

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	6.8/11.6	101	140

Stanley L. Johnson 2/9/11  
 REGISTERED ELECTRICAL ENGINEER DATE  
 5-16-11  
 PLANS APPROVAL DATE

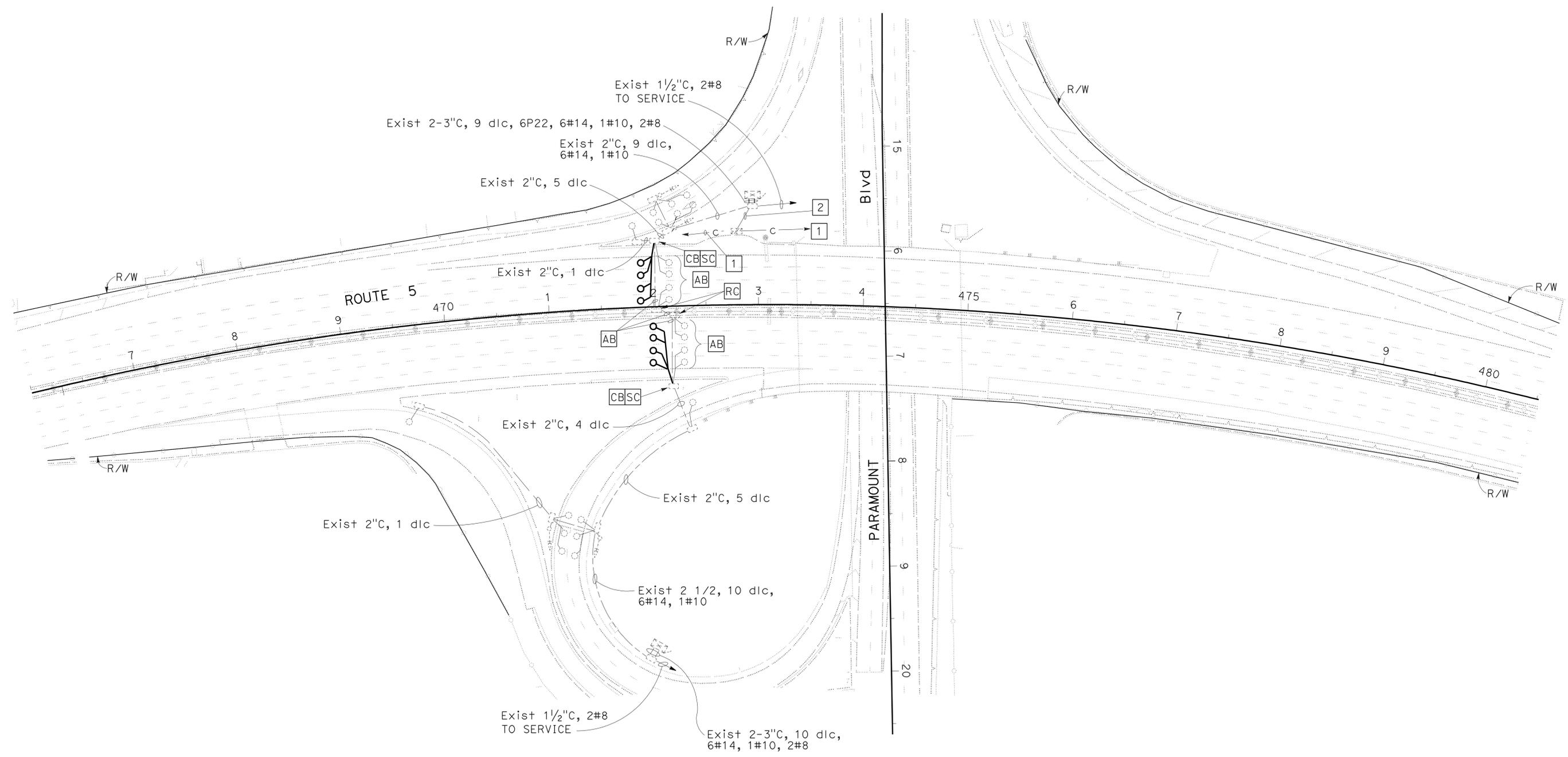
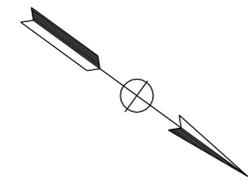
REGISTERED PROFESSIONAL ENGINEER  
 STANLEY L. JOHNSON  
 No. E. 16761  
 Exp. 09/30/12  
 ELECTRICAL  
 STATE OF CALIFORNIA

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

**PROJECT NOTES: (THIS SHEET)**

- 1 Exist 4"C, 12 SINGLEMODE FIBER, 6 MULTIMODE FIBER AND 50P22 COPPER TRUNK CABLE.
- 2 Exist 2"C, 6P22.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGNED BY	REVISOR	DATE
<b>Caltrans</b> TRAFFIC DESIGN	STANLEY L. JOHNSON	HASSAN MANNA	
	HASSAN MANNA		
FUNCTIONAL SUPERVISOR	CHECKED BY		
HASSAN MANNA			

**MODIFY RAMP  
METERING SYSTEM**

SCALE: 1" = 50'

**E-6**

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.



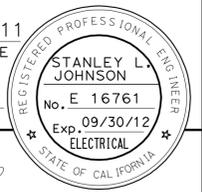








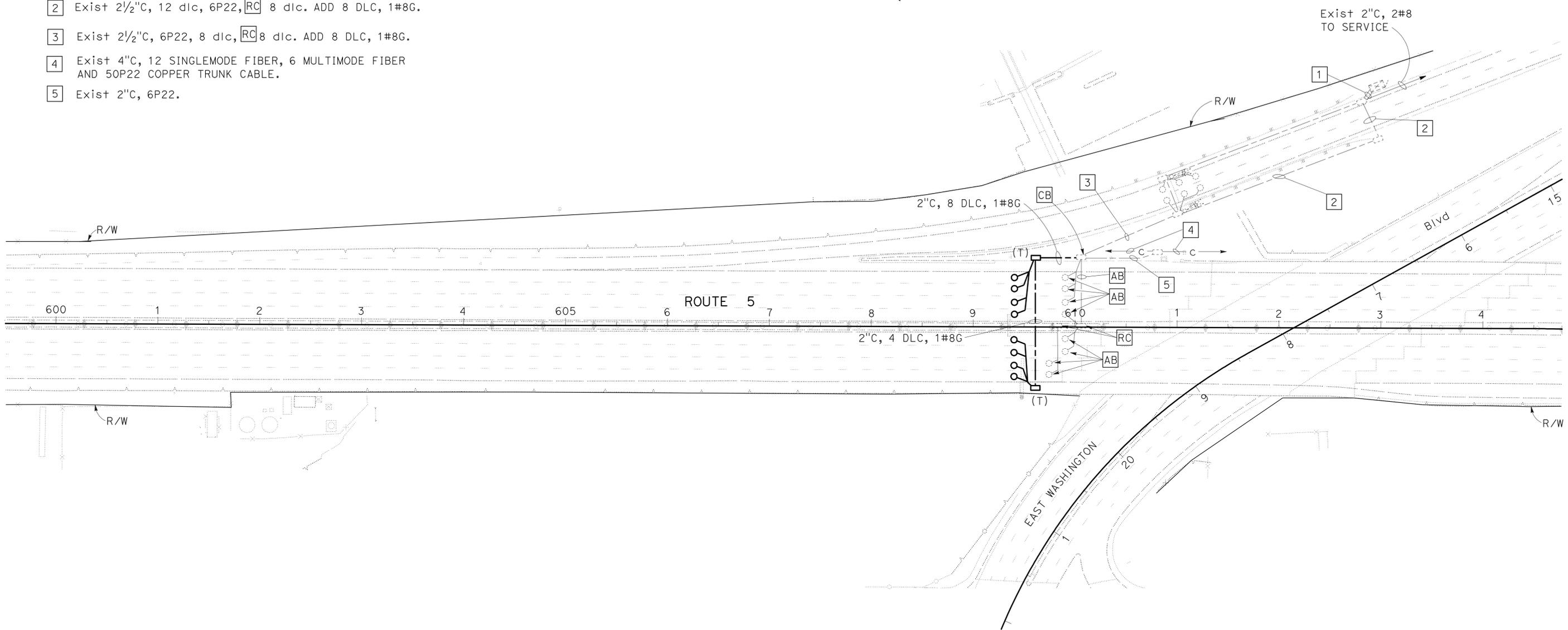
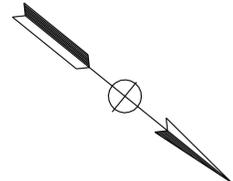
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	6.8/11.6	107	140
		Stanley L. Johnson 2/9/11			
		REGISTERED ELECTRICAL ENGINEER DATE			
		5-16-11			
		PLANS APPROVAL DATE			
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FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

PROJECT NOTES: (THIS SHEET)

- 1 Exist CONDUIT, 14 dlc, 6P22, 6#14, 1#10, 2#8, RC 8 dlc. ADD 8 DLC, 1#8G.
- 2 Exist 2 1/2"C, 12 dlc, 6P22, RC 8 dlc. ADD 8 DLC, 1#8G.
- 3 Exist 2 1/2"C, 6P22, 8 dlc, RC 8 dlc. ADD 8 DLC, 1#8G.
- 4 Exist 4"C, 12 SINGLEMODE FIBER, 6 MULTIMODE FIBER AND 50P22 COPPER TRUNK CABLE.
- 5 Exist 2"C, 6P22.



STANLEY L. JOHNSON  
 HASSAN MANNA  
 HASSAN MANNA  
 HASSAN MANNA  
 DEPARTMENT OF TRANSPORTATION  
**Caltrans** TRAFFIC DESIGN

**MODIFY RAMP METERING SYSTEM**  
SCALE: 1" = 50'

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

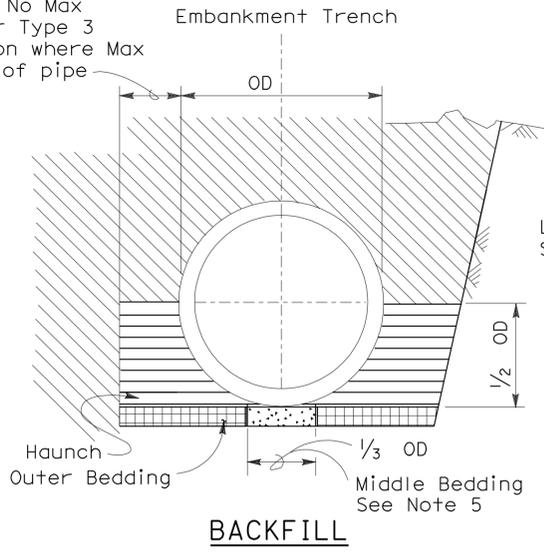
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	108	140

*Dallas Forester*  
 REGISTERED CIVIL ENGINEER  
 November 17, 2006  
 PLANS APPROVAL DATE  
 Dallas Forester  
 No. C37765  
 Exp. 12-31-06  
 CIVIL  
 STATE OF CALIFORNIA

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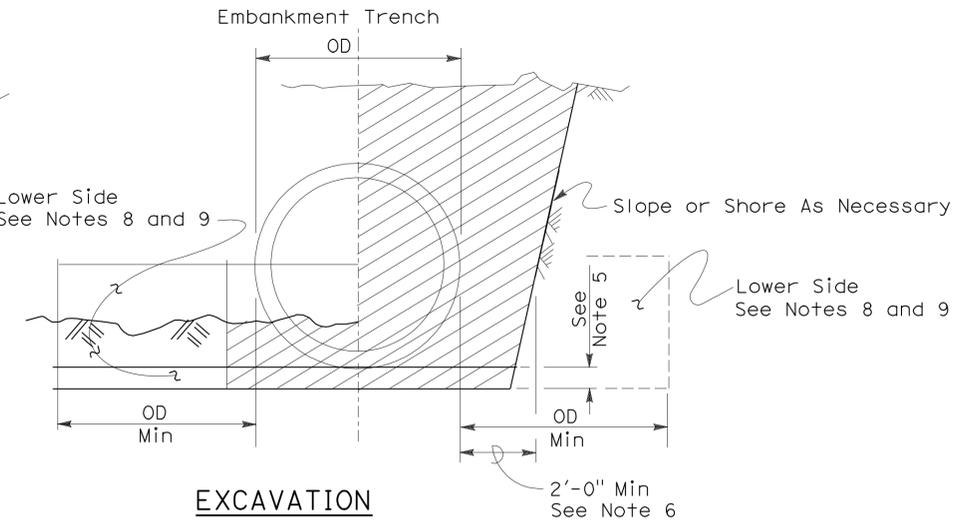
To accompany plans dated 5-16-11

2'-0" Min; No Max except for Type 3 Installation where Max Equals OD of pipe



**BACKFILL**

- Roadway Embankment
- Structure Backfill (Culvert) See Note 6
- Structure Backfill (Culvert) See Note 6
- Loose Backfill



**EXCAVATION**

- Excavation Structure (Culvert)

**TYPE 1 INSTALLATION:**

The haunch and outer bedding shall be compacted to a minimum 90 percent relative compaction. In addition, the minimum sand equivalent in these areas shall be 30 and the maximum percentage passing the 75 μm sieve size shall be 12.

**TYPE 2 INSTALLATION:**

The haunch and outer bedding shall be compacted to a minimum 90 percent relative compaction. In addition, the minimum sand equivalent in these areas shall be 25.

**TYPE 3 INSTALLATION:**

The haunch and outer bedding shall be compacted to a minimum 85 percent relative compaction. 90 percent relative compaction will be required where the fill over the pipe is less than 4'-0" or 1/2 OD.

**NOTES:**

- Unless otherwise shown on the plans or specified in the special provision, the Contractor shall have the option of selecting the class of RCP and the type of installation to be used, provided the height of cover does not exceed the value shown for the RCP selected.  
 Example: 24" RCP culvert with maximum cover of 19'-0" the options are:
  - Class III or stronger with Installation Type 1.
  - Class III Special or stronger with Installation Type 2.
  - Class IV Special or stronger with Installation Type 3.
 Cover is defined as the maximum vertical distance from top of the pipe to finished grade within the length of any given culvert.
- The class of RCP and Installation Type selected shall be the same throughout the length of any given culvert.
- The "length of any culvert" is defined as the culvert between:
  - Successive drainage structure (inlets, junction boxes, headwalls, etc.).
  - A drainage structure and the inlet or outlet end of the culvert.
  - The inlet and outlet end of the culvert when there are no intervening drainage structures.
- Oval and arch shaped RCP shall not be used.
- 1/25 OD Min, not less than 3".
- Slurry cement backfill may be substituted for backfill in the outer bedding and haunch areas. If slurry is used the outer and middle beddings shall be omitted. Prior to installation the soil under the middle 1/3 of the outside diameter of the pipe shall be softened by scarifying or other means to a minimum depth of 1/25 OD, but not less than 3". Where slurry cement backfill is used clear distance to trench wall may be reduced as set forth in Section 19-3.062 of the Standard Specifications.
- Backfill shall be placed full width of excavation except where dimensions are shown for backfill width or thickness. Dimensions shown are minimums.
- Lower side shall be suitable material as determined by the Engineer. Otherwise it shall be considered unsuitable as set forth in Section 19-2.02 of the Standard Specifications. See Note 9.
- Where the pipe is placed in a trench, if the trench walls are sloped at 5 vertical to 1 horizontal or steeper for at least 90 percent of the trench height or up to not less than 12" from the grading plane, the firmness of the soil in the lower side need not be considered.
- Non-reinforced precast concrete pipe sizes 3'-0" or smaller may be placed under installation Types 1, 2 or 3.

**INSTALLATION TYPE 1**

MINIMUM CLASS AND D-LOAD	COVER	
	108" Dia AND SMALLER	OVER 108" Dia
Class II 1000D	14.9'	12.9'
Class III 1350D	15.0' - 20.9'	13.0' - 18.9'
Class III Special 1700D	21.0' - 26.9'	19.0' - 24.9'
Class IV 2000D	27.0' - 31.9'	25.0' - 29.9'
Class IV Special 2500D	32.0' - 40.9'	30.0' - 38.9'
Class V 3000D	41.0' - 49.9'	39.0' - 46.9'
Class V Special 3600D	50.0' - 59.0'	47.0' - 58.0'

**INSTALLATION TYPE 2**

MINIMUM CLASS AND D-LOAD	COVER
Class II 1000D	9.9'
Class III 1350D	10.0' - 14.9'
Class III Special 1700D	15.0' - 19.9'
Class IV 2000D	20.0' - 24.9'
Class IV Special 2500D	25.0' - 31.9'
Class V 3000D	32.0' - 38.9'
Class V Special 3600D	39.0' - 47.0'

**INSTALLATION TYPE 3**

MINIMUM CLASS AND D-LOAD	COVER	
	48" Dia AND SMALLER	OVER 48" Dia
Class II 1000D	7.9'	5.9'
Class III 1350D	8.0' - 10.9'	6.0' - 8.9'
Class III Special 1700D	11.0' - 14.9'	9.0' - 12.9'
Class IV 2000D	15.0' - 17.9'	13.0' - 15.9'
Class IV Special 2500D	18.0' - 21.9'	16.0' - 19.9'
Class V 3000D	22.0' - 26.9'	20.0' - 24.9'
Class V Special 3600D	30.0' - 33.0'	25.0' - 31.0'

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**EXCAVATION AND BACKFILL  
CONCRETE PIPE CULVERTS**

NO SCALE

RSP A62DA DATED NOVEMBER 17, 2006 SUPERSEDES STANDARD PLAN A62DA DATED MAY 1, 2006 - PAGE 20 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP A62DA**

2006 REVISED STANDARD PLAN RSP A62DA

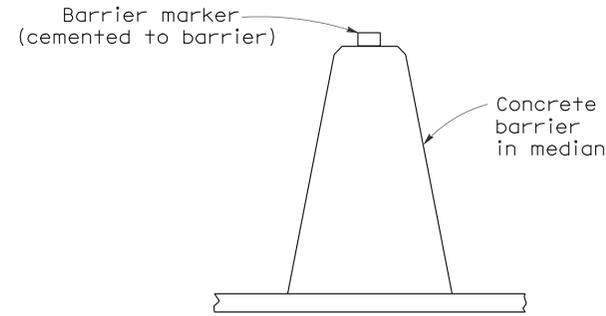
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	109	140

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

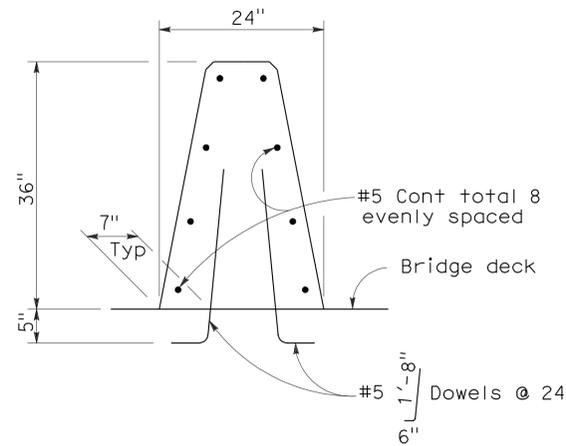
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To accompany plans dated 5-16-11



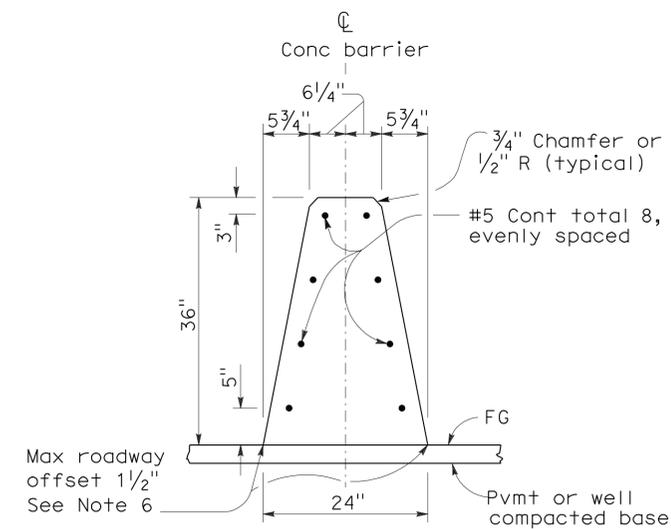
**CONCRETE BARRIER TYPE 60 DELINEATION**

See Notes 7 and 8



**CONCRETE BARRIER TYPE 60A**

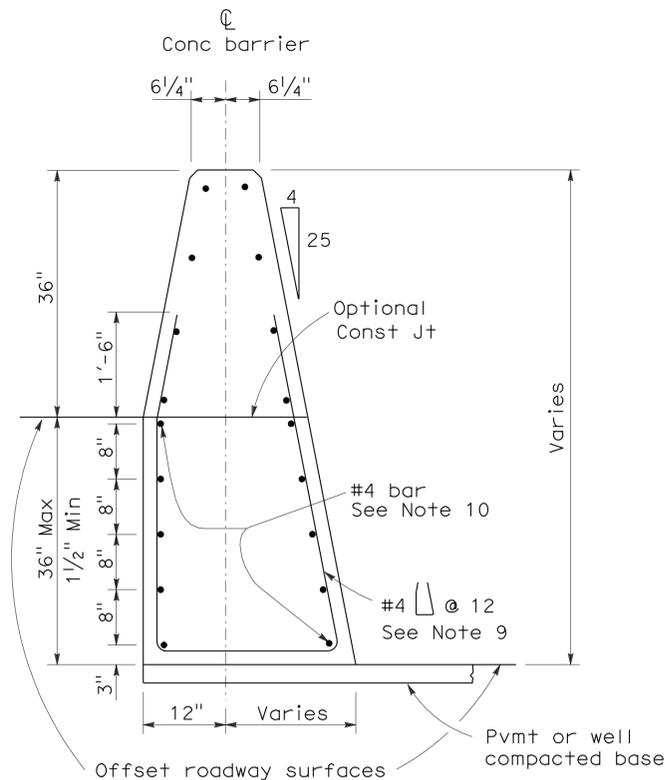
Details similar to Type 60 except as noted.



**CONCRETE BARRIER TYPE 60**

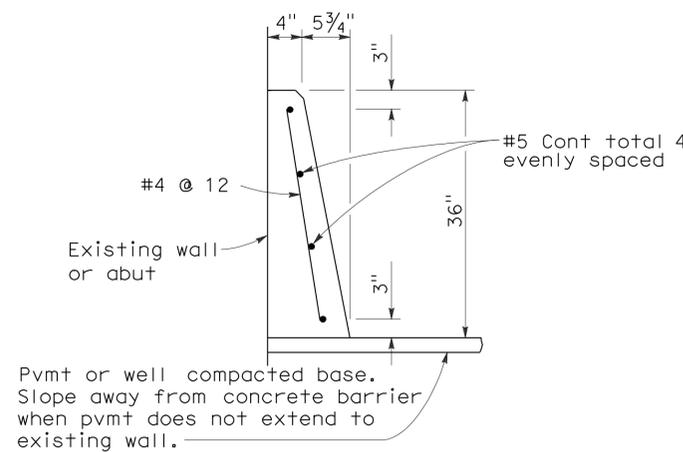
**NOTES:**

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



**CONCRETE BARRIER TYPE 60C**

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



**CONCRETE BARRIER TYPE 60D**

**CONCRETE BARRIER TYPE 60**

NO SCALE

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

**REVISED STANDARD PLAN RSP A76A**

2006 REVISED STANDARD PLAN RSP A76A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	110	140

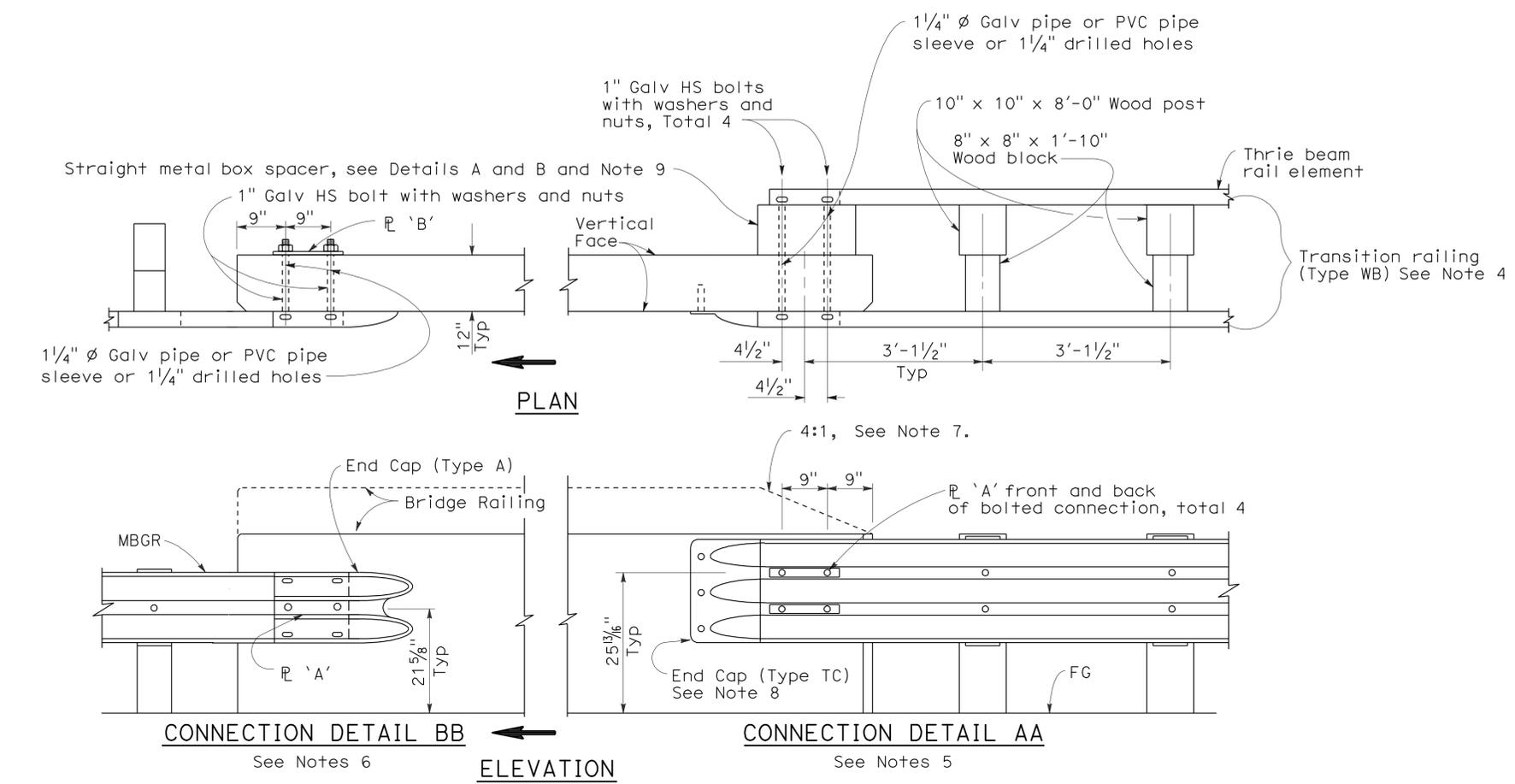
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

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

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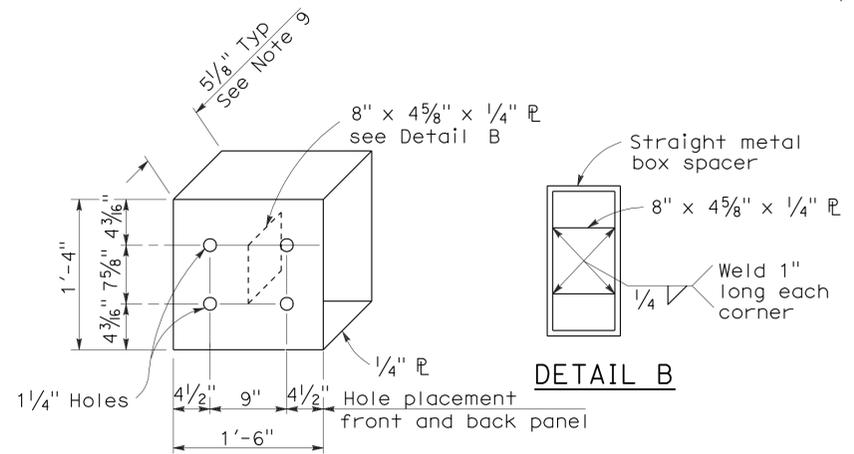
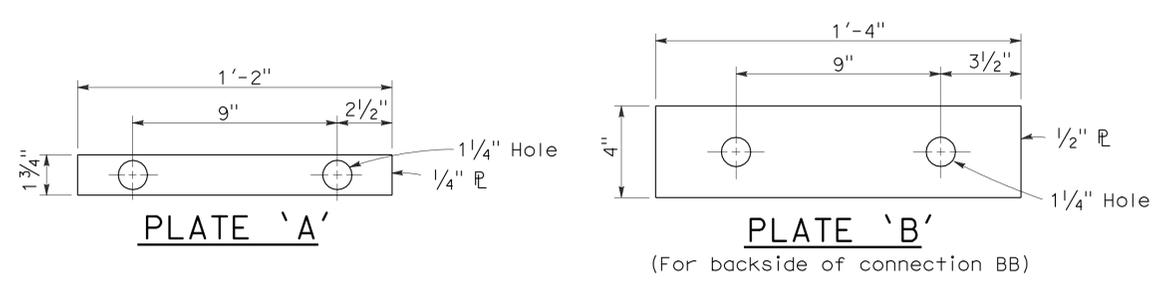
To accompany plans dated 5-16-11



**GUARD RAILING CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK**

**NOTES:**

1. See Revised Standard Plan RSP A77J2 for additional connection details to bridges without sidewalks.
2. Additional details of posts, blocks and hardware are shown on Standard Plan A77B1, A77C1 and A77C2.
3. Direction of adjacent traffic indicated by  $\rightarrow$ .
4. For additional details of Transition Railing (Type WB), see Standard Plan A77J4. Transition Railing (Type WB) transitions the 12 gage w-beam standard railing section of guard railing to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
5. For typical use of Connection Detail AA, see Layout Types 12A and 12B on Revised Standard Plan RSP A77F1, Layout Types 12C and 12D on Standard Plan A77F2, and Layout Type 12E on Revised Standard Plan RSP A77F3.
6. For typical use of Connection Detail BB, see Layout Type 12D (structure departure railing connection) on Standard Plan A77F2 and Layout Type 12DD on Standard Plan A77F5.
7. Where the height of the bridge railing exceeds the height of the thrie beam railing by more than 1" at Connection Detail AA, taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam rail.
8. For details of End Cap (Type TC), see Standard Plan A77J4.
9. See Standard Plan A77J4 for additional details regarding depth dimension for straight metal box spacer.



**DETAIL A  
STRAIGHT METAL BOX SPACER**

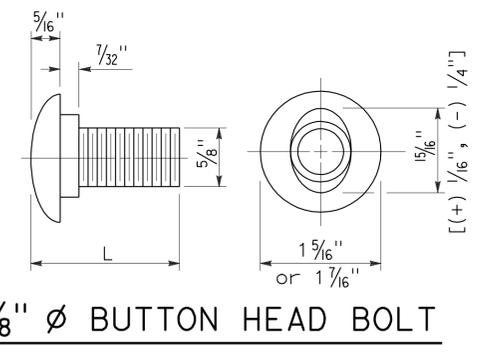
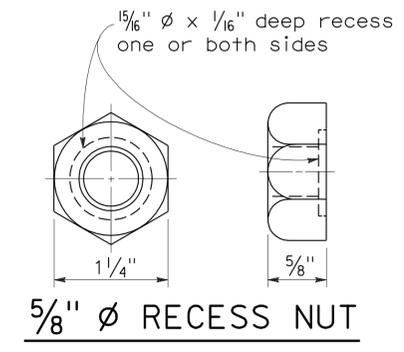
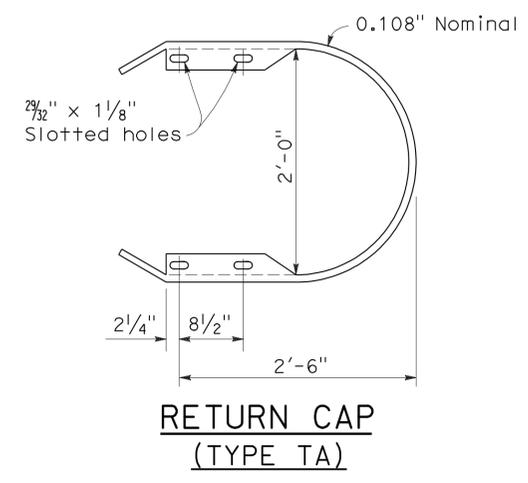
STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**METAL BEAM GUARD RAILING  
CONNECTIONS TO  
BRIDGE RAILINGS  
WITHOUT SIDEWALKS  
DETAILS No.1**

NO SCALE

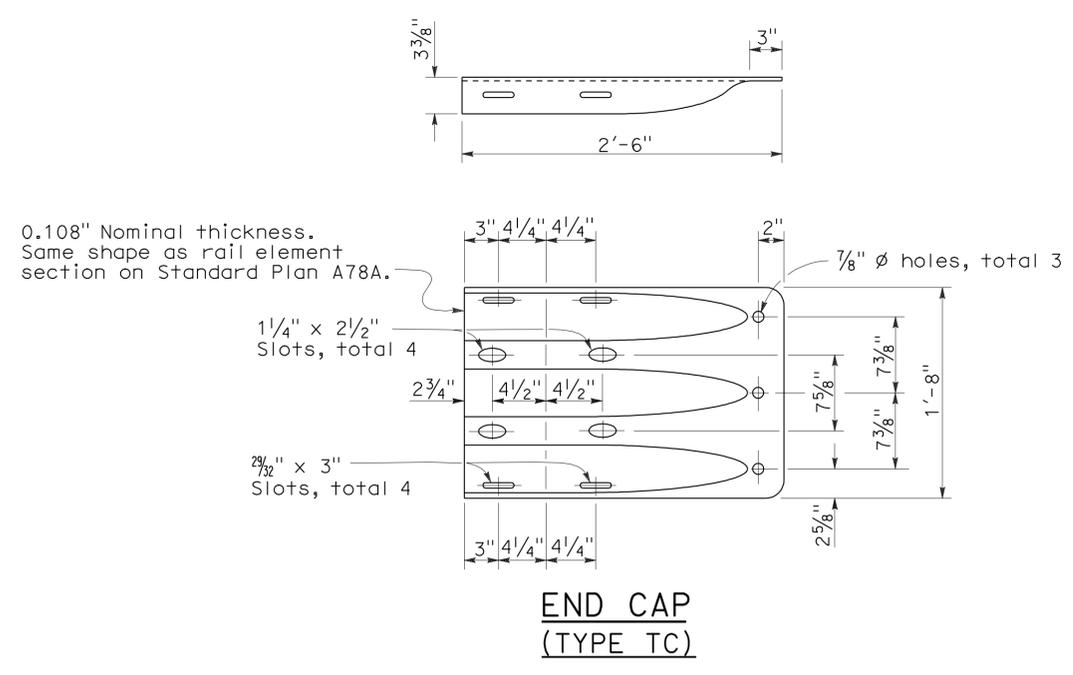
RSP A77J1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77J1  
DATED MAY 1, 2006 - PAGE 72 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP A77J1

To accompany plans dated 5-16-11



L	THREAD LENGTH
1 1/4"	full thread length
2"	full thread length
9/2"	4" Min thread length
18"	4" Min thread length



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**THRIE BEAM BARRIER  
STANDARD HARDWARE DETAILS**

NO SCALE

RSP A78C1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78C1  
DATED MAY 1, 2006 - PAGE 85 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP A78C1**

2006 REVISED STANDARD PLAN RSP A78C1

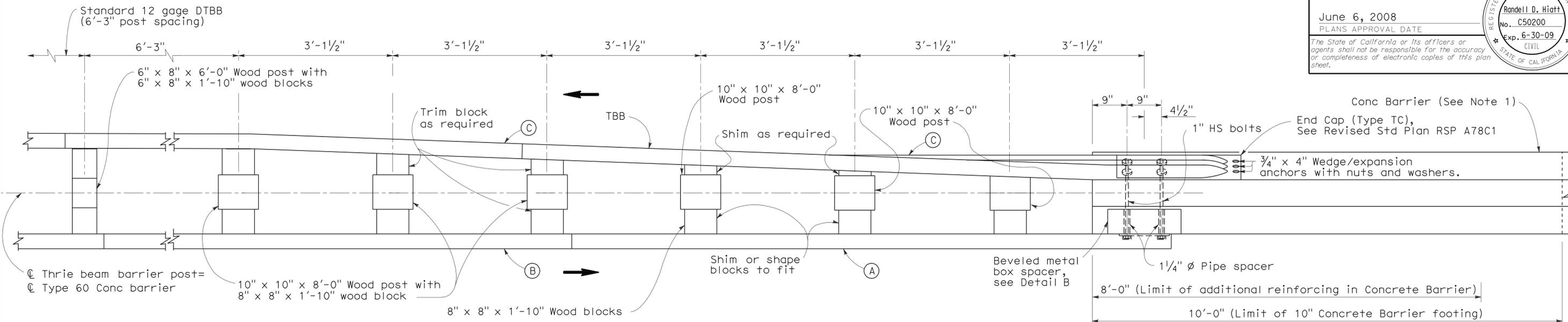
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	112	140

**Randell D. Hiatt**  
REGISTERED CIVIL ENGINEER

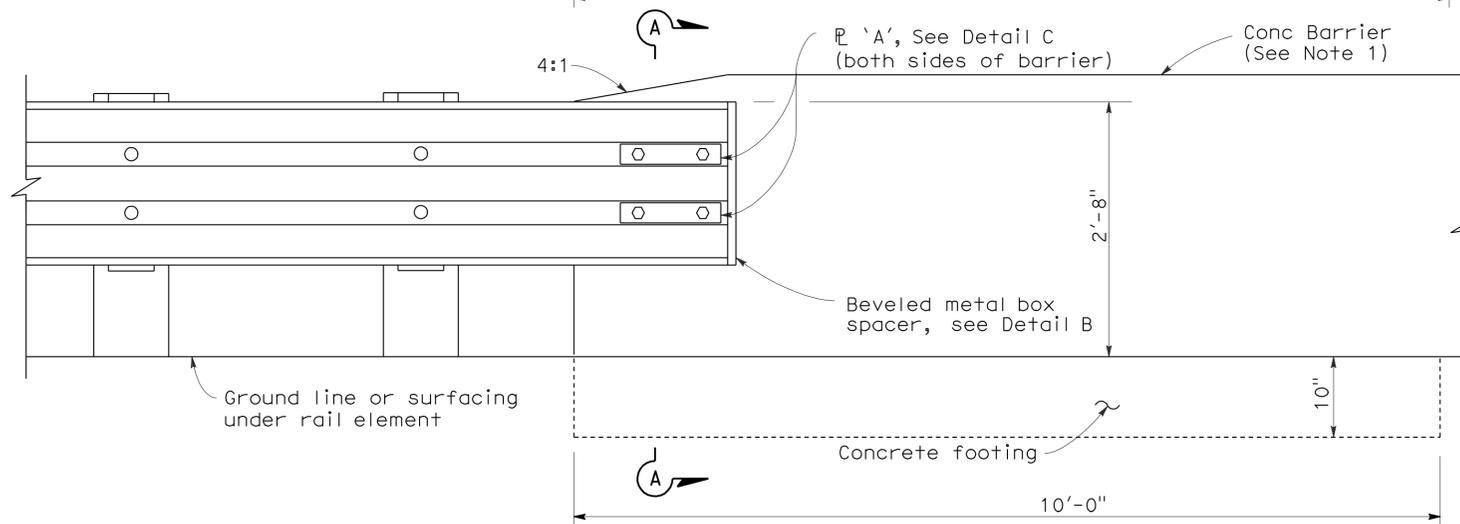
June 6, 2008  
PLANS APPROVAL DATE

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

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PLAN



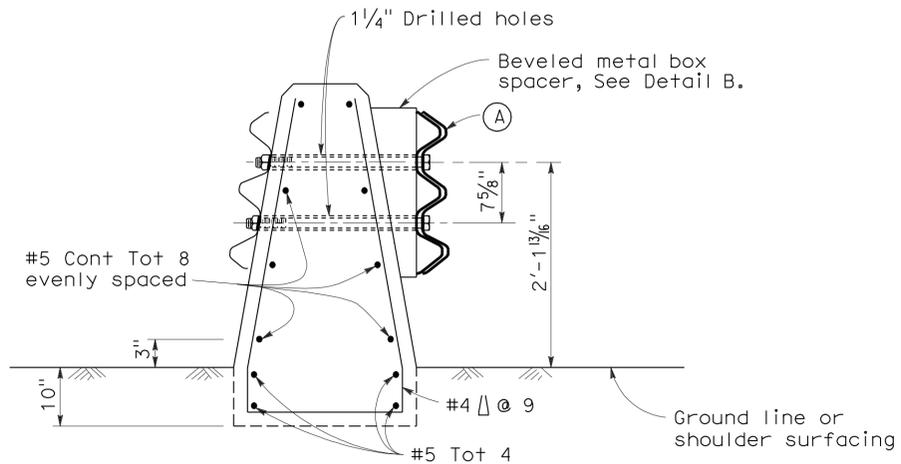
ELEVATION

NOTES:

1. For details of Concrete Barrier Type 60, see Revised Standard Plan RSP A76A. Thrie beam barrier connections to Concrete Barrier Type 60S and Type 60G are similar to details shown on this plan.
2. For additional thrie beam barrier details, see Standard Plan A78A, Revised Standard Plans RSPs A78B and A78C1, and Standard Plan A78C2.
3. Where beveled metal box spacer is installed, place 1/4" ø x 3/4" and 1/4" ø x 2" pipe spacers on 1" HS bolts passing through interior of box.
4. Direction of traffic indicated by →.

LEGEND

- (A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).
  - (B) One 10 gage thrie beam element.
  - (C) One 12 gage thrie beam element.
- 10 gage = 0.135" thick  
12 gage = 0.108" thick



SECTION A-A

(Type 60 Conc Barrier shown)

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

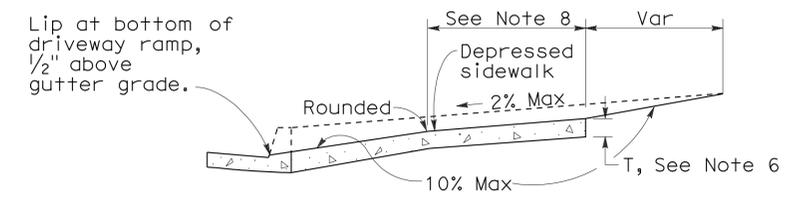
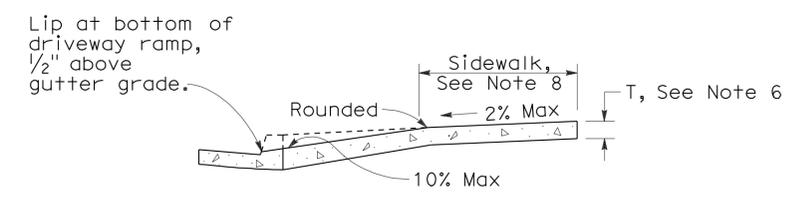
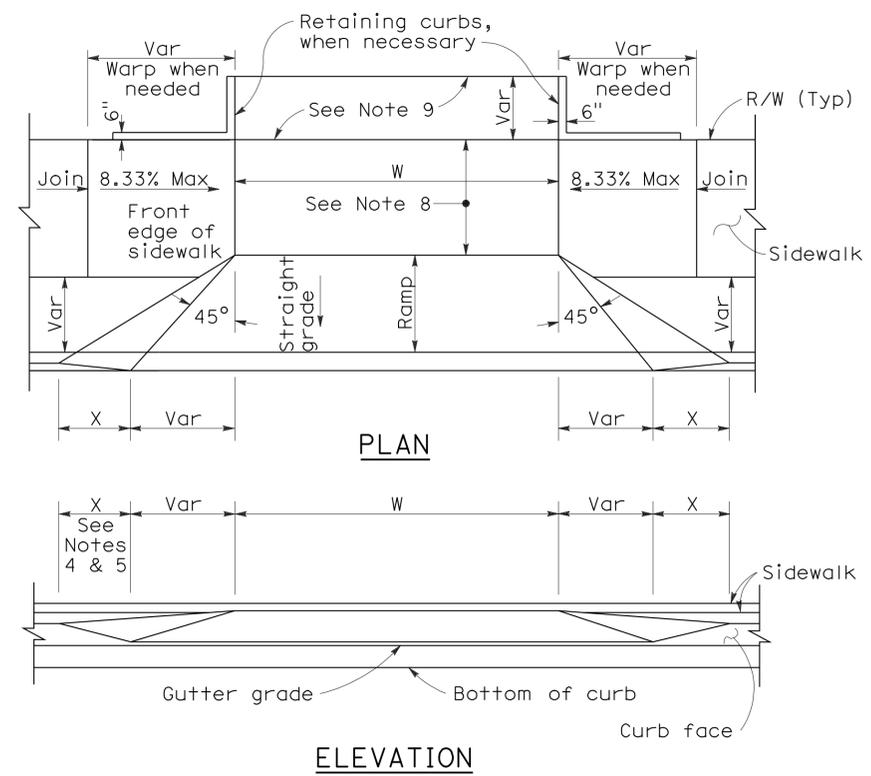
**DOUBLE THRIE BEAM BARRIER  
CONNECTION TO CONCRETE  
BARRIER**

NO SCALE

RSP A781 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A781  
DATED MAY 1, 2006 - PAGE 96 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP A781**

2006 REVISED STANDARD PLAN RSP A781



**CASE A**

Typical driveway, sidewalk not depressed

**CASE B**

Driveway with depressed sidewalk

**SECTIONS**

**CURB QUANTITIES**

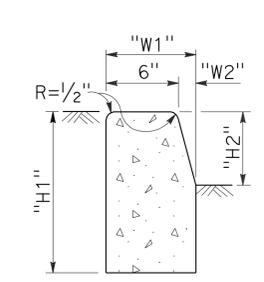
TYPE	CUBIC YARDS PER LINEAR FOOT
A1-6	0.02585
A1-8	0.03084
A2-6	0.05903
A2-8	0.06379
A3-6	0.01036
A3-8	0.01435
B1-4	0.02185
B1-6	0.02930
B2-4	0.05515
B2-6	0.06171
B3-4	0.00641
B3-6	0.01074
B4	0.05709
D-4	0.04083
D-6	0.06804
E	0.06661

**TABLE A**

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

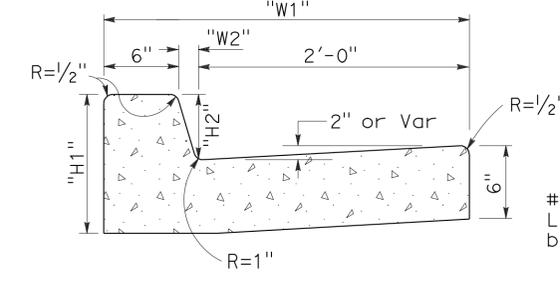
To accompany plans dated 5-16-11

**DRIVEWAYS**



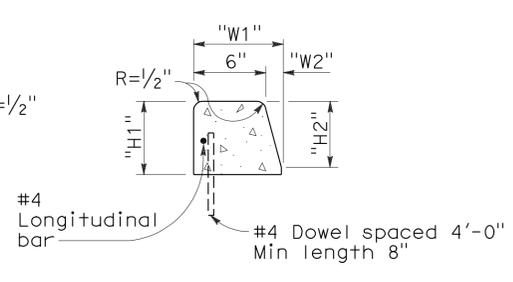
**TYPE A1 CURBS**

See Table A



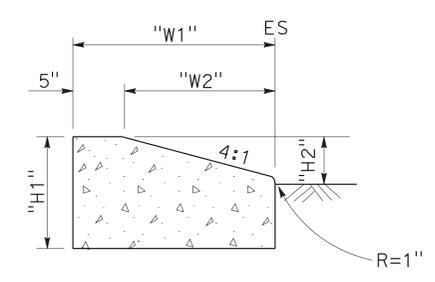
**TYPE A2 CURBS**

See Table A



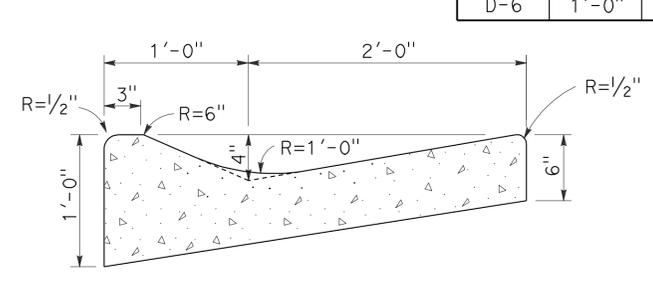
**TYPE A3 CURBS**

Superimposed on existing pavement  
See Table A

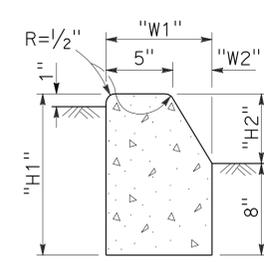


**TYPE D CURBS**

See Table A

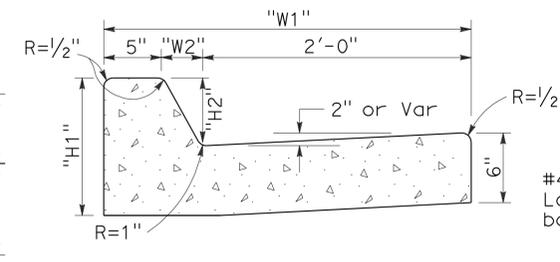


**TYPE E CURB**



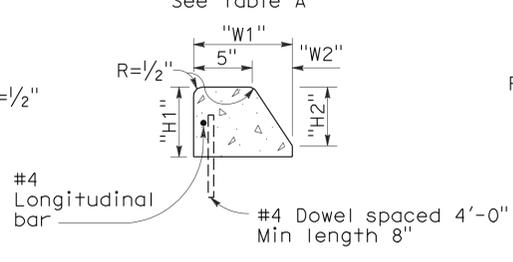
**TYPE B1 CURBS**

See Table A



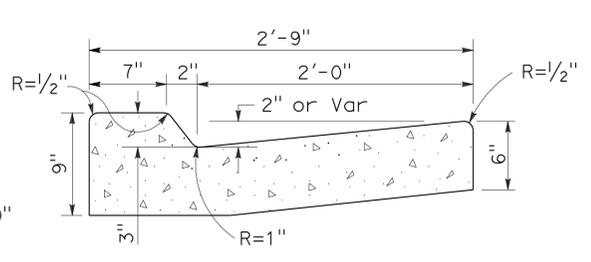
**TYPE B2 CURBS**

See Table A

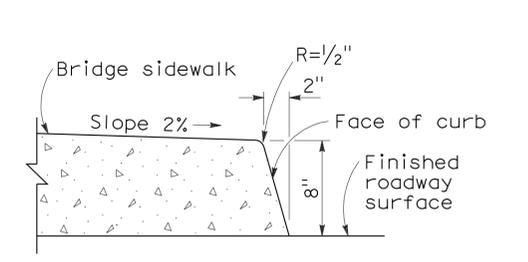


**TYPE B3 CURBS**

Superimposed on existing pavement  
See Table A



**TYPE B4 CURBS**



**TYPE H CURB**

On Bridges

**NOTES:**

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

**CURBS**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**CURBS AND DRIVEWAYS**

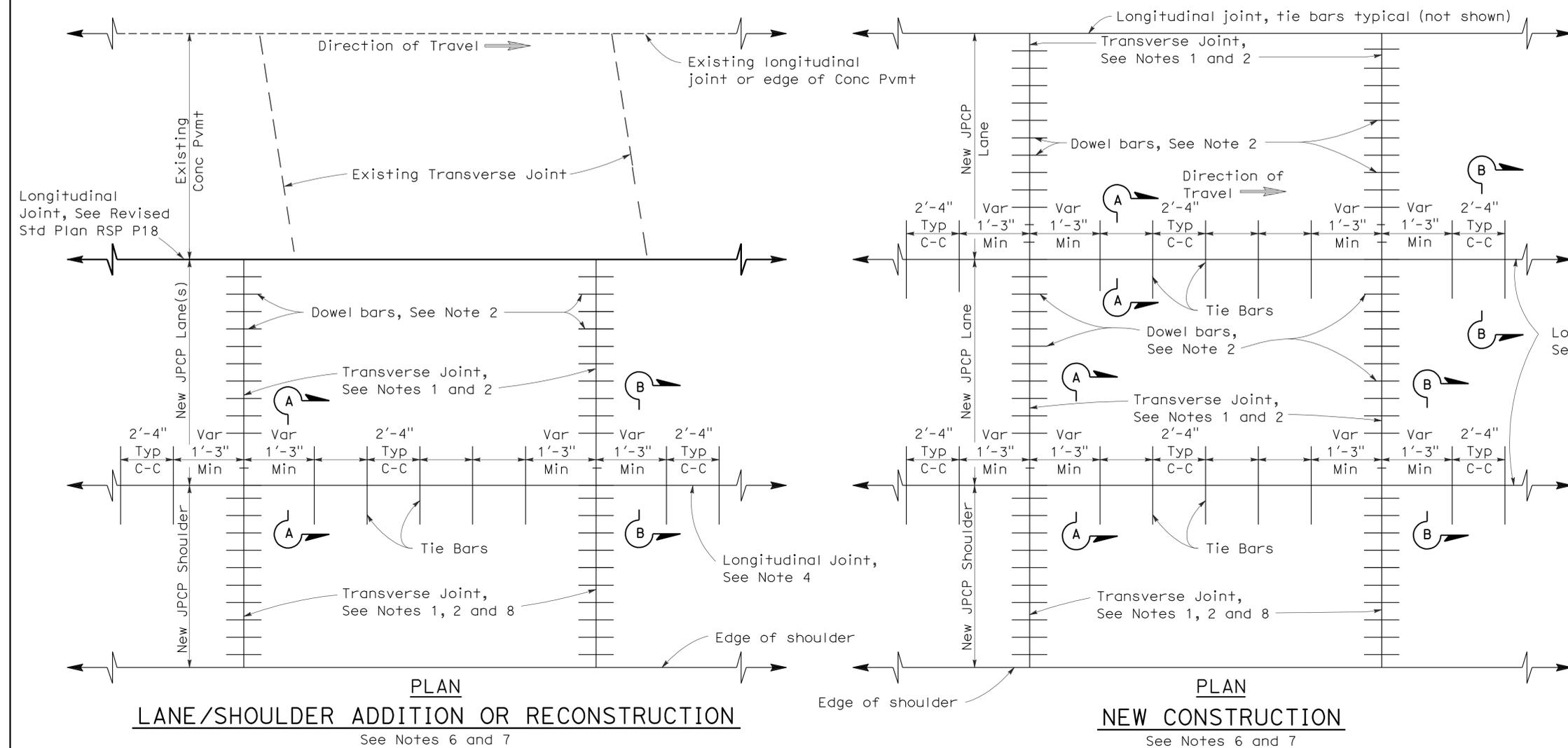
NO SCALE

2006 REVISED STANDARD PLAN RSP A87A

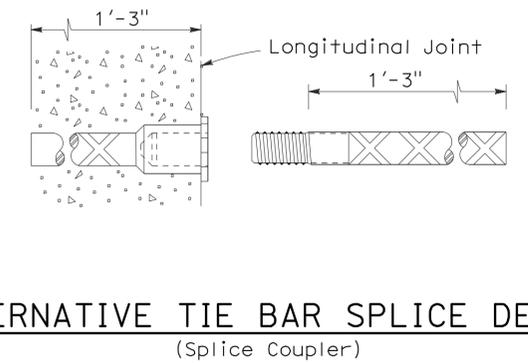
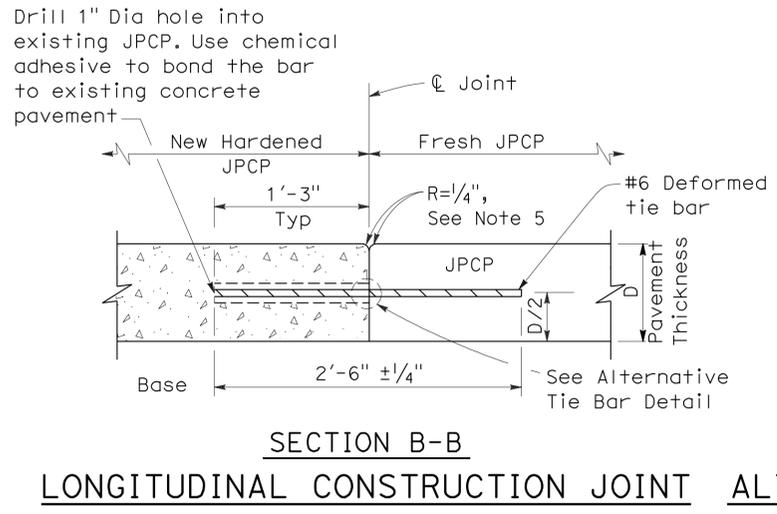
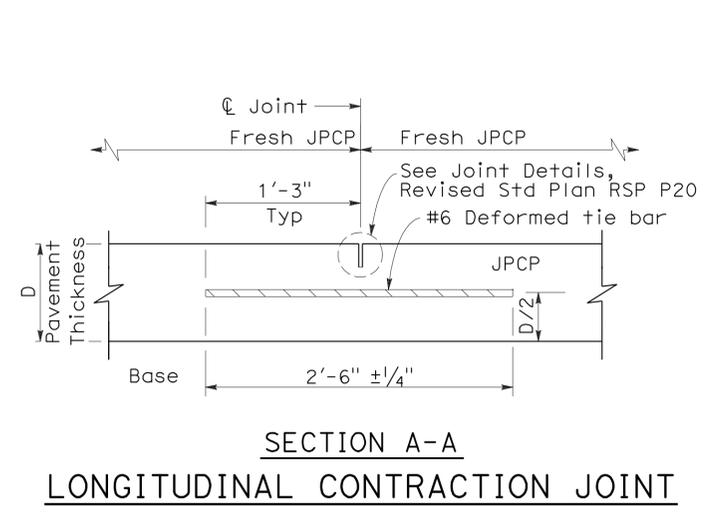
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	114	140

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

To accompany plans dated 5-16-11



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



**TIE BAR DETAILS**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**JOINTED PLAIN CONCRETE PAVEMENT**  
NO SCALE

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

**REVISED STANDARD PLAN RSP P1**

2006 REVISED STANDARD PLAN RSP P1

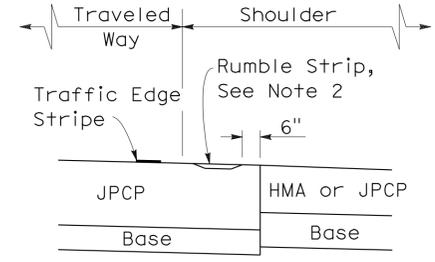
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	115	140

William K. Farnbach  
 REGISTERED CIVIL ENGINEER  
 June 5, 2009  
 PLANS APPROVAL DATE  
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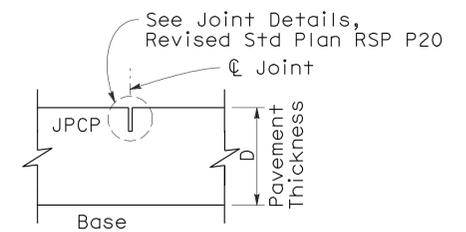
REGISTERED PROFESSIONAL ENGINEER  
 William K. Farnbach  
 No. C49042  
 Exp. 9-30-10  
 CIVIL  
 STATE OF CALIFORNIA

To accompany plans dated 5-16-11

- NOTES:**
- Transverse joints shall be constructed at right angles to the longitudinal pavement joints in new Jointed Plain Concrete Pavement and spaced at successive repeated intervals of 12', 15', 13' and 14'.
  - For locations of rumble strips, see project plans. For rumble strip details not shown, see Standard Plans A40A and A40B.
  - Joint spacing patterns do not apply to intersections.



**DETAIL "A"**



**SECTION C-C  
TRANSVERSE/LONGITUDINAL JOINT**  
(no dowel bars/tie bars)

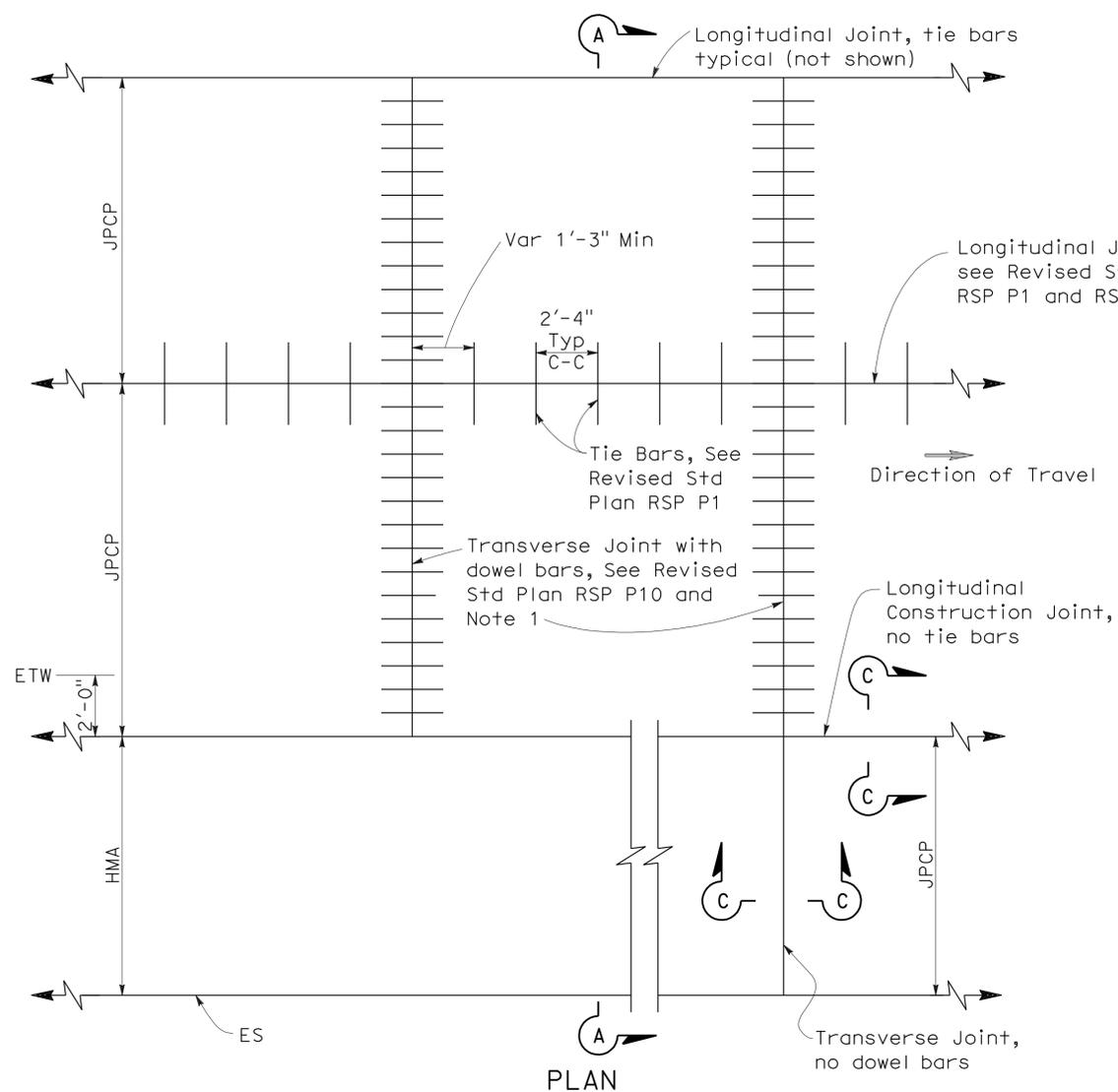
STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**JOINTED PLAIN CONCRETE  
PAVEMENT-WIDENED SLAB DETAILS**

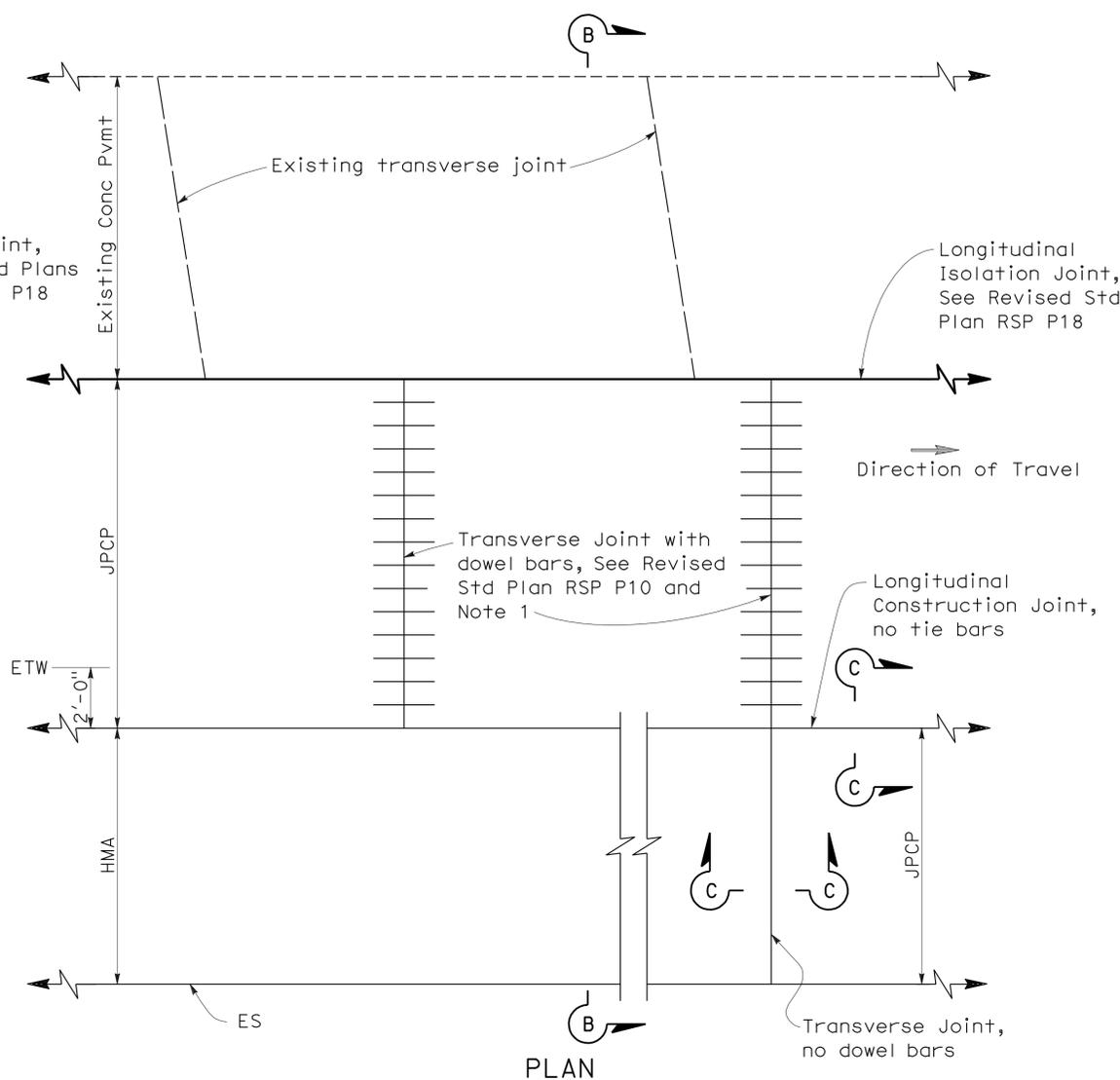
NO SCALE

RSP P2 DATED JUNE 5, 2009 SUPERCEDES STANDARD PLAN P2  
DATED MAY 1, 2006 - PAGE 120 OF THE STANDARD PLANS BOOK DATED MAY 2006.

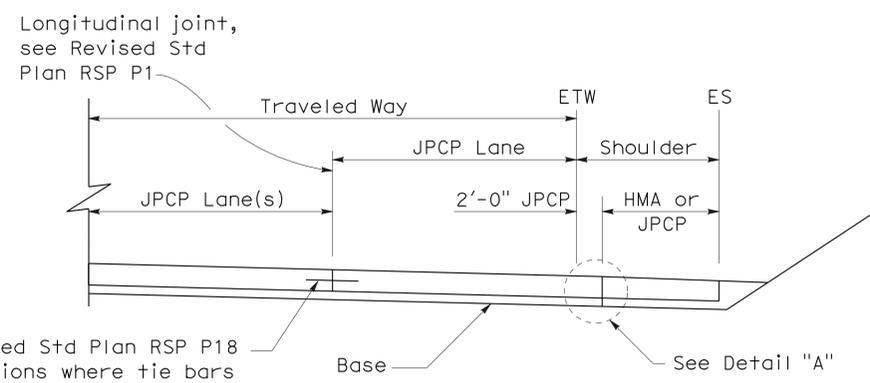
**REVISED STANDARD PLAN RSP P2**



**PLAN  
NEW CONSTRUCTION**

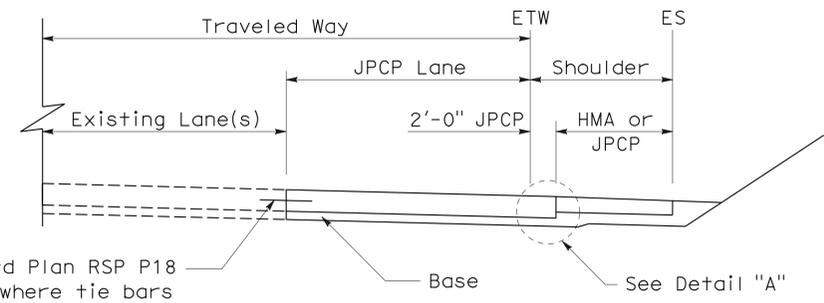


**PLAN  
LANE/SHOULDER ADDITION OR RECONSTRUCTION**



**SECTION A-A**

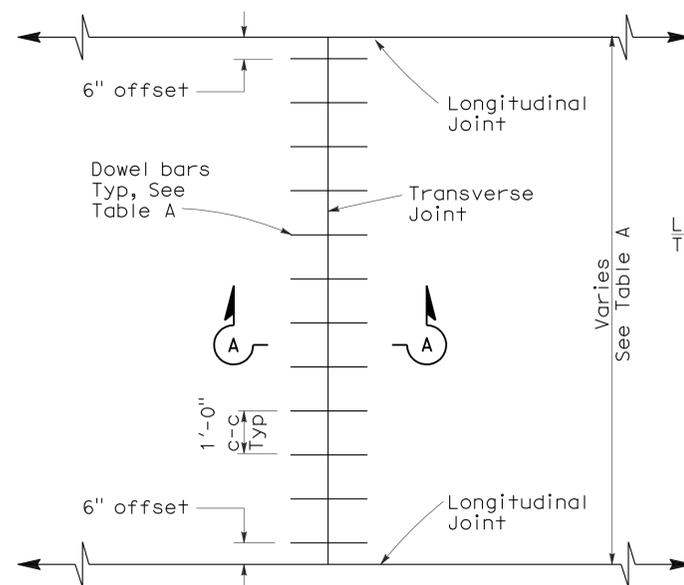
See Revised Std Plan RSP P18 for locations where tie bars are used at longitudinal joint



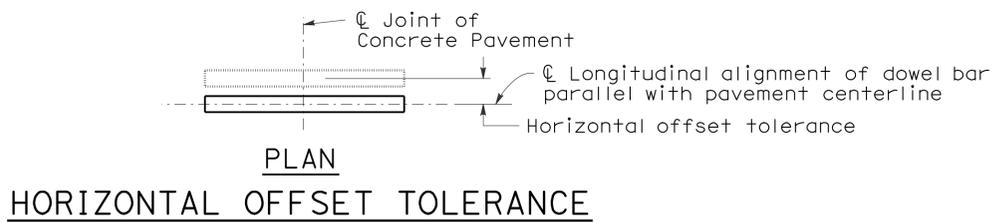
**SECTION B-B**

See Revised Std Plan RSP P18 for locations where tie bars are used at longitudinal joint

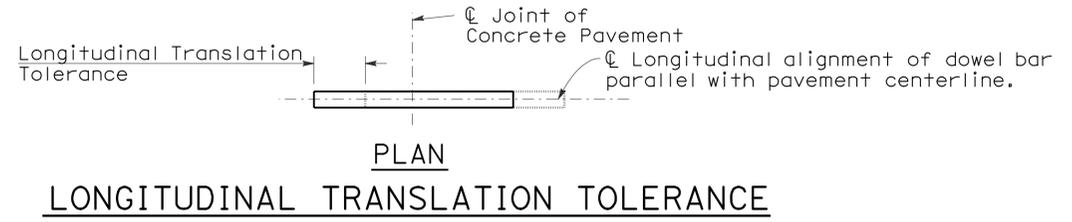
2006 REVISED STANDARD PLAN RSP P2



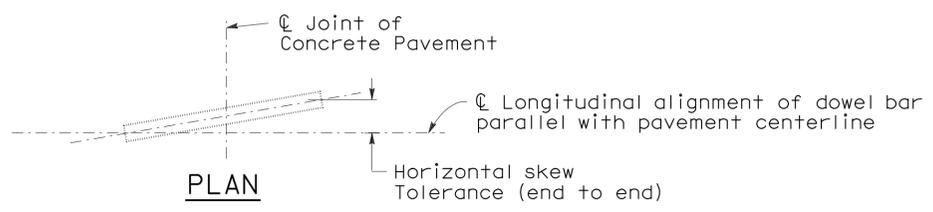
**TRANSVERSE JOINT DOWEL BAR LAYOUT**



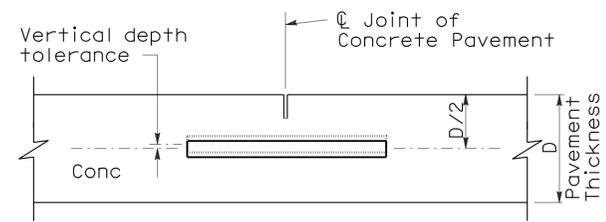
**HORIZONTAL OFFSET TOLERANCE**



**LONGITUDINAL TRANSLATION TOLERANCE**

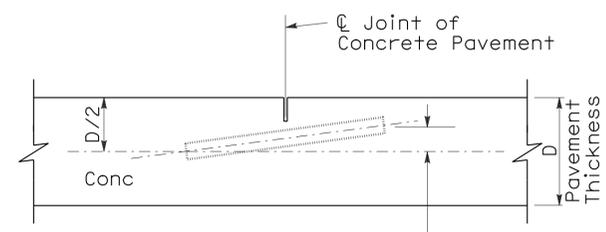


**HORIZONTAL SKEW TOLERANCE**



**ELEVATION**

**VERTICAL DEPTH TOLERANCE**



**ELEVATION**

**VERTICAL SKEW TOLERANCE**

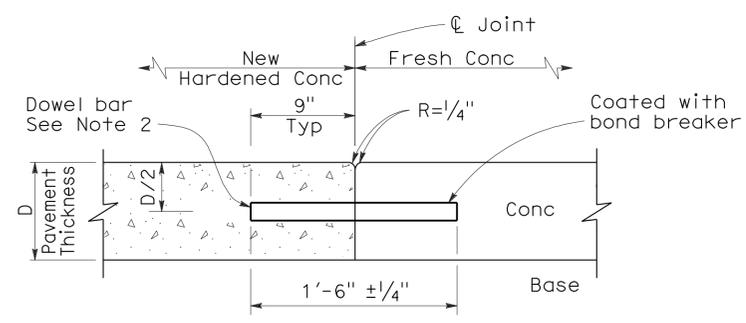
To accompany plans dated 5-16-11

**NOTES:**

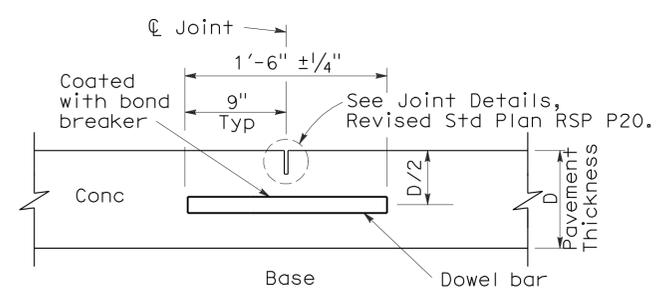
- See Revised Standard Plan RSP P1 for typical dowel bar placement and locations.
- 1 1/2" Dia smooth dowel bars are to be used with a pavement thickness, D, equal to or greater than 0.70 feet. For pavement thickness, D, less than 0.70 feet, use 1 1/4" Dia smooth dowel bars.
- For widths not shown, see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

**TABLE A (See Note 3)**

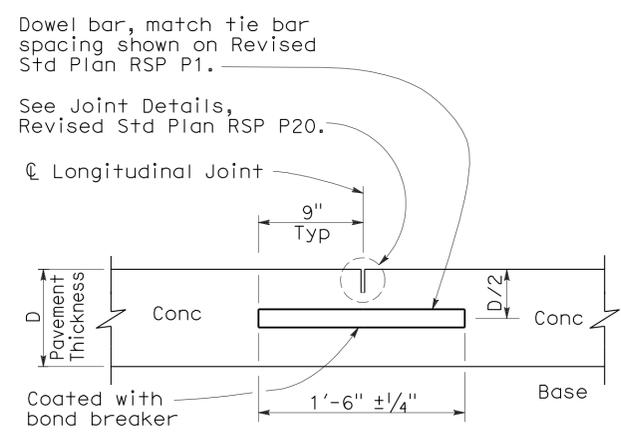
Dowel Bar Transverse Spacing Table	
Width between Longitudinal Joints	Number of Dowels between Longitudinal Joints
14'-0"	14
13'-0"	13
12'-0"	12
11'-0"	11
10'-0"	10
8'-0"	8
5'-0"	5
4'-0"	4



**SECTION A-A TRANSVERSE CONSTRUCTION JOINT DETAIL**

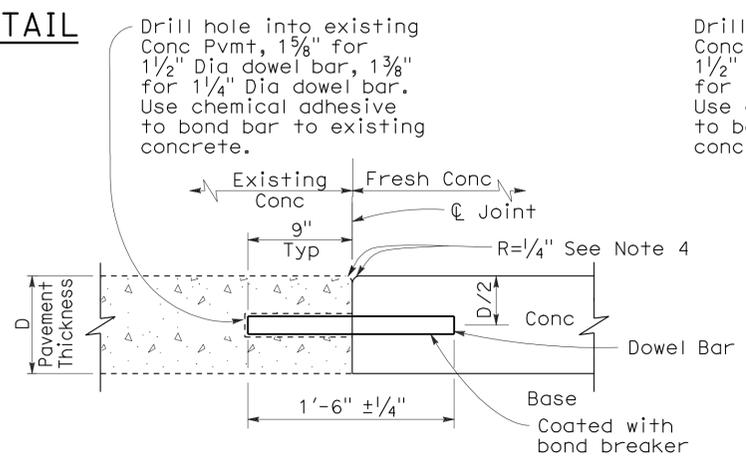


**TRANSVERSE CONTRACTION JOINT**



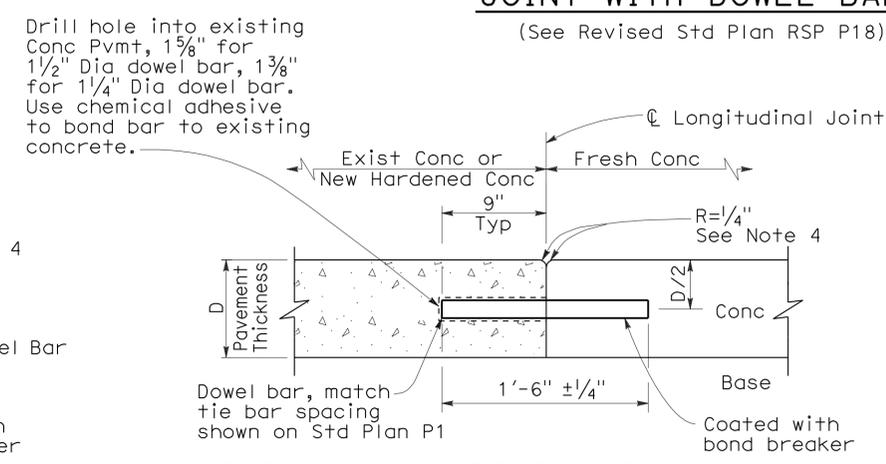
**LONGITUDINAL CONTRACTION JOINT WITH DOWEL BARS**

(See Revised Std Plan RSP P18)



**TRANSVERSE CONSTRUCTION JOINT FOR EXISTING CONCRETE PAVEMENT**

(Drill and bond locations)



**LONGITUDINAL CONSTRUCTION JOINT WITH DOWEL BARS**

(See Revised Std Plan RSP P18)

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

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

2006 REVISED STANDARD PLAN RSP P10

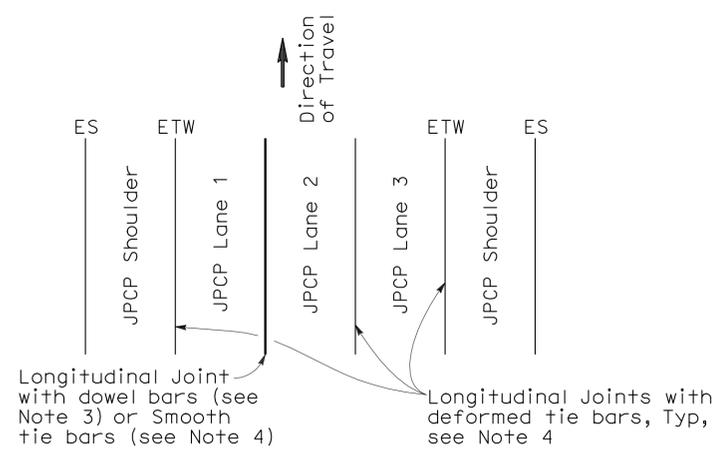
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	117	140

William K. Farnbach  
 REGISTERED CIVIL ENGINEER  
 June 5, 2009  
 PLANS APPROVAL DATE

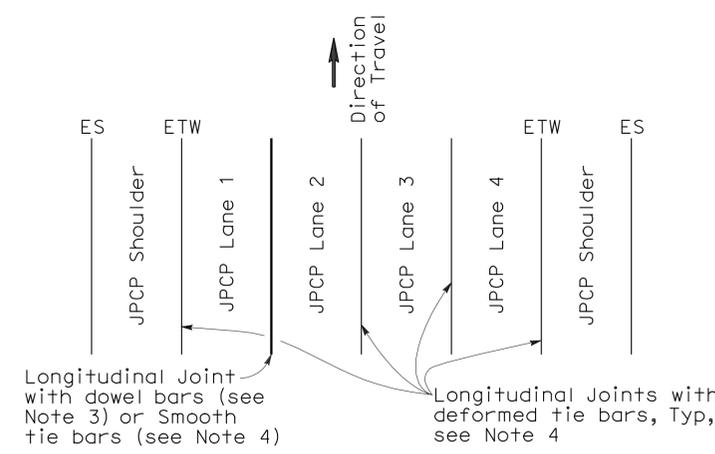
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 5-16-11

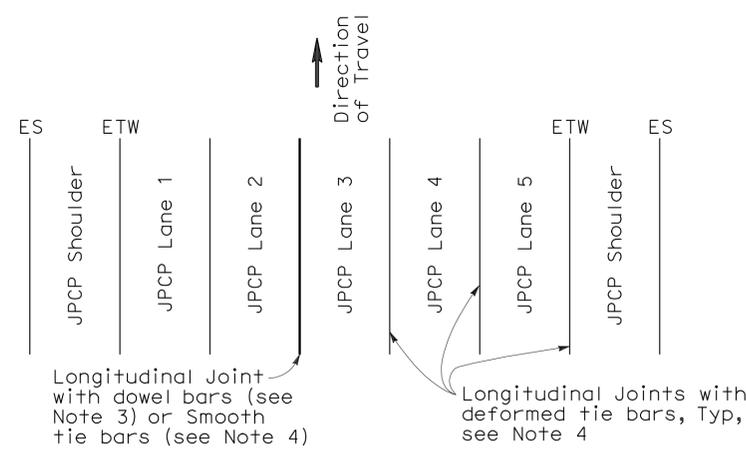
2006 REVISED STANDARD PLAN RSP P18



**3 LANES WITH TIED CONCRETE SHOULDERS**  
PLAN

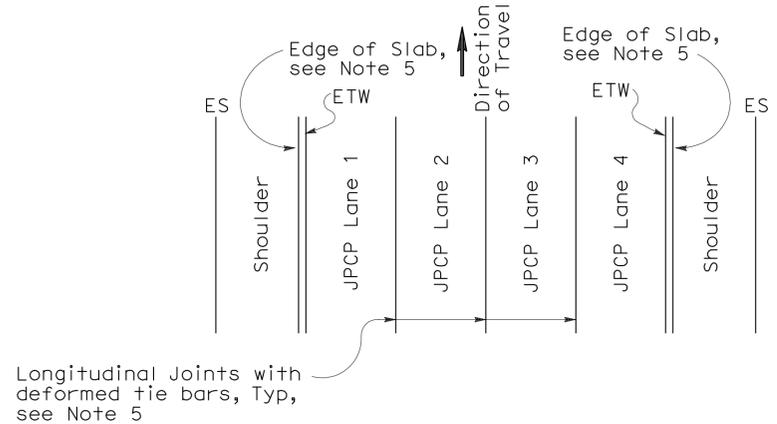


**4 LANES WITH TIED CONCRETE SHOULDERS**  
PLAN

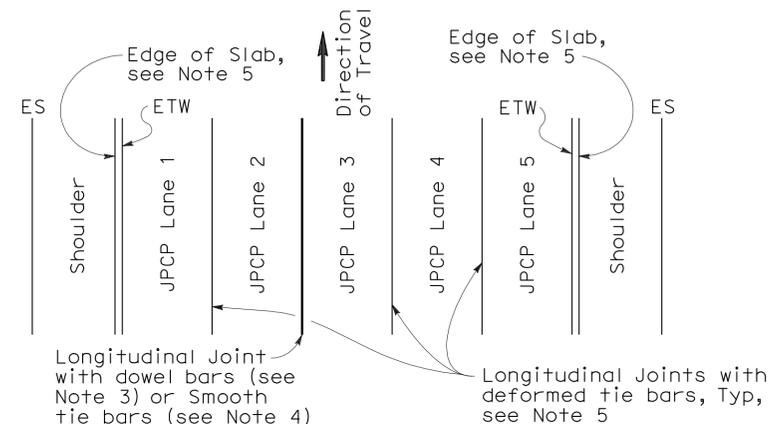


**5 LANES WITH TIED CONCRETE SHOULDERS**  
PLAN

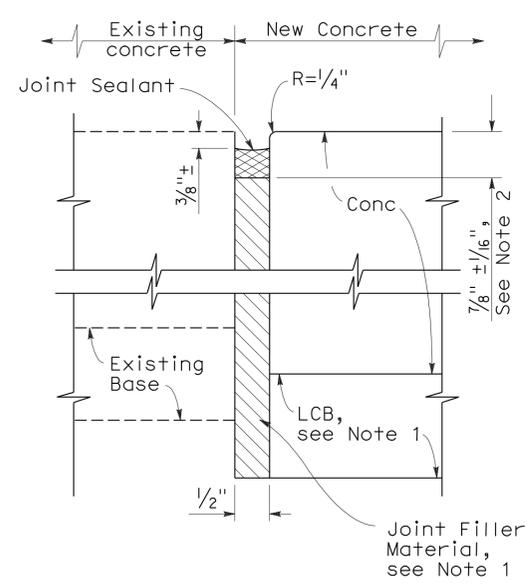
- NOTES:**
- Where Lean Concrete Base is not used as base material, the joint filler material used for the longitudinal isolation joint shall only extend to the bottom of the new concrete slab. See Detail A.
  - Use 5/8" ± 1/16" dimension for silicone sealant.
  - See Revised Standard Plan RSP P10 for longitudinal joint with dowel bars.
  - See Revised Standard Plan RSP P1.
  - See Revised Standard Plan RSP P2.



**4 LANES OR LESS WITH WIDENED SLAB**  
PLAN

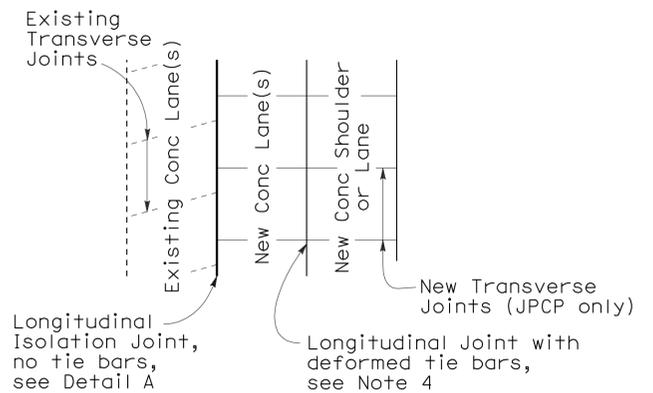


**5 LANES WITH WIDENED SLAB**  
PLAN



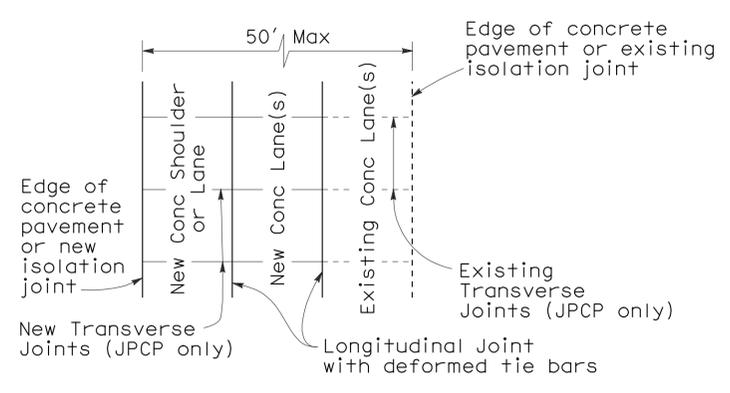
**DETAIL A**  
**ISOLATION JOINT**

**NEW CONSTRUCTION**  
Location of Longitudinal Joints  
(For JPCP)



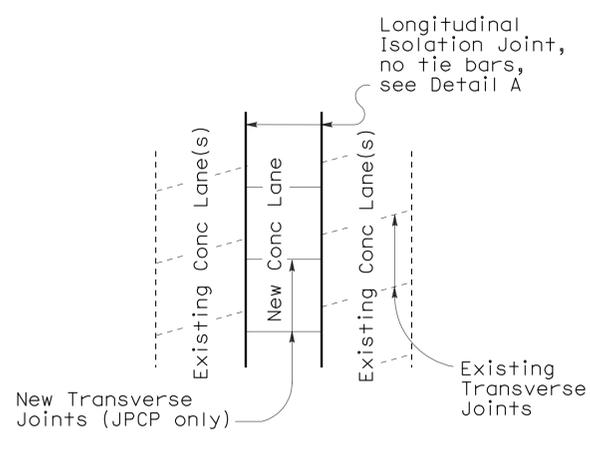
**CASE 1**  
**PLAN**

Transverse Joints do not align between new and existing



**CASE 2**  
**PLAN**

Transverse Joints align between new and existing



**CASE 3 (INTERIOR LANE REPLACEMENT)**  
**PLAN**

Transverse Joints do not align between new and existing

**LANE/SHOULDER ADDITION OR RECONSTRUCTION**  
(For JPCP and CRCP)

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**CONCRETE PAVEMENT-  
LANE SCHEMATICS  
AND ISOLATION JOINT DETAIL**  
NO SCALE

RSP P18 DATED JUNE 5, 2009 SUPERSEDES RSP P18 DATED MAY 15, 2009, RSP P18 DATED NOVEMBER 17, 2006 AND STANDARD PLAN P18 DATED MAY 1, 2006 - PAGE 127 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP P18**

**NOTE:**

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

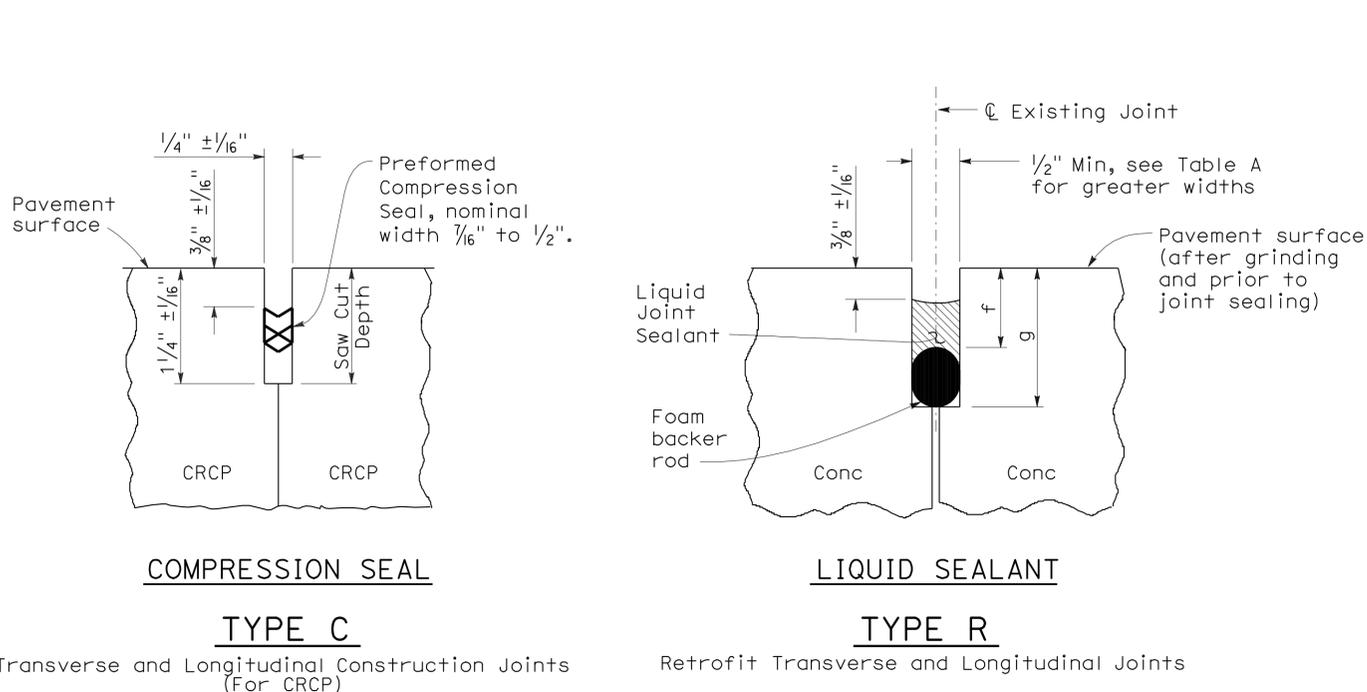
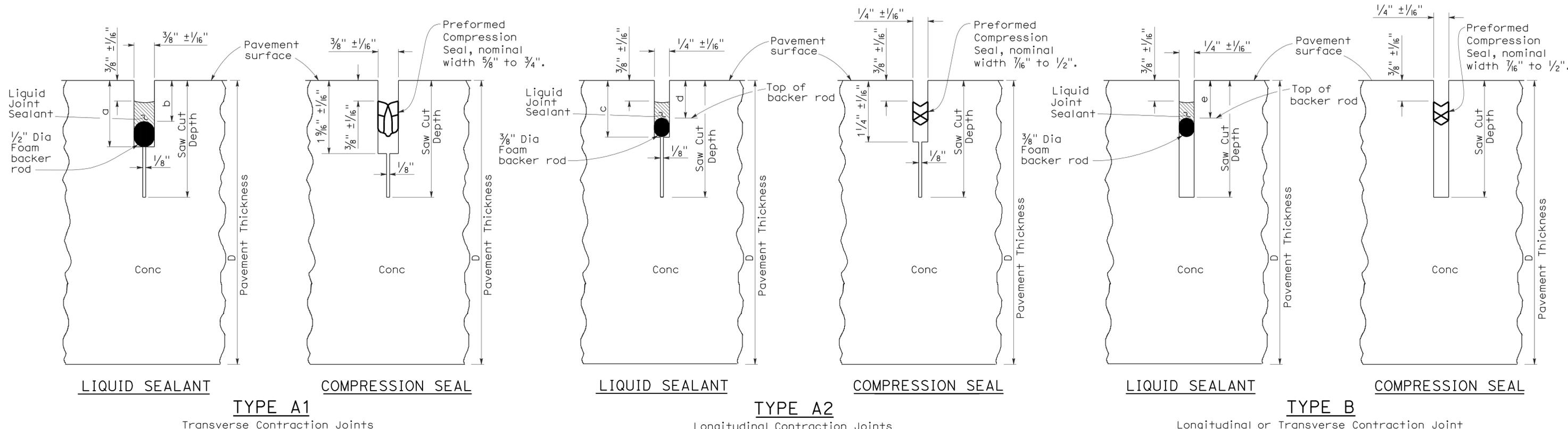
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	118	140

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

May 15, 2009  
 PLANS APPROVAL DATE

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To accompany plans dated 5-16-11



LIQUID SEALANT RESERVOIR DEPTH

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

TABLE A (TYPE R JOINT)

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

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**CONCRETE PAVEMENT-JOINT DETAILS**

NO SCALE

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

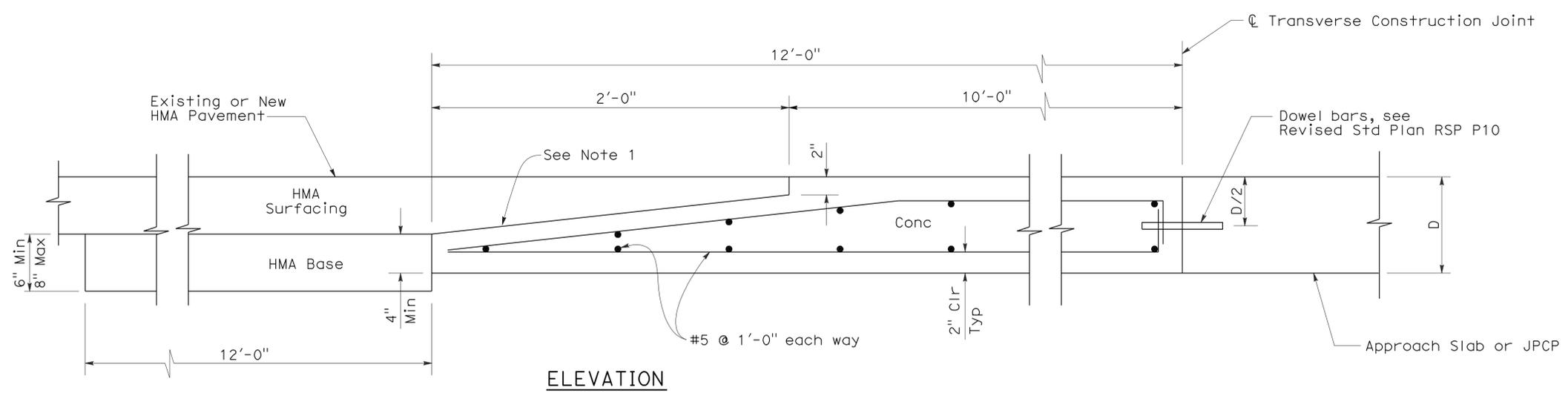
**REVISED STANDARD PLAN RSP P20**

2006 REVISED STANDARD PLAN RSP P20

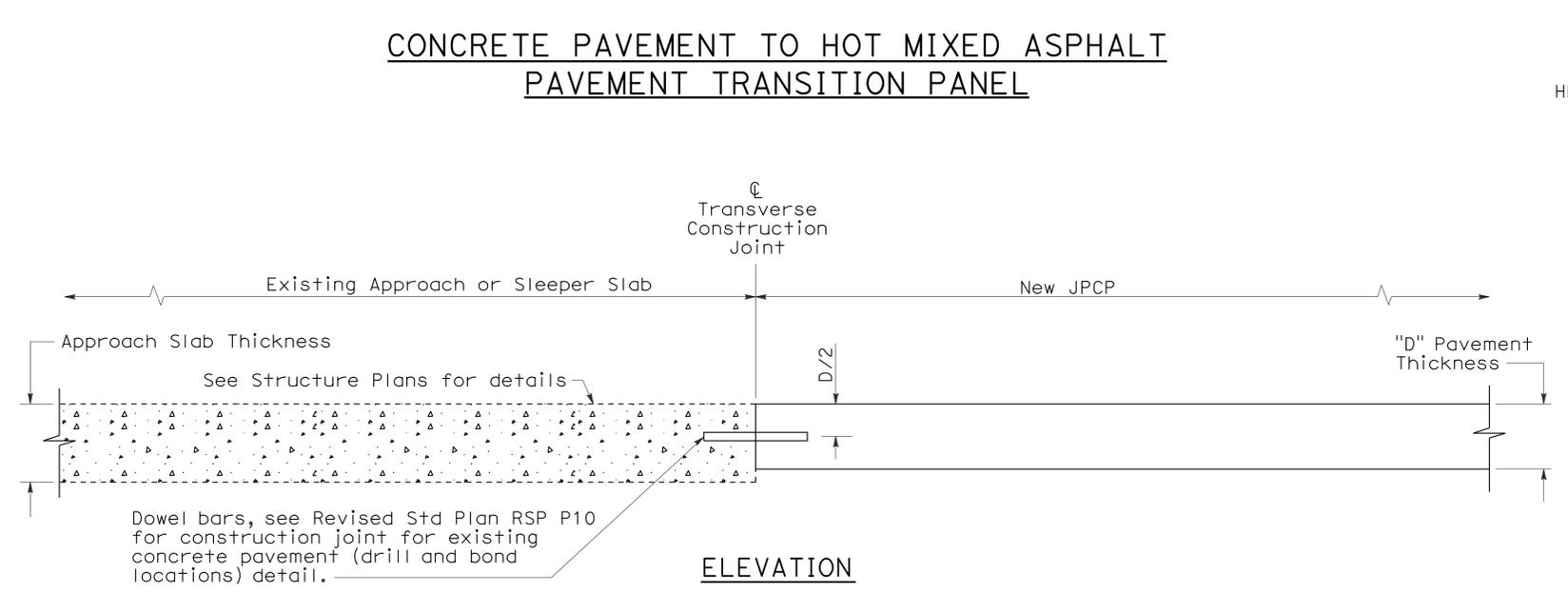
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	119	140

William K. Farnbach  
 REGISTERED CIVIL ENGINEER  
 May 15, 2009  
 PLANS APPROVAL DATE  
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To accompany plans dated 5-16-11

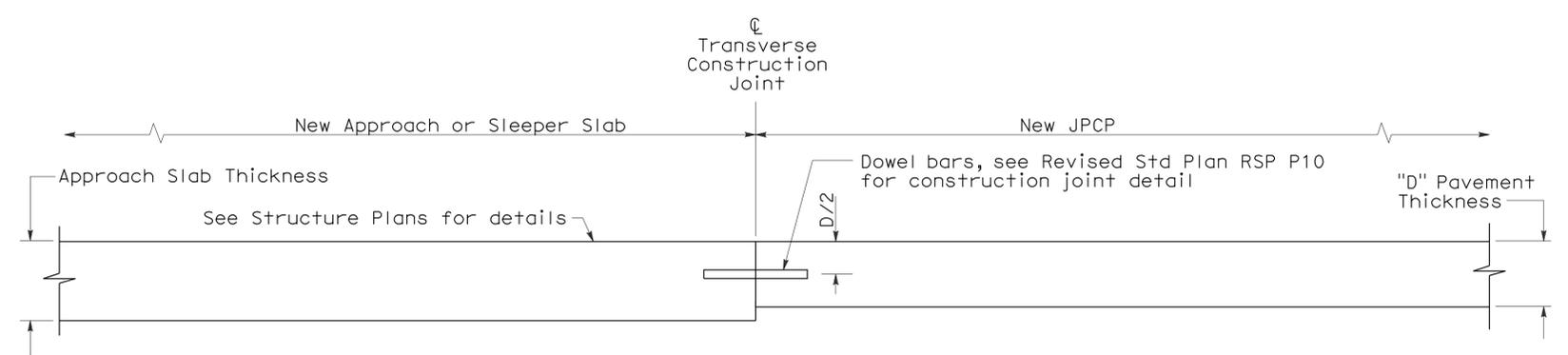


**CONCRETE PAVEMENT TO HOT MIXED ASPHALT PAVEMENT TRANSITION PANEL**



**ELEVATION PAVEMENT END ANCHOR**

**NOTE:**  
1. Heavy broom finish.



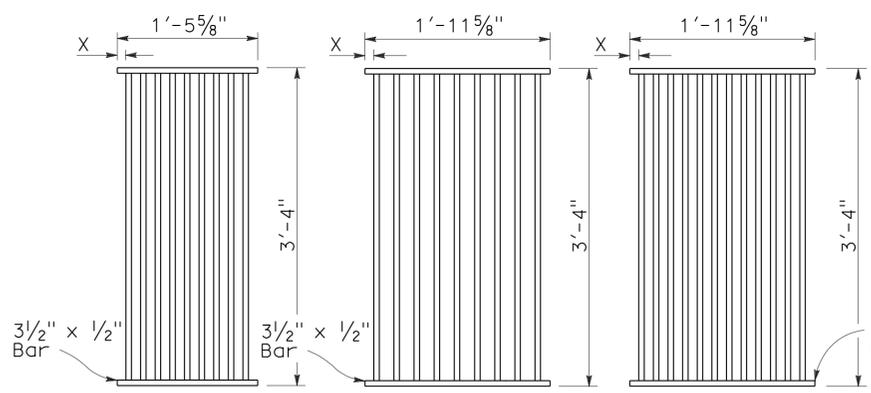
**ELEVATION CONCRETE PAVEMENT TRANSITION TO APPROACH OR SLEEPER SLAB**

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

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

**REVISED STANDARD PLAN RSP P30**

2006 REVISED STANDARD PLAN RSP P30

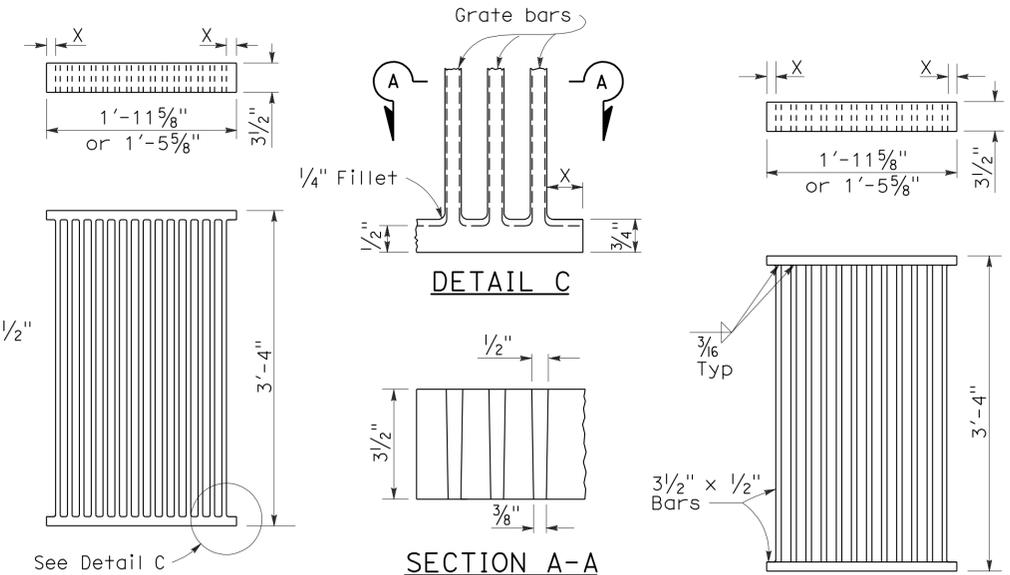


**RECTANGULAR GRATE DETAILS**  
(See table below)

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

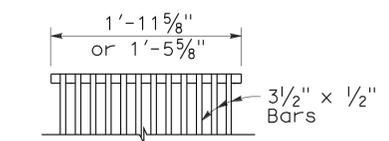
**TYPE 24-9**  
 2" Clear spacing. Use in locations on all types of highways.

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

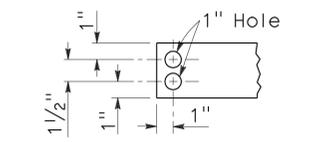


**ALTERNATIVE CAST NODULAR IRON GRATE OR CAST STEEL GRATE**

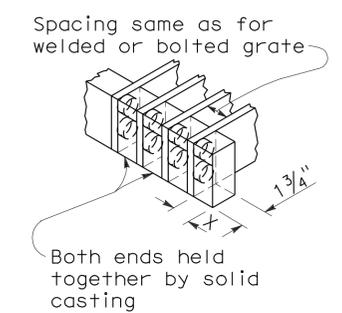
**ALTERNATIVE WELDED GRATE**



**CAST END BLOCK**

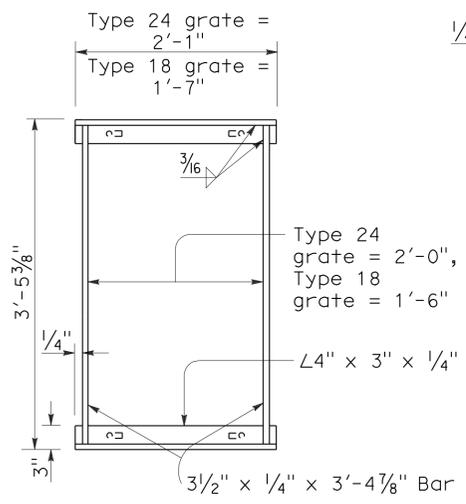


**END OF BAR**

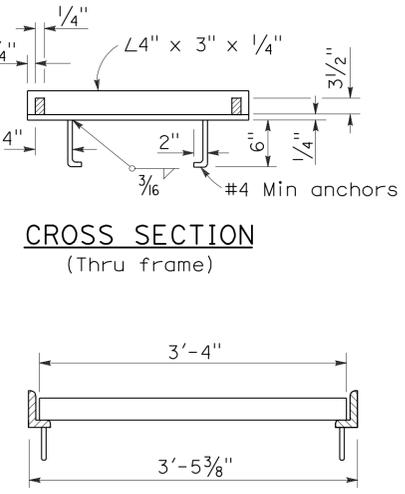


**ALTERNATIVE CAST NODULAR IRON OR CAST STEEL END BLOCK GRATE**

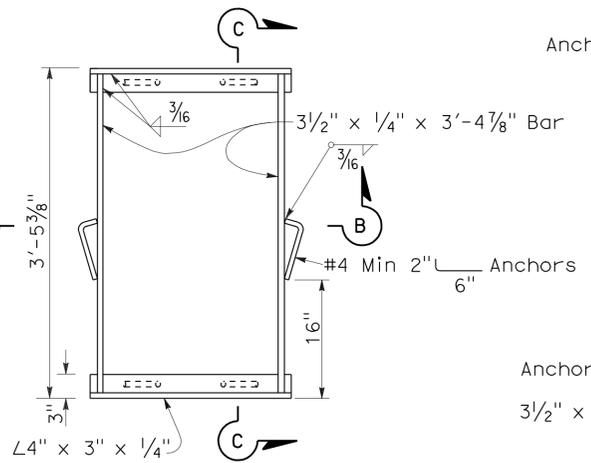
- NOTES:**
1. Grate type numbers refer to approximate width of grate in inches and number of bars, respectively.
  2. Contractor has the option of using cast nodular iron, cast steel, welded, bolted, or cast end block grate.
  3. See Special Provisions for requirements pertaining to galvanizing or asphalt dipping of grates and frames.
  4. Rounded top of bars optional on all grates.
  5. Pipe inlets with a grate shall be placed so that bars parallel direction of principle surface flow.
  6. Full penetration butt welds may be substituted for the fillet welds on all anchors.
  7. Standard square, hexagon, round or equivalent headed anchors may be substituted for the right angle hooks on the anchors shown on this plan.
  8. Grate and frame weights are based on welded grates (weights of face angles, steps, protection bars, etc. are not included).



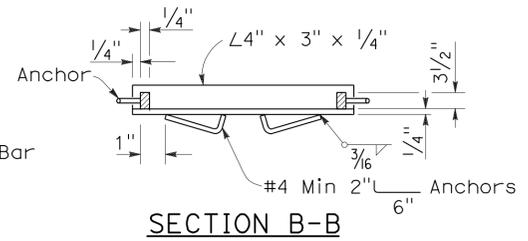
**TYPICAL FRAME**



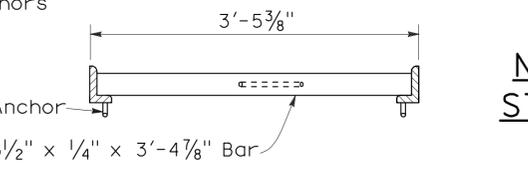
**LONGITUDINAL SECTION**  
(Thru frame and grate)



**TYPICAL FRAME**



**SECTION B-B**



**SECTION C-C**

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

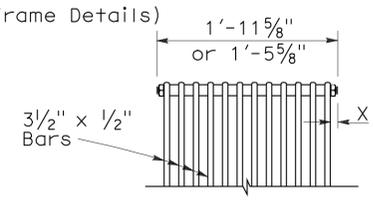
**RECTANGULAR FRAME DETAILS**  
(For all rectangular grates)

**GRATE BAR SPACING TABLE**

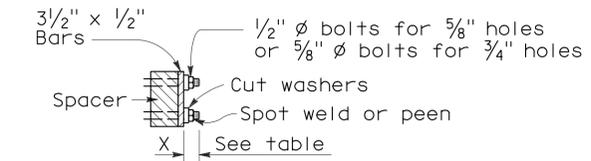
TYPE	NO. OF BARS	CLEAR BAR SPACING	X
18-9	9	1 3/8"	1 1/16"
24-9	9	2"	1 9/16"
24-12	12	1 3/8"	1 1/4"

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

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

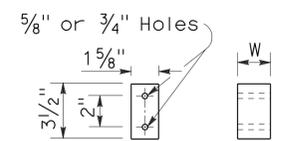


**BOLTED END BLOCK**

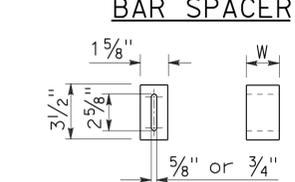


**BOLTING DETAIL**

**ALTERNATIVE BOLTED GRATE**



**BAR SPACER**



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

**BASIS FOR MISC IRON & STEEL FINAL PAY WEIGHTS FOR DRAINAGE INLETS**

(See General Notes, No 8)

**REVISED STANDARD PLAN RSP D77A**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**GRATE DETAILS**  
NO SCALE  
RSP D77A DATED JANUARY 18, 2008 SUPERSEDES STANDARD PLAN D77A  
DATED MAY 1, 2006 - PAGE 155 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP D77A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	121	140

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

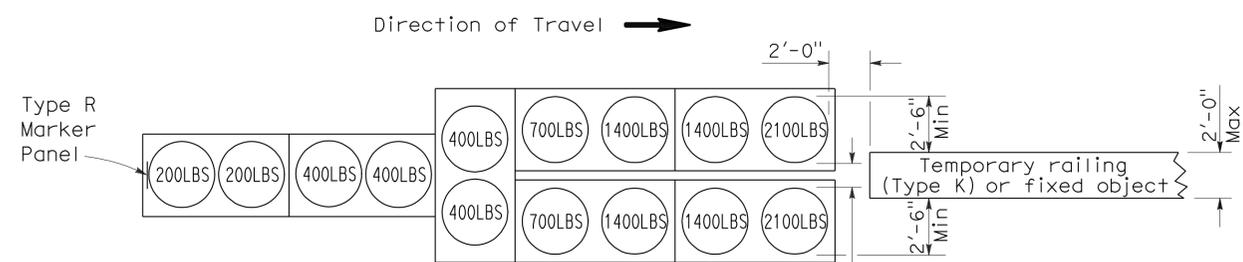
June 6, 2008  
PLANS APPROVAL DATE

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

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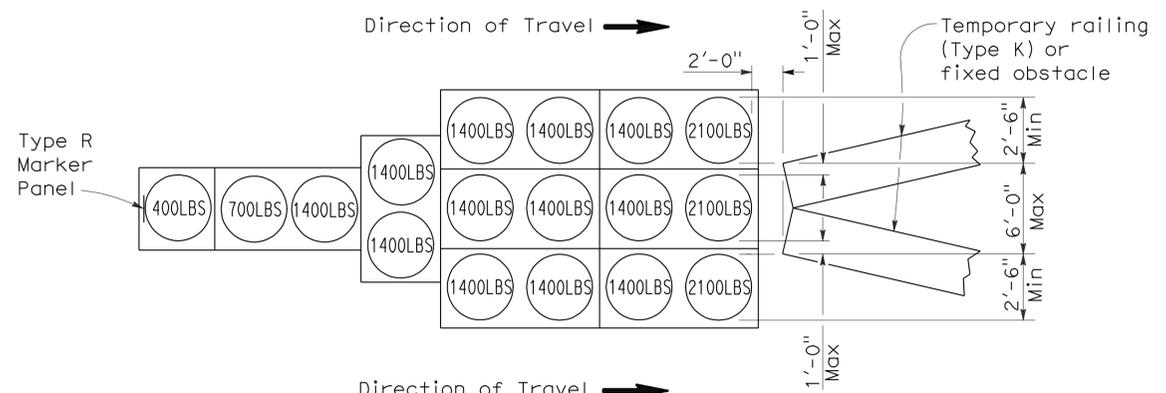
To accompany plans dated 5-16-11

2006 REVISED STANDARD PLAN RSP T1A



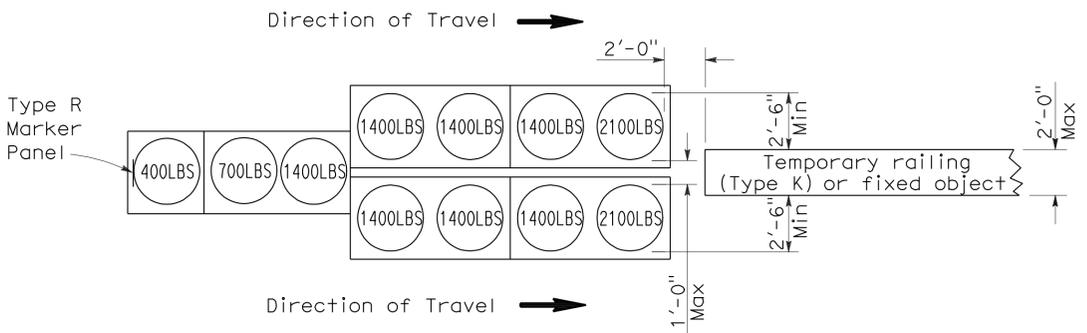
**ARRAY 'TU14'**

Approach speed 45 mph or more



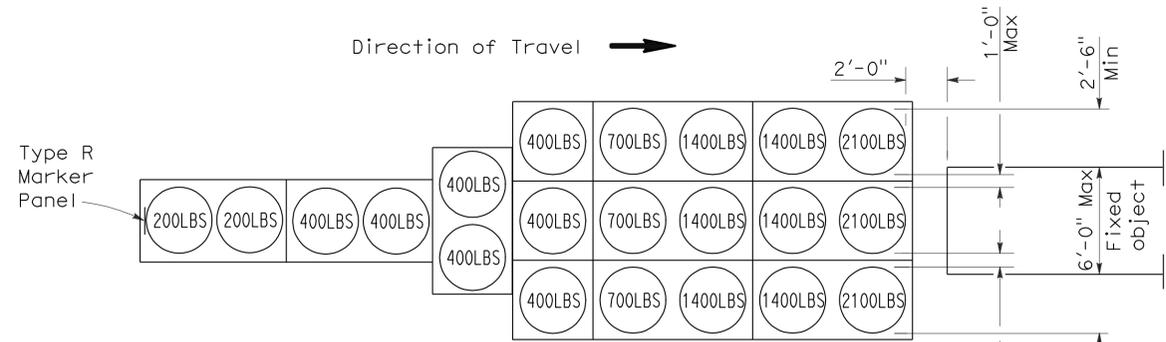
**ARRAY 'TU17'**

Approach speed less than 45 mph



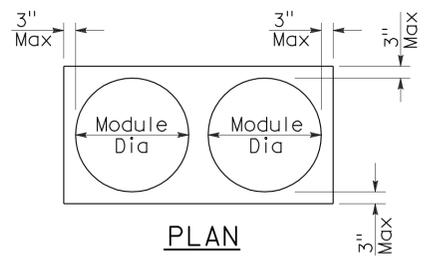
**ARRAY 'TU11'**

Approach speed less than 45 mph

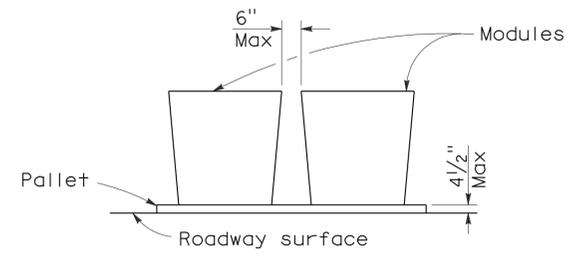


**ARRAY 'TU21'**

Approach speed 45 mph or more



**PLAN**



**ELEVATION**

**CRASH CUSHION PALLET DETAIL**

See Note 7

**NOTES:**

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

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

**REVISED STANDARD PLAN RSP T1A**

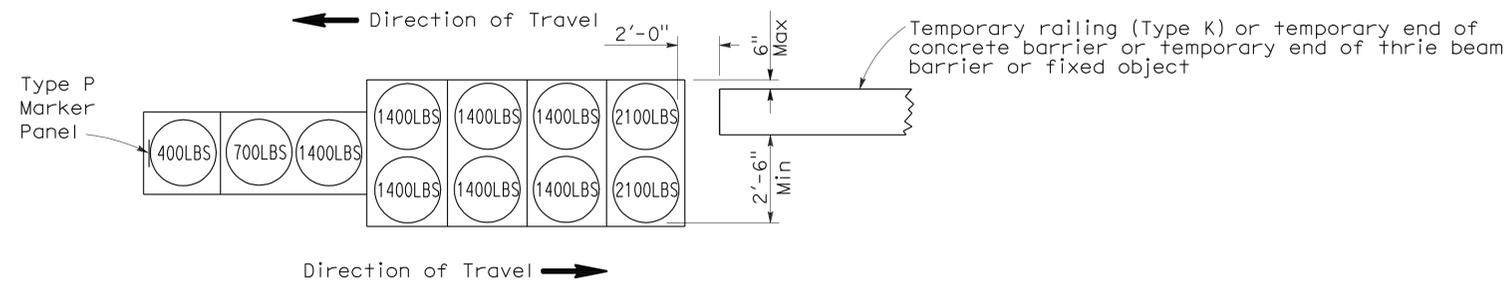
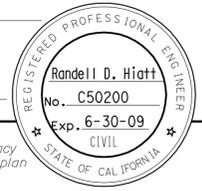
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	122	140

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

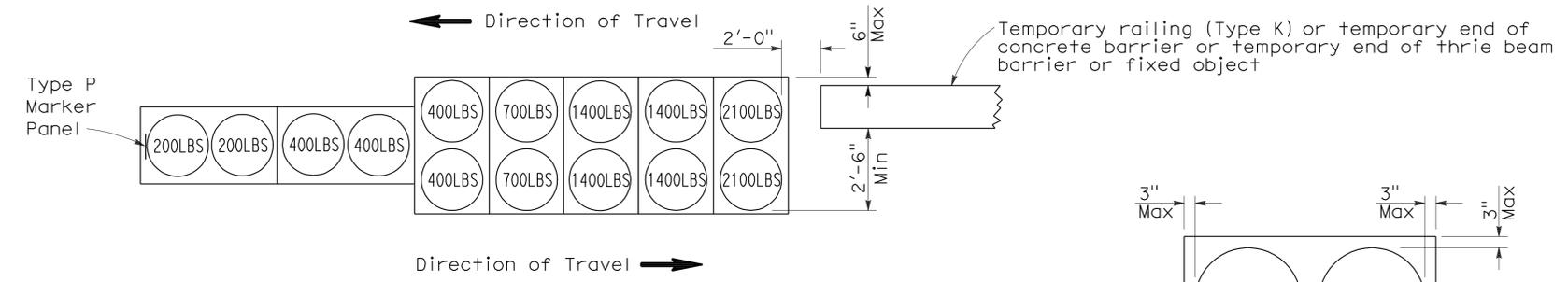
*The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.*

To accompany plans dated 5-16-11



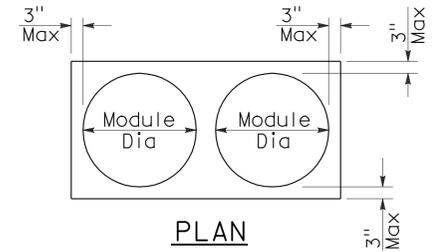
**ARRAY 'TB11'**

Approach speed less than 45 mph

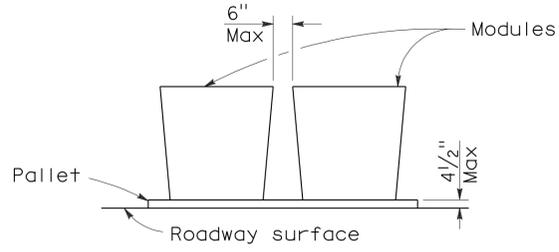


**ARRAY 'TB14'**

Approach speed 45 mph or more



PLAN



ELEVATION

**CRASH CUSHION PALLET DETAIL**

See Note 7

**NOTES:**

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

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

**REVISED STANDARD PLAN RSP T1B**

2006 REVISED STANDARD PLAN RSP T1B

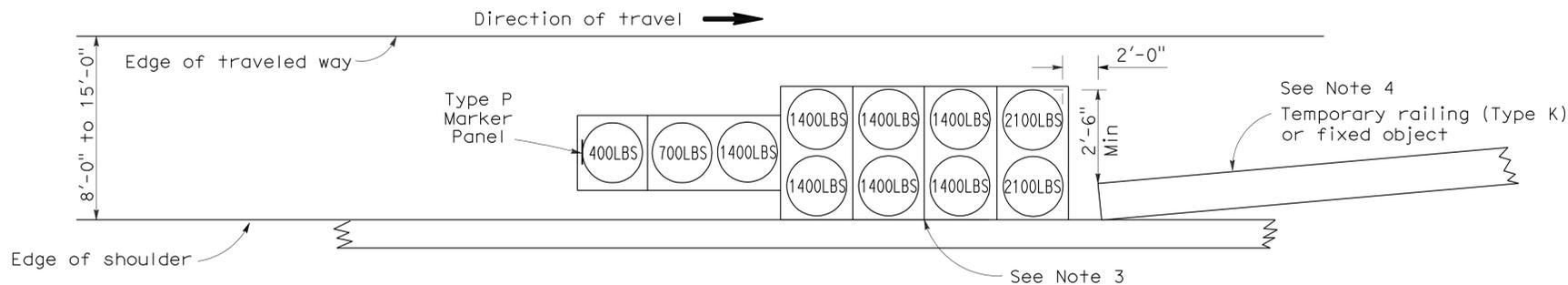
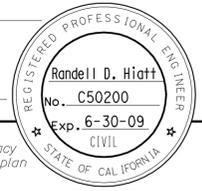
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	123	140

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

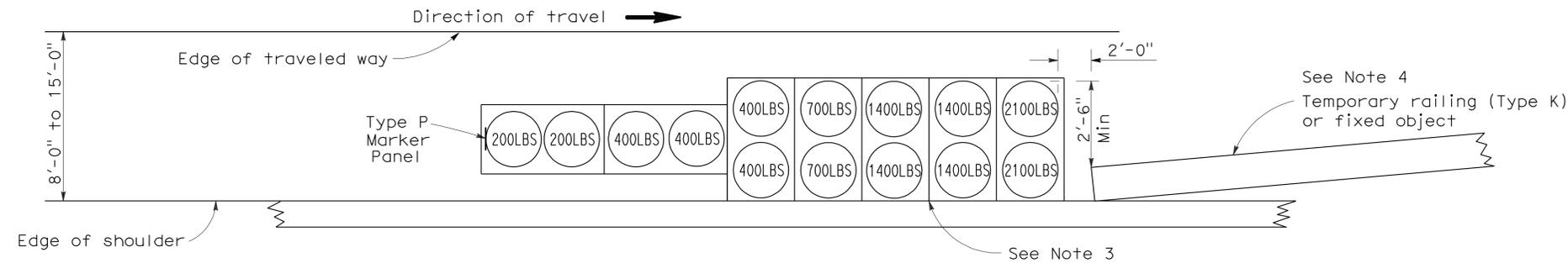
June 6, 2008  
PLANS APPROVAL DATE

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

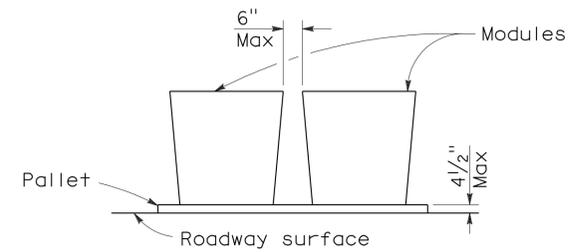
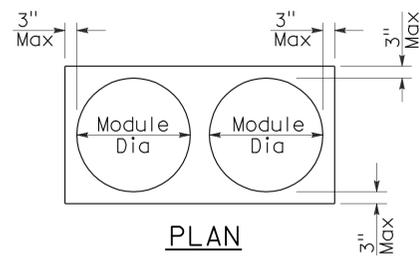
To accompany plans dated 5-16-11



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



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



**CRASH CUSHION PALLET DETAIL**  
See Note 11

**NOTES:**

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

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

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

**REVISED STANDARD PLAN RSP T2**

2006 REVISED STANDARD PLAN RSP T2

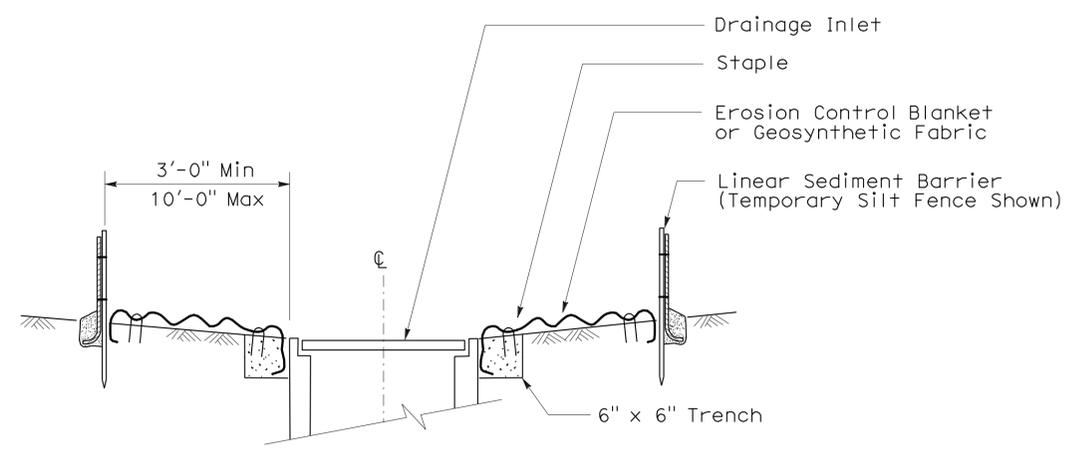


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	125	140

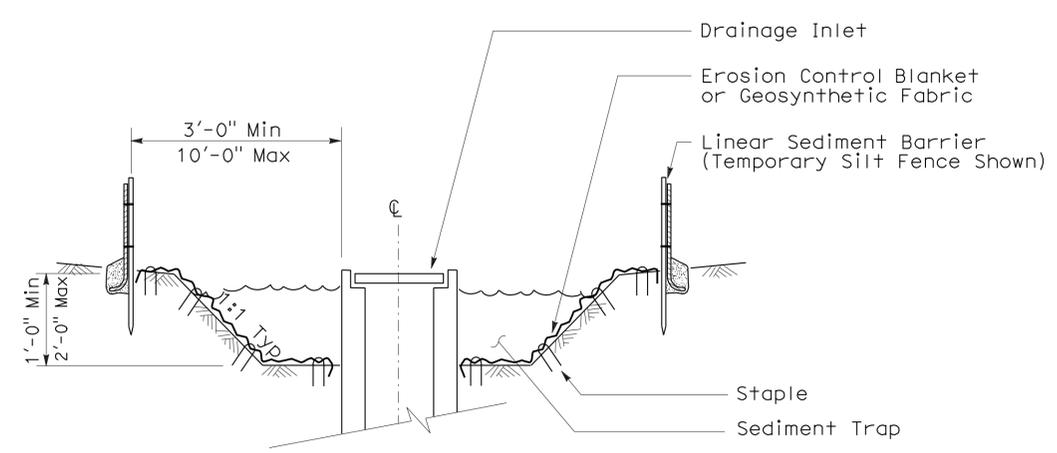
*Robert B. Schott*  
 LICENSED LANDSCAPE ARCHITECT  
 August 15, 2008  
 PLANS Approval DATE  
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 5-16-11

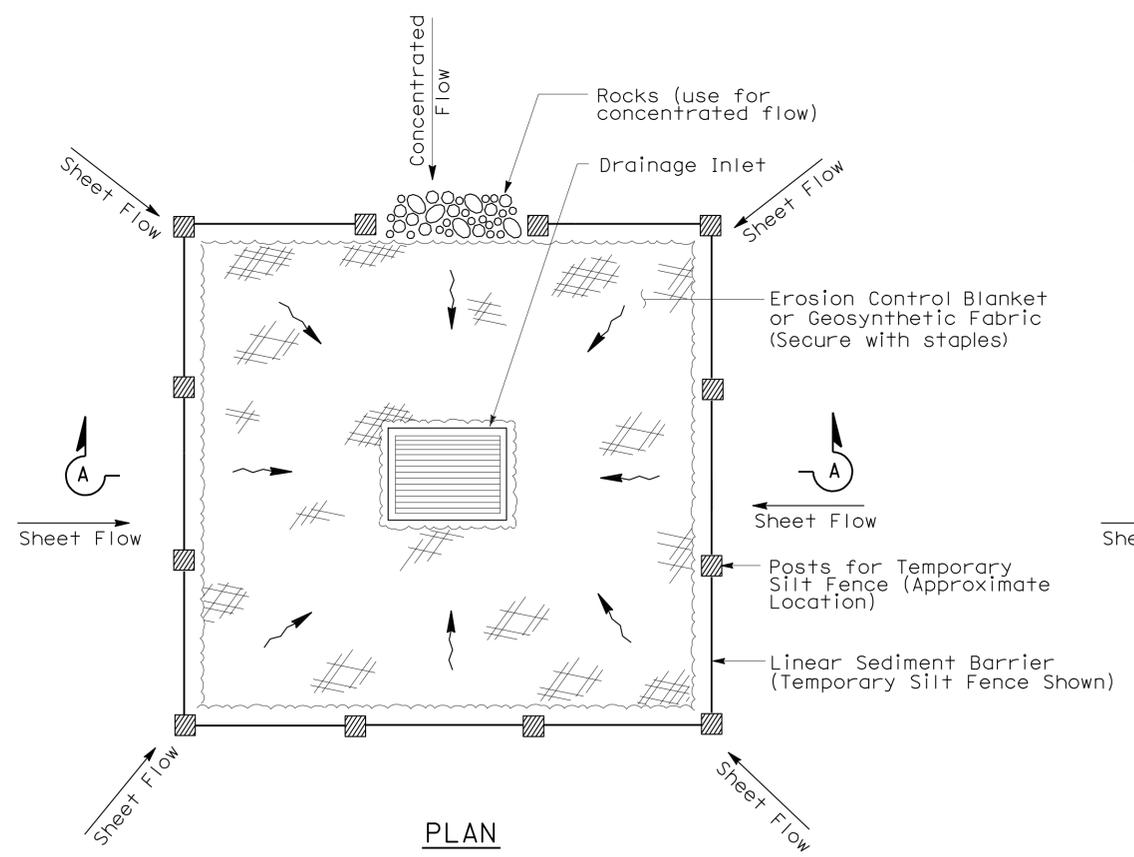
- NOTES:**
1. See Standard Plan T51 for Temporary Silt Fence.
  2. Dimensions may vary to fit field conditions.



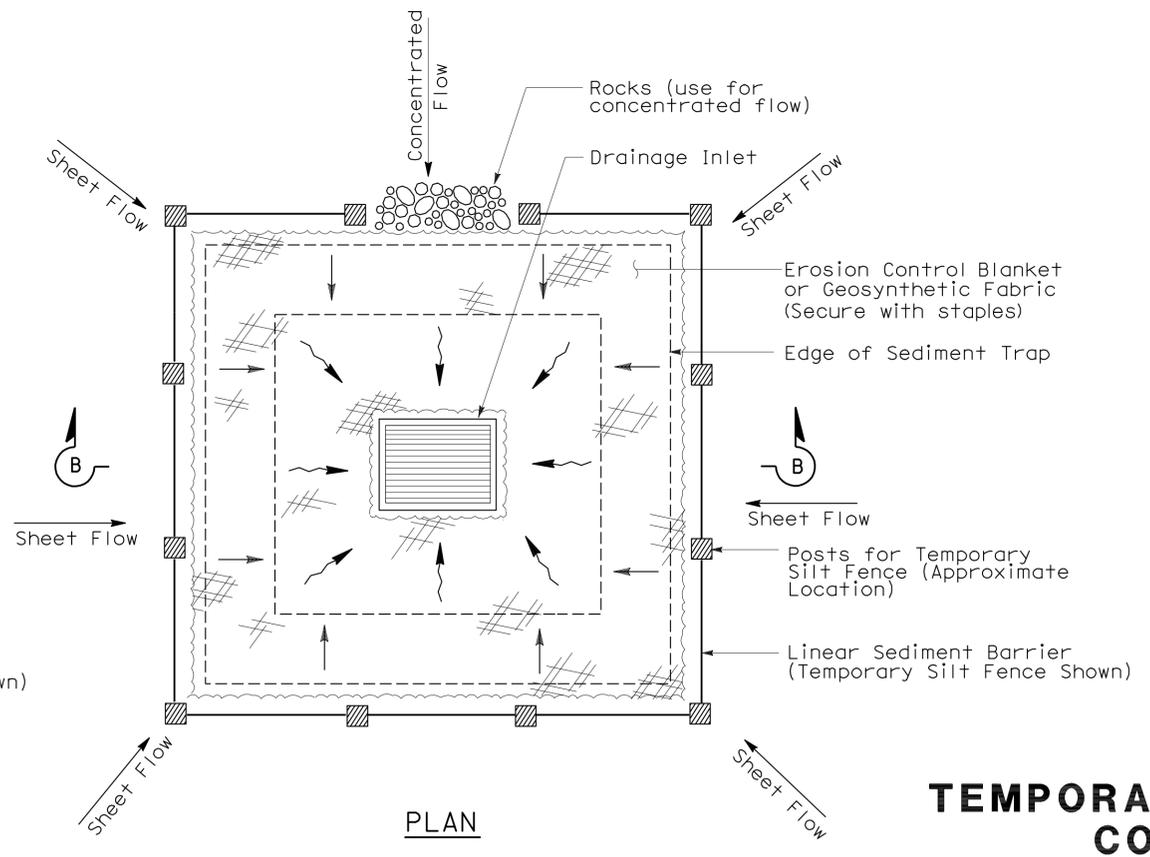
**SECTION A-A**



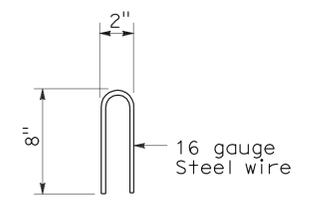
**SECTION B-B**



**TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)**



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

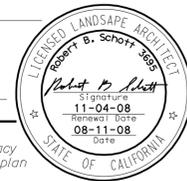


**STAPLE DETAIL**

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**TEMPORARY WATER POLLUTION CONTROL DETAILS**  
**(TEMPORARY DRAINAGE INLET PROTECTION)**  
 NO SCALE

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

2006 NEW STANDARD PLAN NSP T61

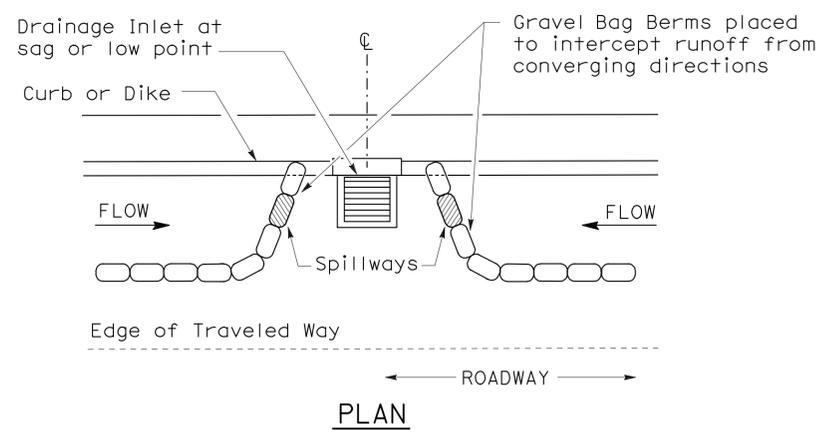


To accompany plans dated 5-16-11

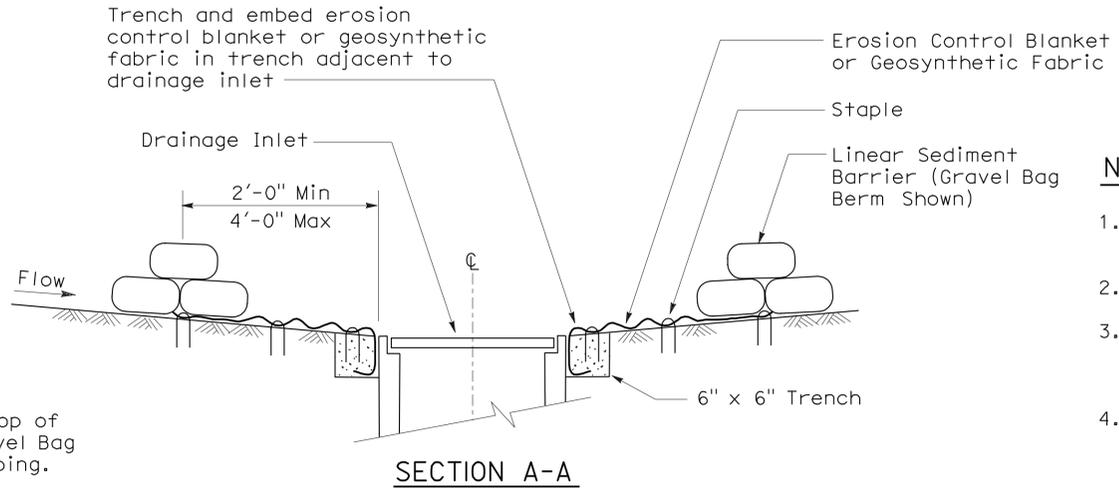
### GRAVEL BAG BERM (TYPE 3A) SPACING TABLE

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

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



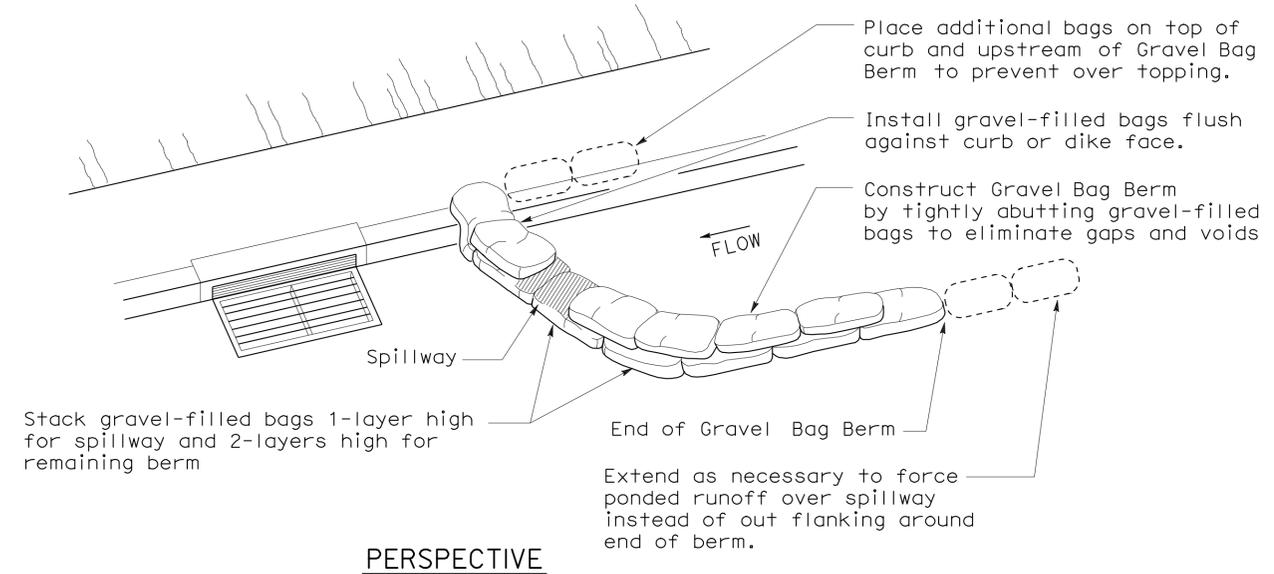
**PLAN**  
**CONFIGURATION FOR SAG POINT INLET**  
**(GRAVEL BAG BERM)**



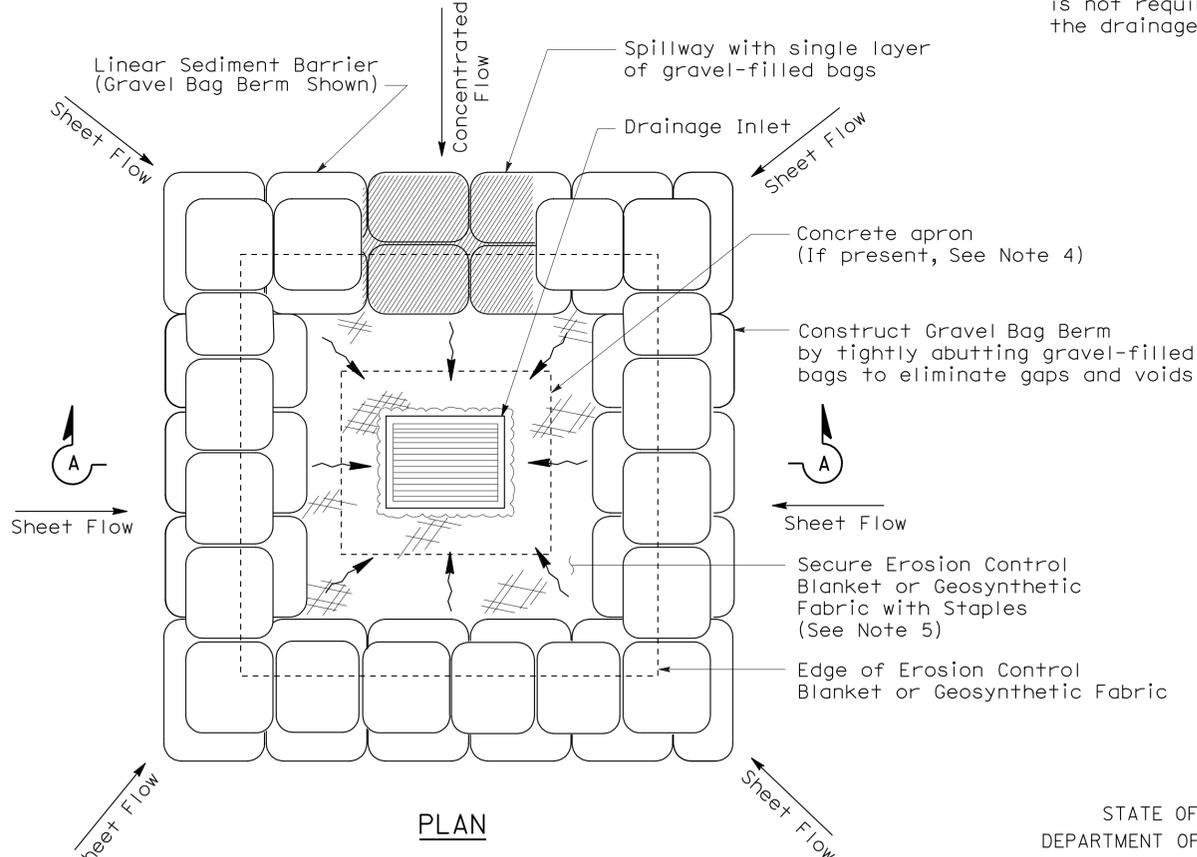
**SECTION A-A**

**NOTES:**

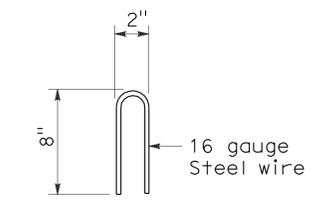
1. Place safety cones adjacent to drainage inlet protection.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 gravel bag berms upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.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



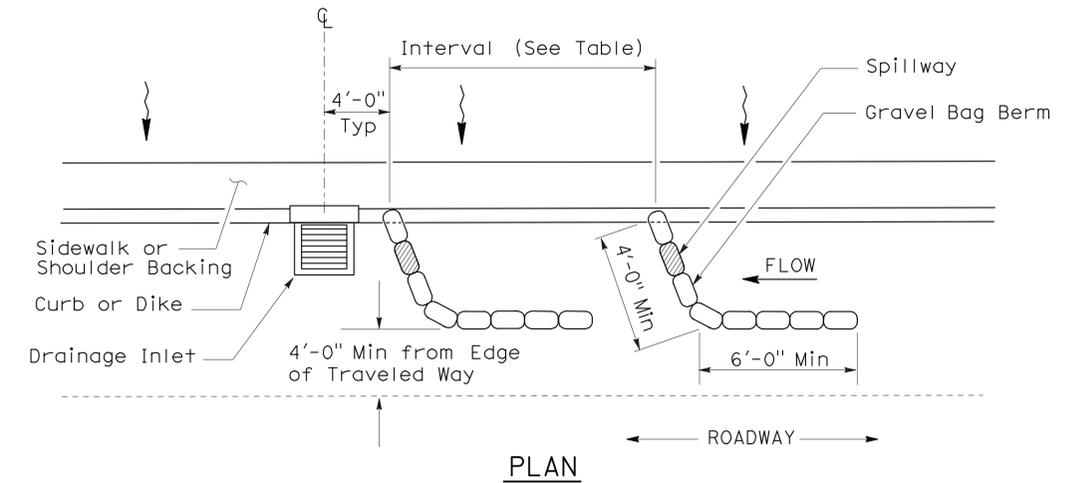
**PERSPECTIVE**



**PLAN**  
**TEMPORARY DRAINAGE**  
**INLET PROTECTION (TYPE 3B)**



**STAPLE DETAIL**



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

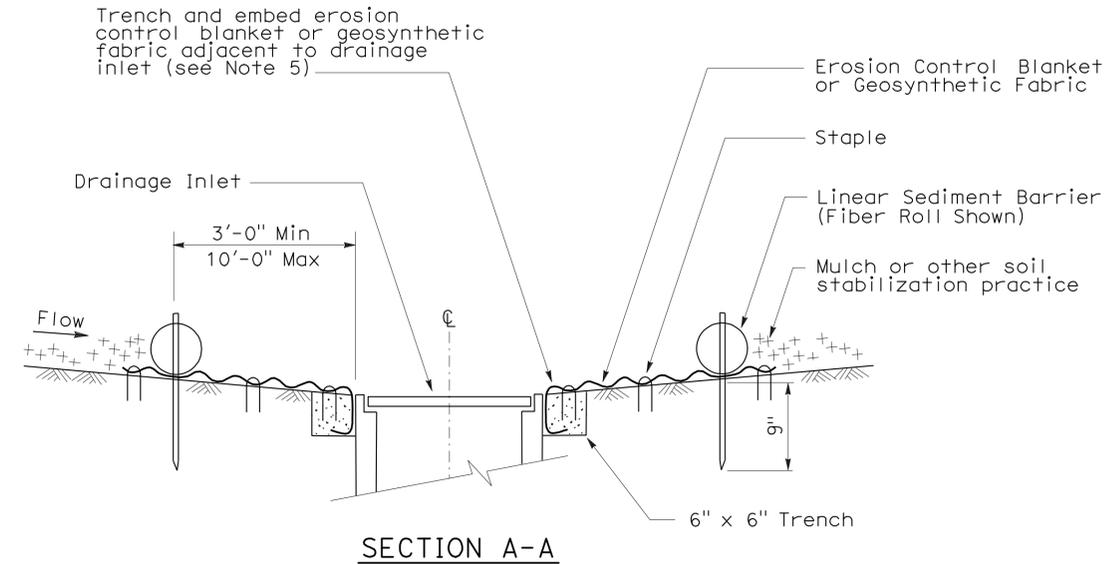
STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**TEMPORARY WATER POLLUTION CONTROL DETAILS**  
**(TEMPORARY DRAINAGE INLET PROTECTION)**

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

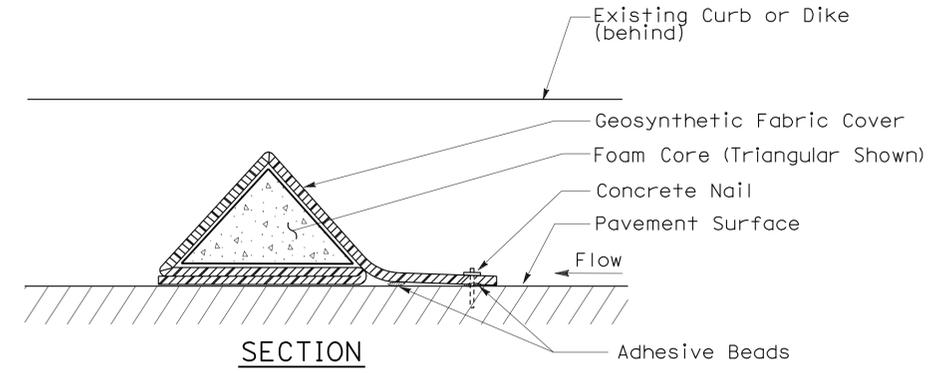
2006 NEW STANDARD PLAN NSP T62

**FLEXIBLE SEDIMENT BARRIER SPACING TABLE**

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



**SECTION A-A**

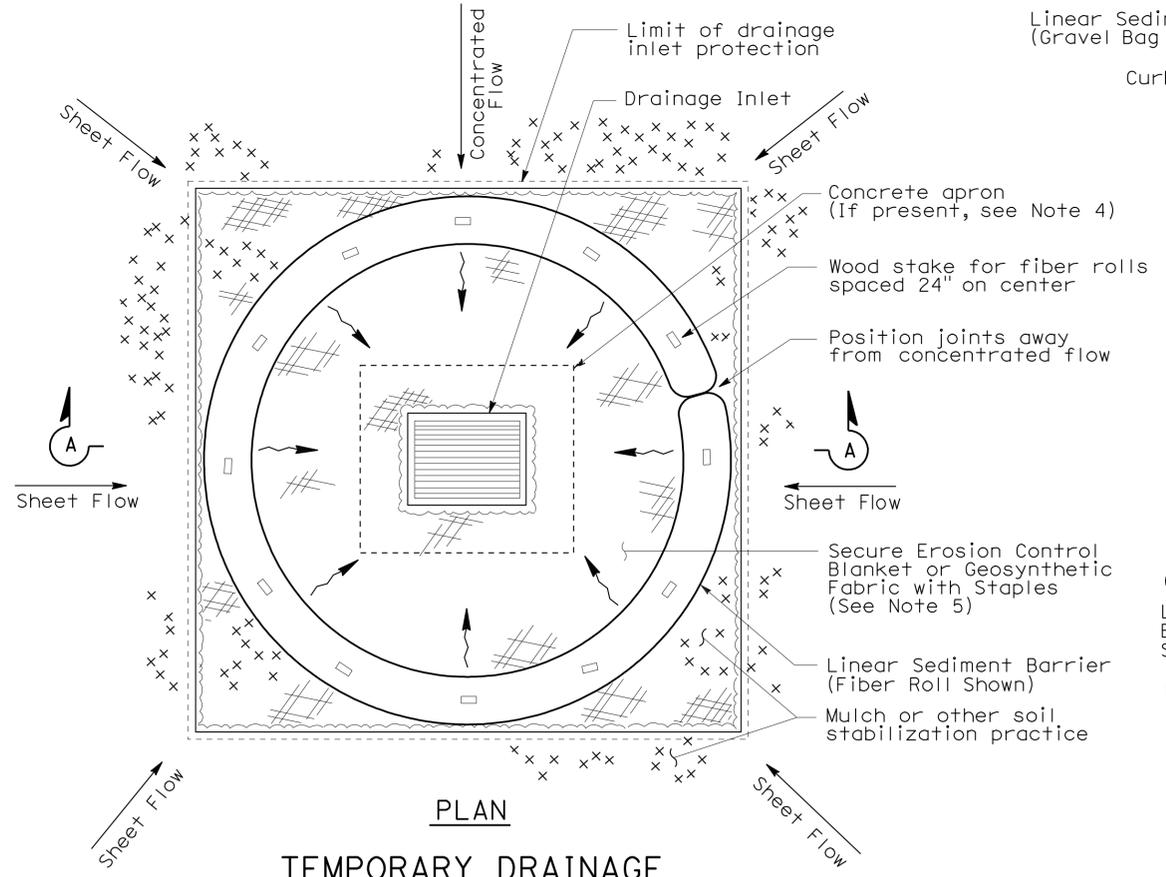


**SECTION FLEXIBLE SEDIMENT BARRIER DETAIL (FOAM BARRIER SHOWN)**

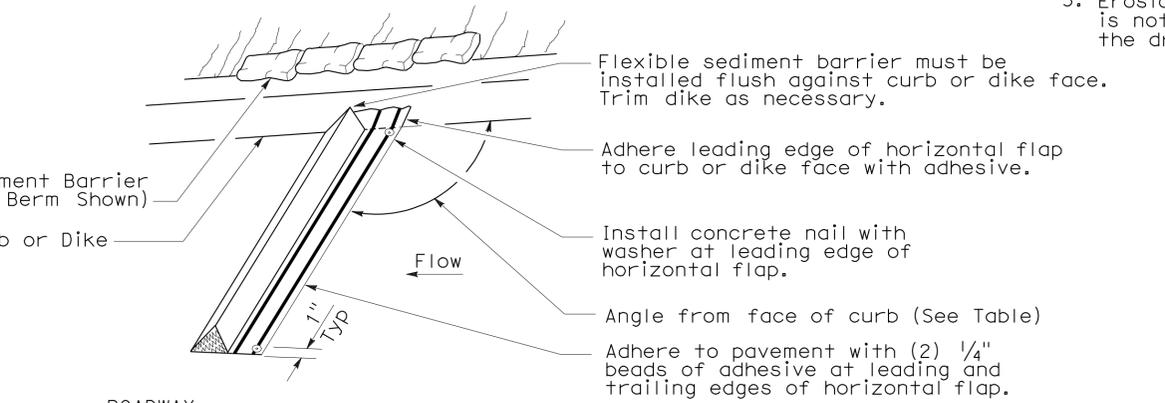
**NOTES:**

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

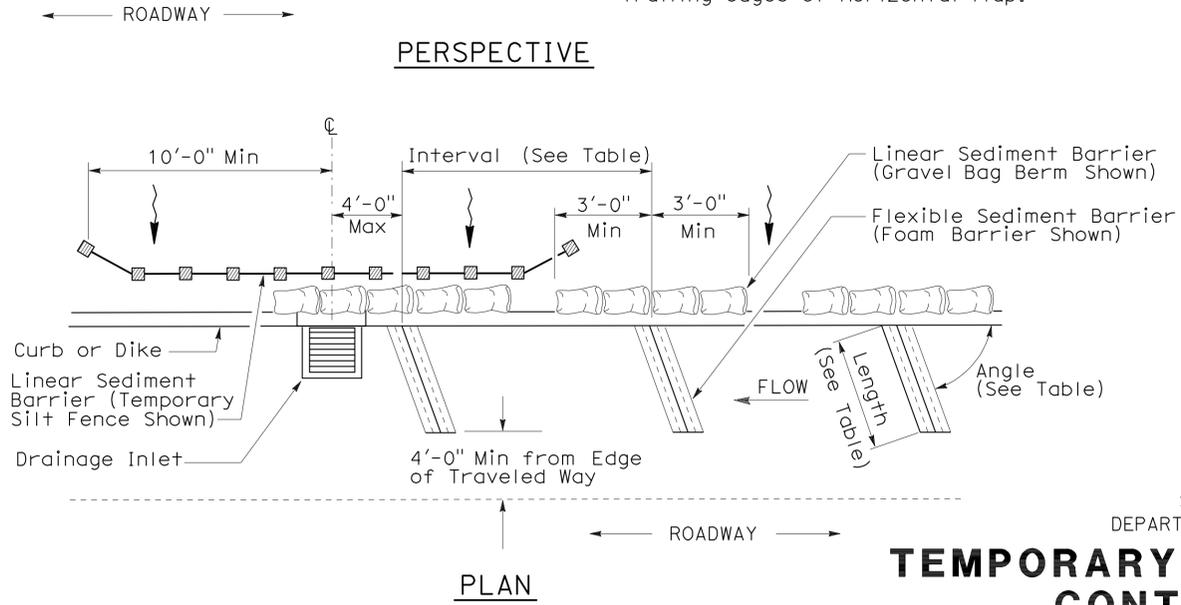
To accompany plans dated 5-16-11



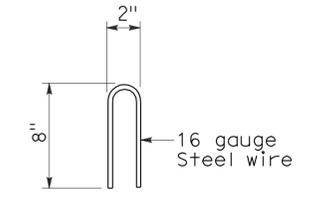
**PLAN TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4A)**



**PERSPECTIVE**



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



**STAPLE DETAIL**

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)**  
 NO SCALE  
 NSP T63 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP T63

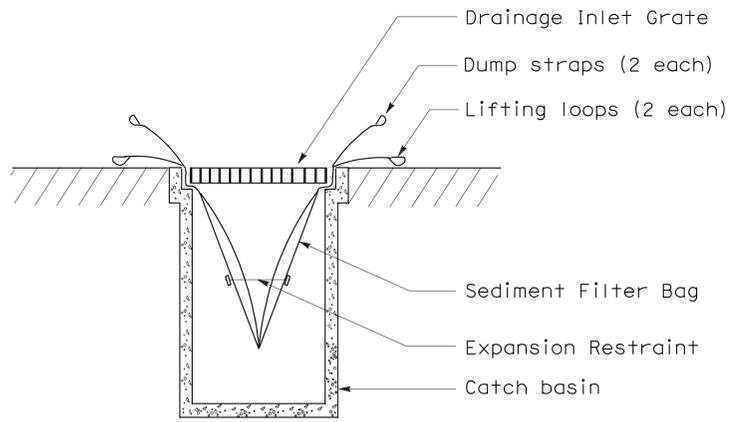
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	128	140

*Robert B. Schott*  
 LICENSED LANDSCAPE ARCHITECT

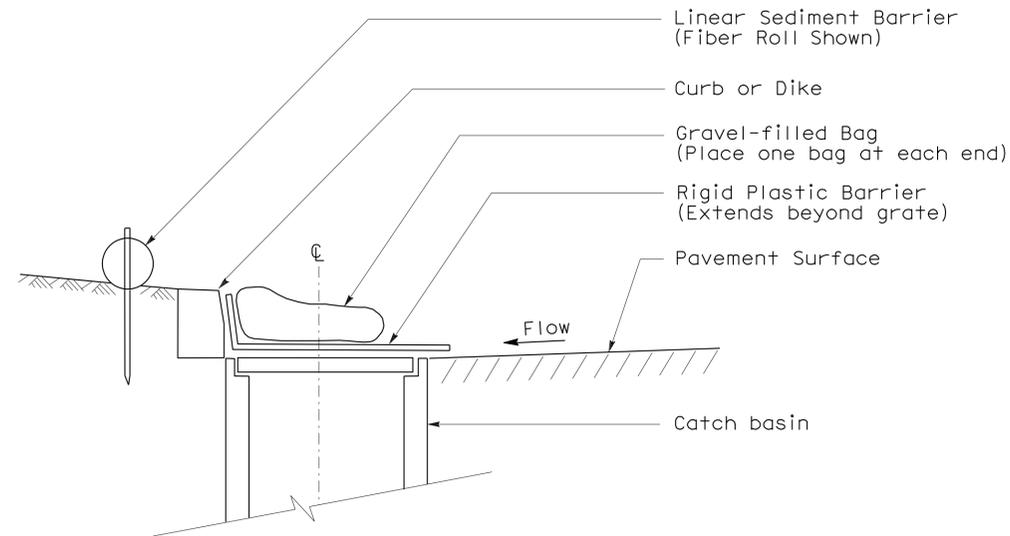
August 15, 2008  
 PLANS APPROVAL DATE

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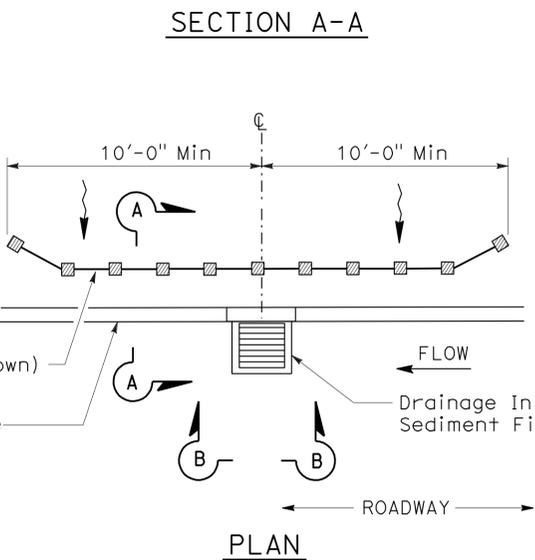
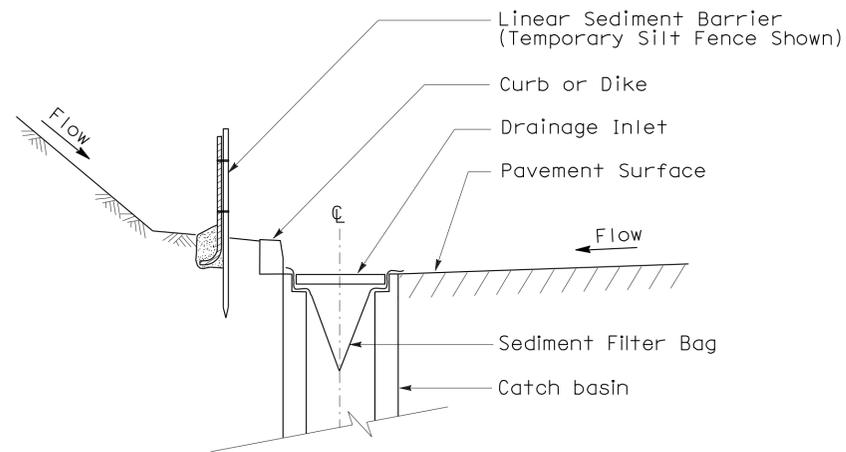
To accompany plans dated 5-16-11



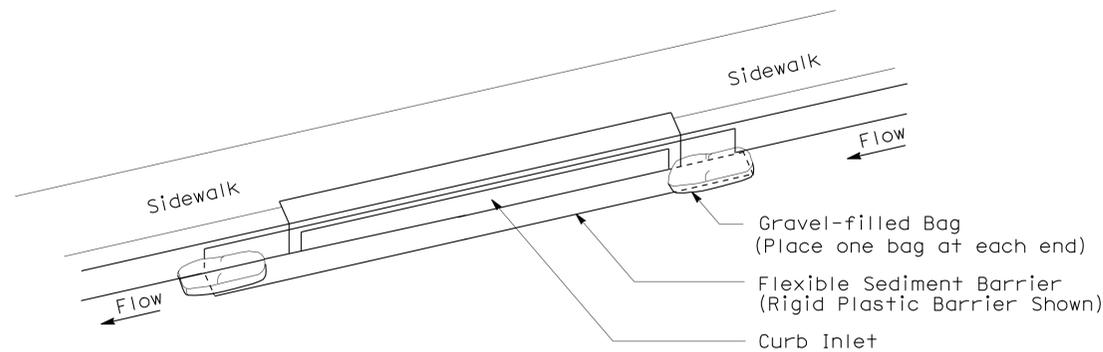
SECTION B-B  
SEDIMENT FILTER BAG DETAIL



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



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



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

**NOTES:**

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

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

NO SCALE  
NSP T64 DATED AUGUST 15, 2008 SUPPLEMENTS  
THE STANDARD PLANS BOOK DATED MAY 2006.

# ELECTROLIERS

STANDARD TYPES		
15, 15D		High mast light pole
15 STRUCTURE		Double Arm lighting standard
21, 21D STRUCTURE		Existing electrolier
30		Electrolier foundation (Future installation)
31		
32		
35		
36-20A		

**NOTES:**

- Luminaires shall be 310 W HPS when installed on Type 21, 21D, 30, 31, 32, 35 and 36-20A Standards, unless otherwise specified. Luminaires shall be 200 W HPS when installed on other type standards or poles, unless otherwise specified.
- Luminaires shall be the cutoff type, ANSI Type III medium cutoff lighting distribution, unless otherwise specified.
- Variations noted adjacent to symbol on project plans.

- Electrolier (see project notes or project plans)
- Luminaire on wood pole

## STANDARD NOTES:

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

# ABBREVIATIONS AND EQUIPMENT DESIGNATIONS

## PROPOSED EXISTING

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	129	140

*Jeffery G. McRae*  
REGISTERED ELECTRICAL ENGINEER

October 5, 2007  
PLANS APPROVAL DATE

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

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To accompany plans dated 5-16-11

## SOFFIT AND WALL MOUNTED LUMINAIRES

- Pendant, 70 W HPS unless otherwise specified.
- Flush, 70 W HPS unless otherwise specified.
- Wall surface, 70 W HPS unless otherwise specified.
- Existing soffit or wall luminaire to remain unmodified.
- Existing soffit or wall luminaire to be modified as specified.

### NOTE:

Arrow indicates "street side" of luminaire.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

## ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

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

**REVISED STANDARD PLAN RSP ES-1A**

2006 REVISED STANDARD PLAN RSP ES-1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	130	140

*Jeffrey G. McRae*  
 REGISTERED ELECTRICAL ENGINEER  
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REGISTERED PROFESSIONAL ENGINEER  
 Jeffrey G. McRae  
 No. E14512  
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 ELECTRICAL  
 STATE OF CALIFORNIA

### CONDUIT

PROPOSED	EXISTING	
		Lighting Conduit, unless otherwise indicated or noted
		Traffic signal conduit
		Communication conduit
		Telephone conduit
		Fire alarm conduit
		Fiber optic conduit
		Conduit termination
		Conduit riser in/on structure or service pole

### SIGNAL EQUIPMENT

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

### SERVICE EQUIPMENT

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

### POLE-MOUNTED SERVICE DESIGNATION



### ILLUMINATED OVERHEAD SIGN

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

### SIGNAL EQUIPMENT Cont

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

### NOTES:

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

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

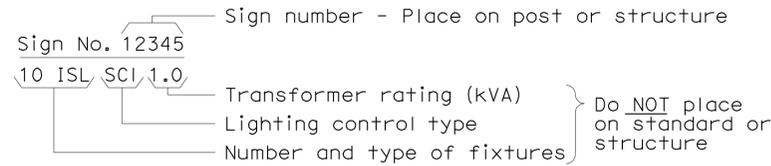
RSP ES-1B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1B  
 DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP ES-1B**

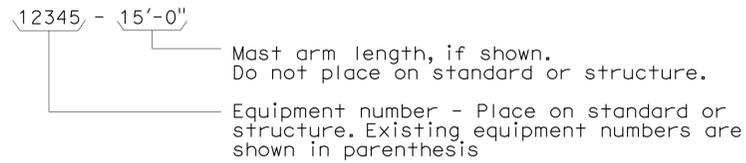
2006 REVISED STANDARD PLAN RSP ES-1B

### EQUIPMENT IDENTIFICATION

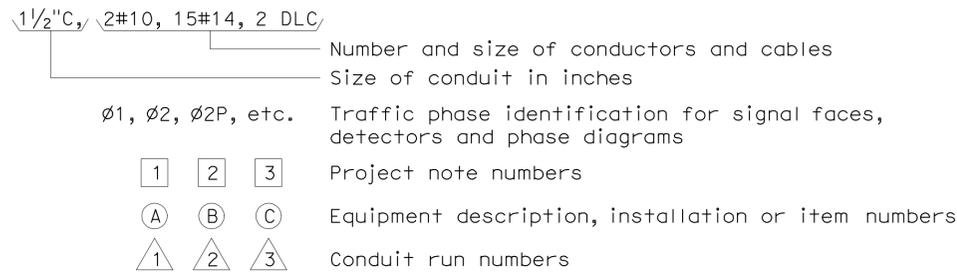
#### ILLUMINATED SIGN IDENTIFICATION NUMBER:



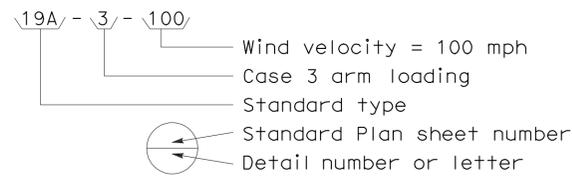
#### ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:



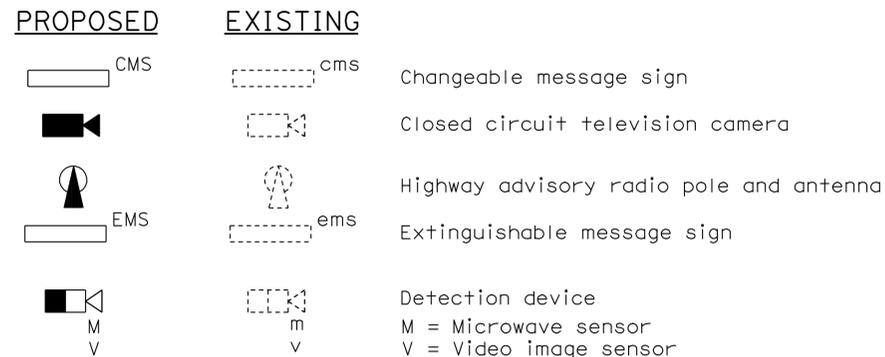
#### CONDUIT AND CONDUCTOR IDENTIFICATION:



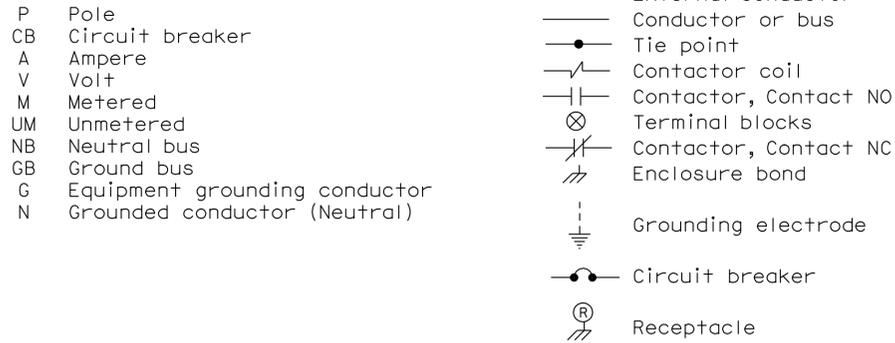
#### SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



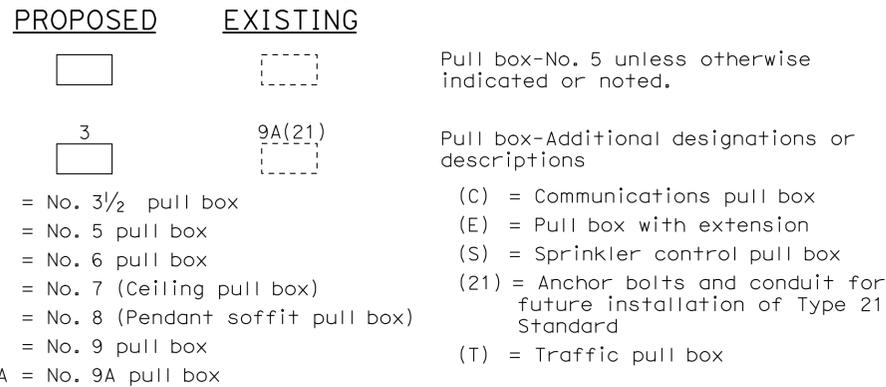
### MISCELLANEOUS EQUIPMENT



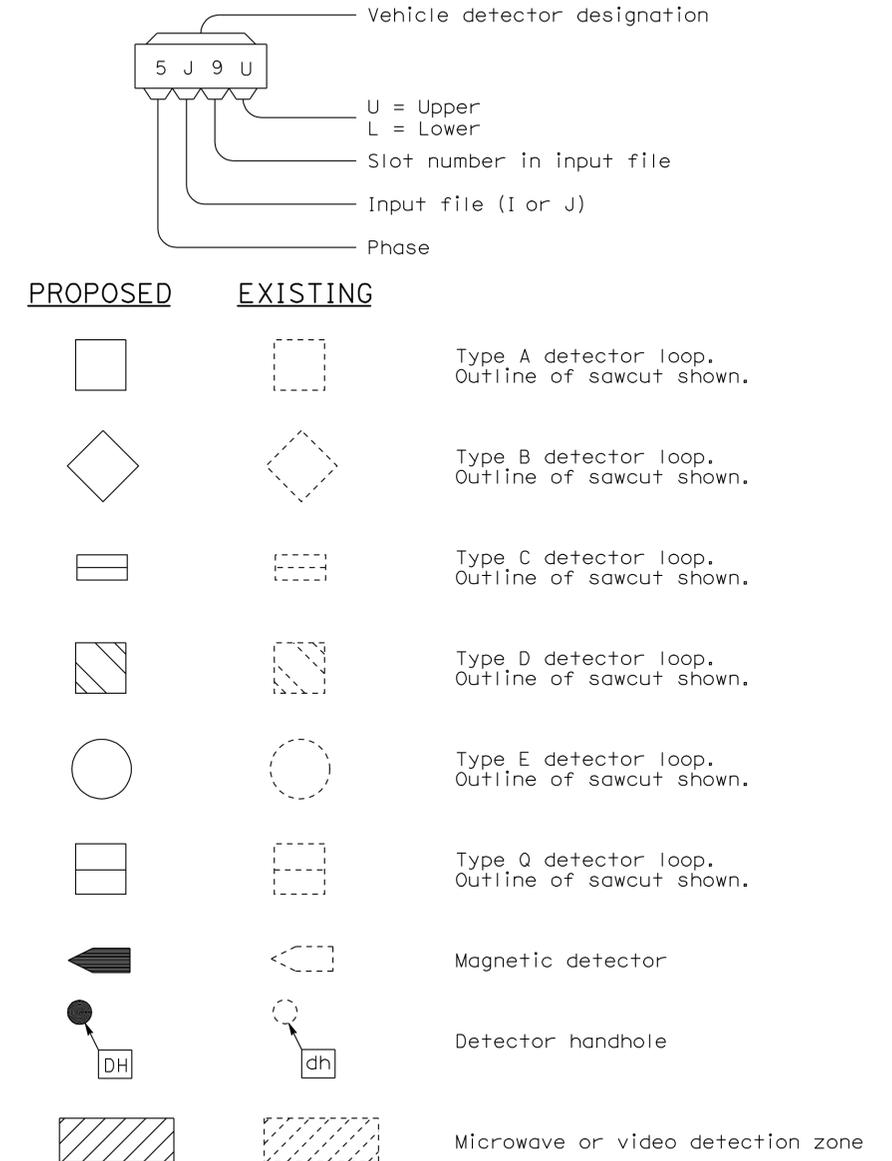
### WIRING DIAGRAM LEGEND



### PULL BOXES



### VEHICLE DETECTORS



STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

## ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

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

**REVISED STANDARD PLAN RSP ES-1C**

2006 REVISED STANDARD PLAN RSP ES-1C

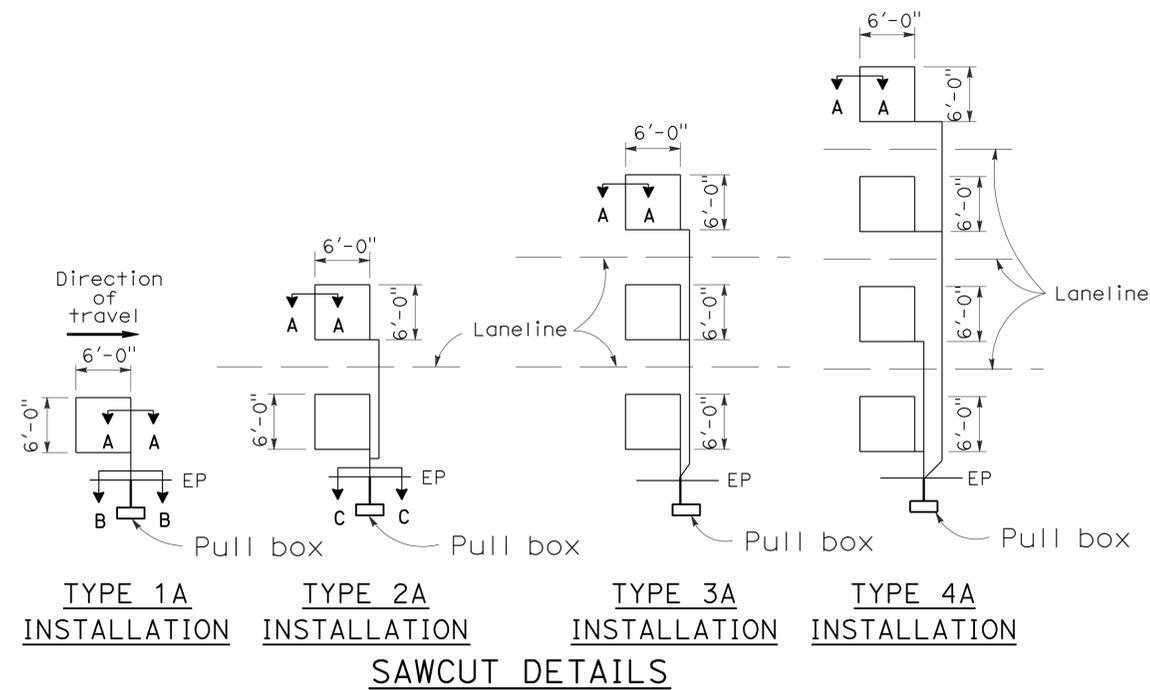
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	6.8/11.6	132	140

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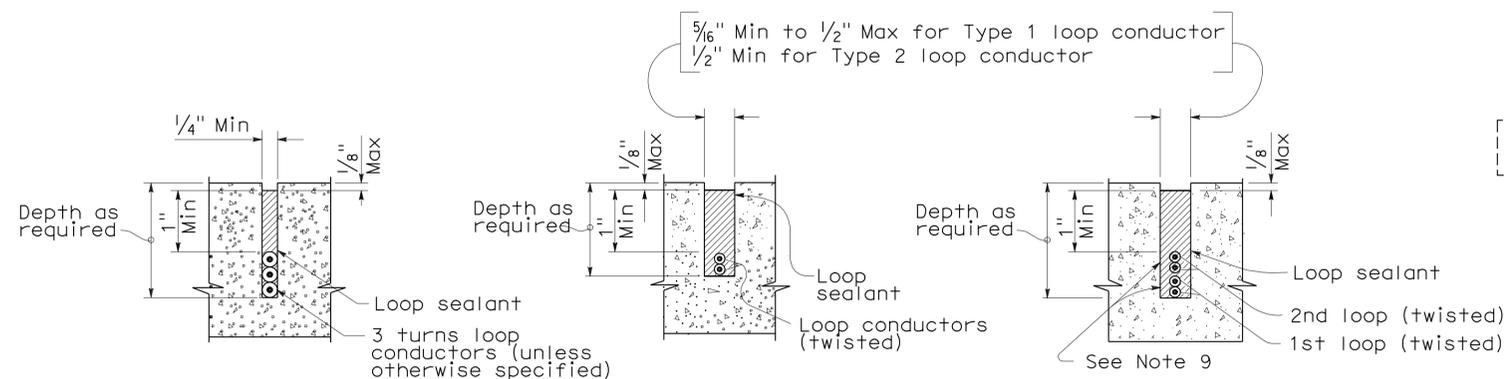
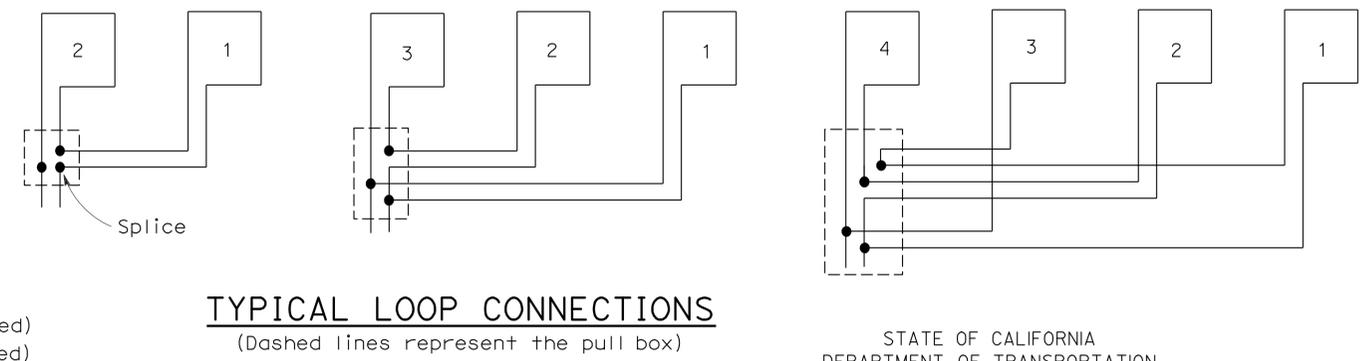
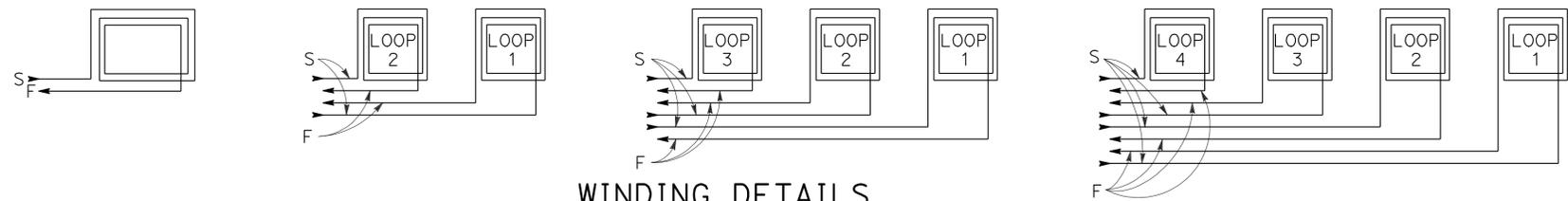
REGISTERED PROFESSIONAL ENGINEER  
*Jeffery G. McRae*  
 No. E14512  
 Exp. 6-30-08  
 ELECTRICAL  
 STATE OF CALIFORNIA

## LOOP INSTALLATION PROCEDURE

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



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



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

## ELECTRICAL SYSTEMS (DETECTORS)

NO SCALE

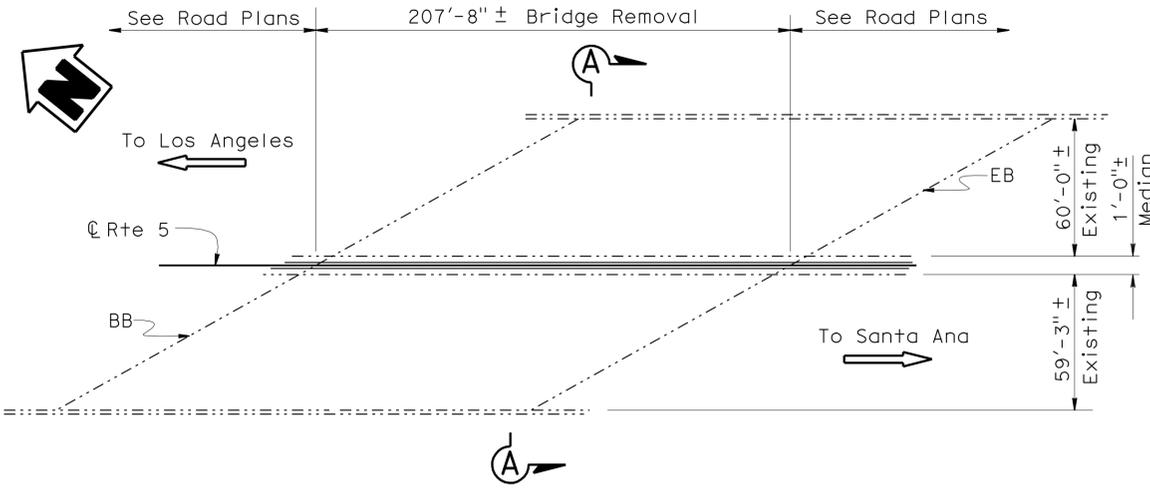
RSP ES-5A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-5A DATED MAY 1, 2006 - PAGE 423 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP ES-5A**

2006 REVISED STANDARD PLAN RSP ES-5A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	6.8/11.6	133	140

Michael R. Pope  
 01-24-2011  
 REGISTERED CIVIL ENGINEER DATE  
 5-16-11  
 PLANS APPROVAL DATE  
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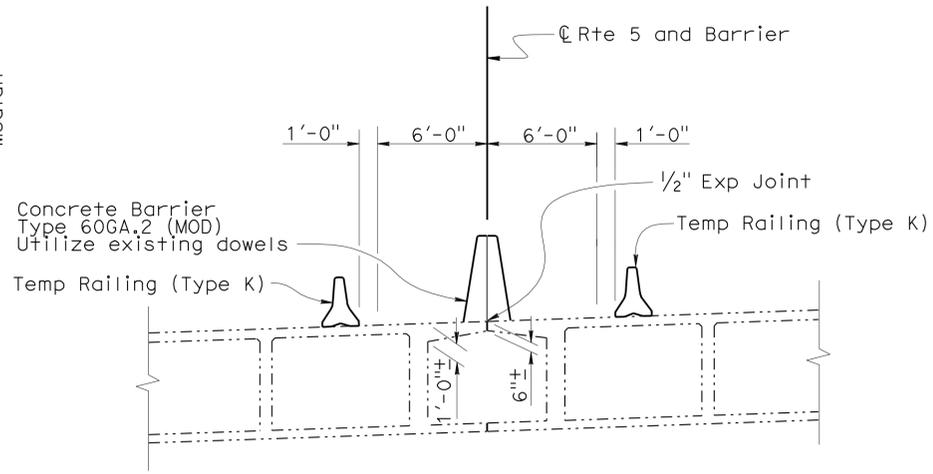


**WASHINGTON BOULEVARD UNDERCROSSING**

Br No. 53-0635 PM 11.55  
1" = 40'

**QUANTITIES**

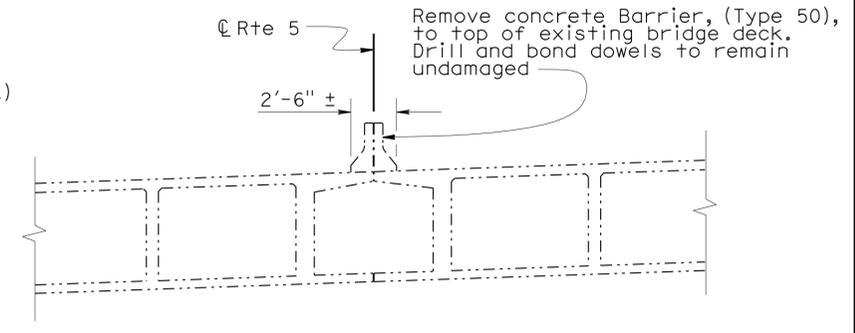
REMOVE CONCRETE BARRIER	208 LF
CONCRETE BARRIER (TYPE 60GA.2) MODIFIED	208 LF



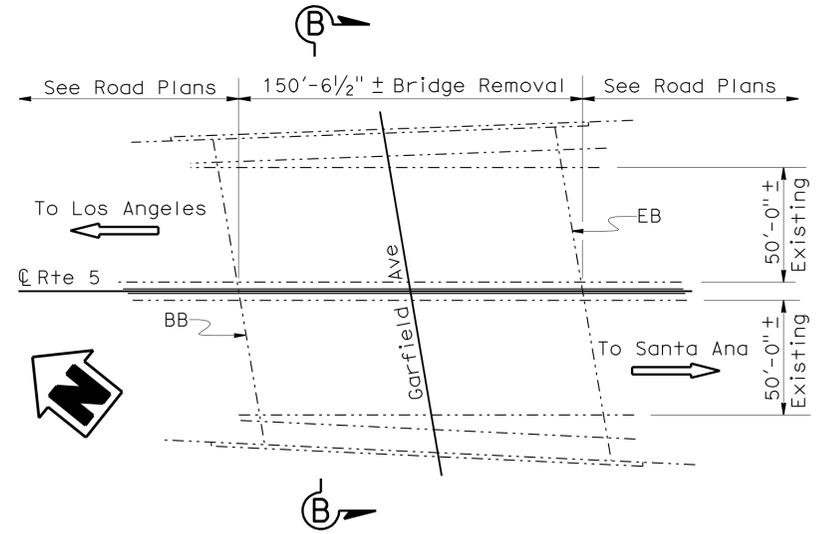
**NEW CONSTRUCTION**

**SECTION A-A**

1" = 5'



**EXISTING**

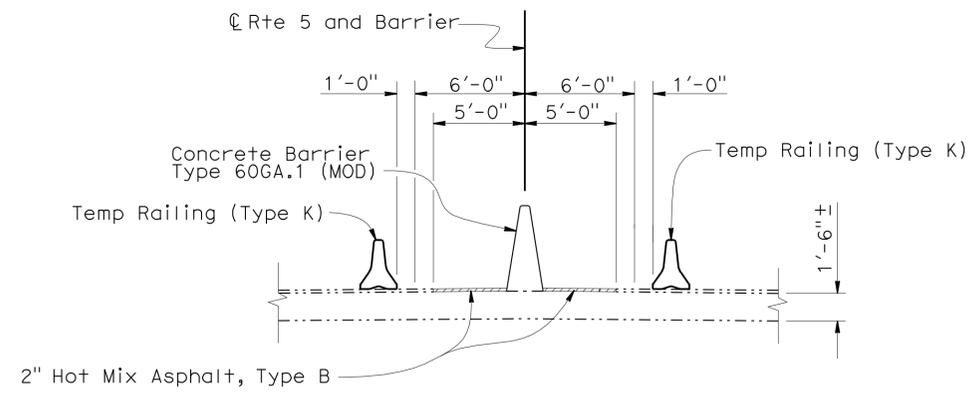


**GARFIELD AVENUE UNDERCROSSING**

Br No. 53-0637 PM 10.88  
1" = 40'

**QUANTITIES**

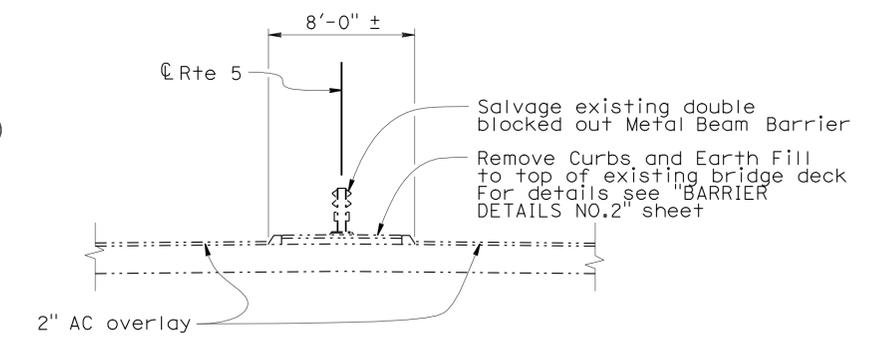
REMOVE CURB	302 LF
SALVAGE METAL BEAM BARRIER	151 LF
HOT MIX ASPHALT (TYPE B)	15 TON
CONCRETE BARRIER (TYPE 60GA.1) MODIFIED	151 LF



**NEW CONSTRUCTION**

**SECTION B-B**

1" = 5'



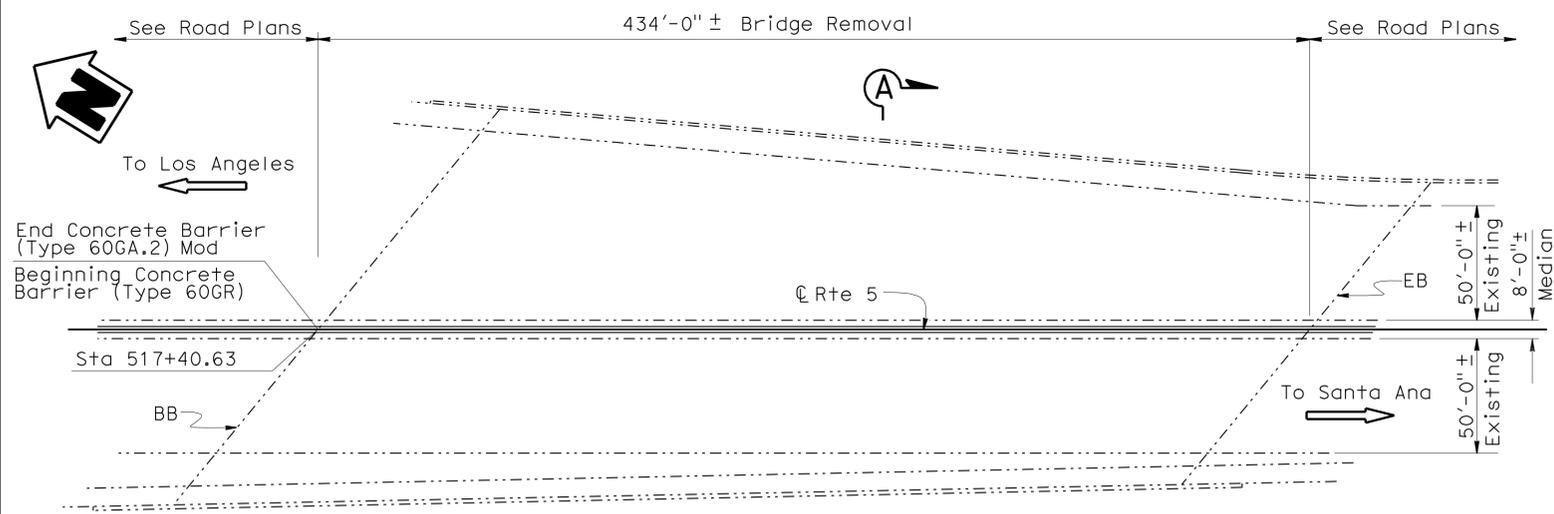
**EXISTING**

<b>MIKE POPE</b> DESIGN ENGINEER	DESIGN	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	<b>STATE OF CALIFORNIA</b> DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN <b>DESIGN BRANCH 18</b>	BRIDGE NO.	Varies	<b>ROUTE 5 BRIDGES - ADD MEDIAN BARRIER</b> <b>GENERAL PLAN NO. 1</b>	
	DETAILS	BY JINLI GUO	CHECKED MATTHEW SCHOTT	LAYOUT	BY JINLI GUO			CHECKED MATTHEW SCHOTT	POST MILE		Varies
	QUANTITIES	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	SPECIFICATIONS	BY JENNIFER RAMIREZ			PLANS AND SPECS COMPARED	JENNIFER RAMIREZ		Varies

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS: 0 1 2 3  
 CU 07224 EA 253501  
 DISREGARD PRINTS BEARING EARLIER REVISION DATES: 3-15-11, 9-14-10, 9-16-10, 9-22-10, 10-21-10, 11-4-10, 11-8-10, 11-18-10, 01-21-11, 4-5-11  
 SHEET 1 OF 8

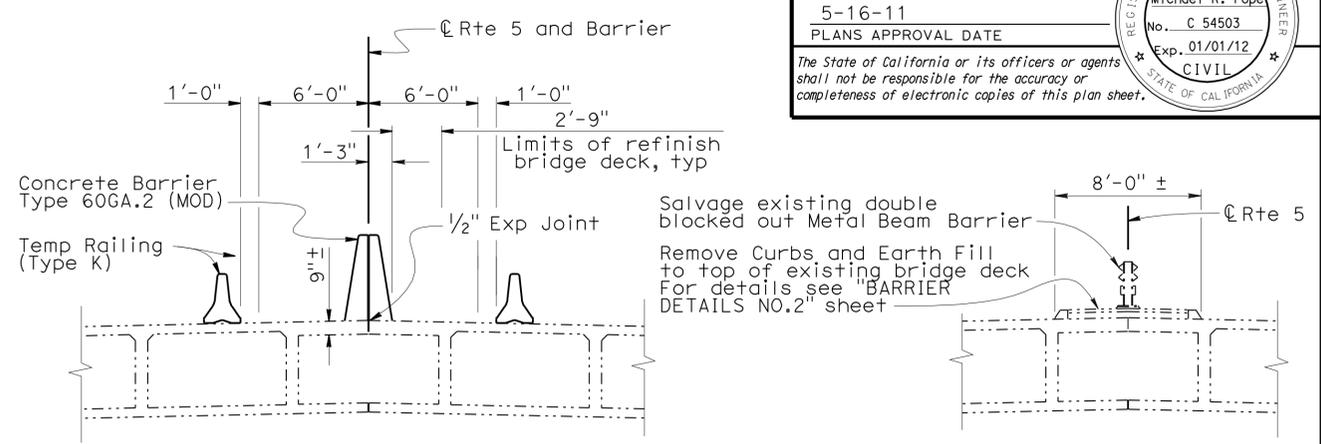
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	6.8/11.6	134	140

Michael R. Pope 01-24-2011  
 REGISTERED CIVIL ENGINEER DATE  
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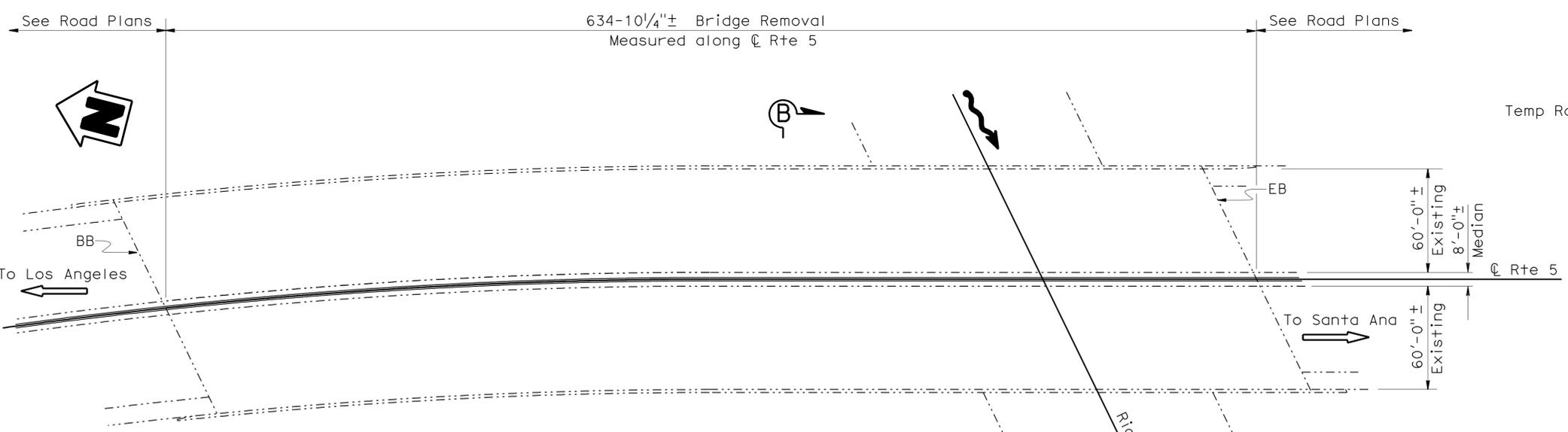


**SLAUSON AVENUE OVERHEAD**

Br No. 53-0638 PM 9.70  
 1" = 40'  
**QUANTITIES**  
 REMOVE CURB 868 LF  
 SALVAGE METAL BEAM BARRIER 434 LF  
 REFINISH BRIDGE DECK 2387 SQFT  
 CONCRETE BARRIER (TYPE 60GA.2) MODIFIED 434 LF

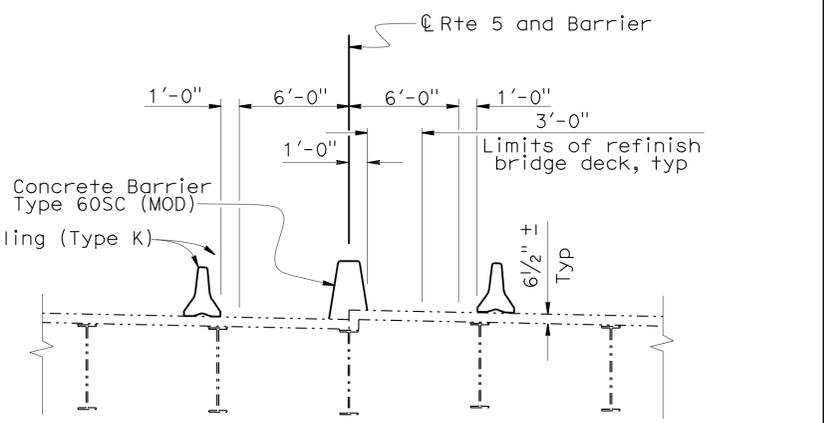


**SECTION A-A**  
1" = 5'



**RIO HONDO BRIDGE**

Br No. 53-0639 PM 9.47  
 1" = 40'  
**QUANTITIES**  
 REMOVE CURB 1270 LF  
 SALVAGE METAL BEAM BARRIER 635 LF  
 REFINISH BRIDGE DECK 3809 SQFT  
 CONCRETE BARRIER (TYPE 60SC) MODIFIED 635 LF



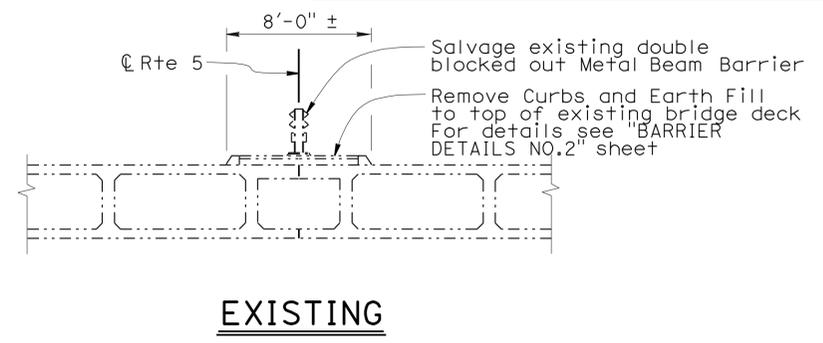
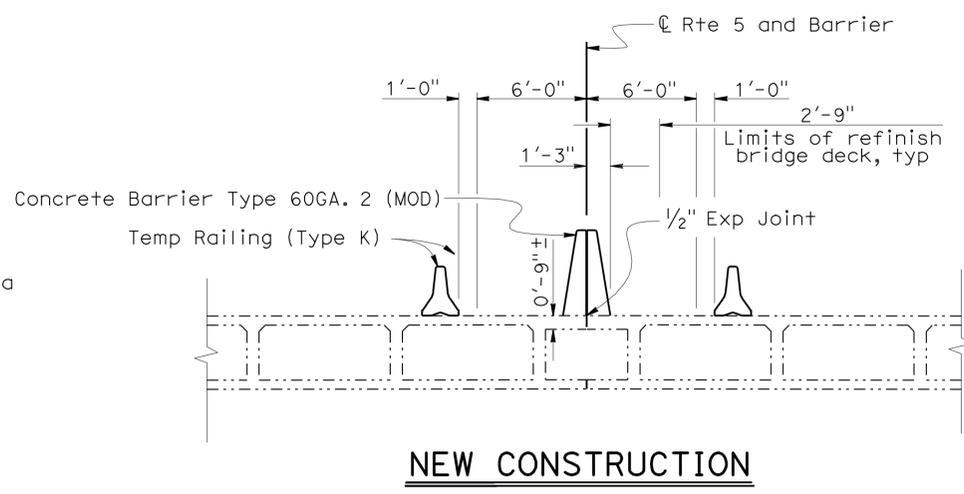
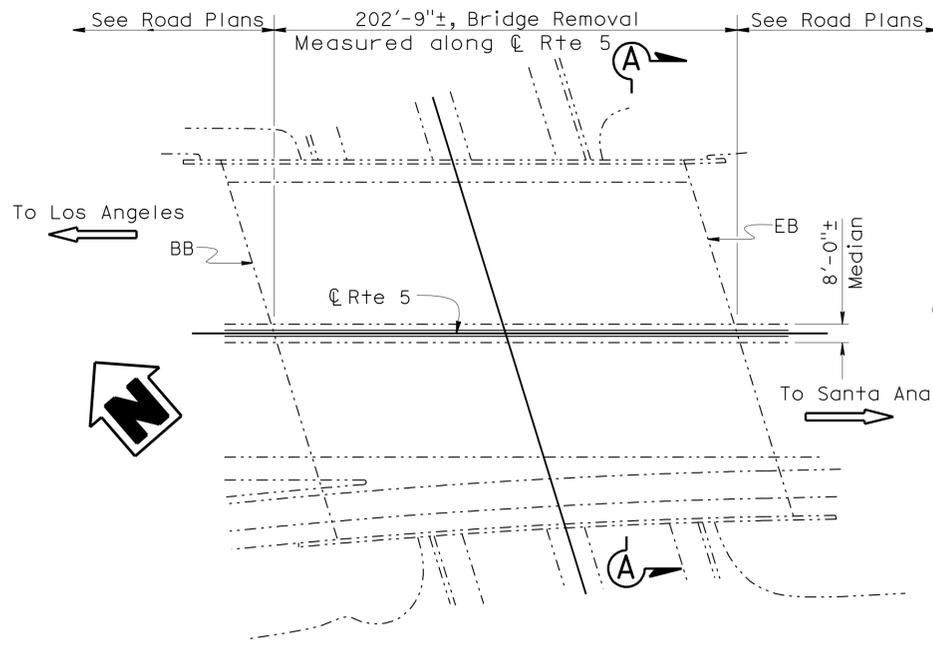
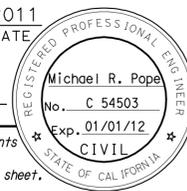
**SECTION B-B**  
1" = 5'

MIKE POPE DESIGN ENGINEER	DESIGN	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE
	DETAILS	BY JINLI GUO	CHECKED MATTHEW SCHOTT	LAYOUT	BY JINLI GUO
	QUANTITIES	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	SPECIFICATIONS	BY JENNIFER RAMIREZ

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF ENGINEERING SERVICES  
 STRUCTURE DESIGN  
 DESIGN BRANCH 18

BRIDGE NO.	Varies	<b>ROUTE 5 BRIDGES - ADD MEDIAN BARRIER</b> <b>GENERAL PLAN NO. 2</b>
POST MILE	Varies	
REVISION DATES	3-15-11 9-15-10 9-16-10 9-22-10 9-23-10 10-29-10 11-4-10 11-16-10 11-22-10 01-27-11	

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	6.8/11.6	135	140
Michael R. Pope 01-24-2011 REGISTERED CIVIL ENGINEER DATE					
5-16-11 PLANS APPROVAL DATE					
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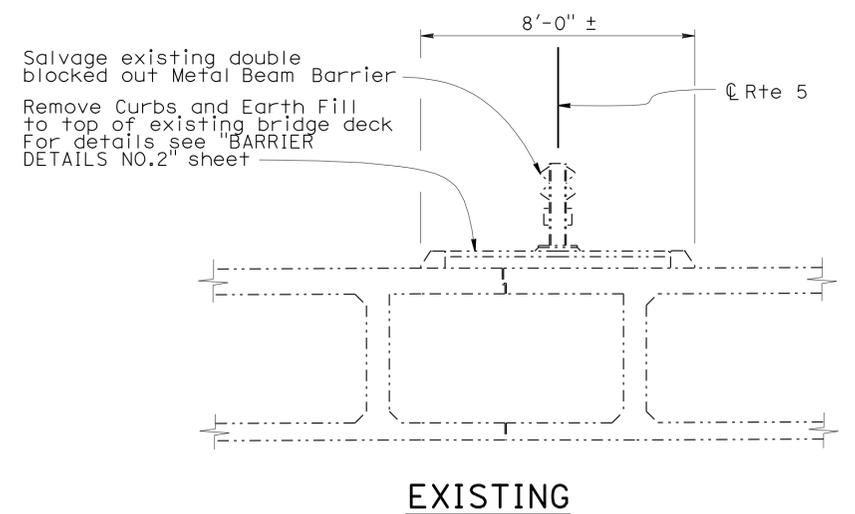
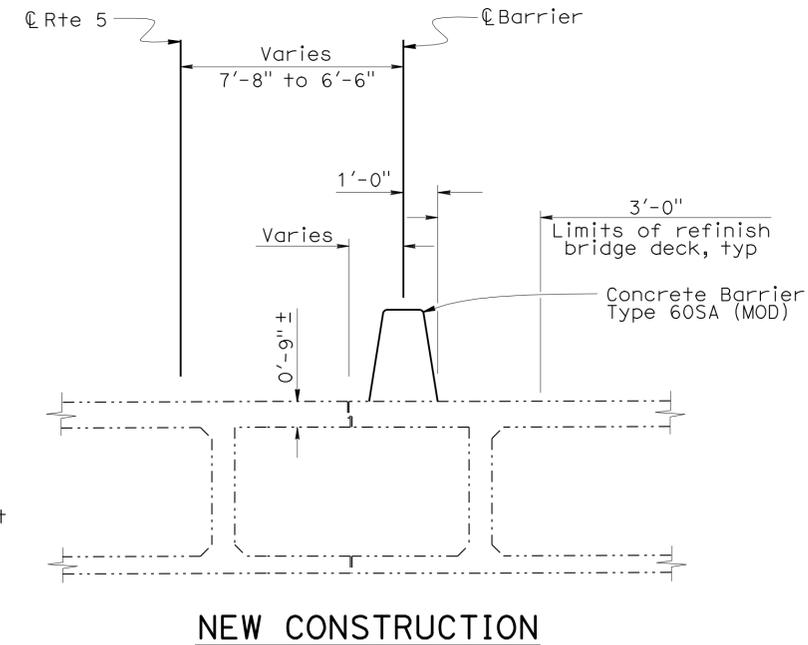
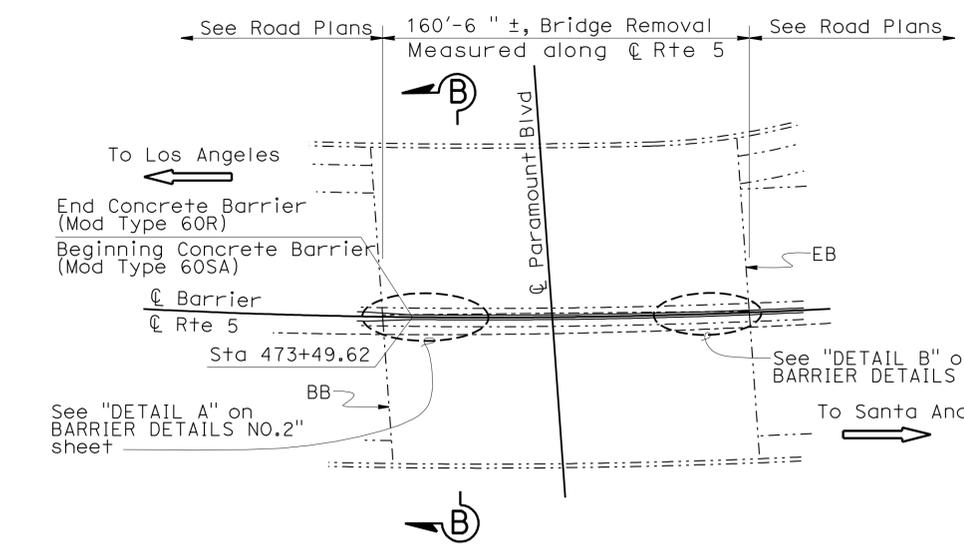
**SECTION A-A**  
1" = 5'

**LAKWOOD BOULEVARD UNDERCROSSING**

Br No. 53-0640 PM 8.29  
1" = 40'

**QUANTITIES**

REMOVE CURB	406 LF
SALVAGE METAL BEAM BARRIER	203 LF
REFINISH BRIDGE DECK	1115 SQFT
CONCRETE BARRIER (TYPE 60GA.2) MODIFIED	203 LF



**SECTION B-B**  
3/8" = 1'

**PARAMOUNT BOULEVARD UNDERCROSSING**

Br No. 53-0765 PM 8.95  
1" = 40'

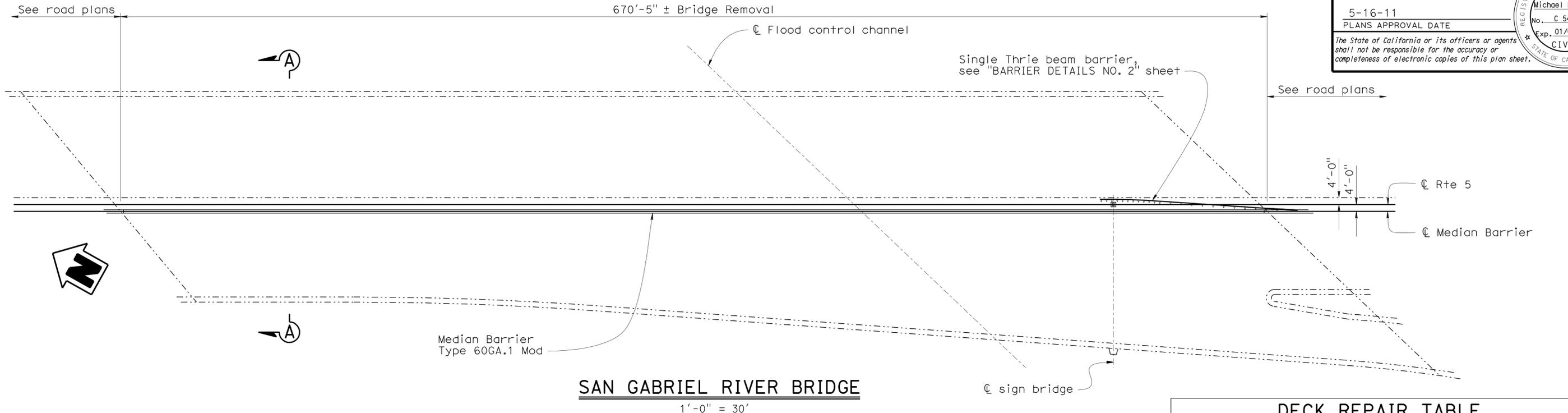
**QUANTITIES**

REMOVE CURB	322 LF
SALVAGE METAL BEAM BARRIER	161 LF
REFINISH BRIDGE DECK	963 SQFT
CONCRETE BARRIER (TYPE 60SA) MODIFIED	148 LF
CONCRETE BARRIER (TYPE 60R) MODIFIED	13 LF

MIKE POPE DESIGN ENGINEER	DESIGN	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN <b>DESIGN BRANCH 18</b>	BRIDGE NO.	Varies	ROUTE 5 BRIDGES - ADD MEDIAN BARRIER <b>GENERAL PLAN NO. 3</b>	
	DETAILS	BY JINLI GUO	CHECKED MATTHEW SCHOTT	LAYOUT	BY JINLI GUO			CHECKED MATTHEW SCHOTT	POST MILE		Varies
	QUANTITIES	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	SPECIFICATIONS	BY JENNIFER RAMIREZ			PLANS AND SPECS COMPARED	JENNIFER RAMIREZ		Varies

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	6.8/11.6	136	140

01-24-2011  
 REGISTERED CIVIL ENGINEER DATE  
 5-16-11  
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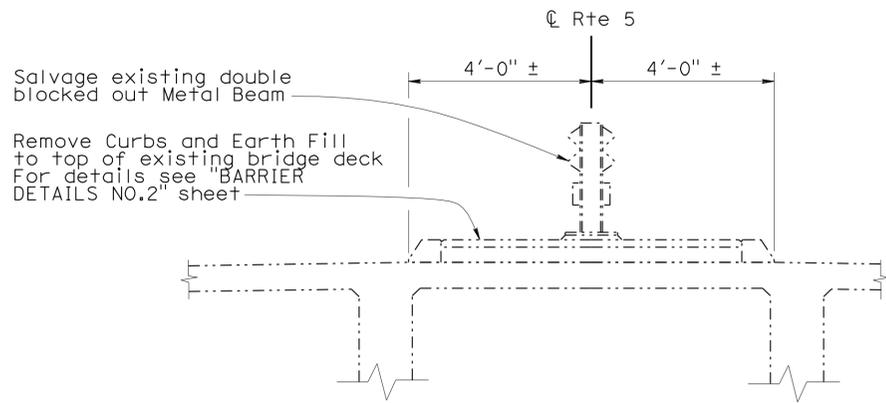
**QUANTITIES**

REMOVE CURB	1340	LF
REMOVE CONCRETE DECK SURFACE	4023	SQFT
SALVAGE METAL BEAM BARRIER	670	LF
REMOVE UNSOUND CONCRETE	94	CF
PREPARE CONCRETE BRIDGE DECK SURFACE	4693	SQFT
RAPID SETTING CONCRETE (PATCH)	94	CF
FURNISH POLYESTER CONCRETE OVERLAY	302	CF
PLACE POLYESTER CONCRETE OVERLAY	4693	SQFT
PUBLIC SAFETY PLAN	116	SUM
SINGLE THRIE BEAM BARRIER	116	LF
CONCRETE BARRIER (TYPE 60GA.1) MODIFIED	670	LF

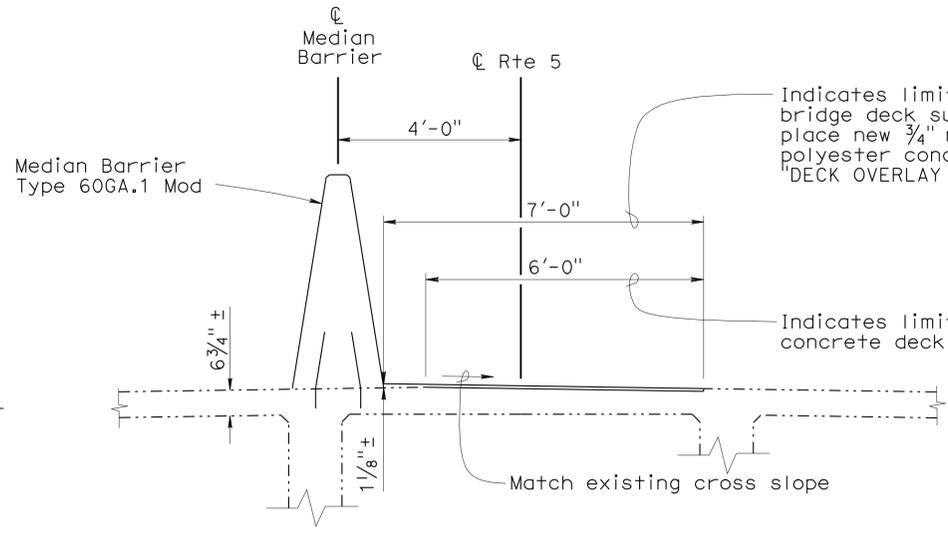
**DECK REPAIR TABLE**

REMOVE UNSOUND CONCRETE AND RAPID SETTING CONCRETE (PATCH)

BRIDGE NUMBER	BRIDGE NAME	APPROXIMATE AREA DAMAGED (PERCENT)	APPROXIMATE DEPTH DAMAGED (INCHES)
53-0213	SAN GABRIEL RIVER BRIDGE	2	3



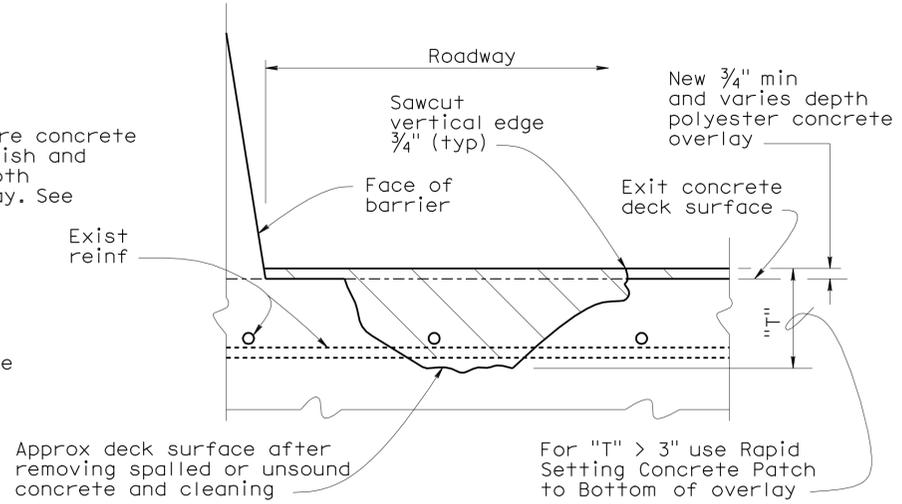
**EXISTING**



**SECTION A-A**

**NEW CONSTRUCTION**

1/2" = 1'



**DECK OVERLAY DETAIL**

Note: Reinforcement may be encountered during deck concrete removal.

<b>MIKE POPE</b> DESIGN ENGINEER	DESIGN	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	<b>STATE OF CALIFORNIA</b> DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN <b>DESIGN BRANCH 18</b>	BRIDGE NO.	53-0213	<b>ROUTE 5 BRIDGES-ADD MEDIAN BARRIER</b> <b>GENERAL PLAN NO. 4</b>	
	DETAILS	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	LAYOUT	BY MATTHEW SCHOTT			CHECKED JINLI GUO	POST MILE		7.06
	QUANTITIES	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE	SPECIFICATIONS	BY JENNIFER RAMIREZ			PLANS AND SPECS COMPARED JENNIFER RAMIREZ	CU 07224 EA 253501		REVISION DATES

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

0 1 2 3

DISREGARD PRINTS BEARING EARLIER REVISION DATES

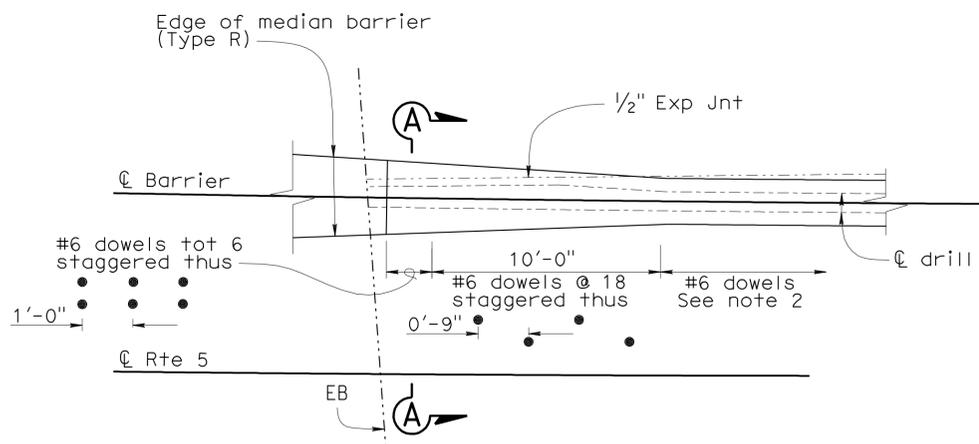
SHEET 4 OF 8

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV.07-24-06)

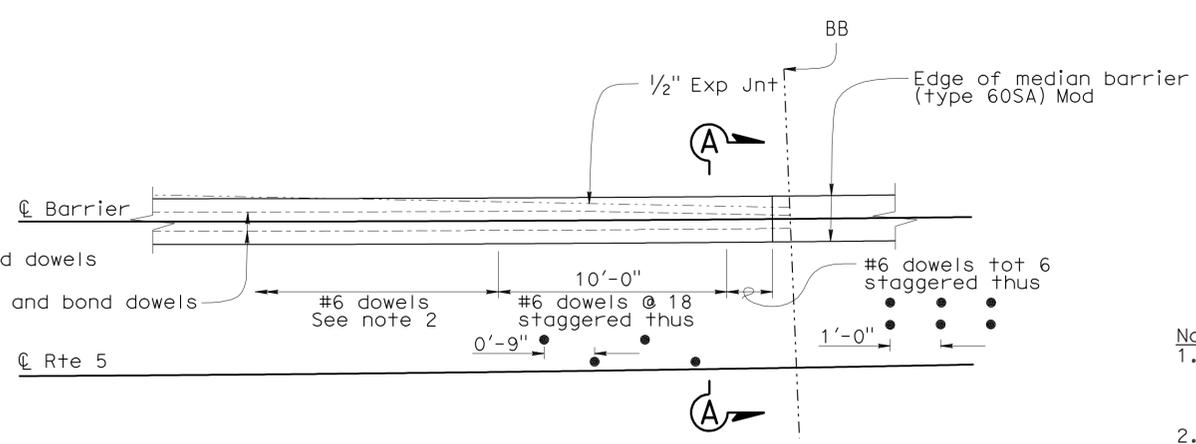
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	LA	5	6.8/11.6	138	140
Michael R. Pope 01-24-2011 REGISTERED CIVIL ENGINEER DATE					
5-16-11 PLANS APPROVAL DATE					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					

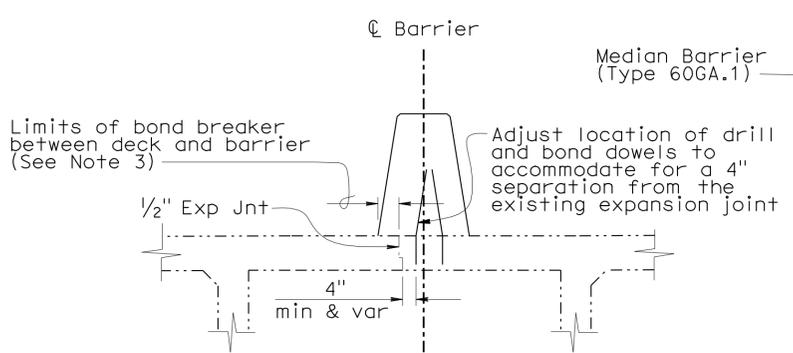


**DETAIL A**  
**PARAMOUNT BLVD UNDERCROSSING**  
 1/4" = 1'

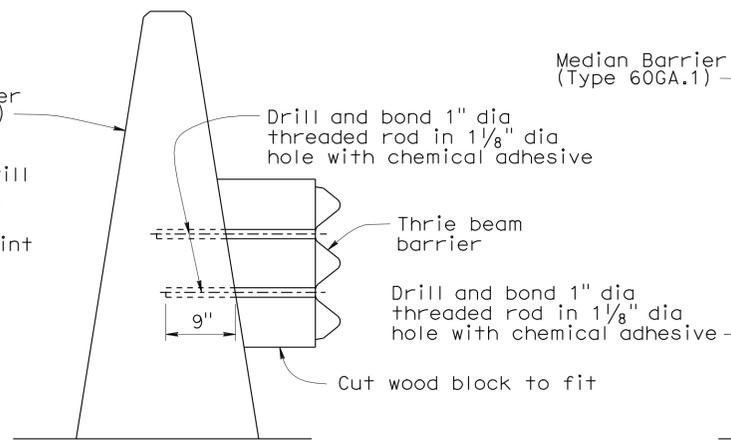


**DETAIL B**  
**PARAMOUNT BLVD UNDERCROSSING**  
 1/4" = 1'

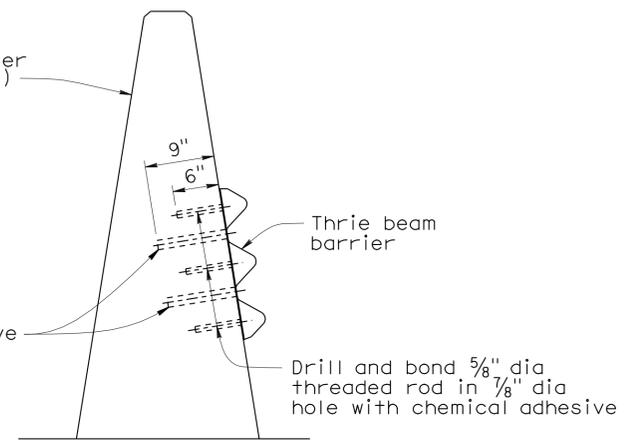
- Notes
- For parabolic flare offsets and typical parabolic layout see "THRIE BEAM BARRIER AT FIXED OBJECTS IN MEDIAN" in the standard plans.
  - For dowel spacing details see, "BARRIER DETAILS NO. 1" sheet.
  - Provide protection from concrete and debris entering existing joint.



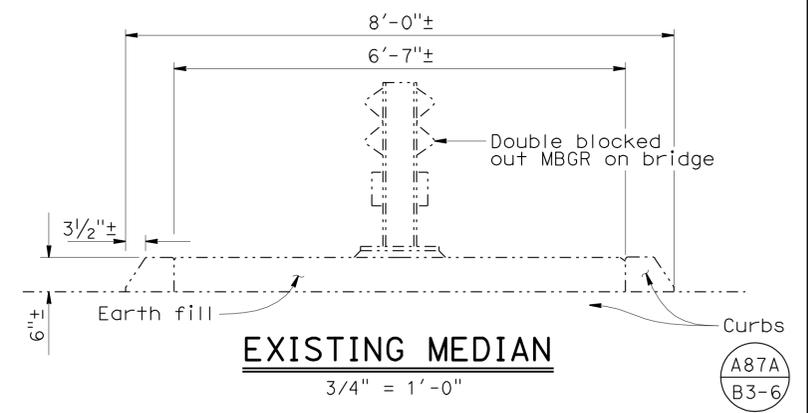
**SECTION A-A**  
**PARAMOUNT BLVD UNDERCROSSING**  
 1/2" = 1'



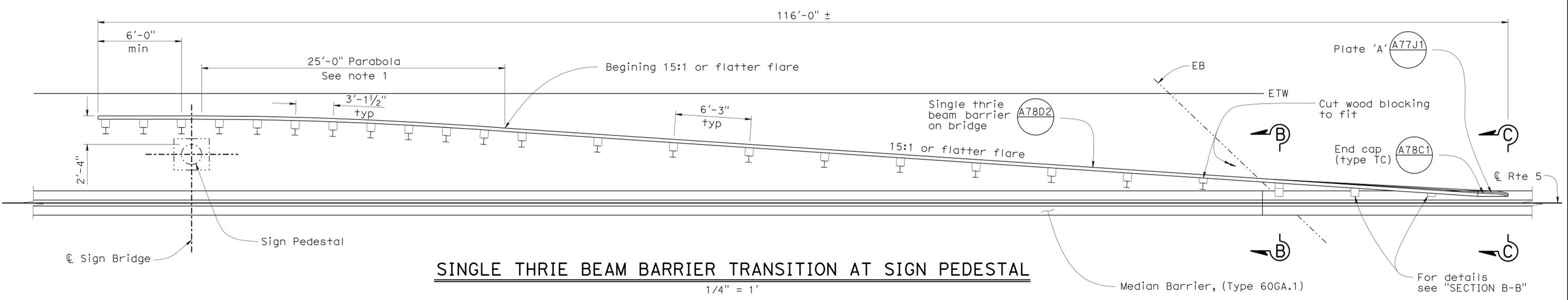
**SECTION B-B**  
 3/4" = 1'-0"



**SECTION C-C**  
 3/4" = 1'-0"



**EXISTING MEDIAN**  
 3/4" = 1'-0"



**SINGLE THRIE BEAM BARRIER TRANSITION AT SIGN PEDESTAL**  
 1/4" = 1'

DESIGN	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE
DETAILS	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE
QUANTITIES	BY MATTHEW SCHOTT	CHECKED MICHAEL POPE

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES  
 STRUCTURE DESIGN  
 DESIGN BRANCH 18

BRIDGE NO. varies  
 POST MILE 6.8-11.6  
**ROUTE 5 BRIDGES-ADD MEDIAN BARRIER BARRIER DETAILS NO. 2**



