

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	101	130

Peter Vandinh 7-28-10
 REGISTERED CIVIL ENGINEER DATE

8-23-10
 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.

PAVEMENT DELINEATION QUANTITIES

LOCATION	PAVEMENT MARKER			THERMOPLASTIC TRAFFIC STRIPE								THERMOPLASTIC PAVEMENT MARKING			REMOVE
	(NON-REFLECTIVE)	(RETROREFLECTIVE)		4" (BROKEN 36-12)	4" (BROKEN 17-7)	4" SOLID YELLOW	4" SOLID YELLOW	4" SOLID WHITE	8" SOLID WHITE	8" SOLID WHITE	8" SOLID WHITE	CROSSWALKS AND LIMIT LINES	WORDS AND SYMBOLS	ARROWS	PAVEMENT MARKER
	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	LF	SQFT	SQFT	SQFT	EA
JUNCTION 126/101 SEPARATION TO SEAWARD AVENUE OC PM 26.39-28.45	2,900	730	450	34,720	100	17,360	1,710	20,800	615	630	270	510	220	595	4,080
SEAWARD AVENUE OC TO SAN JON CREEK PM 28.45-29.55	1,960	490	320	23,480	610	11,750	1,665	14,340	1080	230	220	225	85	395	2,770
SAN JON CREEK TO OLIVE STREET PM 29.55-30.80	1,970	500	350	23,560	765	11,780	2,285	15,075	630	345	520	180	55	375	2,820
OLIVE STREET TO SOLIMAR OFF RAMP UC PM 30.80-32.72	3,280	820	560	39,360		19,680	3,595	24,395	1415	315	410	315	85	185	4,660
SOLIMAR OFF RAMP UC TO DULAH ROAD UC PM R32.72-R34.68	3,480	870	440	41,720		20,860		20,860				195	85	285	4,790
DULAH ROAD UC TO PADRE JUAN CONYON OC PM R34.68-R37.00	3,600	900	450	43,200		21,600		21,600							4,950
SUBTOTAL 2	17,190	6,880		206,040	1475	229,355			6,680			3,790			24,070
SUBTOTAL 1	24,050	12,200		288,225	6510	358,070			30,490			8,585			36,250
TOTAL	41,240	19,080		494,265	7985	587,425			37,170			12,375			60,320

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING
 PETER DINH
 PAUL CRISPI
 PVD
 JAN/10
 REVISIONS: 07, 08-23-10

PAVEMENT DELINEATION QUANTITIES PDQ-2

LAST REVISION | DATE PLOTTED => 18-AUG-2010
 08-23-10 | TIME PLOTTED => 14:37

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	102	130

REGISTERED CIVIL ENGINEER DATE 7-28-10
 PETER VAN DINH
 No. C62666
 Exp. 6-30-12
 CIVIL
 PLANS APPROVAL DATE 8-23-10
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:

- WEAKENED PLANE JOINT TO WEAKENED PLANE JOINT CONSTITUTES ONE SLAB.
- SLAB LOCATIONS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

ABBREVIATION:

LNMI - LANE MILE

SUMMARY OF QUANTITIES

LOCATION	DIRECTION		NUMBER OF SLABS (N)			REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)	CONCRETE PAVEMENT (RAMP TERMINI RAPID STRENGTH CONCRETE)	LEAN CONCRETE BASE RAPID SETTING (LCBRS)	DOWEL BAR	TIE BAR	GRIND EXISTING CONCRETE PAVEMENT	SEAL JOINT (EXISTING CONCRETE PAVEMENT)	PERFORMED COMPRESSION JOINT SEAL	REPAIR SPALLED JOINTS (POLYESTER GROUT)	COLD PLANE ASPHALT CONCRETE PAVEMENT	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	CLASS 3 AGGREGATE BASE	HOT MIX ASPHALT (TYPE B)	REMOVE ASPHALT CONCRETE DIKE	PLACE HOT MIX ASPHALT DIKE (TYPE A)	REMOVE ASPHALT CONCRETE	ROADWAY EXCAVATION	TACK COAT	DATA CORE	CRACK TREATMENT
	NB	SB	1	2	3																				
	CY	CY	CY	EA	EA																				
PM 12.6 TO 37.0	X																								18
PM 12.6 TO 37.0		X																							18
ARROYO CONEJO CREEK TO ROUTE 101/34 SEPARATION PM 12.60-13.85	X		16	122	135	1,330		7	3,280	1,640	26,360	28,210	7,380	8	16,550	4,290		2,060	1,420	1,420	660	990	13.3	4	
		X	12	111	144	1,300		7	3,205	1,605	26,360	28,380	7,210	8	13,840	3,680		2,060	3,075	3,075	660	990	13.0	4	
ROUTE 101/34 SEPARATION TO CARMEN DRIVE OC PM 13.85-14.80	X		16	109	167	1,430		8	3,505	1,755	20,130	19,290	7,890	5	8,790	2,420		1,570	2,670	2,670	510	750	12.1	2	
		X	17	98	188	1,490		8	3,640	1,820	20,130	18,990	8,190	5	10,900	2,890		1,570	2,600	2,600	510	750	12.3	4	
CARMEN DRIVE OC TO LAS POSAS ROAD OC PM 14.80-15.89	X		12	67	200	1,380		7	3,650	1,675	22,790	23,230	7,540	6	21,500	5,310		1,780			570	850	13.1	6	
		X	19	86	245	1,720		9	4,200	2,100	22,790	21,320	9,450	5	14,050	3,650		1,780	350	350	570	850	12.5	4	
LAS POSAS ROAD OC TO DEL NORTE BOULEVARD OC PM 15.89-19.02	X		18	35	169	1,100		6	2,665	1,335	66,405	83,650	6,000	24	34,900	9,280		5,180	120	120	1670	2,480	17.4	6	
		X	13	46	178	1,180		6	2,845	1,425	66,405	83,250	6,400	24	42,700	11,020		5,180	1,120	1,120	1670	2,480	18.3	10	
DEL NORTE BOULEVARD OC TO RICE AVENUE OC PM 19.02-20.08	X		14	37	189	1,190		6	2,880	1,440	22,240	23,550	6,480	6	22,520	5,530		1,740			560	830	13.6	6	
		X	17	69	134	1,080		6	2,640	1,320	22,240	24,090	5,940	7	19,790	4,920		1,740			560	830	13.4	6	
RICE AVENUE OC TO ROSE AVENUE OC PM 20.08-21.02	X		9	72	166	1,220		7	2,965	1,485	19,920	20,220	6,670	5	17,600	4,370		1,560			500	750	13.5	4	
		X	22	125	144	1,420		8	3,495	1,750	19,920	19,030	7,860	5	18,450	4,560		1,560	1,735	1,735	500	750	13.1	4	
ROSE AVENUE OC TO ROUTE 101/232 SEPARATION PM 21.02-R22.00	X		7	136	245	1,900		10	4,660	2,330	20,680	17,440	10,480	4	19,470	4,810		1,620	2,035	2,035	520	770	13.3	6	
		X	9	45	216	1,340		7	3,240	1,620	20,680	20,630	7,290	5	20,910	5,130		1,620	700	700	520	770	13.5	6	
SUBTOTAL 1					3879	19,080		102	46,870	23,300	397,050	431,280	104,780	117	281,970	71,860		31,020	15,825	15,825	9980	14,840	192.4	72	36

SUMMARY OF QUANTITIES Q-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	103	130

Peter Vandinh 7-28-10
 REGISTERED CIVIL ENGINEER DATE

8-23-10
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
PETER VAN DINH
 No. C62666
 Exp. 6-30-12
 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.

SUMMARY OF QUANTITIES

LOCATION	DIRECTION		NUMBER OF SLABS (N)			REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)	CONCRETE PAVEMENT (RAMP TERMINI RAPID STRENGTH CONCRETE)	LEAN CONCRETE BASE RAPID SETTING (LCBRS)	DOWEL BAR	TIE BAR	GRIND EXISTING CONCRETE PAVEMENT	SEAL JOINT (EXISTING CONCRETE PAVEMENT)	PERFORMED COMPRESSION JOINT SEAL	REPAIR SPALLED JOINTS (POLYESTER GROUT)	COLD PLANE ASPHALT CONCRETE PAVEMENT	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	CLASS 3 AGGREGATE BASE	HOT MIX ASPHALT (TYPE B)	REMOVE ASPHALT CONCRETE DIKE	PLACE HOT MIX ASPHALT DIKE (TYPE A)	REMOVE ASPHALT CONCRETE	ROADWAY EXCAVATION	TACK COAT	DATA CORE	CRACK TREATMENT																									
																										NB	SB	1	2	3	CY	CY	CY	EA	EA	SQYD	LF	LF	SQYD	SQYD	TON	CY	TON	LF	LF	CY	CY	TON	EA	LNMI
																										ROUTE 101/232 SEPARATION TO SANTA CLARA RIVER BRIDGE PM R22.00-R23.12	X		5	48	1	260		2	650	325	23,595	30,390	1,460	9	11,930	3,200		1,840	1,405	1,405	590	880	12.6	2
		X	6	6	10	120		1	265	135	23,595	31,250	600	10	14,760	3,830		1,840	1,700	1,700	590	880	12.9	4																										
SANTA CLARA RIVER BRIDGE TO MONTALVO SPUR OH PM R23.12-R23.98	X		2	4	2	50		1	100	50	18,335	24,530	220	8	6,120	1,790		1,430			460	690	11.6																											
		X	5	5	5	80		1	180	90	18,335	24,340	410	7	6,120	1,790		1,430			460	690	11.6																											
MONTALVO SPUR OH TO MONTALVO OH PM R23.98-R24.34	X		2	5	9	90		1	195	100	7,460	9,630	440	3	2,490	730		590	1,375	1,375	190	280	10.7																											
		X	5	6	5	80		1	195	100	7,460	9,630	440	3	2,490	730		590			190	280	10.7																											
MONTALVO OH TO VICTORIA AVENUE UC PM R24.34-R24.65	X		1	4	14	100	270	151	230	115	6,505	8,270	520	2	7,380	1,800	210	510	1,080	1,080	170	250	11.2	2																										
		X	5	15	33	260		2	640	320	6,505	7,350	1,440	2	7,070	1,730		510			170	250	11.1	2																										
VICTORIA AVENUE UC TO JUNTION 126/101 SEPARATION PM R24.65-26.39	X		22	45	37	490		3	1,250	625	36,940	47,060	2,810	14	22,030	5,750		2,880	7,010	7,010	930	1380	14.4	4																										
		X	11	80	8	460		3	1,190	595	36,940	47,190	2,680	14	23,030	5,970		2,880	4,775	4,775	930	1380	14.5	6																										
JUNTION 126/101 SEPARATION TO MAIN STREET UC PM 26.39-26.72	X		14	84	1	450		3	1,190	595	6,910	6,650	2,680	2	6,660	1,650		540			180	260	11.1	2																										
		X	8	40	0	220		1	580	290	6,910	8,030	1,300	2	6,930	1,710		540	1,170	1,170	180	260	11.1	2																										
MAIN STREET UC TO SEAWARD AVENUE OC PM 26.72-28.45	X		4	242	80	1510		8	3,915	1960	36,560	40,550	8,810	11	21,840	5,700		2,850	5,520	5,520	920	1370	14.3	4																										
		X	6	120	38	760		4	1,970	985	36,560	44,930	4,430	13	18,120	4,870		2,850	3,785	3,785	920	1370	13.9	2																										
SEAWARD AVENUE OC TO SAN JON CREEK PM 28.45-29.55	X		2	102	132	1130	170	101	2,835	1420	23,085	24,790	6,380	7	15,170	3,910	135	1,800	1,245	1,245	580	860	12.9	4																										
		X	1	34	45	390		2	960	480	23,085	29,010	2,160	9	15,040	3,880		1,800	2,090	2,090	580	860	13.0	4																										
SUBTOTAL 2						1359		285	16,345	8185	318,780	393,600	36,780	116	187,180	49,040	345	24,880	31,155	31,155	8040	11,940	197.6	38																										

SUMMARY OF QUANTITIES Q-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	104	130

Peter Vandinh 7-28-10
 REGISTERED CIVIL ENGINEER DATE

8-23-10
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
PETER VAN DINH
 No. C62666
 Exp. 6-30-12
 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.

SUMMARY OF QUANTITIES

LOCATION	DIRECTION		NUMBER OF SLABS (N)			REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)	CONCRETE PAVEMENT (RAMP TERMINI RAPID STRENGTH CONCRETE)	LEAN CONCRETE BASE RAPID SETTING (LCBRS)	DOWEL BAR	TIE BAR	GRIND EXISTING CONCRETE PAVEMENT	SEAL JOINT (EXISTING CONCRETE PAVEMENT)	PERFORMED COMPRESSION JOINT SEAL	REPAIR SPALLED JOINTS (POLYESTER GROUT)	COLD PLANE ASPHALT CONCRETE PAVEMENT	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	CLASS 3 AGGREGATE BASE	HOT MIX ASPHALT (TYPE B)	REMOVE ASPHALT CONCRETE DIKE	PLACE HOT MIX ASPHALT DIKE (TYPE A)	REMOVE ASPHALT CONCRETE	ROADWAY EXCAVATION	TACK COAT	DATA CORE	CRACK TREATMENT																					
																										SLAB NUMBER	CY	CY	CY	EA	EA	SQYD	LF	LF	SQYD	SQYD	TON	CY	TON	LF	LF	CY	CY	TON	EA	LNMI
																										NB	SB	1	2	3																
SAN JON CREEK TO FIGUEROA STREET UC PM 29.55-30.40	X		14	52	22	410	250	146	1,060	530	18,040	21,970	2,380	6	12,600	3,230	195	1,410	3,355	3,355	460	680	12.4	4																						
		X	17	140	139	1,410		7	3,555	1,780	18,040	16,350	8,000	4	10,030	2,650		1,410			460	680	12.1	2																						
FIGUEROA STREET UC TO WEST VENTURA OH PM 30.40-30.71	X		35	27	56	570		4	1,415	710	6,570	5,680	3,190	1	2,190	640		520	1,080	1,080	170	250	10.6																							
		X	25	77	84	890		6	2,235	1,115	6,570	3,840	5,030		2,190	640		520			170	250	10.6																							
WEST VENTURA OH TO VENTURA RIVER PM 30.71-30.94	X		1	10	5	80		1	195	95	4,860	6,120	440	2	1,620	480		380	710	710	130	190	10.4																							
		X	6	18	6	150		1	360	180	4,860	5,750	810	2	4,310	1,080		380	575	575	130	190	10.7	2																						
VENTURA RIVER TO SOLIMAR OFF RAMP UC PM 30.94-R32.72	X		25	66	57	700		4	1,775	890	37,175	46,190	4,000	14	19,530	5,200		2,900	2,375	2,375	930	1,390	14.1	4																						
		X	13	78	82	830		5	2,080	1,040	37,175	45,510	4,680	13	22,470	5,850		2,900	5,555	5,555	930	1,390	14.4	4																						
SOLIMAR OFF RAMP UC TO DULAH ROAD UC PM R32.72-R34.68	X		36	84	88	990		5	2,495	1,250	41,780	50,780	5,620	15	13,930	4,050		3,260	3,930	3,930	1,050	1,560	13.7																							
		X	40	46	268	1,730		9	4,250	2,125	41,780	46,840	9,560	13	13,930	4,050		3,260	9,650	9,650	1,050	1,560	13.7																							
DULAH ROAD UC TO PADRE JUAN CONYON OC PM R34.68-R37.00	X		11	201	121	1,560		8	3,995	2,000	49,045	57,210	9,000	16	16,350	4,760		3,830	7,885	7,885	1,230	1,830	14.4																							
		X	35	178	166	1,790		9	4,550	2,275	49,045	55,970	10,240	16	16,350	4,760		3,830	10,685	10,685	1,230	1,830	14.4																							
SUBTOTAL 3				2329		11,110	250	205	27,965	13,990	314,940	362,210	62,950	102	135,500	37,390	195	24,600	45,800	45,800	7,940	11,800	151.5	16																						
SUBTOTAL 2				1359		6,450	440	285	16,345	8,185	318,780	393,600	36,780	116	187,180	49,040	345	24,880	31,155	31,155	8,040	11,940	197.6	38																						
SUBTOTAL 1				3879		19,080		120	46,870	23,300	397,050	431,280	104,780	117	281,970	71,860		31,020	15,825	15,825	9,980	14,840	192.4	72																						
TOTAL				7567		36,640	690	610	91,180	45,485	1,030,770	1,187,090	204,510	335	604,650	158,290	540	80,500	92,780	92,780	25,960	38,580	541.5	126																						

SUMMARY OF QUANTITIES Q-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING
 FUNCTIONAL SUPERVISOR: PAUL CRISPI
 CALCULATED/DESIGNED BY: PETER DINH
 CHECKED BY: PAUL CRISPI
 REVISED BY: PVD
 DATE REVISED: JAN/10

LAST REVISION DATE PLOTTED => 18-AUG-2010
 08-23-10 TIME PLOTTED => 14:37

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	105	130

7/6/10
REGISTERED ELECTRICAL ENGINEER

8-23-10
PLANS APPROVAL DATE

JAMSHED A. HYDER
No. E18656
Exp. 12/31/10
ELECT

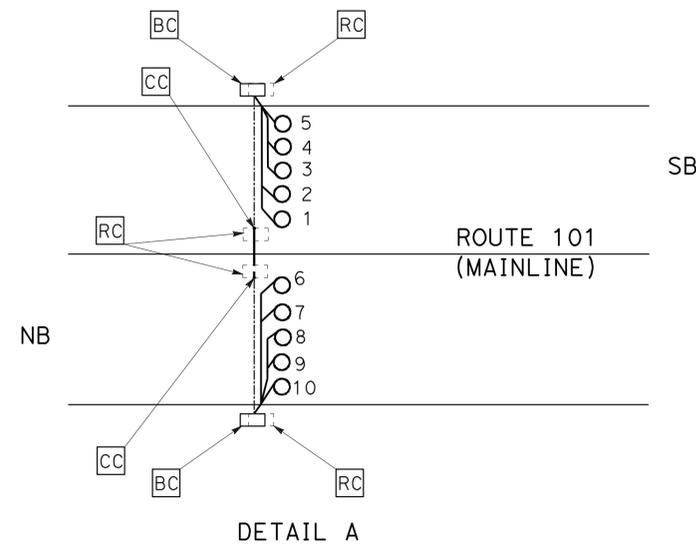
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

INDUCTIVE LOOP DETECTOR SCHEDULE (ROUTE 101)

No.	PM	LOCATION	QUANTITY		TYPICAL LOCATION OF LOOP DETECTORS THIS SHEET FOR										No. OF STUBOUTS (REPLACE)			
			PULL BOX	LOOPS	SEE DETAIL A													
					1	2	3	4	5	6	7	8	9	10				
1	13.946	SB MAIN LINE NEARBY LEWIS Rd OFF-RAMP	1	3	X	X	X											1
2	13.946	NB MAIN LINE NEARBY LEWIS Rd ON-RAMP	1	3							X	X	X					1
3	14.955	SB MAIN LINE NEARBY CARMAN Dr	1	3	X	X	X											1
4	22.869	SB MAIN LINE LOOPS BY OXNARD Blvd INTERCHANGE	1	4	X	X	X	X										1
5	22.869	NB MAIN LINE LOOPS BY OXNARD Blvd INTERCHANGE	1	4							X	X	X	X				1
6	23.517	SB MAIN LINE LOOPS NEARBY JOHNSON Dr	1	4	X	X	X	X										1
7	23.517	NB MAIN LINE LOOPS NEARBY JOHNSON Dr	1	4							X	X	X	X				1
8	24.216	SB MAIN LINE LOOPS NEARBY VICTORIA Ave (CMS)	1	3	X	X	X											1
9	24.216	NB MAIN LINE LOOPS NEARBY VICTORIA Ave (CMS)	1	3							X	X	X					1
10	25.174	SB MAIN LINE LOOPS NEARBY TELEPHONE Rd	1	3	X	X	X											1
11	25.174	NB MAIN LINE LOOPS NEARBY TELEPHONE Rd	1	3							X	X	X					1
12	27.153	SB MAIN LINE LOOPS NEARBY SEAWARD Ave	1	3	X	X	X											1
13	27.153	NB MAIN LINE LOOPS NEARBY SEAWARD Ave	1	3							X	X	X					1
14	30.215	SB MAIN LINE LOOPS NEARBY CALIFORNIA St	1	3	X	X	X											1
15	30.215	NB MAIN LINE LOOPS NEARBY CALIFORNIA St	1	3							X	X	X					1
TOTAL			15	49											15			

X - INSTALL TYPE E INDUCTIVE LOOP DETECTOR. ABANDON EXISTING INDUCTIVE LOOP DETECTOR/S AT SAME LOCATION.



DETAIL A
DETAIL FOR TYPICAL LOOP DETECTOR INSTALLATION ON MAINLINE

GENERAL NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL LOCATE EXISTING INDUCTIVE LOOP DETECTORS, STUBOUTS, AND PULL BOXES.
2. NEW STUBOUTS SHALL BE 2". ABANDON EXISTING STUBOUTS.
3. NEW INDUCTIVE LOOP DETECTOR SHALL BE SPLICED TO EXISTING dlc IN ADJACENT PULL BOX.
4. TAG EXISTING dlc IN ADJACENT PULL BOX AND IN CONTROLLER CABINET.
5. RC LOOP CONDUCTORS FROM PULL BOX.
6. RC dlc FROM MEDIAN PULL BOX. INSTALL (1) DLC FROM CONTROLLER CABINET TO NB PULL BOX AND (1) DLC TO SB PULL BOX.
7. TERMINATE THE LOOP WIRES ON THE OUT SIDE SHOULDER PULL BOX AND SPLICE TO THE EXISTING dlc's.

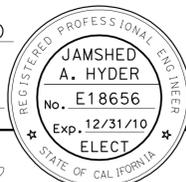
INDUCTIVE LOOP DETECTOR (REPLACEMENT)

NO SCALE

E-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	107	130

alhs 7/6/10
 REGISTERED ELECTRICAL ENGINEER
 X-8-23-10
 PLANS APPROVAL DATE

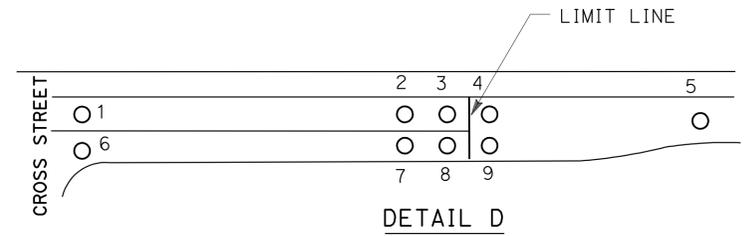
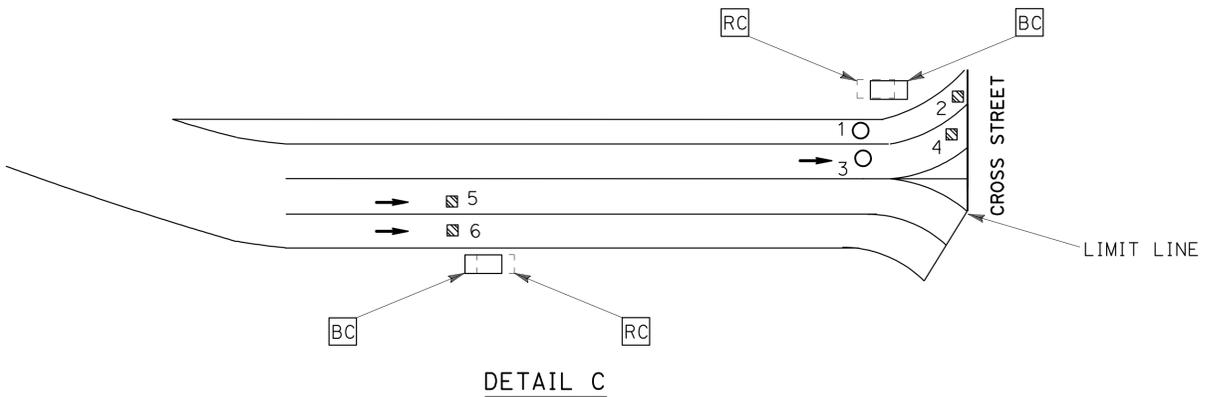


THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

INDUCTIVE LOOP DETECTOR SCHEDULE (ROUTE 101)

No.	PM	LOCATION	QUANTITY		TYPICAL LOCATION OF LOOP DETECTORS SEE DETAIL D									No. OF STUBOUTS (REPLACE)
			PULL BOX	LOOPS	1	2	3	4	5	6	7	8	9	
1	14.66	SB ON-RAMP FROM CARMEN DRIVE	1	5	X	X	X	X	X					2
2	21.06	SB ON-RAMP FROM ROSE Ave	2	9	X	X	X	X	X	X	X	X	X	2
3	28.32	SB ON-RAMP FROM SEAWARD Ave	2	9	X	X	X	X	X	X	X	X	X	2
TOTAL			5	23										6

X - INSTALL TYPE E INDUCTIVE LOOP DETECTOR. ABANDON EXISTING INDUCTIVE LOOP DETECTOR/S AT SAME LOCATION.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC DESIGN

INDUCTIVE LOOP DETECTOR (REPLACEMENT) NO SCALE

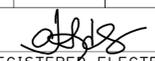
E-3

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

LAST REVISION | DATE PLOTTED => 18-AUG-2010
 08-23-10 | TIME PLOTTED => 14:38

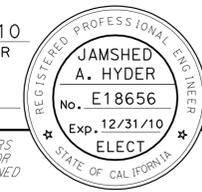
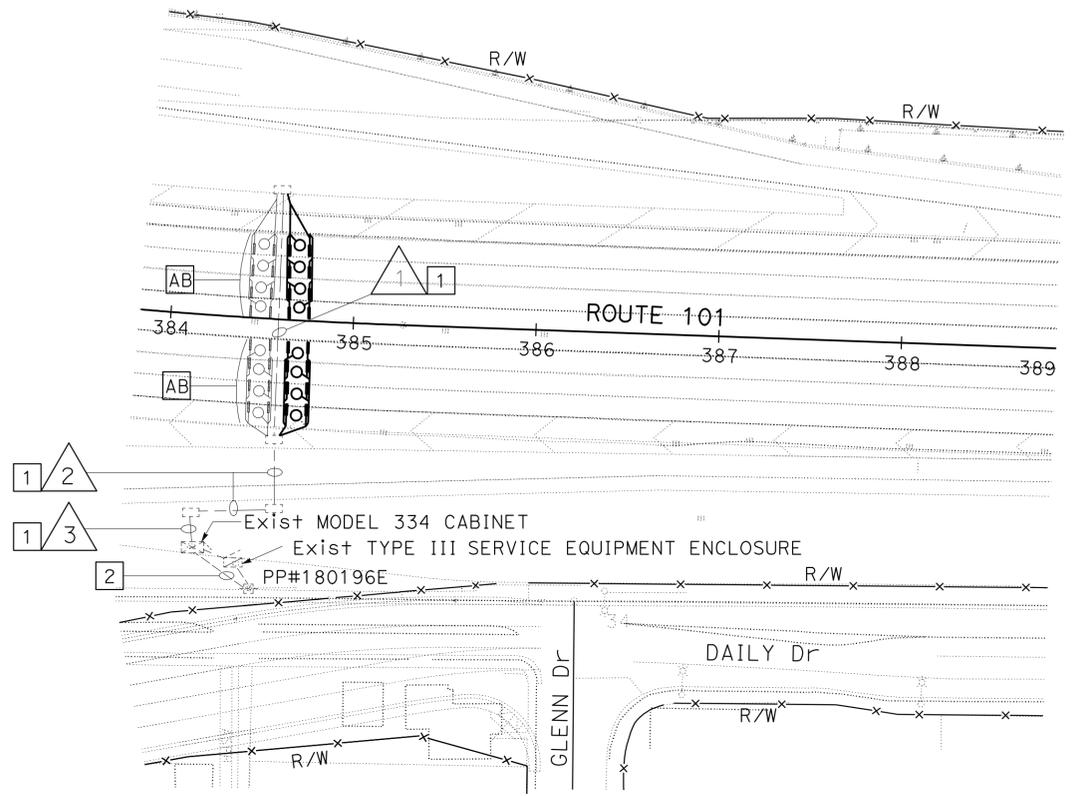
NOTE: FOR ACCURATE RIGHT OF WAY AND ACCESS DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	108	130

 7/6/10
 REGISTERED ELECTRICAL ENGINEER

x-8-23-10
 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.

CONDUIT AND CONDUCTOR SCHEDULE (THIS SHEET ONLY)

		1	2	3
DLC	SB LOOP DETECTORS		4	4
	NB LOOP DETECTORS	4	4	4
SCREENED COAXIAL TRANSMISSION CABLE	SB AXLE SENSORS		8	8
	NB AXLE SENSORS	8	8	8
CONDUIT SIZE		3"C (E)	3"C(E)	2"C(E)

LEGEND:

 AXLE SENSOR

PROJECT NOTES: (THIS SHEET)

- 1 RC CONDUCTORS.
- 2 Exist 2"C, TELEPHONE CABLE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC DESIGN
 FUNCTIONAL SUPERVISOR: OSWALD ELIZONDO
 CALCULATED/DESIGNED BY: OSWALD ELIZONDO
 CHECKED BY:
 JAMSHED A. HYDER
 REVISOR: OSWALD ELIZONDO
 REVISED BY: JH
 DATE REVISED: 6/2/2010

MODIFY AUTOMATIC VEHICLE CLASSIFICATION STATION

SCALE: 1" = 50'

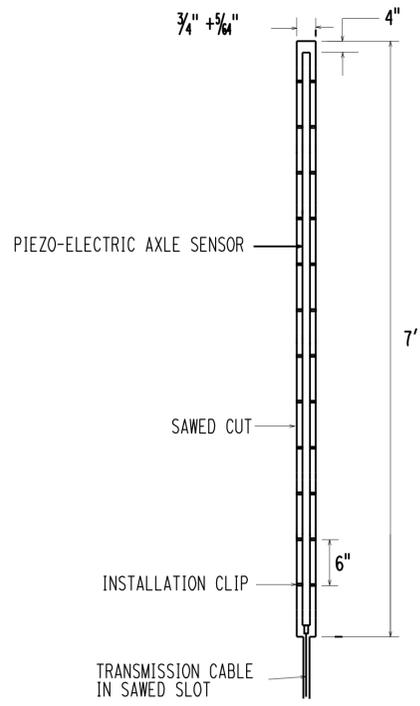
E-4

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

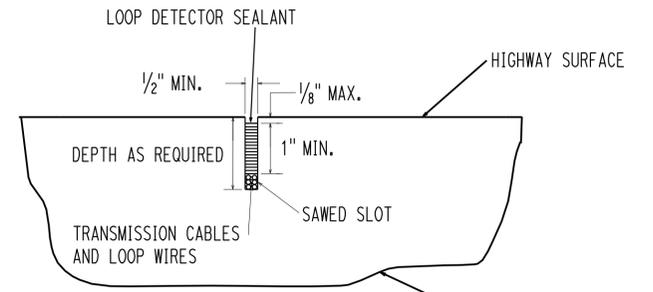
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	109	130

7/6/10
 REGISTERED ELECTRICAL ENGINEER
 JAMSHED A. HYDER
 No. E18656
 Exp. 12/31/10
 ELECT

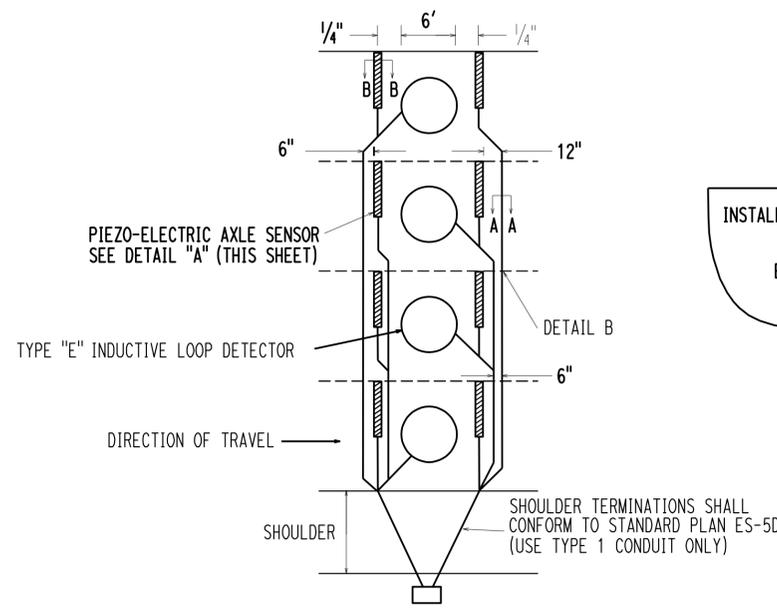
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



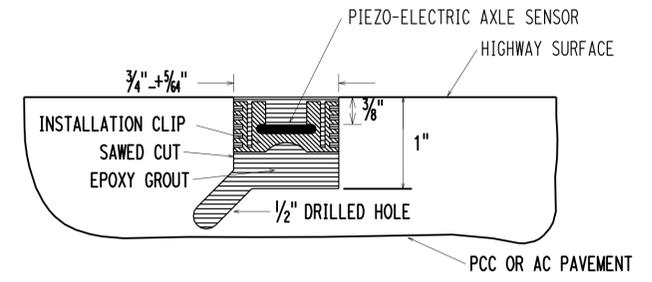
DETAIL "A"
NO SCALE



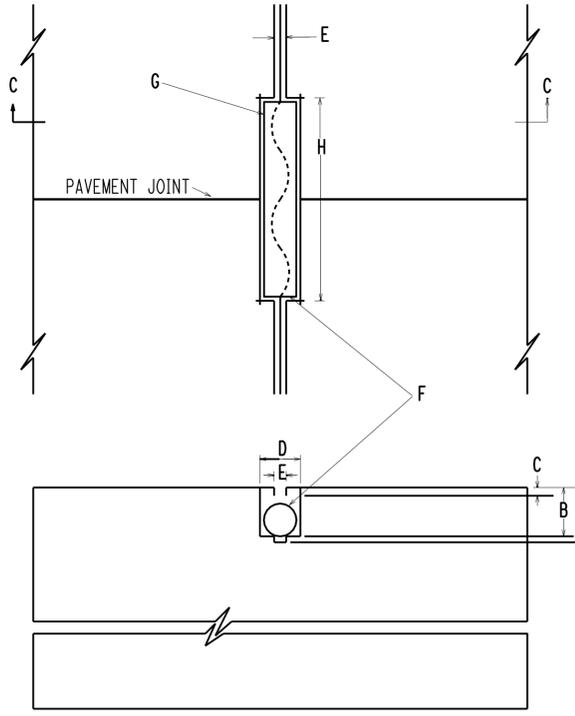
SECTION A-A
NO SCALE



TYPICAL AXLE SENSOR INSTALLATION
NO SCALE



SECTION B-B
NO SCALE



SECTION C-C
NO SCALE

DETAIL B (TYPICAL LEAD-IN AT PAVEMENT JOINT)
NO SCALE

- A. SAW CUT DEPTH TO ACCOMODATE SPECIFIED NUMBER OF CONDUCTORS WITH A MINIMUM OF 1" FROM TOP OF WIRE TO PAVEMENT SURFACE (3/4" MAX.).
- B. SLOT SAW-CUT DEPTH TO ACCOMODATE 1" TYPE 3 CONDUIT WITH 1/2" MINIMUM FROM TOP OF CONDUIT TO PAVEMENT SURFACE.
- C. 1/2" MINIMUM BETWEEN TOP OF CONDUIT AND PAVEMENT SURFACE.
- D. SAW-CUT WIDTH TO ACCOMODATE 1" TYPE 3 CONDUIT WITH 1/8" CLEARANCE.
- E. SAW-CUT 3/8" WIDE (MAX.).
- F. 1" TYPE 3 CONDUIT, 6" LONG. PLUG BOTH ENDS WITH CAULKING COMPOUND TO KEEP OUT EPOXY.
- G. CONDUCTORS WITH 1/2" MINIMUM SLACK INSIDE CONDUIT.
- H. SAW-CUT LENGTH OF SLOT 1/8" LONGER THAN CONDUIT.

AXLE SENSOR INSTALLATION PROCEDURE

1. MARK THE POSITION OF THE AXLE SENSORS AS DIRECTED BY THE ENGINEER. AXLE SENSOR CHANNELS MUST BE PERPENDICULAR TO TRAFFIC.
2. MARK THE POSITION OF THE LOOP DETECTORS. THE DETECTORS SHALL BE CENTERED IN THE LANE AND BETWEEN THE AXLE SENSORS.
3. MARK THE HOME RUN CUTS AS SHOWN IN THE AXLE SENSOR INSTALLATION DETAIL.
4. USING A CONCRETE SAW CUT THE AXLE SENSOR CHANNELS 3/4" WIDE BY 1" DEEP IN A SINGLE PASS. CUTS SHALL BE STRAIGHT AND TRUE.
5. CUT THE LOOP DETECTORS AND HOME RUNS IN ACCORDANCE WITH CALTRANS SPECIFICATIONS.
6. DRILL 1/2" HOLES, 1" DEEP, AT A 45 DEGREE ANGLE AT THE BOTTOM CORNERS OF EACH CHANNEL. HOLES SHALL BE 12" APART AND ON ALTERNATING SIDES OF THE CHANNEL.
7. WASH OUT THE CHANNELS AND ALL SAW CUTS THOROUGHLY WITH HIGH PRESSURE WATER. DRY COMPLETELY WITH AN AIR COMPRESSOR. IN PCC PAVEMENT ONLY, WIPE OUT THE CHANNELS WITH LACQUER THINNER AND CLEAN COTTON RAGS.
8. PLACE 4" DUCT TAPE STRIPS ON THE PAVEMENT AROUND THE CHANNELS.
9. ENSURE THAT EACH SENSOR IS STRAIGHT AND FLAT. BEND EACH END DOWN SLIGHTLY AND PLACE THE INSTALLATION CLIPS ON THE SENSOR.
10. BLOCK OFF THE CABLE END OF THE CHANNEL WITH DUCT SEAL TO PREVENT THE GROUT FLOWING OUT OF THE CHANNEL.
11. PRE-MIX THE EPOXY GROUT UNTIL A UNIFORM CONSISTENCY IS OBTAINED, A MINIMUM OF 4 MINUTES, SCRAPING BOTH THE SIDES AND BOTTOM OF THE CONTAINER. ADD THE HARDENER POWDER AND MIX FOR 1 MINUTE.
12. WHILE WEARING PROTECTIVE GLOVES, HALF FILL THE CHANNEL WITH EPOXY GROUT. ENSURE THAT THE BOTTOM OF THE CHANNEL IS COMPLETELY COVERED, AND THAT THE HOLES DRILLED IN STEP 6 ARE FILLED.
13. PLACE THE SENSOR IN THE CHANNEL WITH THE BRASS ELEMENT 3/8" BELOW THE ROAD SURFACE, WITH NO VOIDS BENEATH THE SENSOR.
14. COMPLETELY FILL THE CHANNEL WITH GROUT. SMOOTH OUT THE GROUT ON TOP OF THE SENSOR TO ROAD LEVEL, WITH NO TROUGH ON TOP.
15. WHEN GROUT HAS BEGUN TO SET, REMOVE THE DUCT TAPE FROM THE PAVEMENT. REMOVE THE DUCT SEAL FROM THE END OF THE CHANNEL.
16. INSTALL THE LOOP DETECTORS AS PER CALTRANS SPECIFICATIONS.
17. INSTALL ALL LEAD-IN CABLES IN THE HOME RUN SLOTS, INSTALLING TYPE 3 CONDUIT AT THE EXPANSION JOINT CROSSINGS. PULL CABLES THROUGH STUB-OUT CONDUIT AND COIL IN PULL BOX.
18. SEAL ALL SAW CUTS. ELASTOMERIC SEALANT ONLY SHALL BE USED IN ALL CUTS CONTAINING SCREENED TRANSMISSION CABLE.
19. REMOVE ANY HIGH SPOTS IN THE EPOXY GROUT WITH A HAND GRINDER.
20. CLEAN UP THE SITE. WHEN ALL GROUT AND SEALANTS ARE COMPLETELY CURED, LANES MAY BE OPENED TO TRAFFIC.

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.



**MODIFY AUTOMATIC
VEHICLE CLASSIFICATION
(DETAIL)**
NO SCALE
E-5

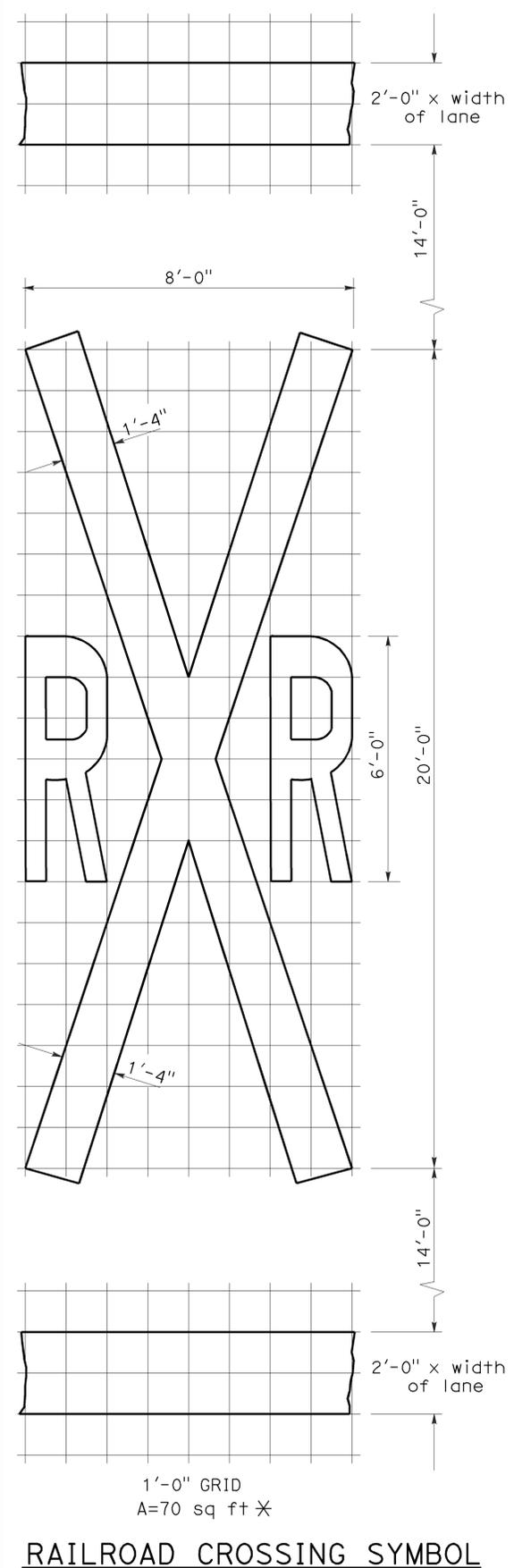
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 JAMSHED A. HYDER
 OSWALD ELIZONDO
 OSWALD ELIZONDO
 TRAFFIC DESIGN

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	110	130

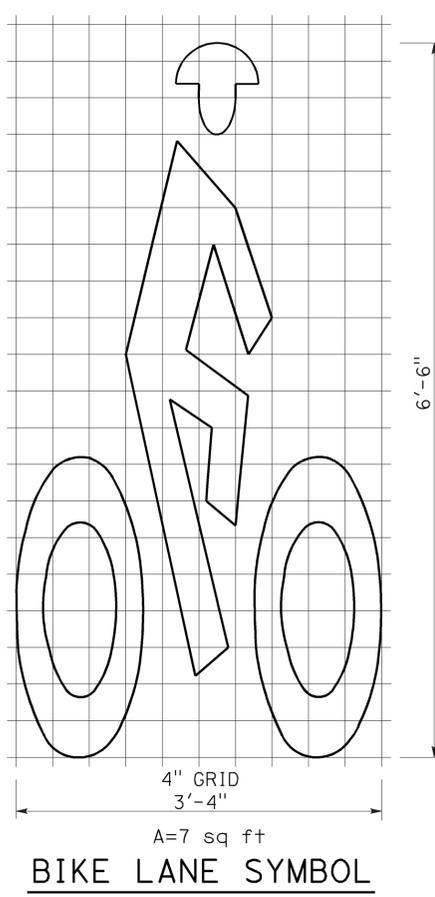
Donald E. Howe
 REGISTERED CIVIL ENGINEER
 June 6, 2008
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER
 Donald E. Howe
 No. C46402
 Exp. 3-31-09
 CIVIL
 STATE OF CALIFORNIA

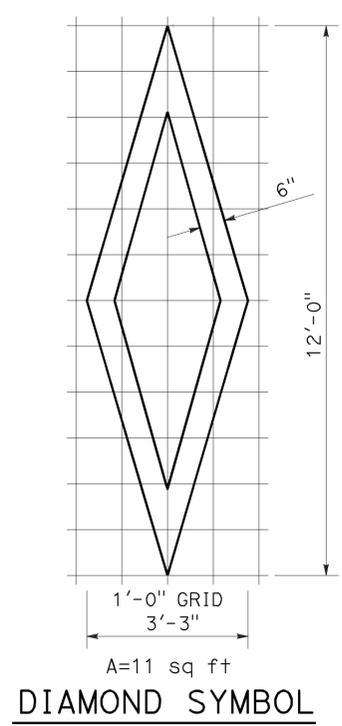
To accompany plans dated 8-23-10



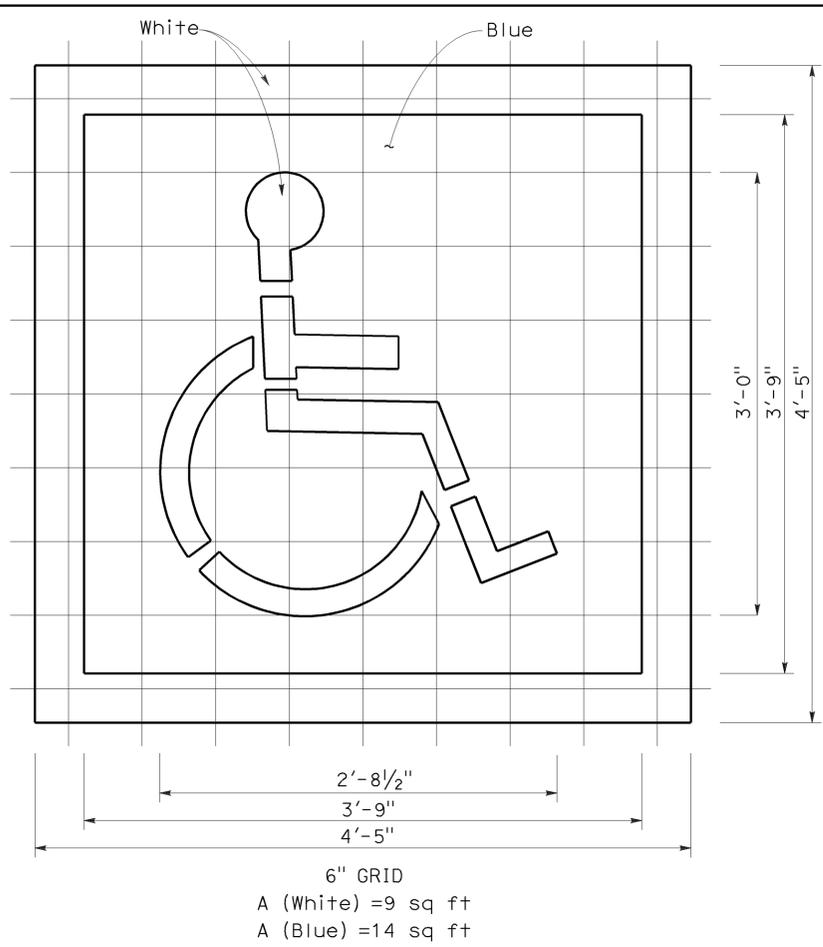
RAILROAD CROSSING SYMBOL
 *70 sq ft DOES NOT INCLUDE THE 2'-0" x VARIABLE WIDTH TRANSVERSE LINES.



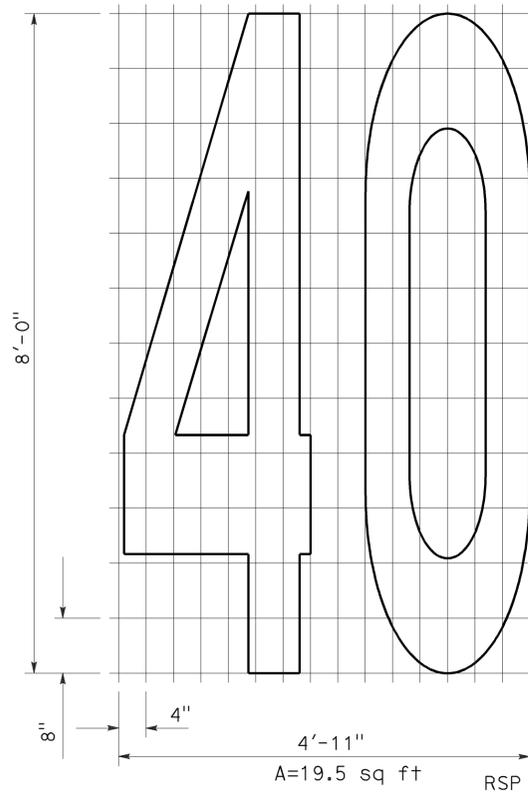
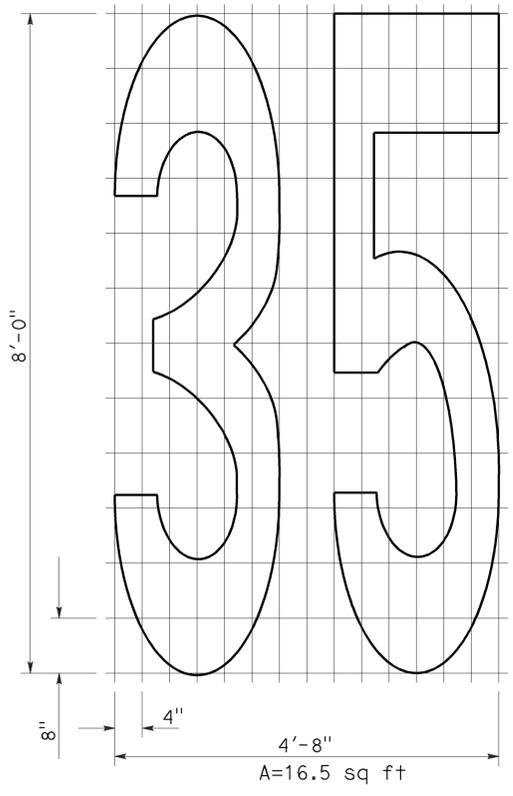
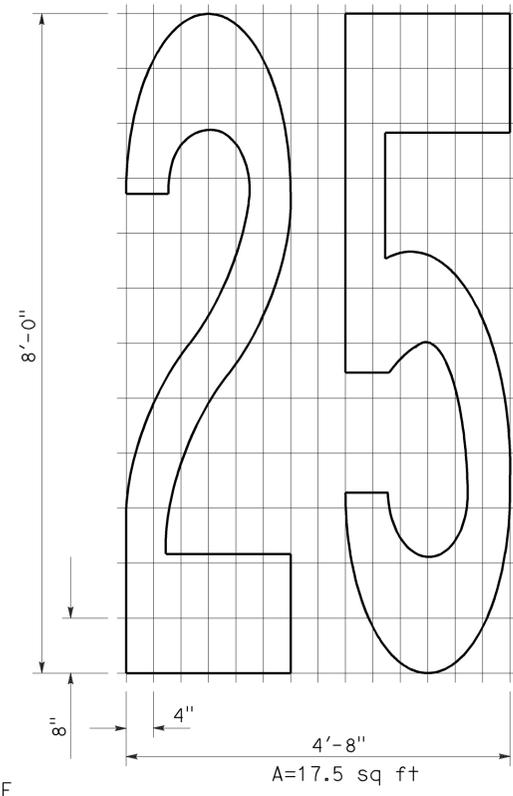
BIKE LANE SYMBOL



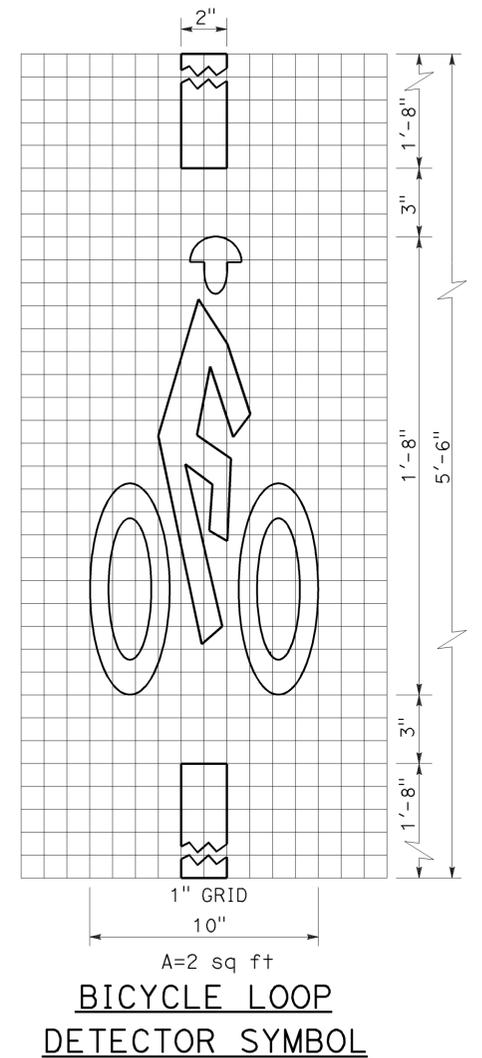
DIAMOND SYMBOL



INTERNATIONAL SYMBOL OF ACCESSIBILITY MARKING



NUMERALS



BICYCLE LOOP DETECTOR SYMBOL

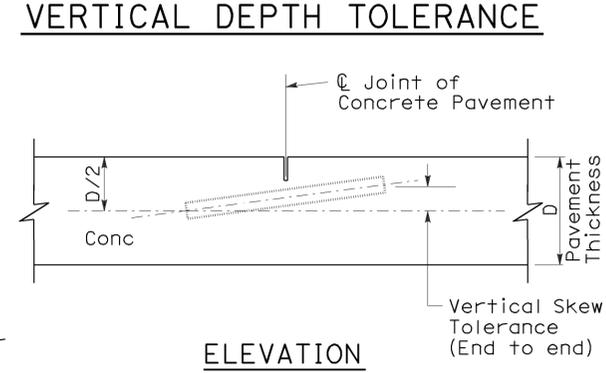
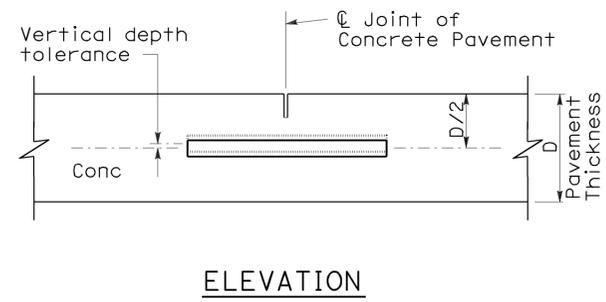
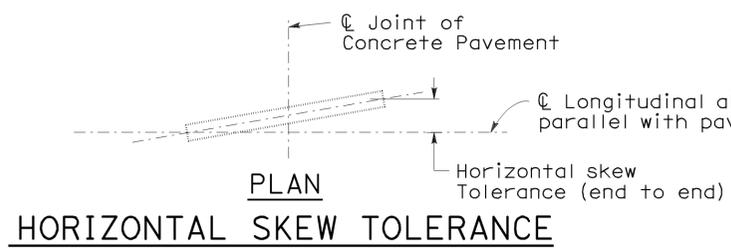
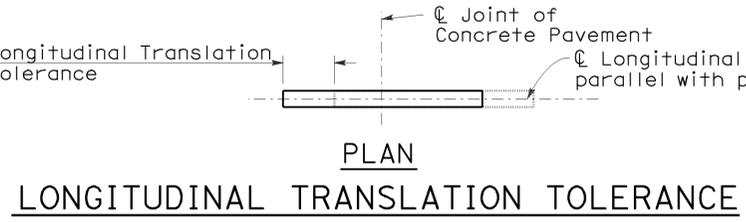
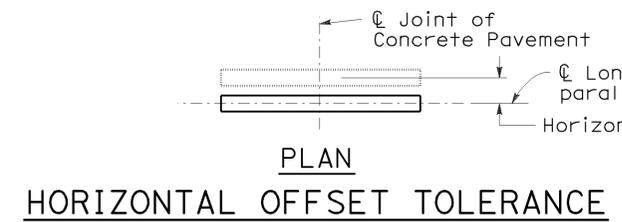
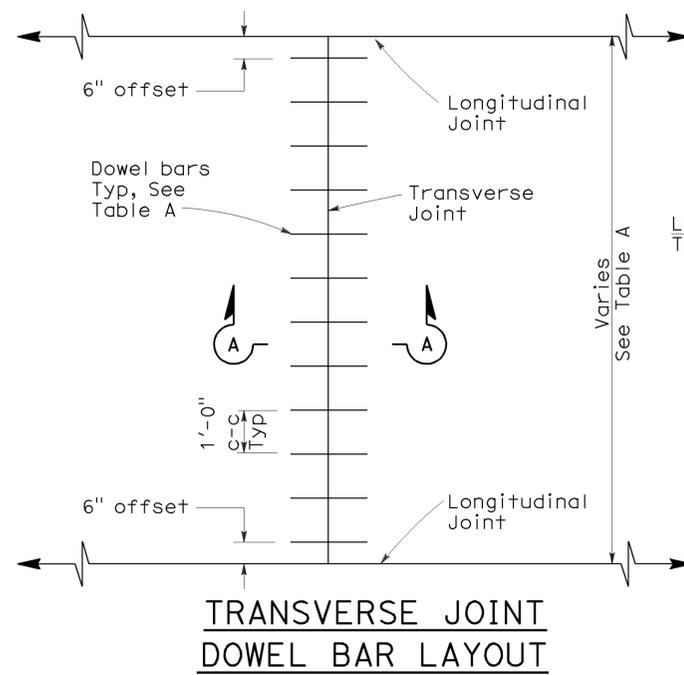
NOTE:
 1. Minor variations in dimensions may be accepted by the Engineer.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS SYMBOLS AND NUMERALS

NO SCALE

RSP A24C DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A24C DATED MAY 1, 2006 - PAGE 11 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP A24C

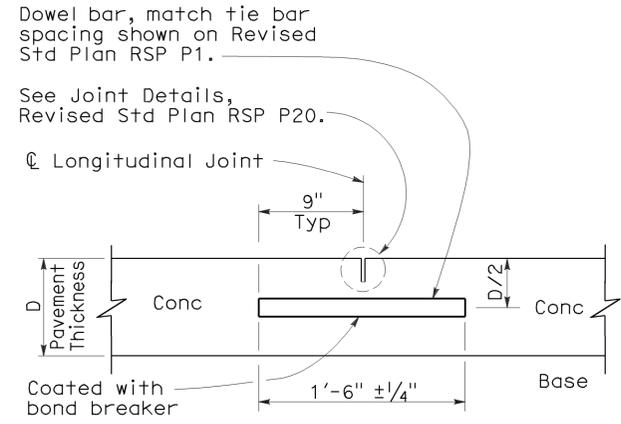
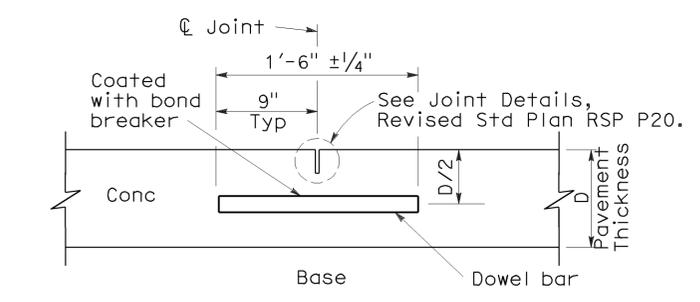
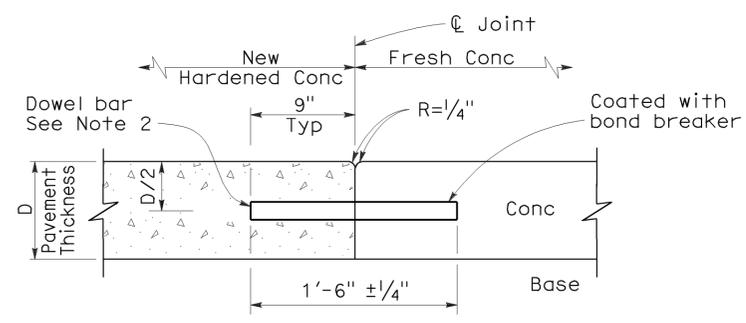


- To accompany plans dated 8-23-10
- NOTES:**
- See Revised Standard Plan RSP P1 for typical dowel bar placement and locations.
 - 1 1/2" Dia smooth dowel bars are to be used with a pavement thickness, D, equal to or greater than 0.70 feet. For pavement thickness, D, less than 0.70 feet, use 1 1/4" Dia smooth dowel bars.
 - For widths not shown, see Project Plans.
 - If fresh concrete pavement is placed adjacent to existing concrete pavement, the top corner of the existing concrete pavement does not need to be rounded to the 1/4" radius, as shown.

TABLE A (See Note 3)

Dowel Bar Transverse Spacing Table

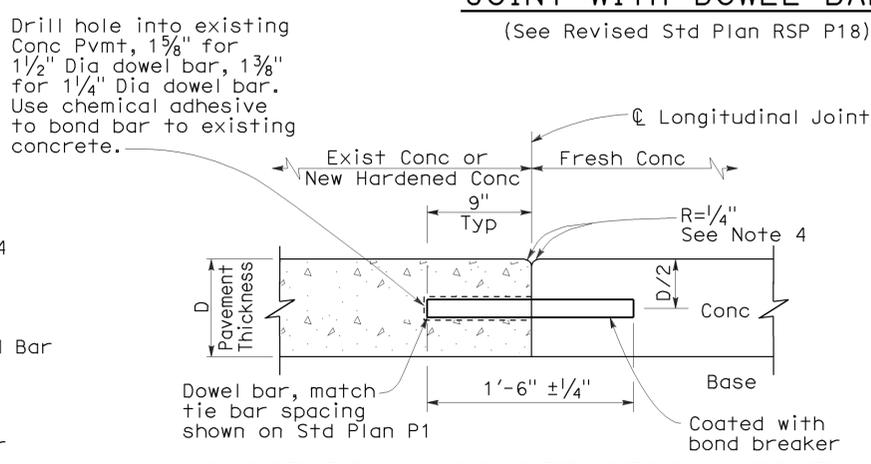
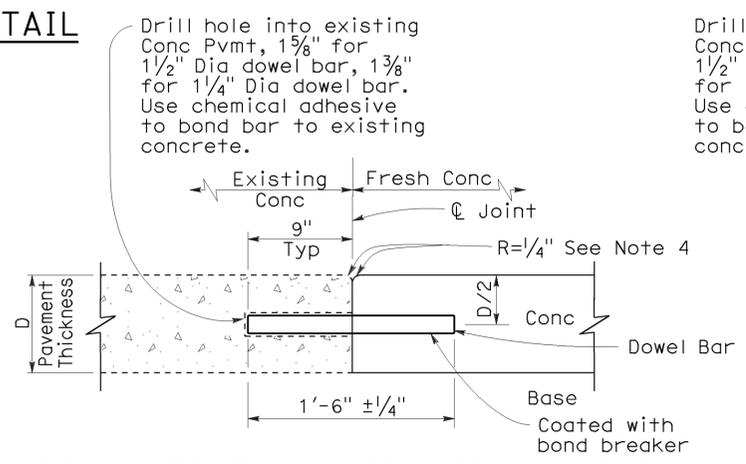
Width between Longitudinal Joints	Number of Dowels between Longitudinal Joints
14'-0"	14
13'-0"	13
12'-0"	12
11'-0"	11
10'-0"	10
8'-0"	8
5'-0"	5
4'-0"	4



SECTION A-A
TRANSVERSE
CONSTRUCTION JOINT DETAIL

TRANSVERSE CONTRACTION JOINT

LONGITUDINAL CONTRACTION
JOINT WITH DOWEL BARS
(See Revised Std Plan RSP P18)



TRANSVERSE CONSTRUCTION JOINT
FOR EXISTING CONCRETE PAVEMENT
(Drill and bond locations)

LONGITUDINAL CONSTRUCTION JOINT
WITH DOWEL BARS
(See Revised Std Plan RSP P18)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**CONCRETE PAVEMENT-
DOWEL BAR
DETAILS**

NO SCALE

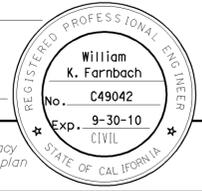
RSP P10 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P10
DATED MAY 1, 2006 - PAGE 124 OF THE STANDARD PLANS BOOK DATED MAY 2006.

124

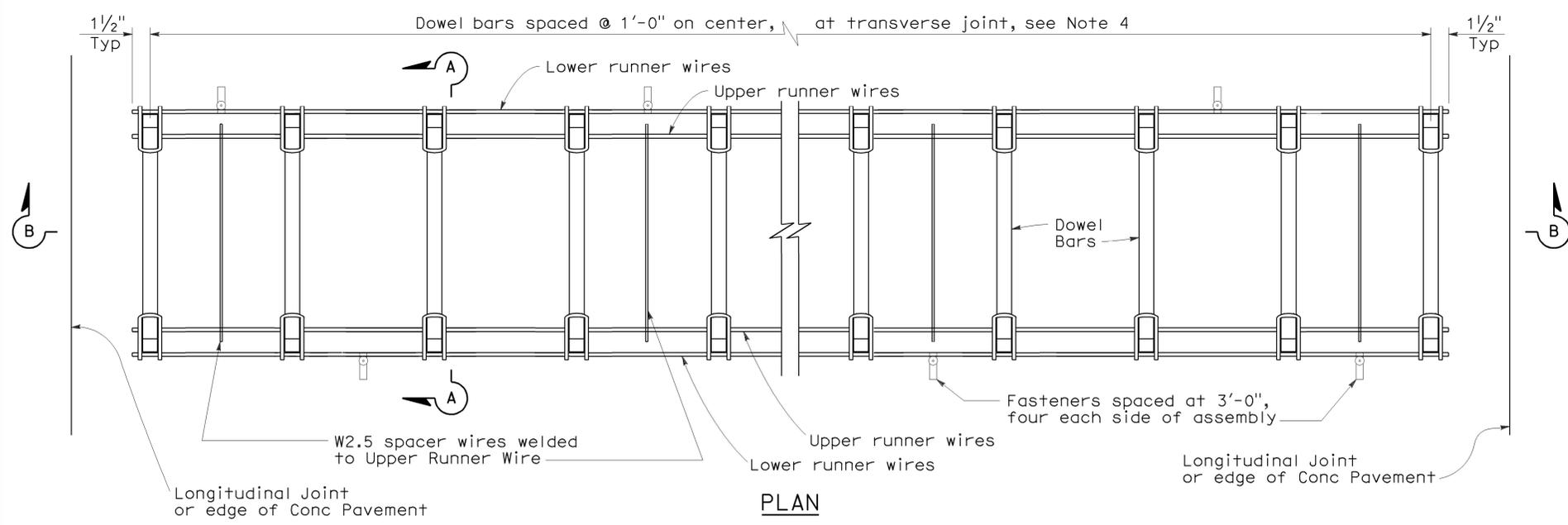
2006 REVISED STANDARD PLAN RSP P10

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	112	130

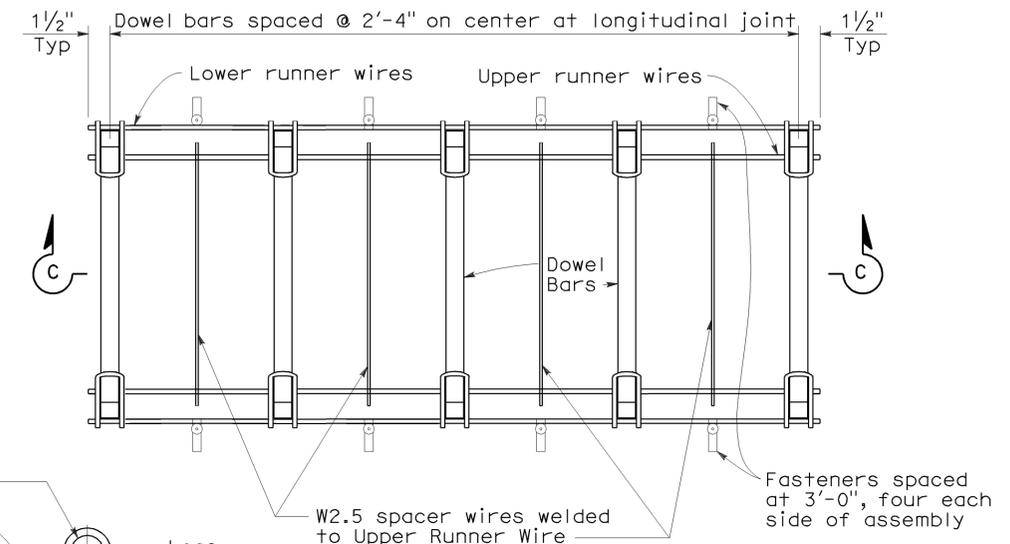
William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



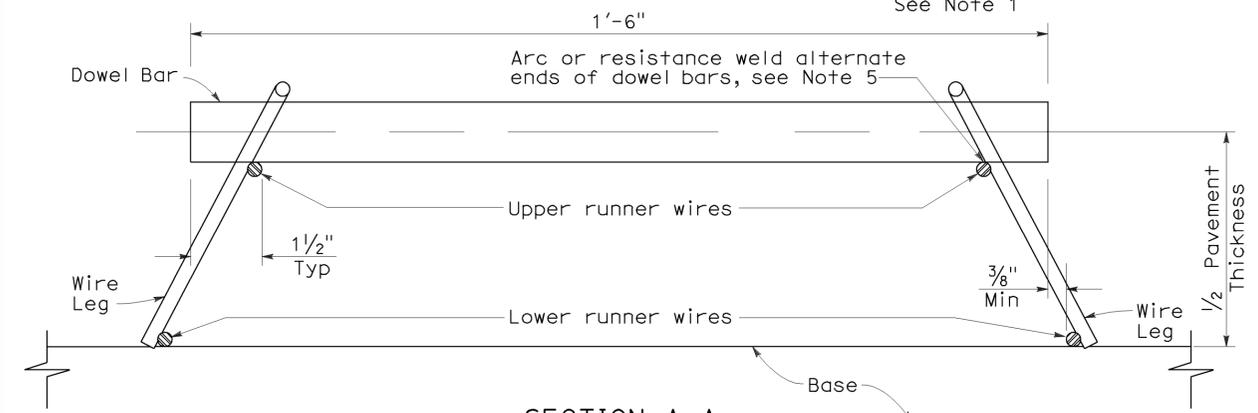
To accompany plans dated 8-23-10



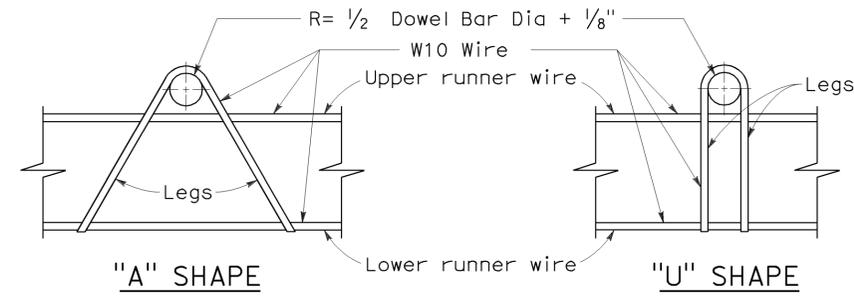
**PLAN
DOWEL BAR BASKET
(TRANSVERSE JOINT)**
See Note 1



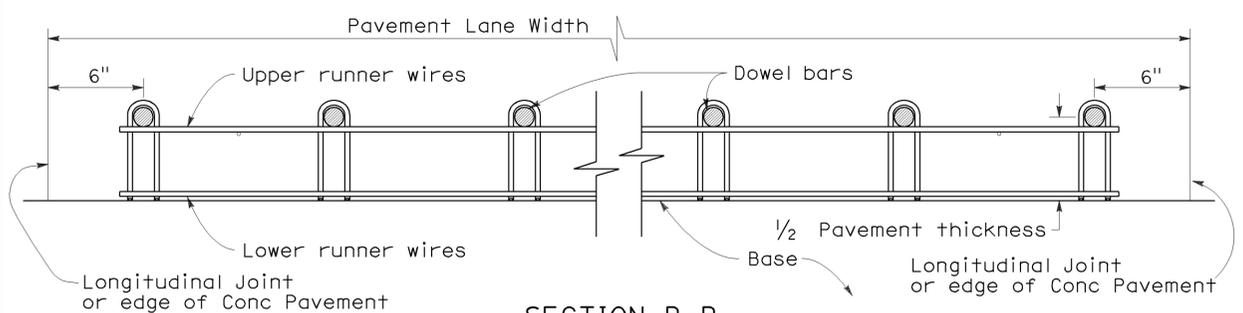
**PLAN
DOWEL BAR BASKET
(LONGITUDINAL JOINT)**
See Note 1



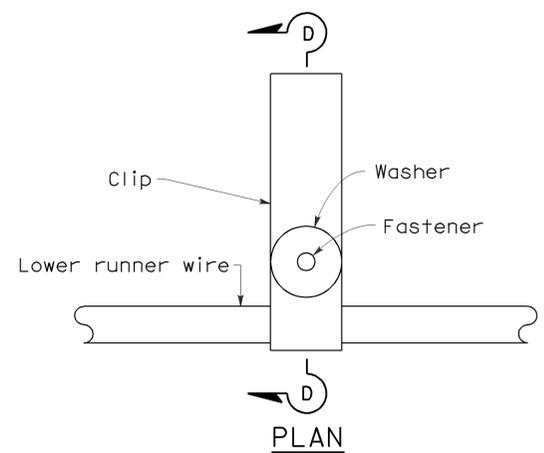
SECTION A-A



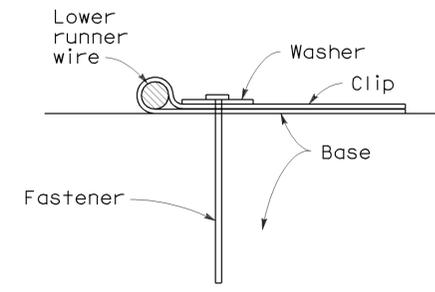
ASSEMBLY FRAME DETAILS



SECTION B-B
See Note 1



FASTENER DETAIL



SECTION D-D

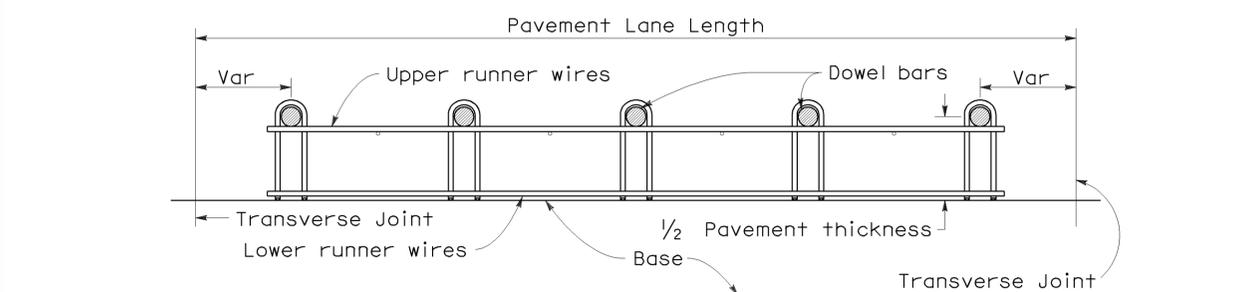
NOTES:

- "U" frame shape assembly shown. "U" frame shape or "A" frame shape are acceptable.
- Wire sizes shown are minimum required.
- All wire intersections are to be resistance welded.
- Use tie bar spacing for longitudinal dowel bar locations. See Revised Std Plans RSPs P1, P2, and P3 for tie bar requirements.
- Weld may be at top or bottom of dowel bar.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**CONCRETE PAVEMENT-
DOWEL BAR BASKET
DETAILS**

NO SCALE



SECTION C-C
See Notes 1 and 4

RSP P12 DATED MAY 15, 2009 SUPERSEDES RSP P12 DATED NOVEMBER 17, 2006 AND STANDARD PLAN P12 DATED MAY 1, 2006 - PAGE 125 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P12

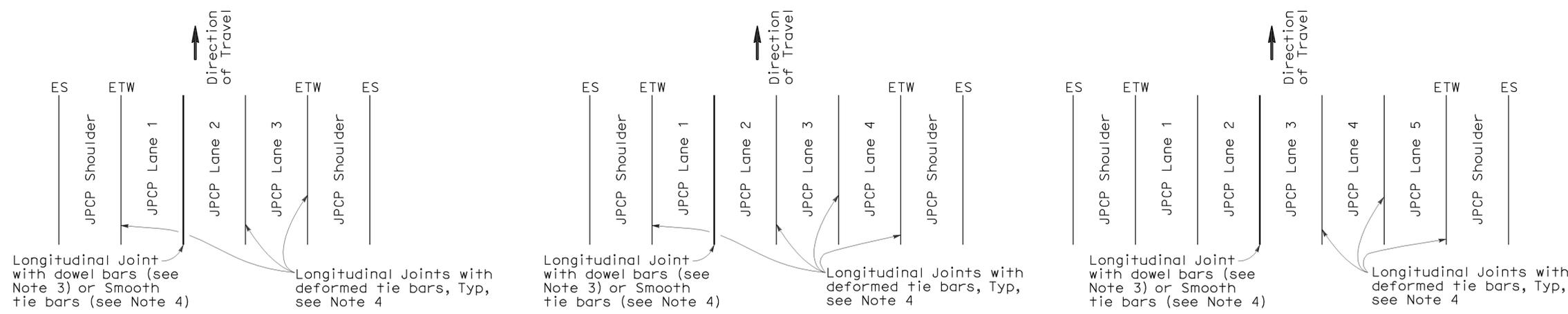
2006 REVISED STANDARD PLAN RSP P12

125

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	113	130

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 June 5, 2009
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 8-23-10



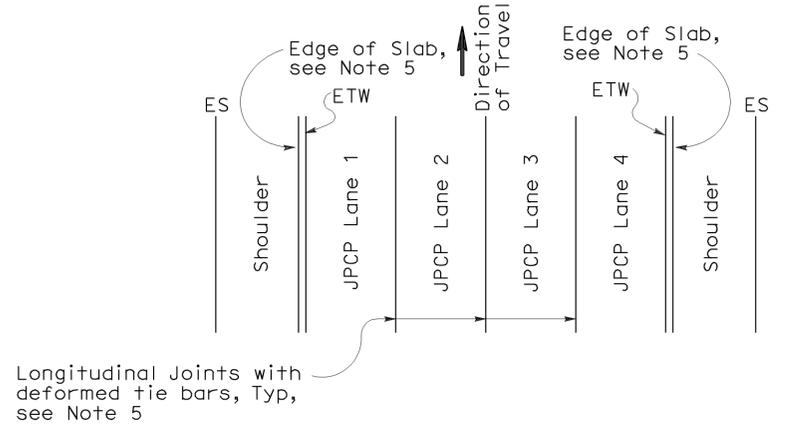
3 LANES WITH TIED CONCRETE SHOULDERS
PLAN

4 LANES WITH TIED CONCRETE SHOULDERS
PLAN

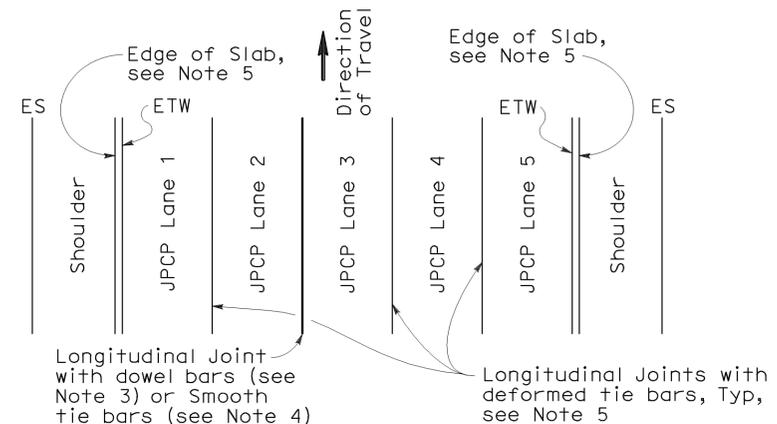
5 LANES WITH TIED CONCRETE SHOULDERS
PLAN

NOTES:

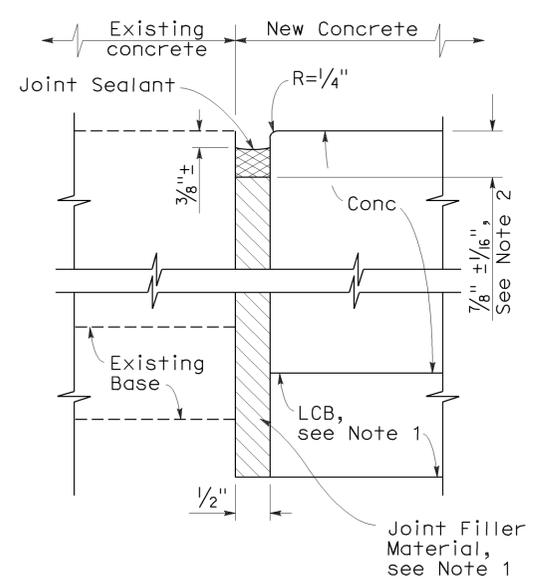
1. Where Lean Concrete Base is not used as base material, the joint filler material used for the longitudinal isolation joint shall only extend to the bottom of the new concrete slab. See Detail A.
2. Use $\frac{5}{8}'' \pm \frac{1}{16}''$ dimension for silicone sealant.
3. See Revised Standard Plan RSP P10 for longitudinal joint with dowel bars.
4. See Revised Standard Plan RSP P1.
5. See Revised Standard Plan RSP P2.



4 LANES OR LESS WITH WIDENED SLAB
PLAN



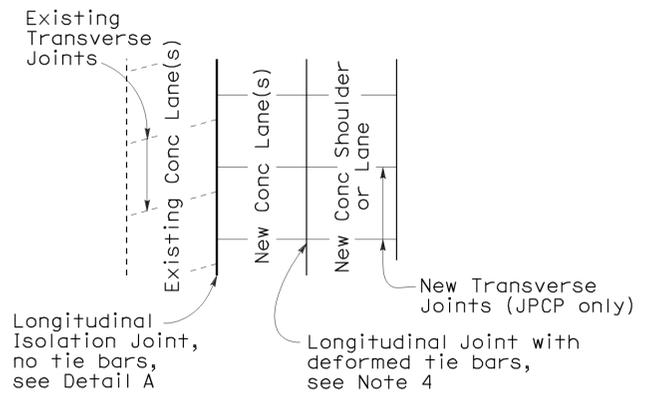
5 LANES WITH WIDENED SLAB
PLAN



DETAIL A
ISOLATION JOINT

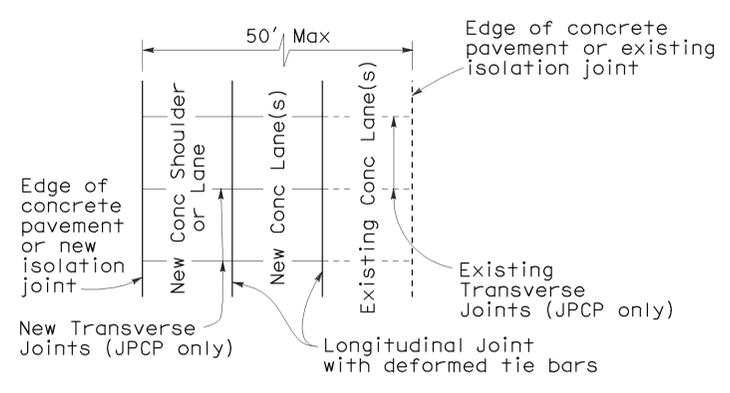
NEW CONSTRUCTION

Location of Longitudinal Joints
(For JPCP)



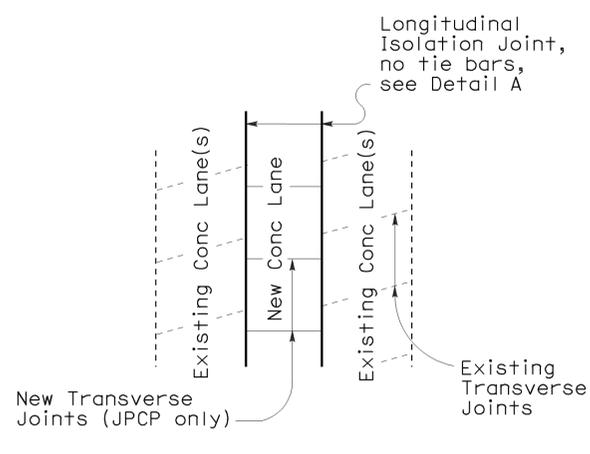
CASE 1
PLAN

Transverse Joints do not align between new and existing



CASE 2
PLAN

Transverse Joints align between new and existing



CASE 3 (INTERIOR LANE REPLACEMENT)
PLAN

Transverse Joints do not align between new and existing

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

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

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

REVISED STANDARD PLAN RSP P18

2006 REVISED STANDARD PLAN RSP P18

NOTE:

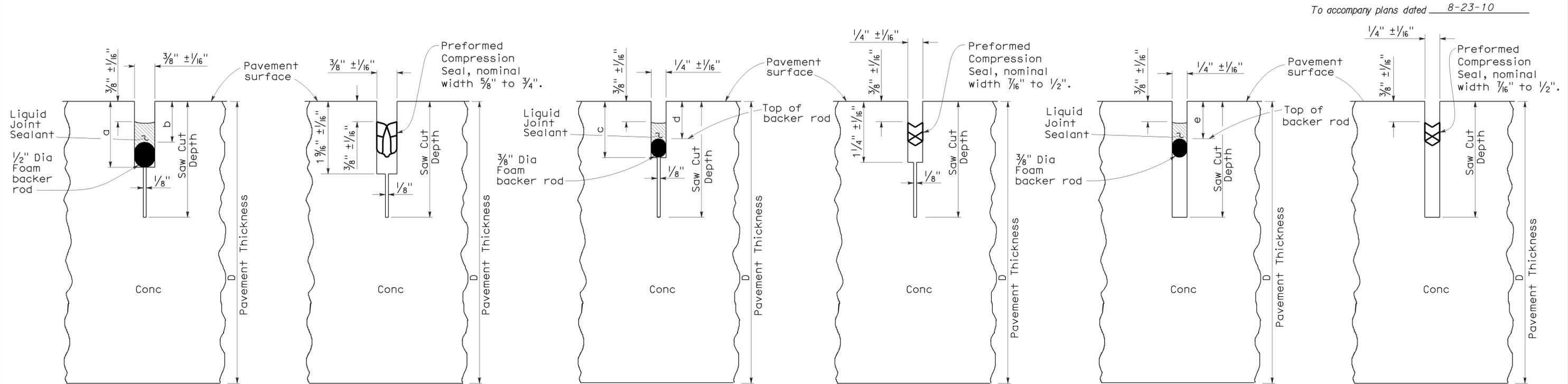
1. Tie bars, dowel bars, and reinforcement are not shown in joint seal details, see Revised Standard Plans RSP P1, RSP P3, RSP P10, RSP P35, RSP P45, or RSP P46 as applicable.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	114	130

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

May 15, 2009
 PLANS APPROVAL DATE

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

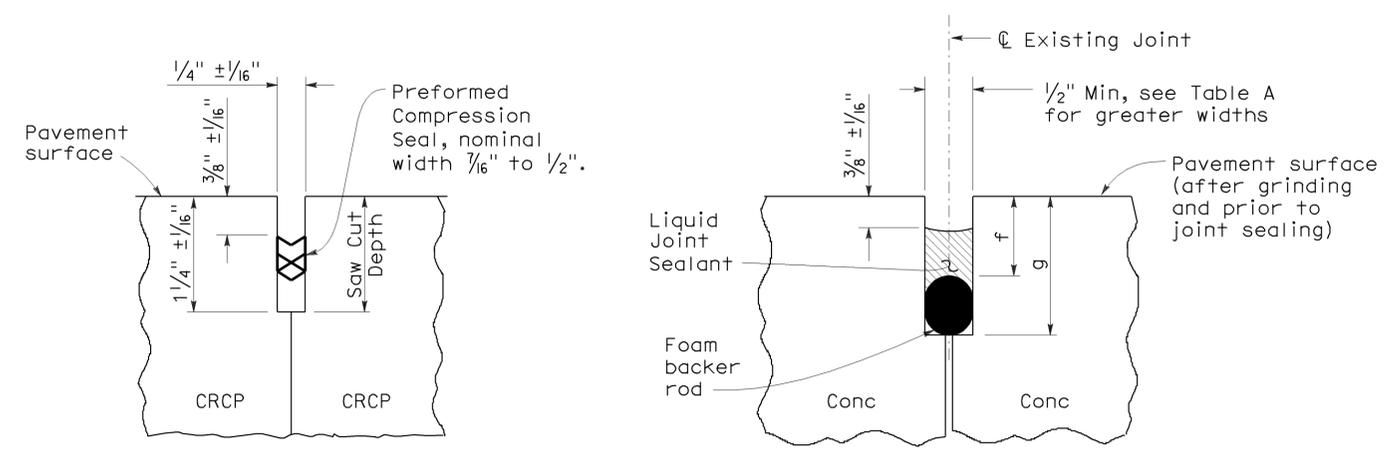


LIQUID SEALANT TYPE A1 Transverse Contraction Joints
LIQUID SEALANT TYPE A2 Longitudinal Contraction Joints
LIQUID SEALANT TYPE B Longitudinal or Transverse Contraction Joint
COMPRESSION SEAL TYPE A1
COMPRESSION SEAL TYPE A2
COMPRESSION SEAL TYPE B

To accompany plans dated 8-23-10

128

2006 REVISED STANDARD PLAN RSP P20



COMPRESSION SEAL TYPE C Transverse and Longitudinal Construction Joints (For CRCP)
LIQUID SEALANT TYPE R Retrofit Transverse and Longitudinal Joints

LIQUID SEALANT RESERVOIR DEPTH

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

TABLE A (TYPE R JOINT)

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

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
CONCRETE PAVEMENT-JOINT DETAILS
 NO SCALE

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

REVISED STANDARD PLAN RSP P20

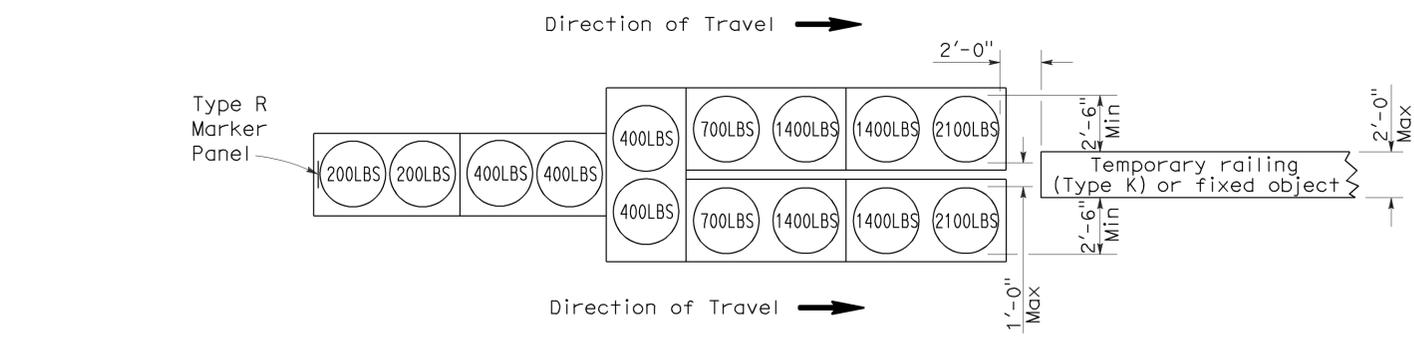
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	115	130

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

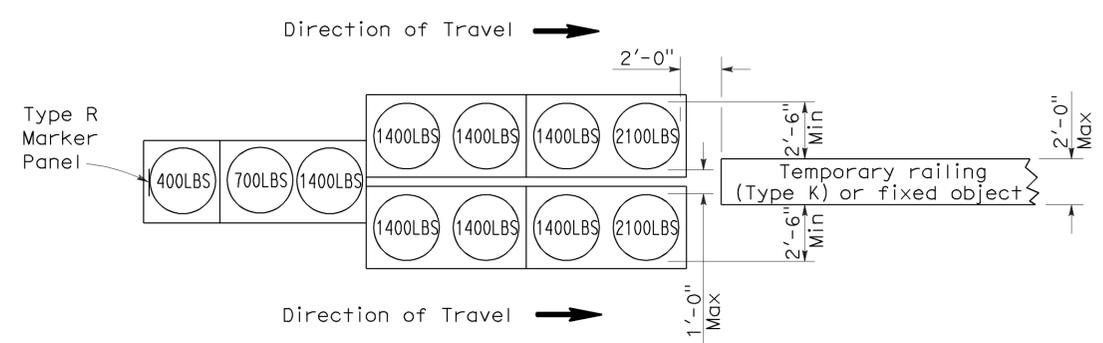
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 8-23-10



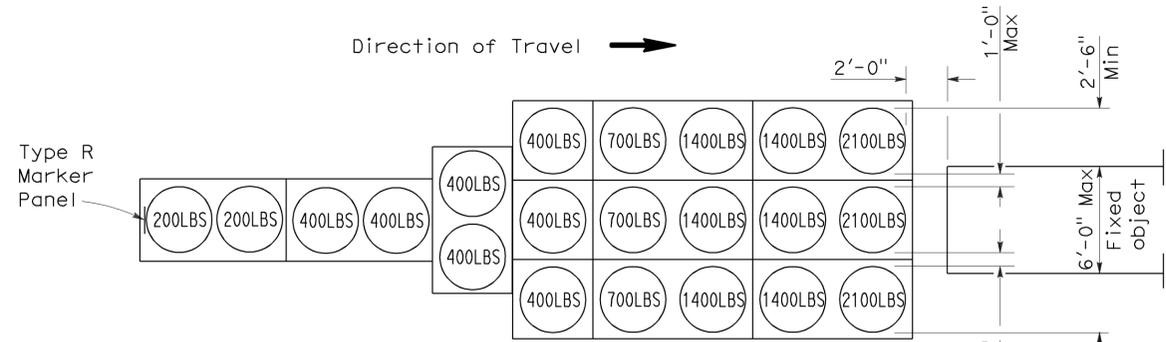
ARRAY 'TU14'

Approach speed 45 mph or more



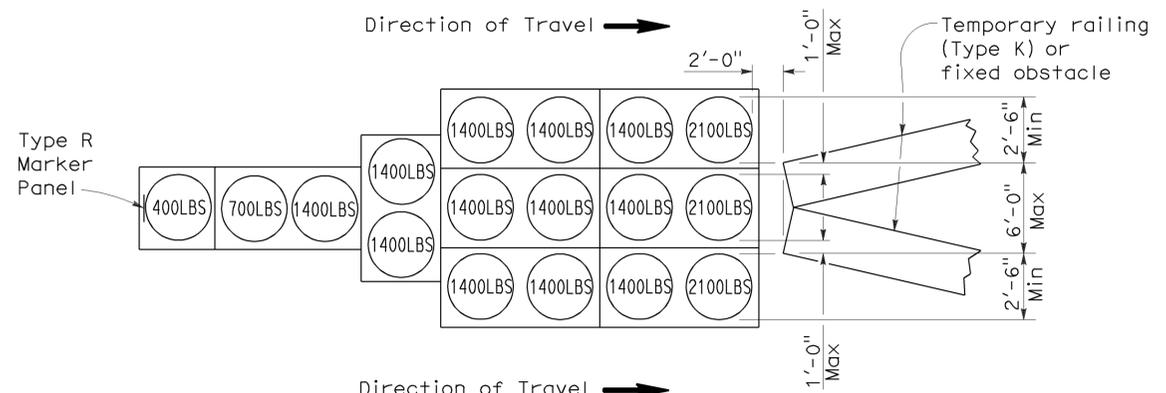
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

Approach speed 45 mph or more

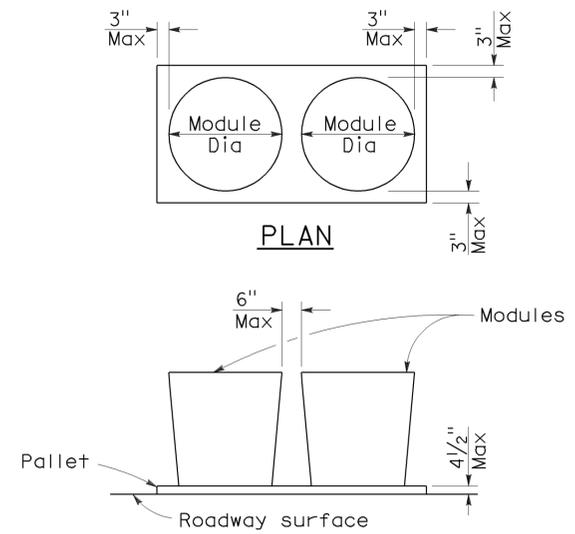


ARRAY 'TU17'

Approach speed less than 45 mph

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.



CRASH CUSHION PALLET DETAIL
See Note 7

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	116	130

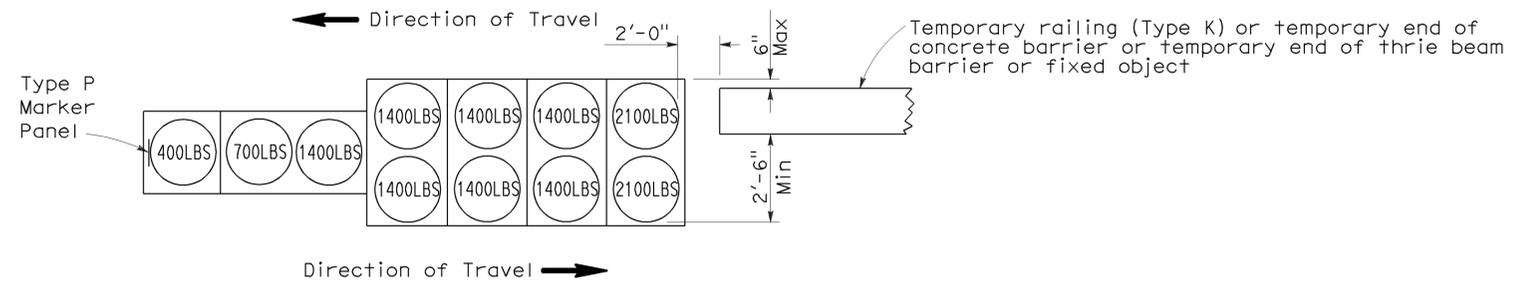
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

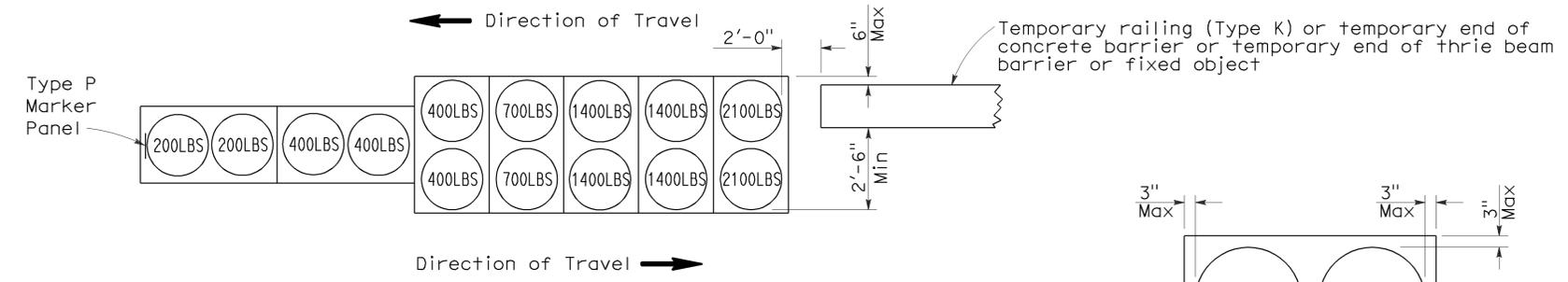
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 8-23-10



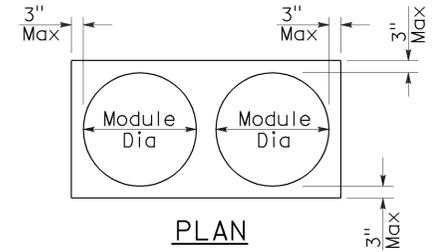
ARRAY 'TB11'

Approach speed less than 45 mph

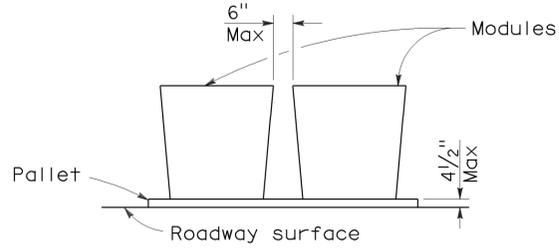


ARRAY 'TB14'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

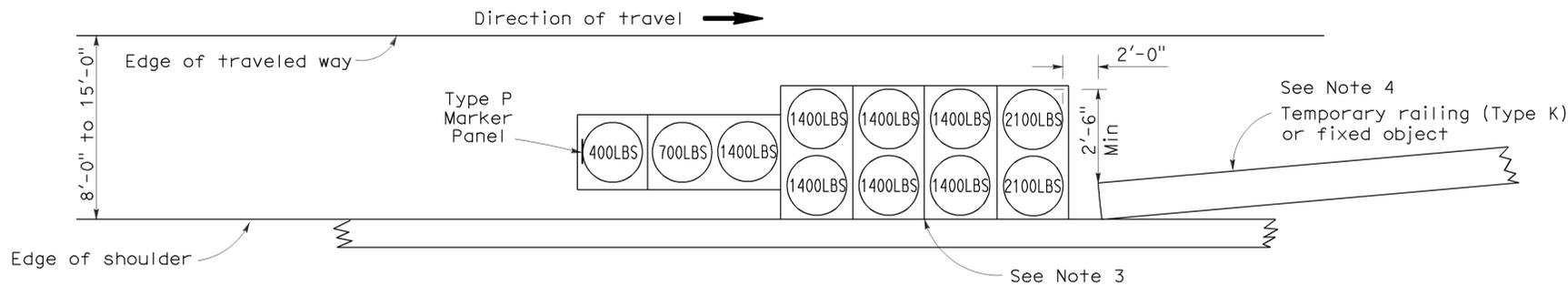
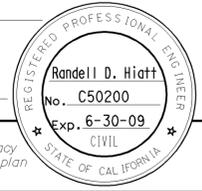
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	117	130

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

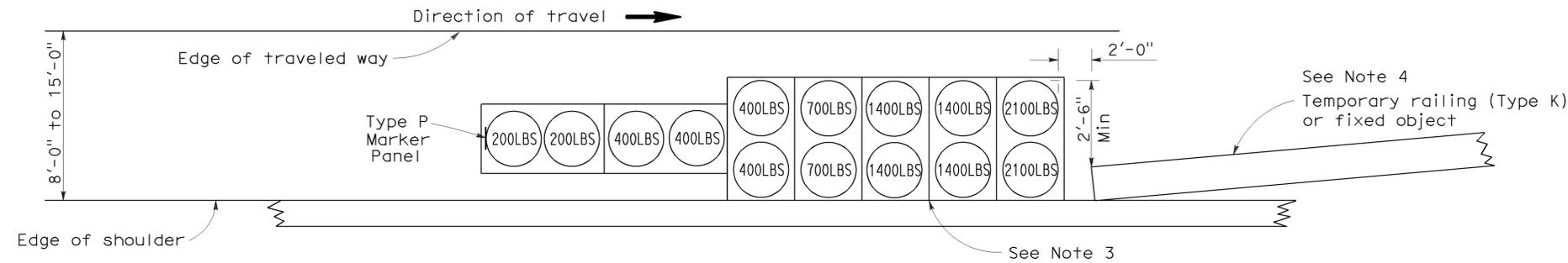
June 6, 2008
PLANS APPROVAL DATE

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

To accompany plans dated 8-23-10



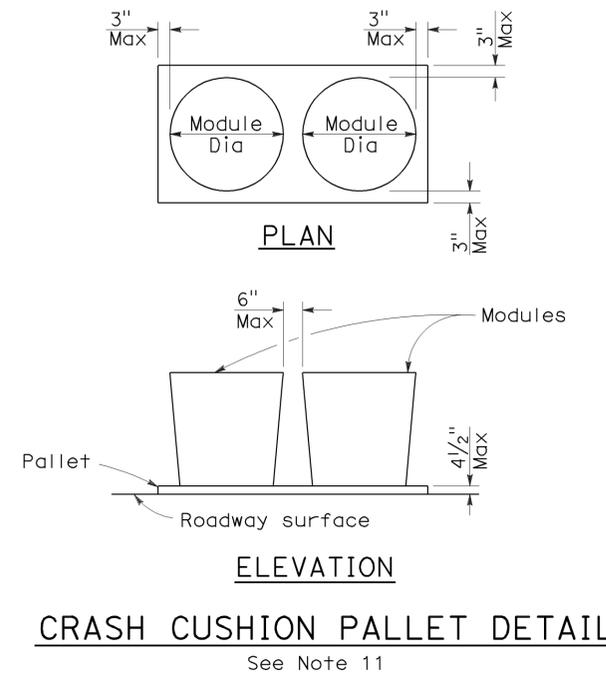
ARRAY 'TS11'
Approach speed less than 45 mph
See Note 9



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

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. 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.
4. 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.
5. Temporary crash cushion arrays shall not encroach on the traveled way.
6. Arrays for median shoulders shall conform to details shown on this plan for outside shoulders.
7. Place the Type P marker panel so that the bottom of the panel rests upon the pallet and faces traffic.
8. Refer to Standard Plan A73B for marker details.
9. 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.
10. Approach speeds indicated conform to NCHRP 350 Report criteria.
11. Use of pallets is optional.



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY CRASH CUSHION,
SAND FILLED
(SHOULDER INSTALLATIONS)**

NO SCALE

RSP T2 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T2
DATED MAY 1, 2006 - PAGE 213 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T2

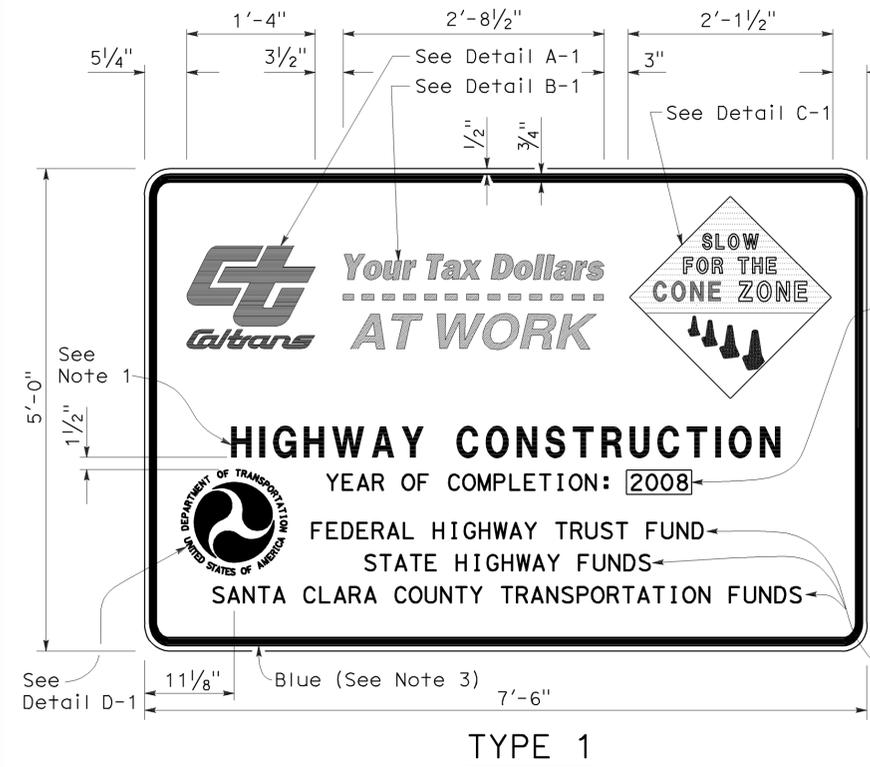
2006 REVISED STANDARD PLAN RSP T2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	118	130

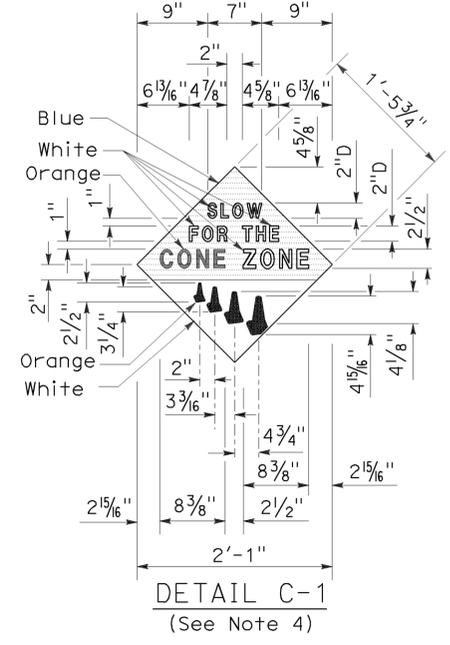
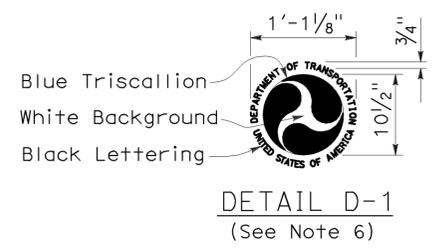
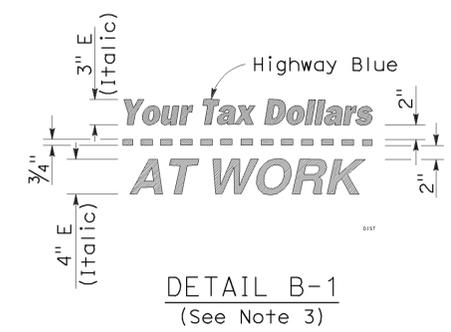
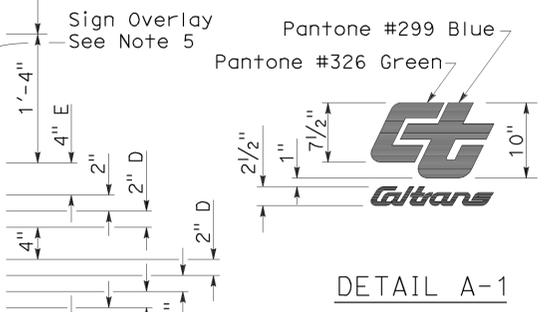
Greg W. Edwards
 REGISTERED CIVIL ENGINEER
 November 17, 2006
 PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER
 Greg W. Edwards
 No. C36386
 EXP. 6-30-08
 CIVIL
 STATE OF CALIFORNIA

To accompany plans dated 8-23-10

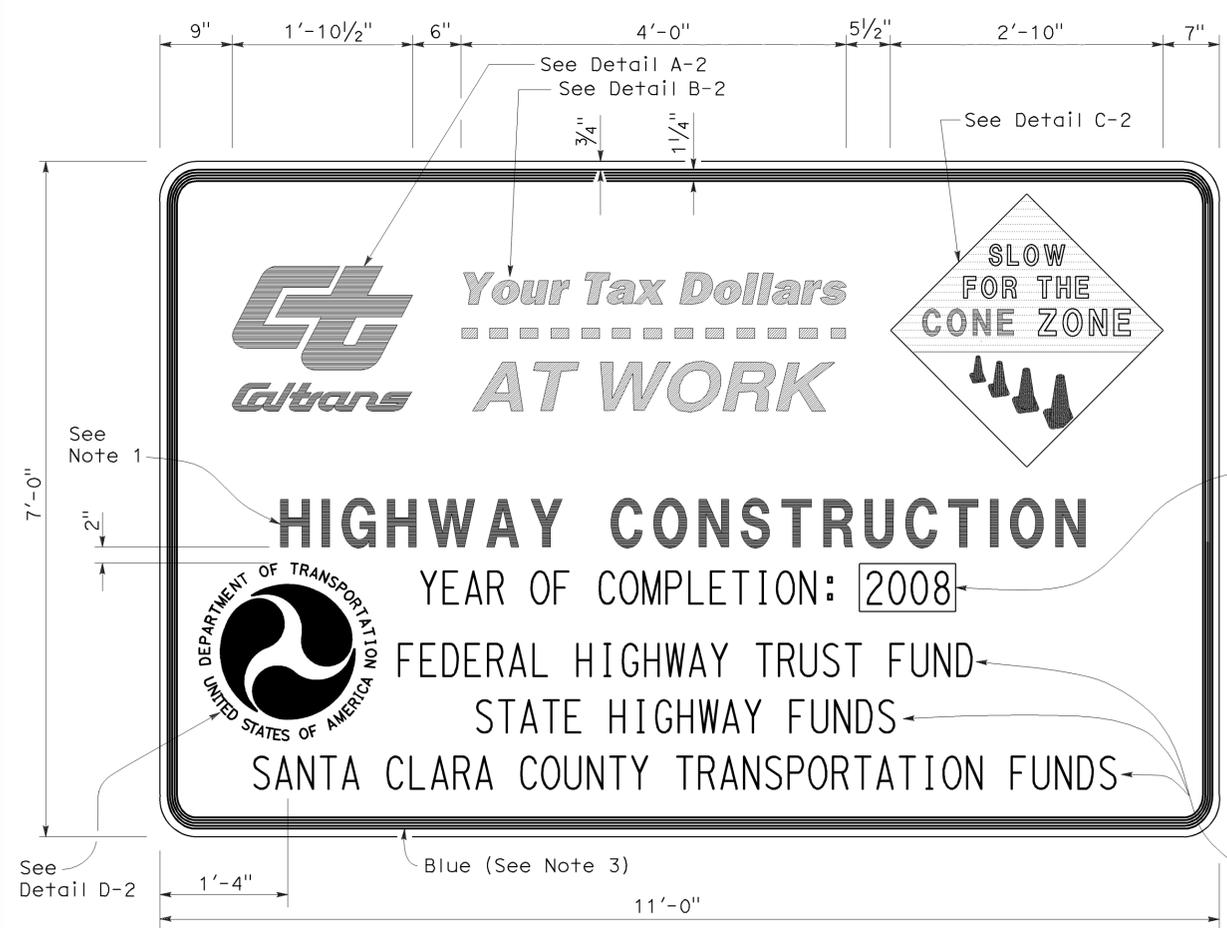


TYPE 1

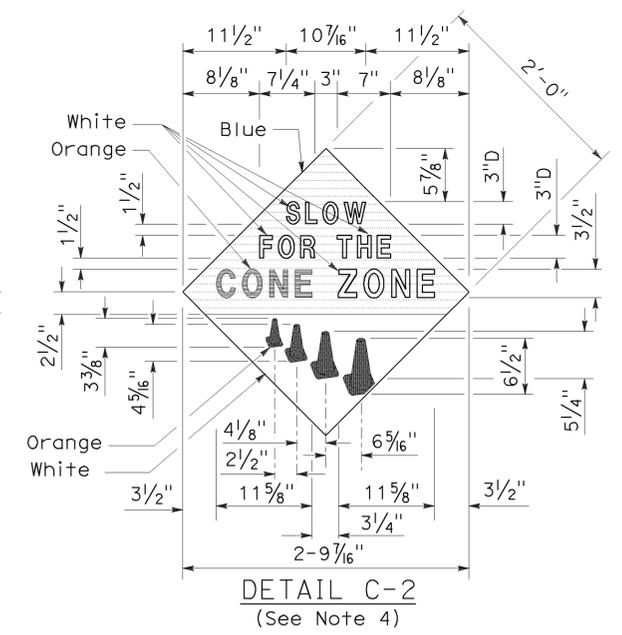
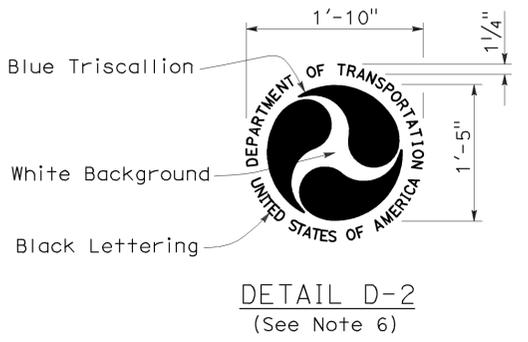
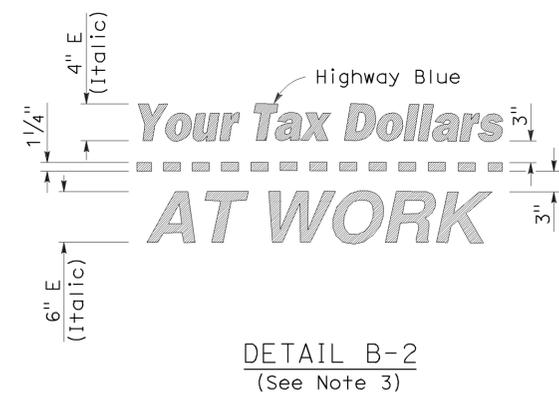
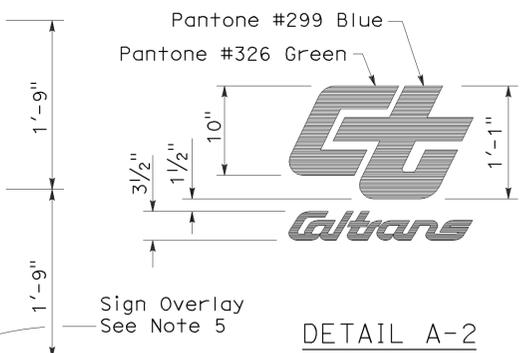


NOTES:

1. The sign messages shown for type of project and fund types are examples only. See the Special Provisions for the applicable type of project and fund type messages to be used.
2. Except as otherwise shown, the legend of sign shall be black on a white background (non-reflective).
3. The border of the signs and details "B-1" and "B-2" shall be blue (non-reflective).
4. The diamond in details "C-1" and "C-2" shall be blue for the background of message, "SLOW FOR THE CONE ZONE", and white background for the orange cones. The color and type of font for the "SLOW FOR THE CONE ZONE" message shall be: "SLOW" white D; "FOR THE" white D; "CONE" orange Arial font; "ZONE" white Arial font.
5. Year of completion of project construction shown on the overlay is an example only. See the Special Provisions.
6. Use when the Project involves Federal Highway Trust Fund.



TYPE 2



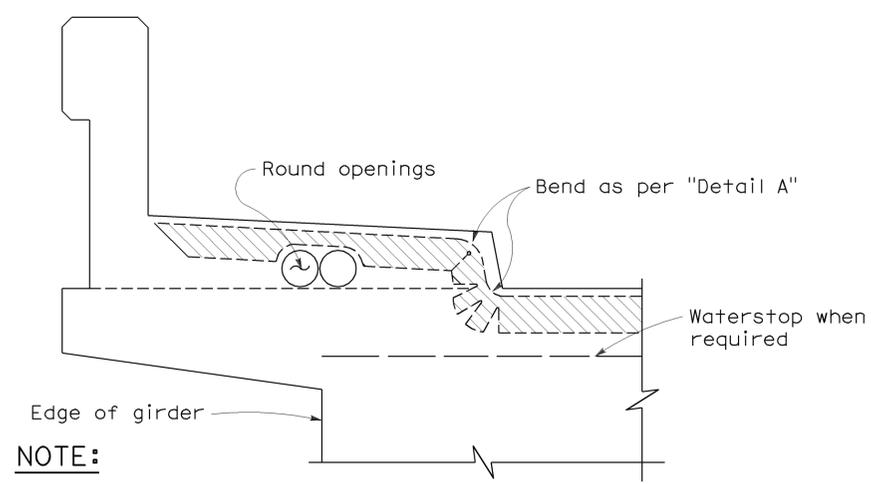
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
CONSTRUCTION PROJECT FUNDING IDENTIFICATION SIGNS

NO SCALE

RSP T7 DATED NOVEMBER 17, 2006 SUPERSEDES STANDARD PLAN T7
 DATED MAY 1, 2006 - PAGE 217 OF THE STANDARD PLANS BOOK DATED MAY 2006.

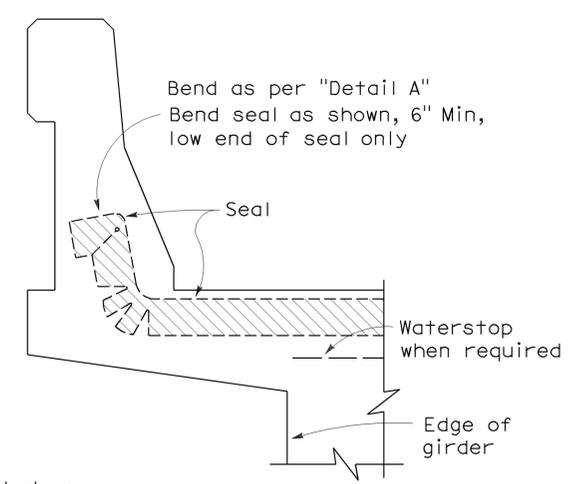
REVISED STANDARD PLAN RSP T7

2006 REVISED STANDARD PLAN RSP T7

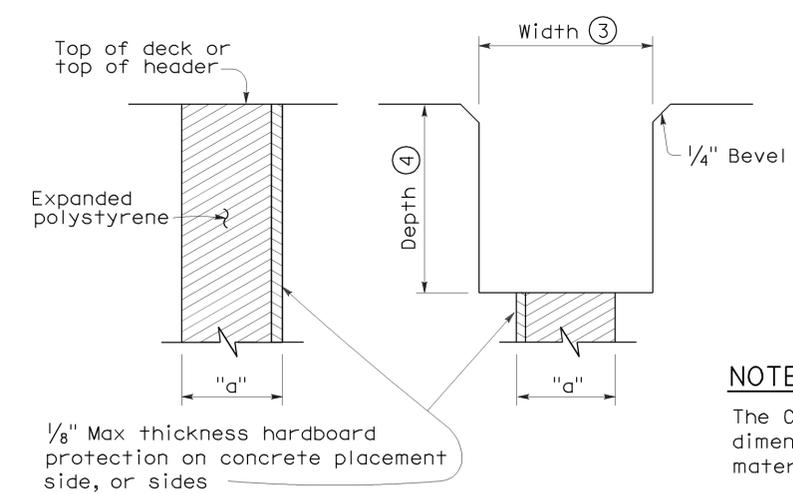


NOTE:
 Type "B" seal shown. Type "A" seals to conform to the general path of seal shown, cuts for bending not required. Bend Type "A" seals 3" up into curb or barrier rail on only the low end of the seal.

CONCRETE BARRIER AND SIDEWALK



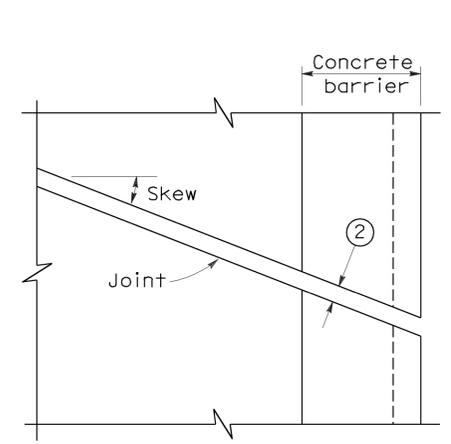
CONCRETE BARRIER



FORMING DETAIL SAWCUT DETAIL

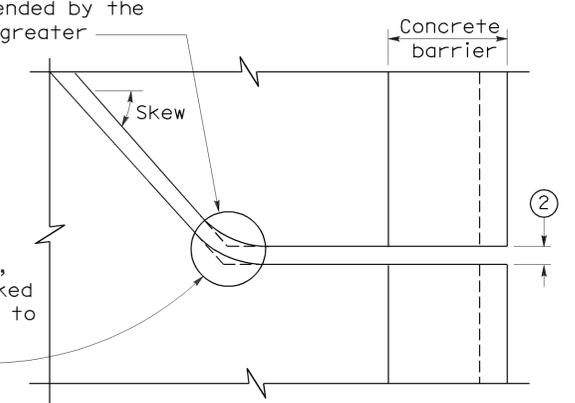
NOTE:
 The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

JOINT SEALS DETAILS



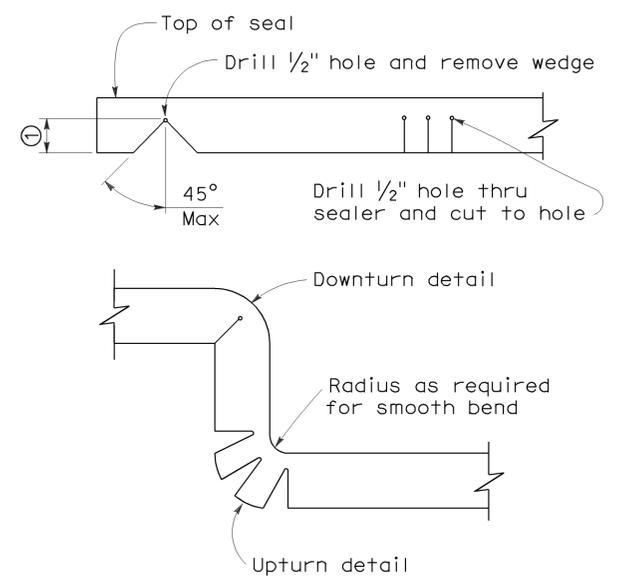
PLAN OF JOINT (SKEW ≤ 20°)

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.

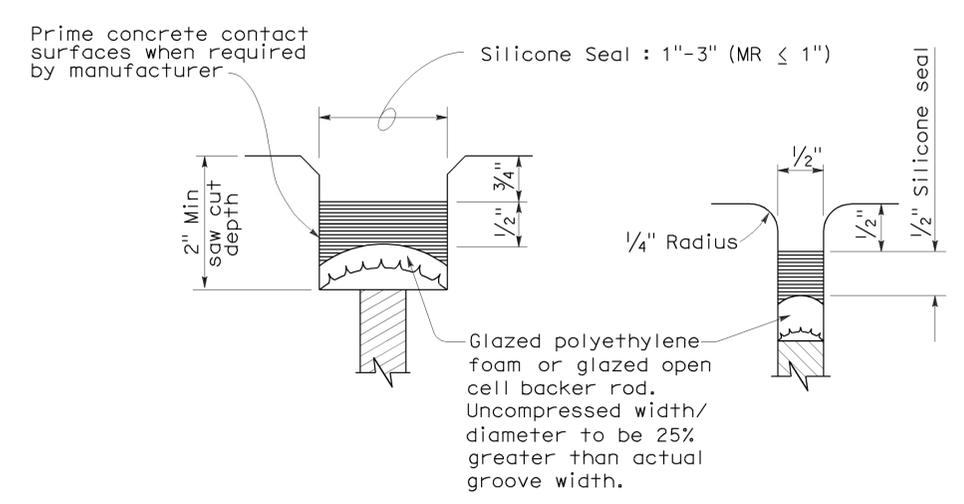


DETAIL A

- NOTES:**
- Make smooth cuts from the bottom of seal to 1 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.

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"

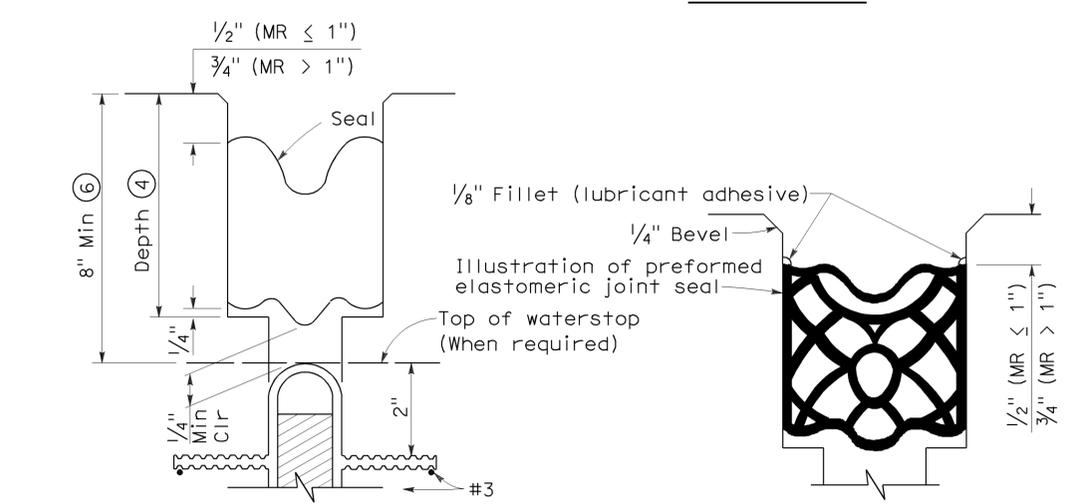


TYPE A SEAL

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 5, 2007 SUPERSEDES STANDARD PLAN B6-21 DATED MAY 1, 2006 - PAGE 258 OF THE STANDARD PLANS BOOK DATED MAY 2006.

ELECTROLIERS

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

NOTES:

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

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

STANDARD NOTES:

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

ABBREVIATIONS AND EQUIPMENT DESIGNATIONS

PROPOSED EXISTING

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	120	130

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

Jeffery G. McRae
REGISTERED PROFESSIONAL ENGINEER
No. E14512
Exp. 6-30-08
ELECTRICAL
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 8-23-10

SOFFIT AND WALL MOUNTED LUMINAIRES

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

NOTE:

Arrow indicates "street side" of luminaire.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

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

REVISED STANDARD PLAN RSP ES-1A

2006 REVISED STANDARD PLAN RSP ES-1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	121	130

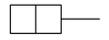
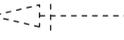
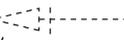
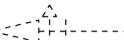
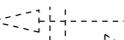
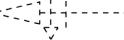
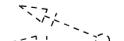
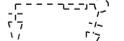
Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
 Jeffrey G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

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.

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

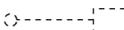
SIGNAL EQUIPMENT

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

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

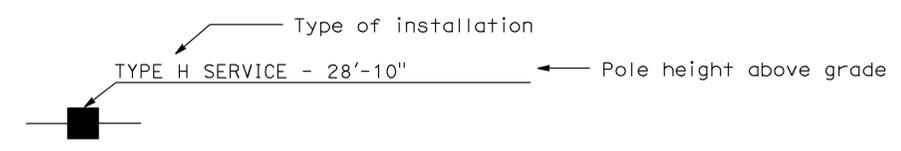
SIGNAL EQUIPMENT Cont

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

NOTES:

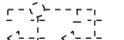
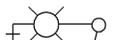
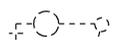
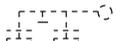
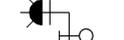
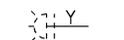
- All signal sections shall be 12" unless shown otherwise.
- Signal heads shall be provided with backplates unless shown otherwise.
- Signal indication shall be LED.

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

		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

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

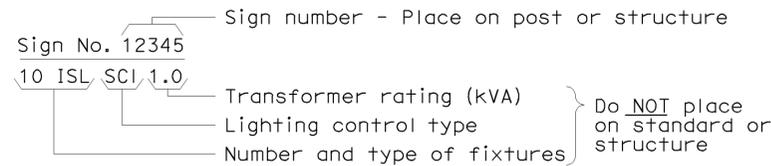
RSP ES-1B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1B
 DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1B

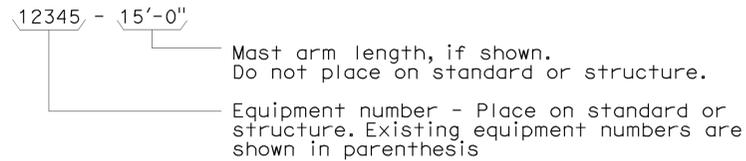
2006 REVISED STANDARD PLAN RSP ES-1B

EQUIPMENT IDENTIFICATION

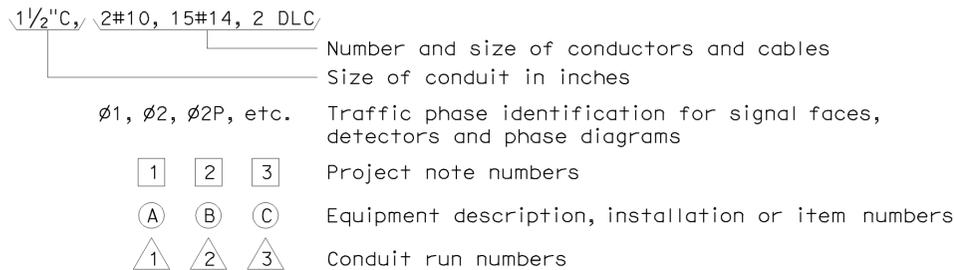
ILLUMINATED SIGN IDENTIFICATION NUMBER:



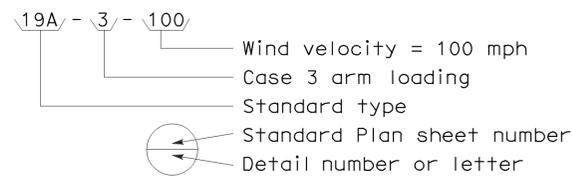
ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:



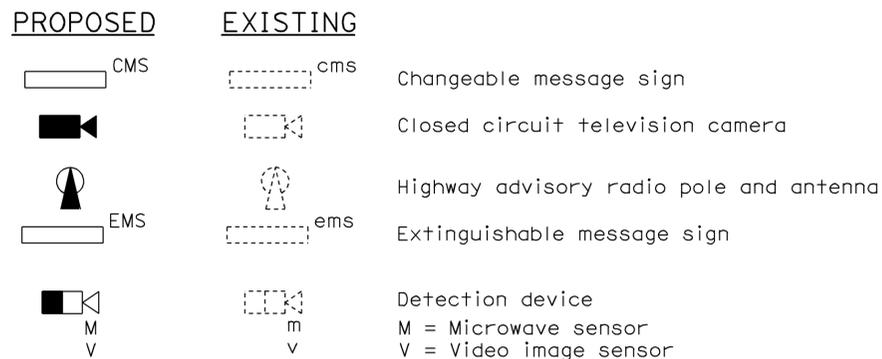
CONDUIT AND CONDUCTOR IDENTIFICATION:



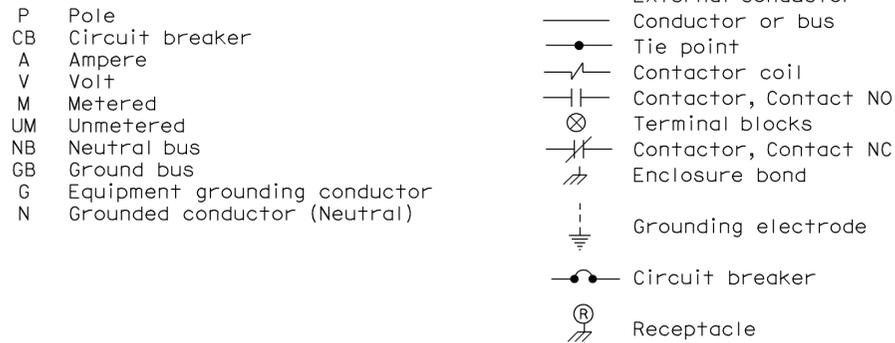
SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



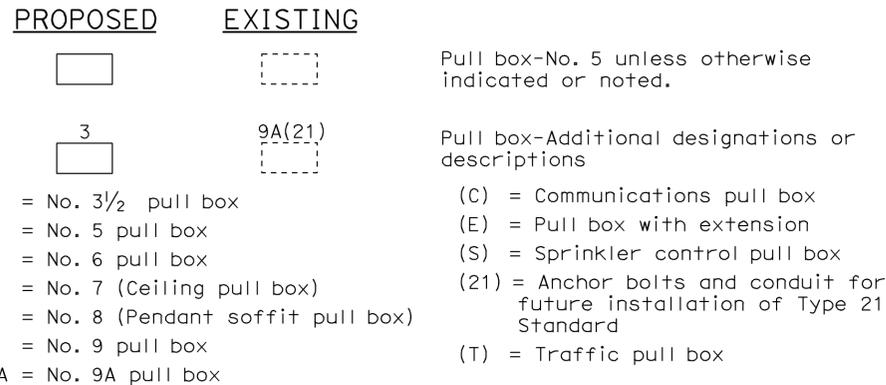
MISCELLANEOUS EQUIPMENT



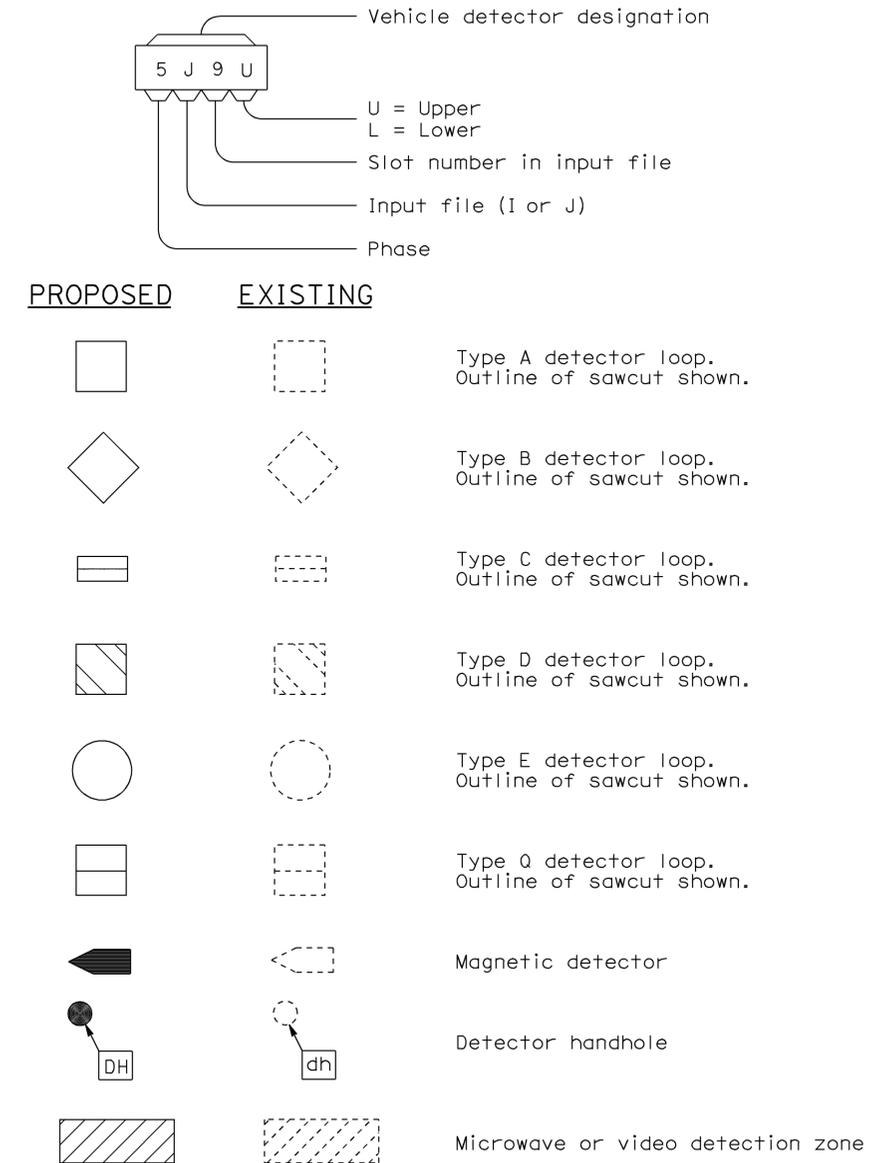
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

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

REVISED STANDARD PLAN RSP ES-1C

2006 REVISED STANDARD PLAN RSP ES-1C

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	123	130

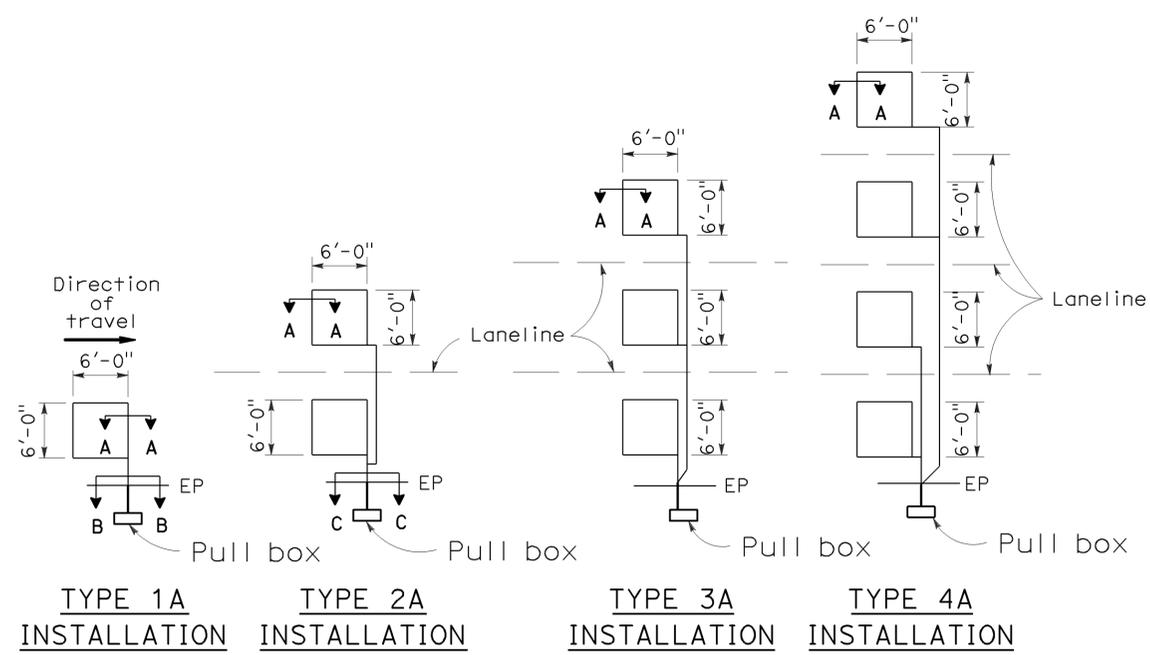
Jeffery G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 8-23-10

2006 REVISED STANDARD PLAN RSP ES-5A

LOOP INSTALLATION PROCEDURE

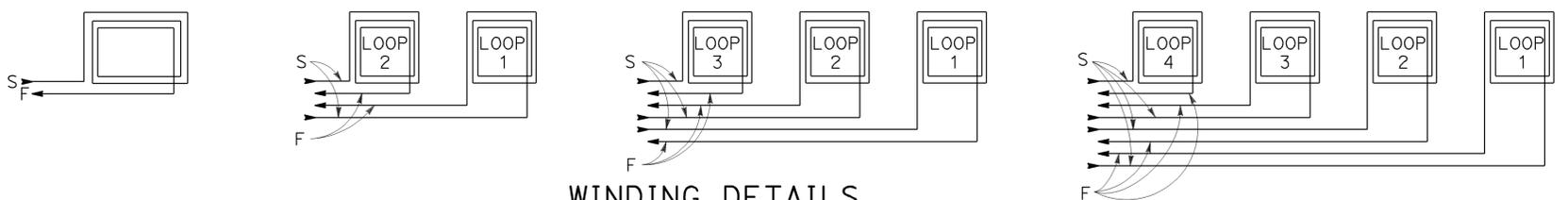
- Loops shall be centered in lanes.
- Saw slots in pavement for loop conductors as shown in details.
- Distance between side of loop and a lead-in saw cut from adjacent detectors shall be 2'-0" minimum. Distance between lead-in saw cuts shall be 6" minimum.
- Bottom of saw slot shall be smooth with no 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

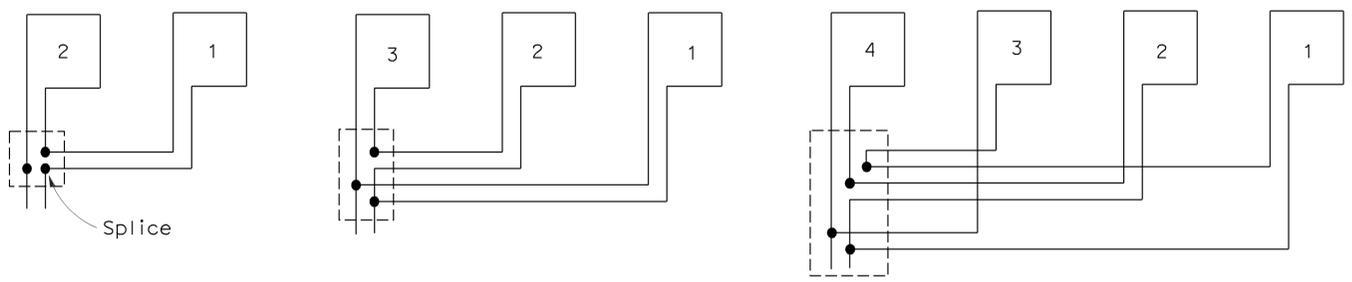
SAWCUT DETAILS

- (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)



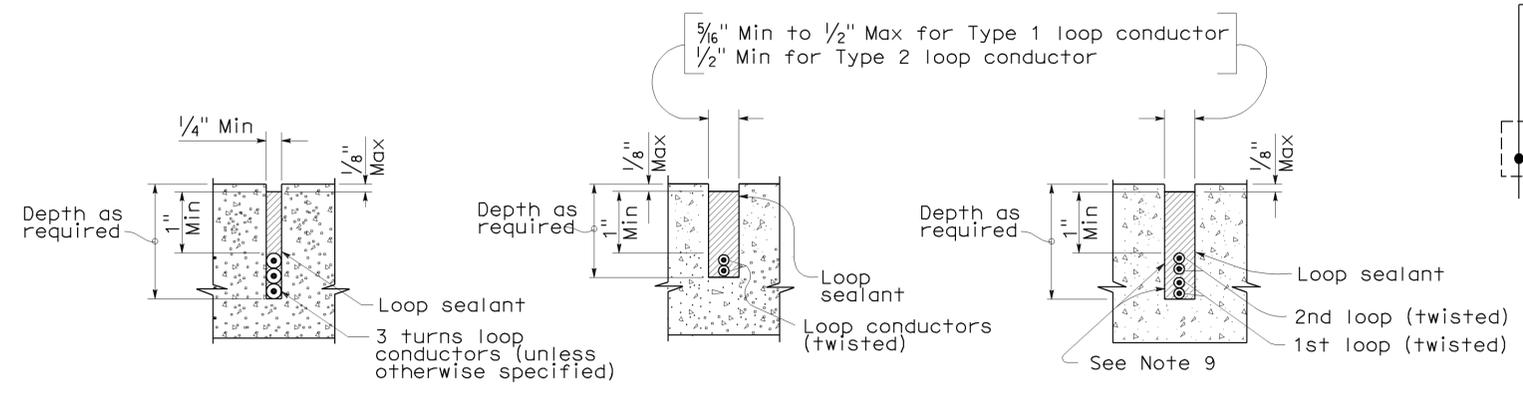
WINDING DETAILS

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.

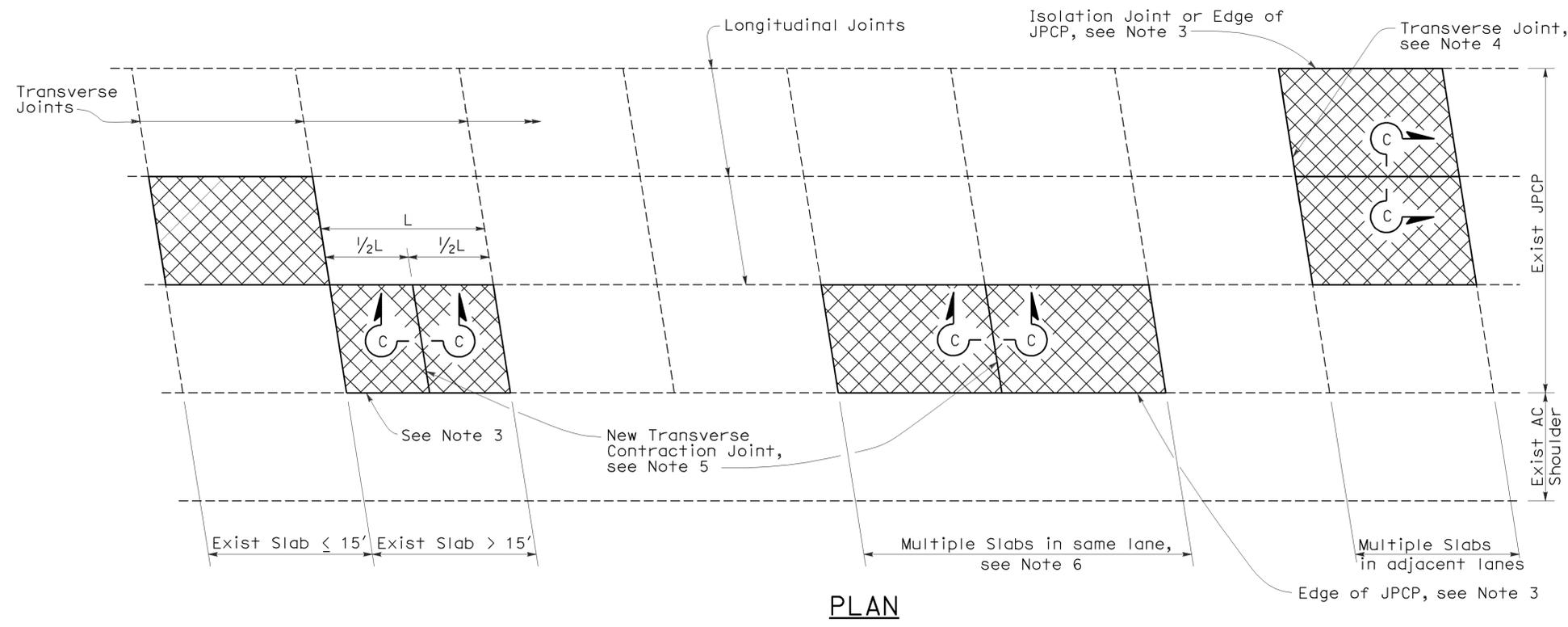
REVISED STANDARD PLAN RSP ES-5A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	124	130

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

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

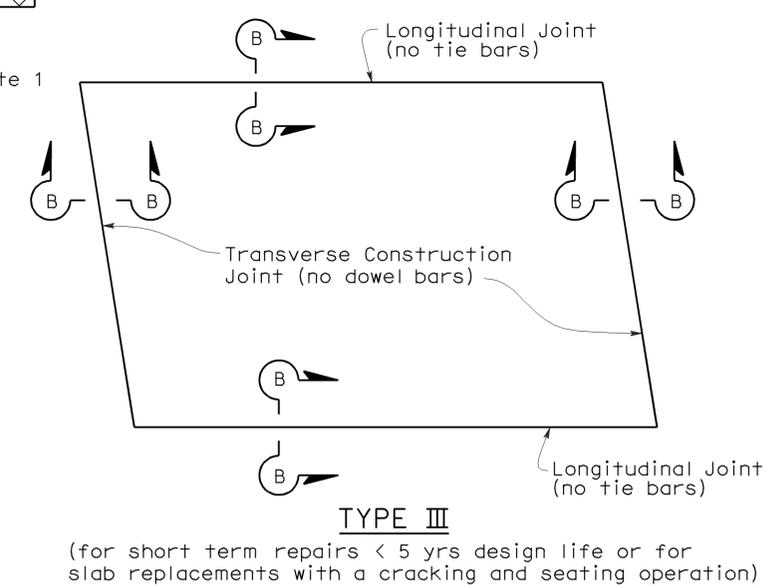
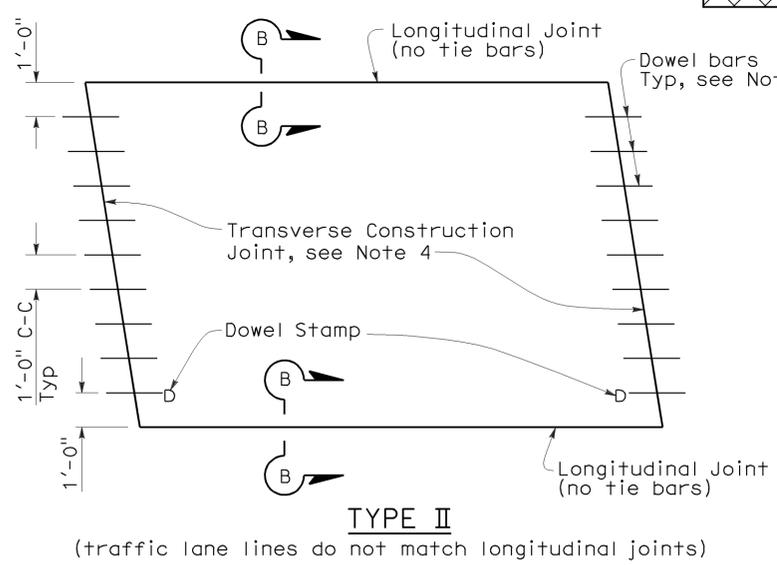
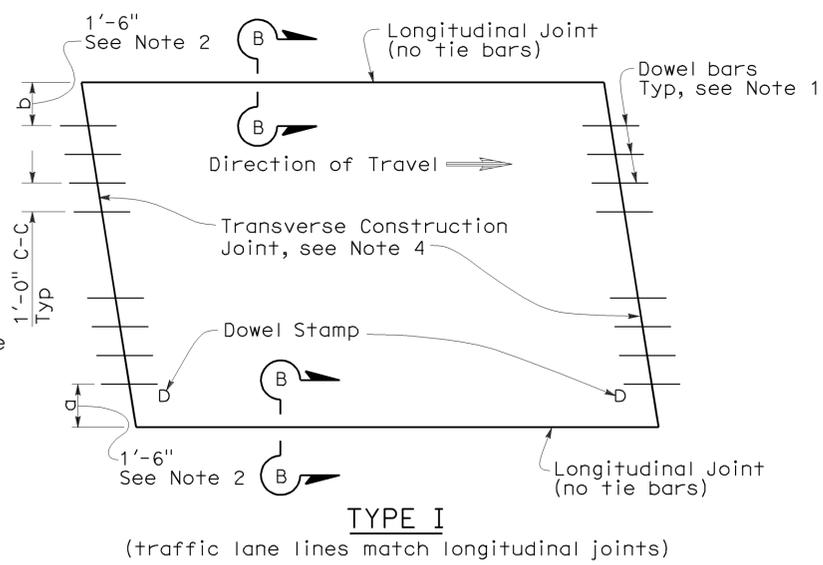
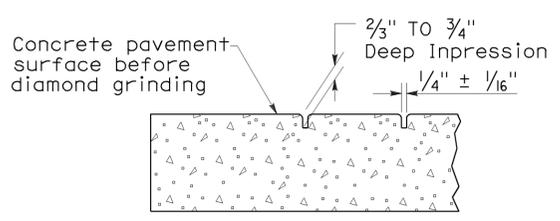
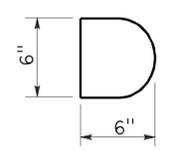
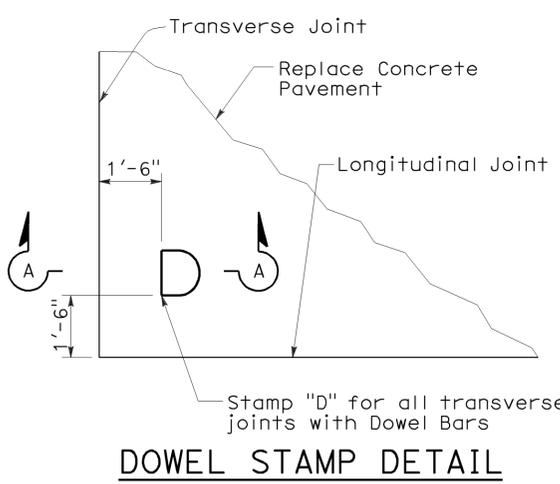
To accompany plans dated 8-23-10



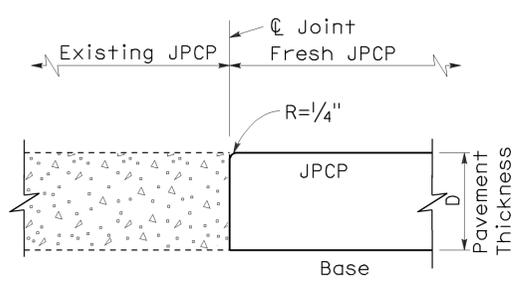
NOTES:

- For details not shown, see Revised Standard Plan RSP P10.
- Where the existing outer shoulder pavement is asphalt concrete pavement, the "a" dimension shall be 1'-0" and the "b" dimension shall be 2'-0".
- Side forms shall be used where edge of pavement is adjacent to asphalt concrete.
- For detail, see Transverse Construction Joint for existing concrete pavement detail on Revised Standard Plan RSP P10.
- Transverse joint to match skew of existing joint. Omit dowel bars.
- This Standard Plan only applicable when replacing multiple slabs in the same lane is less than 100'.

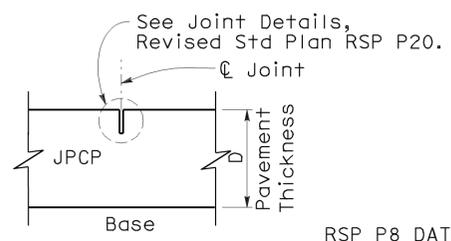
LEGEND



SLAB LAYOUT



SECTION B-B



SECTION C-C

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

JOINTED PLAIN CONCRETE PAVEMENT-INDIVIDUAL SLAB REPLACEMENT

NO SCALE

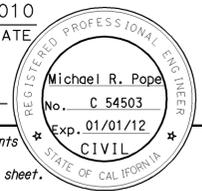
RSP P8 DATED MAY 15, 2009 SUPERSEDES RSP P8 DATED SEPTEMBER 1, 2006 AND STANDARD PLAN P8 DATED MAY 1, 2006 - PAGE 123 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P8

123

2006 REVISED STANDARD PLAN RSP P8

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	101	12.6/R37.0	125	130
 REGISTERED CIVIL ENGINEER DATE			04/30/2010		
PLANS APPROVAL DATE 8-23-10					
<i>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.</i>					



**STANDARD PLANS DATED
MAY 2006**

- A10A Acronyms and Abbreviations (Sheet 1 of 2)
- A10B Acronyms and Abbreviations (Sheet 2 of 2)
- RSP B6-21 Joint Seals (Maximum Movement Rating = 2")

LEGEND

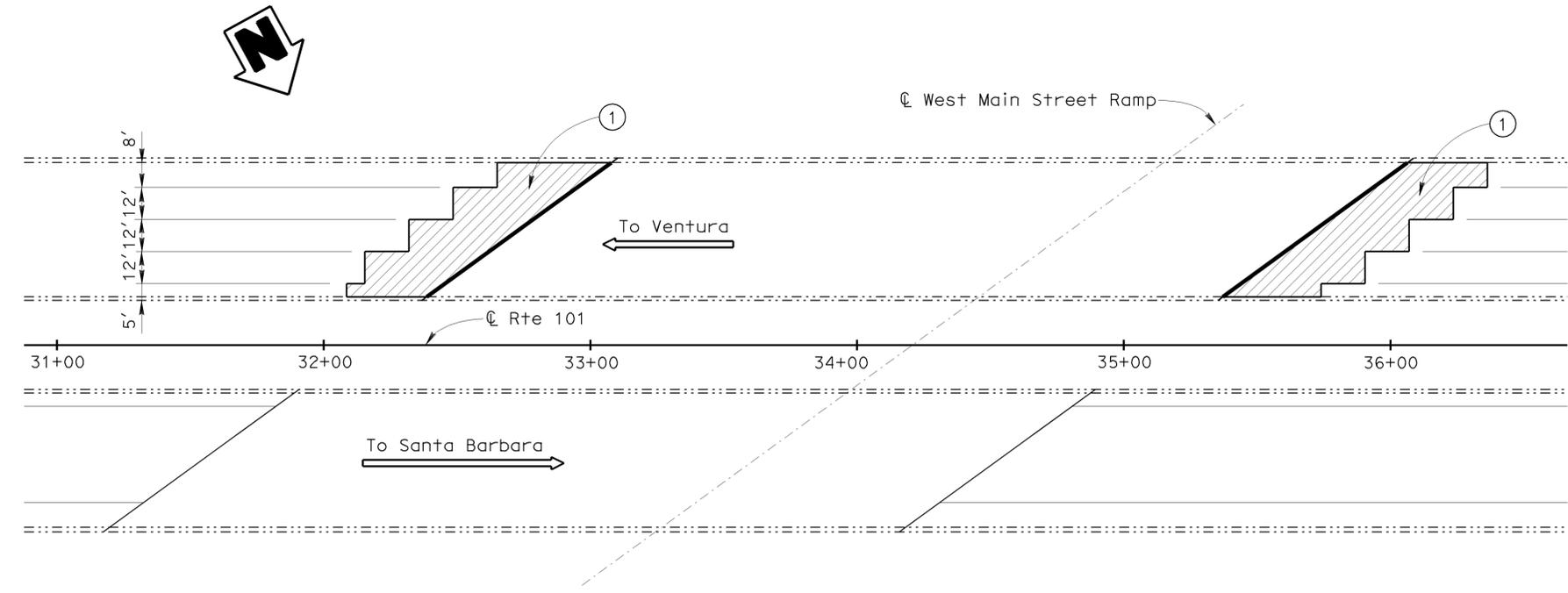
-  Indicates location and limits of new structure approach
-  Indicates existing structures
- ① Structure Approach Slab Type R(30S)
- ② Structure Approach Slab Type R(30D)
-  Standard Plan Sheet No.
-  Detail No.

NOTES

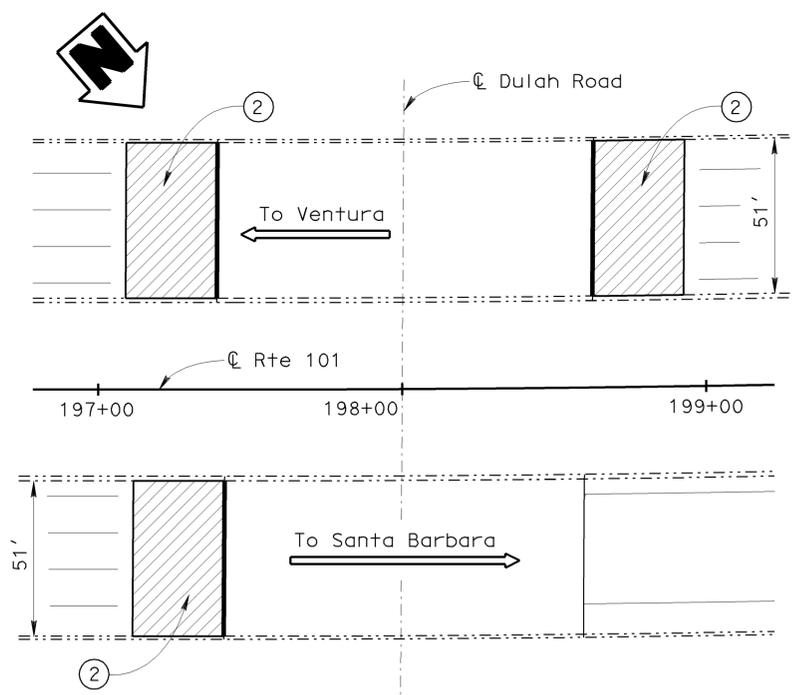
1. For "QUANTITIES" and details not shown, see "APPROACH SLAB DETAILS" sheet.
2. All dimensions shown are approximate.

INDEX TO PLANS

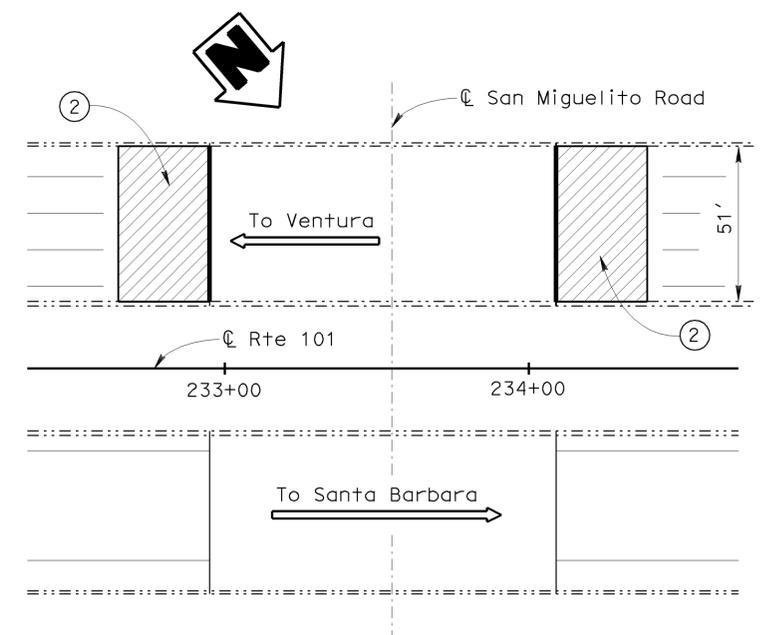
Sheet No.	Title
1	GENERAL PLAN NO. 1
2	GENERAL PLAN NO. 2
3	GENERAL PLAN NO. 3
4	APPROACH SLAB DETAILS
5	STRUCTURE APPROACH TYPE R(30S)
6	STRUCTURE APPROACH TYPE R(30D)



**WEST MAIN STREET UNDERCROSSING
BRIDGE NO. 52-0245 L/R**
1" = 30'



**DULAH ROAD UNDERCROSSING
BRIDGE NO. 52-0220 L/R**
1" = 30'

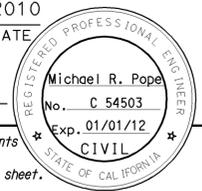


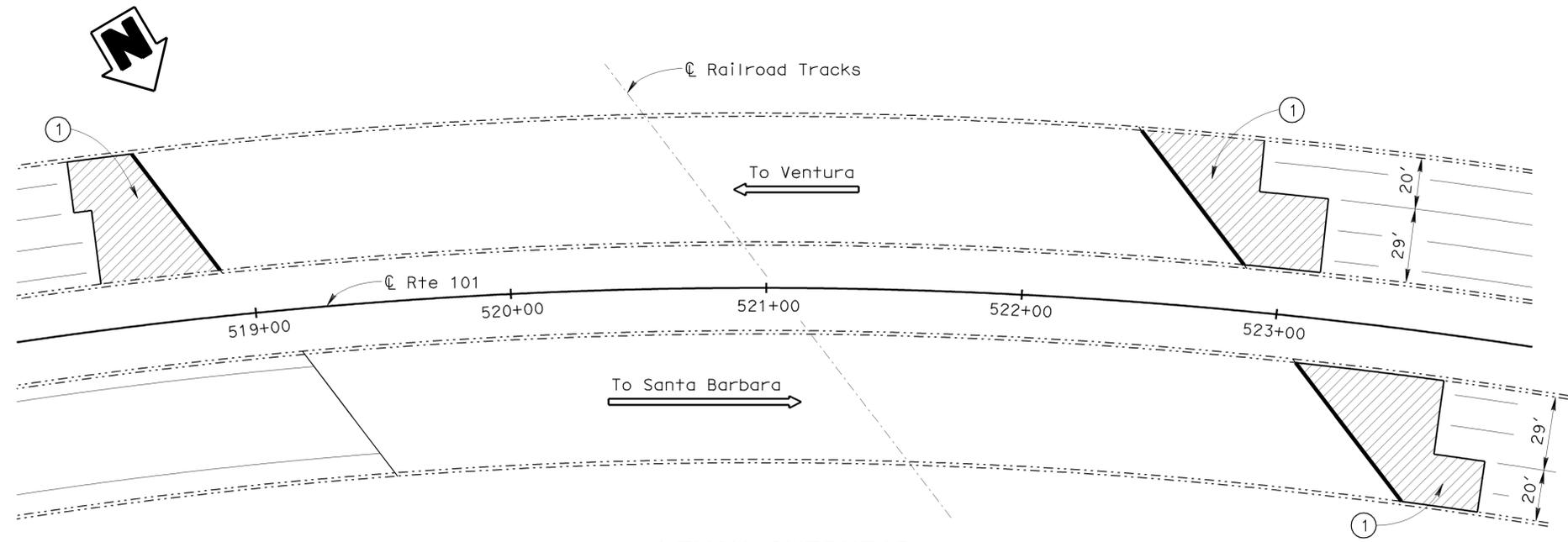
**SAN MIGUELITO ROAD UNDERCROSSING
BRIDGE NO. 52-0221 L/R**

WEST MAIN ST UC 52-0245 L/R QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	14 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	139 CY
JOINT SEAL (MR 1/2")	173 LF
DULAH ROAD UC 52-0220 L/R QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	17 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	170 CY
JOINT SEAL (MR 1/2")	104 LF
JOINT SEAL (MR 1")	52 LF
SAN MIGUELITO RD UC 52-0221 L/R QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	11 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	113 CY
JOINT SEAL (MR 1/2")	52 LF
JOINT SEAL (MR 1")	52 LF

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

MICHAEL POPE DESIGN ENGINEER	DESIGN BY Michael Pope	CHECKED David P. Murray	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 18	BRIDGE NO. VARIOUS	ROUTE 101 BRIDGE APPROACH AND DEPARTURE SLAB REPLACEMENT PROJECT GENERAL PLAN NO. 1	
	DETAILS BY Michael Pope	CHECKED Richard Schendel	LAYOUT BY Michael Pope	CHECKED David P. Murray			POST MILE VARIOUS		
	QUANTITIES BY Michael Pope	CHECKED David P. Murray	SPECIFICATIONS BY Erwin Rufino	PLANS AND SPECS COMPARED Erwin Rufino			VARIOUS		
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS					0 1 2 3	CU 07 EA 251801	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 1 OF 6

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	101	12.6/R37.0	126	130
			04/30/2010	DATE	
REGISTERED CIVIL ENGINEER					
8-23-10			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>					

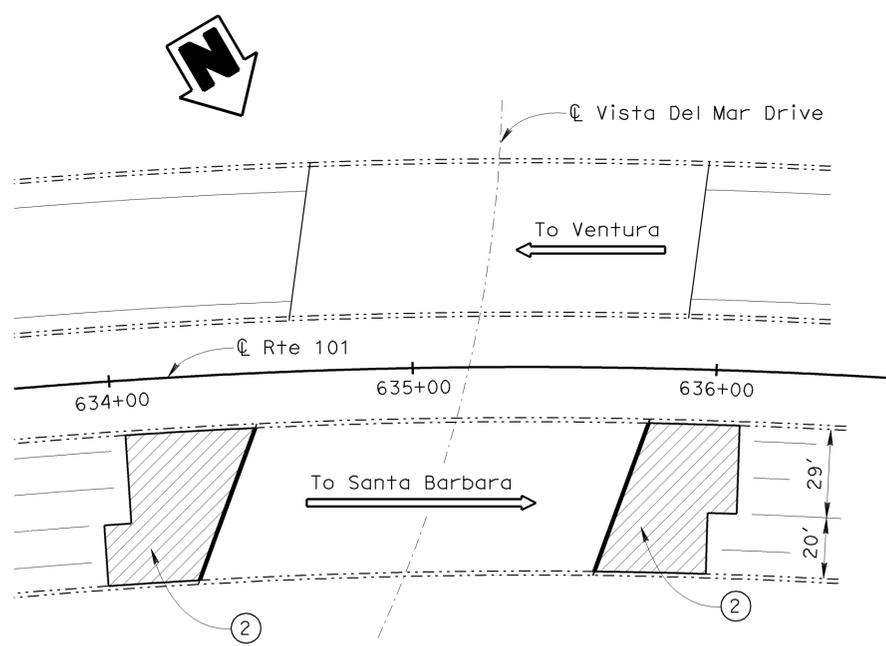


**LEMON OVERHEAD
BRIDGE NO. 52-0020 L/R**
1" = 30'

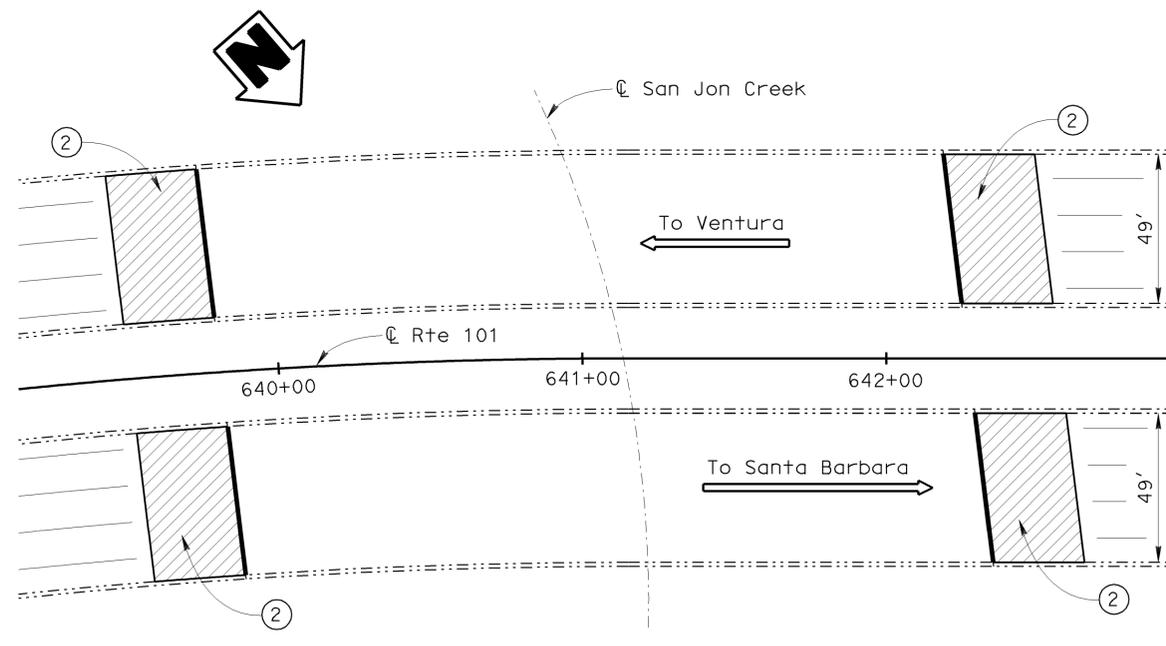
- LEGEND**
-  Indicates location and limits of new structure approach
 -  Indicates existing structures
 - ① Structure Approach Slab Type R(30S)
 - ② Structure Approach Slab Type R(30D)
-  Indicates location of joint seal removal and placement of new joint seal

NOTES

1. For "QUANTITIES" and details not shown, see "APPROACH SLAB DETAILS" sheet.
2. All dimensions shown are approximate.



**VISTA DEL MAR UNDERCROSSING
BRIDGE NO. 52-0152 L/R**
1" = 30'



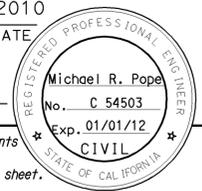
**SAN JON CREEK BRIDGE
BRIDGE NO. 52-0163 L/R**
1" = 30'

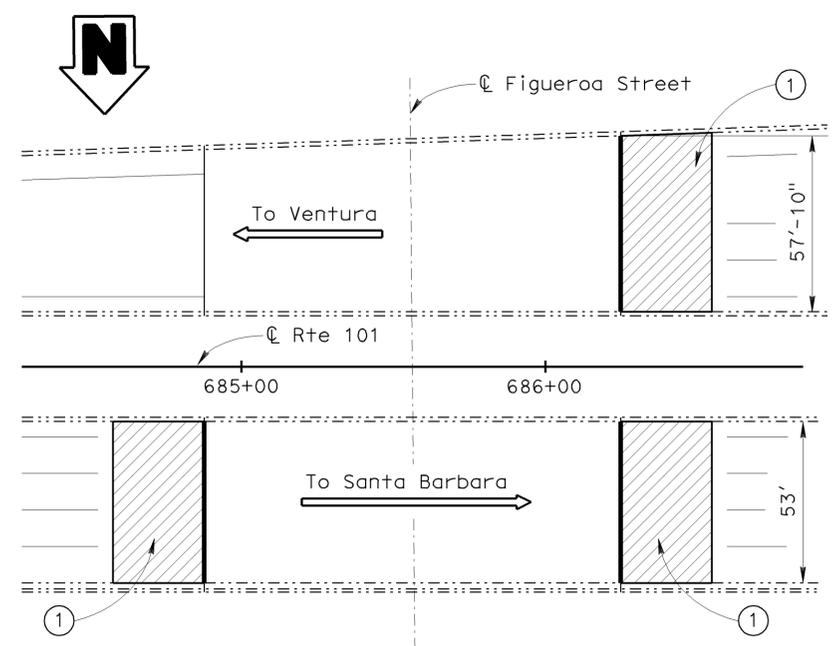
LEMON OH 52-0020 L/R	
QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	22 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	217 CY
JOINT SEAL (MR 1")	196 LF
VISTA DEL MAR UC 52-0152 L/R	
QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	13 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	127 CY
PAVING NOTCH EXTENSION	79 CF
JOINT SEAL (MR 1")	108 LF
SAN JON CREEK BRIDGE 52-0163 L/R	
QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	22 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	218 CY
PAVING NOTCH EXTENSION	148 CF
JOINT SEAL (MR 1/2")	100 LF
JOINT SEAL (MR 1")	101 LF

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

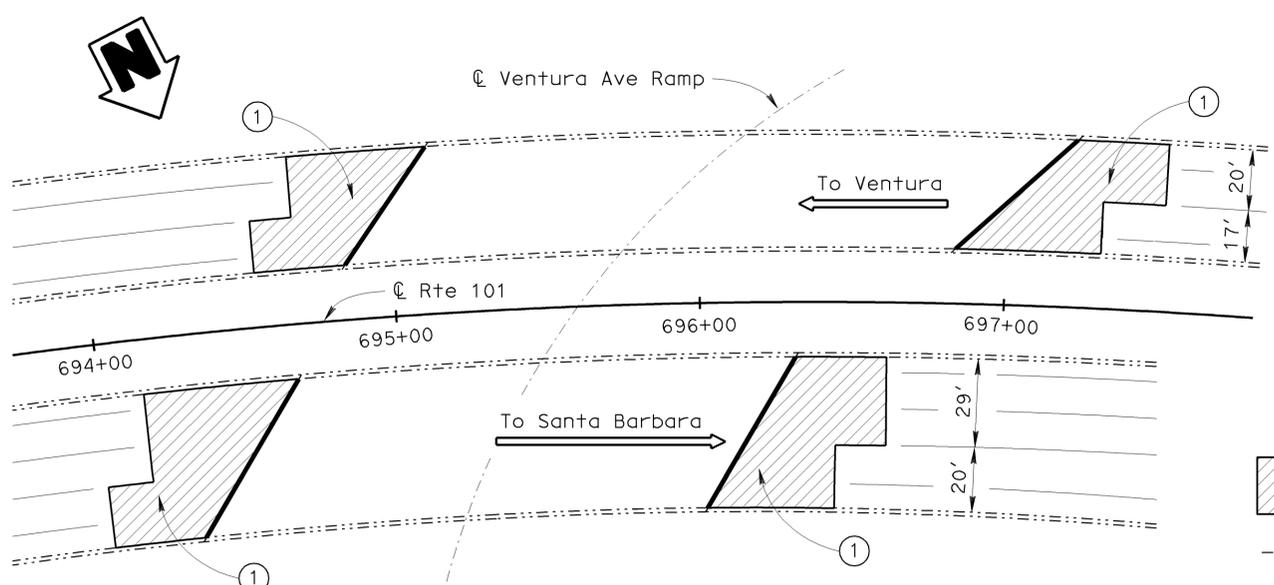
MICHAEL POPE DESIGN ENGINEER	DESIGN	BY Michael Pope	CHECKED David P. Murray	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 18	BRIDGE NO.	ROUTE 101 BRIDGE APPROACH AND DEPARTURE SLAB REPLACEMENT PROJECT GENERAL PLAN NO. 2	
	DETAILS	BY Michael Pope	CHECKED Richard Schendel	LAYOUT	BY Michael Pope			CHECKED David P. Murray		VARIOUS
	QUANTITIES	BY Michael Pope	CHECKED David P. Murray	SPECIFICATIONS	BY Erwin Rufino			CHECKED ERWIN RUFINO		VARIOUS
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS						0 1 2 3	CU 07 EA 251801	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 03-22-10 04-08-10	SHEET 2 OF 6

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV.07-24-06) FILE => 59-101-a-gp02.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	101	12.6/R37.0	127	130
Michael R. Pope			04/30/2010		
REGISTERED CIVIL ENGINEER			DATE		
8-23-10			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.					

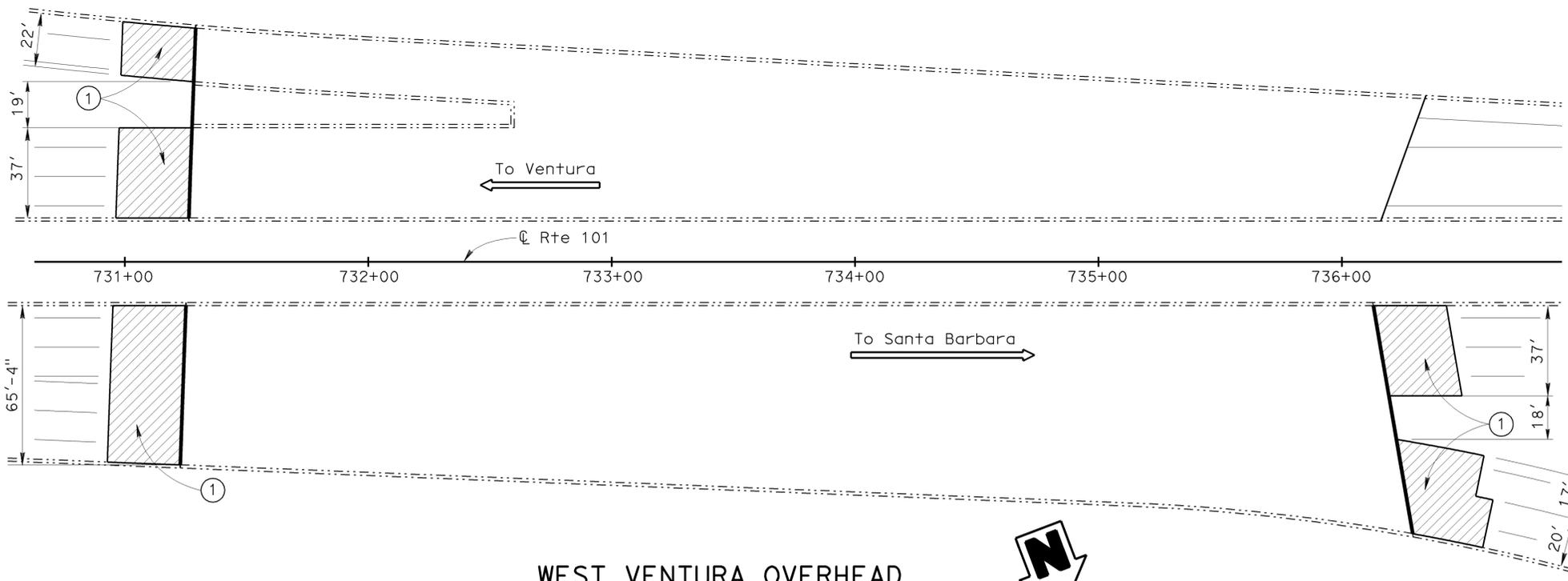


**FIGUEROA STREET UNDERCROSSING
BRIDGE NO. 52-0231 L/R**
1" = 30'



**VENTURA AVENUE RAMP UNDERCROSSING
BRIDGE NO. 52-0232 L/R**
1" = 30'

- LEGEND**
-  Indicates location and limits of new structure approach
 -  Indicates existing structures
 - ① Structure Approach Slab Type R(30S)
 - ② Structure Approach Slab Type R(30D)
- NOTES**
- For "QUANTITIES" and details not shown, see "APPROACH SLAB DETAILS" sheet.
 - All dimensions shown are approximate.



**WEST VENTURA OVERHEAD
BRIDGE NO. 52-0235 L/R**
1" = 30'

FIGUEROA STREET UC 52-0231 L/R	
QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	18 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	183 CY
JOINT SEAL (MR 1/2")	167 LF
VENTURA AVE RAMP UC 52-0232 L/R	
QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	25 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	245 CY
JOINT SEAL (MR 1")	223 LF
WEST VENTURA OH 52-0235 L/R	
QUANTITIES	
AGGREGATE BASE (APPROACH SLAB)	22 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	224 CY
CLEAN EXPANSION JOINT	37 LF
JOINT SEAL (MR 2")	241 LF

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

MICHAEL POPE DESIGN ENGINEER	DESIGN BY Michael Pope	CHECKED David P. Murray	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 18	BRIDGE NO. VARIOUS	ROUTE 101 BRIDGE APPROACH AND DEPARTURE SLAB REPLACEMENT PROJECT GENERAL PLAN NO. 3	
	DETAILS BY Michael Pope	CHECKED Richard Schendel	LAYOUT BY Michael Pope	CHECKED David P. Murray			POST MILE VARIOUS		
	QUANTITIES BY Michael Pope	CHECKED David P. Murray	SPECIFICATIONS BY Erwin Rufino	PLANS AND SPECS COMPARED Erwin Rufino			VARIOUS		
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS					0 1 2 3	CU 07 EA 251801	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 3 OF 6

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV.07-24-06) FILE => 59-101-a-gp03.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	101	12.6/R37.0	128	130

 04/30/2010
 REGISTERED CIVIL ENGINEER DATE
 8-23-10
 PLANS APPROVAL DATE



APPROACH SLAB /JOINT SEAL TABLE

Bridge Name	Bridge Number	Post Mile	Slab Location	Skew Angle	Movement Rating (in)	Joint Seal Length (in)
Lemon OH	52-0020 L/R	27.25	SB Approach	43°00'±	1.0	67.6±
			SB Depart	31°00'±	1.0	58.6±
			NB Approach	—	—	—
			NB Depart	43°00'±	1.0	69.8±
Vista Del Mar UC	52-0152 L/R	29.45	SB Approach	—	—	—
			SB Depart	—	—	—
			NB Approach	22°45'±	1.0	54.7±
			NB Depart	18°59'±	1.0	53.3±
San Jon Creek Bridge	52-0163 L/R	29.55	SB Approach	3°06'±	1.0	50.5±
			SB Depart	3°01'±	0.5	50.0±
			NB Approach	3°10'±	0.5	50.0±
			NB Depart	3°01'±	1.0	50.5±
Figueroa St UC	52-0231 L/R	30.40	SB Approach	0°00'±	0.5	59.0±
			SB Depart	—	—	—
			NB Approach	0°00'±	0.5	54.0±
			NB Depart	0°00'±	0.5	54.0±
Ventura Ave Ramp UC	52-0232 L/R	30.59	SB Approach	37°57'±	1.0	55.0±
			SB Depart	46°57'±	1.0	48.0±
			NB Approach	35°14'±	1.0	61.6±
			NB Depart	30°10'±	1.0	58.4±
West Ventura OH	52-0235 L/R	30.71	SB Approach	—	—	—
			SB Depart	2°,3'±	2.0	78.8±
			NB Approach	2°00'±	2.0	66.3±
			NB Depart	10°,19'±	2.0	95.9±
West Main St UC	52-0245 L/R	31.50	SB Approach	54°02'±	1.5	86.5±
			SB Depart	54°02'±	1.5	86.5±
			NB Approach	—	—	—
			NB Depart	—	—	—
Dulah Rd UC	52-0220 L/R	R34.68	SB Approach	1°00'±	1.0	52.0±
			SB Depart	0°19'±	0.5	52.0±
			NB Approach	0°19'±	0.5	52.0±
			NB Depart	—	—	—
San Miguelito Rd UC	52-0221 L/R	R35.35	SB Approach	0°00'±	1.0	52.0±
			SB Depart	0°00'±	0.5	52.0±
			NB Approach	—	—	—
			NB Depart	—	—	—

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

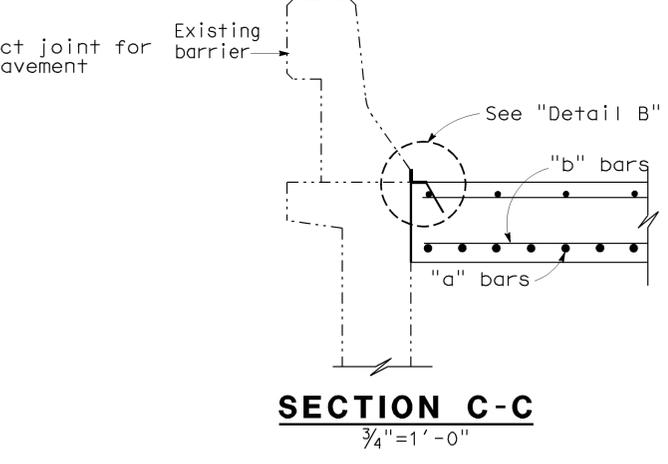
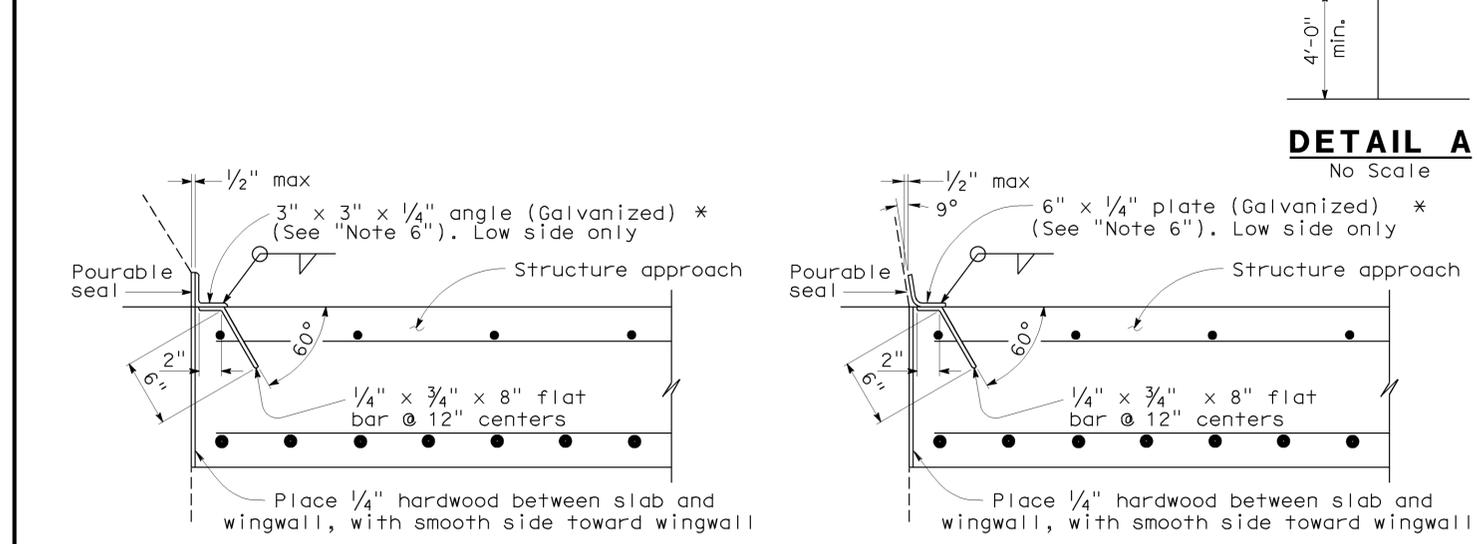
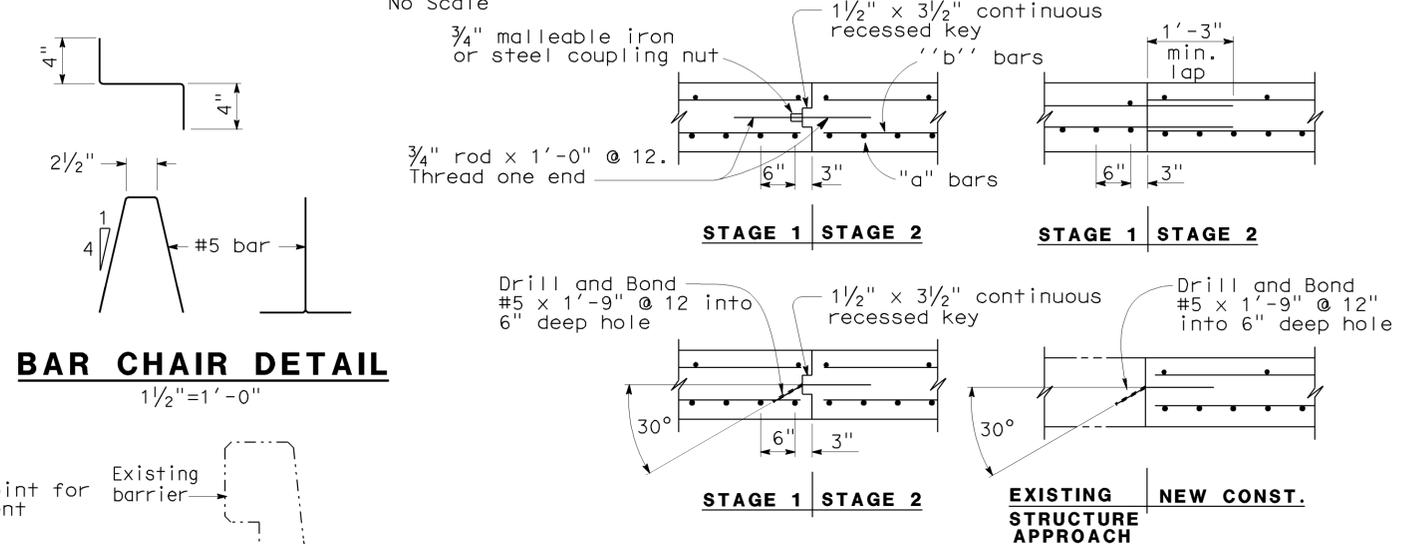
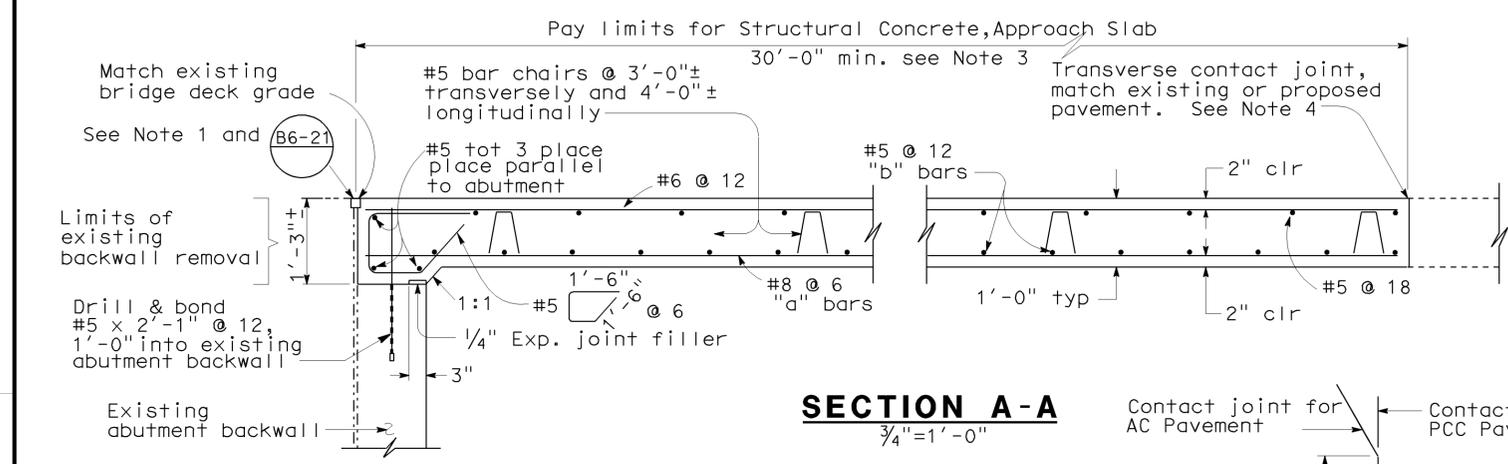
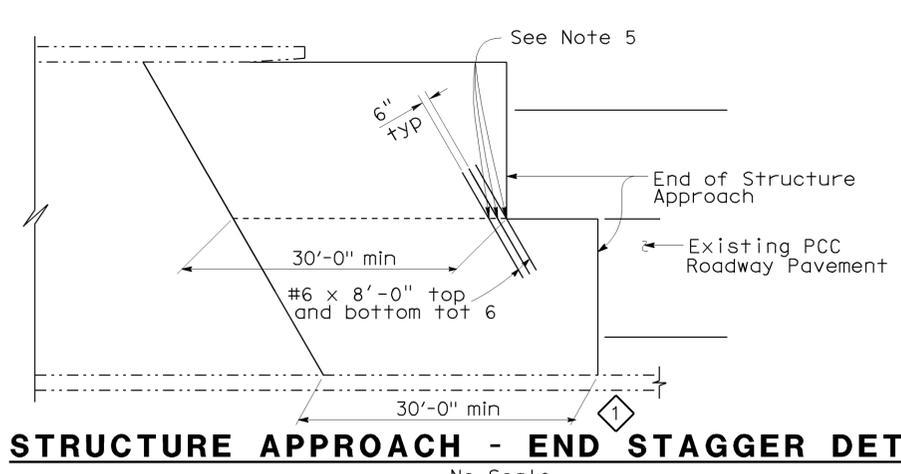
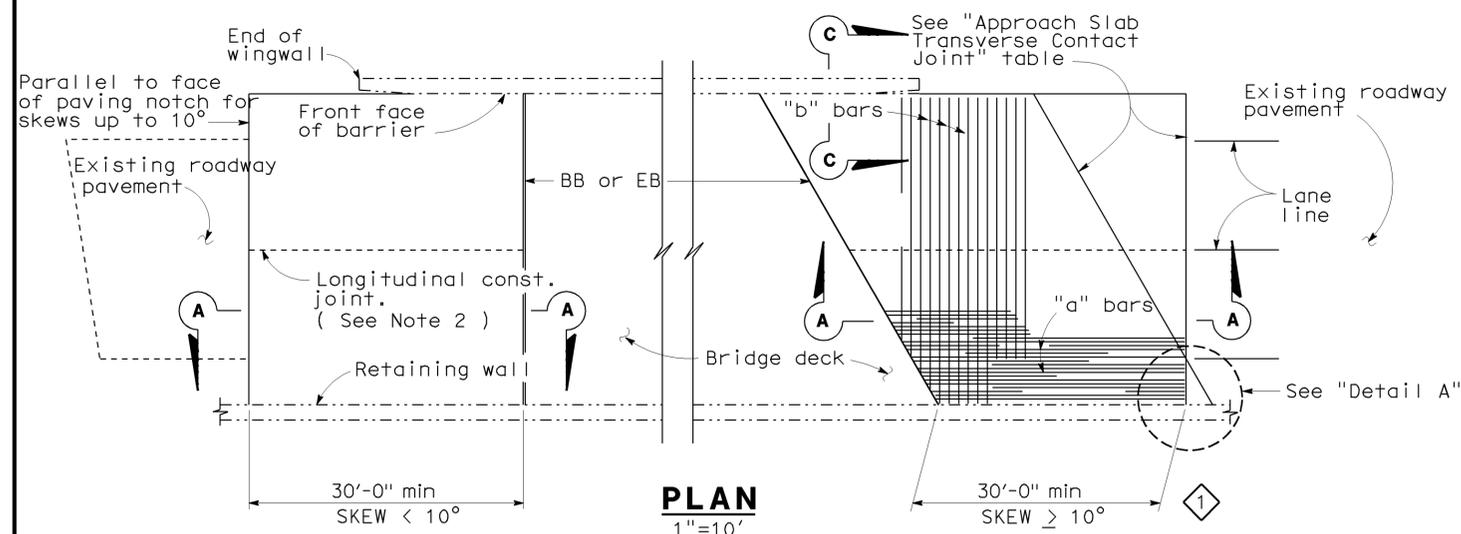
DESIGN	BY Michael Pope	CHECKED David P. Murray
DETAILS	BY Michael Pope	CHECKED Richard Schendel
QUANTITIES	BY Michael Pope	CHECKED David P. Murray

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 18

BRIDGE NO.	VARIOUS	ROUTE 101 BRIDGE APPROACH AND DEPARTURE SLAB REPLACEMENT PROJECT APPROACH SLAB DETAILS
POST MILE	VARIOUS	
VARIOUS	VARIOUS	

USERNAME => s110257 DATE PLOTTED => 30-JUL-2010 TIME PLOTTED => 07:30



APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 10°	Parallel to face of paving notch	Parallel to face of paving notch
10° - 45°	Parallel to face of P N use (Detail A)	Stagger lines 24' to 36' apart
> 45°	Parallel to face of P N use (Detail A)	Stagger at each lane line

- NOTES:**
- Sealed joint, for M.R. see Structure Plans. Adjust bar reinforcement to clear a sawcut for sealed joint, when required.
 - Longitudinal construction joints, when permitted by Engineer, shall be located on lane lines.
 - Transverse contact joint shall be a minimum of 5'-0" from an existing or constructed weakened plane joint.
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10.
 - Couplers are required for stage construction.
 - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach as applicable.
- NOTE:**
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

STANDARD DRAWING			
RELEASE DATE REVISED 3/14/05	DESIGN BY M. TRAFFALIS	CHECKED E. THORKILDSEN	RELEASED BY
FILE NO. xs3-130e	DETAILS BY R. YEE	CHECKED E. THORKILDSEN	
	SUBMITTED BY M. HA	DRAWING DATE 8/92	OFFICE CHIEF

1 Modified detail

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE NO. VARIOUS
MILE POST VARIOUS

ROUTE 101 BRIDGE APPROACH AND DEPARTURE SLAB REPLACEMENT PROJECT

STRUCTURE APPROACH TYPE R(30S)

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

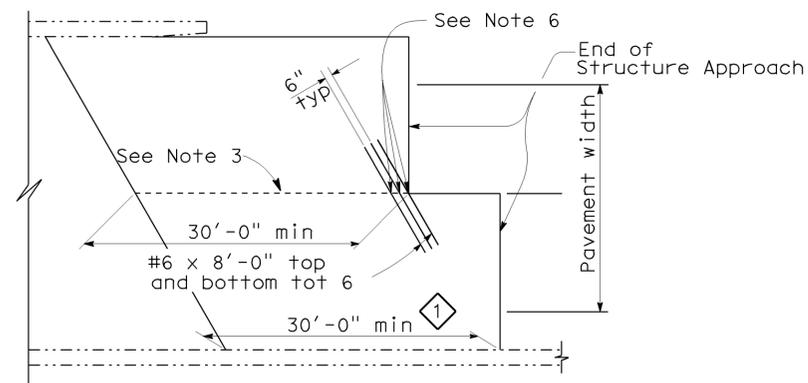
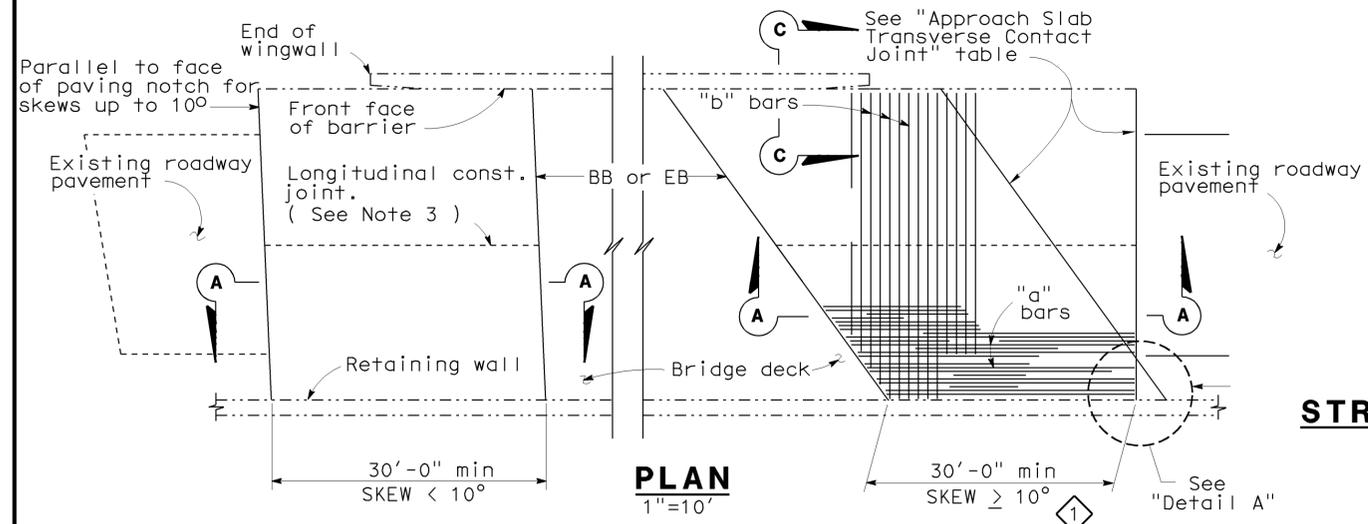
04/07/10					
----------	--	--	--	--	--

SHEET 5 OF 6

DIST.	COUNTY	ROUTE	MILE POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	101	12.6/R37.0	130	130

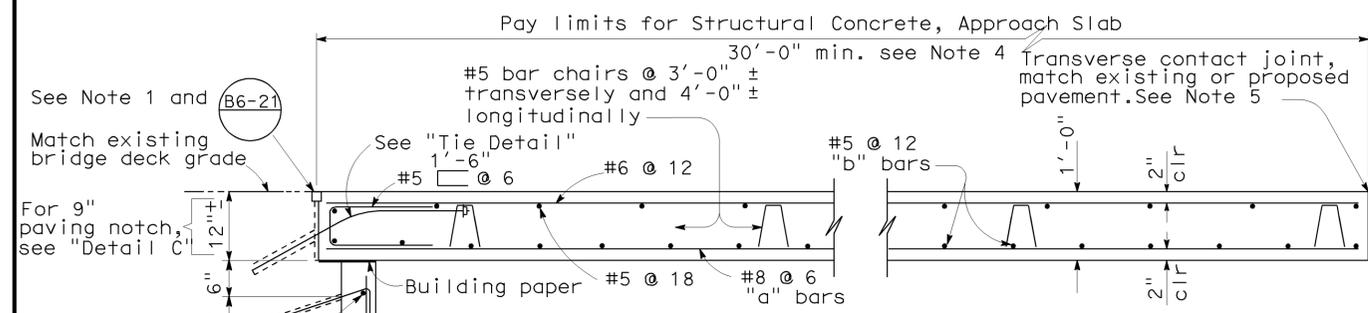
Michael R. Pope 04/30/2010
 REGISTERED ENGINEER - CIVIL
 No. C 54503
 Exp. 01/01/12
 CIVIL
 STATE OF CALIFORNIA

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.

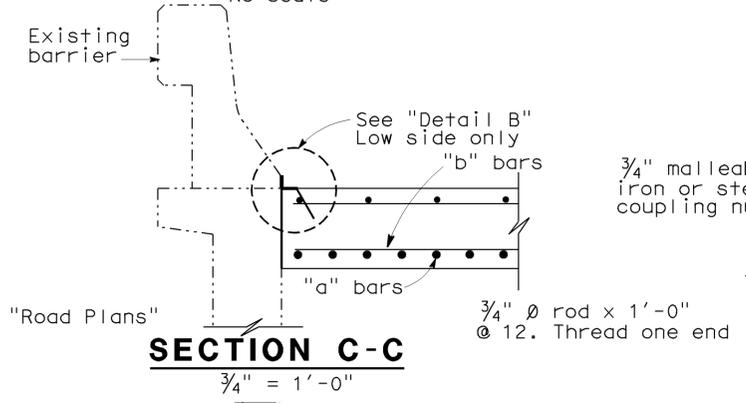


STRUCTURE APPROACH - END STAGGER DETAIL
No Scale

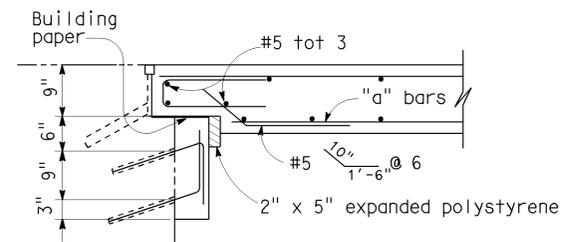
APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 10°	Parallel to face of paving notch	Parallel to face of paving notch
10° - 45°	Parallel to face of P N use (Detail A)	Stagger lines 24' to 36' apart
> 45°	Parallel to face of P N use (Detail A)	Stagger at each lane line



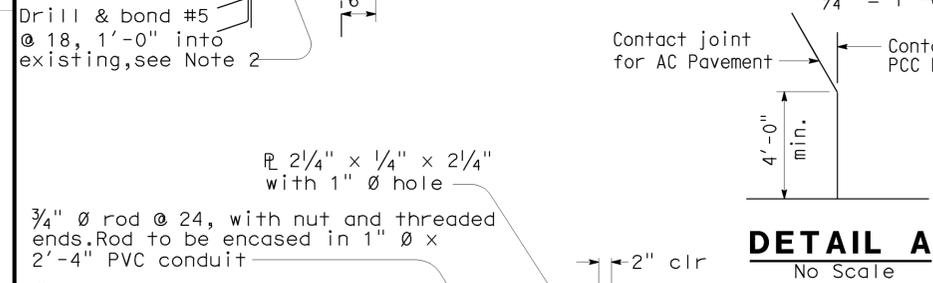
SECTION A-A
3/4" = 1'-0"



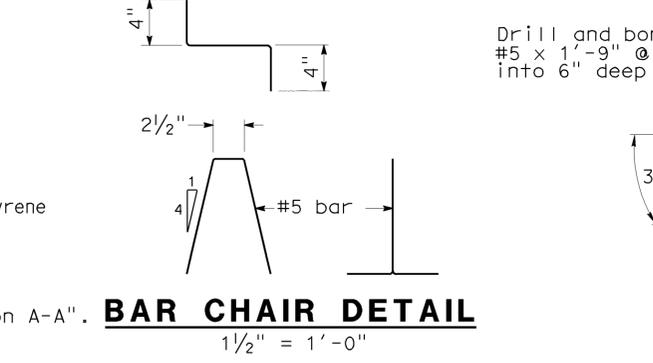
SECTION C-C
3/4" = 1'-0"



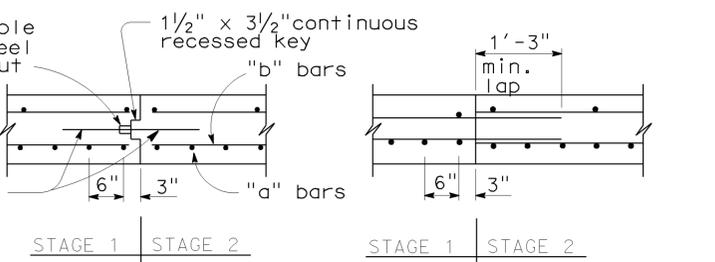
DETAIL C
3/4" = 1'-0"



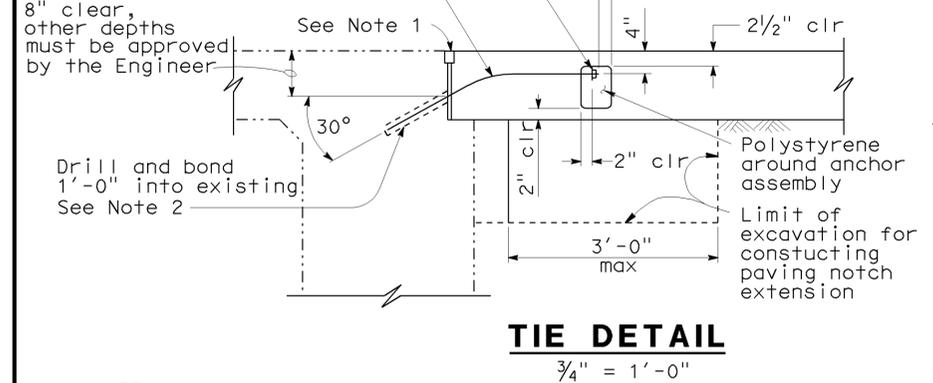
DETAIL A
No Scale



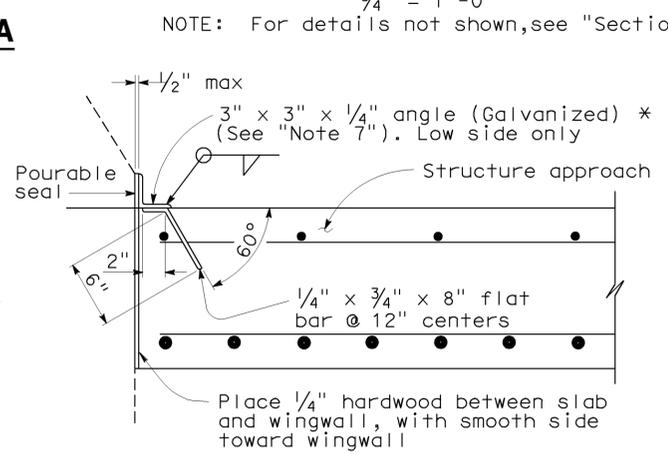
BAR CHAIR DETAIL
1 1/2" = 1'-0"



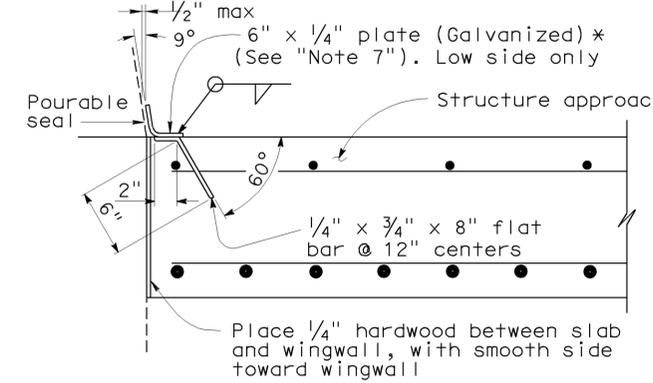
LONGITUDINAL CONSTRUCTION JOINT ALTERNATIVES
3/4" = 1'-0"



TIE DETAIL
3/4" = 1'-0"



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



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

- NOTES:**
- For details not shown or noted, see Structure Plans. Adjust bar reinforcement to clear a sawcut for sealed joint, when required.
 - Space to avoid existing prestress anchorages and main reinforcement.
 - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines.
 - Transverse contact joint shall be a minimum of 5'-0" from an existing or constructed weakened plane joint.
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10.
 - Couplers are required for stage construction.
 - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach as applicable.

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

STANDARD DRAWING			
RELEASE DATE	DESIGN BY	CHECKED	RELEASED BY
REVISED 3/14/05	M. TRAFFALIS	E. THORKILDSEN	
FILE NO. xs3-140e	DETAILS BY	CHECKED	
	R. YEE	E. THORKILDSEN	
	SUBMITTED BY	DRAWING DATE	OFFICE CHIEF
	M. HA	8/92	

1 Modified detail

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE NO. VARIOUS
MILE POST VARIOUS
ROUTE 101 BRIDGE APPROACH AND DEPARTURE SLAB REPLACEMENT PROJECT
STRUCTURE APPROACH TYPE R(30D)