TYPICAL STRUCTURAL SECTIONS

1. 600 mm IMPORTED TOP SOIL
2. 60 mm AC TYPE B
3. 210 mm CLASS 2 AB

AC DIKE
USE AC DIKE TYPE A ON CUT
USE AC DIKE TYPE C OR E ON FILL

TYPICAL CROSS SECTION
PULLOFF AREA

EXISTING FL
300 mm
60 mm AC
210 mm CLASS 2 BASE

PULLOUT AREA CROSS SECTION
N 605/91 INTERCHANGE

EXISTING FL
300 mm
60 mm AC
5+3% 210 mm CLASS 2 BASE

AC DIKE TYPE C

BIOFILTRATION STRIP
N 605/91 INTERCHANGE

WP1 CCO 2
STAINLESS STEEL METAL PLATE

BIOFILTRATION STRIP & INFILTRATION TRENCH
ALTADENA MAINTENANCE STATION

WP1 CCO 2
INFILTRATION TRENCH

WPI CCO 2
DEPRESSED CURB
STEM WALL

WPI CCO 2
4+50

AS - BUILT

TYPICAL CROSS SECTIONS

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

NO SCALE
ROADSIDE SIGNS

R51 Roadside Signs, Typical Installation Details No. 1
R52 Roadside Signs, Wood Post, Typical Installation Details No. 2
R53 Roadside Signs, Wood Post, Typical Installation Details No. 3
R54 Roadside Signs, Typical Installation Details No. 4

OVERHEAD SIGNS-TRUSS

S1 Overhead Signs- Truss, Instructions and Examples
S2 Overhead Signs- Truss, Single Post Type, Post Types 1-5
S3 Overhead Signs- Truss, Two Post Type, Post Types 11 thru 15
S4 Overhead Signs- Truss, Double Post Type, Post Types 1 thru 4
S5 Overhead Signs- Truss, Three Post Type, Post Types 1 thru 4

OVERHEAD SIGNS-TUBULAR

S6 Overhead Signs- Tubular, Instructions and Examples
S7 Overhead Signs- Tubular, Single Post Type, Layout and Pipe Details
S8 Overhead Signs- Tubular, Two Post Type, Layout and Pipe Details

SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS

ES-1A Signal, Lighting and Electrical Systems- Symbol and Abbreviations
ES-1B Signal, Lighting and Electrical Systems- Symbol and Abbreviations
ES-2A Signal, Lighting and Electrical Systems- Service Equipment Details
ES-2B Signal, Lighting and Electrical Systems- Service Equipment Details
ES-2C Signal, Lighting and Electrical Systems- Service Equipment Details
ES-2D Signal, Lighting and Electrical Systems- Service Equipment Details
ES-3A Signal, Lighting and Electrical Systems- Service Equipment Details
ES-3B Signal, Lighting and Electrical Systems- Service Equipment Details
ES-3C Signal, Lighting and Electrical Systems- Service Equipment Details
ES-3D Signal, Lighting and Electrical Systems- Service Equipment Details
ES-4A Signal, Lighting and Electrical Systems- Controller Cabinet Details
ES-4B Signal, Lighting and Electrical Systems- Controller Cabinet Details
ES-4C Signal, Lighting and Electrical Systems- Controller Cabinet Details
ES-4D Signal, Lighting and Electrical Systems- Controller Cabinet Details
ES-5A Signal, Lighting and Electrical Systems- Pedestrian.Detectors Details
ES-5B Signal, Lighting and Electrical Systems- Pedestrian.Detectors Details
ES-5C Signal, Lighting and Electrical Systems- Pedestrian.Detectors Details
ES-5D Signal, Lighting and Electrical Systems- Pedestrian.Detectors Details
ES-5E Signal, Lighting and Electrical Systems- Pedestrian.Detectors Details
ES-5F Signal, Lighting and Electrical Systems- Pedestrian.Detectors Details
ES-6A Signal, Lighting and Electrical Systems- Pedestrian Bar Code Details
ES-6B Signal, Lighting and Electrical Systems- Pedestrian Bar Code Details

OVERHEAD SIGNS-BOX BEAM CLOSED TRUSS ALTERNATIVE

S39 Overhead Signs- Box Beam Closed Truss, Foundation Details
S40 Overhead Signs- Box Beam Closed Truss, Typical Installation Details
S41 Overhead Signs- Box Beam Closed Truss, Single Post Type, General Details
S42 Overhead Signs- Box Beam Closed Truss, Ribbed Steel Type Details
S43 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S44 Overhead Signs- Box Beam Closed Truss, Typical Installation Details
S45 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S46 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S47 Overhead Signs- Box Beam Closed Truss, Typical Installation Details
S48 Overhead Signs- Box Beam Closed Truss, Single Post Type Details
S49 Overhead Signs- Box Beam Closed Truss, Single Post Type Details
S50 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S51 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S52 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S53 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S54 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S55 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S56 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S57 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S58 Overhead Signs- Box Beam Closed Truss, Two Post Type Details
S59 Overhead Signs- Box Beam Closed Truss, Two Post Type Details

SIGN ILLUMINATION

ES-29 Sign Illumination- Mercury Sign Illumination Equipment
ES-30 Sign Illumination- Fluorescent Sign Illumination Equipment
ES-31 Sign Illumination- LED Sign Illumination Equipment
ES-32 Sign Illumination- Indirectly Illuminated Street Name Sign Illumination

CLOSED CIRCUIT TELEVISION

R96-118 CLOSED CIRCUIT TELEVISION- PDP DETAILS
R96-119 CLOSED CIRCUIT TELEVISION- Pole Details- Overhead Sign Mounted

NEW STANDARD PLANS

MSP 006 PIPE INLETS
MSP 007 PIPE INLET- LADDER, STEP AND TRASH RACK DETAILS
NOTES:
1. For additional details of Terminal System (Type SRT), refer to the manufacturer's installation instructions.
2. The post offset dimensions are given to the center of the traffic face of the block, except at the first two posts, where the dimension is to the center of the traffic face of the post. Offset points are to be located by chord measurements at the block of the rail equal to the nominal post spacing shown. Posts are to be set approximately radii to the rolling at each post location.
3. Do not attach rail elements to posts 3, 6, 7, 8, and 9.
4. Attach strut to Post No. 1 and 2 foundation tube with 16 mm hex head bolt, washer and nut. Bolts extend through the strut, foundation tube, and wood posts.
5. For length of MBGR and end treatment of opposite end of MBGR, see layout sheets and summary of quantities.
6. For details of MBGR, refer to applicable Standard Plans.
7. Post and block for Post No. 10 is typical MBGR line post and block with bolt extended through the elements, block and post. Payment for post, block and hardware for Post No. 10 included in payment for MBGR, not part of payment for Terminal System (Type SRT).
8. The deflector angle of the slot guide is to be positioned immediately downstream of the slot.
9. For bearing plate orientation, refer to the manufacturer's installation instructions.
(N) I-605/DEL AMO INTERCHANGE

DRAINAGE PLAN

SCALE 1"=200

AS - BUILT

This plan accurate for drainage only.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
PLAN VIEW

HEADWALL

DOWEL

FILLED WITH SLURRY AND ROCK

WP2 CCO 4

SECTION A-A

RSP ENERGY DISSIPATER AT HEAD WALL

PLAN VIEW

FILLED WITH SLURRY AND ROCK

WP2 CCO 4

SECTION B-B

RSP ENERGY DISSIPATER

AS - BUILT
DRAINAGE DETAILS

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

NO SCALE
457 H-Flume (Mod) Structure

PLAN

Fiber Reinforced Plastic H-Flume #2 = 457 to be located prior to placing concrete.

305 H-Flume (Mod) Structure

PLAN

Fiber Reinforced Plastic H-Flume #2 = 305 to be located prior to placing PCC.

SECTION A-A

SECTION C-C

Lysimeter Detail

As-Built Drainage Details

All dimensions are in meters unless otherwise shown.
## DRAINAGE QUANTITIES

<table>
<thead>
<tr>
<th>DRAINAGE SYSTEM NO.</th>
<th>DRAINAGE SYSTEM</th>
<th>MANHOLE CONCRETE</th>
<th>PIPE MATERIAL</th>
<th>PIPE DIAMETER</th>
<th>MANHOLE STRUCTURE</th>
<th>MICRO-LEVEES</th>
<th>SWALE</th>
<th>SWALE GUTTER</th>
<th>LID</th>
<th>LID GUTTER</th>
<th>DRAINAGE PIPE</th>
<th>DRAINAGE PIPE</th>
<th>FOSSIL FILTER INSERT</th>
<th>FOSSIL</th>
<th>STRAIGHT</th>
<th>GROIN</th>
<th>TRAP</th>
<th>TRAP GROIN</th>
<th>TRAP GROIN</th>
<th>TRAP GROIN</th>
<th>TRAP GROIN</th>
<th>TRAP GROIN</th>
<th>TRAP GROIN</th>
<th>TRAP GROIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 R2 R3 R4 R5 R6 R7</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>6</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>9</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>11</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>12</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>13</td>
<td>13</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**AS - BUILT**

**DRAINAGE QUANTITIES**

**NO SCALE**

**D-23**

*All dimensions are in meters unless otherwise shown.*

*Not a separate pay item, for information only.*
AS - BUILT

TRAFFIC HANDLING PLAN

SCALE 1:500

(N) I-805/DEl AMO INTERCHANGE

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TH-3
CONSTRUCTION AREA SIGNS

<table>
<thead>
<tr>
<th>Sign No.</th>
<th>Sign Code</th>
<th>Panel Size</th>
<th>Sign Message</th>
<th>No. of Post and Size</th>
<th>No. of Signs</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>SPECIAL 2250X1500</td>
<td></td>
<td>FUNDING SIGN (F)</td>
<td>2-140mm X 140mm</td>
<td>6</td>
</tr>
<tr>
<td>B</td>
<td>C2W1D</td>
<td>760X760</td>
<td>SHOULDER CLOSED AHEAD</td>
<td>1-89mm X 140mm</td>
<td>4</td>
</tr>
<tr>
<td>C</td>
<td>C3OA</td>
<td>760X760</td>
<td>SHOULDER CLOSED</td>
<td>1-89mm X 140mm</td>
<td>4</td>
</tr>
<tr>
<td>D</td>
<td>C23</td>
<td>760X760</td>
<td>ROADWORK AHEAD</td>
<td>1-89mm X 140mm</td>
<td>2</td>
</tr>
<tr>
<td>E</td>
<td>C13</td>
<td>1200X450</td>
<td>END CONSTRUCTION</td>
<td>1-89mm X 140mm</td>
<td>5</td>
</tr>
</tbody>
</table>

Exact sign location to be determined by the Engineer.

G: See Standard Plans 7-7

AS - BUILT

CONSTRUCTION AREA SIGNS

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

NO SCALE

CS-1
### Place Asphalt Concrete Dike

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>EM</th>
<th>CM</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>S 5/605 Interchange</td>
<td></td>
<td>10' 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N 605/Carson &amp; Del AMO Interchange</td>
<td>5.7</td>
<td></td>
<td></td>
<td>5.7</td>
</tr>
<tr>
<td>N 605/91 Interchange</td>
<td></td>
<td>39</td>
<td></td>
<td>39</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>50</td>
<td></td>
<td>50</td>
</tr>
</tbody>
</table>

### Chain Link Fence

<table>
<thead>
<tr>
<th>Location</th>
<th>CL-1.8</th>
<th>M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altadena Maintenance Station</td>
<td>.6'</td>
<td>67</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>.6'</td>
<td>67</td>
</tr>
</tbody>
</table>

### Minor Concrete (Minor Structure)

| Location                        | m<sup>3</sup> | EA | m
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Altadena Maintenance Station</td>
<td>3.19</td>
<td>28.7</td>
<td></td>
</tr>
<tr>
<td>N 605/91 Interchange</td>
<td>1.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N 91/Cerritos Maintenance Station</td>
<td>0.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S 5/605 Interchange</td>
<td>0.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N 605/Carson &amp; Del AMO Interchange</td>
<td>0.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foothill Maintenance Station</td>
<td>5.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Las Flores Maintenance Station</td>
<td>5.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rosemead Maintenance Station</td>
<td>3.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>6.29</td>
<td>46.4</td>
<td></td>
</tr>
</tbody>
</table>

### 1.5 M Chain Link Gate

<table>
<thead>
<tr>
<th>Location</th>
<th>CL-1.8</th>
<th>EA</th>
<th>m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altadena Maintenance Station</td>
<td>.2'</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>.2'</td>
<td></td>
<td>3</td>
</tr>
</tbody>
</table>

### Remove AC Dike

<table>
<thead>
<tr>
<th>Location</th>
<th>m</th>
</tr>
</thead>
<tbody>
<tr>
<td>S 5/605 Interchange</td>
<td>0</td>
</tr>
<tr>
<td>N 605/Carson &amp; Del AMO Interchange</td>
<td>1/4</td>
</tr>
<tr>
<td>N 605/91 Interchange</td>
<td>98</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>325 2/12</td>
</tr>
</tbody>
</table>

### 3 M Chain Link Gate

<table>
<thead>
<tr>
<th>Location</th>
<th>CL-1.8</th>
<th>EA</th>
</tr>
</thead>
<tbody>
<tr>
<td>N 91/Cerritos Maintenance Station</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>

---

**AS-BUILT**

**SUMMARY OF QUANTITIES**

All dimensions are in meters unless otherwise shown.

**Q-1**
### ROADWAY ITEMS

<table>
<thead>
<tr>
<th>LOCATION &amp; DESCRIPTION</th>
<th>ASPHALT CONC (TYPE B)</th>
<th>AGGREGATE BASE (CLASS 2)</th>
<th>REMOVE ASPHALT CONCRETE</th>
<th>ROADWAY EXCAVATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>m²</td>
<td>m²</td>
<td>m³</td>
<td>m³</td>
</tr>
<tr>
<td>Altadena Maintenance Station</td>
<td>19</td>
<td>33</td>
<td>570</td>
<td>780</td>
</tr>
<tr>
<td>N 605/91 Interchange</td>
<td>16</td>
<td>66</td>
<td>34</td>
<td>85</td>
</tr>
<tr>
<td>S 5605 Interchange</td>
<td>16</td>
<td>1</td>
<td>25</td>
<td>29</td>
</tr>
<tr>
<td>N 605/Carson &amp; Del Amo Interchange</td>
<td>16</td>
<td>66</td>
<td>32</td>
<td>19</td>
</tr>
<tr>
<td>Foothill Maintenance Station</td>
<td>7</td>
<td>9</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Las Flores Maintenance Station</td>
<td>7</td>
<td>170</td>
<td>170</td>
<td>170</td>
</tr>
<tr>
<td>Rosemead Maintenance Station</td>
<td>7</td>
<td>106</td>
<td>106</td>
<td>106</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>67</td>
<td>205</td>
<td>1,445</td>
<td>1,045</td>
</tr>
</tbody>
</table>

### TRAFFIC HANDLING

### EARTHWORK QUANTITIES

<table>
<thead>
<tr>
<th>LOCATION &amp; DESCRIPTION</th>
<th>EXCAVATION</th>
<th>UNSUITABLE MATERIAL</th>
<th>IMPORT BORROW</th>
<th>REMOVE EXISTING V-DITCH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>m³</td>
<td>m³</td>
<td>m³</td>
<td>m</td>
</tr>
<tr>
<td>Altadena Maintenance Station</td>
<td>690</td>
<td>656</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N 605/91 Interchange</td>
<td>137</td>
<td>67</td>
<td>40</td>
<td>28</td>
</tr>
<tr>
<td>W 91/Cerritos Maintenance Station</td>
<td>0</td>
<td>0</td>
<td>537</td>
<td>0</td>
</tr>
<tr>
<td>S 5605 Interchange</td>
<td>140</td>
<td>0</td>
<td>32</td>
<td>46</td>
</tr>
<tr>
<td>N 605/Carson &amp; Del Amo Interchange</td>
<td>110</td>
<td>0</td>
<td>868</td>
<td>153</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>927</td>
<td>656</td>
<td>868</td>
<td>288</td>
</tr>
</tbody>
</table>

### AS-BUILT SUMMARY OF QUANTITIES

All dimensions are in meters unless otherwise shown.
## Retaining Wall Quantities

<table>
<thead>
<tr>
<th>WALL</th>
<th>STATION LIMITS</th>
<th>STRUCTURAL CONCRETE</th>
<th>BAR REINF</th>
<th>NONVENEER FILTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;RW101&quot;</td>
<td>102+5.40 - 102+53.36</td>
<td>22</td>
<td>1600</td>
<td>5</td>
</tr>
</tbody>
</table>

**Total:** 22 1100 5 82

## Storage Bays

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>STRUCTURAL CONCRETE</th>
<th>BAR REINF</th>
<th>REMOVE EXISTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTADENA MAINTENANCE STATION</td>
<td>0.20 49</td>
<td>600 3525</td>
<td>3 6</td>
</tr>
</tbody>
</table>

**Total:** 0.20 49 600 3525 3 6

### Cable Railing

<table>
<thead>
<tr>
<th>WALL</th>
<th>STATION LIMITS</th>
<th>m</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;RW101&quot;</td>
<td>102+4.10 - 102+43.36</td>
<td>28</td>
</tr>
</tbody>
</table>

**Total:** 28

### Infiltration Trench

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>GRADED AND WASHED GRAVEL</th>
<th>FILTER FABRIC</th>
<th>SHEET PILING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTADENA MAINTENANCE STATION</td>
<td>480 607</td>
<td>542 5/15</td>
<td>10 170</td>
</tr>
</tbody>
</table>

**Total:** 480 607 542 5/15 10 170

### Metal Beam Guard Railing

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>CABLE ANCHOR ASSEMBLY</th>
<th>TERMINAL SYSTEM</th>
<th>MRR</th>
</tr>
</thead>
<tbody>
<tr>
<td>N 605/CARSON &amp; DEL AMO SEPARATION</td>
<td>EA</td>
<td>EA 69</td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 1 69

### Monitoring

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>MONITORING WELL</th>
<th>LYSIMETER</th>
<th>RAIN GAUGE PLATFORM</th>
<th>EA</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTADENA MAINTENANCE STATION</td>
<td>I</td>
<td>I</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foothill Maintenance Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Los Angeles Flore Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rosemead Maintenance Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 1 1

### Landscaping

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>EROSION CONTROL SEED</th>
<th>BMP SEED</th>
<th>TOPSOIL</th>
<th>REMOVE EXIST TREE</th>
<th>EA</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTADENA MAINTENANCE STATION</td>
<td>0.018 0.005</td>
<td>0.0</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N 605/91 SEPARATION</td>
<td>0.321 0.004</td>
<td>0.32</td>
<td>0.032</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 8: Belting Ceritos Maintenance Station</td>
<td>0.011 0.003</td>
<td>0.011</td>
<td>0.003</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S 5/605 SEPARATION</td>
<td>0.122 0.008</td>
<td>0.122</td>
<td>0.012</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N 605/CARSON &amp; DEL AMO SEPARATION</td>
<td>0.040 0.005</td>
<td>0.040</td>
<td>0.057</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 0.494 0.015 0.085 0.337 2

### As-Built

**Summary of Quantities**

---

**Note:** All dimensions are in meters unless otherwise shown.
(N) I-605/DEL AMO INTERCHANGE

This plan accurate for drainage only.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

SCALE 1:200

AS - BUILT
IRRIGATION PLAN

HP-2
NOTES TO CONTRACTOR
1. INSTRUMENTS ON THIS SHEET ARE BATTERY POWERED.

CONDUIT NOTES:

- 50 -100-mmc, EMPTY
- 50 -100-mmc, EMPTY

INSTRUMENT CONDUIT STUB-UP (SEE E-9 FOR DETAILS)

EQUIPMENT HOUSING LOCATION (SEE E-9 FOR DETAILS)

ROUTE 605

AS - BUILT

ELECTRICAL PLAN

SCALE 1:200

This plan accurate for contour grading only.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
POWER CONDUIT RISER
THIS CONDUIT REQUIRED FOR ALL 120 VOLT POWERED SITES. SEE E-1, 3, 6, 7, 81

CONCRETE SLAB

FLOW MEASURING & SAMPLE BOX

SECTION A-A

EQUIPMENT HOUSING LOCATION

SECTION B-B

INSTRUMENTATION CONDUIT STUB-UP

TYPICAL SINGLE LINE
1. CONTRACTOR TO IDENTIFY/INSTALL PANEL WITH BREAKER TO SERVICE INSTRUMENT.
2. GENERAL AREA IDENTIFIED ON ELECTRICAL SITE PLAN FOR POWER TAKE-OFF.
3. SEE SECTION C-C FOR RECEPTACLE DETAILS.

WEATHER PROOF RECEPTACLE W/GFCI

CONCRETE PAD

CONCRETE PAD

SECTION C-C

PLAN

ELEVATION