

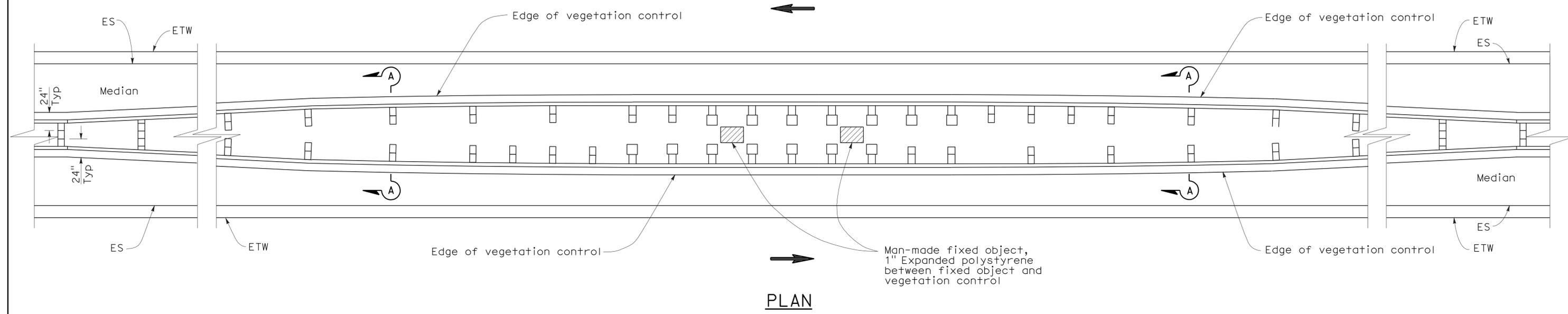
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1101	1743

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

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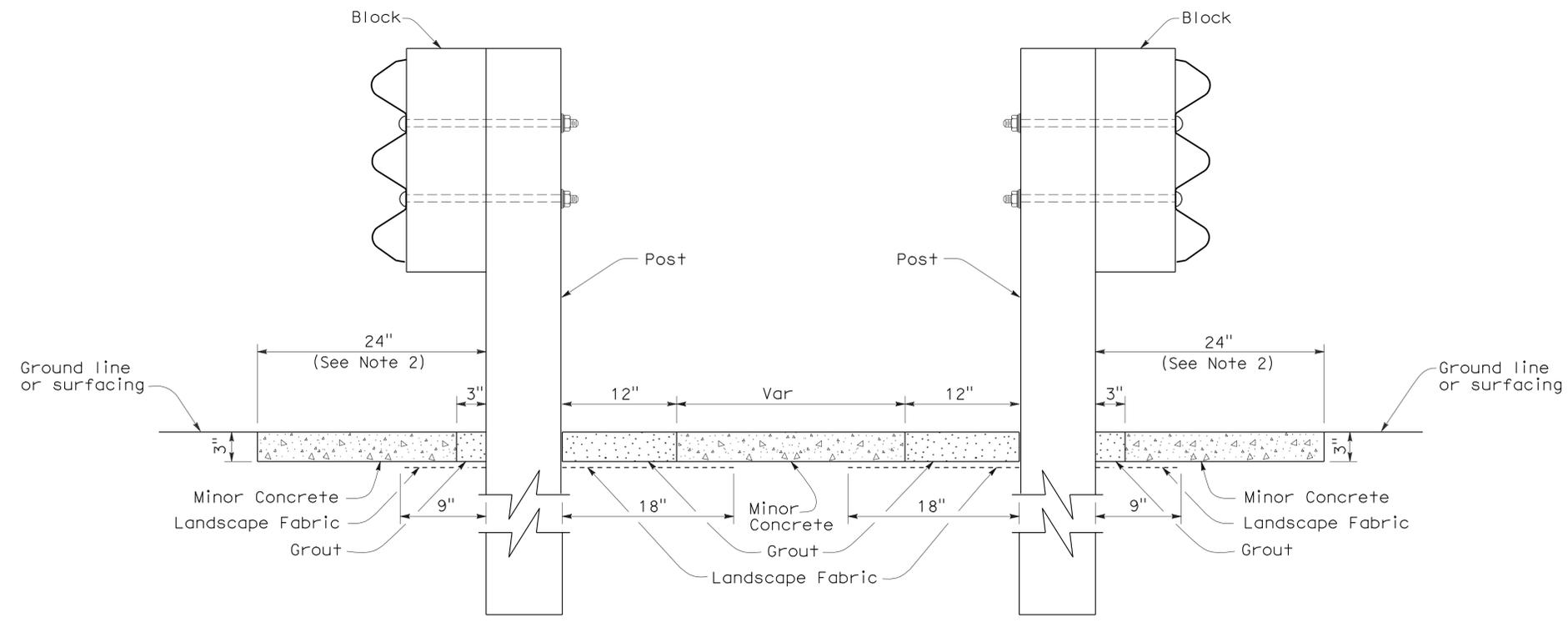
To accompany plans dated 4-16-12



PLAN

NOTES:

1. See New Standard Plan NSP A78C3 for additional vegetation control.
2. Where dike is constructed under barrier, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
3. Direction of adjacent traffic indicated by ←.



SECTION A-A

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**THREE BEAM BARRIER
TYPICAL VEGETATION CONTROL
AT FIXED OBJECTS
IN MEDIAN**

NO SCALE
NSP A78C5 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD
PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP A78C5

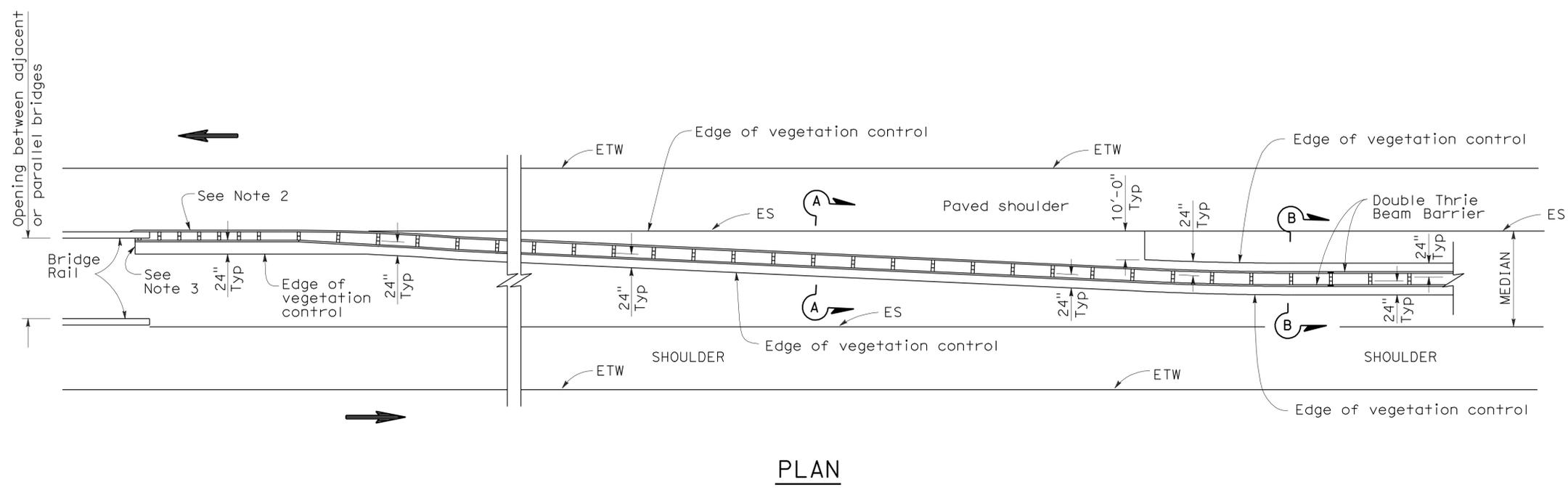
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1102	1743

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

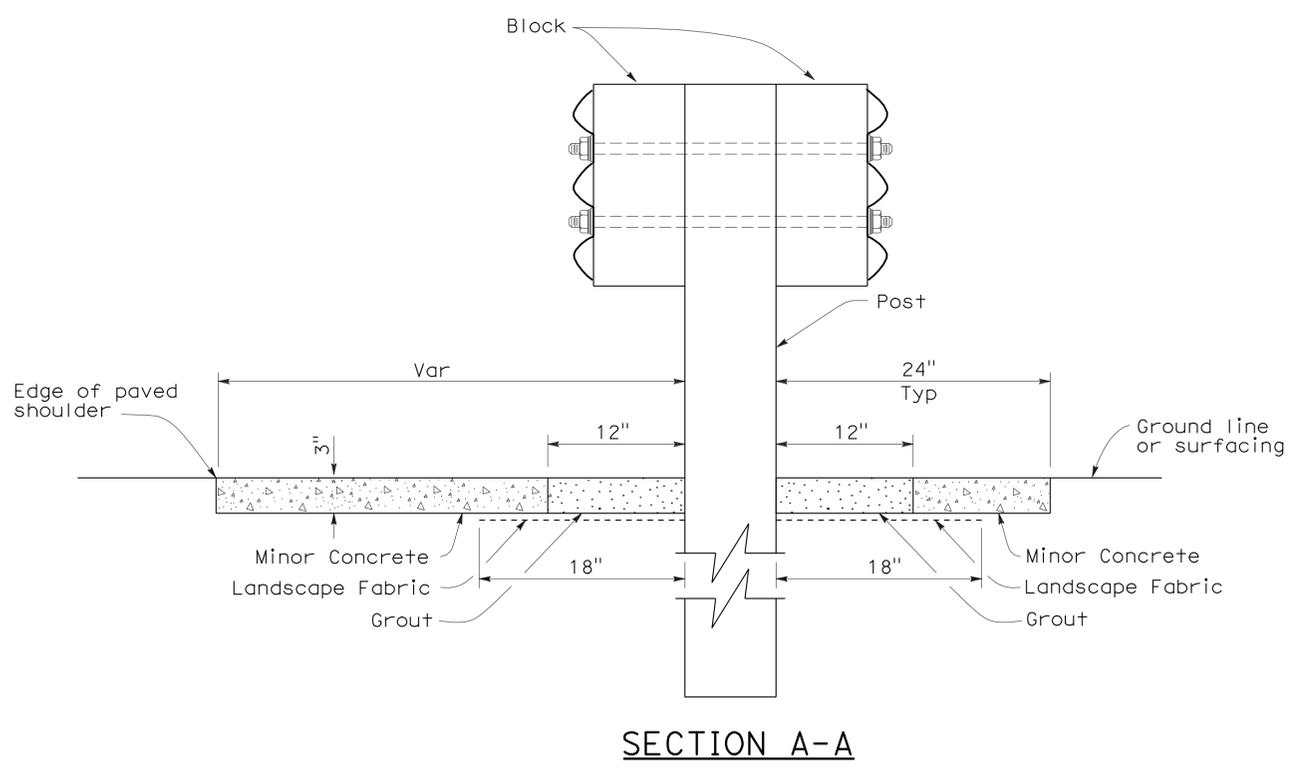
October 20, 2006
PLANS APPROVAL DATE

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

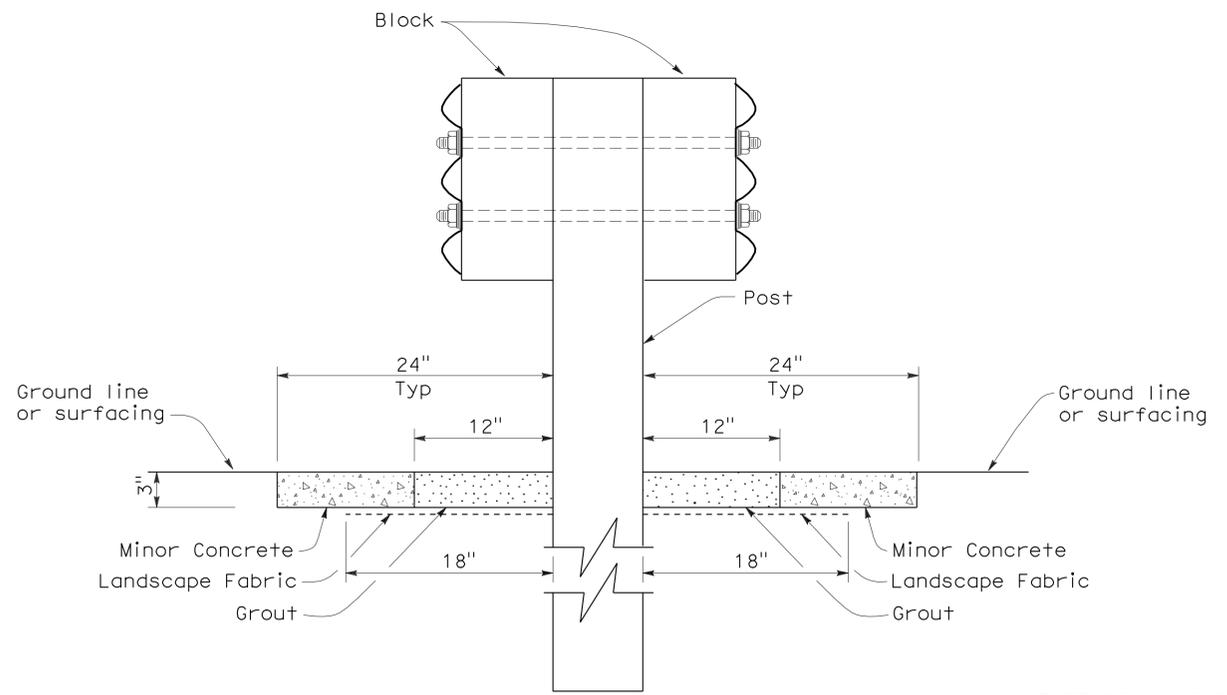
To accompany plans dated 4-16-12



- NOTES:**
1. See New Standard Plan NSP A78C4 for additional vegetation control details.
 2. Where dike is constructed under barrier, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
 3. End vegetation control at end of backside rail element attached to bridge railing.
 4. Direction of adjacent traffic indicated by ←.



SECTION A-A



SECTION B-B

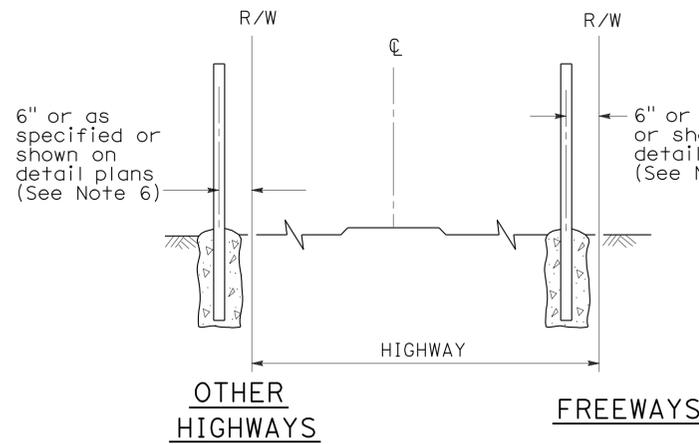
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**THRIE BEAM BARRIER
TYPICAL VEGETATION CONTROL
AT STRUCTURE APPROACH**

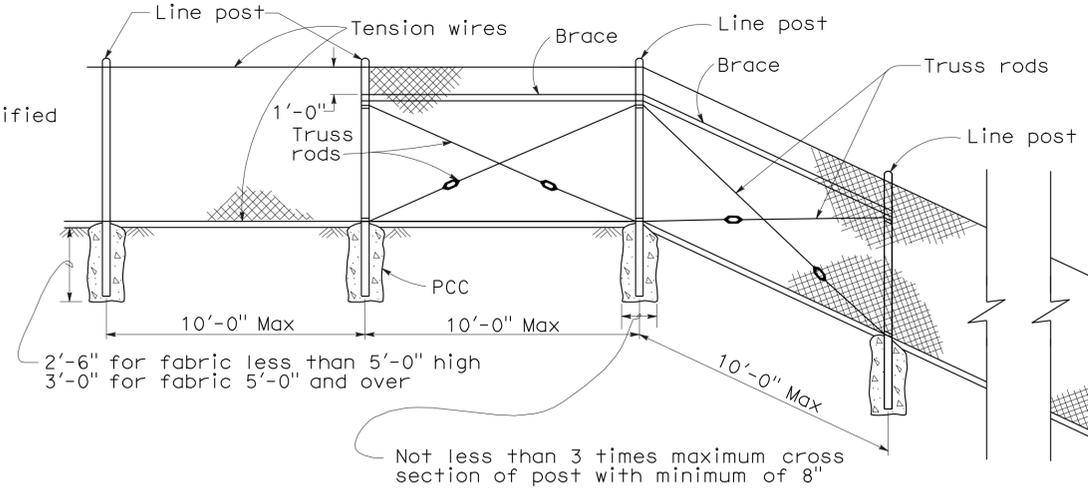
NO SCALE

NSP A78C6 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

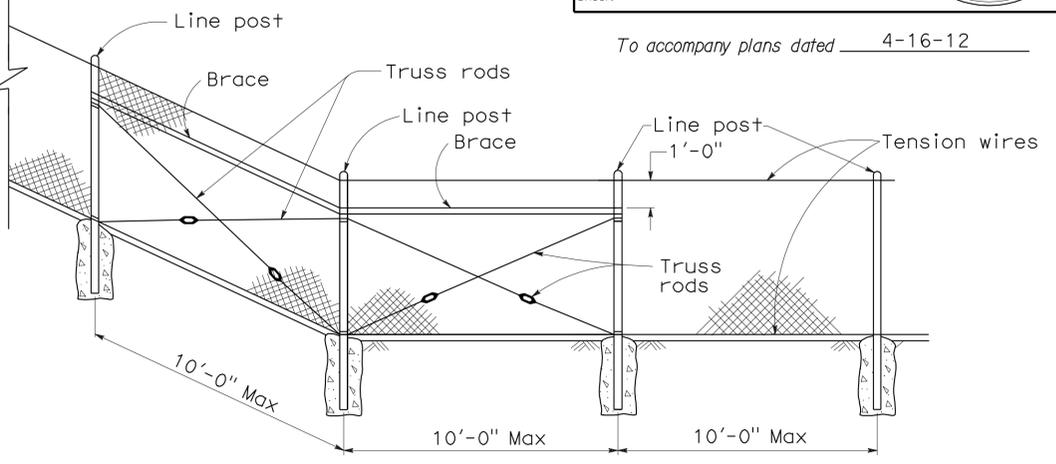
2006 NEW STANDARD PLAN NSP A78C6



FENCE LOCATION

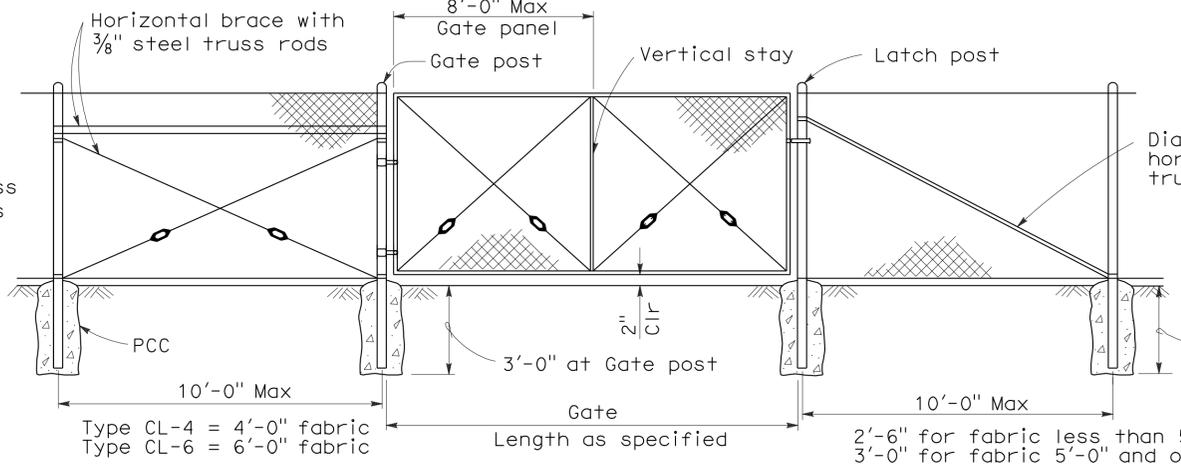
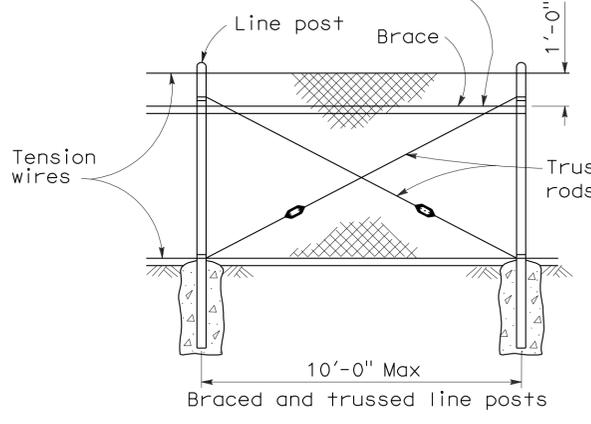


CHAIN LINK FENCE ON SHARP BREAK IN GRADE



To accompany plans dated 4-16-12

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



CHAIN LINK GATE INSTALLATION

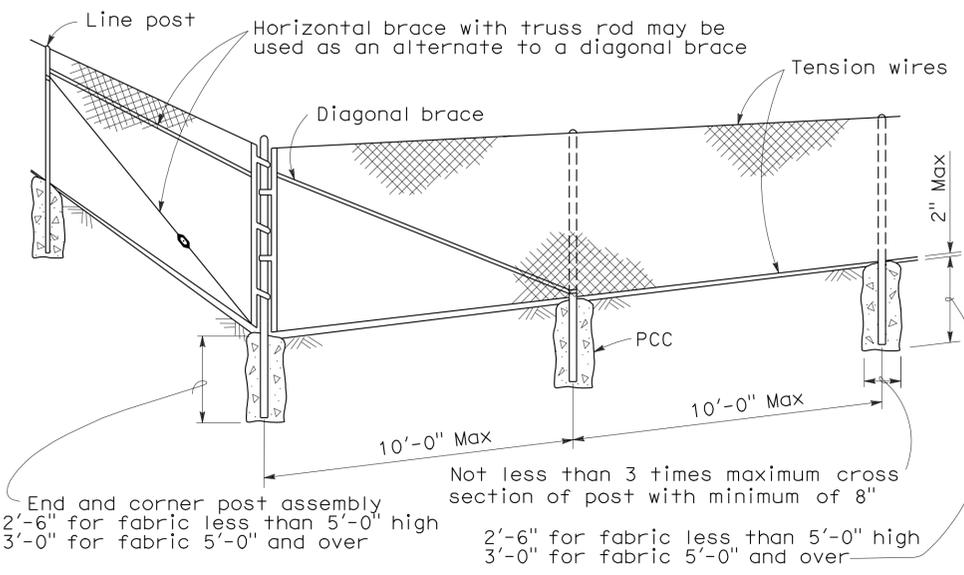
GATE POST			
FENCE HEIGHT	GATE WIDTHS	NOMINAL ID	WEIGHT PER FOOT
6'-0" and Less	Up thru 6'-0"	2 1/2"	4.95 LB
	Over 6'-0" thru 12'-0"	4"	10.79 LB
	Over 12'-0" thru 18'-0"	5"	14.62 LB
	Over 18'-0" to 24'-0" Max	6"	18.97 LB
Over 6'-0"	Up thru 6'-0"	3"	7.58 LB
	Over 6'-0" thru 12'-0"	5"	14.62 LB
	Over 12'-0"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

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

NOTES:

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

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



CORNER POST

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CHAIN LINK FENCE
NO SCALE

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

REVISED STANDARD PLAN RSP A85

2006 REVISED STANDARD PLAN RSP A85

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1104	1743

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

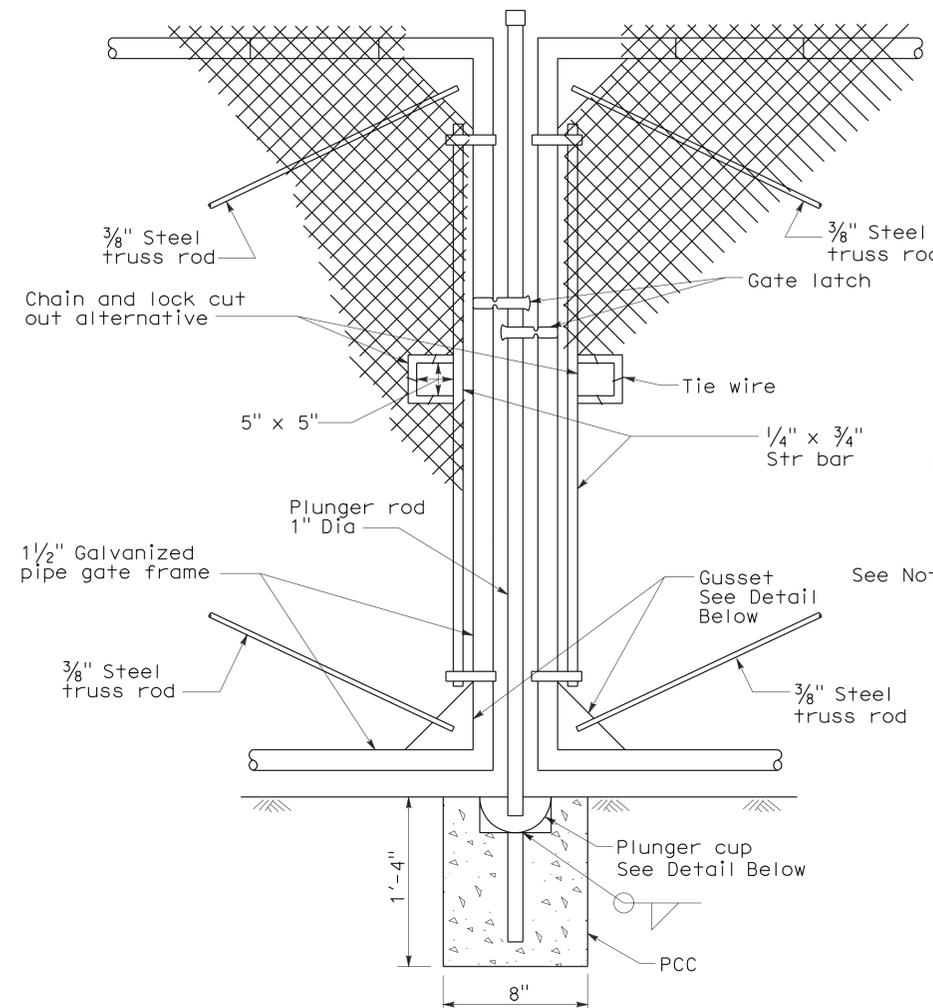
June 5, 2009
 PLANS APPROVAL DATE

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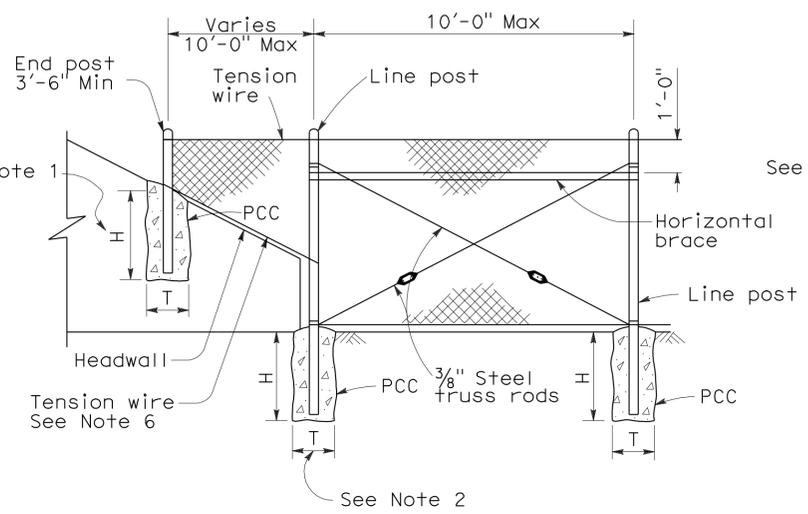
To accompany plans dated 4-16-12

NOTES:

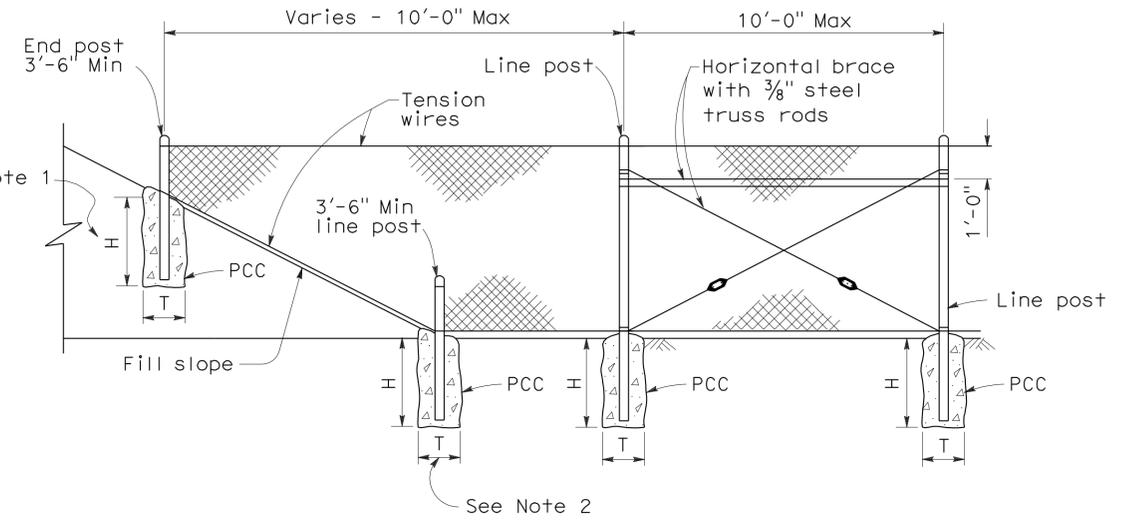
- H is 2'-6" for fabric less than 5'-0" high.
H is 3'-0" for fabric 5'-0" and over.
- T is not less than 3 times maximum cross section of post with minimum of 8".
- Arms with barbed wire to be used where shown on plans.
- See Revised Standard Plan RSP A85 for Chain Link Fencing dimensions.
- Reinforcing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



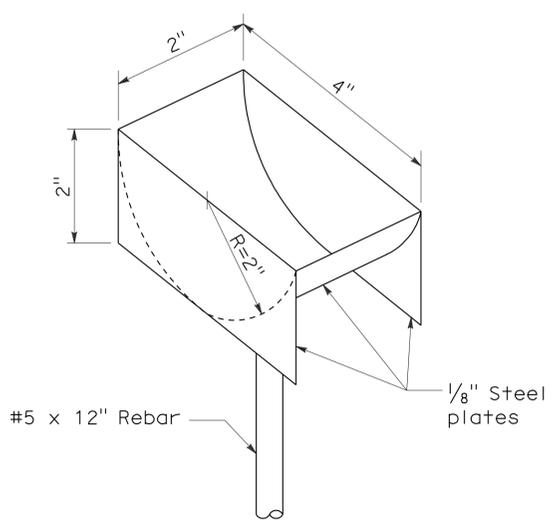
TYPICAL DOUBLE GATE REMOVABLE CENTER POST



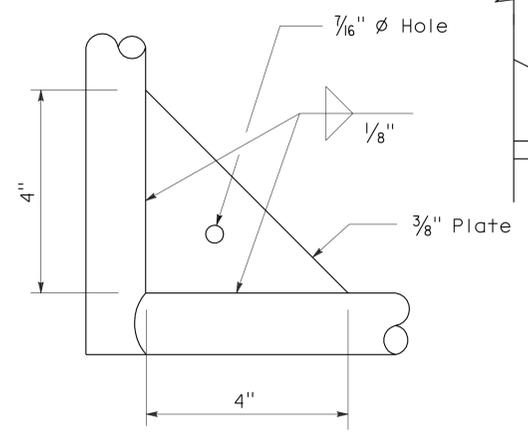
METHOD OF TYING FENCE TO HEADWALL



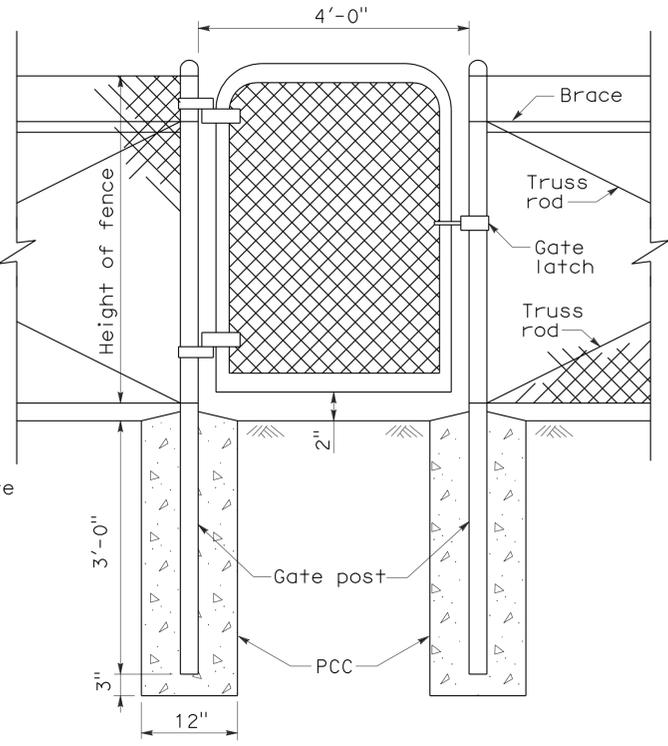
METHOD OF ERECTING FENCE FOR FILL SLOPE



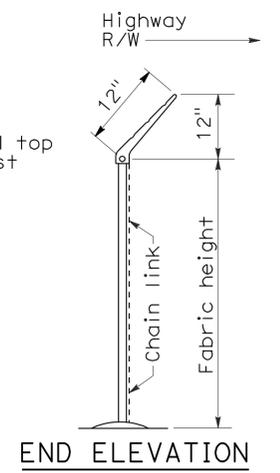
PLUNGER CUP DETAIL



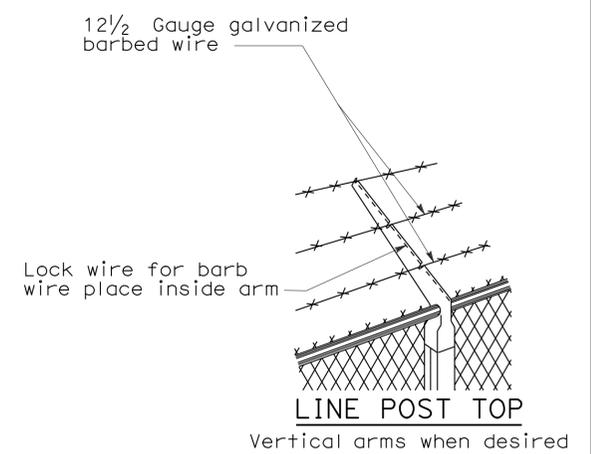
GUSSET DETAIL



WALK GATE



BARBED WIRE POST TOP
See Note 3



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

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

NEW STANDARD PLAN NSP A85A

2006 NEW STANDARD PLAN NSP A85A

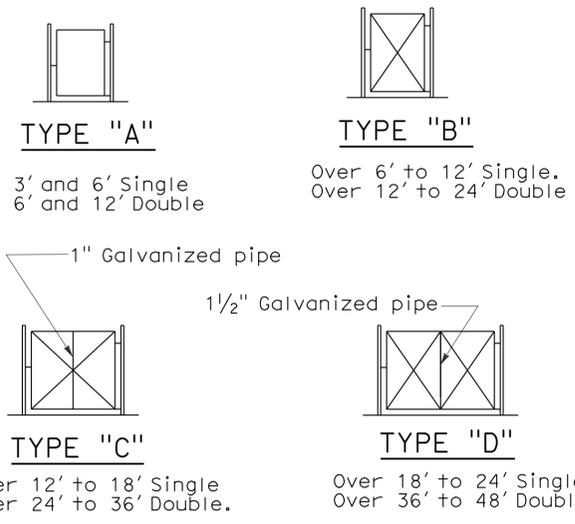
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1105	1743

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

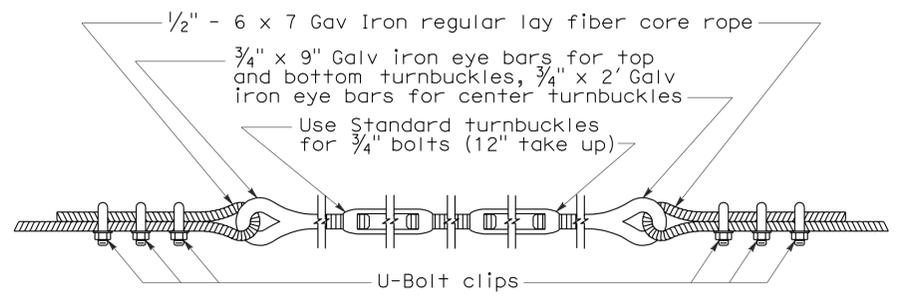
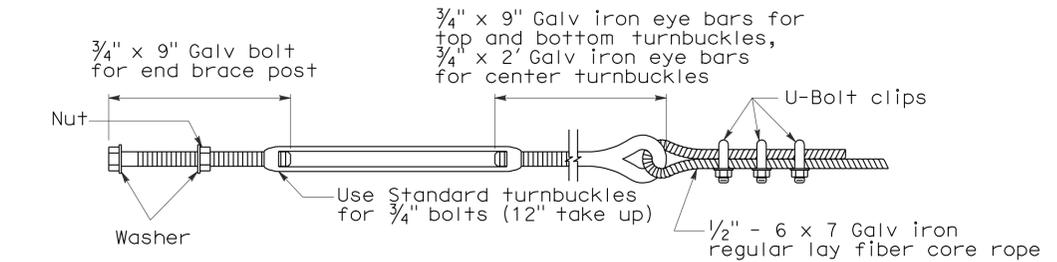
June 5, 2009
 PLANS APPROVAL DATE

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To accompany plans dated 4-16-12

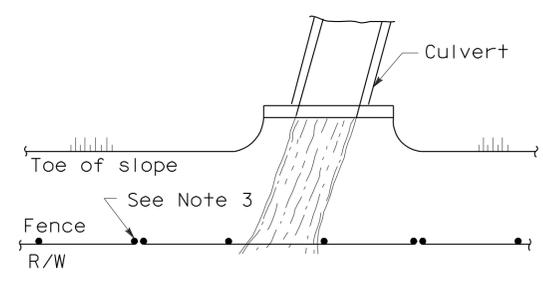


TYPICAL FRAMEWORK SHOWING NUMBER OF BAYS IN GATE

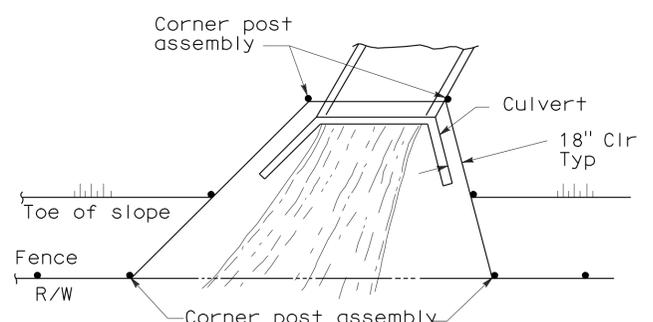


NOTES:

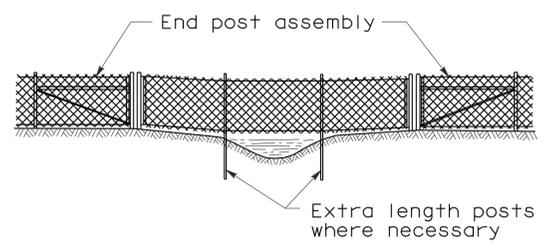
- All material for abutment connection to be galvanized.
- The chain link fabric shall be replaced by barbed wire strands at 12" maximum centers between the double posts.
- When the width of the culvert makes it necessary to anchor a post to the top of the culvert, a cast iron shoe or other device approved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



PLAN

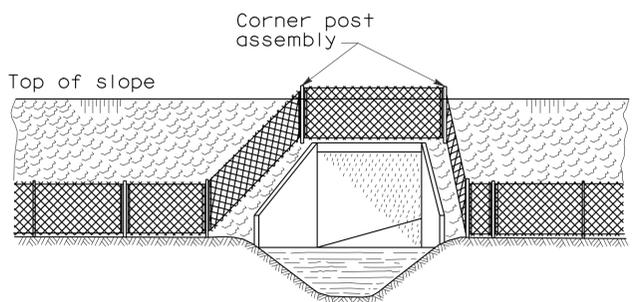


PLAN



ELEVATION

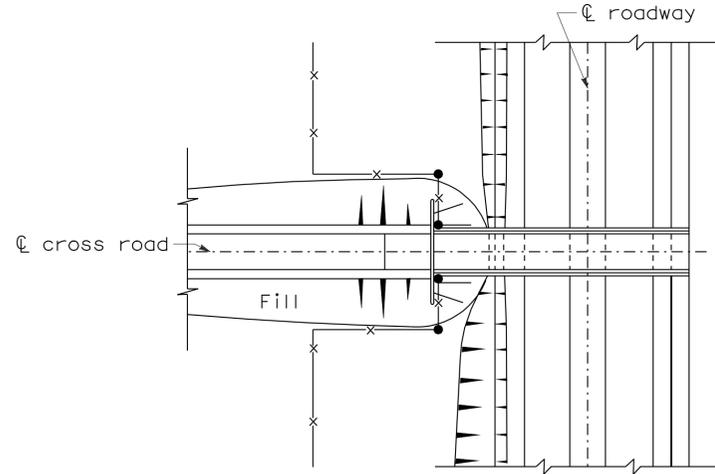
INSTALLATION OVER STREAM



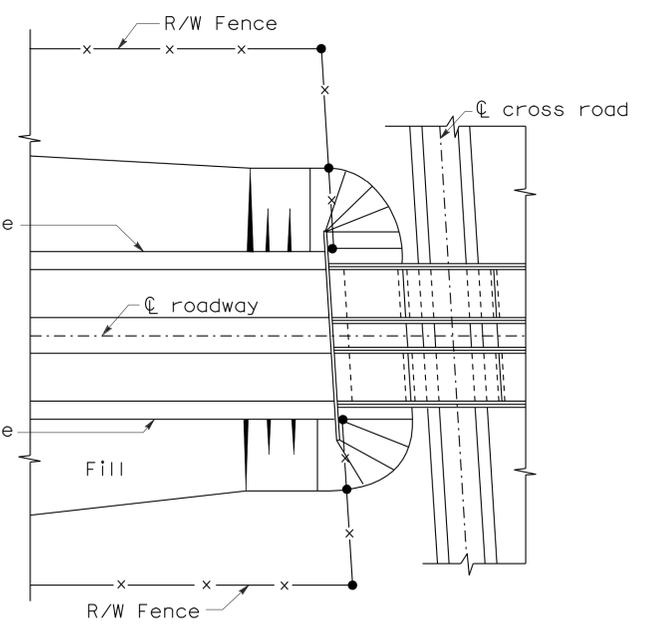
ELEVATION

INSTALLATION AROUND HEADWALL

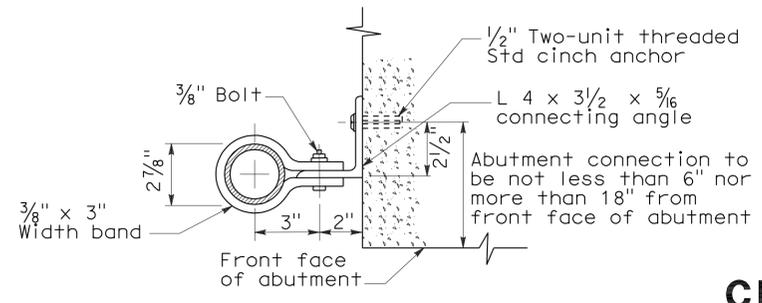
See Note 4



PLAN OF ROADWAY - UNDERPASS



PLAN OF ROADWAY - OVERPASS



ABUTMENT CONNECTION

TYPICAL INSTALLATION AT BRIDGES

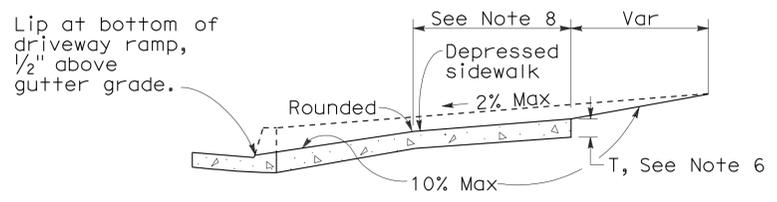
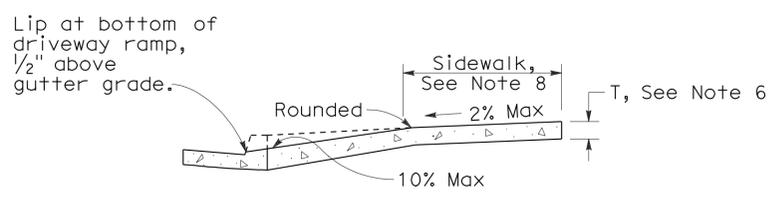
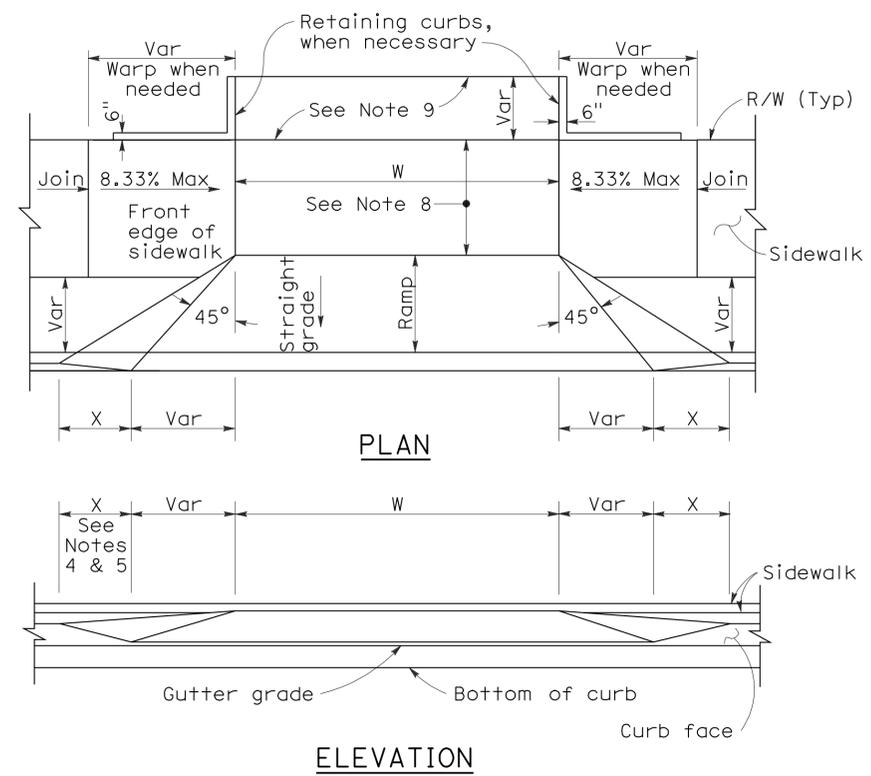
CHAIN LINK FENCE DETAILS

NO SCALE

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

NEW STANDARD PLAN NSP A85B

2006 NEW STANDARD PLAN NSP A85B



CASE A

Typical driveway, sidewalk not depressed

CASE B

Driveway with depressed sidewalk

SECTIONS

CURB QUANTITIES

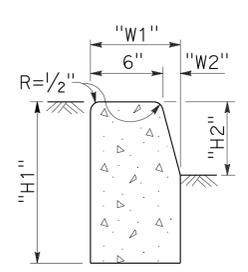
TYPE	CUBIC YARDS PER LINEAR FOOT
A1-6	0.02585
A1-8	0.03084
A2-6	0.05903
A2-8	0.06379
A3-6	0.01036
A3-8	0.01435
B1-4	0.02185
B1-6	0.02930
B2-4	0.05515
B2-6	0.06171
B3-4	0.00641
B3-6	0.01074
B4	0.05709
D-4	0.04083
D-6	0.06804
E	0.06661

TABLE A

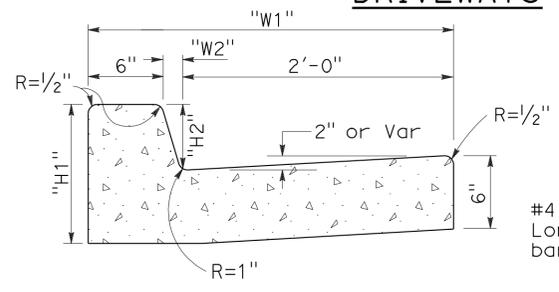
CURB TYPE	DIMENSIONS			
	"H1"	"H2"	"W1"	"W2"
A1-6	1'-2"	6"	7 1/2"	1 1/2"
A1-8	1'-4"	8"	8"	2"
A2-6	1'-0"	6"	2'-7 1/2"	1 1/2"
A2-8	1'-2"	8"	2'-8"	2"
A3-6	6"	5"	7 1/4"	1 1/4"
A3-8	8"	7"	7 3/4"	1 3/4"
B1-4	1'-0"	4"	7 1/2"	2 1/2"
B1-6	1'-2"	6"	9"	4"
B2-4	10"	4"	2'-7 1/2"	2 1/2"
B2-6	1'-0"	6"	2'-9"	4"
B3-4	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 4-16-12

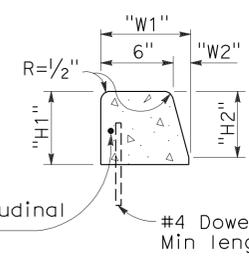
DRIVEWAYS



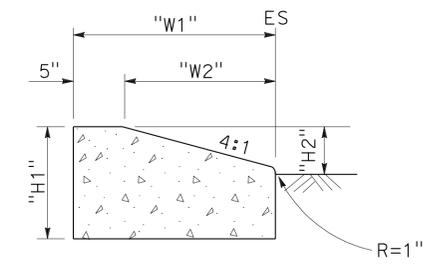
TYPE A1 CURBS
See Table A



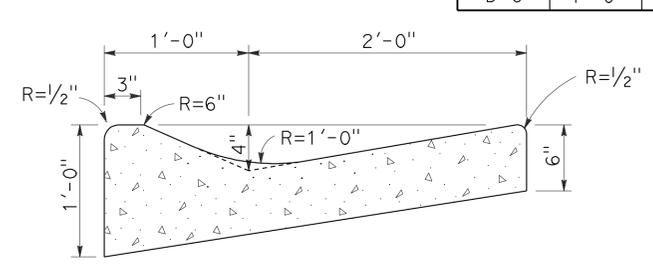
TYPE A2 CURBS
See Table A



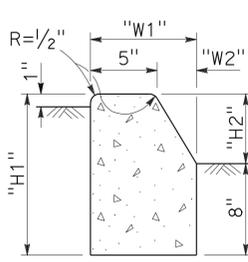
TYPE A3 CURBS
Superimposed on existing pavement
See Table A



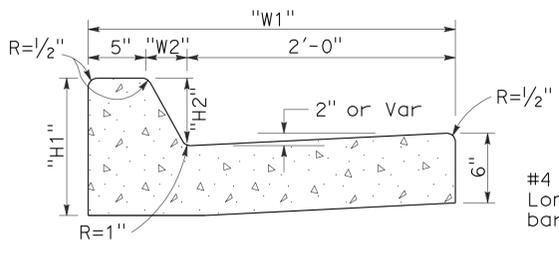
TYPE D CURBS
See Table A



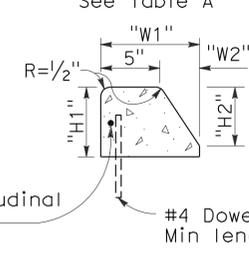
TYPE E CURB



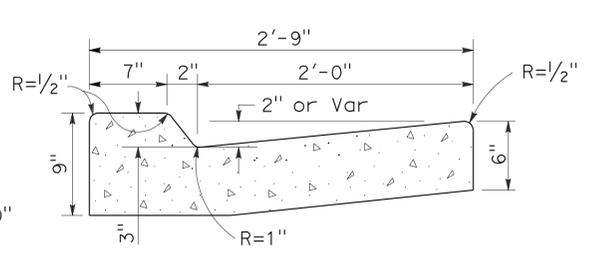
TYPE B1 CURBS
See Table A



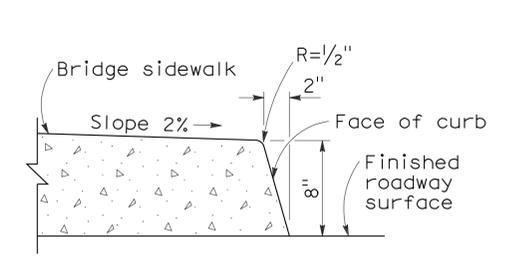
TYPE B2 CURBS
See Table A



TYPE B3 CURBS
Superimposed on existing pavement
See Table A



TYPE B4 CURBS



TYPE H CURB
On Bridges

CURBS

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.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

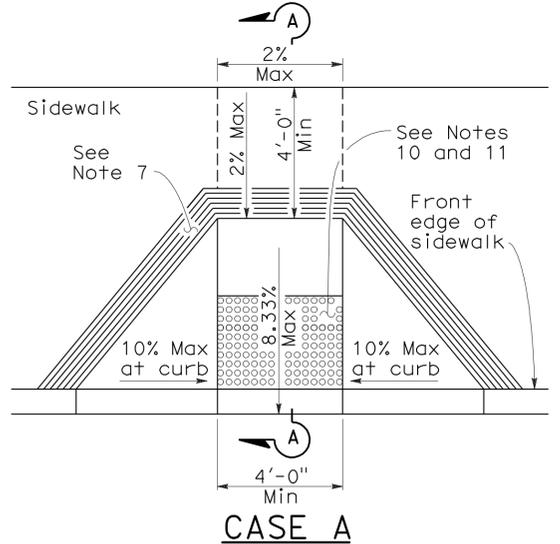
CURBS AND DRIVEWAYS

NO SCALE

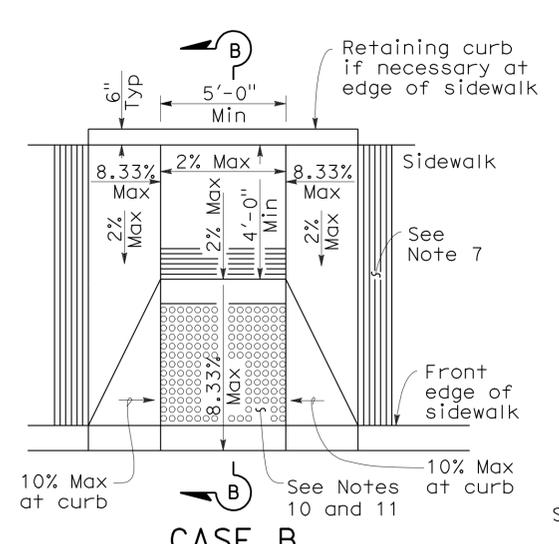
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1107	1743

H. David Cordova
 REGISTERED CIVIL ENGINEER
 September 1, 2006
 PLANS APPROVAL DATE
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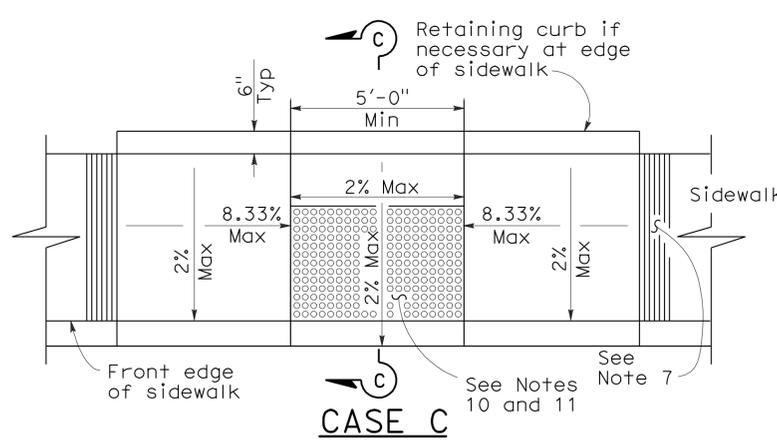
REGISTERED PROFESSIONAL ENGINEER
Hector David Cordova
No. C41957
Exp. 3-31-08
CIVIL
STATE OF CALIFORNIA



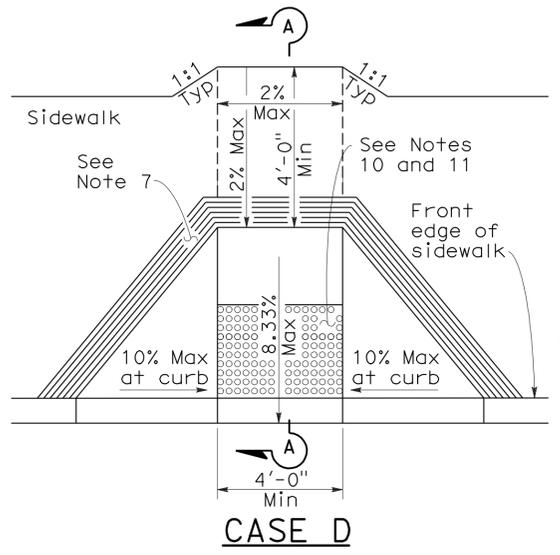
CASE A



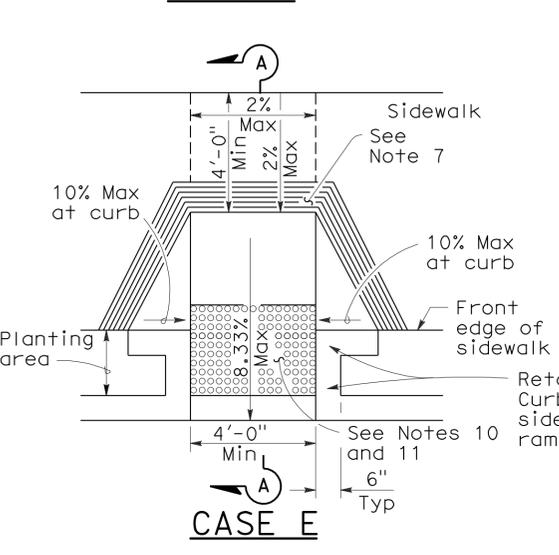
CASE B



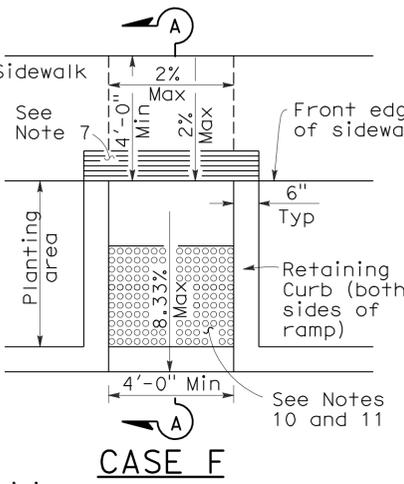
CASE C



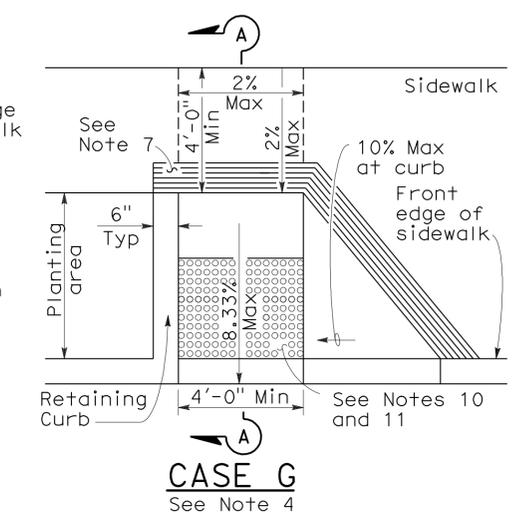
CASE D



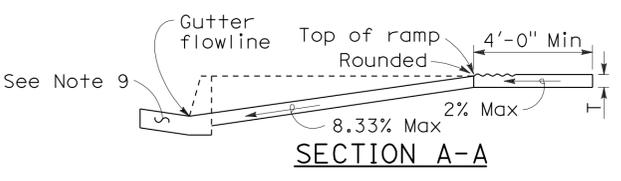
CASE E



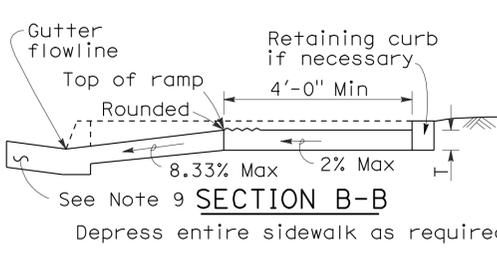
CASE F



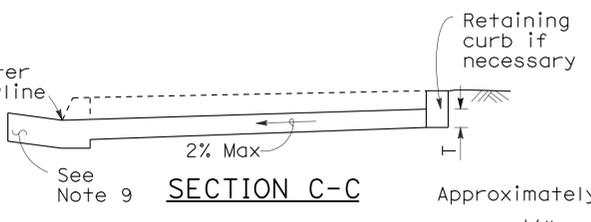
CASE G



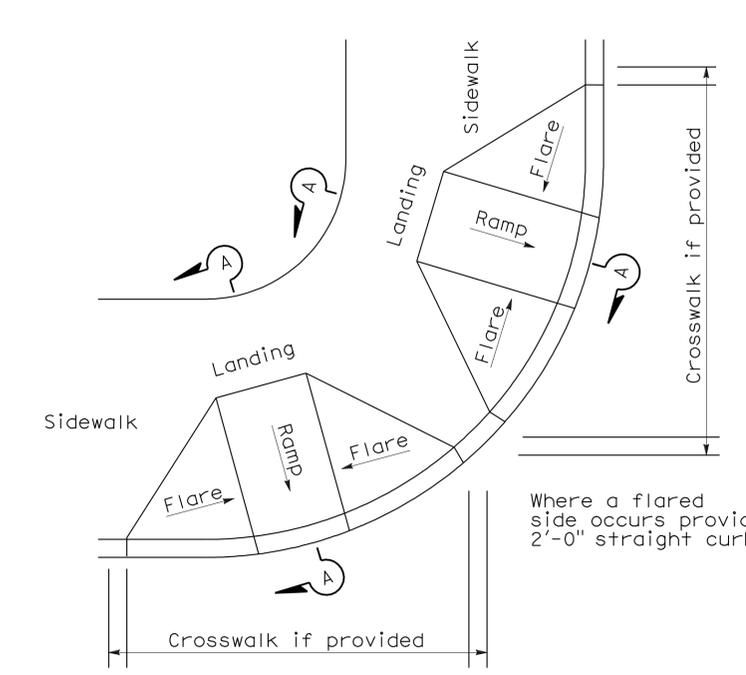
SECTION A-A



SECTION B-B



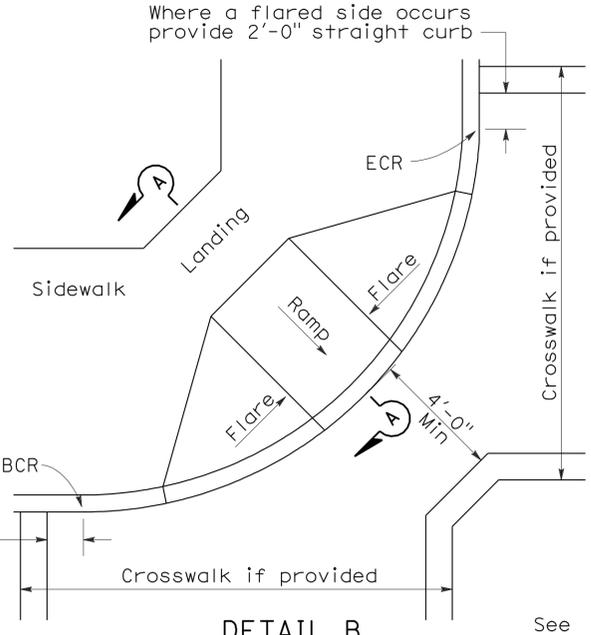
SECTION C-C



DETAIL A

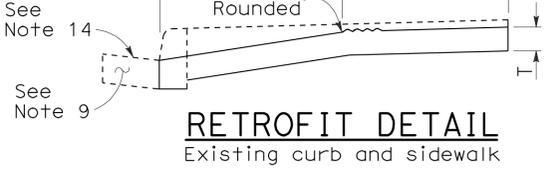
TYPICAL TWO-RAMP CORNER INSTALLATION

See Note 1



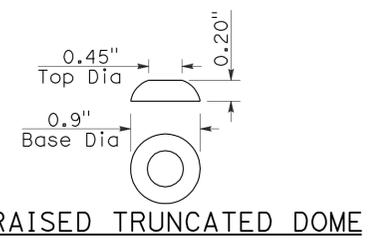
DETAIL B
TYPICAL ONE-RAMP CORNER INSTALLATION

See Notes 1 and 3



RETROFIT DETAIL

Existing curb and sidewalk



RAISED TRUNCATED DOME

NOTES:

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



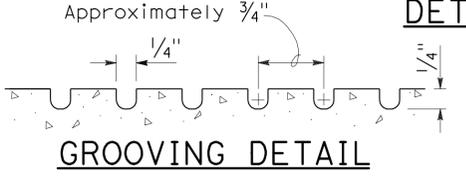
RAISED TRUNCATED DOME PATTERN (IN-LINE)
DETECTABLE WARNING SURFACE

See Note 10

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS

NO SCALE



GROOVING DETAIL

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

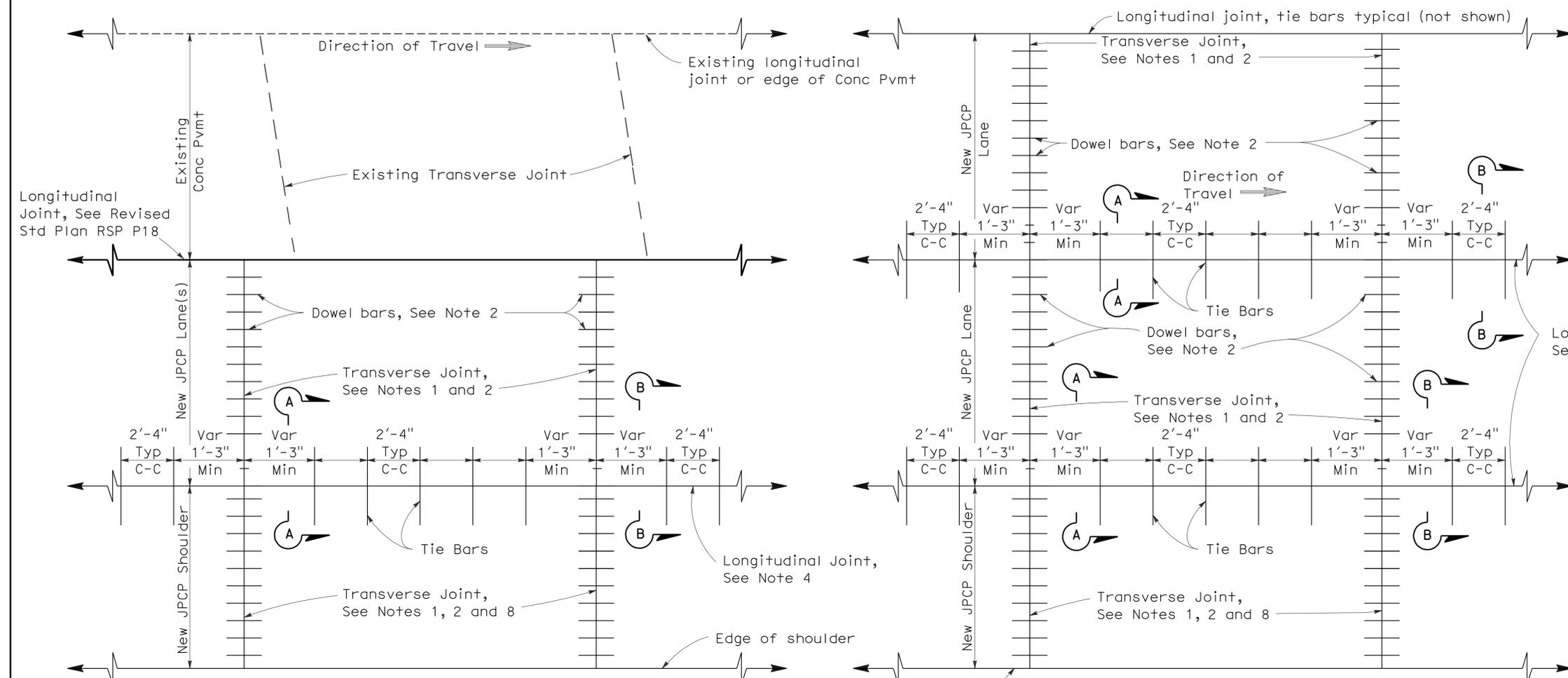
REVISED STANDARD PLAN RSP A88A

2006 REVISED STANDARD PLAN RSP A88A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1108	1743

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

To accompany plans dated 4-16-12



PLAN
LANE/SHOULDER ADDITION OR RECONSTRUCTION

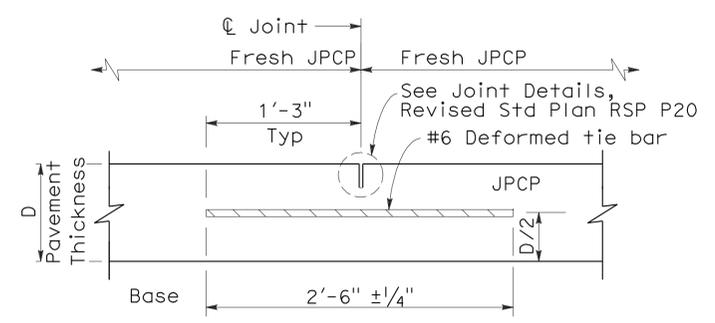
See Notes 6 and 7

PLAN
NEW CONSTRUCTION

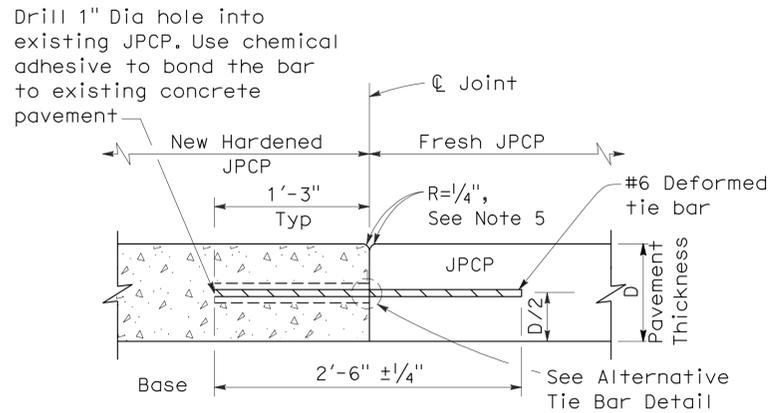
See Notes 6 and 7

NOTES:

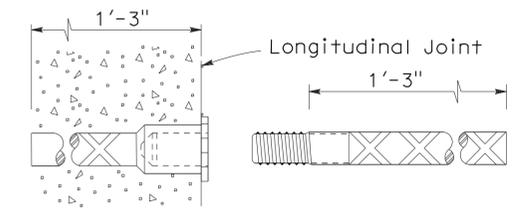
1. Transverse joints shall be constructed at right angles to the longitudinal pavement joints in new jointed plain concrete pavement and spaced at successive repeated intervals of 12', 15', 13' and 14'.
2. For transverse joint and dowel bar details not shown, See Revised Standard Plan RSP P10.
3. Construct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



SECTION A-A
LONGITUDINAL CONTRACTION JOINT



SECTION B-B
LONGITUDINAL CONSTRUCTION JOINT



ALTERNATIVE TIE BAR SPLICE DETAIL
(Splice Coupler)

TIE BAR DETAILS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**JOINED 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
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1109	1743

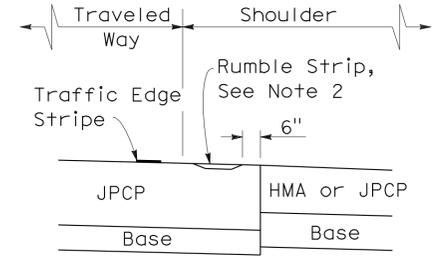
William K. Farnbach
 REGISTERED CIVIL ENGINEER
 June 5, 2009
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 William K. Farnbach
 No. C49042
 Exp. 9-30-10
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 STATE OF CALIFORNIA

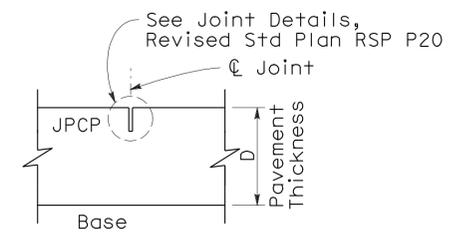
To accompany plans dated 4-16-12

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 locations of rumble strips, see project plans. For rumble strip details not shown, see Standard Plans A40A and A40B.
3. Joint spacing patterns do not apply to intersections.



DETAIL "A"



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

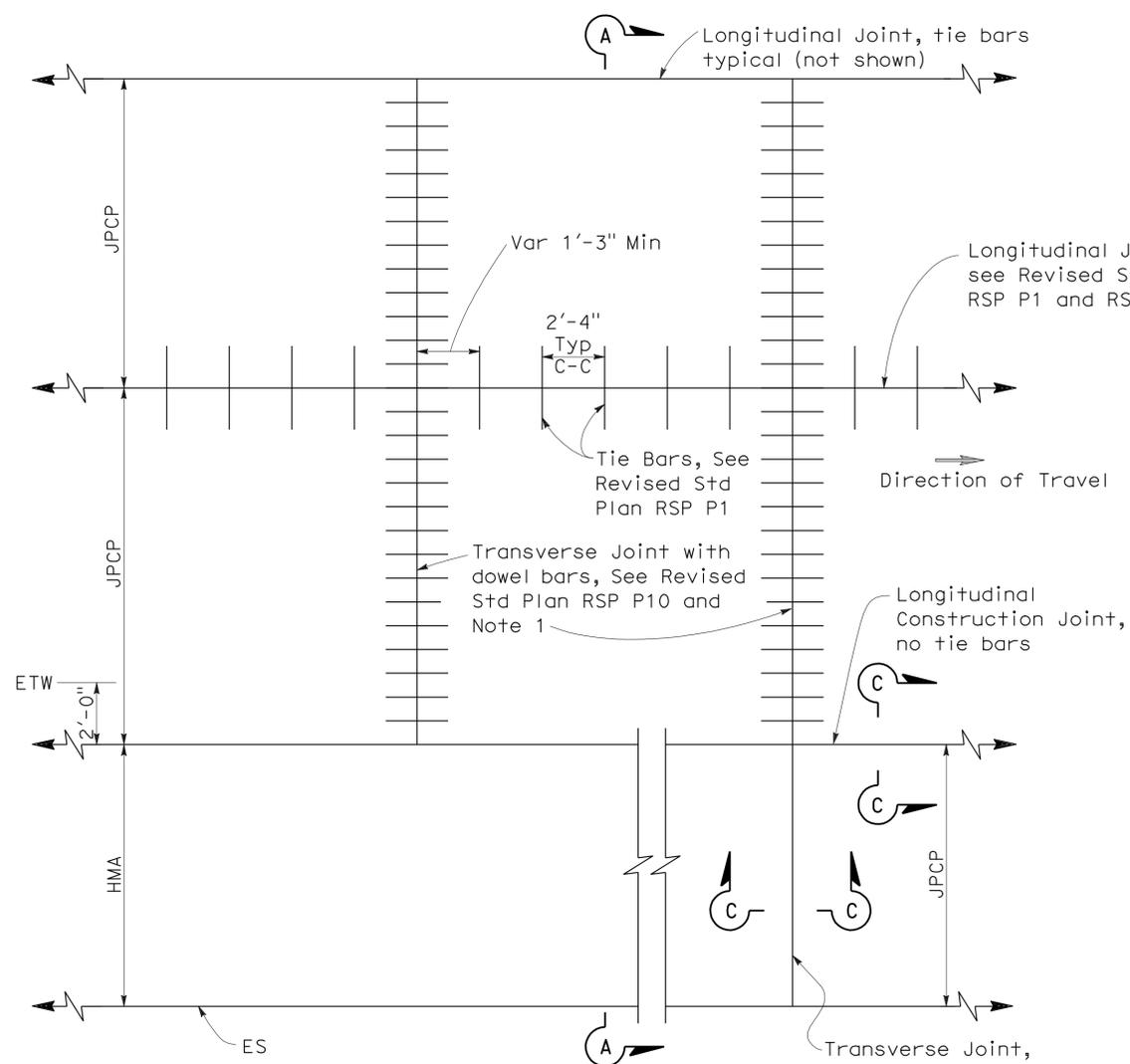
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

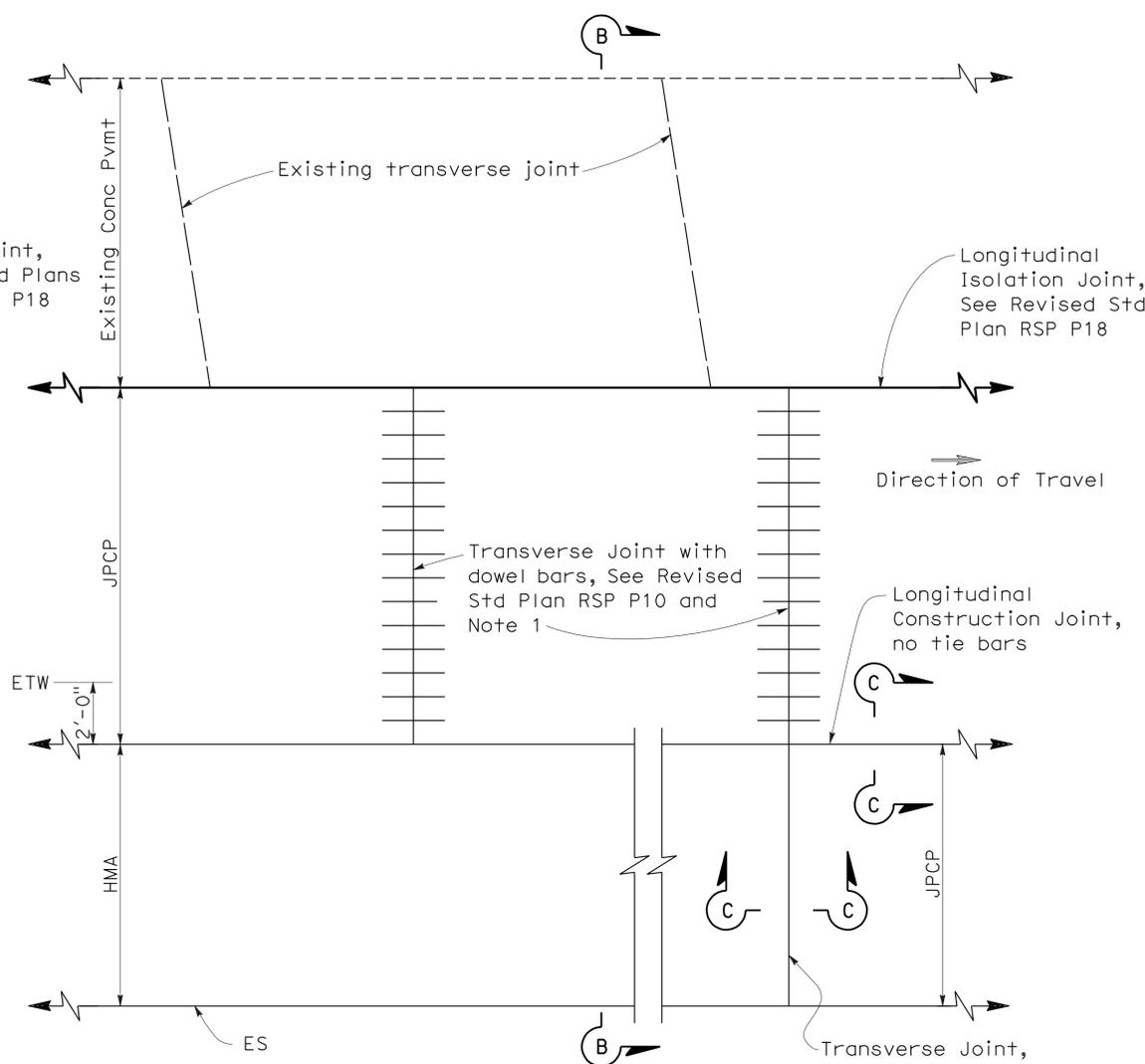
NO SCALE

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

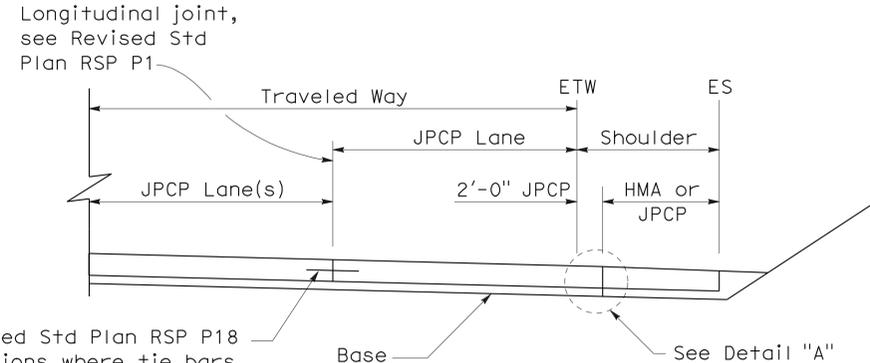
REVISED STANDARD PLAN RSP P2



**PLAN
NEW CONSTRUCTION**



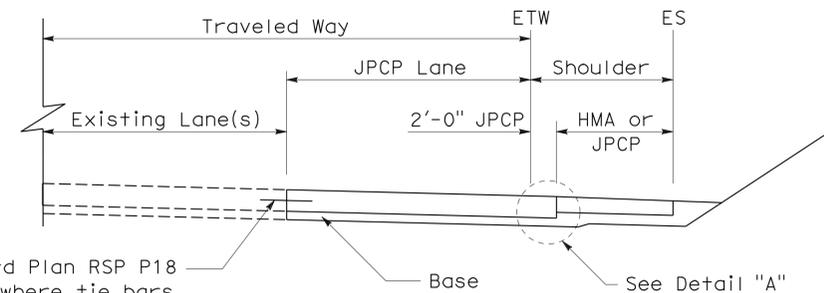
**PLAN
LANE/SHOULDER ADDITION OR RECONSTRUCTION**



SECTION A-A

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

See Detail "A"



SECTION B-B

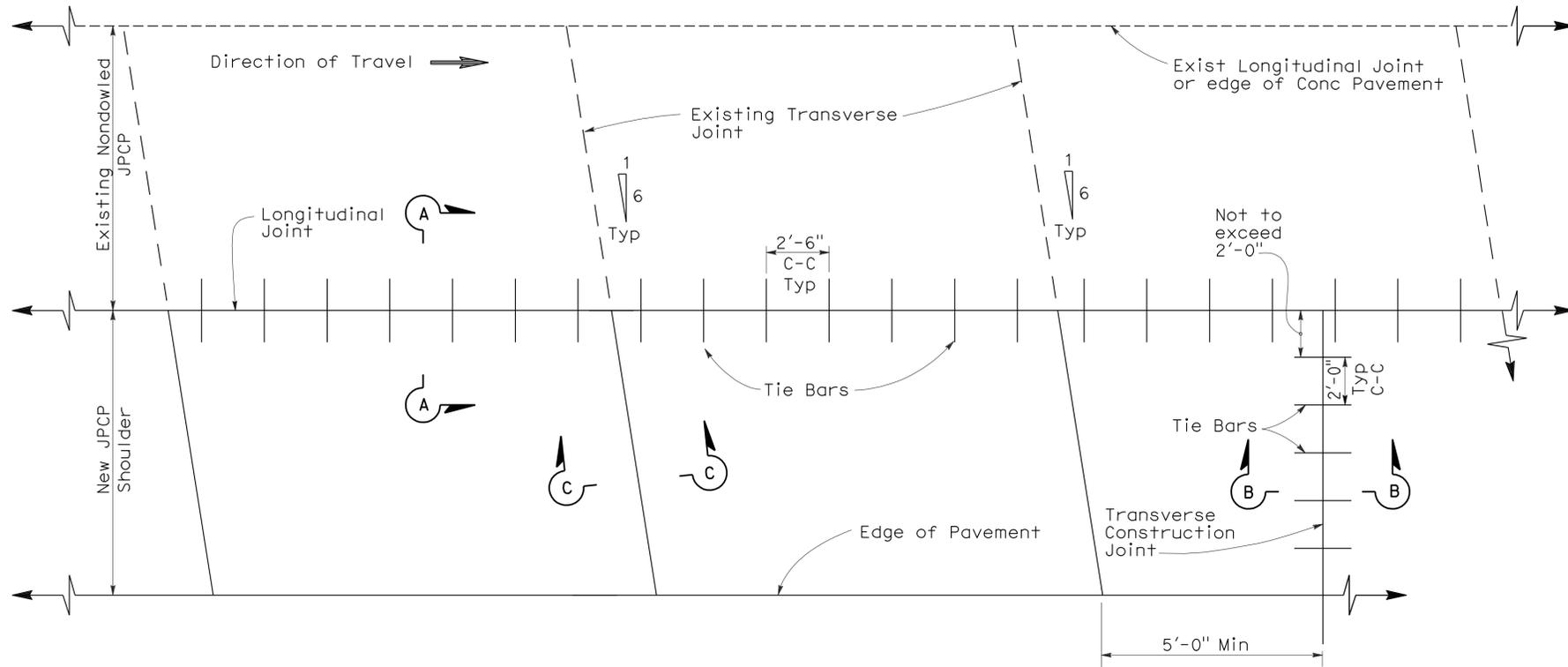
See Revised Std Plan RSP P18 for locations where tie bars are used at longitudinal joint

See Detail "A"

2006 REVISED STANDARD PLAN RSP P2

To accompany plans dated 4-16-12

2006 REVISED STANDARD PLAN RSP P3



PLAN

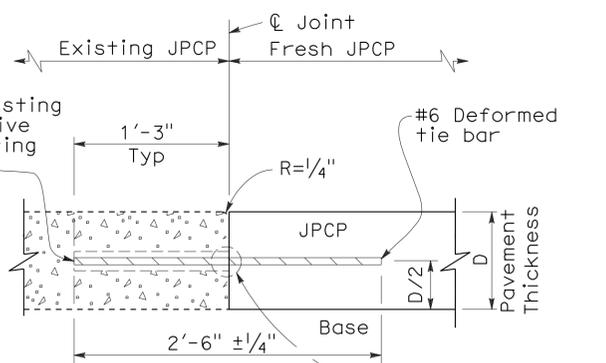
NOTES:

1. New transverse contraction joints shall match the skewed offset and spacing of the adjacent existing contraction joints, as shown.
2. Transverse construction joints, with tie bars spaced as shown, shall be installed at the end of paving operations. Transverse construction joints shall be placed at least 5'-0" from any contraction joint.
3. This Standard Plan only applicable for constructing a nondoweled Jointed Plain Concrete Pavement shoulder next to existing nondoweled Jointed Plain Concrete Pavement lane.
4. 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.

TABLE A

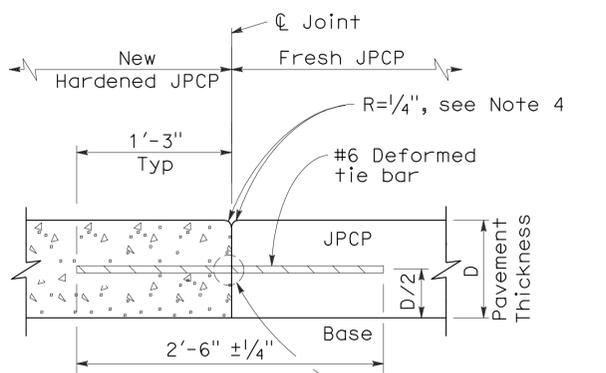
Tie Bar Spacing		
Slab Length	Total Tie Bars per Slab	Clearance Tie Bar to Transverse Joint
9'-0"	3	1'-3"
9'-6"	3	1'-4 1/2"
12'-0"	5	1'-4"
13'-0"	5	1'-10"
14'-0"	5	2'-3 3/4"
15'-0"	6	1'-8"

Drill 1" Dia hole into existing JPCP. Use chemical adhesive to bond tie bar to existing concrete pavement.



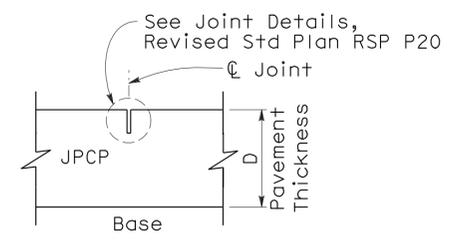
SECTION A-A

LONGITUDINAL JOINT
(Between fresh and hardened concrete)



SECTION B-B

TRANSVERSE CONSTRUCTION JOINT



SECTION C-C

TRANSVERSE CONTRACTION JOINT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

JOINTED PLAIN CONCRETE PAVEMENT-NONDOWELED SHOULDER ADDITION/RECONSTRUCTION

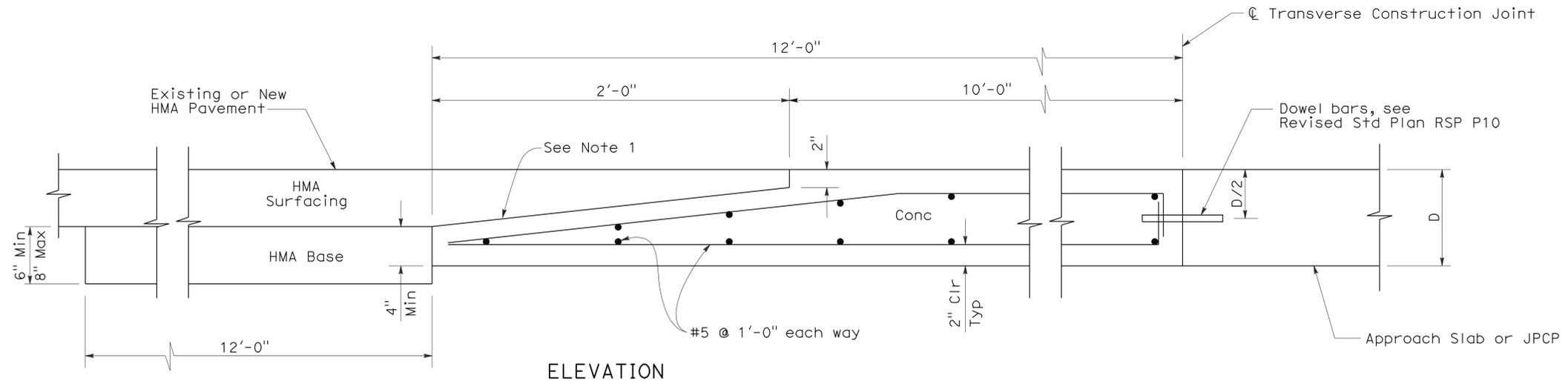
NO SCALE

RSP P3 DATED MAY 15, 2009 SUPERSEDES RSP P3 DATED NOVEMBER 17, 2006 AND STANDARD PLAN P3 DATED MAY 1, 2006 - PAGE 121 OF THE STANDARD PLANS BOOK DATED MAY 2006.

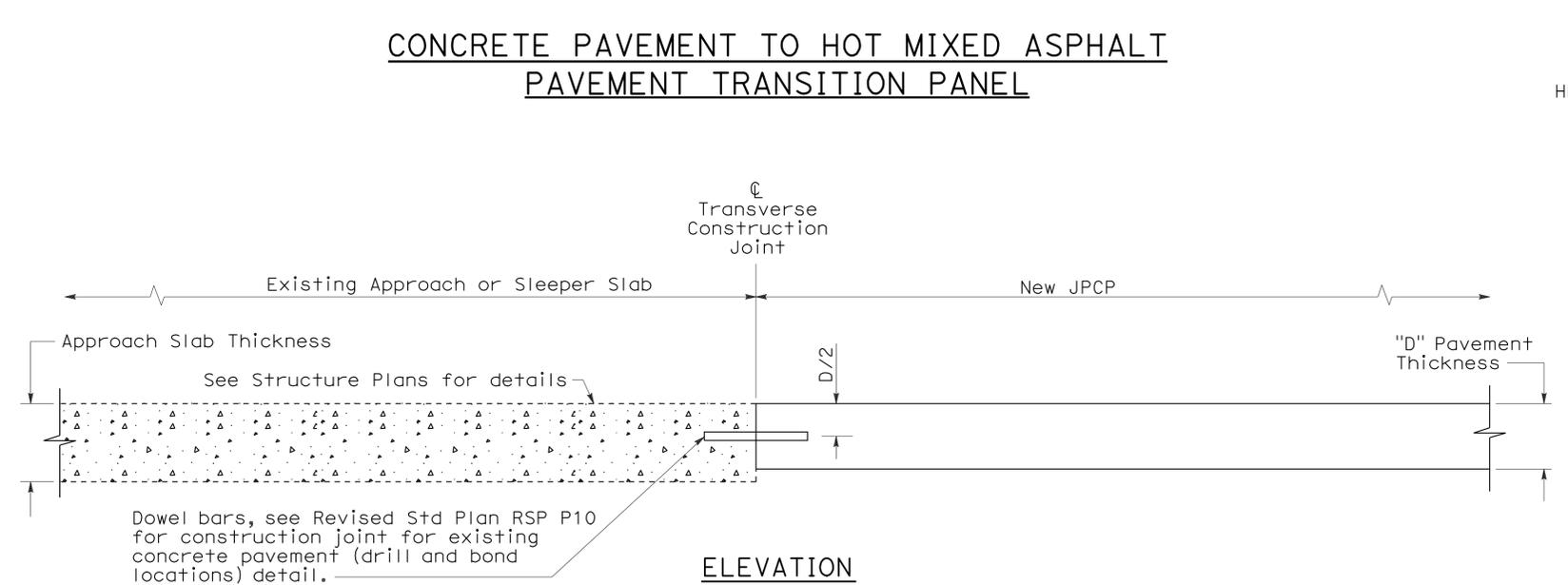
REVISED STANDARD PLAN RSP P3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1111	1743

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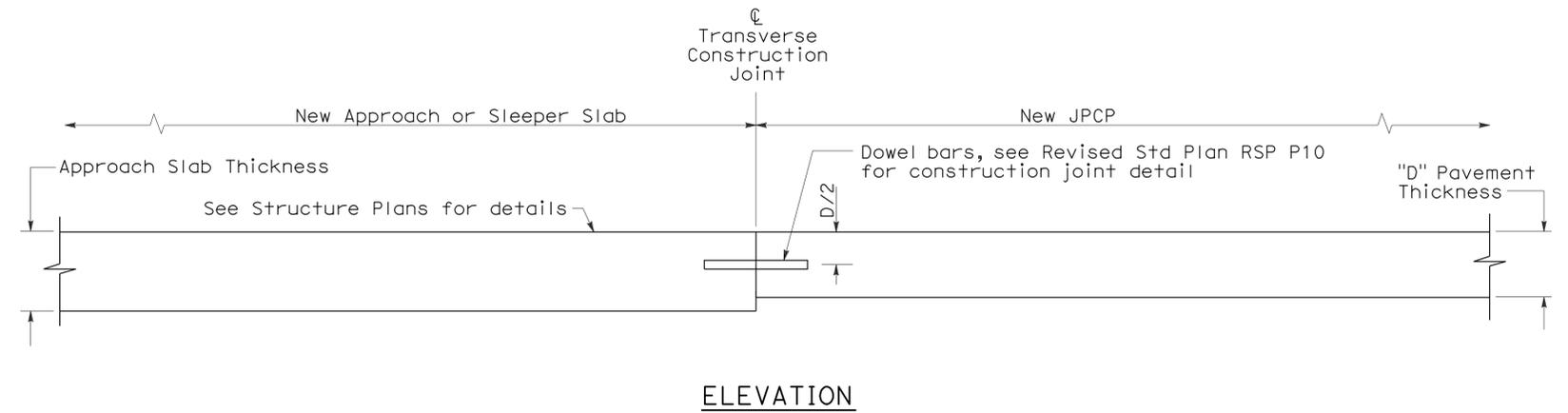


CONCRETE PAVEMENT TO HOT MIXED ASPHALT PAVEMENT TRANSITION PANEL



PAVEMENT END ANCHOR

NOTE:
1. Heavy broom finish.



CONCRETE PAVEMENT TRANSITION TO APPROACH OR SLEEPER SLAB

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

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

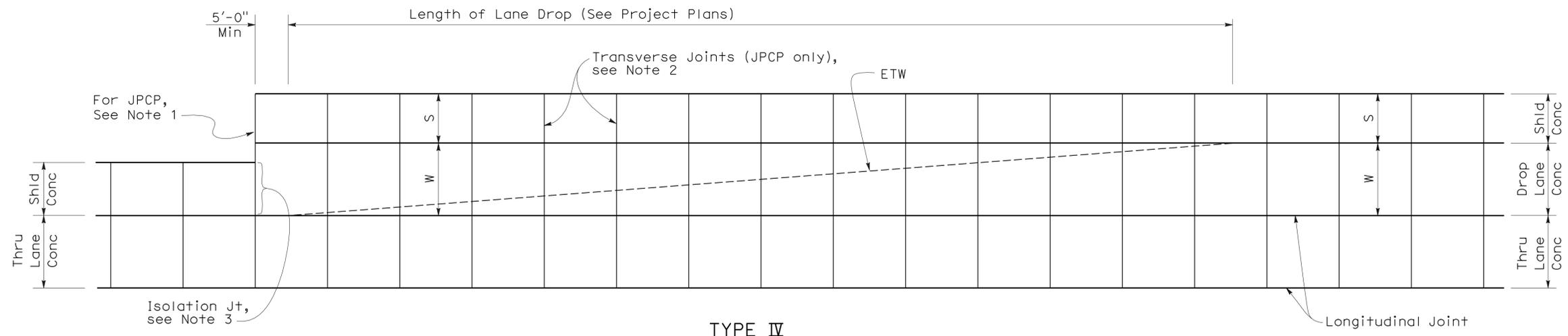
REVISED STANDARD PLAN RSP P30

2006 REVISED STANDARD PLAN RSP P30

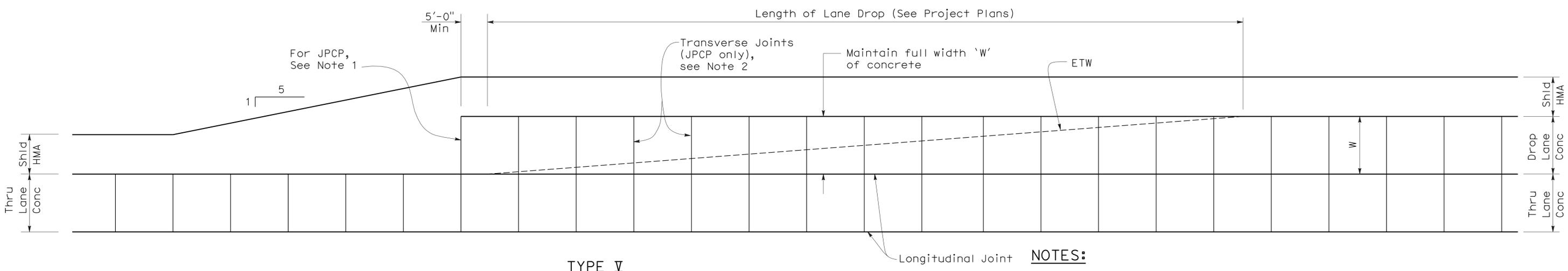
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1112	1743

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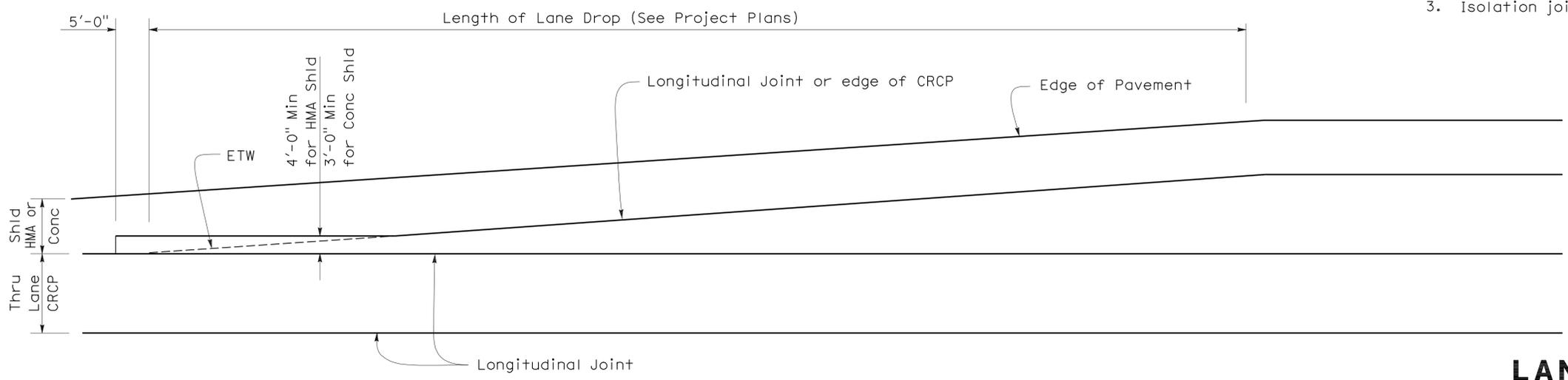


TYPE IV
JOINED PLAIN AND CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
 (See Revised Std Plans RSP P1, RSP P2, or New Std Plan NSP P4 for details not shown)



TYPE V
JOINED PLAIN AND CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
 (See Revised Std Plans RSP P1, RSP P2, or New Std Plan NSP P4 for details not shown)

- NOTES:**
1. Location of transverse joint to match transverse joint of adjacent lane.
 2. Place transverse joint of lane and shoulder perpendicular to longitudinal joint of through lane.
 3. Isolation joint detail shown on Revised Standard Plan RSP P18.



TYPE VI
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
 (See New Std Plan NSP P4 for details not shown)

LEGEND
 S - Shoulder width
 W - Lane width

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT -
 LANE DROP PAVING DETAILS No. 2**
 NO SCALE
 NSP P34 DATED MAY 15, 2009 SUPPLEMENTS THE
 STANDARD PLANS BOOK DATED MAY 2006.
NEW STANDARD PLAN NSP P34

2006 NEW STANDARD PLAN NSP P34

NOTES:

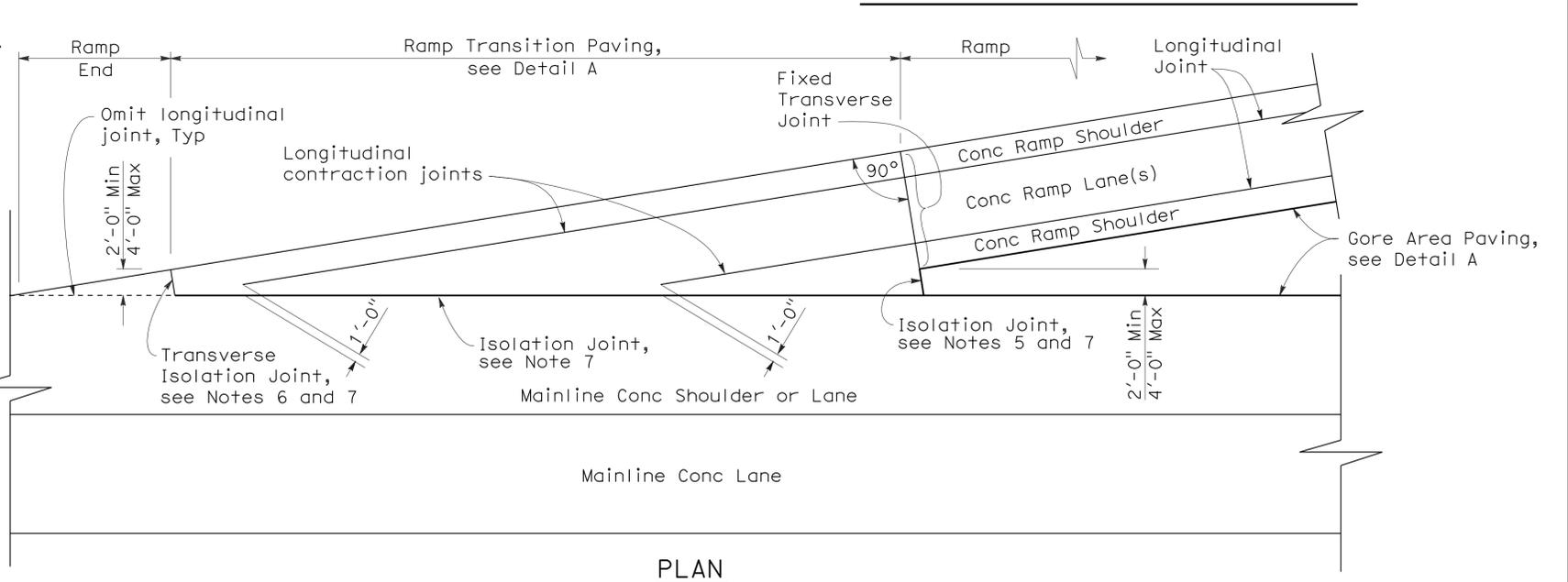
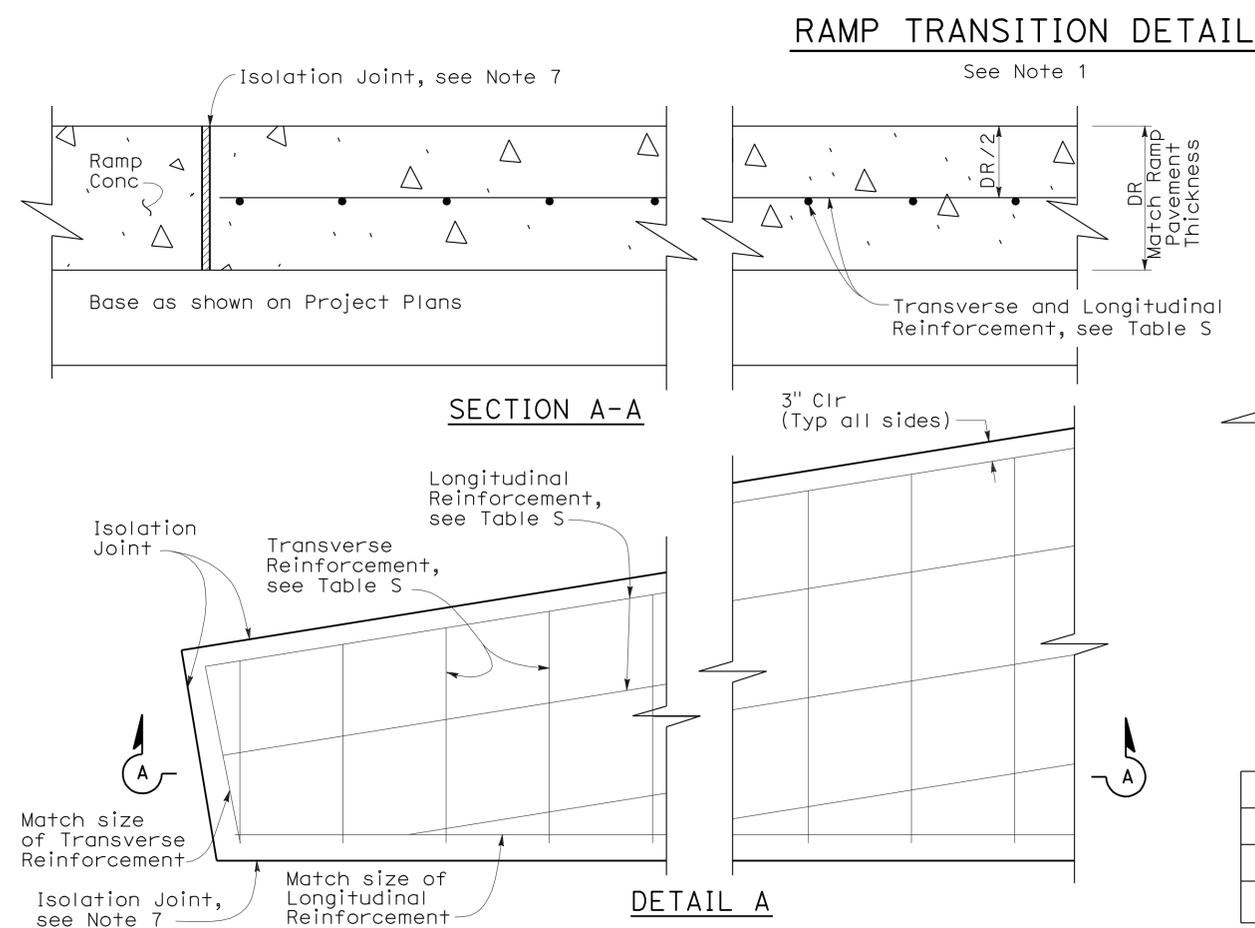
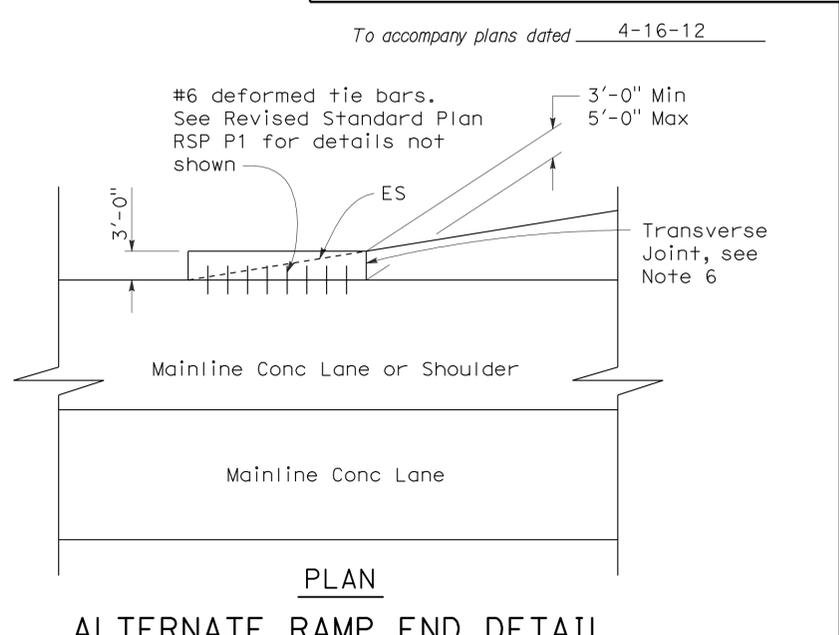
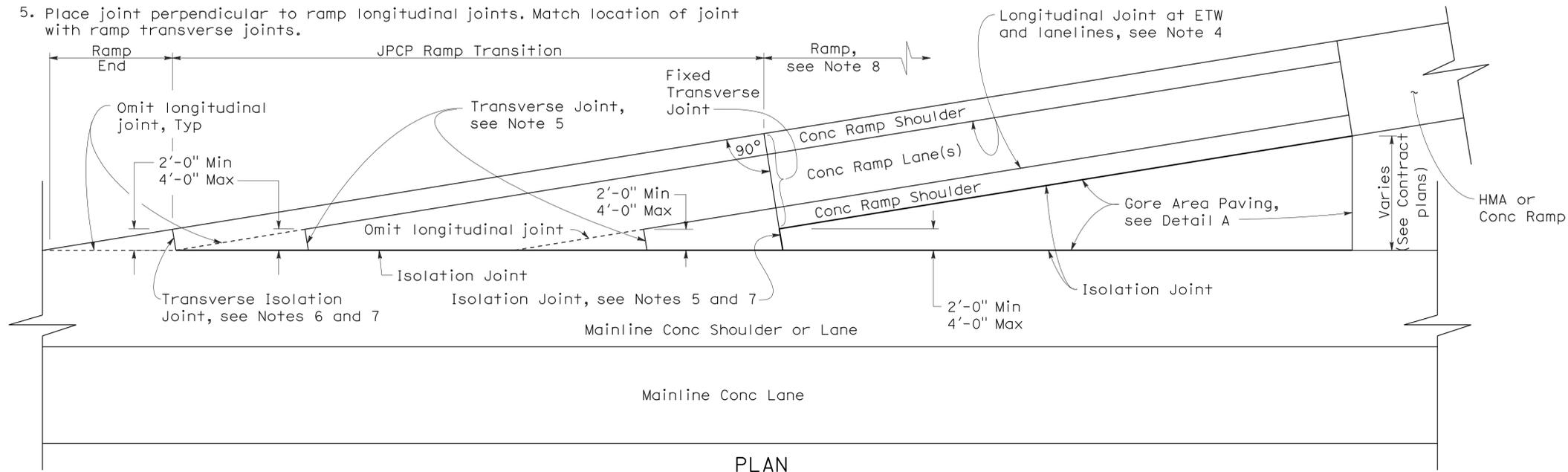
1. Details for gore area paving are applicable to both exit and entrance ramps.
2. Transverse Joint Layouts are not shown. Refer to Revised Standard Plan RSP P1 or Project Plans for details regarding joint layouts, tie bars, and dowel bars not shown.
3. WWF 4 x 4 - W4.0 x W4.0 can be used in place of steel reinforcement for gore area paving only.
4. Omit longitudinal joint when concrete on ramp shoulder is less than 3'-0".
5. Place joint perpendicular to ramp longitudinal joints. Match location of joint with ramp transverse joints.
6. Place joint perpendicular to ramp longitudinal joints. Match location of joint with mainline transverse joints.
7. Isolation joint detail shown on Revised Standard Plan RSP P18.
8. For jointed plain concrete pavement, transverse joints to be spaced from fixed transverse joint and shall follow spacing pattern on Revised Standard Plan RSP P1. Minimum spacing shall be 6 feet.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1113	1743

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 No. C49042
 Exp. 9-30-10
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May 15, 2009
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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT-RAMP TRANSITION PAVING DETAILS

NO SCALE

RSP P35 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P35 DATED MAY 1, 2006 - PAGE 131 OF THE STANDARD PLANS BOOK DATED MAY 2006.

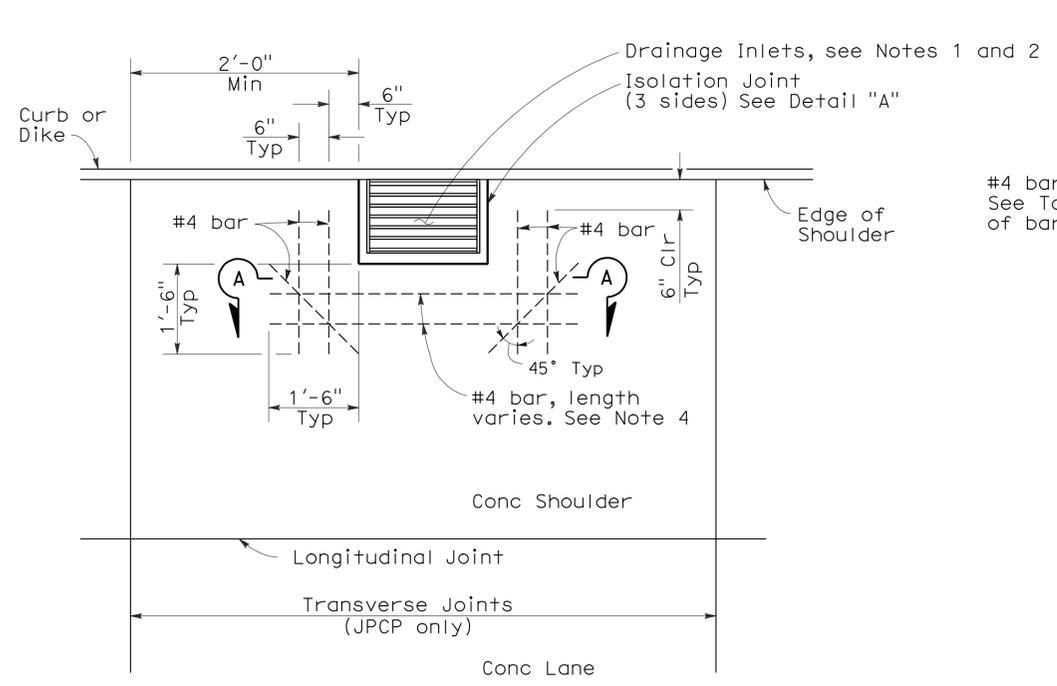
REVISED STANDARD PLAN RSP P35

TABLE S
(For JPCP and CRCP)

Location	Transverse Reinf	Longitudinal Reinf
Gore Area Paving	#4 @ 1'-0" *	#4 @ 1'-0" *
Ramp Transition (JPCP)	#6 @ 1'-6"	#6 @ 9"
Ramp Transition (CRCP)	See NSP P4, Table No. 2	See NSP P4, Table No. 1

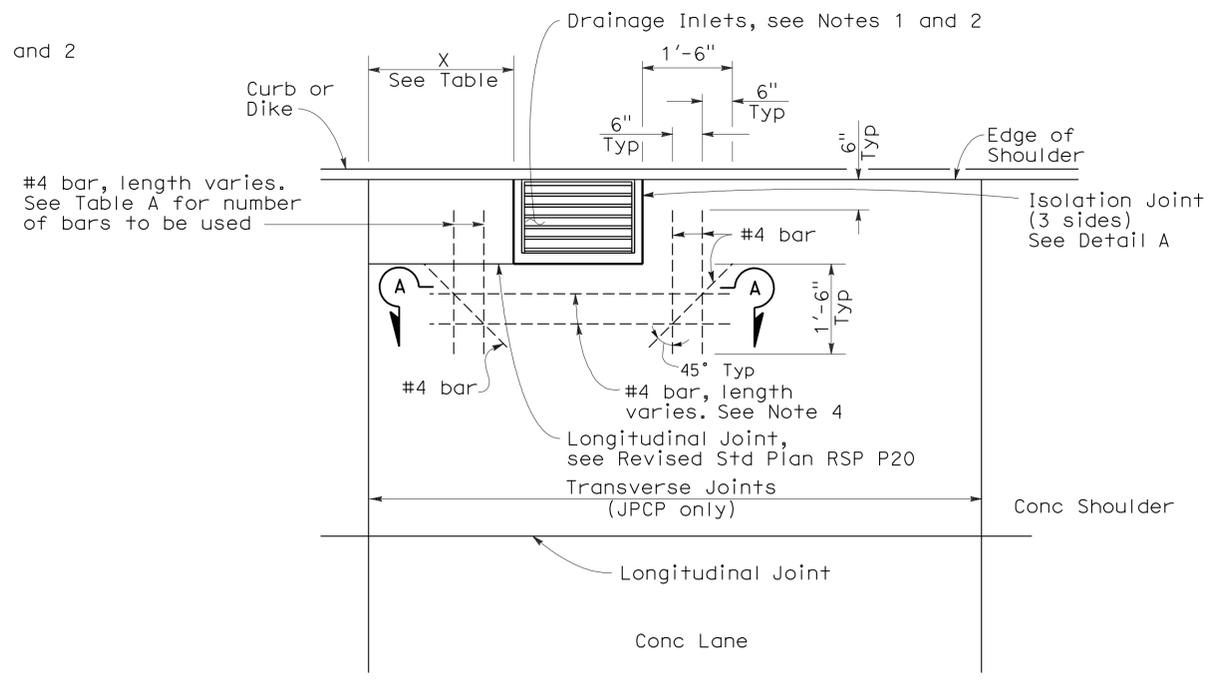
* See Note 3

2006 REVISED STANDARD PLAN RSP P35



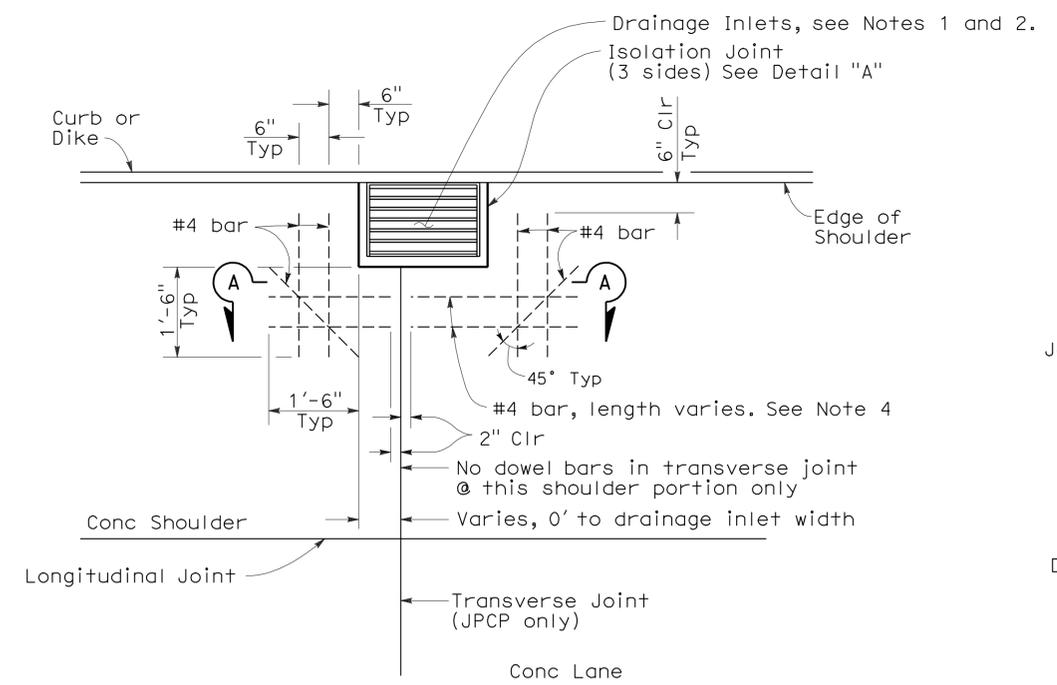
CASE 1

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



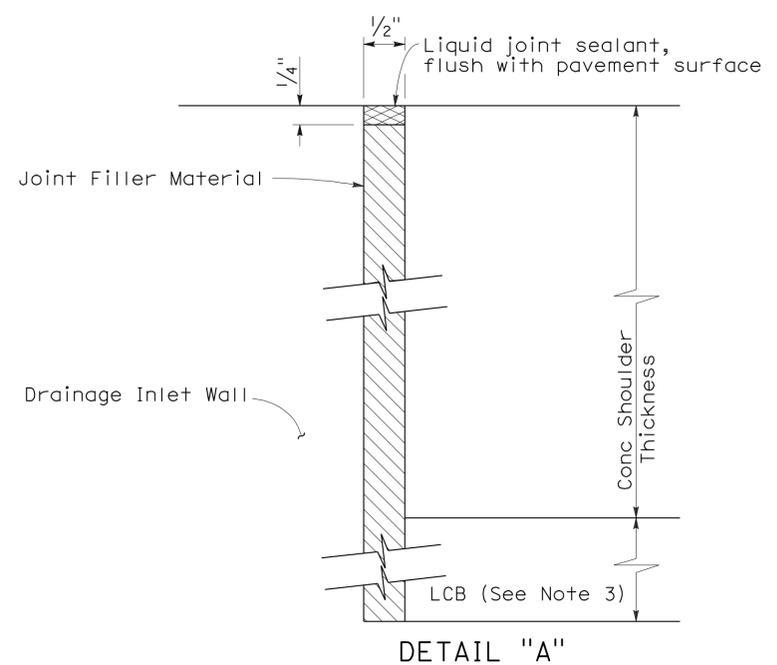
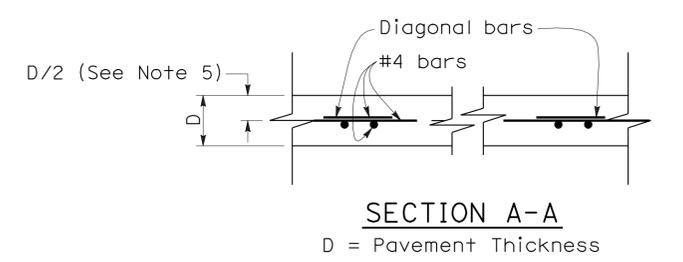
CASE 3

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



CASE 2

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



NOTES:

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

TABLE A

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

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

ISOLATION JOINT AROUND DRAINAGE INLET

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

REVISED STANDARD PLAN RSP P45

2006 REVISED STANDARD PLAN RSP P45

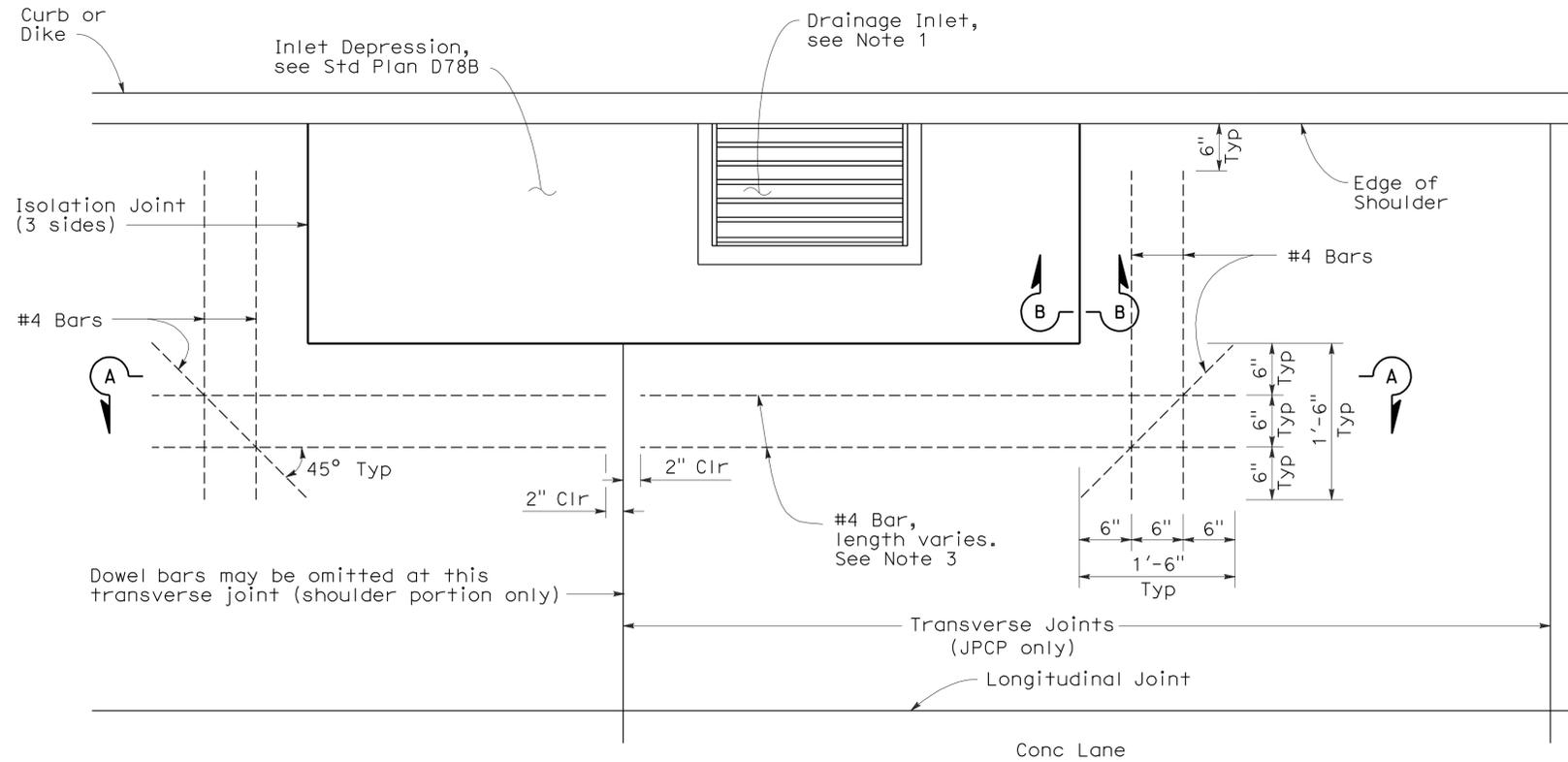
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1115	1743

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

May 15, 2009
 PLANS APPROVAL DATE

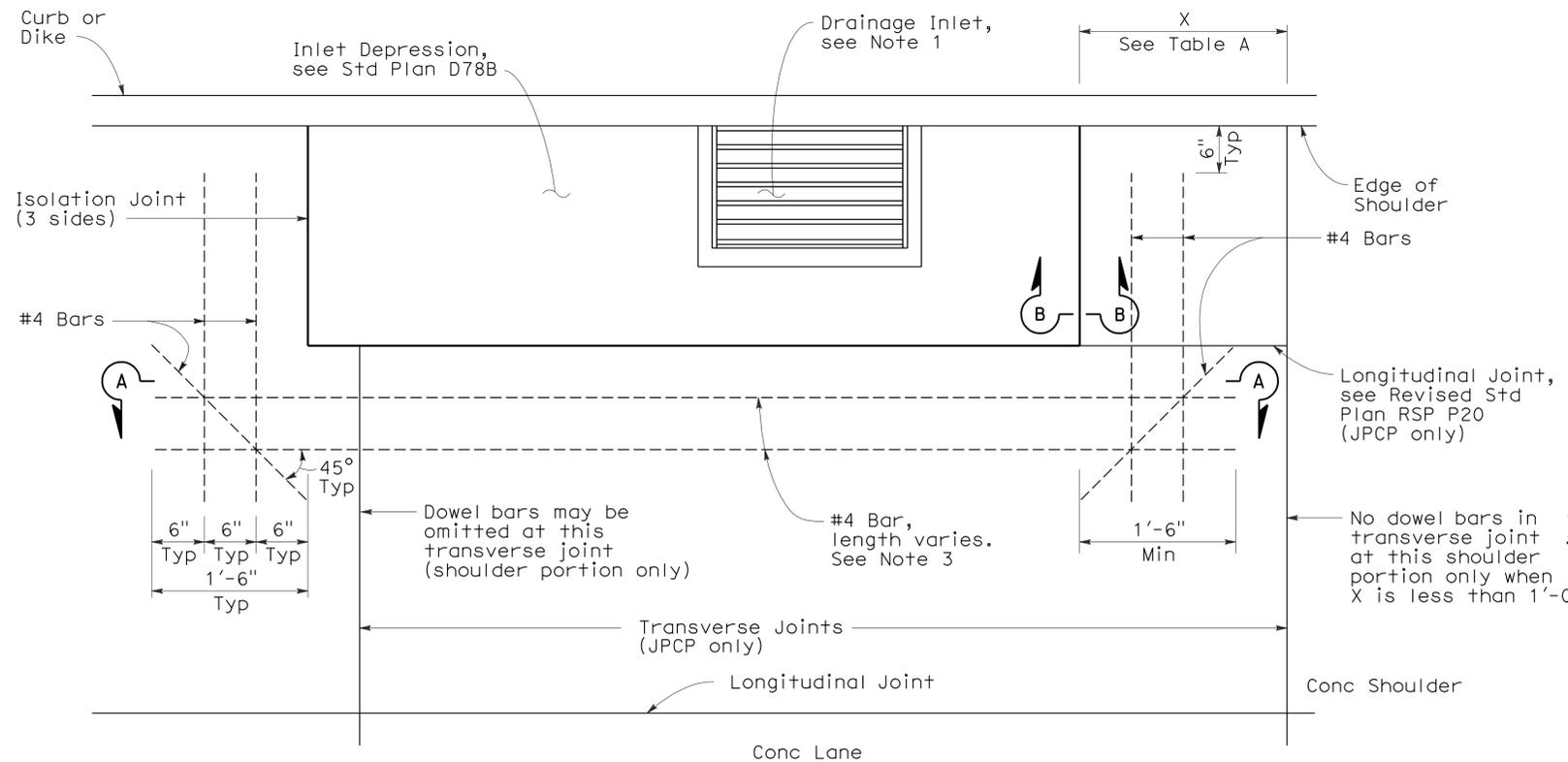
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To accompany plans dated 4-16-12



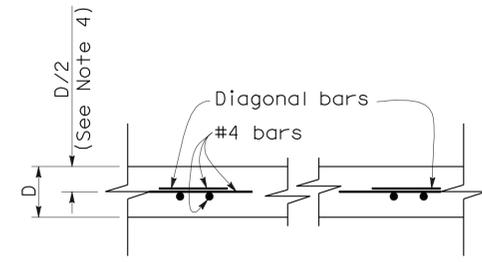
CASE A

Transverse Joint intersects inlet depression or no transverse joints.



CASE B

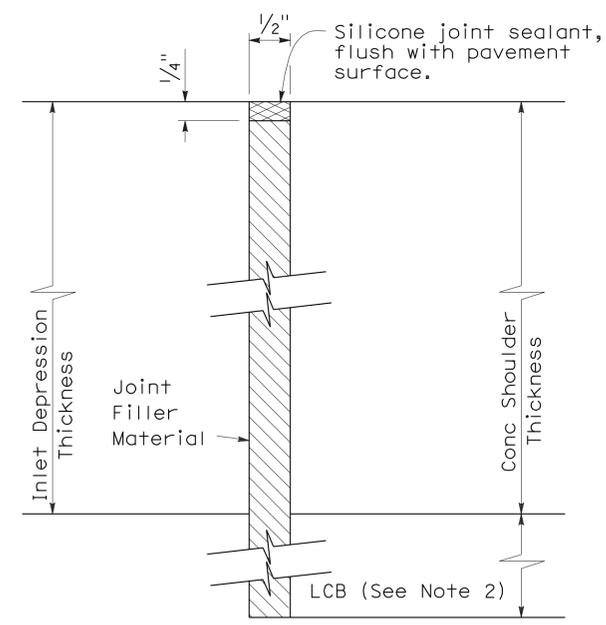
Transverse Joint within 2'-0" of edge of inlet depression.



SECTION A-A
D = Pavement Thickness

TABLE A

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



SECTION B-B

NOTES:

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

ISOLATION JOINT AROUND INLET DEPRESSION

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

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

REVISED STANDARD PLAN RSP P46

2006 REVISED STANDARD PLAN RSP P46

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1116	1743

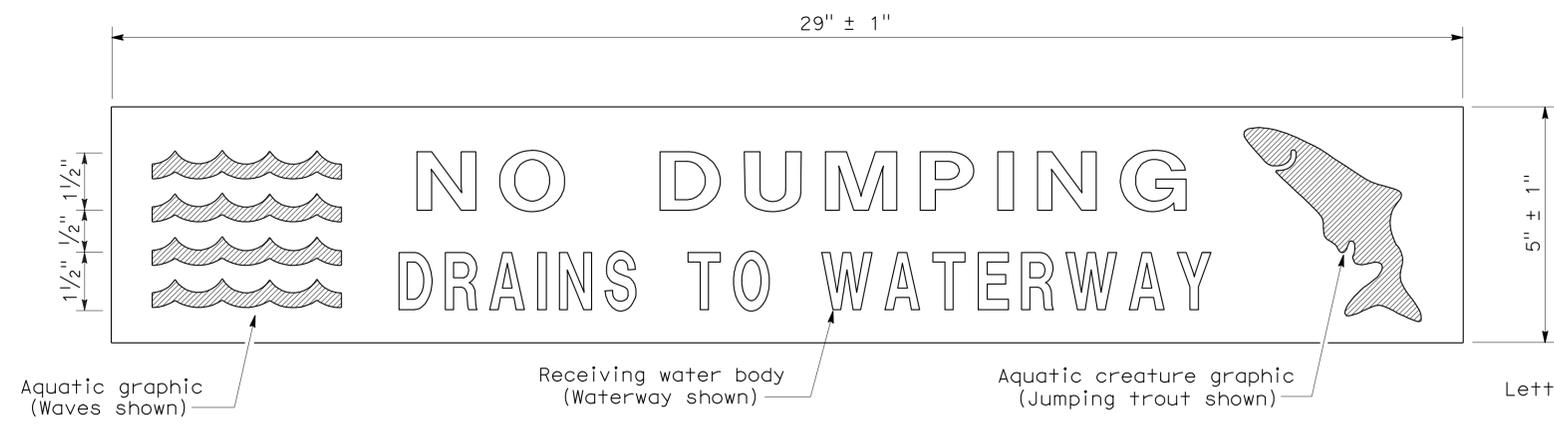
Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT

April 3, 2009
 PLANS APPROVAL DATE

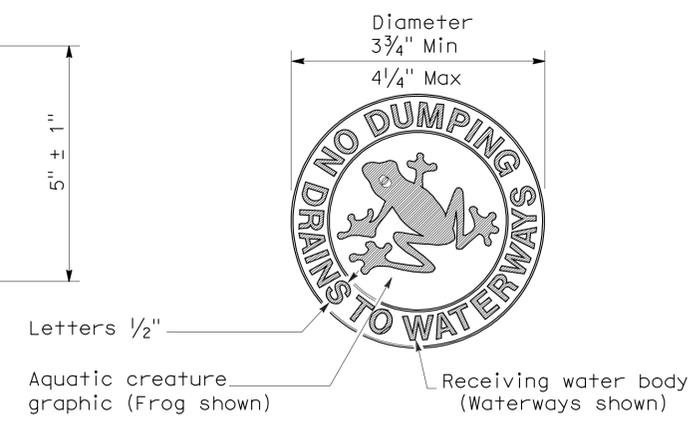
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STATE OF CALIFORNIA
 LICENSED LANDSCAPE ARCHITECT
 Robert B. Schott 1989
 Signature
 11-30-10
 Renewal Date
 2-25-09
 Date

To accompany plans dated 4-16-12



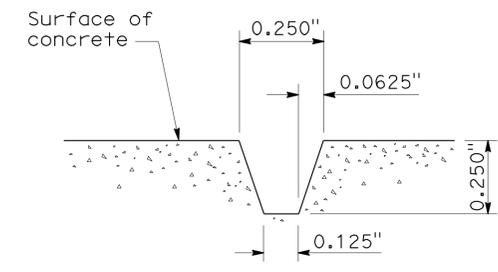
PLAN
DRAINAGE INLET MARKER
(PREFABRICATED THERMOPLASTIC)



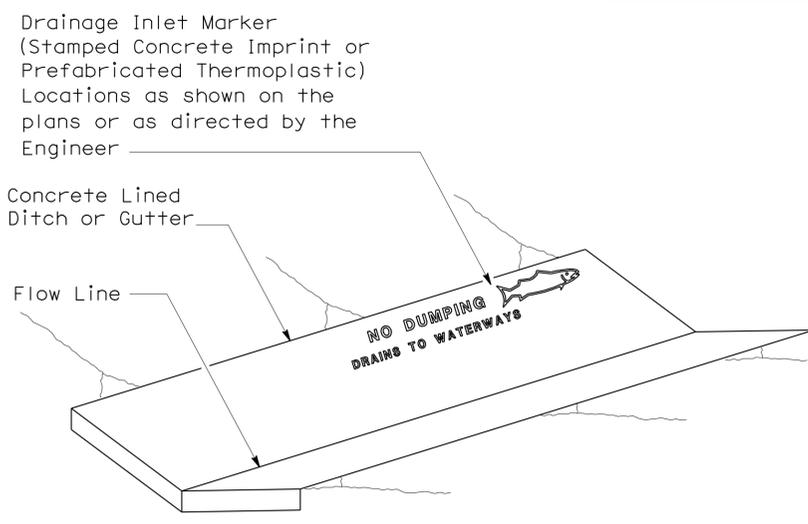
PLAN
DRAINAGE INLET MARKER
(MEDALLION)



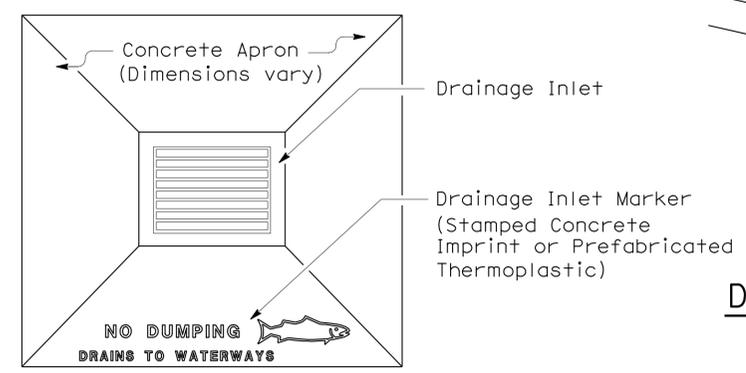
PLAN
DRAINAGE INLET MARKER
(STAMPED CONCRETE IMPRINT)



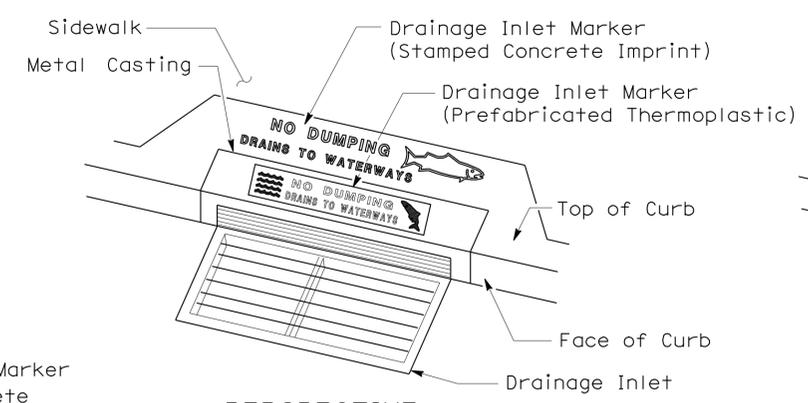
SECTION A-A
STAMPED CONCRETE
IMPRINT DETAIL



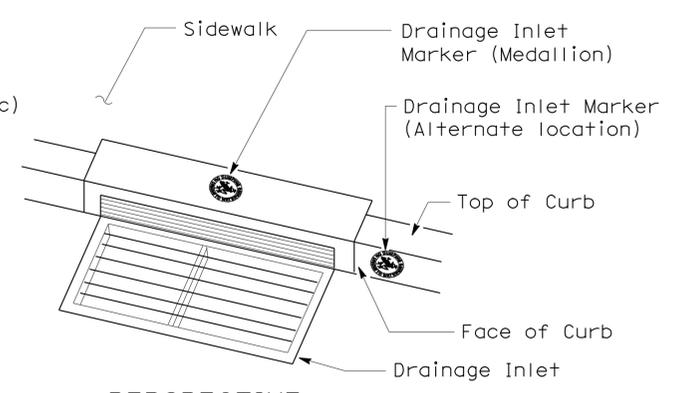
PERSPECTIVE
DRAINAGE INLET MARKER ON
CONCRETE LINED DITCH



PLAN
DRAINAGE INLET MARKER ON
DRAINAGE INLET APRON

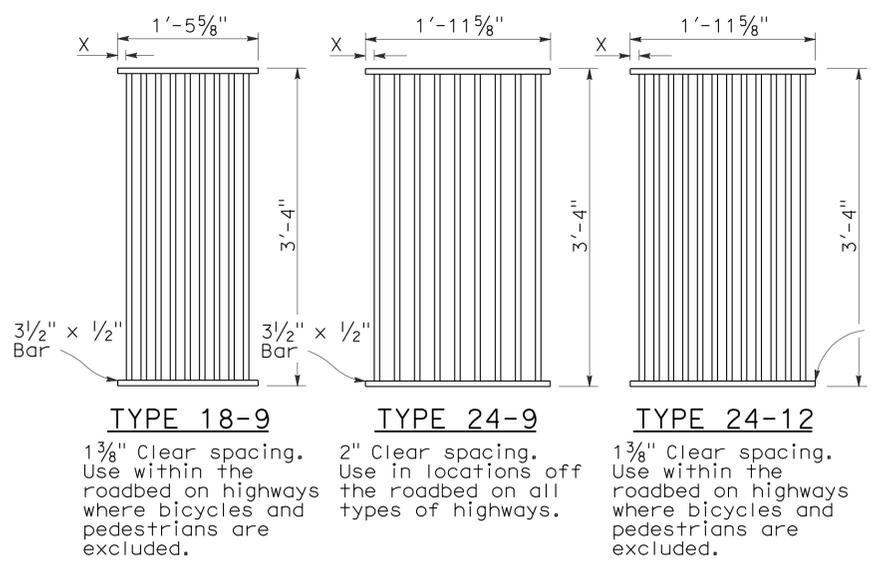


PERSPECTIVE
DRAINAGE INLET MARKER ON
DRAINAGE INLET

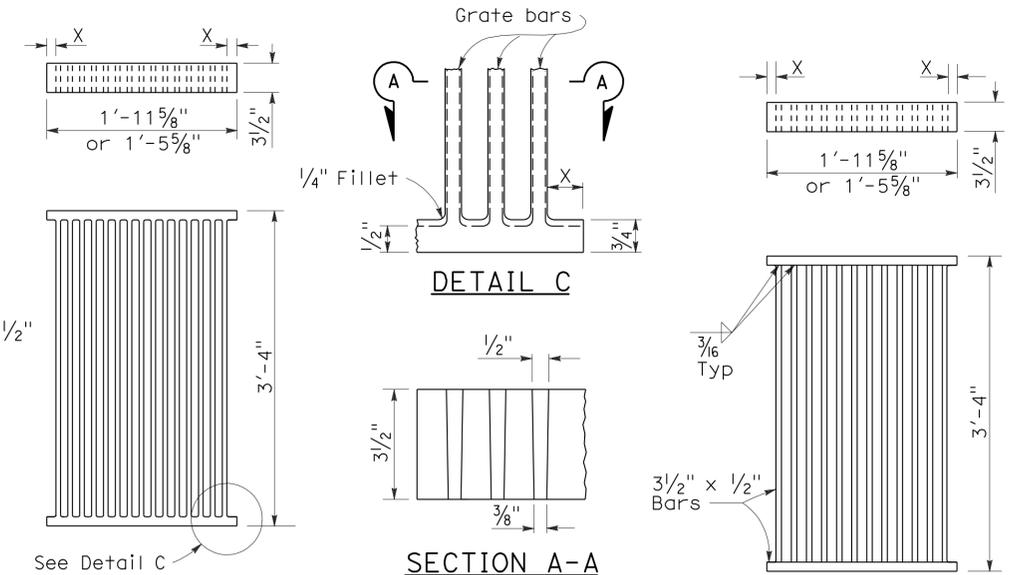


PERSPECTIVE
DRAINAGE INLET MARKER (MEDALLION)
ON DRAINAGE INLET

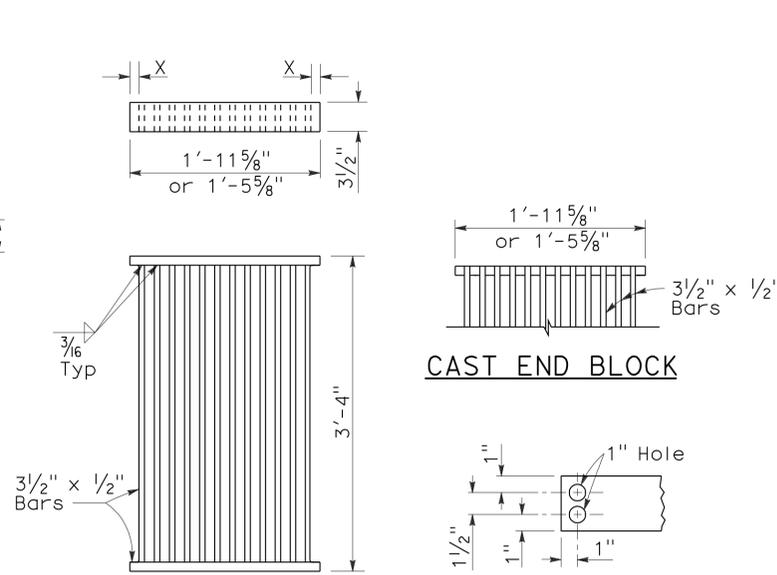
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DRAINAGE INLET MARKERS
NO SCALE
NSP D71 DATED APRIL 3, 2009 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.



RECTANGULAR GRATE DETAILS
(See table below)

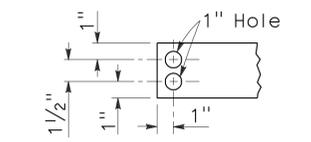


ALTERNATIVE CAST NODULAR IRON GRATE OR CAST STEEL GRATE

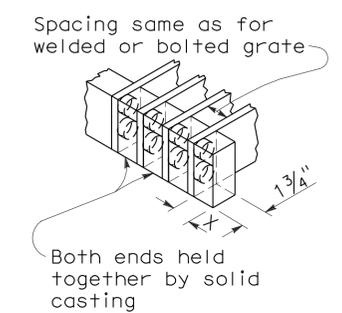


ALTERNATIVE WELDED GRATE

CAST END BLOCK



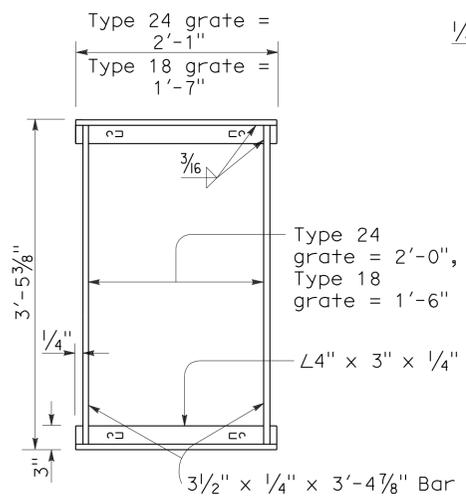
END OF BAR



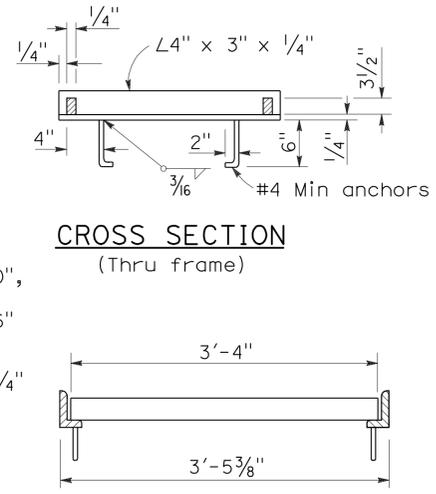
ALTERNATIVE CAST NODULAR IRON OR CAST STEEL END BLOCK GRATE

NOTES:

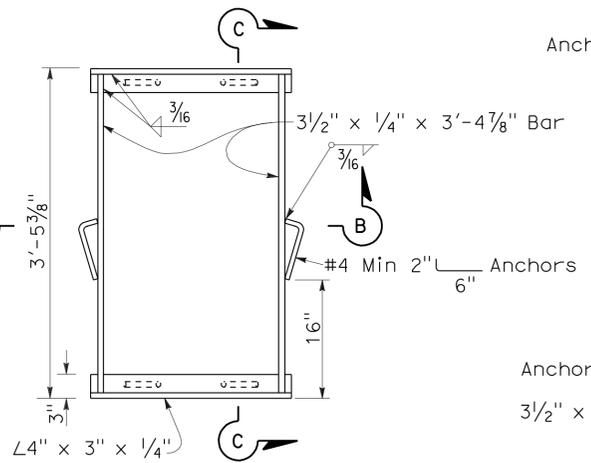
1. Grate type numbers refer to approximate width of grate in inches and number of bars, respectively.
2. Contractor has the option of using cast nodular iron, cast steel, welded, bolted, or cast end block grate.
3. See Special Provisions for requirements pertaining to galvanizing or asphalt dipping of 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).



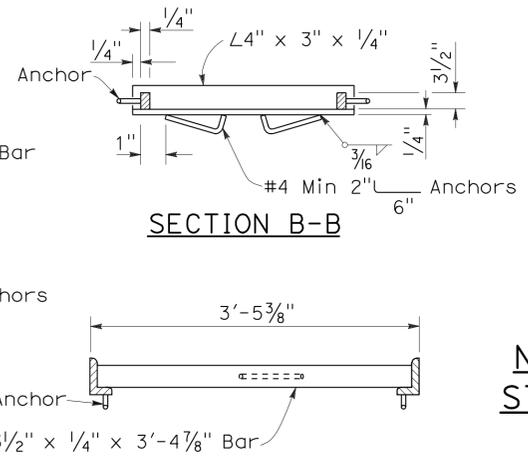
TYPICAL FRAME



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



TYPICAL FRAME



SECTION B-B

SECTION C-C

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

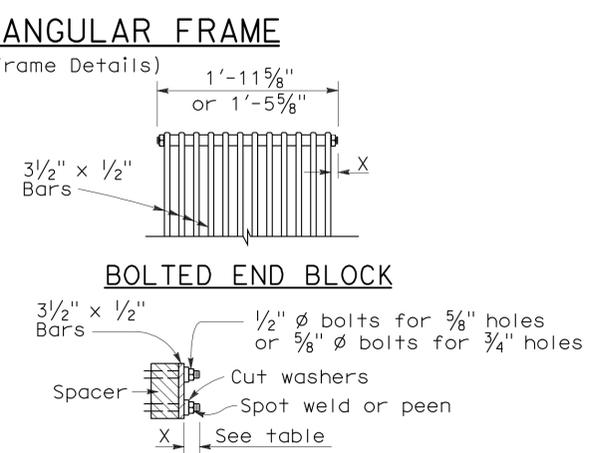
RECTANGULAR FRAME DETAILS
(For all rectangular grates)

GRATE BAR SPACING TABLE

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

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

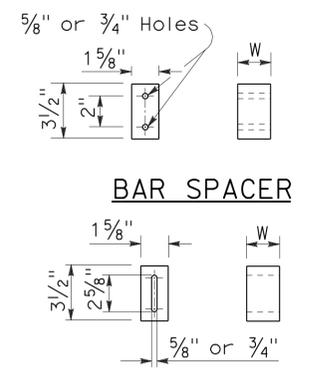
INLET TYPE	GRATE TYPE	NO. OF GRATES	WEIGHT LB
GDO	24-12	2	634
GOL-7	24-12	1	326
GOL-10	24-12	1	326
G0,G1,G2,G3,G4 (TYPE 24)	24-9	1	263
	24-12	1	326
G4 (TYPE 18),G5,G6	18-9	1	249
GT1	18-9	2	498
GT2	18-9	2	498
GT3	24-12	2	652
GT4	24-12	2	652
TRASH RACK			22



BOLTED END BLOCK

BOLTING DETAIL

ALTERNATIVE BOLTED GRATE



BAR SPACER

ALTERNATIVE SPACER

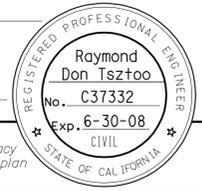
W = 1 3/8" or 2"

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

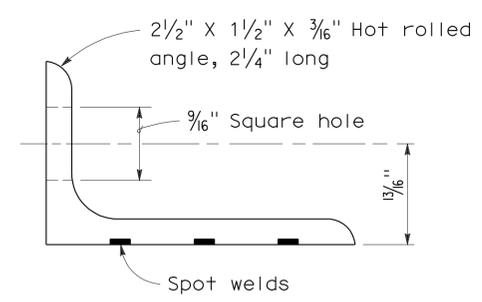
(See General Notes, No 8)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1119	1743

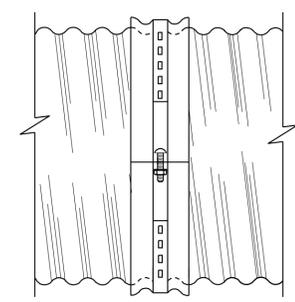
Raymond Don Tsztoo
 REGISTERED CIVIL ENGINEER
 June 6, 2008
 PLANS APPROVAL DATE
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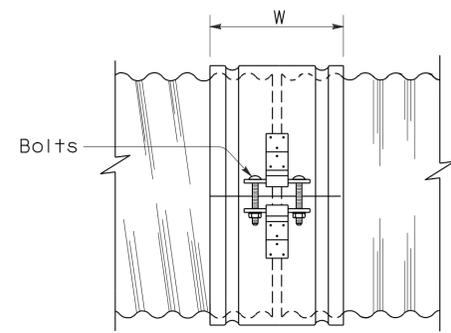
To accompany plans dated 4-16-12



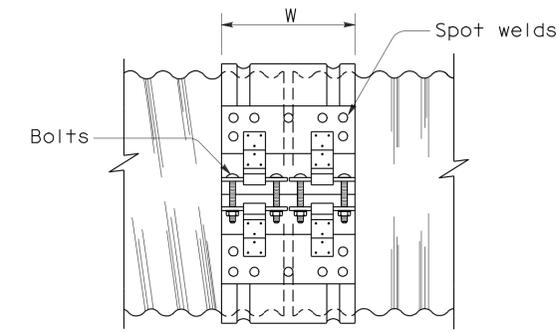
ANGLE



SIDE VIEW ANGLE



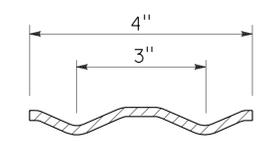
SIDE VIEW SINGLE BAR AND STRAP



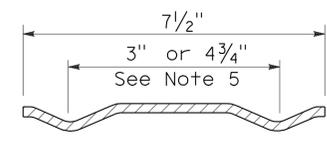
SIDE VIEW DOUBLE BAR AND STRAP

NOTES:

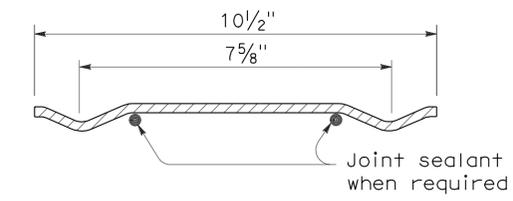
1. All ferrous metal coupling band connection hardware shall be galvanized or electroplated in accordance with the Standard Specifications.
2. Dimensions and thicknesses shown are minimum.
3. Spot welds shall develop minimum required strength of strap.
4. Fillet welds of equivalent strength may be substituted for spot welds or rivets.
5. Dimension depends upon whether end condition is lips up or lips down.



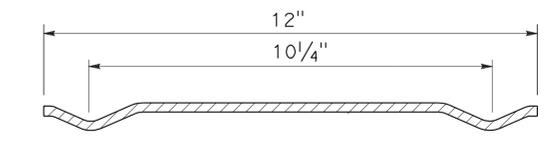
SECTION H-4 HUGGER BAND



SECTION H-7 HUGGER BAND



SECTION H-10 HUGGER BAND



SECTION H-12 HUGGER BAND

HUGGER COUPLING BANDS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**CORRUGATED METAL PIPE
 COUPLING DETAILS No. 4
 HUGGER COUPLING BANDS**

NO SCALE

RSP D97D DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN D97D
 DATED MAY 1, 2006 - PAGE 186 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP D97D

2006 REVISED STANDARD PLAN RSP D97D

ANNULAR AND HELICAL PROFILE

COUPLING TYPE	PIPE CORRUGATION	PIPE SIZE	W OR A	PIPE WALL THICKNESS				BAR AND STRAP (CSP ONLY)				ANGLE							
				CSP		CAP		STRAP THICKNESS	BOLTS Dia	BAR Dia	BAR YIELD STRENGTH	DIMENSIONS		BOLTS (No.- Dia)		RIVETS ANGLE TO BAND		SPOT WELDS ANGLE TO BAND	
				CSP	CAP	CSP	CAP					CSP	CAP	CSP	CAP	CSP	CAP	CSP	
TWO PIECE INTEGRAL FLANGE	1 1/2' x 1/4"	6"-10"	7"	0.052"-0.079"	0.048"-0.060"	0.052"	0.060"							2-3/8"	2-3/8"				
				12"-18"	7"	0.052"-0.079"										2-1/2"			
				2 2/3' x 1/2"	12"-24"	7"	0.052"-0.079"	0.060"-0.105"	0.064"	0.060"							2-1/2"	2-1/2"	
UNIVERSAL	2 2/3' x 1/2"	THROUGH 36"	12"	0.052"-0.138"	0.060"-0.135"	0.052"	0.060"						2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	3-1/2"
		42"-60"	12"	0.052"-0.168"	0.075"-0.164"	0.052"	0.060"						2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	5-1/2"
		THROUGH 72"	12"	0.052"-0.168"	0.164"	0.052"	0.105"	0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	5-1/2"	
		78"-84"	16 1/4"	0.168"		0.079"		DOUBLE 0.079"	1/2"	7/8"	32 ksi								
ANNULAR	2 2/3' x 1/2"	THROUGH 36"	7"	0.064"-0.138"	0.060"-0.135"	0.052"	0.060"	0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	2-1/2"	2-1/2"	3-3/8"	3-3/8"	3-1/2"	
		42"-72"	12"	0.064"-0.168"	0.075"-0.164"	0.052"	0.105"	0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	5-1/2"	
		78"-84"	12"	0.168"		0.079"		0.109"	1/2"	7/8"	45 ksi	2" x 2" x 3/16"		3-1/2"		3-3/8"		5-1/2"	
	3" x 1"	48"-90"	14"	0.064"-0.109"		0.052"		0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"		3-1/2"		3-3/8"		5-1/2"	
		96"-120"	14"	0.079"-0.109"		0.052"		0.109"	1/2"	7/8"	45 ksi	2" x 2" x 3/16"		3-1/2"		4-3/8"			
		42"-108"	14"		0.060"-0.135"		0.060"					2" x 2" x 3/16"		3-1/2"		3-3/8"			
HELICAL	2 2/3' x 1/2"	THROUGH 36"	12"	0.052"-0.138"	0.060"-0.135"	0.052"	0.060"	0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	3-1/2"	
		42"-72"	12"	0.052"-0.168"	0.075"-0.164"	0.052"	0.060"	0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	5-1/2"	
		78"-84"	12"	0.168"		0.079"		0.109"	1/2"	7/8"	45 ksi	2" x 2" x 3/16"		3-1/2"		3-3/8"		5-1/2"	
	3" x 1"	48"-90"	14"	0.064"-0.109"		0.052"		0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"		3-1/2"		3-3/8"		5-1/2"	
		96"-120"	14"	0.079"-0.109"		0.052"		0.109"	1/2"	7/8"	45 ksi	2" x 2" x 3/16"		3-1/2"		4-3/8"			
		42"-108"	14"		0.060"-0.135"		0.060"					2" x 2" x 3/16"		3-1/2"		3-3/8"			
HUGGER	2 2/3' x 1/2"	REROLLED END	12"-54"	4"	0.052"-0.109"		0.052"					2 1/2" x 1 1/2" x 3/16"	2 1/2" x 1 1/2" x 3/16"	1-1/2"				3-1/2"	
			60"-66"	4"	0.109"		0.064"						2 1/2" x 1 1/2" x 3/16"	2 1/2" x 1 1/2" x 3/16"	1-1/2"			3-1/2"	
			36"-48"	4"	0.138"		0.064"						2 1/2" x 1 1/2" x 3/16"	2 1/2" x 1 1/2" x 3/16"	1-1/2"			3-1/2"	
			THROUGH 72"	10 1/2"	0.052"-0.168"		0.052"		0.079"	1/2"	7/8"	32 ksi							
	3" x 1"	REROLLED END	48"-90"	10 1/2"	0.064"-0.109"		0.052"		0.079"	1/2"	7/8"	32 ksi							
			96"-120"	10 1/2"	0.079"-0.109"		0.052"		0.109"	1/2"	7/8"	45 ksi							
			48"-66"	7 1/2"	0.064"-0.109"		0.064"		0.079"	1/2"	7/8"	32 ksi	2 1/2" x 1 1/2" x 3/16"	2 1/2" x 1 1/2" x 3/16"	1-1/2"				3-1/2"
			72"-90"	7 1/2"	0.064"-0.079"		0.064"		0.079"	1/2"	7/8"	32 ksi	2 1/2" x 1 1/2" x 3/16"	2 1/2" x 1 1/2" x 3/16"	1-1/2"				3-1/2"
	5" x 1"	REROLLED END	48"-90"	7 1/2"	0.064"-0.138"		0.064"		0.079"	1/2"	7/8"	32 ksi							
			48"-120"	12" SEE	0.064"-0.109"		0.064"		0.079"	1/2"	7/8"	32 ksi							
			48"-84"	12" NOTE	0.138"		0.064"		0.079"	1/2"	7/8"	32 ksi							
			90"-120"	12" 11	0.138"		0.064"		DOUBLE 0.079"	1/2"	7/8"	32 ksi							

SPIRAL RIB PROFILE

COUPLING TYPE	PIPE CORRUGATION	PIPE SIZE	W	PIPE WALL THICKNESS				BAR AND STRAP (SSRP ONLY)				ANGLE						
				SSRP		ASRP		STRAP THICKNESS	BOLTS Dia	BAR Dia	BAR YIELD STRENGTH	DIMENSIONS		BOLTS (No.- Dia)		RIVETS ANGLE TO BAND		SPOT WELDS ANGLE TO BAND
				SSRP	ASRP	SSRP	ASRP					SSRP	ASRP	SSRP	ASRP	SSRP	ASRP	SSRP
ANNULAR	2 2/3' x 1/2" * REROLLED END	24"-36"	12"	0.064"-0.109"	0.060"-0.105"	0.052"	0.060"	0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	5-1/2"
		42"-60"	12"	0.064"-0.109"	0.075"-0.105"	0.052"	0.105"	0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	5-1/2"
		66"-72"	12"	0.064"-0.109"		0.052"		0.079"	1/2"	7/8"	32 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	5-1/2"
		78"-114"	12"	0.079"-0.109"		0.079"		0.109"	1/2"	7/8"	45 ksi	2" x 2" x 3/16"	2" x 2" x 3/16"	3-1/2"	3-1/2"	3-3/8"	3-3/8"	5-1/2"
HUGGER	2 2/3' x 1/2" * REROLLED END	24"-72"	10 1/2"	0.064"-0.109"		0.052"		0.079"	1/2"	7/8"	32 ksi							
		78"-84"	10 1/2"	0.109"		0.079"		0.109"	1/2"	7/8"	45 ksi							

* See Note 14.

14. All profiles of Spiral Rib Pipe (3/4" x 3/4" ribs at 7 1/2" pitch and 3/4" x 1" ribs at 11 1/2" pitch in both steel and aluminum and 3/4" x 1" ribs at 8 1/2" pitch in steel only) shall be manufactured with rerolled ends. Corrugation profile of the rerolled ends shall be 2 2/3' x 1/2" annual corrugations with a minimum of two full corrugations at each end.

- NOTES:** To accompany plans dated 4-16-12
- All ferrous metal coupling band connection hardware shall be galvanized or electro-plated in accordance with the Standard Specifications.
 - For helically corrugated coupling bands, the connection angles may be oriented parallel to the pipe axis, provided connecting holes are slotted lengthwise sufficiently to allow adjustment for the helix angle.
 - Tension strap may be connected to band with either spot welds or fillet welds that develop minimum required strength of strap.
 - Use 1/4" gage line dimension on attached angle leg for rivets and spot welds.
 - Band thickness shall not be less than:
 - 3 standard thicknesses lighter than the thickness of the pipe for Corrugated Steel Pipe.
 - 2 standard thicknesses lighter than the thickness of the pipe and in no case lighter than 0.060" for Corrugated Aluminum Pipe.
 - Dimensions, thicknesses and strengths shown are minimum.
 - For pipe arches use same width band as for round pipe of equal periphery.
 - Fillet welds of equivalent strength may be substituted for spot welds or rivets.
 - Spot welds shall develop minimum required strength of strap.
 - Pipe with rerolled ends having at least two 2 2/3' x 1/2" annular corrugations at each end with or without an upturned flange may be connected with any of the annular coupling bands shown for pipe of the same diameter and wall thickness and having 2 2/3' x 1/2" corrugations.
 - In the case of H-12 huggerbands, two piece bands are required for diameters through 96" and three piece bands are required for diameters 102" through 120".
 - Two piece bands are required for pipes greater than 42" diameter.
 - The 2 1/4" x 2" x 0.109" thick galvanized die-formed angle connector may be used in lieu of the 2" x 2" x 3/16" angle connector for standard joints only on pipes through 72" diameter.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**CORRUGATED METAL PIPE
COUPLING DETAILS No. 5
STANDARD JOINT**
NO SCALE

RSP D97E DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN D97E
DATED MAY 1, 2006 - PAGE 187 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP D97E

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1120	1743

Raymond Don Tsztoo
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
Raymond Don Tsztoo
No. C37332
Exp. 6-30-08
CIVIL
STATE OF CALIFORNIA

2006 REVISED STANDARD PLAN RSP D97E

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1121	1743

Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
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To accompany plans dated 4-16-12

2006 REVISED STANDARD PLAN RSP H1

A

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

B

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

C

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

D

Dia diameter
 DIP ductile iron pipe
 DN diameter nominal

E

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

F

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

G

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

H

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

I

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

L

L length
 LF linear foot

M

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

N

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

O

O/C on center
 OD outside diameter
 Oz ounce

P

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

Q

Q quarter circle
 QCV quick coupling valve

R

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

S

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

T

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

U

UG underground

V

VAU valve assembly unit

W

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

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

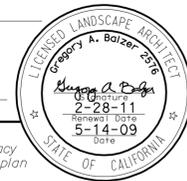
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PLANTING AND IRRIGATION
 ABBREVIATIONS**

NO SCALE
 RSP H1 DATED JUNE 5, 2009 SUPERSEDES STANDARD PLAN H1
 DATED MAY 1, 2006 - PAGE 201 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP H1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1122	1743

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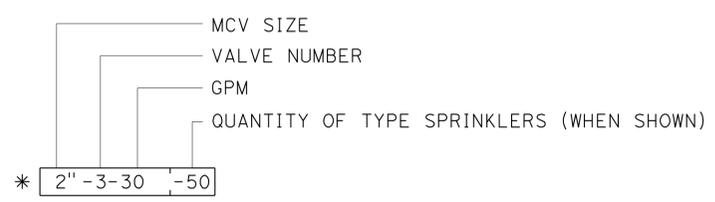
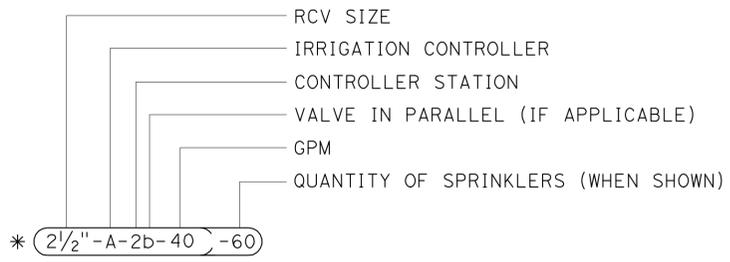


To accompany plans dated 4-16-12

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

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

VALVE CODE



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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PLANTING AND IRRIGATION SYMBOLS
NO SCALE

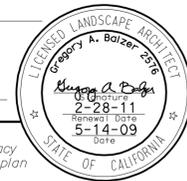
RSP H2 DATED JUNE 5, 2009 SUPERSEDES RSP H2 DATED MARCH 7, 2008 AND STANDARD PLAN H2 DATED MAY 1, 2006 - PAGE 202 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP H2

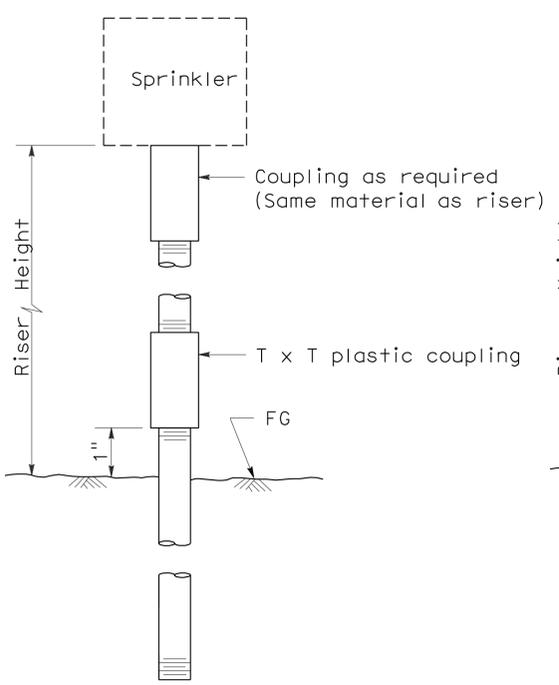
2006 REVISED STANDARD PLAN RSP H2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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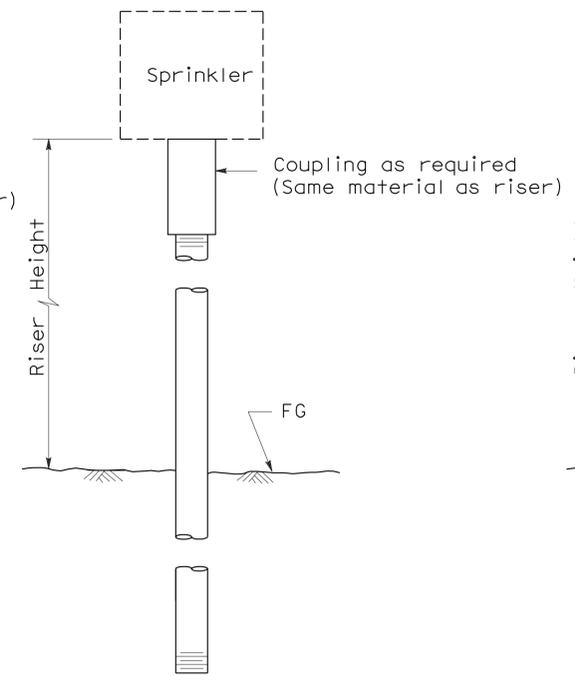
Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
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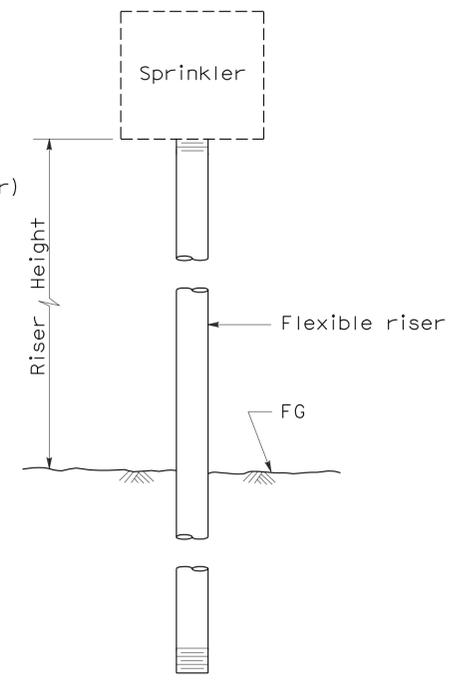
To accompany plans dated 4-16-12



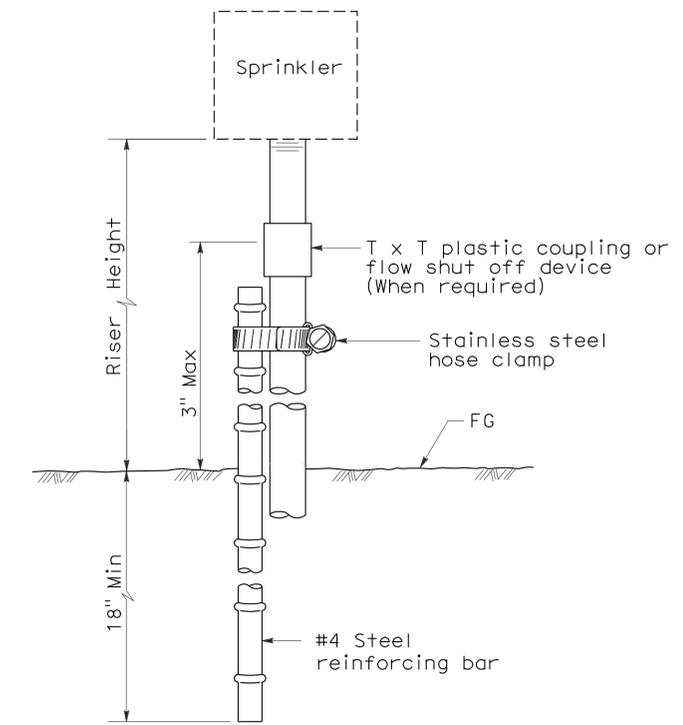
ELEVATION
RISER TYPE I



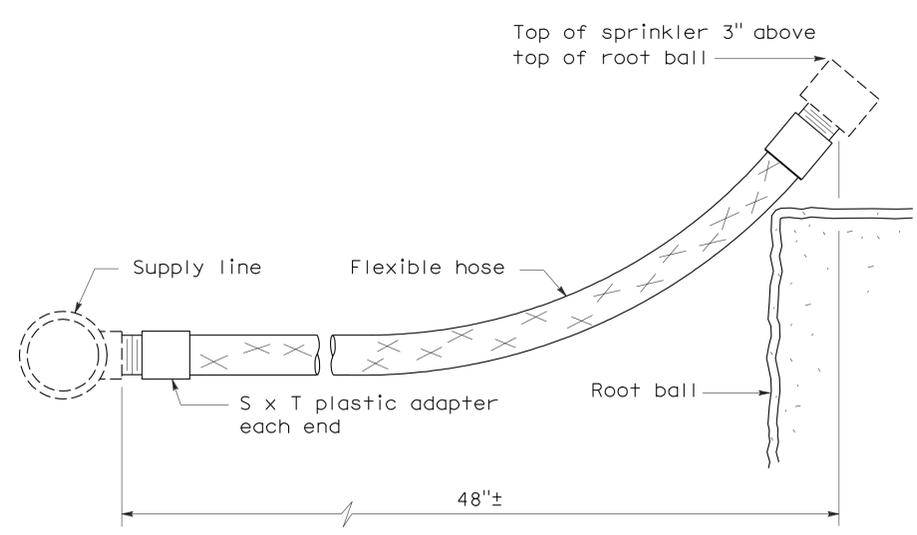
ELEVATION
RISER TYPE II



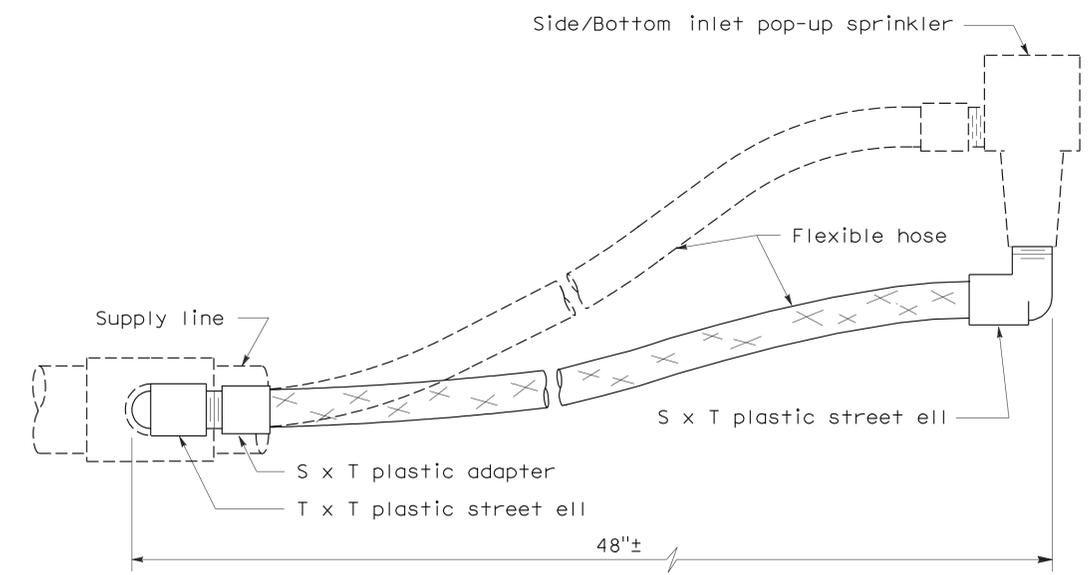
ELEVATION
RISER TYPE III



ELEVATION
RISER TYPE IV



ELEVATION
RISER TYPE V



ELEVATION
RISER TYPE VI

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

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

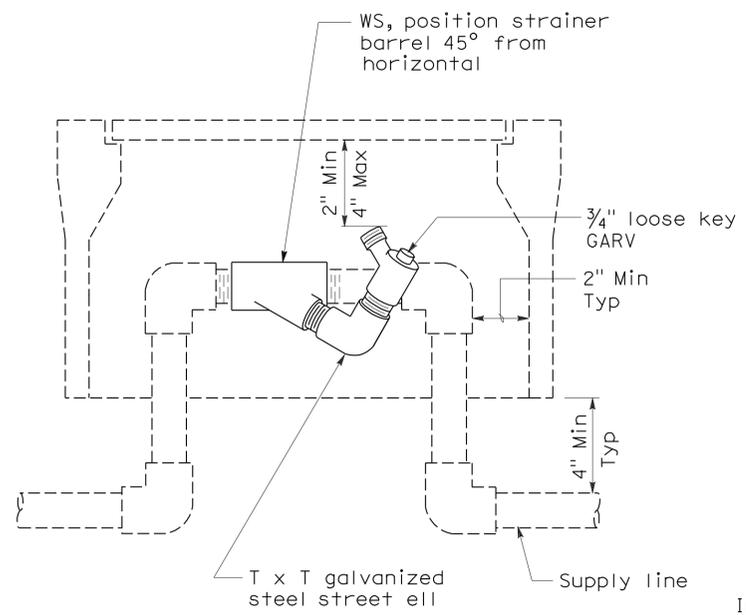
REVISED STANDARD PLAN RSP H5

2006 REVISED STANDARD PLAN RSP H5

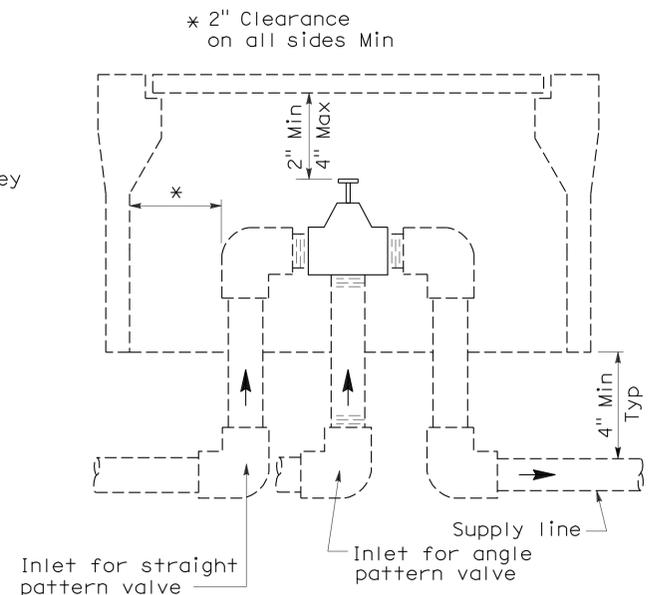
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1124	1743

Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 License No. 226
 Signature Date: 2-28-11
 Renewal Date: 5-14-09
 State of California

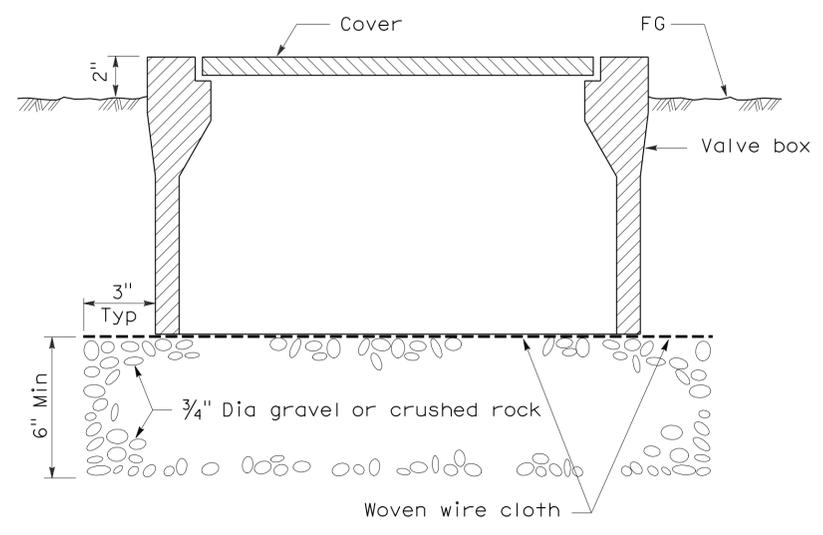
June 5, 2009
 PLANS APPROVAL DATE
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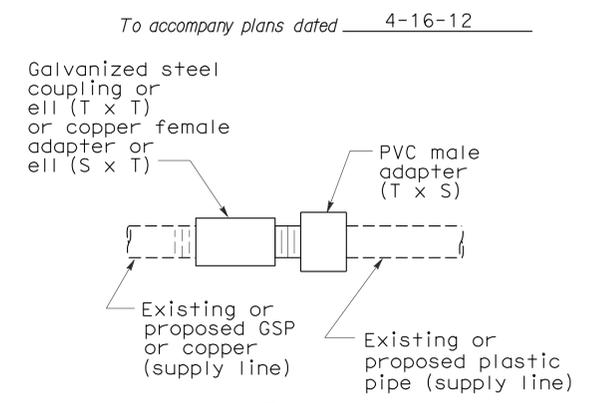
ELEVATION
WYE STRAINER



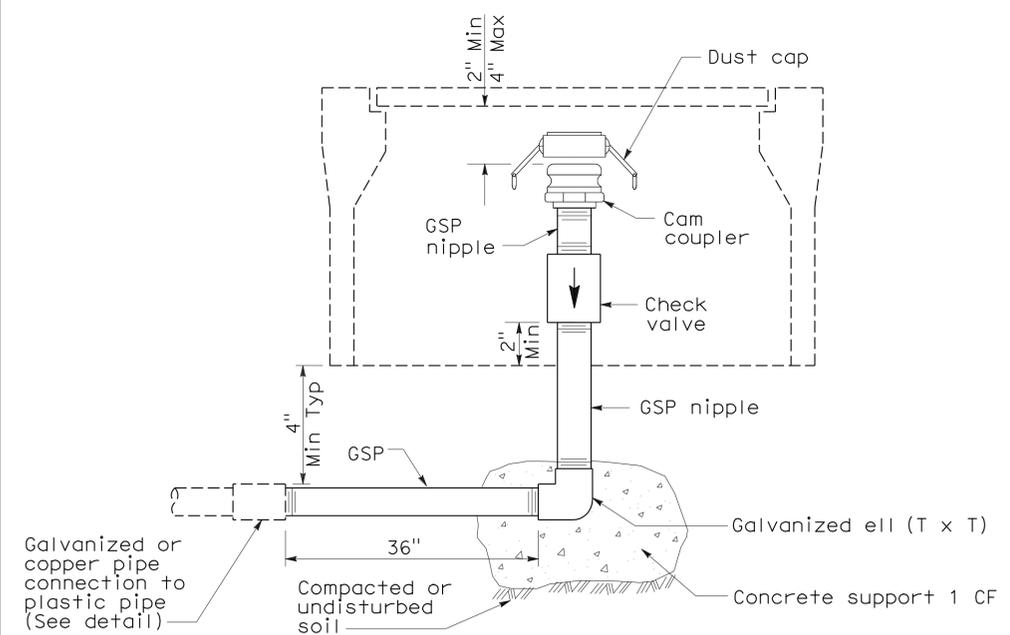
ELEVATION
VALVE



SECTION
VALVE BOX

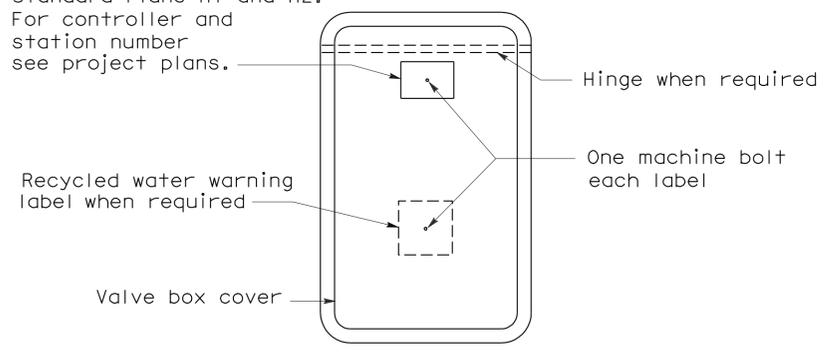


PLAN
GALVANIZED OR COPPER PIPE CONNECTION TO PLASTIC PIPE

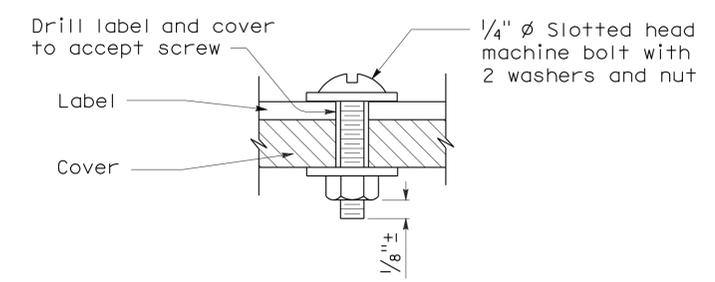


ELEVATION
CAM COUPLER ASSEMBLY

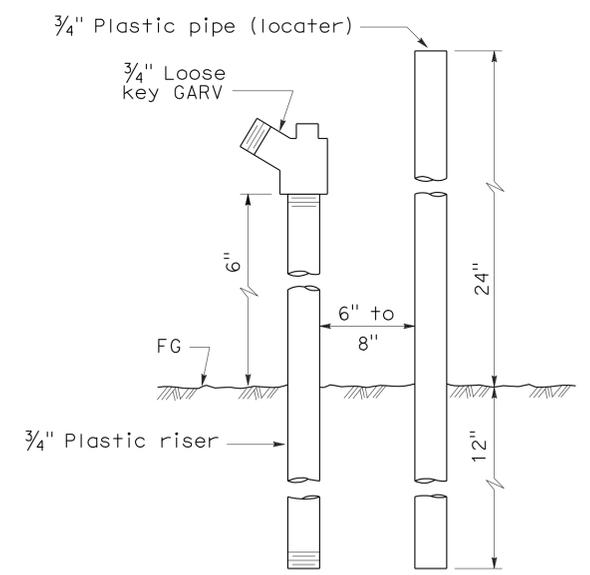
Identification label:
 For abbreviations see Revised Standard Plans H1 and H2.
 For controller and station number see project plans.



PLAN



SECTION
VALVE BOX IDENTIFICATION



ELEVATION
FLUSH VALVE

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

PLANTING AND IRRIGATION DETAILS

NO SCALE

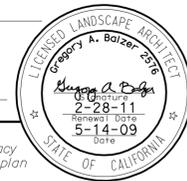
RSP H7 DATED JUNE 5, 2009 SUPERSEDES STANDARD PLAN H7
 DATED MAY 1, 2006 - PAGE 207 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP H7

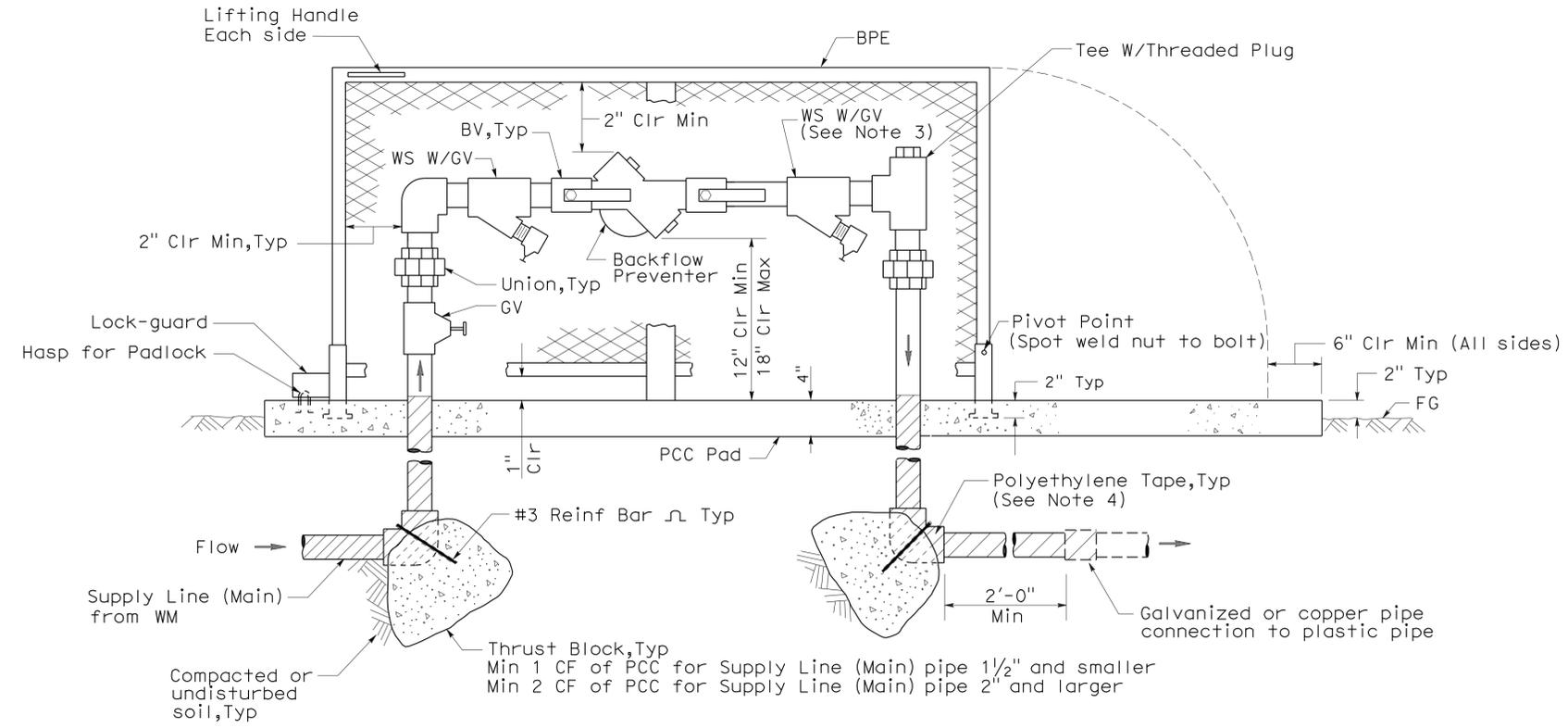
2006 REVISED STANDARD PLAN RSP H7

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1125	1743

Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
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To accompany plans dated 4-16-12

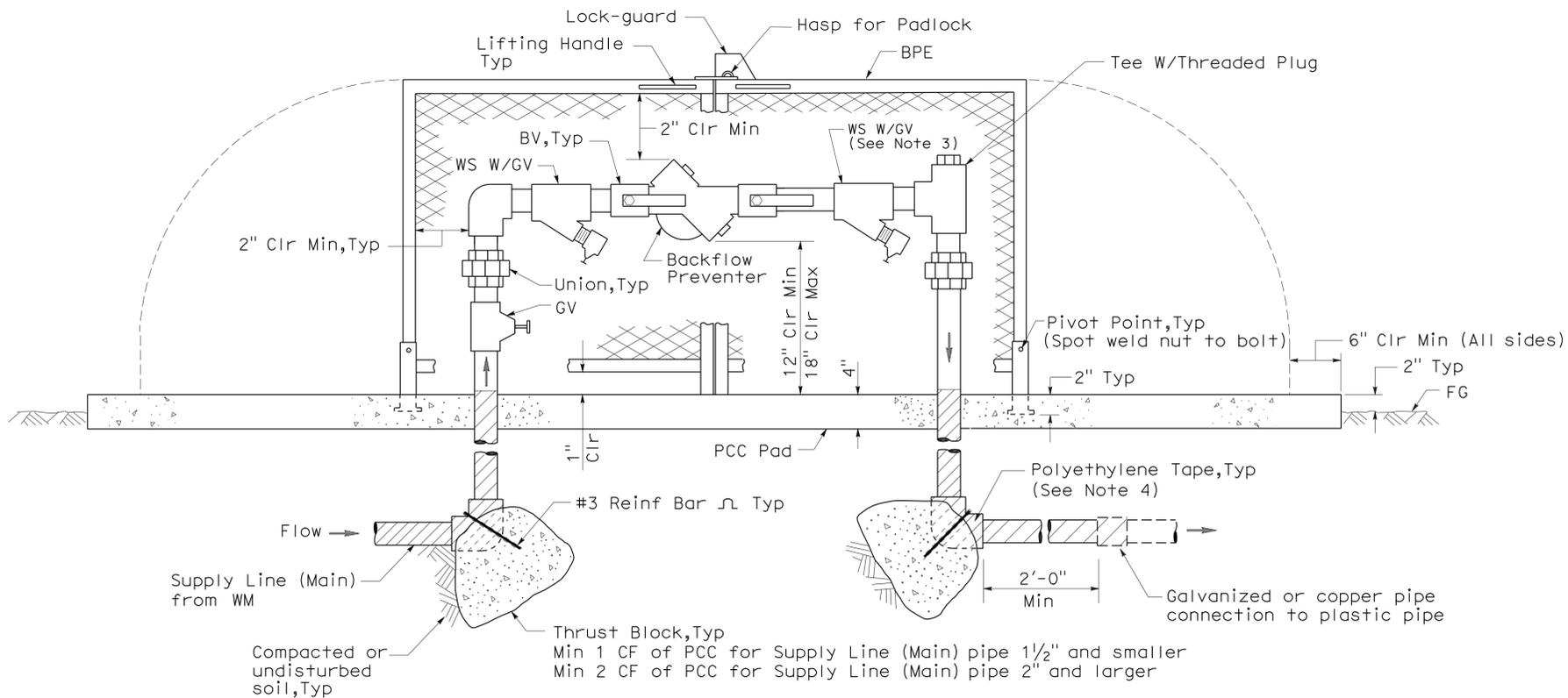


ELEVATION

BACKFLOW PREVENTER ASSEMBLY IN ENCLOSURE (ONE PIECE)

NOTES:

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



ELEVATION

BACKFLOW PREVENTER ASSEMBLY IN ENCLOSURE (TWO PIECE)

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

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

REVISED STANDARD PLAN RSP H8

2006 REVISED STANDARD PLAN RSP H8

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1126	1743

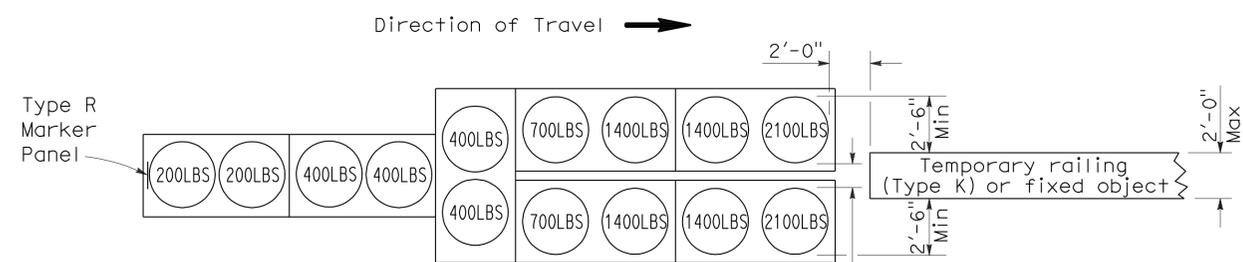
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

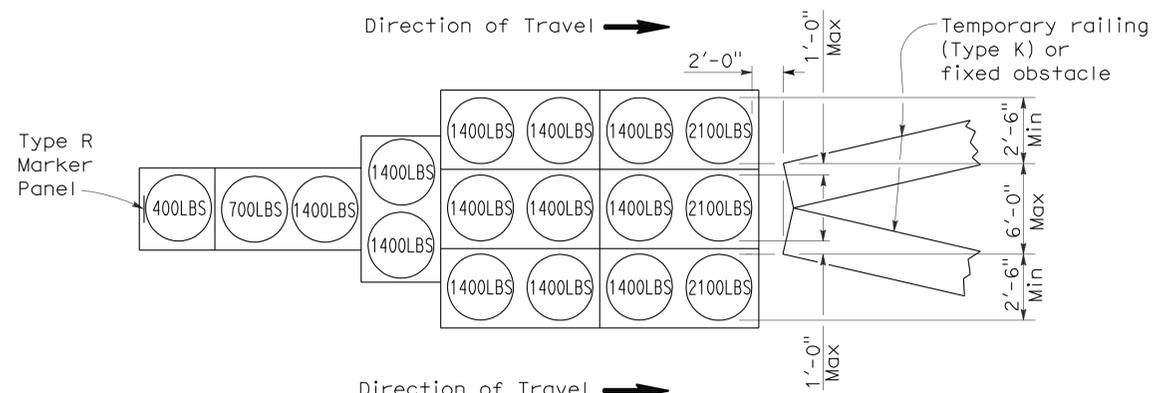
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To accompany plans dated 4-16-12



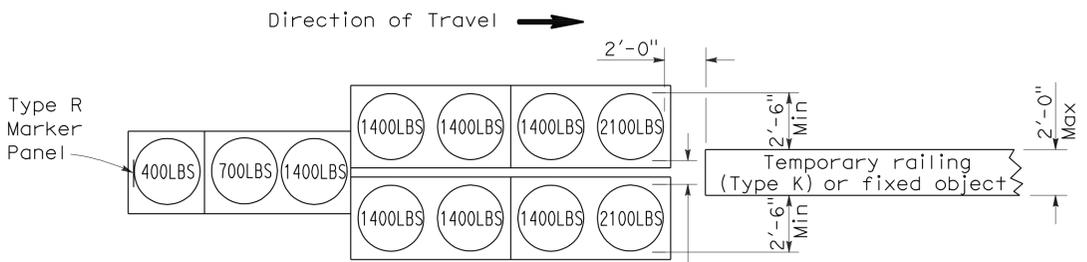
ARRAY 'TU14'

Approach speed 45 mph or more



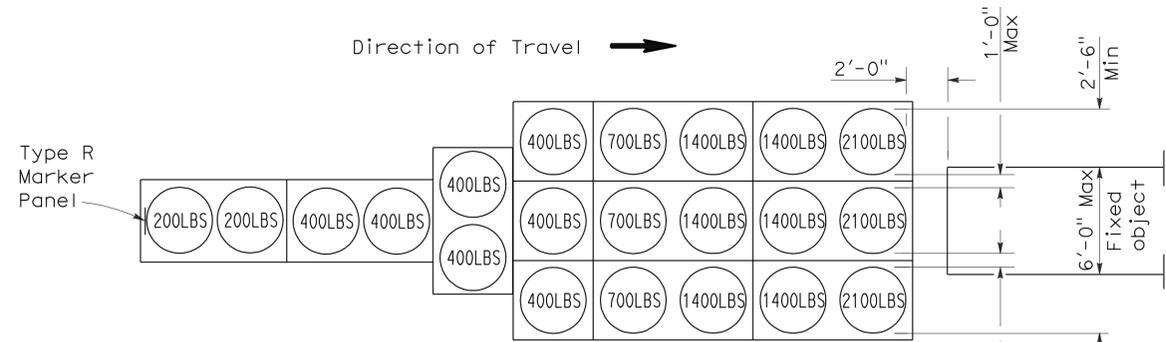
ARRAY 'TU17'

Approach speed less than 45 mph



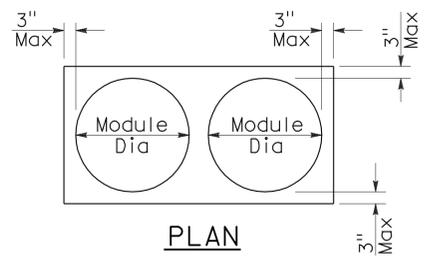
ARRAY 'TU11'

Approach speed less than 45 mph

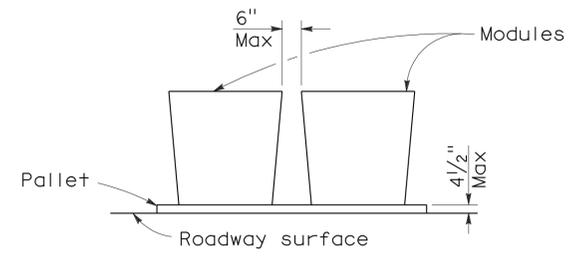


ARRAY 'TU21'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1A

2006 REVISED STANDARD PLAN RSP T1A

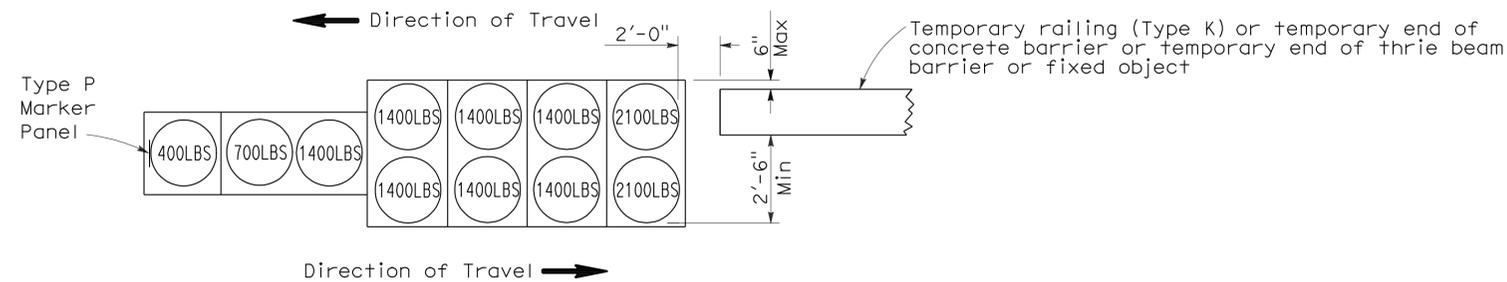
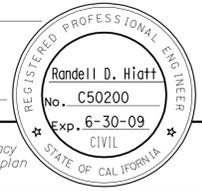
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08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1127	1743

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

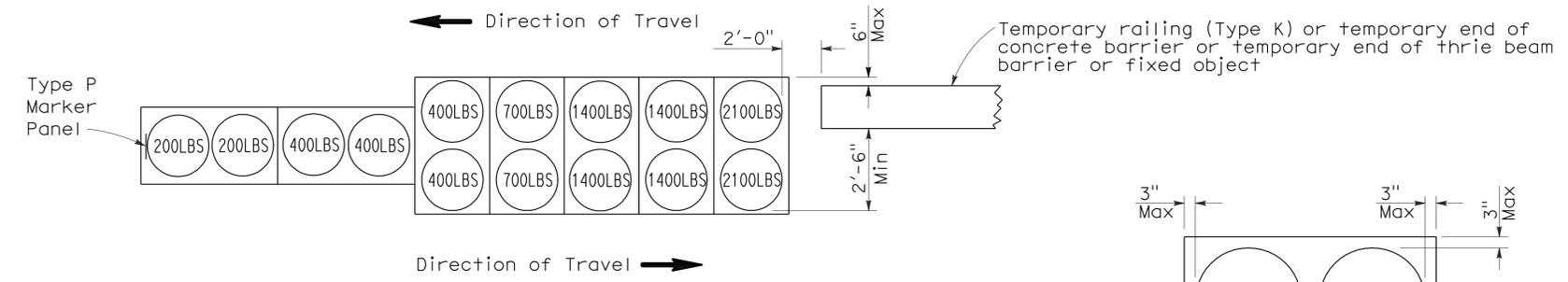
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To accompany plans dated 4-16-12



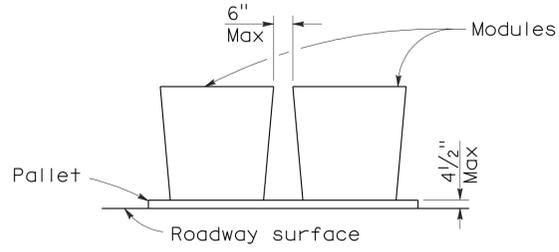
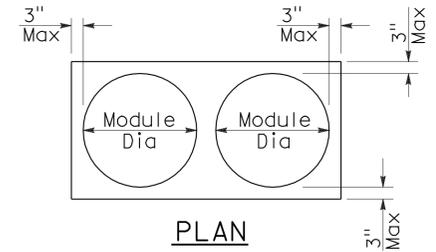
ARRAY 'TB11'

Approach speed less than 45 mph



ARRAY 'TB14'

Approach speed 45 mph or more



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
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1128	1743

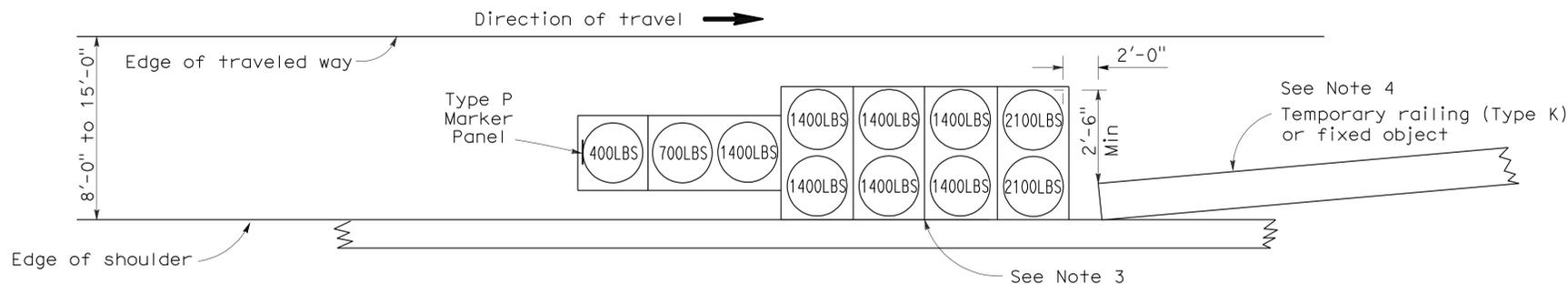
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

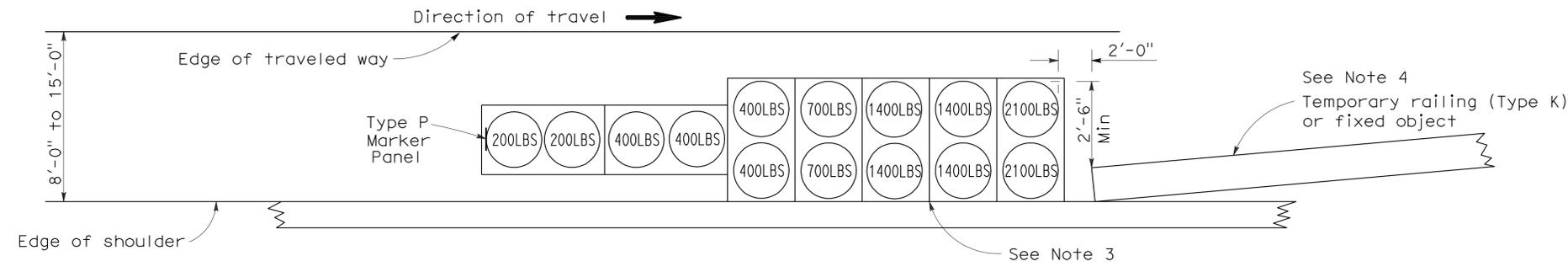
Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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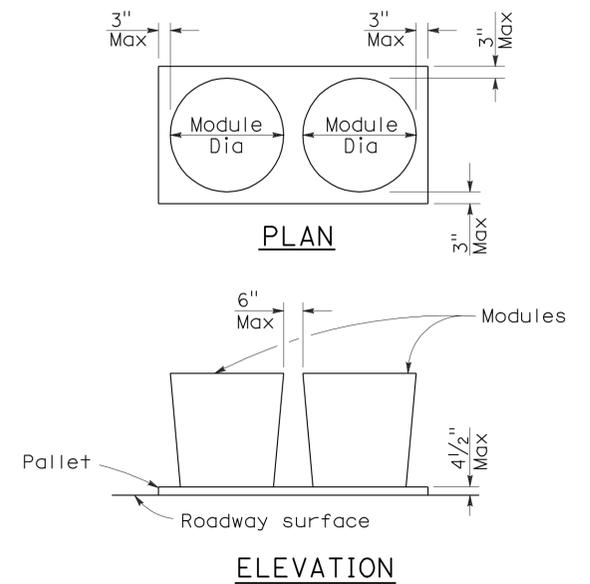
To accompany plans dated 4-16-12



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

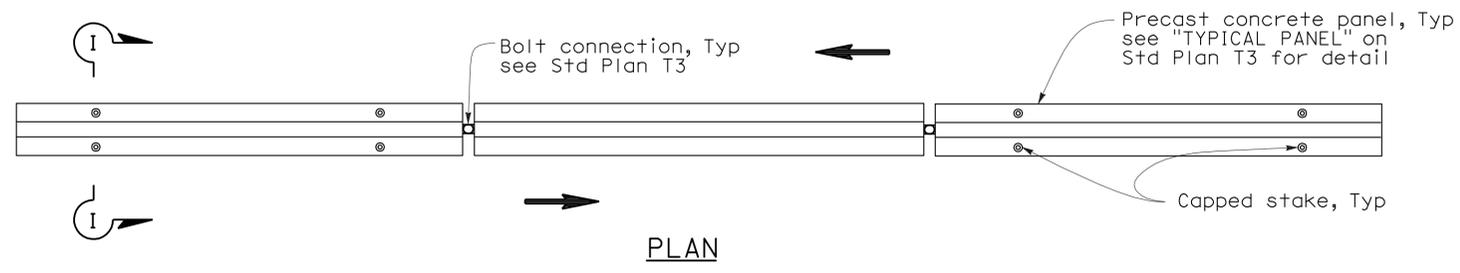
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1129	1743

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

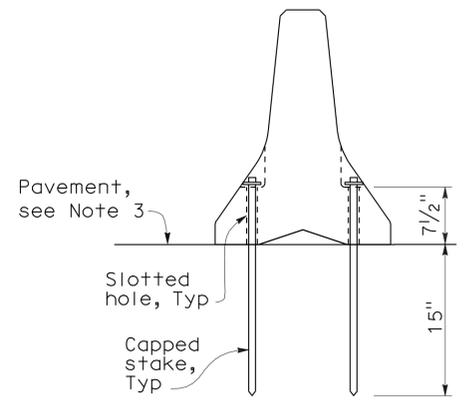
May 20, 2011
PLANS APPROVAL DATE

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 4-16-12

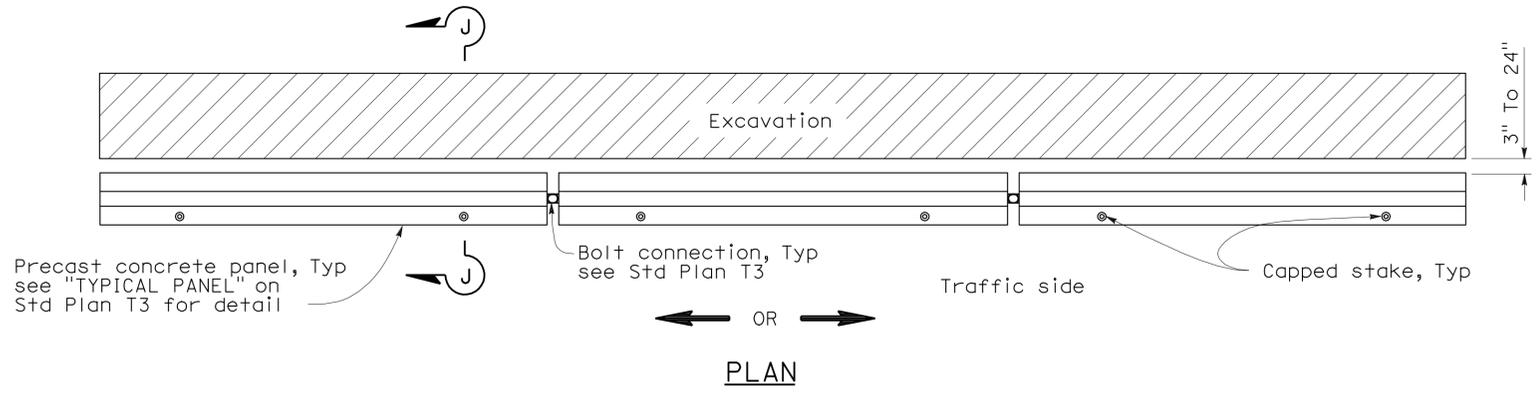


RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1

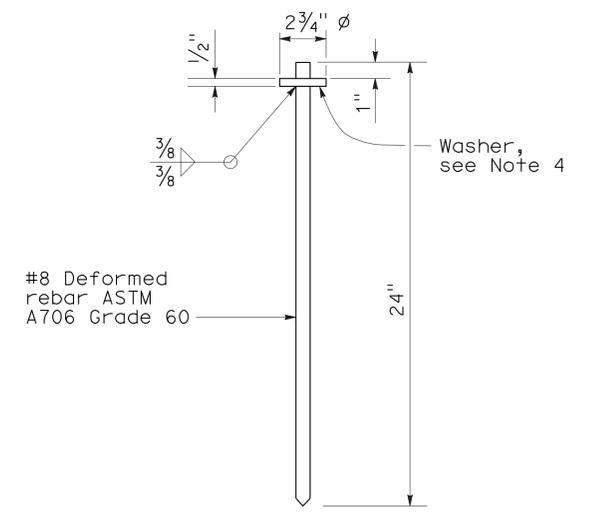
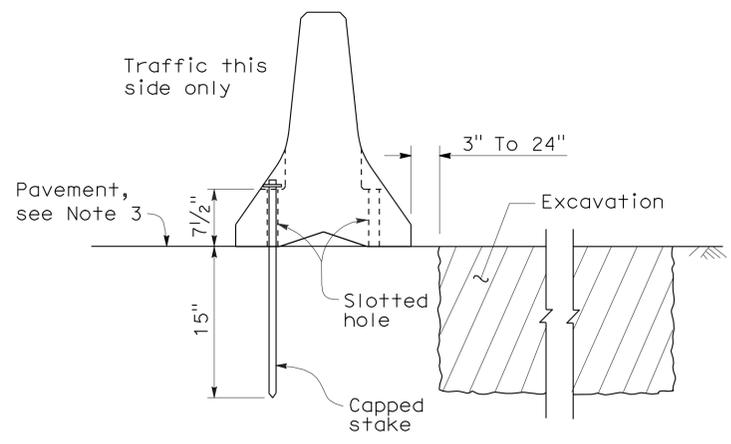


NOTES:

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



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY RAILING
(TYPE K)**

NO SCALE

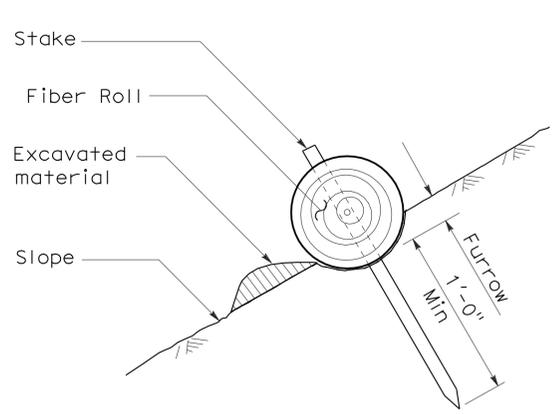
NSP T3A DATED MAY 20, 2011 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP T3A

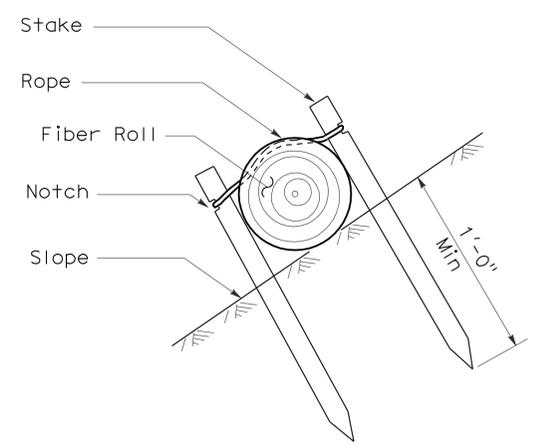
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1131	1743

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

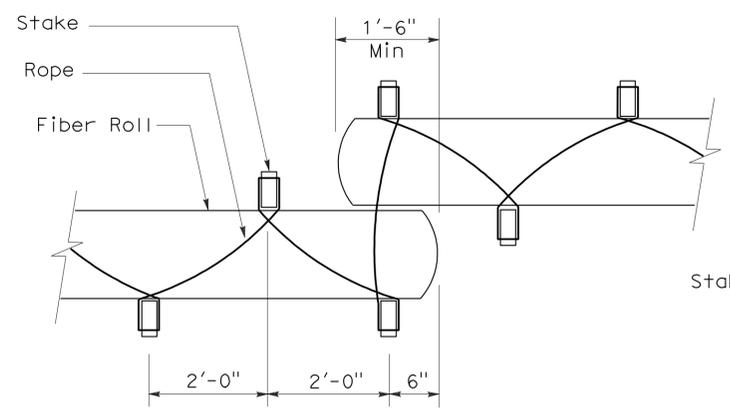
To accompany plans dated 4-16-12



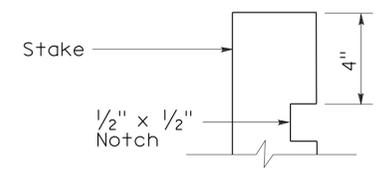
SECTION
TEMPORARY FIBER ROLL (TYPE 1)



SECTION
TEMPORARY FIBER ROLL (TYPE 2)

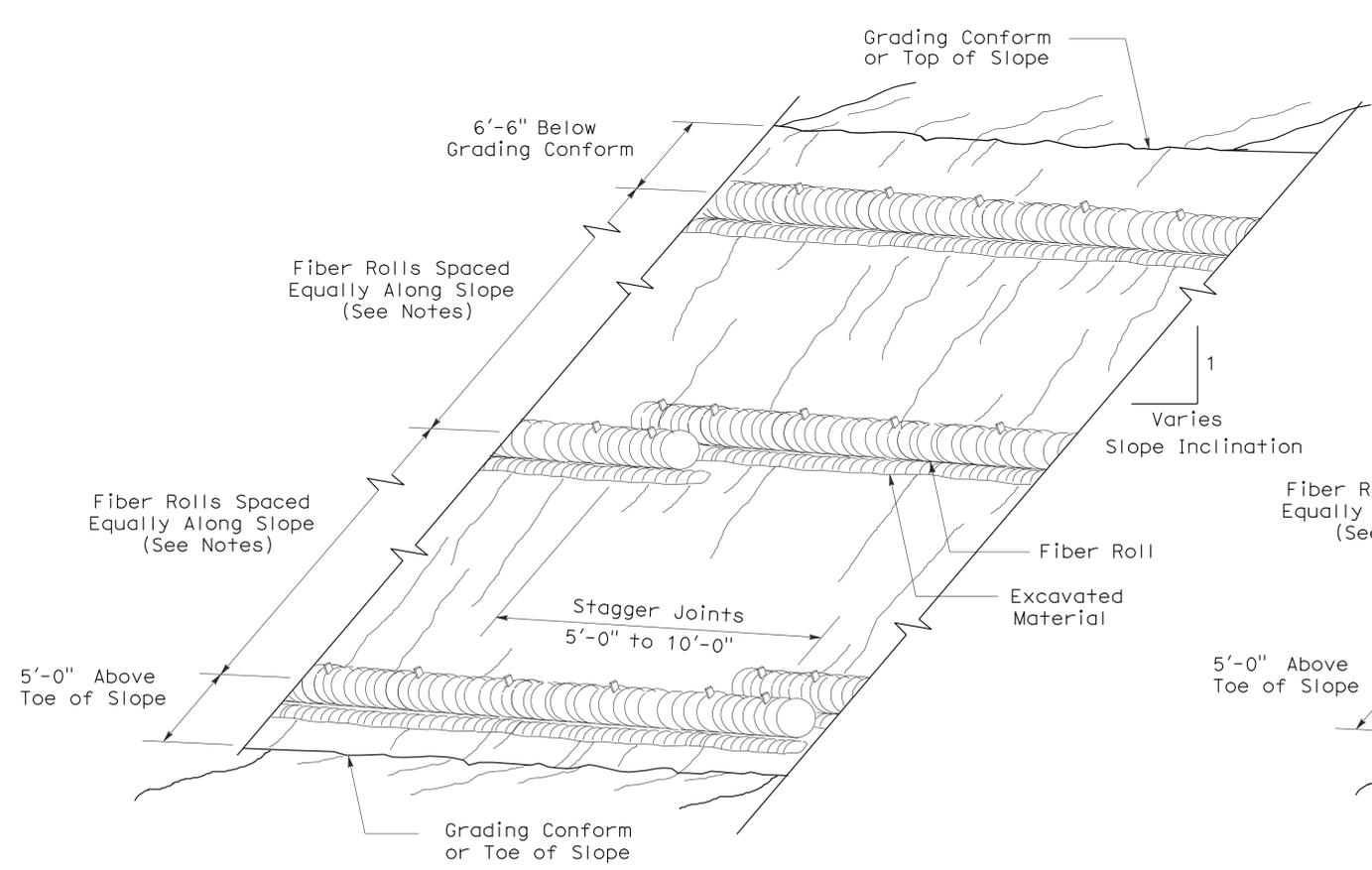


PLAN

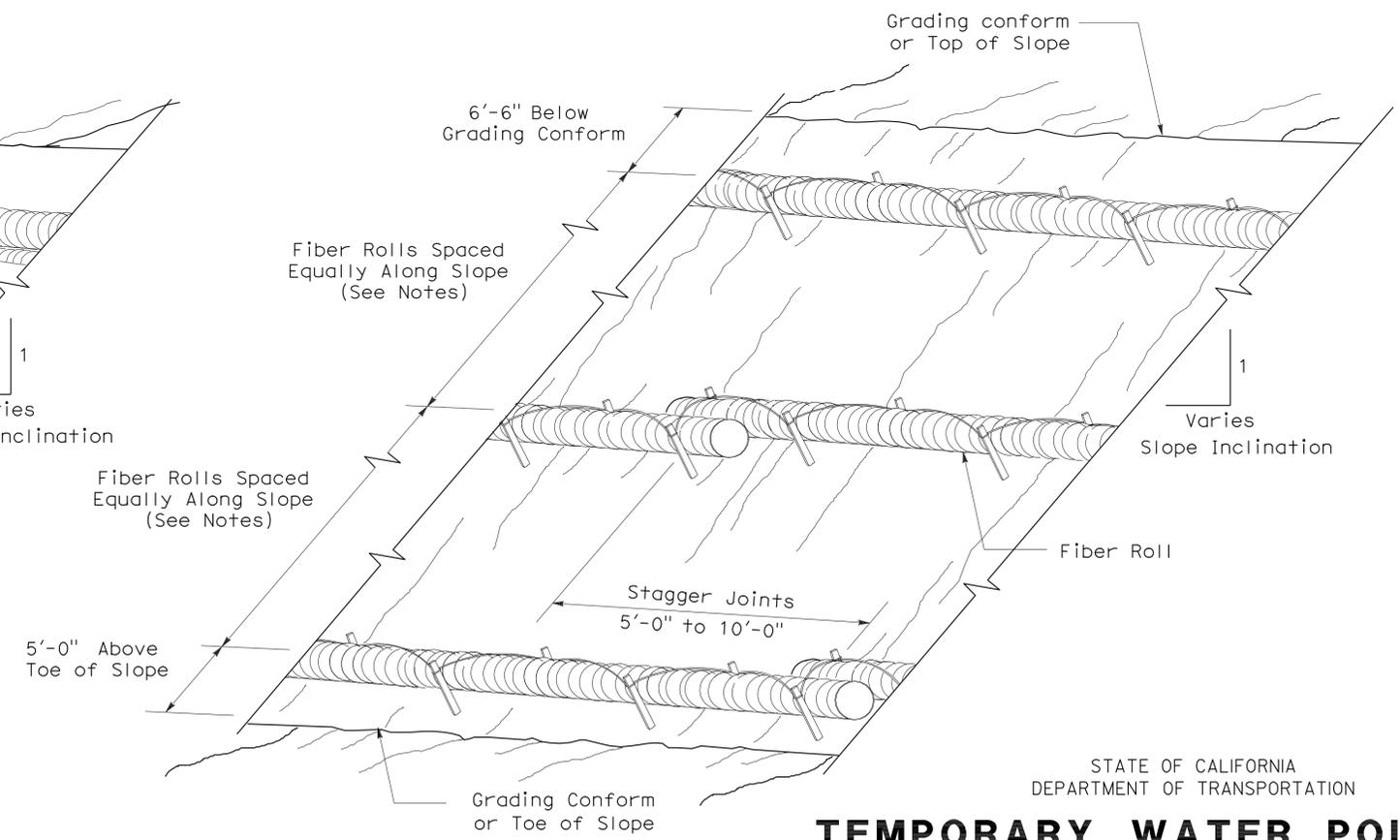


ELEVATION
STAKE NOTCH DETAIL

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



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 1)



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 2)

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY FIBER ROLL)

NO SCALE

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

REVISED STANDARD PLAN RSP T56

2006 REVISED STANDARD PLAN RSP T56

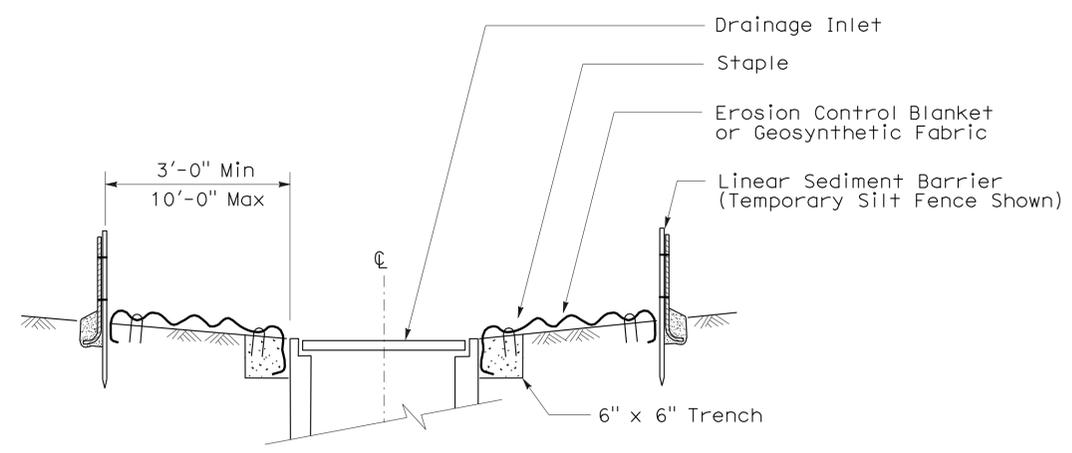
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1132	1743

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.

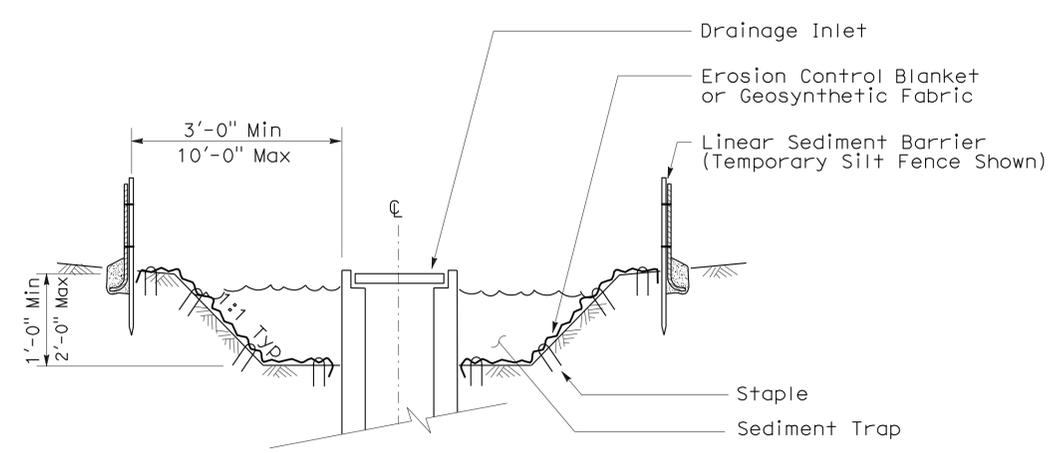


To accompany plans dated 4-16-12

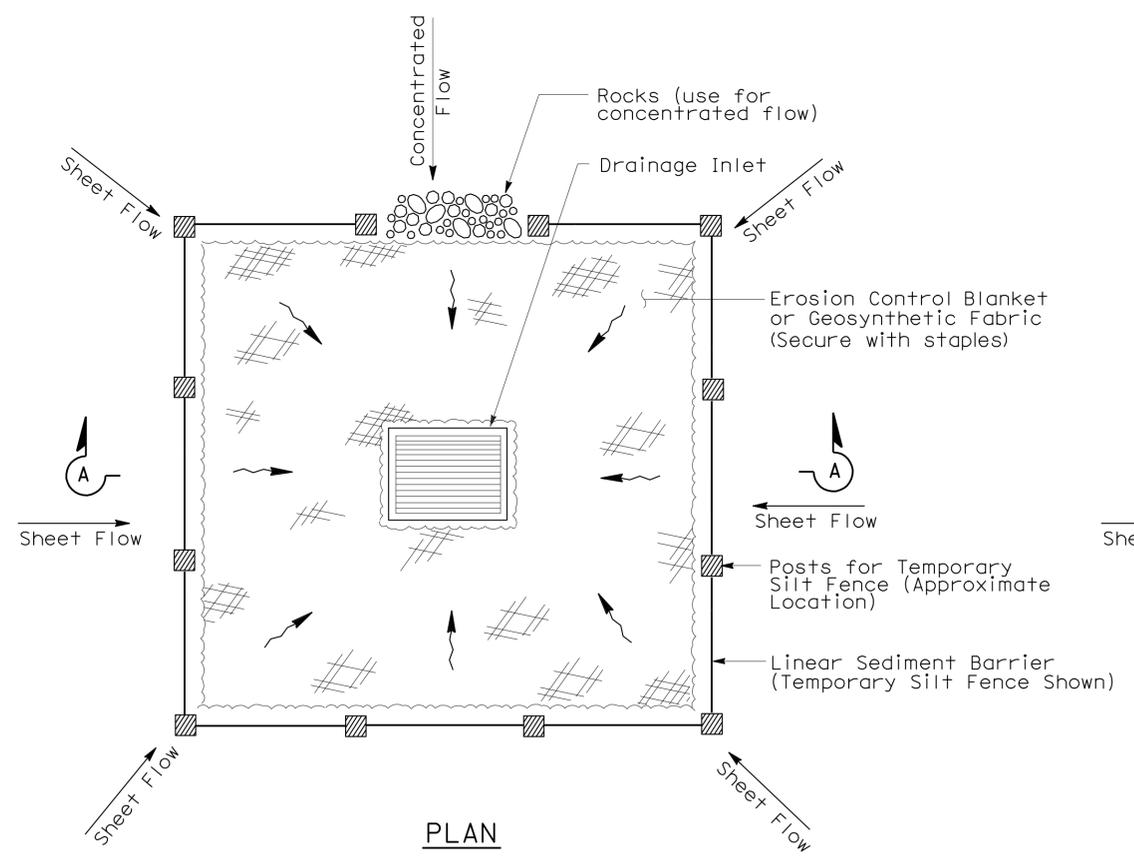
- NOTES:**
- See Standard Plan T51 for Temporary Silt Fence.
 - Dimensions may vary to fit field conditions.



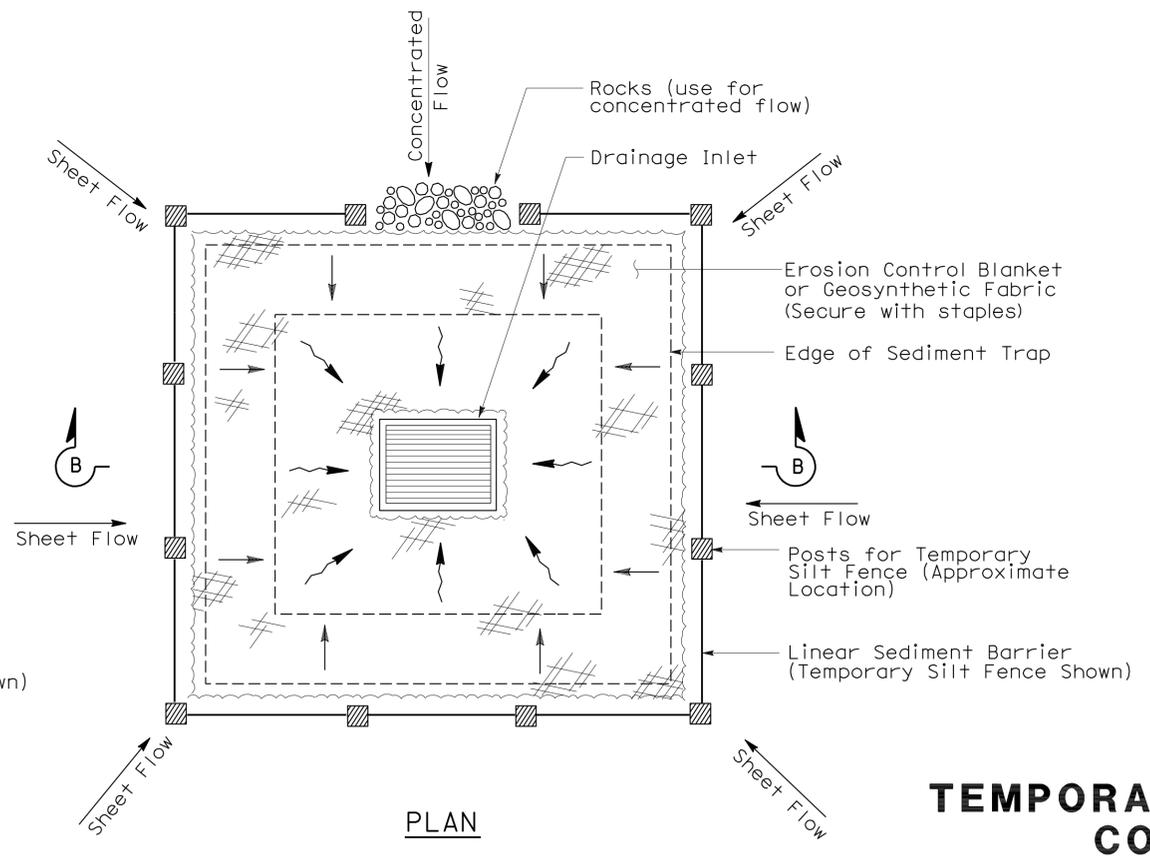
SECTION A-A



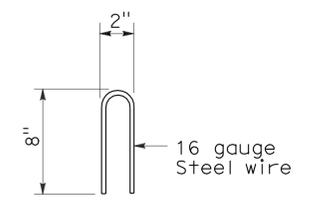
SECTION B-B



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)



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



STAPLE DETAIL

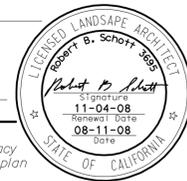
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS
(TEMPORARY DRAINAGE INLET PROTECTION)
 NO SCALE

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

2006 NEW STANDARD PLAN NSP T61

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1133	1743

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.

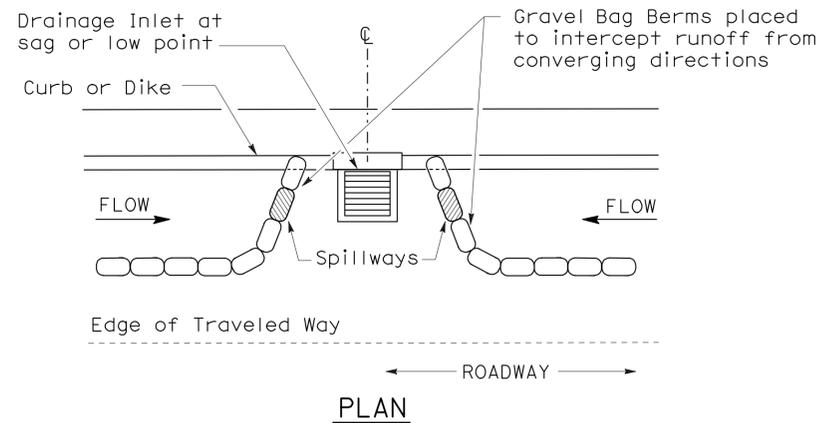


To accompany plans dated 4-16-12

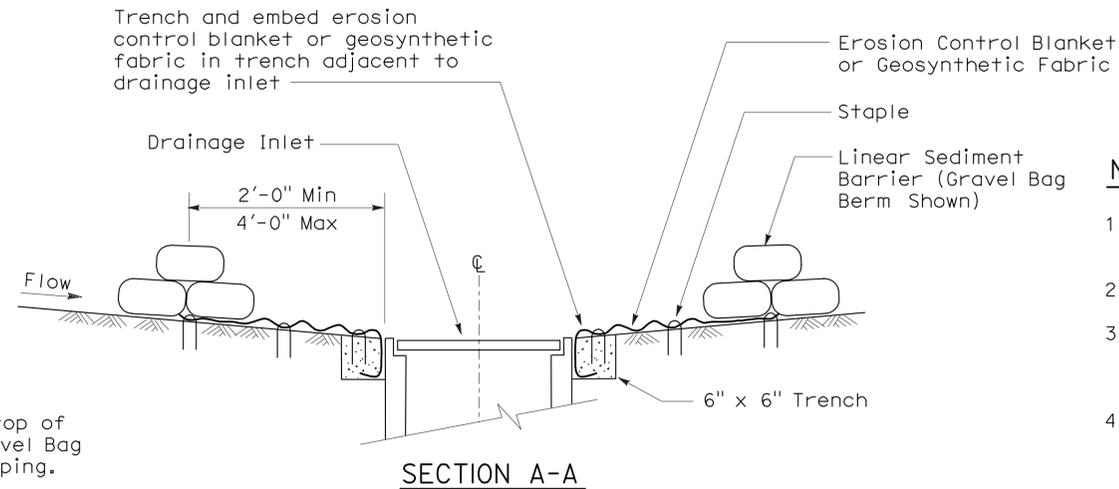
GRAVEL BAG BERM (TYPE 3A) SPACING TABLE

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



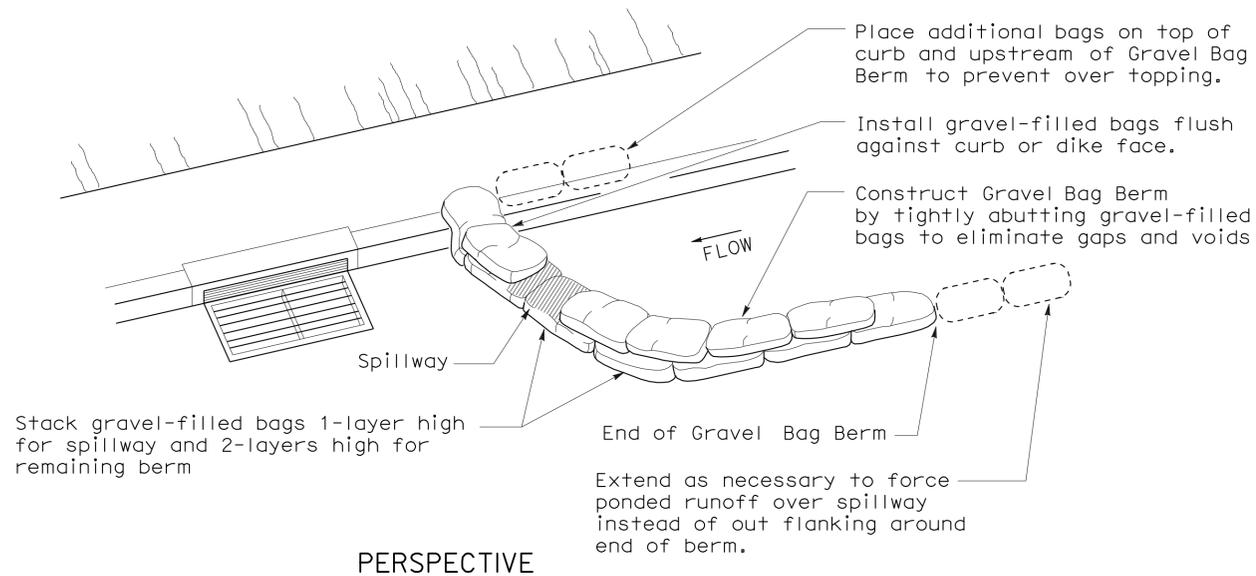
PLAN
CONFIGURATION FOR SAG POINT INLET (GRAVEL BAG BERM)



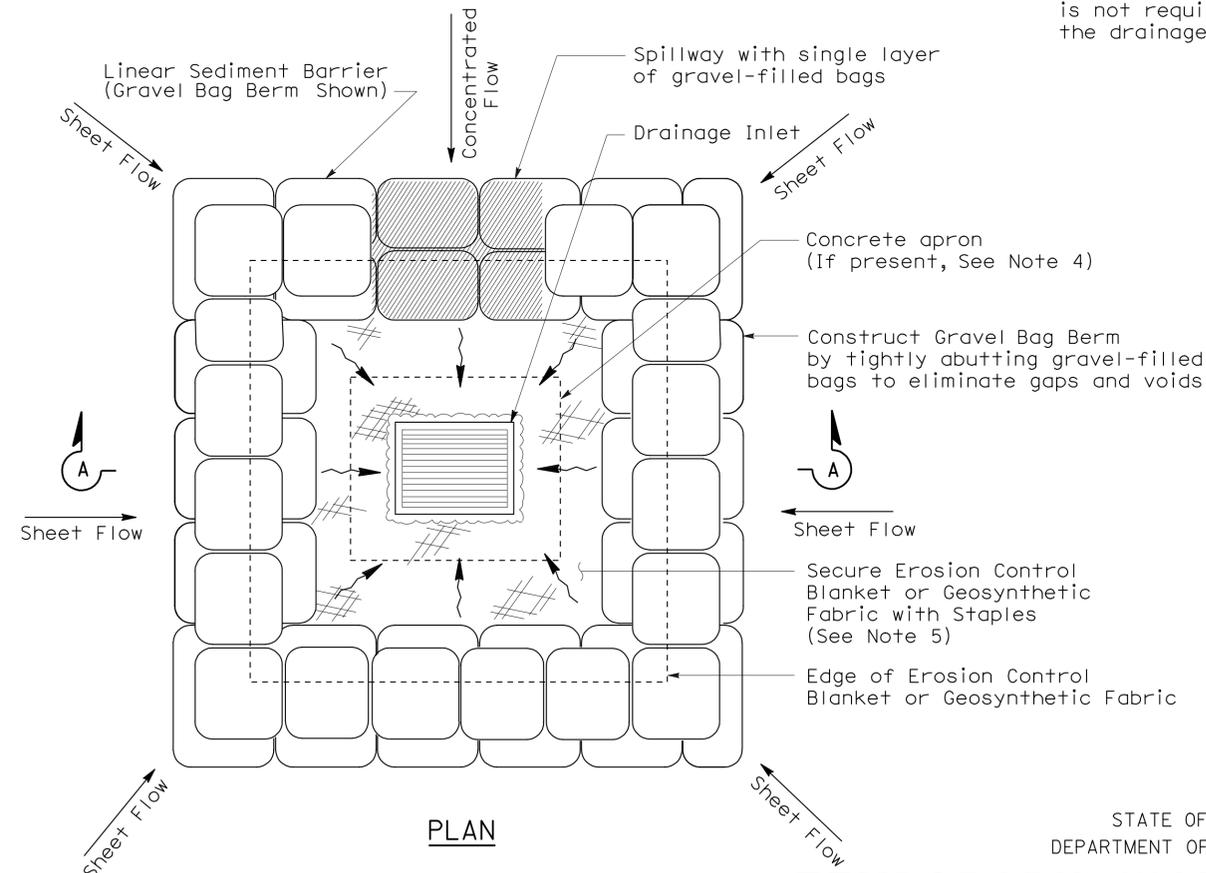
SECTION A-A

NOTES:

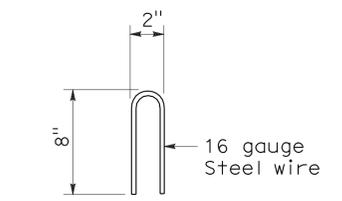
1. Place safety cones adjacent to drainage inlet protection.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 gravel bag berms upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.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



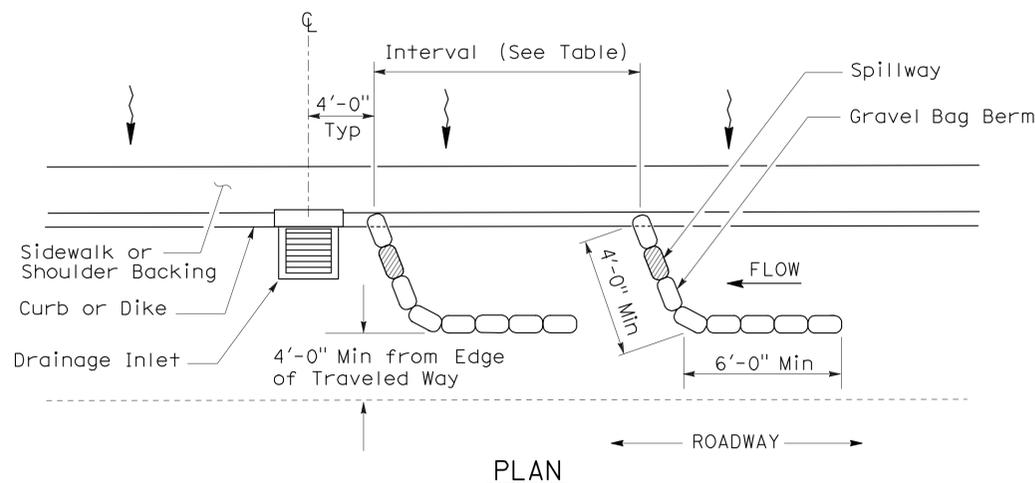
PERSPECTIVE



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'

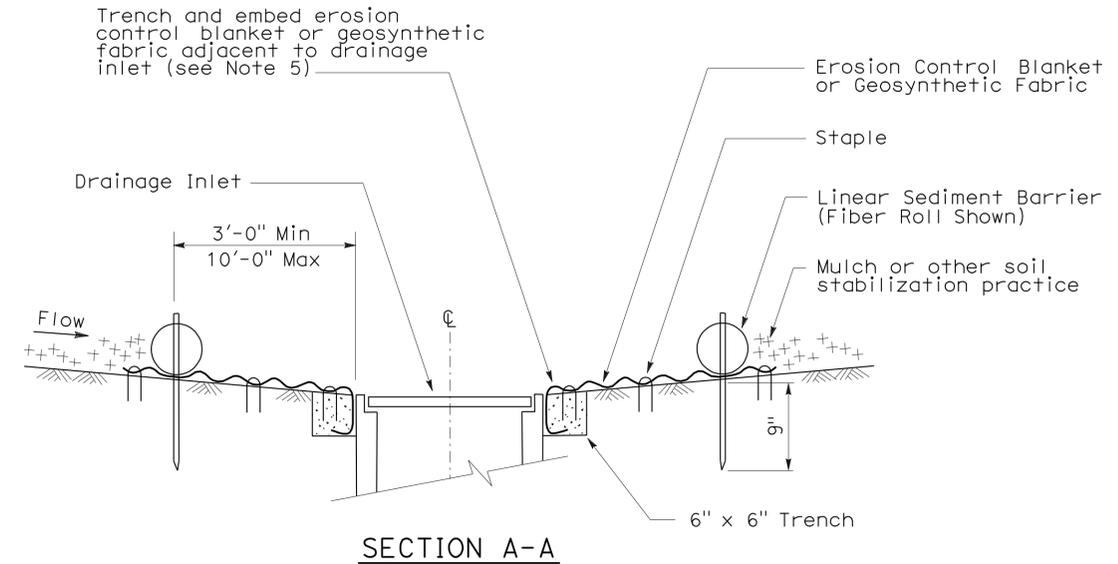
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1134	1743

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.

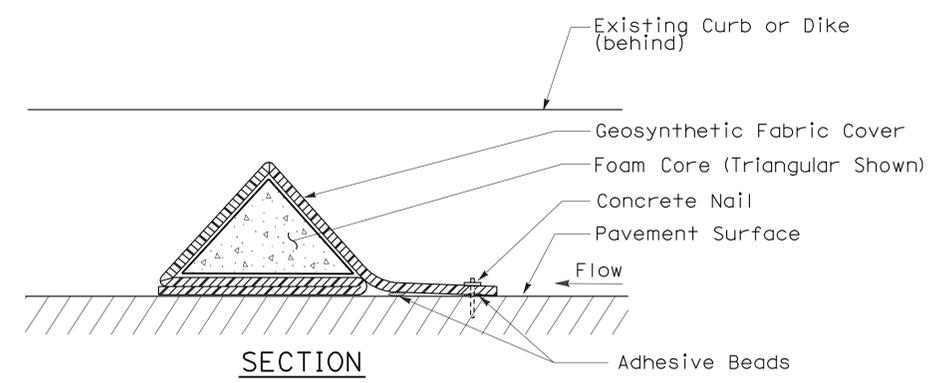
To accompany plans dated 4-16-12

NOTES:

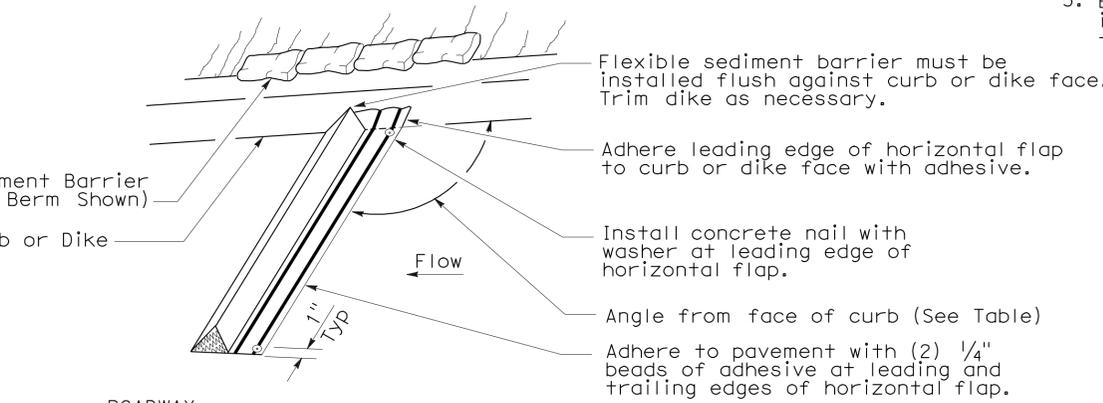
- See Standard Plan T51 for Temporary Silt Fence.
- Dimensions may vary to fit field conditions.
- Install a minimum of 3 flexible sediment barriers upstream of each drainage inlet to be protected.
- Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.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



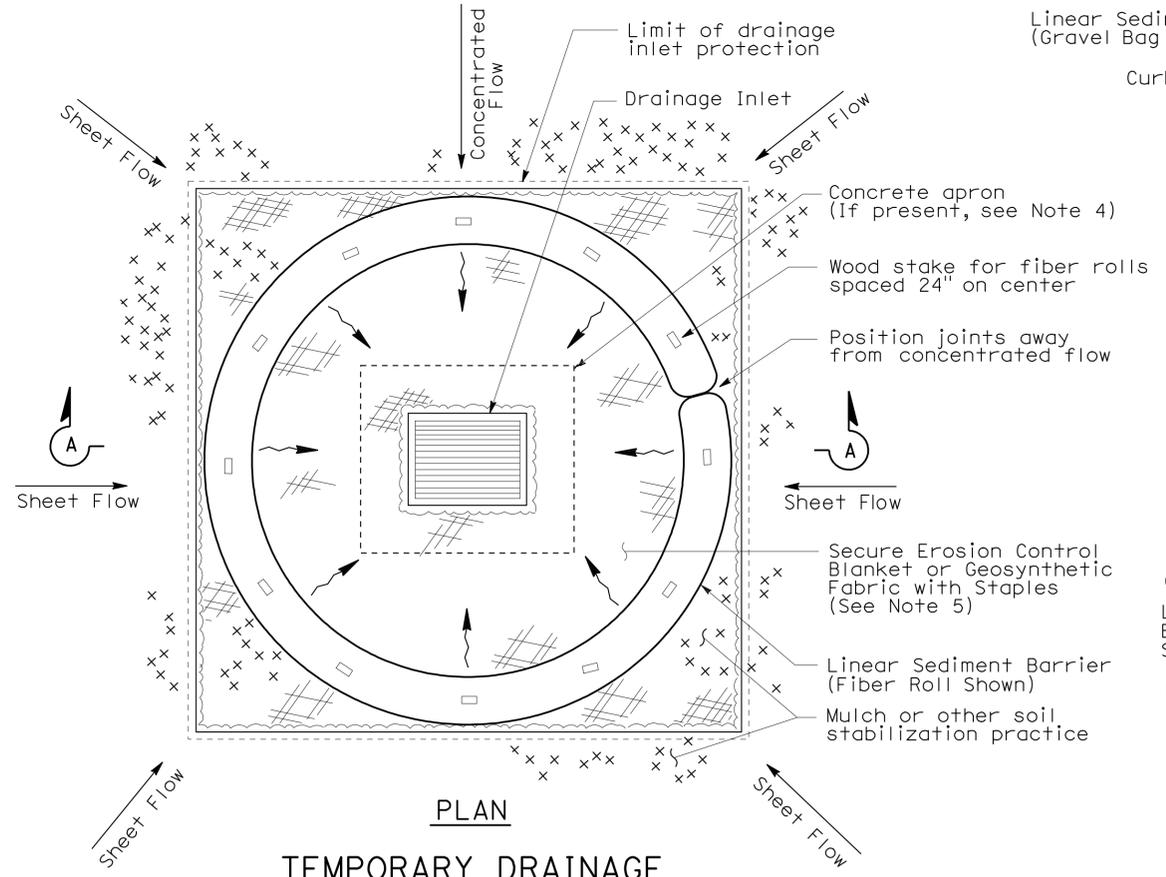
SECTION A-A



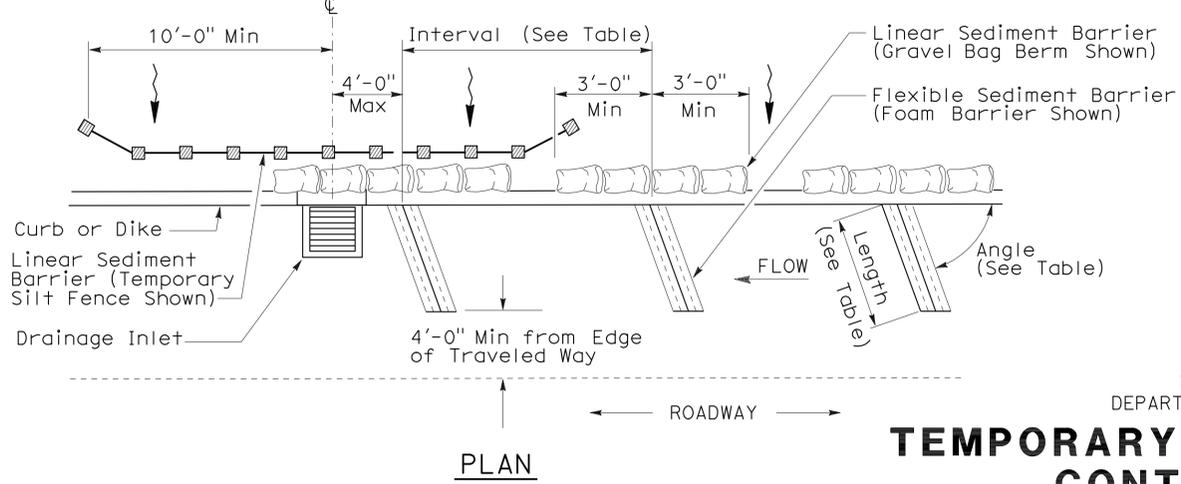
SECTION FLEXIBLE SEDIMENT BARRIER DETAIL (FOAM BARRIER SHOWN)



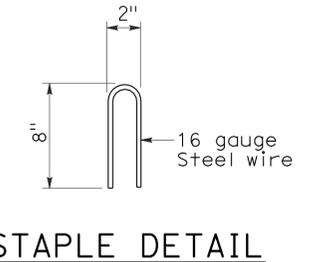
PERSPECTIVE



PLAN TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4A)



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



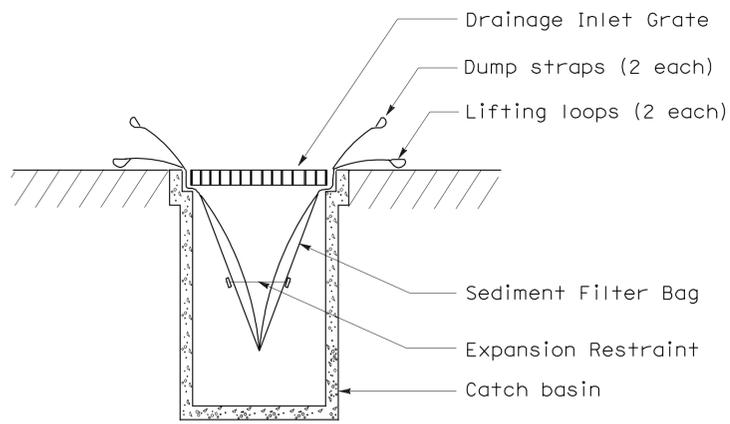
STAPLE DETAIL

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.

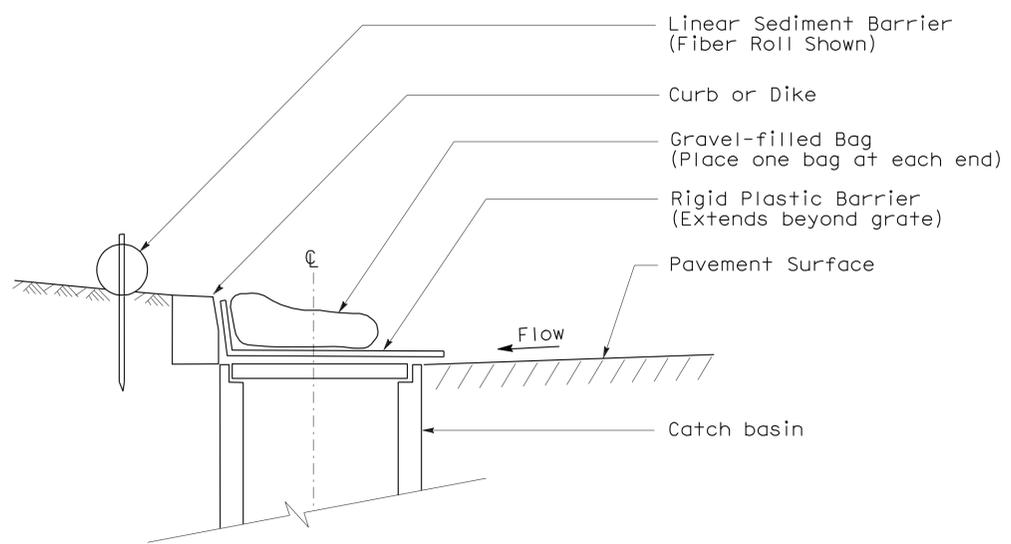
2006 NEW STANDARD PLAN NSP T63

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1135	1743

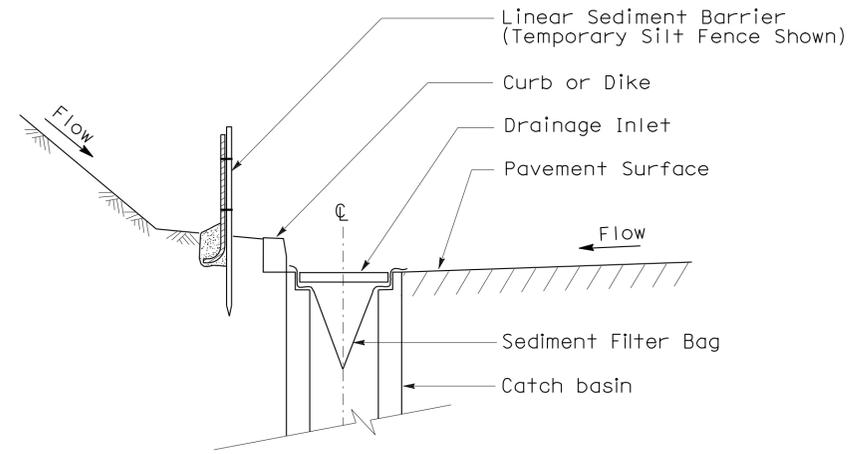
Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS APPROVAL DATE
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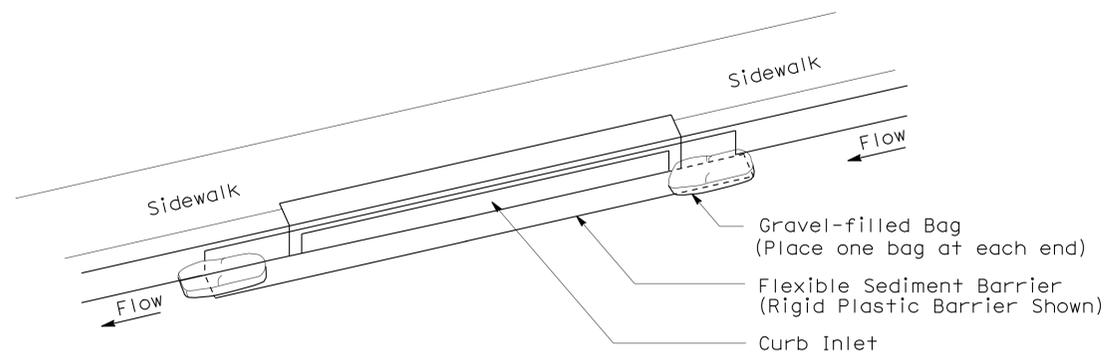
SECTION B-B
SEDIMENT FILTER BAG DETAIL



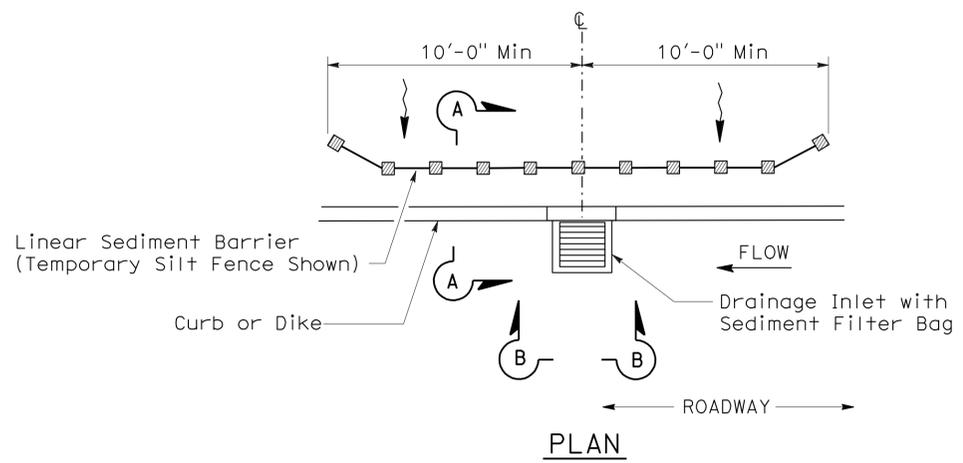
SECTION
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 6A)
(CATCH BASIN WITH GRATE)



SECTION A-A



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



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

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

To accompany plans dated 4-16-12

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.

2006 NEW STANDARD PLAN NSP T64

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1136	1743

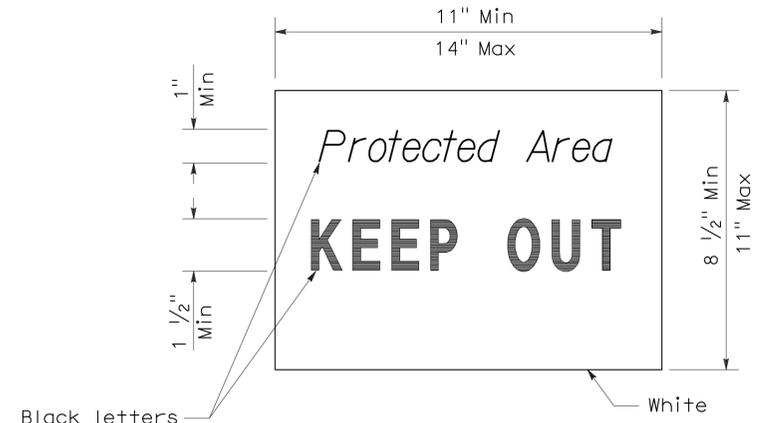
Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT

April 3, 2009
 PLANS APPROVAL DATE

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 Signature
 11-30-10
 Renewal Date
 2-25-09
 Date

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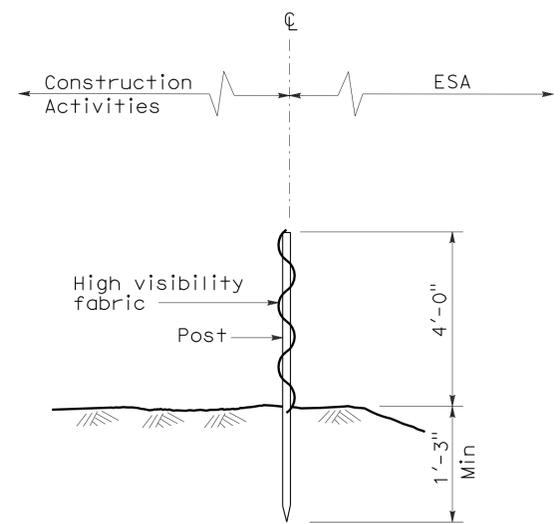
To accompany plans dated 4-16-12



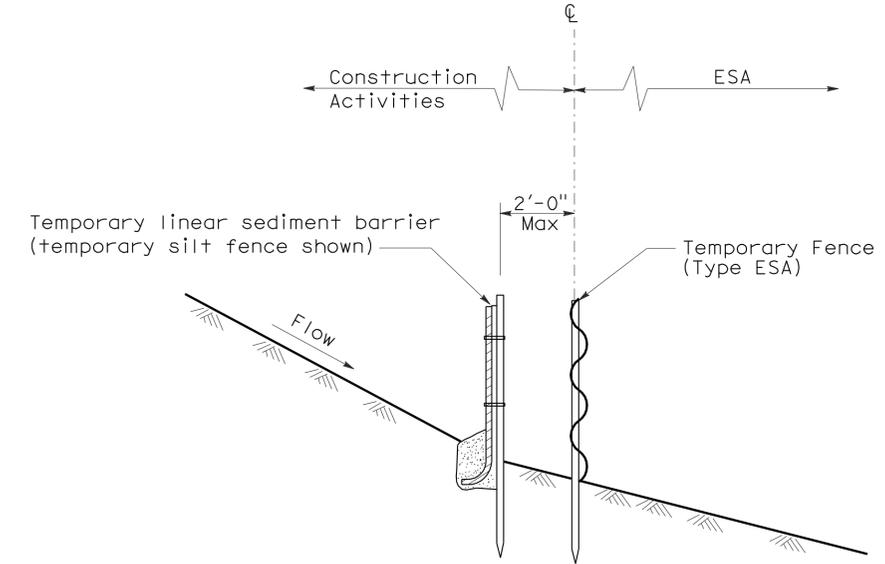
SIGN DETAIL

NOTE:

1. Temporary silt fence and temporary straw bale barrier shown for reference purposes only.

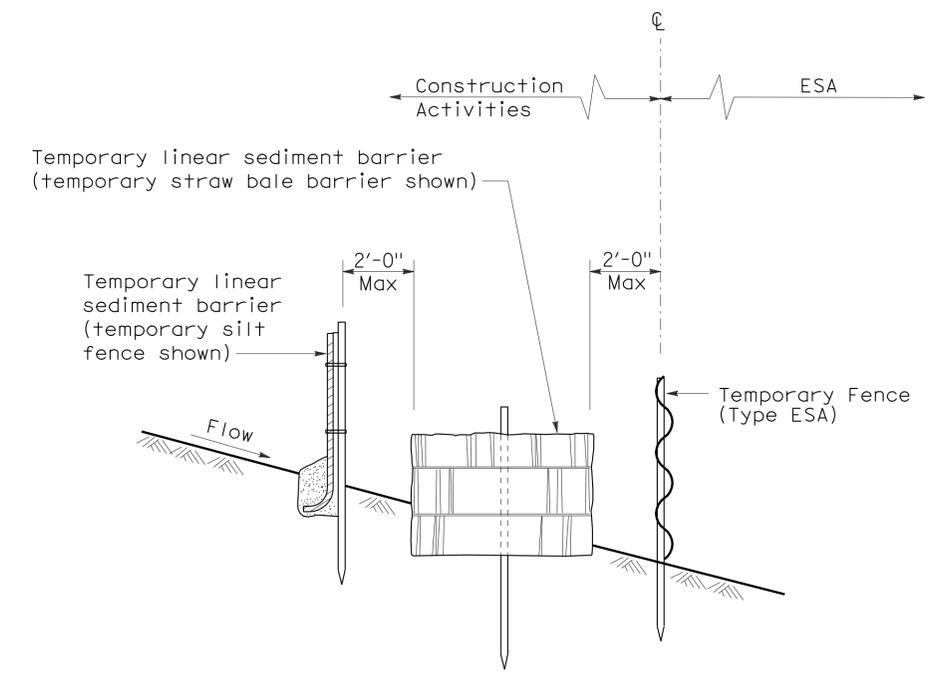


SECTION TEMPORARY FENCE (TYPE ESA)



SECTION PLACEMENT DETAIL FOR TEMPORARY LINEAR SEDIMENT BARRIER USED WITH TEMPORARY FENCE (TYPE ESA)

(See Note 1)



SECTION PLACEMENT DETAIL FOR TEMPORARY SILT FENCE AND TEMPORARY STRAW BALE BARRIER USED WITH TEMPORARY FENCE (TYPE ESA)

(See Note 1)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS [TEMPORARY FENCE (TYPE ESA)]

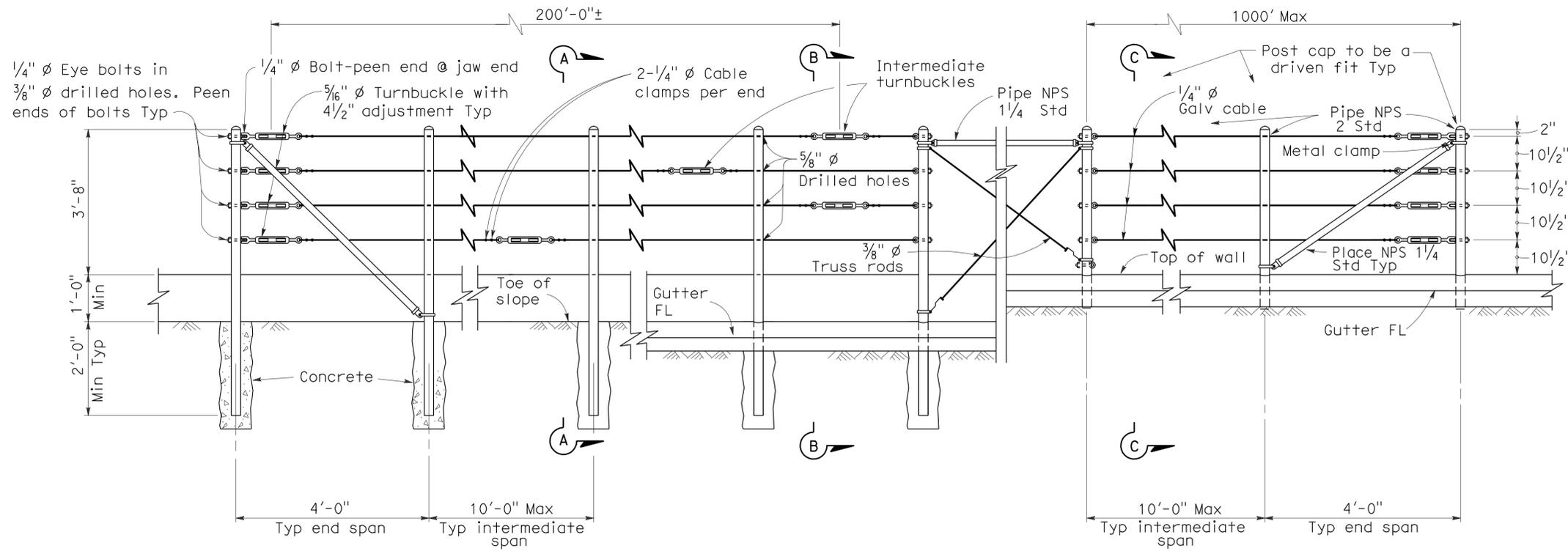
NO SCALE

NSP T65 DATED APRIL 3, 2009 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1137	1743

REGISTERED CIVIL ENGINEER
 October 21, 2011
 PLANS APPROVAL DATE
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Tillat Satter
 No. C42892
 Exp. 3-31-12
 CIVIL
 STATE OF CALIFORNIA



EXISTING WALL (WITHOUT GUTTER)
Existing

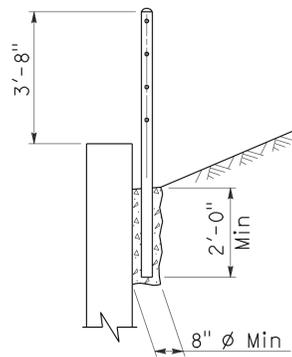
RETAINING WALL (WITH GUTTER)
Existing

RETAINING WALL (WITH GUTTER)
New construction

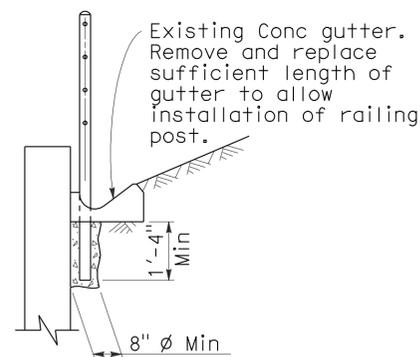
ELEVATION

NOTES:

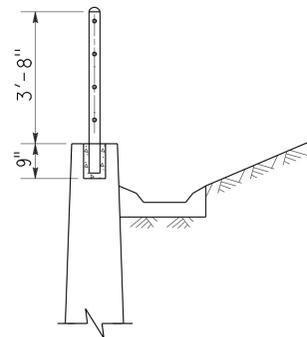
1. Maximum distance between turnbuckles shall be 200'-0"±.
2. Intermediate turnbuckles to be placed in adjacent spans.
3. Cable shall not be spliced between intermediate turnbuckles and end posts.
4. All posts, cable, and hardware to be galvanized.
5. Posts to be vertical.
6. Alignment of holes in posts may vary to conform to slope of top of retaining wall.
7. The Contractor shall verify all dependent dimensions in the field before ordering or fabricating any material.
8. Alternative details may be submitted by the Contractor for approval by the Engineer.
9. Line posts shall be braced horizontally and trussed diagonally in both directions at intervals not to exceed 1000'.
10. Post pockets to be centered in top of wall.
11. Typical end spans, braced in both directions, shall be constructed at changes in line where the angle of deflection is 15° or more.
12. Provide thimbles at all cable loops.



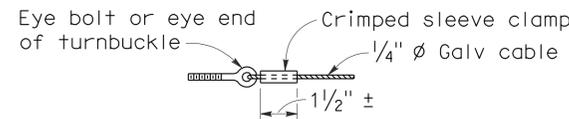
SECTION A-A
Existing



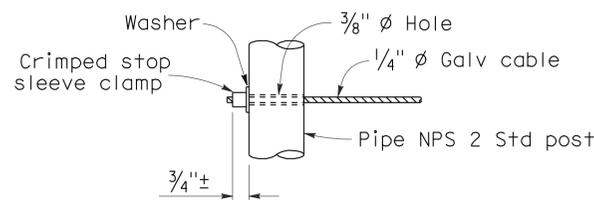
SECTION B-B
Existing



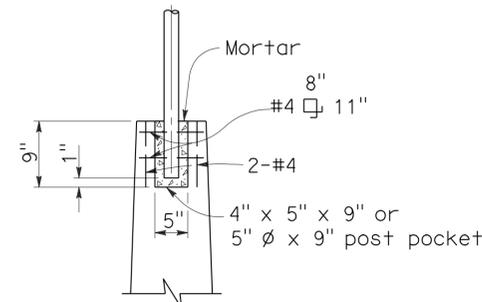
SECTION C-C
New construction



ALTERNATIVE CABLE CONNECTION



ALTERNATIVE DEAD END ANCHORAGE



POST POCKET

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
CABLE RAILING

NO SCALE

RSP B11-47 DATED OCTOBER 21, 2011 SUPERSEDES STANDARD PLAN B11-47
 DATED MAY 1, 2006 - PAGE 268 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP B11-47

2006 REVISED STANDARD PLAN RSP B11-47

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1138	1743

Douglas J. Dunrud
REGISTERED CIVIL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
Douglas J. Dunrud
No. C47240
Exp. 12-31-07
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 4-16-12

GENERAL NOTES:

- A. For type of block and joint finish, see other sheets.
- B. When blocks are laid in stacked bond, ladder type, galvanized joint reinforcement shall be provided. A minimum of 2-9 gauge wires continuous at 4'-0" maximum to be used. Locate reinforcement in joints that are at the approximate midpoint between bond beams.
- C. Horizontal joints shall be tooled concave or may be weathered. Vertical joints shall be tooled concave or may be raked.
- D. For intermediate wall heights that are between the "H's" given, use the tabular information for the next higher "H".
- E. Masonry strengths are listed in the "SOUND WALL REINFORCEMENT TABLE". See Standard Plan B15-3.

DESIGN NOTES:

DESIGN

Uniform Building Code, 1997 Edition
and the Bridge Design Specifications.

DESIGN WIND LOAD

20 psf

DESIGN SEISMIC LOAD

0.57 Dead load

REINFORCED CONCRETE

f'c = 3.6 ksi
fy = 60 ksi

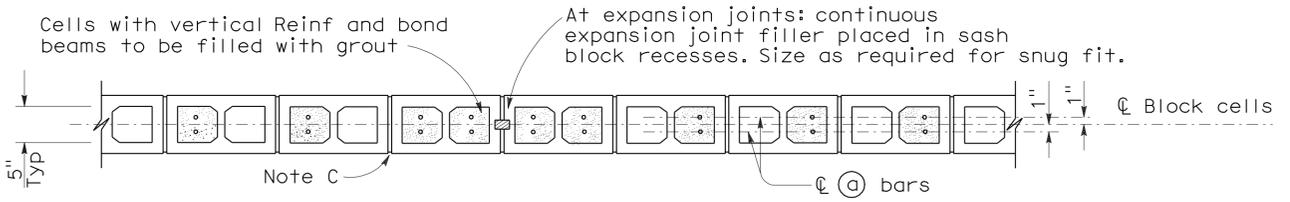
CONCRETE MASONRY

REGULAR STRENGTH

f'm = 1500 psi
fb = 495 psi
fs = 24,000 psi
n = 25.8

HIGH STRENGTH

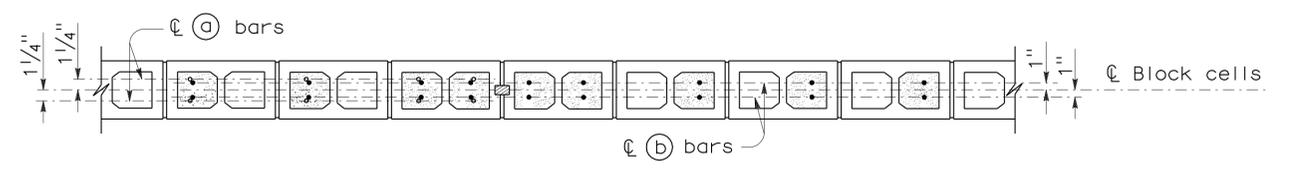
f'm = 2000 psi f'm = 2500 psi
fb = 660 psi fb = 830 psi
fs = 24,000 psi fs = 24,000 psi
n = 19.3 n = 15.5



SECTION A-A

For details not shown, see other sections.

H=6'-0" THRU H=10'-0"



SECTION A-A

For details not shown, see other sections.

H=12'-0" THRU H=16'-0"

SECTION B-B

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**SOUND WALL
MASONRY BLOCK ON PILE CAP
DETAILS (2)**

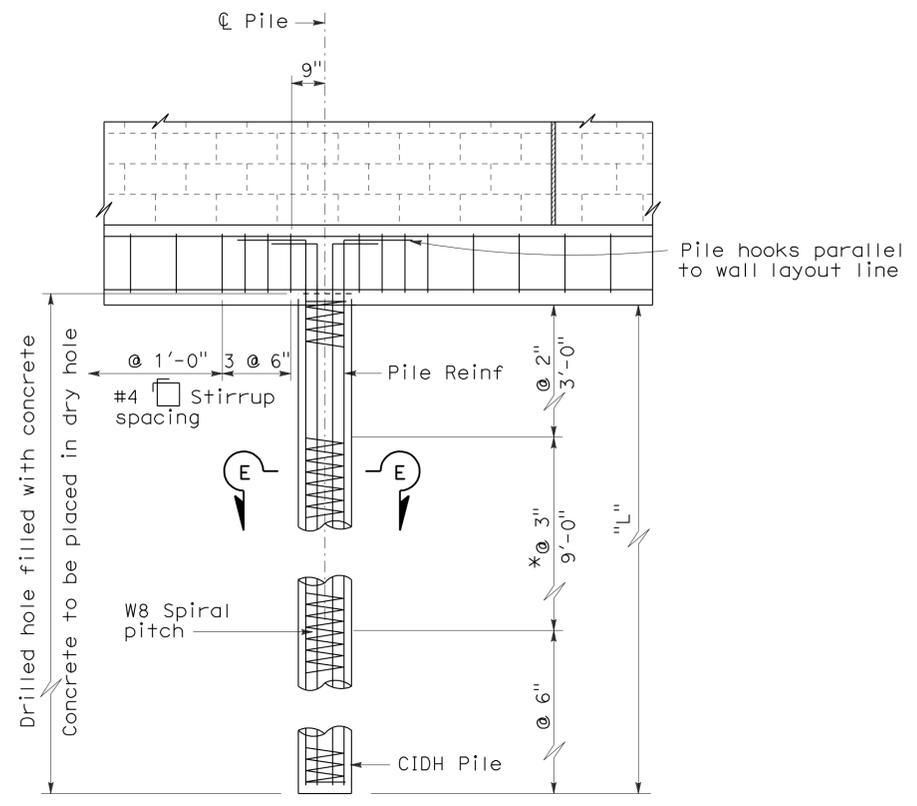
NO SCALE

RSP B15-4 DATED OCTOBER 5, 2007 SUPERSEDES STANDARD PLAN B15-4
DATED MAY 1, 2006 - PAGE 294 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP B15-4

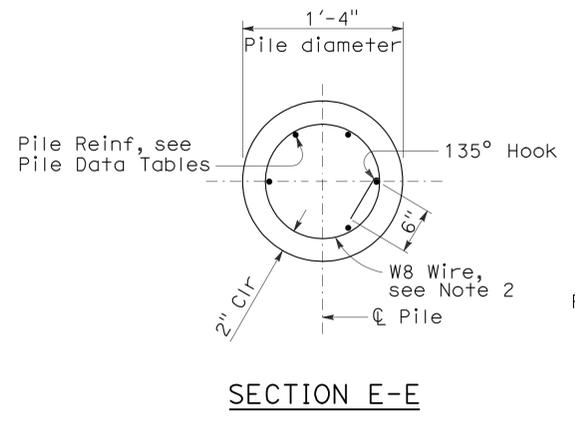
2006 REVISED STANDARD PLAN RSP B15-4

To accompany plans dated 4-16-12

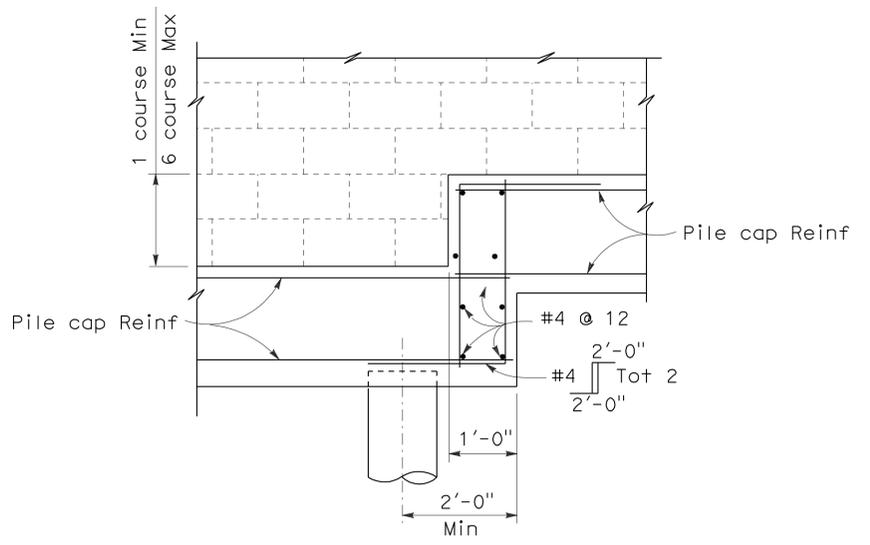


DETAIL D

* @ 2" at option of Contractor



SECTION E-E



PILE CAP STEP DETAIL

NOTES:

1. For details not shown, see Standard Plan B15-3 and Revised Standard Plan RSP B15-4.
2. Lapped splices in spiral reinforcement shall be lapped at least 80 wire diameters. Spiral reinforcement at splices and at ends shall be terminated with a 135° hook with a 6" tail hooked around a longitudinal bar.

Maximum H	ø = 25 Min			ø = 30 Min			ø = 35 Min			Maximum H
	S	L	Pile Reinf	S	L	Pile Reinf	S	L	Pile Reinf	
6'-0"	16'-0"	7'-0"	#6 Tot 6	16'-0"	5'-6"	#6 Tot 6	16'-0"	4'-6"	#6 Tot 6	6'-0"
8'-0"	16'-0"	8'-6"	#6 Tot 7	16'-0"	7'-0"	#6 Tot 7	16'-0"	5'-6"	#6 Tot 7	8'-0"
10'-0"	16'-0"	10'-0"	#7 Tot 6	16'-0"	8'-0"	#7 Tot 6	16'-0"	6'-6"	#7 Tot 6	10'-0"
12'-0"	15'-0"	11'-6"	#8 Tot 7	16'-0"	9'-6"	#8 Tot 7	16'-0"	7'-6"	#8 Tot 7	12'-0"
14'-0"	13'-0"	11'-6"	#8 Tot 7	14'-0"	10'-0"	#8 Tot 7	14'-0"	8'-0"	#8 Tot 7	14'-0"
16'-0"	12'-0"	12'-0"	#8 Tot 7	13'-0"	10'-6"	#8 Tot 7	13'-0"	8'-6"	#8 Tot 7	16'-0"

Case 1 - Level ground (±10%) on both sides of the sound wall.

Maximum H	ø = 30 Min			ø = 35 Min			Maximum H
	S	L	Pile Reinf	S	L	Pile Reinf	
6'-0"	16'-0"	11'-6"	#8 Tot 7	16'-0"	8'-6"	#6 Tot 7	6'-0"
8'-0"	16'-0"	14'-0"	#8 Tot 7	16'-0"	10'-6"	#7 Tot 6	8'-0"
10'-0"	15'-0"	16'-0"	#8 Tot 7	16'-0"	12'-0"	#7 Tot 7	10'-0"
12'-0"	12'-0"	16'-0"	#8 Tot 7	15'-0"	13'-6"	#8 Tot 7	12'-0"
14'-0"	10'-0"	16'-0"	#8 Tot 7	12'-0"	13'-6"	#8 Tot 7	14'-0"
16'-0"	8'-0"	16'-0"	#8 Tot 7	11'-0"	14'-0"	#8 Tot 7	16'-0"

Case 2 - Level ground (±10%) on traffic side of the sound wall and sloping ground on opposite side.

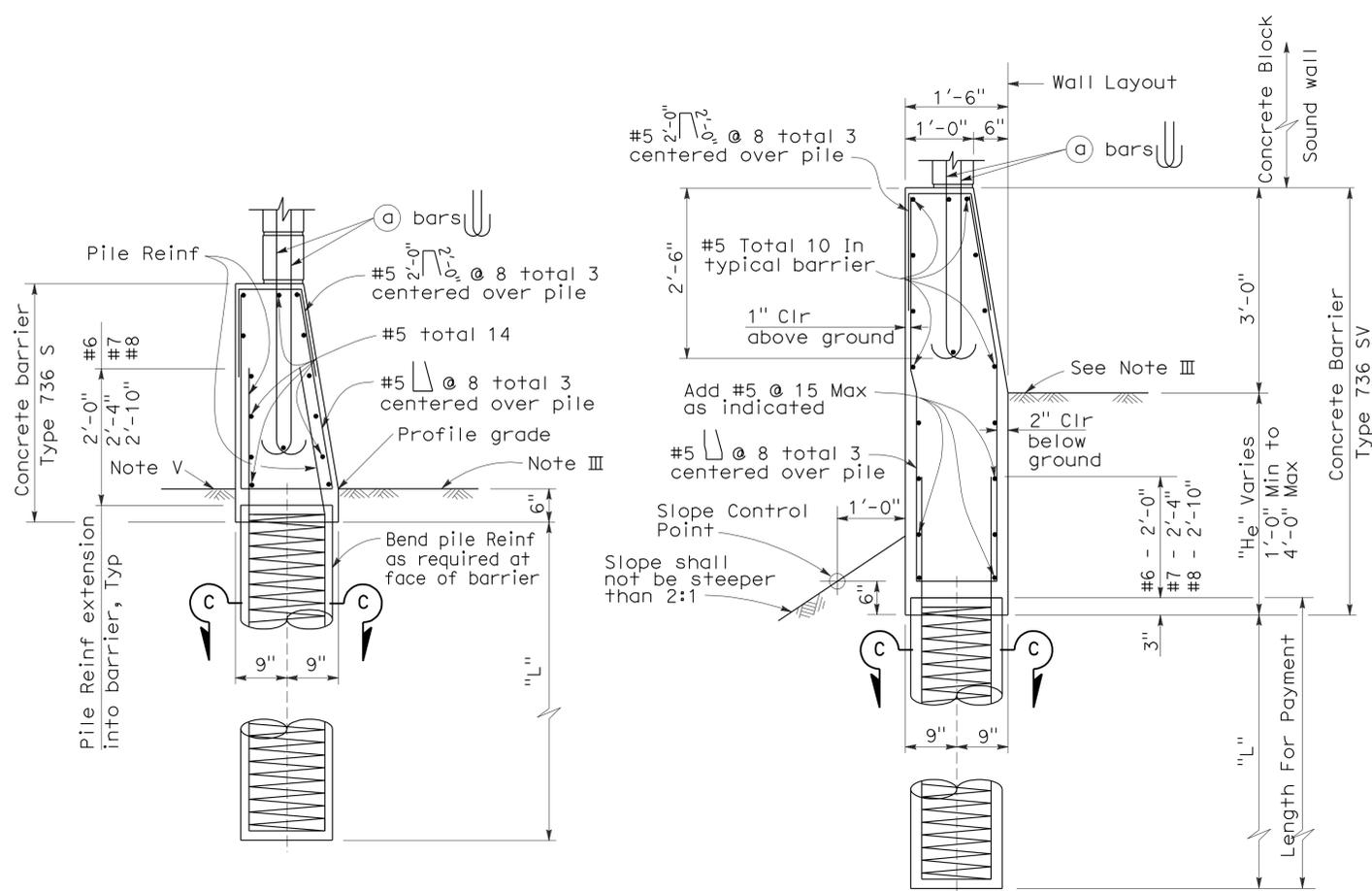
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**SOUND WALL
MASONRY BLOCK ON PILE CAP
DETAILS (3)**

NO SCALE

RSP B15-5 DATED OCTOBER 5, 2007 SUPERSEDES STANDARD PLAN B15-5
DATED MAY 1, 2006 - PAGE 295 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP B15-5



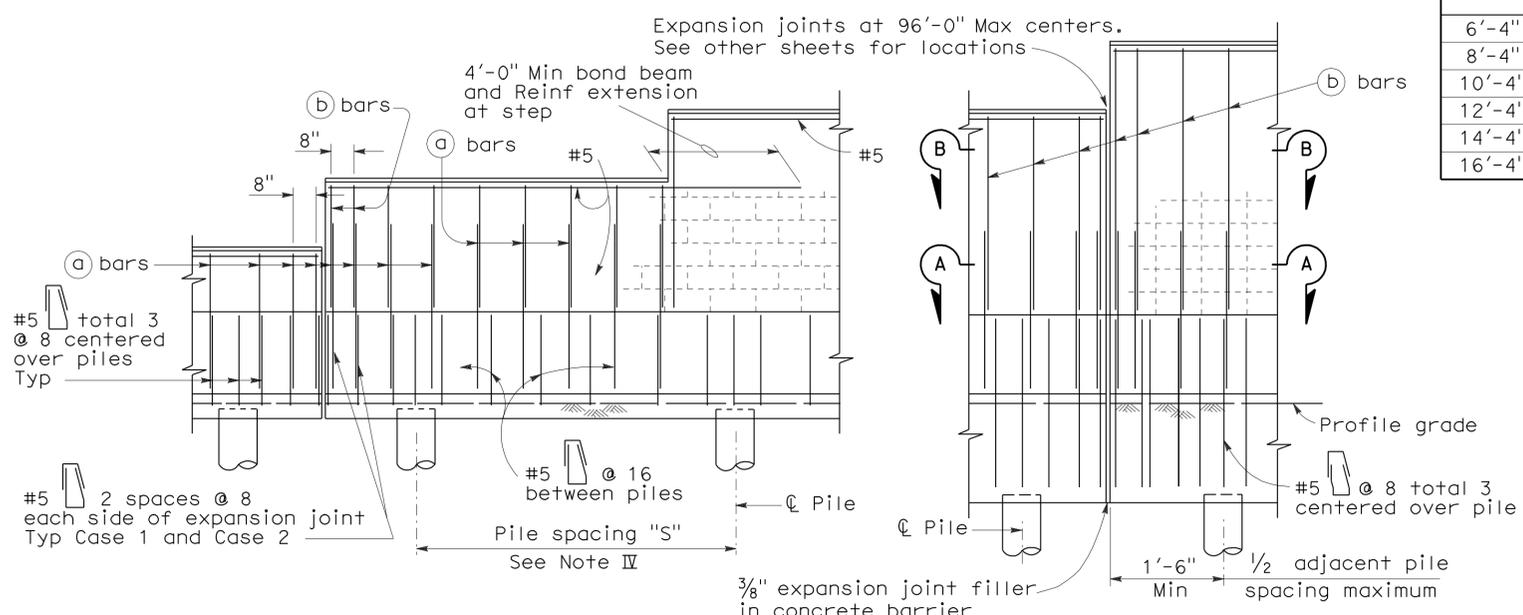
CASE 1

For details not shown, See Case 2.
 Level ground ±10% on both sides of barrier.

CASE 2

For details not shown, See Case 1.
 Level ground ±10% at the traffic side of barrier and sloping ground on the opposite side.

BARRIER SECTIONS



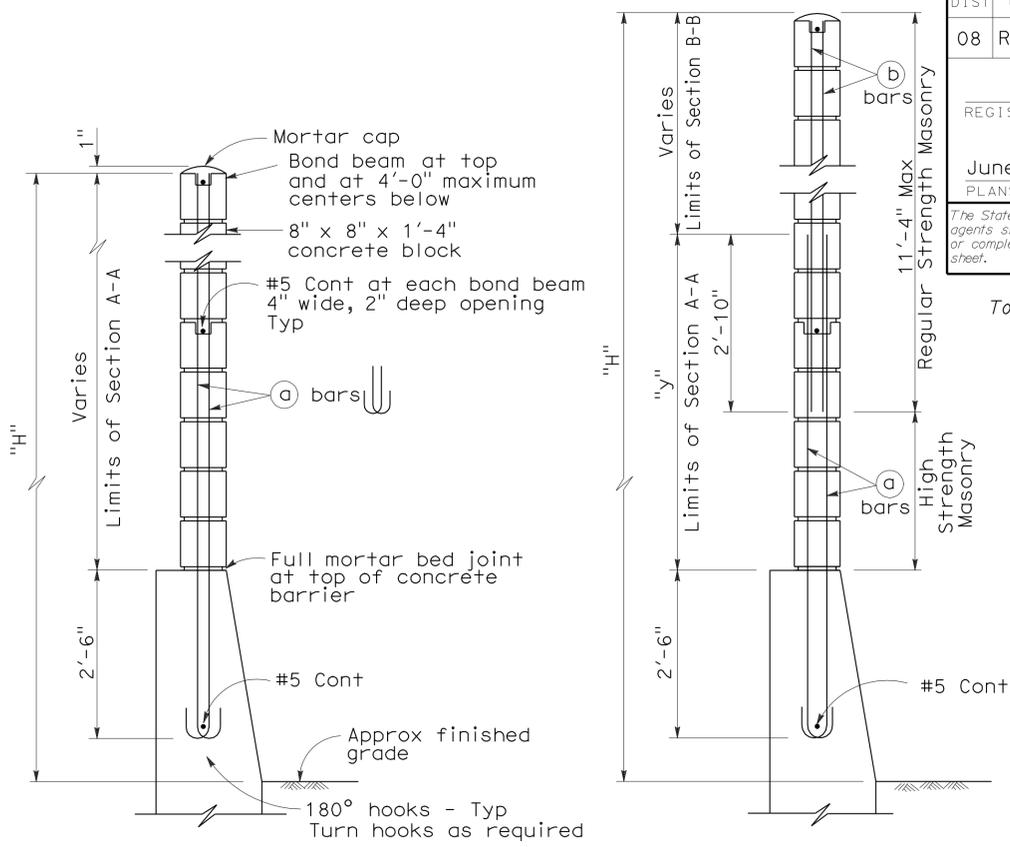
CASE 1

For details not shown, See Case 2.

CASE 2

For details not shown, See Case 1.

PARTIAL ELEVATIONS



H=6'-4" THRU H=10'-4"

H=12'-4" THRU H=16'-4"

For details not shown, see H=6'-4" thru H=10'-4".

TYPICAL SECTIONS

See Revised Standard Plan RSP B15-8 for pile details.

NOTES A THROUGH G:

- A. For type of block, type of block bond, and joint finish, see other sheets.
- B. When blocks are laid in stacked bond, ladder type, galvanized joint reinforcement shall be provided. A minimum of 2-9 gauge wires continuous at 4'-0" maximum to be used. Locate reinforcement in joints that are at the approximate midpoint between bond beams.
- C. Horizontal joints shall be tooled concave or may be weathered. Vertical joints shall be tooled concave or may be raked.
- D. For intermediate wall heights (H), or barrier depths (H_e), that are between the values given, use the tabular information for the next higher (H) or (H_e).
- E. Concrete to be used for the barrier shall contain not less than 590 pounds of cementitious material per cubic yard.
- F. Masonry strengths are listed in the "SOUND WALL REINFORCEMENT TABLE".

SOUND WALL REINFORCEMENT TABLE

Maximum H	(a) bars @ 1'-4" Max	(b) bars @ 1'-4" Max	"y"	f'm (psi)	Compressive Strength of CMU (psi)	H
6'-4"	#4	---	---	1500	1900	6'-4"
8'-4"	#4	---	---	1500	1900	8'-4"
10'-4"	#4	---	---	1500	1900	10'-4"
12'-4"	#5	#4	5'-0"	1500	1900	12'-4"
14'-4"	#6	#4	7'-0"	1500	1900	14'-4"
16'-4"	#6	#4	9'-0"	2500	3750	16'-4"

NOTES I THROUGH VI:

- I. Details shown are primarily to conform design of sound walls to Type 736S and Type 736 SV Concrete Barriers. For sound wall details conforming with barriers see Standard Plan B15-7 and Revised Standard Plan RSP B15-8.
- II. For details and sections not shown, see Standard Plan B15-7 and Revised Standard Plan RSP B15-8.
- III. Slope ground at traffic side of barrier to drain. Maximum slope ±10%. See Std Plan B11-56, Note D.
- IV. Pile spacing may be varied, but shall not exceed the tabular values. See Revised Standard Plan RSP B15-8.
- V. For Case 1 - ground line to be at the same elevation on both sides of the barrier. Barrier shall not be used to retain earth.
- VI. See Standard Plan B15-9 for other details.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
SOUND WALL MASONRY BLOCK ON TYPE 736S/SV BARRIER DETAILS (1)
 NO SCALE

RSP B15-6 DATED JUNE 5, 2009 SUPERSEDES
 RSP B15-6 DATED OCTOBER 5, 2007 AND STANDARD PLAN B15-6
 DATED MAY 1, 2006 - PAGE 296 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP B15-6

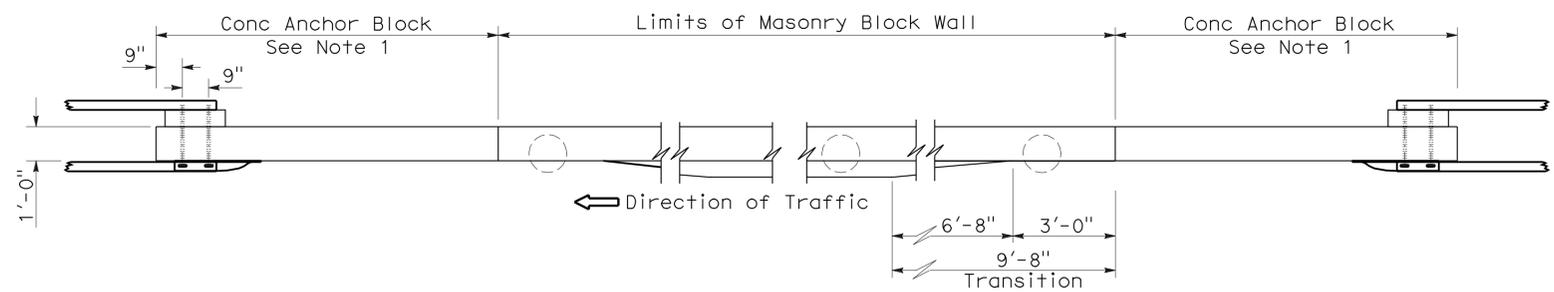
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08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1141	1743

REGISTERED CIVIL ENGINEER
 June 6, 2008
 PLANS APPROVAL DATE

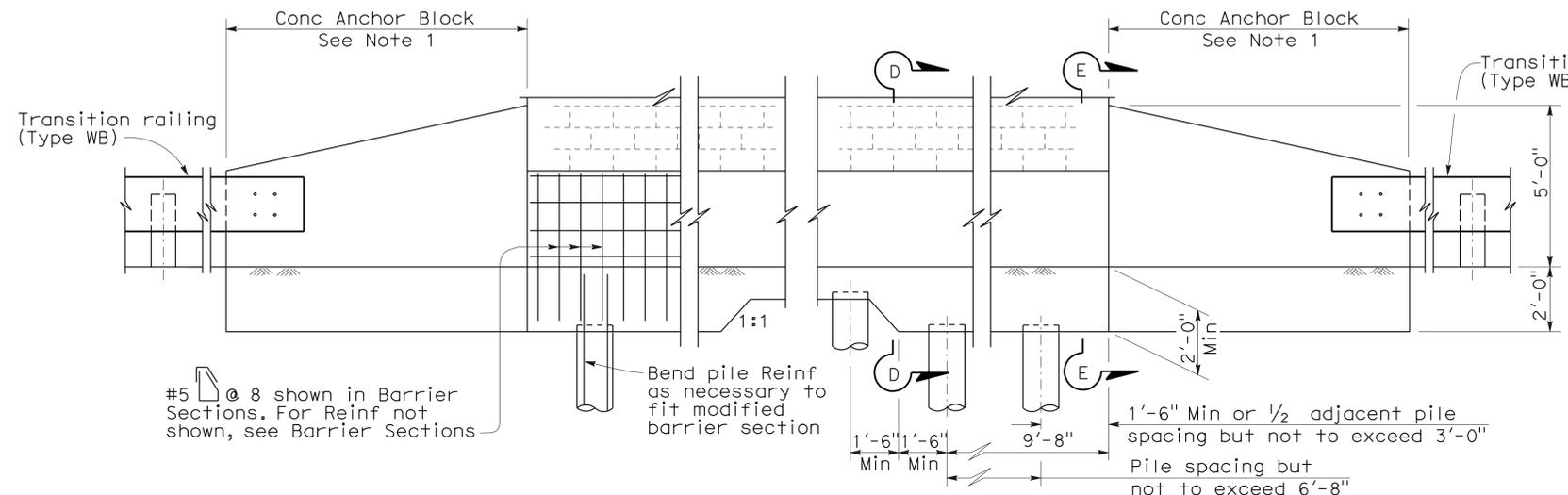
REGISTERED PROFESSIONAL ENGINEER
 Tiliat Satter
 No. C42892
 Exp. 03-31-10
 CIVIL
 STATE OF CALIFORNIA

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

To accompany plans dated 4-16-12



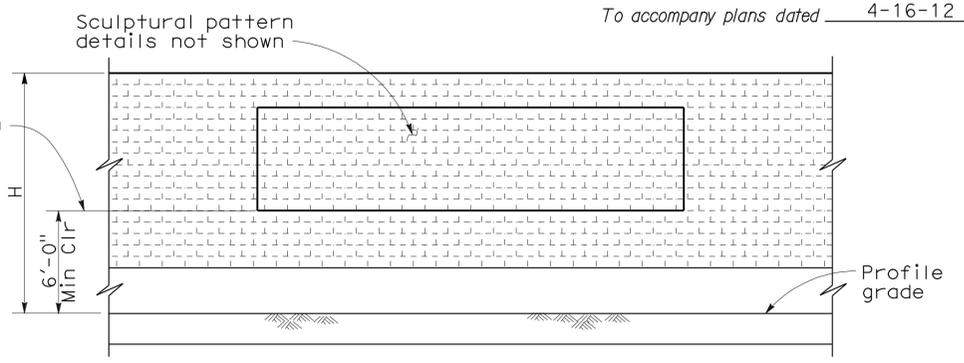
PLAN



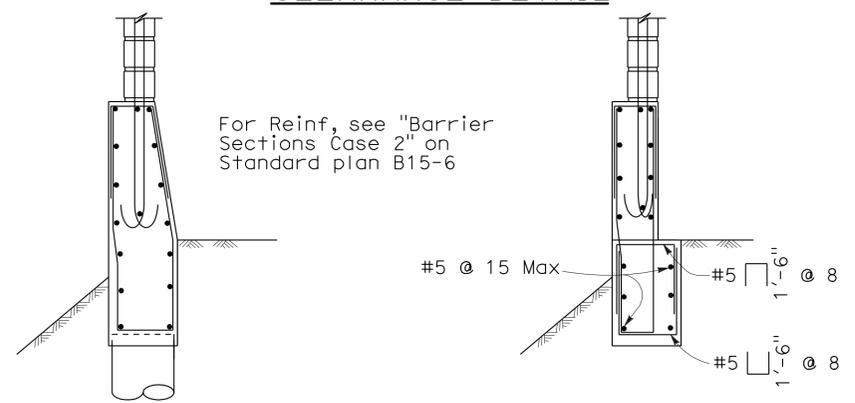
ELEVATION

METAL BEAM GUARDRAIL ANCHORAGE

For details not shown, see Standard Plan B11-56.



CLEARANCE DETAIL



SECTION D-D

SECTION E-E

DESIGN NOTES:

DESIGN

Uniform Building Code, 1997 Edition and the Bridge Design Specifications.

DESIGN WIND LOAD

27 psf

DESIGN SEISMIC LOAD

0.57 Dead load

REINFORCED CONCRETE

$f'_c = 3.6 \text{ ksi}$
 $f_y = 60 \text{ ksi}$

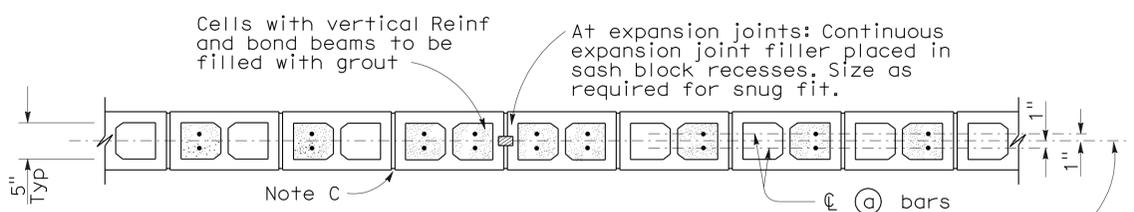
CONCRETE MASONRY

REGULAR STRENGTH

$f'_m = 1500 \text{ psi}$
 $f_b = 495 \text{ psi}$
 $f_s = 24,000 \text{ psi}$
 $n = 25.8$

HIGH STRENGTH

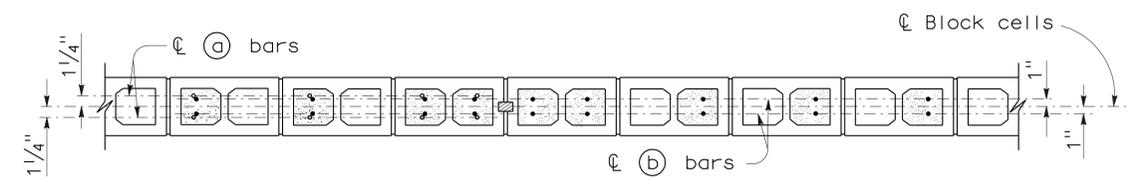
$f'_m = 2000 \text{ psi}$
 $f_b = 660 \text{ psi}$
 $f_s = 24,000 \text{ psi}$
 $n = 19.3$



SECTION A-A

For details not shown, see other details.

H=6'-4" THRU H=10'-4"



SECTION A-A

For details not shown, see other details.

H=12'-4" THRU H=16'-4"

SECTION B-B

NOTE:

1. For Concrete Anchor Block and connection details, see "Connection Detail DD" on Standard Plan A77J3.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

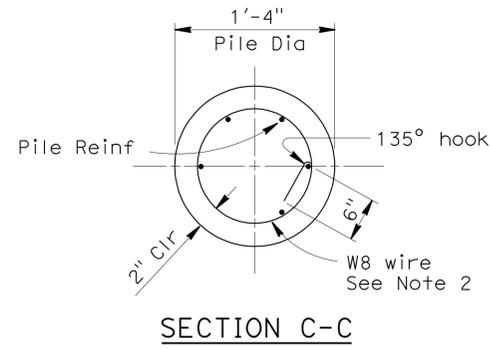
SOUND WALL MASONRY BLOCK ON TYPE 736S/SV BARRIER DETAILS (2)

NO SCALE

RSP B15-7 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN B15-7 DATED MAY 1, 2006 - PAGE 297 OF THE STANDARD PLANS BOOK DATED MAY 2006.

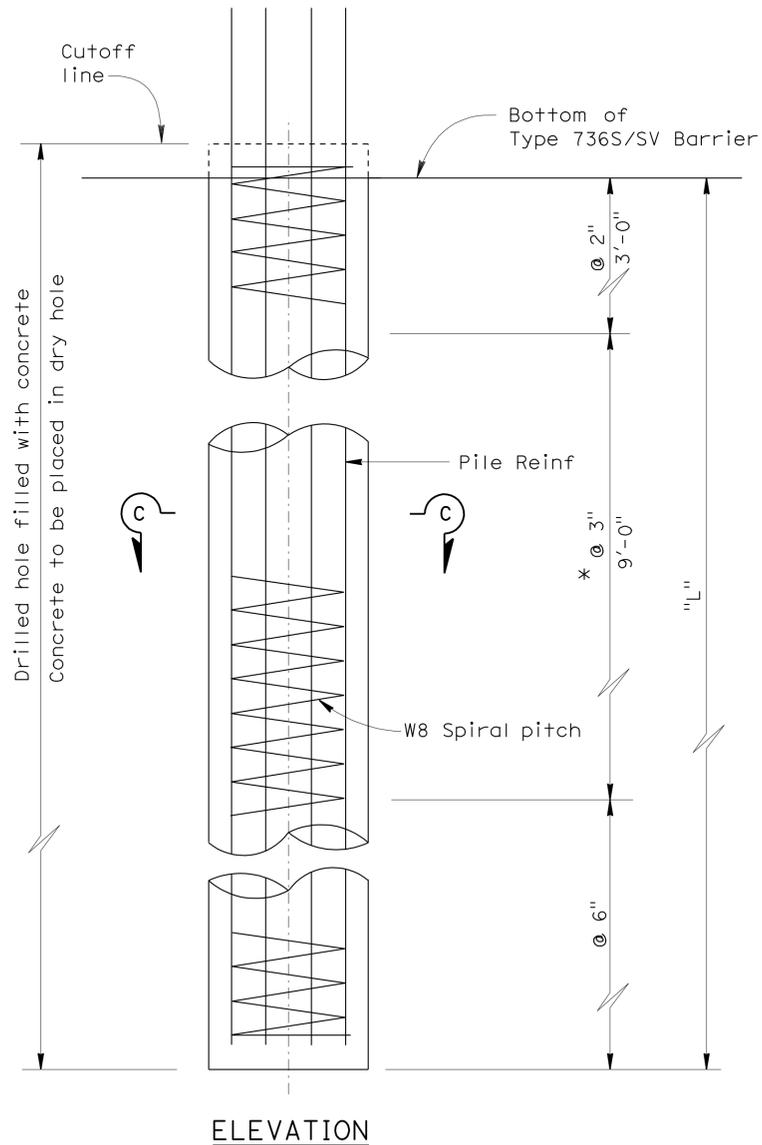
REVISED STANDARD PLAN RSP B15-7

2006 REVISED STANDARD PLAN RSP B15-7



CASE 1: PILE DATA TABLE

Maximum H	ø = 25 Min			ø = 30 Min			ø = 35 Min			Maximum H
	S	L	Pile Reinf	S	L	Pile Reinf	S	L	Pile Reinf	
6'-4"	10'-0"	8'-6"	#6 Tol 6	10'-0"	7'-0"	#6 Tol 6	10'-0"	6'-0"	#6 Tol 6	6'-4"
8'-4"	10'-0"	9'-6"	#6 Tol 6	10'-0"	8'-0"	#6 Tol 6	10'-0"	7'-0"	#6 Tol 6	8'-4"
10'-4"	10'-0"	10'-6"	#6 Tol 6	10'-0"	9'-0"	#6 Tol 6	10'-0"	7'-6"	#6 Tol 6	10'-4"
12'-4"	10'-0"	11'-6"	#7 Tol 6	10'-0"	9'-6"	#7 Tol 6	10'-0"	8'-6"	#6 Tol 6	12'-4"
14'-4"	10'-0"	12'-6"	#7 Tol 7	10'-0"	10'-6"	#7 Tol 7	10'-0"	9'-0"	#7 Tol 7	14'-4"
16'-4"	10'-0"	13'-0"	#8 Tol 7	10'-0"	11'-6"	#8 Tol 7	10'-0"	9'-6"	#7 Tol 7	16'-4"



CASE 2: PILE DATA TABLE

He	Maximum H	ø = 30 Min			ø = 35 Min			Maximum H
		S	L	Pile Reinf	S	L	Pile Reinf	
1'-0"	6'-4"	10'-0"	15'-0"	#7 Tol 6	10'-0"	12'-0"	#6 Tol 6	6'-4"
	8'-4"	9'-9"	16'-0"	#7 Tol 6	10'-0"	13'-0"	#7 Tol 6	8'-4"
	10'-4"	8'-0"	16'-0"	#7 Tol 6	10'-0"	14'-0"	#7 Tol 6	10'-4"
	12'-4"	6'-9"	16'-0"	#7 Tol 6	10'-0"	15'-0"	#8 Tol 7	12'-4"
	14'-4"	5'-9"	16'-0"	#7 Tol 6	9'-6"	15'-6"	#8 Tol 7	14'-4"
2'-0"	16'-4"	5'-0"	16'-0"	#7 Tol 6	8'-9"	16'-0"	#8 Tol 7	16'-4"
	6'-4"	8'-3"	16'-0"	#7 Tol 6	10'-0"	13'-6"	#7 Tol 6	6'-4"
	8'-4"	7'-0"	16'-0"	#7 Tol 6	10'-0"	14'-6"	#7 Tol 7	8'-4"
	10'-4"	6'-0"	16'-0"	#7 Tol 6	10'-0"	15'-3'	#8 Tol 7	10'-4"
	12'-4"	5'-3"	16'-0"	#7 Tol 6	9'-9"	16'-0"	#8 Tol 7	12'-4"
3'-0"	14'-4"	4'-6"	16'-0"	#7 Tol 6	8'-4"	16'-0"	#8 Tol 7	14'-4"
	16'-4"	4'-0"	16'-0"	#7 Tol 6	7'-4"	16'-0"	#8 Tol 7	16'-4"
	6'-4"	6'-0"	16'-0"	#7 Tol 6	10'-0"	15'-3"	#8 Tol 7	6'-4"
	8'-4"	5'-3"	16'-0"	#7 Tol 6	10'-0"	16'-0"	#8 Tol 7	8'-4"
	10'-4"	4'-6"	16'-0"	#7 Tol 6	8'-10"	16'-0"	#8 Tol 7	10'-4"
4'-0"	12'-4"	4'-0"	16'-0"	#7 Tol 6	7'-10"	16'-0"	#8 Tol 7	12'-4"
	14'-4"	3'-6'	16'-0"	#7 Tol 6	6'-10"	16'-0"	#8 Tol 7	14'-4"
	16'-4"	3'-3"	16'-0"	#7 Tol 6	6'-2"	16'-0"	#8 Tol 7	16'-4"
	6'-4"	4'-3"	16'-0"	#7 Tol 6	8'-0"	15'-6"	#8 Tol 7	6'-4"
	8'-4"	3'-10"	16'-0"	#7 Tol 6	7'-4"	15'-9"	#8 Tol 7	8'-4"
4'-0"	10'-4"	3'-6"	16'-0"	#7 Tol 6	6'-10"	16'-0"	#8 Tol 7	10'-4"
	12'-4"	3'-2"	16'-0"	#7 Tol 6	6'-3"	16'-0"	#8 Tol 7	12'-4"
	14'-4"	3'-0"	16'-3"	#7 Tol 6	5'-8"	16'-0"	#8 Tol 7	14'-4"
	16'-4"	2'-10"	16'-6"	#7 Tol 6	5'-0"	16'-0"	#8 Tol 7	16'-4"

NOTES:

- For details not shown, see Revised Standard Plan RSP B15-6 and Standard Plan B15-7.
- Lapped splices in spiral reinforcement shall be lapped at least 80 wire diameters. Spiral reinforcement at splices and at ends shall be terminated with a 135° hook with a 6" tail hooked around a longitudinal bar.

* @ 2" at option of Contractor.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**SOUND WALL MASONRY BLOCK
ON TYPE 736S/SV BARRIER
DETAILS (3)**

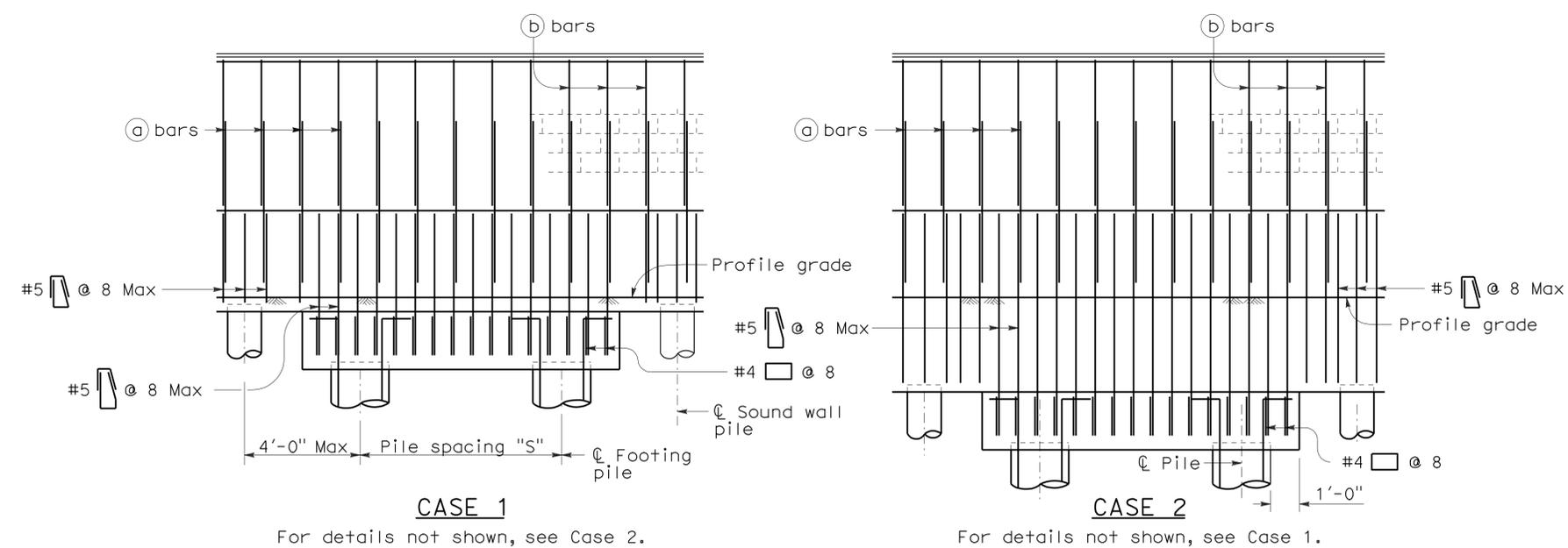
NO SCALE

RSP B15-8 DATED OCTOBER 5, 2007 SUPERSEDES STANDARD PLAN B15-8
DATED MAY 1, 2006 - PAGE 298 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP B15-8

2006 REVISED STANDARD PLAN RSP B15-8

To accompany plans dated 4-16-12



CASE 1
 For details not shown, see Case 2.

CASE 2
 For details not shown, see Case 1.

PART ELEVATIONS

DESIGN NOTES:
DESIGN

Uniform Building Code, 1997 Edition and the Bridge Design Specifications.

DESIGN WIND LOAD

27 psf

DESIGN SEISMIC LOAD

0.57 Dead load

REINFORCED CONCRETE

f'c = 3.6 ksi
 fy = 60 ksi

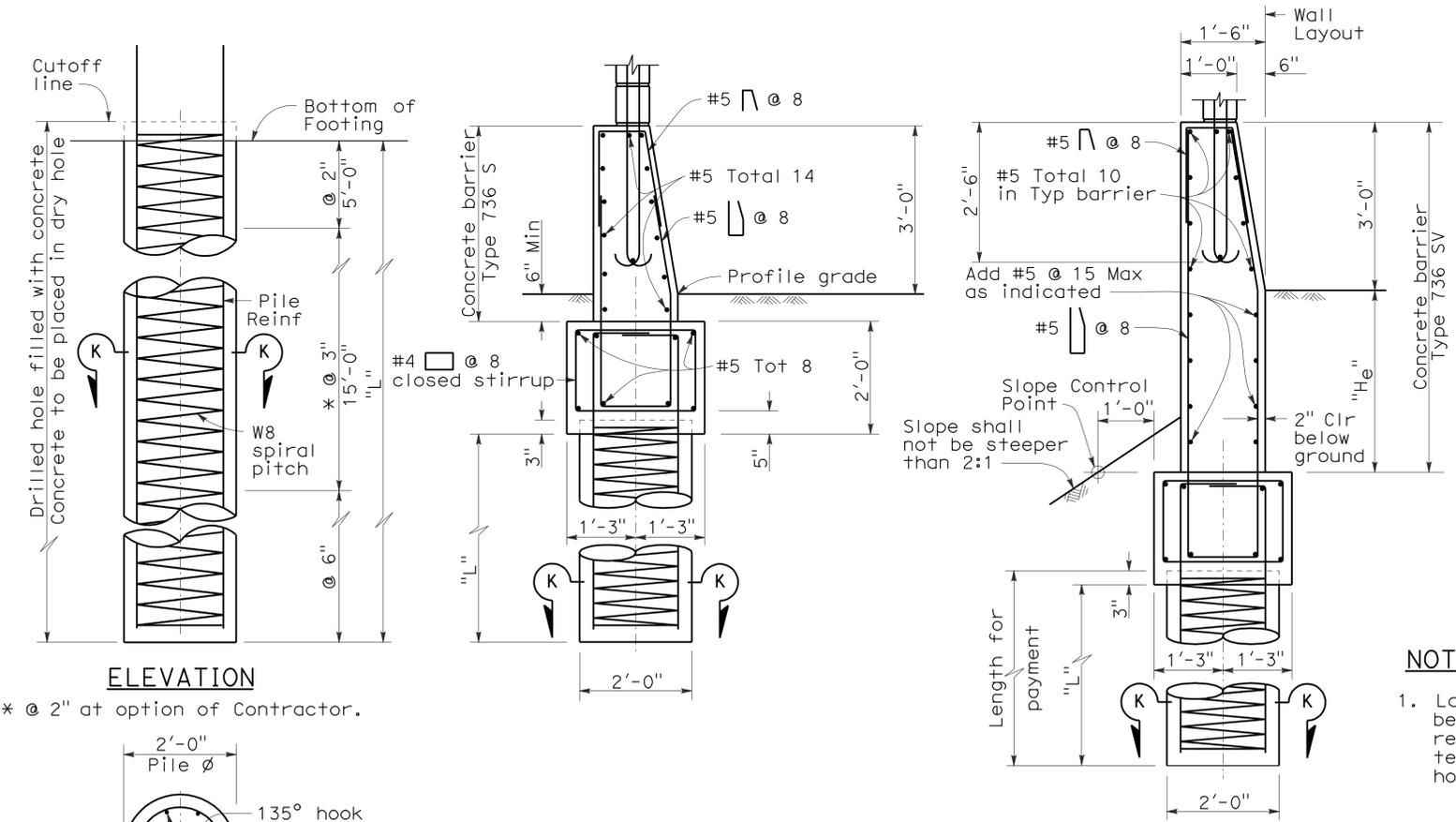
CONCRETE MASONRY

REGULAR STRENGTH

f'm = 1500 psi
 fb = 495 psi
 fs = 24,000 psi
 n = 25.8

HIGH STRENGTH

f'm = 2000 psi
 fb = 660 psi
 fs = 24,000 psi
 n = 19.3



CASE 1
 Level ground ±10% on both sides of barrier. For details not shown, see Case 2.

CASE 2
 Level ground ±10% at the traffic side of barrier and sloping ground on the opposite side. For details now shown, see Case 1.

BARRIER SECTIONS

CASE 1 : PILE DATA TABLE

Maximum H	ø = 25		ø = 30		ø = 35		Maximum H
	S	L	S	L	S	L	
6'-4"	16'-0"	8'-6"	16'-0"	7'-6"	16'-0"	6'-0"	6'-4"
8'-4"	16'-0"	9'-6"	16'-0"	8'-0"	16'-0"	7'-0"	8'-4"
10'-4"	16'-0"	10'-6"	16'-0"	9'-0"	16'-0"	7'-6"	10'-4"
12'-4"	16'-0"	11'-6"	16'-0"	10'-0"	16'-0"	8'-6"	12'-4"
14'-4"	16'-0"	12'-6"	16'-0"	11'-0"	16'-0"	9'-0"	14'-4"
16'-4"	16'-0"	13'-6"	16'-0"	11'-6"	16'-0"	10'-0"	16'-4"

CASE 2 : PILE DATA TABLE

He	H	ø = 30 Min		ø = 35 Min		H
		S	L	S	L	
		1'-0"	6'-4"	16'-0"	15'-6"	
1'-0"	8'-4"	16'-0"	17'-0"	16'-0"	13'-6"	8'-4"
	10'-4"	16'-0"	18'-0"	16'-0"	14'-6"	10'-4"
	12'-4"	16'-0"	19'-6"	16'-0"	15'-6"	12'-4"
	14'-4"	16'-0"	20'-6"	16'-0"	16'-6"	14'-4"
	16'-4"	16'-0"	21'-6"	16'-0"	17'-6"	16'-4"
2'-0"	6'-4"	16'-0"	18'-0"	16'-0"	14'-0"	6'-4"
	8'-4"	16'-0"	19'-0"	16'-0"	15'-0"	8'-4"
	10'-4"	16'-0"	20'-0"	16'-0"	16'-0"	10'-4"
	12'-4"	16'-0"	21'-6"	16'-0"	17'-0"	12'-4"
	14'-4"	16'-0"	22'-6"	16'-0"	18'-0"	14'-4"
3'-0"	6'-4"	16'-0"	20'-6"	16'-0"	15'-6"	6'-4"
	8'-4"	16'-0"	21'-6"	16'-0"	16'-6"	8'-4"
	10'-4"	15'-6"	22'-0"	16'-0"	17'-6"	10'-4"
	12'-4"	14'-0"	22'-0"	16'-0"	18'-6"	12'-4"
	14'-4"	13'-0"	22'-6"	15'-6"	19'-0"	14'-4"
4'-0"	6'-4"	12'-0"	22'-6"	14'-0"	19'-0"	16'-4"
	8'-4"	13'-0"	21'-0"	16'-0"	17'-6"	6'-4"
	10'-4"	12'-3"	21'-6"	15'-3"	18'-0"	8'-4"
	12'-4"	11'-6"	21'-6"	14'-3"	18'-6"	10'-4"
	14'-4"	10'-9"	22'-0"	13'-3"	18'-6"	12'-4"

NOTE:
 1. Lapped splices in Spiral reinforcement shall be lapped at least 80 wire diameters. Spiral reinforcement at splices and at ends shall be terminated with a 135° hook with a 6" tail hooked around a longitudinal bar.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**SOUND WALL MASONRY BLOCK
 ON TYPE 736S/SV BARRIER ON
 PILE FOOTING FOR
 SPANNING UTILITIES**

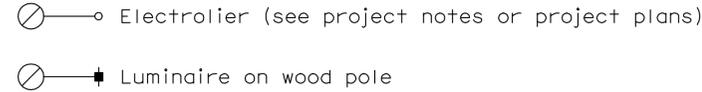
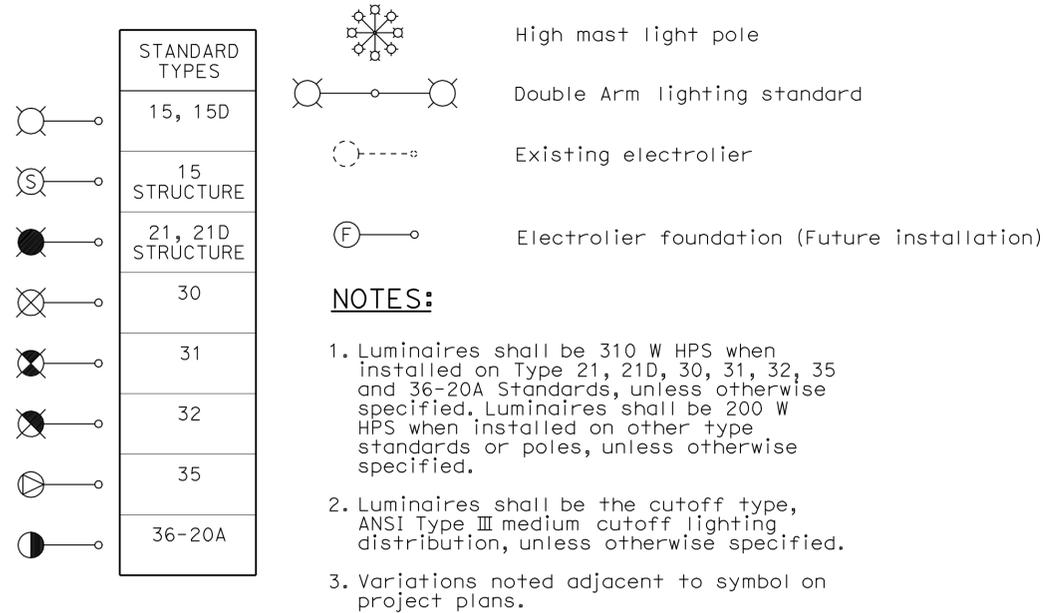
NO SCALE

RSP B15-15 DATED APRIL 3, 2009 SUPERSEDES STANDARD PLAN B15-15
 DATED MAY 1, 2006 - PAGE 305 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP B15-15

2006 REVISED STANDARD PLAN RSP B15-15

ELECTROLIERS



STANDARD NOTES:

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

ABBREVIATIONS AND EQUIPMENT DESIGNATIONS

PROPOSED EXISTING

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1144	1743

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

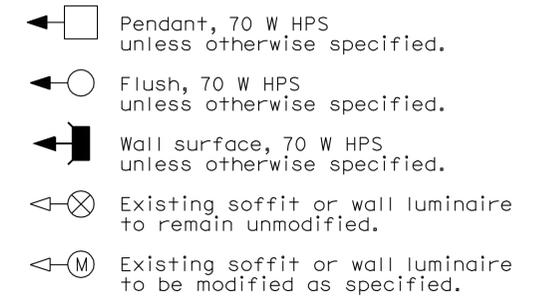
October 5, 2007
PLANS APPROVAL DATE

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

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To accompany plans dated 4-16-12

SOFFIT AND WALL MOUNTED LUMINAIRES



NOTE:

Arrow indicates "street side" of luminaire.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

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

REVISED STANDARD PLAN RSP ES-1A

2006 REVISED STANDARD PLAN RSP ES-1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1145	1743

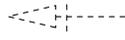
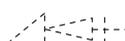
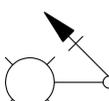
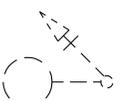
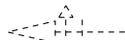
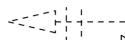
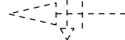
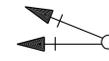
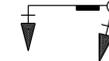
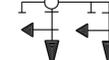
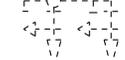
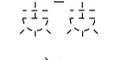
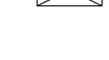
Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
 Jeffrey G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

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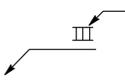
CONDUIT

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

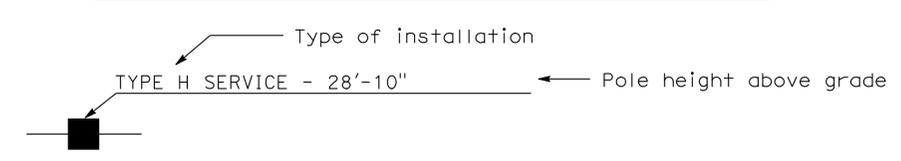
SIGNAL EQUIPMENT

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

SERVICE EQUIPMENT

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

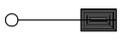
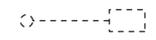
POLE-MOUNTED SERVICE DESIGNATION



ILLUMINATED OVERHEAD SIGN

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

SIGNAL EQUIPMENT Cont

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

NOTES:

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

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

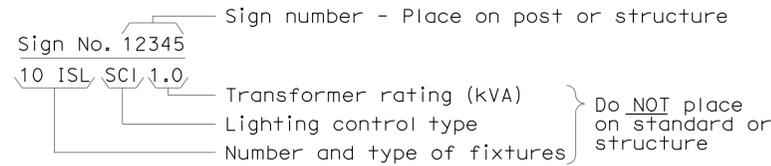
RSP ES-1B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1B
 DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1B

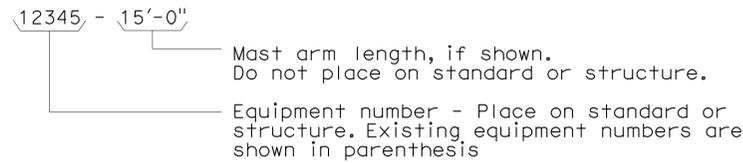
2006 REVISED STANDARD PLAN RSP ES-1B

EQUIPMENT IDENTIFICATION

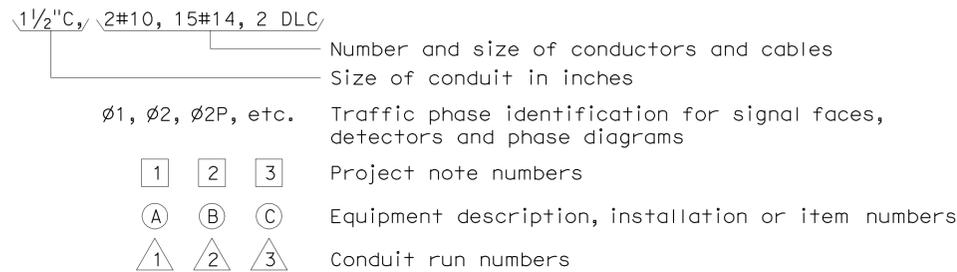
ILLUMINATED SIGN IDENTIFICATION NUMBER:



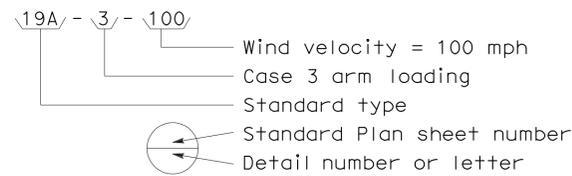
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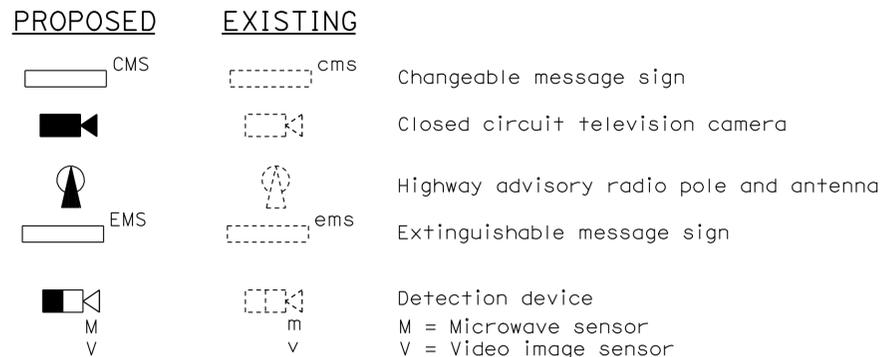
CONDUIT AND CONDUCTOR IDENTIFICATION:



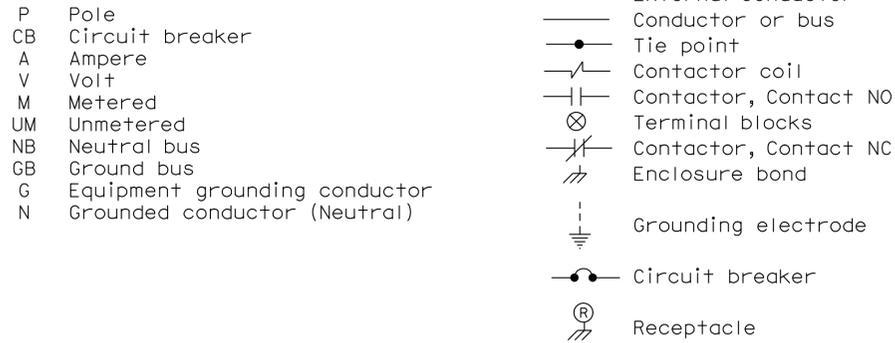
SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



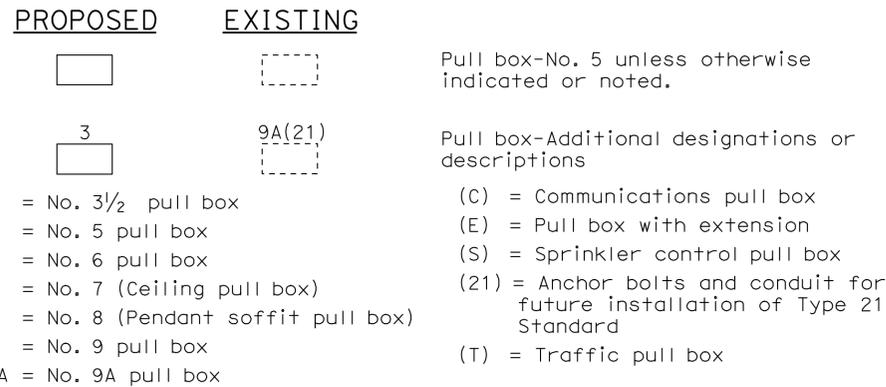
MISCELLANEOUS EQUIPMENT



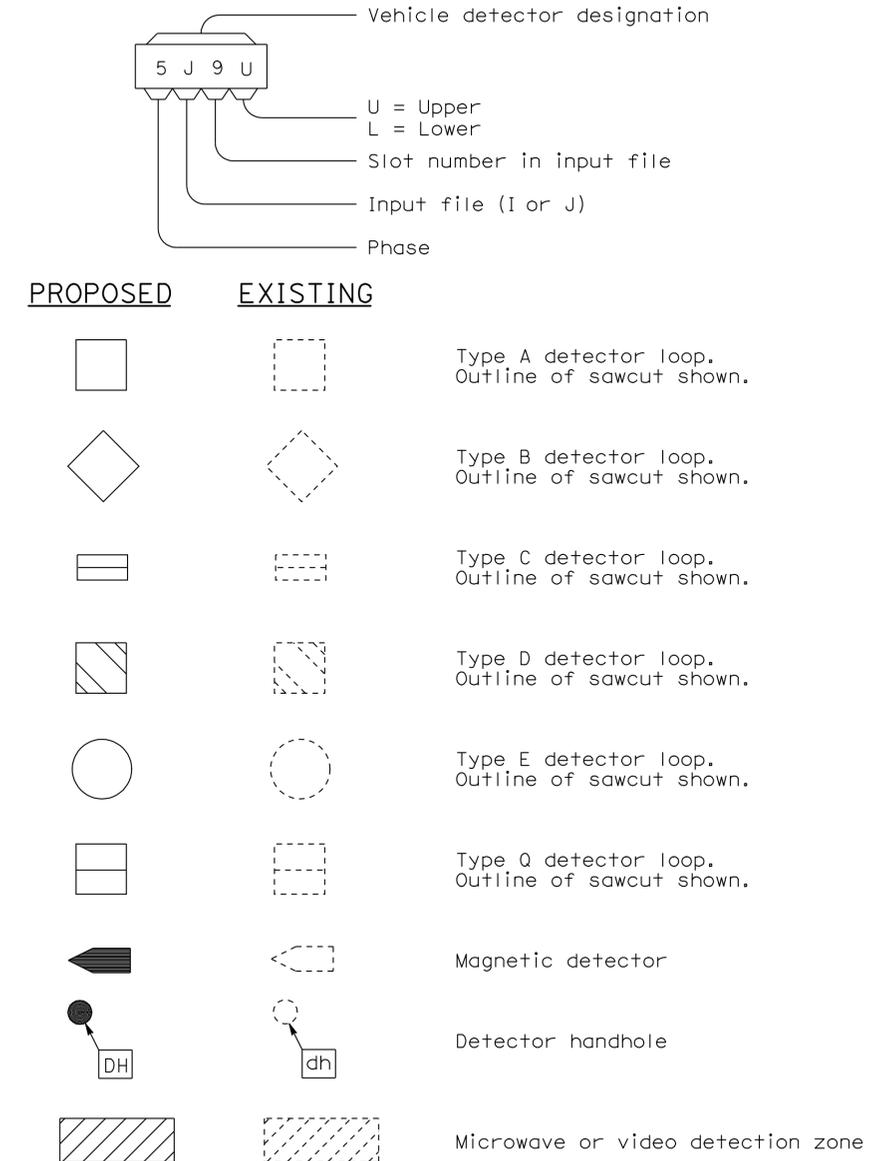
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

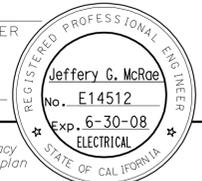
RSP ES-1C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1C
DATED MAY 1, 2006 - PAGE 402 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1C

2006 REVISED STANDARD PLAN RSP ES-1C

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2,0.0/5.1	1147	1743

Jeffery G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE



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NOTES-TYPE III SERVICE EQUIPMENT ENCLOSURES:

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

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

To accompany plans dated 4-16-12

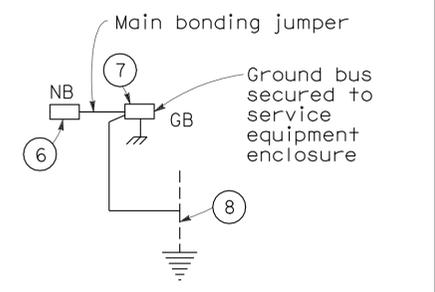
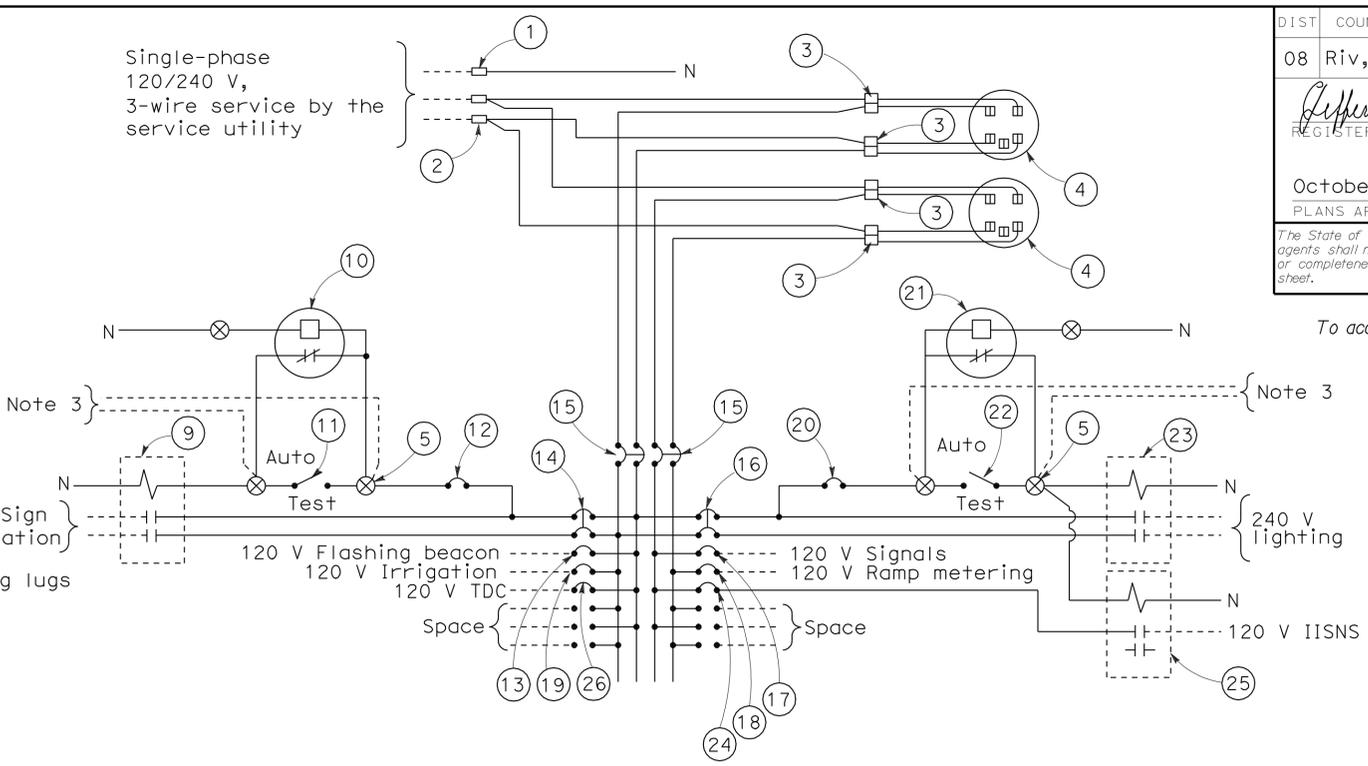
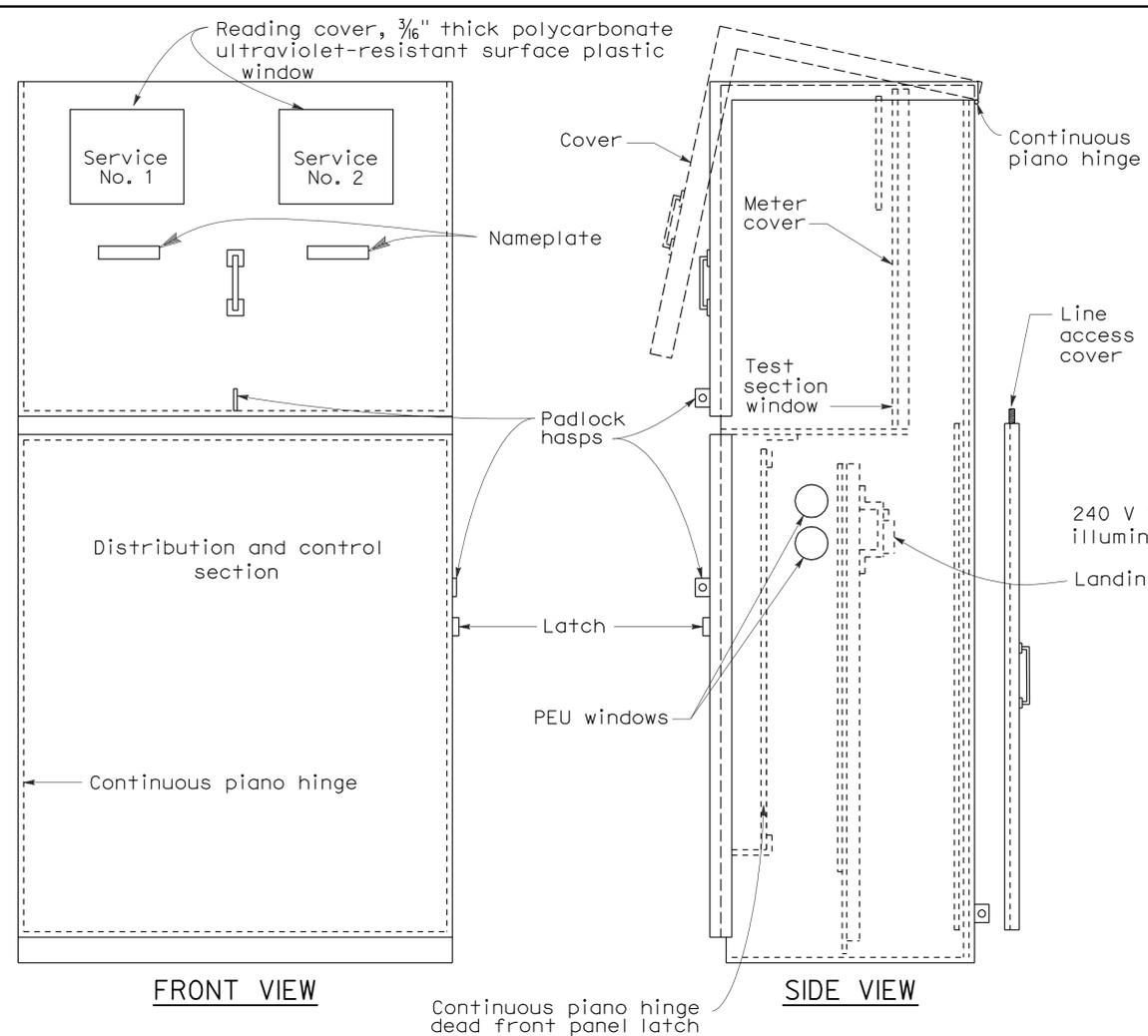
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (SERVICE EQUIPMENT NOTES
 TYPE III SERIES)**

NO SCALE

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

REVISED STANDARD PLAN RSP ES-2C

2006 REVISED STANDARD PLAN RSP ES-2C



120/240 V SERVICE WIRING DIAGRAM (TYPICAL)

TYPE III-CF SERVICE EQUIPMENT ENCLOSURE WITH PROVISIONS FOR TWO 100 A METERS (TYPICAL)

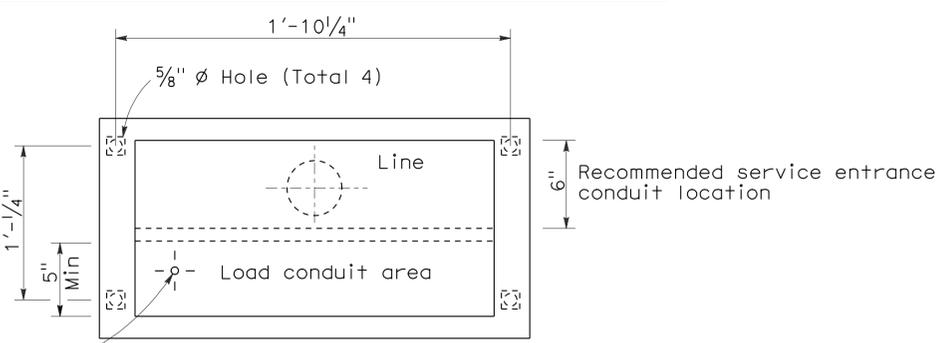
TYPE III-C SERVICE (120/240 V) EQUIPMENT LEGEND					
ITEM No.	COMPONENT	NAME PLATE DESCRIPTION	ITEM No.	COMPONENT	NAME PLATE DESCRIPTION
1	Neutral lug		14	30 A, 240 V, 2P, CB	Sign Illumination
2	Landing lug (Note 6)		15	100 A, 240 V, 2P, CB	Main Breaker
3	Test bypass facility		16	30 A, 240 V, 2P, CB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

NOTES: (FOR SERVICE EQUIPMENT ENCLOSURE)

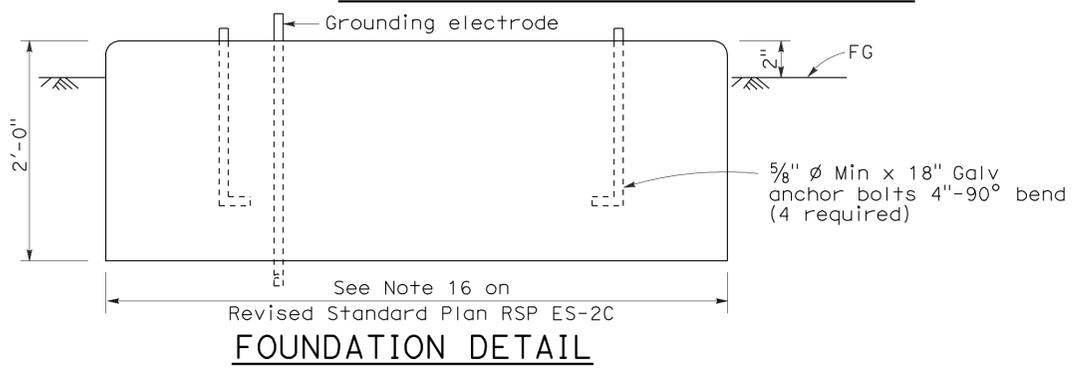
- Voltage ratings of service equipment shall conform to the service voltages indicated on the plans.
- Unless otherwise indicated on the plans, service equipment items shall be provided for each service equipment enclosure as shown.
- Connect to remote test switch mounted on lighting standards, sign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

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

RSP ES-2F DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-2F DATED MAY 1, 2006 - PAGE 408 OF THE STANDARD PLANS BOOK DATED MAY 2006.



BASE FOR TYPE III-C SERVICE EQUIPMENT ENCLOSURE



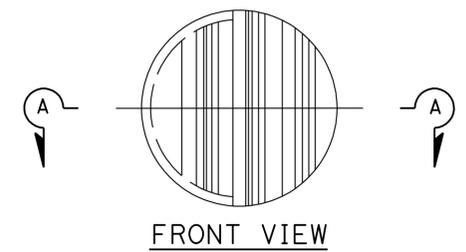
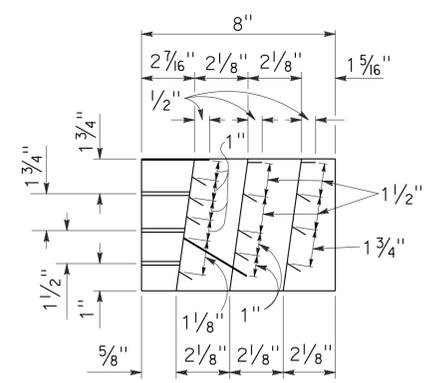
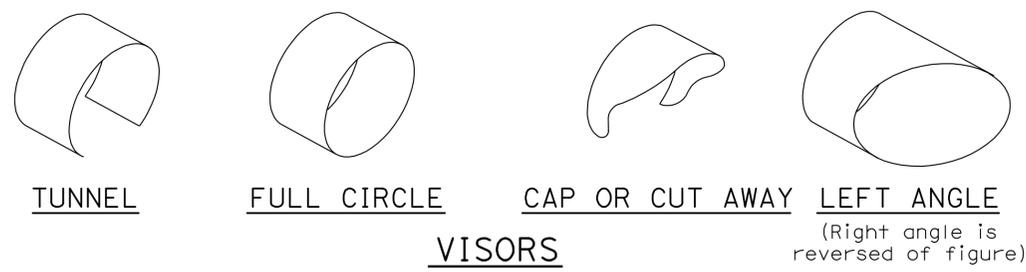
FOUNDATION DETAIL

2006 REVISED STANDARD PLAN RSP ES-2F

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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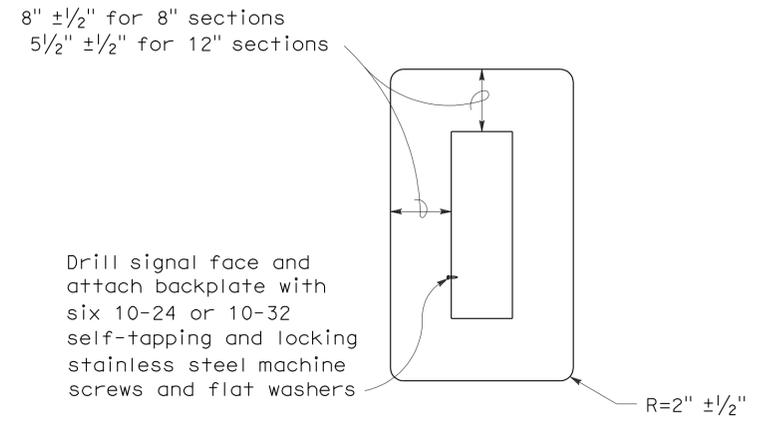
Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 June 6, 2008
 PLANS APPROVAL DATE
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 REGISTERED PROFESSIONAL ENGINEER
 Jeffrey G. McRae
 No. E14512
 Exp. 6-30-10
 ELECTRICAL
 STATE OF CALIFORNIA

To accompany plans dated 4-16-12



DIRECTIONAL LOUVER

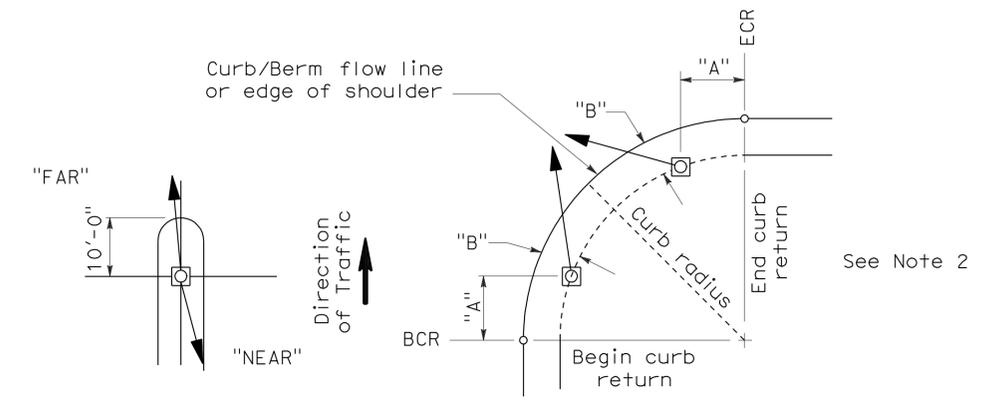
Directional louvers shall be oriented as directed by the Engineer and secured in place with one plated brass machine screw and nut.



8" AND 12" SECTIONS

BACKPLATE

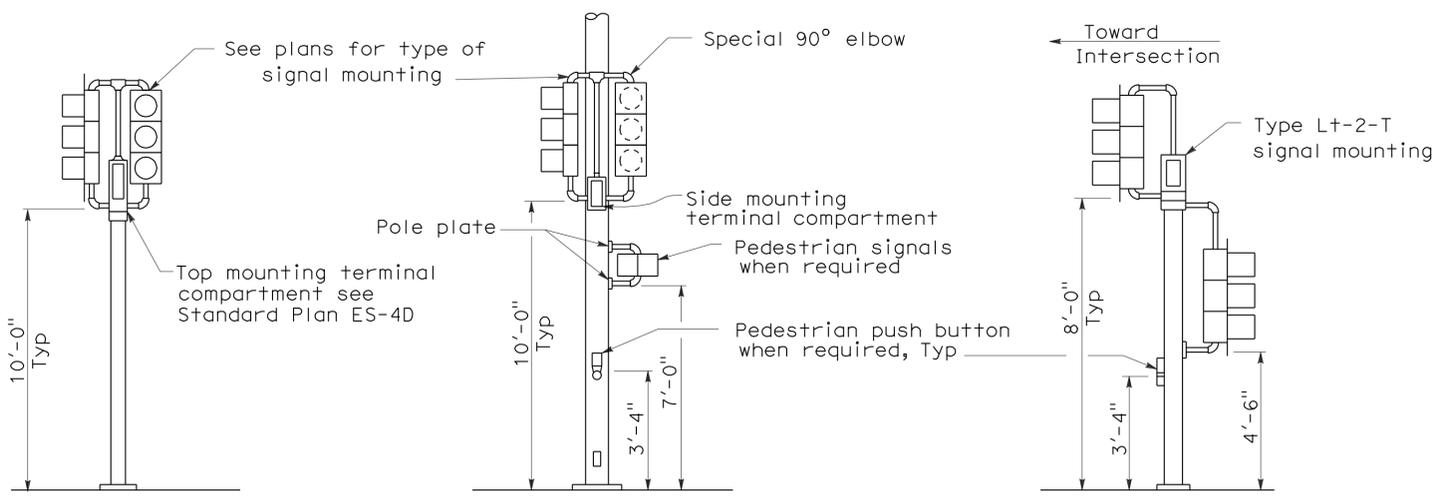
1/16" minimum thickness
 3001-14 aluminum, or plastic when specified



NOTES:

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

SIGNAL STANDARD PLACEMENT DIMENSIONS AND EQUIPMENT LOCATIONS



TOP MOUNTED SIGNALS (TV)

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

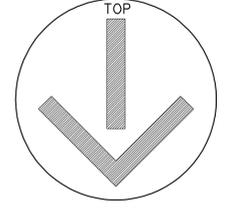
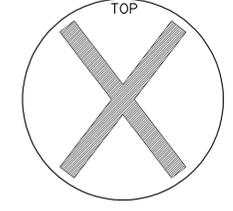
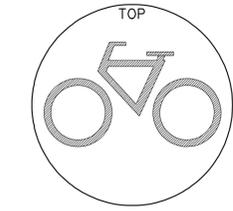
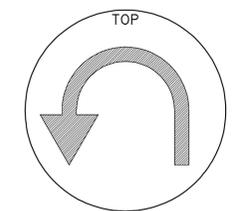
SIDE MOUNTED SIGNALS (SV AND SP)

Normally used on standards with luminaire or signal mast arm

LEFT TURN LANE SIGNAL

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

TYPICAL SIGNAL INSTALLATIONS



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

NO SCALE

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

REVISED STANDARD PLAN RSP ES-4C

2006 REVISED STANDARD PLAN RSP ES-4C

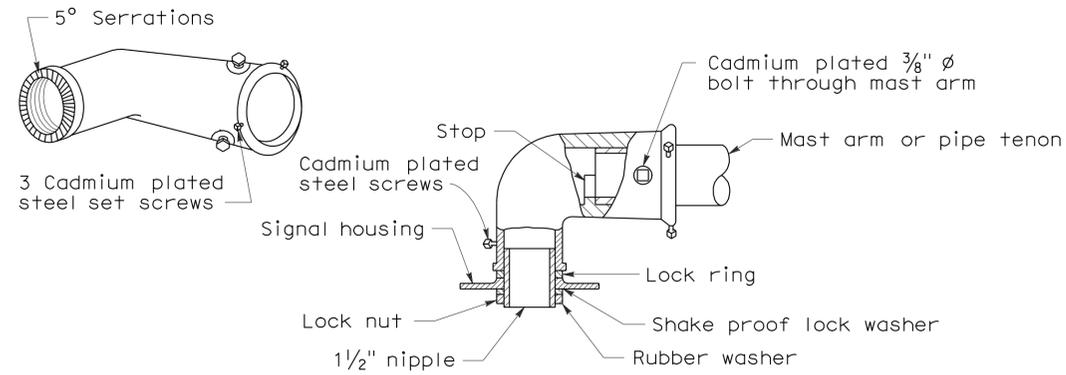
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1150	1743

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

June 6, 2008
 PLANS APPROVAL DATE

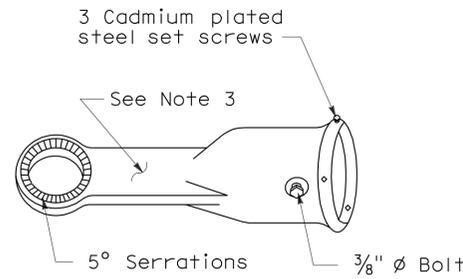
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 4-16-12



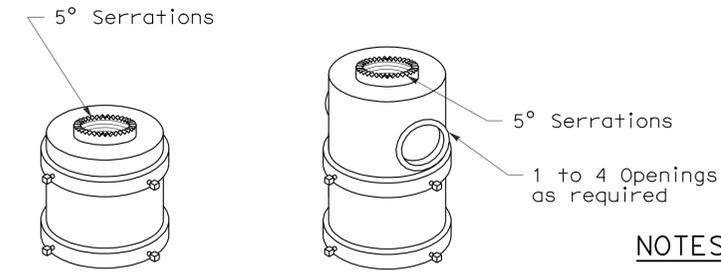
MAST ARM MOUNTING - TYPE "MAT"

For 2 NPS pipe, see Note 1.



MAST ARM MOUNTING - TYPE "MAS"

For 2 NPS pipe. See Note 1.

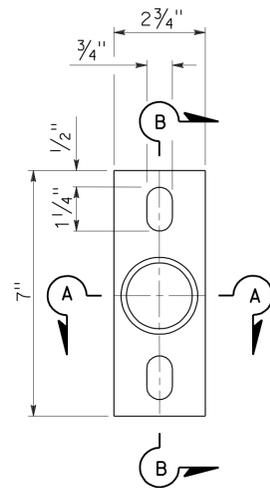


For one mounting For multiple mountings

TOP MOUNTINGS

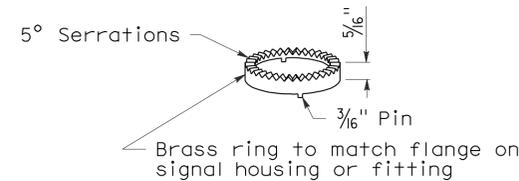
For 4 NPS pipe, see Note 2.

SIGNAL SLIP FITTERS



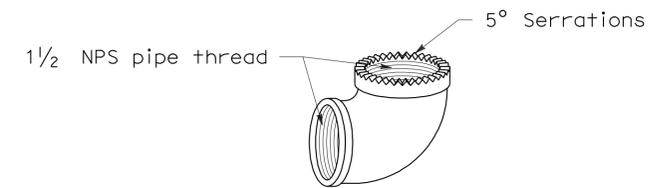
POLE PLATE

For side mountings



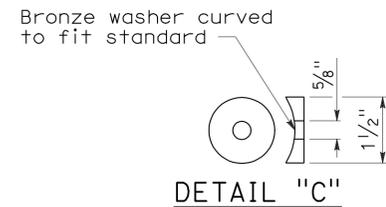
LOCK RING

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



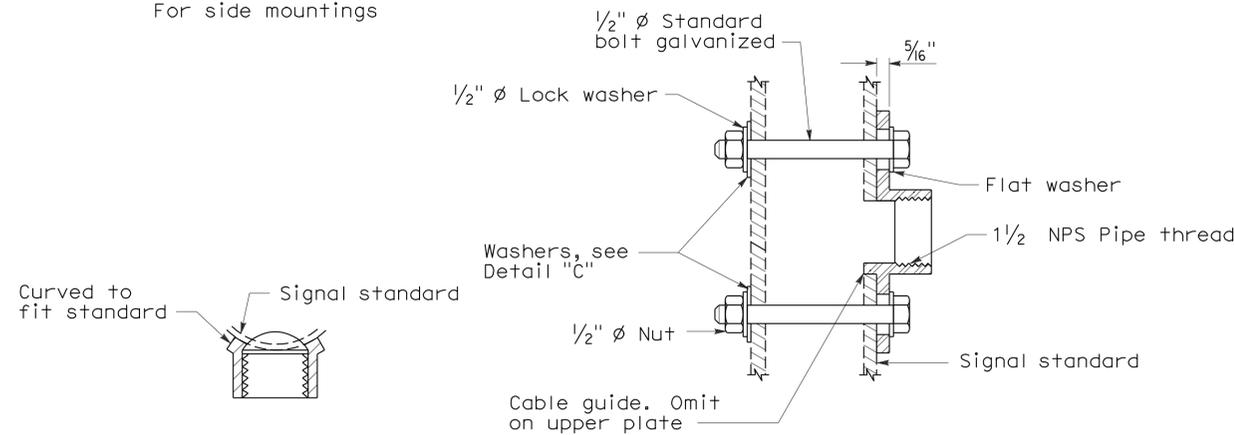
SPECIAL 90° ELBOW

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



DETAIL "C"

MISCELLANEOUS MOUNTING HARDWARE



SECTION A-A

SECTION B-B

TOP MOUNTING

SIDE MOUNTING

TERMINAL COMPARTMENTS

ELECTRICAL SYSTEMS (SIGNAL HEADS AND MOUNTINGS)

NO SCALE

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

REVISED STANDARD PLAN RSP ES-4D

2006 REVISED STANDARD PLAN RSP ES-4D

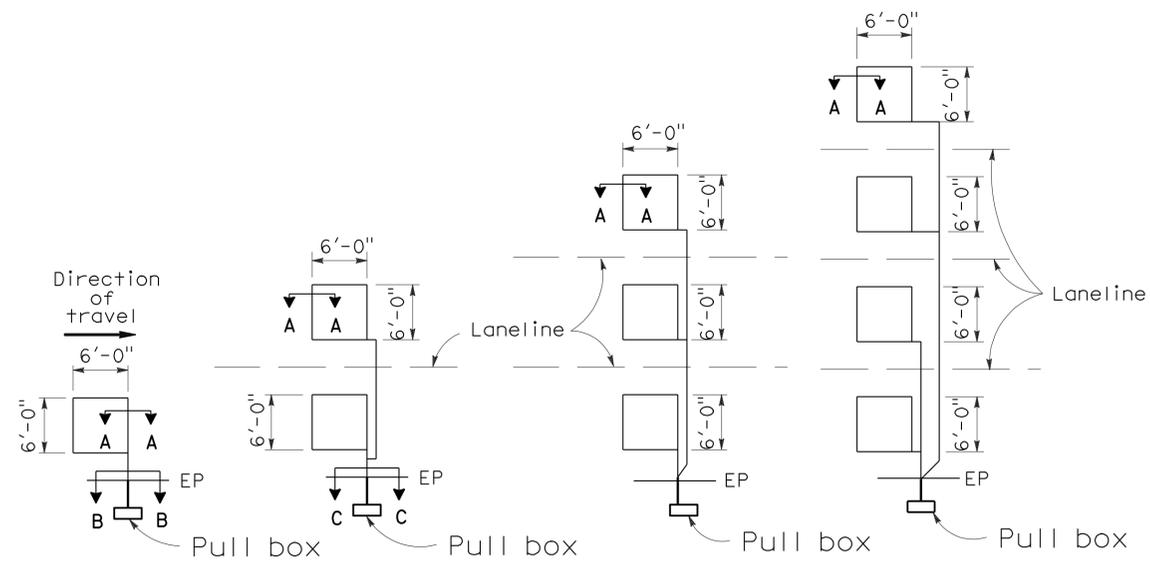
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1151	1743

REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.
 To accompany plans dated 4-16-12

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

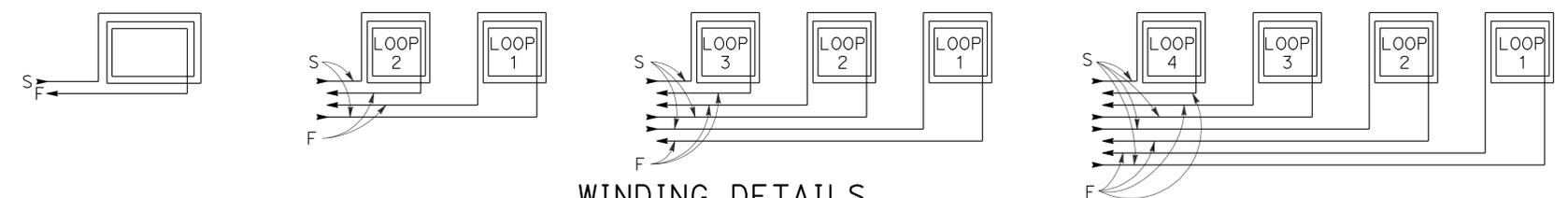
LOOP INSTALLATION PROCEDURE

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



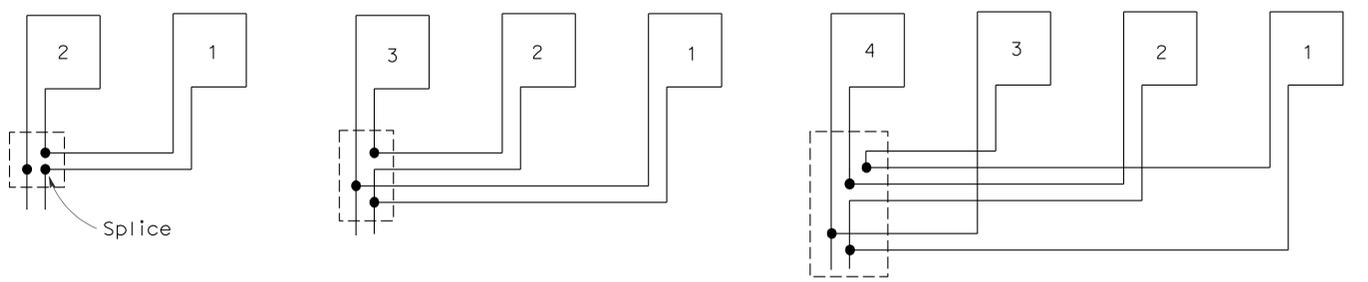
TYPE 1A INSTALLATION TYPE 2A INSTALLATION TYPE 3A INSTALLATION TYPE 4A INSTALLATION
SAWCUT DETAILS

- (Type A loop detector configurations illustrated)
- 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)



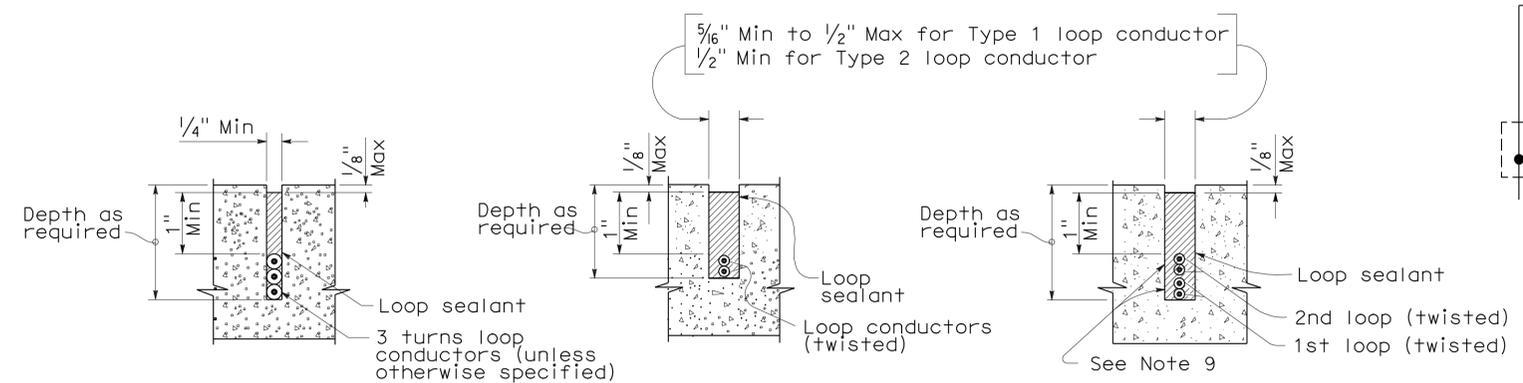
WINDING DETAILS

See Notes 6 and 7



TYPICAL LOOP CONNECTIONS

(Dashed lines represent the pull box)



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

ELECTRICAL SYSTEMS (DETECTORS)

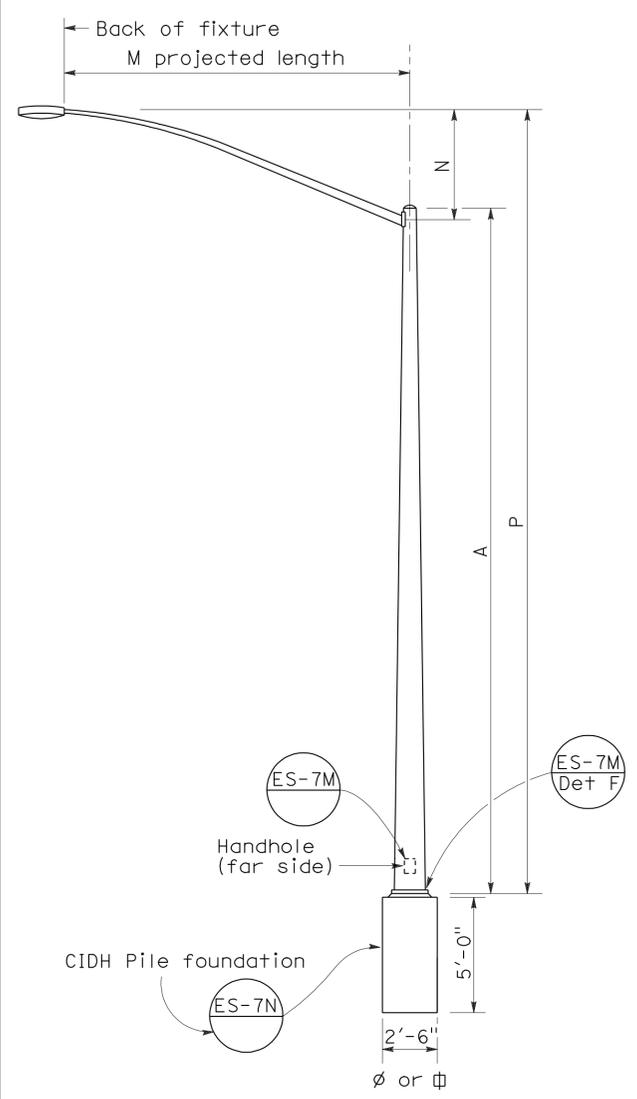
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NO SCALE

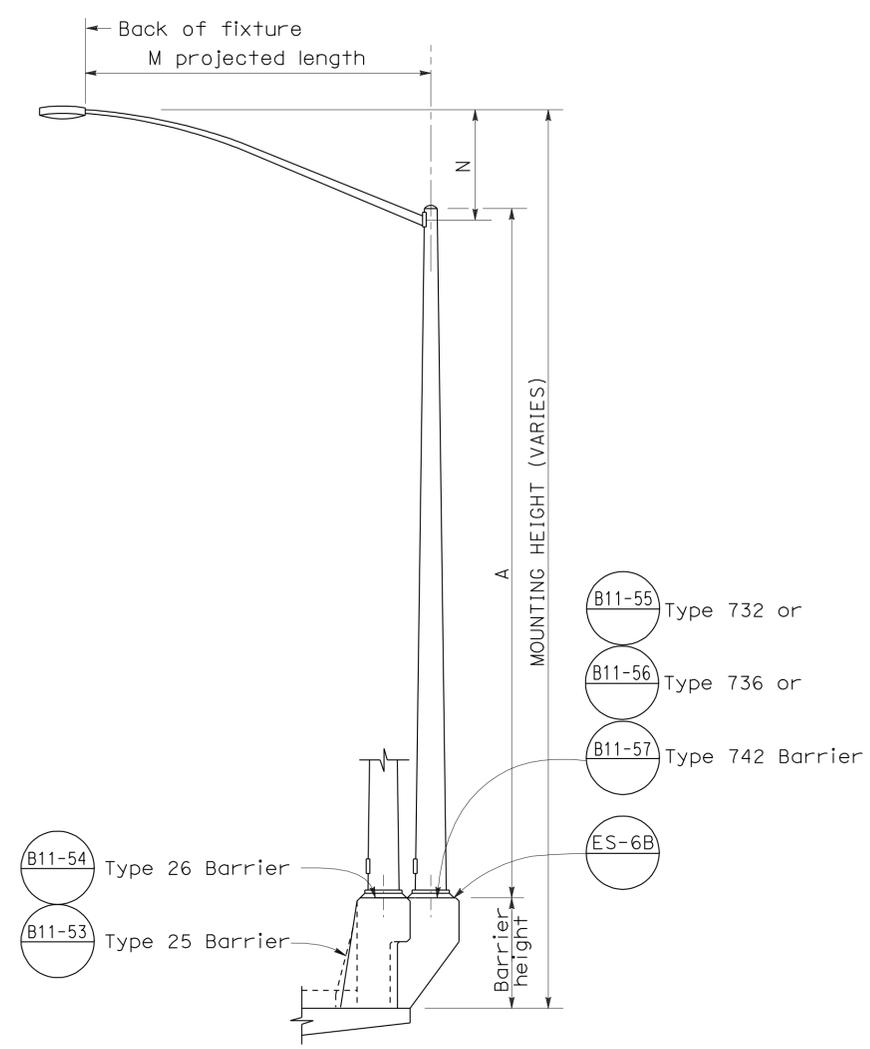
RSP ES-5A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-5A DATED MAY 1, 2006 - PAGE 423 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP ES-5A

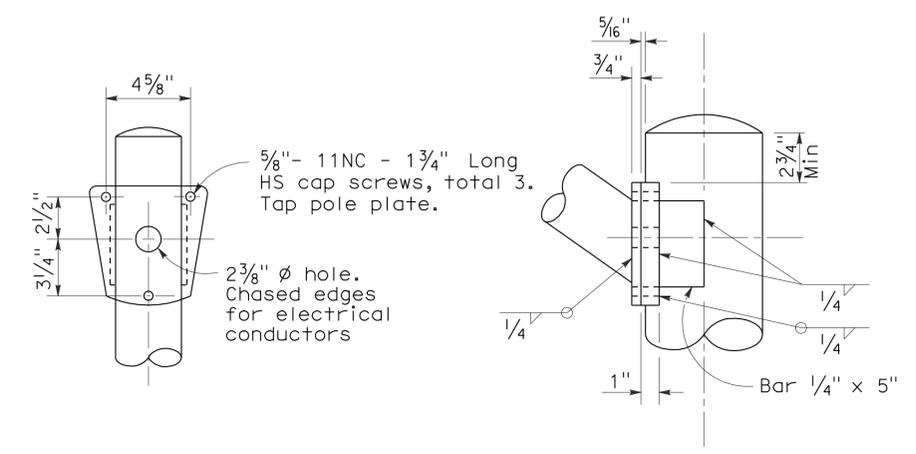
To accompany plans dated 4-16-12



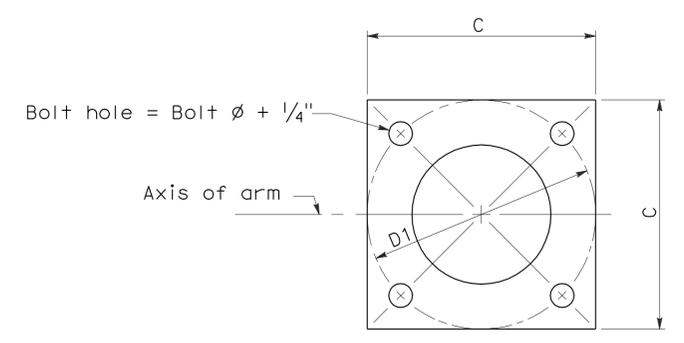
ELEVATION
TYPE 15 AND TYPE 21



ELEVATION
TYPE 15 AND TYPE 21 BARRIER RAIL MOUNTED



DETAIL R
LUMINAIRE ARM CONNECTION



BASE PLATE

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

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

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

NOTES:

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

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

NO SCALE

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

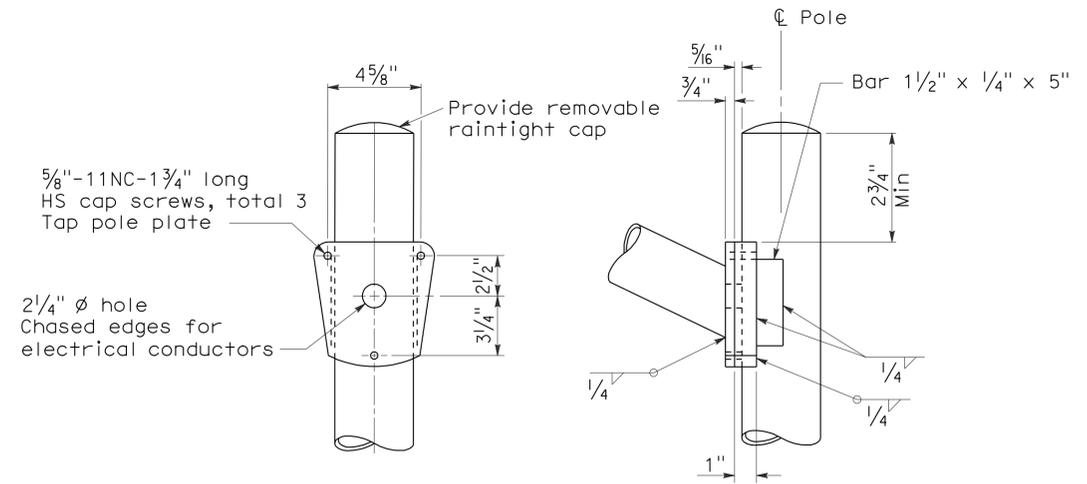
REVISED STANDARD PLAN RSP ES-6A

2006 REVISED STANDARD PLAN RSP ES-6A

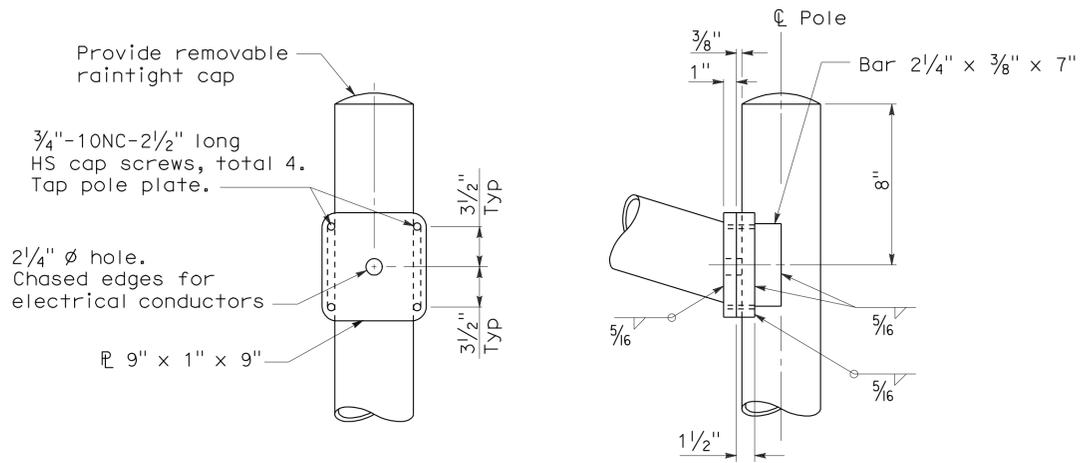
LUMINAIRE ARM DATA

PROJECTED LENGTH	THICKNESS	MINIMUM OD @ POLE	MOUNTING HEIGHT
* 6'-0"	0.1196"	3/4"	36'-9"±
8'-0"		3/2"	37'-3"±
10'-0"		3 3/4"	38'-0"±
12'-0"		3 3/4"	39'-0"±
15'-0"		4 1/4"	39'-6"±
** 20'-0"	0.1793"	5"	37'-0"±

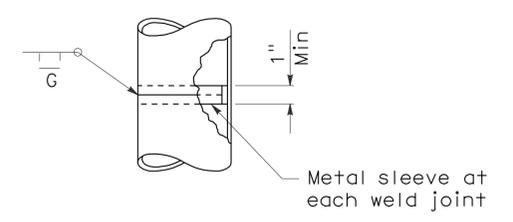
* Type 30 - arm length 6'-0" - 15'-0" maximum
 ** Type 31 - arm lengths 20'-0"



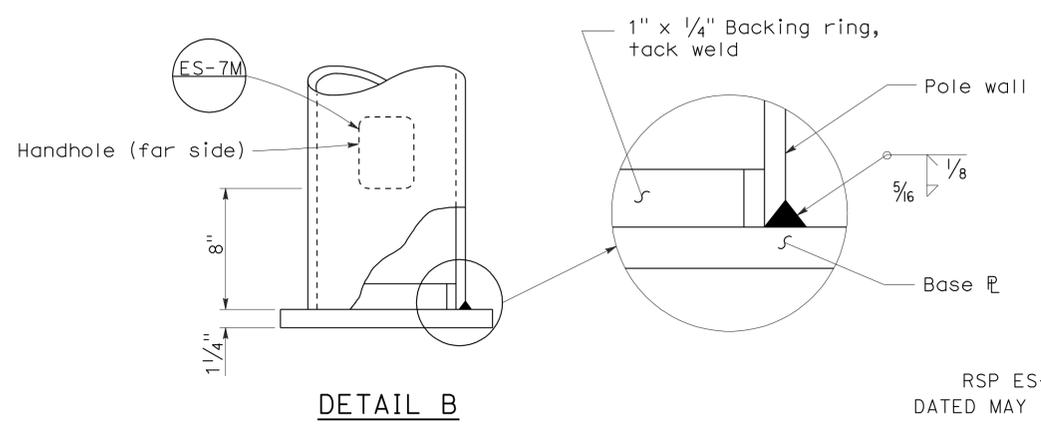
DETAIL A - TYPE 30



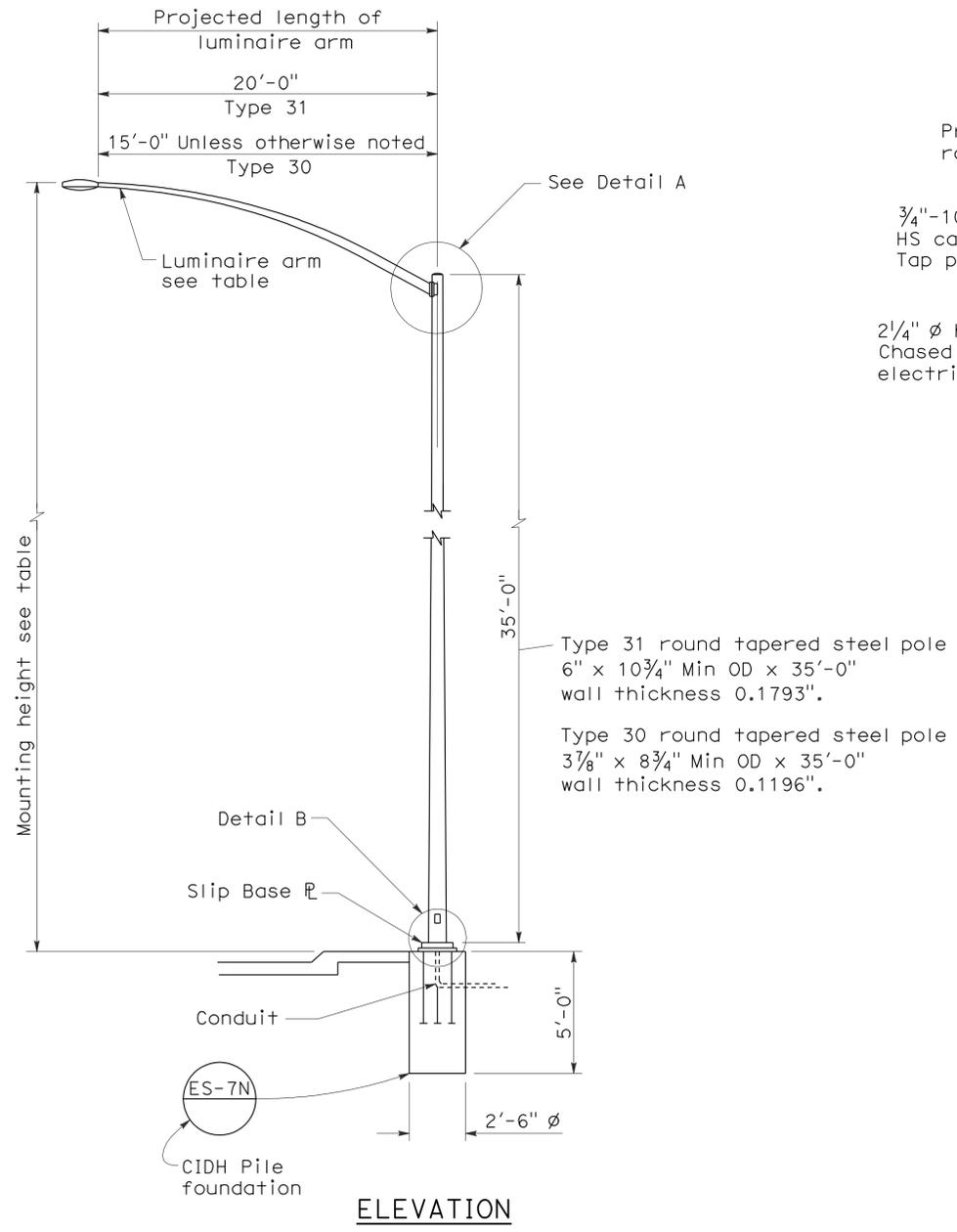
DETAIL A - TYPE 31



POLE SPLICE



DETAIL B



ELEVATION

NOTES:

- Sheet steel shall have a minimum yield of 48,000 psi.
- For slip base details see Standard Plan ES-6F.
- For Type 30 fixed base use Type 15 base plate, and foundation shown on Revised Standard Plan RSP ES-6A. Use 1 1/4 inch Dia x 3'-6 inch x 4 inch anchor bolts.
- For Type 31 fixed base use Type 32 base plate, anchor bolts and foundation on Standard Plan ES-6G.
- Handhole shall be located on downstream side of traffic unless noted otherwise on plans.
- For additional general notes refer to Standard Plan ES-7M.

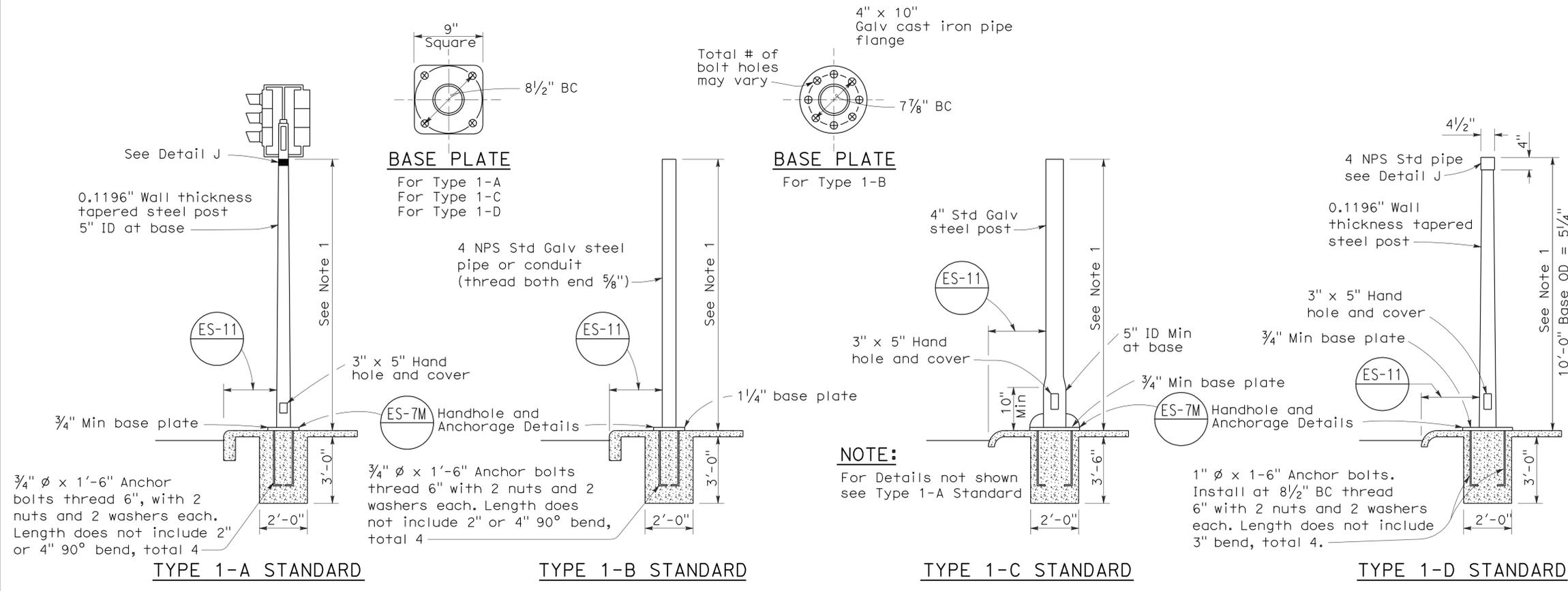
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (LIGHTING STANDARD
 TYPES 30 AND 31)**
 NO SCALE

RSP ES-6E DATED JANUARY 18, 2008 SUPERCEDES STANDARD PLAN ES-6E
 DATED MAY 1, 2006 - PAGE 430 OF THE STANDARD PLANS BOOK DATED MAY 2006.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1154	1743

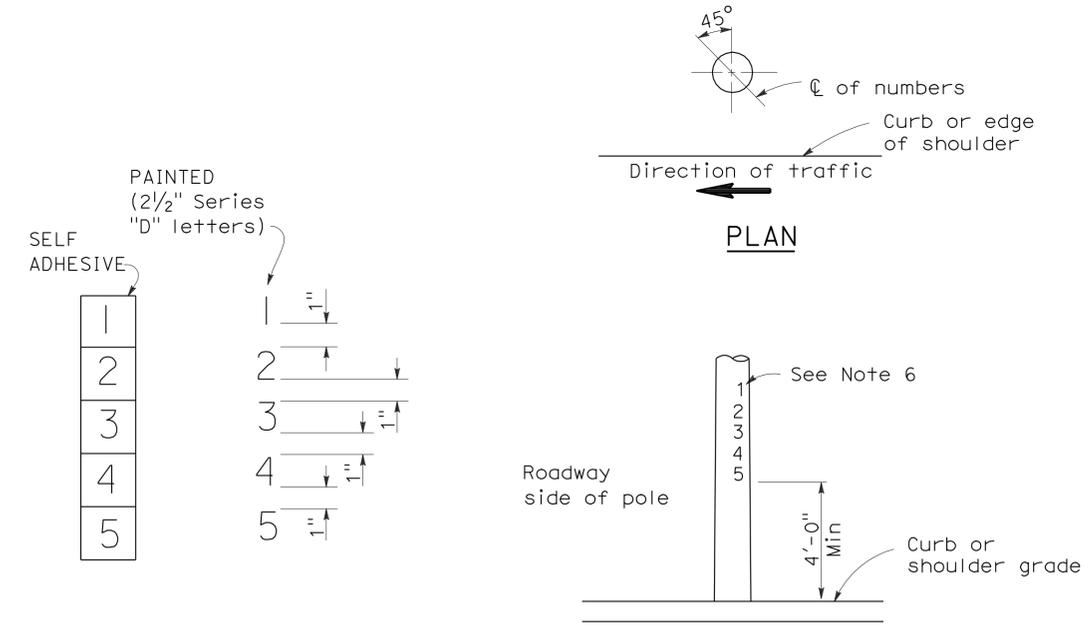
Stanley P. Johnson
 REGISTERED CIVIL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.
 REGISTERED PROFESSIONAL ENGINEER
 Stanley P. Johnson
 No. C57793
 Exp. 3-31-08
 CIVIL
 STATE OF CALIFORNIA

To accompany plans dated 4-16-12

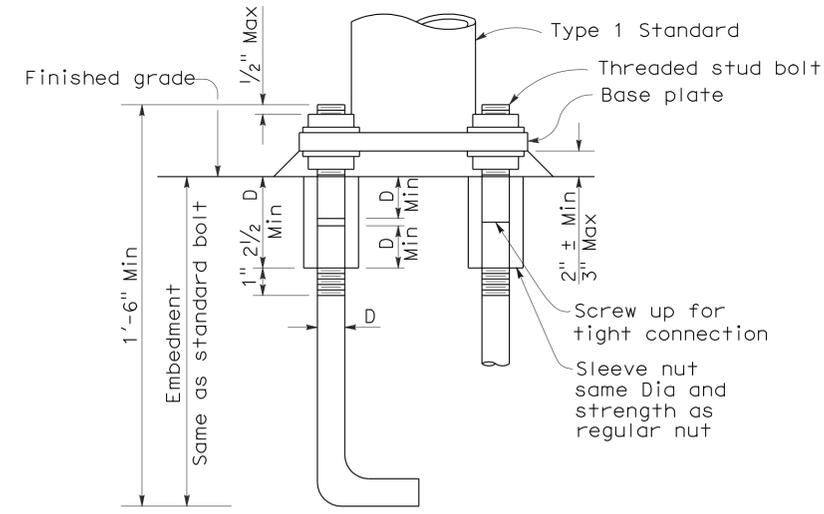


- NOTES:**
- Standards shall be 10'-0" \pm 2" for vehicle signals and 7'-0" \pm 2" for pedestrian signals unless otherwise noted on plans.
 - Top of standards shall be 4 1/2" OD.
 - Conduits shall extend 2" maximum above finished surface of foundation and for Types 1-A, 1-C and 1-D shall be sloped toward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

TYPE 1 SIGNAL STANDARDS



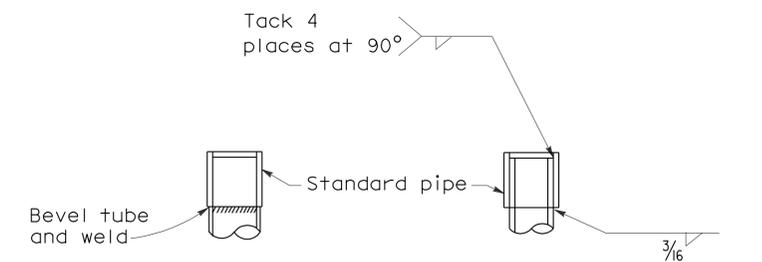
LOCATION OF EQUIPMENT NUMBERS ON STANDARDS AND POSTS



ANCHOR BOLTS WITH SLEEVE NUTS

Sleeve nuts to be used only when shown or specified on Project Plans

D = Diameter of anchor bolt



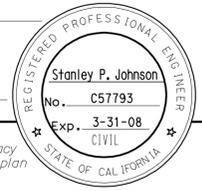
ELECTRICAL SYSTEMS (SIGNAL AND LIGHTING STANDARD TYPE 1 STANDARD AND EQUIPMENT NUMBERING)

NO SCALE

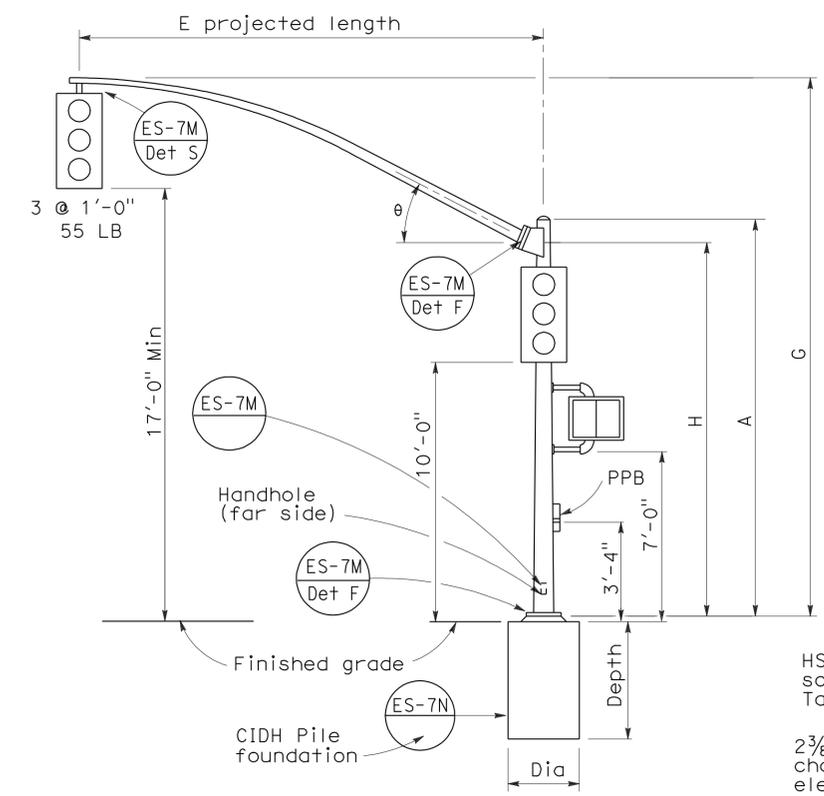
RSP ES-7B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-7B DATED MAY 1, 2006 - PAGE 438 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-7B

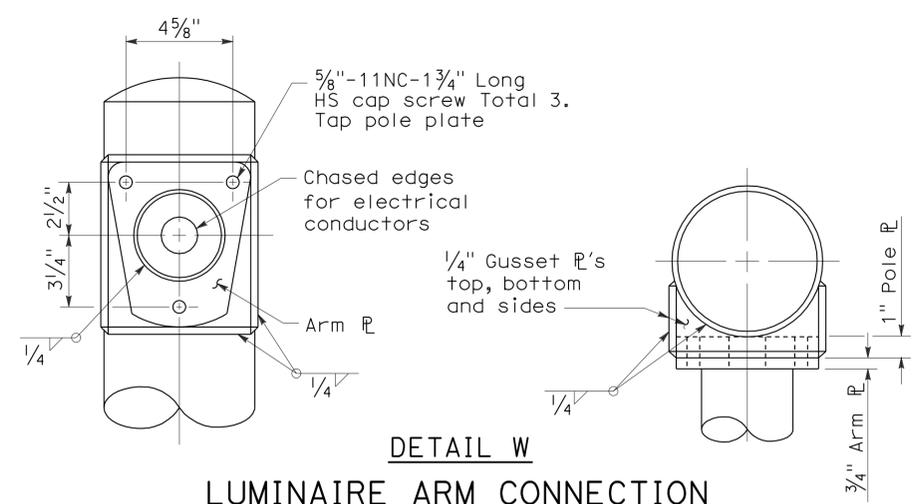
2006 REVISED STANDARD PLAN RSP ES-7B



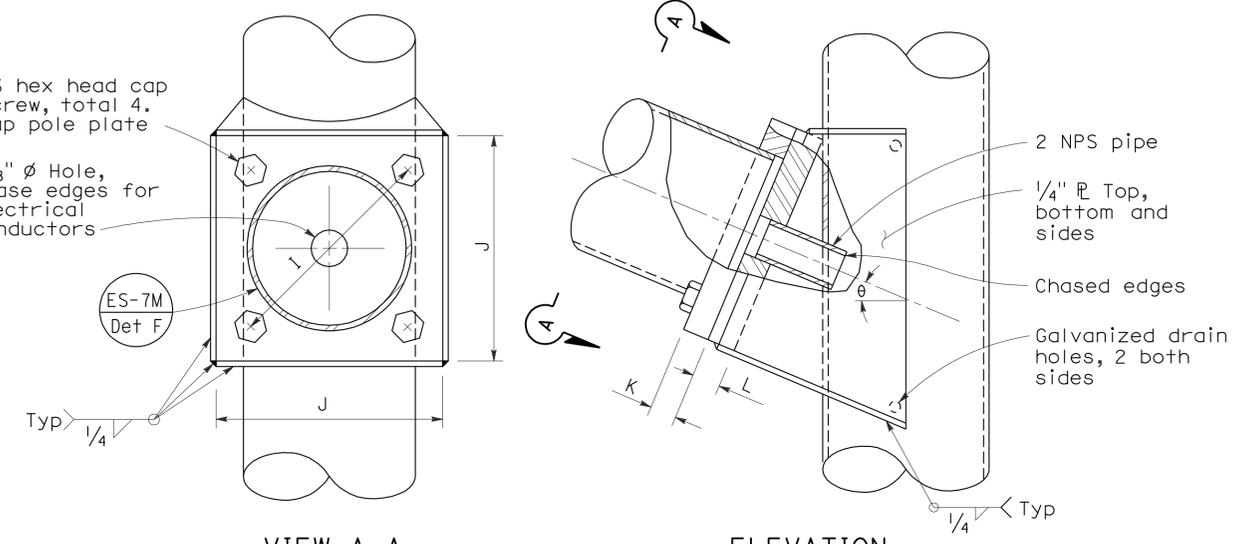
To accompany plans dated 4-16-12



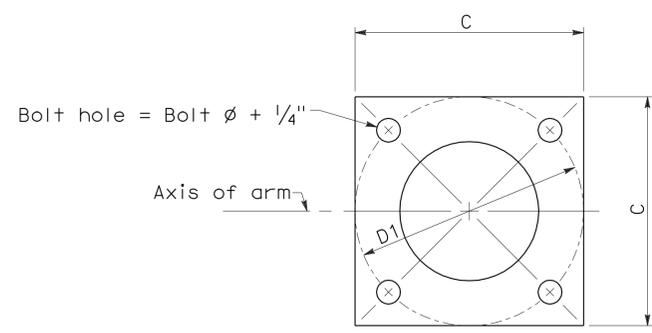
ELEVATION
TYPE 16-1-100, 18-1-100



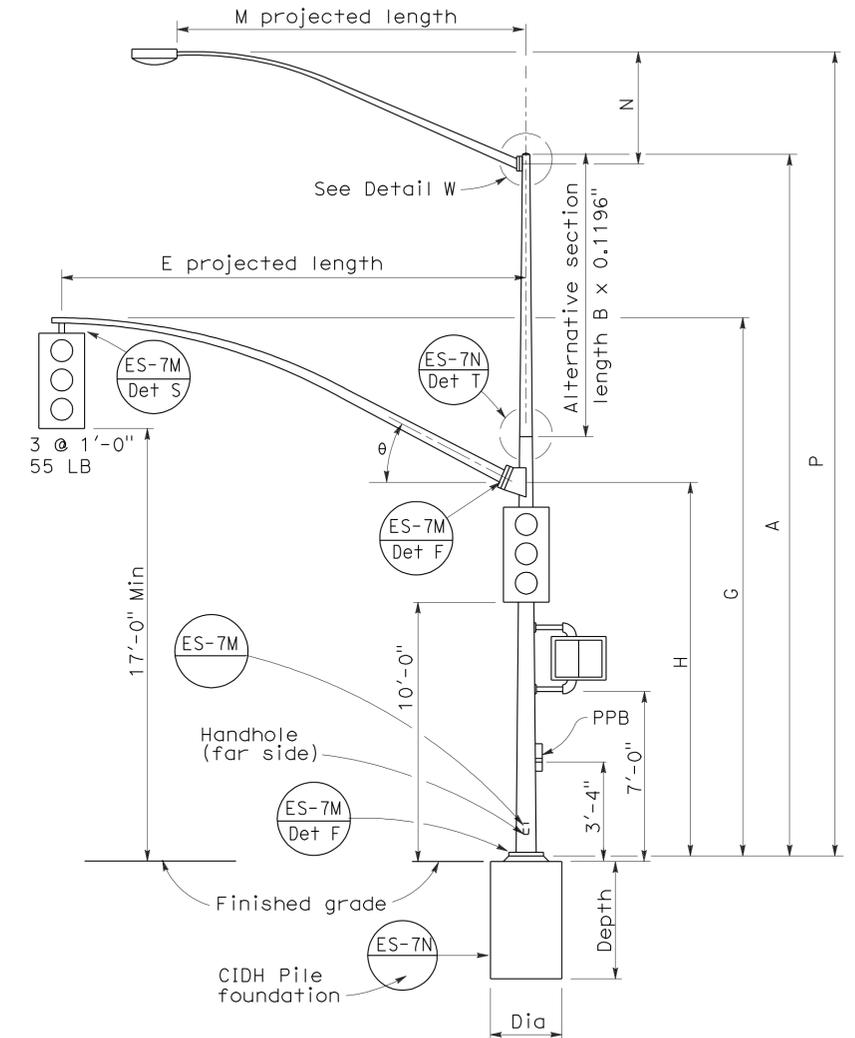
DETAIL W
LUMINAIRE ARM CONNECTION



VIEW A-A
SIGNAL ARM CONNECTION DETAILS



BASE PLATE



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

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

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

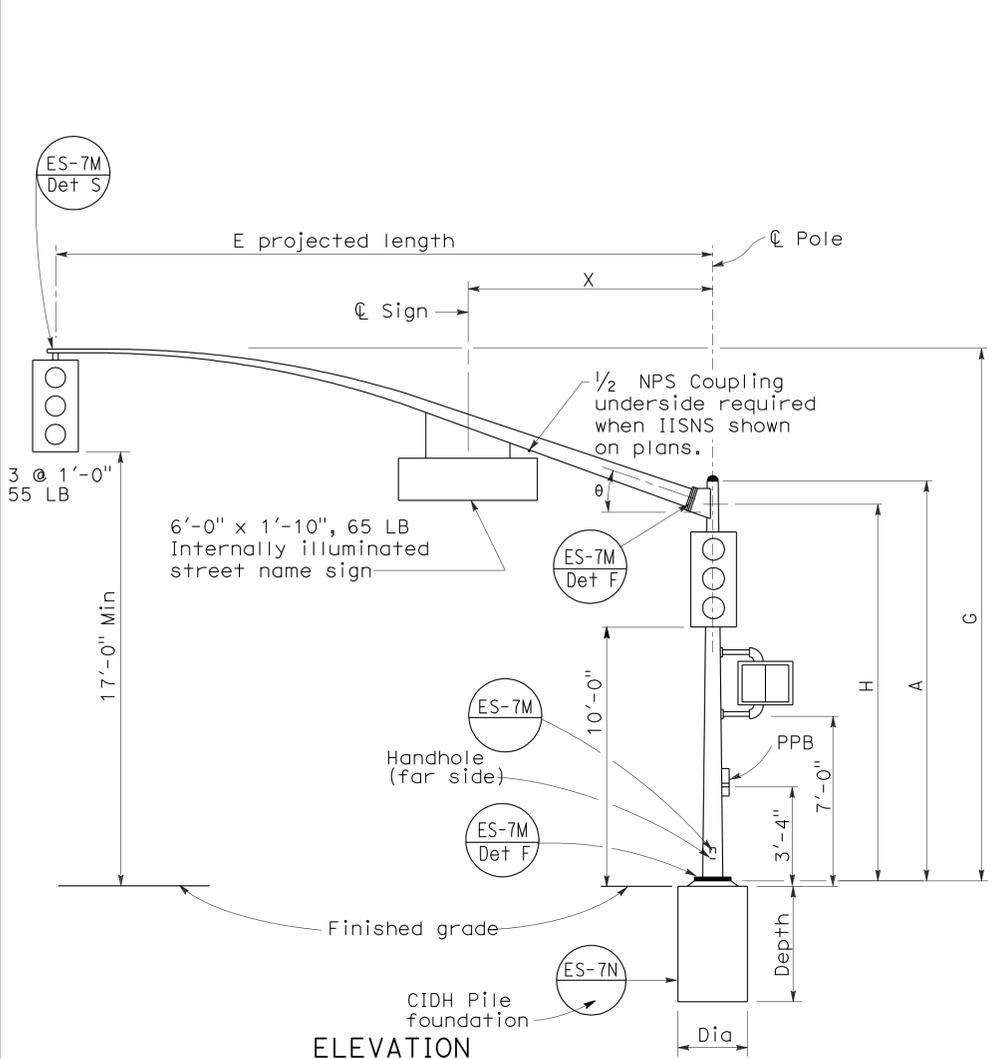
Pole Type	Load Case	Wind Velocity mph	POLE DATA					BASE PLATE DATA					CIDH PILE FOUNDATION						
			A Height	Min OD		Thickness	Alternative Section			C	D1 Bolt Circle	Thickness	Anchor Bolts		Luminaire Arm	Signal Arm	Diameter	Depth	Reinforced
				Base	Top		B Length	Bottom	Top				Size	Size					
16-1-100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

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

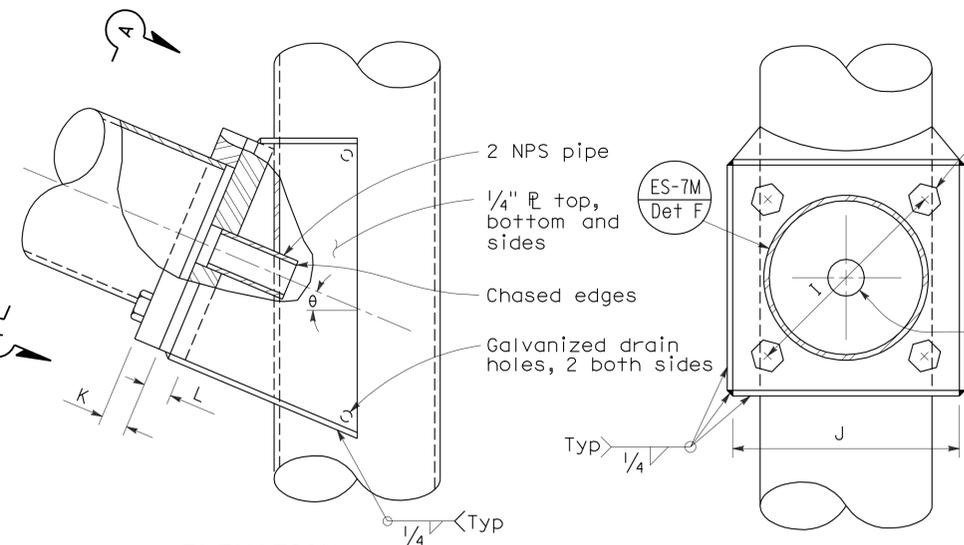
RSP ES-7C DATED JUNE 15, 2007 SUPERSEDES STANDARD PLAN ES-7C DATED MAY 1, 2006 - PAGE 439 OF THE STANDARD PLANS BOOK DATED MAY 2006.

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

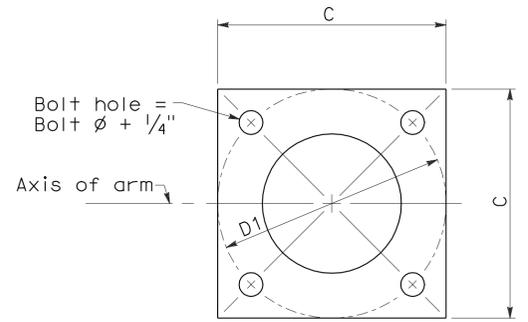
2006 REVISED STANDARD PLAN RSP ES-7C



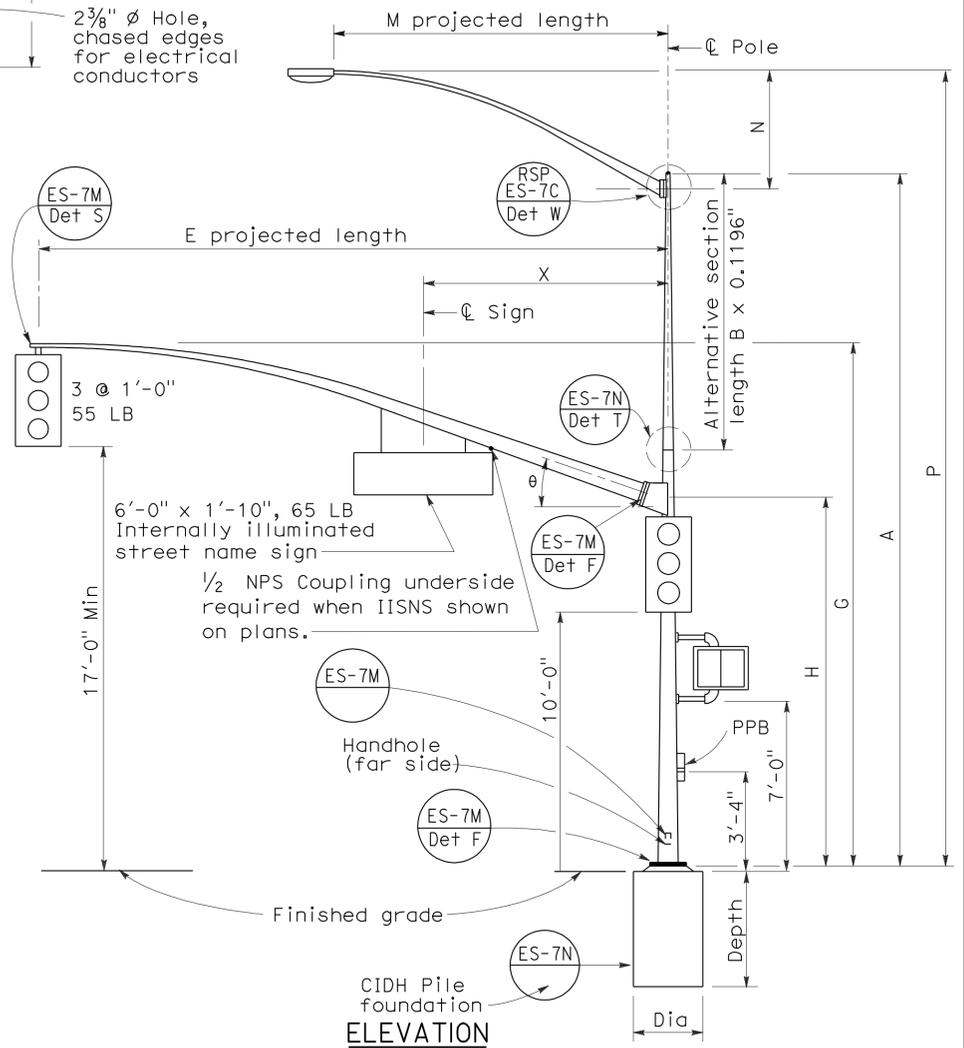
ELEVATION
TYPE 16-2-100, 18-2-100



ELEVATION
VIEW A-A
SIGNAL ARM CONNECTION DETAILS



BASE PLATE



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

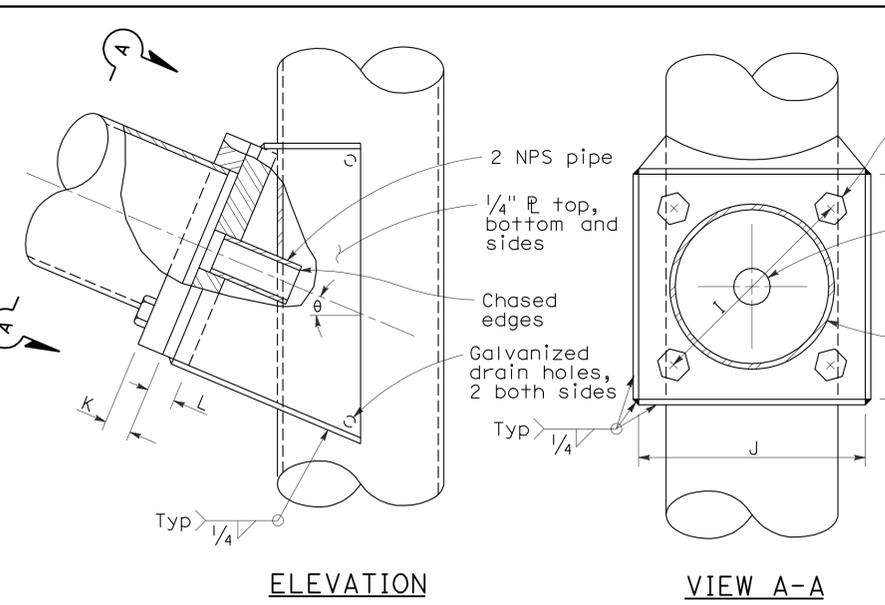
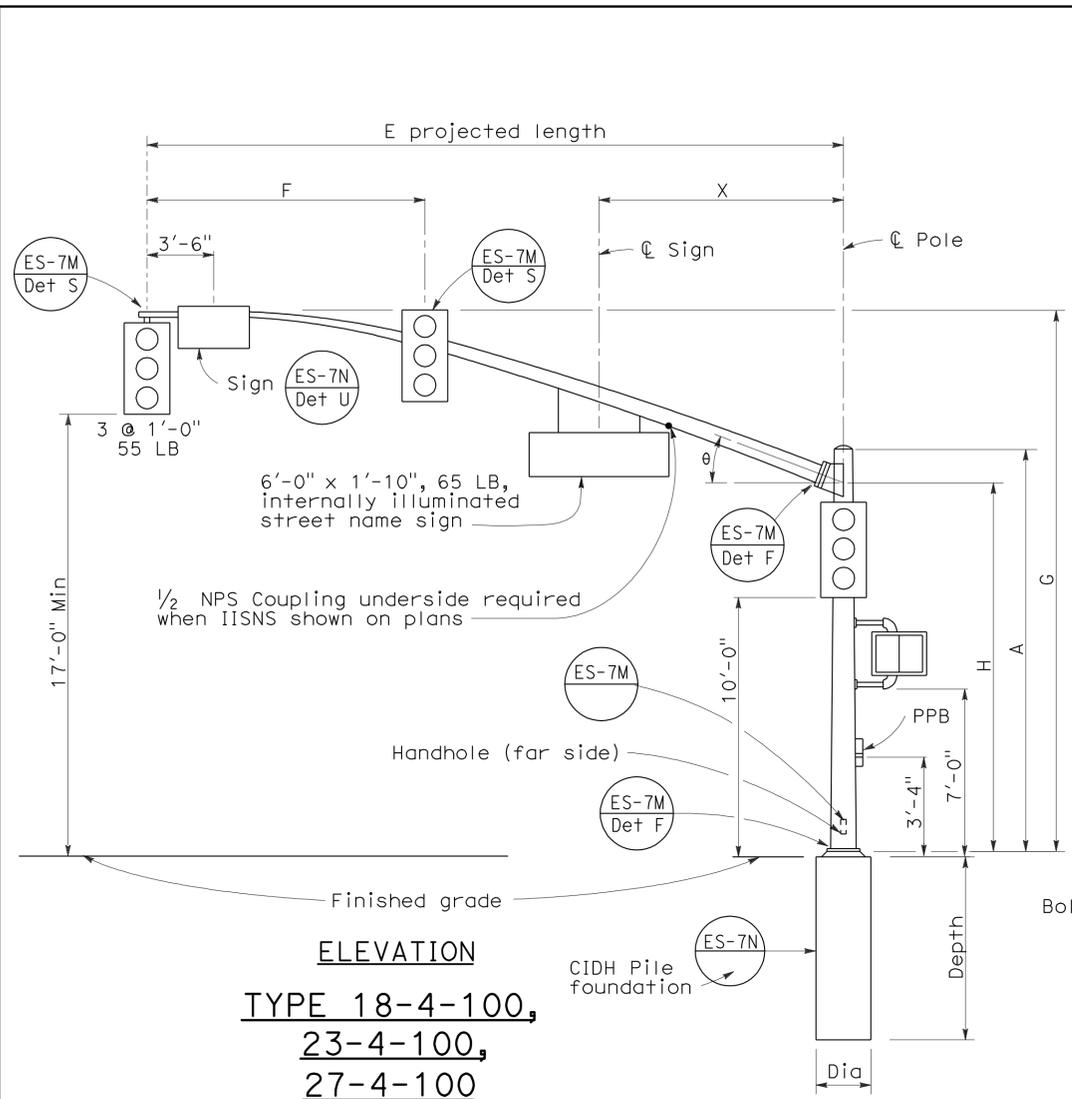
E Projected Length	G Mounting Height	H	Min OD At Pole	Thickness	I Bolt Circle	HS Cap Screws	J Plate Size	K Arm ϕ Thickness	L Pole ϕ Thickness	θ	X Max
15'-0"	21'-8"±	17'-6"	6 5/8"	0.1793"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°	10'-6"
20'-0"	21'-8"±	17'-0"	6 5/8"								
25'-0"	22'-8"±	16'-0"	7 5/16"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

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

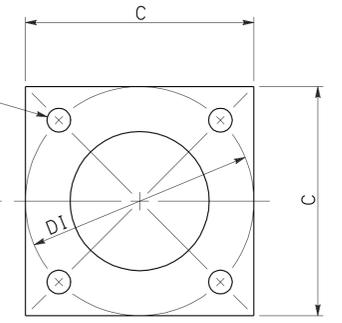
Pole Type	Load Case	Wind Velocity mph	POLE DATA				BASE PLATE DATA				Anchor Bolts Size	Luminaire Arm	Signal Arm	CIDH PILE FOUNDATION				
			A Height	Min OD		Thickness	Alternative Section		C	D1 Bolt Circle				Thickness	Diameter	Depth	Reinforced	
				Base	Top		B Length	Bottom										Top
16-2-100	2	100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

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

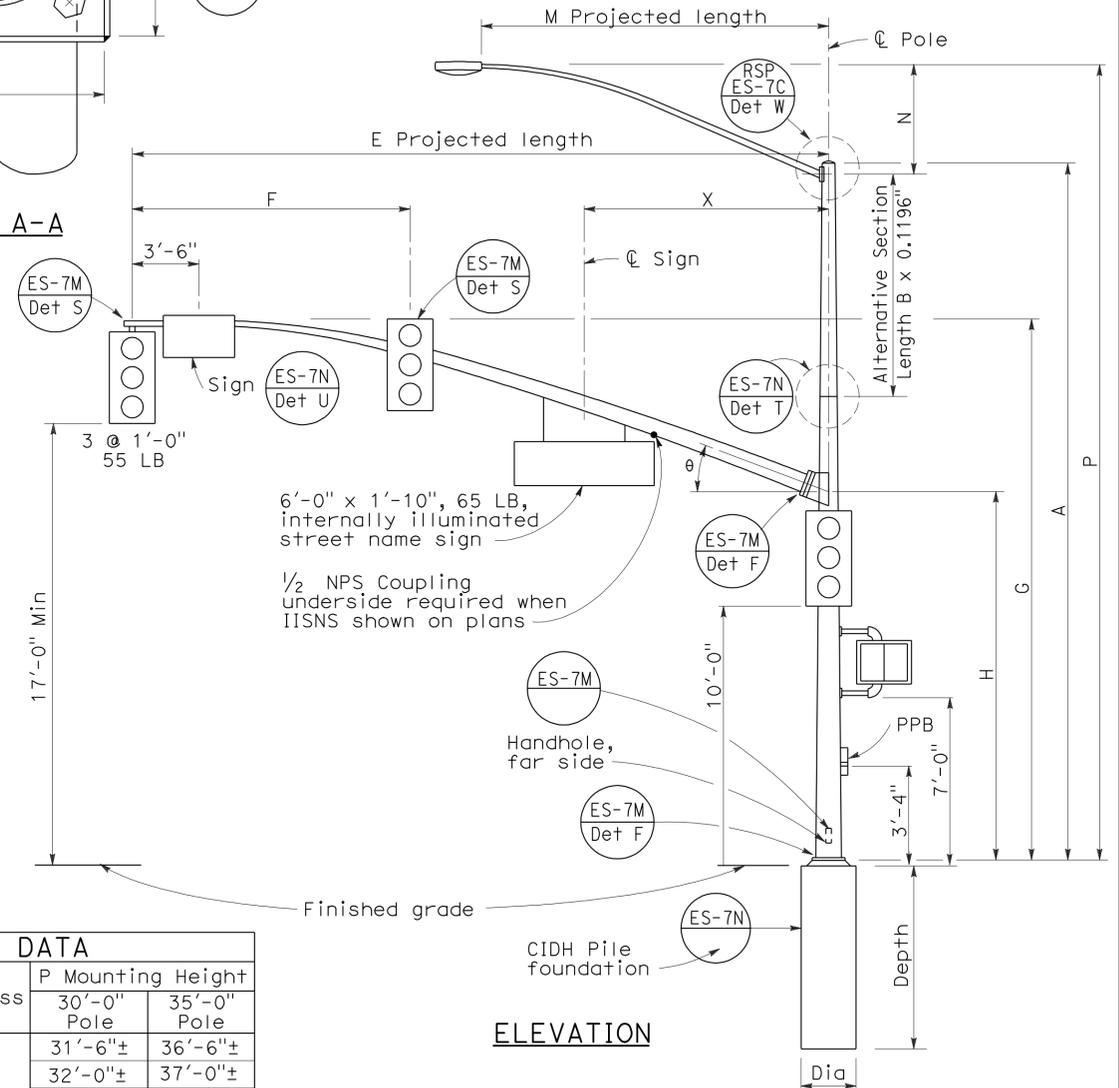
2006 REVISED STANDARD PLAN RSP ES-7D



ELEVATION
VIEW A-A
SIGNAL ARM CONNECTION DETAILS



BASE PLATE



ELEVATION

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

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

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

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

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

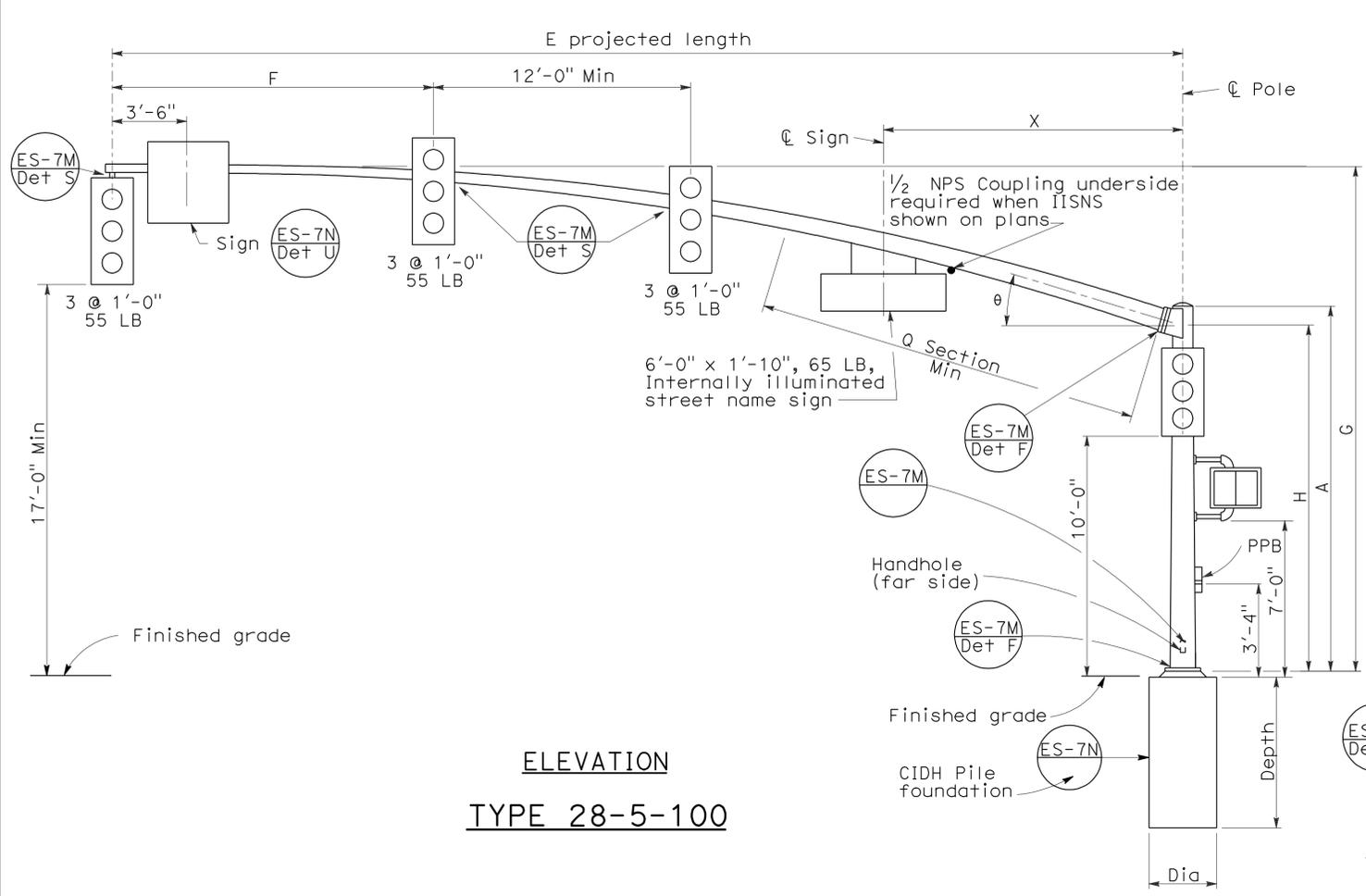
REVISED STANDARD PLAN RSP ES-7F

2006 REVISED STANDARD PLAN RSP ES-7F

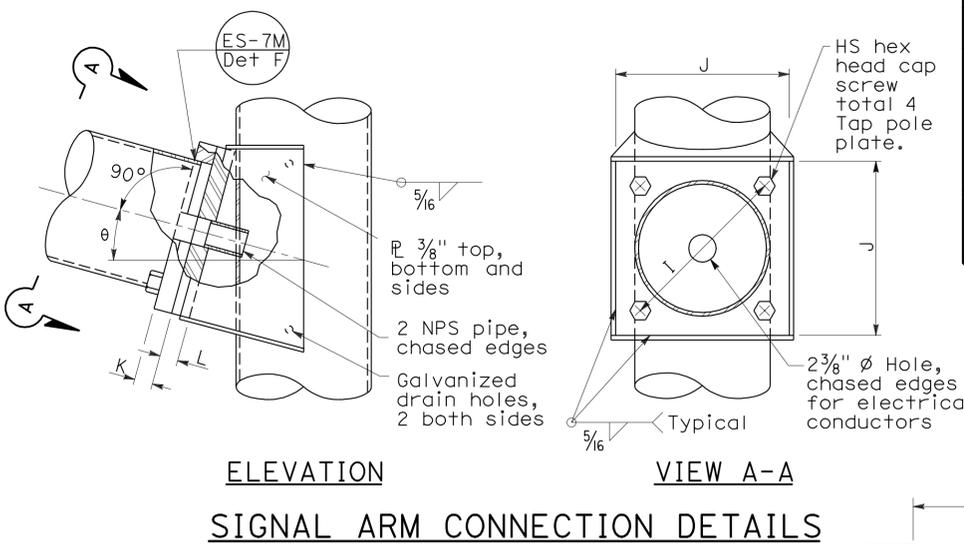
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(SIGNAL AND LIGHTING STANDARD
CASE 4 ARM LOADING
WIND VELOCITY=100 MPH
ARM LENGTHS 25' TO 45')
 NO SCALE

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

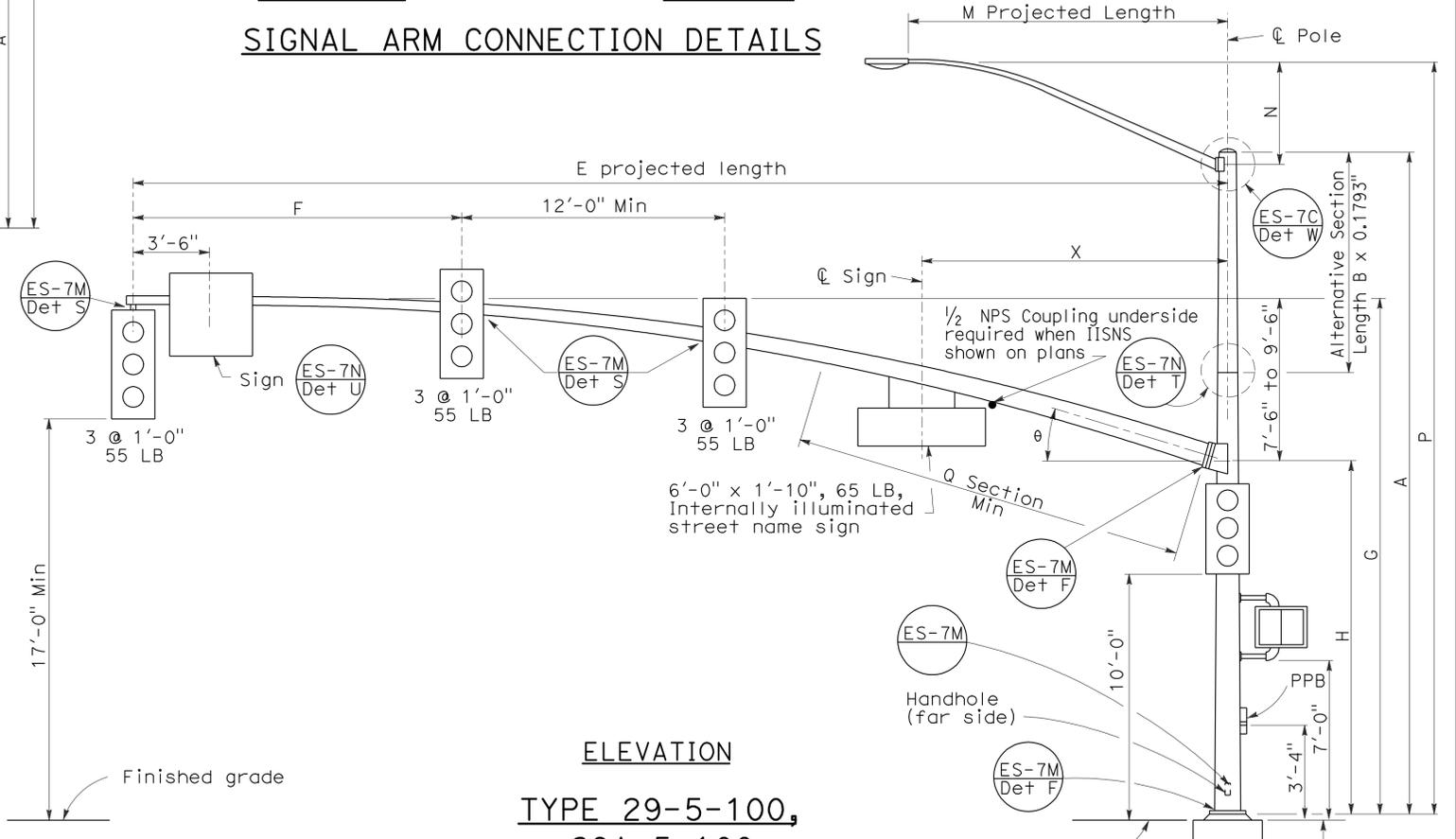
Stanley P. Johnson
 REGISTERED CIVIL ENGINEER
 REGISTERED PROFESSIONAL ENGINEER
 No. C57793
 Exp. 03-31-08
 CIVIL
 STATE OF CALIFORNIA



ELEVATION
TYPE 28-5-100

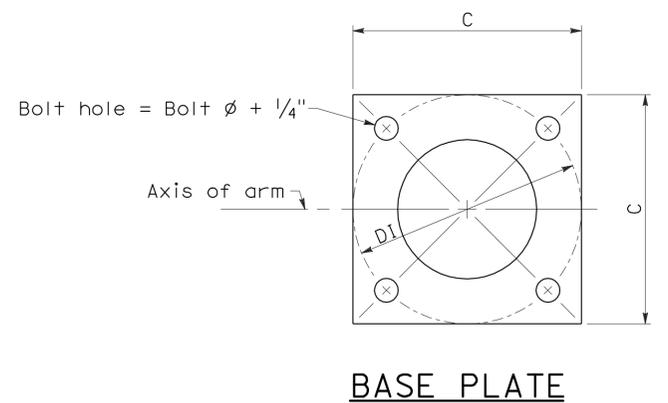


ELEVATION
VIEW A-A
SIGNAL ARM CONNECTION DETAILS



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

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



BASE PLATE

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

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

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

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

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

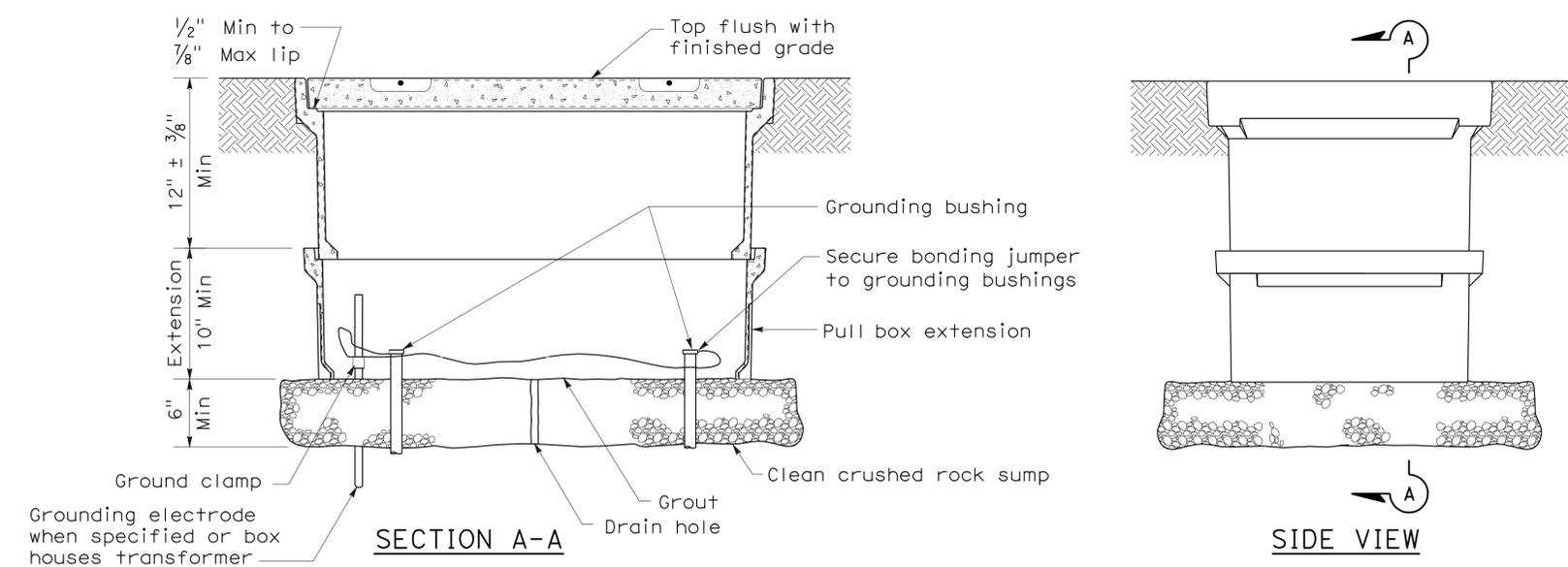
2006 REVISED STANDARD PLAN RSP ES-7G

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1160	1743

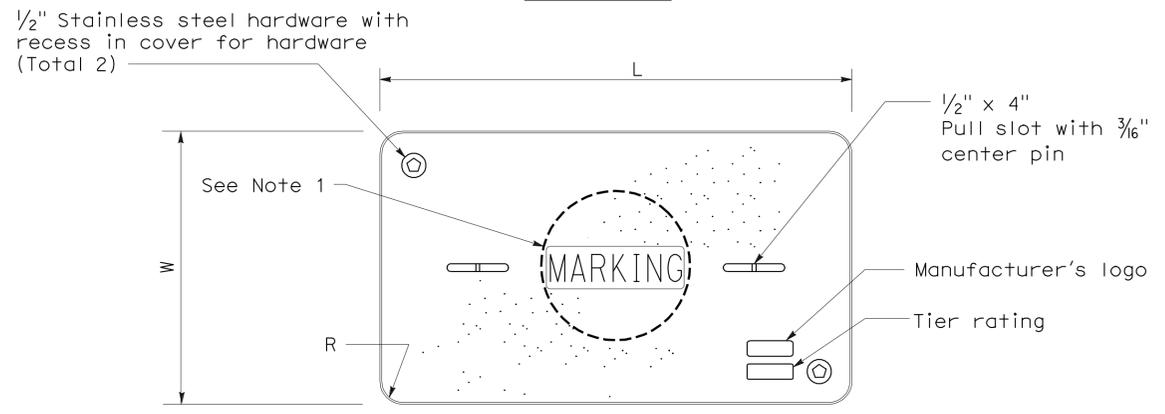
Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 January 20, 2012
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 Jeffrey G. McRae
 No. E14512
 Exp. 6-30-12
 ELECTRICAL
 STATE OF CALIFORNIA

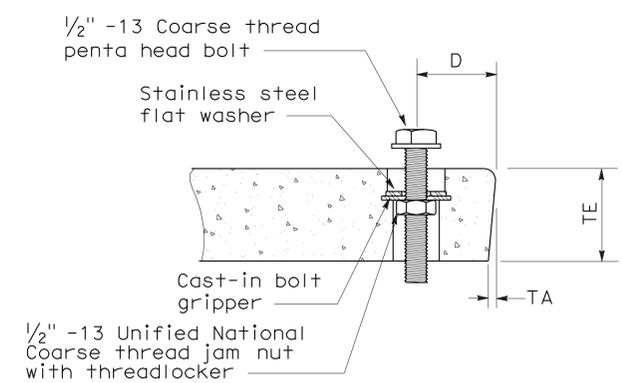
To accompany plans dated 4-16-12



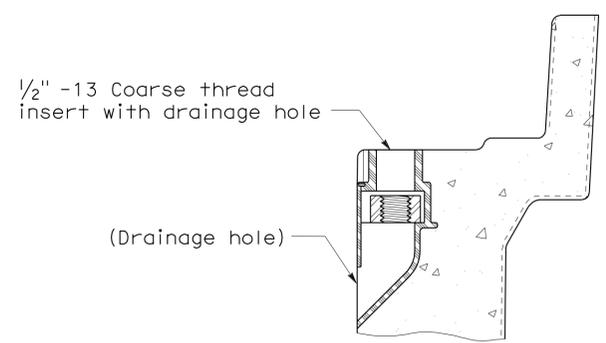
INSTALLATION DETAILS
DETAIL A



COVER TOP VIEW



TYPICAL COVER CAPTIVE BOLT
(Or similar)



TYPICAL THREADED INSERT
(Or similar)

NOTES ON PULL BOXES:

- Pull box covers must be marked as follows: "SERVICE" Service circuits between service point and service disconnect; "SPRINKLER-CONTROL" sprinkler control circuits, 50 V or less; "CALTRANS" on all pull boxes, except pull boxes marked "SPRINKLER-CONTROL"; and "TELEPHONE" Telephone service;
 - No. 3/2 pull box.
 - "SIGNAL" - Traffic signal circuits with or without street or sign lighting circuits.
 - "ST LIGHTING" - Street or sign lighting circuits where voltage is under 600 V.
 - No. 5, 6, 9 or 9A pull box.
 - "TRAFFIC SIGNAL" - Traffic signal circuits with or without street or sign lighting circuits.
 - "STREET LIGHTING" - Street or sign lighting circuits where voltage is under 600 V.
 - "STREET LIGHTING-HIGH VOLTAGE" - Street or sign lighting circuits where voltage is above 600 V.
 - "IRRIGATION" - Circuits to irrigation controller 120 V or more.
 - "RAMP METER" - Ramp meter circuits.
 - "COUNT STATION" - Count or speed monitor circuits.
 - "COMMUNICATIONS" - Communication circuits.
 - "TOS COMMUNICATIONS" - TOS communication line.
 - "TOS POWER" - TOS power.
 - "TDC POWER" - Telephone demarcation cabinet power.
 - "CCTV" - Closed circuit television circuits.
 - "TMS" - Traffic monitoring station circuits.
 - "CMS" - Changeable message sign circuits.
 - "HAR" - Highway advisory radio circuits.
- The nominal dimensions of the opening in which the cover sets must be the same as the cover dimensions (L and W) plus 1/8" or greater.
- Covers and boxes must be interchangeable with California Standard. When interchanged with a standard, the top surfaces must be flush within 1/8". Top outside radius of covers and pull boxes must have a 1/8" radius.
- Pull box extension may be another pull box as long as the bottom edge of the pull box can fit into the cover opening.

PULL BOX	PULL BOX			COVER						
	Minimum Depth Box	Minimum Depth Extension	Maximum Weight	L	W	R	TE	TA	D	Maximum Weight
No. 3/2	12"	N/A	40 lb	1' - 3 3/8"	10 1/8"	1 3/8"	2"	1/8"	1 3/4"	30 lb
No. 5	12"	10"	55 lb	1' - 11 1/4"	1' - 1 3/4"	1 3/8"	2"	1/8"	1 3/4"	60 lb
No. 6	12"	10"	70 lb	2' - 6 1/2"	1' - 5 1/2"	1 3/8"	2"	1/8"	2"	85 lb

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(PULL BOX)
NO SCALE

NSP ES-8A DATED JANUARY 20, 2012 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP ES-8A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1161	1743

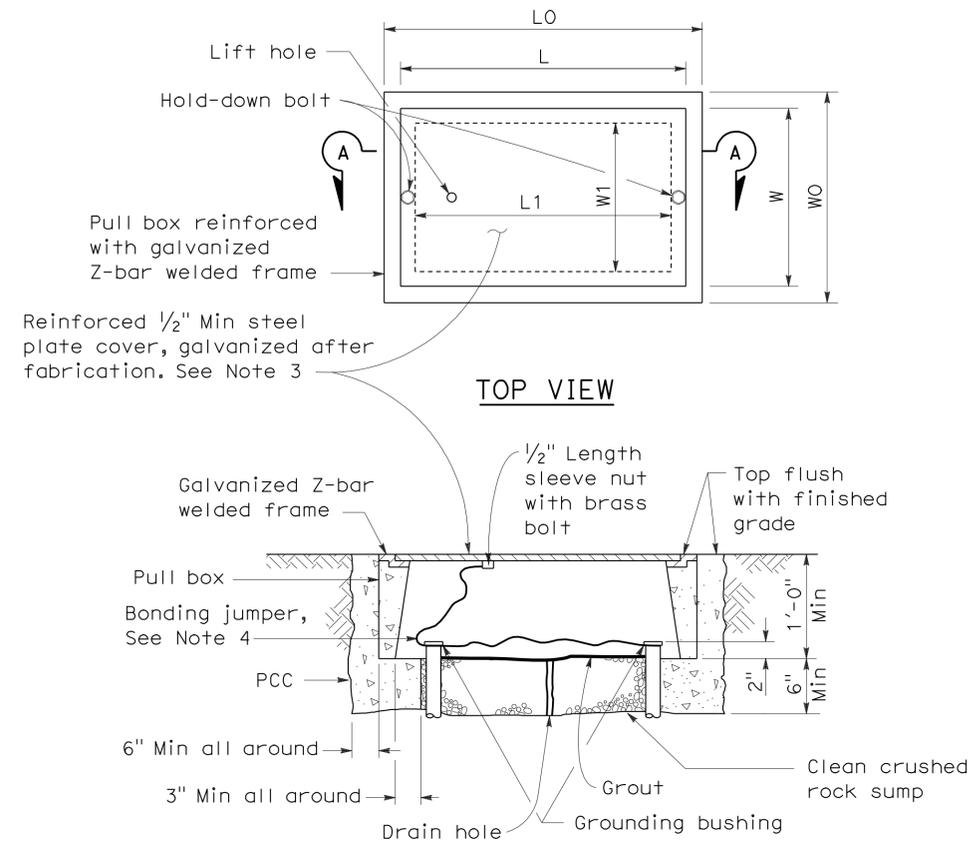
Jeffery G. McRae
 REGISTERED ELECTRICAL ENGINEER
 No. E14512
 Exp. 6-30-12
 ELECTRICAL
 STATE OF CALIFORNIA

January 20, 2012
 PLANS APPROVAL DATE

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To accompany plans dated 4-16-12

2006 NEW STANDARD PLAN NSP ES-8B



SECTION A-A
No. 3 1/2(T), No. 5(T) AND
No. 6(T) TRAFFIC PULL BOX

NOTES ON PULL BOXES:

- Traffic pull box shall be provided with steel cover and special concrete footing. Steel cover shall have embossed non-skid pattern.
- Steel reinforcing shall be as regularly used in the standard products of the respective manufacturer.
- Pull box covers must be marked as follows: "SERVICE" Service circuits between service point and service disconnect; "SPRINKLER-CONTROL" Sprinkler control circuits, 50 V or less; "CALTRANS" On all pull boxes, except pull boxes marked "SPRINKLER-CONTROL"; and "TELEPHONE" Telephone service.
 - No. 3 1/2(T) pull box.
 - "SIGNAL" - Traffic signal circuits with or without street or sign lighting circuits.
 - "ST LIGHTING" - Street or sign lighting circuits where voltage is under 600 V.
 - No. 5(T) or 6(T) pull box.
 - "TRAFFIC SIGNAL" - Traffic signal circuits with or without street or sign lighting circuits.
 - "STREET LIGHTING" - Street or sign lighting circuits where voltage is under 600 V.
 - "STREET LIGHTING-HIGH VOLTAGE" - Street or sign lighting circuits where voltage is above 600 V.
 - "IRRIGATION" - Circuits to irrigation controller 120 V or more.
 - "RAMP METER" - Ramp meter circuits.
 - "COUNT STATION" - Count or speed monitor circuits.
 - "COMMUNICATION" - Communication circuits.
 - "TOS COMMUNICATIONS" - TOS communications line.
 - "TOS POWER" - TOS power.
 - "TDC POWER" - Telephone demarcation cabinet power.
 - "CCTV" - Closed circuit television circuits.
 - "TMS" - Traffic monitoring station circuits.
 - "CMS" - Changeable message sign circuits.
 - "HAR" - Highway advisory radio circuits.
- Bonding jumper for metal covers shall be 3' long, minimum.
- The nominal dimensions of the opening in which the cover sets must be the same as the cover dimensions except the length and width dimensions shall be 1/8" greater.
- Covers and boxes must be interchangeable with California standard male and female gages. When interchanged with a standard male or female gage, the top surfaces must be flush within 1/8".

PULL BOX	BOX						COVER				
	Minimum * Thickness	Minimum Depth Box and Extension	W0	L0	L1	W1	L **	W **	R	Edge Thickness	Edge Taper
No. 3 1/2(T)	1 1/2"	1'-0"	1'-5"± 1"	1'-8 7/8"±	1'-2 1/2"±	10 5/8"± 1"	1'-8"±	1'-1 3/4"±	0"	1/2"	None
No. 5(T)	1 3/4"	1'-0"	1'-11 1/2"± 1"	2'-5 1/2"±	1'-7"±	1'-1"± 1"	2'-3"±	1'-4"±	0"	1/2"	None
No. 6(T)	2"	1'-0"	2'-6"± 1"	2'-11 1/2"±	1'-11 1/2"±	1'-5"± 1"	2'-9"±	1'-8"±	0"	1/2"	None

* Excluding conduit web ** Top dimension

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(TRAFFIC RATED PULL BOX)
 NO SCALE

NSP ES-8B DATED JANUARY 20, 2012 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

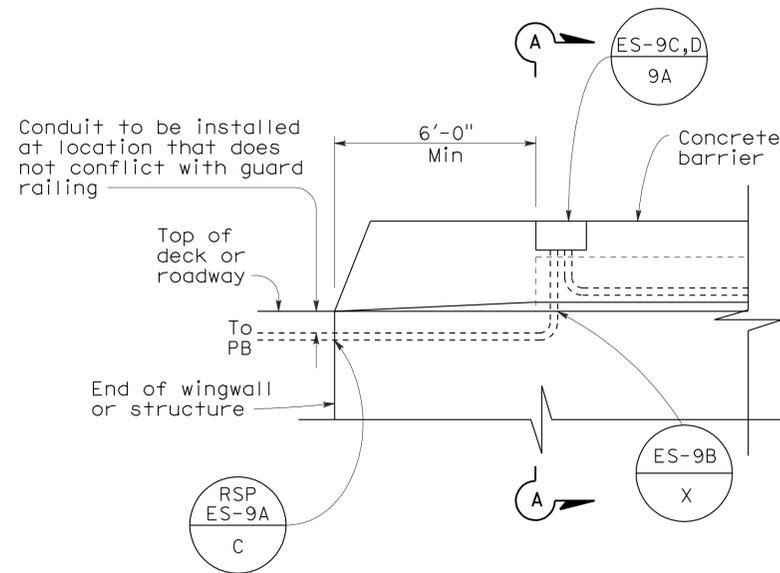
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1162	1743

Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE

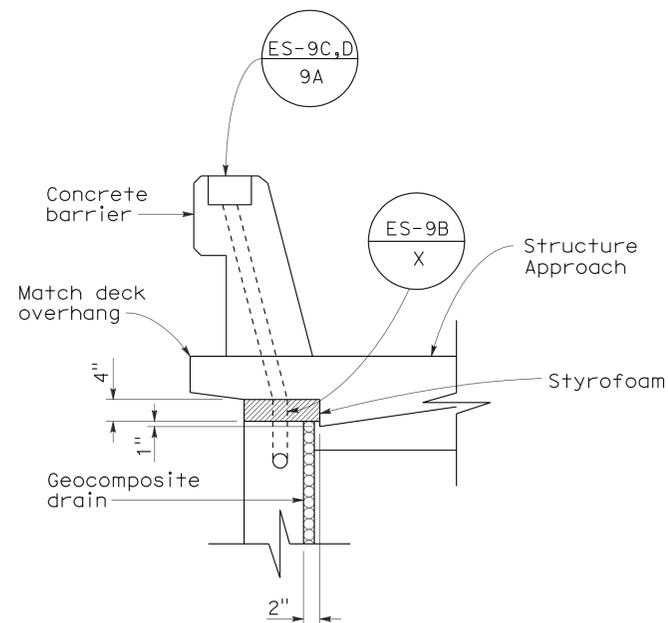
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To accompany plans dated 4-16-12

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

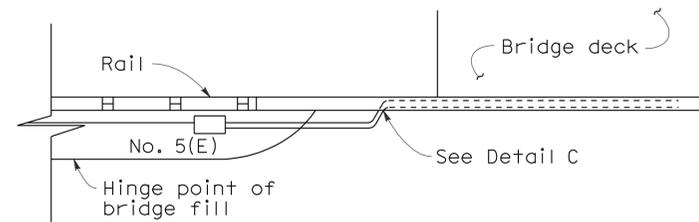


SIDEVIEW

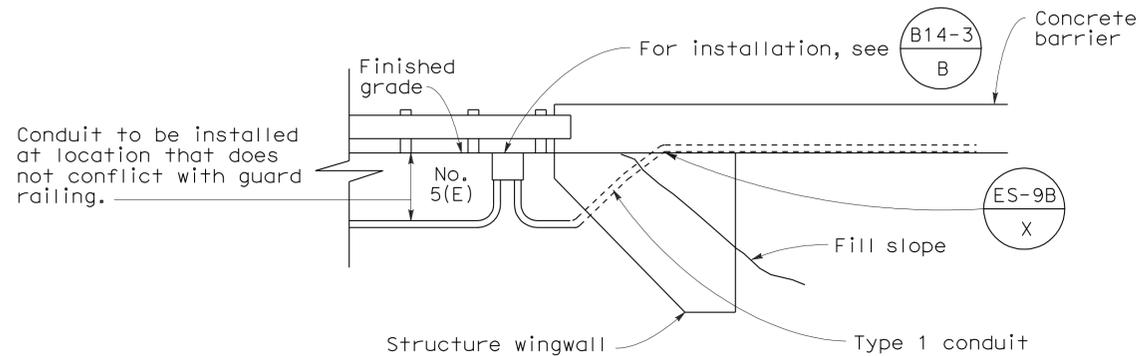


SECTION A-A

**DETAIL A
CONDUIT TERMINATION**

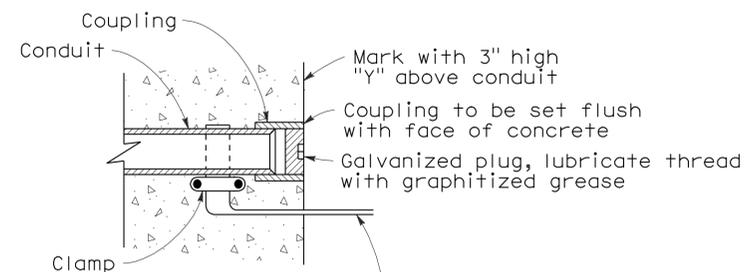


TOP VIEW



**SIDE VIEW
DETAIL I**

CONDUIT TERMINATION



**DETAIL C
CONDUIT TERMINATION**

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ELECTRICAL SYSTEMS
(ELECTRICAL DETAILS
STRUCTURE INSTALLATIONS)**

NO SCALE

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

REVISED STANDARD PLAN RSP ES-9A

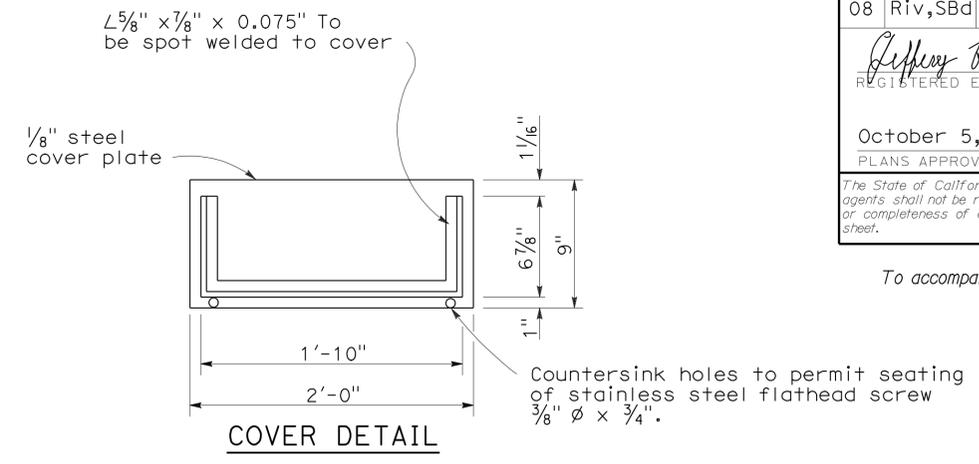
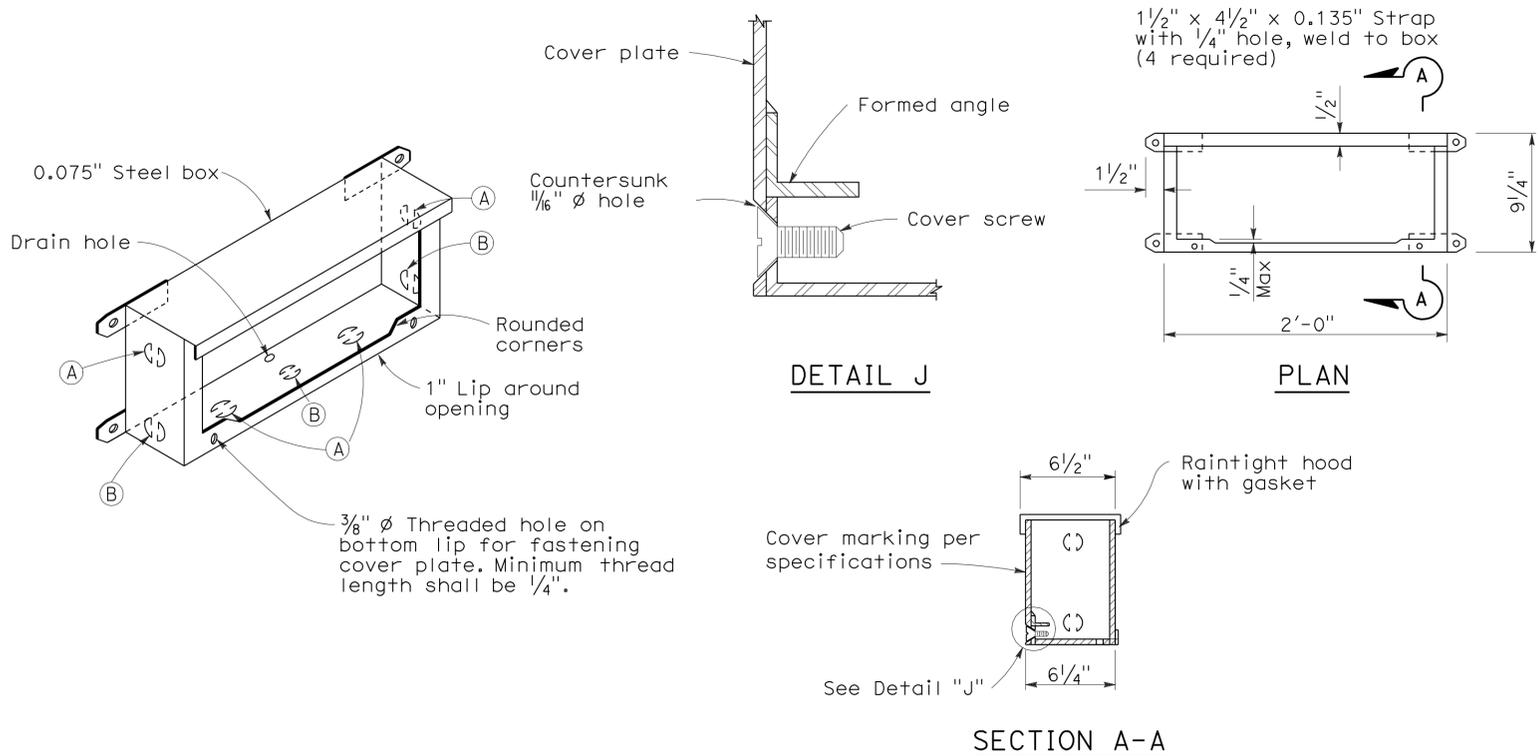
2006 REVISED STANDARD PLAN RSP ES-9A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1163	1743

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

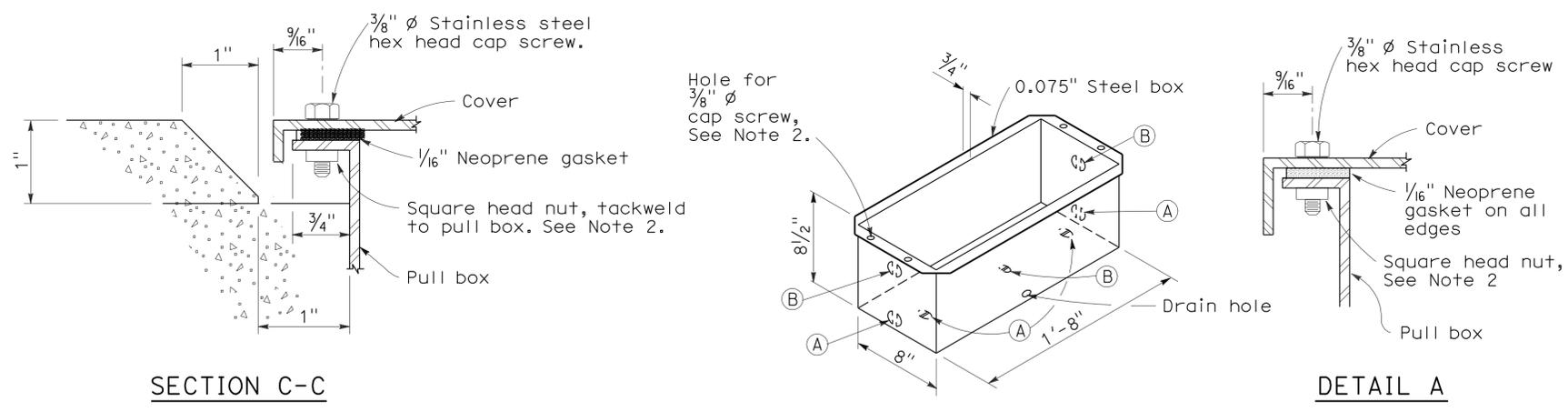
October 5, 2007
 PLANS APPROVAL DATE

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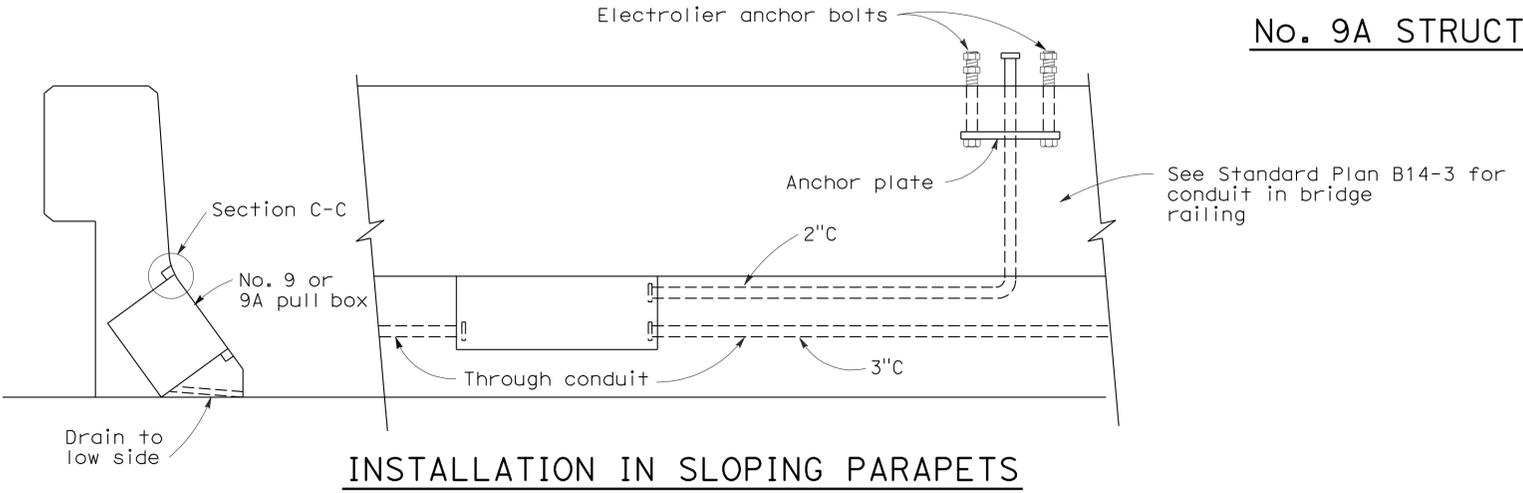
INSTALLATION NOTE:
 Box shall be parallel to top of railing. Close cover box during pouring with 1/4" plywood of sufficient size to provide 1:1 chamfer on 3 sides of cover. Upper edge of plywood shall fit against lower edge of raintight hood.

No. 9 STRUCTURE PULL BOX



- NOTES:** No. 9 and 9A Pull Box
- Corner joints shall be lapped and secured by spot welding or riveting.
 - Where cap screws are used to attach cover to box, either of the following methods of providing adequate threading may be used:
 - Tack weld square nut to bottom of flange (Total 4), or
 - Tack weld a 1/4" x 5/8" x 8" bar beneath flange (Total 2).
 - Pound knockouts flat after punching.
 - Multiple size knockouts shall not be permitted.
 - Pull box covers shall be marked as shown on Standard Plan ES-8.

No. 9A STRUCTURE PULL BOX



INSTALLATION IN SLOPING PARAPETS

For reinforcement in area of electrolier, see railing sheets. For electrolier anchor bolts, see Standard Plan ES-6B.

- KNOCKOUT SCHEDULE**
No. 9 AND 9A PULL BOX
- (A) 2"C, 1 each end, 2 on bottom.
 - (B) 3"C, 1 each end, 1 on bottom.

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

NO SCALE
 RSP ES-9C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-9C
 DATED MAY 1, 2006 - PAGE 456 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP ES-9C

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1164	1743

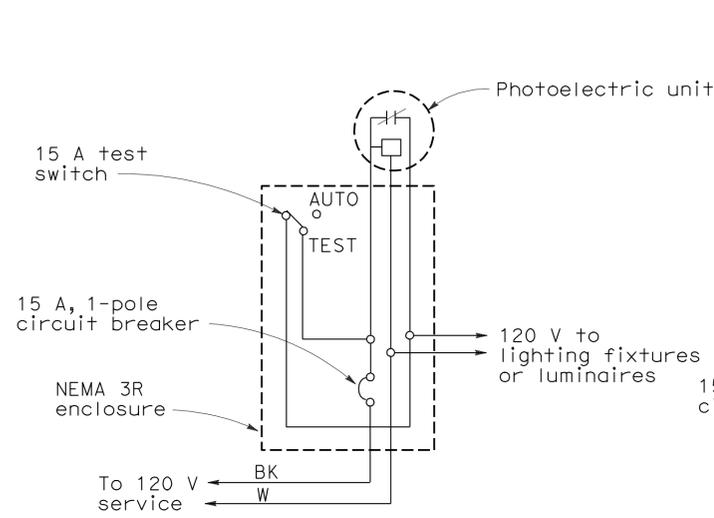
Jeffery G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE

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To accompany plans dated 4-16-12

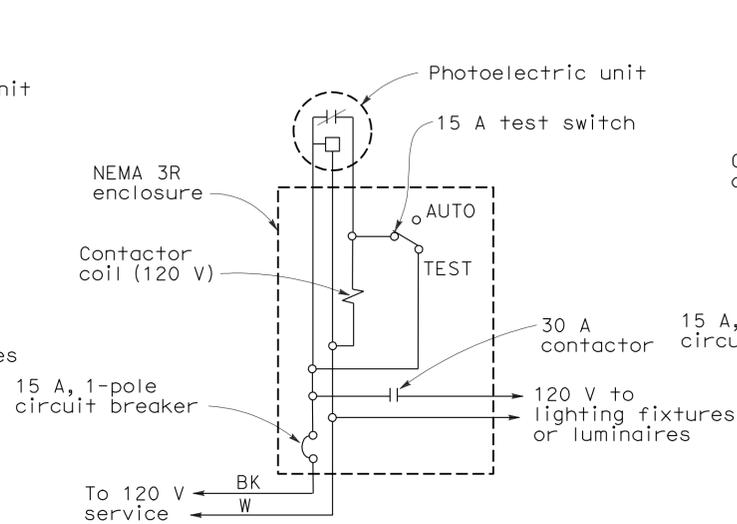
NOTES: (FOR LIGHTING AND SIGN ILLUMINATION CONTROL)

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



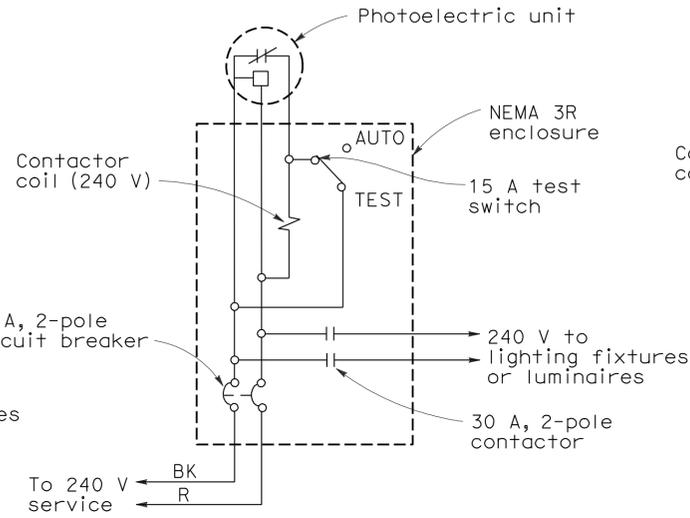
TYPE LC1 CONTROL

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



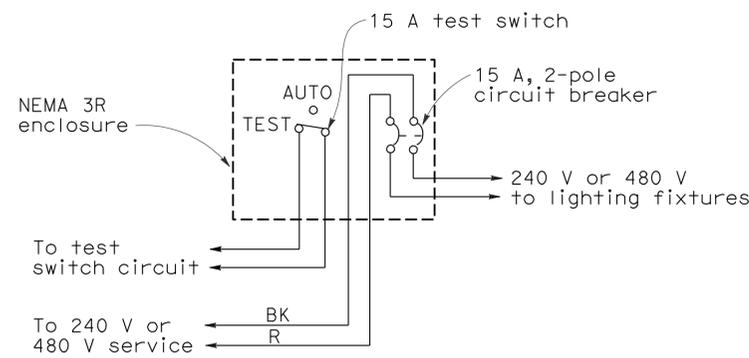
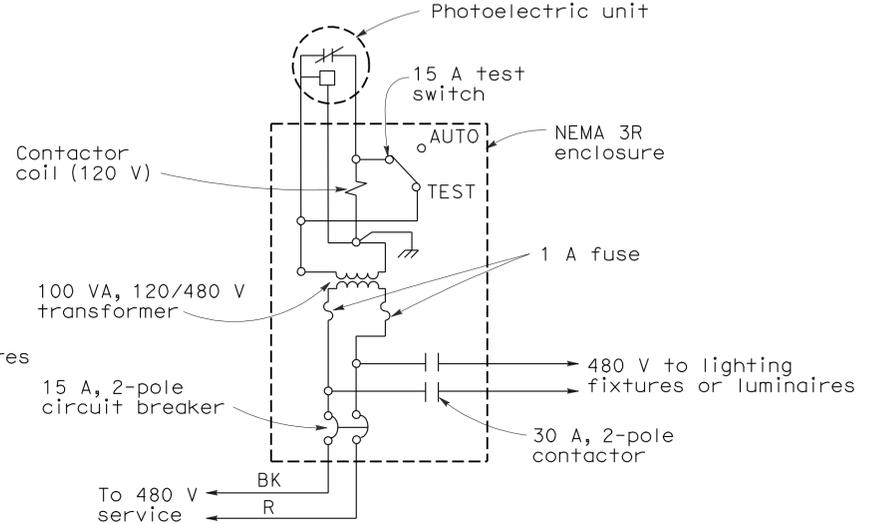
TYPE LC2 CONTROL

For 120 V unswitched circuit



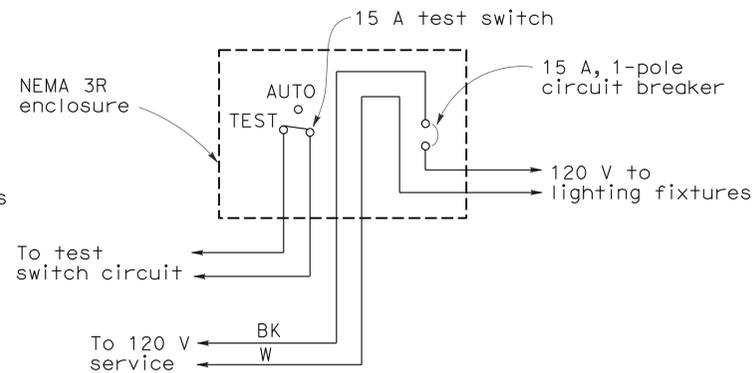
TYPE LC3 CONTROL

For 240 V and 480 V unswitched circuits



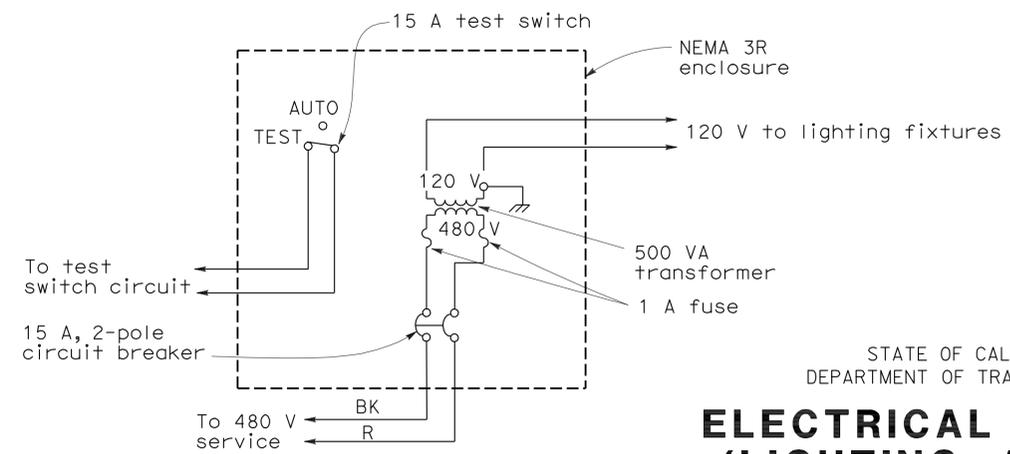
TYPE SC1 CONTROL

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



TYPE SC2 CONTROL

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



TYPE SC3 CONTROL

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

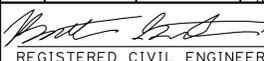
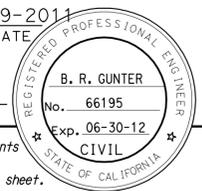
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (LIGHTING AND SIGN
 ILLUMINATION CONTROL)**

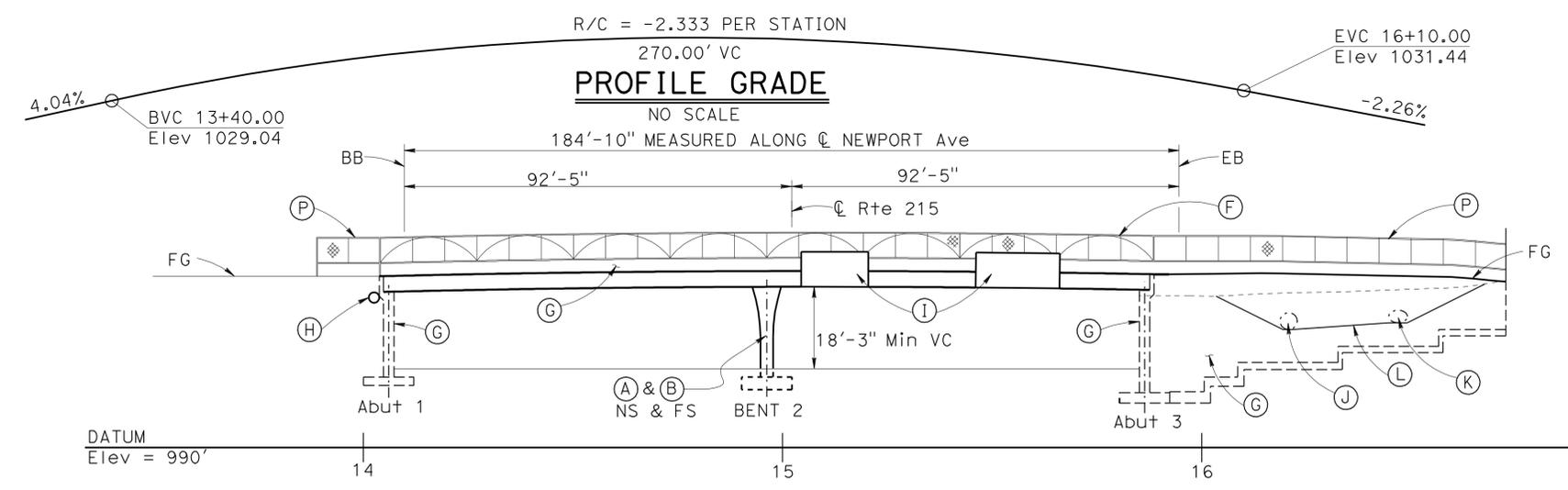
NO SCALE

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

REVISED STANDARD PLAN RSP ES-15D

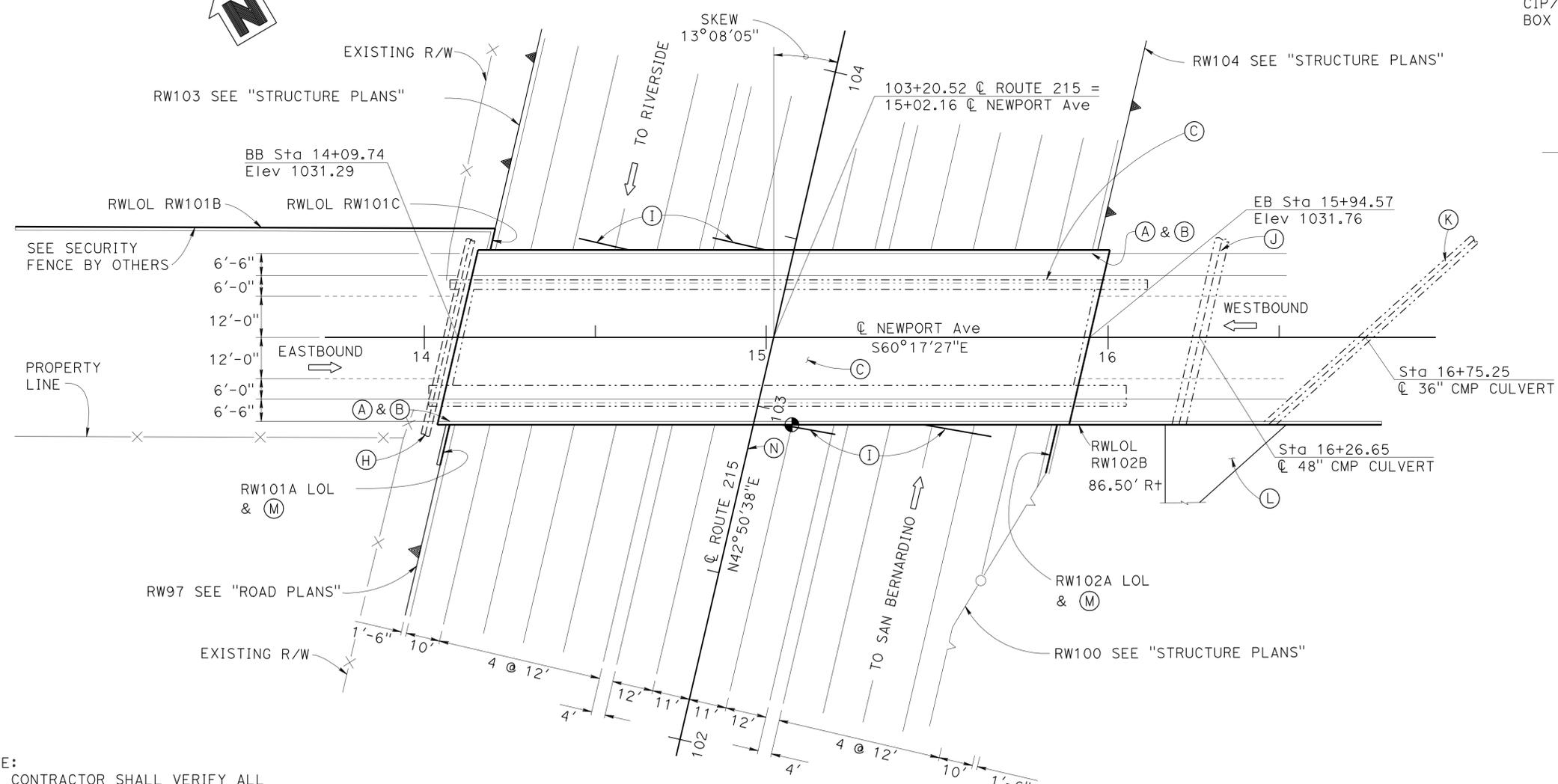
2006 REVISED STANDARD PLAN RSP ES-15D

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1165	1743
 REGISTERED CIVIL ENGINEER DATE 12-29-2011					
4-16-12 PLANS APPROVAL DATE					
<small>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.</small>					



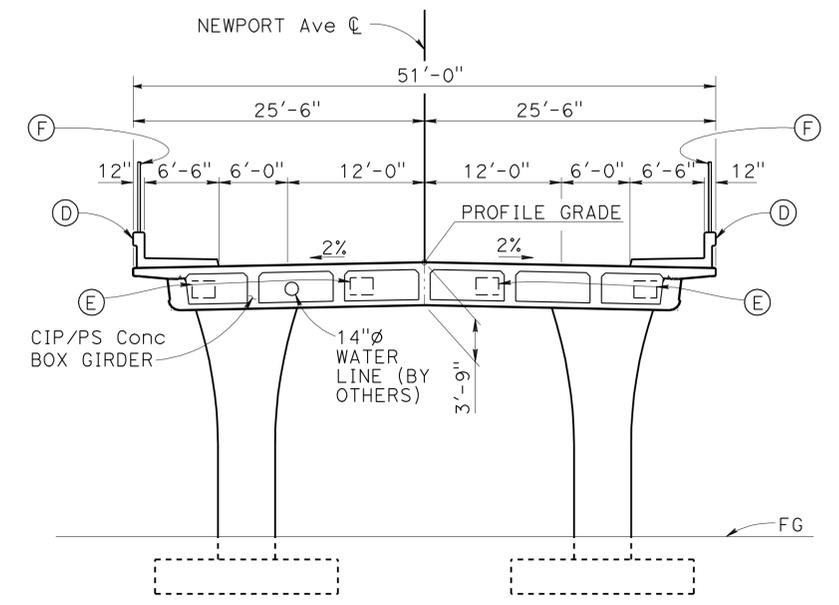
ELEVATION
1" = 20'

EXISTING BRIDGE NOT SHOWN FOR CLARITY



PLAN
1" = 20'

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



TYPICAL SECTION
1/8" = 1'-0"

EXISTING BRIDGE NOT SHOWN FOR CLARITY

NOTES:

- (A) Paint "BR No. 54-1294"
- (B) Paint "NEWPORT AVENUE OC"
- (C) Existing Bridge No. 54-0529 to be Removed
- (D) Concrete Barrier Type 26 (Mod)
- (E) Future Utility Opening
- (F) Chainlink Railing Type 7 (Mod)
- (G) Architectural Treatment on Barrier surface
- (H) 2'-6" ϕ pipe to be Replaced, see "ROAD PLANS"
- (I) Bridge Mounted Sign Structures, see "ROAD PLANS"
- (J) 48" ϕ Culvert to be Protected in Place, see "ROAD PLANS"
- (K) 36" ϕ Culvert to be Protected in Place, see "ROAD PLANS"
- (L) Culvert Intersection Basin, see "ROAD PLANS"
- (M) Concrete Barrier Type 60D (Mod), see "ROAD PLANS"
- (N) Concrete Barrier Type 60R (Mod), see "ROAD PLANS"
- (O) Ultimate Freeway Alignment shown
- (P) Chainlink Railing Type 7

LEGEND

-  Indicates Minimum Vertical Clearance
-  Indicates Existing Structure
-  Indicates New Structure

MOHAMMAD RAVANIPOUR DESIGN ENGINEER	DESIGN	BY B. Gunter	CHECKED R. Wang	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BO"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	NEWPORT AVE OC (REPLACE)			
	DETAILS	BY H. Iniguez / H. B.	CHECKED R. Wang	LAYOUT	BY C. Sanchez			CHECKED B. Gunter	54-1294	GENERAL PLAN		
	QUANTITIES	BY D. Balbas	CHECKED A. Morales	SPECIFICATIONS	BY Jim Corrado	CHECKED Erwin Rufino	POST MILE					
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS							UNIT: 3621	PROJECT NUMBER & PHASE: 0800000506 1	CONTRACT NO.: 08-0M9401	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 1 OF 46

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1166	1743

12-29-2011
REGISTERED CIVIL ENGINEER DATE

4-16-12
PLANS APPROVAL DATE

B. R. GUNTER
No. C 66195
Exp. 06-30-12
CIVIL
STATE OF CALIFORNIA

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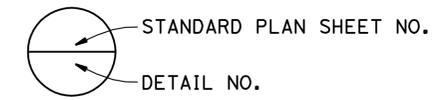


CONCRETE STRENGTH AND TYPE LIMITS
NO SCALE

STANDARD PLANS DATED MAY 2006

- A10A ACRONYMS AND ABBREVIATIONS (SHEET 1 OF 2)
- A10B ACRONYMS AND ABBREVIATIONS (SHEET 2 OF 2)
- A10C SYMBOLS (SHEET 1 OF 2)
- A10D SYMBOLS (SHEET 2 OF 2)
- A62C LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL BRIDGE
- B0-1 BRIDGE DETAILS
- B0-3 BRIDGE DETAILS
- B0-5 BRIDGE DETAILS
- B0-13 BRIDGE DETAILS
- B3-1 RETAINING WALL TYPE 1 H=4' THROUGH 30'
- B3-8 RETAINING WALL DETAILS No. 1
- B6-21 JOINT SEALS (MAXIMUM MOVEMENT RATING = 2")
- B7-1 BOX GIRDER DETAILS
- B7-10 UTILITY OPENING BOX GIRDER
- B7-11 UTILITY DETAILS
- B8-5 CAST-IN-PLACE PRESTRESSED GIRDER DETAILS
- B11-47 CABLE RAILING
- B11-52 CHAIN LINK RAILING TYPE 7
- B11-54 CONCRETE BARRIER TYPE 26
- B14-5 WATER SUPPLY LINE (DETAILS) (PIPE SIZES LESS THAN 4")
- ES-9B ELECTRICAL SYSTEMS (ELECTRICAL DETAILS STRUCTURE INSTALLATIONS)

- Structural Concrete, Bridge (f'c = 4000 psi @ 28 days)
- Structural Concrete, Bridge (See "Prestressing Notes" on "GIRDER LAYOUT" sheet)
- Structural Concrete, Bridge Footing (f'c = 3600 psi @ 28 days)
- Structural Concrete, Retaining Wall (f'c = 3600 psi @ 28 days)



GENERAL NOTES

LOAD AND RESISTANCE FACTOR DESIGN

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4TH EDITION AND CALTRANS AMENDMENTS, PREFACE DATED SEPTEMBER 2010

SEISMIC DESIGN: CALTRANS SEISMIC DESIGN CRITERIA (SDC), VERSION 1.6 NOVEMBER 2010

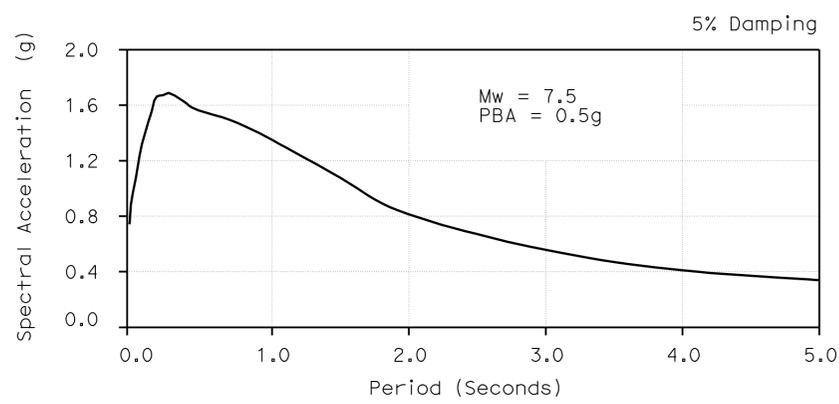
DEAD LOAD: INCLUDES 35 PSF FUTURE WEARING SURFACE.

LIVE LOAD: HL-93 DESIGN TRUCK AND TANDEM, AND P15 LONG DECK PERMIT DESIGN LOAD.

SEISMIC LOAD: SOIL PROFILE: Vs30 = 270 m/s
MOMENT MAGNITUDE: Mmax = 7.5
PEAK GROUND ACCELERATION 0.76 g

REINFORCED CONCRETE: ASTM A706
fy = 60,000 psi
f'c, SEE "CONCRETE STRENGTH AND TYPE LIMITS" SHEET
SEE "PRESTRESSING NOTES" ON "GIRDER LAYOUT" SHEET

SPREAD FOOTING: SEE "SPREAD FOOTING DATA TABLE"



ARS CURVE
No Scale

SPREAD FOOTING DATA TABLE¹

Support Location	SERVICE ² PERMISSIBLE NET CONTACT STRESS (SETTLEMENT) (ksf)	STRENGTH/CONSTRUCTION ³ FACTORED GROSS NOMINAL BEARING RESISTANCE (∅b = 0.45) (ksf)	EXTREME EVENT ³ FACTORED GROSS NOMINAL BEARING RESISTANCE (∅b = 1.00) (ksf)
Abut 1	9.8	N/A	N/A
Bent 2	10.3	48.2	107.1
Abut 3	9.8	N/A	N/A

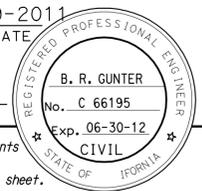
1. STRESSES AND RESISTANCES WERE CALCULATED FOR CONTROLLING LOAD COMBINATIONS.
2. CONTROLLING LOAD COMBINATION FOR SERVICE LIMIT STATE IS THE ONE RESULTING IN THE HIGHEST RATIO OF q_{n,u} / q_{pn} FOR FOUNDATIONS ON SOIL, OR q_{n,max} / q_{pn} FOR FOUNDATIONS ON ROCK.
3. CONTROLLING LOAD COMBINATION FOR STRENGTH, CONSTRUCTION, AND EXTREME EVENT IS THE ONE RESULTING IN THE HIGHEST RATIO OF q_{g,u} / q_R FOR FOUNDATIONS ON SOIL, OR q_{g,max} / q_R FOR FOUNDATIONS ON ROCK.

INDEX TO PLANS

- | NO. | SHEET NAME |
|-----|--|
| 1. | GENERAL PLAN |
| 2. | INDEX TO PLANS |
| 3. | DECK CONTOURS |
| 4. | FOUNDATION PLAN |
| 5. | REMOVAL PLAN |
| 6. | ABUTMENT 1 LAYOUT |
| 7. | ABUTMENT 3 LAYOUT |
| 8. | ABUTMENT DETAILS NO. 1 |
| 9. | ABUTMENT DETAILS NO. 2 |
| 10. | ABUTMENT DETAILS NO. 3 |
| 11. | ABUTMENT DETAILS NO. 4 |
| 12. | ABUTMENT DETAILS NO. 5 |
| 13. | ABUTMENT DETAILS NO. 6 |
| 14. | RETAINING WALL NO. 101B LAYOUT NO. 1 |
| 15. | RETAINING WALL NO. 101B LAYOUT NO. 2 |
| 16. | RETAINING WALL NO. 101B DETAILS NO. 1 |
| 17. | RETAINING WALL NO. 101B DETAILS NO. 2 |
| 18. | RETAINING WALL NO. 101B DETAILS NO. 3 |
| 19. | RETAINING WALL NO. 102B LAYOUT |
| 20. | RETAINING WALL NO. 102B DETAILS |
| 21. | BENT LAYOUT |
| 22. | BENT DETAILS NO. 1 |
| 23. | BENT DETAILS NO. 2 |
| 24. | TYPICAL SECTION |
| 25. | GIRDER LAYOUT |
| 26. | GIRDER REINFORCEMENT |
| 27. | CONCRETE BARRIER TYPE 26(MOD) |
| 28. | CONCRETE BARRIER TYPE 736(MOD) |
| 29. | CONCRETE BARRIER LAYOUT NO. 1 |
| 30. | CONCRETE BARRIER LAYOUT NO. 2 |
| 31. | CONCRETE BARRIER DETAILS |
| 32. | ARCHITECTURAL TREATMENT LAYOUT NO. 1 |
| 33. | ARCHITECTURAL TREATMENT LAYOUT NO. 2 |
| 34. | ARCHITECTURAL TREATMENT LAYOUT NO. 3 |
| 35. | ARCHITECTURAL TREATMENT DETAILS NO. 1 |
| 36. | ARCHITECTURAL TREATMENT DETAILS NO. 2 |
| 37. | ARCHITECTURAL TREATMENT DETAILS NO. 3 |
| 38. | RETAINING WALL TYPE 1 SW - DETAILS NO. 1 |
| 39. | RETAINING WALL TYPE 1 SW - DETAILS NO. 2 |
| 40. | MASONRY BLOCK SOUND WALL ON RETAINING WALL DETAILS NO. 1 |
| 41. | MASONRY BLOCK SOUND WALL ON RETAINING WALL DETAILS NO. 2 |
| 42. | ARCHITECTURAL FEATURES MASONRY BLOCK-DETAILS NO. 1 |
| 43. | LOG OF TEST BORING 1 OF 4 |
| 44. | LOG OF TEST BORING 2 OF 4 |
| 45. | LOG OF TEST BORING 3 OF 4 |
| 46. | LOG OF TEST BORING 4 OF 4 |

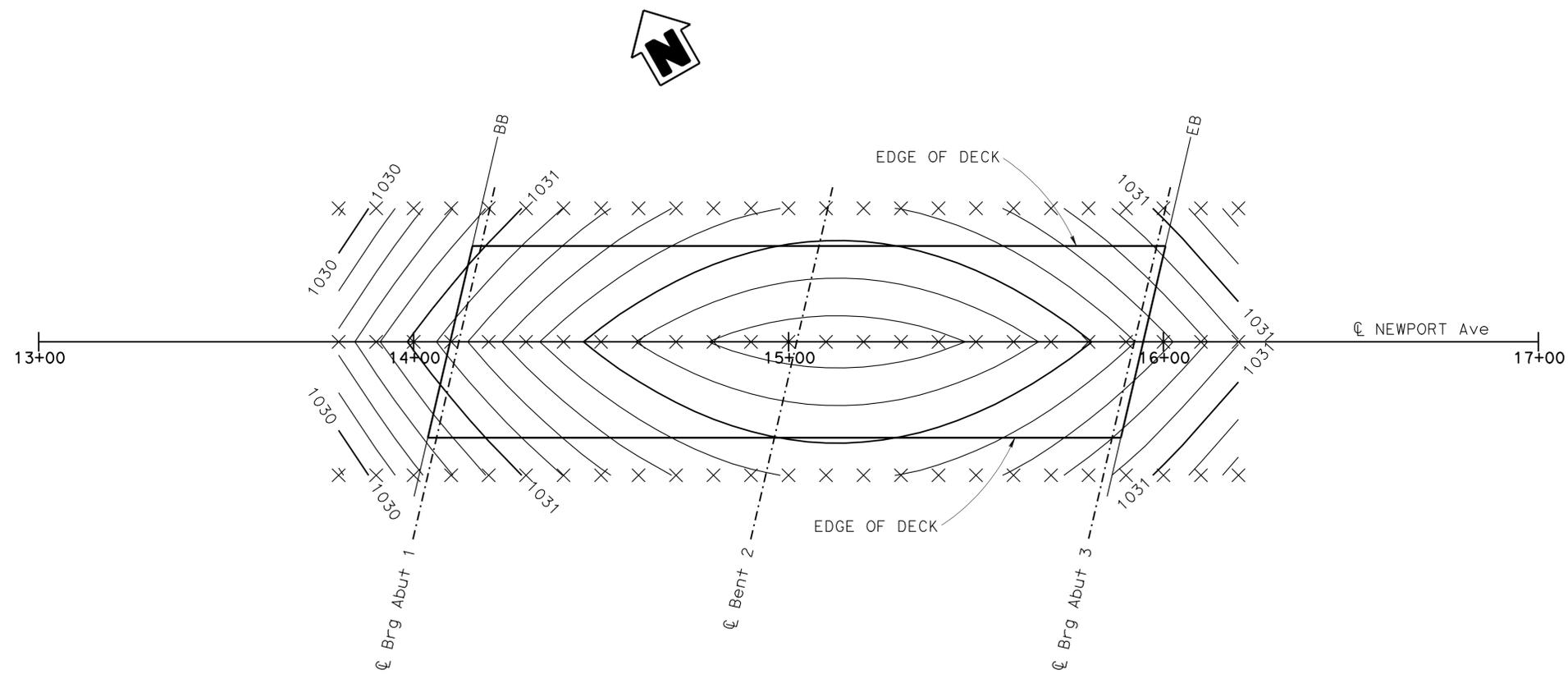
DESIGN	BY B. Gunter	CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	NEWPORT AVE OC (REPLACE)				
DETAILS	BY H. B. / H. Mahboobi	CHECKED R. Wang / E. Mercado			54-1294					
QUANTITIES	BY D. Balbos	CHECKED A. Morales			POST MILE 1.78					
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)				UNIT: 3621	PROJECT NUMBER & PHASE: 0800000506 1	CONTRACT NO.: 08-0M9401	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 2	OF 46

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1167	1743
			DATE		
			12-29-2011		
			REGISTERED CIVIL ENGINEER		
			DATE		
			4-16-12		
			PLANS APPROVAL DATE		
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					



NOTES:

1. X - Denotes 10'-0" intervals along station line.
2. Contour interval = 0.20
3. Contours do not include camber.



PLAN
1" = 20'

QUANTITIES

BRIDGE REMOVAL, LOCATION A	LUMP SUM
STRUCTURE EXCAVATION (BRIDGE)	1,782 CY
STRUCTURE EXCAVATION (RETAINING WALL)	2,447 CY
STRUCTURE BACKFILL (BRIDGE)	977 CY
STRUCTURE BACKFILL (RETAINING WALL)	1,724 CY
PERVIOUS BACKFILL MATERIAL	115 CY
PRESTRESSING CAST-IN- PLACE CONCRETE	LUMP SUM
STRUCTURE CONCRETE, BRIDGE FOOTING	292 CY
STRUCTURE CONCRETE, BRIDGE	888 CY
STRUCTURE CONCRETE, RETAINING WALL	520 CY
STRUCTURE CONCRETE, BARRIER SLAB	17 CY
ARCHITECTURAL SURFACE (TEXTURED CONCRETE) BICOUNTY MURAL	2,573 SQFT
FRACTURED RIB TEXTURE	710 SQFT
SOUND WALL (MASONRY BLOCK)	232 SQFT
JOINT SEAL (MR 1 1/2")	102 LF
BAR REINFORCING STEEL (BRIDGE)	291,711 LB
BAR REINFORCING STEEL (RETAINING WALL)	90,800 LB
BAR REINFORCING STEEL (BARRIER SLAB)	2,779 LB
HEADED BAR REINFORCEMENT	136 EA
PREPARE AND STAIN CONCRETE	3,283 SQFT
WELDED STEEL PIPE CASING (BRIDGE)	160 LF
CHAIN LINK RAILING (TYPE 7)	133 LF
CHAIN LINK RAILING (TYPE 7 MODIFIED)	365 LF
CONCRETE BARRIER (TYPE 26 MODIFIED)	492 LF
CABLE RAILING	29 LF
CONCRETE BARRIER (TYPE 736 MODIFIED)	21 LF

DESIGN	BY H. Mahboobi	CHECKED B. Vo
DETAILS	BY H. Mahboobi	CHECKED B. Vo
QUANTITIES	BY D. Balbas	CHECKED A. Morales

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
DECK CONTOUR

BRIDGE LOCATION

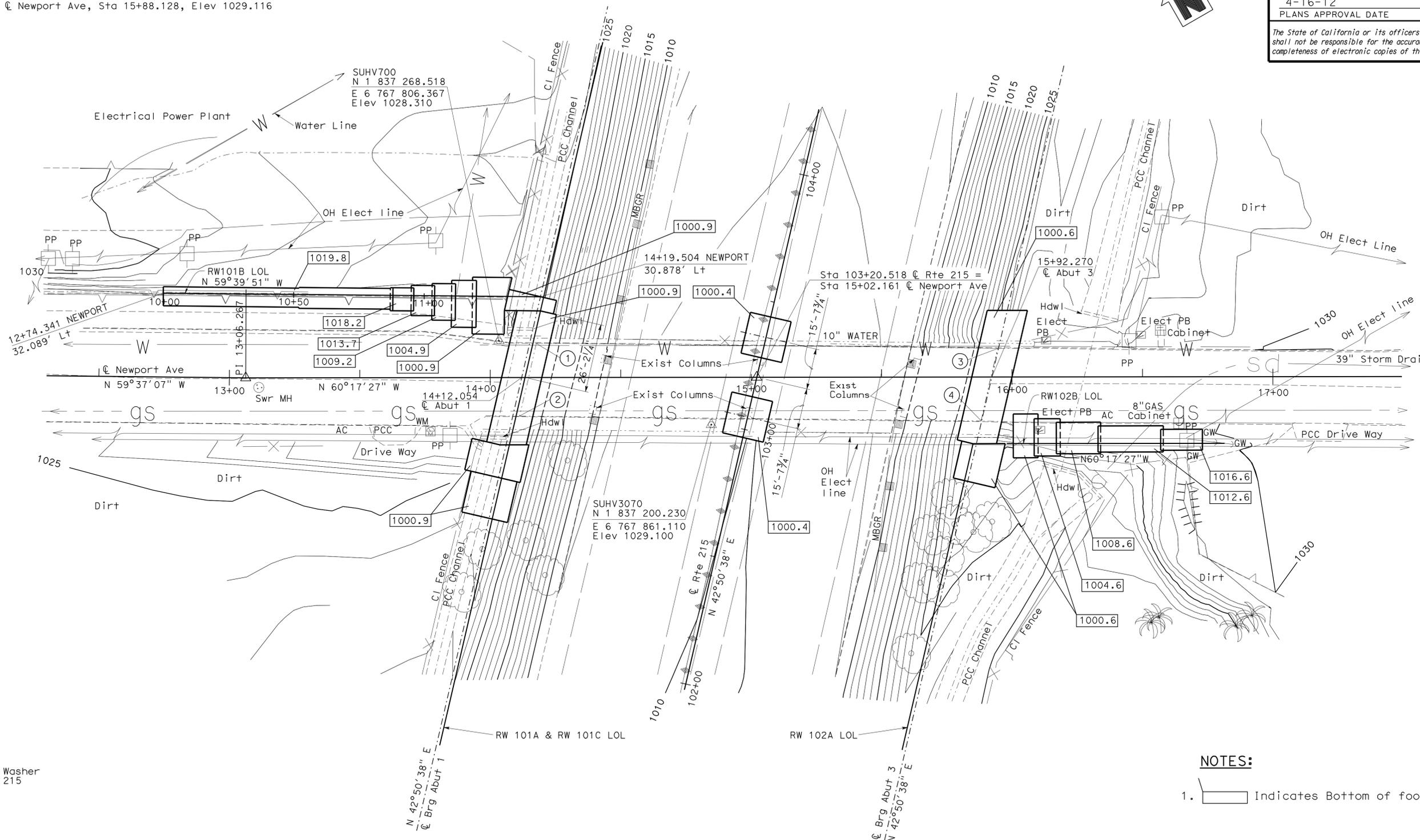
- ① - 13.056 Lt. @ Newport Ave, Sta 14+17.638, Elev 1027.774
- ② - 14.722 Rt. @ Newport Ave, Sta 14+11.173, Elev 1027.711
- ③ - 10.905 Lt. @ Newport Ave, Sta 15+94.515, Elev 1029.197
- ④ - 16.740 Rt. @ Newport Ave, Sta 15+88.128, Elev 1029.116

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5721.7 43,2/45,2,0,0/5,1	1168	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 B. R. GUNTER
 No. 66195
 Exp. 06-30-12
 CIVIL
 STATE OF CALIFORNIA

4-16-12
 PLANS APPROVAL DATE

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SURVEY CONTROL
 SUHV700
 Set PK/ Caltrans Washer
 99.458 Lt. @ Rte 215
 Sta 103+11.764
 N 1 837 268.518
 E 6 767 806.367
 Elev 1028.310

SUHV3070
 Fd Std Br Disk in SideWalk
 12.884 Lt. @ Rte 215
 Sta 102+98.920
 N 1 837 200.230
 E 6 767 861.110
 Elev 1029.100

NOTES:
 1. [] Indicates Bottom of footing elevation.

PRELIMINARY INVESTIGATION SECTION				DESIGN BY B. Gunter	CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO. 54-1294	NEWPORT AVE OC (REPLACE) FOUNDATION PLAN
SCALE 1:20	VERT. DATUM NAVD83	PHOTOGRAMMETRY AS OF: X	DETAILS BY H. Mahboobi	CHECKED R. Wang	POST MILE 1.78				
ALIGNMENT TIES Dist Traverse Sheets	DRAFTED BY C. Pham	CHECKED BY T. Phung	QUANTITIES BY D. Balbas	CHECKED A. Morales					

STRUCTURES FOUNDATION PLAN SHEET (ENGLISH) (REV. 09-01-10)

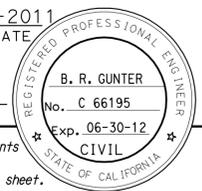
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

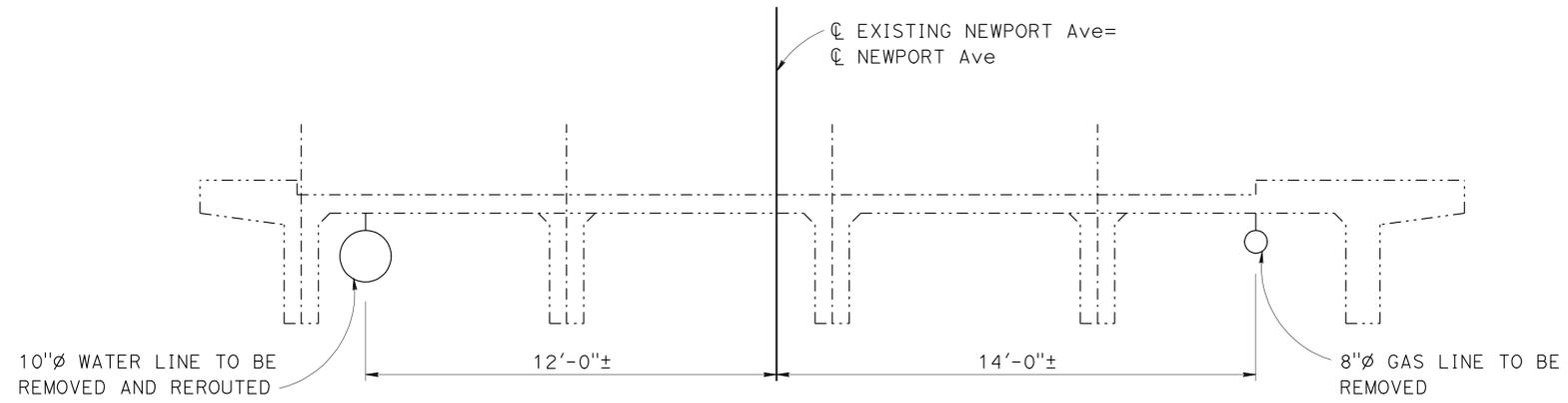
UNIT: 3621
 PROJECT NUMBER & PHASE: 0800000506 1
 CONTRACT NO.: 08-0M9401

DISREGARD PRINTS BEARING EARLIER REVISION DATES

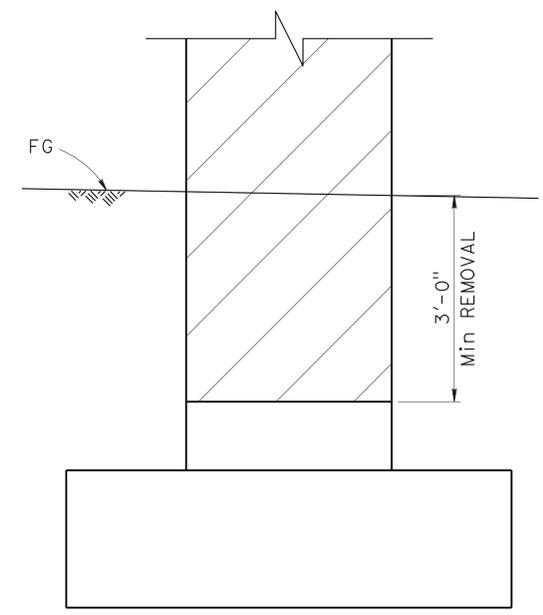
REVISION DATES	SHEET	OF
02/28/11	4	46

FILE => 54-1294-e-fdpl.dgn

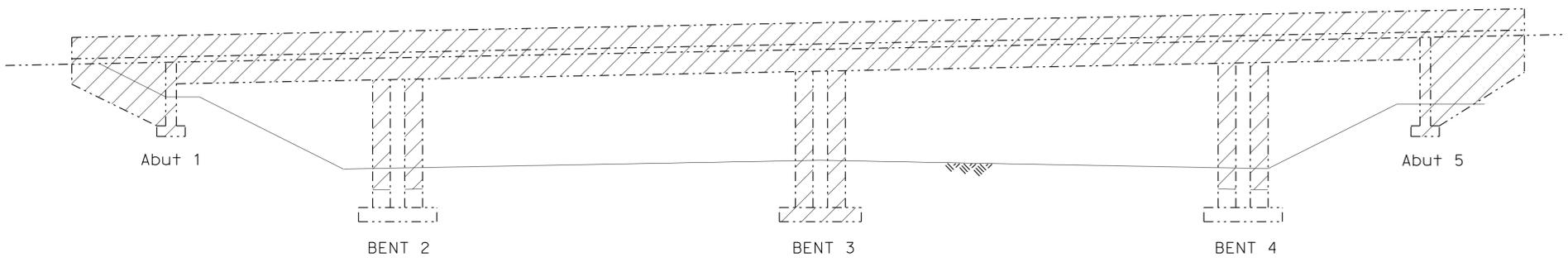
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1169	1743
 REGISTERED CIVIL ENGINEER DATE 12-29-2011					
4-16-12 PLANS APPROVAL DATE					
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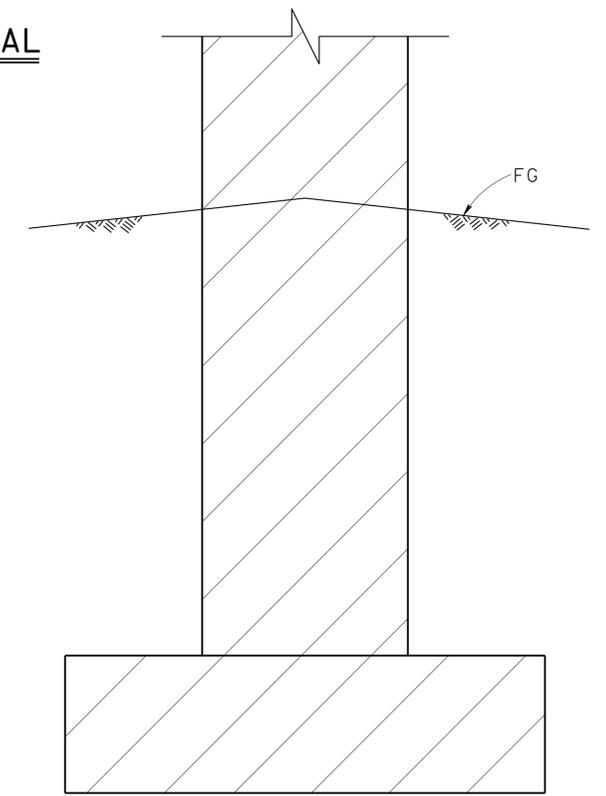
TYPICAL SECTION
3/8" = 1'-0"



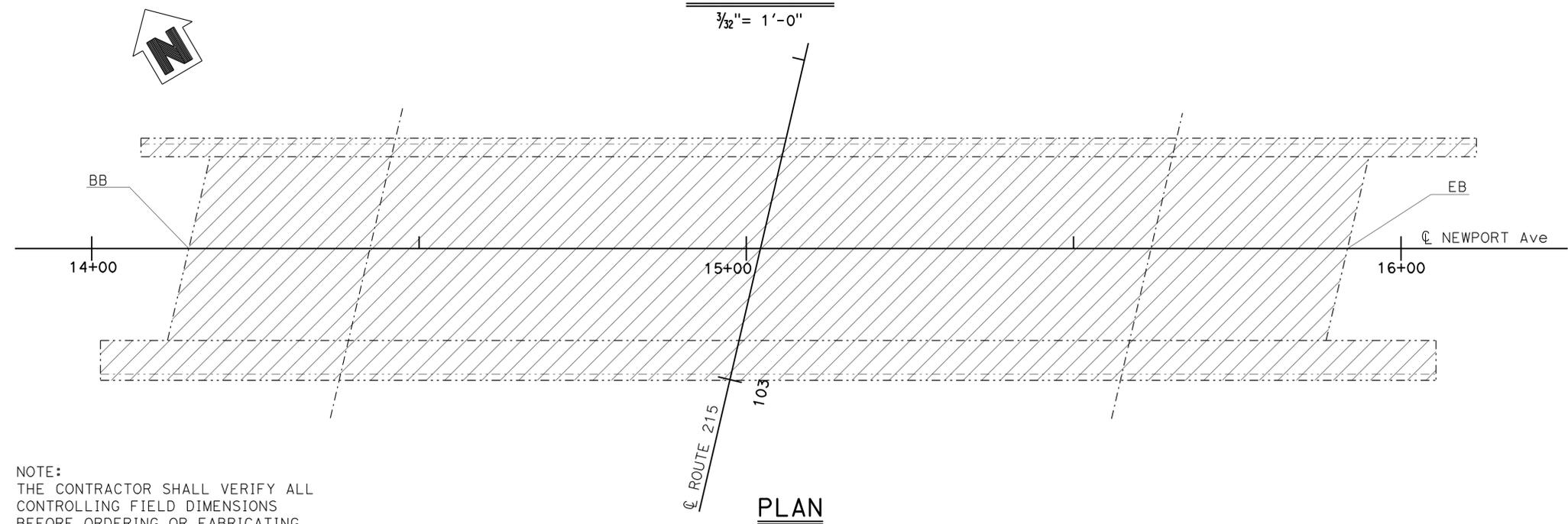
BENT 2 & 4 REMOVAL
3/4" = 1'-0"



ELEVATION
3/32" = 1'-0"



BENT 3 REMOVAL
3/4" = 1'-0"



PLAN
3/32" = 1'-0"

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

LEGEND
 Indicates limits of Bridge Removal

DESIGN	BY B. Gunter	CHECKED R. Wang
DETAILS	BY H. Barbhaiya/ H. M.	CHECKED R. Wang
QUANTITIES	BY B. Gunter	CHECKED R. Wang

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

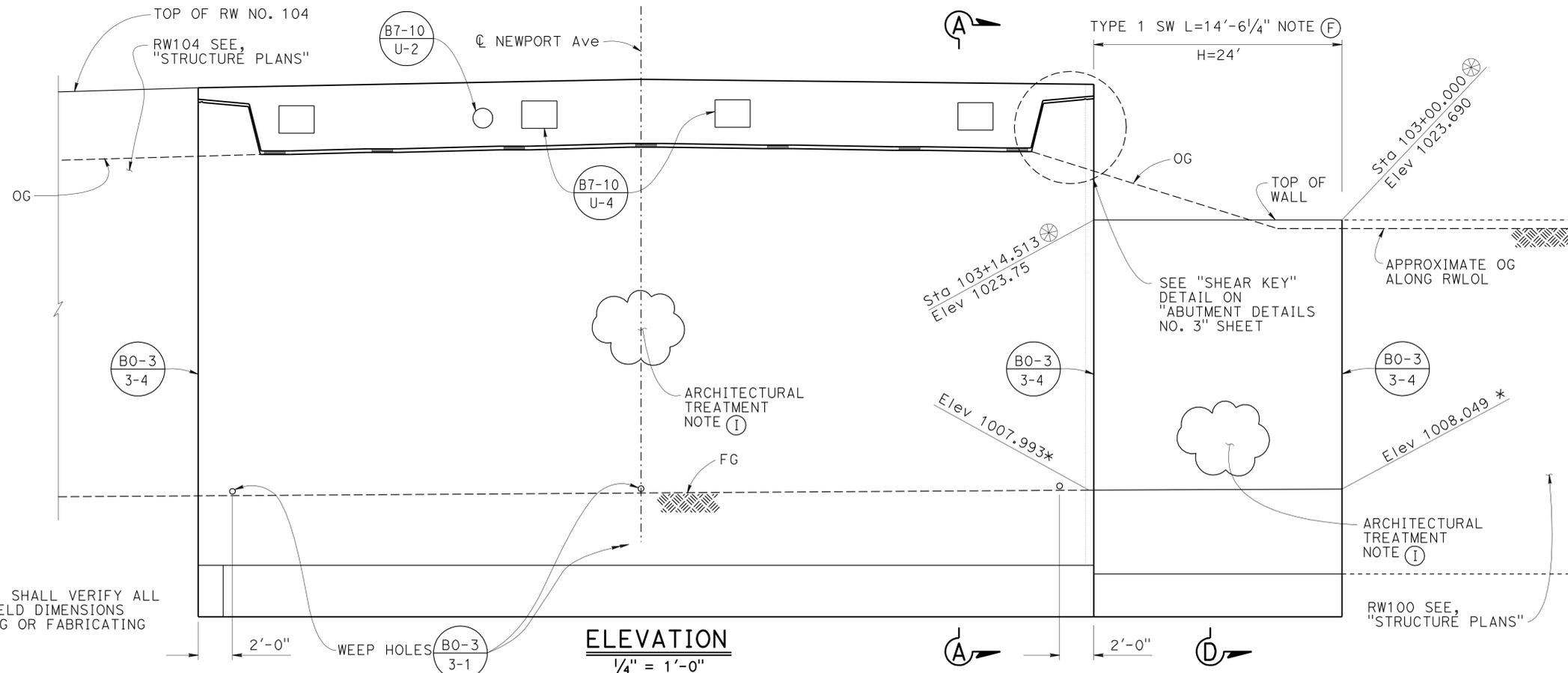
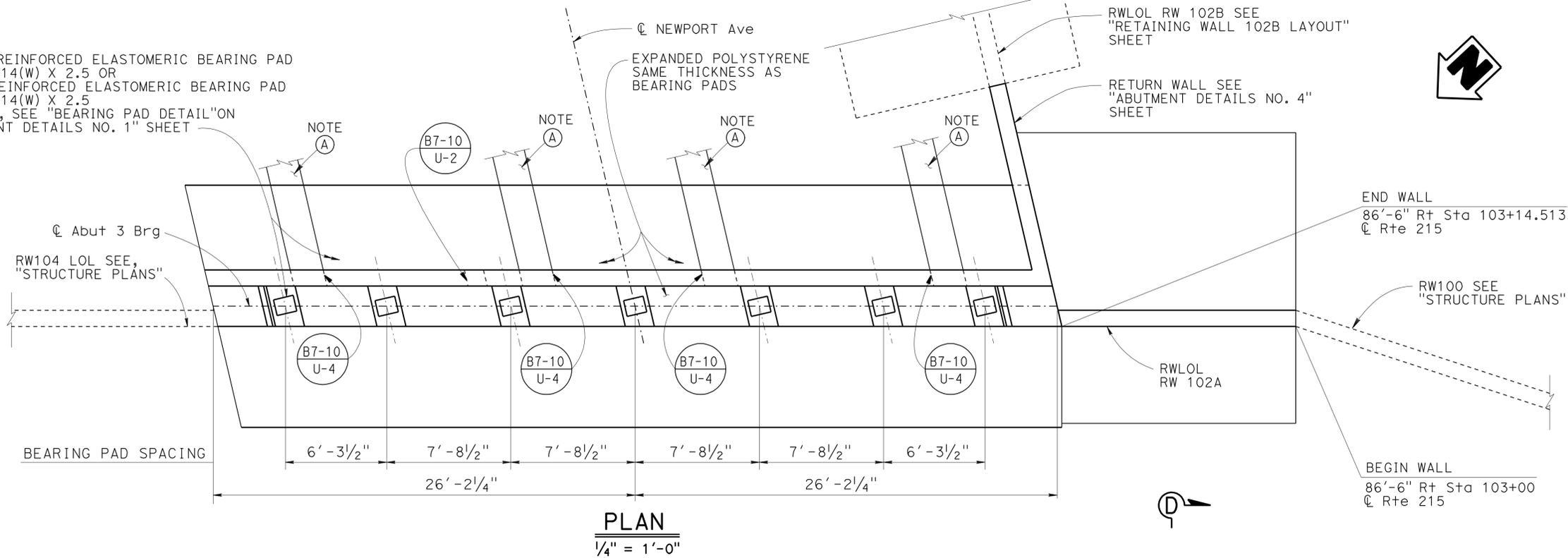
BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
REMOVAL PLAN

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7 43.2/45.2, 0.0/5.1	1171	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
 B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
 CIVIL
 STATE OF CALIFORNIA
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FABRIC REINFORCED ELASTOMERIC BEARING PAD
 12(L) X 14(W) X 2.5 OR
 STEEL REINFORCED ELASTOMERIC BEARING PAD
 12(L) X 14(W) X 2.5
 TOTAL 7, SEE "BEARING PAD DETAIL" ON
 "ABUTMENT DETAILS NO. 1" SHEET



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

- ⊗ Top of wall elevation point is 86'-6" Right of \O 215 station shown
- * Finished Grade point is 86'-6" Right of \O 215 station shown

- NOTES:**
- (A) Extend casing 20' (measured parallel to \O Newport Avenue from backwall)
 - (B) Barrier Rail Type 26 (Mod) not shown for clarity
 - (C) For Section A-A, see "ABUTMENT DETAILS NO. 1" sheet.
 - (D) For Section D-D, see "ABUTMENT DETAILS NO. 6" sheet.
 - (E) For Footing details not shown, see "ABUTMENT DETAILS NO. 2" sheet
 - (F) Measured along RW LOL/face of Abutment
 - (G) Soundwall not shown for clarity
 - (H) Stations are in Feet
 - (I) For Architectural treatment, see "ARCHITECTURAL TREATMENT LAYOUT NO. 1" sheet.

DESIGN	BY B. Gunter / S. Yeh	CHECKED R. Wang
DETAILS	BY H. Mahboobi	CHECKED R. Wang
QUANTITIES	BY D. Balbas / B. Gunter	CHECKED A. Morales / R. Wang

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294	NEWPORT AVE OC (REPLACE)
POST MILE	1.78	
ABUTMENT 3 LAYOUT		

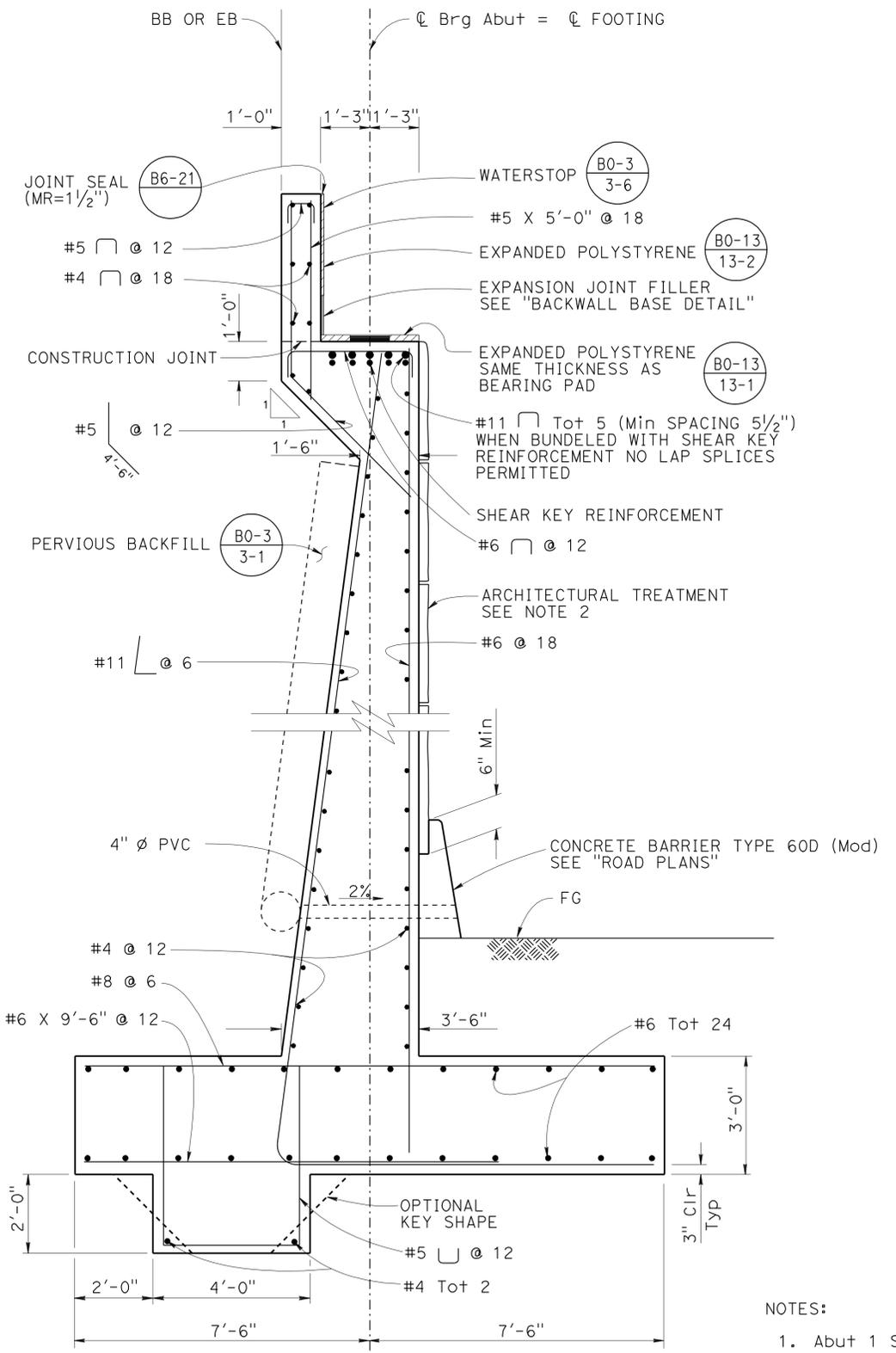
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1172	1743

4-16-12
 PLANS APPROVAL DATE

12-29-2011
 REGISTERED CIVIL ENGINEER DATE

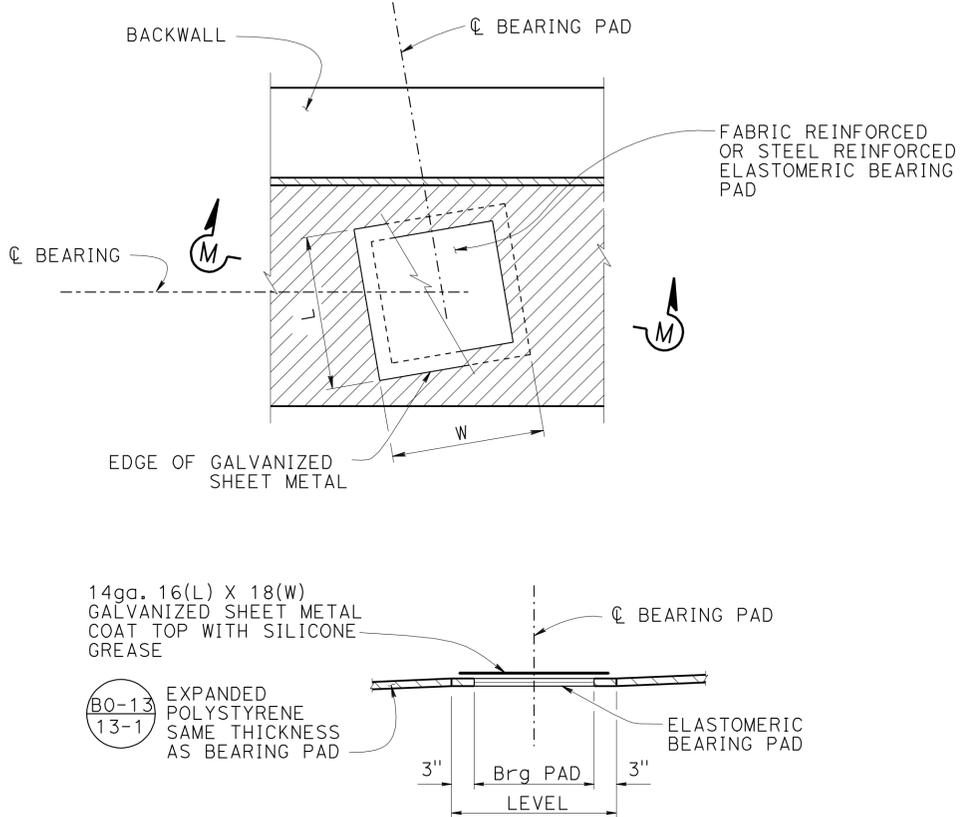
B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
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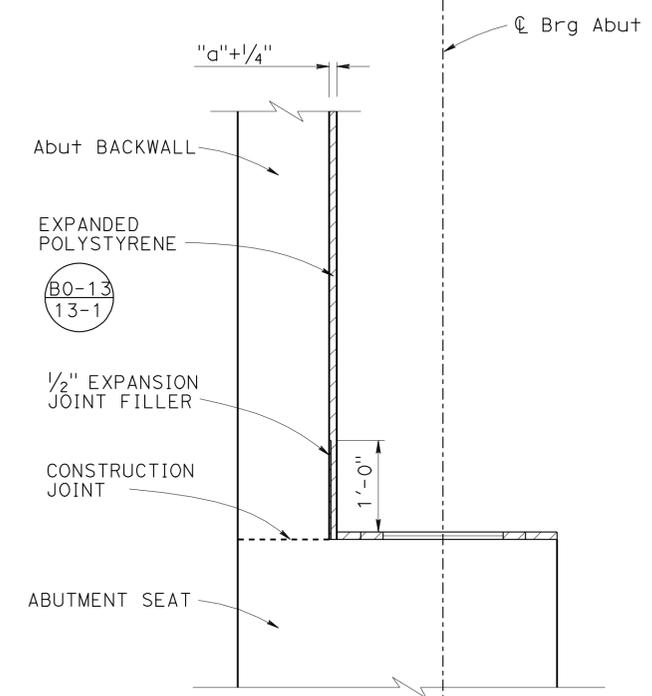


SECTION A-A
1/2" = 1'-0"

- NOTES:
1. Abut 1 SHOWN, Abut 3 SIMILAR
 2. For Architectural treatment, see "ARCHITECTURAL TREATMENT LAYOUT NO. 1" sheet.



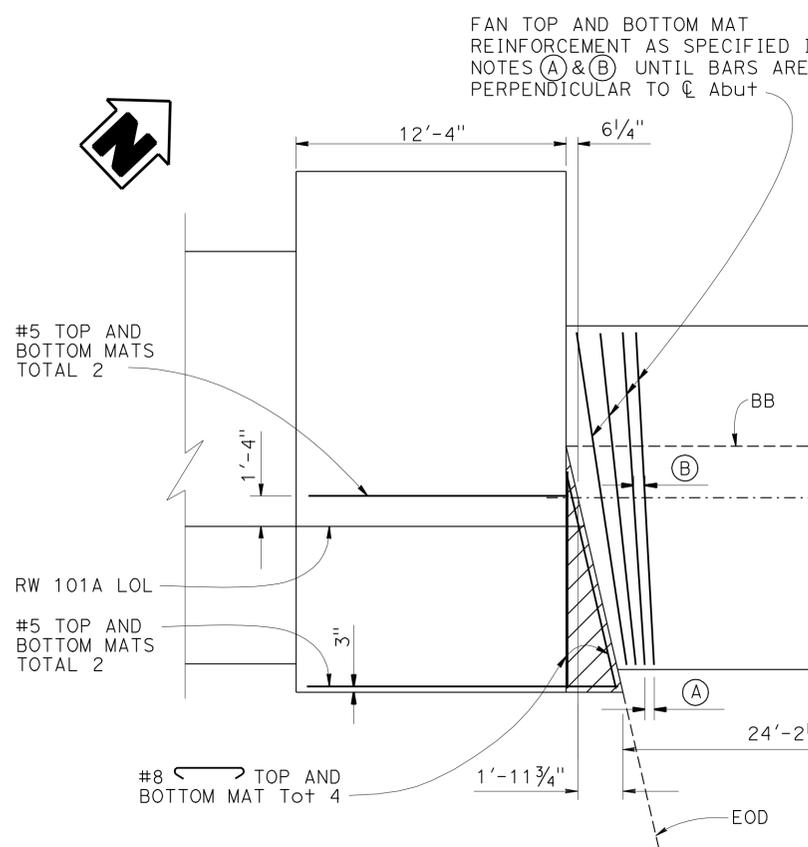
SECTION M-M BEARING PAD DETAIL
1" = 1'-0"



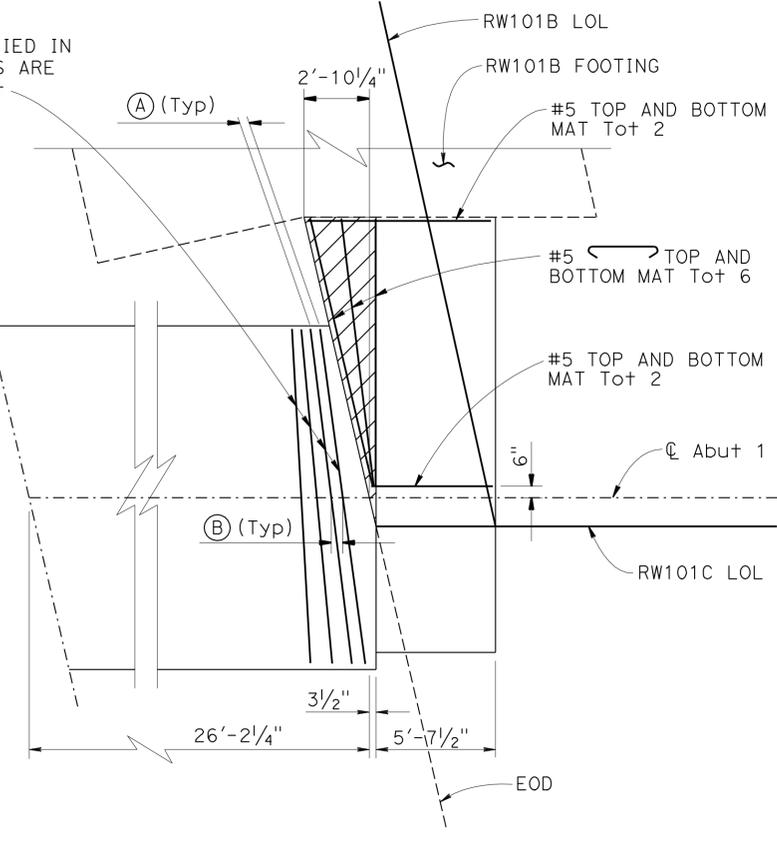
BACKWALL BASE DETAIL
1" = 1'-0"

DESIGN	BY B. Gunter	CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	NEWPORT AVE OC (REPLACE) ABUTMENT DETAILS NO. 1				
DETAILS	BY H. Mahboobi	CHECKED R. Wang			54-1294					
QUANTITIES	BY D. Balbas	CHECKED A. Morales			POST MILE 1.78					
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)			ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3621	PROJECT NUMBER & PHASE: 0800000506 1	CONTRACT NO.: 08-0M9401	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 8	OF 46

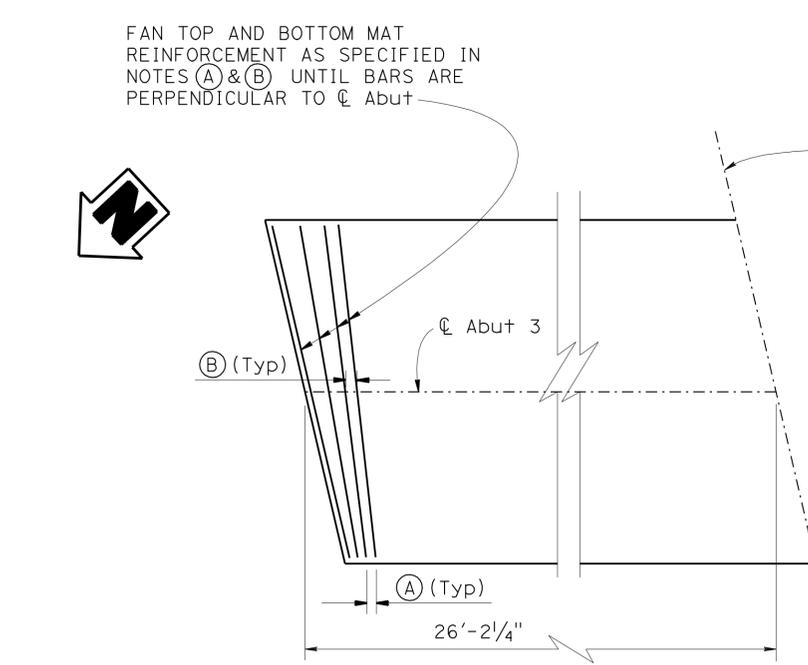
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1173	1743
12-29-2011 REGISTERED CIVIL ENGINEER DATE					
4-16-12 PLANS APPROVAL DATE					
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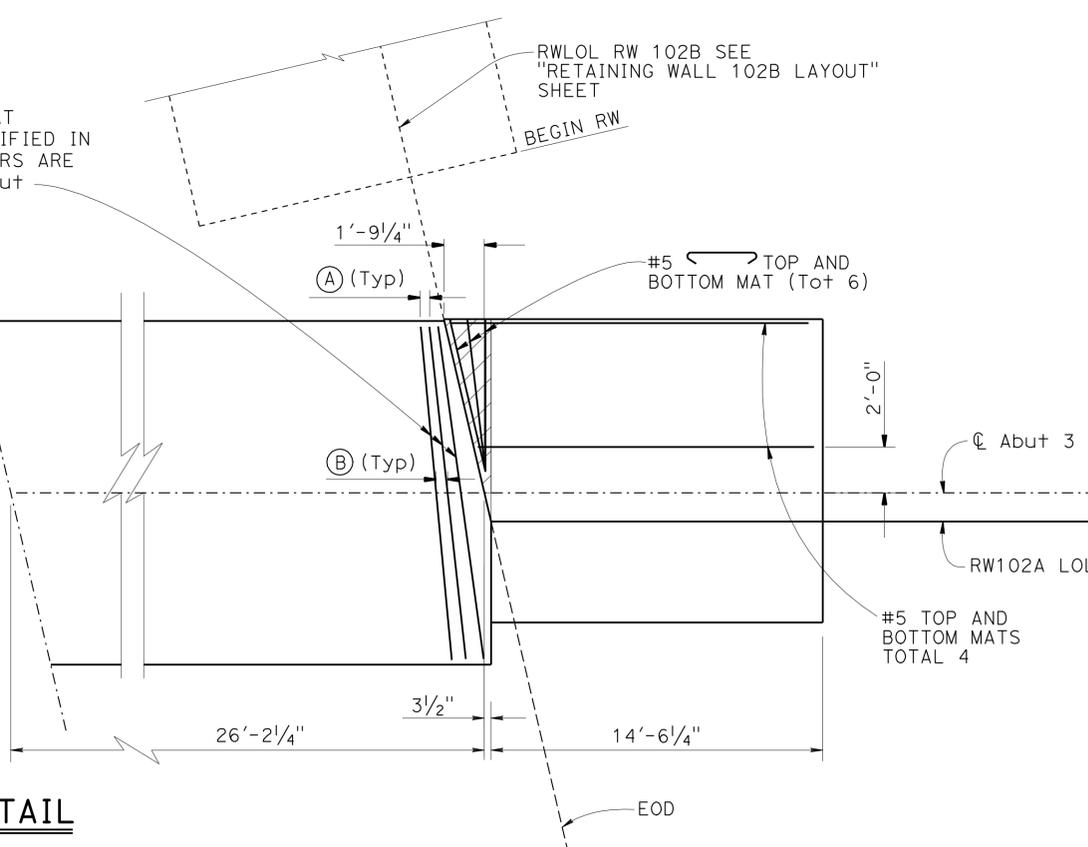
ABUTMENT 1 FOOTING DETAIL
1/4" = 1'-0"



- NOTES:**
- ▨ No reinforcement to be placed in this area except what is shown.
 - (A) 5" for #11 L where required
5" for #8 top mat
10" for #8 bottom mat
 - (B) Spacing shown on "ABUTMENT DETAILS NO. 1" sheet
 - (C) All dimensions measured along or normal to CL Abut unless noted
 - (D) All reinforcement not shown, for all reinforcement, see (B3-1), "ABUTMENT DETAILS NO.1" and "RETAINING WALL TYPE 1SW-DETAILS NO. 1 & 2"



ABUTMENT 3 FOOTING DETAIL
1/4" = 1'-0"



DESIGN	BY B. Gunter	CHECKED R. Wang
DETAILS	BY H. Mahboobi	CHECKED R. Wang
QUANTITIES	BY D. Balbas / B. Gunter	CHECKED A. Morales / R. Wang

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

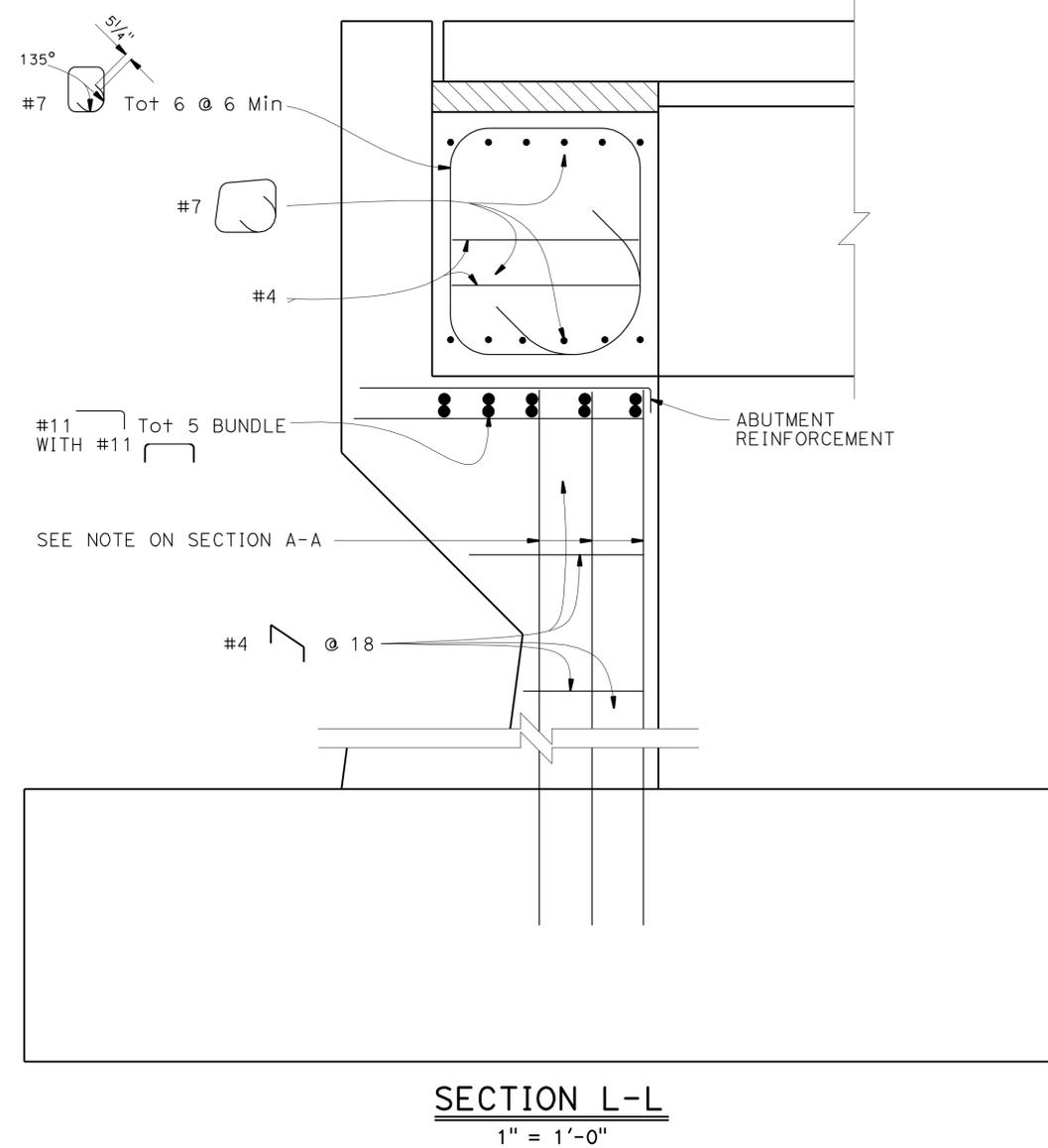
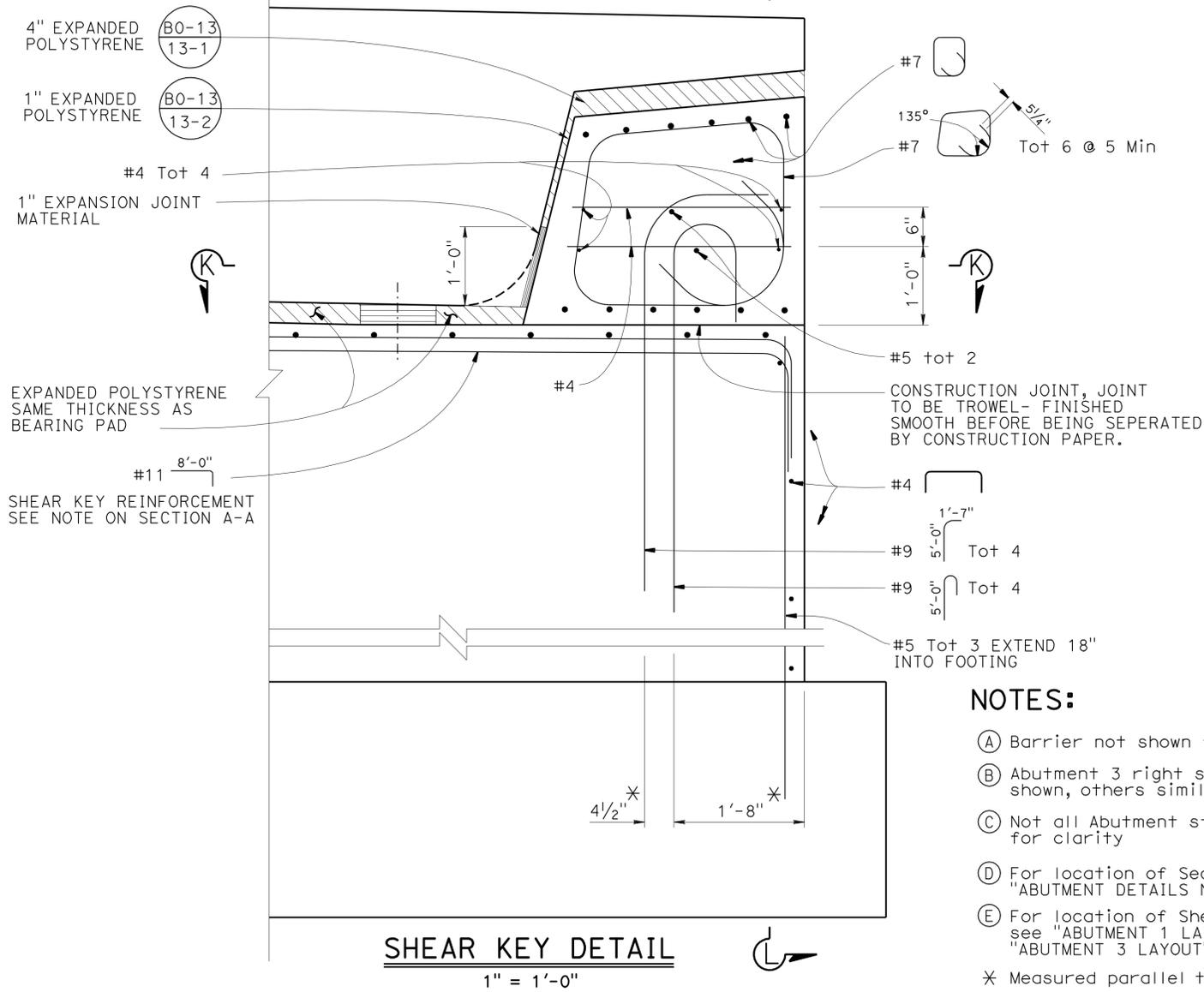
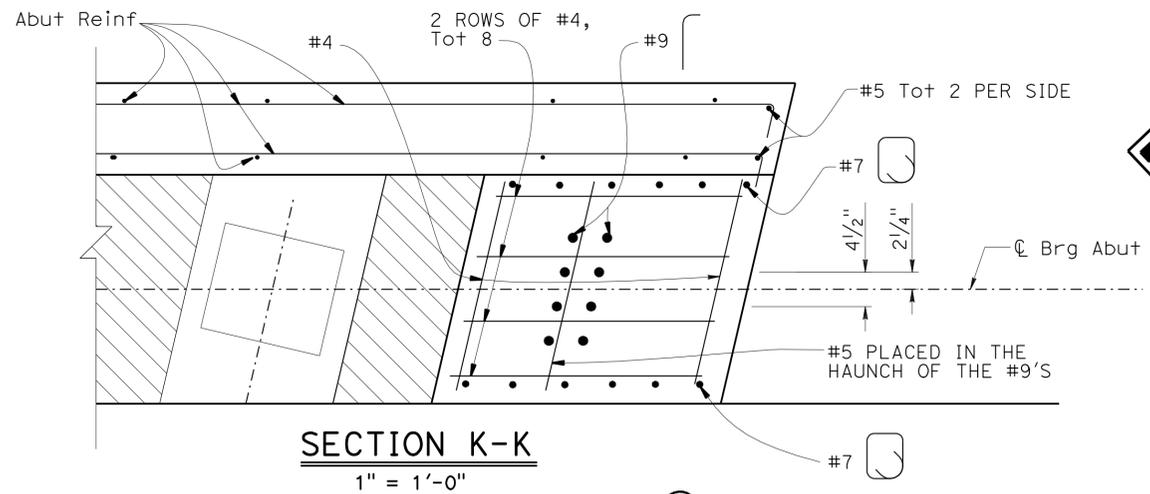
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
ABUTMENT DETAILS NO. 2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1174	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
 B. R. GUNTER
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STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY B. Gunter	CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	54-1294	NEWPORT AVE (REPLACE) ABUTMENT DETAILS NO. 3
	DETAILS	BY H. Mahboobi	CHECKED R. Wang			POST MILE	1.78	
	QUANTITIES	BY D. Balbas	CHECKED A. Morales			UNIT: X PROJECT NUMBER & PHASE: 0800000506	CONTRACT NO.: 08-0M9401	

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

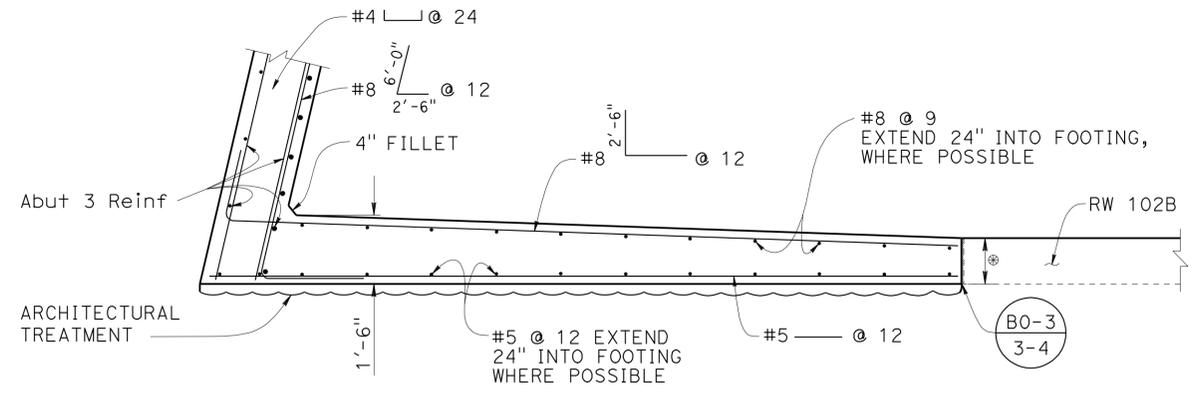
0 1 2 3

FILE => 54-1294-FR-det_03.dgn

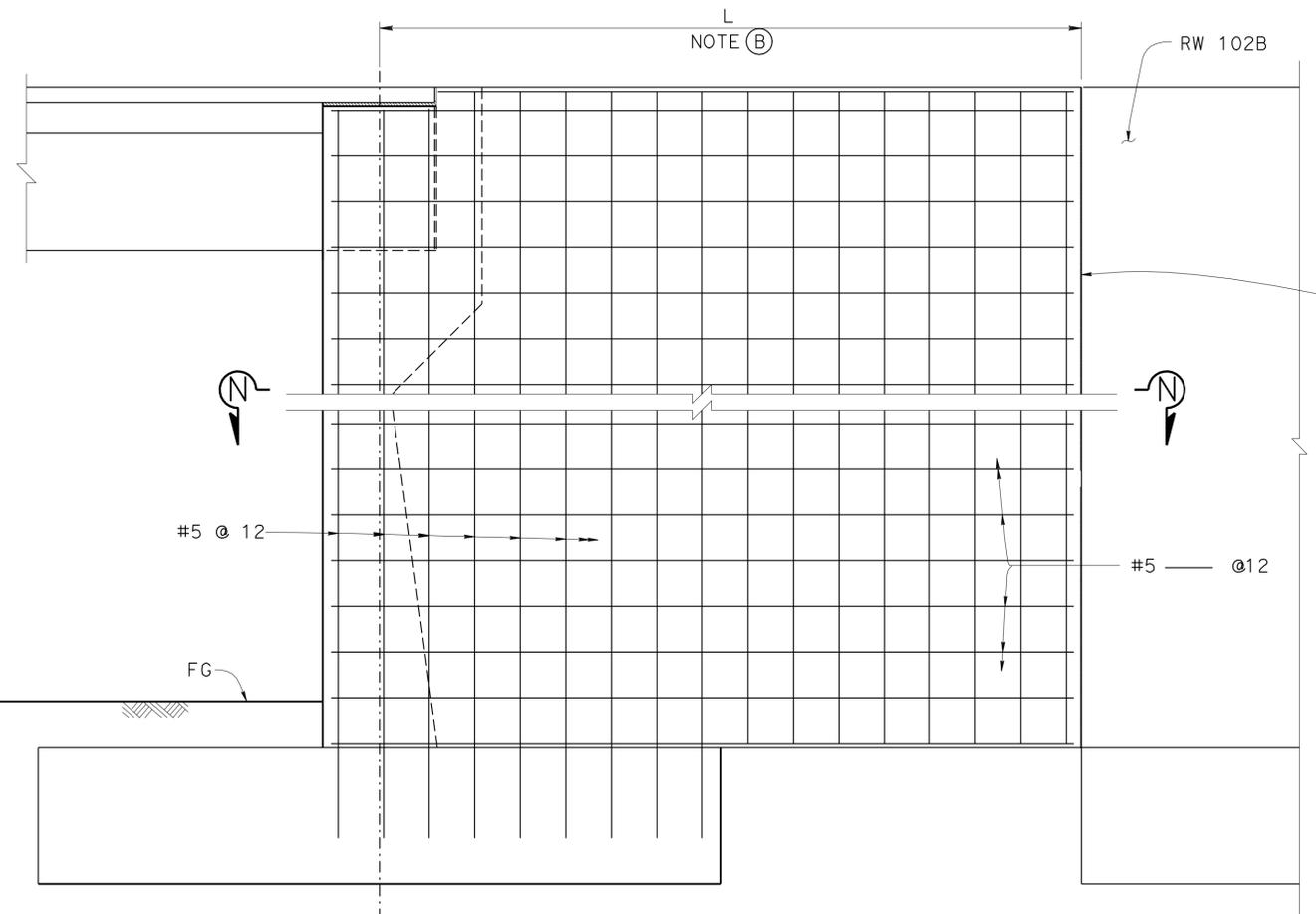
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1175	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
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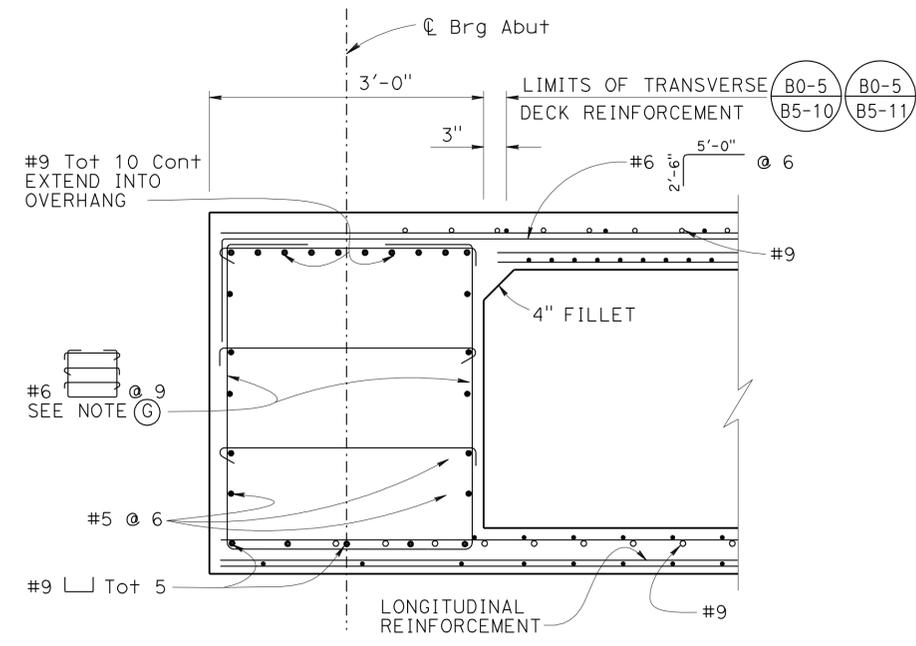
REGISTERED PROFESSIONAL ENGINEER
 B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
 CIVIL
 STATE OF CALIFORNIA



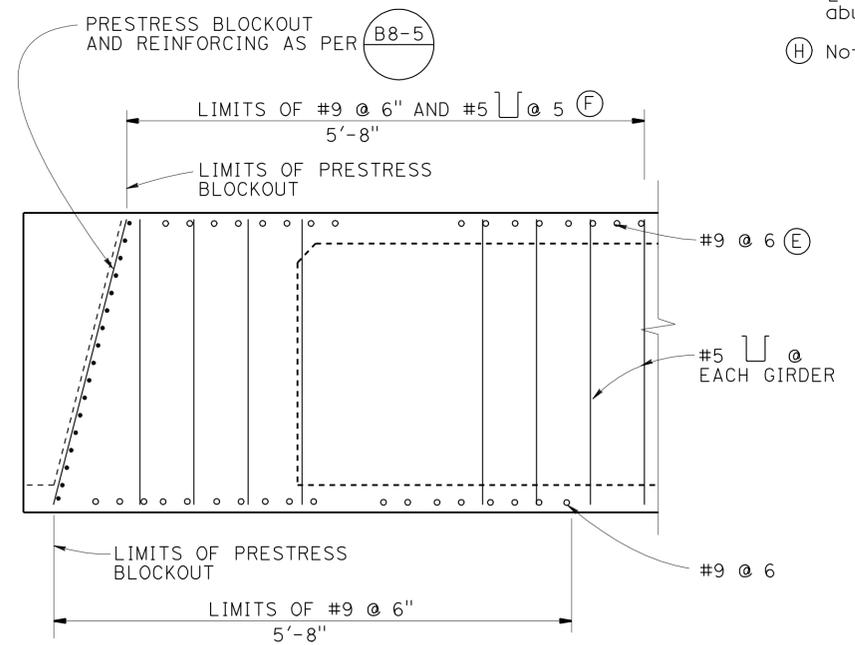
SECTION N-N
1/2" = 1'-0"



**ABUTMENT 3
RETURN WALL ELEVATION**
1/2" = 1'-0"



ABUTMENT END DIAPHRAGM
1" = 1'-0"



ADDITIONAL DIAPHRAGM REINFORCEMENT DETAIL AT GIRDER
1" = 1'-0"

- NOTES:**
- ⊗ Batter back face of return wall to match battered backface of adjoining retaining wall. front face of return wall to be even with front face of adjoining retaining wall
 - (A) Type 26 (Mod 1) barrier not shown for clarity
 - (B) Dimension L given on "RETAINING WALL NO. 102B LAYOUT" sheet
 - (C) For Architectural Treatment, see "ARCHITECTURAL TREATMENT LAYOUT NO. 3" sheet
 - (D) Maximum temporary and permanent distance between fill in front of wall and fill behind wall is 8'-0"
 - (E) Bars shown in addition to bars on "TYPICAL SECTION" and "GIRDER LAYOUT" sheet
 - (F) To be bundled with bars shown on "GIRDER LAYOUT" sheet
 - (G) Bars to be placed parallel to ℓ Newport and spaced along ℓ of abutment
 - (H) Not all bars shown for clarity

DESIGN	BY B. Gunter	CHECKED R. Wang / E. Mercado
DETAILS	BY H. Mahboobi	CHECKED R. Wang / E. Mercado
QUANTITIES	BY D. Balbas	CHECKED A. Morales

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

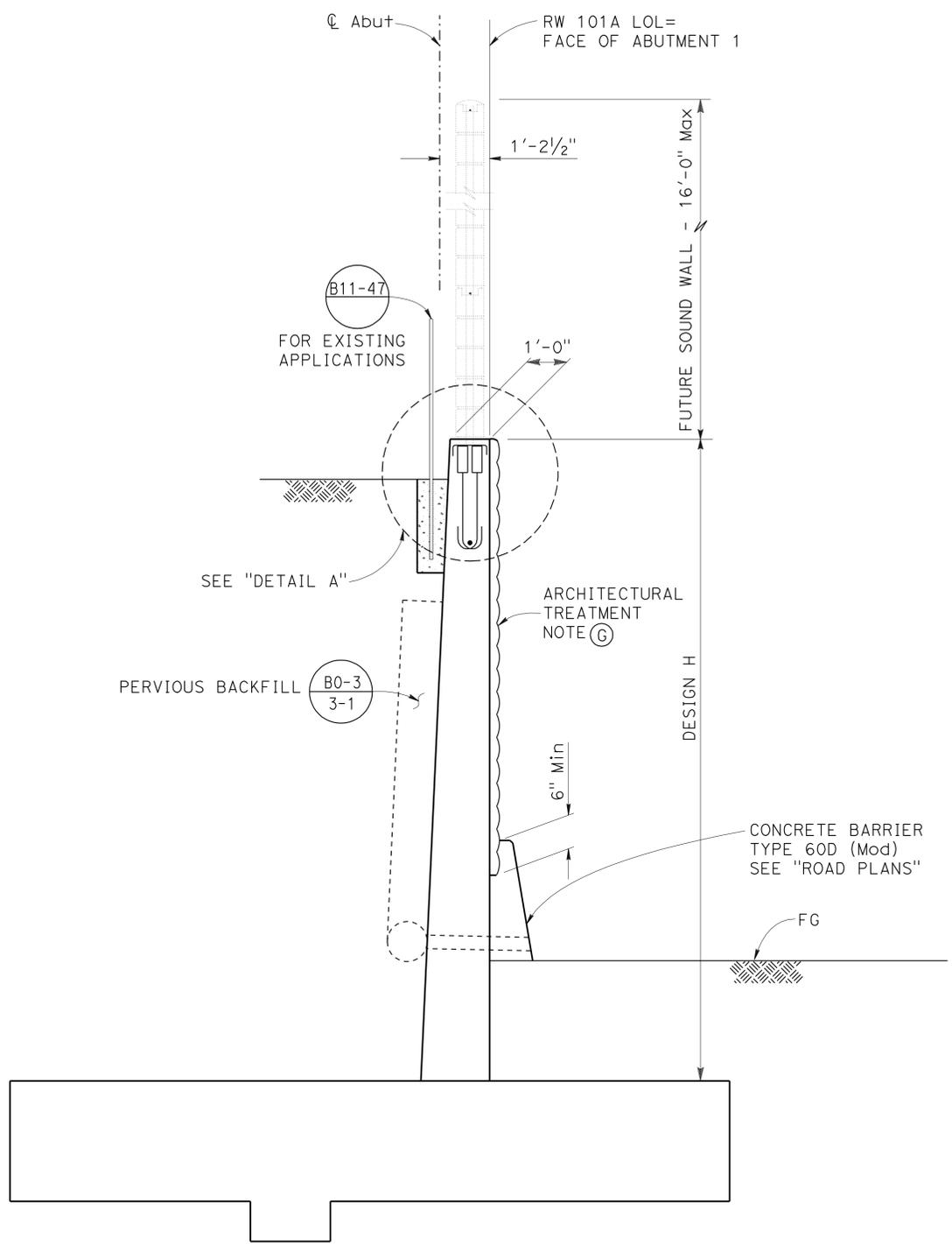
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

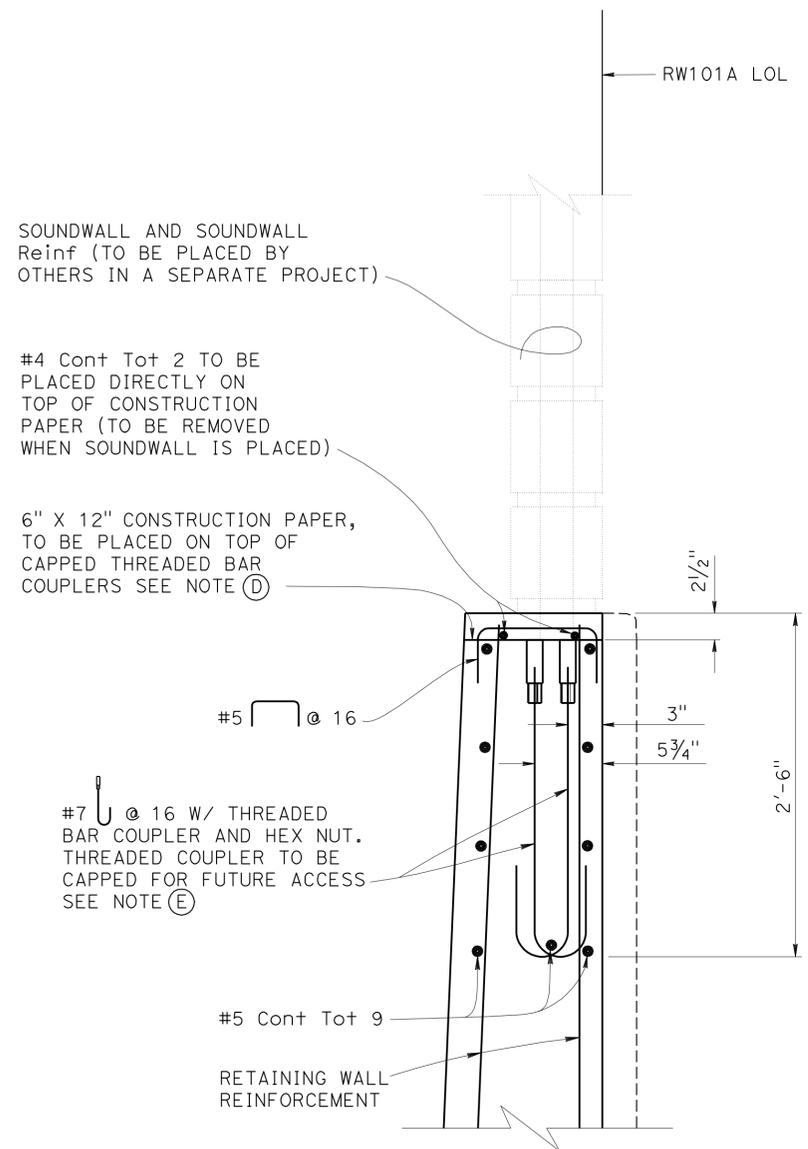
NEWPORT AVE OC (REPLACE)
ABUTMENT DETAILS NO. 4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1176	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
 B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
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SECTION C-C
1/2" = 1'-0"



DETAIL A (A)
1/2" = 1'-0"

- NOTES:**
- (A) "DETAIL A" to replace "DETAIL A" on "RETAINING WALL TYPE 1 SW- DETAILS NO. 1" sheet for retaining wall 101A
 - (B) For details not shown, see "RETAINING WALL TYPE 1 SW DETAILS NO. 1 & 2" sheets.
 - (C) Soundwall to placed in future contract
 - (D) Construction paper to be placed only at locations of threaded bar couplers
 - (E) Threaded bar couplers shall not be staggered as specified in standard specifications
 - (F) For the location of Section C-C, see "ABUTMENT NO. 1 LAYOUT" sheet.
 - (G) For Architectural Treatment, see "ARCHITECTURAL TREATMENT LAYOUT NO. 1" sheet.

DESIGN	BY B. Gunter	CHECKED R. Wang
DETAILS	BY H. Mahboobi	CHECKED R. Wang
QUANTITIES	BY B. Gunter	CHECKED R. Wang

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
ABUTMENT DETAILS NO. 5

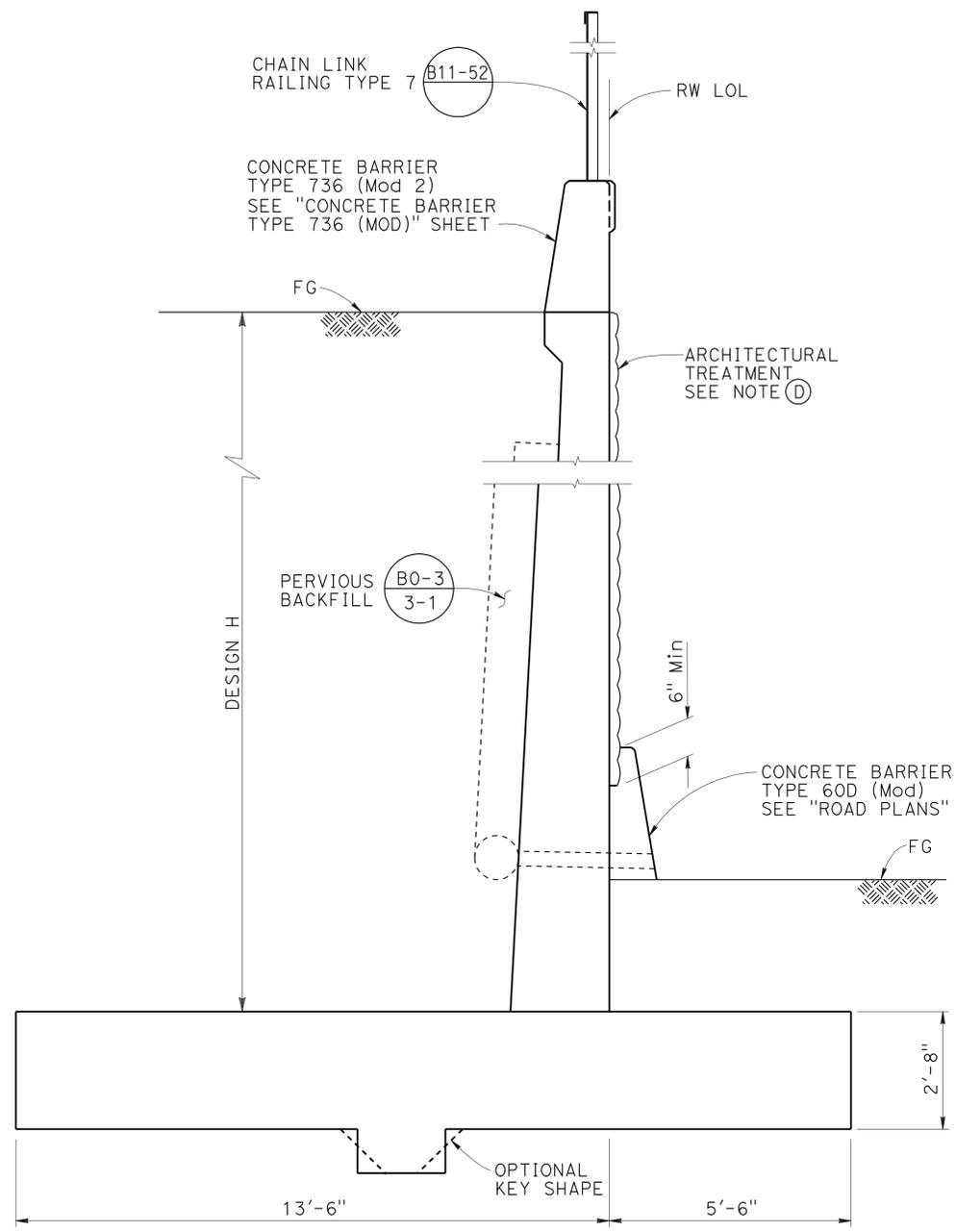
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7 43.2/45.2, 0.0/5.1	1177	1743

12-29-2011
REGISTERED CIVIL ENGINEER DATE

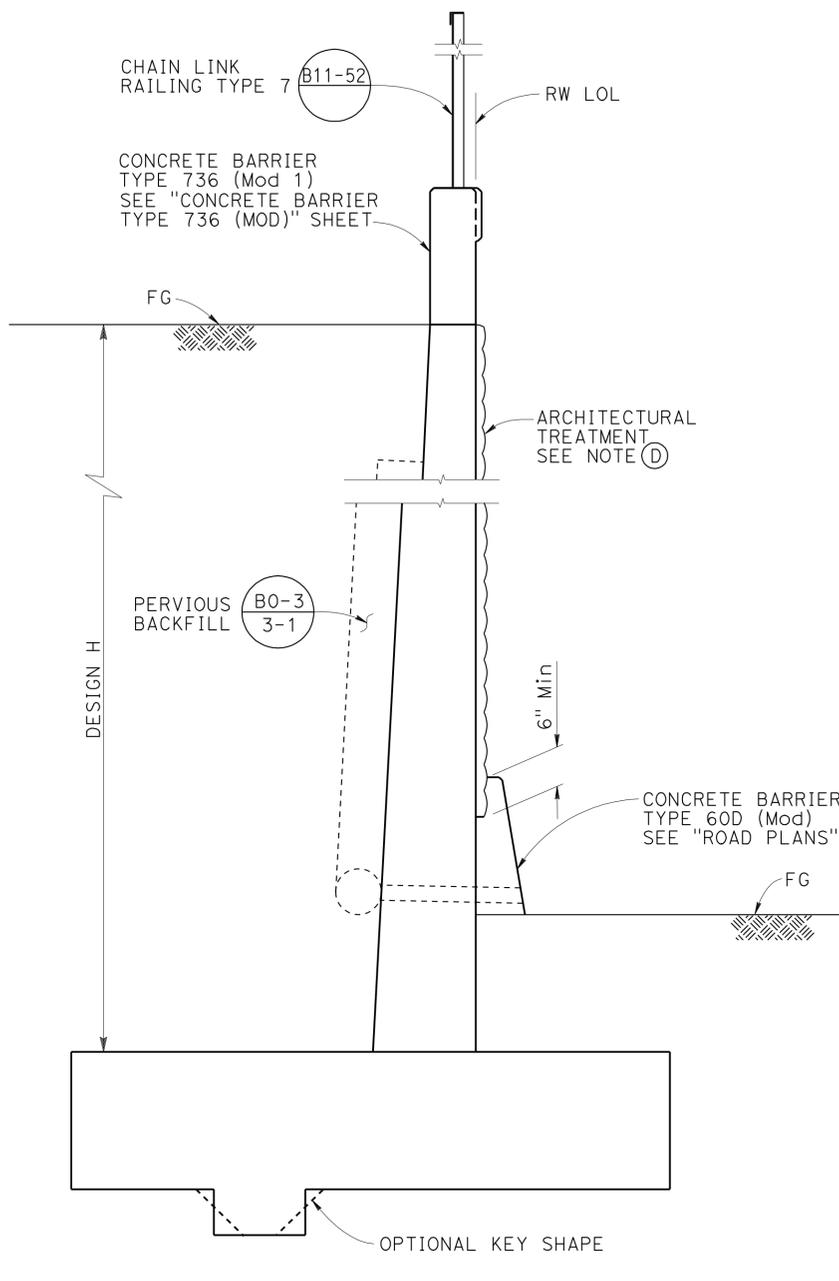
4-16-12
PLANS APPROVAL DATE

B. R. GUNTER
No. C 66195
Exp. 06-30-12
CIVIL
STATE OF CALIFORNIA

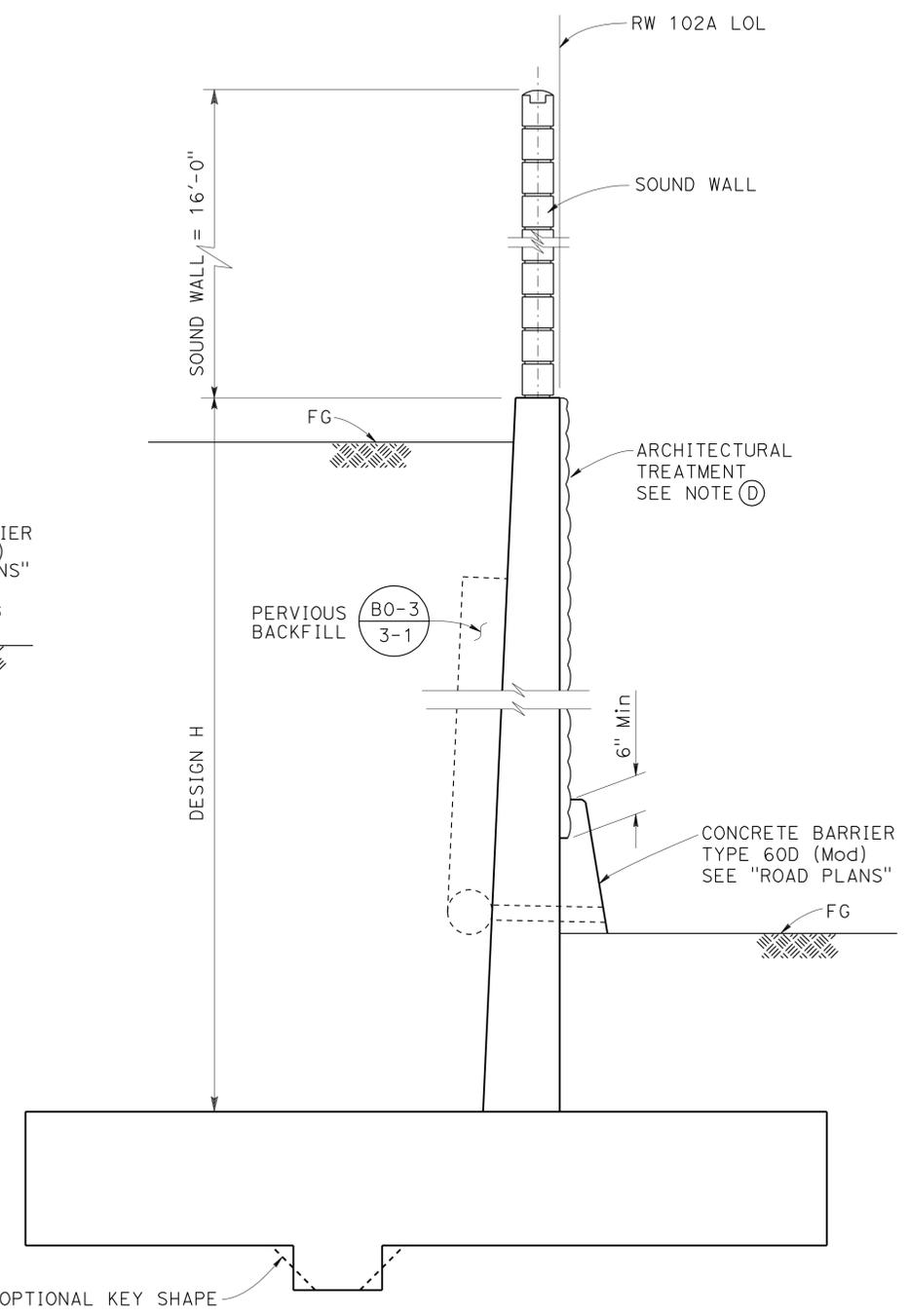
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SECTION B-B (B)
1/2" = 1'-0"



SECTION J-J (B)
1/2" = 1'-0"



SECTION D-D (A)
1/2" = 1'-0"

NOTES:

- (A) For Dimensions and Details not shown, see "RETAINING WALL TYPE 1 SW-DETAILS NO. 1 and NO. 2" sheet.
- (B) For Dimensions and Details not shown, see (B3-1).
- (C) For Location of Sections B-B and J-J, see "ABUTMENT 1 LAYOUT" sheet.
- (D) For Architectural Treatment, see "ARCHITECTURAL TREATMENT LAYOUT NO. 1" sheet.
- (E) For Location of Section D-D, see "ABUTMENT 3 LAYOUT" sheet.

DESIGN	BY B. Gunter	CHECKED R. Wang
DETAILS	BY H. Mahboobi	CHECKED R. Wang
QUANTITIES	BY B. Gunter	CHECKED R. Wang

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

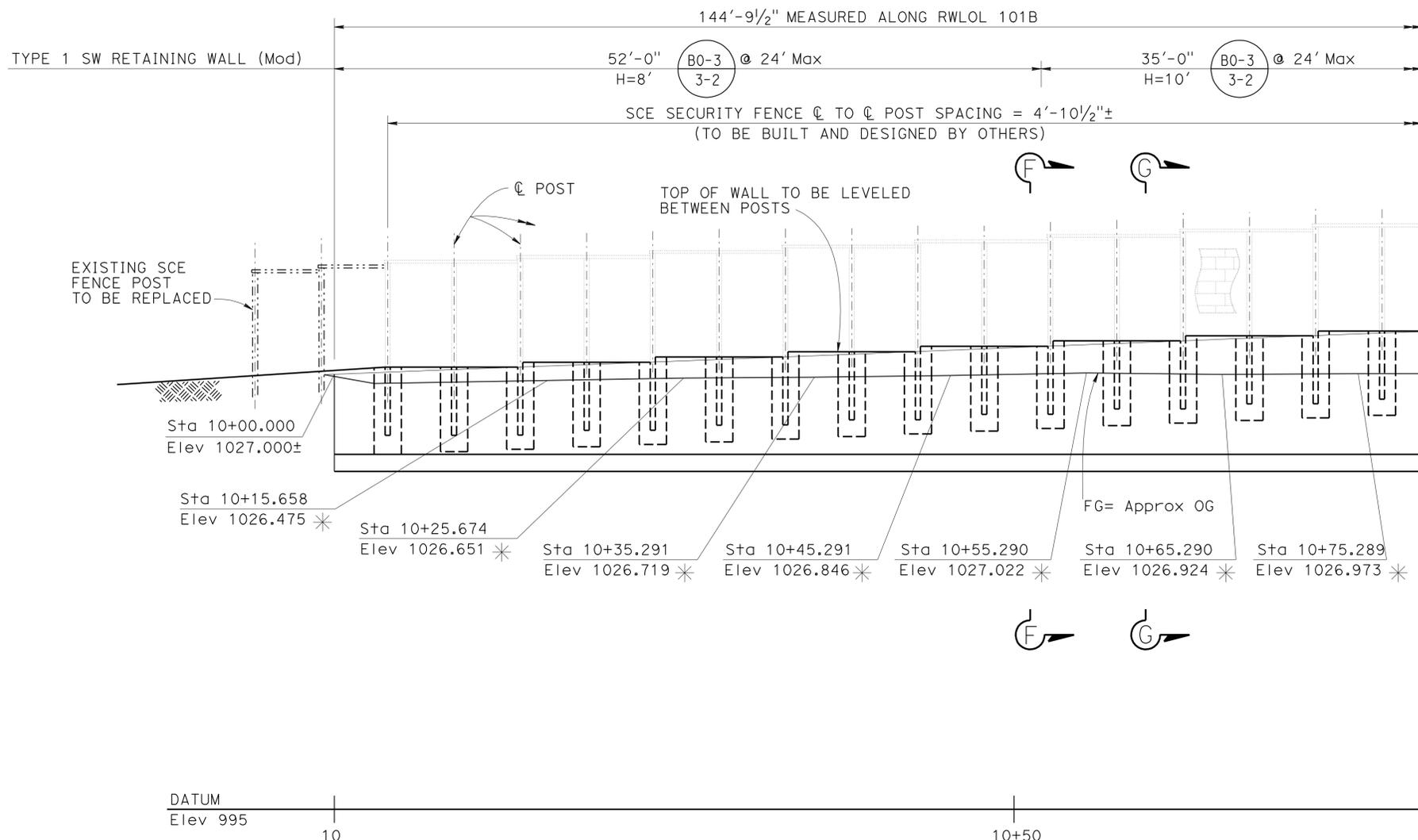
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
ABUTMENT DETAILS NO. 6

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1178	1743

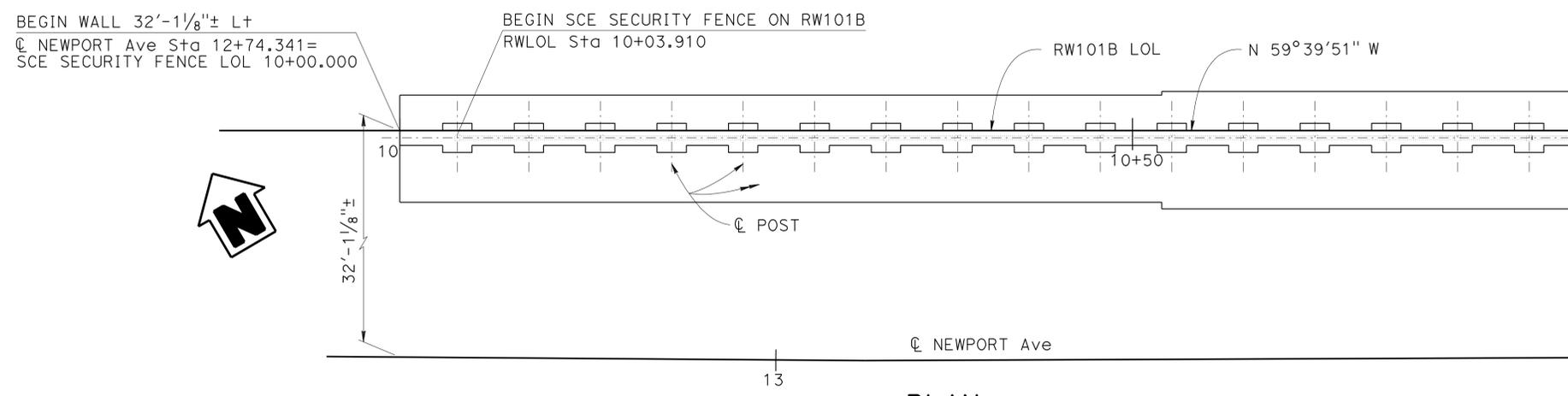
12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
 B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
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B0-3 3-2 B0-3 3-4

C POST	FG ELEVATION @ TOP OF WALL	TOP OF WALL ELEVATIONS BETWEEN C OF POSTS
10+04.098	1027.092	1027.592
10+08.973	1027.264	1027.592
10+13.848	1027.436	1027.592
10+18.723	1027.614	1028.114
10+23.598	1027.795	1028.114
10+28.473	1027.988	1028.114
10+33.348	1028.191	1028.691
10+38.223	1028.389	1028.691
10+43.098	1028.584	1028.691
10+47.973	1028.782	1029.282
10+52.848	1028.982	1029.282
10+57.723	1029.180	1029.282
10+62.598	1029.375	1029.875
10+67.473	1029.568	1029.875
10+72.348	1029.758	1029.875
10+77.223	1029.943	1029.875

MIRRORED ELEVATION
3/16" = 1'-0"



PLAN
3/16" = 1'-0"

MATCH LINE Sta 10+80.00

NOTES:

- * Finished grade elevation is at station shown on RW101B LOL
- (A) Extend waterstop 12" below finished grade
- (B) All dimension are measured along RW101B LOL unless otherwise noted
- (C) Stations are in feet
- (D) At approximate locations indicated, expansion joints shall be placed as directed by engineer
- (E) For Section G-G and Section F-F, see "RETAINING WALL NO. 101B DETAILS NO.1" sheet
- (F) FG at top of wall must not exceed top of wall height by more than 6"

DESIGN	BY B. Gunter / S. Yeh	CHECKED E. Mercado
DETAILS	BY H. B. / H. Mahboobi	CHECKED E. Mercado
QUANTITIES	BY B. Gunter	CHECKED R. Wang / C. Chuang

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
RETAINING WALL NO. 101B LAYOUT NO. 1

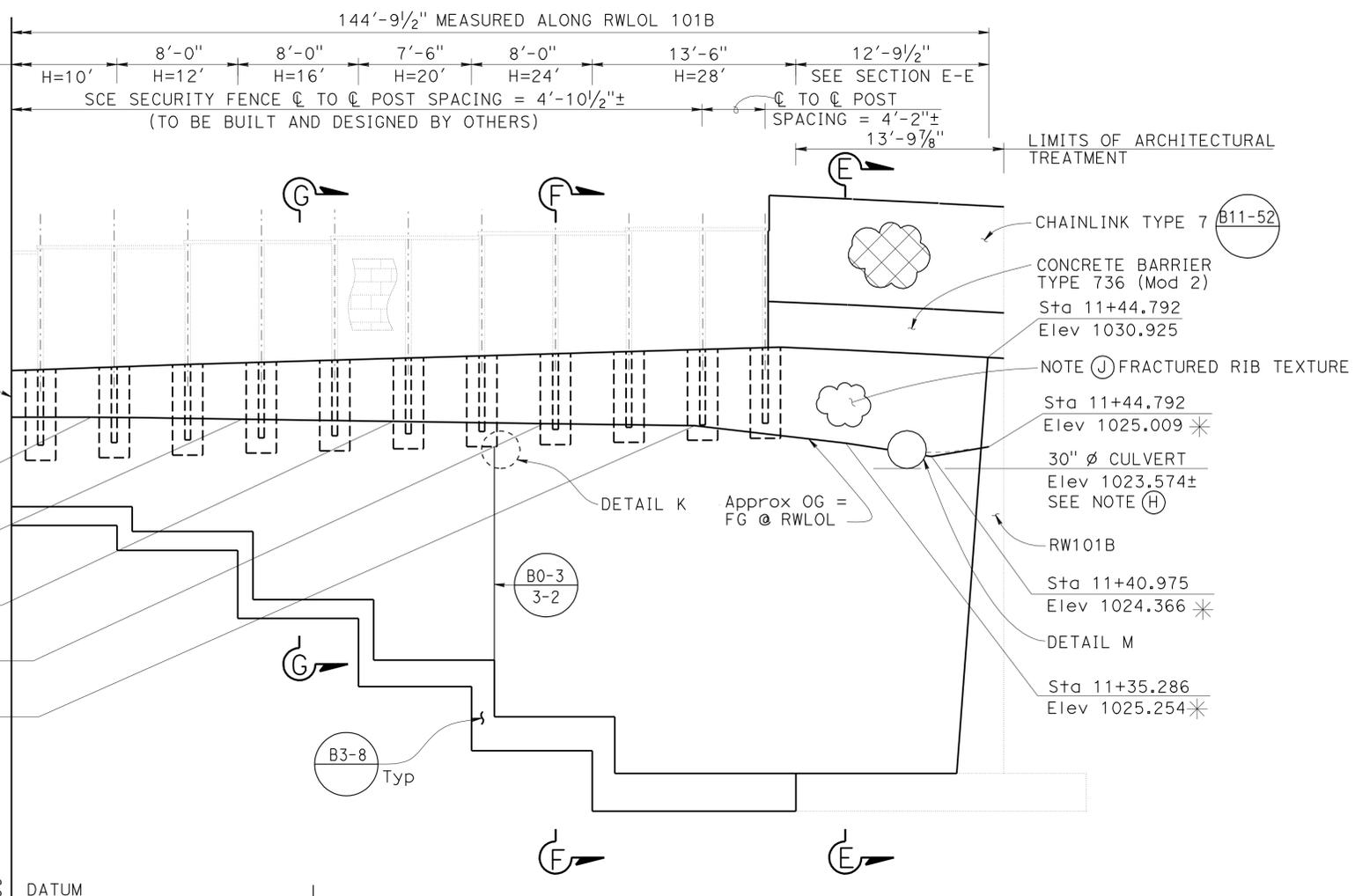
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1179	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE

B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
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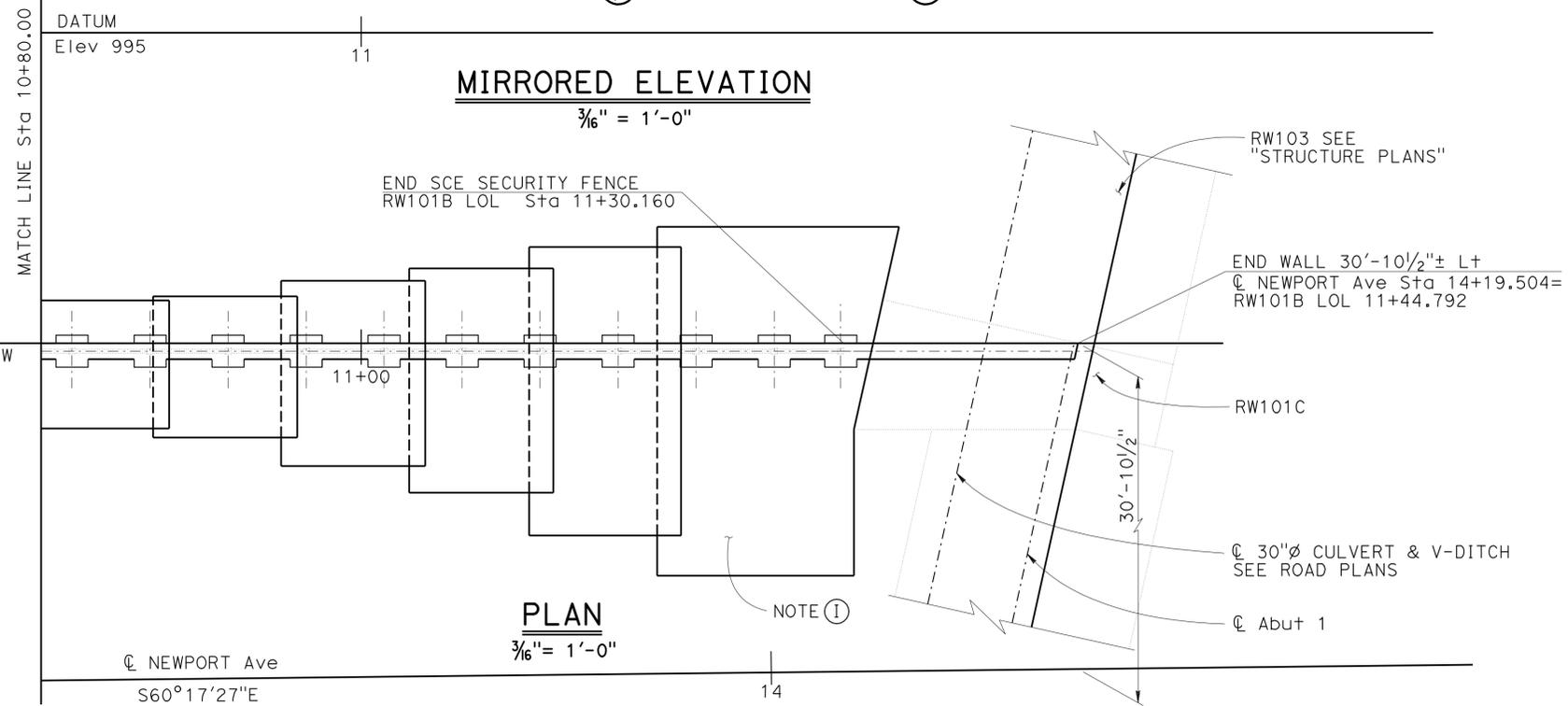
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TYPE 1 SW RETAINING WALL (Mod)
 EXCEPT AS NOTED



CL POST	FG ELEVATION @ TOP OF WALL	TOP OF WALL ELEVATIONS BETWEEN CL OF POSTS
10+77.223	1029.943	1030.443
10+82.098	1030.120	1030.443
10+86.973	1030.293	1030.443
10+91.848	1030.459	1030.959
10+96.723	1030.623	1030.959
11+01.598	1030.780	1030.959
11+06.473	1030.935	1030.959
11+11.348	1031.083	1031.583
11+16.223	1031.228	1031.583
11+21.098	1031.361	1031.583
11+25.973	1031.493	1031.583
11+30.140	1031.554	1031.583

MIRRORED ELEVATION
 3/16" = 1'-0"



NOTES:

- * Finished grade elevation is at station shown on RW101B LOL
- (A) Extend waterstop 12" below finished grade
- (B) All dimension are measured along RW101B LOL unless otherwise noted
- (C) Stations are in feet
- (D) Expansion joint shall be placed as shown
- (E) For Section F-F and Section G-G, see "RETAINING WALL 101B DETAILS NO. 1" sheet
- (F) For Section E-E, Detail K and M, see "RETAINING WALL NO. 101B DETAILS NO.2" sheet.
- (G) For Concrete Barrier Type 736 (MOD 2), see "CONCRETE BARRIER TYPE 736 (MOD)" sheet.
- (H) Match height of V DITCH see, "ROAD PLANS"
- (I) For RW101B Footing detail, see "RETAINING WALL NO. 101B DETAILS NO. 1" sheet.
- (J) For Fractured Rib Texture, see "ARCHITECTURAL TREATMENT LAYOUT NO. 2" sheet.

DESIGN	BY B. Gunter / S. Yeh	CHECKED E. Mercado
DETAILS	BY H. B. / H. Mahboobi	CHECKED E. Mercado
QUANTITIES	BY B. Gunter	CHECKED R. Wang / C. Chuang

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

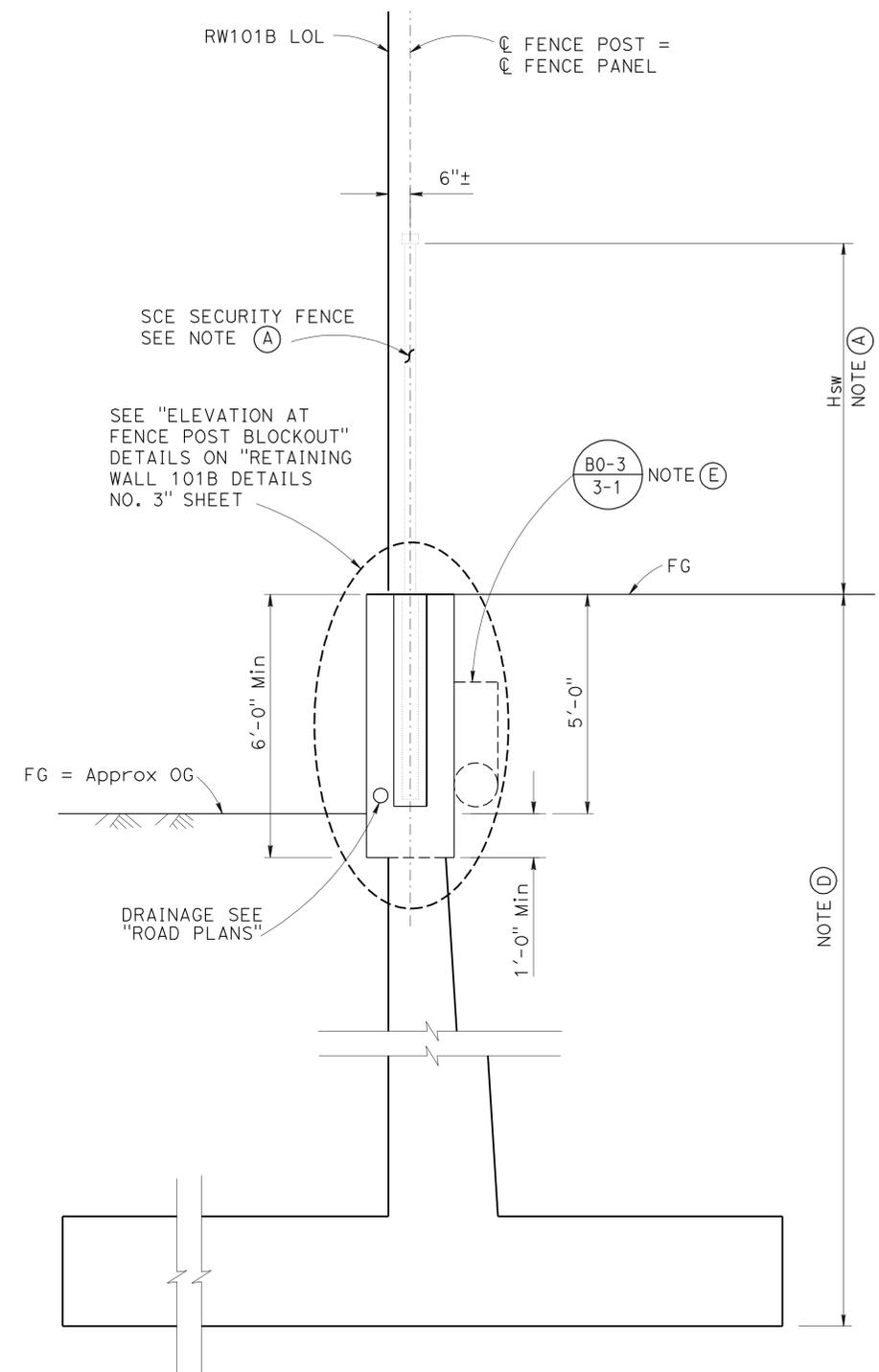
DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO. 54-1294
 POST MILE 1.78

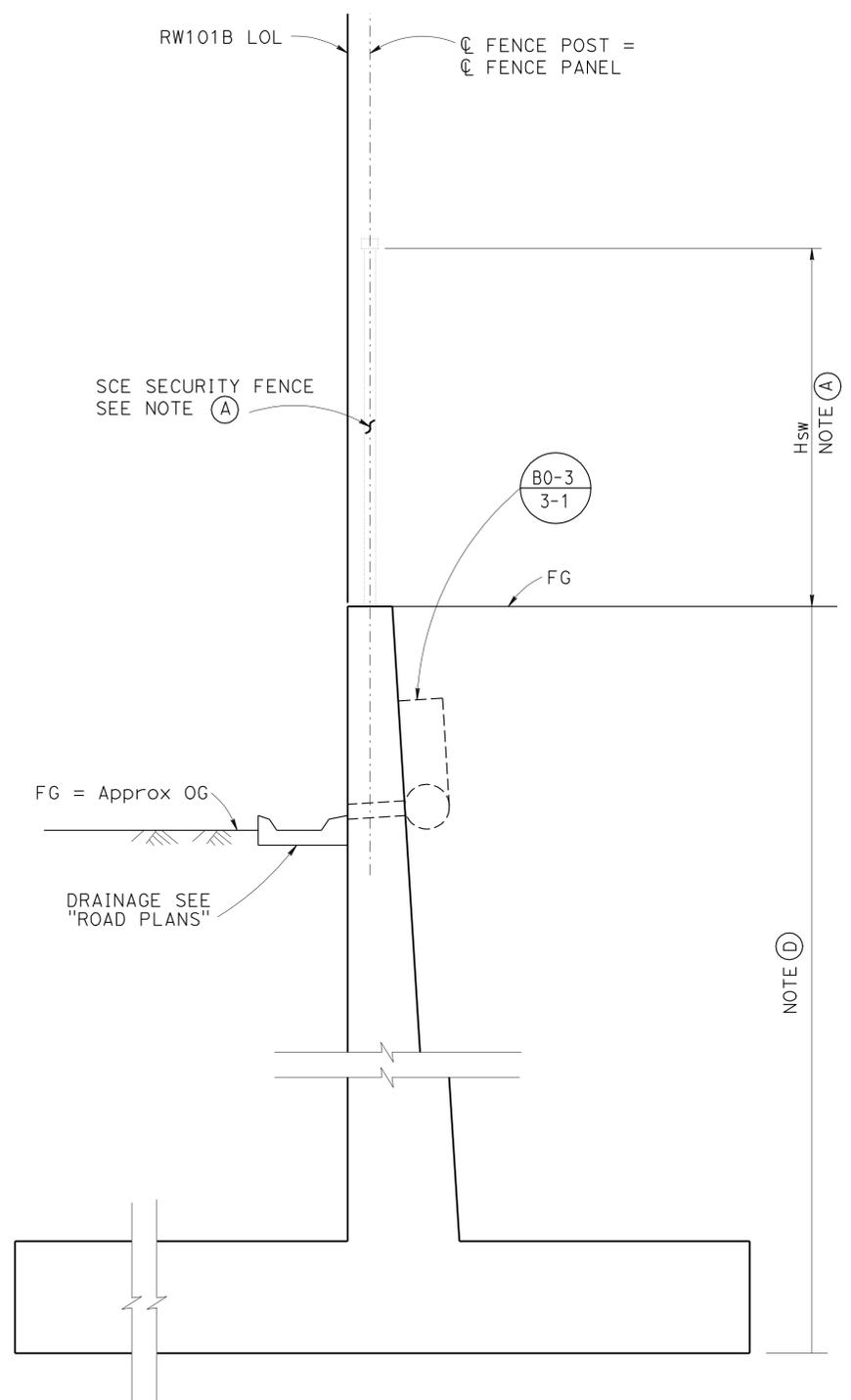
NEWPORT AVE OC (REPLACE)
RETAINING WALL NO. 101B LAYOUT NO. 2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1180	1743

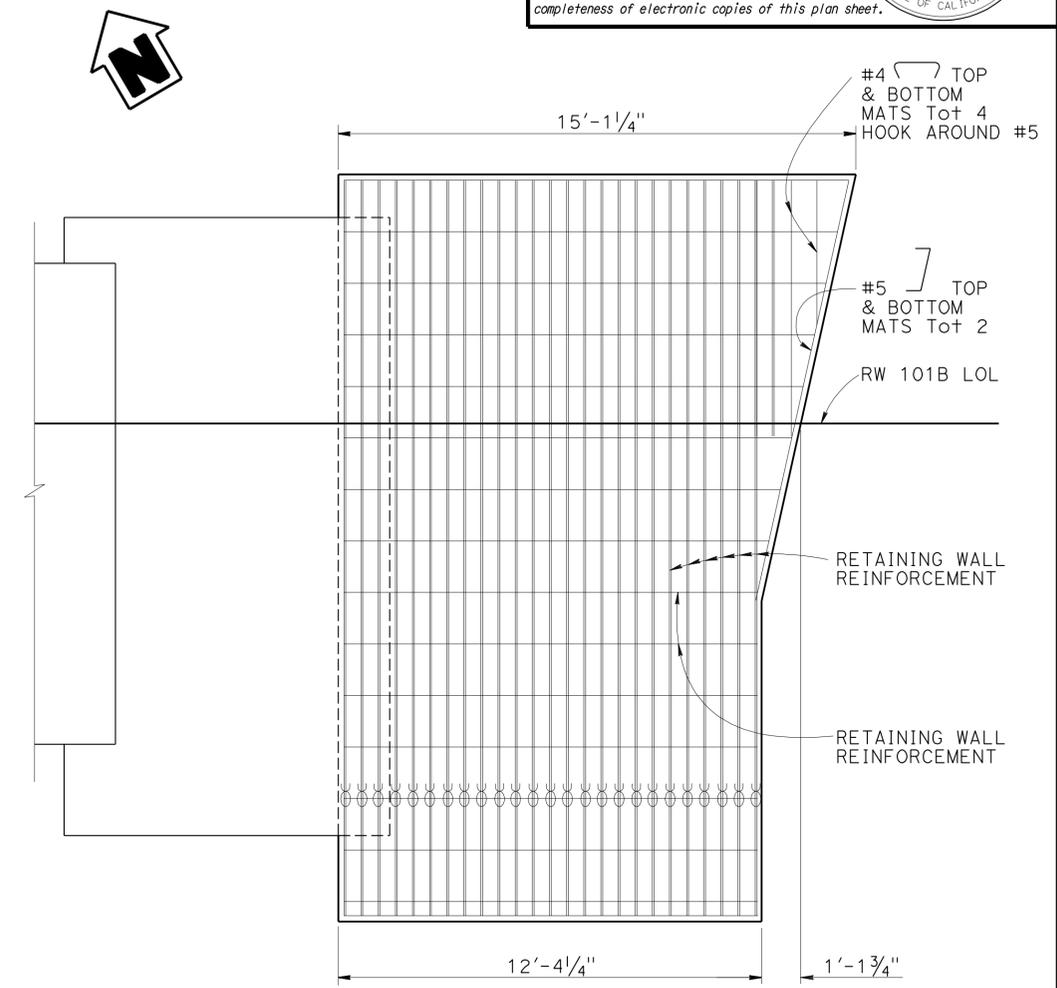
12-29-2011
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SECTION F-F
(AT FENCE POST BLOCKOUTS)
1/2" = 1'-0"



SECTION G-G
(BETWEEN FENCE POST BLOCKOUTS)
1/2" = 1'-0"



RW101B FOOTING DETAIL
3/8" = 1'-0"

- NOTES:**
- (A) SCE security fence to be designed and built by others
H_{sw} max = 16'
w max (unfactored) = 1.2 k/ft
 - (B) Post must be designed to withstand any loads transferred by SCE security fence
 - (C) Connection must be checked to withstand any loads transferred by SCE security fence
 - (D) Member size and reinforcement schedule and spacing shown on Type 1 SW, see "RETAINING WALL TYPE 1 SW - DETAILS NOs. 1 and 2" sheets.
 - (E) Weep Holes not allowed in Fence post blockout
 - (F) For location of Section G-G, see "RETAINING WALL NO. 101B LAYOUT NO. 1" or "RETAINING WALL NO. 101B LAYOUT NO. 2" sheets.
- ⊗ Indicates Bundled Bars except as noted

DESIGN	BY B. Gunter	CHECKED E. Mercado
DETAILS	BY H. Iniguez / H. Mahboobi	CHECKED E. Mercado
QUANTITIES	BY B. Gunter	CHECKED R. Wang / C. Chuang

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

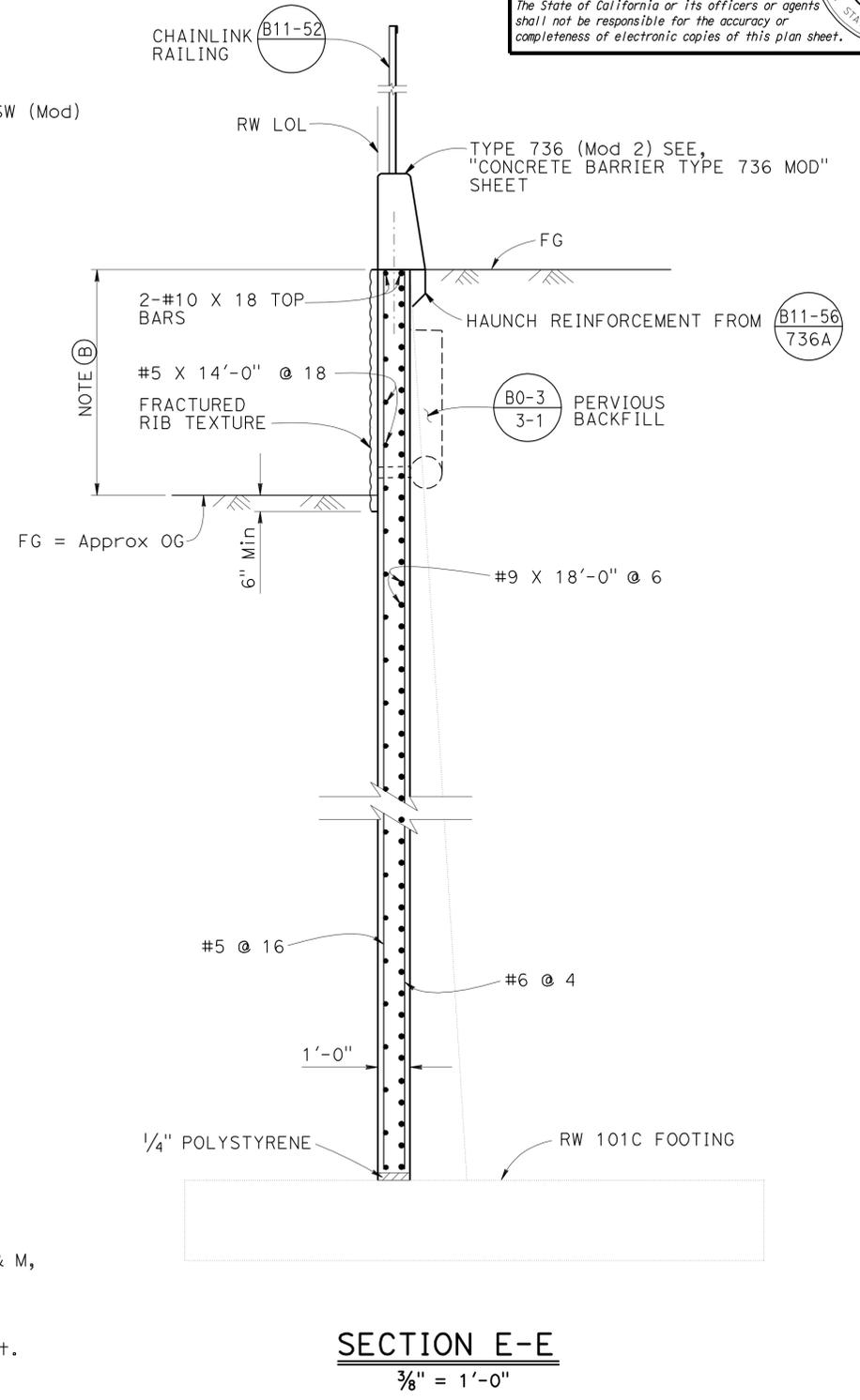
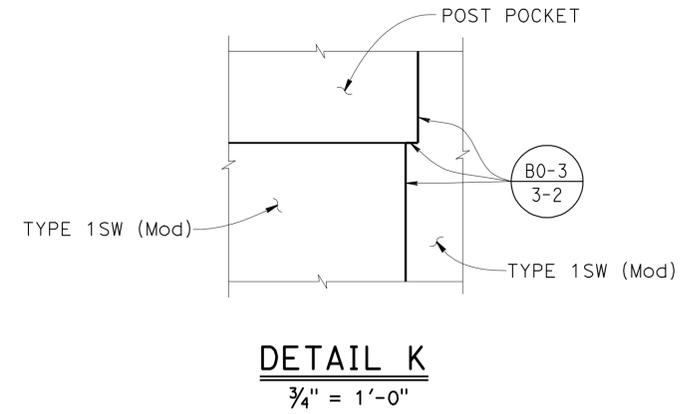
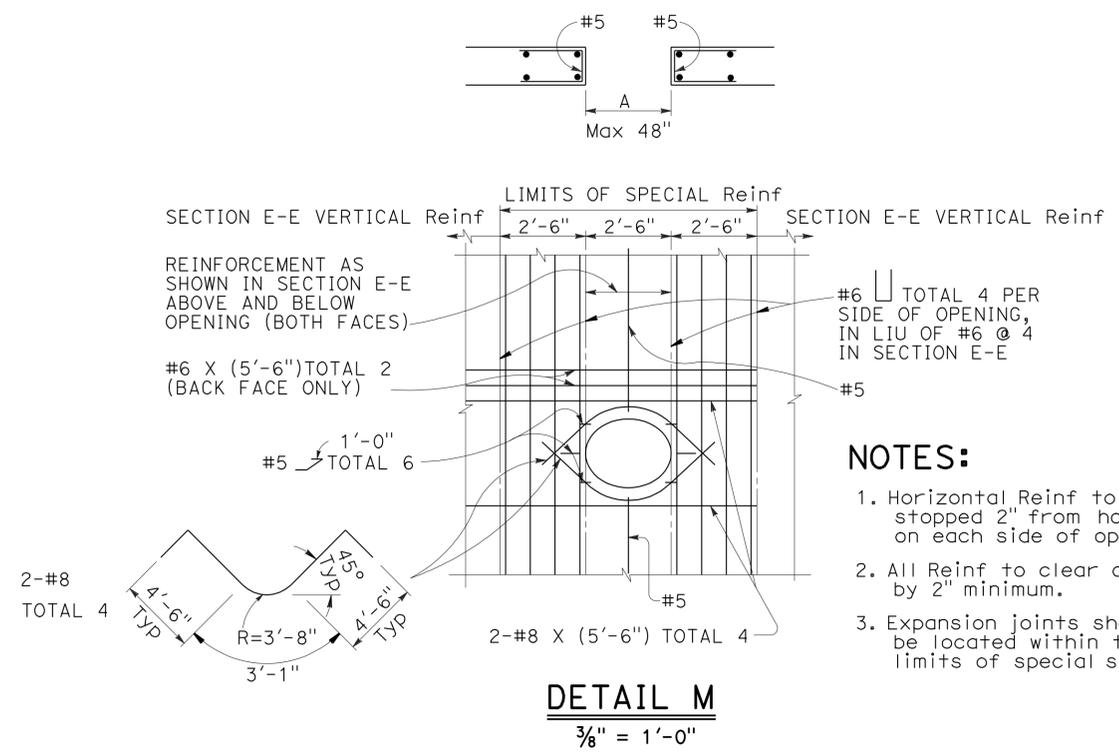
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
RETAINING WALL NO. 101B DETAILS NO. 1

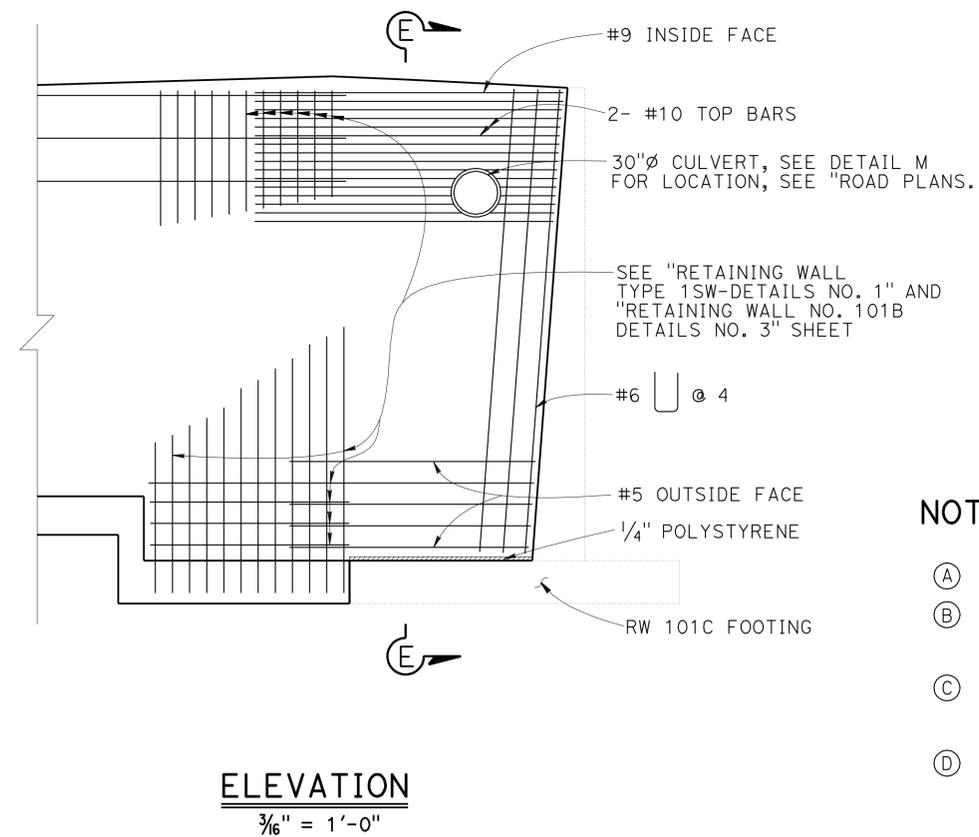
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1181	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
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 B. R. GUNTER
 No. C 66195
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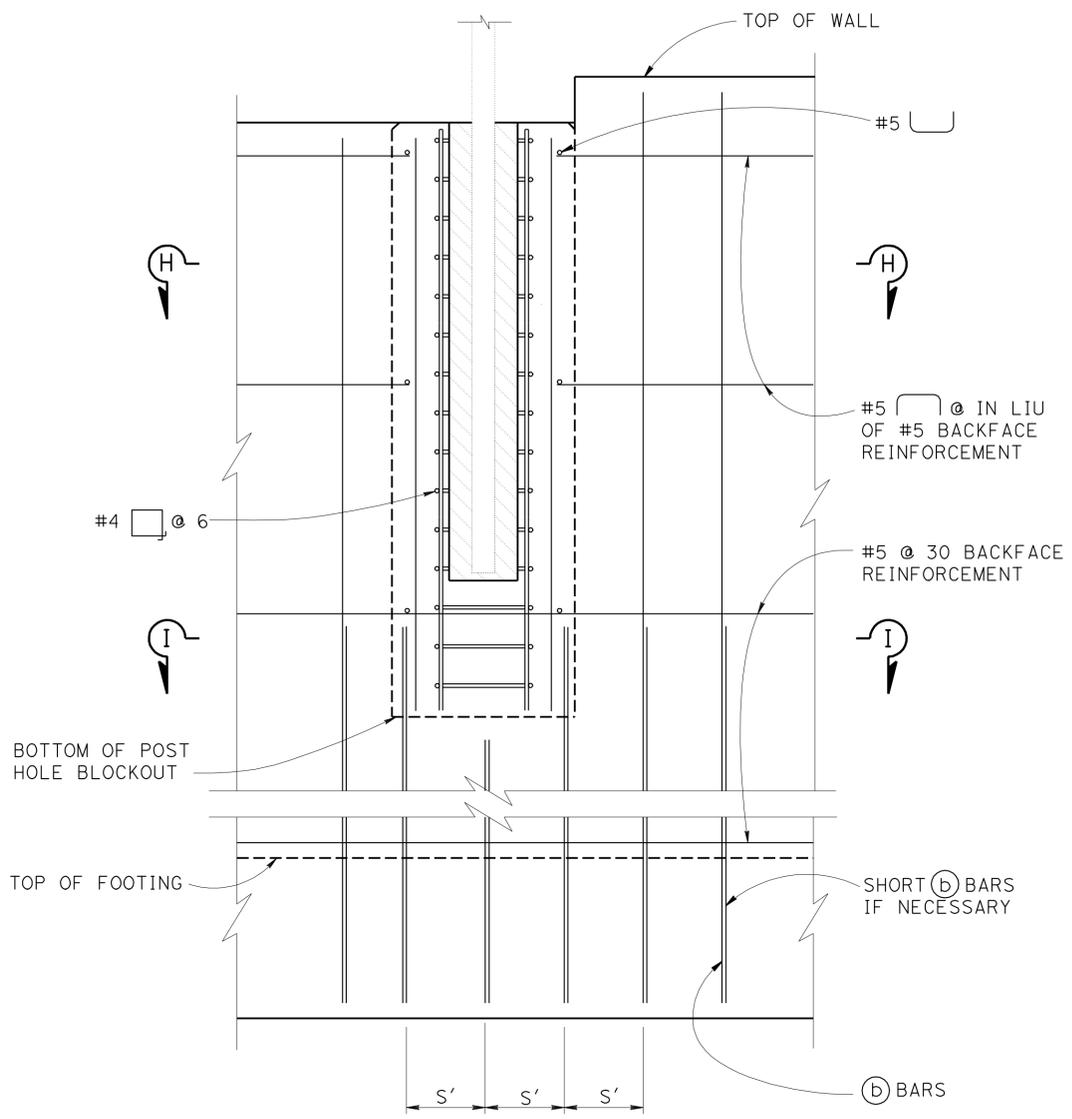
- NOTES:**
- Horizontal Reinf to be stopped 2" from hole on each side of opening
 - All Reinf to clear opening by 2" minimum.
 - Expansion joints shall not be located within the limits of special spacing

- NOTES:**
- Type 736 (Mod 2) not shown for clarity
 - Maximum Temporary and Permanent distance between Fill in front of wall and Fill behind wall is 8'-0"
 - For Location of Section E-E and Details K & M, see "RETAINING WALL NO. 101B LAYOUT NO. 2" sheet
 - For Fractured Rib Texture, see "ARCHITECTURAL TREATMENT LAYOUT NO. 2" sheet.



DESIGN	BY	B. Gunter	CHECKED	E. Mercado	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	54-1294	NEWPORT AVE OC (REPLACE)		
	DETAILS	BY	H. Mahboobi	CHECKED			E. Mercado	POST MILE		1.78	RETAINING WALL NO. 101B DETAILS NO. 2
	QUANTITIES	BY	B. Gunter	CHECKED			R. Wang / C. Chuang	UNIT: 3621 PROJECT NUMBER & PHASE: 0800000506 1 CONTRACT NO.: 08-0M9401			
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)					ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES	SHEET 17 OF 46	

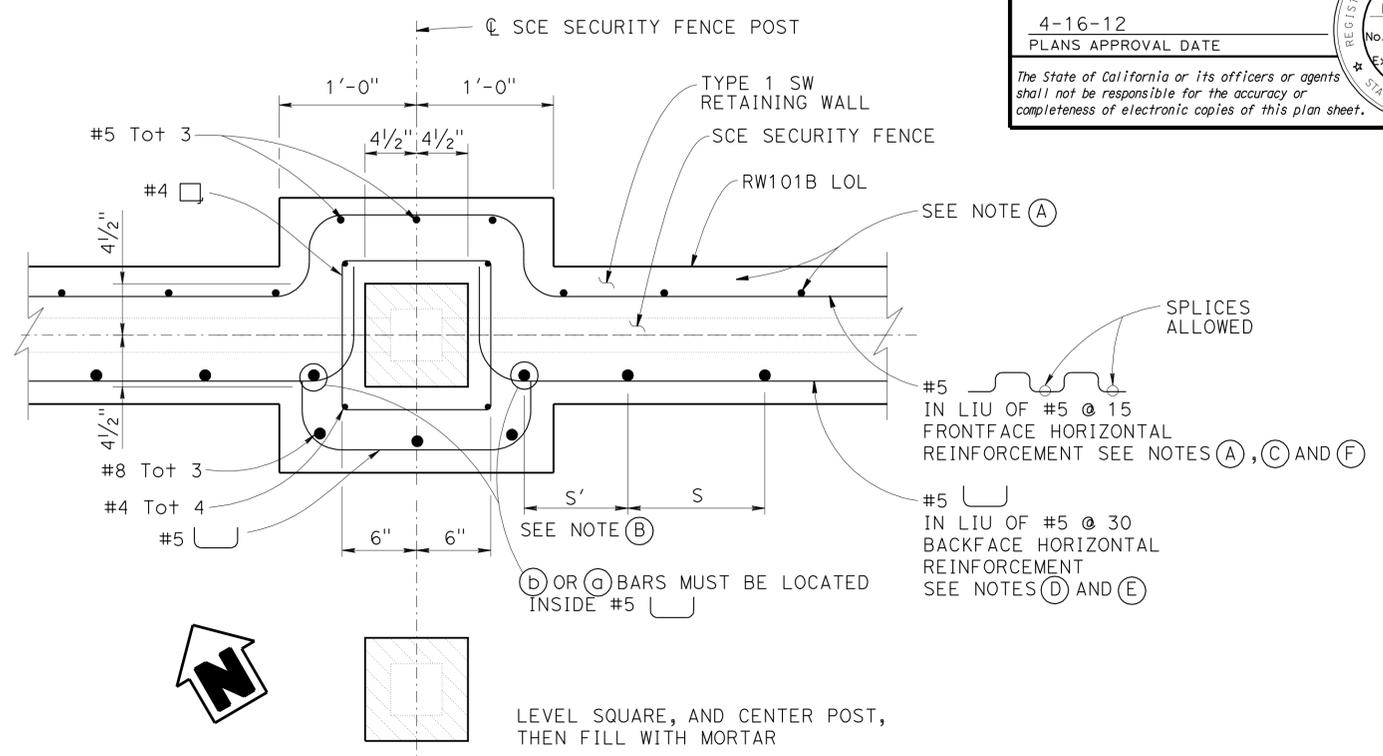
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1182	1743
			12-29-2011	DATE	
REGISTERED CIVIL ENGINEER			DATE		
4-16-12			PLANS APPROVAL DATE		
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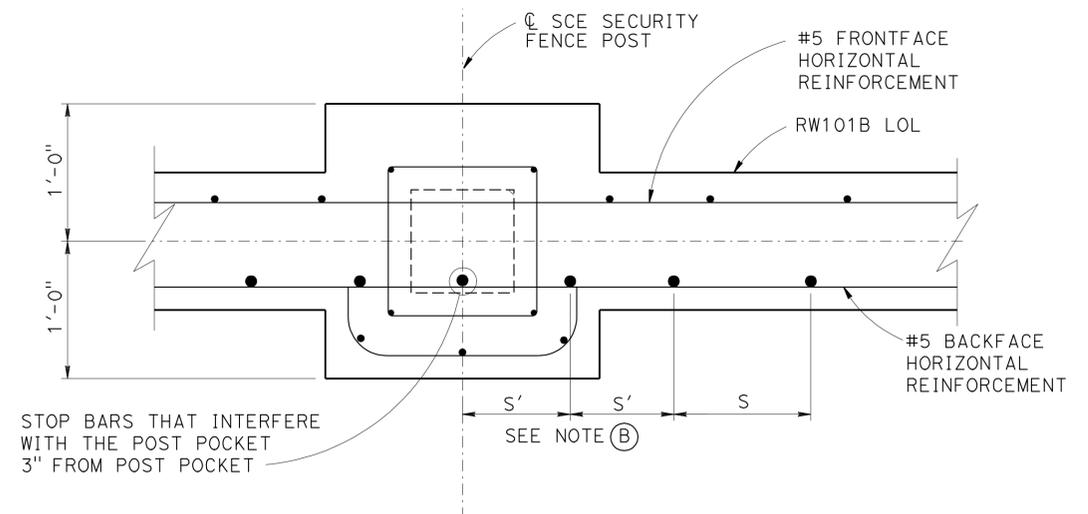
ELEVATION AT FENCE POST BLOCKOUT
1" = 1'-0"

- NOTES:**
- (A) All reinforcement and dimension "S" are defined on "RETAINING WALL TYPE 1SW DETAILS NO. 1" sheet
 - (B) Modify spacing "S" from "RETAINING WALL TYPE 1SW DETAILS NO. 1" sheet so reinforcement fits in bend of #5 horizontal reinforcement
 - (C) On both sides of expansion joint, bend bar around #8 total 3
 - (D) Tail of bar shall not cross expansion joint
 - (E) Bar can be omitted if less than 2' long
 - (F) Splices only allowed where shown

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



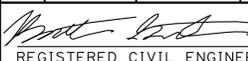
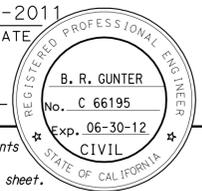
SECTION H-H
1/2" = 1'-0"

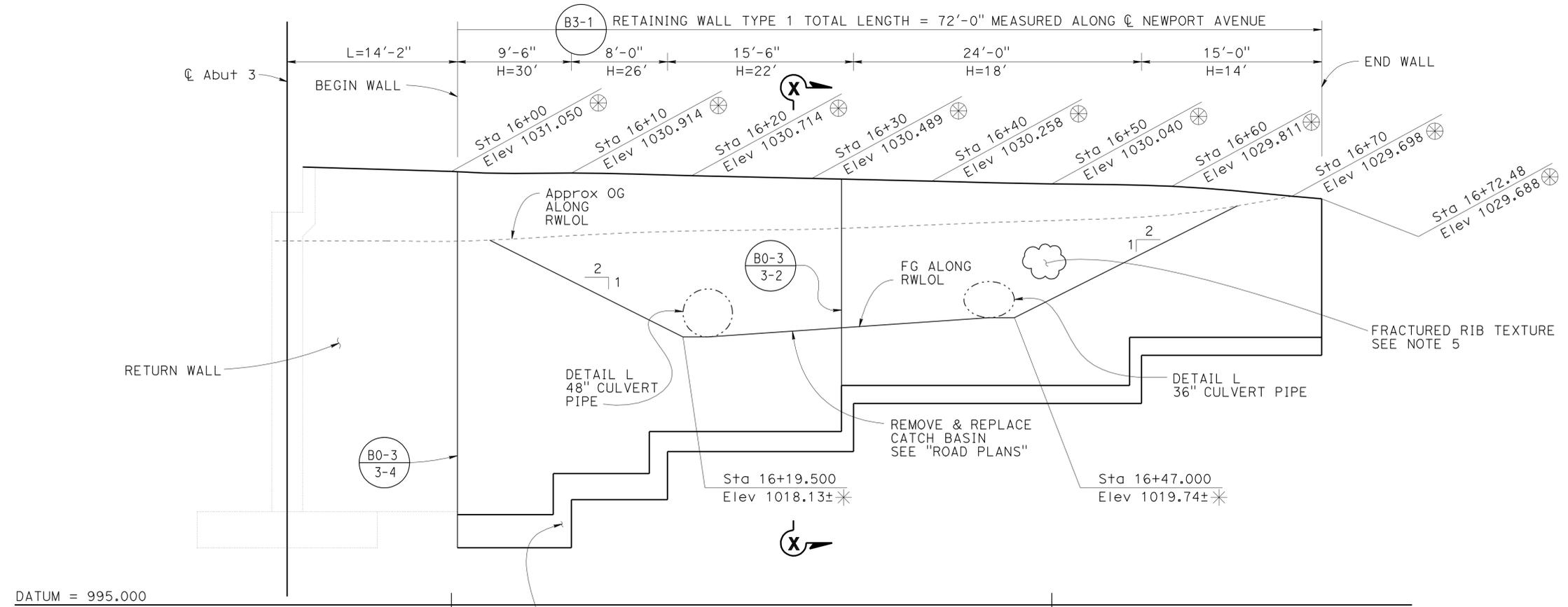


SECTION I-I
1/2" = 1'-0"

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY B. Gunter	CHECKED E. Mercado	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	54-1294	NEWPORT AVE OC (REPLACE) RETAINING WALL NO. 101B DETAILS NO. 3
	DETAILS	BY H. Mahboobi	CHECKED E. Mercado			POST MILE	1.78	
	QUANTITIES	BY B. Gunter	CHECKED R. Wang / C. Chuang			CONTRACT NO.:	08-0M9401	
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				UNIT: 3621 PROJECT NUMBER & PHASE: 0800000506 1		DISREGARD PRINTS BEARING EARLIER REVISION DATES		SHEET 18 OF 46

USERNAME => s128843 DATE PLOTTED => 18-APR-2012 TIME PLOTTED => 15:40

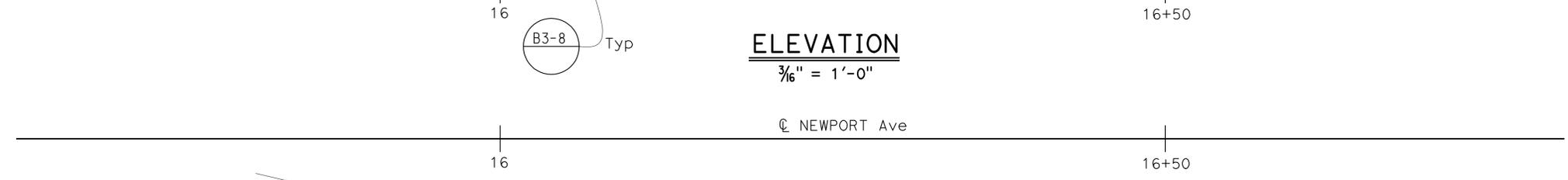
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91,215	21.5/21.7, 43.2/45.2, 0.0/5.1	1183	1743
 REGISTERED CIVIL ENGINEER DATE 12-29-2011					
4-16-12 PLANS APPROVAL DATE					
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ELEVATION
 $\frac{3}{16}'' = 1'-0''$

NOTES:

- ⊗ Top of wall elevation point is 25'-6" from \O Newport Ave
- * Finished grade elevation point is 25'-6" right of \O Newport Ave
- 1. Concrete Barrier Type 26 (Mod 3) not shown
- 2. Extend waterstop 6" into Concrete Barrier and 1'-0" below finished grade
- 3. All dimension are measured along \O Newport Ave unless otherwise noted
- 4. For Section X-X and Detail L, see "RETAINING WALL NO. 102B DETAIL" sheet
- 5. For Fractured Rib Texture, see "ARCHITECTURAL TREATMENT LAYOUT NO. 3" sheet.



PLAN
 $\frac{3}{16}'' = 1'-0''$

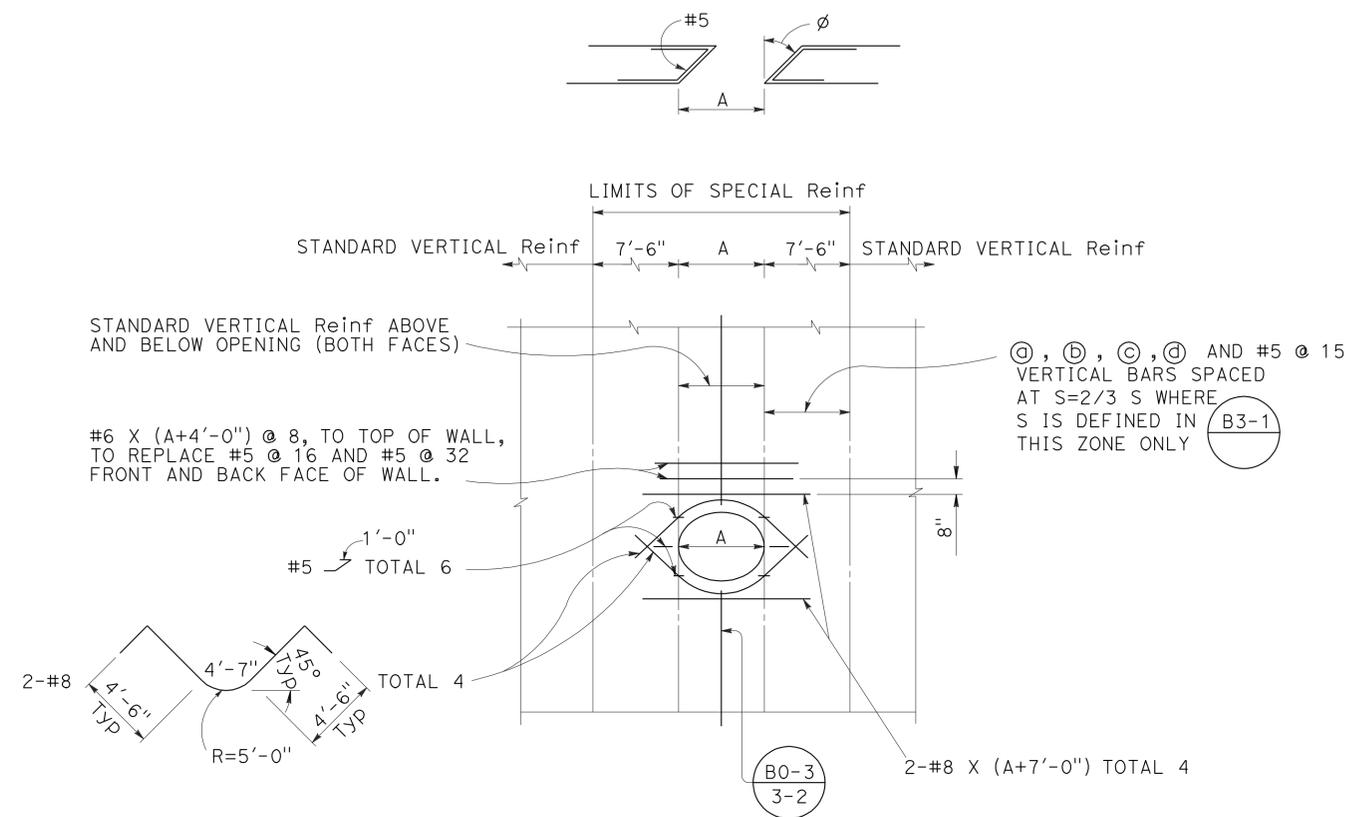
DESIGN	BY B. Gunter	CHECKED E. Mercado
DETAILS	BY H. B. / H. Mahboobi	CHECKED E. Mercado
QUANTITIES	BY B. Gunter	CHECKED S. Reghabi

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

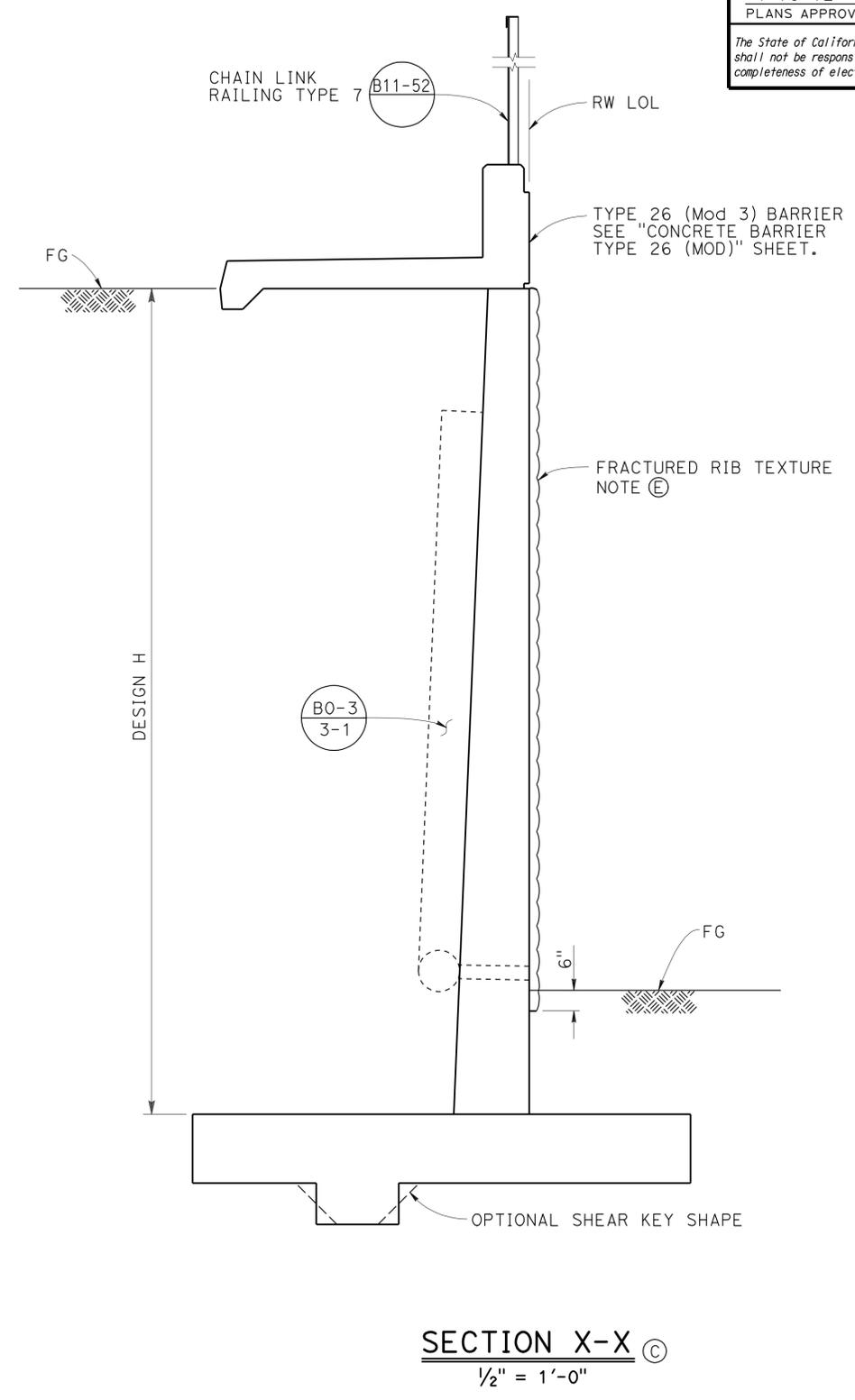
NEWPORT AVE OC (REPLACE)
RETAINING WALL NO. 102B LAYOUT

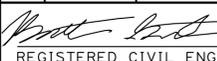
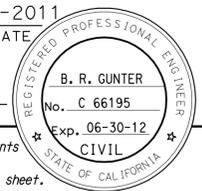


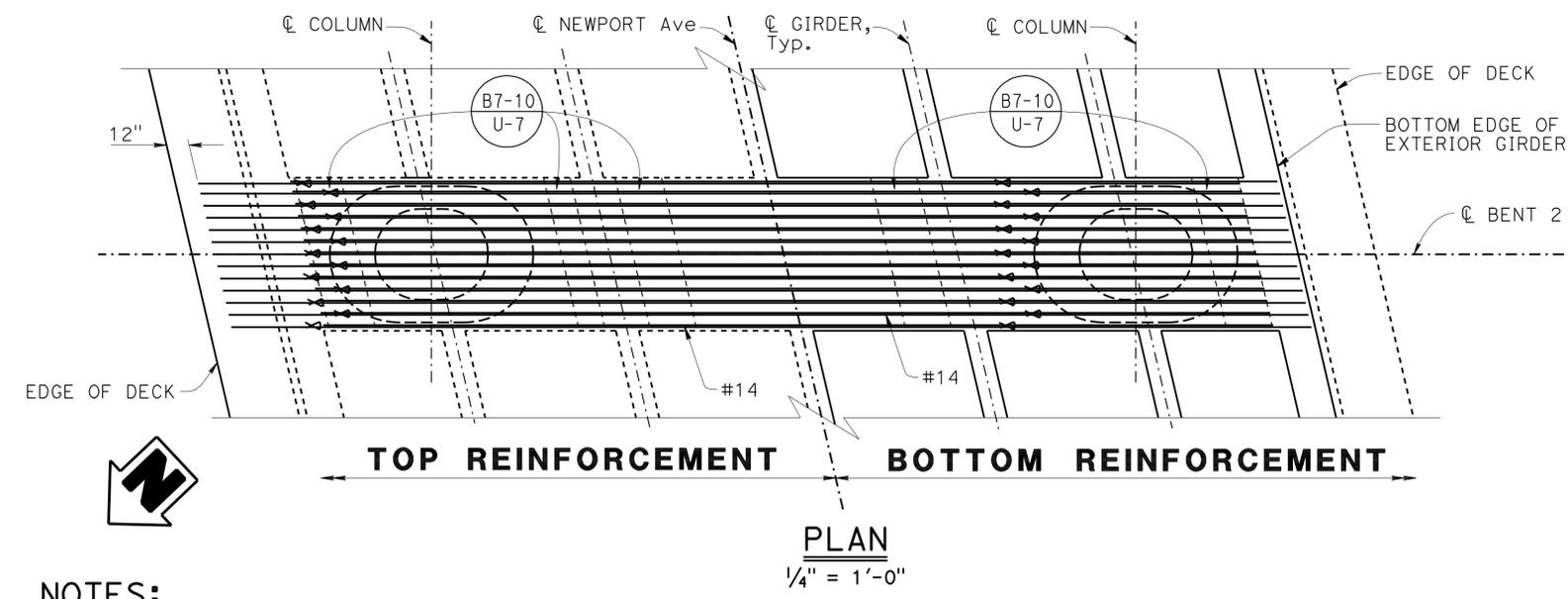
DETAIL L
NO SCALE

DIAMETER	A	φ
4'-0"	4'-1 1/2"	13° 54' 53" ±
3'-3"	4'-7" ±	44° 23' 19" ±

- NOTES:**
- ① All reinforcement to clear opening by 2" minimum.
 - ② Expansion joints shall not be located within the limits of special reinforcing.
 - ③ For Dimensions and Details not shown, see B3-1
 - ④ For Section X-X and Detail L locations, see "RETAINING WALL NO. 102B LAYOUT" sheet.
 - ⑤ For Fractured Rib Texture, see "ARCHITECTURAL TREATMENT LAYOUT NO. 3" sheet.

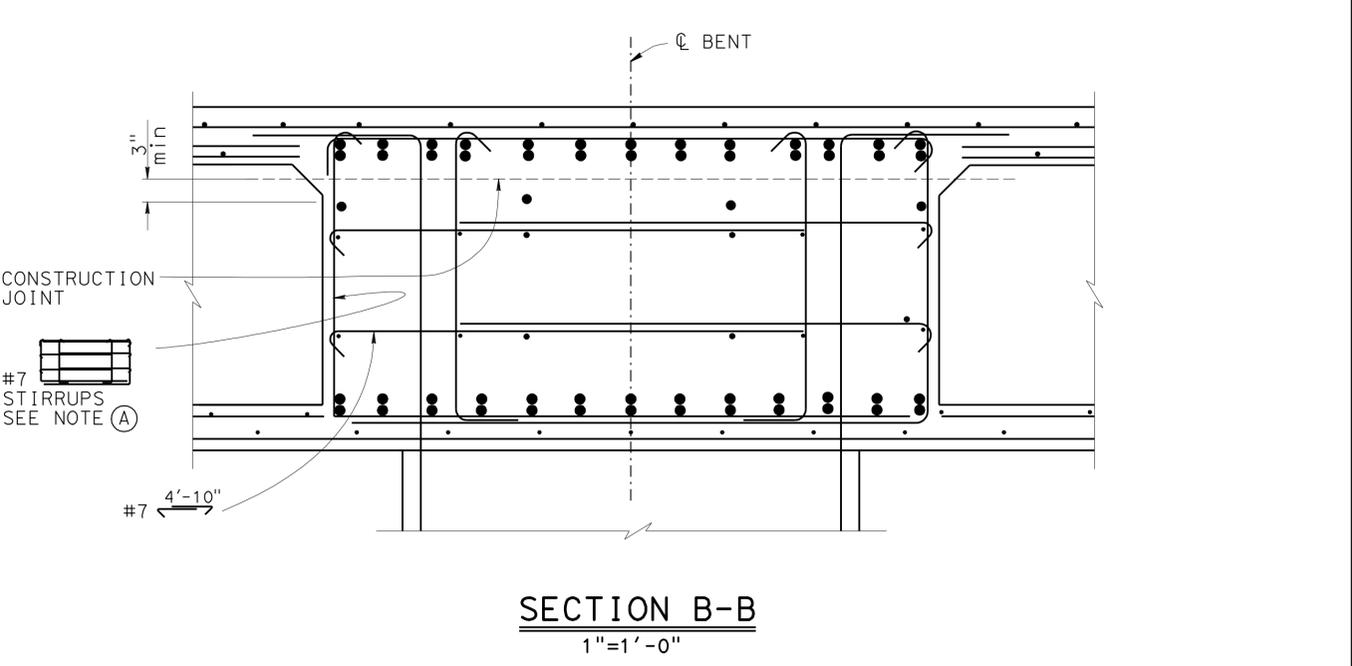
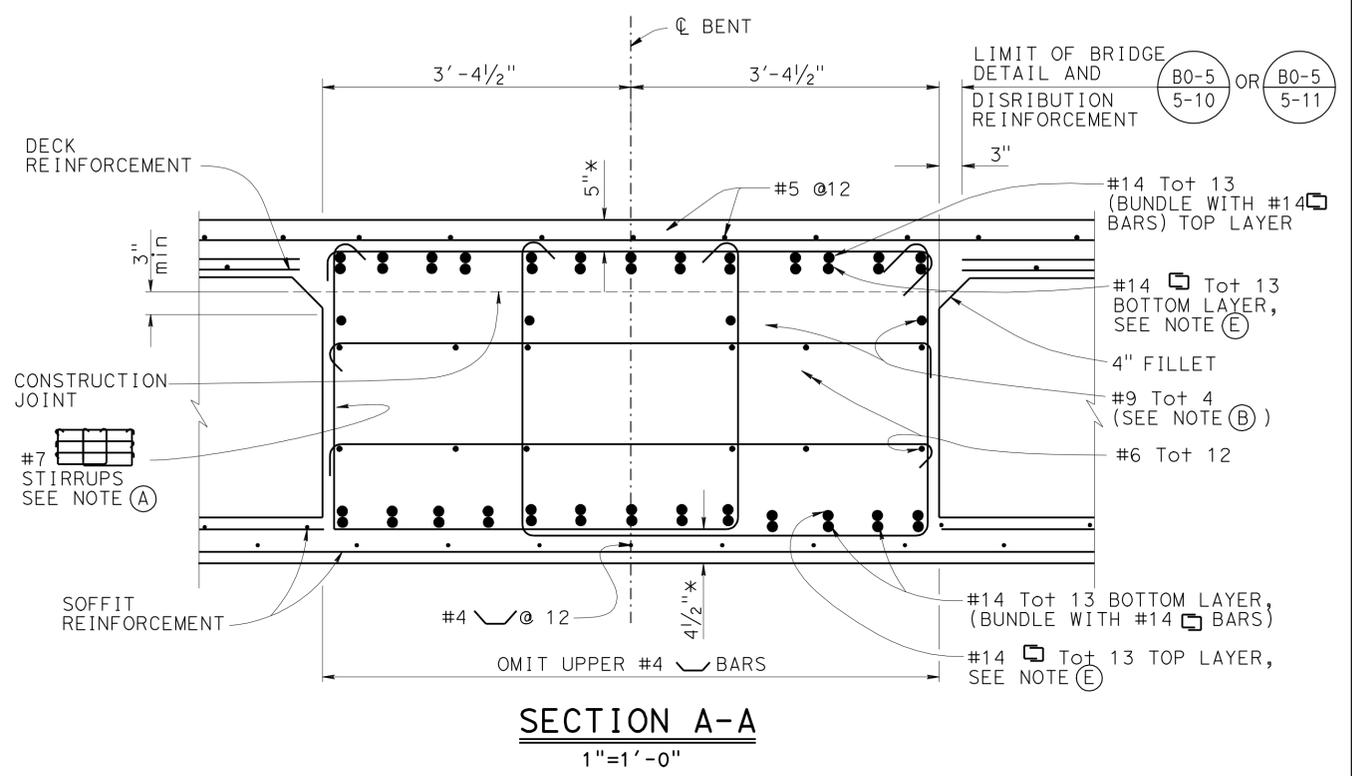
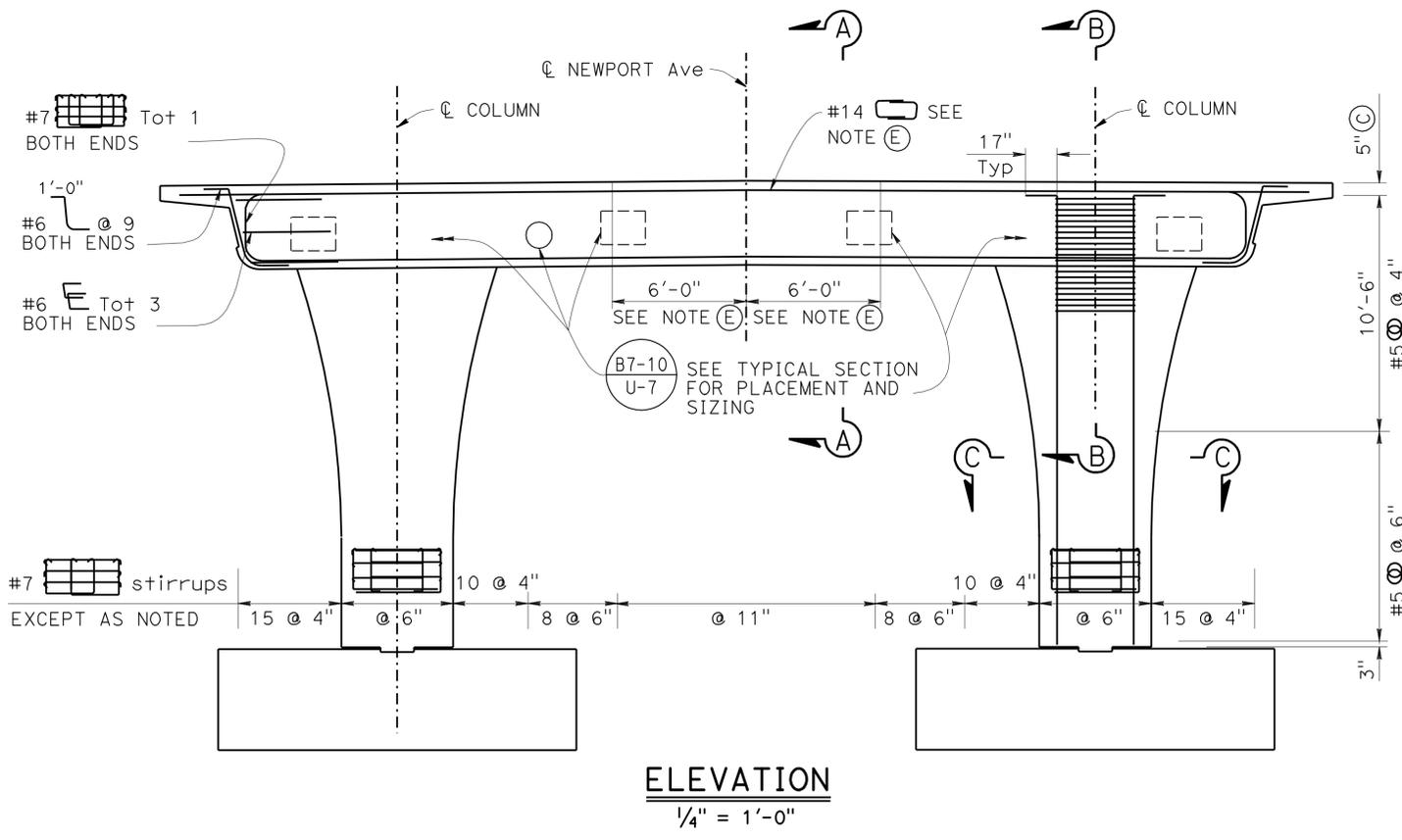


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1185	1743
 REGISTERED CIVIL ENGINEER DATE 12-29-2011					
4-16-12 PLANS APPROVAL DATE					
<small>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.</small>					



NOTES:

- (A) Place stirrups parallel to \perp Newport Ave and space along \perp of bent
 - (B) Reinforcement may be adjusted to clear p/s ducts
 - (C) Hoop reinforcement shall begin as high as possible while clearing prestress duct. main column reinforcement shall not be trimmed.
 - (D) For Section C-C, see "BENT DETAILS NO. 1" sheet
 - (E) Service splices allowed in #14 . no splices allowed beyond this zone
 - (F) Concrete barrier Type 26 (Mod) not shown for clarity
- * Clearance to main reinforcement
-  Denotes bundled bar.



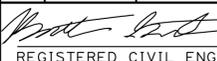
DESIGN	BY R. Wang	CHECKED B. Gunter
DETAILS	BY H. Mahboobi	CHECKED B. Gunter
QUANTITIES	BY D. Balbas	CHECKED A. Morales

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

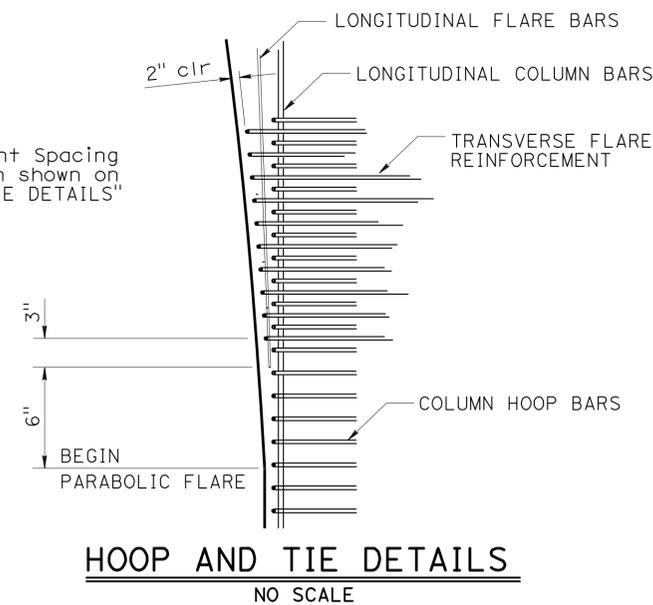
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO. 54-1294
POST MILE 1.78

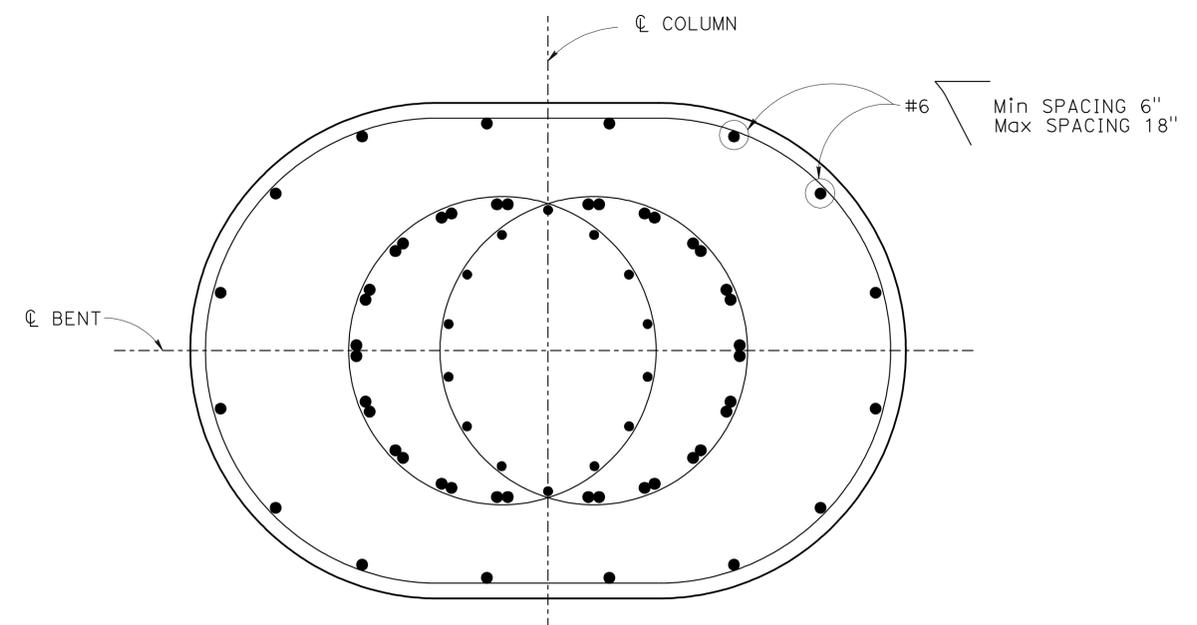
NEWPORT AVE OC (REPLACE)
BENT LAYOUT

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1186	1743
 REGISTERED CIVIL ENGINEER DATE 12-29-2011					
4-16-12 PLANS APPROVAL DATE					
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NOTE:
 ① Reinforcement Spacing and Location shown on "HOOP AND TIE DETAILS" not Exact



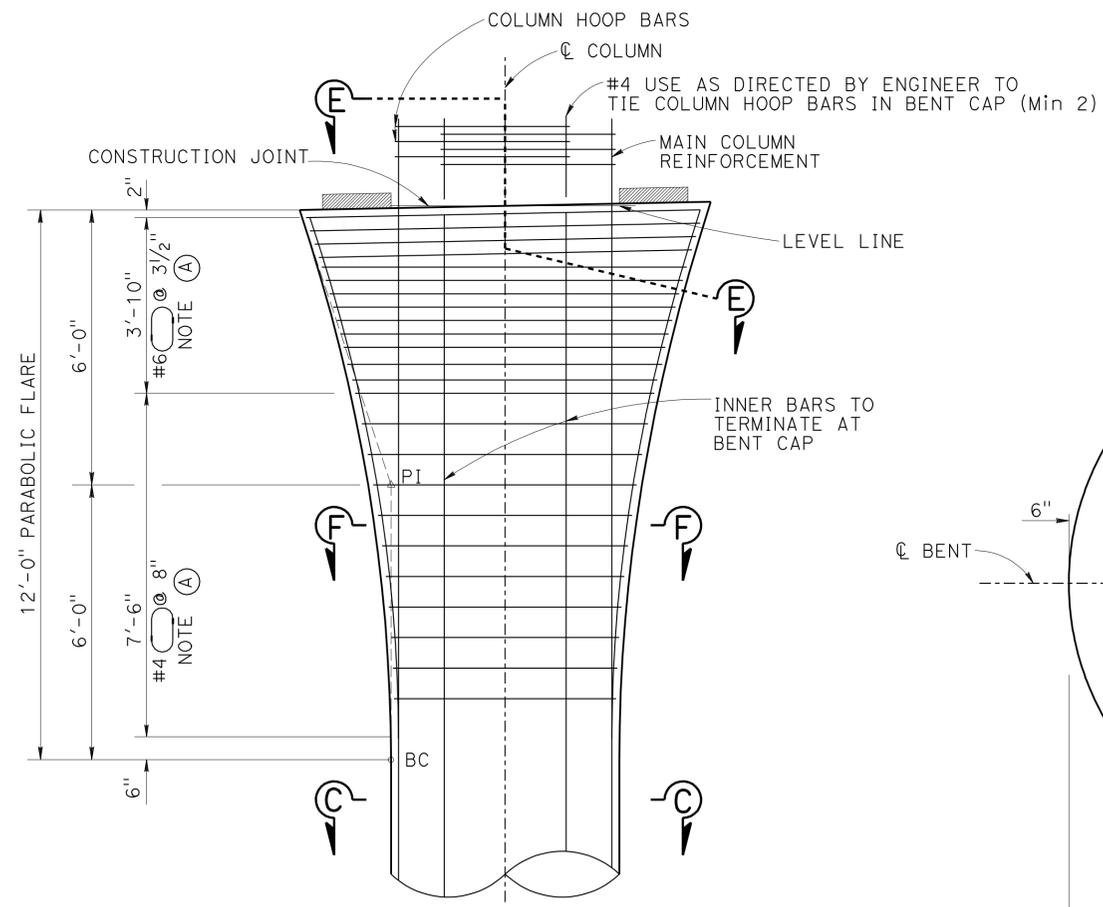
HOOP AND TIE DETAILS
NO SCALE



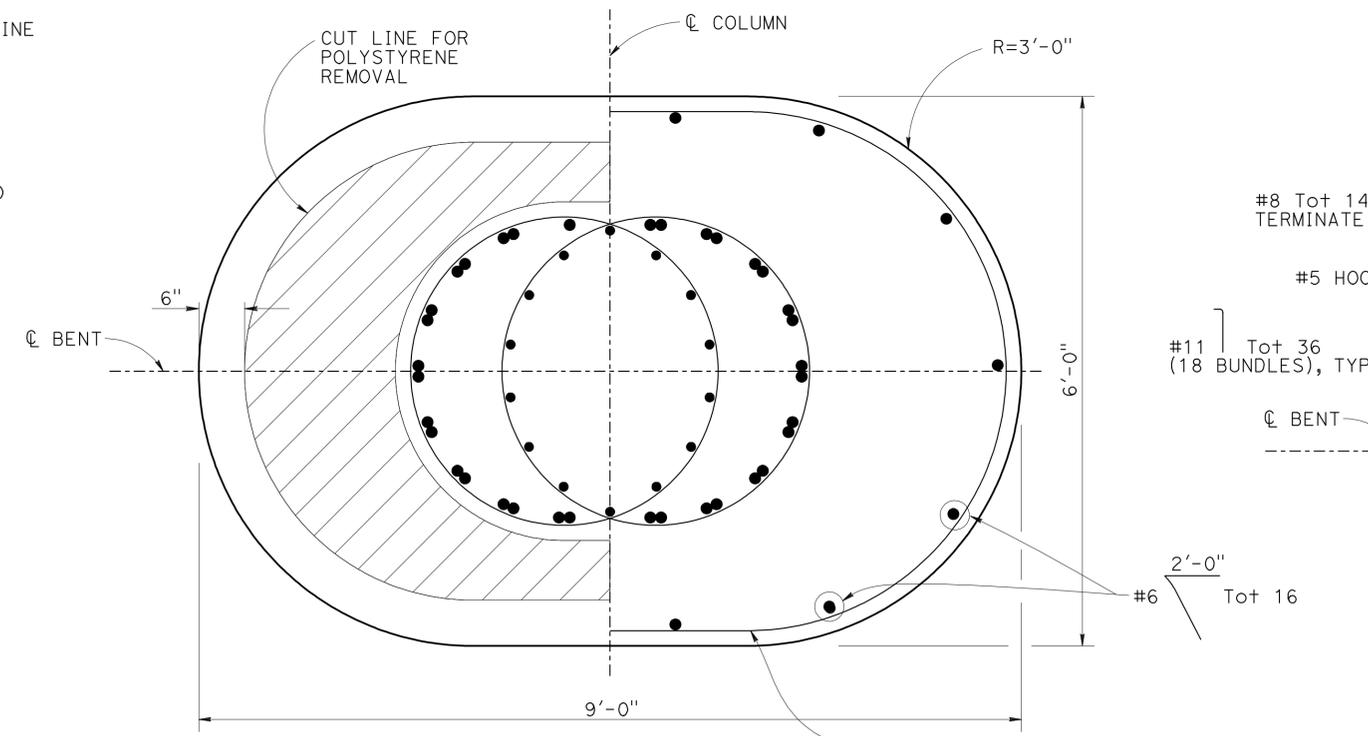
SECTION F-F
1" = 1'-0"

NOTES:
 (A) Mechanical Couplers shall be staggered
 (B) Not all bars shown
 (C) For location of Section C-C, see "BENT LAYOUT" sheet

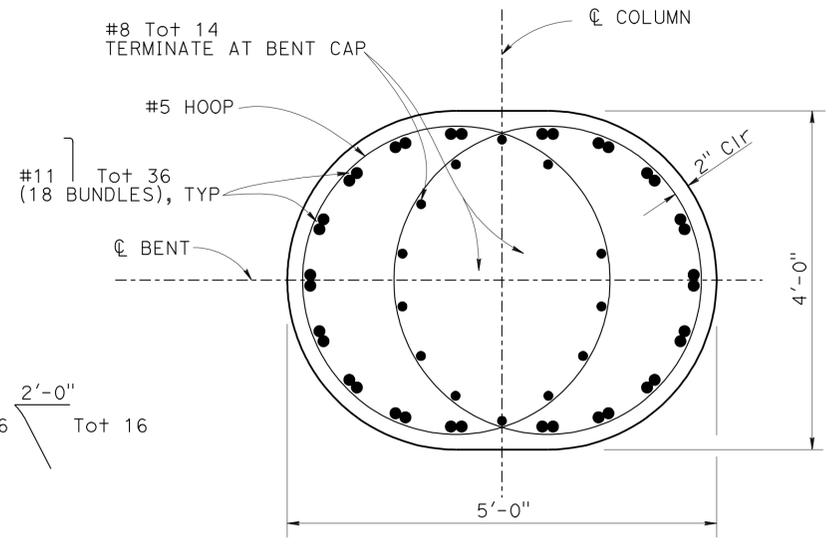
LEGEND:
 4" Expanded Polystyrene



FLARE COLUMN DETAILS
FRONT VIEW SHOWN, SIDE VIEW SIMILAR
1/2" = 1'-0"



SECTION E-E
1" = 1'-0"



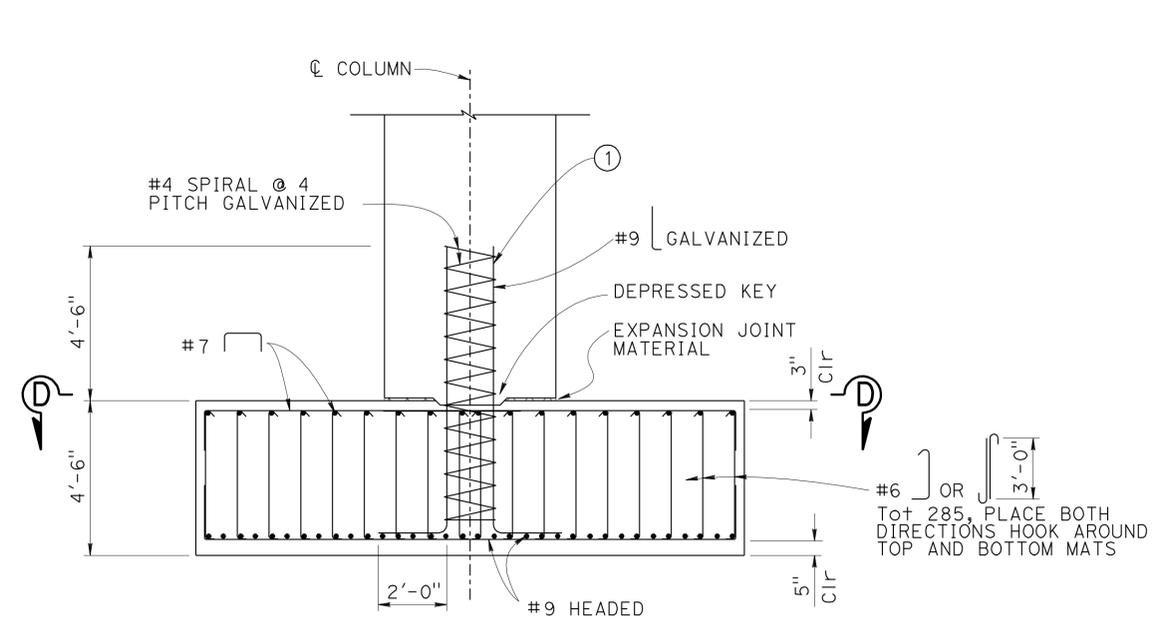
SECTION C-C
1" = 1'-0"

TRANSVERSE FLARE HOOP FOR SPACING AND SIZE SEE FLARE COLUMN DETAILS AND NOTE (A)

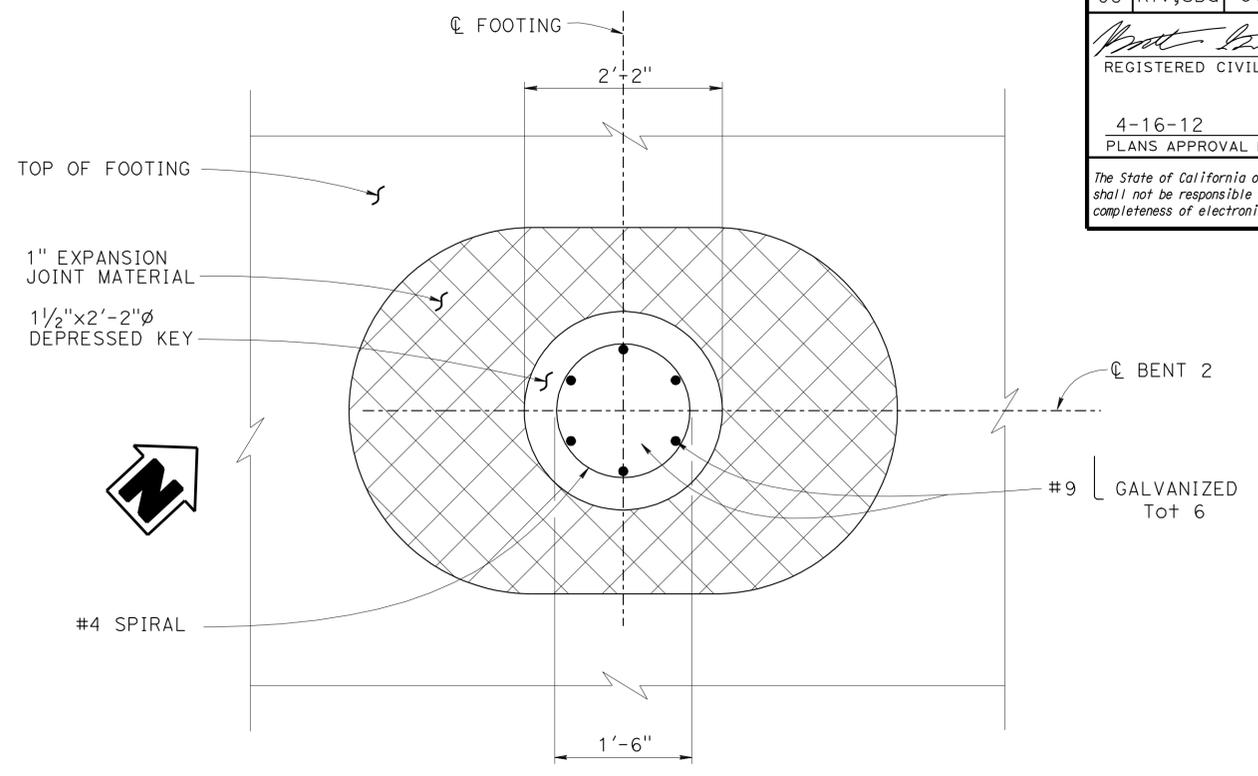
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY R. Wang	CHECKED B. Gunter	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	NEWPORT AVE OC (REPLACE) BENT DETAILS NO. 1		
	DETAILS	BY H. Iniguez	CHECKED B. Gunter			54-1294			
	QUANTITIES	BY D. Balbas	CHECKED A. Morales/B. Gunter			POST MILE 1.78			
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS					UNIT: 3621 PROJECT NUMBER & PHASE: 0800000506-1	CONTRACT NO.: 08-0M9401	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 12-29-11 04-05-12 02-28-12	SHEET 22 OF 46

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1187	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
 B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
 CIVIL
 STATE OF CALIFORNIA
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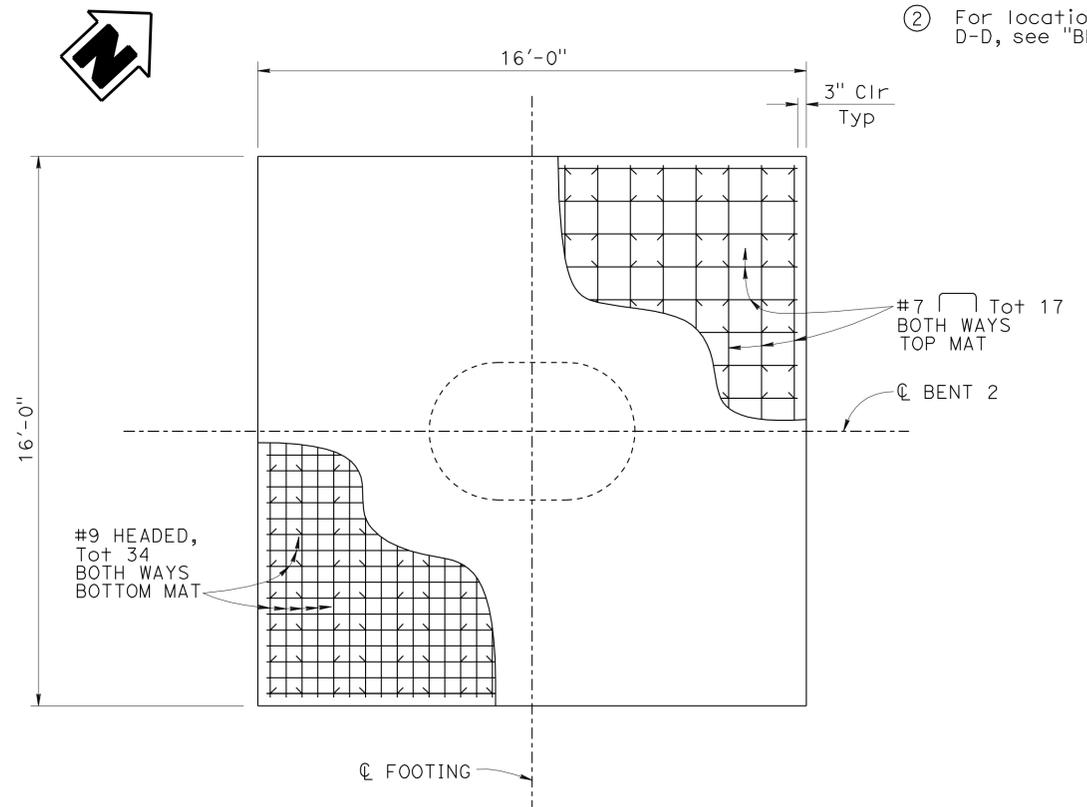


FOOTING SECTION
3/8" = 1'-0"

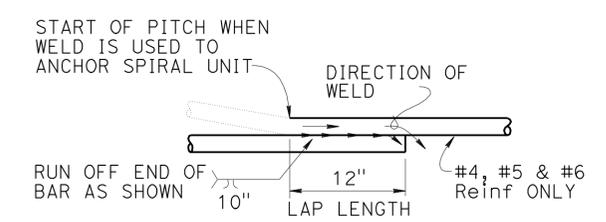


SECTION D-D
1" = 1'-0"

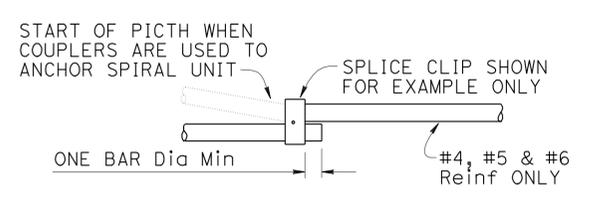
- NOTES:**
- For end anchorage, see "SPIRAL SPLICE AND END ANCHOR DETAIL".
 - For location of Section D-D, see "BENT LAYOUT" sheet.



FOOTING PLAN
3/8" = 1'-0"



WELDED LAP SPLICE AND ANCHOR



MECHANICAL LAP SPLICE AND ANCHOR
SPIRAL SPLICE AND END ANCHOR DETAIL
NO SCALE

DESIGN	BY R. Wang	CHECKED B. Gunter
DETAILS	BY A. Ong	CHECKED B. Gunter
QUANTITIES	BY D. Balbas	CHECKED A. Morales/B. Gunter

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
BENT DETAILS NO. 2

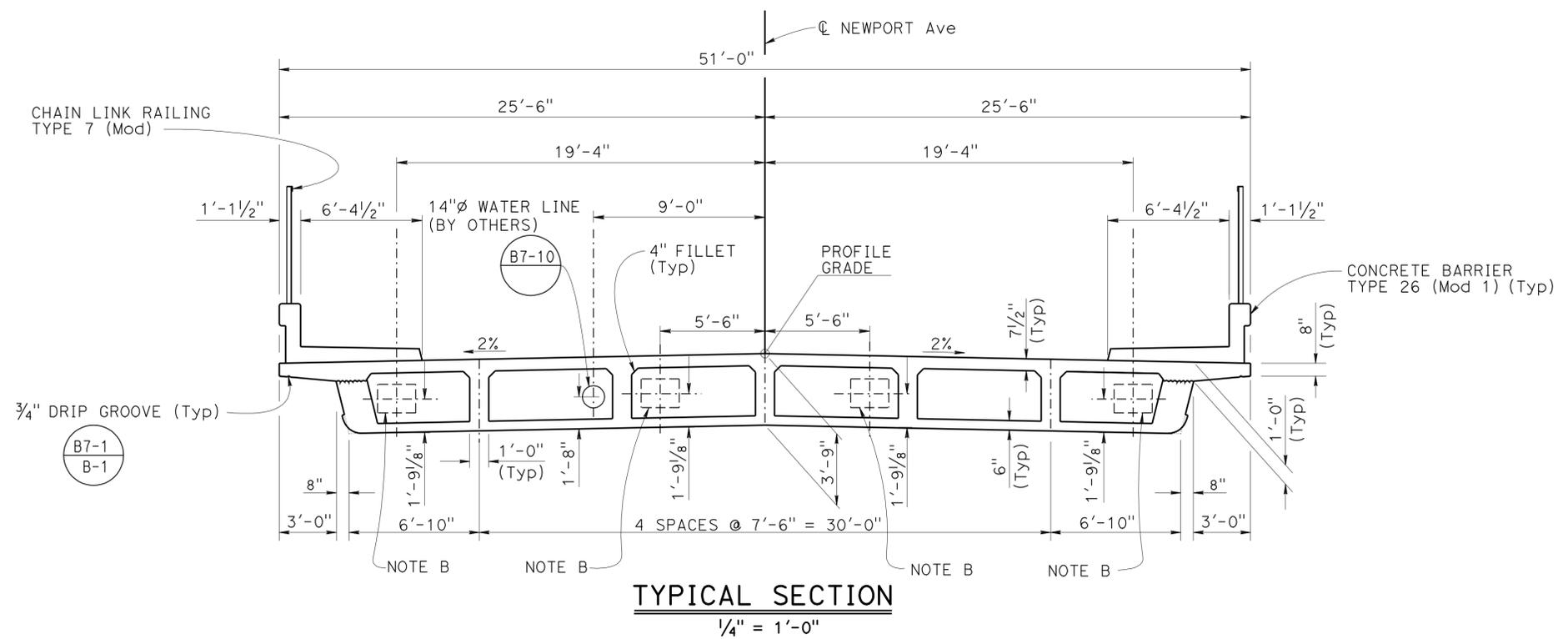
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1188	1743

12-29-2011
REGISTERED CIVIL ENGINEER DATE

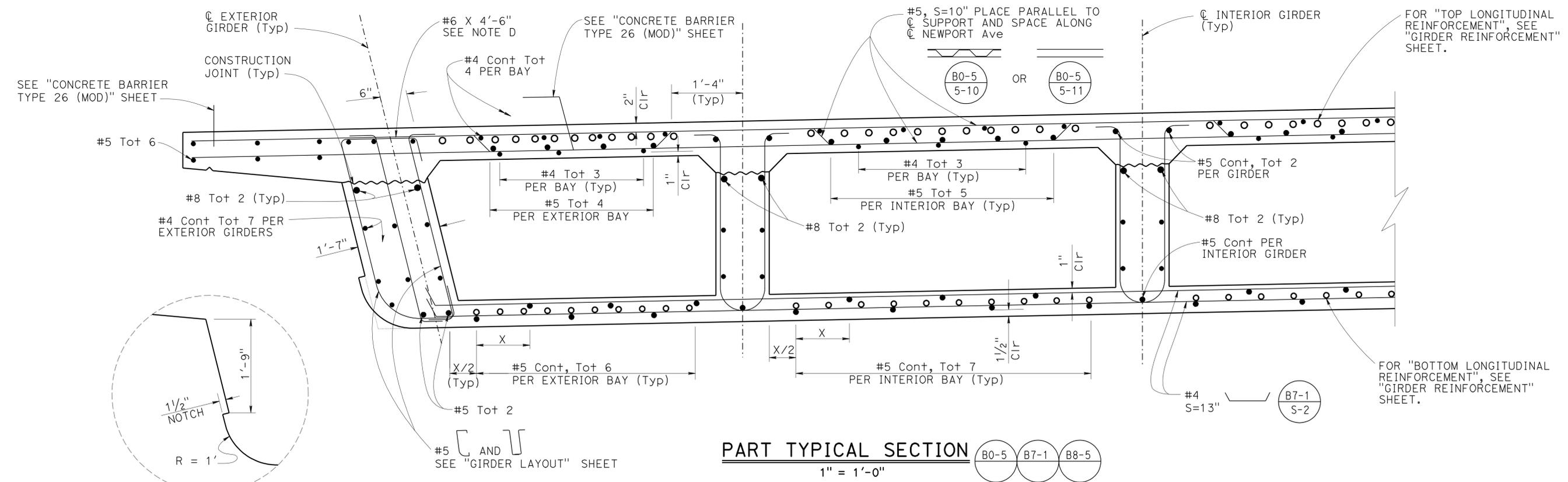
4-16-12
PLANS APPROVAL DATE

B. R. GUNTER
No. C 66195
Exp. 06-30-12
CIVIL
STATE OF CALIFORNIA

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- NOTES:**
- A. For stirrup spacing, see "GIRDER LAYOUT" sheet.
 - B. Future utility opening 2'-0" (W) X 1'-6" (H), see (B7-10) U-4
 - C. For additional girder reinforcement, see "GIRDER REINFORCEMENT" sheet.
 - D. Bar shall be placed within 5' of Expansion joint. Bundle with Alternative transverse bars. (B0-5) 5-10 or (B0-5) 5-11



DESIGN	BY R. Wang	CHECKED B. Gunter
DETAILS	BY H. B. / H. Mahboobi	CHECKED R. Wang
QUANTITIES	BY D. Balbas	CHECKED A. Morales

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

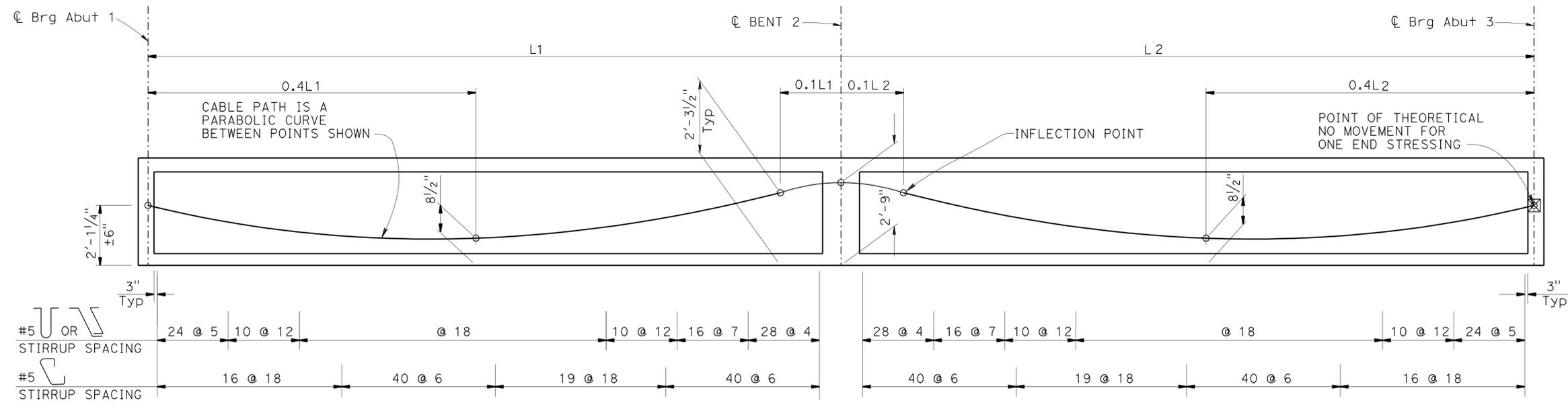
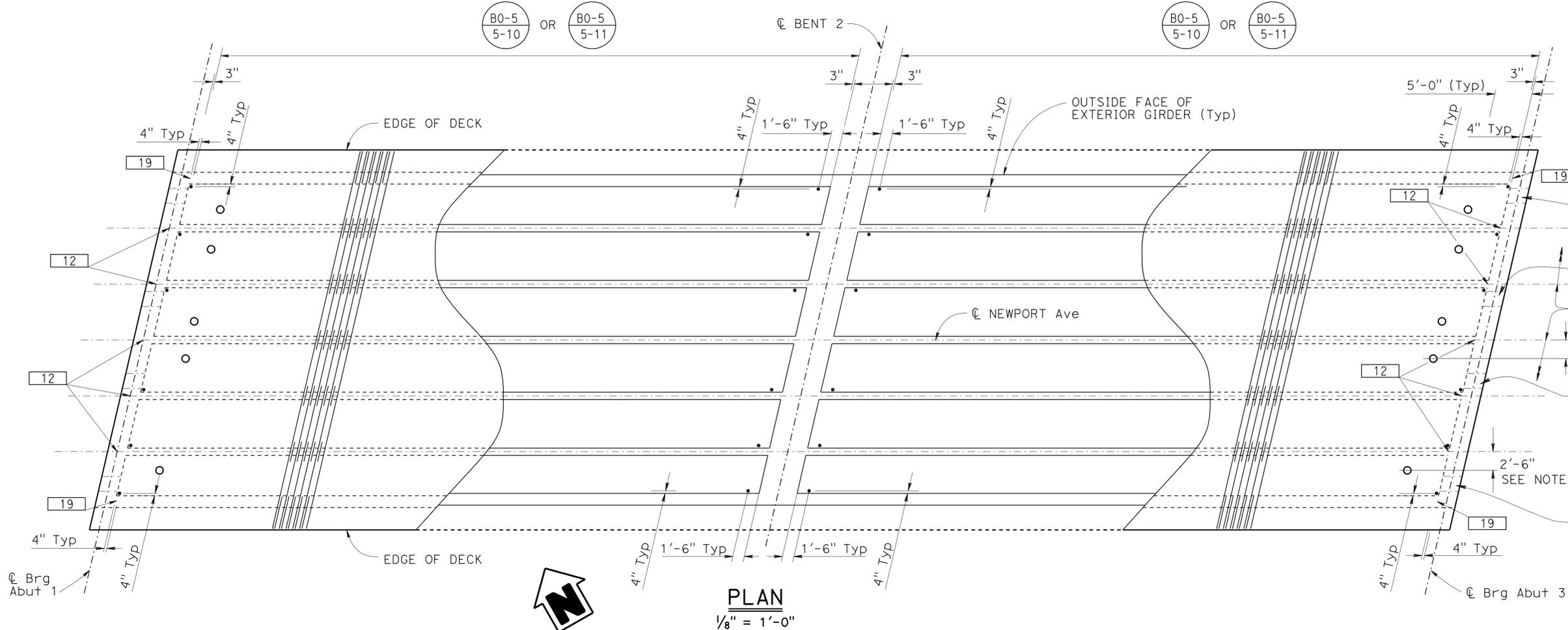
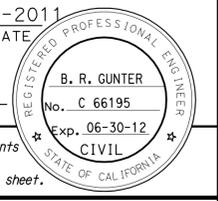
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
TYPICAL SECTION

DATE PLOTTED => 18-APR-2012
TIME PLOTTED => 15:41
USER NAME => s128843

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1189	1743
12-29-2011 REGISTERED CIVIL ENGINEER DATE					
4-16-12 PLANS APPROVAL DATE					
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- NOTES:**
- (A) Indicates Girder Stem width in inches
 - (B) L = Span length from C Abutment to C Bent measured along C Girder
 - (C) Point of no movement
 - (D) \circ Soffit access opening (B14-5)
 - (E) If necessary place bottom longitudinal Reinforcement around access opening
 - (F) \bullet Soffit Vent (B7-1 V-1)
 - (G) Transverse Deck Reinforcement (B0-5 5-10) or (B0-5 5-11) Except as noted
 - (H) Transverse Soffit Reinforcement to be placed similar to Transverse Deck Reinforcement
 - (I) For Prestressing notes, see "GIRDER REINFORCEMENT" sheet

DESIGN	BY B. Gunter	CHECKED R. Wang
DETAILS	BY H. B \ H. Mahboobi	CHECKED R. Wang
QUANTITIES	BY D. Balbas	CHECKED A. Morales

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294	NEWPORT AVE OC (REPLACE) GIRDER LAYOUT
POST MILE	1.78	

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1190	1743
 REGISTERED CIVIL ENGINEER DATE 12-29-2011					
4-16-12 PLANS APPROVAL DATE					
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PRESTRESSING NOTES

B8-5

270 ksi Low Relaxation Strand:
 $P_{jack} = 8000$ kips
 Anchor Set = $\frac{3}{8}$ in
 Friction curvature coefficient $\mu = 0.15$
 Friction wobble coefficient $K = 0.0002$ /ft
 Total Number of Girders: = 7

Distribution of prestress force (P_{jack}) between girders shall not exceed the ratio of 3:2. Maximum final force variation between girders shall not exceed 720 kips.

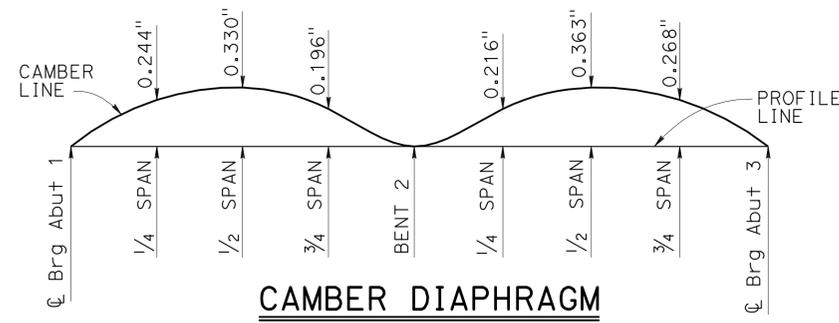
Concrete: $f'_c = 4000$ psi @ 28 days
 $f'_{ci} = 3500$ psi @ time of stressing

Contractor shall submit elongation calculations based on initial stress at

$\alpha = 0.903$ times jacking stress.

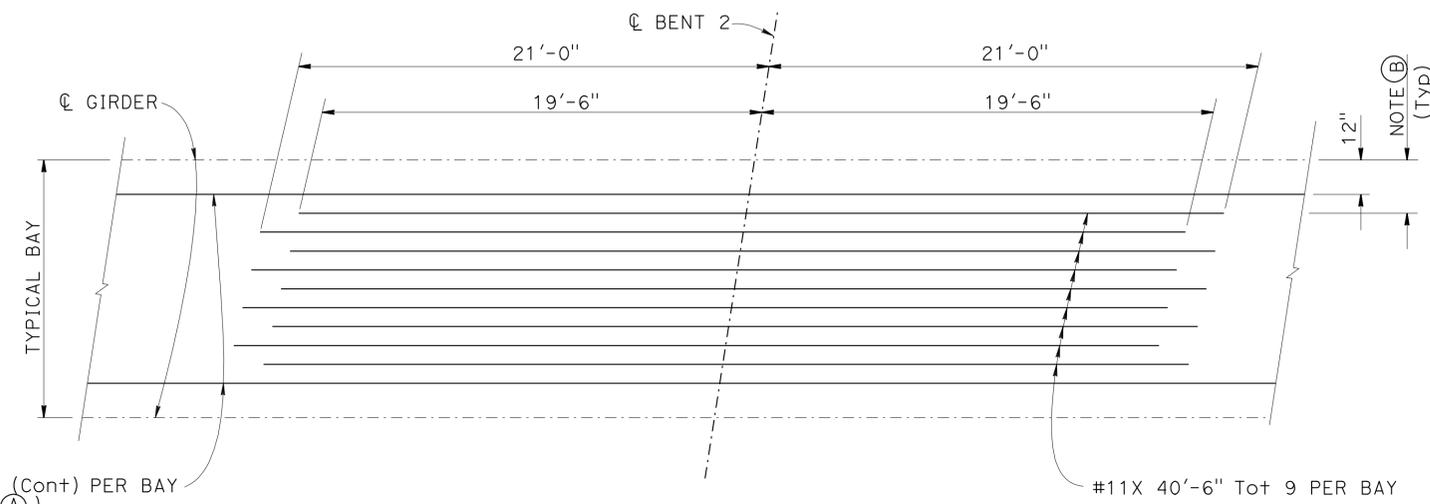
α indicates theoretical point of no movement.

One end stressing shall be performed from the beginning of bridge end.



CAMBER DIAPHRAGM

NO SCALE
 DOES NOT INCLUDE ALLOWANCE FOR FALSEWORK SETTLEMENT

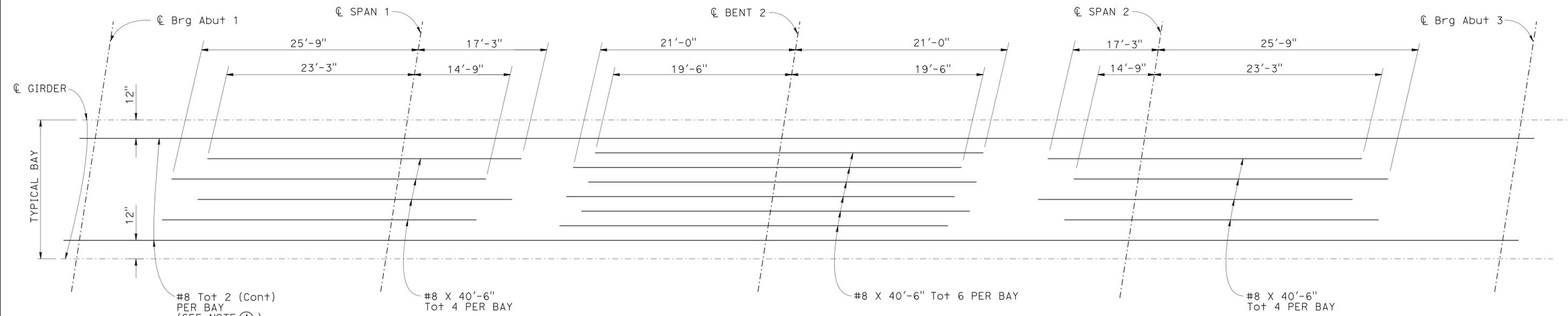


TOP LONGITUDINAL REINFORCEMENT

NO SCALE

NOTES:

- (A) #8 and #11 bars continuous throughout length of frame. Service splice required
- (B) Place this bar at bend in truss bar, if truss bars are not used, use 1'-6"
- (C) Not all bars shown, see "TYPICAL SECTION" sheet



BOTTOM LONGITUDINAL REINFORCEMENT

NO SCALE

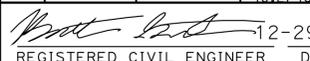
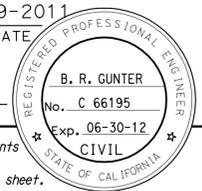
DESIGN	BY B. Gunter	CHECKED R. Wang
DETAILS	BY H. Mahboobi	CHECKED R. Wang
QUANTITIES	BY D. Balbas	CHECKED A. Morales

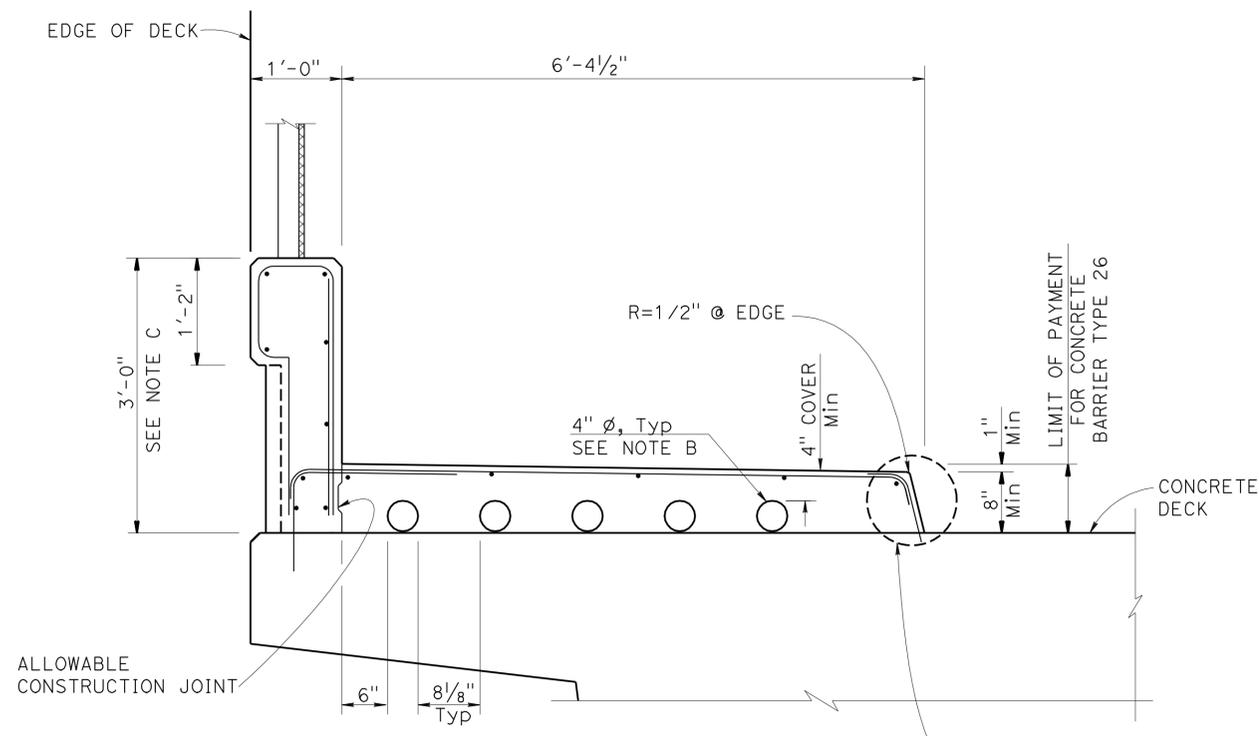
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE) GIRDER REINFORCEMENT

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1191	1743
 REGISTERED CIVIL ENGINEER DATE 12-29-2011					
4-16-12 PLANS APPROVAL DATE					
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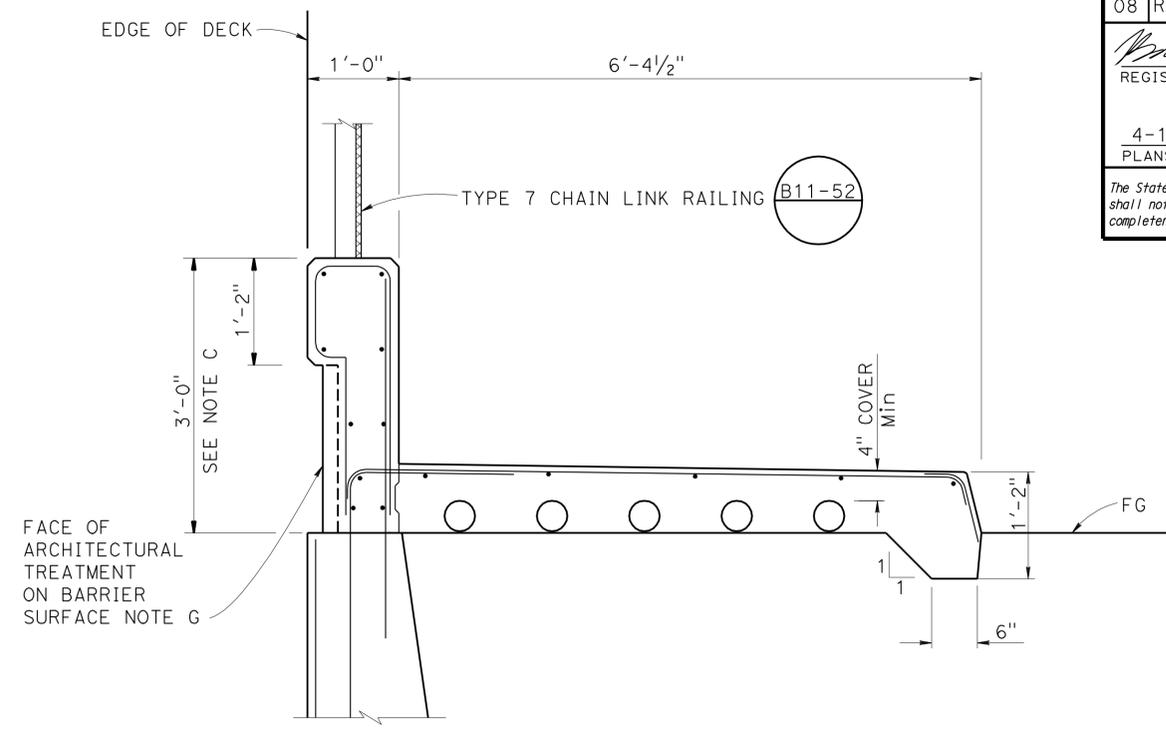
TYPE 26 (MOD 1)

ON BRIDGE DECK OR BARRIER SLAB
1"=1'-0"

NOTE:
FOR NOTES, DIMENSIONS AND REINFORCEMENT NOT SHOWN, SEE

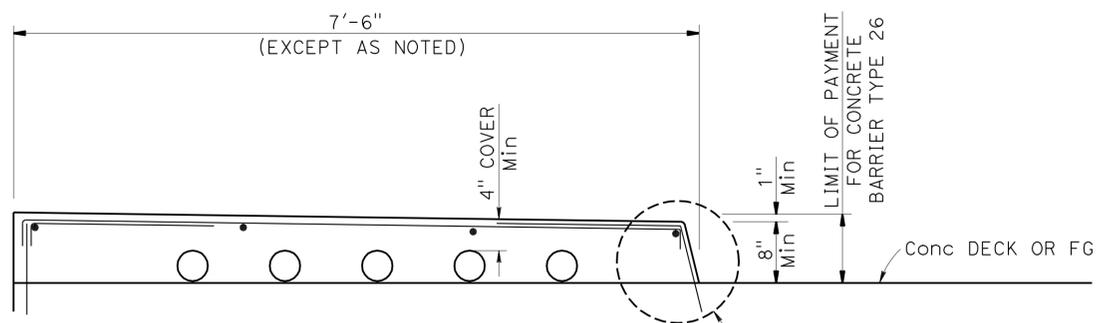
SEE CURB DETAIL ON **B11-54**

SEE CURB DETAIL ON **B11-54**



TYPE 26 (MOD 3)

OFF BRIDGE DECK
1"=1'-0"



TYPE 26 (MOD 2)

ON BRIDGE DECK OR BARRIER SLAB
1"=1'-0"

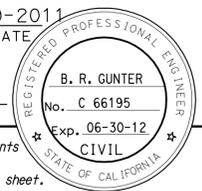
SEE CURB DETAIL ON **B11-54**

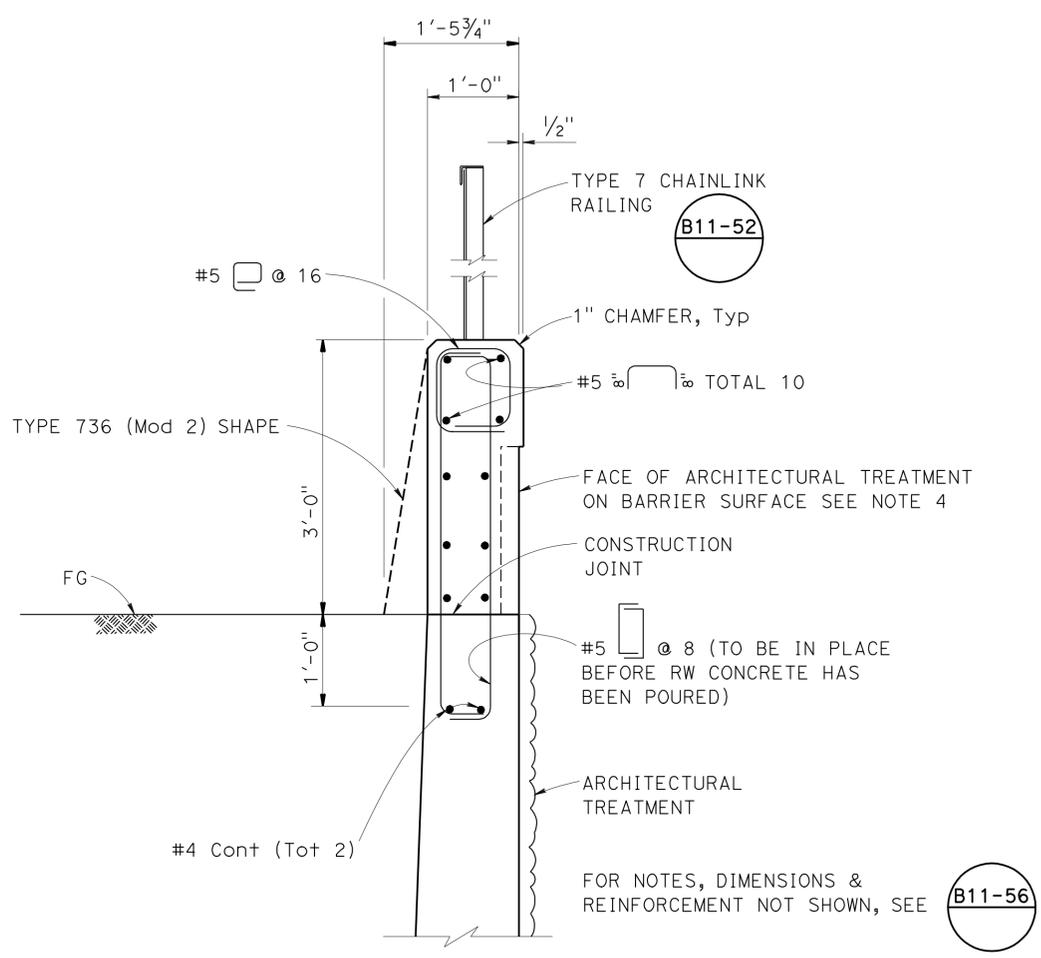
NOTES:

- A. For Dimensions and Reinforcement not shown, see **B11-54**
- B. Utility openings are to be sealed at ends and extended 8" minimum past end of sidewalk if not used. Duct forms are to be tied down. Minimum of 6" from face of rail to utility opening.
- C. Dimensions will vary with cross slope and with certain thicknesses of surfacing.
- D. For Type 7 (Mod) Chainlink Railing, see Architectural Details sheets and Standard Plan B11-52.
- E. Wall are to be backfilled before railing is placed.
- F. Clearance to reinforcing steel in curb and railing to be 1" except as noted. Longitudinal reinforcement to stop at all expansion joints.
- G. For Architectural treatment on Barrier Surface, see "ARCHITECTURAL TREATMENT DETAILS NO. 2" sheet.

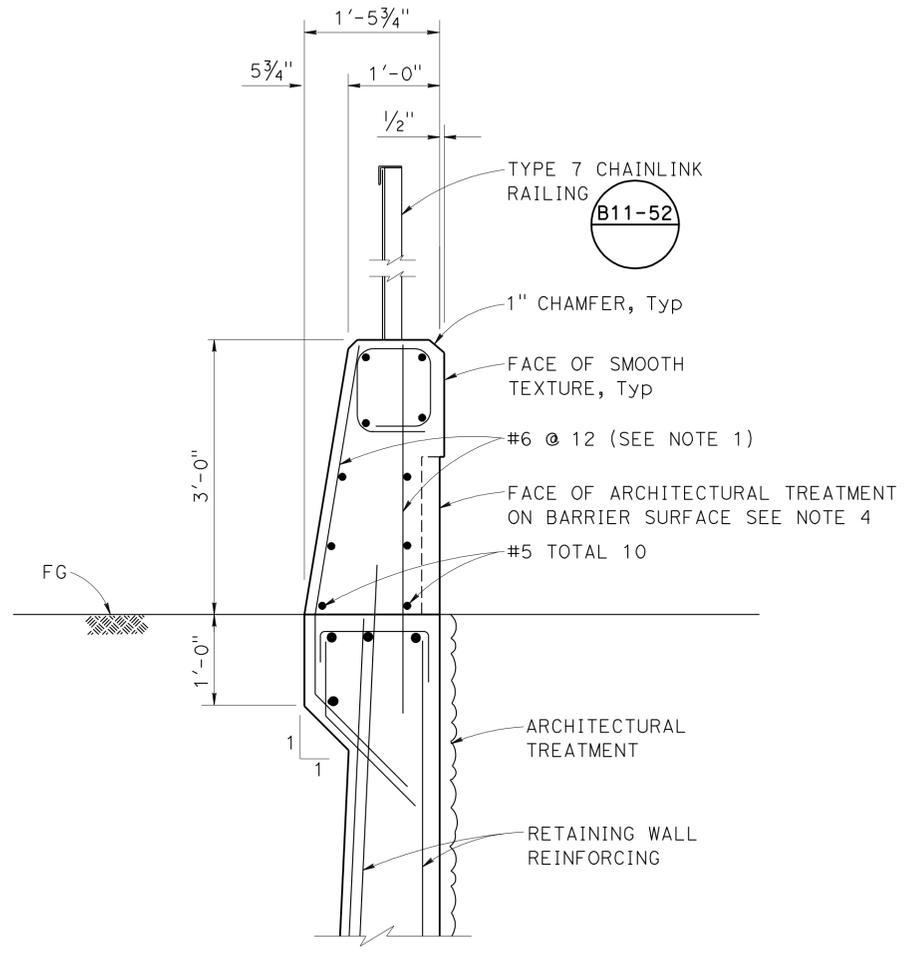
NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGN BY B. Gunter CHECKED R. Wang DETAILS BY H. Iniguez / H. Mahboobi CHECKED R. Wang QUANTITIES BY X CHECKED X	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO. 54-1294	NEWPORT AVE OC (REPLACE) CONCRETE BARRIER TYPE 26 (MOD)
			POST MILE 1.78	
			UNIT: 3621 PROJECT NUMBER & PHASE: 0800000506 1 CONTRACT NO.: 08-0M9401	
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3				DISREGARD PRINTS BEARING EARLIER REVISION DATES REVISION DATES: 09-07-11, 03-07-12, 04-05-12 SHEET 27 OF 46

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1192	1743
 REGISTERED CIVIL ENGINEER DATE 12-29-2011					
4-16-12			PLANS APPROVAL DATE		
<small>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.</small>					



TYPE 736 (MOD 1)
 1"=1'-0"
 THIS BARRIER WILL BE PLACED ON 101C



TYPE 736 (MOD 2)
 1"=1'-0"
 THIS BARRIER WILL BE PLACED ON 101B AND 101C

- NOTES:**
1. Walls are to be backfilled before barrier is placed.
 2. Clearance to reinforcing steel in barrier to be 1", except as noted. Longitudinal reinforcement to stop at all expansion joints.
 3. Minimum concrete edge distance, to the reinforcing shown, shall be maintained. Edge distance may be adjusted to accommodate increase in adjusted cover for architectural treatment.
 4. For Architectural treatment on Barrier Surface, see "ARCHITECTURAL TREATMENT DETAILS NO. 2" sheet.

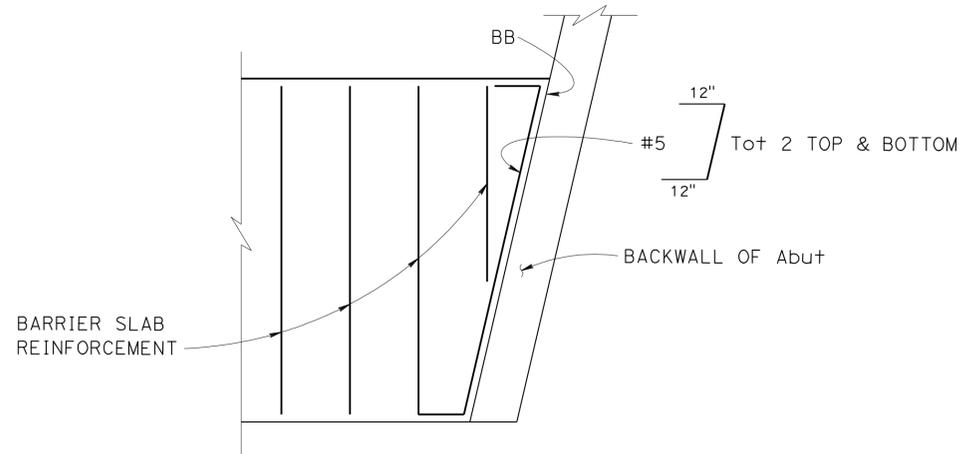
NOTE:
 THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY B. Gunter	CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	54-1294	NEWPORT AVE OC (REPLACE) CONCRETE BARRIER TYPE 736 (MOD)	
	DETAILS	BY H. Iniguez / H. Mahboobi	CHECKED R. Wang			POST MILE	1.78		
	QUANTITIES	BY B. Gunter	CHECKED C. Chuang			UNIT: 3621	PROJECT NUMBER & PHASE: 0800000506 1		CONTRACT NO.: 08-0M9401
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				FILE => 54-1294-1-brdet_02.dgn					

18-APR-2012 10:49 AM TIME PLOTTED => 18:49
 18-APR-2012 10:49 AM DATE PLOTTED => 18:49
 USERNAME => s128843

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1193	1743

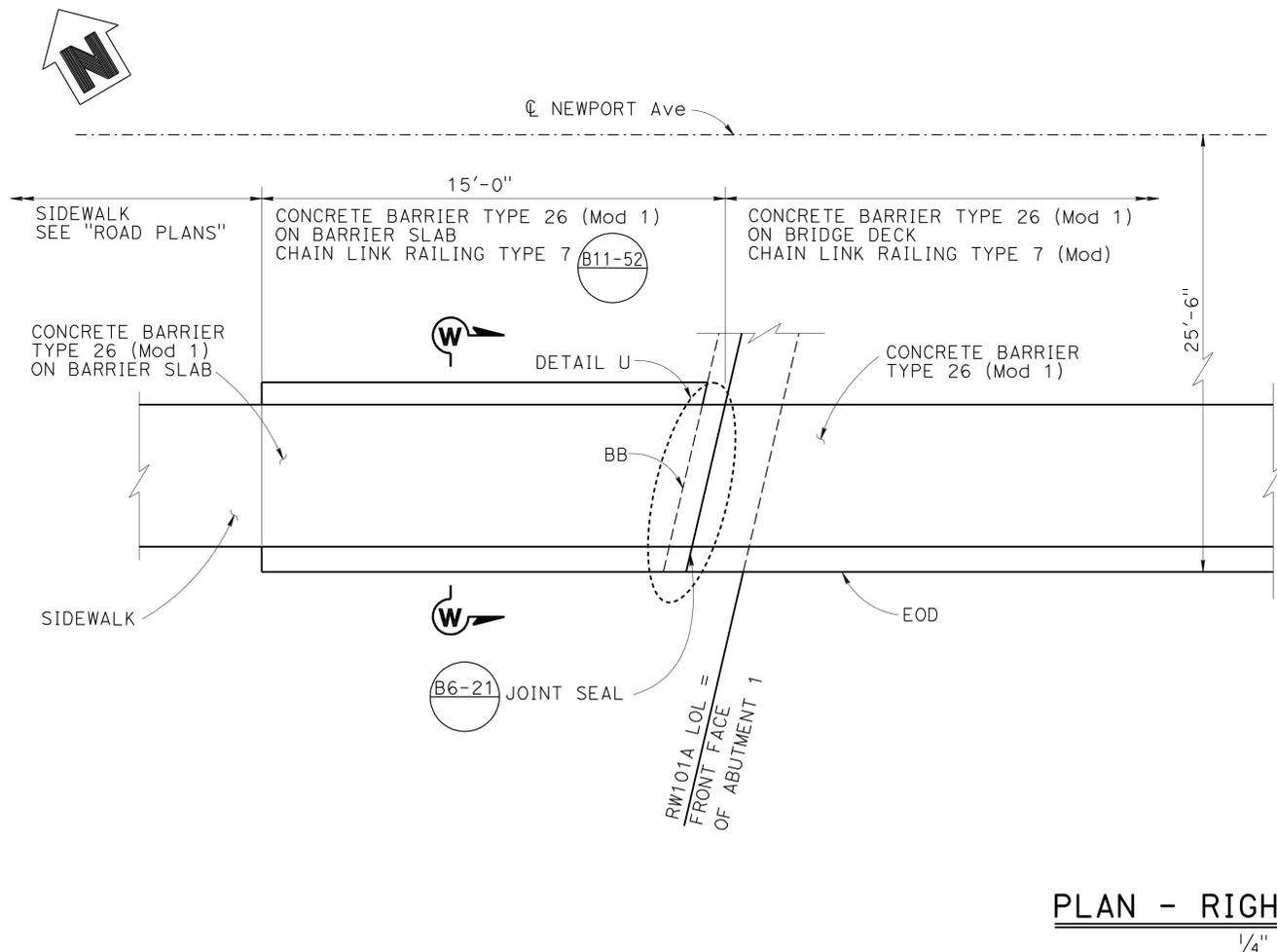
12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
 B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
 CIVIL
 STATE OF CALIFORNIA
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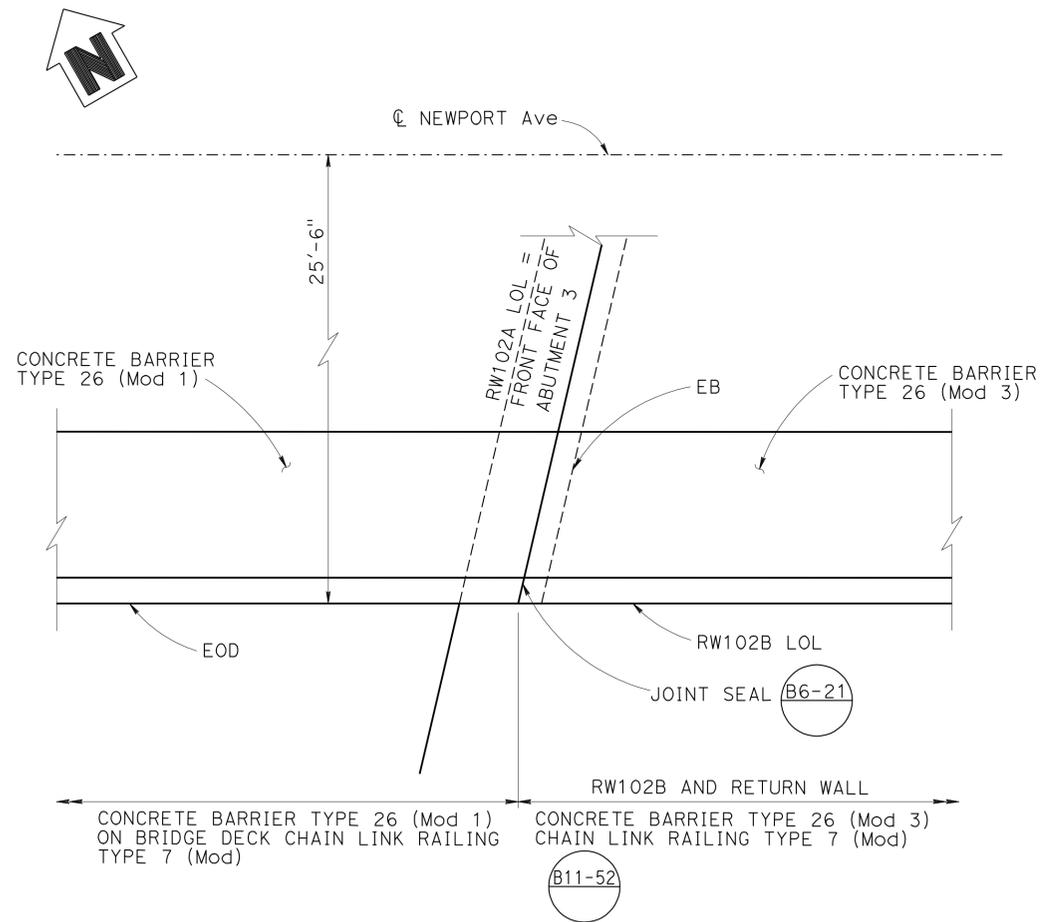
DETAIL U
AT BARRIER SLAB LEVEL
1/2" = 1'-0"

NOTES:

- * Measured along ϕ Newport Avenue
- ** Measured along RWLOL 101C
- (A) For Section W-W, see "CONCRETE BARRIER DETAILS" sheets
- (B) For Chain Link Railing Type 7 (Mod), see "ARCHITECTURAL TREATMENT DETAILS NO. 1" sheet
- (C) For Concrete Barrier Type 26 (Mod 1), (Mod 2), and (Mod 3), see "CONCRETE BARRIER (MOD)" sheet



PLAN - RIGHTSIDE BARRIER
1/4" = 1'-0"



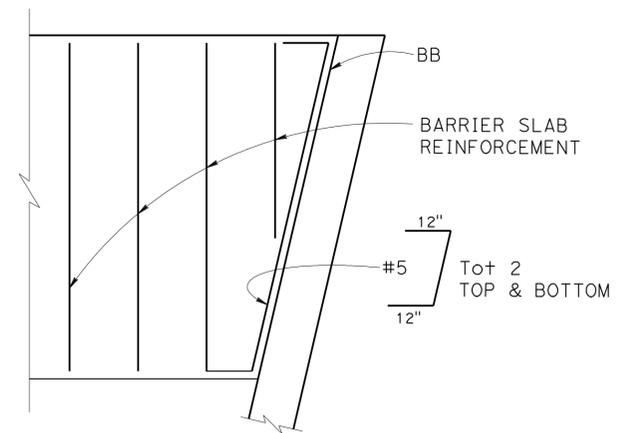
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	DESIGN	BY B. Gunter	CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	54-1294	NEWPORT AVE OC (REPLACE) CONCRETE BARRIER LAYOUT NO. 1	
	DETAILS	BY H. Iniguez \ H. Mahboobi	CHECKED R. Wang			POST MILE	1.78		
	QUANTITIES	BY B. Gunter	CHECKED C. Chuang			UNIT: 3621	PROJECT NUMBER & PHASE: 0800000506 1		CONTRACT NO.: 08-0M9401
DISREGARD PRINTS BEARING EARLIER REVISION DATES								REVISION DATES 09-01-11 03-01-12 04-05-12	SHEET 29 OF 46

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1194	1743

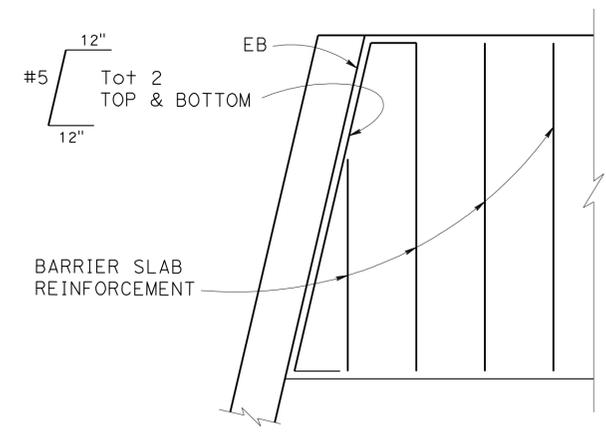
12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
 B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
 CIVIL
 STATE OF CALIFORNIA
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NOTES:

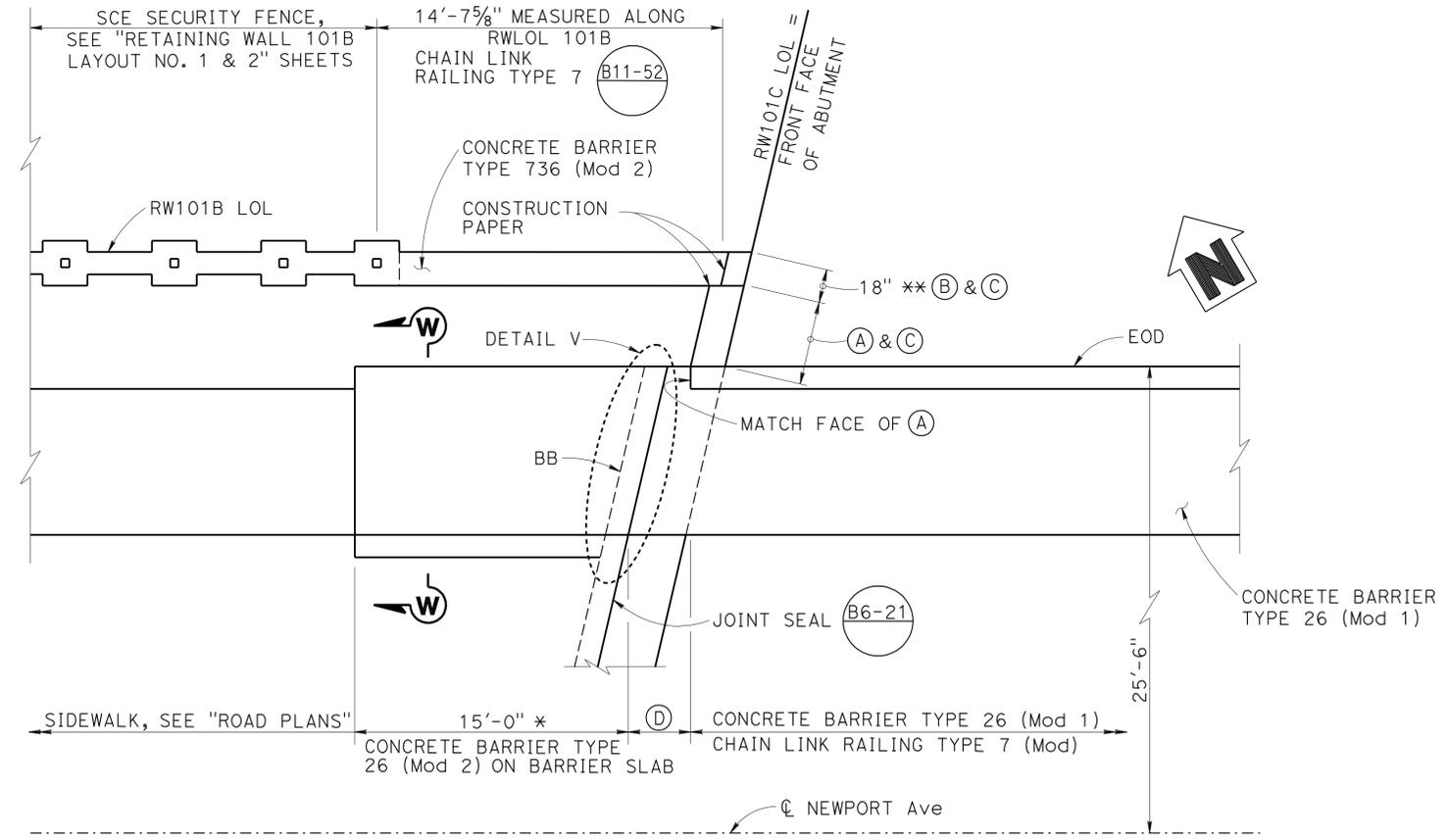
- * Measured along \bar{C} Newport Avenue
- ** Measured along RWLOL 101C
- (A) Concrete Barrier Type 736 (Mod 2)
- (B) Concrete Barrier Type 736 (Mod 1) at his location
- (C) Chain link Railing Type 7 (B11-52)
- (D) Concrete Barrier Type 26 (Mod 2) on Bridge Deck, to be poured monolithically with Concrete Barrier Type 26 (Mod 1) on Bridge Deck.
- (E) For Chain Link Railing Type 7 (Mod), see "ARCHITECTURAL TREATMENT DETAILS NO. 1 sheet"
- (F) For Section W-W, see "CONCRETE BARRIER DETAILS" sheets
- (G) For Concrete Barrier Type 26 (Mod 1), (Mod 2), and (MOD 3), see "CONCRETE BARRIER (MOD)" sheet
- (H) For Concrete Barrier Type 736 (Mod 1), or (Mod 2), see "CONCRETE BARRIER (MOD)" sheet



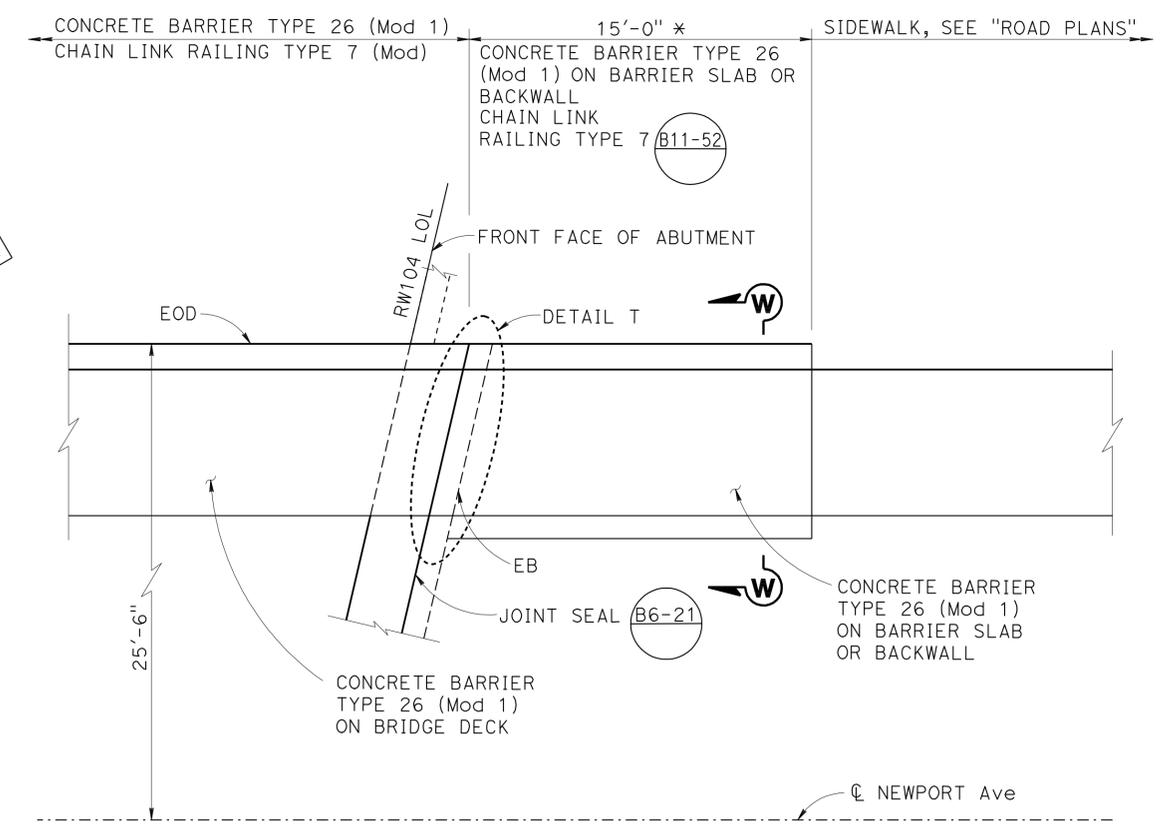
DETAIL V
AT BARRIER SLAB LEVEL
 $1/2" = 1'-0"$



DETAIL T
AT BARRIER SLAB LEVEL
 $1/2" = 1'-0"$



PLAN - LEFTSIDE BARRIER
 $1/4" = 1'-0"$



STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	DESIGN	BY B. Gunter	CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	54-1294	NEWPORT AVE OC (REPLACE) CONCRETE BARRIER LAYOUT NO. 2
	DETAILS	BY H. Iniguez \ H. Mahboobi	CHECKED R. Wang			POST MILE	1.78	
	QUANTITIES	BY B. Gunter	CHECKED B. Chuang			PROJECT NUMBER & PHASE: 0800000506 1	CONTRACT NO.: 08-0M9401	

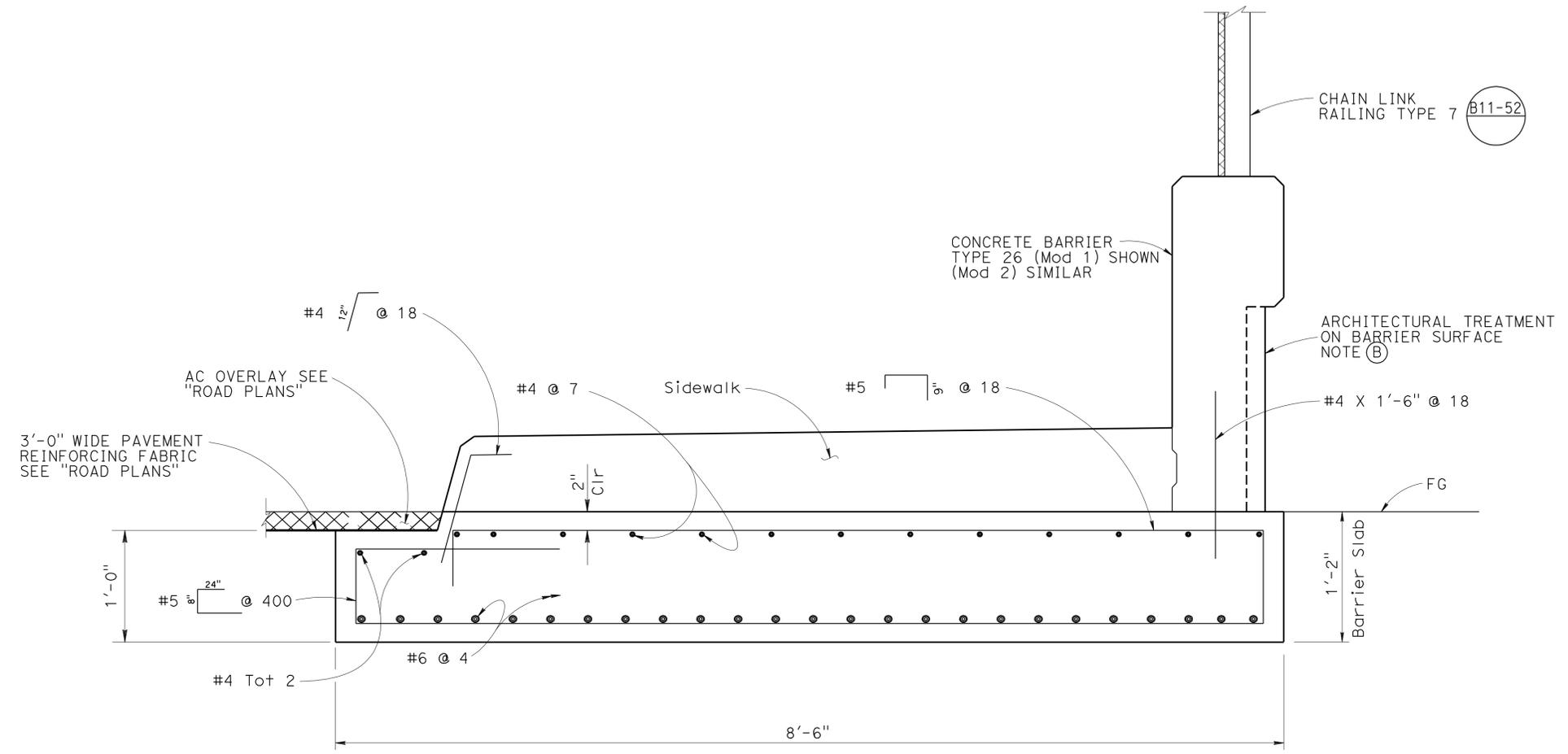
UNIT: 3621
 PROJECT NUMBER & PHASE: 0800000506 1
 CONTRACT NO.: 08-0M9401
 DISREGARD PRINTS BEARING EARLIER REVISION DATES

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1195	1743

12-29-2011
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE

B. R. GUNTER
 No. C 66195
 Exp. 06-30-12
 CIVIL
 STATE OF CALIFORNIA

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SECTION W-W
 $1\frac{1}{2}'' = 1'-0''$

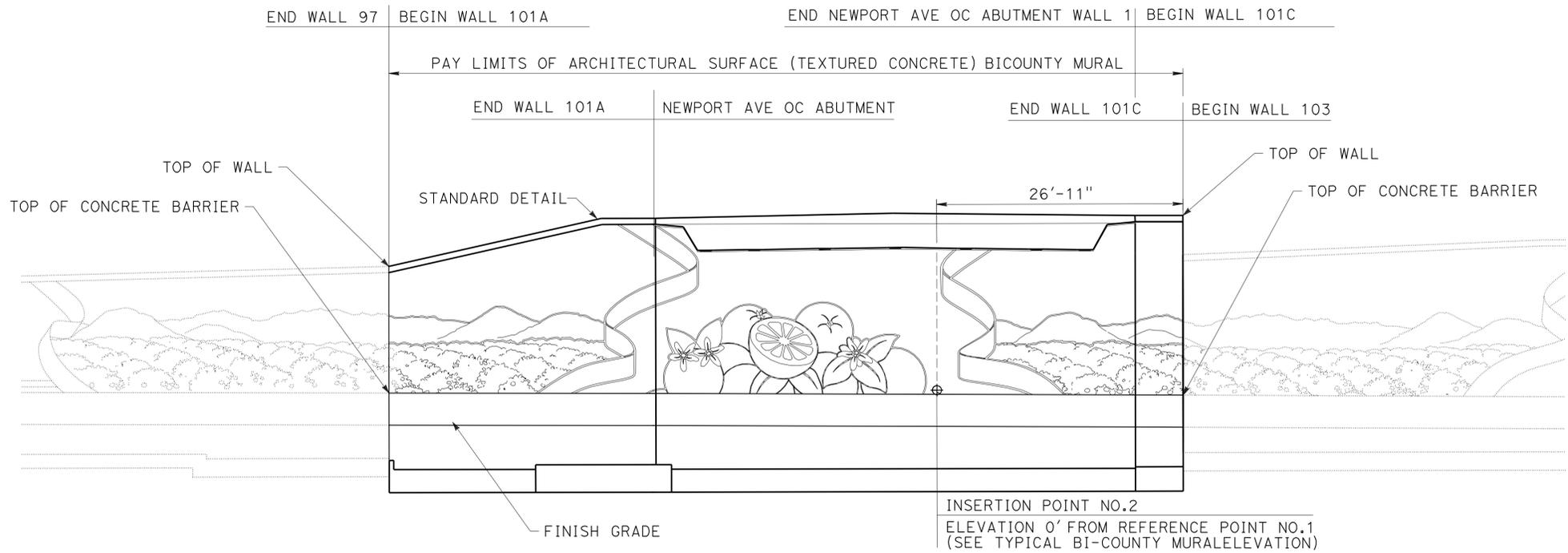
- NOTES:**
- (A) For location of Section W-W, see "CONCRETE BARRIER DETAILS NO. 1 & NO. 2" sheets.
 - (B) For Architectural Treatment on Barrier Surface, see "ARCHITECTURAL TREATMENT DETAILS NO. 2" sheet
 - (C) For Concrete Barrier Details, see "CONCRETE BARRIER TYPE 26 (MOD)" sheet.

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY B. Gunter	CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO.	54-1294	NEWPORT AVE OC (REPLACE) CONCRETE BARRIER DETAILS						
	DETAILS	BY H. Iniguez \ H. Mahboobi	CHECKED R. Wang			POST MILE	1.78							
	QUANTITIES	BY B. Gunter	CHECKED C. Chuang \ R. Wang											
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				0	1	2	3	UNIT: 3621	PROJECT NUMBER & PHASE: 0800000506 1	CONTRACT NO.: 08-0M9401	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 31	OF 46

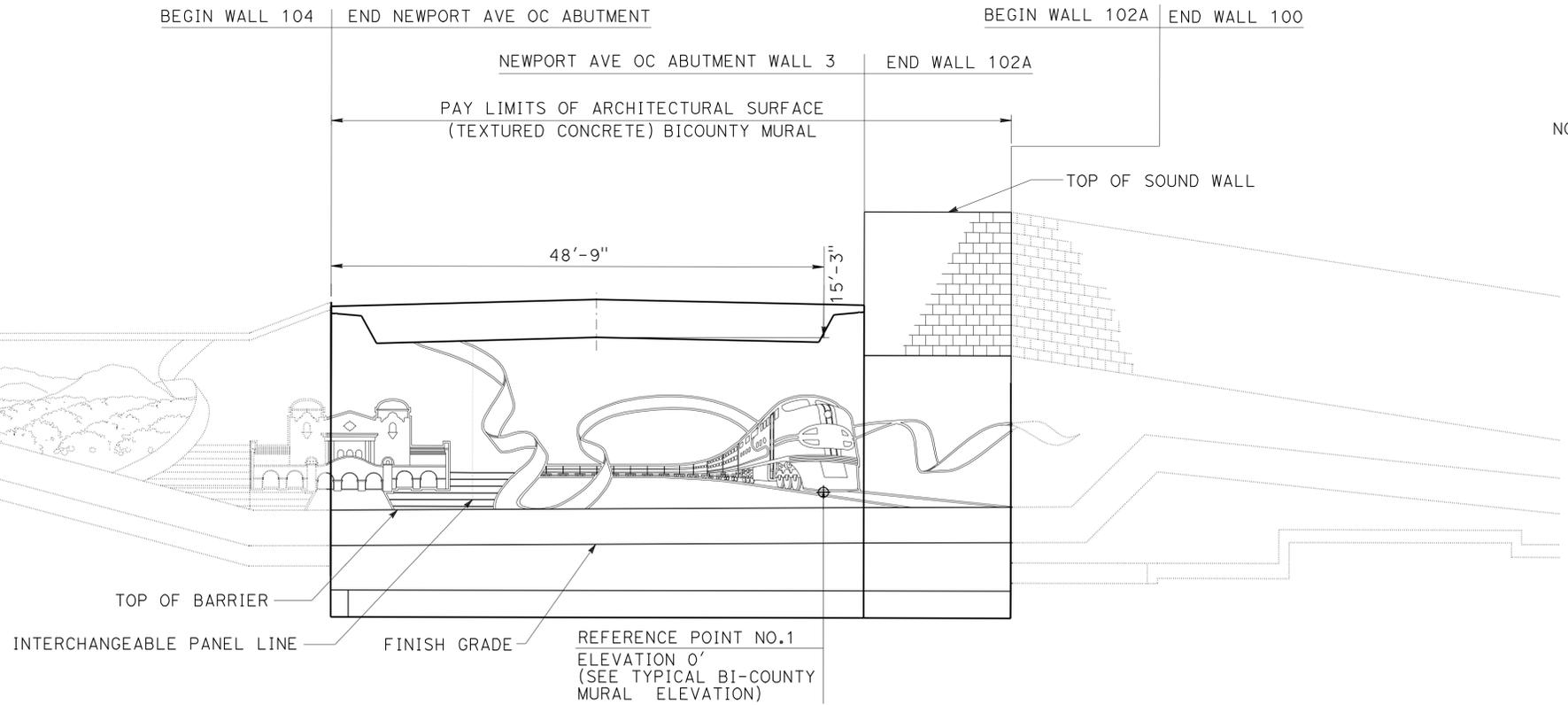
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1196	1743

REGISTERED CIVIL ENGINEER DATE: 3-29-2012
 REGISTERED PROFESSIONAL ENGINEER
 RAY DESSELLE
 No. 2916
 Exp. 11-30-2013
 CIVIL
 STATE OF CALIFORNIA
 PLANS APPROVAL DATE: 4-16-12
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ABUTMENT 1 ELEVATION
 $\frac{1}{8}'' = 1'-0''$



ABUTMENT 3 ELEVATION
 $\frac{1}{8}'' = 1'-0''$

- NOTES:
1. For location of reference point No1, see structural plans of "RETAINING WALL NO. 40"
 2. For location of insertion point No 2, see structural plans of "RETAINING WALL NO. 40"
 3. This plan is accurate for architectural treatment work only.

DESIGN	BY M. Hall, B. Fleming, B. Strout	CHECKED M. Bishop
DETAILS	BY M. Bishop	CHECKED M. Hall
QUANTITIES	BY B. Gunter	CHECKED R. Wang

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

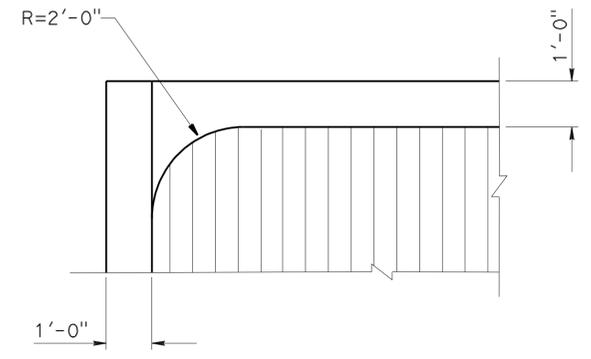
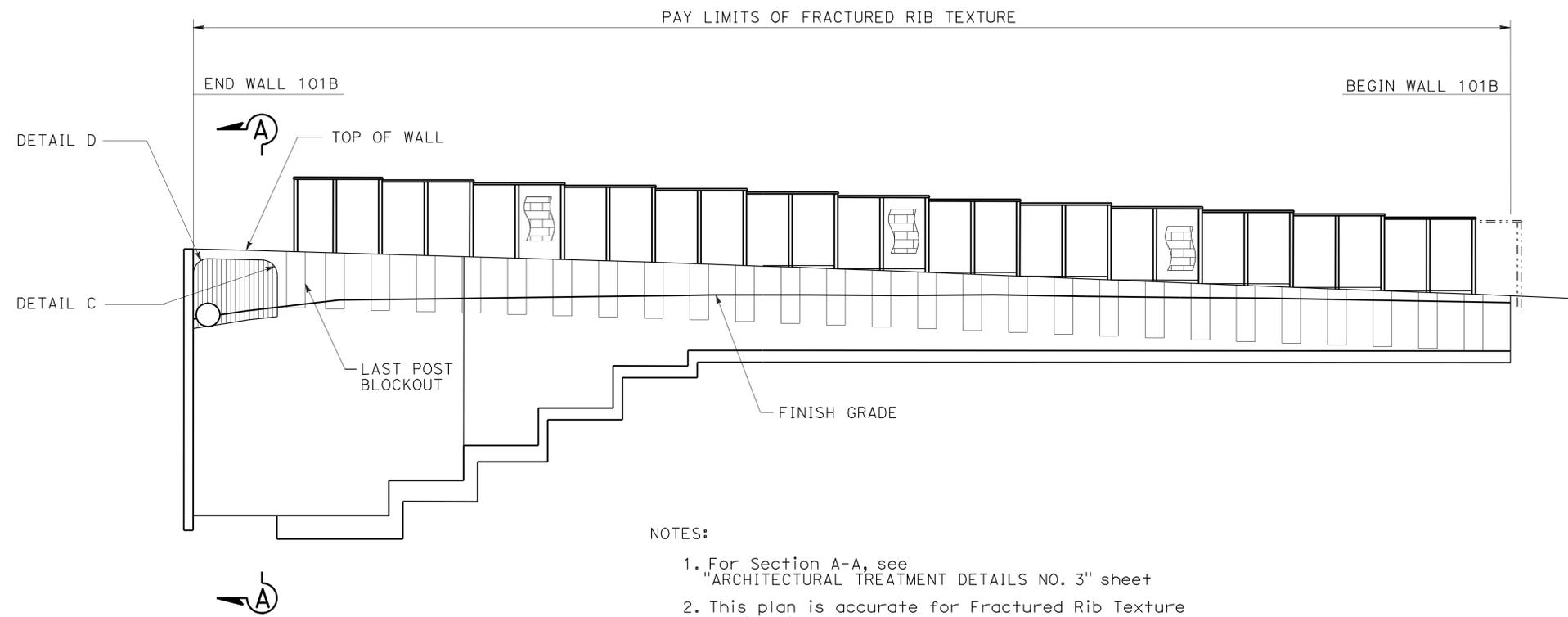
DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

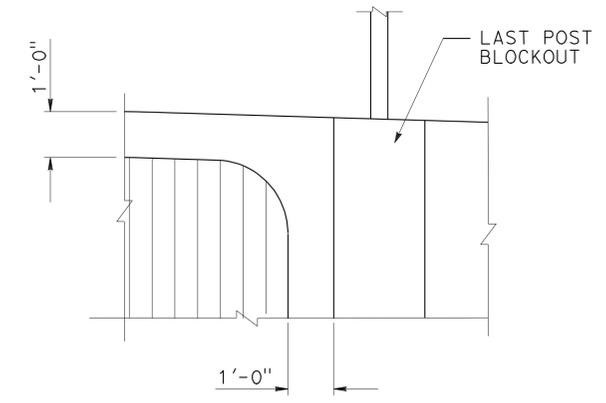
NEWPORT AVE OC (REPLACE)
ARCHITECTURAL TREATMENT LAYOUT NO. 1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1197	1743

REGISTERED CIVIL ENGINEER DATE: 3-29-2012
 PLANS APPROVAL DATE: 4-16-12
 RAY DESSELLE
 No. 2916
 Exp. 11-30-2013
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DETAIL D
1/2" = 1'-0"



DETAIL C
1/2" = 1'-0"

- NOTES:
1. For Section A-A, see "ARCHITECTURAL TREATMENT DETAILS NO. 3" sheet
 2. This plan is accurate for Fractured Rib Texture work only.

ELEVATION FOR RETAINING WALL NO. 101B
1/8" = 1'-0"

DESIGN	BY M. Hall, B. Fleming, B. Strout	CHECKED M. Bishop
DETAILS	BY M. Bishop	CHECKED M. Hall
QUANTITIES	BY B. Gunter	CHECKED R. Wang

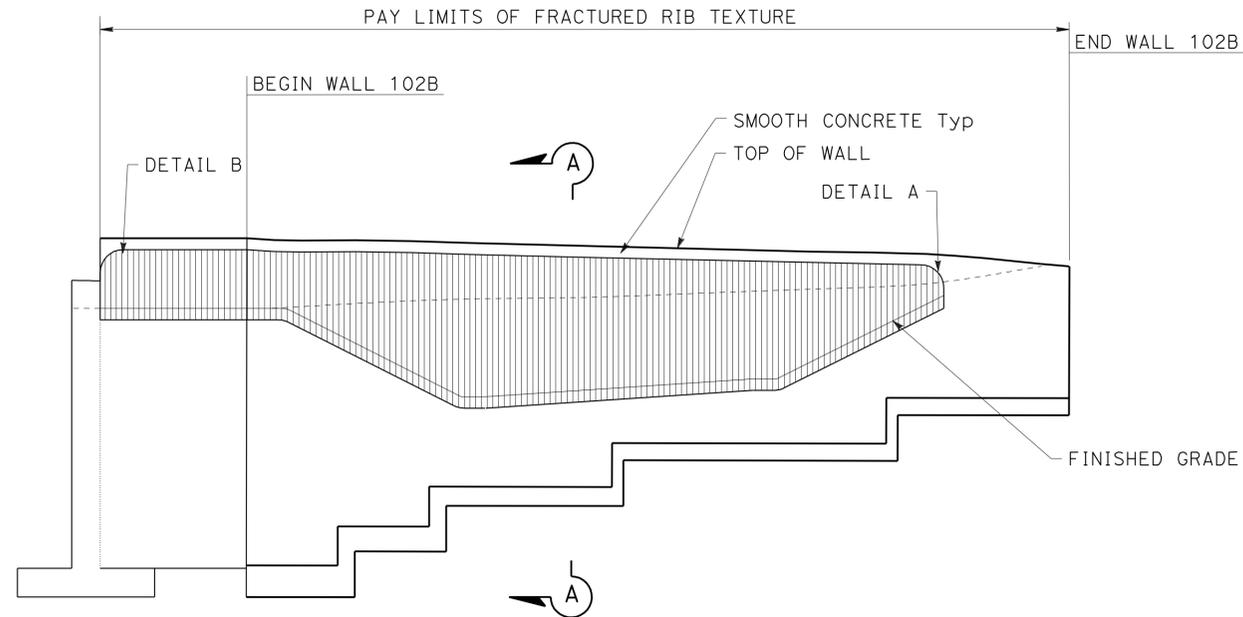
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 19

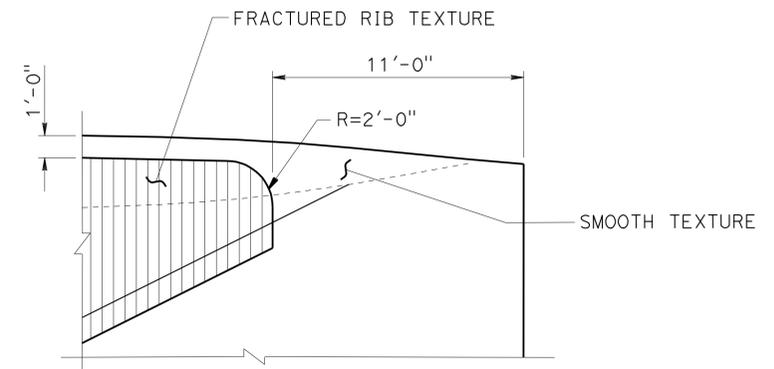
BRIDGE NO.	54-1294
POST MILE	1.78

NEWPORT AVE OC (REPLACE)
ARCHITECTURAL TREATMENT LAYOUT NO. 2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1198	1743
REGISTERED CIVIL ENGINEER			DATE	3-29-2012	
PLANS APPROVAL DATE			4-16-12		
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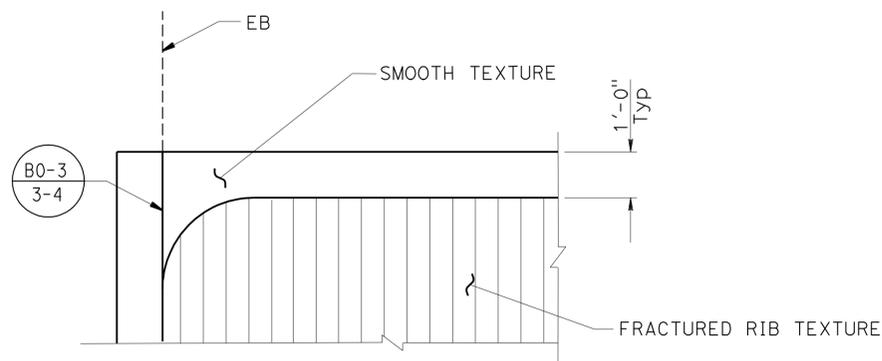
ELEVATION FOR RETAINING WALL NO. 102B
 $\frac{1}{8}'' = 1'-0''$



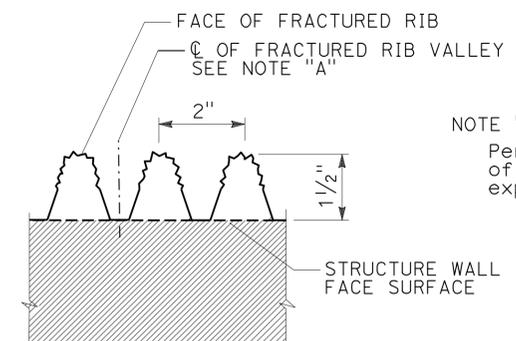
DETAIL A
 $\frac{1}{4}'' = 1'-0''$

NOTES:

1. For Section A-A, see "ARCHITECTURAL TREATMENT DETAILS NO. 3" sheet
2. This plan is accurate for Fractured Rib Texture work only.



DETAIL B
 $\frac{1}{2}'' = 1'-0''$



NOTE "A"
 Permitted location of weakened plane and expansion joints

TYPICAL FRACTURED RIB TEXTURE
 NO SCALE

DESIGN	BY M. Hall, B. Fleming, B. Strout	CHECKED M. Bishop
DETAILS	BY M. Bishop	CHECKED M. Hall
QUANTITIES	BY B. Gunter	CHECKED R. Wang

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

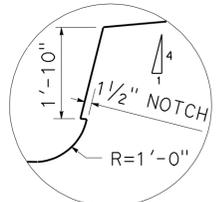
DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

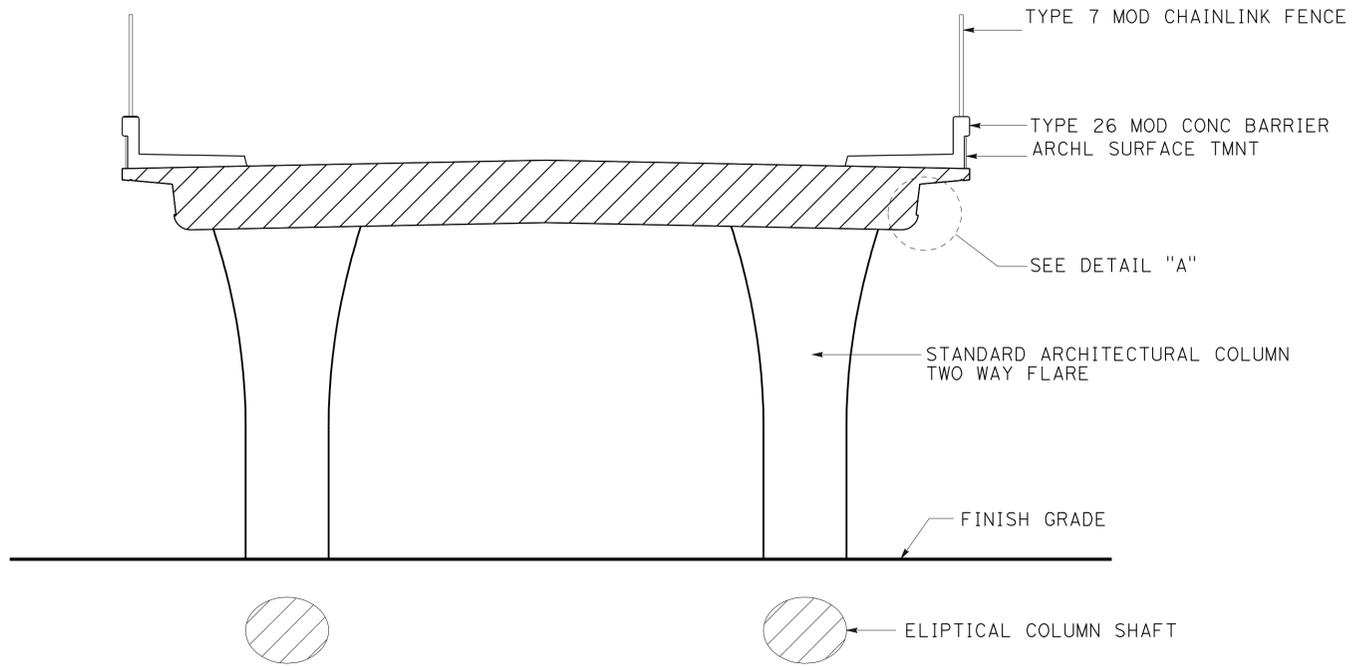
NEWPORT AVE OC (REPLACE)
ARCHITECTURAL TREATMENT LAYOUT NO. 3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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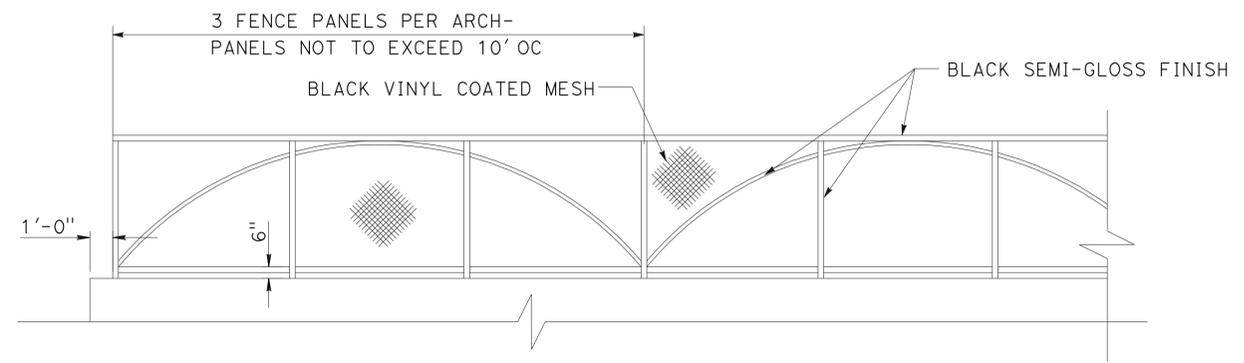
3-29-2012
 REGISTERED CIVIL ENGINEER DATE
 4-16-12
 PLANS APPROVAL DATE
 RAY DESSELLE
 No. 2916
 Exp. 11-30-2013
 CIVIL
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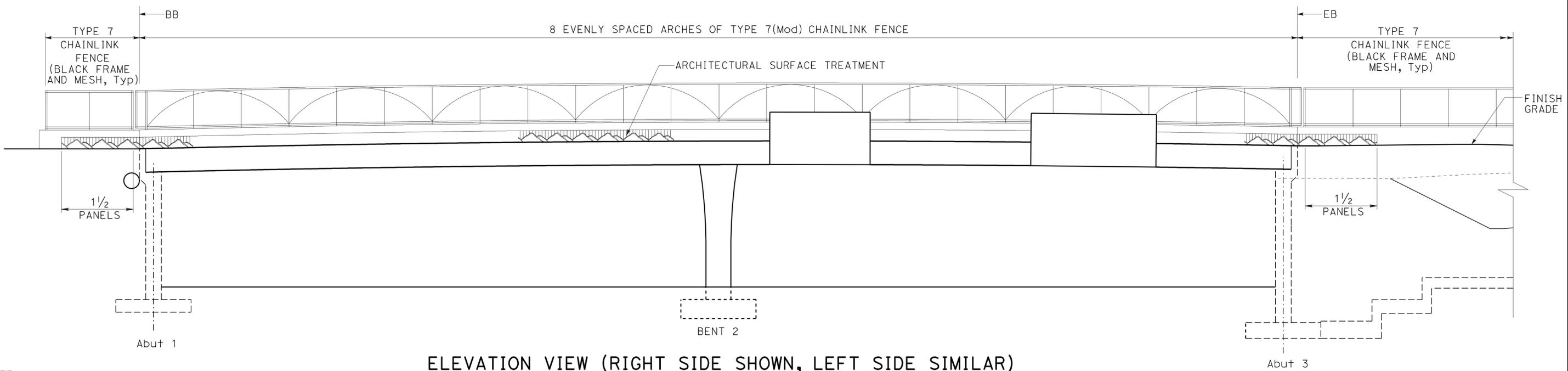
DETAIL A



TYPICAL SECTION
 $\frac{3}{16}'' = 1'-0''$



TYPE 7 (MOD) CHAINLINK FENCE ELEVATION
 $\frac{1}{4}'' = 1'-0''$



ELEVATION VIEW (RIGHT SIDE SHOWN, LEFT SIDE SIMILAR)
 $\frac{1}{8}'' = 1'-0''$

NOTE:
 1. For Concrete barrier Architectural treatment, see "ARCHITECTURAL TREATMENT DETAILS NO. 2" sheet

DESIGN	BY M. Hall, B. Fleming, B. Strout	CHECKED M. Bishop
DETAILS	BY M. Bishop	CHECKED M. Hall
QUANTITIES	BY B. Gunter	CHECKED R. Wang

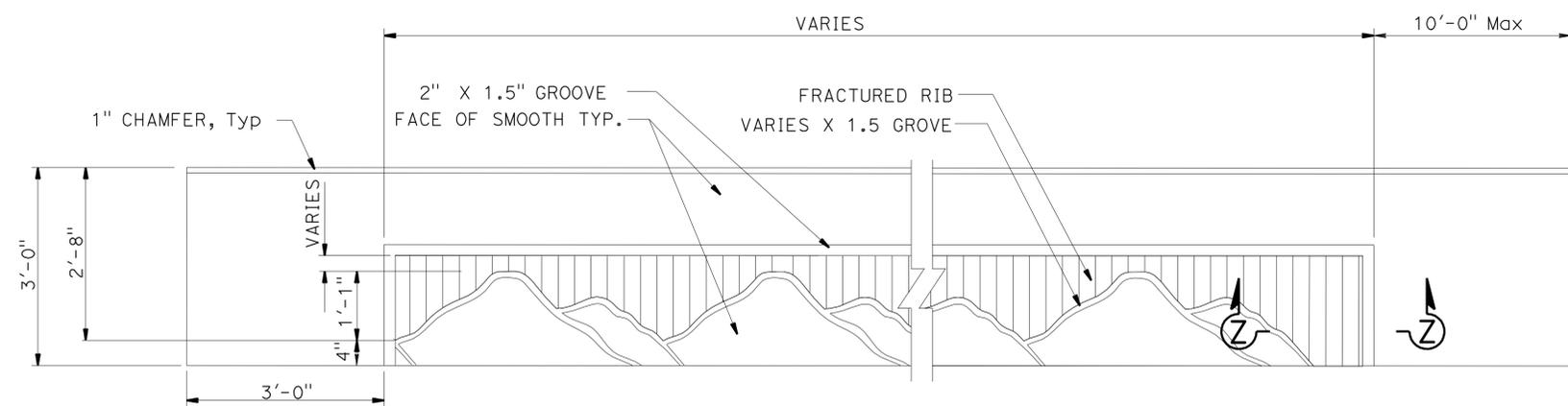
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 19

BRIDGE NO.	54-1294
POST MILE	1.78

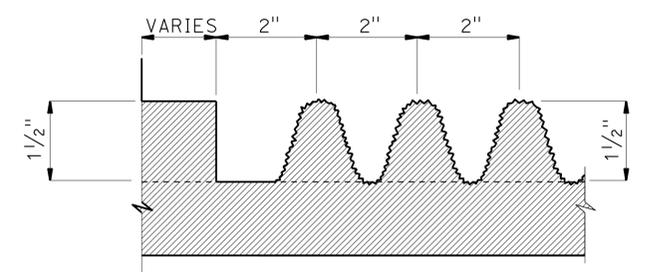
NEWPORT AVE OC (REPLACE)
ARCHITECTURAL TREATMENT DETAILS NO. 1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv, SBd	91, 215	21.5/21.7, 43.2/45.2, 0.0/5.1	1200	1743
			3-29-2012		
REGISTERED CIVIL ENGINEER			DATE		
4-16-12			PLANS APPROVAL DATE		
			REGISTERED PROFESSIONAL ENGINEER RAY DESSELLE No. 2916 Exp. 11-30-2013 CIVIL STATE OF CALIFORNIA		
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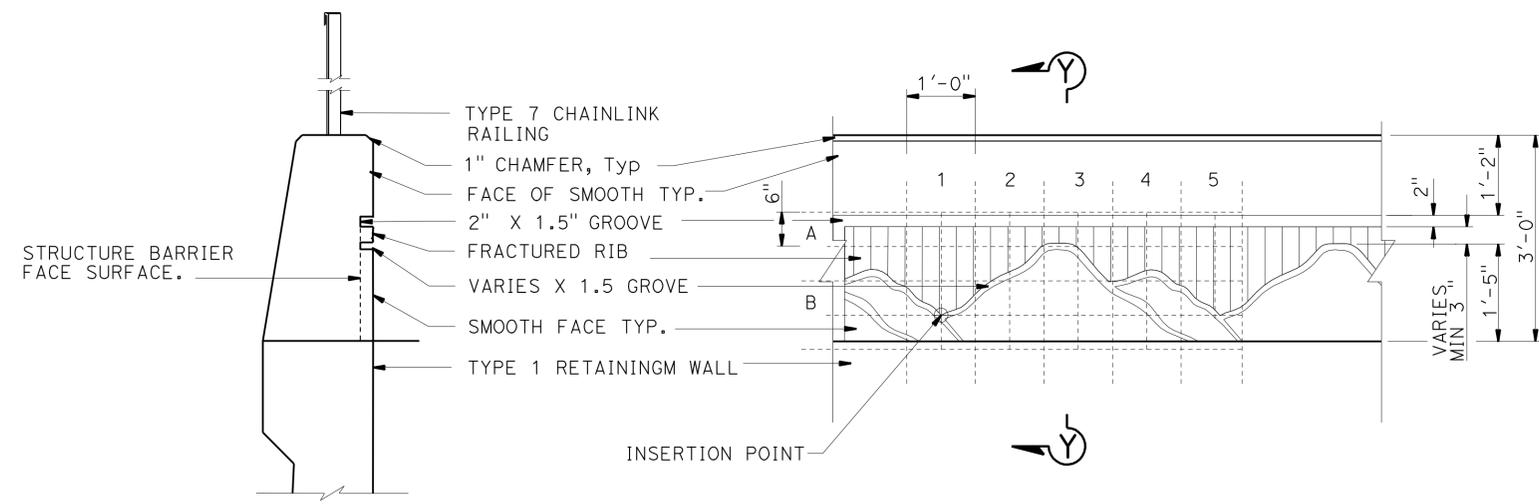
**TYPICAL CONCRETE BARRIER
TYPE 26 AND 736 (MOD) ARCHITECTURAL TREATMENT TERMINATION**

3/4" = 1'-0"



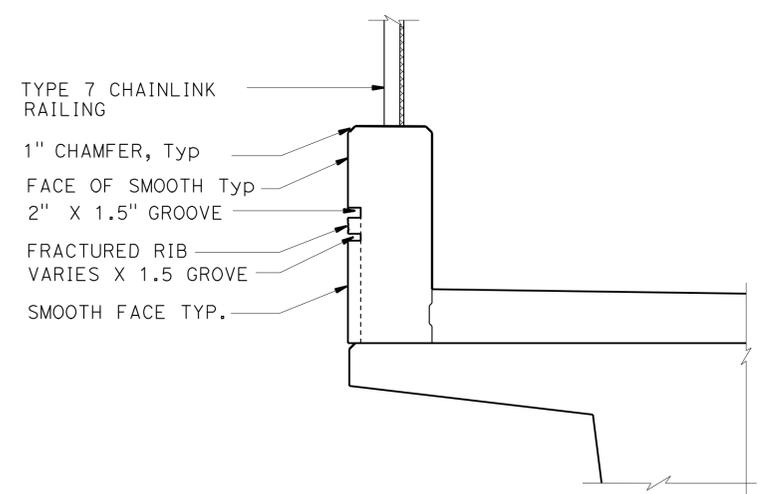
**Z-Z SECTION DETAIL
FRACTURED RIB SAND BLAST
AND SMOOTH TEXTURE TYPICAL**

NO SCALE



**TYPICAL ELEVATION DETAIL
CONCRETE BARRIER TYPE 736 AND 26 (MOD)**

3/4" = 1'-0"



**Y-Y SECTION DETAIL
CONCRETE BARRIER
TYPE 26 (MOD)**

3/4" = 1'-0"

**Y-Y SECTION DETAIL
CONCRETE BARRIER
TYPE 736 (MOD)**

3/4" = 1'-0"

DESIGN BY M. Hall, B. Fleming, B. Strout CHECKED M. Bishop DETAILS BY M. Bishop CHECKED M. Hall QUANTITIES BY B. Gunter CHECKED R. Wang	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 19	BRIDGE NO. 54-1294	NEWPORT AVE OC (REPLACE) ARCHITECTURAL TREATMENT DETAILS NO. 2			
			POST MILE 1.78				
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3621 PROJECT NUMBER & PHASE: 0800000506 1	CONTRACT NO.: 08-0M9401	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 02-27-12 04-05-12 05-30-12	SHEET 36 OF 46

USERNAME => s128843 DATE PLOTTED => 18-APR-2012 TIME PLOTTED => 15:50