Received Nov 3 2014 04:12pm

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Flatiron West Inc.
1770 La Costa Meadows Drive
San Marcos, CA 92078
760 916 9100 MAIN
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www.flatironcorp.com

November 3, 2014

VIA FACSIMILE AND CERTIFIED MAIL

John C. McMillan
Department of Transportation
Division of Engineering Services
Office Engineer
1727 30th Street
Sacramento, CA 95816-8041

Re: Construction on State Highway in Los Angeles County in La Canada Flintridge, Glendale and Pasadena from Dunsmore Avenue Undercrossing to North Los Robles Avenue Overcrossing, Contract 07-2881U4
Response to Protest of Security Paving Company, Inc.

Dear Mr. McMillan:

Flatiron West, Inc. ("Flatiron") is the low bidder on the above-referenced project. This responds to the protest of Flatiron's bid by Security Paving Company, Inc. ("Security") dated October 28, 2014. Security's bid protest must be rejected as Flatiron's bid is in compliance with both the Subletting and Subcontracting Fair Practices Act, California Public Contract Code section 4100 et. seq., (the "Act"), and Caltrans' bidding requirements.

In its protest, Security contends Caltrans must reject Flatiron's bid and award Security the project because Security says that Bid Item 111 is not related to Flatiron's bid-day description for American Civil Constructors West Coast, Inc.'s ("ACC") scope—"Bridge Deck Repair and Related (Partial)" and that Bid Item 45 is not related to Flatiron's bid-day description for Morales Contracting Service's ("MCS") scope – "PCC Saw & Seal and Related (Partial)". These claimed deviations, according to Security, violate: (1) the Subletting and Subcontracting Fair Practices Act (the Act); and (2) Caltrans listing requirements. As addressed below, Security's contentions are baseless. Flatiron has met all the requirements for subcontractor listing and DBE commitment submittal. Security's protest must be rejected and Flatiron should be awarded this project as the low responsive, responsible bidder.

A. Subcontractor Listing Requirements

The Act, upon which Security premises its bid protest, provides under California Public Contract Code section 4104, that public project specifications or general bidding conditions for highway projects must require persons making bids to set forth the names and locations of subcontractors which will perform work in excess of one-half of 1% of the prime contractor's total bid or ten thousand dollars, whichever is greater. The bidding contractor must also describe the portion of the work which will be done by each subcontractor required to be listed under the Act.

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On bid day, Flatiron listed ACC on the Subcontractor List form with the description of work "Bridge Deck Repair and Related (Partial)". Additionally, Flatiron listed MCS with the description of work "PCC Saw & Seal and Related (Partial)". As required by the Bid Documents, Flatiron listed ACC's and MCS's bid items and percentages in its post-bid Subcontractor List. Flatiron's post-bid submissions for ACC and MCS are fully consistent with its bid day submissions, as the work is related and part of the same operations being performed by the same subcontractors. The use of the terms "Related (Partial)" is common industry practice, routinely accepted by Caltrans, and not a violation of the Act and Caltrans listing requirements.

1. Flatiron's Listing of ACC and Post Bid Submission are Consistent and Not in Violation of The Act

In regard to ACC, Security falsely characterizes the bid items included in the scope of work "Bridge Deck Repair and Related (Partial)" as vastly different, such that Bid Item 111 cannot be considered related. This could not be further from the truth. They are part of the same operation being performed by the same subcontractor (ACC). In fact, despite Security's complaints, Security and Flatiron both listed the same subcontractor (ACC) for the same scopes of work, which includes Bid Item 111. (See Exhibit "A", [Security's bid listing ACC's scope as including Bid Item 111]). This alone is conclusive evidence that these scopes of work are directly related and that Security approached its bidding of these related scopes on equal competitive footing with Flatiron, *i.e.*, Flatiron and Security both listed ACC for the identical scopes of related work.

Further, Bid Item 111 is for High Friction Surface Treatment ("HFST") to certain concrete surfaces. ACC performs the work for bid items 29, 56, 58, 59 and 111 during the same operation. These Bid Items all fall within Flatiron's bid-day description: "Bridge Deck Repair and Related (Partial)." HFST is directly related to Concrete Surface repair pursuant to Specification 37-6.01A, which provides "placing High Friction Surface Treatment (HFST) on either Asphalt Concrete or Portland Cement Concrete Surfaces." ACC is performing all of this work and it includes HFST to certain bridge structures. For example, as reflected in the attached Exhibit "B", Q-1 Summary of Quantities, Flatiron performed a detailed take-off of the HFST quantities based on the layout plans.[1] The layout plans (see attached Exhibit "C") show HFST repairs running through a bridge structure (Tunnel) at two different locations, something Security failed to acknowledge. The concrete surface repair, which includes HFST, runs through these two bridge structures. (See attached Exhibit "D," photographs of these two structures [Bridge 53-2256 and Bridge 53-2341]). Flatiron's description of ACC's work as "Bridge Deck Repair and Related (Partial)" is correct. The HFST is applied to concrete surfaces, including the bridge structures (Tunnels: Exhibit "D," [Bridge 53-2256 and Bridge 53-2341]) and is work performed by the same subcontractor (ACC). Flatiron's description of ACC's work is in compliance with the Act and Caltran's listing requirements. Security's claim that it should be awarded the project instead of Flatiron, despite Security listing the same subcontractor (ACC) for the same related scopes of work must be rejected. Flatiron's description of ACC's scope of work was proper and in compliance with all applicable laws.

[1] The roadway quantities related to HFST submitted by Security (Exhibit "C" to its protest letter) is incorrect.

2. Flatiron's Listing of MCS and Post Bid Submission are Consistent and Not in Violation of The Act

In regard to MCS, Security, again, falsely characterizes the bid items included in the scope of work "PCC Saw and Seal and Related (Partial)" as vastly different, such that Bid Item 45 cannot be considered related. In fact, they are part of the same operation by the same equipment. The project plan typical cross section (see attached Exhibit "E") has a note at the existing concrete edge which says "Sawcut/Conform". Before constructing new concrete lanes, the first order of work is to sawcut and remove existing concrete under Bid Item 45. MCS will sawcut the edge of the existing concrete pavement in conjunction with the concrete pavement removal operation. Therefore, Bid Item 45 clearly fits under the description of PCC Saw & Seal and Related (Partial)" as MCS will perform sawcutting to PCC pavement.

B. The use of the Phrase "and Related" is Consistent with the Act and Bid Documents

Flatiron's use of the phrase "and related" on its bid-day description of work for ACC and MCS is entirely consistent with the Act and the Bid Documents. The Act requires that bidders disclose the "portion of the work that will be done" by the subcontractor. (Public Contract Code section 4104(b)). The Bid Documents require only a "Description of Subcontracted Work." In practice, Caltrans (and all California public entities with which we are familiar) have required a general statement of the subcontracted scope (e.g., electrical, reinforcing steel, excavation, etc.). Bidders use—and owners accept—the phrase "and related" to indicate related/ancillary work to be performed by the subcontractor.[2]

For example, Prime Contractors list subcontractors for Reinforcing Steel and Related (Partial). In addition to the Bid Items entitled Reinforcing Steel, there is Reinforcing Steel work within various items such as approach slabs, minor concrete, concrete barrier, etc. This listing of various items that have a Reinforcing Steel component under the description Reinforcing Steel and Related (Partial) is routinely accepted by Caltrans. Likewise, Bid Item 111 High Friction Surface Treatment, as an operation to be performed by ACC, is clearly a related component of Bid Items 29, 56, 58 and 59 and both Security and Flatiron treated it as such. Additionally, Bid Item 45 Remove Concrete Pavement, as an operation to be performed by MCS, is clearly a related component of Bid Items 121, 123, 124, 125 and 229. For these reasons, Security's protest lacks merit.

Further, Security's suggestion that two prior bid protests unrelated to this project support its argument that Flatiron's bid should be rejected and the project awarded to Security is baseless. Neither prior protest mentioned by Security involved the accepted use of the phrase "and Related," which is the basis of Security's current protest. For example, in stark contrast to Flatiron's use of the phrase "and Related (Partial)," in the unrelated protest referenced by Security concerning Contract No. 11-406704, Security's bid

[2] This standard fulfills the purpose of the listing requirement: prevention of bid shopping. If a successful bidder tries to bid shop, the subcontractor may enforce its statutory right to perform the work by proving: (1) it was listed in the bid for a general area of work; and (2) its proposal to the bidder is consistent with the general area of work listed in the bid. Using these documents, the bid and subcontractor's proposal, the subcontractor can prevent the bidder from taking away any portion of its work.

was determined nonresponsive because Security subsequently removed a specific bid item (Bid Item 99) in its post bid submission that was expressly listed on bid day. In the present case, Flatiron properly described ACC's and MCS' work on bid day as including "Related" work that was listed. Similarly, the unrelated protest referenced by Security concerning Contract No. 04-235624, did not involve the use of the phrase "and Related (Partial)," but involved the subsequent listing of work not previously listed and without any description of "Related" work. The two prior protests referenced by Security have no relevance to the current proper use by Flatiron of the accepted terminology "and Related."

C. Flatiron's DBE Commitment Form Submission Was Proper

In its protest, Security also claims that Flatiron failed to list DBE subcontractors in its bid day submittal, as required by law. This is simply untrue. The Act requires Prime Contractors to list subcontractors with work that is greater than one-half of 1% or $10,000, whichever is greater. The subcontractors that Security claims were not listed on bid day each had scopes of work that were under one-half of 1% of Flatiron's total bid amount. Flatiron's bid amount is $105,495,711.78. One-half of 1% of this amount is approximately $527,479.00. Each of the subcontractors that Security says should have been listed have scopes of work less than the amount that required their listing on bid day under the Act:

1. CGO Construction Co., Inc. – $72,300.00
2. Landscape Support Services, Inc. – $133,805.50
3. J. Francis Co., Inc. – $375,540.00
4. A.C. Dike Co. - $163,487.50

Thus, Security's protest on these grounds is flawed. Neither the Act nor Caltrans' Standard Specifications and Special Provisions require that all DBE subcontractors, regardless of value, be listed on the Subcontractor List Form at bid time. Entirely consistent with the law, when Flatiron completed the required DBE Commitment Form, it reported those DBE subcontractors that were not required to be listed under the Act in the bid day submittal because their subcontract values were under the Act's listing limits. In its post bid submission of its DBE Commitment Form, Flatiron properly identified those subcontractors. This was entirely consistent with the Subcontractor Listing requirements. Security's contentions otherwise are baseless and must be rejected.

In summary, the Bid Item at issue for ACC, Bid Item 111 consists of applying High Friction Surface treatment during the same operation with the same equipment and is subcontracted to a company that performs this specific scope of work. The use of the phrase "and Related (Partial)" was proper and consistent with the law. The Bid Items at issue for MCS, Bid Item 45, consists of sawcutting existing PCC during the same operation with the same equipment and is subcontracted to a company that performs this specific scope of work. Again, the use of the phrase "and Related (Partial)" was proper and consistent with the law. Flatiron did not add or change the scope post-bid to either subcontractor. Additionally, Flatiron completed its DBE Commitment Form consistent with the Act and Caltrans requirements.

Security's protest has no merit and should be rejected. Therefore, Flatiron respectfully requests that the contract be awarded to Flatiron.

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FLATIRON

If you have any questions regarding this matter please feel free to contact the undersigned at 714-482-5259 or cpeich@flatironcorp.com.

Thank you.

Christian M. Peich
Vice President
Flatiron West, Inc.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

SUBCONTRACTOR LIST

DES-OE-0102.20 (REV 5/2014)

Bidding Firm: Security Paving Company, Inc. 07-288104

Under Public Contract Code § 4100 et seq., the Bidder must set forth in the bid the name, the location of the place of business, the California contractor license number, and the portion of work of each subcontractor who will perform work or labor or render service to the prime contractor in or about the construction of the work or improvement, or a subcontractor licensed by the State of California who, under subcontract to the prime contractor, specially fabricates and installs a portion of the work or improvement according to detailed drawings contained in the plans and specifications, in an amount in excess of one-half of 1 percent of the prime contractor's total bid or ten thousand dollars ($10,000), whichever is greater.

The Bidder must submit within 24 hours of the bid opening, the bid item numbers with percentages of the portion of work subcontracted.

Business Name and Location	California Contractor License Number (a)	Description of Portion of Work	Bid Items Numbers	Percentage of Bid Item Subcontracted
American Civil Constructors West Coast Inc.	526319	Public Safety Plan (Partial)	29	51.5
		Repave Concrete Bridge Deck Surface,	56	100
			58	100
		Furnish Polyester Concrete Overlay, Place	59	100
			111	100
		Polyester Concrete Overlay, High Friction Surface Treatment		
Global Road Sealing Inc 10832 Dorothy Ave Garden Grove, CA 92843	757584	Install Joint Seal, Seal Isolation Joint	136-139	All 100
			229	35.0

(a) Not required on contracts with Federal-Aid.

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	210	R16.1/R25.8	603	927

REGISTERED CIVIL ENGINEER — DATE 3-14-14

PLANS APPROVAL DATE 3-12-14

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THESE PLANS AND E...

REGISTERED PROFESSIONAL ENGINEER — ANAY LIAO — C57815 — 12/31/15 — CIVIL — STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — FUNCTIONAL SUPERVISOR: RAJ KALU — CALCULATED/DESIGNED BY: ANDY LIAO — CHECKED BY: MOE MIRZA — REVISED BY — DATE REVISED

DESIGN

ROADWAY QUANTITIES

SHEET No.	STATION	SEAL ISOLATION JOINT (N)	TACK COAT (N)	HIGH FRICTION SURFACE TREATMENT	MINOR CONCRETE (DRIVEWAY)	REPAIR SPALLED SURFACE AREA	REMOVE CHAIN LINK FENCE	CHAIN LINK FENCE (TYPE CL-6)
		LF	TON	SQYD	CY	SQFT	LF	LF
L-1	853+50 TO 860+50	2,300	0.3	-	-		-	-
L-2	860+50 TO 875+50	5,000	0.2	-	-		-	-
L-3	875+50 TO 889+50	5,800	1.1	-	-		-	-
L-4	889+50 TO 904+50	6,450	0.9	-	-		-	-
L-5	904+50 TO 919+50	3,000	0.5	-	-		-	-
L-6	919+50 TO 932+50	1,800	1.1	-	-		-	-
L-7	932+50 TO 946+50	8,400	0.6	-	-		-	-
L-8	946+50 TO 959+50	7,800	1.0	-	-		-	-
L-9	959+50 TO 974+50 119+50 TO 131+60	4,700	1.5	-	-		-	-
L-10	969+50 TO 974+50 63+56 TO 74+50	-	1.7	-	-		-	-
L-11	974+50 TO 989+50 104+00 TO 119+50	4,700	1.9	-	-		-	-
L-12	974+50 TO 989+50 74+50 TO 89+50	-	2.1	-	-		-	-
L-13	989+50 TO 1003+50 97+00 TO 104+00 534+00 TO 603+50	4,400	2.3	-	-		4	26
L-14	989+50 TO 1003+50 37+50 TO 101+00	4,400	1.1	-	-		-	-
L-15	36+50 TO 97+00 583+00 TO 594+00	200	2.2	-	-	1,350	-	-
L-16	83+50 TO 105+00 86+50 TO 97+00	200	2.4	-	-		-	-
L-17	105+00 TO 108+50 81+00 TO 86+50 570+50 TO 583+00	400	2.3	-	-		-	-
L-18	364+70 TO 370+50	100	0.4	-	-		-	-
L-19	1003+50 TO 1017+50 101+00 TO 106+20 603+50 TO 617+50	8,800	3.6	-	-		-	26
L-20	1017+50 TO 1029+50 617+50 TO 623+68	7,300	3.0	-	-		-	-
L-21	1035+75 TO 1046+50	6,450	0.3	-	-		-	-
L-22	1046+50 TO 1060+50	8,400	0.7	-	-		-	-
L-23	1060+50 TO 1075+50	9,000		-	-		-	-
L-24	1075+50 TO 1089+50	8,400	1.0	-	-		-	-
L-25	1089+50 TO 1100+00	6,300	1.0	-	-		-	-
L-26	1107+00 TO 1118+50	6,500	0.5	-	-		-	-
L-27	1118+50 TO 1132+50	8,400	0.3	-	-		-	-
	SUB TOTAL	142,900	34	-	-	1,350	4	52

(N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

ROADWAY QUANTITIES

SHEET No.	STATION	SEAL ISOLATION JOINT (N)	TACK COAT (N)	HIGH FRICTION SURFACE TREATMENT	MINOR CONCRETE (DRIVEWAY)	REPAIR SPALLED SURFACE AREA	REMOVE CHAIN LINK FENCE	CHAIN LINK FENCE (TYPE CL-6)
		LF	TON	SQYD	CY	SQFT	LF	LF
L-28	1132+50 TO 1146+50	8,400	0.9	-	-		-	-
L-29	1146+50 TO 1160+50	8,400	0.8	-	-		-	-
L-30	1160+50 TO 1174+50	8,400	1.1	-	-		-	-
L-31	1174+50 TO 1188+50	8,400	0.9	-	-		-	-
L-32	1188+50 TO 1203+50	9,000	0.5	-	-		-	-
L-33	1203+50 TO 1218+50	9,000	0.3	-	-		-	-
L-34	1218+50 TO 1232+50	8,400	0.3	-	-		-	-
L-35	1232+50 TO 1246+50	8,400	0.7	-	-		-	-
L-36	1246+50 TO 1261+50	9,000	0.8	-	-		-	-
L-37	1261+50 TO 1276+50	9,000	0.6	-	-		-	-
L-38	1261+50 TO 1276+50	9,000	0.5	-	-		-	-
L-39	1276+50 TO 1290+50 289+21 TO 290+50	8,400	1.2	-	-		-	-
L-40	1290+50 TO 1305+50 290+50 TO 305+75	7,550	0.9	~~1,500~~ 2150 SY			-	-
L-41	1290+50 TO 1305+50 290+50 TO 304+60	7,320	1.1	~~1,460~~ 1,460 SY		900	-	-
L-42	1305+50 TO 1318+00 305+75 TO 309+50 1318+00 TO 1322+10	1,250	2.5	~~250~~ 250 SY	60		14	9
L-43	1305+50 TO 1317+18 310+50 TO 314+00	3,076	2.7	1645 SY	-		-	-
L-44	309+50 TO 319+75 314+00 TO 324+60 1322+10 TO 1331+75	4,370	1.3	~~875~~ 875 SY	-		-	-
L-45	319+75 TO 335+00 324+60 TO 340+00 1331+75 TO 1347+50	5,130	2.6	~~1,030~~ 1030 SY			-	-
L-46	336+40 TO 342+00 340+00 TO 345+00 1347+50 TO 1350+50	-	0.3	-	-		-	-
L-47	1360+50 TO 1364+46	-	-	-	-		-	-
	SUB TOTAL	124,486	20.3	~~16,800~~ 16,800	60	900	14	9
	GRAND TOTAL	267,386	54.3	~~18,300~~ 18,300	60	2,250	18	61

21,381 SY

SUMMARY OF QUANTITIES

Q-1

EXHIBIT-B

Received
Nov 3 2014 04:14pm

Received
Nov 3 2014 04:14pm
EXHIBIT B

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	210	R18.1/R25.8	6	927

3-14-14
REGISTERED CIVIL ENGINEER DATE

3-12-14
PLANS APPROVAL DATE

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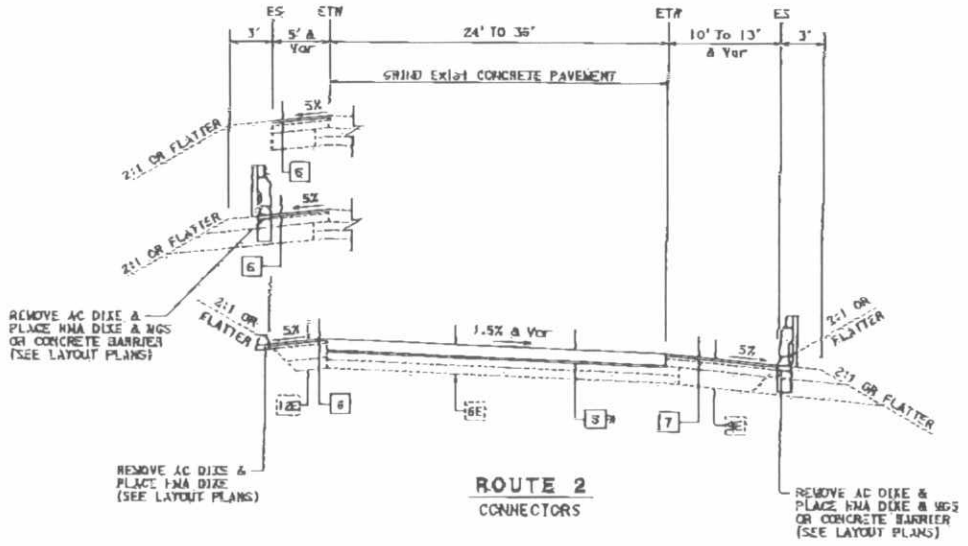
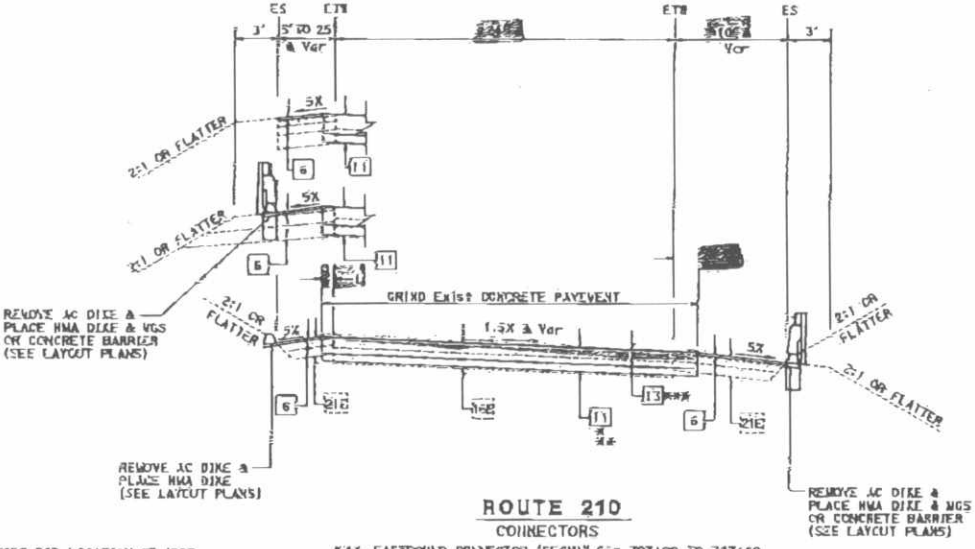


ROUTE 2
CONNECTORS



ROUTE 210
CONNECTORS

* NOTE: SEE SUMMARY OF QUANTITIES FOR LOCATION OF JPSP.
** GRIND Exist CONCRETE PAVEMENT

*** EASTBOUND CONNECTOR "SECN1" Sta 303+00 TO 327+68
WESTBOUND CONNECTOR "RNC210" Sta 310+12 TO 335+00

TYPICAL CROSS SECTIONS

NO SCALE

X-5

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OJI KALU
CALCULATED-DESIGNED BY
CHECKED BY
DAN YNAN
ANDY LIAO
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/2/2010 | USERNAME = rzsiiiio | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1806 | PROJECT NUMBER & PHASE 07110000651

EXHIBIT B

NOTE:

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

CURVE DATA

No. ⊙	R	Δ	T	L
38	3000.01'	24°02'25"	638.77'	1258.75'
41	9000.10'	09°32'23"	750.98'	1498.50'
42	2968.15'	02°41'46"	70.33'	140.64'
43	1150.00'	71°08'05"	822.33'	1427.75'

total length: 4954 LF

total: 14,862 SY

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	210	R15.1/R25.8	49	927

REGISTERED CIVIL ENGINEER 3-14-14 DATE

5-12-14 PLANS APPROVAL DATE

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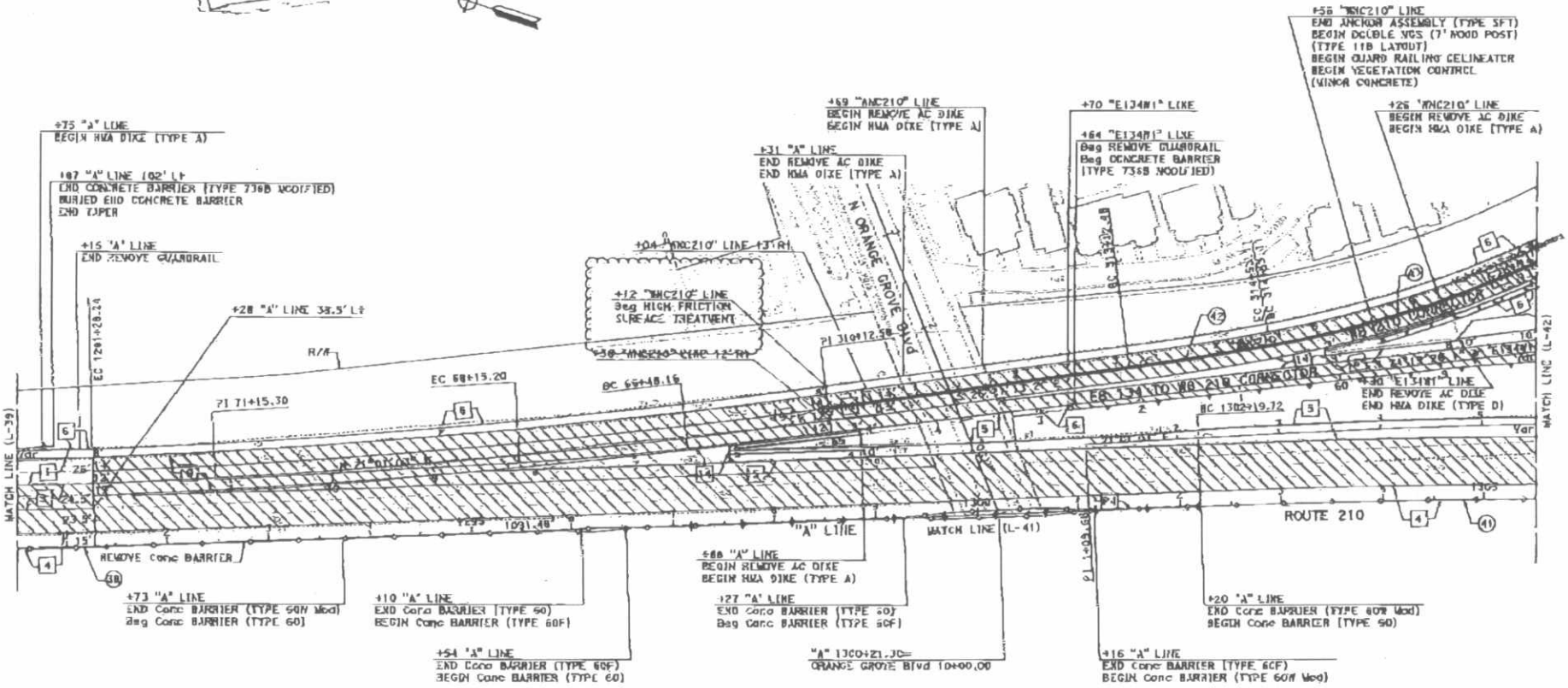

LAYOUT

SCALE: 1" = 50'

L-40

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

FUNCTIONAL SUPERVISOR: OJI KALU

CALCULATED-DESIGNED BY: DAN TRAN

CHECKED BY: ANDY LIAD

REVISED BY

DATE REVISED

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	210	R16.1/R25.8	50	927

REGISTERED CIVIL ENGINEER 3-14-14 DATE

5-12-14 PLANS APPROVAL DATE

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ANDY LIAO No. C51116 Exp. 12/31/15 CIVIL STATE OF CALIFORNIA

NOTE:

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

CURVE DATA

No. ⊙	R	Δ	T	L
38	2999.99'	24°02'25"	638.77'	1258.75'
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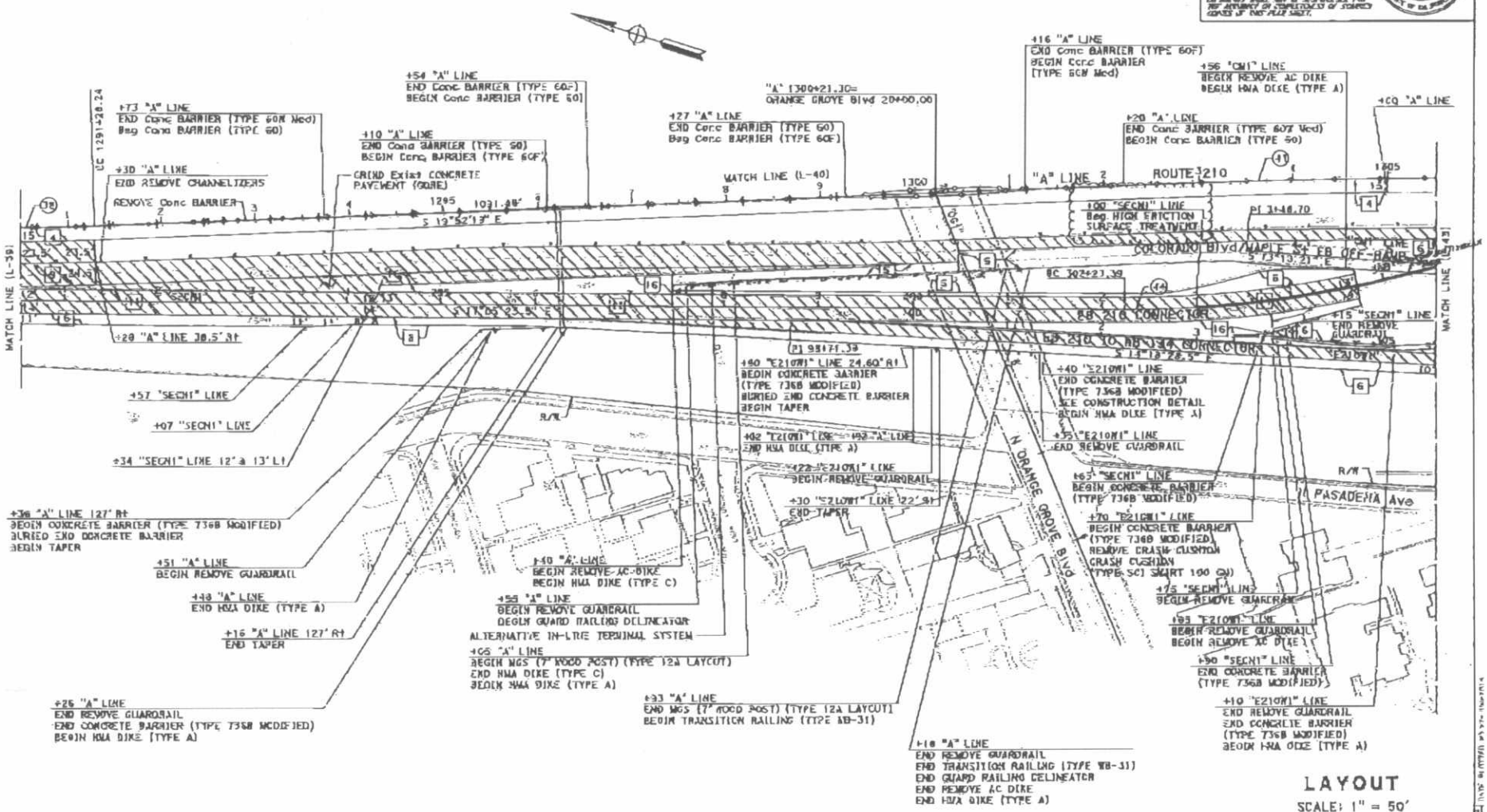
44	1150.00'	40°13'34"	421.14'	807.39'



LAYOUT

SCALE: 1" = 50'

L-41

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

FUNCTIONAL SUPERVISOR: OJI KALU

CALCULATED-DESIGNED BY: DAN TRAN

CHECKED BY: ANDY LIAO

REVISED BY

DATE REVISED

EXHIBIT B

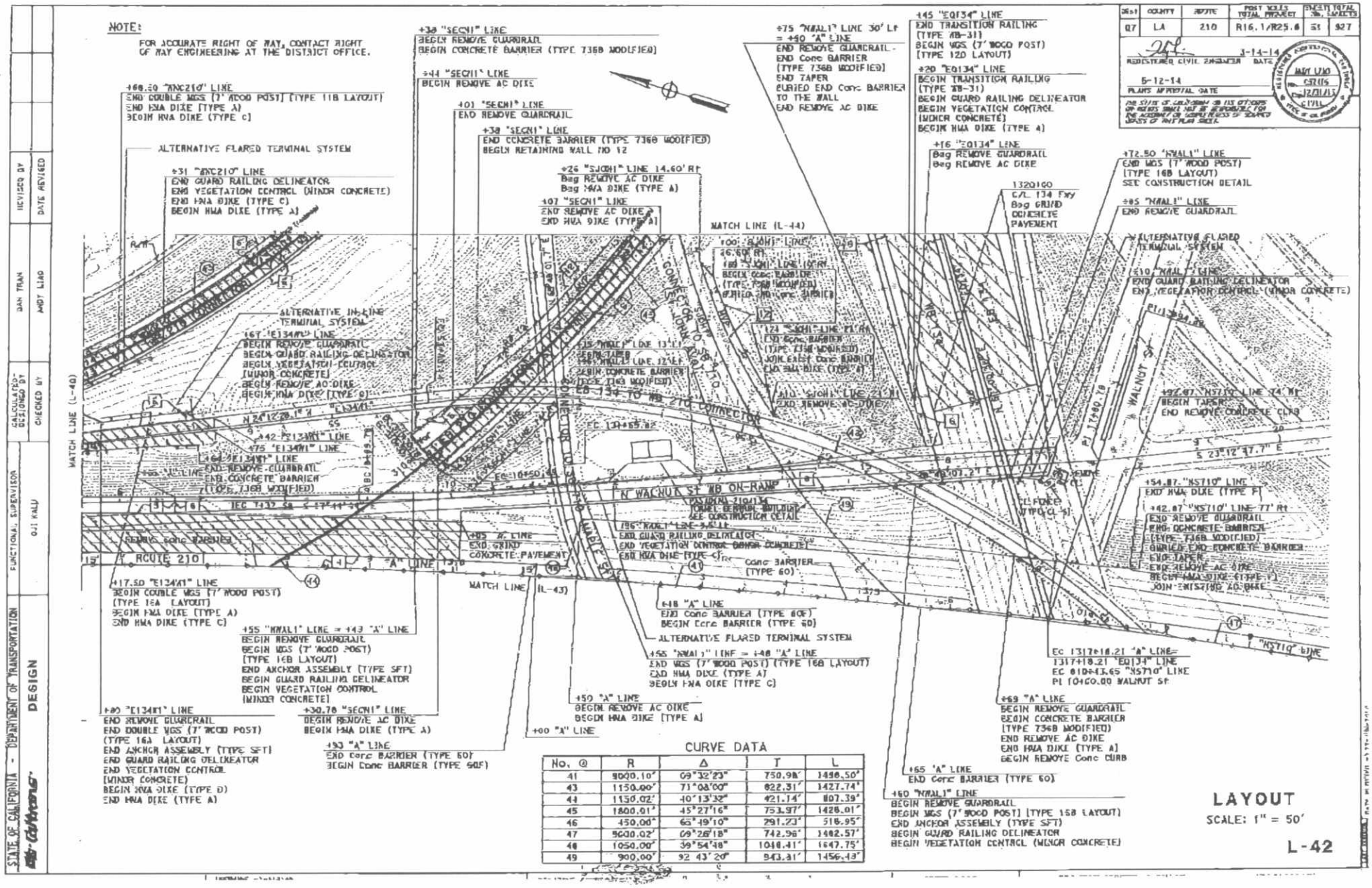
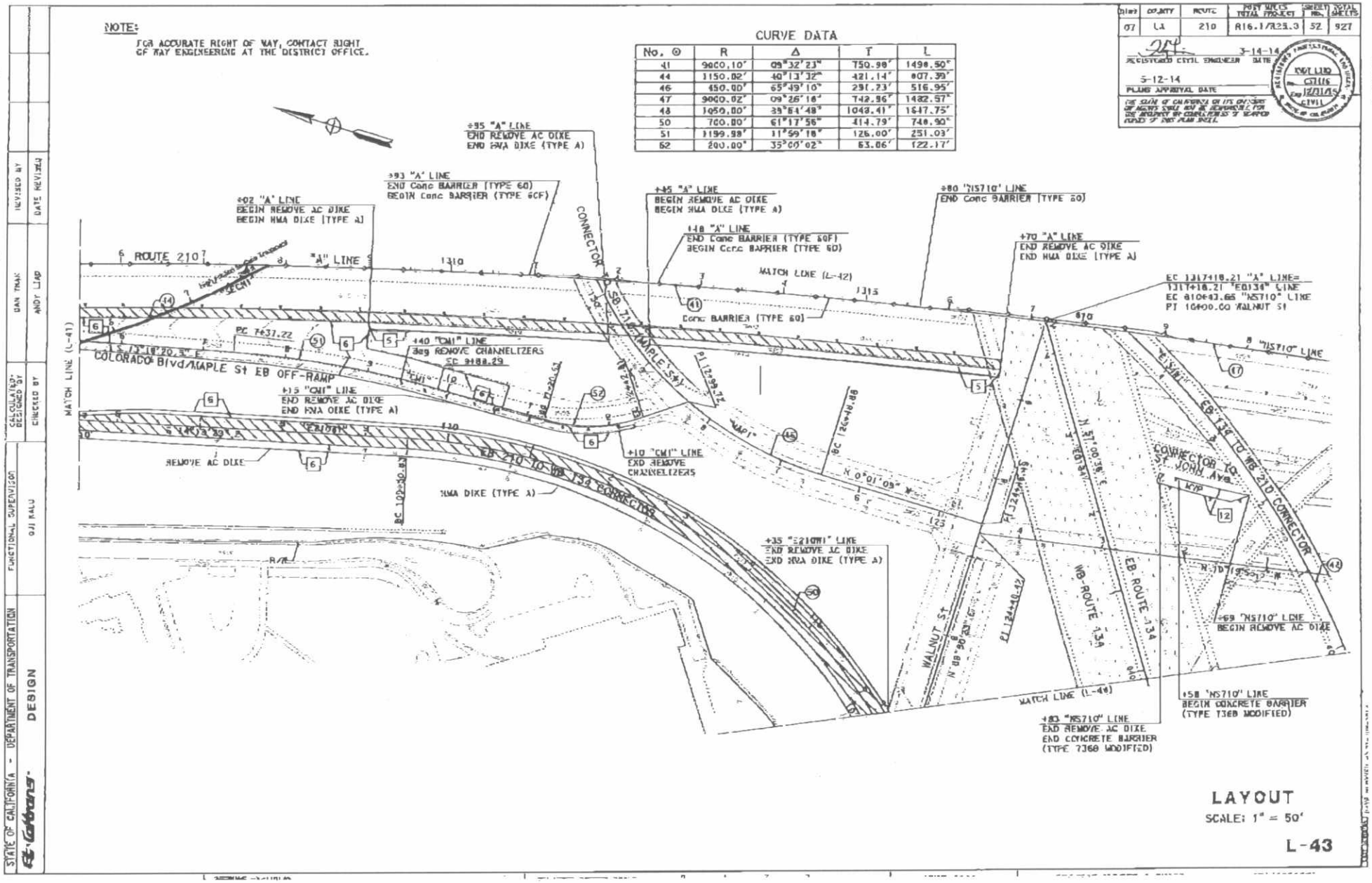


EXHIBIT D

Received
Nov 3 2014 04:15pm



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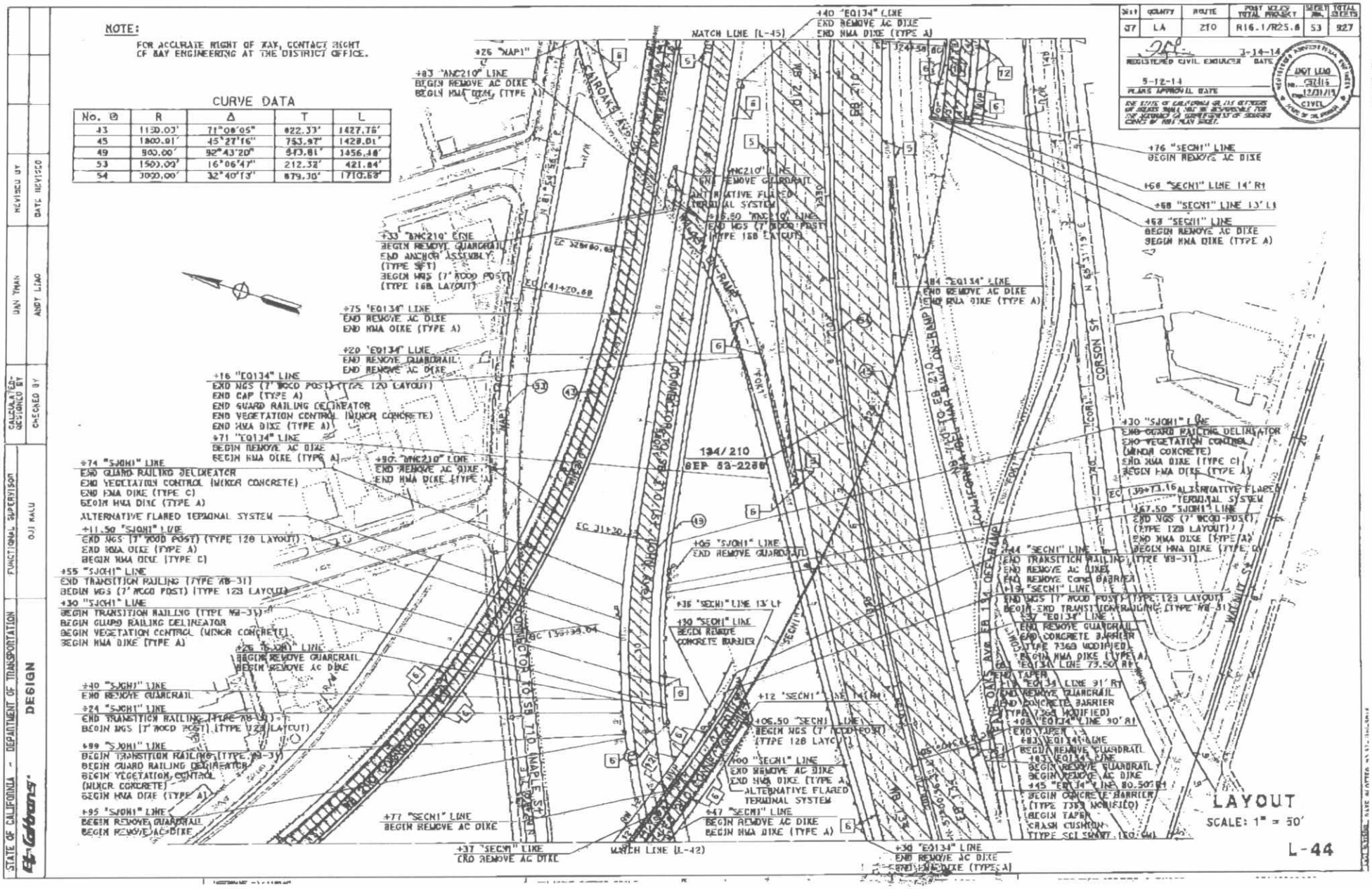


Received
Nov 3 2014 04:17pm

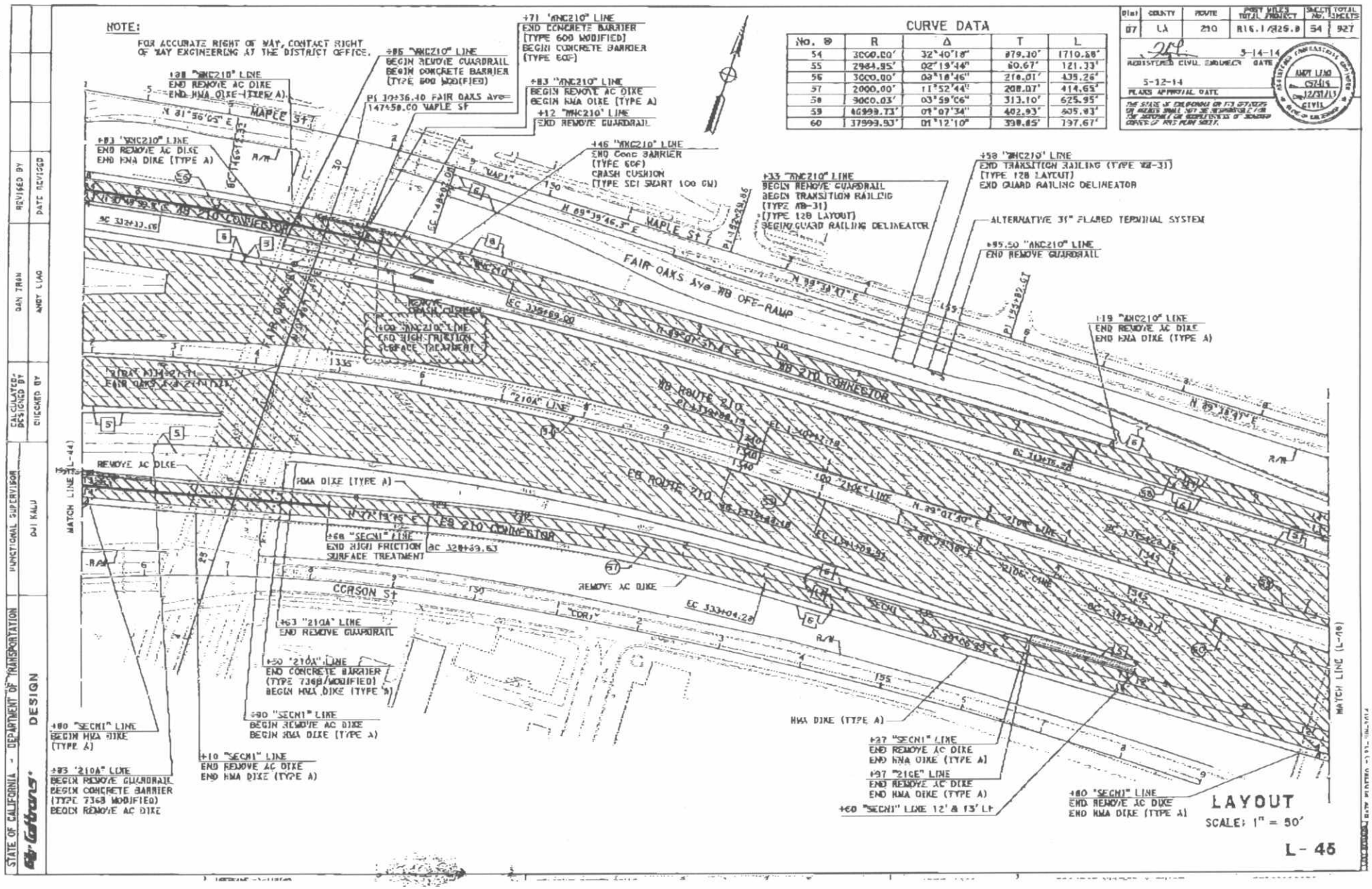


EXHIBIT B

Received
Nov 3 2014 04:18pm

NOTE:

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

CURVE DATA

No. ⊙	R	Δ	T	L
J8	3000.01'	24°02'25"	633.77'	1258.75'
41	9000.10'	09°32'23"	750.98'	1498.50'
42	2983.15'	02°41'48"	70.33'	140.64'
43	1150.00'	71°06'05"	822.33'	1427.76'

DIST	COUNTY	ROUTE	TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	210	R16.1/R25.8	49	927

REGISTERED CIVIL ENGINEER — DATE 3-14-14

PLANS APPROVAL DATE 5-12-14

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.

ANDY LIAO No. C57416 Exp. 12/31/15 CIVIL STATE OF CALIFORNIA

+56 "RNC210" LINE
END ANCHOR ASSEMBLY (TYPE SFT)
BEGIN DOUBLE MBS (7' MOD POST)
(TYPE 11B LAYOUT)
BEGIN GUARD RAIL(LINE DELINEATOR
BEGIN VEGETATION CONTROL
(MINOR CONCRETE)

+69 "RNC210" LINE
BEGIN REMOVE AC DIKE
BEGIN HMA DIKE (TYPE A)

+70 "E134N1" LINE

+26 "RNC210" LINE
BEGIN REMOVE AC DIKE
BEGIN HMA DIKE (TYPE A)

+75 "A" LINE
BEGIN HMA DIKE (TYPE A)

+31 "A" LINE
END REMOVE AC DIKE
END HMA DIKE (TYPE A)

+64 "E134N1" LINE
Beg REMOVE GUARDRAIL
Beg CONCRETE BARRIER
(TYPE 736B MODIFIED)

+87 "A" LINE 102' LT
END CONCRETE BARRIER (TYPE 736B MODIFIED)
BURIED END CONCRETE BARRIER
END TAPER

+15 "A" LINE
END REMOVE GUARDRAIL

+84 "RNC210" LINE 13' RT

+12 "RNC210" LINE
Beg HIGH FRICTION
SURFACE TREATMENT

+28 "A" LINE 38.5' LT

+56 "RNC210" LINE 12' RT

+80 "E134N1" LINE
END REMOVE AC DIKE
END HMA DIKE (TYPE D)

MATCH LINE (L-39)

MATCH LINE (L-42)

MATCH LINE (L-41)

ROUTE 210

"A" LINE

+73 "A" LINE
END Conc BARRIER (TYPE 60M Mod)
Beg Conc BARRIER (TYPE 60)

+10 "A" LINE
END Conc BARRIER (TYPE 60)
BEGIN Conc BARRIER (TYPE 60F)

+54 "A" LINE
END Conc BARRIER (TYPE 60F)
BEGIN Conc BARRIER (TYPE 60)

+38 "A" LINE
BEGIN REMOVE AC DIKE
BEGIN HMA DIKE (TYPE A)

+27 "A" LINE
END Conc BARRIER (TYPE 50)
Beg Conc BARRIER (TYPE 50F)

"A" 1300+21.30=
ORANGE GROVE Blvd 10+00.00

+16 "A" LINE
END Conc BARRIER (TYPE 60F)
BEGIN Conc BARRIER (TYPE 60M Mod)

+20 "A" LINE
END Conc BARRIER (TYPE 60M Mod)
BEGIN Conc BARRIER (TYPE 60)

REMOVE Conc BARRIER

N ORANGE GROVE BLVD

EC 63+15.20

BC 66+48.16

PI 71+15.30

PI 310+17.58

PI 1303.66

BC 1302+19.72

LT 1302.48

LT 1303.35

LAYOUT

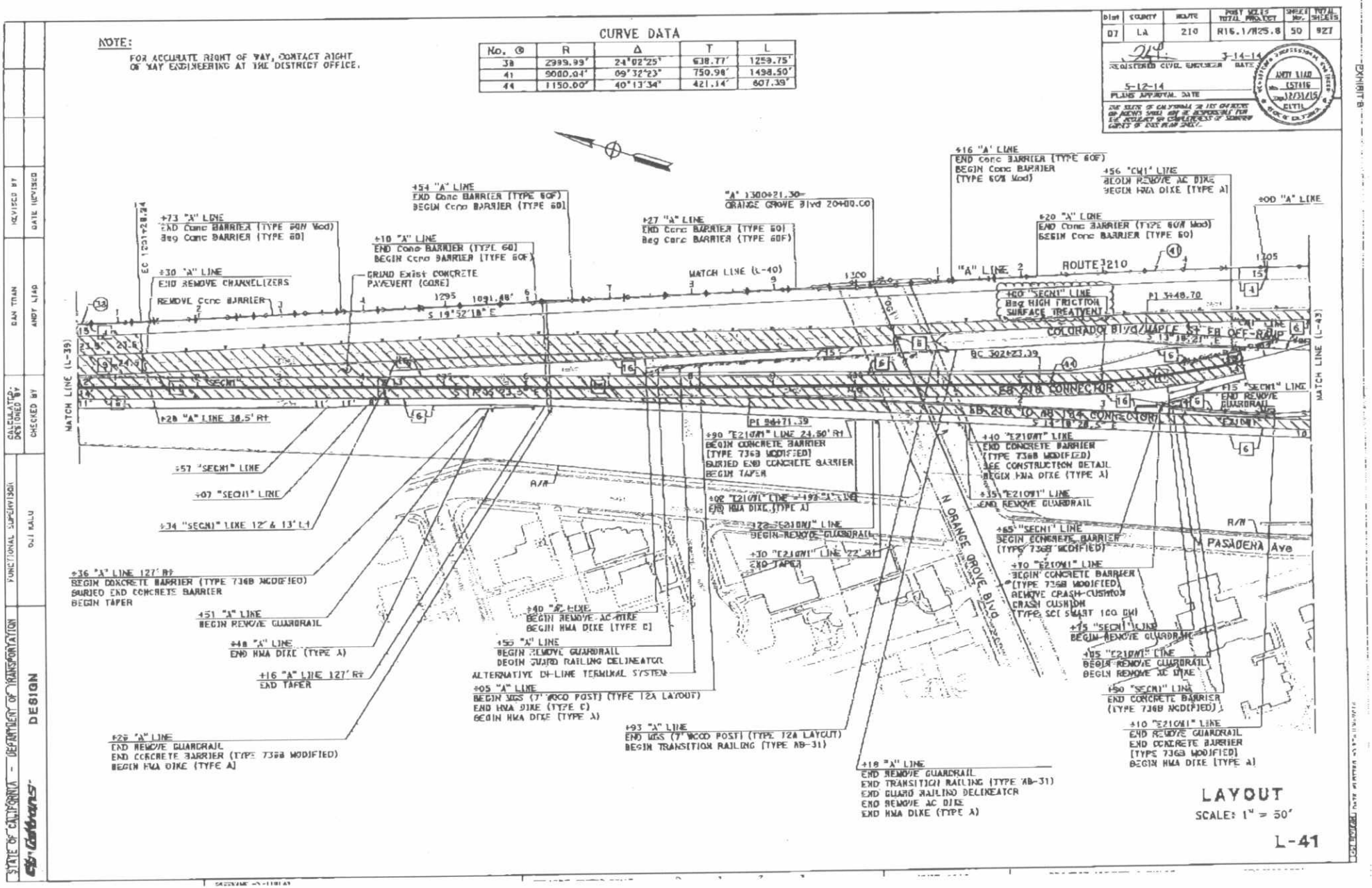
SCALE: 1" = 50'

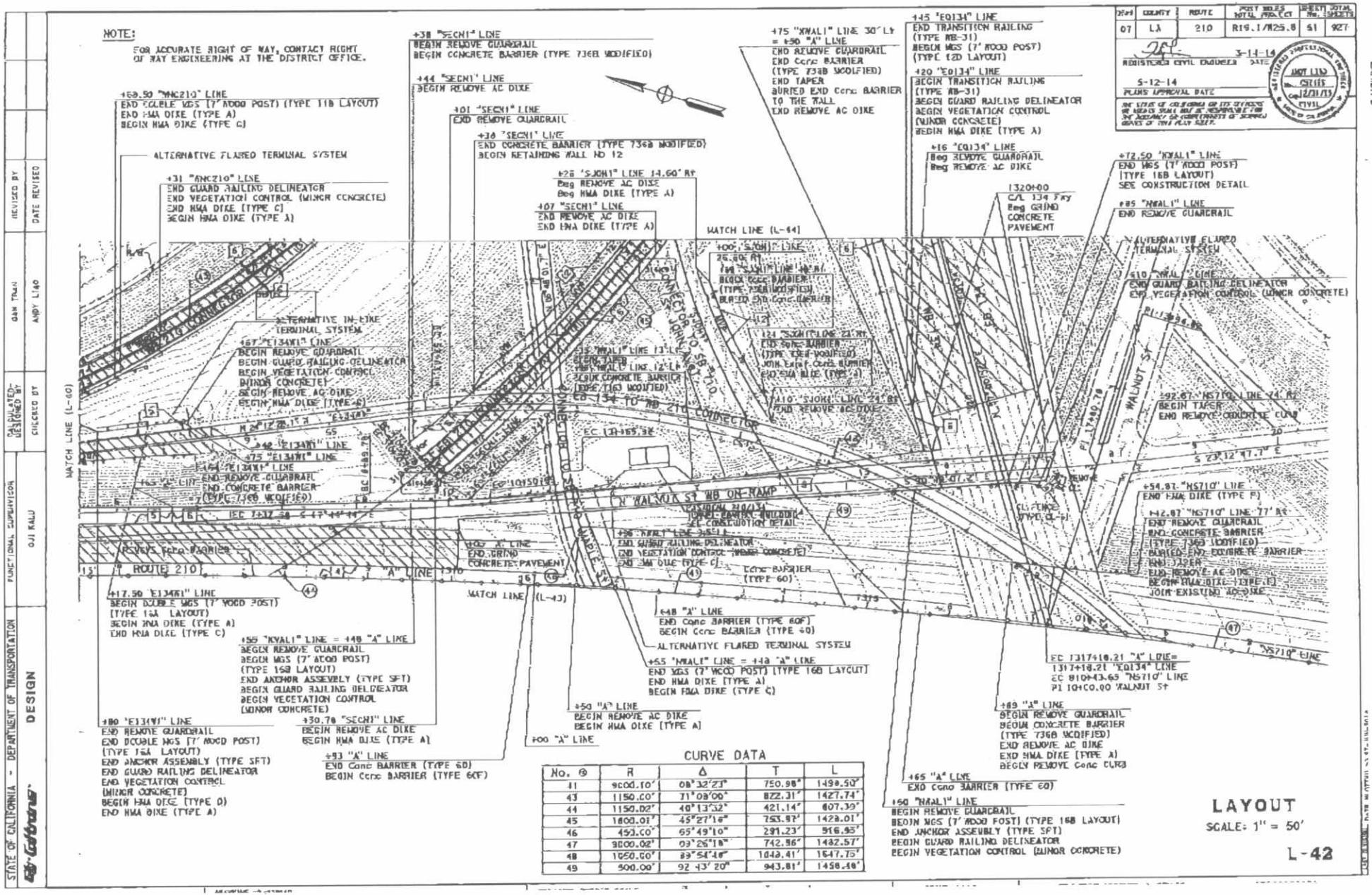
L-40

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OJI KALU
CALCULATED/DESIGNED BY: DAN TRAN
CHECKED BY: ANDY LIAO
REVISED BY
DATE REVISED

EXHIBIT B

Received
Nov 3 2014 04:19pm


NOTE:
FOR ACCURATE RIGHT OF WAY, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
CURVE DATA
No. | R | Δ | T | L
38 | 2999.99' | 24°02'25" | 638.77' | 1259.75'
41 | 9000.04' | 09°32'23" | 750.98' | 1498.50'
44 | 1150.00' | 40°13'34" | 421.14' | 807.39'
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS
07 | LA | 210 | R16.1/R25.8 | 50 | 927
REGISTERED CIVIL ENGINEER 3-14-14 DATE
5-12-14 PLANS APPROVAL DATE
ANDY LIAO
+73 "A" LINE
END Conc BARRIER (TYPE 60M Mod)
Beg Conc BARRIER (TYPE 60)
+30 "A" LINE
END REMOVE CHANNELIZERS
REMOVE Conc BARRIER
+10 "A" LINE
END Conc BARRIER (TYPE 60)
BEGIN Conc BARRIER (TYPE 60F)
GRIND Exist CONCRETE PAVEMENT (CORE)
+54 "A" LINE
END Conc BARRIER (TYPE 60F)
BEGIN Conc BARRIER (TYPE 60)
+27 "A" LINE
END Conc BARRIER (TYPE 60)
Beg Conc BARRIER (TYPE 60F)
"A" 1300+21.30~
ORANGE GROVE Blvd 2040.00
MATCH LINE (L-40)
MATCH LINE (L-39)
MATCH LINE (L-42)
+16 "A" LINE
END Conc BARRIER (TYPE 60F)
BEGIN Conc BARRIER (TYPE 60M Mod)
456 "CM1" LINE
BEGIN REMOVE AC DIKE
BEGIN HMA DIKE (TYPE A)
+20 "A" LINE
END Conc BARRIER (TYPE 60M Mod)
BEGIN Conc BARRIER (TYPE 60)
+00 "A" LINE
ROUTE 210
"A" LINE 2
+60 "SEC1" LINE
Beg HIGH FRICTION SURFACE TREATMENT
PI 3+48.70
COLORADO BLVD/MAPLE ST EB OFF-RAMP
"CM" LINE
EB 210 CONNECTOR
BC 302+23.39
EB 210 TO NB 134 CONNECTOR
+15 "SEC1" LINE
END REMOVE GUARDRAIL
+28 "A" LINE 38.5' Rt
+57 "SEC1" LINE
+07 "SEC1" LINE
+34 "SEC1" LINE 12' & 13' Lt
PI 94+71.39
+90 "E210M" LINE 24.50' Rt
BEGIN CONCRETE BARRIER (TYPE 736B MODIFIED) BURIED END CONCRETE BARRIER BEGIN TAPER
+40 "E210M" LINE
END CONCRETE BARRIER (TYPE 736B MODIFIED)
SEE CONSTRUCTION DETAIL
BEGIN HMA DIKE (TYPE A)
+35 "E210M" LINE
END REMOVE GUARDRAIL
+02 "E210M" LINE
END HMA DIKE (TYPE A)
+72 "E210M" LINE
BEGIN REMOVE GUARDRAIL
+30 "E210M" LINE 22' Rt
END TAPER
+85 "SEC1" LINE
BEGIN CONCRETE BARRIER (TYPE 736B MODIFIED)
N ORANGE GROVE BLVD
N PASADENA Ave
+10 "E210M" LINE
BEGIN CONCRETE BARRIER (TYPE 736B MODIFIED)
REMOVE CRASH CUSHION
CRASH CUSHION (TYPE SCI SMART ICO GM)
+75 "SEC1" LINE
BEGIN REMOVE GUARDRAIL
+05 "E210M" LINE
BEGIN REMOVE GUARDRAIL
BEGIN REMOVE AC DIKE
+50 "SEC1" LINE
END CONCRETE BARRIER (TYPE 736B MODIFIED)
+10 "E210M" LINE
END REMOVE GUARDRAIL
END CONCRETE BARRIER (TYPE 736B MODIFIED)
BEGIN HMA DIKE (TYPE A)
+36 "A" LINE 127' Rt
BEGIN CONCRETE BARRIER (TYPE 736B MODIFIED) BURIED END CONCRETE BARRIER BEGIN TAPER
+51 "A" LINE
BEGIN REMOVE GUARDRAIL
+48 "A" LINE
END HMA DIKE (TYPE A)
+16 "A" LINE 127' Rt
END TAPER
+40 "A" LINE
BEGIN REMOVE AC DIKE
BEGIN HMA DIKE (TYPE C)
+55 "A" LINE
BEGIN REMOVE GUARDRAIL
BEGIN GUARD RAILING DELINEATOR
ALTERNATIVE IN-LINE TERMINAL SYSTEM
+05 "A" LINE
BEGIN WBS (7" WOOD POST) (TYPE 12A LAYOUT)
END HMA DIKE (TYPE C)
BEGIN HMA DIKE (TYPE A)
+93 "A" LINE
END WBS (7" WOOD POST) (TYPE 12A LAYOUT)
BEGIN TRANSITION RAILING (TYPE AB-31)
+29 "A" LINE
END REMOVE GUARDRAIL
END CONCRETE BARRIER (TYPE 736B MODIFIED)
BEGIN HMA DIKE (TYPE A)
+18 "A" LINE
END REMOVE GUARDRAIL
END TRANSITION RAILING (TYPE AB-31)
END GUARD RAILING DELINEATOR
END REMOVE AC DIKE
END HMA DIKE (TYPE A)
LAYOUT
SCALE: 1" = 50'
L-41
STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OJI KALU
CALCULATED/DESIGNED BY
CHECKED BY
DAN TRAN
ANDY LIAO
REVISED BY
DATE REVISED
EXHIBIT B
Received
Nov 3 2014 04:19pm



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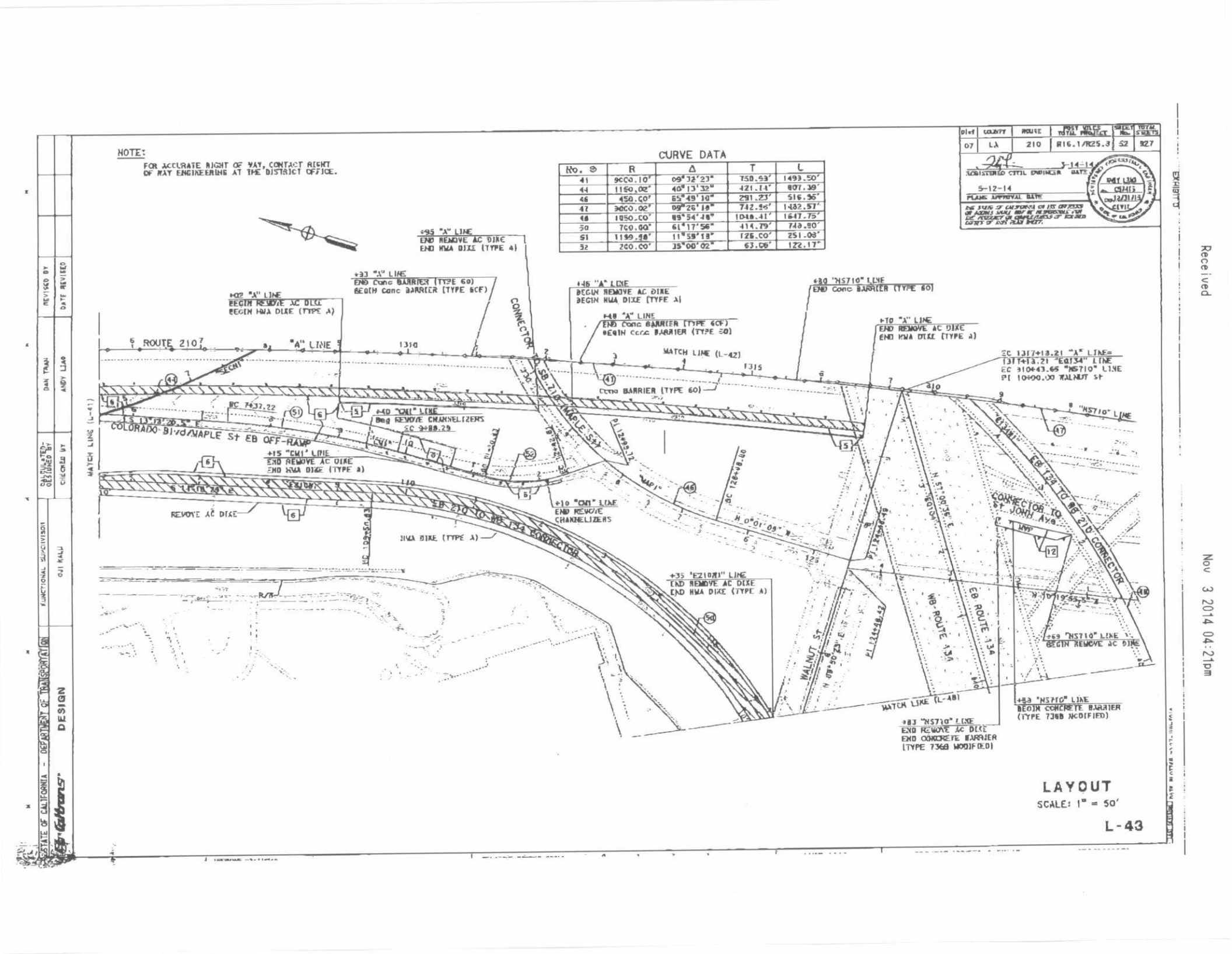

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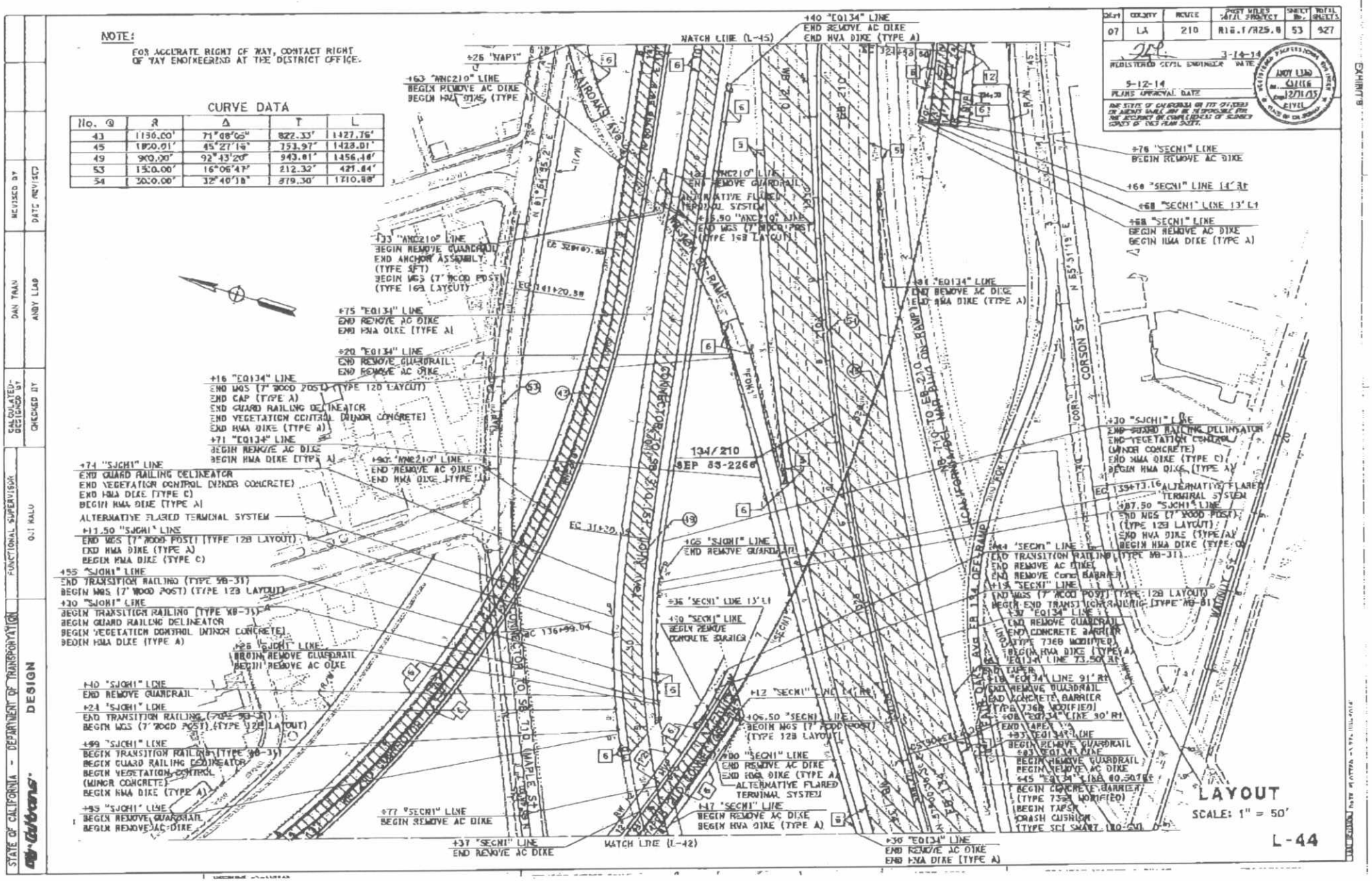

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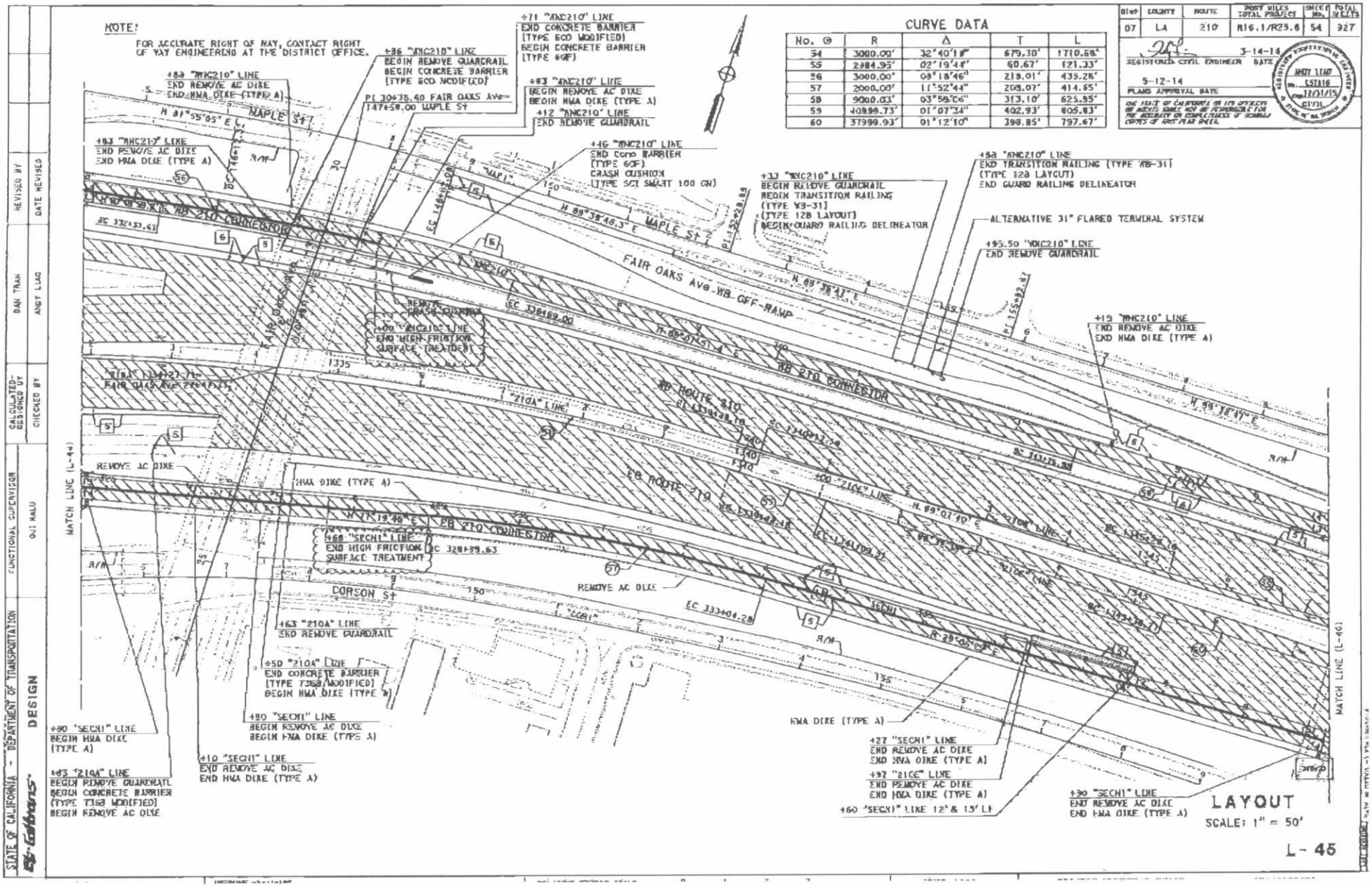
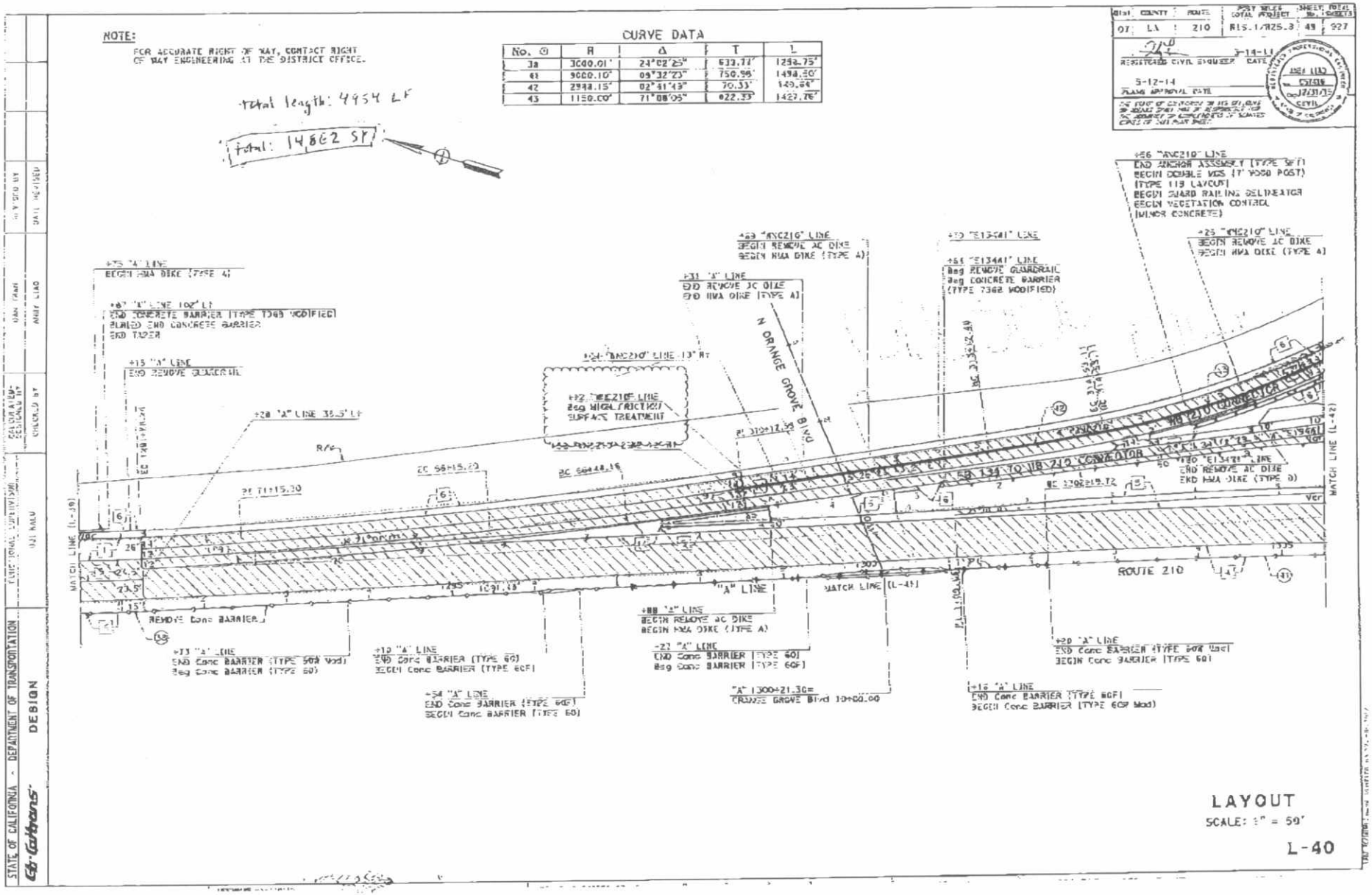


EXHIBIT B

Received
Nov 3 2014 04:22pm

EXHIBIT C

Received
Nov 3 2014 04:23pm



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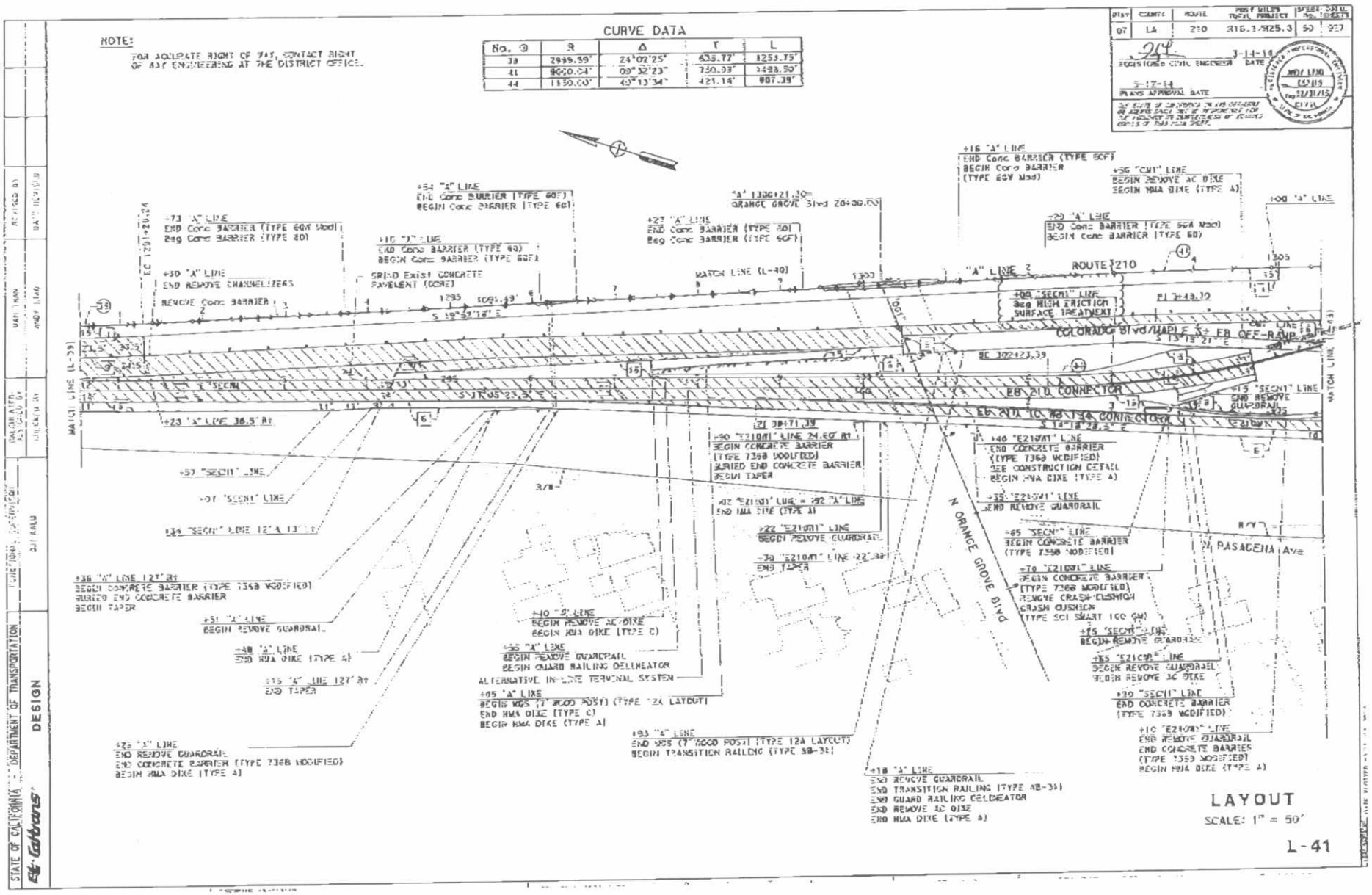
Nov 3 2014 04:23pm



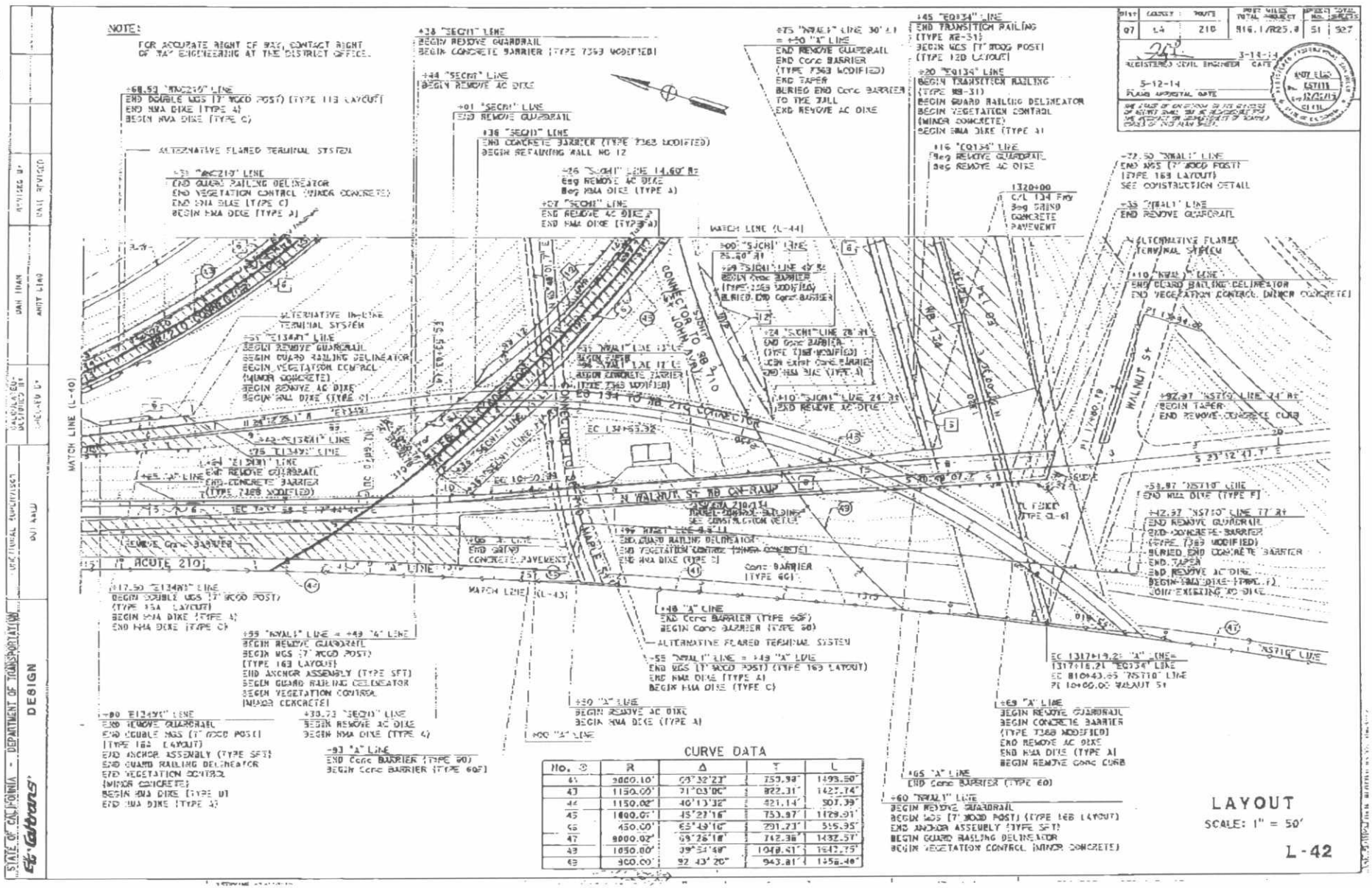
No. ②	R	Δ	T	L
38	2999.59'	24°02'25"	635.77'	1253.75'
41	9020.24'	09°32'23"	750.38'	1498.50'
44	1350.00'	43°13'34"	421.14'	807.39'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	210	31G.3/R25.3	50	327

3-14-14
REGISTERED CIVIL ENGINEER DATE

5-12-14
PLANS APPROVAL DATE

Received Nov 3 2014 04:24pm



CURVE DATA

No. ③	R	Δ	T	L
41	9000.10'	09°32'23"	753.98'	1493.50'
43	1150.00'	71°03'00"	822.31'	1427.74'
44	1150.02'	40°13'32"	421.14'	807.39'
45	1600.01'	45°27'16"	753.97'	1129.91'
46	450.00'	65°49'10"	291.23'	555.95'
47	9000.02'	69°26'18"	742.38'	1432.57'
48	1050.00'	89°54'48"	1048.41'	1642.75'
49	900.00'	92°43'20"	943.81'	1456.40'

EXHIBIT C

Received
Nov 3 2014 04:25pm

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

CURVE DATA

No.	R	Δ	T	L
41	9000.00'	09°32'23"	750.98'	1499.50'
44	1150.02'	30°13'32"	121.14'	607.39'
46	450.00'	55°49'10"	291.23'	515.35'
47	9000.00'	09°25'18"	742.58'	1482.57'
48	1050.00'	79°54'48"	1048.41'	1247.75'
50	700.00'	61°17'55"	414.79'	748.90'
51	1199.95'	11°59'13"	126.00'	251.08'
52	200.00'	35°00'02"	63.06'	122.17'

Dist	County	Route	Post Mile Total Project	Sheet No.	Total Sheets
07	LA	210	R15.1/R25.6	52	927

3-14-14
REGISTERED CIVIL ENGINEER DATE

3-12-14
PLANS APPROVAL DATE

EXPIRES 12/31/15

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THESE PLANS. SEE STANDARD PLAN A51A.

+35 "A" LINE
END REMOVE AC DIKE
END RHMA DIKE (TYPE A)

+33 "A" LINE
END Conc BARRIER (TYPE 60)
BEGIN Conc BARRIER (TYPE 60F)

+02 "A" LINE
BEGIN REMOVE AC DIKE
BEGIN RHMA DIKE (TYPE A)

+45 "A" LINE
BEGIN REMOVE AC DIKE
BEGIN RHMA DIKE (TYPE A)

+48 "A" LINE
END Conc BARRIER (TYPE 60F)
BEGIN Conc BARRIER (TYPE 60)

+80 "XS710" LINE
END Conc BARRIER (TYPE 60)

+10 "A" LINE
END REMOVE AC DIKE
END RHMA DIKE (TYPE A)

ROUTE 210

"A" LINE

CONNECTOR TO SB I-10 MAPLE ST

MATCH LINE (L-42)

Conc BARRIER (TYPE 60)

EC 1317+16.21 "A" LINE=
1317+16.21 "EQ134" LINE
EC 1018+43.55 "XS710" LINE
PC 1040+60.00 WALNUT ST

"XS710" LINE

EB 134 TO NB 210 CONNECTOR

CONNECTOR TO ST JOHN AVE

MATCH LINE (L-41)

COLORADO BLVD/MAPLE ST EB OFF-RAMP

+40 "DIF" LINE
END REMOVE CHANNELIZERS
EC 2+89.29

+13 "ONI" LINE
END REMOVE AC DIKE
END RHMA DIKE (TYPE A)

REMOVE AC DIKE

SB 210 TO NB 134 CONNECTOR

RHMA DIKE (TYPE A)

+19 "DIF" LINE
END REMOVE CHANNELIZERS

+35 "EQ134" LINE
END REMOVE AC DIKE
END RHMA DIKE (TYPE A)

WALNUT ST

WB ROUTE 134

EB ROUTE 134

+59 "XS710" LINE
BEGIN REMOVE AC DIKE

+59 "XS710" LINE
BEGIN CONCRETE BARRIER
(TYPE 736B MODIFIED)

MATCH LINE (L-42)

+33 "XS710" LINE
END REMOVE AC DIKE
END CONCRETE BARRIER
(TYPE 736B MODIFIED)

LAYOUT
SCALE: 1" = 50'

L-43

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
DESIGN

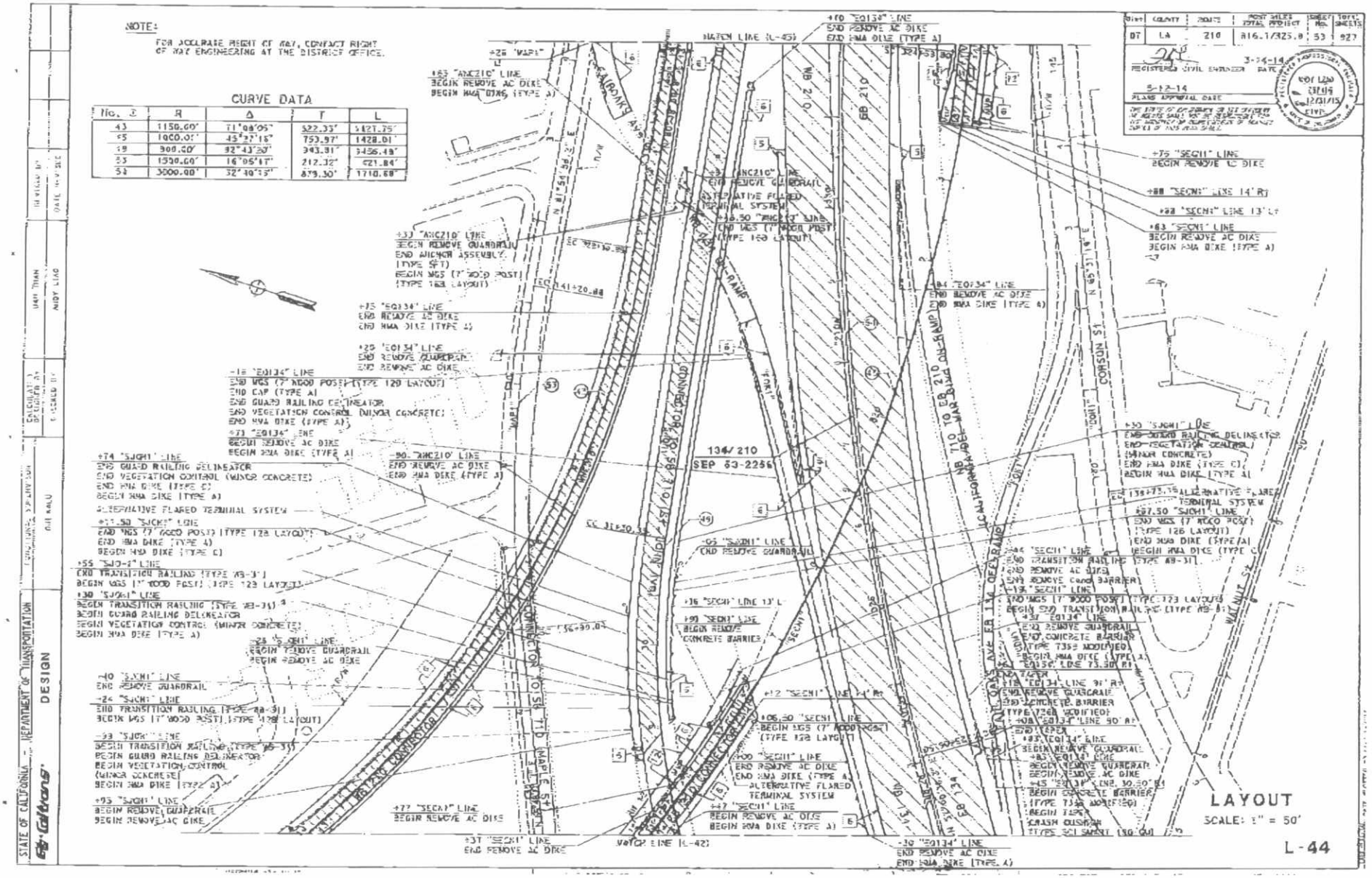


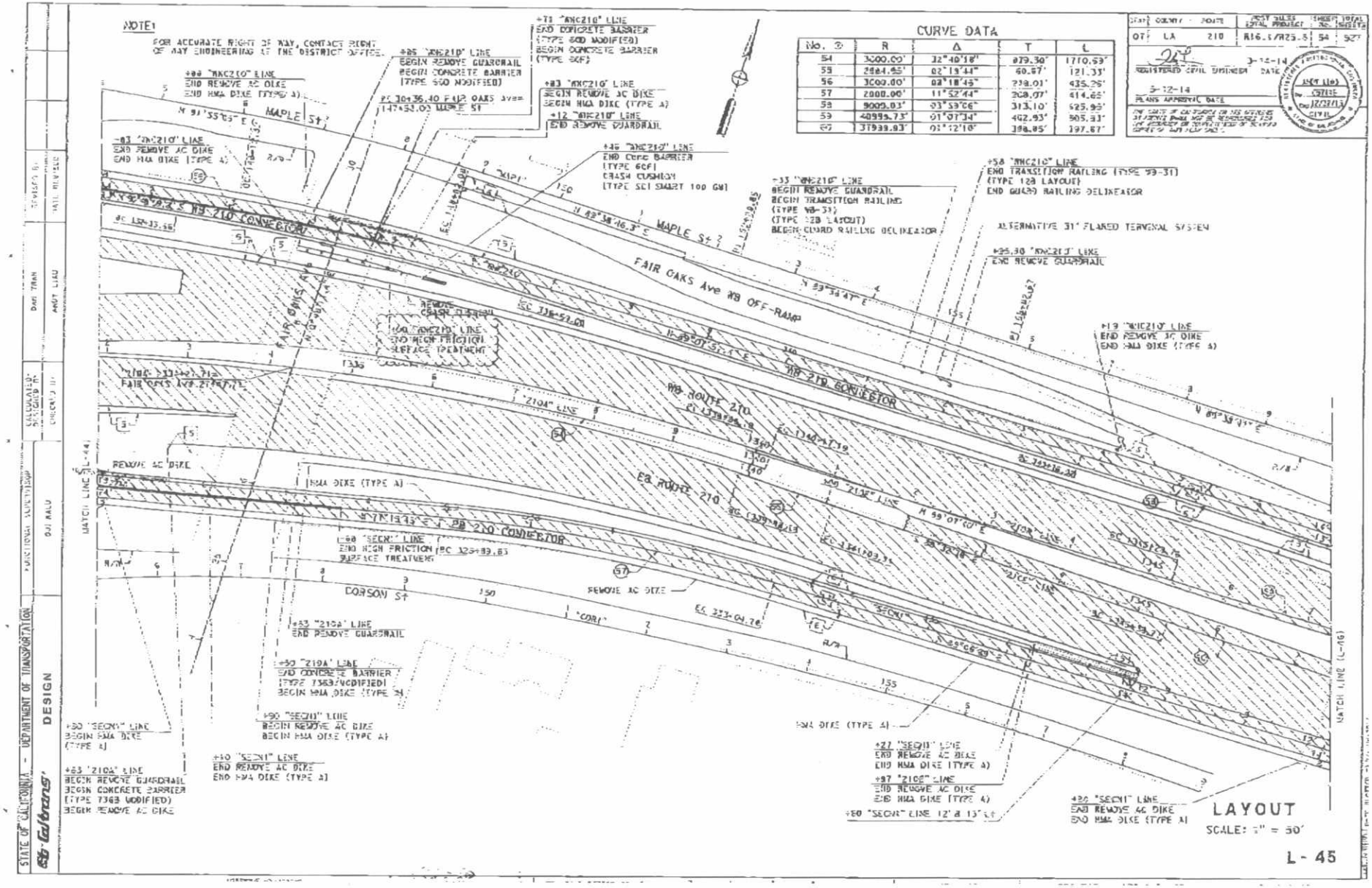
EXHIBIT C

Received
Nov 3 2014 04:25pm

EXHIBIT C

Received

Nov 3 2014 04:26pm



Received Nov 3 2014 04:26pm

EXHIBIT "D"

Received Nov 3 2014 04:28pm

EXHIBIT "D"

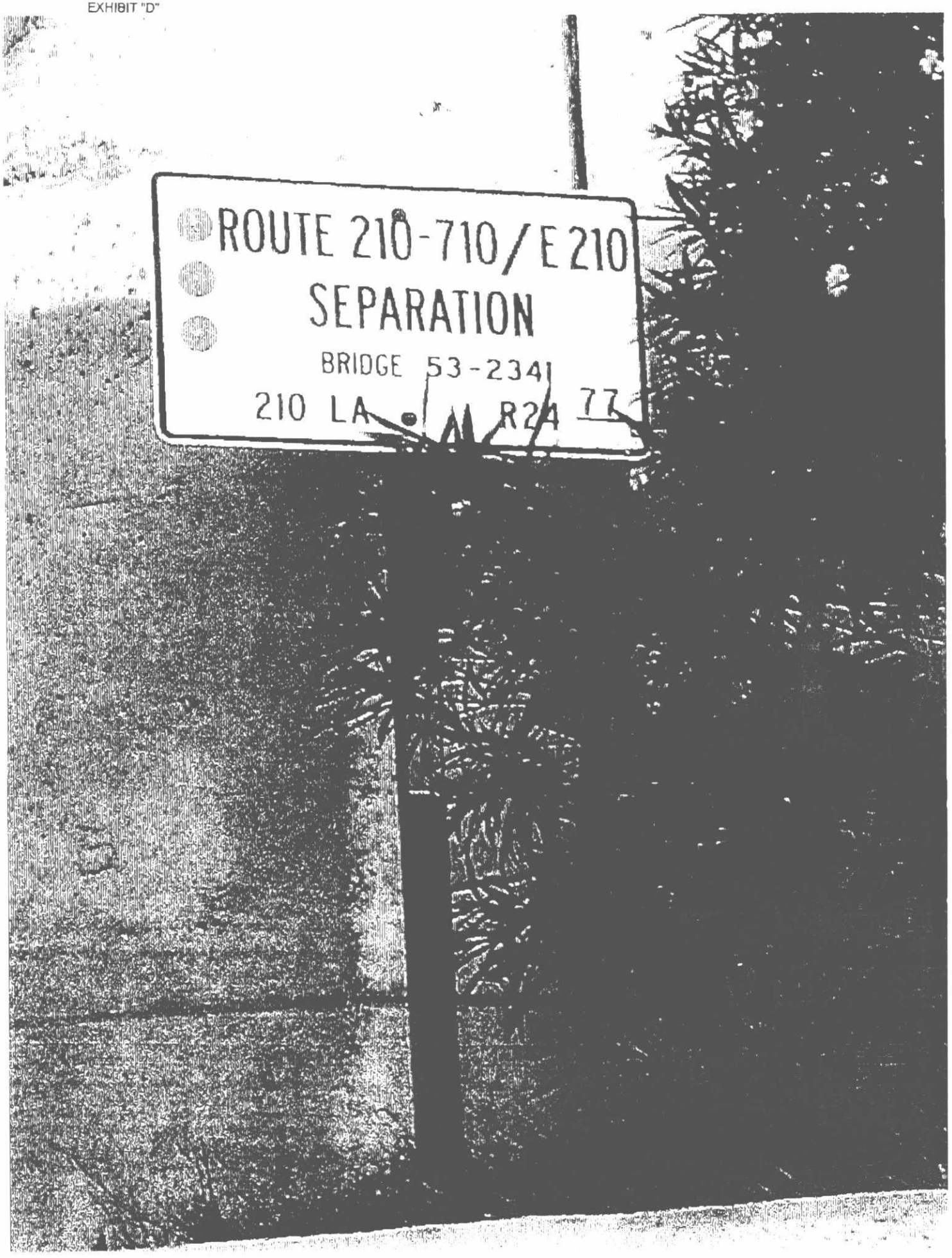


EXHIBIT E

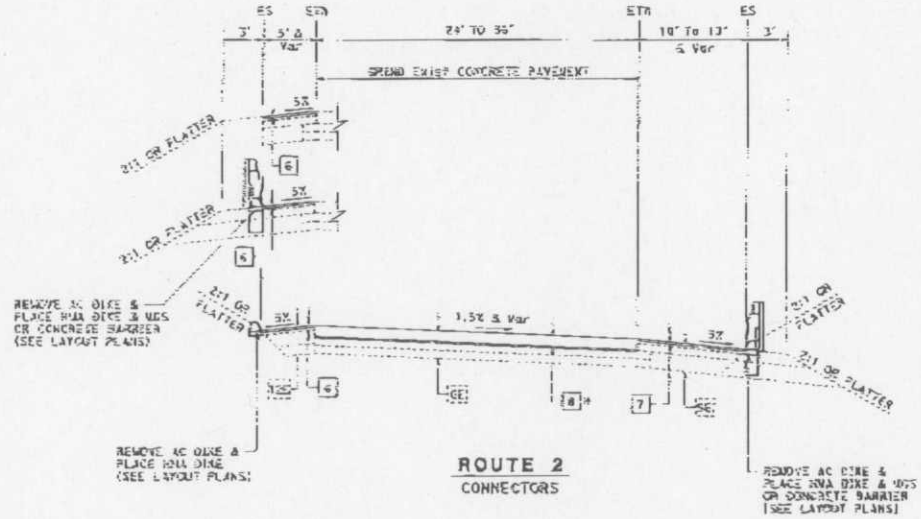
Received

Nov 3 2014 04:30pm

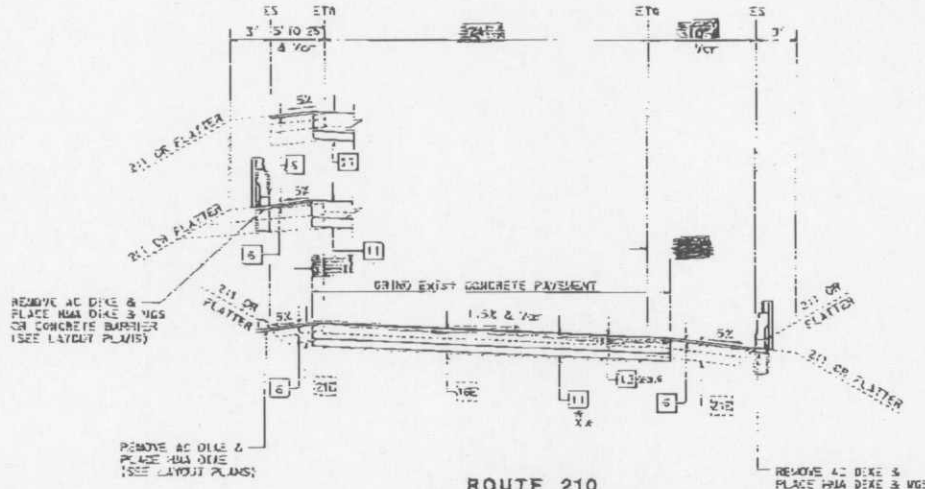
Dist	County	Route	Post Miles Total Project	Sheet No.	Total Sheets
07	LA	210	R16.1/R25.6	6	927

REGISTERED CIVIL ENGINEER 3-14-14 DATE

5-12-14 PLANS APPROVAL DATE



ROUTE 2
CONNECTORS



ROUTE 210
CONNECTORS

* NOTE: SEE SUMMARY OF QUANTITIES FOR LOCATION OF IRGR.
** GRIND EXIST CONCRETE PAVEMENT

*** EASTBOUND CONNECTOR "SECN1" Sta 303+00 TO 327+68
WESTBOUND CONNECTOR "WNC210" Sta 310+12 TO 335+00

TYPICAL CROSS SECTIONS

NO SCALE

X-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
CALCULATED DESIGNED BY
CHECKED BY
DAN TRAN
ANDY LIAO
REVISED BY
DATE REVISED

UNIT 1809 | PROJECT NUMBER & PHASE | 07140C00851