

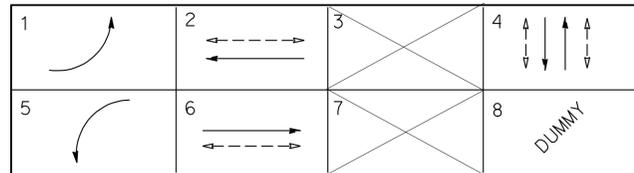
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	301	602

REGISTERED ELECTRICAL ENGINEER DATE 12/2/10
 CECILIO BURCIAGA
 No. E015302
 Exp. 3/31/13
 ELECT

6-27-11
 PLANS APPROVAL DATE

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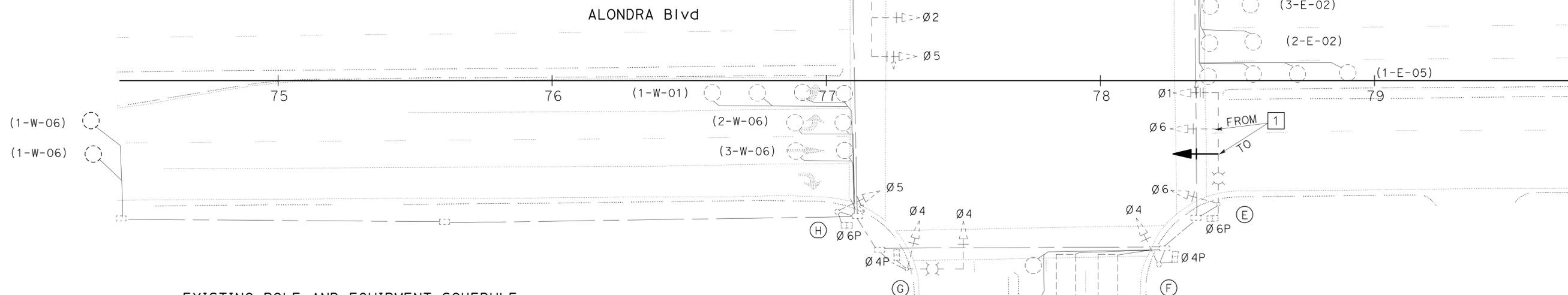
EXISTING PHASE DIAGRAM



OPERATION:
 Ø1 AND Ø5 ON NON-LOCK AND RED RESET
 Ø4 AND Ø8 ON DUAL ENTRY

PROJECT NOTE: (THIS SHEET)

- RELOCATE SIGNAL HEAD DURING DETOUR (AS DIRECTED BY THE ENGINEER). RELOCATE BACK TO ORIGINAL POSITION WHEN DETOUR IS NOT NEEDED ANYMORE AND EASTBOUND LANES ARE RESTRIPEDED BACK TO ORIGINAL STRIPING.



EXISTING POLE AND EQUIPMENT SCHEDULE

No.	STANDARD			VEH SIG MTG		PED SIGNAL		PPB		HPS LUMINAIRE	STREET NAME SIGN
	TYPE	SMA	LMA	MAS+ Arm	POLE	MTG	Ø	ARROW			
(A)	26-4-80	40'	10'	2 MAS	SV-1-T	SP-1-T	4	←	250 W	CARMENITA Rd	
(B)	1-A				TV-1-T	SP-1-T	2	→			
(C)	17	20'	12'	MAS	SV-1-T	SP-1-T	2	←	250 W	ALONDRA Blvd	
(D)	1-A				TV-1-T	SP-1-T	4	→			
(E)	26-4-80	40'	15'	2 MAS	SV-1-T	SP-1-T	4	←	250 W	CARMENITA Rd	
(F)	1-A				TV-1-T	SP-1-T	6	→			
(G)	17	20'	12'	MAS	SV-1-T	SP-1-T	6	←	250 W	ALONDRA Blvd	
(H)	1-A				TV-1-T	SP-1-T	4	→			

75% CITY OF SANTA FE SPRINGS
 25% CITY OF CERRITOS

TEMPORARY SIGNAL AND LIGHTING
 (CITY STREET)

SCALE: 1" = 20'

E-17

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.



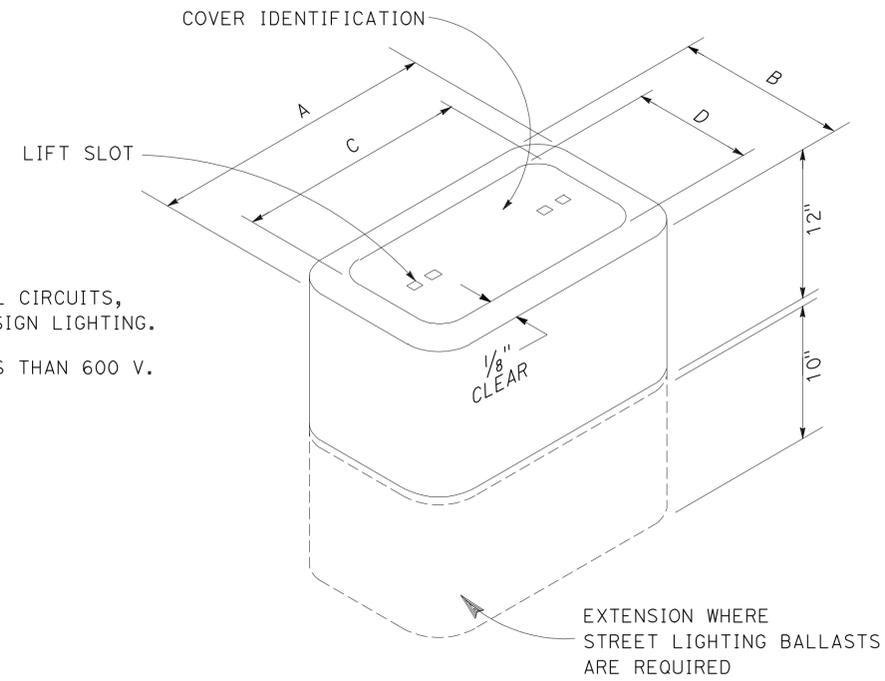
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Quince Tran
 Cecilio Burciaga
 YI Tsau
 Functional Supervisor
 YI Tsau
 Traffic Design

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	302	602

REGISTERED ELEC ENGINEER DATE 12/2/10
 CECILIO BURCIAGA
 No. E015302
 Exp. 3/31/13
 ELECT
 STATE OF CALIFORNIA

6-27-11
 PLANS APPROVAL DATE

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COVER IDENTIFICATION:

"TRAFFIC SIGNAL" - TRAFFIC SIGNAL CIRCUITS, INCLUDING THOSE WITH STREET OR SIGN LIGHTING.

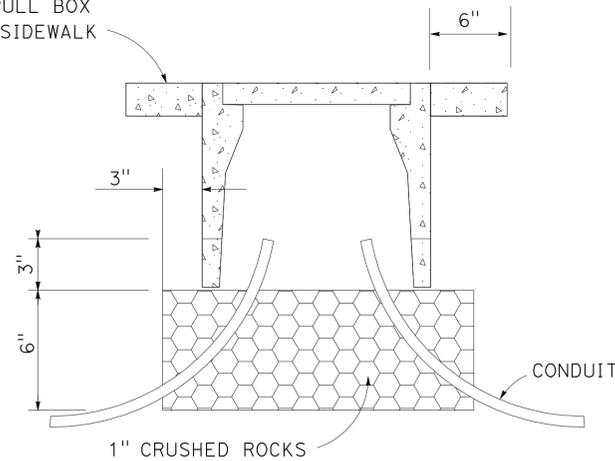
"STREET LIGHTING" - CIRCUITS LESS THAN 600 V.

NOTE:

BOXES MUST BE PCC AND COVERS MUST BE NON-BOLTDOWN TYPE UNLESS OTHERWISE NOTED.

PULL BOX No.	TYPE	DIMENSIONS			
		OUTSIDE		COVER	
		A	B	C	D
5	PLASTIC	24"	14 ¹¹ / ₁₆ "	23"	13 ¹¹ / ₁₆ "
6	PLASTIC	31 ¹ / ₂ "	18 ⁵ / ₈ "	30 ¹ / ₂ "	17 ³ / ₄ "

PCC Approx 3" THICK AROUND PULL BOX. OMIT IF PULL BOX CONSTRUCTED WITHIN SIDEWALK



**CITY OF SANTA FE SPRINGS
PULL BOX**

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.



UNIT 1880

**LIGHTING (CITY STREET)
(PULL BOX
DETAILS)
NO SCALE**

E-18

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	303	602

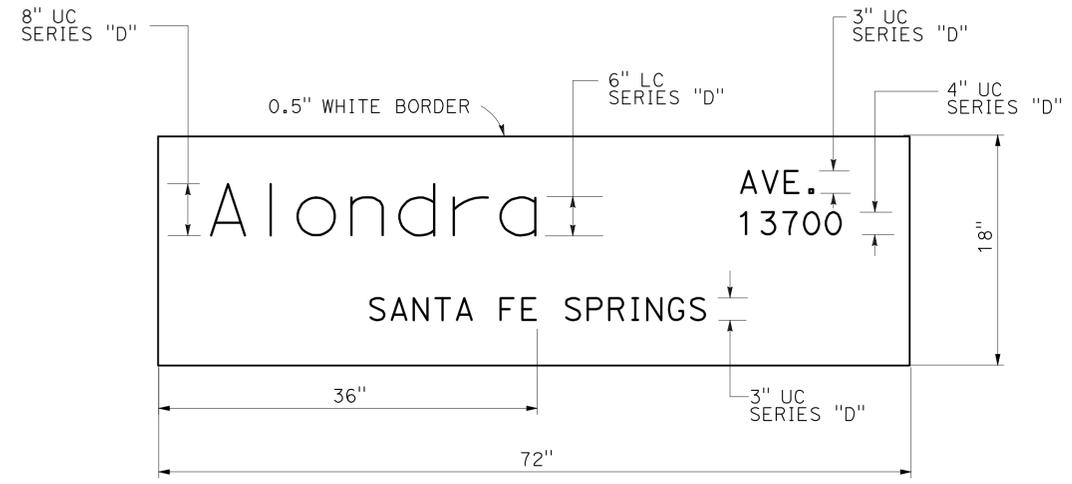
<i>Cecilio Burciaga</i>	12/2/10
REGISTERED ELECT ENGINEER	DATE
6-27-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
CECILIO BURCIAGA
No. E015302
Exp. 3/31/13
ELECT

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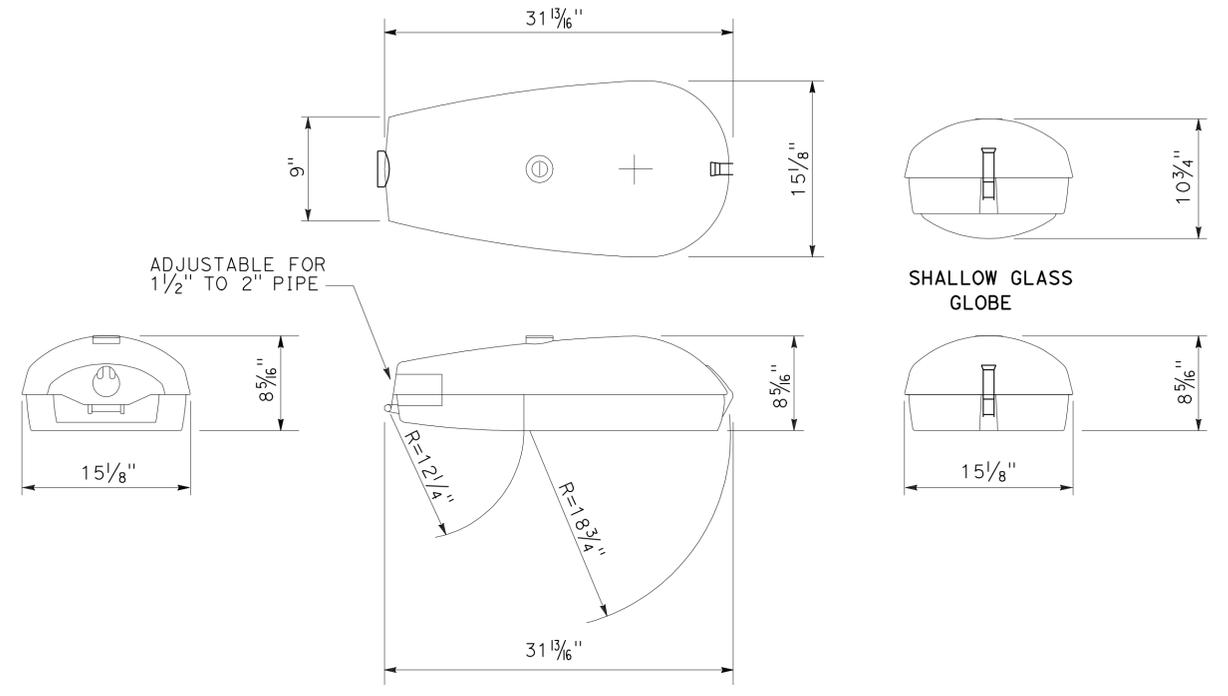
ABBREVIATION: (THIS SHEET ONLY)

UC = UPPERCASE
LC = LOWERCASE



INTERNALLY ILLUMINATED STREET NAME SIGN (CITY OF SANTA FE SPRINGS)

TYPICAL



LUMINAIRE WITH CUTOFF OPTICS & 4 BOLT SLIPFITTER

LIGHTING (CITY STREET) (DETAILS)
(INTERNALLY ILLUMINATED STREET NAME SIGN AND LUMINAIRE)
NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVISOR	DATE
Caltrans TRAFFIC DESIGN	YI TSAU	CHECKED BY	QUINCIE TRAN	
			CECILIO BURCIAGA	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	304	602

<i>Cecilio Burciaga</i>	12/2/10
REGISTERED ELECT ENGINEER	DATE
6-27-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
CECILIO BURCIAGA
No. E015302
Exp. 3/31/13
ELECT

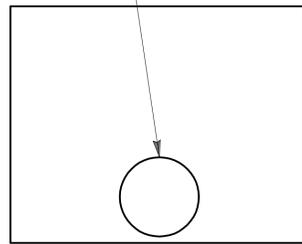
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

ABBREVIATION: (THIS SHEET)

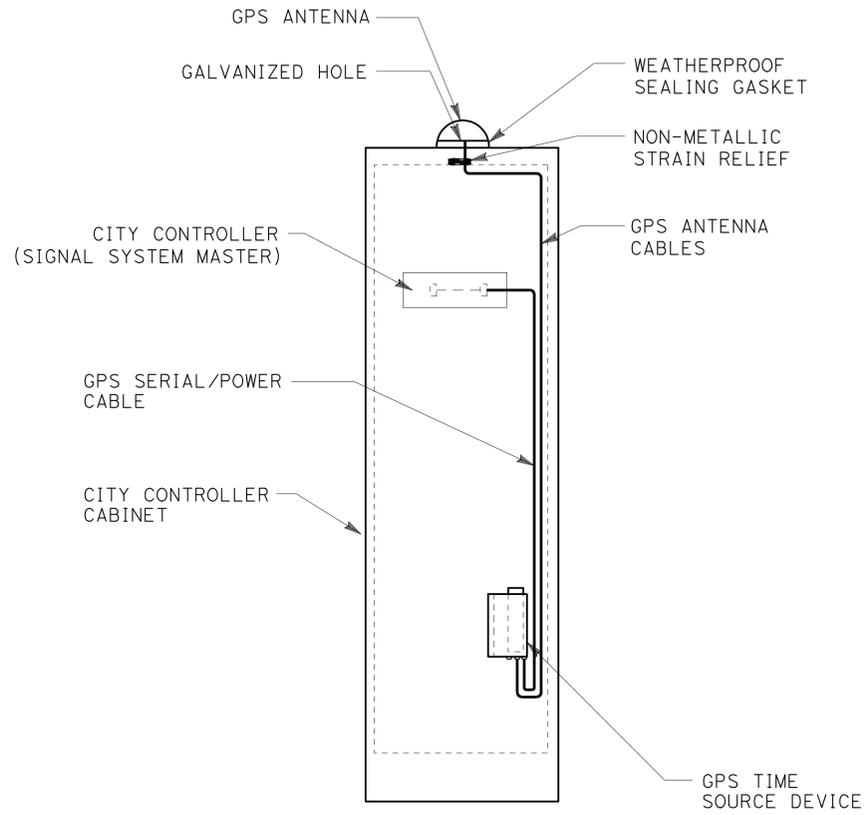
GPS - GLOBAL POSITIONING SYSTEM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans **TRAFFIC DESIGN**
 FUNCTIONAL SUPERVISOR: YI TSAU
 QUINCIE TRAN: CECILIO BURCIAGA
 REVISIONS: (None)
 DESIGNED BY: (None)
 CHECKED BY: (None)

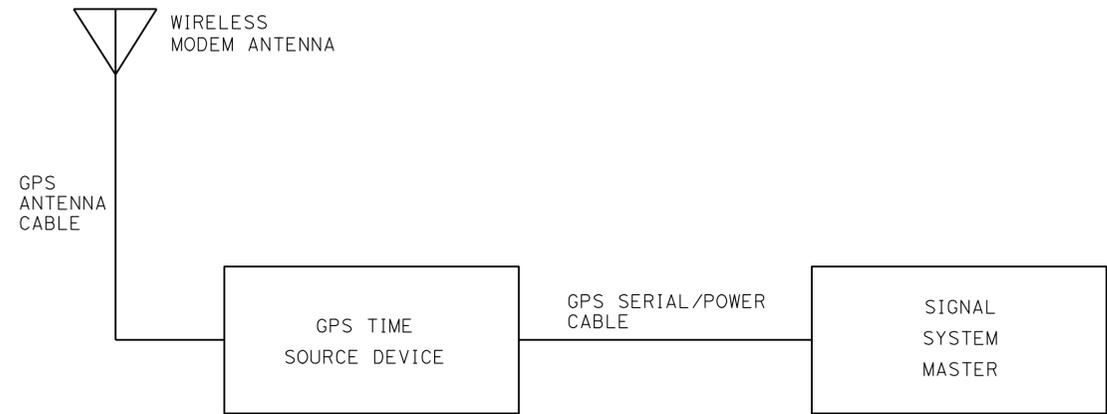
GPS ANTENNA
(INSTALL ON TOP AND AT BACK
OF CONTROLLER CABINET)



TOP VIEW



BACK VIEW



GPS TIME SOURCE DEVICE
CONNECTIVITY DETAIL

**TRAFFIC SIGNAL GPS INTERCONNECT
INSTALLATION DETAIL**

(CITY OF SANTA FE SPRINGS)

**SIGNAL AND LIGHTING
(CITY STREET LOCATION 1,
LOCATION 2 AND LOCATION 3)
(GLOBAL POSITIONING SYSTEM INTERCONNECT)
(DETAILS)**

NO SCALE

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	305	602

 12/7/10
 REGISTERED ELECT ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



NOTES: (E-21 THROUGH E-25)

- CONDUIT CONTAINING FIBER OPTIC CABLE MUST ENTER PULL BOXES ON THE SHORT SIDE ONLY. PULL BOXES SHALL NOT BE USED TO CHANGE ALIGNMENT OF THE COMMUNICATION CONDUIT.
- EXISTING IRRIGATION SYSTEMS ARE NOT SHOWN FOR CLARITY.
- NEW FIBER OPTIC COMMUNICATION CONDUIT RUNS MUST HAVE A TRACER WIRE.
- NUMBER OF CONDUITS IN SOME COMMUNICATION RUNS MAY NOT BE SHOWN FOR CLARITY. THE CONTRACTOR MUST REROUTE IMPACTED CONDUITS AND REPLACE ITS CONTENTS AS NOTED ON THE PLANS.
- NOT USED
- CONDUITS INSTALLED ACROSS NEW WALLS MUST BE EITHER CORED THROUGH THE WALL OR INSTALLED DURING SOUNDWALL CONSTRUCTION.
- ALL PREVIOUSLY ABANDONED CONDUITS FOUNDATION AND CONDUIT CONCRETE ENCASUREMENTS IN THE AREAS OF ROADWAY EXCAVATION AND INTERFERING WITH THE NEW STRUCTURAL SECTION MUST BE REMOVED AND DISPOSED AT THE CONTRACTORS EXPENSE AND AS PART OF ROADWAY EXCAVATION.
- PULL BOXES INSTALLED IN THE SHOULDER MUST BE TRAFFIC RATED.
- INSTALL CONTROLLER CABINETS A MINIMUM OF 30 FEET FROM ETW, OR 4 FEET BEHIND GUARD RAILING.

ABBREVIATIONS: (E-21 THROUGH E-36)

ATMS	-	ADVANCED TRANSPORTATION MANAGEMENT SYSTEM	RMS	-	RAMP METERING SYSTEM
CAT5 CABLE	-	CATEGORY 5 CABLE	RX	-	RECEIVE
CCM	-	CAMERA CONTROL MODEM	SMFO	-	SINGLEMODE FIBER OPTIC CABLE
COAX	-	COAXIAL CABLE	SFP	-	SMALL FORM FACTOR PLUGGABLE TRANSCEIVER (LX TYPE)
FOCM	-	FIBER OPTIC CONTROL MODEM	TD	-	TRANSMIT DATA
FOSC	-	FIBER OPTIC SPLICE CLOSURE	TPC	-	TWISTED PAIR CABLE
FEP	-	FRONT END PROCESSOR	TX	-	TRANSMIT
FDU	-	FIBER DISTRIBUTION UNIT	TS	-	TEMPERATURE SENSOR
GBIC	-	GIGABIT INTERFACE CONVERTER	W/GFI	-	WITH GROUND FAULT INTERRUPTOR
HT	-	HIGH TEMPERATURE			
IP	-	INTERNET PROTOCOL			
LARTMC	-	LOS ANGELES REGIONAL TRAFFIC MANAGEMENT CENTER			
MMFO	-	MULTIMODE FIBER OPTIC CABLE			
P22	-	PAIR No. 22 AMERICAN WIRE GAUGE			

LEGEND: (E-21 THROUGH E-36)

-  EXISTING FIBER OPTIC CABLE
-  EXISTING SPLICE VAULT
-  EXISTING CCTV CABINET
-  RELOCATED CCTV CABINET
-  NEW SPLICE VAULT WITH SPLICE CLOSURES
-  SURGE PROTECTOR
-  HIGH TEMPERATURE RELAY COIL
-  RELAY CONTACT NORMALLY CLOSED
-  WIRE SIZE, IF NOT INDICATED SHALL BE #12 AWG
-  FAN
-  INDICATOR LAMP
-  THERMOSTATIC CONTROL
-  ADJUSTABLE CALIBRATED THERMOSTAT
-  DUPLEX RECEPTACLE
-  EQUIPMENT GROUND

**MODIFY COMMUNICATION SYSTEM
 (ABBREVIATIONS, LEGEND AND NOTES)**

NO SCALE

E-21

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	306	602

12/7/10
 REGISTERED ELECT ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE

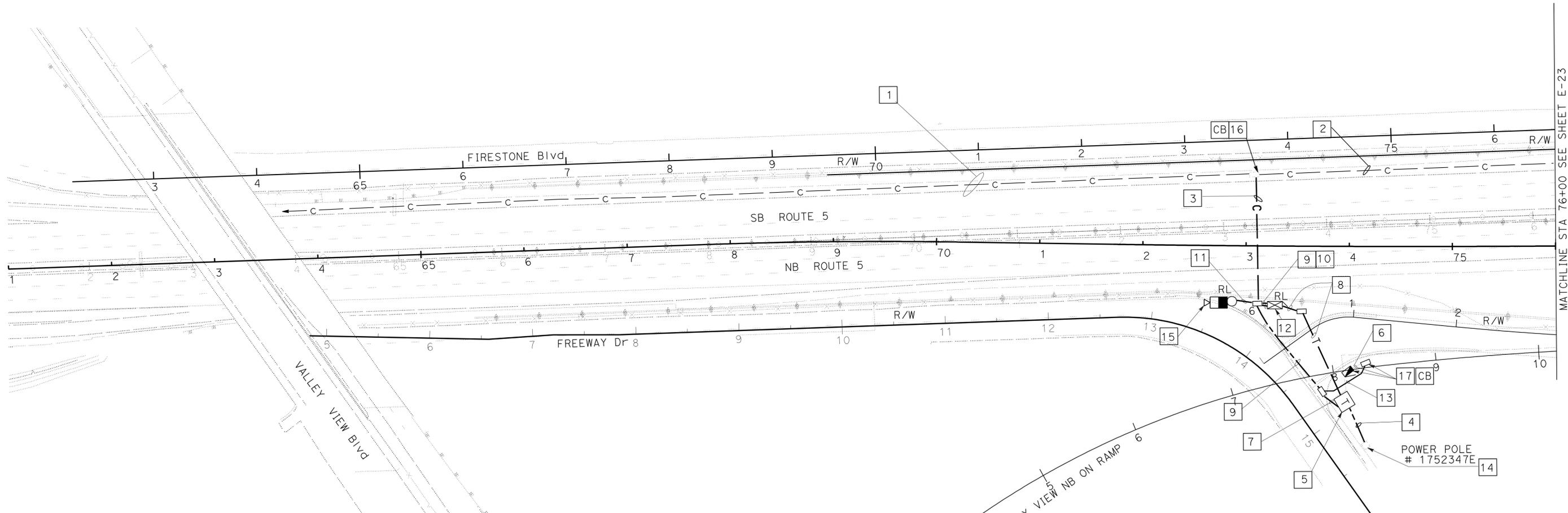
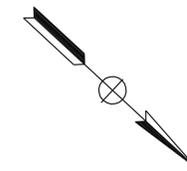
DAVID PADILLA
 No. E16233
 Exp. 12/31/12
 ELECT

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FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

PROJECT NOTES: (THIS SHEET ONLY)

- 1 EXISTING 4"C, 24SMFO, 50P22, 12MMFO.
- 2 REMOVE 24SMFO, 50P22 AND 12MMFO CABLES. REUSE 50P22 AND 12MMFO CABLES. SEE PROJECT NOTE 3.
- 3 INSTALL 4" CONDUIT UNDER ROADWAY. INSTALL/(REUSE) 50P22 AND 12MMFO.
- 4 INSTALL 1", (TELEPHONE CABLE TO BE INSTALLED BY TELEPHONE COMPANY).
- 5 INSTALL TYPE C TDC.
- 6 ADD 2#12, 2#10, 1#8G.
- 7 INSTALL 1"C, 2#12, 1#8G.
- 8 INSTALL 2"C, CAT 5E CABLES.
- 9 INSTALL 2"C, 2#10, 1#8G.
- 10 INSTALL 3"C, (REUSE) 50P22 AND 12MMFO. INSTALL CCTV COMPOSITE VIDEO CABLE.
- 11 INSTALL CCTV COMPOSITE VIDEO CABLE. SEE SHEET E-31 AND E-32.



- 12 INSTALL RELOCATED MODEL 334-TV CONTROLLER CABINET SA015. SEE SHEETS E-34 AND E-35 FOR NEW EQUIPMENT INSTALLATION DETAILS.
RC FOCM AND CCM.
- 13 INSTALL 2"C, 2#12, 2#10, 1#8G.
- 14 INSTALL A RISER PER TELEPHONE COMPANY REQUIREMENTS.
- 15 INSTALL CCTV CAMERA ASSEMBLY SA015 ON RELOCATED POST FROM SHEET E-23, 30 FEET FROM ETW. MATCH POLE BOLT CIRCLE WITH PROPOSED FOUNDATION BOLT CIRCLE.
- 16 CUT 24SMFO CABLE HERE AND CAP ENDS OF CABLE.
- 17 SEE E-3 FOR NEW SERVICE DETAILS.

MODIFY COMMUNICATION SYSTEM

SCALE: 1" = 50'

E - 22

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 OFFICE OF ITS
 Caltrans®

DAVID PADILLA
 JACKIE TAN
 REVISOR BY DATE
 10/10 12/10

FUNCTIONAL SUPERVISOR
 JACKIE TAN

CALCULATED/DESIGNED BY
 CHECKED BY

FOR ACCURATE RIGHT OF WAY DATA,
CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

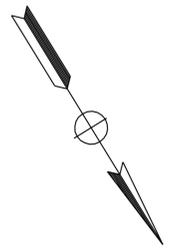
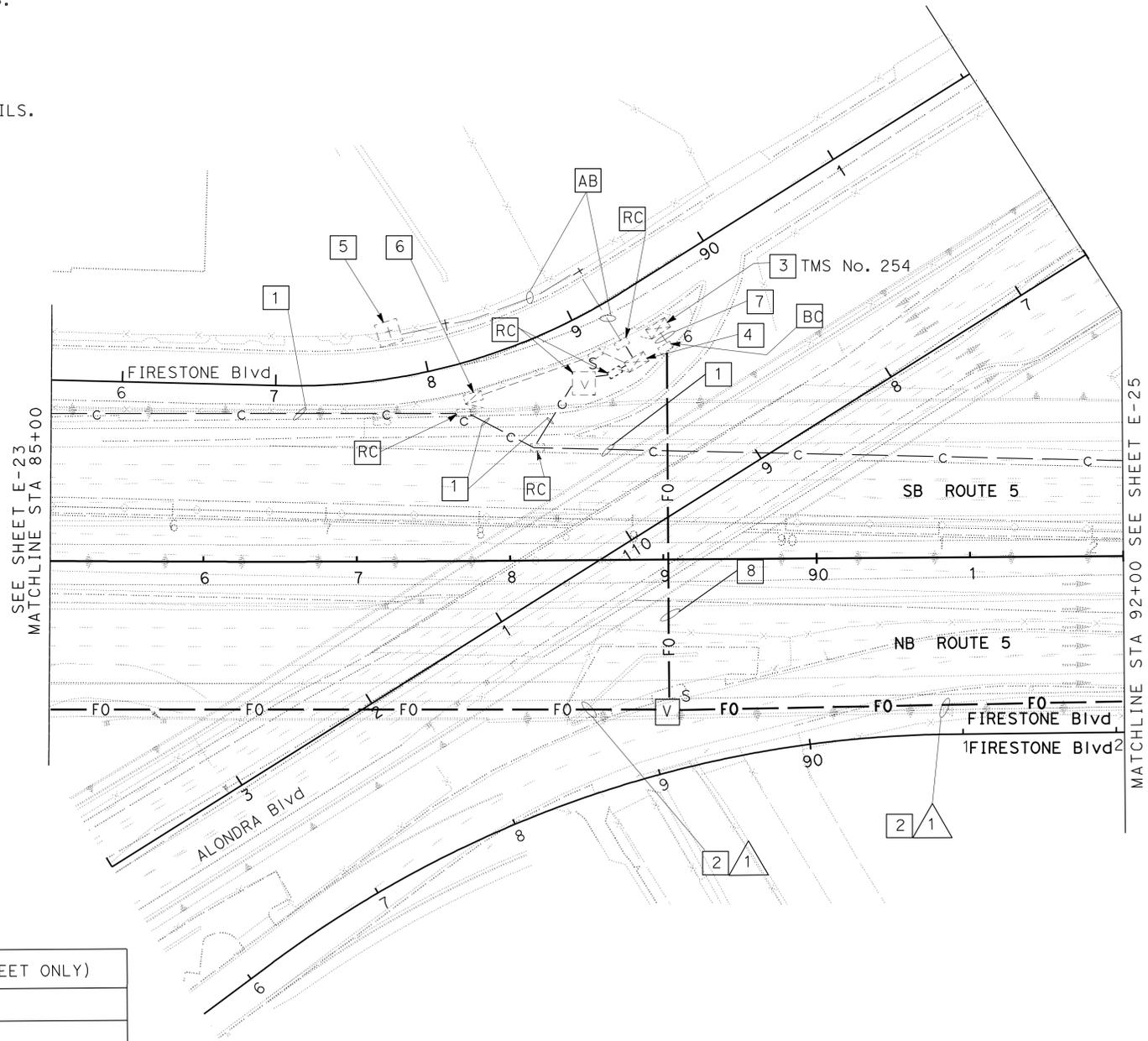
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	308	602

David Padilla 12/7/10
 REGISTERED ELECT ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE

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PROJECT NOTES: (THIS SHEET ONLY)

- 1 [RC] CONDUITS AND CONTENTS AS PART OF ROADWAY EXCAVATION.
- 2 INSTALL CONDUITS IN TRENCH IN NEW PAVEMENT. SEE SHEET E-26.
- 3 SEE ELECTRICAL SHEET E-5 FOR TMS No. 254 REMOVAL AND NEW TMS No. 254 INSTALLATION. INSTALL NEW EQUIPMENT IN TMS CABINET SEE SHEET E-36.
- 4 [RC] NODE CABINET AND FOUNDATION.
- 5 SEE SHEET E-5.
- 6 SEE SHEET E-7 FOR SERVICE EQUIPMENT ENCLOSURE DETAILS.
- 7 ADD 12SMFO.
- 8 INSTALL 3" C, 12SMFO UNDER ROADWAY.



CONDUIT AND CONDUCTOR SCHEDULE (THIS SHEET ONLY)		RUN				
CONDUIT/ CONDUCTOR	FUNCTION	1				
		48SMFO CABLE	TRUNK CABLE			1
36SMFO CABLE	SPARE DISTRIBUTION				1	
48SMFO CABLE	DATA DISTRIBUTION				1	
1 INCH INNERDUCT			1	1	1	1
CONDUIT SIZE		4"(MT)		4"		

MODIFY COMMUNICATION SYSTEM

SCALE: 1" = 50'

E-24

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION OFFICE OF ITS
Caltrans
 FUNCTIONAL SUPERVISOR: JACKIE TAN
 CALCULATED/DESIGNED BY: JACKIE TAN
 CHECKED BY: JACKIE TAN
 REVISIONS: 10/10, 12/10
 REVISOR: DAVID PADILLA
 DATE: 10/10, 12/10

FOR ACCURATE RIGHT OF WAY DATA,
CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

PROJECT NOTES: (THIS SHEET ONLY)

- 1 SPLICE EXISTING 2-48SMFO, 36SMFO WITH NEW 2-48SMFO AND 36SMFO IN KIND. INSTALL THREE NEW FIBER OPTIC SPLICE CLOSURES. SEE DETAIL A THIS SHEET. EXISTING CCTV FIBER OPTIC CONNECTION TO REMAIN.
- 2 INSTALL CONDUITS IN TRENCH IN NEW PAVEMENT. SEE SHEET E-26.
- 3 EXISTING 3" C, 2-12SMFO FOR CCTV COMMUNICATION TO REMAIN.
- 4 RC CONDUIT AND CONTENTS.

CONDUIT AND CONDUCTOR SCHEDULE (THIS SHEET ONLY)

CONDUIT/ CONDUCTOR	FUNCTION	RUN			
		1			
48SMFO CABLE	TRUNK CABLE			1	
36SMFO CABLE	VIDEO DISTRIBUTION			1	
48SMFO CABLE	DATA DISTRIBUTION				1
1 INCH INNERDUCT CONDUIT SIZE			1	1	1
		4"(MT)		4"	

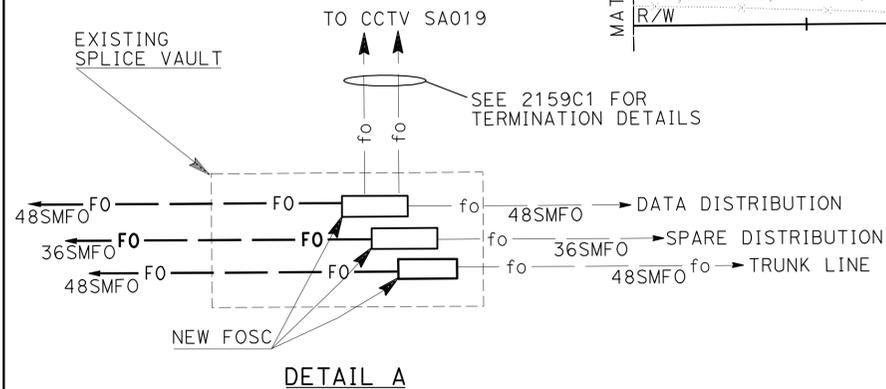
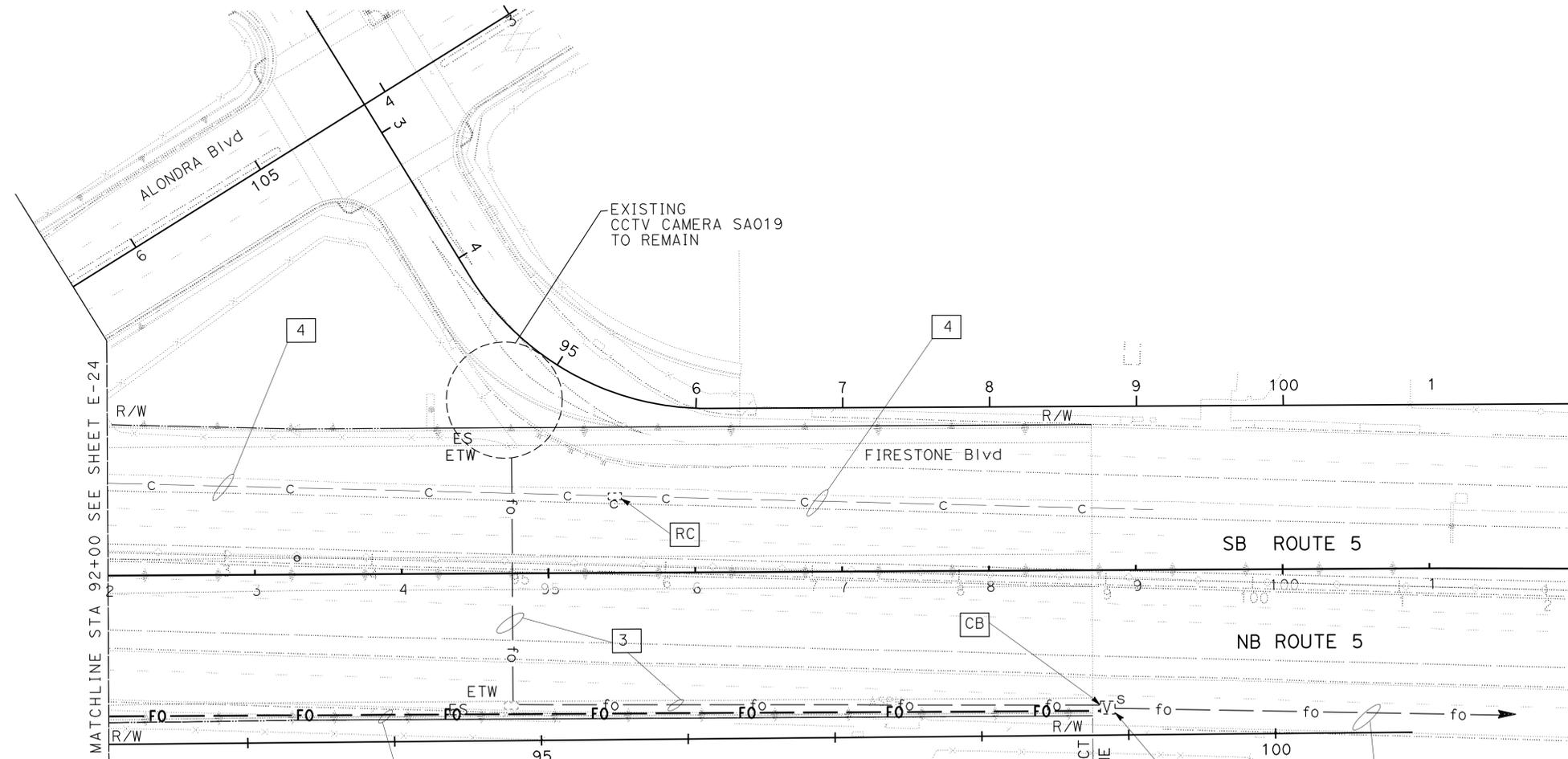
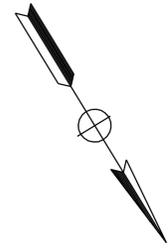
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	309	602

David Padilla 12/7/10
 REGISTERED ELECT ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 DAVID PADILLA
 No. E16233
 Exp. 12/31/11
 ELECT

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans OFFICE OF ITS
 FUNCTIONAL SUPERVISOR JACKIE TAN
 CALCULATED/DESIGNED BY CHECKED BY
 DAVID PADILLA JACKIE TAN
 REVISIONS: 10/10 12/10
 REVISOR DATE REVISOR DATE
 REVISIONS: 10/10 12/10
 REVISOR DATE REVISOR

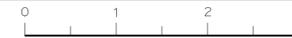


MODIFY COMMUNICATION SYSTEM

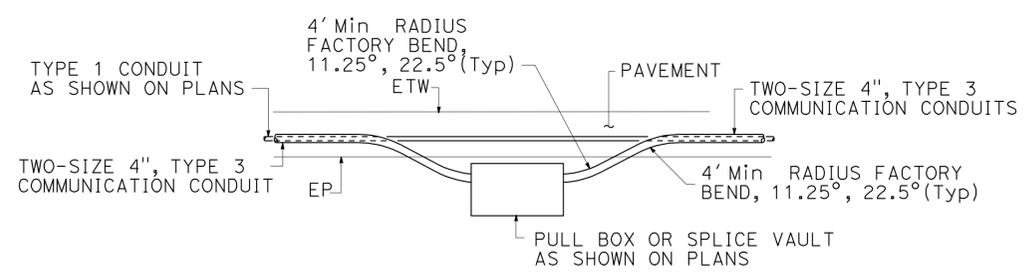
SCALE: 1" = 50'

E - 25

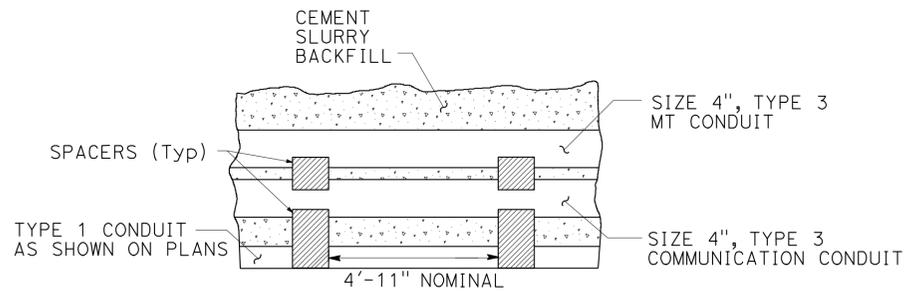
THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.



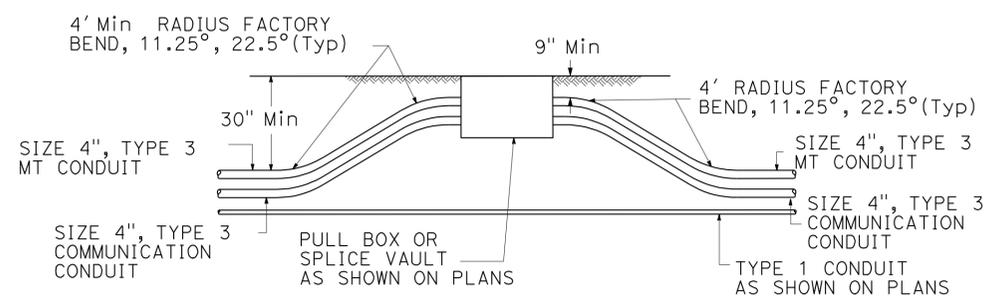
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	310	602
<i>David Padilla</i> REGISTERED ELECT ENGINEER DATE 12/7/10			No. E16233 Exp. 12/31/11 ELECT		
6-27-11			PLANS APPROVAL DATE		
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



OUTSIDE SHOULDER PULL BOX INSTALLATION (TOP VIEW)



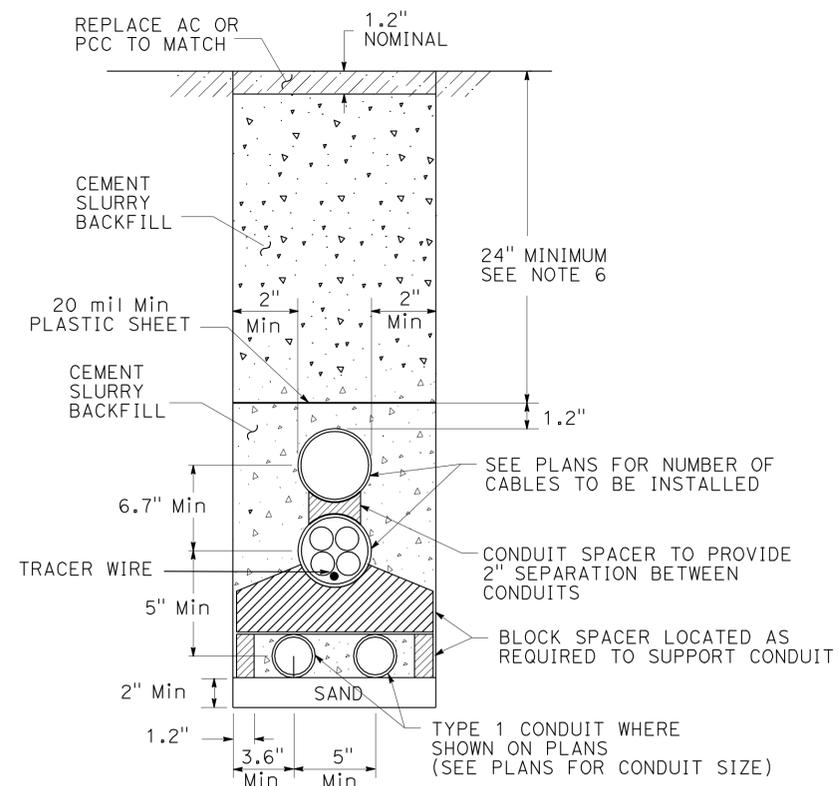
CONDUIT SPACER PLACEMENT (SIDE VIEW)



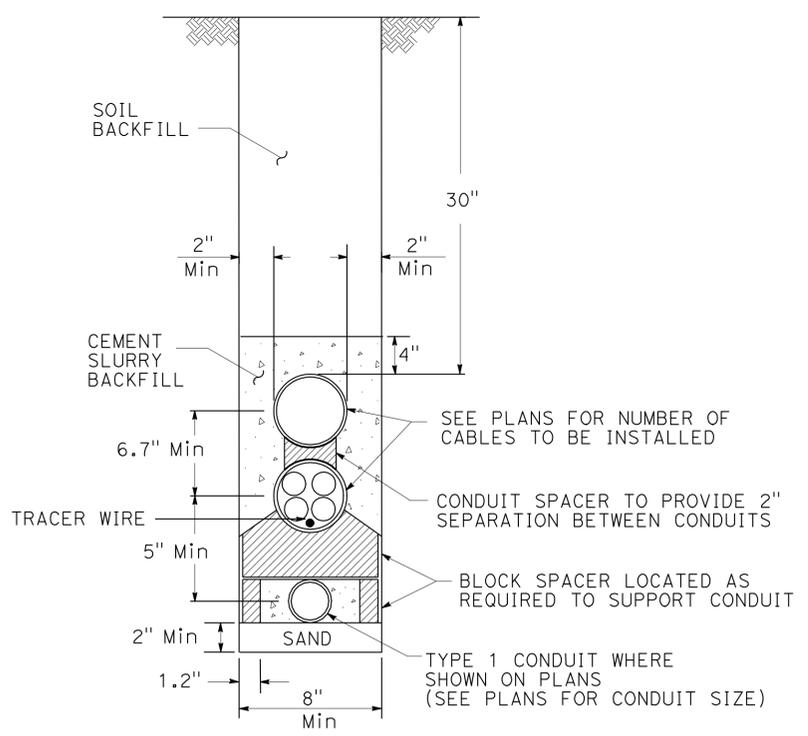
PULL BOX FOR SOIL AREA TRENCHING (ELEVATION)

NOTES: (THIS SHEET ONLY)

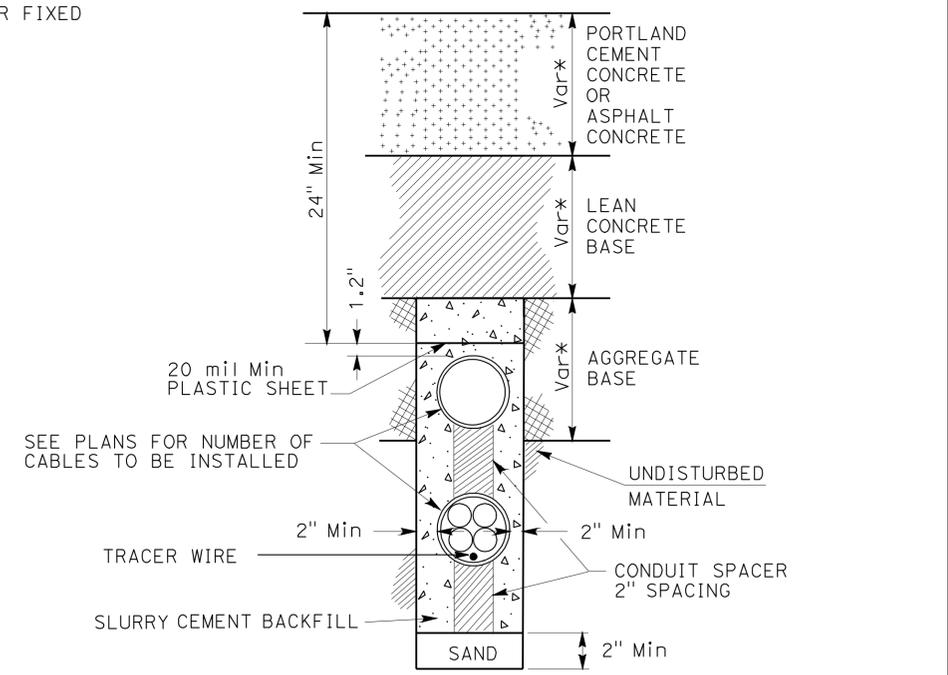
1. REPLACE AC DIKE IN KIND, AS NECESSARY.
2. TRENCH TO BE CENTERED IN SHOULDER OR AS DIRECTED BY THE ENGINEER.
3. MAINTAIN 24" MINIMUM COVER AND BACKFILL TRENCH WITH SLURRY CEMENT BETWEEN PULL BOX AND PAVED SHOULDER.
4. WHERE TRENCH TRANSITIONS FROM ASPHALT TO UNPAVED AREA, EXCEPT AT PULL BOXES, CONDUIT TO GRADUALLY TRANSITION FROM 24" MINIMUM DEPTH TO 30" MINIMUM DEPTH WITHIN THE ASPHALT AREA.
5. 24" MINIMUM COVER MAY BE REDUCED TO 9" MINIMUM COVER IF NEEDED TO CLEAR A STORM DRAIN OR OTHER FIXED OBJECT AS DIRECTED BY THE ENGINEER.
6. PROVIDE MINIMUM 5' CLEARANCE BETWEEN ANY CONDUIT AND EXISTING STRUCTURE FOUNDATIONS.
7. ANCHOR/RESTRAIN TOP CONDUIT FROM FLOATING DURING SLURRY CEMENT BACKFILL.
8. CONDUITS SHALL BE INSTALLED IN ASPHALT PAVEMENT AFTER AGGREGATE BASE IS PLACED AND COMPACTED.



TRENCH IN PAVEMENT (CONCRETE OR ASPHALT) WITH TWO 4" TYPE 3 CONDUITS AND TWO TYPE 1 CONDUITS



TRENCH IN SOIL WITH TWO 4" TYPE 1 CONDUITS AND ONE TYPE 1 CONDUIT



TRENCH IN PROPOSED PAVEMENT (PCC or ASPHALT) WITH TWO 4" TYPE 3 CONDUITS

(* PAVEMENT THICKNESS, SEE TYPICAL CROSS SECTION PLANS)

MODIFY COMMUNICATION SYSTEM (TRENCH DETAILS)

NO SCALE

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY. FOR LEGENDS, ABBREVIATIONS AND GENERAL NOTES SEE SHEET E-21.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION OFFICE OF ITS
 FUNCTIONAL SUPERVISOR JACKIE TAN
 CALCULATED/DESIGNED BY CHECKED BY
 DAVID PADILLA JACKIE TAN
 REVISED BY DATE REVISIONS
 10/10 12/10

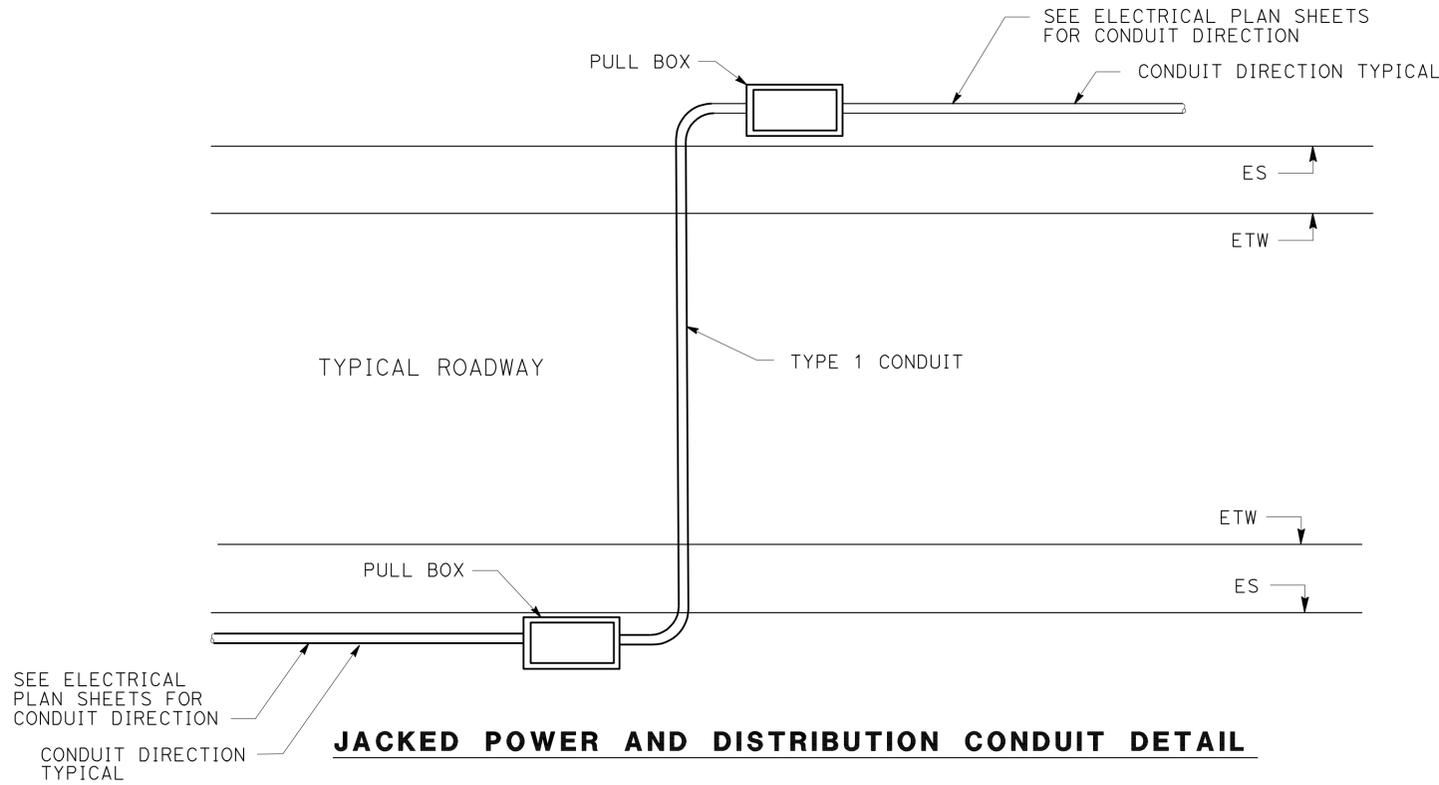
LAST REVISION DATE PLOTTED => 30-JUN-2011
 07-30-10 TIME PLOTTED => 17:50

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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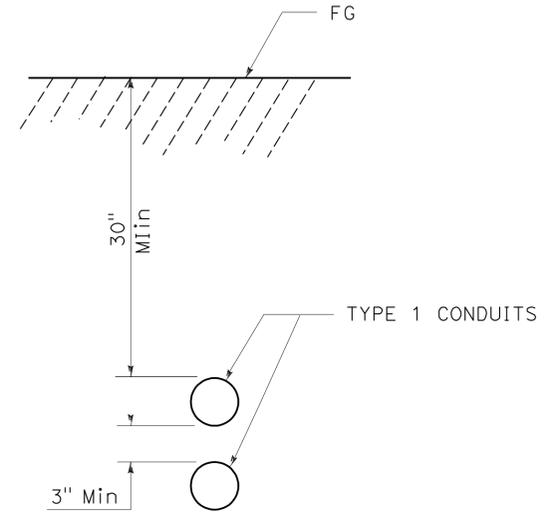
<i>David Padilla</i>	12/7/10
REGISTERED ELECT ENGINEER	DATE
6-27-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
DAVID PADILLA
No. E16233
Exp. 12/31/11
ELECT
STATE OF CALIFORNIA

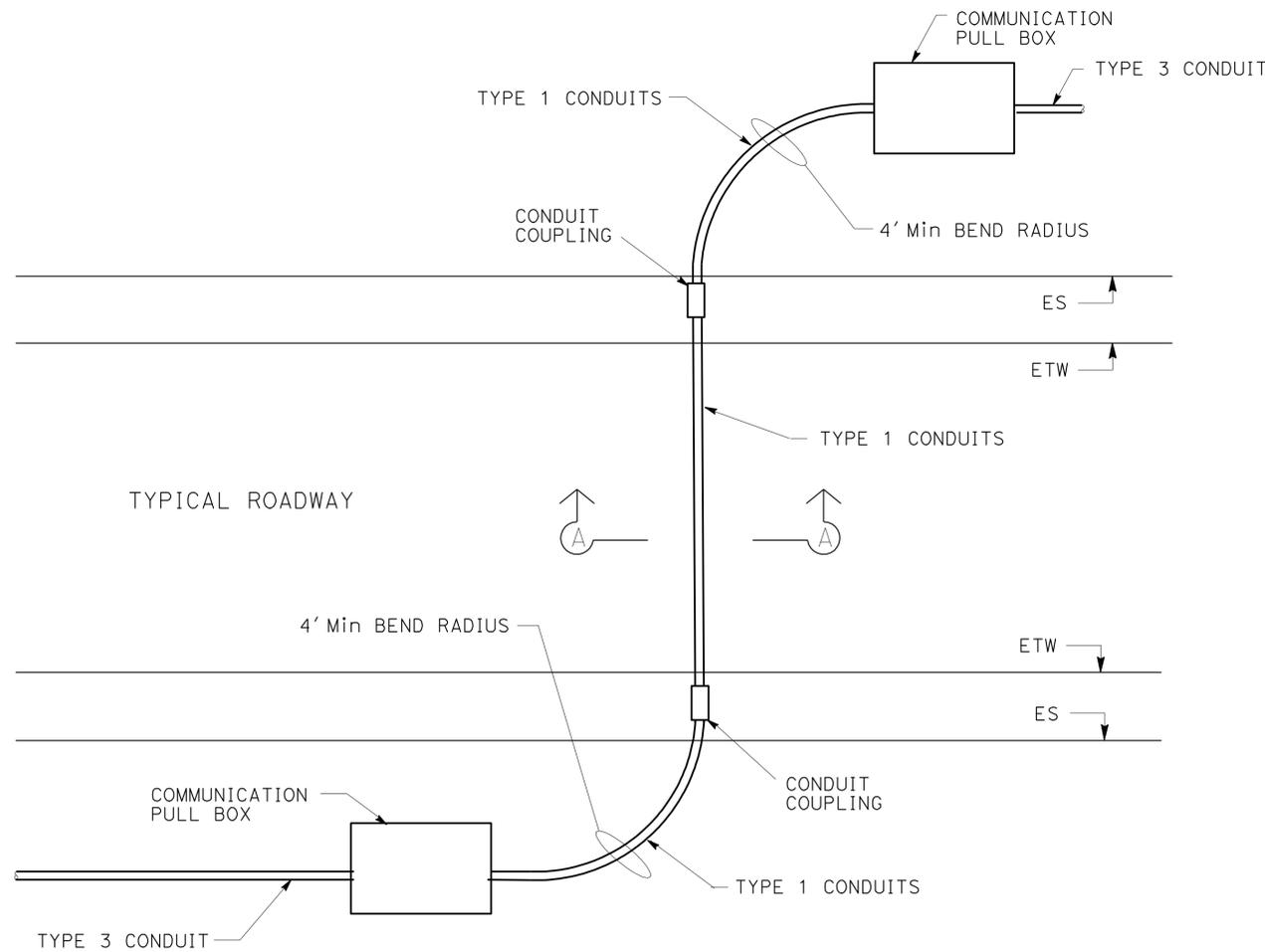
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JACKED POWER AND DISTRIBUTION CONDUIT DETAIL



SECTION A-A



JACKED COMMUNICATION CONDUIT DETAIL

**MODIFY COMMUNICATION SYSTEM
(JACKED CONDUIT DETAILS)**

NO SCALE

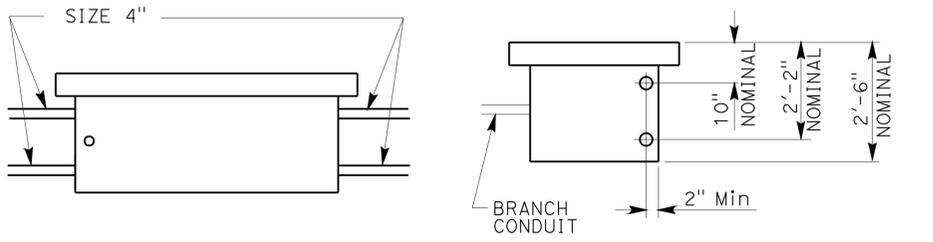
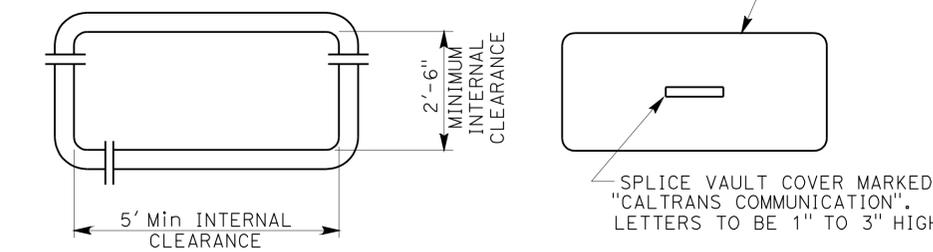
E-27

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans OFFICE OF ITS
 FUNCTIONAL SUPERVISOR: JACKIE TAN
 DESIGNED BY: JACKIE TAN
 CHECKED BY:
 DAVID PADILLA
 JACKIE TAN
 REVISED BY: 10/10
 DATE REVISED: 12/10
 REVISIONS:

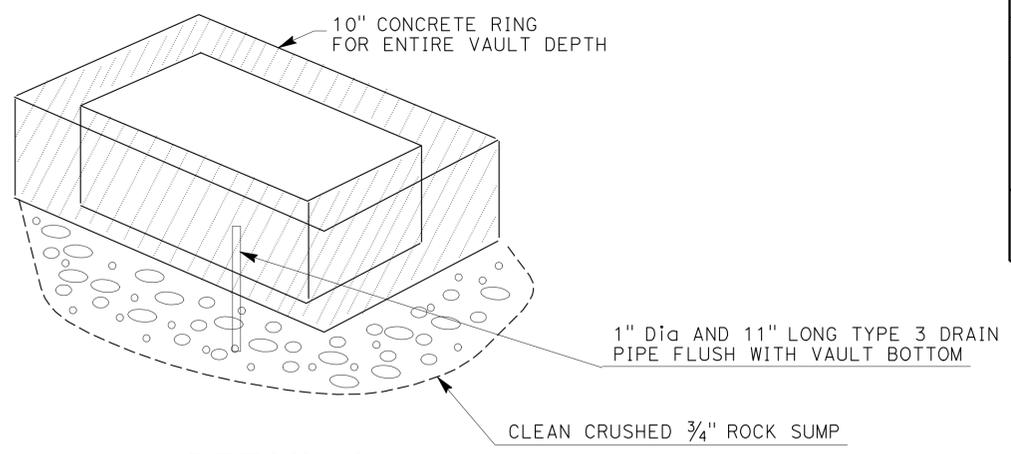
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 FOR LEGENDS, ABBREVIATIONS AND GENERAL NOTES SEE SHEET E-21.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	312	602
<i>David Padilla</i> 12/7/10 REGISTERED ELECT ENGINEER DATE			DAVID PADILLA No. E16233 Exp. 12/31/11 ELECT		
6-27-11			PLANS APPROVAL DATE		
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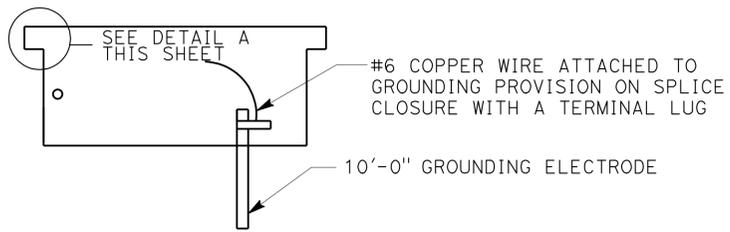
COMPLY WITH THE LOAD RATING APPLICABLE TO THE VAULT LOCATION AS DESCRIBED IN THE SPECIAL PROVISIONS



SPLICE VAULT DIMENSIONS



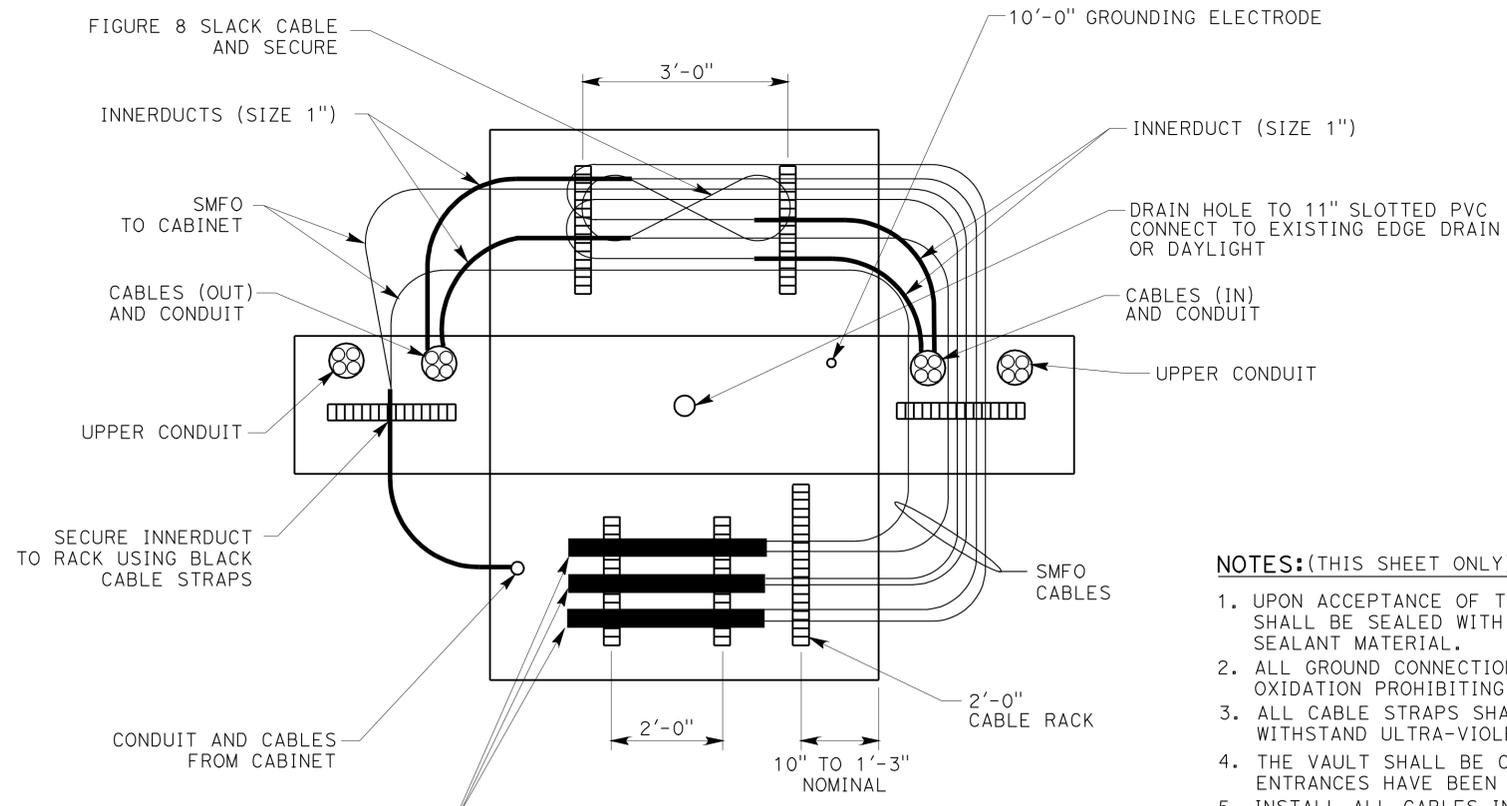
DETAIL A



INSTALLATION NOTES:

1. CONCRETE RING SHALL BE MINOR CONCRETE.
2. CONCRETE ENCASEMENT RING DIMENSION, D, TO BE EQUAL TO DESIGN PAVEMENT DEPTH
3. PAVEMENT AND SUBGRADE TO BE AS DIRECTED BY THE ENGINEER.

SPLICE VAULT INSTALLATION

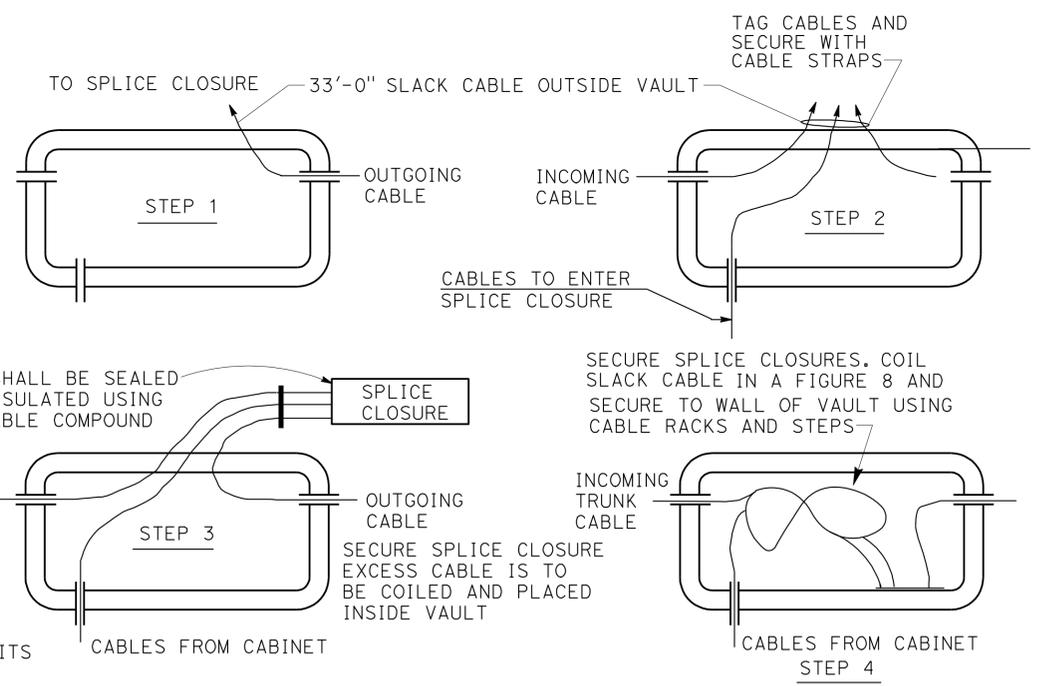


FIBER OPTIC CABLE INSTALLATION

TOP VIEW - WALLS FOLDED DOWN FOR CLARITY

NOTES: (THIS SHEET ONLY)

1. UPON ACCEPTANCE OF THE WORK ALL CONDUITS SHALL BE SEALED WITH COMPATIBLE SEALANT MATERIAL.
2. ALL GROUND CONNECTIONS SHALL BE COATED WITH OXIDATION PROHIBITING COMPOUND.
3. ALL CABLE STRAPS SHALL BE DESIGNED TO WITHSTAND ULTRA-VIOLET EXPOSURE.
4. THE VAULT SHALL BE CAULKED AFTER ALL KNOWN ENTRANCES HAVE BEEN MADE.
5. INSTALL ALL CABLES IN LOWER SIZE 4" CONDUIT.
6. UPPER SIZE 4" CONDUIT IS MT.
7. VAULT SHALL HAVE INTEGRAL BASE OR SHALL BE GROUTED PER STANDARD SPECIFICATION OF PULL BOXES.
8. NUMBER OF SPLICE CLOSURES AND INNERDUCTS MAY VARY.



SPLICE PROCEDURE

MODIFY COMMUNICATION SYSTEM (SPLICE VAULT DETAILS)

NO SCALE

E-28

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION OFFICE OF ITS
 David Padilla
 Jackie Tan
 Jackie Tan
 Jackie Tan
 Jackie Tan

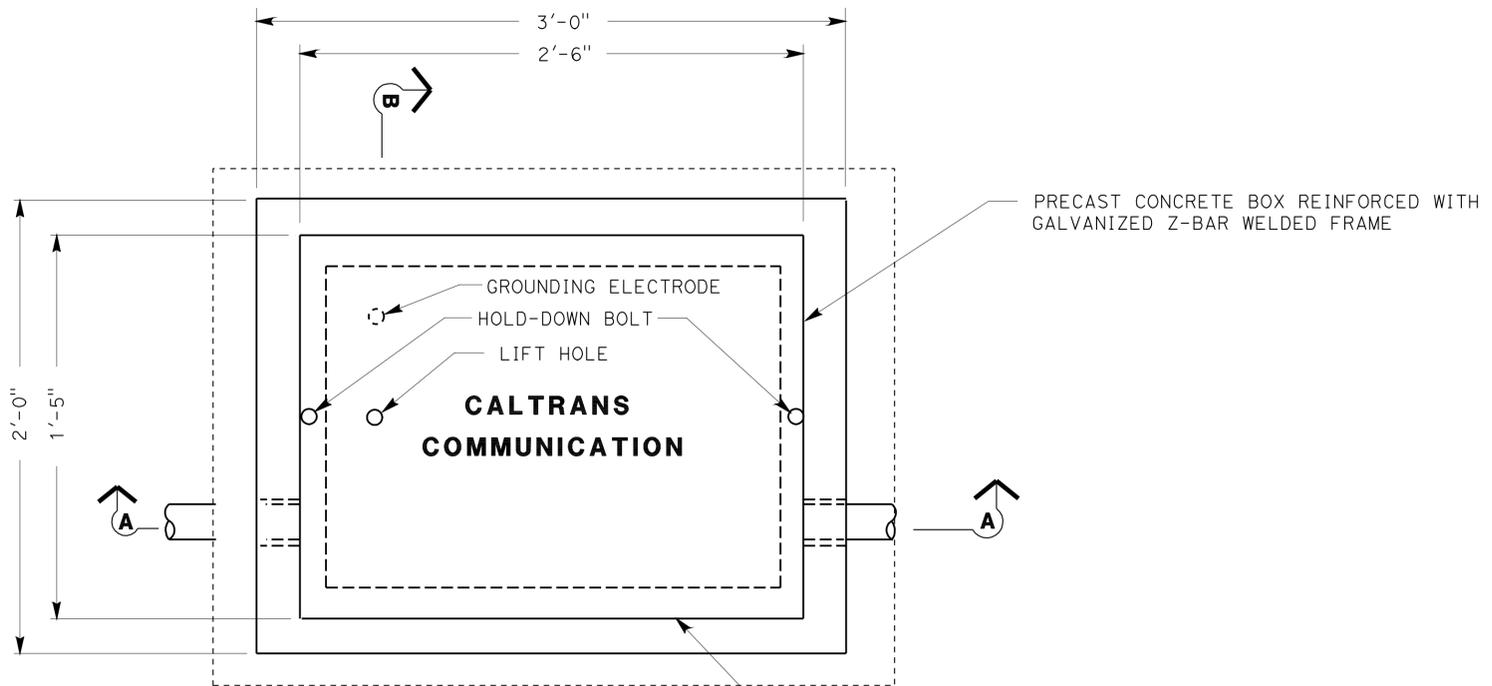
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 07-30-10 TIME PLOTTED => 17:50

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	313	602

David Padilla 12/7/10
 REGISTERED ELECT ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE

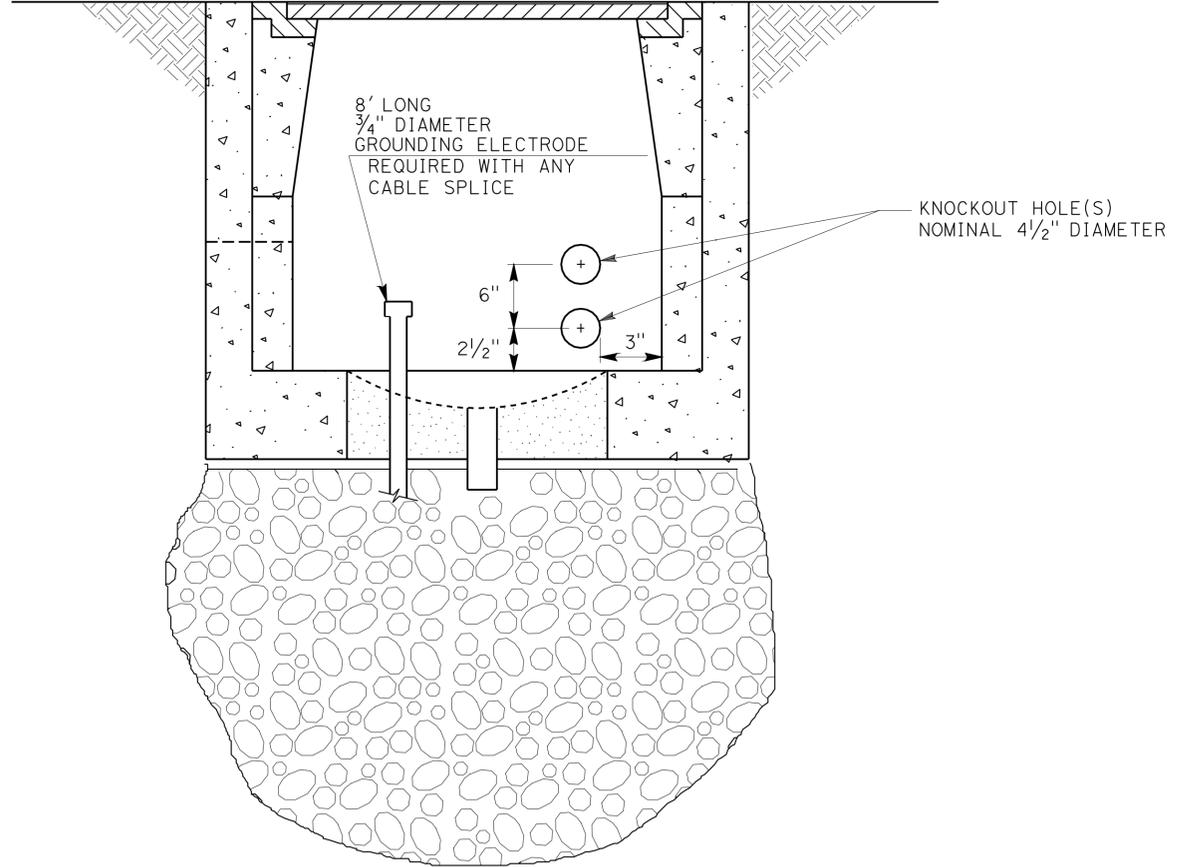
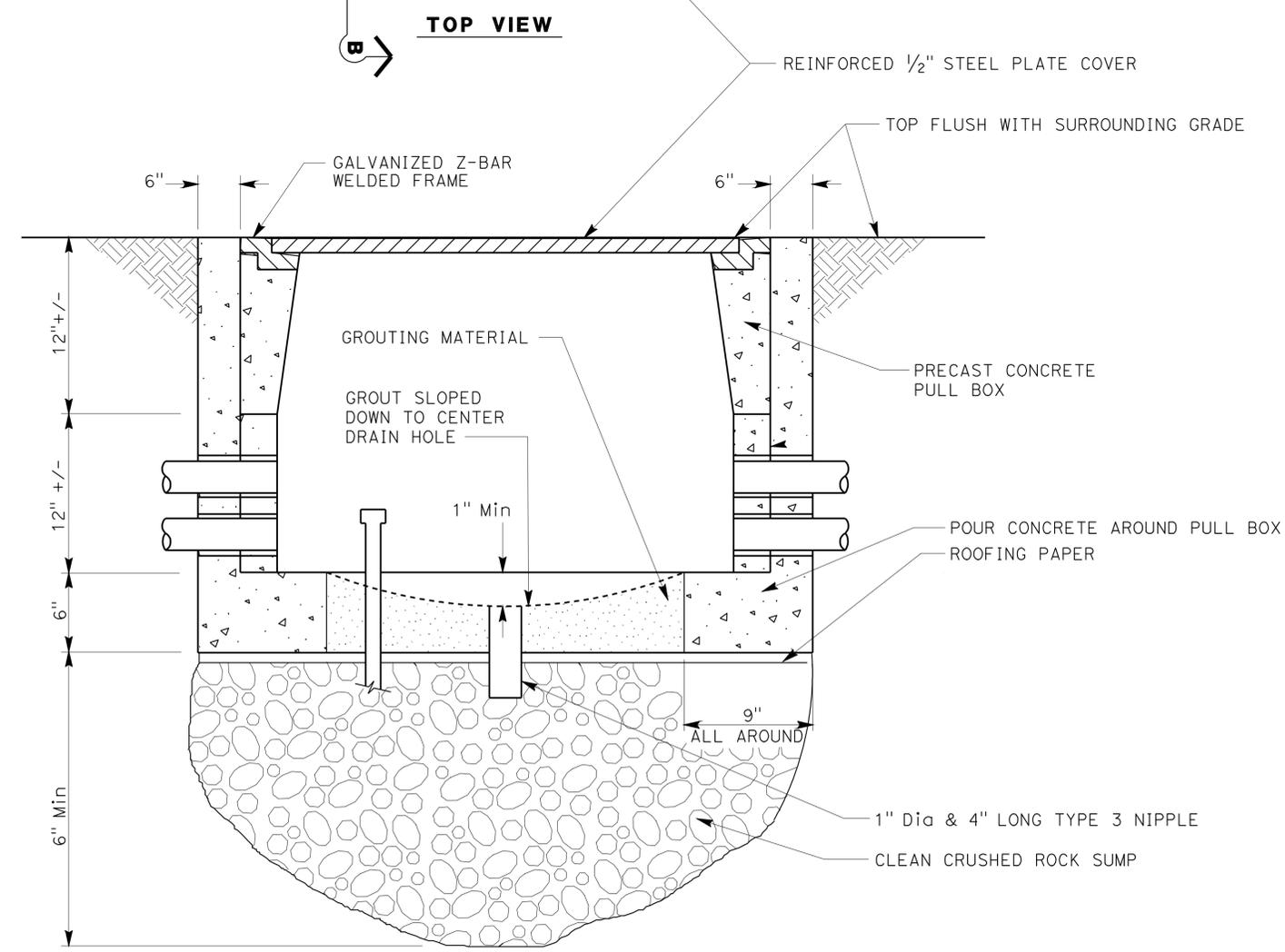
REGISTERED PROFESSIONAL ENGINEER
DAVID PADILLA
 No. E16233
 Exp. 12/31/11
 ELECT
 STATE OF CALIFORNIA

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NOTES: (THIS SHEET ONLY)

- FOR DETAILS NOT SHOWN SEE STD PLAN ES-8.
- CONDUITS SHOWN ARE FOR EXAMPLE ONLY. ADDITIONAL CONDUITS MAY BE REQUIRED AS SHOWN ON THE PLAN SHEETS.
- SEE SPECIAL PROVISIONS REGARDING HOLD-DOWN BOLTS FOR TRAFFIC COVERS.



SECTION B-B

MODIFY COMMUNICATION SYSTEM (COMMUNICATION PULL BOX DETAILS)

NO SCALE

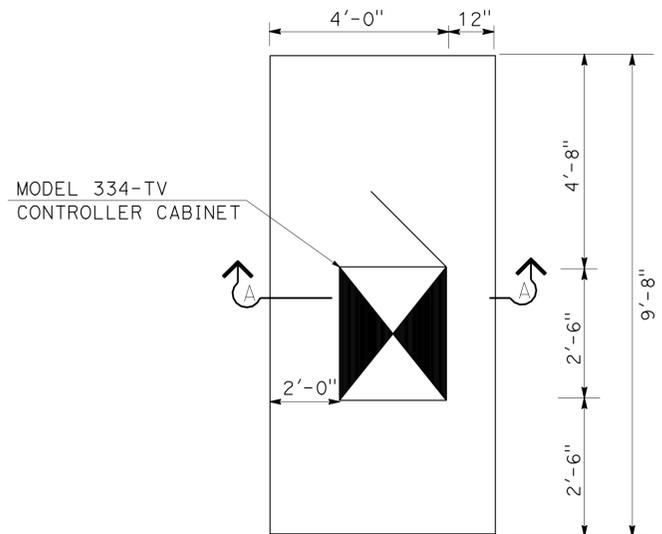
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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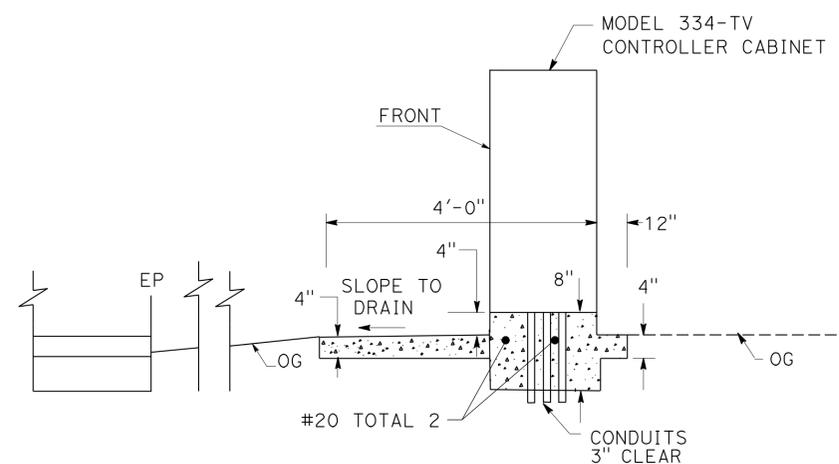
David Padilla 12/7/10
 REGISTERED ELECT ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 DAVID PADILLA
 No. E16233
 Exp. 12/31/12
 ELECT
 STATE OF CALIFORNIA

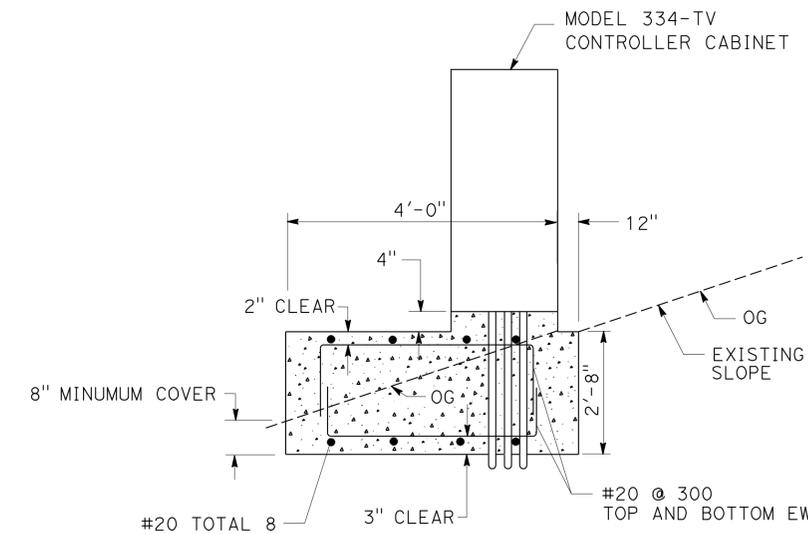
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**DETAIL A
 PLAN VIEW**



**SECTION A-A
 ELEVATION VIEW FOR DETAIL A**



**SECTION B-B
 ELEVATION VIEW FOR DETAIL B**

**MODIFY COMMUNICATION SYSTEM
 (CONTROLLER CABINET FOUNDATION DETAILS)**

NO SCALE

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 FOR LEGENDS, ABBREVIATIONS AND GENERAL NOTES SEE SHEET E-21.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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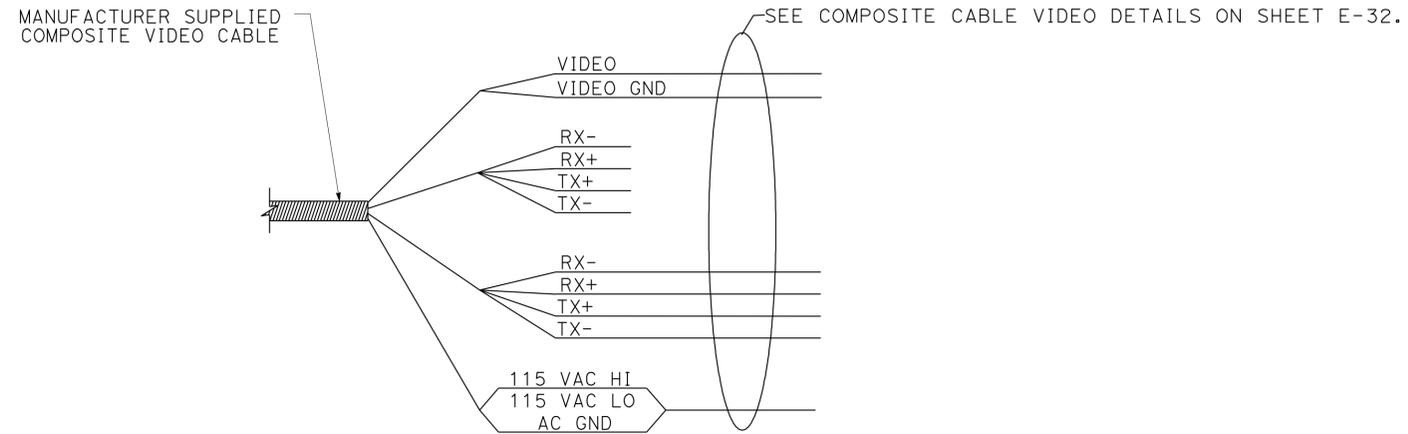
<i>David Padilla</i>	12/7/10
REGISTERED ELECT ENGINEER	DATE
6-27-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
DAVID PADILLA
 No. E16233
 Exp. 12/31/12
 ELECT
 STATE OF CALIFORNIA

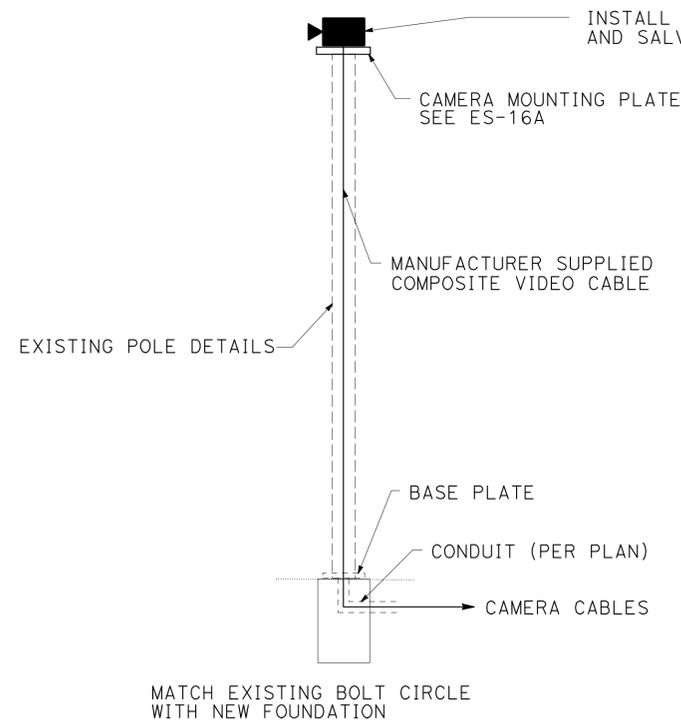
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NOTES: (WIRING DIAGRAM)

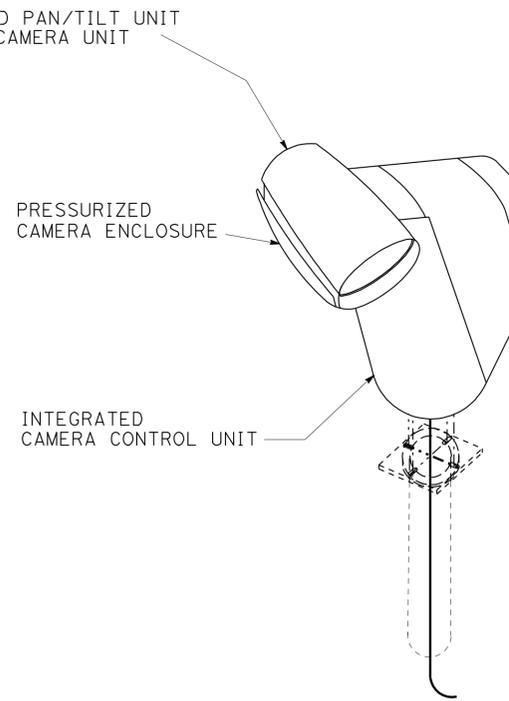
- CONTRACTOR TO PROVIDE CABLE LENGTH FROM THE CAMERA ASSEMBLY TO THE LOCAL CONTROL PANEL INCLUDING CONNECTORS AS SHOWN IN THIS SHEET.
- THE CONTRACTOR SHALL PROVIDE ALL CABLES FROM THE LOCAL PATCH PANEL TO THE FIBER OPTIC VIDEO TRANSMITTER, CAMERA CONTROL MODEM AND PDA.
- ALL CABLES SHALL BE ALUMINUM SHIELDED TO PREVENT CROSS TALK.
- IN THE CCTV CAMERA CONTROLLER CABINET, THE NUMBER IDENTIFIES THE SPECIFIC CONDUCTOR TO BE USED FOR THE INDICATED FUNCTION.
- CONNECT ALL DRAIN WIRES OF SHIELDED-CONDUCTORS TO CABINET GROUND AT THE LOCAL PATCH PANEL.
- INSTALL CONNECTORS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
- WATERPROOF ALL CONNECTORS AND CABLES USING WATER-TIGHT GROMMETS, SEALING COMPOUNDS, AND TAPE.
- AS REQUIRED, CONTRACTOR SHALL INSTALL ADAPTER MOUNTING PLATES TO MOUNT CCTV CAMERA ON EXISTING POLE, TRUSS MOUNT OR TOWER.
- AS REQUIRED, CONTRACTOR SHALL INSTALL LOCAL PATCH PANEL ACCORDING TO EXISTING CONFIGURATIONS.



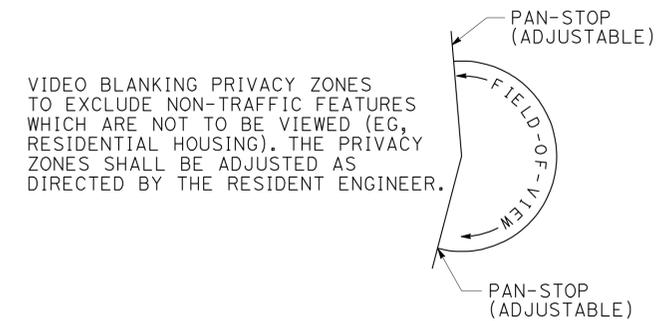
COMPOSITE CABLE TYPICAL WIRING DIAGRAM



PROPOSED TYPICAL CAMERA WITH PAN/TILT UNIT



PROPOSED TYPICAL CAMERA WITH PAN/TILT UNIT



**MODIFY COMMUNICATION SYSTEM
(CLOSED CIRCUIT TELEVISION CAMERA
WIRING DIAGRAM WITH PAN/TILT UNIT)**

NO SCALE

E-31

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 OFFICE OF ITS
 FUNCTIONAL SUPERVISOR JACKIE TAN
 REVISIONS: 10/10, 12/10
 REVISOR: DAVID PADILLA, JACKIE TAN
 CHECKED BY: JACKIE TAN
 DESIGNED BY: DAVID PADILLA

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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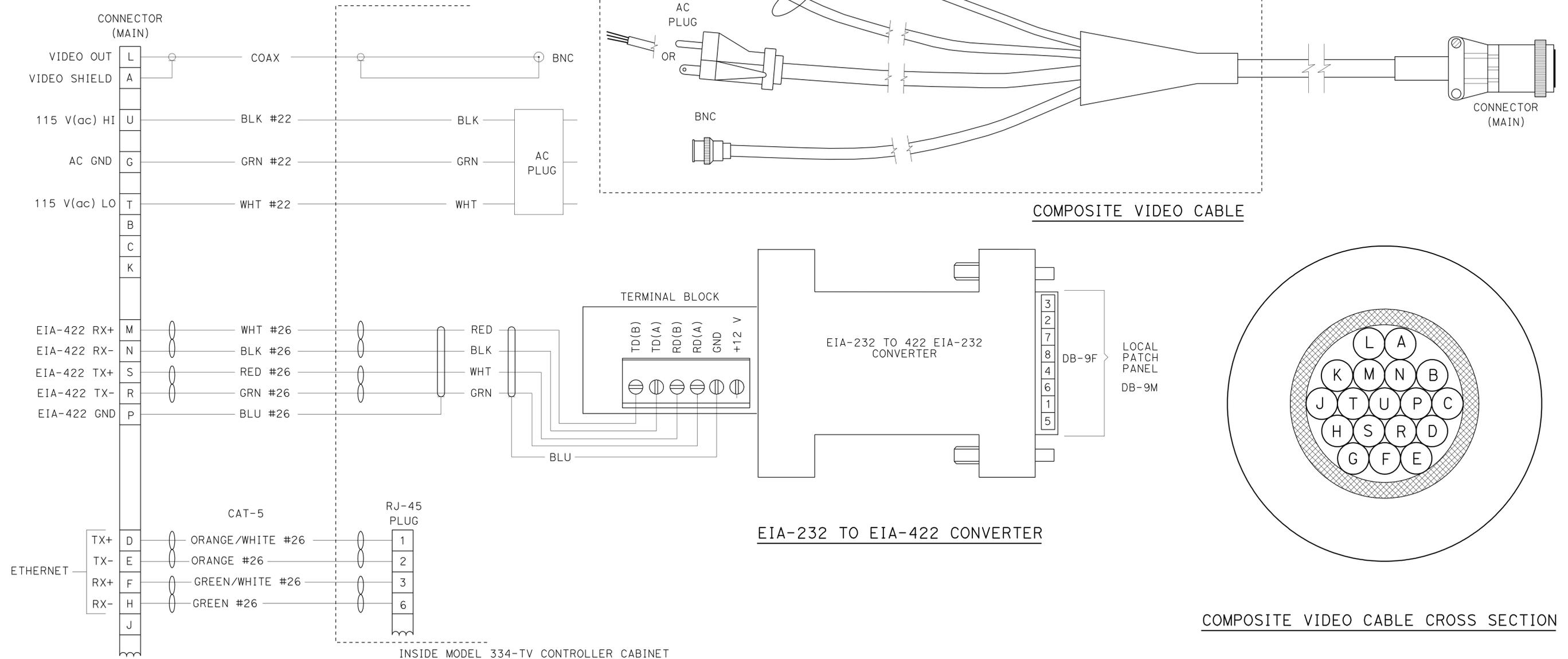
<i>David Padilla</i>	12/7/10
REGISTERED ELECT ENGINEER	DATE
6-27-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
DAVID PADILLA
No. E16233
Exp. 12/31/12
ELECT

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NOTES:

- CONNECTORIZING DONE BY THE CONTRACTOR AT THE MODEL 334-TV CONTROLLER CABINET.
- ALL COMPONENTS AND CONNECTORS MUST MEET NEMA TS 2, 2.1.51, 2.1.52, 3.3.3.1, 3.3.3.2, 5.2.5 AND 5.2.6.
- SERIAL CABLE MUST BE A NULL CABLE.



CABLE SCHEMATIC

COMPOSITE VIDEO CABLE

EIA-232 TO EIA-422 CONVERTER

COMPOSITE VIDEO CABLE CROSS SECTION

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans OFFICE OF ITS
 FUNCTIONAL SUPERVISOR JACKIE TAN
 CALCULATED/DESIGNED BY JACKIE TAN
 REVISOR BY DAVID PADILLA
 DATE 10/10
 DATE REVISOR 12/10

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 FOR LEGENDS, ABBREVIATIONS AND GENERAL NOTES SEE SHEET E-21.

**MODIFY COMMUNICATION SYSTEM
 (COMPOSITE VIDEO CABLE)**

NO SCALE

E-32

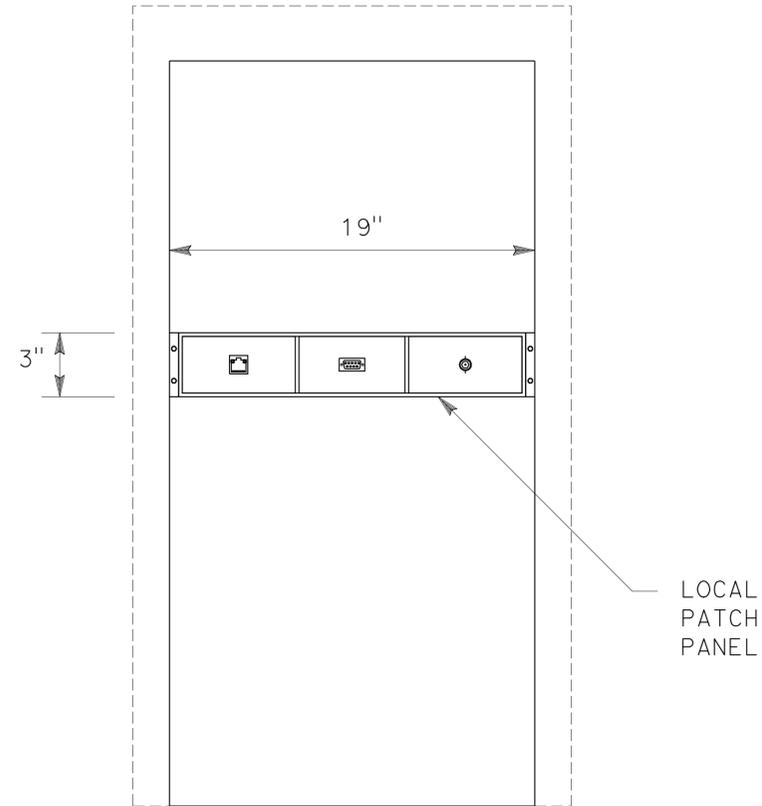
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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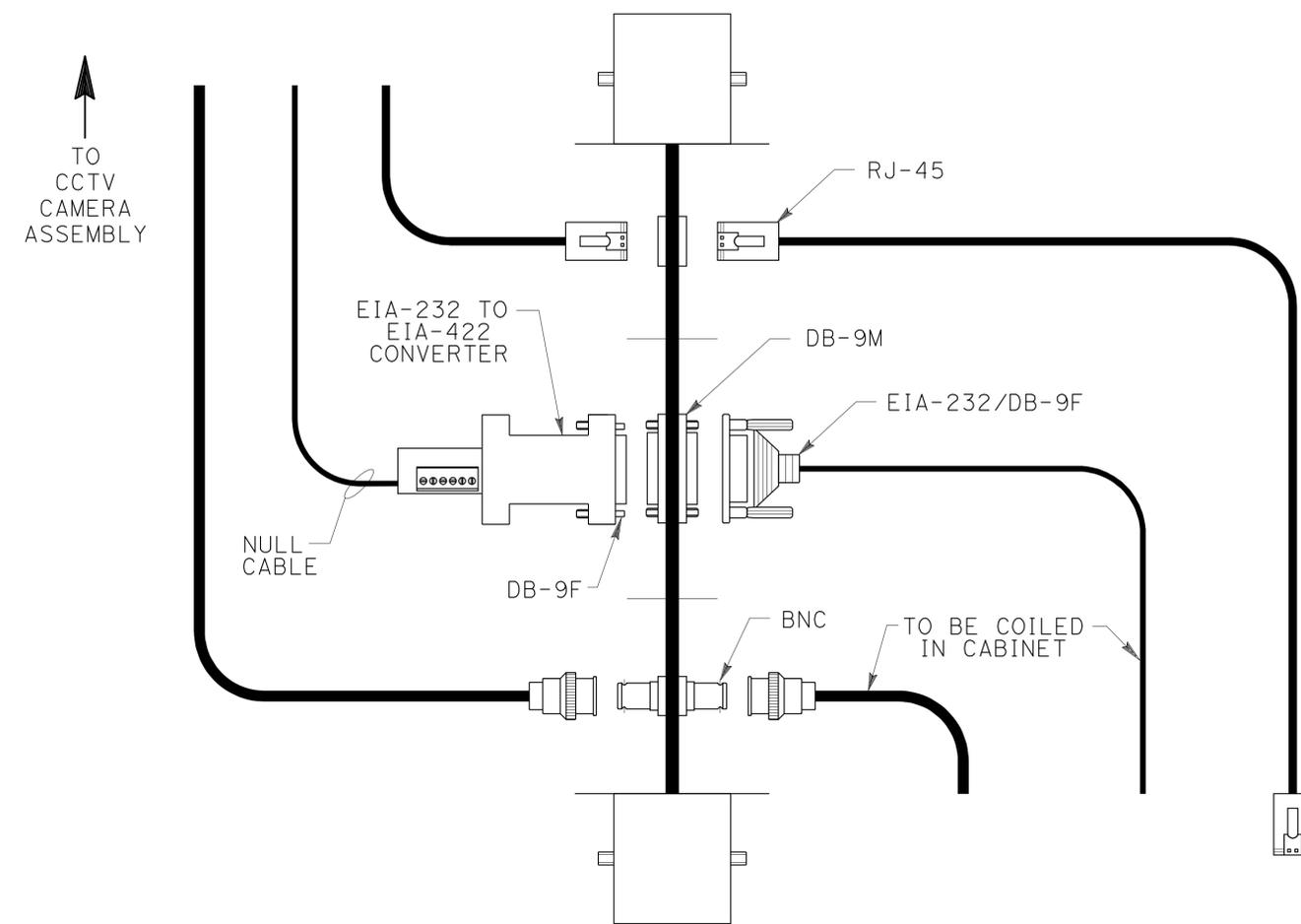
<i>David Padilla</i>	12/7/10
REGISTERED ELECT ENGINEER	DATE
6-27-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
DAVID PADILLA
No. E16233
Exp. 12/31/12
ELECT

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CABINET DETAIL
NO SCALE

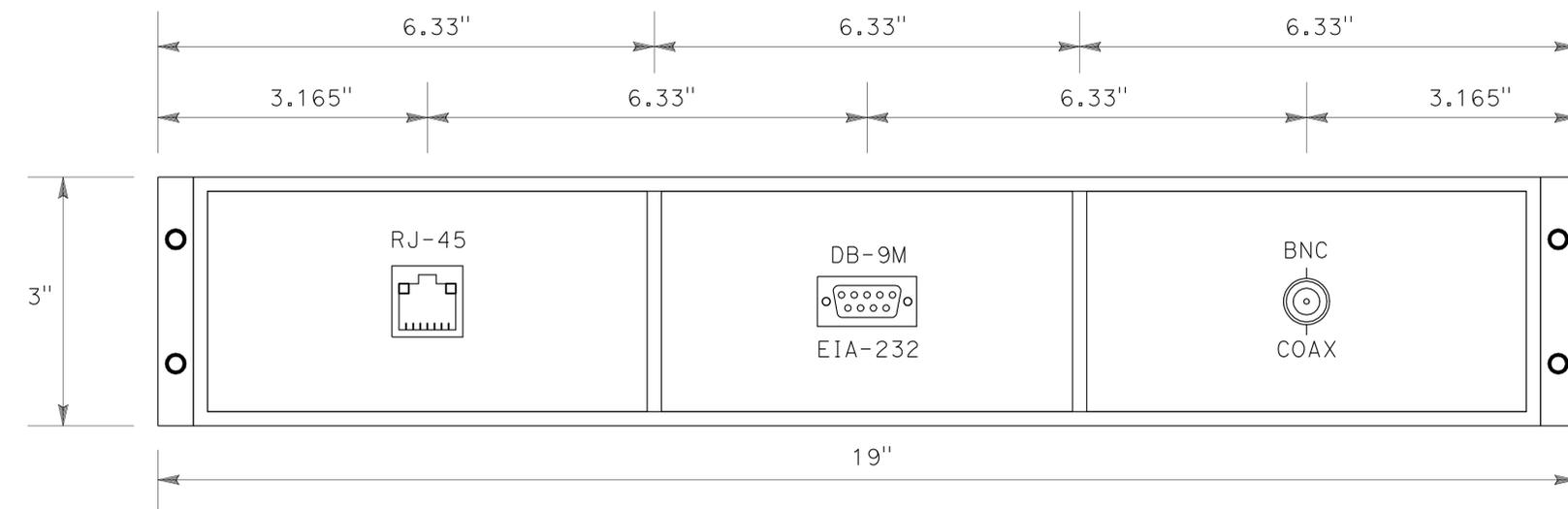


**TOP VIEW
LOCAL PATCH CONTROL DETAIL**
NO SCALE

FUTURE USE (IP NETWORK)
AND TESTING PROVISION
WITH LAPTOP (COILED AND
STORED IN THE CABINET).

TO
FIBER OPTIC
INTERFACE

NOTE:
ALL COMPONENTS AND CONNECTORS
MUST MEET NEMA AND IP67 STANDARDS.



LOCAL PATCH PANEL DETAIL
NO SCALE

**MODIFY COMMUNICATION SYSTEM
(LOCAL PATCH PANEL)**
NO SCALE

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FOR LEGEND, ABBREVIATIONS AND GENERAL NOTES SEE SHEET E-21.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - OFFICE OF ITS
Caltrans
 FUNCTIONAL SUPERVISOR: JACKIE TAN
 DESIGNED BY: JACKIE TAN
 CHECKED BY: JACKIE TAN
 REVISIONS:
 10/10 REVISOR: DAVID PADILLA
 12/10 REVISOR: JACKIE TAN

USERNAME => frrichf
DGN FILE => 721591ua033.dgn



UNIT 1885

PROJECT NUMBER & PHASE

07000018311

LAST REVISION | DATE PLOTTED => 30-JUN-2011
07-30-10 TIME PLOTTED => 17:51

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	318	602
		12/7/10		DATE	
REGISTERED ELECT ENGINEER		DAVID PADILLA			
6-27-11		PLANS APPROVAL DATE			
		No. E16233		Exp. 12/31/12	
		ELECT		STATE OF CALIFORNIA	
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - OFFICE OF ITS

Caltrans

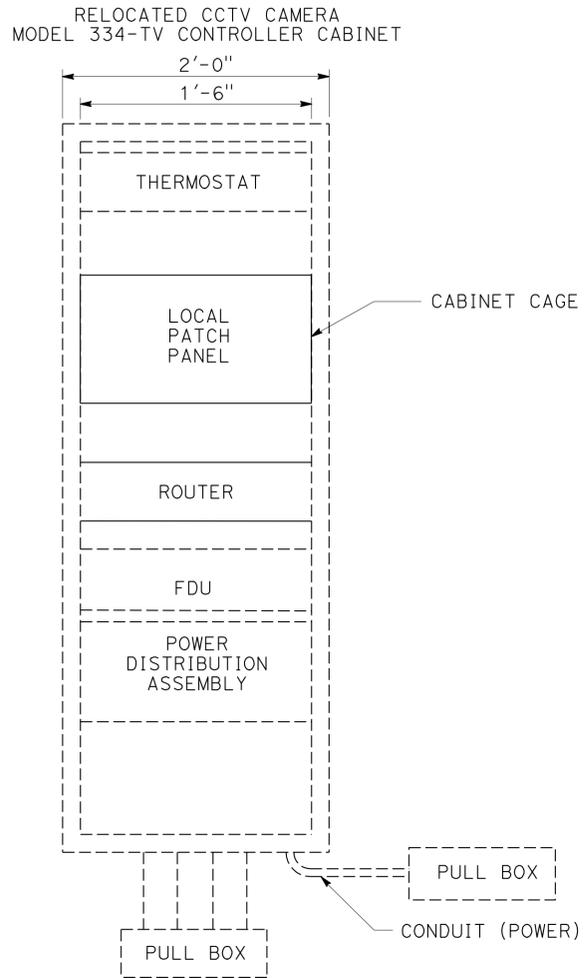
FUNCTIONAL SUPERVISOR: JACKIE TAN

DESIGNED BY: DAVID PADILLA

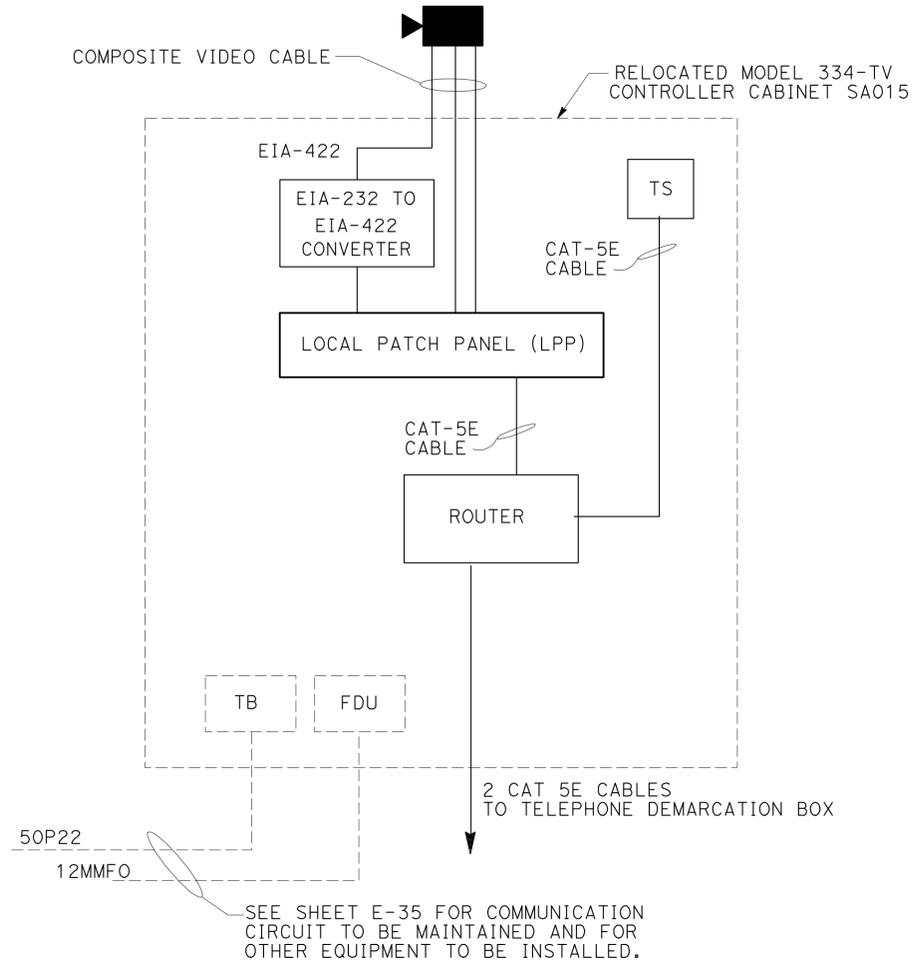
CHECKED BY: JACKIE TAN

REVISIONS:

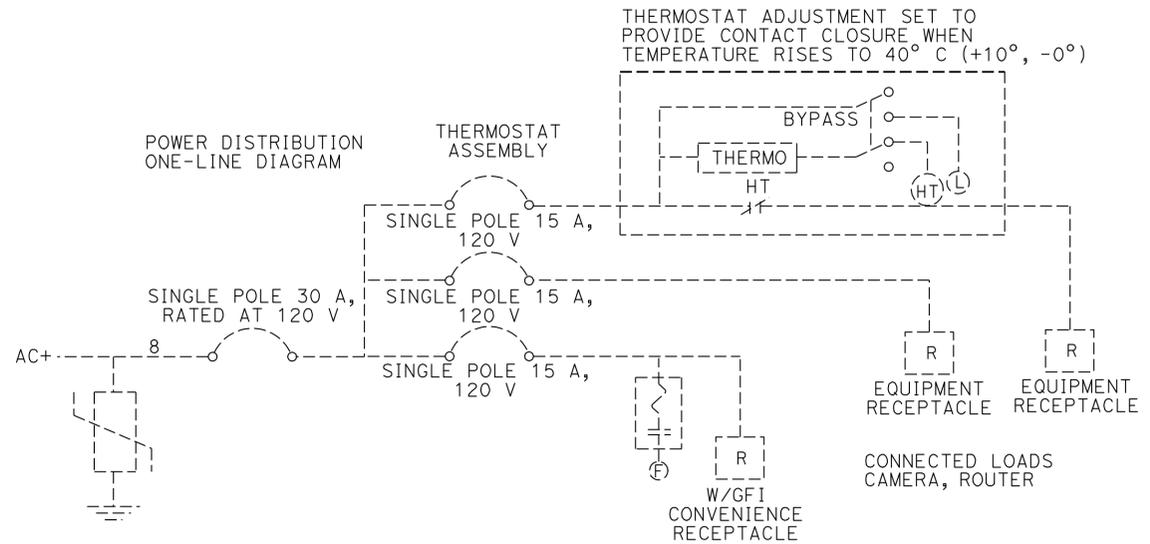
REVISION	DATE	BY
10/10	10/10	DAVID PADILLA
12/10	12/10	JACKIE TAN



RELOCATED MODEL 334-TV CONTROLLER CABINET EQUIPMENT LAYOUT



RELOCATED MODEL 334-TV CONTROLLER CABINET WIRING DETAIL



Exist POWER DISTRIBUTION ASSEMBLY

MODIFY COMMUNICATION SYSTEM (CCTV MODEL 334-TV CONTROLLER CABINET DETAILS)
NO SCALE

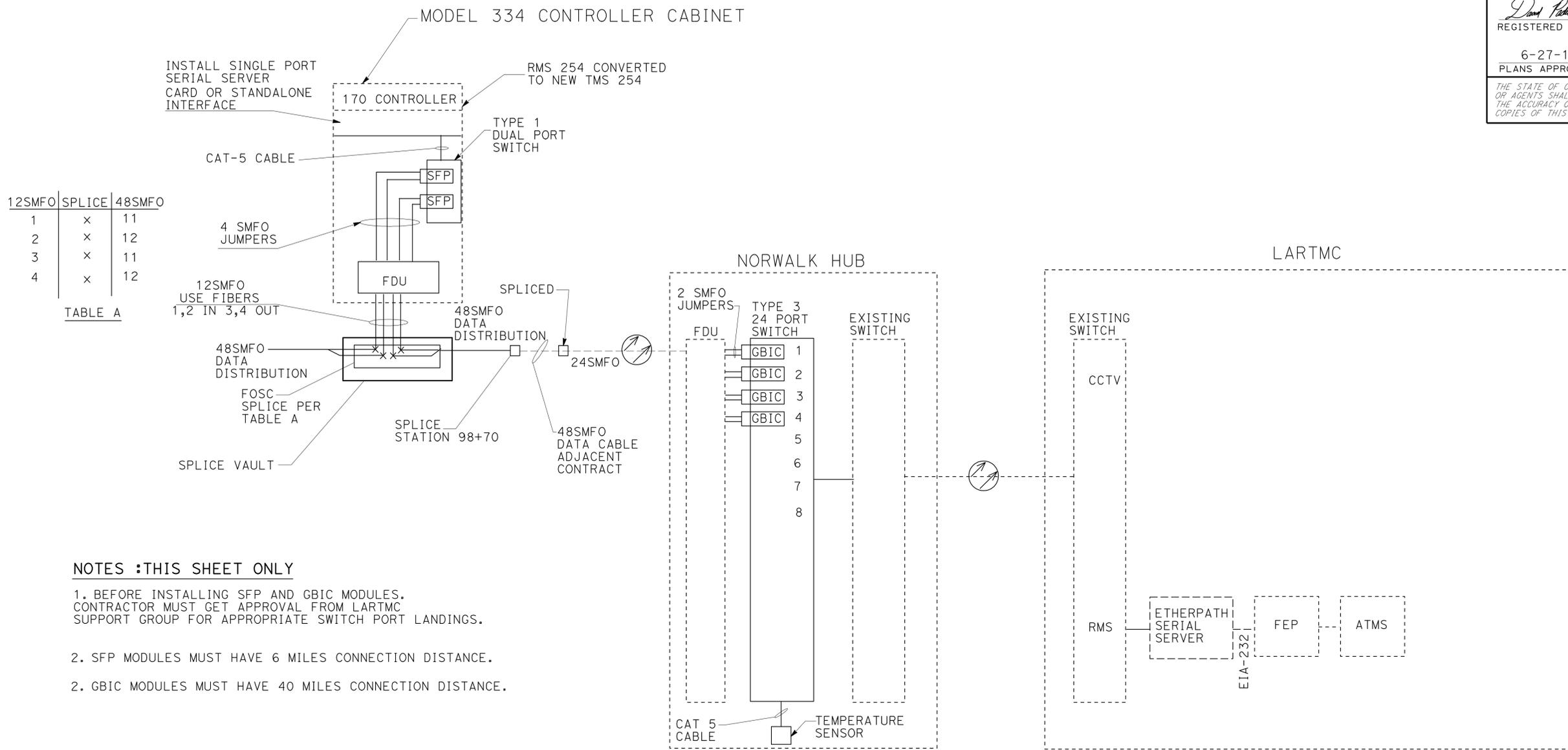
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	320	602

12/7/10
 REGISTERED ELECT ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 DAVID PADILLA
 No. E16233
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12SMFO	SPLICE	48SMFO
1	x	11
2	x	12
3	x	11
4	x	12

TABLE A

- NOTES :THIS SHEET ONLY**
- BEFORE INSTALLING SFP AND GBIC MODULES. CONTRACTOR MUST GET APPROVAL FROM LARTMC SUPPORT GROUP FOR APPROPRIATE SWITCH PORT LANDINGS.
 - SFP MODULES MUST HAVE 6 MILES CONNECTION DISTANCE.
 - GBIC MODULES MUST HAVE 40 MILES CONNECTION DISTANCE.

**MODIFY COMMUNICATION SYSTEM
 WORK AT NORWALK HUB AND AT
 LOS ANGELES REGIONAL TRANSPORTATION
 MANAGEMENT CENTER**
 (IP SCHEMATIC)
 NO SCALE

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.
 FOR LEGENDS, ABBREVIATIONS AND GENERAL NOTES SEE SHEET E-21.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 OFFICE OF ITS
 FUNCTIONAL SUPERVISOR
 JACKIE TAN
 CHECKED BY
 JACKIE TAN
 REVISIONS
 10/10
 12/10
 DAVID PADILLA
 JACKIE TAN
 CALCULATED/DESIGNED BY
 CHECKED BY

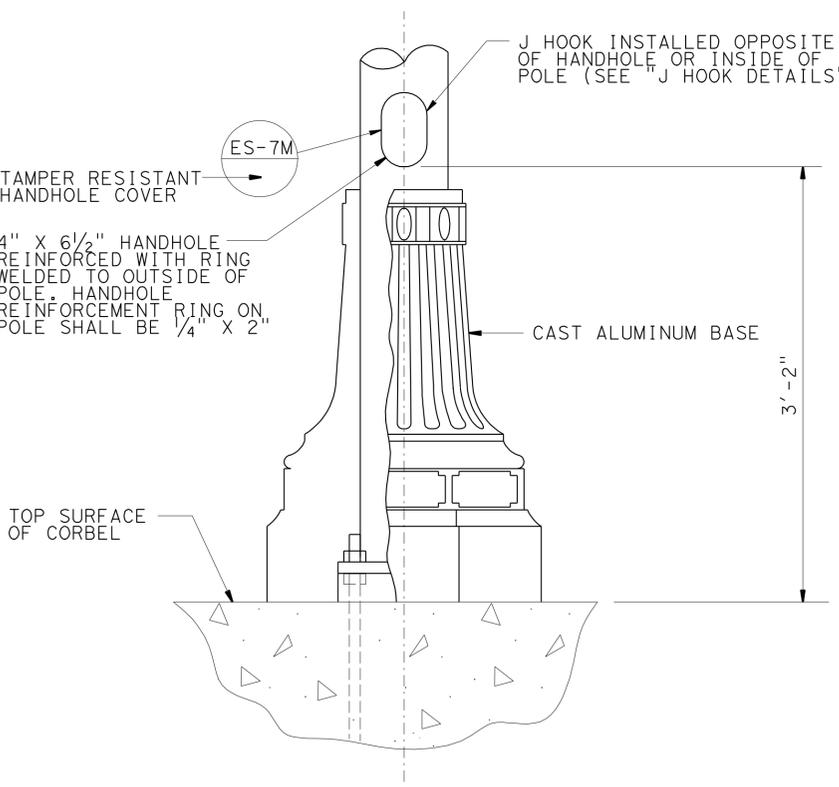
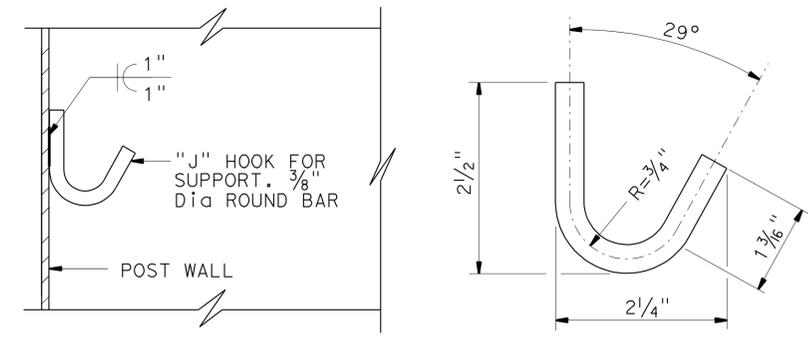
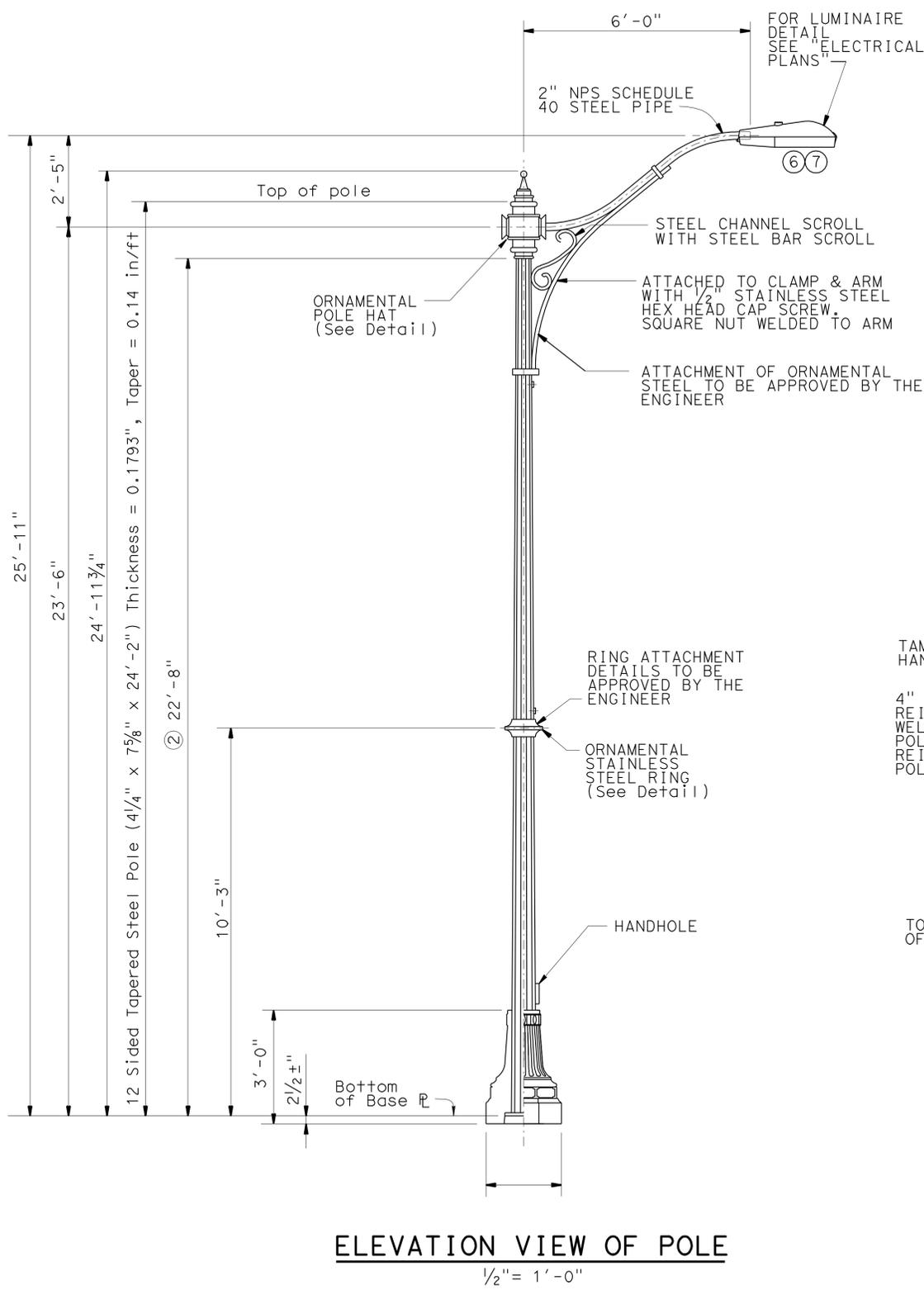
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	321	602

Robert B. Giorgis 3/4/11
REGISTERED CIVIL ENGINEER DATE

6-27-11
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
ROBERT B. GIORGIS JR.
No. C60705
Exp. 12/31/12
CIVIL
STATE OF CALIFORNIA



- GENERAL NOTES:
- SPECIFICATIONS:
- Design: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals dated 2001 and including 2002 interims.
 - Loading: Wind loading shall be 100 mph (3-second gust) for the purposes of analysis.
 - Unit Stresses:
 - $f_y = 48$ ksi tapered steel tube
 - $f_y = 36$ ksi unless otherwise specified

- NOTES:**
- The three decorative poles shall be erected on corbels at edge of deck of Alondra Blvd.
 - Alternative pole sections require approval by the Engineer.
 - The Contractor shall match pole paint color with existing adjacent poles owned by the City of Santa Fe Springs. Paint color shall be approved by Engineer.
 - Wiring connections at base of pole shall be avoided except as necessary. Wiring connections shall be accommodated in the nearest pull box where possible.
 - A design for the luminaire connection to luminaire arm shall be submitted to the Engineer for approval.
 - Luminaire shall not have an effective pressure area and weight exceeding 3 square feet and 75 lbs, respectively.
 - All fasteners shall meet requirements in Section 55 of Standard Specifications. Where fasteners are not covered by these specifications, fittings shall be stainless steel.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

BRANCH CHIEF <i>Jeffrey B. Woody</i>	DESIGN	BY R GIORGIS	CHECKED K C LIU	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES DESIGN AND TECHNICAL SERVICES SPECIAL DESIGNS BRANCH	BRIDGE NO.	53-3038	DECORATIVE LIGHTING STANDARD POLE DETAILS NO. 1	SES-1
	DETAILS	BY A R DUDSAK	CHECKED R GIORGIS			POST MILE	1.68		
	QUANTITIES	BY	CHECKED						

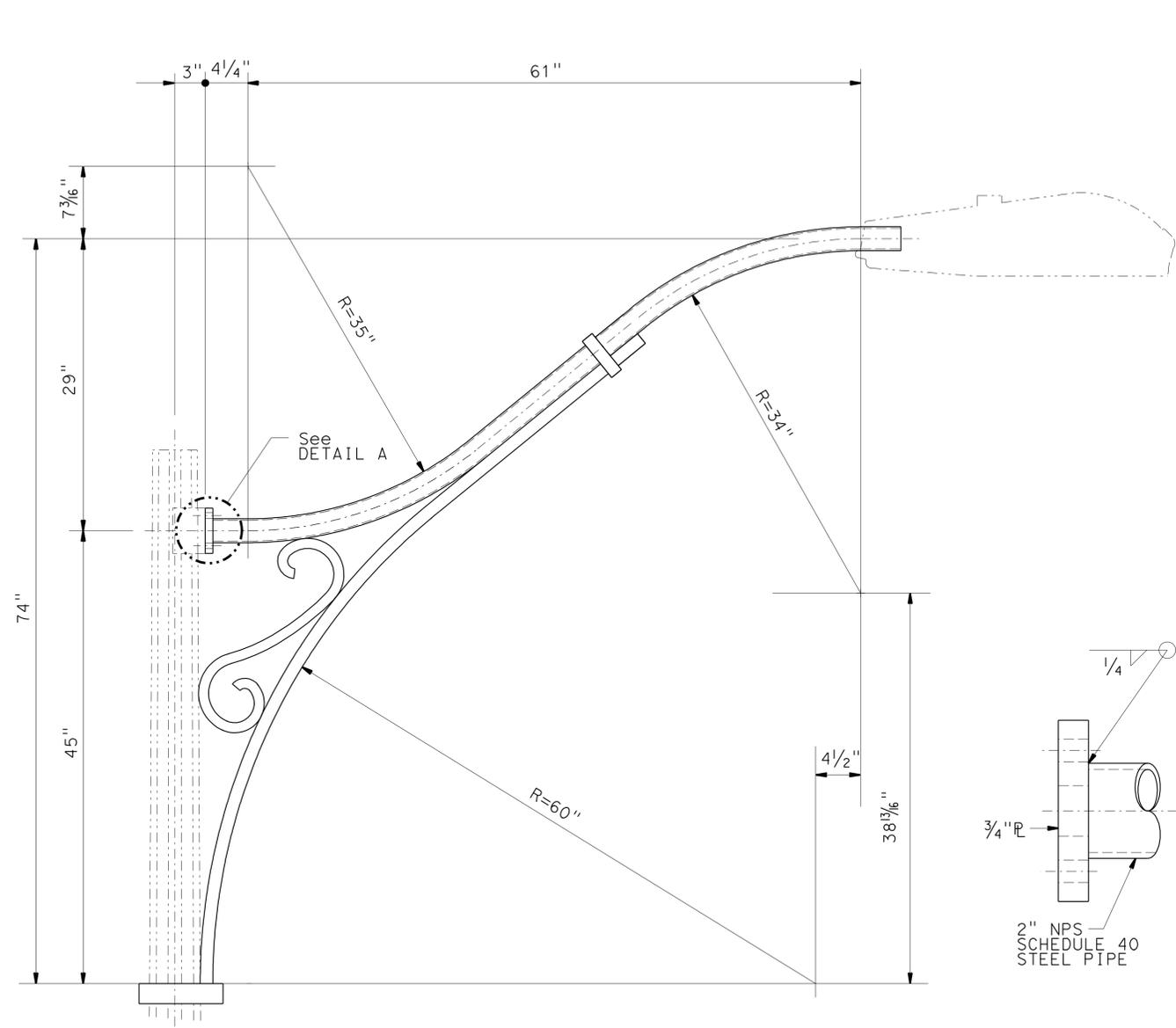
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	322	602

Robert B. Giorgis, P.E. 3/4/11
 REGISTERED CIVIL ENGINEER DATE

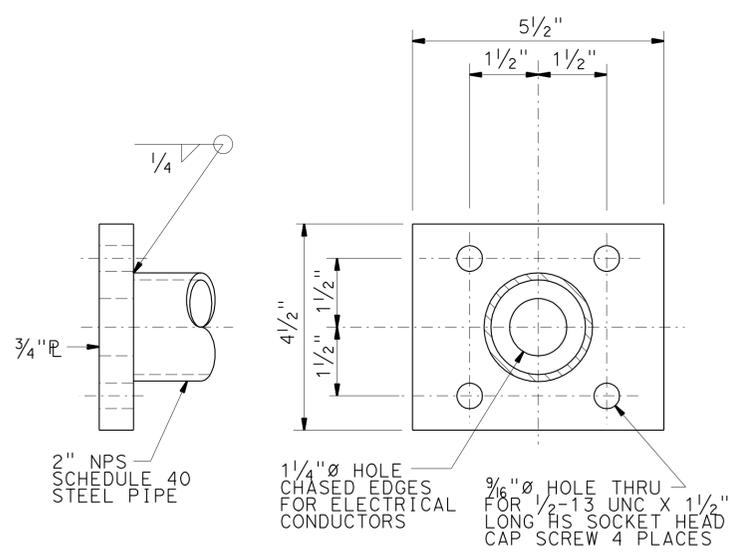
6-27-11
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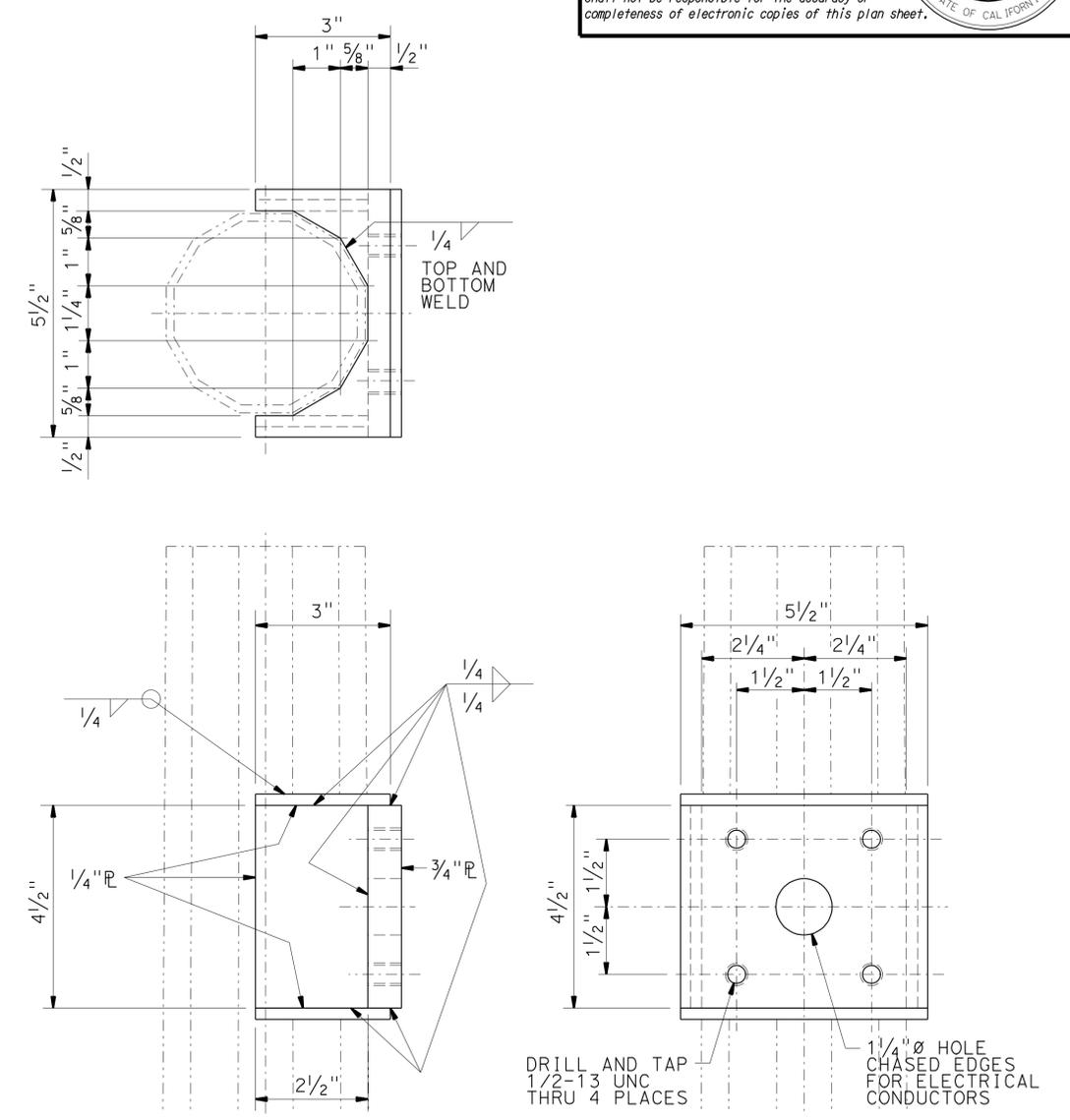
REGISTERED PROFESSIONAL ENGINEER
 ROBERT B. GIORGIS, JR.
 No. C60705
 Exp. 12/31/12
 CIVIL
 STATE OF CALIFORNIA



DECORATIVE ARM
 1 1/2" = 1'-0"



DETAIL A
 6" = 1'-0"



DECORATIVE ARM CONNECTION DETAIL
 6" = 1'-0"

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

BRANCH CHIEF *Jeffrey B. Woody*

DESIGN	BY R GIORGIS	CHECKED K C LIU
DETAILS	BY A R DUDSAK	CHECKED R GIORGIS
QUANTITIES	BY	CHECKED

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 DESIGN AND TECHNICAL SERVICES
 SPECIAL DESIGNS BRANCH **A**

BRIDGE NO.	53-3038
POST MILE	1.68

DECORATIVE LIGHTING STANDARD
POLE DETAILS NO. 2

SES-2

(ENGLISH) SPECIAL DESIGNS BRANCH BORDER SHEET (REV. 7-1-09)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

UNIT: 3619
 PROJECT NUMBER & PHASE: 0700001833-1
 CONTRACT NO.: 07-215911

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
3/21/11	3/21/11	4/21/11

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USERNAME => s124496 DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:20

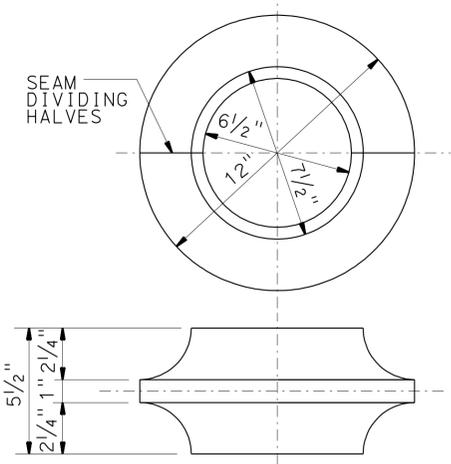
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	323	602

Robert B. Giorgis, Jr. 3/4/11
 REGISTERED CIVIL ENGINEER DATE

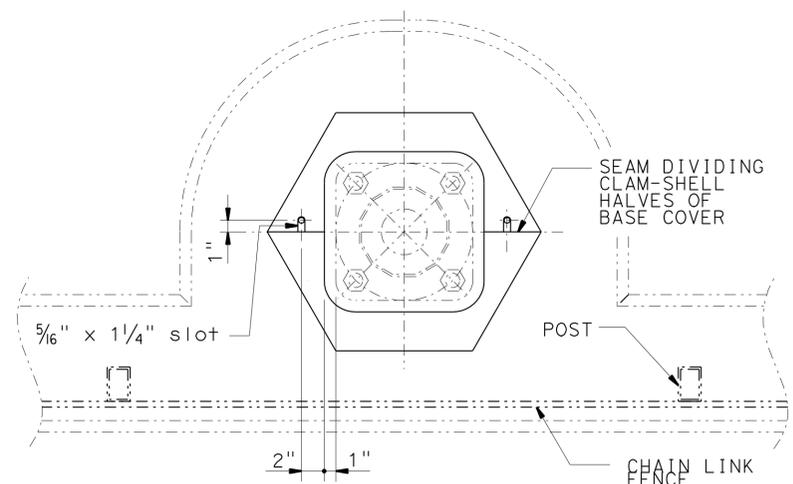
6-27-11
 PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

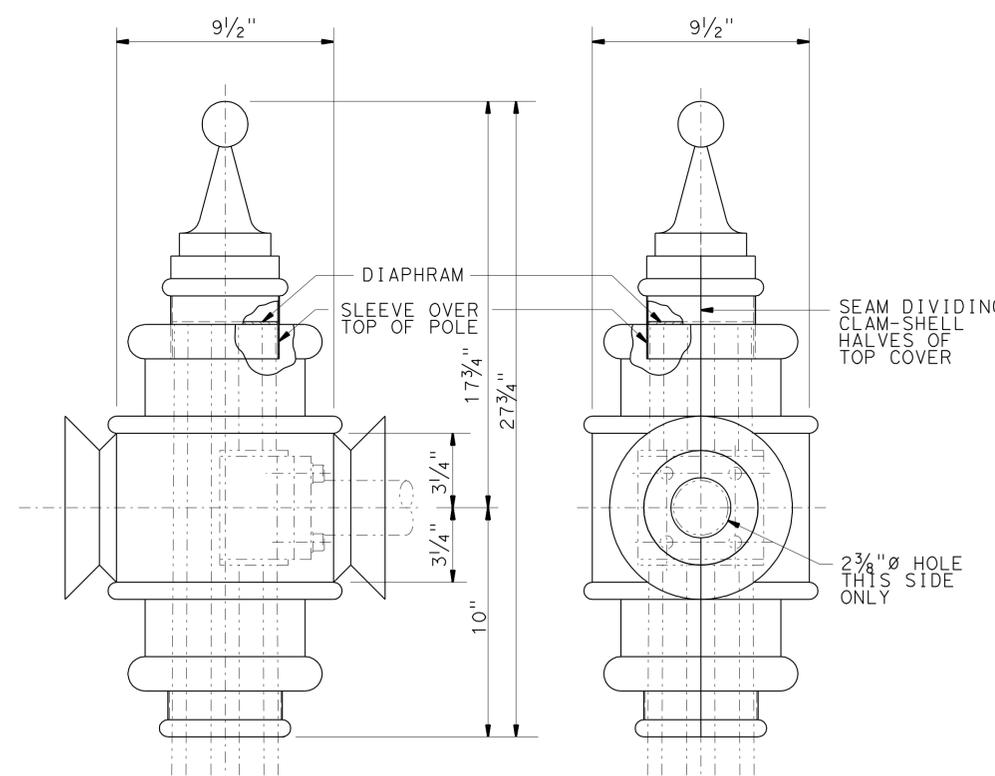
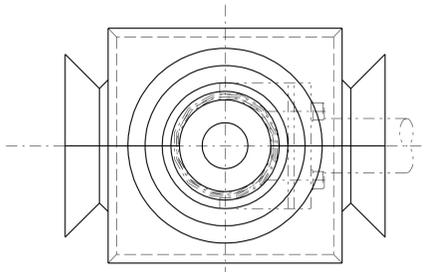
REGISTERED PROFESSIONAL ENGINEER
 ROBERT B. GIORGIS, JR.
 No. C60705
 Exp. 12/31/12
 CIVIL
 STATE OF CALIFORNIA



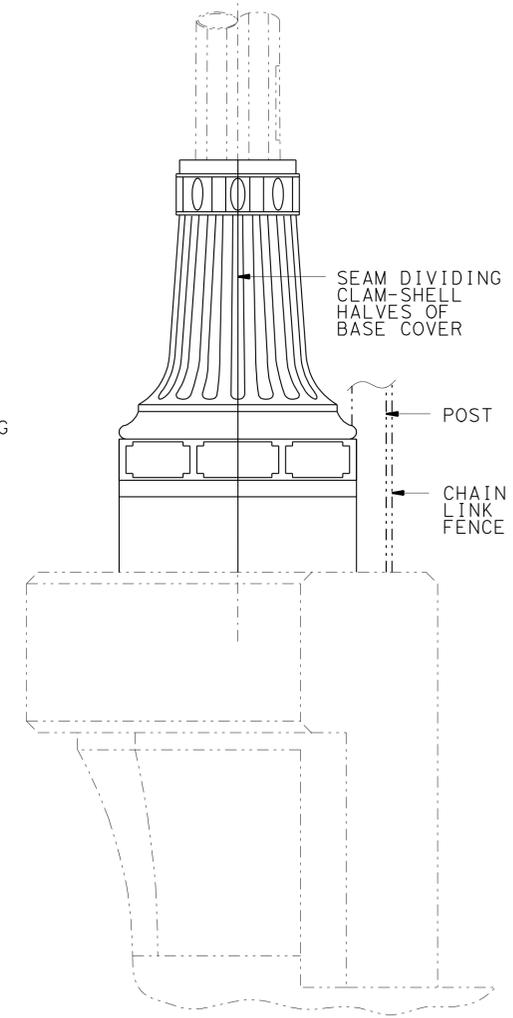
ORNAMENTAL RING
 3" = 1'-0"



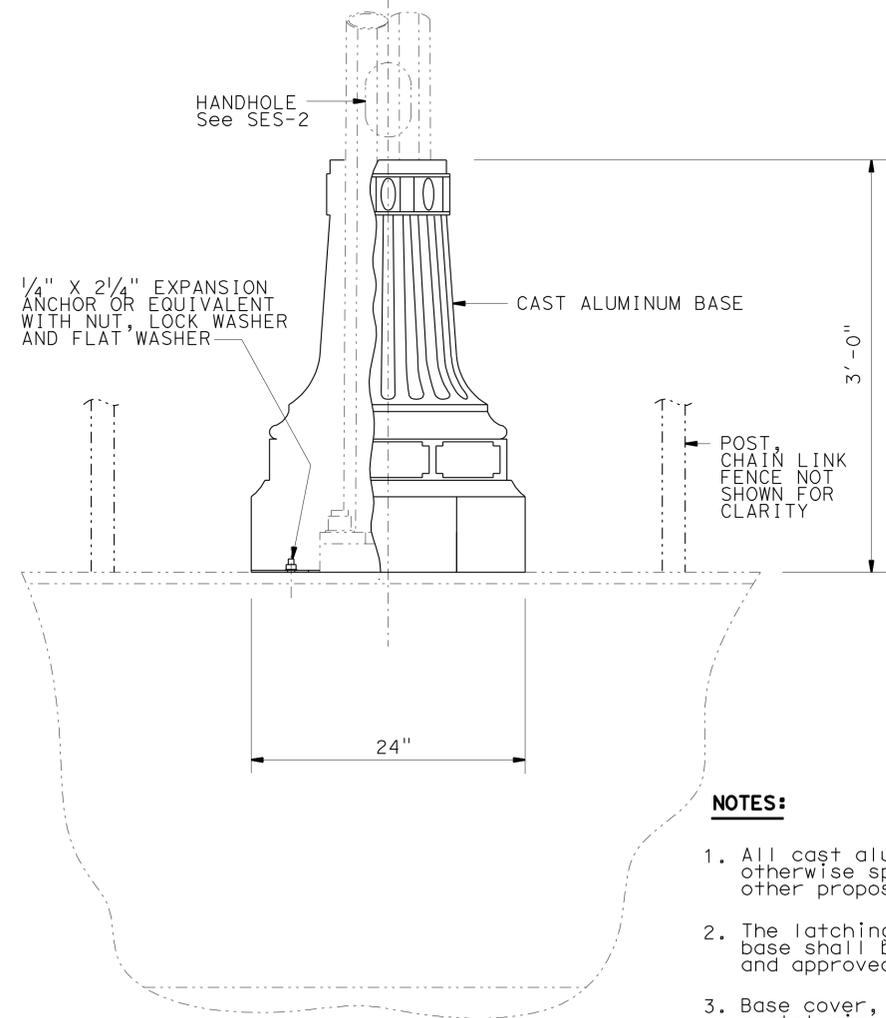
PLAN VIEW
 1 1/2" = 1'-0"



DECORATIVE POLE HAT
 3" = 1'-0"



PROFILE VIEW
 1 1/2" = 1'-0"



ELEVATION VIEW
 1 1/2" = 1'-0"

- NOTES:**
- All cast aluminum shall be ASTM 356 unless otherwise specified. The Engineer may approve other proposed ASTM specification.
 - The latching system for the cast aluminum base shall be proposed by the Contractor and approved by the Engineer.
 - Base cover, decorative pole hat and ornamental ring shall meet stated specifications and shall be of similar design as shown. Designs to be approved by the Engineer.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

BRANCH CHIEF *Jeffrey B. Woody*

DESIGN	BY R GIORGIS	CHECKED K C LIU
DETAILS	BY A R DUDSAK	CHECKED R GIORGIS
QUANTITIES	BY	CHECKED

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 DESIGN AND TECHNICAL SERVICES
 SPECIAL DESIGNS BRANCH

BRIDGE NO.	53-3038
POST MILE	1.68

DECORATIVE LIGHTING STANDARD
POLE DETAILS NO. 3

SES-3

(ENGLISH) SPECIAL DESIGNS BRANCH BORDER SHEET (REV. 7-1-09)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

UNIT: 3619
 PROJECT NUMBER & PHASE: 0700001833-1
 CONTRACT NO.: 07-215911

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
3/21/11	3/21/11	4/21/11

FILE => spec_des_br_prj/2011sd/07-215911/ses-3.dgn

USERNAME => s124496 DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:20

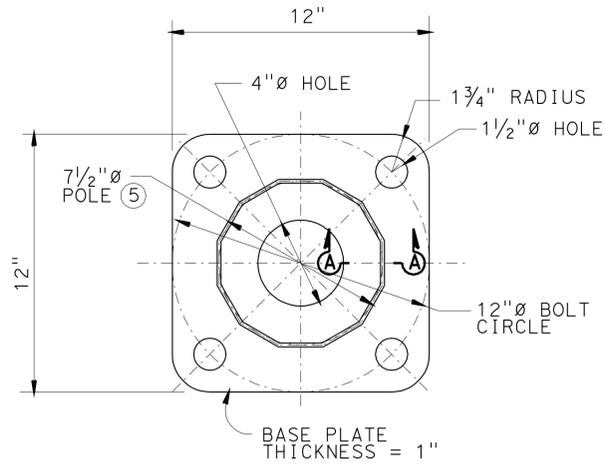
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	324	602

Robert B. Giorgis, Jr. 3/4/11
REGISTERED CIVIL ENGINEER DATE

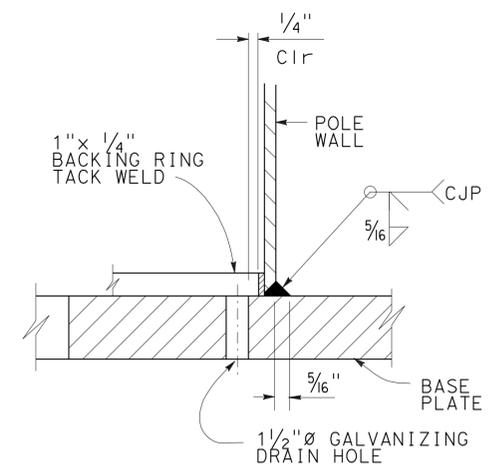
6-27-11
PLANS APPROVAL DATE

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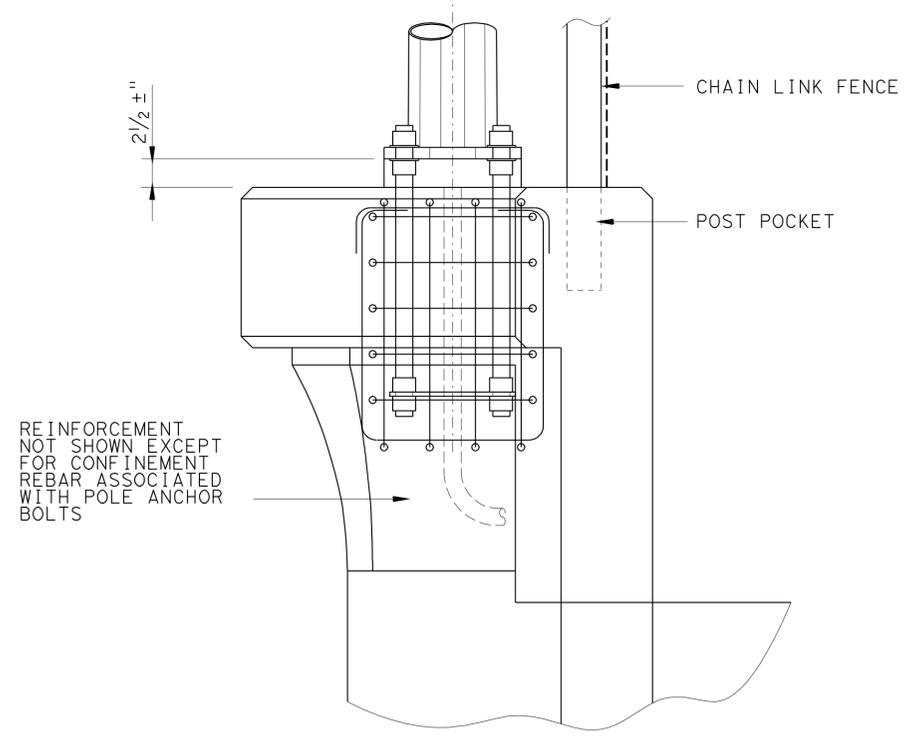
REGISTERED PROFESSIONAL ENGINEER
ROBERT B. GIORGIS, JR.
No. C60705
Exp. 12/31/12
CIVIL
STATE OF CALIFORNIA



PLAN VIEW OF BASE PLATE
3" = 1'-0"



**SECTION A-A
WELDING DETAIL**
NO SCALE



PROFILE VIEW
1 1/2" = 1'-0"

NOTES:

- ① During pole erection, the post shall be raked as necessary with the use of leveling nuts to provide a plumb pole axis.
- ② Once leveled, the space between the base plate and top surface of corbel shall be packed with non-shrink grout. Sides of grout pad shall be finished with a vertical side. The thread stickups above the capping nuts should be 1/2 ± 1/4.
- ③ Pole diameter measured to mid thickness of walls at middle of opposite straight segments.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

BRANCH CHIEF *Jeffrey B. Woody*

DESIGN	BY R GIORGIS	CHECKED K C LIU
DETAILS	BY A R DUDSAK	CHECKED R GIORGIS
QUANTITIES	BY	CHECKED

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
DESIGN AND TECHNICAL SERVICES
SPECIAL DESIGNS BRANCH **A**

BRIDGE NO.	53-3038
POST MILE	1.68

**DECORATIVE LIGHTING STANDARD
ANCHORAGE DETAILS**

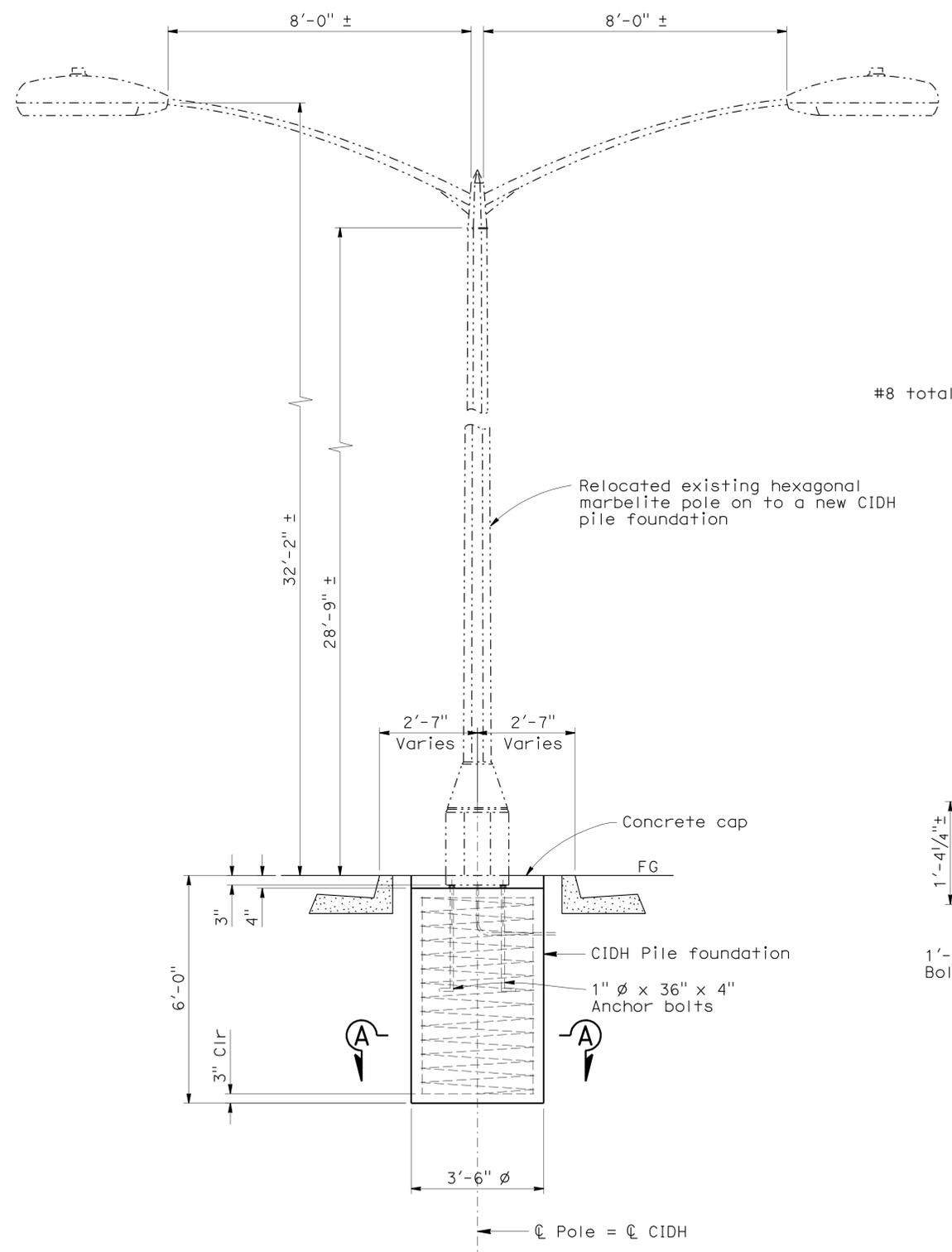
SES-4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	325	602

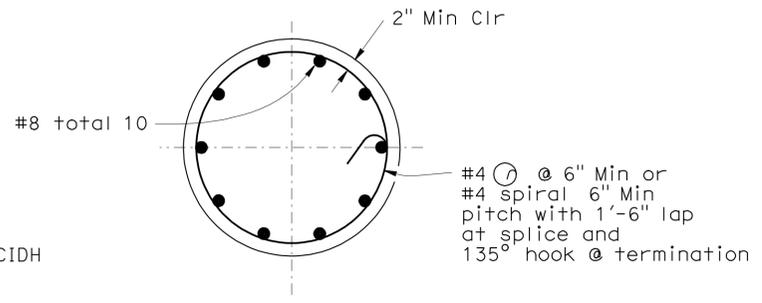
Robert B. Giorgis 3/4/11
REGISTERED CIVIL ENGINEER DATE

6-27-11
PLANS APPROVAL DATE

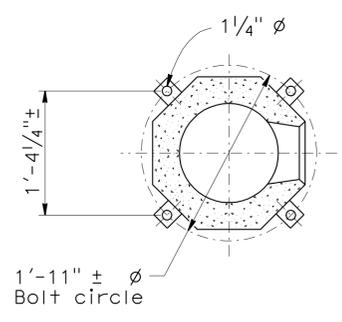
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ELEVATION



SECTION A-A



BASE DETAIL

NOTES:

1. Poles shall be located on "B" Line at approximately 103+17, 106+49, 119+97, 121+46 and 123+00.
2. Street light conduit must be installed within 2" from the back of curb and 18" below top of curb, unless otherwise specified.
3. The marbelite poles are proprietary and are not warranted for performance. Anchor bolts are pre-specified and their performance is not warranted.
4. CIDH pile foundation was analyzed only for overturning moment resistance.
5. During pole erection, the post shall be raked as necessary with the use of leveling nuts to provide a plumb pole.

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

NO SCALE

BRANCH CHIEF *Jeffrey B. Woody*

DESIGN	BY R. GIORGIS	CHECKED K.C. LIU
DETAILS	BY D.W. JUSTICE Jr	CHECKED R. GIORGIS
QUANTITIES	BY	CHECKED

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
DESIGN AND TECHNICAL SERVICES
SPECIAL DESIGNS BRANCH **A**

BRIDGE NO.	N/A
POST MILE	

RELOCATE EXISTING LIGHTING POLE
FOUNDATION DETAILS

SES-5

USERNAME => s124496 DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	326	602

Robert B. Giorgis, Jr. 3/4/11
REGISTERED CIVIL ENGINEER DATE

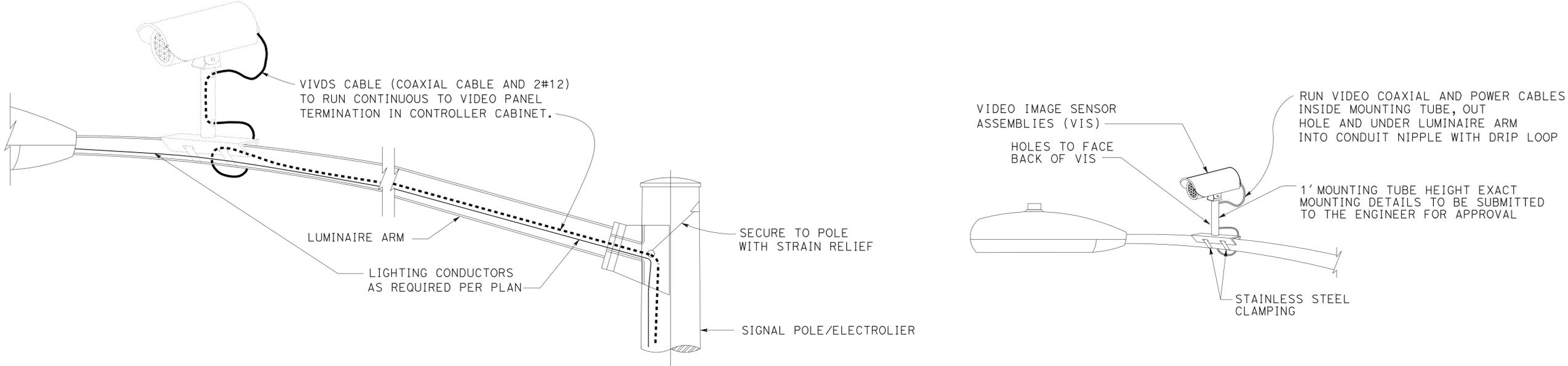
6-27-11
PLANS APPROVAL DATE

No. C60705
Exp. 12/31/12
CIVIL
STATE OF CALIFORNIA

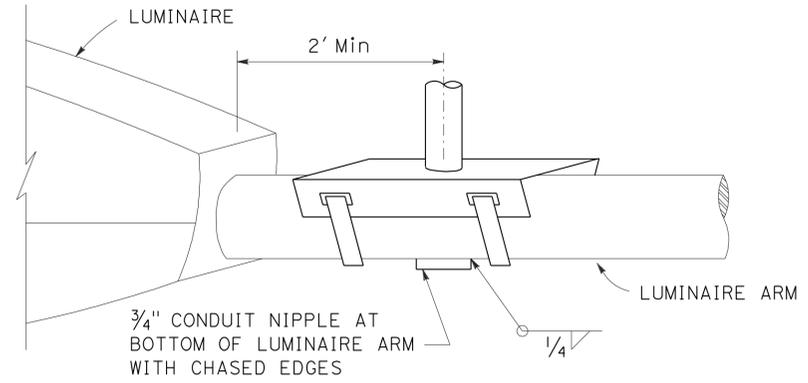
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NOTES:

1. ALL METALLIC CONDUITS, BOLTS STRAPS AND Misc HARDWARE SHALL BE GALVANIZED.
2. ELEMENTS (TOTAL VIVDS ASSEMBLY) SHALL HAVE A MAXIMUM WEIGHT OF 10 Lbs AND A MAXIMUM EFFECTIVE PRESSURE AREA OF 1 SQUARE FOOT.
3. MAXIMUM OF 2 VIVDS ELEMENTS ADDED PER TRAFFIC SIGNAL STRUCTURE. MAXIMUM OF 1 ELEMENT PER ARM (LIGHTING ARM OR TRAFFIC SIGNAL ARM).
4. THIS DETAIL APPLIES ONLY FOR STEEL MASTS ON NEWLY INSTALLED POLES DESIGNATED ACCORDING TO CALTRANS STANDARD PLANS.



CAMERA MOUNTING DETAILS
NO SCALE



DETAIL A
NO SCALE

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

BRANCH CHIEF <i>Jeffrey B. Woody</i>	DESIGN	BY R GIORGIS	CHECKED K.C. LIU	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES DESIGN AND TECHNICAL SERVICES SPECIAL DESIGNS BRANCH A	BRIDGE NO.	N/A	CAMERA MOUNTING DETAILS SIGNAL AND LIGHTING SYSTEM	SES-6
	DETAILS	BY D W JUSTICE Jr	CHECKED R GIORGIS			POST MILE			
	QUANTITIES	BY	CHECKED						

USERNAME => s124496 DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:21

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	327	602

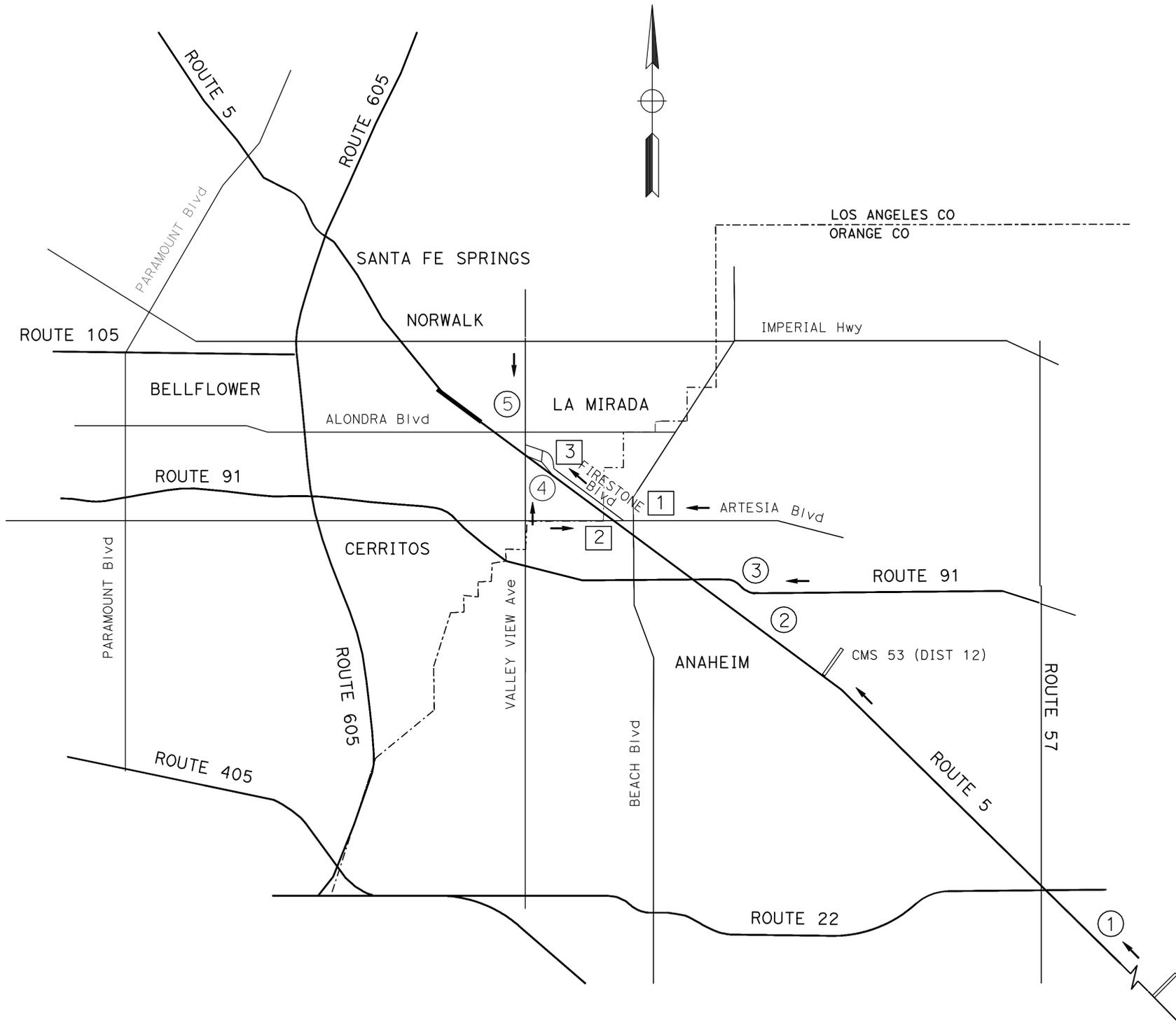
R.M. Mishreki 1-5-11
REGISTERED CIVIL ENGINEER DATE

6-27-11
PLANS APPROVAL DATE

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DTM

FUNCTIONAL SUPERVISOR DENIS S. KATAYAMA
CALCULATED/DESIGNED BY CHECKED BY
R. MISHREKI D. KATAYAMA
REVISED BY DATE REVISED



SIGN	LOCATION	MESSAGE
①	N5 AT MAIN ST ON-RAMP GORE	2 LANES/N5 AT/VALLY VU - USE W22/OR W91
②	N5 RIGHT SHOULDER AT PULL-OUT AREA N/O LA PALMA Ave	2 LANES/N5 AT/VALLY VU - USE W91/TO N605
③	W91 RIGHT SHOULDER AT BROOK-HURST RD ON-RAMP GORE	N5 EXIT/CLOSED - CONTINUE/TO N605
④	NB VALLEY VIEW Ave RT SHLDR AT 400' S/O FIRESTONE Blvd	N5 RAMP/CLOSED/AT FRSTN - USE RAMP/AT/ALONDRA
⑤	SB VALLEY VIEW Ave IN MEDIAN AT 400' N/O FIRESTONE Blvd	N5 RAMP/CLOSED/AT FRSTN - DETOUR/ARTESIA/CARMNITA
1	WB ARTESIA Blvd AT N5 ON-RAMP LEFT TURN POCKET	SP-4: USE RAMP AT VALLEY VIEW
2	EB ARTESIA Blvd AT N5 ON-RAMP (SEE NOTES)	SP-4: USE RAMP AT ALONDRA Blvd
3	NB FIRESTONE Blvd AT N5 ON-RAMP	SP-4: USE RAMP AT ALONDRA Blvd
CMS 53	N5 1/2 MILE N/O EUCLID ST	DELAY N5 AT/VALLEY VIEW/ USE W91 TO N605
CMS HOURS	AS NEEDED	DIST 12 TMC: 949-936-3600

NOTES

1. EB ARTESIA Blvd TRAFFIC SHALL BE DETOURED NORTH ON FIRESTONE Blvd, NORTH ON VALLEY VIEW Ave, WEST ON ALONDRA Blvd TO THE TEMPORARY NB ON-RAMP.
2. INSTALL DETOUR SIGNS ALONG SURFACE STREETS ACCORDING TO TRAFFIC HANDLING DETAILS.
3. ENGINEER SHOULD REQUEST CALTRANS TRAFFIC MANAGEMENT TEAM WHERE NEEDED.

LEGEND

- ← DIRECTION OF TRAVEL
- PCMS-PORTABLE CHANGEABLE MESSAGE SIGN
- GROUND MOUNTED SIGN
- CMS CHANGEABLE MESSAGE SIGN

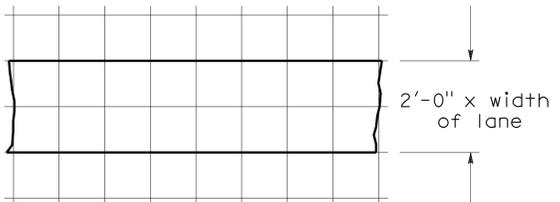
**MOTORIST INFORMATION PLAN
NORTH 5 WEEKEND CROSSOVER
STAGE 2
NO SCALE**

MI-1

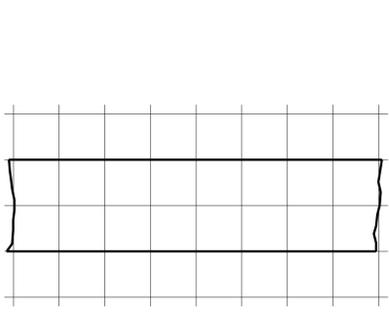
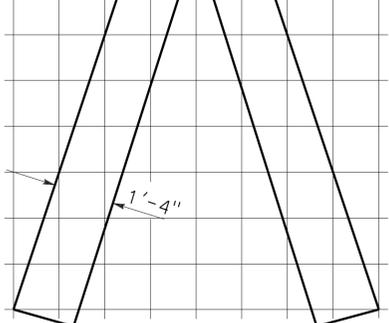
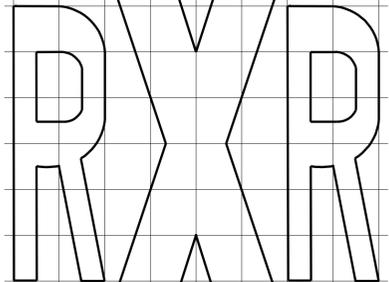
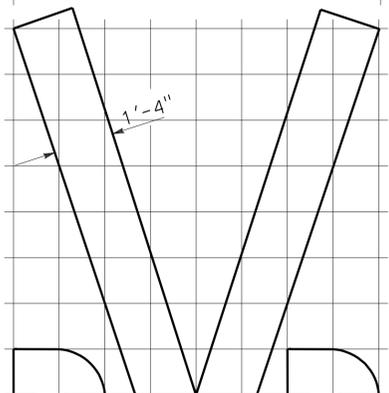
THIS PLAN ACCURATE FOR MOTORIST INFORMATION WORK ONLY.

LAST REVISION | DATE PLOTTED => 30-JUN-2011
00-00-00 | TIME PLOTTED => 17:23

To accompany plans dated 6-27-11



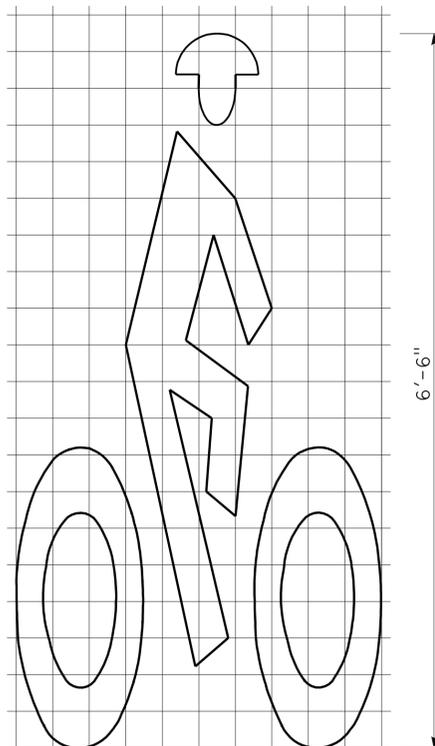
8'-0"



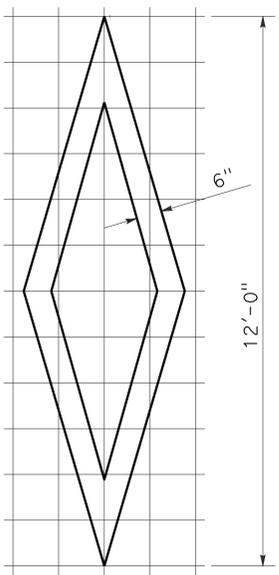
1'-0" GRID
A=70 sq ft *

RAILROAD CROSSING SYMBOL

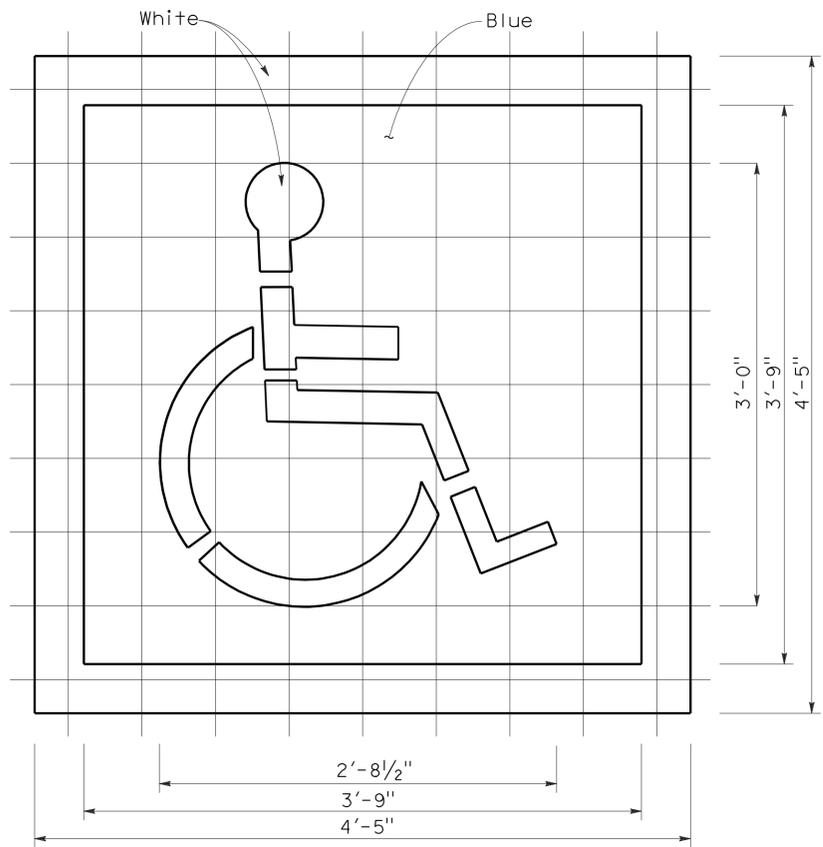
*70 sq ft DOES NOT INCLUDE THE 2'-0" x VARIABLE WIDTH TRANSVERSE LINES.



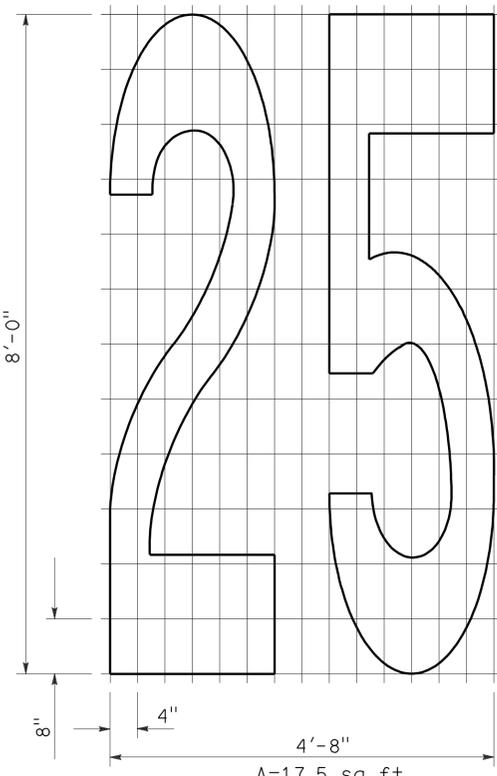
A=7 sq ft
BIKE LANE SYMBOL



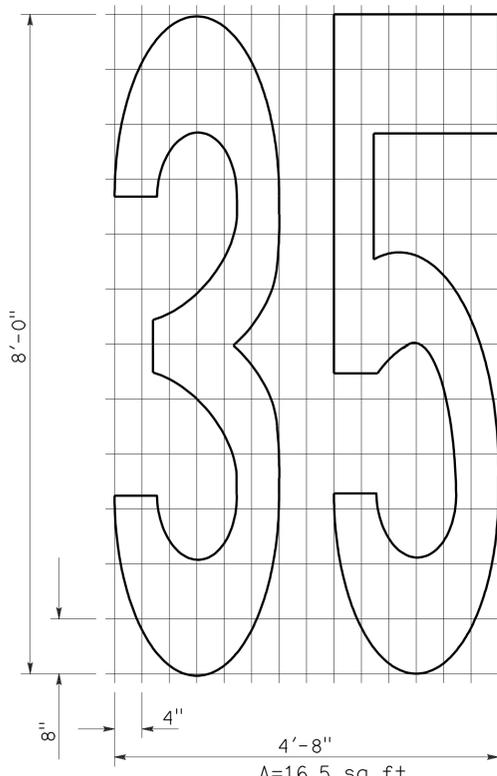
1'-0" GRID
3'-3"
A=11 sq ft
DIAMOND SYMBOL



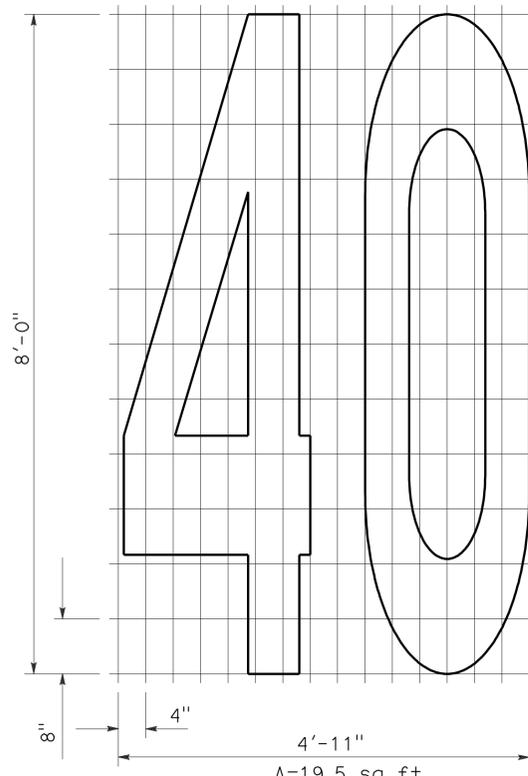
6" GRID
A (White) = 9 sq ft
A (Blue) = 14 sq ft
INTERNATIONAL SYMBOL OF ACCESSIBILITY MARKING



A=17.5 sq ft

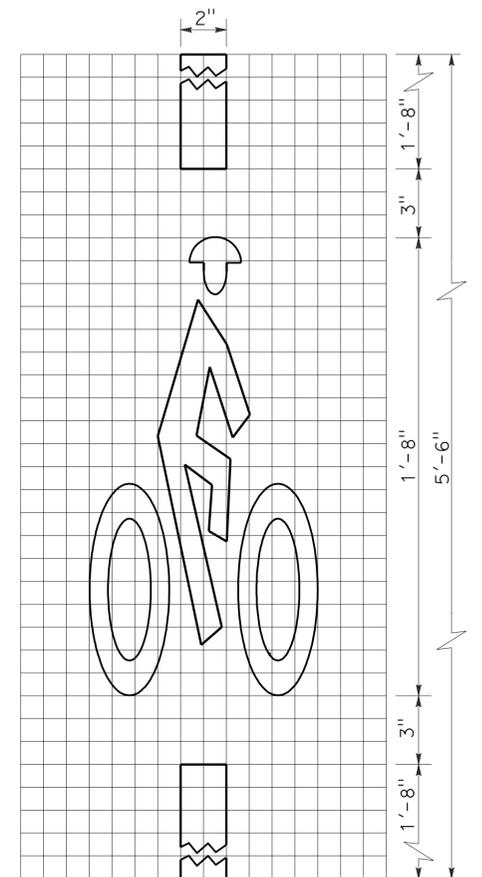


A=16.5 sq ft



A=19.5 sq ft

NUMERALS



1" GRID
10"

A=2 sq ft

BICYCLE LOOP DETECTOR SYMBOL

NOTE:

1. Minor variations in dimensions may be accepted by the Engineer.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS SYMBOLS AND NUMERALS

NO SCALE

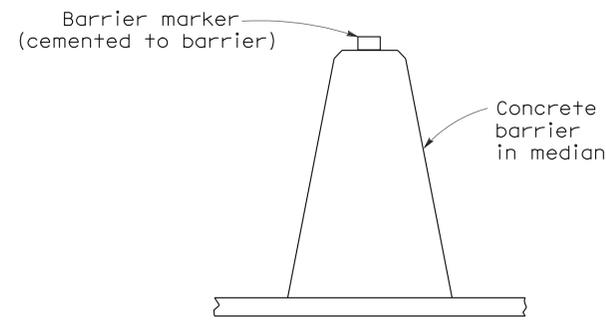
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	331	602

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

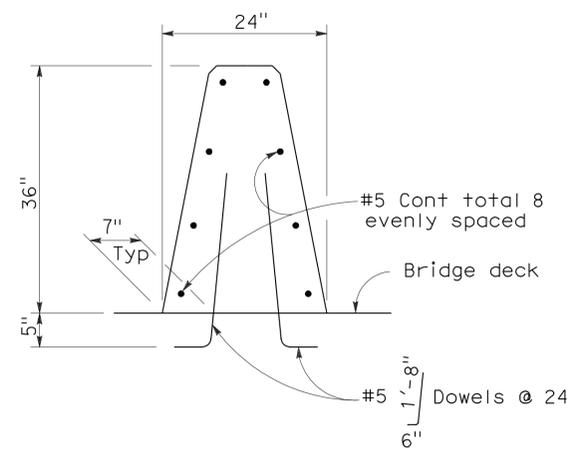
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To accompany plans dated 6-27-11



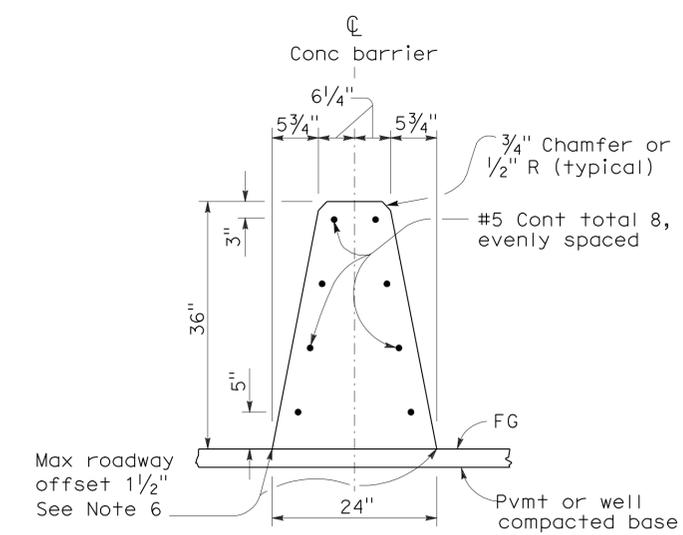
CONCRETE BARRIER TYPE 60 DELINEATION

See Notes 7 and 8



CONCRETE BARRIER TYPE 60A

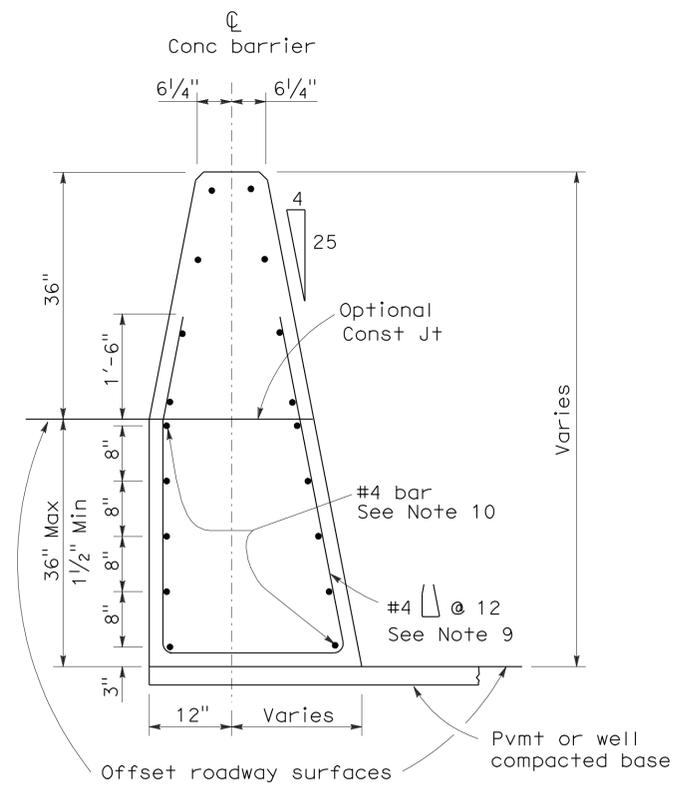
Details similar to Type 60 except as noted.



CONCRETE BARRIER TYPE 60

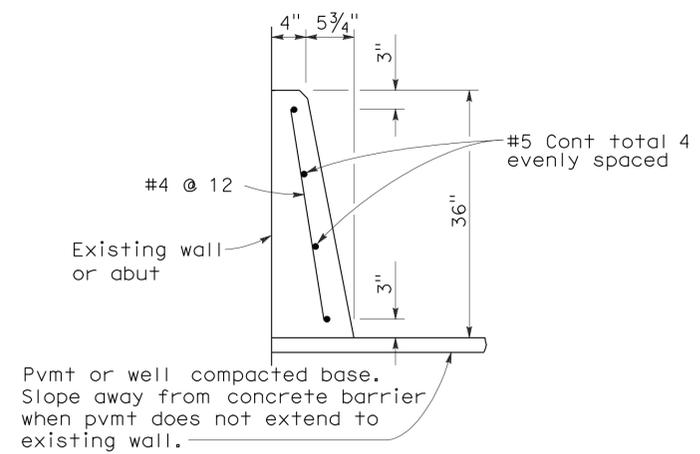
NOTES:

- See Standard Plan A76B for details of Concrete Barrier Type 60 end anchors, connection to structures and transitions to Concrete Barrier Type 50 and Concrete Barrier Type 60S.
- See Standard Plan A76C for Concrete Barrier Type 60 transitions at bridge column and sign pedestals.
- Where glare screen is required on Concrete Barrier Type 60, use Concrete Barrier Type 60G.
- Where the concrete barrier is added to the face of existing concrete structure, match existing weep holes.
- Expansion joints in concrete barrier shall be located at all deck, pavement and principal wall joints. Expansion joint filler material shall be the same size as joint or 1/2" minimum.
- Where roadway offset is greater than 1 1/2", see Concrete Barrier Type 60C.
- Barrier delineation to be used when required by the Special Provisions.
- Spacing of barrier markers to match spacing of raised pavement markers on the adjacent median edgeline pavement delineation.
- Reinforcing stirrup not required for roadway offsets less than 1'-0".
- For roadway surfaces offset greater than 1 1/2" to 3", no rebars required. For roadway surfaces offset greater than 3" to 8" use two #4 rebars at 3" above the lower roadway surface. For roadway surfaces offset greater than 8" to 12", use two #4 rebars at 3" above the lower roadway surface and two #4 rebars at 8" above the lower roadway surface. For roadway surfaces offset greater than 12" to 36", use two #4 rebars at 3" above the lower roadway surface and two #4 rebars at every 8" increment vertical spacing above the first two #4 rebars.



CONCRETE BARRIER TYPE 60C

Details similar to Type 60 except as noted. Concrete barrier end anchor when necessary. 36" roadway surfaces offset shown.



CONCRETE BARRIER TYPE 60D

CONCRETE BARRIER TYPE 60

NO SCALE

RSP A76A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A76A DATED MAY 1, 2006 - PAGE 29 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A76A

2006 REVISED STANDARD PLAN RSP A76A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	332	602

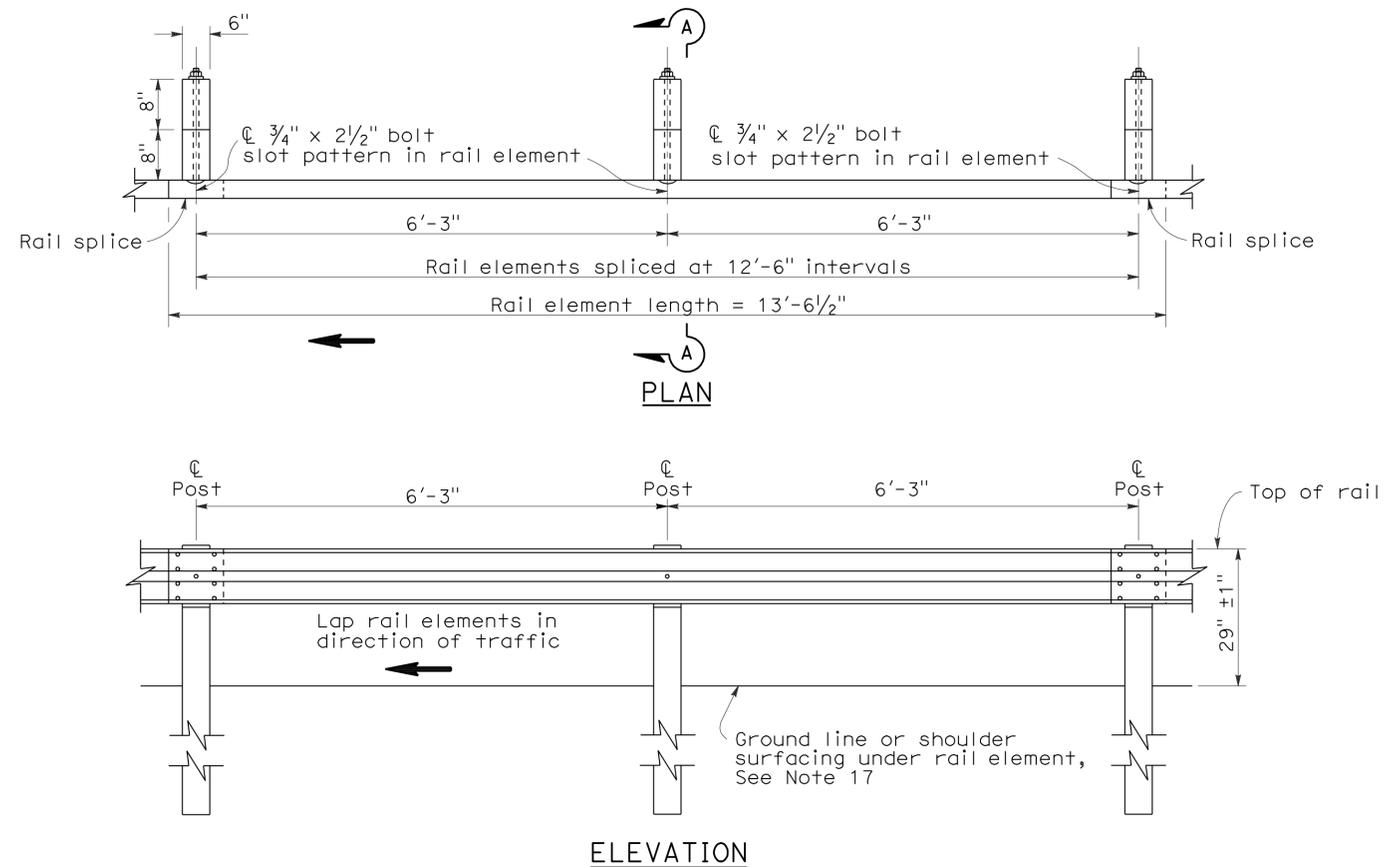
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

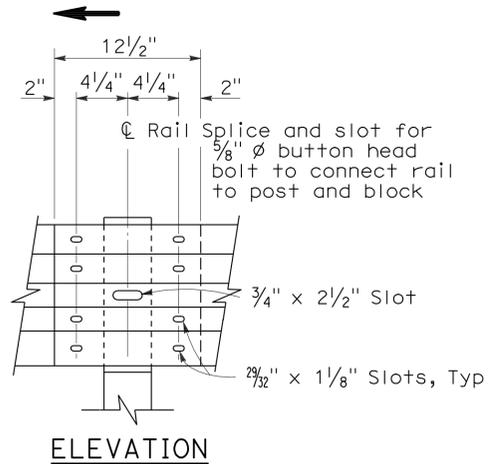
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To accompany plans dated 6-27-11

2006 REVISED STANDARD PLAN RSP A77A1

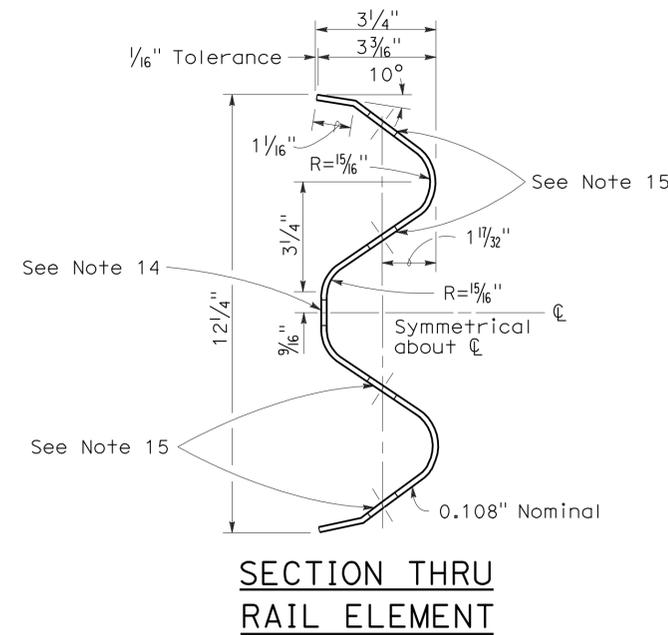


METAL BEAM GUARD RAILING WITH WOOD POST AND BLOCKS

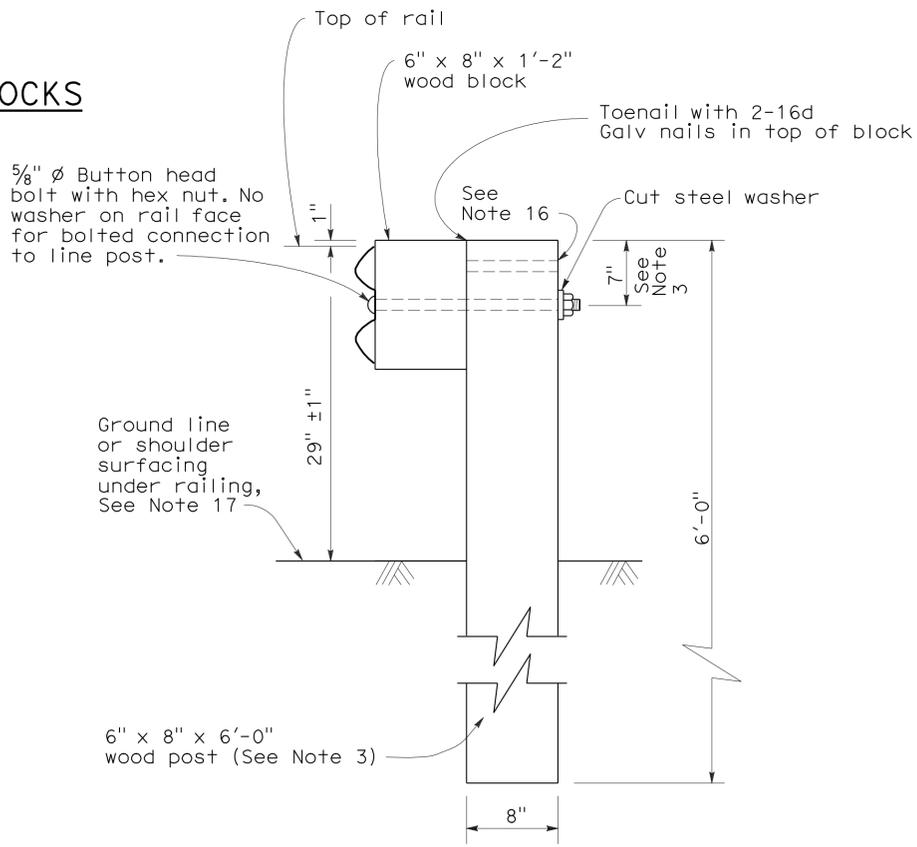


RAIL ELEMENT SPLICE DETAIL

- Connect the over lapped end of the rail elements with 5/8" ϕ x 1 3/8" button head oval shoulder splice bolts inserted into the 2 3/32" x 1 1/8" slots and bolted together with 5/8" ϕ recessed hex nuts. Recess of hex nut points toward rail element. A total of 8 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used.



SECTION THRU RAIL ELEMENT



**SECTION A-A
TYPICAL WOOD LINE
POST INSTALLATION**

See Note 4

NOTES:

- For details of steel post installations, see Standard Plan A77A2.
- For details of standard hardware used to construct guard railing, see Standard Plan A77B1.
- For details of wood posts and wood blocks used to construct guard railing, see Standard Plan A77C1.
- For additional installation details, see Standard Plan A77C3.
- Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
- For guard railing typical layouts, see the A77E, A77F and A77G Series of Standard Plans.
- For terminal system end treatment details, see the A77L Series of Standard Plans. To connect railing to terminal system end treatment, transition the top of railing height at a ratio of 120:1 to terminal system end treatment height plus one 12'-6" standard railing section at the transitioned height for a horizontal connection to the end treatment.
- For guard railing end anchor details, see Standard Plans A77H1 and A77I2.
- For details of guard railing transition to bridge railing, see Standard Plan A77J4.
- For additional details of guard railing connection to bridge railings, see Standard Plans A77J1, A77J2 and A77K1.
- For guard railing connection details to abutments and walls, see Standard Plan A77J3.
- Direction of adjacent traffic indicated by \rightarrow .
- For typical guard railing delineation and dike positioning details, see Standard Plan A77C4.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Additional hole in uppermost portion of line post is for potential future adjustments of railing height. See Standard Plan A77C1.
- Install posts in soil.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
STANDARD RAILING SECTION
(WOOD POST WITH
WOOD BLOCK)**

NO SCALE

RSP A77A1 DATED MAY 20, 2011 SUPERSEDES STANDARD PLAN A77A1
DATED MAY 1, 2006 - PAGE 41 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77A1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	333	602

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

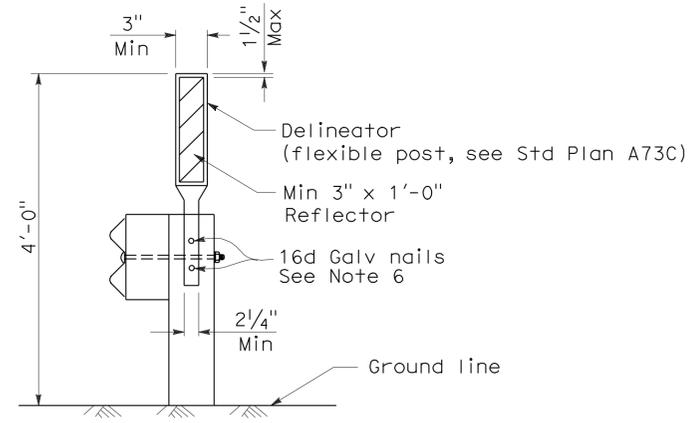
May 20, 2011
PLANS APPROVAL DATE

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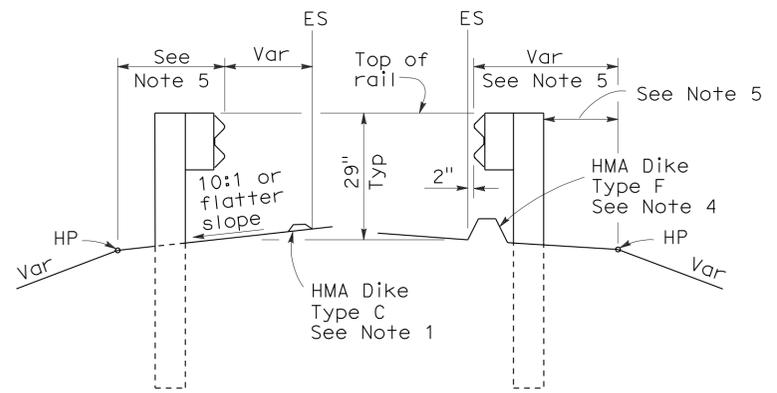
To accompany plans dated 6-27-11

NOTES:

1. When necessary to place dike in front of face of guard railing, only Type C dike may be used. For dike details, see Standard Plan A87B.
2. For standard railing post embedment, see Standard Plans A77C3.
3. Guard railing delineation to be used where shown on the Project Plans.
4. When dike or curb is placed under guard railing, the maximum height of the dike or curb shall be 4". Mountable dike should not be used. For dike and curb details, see Standard Plans A87A and A87B.
5. For details of typical distance between the face of rail and hinge point, see Standard Plan A77C3.
6. For steel line posts, use 1/4" - 20 self-tapping screws in 0.22" diameter holes or 1/4" bolts in 3/32" diameter holes.



GUARD RAILING DELINEATION
See Note 3



DIKE POSITIONING
See Note 1

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL RAILING DELINEATION
AND DIKE POSITIONING DETAILS**

NO SCALE

RSP A77C4 DATED MAY 20, 2011 SUPERSEDES RSP A77C4 DATED JUNE 6, 2008 AND STANDARD PLAN A77C4 DATED MAY 1, 2006 - PAGE 47 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77C4

2006 REVISED STANDARD PLAN RSP A77C4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	334	602

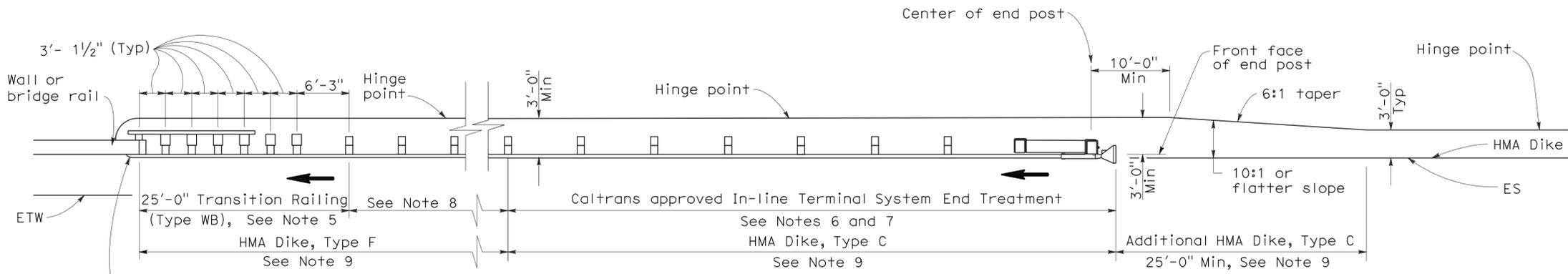
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

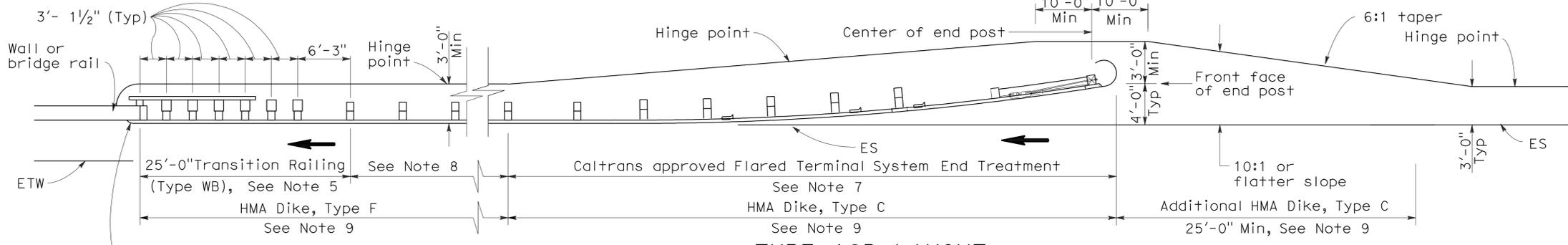
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To accompany plans dated 6-27-11



TYPE 12A LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE APPROACH WITH AN IN-LINE END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 10



TYPE 12B LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE APPROACH WITH A FLARED END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 10

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by \rightarrow .
- For Transition Railing (Type WB) details for Types 12A and 12B Layouts, see Standard Plan A77J4.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, or other fixed objects), it may be advisable to construct additional guard railing (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and end treatment.

- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
- Type 12A or Type 12B Layouts are typically used:
 - To the right of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
 - To the left of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
 - To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
 - To the right of approaching traffic at the end of the structure on multilane freeways or expressways with decked median on the bridge.
- See Revised Standard Plan RSP A77F3 for typical layout used left of approaching traffic at the ends of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.

- For additional details of typical connections to bridge rail, see Connection Detail AA on Revised Standard Plans RSP A77J1 and RSP A77J2 and Connection Detail FF on Standard Plans A77K1 and A77K2.
- For additional details of a typical connection to walls or abutments, see Standard Plan A77J3.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
STRUCTURE APPROACH**

NO SCALE

RSP A77F1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77F1
DATED MAY 1, 2006 - PAGE 54 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP A77F1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	335	602

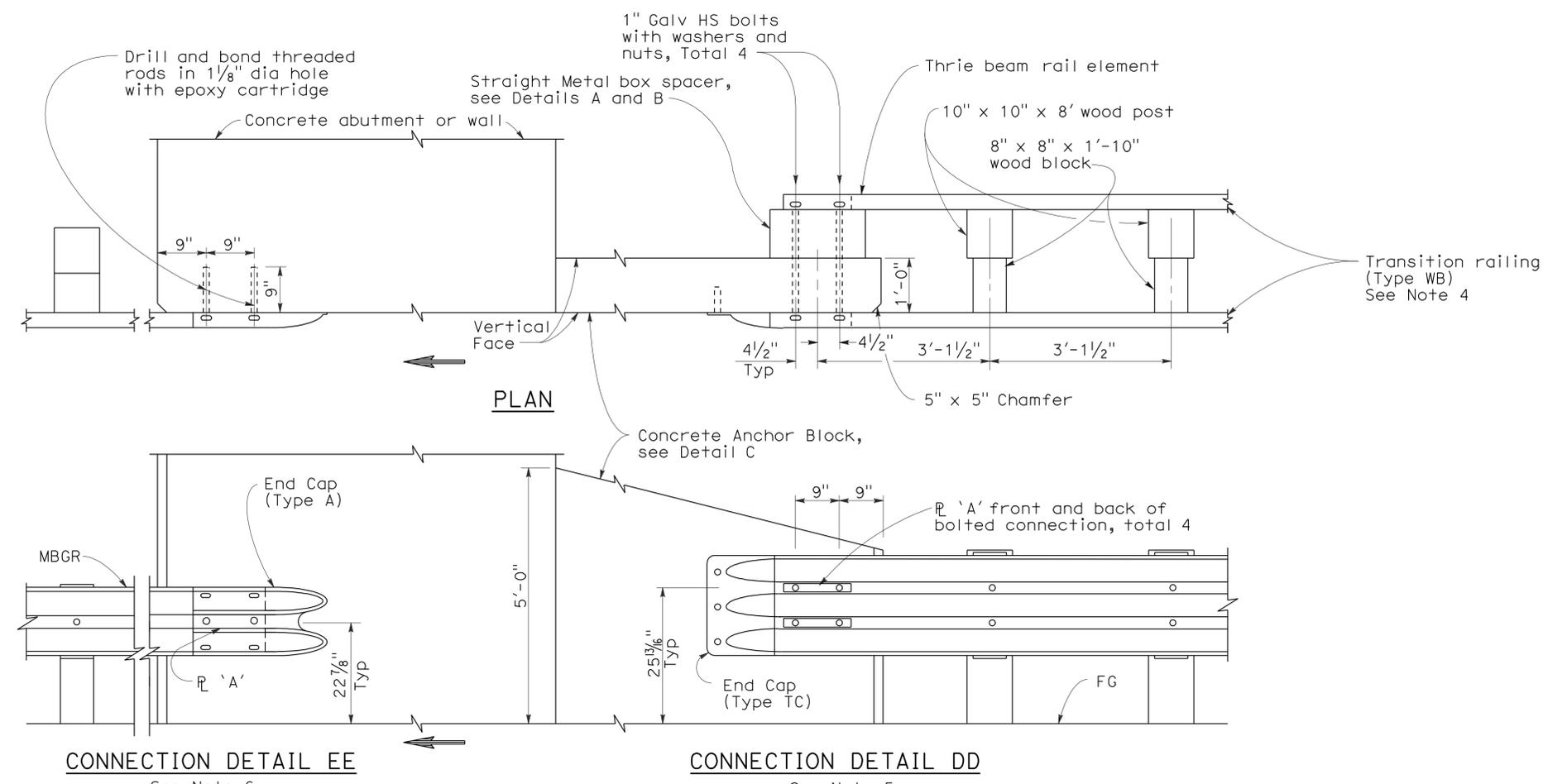
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

Randell D. Hiatt
No. C50200
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

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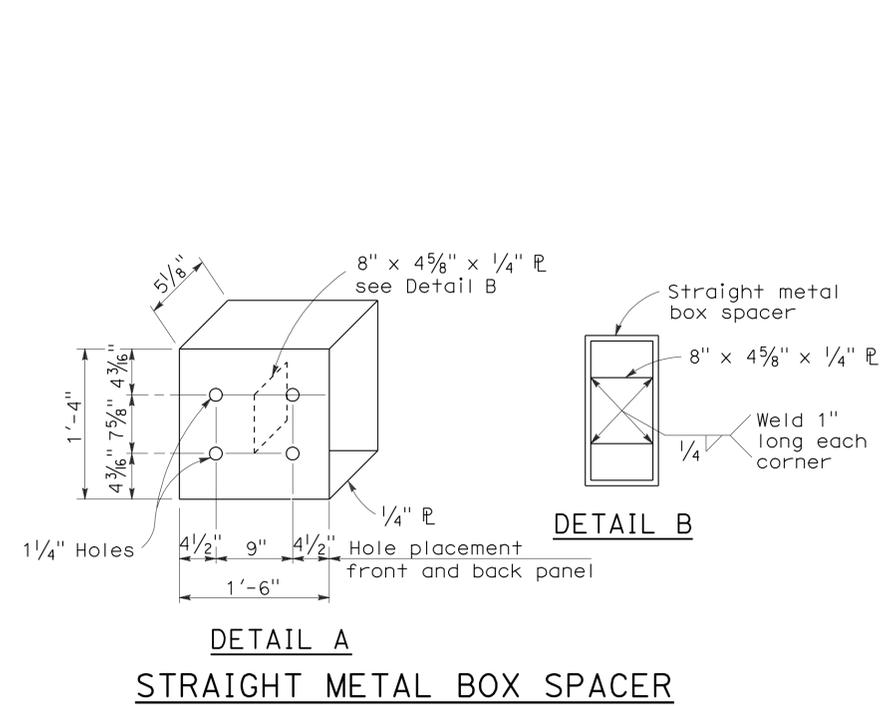
To accompany plans dated 6-27-11



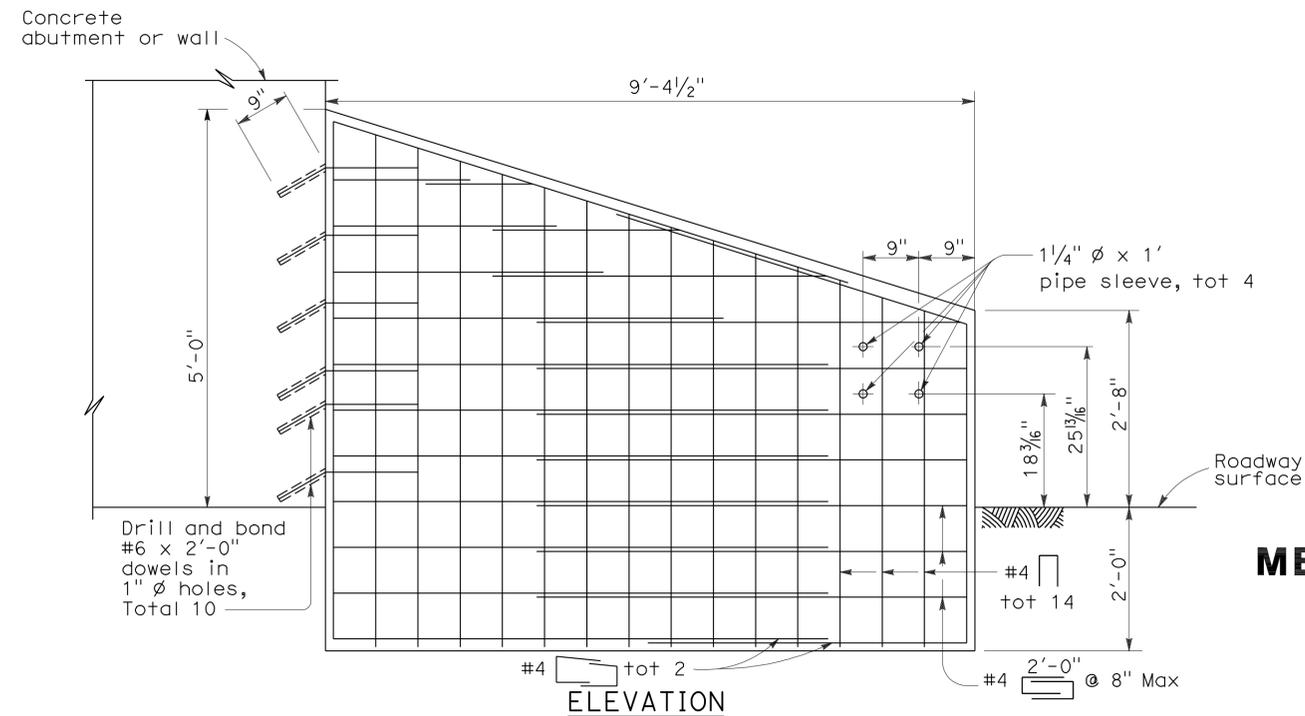
NOTES:

1. These connection details apply to abutments and walls.
2. Additional details of posts, blocks and hardware are shown on Standard Plans A77B1, A77C1 and A77C2.
3. Direction of adjacent traffic indicated by →.
4. For additional details of Transition Railing (Type WB), see Standard Plan A77J4 Transition Railing (Type WB) transitions the 12 gage w-beam standard railing section of guard railing to a heavier gage nested thrie beam railing section which is connected to the concrete anchor block.
5. For typical use of Connection Details DD, See Layout Types 12A and 12B on Standard Plan A77F1 and Layout Types 12C and 12D on Standard Plan A77F2.
6. For typical use of Connection Detail EE, see Layout Type 12D on Standard Plan A77F2 and Layout Type 12DD on Standard Plan A77F5.

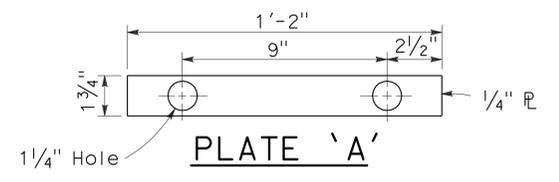
GUARD RAILING CONNECTION TO ABUTMENT OR WALL



STRAIGHT METAL BOX SPACER



ANCHOR BLOCK FOR TRANSITION RAILING CONNECTION



DETAIL C

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING CONNECTIONS TO ABUTMENTS AND WALLS

NO SCALE

RSP A77J3 DATED MAY 20, 2011 SUPERSEDES STANDARD PLAN A77J3 DATED MAY 1, 2006 - PAGE 74 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77J3

2006 REVISED STANDARD PLAN RSP A77J3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	336	602

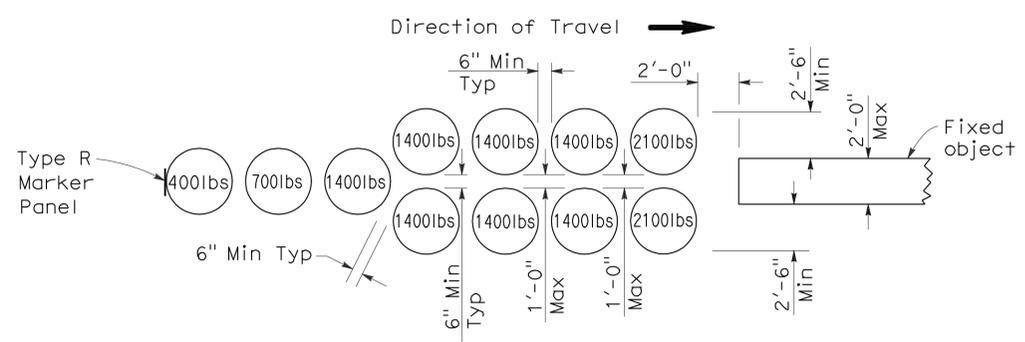
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

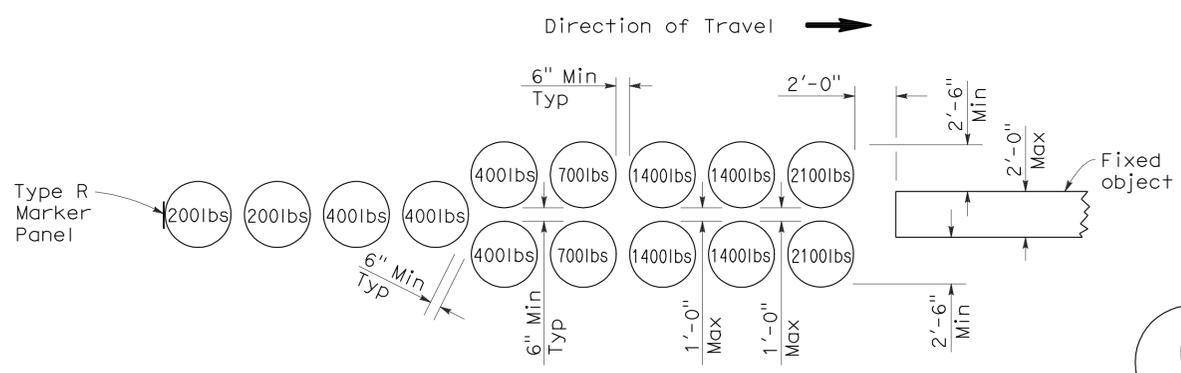
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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

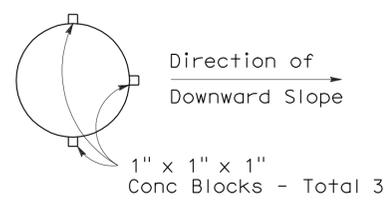
To accompany plans dated 6-27-11



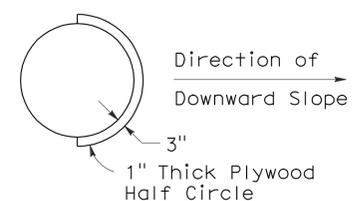
Direction of Travel →
ARRAY 'U11'
Approach speed less than 45 mph



Direction of Travel →
ARRAY 'U14'
Approach speed 45 mph or more

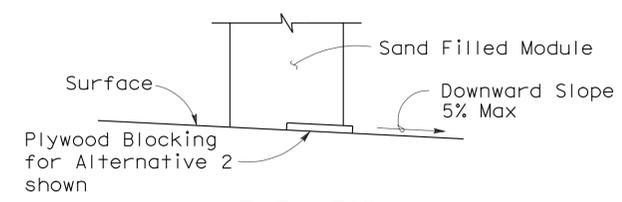


ALTERNATIVE 1

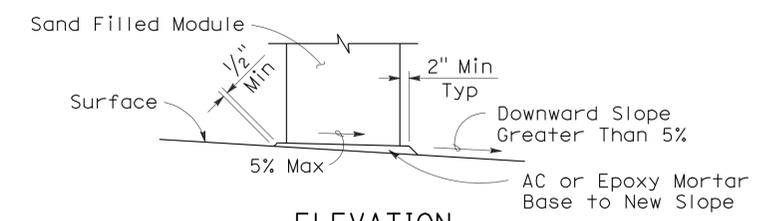


ALTERNATIVE 2

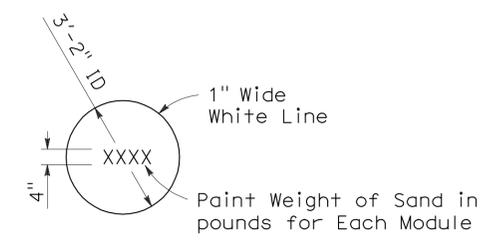
PLAN



ELEVATION
BRIDGE DECK MODULE BLOCKING DETAILS
(See Note 6)



ELEVATION
SLOPED SEAT DETAIL
(See Note 4)



PAINTING DETAIL
(See Note 5)

NOTES:

- (xxx) Indicates module location and mass of sand in pounds for each module. Module spacing is based on the greater diameter of the modules.
- All sand weights are nominal.
- Each module is to contain amount of sand indicated, supported according to the manufacturer's instructions.
- Modules shall be placed on asphalt concrete, epoxy mortar or concrete surface. Modules to be placed on surfacing with greater than 5% downward slope shall be seated as shown.
- Mass of sand and outline of each module shall be painted on the surface at each module location.
- Module blocking, epoxied to the deck surface, is required for all modules placed on bridge decks. Two acceptable alternatives are shown. Other alternatives recommended by the manufacturer and approved by the Engineer will be accepted.
- Place the top of the Type R marker panel 1" below the module lid.
- Approach speeds indicated conform to NCHRP Report criteria.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**CRASH CUSHION,
SAND FILLED
(UNIDIRECTIONAL)**

NO SCALE

RSP A81A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A81A
DATED MAY 1, 2006 - PAGE 99 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A81A

2006 REVISED STANDARD PLAN RSP A81A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	337	602

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

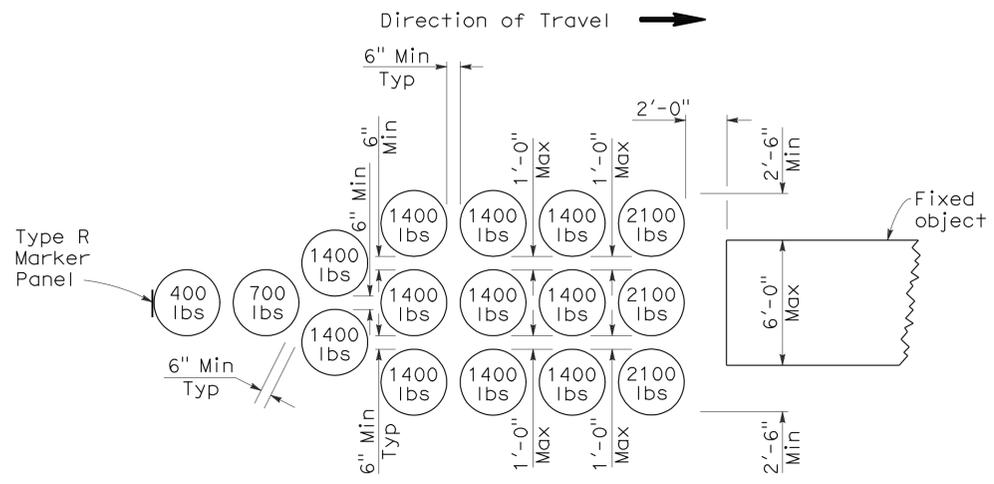
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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

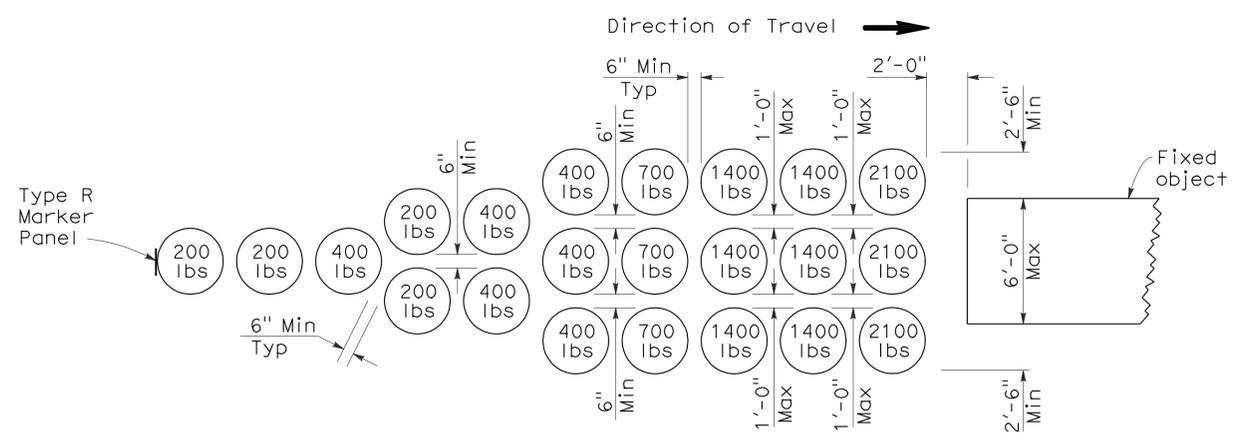
To accompany plans dated 6-27-11

NOTES:

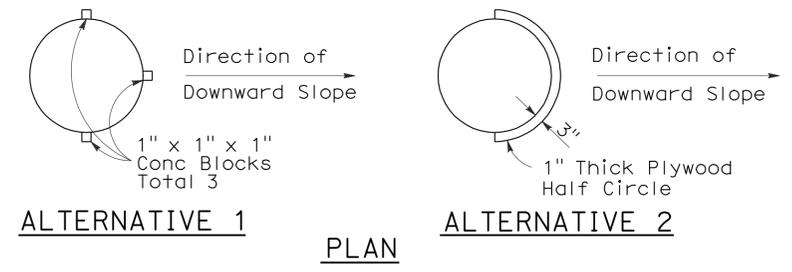
1. (XXX) Indicates module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the modules.
2. All sand weights are nominal.
3. Each module is to contain amount of sand indicated, supported according to the manufacturer's instructions.
4. Modules shall be placed on asphalt concrete, epoxy mortar or concrete surface. Modules to be placed on surfacing with greater than 5% downward slope shall be seated as shown.
5. Mass of sand and outline of each module shall be painted on the surface at each module location.
6. Module blocking, epoxied to the deck surface, is required for all modules placed on bridge decks. Two acceptable alternatives are shown. Other alternatives recommended by the manufacturer and approved by the Engineer will be accepted.
7. Place the top of the Type R marker panel 1" below the module lid.
8. Approach speeds indicated conform to NCHRP Report criteria.



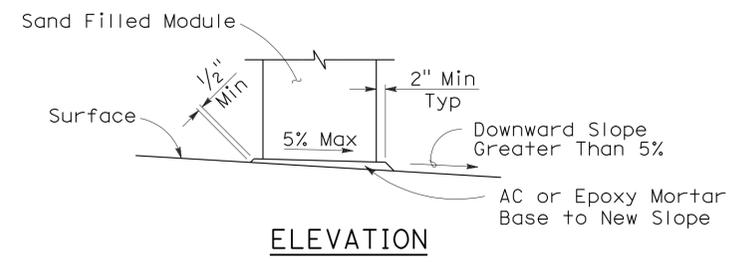
ARRAY 'U16'
Approach speed less than 45 mph



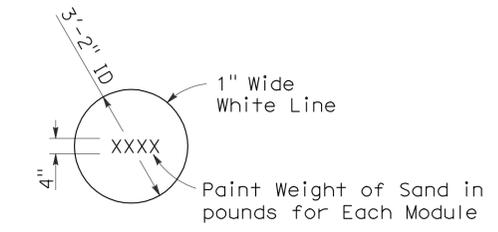
ARRAY 'U21'
Approach speed 45 mph or more



BRIDGE DECK MODULE BLOCKING DETAILS
(See Note 6)



SLOPED SEAT DETAIL
(See Note 4)



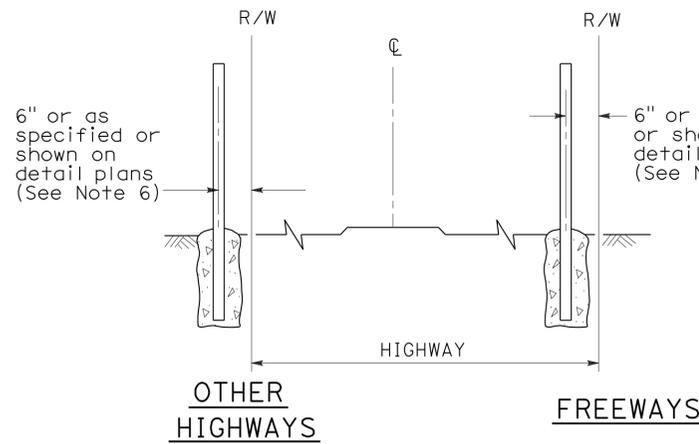
PAINTING DETAIL
(See Note 5)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**CRASH CUSHION,
SAND FILLED
(UNIDIRECTIONAL)**
NO SCALE

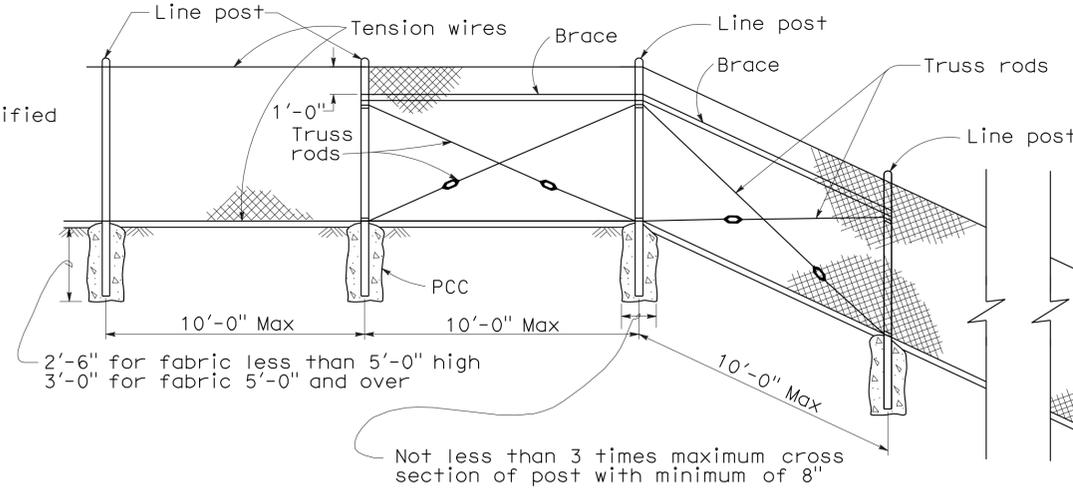
RSP A81B DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A81B
DATED MAY 1, 2006 - PAGE 100 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A81B

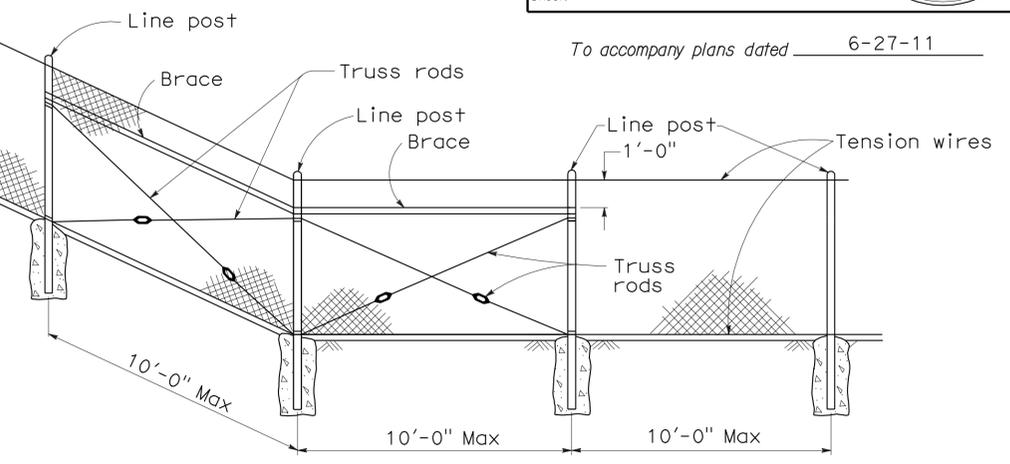
2006 REVISED STANDARD PLAN RSP A81B



FENCE LOCATION

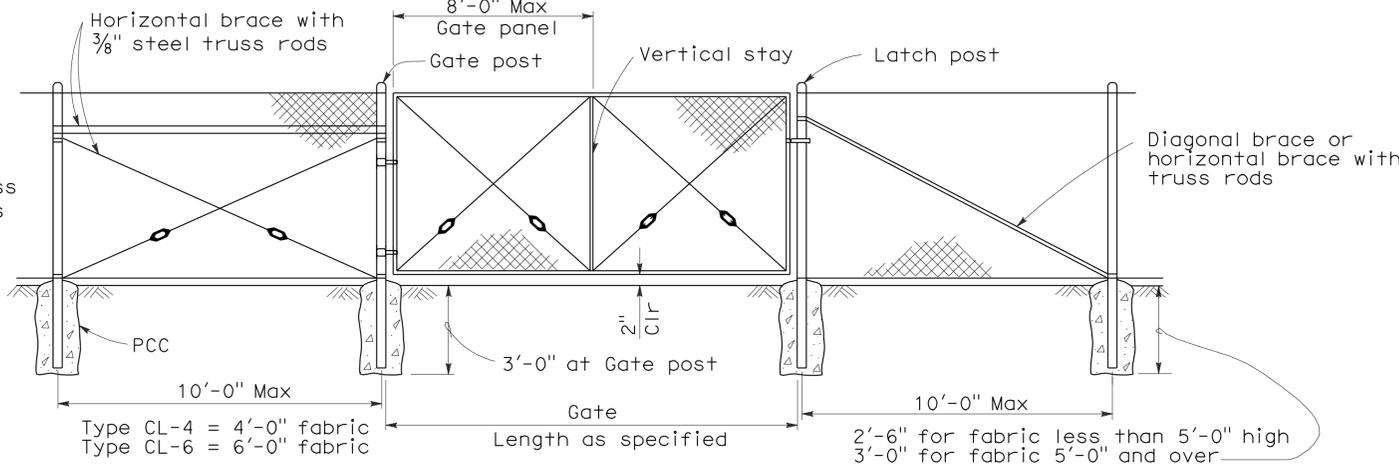
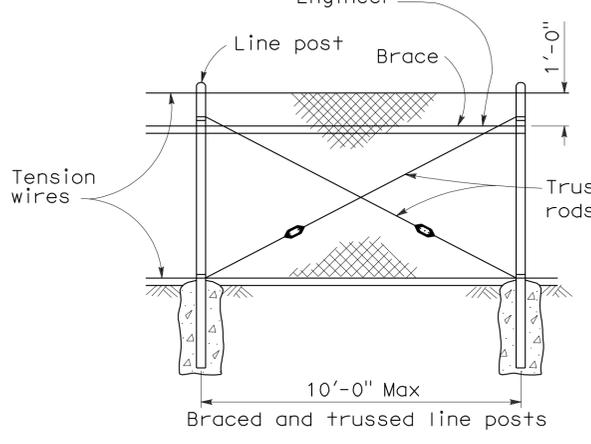


CHAIN LINK FENCE ON SHARP BREAK IN GRADE



To accompany plans dated 6-27-11

Brace to be removed after all other fence construction is completed unless otherwise directed by the Engineer



CHAIN LINK GATE INSTALLATION

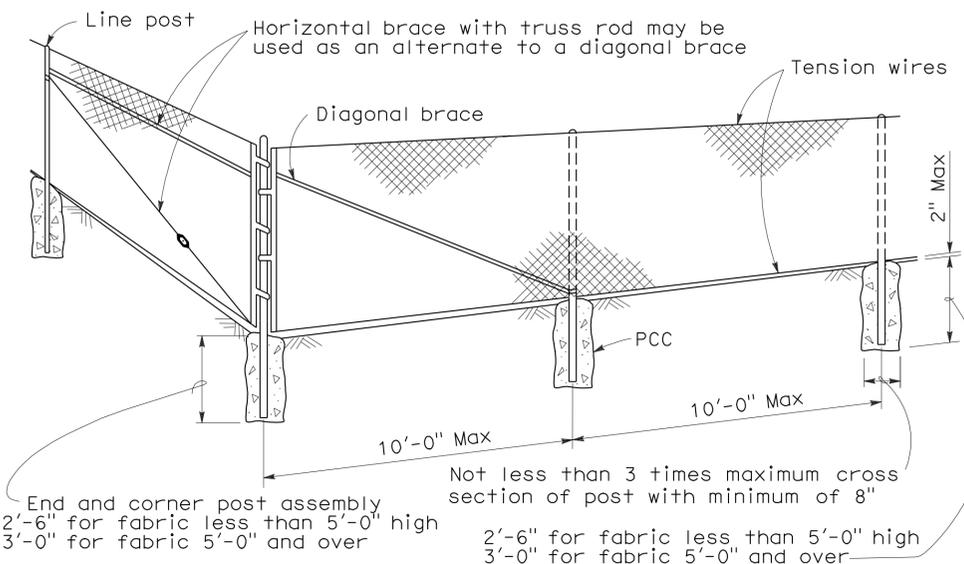
GATE POST			
FENCE HEIGHT	GATE WIDTHS	NOMINAL ID	WEIGHT PER FOOT
6'-0" and Less	Up thru 6'-0"	2 1/2"	4.95 LB
	Over 6'-0" thru 12'-0"	4"	10.79 LB
	Over 12'-0" thru 18'-0"	5"	14.62 LB
Over 6'-0"	Over 18'-0" to 24'-0" Max	6"	18.97 LB
	Up thru 6'-0"	3"	7.58 LB
	Over 6'-0" thru 12'-0"	5"	14.62 LB
	Over 12'-0" thru 18'-0"	6"	18.97 LB
	Over 18'-0" to 24'-0" Max	8"	28.55 LB

Above post dimensions and weights are minimums. Larger sizes may be used on approval of the Engineer.

NOTES:

- The below table shows examples of post and brace sections which may comply with the Specifications.
- Sections shown in the tables must also comply with the strength requirements and other provisions of the Specifications.
- Other sections which comply with the strength requirements and other provisions of the Specifications may be used on approval of the Engineer.
- Options exercised shall be uniform on any one project.
- Dimensions shown are nominal.
- Offset to be 2'-0" at monument locations, measured at right angles to R/W lines. Taper to achieve offset to be at least 20'-0" long.

FENCE HEIGHT	TYPICAL MEMBER DIMENSIONS (See Notes)									
	LINE POSTS			END, LATCH & CORNER POSTS			BRACES			
	ROUND ID	H	ROLL FORMED	ROUND ID	ROLL FORMED		ROUND ID	H	ROLL FORMED	
6' & less	1 1/2"	1 7/8" x 1 5/8"	1 7/8" x 1 5/8"	2"	3 1/2" x 3 1/2"	2" x 1 3/4"	1 1/4"	1 1/2" x 1 5/16"	1 5/8" x 1 1/4"	1 3/4" x 1 1/4"
Over 6'	2"	2 1/4" x 2"	2" x 1 3/4"	2 1/2"	3 1/2" x 3 1/2"	2 1/2" x 2 1/2"	1 1/4"	1 1/2" x 1 5/16"	1 5/8" x 1 1/4"	1 3/4" x 1 1/4"



CORNER POST

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
CHAIN LINK FENCE
 NO SCALE

RSP A85 DATED JUNE 5, 2009 SUPERSEDES STANDARD PLAN A85 DATED MAY 1, 2006 - PAGE 111 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A85

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	339	602

Glenn DeCou
 REGISTERED CIVIL ENGINEER
 No. C34547
 Exp. 9-30-09
 CIVIL
 STATE OF CALIFORNIA

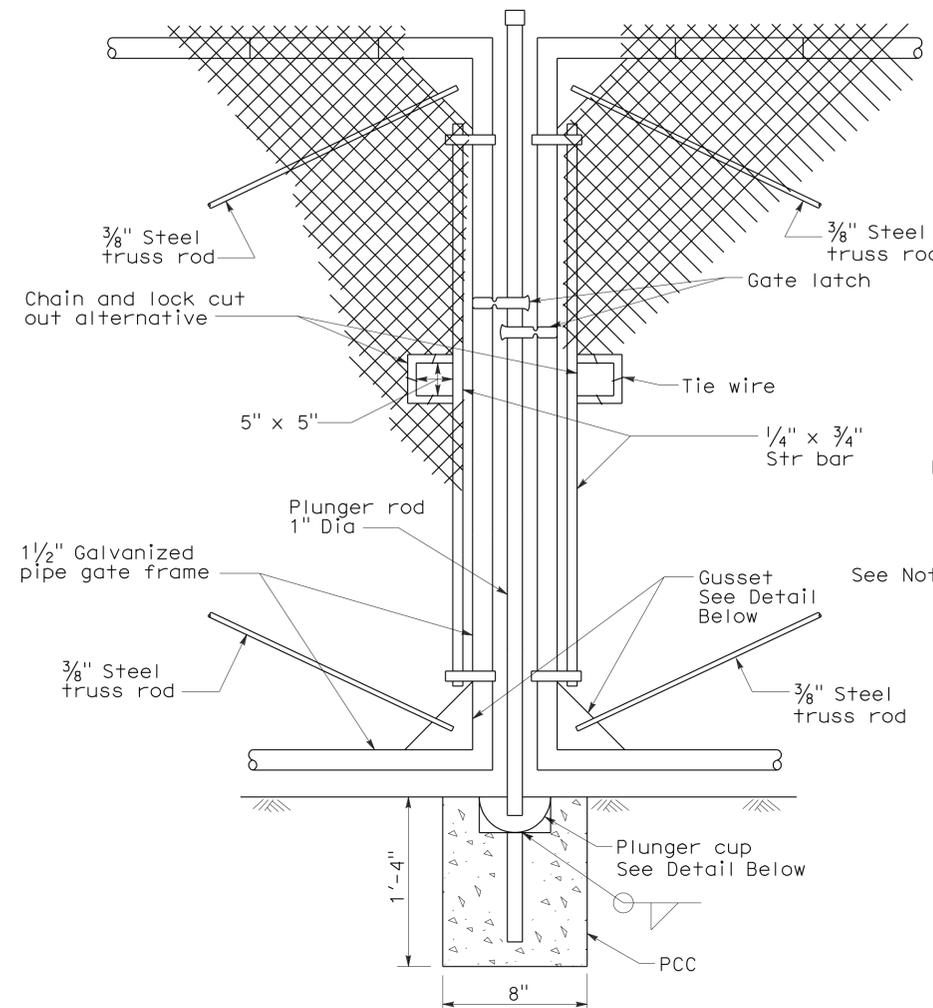
June 5, 2009
 PLANS APPROVAL DATE

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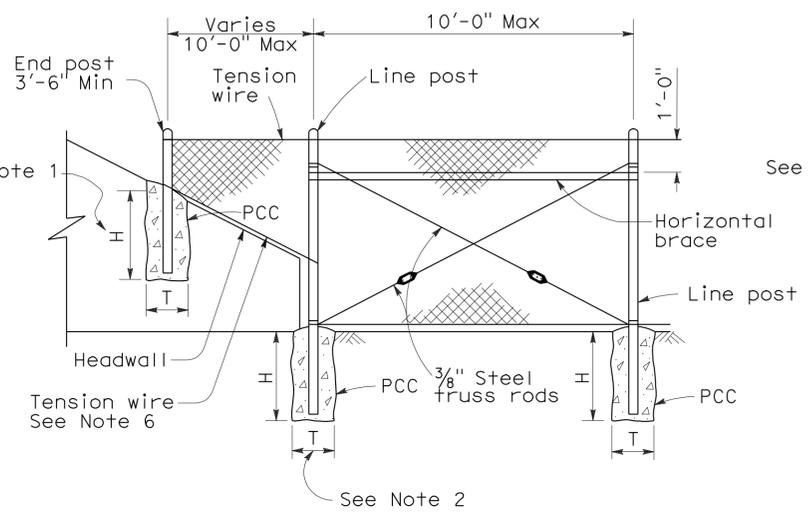
To accompany plans dated 6-27-11

NOTES:

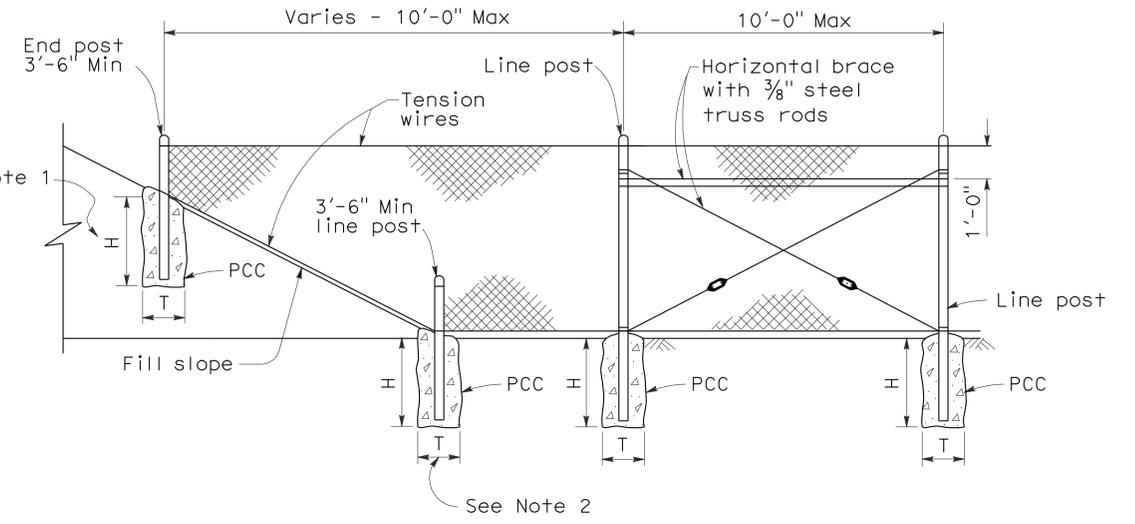
- H is 2'-6" for fabric less than 5'-0" high.
H is 3'-0" for fabric 5'-0" and over.
- T is not less than 3 times maximum cross section of post with minimum of 8".
- Arms with barbed wire to be used where shown on plans.
- See Revised Standard Plan RSP A85 for Chain Link Fencing dimensions.
- Reinforcing must comply with ASTM A 706.
- See Detail A on New Standard Plan NSP A86B for connection at headwall.



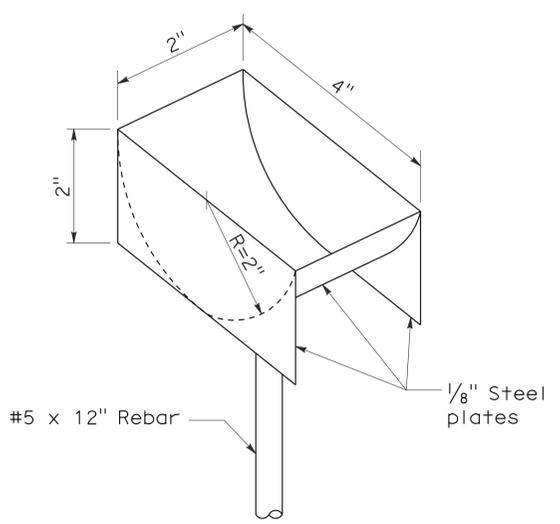
**TYPICAL DOUBLE GATE
REMOVABLE CENTER POST**



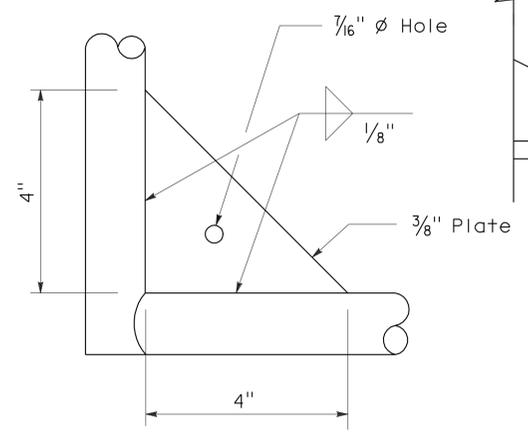
METHOD OF TYING FENCE TO HEADWALL



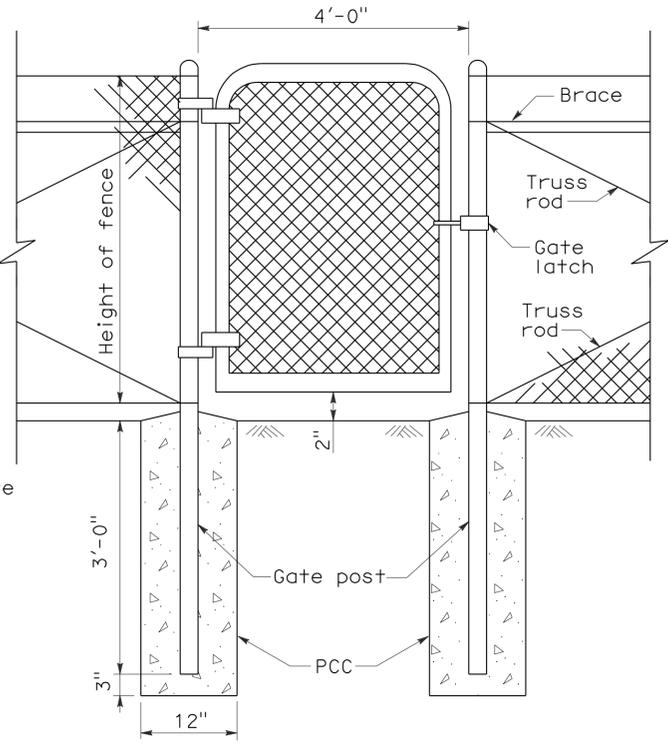
METHOD OF ERECTING FENCE FOR FILL SLOPE



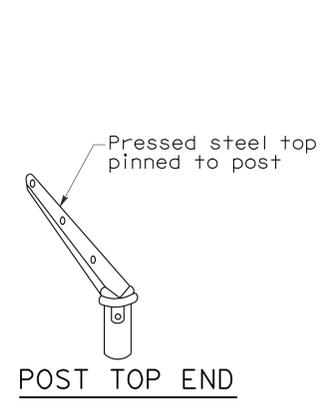
PLUNGER CUP DETAIL



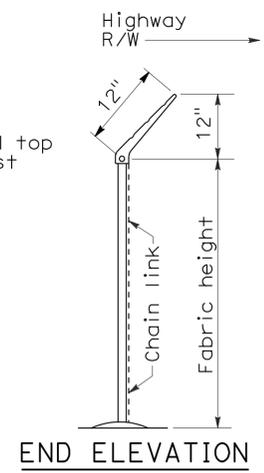
GUSSET DETAIL



WALK GATE



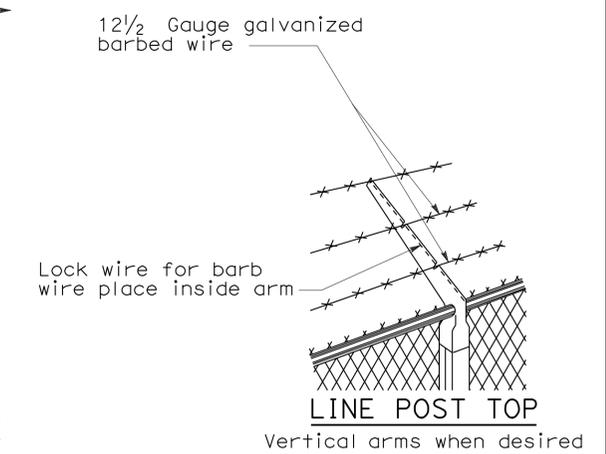
POST TOP END



END ELEVATION

BARBED WIRE POST TOP

See Note 3



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
CHAIN LINK FENCE DETAILS
 NO SCALE

NSP A85A DATED JUNE 5, 2009 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A85A

2006 NEW STANDARD PLAN NSP A85A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	340	602

REGISTERED CIVIL ENGINEER
 Glenn DeCou
 No. C34547
 Exp. 9-30-09
 STATE OF CALIFORNIA

June 5, 2009
 PLANS APPROVAL DATE

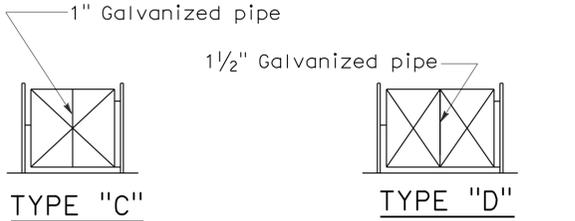
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To accompany plans dated 6-27-11



TYPE "A"
3' and 6' Single
6' and 12' Double

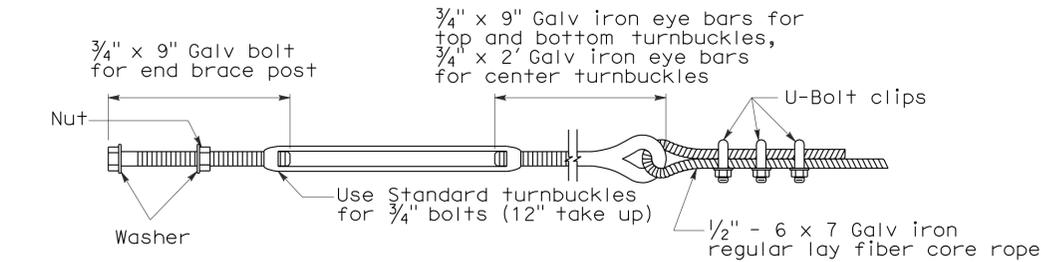
TYPE "B"
Over 6' to 12' Single.
Over 12' to 24' Double



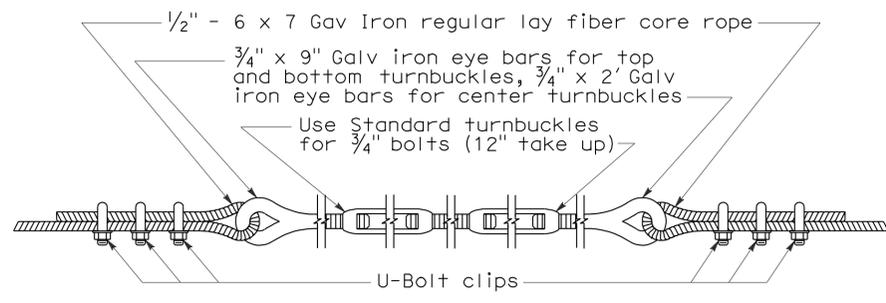
TYPE "C"
Over 12' to 18' Single
Over 24' to 36' Double.

TYPE "D"
Over 18' to 24' Single
Over 36' to 48' Double

TYPICAL FRAMEWORK SHOWING NUMBER OF BAYS IN GATE



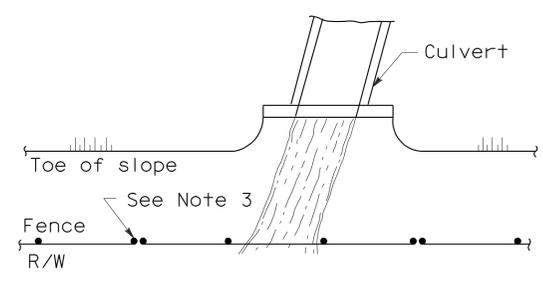
TURNBUCKLE A



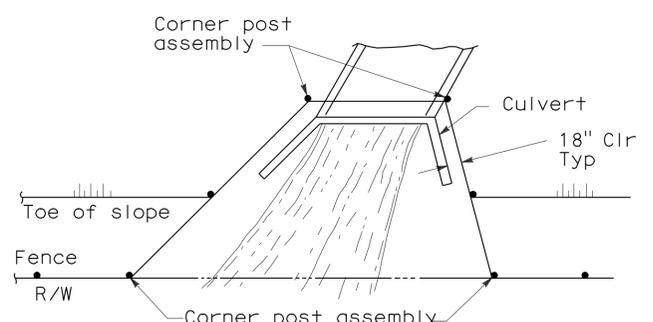
TURNBUCKLE B

NOTES:

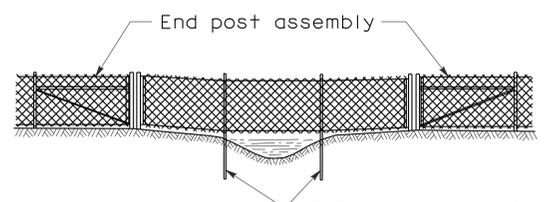
1. All material for abutment connection to be galvanized.
2. The chain link fabric shall be replaced by barbed wire strands at 12" maximum centers between the double posts.
3. When the width of the culvert makes it necessary to anchor a post to the top of the culvert, a cast iron shoe or other device approved by the Engineer shall be used.
4. Fencing over stream and around headwall may also use Barbed Wire or Wire Mesh fencing with either wood post or steel post installation.
5. See Revised Standard Plan RSP A85 for Chain Link fence dimensions. See Standard Plan A86 for Barbed Wire and Wire Mesh fence dimensions and for wood post and steel post installation.



PLAN

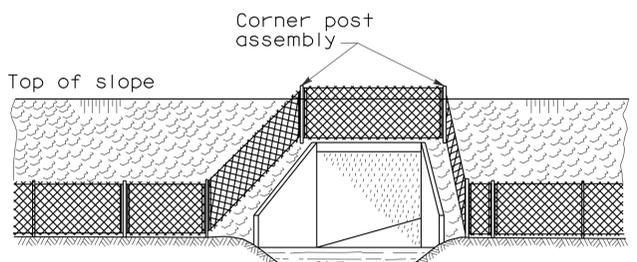


PLAN



ELEVATION

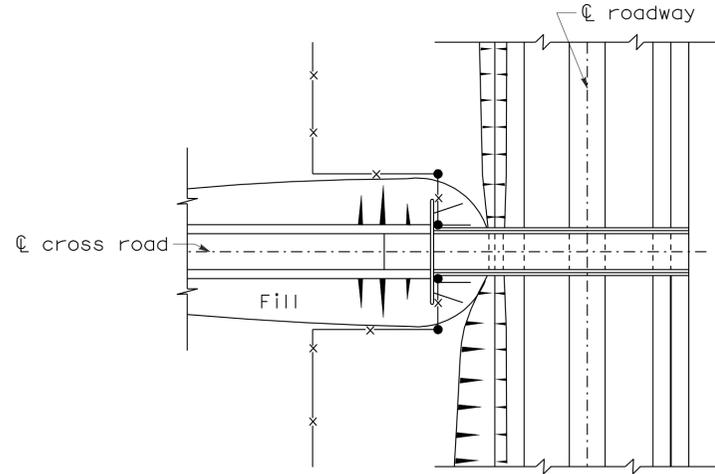
INSTALLATION OVER STREAM



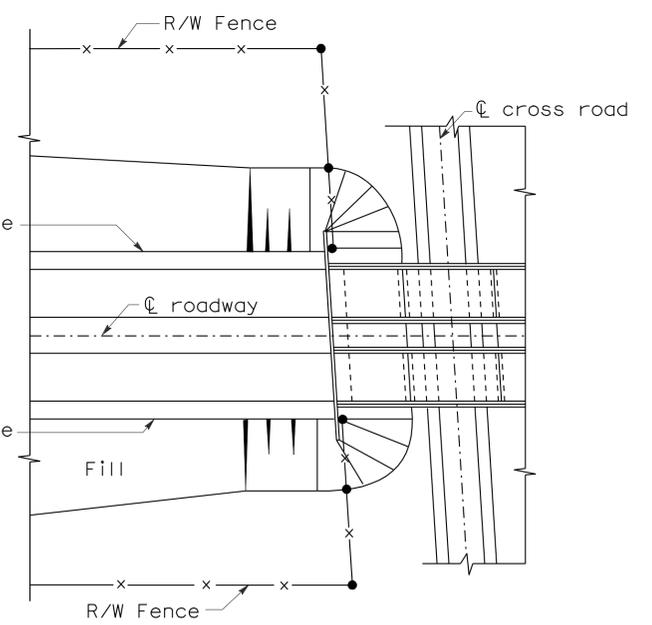
ELEVATION

INSTALLATION AROUND HEADWALL

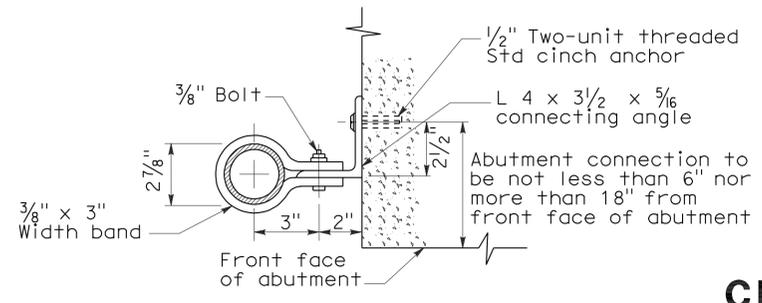
See Note 4



PLAN OF ROADWAY - UNDERPASS



PLAN OF ROADWAY - OVERPASS



ABUTMENT CONNECTION

TYPICAL INSTALLATION AT BRIDGES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CHAIN LINK FENCE DETAILS

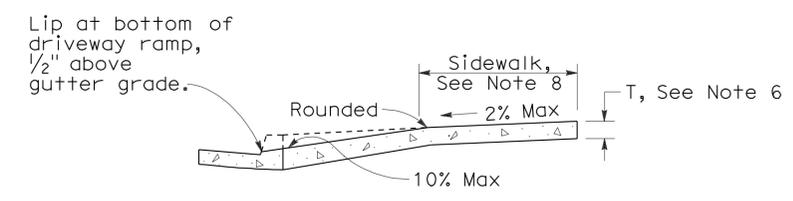
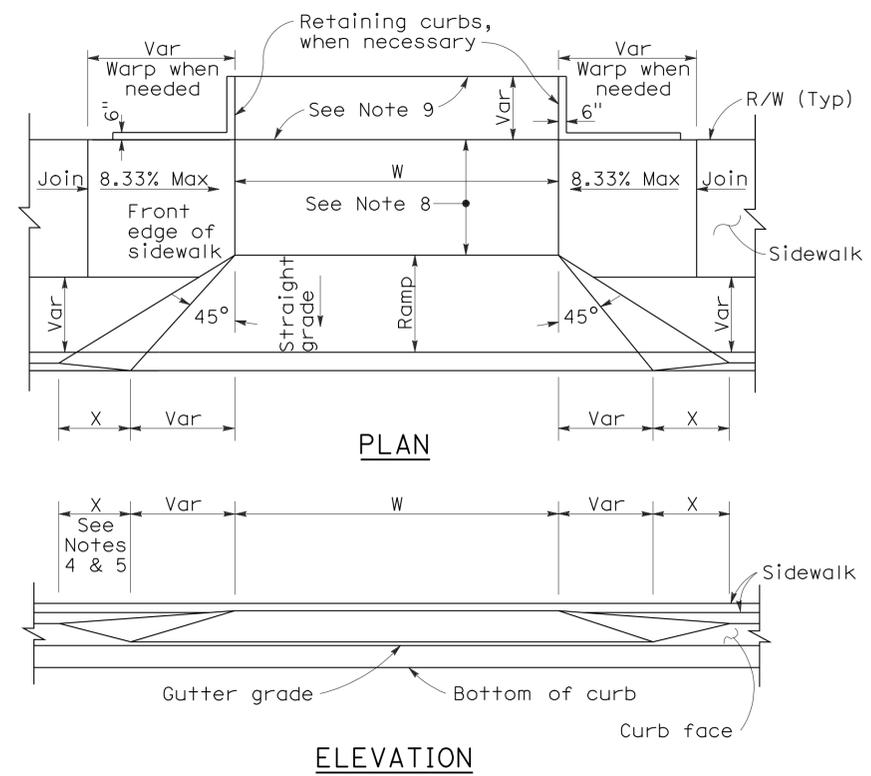
NO SCALE

NSP A85B DATED JUNE 5, 2009 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP A85B

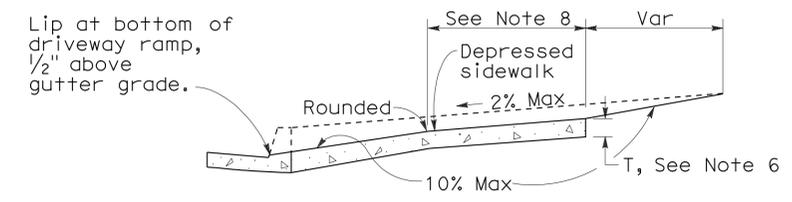


To accompany plans dated 6-27-11



CASE A

Typical driveway, sidewalk not depressed



CASE B

Driveway with depressed sidewalk

SECTIONS

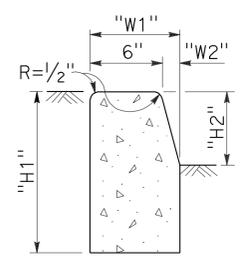
CURB QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A1-6	0.02585
A1-8	0.03084
A2-6	0.05903
A2-8	0.06379
A3-6	0.01036
A3-8	0.01435
B1-4	0.02185
B1-6	0.02930
B2-4	0.05515
B2-6	0.06171
B3-4	0.00641
B3-6	0.01074
B4	0.05709
D-4	0.04083
D-6	0.06804
E	0.06661

TABLE A

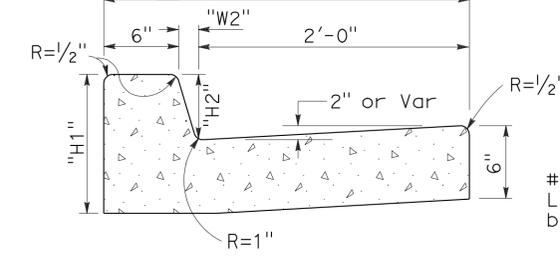
CURB TYPE	DIMENSIONS			
	"H1"	"H2"	"W1"	"W2"
A1-6	1'-2"	6"	7 1/2"	1 1/2"
A1-8	1'-4"	8"	8"	2"
A2-6	1'-0"	6"	2'-7 1/2"	1 1/2"
A2-8	1'-2"	8"	2'-8"	2"
A3-6	6"	5"	7 1/4"	1 1/4"
A3-8	8"	7"	7 3/4"	1 3/4"
B1-4	1'-0"	4"	7 1/2"	2 1/2"
B1-6	1'-2"	6"	9"	4"
B2-4	10"	4"	2'-7 1/2"	2 1/2"
B2-6	1'-0"	6"	2'-9"	4"
B3-4	4"	3"	7"	2"
B3-6	6"	5"	8 1/2"	3 1/2"
D-4	10"	4"	1'-6"	1'-1"
D-6	1'-0"	6"	2'-2"	1'-8"

DRIVEWAYS



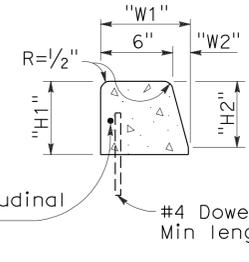
TYPE A1 CURBS

See Table A



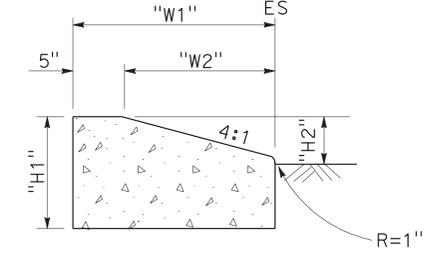
TYPE A2 CURBS

See Table A



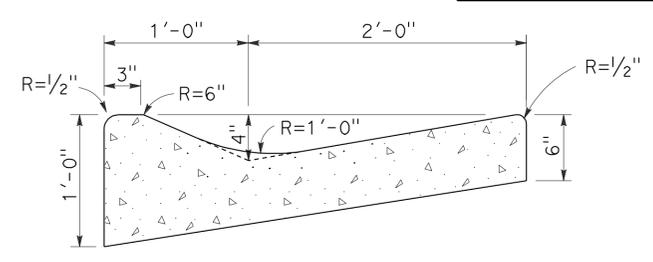
TYPE A3 CURBS

Superimposed on existing pavement
See Table A

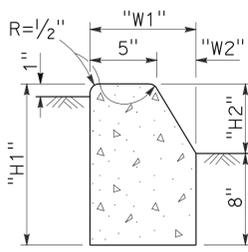


TYPE D CURBS

See Table A

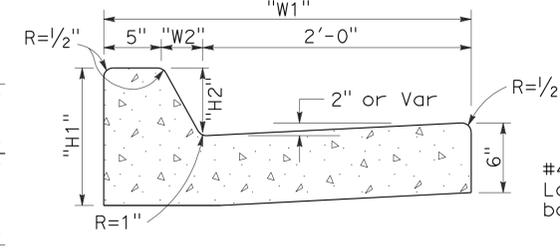


TYPE E CURB



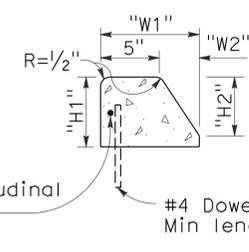
TYPE B1 CURBS

See Table A



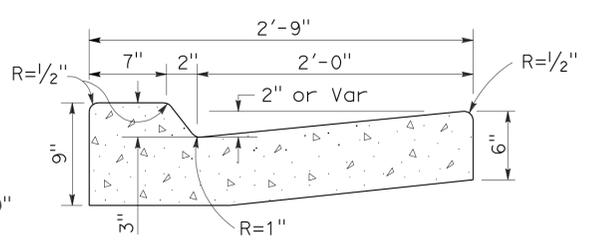
TYPE B2 CURBS

See Table A

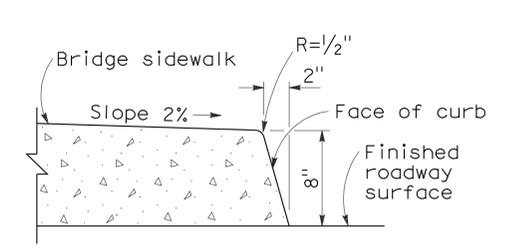


TYPE B3 CURBS

Superimposed on existing pavement
See Table A



TYPE B4 CURBS



TYPE H CURB

On Bridges

NOTES:

- Case A driveway section typically applies.
- Use Case B driveway section when ramp slopes would exceed 10% in Case A.
- Use Case B driveway section when sidewalk cross slope would exceed 2% in Case A.
- X=3'-0" except for curb heights over 10" where 4:1 slopes shall be used on curb slope.
- X is a variable when sidewalk is located where wheelchairs may traverse the surface. Slopes shall not exceed 8.33%.
- Sidewalk and ramp thickness "T" at driveway shall be 4" for residential and 6" for commercial.
- Difference in slope of the driveway ramp and the slope of a line between the gutter and a point on the roadway 5'-0" from gutter line shall not exceed 15%. Reduce driveway ramp slope, not gutter slope, where required.
- Minimum width of clear passageway for sidewalk shall be 4'-0".
- Retaining curbs and acquisition of construction easement may be necessary for narrow sidewalks or curb heights in excess of 6".
- Across the pedestrian route at curb ramp locations, the gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.

CURBS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CURBS AND DRIVEWAYS

NO SCALE

RSP A87A DATED NOVEMBER 17, 2006 SUPERSEDES STANDARD PLAN A87A
DATED MAY 1, 2006 - PAGE 113 OF THE STANDARD PLANS BOOK DATED MAY 2006.

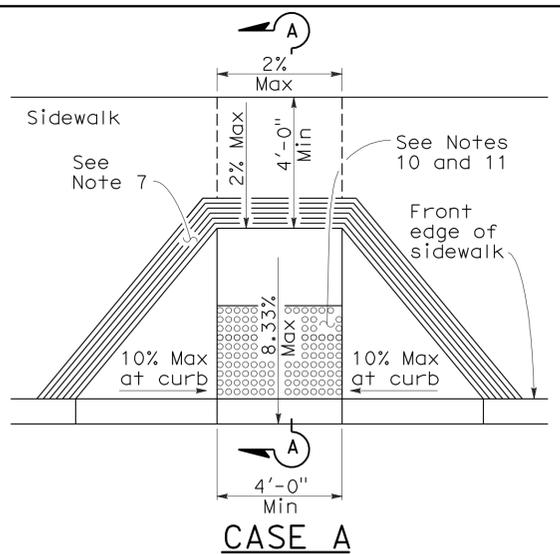
REVISED STANDARD PLAN RSP A87A

2006 REVISED STANDARD PLAN RSP A87A

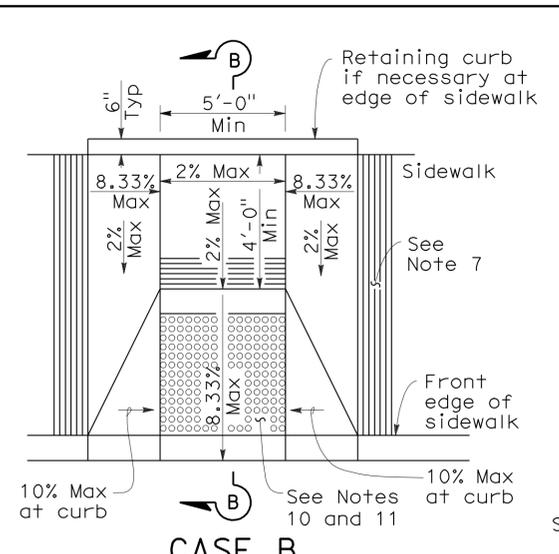
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	342	602

H. David Cordova
 REGISTERED CIVIL ENGINEER
 September 1, 2006
 PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

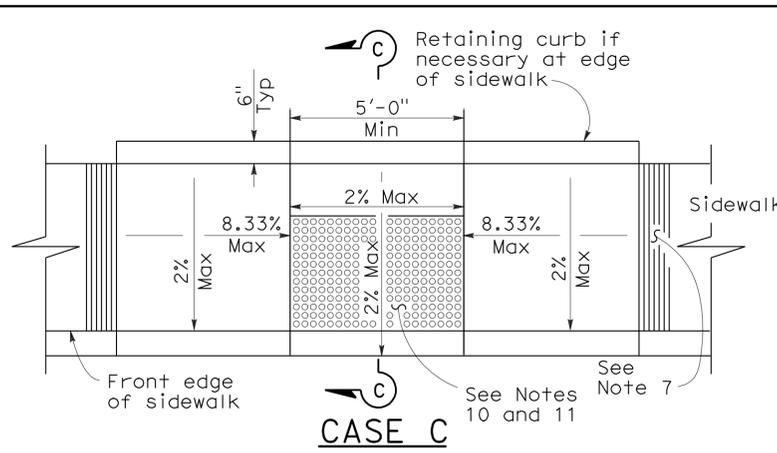
REGISTERED PROFESSIONAL ENGINEER
Hector David Cordova
No. C41957
Exp. 3-31-08
CIVIL
STATE OF CALIFORNIA



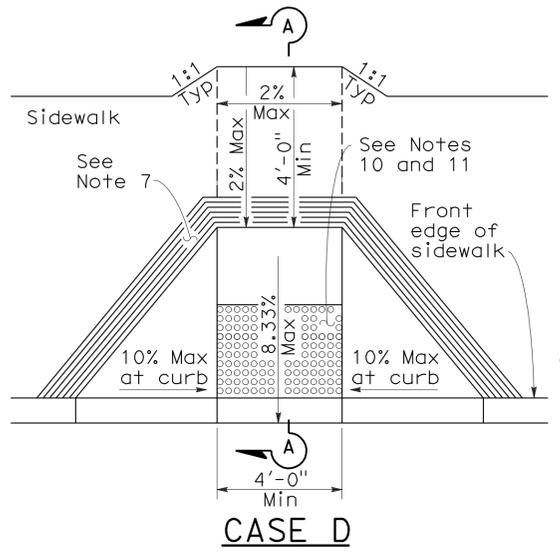
CASE A



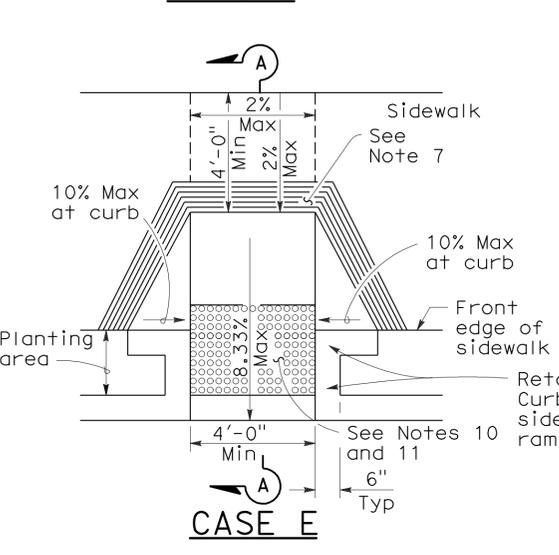
CASE B



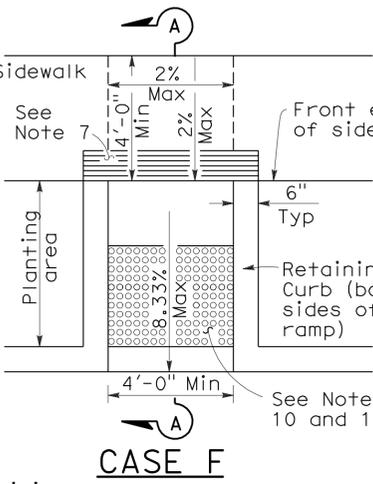
CASE C



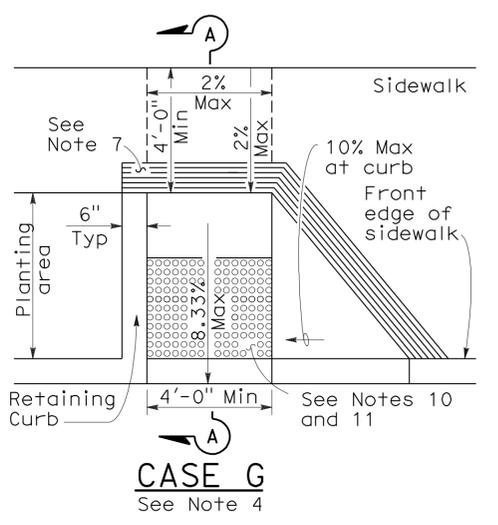
CASE D



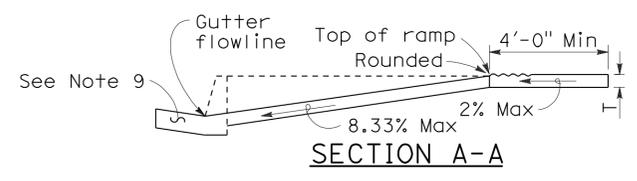
CASE E



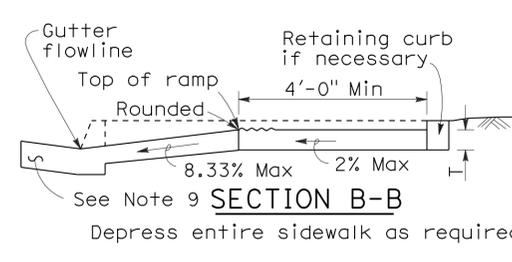
CASE F



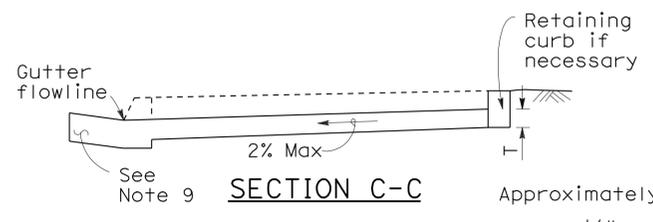
CASE G



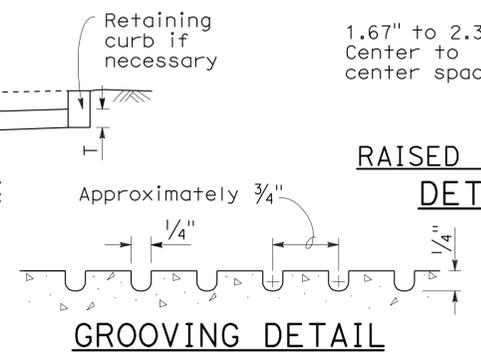
SECTION A-A



SECTION B-B



SECTION C-C

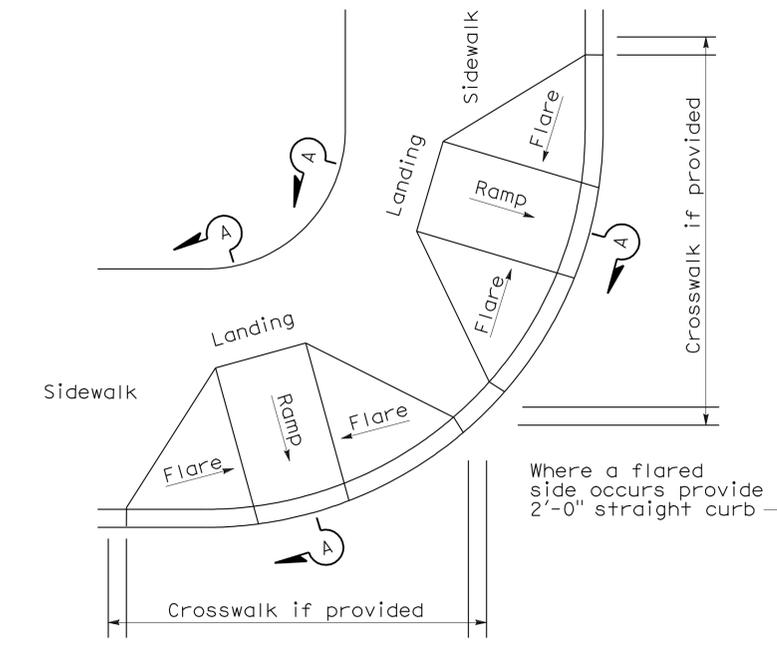


GROOVING DETAIL



RAISED TRUNCATED DOME PATTERN (IN-LINE) DETECTABLE WARNING SURFACE

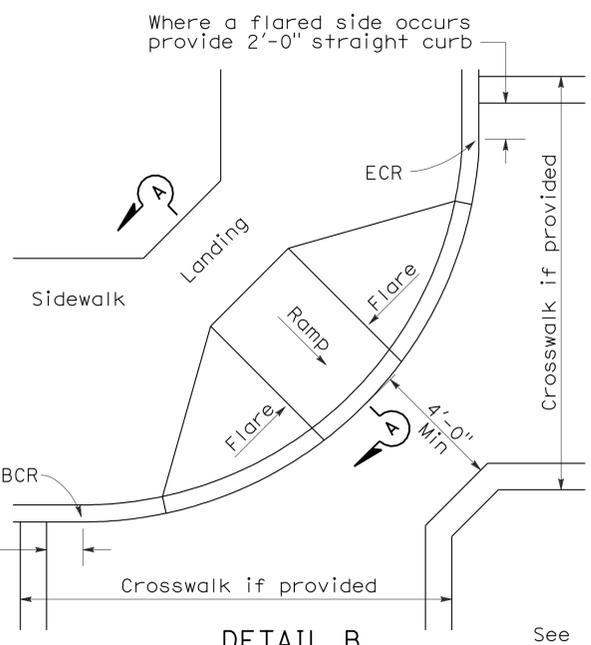
CURB RAMP DETAILS
NO SCALE



DETAIL A

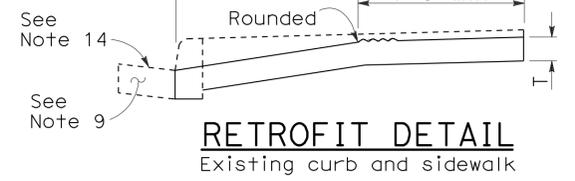
TYPICAL TWO-RAMP CORNER INSTALLATION

See Note 1



DETAIL B TYPICAL ONE-RAMP CORNER INSTALLATION

See Notes 1 and 3



RETROFIT DETAIL

Existing curb and sidewalk

NOTES:

- As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate.
- If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-0" platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B, or C or may be widened as in Case D.
- When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
- As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
- If located on a curve, the sides of the ramp need not be parallel, but the minimum width of the ramp shall be 4'-0".
- Side slope of ramp flares vary uniformly from a maximum of 10% at curb to conform with longitudinal sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
- The curb ramp shall be outlined, as shown, with a 1'-0" wide border with 1/4" grooves approximately 3/4" on center. See grooving detail.
- Transitions from ramps and landing to walks, gutters or streets shall be flush and free of abrupt changes.
- Maximum slopes of adjoining gutters, the road surface immediately adjacent to the curb ramp or accessible route shall not exceed 5 percent within 4'-0" of the top and bottom of the curb ramp.
- Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. Detectable Warning Surfaces shall conform to the details on this plan and the requirements in the Special Provisions.
- The edge of the detectable warning surface nearest the street shall be between 6" and 8" from the gutter flowline.
- Sidewalk and ramp thickness, "T", shall be 3/2" minimum.
- Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
- For retrofit conditions, removal and replacement of curb apron will be at the Contractor's option, unless otherwise shown on project plans.

To accompany plans dated 6-27-11

REVISED STANDARD PLAN RSP A88A

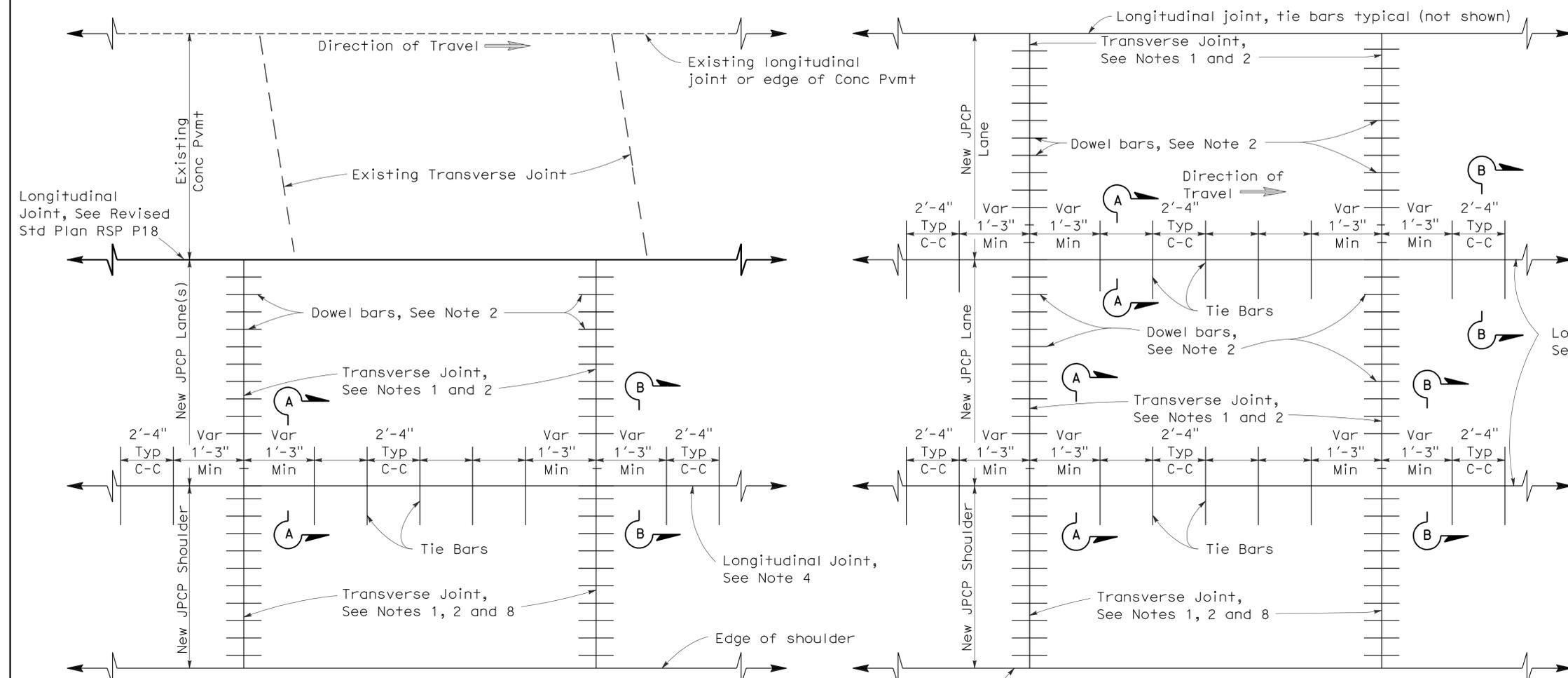
RSP A88A DATED SEPTEMBER 1, 2006 SUPERSEDES STANDARD PLAN A88A DATED MAY 1, 2006 - PAGE 115 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP A88A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	343	602

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.
 REGISTERED PROFESSIONAL ENGINEER
 William K. Farnbach
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

To accompany plans dated 6-27-11



PLAN
LANE/SHOULDER ADDITION OR RECONSTRUCTION

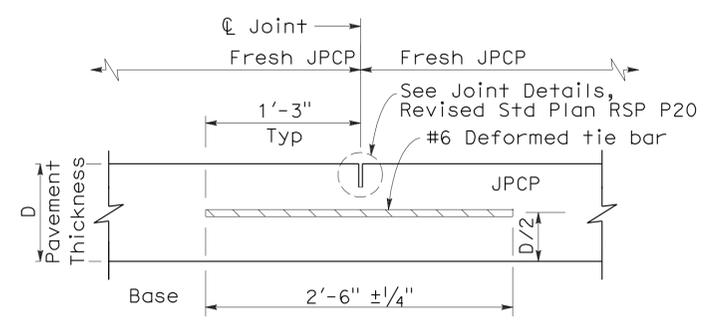
See Notes 6 and 7

PLAN
NEW CONSTRUCTION

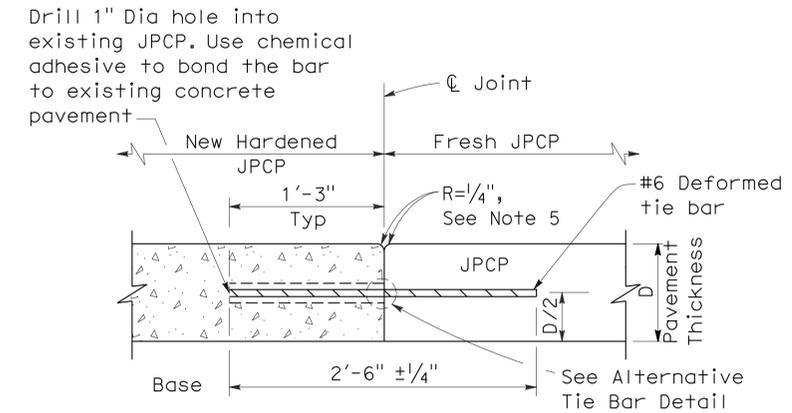
See Notes 6 and 7

NOTES:

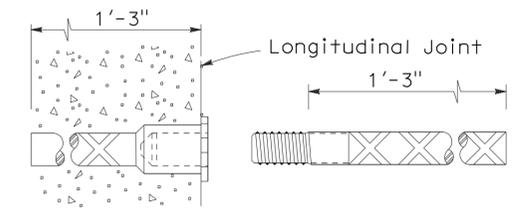
1. Transverse joints shall be constructed at right angles to the longitudinal pavement joints in new jointed plain concrete pavement and spaced at successive repeated intervals of 12', 15', 13' and 14'.
2. For transverse joint and dowel bar details not shown, See Revised Standard Plan RSP P10.
3. Construct longitudinal contraction joints as shown in Section A-A when more than one lane or shoulder widths are placed at one time. If constructing one lane at a time, use longitudinal construction joint, as shown in Section B-B.
4. For additional longitudinal joint details, see Revised Standard Plan RSP P18.
5. If fresh concrete is placed adjacent to existing concrete, the top corner of the new hardened concrete does not need to be rounded to the 1/4" radius as shown.
6. Joint spacing patterns do not apply to intersections.
7. Details can also apply to inside widening.
8. Dowel bars may be omitted from shoulders when the shoulder cross slope is not the same as the adjacent traffic lane.



SECTION A-A
LONGITUDINAL CONTRACTION JOINT



SECTION B-B
LONGITUDINAL CONSTRUCTION JOINT



ALTERNATIVE TIE BAR SPLICE DETAIL
(Splice Coupler)

TIE BAR DETAILS

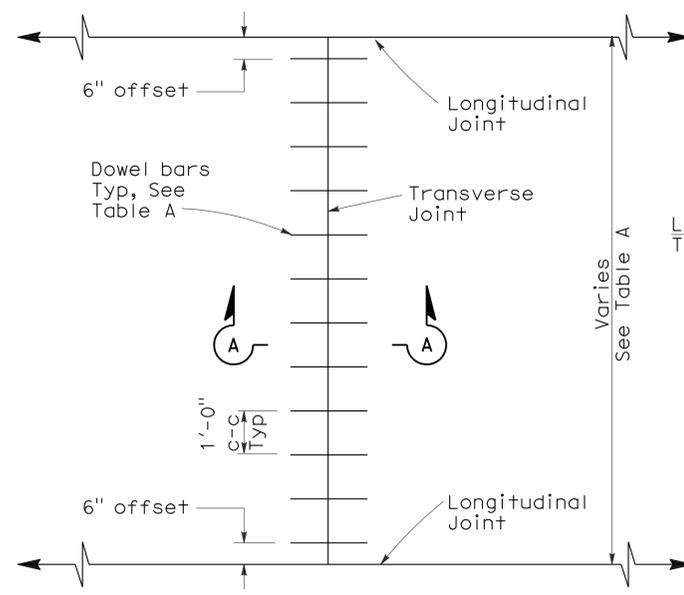
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**JOINTED PLAIN
CONCRETE PAVEMENT**

NO SCALE

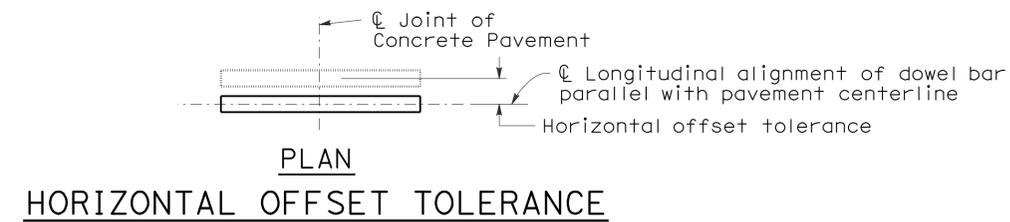
RSP P1 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P1
DATED MAY 1, 2006 - PAGE 119 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P1

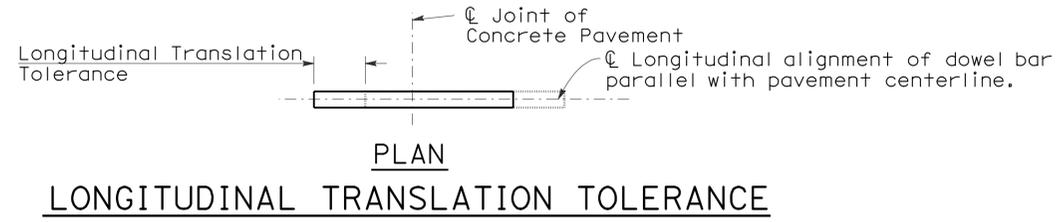
2006 REVISED STANDARD PLAN RSP P1



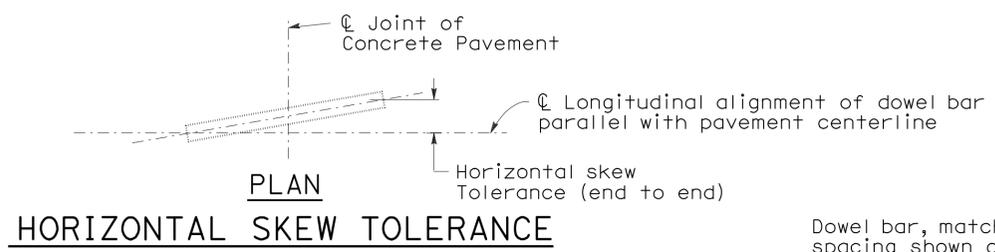
TRANSVERSE JOINT DOWEL BAR LAYOUT



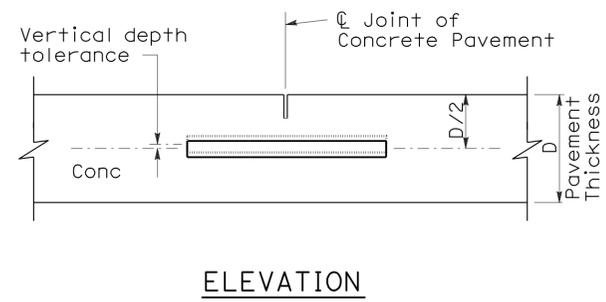
HORIZONTAL OFFSET TOLERANCE



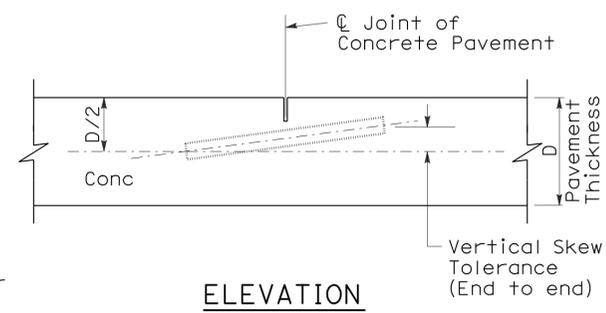
LONGITUDINAL TRANSLATION TOLERANCE



HORIZONTAL SKEW TOLERANCE

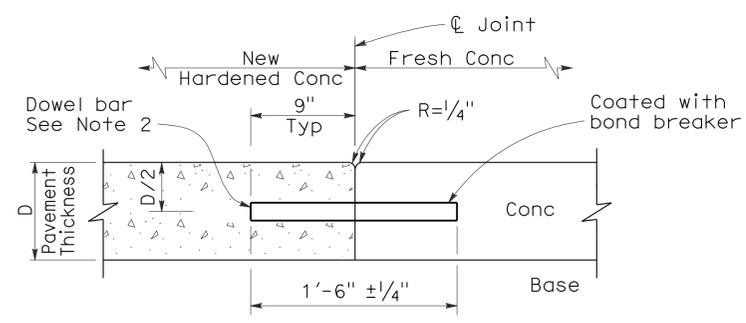


VERTICAL DEPTH TOLERANCE

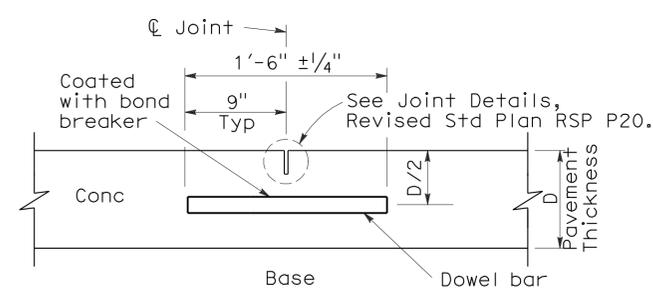


VERTICAL SKEW TOLERANCE

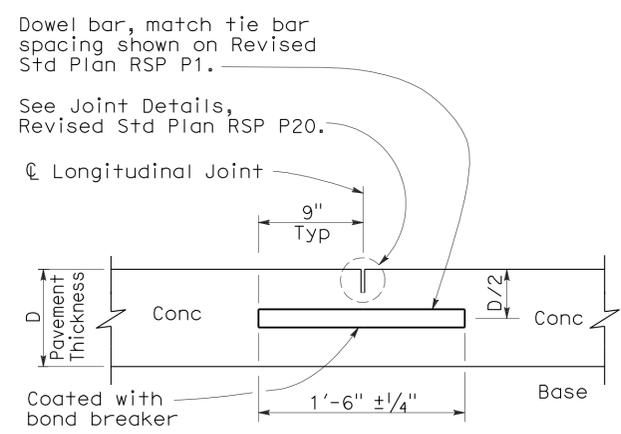
- To accompany plans dated 6-27-11
- NOTES:**
- See Revised Standard Plan RSP P1 for typical dowel bar placement and locations.
 - 1 1/2" Dia smooth dowel bars are to be used with a pavement thickness, D, equal to or greater than 0.70 feet. For pavement thickness, D, less than 0.70 feet, use 1 1/4" Dia smooth dowel bars.
 - For widths not shown, see Project Plans.
 - If fresh concrete pavement is placed adjacent to existing concrete pavement, the top corner of the existing concrete pavement does not need to be rounded to the 1/4" radius, as shown.



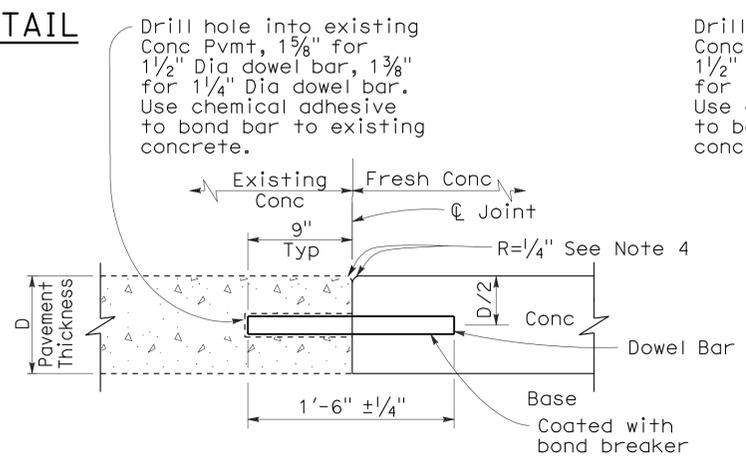
SECTION A-A TRANSVERSE CONSTRUCTION JOINT DETAIL



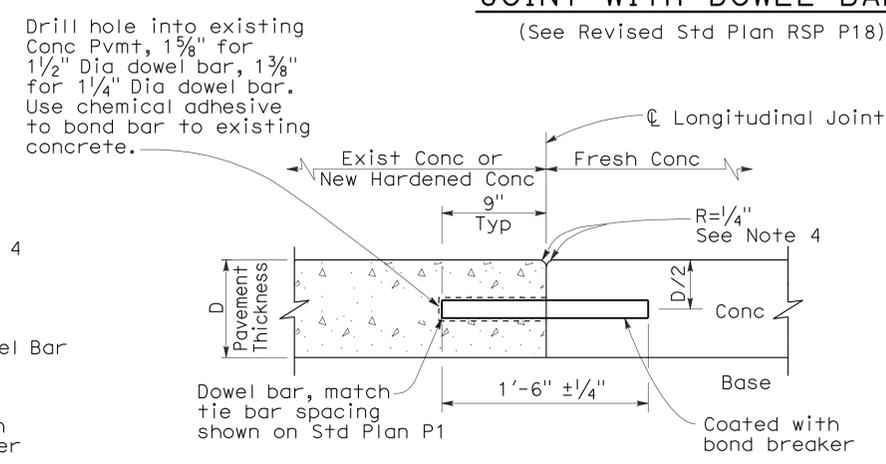
TRANSVERSE CONTRACTION JOINT



LONGITUDINAL CONTRACTION JOINT WITH DOWEL BARS
(See Revised Std Plan RSP P18)



TRANSVERSE CONSTRUCTION JOINT FOR EXISTING CONCRETE PAVEMENT
(Drill and bond locations)



LONGITUDINAL CONSTRUCTION JOINT WITH DOWEL BARS
(See Revised Std Plan RSP P18)

TABLE A (See Note 3)
Dowel Bar Transverse Spacing Table

Width between Longitudinal Joints	Number of Dowels between Longitudinal Joints
14'-0"	14
13'-0"	13
12'-0"	12
11'-0"	11
10'-0"	10
8'-0"	8
5'-0"	5
4'-0"	4

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT-DOWEL BAR DETAILS
NO SCALE

RSP P10 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P10 DATED MAY 1, 2006 - PAGE 124 OF THE STANDARD PLANS BOOK DATED MAY 2006.

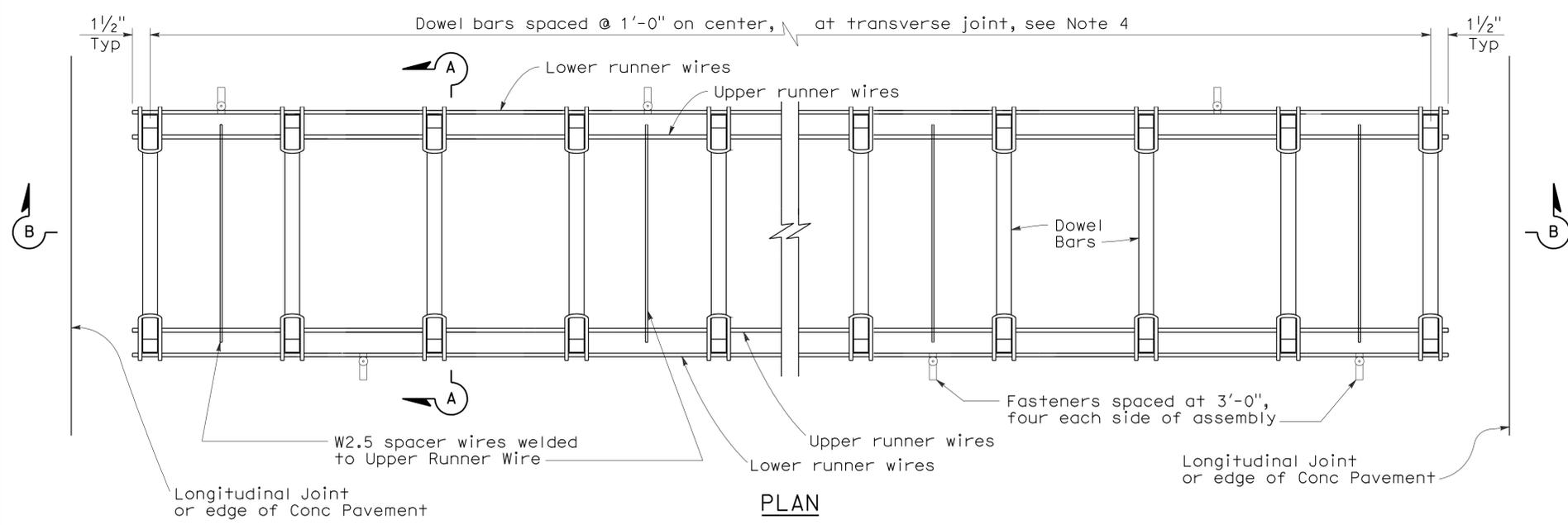
2006 REVISED STANDARD PLAN RSP P10

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	345	602

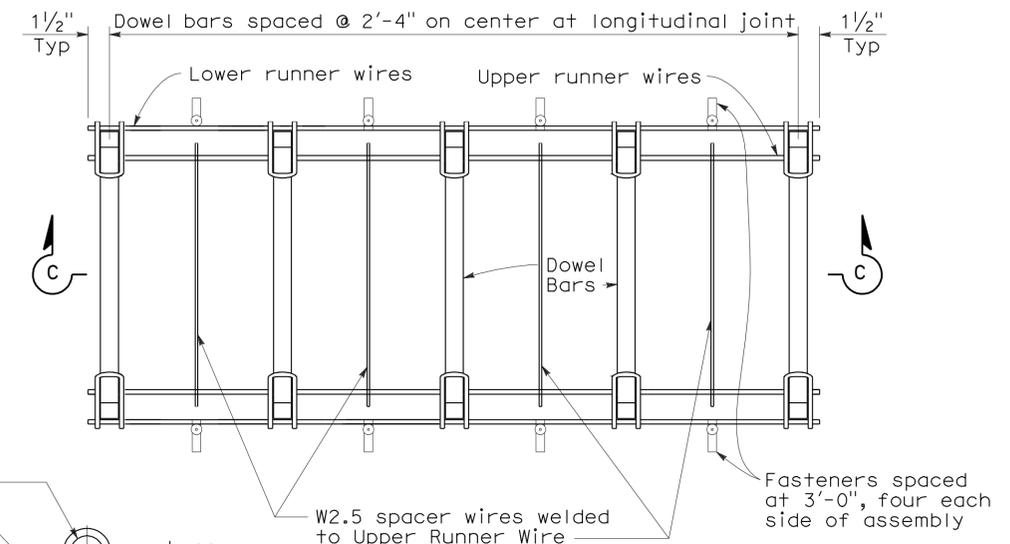
William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 William K. Farnbach
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

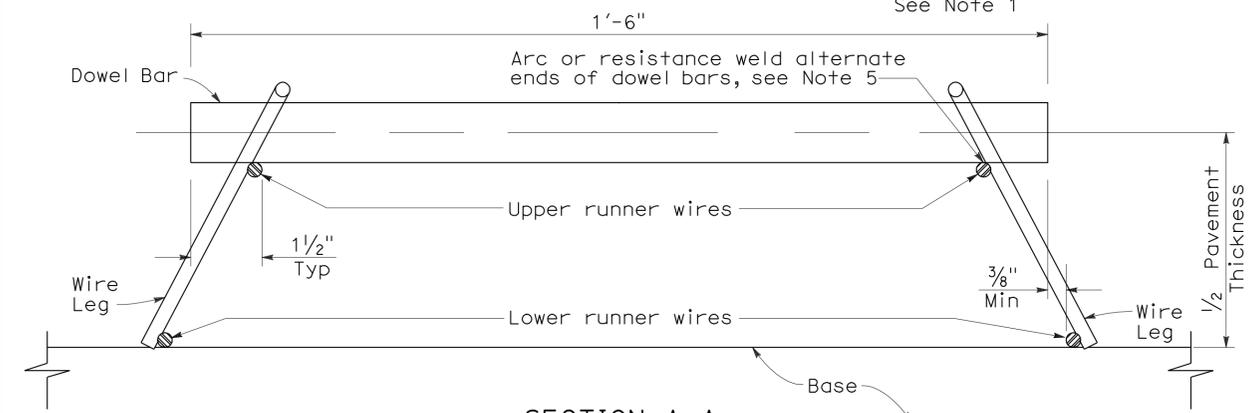
To accompany plans dated 6-27-11



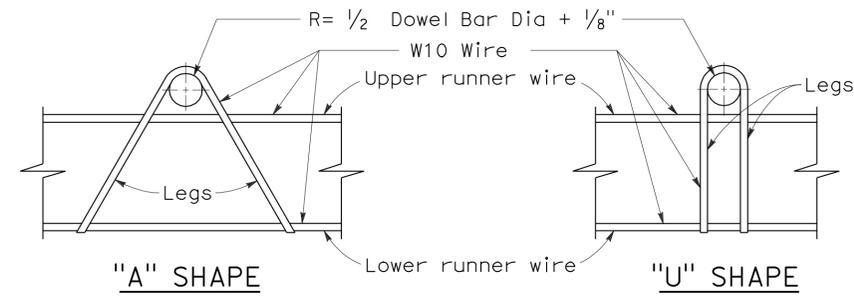
**PLAN
DOWEL BAR BASKET
(TRANSVERSE JOINT)**
See Note 1



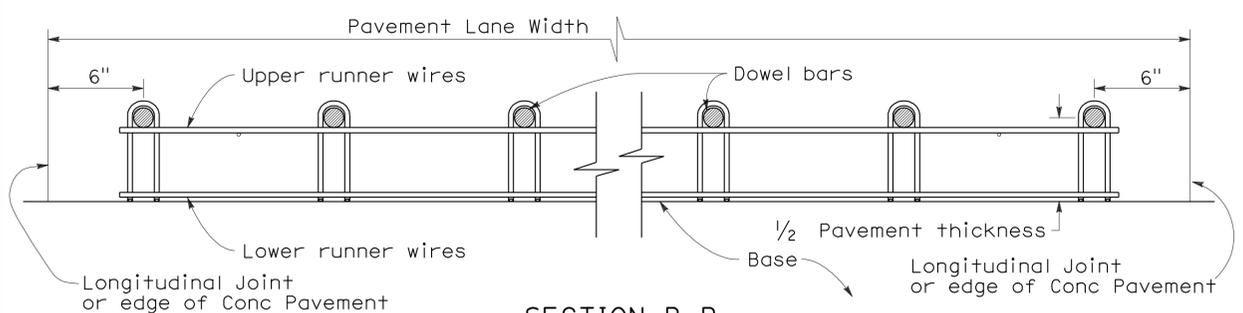
**PLAN
DOWEL BAR BASKET
(LONGITUDINAL JOINT)**
See Note 1



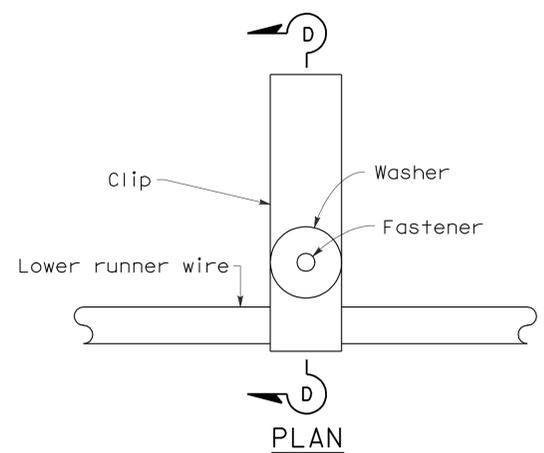
SECTION A-A



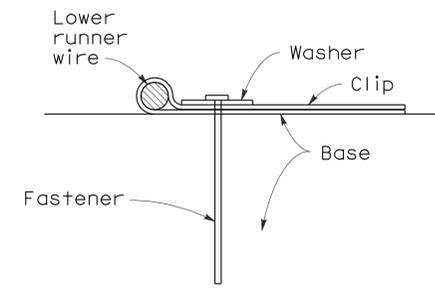
ASSEMBLY FRAME DETAILS



SECTION B-B
See Note 1



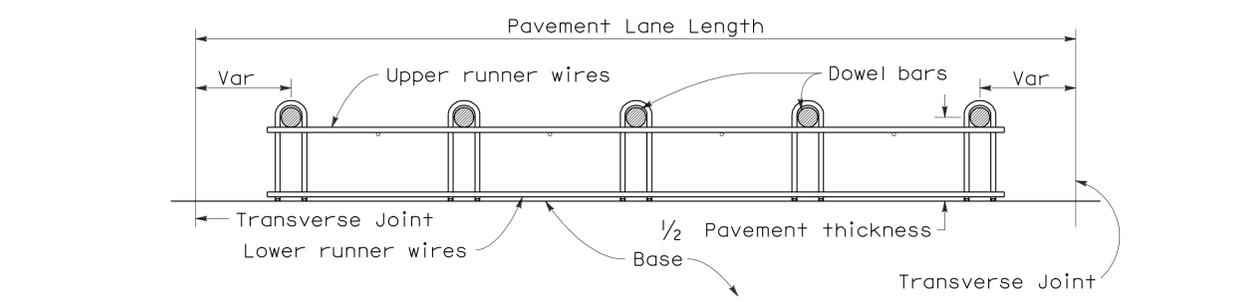
FASTENER DETAIL



SECTION D-D

NOTES:

- "U" frame shape assembly shown. "U" frame shape or "A" frame shape are acceptable.
- Wire sizes shown are minimum required.
- All wire intersections are to be resistance welded.
- Use tie bar spacing for longitudinal dowel bar locations. See Revised Std Plans RSPs P1, P2, and P3 for tie bar requirements.
- Weld may be at top or bottom of dowel bar.



SECTION C-C
See Notes 1 and 4

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**CONCRETE PAVEMENT-
DOWEL BAR BASKET
DETAILS**

NO SCALE

RSP P12 DATED MAY 15, 2009 SUPERSEDES RSP P12 DATED NOVEMBER 17, 2006 AND STANDARD PLAN P12 DATED MAY 1, 2006 - PAGE 125 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P12

2006 REVISED STANDARD PLAN RSP P12

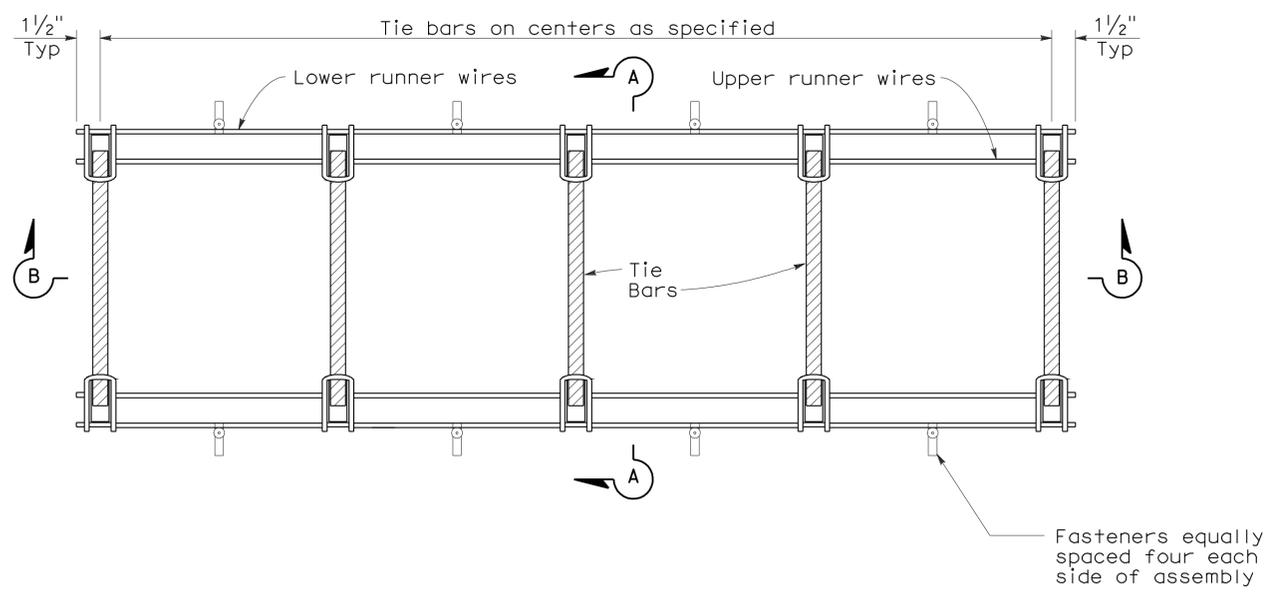
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	346	602

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE

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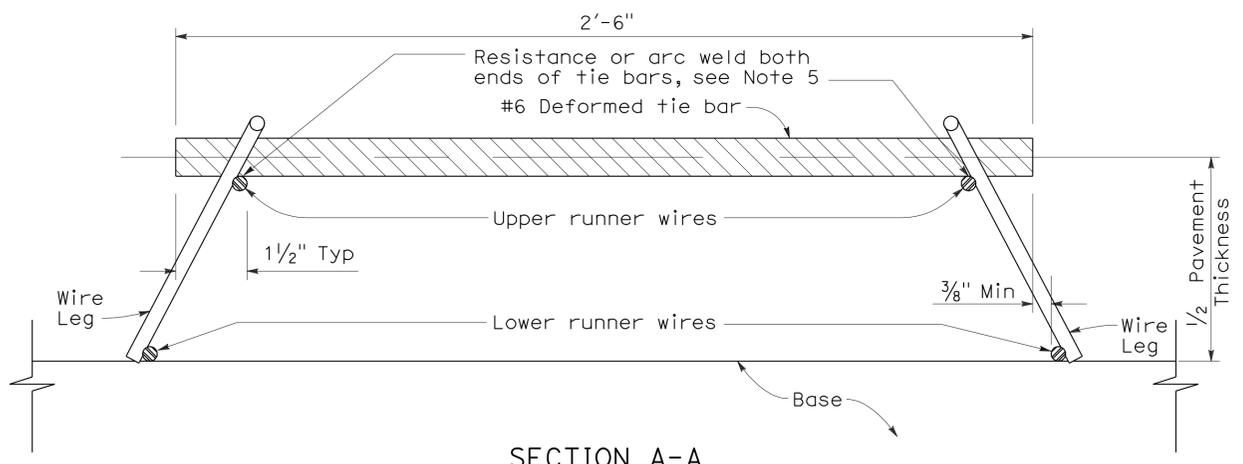
REGISTERED PROFESSIONAL ENGINEER
 William K. Farnbach
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

To accompany plans dated 6-27-11

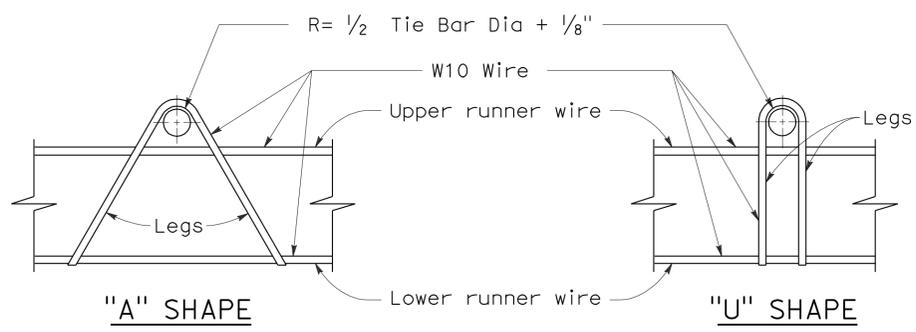


PLAN
TIE BAR BASKET
 (TIE BARS AT LONGITUDINAL JOINT)
 See Note 1

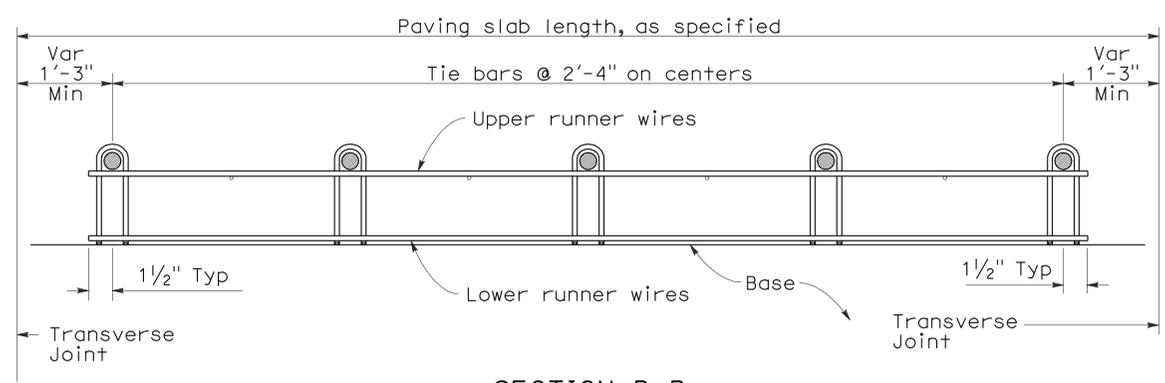
- NOTES:**
- "U" frame shape assembly shown. "U" frame shape or "A" frame shape are acceptable.
 - Wire sizes shown are minimum required.
 - All wire intersections are to be resistance welded.
 - Not for use on nondoweled skewed jointed plain concrete pavement.
 - Weld may be at top or bottom of tie bar.



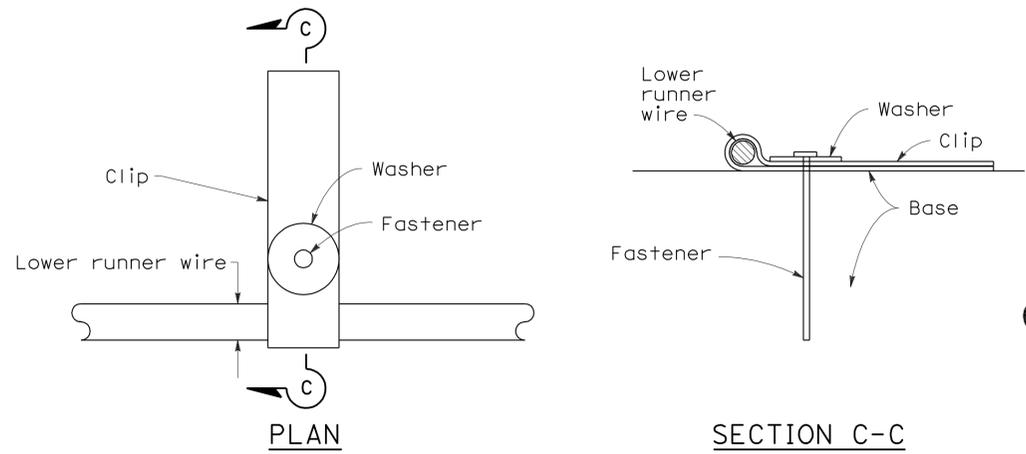
SECTION A-A



ASSEMBLY FRAME DETAILS



SECTION B-B
 See Note 1



FASTENER DETAIL

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT -
 TIE BAR BASKET
 DETAILS**
 NO SCALE

RSP P17 DATED MAY 15, 2009 SUPERSEDES RSP P17 DATED NOVEMBER 17, 2006 AND STANDARD PLAN P17 DATED MAY 1, 2006 - PAGE 126 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P17

2006 REVISED STANDARD PLAN RSP P17

NOTE:

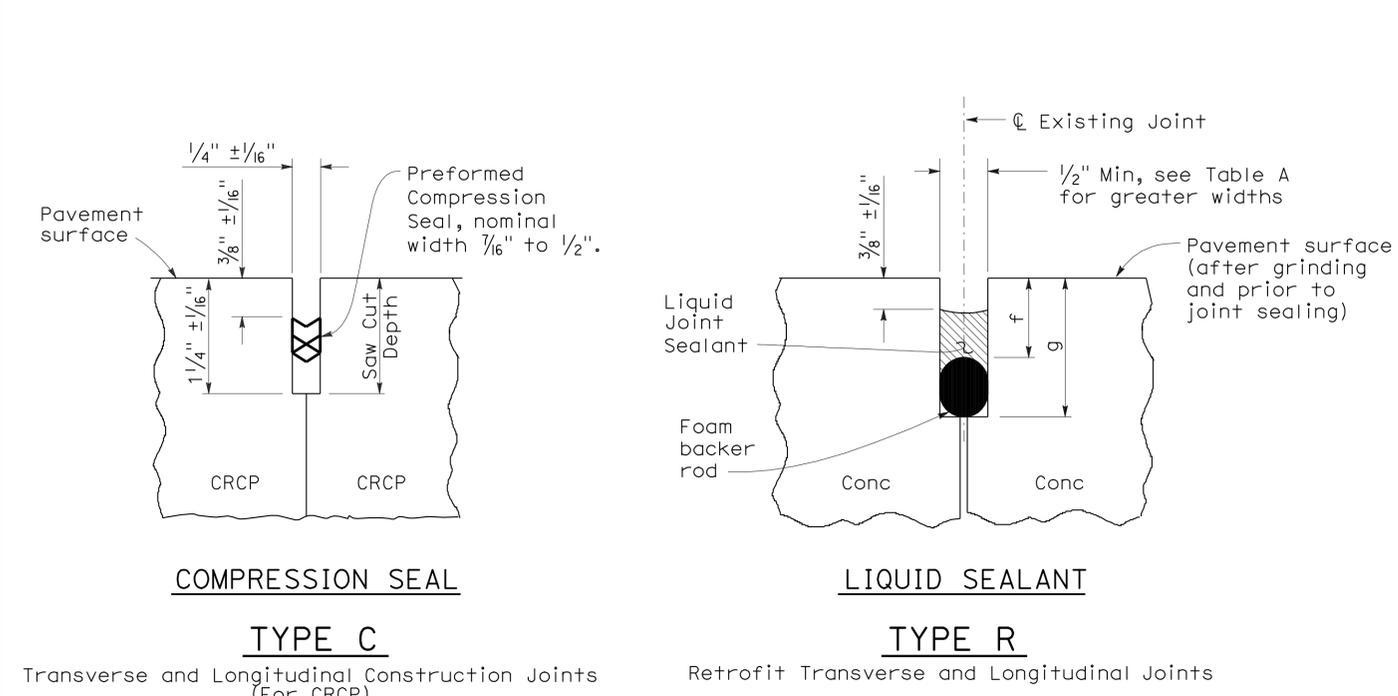
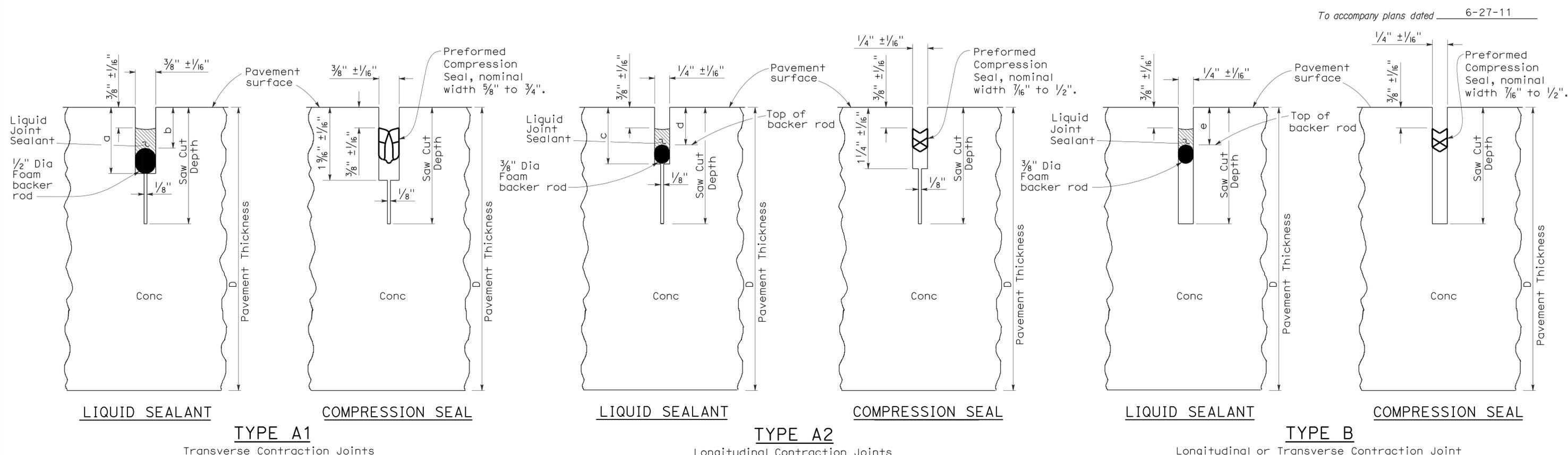
1. Tie bars, dowel bars, and reinforcement are not shown in joint seal details, see Revised Standard Plans RSP P1, RSP P3, RSP P10, RSP P35, RSP P45, or RSP P46 as applicable.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	347	602

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

May 15, 2009
 PLANS APPROVAL DATE

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LIQUID SEALANT RESERVOIR DEPTH

LIQUID SEALANT MATERIAL	3/8" Joint Width Type A1		1/4" Joint Width Type A2		1/4" Joint Width Type B
	DIMENSION		DIMENSION		DIMENSION
	a	b	c	d	e
SILICONE	1" ± 1/16"	5/8" ± 1/16"	15/16" ± 1/16"	9/16" ± 1/16"	9/16" ± 1/16"
ASPHALT RUBBER	1 3/16" ± 1/16"	3/4" ± 1/16"	1 1/16" ± 1/16"	11/16" ± 1/16"	11/16" ± 1/16"

TABLE A (TYPE R JOINT)

Sawn Joint Width	Backer Rod Diameter ± 1/16"	DIMENSION "f"	DIMENSION "g"
1"	1 5/16"	7/8"	2 1/4"
7/8"	1 3/16"	13/16"	2"
3/4"	1"	3/4"	1 3/4"
5/8"	7/8"	11/16"	1 1/2"
1/2"	11/16"	5/8"	1 1/4"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
CONCRETE PAVEMENT-JOINT DETAILS
 NO SCALE

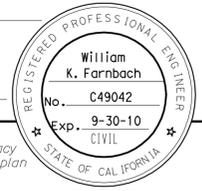
RSP P20 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P20
 DATED MAY 1, 2006 - PAGE 128 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P20

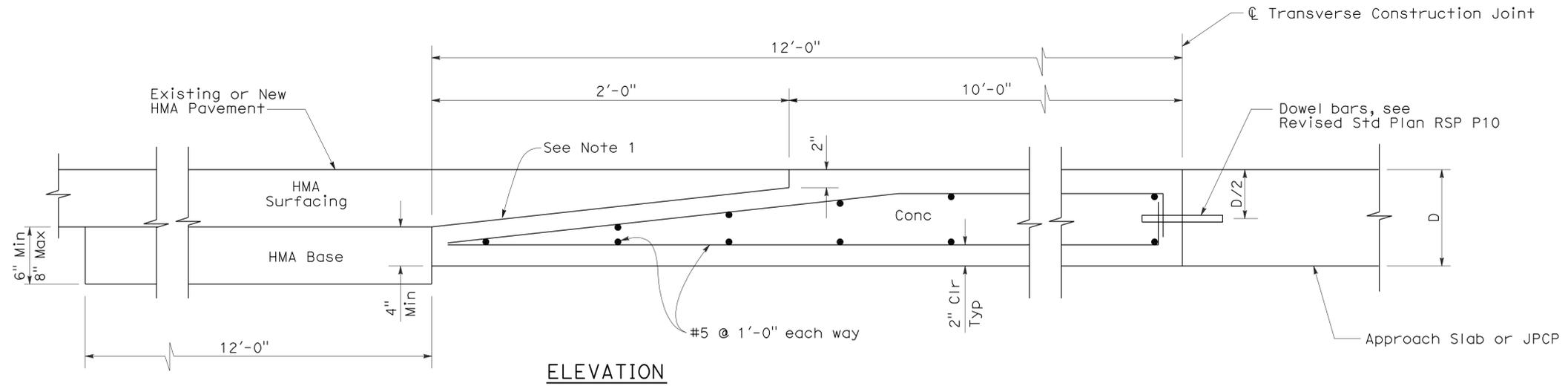
2006 REVISED STANDARD PLAN RSP P20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	348	602

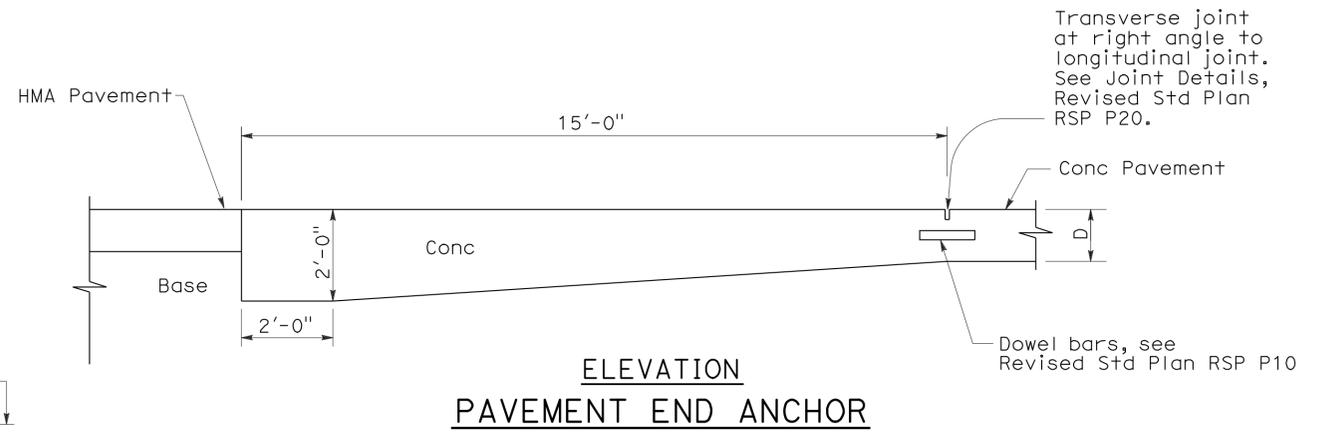
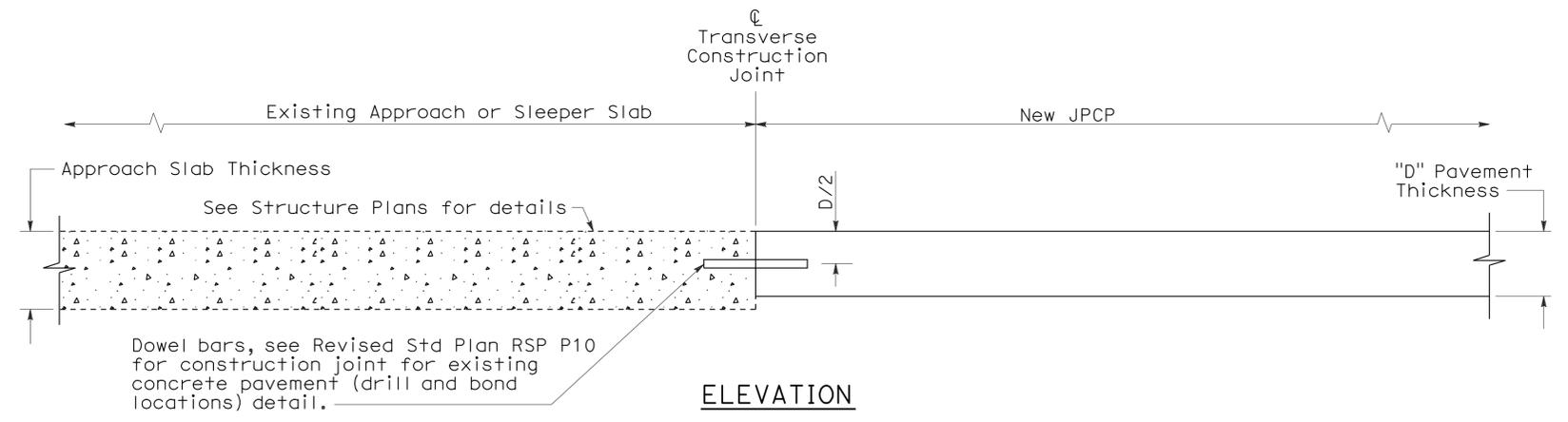
William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE
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To accompany plans dated 6-27-11

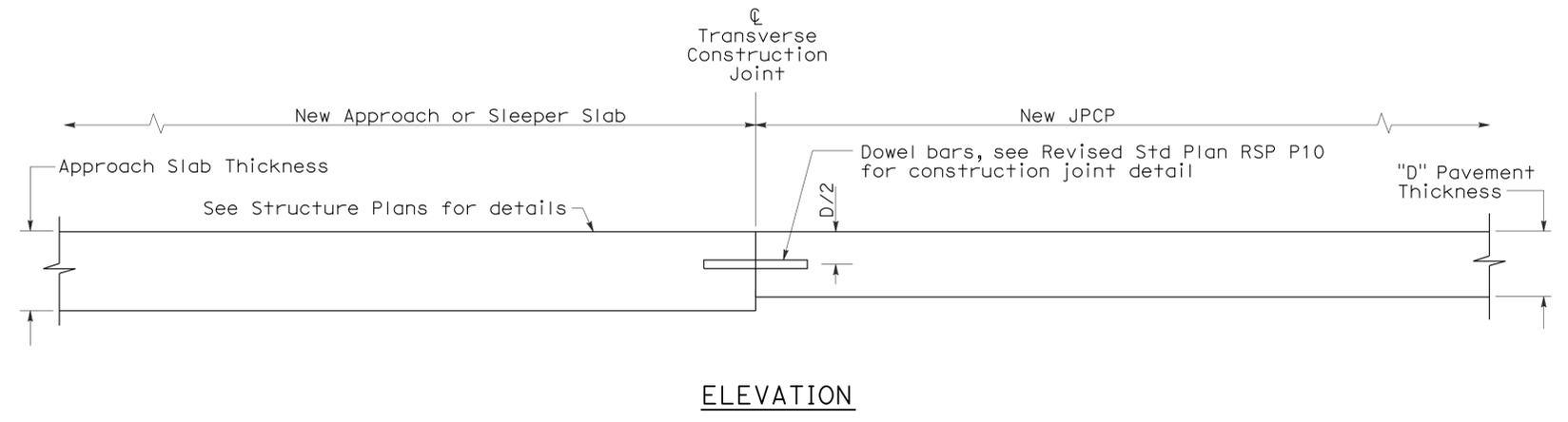


CONCRETE PAVEMENT TO HOT MIXED ASPHALT PAVEMENT TRANSITION PANEL



PAVEMENT END ANCHOR

NOTE:
1. Heavy broom finish.



CONCRETE PAVEMENT TRANSITION TO APPROACH OR SLEEPER SLAB

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**JOINTED PLAIN CONCRETE PAVEMENT-
END PANEL
PAVEMENT TRANSITIONS**
NO SCALE

RSP P30 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P30
DATED MAY 1, 2006 - PAGE 129 OF THE STANDARD PLANS BOOK DATED MAY 2006.

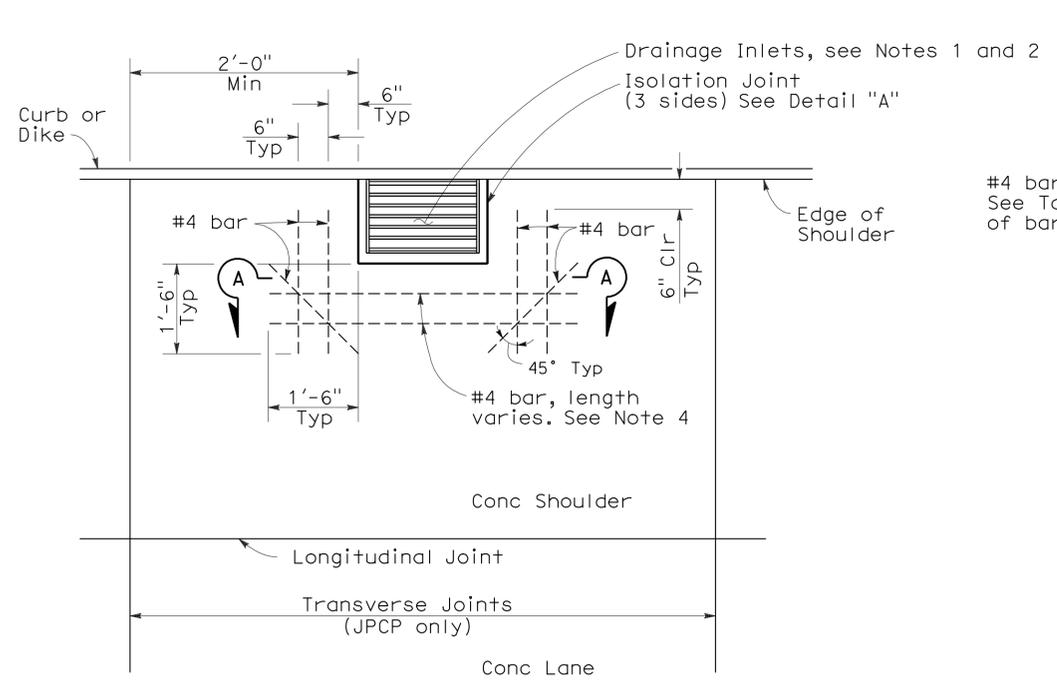
REVISED STANDARD PLAN RSP P30

2006 REVISED STANDARD PLAN RSP P30

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	349	602

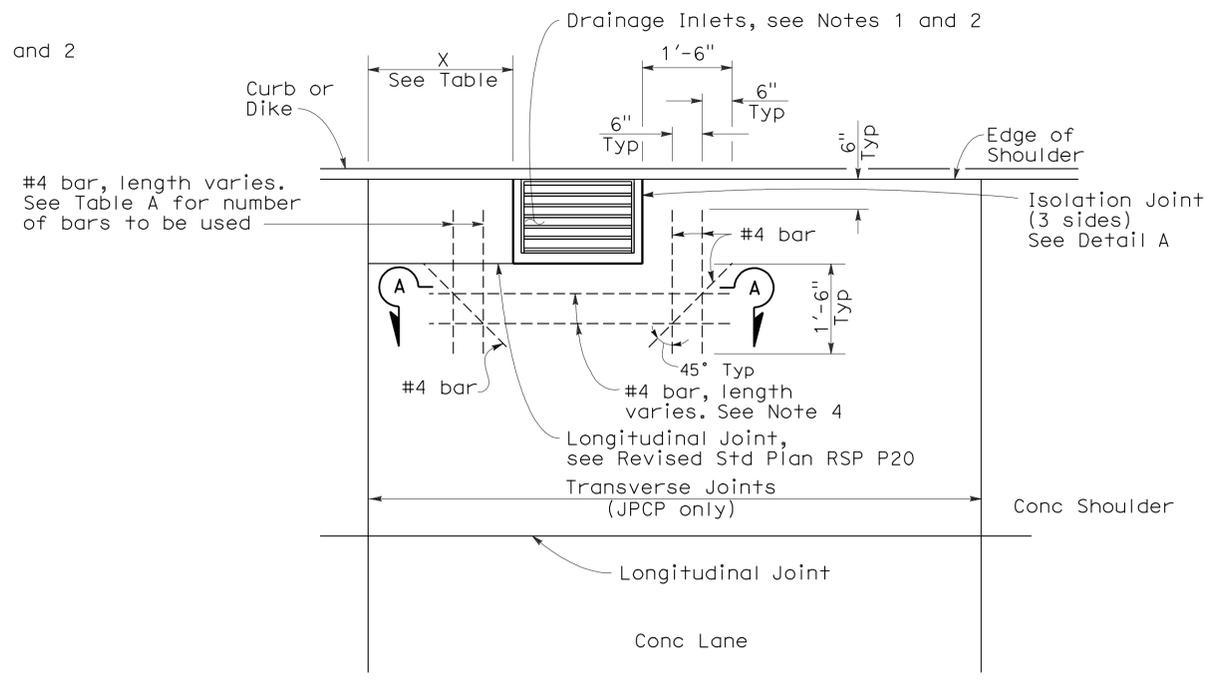
William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE
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2006 REVISED STANDARD PLAN RSP P45



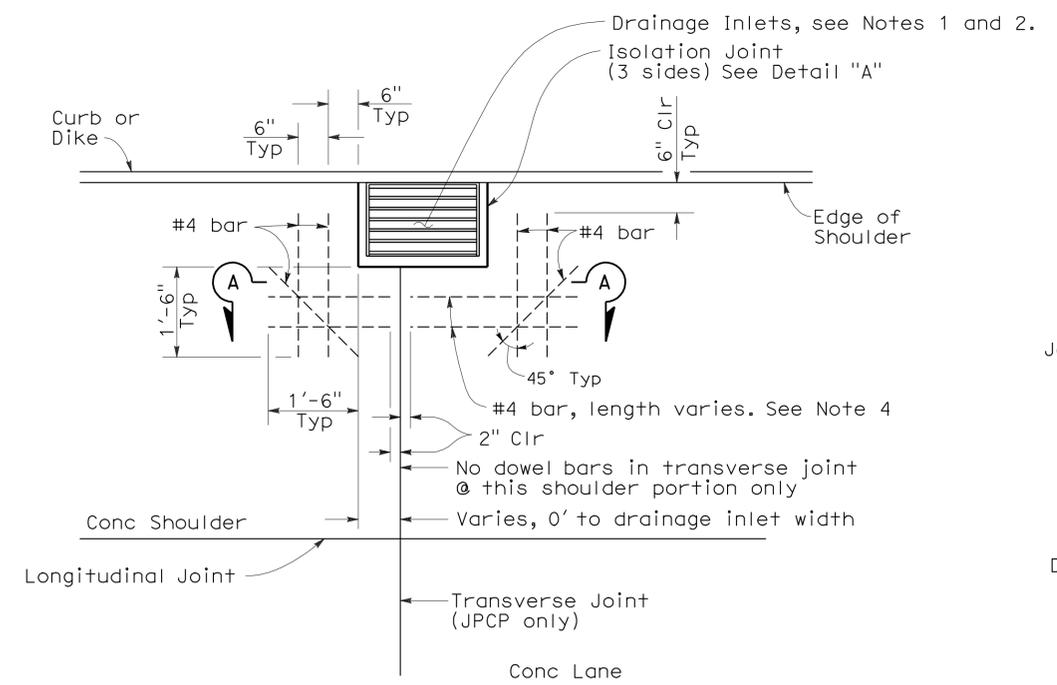
CASE 1

Transverse joint more than 2'-0" clear of drainage inlet wall or no transverse joint



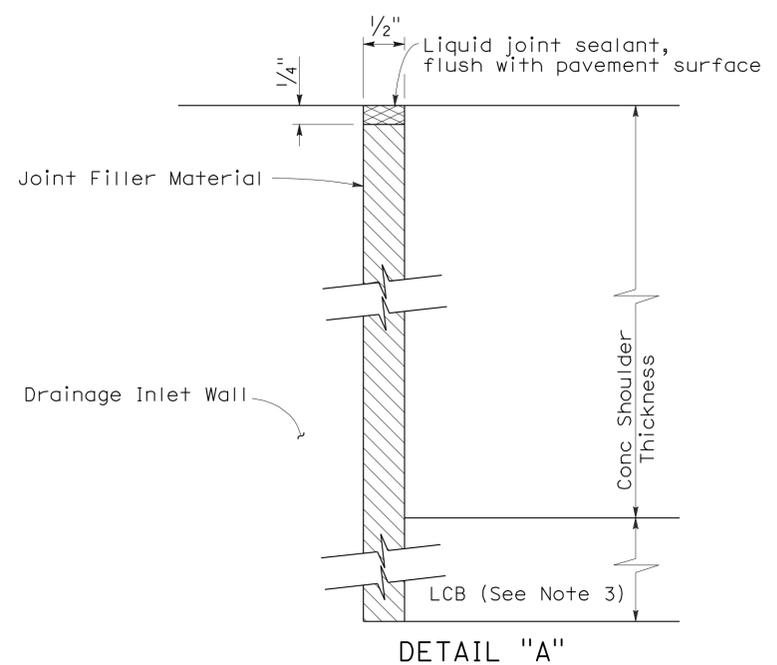
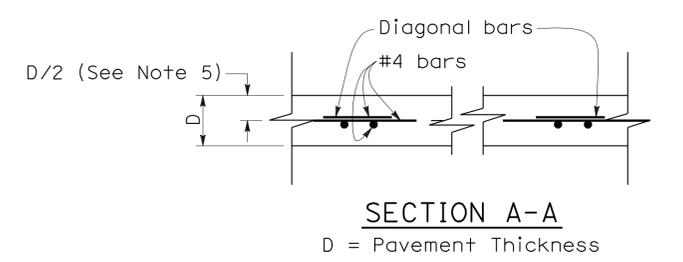
CASE 3

Transverse joint within 2'-0" of drainage inlet wall, or matches drainage inlet wall.



CASE 2

Transverse joint intersects drainage inlet, or matches drainage inlet wall.



NOTES:

1. Refer to Project Plans for location and Type of drainage inlets.
2. Top of inlet shall be flush with shoulder surface.
3. Extend joint filler material to bottom of Lean Concrete Base. Where Lean Concrete Base is not used as base material, the joint filler material shall only extend to the bottom of the new concrete pavement.
4. For Jointed Plain Concrete Pavement only. For Continuously Reinforced Concrete Pavement, terminate pavement steel reinforcement 2" clear from all outside edges of isolation joint.
5. For Jointed Plain Concrete Pavement only. For Continuously Reinforced Concrete Pavement, see New Standard Plan NSP P4.
6. Dowel and tie bars not shown, see Revised Standard Plan RSP P1.

TABLE A

DISTANCE X	BARS REQUIRED
2'-0" to 1'-6"	2
1'-6" to 9"	1 @ X/2
9" or less	None

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT-
DRAINAGE INLET
DETAILS No. 1**
NO SCALE

ISOLATION JOINT AROUND DRAINAGE INLET

RSP P45 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P45
DATED MAY 1, 2006 - PAGE 132 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P45

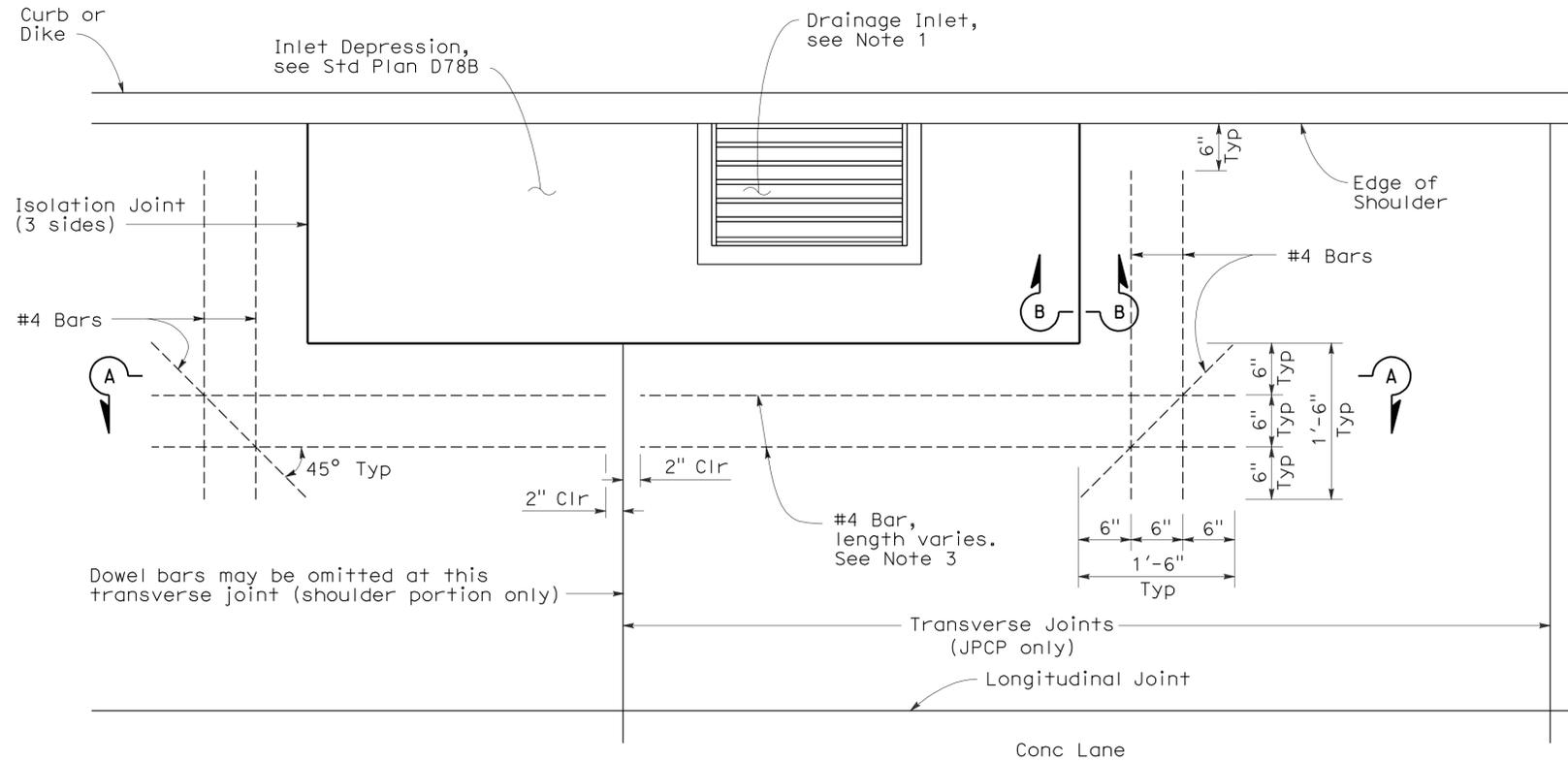
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	350	602

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE

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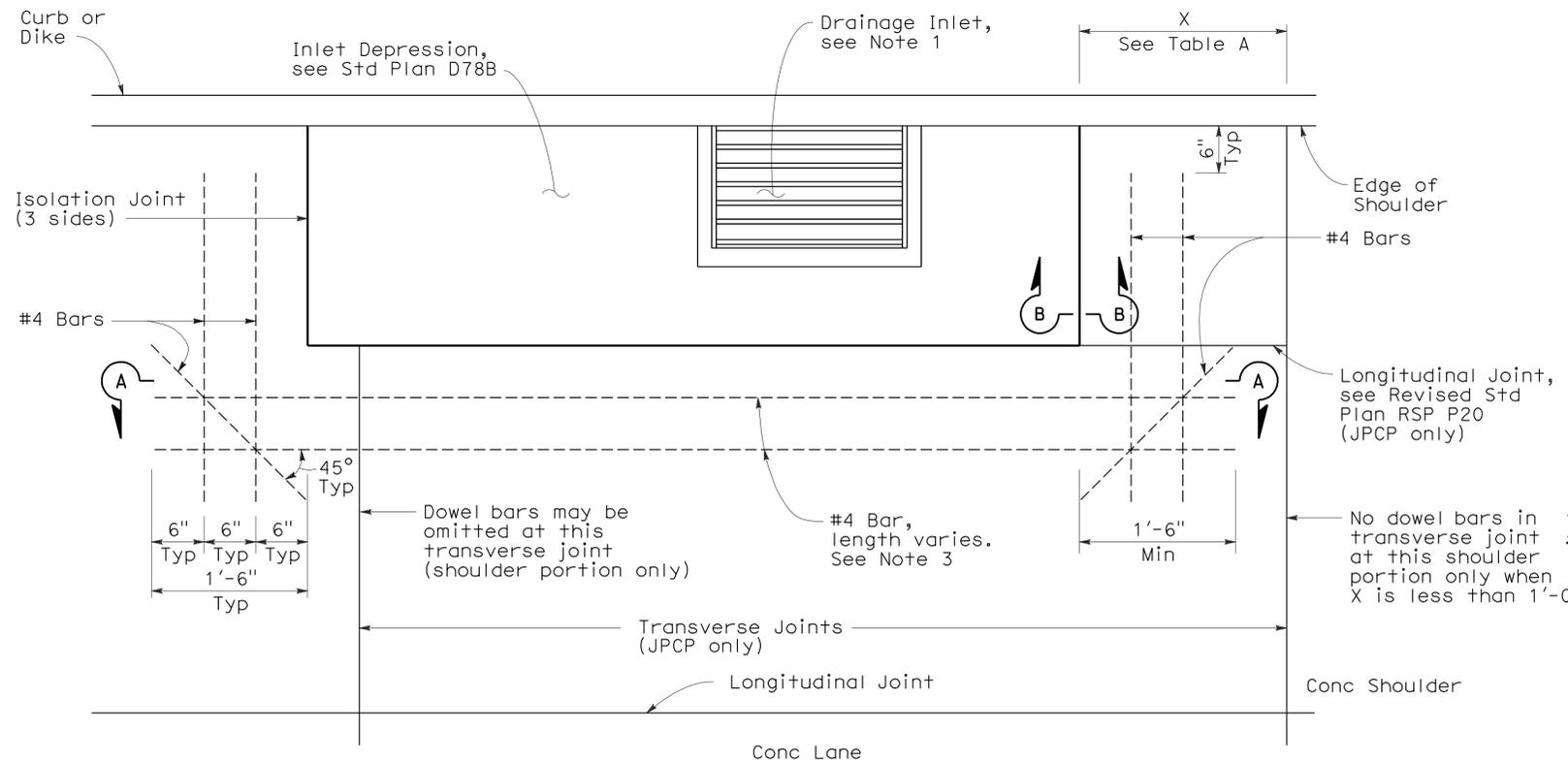
To accompany plans dated 6-27-11

2006 REVISED STANDARD PLAN RSP P46



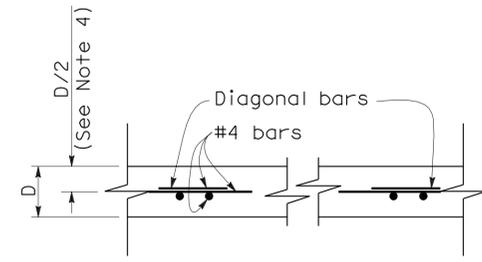
CASE A

Transverse Joint intersects inlet depression or no transverse joints.



CASE B

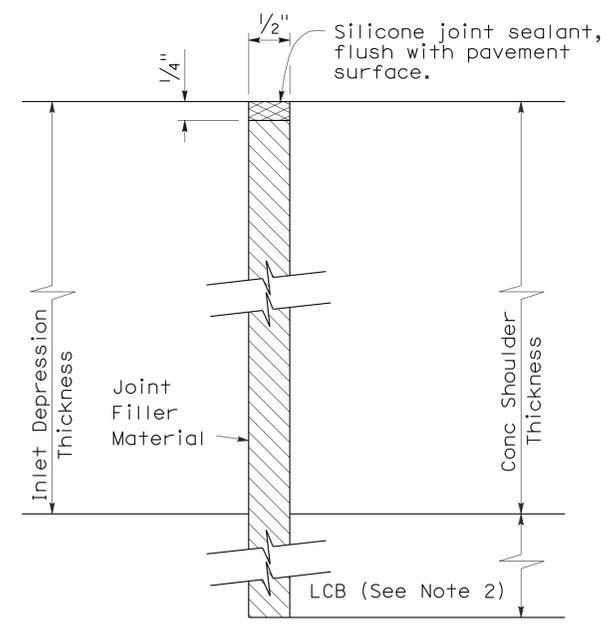
Transverse Joint within 2'-0" of edge of inlet depression.



SECTION A-A
D = Pavement Thickness

TABLE A

DISTANCE X	BARS REQUIRED
2'-0" to 1'-6"	2
1'-6" to 1'-0"	1
1'-0" or less	None



SECTION B-B

ISOLATION JOINT AROUND INLET DEPRESSION

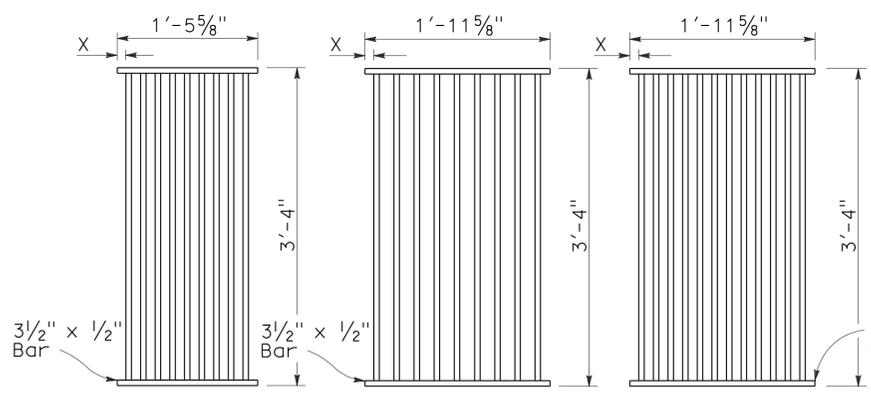
NOTES:

1. Refer to Project Plans for location and type of drainage inlets.
2. Extend joint filler material to bottom of Lean Concrete Base. Where Lean Concrete Base is not used as base material, the joint filler material shall only extend to the bottom of the new concrete pavement.
3. For Jointed Plain Concrete Pavement only. For Continuously Reinforced Concrete Pavement, terminate pavement steel reinforcement 2" clear from all outside edges of isolation joint.
4. For Jointed Plain Concrete Pavement only. For Continuously Reinforced Concrete Pavement, see New Standard Plan NSP P4.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT-
DRAINAGE INLET
DETAILS No. 2**
NO SCALE

RSP P46 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P46
DATED MAY 1, 2006 - PAGE 133 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P46

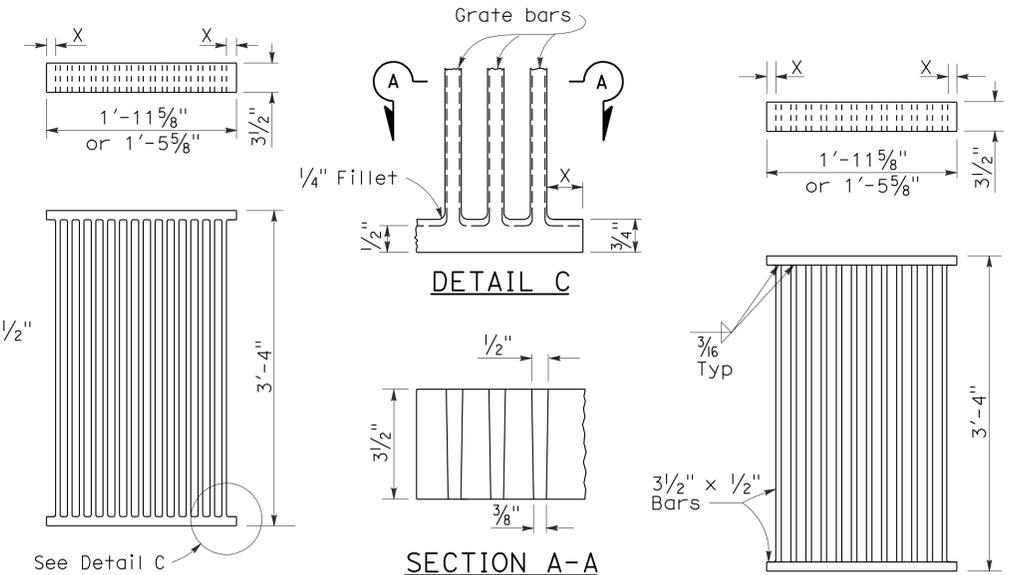


TYPE 18-9
1 3/8" Clear spacing. Use within the roadbed on highways where bicycles and pedestrians are excluded.

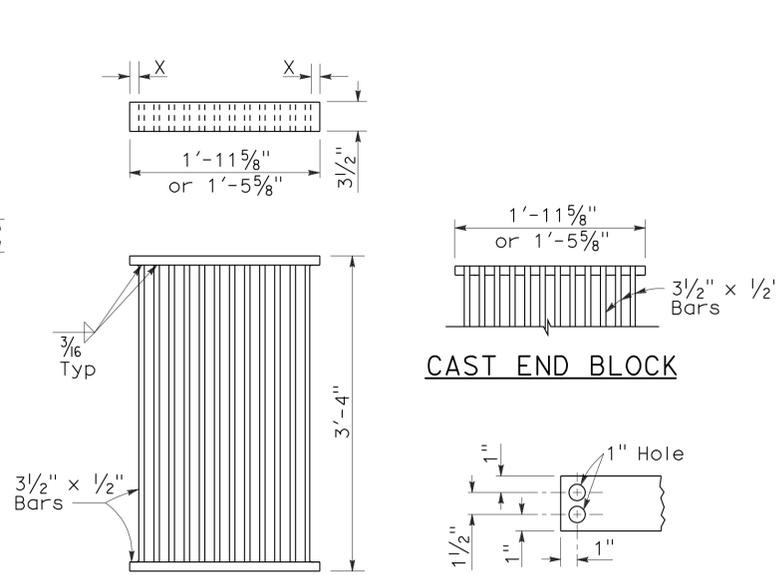
TYPE 24-9
2" Clear spacing. Use in locations on all types of highways.

TYPE 24-12
1 3/8" Clear spacing. Use within the roadbed on highways where bicycles and pedestrians are excluded.

RECTANGULAR GRATE DETAILS
(See table below)

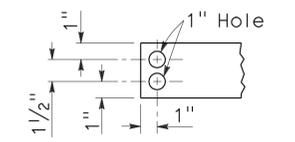


ALTERNATIVE CAST NODULAR IRON GRATE OR CAST STEEL GRATE



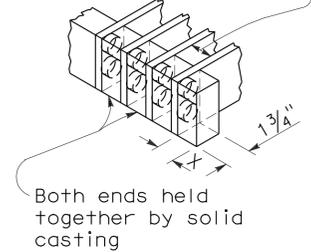
ALTERNATIVE WELDED GRATE

CAST END BLOCK

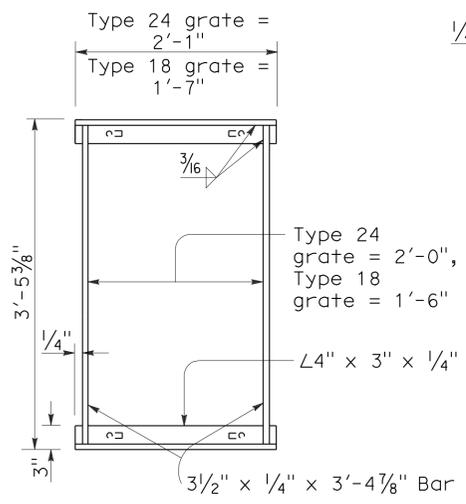


END OF BAR

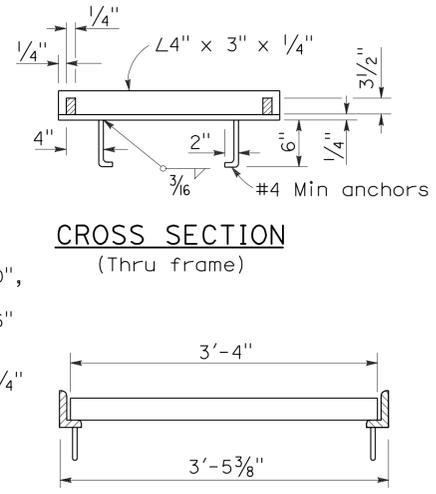
Spacing same as for welded or bolted grate



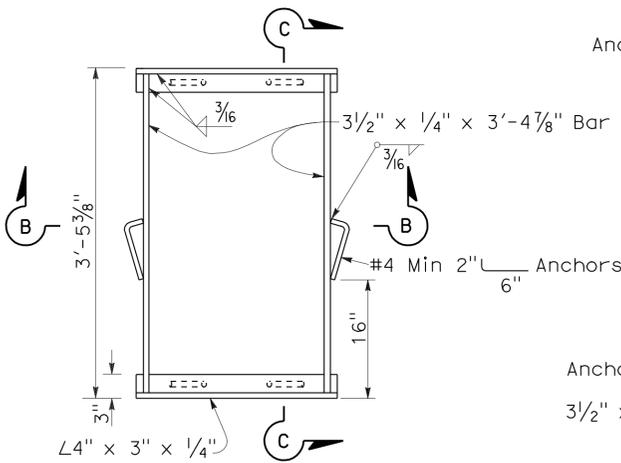
ALTERNATIVE CAST NODULAR IRON OR CAST STEEL END BLOCK GRATE



TYPICAL FRAME

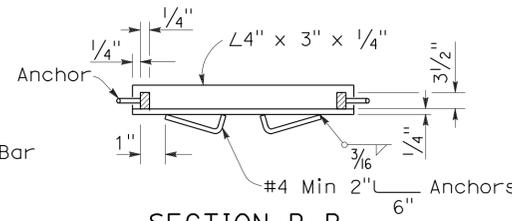


LONGITUDINAL SECTION
(Thru frame and grate)

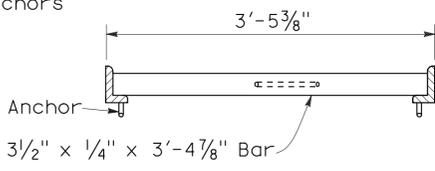


TYPICAL FRAME

ALTERNATIVE ANCHOR FOR RECTANGULAR FRAME
(For details not shown, See Rectangular Frame Details)



SECTION B-B



SECTION C-C

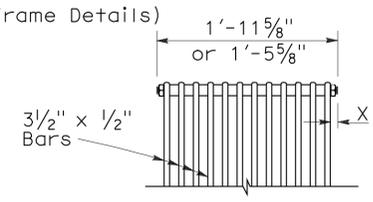
RECTANGULAR FRAME DETAILS
(For all rectangular grates)

GRATE BAR SPACING TABLE

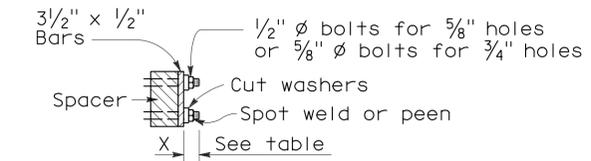
TYPE	NO. OF BARS	CLEAR BAR SPACING	X
18-9	9	1 3/8"	1 1/16"
24-9	9	2"	1 9/16"
24-12	12	1 3/8"	1 1/4"

INLET TYPE	COVER TYPE	WEIGHT LB
OS	PLATE	174
OL-7	PLATE	170
OL-10	PLATE	170
OL-14	PLATE	170
OL-21	PLATE	170
OCPI	PLATE	112
OCPI	REDWOOD	42
OMP	PLATE	177
OMPI	PLATE	177

INLET TYPE	GRATE TYPE	NO. OF GRATES	WEIGHT LB
GDO	24-12	2	634
GOL-7	24-12	1	326
GOL-10	24-12	1	326
G0,G1,G2,G3,G4 (TYPE 24)	24-9	1	263
	24-12	1	326
G4 (TYPE 18),G5,G6	18-9	1	249
GT1	18-9	2	498
GT2	18-9	2	498
GT3	24-12	2	652
GT4	24-12	2	652
TRASH RACK			22

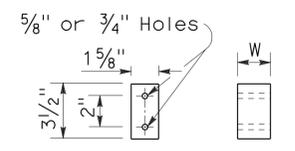


BOLTED END BLOCK

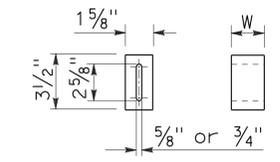


BOLTING DETAIL

ALTERNATIVE BOLTED GRATE



BAR SPACER



ALTERNATIVE SPACER
W = 1 3/8" or 2"

BASIS FOR MISC IRON & STEEL FINAL PAY WEIGHTS FOR DRAINAGE INLETS
(See General Notes, No 8)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	352	602

Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
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To accompany plans dated 6-27-11

2006 REVISED STANDARD PLAN RSP H1

A

AB aggregate base
 ABS acrylonitrile-butadiene-styrene
 AC asphalt concrete
 Adj adjacent/adjustable
 AIC auxiliary irrigation controller
 Alt alternative
 AMEND amendment
 ARV air release valve
 AUTO automatic
 AUX auxiliary
 AVB atmospheric vacuum breaker

B

B&B balled and burlapped
 B/B brass/bronze
 B/B/PL brass/bronze/plastic
 B/PL brass/plastic
 BFM bonded fiber matrix
 Bit Ctd bituminous coated
 BP booster pump
 BPA backflow preventer assembly
 BPAE backflow preventer assembly in enclosure
 BPE backflow preventer enclosure
 BV ball valve

C

CAP corrugated aluminum pipe
 CARV combination air release valve
 CCA cam coupler assembly
 CEC controller enclosure cabinet
 CHDPE corrugated high density polyethylene
 CL chain link
 CNC control and neutral conductors
 Conc concrete
 Cond conduit
 CSP corrugated steel pipe
 CST center strip
 CV check valve

D

Dia diameter
 DIP ductile iron pipe
 DN diameter nominal

E

EA each
 Elect electric/electrical
 Elev elevation
 ENCL enclosure
 EP edge of pavement
 ES edge of shoulder
 EST end strip
 ESTB establishment
 ETW edge of traveled way

F

F full circle
 F/P full/part circle
 FAU filter assembly unit
 FCV flow control valve
 FERT fertilizer
 FG finished grade
 FIPT female iron pipe thread
 FIS fertilizer injector system
 FL flow line
 FM flow monitor
 FS flow sensor
 Ft foot/feet
 FV flush valve

G

GAL Gallon(s)
 Galv galvanized
 GARV garden valve
 GPH gallons per hour
 GPM gallons per minute
 GSP galvanized steel pipe
 GV gate valve

H

H half circle
 HB hose bib
 HDPE high density polyethylene
 HP horsepower/hinge point
 HPL high pressure line
 Hwy highway

I

IC irrigation controller
 ICC irrigation controller(s) in controller enclosure cabinet
 ID inside diameter
 In inches
 IFS irrigation filtration system
 IPS iron pipe size
 IPT iron pipe thread
 Irr irrigation

L

L length
 LF linear foot

M

Max maximum
 MBGR metal beam guard railing
 MCV manual control valve
 MIC master irrigation controller
 Min minimum
 MIPT male iron pipe thread
 Misc miscellaneous
 Mtl material
 MVP maintenance vehicle pullout

N

NCN no common name
 NL nozzle line
 No. number
 NPT national pipe thread

O

O/C on center
 OD outside diameter
 Oz ounce

P

P part circle
 PB pull box
 PCC portland cement concrete
 PE polyethylene
 Pkt packet
 PL plastic
 PLT plant/planting
 PLT ESTB plant establishment
 PM post mile
 PR pressure rated
 PRLV pressure relief valve
 PSFM polymer stabilized fiber matrix
 PSI pounds per square inch
 PRV pressure reducing valve
 PVC polyvinyl chloride
 Pvmt pavement

Q

Q quarter circle
 QCV quick coupling valve

R

R radius
 RCP reinforced concrete pipe
 RCV remote control valve
 RCVM remote control valve (master)
 RCVMF remote control valve (master) w/ flow meter
 RCW recycled/reclaimed water
 RECP rolled erosion control product
 REQ required
 R/W right of way

S

S slip
 SCC sprinkler control conduit
 SCH schedule
 SF state-furnished
 Shld shoulder
 SQFT square foot/feet
 SQYD square yard(s)
 SST side strip
 Sta station
 Std standard
 SW sidewalk/sound wall

T

T third circle/thread
 TLS truck loading standpipe
 TQ three quarter circle
 TRM turf reinforcement mat
 TRVD traveled
 TT two third circle
 Typ typical

U

UG underground

V

VAU valve assembly unit

W

W width
 W/ with
 WM water meter
 WS wye strainer
 WSP welded steel pipe
 WWM welded wire mesh

NOTE:
 FOR ADDITIONAL ABBREVIATIONS,
 SEE STANDARD PLANS A10A AND A10B.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PLANTING AND IRRIGATION
 ABBREVIATIONS**

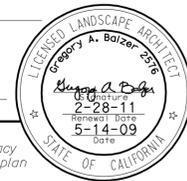
NO SCALE

RSP H1 DATED JUNE 5, 2009 SUPERSEDES STANDARD PLAN H1
 DATED MAY 1, 2006 - PAGE 201 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP H1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	353	602

Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

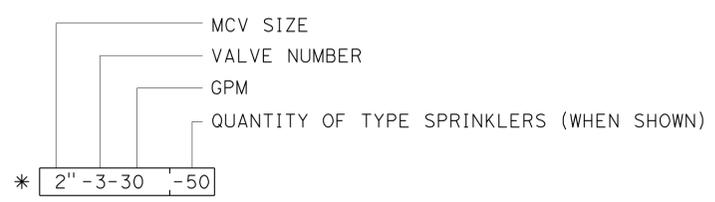
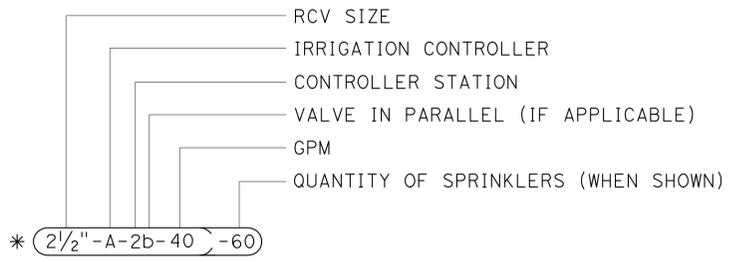


To accompany plans dated 6-27-11

EXISTING	PROPOSED	ITEM DESCRIPTION
		WATER METER (WM)
		BACKFLOW PREVENTER ASSEMBLY (BPA)
		BACKFLOW PREVENTER ASSEMBLY IN ENCLOSURE (BPAE)
		BACKFLOW PREVENTER ENCLOSURE (BPE)
		BOOSTER PUMP (BP)
		TRUCK LOADING STANDPIPE (TLS)
		FLOW SENSOR (FS)
		MASTER IRRIGATION CONTROLLER (MIC)
		AUXILIARY IRRIGATION CONTROLLER (AIC)
		IRRIGATION CONTROLLER (IC)/ IRRIGATION CONTROLLER (IC) (BATTERY) IRRIGATION CONTROLLER (IC) (SOLAR)
		IRRIGATION CONTROLLER(S) IN CONTROLLER ENCLOSURE CABINET (ICC)
		CONTROL AND NEUTRAL CONDUCTORS (CNC)
		SPRINKLER CONTROL CONDUIT (SCC)
		IRRIGATION CROSSOVER
		EXTEND IRRIGATION CROSSOVER
		IRRIGATION SLEEVE
		DUCTILE IRON PIPE (SUPPLY LINE) (MAIN) (DIP)
		GALVANIZED STEEL PIPE (SUPPLY LINE) (MAIN) (GSP)
		GALVANIZED STEEL PIPE (SUPPLY LINE) (LATERAL) (GSP)
		PLASTIC PIPE (PR 200) (SUPPLY LINE) (MAIN)
		PLASTIC PIPE (PR 200) (SUPPLY LINE) (LATERAL)
		PLASTIC PIPE (IRRIGATION LINE)
		REMOTE CONTROL VALVE (RCV) REMOTE CONTROL VALVE (MASTER) (RCVM) REMOTE CONTROL VALVE (MASTER) W/FLOW METER (RCVMF)
		MANUAL CONTROL VALVE (MCV)
		VALVE ASSEMBLY UNIT (VAU)
		WYE STRAINER (WS)
		FILTER ASSEMBLY UNIT (FAU)
		GATE VALVE (GV)
		BALL VALVE (BV)

EXISTING	PROPOSED	ITEM DESCRIPTION
		QUICK COUPLING VALVE (QCV)
		CAM COUPLER ASSEMBLY (CCA)
		PRESSURE REDUCING VALVE (PRV)
		PRESSURE RELIEF VALVE (PRLV)
		FLOW CONTROL VALVE (FCV)
		COMBINATION AIR RELEASE VALVE (CARV)
		CHECK VALVE (CV)
		FLUSH VALVE (FV)
		NOZZLE LINE W/TURNING UNION
		IRRIGATION SYSTEM
		IRRIGATION SYSTEM TO BE REMOVED
		CHAIN LINK GATE
		QUICK COUPLING VALVE W/SPRINKLER PROTECTOR
		SPRINKLER W/SPRINKLER PROTECTOR
		CONNECT TO EXISTING SYSTEM
		CAP
		CAP EXISTING

VALVE CODE



* VALVE CODES FOR EXISTING VALVES ARE SHOWN IN A DASHED ENCLOSURE.

PLANTING AND IRRIGATION SYMBOLS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NO SCALE

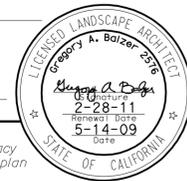
RSP H2 DATED JUNE 5, 2009 SUPERSEDES RSP H2 DATED MARCH 7, 2008 AND STANDARD PLAN H2 DATED MAY 1, 2006 - PAGE 202 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP H2

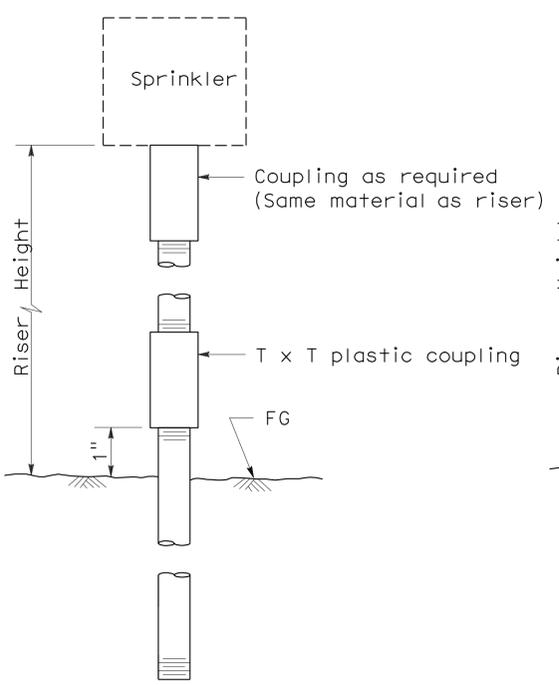
2006 REVISED STANDARD PLAN RSP H2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	354	602

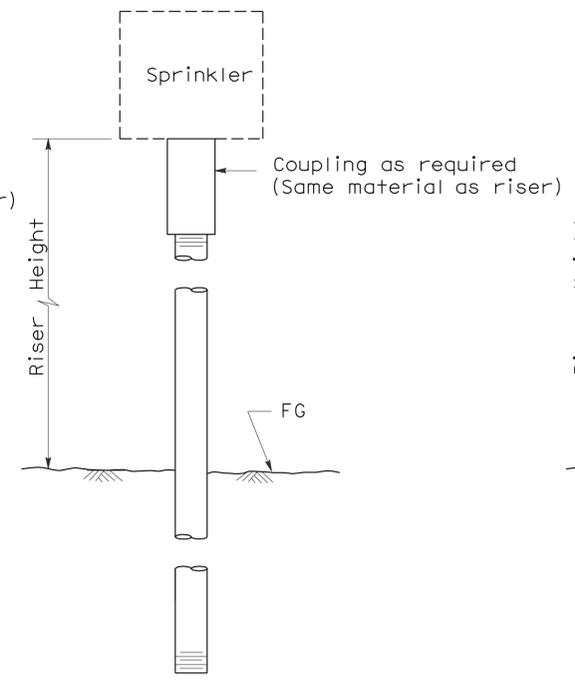
Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
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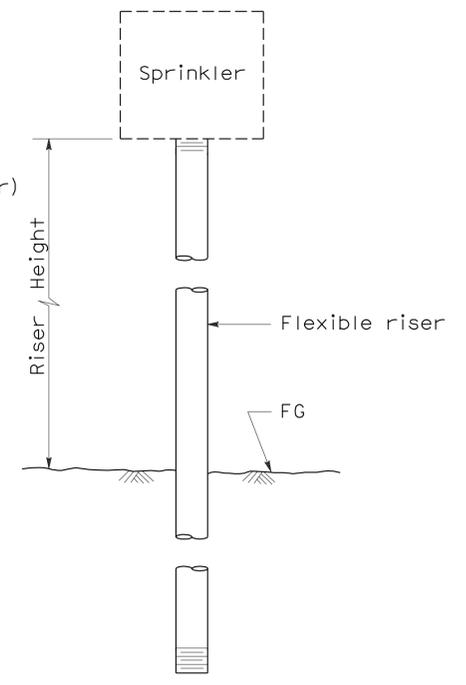
To accompany plans dated 6-27-11



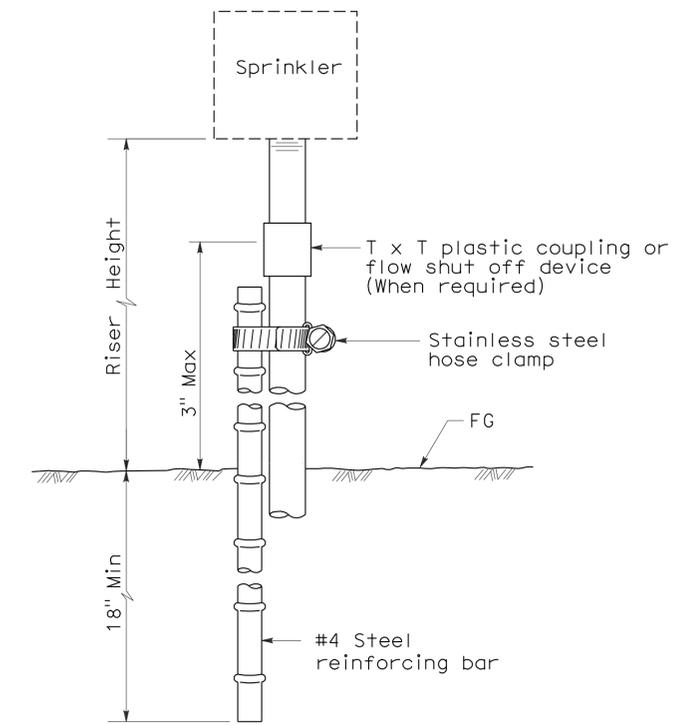
ELEVATION
RISER TYPE I



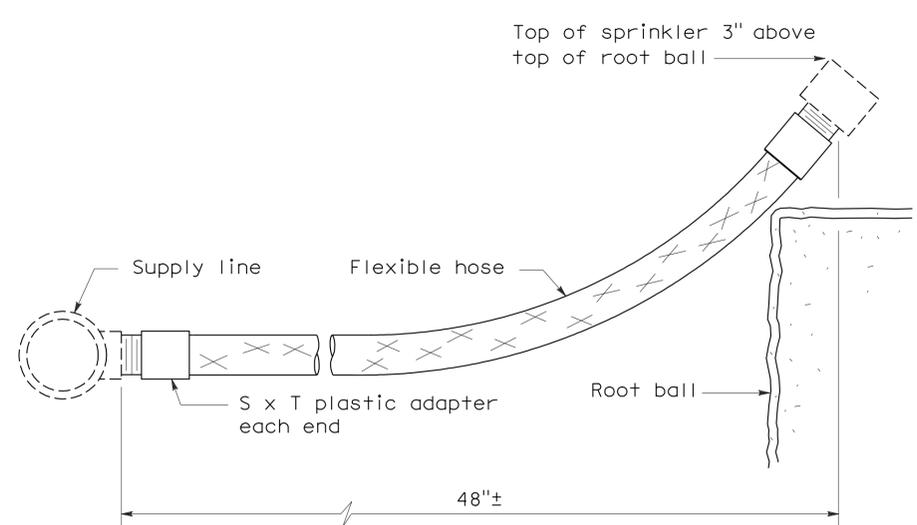
ELEVATION
RISER TYPE II



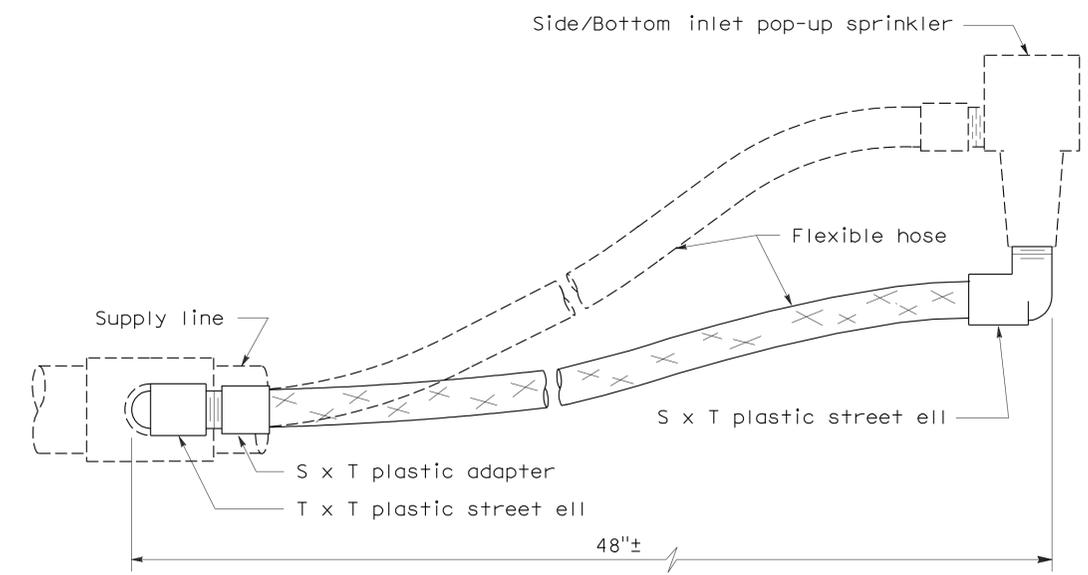
ELEVATION
RISER TYPE III



ELEVATION
RISER TYPE IV



ELEVATION
RISER TYPE V



ELEVATION
RISER TYPE VI

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PLANTING AND IRRIGATION
DETAILS**
NO SCALE

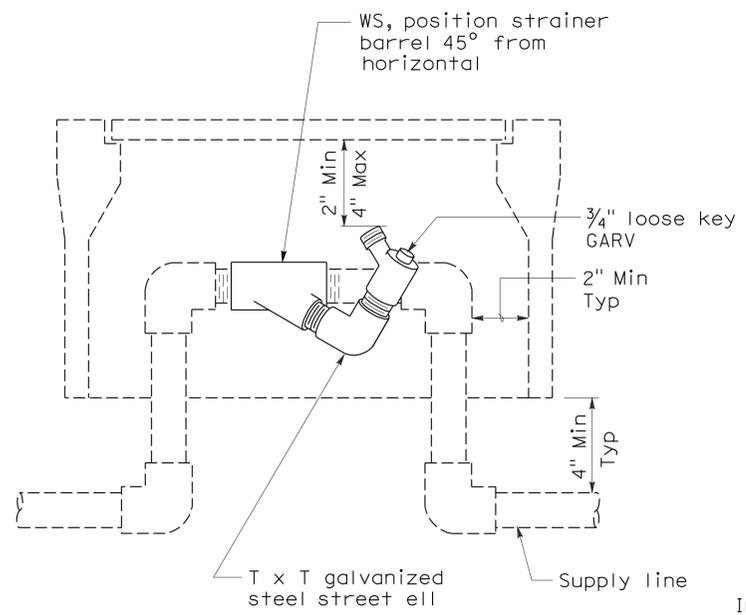
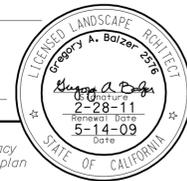
RSP H5 DATED JUNE 5, 2009 SUPERSEDES STANDARD PLAN H5
DATED MAY 1, 2006 - PAGE 205 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP H5

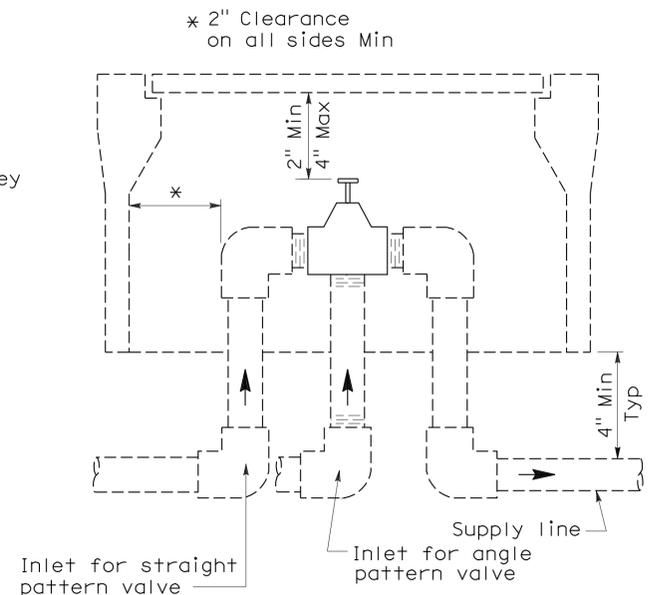
2006 REVISED STANDARD PLAN RSP H5

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	355	602

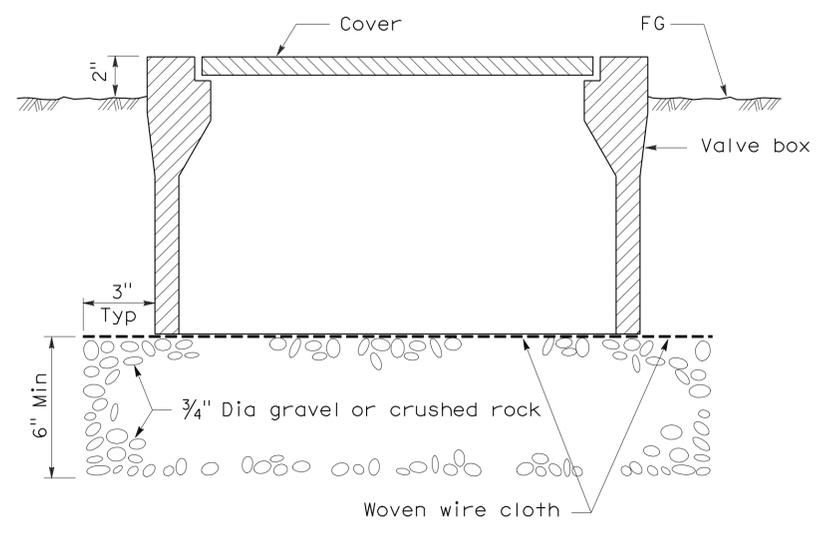
Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
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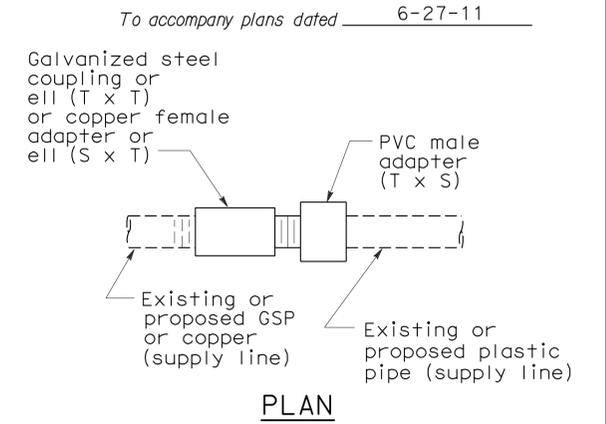
ELEVATION
WYE STRAINER



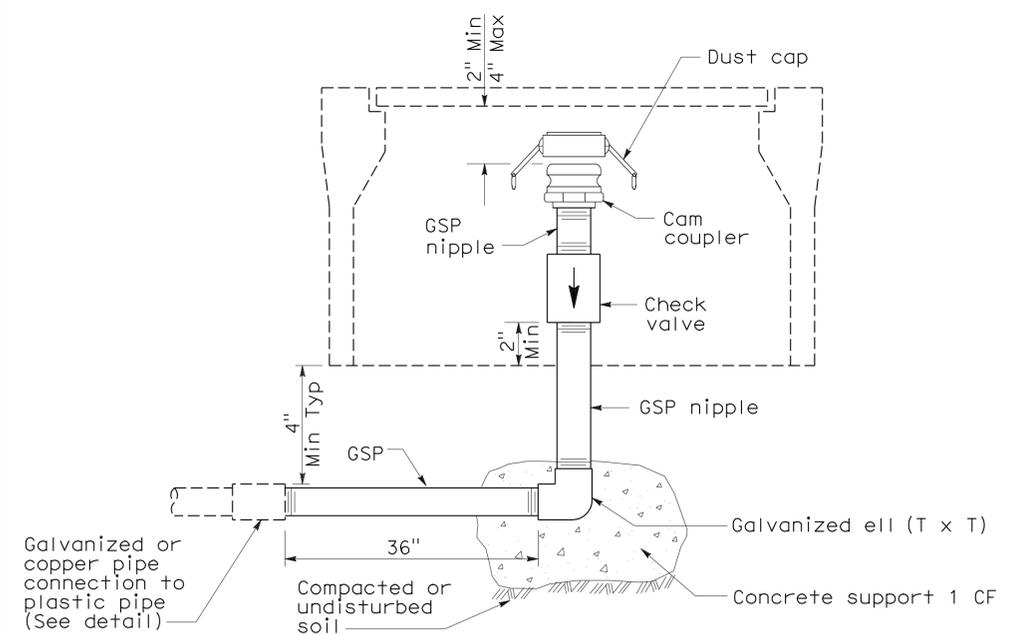
ELEVATION
VALVE



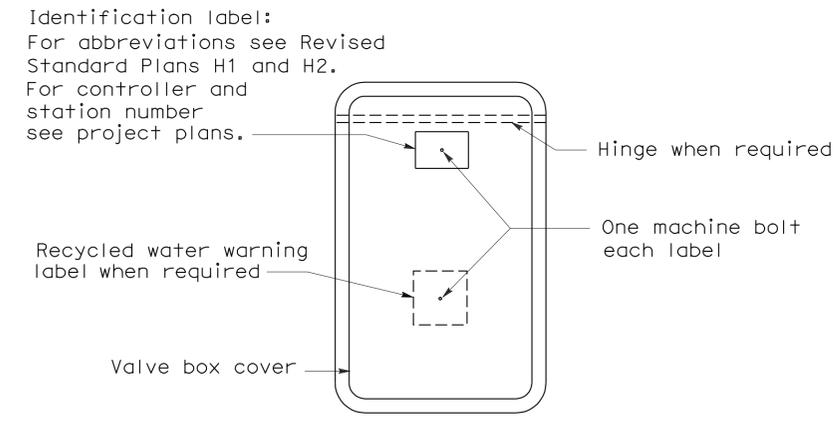
SECTION
VALVE BOX



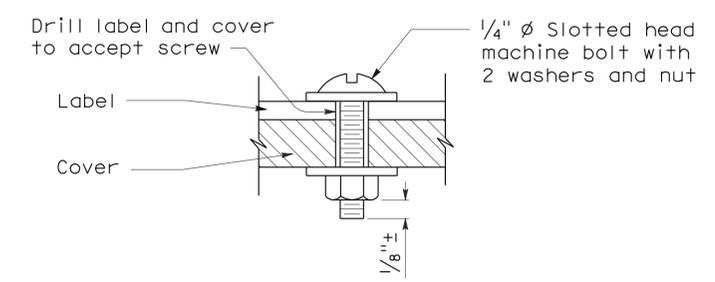
PLAN
GALVANIZED OR COPPER PIPE CONNECTION TO PLASTIC PIPE



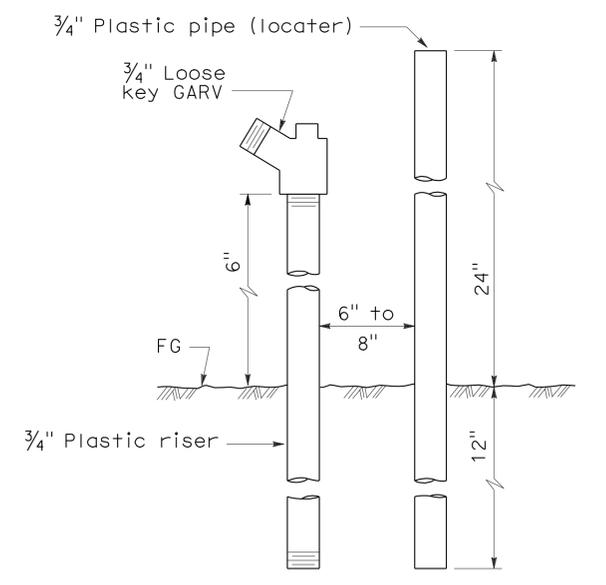
ELEVATION
CAM COUPLER ASSEMBLY



PLAN



SECTION
VALVE BOX IDENTIFICATION



ELEVATION
FLUSH VALVE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PLANTING AND IRRIGATION DETAILS

NO SCALE

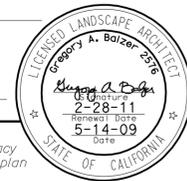
RSP H7 DATED JUNE 5, 2009 SUPERSEDES STANDARD PLAN H7
DATED MAY 1, 2006 - PAGE 207 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP H7

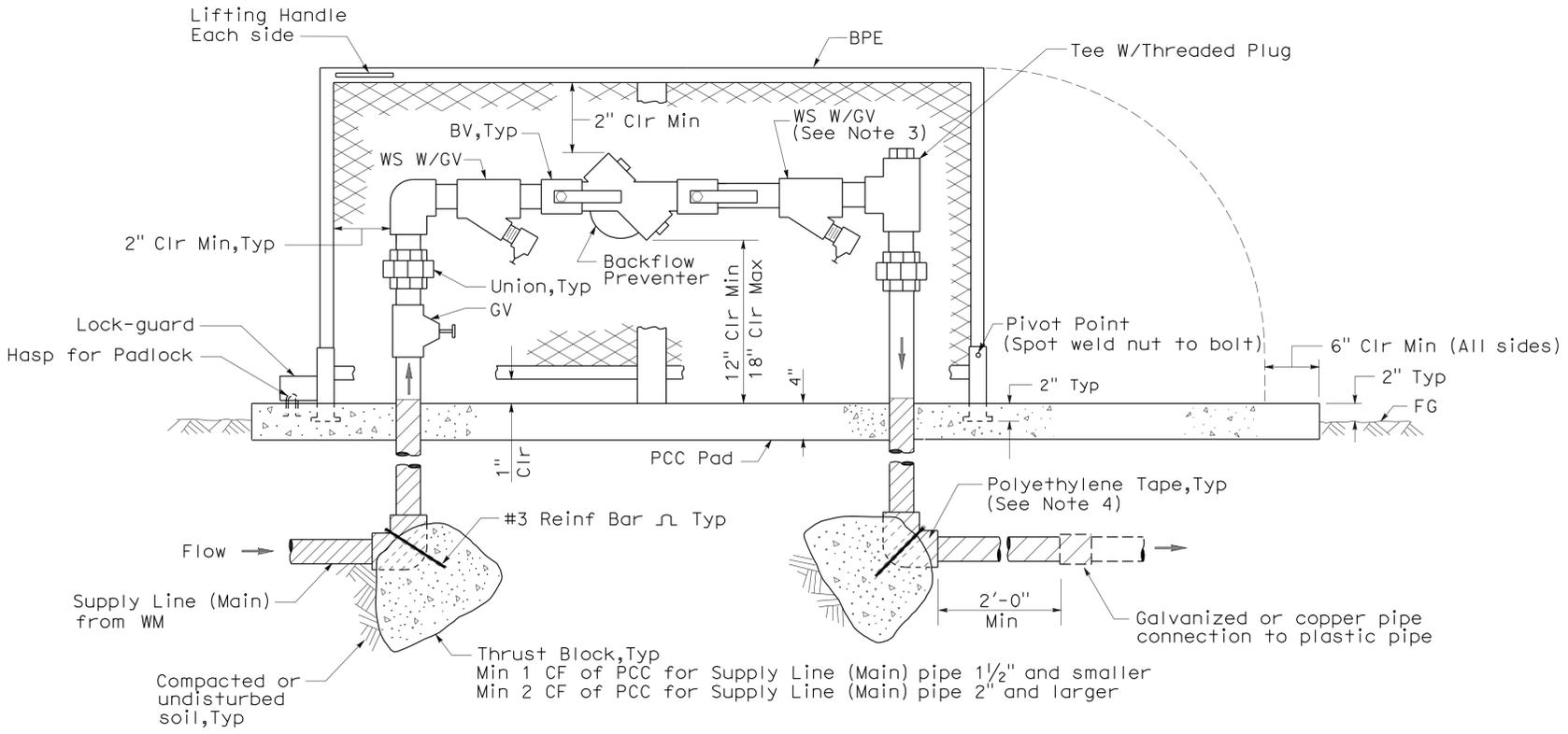
2006 REVISED STANDARD PLAN RSP H7

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	356	602

Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
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To accompany plans dated 6-27-11

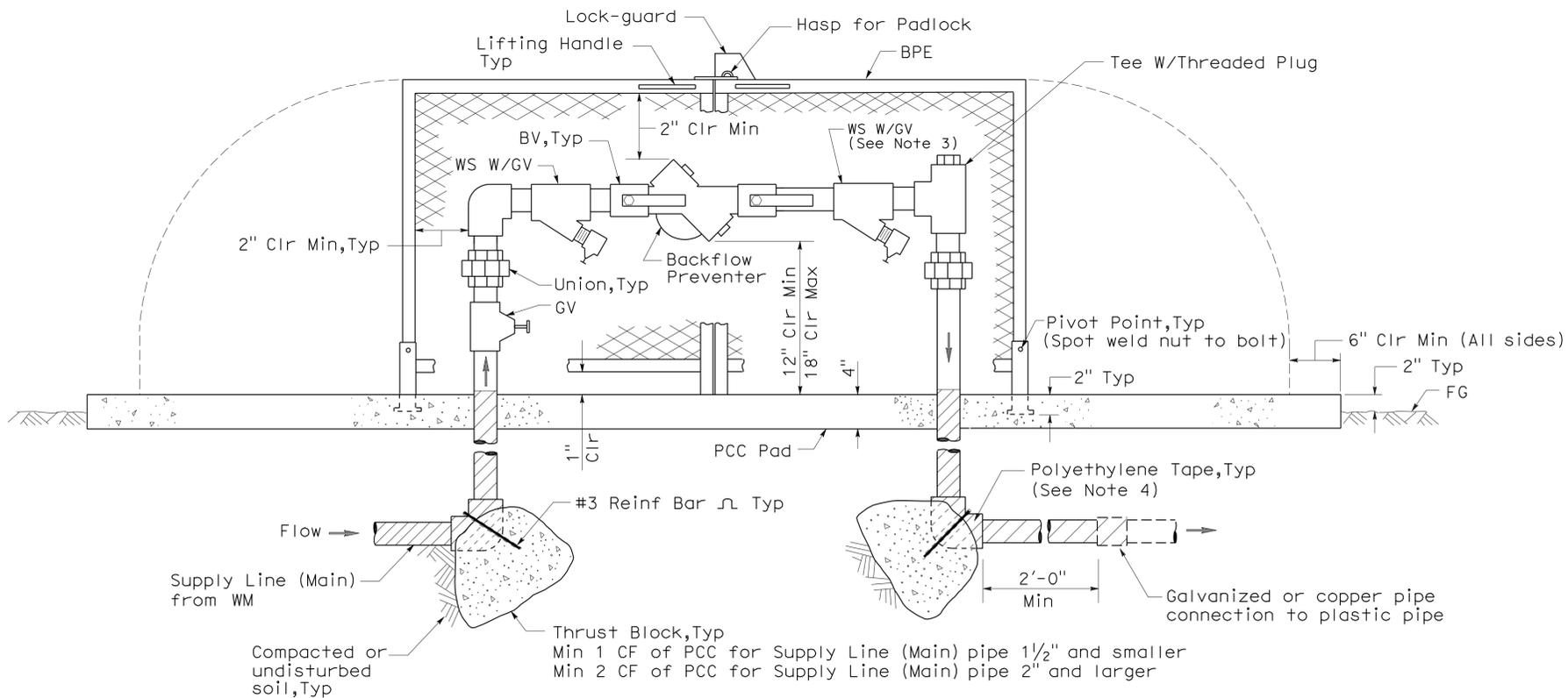


ELEVATION

BACKFLOW PREVENTER ASSEMBLY IN ENCLOSURE (ONE PIECE)

NOTES:

1. Wye strainer and fittings must be the same size as the backflow preventer shown on the plans.
2. Backflow preventer assembly manifold pipe must be the same pipe as the supply line (main) pipe to be installed from the water meter to the backflow preventer assembly.
3. Wye strainer location shown downstream of the backflow preventer is for District 11 projects only.
4. All metal in contact with soil and Portland Cement Concrete must be polyethylene wrapped using 2" wide plastic backed adhesive tape 20 mil thick with 1/2" overlap.



ELEVATION

BACKFLOW PREVENTER ASSEMBLY IN ENCLOSURE (TWO PIECE)

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PLANTING AND IRRIGATION
 DETAILS**

NO SCALE

RSP H8 DATED JUNE 5, 2009 SUPERSEDES STANDARD PLAN H8
 DATED MAY 1, 2006 - PAGE 208 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP H8

2006 REVISED STANDARD PLAN RSP H8

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	357	602

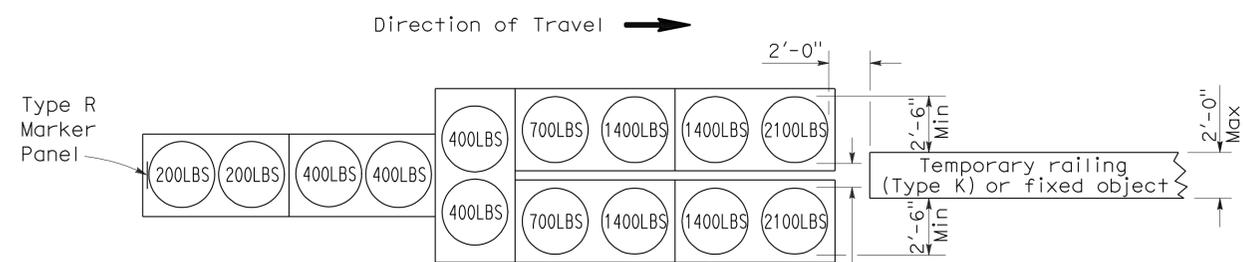
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

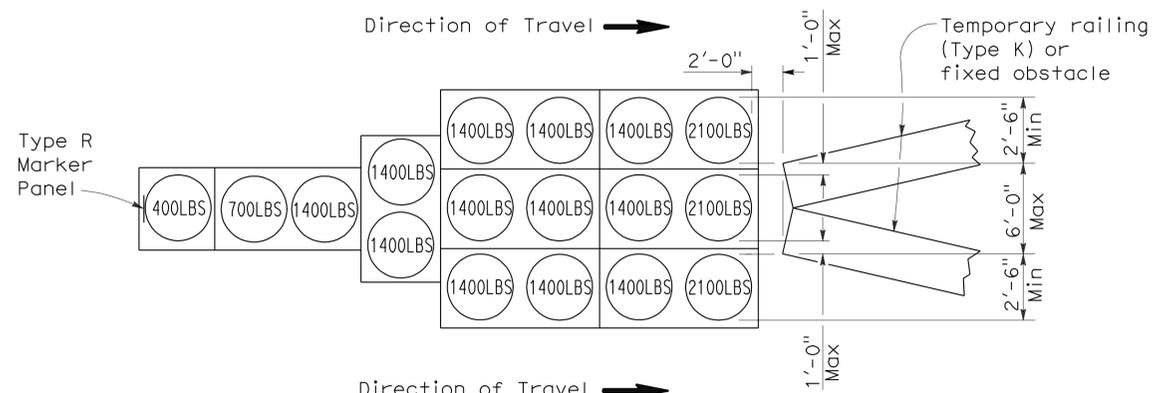
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To accompany plans dated 6-27-11



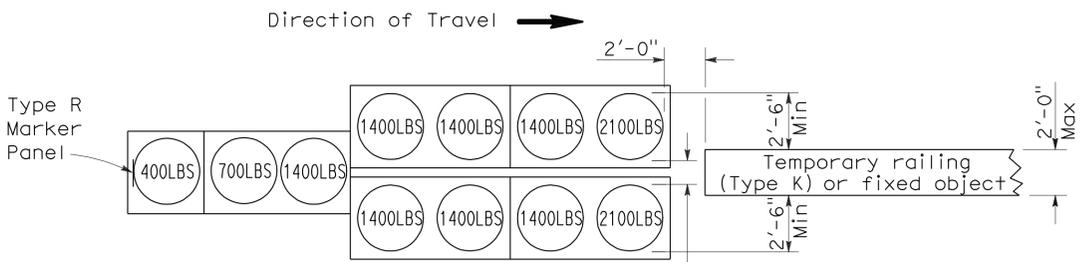
ARRAY 'TU14'

Approach speed 45 mph or more



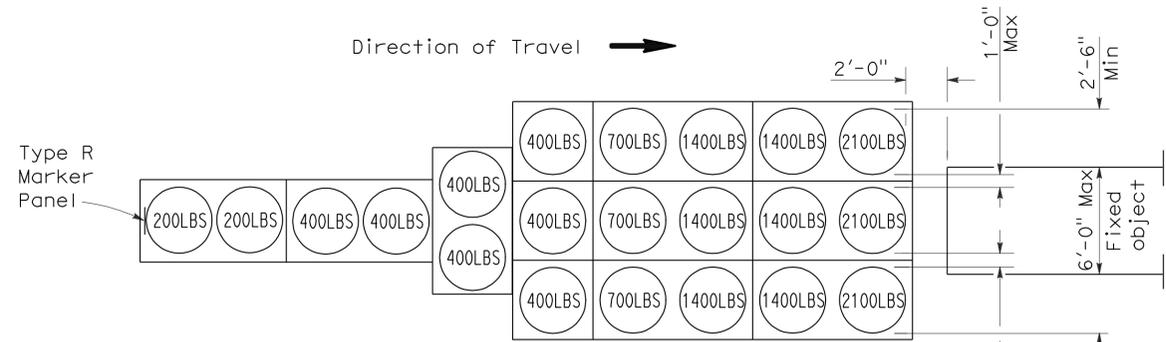
ARRAY 'TU17'

Approach speed less than 45 mph



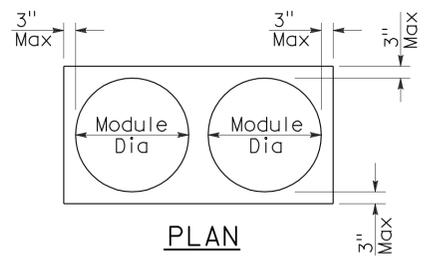
ARRAY 'TU11'

Approach speed less than 45 mph

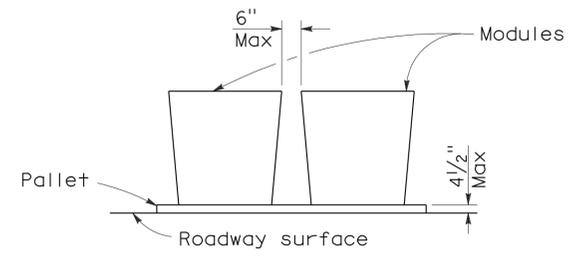


ARRAY 'TU21'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

1. (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
2. All sand weights are nominal.
3. Temporary crash cushion arrays shall not encroach on the traveled way.
4. Place the top of Type R marker panel 1" below the module lid.
5. Refer to Standard Plan A73B for marker details.
6. Approach speeds indicated conform to NCHRP 350 Report criteria.
7. Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY CRASH CUSHION,
SAND FILLED
(UNIDIRECTIONAL)**

NO SCALE

RSP T1A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1A
DATED MAY 1, 2006 - PAGE 211 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1A

2006 REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	358	602

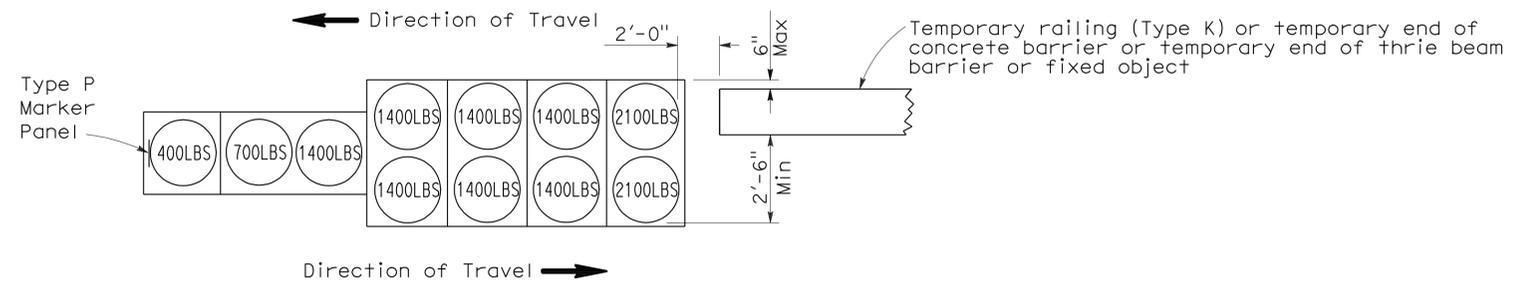
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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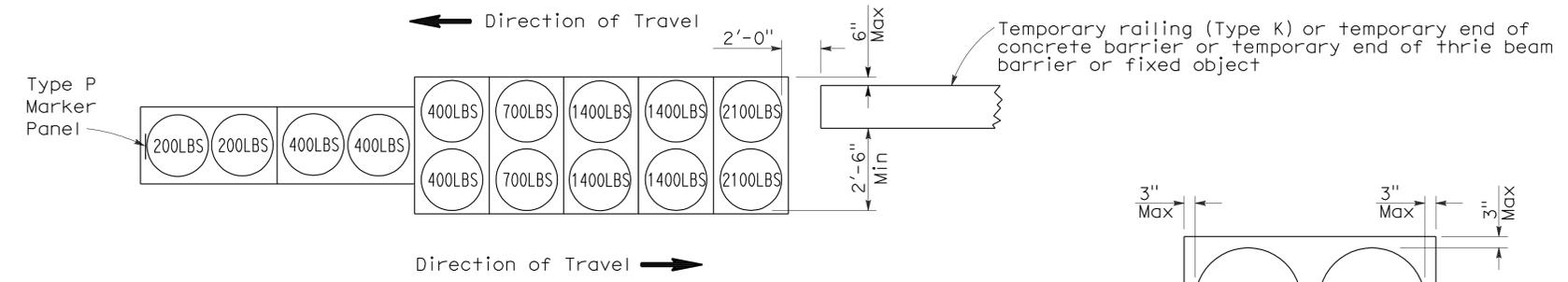
REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 6-27-11



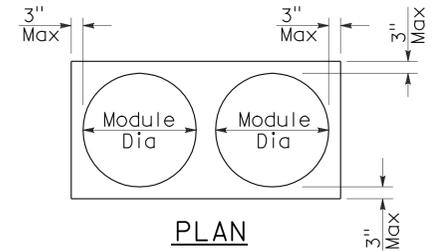
ARRAY 'TB11'

Approach speed less than 45 mph

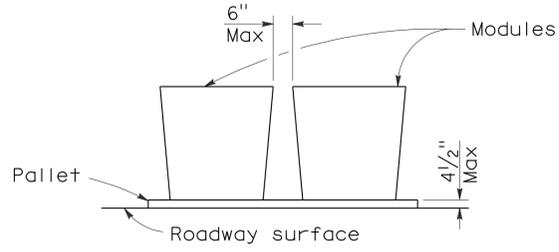


ARRAY 'TB14'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

1. (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
2. All sand weights are nominal.
3. Temporary crash cushion arrays shall not encroach on the traveled way.
4. Place the Type P marker panel so that the bottom of the panel rests upon the pallet.
5. Refer to Standard Plan A73B for marker details.
6. Approach speeds indicated conform to NCHRP 350 Report criteria.
7. Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY CRASH CUSHION,
SAND FILLED
(BIDIRECTIONAL)**

NO SCALE

RSP T1B DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1B
DATED MAY 1, 2006 - PAGE 212 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

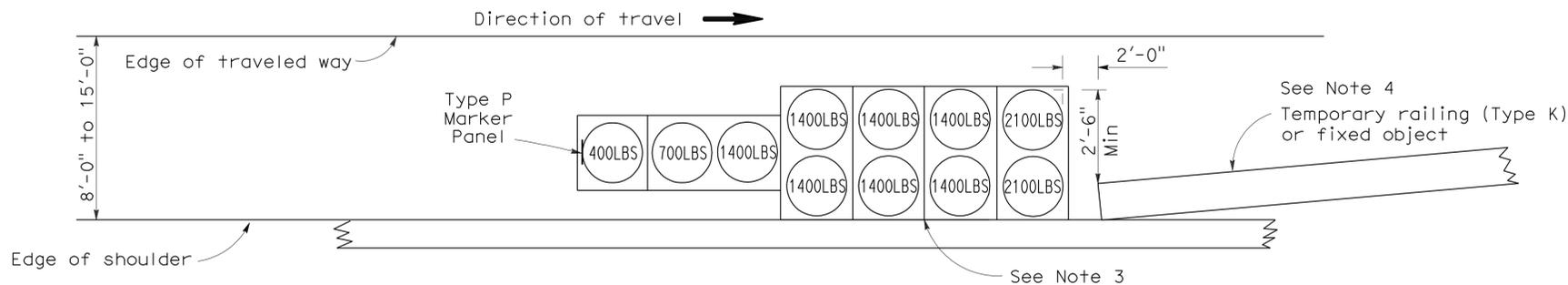
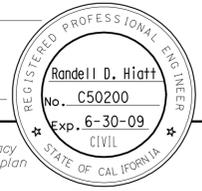
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	359	602

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

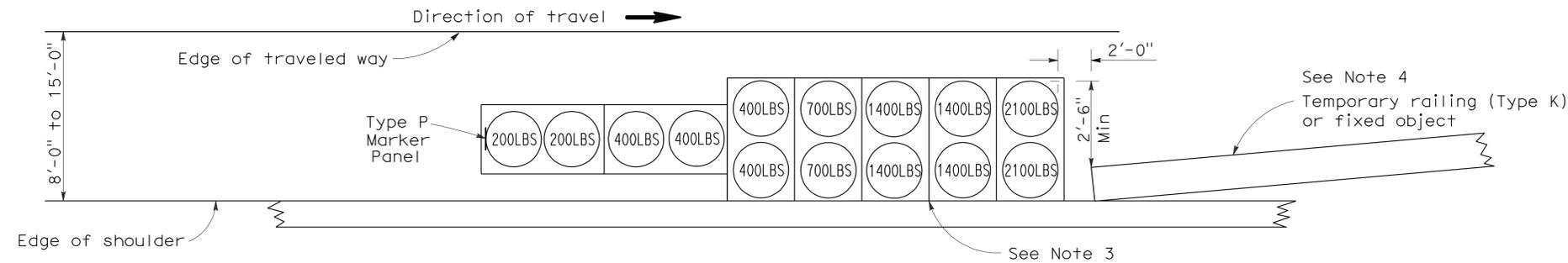
June 6, 2008
PLANS APPROVAL DATE

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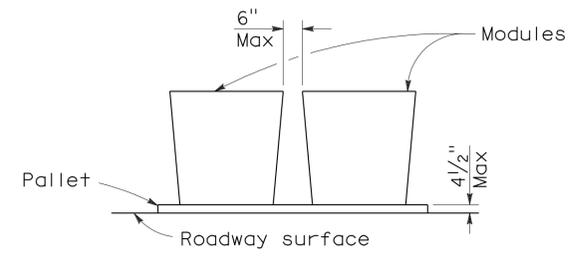
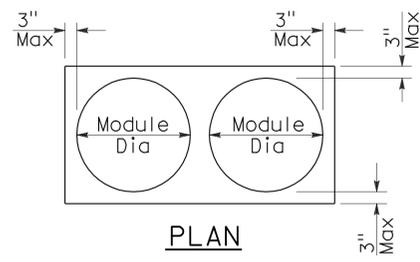
To accompany plans dated 6-27-11



ARRAY 'TS11'
Approach speed less than 45 mph
See Note 9



ARRAY 'TS14'
Approach speed 45 mph or more
See Note 9



CRASH CUSHION PALLET DETAIL
See Note 11

NOTES:

- (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
- All sand weights are nominal.
- The temporary crash cushion arrays shown on this plan shall be used only in locations where there will be traffic on one side of the temporary crash cushion array.
- If the fixed object or approach end of the temporary railing is less than 15'-0" from the edge of traveled way, a temporary crash cushion is required in a construction or work zone.
- Temporary crash cushion arrays shall not encroach on the traveled way.
- Arrays for median shoulders shall conform to details shown on this plan for outside shoulders.
- Place the Type P marker panel so that the bottom of the panel rests upon the pallet and faces traffic.
- Refer to Standard Plan A73B for marker details.
- For shoulder widths less than 8'-0", appropriate approved crash cushion protection, other than sand filled modules, shall be provided at fixed objects and at approach ends of temporary railing. 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 specified in the Special Provisions, shall be as approved by the Engineer.
- Approach speeds indicated conform to NCHRP 350 Report criteria.
- Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TEMPORARY CRASH CUSHION,
SAND FILLED
(SHOULDER INSTALLATIONS)**

NO SCALE
RSP T2 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T2
DATED MAY 1, 2006 - PAGE 213 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	1.2/2.1	360	602

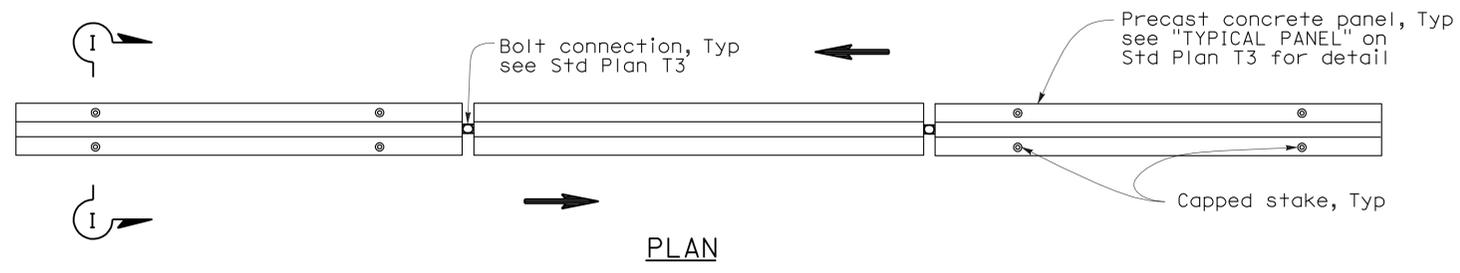
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

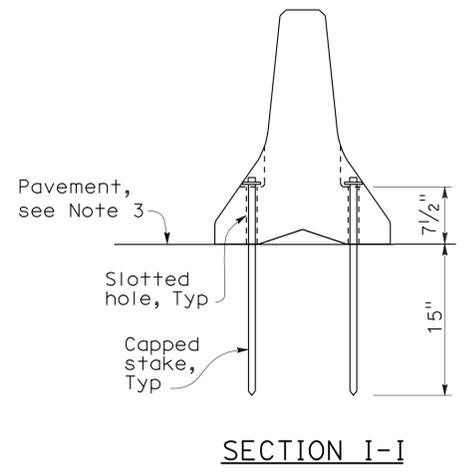
Randell D. Hiatt
No. C50200
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

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To accompany plans dated 6-27-11

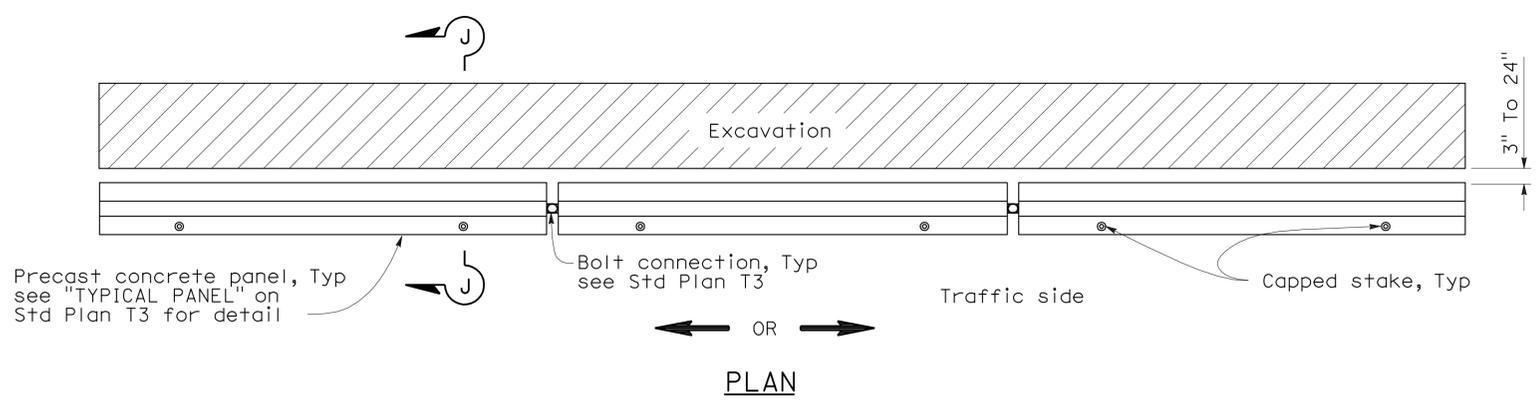


RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1

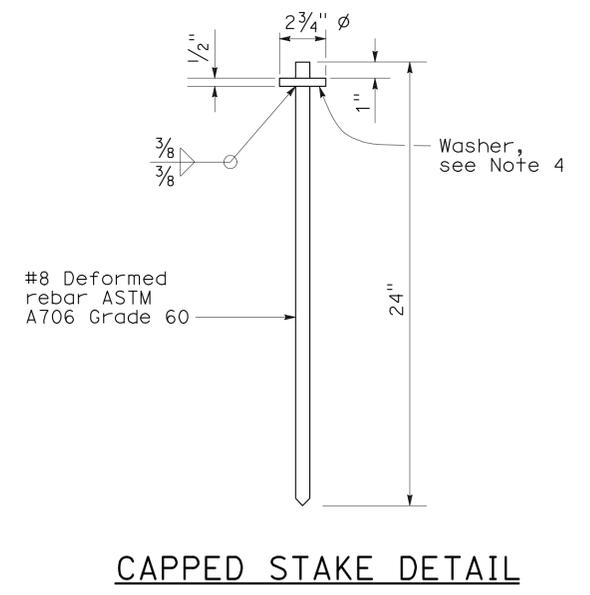
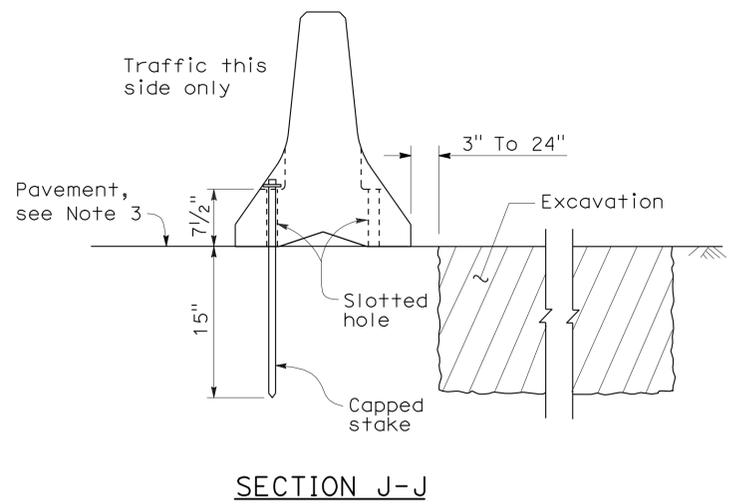


NOTES:

1. Where Type K Temporary Railing is placed as a temporary or long term barrier in two-way traffic on highways with less than 24" from the edge of traveled way, use four capped stakes per every other panel with end panels staked.
2. Where Type K Temporary Railing is placed 3" to 24" from the edge of an excavation on highways, use two capped stakes per panel along the traffic side.
3. Staked Type K Temporary Railing must be supported by at least 4" thick concrete, hot mix asphalt or existing asphalt concrete pavement.
4. The minimum yield strength for the washer must be 60,000 psi.
5. Direction of adjacent traffic indicated by \Rightarrow .



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TEMPORARY RAILING
(TYPE K)**
NO SCALE

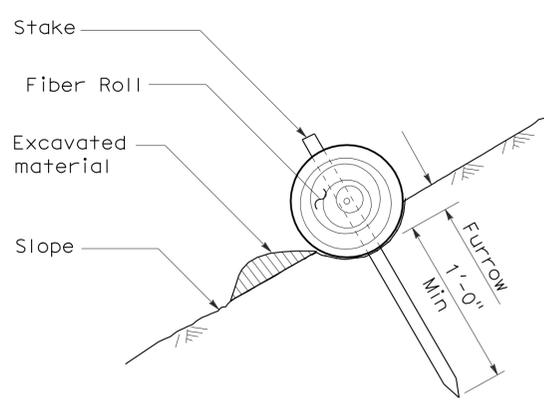
NSP T3A DATED MAY 20, 2011 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP T3A

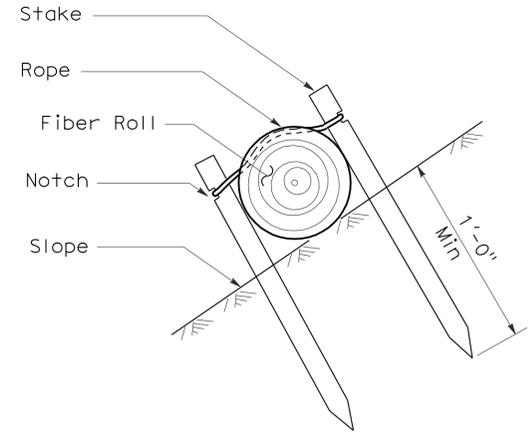
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	361	602

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 April 3, 2009
 PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

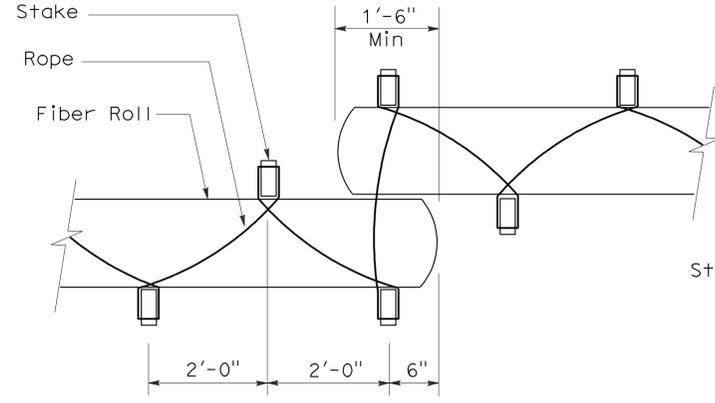
To accompany plans dated 6-27-11



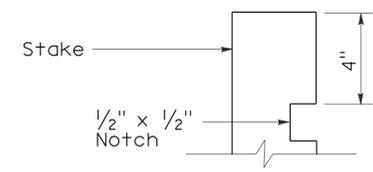
SECTION
TEMPORARY FIBER ROLL
(TYPE 1)



SECTION
TEMPORARY FIBER ROLL
(TYPE 2)

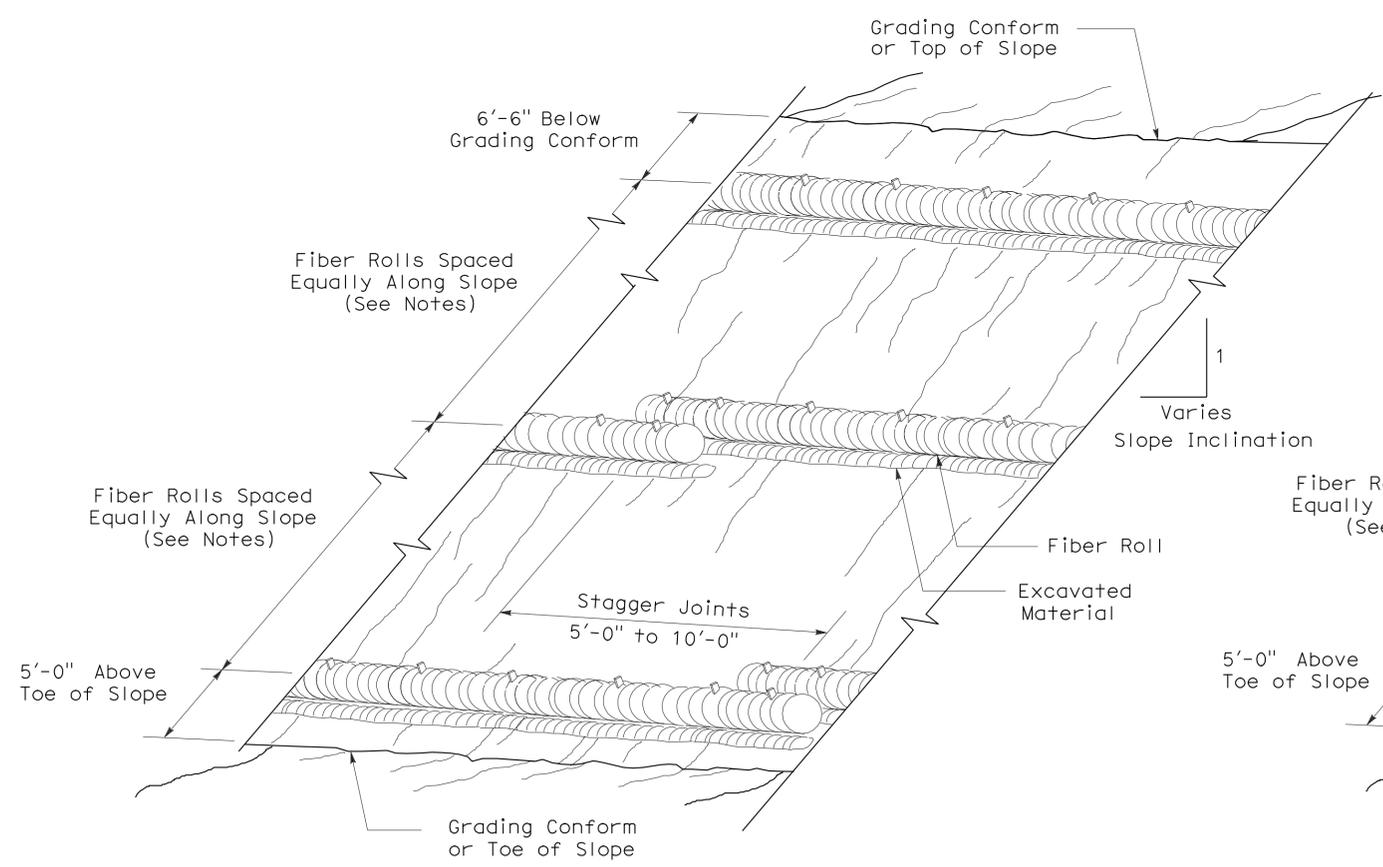


PLAN

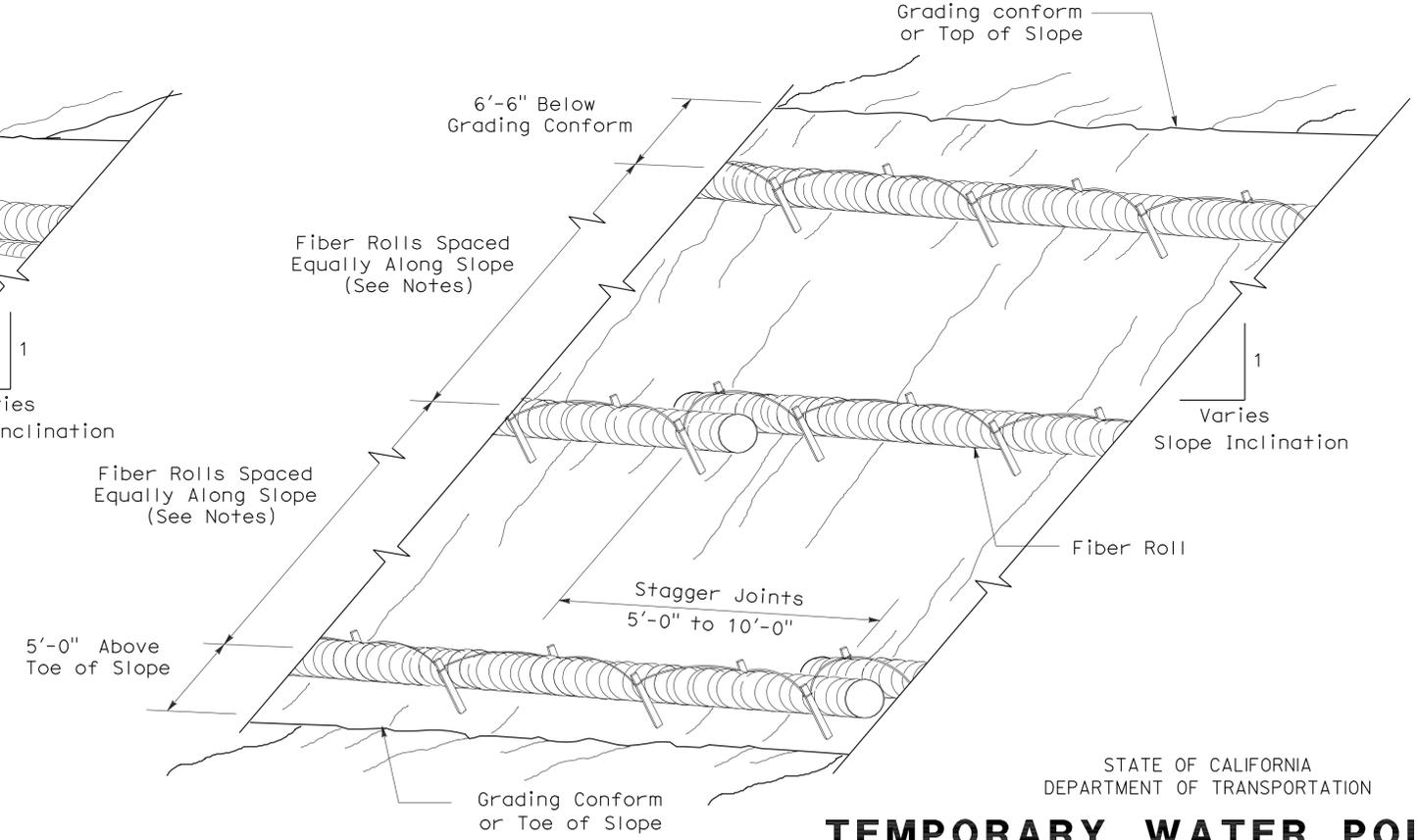


ELEVATION
STAKE NOTCH DETAIL

- NOTES:**
1. Temporary fiber roll spacing varies depending upon slope inclination.
 2. Installations shown in the perspectives are for slope inclination of 10:1 and steeper.



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 1)



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 2)

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY FIBER ROLL)

NO SCALE

RSP T56 DATED APRIL 3, 2009 SUPERSEDES STANDARD PLAN T56 DATED MAY 1, 2006 - PAGE 232 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T56

2006 REVISED STANDARD PLAN RSP T56

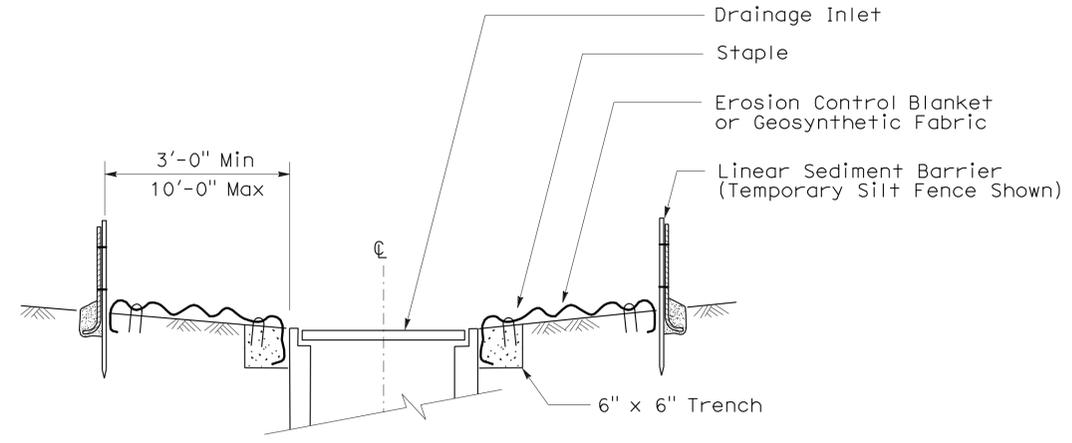
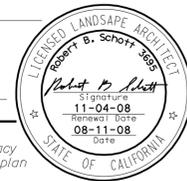
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	362	602

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT

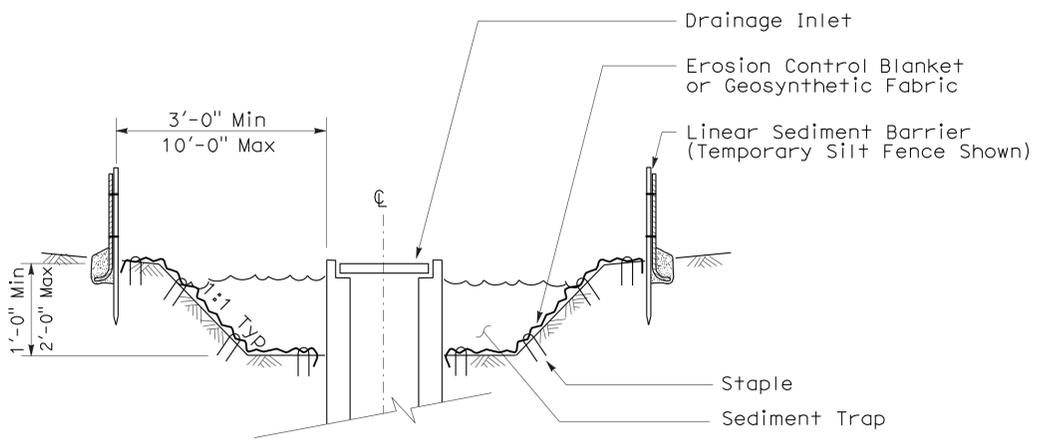
August 15, 2008
 PLANS Approval DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 6-27-11

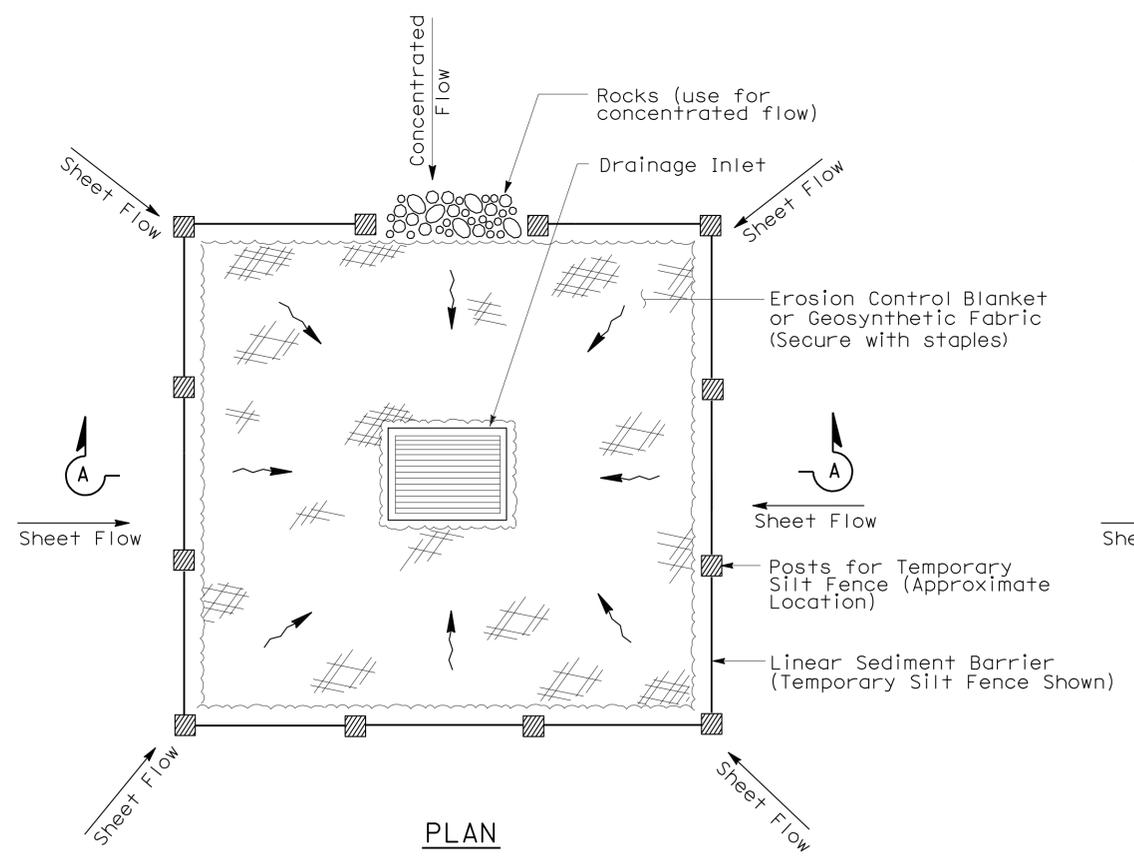


SECTION A-A

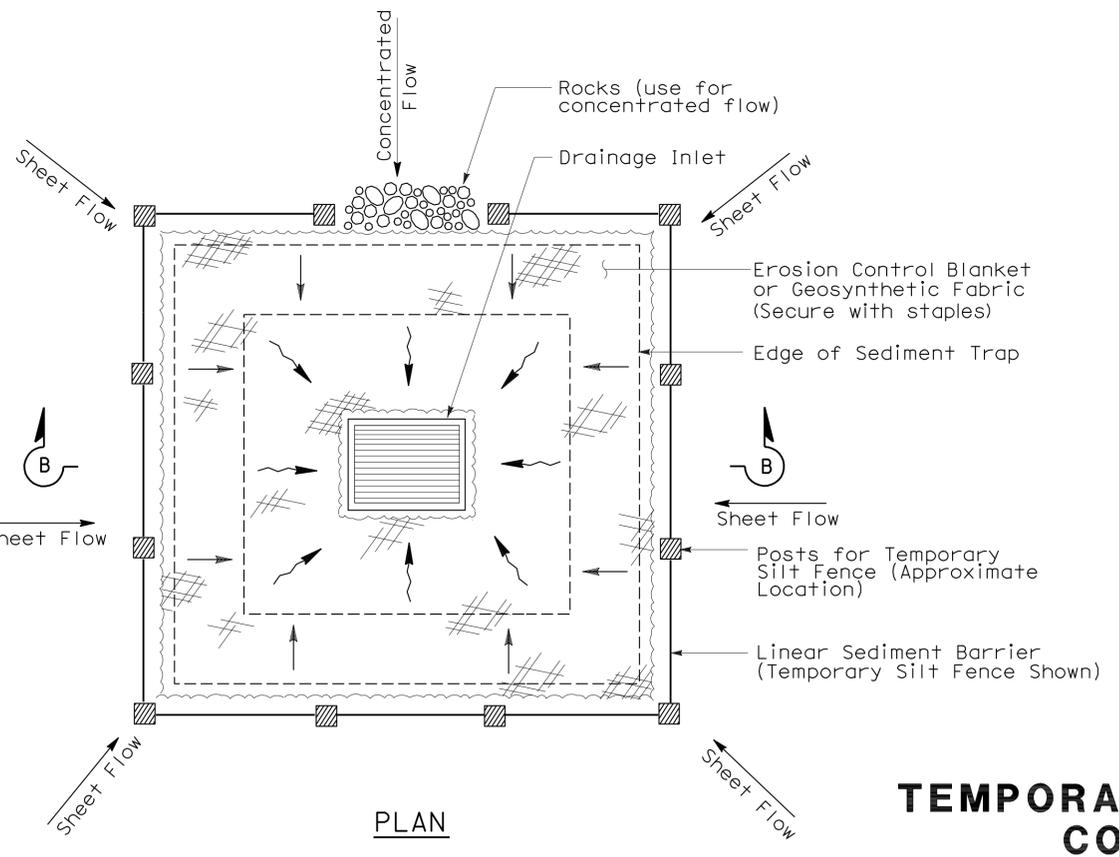


SECTION B-B

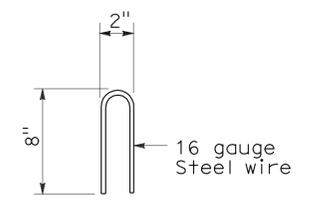
- NOTES:**
1. See Standard Plan T51 for Temporary Silt Fence.
 2. Dimensions may vary to fit field conditions.



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 2) (EXCAVATED SEDIMENT TRAP)



STAPLE DETAIL

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**TEMPORARY WATER POLLUTION CONTROL DETAILS
 (TEMPORARY DRAINAGE INLET PROTECTION)**

NO SCALE

NSP T61 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP T61

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	363	602

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS APPROVAL DATE
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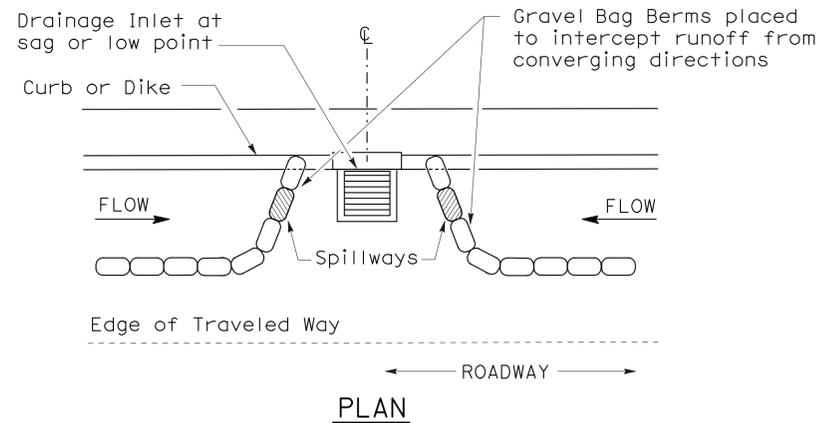
To accompany plans dated 6-27-11

2006 NEW STANDARD PLAN NSP T62

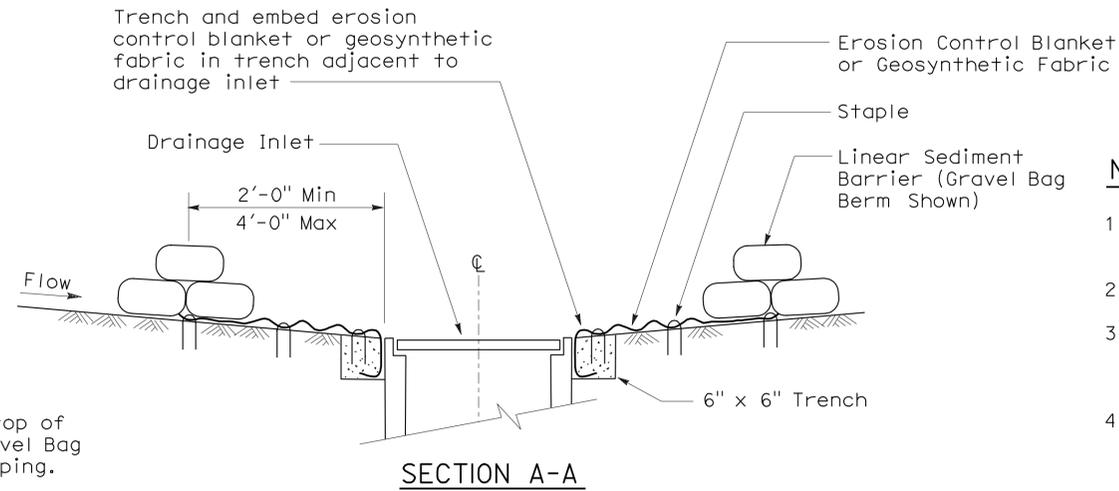
GRAVEL BAG BERM (TYPE 3A) SPACING TABLE

SLOPE OF ROADWAY (PERCENT)	1 to 3.9	4 to 5.9	6 to 7.9	8 to 10	10+
INTERVAL BETWEEN BERM	100'	75'	50'	25'	12'

For slope of less than 1%, install barriers only if erosion/sediment is prevalent



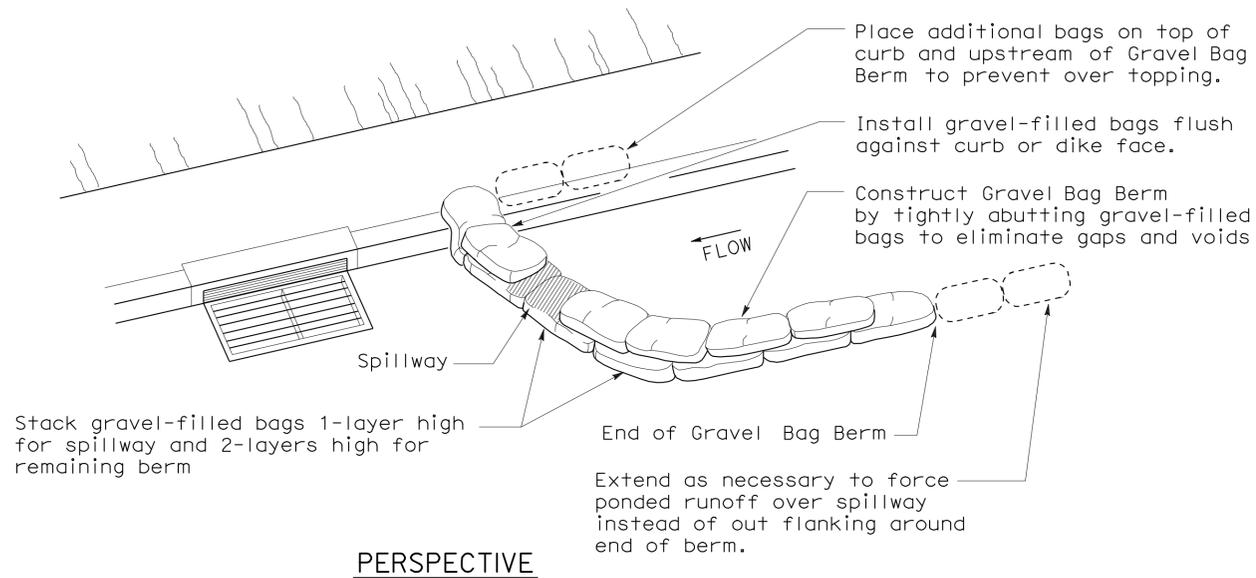
PLAN
CONFIGURATION FOR SAG POINT INLET
(GRAVEL BAG BERM)



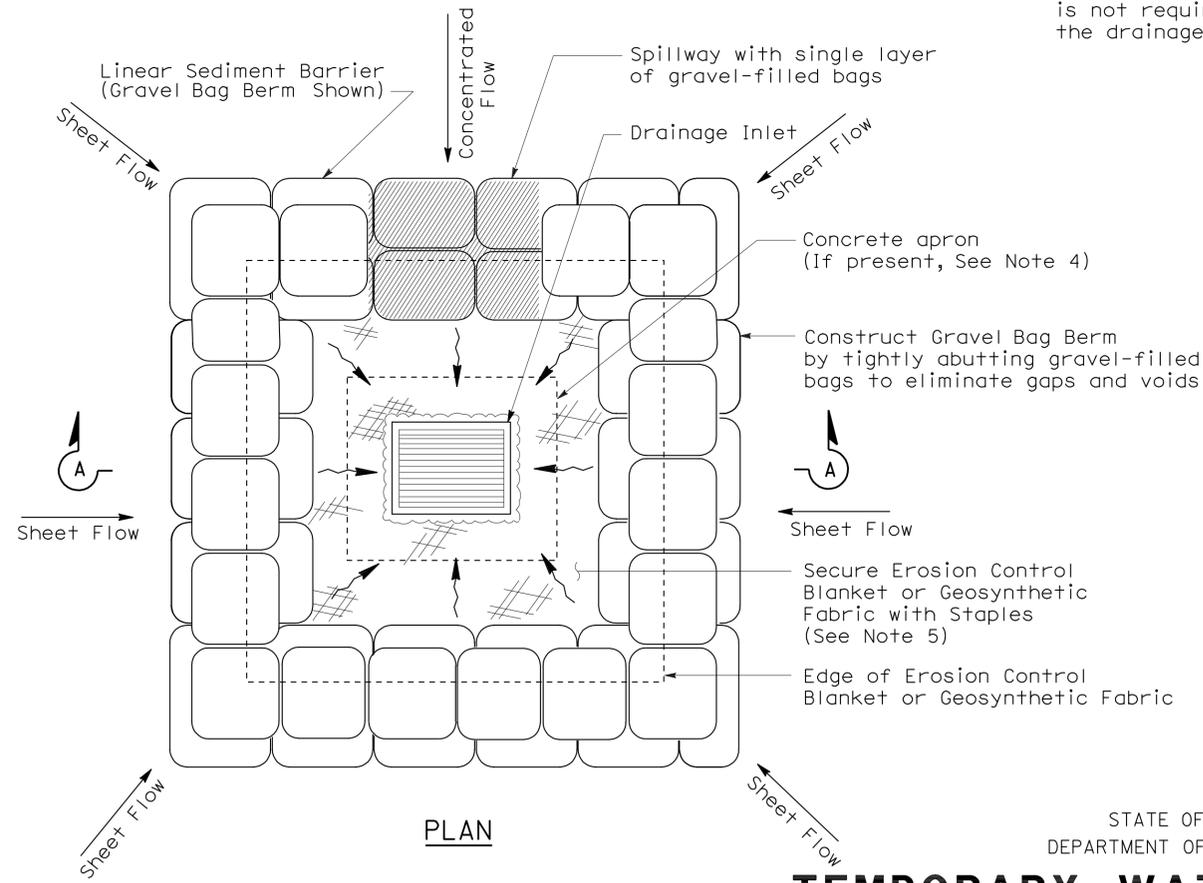
SECTION A-A

NOTES:

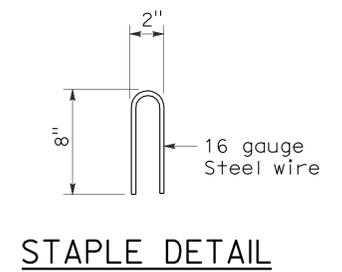
1. Place safety cones adjacent to drainage inlet protection.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 gravel bag berms upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.
5. Erosion control blanket or geosynthetic fabric is not required if the area adjacent to the drainage inlet is vegetated or paved.



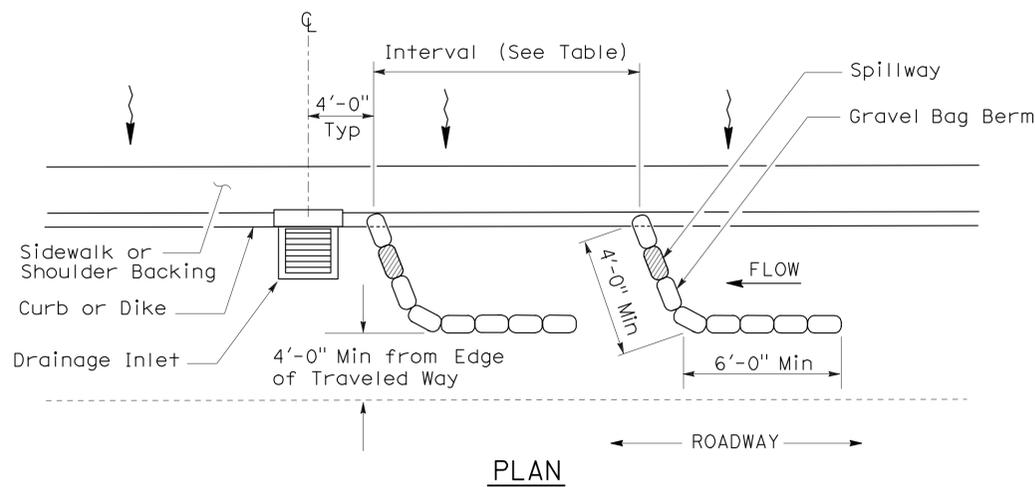
PERSPECTIVE



PLAN
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 3B)



STAPLE DETAIL



PLAN
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 3A)
(GRAVEL BAG BERM)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION
CONTROL DETAILS
(TEMPORARY DRAINAGE
INLET PROTECTION)

NO SCALE
NSP T62 DATED AUGUST 15, 2008 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

FLEXIBLE SEDIMENT BARRIER SPACING TABLE

SLOPE OF ROADWAY (PERCENT)	0 to 0.9	1 to 1.9	2 to 2.9	3 to 4	5+
INTERVAL BETWEEN BARRIERS	50'	35'	30'	25'	20'
ANGLE FROM FACE OF CURB	70°	70°	70°	45°	45°
SUGGESTED BARRIER LENGTH	6'	6'	6'	6'	6'

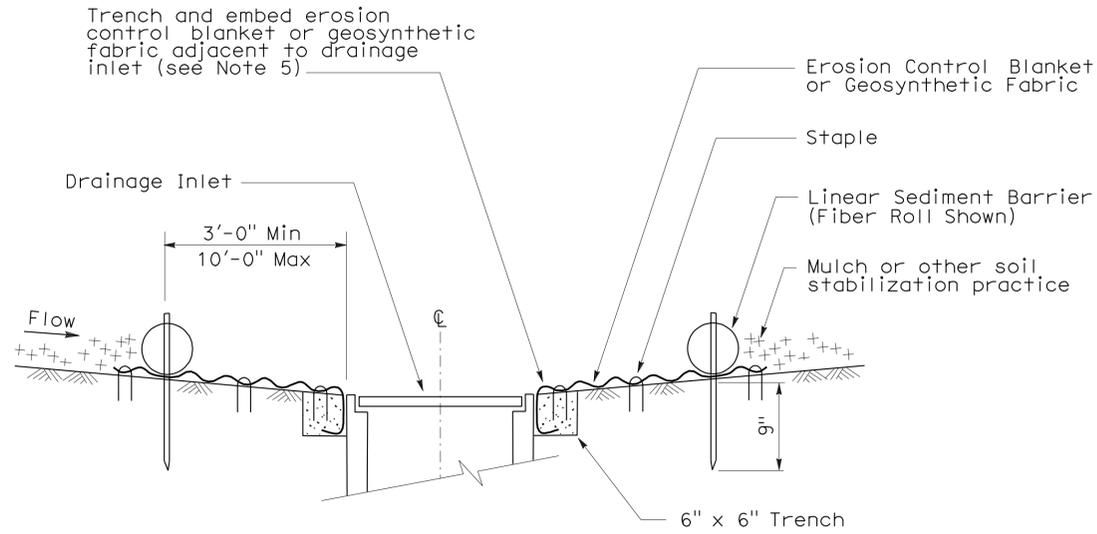
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	364	602

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT

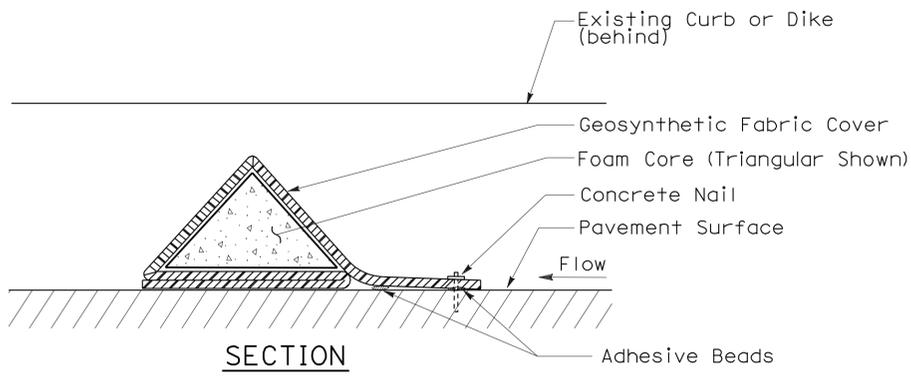
August 15, 2008
 PLANS APPROVAL DATE

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To accompany plans dated 6-27-11



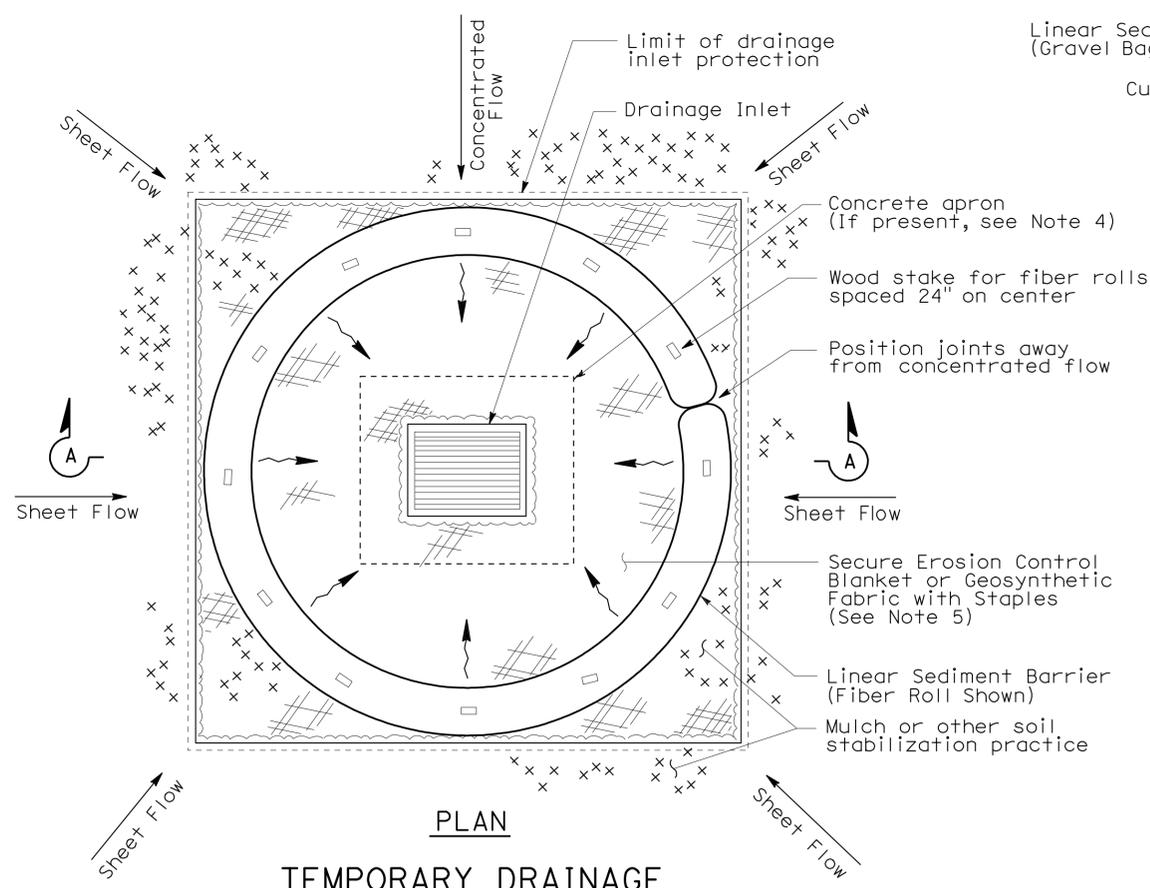
SECTION A-A



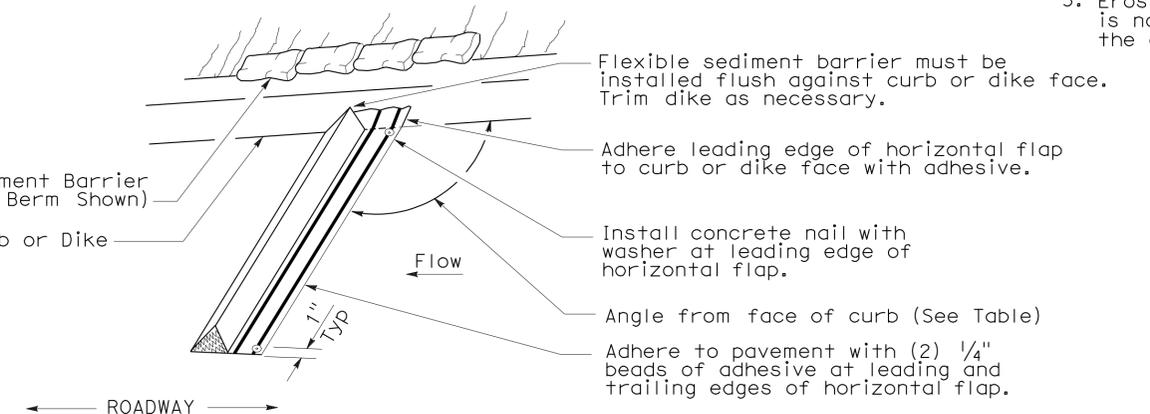
SECTION
 FLEXIBLE SEDIMENT BARRIER DETAIL
 (FOAM BARRIER SHOWN)

NOTES:

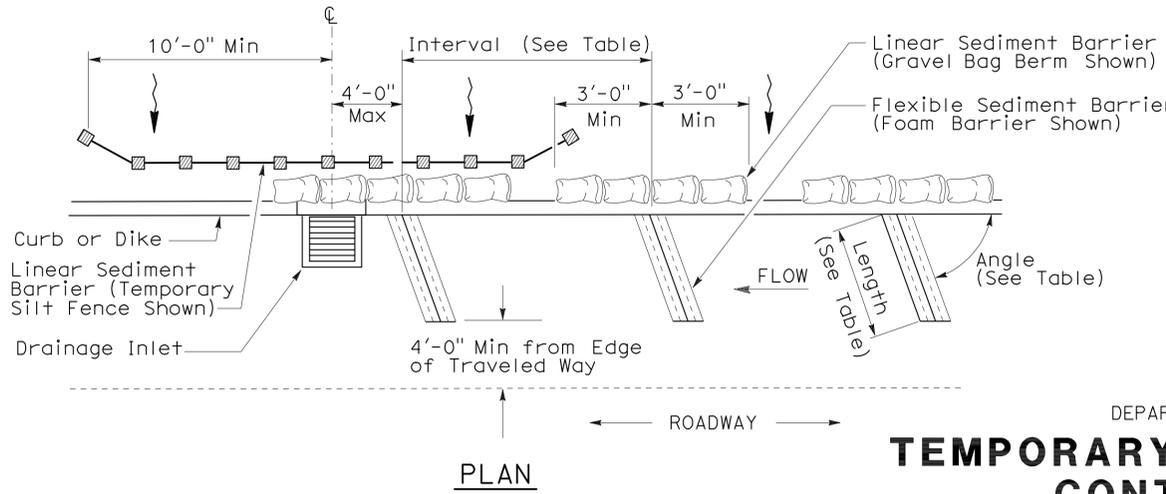
1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 flexible sediment barriers upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.
5. Erosion control blanket or geosynthetic fabric is not required if the area adjacent to the drainage inlet is vegetated.



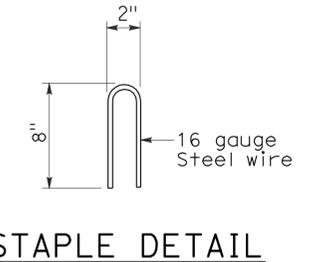
PLAN
 TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4A)



PERSPECTIVE



PLAN
 TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4B)
 FLEXIBLE SEDIMENT BARRIER



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TEMPORARY WATER POLLUTION CONTROL DETAILS
 (TEMPORARY DRAINAGE INLET PROTECTION)**

NO SCALE
 NSP T63 DATED AUGUST 15, 2008 SUPPLEMENTS
 THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP T63

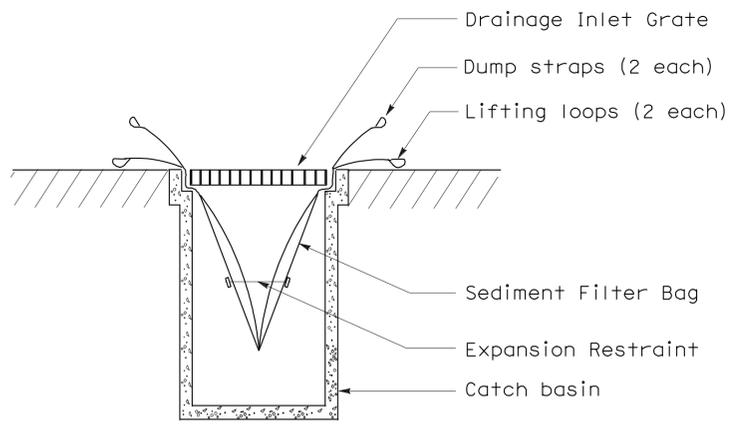
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	365	602

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT

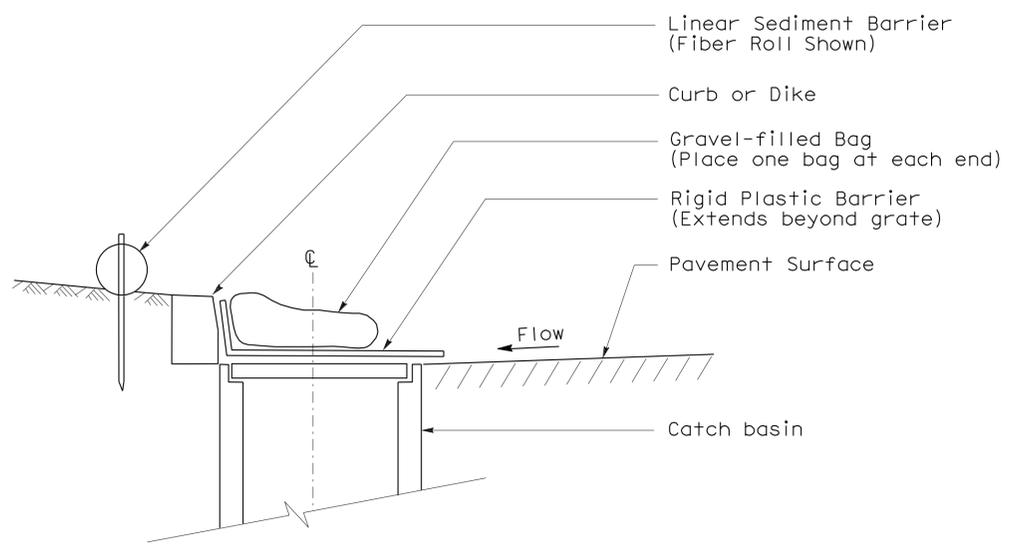
August 15, 2008
 PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

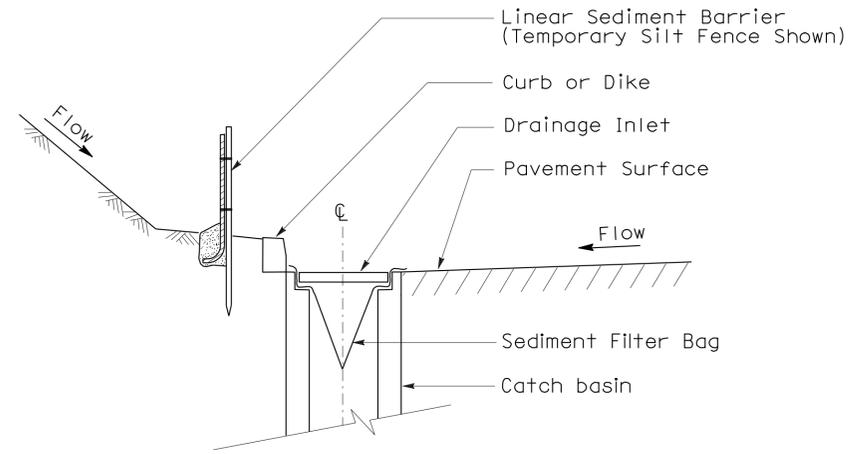
To accompany plans dated 6-27-11



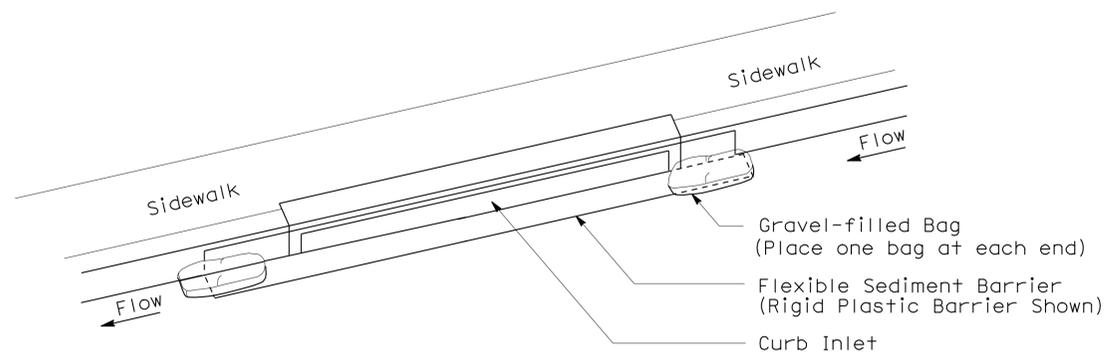
SECTION B-B
SEDIMENT FILTER BAG DETAIL



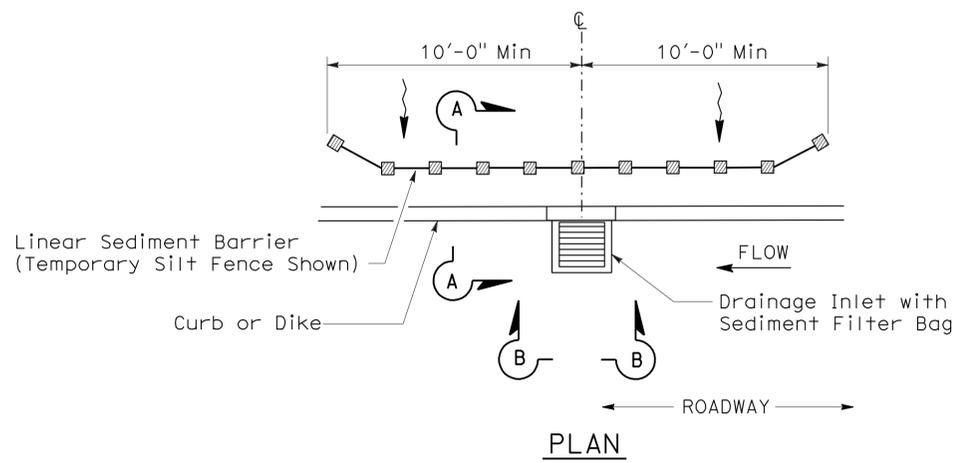
SECTION
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 6A)
(CATCH BASIN WITH GRATE)



SECTION A-A



PERSPECTIVE
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 6B)
(CURB INLET WITHOUT GRATE)



PLAN
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 5)
(SEDIMENT FILTER BAG)

- NOTES:**
1. See Standard Plan T51 for Temporary Silt Fence.
 2. Dimensions may vary to fit field conditions.

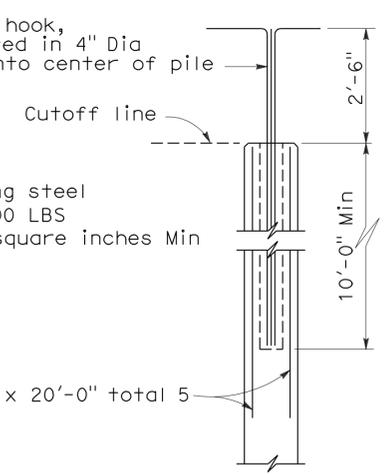
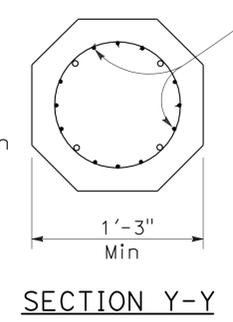
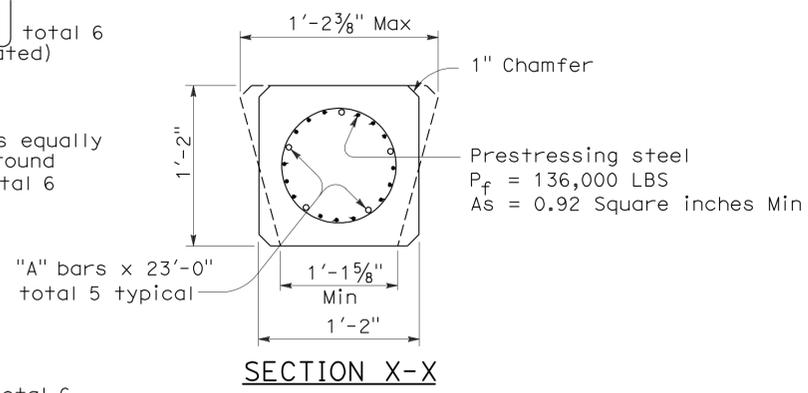
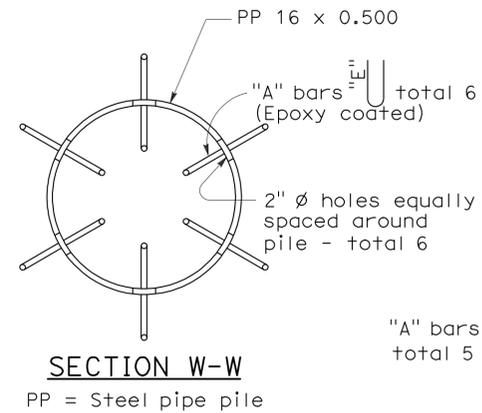
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)
 NO SCALE
 NSP T64 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

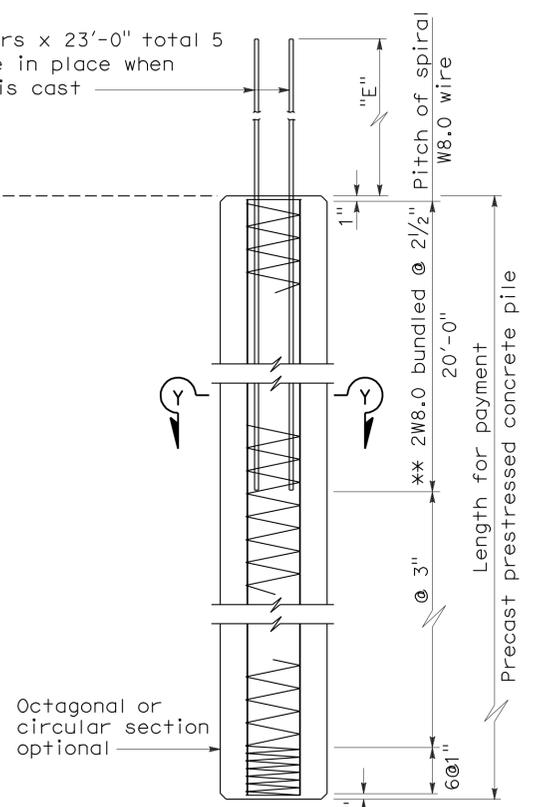
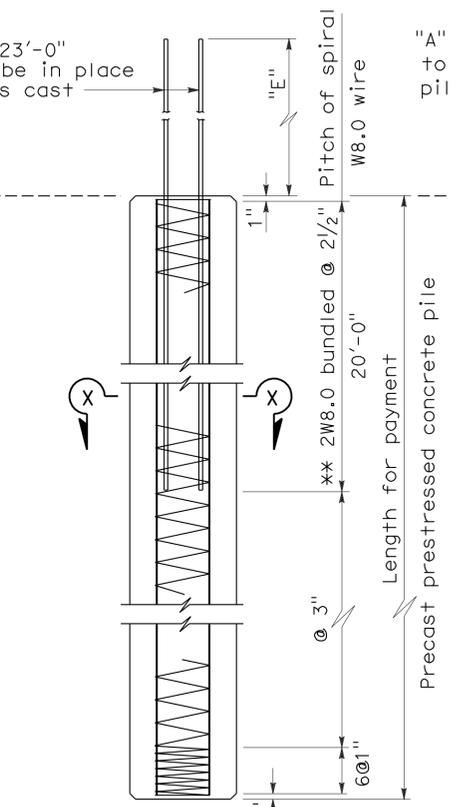
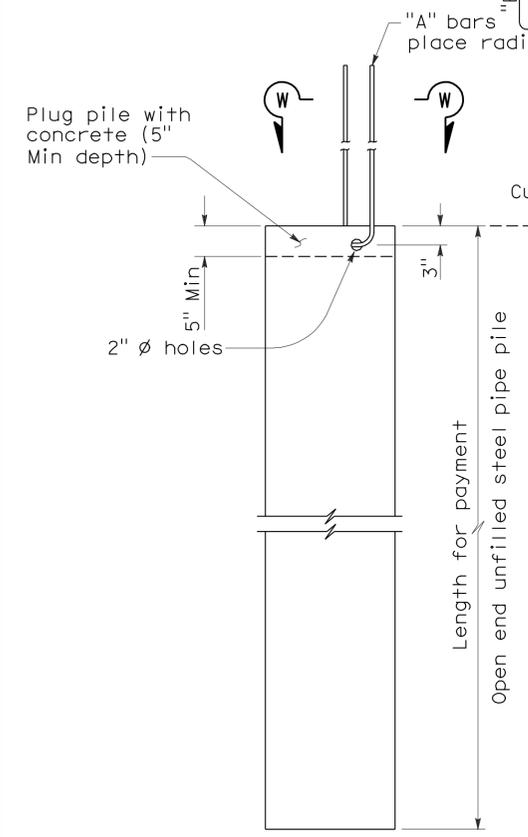
NEW STANDARD PLAN NSP T64

2006 NEW STANDARD PLAN NSP T64

2006 REVISED STANDARD PLAN RSP B2-8



ALTERNATIVE PILE ANCHOR FOR PRESTRESSED PILE

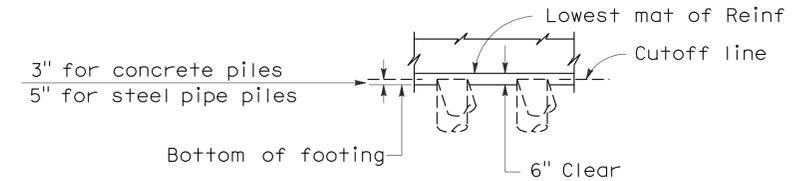


** W11.0 @ 1 3/4" may be substituted

** W11.0 @ 1 3/4" may be substituted

	Nominal Resistance (Tension) *	
	Not Required	Required
"A" bars	#6	#8
"E" Dimension	2'-0"	2'-10"

* See Pile Data Table in the Project Plans for Nominal Resistance (Tension) Requirements



DESIGN NOTES:

DESIGN CAPACITY :

- Compression = 200 kip (Service state)
- = 400 kip (Nominal axial strength)
- Tension = 80 kip (Service state)
- = 200 kip (Nominal axial strength)

REINFORCED CONCRETE

$f'_c = 4,000$ psi
 $f_y = 60,000$ psi

PRECAST PRESTRESSED PILES

P_f = Prestress Force (After losses)
Concrete Strength f'_c @ 28 days = 7,000 psi
 f'_c @ transfer = 4,000 psi

STEEL PIPE PILE

F_y (minimum yield strength) = 45,000 psi
 F_u (minimum tensile strength) = 66,000 psi

NOTES:

- Pile reinforcement extending into footing shall be hooked as required to provide clearance to top of footing.
- Lapped splices in spiral pile reinforcement shall be lapped 80 wire diameters minimum. Spiral pile reinforcement at splices and at ends shall be terminated by a 135° hook with 6" tail hooked around a longitudinal bar or strand.
- At the Contractor's option, alternative steel pipe with at least the diameter and wall thickness shown on these plans may be used. The diameter shall not exceed 1'-6".
- Alternative "W" piles shall not be used for corrosive environments.
- Maximum cut-off length at the top of the Alternative "X" and Alternative "Y" piles is 10'-0".

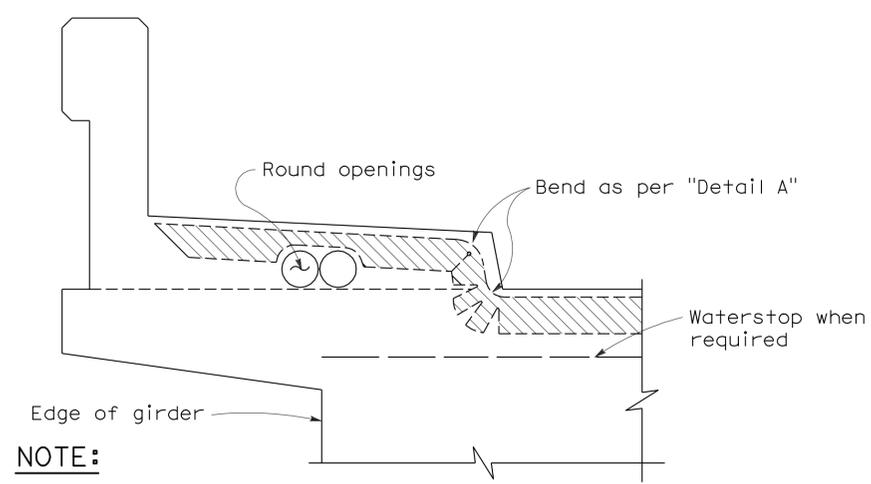
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PILE DETAILS CLASS 200

NO SCALE

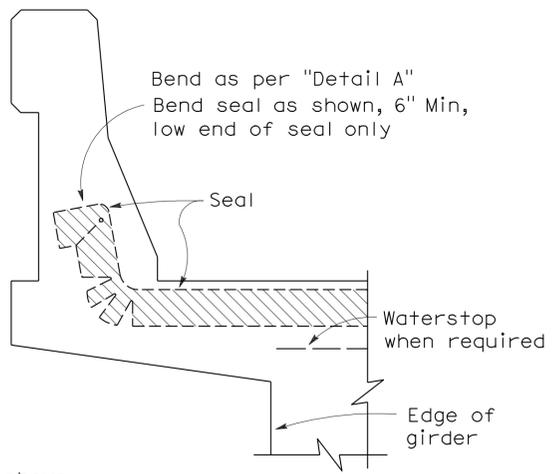
RSP B2-8 DATED OCTOBER 20, 2006 SUPERSEDES STANDARD PLAN B2-8 DATED MAY 1, 2006-PAGE 242 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP B2-8

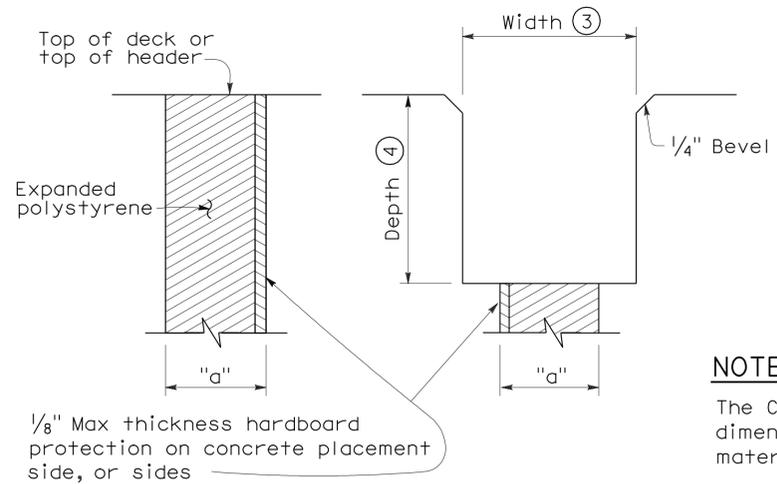


NOTE:
 Type "B" seal shown. Type "A" seals to conform to the general path of seal shown, cuts for bending not required. Bend Type "A" seals 3" up into curb or barrier rail on only the low end of the seal.

CONCRETE BARRIER AND SIDEWALK



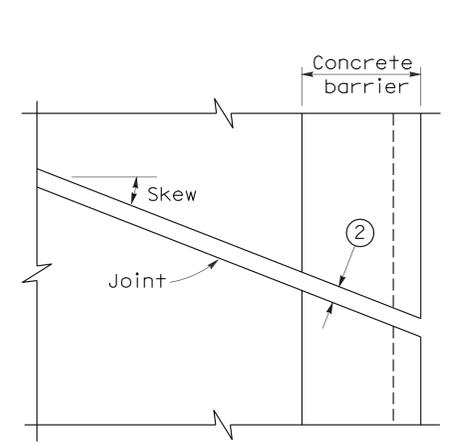
CONCRETE BARRIER



FORMING DETAIL SAWCUT DETAIL

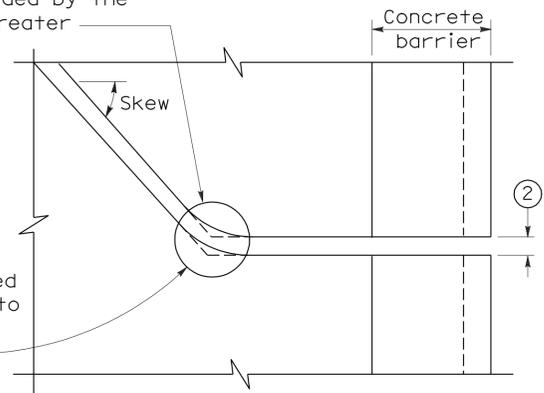
NOTE:
 The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

JOINT SEALS DETAILS



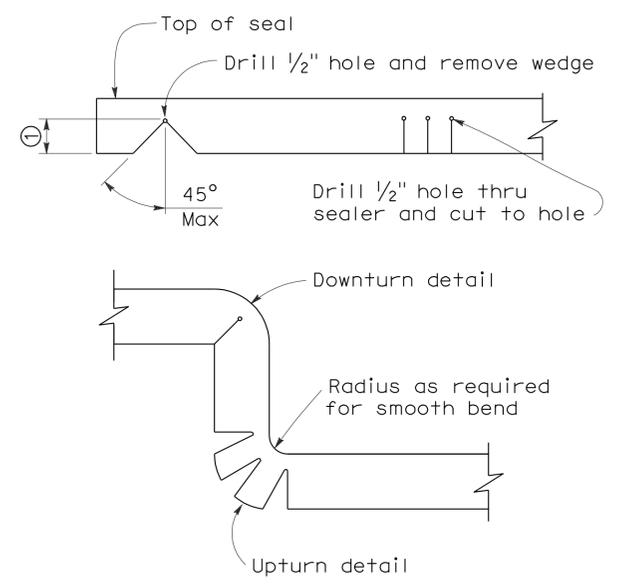
PLAN OF JOINT (SKEW ≤ 20°)

Min ϕ radius to be 4 times uncompressed width of seal or as recommended by the manufacturer, whichever is greater



PLAN OF JOINT (SKEW > 20°)

In lieu of saw cutting, this area may be blocked out and reconstructed to match saw cutting on both sides.



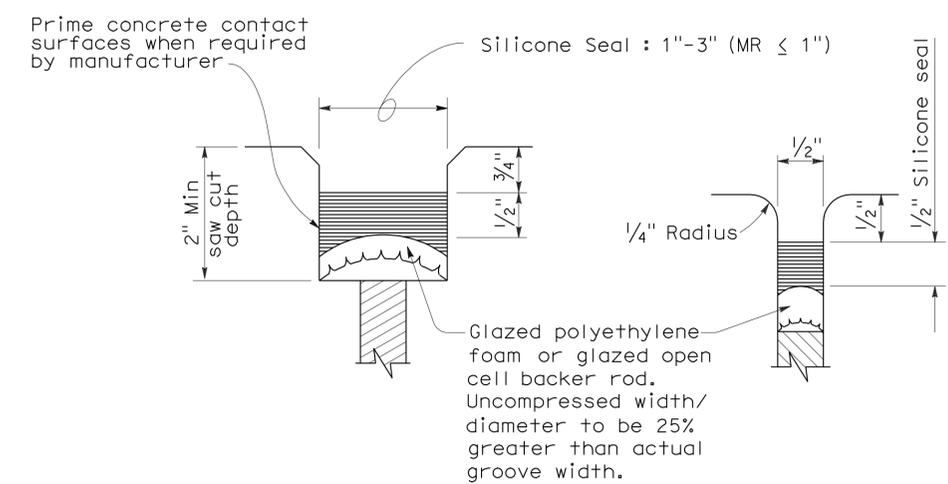
DETAIL A

- NOTES:**
- Make smooth cuts from the bottom of seal to 1 1/2" clear of top leaving at least one complete cell between the top of the cut and top of the seal. When necessary cut back of seal to clear conduit and round openings.
 - Opening in barrier to match width of sawn deck joint.
 - Sawcut groove widths shall be as ordered by the Engineer.
 - Depth of sawcut: Type A - Depth to be 2" minimum.
 Type B - Depth to be equal to or greater than the depth of seal measured along the contact surface, when compressed to minimum width position (W₂) plus dimensions shown.
 - MR (movement rating) as shown on other plan sheets.
 - Other depths must be approved by the Engineer.

DIMENSIONS "a" OF JOINT REQUIRED

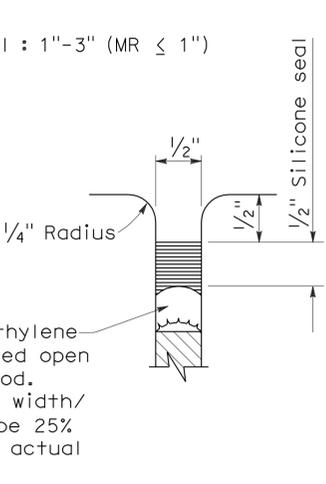
Movement Rating (MR) ⑤	Bridge Type	"a" Dimension		
		Deck Concrete Placed		
		Winter	Fall-Spring	Summer
2"	All except CIP/PS	1 1/2"	1 1/4"	3/4"
	CIP/PS	1 1/4"	1"	1/2"
1 1/2"	All except CIP/PS	1 1/4"	1"	1/2"
	CIP/PS	1"	3/4"	1/2"
1"	All except CIP/PS	1"	3/4"	1/2"
	CIP/PS	3/4"	1/2"	1/2"
1/2"	All except CIP/PS	3/4"	3/4"	1/2"
	CIP/PS	1/2"	1/2"	1/2"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
JOINT SEALS
(MAXIMUM MOVEMENT RATING = 2")
 NO SCALE



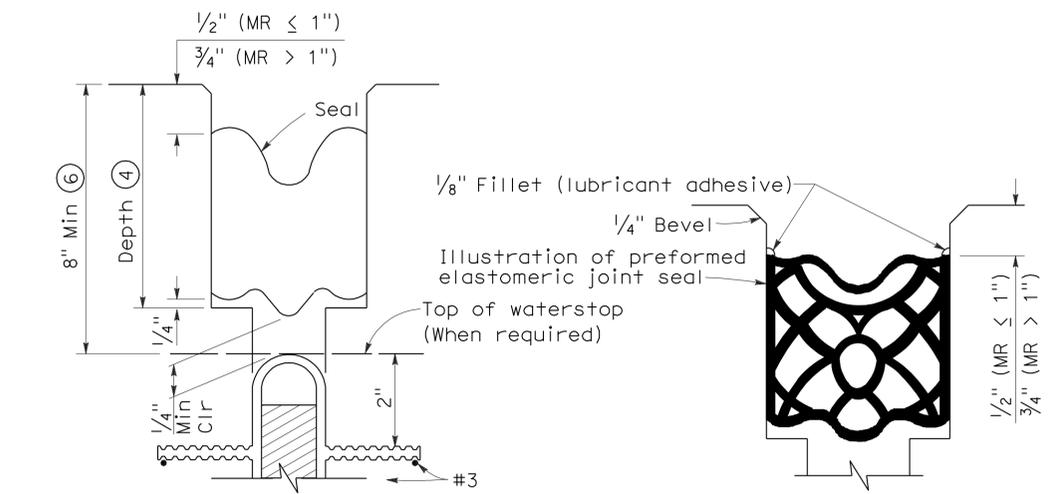
TYPE A SEAL

Movement rating : Silicone = 1" Max



TYPE AL SEAL

Longitudinal joints only



TYPE B JOINT SEAL IN MINIMUM WIDTH POSITION (W₂)

TYPE B SEAL

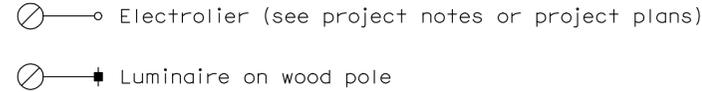
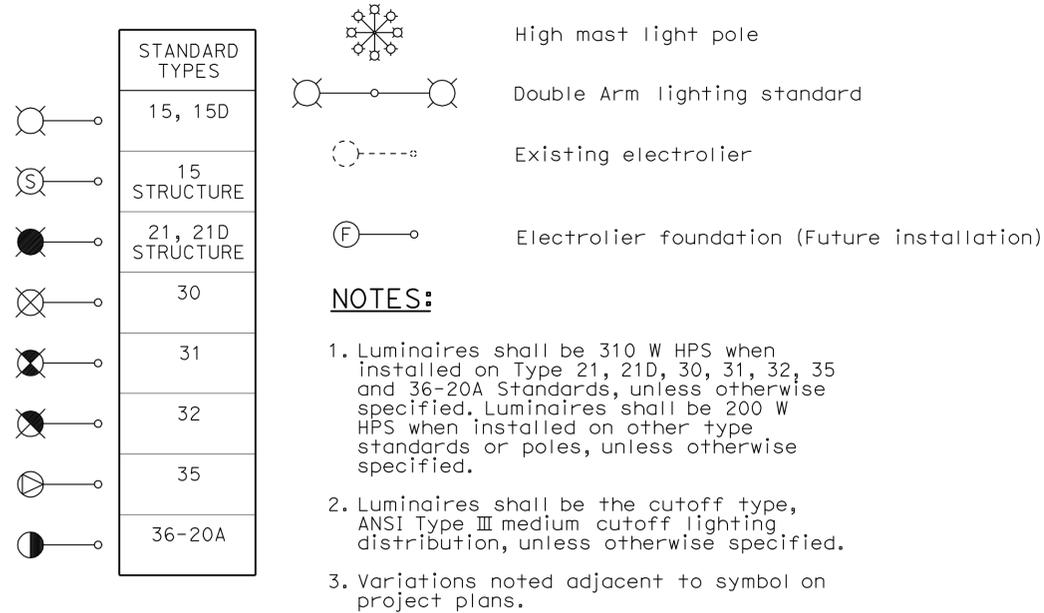
Movement Rating ≤ 2"

RSP B6-21 DATED OCTOBER 5, 2007 SUPERSEDES STANDARD PLAN B6-21 DATED MAY 1, 2006 - PAGE 258 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP B6-21

2006 REVISED STANDARD PLAN RSP B6-21

ELECTROLIERS



STANDARD NOTES:

- AB** Abandon. If applied to conduit, remove conductors.
- BC** Install pull box in existing conduit run.
- BP** Pedestrian barricade, type as indicated on plan.
- CB** Install conduit into existing pull box.
- CC** Connect new and existing conduit. Remove existing conductors and install conductors as indicated.
- CF** Conduit to remain for future use. Remove conductors. Install pull wire or rope.
- DH** Detector handhole.
- FA** Foundation to be abandoned.
- IS** Install sign on signal mast arm.
- NS** No slip base on standard.
- PEC** Photoelectric control.
- PEU** Photoelectric unit.
- RC** Equipment or material to be removed and become the property of the Contractor.
- RE** Remove electrolier, fuses and ballast. Tape ends of conductors.
- RL** Relocate equipment.
- RR** Remove and reuse equipment.
- RS** Remove and salvage equipment.
- SC** Splice new to existing conductors.
- SD** Service disconnect.
- SF** Standard to remain for future use. Remove luminaire, pole conductors, fuses and ballast.
- TSP** Telephone service point.

ABBREVIATIONS AND EQUIPMENT DESIGNATIONS

PROPOSED EXISTING

BBS	bbs	Battery backup system
BC	bc	Bolt circle
C	C	Conduit
CCTV	cctv	Closed circuit television
CKT	ckt	Circuit
CMS	cms	Changeable message sign
DLC	dlc	Loop detector lead-in cable
EMS	ems	Extinguishable message sign
EVC	evc	Emergency vehicle cable
EVD	evd	Emergency vehicle detector
FB	fb	Flashing beacon
FBCA	fbca	Flashing beacon control assembly
FBS	fbs	Flashing beacon with slip base
FO	fo	Fiber optic
G	G	Ground (Equipment Grounding Conductor)
GFCI	GFCI	Ground fault circuit interrupt
HAR	har	Highway advisory radio
HEX	hex	Hexagonal
HPS	hps	High pressure sodium
IISNS	iisns	Internally illuminated street name sign
ISL	isl	Induction sign lighting
LED	led	Light emitting diode
LMA	lma	Luminaire mast arm
LPS	lps	Low pressure sodium
LTG	ltg	Lighting
LUM	lum	Luminaire
MAT	mat	Mast arm mounting vehicle signal faces, top attachment
MAS	mas	Mast arm mounting vehicle signal faces, side attachment
MAS-4A	mas-4A	Mast arm mounting vehicle signal faces, side attachment - 4 signal section
MAS-4B	mas-4B	
MAS-4C	mas-4C	
MAS-5A	mas-5A	Mast arm mounting vehicle signal faces, side attachment - 5 signal section
MAS-5B	mas-5B	
MC	mc	Mercury contactor
M/M	m/m	Multiple to multiple transformer
MT	mt	Conduit with pull wire or rope only
MTG	mtg	Mounting
	mv	Mercury vapor lighting fixture
N	N	Neutral (Grounded Conductor)
NC	NC	Normally closed
NO	NO	Normally open
PB	pb	Pull box
PEC	pec	Photoelectric control (Type I, II, III, IV or V as shown)
PED	ped	Pedestrian
PEU	peu	Photoelectric unit
PPB	ppb	Pedestrian push button
RL		Relocated equipment
RM	rm	Ramp metering
SB	sb	Slip base
SIC	sic	Signal interconnect cable
SIG	sig	Signal
SMA	sma	Signal mast arm
SNS	sns	Street name sign
SP	sp	Service point
TDC	tdc	Telephone demarcation cabinet
TMS	tms	Traffic monitoring station
TOS	tos	Traffic Operations System
VEH	veh	Vehicle
XFMR	xfmr	Transformer
COMM	comm	Communication
RWIS	rwis	Roadway weather information system

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	368	602

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

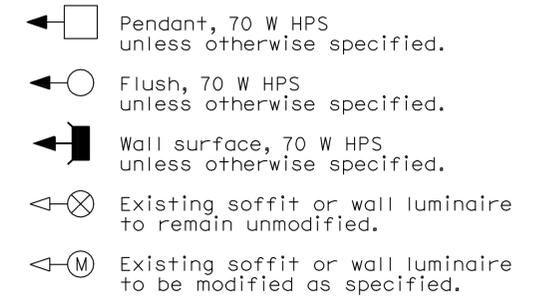
October 5, 2007
PLANS APPROVAL DATE

Jeffery G. McRae
No. E14512
Exp. 6-30-08
ELECTRICAL
STATE OF CALIFORNIA

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 6-27-11

SOFFIT AND WALL MOUNTED LUMINAIRES



NOTE:

Arrow indicates "street side" of luminaire.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1A DATED OCTOBER 5, 2007 SUPERSEDES STANDARD PLAN ES-1A DATED MAY 1, 2006 - PAGE 400 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1A

2006 REVISED STANDARD PLAN RSP ES-1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	369	602

Jeffery G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 Jeffrey G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

To accompany plans dated 6-27-11

CONDUIT

PROPOSED	EXISTING	
---	---	Lighting Conduit, unless otherwise indicated or noted
---	---	Traffic signal conduit
-C-	-c-	Communication conduit
-T-	-t-	Telephone conduit
-F-	-f-	Fire alarm conduit
-FO-	-fo-	Fiber optic conduit
---	---	Conduit termination
		Conduit riser in/on structure or service pole

SIGNAL EQUIPMENT

PROPOSED	EXISTING	
		Pedestrian signal face
		Pedestrian push button post
		Pedestrian barricade
		Vehicle signal face (with backplate, 3-Section: red, yellow and green)
		Vehicle signal face with angle visors
		Modifications of basic symbols: "L" indicates all non-arrow sections louvered "LG" indicates louvered green section only "PV" indicates 12" programmed visibility sections "8" indicates all 8" sections (only when specified)
		Type 15TS and Vehicle signal face
		Vehicle signal face with red, yellow and green left arrow sections
		Vehicle signal face with red and yellow sections and up green arrow
		Vehicle signal face (5 Section) with red, yellow and green sections and yellow and green right arrows
		Type 1 Standard and attached vehicle signal faces
		Standard with signal mast arm only and attached vehicle signal faces and internally illuminated street name sign
		Type 33 Standard, Left-turn vehicle signal face and sign
		Standard with luminaire and signal mast arms and attached vehicle signal faces
		Cantilever flashing beacon, Type 9 Frame, with a sign unless otherwise specified or indicated
		Type 15-FBS Standard with two vehicle signal face sections with lens, backplate and visor with a sign
		Flashing beacon, One vehicle signal face section with lens, backplate and visor. "R" indicates red indication, "Y" indicates yellow indication
		Controller assembly, Door indicates front of cabinet

SERVICE EQUIPMENT

PROPOSED	EXISTING	
---OH	---oh	Overhead lines
		Wood pole "U" indicates utility owned
		Pole guy with anchor
		Utility transformer - ground mounted
		Service equipment enclosure type
		Service equipment enclosure door indicates front of enclosure
		Telephone demarcation cabinet

POLE-MOUNTED SERVICE DESIGNATION



ILLUMINATED OVERHEAD SIGN

PROPOSED	EXISTING	
		Overhead sign - Single post
		Overhead sign - Two post
		Overhead sign - Mounted on structure
		Overhead sign with electrolier

SIGNAL EQUIPMENT Cont

PROPOSED	EXISTING	
		Guard post
		Type 1 Standard with "Meter On" sign
		Emergency Vehicle detector

NOTES:

- All signal sections shall be 12" unless shown otherwise.
- Signal heads shall be provided with backplates unless shown otherwise.
- Signal indication shall be LED.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (SYMBOLS AND ABBREVIATIONS)**
 NO SCALE

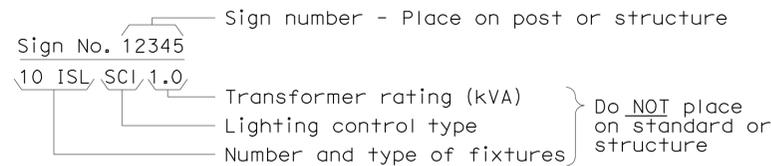
RSP ES-1B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1B
 DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1B

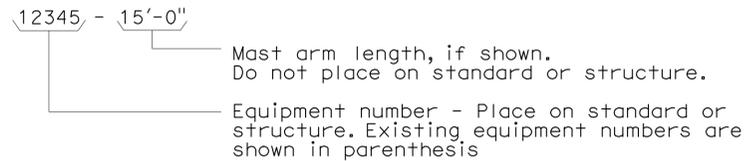
2006 REVISED STANDARD PLAN RSP ES-1B

EQUIPMENT IDENTIFICATION

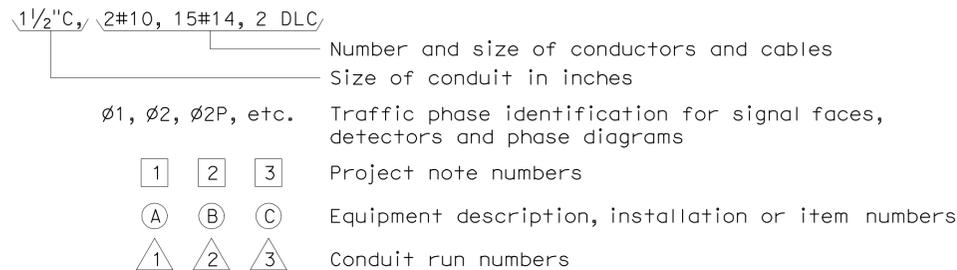
ILLUMINATED SIGN IDENTIFICATION NUMBER:



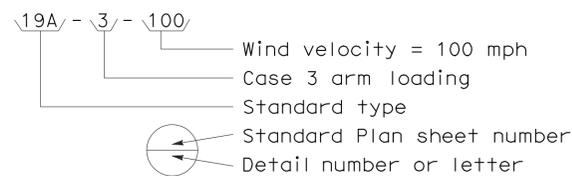
ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:



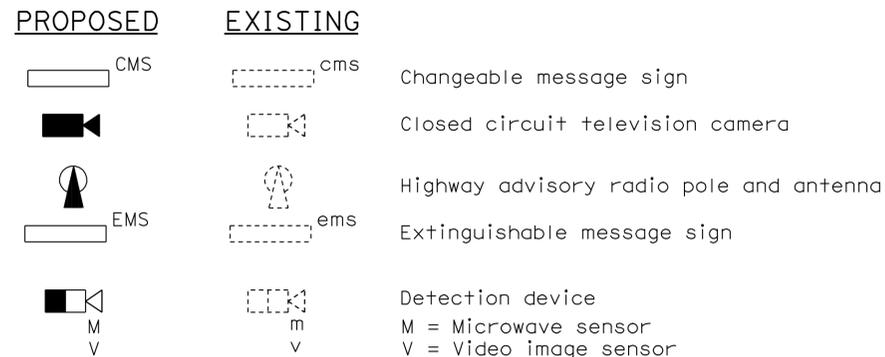
CONDUIT AND CONDUCTOR IDENTIFICATION:



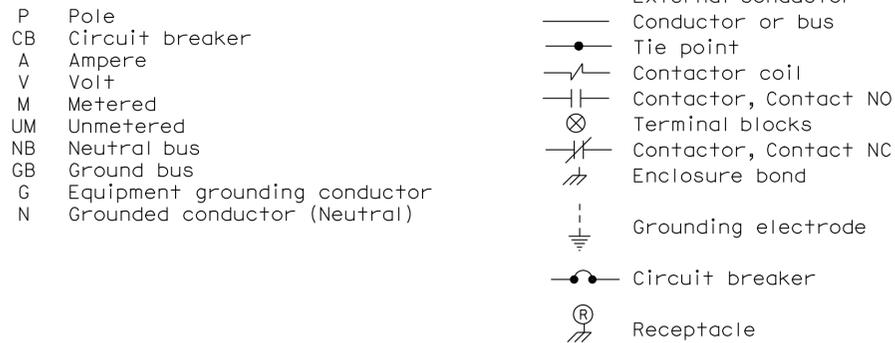
SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



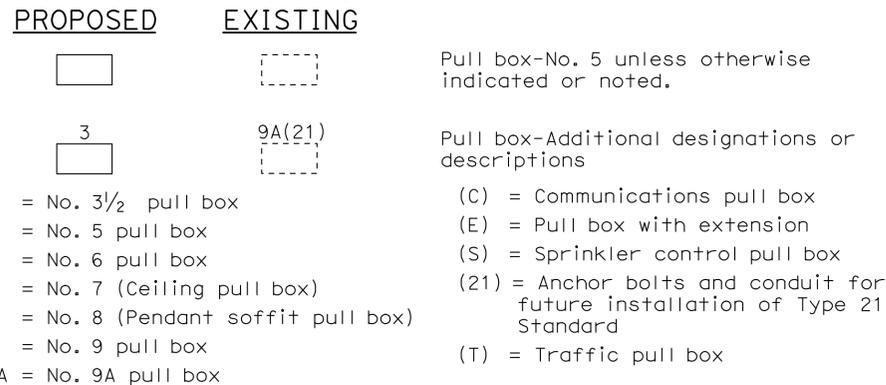
MISCELLANEOUS EQUIPMENT



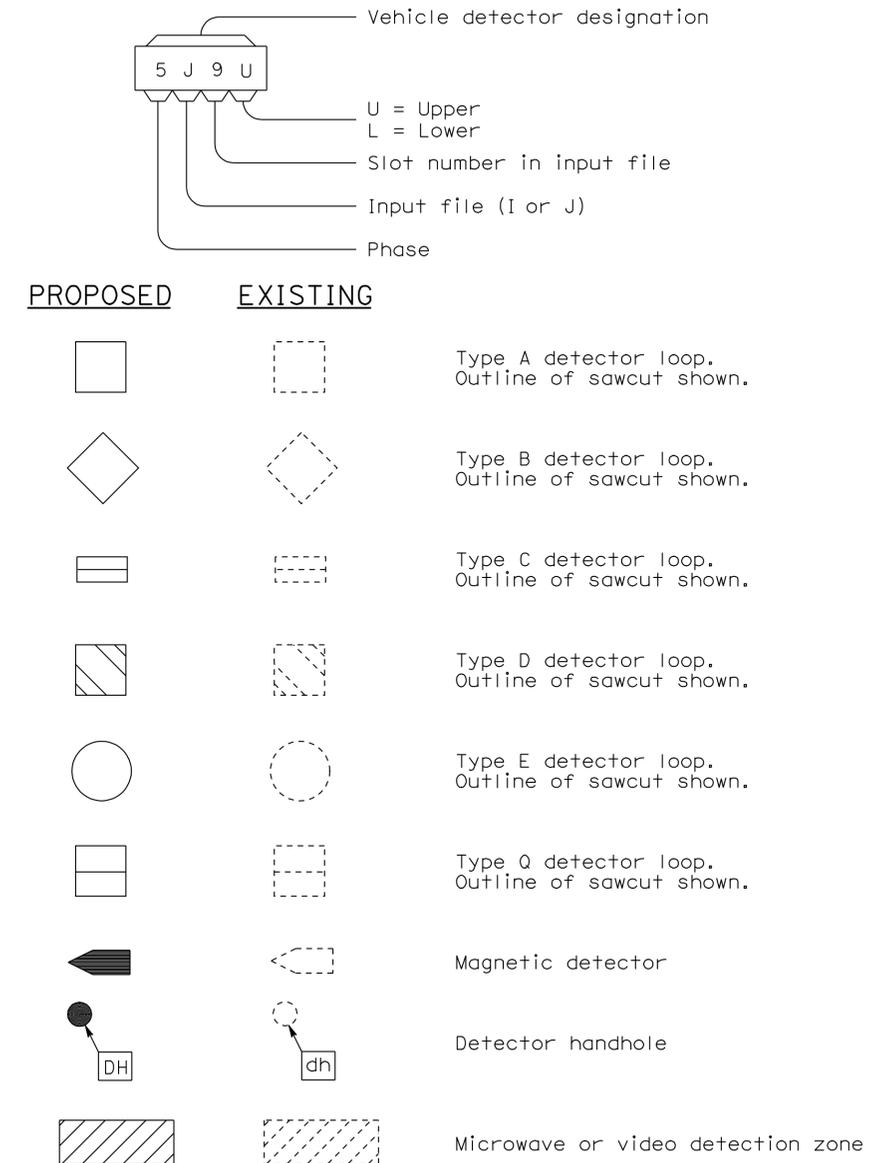
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1C
 DATED MAY 1, 2006 - PAGE 402 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1C

2006 REVISED STANDARD PLAN RSP ES-1C

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	371	602

Jeffery G. McRae
 REGISTERED ELECTRICAL ENGINEER

October 5, 2007
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 Jeffery G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

NOTES-TYPE III SERVICE EQUIPMENT ENCLOSURES:

1. Service equipment enclosure and metering equipment shall meet the requirements of the service utility. The meter area shall have a sealable, lockable, weathertight cover that can be removed without the use of tools.
2. Service equipment enclosures shall be factory wired and conform to NEMA standards.
3. Dimensions of service equipment enclosures shall meet the requirements of the service utility.
4. The dead front panels on Type III service equipment enclosures shall have a continuous stainless steel or aluminum piano hinge. The panel in front of the breakers shall be secured with a latch or captive screws. No live parts shall be mounted on the dead front panel.
5. The exterior door shall have provisions for padlocking. The padlock hole shall be a minimum diameter of $\frac{7}{16}$ ".
6. Enclosures housing transformers of more than one kVA shall have effective screened ventilation louver of not less than 50 square inches. Screen shall be stainless steel No. 304, with a No. 10 size mesh. Framed screen shall be secured with at least four bolts.
7. Fasteners on the exterior of the enclosure shall be vandal-resistant and shall not be removable from the exterior. Exterior screws, nuts, bolts and washers shall be stainless steel.
8. Landing lugs for incoming service conductors shall be compatible with either copper or aluminum conductors sized to suit the conductors shown on the plan. Landing lugs shall be copper or tin-plated aluminum. Neutral bus shall be rated for 125 A and be suitable for copper or aluminum conductors unless otherwise specified. The terminal shall include but not be limited to:
 - a) Incoming terminals (landing lugs)
 - b) Neutral lugs
 - c) Solid neutral terminal strip
9. At least 6 standard single pole circuit breaker spaces, $\frac{3}{4}$ " nominal, shall be provided for branch circuits. Circuit breaker interiors shall be copper. Interiors of enclosure shall accept plug-in or cable-in/cable-out circuit breakers.
10. Control wiring shall be 600 V, 14 stranded machine tool wire. Where subject to flexing, 19 strand wire shall be used.
11. Main bus shall be rated for 125 A and shall be tin-plated copper.
12. A plastic laminated wiring diagram shall be provided with brass mounting eyelets and attached to the inside of the enclosure and the wiring diagram shall be affixed to the interior with a UL or ETL approved method.

13. An engraved phenolic nameplate on the dead front panel indicating the function of each circuit or device shall be installed with stainless steel rivets or stainless steel screws:
 - a) Adjacent to the breaker or device with character size a minimum of $\frac{1}{8}$ ".
 - b) At the top of the exterior door panel indicating State system number, voltage level and number of phases with character size a minimum of $\frac{3}{16}$ ".
14. The plan shows the approximate location of devices within the enclosure. Components may be rearranged, however, the "working" clearances within the service equipment enclosure shall be maintained.
15. In unpaved areas a raised portland cement concrete pad 2'-0" x 4" x width of foundation shall be constructed in front of new service equipment enclosure installation. Pad shall be set to elevation of foundation.
16. Foundation shall extend 2" minimum beyond edge of service equipment enclosure.
17. Internal bus, where shown, is typical only. Alternative design of proposed service equipment enclosure shall be submitted to the Engineer for approval.
18. Plug-in circuit breakers may be mounted in the vertical or horizontal position. Cable-in/cable-out circuit breakers shall be mounted in the vertical position.
19. Type III-AF and Type III-BF service equipment enclosures shall have the meter viewing windows located on the front side of the service equipment enclosures.
20. Type III-AR and Type III-BR service equipment enclosures shall be similarly constructed as Type III-AF and Type III-BF respectively, except the meter viewing windows shall be located on the back side of the service equipment enclosures.
21. Minimum clearance shall be required for front and back of service equipment enclosure per National Electrical Code, Article 110.26, "Spaces About Electric Equipment (600 Volts, Nominal, or Less)."

To accompany plans dated 6-27-11

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

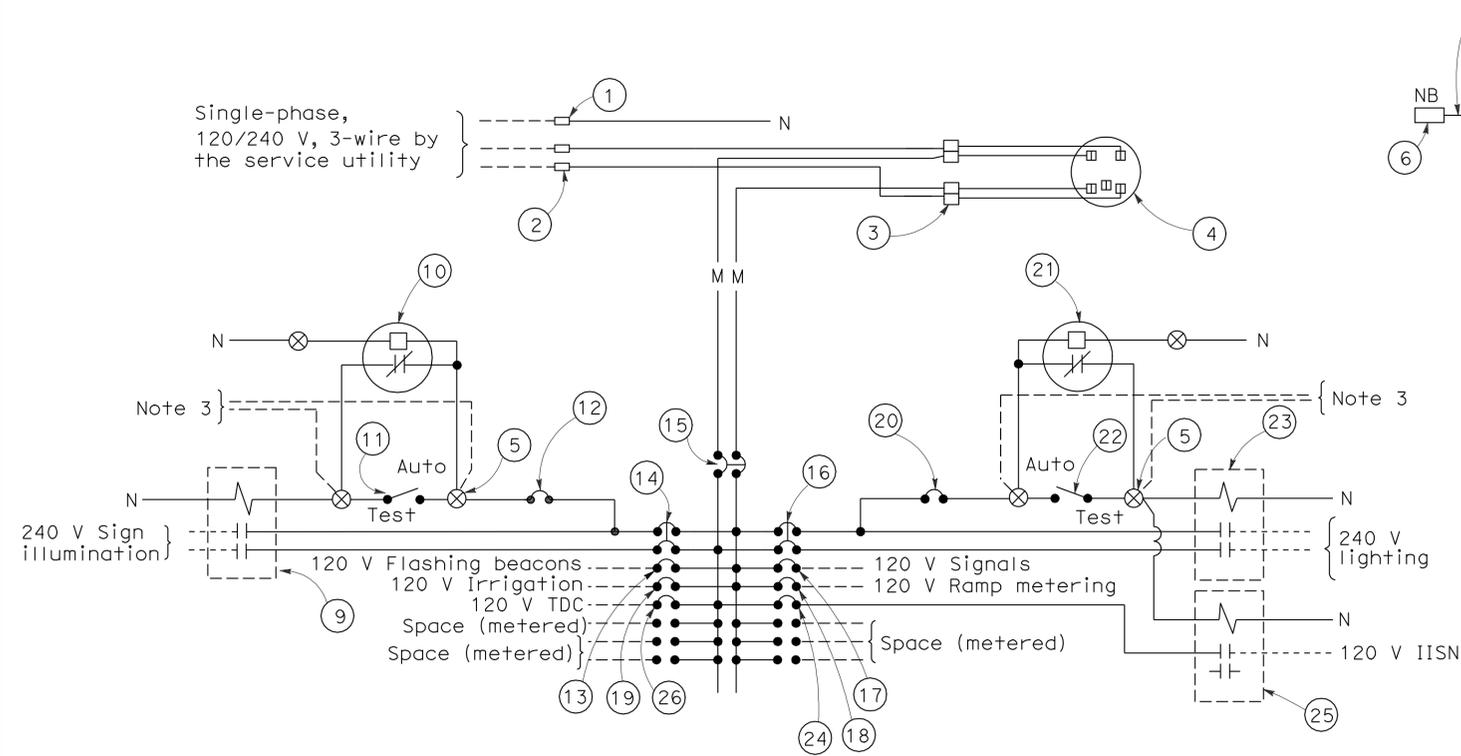
**ELECTRICAL SYSTEMS
 (SERVICE EQUIPMENT NOTES
 TYPE III SERIES)**

NO SCALE

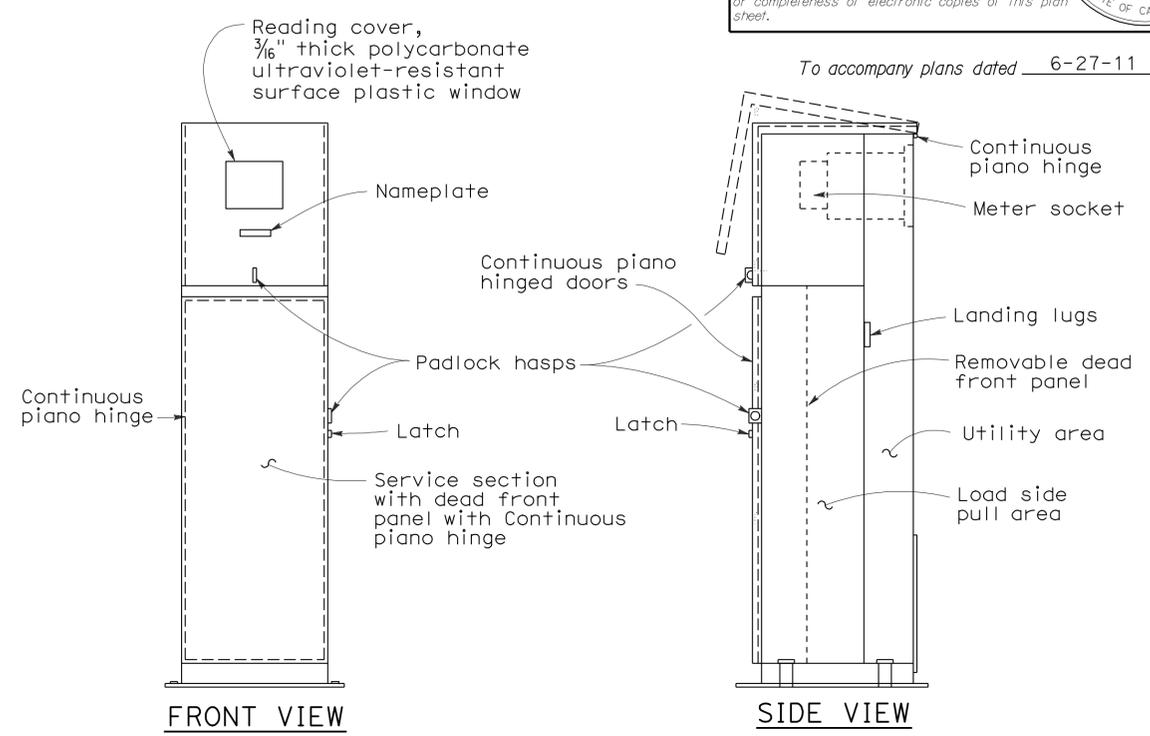
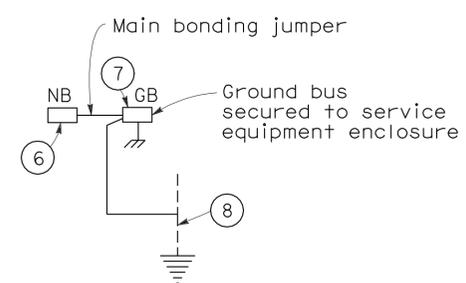
RSP ES-2C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-2C
 DATED MAY 1, 2006 - PAGE 405 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-2C

2006 REVISED STANDARD PLAN RSP ES-2C



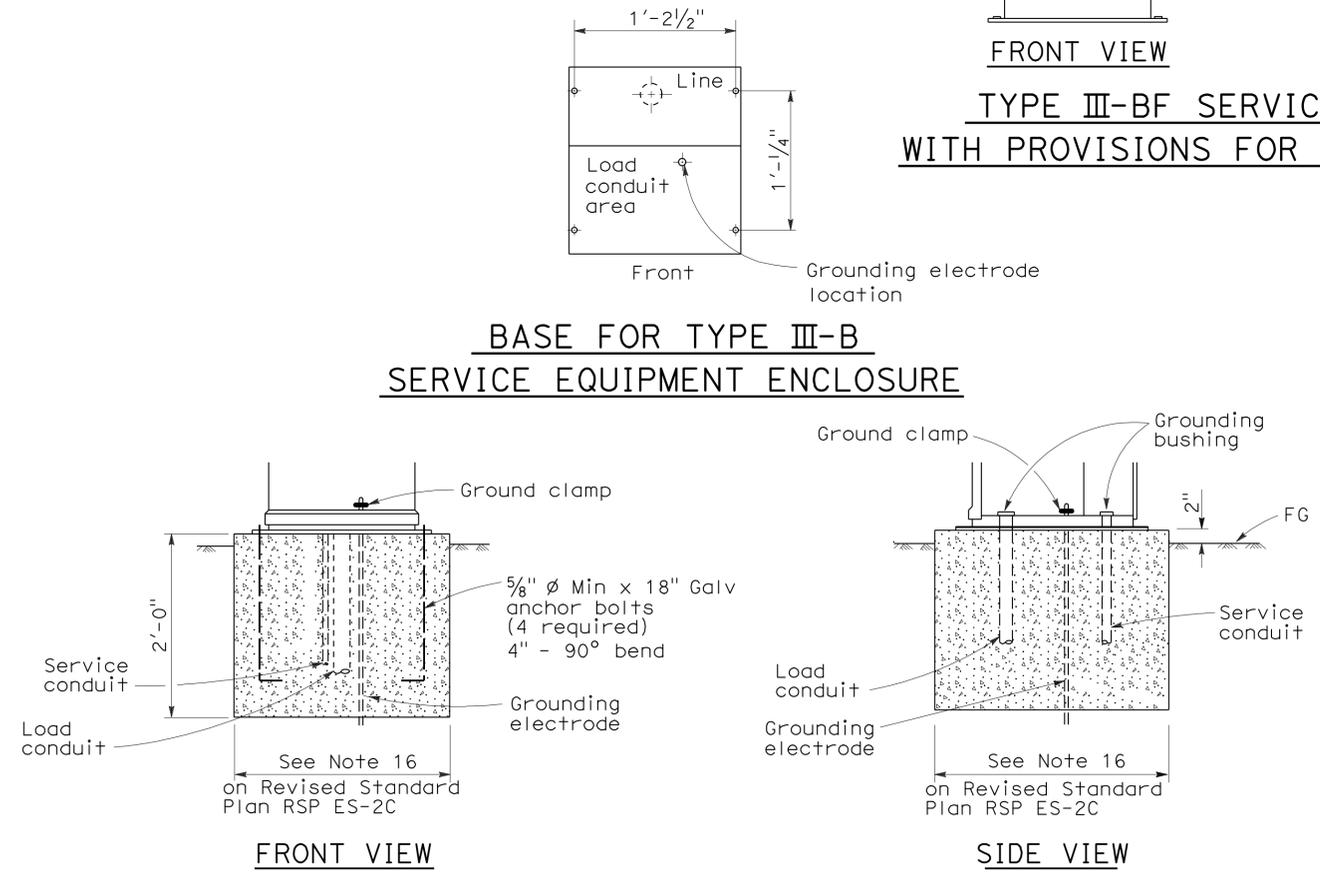
120/240 V SERVICE WIRING DIAGRAM (TYPICAL)



TYPE III-BF SERVICE EQUIPMENT ENCLOSURE WITH PROVISIONS FOR ONE 100 A METER (TYPICAL)

TYPE III-B SERVICE (120/240 V) EQUIPMENT LEGEND		
ITEM No.	COMPONENT	NAME PLATE DESCRIPTION
①	Neutral lug	
②	Landing lug (Note 6)	
③	Test bypass facility	
④	Meter socket and support	
⑤	Terminal blocks	
⑥	Neutral bus	
⑦	Ground bus	
⑧	Grounding electrode	
⑨	30 A, 2PNO Contactor	Sign Illumination
⑩	Photoelectric unit (Note 7)	
⑪	15 A, 1P, Test switch	Sign Illumination Test Switch
⑫	15 A, 120 V, 1P, CB	Sign Illumination Control
⑬	15 A, 120 V, 1P, CB	Flashing Beacon
⑭	30 A, 240 V, 2P, CB	Sign Illumination
⑮	100 A, 240 V, 2P, CB	Main Breaker
⑯	30 A, 240 V, 2P, CB	Lighting
⑰	50 A, 120 V, 1P, CB	Signals
⑱	30 A, 120 V, 1P, CB	Ramp Metering
⑲	20 A, 120 V, 1P, CB	Irrigation
⑳	15 A, 120 V, 1P, CB	Lighting Control
㉑	Photoelectric unit (Note 7)	
㉒	15 A, 1P, Test switch	Lighting Test Switch
㉓	60 A, 2PNO Contactor	Lighting
㉔	15 A, 120 V, 1P, CB	IISNS
㉕	30 A, 2PNO Contactor	IISNS
㉖	20 A, 120 V, 1P, CB	Telephone Demarcation Cabinet

BASE FOR TYPE III-B SERVICE EQUIPMENT ENCLOSURE



TYPE III-B SERVICE EQUIPMENT ENCLOSURE FOUNDATION DETAILS

- NOTES: (FOR SERVICE EQUIPMENT ENCLOSURE)**
- Voltage ratings of service equipment shall conform to the service voltages indicated on the plans.
 - Unless otherwise indicated on the plans, service equipment items shall be provided for each service equipment enclosure as shown.
 - Connect to remote test switch mounted on lighting standards, sign post or structure when required.
 - Items No. ① and ⑥ shall be isolated from the service equipment enclosure.
 - Meter sockets shall be 5 clip type.
 - The landing lug shall be suitable for multiple conductors.
 - Type I photoelectric control shall be used unless otherwise indicated on the plans.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS (SERVICE EQUIPMENT AND TYPICAL WIRING DIAGRAM, TYPE III-B SERIES)
 NO SCALE

RSP ES-2E DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-2E DATED MAY 1, 2006 - PAGE 407 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP ES-2E

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	373	602

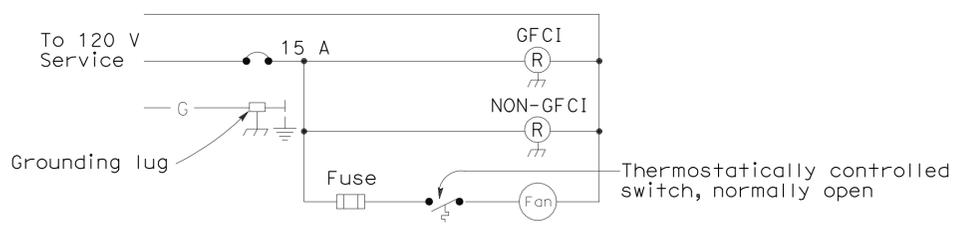
Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 Jeffrey G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

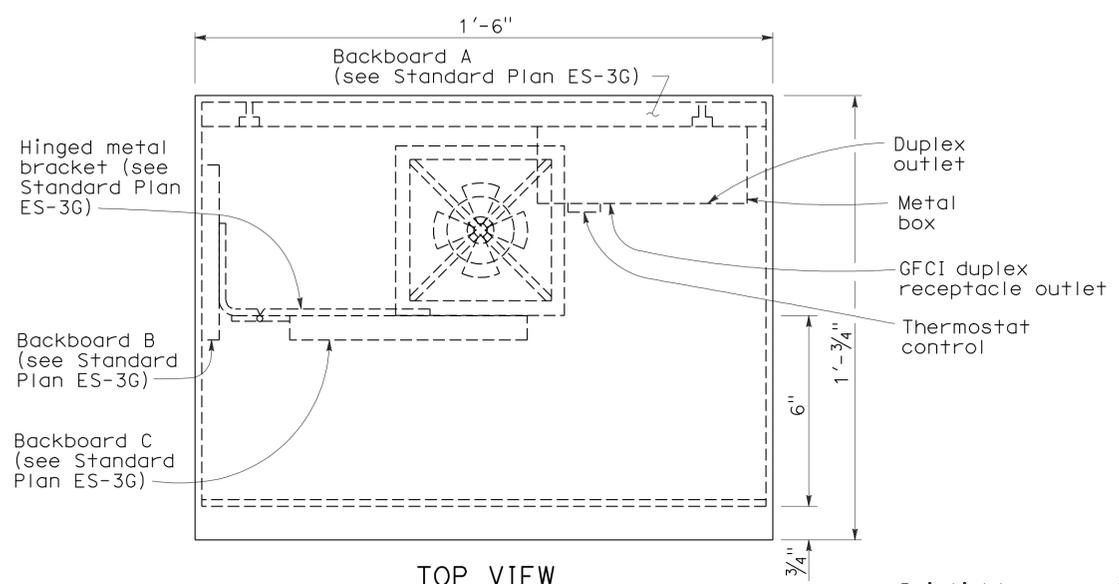
To accompany plans dated 6-27-11

NOTES:

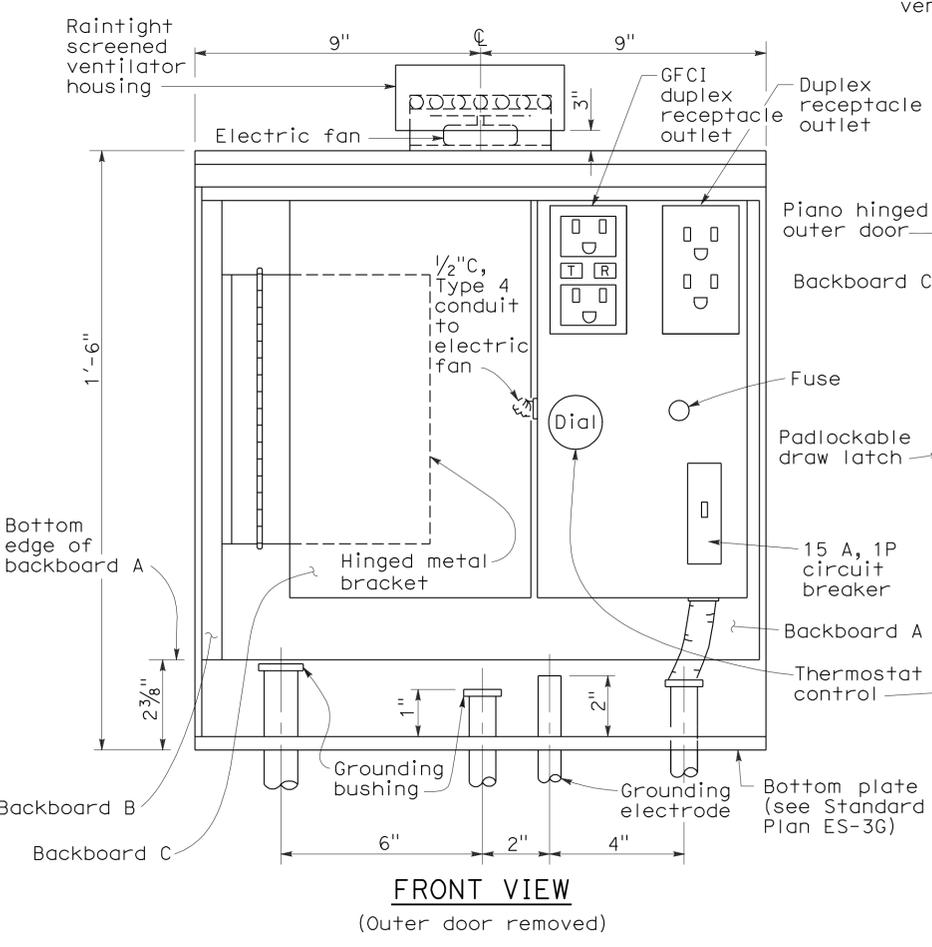
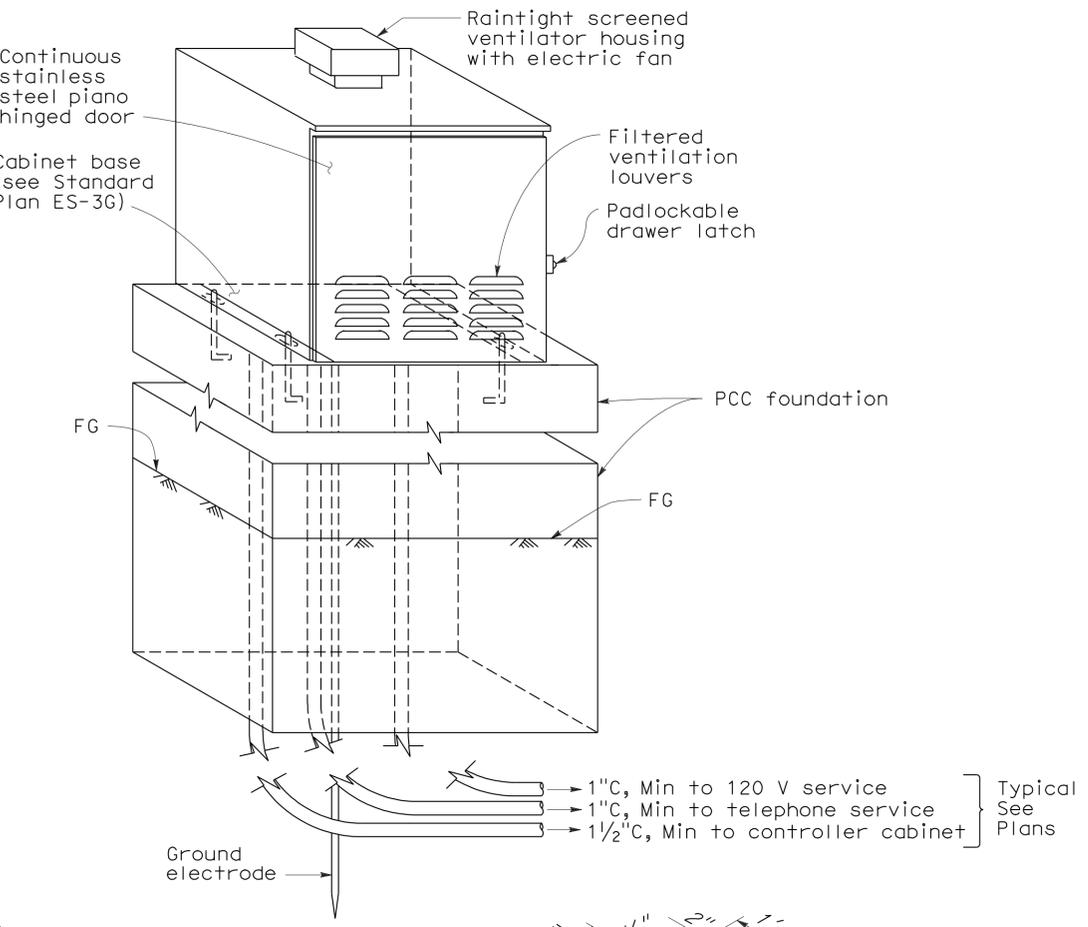
- Telephone demarcation cabinet shall be furnished with mounting boards, thermostat, fan, outlet box, circuit breaker and outlet plate. Dimensions are nominal.
- An approved mastic or caulking compound shall be placed on the foundation prior to placing the cabinet to seal openings between bottom of cabinet and foundation.
- In unpaved areas, a raised PCC pad shall be placed in front of the telephone demarcation cabinet. Pad shall be 1'-10" x 3'-0" x 4" thick, with 2" above the finished grade.
- All conduits shall be bonded to the enclosure.
- Telephone demarcation cabinet:
 - Material shall be anodized aluminum (1/8" thick).
 - Fabrication shall conform to the requirements of the Standard Specifications.
 - Ventilation louvers shall be located in door.
 - Door shall be lockable with padlock.
 - Fan shall be mounted in a ventilator housing.
 - Fan capacity shall be at least 25 cubic feet per minute.
 - Fan shall be thermostatically controlled and adjustable to turn on between 80°F and 130°F.
 - Fan circuit shall be fused at 175 percent of the fan motor capacity.
- Hardware for fastening of mounting boards:
 - Fasten backboard A and backboard B to telephone demarcation cabinet with 3/16" ϕ x 3/4" stainless steel carriage bolts (8 required).
 - Fasten hinged metal bracket to backboard B and backboard C to hinged metal bracket with number No. 10 x 3/4" wood screws (9 required).



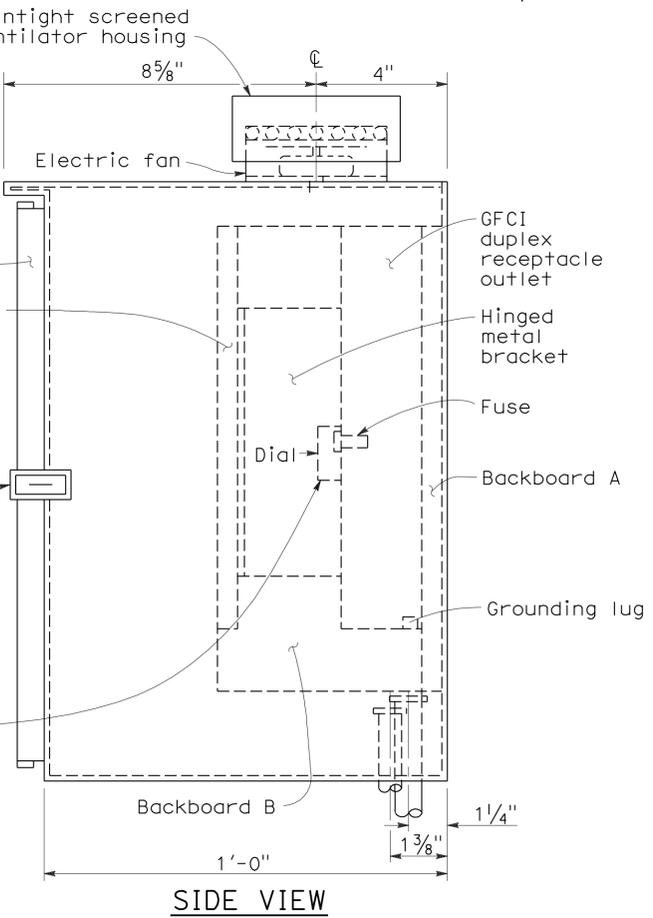
WIRING DIAGRAM



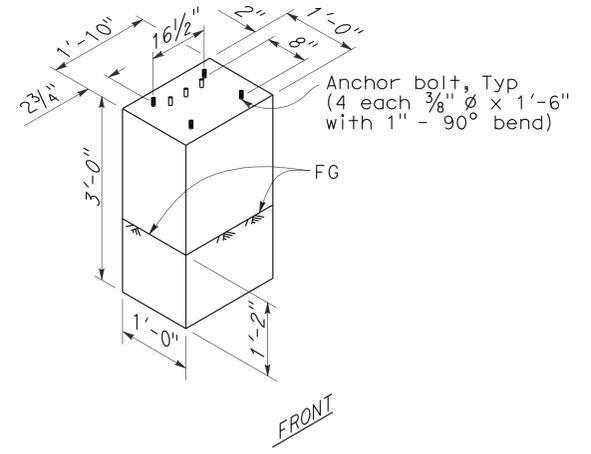
TOP VIEW



FRONT VIEW
(Outer door removed)



SIDE VIEW



FOUNDATION DETAILS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (TELEPHONE DEMARICATION
 CABINET, TYPE C)**

NO SCALE

RSP ES-3F DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-3F
 DATED MAY 1, 2006 - PAGE 415 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-3F

2006 REVISED STANDARD PLAN RSP ES-3F

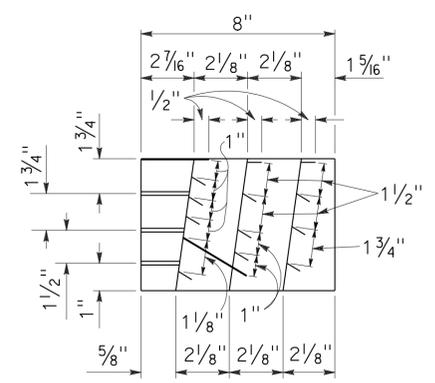
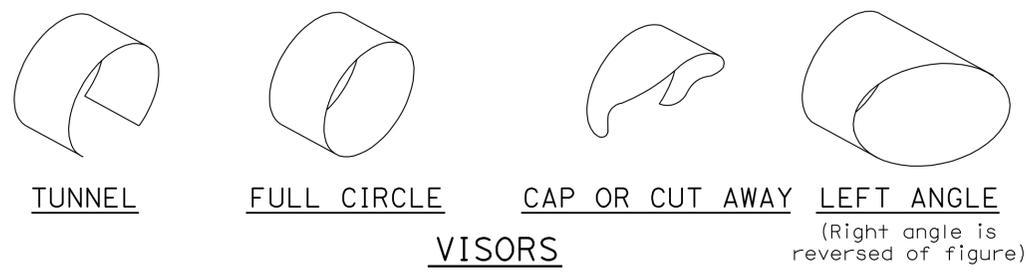
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	374	602

Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 No. E14512
 Exp. 6-30-10
 ELECTRICAL
 STATE OF CALIFORNIA

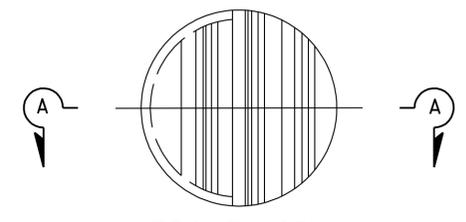
June 6, 2008
 PLANS APPROVAL DATE

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To accompany plans dated 6-27-11



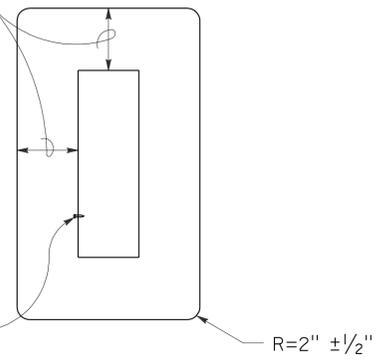
SECTION A-A



FRONT VIEW
DIRECTIONAL LOUVER

Directional louvers shall be oriented as directed by the Engineer and secured in place with one plated brass machine screw and nut.

8" ± 1/2" for 8" sections
 5 1/2" ± 1/2" for 12" sections

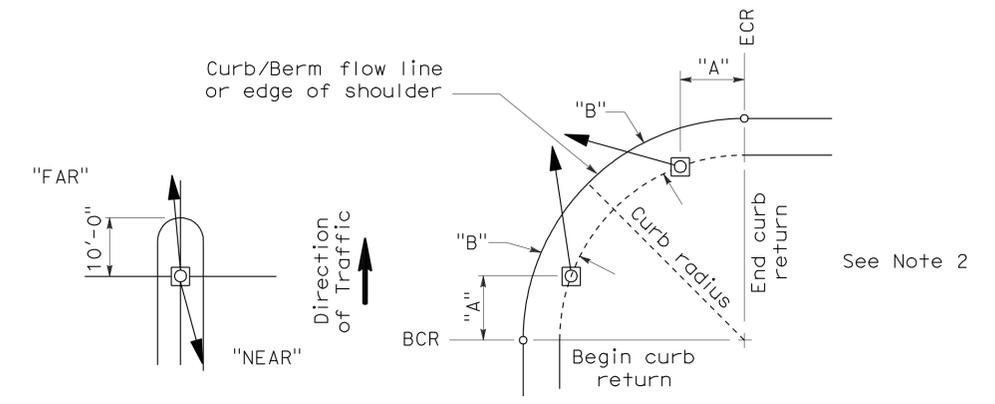


Drill signal face and attach backplate with six 10-24 or 10-32 self-tapping and locking stainless steel machine screws and flat washers

8" AND 12" SECTIONS

BACKPLATE

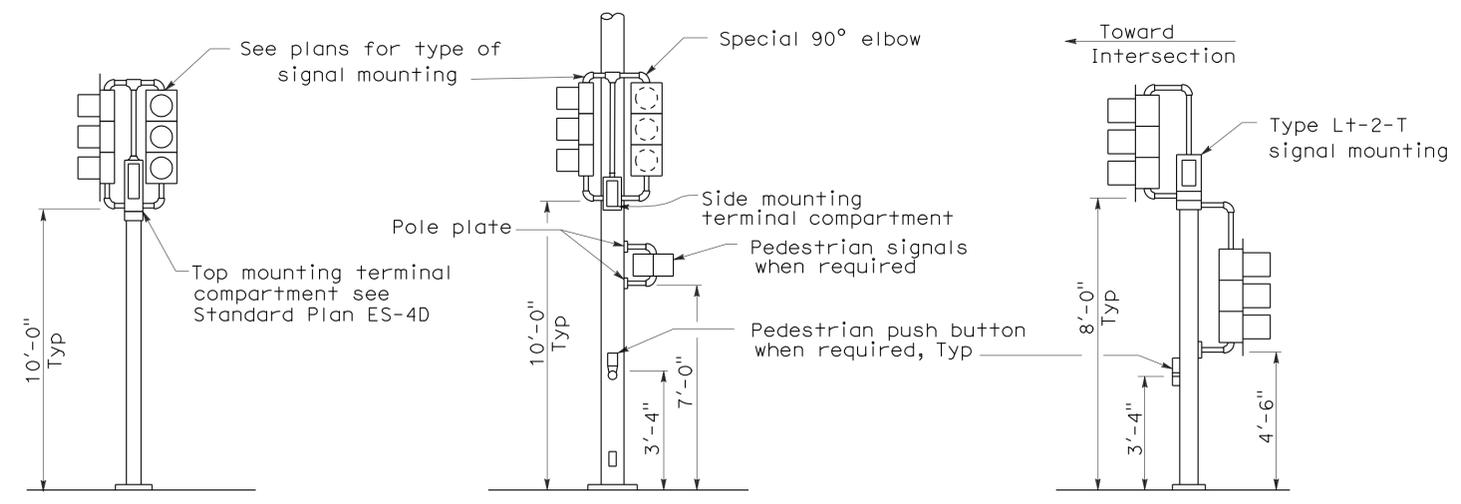
1/16" minimum thickness
 3001-14 aluminum, or plastic when specified



NOTES:

1. Typical signal pole placement unless dimensioned on plans.
2. For "A" and "B" dimensions, see Pole Schedule, or as directed by the Engineer.

SIGNAL STANDARD PLACEMENT DIMENSIONS AND EQUIPMENT LOCATIONS



TOP MOUNTED SIGNALS (TV)

Type 1-A, 1-B, 1-C and 1-D standard as indicated on the plans

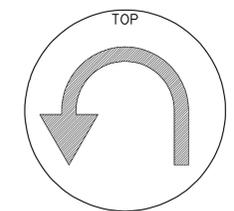
SIDE MOUNTED SIGNALS (SV AND SP)

Normally used on standards with luminaire or signal mast arm

LEFT TURN LANE SIGNAL

Type 1-A, 1-B, 1-C and 1-D standard as indicated on plans

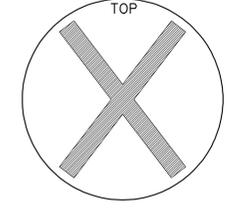
TYPICAL SIGNAL INSTALLATIONS



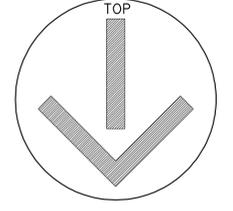
U-TURN SIGNAL FACE



BICYCLE SIGNAL FACE



LANE CONTROL SIGNAL FACE



LANE CONTROL SIGNAL FACE

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS (SIGNAL HEADS AND MOUNTINGS)

NO SCALE

RSP ES-4C DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN ES-4C DATED MAY 1, 2006 - PAGE 420 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-4C

2006 REVISED STANDARD PLAN RSP ES-4C

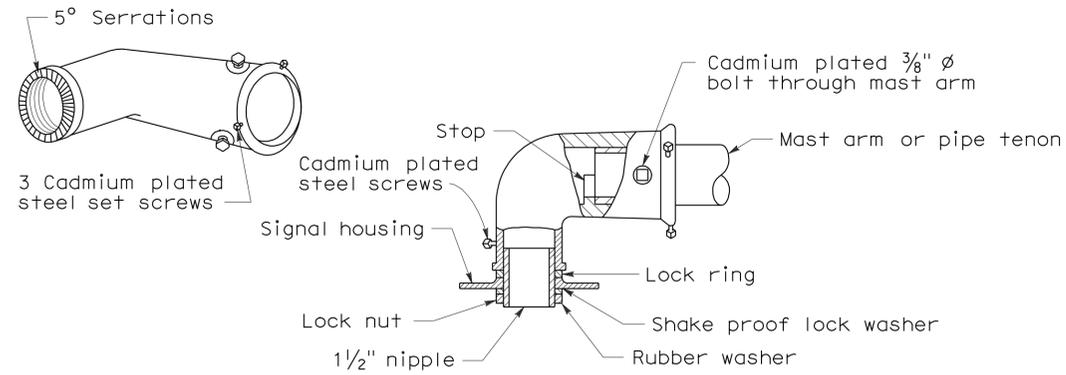
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	375	602

Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 No. E14512
 Exp. 6-30-10
 ELECTRICAL
 STATE OF CALIFORNIA

June 6, 2008
 PLANS APPROVAL DATE

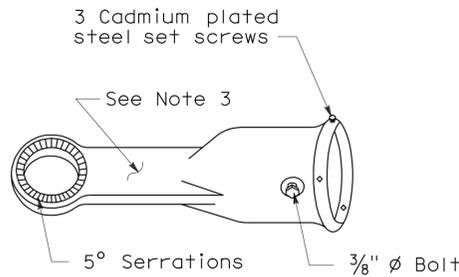
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To accompany plans dated 6-27-11



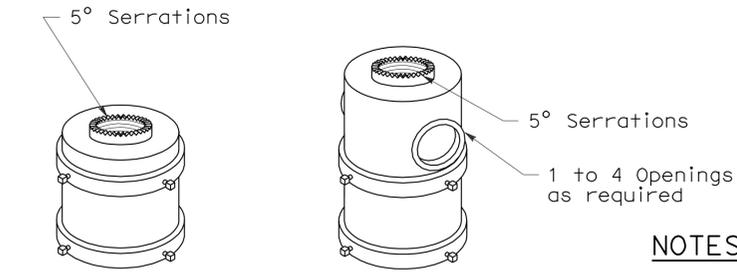
MAST ARM MOUNTING - TYPE "MAT"

For 2 NPS pipe, see Note 1.



MAST ARM MOUNTING - TYPE "MAS"

For 2 NPS pipe. See Note 1.

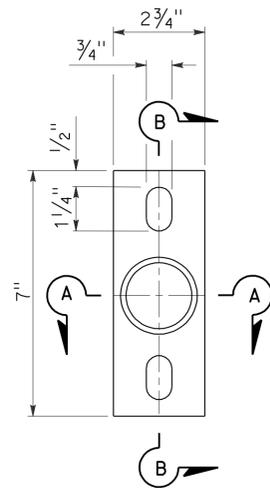


For one mounting For multiple mountings

TOP MOUNTINGS

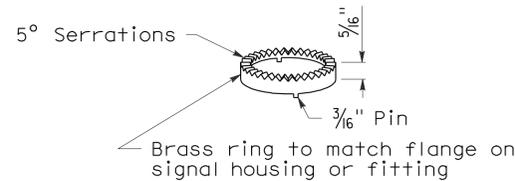
For 4 NPS pipe, see Note 2.

SIGNAL SLIP FITTERS



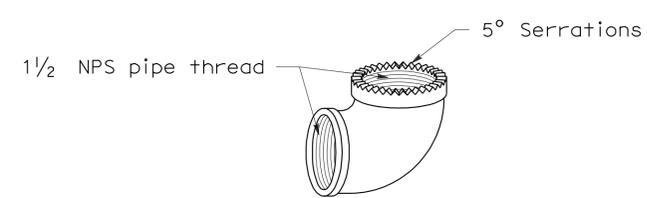
POLE PLATE

For side mountings



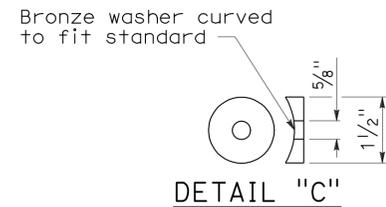
LOCK RING

Use where locking ring is not integral with signal housing or fitting.



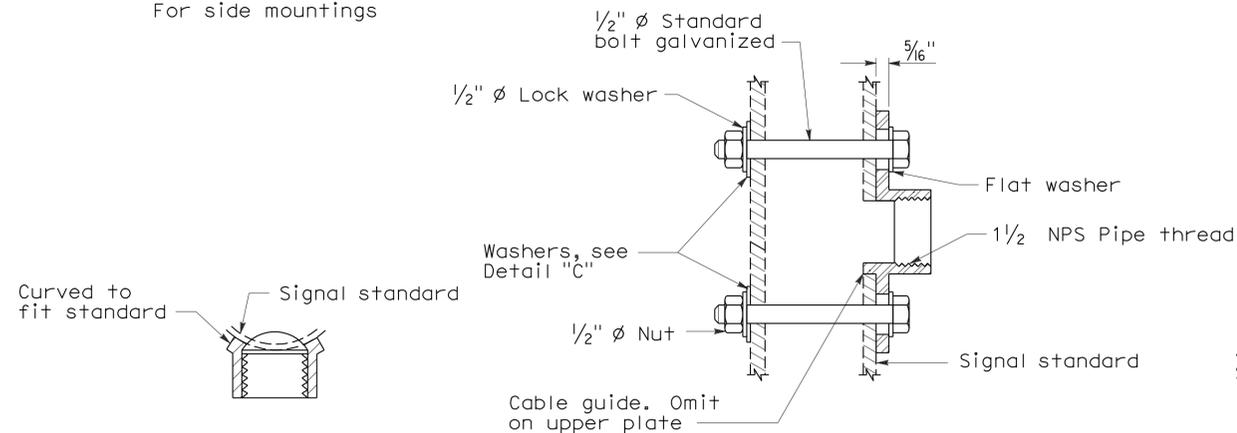
SPECIAL 90° ELBOW

One for each signal head, except those with special slip fitter mounting



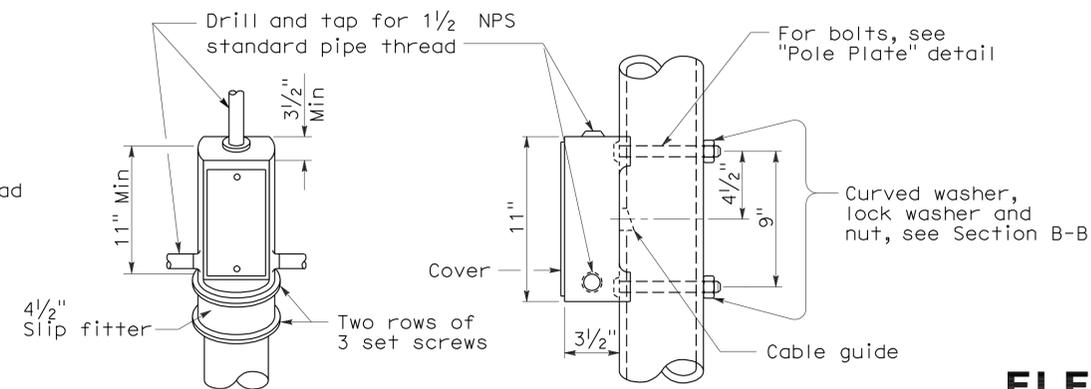
DETAIL "C"

MISCELLANEOUS MOUNTING HARDWARE



SECTION A-A

SECTION B-B



TOP MOUNTING

SIDE MOUNTING

TERMINAL COMPARTMENTS

ELECTRICAL SYSTEMS (SIGNAL HEADS AND MOUNTINGS)

NO SCALE

RSP ES-4D DATED June 6, 2008 SUPERSEDES STANDARD PLAN ES-4D DATED MAY 1, 2006 - PAGE 421 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-4D

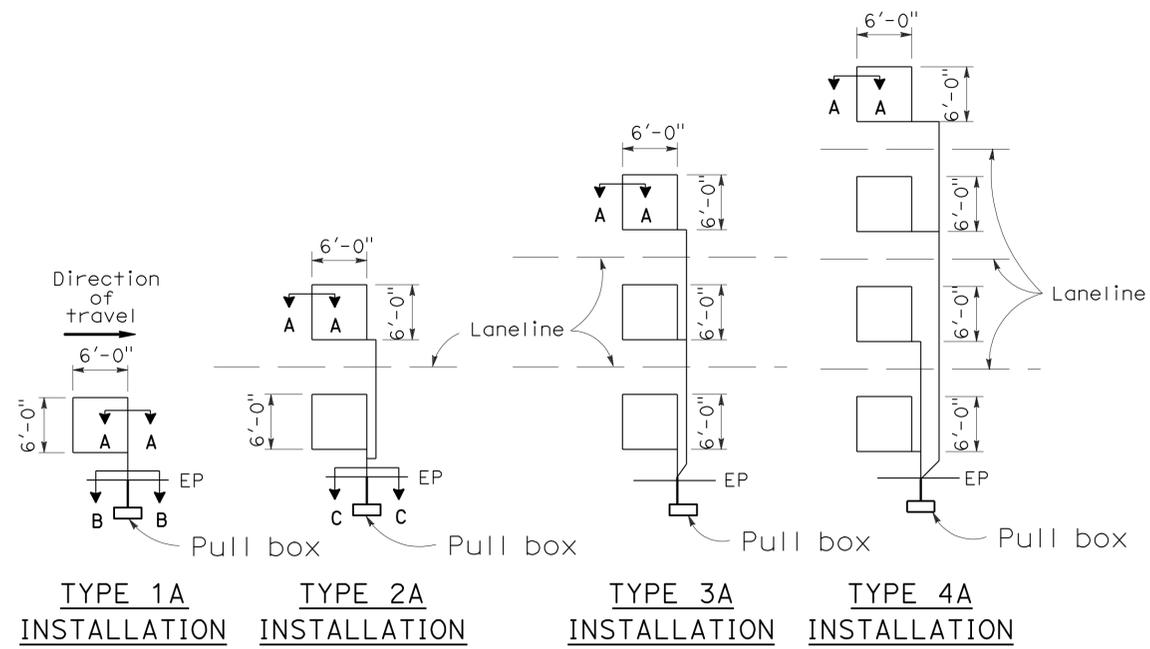
2006 REVISED STANDARD PLAN RSP ES-4D

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	376	602

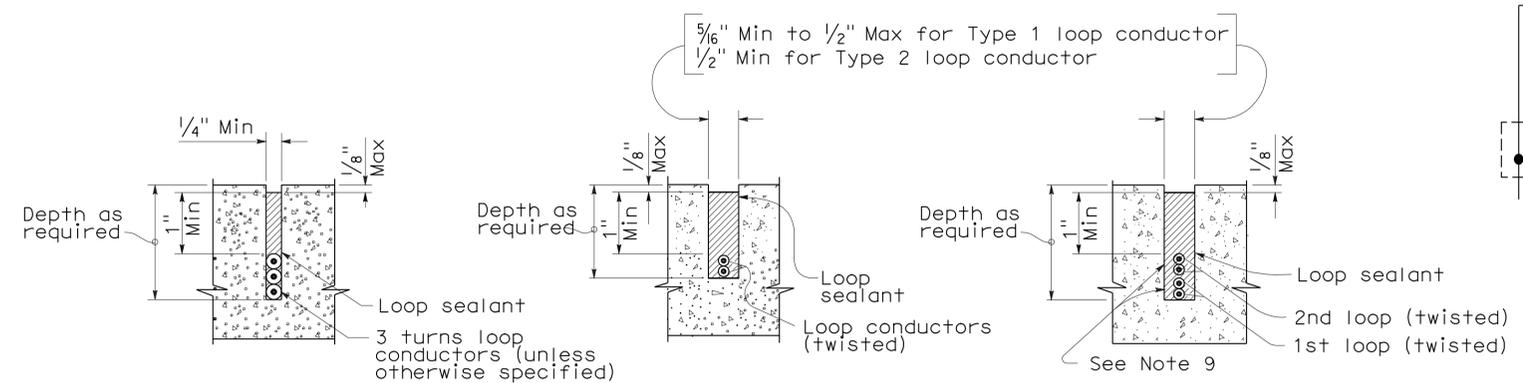
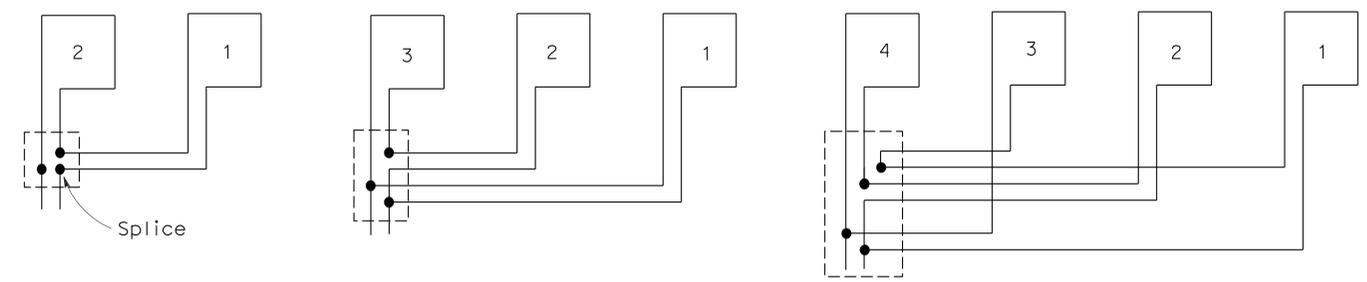
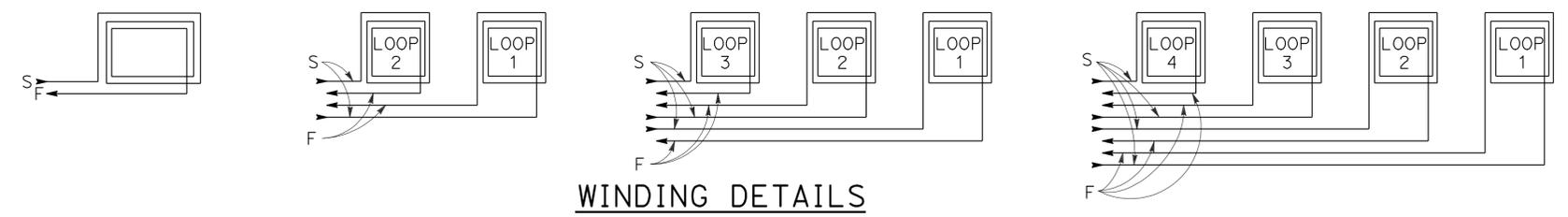
Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.
 REGISTERED PROFESSIONAL ENGINEER
 Jeffrey G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

LOOP INSTALLATION PROCEDURE

- Loops shall be centered in lanes.
- Saw slots in pavement for loop conductors as shown in details.
- Distance between side of loop and a lead-in saw cut from adjacent detectors shall be 2'-0" minimum. Distance between lead-in saw cuts shall be 6" minimum.
- Bottom of saw slot shall be smooth with no sharp edges.
- Slots shall be washed until clean, blown out and thoroughly dried before installing loop conductors.
- Adjacent loops on the same sensor unit channel shall be wound in opposite directions.
- Identify and tag loop circuit pairs in the pull box with loop number, start (S) and finish (F) of conductor. Identify and tag lead-in-cable with sensor number and phase.
- Install loop conductor in slot using a 3/16" to 1/4" thick wood paddle. Hold loop conductors with wood paddles (at the bottom of the sawed slot) during sealant placement.
- No more than 2 twisted pairs shall be installed in one sawed slot.
- Allow additional 5'-0" of slack length of conductor for the lead-in run to pull box.
- The additional length of each conductor for each loop shall be twisted together into a pair (6 turns per 3'-4" minimum) before being placed in the slot and conduit leading to pull box.
- Test each loop circuit for continuity, circuit resistance and insulation resistance at the pull box before filling slots.
- Fill slots as shown in details.
- Splice loop conductors to lead-in-cable. Splices shall be soldered.
- End of lead-in-cable and Type 2 loop conductor shall be waterproofed prior to installing in conduit to prevent moisture from entering the cable.
- Lead-in-cable shall not be spliced between the pull box and the controller cabinet terminals.
- Test each loop circuit for continuity, circuit resistance and insulation resistance at the controller cabinet location.
- Where loop conductors are not to be spliced to a lead-in-cable, the ends of the conductors shall be taped and waterproofed with electrical insulating coating.



- 1A thru 4A = 1 Type A loop configuration in each lane.
- 1B thru 4B = 1 Type B loop configuration in each lane.
- 1C = 1 Type C loop configuration entering lanes as required.
- 1D thru 4D = 1 Type D loop configuration in each lane.
- 1E thru 4E = 1 Type E loop configuration in each lane.
- 1Q thru 4Q = 1 Type Q loop configuration in each lane.
(Use Type A, B, C, D, E or Q loop detector configurations only when specified or shown on plans)



SECTION A-A SECTION B-B SECTION C-C
SLOT DETAILS - TYPE 1 AND TYPE 2 LOOP CONDUCTOR

ELECTRICAL SYSTEMS (DETECTORS)

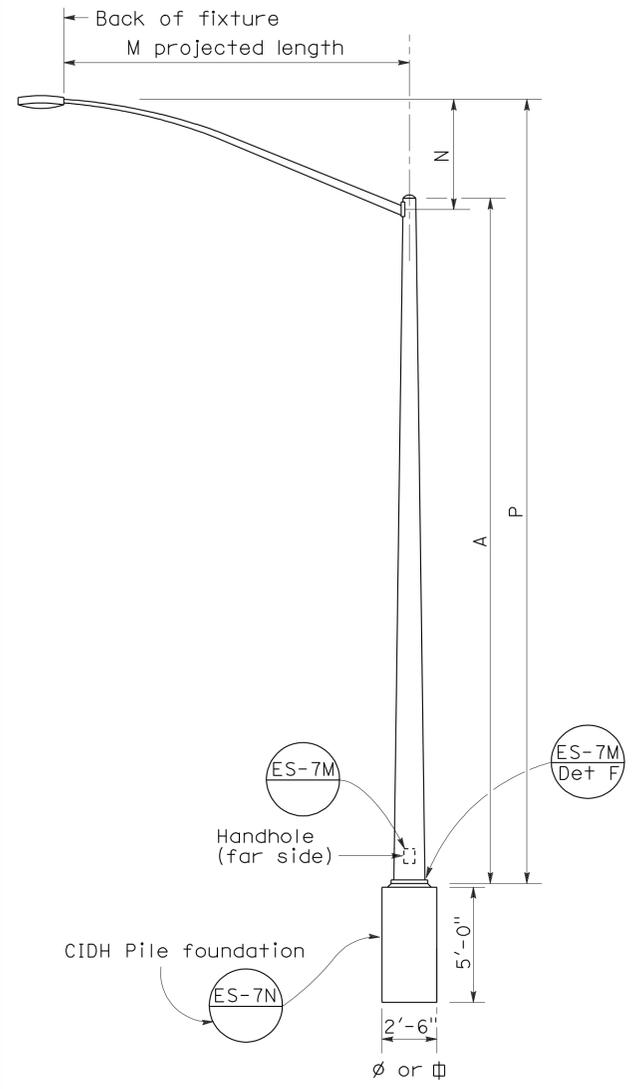
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NO SCALE

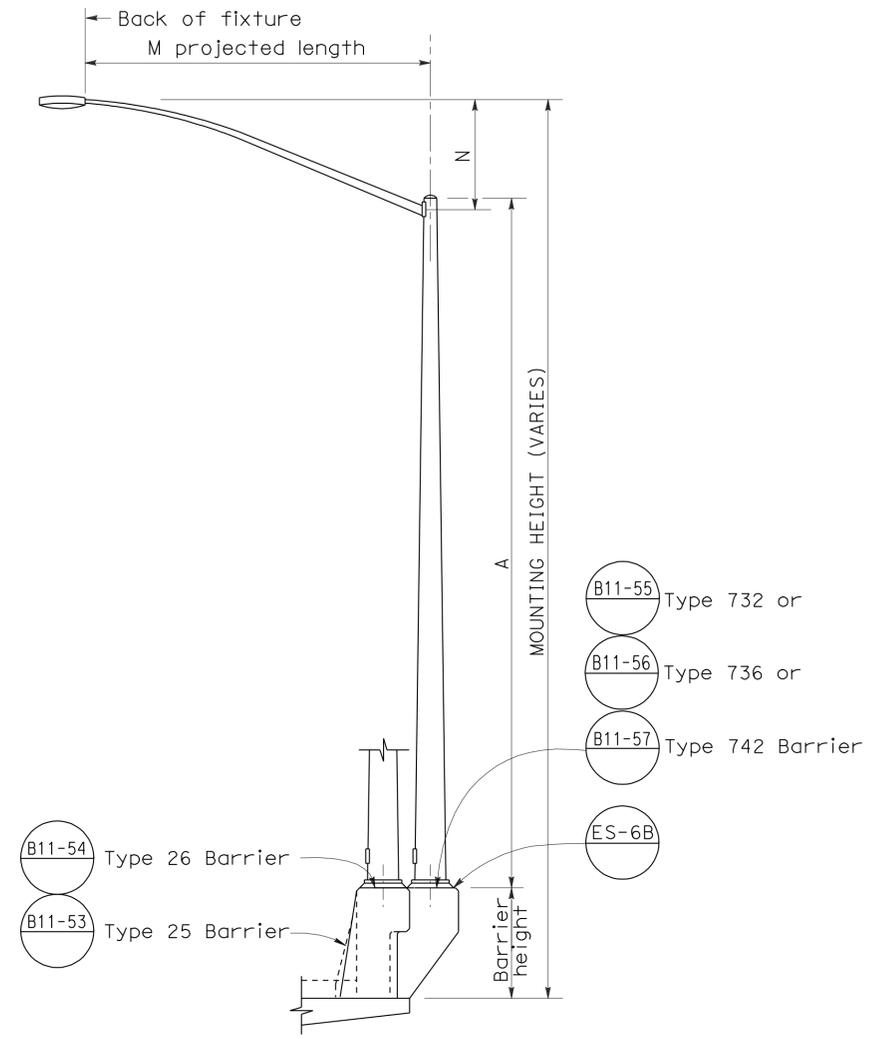
RSP ES-5A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-5A
DATED MAY 1, 2006 - PAGE 423 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP ES-5A

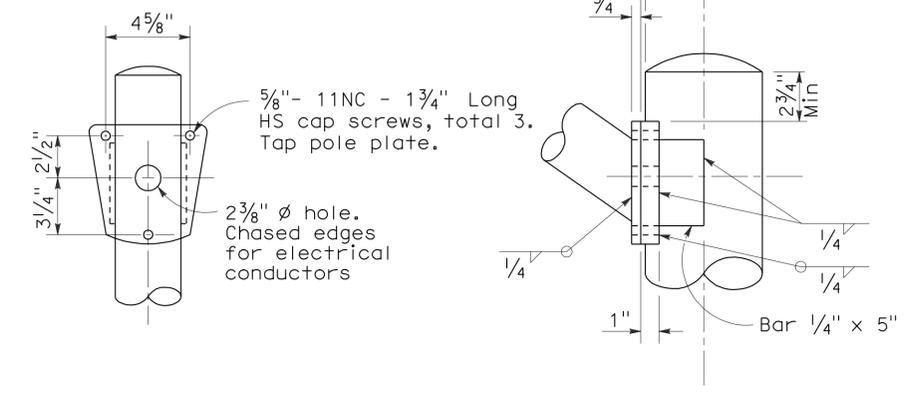
To accompany plans dated 6-27-11



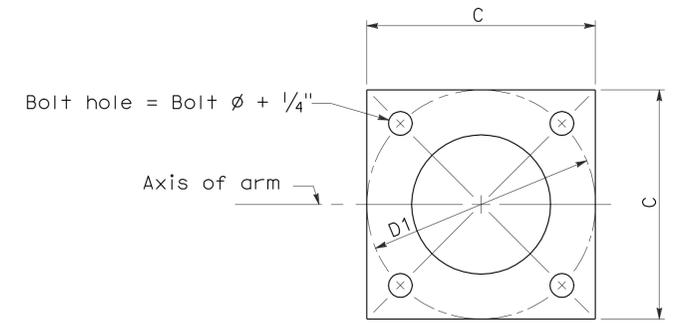
ELEVATION
TYPE 15 AND TYPE 21



ELEVATION
TYPE 15 AND TYPE 21 BARRIER RAIL MOUNTED



DETAIL R
LUMINAIRE ARM CONNECTION



BASE PLATE

POLE TYPE	POLE DATA				BASE PLATE DATA				LUMINAIRE ARM
	A Height	Min OD Base	Min OD Top	Wall Thickness	C	D1 Bolt Circle	Thick-ness	Anchor Bolts Size	
15	30'	8"	3 7/8"	0.1196"	1'-0"	1'-0"	1"	1" ø x 3'-0" x 4"*	6' - 15' 12'
21	35'	8 5/8"	3 7/8"	0.1196"	1'-0"	1'-0"	1"	1 1/4" ø x 3'-0" x 4"*	6' - 15' 12'

* For barrier rail bolts, see Standard Plan ES-6B.

M Projected Length	N Rise	Min OD At Pole	Nominal Thickness	LUMINAIRE ARM DATA	
				Type 15	Type 21
6'-0"	2'-0"±	3 1/4"	0.1196"	31'-6"±	36'-6"±
8'-0"	2'-6"±	3 1/2"	0.1196"	32'-0"±	37'-0"±
10'-0"	3'-3"±	3 3/8"	0.1196"	32'-9"±	37'-9"±
12'-0"	4'-3"±	3 7/8"	0.1196"	33'-9"±	38'-9"±
15'-0"	4'-9"±	4 1/4"	0.1196"	34'-3"±	39'-3"±

NOTES:

- Indicates arm length to be used unless otherwise noted on the plans.
- For Type 15-SB, use Type 15 standard with Type 30 slip base plate details, see Standard Plan ES-6F.
- For additional notes, see Standard Plan ES-7M and ES-7N.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(LIGHTING STANDARD
TYPES 15 AND 21)

NO SCALE

RSP ES-6A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-6A DATED MAY 1, 2006 - PAGE 427 OF THE STANDARD PLANS BOOK DATED MAY 2006.

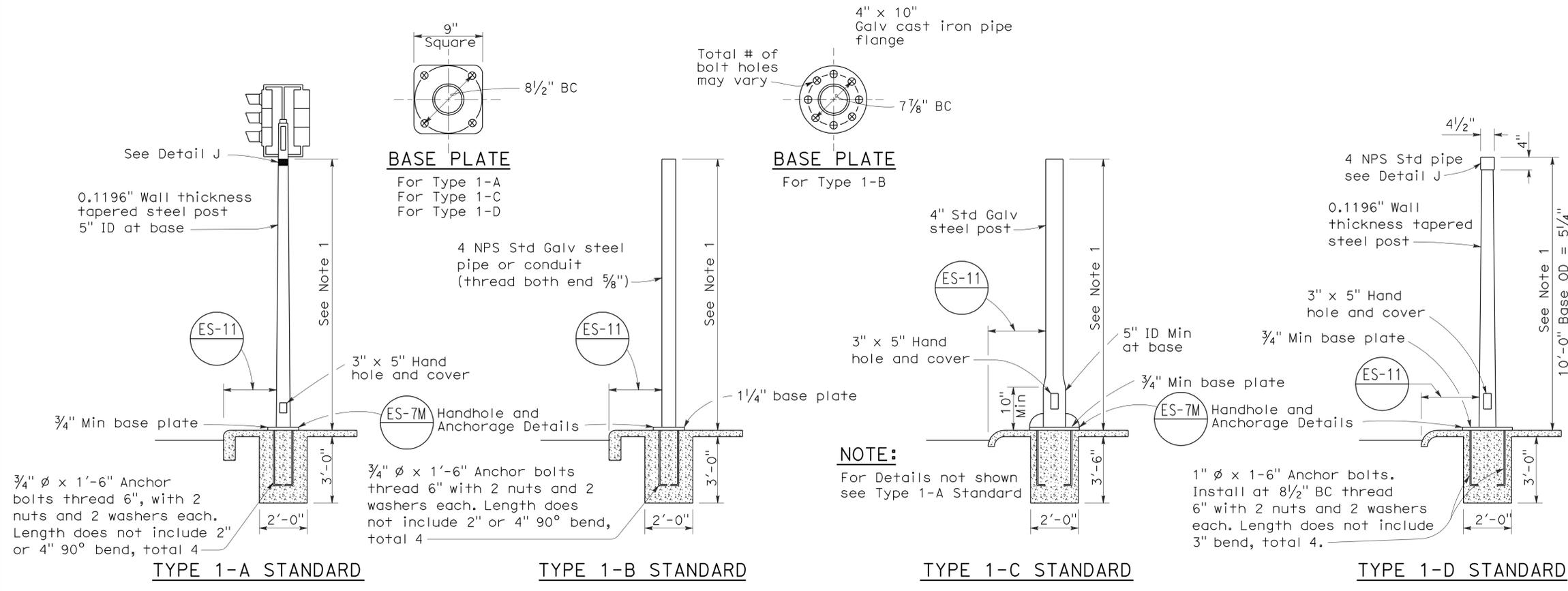
REVISED STANDARD PLAN RSP ES-6A

2006 REVISED STANDARD PLAN RSP ES-6A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	378	602

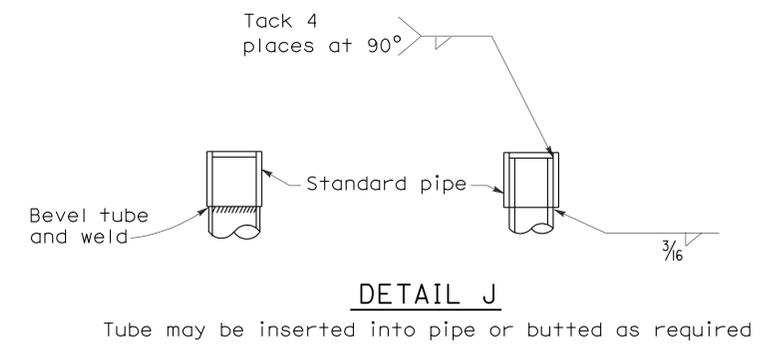
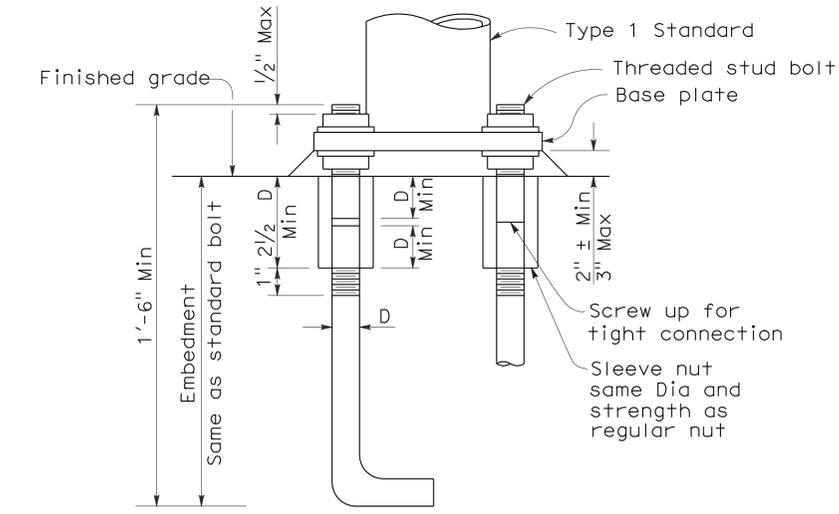
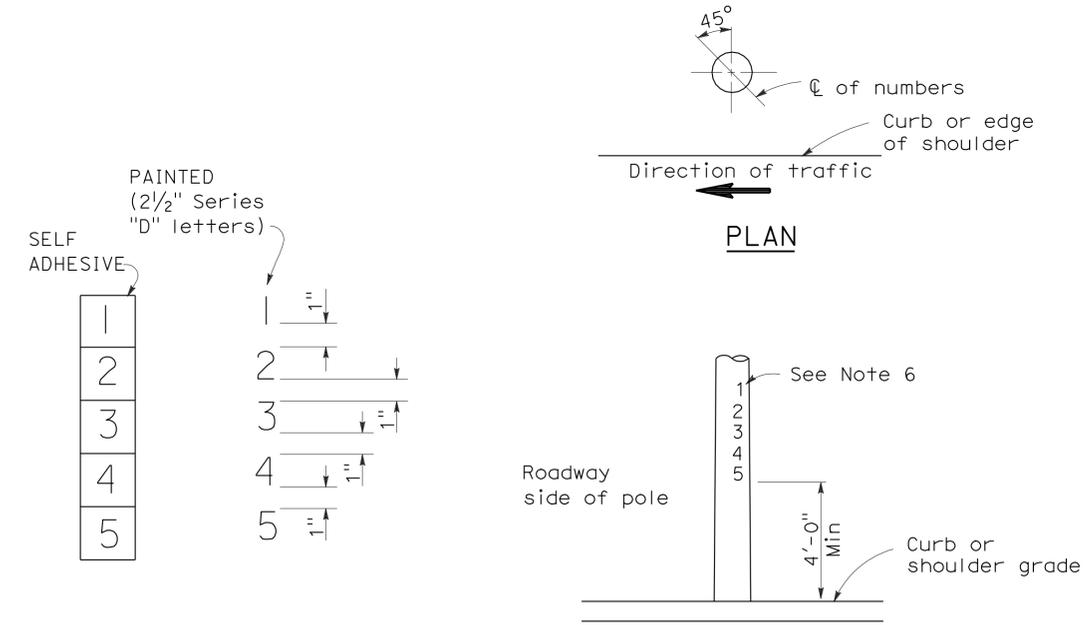
Stanley P. Johnson
 REGISTERED CIVIL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
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2006 REVISED STANDARD PLAN RSP ES-7B



- NOTES:**
- Standards shall be 10'-0" ± 2" for vehicle signals and 7'-0" ± 2" for pedestrian signals unless otherwise noted on plans.
 - Top of standards shall be 4 1/2" OD.
 - Conduits shall extend 2" maximum above finished surface of foundation and for Types 1-A, 1-C and 1-D shall be sloped toward handhole.
 - Anchor bolts shall be bonded to conduit or grounding conductor.
 - Conduit between standard and adjacent pull box shall be 2" minimum.
 - Paint numbers on roadway side facing traffic when electrolier or post is left of direction of traffic.

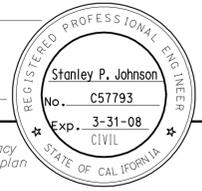
TYPE 1 SIGNAL STANDARDS



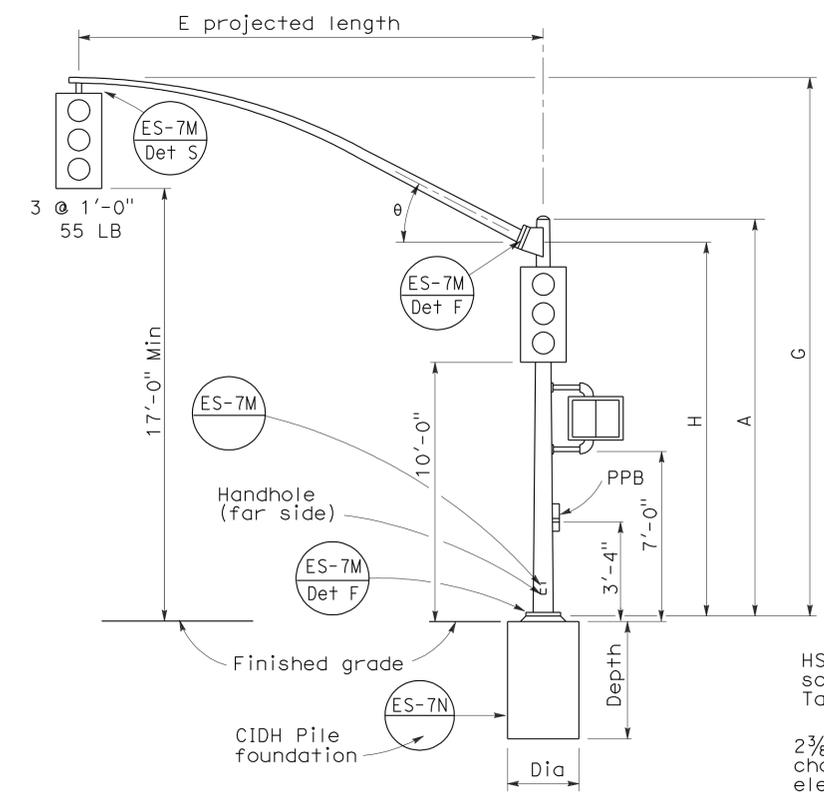
ELECTRICAL SYSTEMS (SIGNAL AND LIGHTING STANDARD TYPE 1 STANDARD AND EQUIPMENT NUMBERING)

NO SCALE

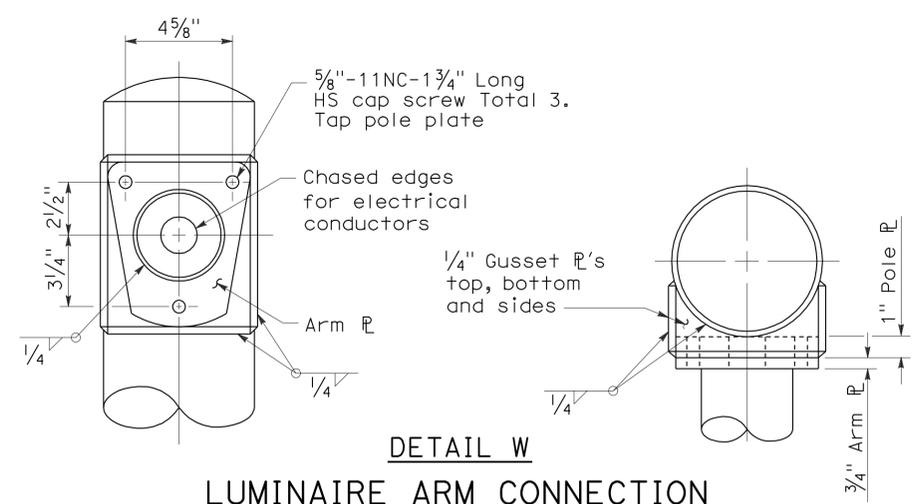
RSP ES-7B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-7B DATED MAY 1, 2006 - PAGE 438 OF THE STANDARD PLANS BOOK DATED MAY 2006.



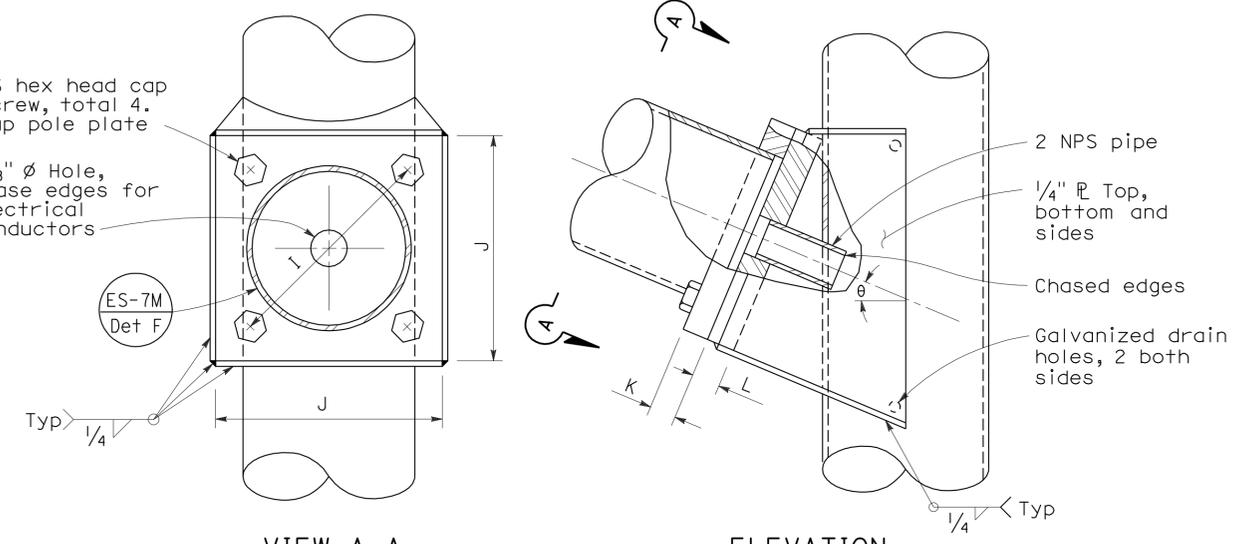
To accompany plans dated 6-27-11



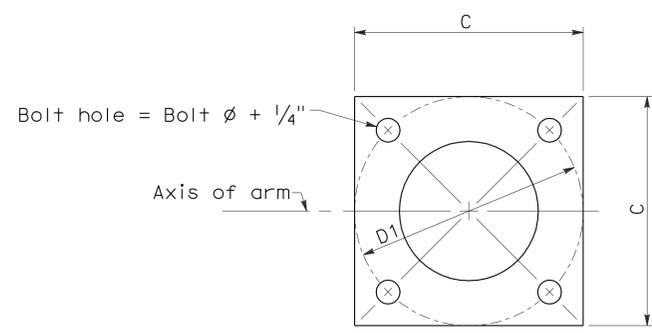
ELEVATION
TYPE 16-1-100, 18-1-100



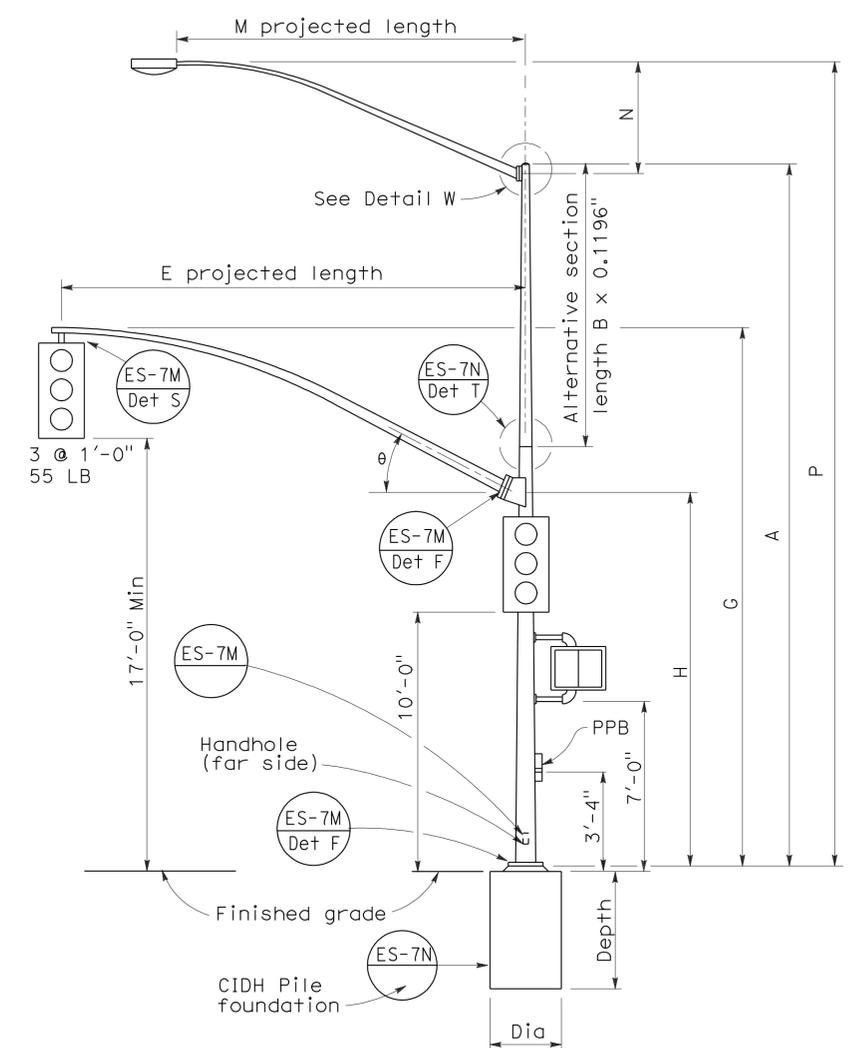
DETAIL W
LUMINAIRE ARM CONNECTION



VIEW A-A
SIGNAL ARM CONNECTION DETAILS



BASE PLATE



ELEVATION
TYPE 19-1-100, 19A-1-100

E Projected Length	G Mounting Height	H	Min OD At Pole	Thickness	I Bolt Circle	HS Cap Screws	J Plate size	K Arm Plate Thickness	L Pole Plate Thickness	θ
15'-0"	21'-8"±	17'-6"	7"	0.1196"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°
20'-0"	21'-8"±	7 7/8"								
25'-0"	22'-8"±	7 5/8"								
30'-0"	23'-0"±	8"								

M Projected Length	N Rise	Min OD at Pole	Thickness	P Mounting Height
6'-0"	2'-0"±	3 1/4"	0.1196"	30'-0" Pole
8'-0"	2'-6"±	3 1/2"		31'-6"±
10'-0"	3'-3"±	3 3/8"		32'-0"±
12'-0"	4'-3"±	3 7/8"		32'-9"±
15'-0"	4'-9"±	4 1/4"		33'-9"±

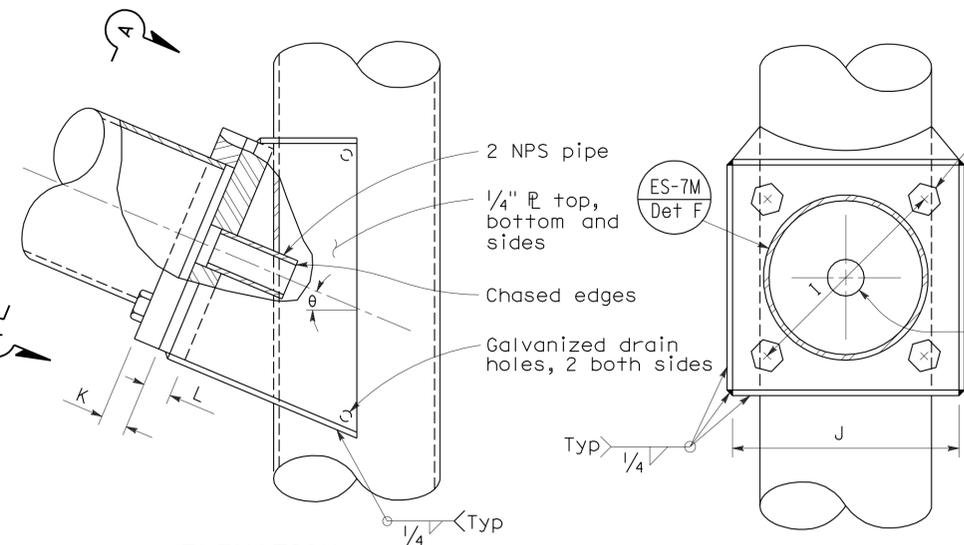
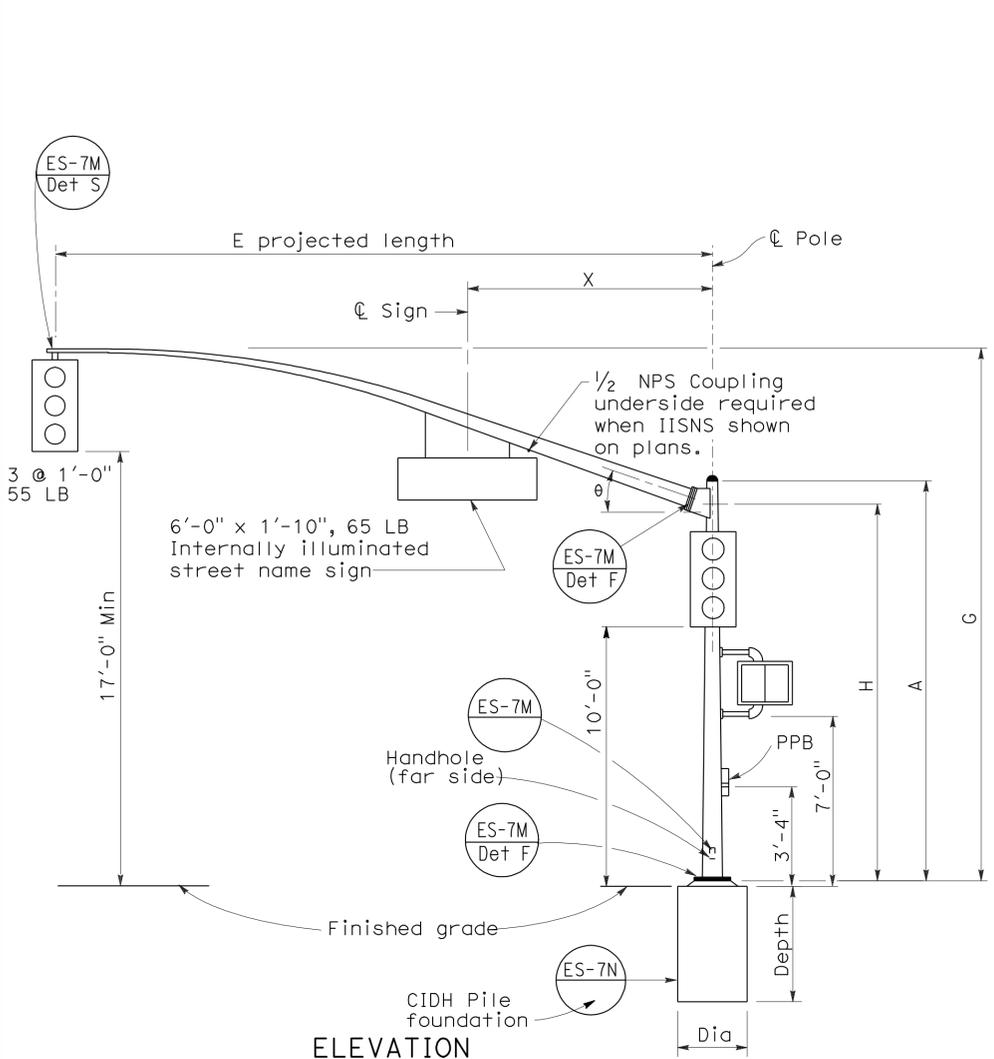
Pole Type	Load Case	Wind Velocity mph	POLE DATA					BASE PLATE DATA					CIDH PILE FOUNDATION						
			A Height	Min OD		Thickness	Alternative Section			C	D1 Bolt Circle	Thickness	Anchor Bolts		Luminaire Arm	Signal Arm	Diameter	Depth	Reinforced
				Base	Top		B Length	Bottom	Top				Size						
16-1-100	1	100	18'-6"	8 1/4"	0.1793"	None			1'-6"	1'-5 1/2"	1 1/4"	1 1/2" φ x 42" x 6"		None	15'-0"	2'-6"	7'-2"	Yes	
18-1-100			17'-0"	8 7/8"		None						None	20'-0"						
19-1-100			30'-0"	6 5/8"		10'-0"	8"	6 5/8"				6'-15' [12'-0"]	25'-0"						
19A-1-100			35'-0"	5 1/6"		15'-0"	5 1/6"	6'-15' [15'-0"]				30'-0"							

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(SIGNAL AND LIGHTING STANDARD
CASE 1 ARM LOADING
WIND VELOCITY = 100 MPH
ARM LENGTHS 15' TO 30')
 NO SCALE

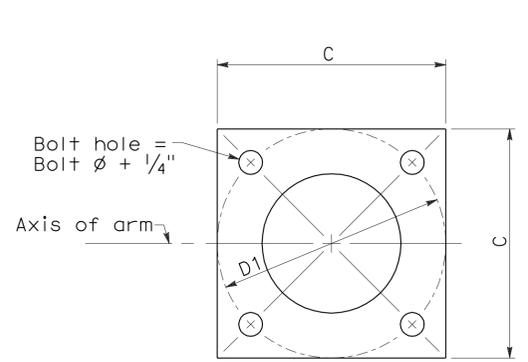
RSP ES-7C DATED JUNE 15, 2007 SUPERSEDES STANDARD PLAN ES-7C DATED MAY 1, 2006 - PAGE 439 OF THE STANDARD PLANS BOOK DATED MAY 2006.

□ Indicates arm length to be used unless otherwise noted on plans.

2006 REVISED STANDARD PLAN RSP ES-7C

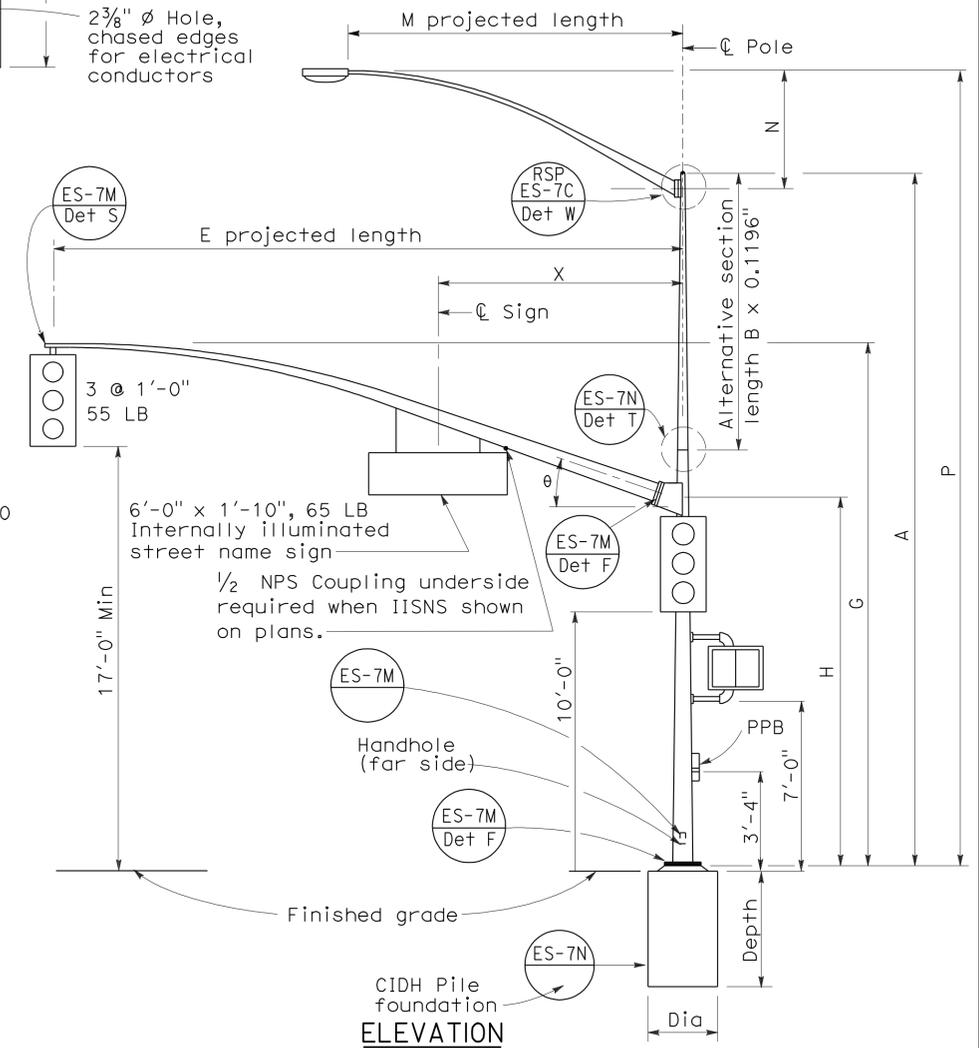


SIGNAL ARM CONNECTION DETAILS



BASE PLATE

ELEVATION TYPE 16-2-100, 18-2-100



ELEVATION TYPE 17-2-100, 17A-2-100, 19-2-100, 19A-2-100

E Projected Length	G Mounting Height	H	Min OD At Pole	Thickness	I Bolt Circle	HS Cap Screws	J Plate Size	K Arm R Thickness	L Pole R Thickness	θ	X Max
15'-0"	21'-8"±	17'-6"	6 5/8"	0.1793"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°	10'-6"
20'-0"	21'-8"±	17'-0"	6 5/8"								
25'-0"	22'-8"±	16'-0"	7 5/16"	0.1793"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°	10'-6"
30'-0"	23'-0"±		8"								

M Projected Length	N Rise	Min OD at Pole	Thickness	P Mounting Height	
				30'-0" Pole	35'-0" Pole
6'-0"	2'-0"±	3/4"	0.1196"	31'-6"±	36'-6"±
8'-0"	2'-6"±	3/2"		32'-0"±	37'-0"±
10'-0"	3'-3"±	3 7/8"		32'-9"±	37'-9"±
12'-0"	4'-3"±			33'-9"±	38'-9"±
15'-0"	4'-9"±	4 1/4"		34'-3"±	39'-3"±

Pole Type	Load Case	Wind Velocity mph	POLE DATA				BASE PLATE DATA				Anchor Bolts Size	Luminaire Arm	Signal Arm	CIDH PILE FOUNDATION				
			A Height	Min OD		Thickness	Alternative Section		C	D1 Bolt Circle				Thickness	Diameter	Depth	Reinforced	
				Base	Top		B Length	Bottom										Top
16-2-100	2	100	18'-6"	10 3/4"	0.1793"	None	8"	6 5/8"	1'-6"	1'-5 1/2"	1 1/2"	2"φ x 42" x 6"	None	15'-0", 20'-0"	2'-6"	7'-2"	Yes	
17-2-100			30'-0"			10'-0"												6 5/8"
17A-2-100			35'-0"			15'-0"												5 15/16"
18-2-100			17'-0"			None												8 7/16"
19-2-100			30'-0"			10'-0"												6 5/8"
19A-2-100	35'-0"	15'-0"	5 15/16"	0.2391"	15'-0"	8"	5 5/8"	6 5/8"	15'-0"	5 5/8"	6 5/8"	15'-0"	6'-15' 12'-0"	25'-0", 30'-0"				

□ Indicates arm length to be used unless otherwise noted on plans.

REVISED STANDARD PLAN RSP ES-7D

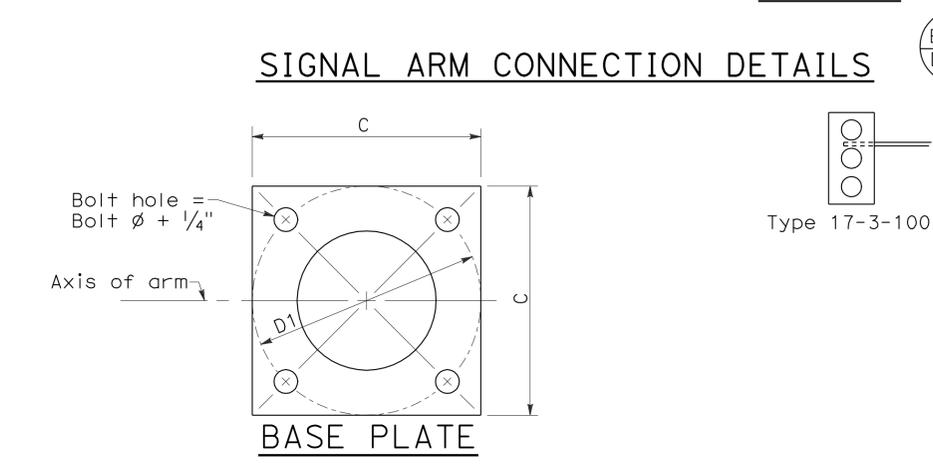
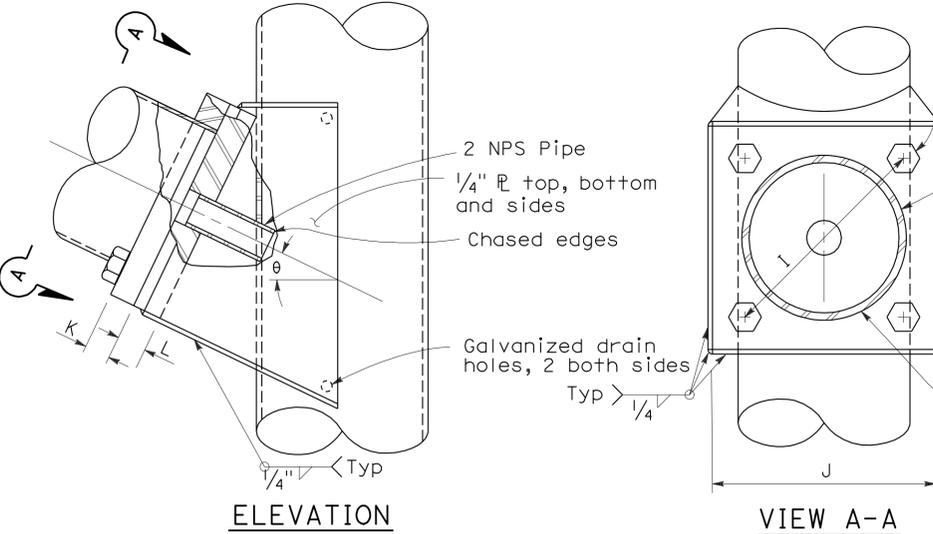
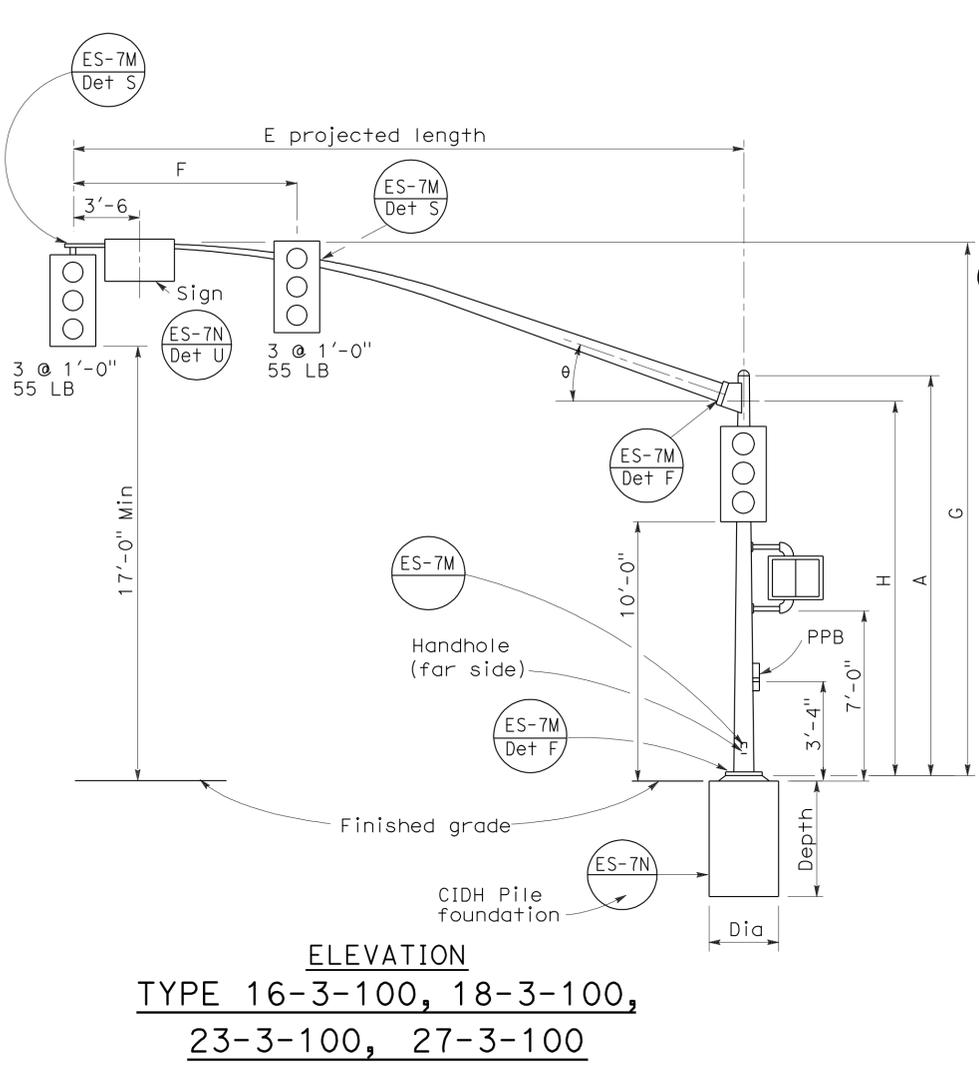
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(SIGNAL AND LIGHTING STANDARD
CASE 2 ARM LOADING
WIND VELOCITY=100 MPH
ARM LENGTHS 15' TO 30')
 NO SCALE
 RSP ES-7D DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-7D
 DATED MAY 1, 2006 - PAGE 440 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP ES-7D

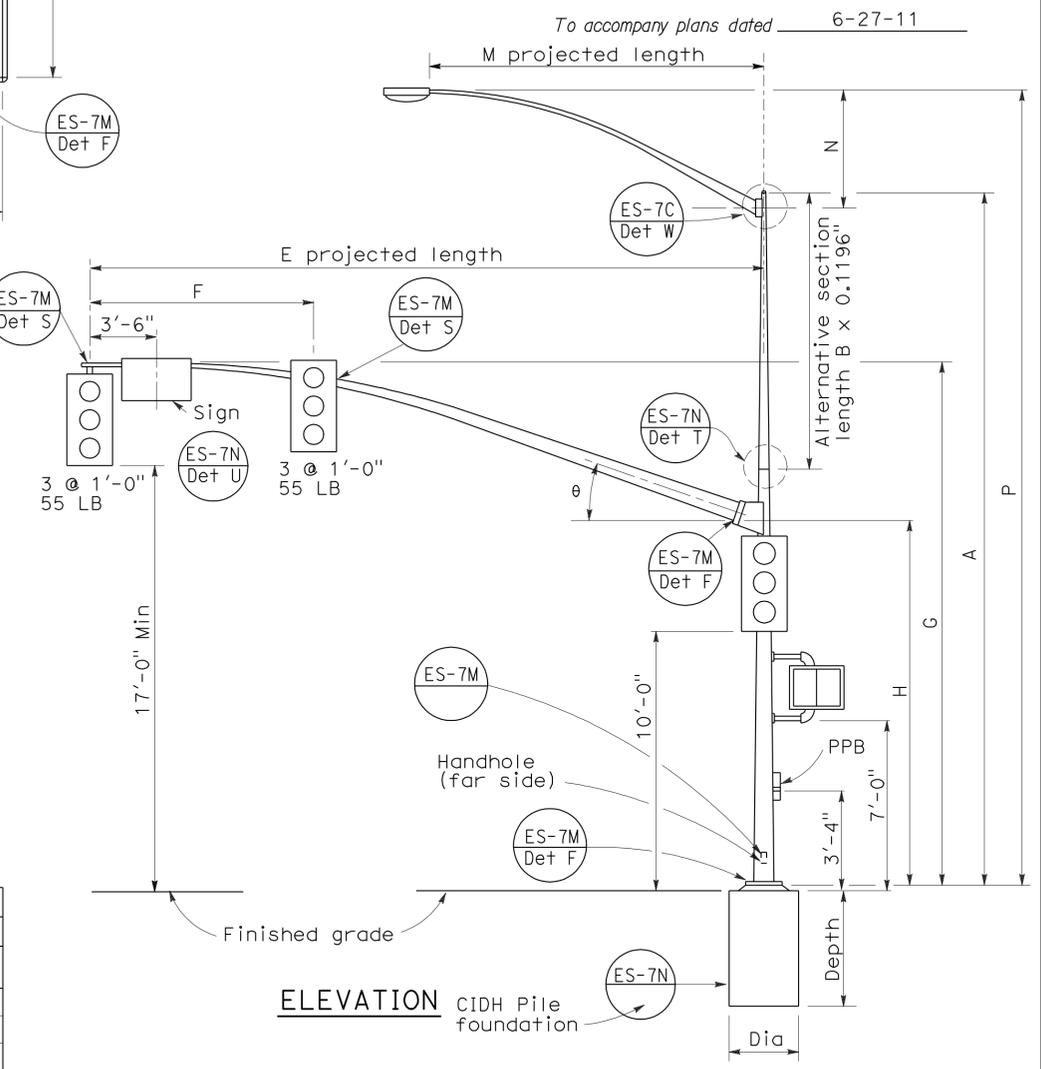
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	381	602

REGISTERED CIVIL ENGINEER
 June 30, 2006
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 Jeffrey B. Woody
 No. C41260
 Exp. 3-31-07
 CIVIL
 STATE OF CALIFORNIA



ELEVATION
TYPE 16-3-100, 18-3-100,
23-3-100, 27-3-100



ELEVATION
TYPE 17-3-100, 24A-3-100,
19-3-100, 26-3-100,
19A-3-100, 26A-3-100, 24-3-100

E Projected Length	F Min Spacing	G Mounting Height	H	Min OD At Pole	Thickness	I Bolt Circle	HS Cap Screws	J Plate Size	K Arm R Thickness	L Pole R Thickness	theta
15'-0"	8'-0"	21'-8"±	17'-6"	6 5/8"	0.1793"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°
20'-0"		21'-8"±		7"							
25'-0"		22'-8"±		7 5/8"							
30'-0"	12'-0"			8"							
35'-0"	14'-0"	23'-0"±	16'-0"	8 3/4"	0.2391"	13"	1'-1"	1 1/2"	1 3/4"	21°	
40'-0"	15'-0"			9 3/8"							
45'-0"		23'-8"±		10 1/16"							

M Projected Length	N Rise	Min OD at Pole	Thickness	P Mounting Height Pole	P Mounting Height Pole
6'-0"	2'-0"±	3 1/4"	0.1196"	31'-6"±	36'-6"±
8'-0"	2'-6"±	3 1/2"		32'-0"±	37'-0"±
10'-0"	3'-3"±	3 7/8"	0.1196"	32'-9"±	37'-9"±
12'-0"	4'-3"±			33'-9"±	38'-9"±
15'-0"	4'-9"±	4 1/4"		34'-3"±	39'-3"±

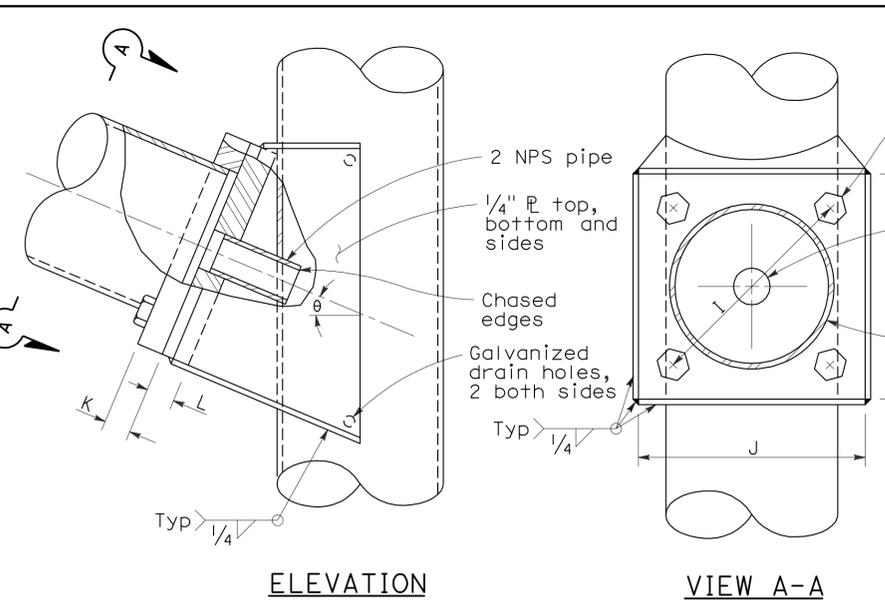
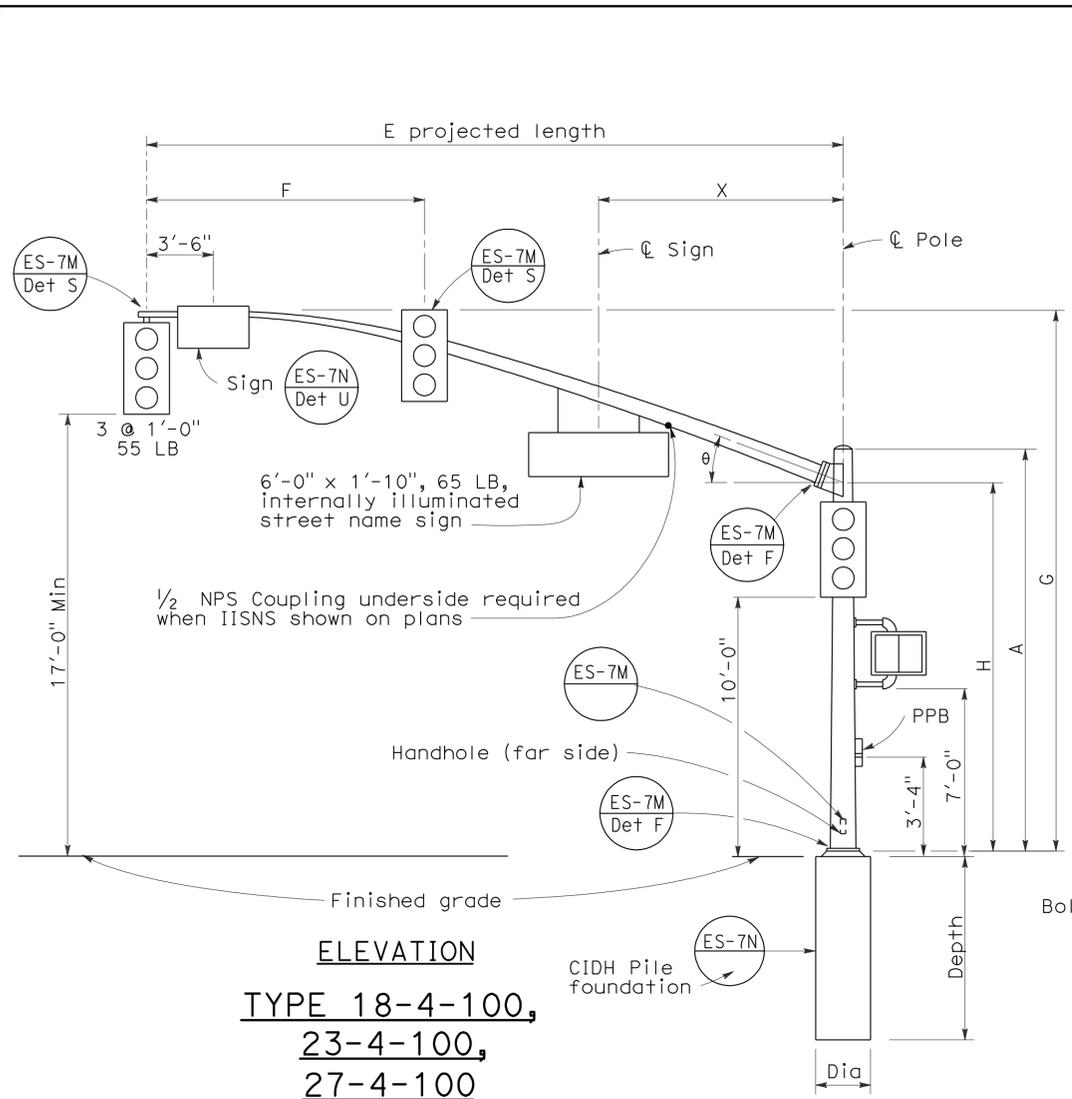
Pole Type	Load Case	Wind Velocity mph	POLE DATA				BASE PLATE DATA				Luminaire Arm	Signal Arm	CIDH PILE FOUNDATION					
			A Height	Min OD		Thickness	Alternative Section			C			D1 Bolt Circle	Thickness	Anchor Bolts Size	Diameter	Depth	Reinforced
				Base	Top		B Length	Bottom	Top									
16-3-100	3	100	18'-6"	10 3/4"	8 1/4"	0.1793"	None	8"	7 5/8"	1'-6"	1'-5 1/2"	1 1/2"	2"ø x 42" x 6"	3'-0"	9'-0"	Yes		
17-3-100			30'-0"		6 5/8"		10'-0"		None								7 5/8"	None
18-3-100			17'-0"	8 7/16"	None	None	None	None	6'-15' 12'-0"								25'-0", 30'-0"	
19-3-100			30'-0"	7 7/8"	10'-0"	9 1/4"	7 7/8"	6'-15' 15'-0"	30'-0"								None	
19A-3-100			35'-0"	7 3/16"	15'-0"	9 1/4"	7 3/16"	None	None								None	
23-3-100			17'-0"	9 5/8"	None	None	None	None	None								None	
24-3-100			30'-0"	7 7/8"	10'-0"	9 1/4"	7 7/8"	6'-15' 12'-0"	35'-0"								None	
24A-3-100			35'-0"	7 3/16"	15'-0"	9 1/4"	7 3/16"	6'-15' 15'-0"	35'-0"								None	
26-3-100			30'-0"	8"	10'-0"	9 3/8"	8"	6'-15' 12'-0"	40'-0", 45'-0"								None	
26A-3-100			35'-0"	7 5/16"	15'-0"	9 3/8"	7 5/16"	6'-15' 15'-0"	45'-0"								None	
27-3-100			17'-0"	9 3/4"	None	None	None	None	None								None	

□ Indicates arm length to be used unless otherwise noted on plans.

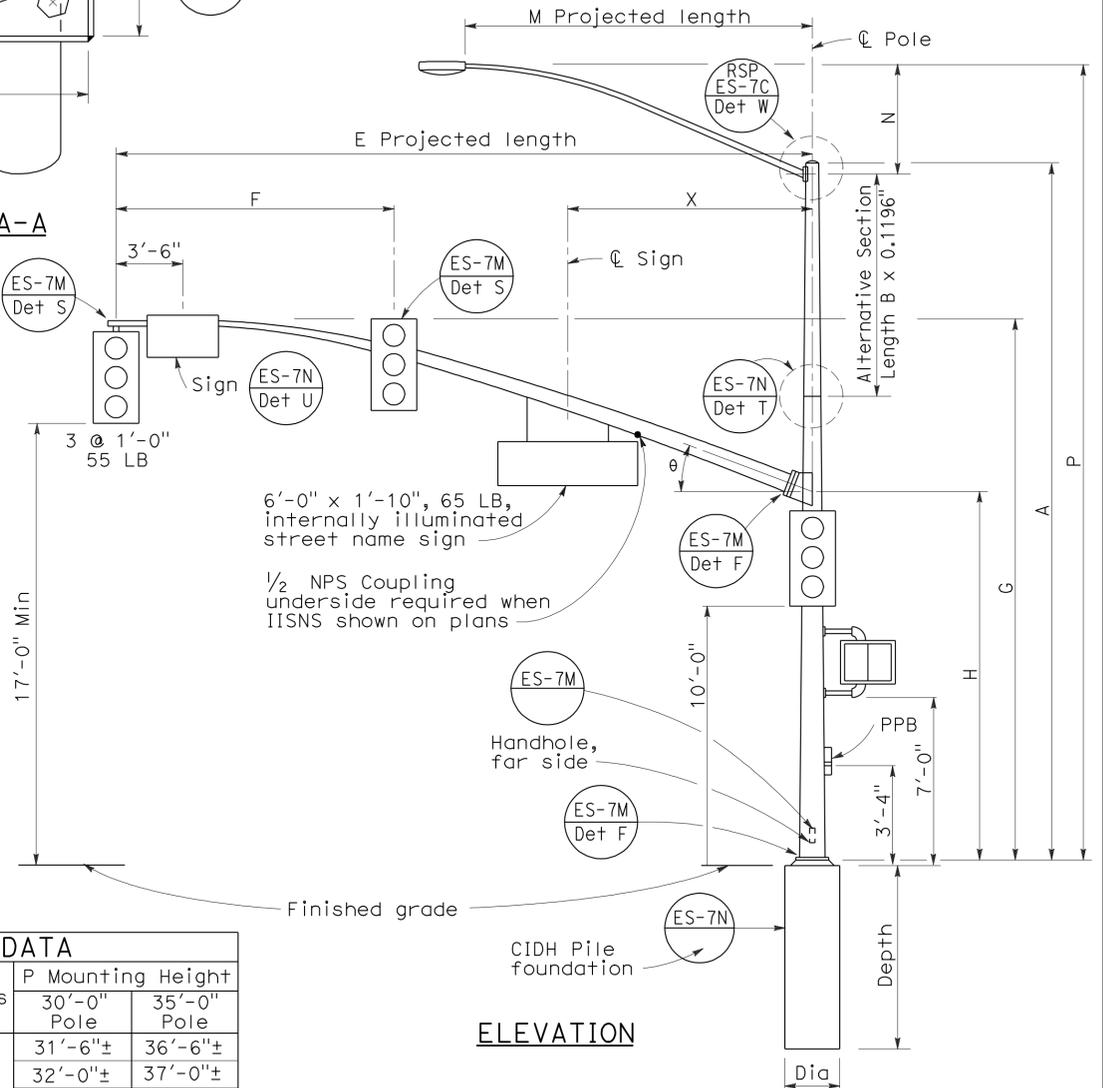
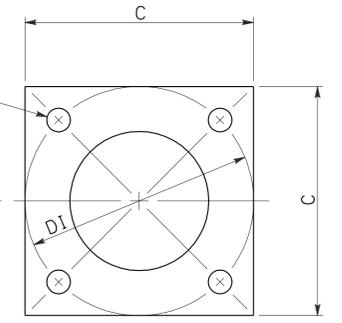
REVISED STANDARD PLAN RSP ES-7E

2006 REVISED STANDARD PLAN RSP ES-7E

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(SIGNAL AND LIGHTING STANDARD
CASE 3 ARM LOADING
WIND VELOCITY=100 MPH
ARM LENGTHS 15' TO 45')
 NO SCALE
 RSP ES-7E DATED JUNE 30, 2006 SUPERSEDES STANDARD PLAN DATED MAY 1, 2006 -
 PAGE 441 OF THE STANDARD PLANS BOOK DATED MAY 2006.



SIGNAL ARM CONNECTION DETAILS



ELEVATION

TYPE 19-4-100, 19A-4-100,
 24-4-100, 24A-4-100,
 26-4-100, 26A-4-100

E Projected Length	F Min Spacing	G Mounting Height	H	Min OD at Pole	Thickness	I Bolt Circle	HS Cap Screws	J Plate Size	K Arm ϕ Thickness	L Pole ϕ Thickness	θ	X Max
25'-0"	10'-0"	22'-8"±	16'-0"	7 5/16"	0.2391"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°	10'-6"
30'-0"	12'-0"	8"										
35'-0"	14'-0"	8 1/16"										
40'-0"	15'-0"	9 3/8"										
45'-0"	15'-0"	23'-8"±		10 1/4"		13 1/2"		1'-1 1/2"	1 1/2"	1 3/4"	15°	13'-0"

M Projected Length	N Rise	Min OD at Pole	Thickness	P Mounting Height	
				30'-0" Pole	35'-0" Pole
6'-0"	2'-0"±	3 1/4"	0.1196"	31'-6"±	36'-6"±
8'-0"	2'-6"±	3 1/2"		32'-0"±	37'-0"±
10'-0"	3'-3"±	3 7/8"		32'-9"±	37'-9"±
12'-0"	4'-3"±	3 7/8"		33'-9"±	38'-9"±
15'-0"	4'-9"±	4 1/4"		34'-3"±	39'-3"±

Pole Type	Load Case	Wind Velocity mph	POLE DATA						BASE PLATE DATA				Luminaire Arm	Signal Arm	CIDH PILE FOUNDATION			
			A Height	Min OD		Thickness	Alternative Section			C	DI Bolt Circle	Thickness			Anchor Bolts Size	Dia	Depth	Reinforced
				Base	Top		B Length	Bottom	Top									
18-4-100	4	100	17'-0"	12"	0.2391"	None	9 3/8"	8"	1'-6"	1'-6"	1 1/2"	2" ϕ x 42" x 6"	3'-0"	9'-0"	Yes			
19-4-100			30'-0"			8"										None	8"	
19A-4-100			35'-0"			7 5/16"										15'-0"	7 5/16"	
23-4-100			17'-0"			9"										None		
24-4-100			30'-0"	12 1/2"	0.3125"	10'-0"	9 3/8"	8"	1'-6"	1'-6"	1 1/2"	2" ϕ x 42" x 6"	3'-0"	9'-0"	Yes			
24A-4-100			35'-0"			7 5/16"										15'-0"	7 5/16"	
26-4-100			30'-0"	8"	10'-0"	8 3/8"												
26A-4-100			35'-0"	7 5/16"	15'-0"	9 3/4"	7 1/16"											
27-4-100			17'-0"	9 3/4"	None													

□ Indicates arm length to be used unless otherwise noted on plans.

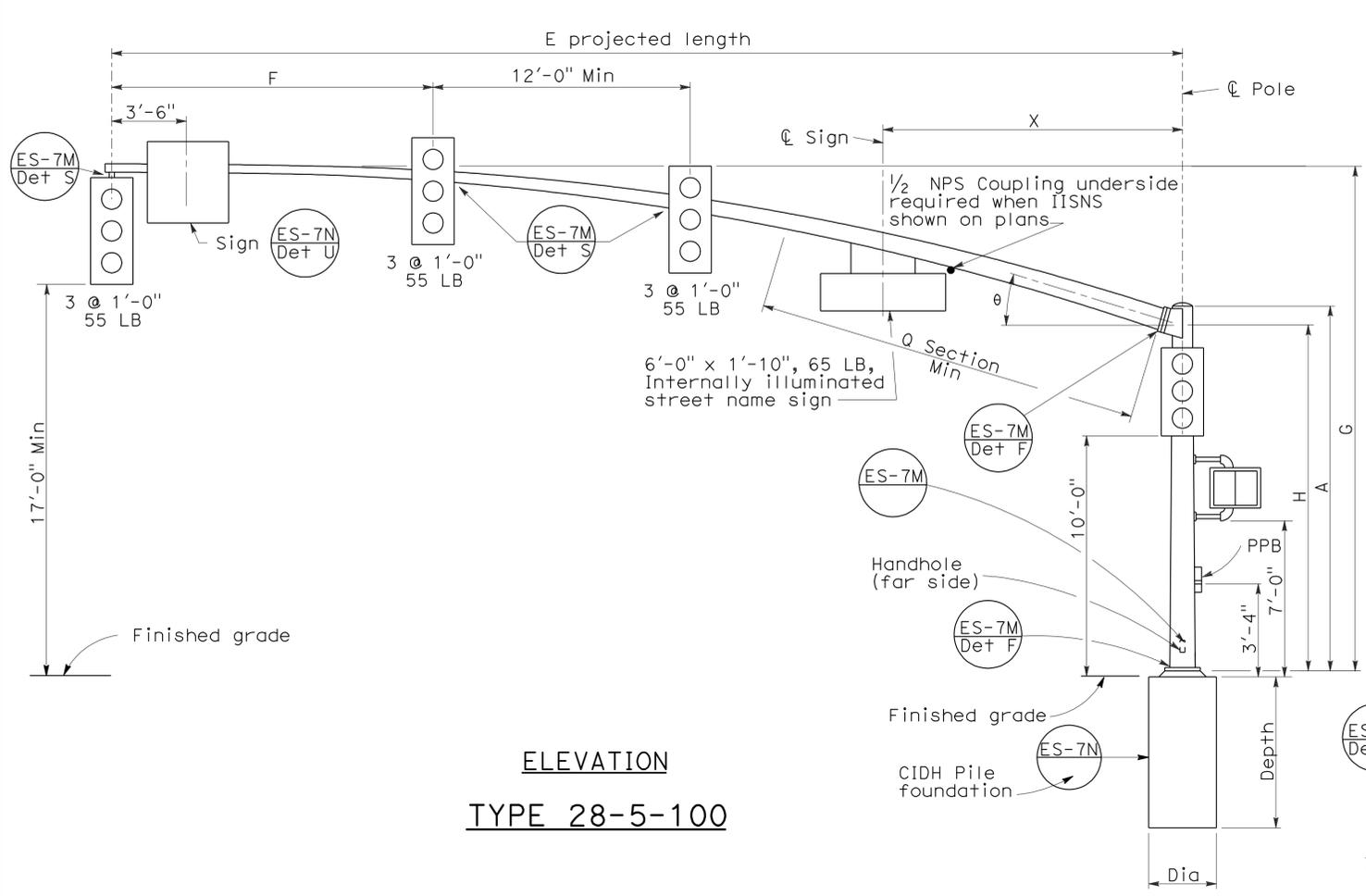
REVISED STANDARD PLAN RSP ES-7F

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (SIGNAL AND LIGHTING STANDARD
 CASE 4 ARM LOADING
 WIND VELOCITY=100 MPH
 ARM LENGTHS 25' TO 45')**
 NO SCALE

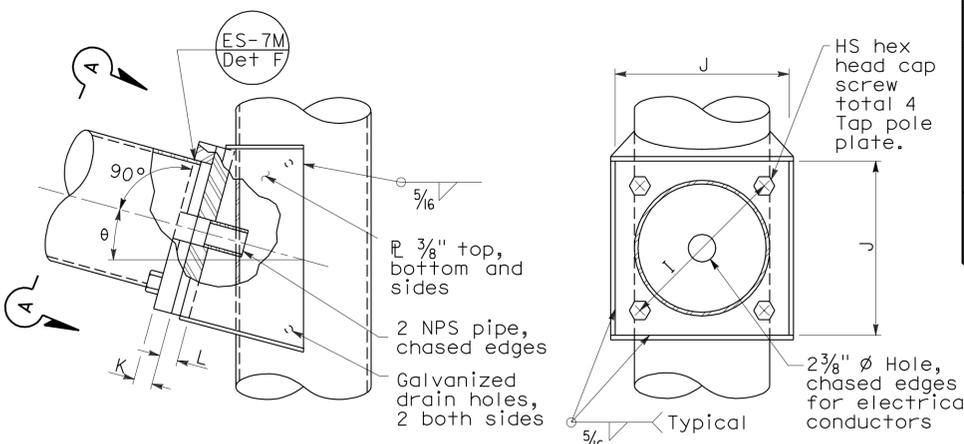
RSP ES-7F DATED OCTOBER 5, 2007 SUPERCEDES RSP ES-7F DATED
 NOVEMBER 17, 2006 AND STANDARD PLAN ES-7F DATED MAY 1, 2006 -
 PAGE 442 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP ES-7F

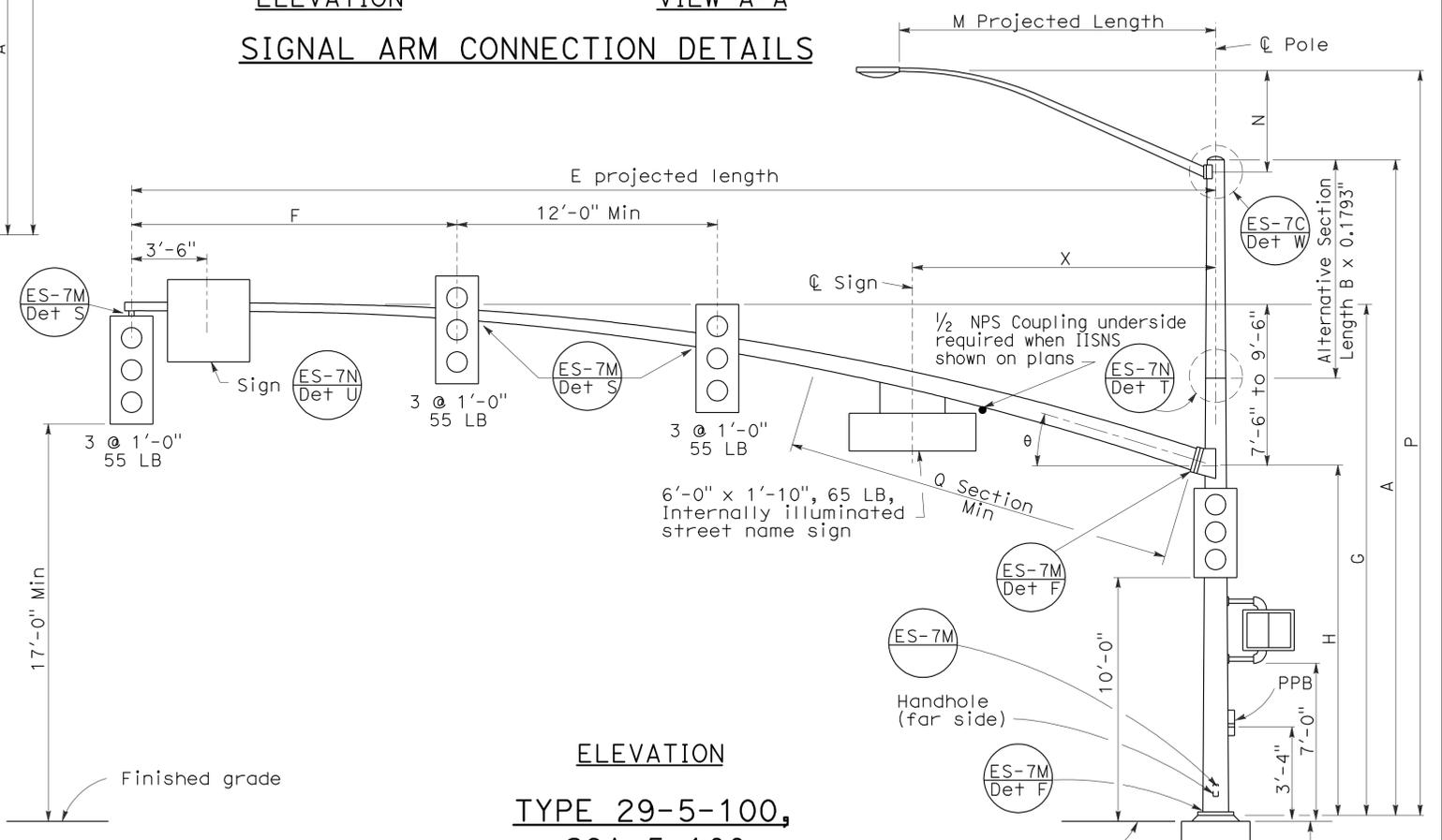
Stanley P. Johnson
 REGISTERED CIVIL ENGINEER
 No. C57793
 Exp. 03-31-08
 STATE OF CALIFORNIA
 CIVIL



ELEVATION
TYPE 28-5-100

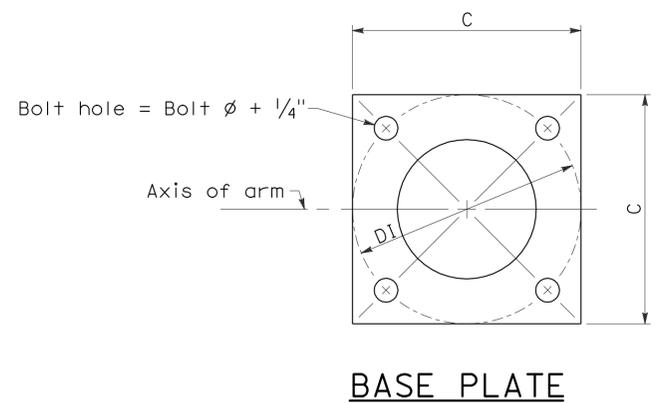


ELEVATION
SIGNAL ARM CONNECTION DETAILS



ELEVATION
TYPE 29-5-100,
29A-5-100

M Projected Length	N Rise	Min OD at Pole	Thickness	P Mounting Height
6'-0"	2'-0"±	3 1/4"	0.1196"	30'-0" Pole
8'-0"	2'-6"±	3 1/2"		31'-6"± Pole
10'-0"	3'-3"±	3 7/8"		32'-0"± Pole
12'-0"	4'-3"±	3 7/8"		32'-9"± Pole
15'-0"	4'-9"±	4 1/4"		33'-9"± Pole



BASE PLATE

E Projected Length	F Min Spacing	G Mounting Height	H	Min OD at Pole	Thickness	I Bolt Circle	HS Cap Screws	J Plate Size	K Arm P Thickness	L Pole P Thickness	θ	Q Section		X Max
												Length	Thickness	
50'-0" 55'-0"	15'-0"	23'-7"± to 25'-7"±	16'-0"	11 7/16" 1'-1/4"	0.1793"	16"	1 1/2"-6NC-3 1/4"	1'-4"	1 3/4"	1 3/4"	15°	18'-0" 23'-0"	0.2391"	14'-0"

Pole Type	Load Case	Wind Velocity mph	POLE DATA				BASE PLATE DATA				Luminaire Arm	Signal Arm	CIDH PILE FOUNDATION						
			A Height	Min OD		Thickness	C	DI Bolt Circle	Thickness	Anchor Bolts Size			Dia	Depth	Reinforced				
				Base	Top											Alternative Section B Length	Bottom	Top	
28-5-100	5	100	17'-0"	14"	11 11/16"	21"	21"	2" ø x 42" x 6"	6'-15'	15'-0"	50'-0", 55'-0"	3'-0"	9'-2"	Yes					
29-5-100			30'-0"		9 7/8"										10'-0"	11 1/4"	9 7/8"	23"	23"
29A-5-100			35'-0"		9 3/16"										15'-0"	9 3/16"	23"	23"	23"

□ Indicates arm length to be used unless otherwise noted on plans.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(SIGNAL AND LIGHTING STANDARD
CASE 5 ARM LOADING
WIND VELOCITY=100 MPH,
ARM LENGTHS 50' TO 55')
 NO SCALE

RSP ES-7G DATED NOVEMBER 17, 2006 SUPERSEDES STANDARD PLAN ES-7G
 DATED MAY 1, 2006 - PAGE 443 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-7G

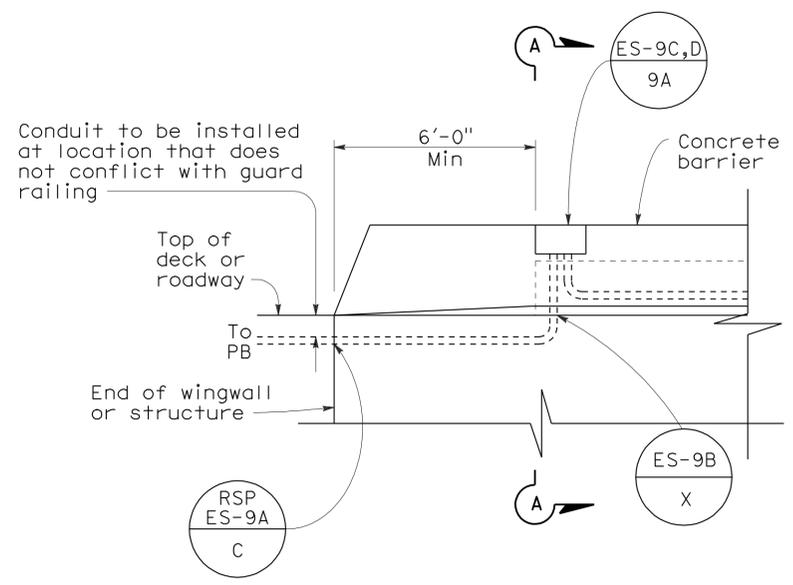
2006 REVISED STANDARD PLAN RSP ES-7G

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	384	602

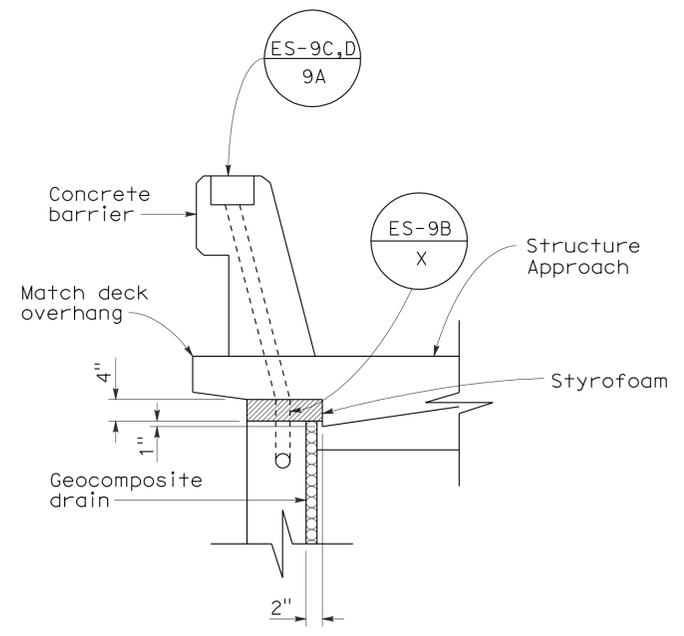
REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER
 Jeffrey G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

To accompany plans dated 6-27-11

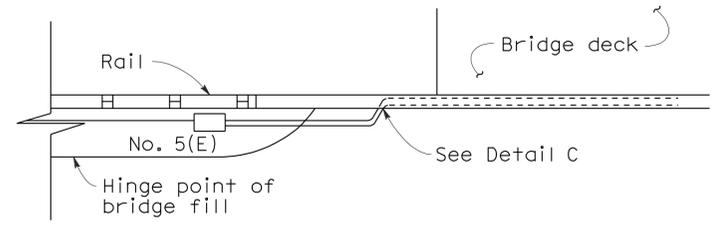


SIDEVIEW

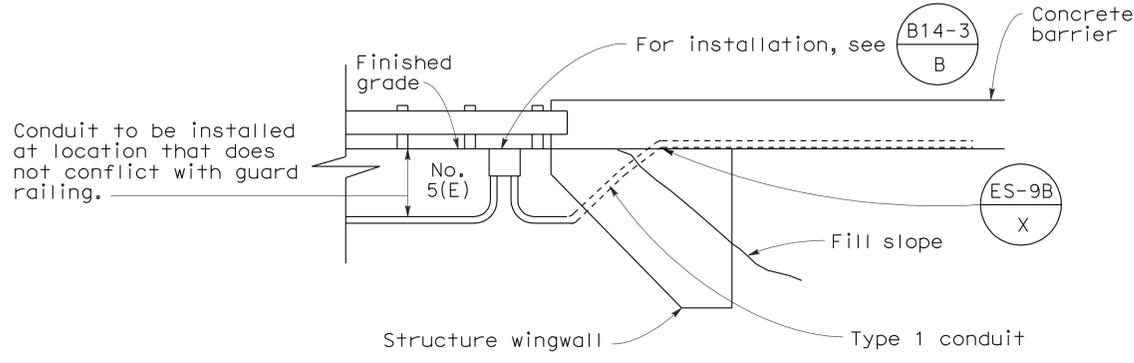


SECTION A-A

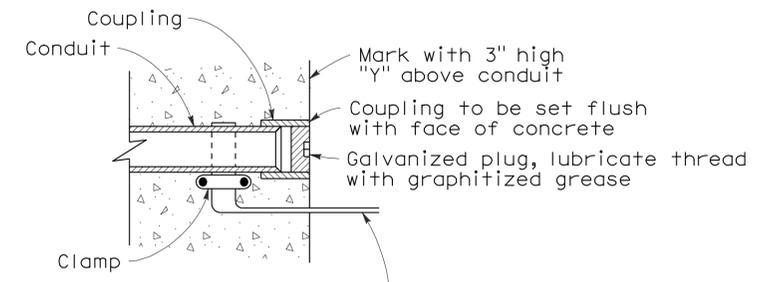
**DETAIL A
CONDUIT TERMINATION**



TOP VIEW



**SIDE VIEW
DETAIL I
CONDUIT TERMINATION**



**DETAIL C
CONDUIT TERMINATION**

Copper bonding strap install only at structure construction joint, extend at least 6" from face of concrete

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (ELECTRICAL DETAILS
 STRUCTURE INSTALLATIONS)**

NO SCALE

RSP ES-9A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-9A
 DATED MAY 1, 2006 - PAGE 454 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP ES-9A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	1.2/2.1	386	602

REGISTERED ELECTRICAL ENGINEER
 Jeffery G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

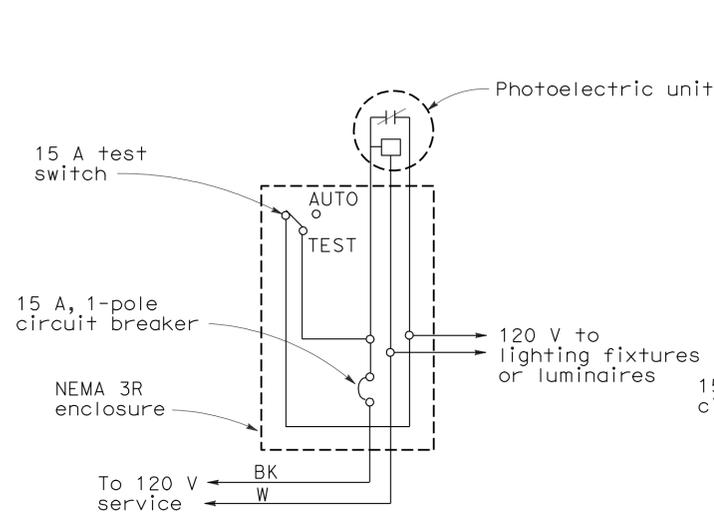
October 5, 2007
 PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

NOTES: (FOR LIGHTING AND SIGN ILLUMINATION CONTROL)

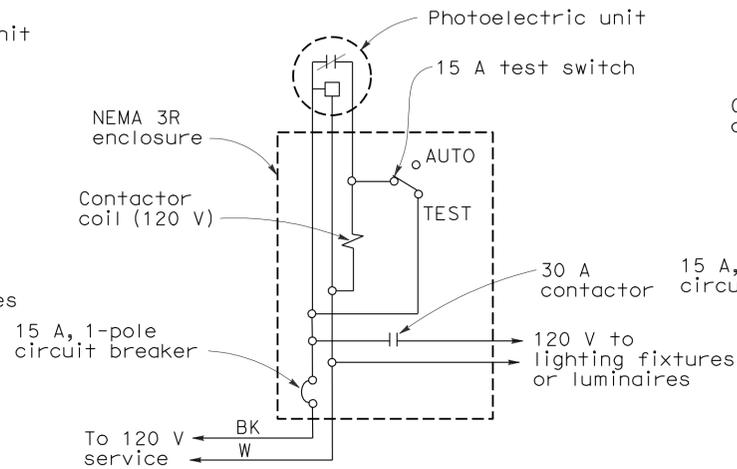
1. The ballast voltages of lighting fixtures and luminaires shall match line service voltages.
2. Voltage rating of photoelectric controls shall conform to the service voltage indicated on the plans.
3. Terminal strip shall be provided for wiring to fixtures.
4. Type SC1A, SC2A, SC3A controls are similar to Types SC1, SC2 and SC3 controls respectively except test switch and wiring are not required.

To accompany plans dated 6-27-11



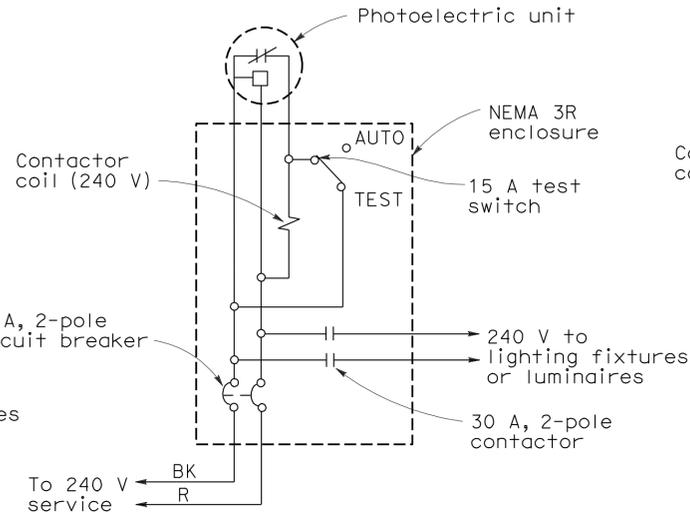
TYPE LC1 CONTROL

For 120 V unswitched circuit with no more than 800 W load.



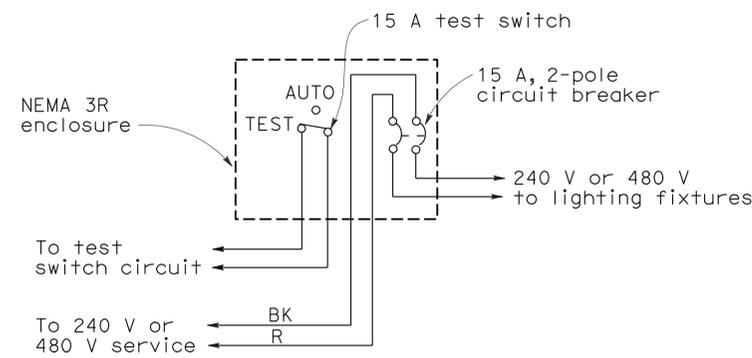
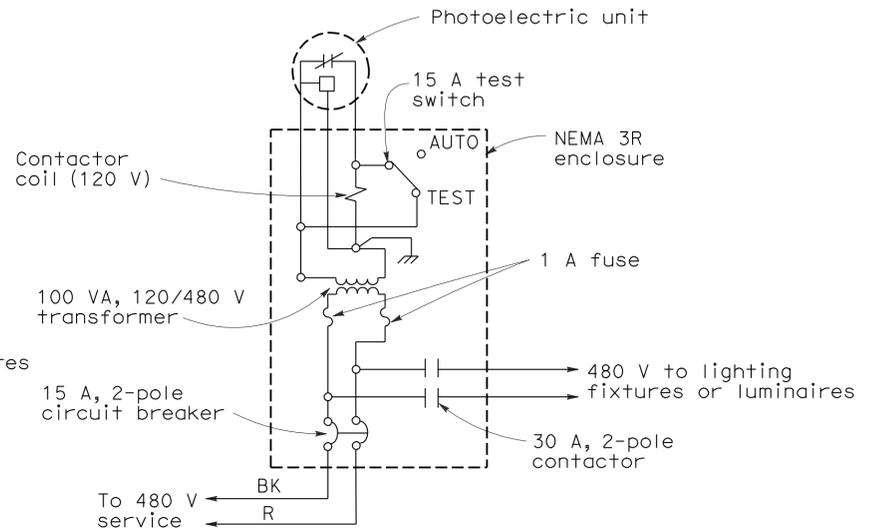
TYPE LC2 CONTROL

For 120 V unswitched circuit



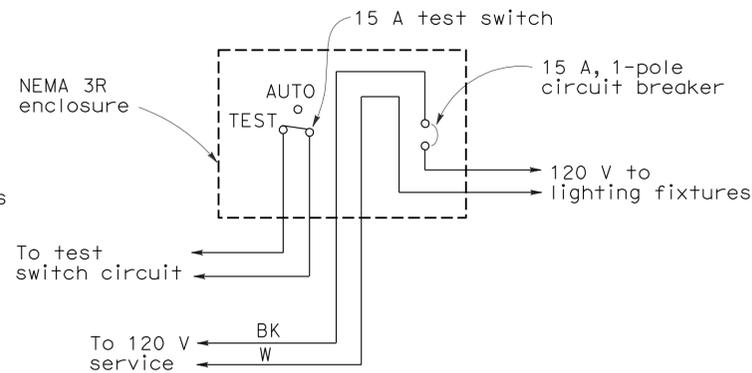
TYPE LC3 CONTROL

For 240 V and 480 V unswitched circuits



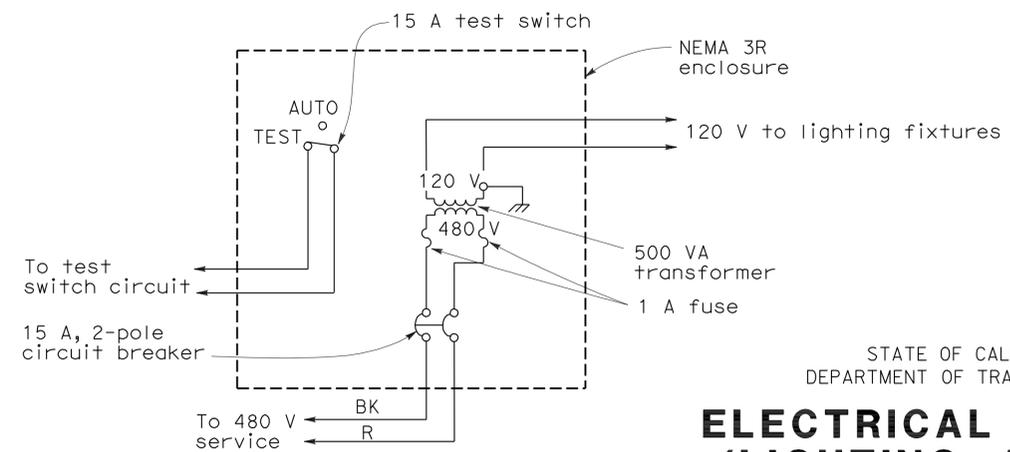
TYPE SC1 CONTROL

For 240 V or 480 V switched circuit, see Note 4 for Type SC1A



TYPE SC2 CONTROL

For 120 V switched circuit, see Note 4 for Type SC2A



TYPE SC3 CONTROL

For 480 V switched sign circuit, see Note 4 for Type SC3A

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (LIGHTING AND SIGN
 ILLUMINATION CONTROL)**

NO SCALE

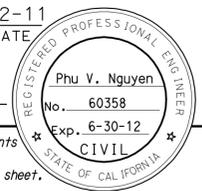
RSP ES-15D DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-15D DATED MAY 1, 2006 - PAGE 472 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-15D

2006 REVISED STANDARD PLAN RSP ES-15D

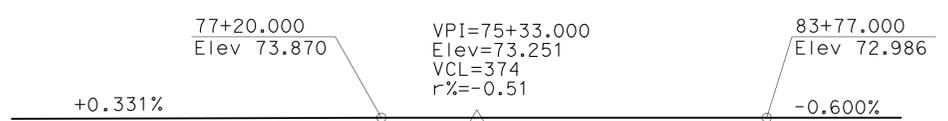
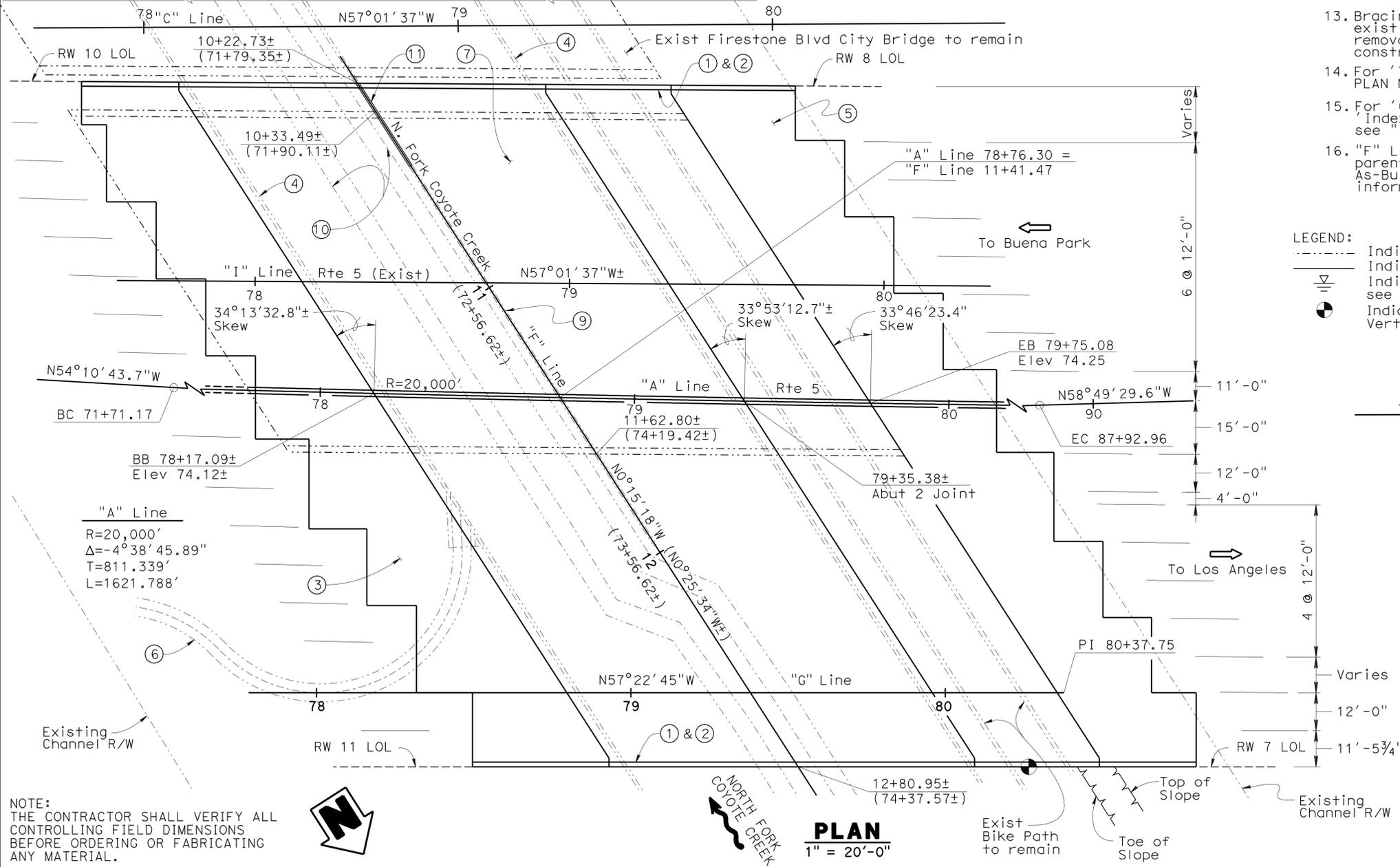
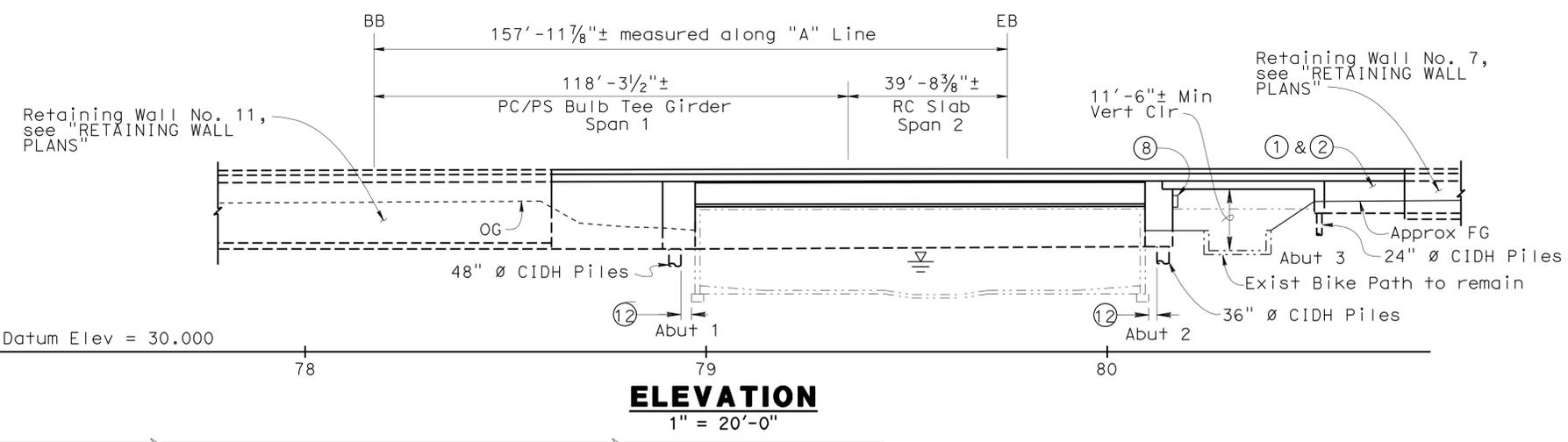
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	387	602

3-2-11
 REGISTERED CIVIL ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE
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- NOTES:
- Paint "NORTH FORK COYOTE CRK BR"
 - Paint "53-3037"
 - Structure Approach Type N(30S)
 - Exist outer channel walls to remain
 - Structure Approach Type N(30D)
 - Existing culvert. Not to be maintained by LACDPW/LACFCD
 - Remove existing Bridge No. 53-1363 on I-5
 - Lighting for bike path, see "ROAD PLANS"
 - Exist center pier and pier nose to be removed
 - Exist low flow channel
 - Construct new pier nose
 - 12" Min clearance from pile to exist channel footing
 - Bracing/shoring is required at existing piers prior to bridge removal and during bridge construction
 - For 'Typical Section', see "GENERAL PLAN NO. 2" sheet
 - For 'General Notes', 'Pile Data Table', 'Index to Plans' and 'Standard Plans', see "INDEX TO PLANS" sheet
 - "F" Line stationing and bearing in parentheses indicates original Channel As-Built stations, and are shown for informational purposes only

- LEGEND:
- Indicates Existing Structure
 - Indicates New Structure
 - Indicates High Water Elevation, see "FOUNDATION PLAN" sheet
 - Indicates Point of Minimum Vertical Clearance



QUANTITIES

	LUMP	SUM
BRIDGE REMOVAL, LOCATION B	690	CY
STRUCTURE EXCAVATION (BRIDGE)	160	CY
STRUCTURE BACKFILL (BRIDGE)	166	CY
STRUCTURE BACKFILL (SLURRY CEMENT)	3,600	SOFT
GEOSYNTHETIC REINFORCED EMBANKMENT	265	LF
44" PERMANENT STEEL CASING	207	LF
56" PERMANENT STEEL CASING	1,662	LF
24" CAST-IN-DRILLED-HOLE CONCRETE PILING	783	LF
36" CAST-IN-DRILLED-HOLE CONCRETE PILING	1,433	LF
48" CAST-IN-DRILLED-HOLE CONCRETE PILING	3,110	CY
STRUCTURAL CONCRETE, BRIDGE	620	CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	5,100	SOFT
ARCHITECTURAL TREATMENT	825	SOFT
ARCHITECTURAL SURFACE (BARRIER)	342	LF
DRILL AND BOND DOWEL	24	EA
FURNISH PRECAST PRESTRESSED CONCRETE BULB-TEE GIRDER (110'-120')	24	EA
ERECT PRECAST CONCRETE GIRDER	255	LF
JOINT SEAL (MR 1/2")	515	LF
JOINT SEAL (MR 1")	793,000	LB
BAR REINFORCING STEEL (BRIDGE)	28	EA
HEADED BAR REINFORCEMENT	234	LF
CONCRETE BARRIER (TYPE 60GA)	449	LF
CONCRETE BARRIER (TYPE 736)	486	LF
COMMUNICATION CONDUIT (BRIDGE)		

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGN	BY Karen Doll	CHECKED Mohey El-Mously	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE
DETAILS	BY Pauline Tong	CHECKED Mohey El-Mously	LAYOUT	BY Karen Doll
QUANTITIES	BY Mark Okimura	CHECKED Yeo Yoon	SPECIFICATIONS	BY Theresa Nedwick

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 11

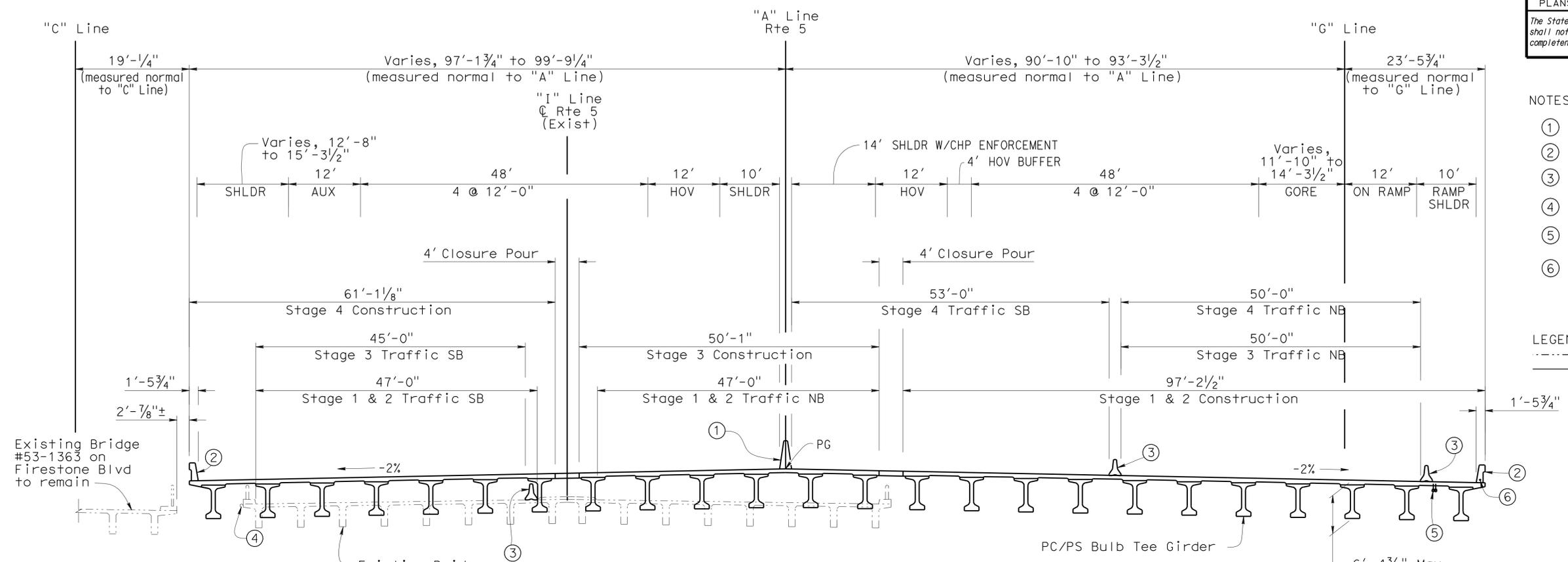
BRIDGE NO. 53-3037
POST MILE 1.47

N. FORK COYOTE CRK BR (REPLACEMENT)
GENERAL PLAN NO. 1

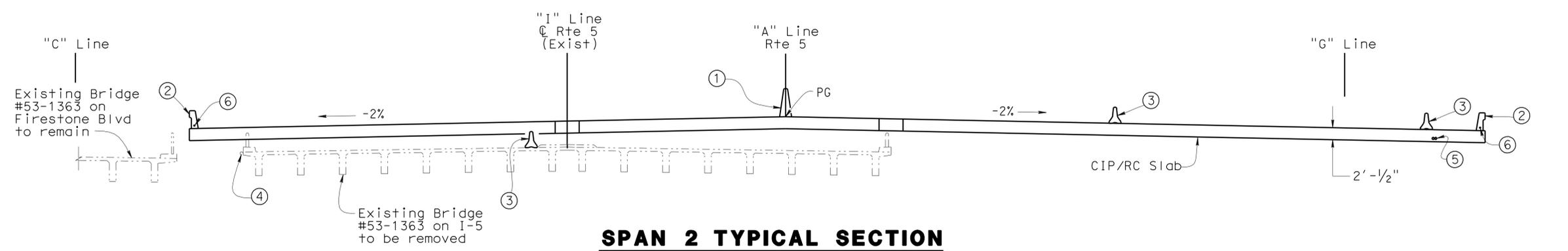
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	388	602

3-2-11
 REGISTERED CIVIL ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

PHU V. NGUYEN
 REGISTERED PROFESSIONAL ENGINEER
 No. 60358
 Exp. 6-30-12
 CIVIL
 STATE OF CALIFORNIA



SPAN 1 TYPICAL SECTION (LOOKING WEST)
1" = 10'-0"



SPAN 2 TYPICAL SECTION (LOOKING WEST)
1" = 10'-0"

- NOTES:
- Conc Barrier Type 60GA
 - Conc Barrier Type 736
 - Temporary Railing, Type K, see "ROAD PLANS"
 - Existing fiber optic line to be removed
 - 2 - 4" Ø Conduits for Fiber Optics, see "ROAD PLANS"
 - 2" Ø Sprinkler Control Conduit, see "ROAD PLANS"
- LEGEND:
- Indicates Existing Structure
 - Indicates New Structure

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGN BY Karen Doll	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO. 53-3037	N. FORK COYOTE CRK BR (REPLACEMENT) GENERAL PLAN NO. 2																		
DETAILS BY Pauline Tong	CHECKED Mohey El-Mously			POST MILE 1.47																			
QUANTITIES BY Mark Okimura	CHECKED Yeo Yoon																						
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	CU 07227 EA 215911	DISREGARD PRINTS BEARING EARLIER REVISION DATES	<table border="1"> <tr> <th colspan="6">REVISION DATES</th> </tr> <tr> <td>8-3-09</td> <td>10-7-10</td> <td>11-18-09</td> <td>12-8-09</td> <td>2-28-10</td> <td>4-18-10</td> </tr> <tr> <td>5-5-10</td> <td>8-10-10</td> <td>8-24-10</td> <td></td> <td></td> <td></td> </tr> </table>	REVISION DATES						8-3-09	10-7-10	11-18-09	12-8-09	2-28-10	4-18-10	5-5-10	8-10-10	8-24-10			
REVISION DATES																							
8-3-09	10-7-10	11-18-09	12-8-09	2-28-10	4-18-10																		
5-5-10	8-10-10	8-24-10																					

USERNAME => hmarflok DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:30

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	389	602

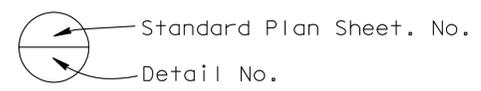
REGISTERED CIVIL ENGINEER DATE 3-2-11
 PHU V. NGUYEN
 No. 60358
 Exp. 6-30-12
 CIVIL
 STATE OF CALIFORNIA
 PLANS APPROVAL DATE 6-27-11
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INDEX TO PLANS

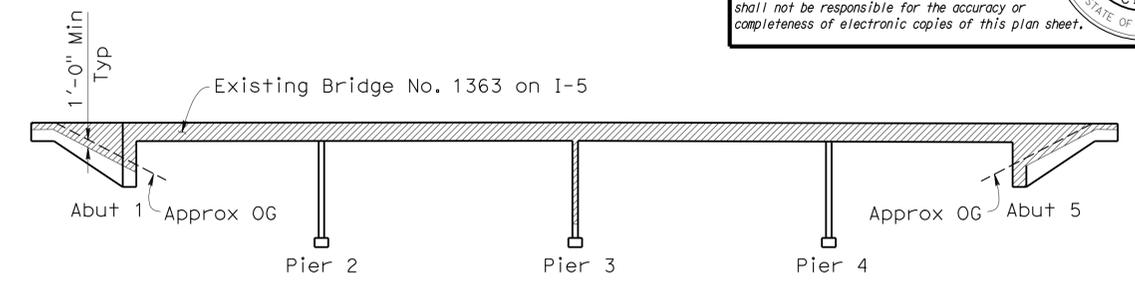
Sheet No.	Title
1	GENERAL PLAN 1
2	GENERAL PLAN 2
3	INDEX TO PLANS
4	DECK CONTOURS
5	FOUNDATION PLAN
6	ABUTMENT 1 LAYOUT
7	ABUTMENT 2 LAYOUT
8	ABUTMENT 3 LAYOUT
9	ABUTMENT DETAILS NO. 1
10	ABUTMENT DETAILS NO. 2
11	ABUTMENT DETAILS NO. 3
12	ARCHITECTURAL DETAILS
13	MISCELLANEOUS DETAILS NO. 1
14	MISCELLANEOUS DETAILS NO. 2
15	BULB-TEE TYPICAL SECTION
16	CIP/RC SLAB TYPICAL SECTION
17	GIRDER LAYOUT
18	PC/PS BULB-TEE GIRDER DETAILS NO. 1
19	PC/PS BULB-TEE GIRDER DETAILS NO. 2
20	SLAB REINFORCEMENT
21	BARRIER MOTIF DETAILS
22	STRUCTURE APPROACH DRAINAGE DETAILS
23	STRUCTURE APPROACH TYPE N (30D)
24	STRUCTURE APPROACH TYPE N (30S)
25	LOG OF TEST BORING SHEET 1 OF 7
26	LOG OF TEST BORING SHEET 2 OF 7
27	LOG OF TEST BORING SHEET 3 OF 7
28	LOG OF TEST BORING SHEET 4 OF 7
29	LOG OF TEST BORING SHEET 5 OF 7
30	LOG OF TEST BORING SHEET 6 OF 7
31	LOG OF TEST BORING SHEET 7 OF 7

STANDARD PLANS Dated May 2006

A10A	ACRONYMS AND ABBREVIATIONS (SHEET 1 OF 2)
A10B	ACRONYMS AND ABBREVIATIONS (SHEET 2 OF 2)
A10C	SYMBOLS (SHEET 1 OF 2)
A10D	SYMBOLS (SHEET 2 OF 2)
A62C	LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL - BRIDGE
A76D	CONCRETE BARRIER TYPE 60G
B0-1	BRIDGE DETAILS
B0-3	BRIDGE DETAILS
B0-5	BRIDGE DETAILS
B0-13	BRIDGE DETAILS
B2-3	16" AND 24" CAST-IN-DRILLED-HOLE CONCRETE PILE
B6-10	UTILITY OPENINGS, T-BEAM
RSP B6-21	JOINT SEALS (MAXIMUM MOVEMENT RATING=2")
B7-1	BOX GIRDER DETAILS
B11-56	CONCRETE BARRIER TYPE 736
B14-3	COMMUNICATION AND SPRINKLER CONTROL CONDUITS (CONDUIT LESS THAN 4")



LEGEND:
 Indicates Limits of Payment for bridge removal. For additional limits and details, see "MISCELLANEOUS DETAILS" sheet



BRIDGE REMOVAL

No Scale

Note: Barrier not shown

PILE DATA

Location	Pile Type	Nominal Resistance (kips)		Cut-off Elev (ft)	Design Tip Elevation (ft)	Specified Tip Elevation (ft)
		Compression	Tension			
Abut 1 - Typical	48" CIDH	1500	N/A	58.25	-35 (a)	-35 (a)
Abut 1 - Culvert	48" CIDH	1970	N/A	58.25	-50 (a)	-50 (a)
Abut 2	36" CIDH	1180	N/A	57.55	-35 (a)	-35 (a)
Abut 3	24" CIDH	360	N/A	62.25	-2 (a)	-2 (a)

Notes:
 1. Design Tip Elevation is controlled by: (a) Compression (b) Lateral Capacity (c) Settlement
 2. The specified tip elevation shall not be raised above the design tip elevation for Tension, Settlement, and Lateral Load

GENERAL NOTES LOAD AND RESISTANCE FACTOR DESIGN Superstructure With WORKING STRESS DESIGN Substructure

DESIGN:

AASHTO LRFD Bridge Design Specification, 4TH edition with California Amendments, preface dated December 2008

SEISMIC DESIGN:

Caltrans Seismic Design Criteria (SDC), Version 1.4 dated June 2006

DEAD LOAD:

Includes 35 psf for future wearing surface.
The Deck load between the Girders has been increased by a factor of 10% to allow for the use of Permanent Steel Deck Forms

LIVE LOADING:

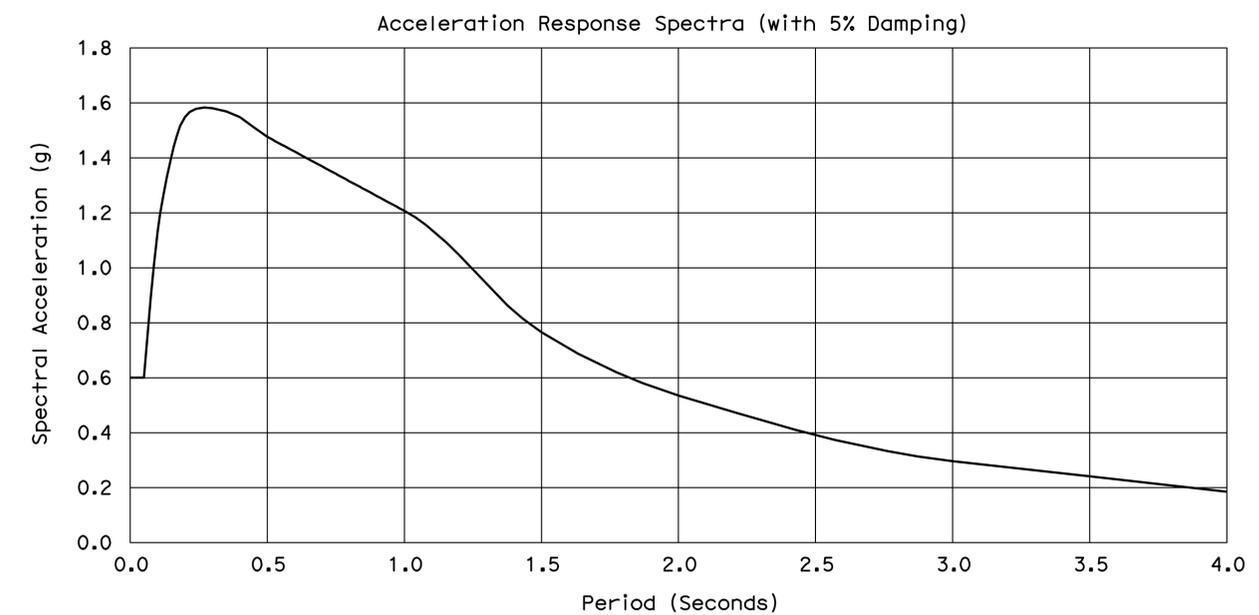
HL93 and permit design load

SEISMIC LOADING:

Site Specific Acceleration Response Spectra (ARS) Curve as shown

CONCRETE:

$f_y = 60$ ksi
 $f'_c = 3.6$ ksi
 $n = 8$
 See 'Prestressing Notes' on "PC/PS BULB-TEE GIRDER DETAILS NO. 1" sheet



SITE SPECIFIC ARS CURVE

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)	DESIGN	BY Karen Doll	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO.	N. FORK COYOTE CRK BR (REPLACEMENT)
	DETAILS	BY Pauline Tong	CHECKED Mohey El-Mously			53-3037	
	QUANTITIES	BY Mark Okimura	CHECKED Yeo Yoon			POST MILE 1.47	
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				CU 07227 EA 215911	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 8-3-09 9-14-09 11-8-09 11-18-09 12-8-09 2-28-10 4-13-10 5-5-10	
FILE => 53-3037-a-1+p.dgn						SHEET 3	OF 31

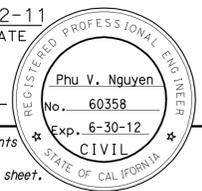
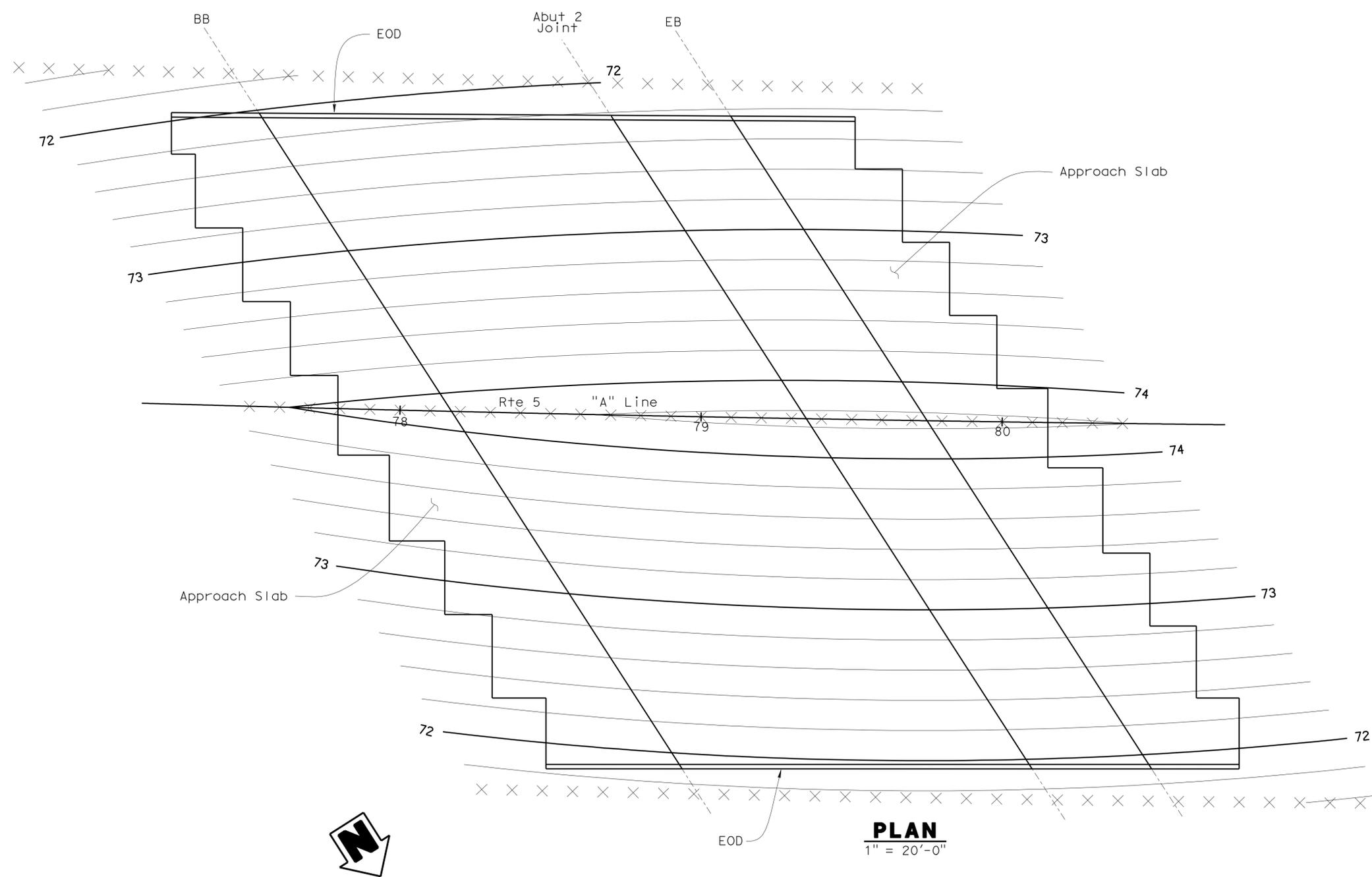
USERNAME => hmarflok DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:30

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	390	602

Phu V. Nguyen 3-2-11
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6-27-11
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- NOTES:**
1. Contours do not include camber
 2. Contour interval = 0.2'
- × Indicates 10.0' intervals along station line.

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)	DESIGN	BY Karen Doll	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO.	N. FORK COYOTE CRK BR (REPLACEMENT)			
	DETAILS	BY Pauline Tong	CHECKED Mohey El-Mously			53-3037	DECK CONTOUR			
	QUANTITIES	BY Mark Okimura	CHECKED Yeo Yoon			POST MILE 1.47				
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS					CU 07227 EA 215911	DISREGARD PRINTS BEARING EARLIER REVISION DATES				SHEET 4 OF 31

USERNAME => hmar10k DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:31

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	391	602

REGISTERED CIVIL ENGINEER DATE 3-2-11
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CURVE DATA				
No.	R	Δ	T	L
①	20000.00	04°38'46"	811.34	1621.79

- ② STA. 9+99.97 "F" LINE = STA. 78+54.46 "C" LINE
- ③ STA. 10+98.14 "F" LINE = STA. 78+73.46 "I" LINE
- ④ STA. 11+41.47 "F" LINE = STA. 78+76.30 "A" LINE
- ⑤ STA. 12+52.99 "F" LINE = STA. 79+38.01 "G" LINE

- BRIDGE LOCATION (53-1363)
- (A) - 52.00 LT. "I" LINE, STA. 77+41.45, EL.= 69.27±
 - (B) - 5.67 LT. "I" LINE, STA. 77+71.96, EL.= 70.53±
 - (C) - 4.69 RT. "I" LINE, STA. 77+78.84, EL.= 70.09±
 - (D) - 51.89 RT. "I" LINE, STA. 78+09.74, EL.= 69.46±
 - (E) - 52.15 LT. "I" LINE, STA. 79+37.40, EL.= 69.45±
 - (F) - 5.51 LT. "I" LINE, STA. 79+67.89, EL.= 70.45±
 - (G) - 6.29 RT. "I" LINE, STA. 79+75.40, EL.= 69.97±
 - (H) - 51.96 RT. "I" LINE, STA. 80+05.36, EL.= 69.17±

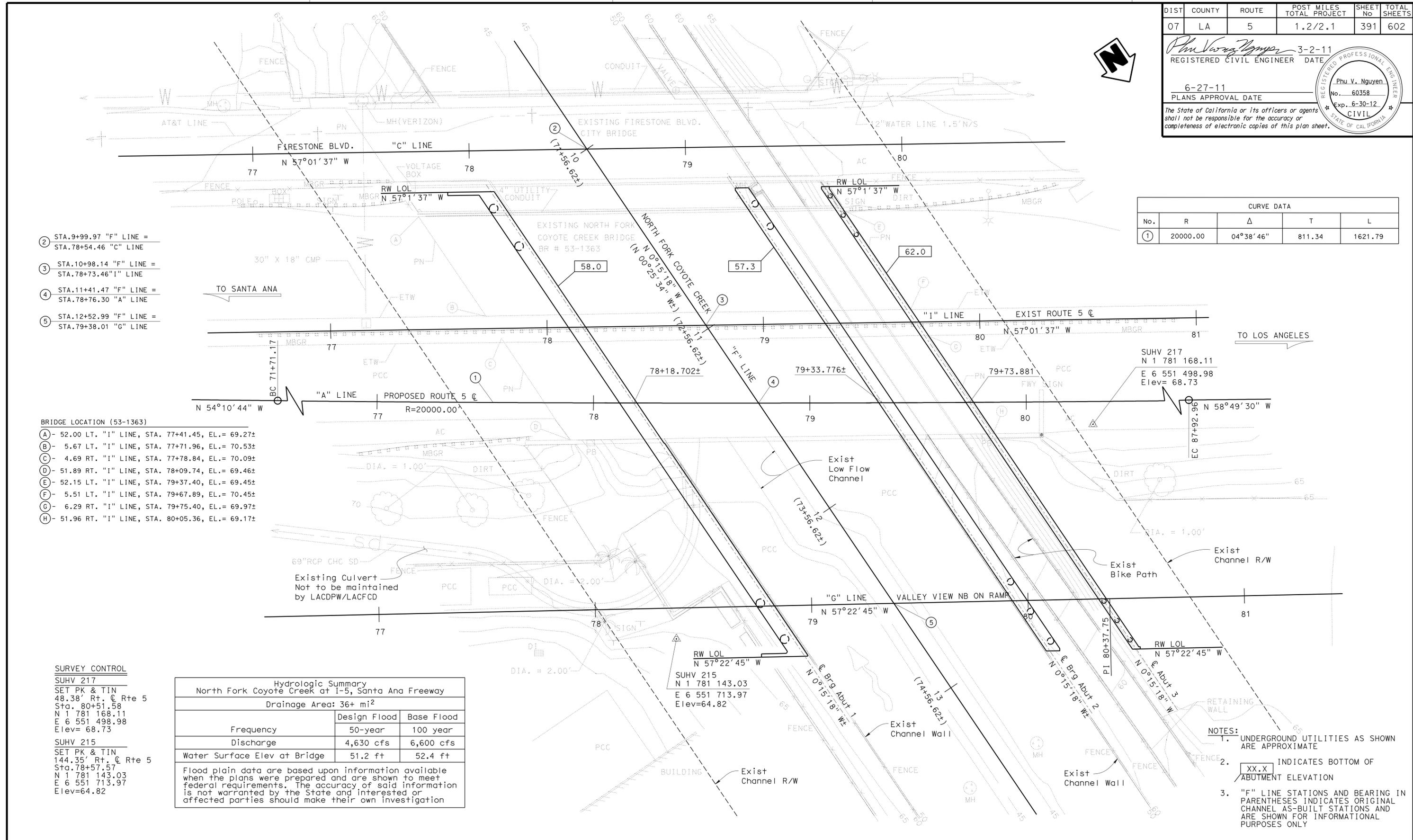
Hydrologic Summary North Fork Coyote Creek at I-5, Santa Ana Freeway		
Drainage Area: 36+ mi ²		
Frequency	Design Flood	Base Flood
Discharge	50-year	100 year
Water Surface Elev at Bridge	4,630 cfs	6,600 cfs
	51.2 ft	52.4 ft

Flood plain data are based upon information available when the plans were prepared and are shown to meet federal requirements. The accuracy of said information is not warranted by the State and interested or affected parties should make their own investigation

SURVEY CONTROL

SUHV 217
 SET PK & TIN
 48.38' Rt. @ Rte 5
 Sta. 80+51.58
 N 1 781 168.11
 E 6 551 498.98
 Elev= 68.73

SUHV 215
 SET PK & TIN
 144.35' Rt. @ Rte 5
 Sta. 78+57.57
 N 1 781 143.03
 E 6 551 713.97
 Elev=64.82



- NOTES:
- UNDERGROUND UTILITIES AS SHOWN ARE APPROXIMATE
 - XX.X INDICATES BOTTOM OF ABUTMENT ELEVATION
 - "F" LINE STATIONS AND BEARING IN PARENTHESES INDICATES ORIGINAL CHANNEL AS-BUILT STATIONS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

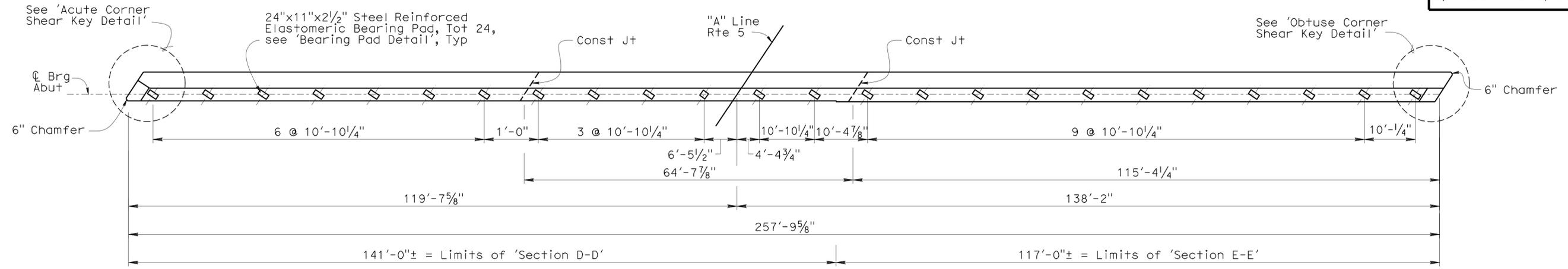
PRELIMINARY INVESTIGATION SECTION				DESIGN BY Karen Doll	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO. 53-3037	N. FORK COYOTE CRK BR (REPLACEMENT) FOUNDATION PLAN	
SCALE VERT. DATUM NAVD 88	PHOTOGRAMMETRY AS OF: X	DETAILS BY Pauline Tong	CHECKED Mohey El-Mously	POST MILE 1.47						
1:20	HORIZ. DATUM NAD 83 (1991.35)	CHECKED BY C. STEWART 8/2009	CHECKED Yeo Yoon							
ALIGNMENT TIES DISTRICT SURVEY		DRAFTED BY S. ABASSY 8/2009	CHECKED BY L. MANABO 8/2009	QUANTITIES	CHECKED	CU 07225	EA 215911	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 5 OF 31

USERNAME => hmoan10k DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:31

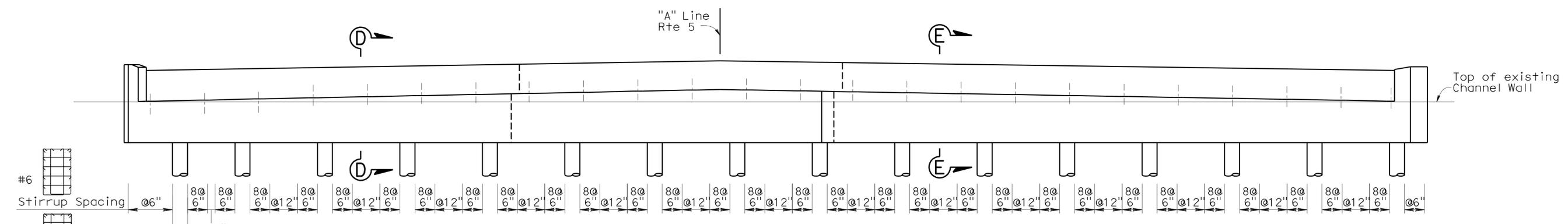
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	393	602

Phu V. Nguyen 3-2-11
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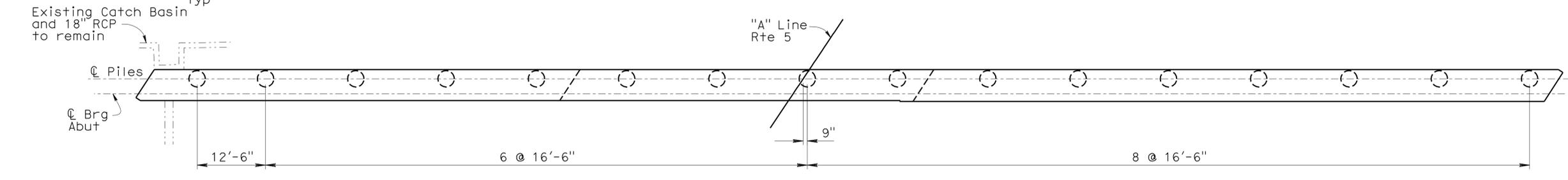
- Notes:
- For 'Section D-D and E-E', see "ABUTMENT DETAILS NO. 2" sheet
 - For 'Shear Key Details' and 'Bearing Pad Detail', see "ABUTMENT DETAILS NO. 3" sheet



PLAN
3/32" = 1'



ELEVATION
3/32" = 1'



PILE LAYOUT
3/32" = 1'

DESIGN BY Karen Doll DETAILS BY Pauline Tong QUANTITIES BY Mark Okimura	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO. 53-3037	N. FORK COYOTE CRK BR (REPLACEMENT) ABUTMENT 2 LAYOUT	
	CHECKED Mohey El-Mously			POST MILE 1.47		
	CHECKED Yeo Yoon			REVISION DATES: 8-11-09, 9-15-09, 10-26-09, 11-18-09, 12-8-09, 2-20-10		
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)			ORIGINAL SCALE IN INCHES FOR REDUCED PLANS: 0 1 2 3	CU 07227 EA 215911	DISREGARD PRINTS BEARING EARLIER REVISION DATES	SHEET 7 OF 31

USERNAME => hmarflok DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 17:31

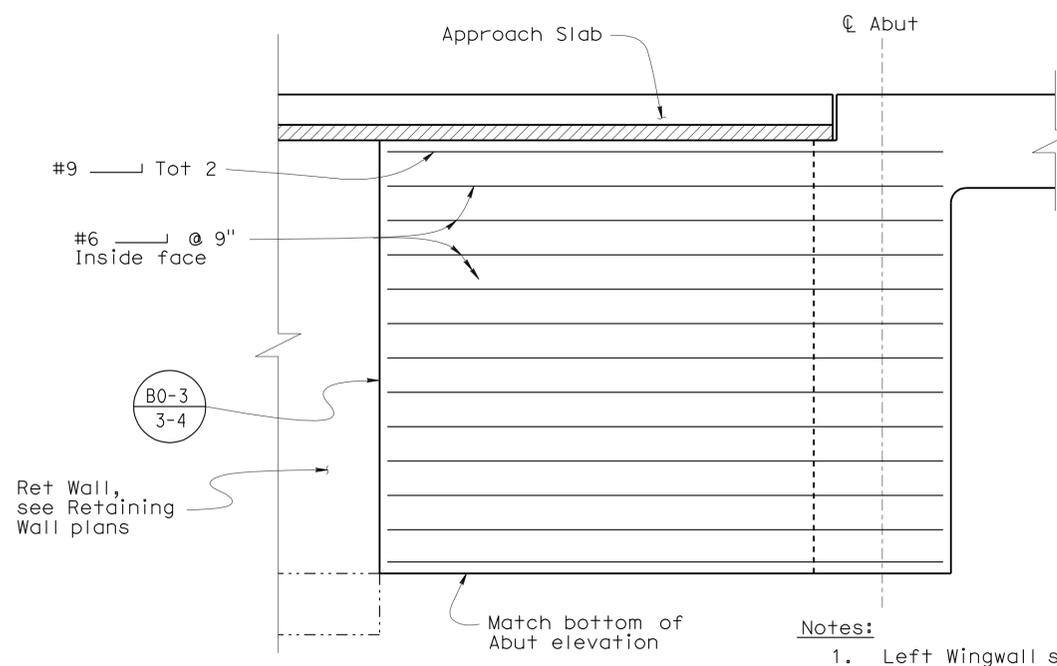
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	394	602

Phu Vuong Nguyen 3-2-11
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6-27-11
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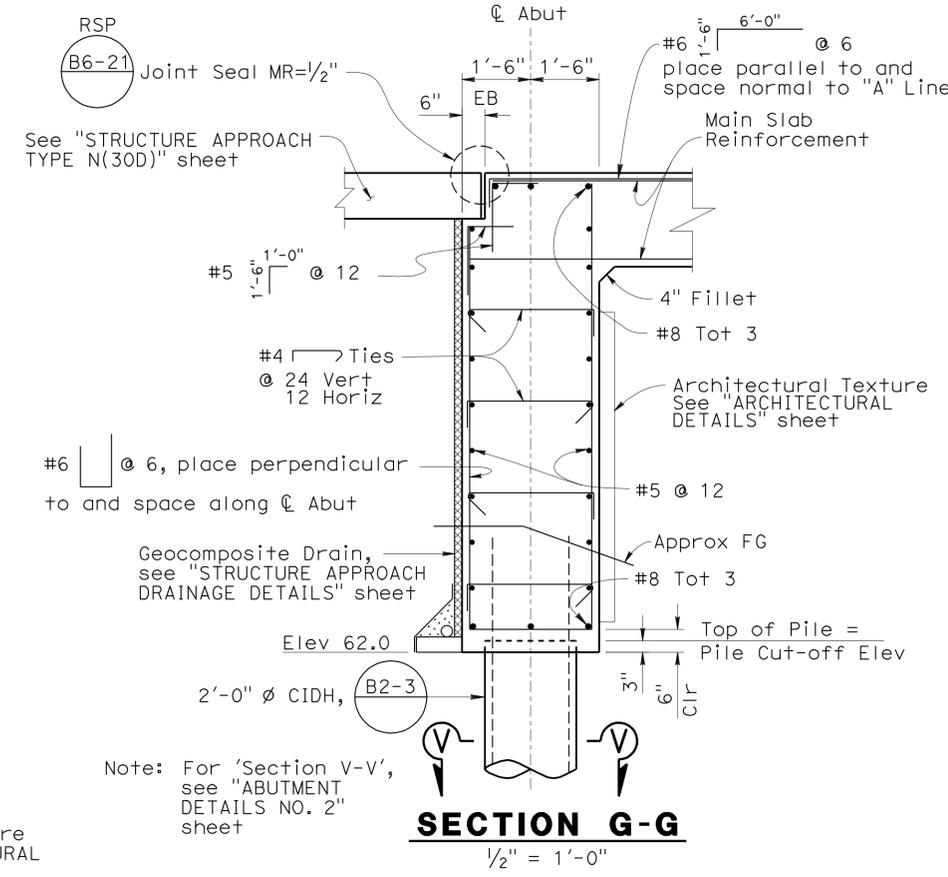
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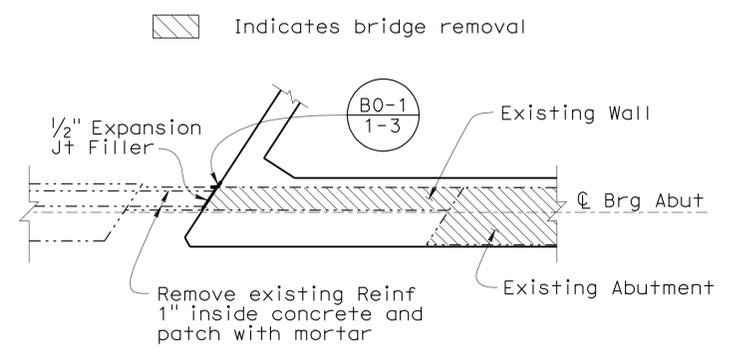
ELEVATION L-L
 1/2" = 1'-0"

- Notes:
1. Left Wingwall shown. Right Wingwall similar
 2. For details not shown, see (B0-1)
 3. For Architectural Texture details, see "ARCHITECTURAL DETAILS" sheet

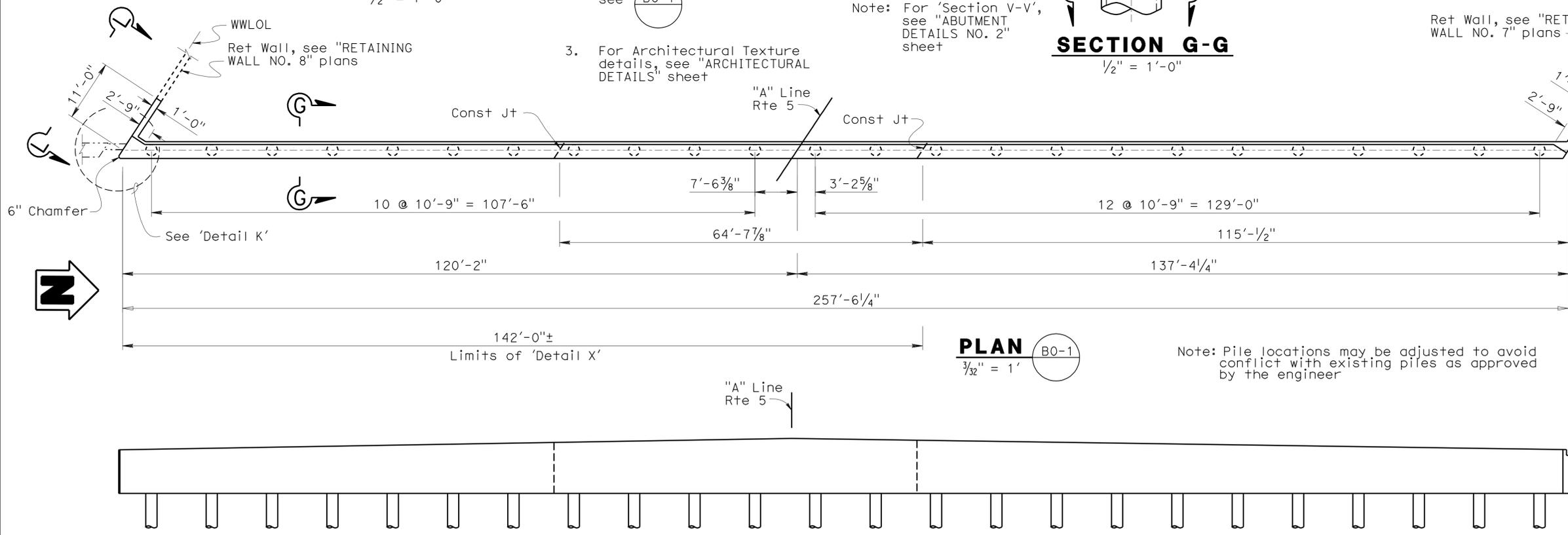


SECTION G-G
 1/2" = 1'-0"

Note: For 'Section V-V', see "ABUTMENT DETAILS NO. 2" sheet



DETAIL K
 1/4" = 1'-0"

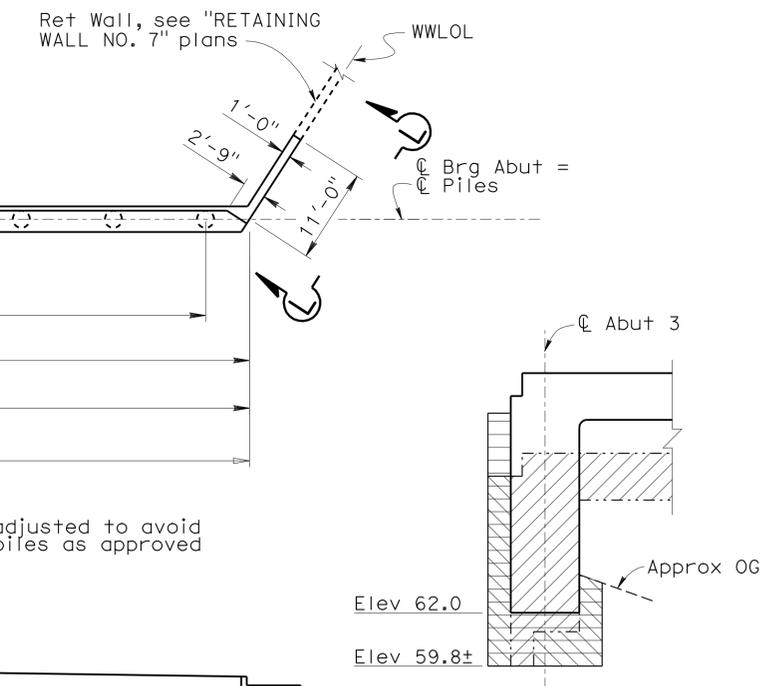


PLAN (B0-1)
 3/32" = 1'

Note: Pile locations may be adjusted to avoid conflict with existing piles as approved by the engineer



ELEVATION
 3/32" = 1'



DETAIL X
 No Scale

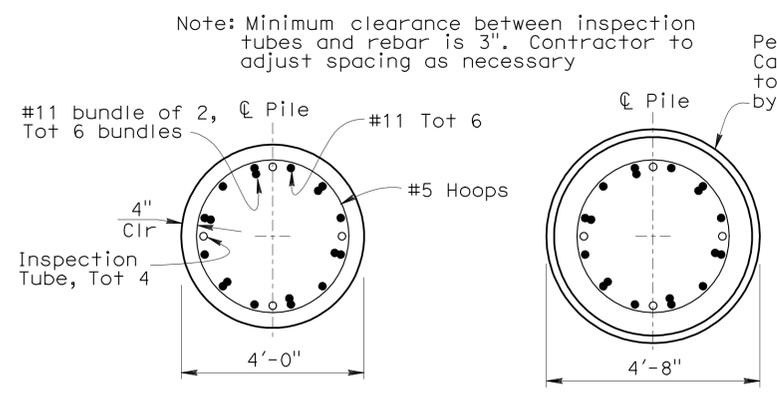
- Indicates bridge removal
- Indicates Limits of Payment for structure excavation (Bridge)
- Indicates Limits of Payment for structure backfill (Bridge)

DESIGN BY Karen Doll CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO. 53-3037	N. FORK COYOTE CRK BR (REPLACEMENT) ABUTMENT 3 LAYOUT	
			POST MILE 1.47		
			CU 07227 EA 215911		
DETAILS BY Pauline Tong CHECKED Mohey El-Mously	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 8 OF 31
QUANTITIES BY Mark Okimura CHECKED Yeo Yoon				8-18-09 9-15-09 10-27-09 11-3-09 12-8-09 2-28-10 3-18-10 4-13-10	

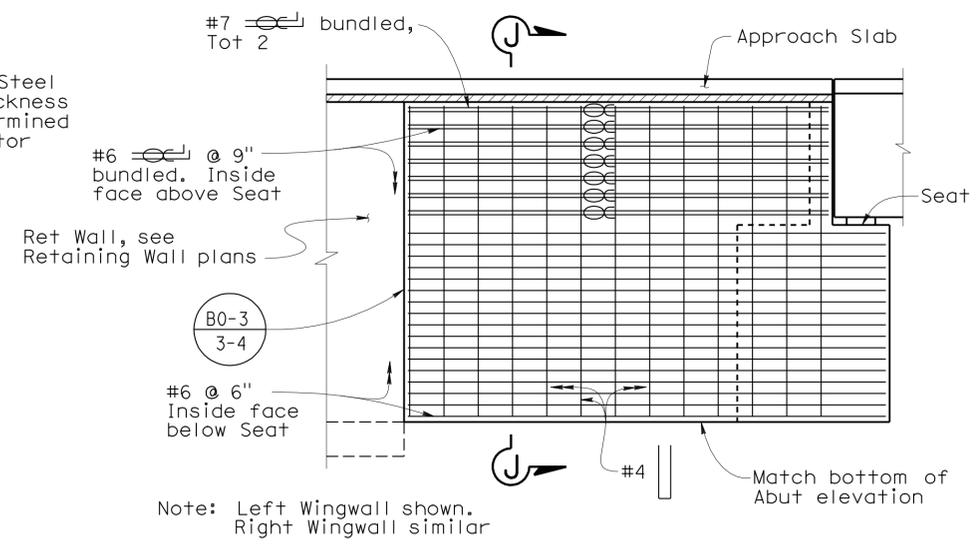
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	395	602

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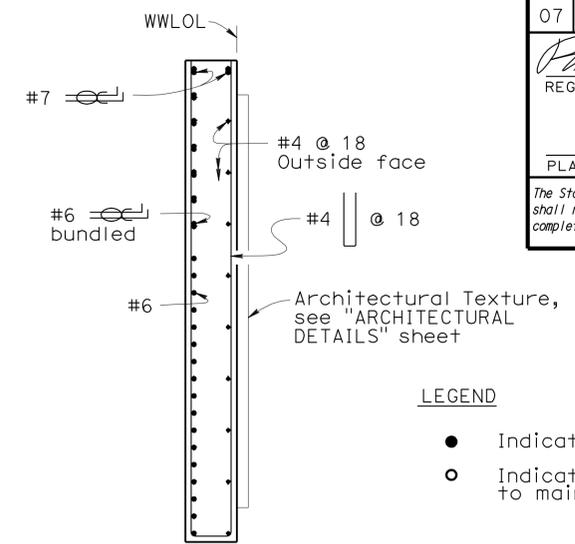
3-2-11
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SECTION C-C 1/2" = 1'
SECTION R-R 1/2" = 1'

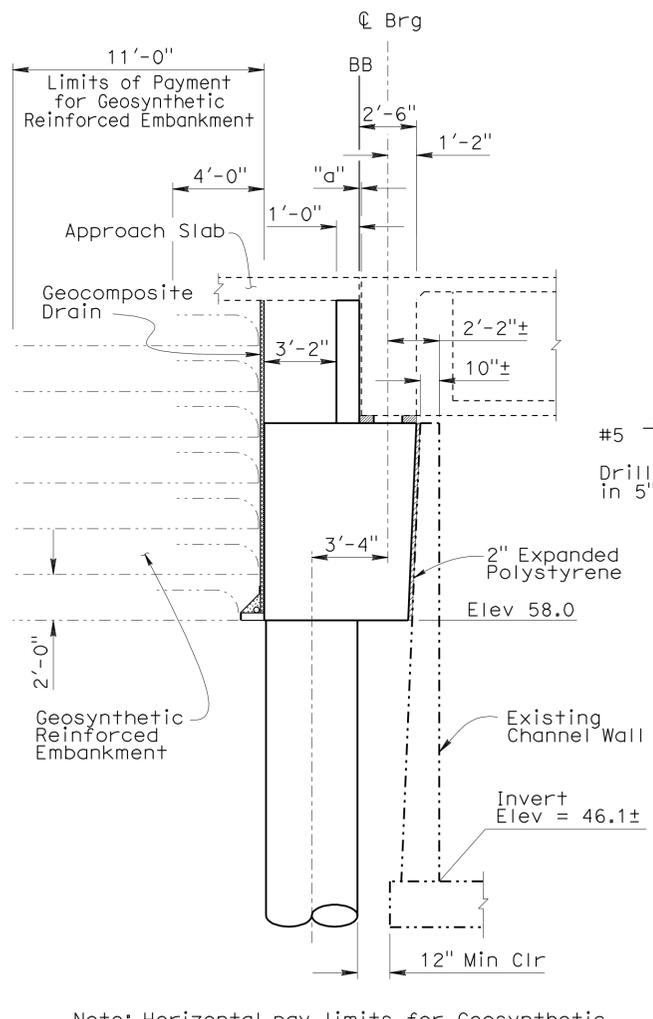


ELEVATION H-H 1/4" = 1'

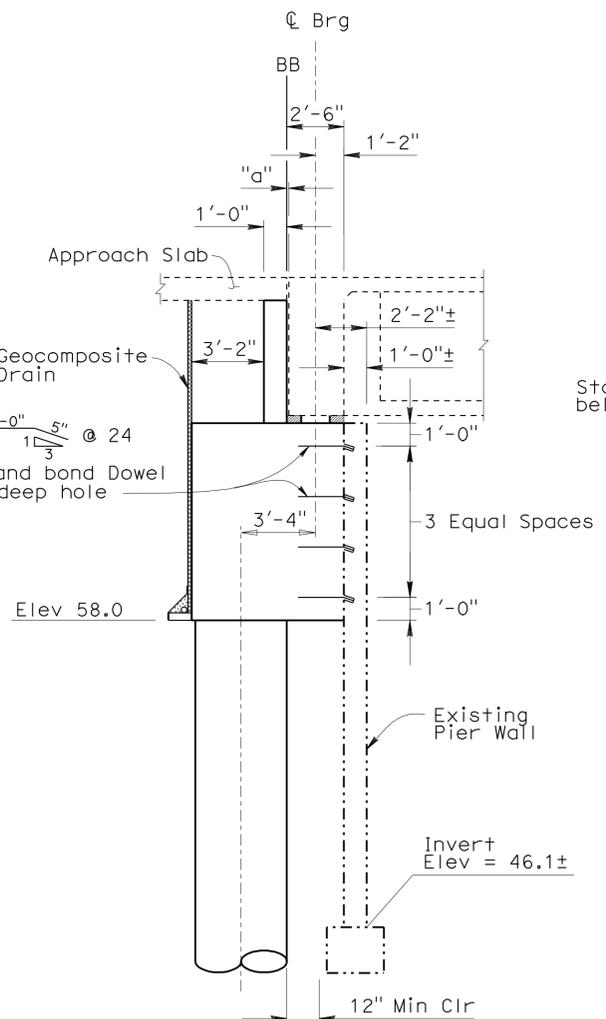


LEGEND

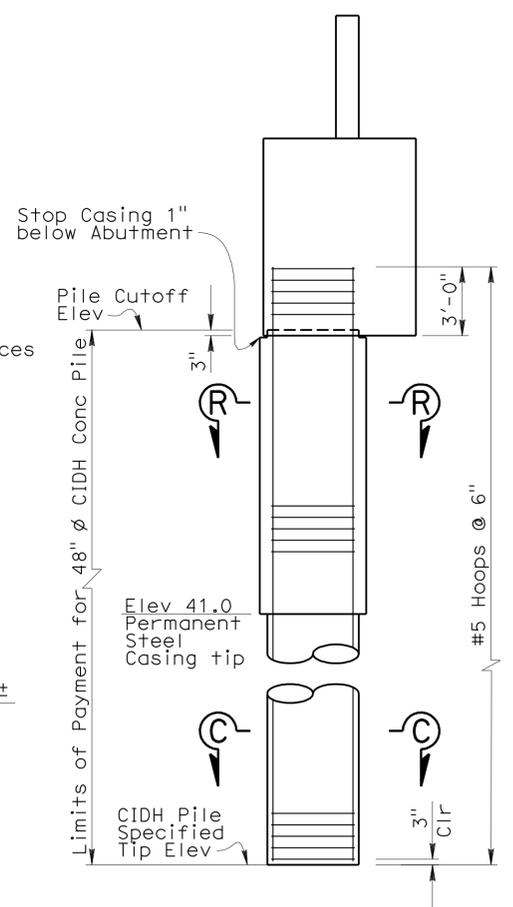
- Indicates non-headed rebar
- Indicates headed rebar. Adjust as required to maintain 2" concrete cover over head.



SECTION A-A 1/4" = 1'



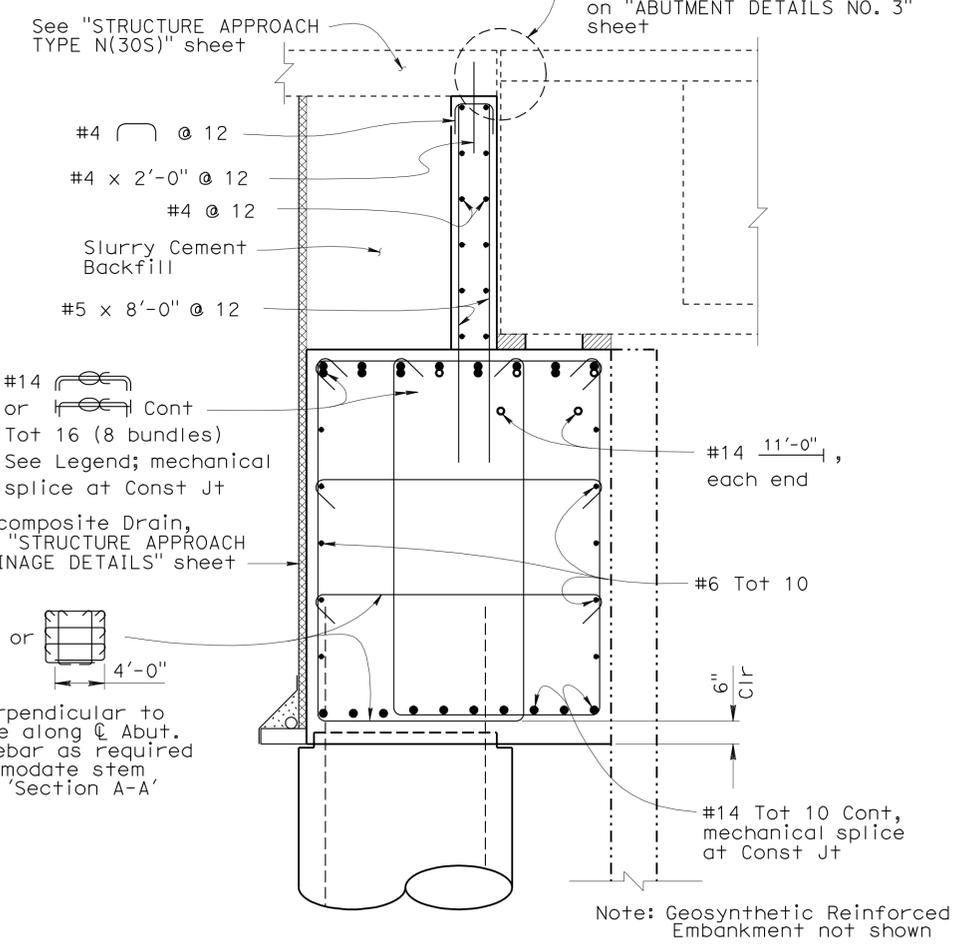
SECTION B-B 1/4" = 1'



ABUTMENT 1 48" CIDH PILE 1/4" = 1'

Note: Approach Slab and drainage not shown

SECTION J-J 3/8" = 1'



ABUTMENT 1 REINFORCING 1/2" = 1'

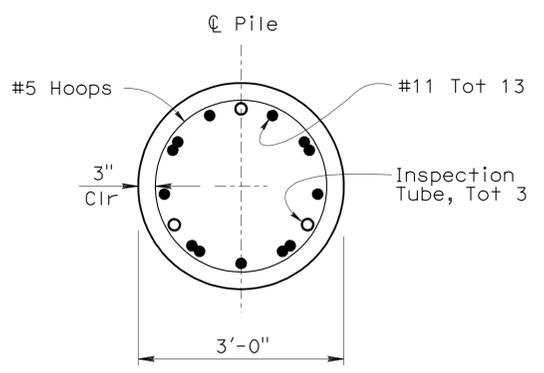
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3	DESIGN BY Karen Doll	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO. 53-3037	N. FORK COYOTE CRK BR (REPLACEMENT) ABUTMENT DETAILS NO. 1
	DETAILS BY Pauline Tong	CHECKED Mohey El-Mously			POST MILE 1.47	
	QUANTITIES BY Mark Okimura	CHECKED Yeoo Yoon			REVISION DATES	
			CU 07227 EA 215911	FILE => 53-3037-f-abutd+01.dgn	6-28-09 4-14-10 5-5-10 8-24-10 10-7-10 12-8-09 12-16-09 2-22-10 4-13-10	SHEET 9 OF 31

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	396	602

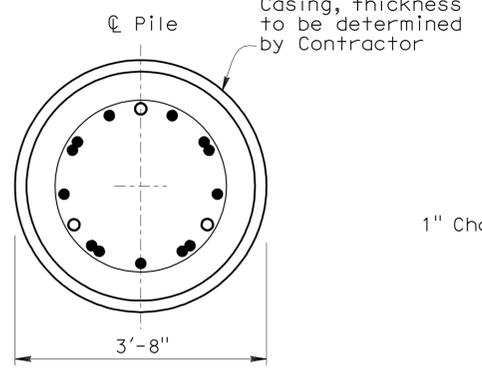
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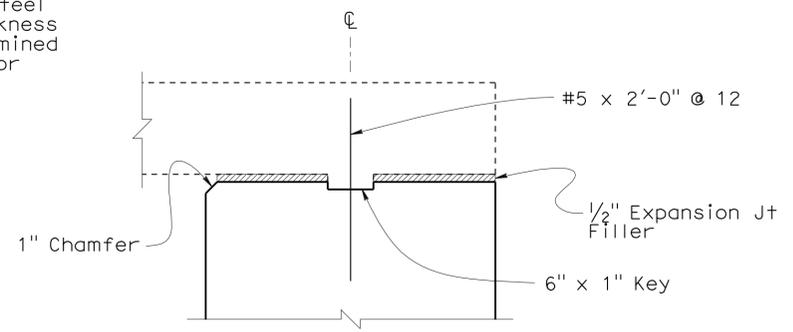
Note: Minimum clearance between inspection tubes and rebar is 3". Contractor to adjust spacing as necessary



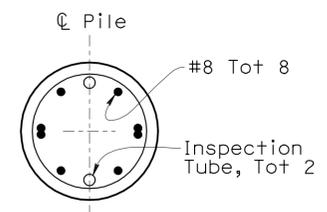
SECTION F-F
3/4" = 1'



SECTION S-S
3/4" = 1'



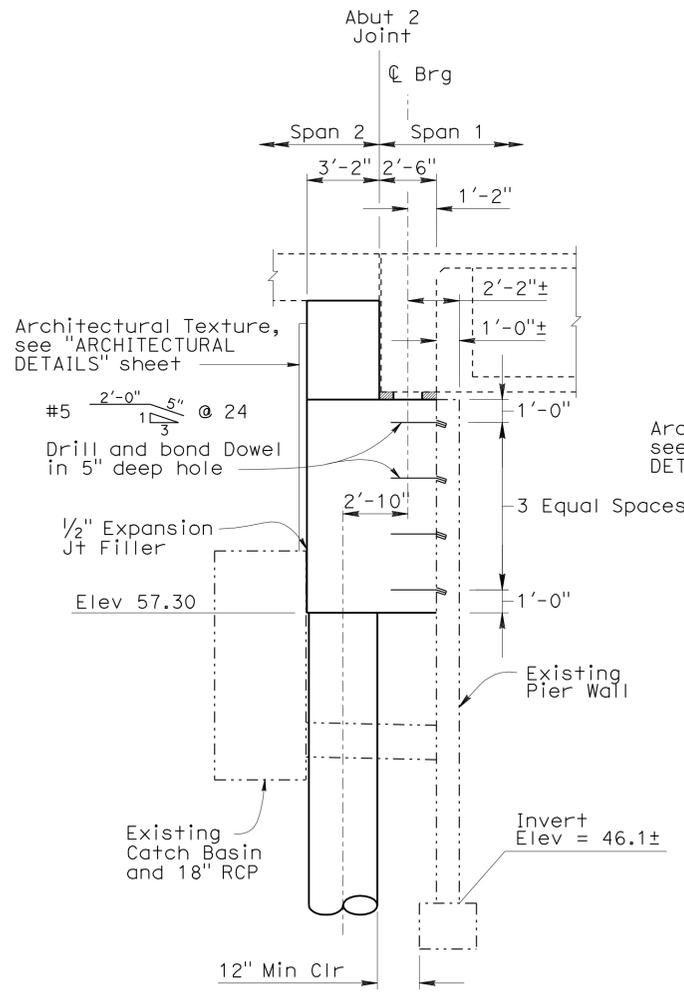
DETAIL P
No Scale



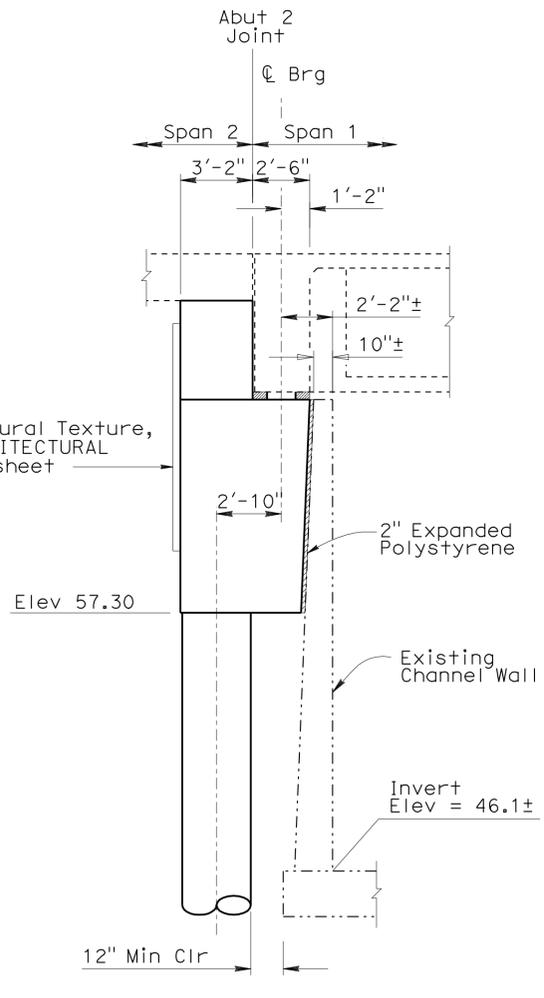
SECTION V-V
3/4" = 1'

LEGEND

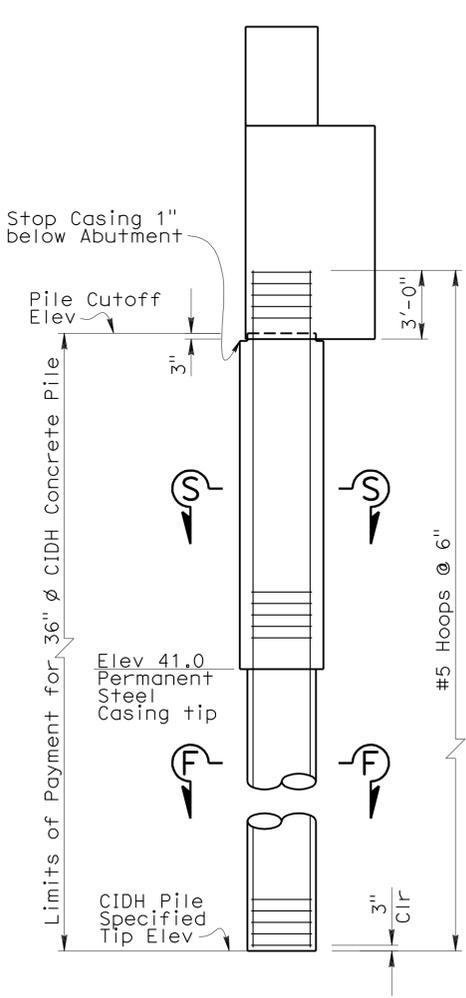
- Indicates non-headed rebar
- Indicates headed rebar. Adjust as required to maintain 2" concrete cover over head.



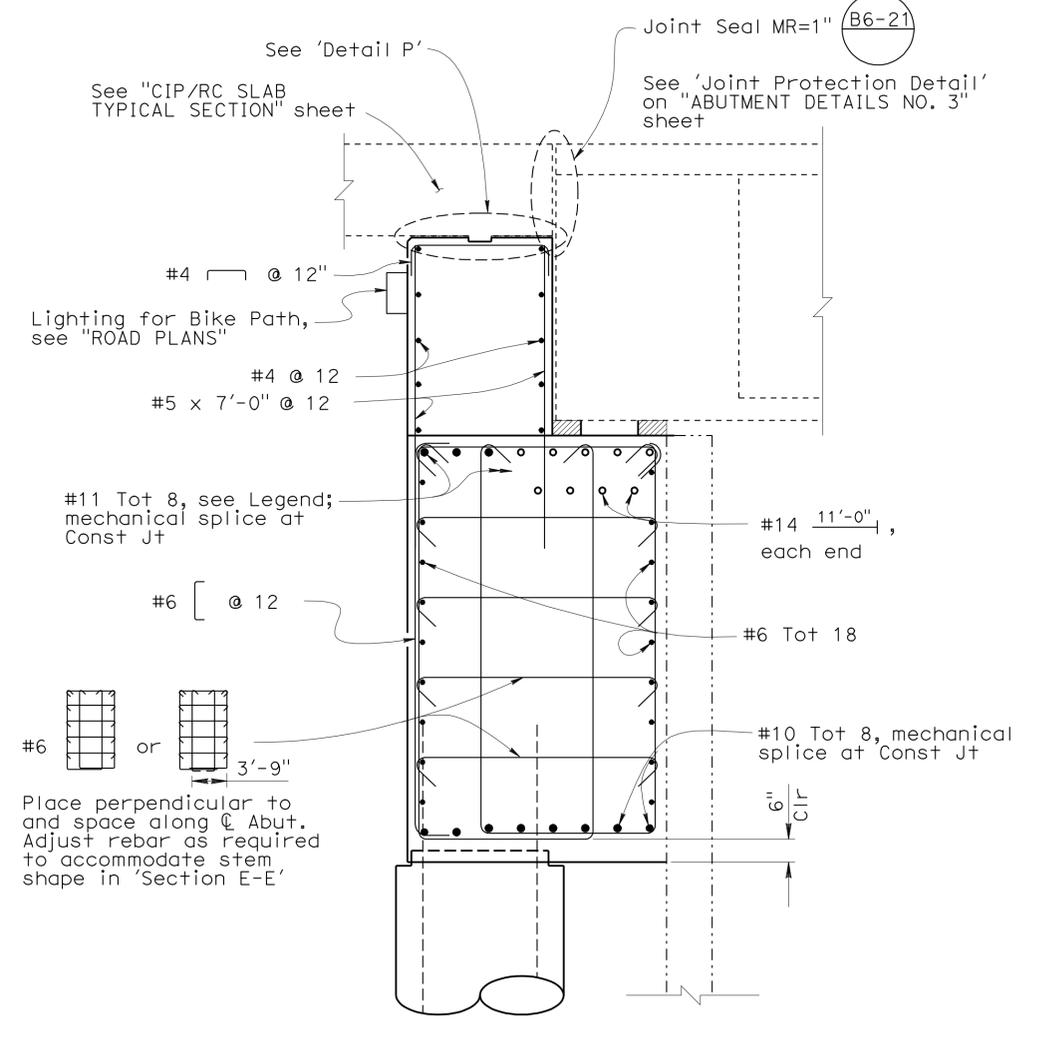
SECTION D-D
1/4" = 1'



SECTION E-E
1/4" = 1'



ABUTMENT 2 36" CIDH PILE
1/4" = 1'



ABUTMENT 2 REINFORCING
1/2" = 1'

DESIGN	BY Karen Doll	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO. 53-3037	N. FORK COYOTE CRK BR (REPLACEMENT) ABUTMENT DETAILS NO. 2
	DETAILS BY Pauline Tong	CHECKED Mohey El-Mously			POST MILE 1.47	
	QUANTITIES BY Mark Okimura	CHECKED Yeo Yoon				
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)			ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	CU 07227 EA 215911	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES
			0 1 2 3			6-28-09 5-5-10 8-24-10 10-7-10 11-18-09 12-8-09 12-16-09 2-22-10 4-18-10
						SHEET 10 OF 31

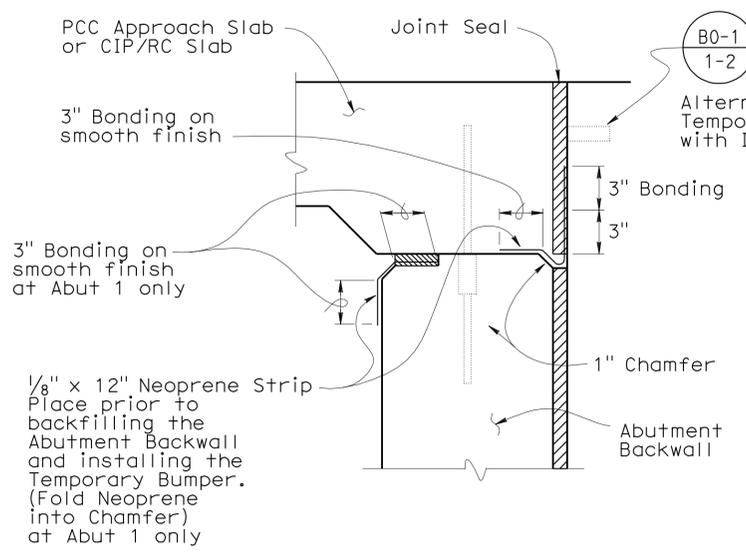
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	397	602

Phu V. Nguyen 3-2-11
 REGISTERED CIVIL ENGINEER DATE

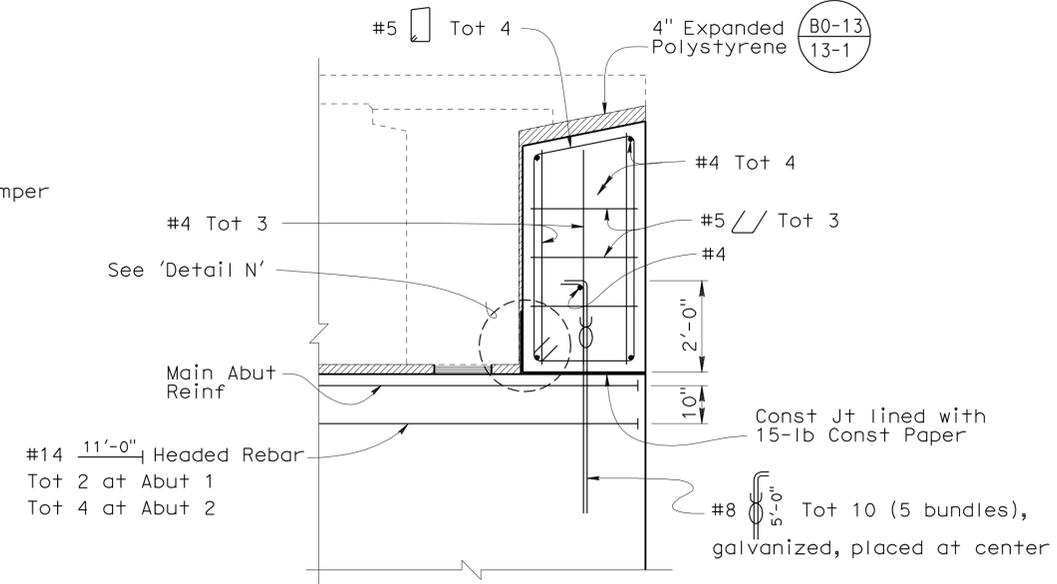
6-27-11
 PLANS APPROVAL DATE

Phu V. Nguyen
 No. 60358
 Exp. 6-30-12
 CIVIL
 STATE OF CALIFORNIA

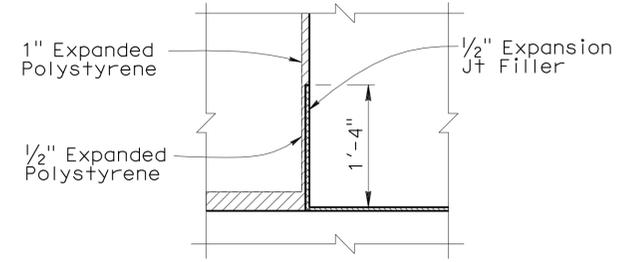
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



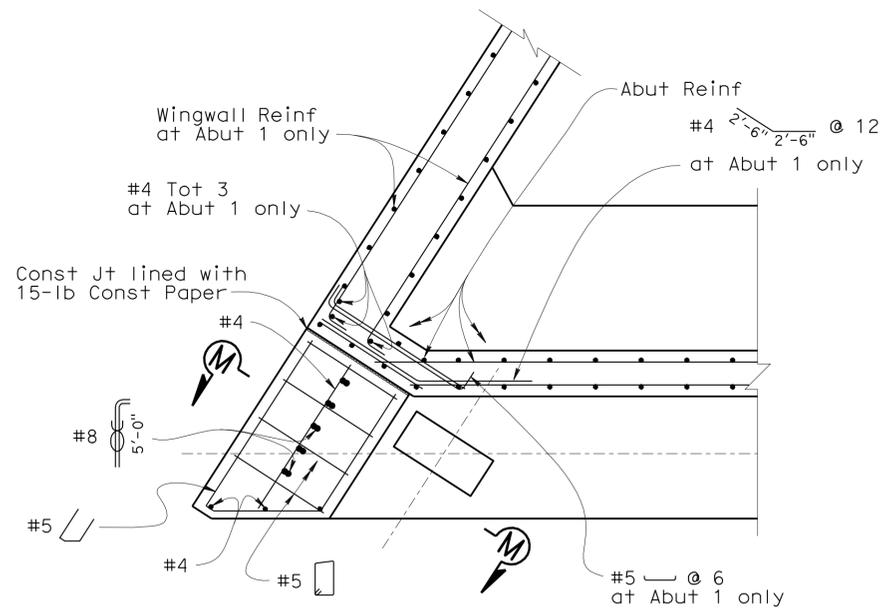
JOINT PROTECTION DETAIL
 NO SCALE



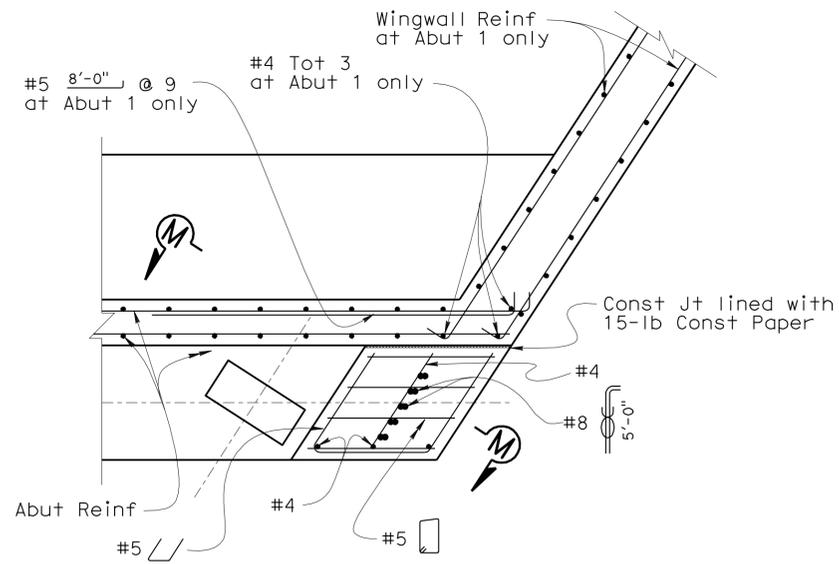
SECTION M-M
 1/2" = 1'



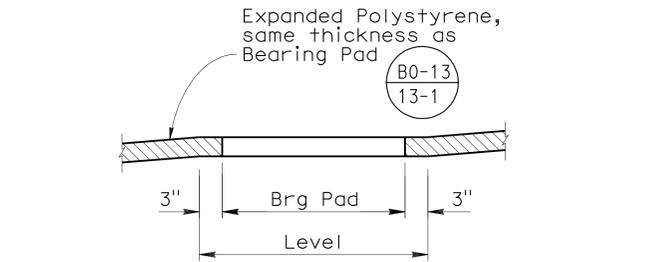
DETAIL N
 NO SCALE



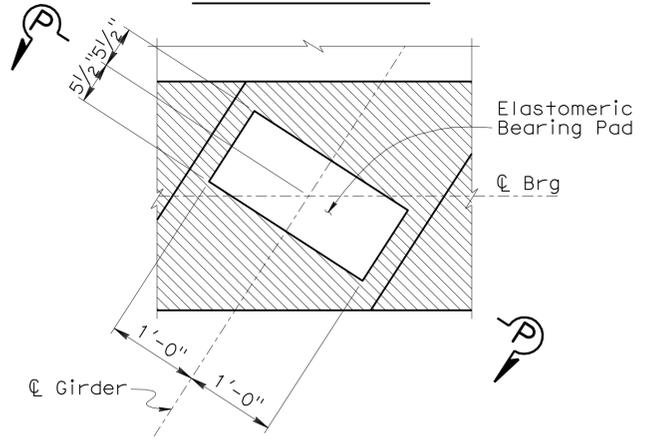
ACUTE CORNER SHEAR KEY
 1/2" = 1'



OBTUSE CORNER SHEAR KEY
 1/2" = 1'



SECTION P-P



BEARING PAD DETAIL
 NO SCALE

DESIGN	BY Mark Okimura	CHECKED Mohey El-Mously
DETAILS	BY Pauline Tong	CHECKED Mohey El-Mously
QUANTITIES	BY Mark Okimura	CHECKED Yeo Yoon

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
 DESIGN BRANCH 11

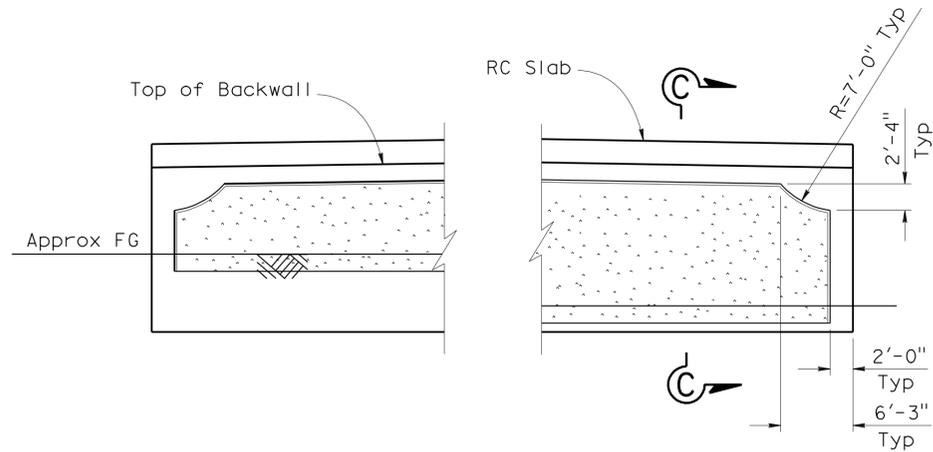
BRIDGE NO.	53-3037
POST MILE	1.47

N. FORK COYOTE CRK BR (REPLACEMENT)
ABUTMENT DETAILS NO. 3

TIME PLOTTED => 18:12 USERNAME => fpmo01.in DATE PLOTTED => 30-JUN-2011

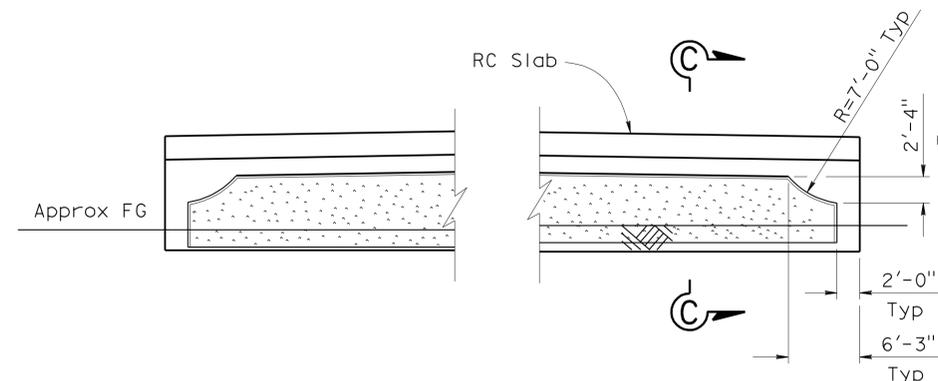
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	398	602

Phu V. Nguyen 3-2-11
 REGISTERED CIVIL ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE
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ABUT 2 MIRRORED ELEVATION

1/8" = 1'

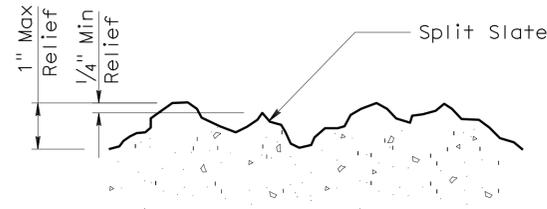


ABUT 3 ELEVATION

1/8" = 1'

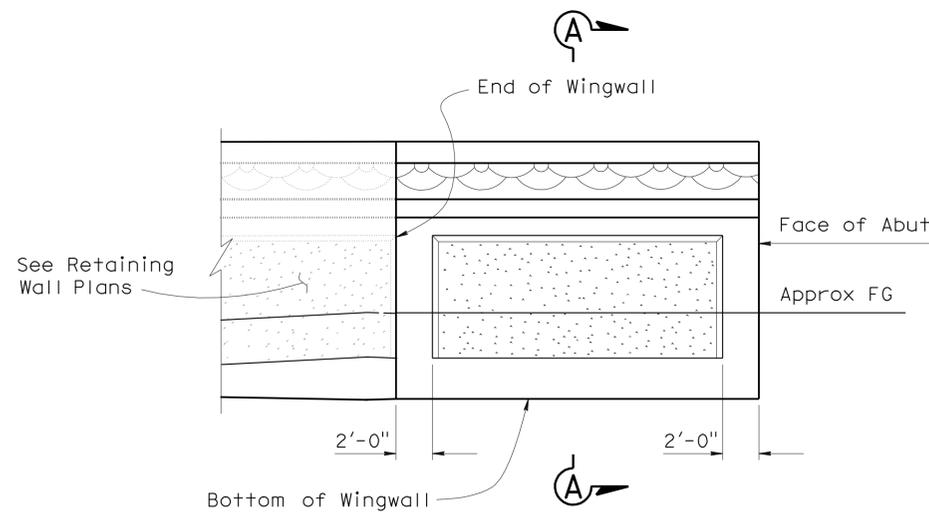
LEGEND:

- Indicates Split Slate Texture
- Indicates smooth Concrete



SPLIT SLATE TEXTURE

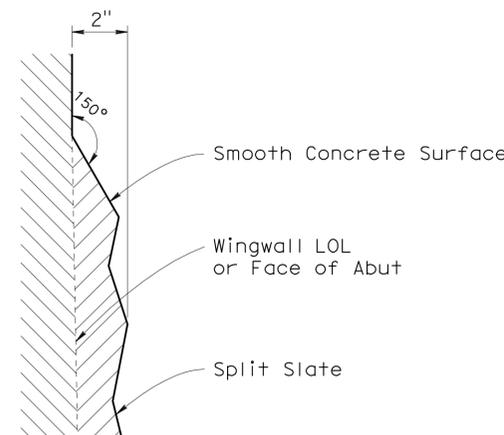
NO SCALE



WINGWALL ELEVATION

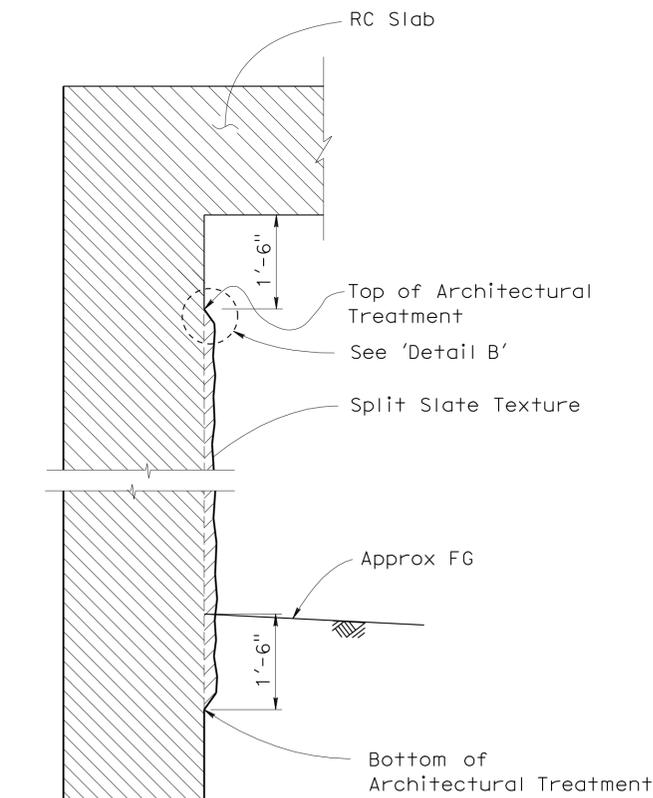
NO SCALE

NOTE: Abut 1 Right wingwall shown, others similar.



DETAIL B

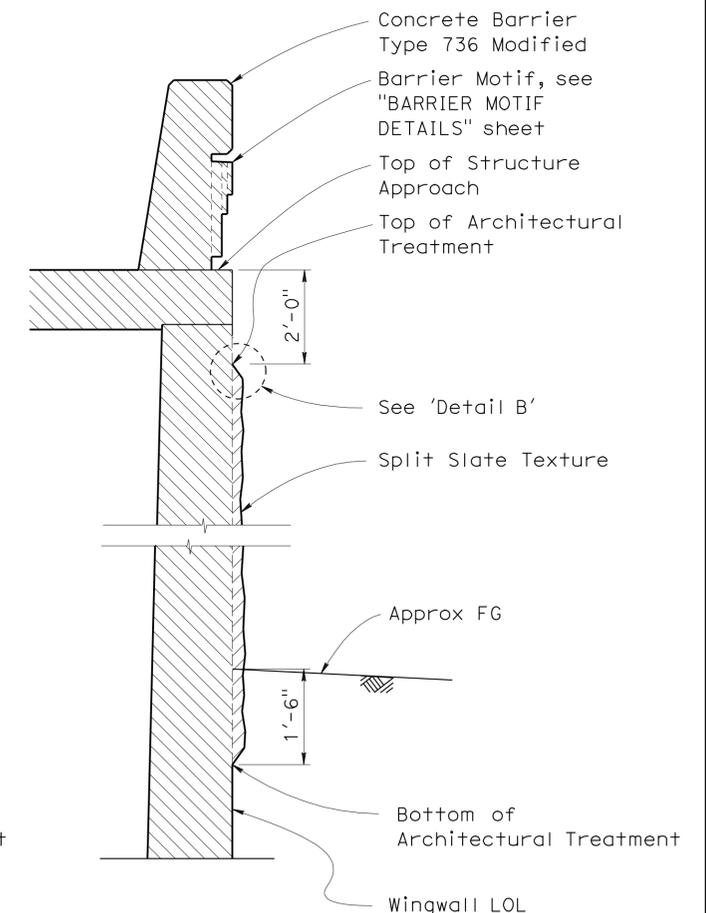
NO SCALE



SECTION C-C

NO SCALE

NOTE: Abut 3 shown, Abut 2 similar



SECTION A-A

NO SCALE

DESIGN	BY H. Javier Chavez	CHECKED Isaac Tasabia
DETAILS	BY L. Goldthwait	CHECKED H. Javier Chavez
QUANTITIES	BY Mark Okimura	CHECKED Yeo Yoon

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
 DESIGN BRANCH **11**

BRIDGE NO.	53-3037
POST MILE	1.47

N. FORK COYOTE CRK BR (REPLACEMENT)

ARCHITECTURAL DETAILS

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	399	602

Phu V. Nguyen 3-2-11
 REGISTERED CIVIL ENGINEER DATE

6-27-11
 PLANS APPROVAL DATE

Phu V. Nguyen
 No. 60358
 Exp. 6-30-12
 CIVIL
 STATE OF CALIFORNIA

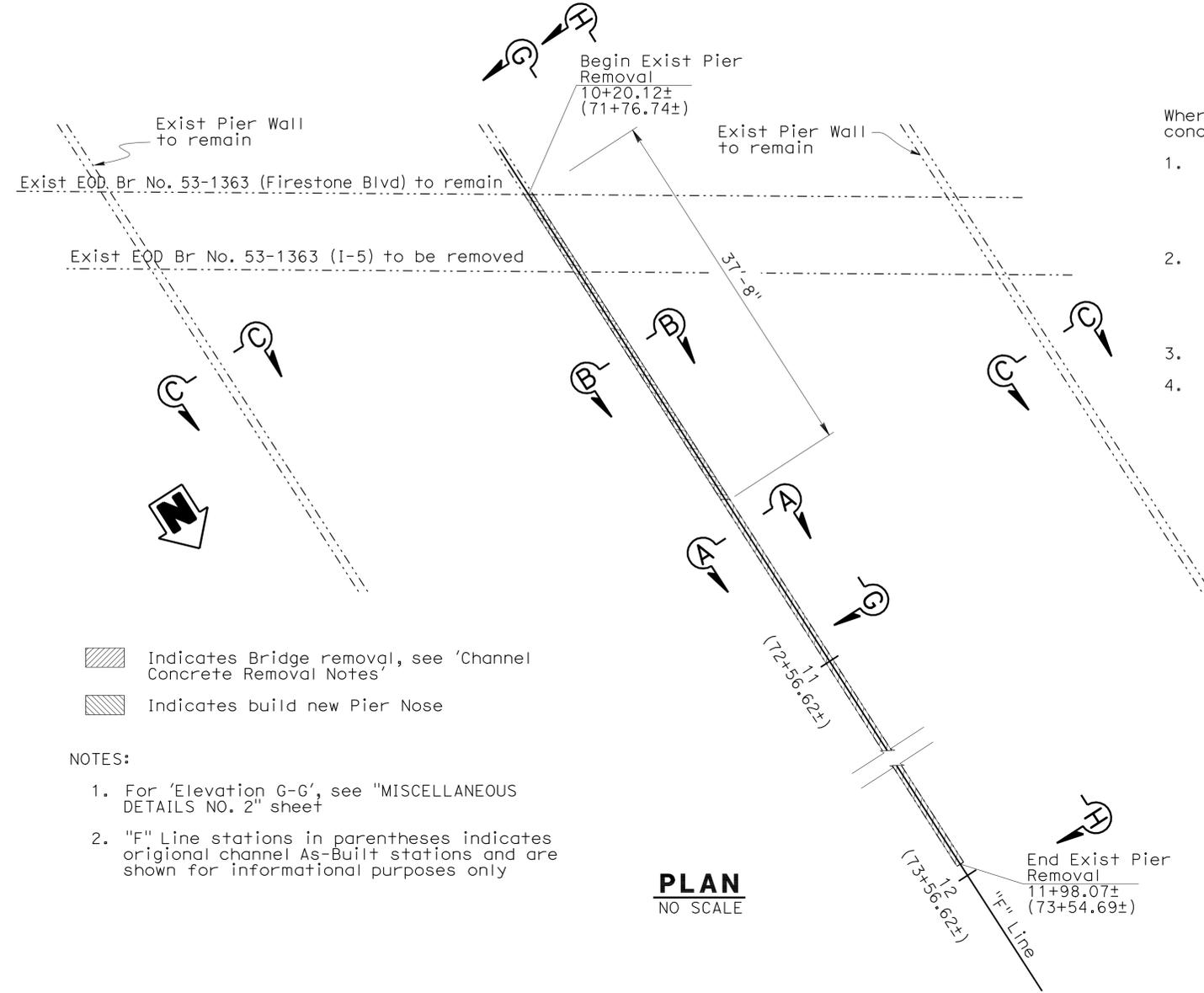
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CHANNEL CONCRETE REMOVAL NOTES

Where reinforcement is required to extend through the new joint, concrete shall be removed in the following sequence.

1. A sawcut shall be made one and one-half inches deep at the removal limits. Care shall be exercised in sawing at the removal limits so as not to cut the reinforcing steel in the remaining slab. The existing reinforcing steel shall be retained and extended into the new construction as indicated on the plans.
2. Using handheld equipment, the concrete shall be carefully removed for the full depth of the wall or slab and for a minimum distance from the sawcut equal to the longest extension of the existing bars to be extended into the new construction. This extension shall be 30 bar diameters, unless otherwise shown.
3. Existing reinforcement shall be cut to the required bar extension.
4. The remaining concrete may be removed by any suitable method upon approval of the engineer, who shall be the sole judge of the use of any concrete removal equipment. Explosives, wrecking ball, or other similar devices, which are likely to damage the concrete to be left in place, shall not be used.

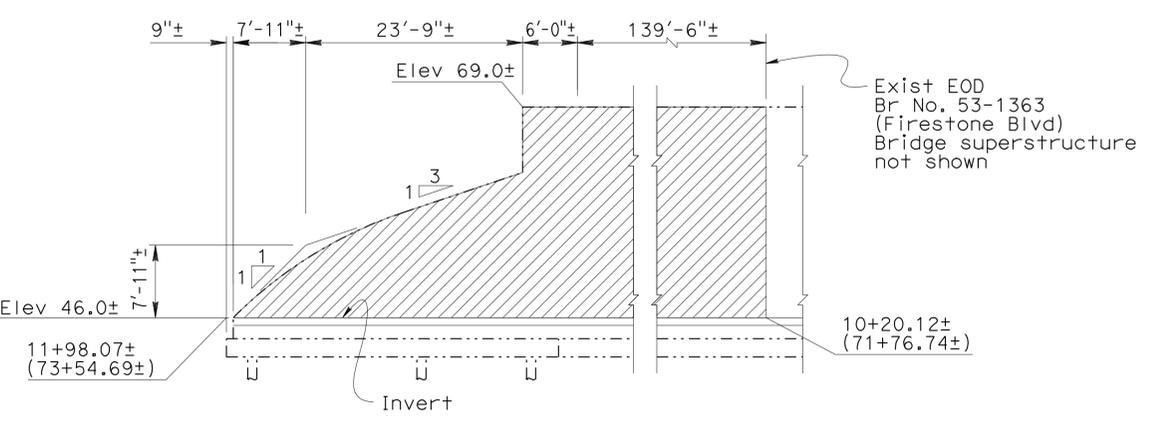
NOTE: 'Channel Concrete Removal Notes' applies to removal of portion of existing pier walls only



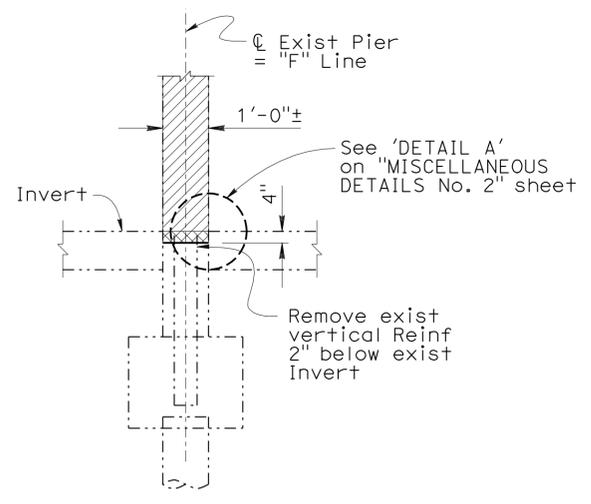
- Indicates Bridge removal, see 'Channel Concrete Removal Notes'
- Indicates build new Pier Nose

- NOTES:
1. For 'Elevation G-G', see "MISCELLANEOUS DETAILS NO. 2" sheet
 2. "F" Line stations in parentheses indicates original channel As-Built stations and are shown for informational purposes only

PLAN
NO SCALE

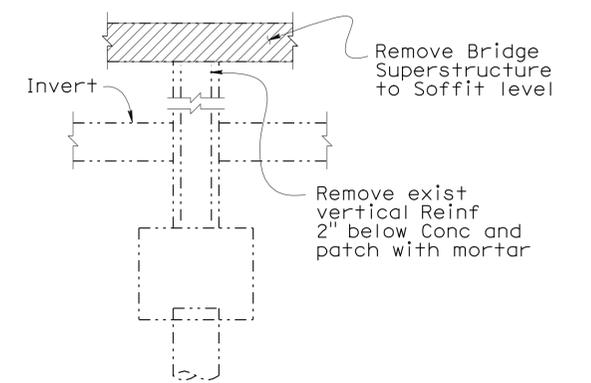


ELEVATION H-H (REMOVAL)
NO SCALE



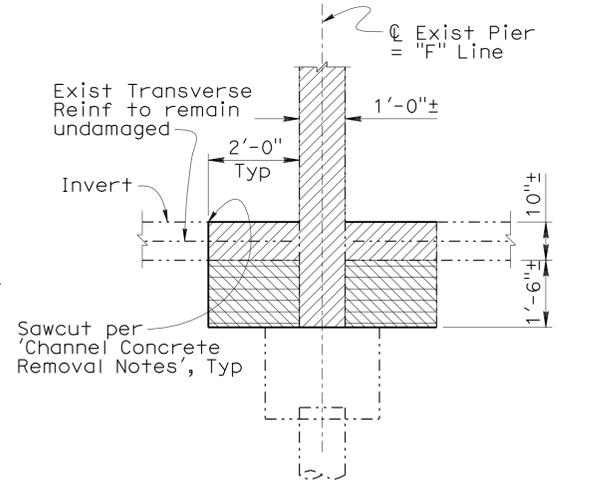
- Indicates Bridge removal, see 'Channel Concrete Removal Notes'
- Indicates Structure Conc type 680-B-5000

SECTION A-A
NO SCALE



- Indicates Bridge removal

SECTION C-C
NO SCALE



- Indicates Bridge removal, see 'Channel Concrete Removal Notes'
- Indicates Limits of Payment for Structure Excavation (Bridge)
- Indicates Limits of Payment for 3 sack slurry mix

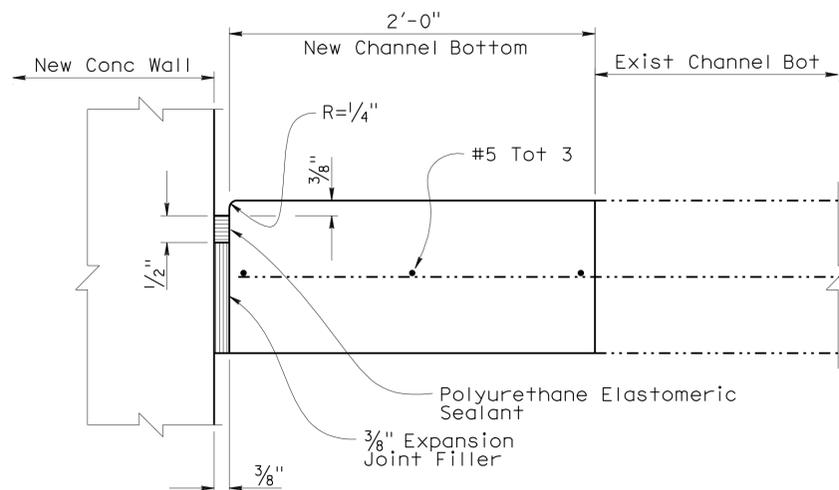
NOTE: See 'Section E-E' on "MISCELLANEOUS DETAILS NO. 2" sheet for pier reconstruction

SECTION B-B
NO SCALE

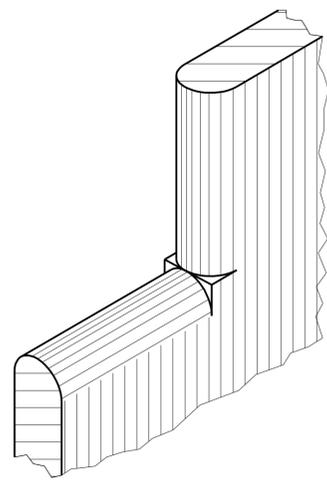
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)	DESIGN	BY Mark Okimura	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO.	N. FORK COYOTE CRK BR (REPLACEMENT)								
	DETAILS	BY Pauline Tong	CHECKED Mohey El-Mously			POST MILE		1.47							
	QUANTITIES	BY Mark Okimura	CHECKED Yeo Yoon			POST MILE									
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				CU 07227 EA 215911	DISREGARD PRINTS BEARING EARLIER REVISION DATES	<table border="1"> <tr> <th colspan="2">REVISION DATES</th> <th>SHEET</th> <th>OF</th> </tr> <tr> <td>10-31-09</td> <td>12-23-10</td> <td>13</td> <td>31</td> </tr> </table>		REVISION DATES		SHEET	OF	10-31-09	12-23-10	13	31
REVISION DATES		SHEET	OF												
10-31-09	12-23-10	13	31												

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	1.2/2.1	400	602

Phu Vuong Nguyen 3-2-11
 REGISTERED CIVIL ENGINEER DATE
 6-27-11
 PLANS APPROVAL DATE
 Phu V. Nguyen
 No. 60358
 Exp. 6-30-12
 CIVIL
 STATE OF CALIFORNIA
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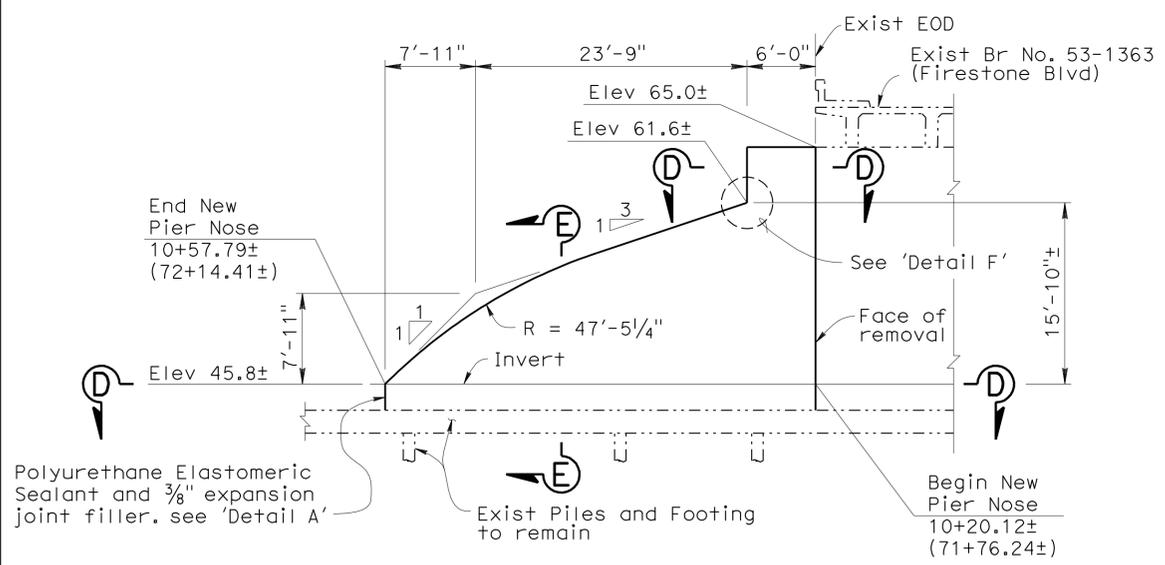
DETAIL A
NO SCALE



DETAIL F
NO SCALE

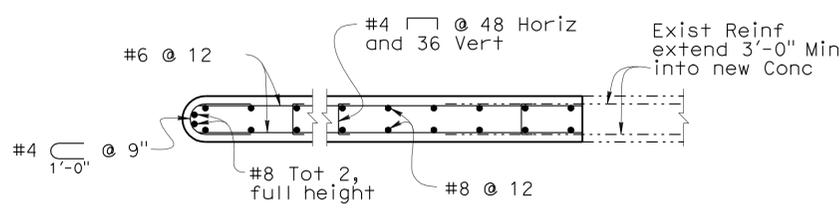
NOTE: All new concrete on this sheet shall be Structure Concrete type 680-B-5000.

NOTE: 'Detail A' for 'Section E-E' shown, 'Detail A' for 'Elevation G-G' and 'Section A-A' similar.

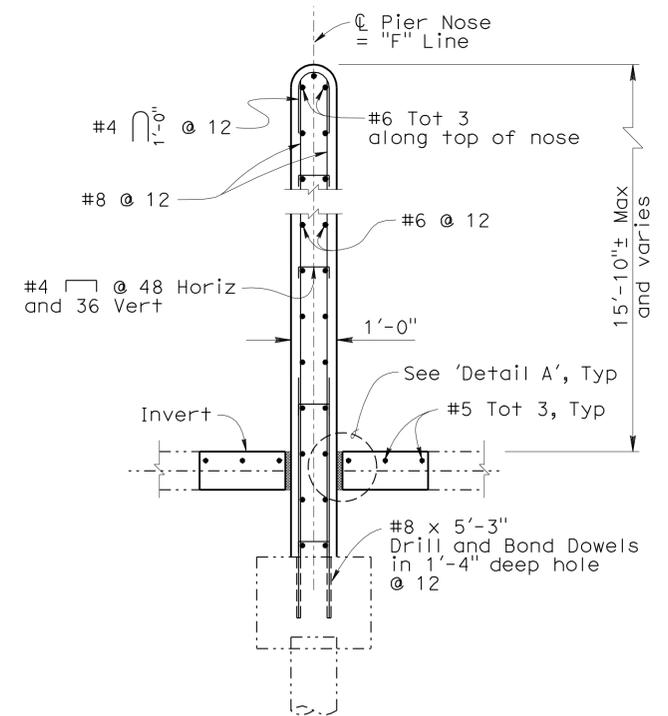


ELEVATION G-G (RE-CONSTRUCTION)
NO SCALE

NOTE: "F" Line stations in parentheses indicates original channel As-Built stations and are shown for informational purposes only.



SECTION D-D
NO SCALE



SECTION E-E
NO SCALE

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)	DESIGN	BY Mark Okimura	CHECKED Mohey El-Mously	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 11	BRIDGE NO.	N. FORK COYOTE CRK BR (REPLACEMENT)			
	DETAILS	BY Pauline Tong	CHECKED Mohey El-Mously			53-3037	MISCELLANEOUS DETAILS NO. 2			
	QUANTITIES	BY Mark Okimura	CHECKED Yeo Yoon			POST MILE 1.47				
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS					CU 07227 EA 215911	DISREGARD PRINTS BEARING EARLIER REVISION DATES				SHEET 14 OF 31

USERNAME => hmgp11n DATE PLOTTED => 30-JUN-2011 TIME PLOTTED => 18:13