PROJECT PLANS FOR CONSTRUCTION
ADJACENT TO STATE HIGHWAY
IN LOS ANGELES COUNTY
IN LOS ANGELES
AT METRO MAINTENANCE STATION

Location of Construction
Metro Maintenance Station
KP 36.0
PM 22.5

The Contractor shall possess the Class (or Classes) of license as specified in the "Notice to Contractors".
NOTE:
FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.
### Roadway Quantities

<table>
<thead>
<tr>
<th>Station</th>
<th>Location of Construction</th>
<th>Tonne</th>
<th>m3</th>
<th>m</th>
<th>m</th>
<th>m</th>
<th>EA</th>
<th>CA</th>
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<tbody>
<tr>
<td>Metro Maintenance Station</td>
<td></td>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Drainage Quantities</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Drainage System No.</th>
<th>Drainage Unit No.</th>
<th>Main Material</th>
<th>Concrete or Asphalt</th>
<th>Size of Inlet</th>
<th>Invert Elevation</th>
<th>Depth of Pipe</th>
<th>Materials</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>1</td>
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<td>107</td>
<td>1</td>
<td>4.50</td>
<td>0.15</td>
<td>0.50</td>
<td>300 mm Type CIP</td>
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<td>1</td>
<td>1</td>
<td>3.50</td>
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<td>1.44</td>
<td>300 mm Plastic Pipe (incl. with pad)</td>
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<td>1.7</td>
<td>11</td>
<td>1</td>
<td>2.00</td>
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<td>1.44</td>
<td>300 mm Plastic Pipe (incl. with pad)</td>
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<tr>
<td>4</td>
<td>1.6</td>
<td>17</td>
<td>1</td>
<td>2.00</td>
<td>0.15</td>
<td>1.44</td>
<td>100 mm Plastic Pipe</td>
<td></td>
</tr>
</tbody>
</table>

**Shelf Total**

4.7 107 2 1 2 147 108 4.50

*ND* = Not a separate Pay Item, for Information Only

**AS-ADVERTISED**

**DRAINAGE AND ROADWAY QUANTITIES**

D-6
NOTES

1. (kN) indicates kN, with fillet weld location and mass of each module. Module spacing is based on the greater distance of the module.

2. All sound masses are nominal.

3. The temporary crash cushion array shown on this panel shall be used only for locations where there will be traffic on one side of the temporary crash cushion array.

4. If the fixed object or approach and the temporary spacing is less than 450 meters from the edge of traveled way, a temporary crash cushion is required.

5. Temporary crash cushion arrays shall not encroach on the traveled way.

6. Arrays for median shoulders shall conform to details shown on NCHRP plan for outside shoulders.

7. Place the Type P marker panel so that the bottom of the panel nest upon the pallet and forces traffic.

8. Refer to standard plan A734 for marker details.

9. For shoulder widths less than 2.4 m, appropriate approved crash cushion protection, other than sand-filled modules, shall be provided at fixed objects and at approach ends of temporary spacing. The specific type of crash cushion shall be as shown on the project plans or as specified in the Special Provisions, or if not shown on the project plans or as specified in the Special Provisions, shall be as approved by the Department of Transportation.

10. Approach speeds indicated conform to NCHRP 350 Report criteria.