

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE SHEET AND LOCATION MAP
2-5	TYPICAL CROSS SECTIONS
6-9	LAYOUTS
10-11	PROFILE AND SUPERELEVATION DIAGRAM
12-16	CONSTRUCTION DETAILS
17-35	DRAINAGE PLAN, PROFILES, DETAILS AND QUANTITIES
36	UTILITY PLAN
37	CONSTRUCTION AREA SIGNS
38-43	MOTORIST INFORMATION PLANS, DETAILS, AND QUANTITIES
44-72	STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN, DETAILS AND QUANTITIES
73-79	PAVEMENT DELINEATION PLAN, DETAILS AND QUANTITIES
80-92	SIGN PLAN, DETAILS, SPECIAL DESIGN SIGNS AND QUANTITIES
93	SUMMARY OF QUANTITIES
94-98	EROSION CONTROL LEGEND, PLAN, DETAILS AND QUANTITIES
99-116	ELECTRICAL PLANS
117-140	REVISED STANDARD PLANS

STRUCTURE PLANS

141-173	SAN FRANCISQUITO CREEK BRIDGE No. 35-0348
174-181	RETAINING WALL A, B, & C

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

PROJECT MANAGER	RON MORGICUCHI
DESIGN MANAGER	DUAT NGUYEN

STATE OF CALIFORNIA **3** AGNHP-000C(366)E

DEPARTMENT OF TRANSPORTATION

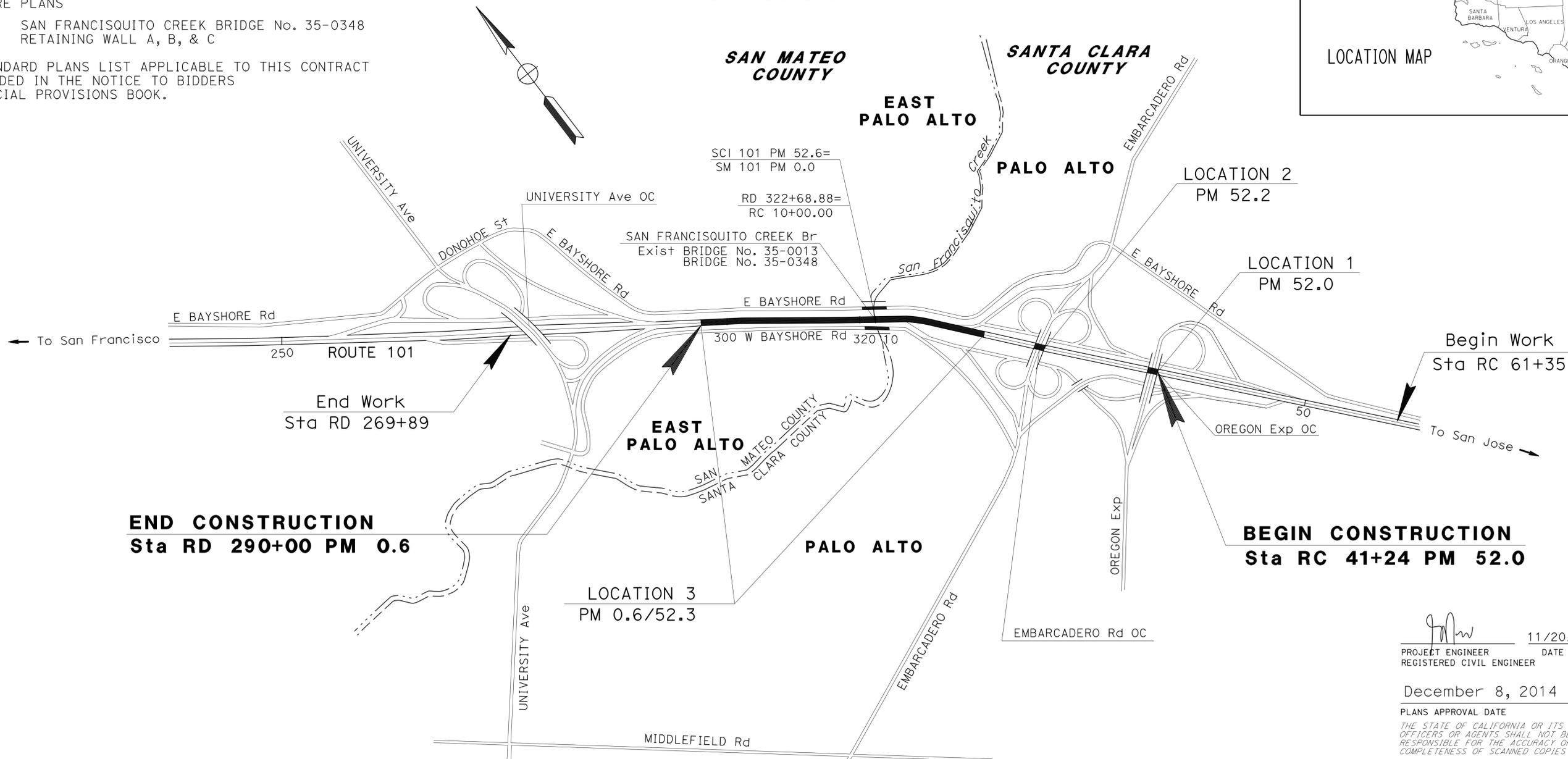
PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN SANTA CLARA AND SAN MATEO COUNTIES
IN PALO ALTO AND EAST PALO ALTO
FROM OREGON EXPRESSWAY OVERCROSSING
TO 0.3 MILE SOUTH OF
UNIVERSITY AVENUE OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	1	181

LOCATION MAP



3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015
NO SCALE

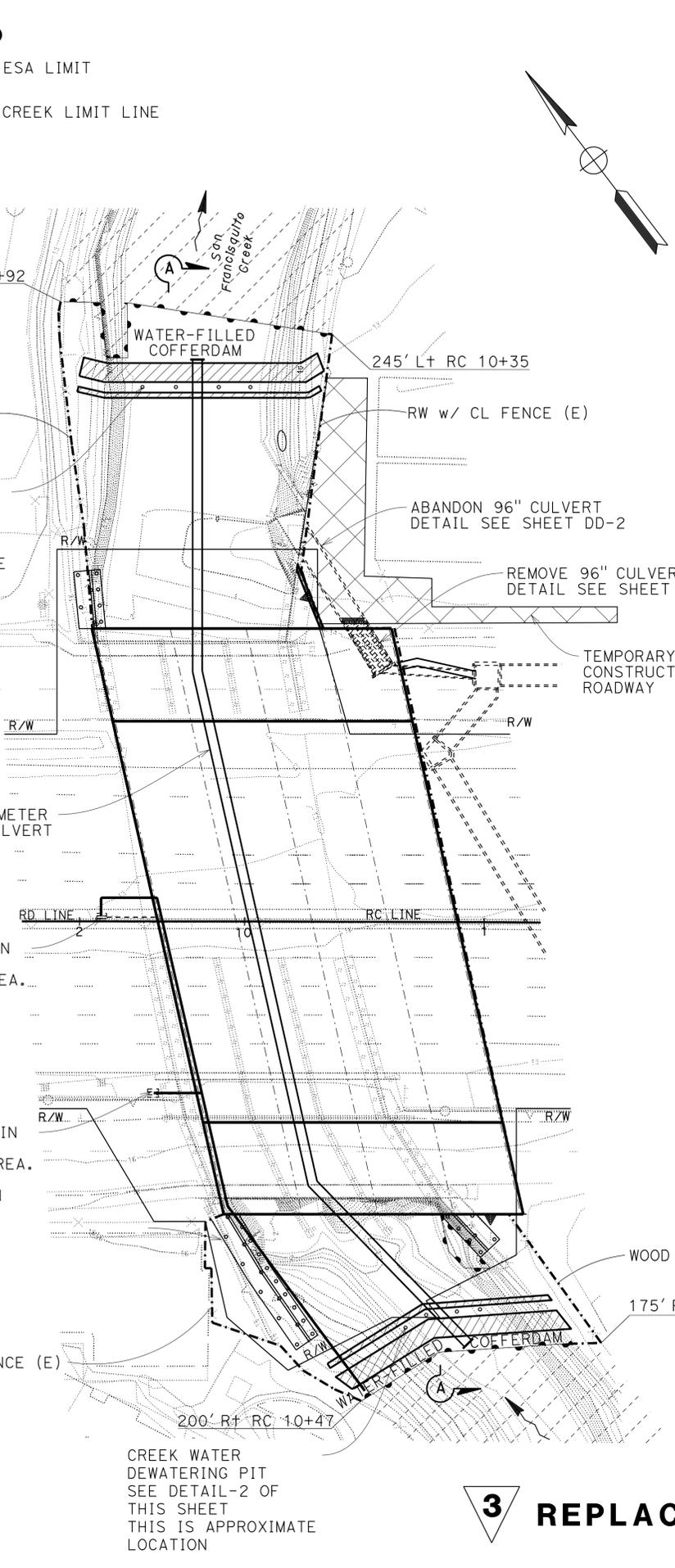
11/20/14
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER
December 8, 2014
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	04-235624
PROJECT ID	0400000678

DATE PLOTTED => 05-MAR-2015 TIME PLOTTED => 1:54:49

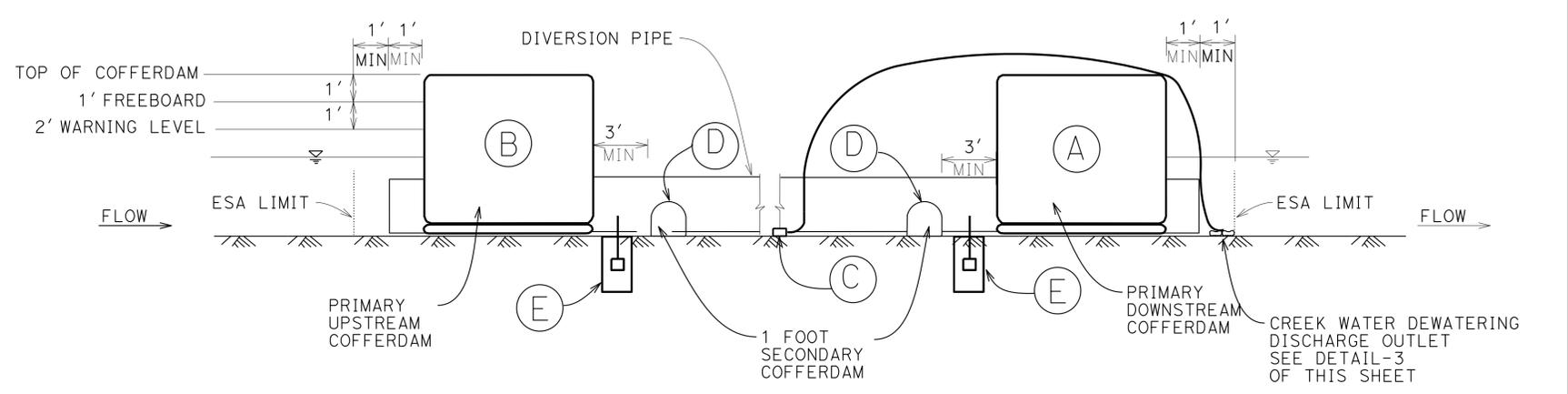
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

FUNCTIONAL SUPERVISOR: KAMRAN NAKHJURI
 CALCULATED/DESIGNED BY: [blank]
 CHECKED BY: [blank]
 JENNIFER CHEN
 NORMAN GONSALVES
 REVISIONS:
 JC 3/28/13
 REVISOR: JC
 DATE: 3/28/13



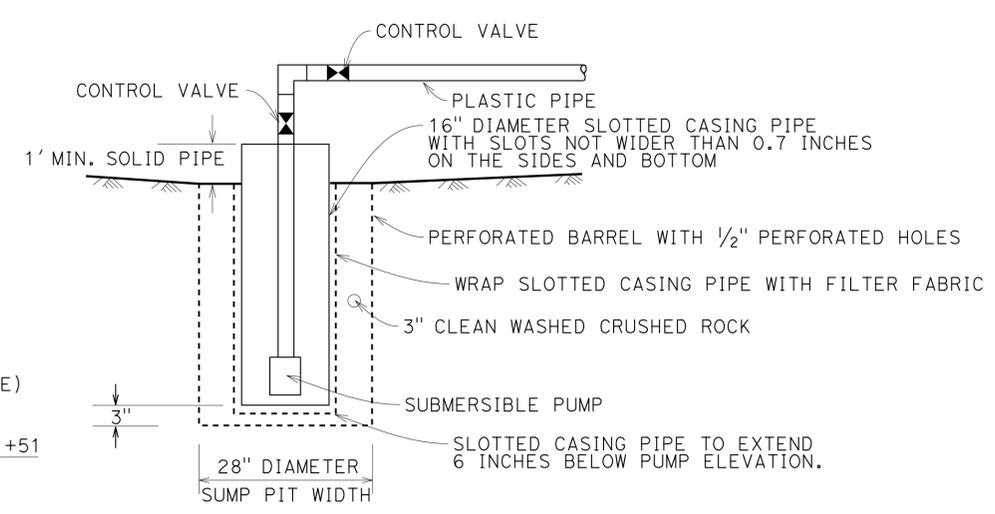
NOTES

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- THE CONVEYANCE PIPE AND UPSTREAM COFFERDAM MUST BE SIZED TO ACCOMDATE MAXIMUM CREEK BASE FLOW 30 CFS.
- DOWNSTREAM COFFERDAM MUST BE AT LEAST 2 FOOT ABOVE THE HIGHEST OBSERVED 5 YEAR TIDE Elev 6.75 NGVD29.
- MAXIMUM SOIL BEARING CAPACITY IS 0.25 TON/SOFT.
- SEE STRUCTURE PLANS FOR LOG OF TEST BORINGS.
- COFFERDAM AND PIPE LOCATIONS ARE APPROXIMATE AND MAY VARY WITH STAGE CONSTRUCTION.
- DIVERSION SYSTEM INSTALLATION STAGES: (A) INSTALL DOWNSTREAM COFFERDAM (B) INSTALL UPSTREAM COFFERDAM (C) REMOVE CREEK WATER BETWEEN UPSTREAM AND DOWNSTREAM COFFERDAMS AS DIRECTED BY ENGINEER. ALLOW ENGINEER TO IMPLEMENT FISH RELOCATION PLAN DEVELOPED BY THE DEPARTMENT. (D) INSTALL 1 FOOT SECONDARY COFFERDAM (E) INSTALL DEWATERING PITS BETWEEN PRIMARY COFFERDAM AND SECONDARY COFFERDAM
- REMOVE ANY TEMPORARY WORK BELOW THE ORDINARY HIGH WATER MARK, INCLUDING TEMPORARY CREEK DIVERSION SYSTEM, TEMPORARY TIMBER CONSTRUCTION MAT, AND FALSEWORK, BEFORE OCTOBER 15 OF ANY YEAR. TEMPORARY DEBRIS RACK WILL REMAIN. THE ORDINARY HIGH WATER MARK Elev IS 15.2 NGVD29.

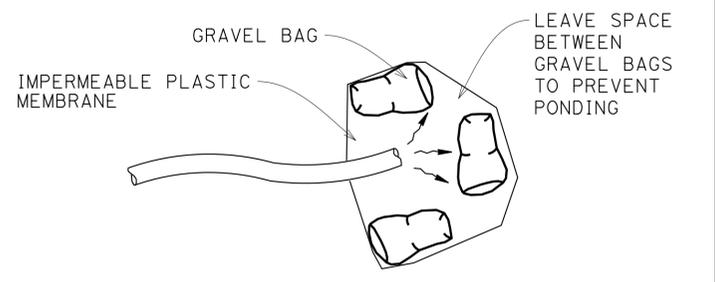


DETAIL-1 SECTION A-A

Ⓜ SEE NOTE 7 FOR DIVERSION INSTALLATION STAGES



DETAIL-2 DEWATERING PIT DETAIL

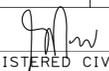


DETAIL-3 CREEK WATER DEWATERING DISCHARGE OUTLET DETAIL

**CONSTRUCTION DETAILS
 TEMPORARY CREEK
 DIVERSION SYSTEM
 NO SCALE**

3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	35	181

 11/20/14
 REGISTERED CIVIL ENGINEER DATE

12-8-14
 PLANS APPROVAL DATE

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CONCRETE (DITCH LINING)

SHEET No.	STATION	CY
D-9	288' L+ EC1 23+00 TO 254' L+ EC1 23+20	3
D-9	46' R+ EC4 21+71 TO 66' R+ EC4 22+15	3
TOTAL		6

HOT MIX ASPHALT DIKE TYPE E (MODIFIED)

SHEET No.	STATION	LF
D-9	45' R+ EC4 21+75	5
D-9	290' L+ EC1 23+04	5
TOTAL		10

DITCH EXCAVATION

SHEET No.	STATION	CY
D-9	288' L+ EC1 23+00 TO 250' L+ EC1 23+75	85
D-9	46' R+ EC4 21+71 TO 87' R+ EC4 22+20	35
TOTAL		120

SMALL-ROCK SLOPE PROTECTION

SHEET No.	LOCATION	CY
D-9	BIOSWALE 'A'	1
D-9	BIOSWALE 'B'	1
TOTAL		2

ROCK SLOPE PROTECTION FABRIC (CLASS 8)

SHEET No.	LOCATION	SQFT
D-9	BIOSWALE 'A'	50
D-9	BIOSWALE 'B'	50
TOTAL		100

PLASTIC PIPE

SHEET No.	LOCATION	6" PPP UNDERDRAIN
		LF
D-9	BIOSWALE 'A'	58
D-9	BIOSWALE 'B'	25
TOTAL		83

3

3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

**DRAINAGE QUANTITIES
(BIOSWALE)**

DQ-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 AMIR H. SANATKAR
 FUNCTIONAL SUPERVISOR
 GERSY MODESTO
 REVISOR
 STUART GOODSON
 CHECKED BY
 CALCULATED/DESIGNED BY
 SG
 9/27/13
 DATE REVISED

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

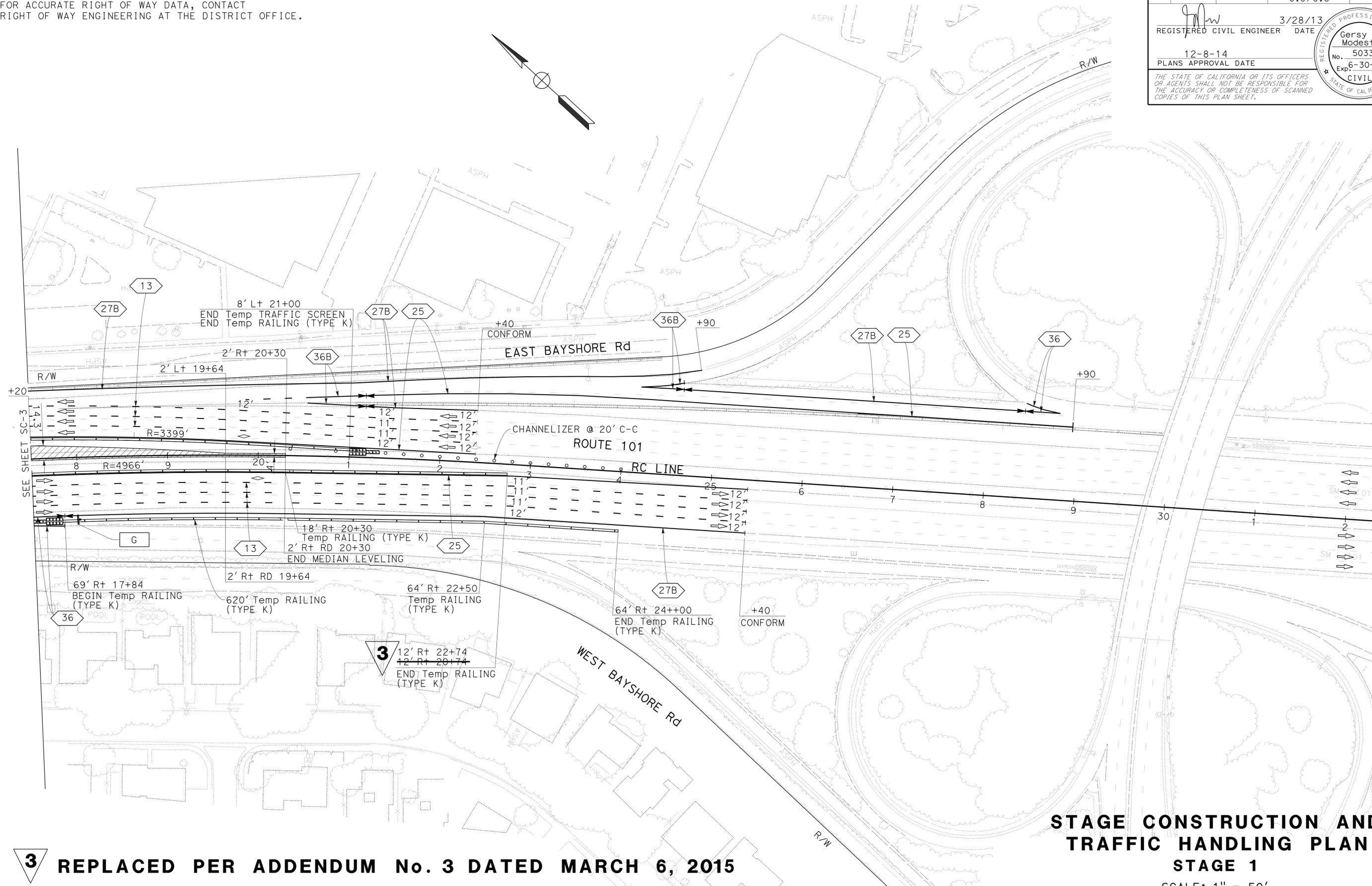
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	47	181

3/28/13
 REGISTERED CIVIL ENGINEER DATE
 12-8-14
 PLANS APPROVAL DATE

Gersy B. Modesto
 No. 50338
 Exp. 6-30-15
 CIVIL
 STATE OF CALIFORNIA

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	AMIR H. SANATKAR
CALCULATED/DESIGNED BY	CHECKED BY
GERSY MODESTO	STUART GOODSON
REVISED BY	DATE REVISED
SG	3/28/13



**STAGE CONSTRUCTION AND
TRAFFIC HANDLING PLAN**
STAGE 1
 SCALE: 1" = 50'

3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEET SC-1

SC-4

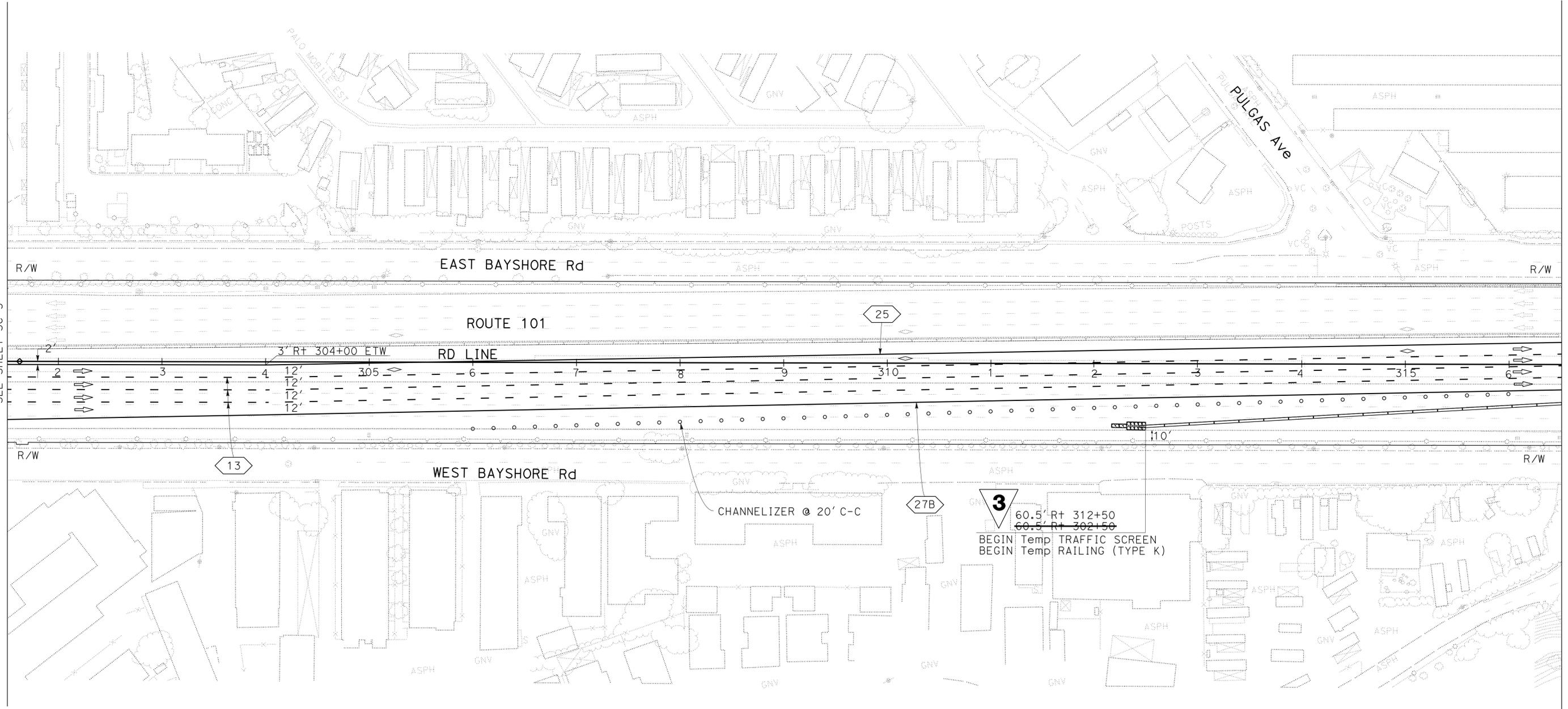
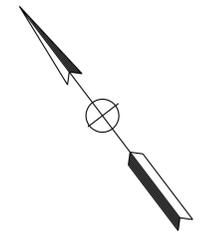
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

FUNCTIONAL SUPERVISOR: AMIR H. SANATKAR
 CALCULATED/DESIGNED BY: GERSY MODESTO
 CHECKED BY: STUART GOODSON
 REVISIONS:
 REVISED BY: SG
 DATE REVISED: 3/28/13

NOTE:
 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
04	SCI,SM	101	52.0/52.6, 0.0/0.6	49	181

REGISTERED CIVIL ENGINEER DATE: 3/28/13
 Gersy B. Modesto
 No. 50338
 Exp. 6-30-15
 CIVIL
 PLANS APPROVAL DATE: 12-8-14
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3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN

STAGE 2
 SCALE: 1" = 50'

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET SC-1

SC-6

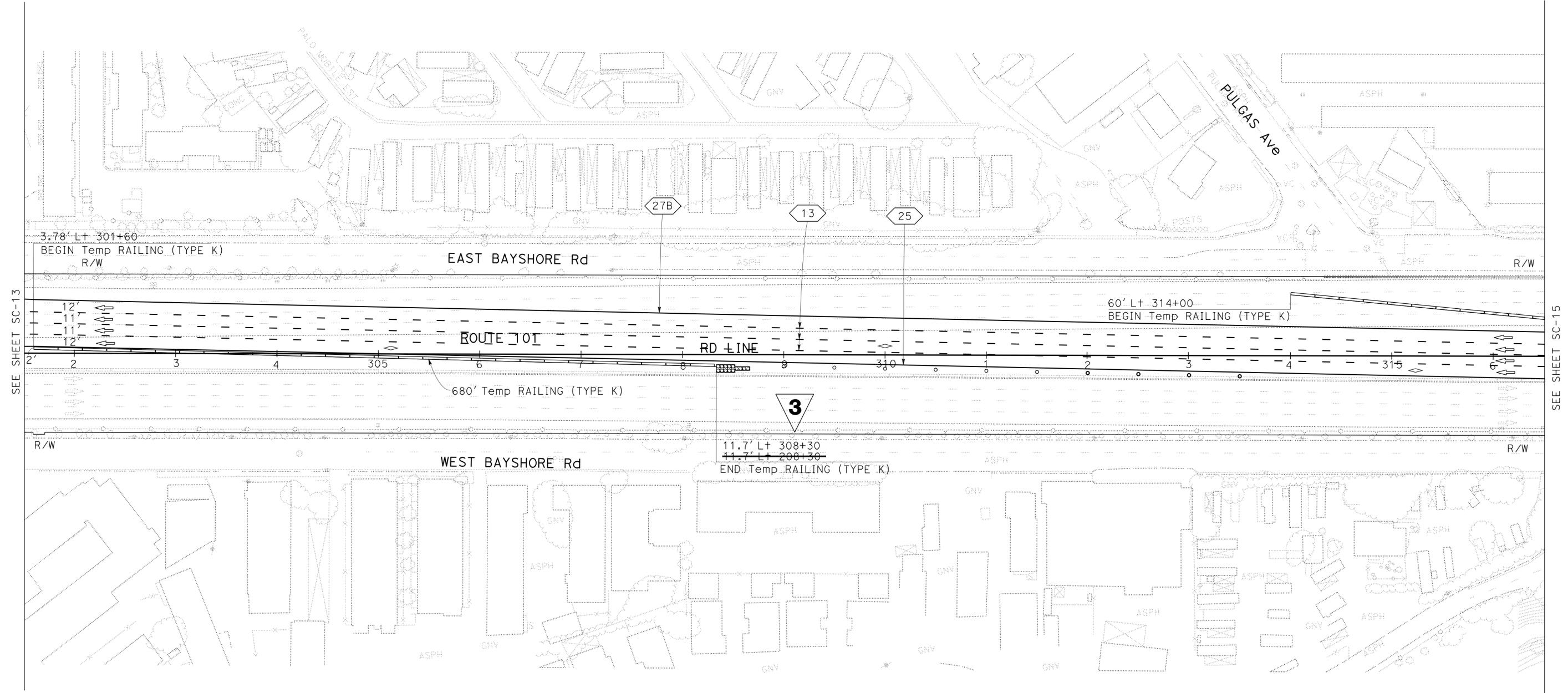
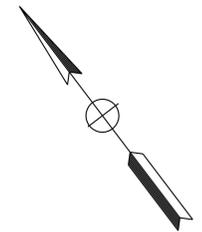
LAST REVISION: DATE PLOTTED => 05-MAR-2015
 03-01-13 TIME PLOTTED => 15:49

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 AMIR H. SANATKAR
 FUNCTIONAL SUPERVISOR
 GERSY MODESTO
 STUART GOODSON
 REVISOR BY
 DATE
 3/28/13
 3/28/13

NOTE:
 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
04	SCI,SM	101	52.0/52.6, 0.0/0.6	57	181

REGISTERED CIVIL ENGINEER DATE 3/28/13
 Gersy B. Modesto
 No. 50338
 Exp. 6-30-15
 CIVIL
 PLANS APPROVAL DATE 12-8-14
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3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN
STAGE 4

SCALE: 1" = 50'

SC-14

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET SC-1

LAST REVISION DATE PLOTTED => 05-MAR-2015
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	92	181

12/6/14
 REGISTERED CIVIL ENGINEER DATE
 12-8-14
 PLANS APPROVAL DATE

Duc Duy Vo
 No. 74538
 Exp. 2-31-15
 CIVIL

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3 OVERHEAD SIGN QUANTITIES

SHEET No.	SIGN LETTER ◇	SIGN CODE	PANEL SIZE	SINGLE FACE	DOUBLE FACE	SIGN STRUCTURE (BRIDGE MOUNTED) (NO WALKWAY)		REMOVE SIGN STRUCTURE EA	FURNISH LAMINATED (1" TYPE A) PANEL SIGN PANEL (1"-TYPE A) SQFT	RETRO REFLECTIVE SHEETING (TYPE XI)	BACKGROUND		LEGEND		PROTECTIVE OVERLAY		REMARKS	
						FURNISH	INSTALL				SHEETING COLOR	RETROREFLECTIVE ASTM TYPE	SHEETING COLOR	RETROREFLECTIVE ASTM TYPE	STANDARD	PREMIUM		
						LB	EA											
S-1	A	G23			X			1										
S-3	B	G23	240" x 80"	X		851	851		133	133	GREEN	XI	WHITE	XI			X	SEE SDS SHEETS FOR MOUNTING DETAILS
S-4	C	G23	240" x 80"	X		856	856		133	133	GREEN	XI	WHITE	XI			X	SEE SDS SHEETS FOR MOUNTING DETAILS
TOTAL						1707	1707	1	266	266								

ROADSIDE SIGN AND PANEL QUANTITIES

SHEET No.	SIGN (No.)	MUTCD CODE	PANEL SIZE	POST SIZE AND LENGTH (N)			ROADSIDE SIGN		REMOVE ROADSIDE SIGN (WOOD POST) EA	REMOVE ROADSIDE SIGN (METAL POST)	RESET ROADSIDE SIGN (WOOD POST)	METAL (BARRIER MOUNTED SIGN) *	BACKGROUND		LEGEND		PROTECTIVE FILE		FURNISH SINGLE SHEET ALUMINUM SIGN		REMARKS		
				4" x 4"	4" x 6"	6" x 6"	1 POST	2 POST					SINGLE FACE	DOUBLE FACE	SHEETING COLOR	RETROREFLECTIVE ASTM TYPE	SHEETING COLOR	RETROREFLECTIVE ASTM TYPE	STANDARD	PREMIUM		FRAMED	
				X	X	X																0.080"	0.063"
S-2	1	G9-5(CA) G10-5(CA)						1													SEE PANEL DETAIL IN SD-1		
	2	G9-5(CA)(MOD)	48" x 42"		15'	3	1				772	X	GREEN	IV	WHITE	IV		X	14.00		INSTALL SIGN AT BEGINNING OF SW3 ALSO, SEE MOUNTING DETAIL IN SD-2		
	3	S32(CA) S32A(CA) S32-1(CA)						1															
	4	R86-3(CA)							1														
	5	R86-3(CA)	30" x 66"					1				772		WHITE	III	BLACK	PLAIN		X	13.75		(*)	
	6	G84-3(CA)(402)	48" x 60"			+ 17	1				1									15.75			
S-3	1	S32(CA) S32-1(CA) S32A(CA)	54" x 42" 10" x 12" 15" x 18"		16.5'		1						PANTONE 327C	IV	WHITE	IV		X		1 2			
TOTAL									2	1	1	1544							29.75	16.75			

(*) SEE CONSTRUCTION DETAILS SHEET C-4 FOR CONCRETE BARRIER DETAIL
 (N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

SIGN QUANTITIES

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Caltrans
 FUNCTIONAL SUPERVISOR: ROLAND AU-YEUNG
 CALCULATED/DESIGNED BY: JERILYN STRUVEN
 CHECKED BY: DUC VO
 REVISED BY: DUC VO
 DATE REVISED: 8/6/14
 DIV: 8/6/14

LAST REVISION: DATE PLOTTED => 05-MAR-2015
 11-03-14 TIME PLOTTED => 15:49

PAVEMENT STRUCTURE QUANTITIES

STATION	DIRECTION	HMA (TYPE A)	RHMA (GAP GRADED)	TACK COAT	COLD PLANE ASPHALT CONCRETE PAVEMENT	COLD PLANE ASPHALT CONCRETE PAVEMENT
					(0.15' Max)	(1.5' Max)
		TON		SQYD		
RC 10+98.28 TO 15+55	NB	2618	408		2809	
RC 10+98.28 TO 11+92.50	SB	185	74		706	
RC 15+55 TO 24+00	NB		474	2.0		
RC 11+92.50 TO 25+40	SB		696	2.7		
RD 316+69 TO 322+22.16	NB	2459	306		2630	
RD 319+30 TO 322+22.16	SB	899	245		2104	
RD 295+00 TO 318+94	NB		1292	5.6		
RD 290+00 TO 319+30	SB		1597	6.9		
RFL 321+00 TO 324+40		116		0.2	696	
RFR 321+25 TO 325+00		146		0.2	822	
TOTAL		6423	5092	17.6	9767	
FROM Sht SCQ-4		2133	382	2.9	1112	7950
GRAND TOTAL		8556	5474	20.5	10879	7950

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	93	181

11/20/14
REGISTERED CIVIL ENGINEER DATE

12-8-14
PLANS APPROVAL DATE

Gersy B. Modesto
No. 50338
Exp. 6-30-15
CIVIL

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**MINOR CONCRETE
(CURB, SIDEWALK
AND CURB RAMP)**

SHEET No.	STATION	CY
L-3	32' R+ RFR 321+25 TO 322+40	18.2
	32' R+ RFR 323+90 TO 325+00	20.7
	32' L+ RFL 321+00 TO 322+00	17.1
	32' L+ RFL 323+50 TO 324+40	3.0
	FROM Sht SCQ-4	4.8
	GRAND TOTAL	63.8

3.0
20.7



CONCRETE BARRIER

STATION	TYPE			
	60	60C	60P	60C Mod
	LF			
RD 301+80 TO 319+51		1771		
RD 319+51 TO 320+94	143			
RD 320+94 TO 321+06			12	
RD 321+06 TO 322+22	116			
RD 319+00 TO 322+13.6				313.6
RC 10+98 TO 11+92	94			
RC 11+92 TO 20+30		838		
RC 10+69.8 TO 15+60				490.2
TOTAL	353	2609	12	803.8

ROCK SLOPE PROTECTION

STATION	FABRIC (CLASS 8)	(No. 1, METHOD B)
	SQFT	CY
WALL A 10+00 TO 10+25	300	15
FROM Sht DQ-3	100	
TOTAL	400	15



CHAIN LINK FENCE

STATION	TYPE CL-3 VINYL-CLAD	TYPE CL-8	REMOVE CHAIN LINK FENCE
	LF		
78' L+ RD 319+00 TO 322+03.6	303.6		
78' L+ RC 10+79.8 TO 15+60	480.2		
39' L+ RFL 323+41.90 TO 324+22.20		80.30	80
RFR BEGIN BRIDGE		5	
RFR END BRIDGE		5	
TOTAL	783.8	90.30	80

REMOVE CONCRETE BARRIER

STATION	LOCATION	LF
301+80 TO 322+32	RD	2052
10+98 TO 20+30	RC	932
TOTAL		2984

REMOVE GUARDRAIL

STATION	LF
RFR 321+28 TO 322+27	99
TOTAL	99

3 TREATED WOOD WASTE

STATION	LB
RFR 321+28 TO 322+27	1360
TOTAL	1360

**REMOVE CONCRETE
CURB AND SIDEWALK**

SHEET No.	STATION	LF
C-4	32' R+ RFR 321+25 TO 322+48.50	123.50
	32' R+ RFR 323+92.37 TO 325+00	107.63
	32' L+ RFL 321+00 TO 321+96	96.00
	32' L+ RFL 323+41.90 TO 324+40	98.10
	TOTAL	425.23

EARTHWORK QUANTITIES

STATION	LOCATION	ROADWAY EXCAVATION
		CY
RD 322+33.19 TO RC 10+59.28	SAN FRANCISQUITO CREEK BED GRADING*	605
RC 10+59.28 TO 10+87.25	BETWEEN THE EXISTING SOUTH BRIDGE ABUTMENT AND ABUTMENT 5 OF THE NEW BRIDGE*	4443
FROM Sht SCQ-4		366
	TOTAL	5414

* SEE STRUCTURE PLANS FOR FG OF CREEK BED

**REMOVE ASPHALT
CONCRETE SURFACING**

STATION	SQFT
RD 322+24 TO RC 10+39	975
TOTAL	975

SALVAGE CONCRETE BARRIER (TYPE K)

SHEET No.	STATION	DIRECTION	LF
L-3	RD 319+00 TO RC 15+60	NB	940
	TOTAL		940

SUMMARY OF QUANTITIES

3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

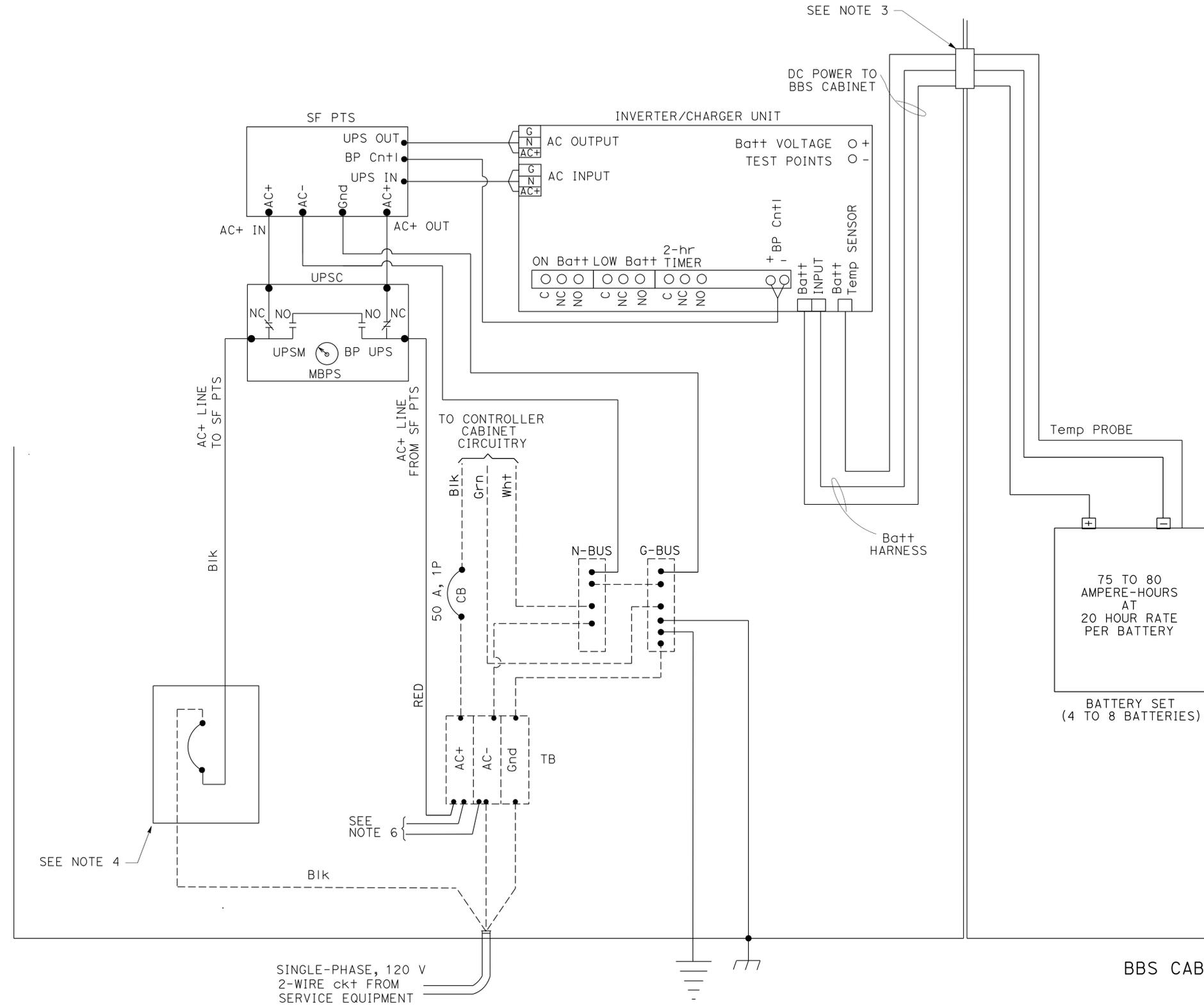
Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
AMIR H. SANATKAR
FUNCTIONAL SUPERVISOR
CHECKED BY
STUART GOODSON
GERSY MODESTO
REVISOR
DATE
8/6/14
SG

FUNCTIONAL SUPERVISOR	KENNETH XU
CALCULATED/DESIGNED BY	KENNETH XU
CHECKED BY	KENNETH XU
REVISIONS	
REVISED BY	MC
DATE REVISED	3/28/13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Scl, SM	101	52.0/52.6, 0.0/0.6	115A	181

3
 Theresa Gabriel
 REGISTERED ELECTRICAL ENGINEER DATE 12-20-07
 No. E15129
 Exp. 6-30-16
 ELECTRICAL
 STATE OF CALIFORNIA
 PLANS APPROVAL DATE
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ABBREVIATIONS: (THIS SHEET ONLY)

- PTS = POWER TRANSFER SWITCH
- UPS = UNINTERRUPTIBLE POWER SUPPLY
- UPSC = UNINTERRUPTIBLE POWER SUPPLY CONTROLLER
- UPSM = UPS MODE
- BP = BYPASS
- MBPS = MANUAL BYPASS SWITCH
- AC+ = UNGROUNDED CONDUCTOR
- AC- = GROUNDED CONDUCTOR
- C = COMMON
- Grn = GREEN
- Blk = BLACK
- Wht = WHITE
- SF = STATE-FURNISHED
- Batt = BATTERY
- Temp = TEMPERATURE
- TB = TERMINAL BOARD
- Cntl = CONTROL
- Gnd = GROUND

NOTES: (THIS SHEET ONLY)

1. TYPE B REFERS TO THE BBS EQUIPMENT FROM MANUFACTURER B.
2. CASE-2 REFERS TO THE SITUATION WHEN ONLY THE BATTERIES ARE INSTALLED IN THE BBS CABINET. THE REMAINING EQUIPMENT IS PLACED IN THE CONTROLLER CABINET.
3. THE LOCATION OF THE 2" NIPPLE WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4. THE CONTRACTOR SHALL FURNISH AND INSTALL A NEMA-1 ENCLOSURE WITH 30 A, 1P, 120/240 VOLTS RATED CIRCUIT BREAKER MANUFACTURED PER UL STANDARD 489.
5. A TEMPERATURE PROBE SHALL BE ATTACHED TO THE BATTERY BY TAPE OR ATTACHED TO THE NEGATIVE TERMINAL OF THE BATTERY.
6. THE ELECTRICAL POWER FOR THE COOLING FAN FOR THE BBS CABINET SHALL BE TAPPED FROM THE BOTTOM OF THE TB IN THE CONTROLLER CABINET.
7. THE CONTRACTOR SHALL PROVIDE A 9-WIRE WIRING HARNESS OR BUNDLED 9 MULTICOLOR CONDUCTORS, #18 AWG WIRES FROM THE RELAY ON THE INVERTER/CHARGER UNIT TO THE CONTROLLER. THE ENDS OF THE CONDUCTORS SHALL BE INSULATED WITH TAPE AND A SIX-FOOT COIL ON EACH END.

3 ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

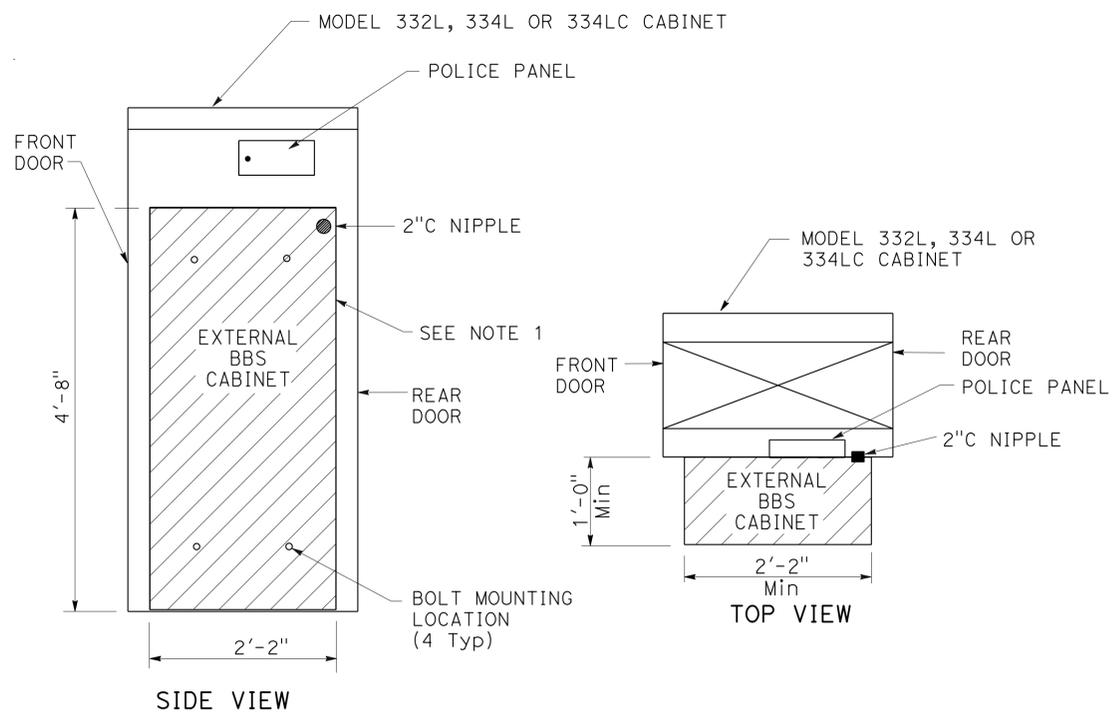
ELECTRICAL SYSTEMS
(BBS POWER CONNECTION DIAGRAM, TYPE A, CASE-2)

NO SCALE

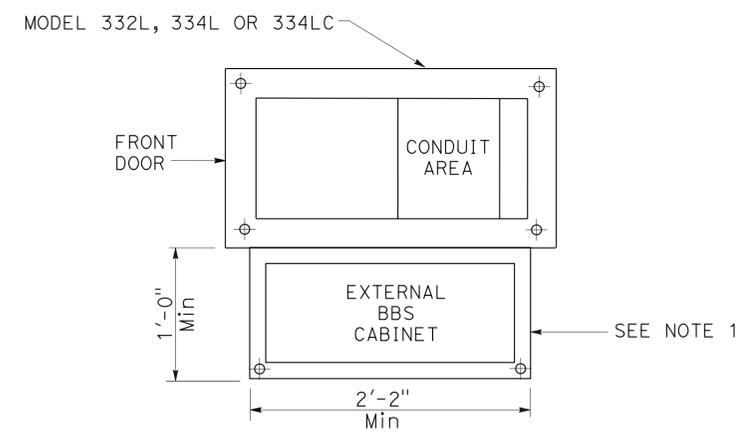
E-17A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sci, SM	101	52.0/52.6, 0.0/0.6	115B	181
Theresa Gabriel REGISTERED ELECTRICAL ENGINEER No. E15129 Exp. 6-30-16 ELECTRICAL			12-20-07	DATE	
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>					

3



EXTERNAL BBS CABINET MOUNTED TO THE MODEL 332L, 334L OR 334LC CABINET

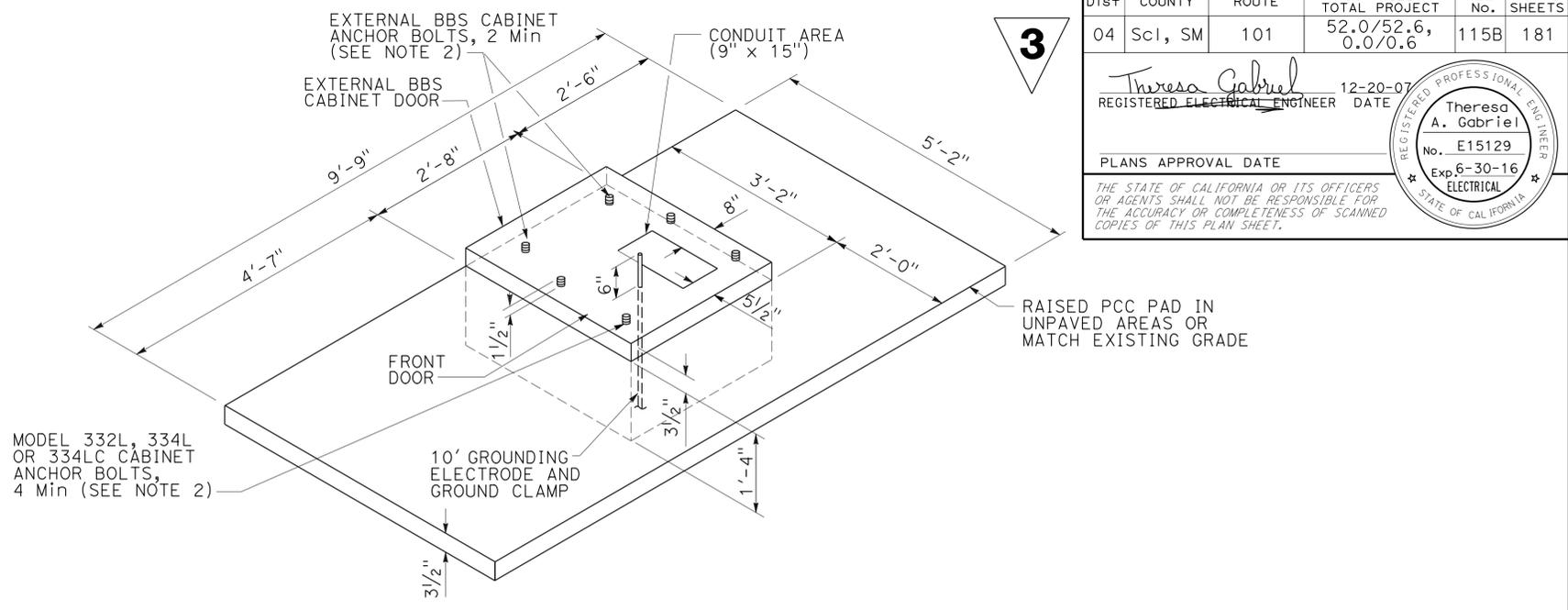


BASE PLAN FOR BBS MOUNTED TO THE MODEL 332L, 334L OR 334LC CABINET

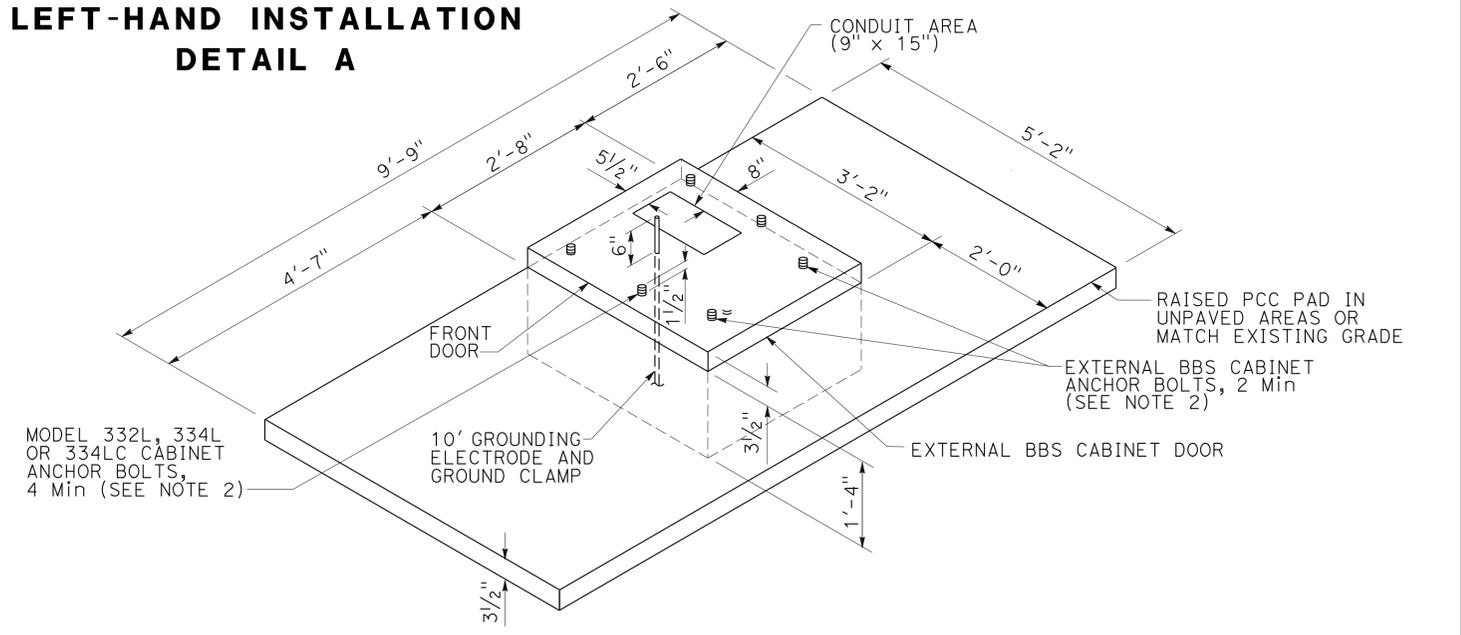
(FOR DIMENSIONS AND DETAILS NOT SHOWN, SEE SHEET A6-1 TO A6-4, CABINET HOUSING DETAILS OF THE TRANSPORTATION ELECTRICAL EQUIPMENT SPECIFICATION (TEES))

NOTES: (THIS SHEET ONLY)

1. THE EXTERNAL BBS CABINET SHALL BE MOUNTED TO THE MODEL 332L, 334L OR 334LC CABINET WITH FOUR 18-8 STAINLESS STEEL Hex HEAD, FULLY-THREADED, 3/8"-16 x 1" BOLTS; TWO WASHERS PER BOLT, DESIGNED FOR 3/8" BOLTS AND ARE 18-8 STAINLESS STEEL, 1" OUTSIDE DIAMETER, ROUND, AND FLAT; AND ONE K-LOCK NUT PER BOLT THAT IS 18-8 STAINLESS STEEL AND A Hex-NUT. THE ENGINEER WILL HAVE TO APPROVE THE BOLT MOUNTING LOCATION PRIOR TO INSTALLATION.
2. THE ANCHOR BOLTS SHALL BE 3/4" Dia x 15" WITH A 2"-90° BEND. THE CABINET MANUFACTURER'S SPECIFICATION SHALL DETERMINE THE LOCATION OF THE ANCHOR BOLTS IN THE FOUNDATION. THE ENGINEER WILL HAVE TO APPROVE THE ANCHOR BOLTS AND ITS LOCATION IN THE FOUNDATION PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL VERIFY THE DIMENSIONS OF THE BBS CABINET PRIOR TO CONSTRUCTING THE FOUNDATION OF THE Std MODEL 332L, 334L OR 334LC CABINET FOUNDATION. THE ENGINEER WILL HAVE TO APPROVE ANY NECESSARY DEVIATIONS PRIOR TO CONSTRUCTION.
4. ALL DIMENSIONS ARE NOMINAL.



LEFT-HAND INSTALLATION DETAIL A



RIGHT-HAND INSTALLATION DETAIL B

MODIFIED MODEL 332L, 334L OR 334LC CABINET FOUNDATION DETAIL FOR BATTERY BACKUP SYSTEM (BBS)
(FOR ADDITIONAL NOTES, SEE SHEET ES-3C OF THE STANDARD PLANS FOR MODEL 332L, 334L OR 334LC CABINETS)

ELECTRICAL SYSTEMS (BATTERY BACKUP SYSTEM FOUNDATION DETAILS)

3 ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

NO SCALE

E-17B

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - ELECTRICAL
 Functional Supervisor: KENNETH XU
 Calculated/Designed By: KENNETH XU
 Checked By: KENNETH XU
 Revised By: MITCHELLE CHAN
 Date Revised: 3/28/13
 MC: 3/28/13

DATE PLOTTED => 05-MAR-2015
 TIME PLOTTED => 15:50
 LAST REVISION

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 ELECTRICAL
 FUNCTIONAL SUPERVISOR
 KENNETH XU
 CALCULATED/DESIGNED BY
 CHECKED BY
 MITCHELLE CHAN
 KENNETH XU
 REVISOR BY
 DATE REVISED
 MC
 3/28/13

3

MODIFY TRAFFIC OPERATIONS SYSTEM

SHEET No.	(N) BORING	(N) 2" CONDUIT	(N) 2 1/2" CONDUIT	(N) CB	(N) BC	(N) #5 PB	(N) #5(T) PB	(N) #6(T) PB	(N) #9 PB	(N) LOOP TYPE A	(N) DLC TYPE B	(N) FIBER OPTIC VAULT	(N) FIBER OPTIC PB	(N) FIBER OPTIC CONDUIT
	LF				EA						LF	EA		LF
E-2	400	250	80	4					2	20	2260			
E-3	200	800	80	1	3	4	5	2	2	20	2050	1	3	1050
E-4										16				

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

TEMPORARY SIGNAL SYSTEM

SHEET No.	(N) BORING	(N) 1 1/2" PVC CONDUIT	(N) 2" PVC CONDUIT	(N) 3" PVC CONDUIT	(N) CB	(N) PB #5	(N) PB #6	(N) #14 CONDUCTOR	(N) #8 CONDUCTOR	(N) #6 CONDUCTOR	(N) CAMERA CABLE	(N) LOOP TYPE A	(N) LOOP TYPE D
	LF				EA			LF				EA	
E-5	200	1000	100	20	2	11	1	1500	300	2300	50	8	2
E-6		300			2			600	300	760		4	1

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

SHEET No.	(N) DLC TYPE B	(N) TYPE 15 TS STANDARD FOUNDATION	(N) TYPE 15 TS STANDARD	(N) LUMINAIRE 200 W HPS	(N) TYPE 1 STANDARD	(N) SPREAD FOOTING	(N) TYPE 19-3-100 STANDARD	(N) STANDARD FOUNDATION LOAD CASE 3	(N) SIGNAL MOUNT SV-3-TA	(N) MAT	(N) MAS	(N) SIGNAL 3-12"	(N) VIVDS	(N) PEU	(N) 50A 1P CB	(N) INSTALL CONTROLLER ASSEMBLY
	LF	EA														
E-5	1300	1	2	4	1	1	1	2	1	2	2	7	1	1	1	1
E-6	1100															

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

MODIFY TRAFFIC OPERATIONS SYSTEM (STAGE CONSTRUCTION)

SHEET No.	(N) 1 1/2" CONDUIT	(N) PB #5	(N) #10 CONDUCTOR	(N) MVDS SYSTEM	(N) MVDS POLE	(N) MVDS FOUNDATION	(N) SPREAD FOOTING	(N) GPRS
	LF	EA	LF	EA				
E-7	15		100	1	1	1	1	1
E-8	40	2	140	2	2	2	2	2
E-9	15		60	1	1	1	1	1

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

SIGN ILLUMINATION

SHEET No.	(N) 1 1/2" CONDUIT	(N) 1 1/2" TERMINATE	(N) PB #8
	FT	EA	
E-17	30	2	2

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	116	181

Kenneth Y. Xu 3/28/13
 REGISTERED ELECTRICAL ENGINEER DATE
 12-8-14
 PLANS APPROVAL DATE

Kenneth Y. Xu
 No. 15219
 Exp. 6-30-16
 ELECT

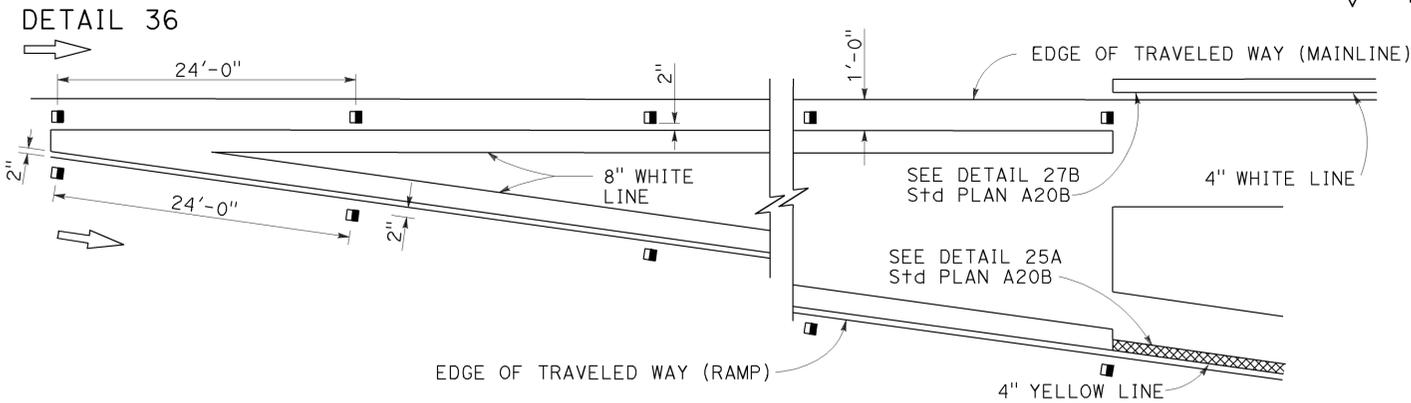
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

3

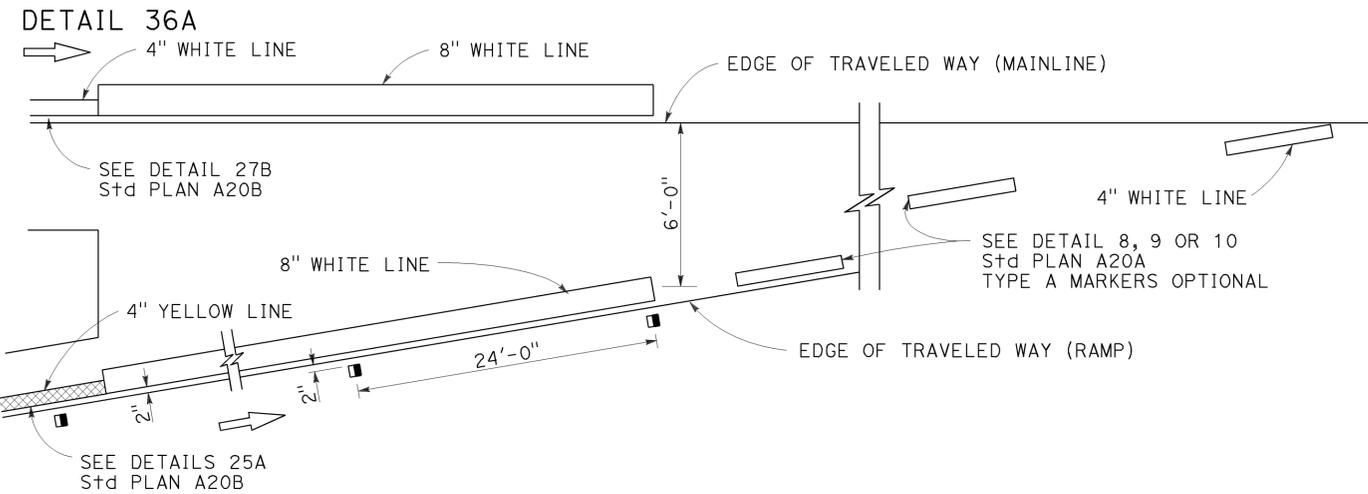
REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

**ELECTRICAL QUANTITIES
E-18**

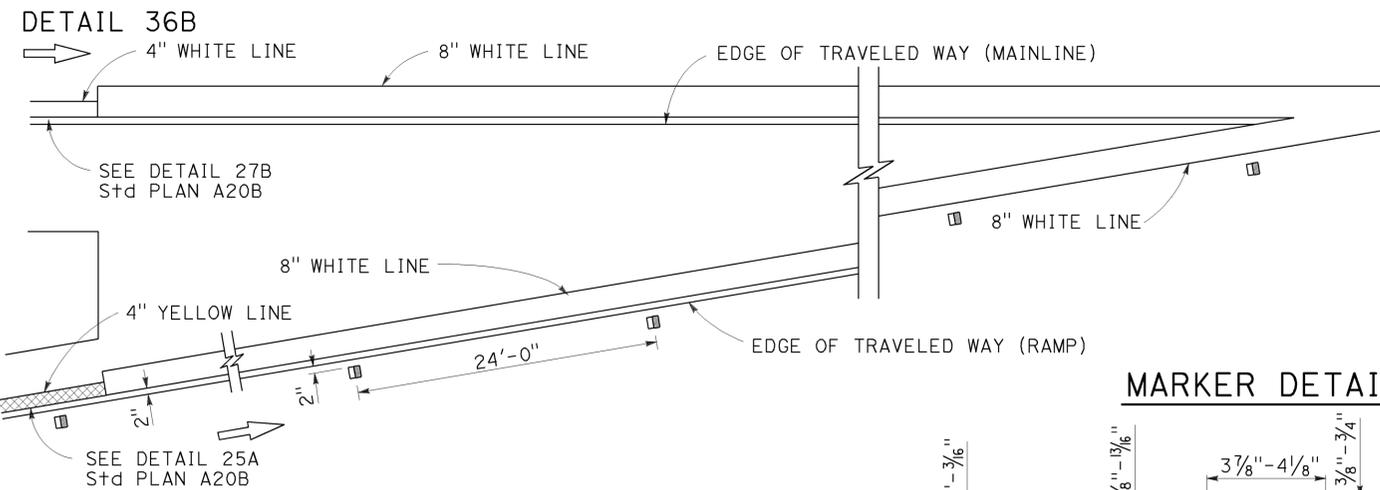
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



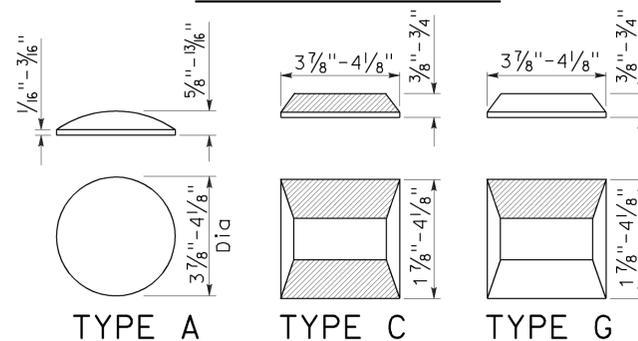
ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT



MARKER DETAILS

LEGEND:

- MARKERS**
- TYPE A WHITE NON-REFLECTIVE
 - ◻ TYPE C RED-CLEAR RETROREFLECTIVE
 - TYPE G ONE-WAY CLEAR RETROREFLECTIVE



RETROREFLECTIVE FACE

3 ADDED PER ADDENDUM No. 3
DATED MARCH 6, 2015

3

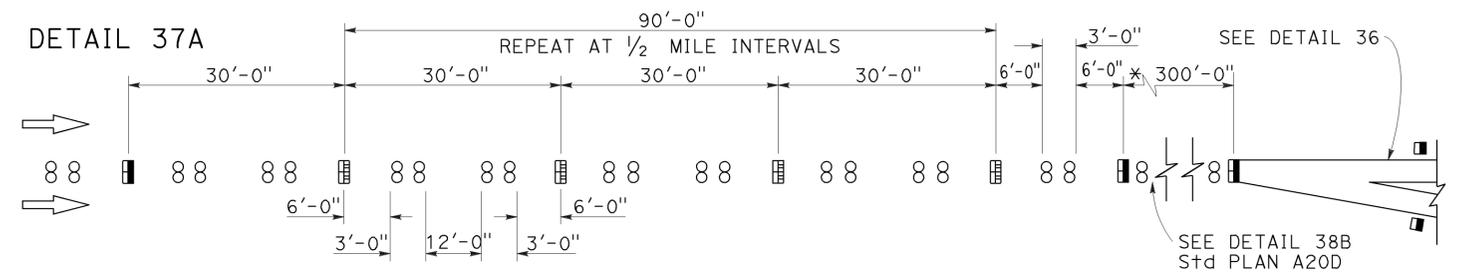
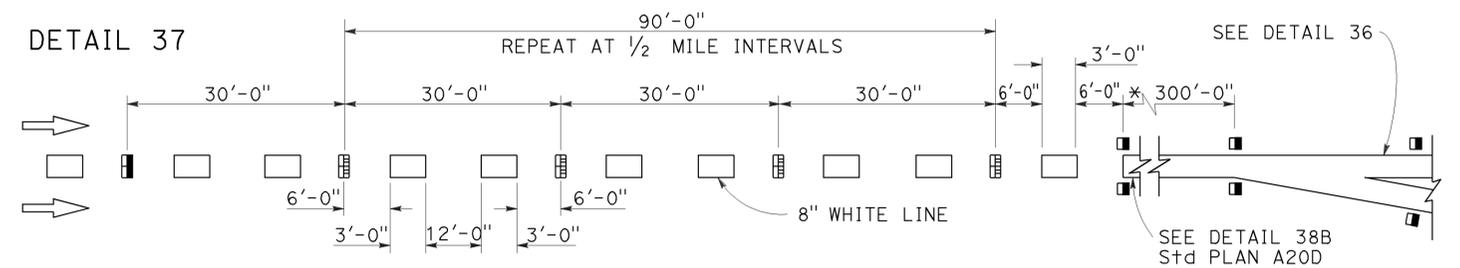
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	117A	181

Registered Professional Engineer
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 No. C40375
 Exp. 3-31-15
 CIVIL
 STATE OF CALIFORNIA

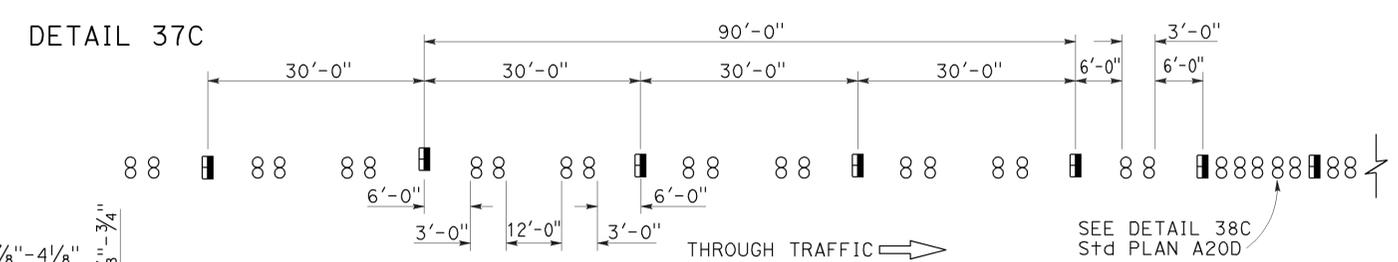
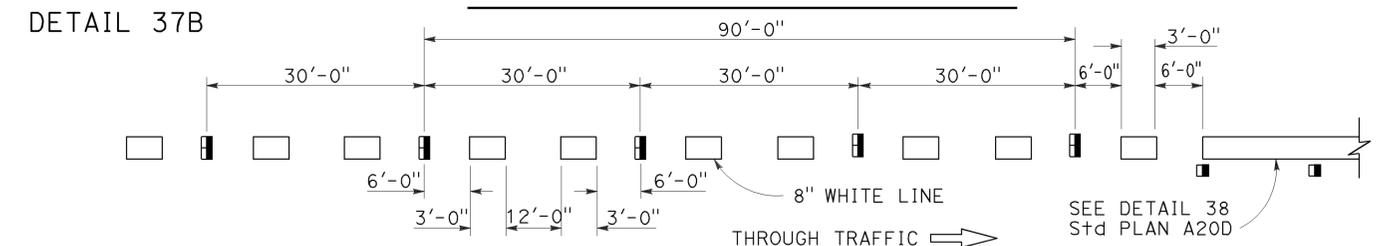
July 19, 2013
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED 12-8-14

LANE DROP AT EXIT RAMP



LANE DROP AT INTERSECTIONS



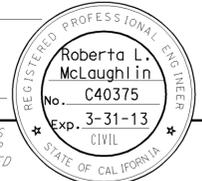
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKERS
AND TRAFFIC LINE
TYPICAL DETAILS**
NO SCALE

RSP A20C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A20C
DATED MAY 20, 2011 - PAGE 11 OF THE STANDARD PLANS BOOK DATED 2010.

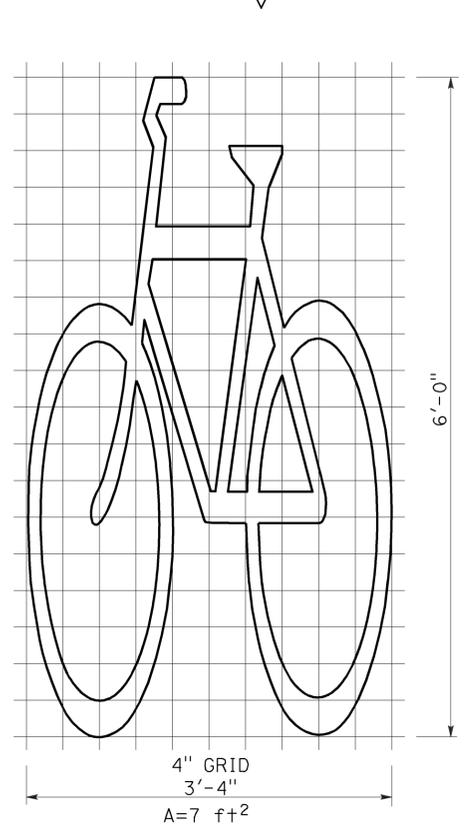
REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

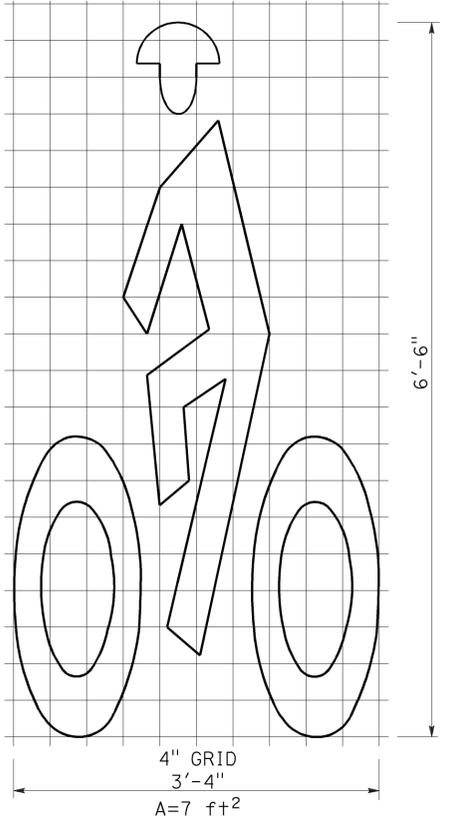
3 ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

Dist	COUNTY	ROUTE	POST MILES	SHEET	TOTAL
04	SCI,SM	101	TOTAL PROJECT 52.0/52.6, 0.0/0.6	No. 117B	SHEETS 181
 REGISTERED CIVIL ENGINEER					
October 19, 2012 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.					
					

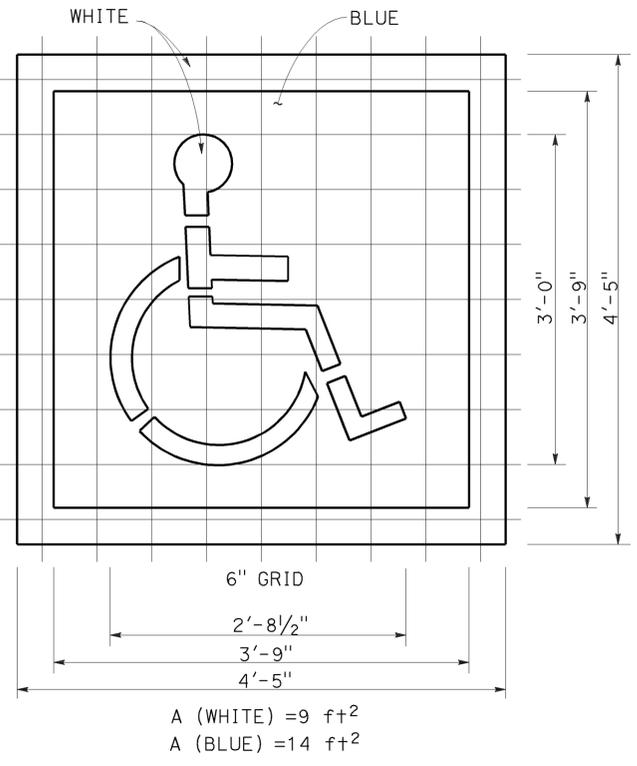
NOTE: TO ACCOMPANY PLANS DATED 12-8-14
 Minor variations in dimensions may be accepted by the Engineer.



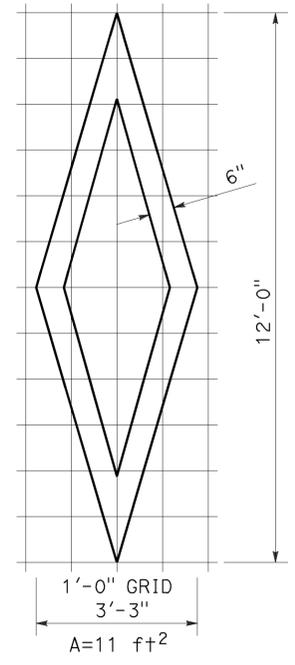
BIKE LANE SYMBOL WITHOUT PERSON



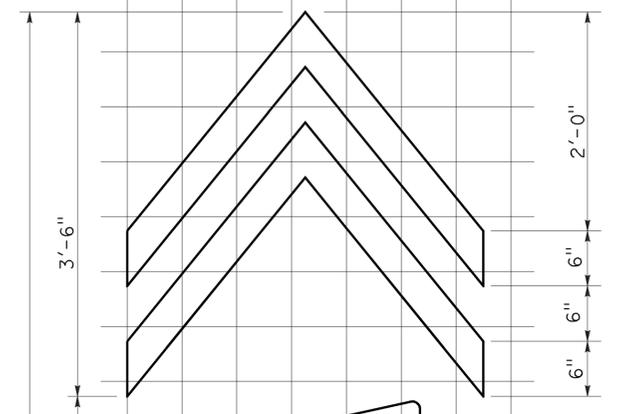
BIKE LANE SYMBOL WITH PERSON



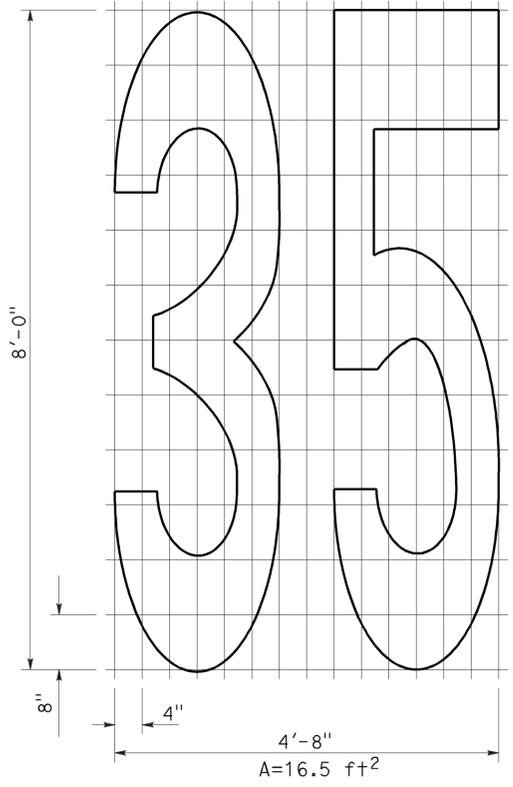
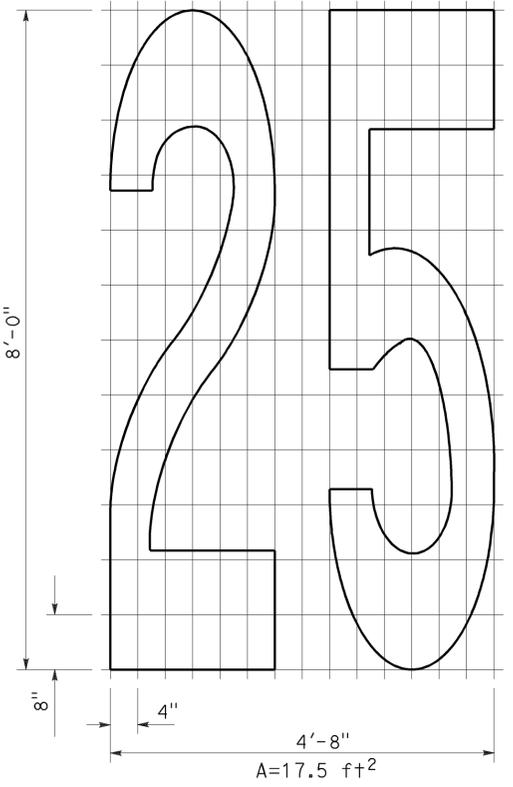
INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) MARKING



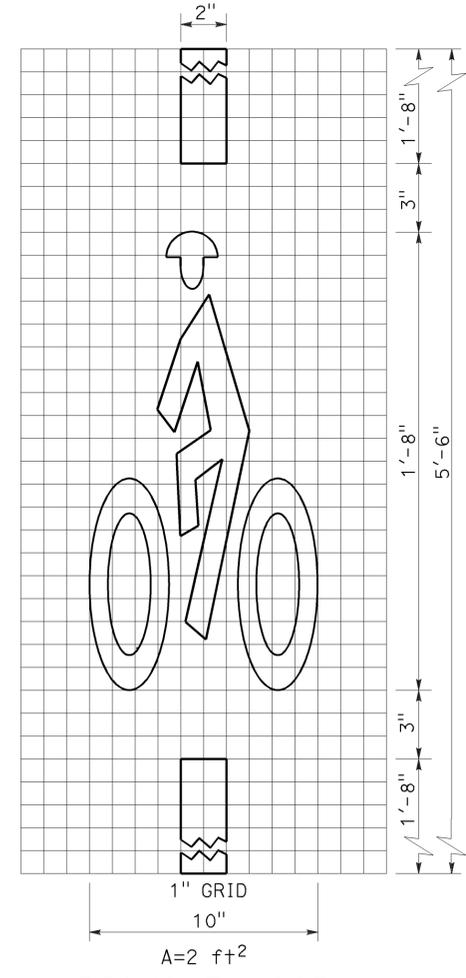
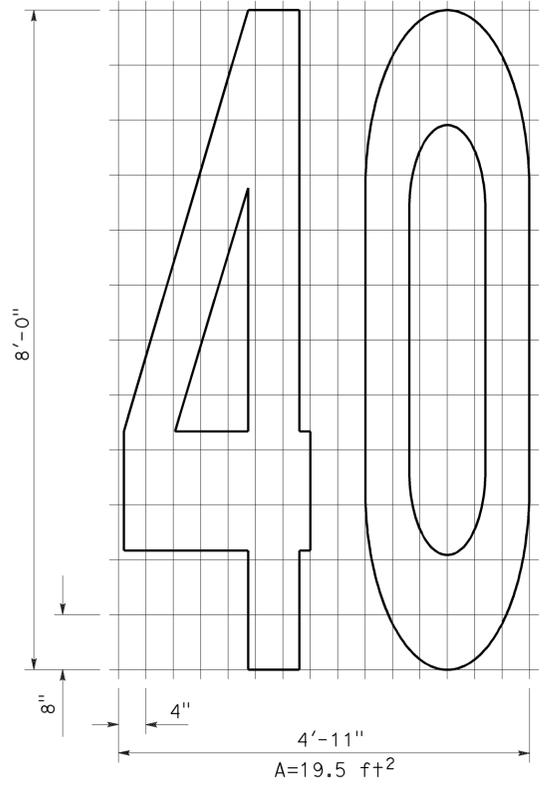
DIAMOND SYMBOL



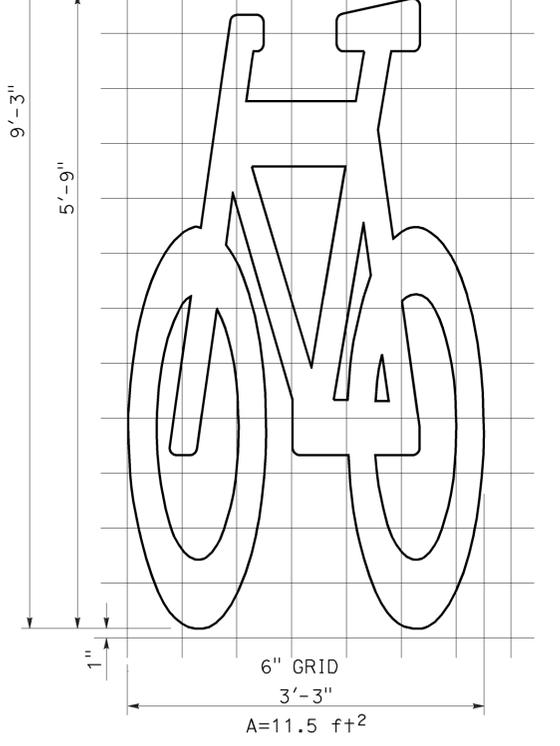
SHARED ROADWAY BICYCLE MARKING



NUMERALS



BICYCLE LOOP DETECTOR SYMBOL



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS SYMBOLS AND NUMERALS
 NO SCALE

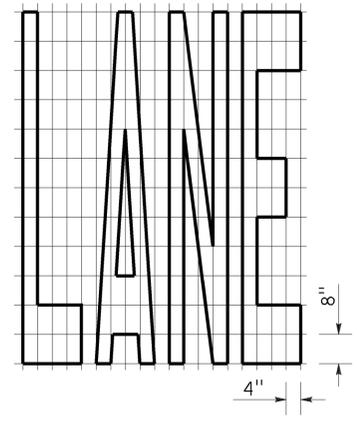
RSP A24C DATED OCTOBER 19, 2012 SUPERSEDES STANDARD PLAN A24C DATED MAY 20, 2011 - PAGE 15 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A24C

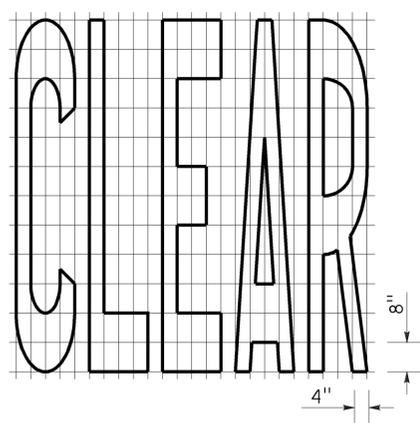
2010 REVISED STANDARD PLAN RSP A24C

3

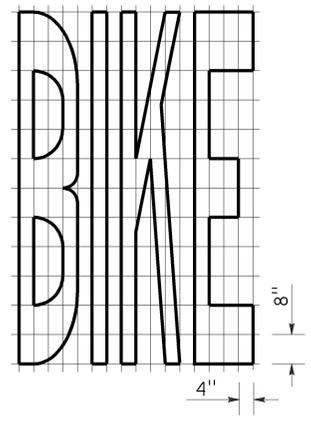
TO ACCOMPANY PLANS DATED 12-8-14



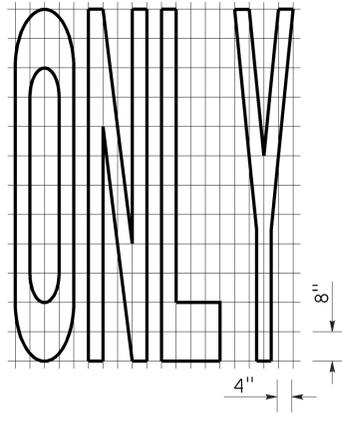
A=24 ft²



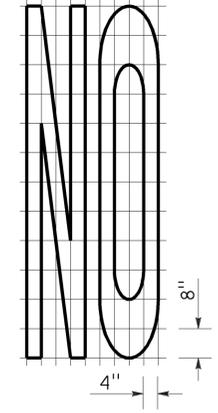
A=27 ft²



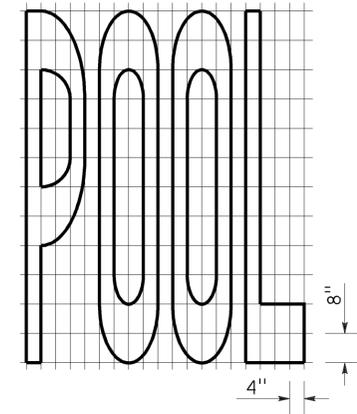
A=21 ft²



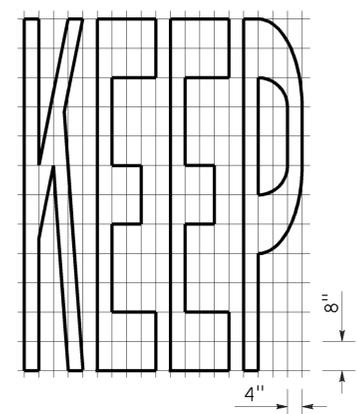
A=22 ft²



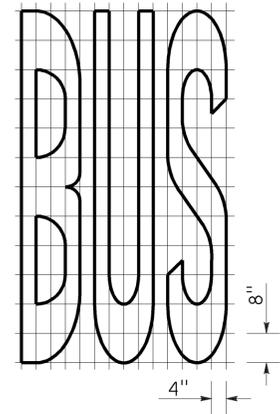
A=14 ft²



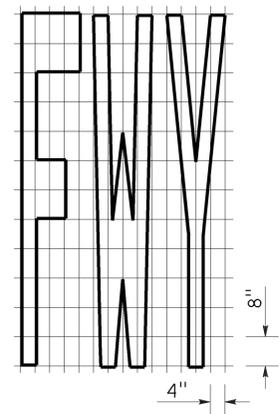
A=23 ft²



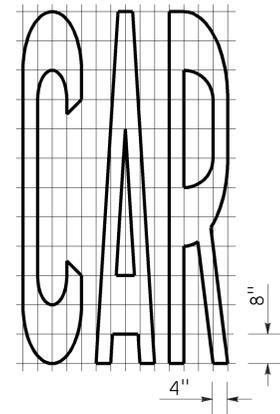
A=24 ft²



A=20 ft²

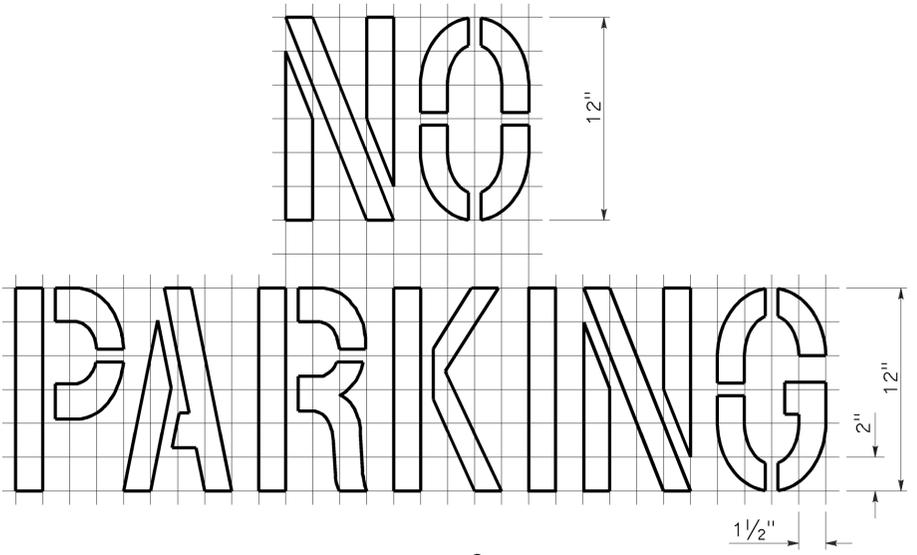


A=16 ft²

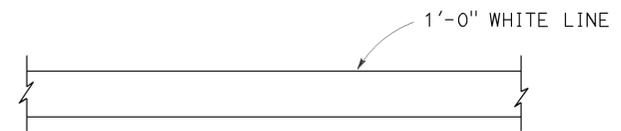


A=17 ft²

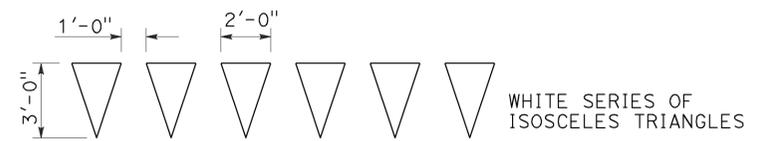
WORD MARKINGS			
ITEM	ft ²	ITEM	ft ²
LANE	24	NO	14
POOL	23	BIKE	21
CAR	17	BUS	20
CLEAR	27	ONLY	22
KEEP	24	FWY	16



A=2 ft²
See Notes 6 and 7



LIMIT LINE (STOP LINE)



YIELD LINE

NOTES:

- If a message consists of more than one word, it should read "UP", i.e., the first word should be nearest the driver.
- The space between words should be at least four times the height of the characters for low speed roads, but not more than ten times the height of the characters. The space may be reduced appropriately where there is limited space because of local conditions.
- Minor variations in dimensions may be accepted by the Engineer.
- Portions of a letter, number or symbol may be separated by connecting segments not to exceed 2" in width.
- The words "NO PARKING" pavement marking is to be used for parking facilities. For typical locations of markings, see Standard Plans A90A and A90B.
- The words "NO PARKING", shall be painted in white letters no less than 1'-0" high on a contrasting background and located so that it is visible to traffic enforcement officials.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**PAVEMENT MARKINGS
WORDS, LIMIT AND YIELD LINES**

NO SCALE

RSP A24E DATED JULY 20, 2012 SUPERSEDES STANDARD PLAN A24E
DATED MAY 20, 2011 - PAGE 17 OF THE STANDARD PLANS BOOK DATED 2010.

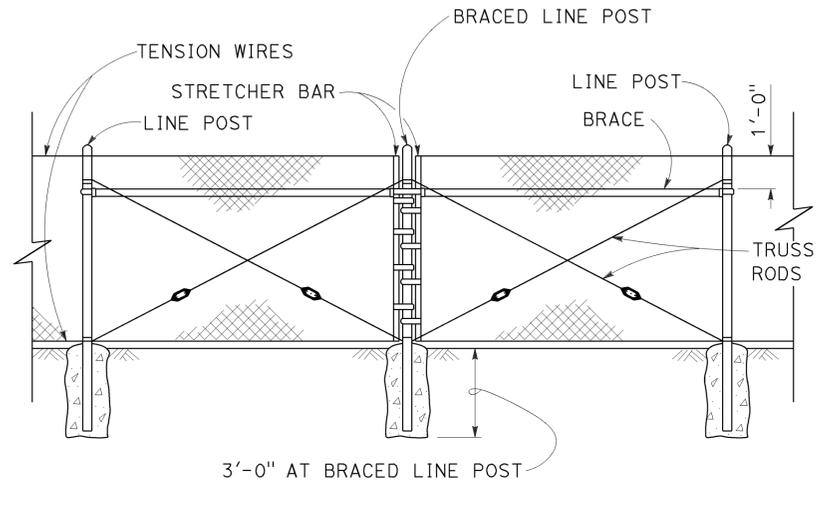
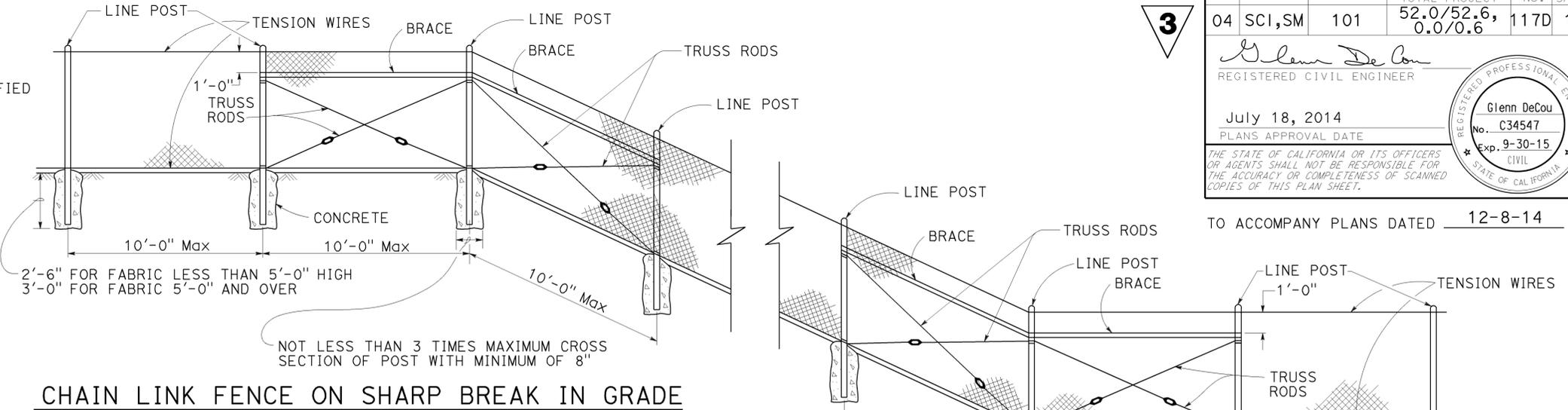
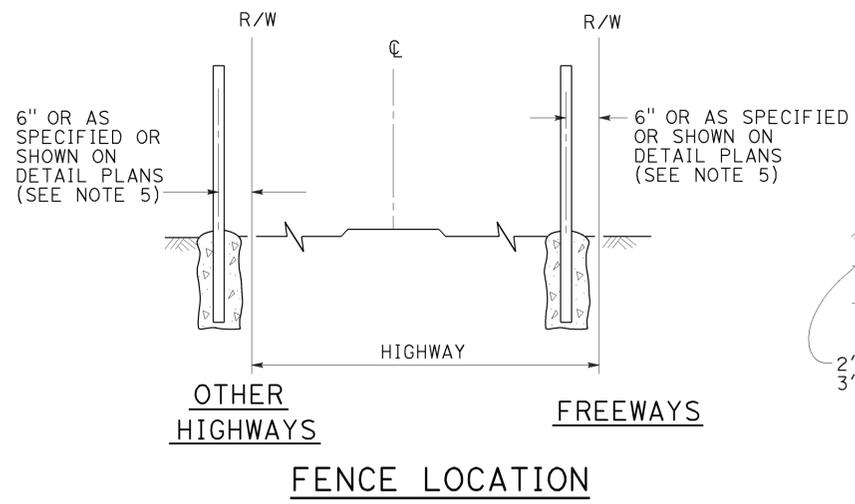
REVISED STANDARD PLAN RSP A24E

3 ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

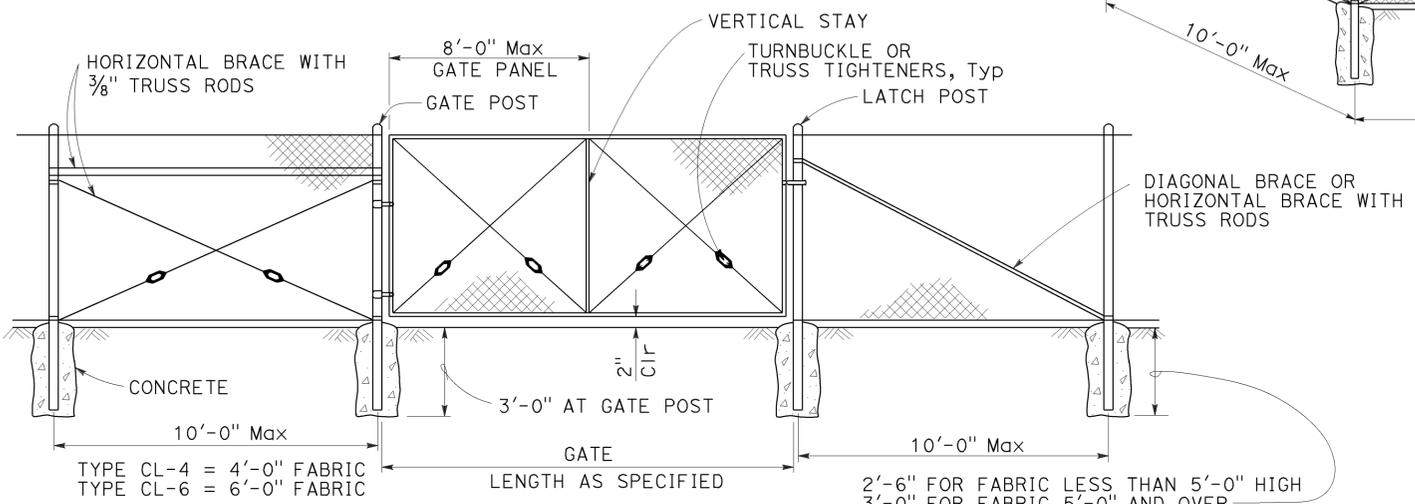
2010 REVISED STANDARD PLAN RSP A24E

3

TO ACCOMPANY PLANS DATED 12-8-14



Braced line post at intervals not exceeding 1000'



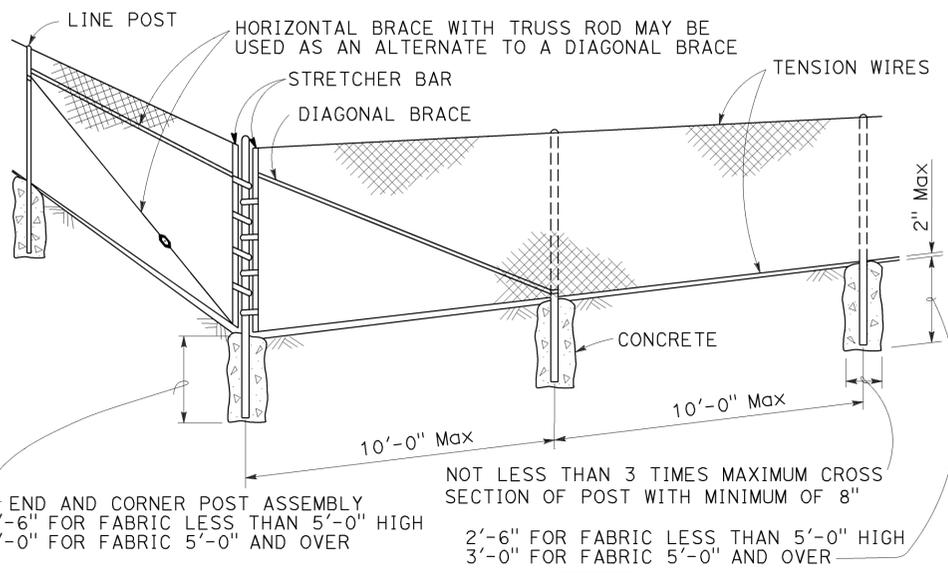
CHAIN LINK GATE INSTALLATION

NOTES:

- The table below shows minimum sized posts and braces complying with the specifications. Larger or heavier post and brace sizes may be used upon approval.
- 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 upon approval.
- Options exercised shall be uniform on any one project.
- 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.
- See Revised Standard Plan RSP A85B for Brace, Stretcher Bar, and Truss Tightener Details.

GATE POST			
FENCE HEIGHT	GATE WIDTHS	ROUND OD PIPE	WEIGHT (lb/ft)
6'-0" AND LESS	UP THRU 6'-0"	2.875"	5.80
	OVER 6'-0" THRU 12'-0"	4.500"	10.80
	OVER 12'-0" THRU 18'-0"	5.563"	14.63
OVER 6'-0" TO 8'-0" Max	OVER 18'-0" TO 24'-0" Max	6.625"	18.99
	UP THRU 6'-0"	3.500"	7.58
	OVER 6'-0" THRU 12'-0"	5.563"	14.63
	OVER 12'-0" THRU 18'-0"	6.625"	18.99
	OVER 18'-0" TO 24'-0" Max	8.625"	28.58

Above post dimensions and weights are minimums. Larger sizes may be used upon approval.



TYPICAL MEMBER DIMENSIONS (See Notes)										
FENCE HEIGHT	LINE POSTS				END, LATCH AND CORNER POSTS		BRACES			
	ROUND OD PIPE	WEIGHT (lb/ft)	ROLL FORMED		ROUND OD PIPE	WEIGHT (lb/ft)	ROUND OD PIPE	WEIGHT (lb/ft)	ROLL FORMED	
			SECTION	WEIGHT (lb/ft)					SECTION	WEIGHT (lb/ft)
6'-0" AND LESS	1.900"	2.72	1.875" x 1.625"	1.85	2.375"	3.65	1.66"	2.27	1.625" x 1.25"	1.35
OVER 6'-0" TO 8'-0" Max	2.375"	3.65	2.25" x 1.70"	2.78	2.875"	5.80	1.66"	2.27	1.625" x 1.25"	1.35

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CHAIN LINK FENCE
NO SCALE

RSP A85 DATED JULY 18, 2014 SUPERSEDES STANDARD PLAN A85 DATED MAY 20, 2011 - PAGE 112 OF THE STANDARD PLANS BOOK DATED 2010.

ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

REVISED STANDARD PLAN RSP A85

2010 REVISED STANDARD PLAN RSP A85

3

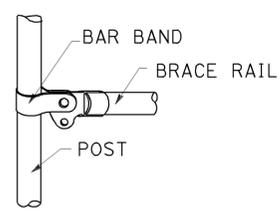
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	117E	181

Glenn DeCou
REGISTERED CIVIL ENGINEER

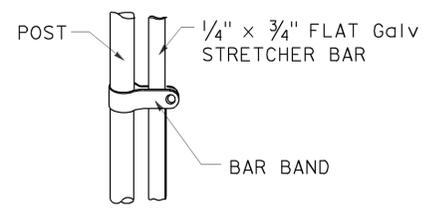
October 19, 2012
PLANS APPROVAL DATE

Glenn DeCou
No. C34547
Exp. 9-30-13
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA

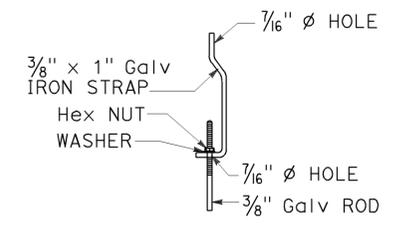
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



BRACE RAIL



STRETCHER BAR

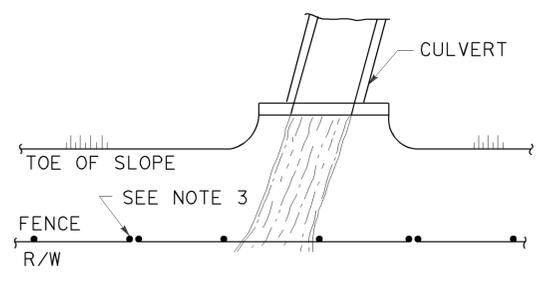


TRUSS TIGHTENER

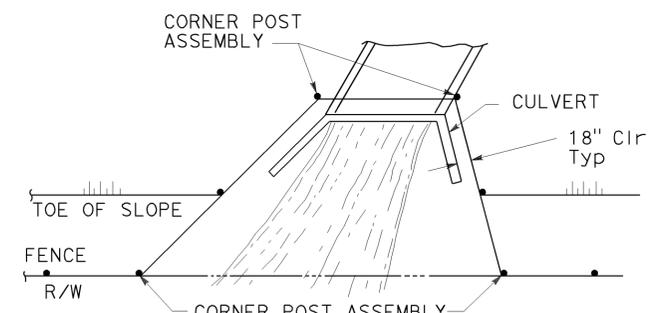
NOTES:

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 Standard Plan 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.

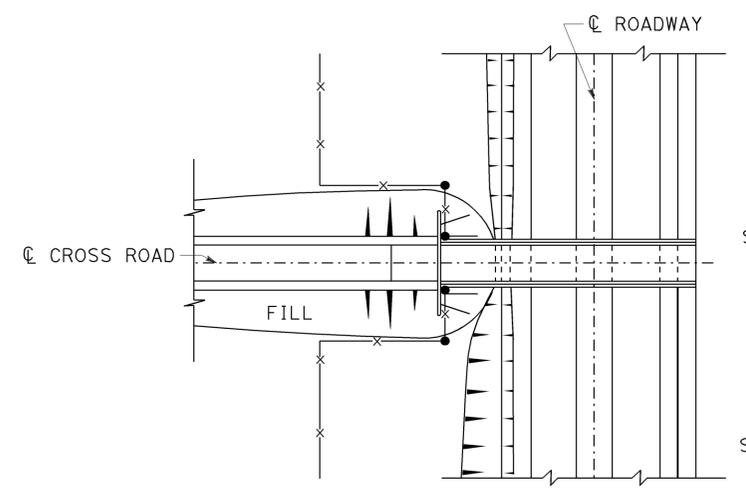
TO ACCOMPANY PLANS DATED 12-8-14



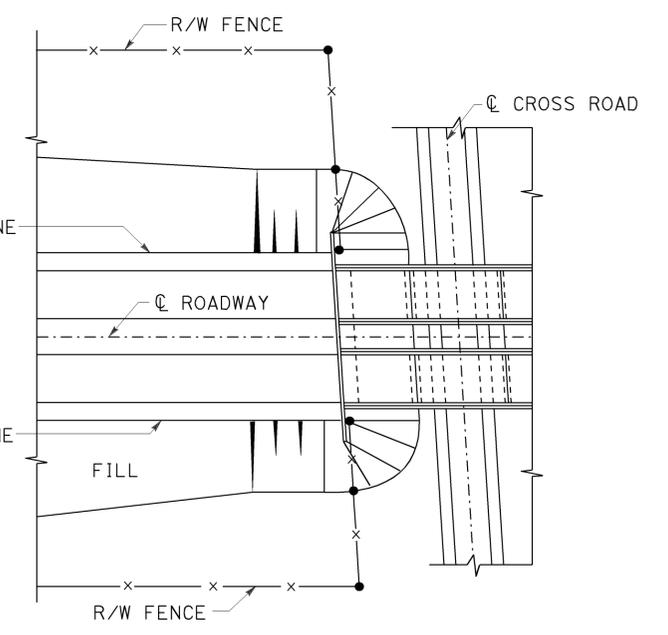
PLAN



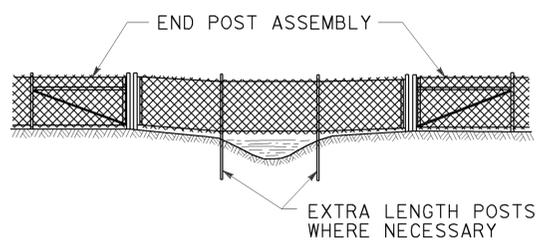
PLAN



PLAN OF ROADWAY - OVERCROSSING

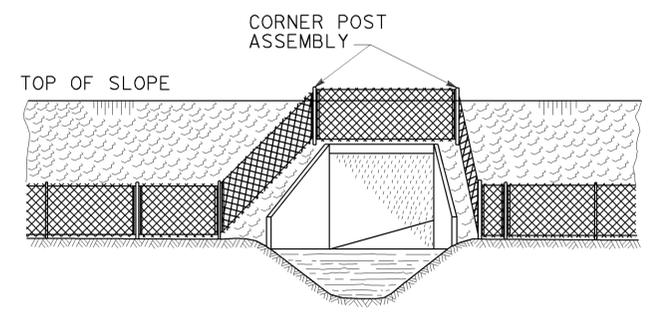


PLAN OF ROADWAY - UNDERCROSSING



ELEVATION

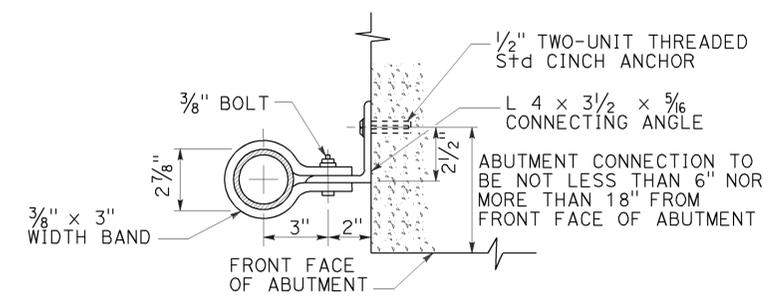
INSTALLATION OVER STREAM



ELEVATION

INSTALLATION AROUND HEADWALL

See Note 4



ABUTMENT CONNECTION

TYPICAL INSTALLATION AT BRIDGES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CHAIN LINK FENCE DETAILS

NO SCALE

RSP A85B DATED OCTOBER 19, 2012 SUPERSEDES STANDARD PLAN A85B DATED MAY 20, 2011 - PAGE 114 OF THE STANDARD PLANS BOOK DATED 2010.

3

ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

REVISED STANDARD PLAN RSP A85B

2010 REVISED STANDARD PLAN RSP A85B

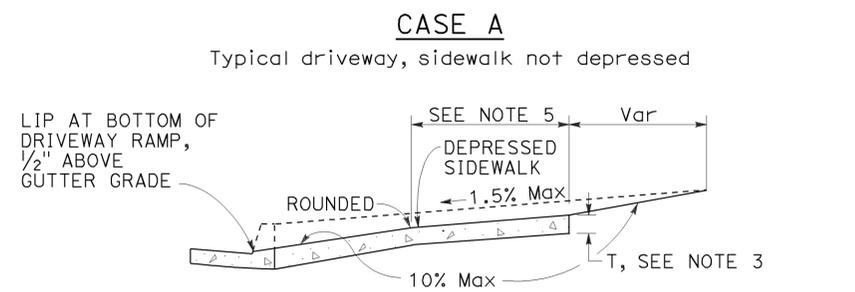
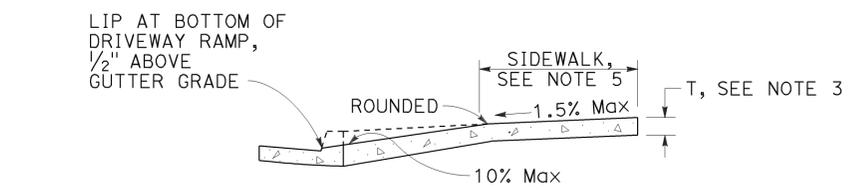
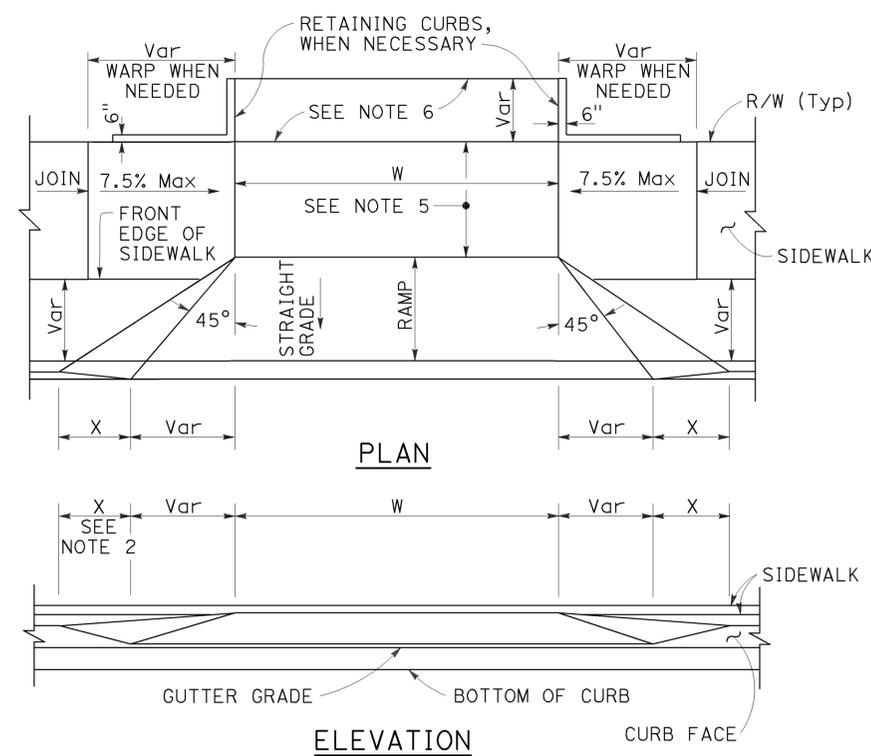
3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	117F	181

REGISTERED CIVIL ENGINEER
Michael Janzen
 No. 44788
 Exp. 03-31-14
 CIVIL
 STATE OF CALIFORNIA

July 19, 2013
 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.



CASE A

Typical driveway, sidewalk not depressed

CASE B

Driveway with depressed sidewalk

SECTIONS

TABLE A

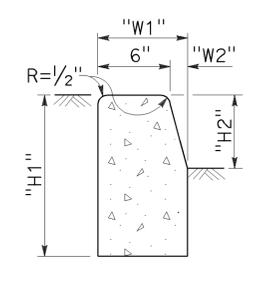
CURB TYPE	DIMENSIONS			
	"H1"	"H2"	"W1"	"W2"
A1-6	1'-2"	6"	7 1/2"	1 1/2"
A1-8	1'-4"	8"	8"	2"
A2-6	1'-0"	6"	2'-7 1/2"	1 1/2"
A2-8	1'-2"	8"	2'-8"	2"
A3-6	6"	5"	7 1/4"	1 1/4"
A3-8	8"	7"	7 3/4"	1 3/4"
B1-4	1'-0"	4"	7 1/2"	2 1/2"
B1-6	1'-2"	6"	9"	4"
B2-4	10"	4"	2'-7 1/2"	2 1/2"
B2-6	1'-0"	6"	2'-9"	4"
B3-4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

TO ACCOMPANY PLANS DATED 12-8-14

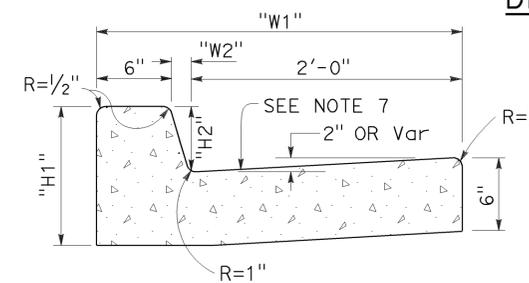
CURB QUANTITIES

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

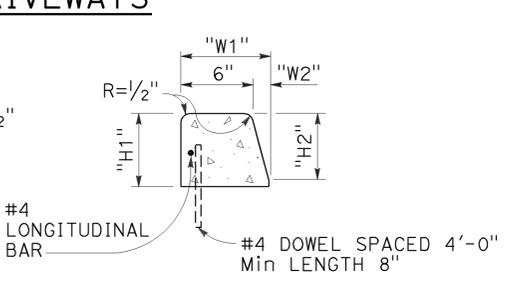
DRIVEWAYS



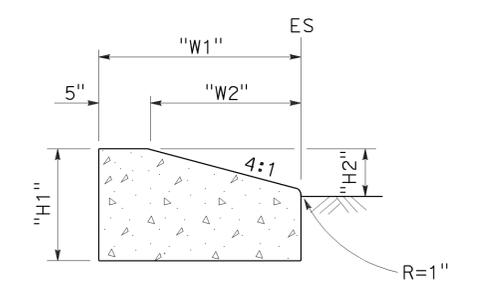
TYPE A1 CURBS
See Table A



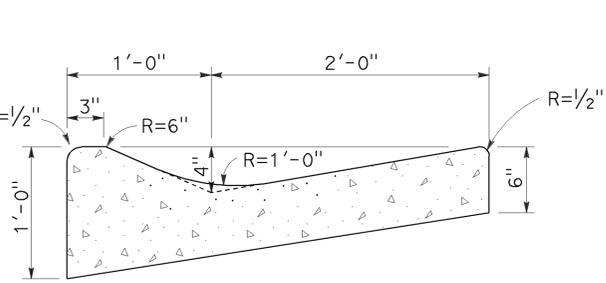
TYPE A2 CURBS
See Table A



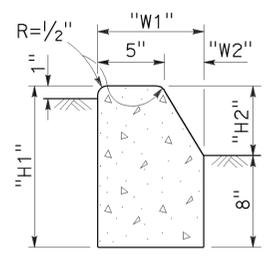
TYPE A3 CURBS
Superimposed on existing pavement
See Table A



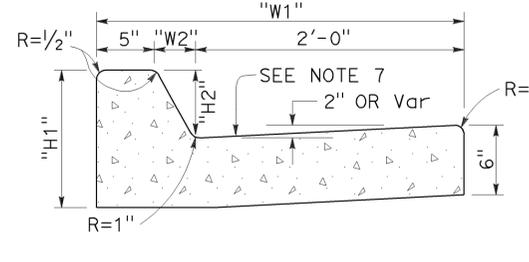
TYPE D CURBS
See Table A



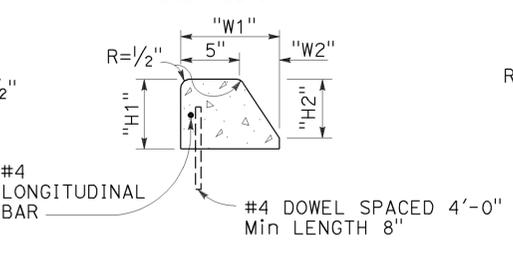
TYPE E CURB
See Table A



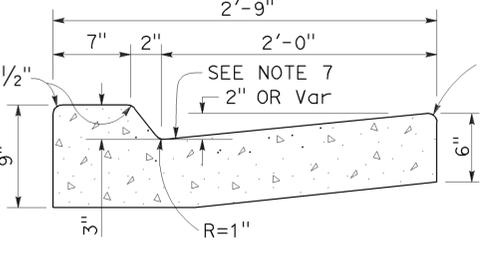
TYPE B1 CURBS
See Table A



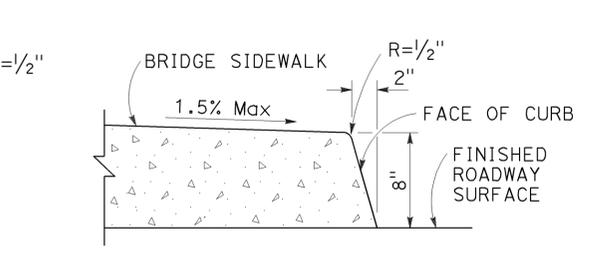
TYPE B2 CURBS
See Table A



TYPE B3 CURBS
Superimposed on existing pavement
See Table A



TYPE B4 CURBS
See Table A



TYPE H CURB
On Bridges

CURBS

- NOTES:
- Case A driveway section typically applies.
 - X=3'-0" except for curb heights over 10" where 4:1 slopes shall be used on curb slope.
 - 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'-2".
- 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.

3

ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

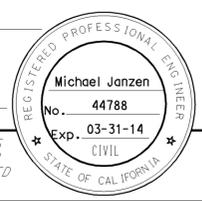
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
CURBS AND DRIVEWAYS
 NO SCALE

RSP A87A DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A87A DATED MAY 20, 2011 - PAGE 119 OF THE STANDARD PLANS BOOK DATED 2010.
REVISED STANDARD PLAN RSP A87A

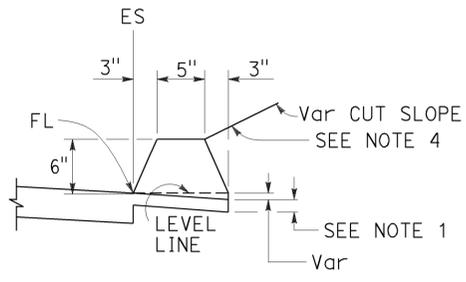
2010 REVISED STANDARD PLAN RSP A87A

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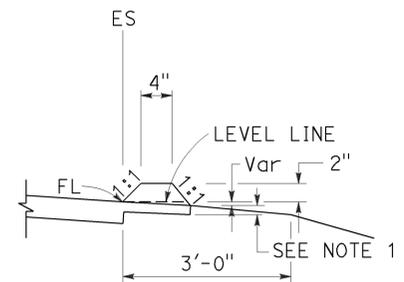
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	117G	181
 REGISTERED CIVIL ENGINEER					
July 19, 2013 PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



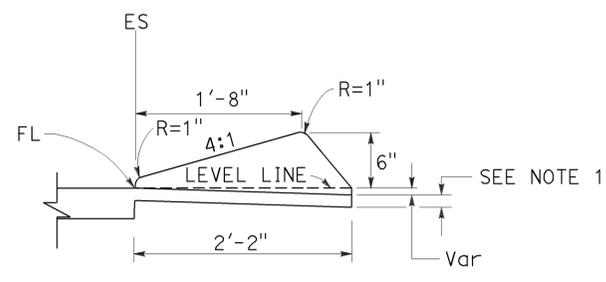
TO ACCOMPANY PLANS DATED 12-8-14



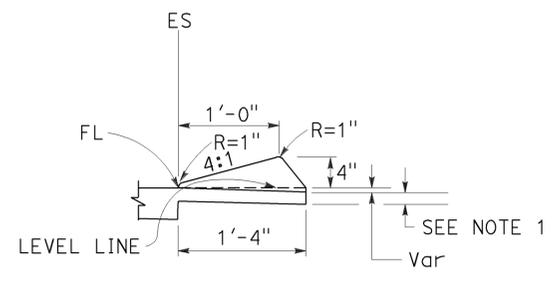
TYPE A
See Note 3



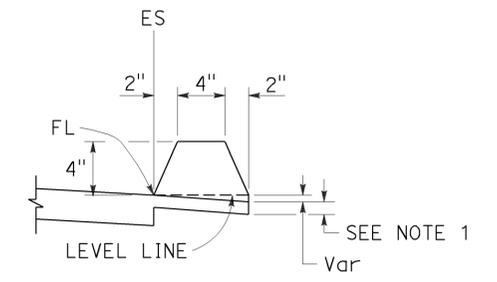
TYPE C



TYPE D

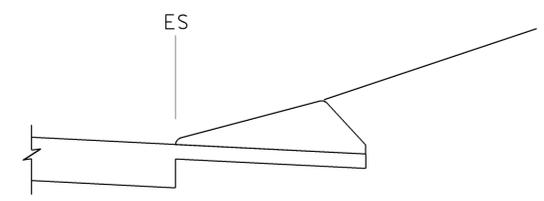


TYPE E

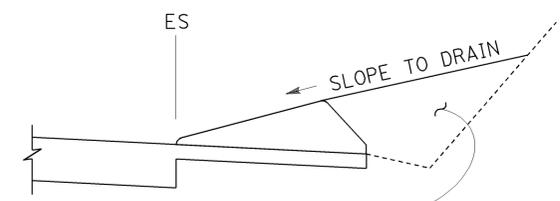


TYPE F
See Note 5

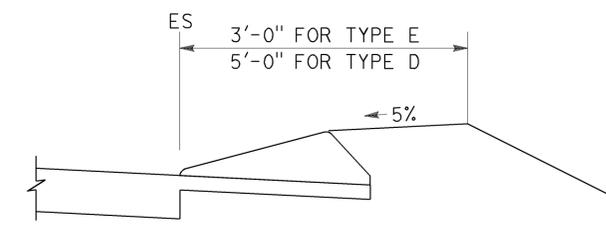
DIKES



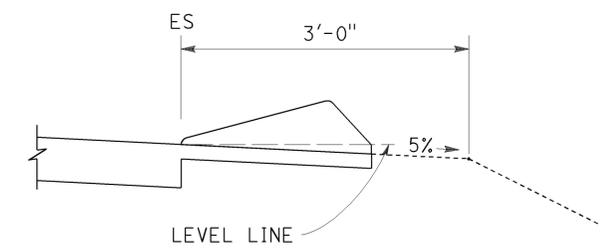
CASE C-1
Cut Slope



CASE C-2
Cut Slope



CASE F



CASE R
See Note 2

TYPE D AND E BACKFILL DETAILS

NOTES:

1. For HMA shoulders only, extend top layer of HMA placed on the shoulder under dike with no joint at the ES. For projects with OGFC shoulders, do not extend OGFC under dike. See project plans for modified dike detail.
2. Case R applies to retrofit only projects where restrictive conditions do not provide enough width for Case F backfill.
3. Type A dike only to be used where restrictive slope conditions do not provide enough width to use Type D or Type E dike.
4. Fill and compact with excavated material to top of dike.
5. Use Type F dike, where dike is required with guard railing installations. See Revised Standard Plan RSP A77N4 for dike positioning details.

DIKE QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A	0.0135
C	0.0038
D	0.0293
E	0.0130
F	0.0066

Quantities based on 5% cross slope.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT DIKES

NO SCALE

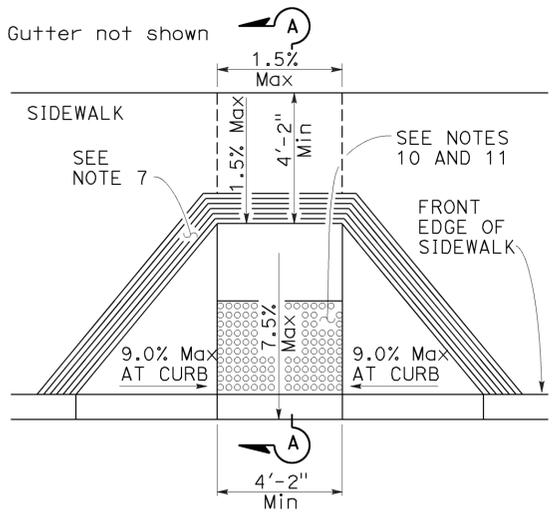
RSP A87B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A87B DATED MAY 20, 2011 - PAGE 120 OF THE STANDARD PLANS BOOK DATED 2010.

3 **ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015**

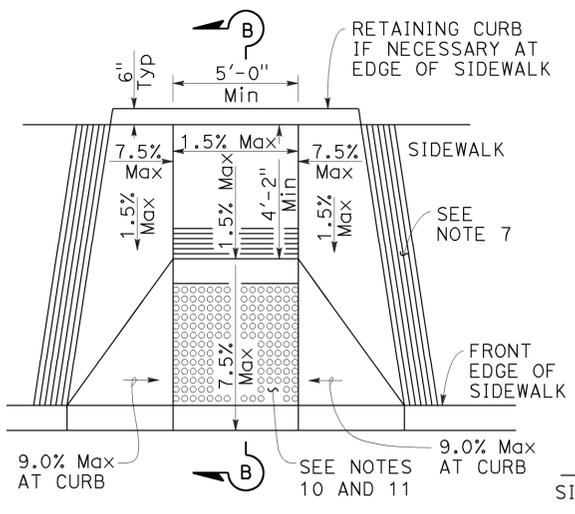
REVISED STANDARD PLAN RSP A87B

2010 REVISED STANDARD PLAN RSP A87B

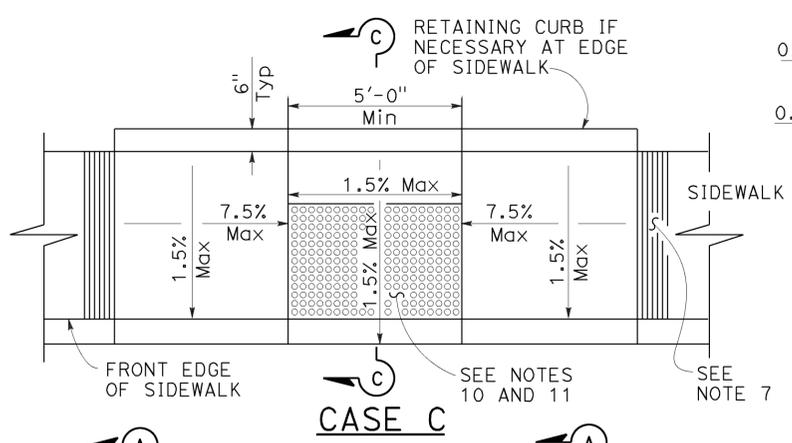
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	117H	181
H. David Cordova REGISTERED CIVIL ENGINEER March 21, 2014 PLANS APPROVAL DATE <small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



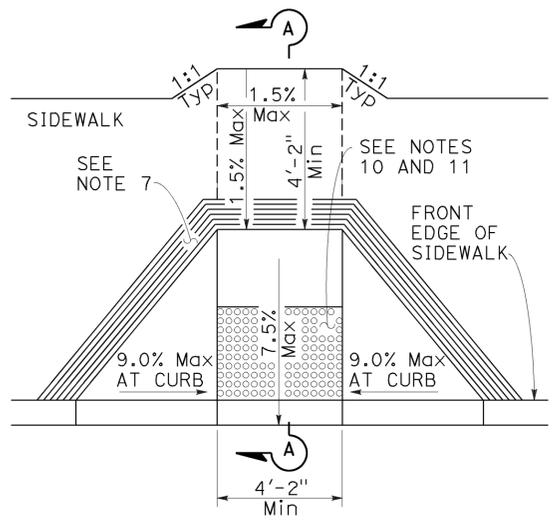
CASE A



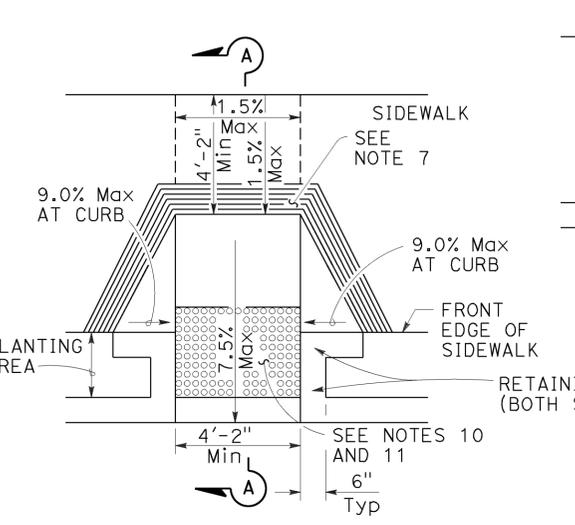
CASE B



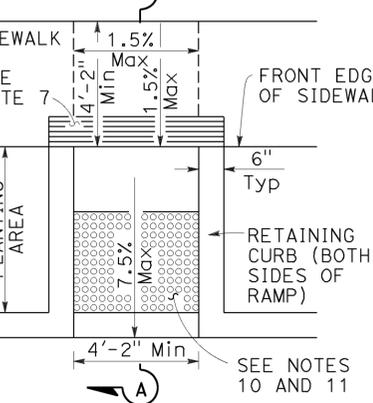
CASE C



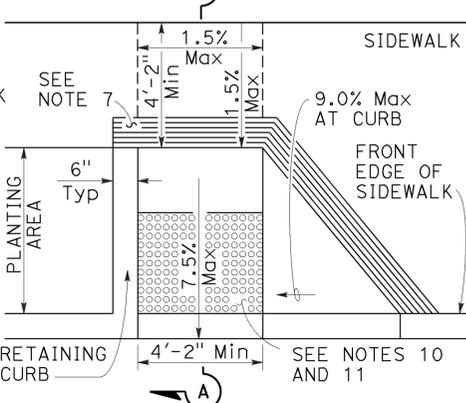
CASE D



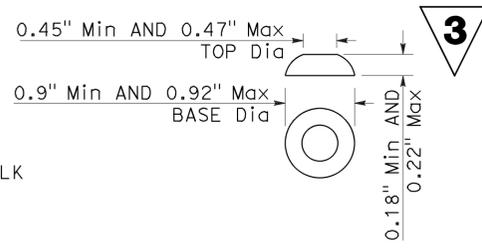
CASE E



CASE F



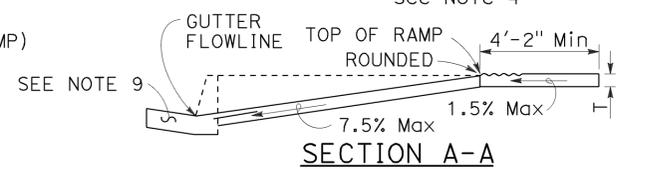
CASE G



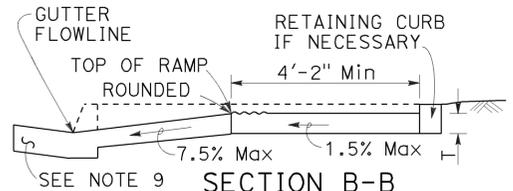
RAISED TRUNCATED DOME

NOTES:

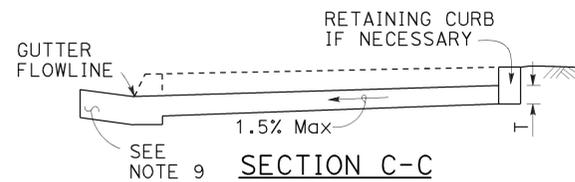
- As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate.
- If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-2" 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'-2".
- Side slope of ramp flares vary uniformly from a maximum of 9.0% 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 (no lip) and free of abrupt changes.
- Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp shall not be steeper than 1:20 (5.0%). Gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.
- Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. A 4'-0" wide detectable warning surface may be used on a 4'-2" wide curb ramp. Detectable Warning Surfaces shall conform to the requirements in the Standard Specifications.
- 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 1/2" 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.
- Detectable warning surface may have to be cut to allow removal of utility covers while maintaining full detectable warning width and depth.



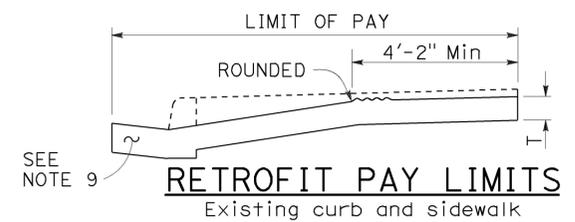
SECTION A-A



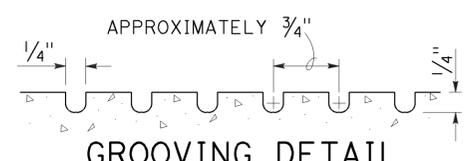
SECTION B-B



SECTION C-C



RETROFIT PAY LIMITS



GROOVING DETAIL



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

See Note 10

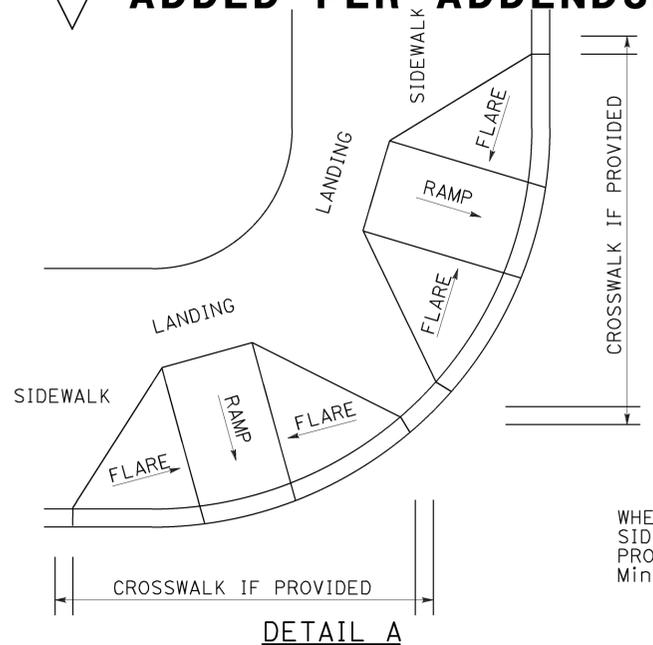
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CURB RAMP DETAILS
NO SCALE

RSP A88A DATED MARCH 21, 2014 SUPERSEDES RSP A88A DATED JULY 19, 2013 AND STANDARD PLAN A88A DATED MAY 20, 2011 - PAGE 121 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A88A

3 ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

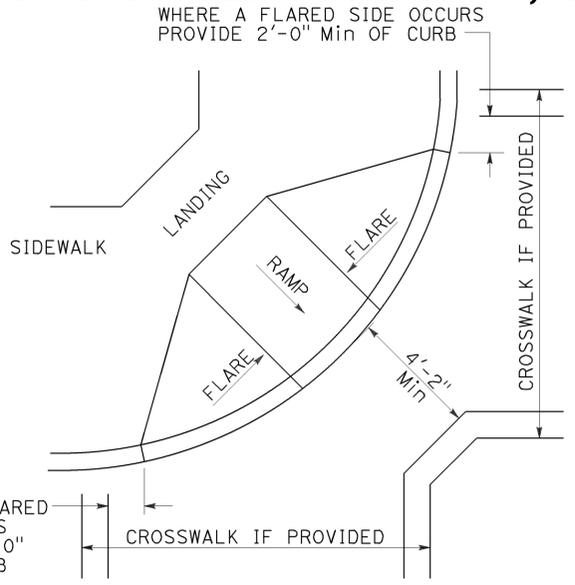
WHERE A FLARED SIDE OCCURS PROVIDE 2'-0" Min OF CURB



DETAIL A

TYPICAL TWO-RAMP CORNER INSTALLATION

See Note 1



DETAIL B

TYPICAL ONE-RAMP CORNER INSTALLATION

See Notes 1 and 3

2010 REVISED STANDARD PLAN RSP A88A

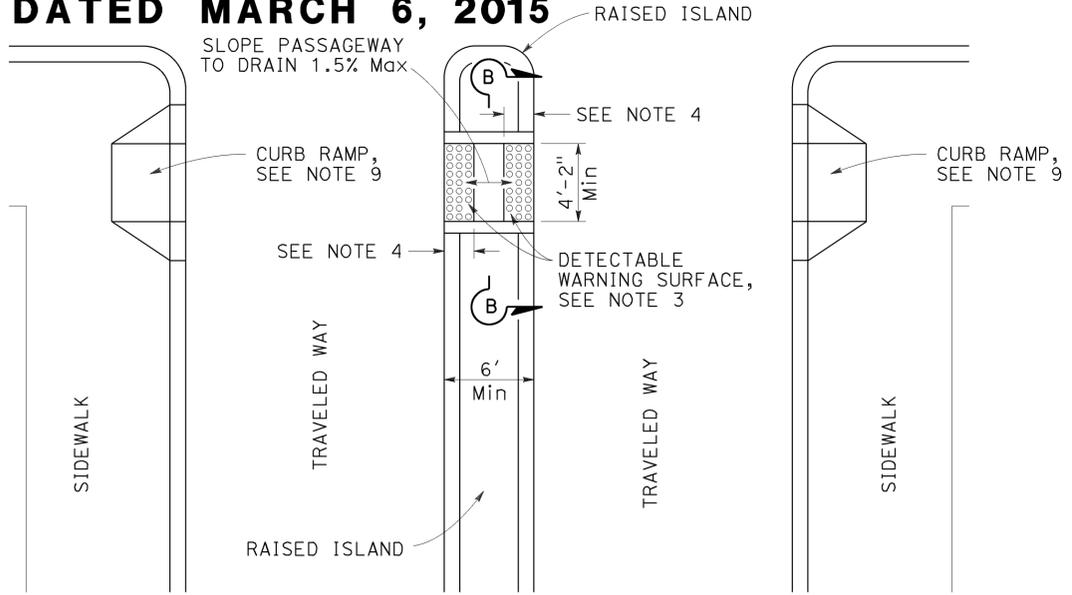
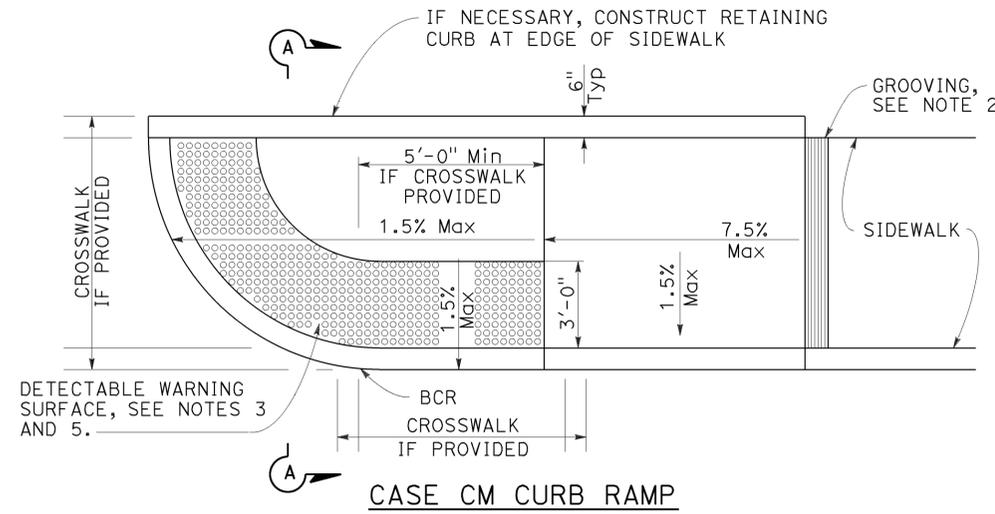
Gutter not shown

3

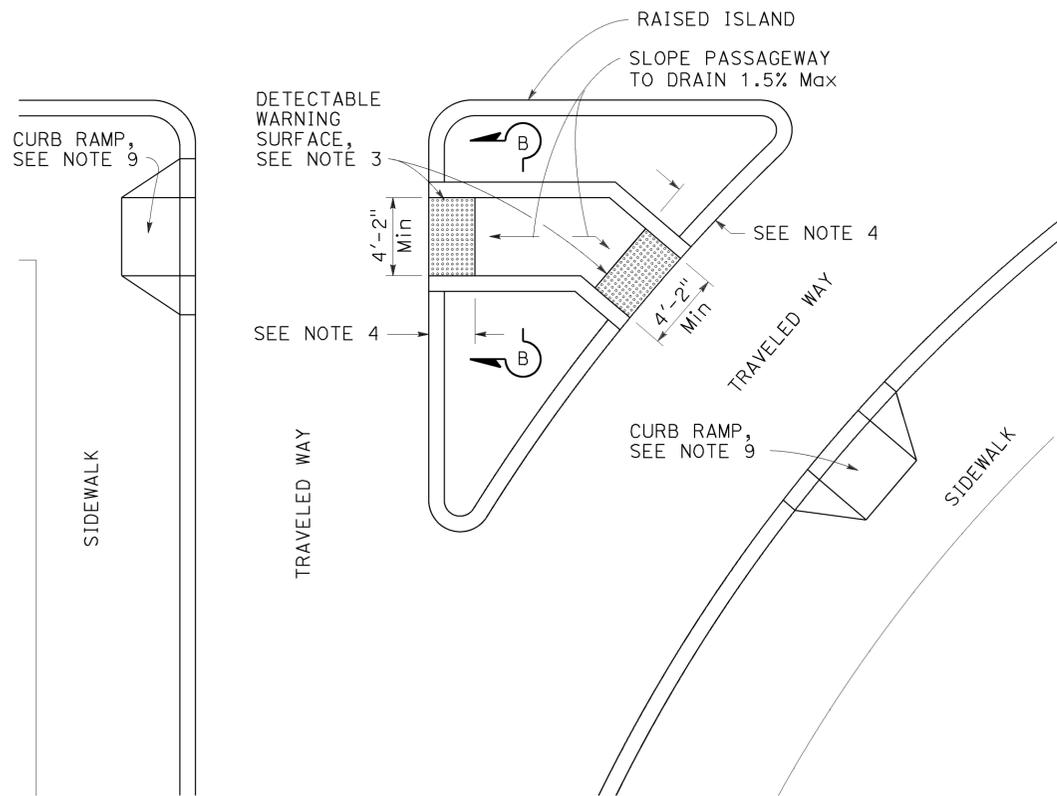
ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

3

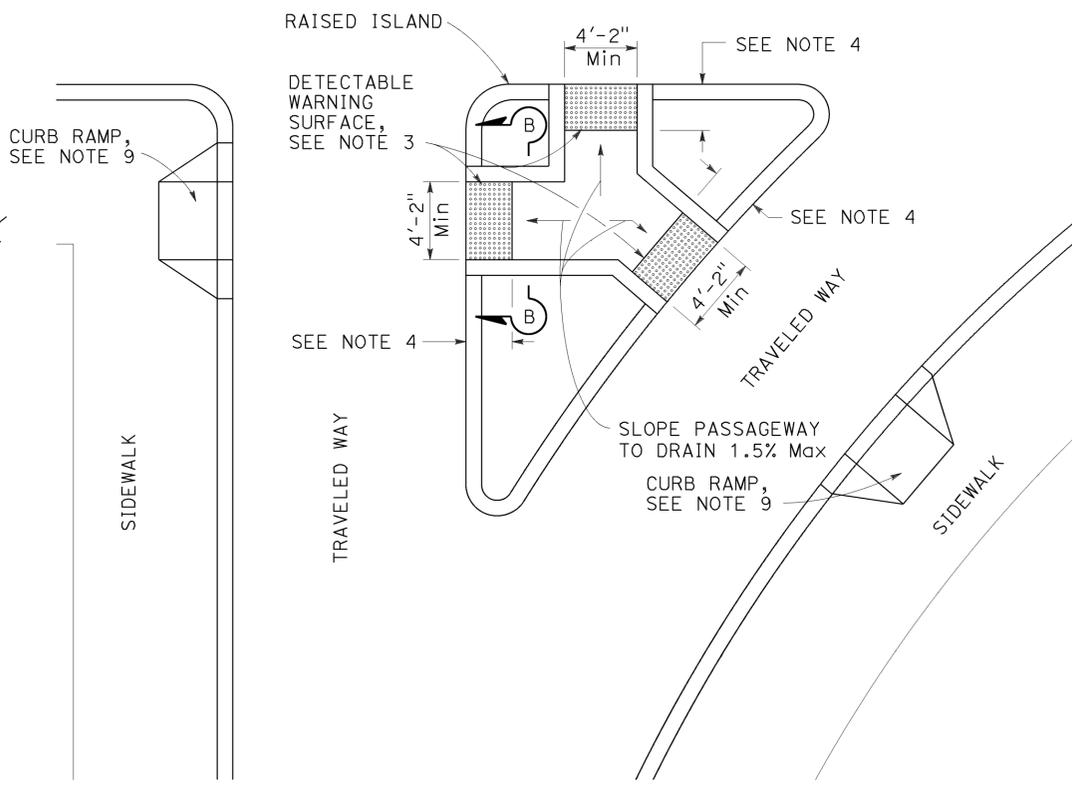
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	117I	181
<p><i>H. David Cordova</i> REGISTERED CIVIL ENGINEER</p> <p>March 21, 2014 PLANS APPROVAL DATE</p> <p>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</p>					



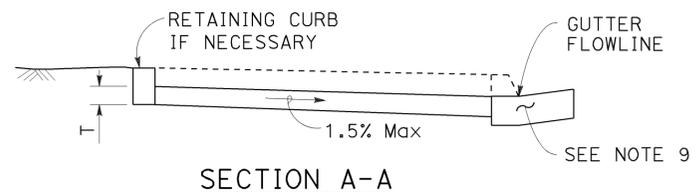
TYPE A PASSAGEWAY



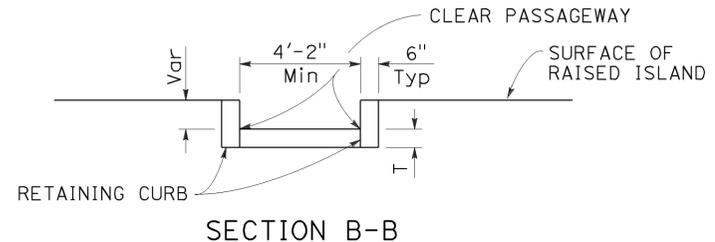
TYPE B PASSAGEWAY



TYPE C PASSAGEWAY



SECTION A-A



SECTION B-B

NOTES:

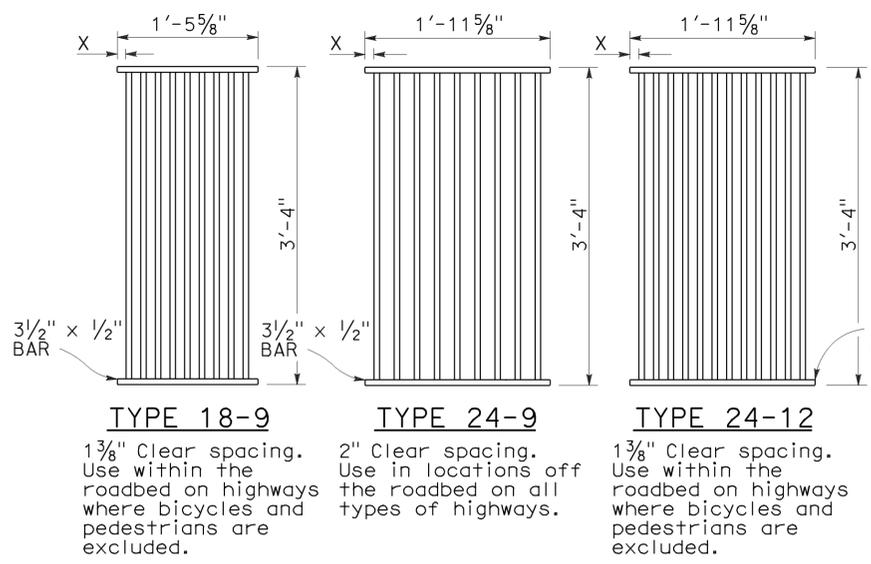
1. Sidewalk, ramp and passageway thickness, "T", shall be 3 1/2" minimum.
2. For details of grooving used with Case CM curb ramp, see Revised Standard Plan RSP A88A.
3. For details of detectable warning surfaces, see Revised Standard Plan RSP A88A.
4. Where an island passageway length is greater than or equal to 6'-0", but less than 8'-0", each detectable warning surface shall extend the full width and 2'-0" depth of the passageway length. Where an island passageway length is greater than or equal to 8'-0", each detectable warning surface shall extend the full width and 3'-0" depth of the passageway length. A 4'-0" wide detectable warning surface may be used on a 4'-2" wide island passageway.
5. For Case CM curb ramp, the edge of the detectable warning surface nearest the street shall be between 6" and 8" from the gutter flowline.
6. Transitions from ramps to walks, gutters or streets shall be flush (no lip) and free of abrupt changes.
7. 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.
8. Detectable warning surface may have to be cut to allow removal of utility covers while maintaining full detectable warning width and depth.
9. For additional curb ramp details, see Revised Standard Plan RSP A88A.

TO ACCOMPANY PLANS DATED 12-8-14

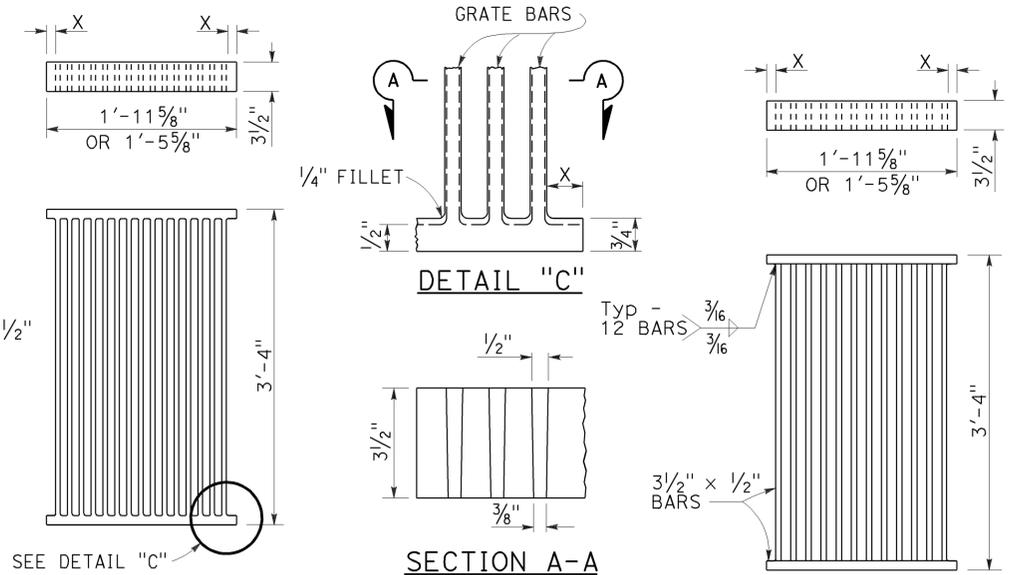
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CURB RAMP AND ISLAND PASSAGEWAY DETAILS
NO SCALE

RSP A88B DATED MARCH 21, 2014 SUPERSEDES RSP A88B DATED JULY 19, 2013 AND STANDARD PLAN A88B DATED MAY 20, 2011 - PAGE 122 OF THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP A88B

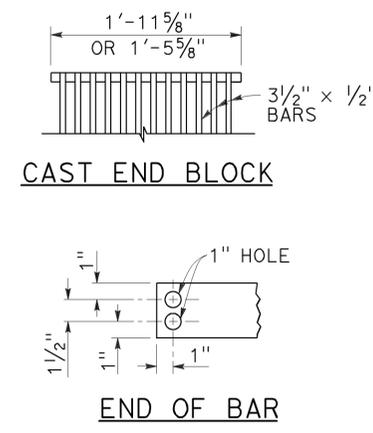


RECTANGULAR GRATE DETAILS
(See table below)



ALTERNATIVE CAST DUCTILE IRON GRATE OR CAST CARBON STEEL GRATE

ALTERNATIVE WELDED GRATE



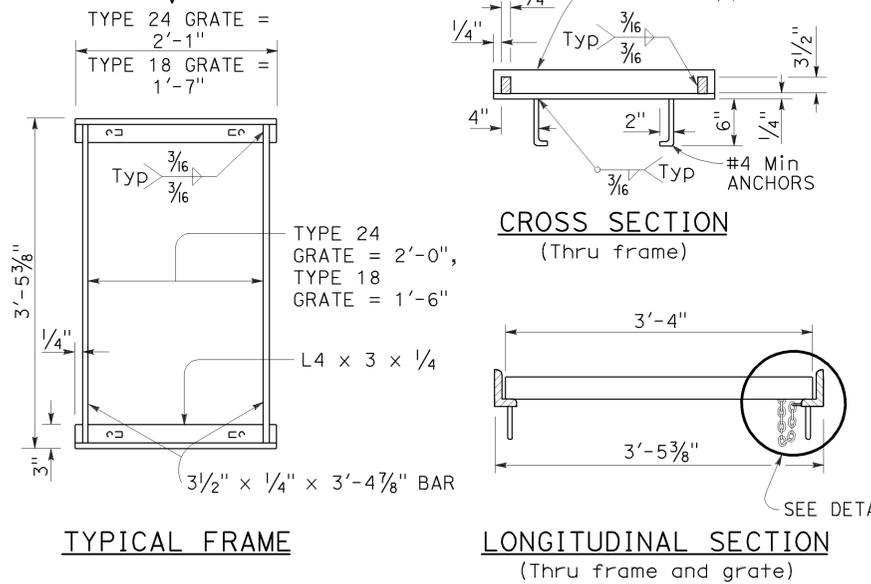
CAST END BLOCK

END OF BAR

NOTES:

1. Grate type numbers refer to approximate width of grate in inches and number of bars, respectively.
2. Contractor has the option of using cast ductile iron, cast carbon steel, welded, bolted, or cast end block grate.
3. Rounded top of bars optional on all grates.
4. Pipe inlets with a grate shall be placed so that bars parallel direction of principle surface flow.
5. Complete joint penetration butt welds may be substituted for the fillet welds on all anchors.
6. Standard square, hexagon, round or equivalent headed anchors may be substituted for the right angle hooks on the anchors shown on this plan.
7. Grate and frame weights are based on welded grates (weights of face angles, steps, protection bars, etc. are not included).
8. Connect chain to grate and frame only at locations shown on the plans. When chain is required, do not use cast ductile iron grates.

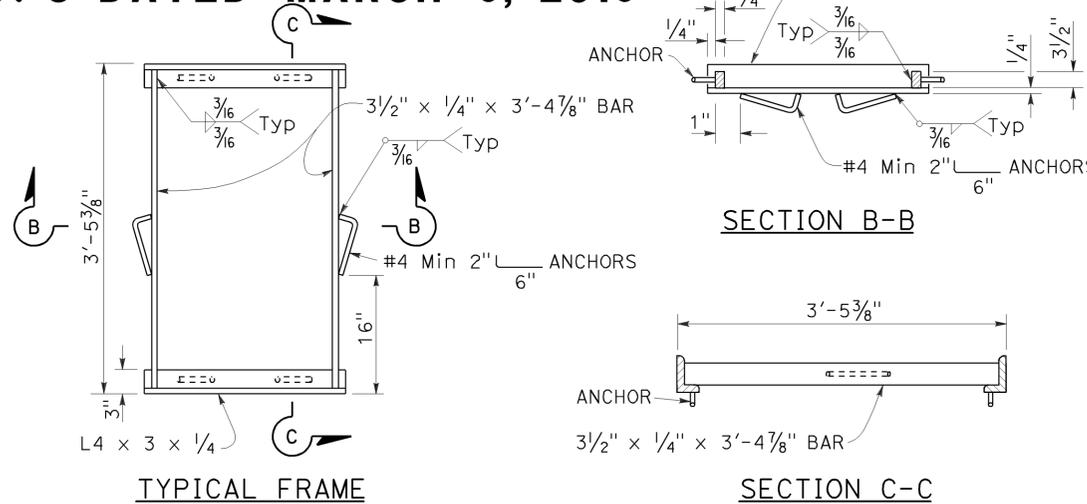
3 ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015



TYPICAL FRAME

CROSS SECTION (Thru frame)

LONGITUDINAL SECTION (Thru frame and grate)

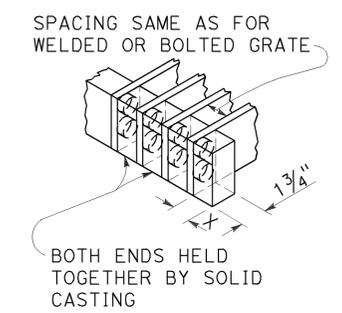


TYPICAL FRAME

SECTION B-B

SECTION C-C

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



ALTERNATIVE CAST DUCTILE IRON OR CAST CARBON STEEL END BLOCK GRATE

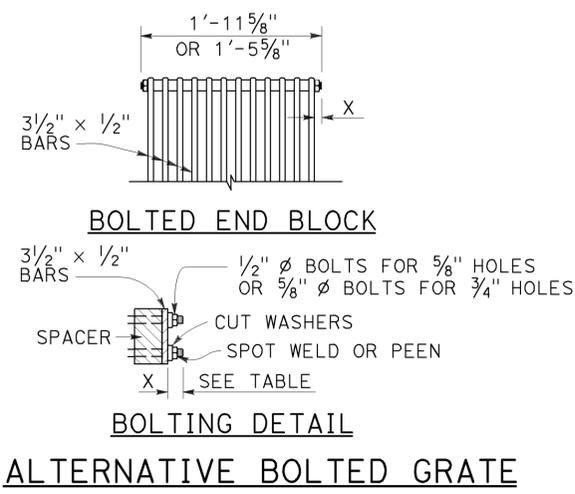
RECTANGULAR FRAME DETAILS
(For all rectangular grates)

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	PLATE	112
OCPI	REDWOOD	42
OMP	PLATE	177
OMPI	PLATE	177

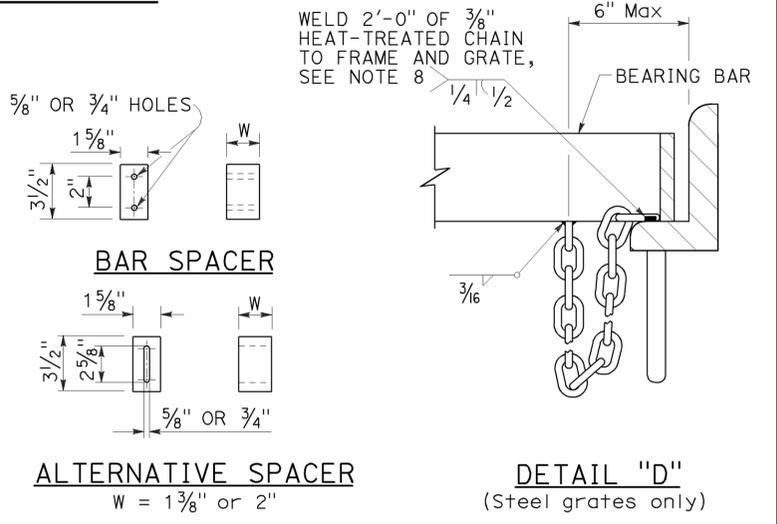
INLET TYPE	GRATE TYPE	NO. OF GRATES	WEIGHT LB
GDO	24-12	2	634
GOL-7	24-12	1	326
GOL-10	24-12	1	326
G0,G1,G2,G3,G4 (TYPE 24)	24-9	1	263
	24-12	1	326
G4 (TYPE 18),G5,G6	18-9	1	249
GT1	18-9	2	498
GT2	18-9	2	498
GT3	24-12	2	652
GT4	24-12	2	652
TRASH RACK			22
GRATE CHAIN			3



BOLTED END BLOCK

BOLTING DETAIL

ALTERNATIVE BOLTED GRATE



BAR SPACER

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

DETAIL "D"
(Steel grates only)

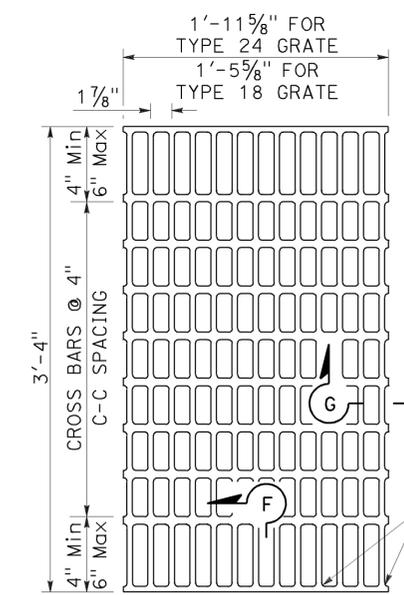
GRATE DETAILS No. 1
NO SCALE

BASIS FOR Misc IRON & STEEL FINAL PAY WEIGHTS FOR DRAINAGE INLETS
(See Note 7)

RSP D77A DATED APRIL 19, 2013 SUPERSEDES RSP D77A DATED JULY 20, 2012 AND STANDARD PLAN D77A DATED MAY 20, 2011 - PAGE 164 OF THE STANDARD PLANS BOOK DATED 2010.

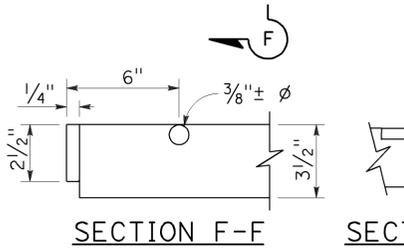
REVISED STANDARD PLAN RSP D77A

2010 REVISED STANDARD PLAN RSP D77A

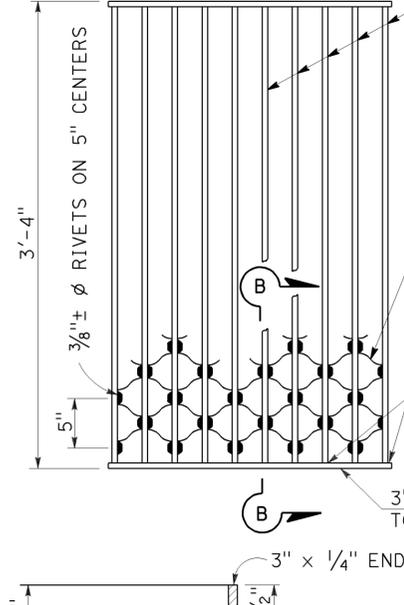
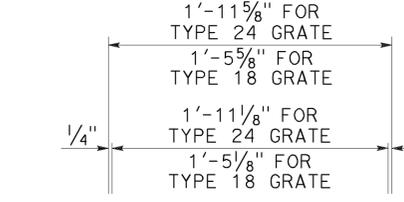


NOTES:
Bearing bars to be 3/2" x 1/4" bars on 1 7/8" centers.
3/8"± ∅ Cross bars may be fillet welded, resistance welded or electroforged to bearing bars.
Weight of Type 24 grate = 141 LBS.
Weight of Type 18 grate = 107 LBS. (Type 24 grate shown).

ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

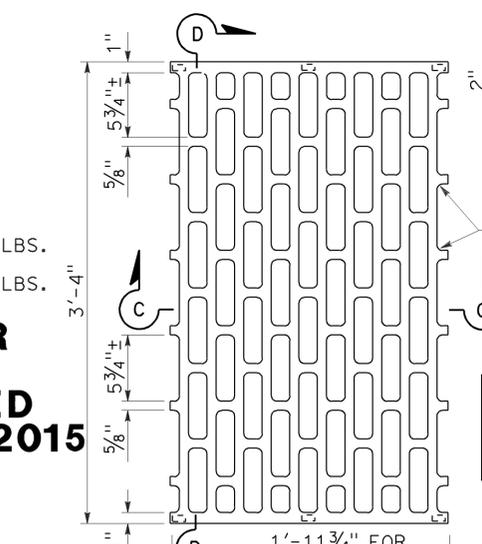


SECTION F-F SECTION G-G
TYPE 18-10 AND 24-13 GRATE
(Welded Steel)

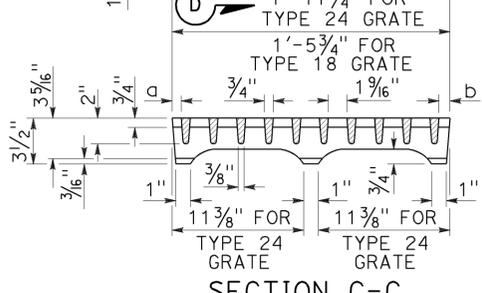


NOTES:
Weight of Type 24 grate = 182 LBS.
Weight of Type 18 grate = 145 LBS.

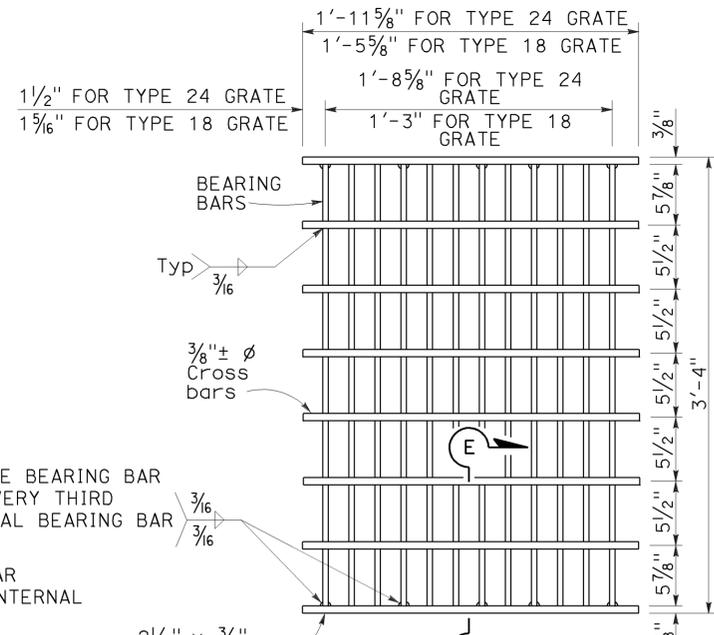
SECTION B-B
TYPE 18-8S AND 24-10S GRATE
(Welded Steel) Reticuline type



TYPE 18 GRATE	TYPE 24 GRATE
a = 3/8"	a = 7/8"
b = 3/8"	b = 3/4"

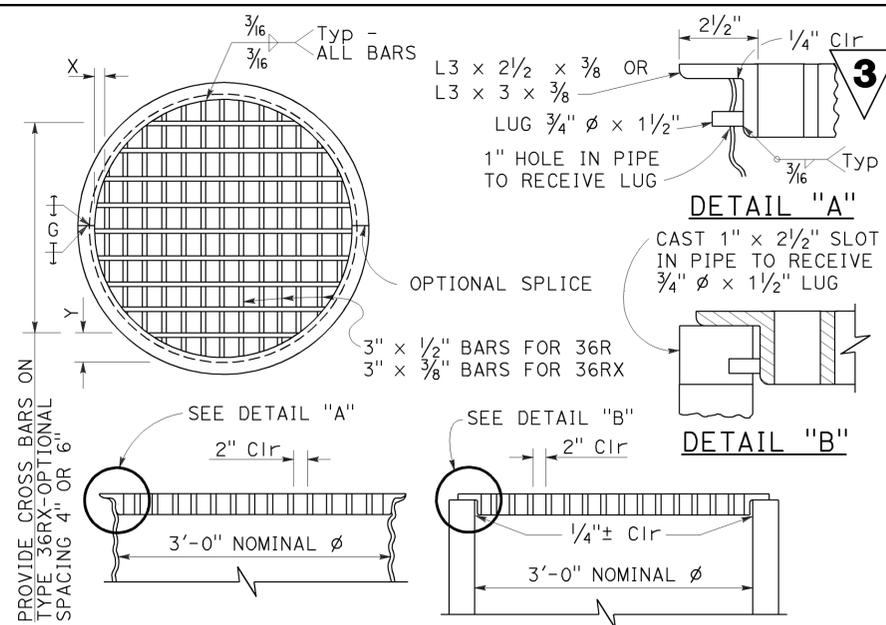


SECTION C-C
TYPE 18-8C AND 24-10C GRATE
(Cast ductile iron)

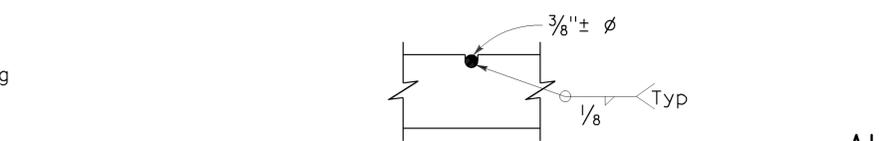


NOTES:
Bearing bars to be 3/2" x 3/8" bars on 1 7/8" centers.
12 Bars for Type 24 grate - 9 bars for Type 18 grates. (Type 24 grate shown).
Weight of Type 24 grate = 192 LBS.
Weight of Type 18 grate = 145 LBS.
3/8"± ∅ Cross bars may be fillet welded, resistance welded or electroforged to bearing bars.

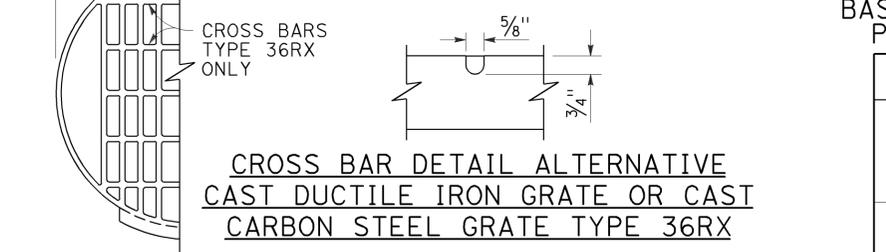
SECTION E-E
TYPE 18-9X AND 24-12X GRATE
(Welded Steel)



TYPE 36R AND 36RX GRATE DETAILS



3/8"± ∅ Cross bars may be fillet welded, resistance welded or electroforged to bearing bars.
CROSS BAR DETAIL TYPE 36RX GRATE (WELDED STEEL)



CROSS BAR DETAIL ALTERNATIVE CAST DUCTILE IRON GRATE OR CAST CARBON STEEL GRATE TYPE 36RX

MODIFIED TYPE 36R AND 36RX GRATE FOR ODI INLET

NOTES:
1. When alternative grates are allowed - Final pay based on alternative with the lesser weight.
2. Use frame shown on Standard Plan D74A, D74B or RSP D77A as appropriate.
3. When Type 24-10S, 24-12X or 24-13 grates are used with GDO Inlets, a 1/4" x 3/2" x 3'-4 7/8" steel bar shall be welded across the center of inlet frame to separate the individual grates.
4. See Revised Standard Plan RSP D77A for connecting chain to welded grate and frame. When chain is required, do not use cast ductile iron grate.

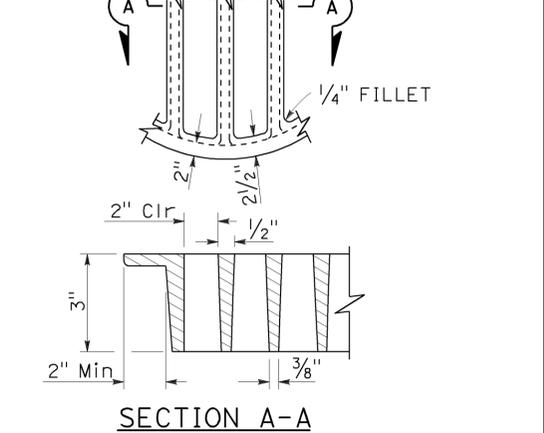
GRATE BAR SPACING TABLE

TYPE	NO. OF BARS	CLEAR BAR SPACING	X	Y		Z
				4" SPACING	6" SPACING	
36R	13	2"	2 1/8"	-	-	-
36RX (STEEL)	15	2"	9/16"	3 3/4"	5 3/4"	-
36RX (CAST)	13	2"	2 1/8"	3 3/4"	5 3/4"	-
36R Mod	12	2"	2 1/8"	-	-	5"
36RX Mod (STEEL)	13	2"	9/16"	3 3/4"	5 3/4"	5 1/16"
36RX Mod (CAST)	12	2"	2 1/8"	3 3/4"	5 3/4"	5"

RSP D77B DATED APRIL 19, 2013 SUPERSEDES RSP D77B DATED JULY 20, 2012 AND STANDARD PLAN D77B DATED MAY 20, 2011 - PAGE 165 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP D77B

TO ACCOMPANY PLANS DATED 12-8-14



SECTION A-A
ALTERNATIVE CAST DUCTILE IRON GRATE OR CAST CARBON STEEL GRATE TYPE 36R AND 36RX

BASIS FOR Misc IRON AND STEEL FINAL PAY WEIGHTS FOR DRAINAGE INLETS

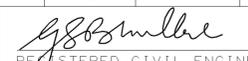
INLET TYPE	GRATE TYPE	No. OF GRATES	WEIGHT LB
GDO (SEE NOTE 4)	24-10C	2	391
	24-10S	2	456
	24-12X	2	473
	24-13	2	374
G0, G0L, G1, G2, G3, G4 (TYPE 24)	24-10C	1	202
	24-10S	1	229
	24-12X	1	239
	24-13	1	188
G4 (TYPE 18) G5, G6	18-8S	1	187
	18-9X	1	187
	18-10	1	149
GT1, GT2	18-8S	2	374
	18-9X	2	374
	18-10	2	298
GT3, GT4	24-10C	2	404
	24-10S	2	458
	24-12X	2	478
ODI	24-13	2	376
	36RX (Mod)	1	196
	36R (Mod)	1	220
GMP, GCP, GCPI	36RX	1	215
TRASH RACK	36R	1	236
GRATE CHAIN			22
			3

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
GRATE DETAILS No. 2
NO SCALE

2010 REVISED STANDARD PLAN RSP D77B

3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	118A	181


 REGISTERED CIVIL ENGINEER
 July 19, 2013
 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.

TO ACCOMPANY PLANS DATED 12-8-14

TABLE 1

TAPER LENGTH CRITERIA AND CHANNELIZING DEVICE SPACING							
SPEED (S)	MINIMUM TAPER LENGTH * FOR WIDTH OF OFFSET 12 FEET (W)				MAXIMUM CHANNELIZING DEVICE SPACING		
	TANGENT 2L	MERGING L	SHIFTING L/2	SHOULDER L/3	X	Y	Z **
					TAPER	TANGENT	CONFLICT
mph	ft	ft	ft	ft	ft	ft	ft
20	160	80	40	27	20	40	10
25	250	125	63	42	25	50	12
30	360	180	90	60	30	60	15
35	490	245	123	82	35	70	17
40	640	320	160	107	40	80	20
45	1080	540	270	180	45	90	22
50	1200	600	300	200	50	100	25
55	1320	660	330	220	55	110	27
60	1440	720	360	240	60	120	30
65	1560	780	390	260	65	130	32
70	1680	840	420	280	70	140	35

* - For other offsets, use the following merging taper length formula for L:
 For speed of 40 mph or less, $L = WS^2/60$
 For speed of 45 mph or more, $L = WS$

Where: L = Taper length in feet
 W = Width of offset in feet
 S = Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

** - Use for taper and tangent sections where there are no pavement markings or where there is a conflict between existing pavement markings and channelizers (CA).

TABLE 2

LONGITUDINAL BUFFER SPACE AND FLAGGER STATION SPACING				
SPEED *	Min D **	DOWNGRADE Min D ***		
		-3%	-6%	-9%
		ft	ft	ft
mph	ft	ft	ft	ft
20	115	116	120	126
25	155	158	165	173
30	200	205	215	227
35	250	257	271	287
40	305	315	333	354
45	360	378	400	427
50	425	446	474	507
55	495	520	553	593
60	570	598	638	686
65	645	682	728	785
70	730	771	825	891

* - Speed is posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph
 ** - Longitudinal buffer space or flagger station spacing
 *** - Use on sustained downgrade steeper than -3 percent and longer than 1 mile.

TABLE 3

ADVANCE WARNING SIGN SPACING			
ROAD TYPE	DISTANCE BETWEEN SIGNS *		
	A	B	C
	ft	ft	ft
URBAN - 25 mph OR LESS	100	100	100
URBAN - MORE THAN 25 mph TO 40 mph	250	250	250
URBAN - MORE THAN 40 mph	350	350	350
RURAL	500	500	500
EXPRESSWAY / FREEWAY	1000	1500	2640

* - The distances are approximate, are intended for guidance purposes only, and should be applied with engineering judgment. These distances should be adjusted by the Engineer for field conditions, if necessary, by increasing or decreasing the recommended distances.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM TABLES
 FOR LANE AND RAMP CLOSURES**

NO SCALE

RSP T9 DATED JULY 19, 2013 SUPERSEDES RSP T9 DATED APRIL 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T9

3

ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

2010 REVISED STANDARD PLAN RSP T9

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	119A	181

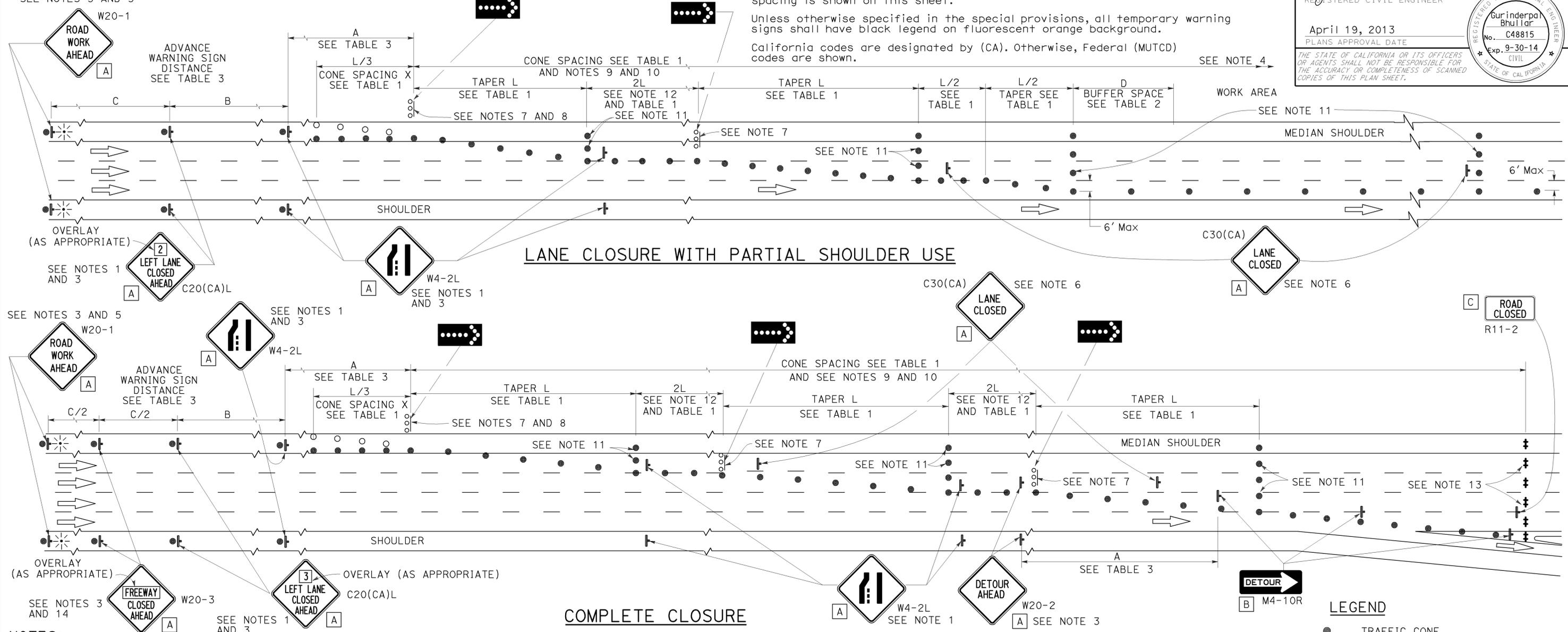
REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

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.

3 ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

NOTES: See Revised Standard Plan RSP T9 for tables.
 Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
 Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
 California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.



- NOTES:**
- Lane closures on the right side using partial median shoulder as a traffic lane shall conform to the details as shown except that C20(CA)R and W4-2R signs shall be used.
 - At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
 - Each advance warning sign on each side of the roadway shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" X 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 - A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious or ends within a larger project's limits.
 - If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT ___ MILES", use a C20(CA) sign for the first advance warning sign.
 - Place a C30(CA) sign every 2000' throughout length of lane closure.

- One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
- A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure With Partial Shoulder Use" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.

- Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
- A minimum of Two Type II or III barricades shall be placed across each closed lane and shoulder at the location shown and every 2000' within the complete closure area. Within the complete closure area, the transverse alignment of the barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
- When specified in the special provisions, a W20-2 "DETOUR AHEAD" sign is to be used in place of the W20-3 "FREEWAY CLOSED AHEAD" sign.

SIGN PANEL SIZE (Min)

A	48" x 48"
B	48" x 18"
C	48" x 30"

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- † TEMPORARY TRAFFIC CONTROL SIGN
- FLASHING ARROW SIGN (FAS)
- FAS SUPPORT OR TRAILER
- ⚡ PORTABLE FLASHING BEACON

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
 FOR LANE CLOSURES ON
 FREEWAYS AND EXPRESSWAYS**

NO SCALE

2010 REVISED STANDARD PLAN RSP T10A

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 48" x 30"
- C 36" x 36"
- D 48" x 36"

LEGEND

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ‡ BARRICADES
- ⚡ PORTABLE FLASHING BEACON

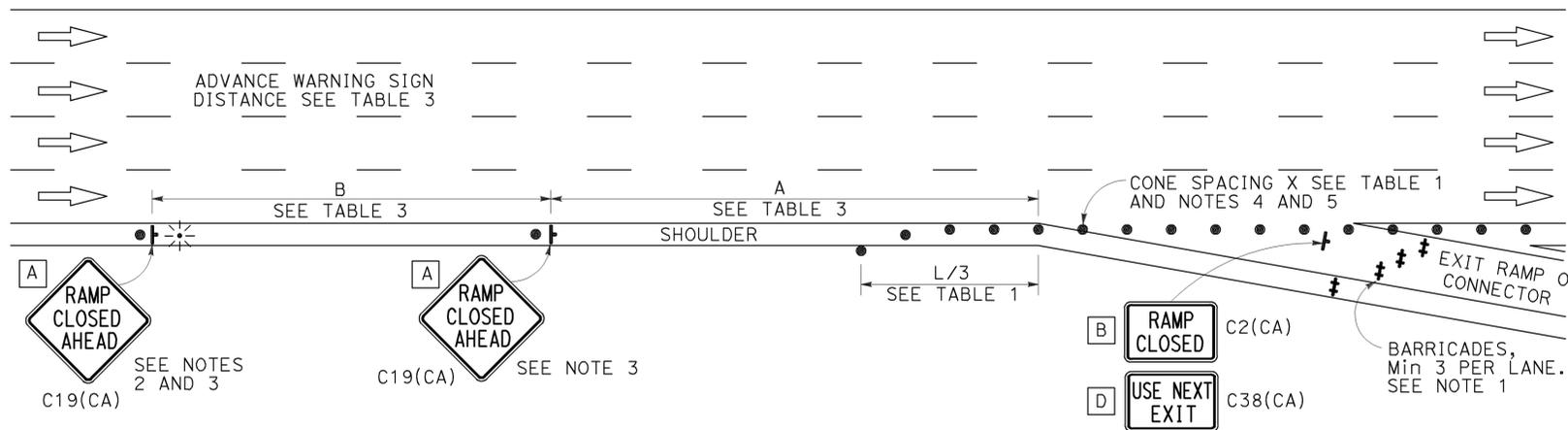
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	120A	181

REGISTERED CIVIL ENGINEER
 April 19, 2013
 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.

TO ACCOMPANY PLANS DATED 12-8-14

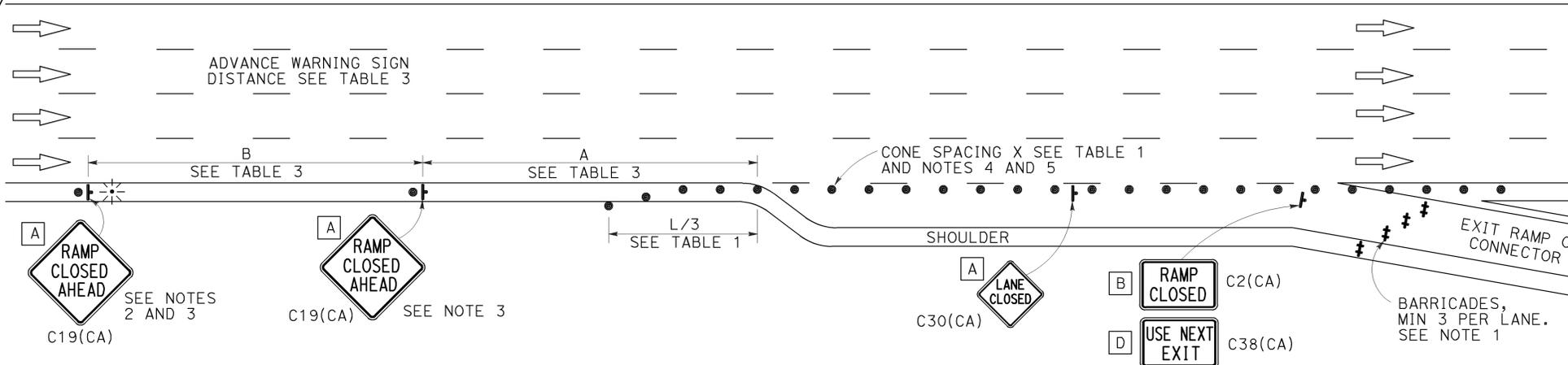
NOTES:

- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed by the Engineer, on all guide signs that refer to the closed ramp. The letter size on the overlay shall be the same as the guide sign.
- Each advance C19(CA) "RAMP CLOSED AHEAD" sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. A flashing beacon shall be placed on top of the first C19(CA) sign during hours of darkness.
- All cones used for ramp closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime ramp closures only.
- At least one person shall be assigned to provide full time maintenance of traffic control devices, unless otherwise directed by the Engineer.
- The existing "EXIT" signs shall be covered during ramp closures.
- A minimum of 3 cones shall be placed transversely across each closed lane and shoulder.

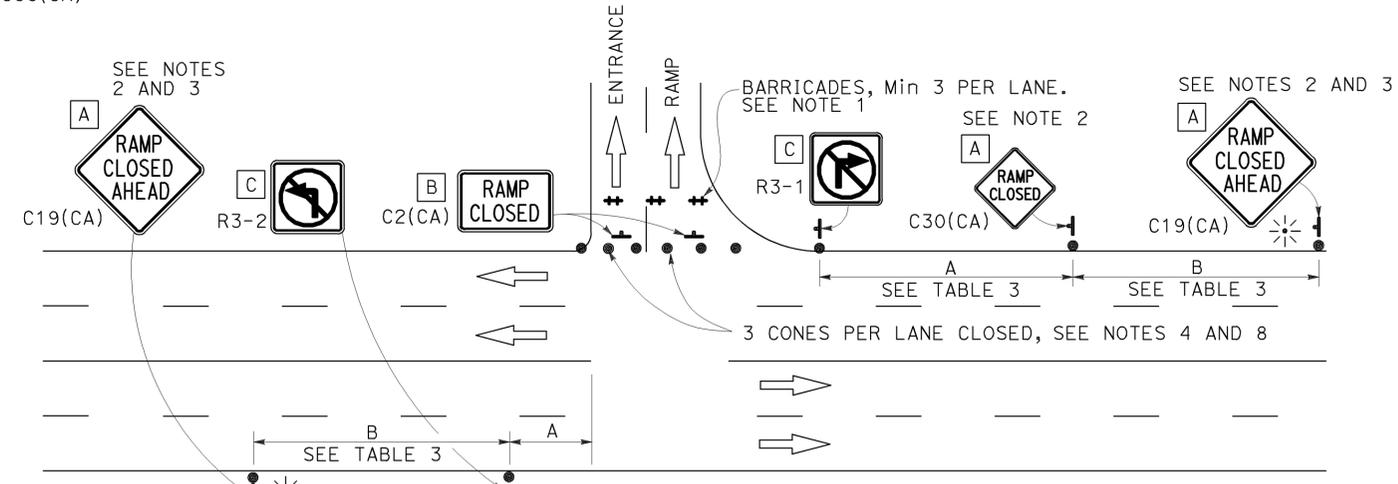
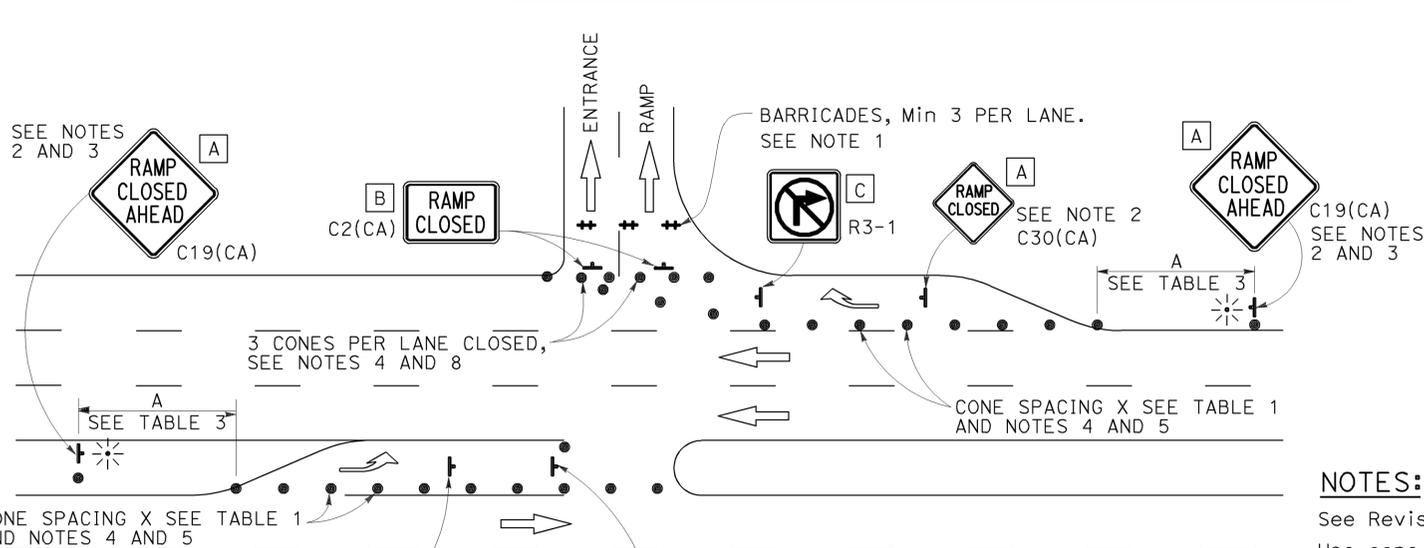


EXIT RAMP OR CONNECTOR

ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

- See Revised Standard Plan RSP T9 for tables.
- Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
- Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
- California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURE**
 NO SCALE

RSP T14 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T14
 DATED MAY 20, 2011 - PAGE 242 OF THE STANDARD PLANS BOOK DATED 2010.
REVISED STANDARD PLAN RSP T14

2010 REVISED STANDARD PLAN RSP T14

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI, SM	101	52.0/52.6, 0.0/0.6	121A	181

REGISTERED CIVIL ENGINEER
 November 15, 2013
 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.
 REGISTERED PROFESSIONAL ENGINEER
 Tillet Satter
 No. C42892
 Exp. 3-31-14
 CIVIL
 STATE OF CALIFORNIA

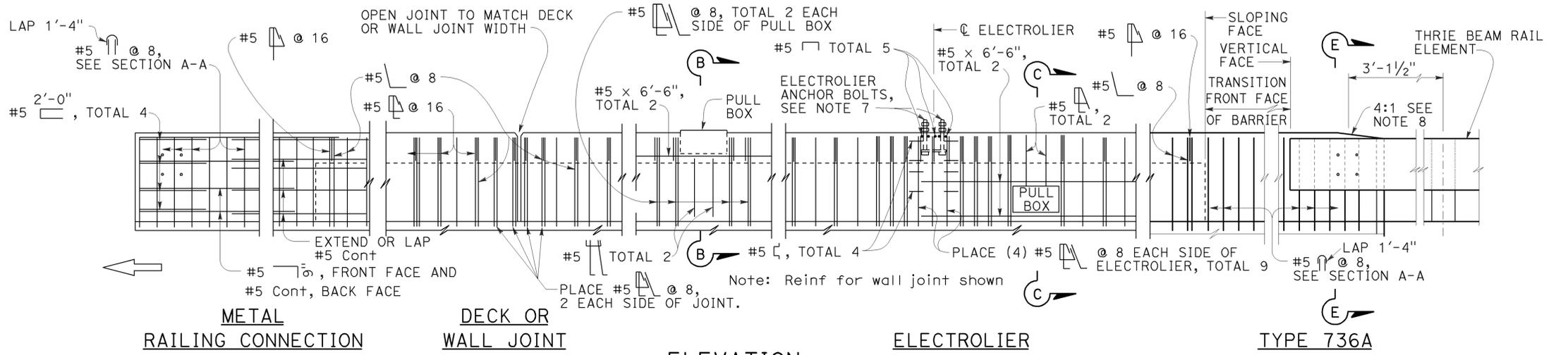
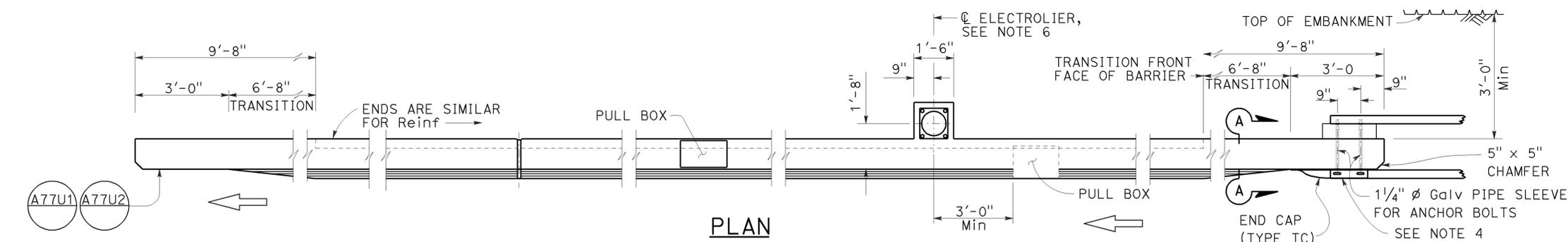


TO ACCOMPANY PLANS DATED 12-8-14

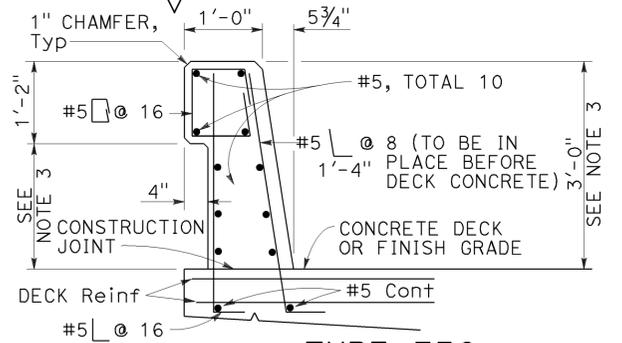
NOTES:

1. Walls are to be backfilled before barrier is placed.
2. Clearance to reinforcing steel in barrier to be 1", except as noted. Longitudinal reinforcement to stop at all expansion joints.
3. Dimensions may vary with roadway cross slope and with certain thickness of surfacing. See Project Plans.
4. For typical metal railing connection details not shown, see Revised Standard Plans RSP A77U1 and RSP A77U2.
5. See Standard Plans ES-9A, ES-9B, ES-9C, ES-9D and ES-9E for electrical details. The maximum number of conduits in the barrier is limited to two 2" conduits along with one 3" conduit. When a 3" conduit is used, it is restricted to the base of the barrier.
6. For electrolier mounting details, See Standard Plans ES-6A and ES-6B.
7. Minimum concrete edge distance, to the reinforcing shown, shall be maintained. Edge distance may be adjusted to accommodate increase in concrete cover for architectural treatment.
8. Taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam rail element.

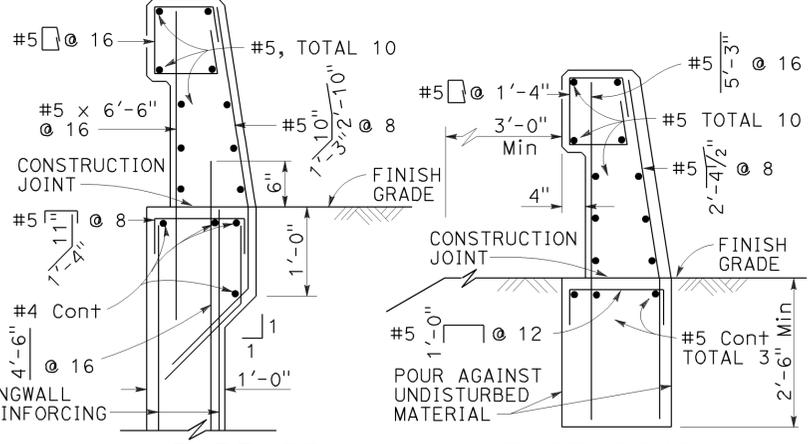
2010 REVISED STANDARD PLAN RSP B11-56



3 ADDED PER ADDENDUM No. 3 DATED MARCH 6, 2015

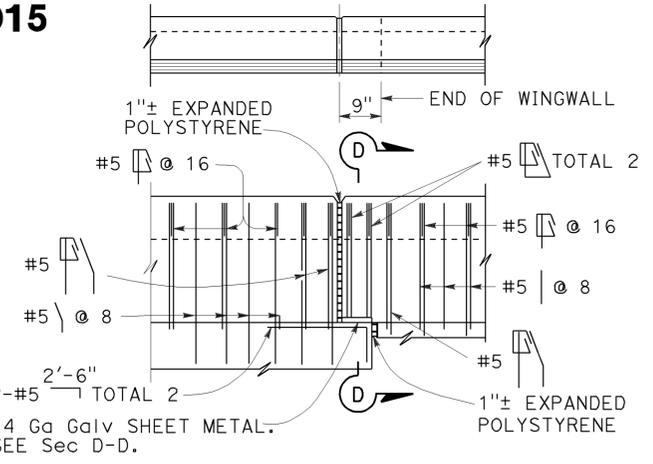


TYPE 736

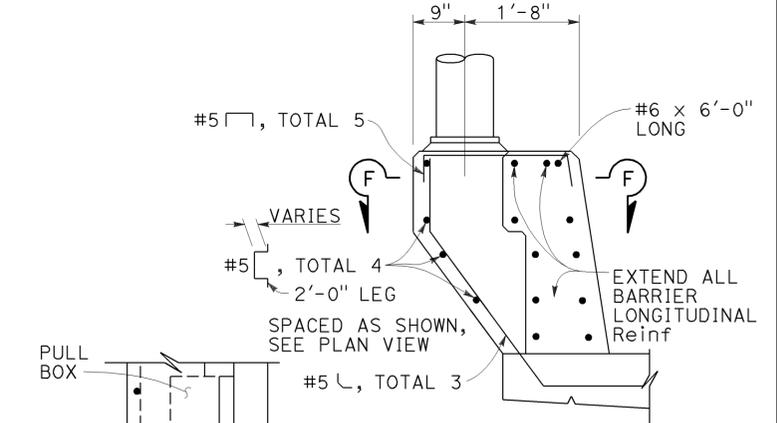


TYPE 736A

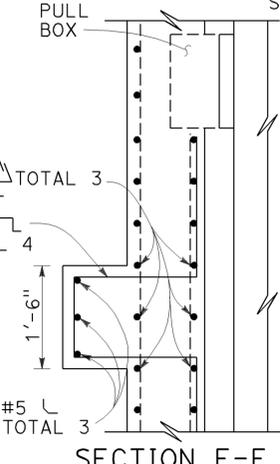
TYPE 736B



TYPE 736A TYPE 736B



PEDESTAL ELEVATION



SECTION F-F

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**CONCRETE BARRIER
 TYPE 736**

NO SCALE

Details shown for barrier anchorage to Type 736A. Anchorage for barrier Types 736 and 736B are similar to their respective details.

RSP B11-56 DATED NOVEMBER 15, 2013 SUPERSEDES RSP B11-56 DATED JULY 19, 2013 AND STANDARD PLAN B11-56 DATED MAY 20, 2011 - PAGE 298 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP B11-56

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	141	181

10-09-14
 REGISTERED CIVIL ENGINEER DATE
 12-8-14
 PLANS APPROVAL DATE
 JOHN E. PETERSON
 No. 60724
 Exp. 12-31-14
 CIVIL
 STATE OF CALIFORNIA
 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.

QUANTITIES:

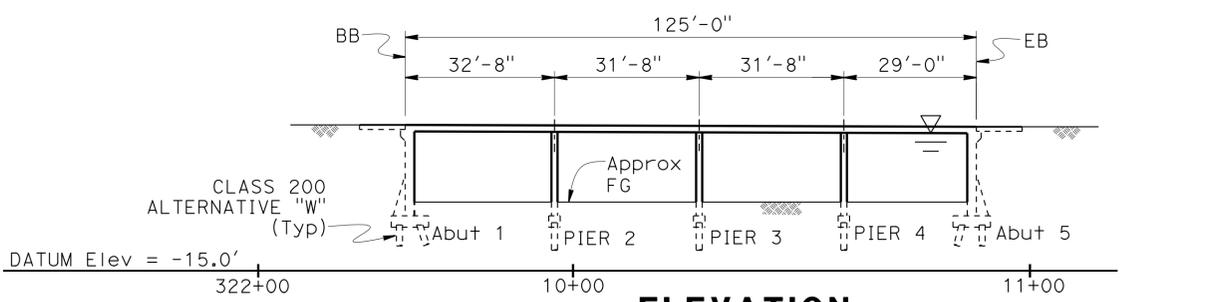
	LUMP	SUM
BRIDGE REMOVAL		
STRUCTURE EXCAVATION (BRIDGE)	6,881	CY
CONTROLLED LOW STRENGTH MATERIAL (BRIDGE)	5,076	CY
STRUCTURE EXCAVATION (TYPE D)	1,542	CY
PERVIOUS BACKFILL MATERIAL	291	CY
FURNISH PILING (CLASS 200)(ALTERNATIVE W)	17,699	LF
DRIVE PILE (CLASS 200) (ALTERNATIVE W)	231	EA
FURNISH PILING (CLASS 200)(ALTERNATIVE Y)	472	LF
DRIVE PILE (CLASS 200)(ALTERNATIVE Y)	14	EA
STRUCTURAL CONCRETE, BRIDGE FOOTING	549	CY
STRUCTURAL CONCRETE, BRIDGE	3,054	CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N MODIFIED)	174	CY
DRILL AND BOND DOWEL	206	LF
JOINT SEAL (MR 1/2")	478	LF
JOINT SEAL (TYPE AL)	250	LF
BAR REINFORCING STEEL (BRIDGE)	389,869	LB
BAR REINFORCING STEEL (EPOXY COATED)(BRIDGE)	391,466	LB
HEADED BAR REINFORCEMENT	1,554	EA
SOUND WALL (MASONRY BLOCK)	2,579	SQFT
BRIDGE DECK DRAINAGE SYSTEM	3,670	LB
TEMPORARY DEBRIS RACK		LUMP
CHAIN LINK RAILING (TYPE 7)	145	LF
TUBULAR HANDRAILING	145	LF
CONCRETE BARRIER (TYPE 26)	145	LF
CONCRETE BARRIER (TYPE 26 MODIFIED)	145	LF
CONCRETE BARRIER (TYPE 60A MODIFIED)	145	LF
CONCRETE BARRIER (TYPE 60C MODIFIED)(BRIDGE)	125	LF
CONCRETE BARRIER (TYPE 736S MODIFIED)	83	LF
CONCRETE BARRIER (TYPE 736 MODIFIED)	20	LF
CALIFORNIA ST-30 BRIDGE RAIL	125	LF

LEGEND:

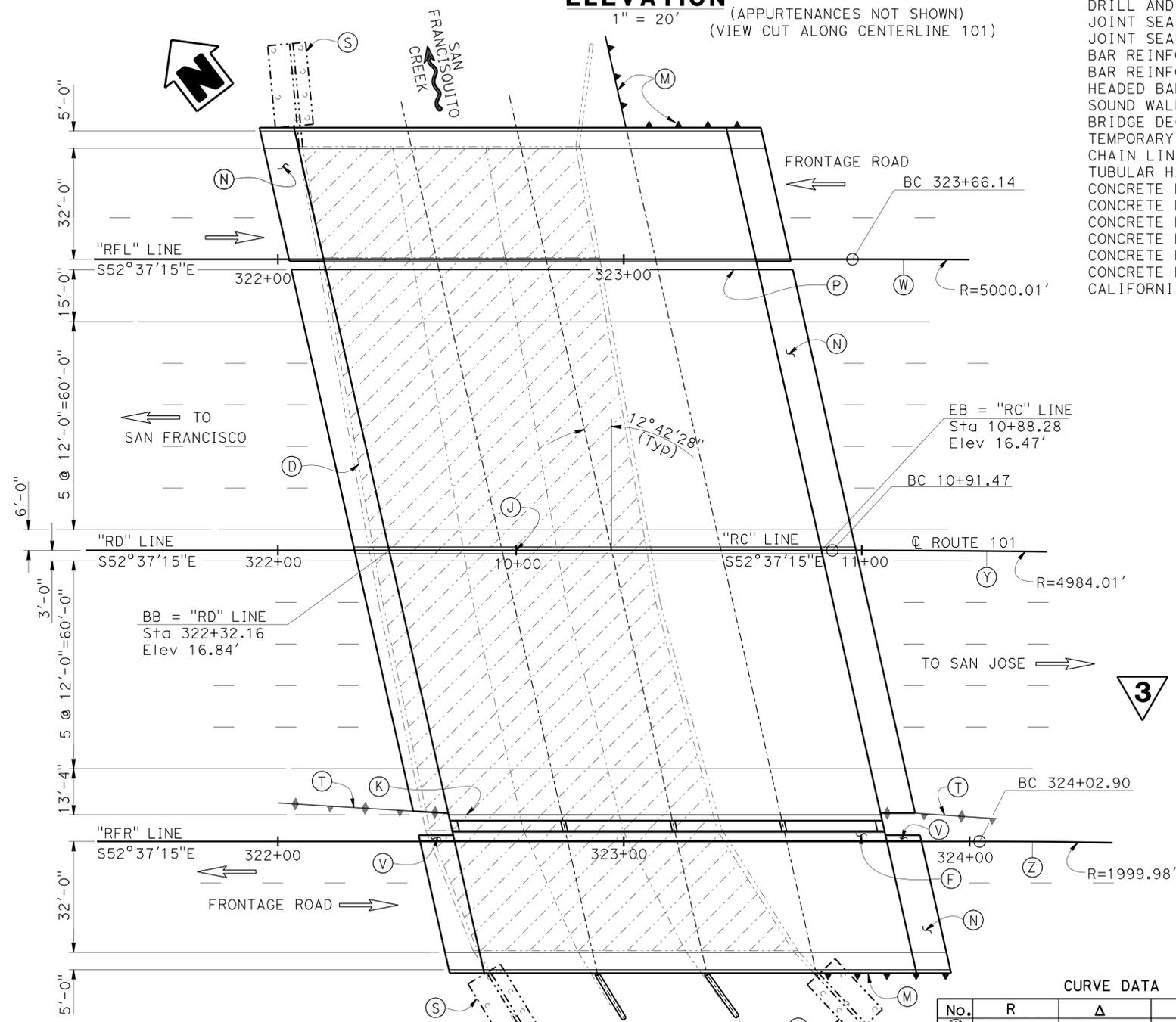
Indicates High water level, see "FOUNDATION PLAN" sheet "HYDROLOGIC SUMMARY"
 Indicates Existing Structure

NOTES:

- See "DECK CONTOURS" sheet for "PROFILE GRADE" information
- "x" Varies By 0' @ "RC" Sta 10+91.47 to -0.12' @ "RC" Sta 11+26.65



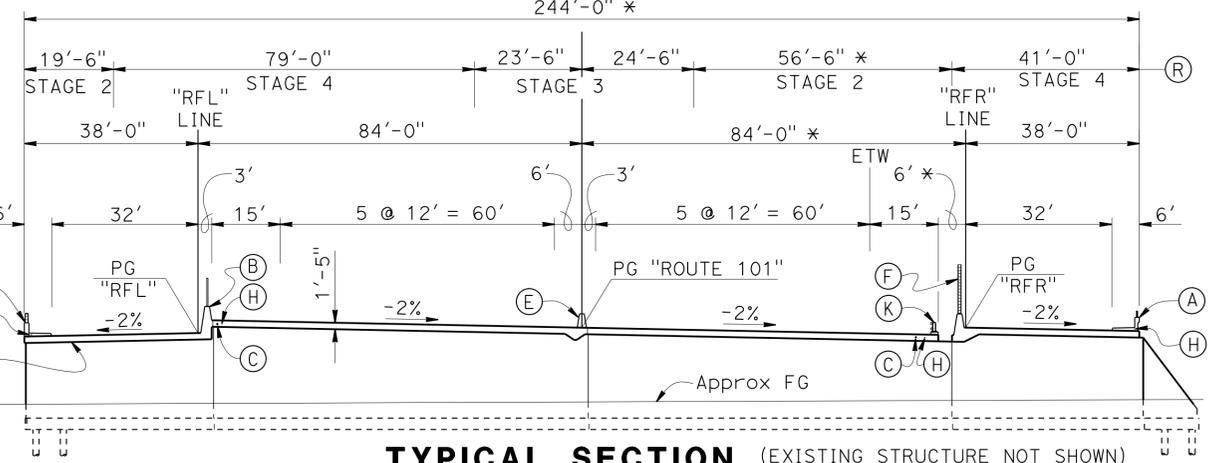
ELEVATION
 1" = 20'
 (APPURTENANCES NOT SHOWN)
 (VIEW CUT ALONG CENTERLINE 101)



PLAN
 1" = 20'

CURVE DATA

No.	R	Δ	T	L
(W)	5000.01	7°10'05"	313.17	625.53
(Y)	4984.01	13°41'45"	598.53	1191.36
(Z)	1999.98	10°30'32"	183.93	366.83



TYPICAL SECTION (EXISTING STRUCTURE NOT SHOWN)
 1" = 20'

REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

NOTES:

- (A) Concrete Barrier Type 26 with Tubular Hand Railing
- (B) Concrete Barrier (Type 60C Modified)(Bridge) with Chain Link Railing Type 7
- (C) 4" x Conduit with four-1" x innerducts, see "ROAD PLANS"
- (D) Remove existing Bridge 35-0013 Not shown in "ELEVATION" or "TYPICAL SECTION" views see "STAGING DETAILS" sheets
- (E) Concrete Barrier Type 60A Modified
- (F) Soundwall Masonry Block on Concrete Barrier Type 60C Modified (Bridge)
- (H) One-2" x electrical conduit, see "ROAD PLANS"
- (J) "RD" Line Sta 322+68.88 = "RC" Line Sta 10+00.00
- (K) California ST-30 Bridge Rail
- (M) Retaining walls, see "RETAINING WALL A, B & C" Plans
- (N) Structure approach Type N Modified
- (P) Paint "SAN FRANCISQUITO CREEK" and "BRIDGE 35-0348" on Barrier
- (R) See "STAGING DETAILS" sheets for complete Staging Plans
- (S) Portions of Existing Retaining walls to remain, see "STAGING DETAILS" sheets
- (T) Soundwall Masonry Block on Concrete Barrier Type 736S Modified
- (V) Soundwall Masonry Block on Concrete Barrier Type 736 Modified
- (W) Concrete Barrier Type 26 Modified

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

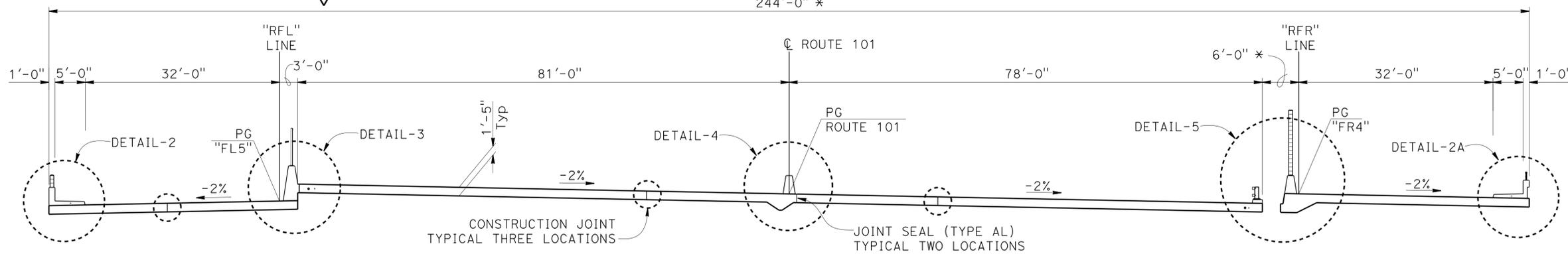
 10-08-2014 Mohamed Kaddoura DESIGN ENGINEER	DESIGN BY John E. Peterson	CHECKED Ghiath Taleb-Agha	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE NO. 35-0348	SAN FRANCISQUITO CREEK BRIDGE (REPLACE) GENERAL PLAN
	DETAILS BY Min Yu	CHECKED Ghiath Taleb-Agha	LAYOUT BY John E. Peterson	CHECKED Gersy Modesto		DESIGN BRANCH 16	
	QUANTITIES BY Hardeep Singh	CHECKED Sam Kotawalala	SPECIFICATIONS BY T. Chen	PLANS AND SPECS COMPARED John E. Peterson		POST MILE 0.01	

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS
 UNIT: 3617
 PROJECT NUMBER & PHASE: 04000006781
 CONTRACT NO.: 04-235624
 DISREGARD PRINTS BEARING EARLIER REVISION DATES
 REVISION DATES: 10-28-12, 10-09-14, 11-05-14
 SHEET 1 OF 33

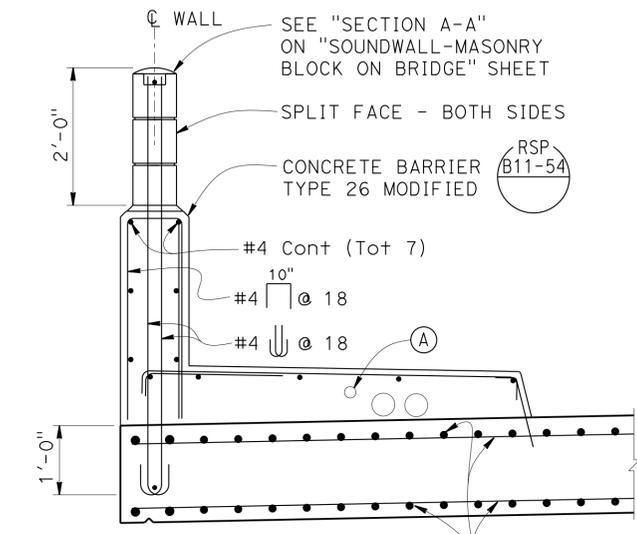
3 REPLACED PER ADDENDUM No. 3 DATED MARCH 6, 2015

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI,SM	101	52.0/52.6, 0.0/0.6	159	181

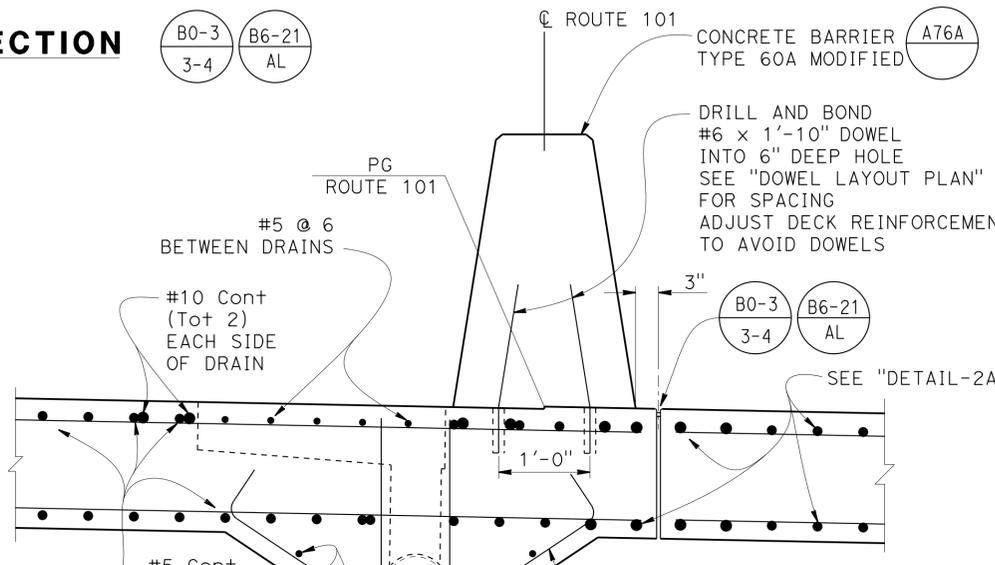
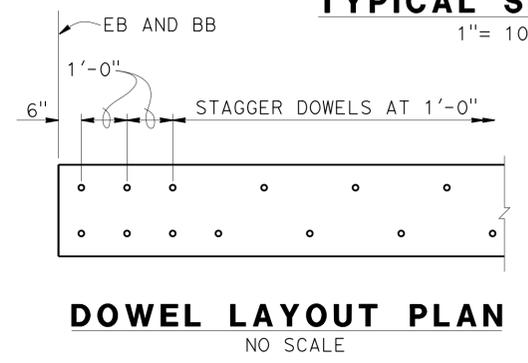
10-09-14 DATE
 REGISTERED CIVIL ENGINEER
 JOHN E. PETERSON
 No. 60724
 Exp. 12-31-14
 CIVIL
 STATE OF CALIFORNIA



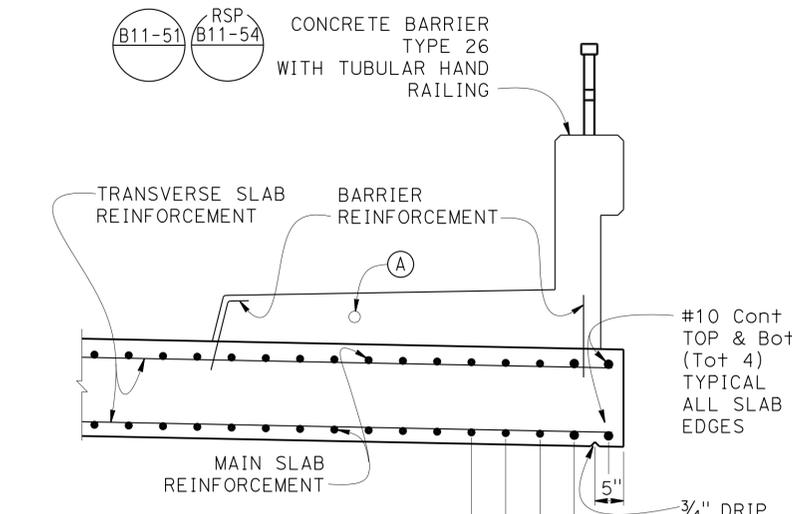
TYPICAL SECTION



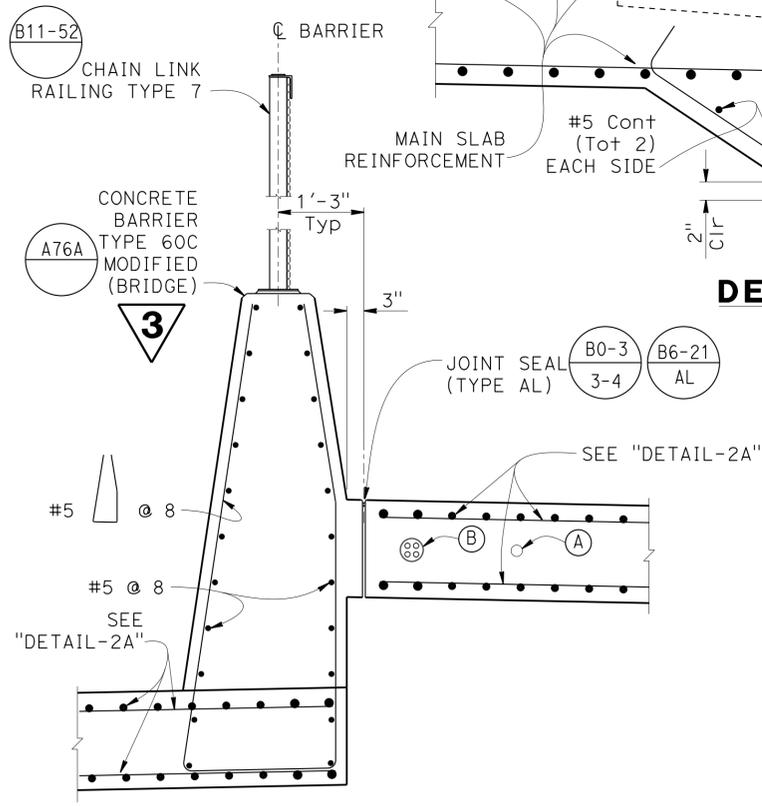
DETAIL - 2



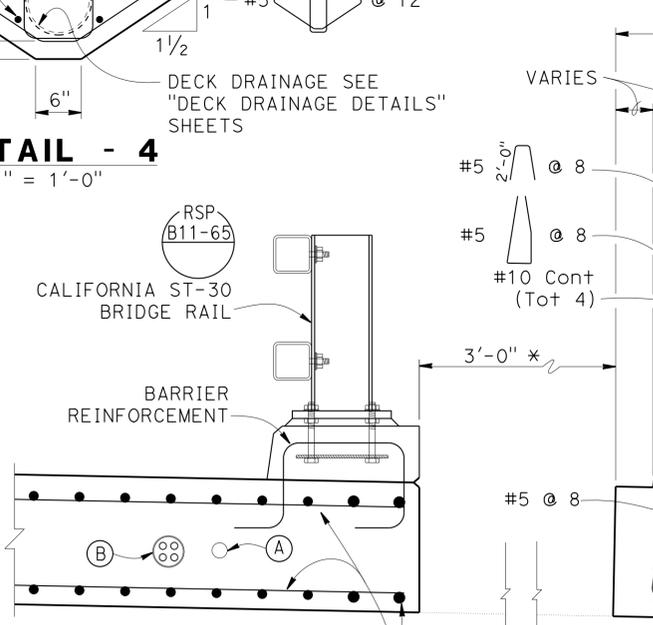
DETAIL - 4



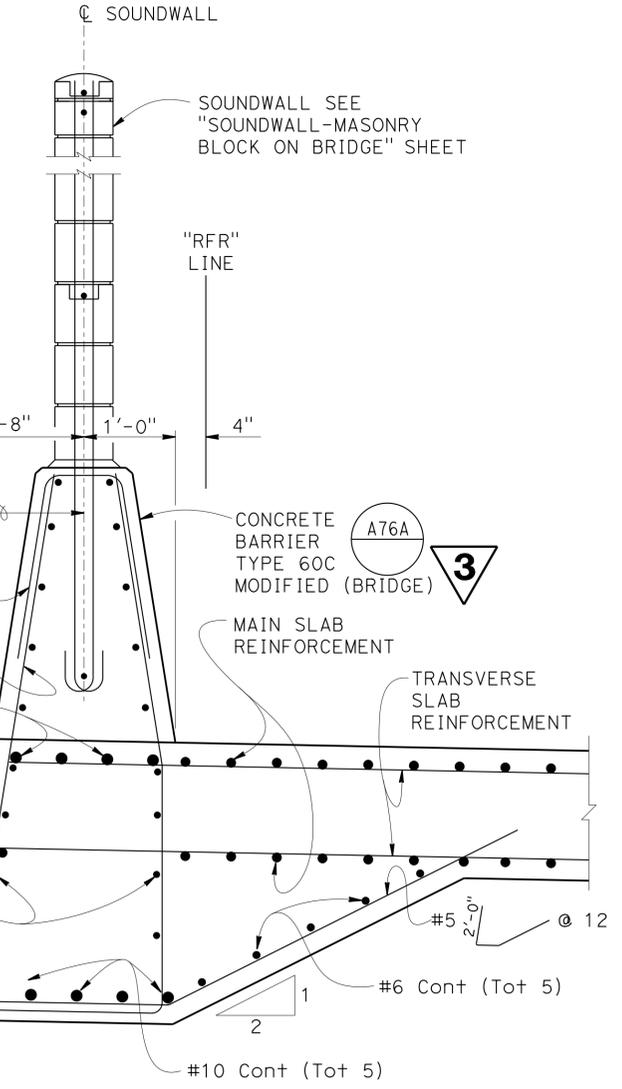
DETAIL - 2A



DETAIL - 3



DETAIL - 5



- NOTES:
- (A) 2"Ø Electrical conduit see "ROAD PLANS"
 - (B) 4"Ø Conduit with 4-1"Ø innerducts see "ROAD PLANS"
 - "*" Varies By 0' @ "RC" Sta 10+91.47 to -0.12' @ "RC" Sta 11+26.65

DESIGN	BY John E. Peterson	CHECKED Ghiath Taleb-Agha	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 16	BRIDGE NO.	35-0348	SAN FRANCISQUITO CREEK BRIDGE (REPLACE) TYPICAL SECTION
DETAILS	BY Min Yu	CHECKED Ghiath Taleb-Agha			POST MILE	0.01	
QUANTITIES	BY Hardeep Singh	CHECKED Sam Kotalawala			CONTRACT NO.:	04-235624	

UNIT: 3617 PROJECT NUMBER & PHASE: 04000006781 CONTRACT NO.: 04-235624
 DISREGARD PRINTS BEARING EARLIER REVISION DATES
 REVISION DATES: 10-26-12, 09-26-14, 10-09-14
 SHEET 19 OF 33