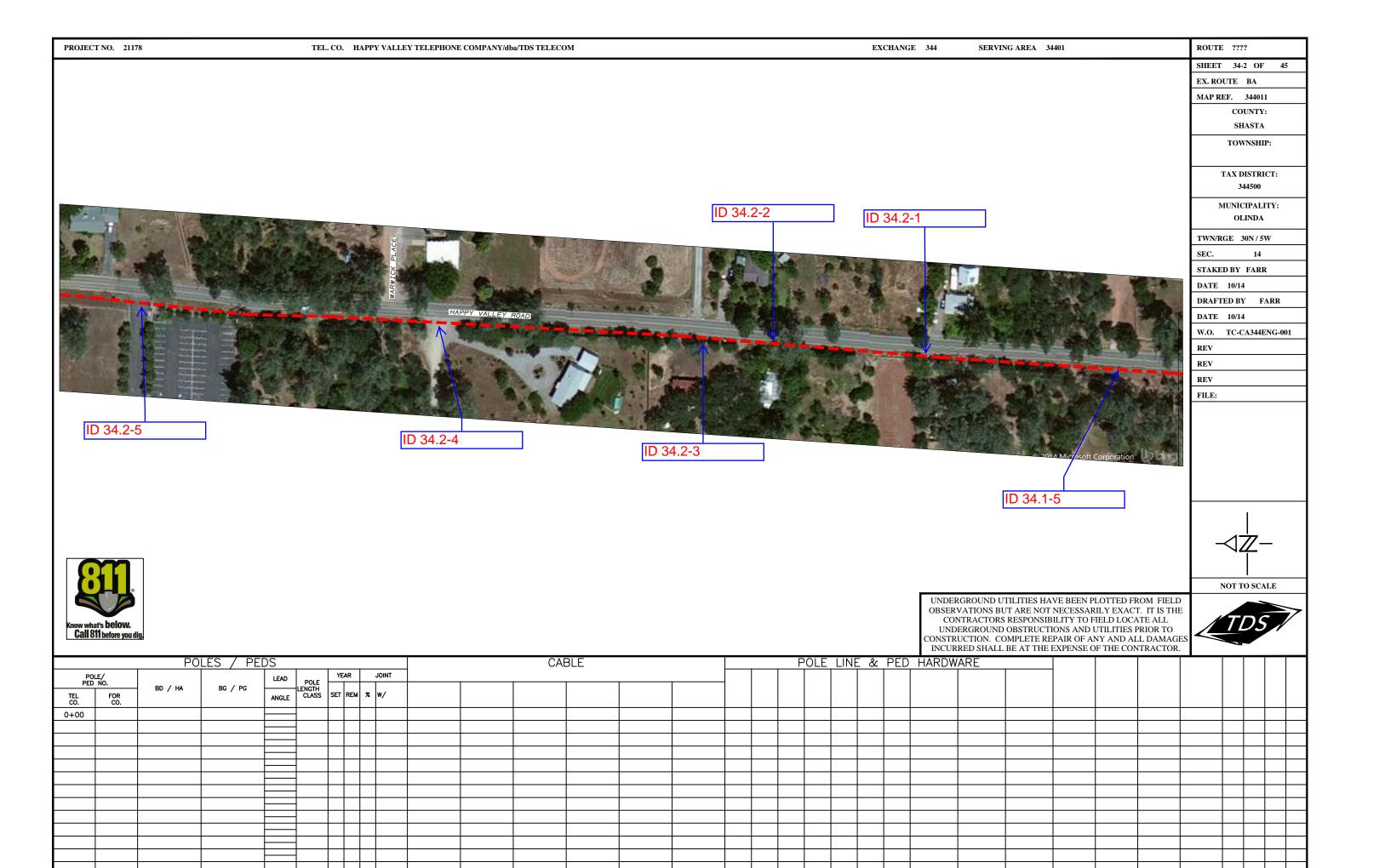


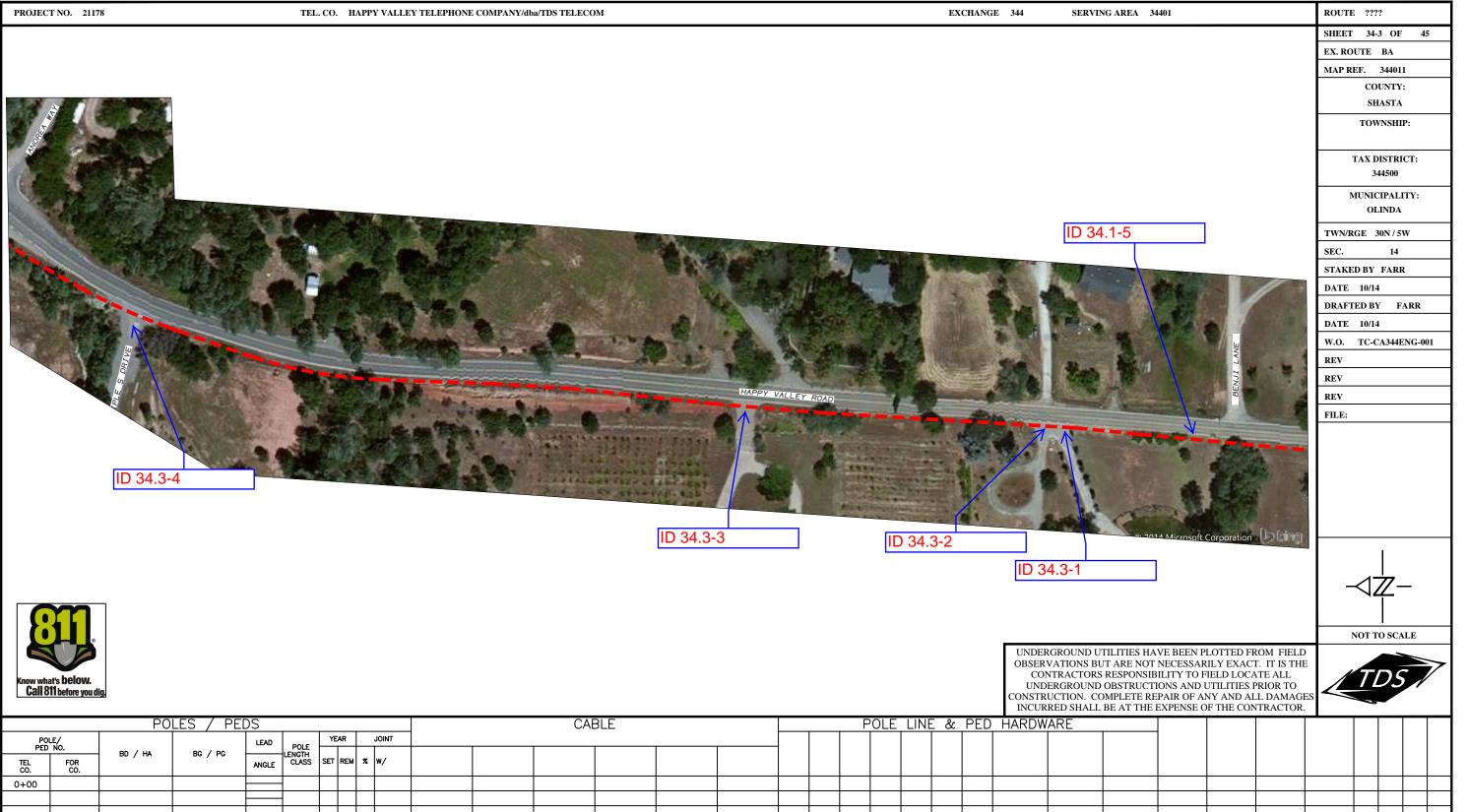




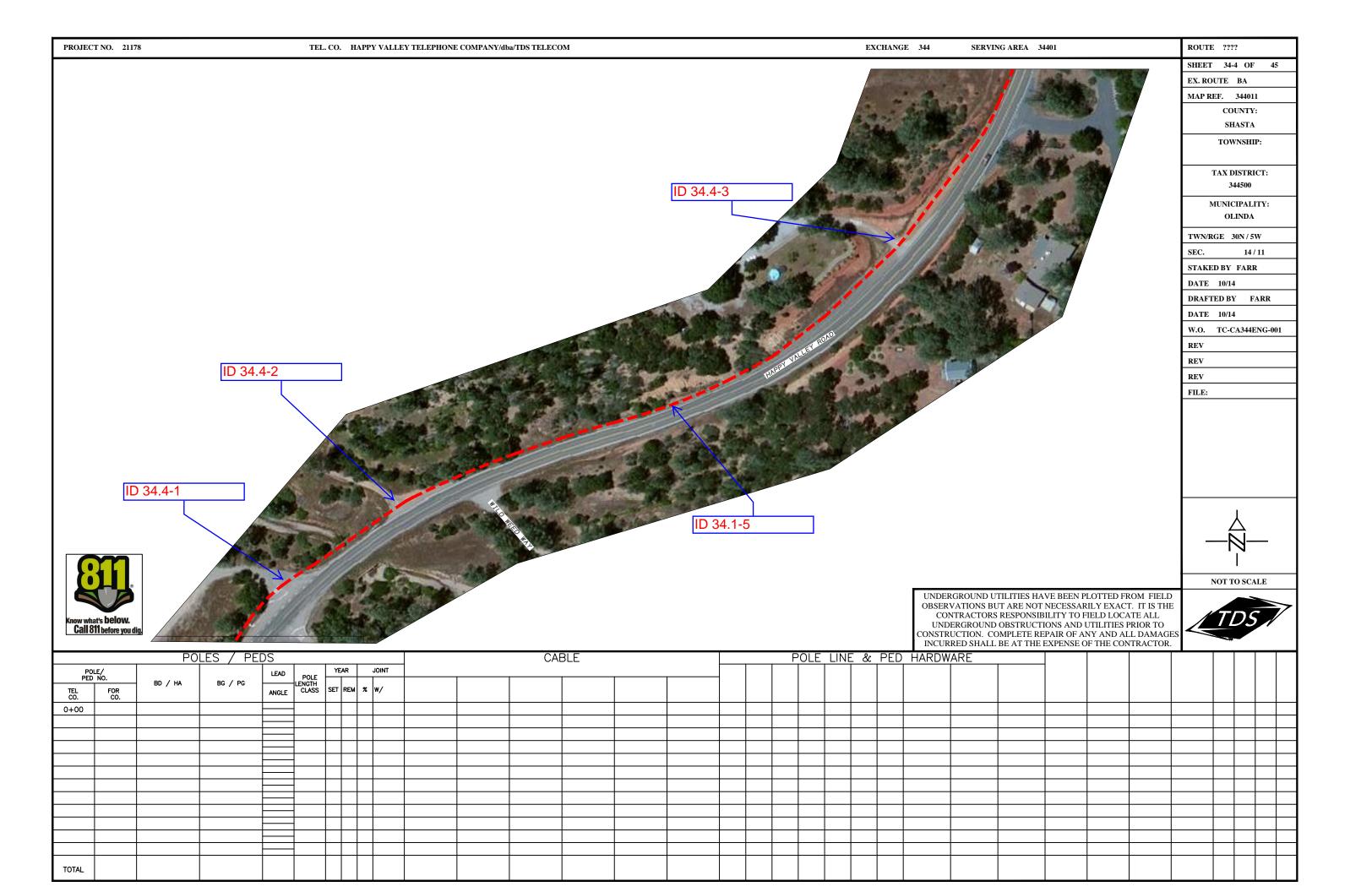


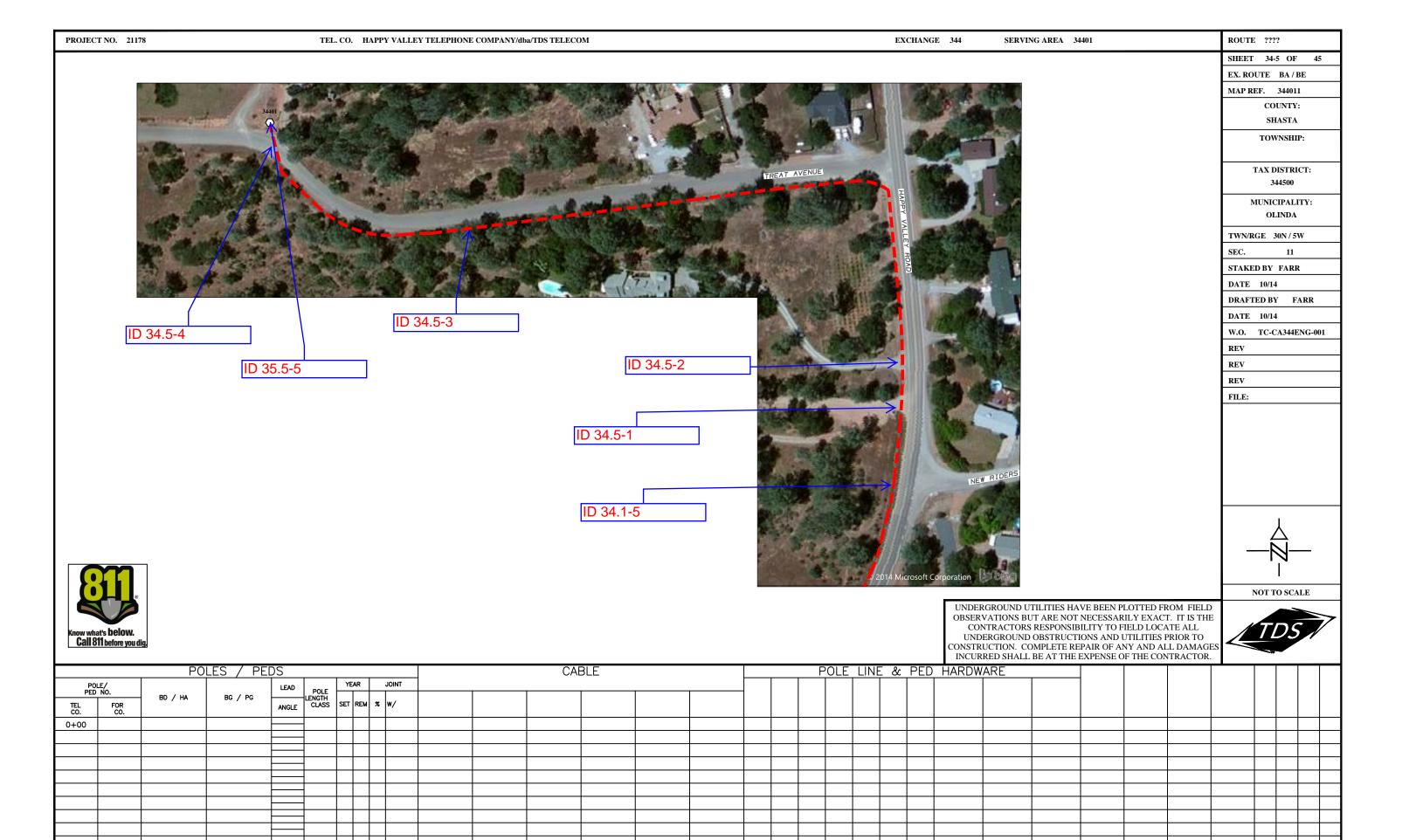


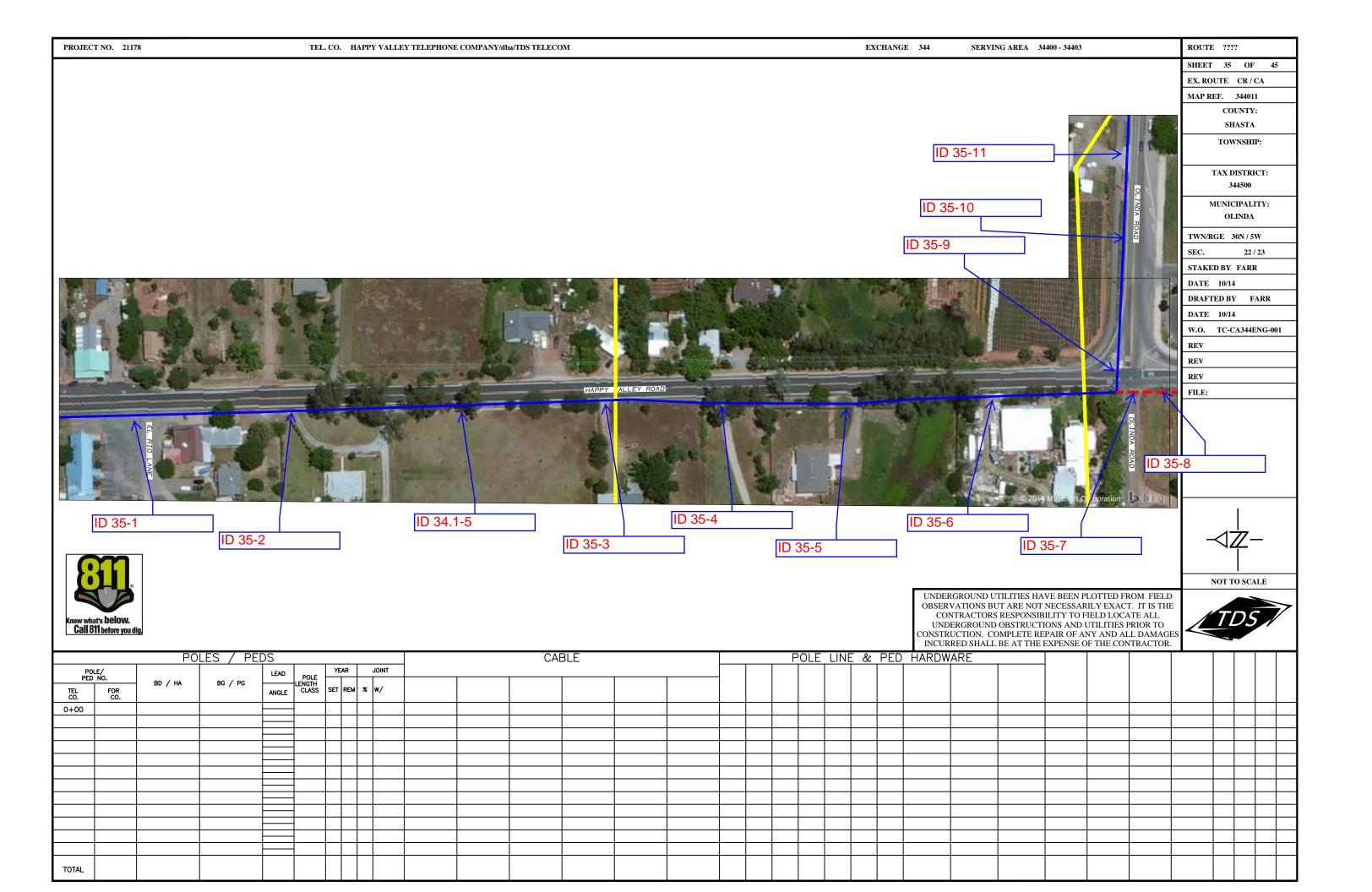


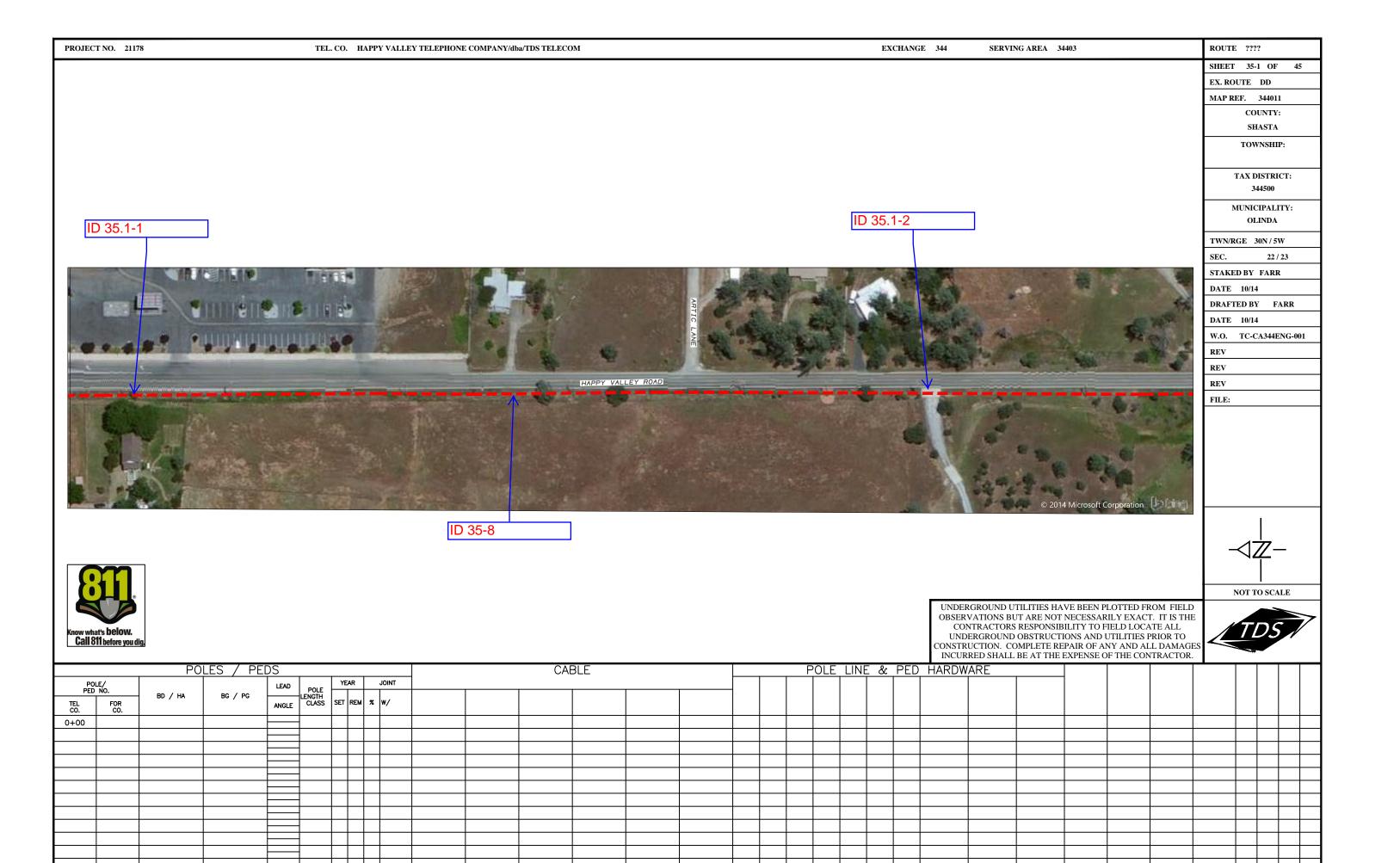


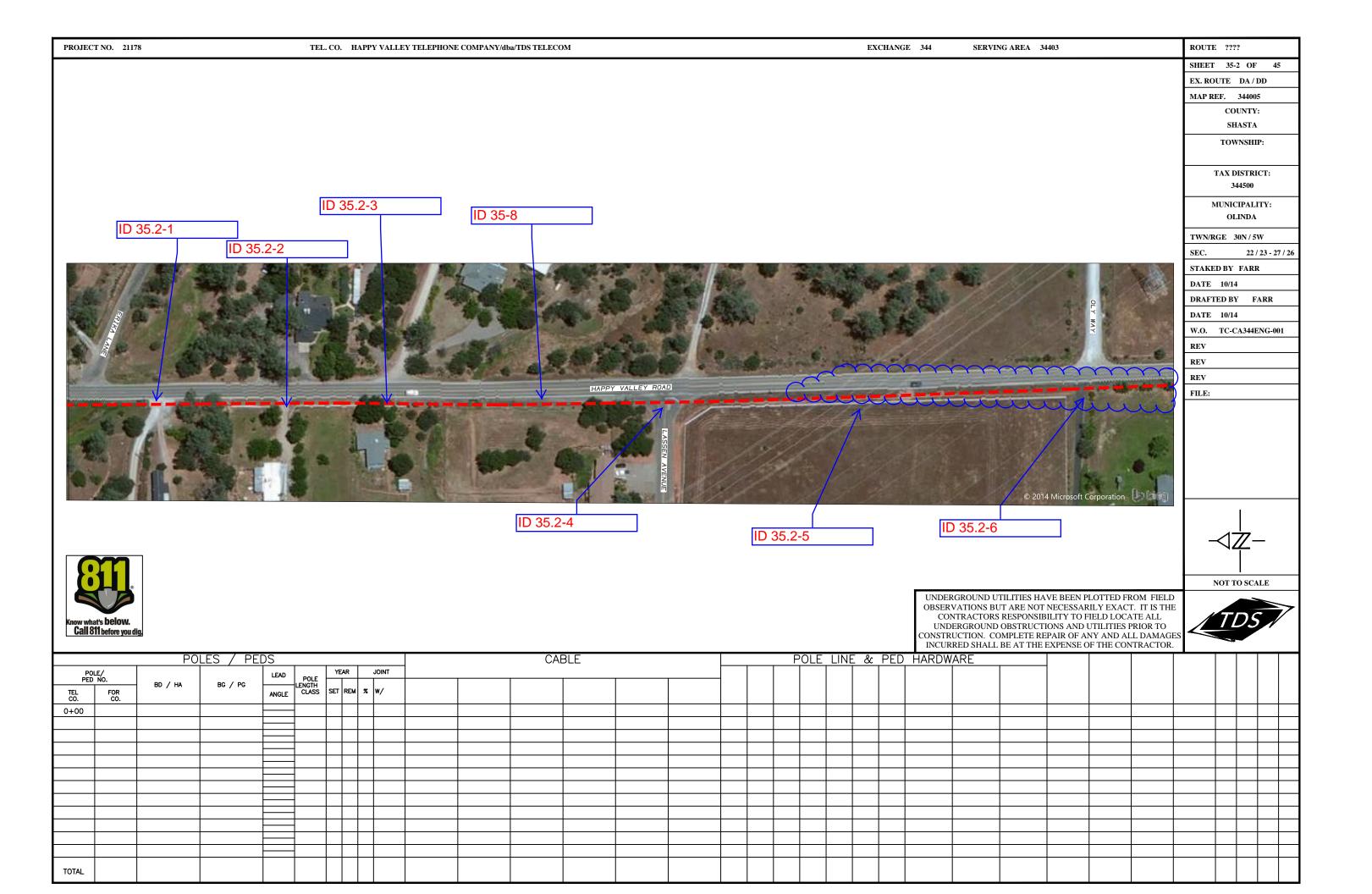
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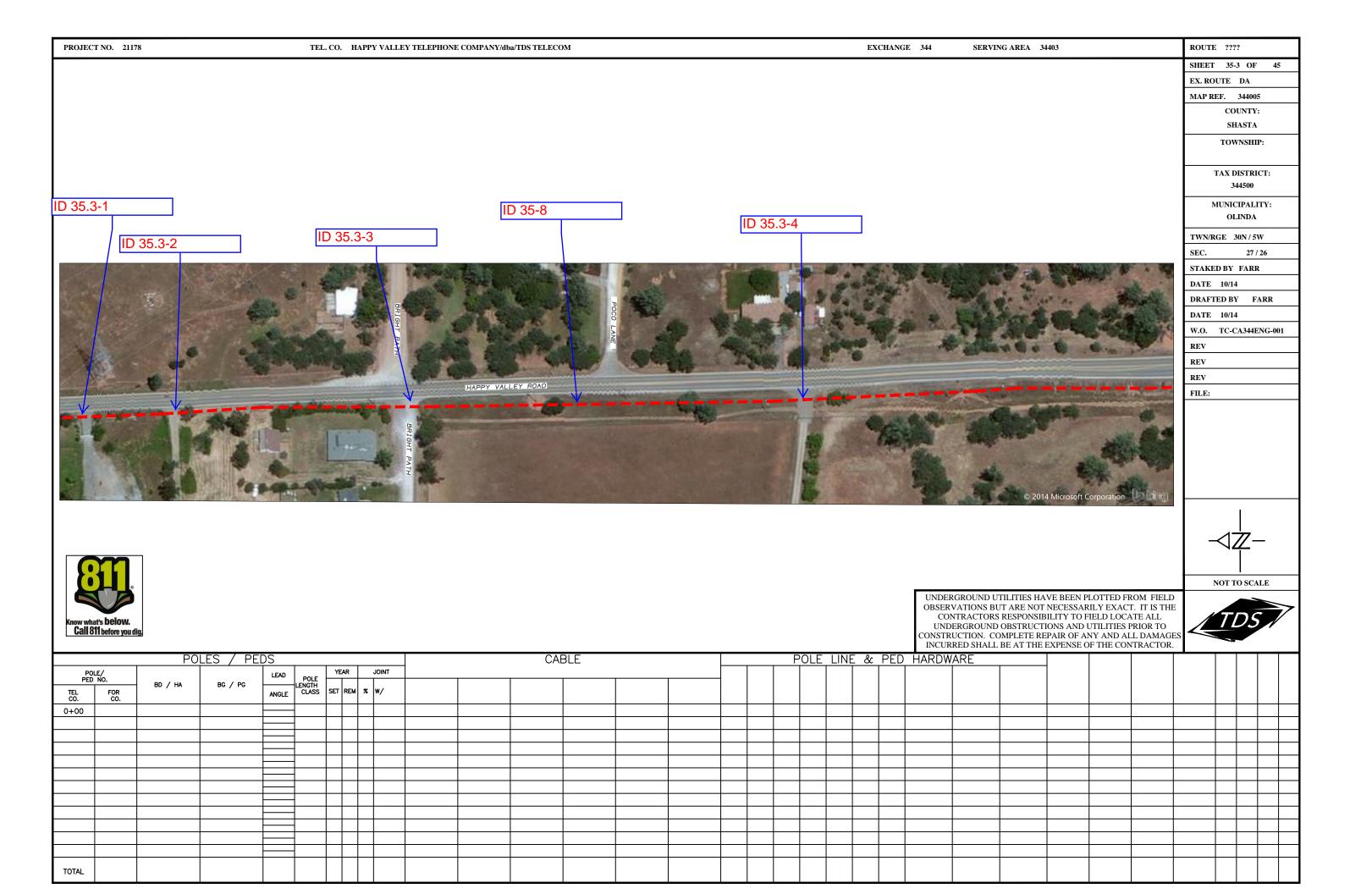


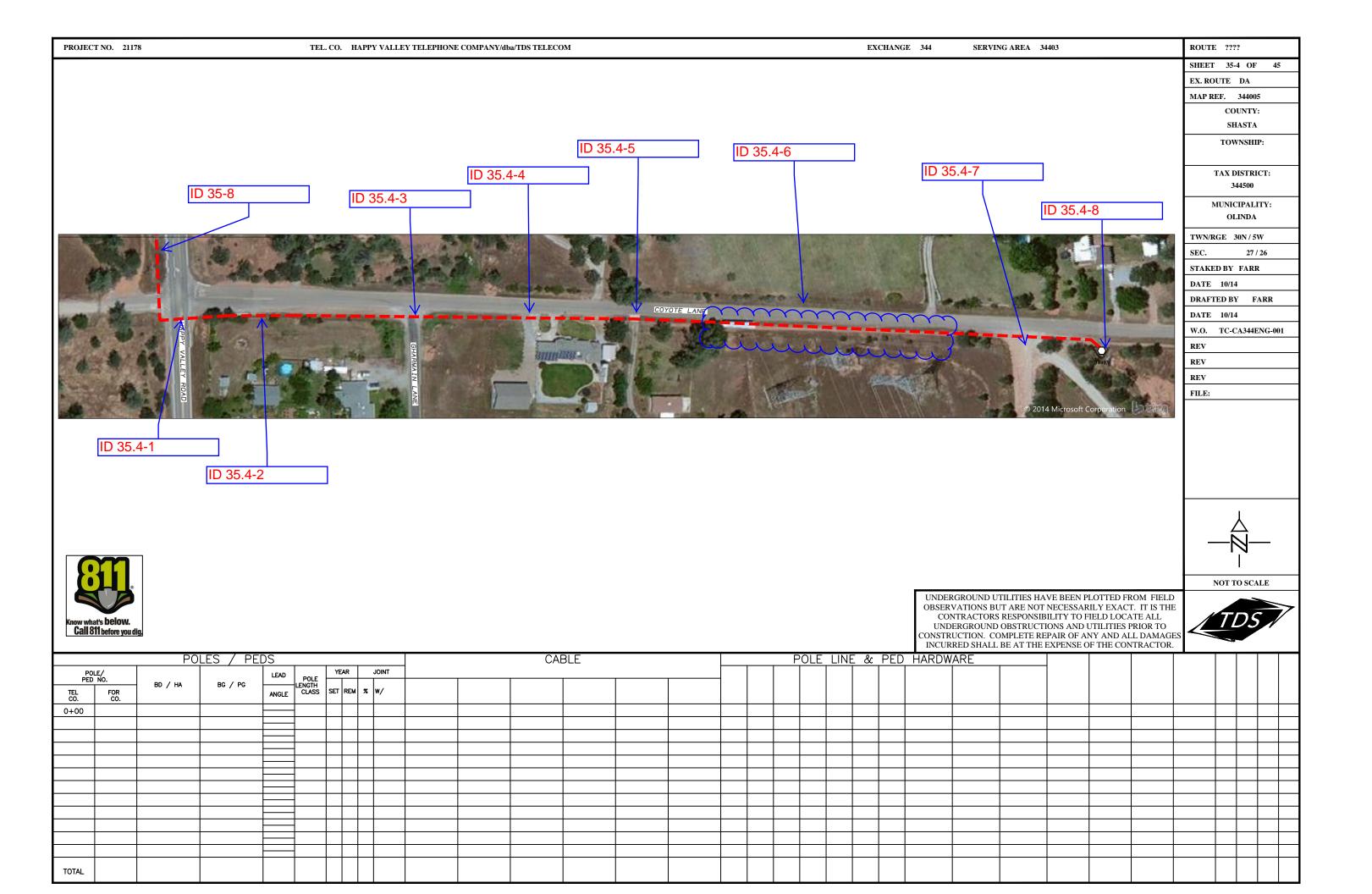




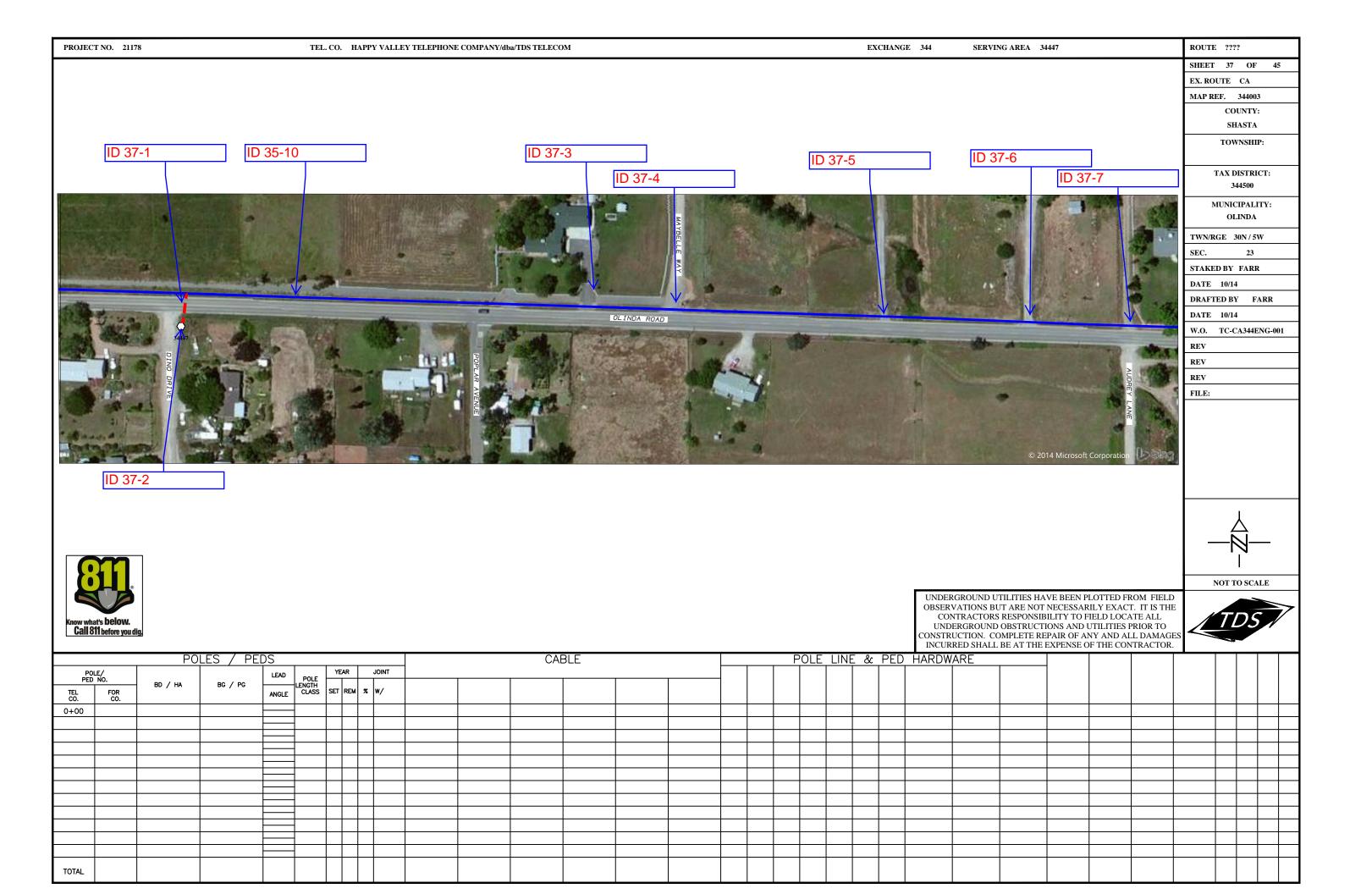


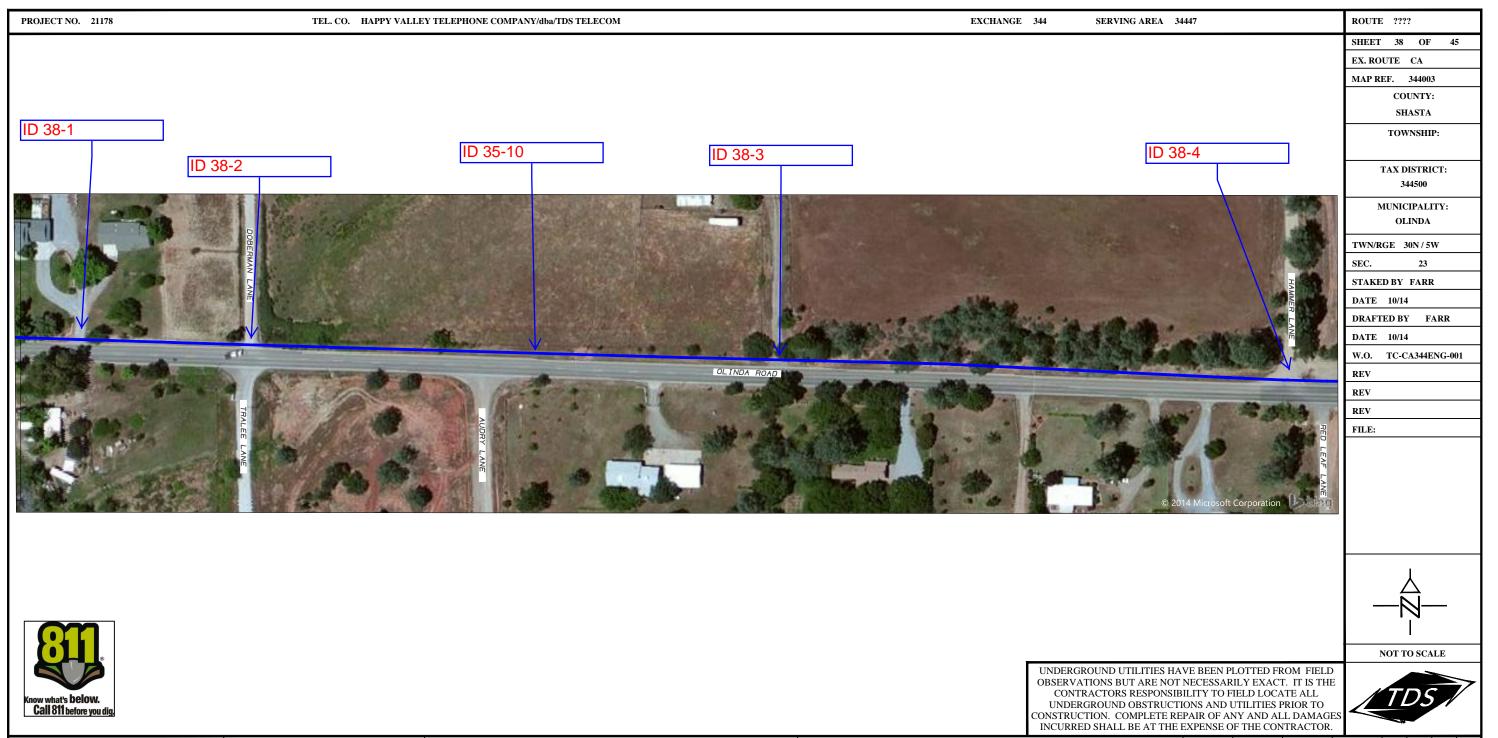




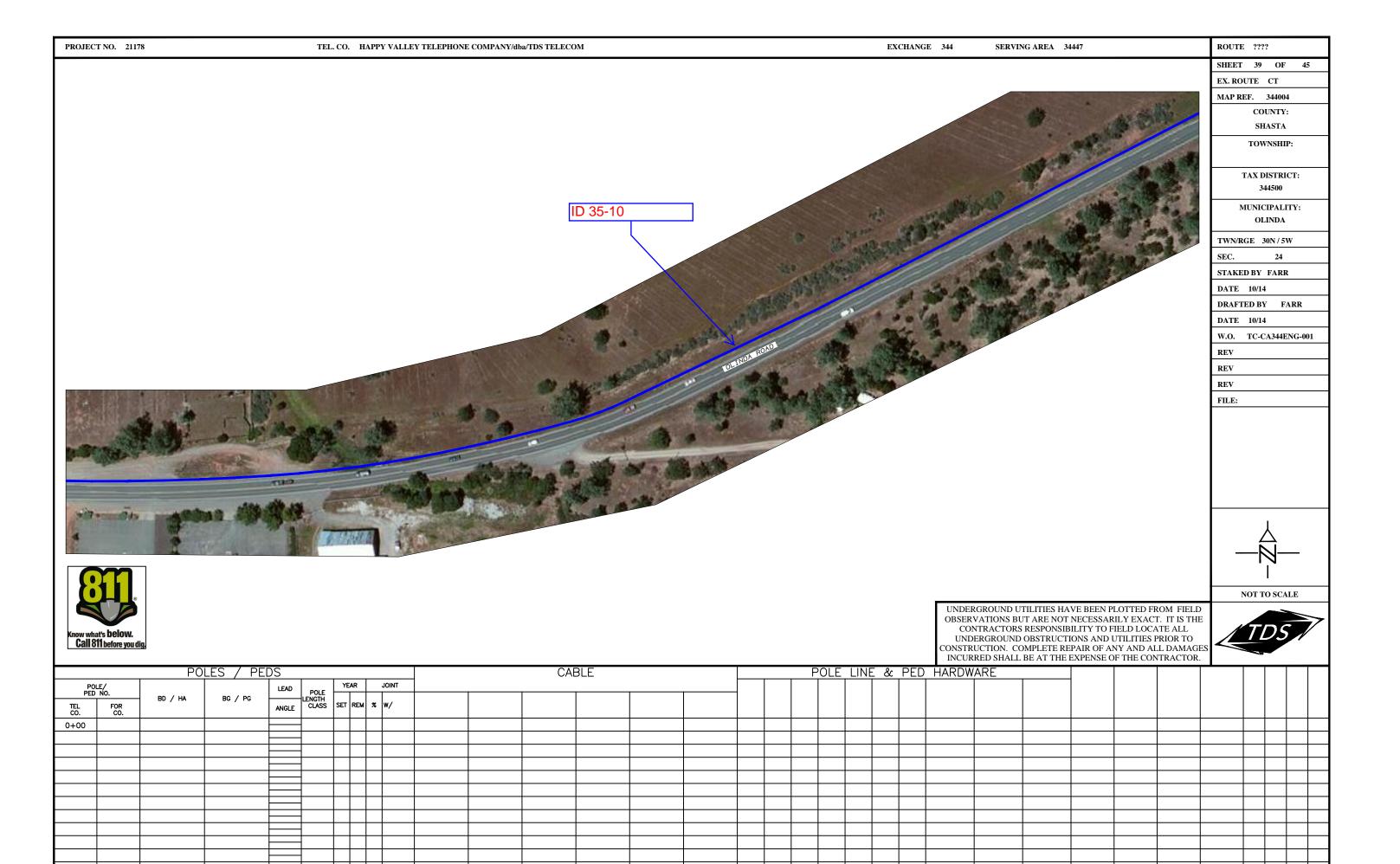








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PROJECT NO. 21178 TEL. CO. HAPPY VALLEY TELEPHONE COMPANY/dba/TDS TELECOM EXCHANGE 344 SERVING AREA 34447 ROUTE ???? SHEET 41 OF 45 EX. ROUTE CT MAP REF. 344004 COUNTY: SHASTA

ID 35-10



TOWNSHIP:

TAX DISTRICT: 344500

MUNICIPALITY: OLINDA

TWN/RGE 30N / 5W

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DATE 10/14

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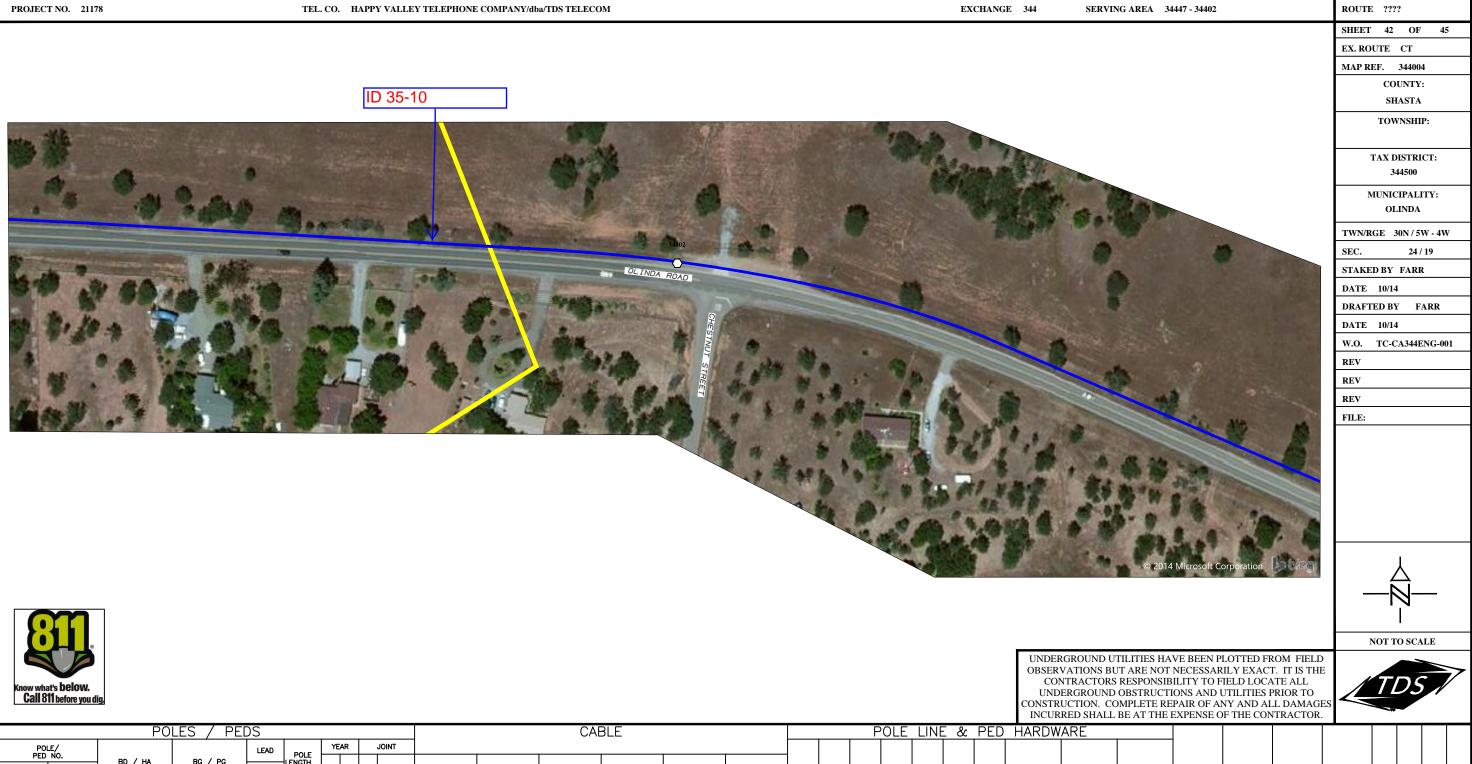


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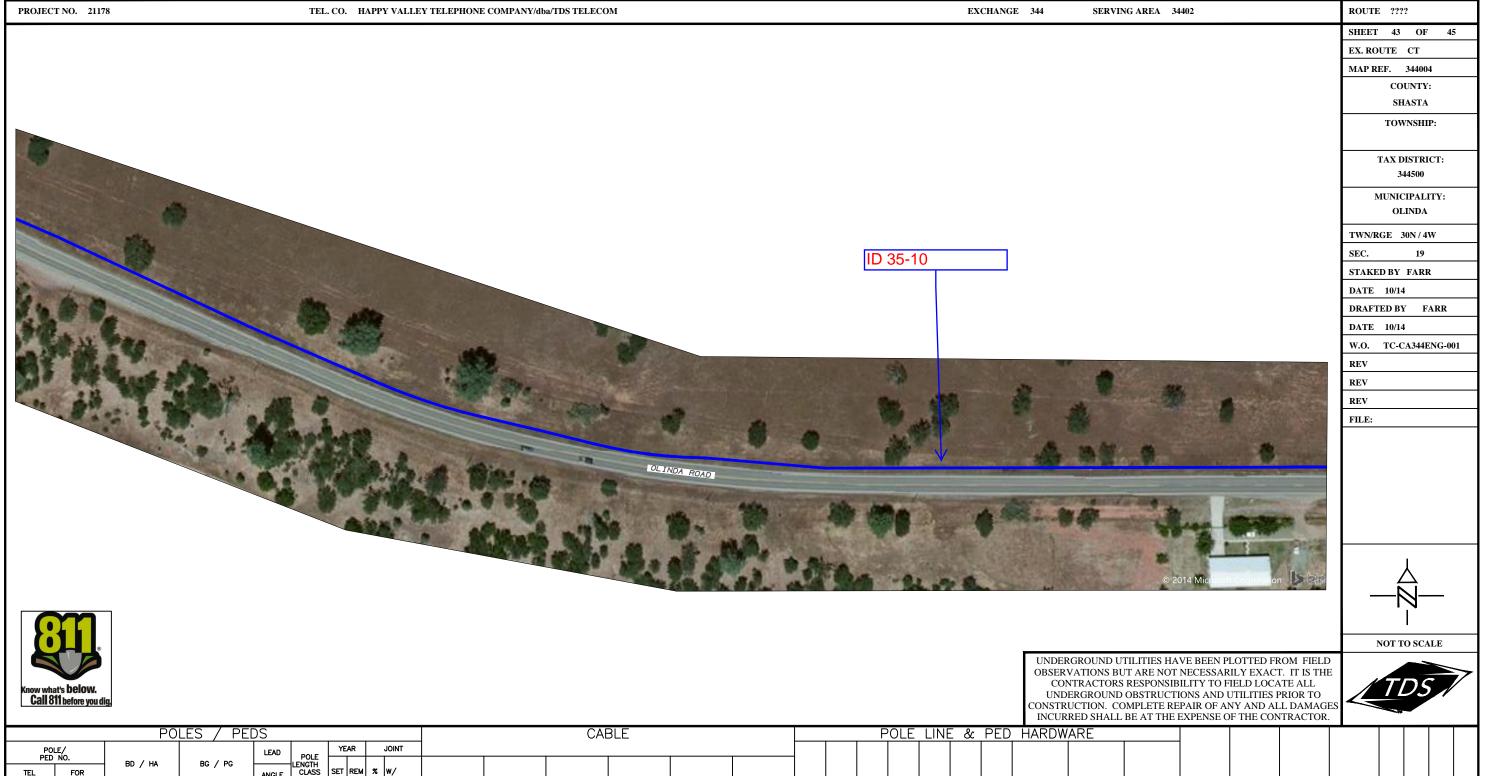
UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

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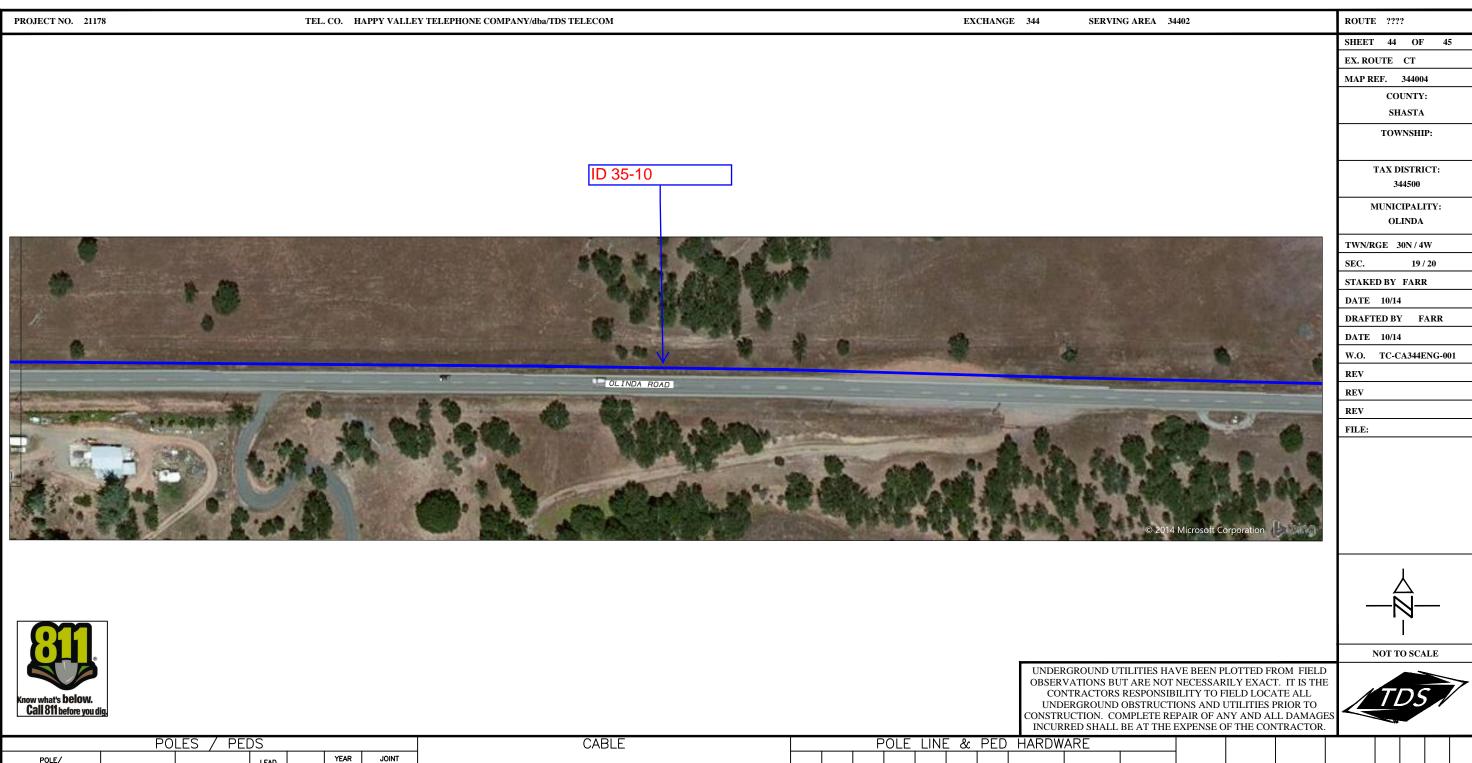
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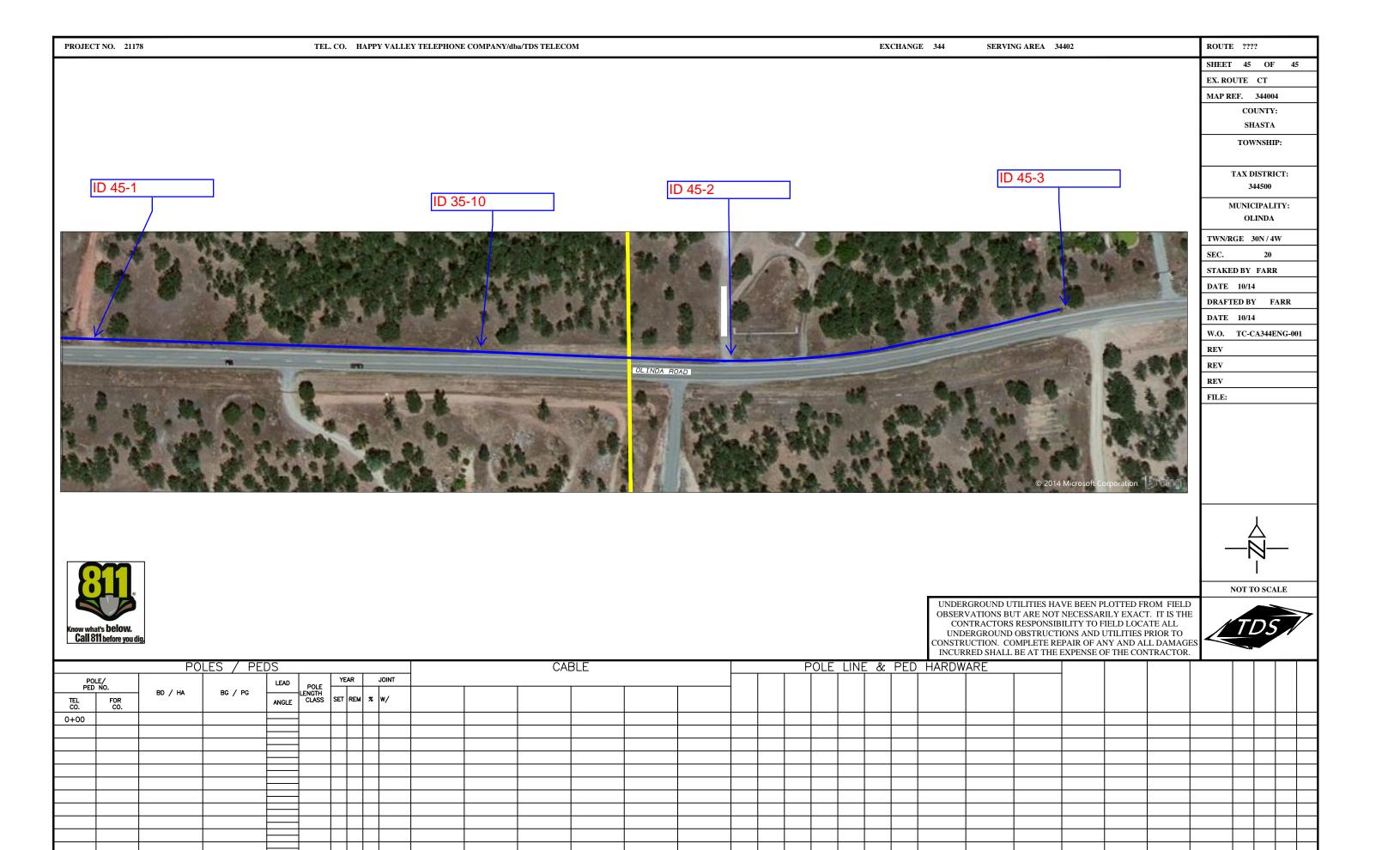
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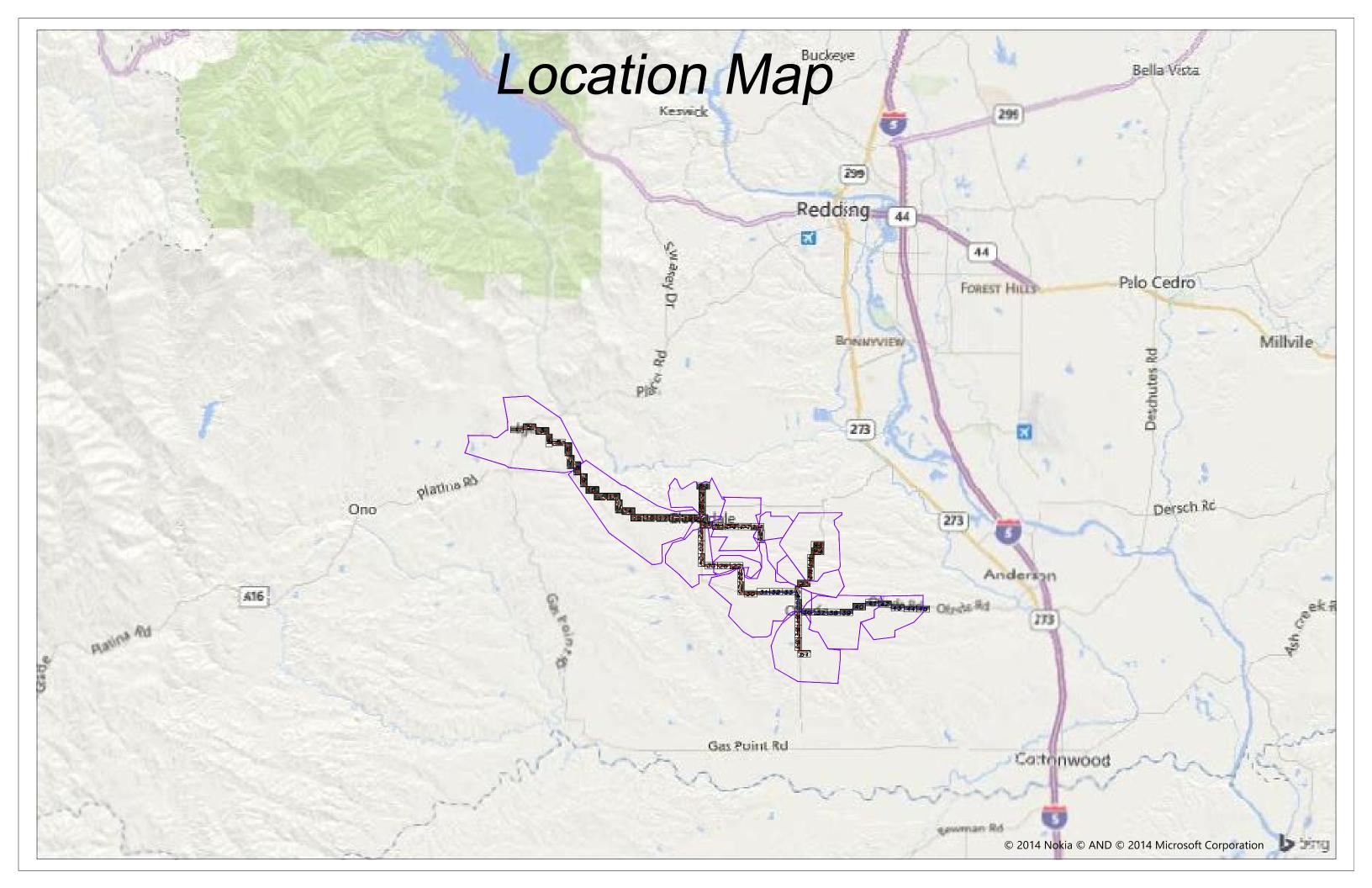


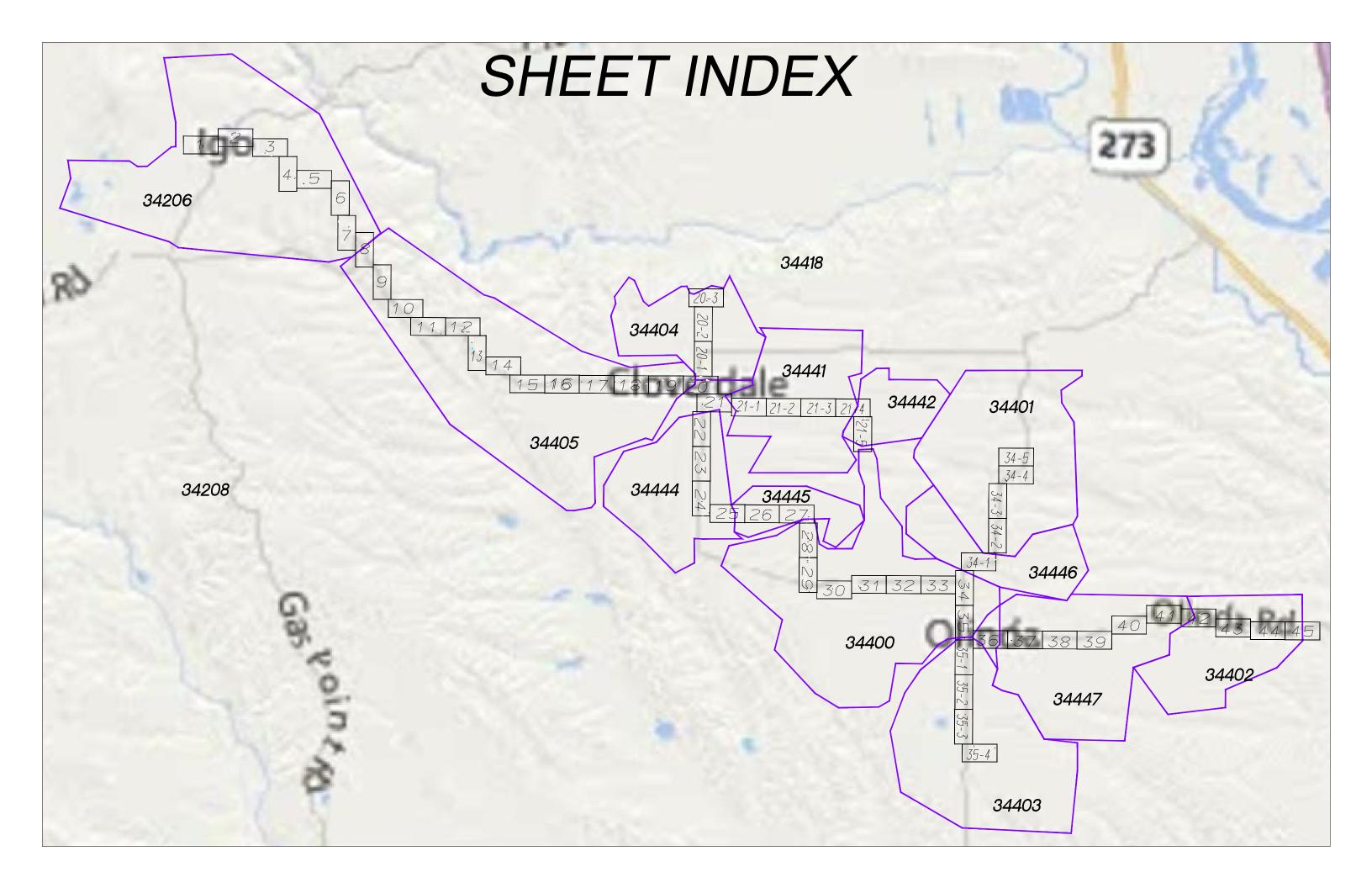
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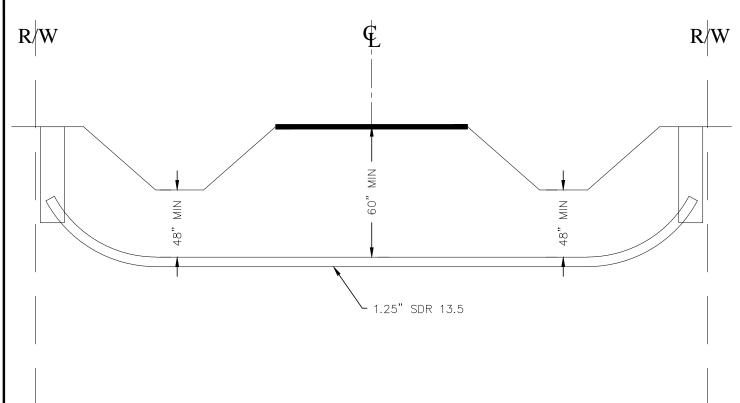
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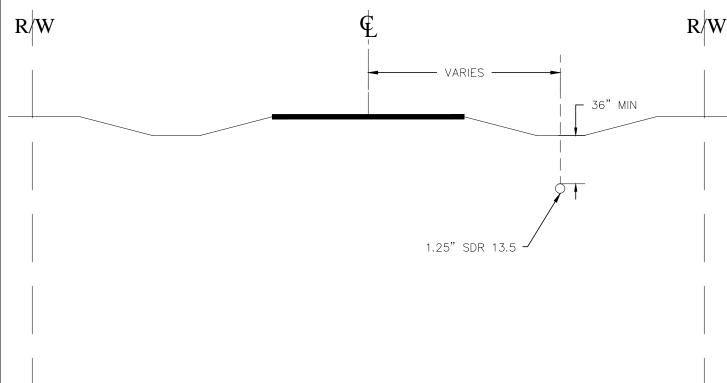


TYPICAL SECTIONS



TYPICAL BORE PROFILE

- 1. Crossing will be made utilizing directional bore methodology.
- 2. Depth to top of duct will be a minimum of forty-eight inches (48") below bottom of ditch
- 3. Depth to top of duct will be a minimum of sixty inches (60") below hard road surface.
- 4. Entry and Exit locations on each side of roadway will be dug down to depth of running line as required and care will be taken to return pits to original or better condition.



TYPICAL PARALLEL PROFILE

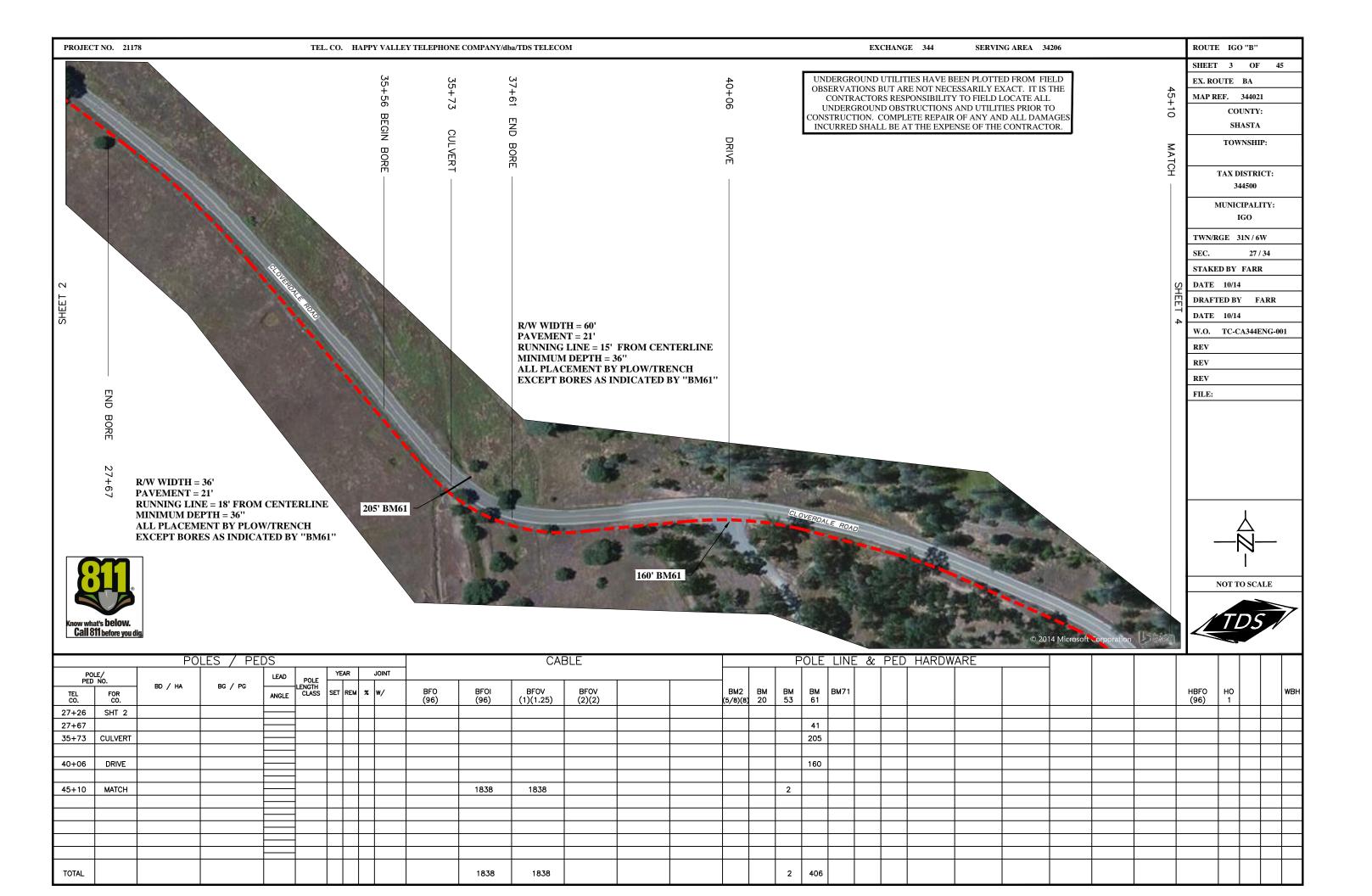
- Minimum depth from ground to top of duct will be 36"
 Placement shall be by directional bore, plow or trench methodology
- 3. When trenching or plowing, warning tape shall be placed 12" above top of duct
- 4. Running line shown on sheets subject to change due to location of existing utilities

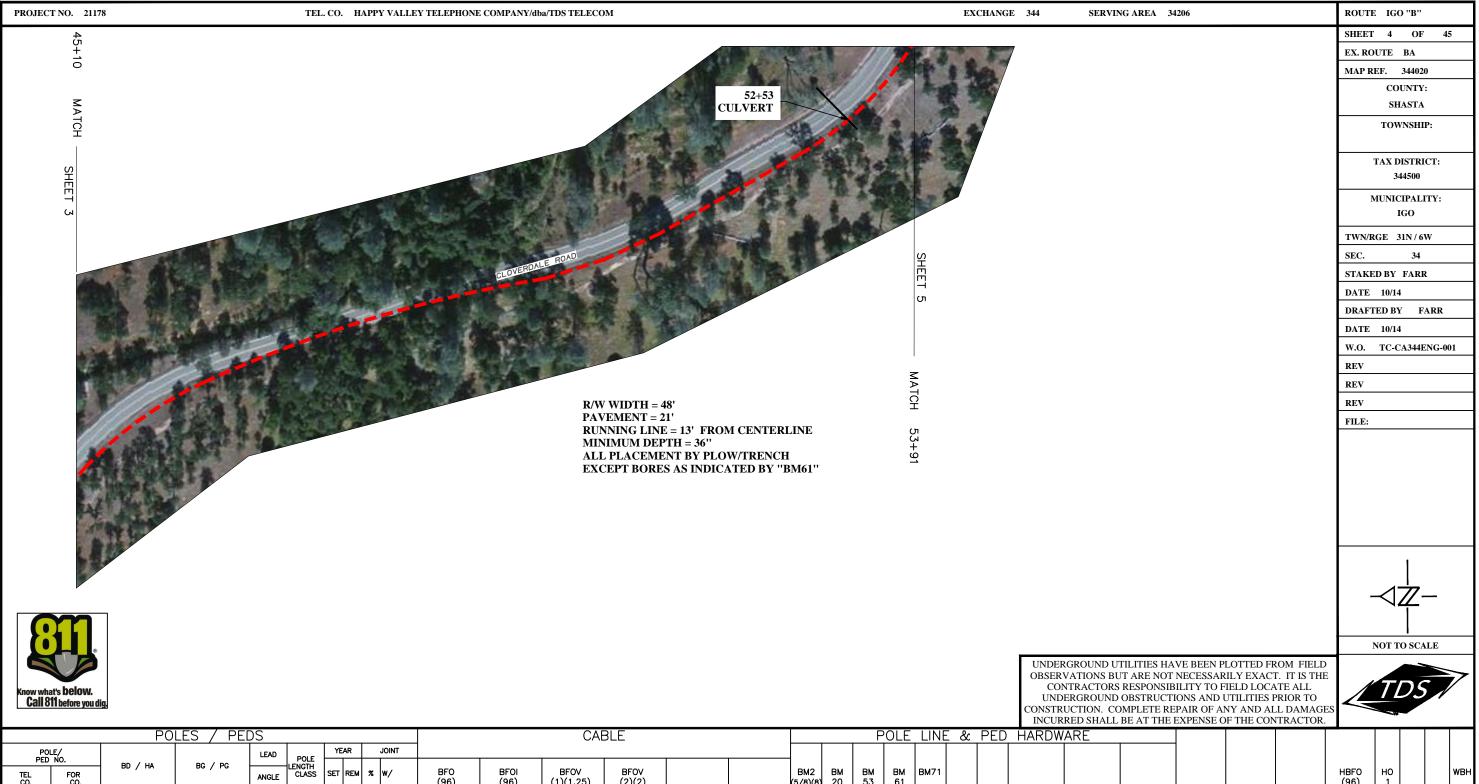
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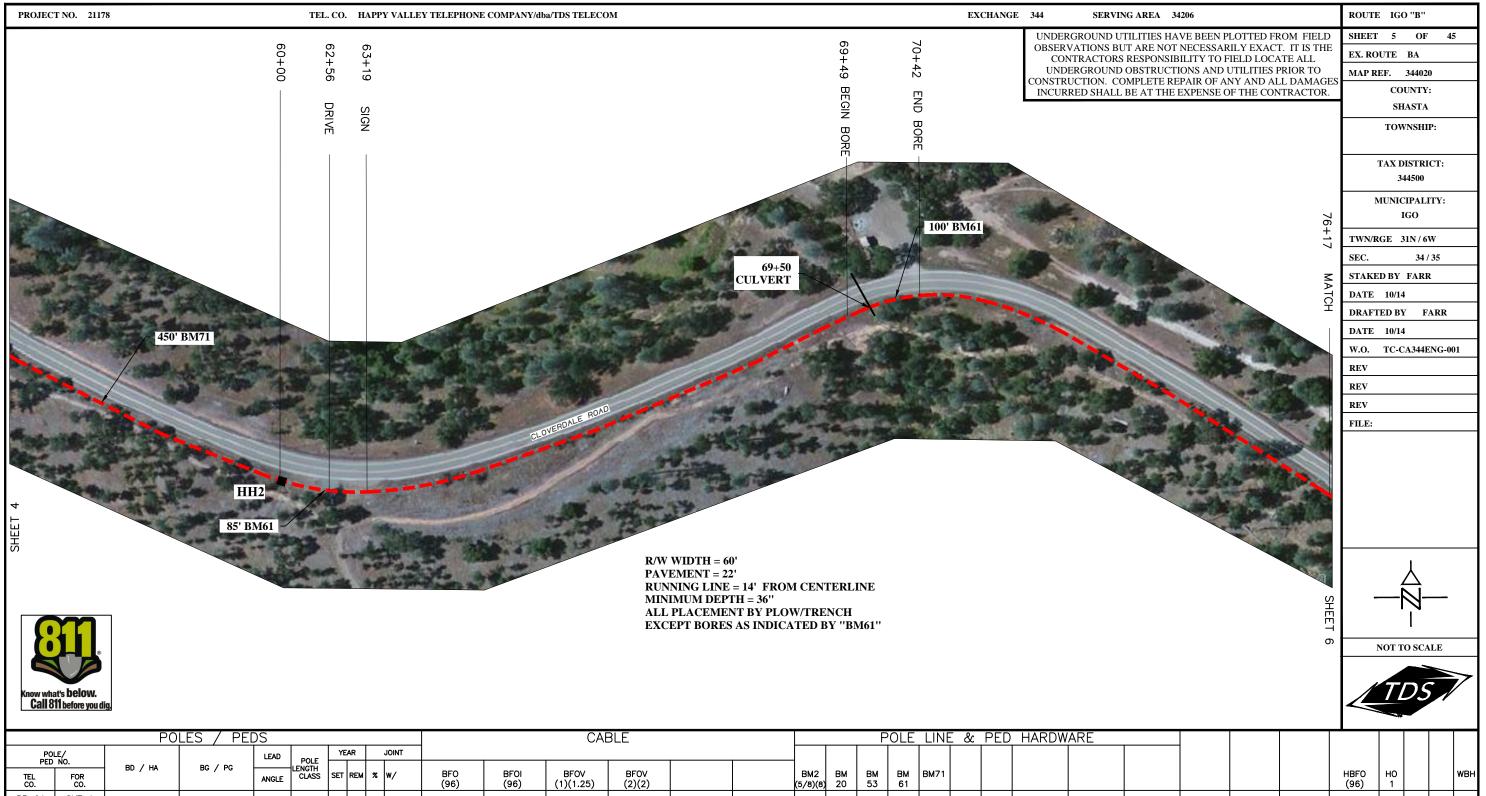
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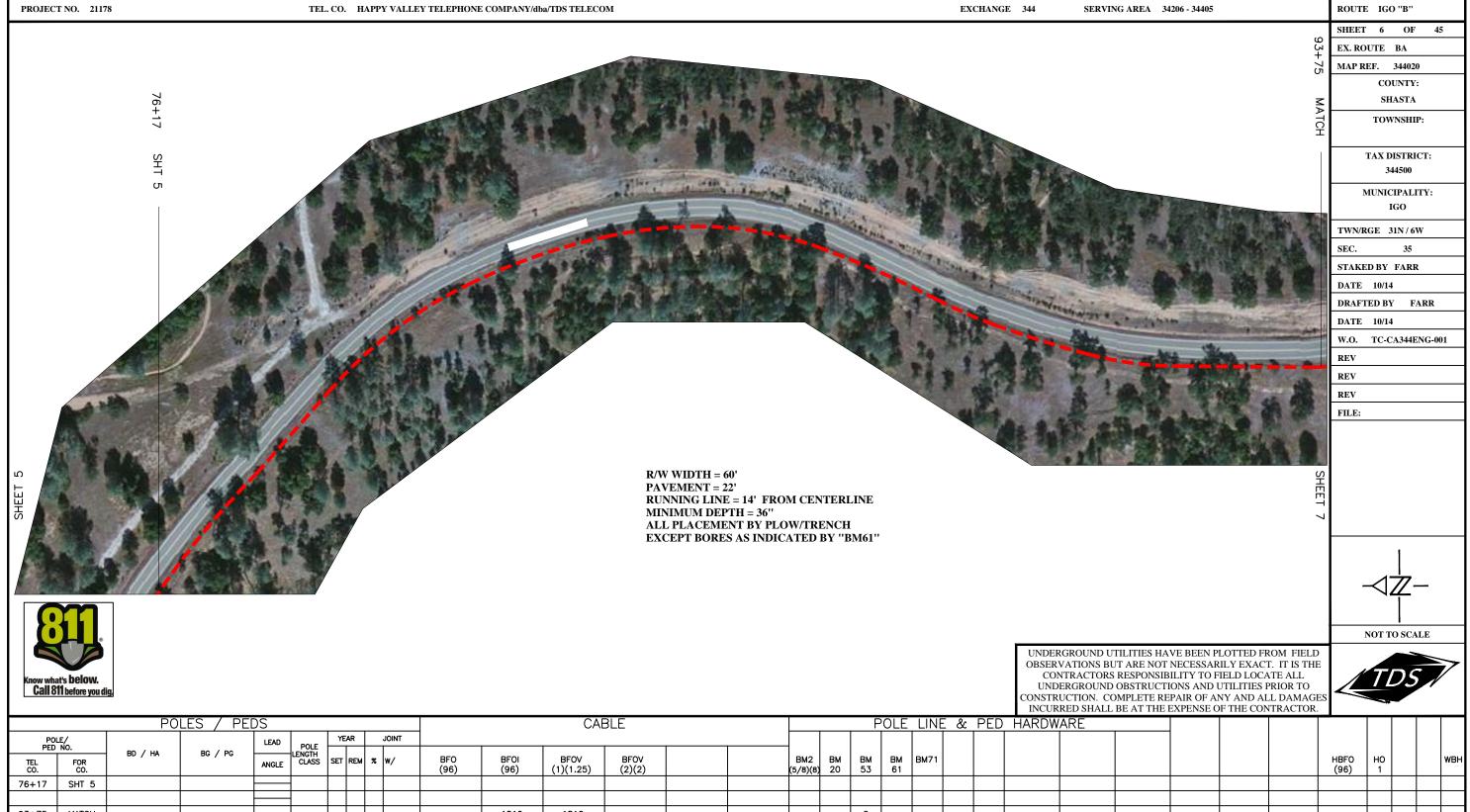




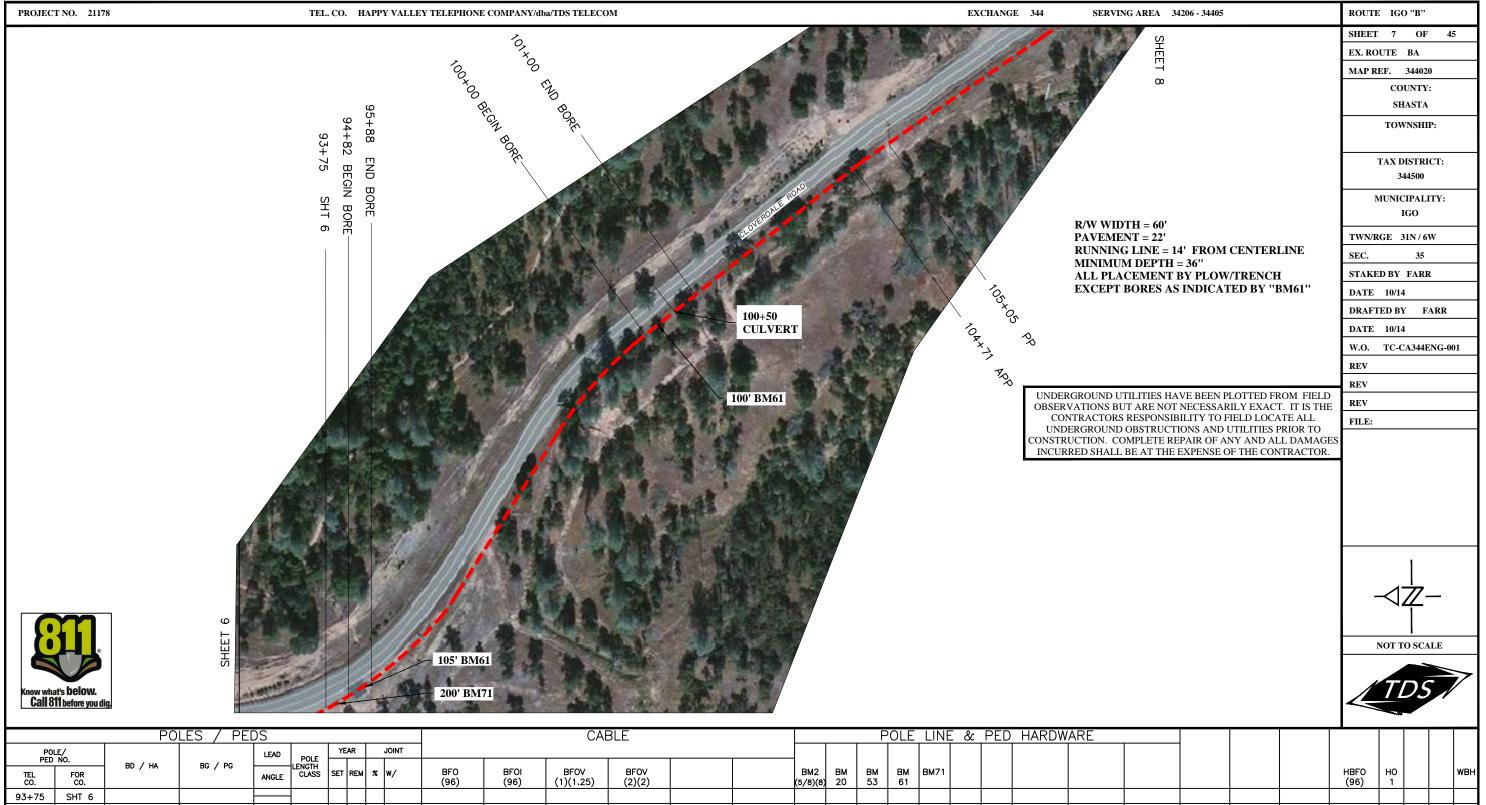
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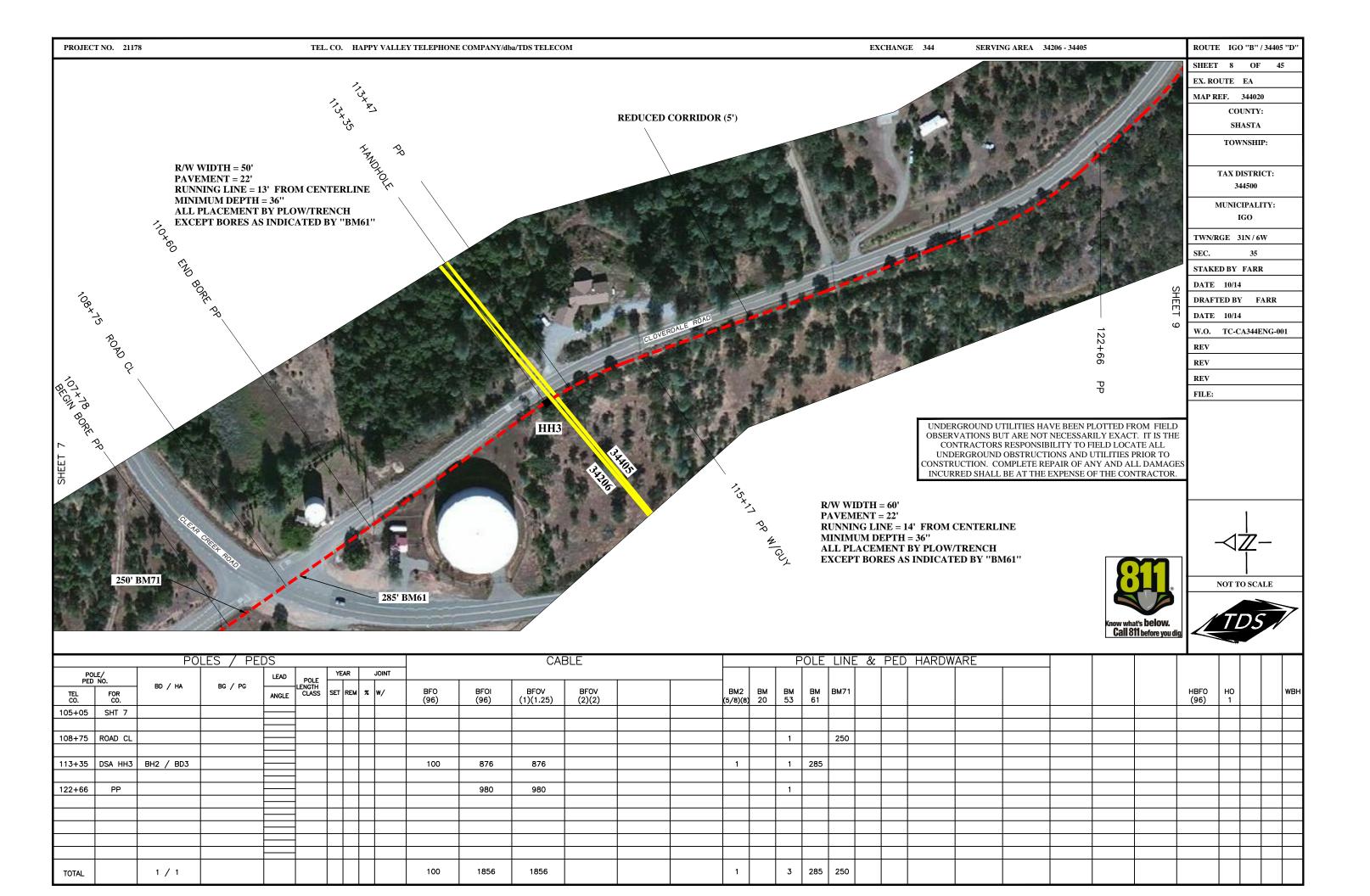
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TEL CO.	FOR CO.	או / טט	BG / FG	ANGLE	CLASS	SET REM	% W/	BFO (96)	BF0I (96)	BFOV (1)(1.25)	BFOV (2)(2)	BM2 (5/8)(8	BM 20	BM 53	BM 61	ВМ71						HBF (96	FO H	10 1		WBH
53+91	SHT 4																									
						$\perp \perp$																			\perp	
60+00	HH2	BH2 / BD3				$\perp \perp$		100	648	648		1		1		450									\perp	
															<u> </u>											
62+56	DRIVE				1	\vdash								1	85										\rightarrow	\perp
						\vdash									_									_	\rightarrow	\perp
69+50	CULVERT					\vdash								1	100	<u> </u>		+						_	\rightarrow	+
						\vdash									-			_				_		_	\rightarrow	\vdash
76+17	MATCH					\vdash			1686	1686					<u> </u>			+						_	+	+-
						\vdash			1						<u> </u>		-	-				_		_	+	+
					1								-		-		-	+	-			_		_	+	+
					1								-		-		-	+	-					_	+	+
TOTAL		1 / 1						100	2334	2334		1		3	185	450										

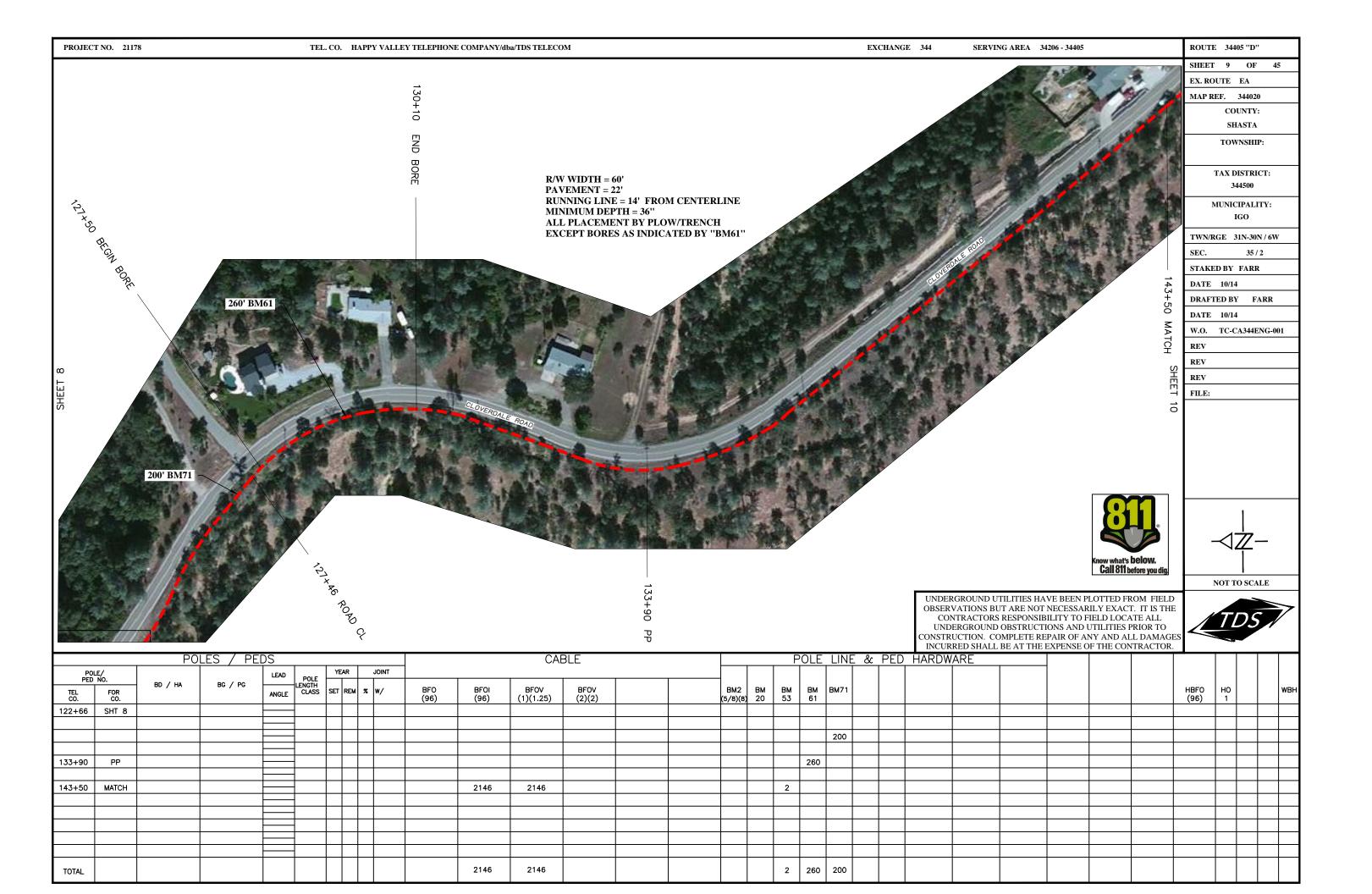


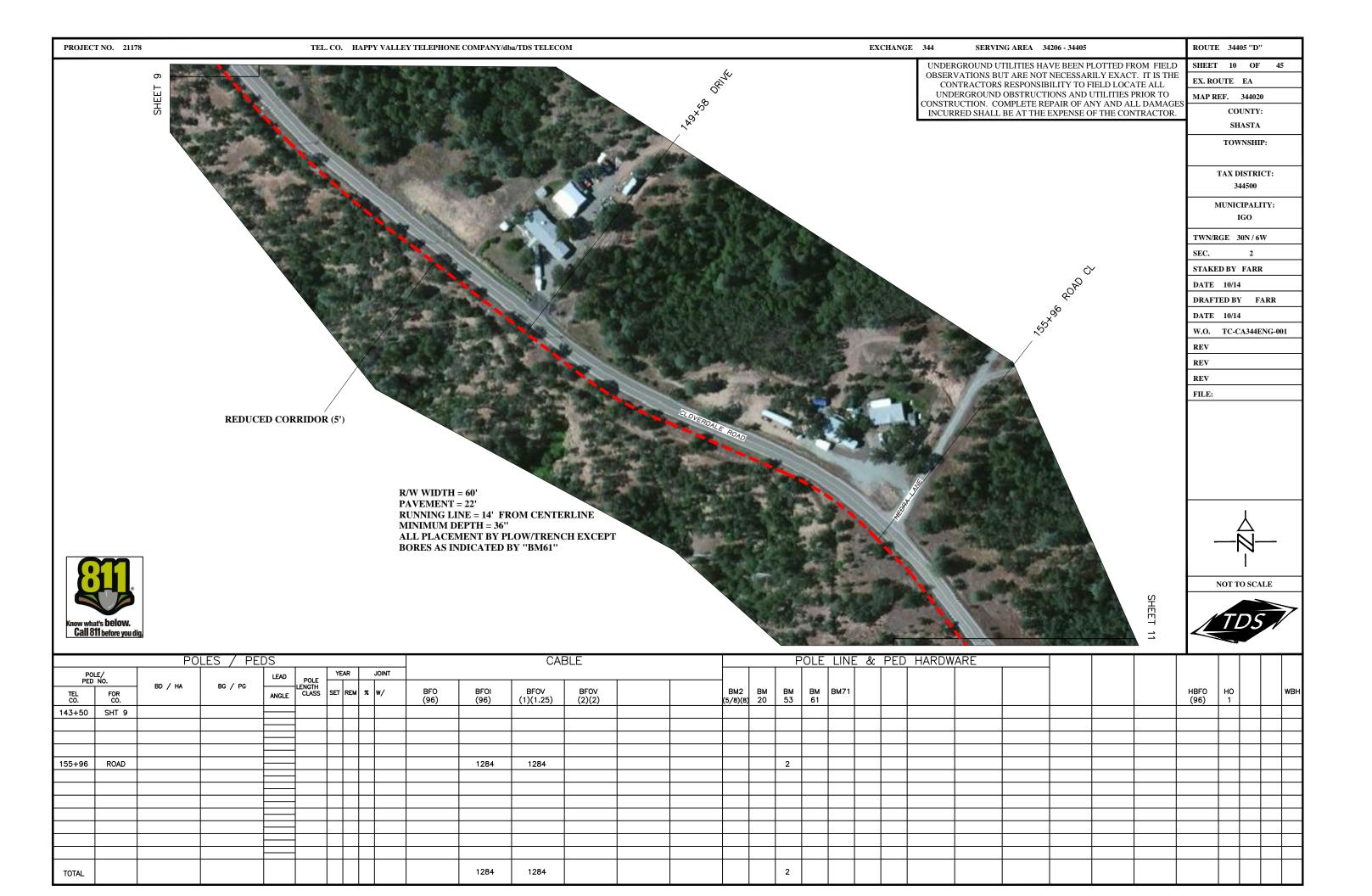
		P0	LES / PE	<u>.DS</u>							CA	BLF				<u> </u>	<u>OLE</u>	LINE	<u> </u>	PED	HARDW	ARE				(
PO PED	LE/ NO.	BD / HA	BG / PG	LEAD	POLE	<u> </u>	/EAR	JOINT		1	ı	1															
TEL CO.	FOR CO.	BU / HA	BG / PG	ANGLE	POLE LENGTH CLASS	SE SE	TREM	% W/	BFO (96)	BF0I (96)	BFOV (1)(1.25)	BFOV (2)(2)	BM (5/8	M2 B)(8)	BM 20	ВМ 53	ВМ 61	BM71						HBFO (96)	H0 1		WBH
76+17	SHT 5																										
					_																					$\overline{}$	
93+75	MATCH									1810	1810					2										\leftarrow	
						_	\perp																			\vdash	
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-						4	44							_												\vdash	
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					_	+	+							+	_	\rightarrow				+ +						\vdash	+-
						+	+							+												\vdash	+
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						+	+							-						+ +						-	+
TOTAL										1810	1810					2											

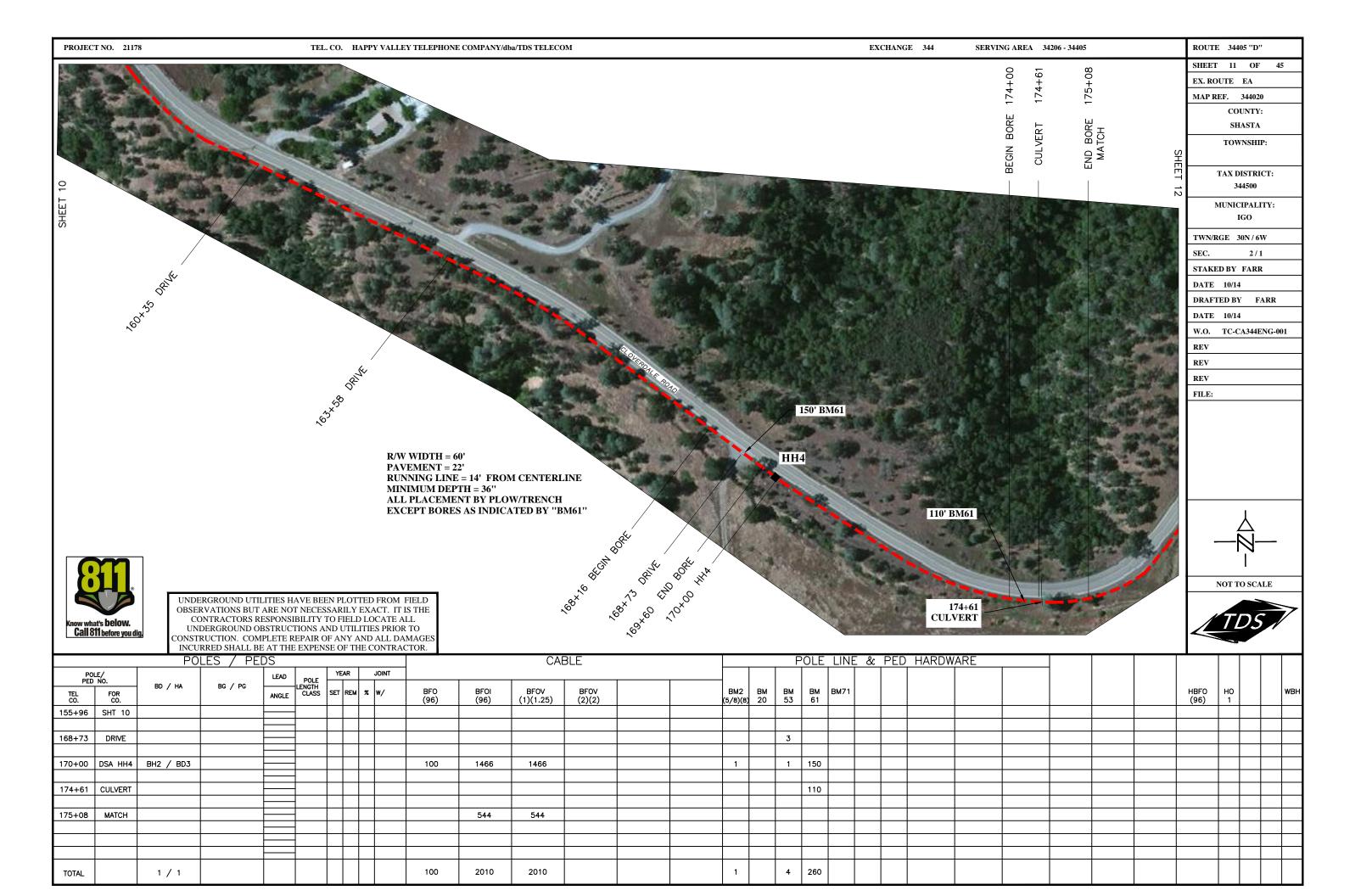


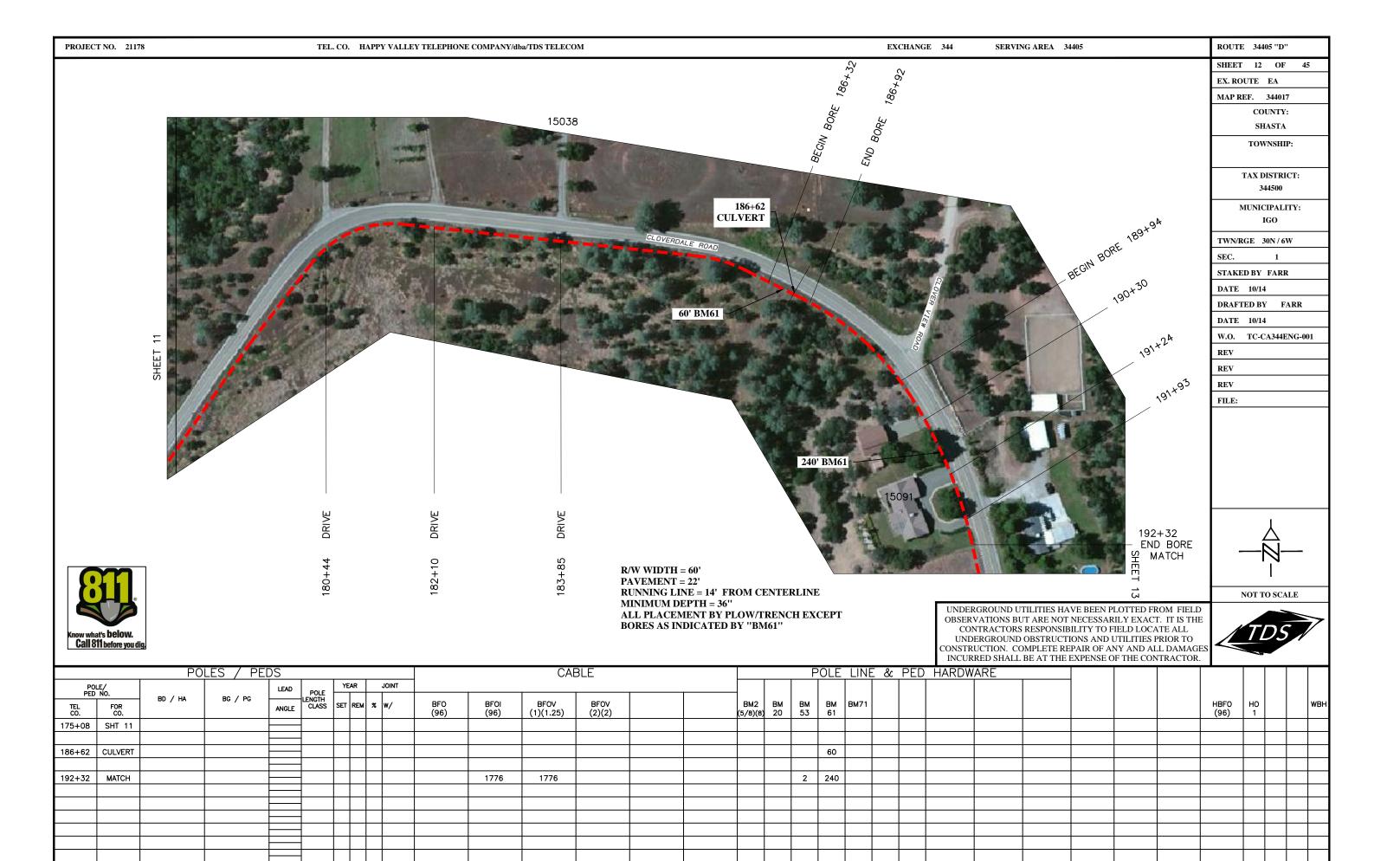
PO PED	LE/			LEAD	DOLE	YEAR	JOINT																
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	LENGTH	SET REM	% W/	BFO (96)	BFOI (96)	BFOV (1)(1.25)	BFOV (2)(2)	BM2 (5/8)(8)	ВМ 20	BM 53	BM 61	ВМ71					HBFO (96)	HO 1	WBH
93+75	SHT 6																						
100+50	CULVERT													1	105	200							
															100								
104+71	APP																						
105+05	PP								1164	1164													
																			•				
TOTAL									1164	1164				1	205	200							



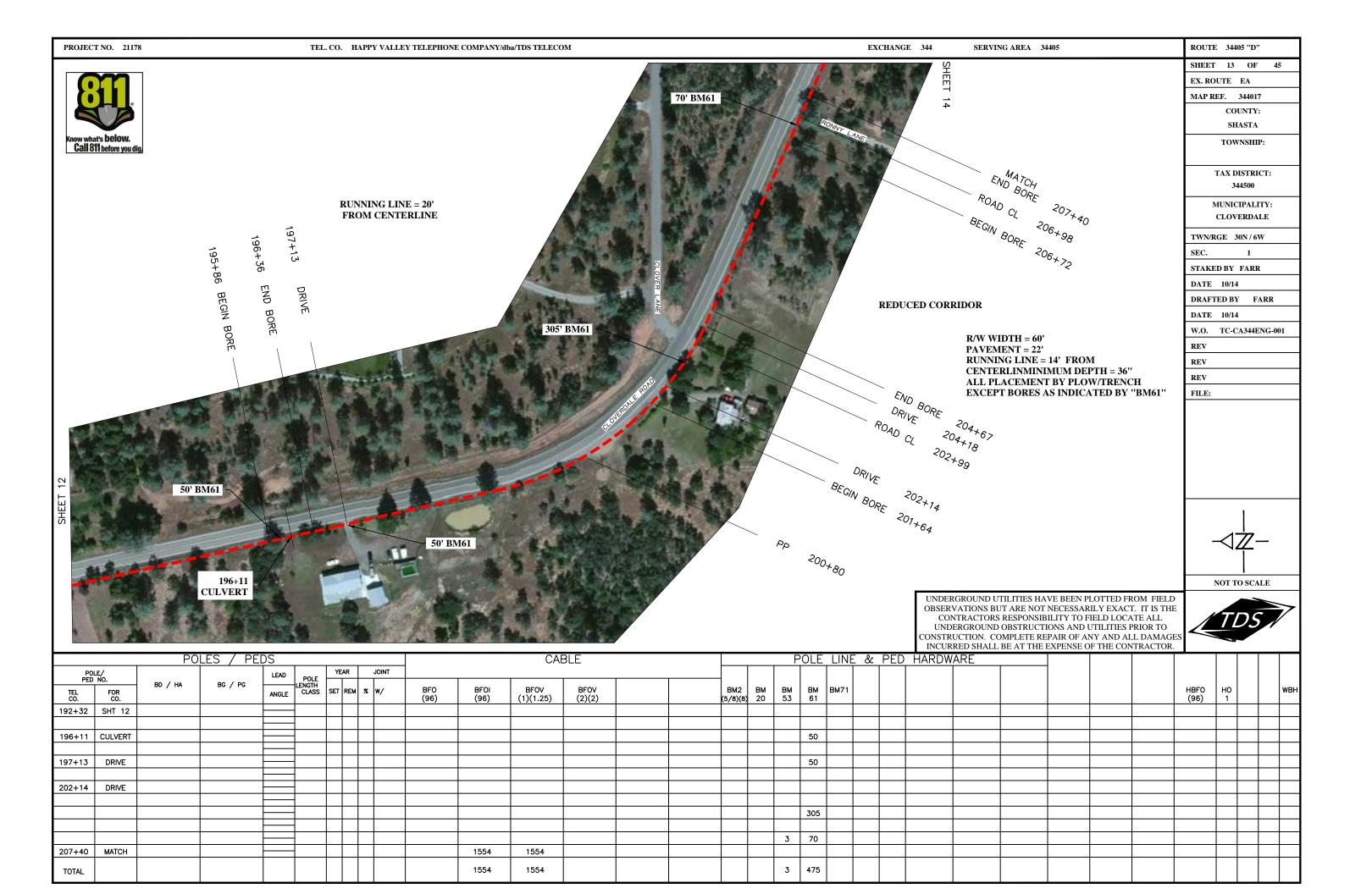


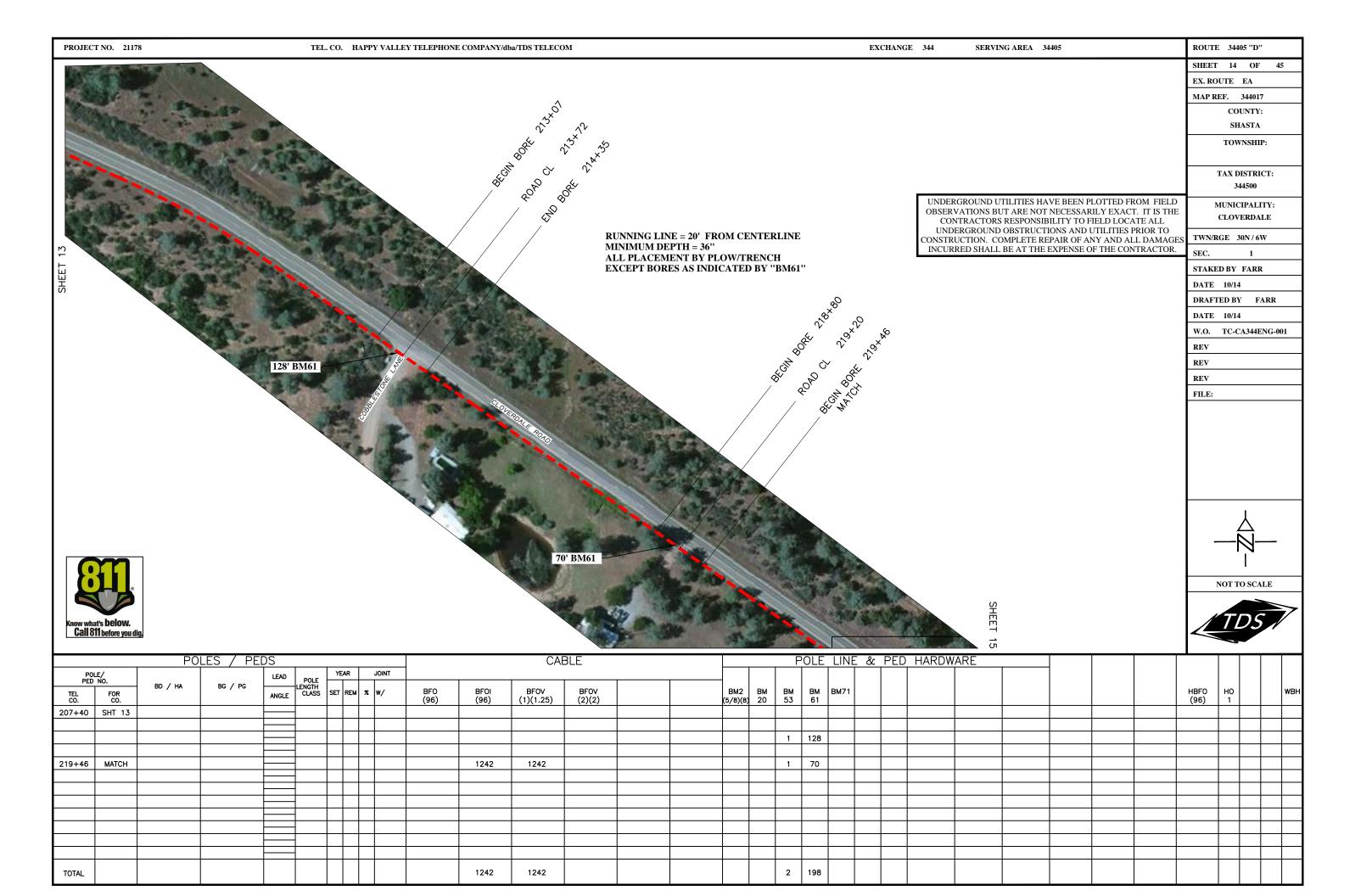


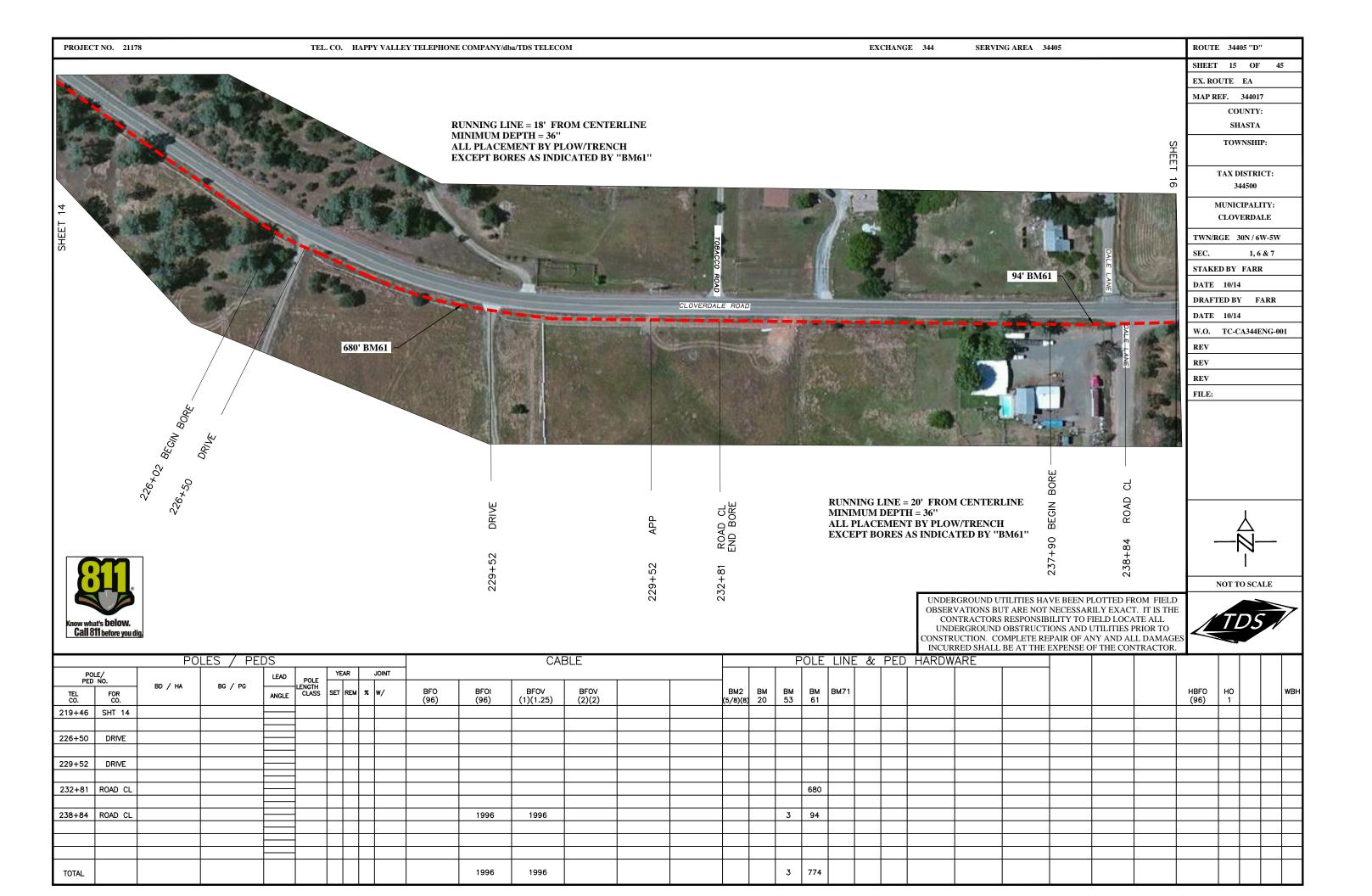


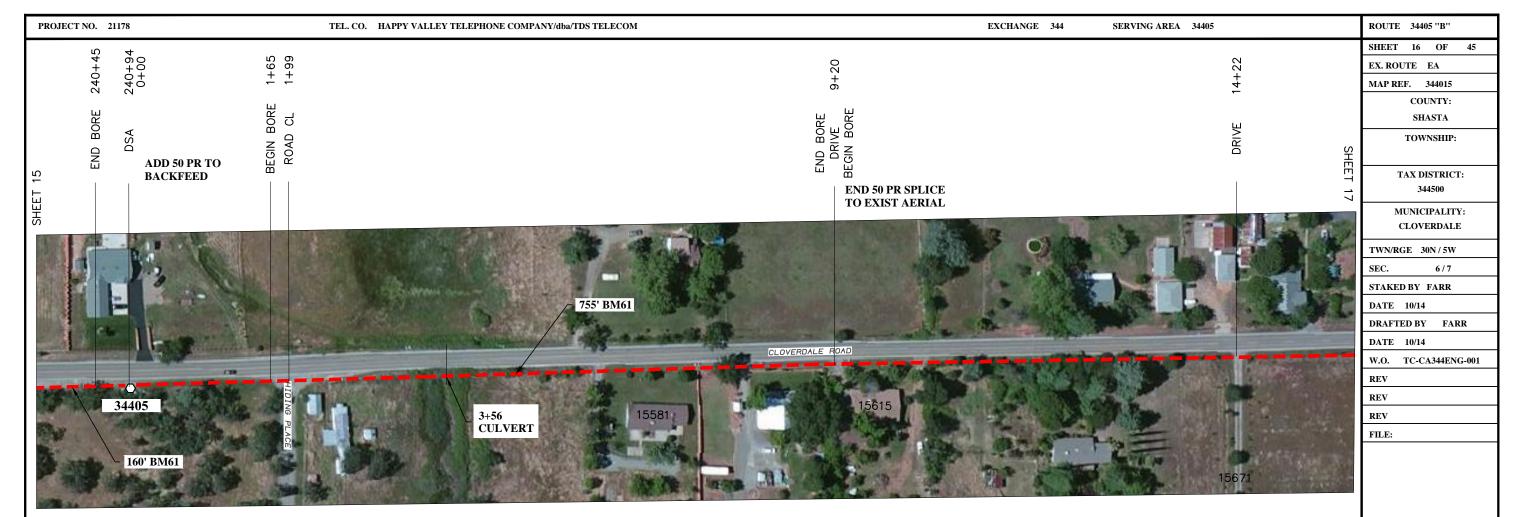


TOTAL









R/W WIDTH = 63'
PAVEMENT = 24'
RUNNING LINE = 18' FROM CENTERLINE
MINIMUM DEPTH = 36"
ALL PLACEMENT BY PLOW/TRENCH
EXCEPT BORES AS INDICATED BY "BM61"

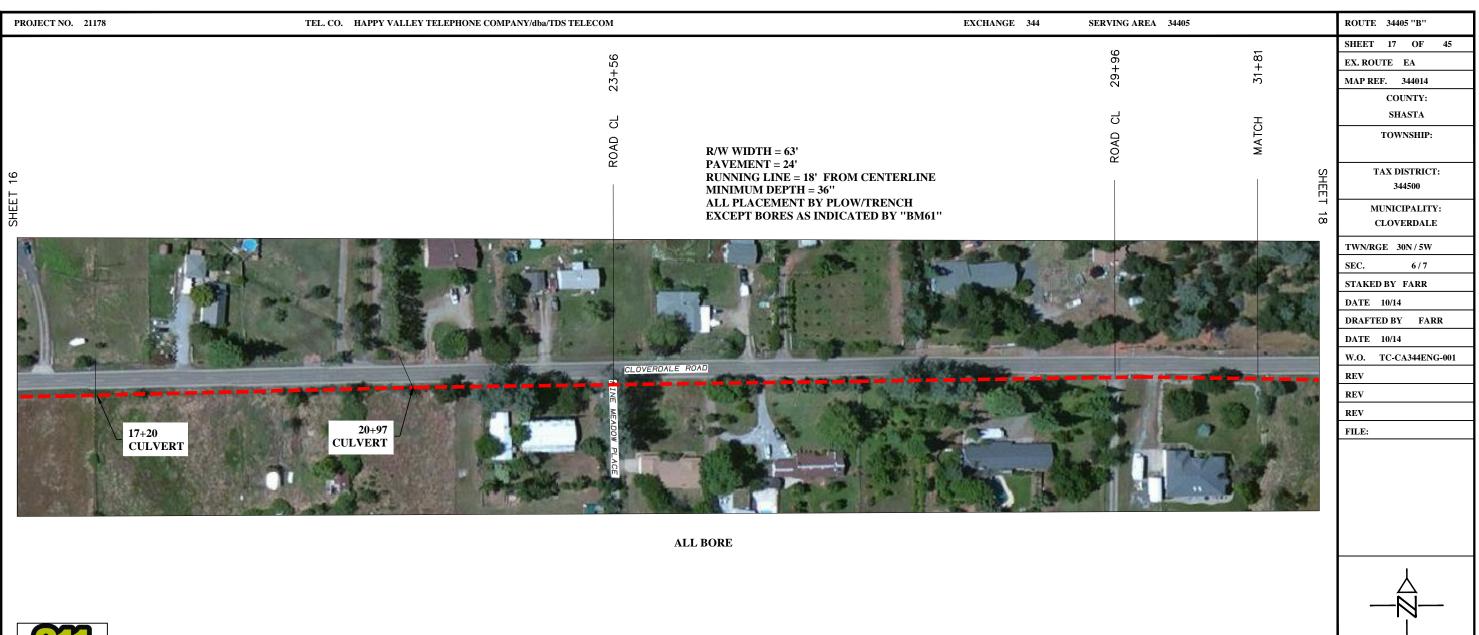


NOT TO SCALE



UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

																							BE AT THE EXPENSE	OF THE CON	VIRACIOR.				
		PO	LES / PE	DS						CA	BLE					F	POLE	LIN	E &	PEC	HARDV	/ARE				·			
PO PED	LE/ NO.		/	LEAD	POLE LENGTH	YEAR	JOINT		ı	1																			
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	CLASS	SET REM	% W/	BFO (96)	BF0I (96)	BFOV (1)(1.25)	BF0V (2)(1.25)	BFC 50-24	BFC 50-24I	BM2 (5/8)(8)	ВМ 20	BM 53	BM 61	ВМ71	BM 81							HBFO (96)	HO 1	HC 1	WBH
238+84	SHT 15																									1	8	50	1
240+45																	160												
240+94	DSA	BH4 / BD3			-			50 / 50	236	236		50			1	1													
0+00																													
1+99	ROAD CL																												
				-	-																								
3+56	CULVERT			-																									
					-																								
9+20	DRIVE				-				948		948	50	948				755		1									50	
				-	-																								
14+22	DRIVE			-					518	518						1	518												
TOTAL		1 / 1						100	1702	754	948	100	948		1	2	1433	i	1							1	8	100	1





UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

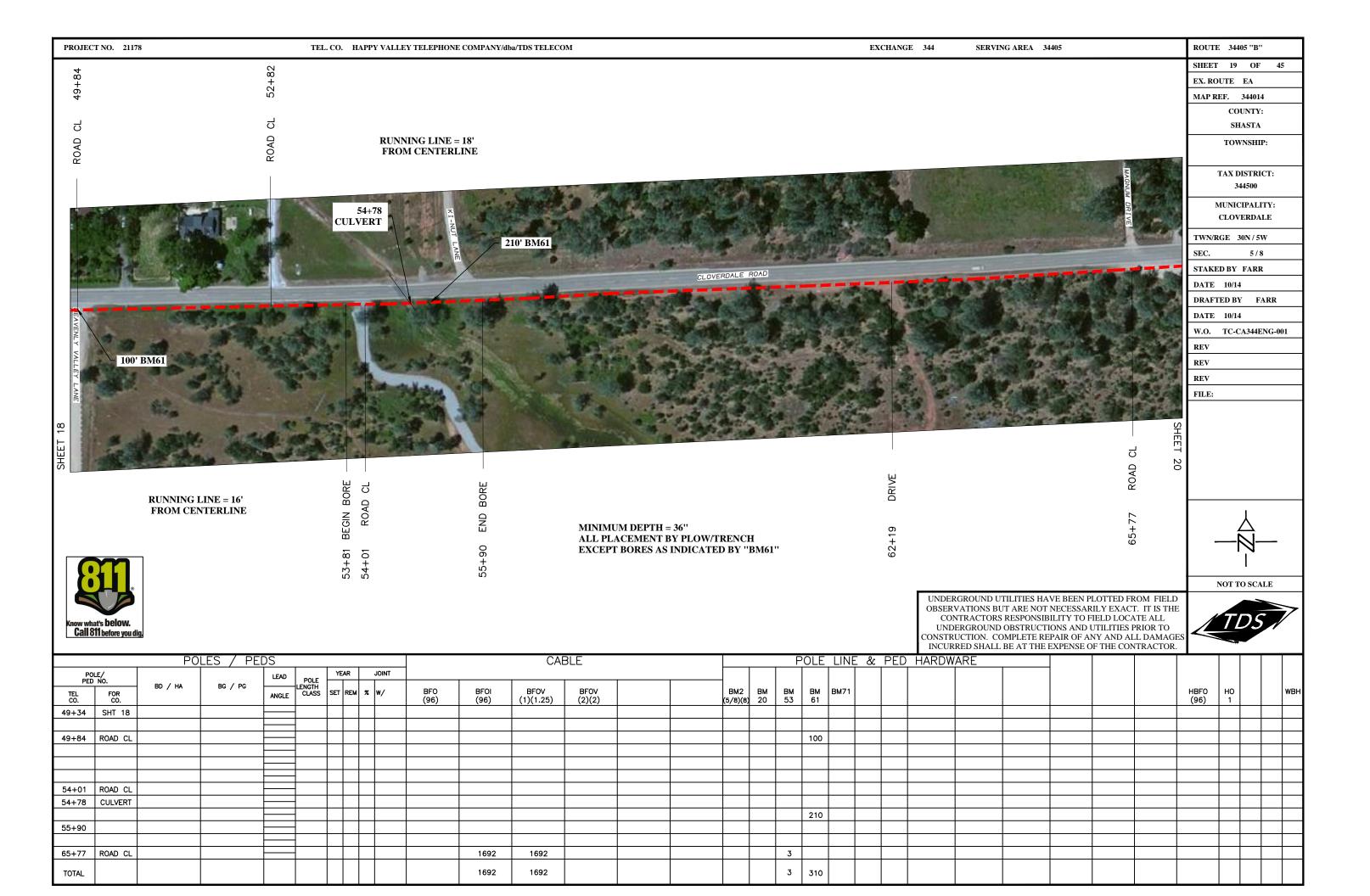


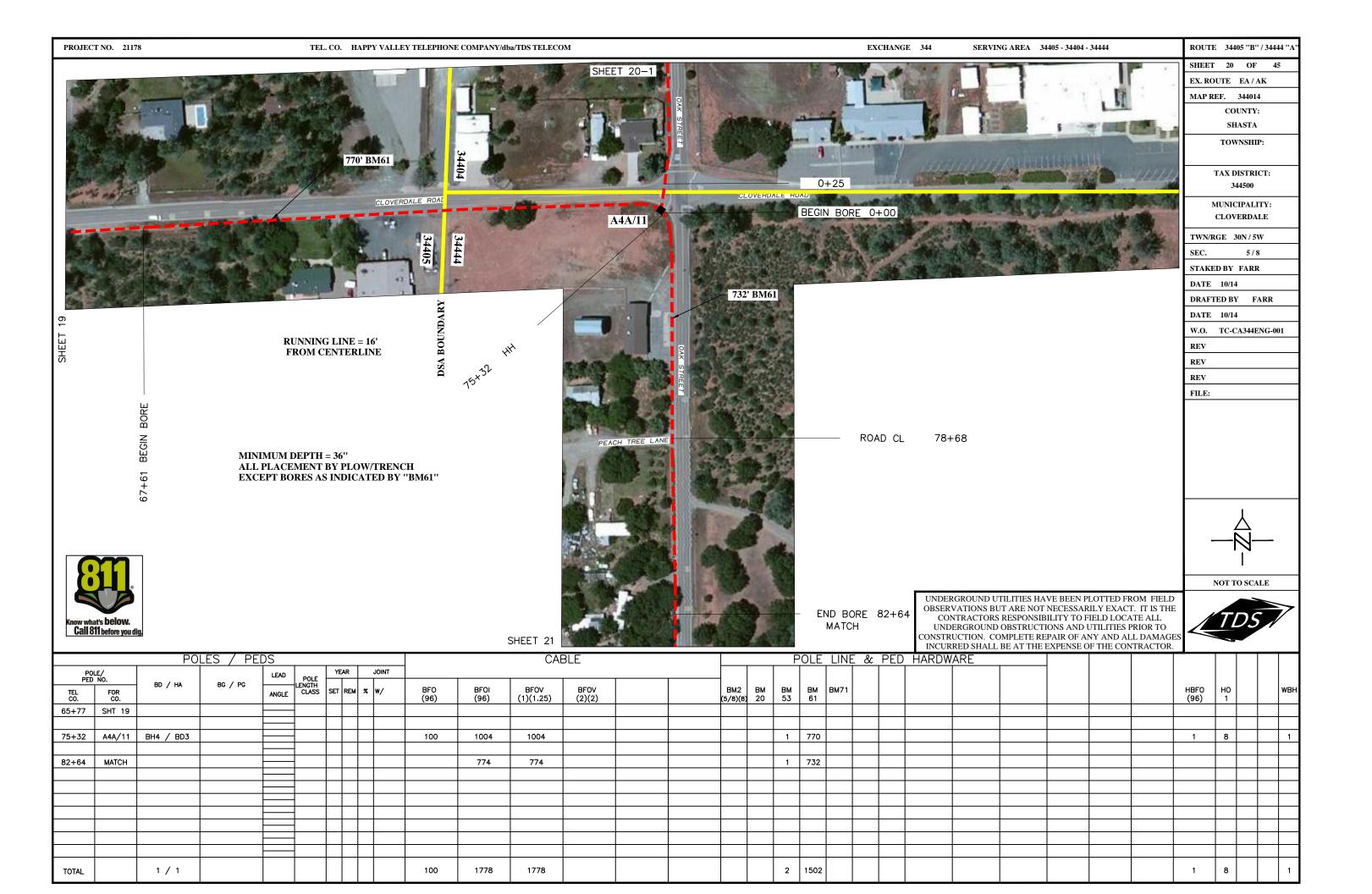
NOT TO SCALE

		PO	LES / PE	DS							CAI	BLE					F	OLE	LIN	E &	PED	HARDW	/ARE			-		П
PO PED	DLE/ NO.		·	LEAD	POLE	YEAR		JOINT				1	_	1														
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	POLE LENGTH CLASS	SET REM	u %	w/	BFO (96)	BF0I (96)	BFOV (1)(1.25)	BFOV (2)(2)			BM2 (5/8)(8)	ВМ 20	ВМ 53	BM 61	ВМ71							HBFO (96)	HO 1	WBH
14+22	SHT 16																											
																					\perp							
31+81	MATCH						_			1812	1812						2	1812			\perp							
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							1														1							\blacksquare
							+													_	1		-					-
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							+						-							_	1							-
																				+	+ +							-
-							+											-		+	+ +							-1
							+														1 1							-1
TOTAL										1812	1812						2	1812										



		PO	LES / PE	DS						CAE	3LE				F	POLE	LIN	E &	PED	HARDW	/ARE					
PO PED	LE/ NO.			LEAD POLE	YEA	ıR	JOINT		1	1		 1														
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE CLASS	S SET	REM %	w/	BFO (96)	BFOI (96)	BFOV (1)(1.25)	BFOV (2)(2)		BM2 (5/8)(8)	ВМ 20	ВМ 53	ВМ 61	ВМ71							НВFО НО (96) 1		WBH
31+81	SHT 17																									
37+19															2	554									$\perp \perp \downarrow$	
39+01	DRIVE															45										
40+86	DRIVE															40										
42+22	DRIVE															40										
44+12	DRIVE															85										
47+44	DRIVE															70										
49+34	MATCH								1806	1806																
TOTAL									1806	1806					2	834										







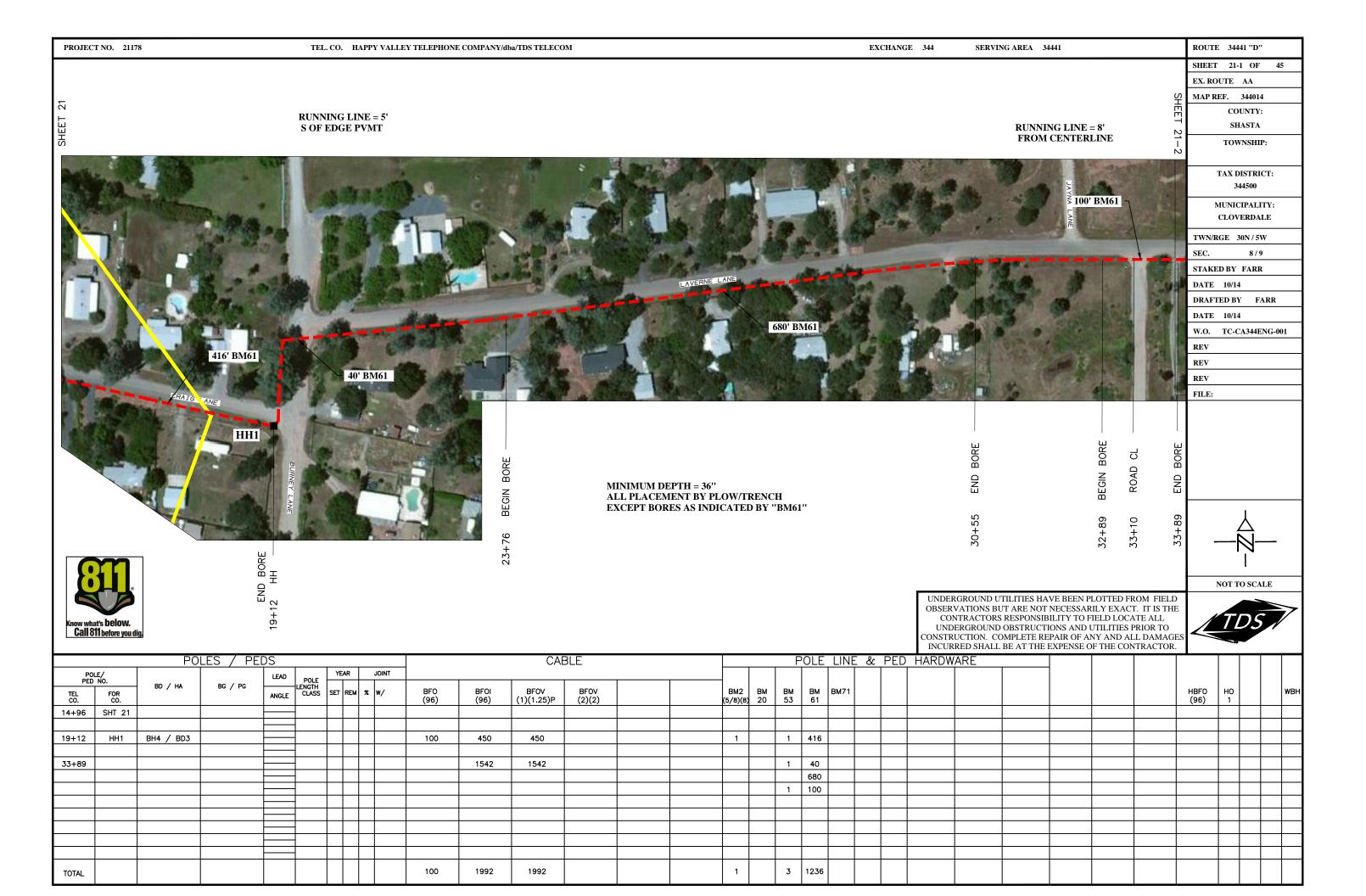
		PO	LES / PE	EDS						CA	3LE				F	POLE	LIN	E &	PED	HARDV	VARE			Į.			
P	DLE/ D NO.			LEAG	POLE	YEAR	JOINT		•	•	·	 _											, I				
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGL		SET REM	% W/	BFO (96)	BFOI (96)	BFOV (1)(1.25)	BFOV (2)(2)		BM2 (5/8)(8	ВМ 20	ВМ 53	ВМ 61	ВМ71								HBFO (96)	HO 1	WBH
0+00	SHT 20	(A4A/11)						50																			
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																							ļ				
																							<u> </u>				
																							<u> </u>				
19+09	MATCH								1986	1986					2	1966											
																							1				
										_												_	_ 				
TOTAL								50	1986	1986					2	1966											

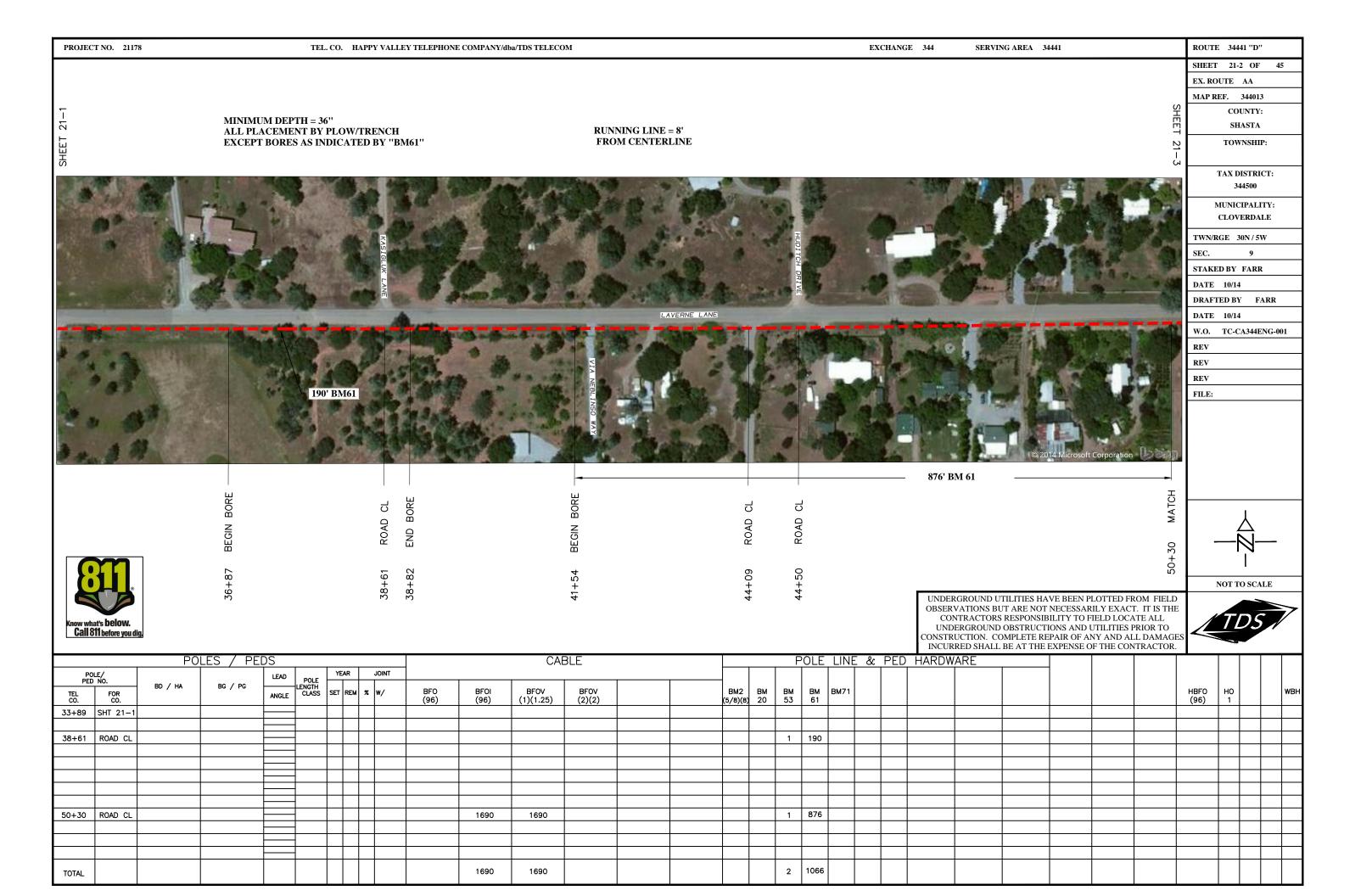


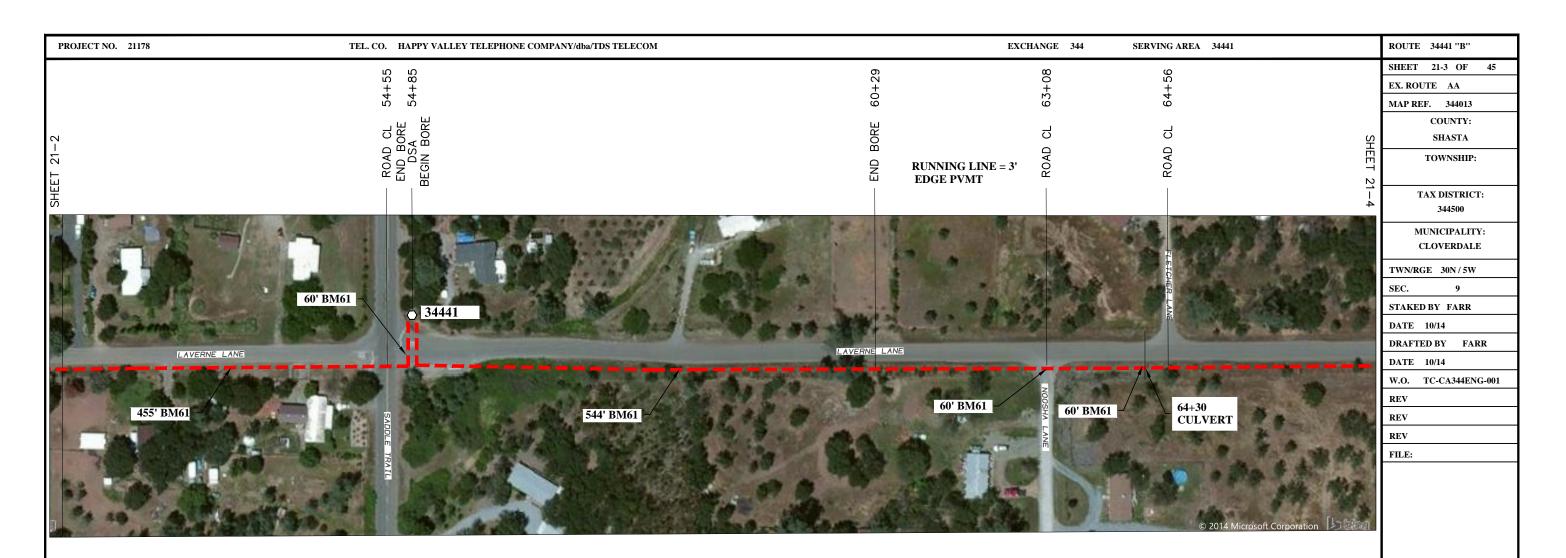


		PO	LES / PE	DS							CA	BLE					F	POLE	LIN	E &	PED HARDW	/ARE				
P(OLE/ O NO.			LEAD	POL	LE Y	EAR	JOINT		1	1			1												
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	LENGT CLA	TH ASS SET	REM	% W/	BFO (96)	BFOI (96)	BFOV (1)(1.25)	BFOV (2)(2)			BM2 (5/8)(8)	ВМ 20	ВМ 53	BM 61	BM71					HBFO (96)	HO 1	WBH
36+20	SHT 20-2																									
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		/					+	_					1				<u> </u>	+								+
41+50	DSA	BH4 / BD3			-		+	+	50	566	566		+				1	+						1	8	+1
							+	+			+		+					+							_	+
							++	+										+								+
																		+								+
							1 1											+								+
TOTAL		1 / 1							50	566	566						1							1	8	1









MINIMUM DEPTH = 36"
ALL PLACEMENT BY PLOW/TRENCH
EXCEPT BORES AS INDICATED BY "BM61"



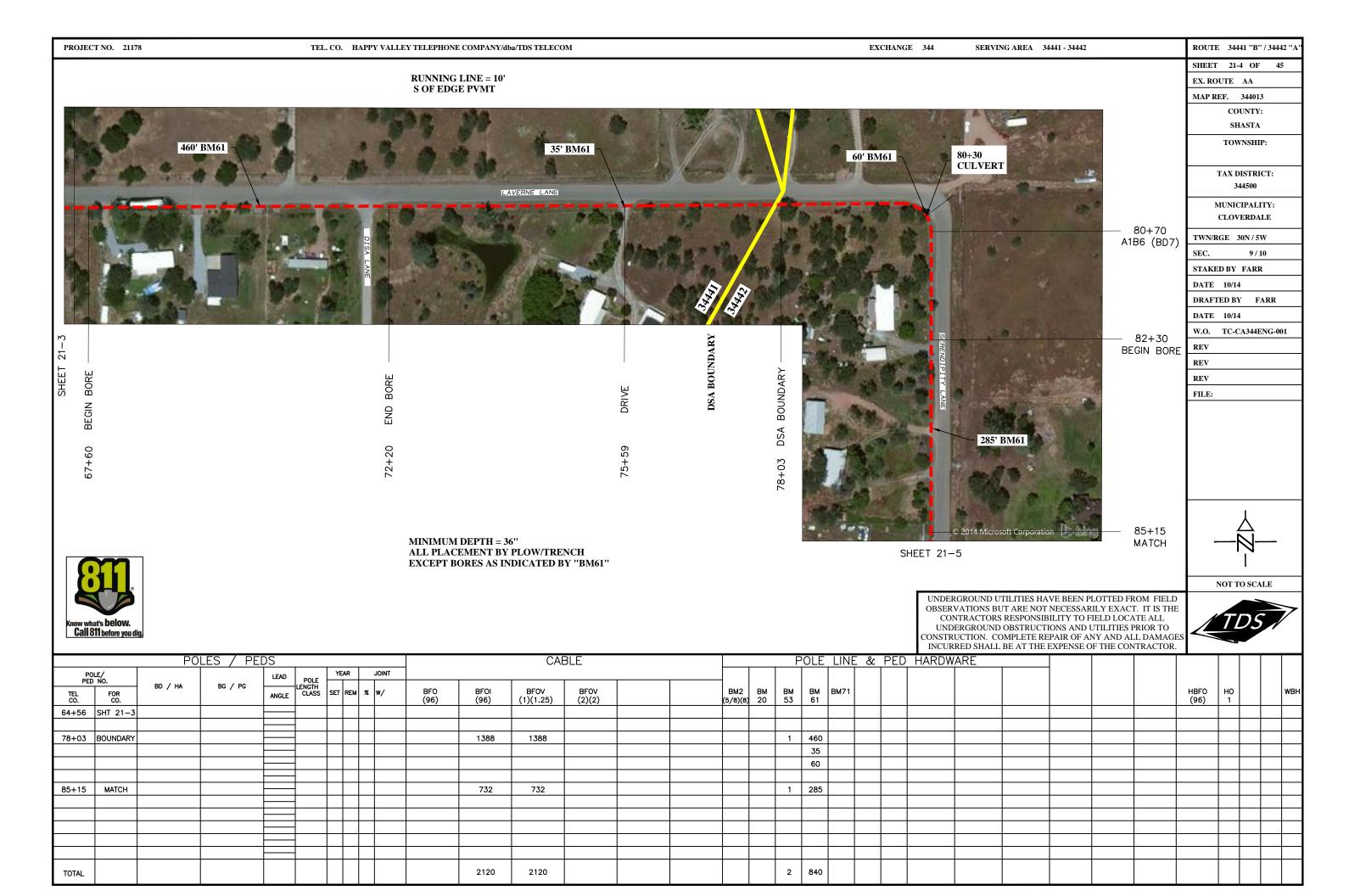
NOT TO SCALE



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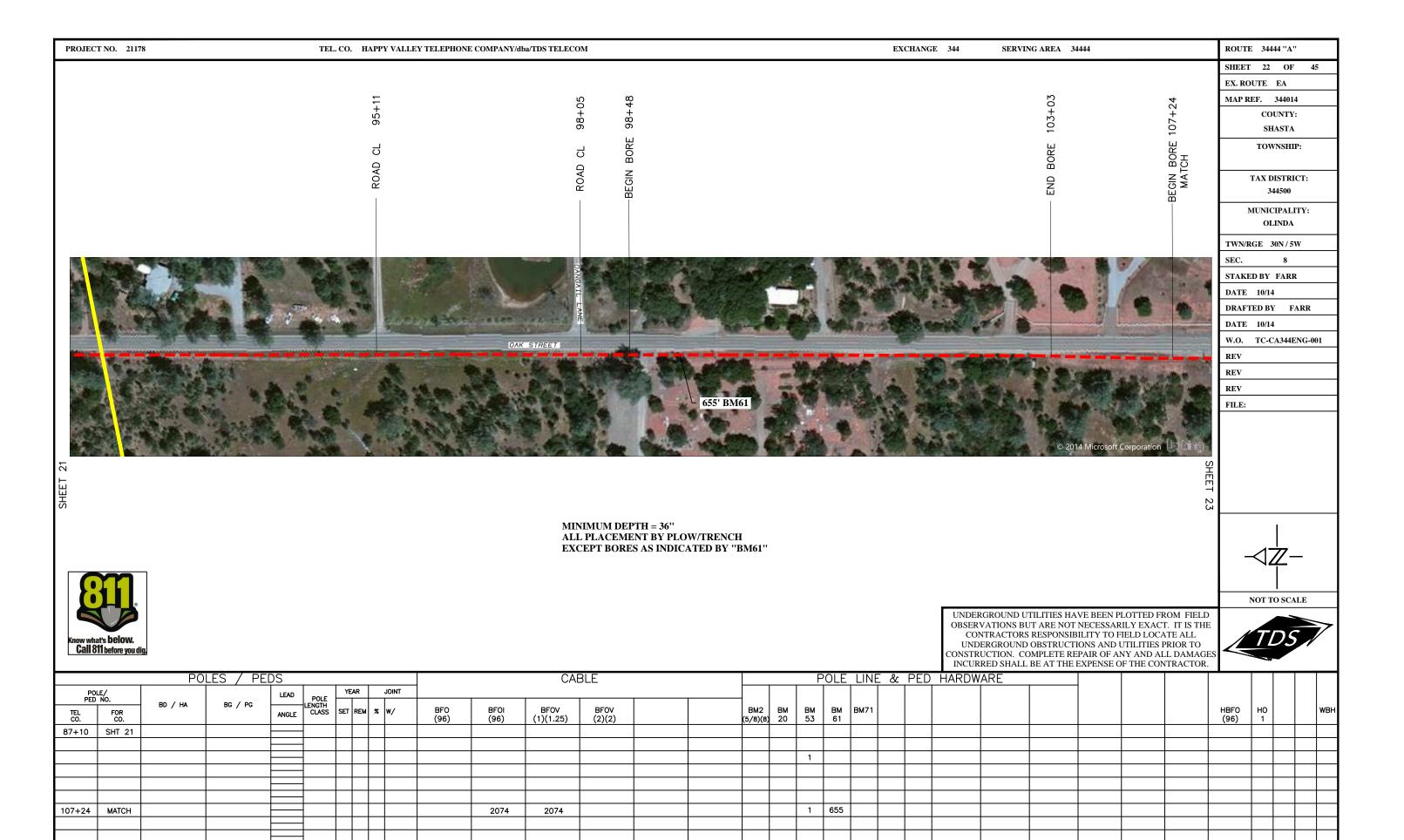


																							Trate Fore.			
		PO	LES / PE	DS							CA	BLE			F	OLE	LIN	E &	PED	HARDW	/ARE					
PO	LE/ NO.			LEAD	POLE	YE	AR	JOINT																		
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	POLE LENGTH CLASS	SET	REM %	w/	BFO (96)	BF0I (96)	BFOV (1)(1.25)	BFOV (2)(1.25)	BM2 (5/8)(8	ВМ 20	ВМ 53	ВМ 61	ВМ71							HBFO (96)	HO 1	WBH
50+30	SHT 21-2																									
															1											
54+85	DSA								50 / 50	570	500	70				455	60							1	8	
															1	544										
																60										
																60										\perp
																										\perp
64+56	ROAD CL									1092	1092				1											
																										$oxed{oxed}$
																										$oxed{oxed}$
TOTAL									100	1662	1592	70			3	1179	60							1	8	





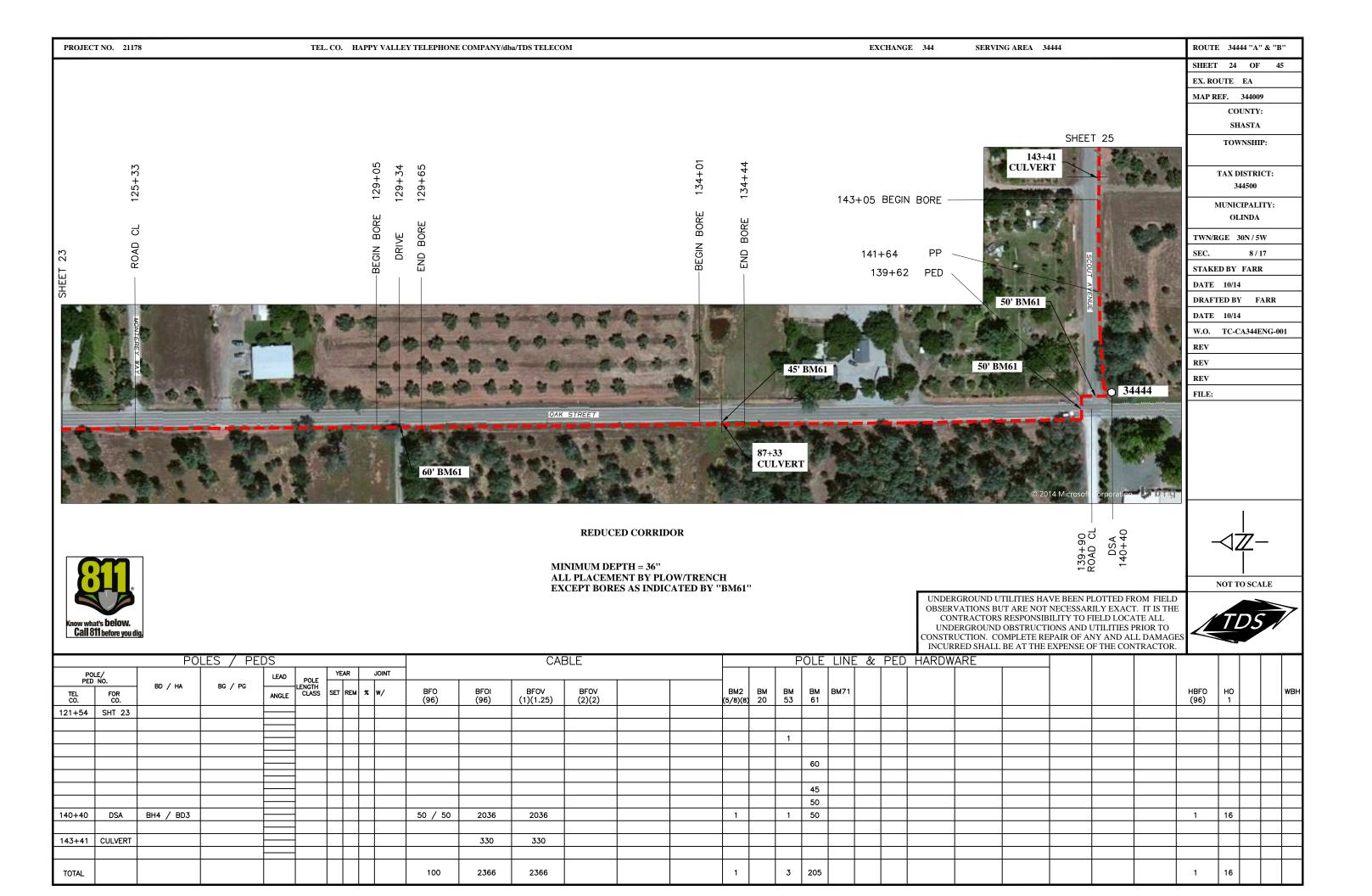
																							BETTI THE EAT EAGE					
		PO	LES / PE	DS							CAE	3LE				Р	OLE	LINE	<u>&</u> <u>=</u>	PED	HARDW	/ARE						
PC	DLE/ NO.			LEAD	POLE	YEAR	JOIN	NT																			ı	
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	LENGTH CLASS	SET REM	% W/	/ BF (9	FO E	BFOI (96)	BFOV (1)(1.25)	BFOV (2)(2)	(:	BM2 5/8)(8)	ВМ 20	ВМ 53	ВМ 61	ВМ71							HBF0 (96)	НО 1		WBH
85+15	SHT 21-4																											
					1												55											
																	60											
88+26	DSA	BH4 / BD3						5	50	340	340			1											1	8		
					1																							
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TOTAL		1 / 1						5	50	340	340			1			115								1	8		

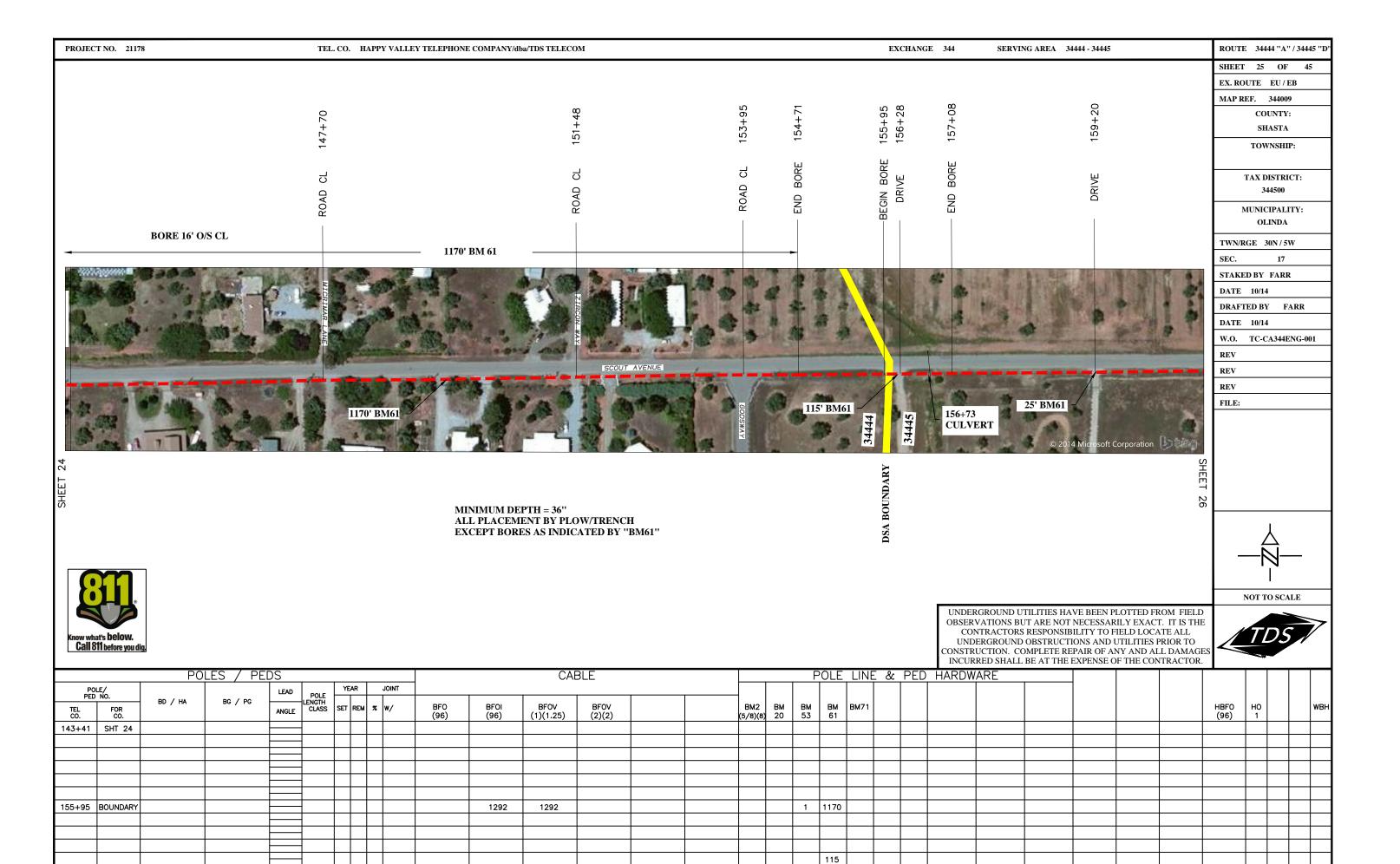


TOTAL



			<u> </u>	<u> </u>				1		CAL	J					<u> </u>	LIINL	 <u> </u>	HANDW	<u> </u>					1
PC	LE/ NO.			LEAD	POLE	YEAR	JOINT			1		· · · · · · · · · · · · · · · · · · ·													
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	LENGTH CLASS	SET REM	% W/	BFO (96)	BF0I (96)	BFOV (1)(1.25)	BFOV (2)(2)		BM2 (5/8)(8)	ВМ 20	BM 53	ВМ 61	ВМ71						HBFO (96)	HO 1	WBH
107+24	SHT 22																								
108+56	ROAD CL					\perp										280									
113+52	ROAD CL				1	\vdash										150									
						\vdash																			
117+67	ROAD CL					\vdash										260									\vdash
						\vdash				4.70								_							
121+54	MATCH					\vdash			1472	1472					2	70		-							
						 																			\vdash
																		+							
TOTAL									1472	1472					2	760									



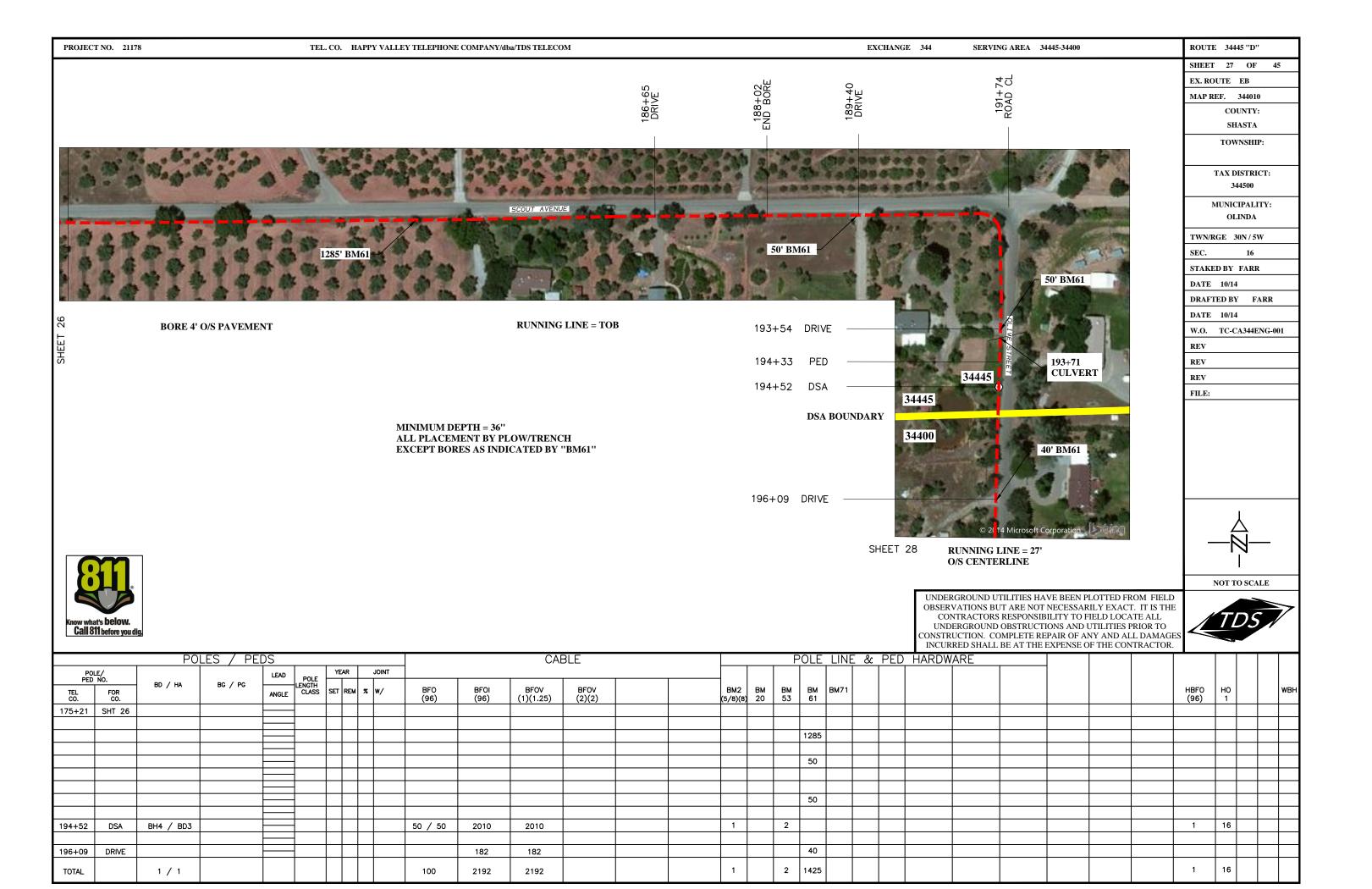


159+20 DRIVE

TOTAL



			LES / PE	.טכ							CAL	DLL					PUL	L LIIN	$1 \subset \infty$	PED HARDW	MRE				
POI PED	LE/ NO.	55 (11)	DO / DO	LEAD	POLE	YE/	AR	JOINT		<u> </u>	<u> </u>	Γ	1												
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	POLE LENGTH CLASS	SET	REM 5	% W/	BFO (96)	BFOI (96)	BFOV (1)(1.25)	BFOV (2)(2)		BM2 (5/8)(8	BM 3) 20	BM 53	BM 61	ВМ71	1				HBFO (96)	HO 1	WBH
159+20	SHT 25																								
																	1056	3							
175+21	MATCH					\perp				1650	1650					2									
						\perp																			
TOTAL										1650	1650					2	1056	5							





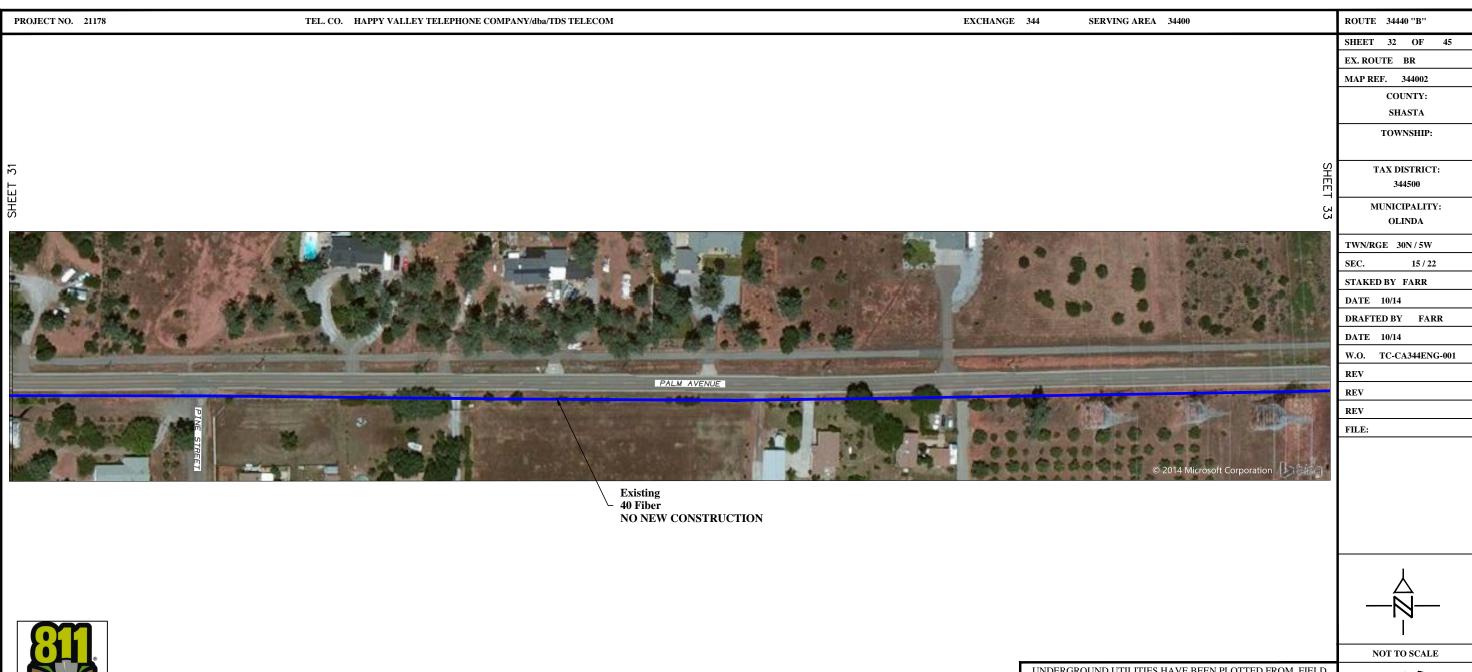
TOTAL





TOTAL







UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

POLES / PEDS								CABLE POLE LINE & PED HARDWARE													$\overline{}$	$\overline{}$	$\overline{}$							
							CABLE						FULE LINE & PEU							MAKUWAKE						. '	(I			
POLE/ PED NO.		BD / HA	BG / PG	LEAD	POLE LENGTH	: <u> </u>	EAR	JOINT							-															
TEL CO.	FOR CO.	DU / HA	BG / PG	ANGLE		SET	T REM %	w/	BFO (96)	BF0I (96)	BFOV (1)(1.25)	BFOV (2)(2)			BM2 (5/8)(8)	BM 20	ВМ 53	ВМ 61	ВМ71								HBFO (96)	HO 1		WBH
0+00	C.O.																													
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TOTAL																														



EXCHANGE 344

SERVING AREA 34400

TEL. CO. HAPPY VALLEY TELEPHONE COMPANY/dba/TDS TELECOM

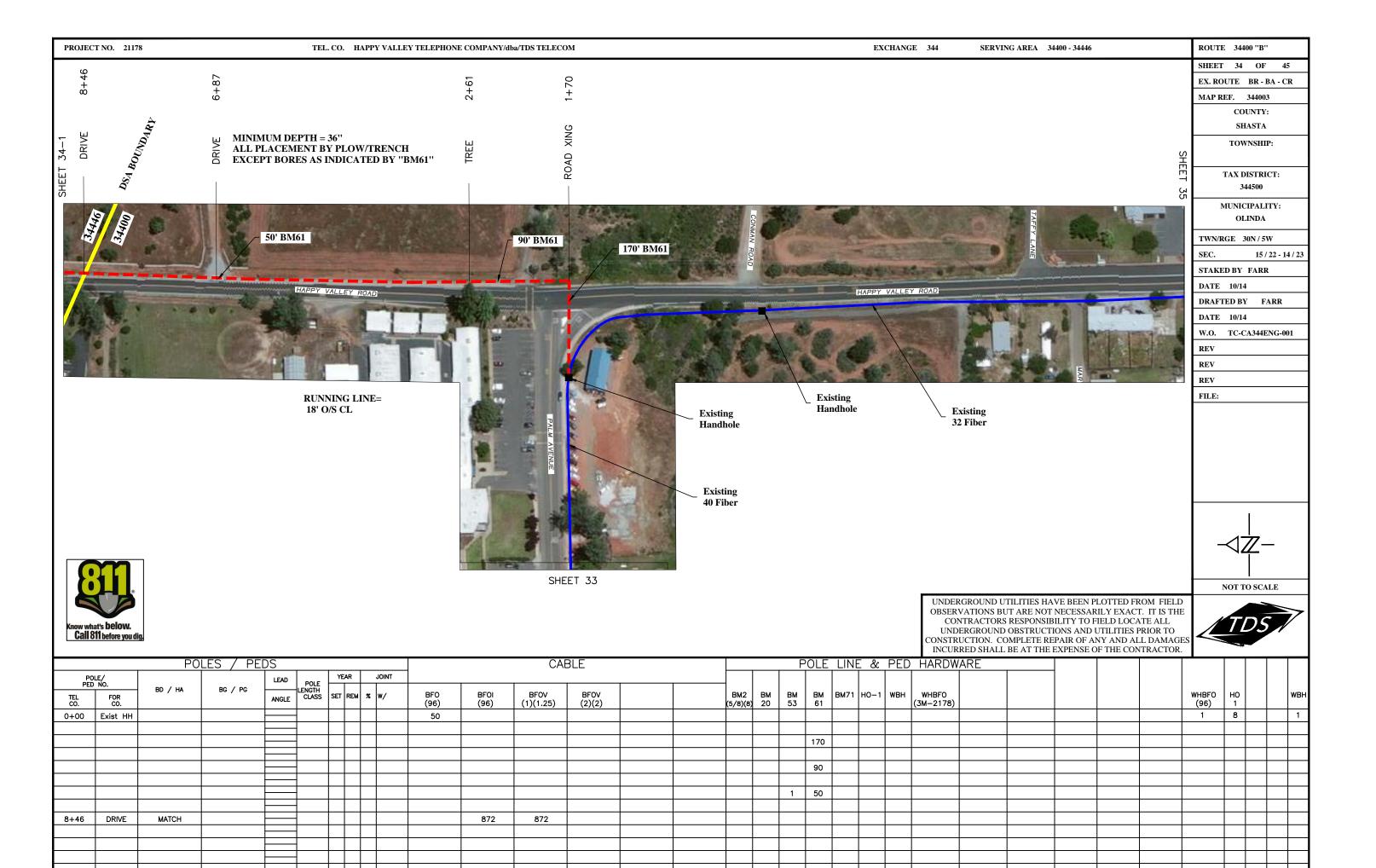
PROJECT NO. 21178

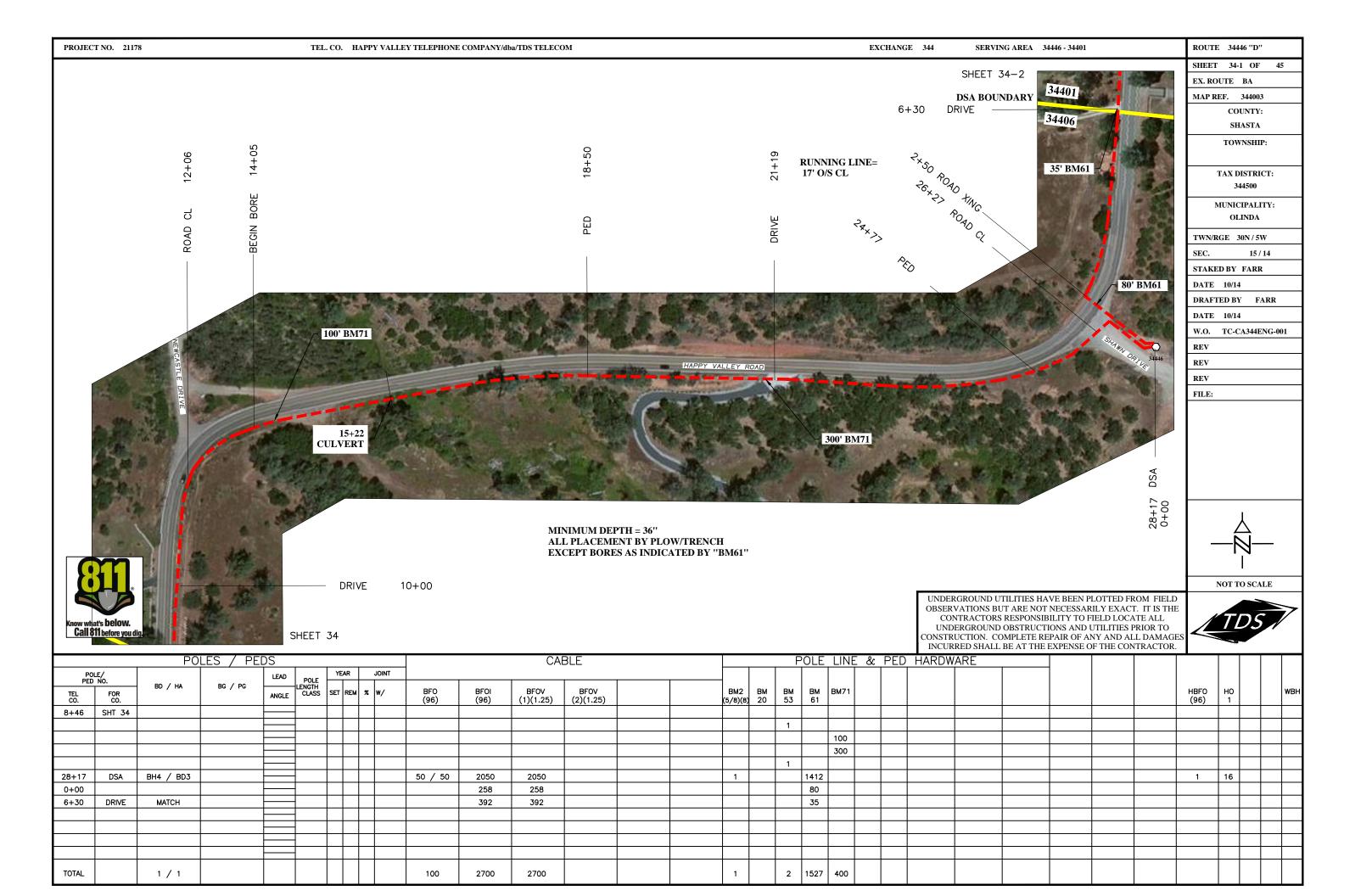


ROUTE ????

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

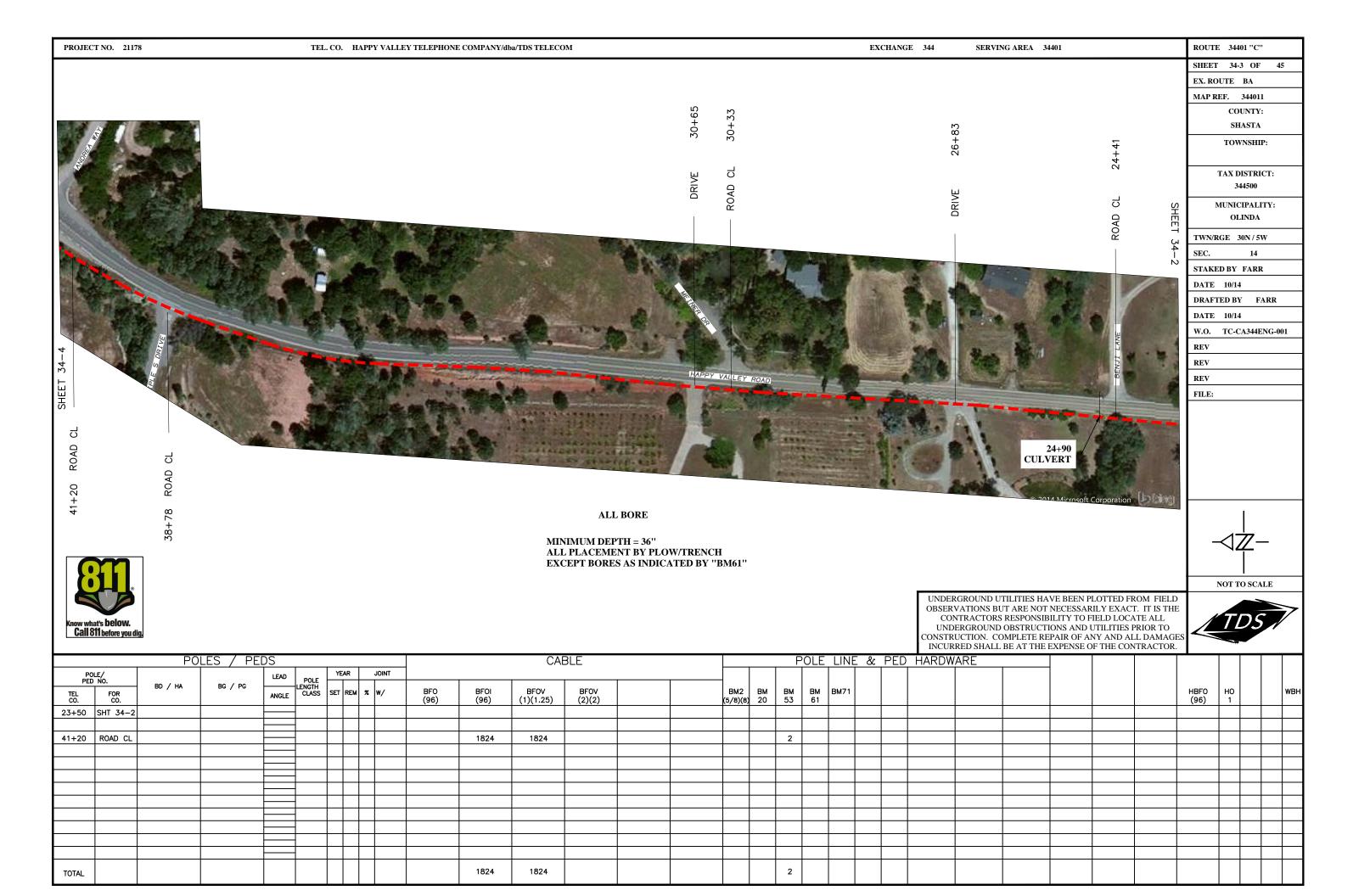
		PO	LES / PE	DS							CA	BLE					Р	OLE	LINE &	PED	HARDW	ARE					
PC PED	LE/ NO.	DD (114	DO / DO	LEAD	POLE	YE	AR	JOINT		1	T		T	1											'		
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	POLE LENGTH CLASS	SET	REM %	s w/	BFO (96)	BFOI (96)	BFOV (1)(1.25)	BFOV (2)(2)			BM2 (5/8)(8)	BM 20	BM 53	BM 61	BM71					HBFO (96)	HO 1	•	WBH
0+00	C.O.																										
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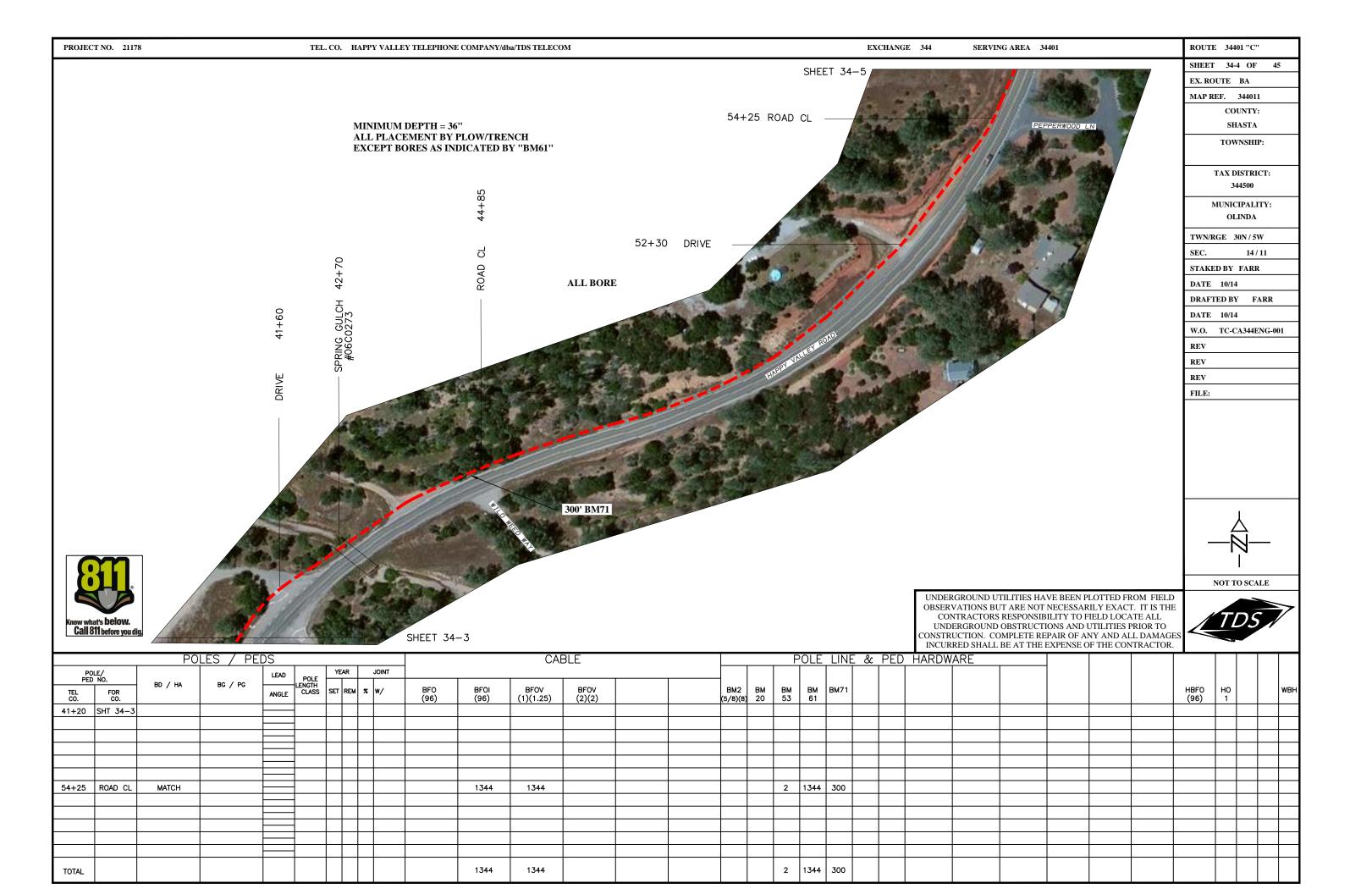


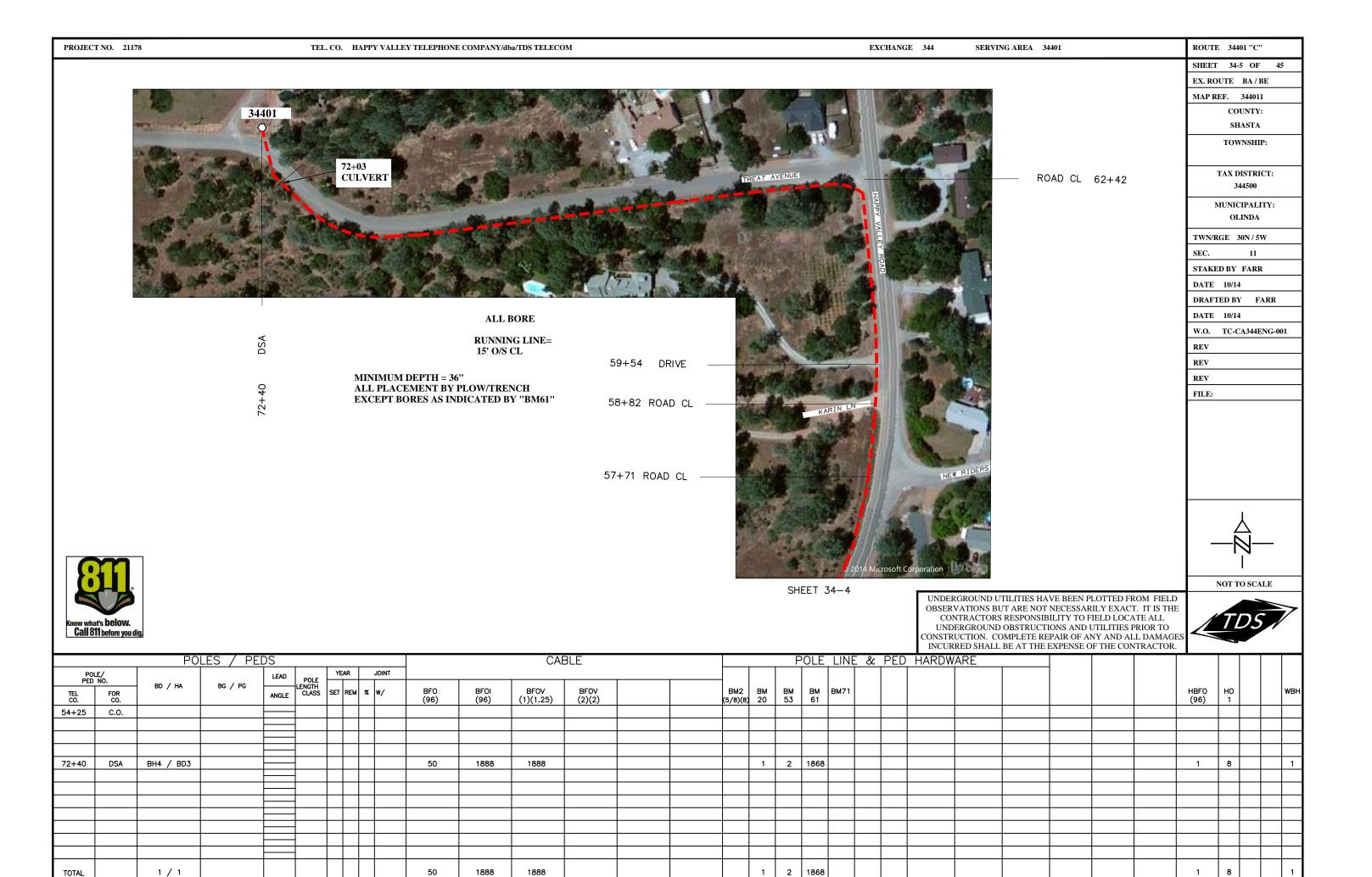


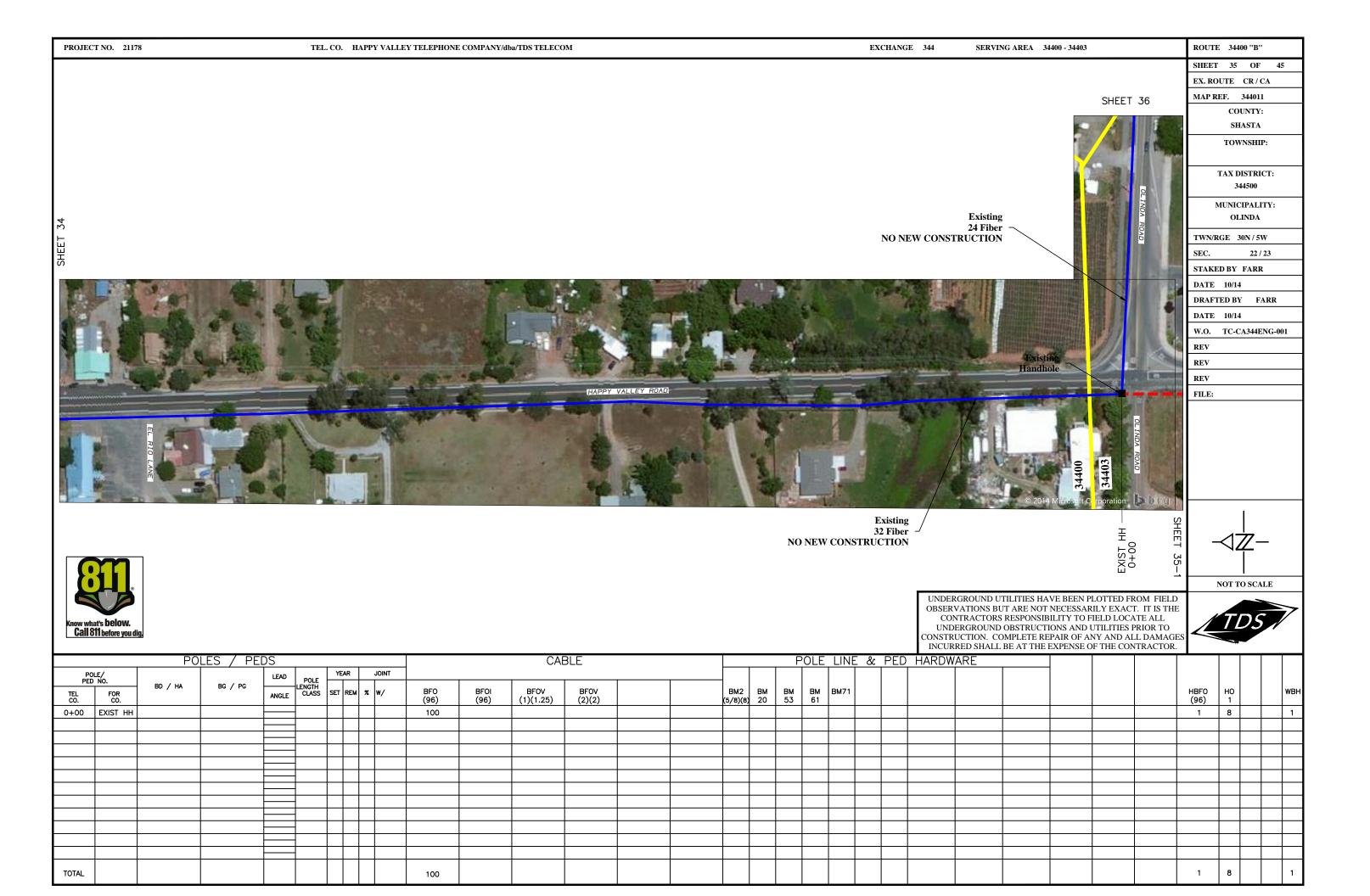


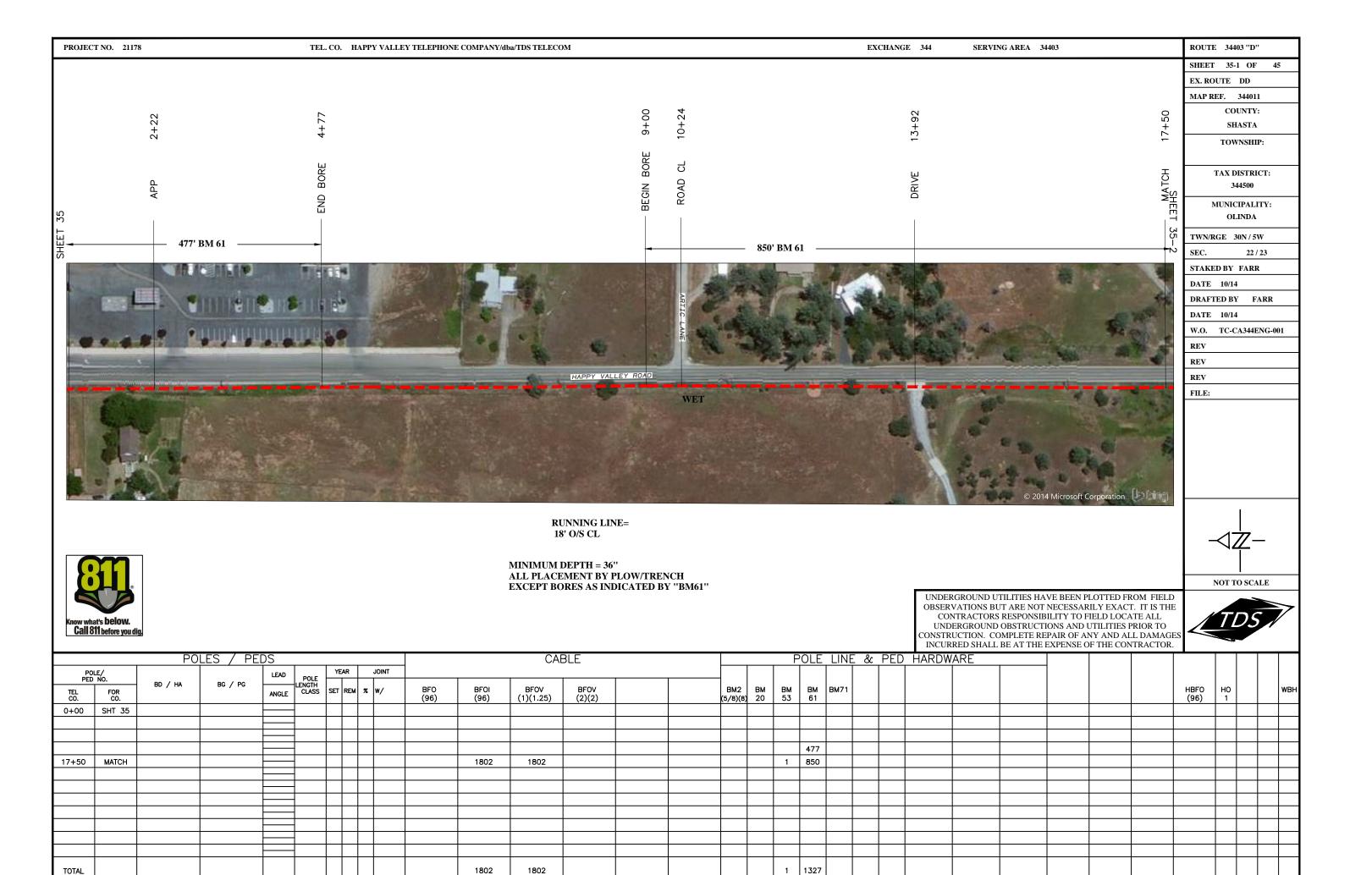
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POI PED	LE/			LEAD	POLE	YEAR	JOINT																		
TEL CO.	FOR CO.	BD / HA	BG / PG	ANGLE	LENGTH	SET REM	% W/	BFO (96)	BFOI (96)	BFOV (1)(1.25)	BFOV (2)(2)	BM2 (5/8)(8	BM 20	BM 53	BM 61	ВМ71	1					HBFO (96)	HO 1		WBH
6+30	SHT 34-1																								
					_																				
23+50	DRIVE	MATCH							1628	1628				2	1628	3									
					1																				\perp
TOTAL									1628	1628				2	1628	3									

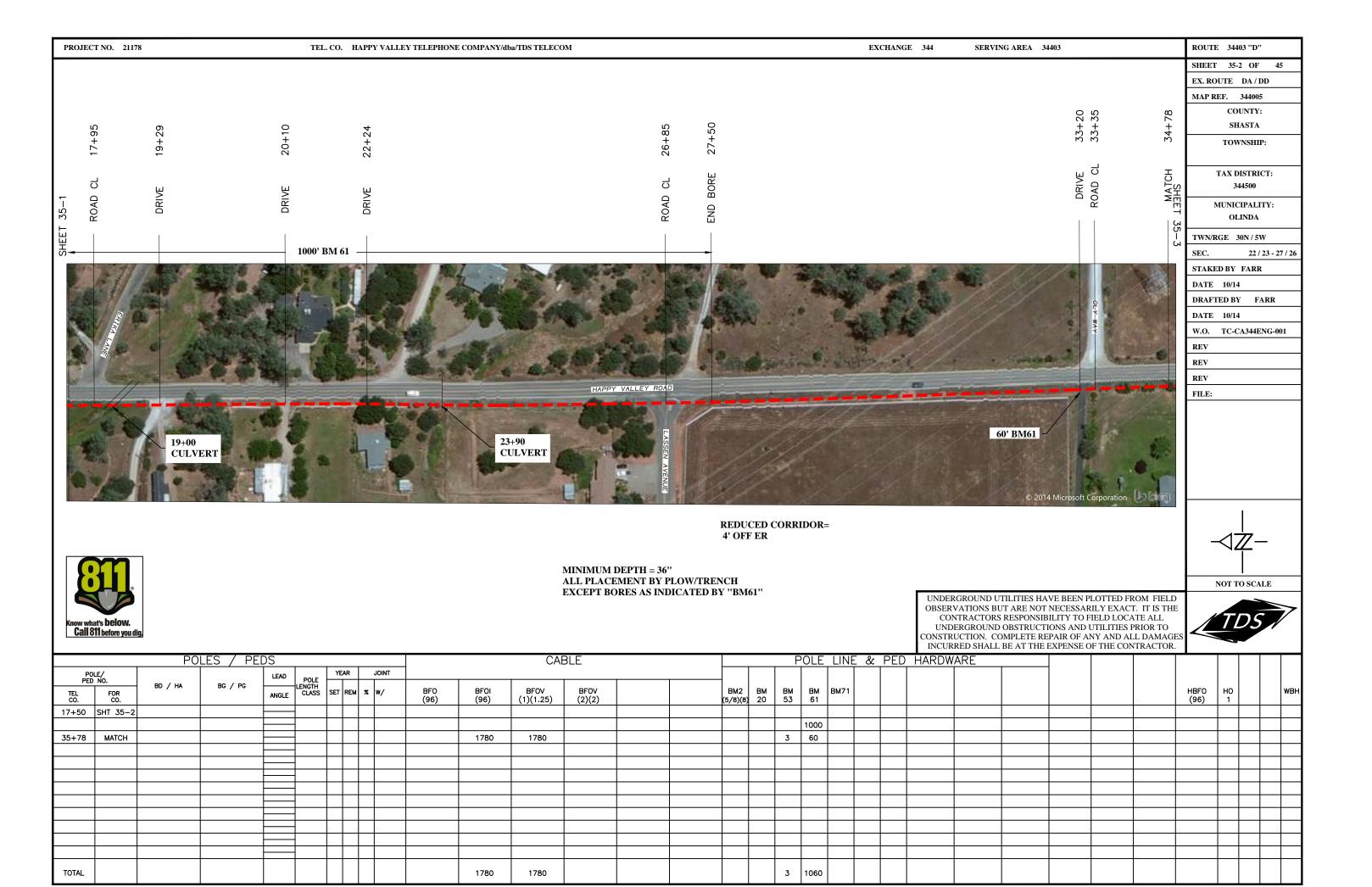




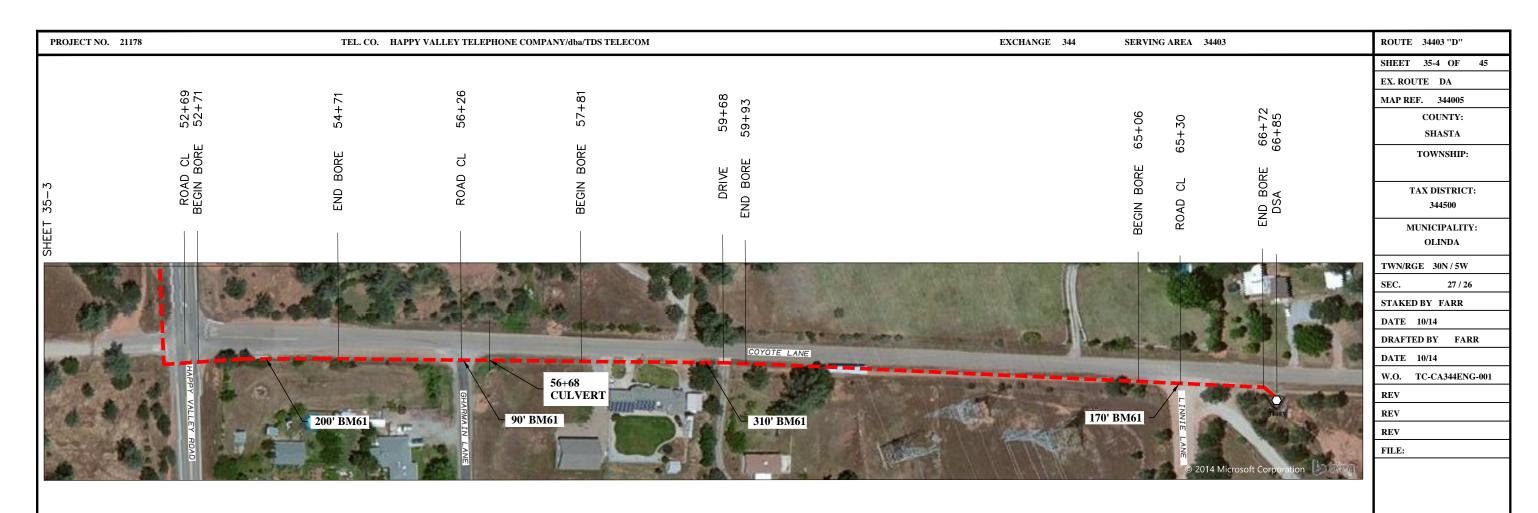












RUNNING LINE= 18' O/S C/L

MINIMUM DEPTH = 36" ALL PLACEMENT BY PLOW/TRENCH EXCEPT BORES AS INDICATED BY "BM61"



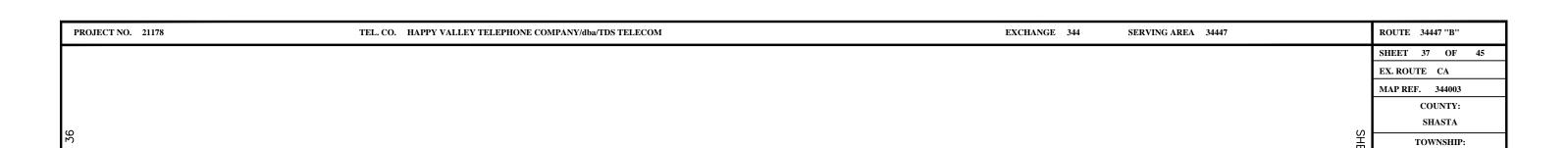
NOT TO SCALE



UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

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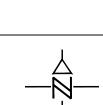






MINIMUM DEPTH = 36"

ALL PLACEMENT BY PLOW/TRENCH



TAX DISTRICT: 344500 MUNICIPALITY: OLINDA

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NOT TO SCALE

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES



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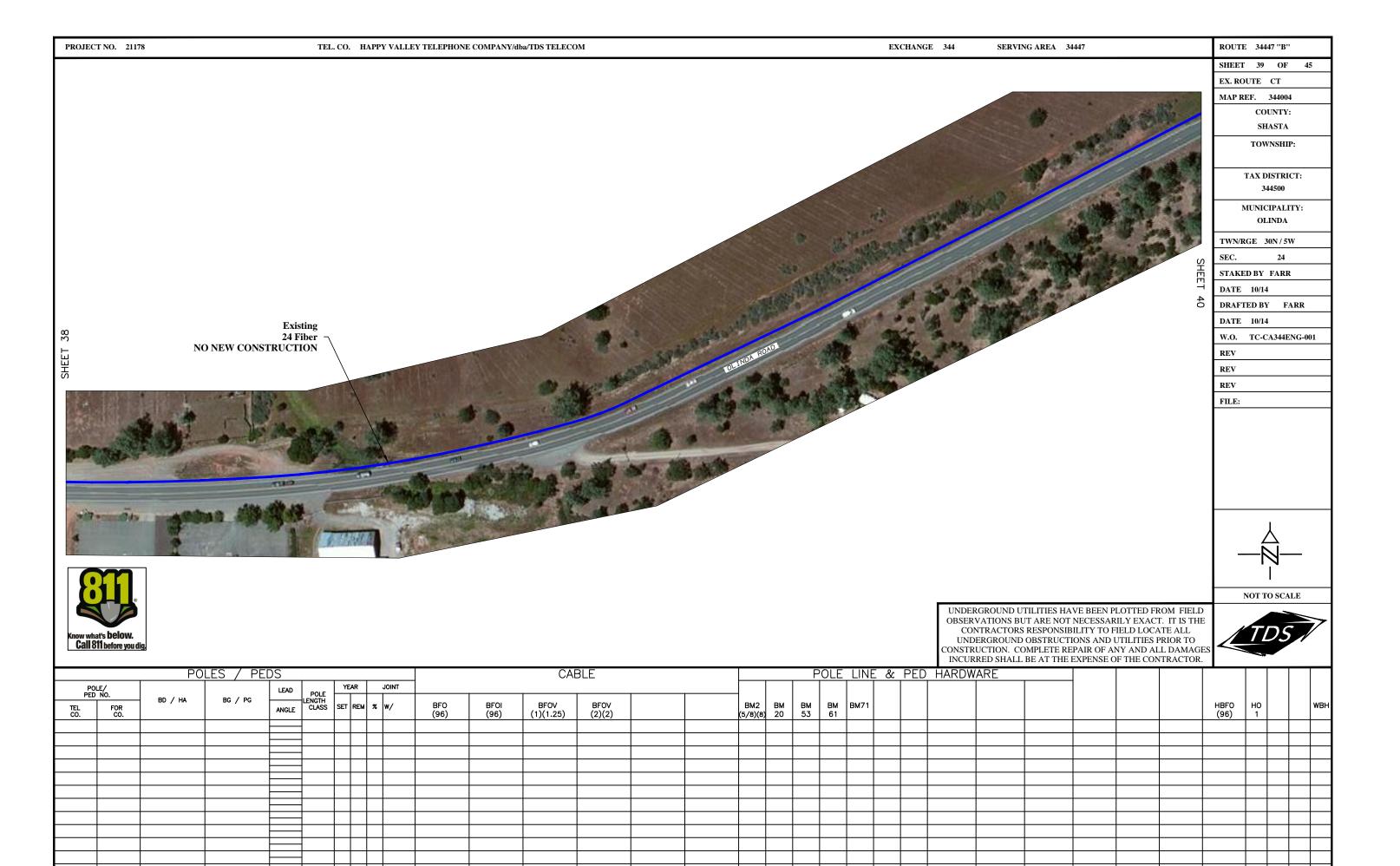


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NOT TO SCALE

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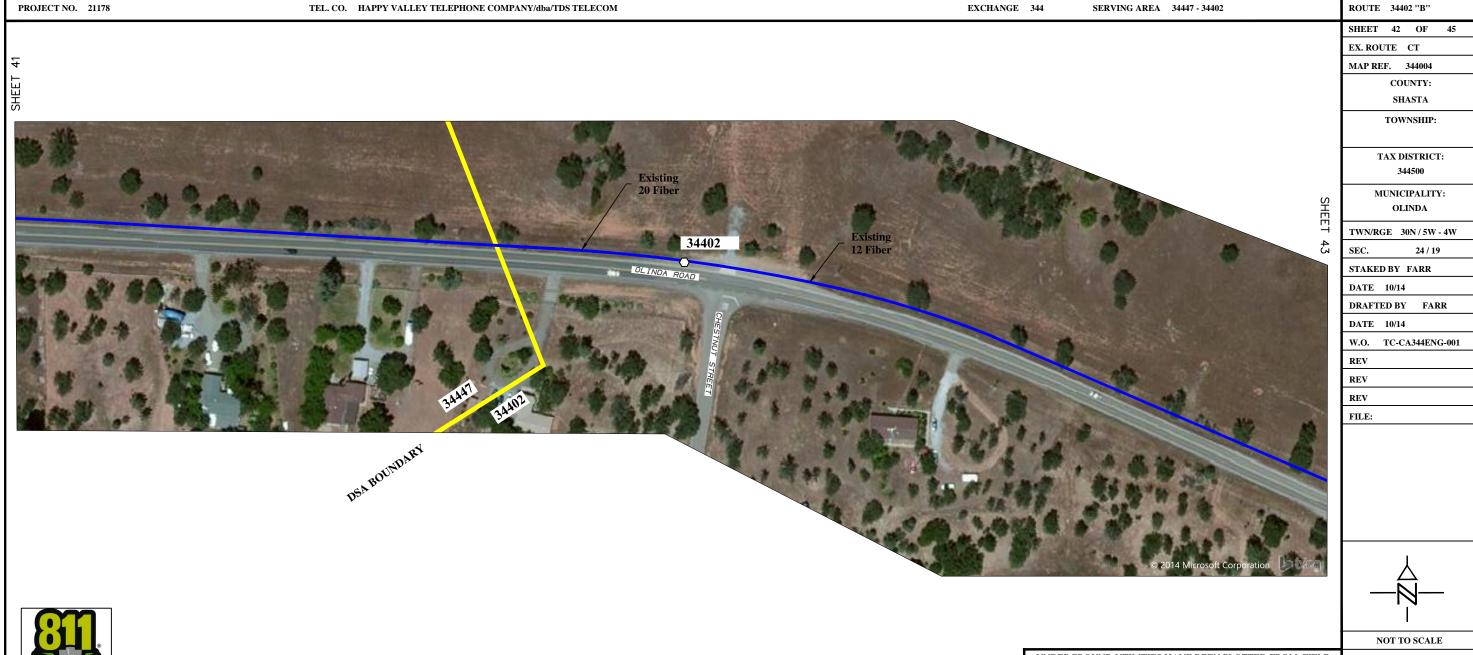


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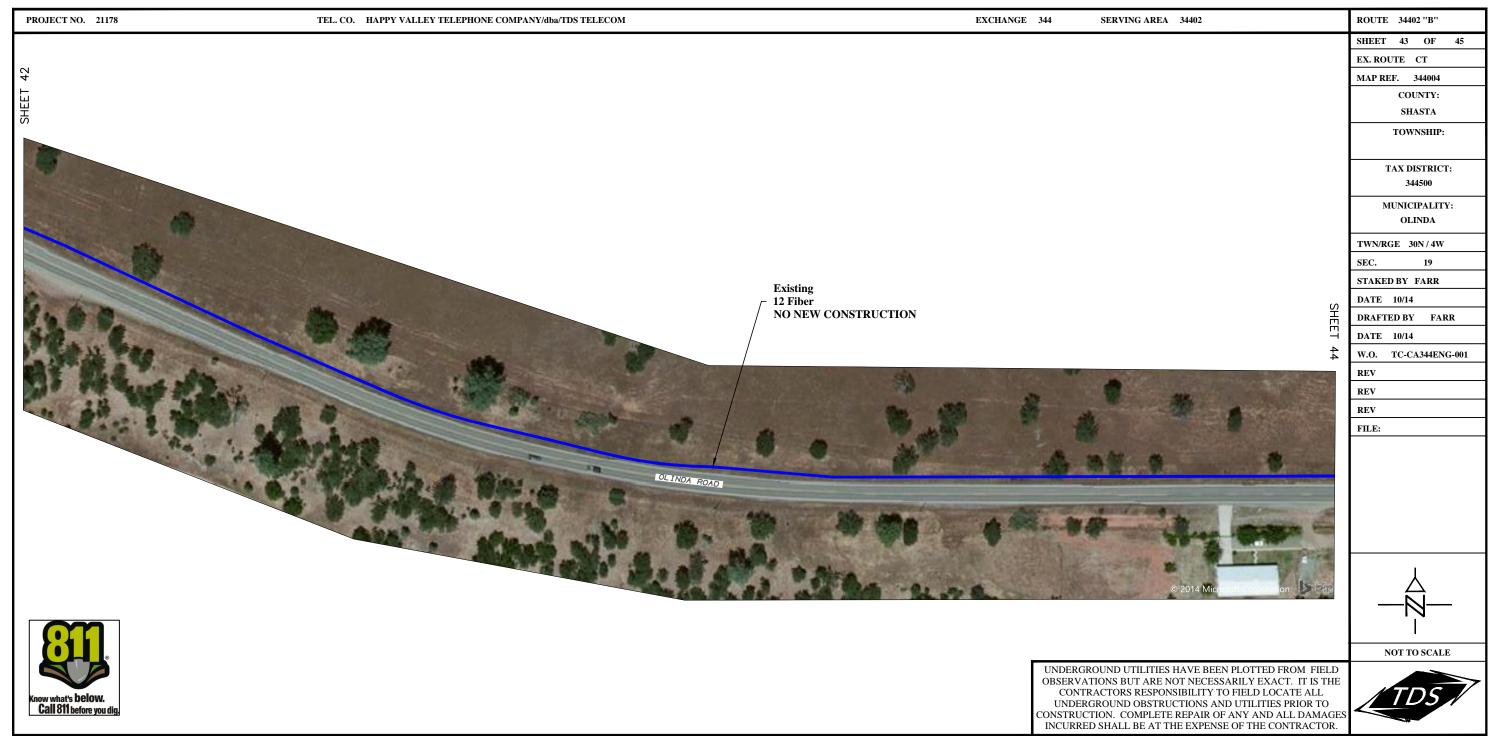
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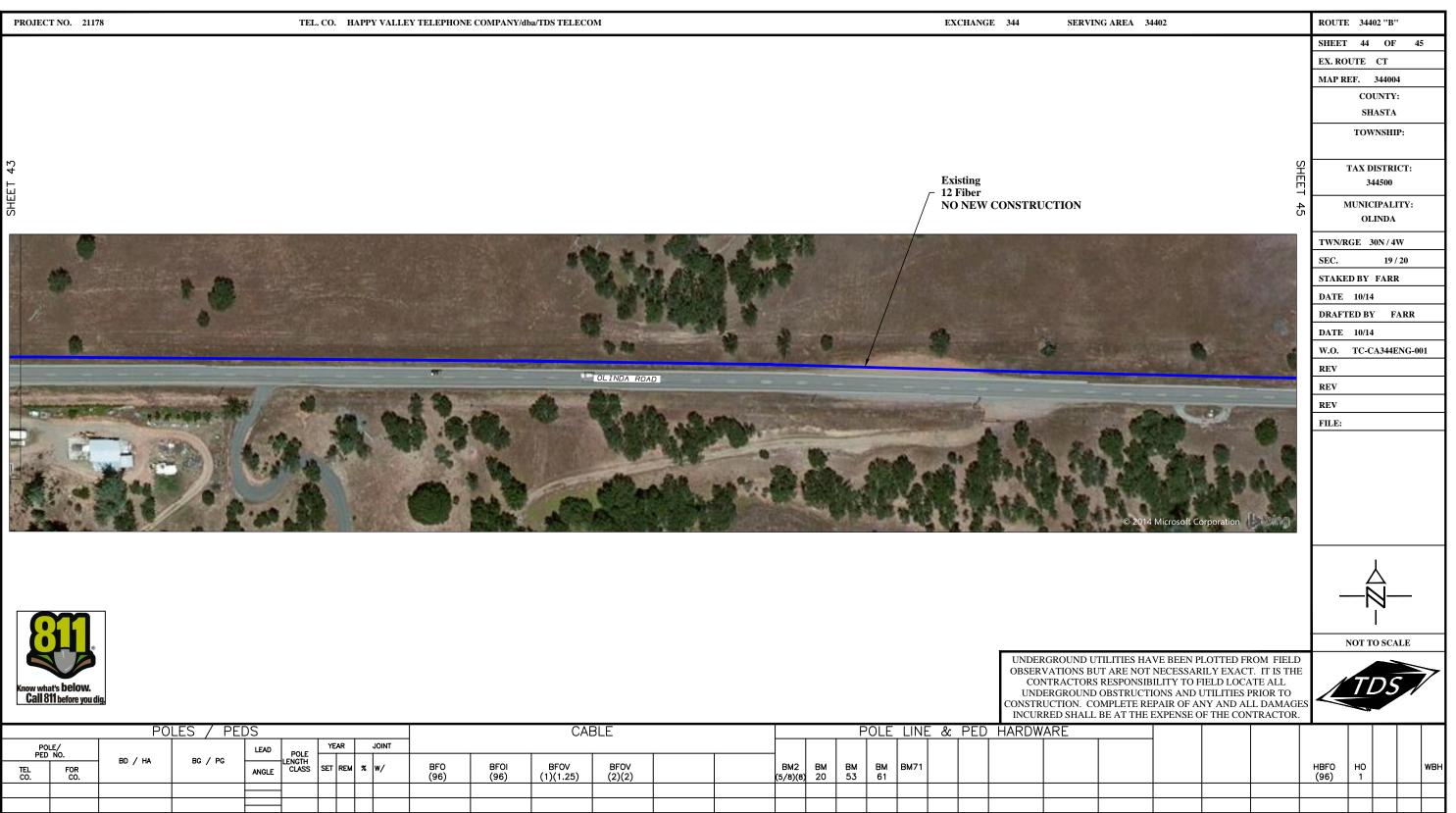
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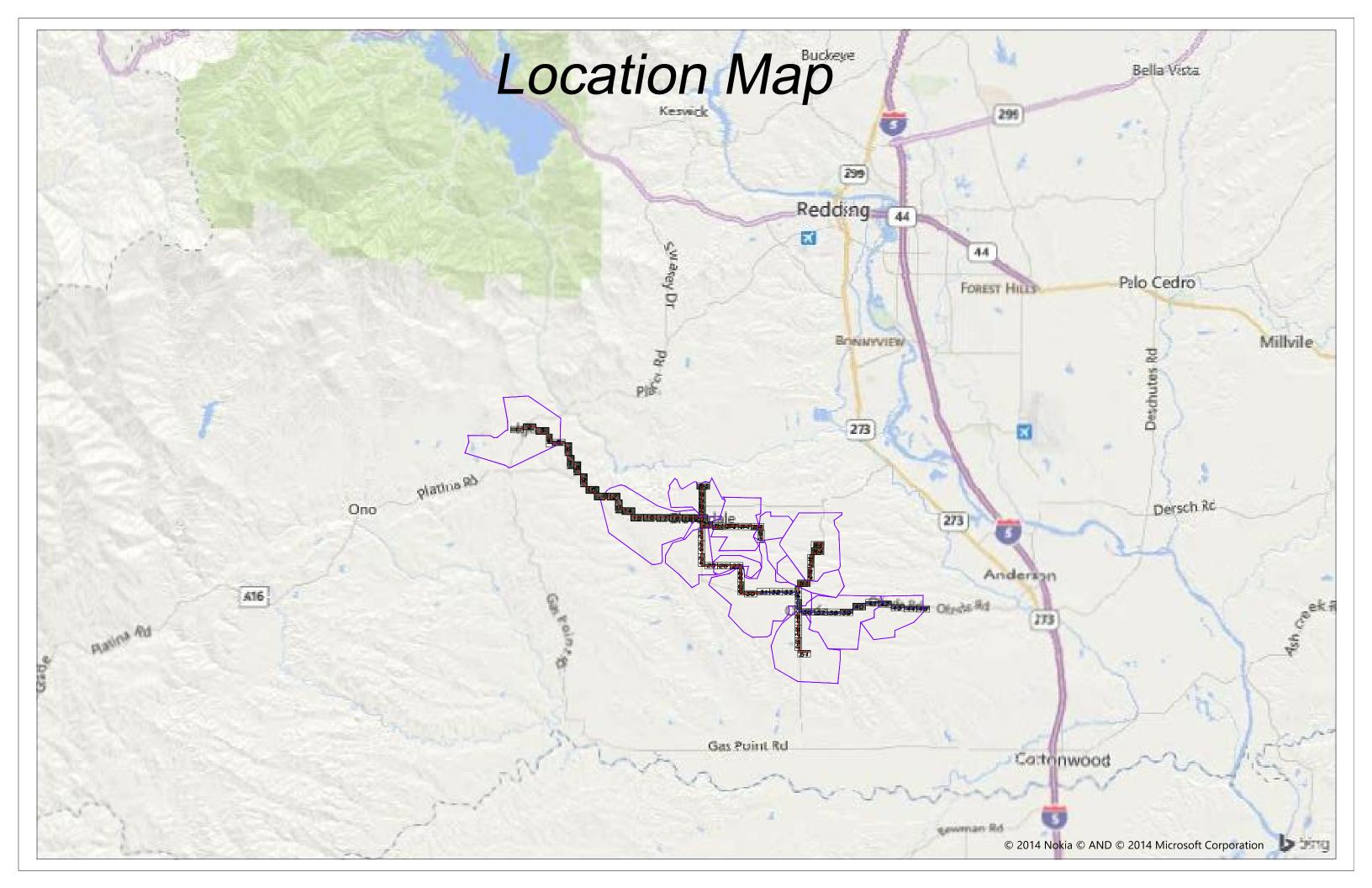
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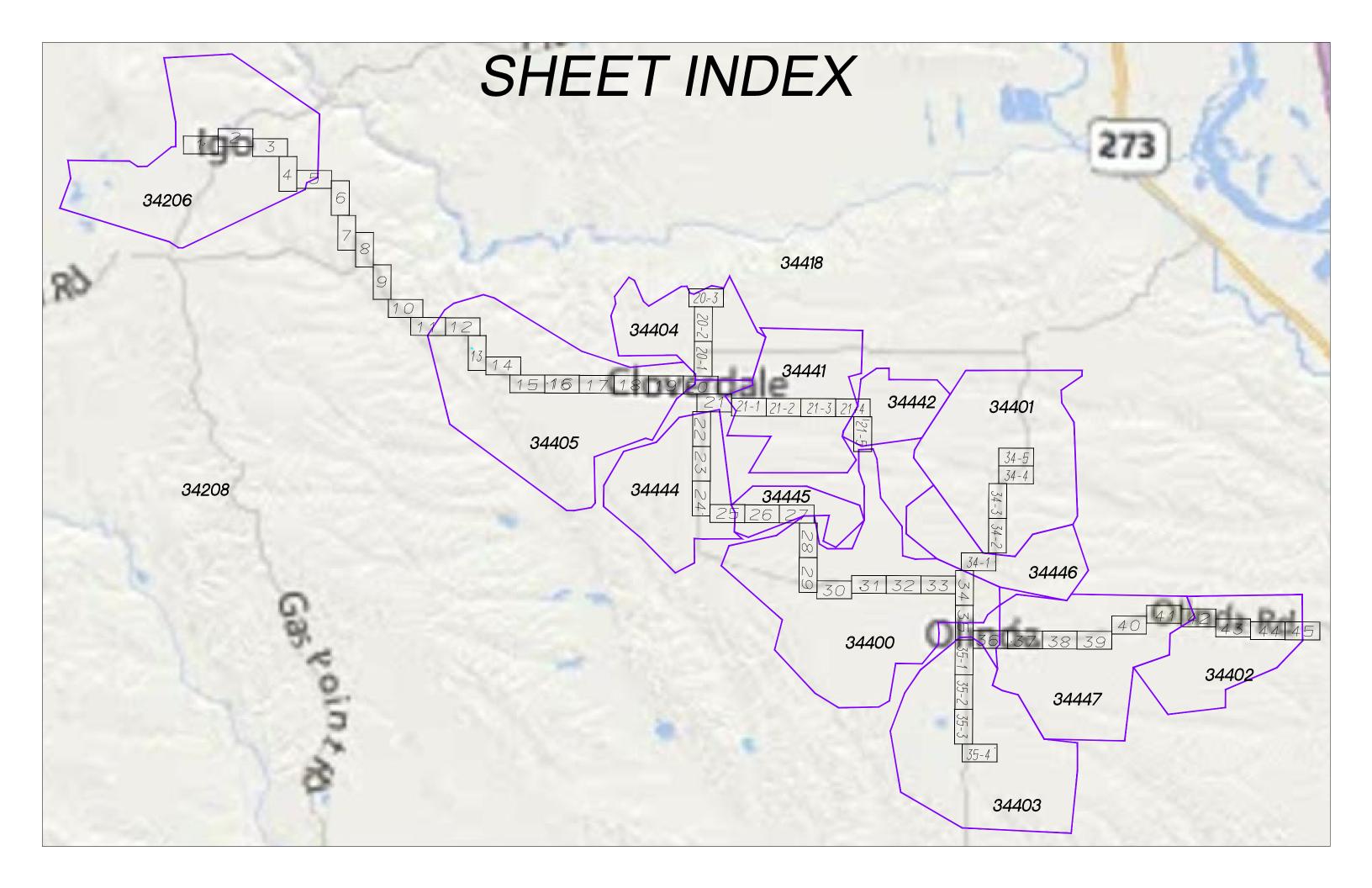


UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.



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TEL. CO. HAPPY VALLEY TELEPHONE COMPANY/dba/TDS TELECOM

PROJECT NO. 21178

(now what's **below. Call 811** before you dig. ROUTE ????

EX. ROUTE BA

MAP REF. 344021

COUNTY:

SHEET 1 OF 45

SHASTA
TOWNSHIP:

TAX DISTRICT: 344500

MUNICIPALITY: IGO

TWN/RGE 31N / 6W

SEC. 27

STAKED BY FARR

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DATE 10/14

DATE 10/14

W.O. TC-CA344ENG-001

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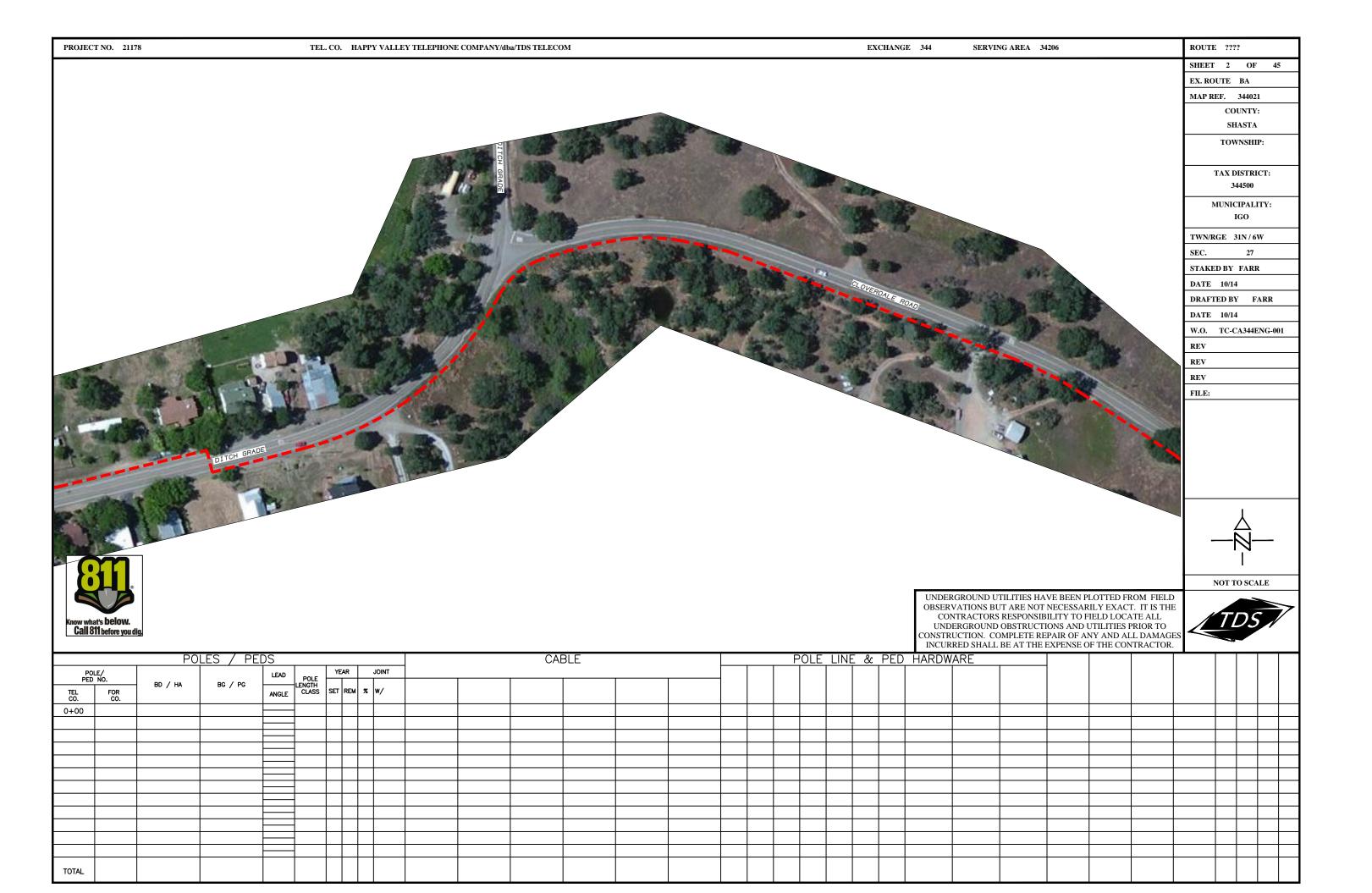
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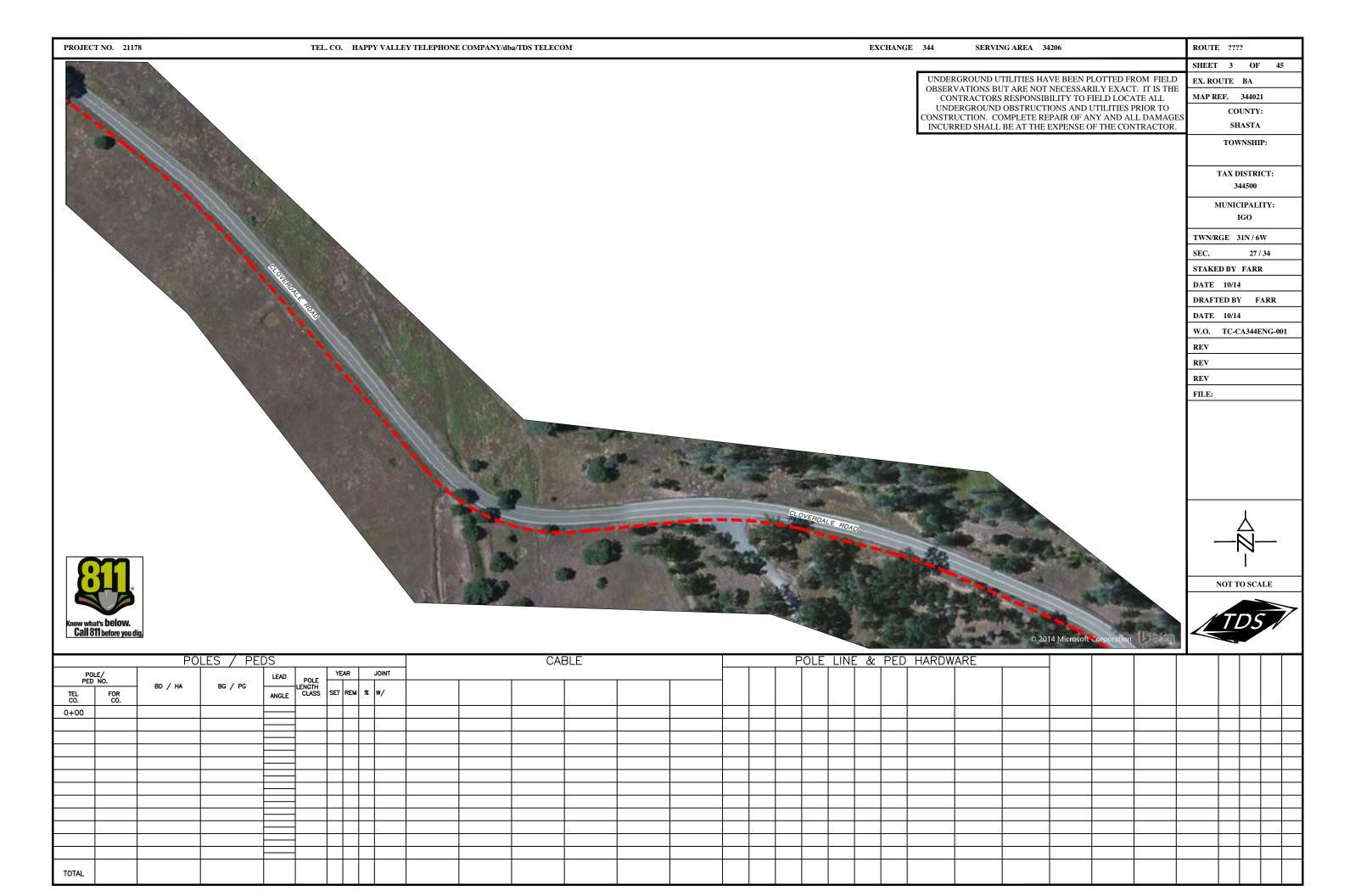
EXCHANGE 344

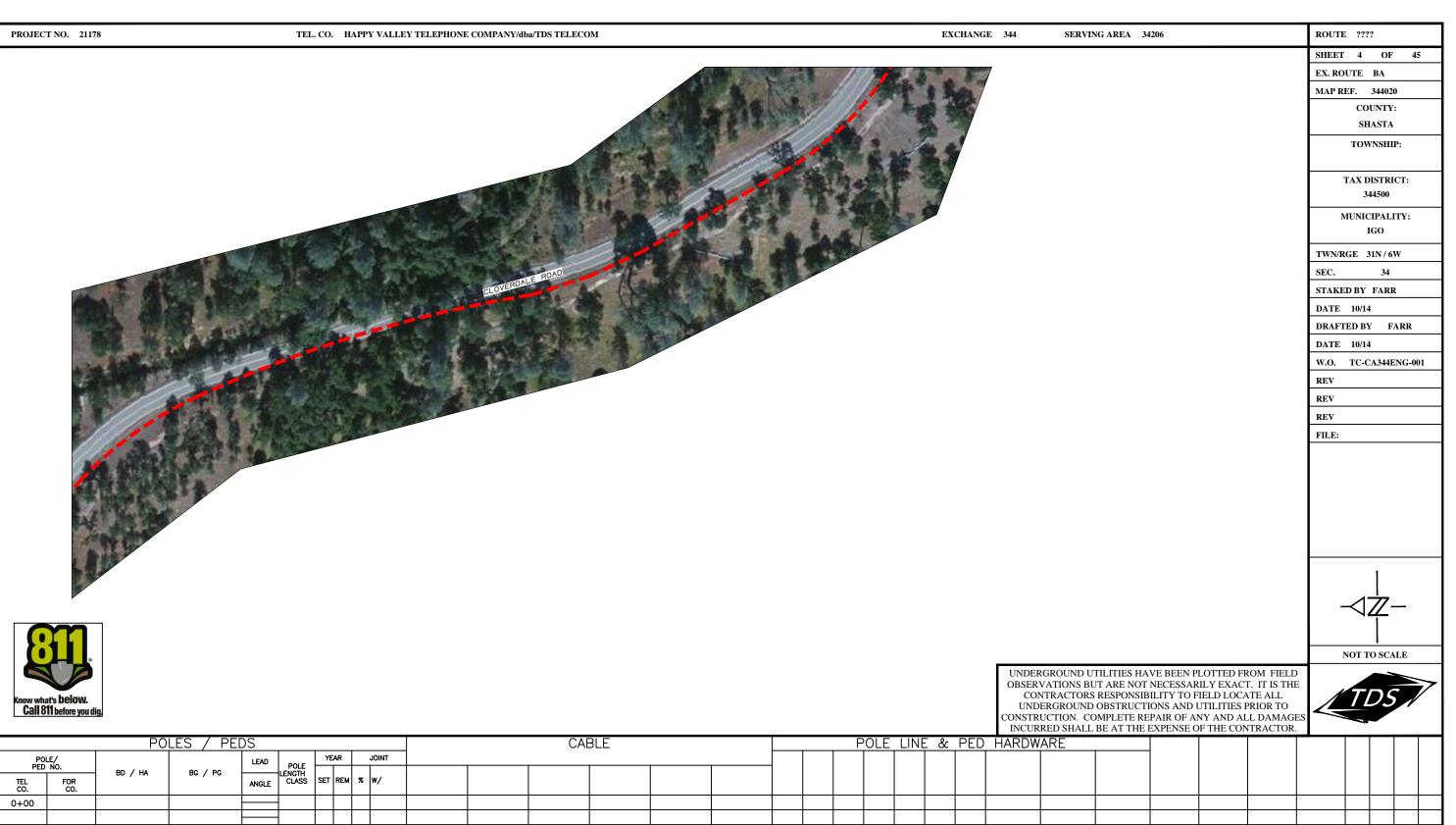
SERVING AREA 34206



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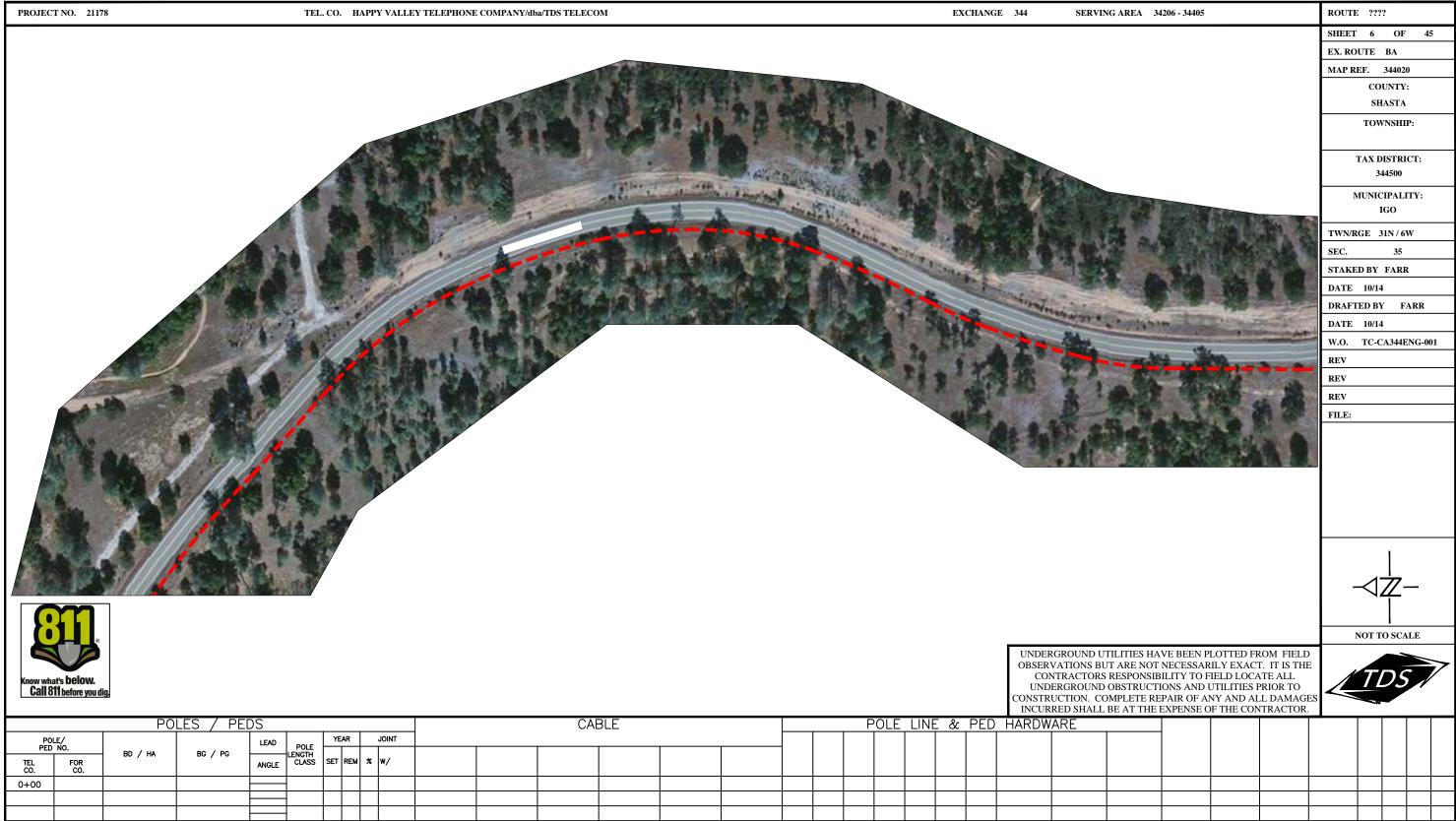




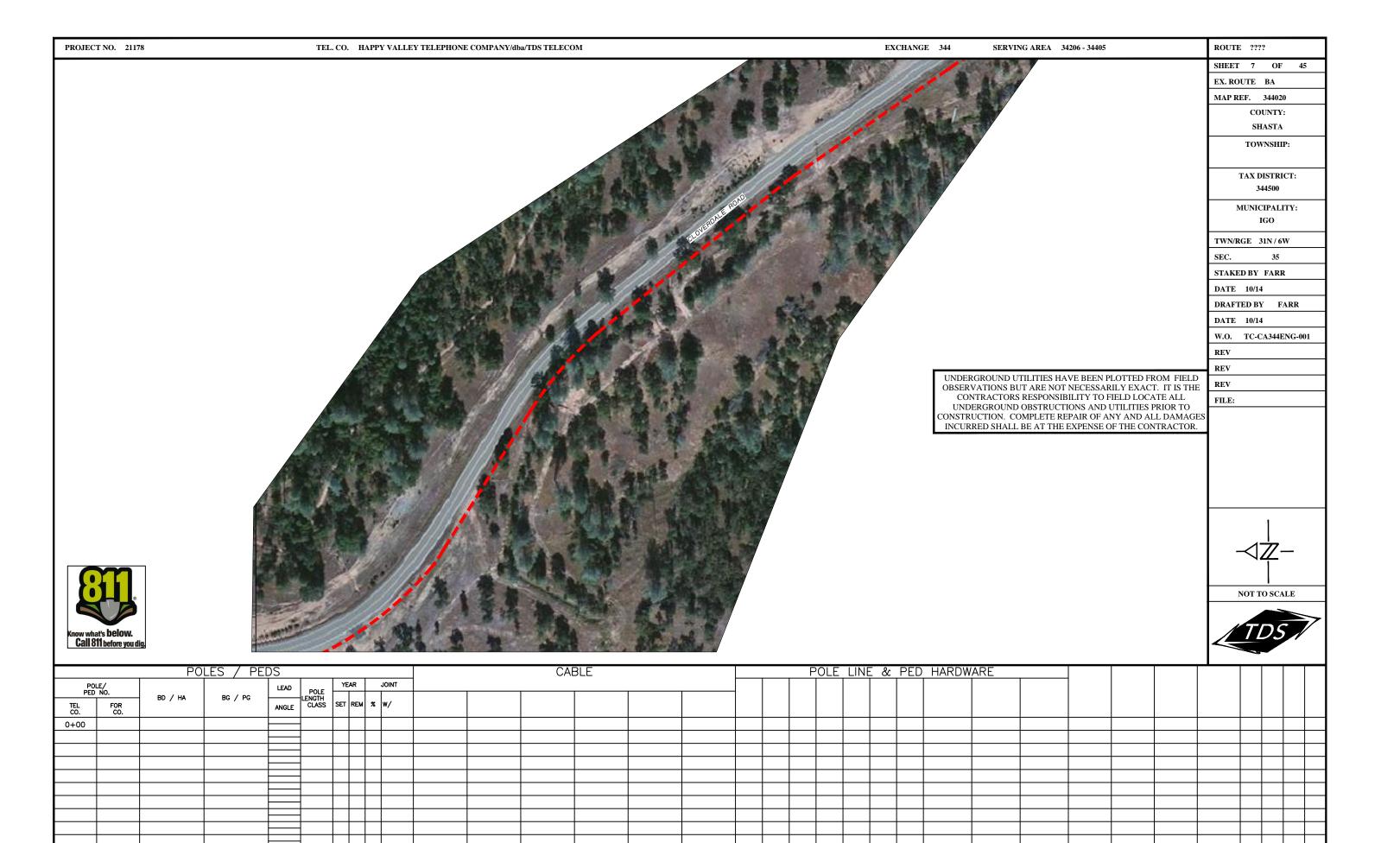


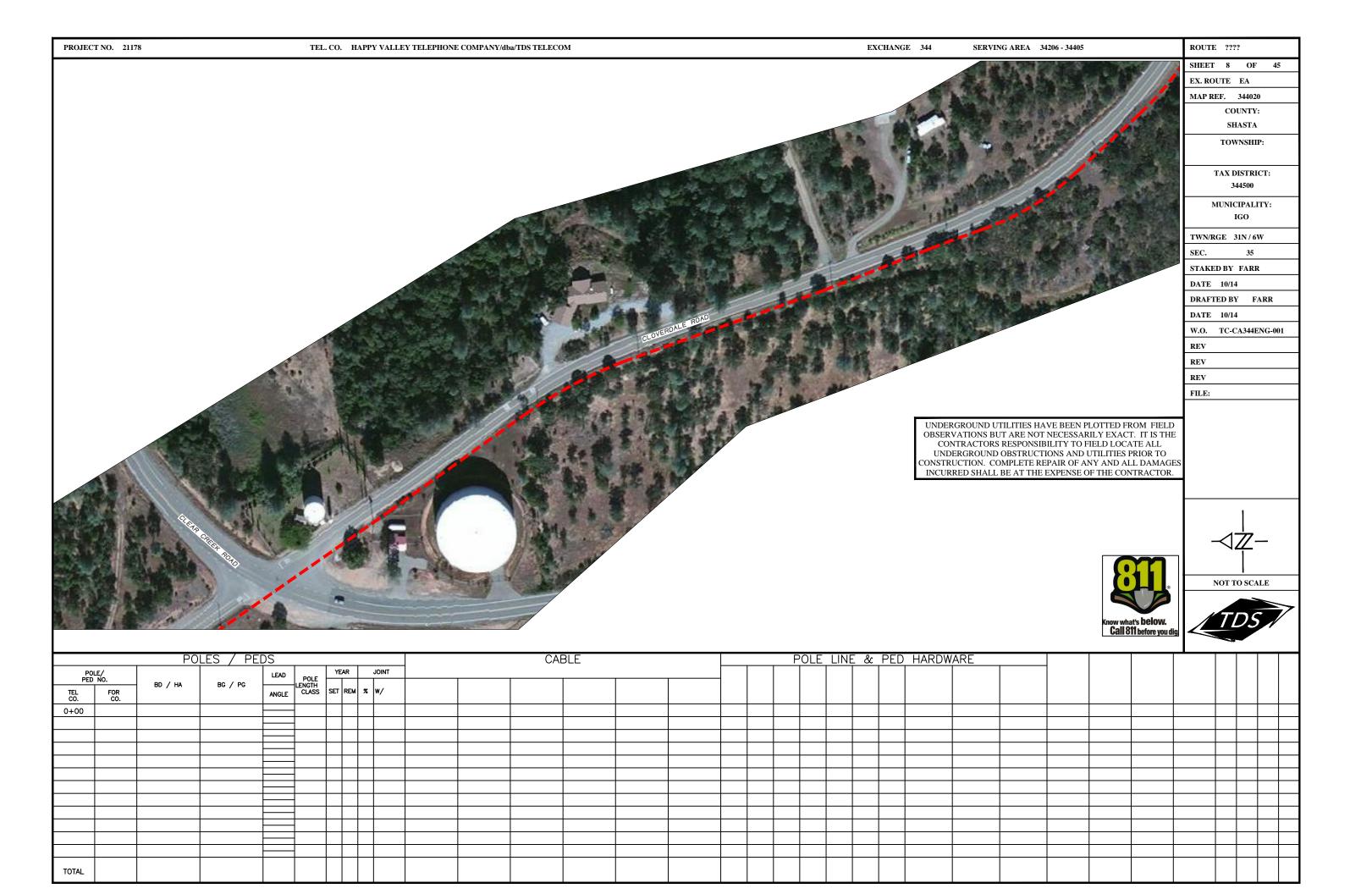
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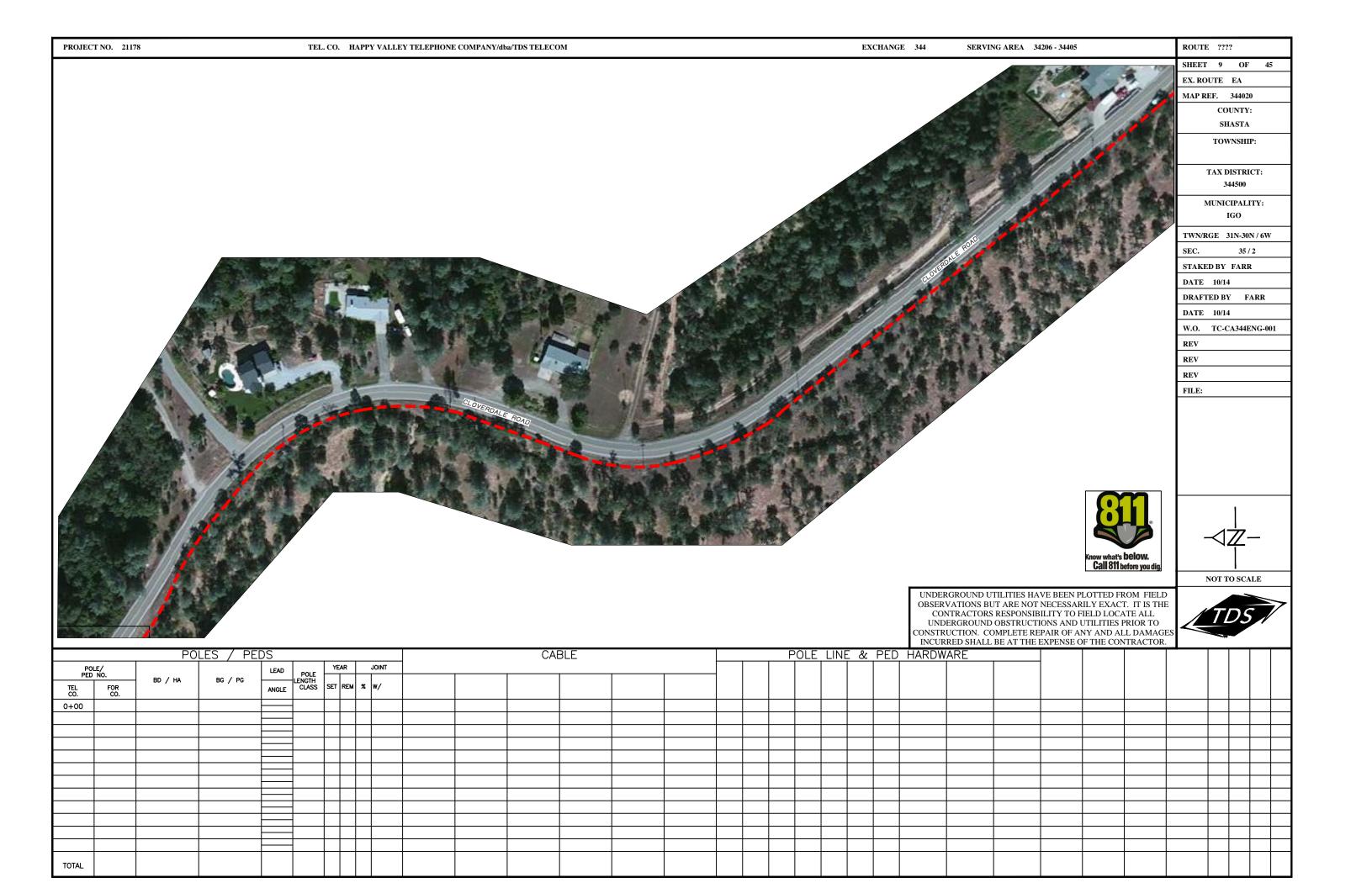


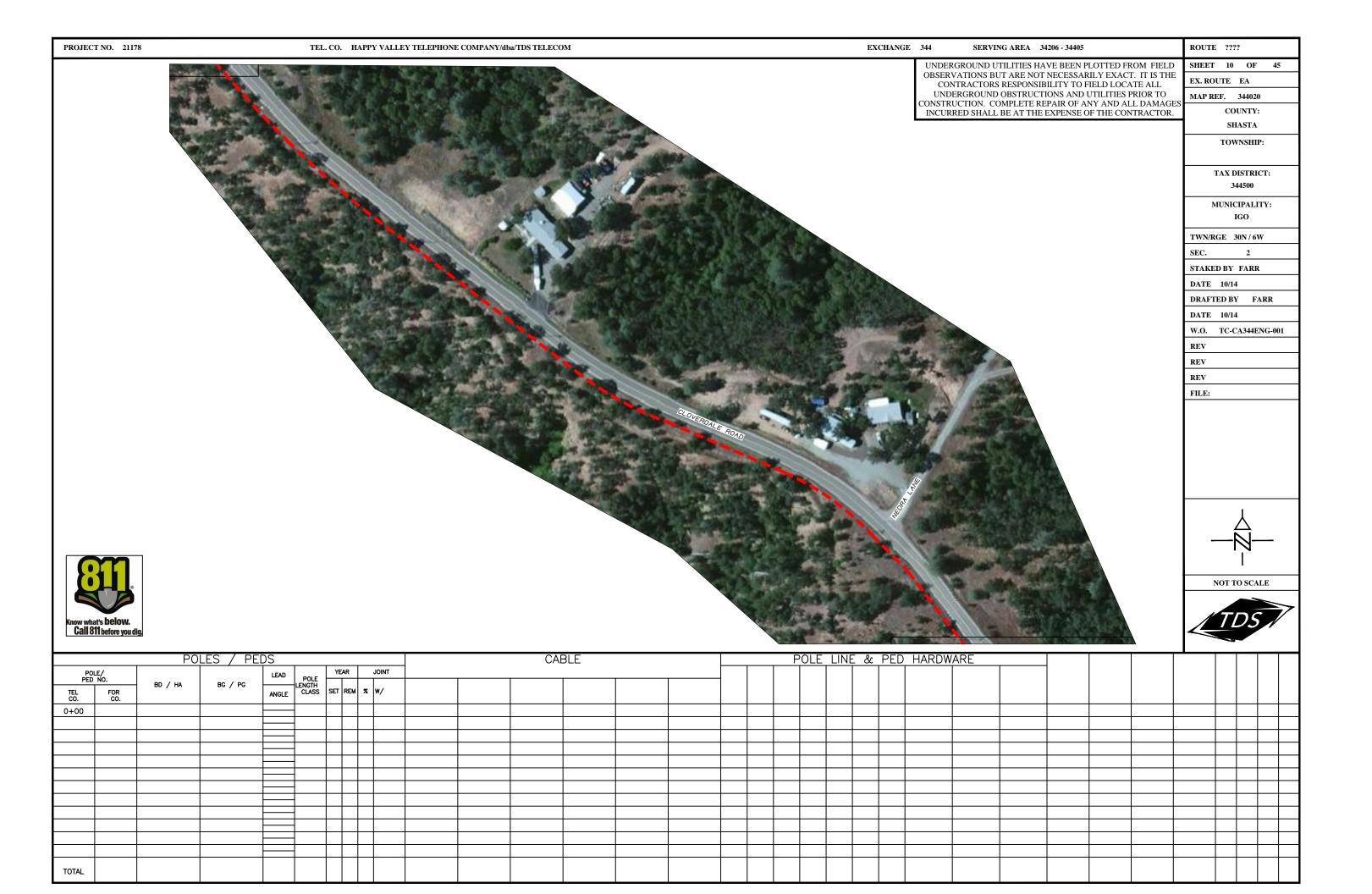


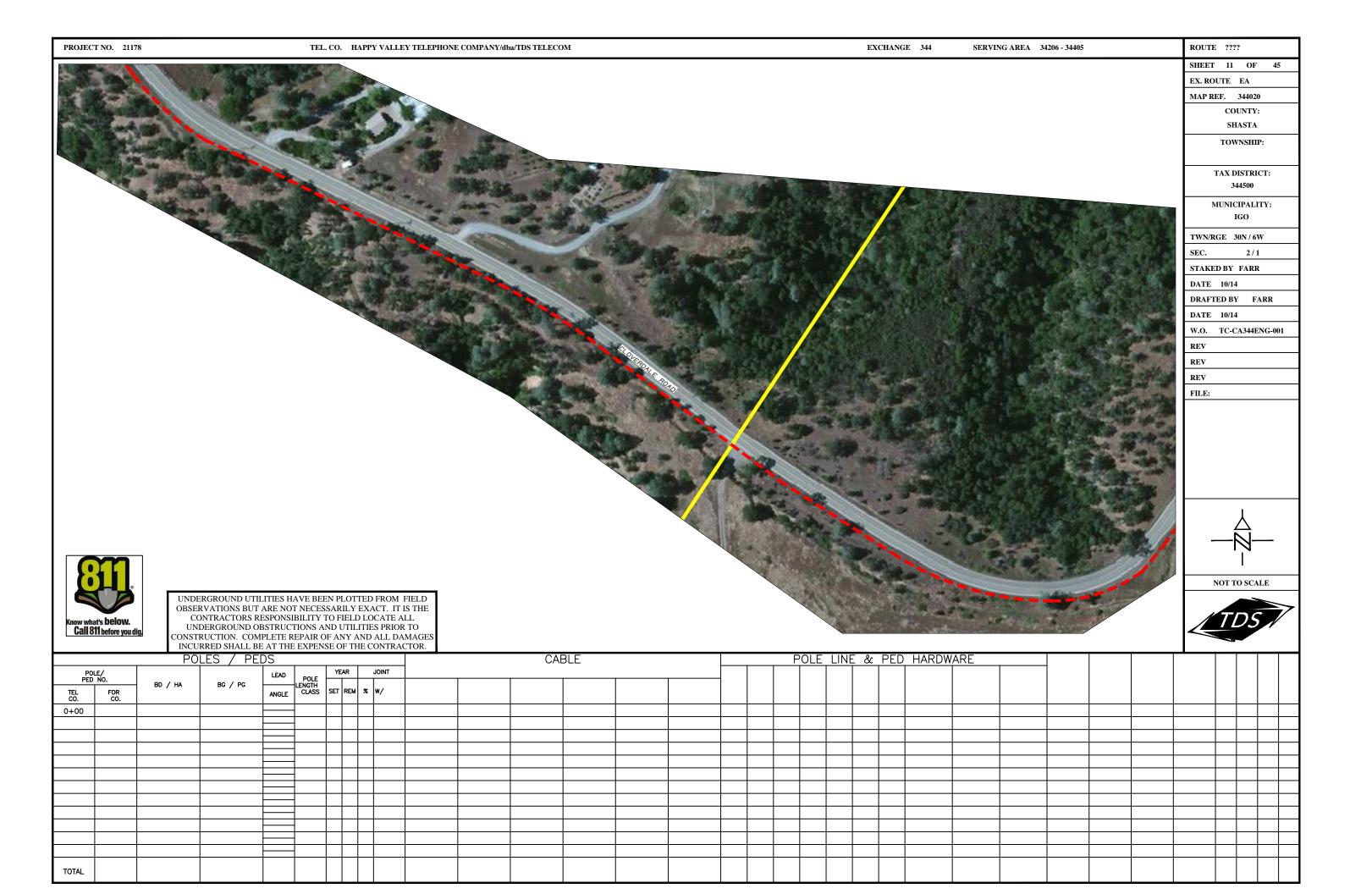
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344500 MUNICIPALITY: IGO

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STAKED BY FARR

DATE 10/14

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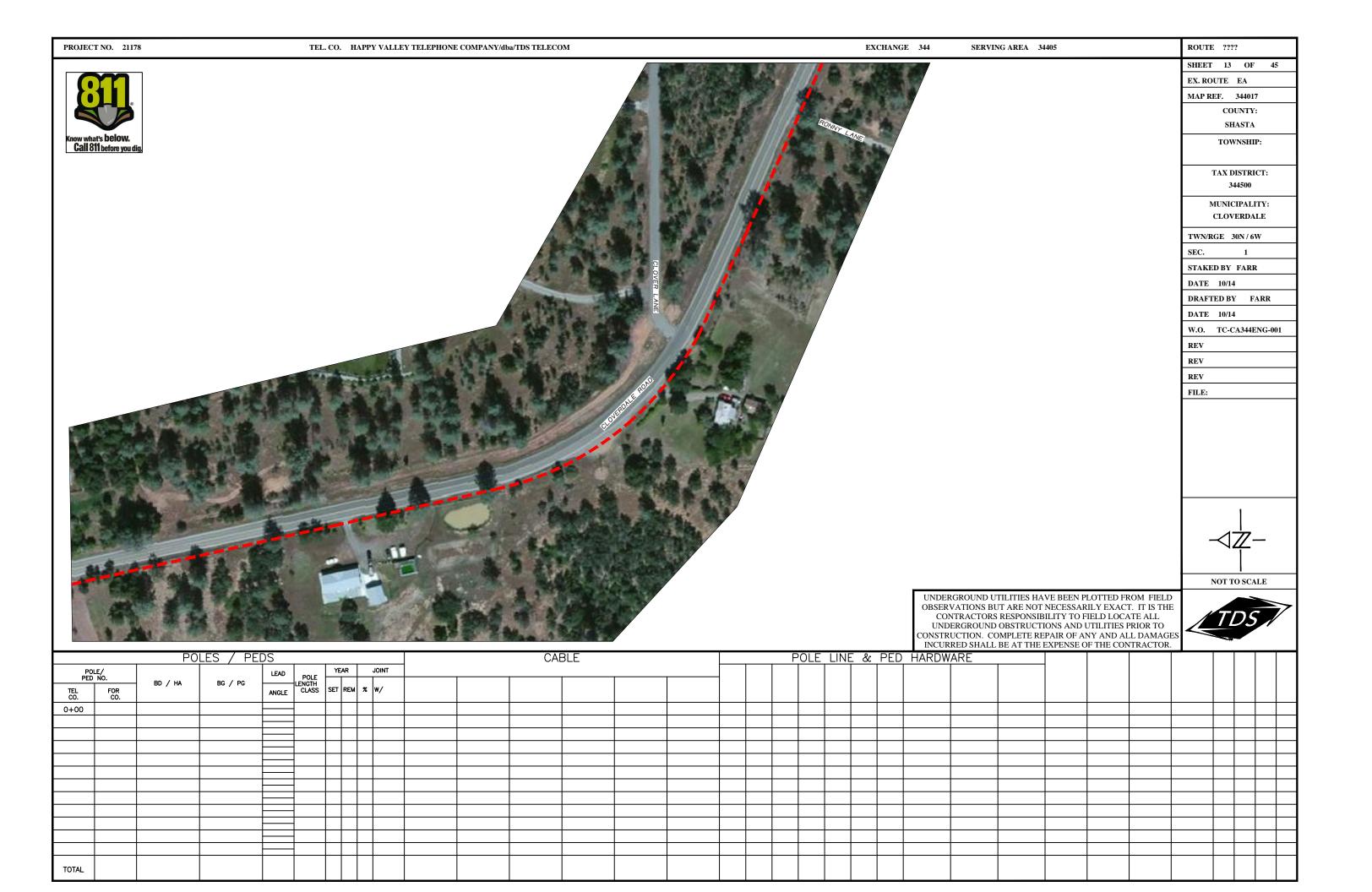
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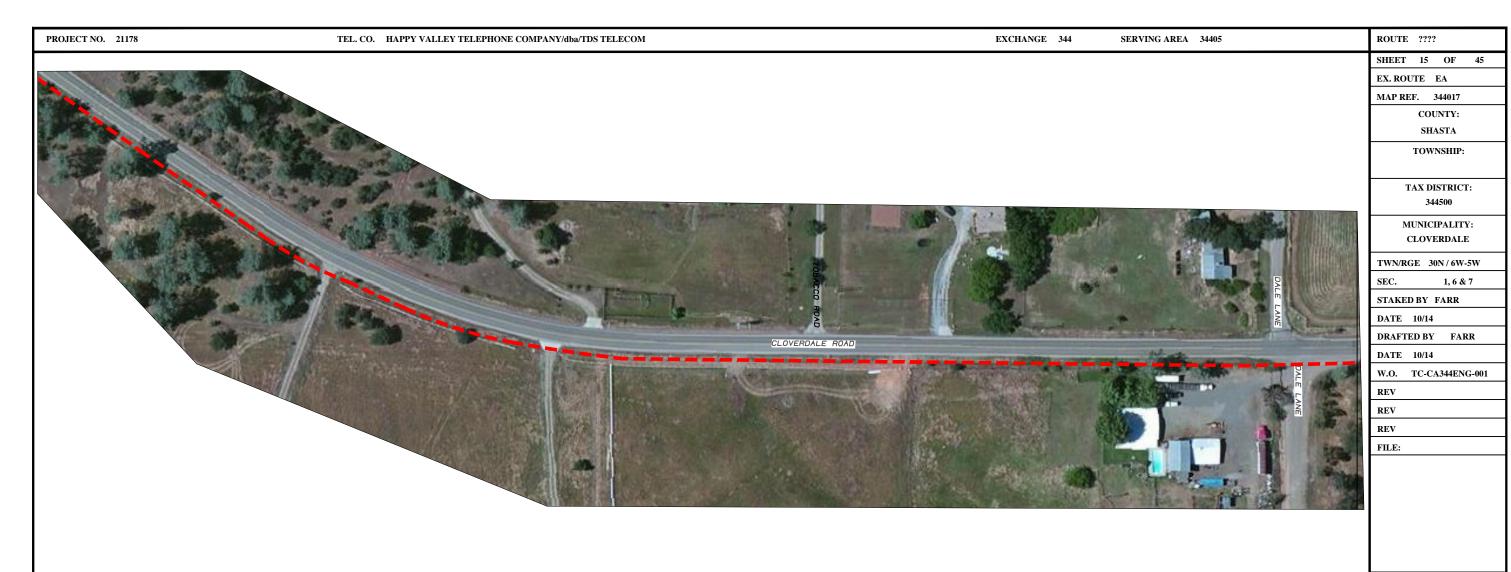
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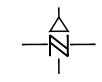
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TEL. CO. HAPPY VALLEY TELEPHONE COMPANY/dba/TDS TELECOM

PROJECT NO. 21178



ROUTE ????

SHEET 16 OF 45 EX. ROUTE EA MAP REF. 344015

> COUNTY: SHASTA

> > 6/7

NOT TO SCALE



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EXCHANGE 344

SERVING AREA 34405

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EXCHANGE 344

SERVING AREA 34405

TEL. CO. HAPPY VALLEY TELEPHONE COMPANY/dba/TDS TELECOM



PROJECT NO. 21178

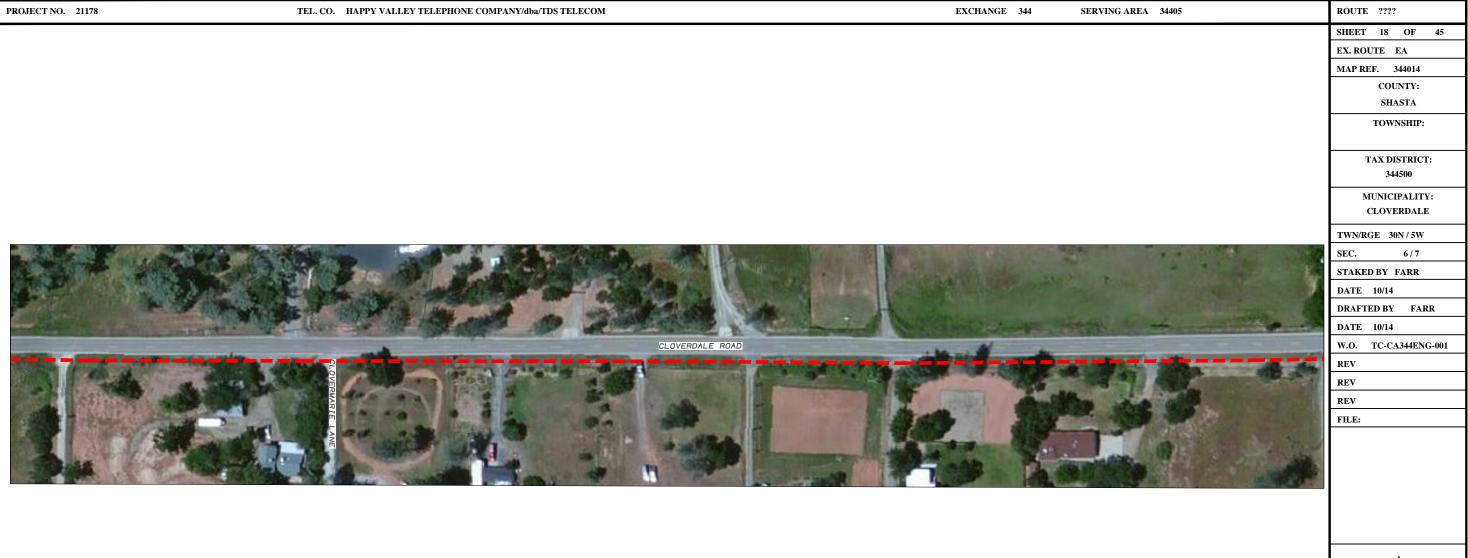


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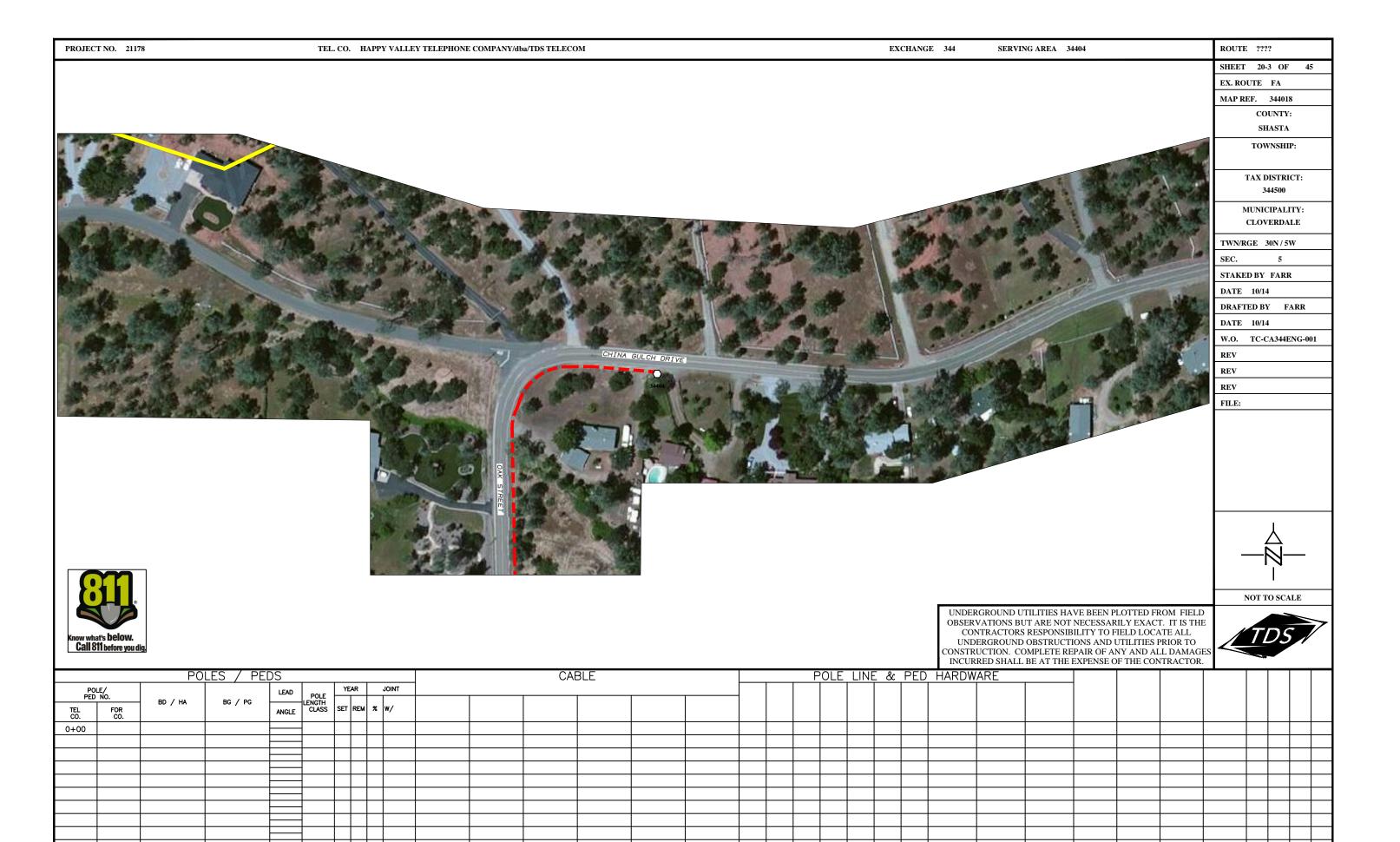




CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

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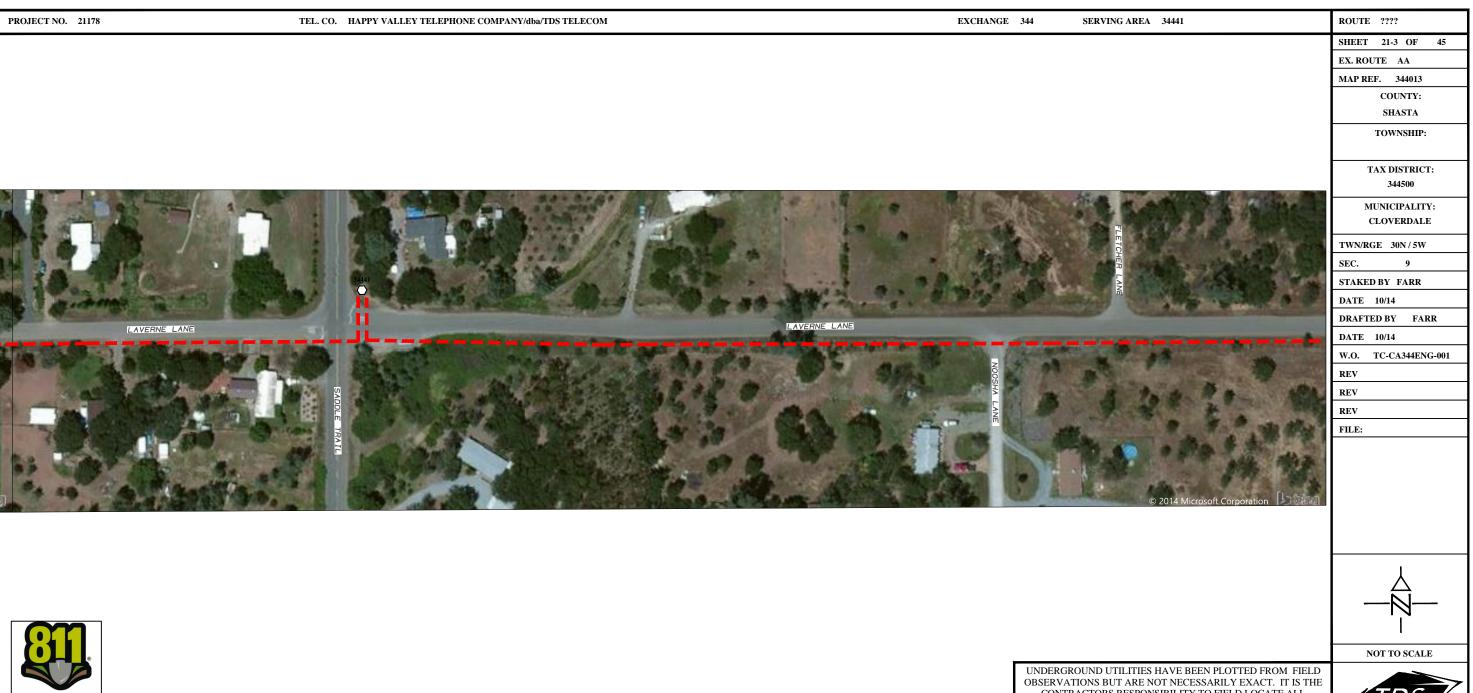


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NOT TO SCALE

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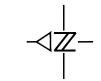
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UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

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TAX DISTRICT: 344500 MUNICIPALITY: CLOVERDALE

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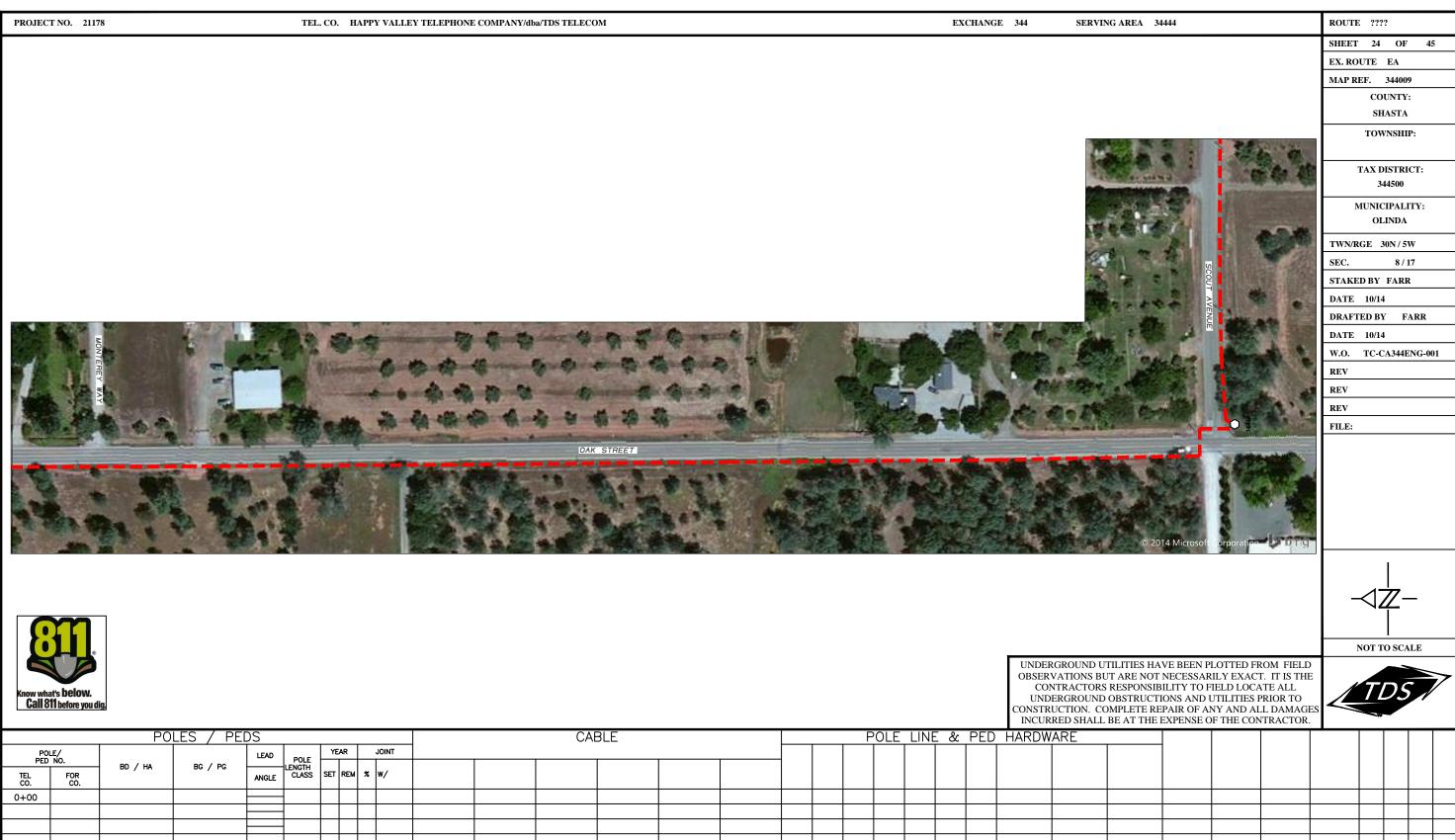
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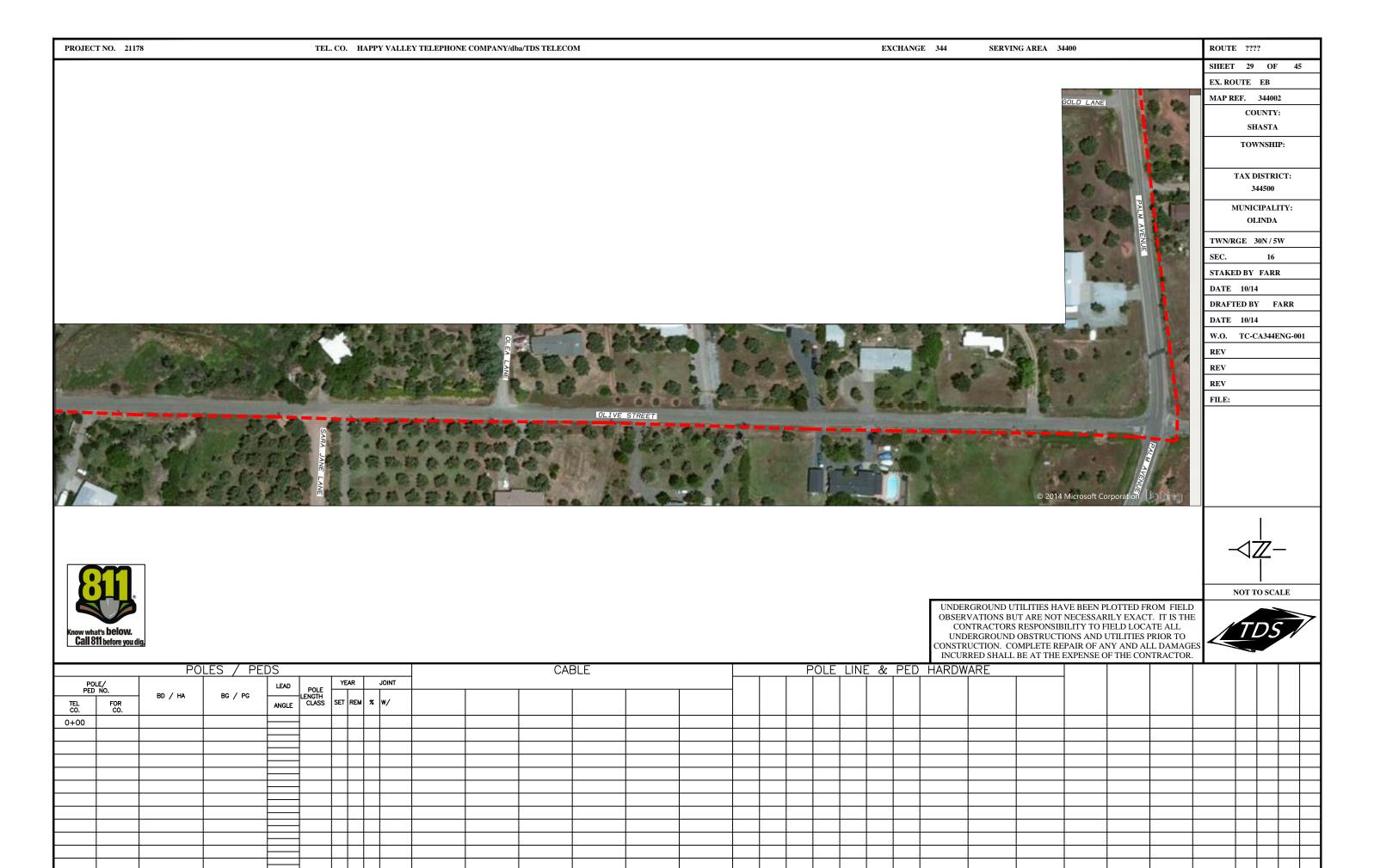


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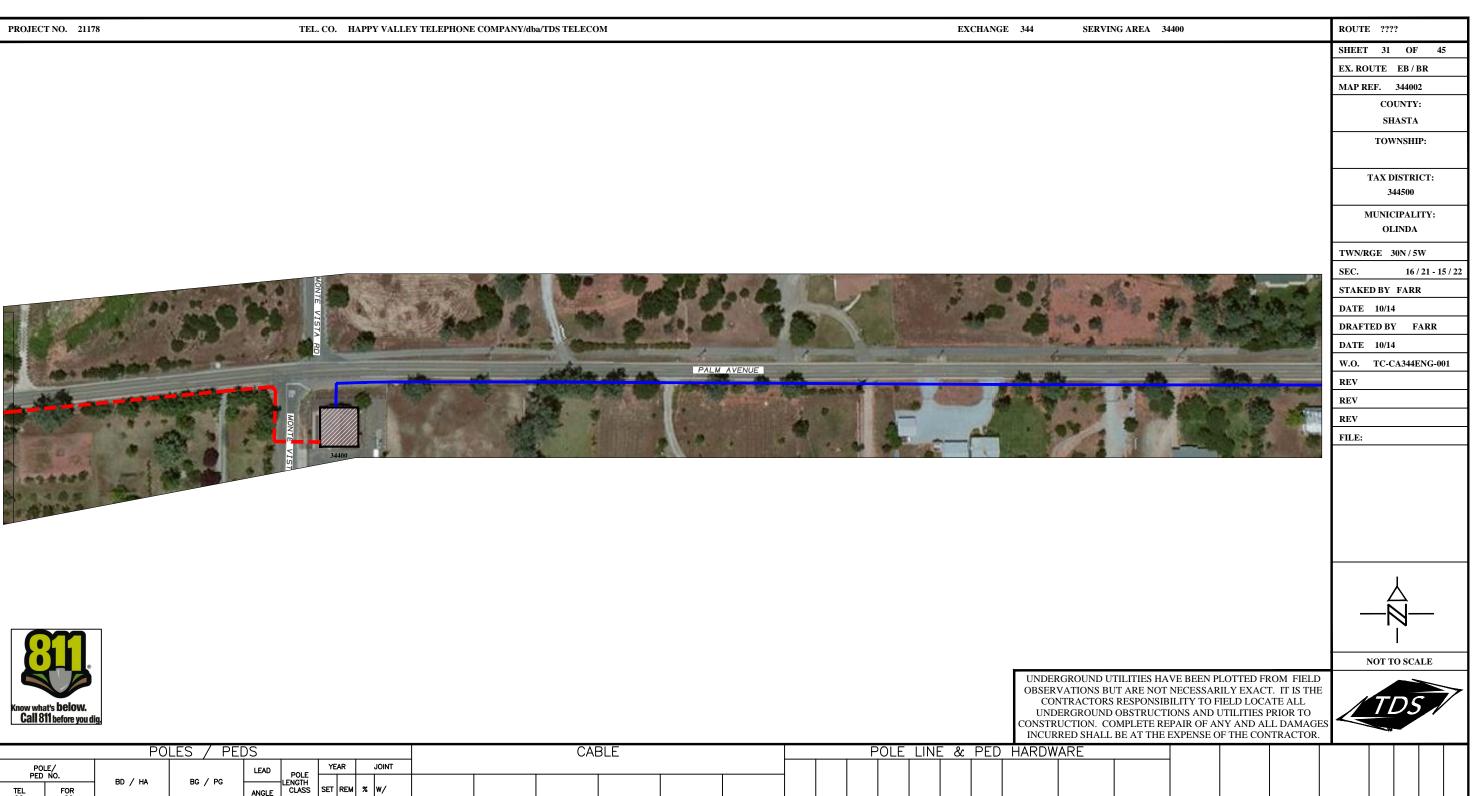
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EXCHANGE 344

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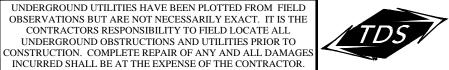
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PROJECT NO. 21178

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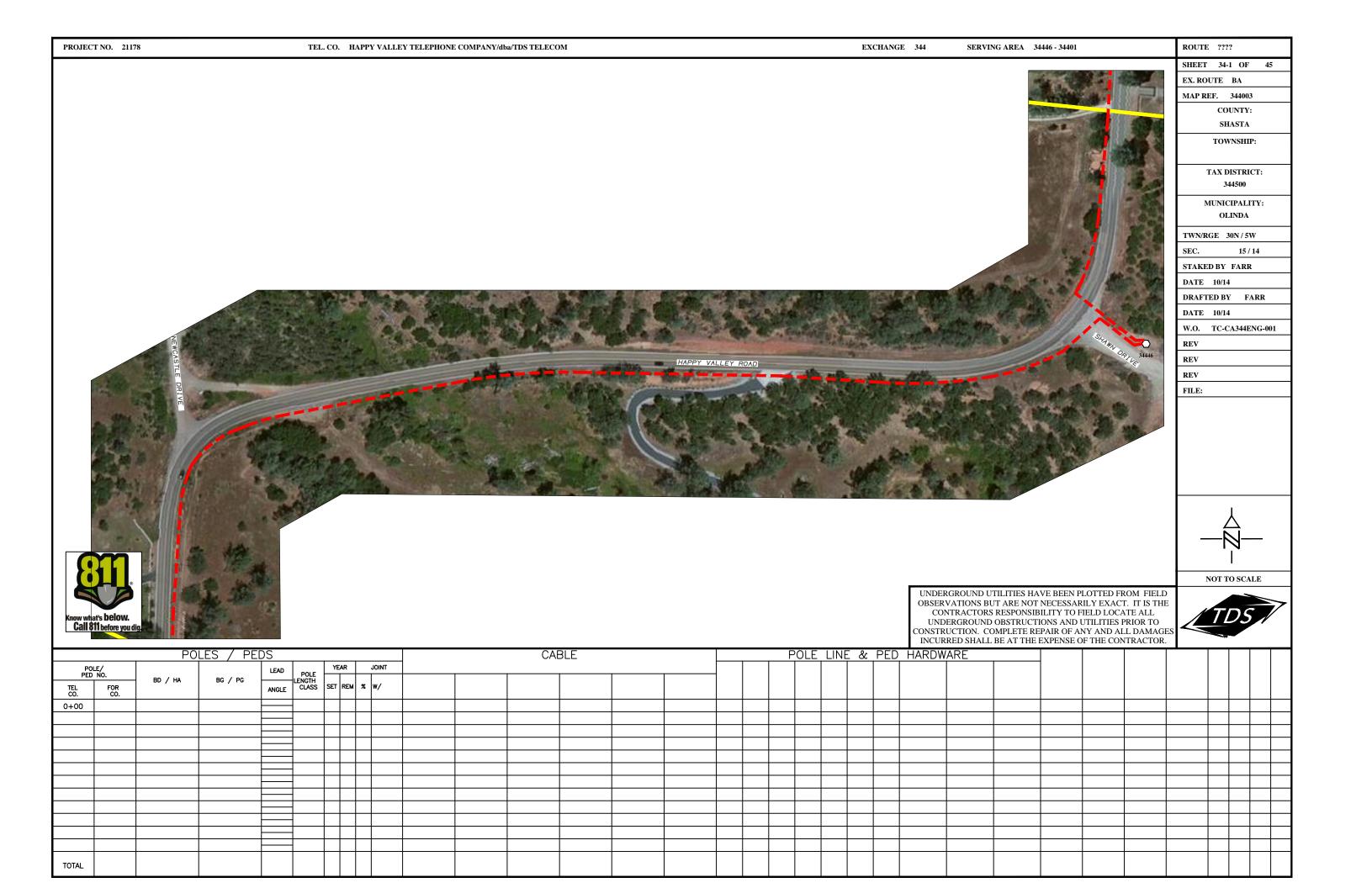


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EXCHANGE 344

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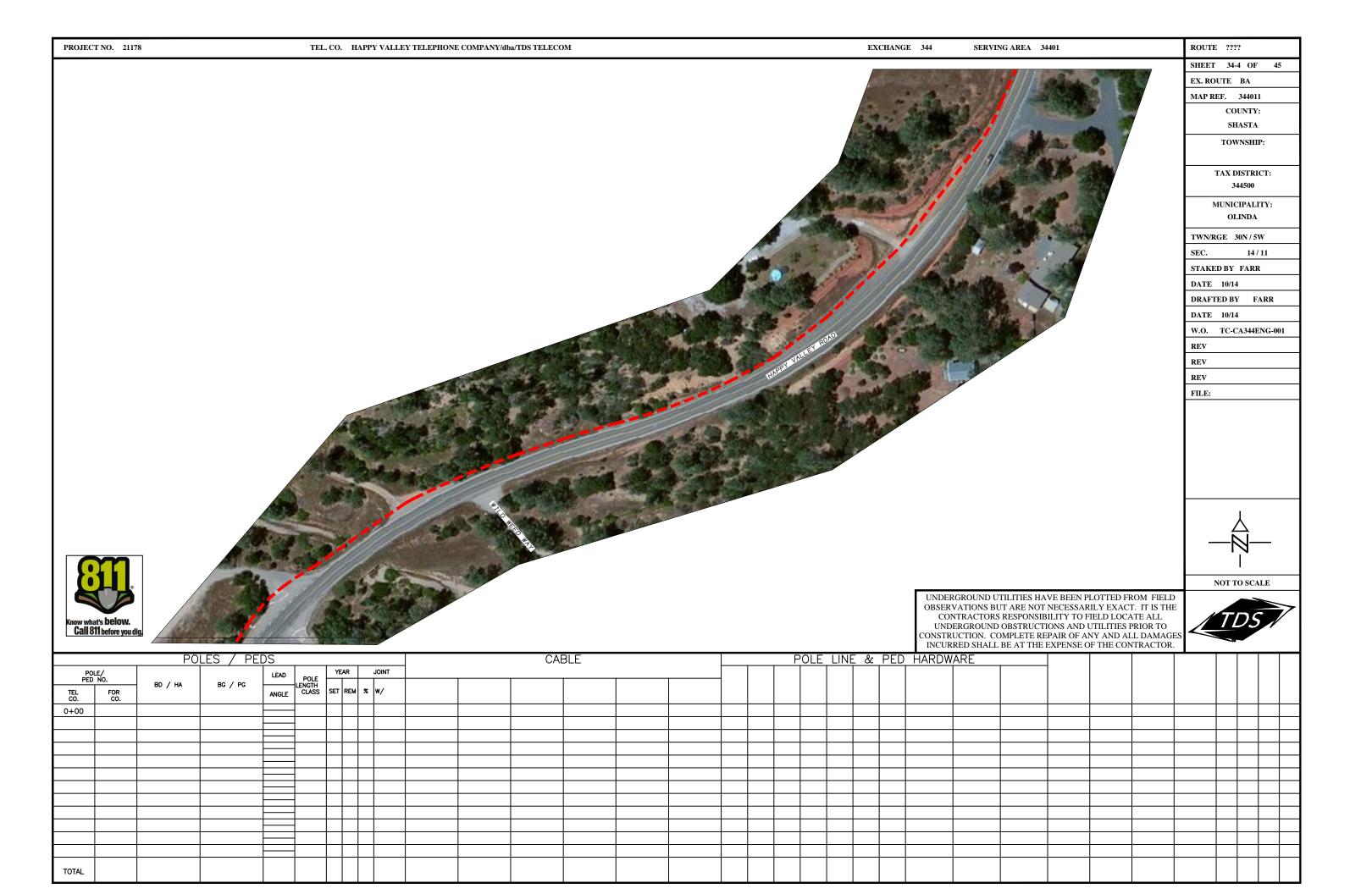




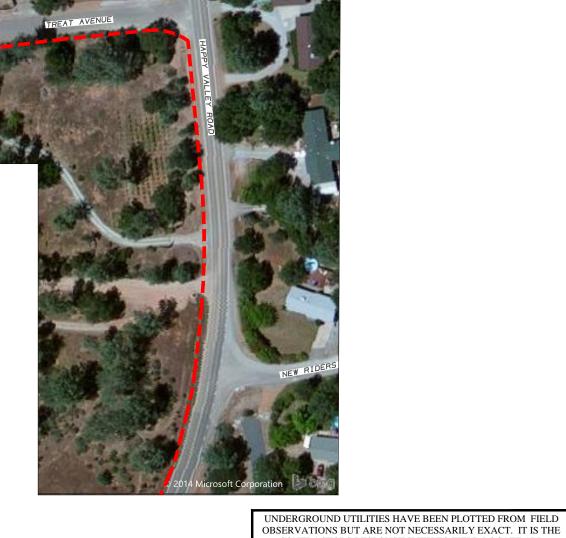
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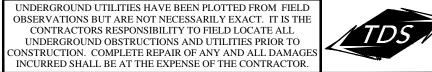
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EXCHANGE 344

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EXCHANGE 344

SERVING AREA 34400 - 34447

TEL. CO. HAPPY VALLEY TELEPHONE COMPANY/dba/TDS TELECOM

PROJECT NO. 21178



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TOWNSHIP:

TAX DISTRICT: 344500

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MUNICIPALITY: OLINDA

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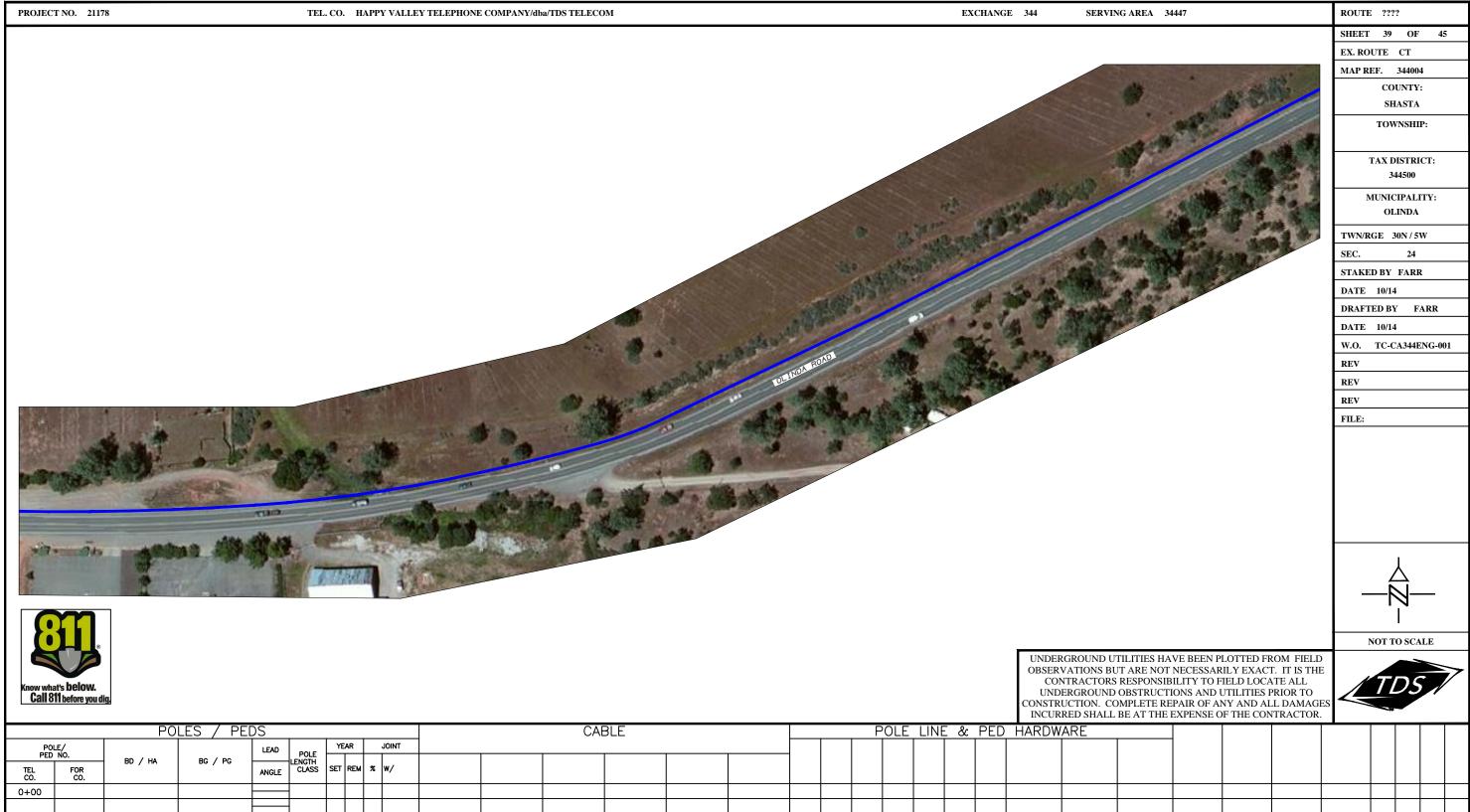
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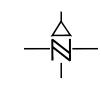


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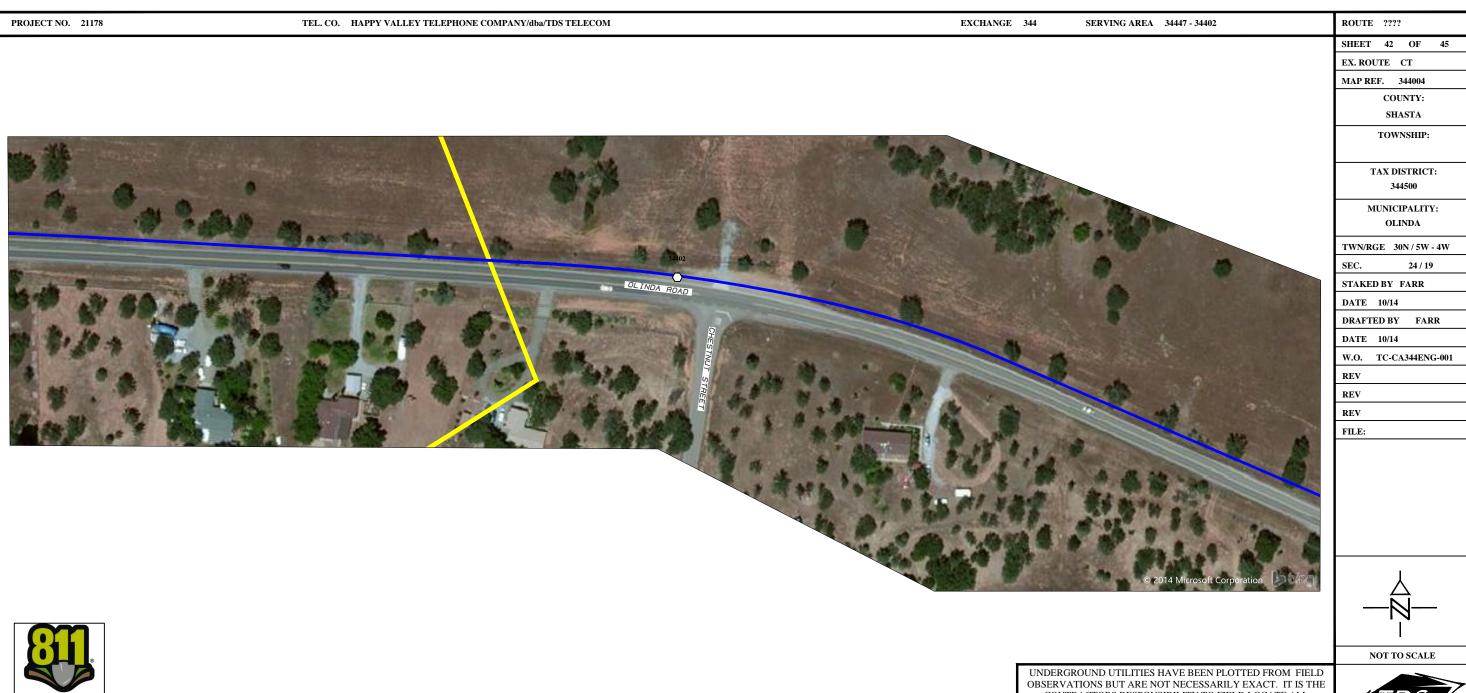
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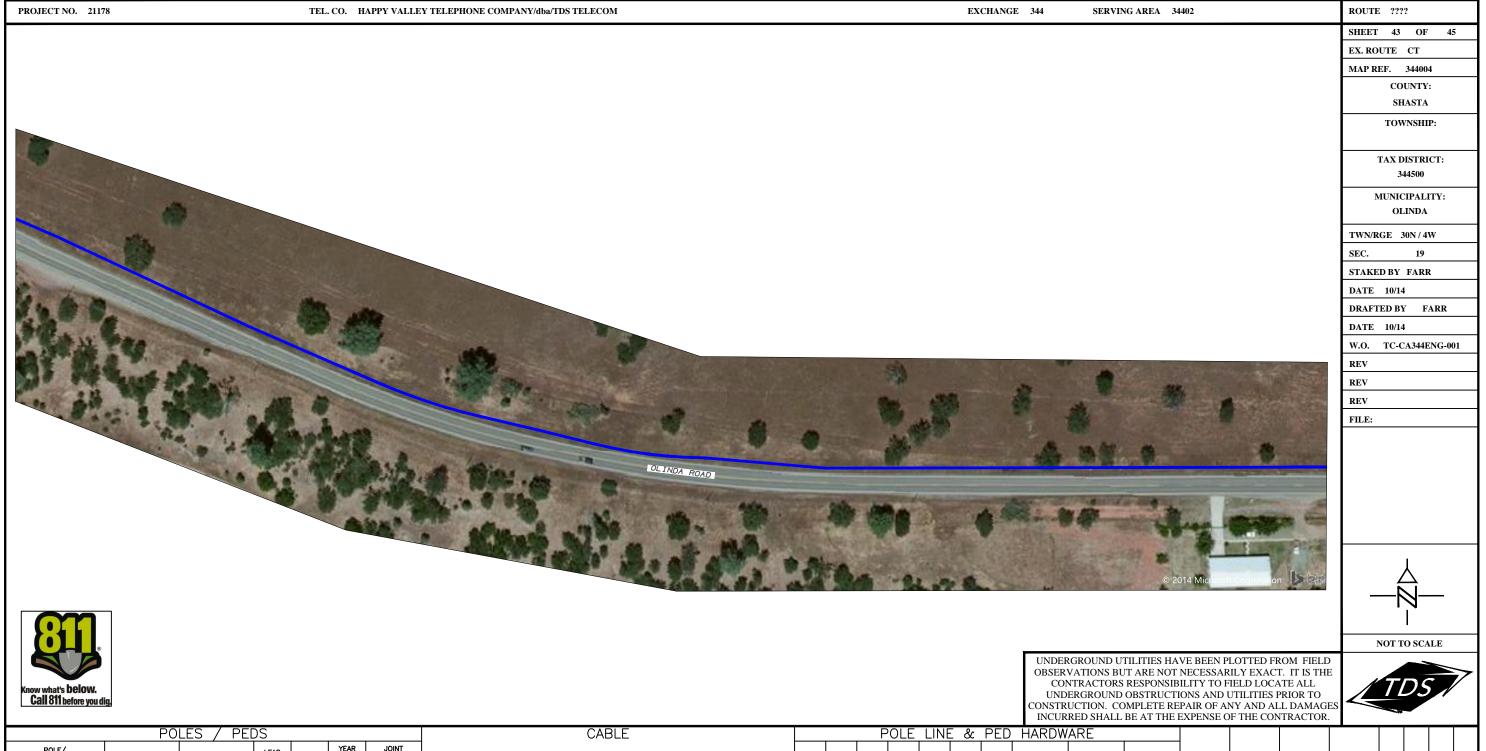
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UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO
CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES
CONSTRUCTION. COMPLETE REPAIR OF THE CONTRACTOR.



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UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.



NOT TO SCALE

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UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGE.

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