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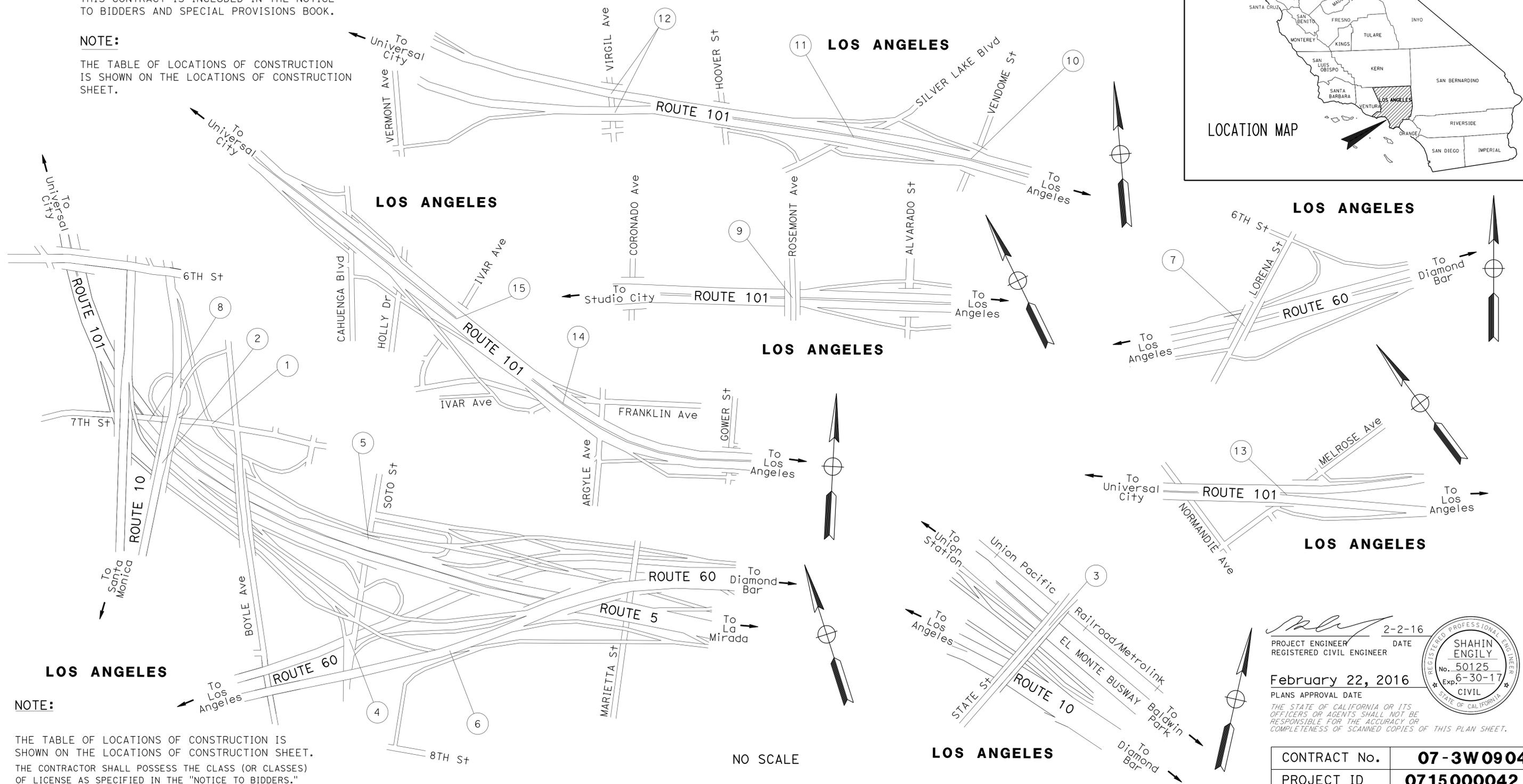
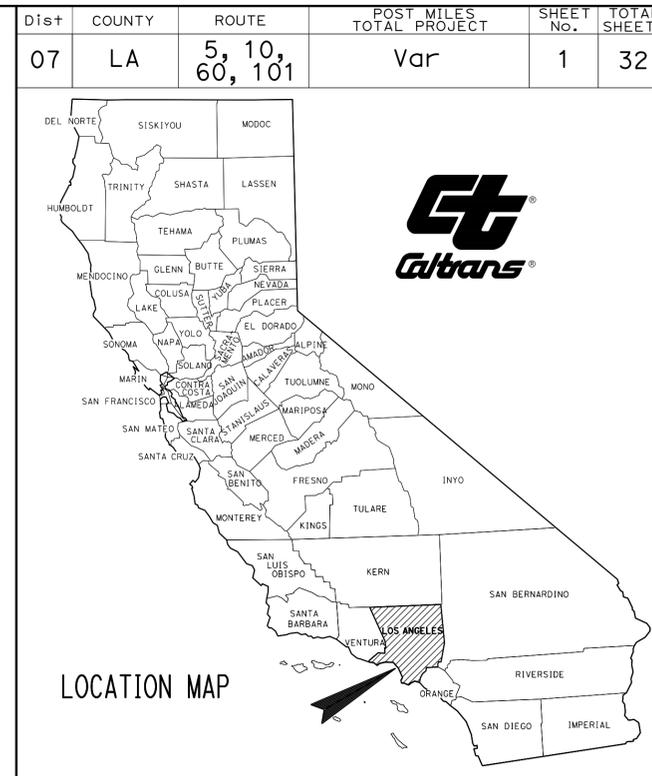
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

NOTE:

THE TABLE OF LOCATIONS OF CONSTRUCTION IS SHOWN ON THE LOCATIONS OF CONSTRUCTION SHEET.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY IN LOS ANGELES
AT VARIOUS LOCATIONS

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

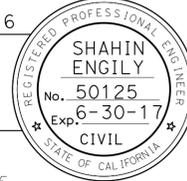


NOTE:
THE TABLE OF LOCATIONS OF CONSTRUCTION IS SHOWN ON THE LOCATIONS OF CONSTRUCTION SHEET.
THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

PROJECT MANAGER	CHRISTIAN SAM
DESIGN ENGINEER	SHAWN ENGILY

PROJECT ENGINEER: *Shahin Engily*
REGISTERED CIVIL ENGINEER
DATE: 2-2-16
February 22, 2016
PLANS APPROVAL DATE



CONTRACT No.	07-3W0904
PROJECT ID	0715000042

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	2	32


 REGISTERED CIVIL ENGINEER DATE 2-2-16
 2-22-16
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
SHAHIN ENGLY
 No. 50125
 Exp. 6-30-17
 CIVIL
 STATE OF CALIFORNIA

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

LOCATIONS OF CONSTRUCTION				
Loc No. #	BRIDGE NAME	BRIDGE No.	Rte	PM
1	SEVENTH St OC	53-1366R	5	16.9
2	E10-N5 / ROUTE 5 Sep	53-1367G	10	18.33
3	STATE St OC	53-2640	10	18.59
4	SOTO St OC	53-1327L	60	0.38
5	SOTO St UC (W60-N101)	53-0598F	60	0.39
6	EB 60 / SB 5 Sep	53-1462R	60	0.45
7	LORENA St OC	53-0081	60	R1.48
8	SEVENTH St OC	53-0596	101	50.02
9	ROSEMONT Ave OC	53-0616	101	3.01
10	VENDOME St UC	53-0073	101	3.63
11	SILVER LAKE Blvd UC	53-0613	101	3.76
12	VIRGIL Ave UC	53-0611L/R	101	4.08
13	MELROSE Ave UC	53-0673R	101	4.85
14	ARGYLE-FRANKLIN UC	53-0680	101	7.06
15	IVAR Ave UC	53-0797	101	7.31

LOCATIONS OF CONSTRUCTION

LC-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING
 FUNCTIONAL SUPERVISOR PAUL CRISPI
 CALCULATED/DESIGNED BY CHECKED BY
 MARLON SARMIENTO SHAWN ENGLY
 REVISED BY DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	3	32

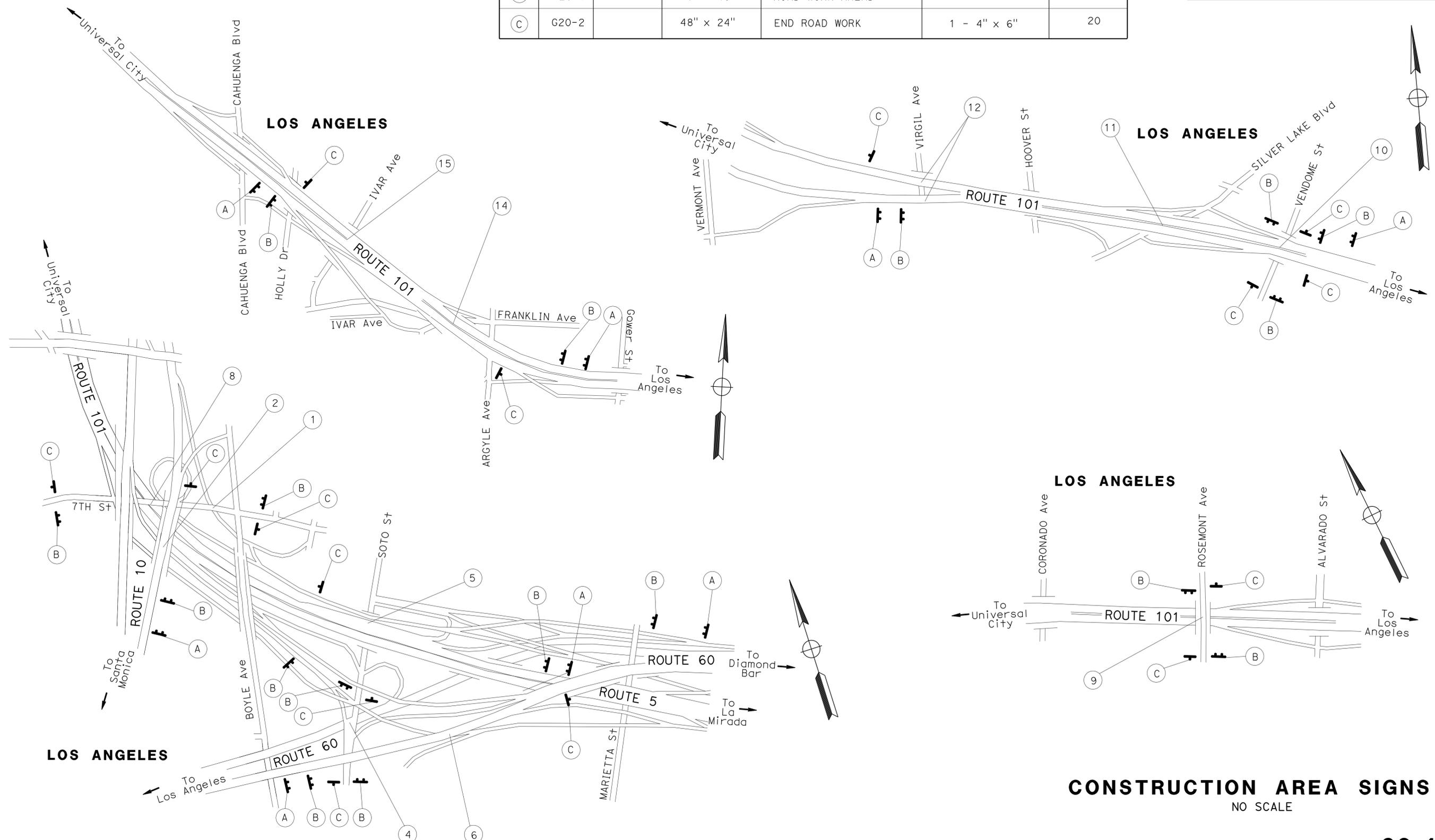
REGISTERED CIVIL ENGINEER **SHAHIN ENGLIY** No. 50125 Exp. 6-30-17
 DATE 2-2-16
 PLANS APPROVAL DATE 2-22-16

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

NOTES:

- C40 SIGNS MUST BE PLACED APPROXIMATELY 500' IN ADVANCE OF W20-1 SIGNS OR AS THE ENGINEER DETERMINES.
- LOCATIONS OF CONSTRUCTION AREA SIGNS SHOWN ARE APPROXIMATE. LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
- FOR OTHER CONSTRUCTION AREA SIGNS, SEE CS-2.

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS						
SIGN	SIGN CODE		PANEL SIZE	SIGN MESSAGE	NUMBER OF POSTS AND SIZE	NUMBER OF SIGNS
	FEDERAL	CALIFORNIA				
(A)		C40 (CA)	144" x 60"	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	2 - 6" x 6"	10
(B)	W20-1		48" x 48"	ROAD WORK AHEAD	2 - 4" x 6"	22
(C)	G20-2		48" x 24"	END ROAD WORK	1 - 4" x 6"	20



CONSTRUCTION AREA SIGNS
NO SCALE

CS-1

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING
 FUNCTIONAL SUPERVISOR: PAUL CRISPI
 CALCULATED/DESIGNED BY: MARLON SARMIENTO
 CHECKED BY: SHAWN ENGLIY
 REVISED BY: DATE REVISOR

USERNAME => s122436
 DGN FILE => 73w0901a001.dgn

RELATIVE BORDER SCALE 15 IN INCHES
 0 1 2 3

UNIT 1959

PROJECT NUMBER & PHASE

07150000421

LAST REVISION | DATE PLOTTED => 05-FEB-2016
 02-22-16 | TIME PLOTTED => 12:39

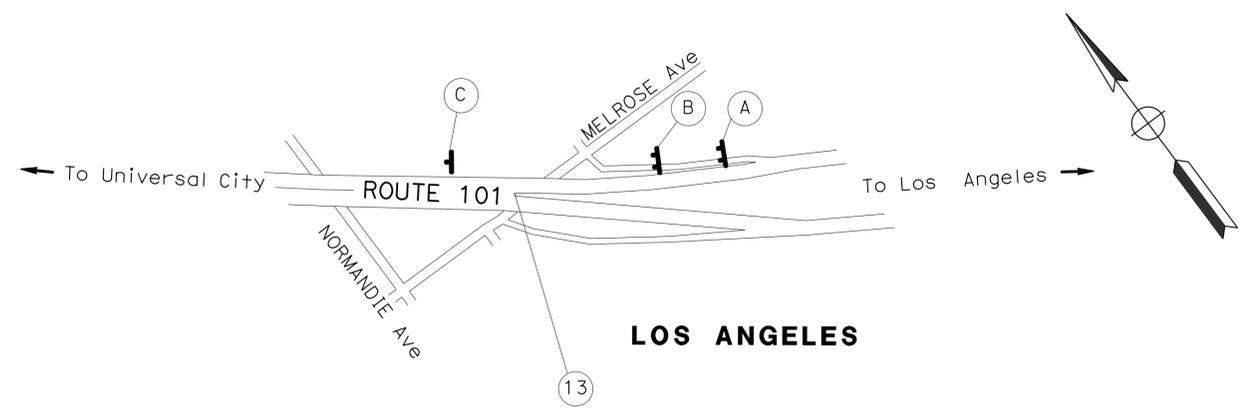
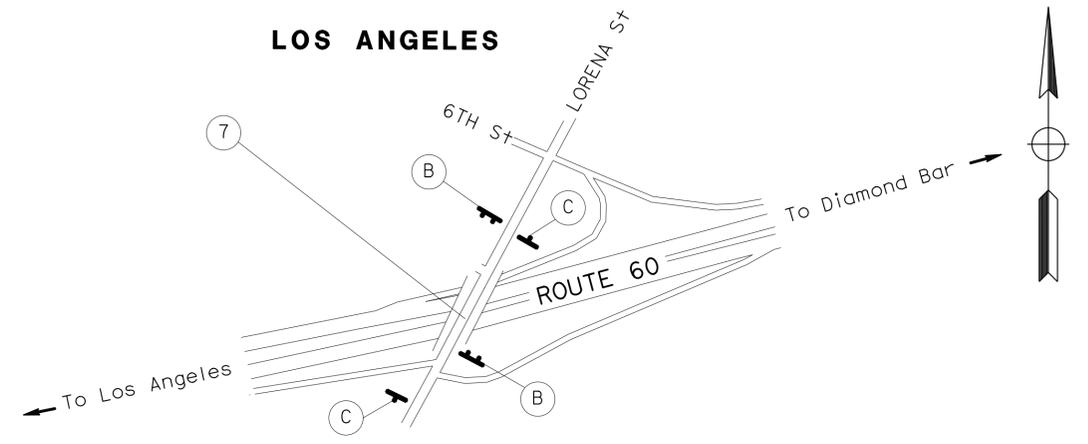
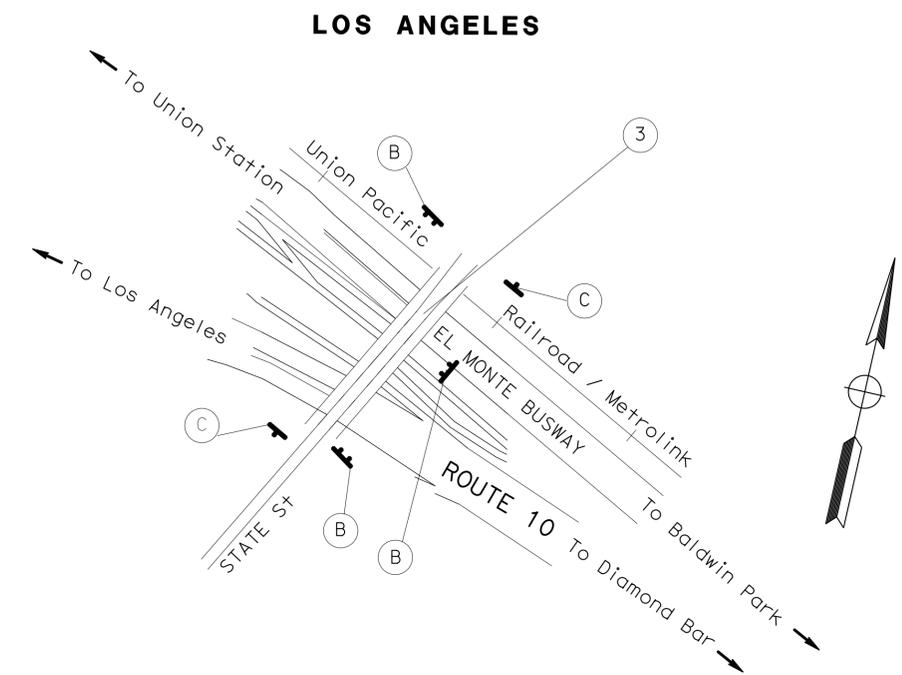
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	4	32

2-2-16
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
SHAHIN ENGLY
 No. 50125
 Exp. 6-30-17
 CIVIL
 STATE OF CALIFORNIA

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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR	DATE
Caltrans MAINTENANCE ENGINEERING	PAUL CRISPI	CHECKED BY	MARLON SARMIENTO	2-22-16
			SHAWN ENGLY	



CONSTRUCTION AREA SIGNS
 NO SCALE

CS-2

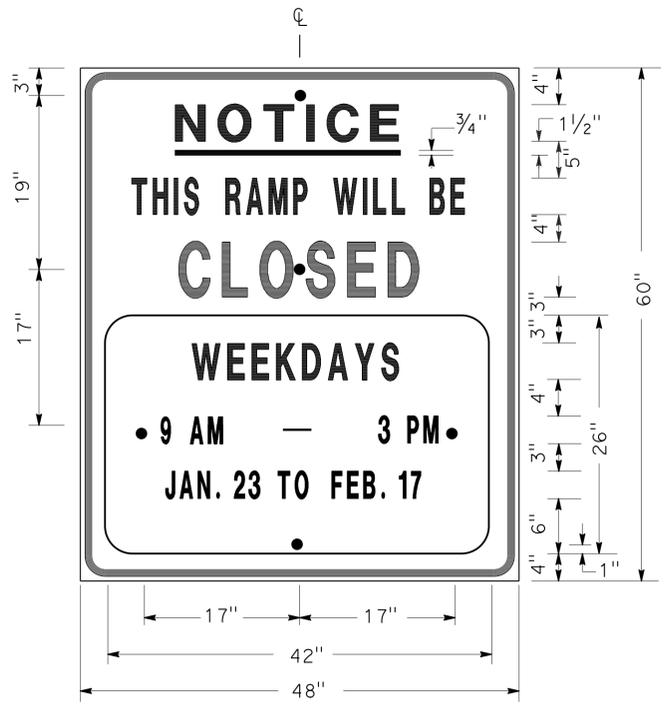
APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	5	32

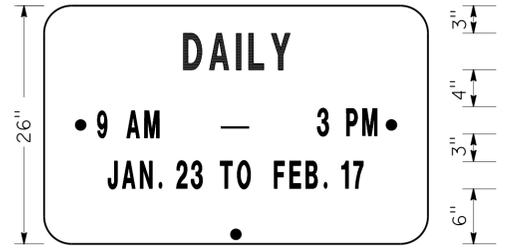
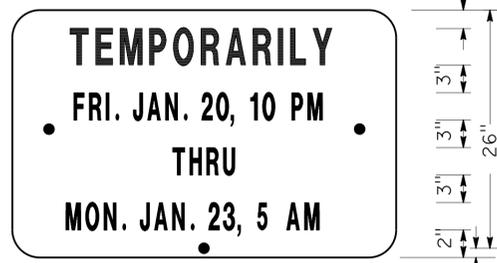
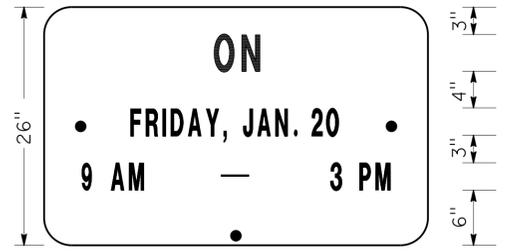
REGISTERED CIVIL ENGINEER: *Denise Katayama* 1-25-16
 DATE: 2-22-16
 PLANS APPROVAL DATE: _____

PROFESSIONAL ENGINEER: D. S. KATAYAMA
 No. C50648
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

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SIGN SP-1



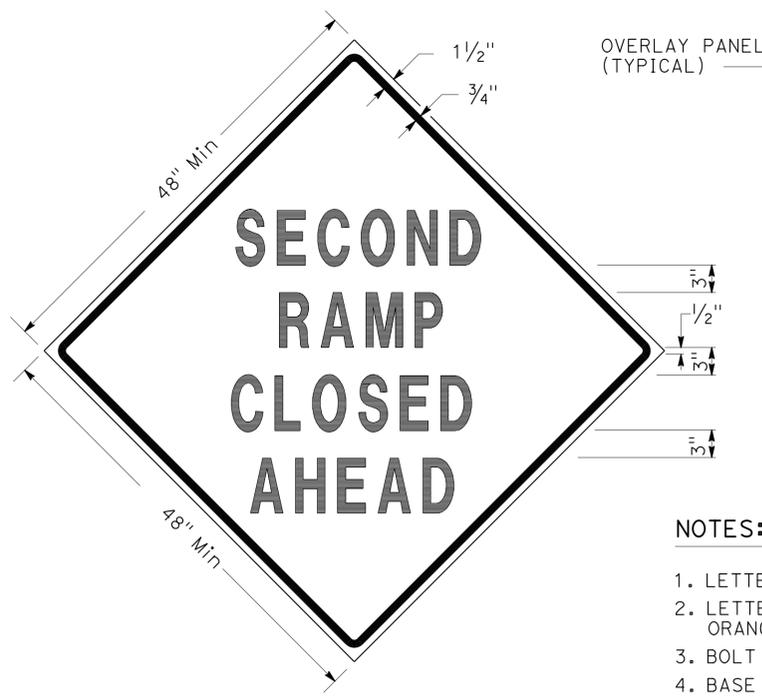
ALTERNATE OVERLAY PANELS (TYPICAL)

- NOTES: SIGN SP-1
- LETTERS AND BORDER MUST BE BLACK ON REFLECTORIZED ORANGE BACKGROUND.
 - BOLT HOLES MUST BE 3/8" DIAMETER.
 - BASE MATERIAL MUST BE ALUMINUM (MINIMUM 0.06").
 - SIGNS MUST BE MOUNTED WITH BOTTOMS OF SIGNS A MINIMUM OF 7' ABOVE GROUND.

SIZE	BORDER WIDTH	MARGIN WIDTH	LETTER SIZE					CORNER RADIUS
			LINE 1	LINE 2*	LINE 3	LINE 4	LINE 5, 6, & 7*	
48"x60"	1 1/4"	3/4"	4E	4D	6E	4D		3"
42"x26"	OVERLAY						3D	1 1/2"

* CONDENSED SPACING IF NECESSARY

SPECIAL ADVANCE NOTICE PUBLICITY SIGN



SIGN SP-3



SIGN SP-5

- NOTES: SIGNS SP-3 & SP-5
- LETTERS - 6" SERIES D.
 - LETTERS AND BORDER MUST BE BLACK ON REFLECTORIZED ORANGE BACKGROUND.
 - BOLT HOLES MUST BE 3/8" DIAMETER.
 - BASE MATERIAL MUST BE ALUMINUM (MINIMUM 0.06").
 - SIGNS MUST BE MOUNTED WITH BOTTOMS OF SIGNS A MINIMUM OF 7' ABOVE GROUND.
 - SIGN SP-5 MUST BE USED IF THE OFF-RAMP TO BE CLOSED FOLLOWS A FREEWAY OFF-CONNECTOR.

SPECIAL SIGNS FOR EXIT RAMP CLOSURES



SIGN SP-4

- NOTES: SIGN SP-4
- LETTERS - 6" SERIES C.
 - LETTERS AND BORDER MUST BE BLACK ON REFLECTORIZED WHITE BACKGROUND.
 - BOLT HOLES MUST BE 3/8" DIAMETER.
 - BASE MATERIAL MUST BE ALUMINUM (MINIMUM 0.06").
 - SIGNS MUST BE PLACED AT RAMP ENTRANCES IN ADDITION TO SIGNS POSTED IN ACCORDANCE WITH REVISED STANDARD PLAN RSP T14.

SPECIAL SIGN FOR ENTRANCE RAMP CLOSURES

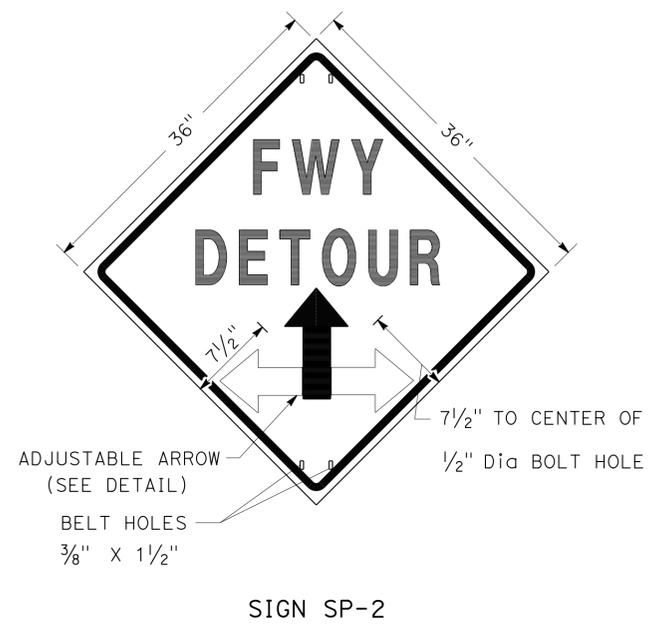
**TRAFFIC HANDLING DETAILS
 TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURES, DETOUR SIGNS,
 AND MISCELLANEOUS DETAILS
 SHEET 1 OF 2**

NO SCALE

THD-1

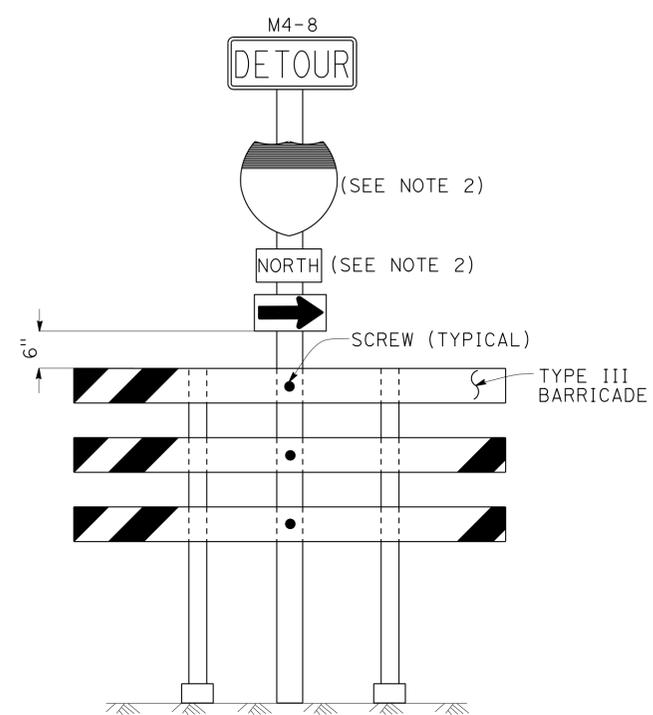
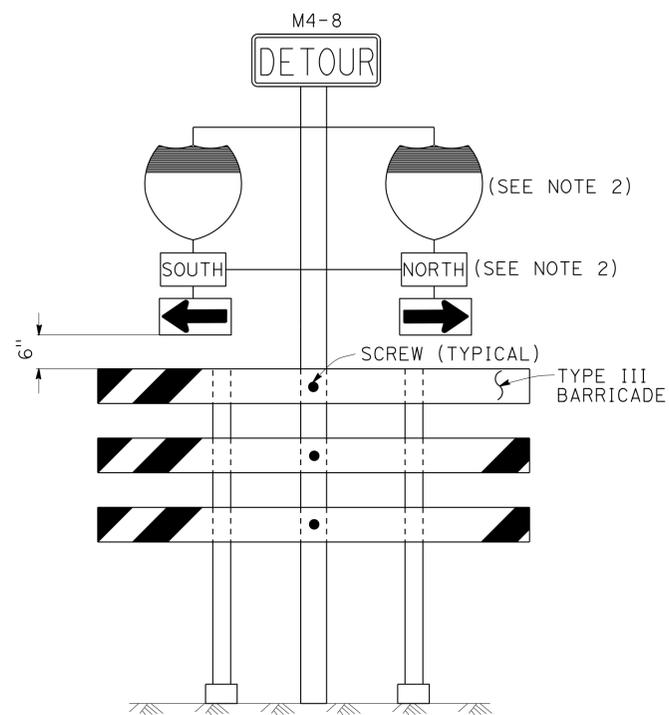
LAST REVISION: DATE PLOTTED => 05-FEB-2016 02-22-16 TIME PLOTTED => 12:39

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DTM
 FUNCTIONAL SUPERVISOR
 SAMUEL ESQUENAZI
 CALCULATED/DESIGNED BY
 CHECKED BY
 JOCELYN C CHIANG
 REVISOR BY
 DATE REVISED
 JC
 2/14



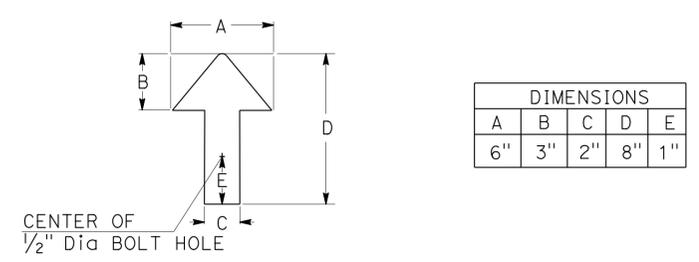
- NOTES:** SIGN SP-2
- LETTERS - 6" SERIES E.
 - LETTERS, BORDER AND ARROW - BLACK ON RETROREFLECTORIZED ORANGE BACKGROUND.
 - BASE MATERIAL FOR SIGNS AND ARROWS MUST BE ALUMINUM (MINIMUM 0.06").
 - BELTS (LUGGAGE STRAPS) MUST BE 1" WIDE BY 48" LONG, MADE OF COTTON OR POLYPROPYLENE WEB MATERIAL.
 - SIGNS MUST BE MOUNTED WITH BOTTOMS OF SIGNS A MINIMUM OF 7' ABOVE GROUND EXCEPT AS OTHERWISE SHOWN ON OTHER TRAFFIC HANDLING DETAILS PLANS.

ABBREVIATION
 (CA) CALIFORNIA CODE



- NOTES:** SIGNS SP-6 & SP-7
- IN LIEU OF PLACING SIGNS ON TYPE III BARRICADES, SIGNS, INCLUDING POSTS, MAY BE PLACED INTO THE GROUND OR FASTENED ONTO ELECTROLIERS.
 - USE APPROPRIATE ROUTE MARKER [G26-2(CA), G27-2(CA), G28-2(CA)] AND CARDINAL DIRECTION [NORTH (M3-1), SOUTH (M3-3), EAST (M3-2), WEST (M3-4)].

SPECIAL PORTABLE FREEWAY DETOUR SIGNS



ADJUSTABLE ARROW DETAIL

TRAFFIC HANDLING DETAILS
TRAFFIC CONTROL SYSTEM
FOR RAMP CLOSURES, DETOUR SIGNS,
AND MISCELLANEOUS DETAILS
SHEET 2 OF 2
 NO SCALE

THD-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	7	32

Dennis Katayama 1-25-16
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE

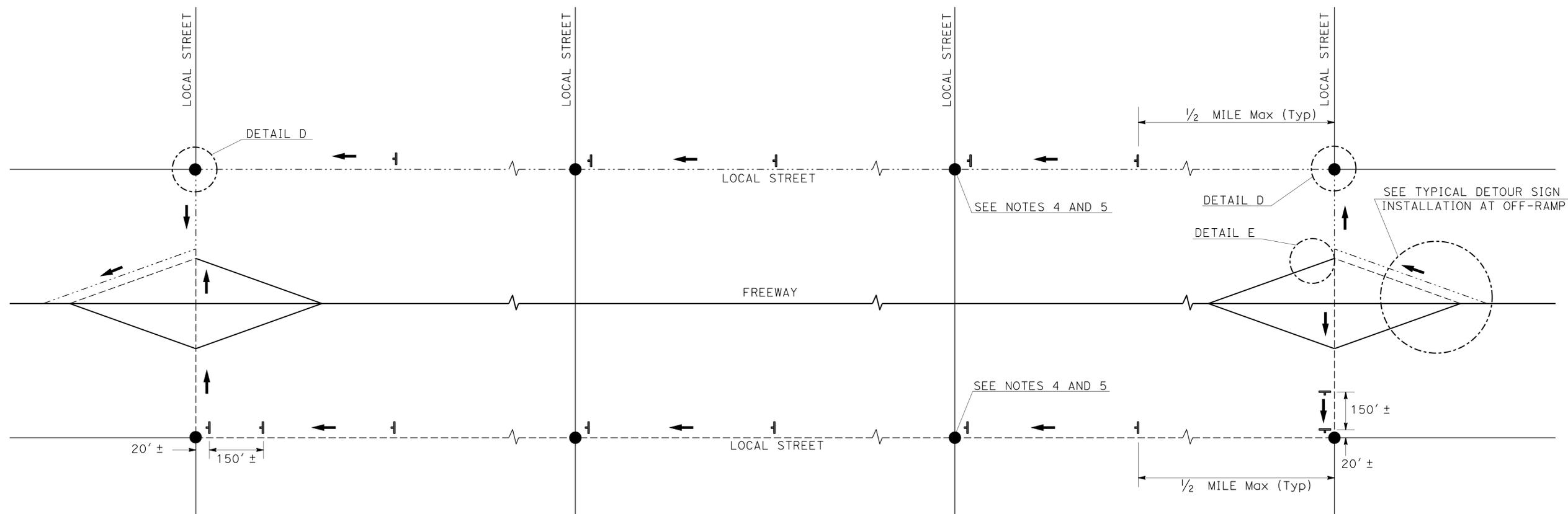
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LEGEND

- SIGN SP-2
- AND/OR DESIGNATED DETOUR ROUTE
- DETOUR DIRECTION
- CONTROLLED INTERSECTION

NOTES:

1. SP-2 SIGNS MAY BE STRAPPED ON EXISTING ELECTROLIER, SIGNAL POST OR SIGN POST.
2. SP-2 SIGNS MUST NOT BE INSTALLED ON BARRICADES EXCEPT AS OTHERWISE SHOWN.
3. SIGN LOCATIONS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
4. SP-2 SIGNS MUST BE POSTED AT EACH CONTROLLED INTERSECTION (EXCEPT AT COMMERCIAL PROPERTY, RESIDENTIAL COMPLEX OR T-INTERSECTION FROM ONE-WAY STREET) ALONG THE DESIGNATED DETOUR ROUTE.
5. UNLESS OTHERWISE SHOWN ON OTHER THD PLANS, WHEN CONTROLLED INTERSECTIONS ALONG THE DESIGNATED DETOUR ROUTE ARE CLOSELY SPACED, PLACE SP-2 SIGNS AT CONTROLLED INTERSECTIONS AT A DISTANCE NOT TO EXCEED 1/4 MILE FROM THE PRECEDING DETOUR SIGN.
6. EXCEPT AS OTHERWISE SHOWN ON OTHER PLANS OR SPECIFIED IN THE SPECIAL PROVISIONS, SP-2 SIGNS MUST BE PLACED AS SHOWN ON THIS PLAN.



TYPICAL DETOUR SIGN INSTALLATION ALONG DESIGNATED DETOUR ROUTE

**TRAFFIC HANDLING DETAILS
 TRAFFIC CONTROL SYSTEM
 FOR DETOUR SIGN INSTALLATION
 ALONG DESIGNATED DETOUR ROUTE
 SHEET 1 OF 3**

NO SCALE

THD-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	ALBERT K YU	REVISOR	JC
Caltrans	JOCELYN C CHIANG	DATE	2/14
FUNCTIONAL SUPERVISOR		CHECKED BY	
SAMUEL ESQUENAZI		DESIGNED BY	

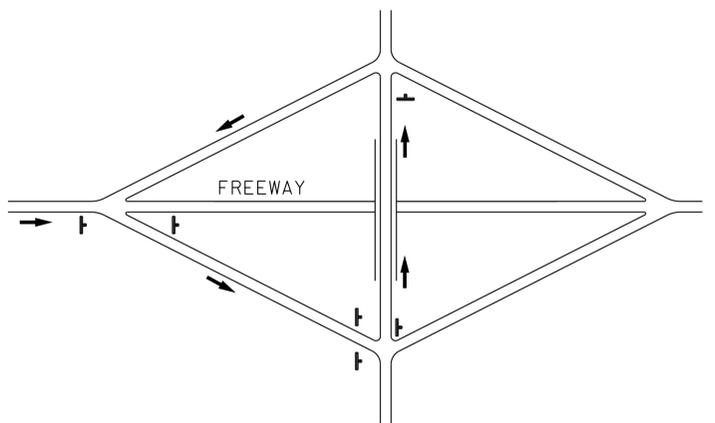
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	9	32

Denise Katayama
 REGISTERED CIVIL ENGINEER DATE 1-25-16
 2-22-16
 PLANS APPROVAL DATE

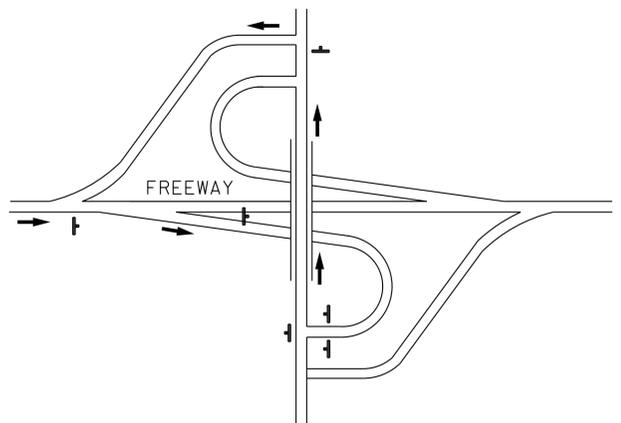
REGISTERED PROFESSIONAL ENGINEER
 D. S. KATAYAMA
 No. C50648
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

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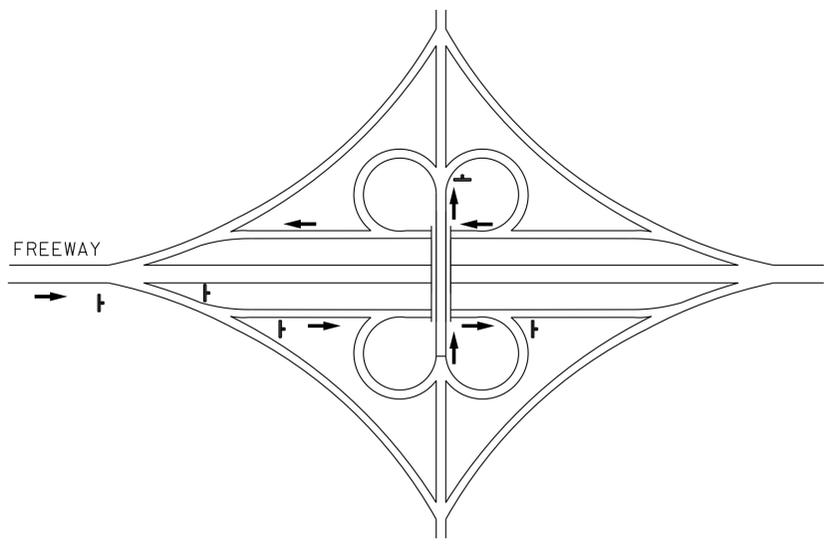
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DTM
 FUNCTIONAL SUPERVISOR: SAMUEL ESQUENAZI
 REVISIONS: JC 2/14
 REVISOR: ALBERT K YU
 CHECKER: JOCELYN C CHIANG
 CALCULATED/DESIGNED BY: [blank]
 CHECKED BY: [blank]



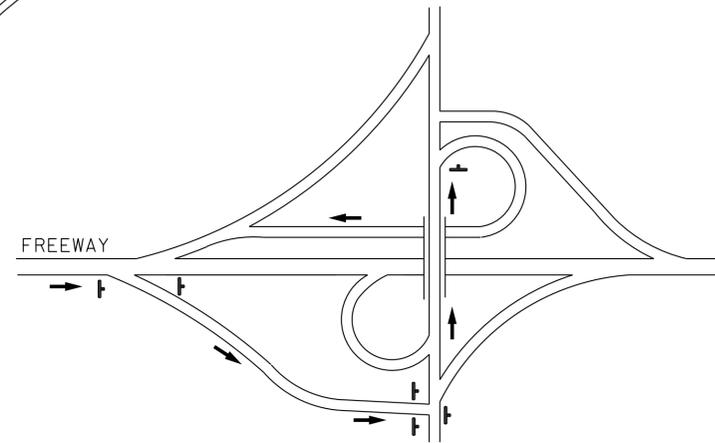
TYPE I



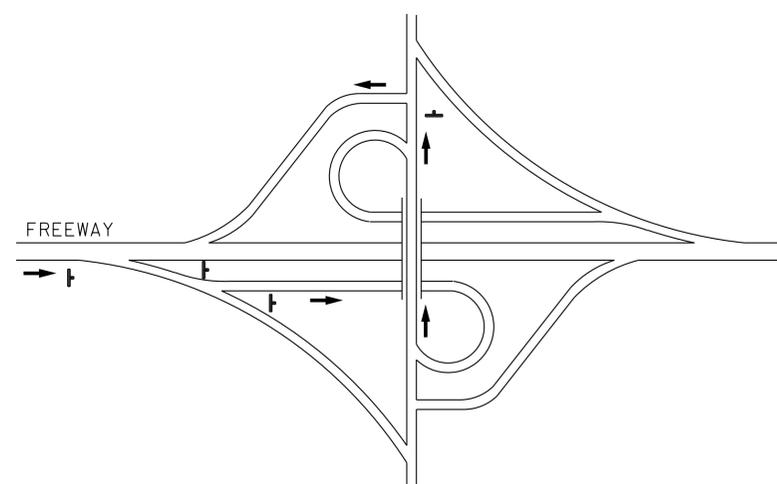
TYPE II



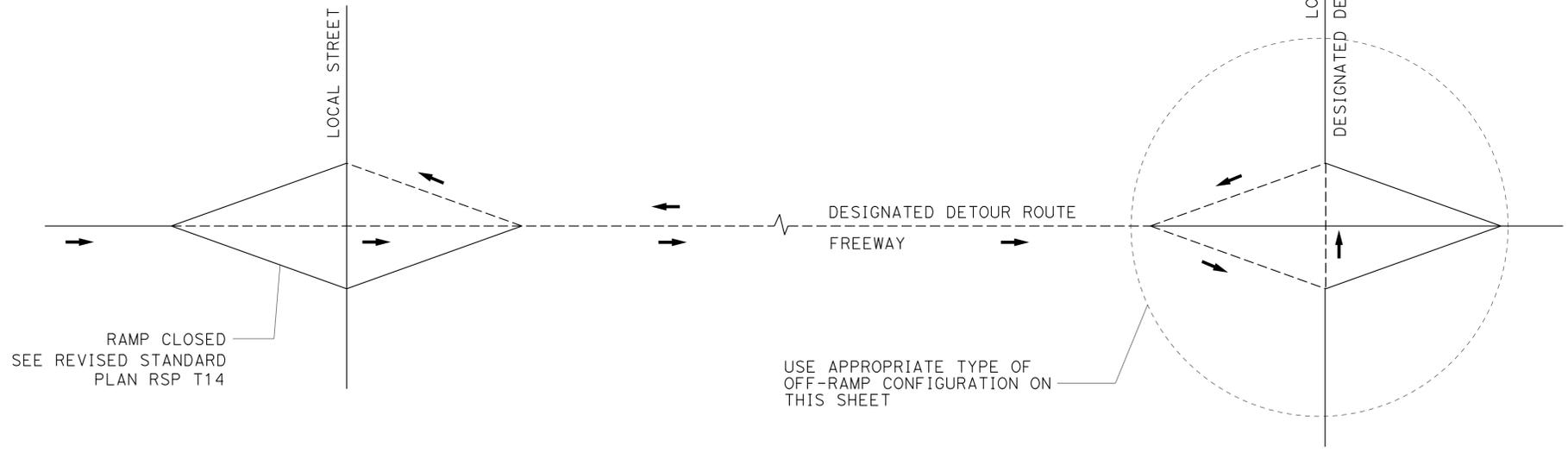
TYPE III



TYPE IV



TYPE V



TYPE OF OFF-RAMP CONFIGURATION	MINIMUM No. OF SP-2
TYPE I	6
TYPE II	6
TYPE III	5
TYPE IV	6
TYPE V	4

TYPICAL DETOUR SIGN INSTALLATION FOR OFF-RAMP CLOSURE

NOTES:

- FOR RAMP CONFIGURATIONS NOT SHOWN, THE EXACT LOCATIONS AND MINIMUM NUMBER OF SP-2 SIGNS MUST BE DETERMINED BY THE ENGINEER.
- SEE TRAFFIC HANDLING DETAILS-TRAFFIC CONTROL SYSTEM FOR RAMP CLOSURES, DETOUR SIGNS, AND MISCELLANEOUS DETAILS PLAN SHEET 2 OF 2 FOR SP-2 SIGN DETAILS.

LEGEND

- SIGN SP-2
- DETOUR DIRECTION
- DESIGNATED DETOUR ROUTE

**TRAFFIC HANDLING DETAILS
TRAFFIC CONTROL SYSTEM
FOR DETOUR SIGN INSTALLATION
ALONG DESIGNATED DETOUR ROUTE
SHEET 3 OF 3**

NO SCALE

THD-5

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	10	32

Demis Katayama
 REGISTERED CIVIL ENGINEER DATE 1-25-16
 2-22-16
 PLANS APPROVAL DATE
 No. C50648
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

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NOTES:

- LANE CLOSURES MUST NOT BE PLACED ON CREST VERTICAL CURVES OR ON HORIZONTAL CURVES.
- PCMS MUST BE ACTIVATED PRIOR TO TRAFFIC CONTROL ACTIVITIES ON THE LANE.
- A MINIMUM SIGHT DISTANCE OF 1500' MUST BE PROVIDED IN ADVANCE OF PCMS.
- VEHICLE-MOUNTED SIGN PANELS MUST BE TYPE III OR IV RETROREFLECTORIZED SHEETING, BLACK ON WHITE OR BLACK ON ORANGE WITH 8" MINIMUM SERIES D LETTERS PER CALTRANS SIGN SPECIFICATIONS.

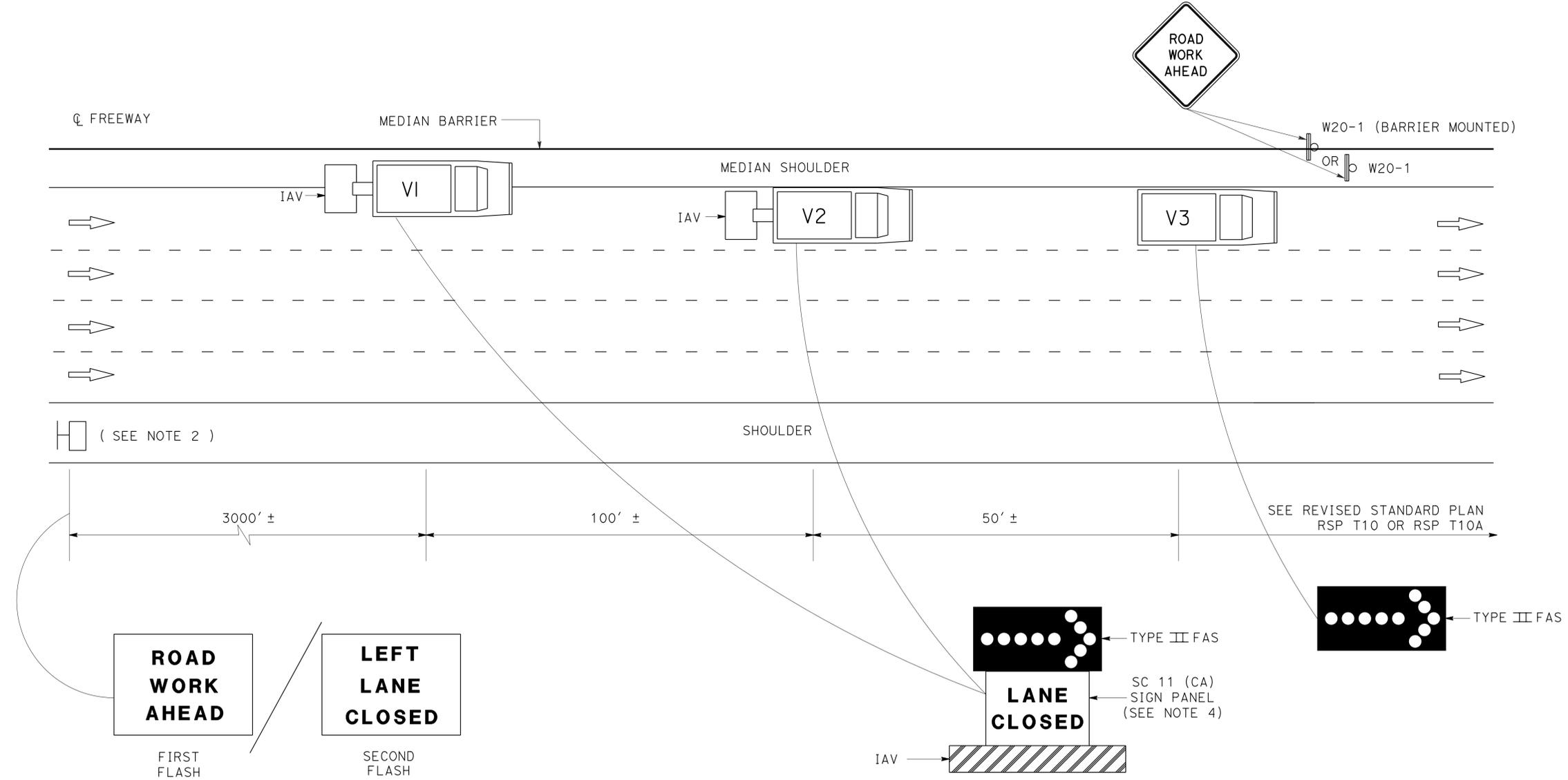
LEGEND

- V1, V2 SHADOW VEHICLES
- V3 WORK/APPLICATION VEHICLE
- PCMS
- TEMPORARY TRAFFIC CONTROL SIGN
- FLASHING ARROW SIGN (FAS)

ABBREVIATIONS

- IAV IMPACT ATTENUATOR VEHICLE (CA)
- CALIFORNIA CODE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DTM
 FUNCTIONAL SUPERVISOR SAMUEL ESQUENAZI
 CALCULATED-DRAWN BY CHECKED BY
 ALBERT K YU JOCELYN C CHIANG
 REVISED BY DATE REVISED
 JC 2/14



PCMS OR TRUCK MOUNTED CMS MESSAGE

**TRAFFIC HANDLING DETAILS
TRAFFIC CONTROL SYSTEM
FOR MEDIAN SHOULDERS LESS THAN 8 FEET**

NO SCALE

THD-6

	M	
Maint	MAINTENANCE	
Max	MAXIMUM	
MB	METAL BEAM	
MBB	METAL BEAM BARRIER	
MBGR	METAL BEAM GUARD RAILING	
Med	MEDIAN	
MGS	MIDWEST GUARDRAIL SYSTEM	
MH	MANHOLE	
Min	MINIMUM	
Misc	MISCELLANEOUS	
Misc I & S	MISCELLANEOUS IRON AND STEEL	
Mkr	MARKER	
Mod	MODIFIED, MODIFY	
Mon	MONUMENT	
MP	METAL PLATE	
MPGR	METAL PLATE GUARD RAILING	
MR	MOVEMENT RATING	
MSE	MECHANICALLY STABILIZED EMBANKMENT	
Mt	MOUNTAIN, MOUNT	
MtI	MATERIAL	
MVP	MAINTENANCE VEHICLE PULLOUT	
	N	
N	NORTH	
NB	NORTHBOUND	
No.	NUMBER (MUST HAVE PERIOD)	
Nos.	NUMBERS (MUST HAVE PERIOD)	
NPS	NOMINAL PIPE SIZE	
NS	NEAR SIDE	
NSP	NEW STANDARD PLAN	
NTS	NOT TO SCALE	
	O	
Obir	OBLITERATE	
OC	OVERCROSSING	
OD	OUTSIDE DIAMETER	
OF	OUTSIDE FACE	
OG	ORIGINAL GROUND	
OGAC	OPEN GRADED ASPHALT CONCRETE	
OGFC	OPEN GRADED FRICTION COURSE	
OH	OVERHEAD	
OHWM	ORDINARY HIGH WATER MARK	
O-O	OUT TO OUT	
Opp	OPPOSITE	
OSD	OVERSIDE DRAIN	
	P	
p	PAGE	
PAP	PERFORATED ALUMINUM PIPE	
PB	PULL BOX	
PC	POINT OF CURVATURE, PRECAST	
PCC	POINT OF COMPOUND CURVE, PORTLAND CEMENT CONCRETE	
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN	
PCP	PERFORATED CONCRETE PIPE, PRESTRESSED CONCRETE PIPE	
PCVC	POINT OF COMPOUND VERTICAL CURVE	
PEC	PERMIT TO ENTER AND CONSTRUCT	
Ped	PEDESTRIAN	
Ped OC	PEDESTRIAN OVERCROSSING	
Ped UC	PEDESTRIAN UNDERCROSSING	
Perm MtI	PERMEABLE MATERIAL	

	P continued	
PG	PROFILE GRADE	
PI	POINT OF INTERSECTION	
PJP	PARTIAL JOINT PENETRATION	
Pkwy	PARKWAY	
PL, PL	PLATE	
P/L	PROPERTY LINE	
PM	POST MILE, TIME FROM NOON TO MIDNIGHT	
PN	PAVING NOTCH	
POC	POINT OF HORIZONTAL CURVE	
POT	POINT OF TANGENT	
POVC	POINT OF VERTICAL CURVE	
PP	PIPE PILE, PLASTIC PIPE, POWER POLE	
PPL	PREFORMED PERMEABLE LINER	
PPP	PERFORATED PLASTIC PIPE	
PRC	POINT OF REVERSE CURVE	
PRF	PAVEMENT REINFORCING FABRIC	
PRVC	POINT OF REVERSE VERTICAL CURVE	
PS&E	PLANS, SPECIFICATIONS AND ESTIMATES	
PS, P/S	PRESTRESSED	
PSP	PERFORATED STEEL PIPE	
PT	POINT OF TANGENCY	
PVC	POLYVINYL CHLORIDE	
Pvmt	PAVEMENT	
	Q	
Qty	QUANTITY	
	R	
R	RADIUS	
R & D	REMOVE AND DISPOSE	
R & S	REMOVE AND SALVAGE	
R/C	RATE OF CHANGE	
RCA	REINFORCED CONCRETE ARCH	
RCB	REINFORCED CONCRETE BOX	
RCP	REINFORCED CONCRETE PIPE	
RCPA	REINFORCED CONCRETE PIPE ARCH	
Rd	ROAD	
Reinf	REINFORCED, REINFORCEMENT, REINFORCING	
Rel	RELOCATE	
Repl	REPLACEMENT	
Ret	RETAINING	
Rev	REVISED, REVISION	
Rdwy	ROADWAY	
RHMA	RUBBERIZED HOT MIX ASPHALT	
Riv	RIVER	
RM	ROAD-MIXED	
RP	RADIUS POINT, REFERENCE POINT	
RR	RAILROAD	
RSP	ROCK SLOPE PROTECTION, REVISED STANDARD PLAN	
Rt	RIGHT	
Rte	ROUTE	
RW	REDWOOD, RETAINING WALL	
R/W	RIGHT OF WAY	
Rwy	RAILWAY	

	S	
S	SOUTH, SUPPLEMENT	
SAE	STRUCTURE APPROACH EMBANKMENT	
Salv	SALVAGE	
SAPP	STRUCTURAL ALUMINUM PLATE PIPE	
SB	SOUTHBOUND	
SC	SAND CUSHION	
SCSP	SLOTTED CORRUGATED STEEL PIPE	
SD	STORM DRAIN	
Sec	SECOND, SECTION	
Sep	SEPARATION	
SG	SUBGRADE	
Shld	SHOULDER	
Sht	SHEET	
Sim	SIMILAR	
SL	STATION LINE	
SM	SELECTED MATERIAL	
Spec	SPECIAL, SPECIFICATIONS	
SPP	SLOTTED PLASTIC PIPE	
SS	SLOPE STAKE	
SSBM	STRAP AND SADDLE BRACKET METHOD	
SSD	STRUCTURAL SECTION DRAIN	
SSPA	STRUCTURAL STEEL PLATE ARCH	
SSPP	STRUCTURAL STEEL PLATE PIPE	
SSPPA	STRUCTURAL STEEL PLATE PIPE ARCH	
SSRP	STEEL SPIRAL RIB PIPE	
St	STREET	
Sta	STATION	
STBB	SINGLE THRIE BEAM BARRIER	
Std	STANDARD	
Str	STRUCTURE	
Surf	SURFACING	
SW	SIDEWALK, SOUND WALL	
Swr	SEWER	
Sym	SYMMETRICAL	
S4S	SURFACE 4 SIDES	
	T	
T	SEMI-TANGENT	
Tan	TANGENT	
TBB	THRIE BEAM BARRIER	
Tbr	TIMBER	
TC	TOP OF CURB	
TCB	TRAFFIC CONTROL BOX	
TCE	TEMPORARY CONSTRUCTION EASEMENT	
TeI	TELEPHONE	
Temp	TEMPORARY	
TG	TOP OF GRADE	
Tot	TOTAL	
TP	TELEPHONE POLE	
TPB	TREATED PERMEABLE BASE	
TPM	TREATED PERMEABLE MATERIAL	
Trans	TRANSITION	

	T continued	
TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL	
Typ	TYPICAL	U
UC	UNDERCROSSING	
UD	UNDERDRAIN	
UG	UNDERGROUND	
UON	UNLESS OTHERWISE NOTED	
UP	UNDERPASS	V
V	VALVE, DESIGN SPEED	
Var	VARIABLE, VARIES	W
VC	VERTICAL CURVE	
VCP	VITRIFIED CLAY PIPE	
Vert	VERTICAL	
Via	VIADUCT	
Vol	VOLUME	
W	WEST, WIDTH	
WB	WESTBOUND	
WH	WEEP HOLE	
WM	WIRE MESH	
WS	WATER SURFACE	
WSP	WELDED STEEL PIPE	
Wt	WEIGHT	
WV	WATER VALVE	
WW	WINGWALL	
WWL	WINGWALL LAYOUT LINE	X
X Sec	CROSS SECTION	
Xing	CROSSING	Y
Yr	YEAR	
Yrs	YEARS	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	12	32

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 Grace M. Tsushima
 No. C49814
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

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TO ACCOMPANY PLANS DATED 2-22-16

UNIT OF MEASUREMENT SYMBOLS:
Some of the symbols used in the project plan quantity tables and in the Bid Item List are:

TABLE A

SYMBOL USED	DEFINITIONS
ACRE	ACRE
CF	CUBIC FOOT
CY	CUBIC YARD
EA	EACH
GAL	GALLON
LB	POUND
LF	LINEAR FOOT
SQFT	SQUARE FOOT
SQYD	SQUARE YARD
STA	100 FEET
TAB	TABLET
TON	2,000 POUNDS

Some of the symbols used in the plans other than in the project plan quantity tables are:

TABLE B

SYMBOL USED	DEFINITIONS
ksi	KIPS PER SQUARE INCH
ksf	KIPS PER SQUARE FOOT
psi	POUNDS PER SQUARE INCH
psf	POUNDS PER SQUARE FOOT
lb/ft ³ , pcf	POUNDS PER CUBIC FOOT
tsf	TONS PER SQUARE FOOT
mph, MPH *	MILES PER HOUR
ø	NOMINAL DIAMETER
oz	OUNCE
lb	POUND
kíp	1,000 POUNDS
cal	CALORIE
ft	FOOT OR FEET
gal	GALLON

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

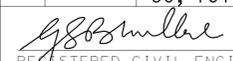
**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

RSP A10B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A10B
DATED MAY 20, 2011 - PAGE 2 OF THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP A10B

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	13	32


 REGISTERED CIVIL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE



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TO ACCOMPANY PLANS DATED 2-22-16

TABLE 1

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

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

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

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

TABLE 2

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

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

TABLE 3

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

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

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM TABLES FOR LANE AND RAMP CLOSURES

NO SCALE

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

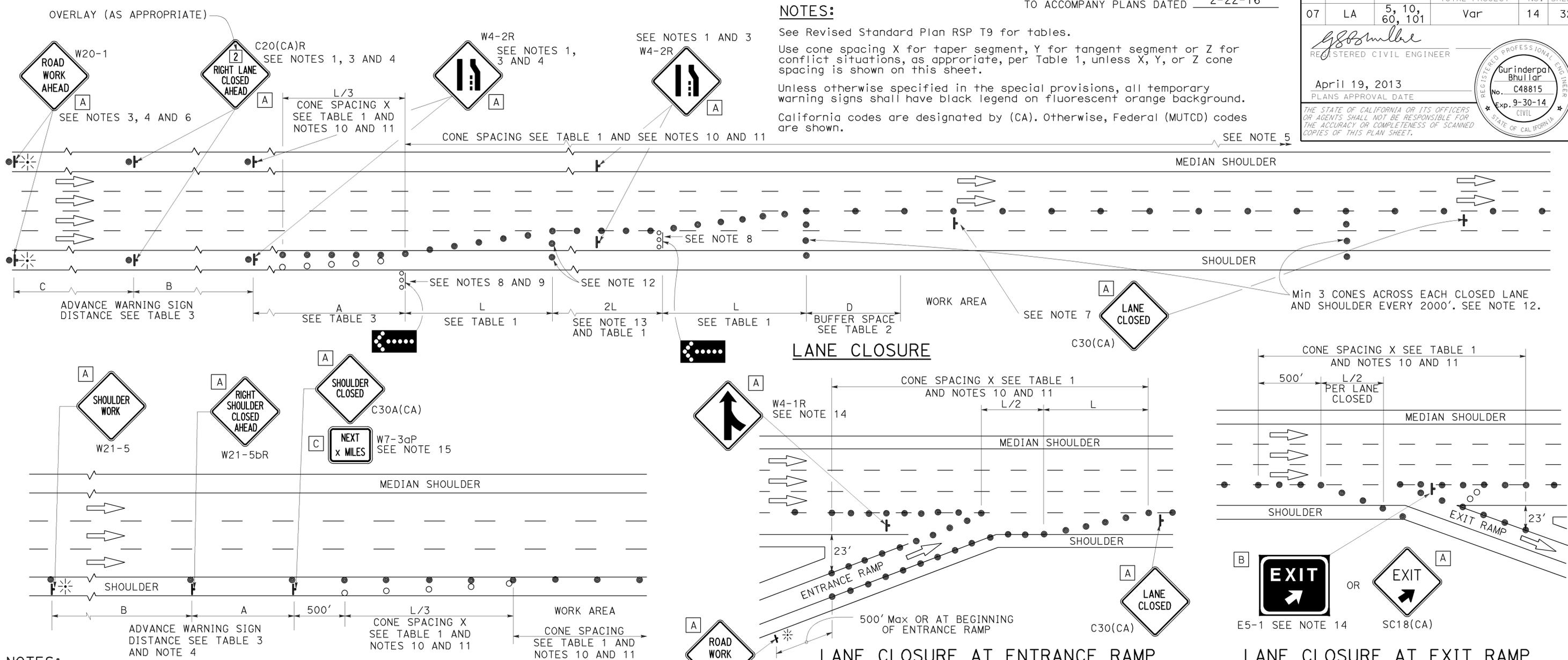
2010 REVISED STANDARD PLAN RSP T9

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	14	32

REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

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2010 REVISED STANDARD PLAN RSP T10



- NOTES:**
1. Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
 2. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
 3. Duplicate sign installations are not required:
 - a) On opposite shoulder if at least one-half of the available lanes remain open to traffic.
 - b) In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
 4. Each advance warning sign on each side of the roadway shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 5. A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious or ends within a larger project's limits.

- SHOULDER CLOSURE**
6. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA)L and W4-2L signs shall be used.
 7. Place a C30(CA) sign every 2000' throughout length of lane closure.
 8. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
 9. A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at top of crest vertical curve or on a horizontal curve.
 10. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 11. Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.

12. Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
13. Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
14. Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
15. A W7-3aP "NEXT _____ MILES" plaque must be used if the shoulder closure extends beyond the distance that can be perceived by road users.

LEGEND

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

SIGN PANEL SIZE (Min)

A	48" x 48"
B	72" x 60"
C	36" x 30"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS

NO SCALE

RSP T10 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10 DATED MAY 20, 2011 - PAGE 237 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	15	32

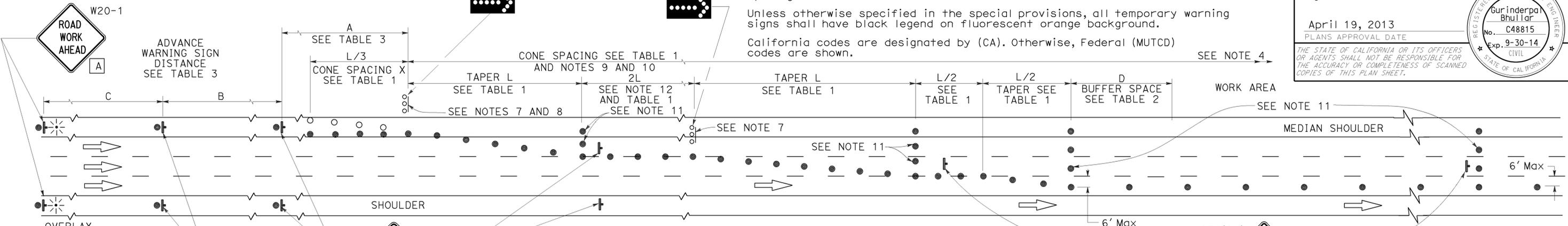
REGISTERED CIVIL ENGINEER
 Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

April 19, 2013
 PLANS APPROVAL DATE

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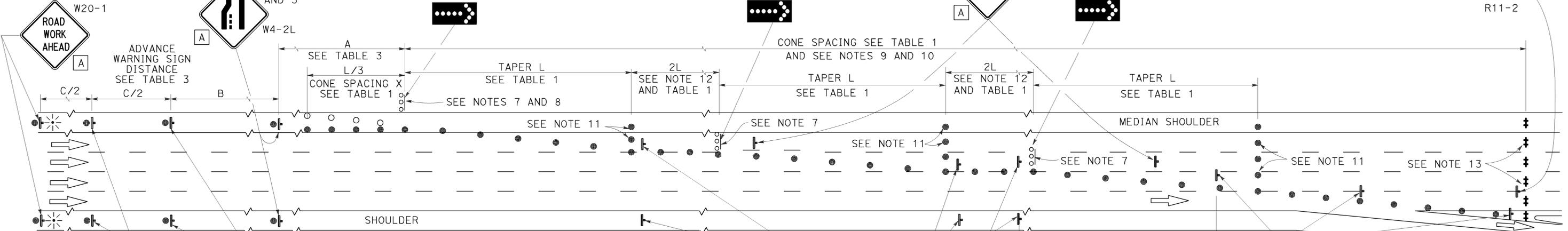
NOTES: See Revised Standard Plan RSP T9 for tables.
 Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
 Unless otherwise specified in the special provisions, all temporary warning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

SEE NOTES 3 AND 5



LANE CLOSURE WITH PARTIAL SHOULDER USE

SEE NOTES 3 AND 5



COMPLETE CLOSURE

NOTES:

- Lane closures on the right side using partial median shoulder as a traffic lane shall conform to the details as shown except that C20(CA)R and W4-2R signs shall be used.
- At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
- Each advance warning sign on each side of the roadway shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" X 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
- A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious or ends within a larger project's limits.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT ___ MILES", use a C20(CA) sign for the first advance warning sign.
- Place a C30(CA) sign every 2000' throughout length of lane closure.
- One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
- A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure With Partial Shoulder Use" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
- Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
- A minimum of Two Type II or III barricades shall be placed across each closed lane and shoulder at the location shown and every 2000' within the complete closure area. Within the complete closure area, the transverse alignment of the barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
- When specified in the special provisions, a W20-2 "DETOUR AHEAD" sign is to be used in place of the W20-3 "FREEWAY CLOSED AHEAD" sign.

SIGN PANEL SIZE (Min)

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

LEGEND

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

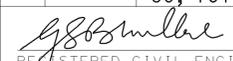
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR LANE CLOSURES ON
 FREEWAYS AND EXPRESSWAYS**
 NO SCALE

RSP T10A DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10A DATED MAY 20, 2011 - PAGE 238 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10A

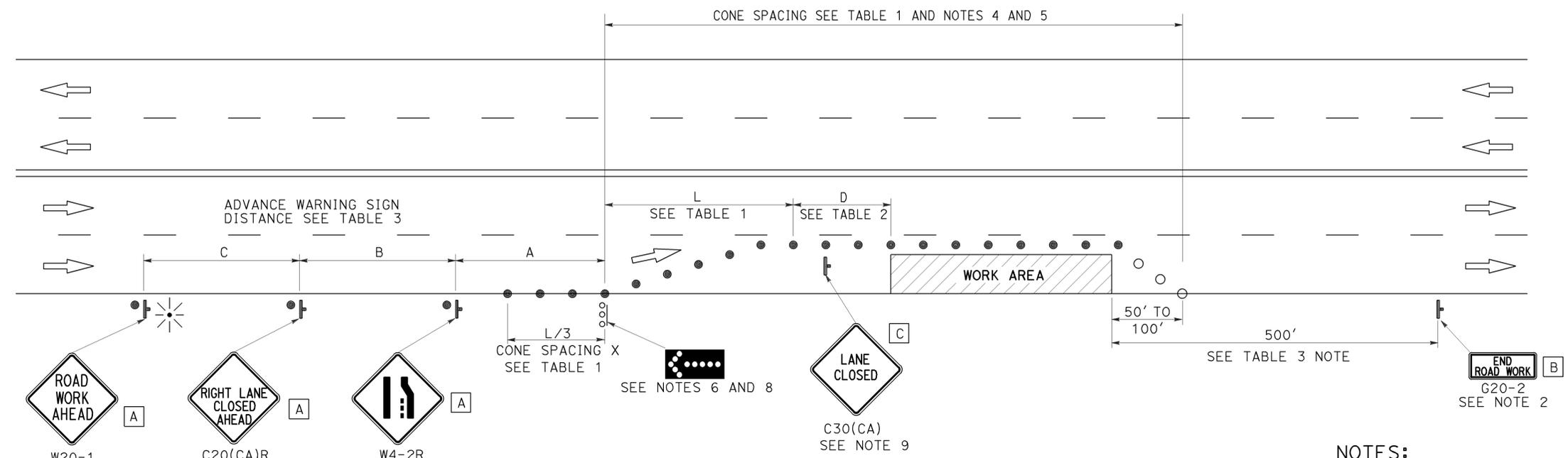
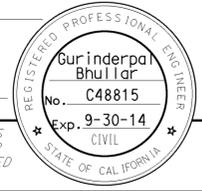
2010 REVISED STANDARD PLAN RSP T10A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	16	32


 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

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TO ACCOMPANY PLANS DATED 2-22-16



TYPICAL LANE CLOSURE

NOTES:

See Revised Standard Plan RSP T9 for tables.

Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.

California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

NOTES:

- Each advance warning sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
- A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious, or ends within a larger project's limits.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA) sign for the first advance warning sign.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Flashing arrow sign shall be either Type I or Type II.
- For approach speeds over 50 mph, use the "Traffic Control System for Lane Closure On Freeways And Expressways" plan for lane closure details and requirements.
- A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.
- Place a C30(CA) sign every 2000' throughout length of lane closure.
- Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
- At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closure unless, otherwise directed by the Engineer.

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- ⌋ TEMPORARY TRAFFIC CONTROL SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- σσσ FAS SUPPORT OR TRAILER
- ☀ PORTABLE FLASHING BEACON

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 36" x 18"
- C 30" x 30"

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
FOR LANE CLOSURE ON
MULTILANE CONVENTIONAL
HIGHWAYS**

NO SCALE

RSP T11 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T11 DATED MAY 20, 2011 - PAGE 239 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T11

2010 REVISED STANDARD PLAN RSP T11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	17	32

REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
 Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LEGEND

- TRAFFIC CONE
- ⌋ TEMPORARY TRAFFIC CONTROL SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- ⦿ FAS SUPPORT OR TRAILER
- ⊛ PORTABLE FLASHING BEACON

SIGN PANEL SIZE (Min)

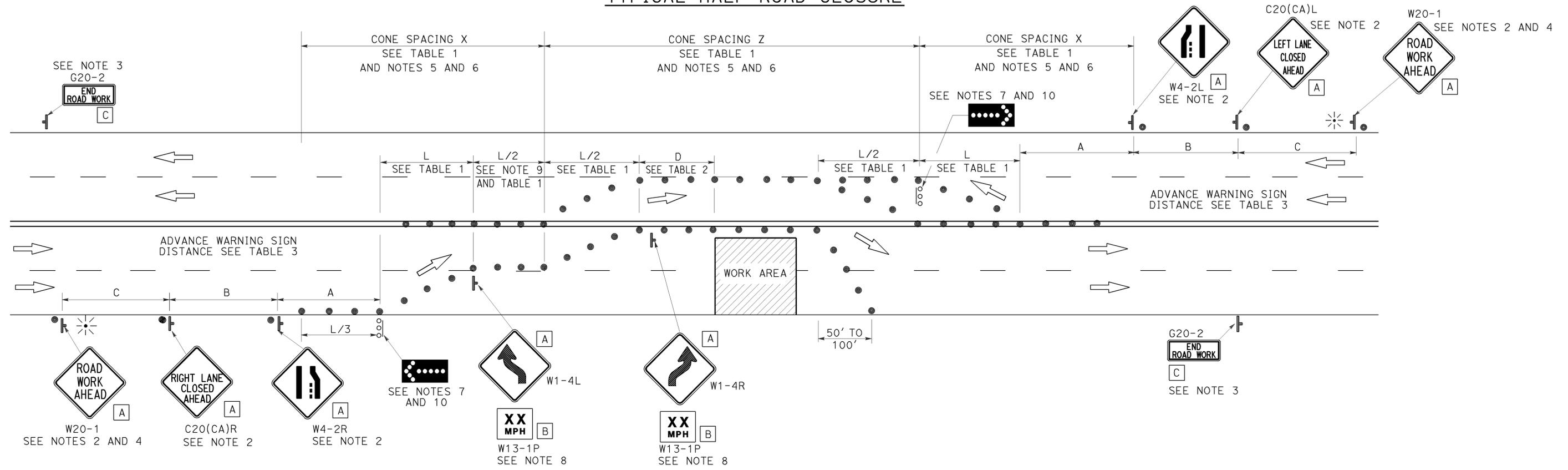
- A 48" x 48"
- B 24" x 24"
- C 36" x 18"

NOTES:

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

TO ACCOMPANY PLANS DATED 2-22-16

TYPICAL HALF ROAD CLOSURE



NOTES:

1. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closure unless, otherwise directed by the Engineer.
2. Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
3. A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious, or ends within a larger project's limits.
4. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA) sign for the first advance warning sign.
5. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
6. Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
7. Flashing arrow signs shall be either Type I or Type II.
8. Advisory speed will be determined by the Engineer. The W13-1P Plaque will not be required when advisory speed is more than the posted or maximum speed limit.
9. Unless otherwise specified in the special provisions, the tangent (L/2) shall be used.
10. A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR HALF ROAD CLOSURE ON
 MULTILANE CONVENTIONAL
 HIGHWAYS AND EXPRESSWAYS**

NO SCALE

RSP T12 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T12 DATED MAY 20, 2011 - PAGE 240 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T12

2010 REVISED STANDARD PLAN RSP T12

NOTES:

See Revised Standard Plan RSP T9 for tables.

Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.

California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	18	32

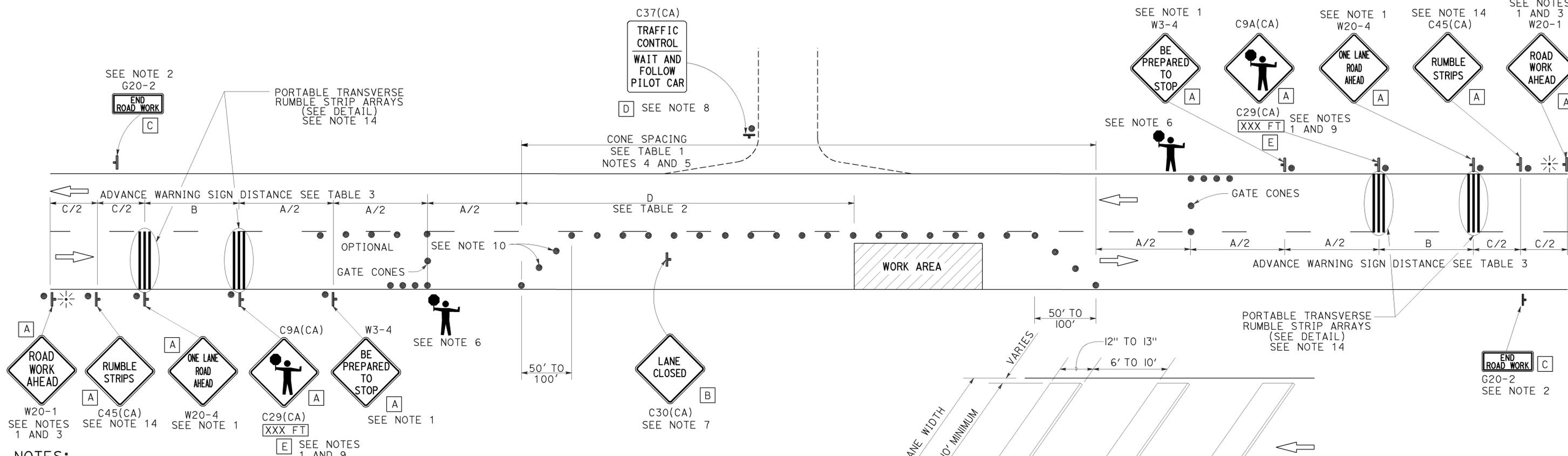
Devinder Singh
 REGISTERED CIVIL ENGINEER
 No. C50470
 Exp. 6-30-17
 CIVIL
 STATE OF CALIFORNIA

October 30, 2015
 PLANS APPROVAL DATE

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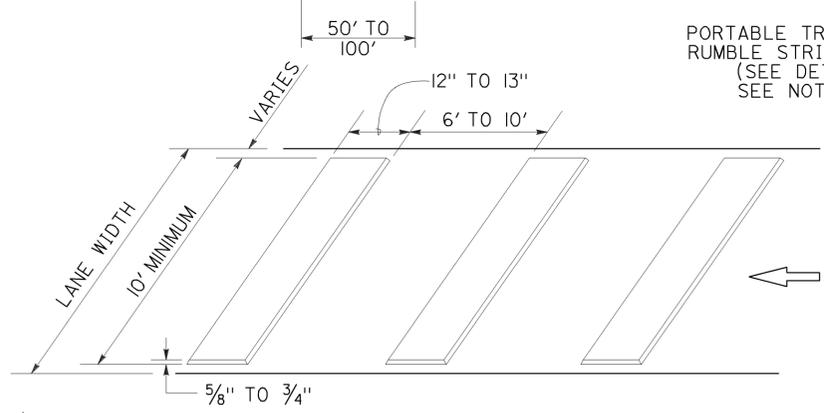
TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 2-22-16



NOTES:

- Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
- A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a W20-4 sign for the first advance warning sign.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Additional advance flaggers may be required. Flagger should stand in a conspicuous place, be visible to approaching traffic as well as approaching vehicles after the first vehicle has stopped. During the hours of darkness, the flagging-station and flagger shall be illuminated and clearly visible to approaching traffic. The illumination footprint of the lighting on the ground shall be at least 20' in diameter. Place a minimum of four cones at 50' intervals in advance of flagger station as shown.
- Place C30(CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work areas. They are optional if the work area is visible from the flagger station.
- When a pilot car is used, place a C37(CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign with black legend on white background at all intersections, driveways and alleys without a flagger within traffic control area. Signs shall be clean and visible at all times. Where traffic can not be effectively self-regulated, at least one flagger shall be used at each intersection within traffic control area.
- An optional C29(CA) sign may be placed below the C9A(CA) sign.
- Either traffic cones or barricades shall be placed on the taper. Barricades shall be Type I, II, or III.
- The color of the portable transverse rumble strips shall be black or orange. Use 2 arrays, each array shall consist of 3 rumble strips.
- Portable transverse rumble strips shall not be placed on sharp horizontal or vertical curves nor shall they be placed through pedestrian crossings.
- If the portable transverse rumble strips become out of alignment (skewed) by more than 6 inches, measured from one end to the other, they shall be readjusted to bring the placement back to the original location.
- Portable transverse rumble strips are not required if any one of the following conditions is satisfied:
 - Work duration occupies a location for four hours or less
 - Posted speed limit is below 45 MPH
 - Work is of emergency nature
 - Work zone is in snow or icy weather conditions



SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 30" x 30"
- C 36" x 18"
- D 36" x 42"
- E 20" x 7"

LEGEND

- TRAFFIC CONE
- ⊥ TEMPORARY TRAFFIC CONTROL SIGN
- ⚡ PORTABLE FLASHING BEACON
- 🚧 FLAGGER

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR LANE CLOSURE ON
 TWO LANE CONVENTIONAL
 HIGHWAYS**
 NO SCALE

RSP T13 DATED OCTOBER 30, 2015 SUPERSEDES
 RSP T13 DATED OCTOBER 17, 2014, RSP T13 DATED JULY 18, 2014
 AND RSP T13 DATED APRIL 19, 2013 AND STANDARD PLAN T13 DATED
 MAY 20, 2011 - PAGE 241 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T13

2010 REVISED STANDARD PLAN RSP T13

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

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

LEGEND

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

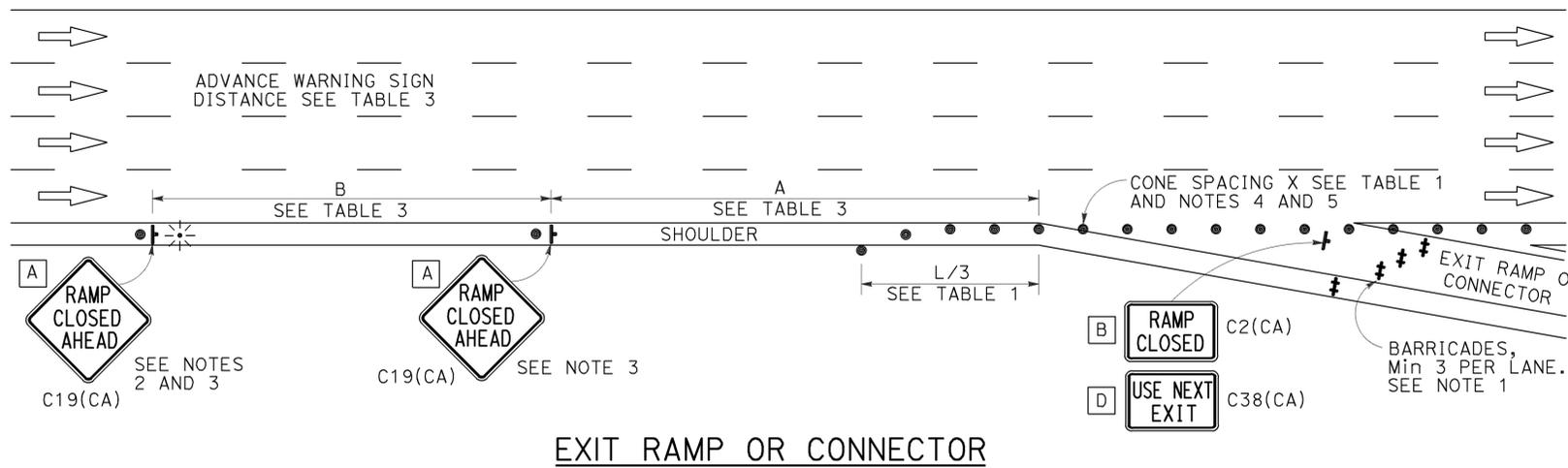
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	19	32

Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

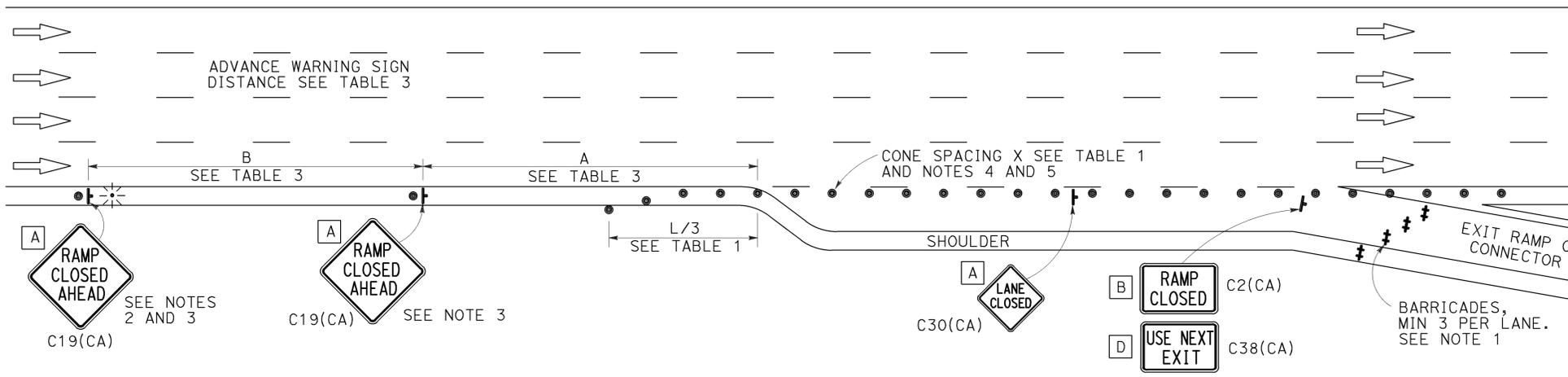
TO ACCOMPANY PLANS DATED 2-22-16

NOTES:

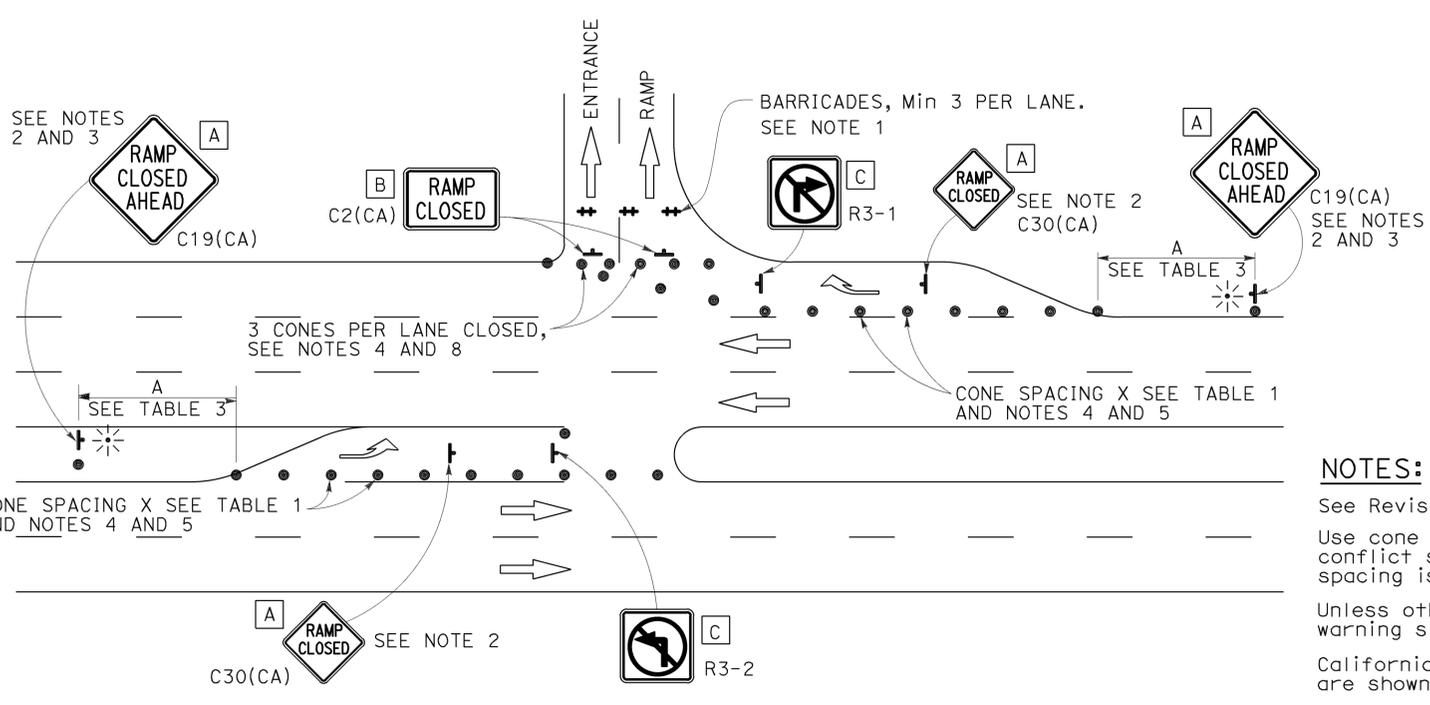
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed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



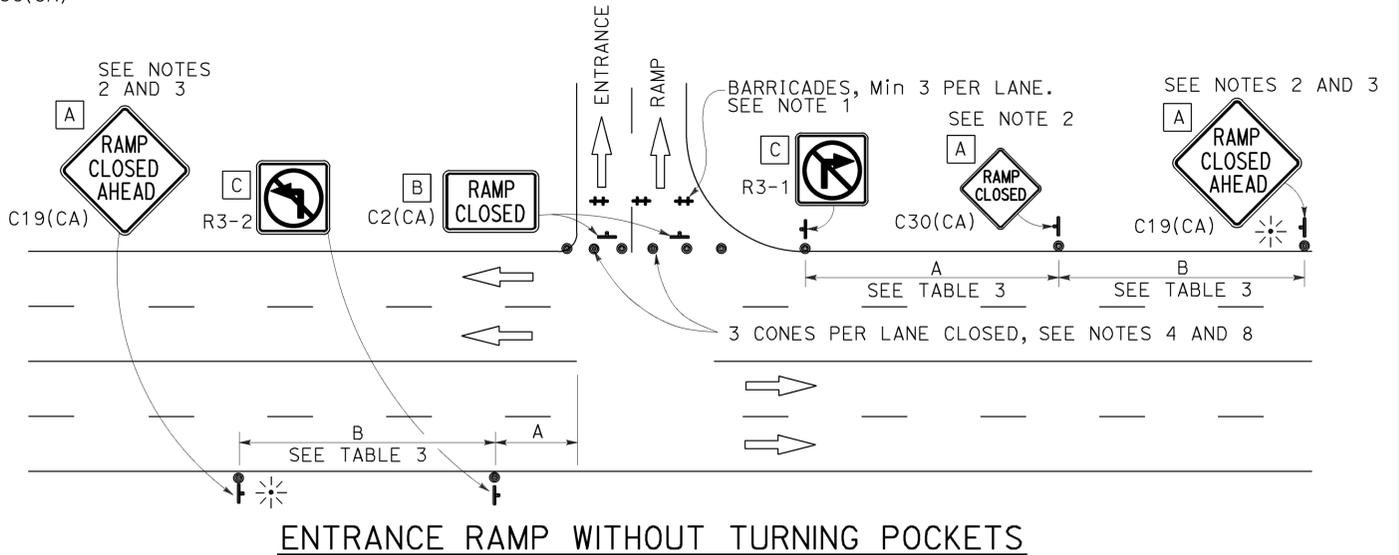
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

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

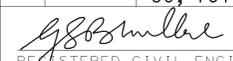
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURE**
 NO SCALE

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

REVISED STANDARD PLAN RSP T14

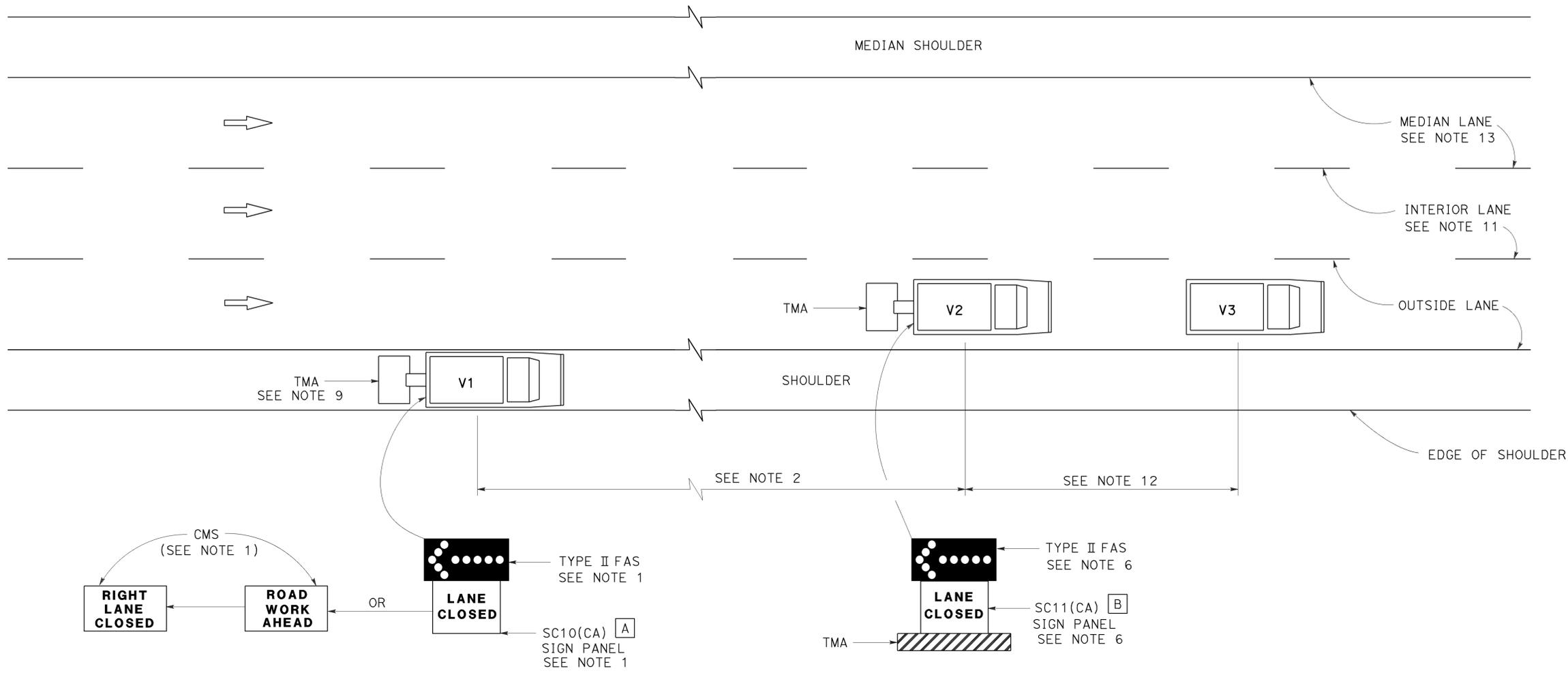
2010 REVISED STANDARD PLAN RSP T14

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07		5, 10, 60, 101	Var	20	32


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

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

TO ACCOMPANY PLANS DATED 2-22-16



SIGN PANEL SIZE (Min)

- A 66" x 36"
- B 54" x 42"

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
-  FLASHING ARROW SIGN (FAS)
- CMS CHANGEABLE MESSAGE SIGN
- TMA TRUCK-MOUNTED ATTENUATOR

MOVING LANE CLOSURE ON MEDIAN LANE OR OUTSIDE LANE OF MULTILANE HIGHWAYS

NOTES:

- Either a changeable message sign or a SC10(CA) sign panel and a Type II flashing arrow sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "RIGHT LANE CLOSED" message. For median lane closure, the flashing arrow symbol shall be reversed with the arrowhead on the right and the changeable message sign shall show "LEFT LANE CLOSED".
- If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
- A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
- Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
- Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
- Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2. For median lane closure the flashing arrow sign symbol shall be displayed with the arrowhead on the right.
- All vehicles used for lane closures shall be equipped with two-way radios, and the vehicle operators shall maintain communication during the work or application operation.
- All vehicles shall be equipped with flashing or rotating amber lights.
- If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.
- Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11, etc., as applicable) shall be used instead of this plan.
- For moving lane closure on interior lane of multilane highways, use Revised Standard Plan T16.
- The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.
- When the work/application vehicle V3 occupies the median lane, sign vehicle V1 should drive in the median shoulder and indicate left lane closed ahead.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURE ON MULTILANE HIGHWAYS

NO SCALE

RSP T15 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T15 DATED MAY 20, 2011 - PAGE 243 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T15

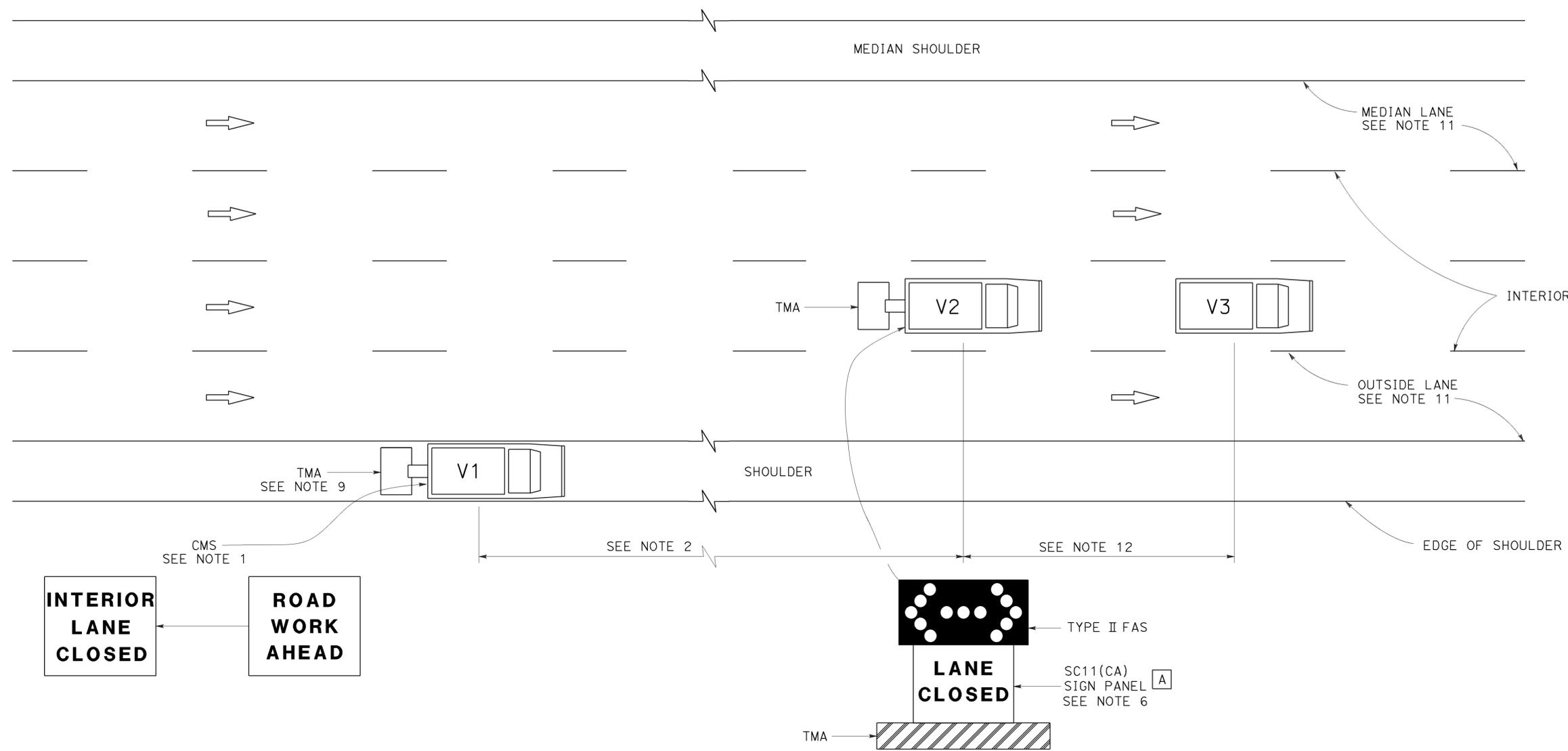
2010 REVISED STANDARD PLAN RSP T15

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	21	32

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

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

TO ACCOMPANY PLANS DATED 2-22-16



SIGN PANEL SIZE (Min)

A 54" x 42"

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
- FLASHING ARROW SIGN (FAS) IN FLASHING DOUBLE ARROW MODE
- CMS CHANGEABLE MESSAGE SIGN
- TMA TRUCK-MOUNTED ATTENUATOR

MOVING LANE CLOSURE ON INTERIOR LANE OF MULTILANE HIGHWAYS

NOTES:

1. A changeable message sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "INTERIOR LANE CLOSED" message. The message "CENTER LANE CLOSED" may be used in place of the "INTERIOR LANE CLOSED" message.
2. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
3. A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
4. Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
5. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
6. Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2.
7. All vehicles used for lane closures shall be equipped with two-way radios, and the vehicle operators shall maintain communication during the work or application operation.
8. All vehicles shall be equipped with flashing or rotating amber lights.
9. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.
10. Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11 etc., as applicable) shall be used instead of this plan.
11. For moving lane closure on median lane or outside lane of multilane highways, use Revised Standard Plan T15.
12. The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON MULTILANE HIGHWAYS**

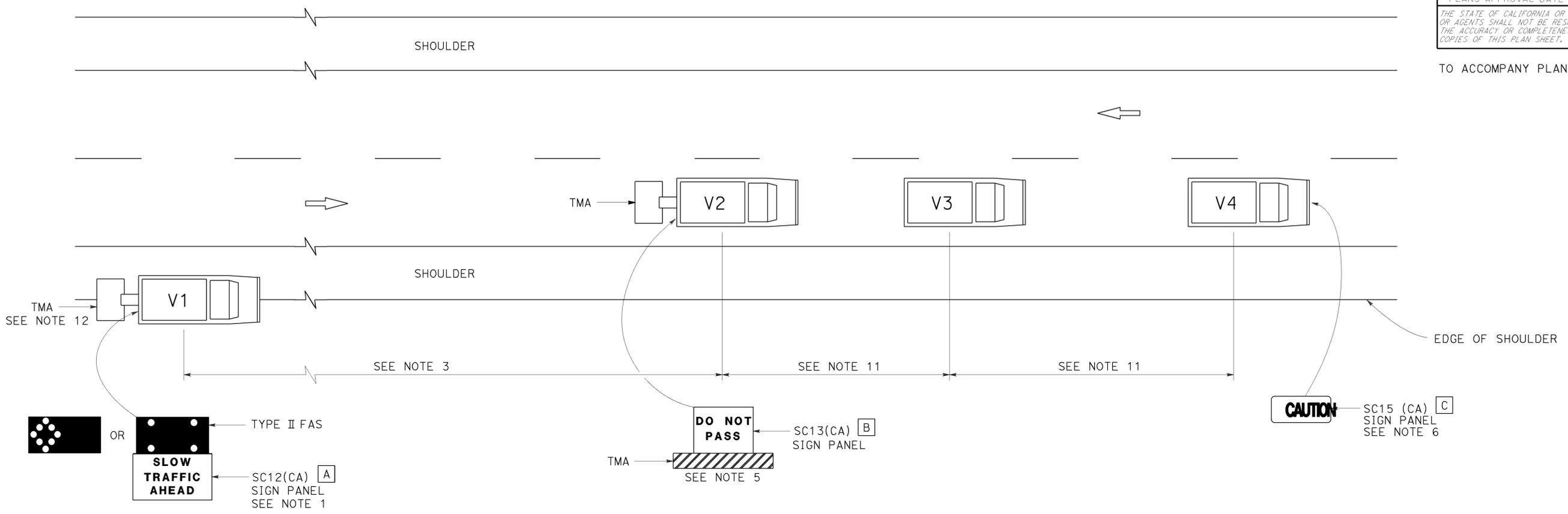
NO SCALE

RSP T16 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T16 DATED MAY 20, 2011 - PAGE 244 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T16

2010 REVISED STANDARD PLAN RSP T16

TO ACCOMPANY PLANS DATED 2-22-16



NOTES:

1. Either a changeable message sign or a SC12(CA) "SLOW TRAFFIC AHEAD" sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "CAUTION" message first, follow by the "SLOW TRAFFIC AHEAD" message. A Type II flashing arrow sign may be used with the SC12(CA) sign panel.
2. Sign vehicle V1 should be positioned where highly visible when shoulders are not available.
3. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue.
4. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
5. Shadow vehicle shall be equipped with a truck-mounted attenuator. The sign panel shown shall be mounted on the rear of shadow vehicle V2. The message "LANE CLOSED" may be used in place of the "DO NOT PASS" message.
6. The sign panel shown shall be mounted on the front of sign vehicle V4, facing opposing traffic.

7. All vehicles shall be equipped with flashing or rotating amber lights.
8. Sign vehicle V4 will not be required when the work and vehicles V2 and V3 are 2' or more from the centerline of the highway during the work or application operations.
9. All vehicles used for lane closures shall be equipped with two-way radios and the vehicle operators shall maintain communication during the work or application operation.
10. This plan shall not be used where workers would be on foot in the work area. Use a stationary type lane closure (Revised Standard Plan T13) for this condition.
11. Minimize spacing between vehicles V2 and V3 and vehicles V3 and V4 to deter road users from driving in between them.
12. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
- V4 SIGN VEHICLE
- TMA TRUCK-MOUNTED ATTENUATOR
- FLASHING ARROW SIGN (FAS) IN FLASHING CAUTION MODE
- FLASHING ARROW SIGN (FAS) IN ALTERNATING DIAMOND CAUTION

SIGN PANEL SIZE (Min)

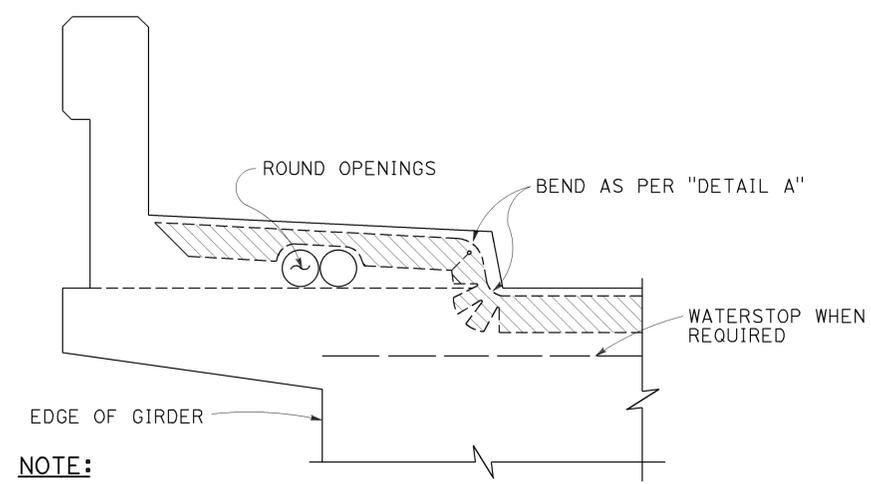
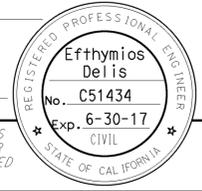
- A 72" x 42"
- B 54" x 42"
- C 54" x 24"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON TWO LANE HIGHWAYS**
 NO SCALE

RSP T17 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T17 DATED MAY 20, 2011 - PAGE 245 OF THE STANDARD PLANS BOOK DATED 2010.

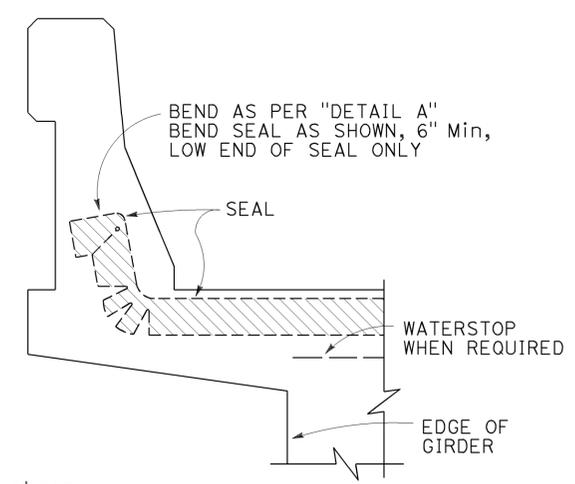
REVISED STANDARD PLAN RSP T17

2010 REVISED STANDARD PLAN RSP T17

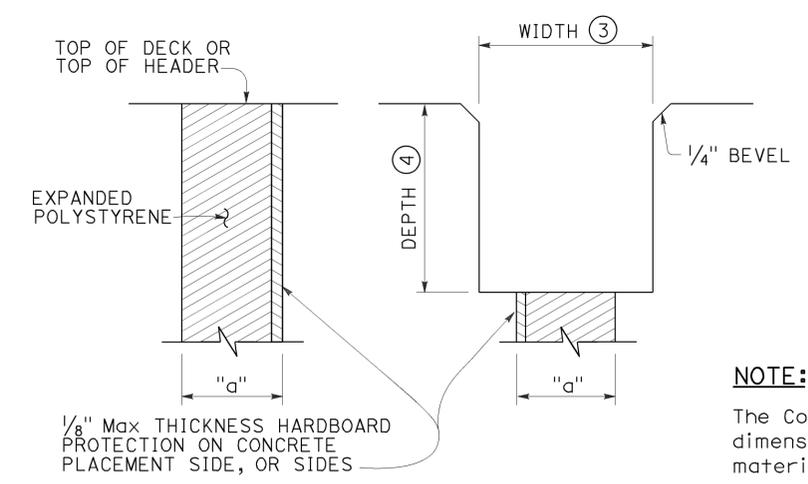


NOTE:
 Type "B" seal shown. Type "A" seals to conform to the general path of seal shown, cuts for bending not required. Bend type "A" seals 3" up into curb or barrier rail on only the low end of the seal.

CONCRETE BARRIER AND SIDEWALK



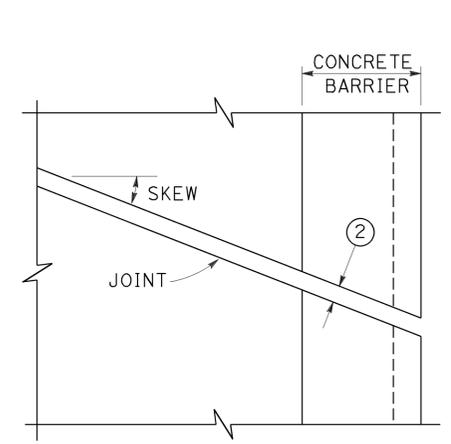
CONCRETE BARRIER



FORMING DETAIL SAWCUT DETAIL

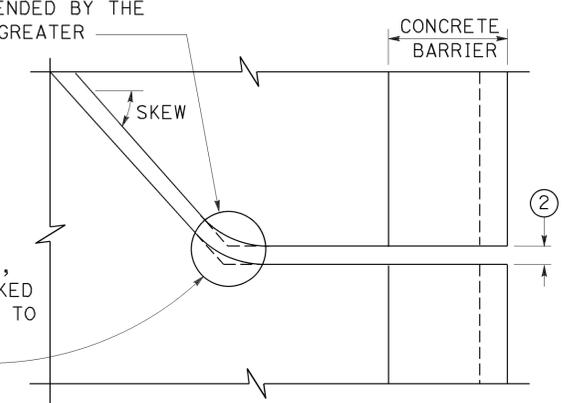
NOTE:
 The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

JOINT SEALS DETAILS



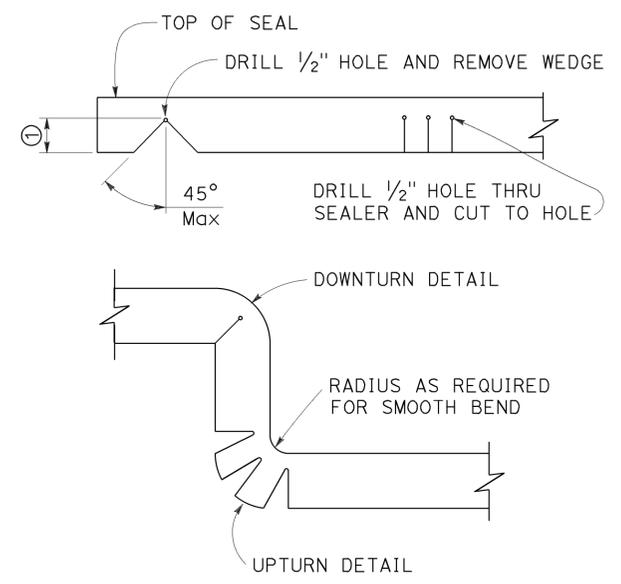
PLAN OF JOINT (SKEW ≤ 20°)

Min ϕ RADIUS TO BE 4 TIMES UNCOMPRESSED WIDTH OF SEAL OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS GREATER



PLAN OF JOINT (SKEW > 20°)

IN LIEU OF SAW CUTTING, THIS AREA MAY BE BLOCKED OUT AND RECONSTRUCTED TO MATCH SAW CUTTING ON BOTH SIDES.

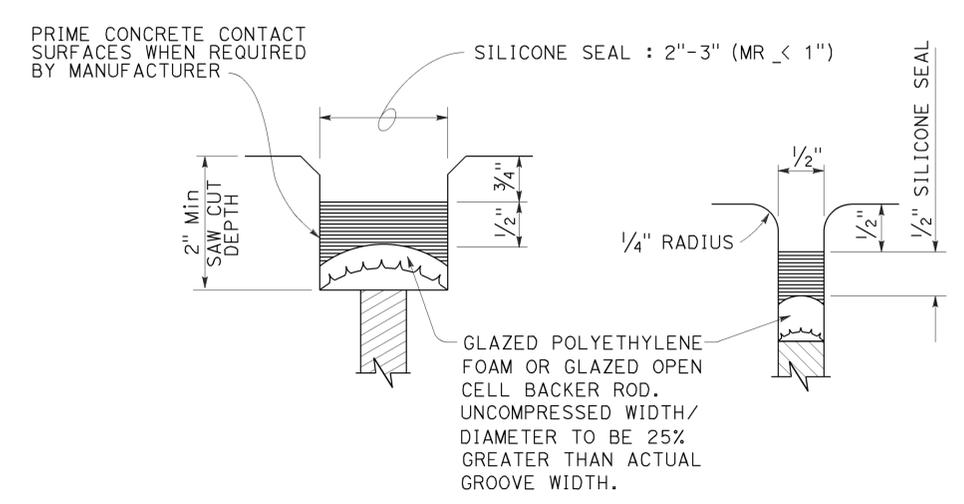


DETAIL A

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

DIMENSIONS "a" OF JOINT REQUIRED

MOVEMENT RATING (MR) (5)	BRIDGE TYPE	"a" DIMENSION		
		DECK CONCRETE PLACED		
		WINTER	FALL-SPRING	SUMMER
2"	ALL EXCEPT CIP/PS	1 1/2"	1 1/4"	3/4"
	CIP/PS	1 1/4"	1"	1/2"
1 1/2"	ALL EXCEPT CIP/PS	1 1/4"	1"	1/2"
	CIP/PS	1"	3/4"	1/2"
1"	ALL EXCEPT CIP/PS	1"	3/4"	1/2"
	CIP/PS	3/4"	1/2"	1/2"
1/2"	ALL EXCEPT CIP/PS	3/4"	3/4"	1/2"
	CIP/PS	1/2"	1/2"	1/2"

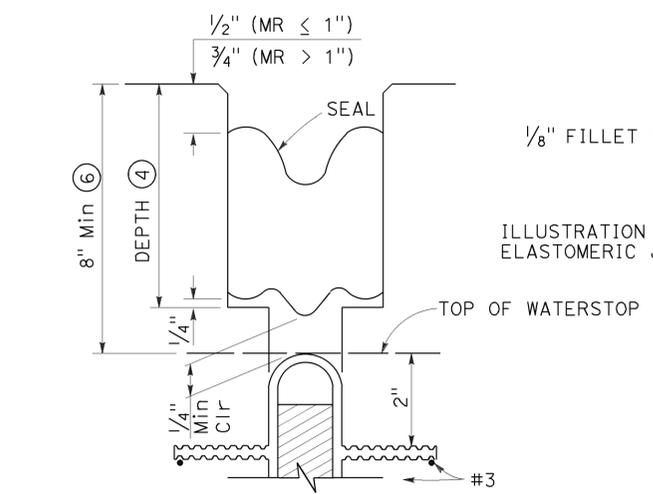


TYPE A SEAL

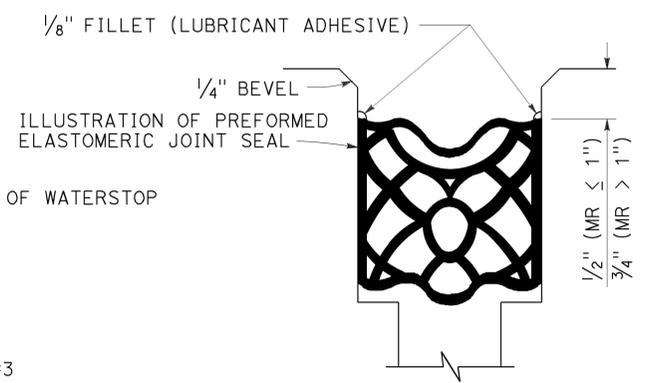
Movement rating : Silicone = 1" Max

TYPE AL SEAL

Longitudinal joints only



TYPE B JOINT SEAL IN MINIMUM WIDTH POSITION (W₂)



TYPE B SEAL

Movement Rating ≤ 2"

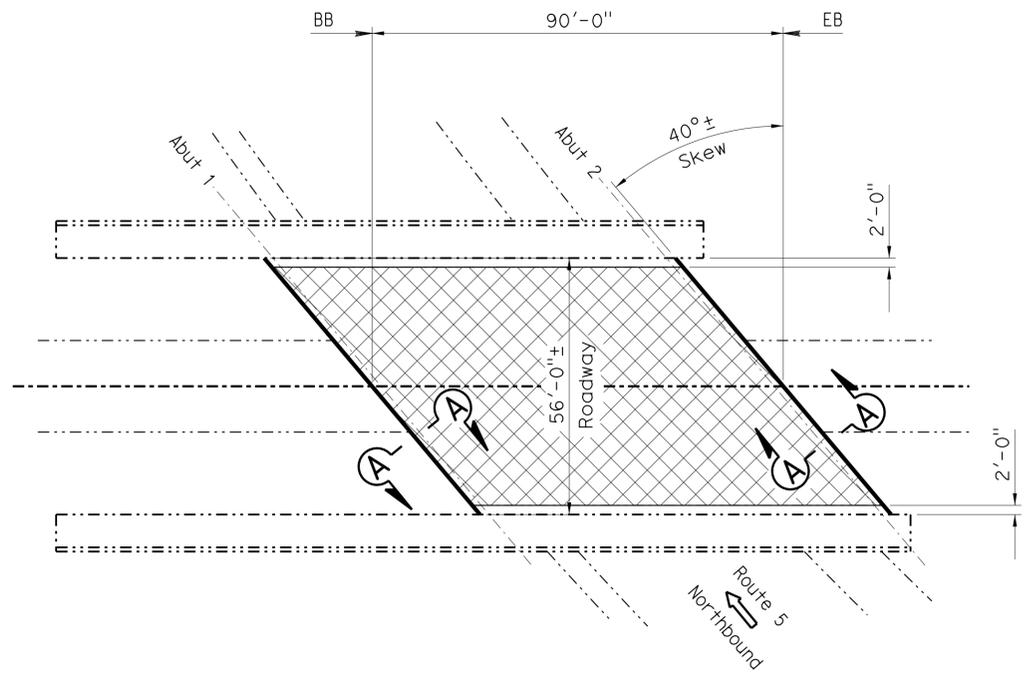
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
JOINT SEALS
(MAXIMUM MOVEMENT RATING = 2")

NO SCALE
 RSP B6-21 DATED OCTOBER 30, 2015 SUPERSEDES
 STANDARD PLAN B6-21 DATED MAY 20, 2011 -
 PAGE 283 OF THE STANDARD PLANS BOOK DATED 2010.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	24	32

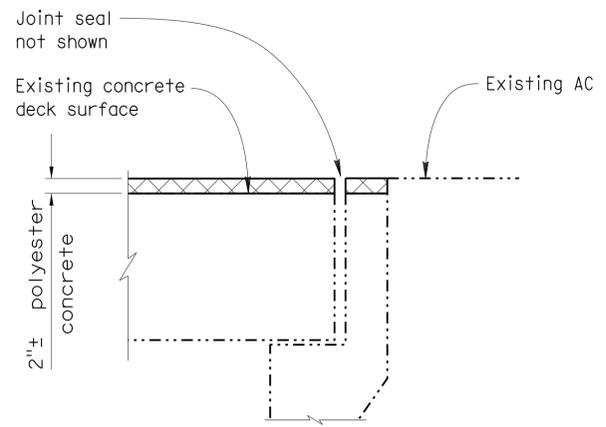
10-12-15
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of scanned copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER
 BRIAN P. NGUYEN
 No. C 68270
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA



SEVENTH STREET OVERCROSSING

Br No. 53-1366R, LA, ROUTE 5, PM 16.9
 1" = 20'



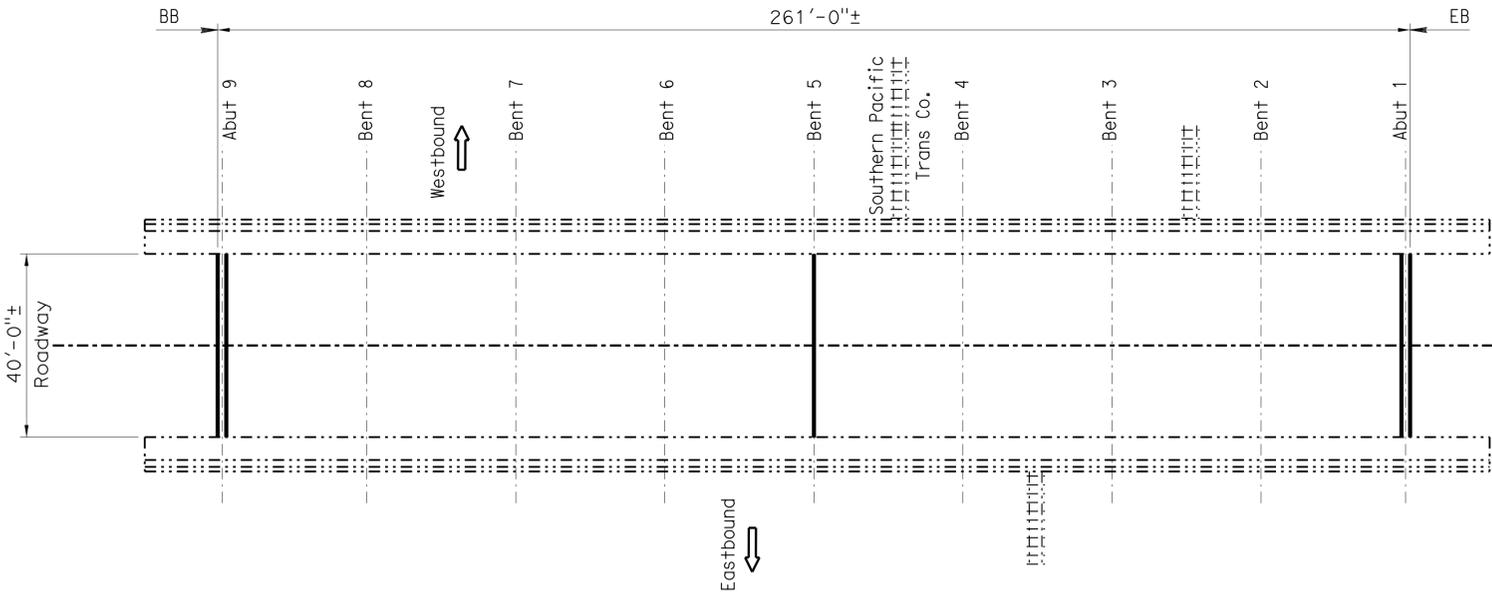
SECTION A-A
 NO SCALE

- NOTES:** (APPLY TO ALL SHEETS)
- Indicates existing.
- THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.
- LEGEND:** (APPLY TO THIS SHEET ONLY)
- Indicates limits of remove 2" AC overlay, remove unsound concrete, place rapid setting concrete, prepare concrete bridge deck surface and place 2" polyester concrete overlay. For details, see "JOINT SEAL AND DECK REPAIR DETAILS" sheet.
 - Indicates location of replace joint seal and clean expansion joint. For details, see "JOINT SEAL DETAILS" sheet.

SEVENTH STREET OC BRIDGE NO 53-1366R

QUANTITIES

RAPID SETTING CONCRETE (PATCH)	25	CF
REMOVE ASPHALT CONCRETE SURFACING	5,040	SQFT
REMOVE UNSOUND CONCRETE	25	CF
PREPARE CONCRETE BRIDGE DECK SURFACE	5,040	SQFT
FURNISH POLYESTER CONCRETE OVERLAY	1,008	CF
PLACE POLYESTER CONCRETE OVERLAY	5,040	SQFT
CLEAN EXPANSION JOINT	148	LF
JOINT SEAL (MR 1")	148	LF



STATE STREET OVERCROSSING

Br No. 53-2640, LA, ROUTE 10, PM C18.59
 1" = 20'

STATE STREET OVERCROSSING BRIDGE NO 53-2640

QUANTITIES

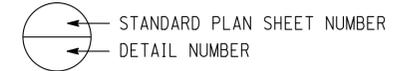
CLEAN EXPANSION JOINT	203	LF
JOINT SEAL (MR 1/2")	81	LF
JOINT SEAL (MR 1")	122	LF

INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN NO. 1
2	GENERAL PLAN NO. 2
3	GENERAL PLAN NO. 3
4	GENERAL PLAN NO. 4
5	GENERAL PLAN NO. 5
6	GENERAL PLAN NO. 6
7	GENERAL PLAN NO. 7
8	MISCELLANEOUS DETAILS
9	JOINT SEAL AND DECK REPAIR DETAILS

STANDARD PLANS DATED 2010

SHEET NO.	TITLE
A10A-A105	ABBREVIATIONS (SHEET 1 OF 2)
RSP A10B	ABBREVIATIONS (SHEET 2 OF 2)
B6-21	JOINT SEAL (MAXIMUM MOVEMENT RATING = 2")



DESIGN	BY B. Nguyen	CHECKED C. Hutchinson	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
DETAILS	BY M. Hallstrom	CHECKED C. Hutchinson	LAYOUT	BY M. Hallstrom
QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson	SPECIFICATIONS	BY T. Geerts

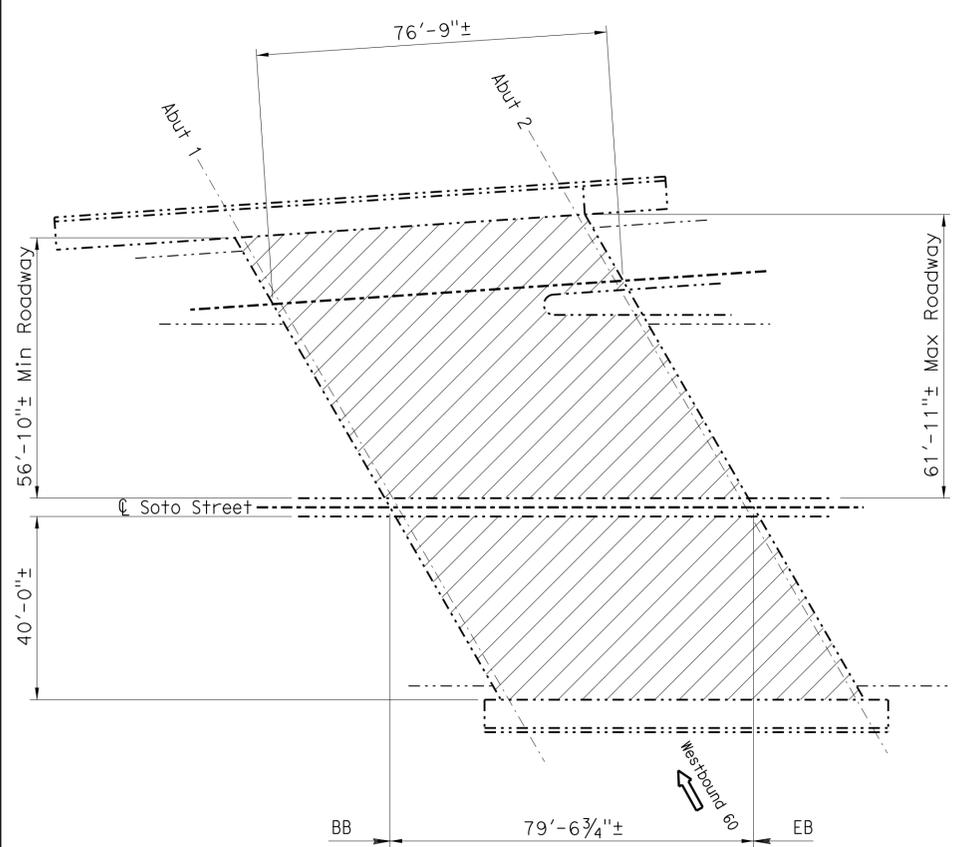
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE NO. VARIOUS
 POST MILE VARIES
ROUTE 5, 10, 60 AND 101 BRIDGES
GENERAL PLAN NO. 1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	25	32

10-12-15
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of scanned copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER
 BRIAN P. NGUYEN
 No. C 68270
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

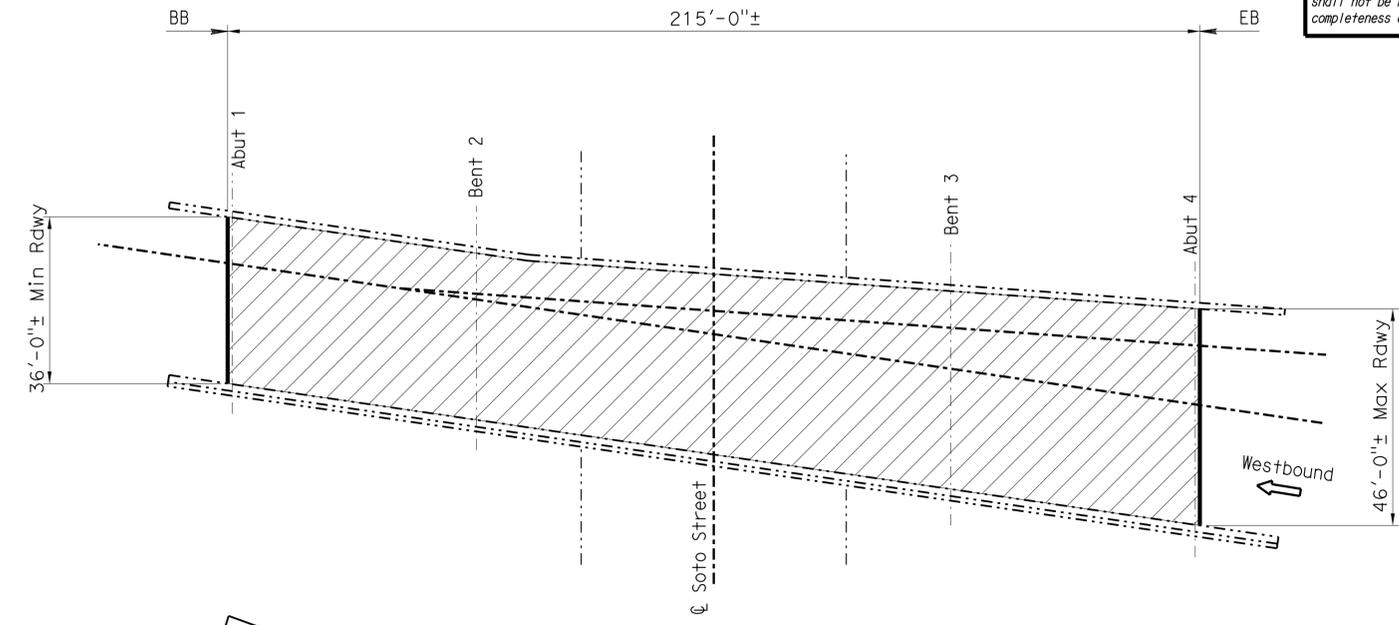


LEGEND: (APPLY TO THIS SHEET ONLY)

Indicates limits of prepare concrete bridge deck surface and treat bridge deck with high molecular weight methacrylate.

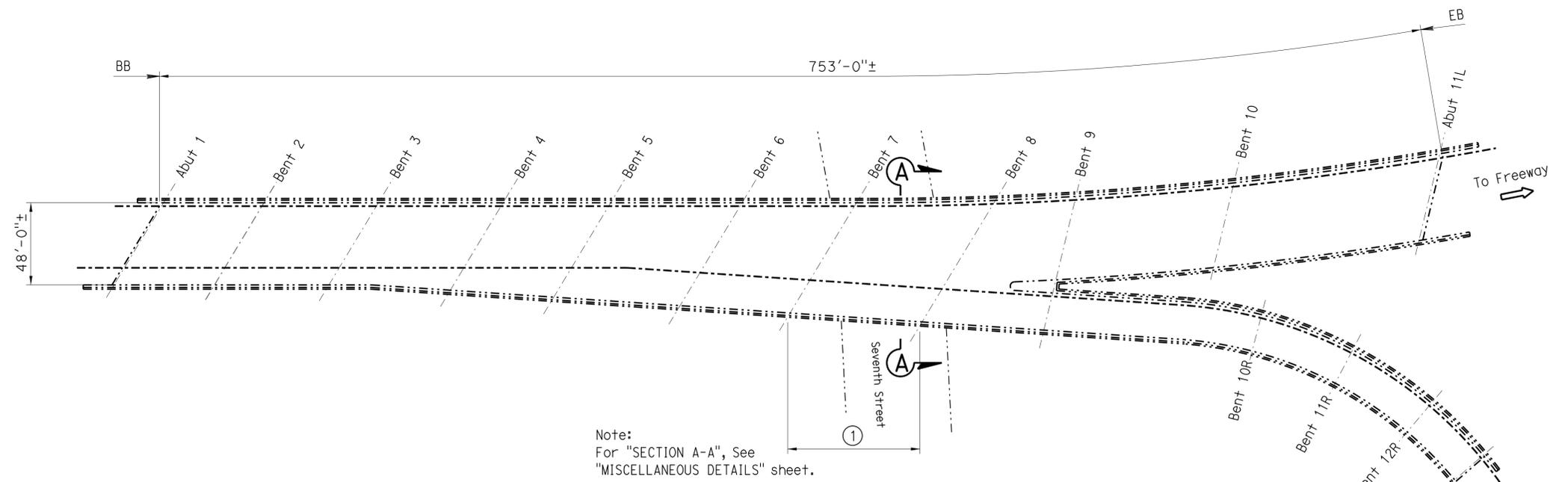
Indicates location of replace joint seal and clean expansion joint. For details, see "JOINT SEAL DETAILS" sheet.

Indicates approximate location of girder repair work.



SOTO STREET
 Br No. 53-1327L, LA, ROUTE 60, PM 0.38
 1" = 20'

SOTO STREET UNDERCROSSING W60-N101
 Br No. 53-0598F, LA, ROUTE 60, PM 0.39
 1" = 20'



Note:
 For "SECTION A-A", See
 "MISCELLANEOUS DETAILS" sheet.

ROUTE 10/5 101 SEPARATION
 Br No. 53-1367G, LA, ROUTE 10, PM 18.33
 1" = 40'

SOTO STREET		BRIDGE NO 53-1327L
QUANTITIES		
PREPARE CONCRETE BRIDGE DECK SURFACE	7,632	SOFT
TREAT BRIDGE DECK	7,632	SOFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	85	GAL
SOTO STREET		BRIDGE NO 53-0598F
QUANTITIES		
PREPARE CONCRETE BRIDGE DECK SURFACE	8,815	SOFT
TREAT BRIDGE DECK	8,815	SOFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	98	GAL
CLEAN EXPANSION JOINT	82	LF
JOINT SEAL (MR 1")	82	LF
ROUTE 10/5 101 SEPARATION		BRIDGE NO 53-1367G
QUANTITIES		
LEAD COMPLIANCE PLAN		LUMP SUM
WORK AREA MONITORING (BRIDGE)		LUMP SUM
BRIDGE REMOVAL (PORTION)		LUMP SUM
STRUCTURAL STEEL (BRIDGE)	32	LB
HEAT STRAIGHTEN STEEL GIRDER		LUMP SUM
CLEAN AND PAINT STRUCTURAL STEEL (EXISTING BRIDGE)		LUMP SUM

10-12-15
 DESIGN ENGINEER

DESIGN	BY B. Nguyen	CHECKED C. Hutchinson	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
DETAILS	BY M. Hallstrom	CHECKED C. Hutchinson	LAYOUT	BY M. Hallstrom
QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson	SPECIFICATIONS	BY T. Geerts

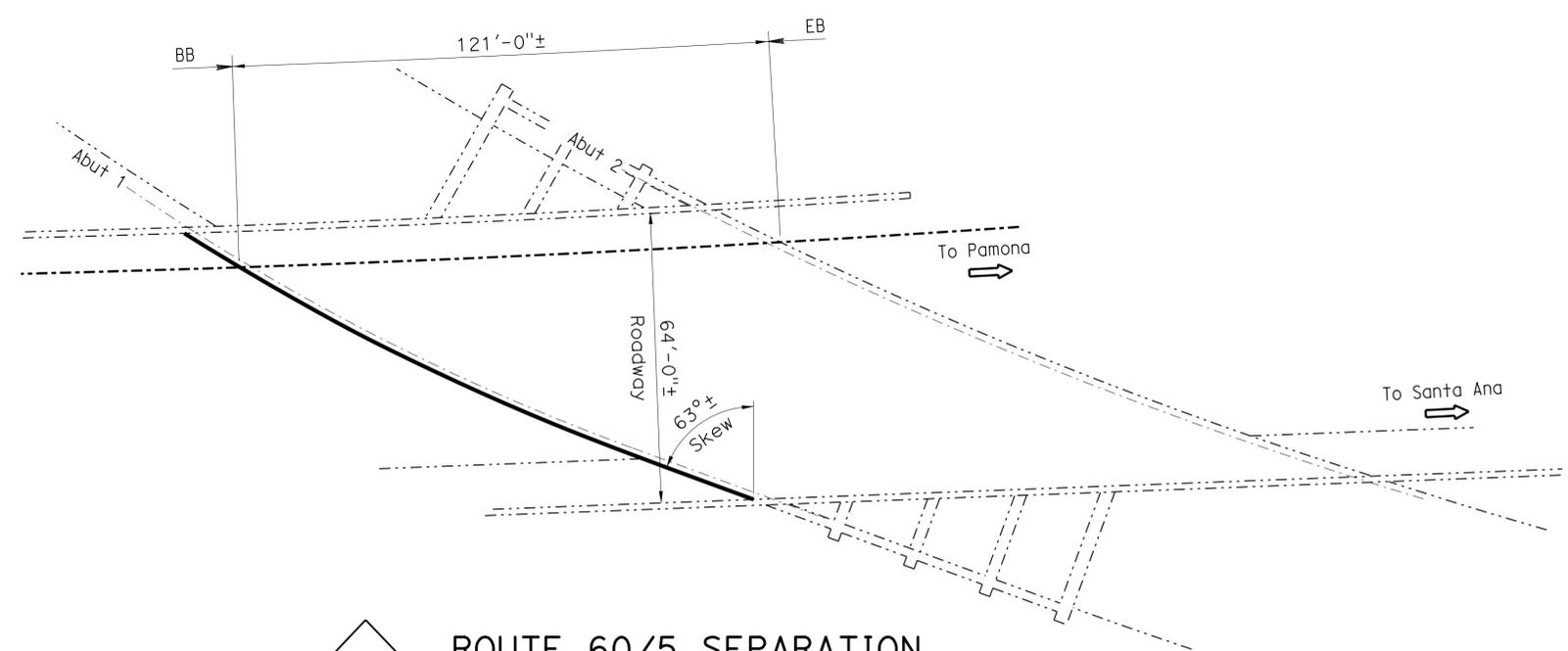
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE NO. VARIOUS
 POST MILE VARIOUS
ROUTE 5, 10, 60 AND 101 BRIDGES
GENERAL PLAN NO. 2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	26	32

10-12-15
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 BRIAN P. NGUYEN
 No. C 68270
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

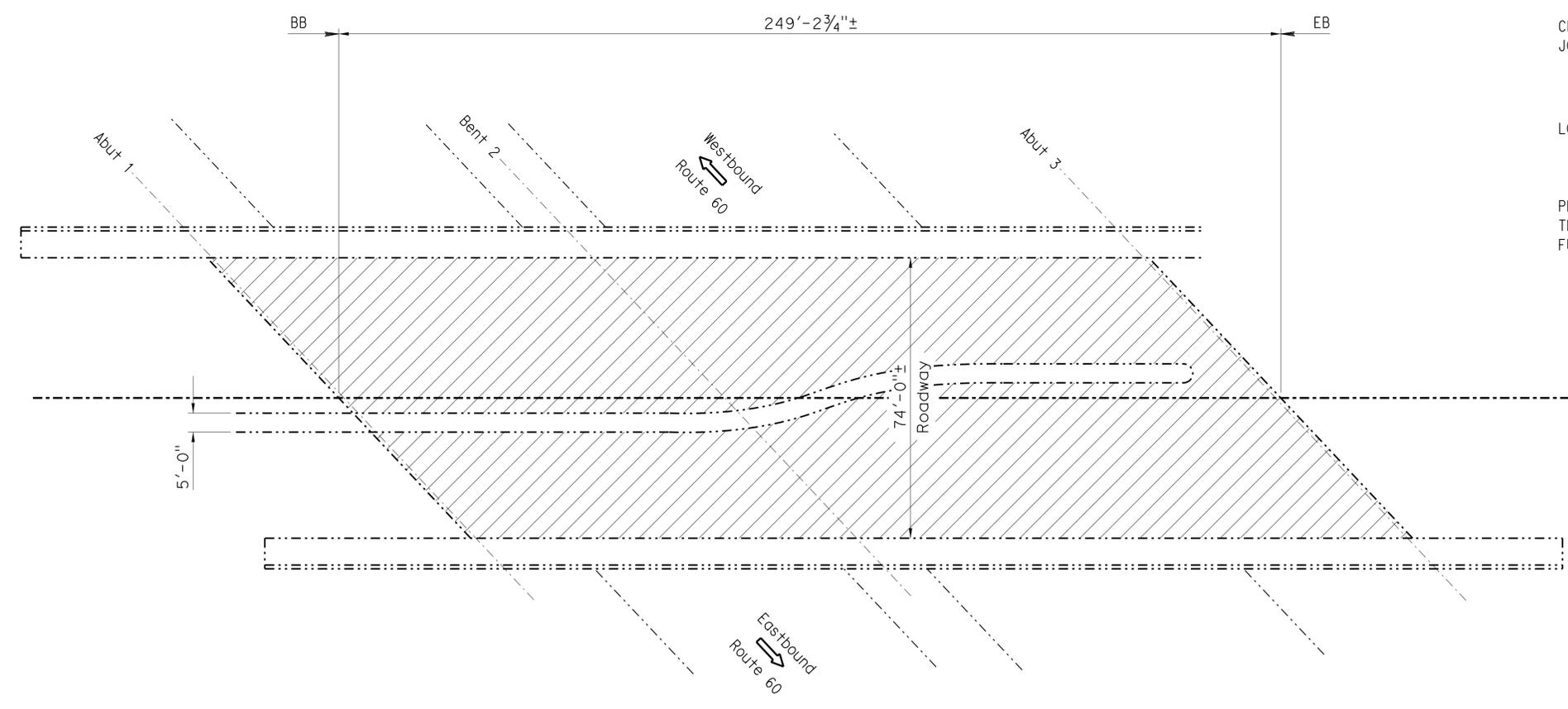


ROUTE 60/5 SEPARATION
 Br No. 53-1462R, LA, ROUTE 60, PM 0.45
 1" = 20'

- LEGEND: (APPLY TO THIS SHEET ONLY)**
- Indicates limits of prepare concrete bridge deck surface and treat bridge deck with high molecular weight methacrylate.
 - Indicates location of replace joint seal and clean expansion joint. For details, see "JOINT SEAL DETAILS" sheet.

ROUTE 60/5 SEPARATION	BRIDGE NO 53-1462R
QUANTITIES	
CLEAN EXPANSION JOINT	142 LF
JOINT SEAL (MR 1")	142 LF

LORENA STREET OVERCROSSING	BRIDGE NO 53-0081
QUANTITIES	
PREPARE CONCRETE BRIDGE DECK SURFACE	18,441 SQFT
TREAT BRIDGE DECK	18,441 SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	205 GAL



LORENA STREET OVERCROSSING
 Br No. 53-0081, LA, ROUTE 60, PM R1.48
 1" = 20'

10-12-15 <i>Michael J. Lee</i> DESIGN ENGINEER	DESIGN	BY B. Nguyen	CHECKED C. Hutchinson	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE NO.	ROUTE 5, 10, 60 AND 101 BRIDGES GENERAL PLAN NO. 3			
	DETAILS	BY M. Hallstrom	CHECKED C. Hutchinson	LAYOUT	BY M. Hallstrom		VARIOUS				
	QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson	SPECIFICATIONS	BY T. Geerts		VARIES				
STRUCTURES MAINTENANCE GENERAL PLAN SHEET (ENGLISH) (REV. 09-01-10)						ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3488 PROJECT NUMBER & PHASE: 07150000421	CONTRACT NO.: 07-3W0904	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 3 OF 9

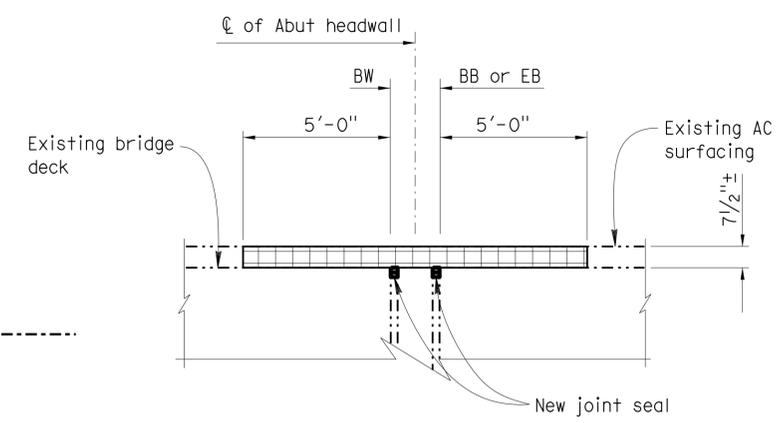
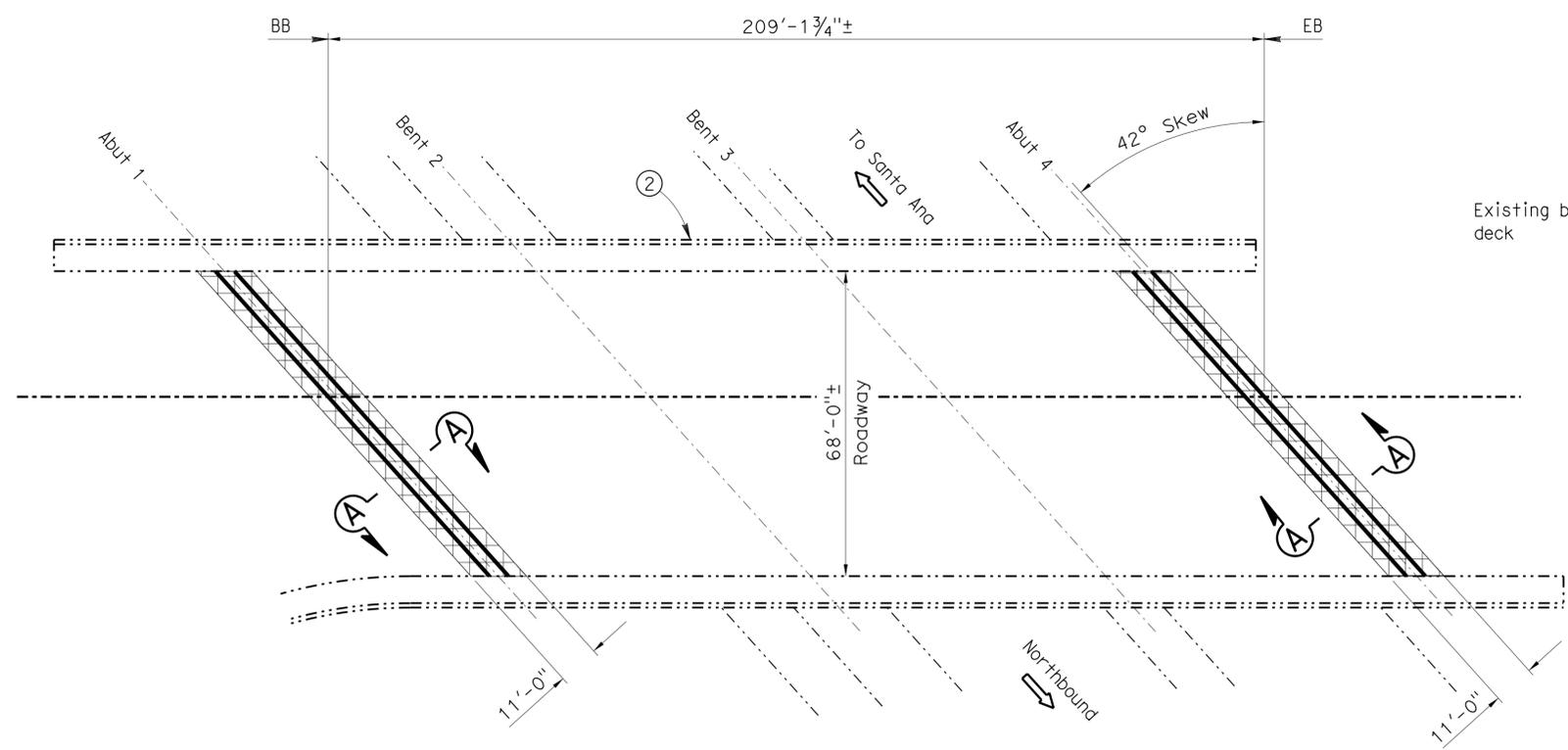
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USERNAME => s122436 DATE PLOTTED => 05-FEB-2016 TIME PLOTTED => 12:40

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	27	32

10-12-15
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE
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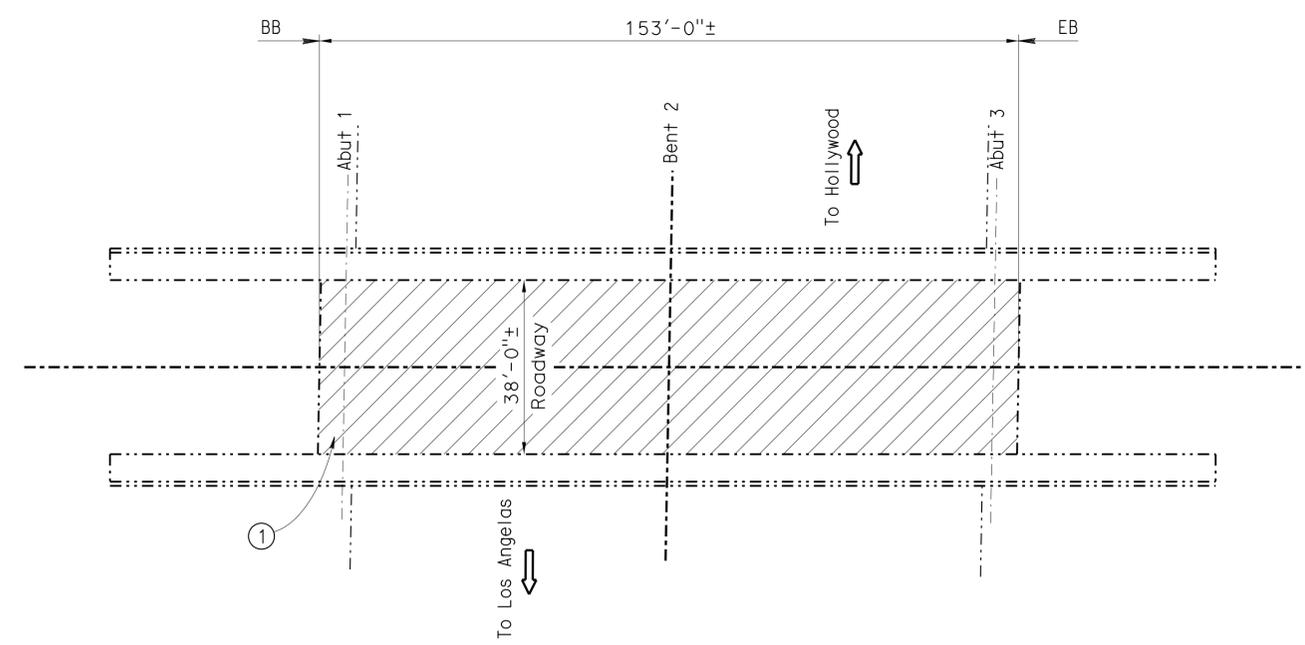
REGISTERED PROFESSIONAL ENGINEER
 BRIAN P. NGUYEN
 No. C 68270
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA



SECTION A-A
NO SCALE

- LEGEND: (APPLY TO THIS SHEET ONLY)**
- Indicates limits of prepare concrete bridge deck surface and treat bridge deck with high molecular weight methacrylate.
 - Indicates limits of replace approximately 7 1/2" AC overlay.
 - Indicates location of replace joint seal and clean expansion joint. For details, see "JOINT SEAL DETAILS" sheet.
 - ① Indicates approximate location of repair spalled surface area (4ft²) at edge of deck and abutment backwall. Exact location to be determined by the Engineer.
 - ② Indicates approximate location of repair spalled surface area (5ft²) of high load hit. Exact location to be determined by the Engineer.

SEVENTH STREET OVERCROSSING
 Br No. 53-0596, LA, ROUTE 101, PM S0.02
 1" = 20'



ROSEMONT AVE OVERCROSSING
 Br No. 53-0616, LA, ROUTE 101, PM 3.01
 1" = 20'

SEVENTH STREET OVERCROSSING	BRIDGE NO 53-0596
QUANTITIES	
REPAIR SPALLED SURFACE AREA	5 SQFT
REMOVE ASPHALT CONCRETE SURFACING	2,013 SQFT
HOT MIX ASPHALT (BRIDGE)	95 TON
TACK COAT	0.2 TON
CLEAN EXPANSION JOINT	368 LF
JOINT SEAL (MR 1/2")	368 LF
ROSEMONT AVE OVERCROSSING	BRIDGE NO 53-0616
QUANTITIES	
PUBLIC SAFETY PLAN	LUMP SUM
REPAIR SPALLED SURFACE AREA	4 SQFT
PREPARE CONCRETE BRIDGE DECK SURFACE	5,814 SQFT
TREAT BRIDGE DECK	5,814 SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	65 GAL

10-12-15
 DESIGN ENGINEER
Michael J. Lee

DESIGN	BY B. Nguyen	CHECKED C. Hutchinson	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
DETAILS	BY M. Hallstrom	CHECKED C. Hutchinson	LAYOUT	BY M. Hallstrom
QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson	SPECIFICATIONS	BY T. Geerts

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

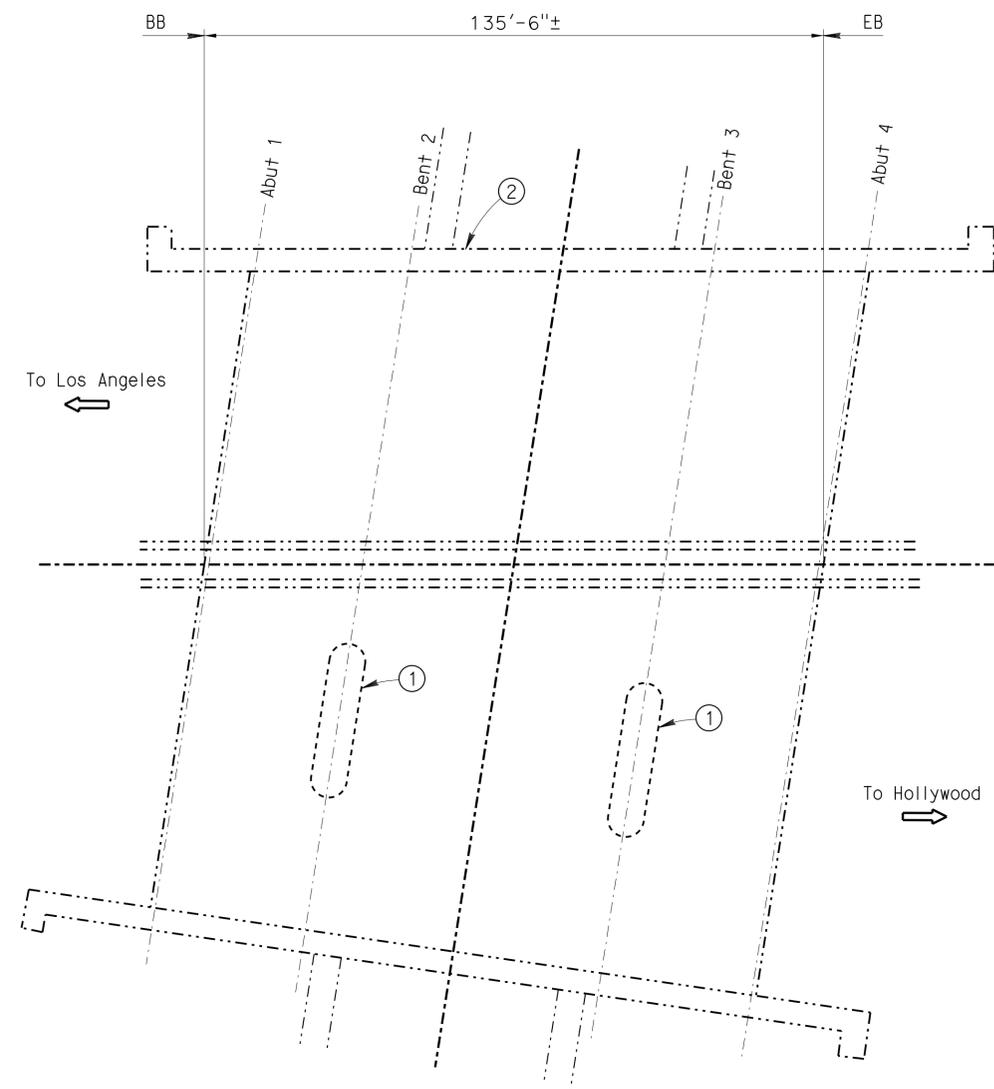
DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

ROUTE 5, 10, 60 AND 101 BRIDGES
GENERAL PLAN NO. 4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	28	32

10-12-15
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 BRIAN P. NGUYEN
 No. C 68270
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA



VENDOME STREET UNDERCROSSING
 Br No. 53-0073, LA, ROUTE 101, PM 3.63
 1" = 20'

VENDOME STREET UNDERCROSSING BRIDGE NO 53-0073

QUANTITIES

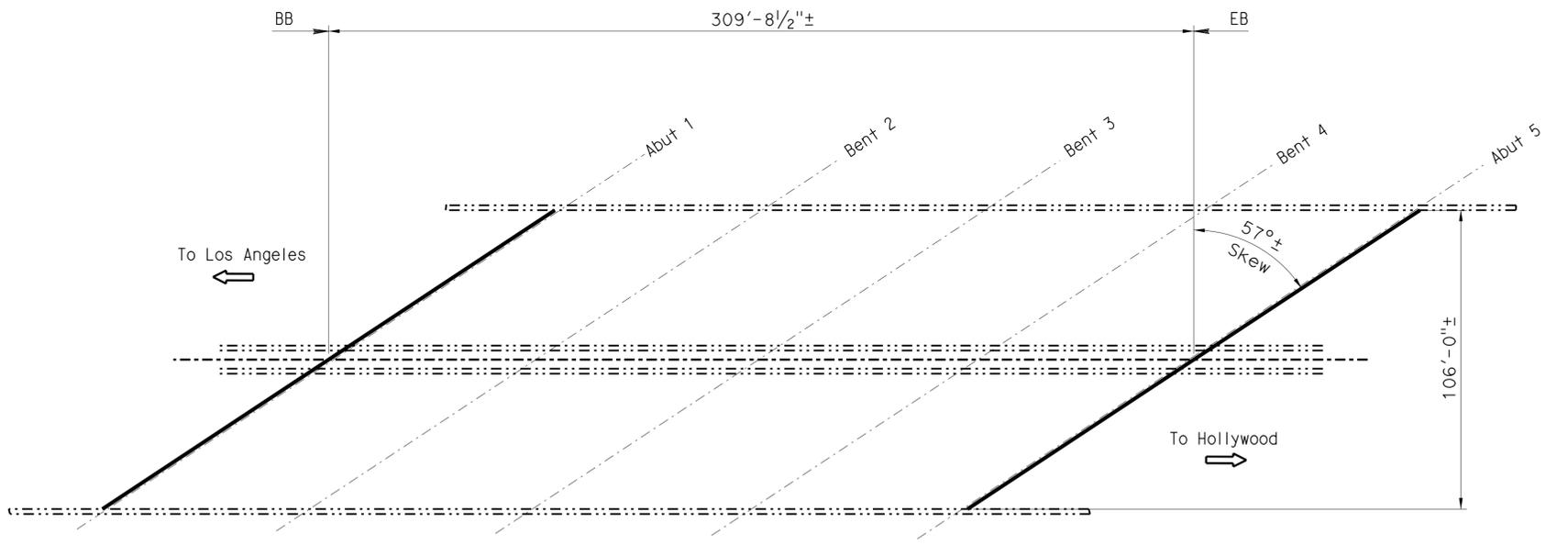
INJECT CRACK (EPOXY)	40 LF
REPAIR SPALLED SURFACE AREA	2 SQFT

SILVER LAKE BOULEVARD UNDERCROSSING BRIDGE NO 53-0613

QUANTITIES

CLEAN EXPANSION JOINT	391 LF
JOINT SEAL (MR 1")	391 LF

- LEGEND: (APPLY TO THIS SHEET ONLY)
- Indicates location of replace joint seal and clean expansion joint. For details, see "JOINT SEAL DETAILS" sheet.
 - ① Indicates approximate location of Epoxy inject vertically inclined cracks on both faces of bent caps (1/8"x40'). Exact location to be determined by the Engineer.
 - ② Indicates approximate location of repair spalled surface area (2ft²) at the edge of deck near bent 2. Exact location to be determined by the Engineer.



SILVER LAKE BOULEVARD UNDERCROSSING
 Br No. 53-0613, LA, ROUTE 101, PM 3.76
 1" = 20'

DESIGN	BY B. Nguyen	CHECKED C. Hutchinson	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
DETAILS	BY M. Hallstrom	CHECKED C. Hutchinson	LAYOUT	BY M. Hallstrom
QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson	SPECIFICATIONS	BY T. Geerts

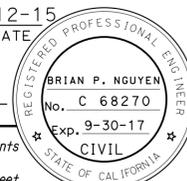
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

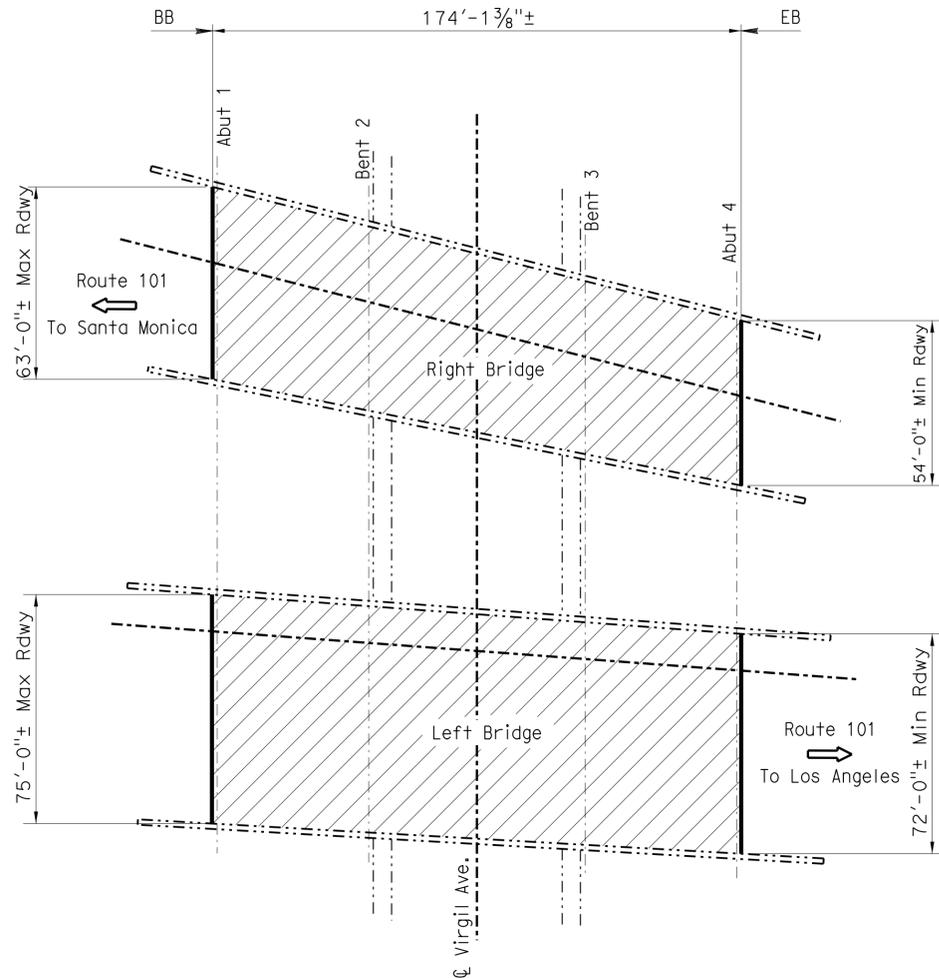
DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE NO.	VARIOUS
POST MILE	VARIES

ROUTE 5, 10, 60 AND 101 BRIDGES
GENERAL PLAN NO. 5

TIME PLOTTED => 12:40 USERNAME => s122436 DATE PLOTTED => 05-FEB-2016

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	29	32
 REGISTERED CIVIL ENGINEER			10-12-15 DATE		
2-22-16 PLANS APPROVAL DATE					
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VIRGIL AVE UNDERCROSSING
 Br No. 53-0611L/R, LA, ROUTE 101, PM 4.08
 1" = 30'

VIRGIL AVE UNDERCROSSING BRIDGE NO 53-0611L/R

QUANTITIES

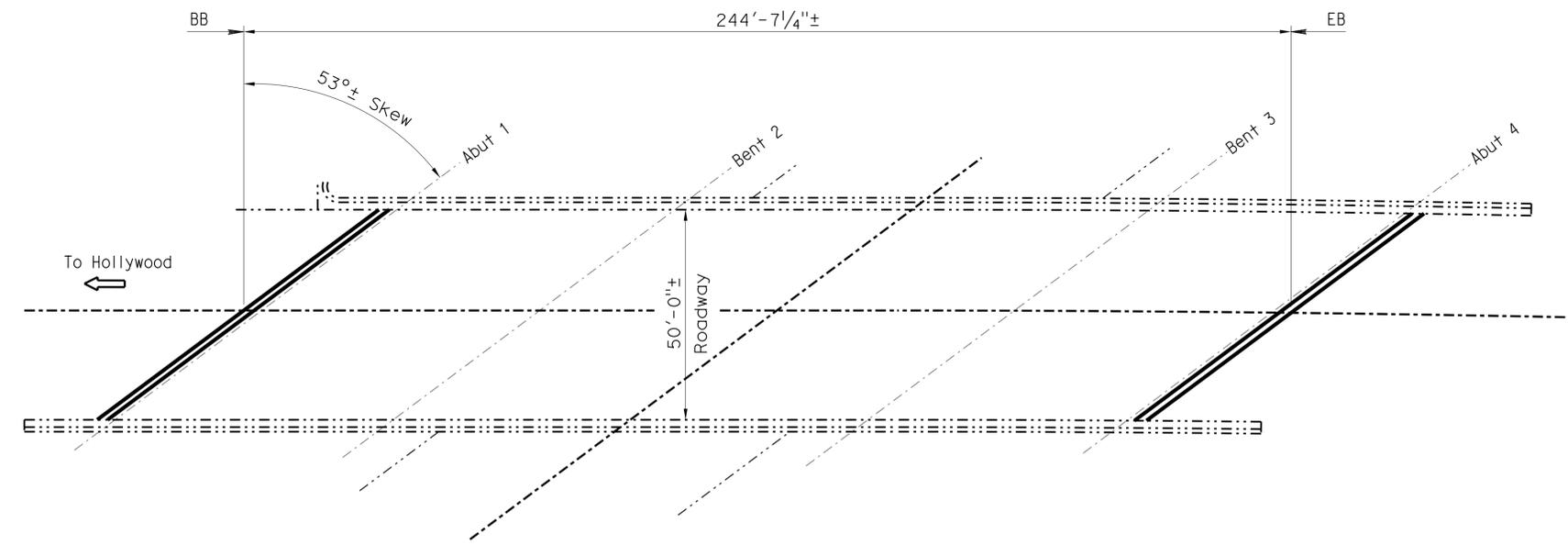
PUBLIC SAFETY PLAN	LUMP SUM
PREPARE CONCRETE BRIDGE DECK SURFACE	23,321 SQFT
TREAT BRIDGE DECK	23,321 SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	259 GAL
CLEAN EXPANSION JOINT	266 LF
JOINT SEAL (MR 1/2")	266 LF

- LEGEND: (APPLY TO THIS SHEET ONLY)
-  Indicates limits of prepare concrete bridge deck surface and treat bridge deck with high molecular weight methacrylate.
 -  Indicates location of replace joint seal and clean expansion joint. For details, see "JOINT SEAL DETAILS" sheet.

MELROSE AVE UNDERCROSSING BRIDGE NO 53-0673R

QUANTITIES

CLEAN EXPANSION JOINT	340 LF
JOINT SEAL (MR 1/2")	170 LF
JOINT SEAL (MR 1")	170 LF



MELROSE AVE UNDERCROSSING
 Br No. 53-0673R, LA, ROUTE 101, PM 4.85
 1" = 20'

DESIGN	BY B. Nguyen	CHECKED C. Hutchinson	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
DETAILS	BY M. Hallstrom	CHECKED C. Hutchinson	LAYOUT	BY M. Hallstrom
QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson	SPECIFICATIONS	BY T. Geerts

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

ROUTE 5, 10, 60 AND 101 BRIDGES
GENERAL PLAN NO. 6

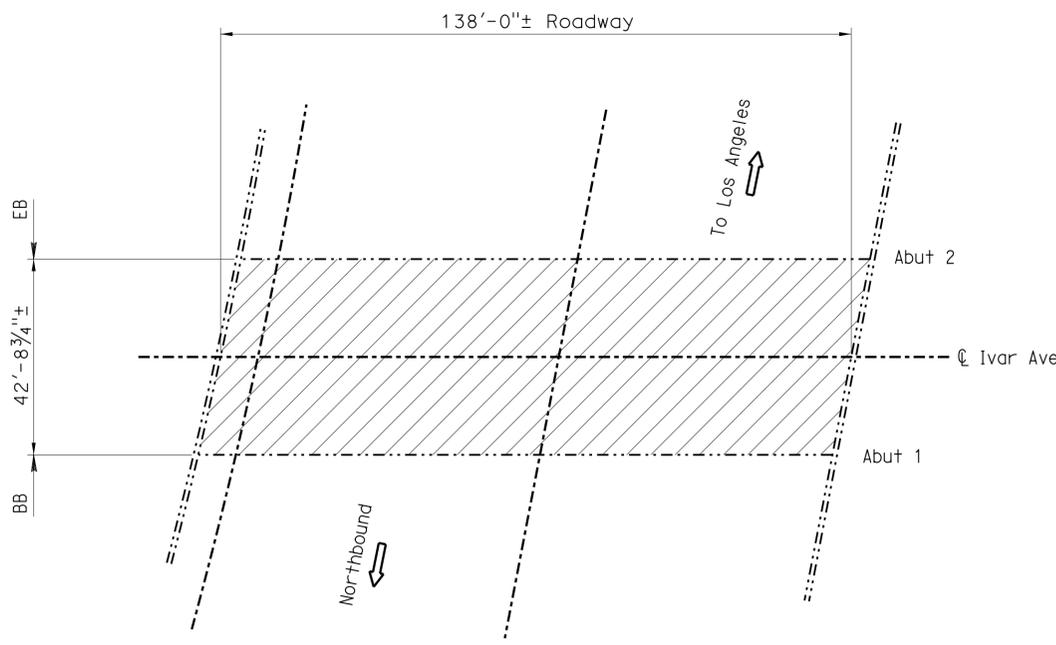
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5, 10, 60, 101	Var	30	32

10-12-15
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE

BRIAN P. NGUYEN
 No. C 68270
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

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IVAR AVE UNDERCROSSING BRIDGE NO 53-0797

QUANTITIES	LUMP SUM
PUBLIC SAFETY PLAN	5,906 SQFT
PREPARE CONCRETE BRIDGE DECK SURFACE	5,906 SQFT
TREAT BRIDGE DECK	66 GAL
FURNISH BRIDGE DECK TREATMENT MATERIAL	

ARGYLE-FRANKLIN UNDERCROSSING BRIDGE NO 53-0680

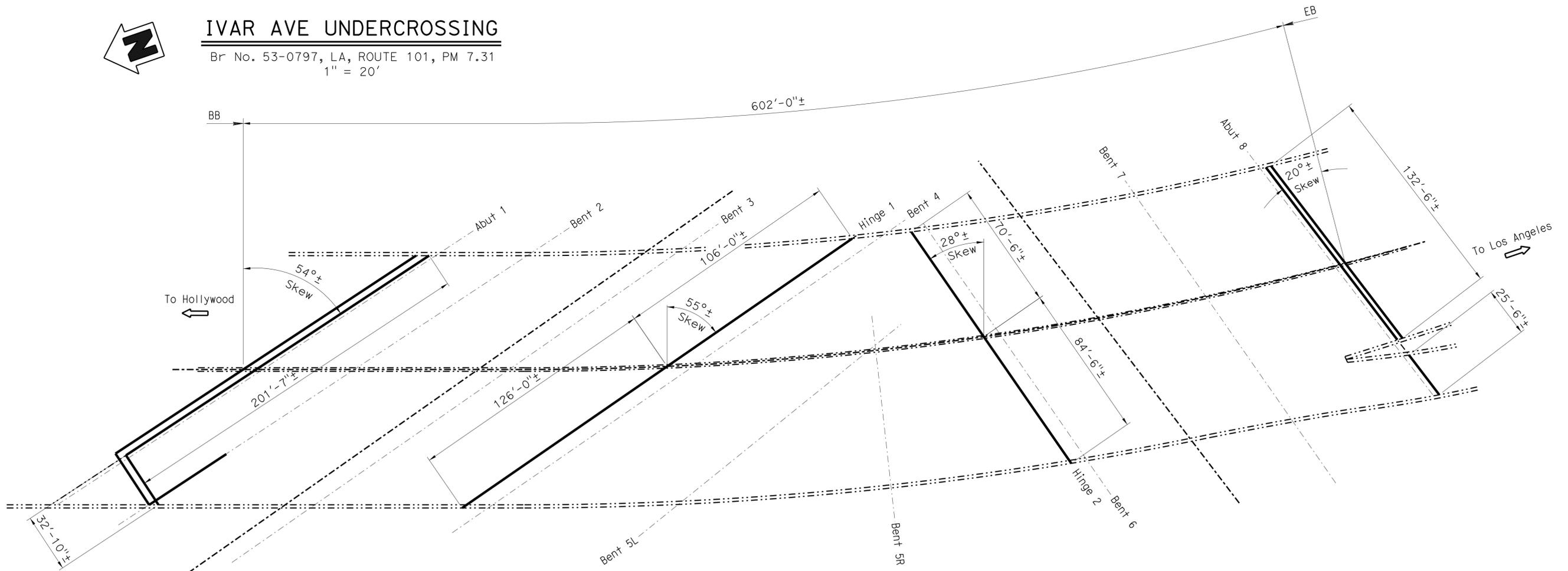
QUANTITIES	LUMP SUM
CLEAN EXPANSION JOINT	1,187 LF
JOINT SEAL (MR 1/2")	406 LF
JOINT SEAL (MR 1")	569 LF
BONDED JOINT SEAL (MR 1 1/2")	212 LF

LEGEND: (APPLY TO THIS SHEET ONLY)

Indicates limits of prepare concrete bridge deck surface and treat bridge deck with high molecular weight methacrylate.

Indicates location of replace joint seal and clean expansion joint. For details, see "JOINT SEAL DETAILS" sheet. Exact location will be verified by the Engineer.

IVAR AVE UNDERCROSSING
 Br No. 53-0797, LA, ROUTE 101, PM 7.31
 1" = 20'



ARGYLE-FRANKLIN UNDERCROSSING
 Br No. 53-0680, LA, ROUTE 101, PM 7.06
 1" = 30'

10-12-15 *Michael J. Lee*
 DESIGN ENGINEER

DESIGN	BY B. Nguyen	CHECKED C. Hutchinson	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
DETAILS	BY M. Hallstrom	CHECKED C. Hutchinson	LAYOUT	BY M. Hallstrom
QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson	SPECIFICATIONS	BY T. Geerts

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE NO.	VARIOUS
POST MILE	
VARIES	

ROUTE 5, 10, 60 AND 101 BRIDGES
GENERAL PLAN NO. 7

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

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS



UNIT: 3488
 PROJECT NUMBER & PHASE: 07150000421

CONTRACT NO.: 07-3W0904

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
	7	9

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5,10 60,101	Var	31	32

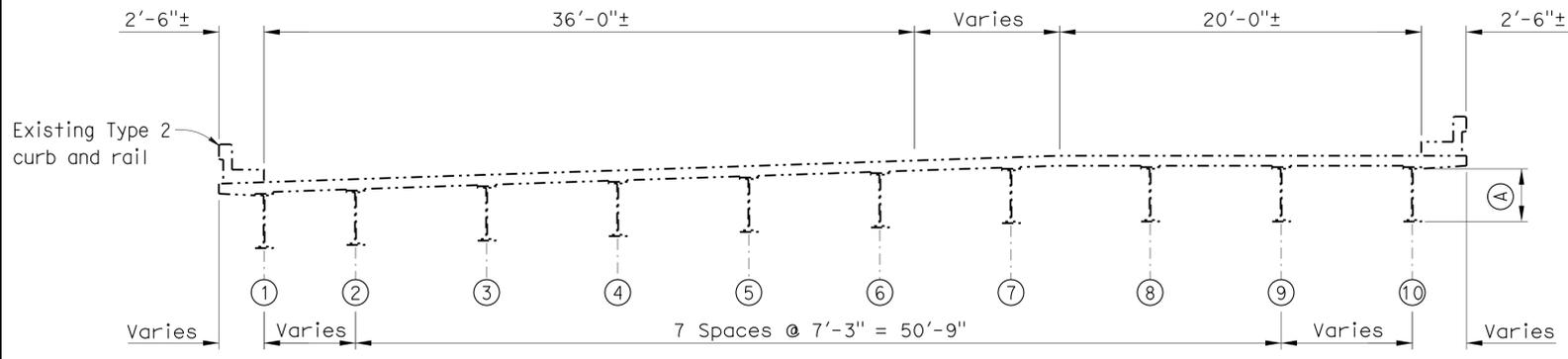
10-12-15
 REGISTERED CIVIL ENGINEER DATE
 2-22-16
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 BRIAN P. NGUYEN
 No. C 68270
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

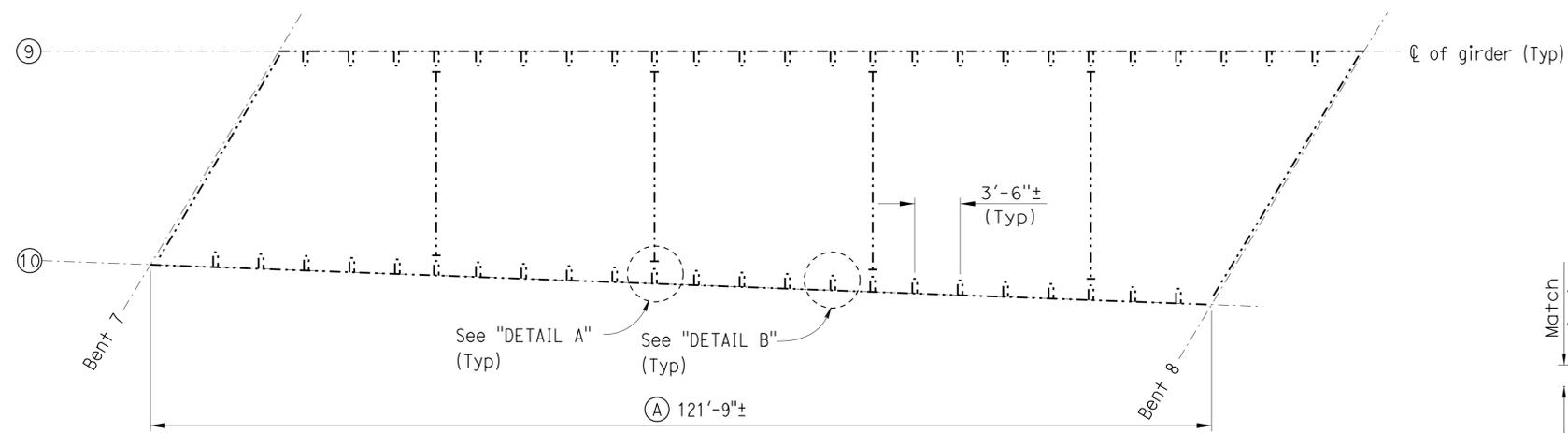
GENERAL NOTES LOAD FACTOR DESIGN

DESIGN: BRIDGE DESIGN SPECIFICATIONS
 (1996 AASHTO with Interims and Revisions by CALTRANS)
 DEAD LOAD: Includes 35 psf for future wearing surface.
 LIVE LOADING: HS20-44 and alternative
 STRUCTURAL $n = 10$
 STEEL: $f_y = 50,000$ psi

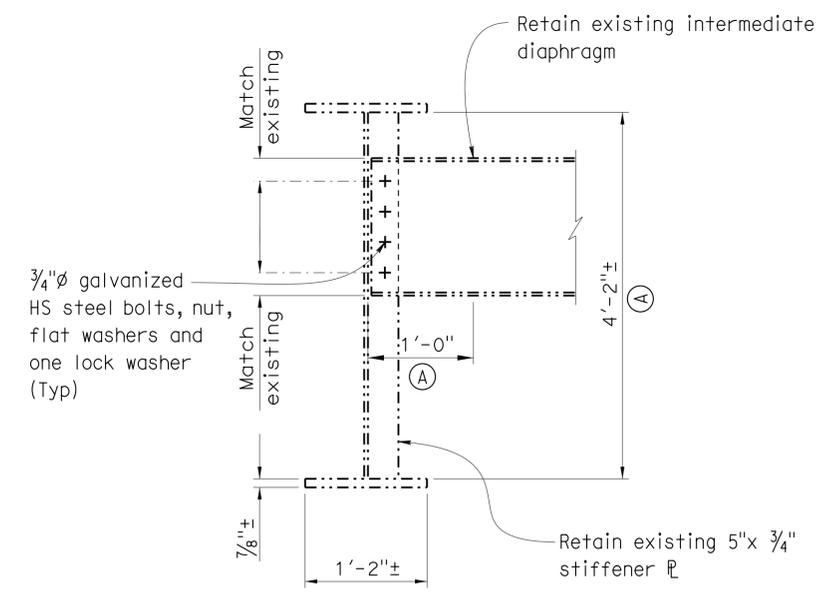
- ① - ⑩ Indicates girder number.
- Ⓐ Indicates limits of pressure wash, blast clean to bare metal, and heat straighten damaged steel girder and stiffeners for girder 10, span 7; replace HS bolts, paint undercoat and paint structural steel (existing bridge). No live load on lane above girder 10 is allowed during heat straighten process.



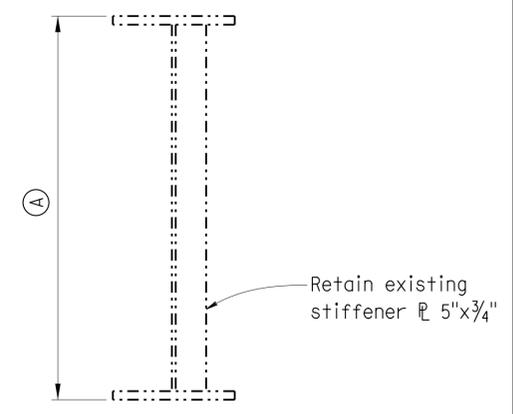
SECTION A-A
 BR NO. 53-1367G
 1' = 5'



PARTIAL PLAN
 BR NO. 53-1367G
 NO SCALE



DETAIL A
 NO SCALE



DETAIL B
 NO SCALE
 Straighten the stiffeners that are bent.
 The exact locations will be verified by the Engineer.

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">DESIGN</td> <td style="width: 30%;">BY B. Nguyen</td> <td style="width: 30%;">CHECKED C. Hutchinson</td> </tr> <tr> <td>DETAILS</td> <td>BY M. HALLSTROM</td> <td>CHECKED C. Hutchinson</td> </tr> <tr> <td>QUANTITIES</td> <td>BY B. Nguyen</td> <td>CHECKED C. Hutchinson</td> </tr> </table>	DESIGN	BY B. Nguyen	CHECKED C. Hutchinson	DETAILS	BY M. HALLSTROM	CHECKED C. Hutchinson	QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO. VARIOUS POST MILE VARIES	ROUTE 5, 10, 60 AND 101 BRIDGES MISCELLANEOUS DETAILS
DESIGN	BY B. Nguyen	CHECKED C. Hutchinson											
DETAILS	BY M. HALLSTROM	CHECKED C. Hutchinson											
QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson											
STRUCTURES MAINTENANCE DETAIL SHEET (ENGLISH) (REV. 09-01-10)		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3488 PROJECT NUMBER & PHASE: 07150000421	CONTRACT NO.: 07-3W0904	DISREGARD PRINTS BEARING EARLIER REVISION DATES								
				REVISION DATES	SHEET 8 OF 9								

USERNAME => 8122436 DATE PLOTTED => 05-FEB-2016 TIME PLOTTED => 12:40

JOINT SEAL TABLE							
BRIDGE NAME	BRIDGE NUMBER	LOCATION	MINIMUM "MR" (inches)	APPROXIMATE LENGTH (feet)	EXISTING WATERSTOP	APPROX DEPTH TO CLEAN EXPANSION JOINT (inches)	
SEVENTH STREET OVERCROSSING	53-1366R	Abut 1 BW	1	74.0	No	12.0	
		Abut 2 BW	1	74.0	No	12.0	
STATE STREET OVERCROSSING	53-2640	Abut 1 BW	1	40.5	No	12.0	
		Abut 1 PN	1/2	40.5	No	12.0	
		Abut 5 H	1	40.5	No	12.0	
		Abut 9 BW	1	40.5	No	12.0	
		Abut 9 PN	1/2	40.5	No	12.0	
SOTO STREET UNDERCROSSING W60-N101	53-0598F	Abut 1 BB	1	36.0	No	12.0	
		Abut 4 EB	1	46.0	No	12.0	
ROUTE 60/5 SEPARATION	53-1462R	Abut 1 BB	1	142.0	No	12.0	
SEVENTH STREET OVERCROSSING	53-0596	Abut 1 BW	1/2	92.0	No	12.0	
		Abut 1 PN	1/2	92.0	No	12.0	
		Abut 4 BW	1/2	92.0	No	12.0	
		Abut 4 PN	1/2	92.0	No	12.0	
SILVER LAKE BLVD UNDERCROSSING	53-0613	Abut 1 BB	1	195.5	No	12.0	
		Abut 5 EB	1	195.5	No	12.0	
VIRGIL AVE UNDERCROSSING	53-0611L	Abut 1 BB	1/2	75.5	No	12.0	
		Abut 4 EB	1/2	72.5	No	12.0	
VIRGIL AVE UNDERCROSSING	53-0611R	Abut 1 BB	1/2	63.5	No	12.0	
		Abut 4 EB	1/2	54.5	No	12.0	
MELROSE AVE UNDERCROSSING	53-0673R	Abut 1 BW	1	85.0	No	12.0	
		Abut 1 PN	1/2	85.0	No	12.0	
		Abut 4 BW	1	85.0	No	12.0	
		Abut 4 PN	1/2	85.0	No	12.0	
ARGYLE-FRANKLIN UNDERCROSSING	53-0680	Abut 1 BW	1	232.5	No	12.0	
		Abut 1 PN	1/2	232.5	No	12.0	
		Ben+ 2 H	1/2	40.0	No	12.0	
		H1 (NB) H	1	106.5	No	12.0	
		H1 (SB)* H	1 1/2	126.5	No	12.0	
		H2 (NB) H	1	71.0	No	12.0	
		H2 (SB)* H	1 1/2	85.0	No	12.0	
		Abut 8 BW	1	133.0	No	12.0	
		Abut 8 PN	1/2	133.0	No	12.0	
		Abut 8 R	1	26.0	No	12.0	

LEGEND:
 BB = Begin Bridge PN = Paving Notch * = Requires Bonded Joint Seal
 EB = End Bridge H = Hinge
 BW = Back Wall R = Ramp

The following note applies to JOINT SEAL TYPE A:

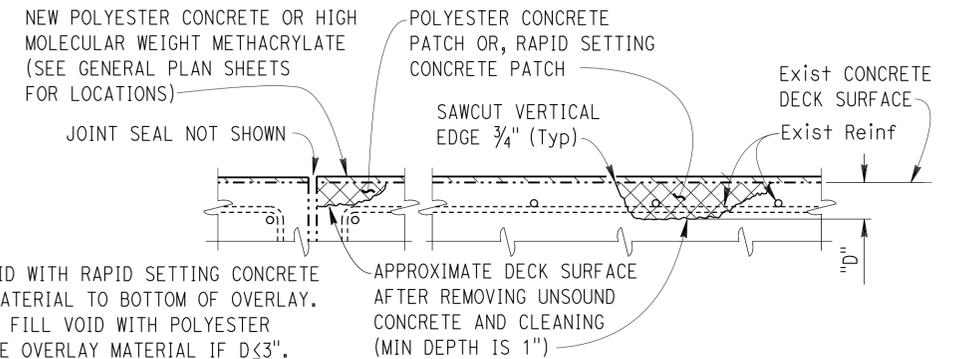
Install Type A joint seal 3" up into curb or rail on the low side of the deck where joint matches curb or rail joint. For details not shown see 

The following notes apply to JOINT SEAL TYPE B:

- Seal must satisfy both minimum Movement Rating (MR) and minimum W1 requirements.
- Minimum W1 is the calculated maximum width of the joint based on field measurements. After the joints have been cleaned, minimum W1 is to be calculated by the Engineer.
- W1 shall be the smaller of the values determined as follows:
 - 0.85 times the manufacturer's designed minimum uncompressed width of the seal.
 - The width of the seal on the third successive test cycle of the pressure deflection test, when compressed to an average pressure of 3 psi.
- Bend Type B joint seal 6" up into curb or rail on the low side of the deck where deck joint matches curb or rail joint.
- For details not shown see 

DECK REPAIR TABLE			
REMOVE UNSOUND CONCRETE AND PLACE RAPID SETTING CONCRETE PATCHES			
BRIDGE NAME	BRIDGE NUMBER	APPROXIMATE AREA DAMAGED (PERCENT)	APPROXIMATE DEPTH (INCHES)
SEVENTH STREET OVERCROSSING	53-1366R	2	3

LOCATIONS TO BE DETERMINED BY THE ENGINEER. FOR DETAILS SEE "JOINT AND DECK REPAIR DETAIL".

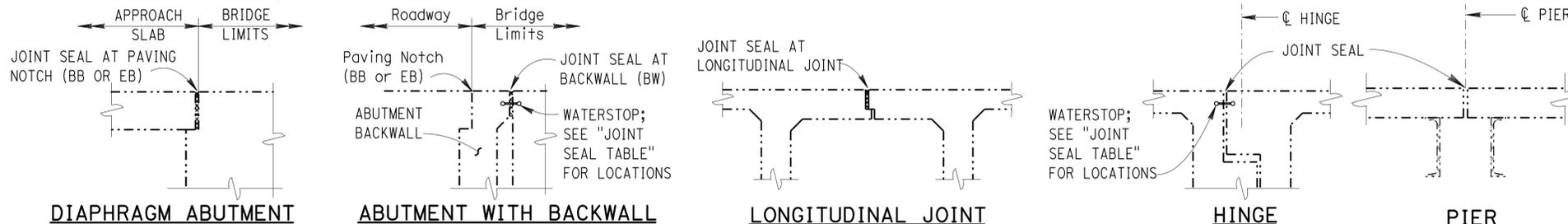


NOTE:

FILL VOID WITH RAPID SETTING CONCRETE PATCH MATERIAL TO BOTTOM OF OVERLAY. YOU MAY FILL VOID WITH POLYESTER CONCRETE OVERLAY MATERIAL IF D<3".

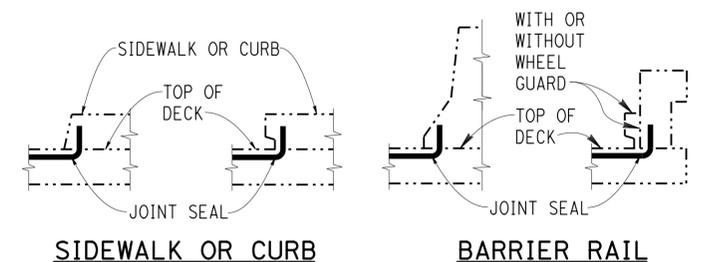
JOINT AND DECK REPAIR DETAIL

LOCATIONS TO BE DETERMINED BY THE ENGINEER. REINFORCEMENT MAY BE ENCOUNTERED DURING DECK CONCRETE REMOVAL. NO SCALE



JOINT SEAL LOCATION

NO SCALE



JOINT SEAL AT LOW SIDE OF DECK

DETAILS SHOWN FOR ILLUSTRATION PURPOSES ONLY. FOR USE ONLY WHERE DECK JOINT MATCHES THE BARRIER RAIL JOINT. NO SCALE

DESIGN	BY B. Nguyen	CHECKED C. Hutchinson
DETAILS	BY M. HALLSTROM	CHECKED C. Hutchinson
QUANTITIES	BY B. Nguyen	CHECKED C. Hutchinson

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE NO. VARIOUS
 POST MILE VARIES

ROUTE 5, 10, 60 AND 101 BRIDGES

JOINT SEAL AND DECK REPAIR DETAILS