

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

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

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

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

| | | | | | |
|------|--------|---------------------------|-----------------------------|--------------|-----------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 121 | 152 |

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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

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TO ACCOMPANY PLANS DATED 12-9-13

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

TABLE A

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

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

TABLE B

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

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ABBREVIATIONS
(SHEET 2 OF 2)**

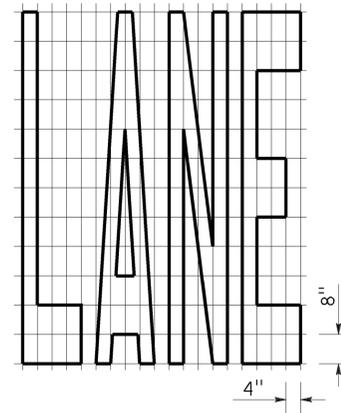
NO SCALE

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

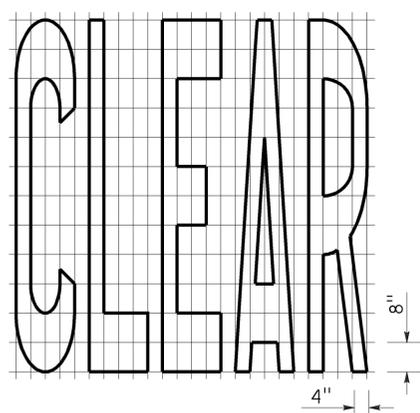
2010 REVISED STANDARD PLAN RSP A10B

TO ACCOMPANY PLANS DATED 12-9-13

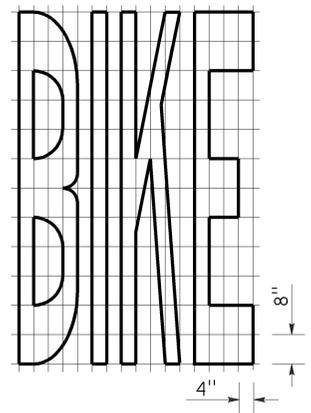
2010 REVISED STANDARD PLAN RSP A24E



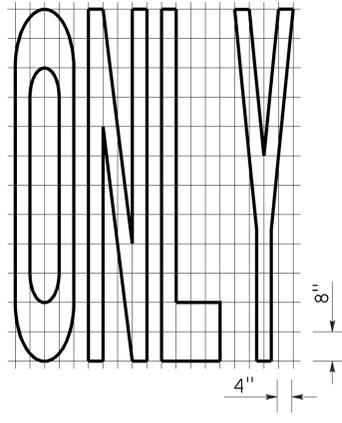
A=24 ft²



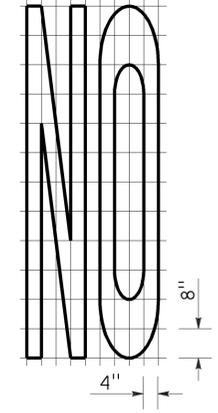
A=27 ft²



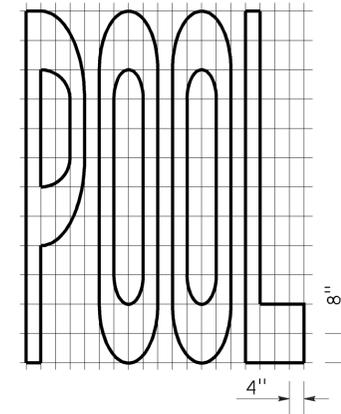
A=21 ft²



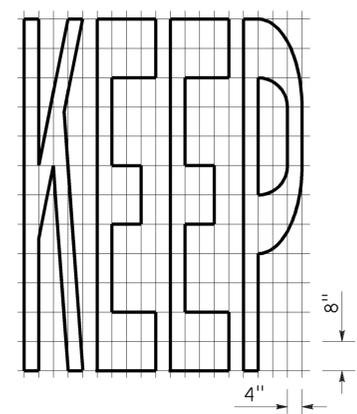
A=22 ft²



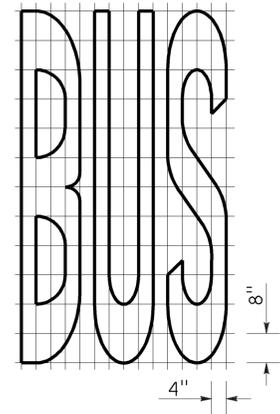
A=14 ft²



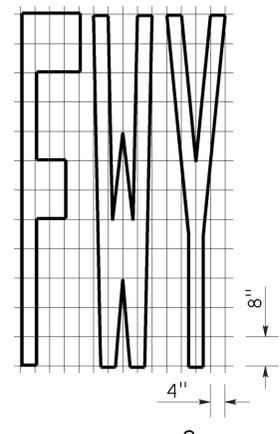
A=23 ft²



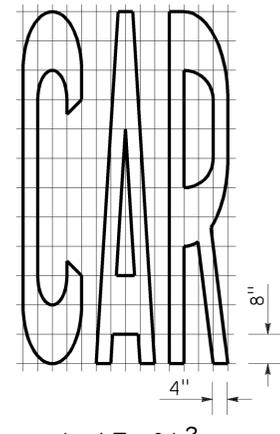
A=24 ft²



A=20 ft²

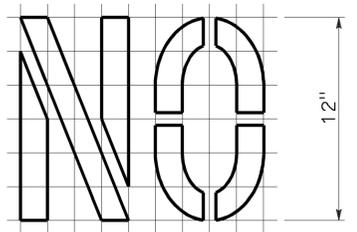


A=16 ft²



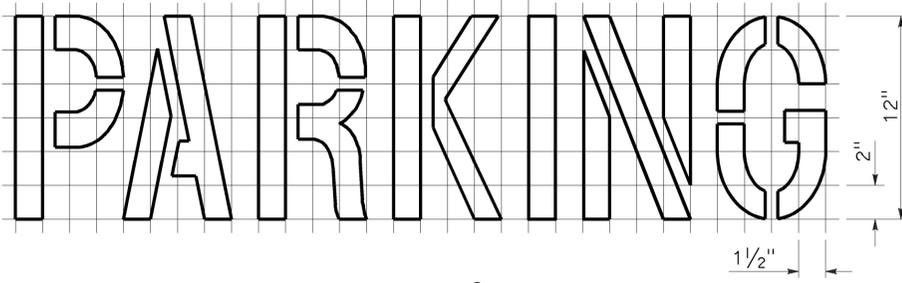
A=17 ft²

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



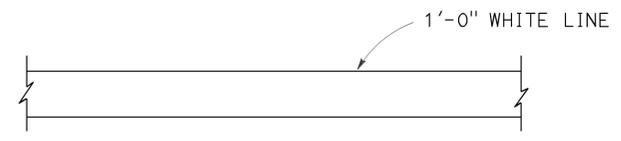
A=2 ft²

See Notes 6 and 7

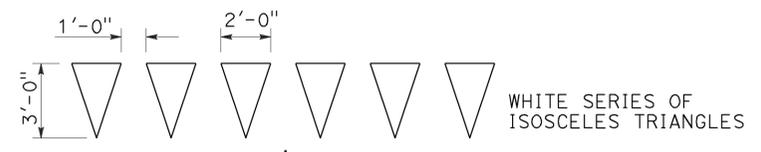


A=2 ft²

See Notes 6 and 7



LIMIT LINE (STOP LINE)



YIELD LINE

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

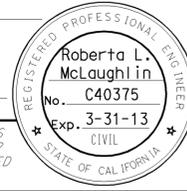
**PAVEMENT MARKINGS
WORDS, LIMIT AND YIELD LINES**

NO SCALE

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

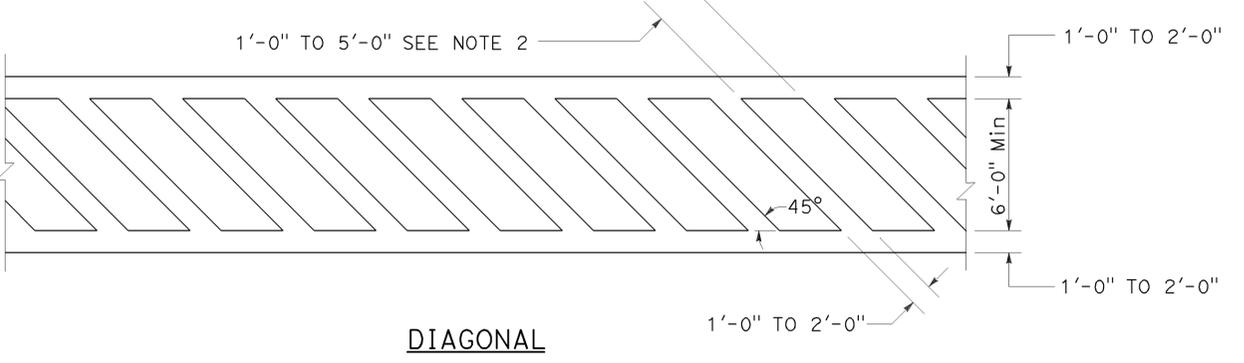
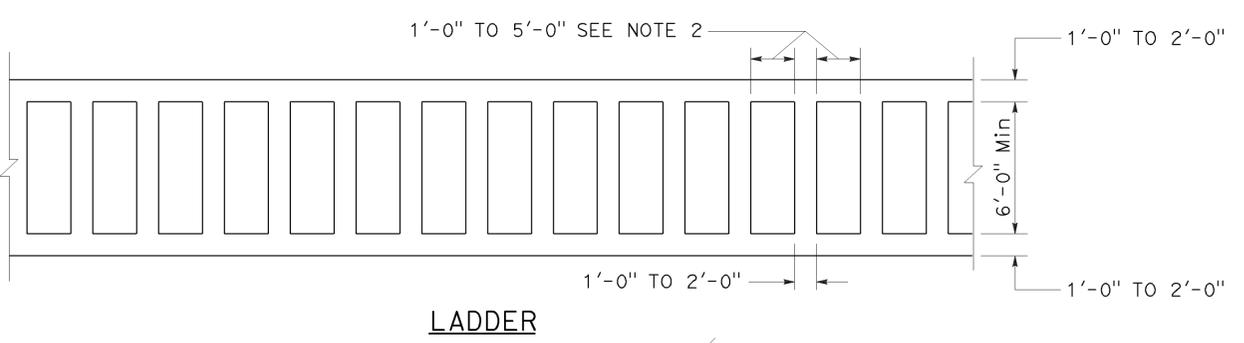
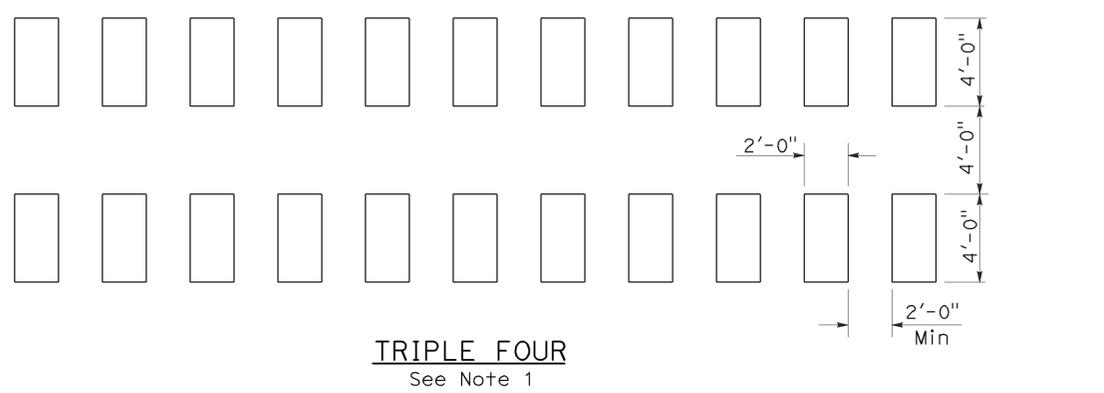
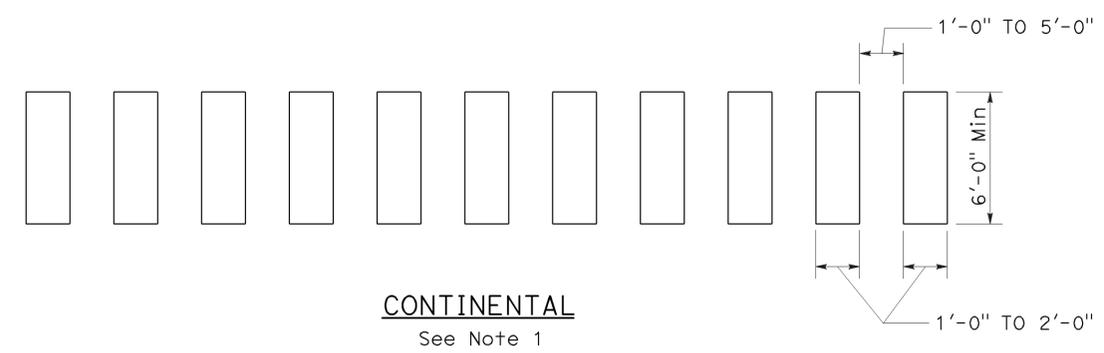
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10,110,118 134,210,710 | Var | 123 | 152 |

Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 July 20, 2012
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



TO ACCOMPANY PLANS DATED 12-9-13

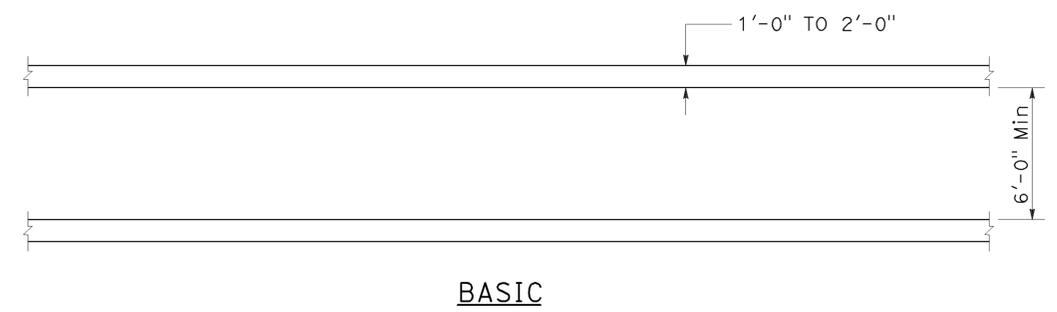
2010 REVISED STANDARD PLAN RSP A24F



HIGHER VISIBILITY CROSSWALKS

NOTES:

1. Spaces between markings should be placed in wheel tracks of each lane.
2. Spacings not to exceed 2.5 times width of longitudinal line.
3. All crosswalk markings must be white except for those near schools must be yellow.



BASIC

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
CROSSWALKS**

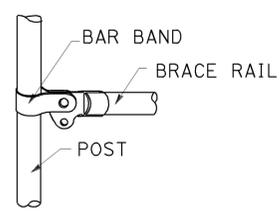
NO SCALE
RSP A24F DATED JULY 20, 2012 SUPPLEMENTS THE
STANDARD PLANS BOOK DATED 2010.

| | | | | | |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 124 | 152 |

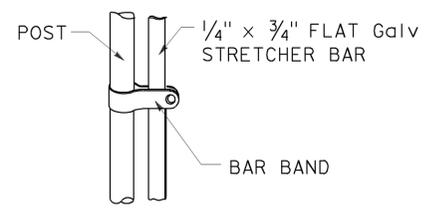
Glenn DeCou
 REGISTERED CIVIL ENGINEER
 No. C34547
 Exp. 9-30-13
 CIVIL
 STATE OF CALIFORNIA

October 19, 2012
 PLANS APPROVAL DATE

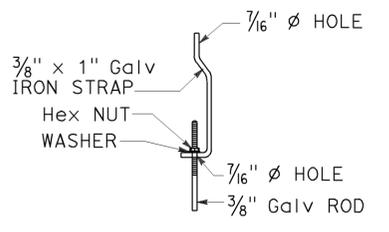
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BRACE RAIL



STRETCHER BAR

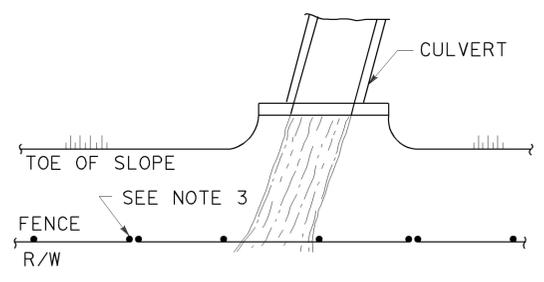


TRUSS TIGHTENER

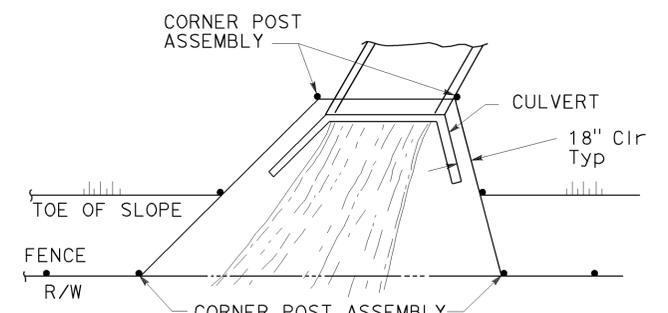
NOTES:

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

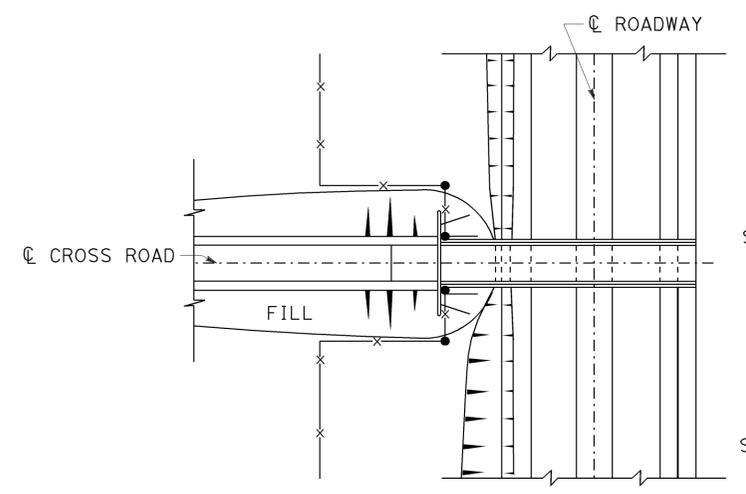
TO ACCOMPANY PLANS DATED 12-9-13



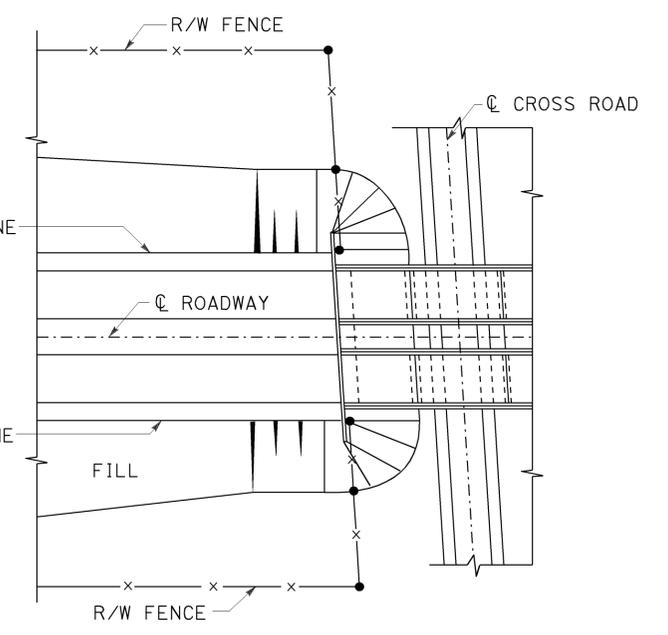
PLAN



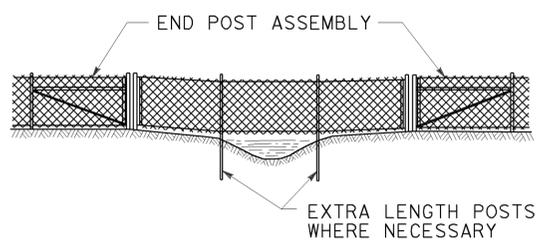
PLAN



PLAN OF ROADWAY - OVERCROSSING

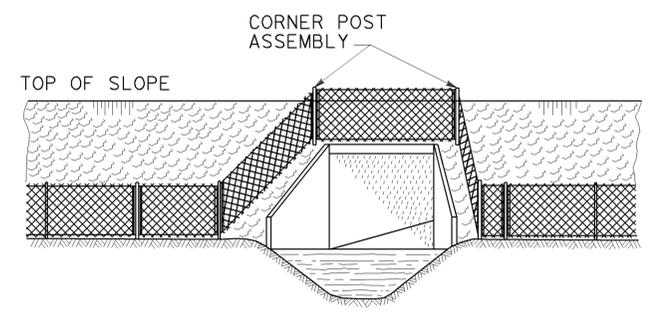


PLAN OF ROADWAY - UNDERCROSSING



ELEVATION

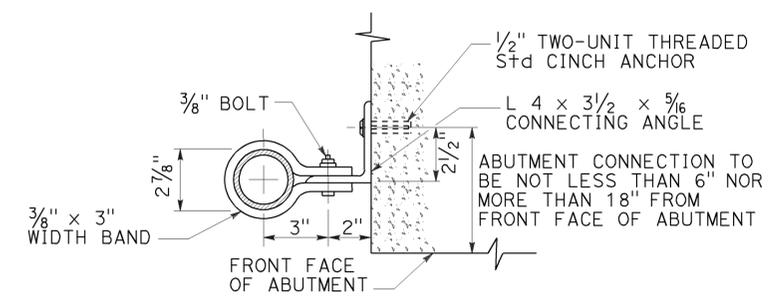
INSTALLATION OVER STREAM



ELEVATION

INSTALLATION AROUND HEADWALL

See Note 4



ABUTMENT CONNECTION

TYPICAL INSTALLATION AT BRIDGES

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

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

REVISED STANDARD PLAN RSP A85B

2010 REVISED STANDARD PLAN RSP A85B

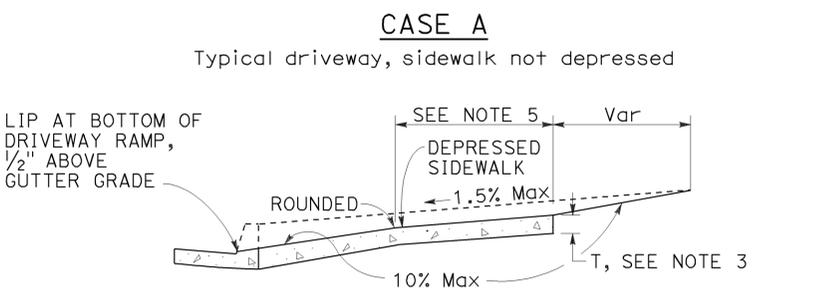
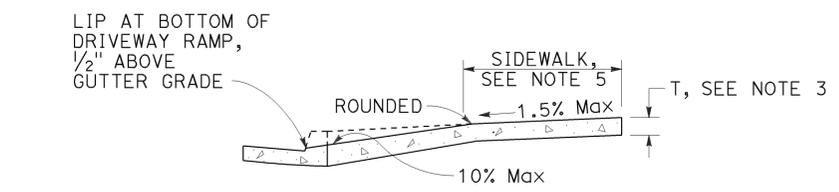
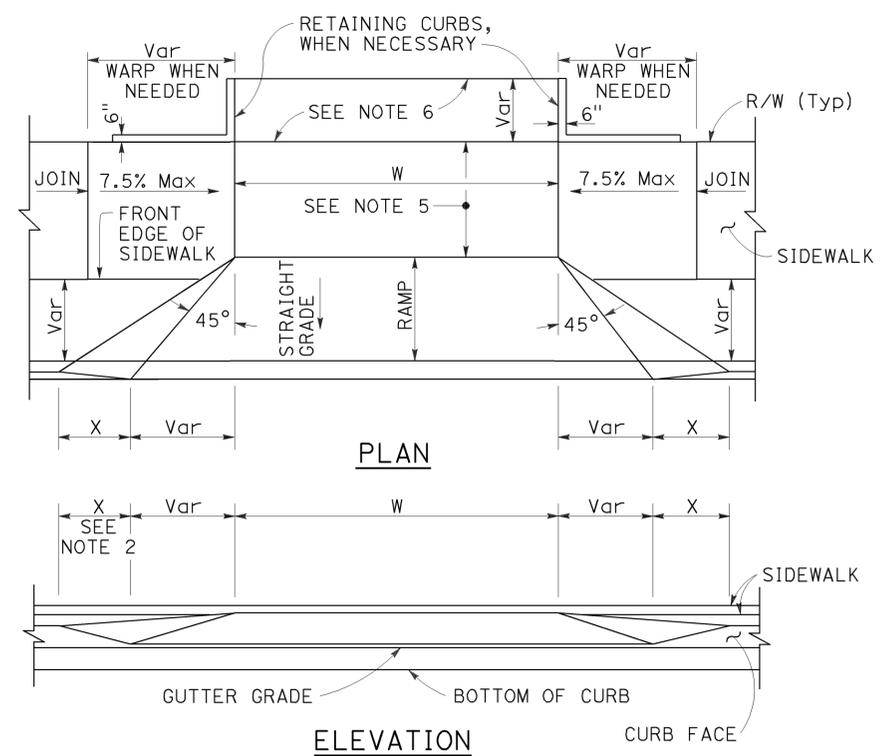
TO ACCOMPANY PLANS DATED 12-9-13

CURB QUANTITIES

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

TABLE A

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



CASE A

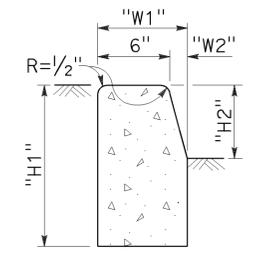
Typical driveway, sidewalk not depressed

CASE B

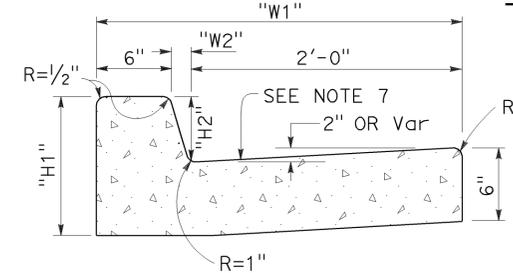
Driveway with depressed sidewalk

SECTIONS

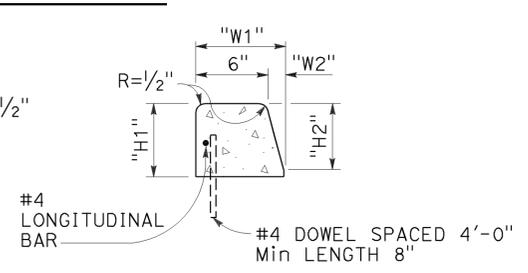
DRIVEWAYS



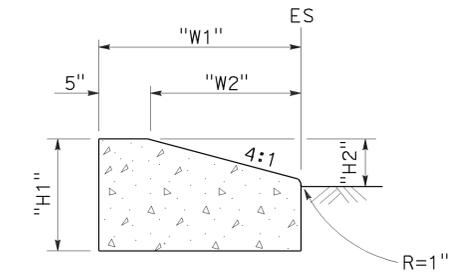
TYPE A1 CURBS
See Table A



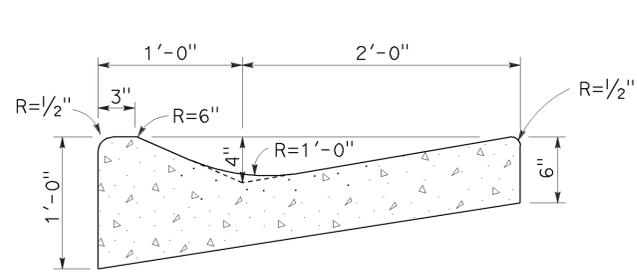
TYPE A2 CURBS
See Table A



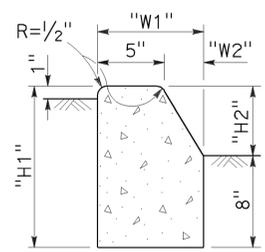
TYPE A3 CURBS
Superimposed on existing pavement
See Table A



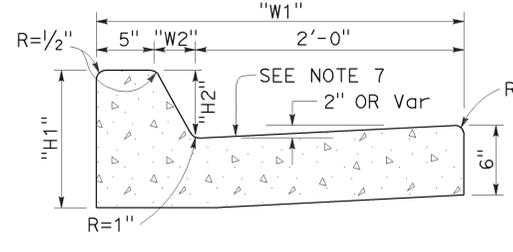
TYPE D CURBS
See Table A



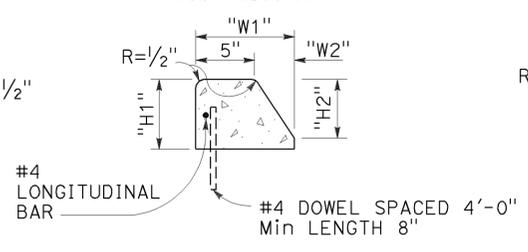
TYPE E CURB



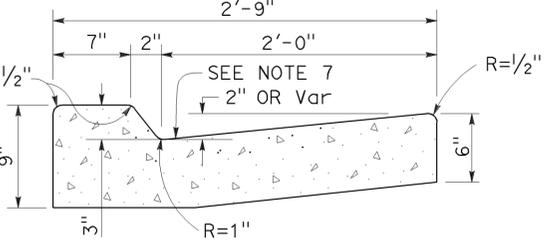
TYPE B1 CURBS
See Table A



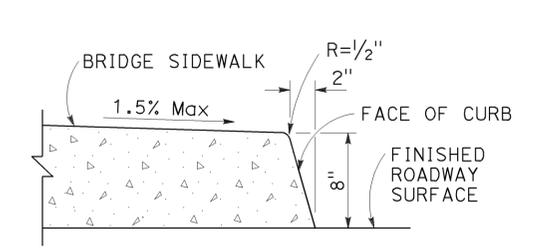
TYPE B2 CURBS
See Table A



TYPE B3 CURBS
Superimposed on existing pavement
See Table A



TYPE B4 CURBS



TYPE H CURB
On Bridges

CURBS

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CURBS AND DRIVEWAYS

NO SCALE

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

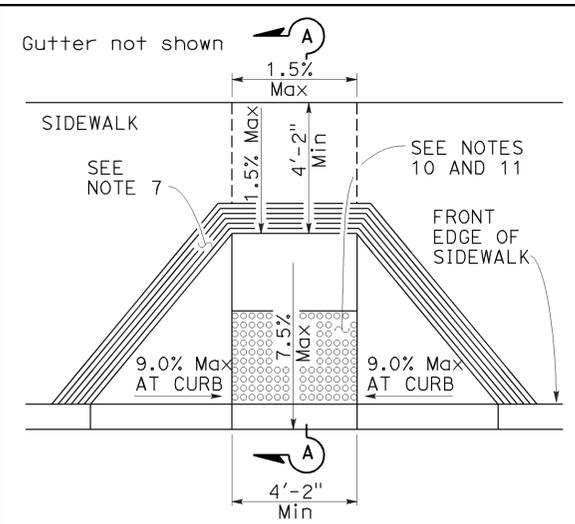
REVISED STANDARD PLAN RSP A87A

2010 REVISED STANDARD PLAN RSP A87A

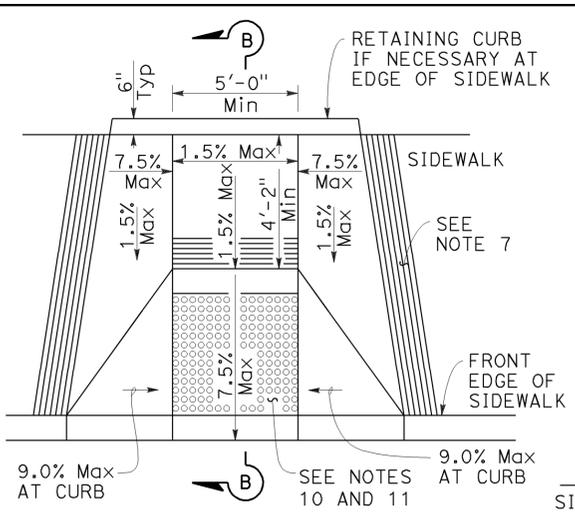
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|------|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 126 | 152 |

H. David Cordova
 REGISTERED CIVIL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
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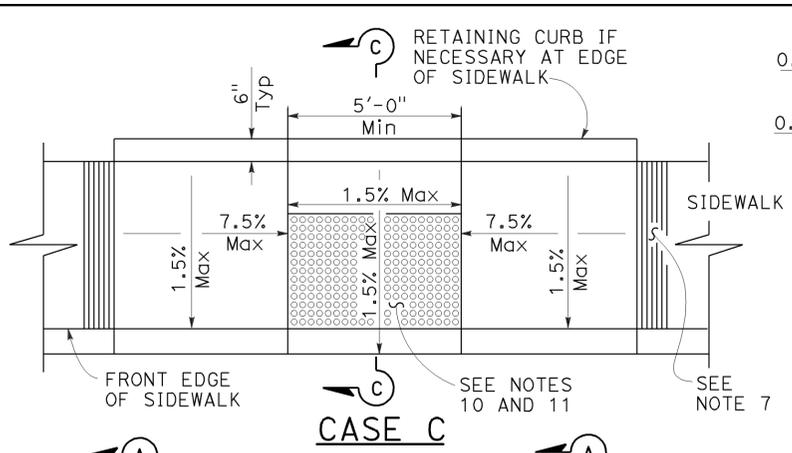
REGISTERED PROFESSIONAL ENGINEER
 Hector David Cordova
 No. C41957
 Exp. 3-31-14
 CIVIL
 STATE OF CALIFORNIA



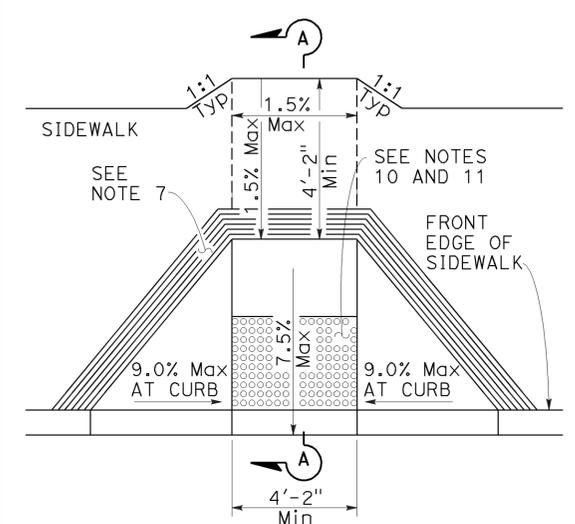
CASE A



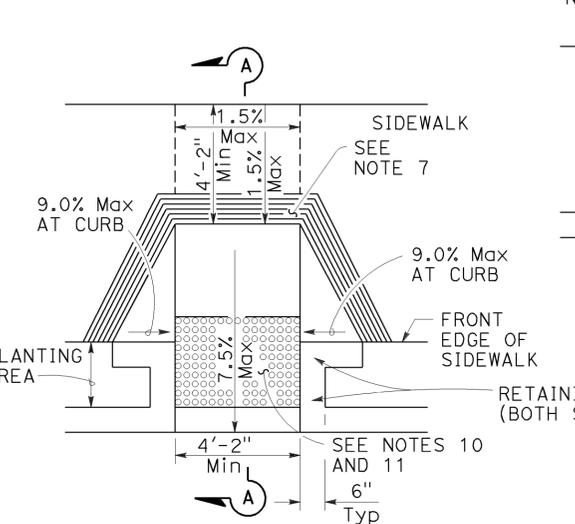
CASE B



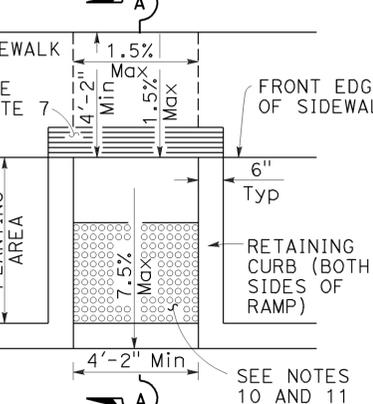
CASE C



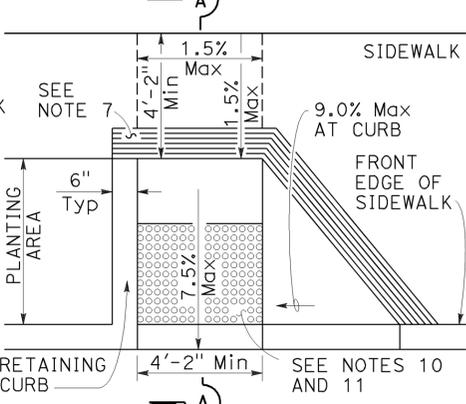
CASE D



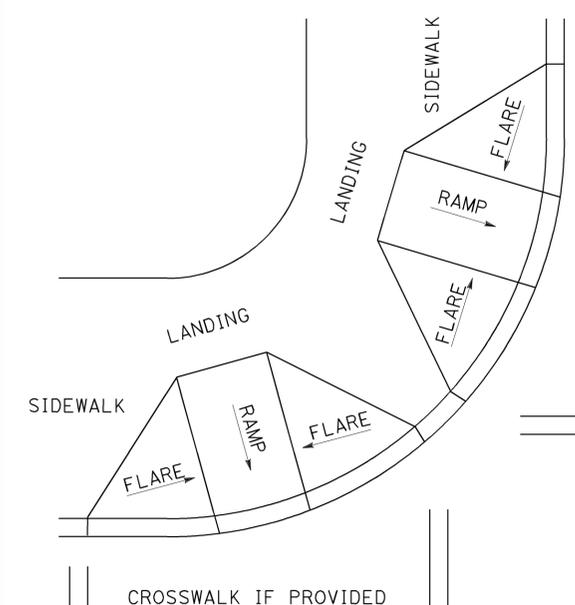
CASE E



CASE F



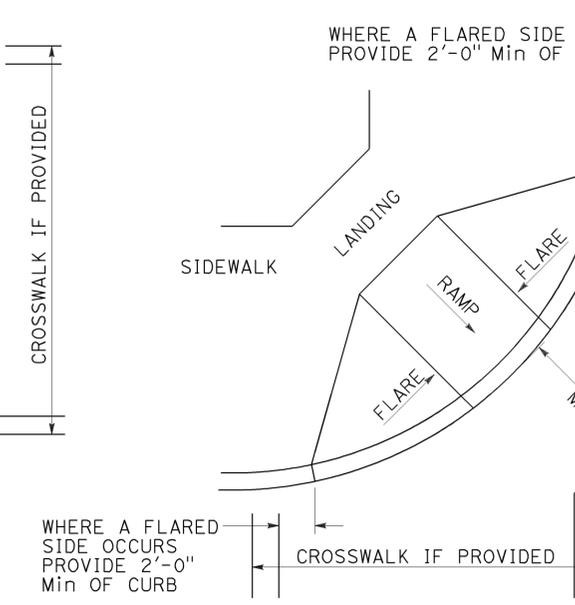
CASE G



DETAIL A

TYPICAL TWO-RAMP CORNER INSTALLATION

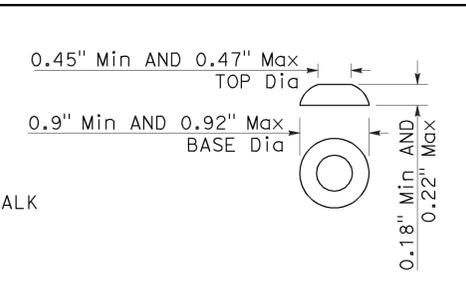
See Note 1



DETAIL B

TYPICAL ONE-RAMP CORNER INSTALLATION

See Notes 1 and 3

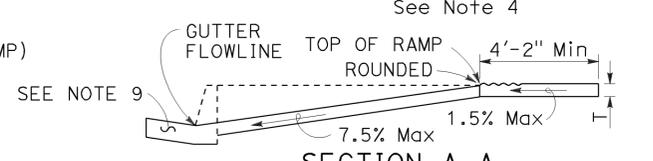


RAISED TRUNCATED DOME

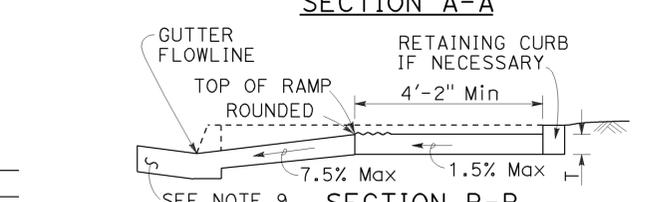
TO ACCOMPANY PLANS DATED 12-9-13

NOTES:

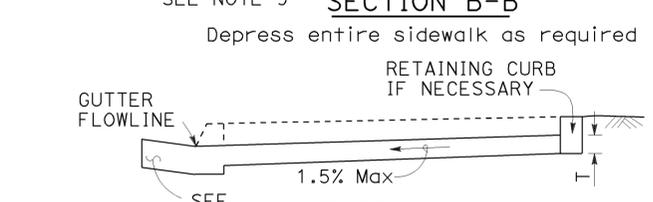
- As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate.
- If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-2" platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B, or C or may be widened as in Case D.
- When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
- As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
- If located on a curve, the sides of the ramp need not be parallel, but the minimum width of the ramp shall be 4'-2".
- Side slope of ramp flares vary uniformly from a maximum of 9.0% at curb to conform with longitudinal sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
- The curb ramp shall be outlined, as shown, with a 1'-0" wide border with 1/4" grooves approximately 3/4" on center. See grooving detail.
- Transitions from ramps and landing to walks, gutters or streets shall be flush (no lip) and free of abrupt changes.
- Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp shall not be steeper than 1:20 (5.0%). Gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.
- Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. Detectable Warning Surfaces shall conform to the details on this plan and the requirements in the Standard Specifications.
- The edge of the detectable warning surface nearest the street shall be between 6" and 8" from the gutter flowline.
- Sidewalk and ramp thickness, "T", shall be 3/2" minimum.
- Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
- Detectable warning surface may have to be cut to allow removal of utility covers while maintaining full detectable warning width and depth.



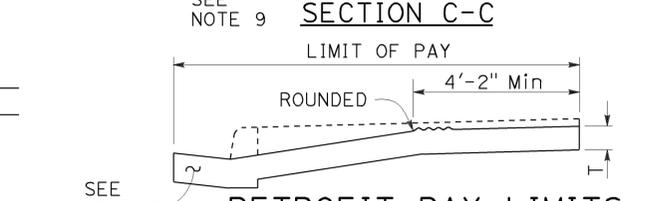
SECTION A-A



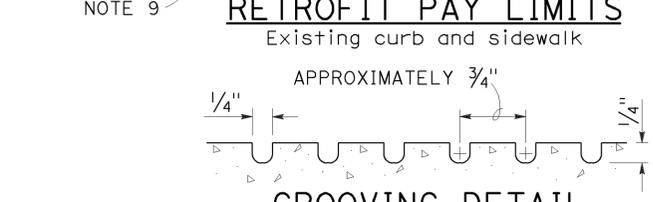
SECTION B-B



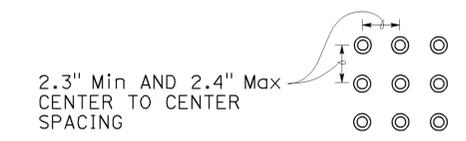
SECTION C-C



RETROFIT PAY LIMITS



GROOVING DETAIL



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

See Note 10

CURB RAMP DETAILS
NO SCALE

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

REVISED STANDARD PLAN RSP A88A

2010 REVISED STANDARD PLAN RSP A88A

| | | | | | |
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| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
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H. David Cordova
 REGISTERED CIVIL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
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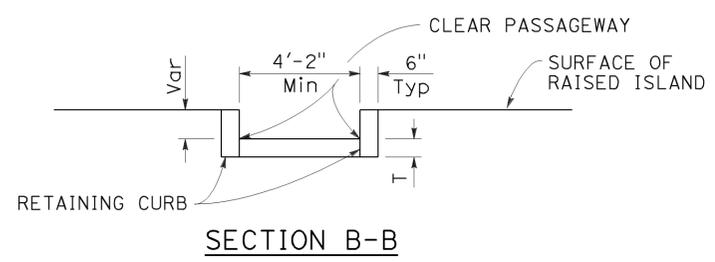
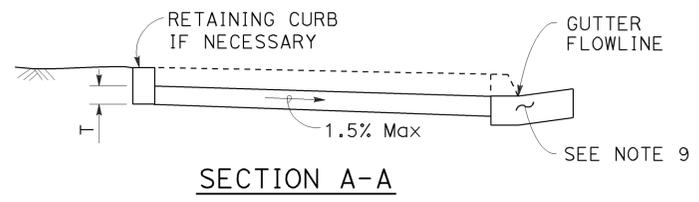
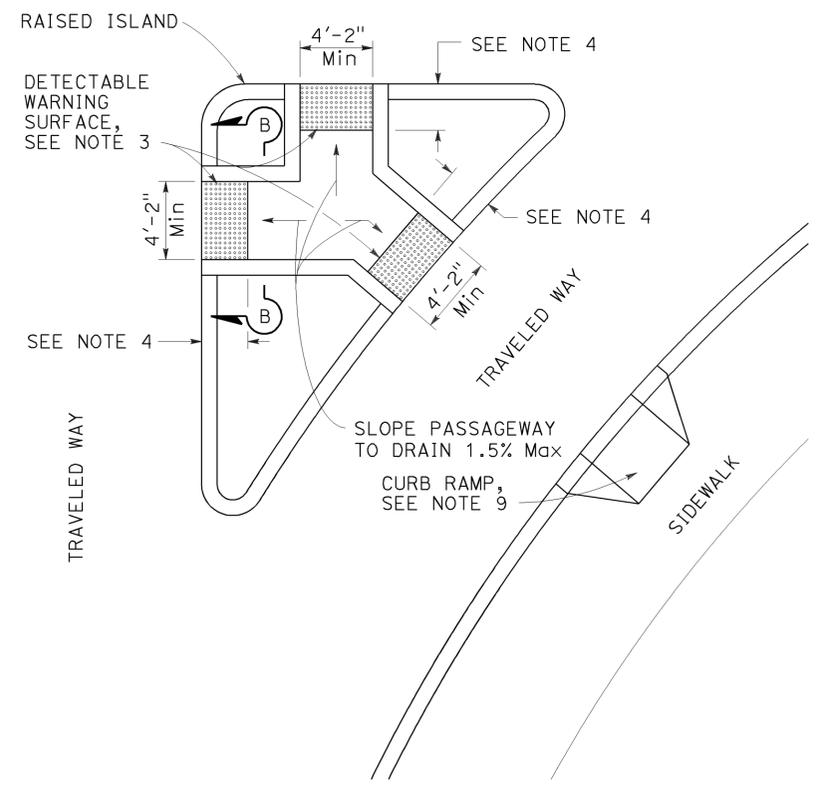
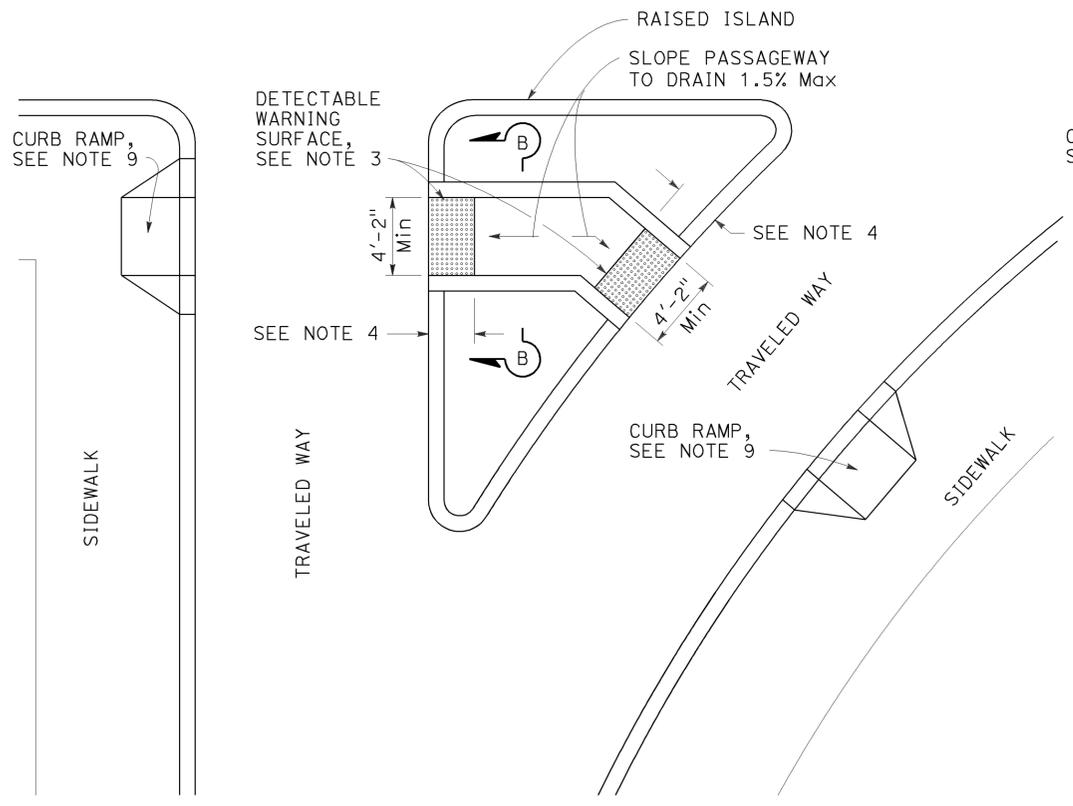
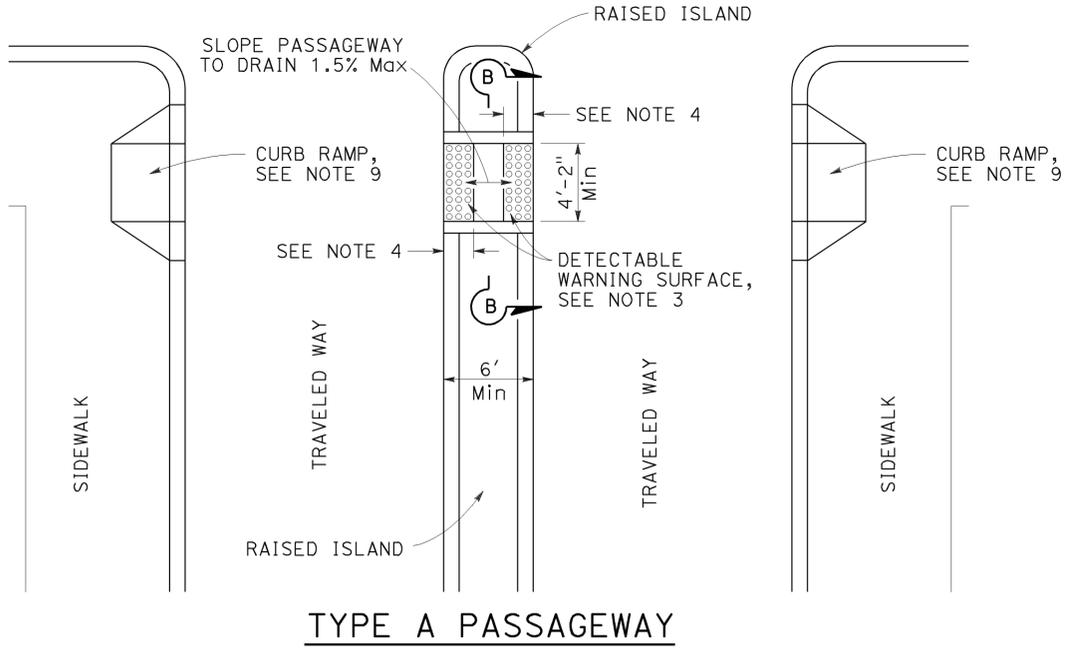
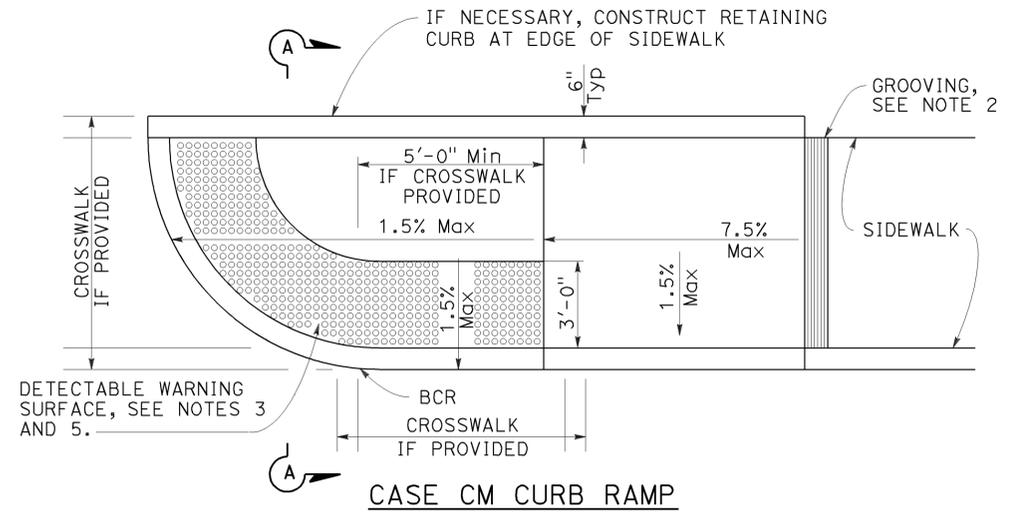
| |
|----------------------------------|
| REGISTERED PROFESSIONAL ENGINEER |
| Hector David Cordova |
| No. C41957 |
| Exp. 3-31-14 |
| CIVIL |
| STATE OF CALIFORNIA |

TO ACCOMPANY PLANS DATED 12-9-13

NOTES:

1. Sidewalk, ramp and passageway thickness, "T", shall be 3 1/2" minimum.
2. For details of grooving used with Case CM curb ramp, see Revised Standard Plan RSP A88A.
3. For details of detectable warning surfaces, see Revised Standard Plan RSP A88A.
4. Where an island passageway length is greater than or equal to 6'-0", but less than 8'-0", each detectable warning surface shall extend the full width and 2'-0" depth of the passageway length. Where an island passageway length is greater than or equal to 8'-0", each detectable warning surface shall extend the full width and 3'-0" depth of the passageway length.
5. For Case CM curb ramp, the edge of the detectable warning surface nearest the street shall be between 6" and 8" from the gutter flowline.
6. Transitions from ramps to walks, gutters or streets shall be flush (no lip) and free of abrupt changes.
7. Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
8. Detectable warning surface may have to be cut to allow removal of utility covers while maintaining full detectable warning width and depth.
9. For additional curb ramp details, see Revised Standard Plan RSP A88A.

Gutter not shown



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

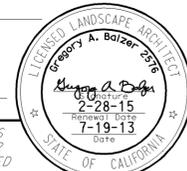
RSP A88B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A88B DATED MAY 20, 2011 - PAGE 122 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A88B

2010 REVISED STANDARD PLAN RSP A88B

| | | | | | |
|------|--------|---------------------------|-----------------------------|--------------|-----------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
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Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 July 19, 2013
 PLANS APPROVAL DATE
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TO ACCOMPANY PLANS DATED 12-9-13

A

AB AGGREGATE BASE
 ABS ACRYLONITRILE-BUTADIENE-STYRENE
 AC ASPHALT CONCRETE
 ACC ARMOR-CLAD CONDUCTORS
 Adj ADJACENT/ADJUSTABLE
 AIC AUXILIARY IRRIGATION CONTROLLER
 Alt ALTERNATIVE
 AMEND AMENDMENT
 ARV AIR RELEASE VALVE
 AUTO AUTOMATIC
 AUX AUXILIARY
 AVB ATMOSPHERIC VACUUM BREAKER

B

B&B BALLED AND BURLAPPED
 B/B BRASS/BRONZE
 B/B/PL BRASS/BRONZE/PLASTIC
 B/PL BRASS/PLASTIC
 BFM BONDED FIBER MATRIX
 Bit Ctd BITUMINOUS COATED
 BP BOOSTER PUMP
 BPA BACKFLOW PREVENTER ASSEMBLY
 BPE BACKFLOW PREVENTER ENCLOSURE
 BV BALL VALVE

C

C CONDUIT
 CAP CORRUGATED ALUMINUM PIPE
 CARV COMBINATION AIR RELEASE VALVE
 CB COUPLING BAND
 CCA CAM COUPLER ASSEMBLY
 CEC CONTROLLER ENCLOSURE CABINET
 CHDPE CORRUGATED HIGH DENSITY POLYETHYLENE
 CL CHAIN LINK
 CNC CONTROL AND NEUTRAL CONDUCTORS
 Conc CONCRETE
 CP COPPER PIPE
 CS COMPOST SOCK
 CSP CORRUGATED STEEL PIPE
 CST CENTER STRIP
 CV CHECK VALVE

D

Dia DIAMETER
 DIP DUCTILE IRON PIPE
 DIT DRIP IRRIGATION TUBING
 DG DECOMPOSED GRANITE
 DN DIAMETER NOMINAL
 DVA DRIP VALVE ASSEMBLY

E

EC EROSION CONTROL
 ECTC EROSION CONTROL TECHNOLOGY COUNCIL
 ElecT ELECTRIC/ELECTRICAL
 Elev ELEVATION
 ELL ELBOW
 ENCL ENCLOSURE
 EP EDGE OF PAVEMENT
 ES EDGE OF SHOULDER
 EST END STRIP
 ESTB ESTABLISHMENT
 ETW EDGE OF TRAVELED WAY

F

F FULL CIRCLE
 F/P FULL/PART CIRCLE
 FCV FLOW CONTROL VALVE
 FERT FERTILIZER
 FG FINISHED GRADE
 FH FLEXIBLE HOSE
 FIPT FEMALE IRON PIPE THREAD
 FIS FERTILIZER INJECTOR SYSTEM
 FL FLOW LINE
 FR FIBER ROLL
 FS FLOW SENSOR
 FSC FLOW SENSOR CABLE
 FV FLUSH VALVE

G

Galv GALVANIZED
 GARV GARDEN VALVE
 GARVA GARDEN VALVE ASSEMBLY
 GM GRAVEL MULCH
 GPH GALLONS PER HOUR
 GPM GALLONS PER MINUTE
 GSP GALVANIZED STEEL PIPE
 GV GATE VALVE

H

H HALF CIRCLE
 HDPE HIGH DENSITY POLYETHYLENE
 HP HORSEPOWER/HINGE POINT
 HPL HIGH PRESSURE LINE
 Hwy HIGHWAY

I

IC IRRIGATION CONTROLLER
 ICC IRRIGATION CONTROLLER(S)
 IN CONTROLLER ENCLOSURE CABINET
 ID INSIDE DIAMETER
 IFS IRRIGATION FILTRATION SYSTEM
 IPS IRON PIPE SIZE
 IPT IRON PIPE THREAD
 Irr IRRIGATION

L

L LENGTH

M

Max MAXIMUM
 MBGR METAL BEAM GUARD RAILING
 MCV MANUAL CONTROL VALVE
 MIC MASTER IRRIGATION CONTROLLER
 Min MINIMUM
 MIPT MALE IRON PIPE THREAD
 Misc MISCELLANEOUS
 MtI MATERIAL
 MVP MAINTENANCE VEHICLE PULLOUT

N

NCN NO COMMON NAME
 NL NOZZLE LINE
 No. NUMBER
 NPT NATIONAL PIPE THREAD

O

O/C ON CENTER
 OD OUTSIDE DIAMETER
 OL OVERLAP

P

P PART CIRCLE
 PB PULL BOX
 PCC PORTLAND CEMENT CONCRETE
 PE POLYETHYLENE
 Pkt+ PACKET
 PL PLASTIC
 PLS PURE LIVE SEED
 PLT PLANT/PLANTING
 PLT ESTB PLANT ESTABLISHMENT
 PM POST MILE
 PR PRESSURE RATED
 PRLV PRESSURE RELIEF VALVE
 PRV PRESSURE REGULATING VALVE
 PVC POLYVINYL CHLORIDE
 Pvm+ PAVEMENT

Q

Q QUARTER CIRCLE
 QCV QUICK COUPLING VALVE

NOTE:
 For additional abbreviations,
 see Standard Plans A10A and A10B.

R

R RADIUS
 RCP REINFORCED CONCRETE PIPE
 RCV REMOTE CONTROL VALVE
 RCVM REMOTE CONTROL VALVE (MASTER)
 RCVMF REMOTE CONTROL VALVE (MASTER) W/FLOW SENSOR
 RCVP REMOTE CONTROL VALVE W/PRESSURE REGULATOR
 RCW RECYCLED WATER
 RECP ROLLED EROSION CONTROL PRODUCT
 REQ REQUIRED
 RICS REMOTE IRRIGATION CONTROL SYSTEM
 R/W RIGHT OF WAY

S

S SLIP
 SCH SCHEDULE
 SF STATE-FURNISHED
 Shld SHOULDER
 Sq SQUARE
 SST SIDE STRIP
 Sta STATION
 Std STANDARD
 SW SIDEWALK/SOUND WALL

T

T THIRD CIRCLE/THREAD
 TLS TRUCK LOADING STANDPIPE
 TQ THREE QUARTER CIRCLE
 TRM TURF REINFORCEMENT MAT
 TT TWO-THIRDS CIRCLE
 TWSA TREE WELL SPRINKLER ASSEMBLY
 Typ TYPICAL

U

UG UNDERGROUND

W

W WIDTH
 W/ WITH
 WM WATER METER
 WS WYE STRAINER
 WSA WYE STRAINER ASSEMBLY
 WSP WELDED STEEL PIPE
 WWM WELDED WIRE MESH

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**LANDSCAPE AND
 EROSION CONTROL ABBREVIATIONS**
 NO SCALE

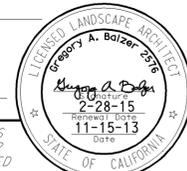
RSP H1 DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN H1
 DATED MAY 20, 2011 - PAGE 218 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP H1

2010 REVISED STANDARD PLAN RSP H1

| | | | | | |
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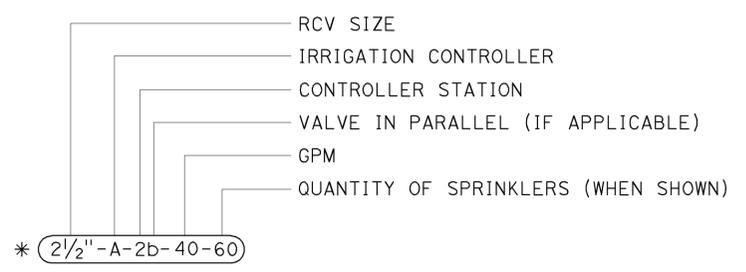

 LICENSED LANDSCAPE ARCHITECT
 November 15, 2013
 PLANS APPROVAL DATE
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TO ACCOMPANY PLANS DATED 12-9-13

| EXISTING | NEW | ITEM DESCRIPTION |
|----------|-----|--|
| | | WATER METER (WM) |
| | | BACKFLOW PREVENTER ASSEMBLY (BPA) |
| | | BACKFLOW PREVENTER ENCLOSURE (BPE) |
| | | BOOSTER PUMP (BP) |
| | | TRUCK LOADING STANDPIPE (TLS) |
| | | FLOW SENSOR (FS) |
| | | MASTER IRRIGATION CONTROLLER (MIC) |
| | | AUXILIARY IRRIGATION CONTROLLER (AIC) |
| | | IRRIGATION CONTROLLER (IC) |
| | | IRRIGATION CONTROLLER (IC) (BATTERY) |
| | | IRRIGATION CONTROLLER (IC) (SOLAR) |
| | | IRRIGATION CONTROLLER (IC) (TWO WIRE) |
| | | IRRIGATION CONTROLLER(S) IN CONTROLLER ENCLOSURE CABINET (ICC) |
| | | ARMOR-CLAD CONDUCTORS (ACC) |
| | | CONTROL AND NEUTRAL CONDUCTORS (CNC) |
| | | IRRIGATION CONDUIT |
| | | EXTEND IRRIGATION CONDUIT |
| | | DUCTILE IRON PIPE (SUPPLY LINE) (MAIN) (DIP) |
| | | GALVANIZED STEEL PIPE (SUPPLY LINE) (MAIN) (GSP) |
| | | GALVANIZED STEEL PIPE (SUPPLY LINE) (LATERAL) (GSP) |
| | | PLASTIC PIPE (SUPPLY LINE) (MAIN) |
| | | PLASTIC PIPE (SUPPLY LINE) (LATERAL) |
| | | COPPER PIPE (SUPPLY LINE) |
| | | DRIP IRRIGATION TUBING |
| | | REMOTE CONTROL VALVE (RCV) |
| | | REMOTE CONTROL VALVE (MASTER) (RCVM) |
| | | REMOTE CONTROL VALVE (MASTER) W/FLOW METER (RCVMF) |
| | | REMOTE CONTROL VALVE W/PRESSURE REGULATOR (RCVP) |
| | | EXISTING MANUAL CONTROL VALVE (MCV) |
| | | DRIP VALVE ASSEMBLY (DVA) |
| | | WYE STRAINER ASSEMBLY (WSA) |

| EXISTING | NEW | ITEM DESCRIPTION |
|----------|-----|--|
| | | GATE VALVE (GV) |
| | | BALL VALVE (BV) |
| | | QUICK COUPLING VALVE (QCV) |
| | | CAM COUPLER ASSEMBLY (CCA) |
| | | GARDEN VALVE ASSEMBLY (GARVA) |
| | | PRESSURE REGULATING VALVE (PRV) |
| | | PRESSURE RELIEF VALVE (PRLV) |
| | | FLOW CONTROL VALVE (FCV) |
| | | COMBINATION AIR RELEASE VALVE (CARV) |
| | | CHECK VALVE (CV) |
| | | FLUSH VALVE (FV) |
| | | EXISTING NOZZLE LINE W/TURNING UNION |
| | | EXISTING IRRIGATION SYSTEM |
| | | EXISTING IRRIGATION SYSTEM TO BE REMOVED |
| | | CHAIN LINK GATE |
| | | QUICK COUPLING VALVE W/SPRINKLER PROTECTOR |
| | | SPRINKLER W/SPRINKLER PROTECTOR |
| | | CONNECT TO EXISTING SYSTEM |
| | | CAP |
| | | CAP EXISTING |
| | | FIBER ROLL |
| | | COMPOST SOCK |



* 2 1/2" - A - 2b - 40 - 60

VALVE CODE

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

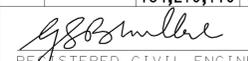
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
LANDSCAPE AND EROSION CONTROL SYMBOLS
 NO SCALE

RSP H2 DATED NOVEMBER 15, 2013 SUPERSEDES RSP H2 DATED JULY 19, 2013 AND STANDARD PLAN H2 DATED MAY 20, 2011 - PAGE 219 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP H2

2010 REVISED STANDARD PLAN RSP H2

| | | | | | |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 130 | 152 |


 REGISTERED CIVIL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE



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

TO ACCOMPANY PLANS DATED 12-9-13

TABLE 1

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

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

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

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

TABLE 2

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

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

TABLE 3

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

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

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM TABLES FOR LANE AND RAMP CLOSURES

NO SCALE

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

REVISED STANDARD PLAN RSP T9

2010 REVISED STANDARD PLAN RSP T9

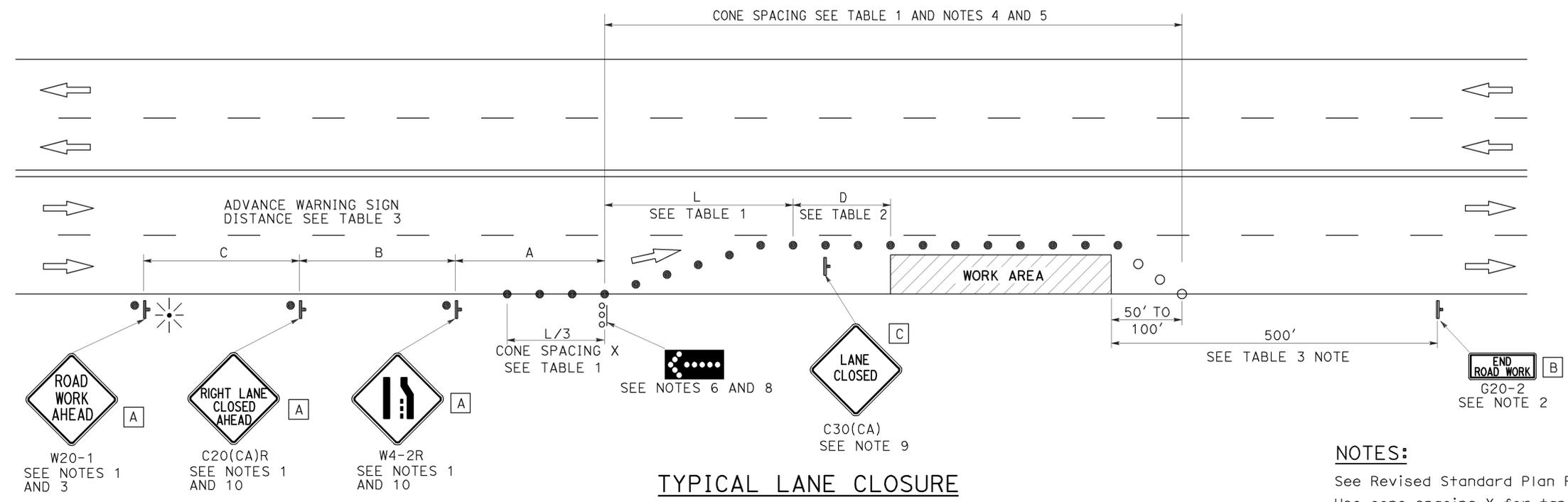
| | | | | | |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 131 | 152 |

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

April 19, 2013
 PLANS APPROVAL DATE

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

TO ACCOMPANY PLANS DATED 12-9-13



TYPICAL LANE CLOSURE

NOTES:

See Revised Standard Plan RSP T9 for tables.

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

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

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

NOTES:

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

LEGEND

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

SIGN PANEL SIZE (Min)

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T11

2010 REVISED STANDARD PLAN RSP T11

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

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

LEGEND

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

| | | | | | |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 132 | 152 |

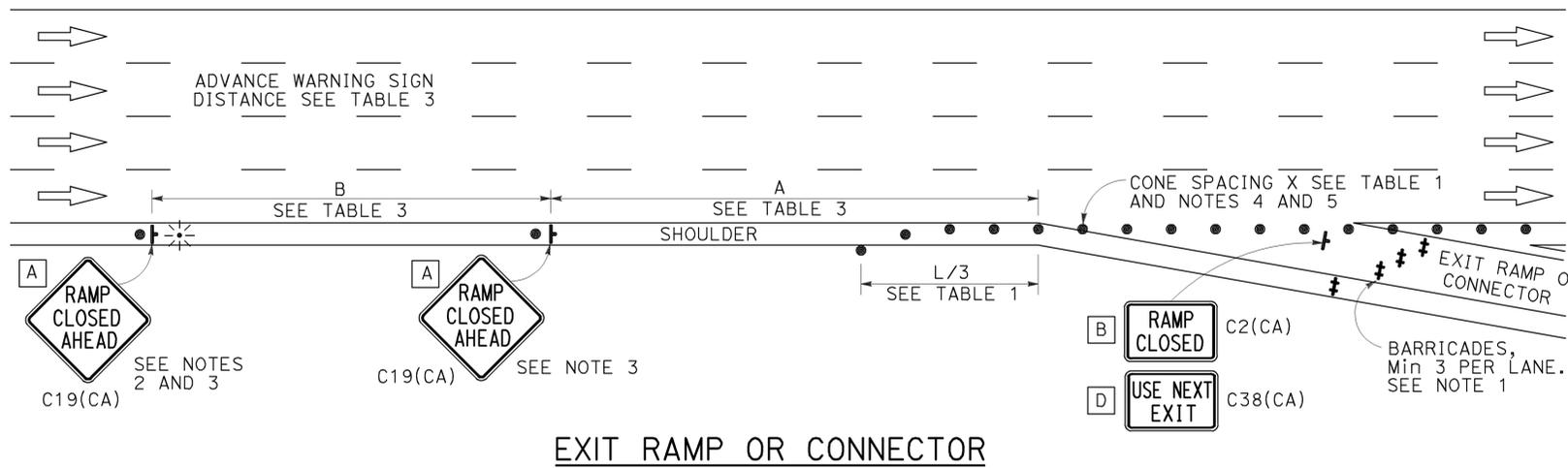
Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

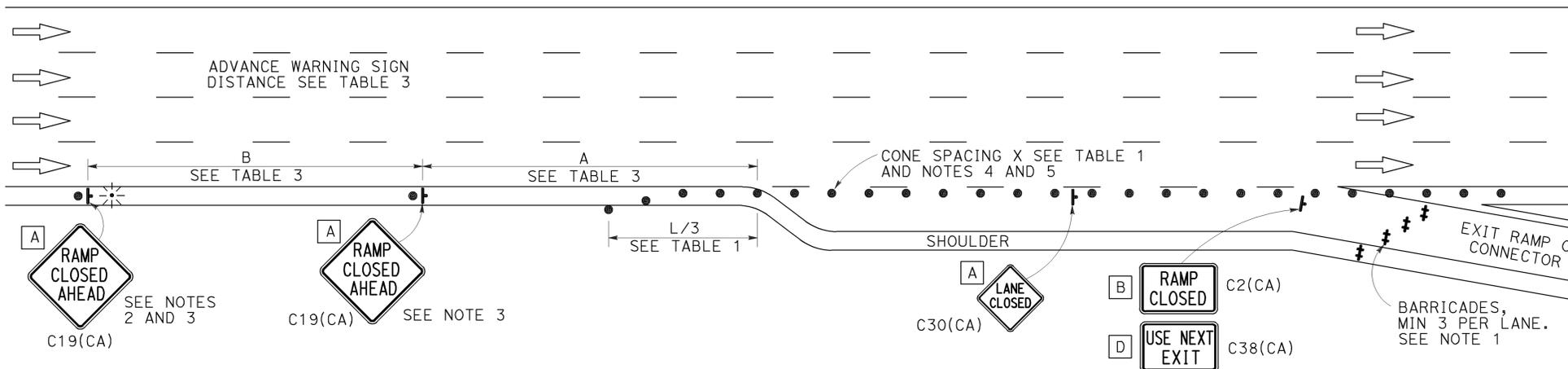
TO ACCOMPANY PLANS DATED 12-9-13

NOTES:

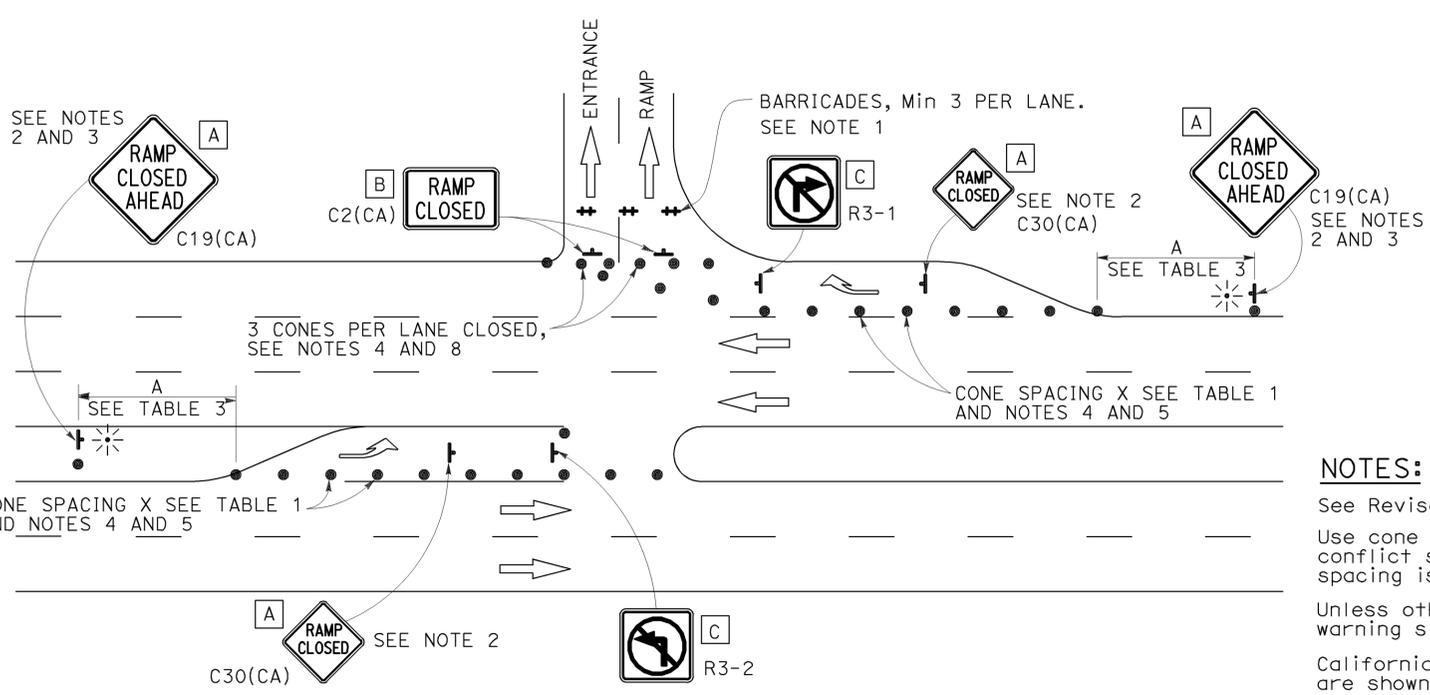
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed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



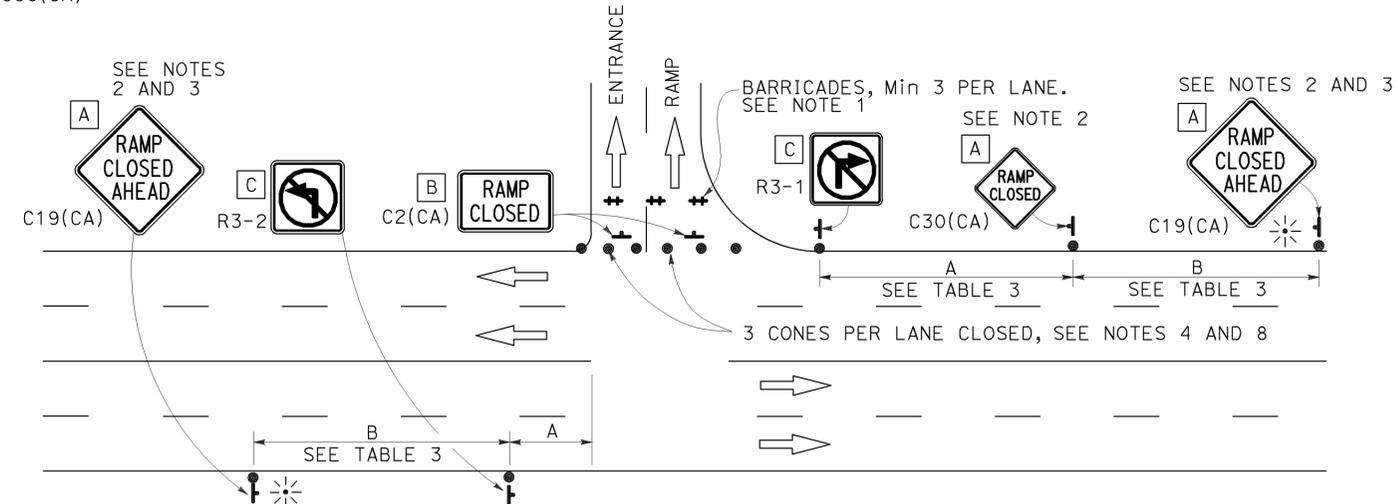
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

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

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

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

2010 REVISED STANDARD PLAN RSP T14

LEGEND:

| | |
|------------|--|
| 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 TAPE |
| 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 |
| TSP | TELEPHONE SERVICE POINT |

ABBREVIATIONS

| | | | |
|-------|---|-------|--------------------------------------|
| APS | ACCESSIBLE PEDESTRIAN SIGNAL | M/M | MULTIPLE TO MULTIPLE TRANSFORMER |
| BBS | BATTERY BACKUP SYSTEM | Mtg | MOUNTING |
| BC | BOLT CIRCLE | MV | MERCURY VAPOR LIGHTING FIXTURE |
| BPB | BICYCLE PUSH BUTTON | MVDS | MICROWAVE VEHICLE DETECTION SYSTEM |
| C | CONDUIT | N | NEUTRAL (GROUNDED CONDUCTOR) |
| CB | CIRCUIT BREAKER | NB | NEUTRAL BUS |
| CCTV | CLOSED CIRCUIT TELEVISION | NC | NORMALLY CLOSE |
| Ck+ | CIRCUIT | NO | NORMALLY OPEN |
| CMS | CHANGEABLE MESSAGE SIGN | P | CIRCUIT BREAKER'S POLE |
| Ctid | CALTRANS IDENTIFICATION | PB | PULL BOX |
| Comm | COMMUNICATION | PBA | PUSH BUTTON ASSEMBLY |
| DLC | LOOP DETECTOR LEAD-IN CABLE | PEC | PHOTOELECTRIC CONTROL |
| EMS | EXTINGUISHABLE MESSAGE SIGN | Ped | PEDESTRIAN |
| EVUC | EMERGENCY VEHICLE UNIT CABLE | PEU | PHOTOELECTRIC UNIT |
| EVUD | EMERGENCY VEHICLE UNIT DETECTOR | PT | CONDUIT WITH PULL TAPE |
| FB | FLASHING BEACON | RE | RELOCATED EQUIPMENT |
| FBCA | FLASHING BEACON CONTROL ASSEMBLY | RM | RAMP METERING |
| FBS | FLASHING BEACON WITH SLIP BASE | RWIS | ROADSIDE WEATHER INFORMATION SYSTEM |
| FO | FIBER OPTIC | SB | SLIP BASE |
| G | EQUIPMENT GROUNDING CONDUCTOR | SIC | SIGNAL INTERCONNECT CABLE |
| GB | GROUND BUS | Sig | SIGNAL |
| GFCI | GROUND FAULT CIRCUIT INTERRUPTER | SMA | SIGNAL MAST ARM |
| HAR | HIGHWAY ADVISORY RADIO | SNS | STREET NAME SIGN |
| Hex | HEXAGONAL | SP | SERVICE POINT |
| HPS | HIGH PRESSURE SODIUM | TDC | TELEPHONE DEMARCATION CABINET |
| IISNS | INTERNALLY ILLUMINATED STREET NAME SIGN | TMS | TRAFFIC MONITORING STATION |
| ISL | INDUCTION SIGN LIGHTING | TOS | TRAFFIC OPERATIONS SYSTEM |
| LED | LIGHT EMITTING DIODE | Veh | VEHICLE |
| LMA | LUMINAIRE MAST ARM | VIVDS | VIDEO IMAGE VEHICLE DETECTION SYSTEM |
| LPS | LOW PRESSURE SODIUM | WIM | WEIGH-IN-MOTION |
| Ltg | LIGHTING | Xfmr | TRANSFORMER |
| Lum | LUMINAIRE | | |
| M | METERED | | |
| MAT | MAST ARM MOUNTING TOP ATTACHMENT | | |
| MAS | MAST ARM MOUNTING SIDE ATTACHMENT | | |

| | | | | | |
|------|--------|---------------------------|--------------------------|-----------|--------------|
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Theresa Gabriel
REGISTERED ELECTRICAL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

Theresa
Aziz Gabriel
No. E15129
Exp. 6-30-14
ELECTRICAL
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.

TO ACCOMPANY PLANS DATED 12-9-13

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.

COMMONLY USED SYMBOLS FOR UNITED STATES CUSTOMARY UNITS OF MEASUREMENT:

| SYMBOL USED | DEFINITIONS |
|-------------|----------------------------|
| Ω | OHMS |
| min | MINUTE |
| s | SECOND |
| bps | BITS PER SECOND |
| Bps | BYTES PER SECOND |
| A | AMPERE |
| V | VOLT |
| V(dc) | VOLT (DIRECT CURRENT) |
| V(ac) | VOLT (ALTERNATING CURRENT) |
| FC | FOOT - CANDLE |
| W | WATTS |
| VA | VOLT-AMPERE |
| M | MEGA |
| k | KILO |
| m | MILLI |
| μ | MICRO |
| P | PICO |
| HZ | HERTZ |

MISCELLANEOUS ELECTROLIERS

| NEW | EXISTING | |
|-----|----------|---|
| | | LUMINAIRE ON WOOD POLE |
| | | NON-STANDARD ELECTROLIER (SEE PROJECT NOTES OR PROJECT PLANS) |
| | | CITY ELECTROLIER |
| | | ELECTROLIER FOUNDATION (FUTURE INSTALLATION) |

NOTES:

- HPS luminaires shall be 310 W HPS when installed on Type 21, 21D, 30, 31 and 32 Standards, unless otherwise specified. HPS luminaires shall be 200 W when installed on other type standards or poles, unless otherwise specified.
- LED luminaires shall be 235 W when installed on Type 21, 21D, 30, 31 and 32 Standards, unless otherwise specified. LED luminaires shall be 165 W 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.

STANDARD ELECTROLIER

| NEW | EXISTING | STANDARD TYPE |
|-----|----------|---------------|
| | | 15 |
| | | 15D |
| | | 15 STRUCTURE |
| | | 15D STRUCTURE |
| | | 21 |
| | | 21D |
| | | 21 STRUCTURE |
| | | 21D STRUCTURE |
| | | 30 |
| | | 31 |
| | | 32 |

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (LEGEND AND ABBREVIATIONS)

NO SCALE

RSP ES-1A DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-1A DATED MAY 20, 2011 - PAGE 425 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP ES-1A

2010 REVISED STANDARD PLAN RSP ES-1A

| | | | | | |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 134 | 152 |

Theresa Gabriel
 REGISTERED ELECTRICAL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
 No. E15129
 Exp. 6-30-14
 ELECTRICAL
 STATE OF CALIFORNIA

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CONDUIT

SIGNAL EQUIPMENT

| NEW | 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 ATTACHED TO THE STRUCTURE OR SERVICE POLE |

| NEW | EXISTING | |
|-----|----------|---|
| | | PEDESTRIAN SIGNAL HEAD "C" INDICATES COUNTDOWN PEDESTRIAN HEAD |
| | | PUSH BUTTON ASSEMBLY POST |
| | | PEDESTRIAN BARRICADE |
| | | VEHICLE SIGNAL HEAD (WITH BACKPLATE AND 3-SECTIONS: RED, YELLOW AND GREEN) |
| | | VEHICLE SIGNAL HEAD WITH ANGLE VISOR |
| | | MODIFICATIONS OF BASIC SYMBOL: "L" INDICATES ALL NON-ARROW SECTIONS LOUVERED "LG" INDICATES LOUVERED GREEN SECTION ONLY "PV" INDICATES ALL 12" SECTIONS PROGRAMMED VISIBILITY "8" INDICATES ALL 8" SECTIONS (ONLY WHEN SPECIFIED) |

SIGNAL EQUIPMENT Cont

| NEW | EXISTING | |
|-----|----------|---|
| | | GUARD POST |
| | | TYPE 1 STANDARD WITH RAMP METERING SIGN |
| | | OPTICAL DETECTOR FOR THE EMERGENCY VEHICLE DETECTION SYSTEM |

SERVICE EQUIPMENT

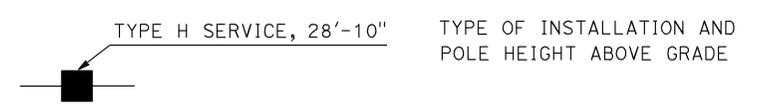
| NEW | EXISTING | |
|----------|----------|---|
| ---OH--- | ---oh--- | OVERHEAD LINES |
| | | WOOD POLE, "U" INDICATES UTILITY OWNED |
| | | POLE GUY WITH ANCHOR |
| | | UTILITY TRANSFORMER - GROUND MOUNTED |
| | | SERVICE EQUIPMENT ENCLOSURE TYPE. DOOR INDICATES FRONT OF ENCLOSURE |
| | | TELEPHONE DEMARCATION CABINET |

| | | |
|--|--|---|
| | | VEHICLE SIGNAL HEAD CONSISTING OF RED, YELLOW AND GREEN LEFT ARROW SECTIONS |
| | | VEHICLE SIGNAL HEAD CONSISTING OF RED AND YELLOW SECTIONS WITH AN UP GREEN ARROW SECTION |
| | | VEHICLE SIGNAL HEAD (5 SECTION) CONSISTING OF RED, YELLOW AND GREEN SECTIONS WITH YELLOW AND GREEN RIGHT ARROW SECTIONS |
| | | TYPE 15TS STANDARD WITH VEHICLE SIGNAL HEAD AND LUMINAIRE |
| | | TYPE 21TS STANDARD WITH VEHICLE SIGNAL HEAD AND LUMINAIRE |
| | | STANDARD WITH LUMINAIRE AND SIGNAL MAST ARMS AND ATTACHED VEHICLE SIGNAL HEADS |
| | | TYPE 1 STANDARD WITH ATTACHED VEHICLE SIGNAL HEADS |
| | | STANDARD WITH A SIGNAL MAST ARM, ATTACHED VEHICLE SIGNAL HEADS AND INTERNALLY ILLUMINATED STREET NAME SIGN |
| | | CONTROLLER ASSEMBLY. DOOR INDICATES FRONT OF CABINET |

NOTES:

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

POLE-MOUNTED SERVICE DESIGNATION



FLASHING BEACON

| NEW | EXISTING | |
|-----|----------|--|
| | | FLASHING BEACON (ONE VEHICLE SIGNAL HEAD WITH BACKPLATE AND VISOR) "R" INDICATES RED INDICATION, "Y" INDICATES YELLOW INDICATION |
| | | FLASHING BEACON WITH TYPE 15-FBS STANDARD AND A SIGN. |
| | | FLASHING BEACON WITH TYPES 9, 9A OR 9B SIGN UNLESS OTHERWISE SPECIFIED OR INDICATED |

ILLUMINATED OVERHEAD SIGN

| NEW | EXISTING | |
|-----|----------|--|
| | | SINGLE POST, SINGLE ILLUMINATED SIGN, BALANCED BUTTERFLY |
| | | SINGLE POST, DOUBLE ILLUMINATED SIGN, BALANCED BUTTERFLY |
| | | SINGLE POST, SINGLE ILLUMINATED SIGN, FULL CANTILEVER |
| | | DOUBLE POST, SINGLE ILLUMINATED SIGN |
| | | SINGLE ILLUMINATED SIGN MOUNTED ON STRUCTURE |
| | | DOUBLE POST, SINGLE ILLUMINATED SIGN WITH ELECTROLIER |

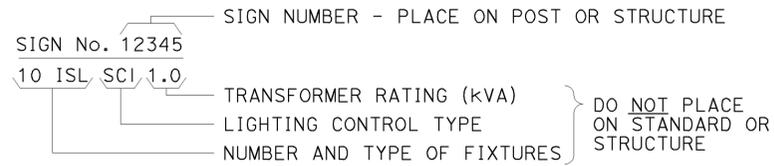
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
(LEGEND AND ABBREVIATIONS)**

NO SCALE
RSP ES-1B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-1B DATED MAY 20, 2011 - PAGE 426 OF THE STANDARD PLANS BOOK DATED 2010.
REVISED STANDARD PLAN RSP ES-1B

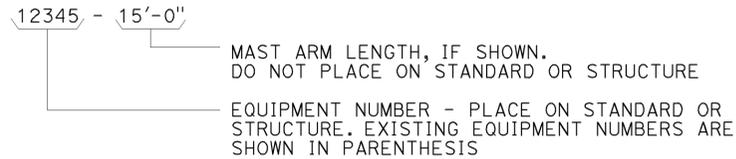
2010 REVISED STANDARD PLAN RSP ES-1B

EQUIPMENT IDENTIFICATION

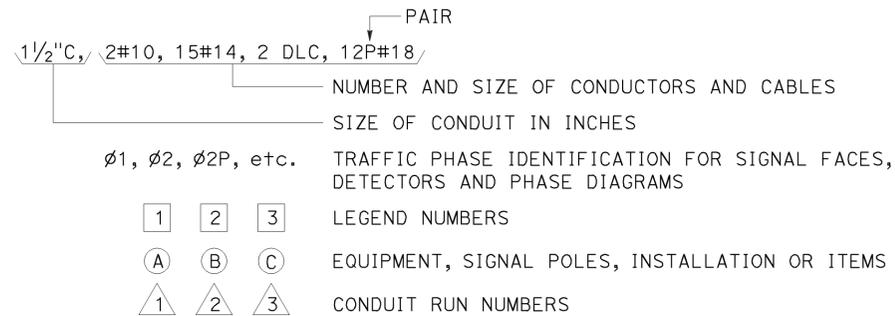
ILLUMINATED SIGN IDENTIFICATION NUMBER:



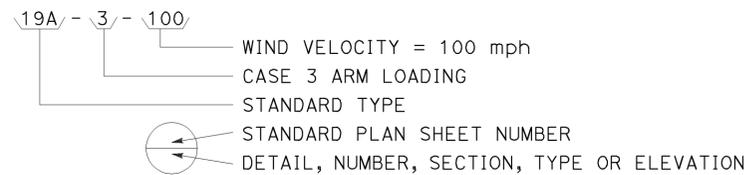
ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:



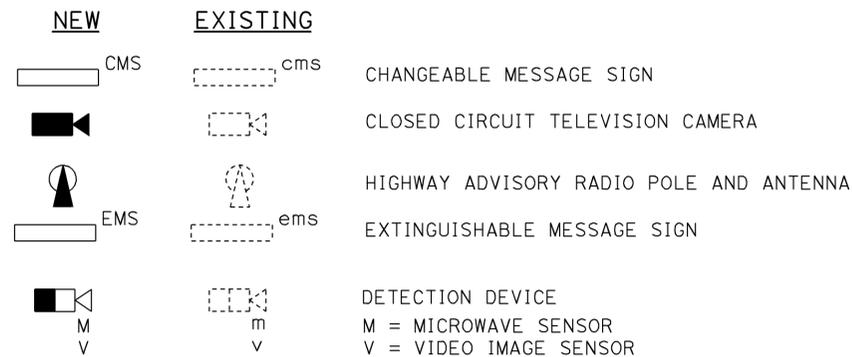
CONDUIT AND CONDUCTOR IDENTIFICATION:



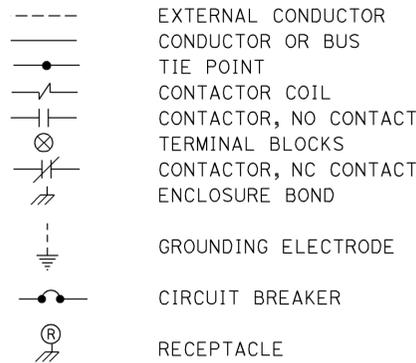
SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



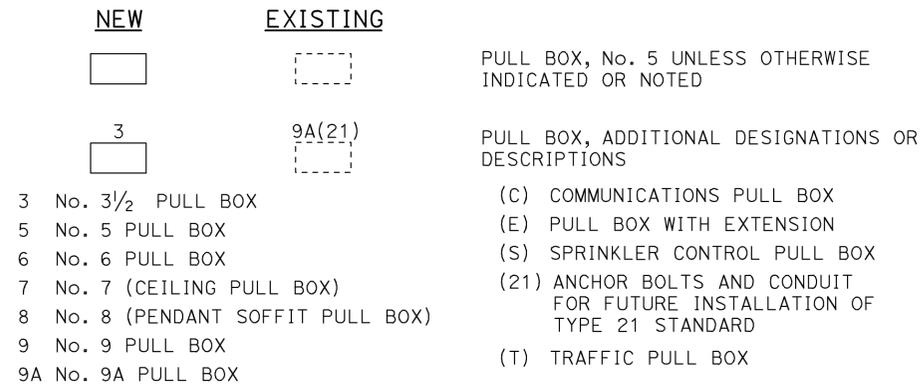
MISCELLANEOUS EQUIPMENT



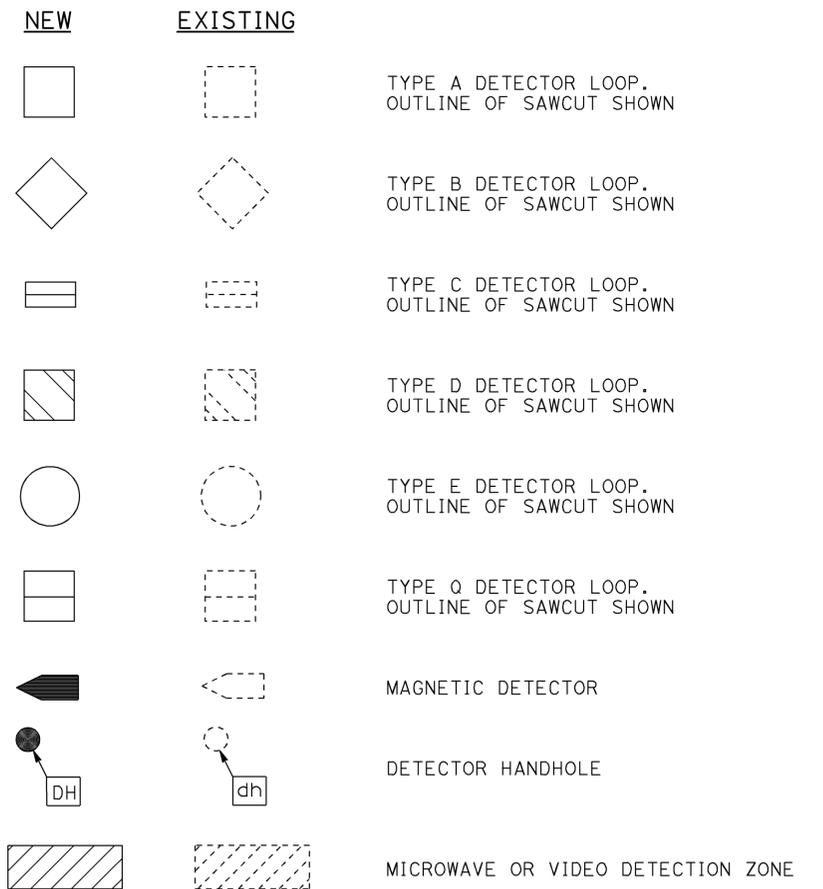
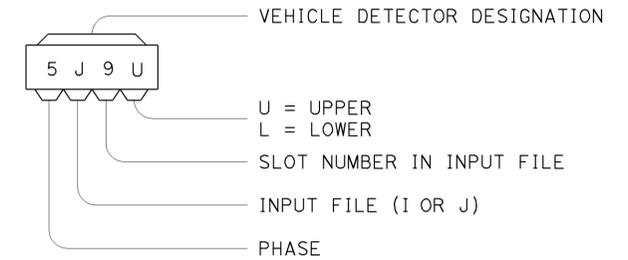
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (LEGEND AND ABBREVIATIONS)

NO SCALE

RSP ES-1C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-1C
DATED MAY 20, 2011 - PAGE 427 OF THE STANDARD PLANS BOOK DATED 2010.

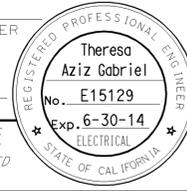
REVISED STANDARD PLAN RSP ES-1C

2010 REVISED STANDARD PLAN RSP ES-1C

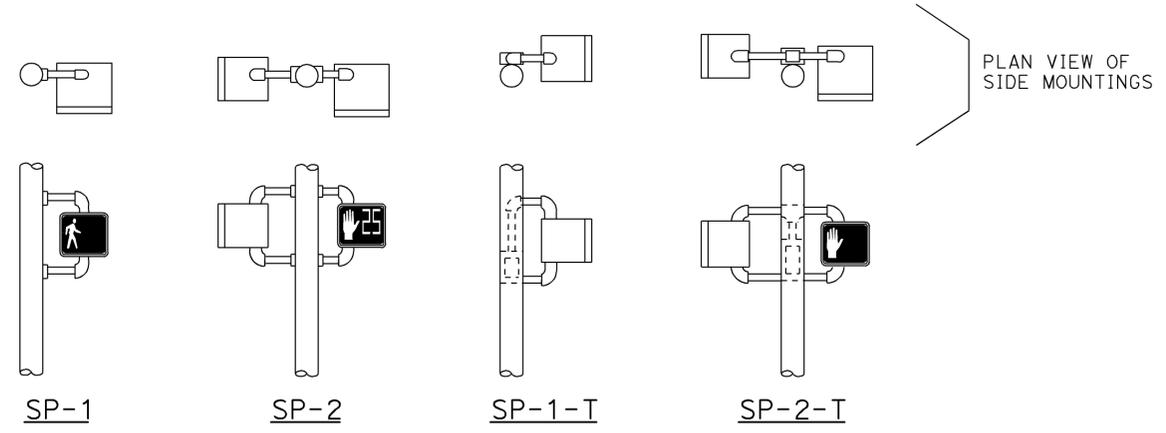
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10,110,118 134,210,710 | Var | 137 | 152 |

Theresa Gabriel
 REGISTERED ELECTRICAL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE

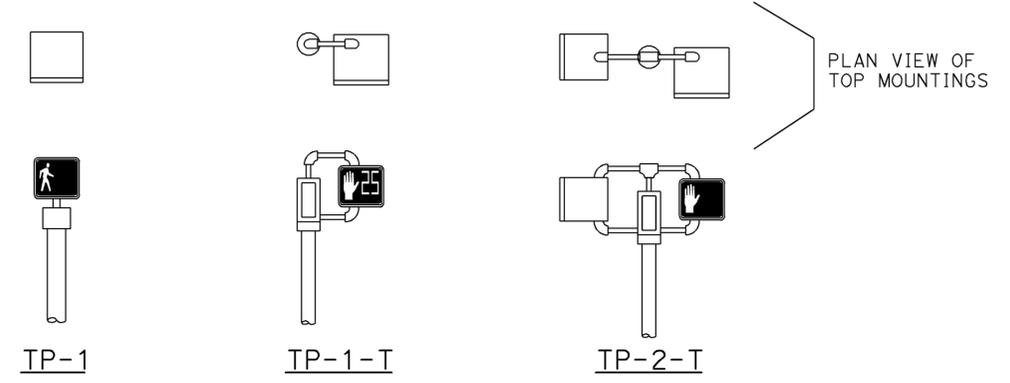
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



TO ACCOMPANY PLANS DATED 12-9-13



SIDE MOUNTINGS



TOP MOUNTINGS

PEDESTRIAN SIGNALS AND MOUNTINGS

DETAIL A

NOTES:

1. Mounting shall be oriented to provide maximum horizontal clearance to adjacent roadway.
2. Bracket arms shall be long enough to permit proper alignment of signals.
3. See Standard Plan ES-4D for attachment fittings details.

ABBREVIATIONS:

- 1, 2 NUMBER OF SIGNAL FACES
- SP SIDE MOUNTED PEDESTRIAN SIGNAL
- T TERMINAL COMPARTMENT
- TP TOP MOUNTED PEDESTRIAN SIGNAL



PERSON WALKING INTERVAL FLASHING UPRaised HAND INTERVAL STEADY UPRaised HAND INTERVAL

PEDESTRIAN SIGNAL MODULE WITH COUNTDOWN

DETAIL B



RAMP METERING SIGN

DETAIL D



PERSON WALKING INTERVAL

STEADY UPRaised HAND INTERVAL

PEDESTRIAN SIGNAL MODULE WITHOUT COUNTDOWN

DETAIL C

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (PEDESTRIAN SIGNAL AND
 RAMP METERING SIGN)**

NO SCALE

RSP ES-4B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-4B
 DATED MAY 20, 2011 - PAGE 444 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP ES-4B

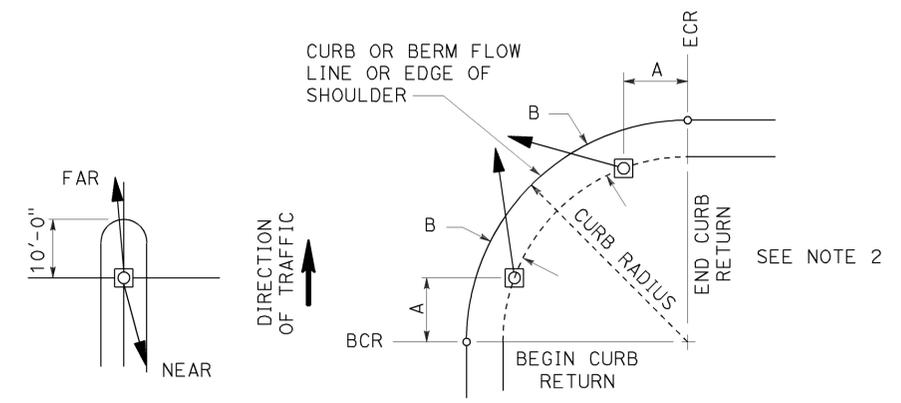
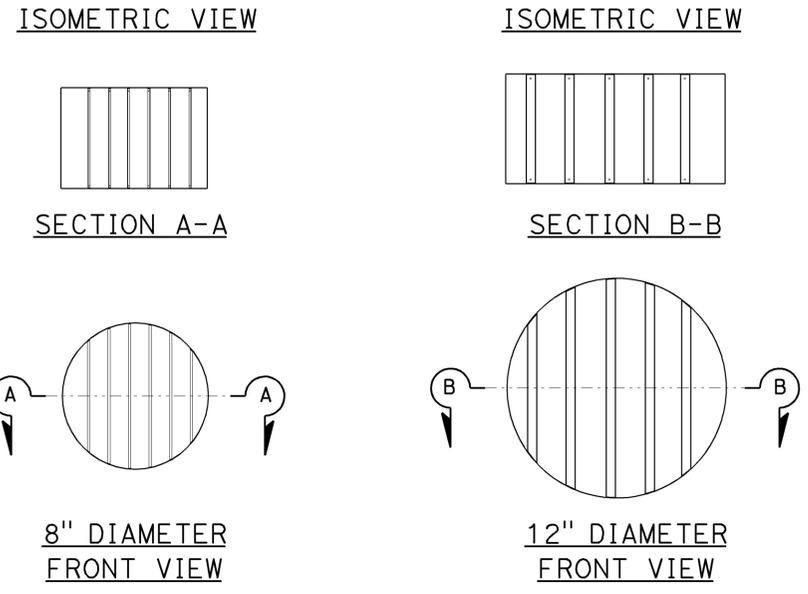
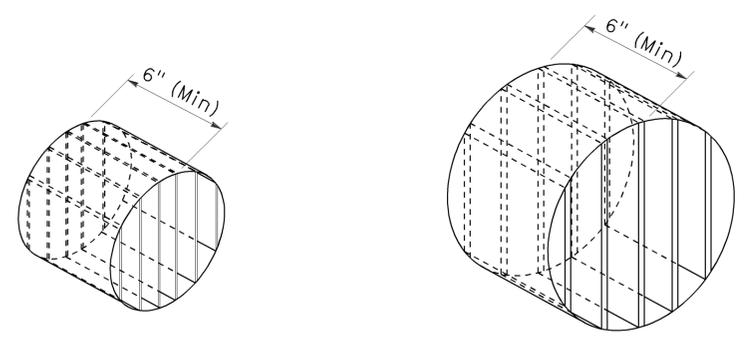
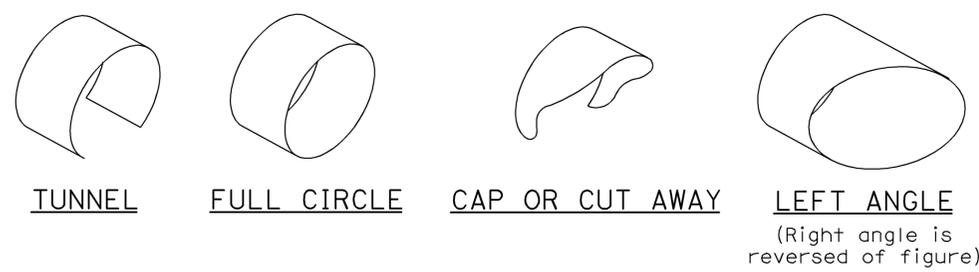
2010 REVISED STANDARD PLAN RSP ES-4B

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10,110,118 134,210,710 | Var | 138 | 152 |

Theresa Gabriel
 REGISTERED ELECTRICAL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
 No. E15129
 Exp. 6-30-14
 ELECTRICAL
 STATE OF CALIFORNIA

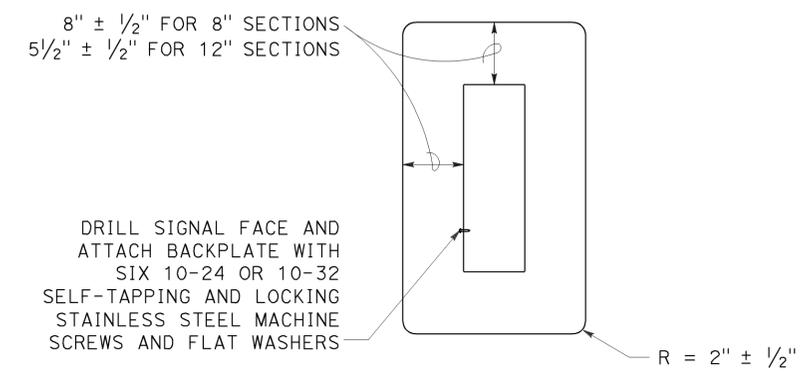
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED 12-9-13



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

VISORS



8" AND 12" SECTIONS

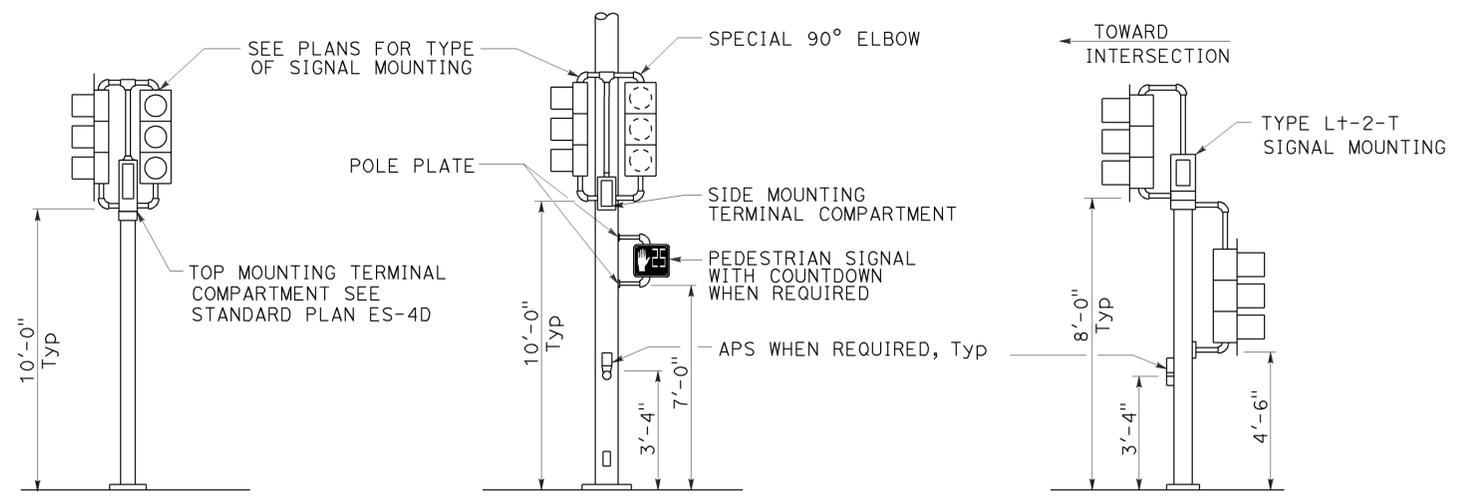
BACKPLATE

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

DIRECTIONAL LOUVER

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

SIGNAL STANDARD PLACEMENT DIMENSIONS AND EQUIPMENT LOCATIONS



TOP MOUNTED SIGNALS (TV)

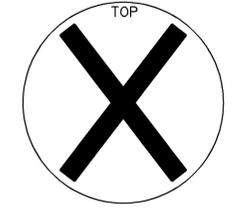
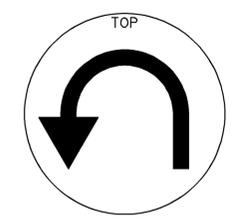
Type 1-A, 1-B, 1-C and 1-D standard as indicated on the plans

SIDE MOUNTED SIGNALS (SV AND SP)

Normally used on standards with luminaire or signal mast arm

LEFT TURN LANE SIGNAL

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



SIGNAL FACES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (VEHICULAR SIGNAL HEADS AND MOUNTINGS)

NO SCALE

RSP ES-4C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-04C DATED MAY 20, 2011 - PAGE 445 OF THE STANDARD PLANS BOOK DATED 2010.

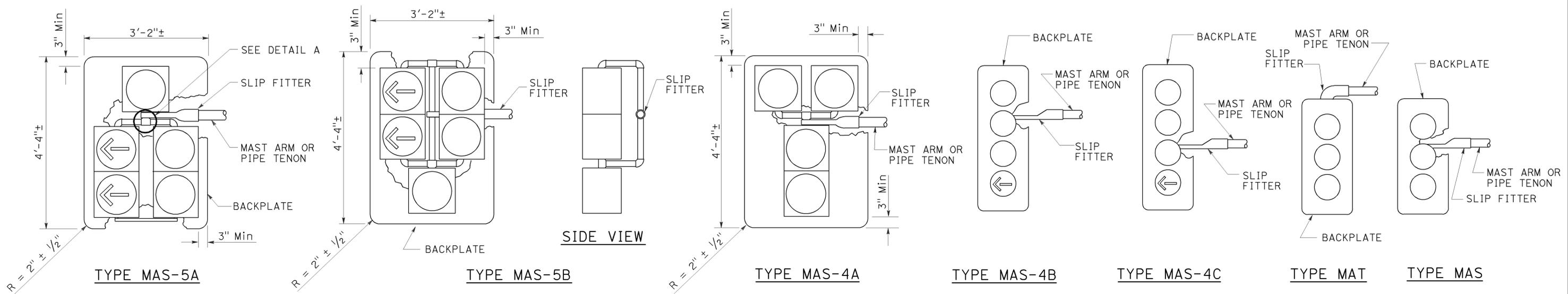
REVISED STANDARD PLAN RSP ES-4C

2010 REVISED STANDARD PLAN RSP ES-4C

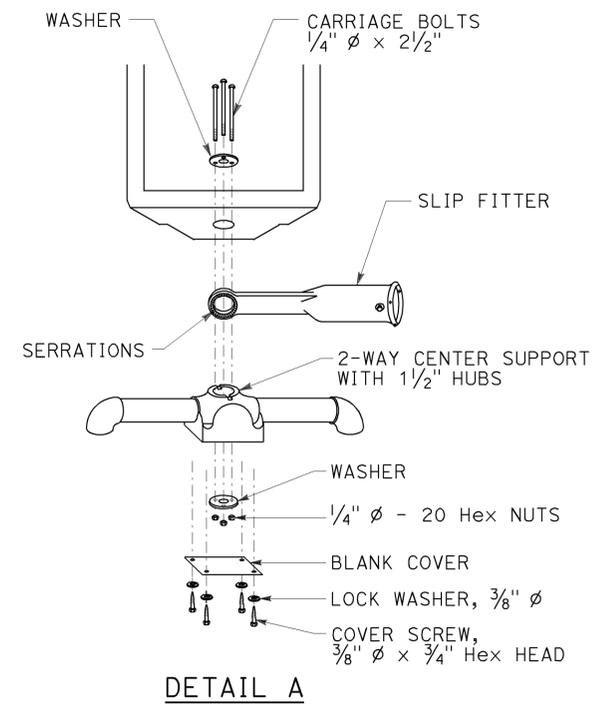
| | | | | | |
|---|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 139 | 152 |
| <i>Theresa Gabriel</i> REGISTERED ELECTRICAL ENGINEER July 19, 2013 PLANS APPROVAL DATE | | | | | |
| THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET. | | | | | |



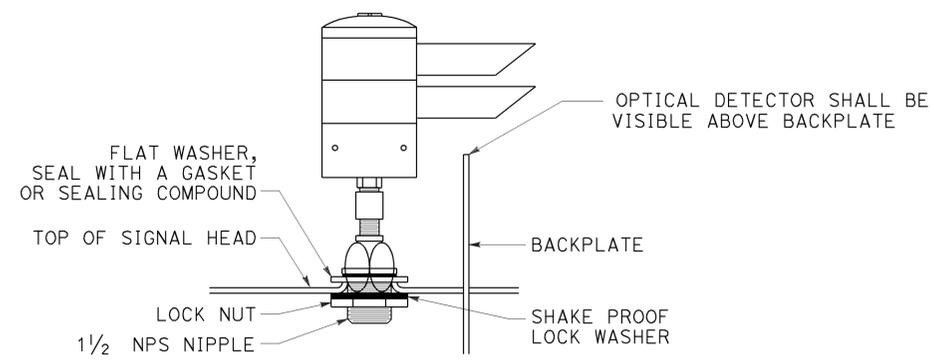
TO ACCOMPANY PLANS DATED 12-9-13



MAST ARM MOUNTINGS



DETAIL A



DETAIL B

OPTICAL DETECTOR MOUNTING FOR EMERGENCY VEHICLE DETECTION SYSTEM

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
(VEHICULAR SIGNAL HEADS AND
OPTICAL DETECTOR MOUNTING)**

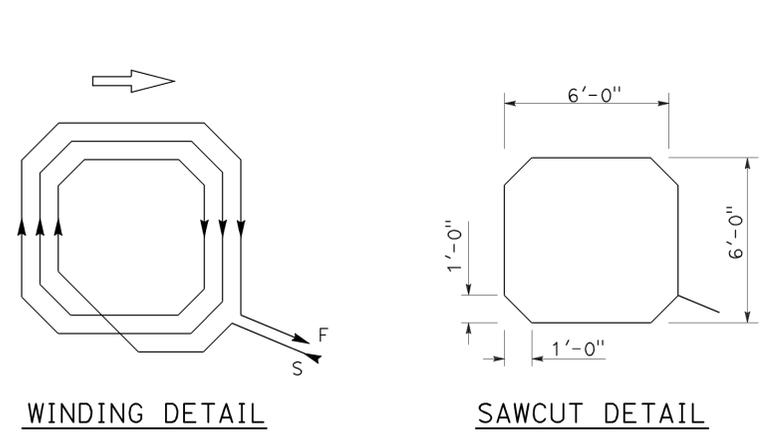
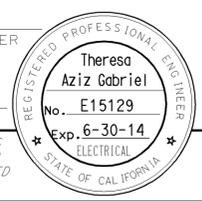
NO SCALE

RSP ES-4E DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-4E DATED MAY 20, 2011 - 447 OF THE STANDARD PLANS BOOK DATED 2010.

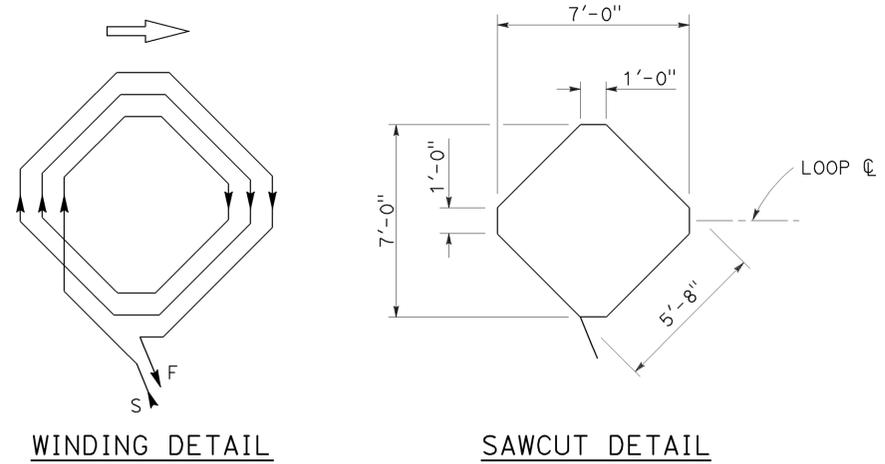
REVISED STANDARD PLAN RSP ES-4E

2010 REVISED STANDARD PLAN RSP ES-4E

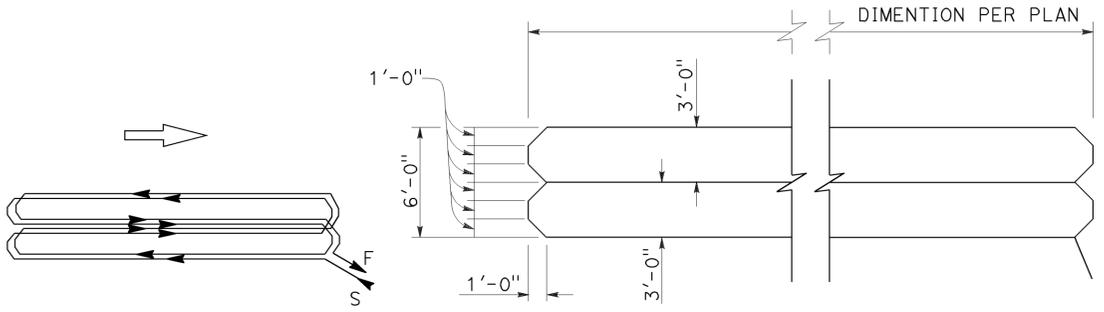
| | | | | | |
|--|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 140 | 152 |
| <i>Theresa Gabriel</i> REGISTERED ELECTRICAL ENGINEER July 19, 2013 PLANS APPROVAL DATE <small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small> | | | | | |
| TO ACCOMPANY PLANS DATED <u>12-9-13</u> | | | | | |



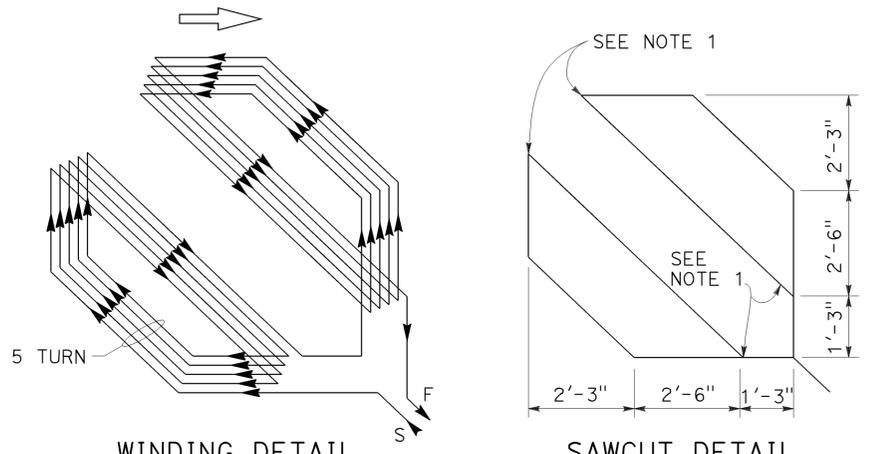
WINDING DETAIL
SAWCUT DETAIL
TYPE A LOOP DETECTOR CONFIGURATION



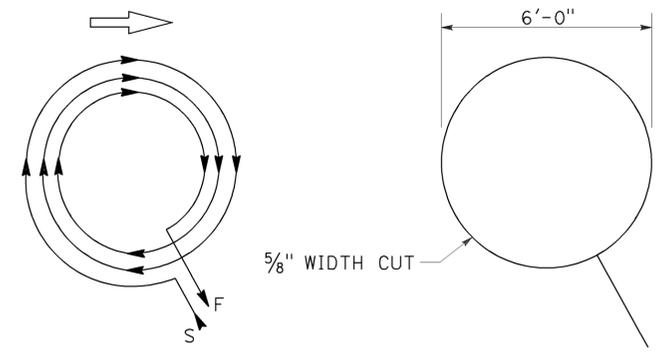
WINDING DETAIL
SAWCUT DETAIL
TYPE B LOOP DETECTOR CONFIGURATION



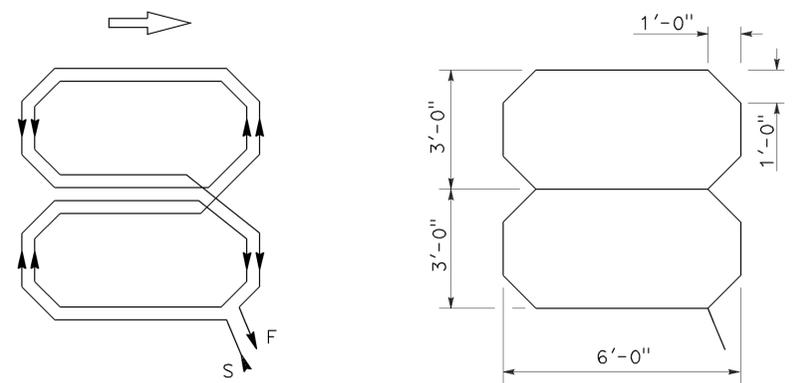
WINDING DETAIL
SAWCUT DETAIL
TYPE C LOOP DETECTOR CONFIGURATION



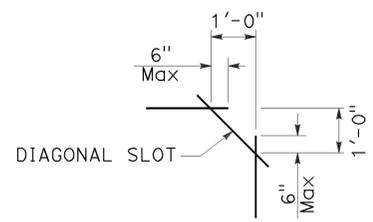
WINDING DETAIL
SAWCUT DETAIL
TYPE D LOOP DETECTOR CONFIGURATION



WINDING DETAIL
SAWCUT DETAIL
TYPE E LOOP DETECTOR CONFIGURATION



WINDING DETAIL
SAWCUT DETAIL
TYPE Q LOOP DETECTOR CONFIGURATION



**PLAN VIEW OF
DIAGONAL SLOT
AT CORNERS**

- NOTES:**
1. Round corners of acute angle sawcuts to prevent damage to conductors.
 2. Typical distance separating loops from edge to edge is 10' for Type A, B, D and E installation in single lane.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
(DETECTORS)**
NO SCALE

RSP ES-5B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-5B
DATED MAY 20, 2011 - PAGE 449 OF THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP ES-5B

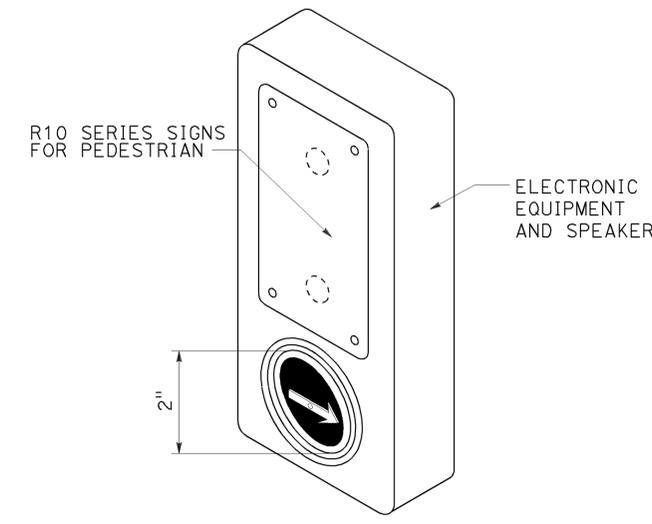
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10,110,118 134,210,710 | Var | 141 | 152 |

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

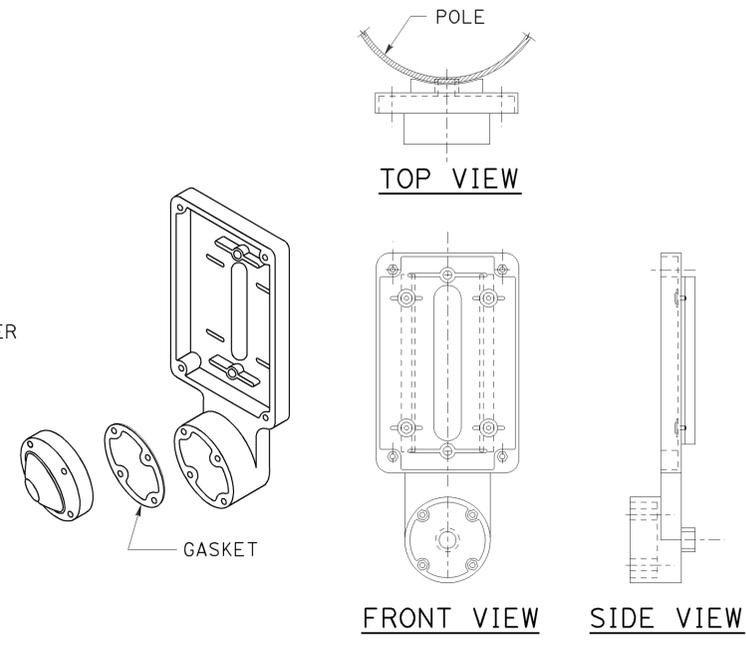
TO ACCOMPANY PLANS DATED 12-9-13

NOTES:

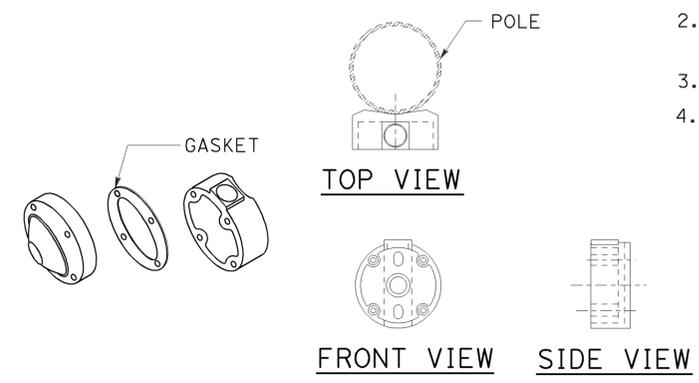
1. Back casting shape to fit curvature of pole.
2. Provide cover fitting for top of post, when PBA is mounted on push button assembly post.
3. Install push button on crosswalk side of standard.
4. Use R10 series regulatory signs and plaques for pedestrian and bicycle facilities.



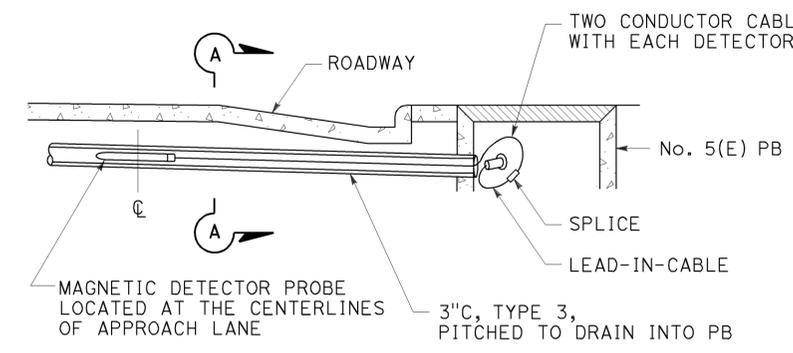
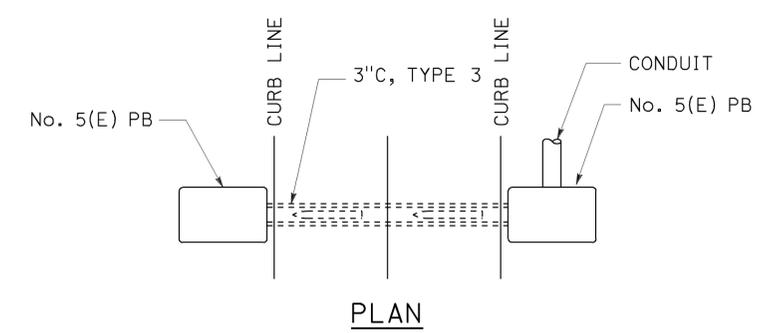
ACCESSIBLE PEDESTRIAN SIGNAL
DETAIL A
 (See note 1 to 4)



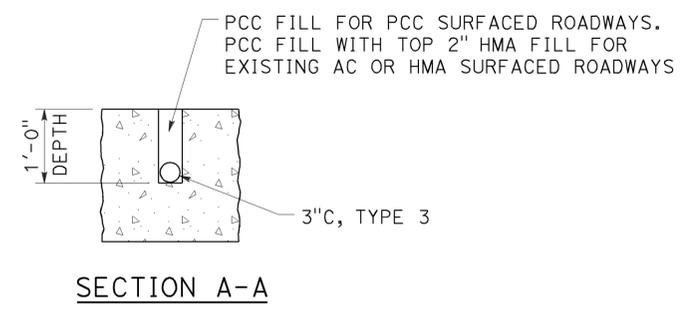
TYPE B PUSH BUTTON ASSEMBLY
DETAIL B
 (See note 1 to 4)



TYPE C PUSH BUTTON ASSEMBLY
DETAIL C
 (See note 1 to 4)



MAGNETIC VEHICLE DETECTOR
INSTALLATION DETAILS
DETAIL D

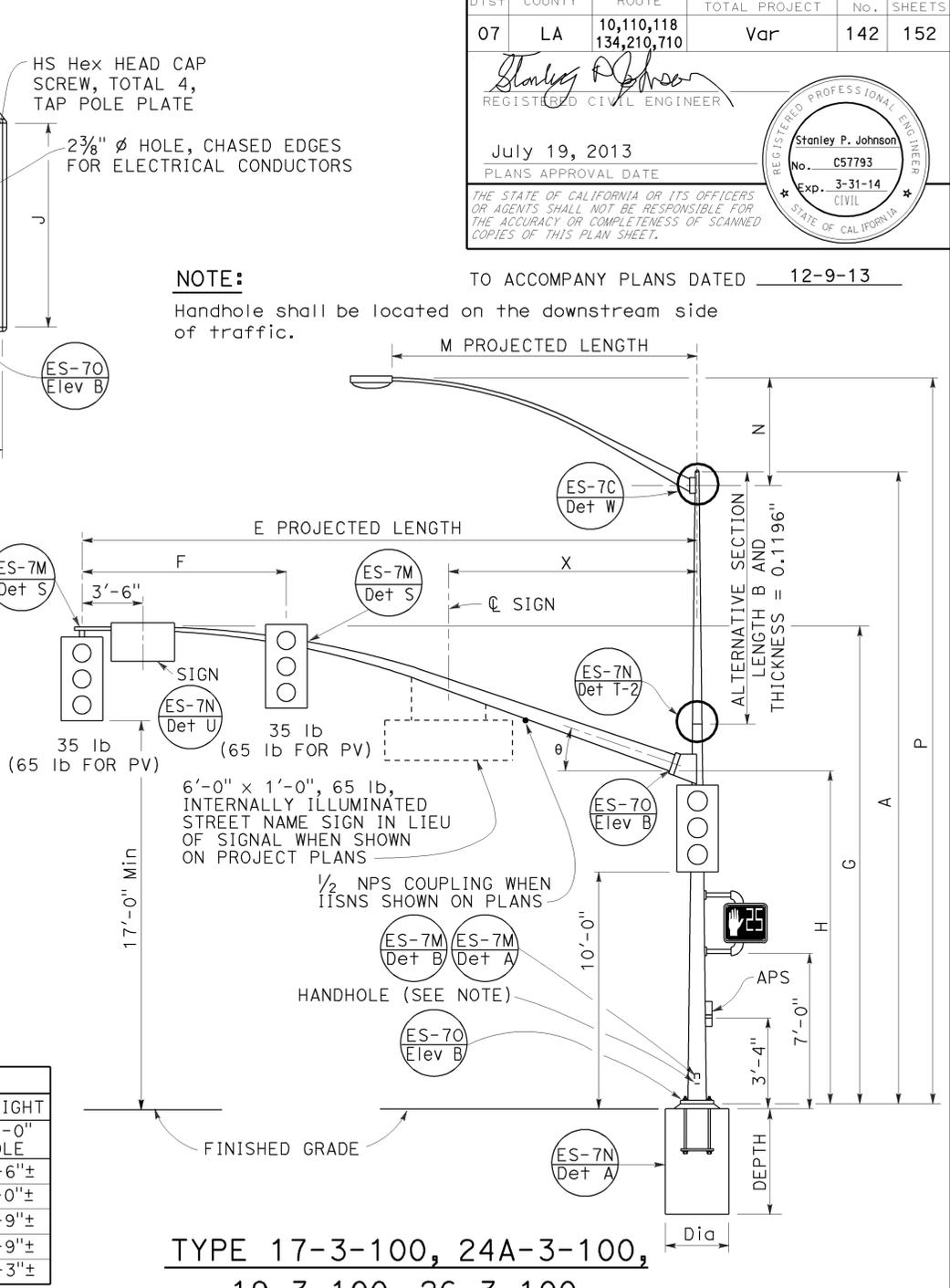
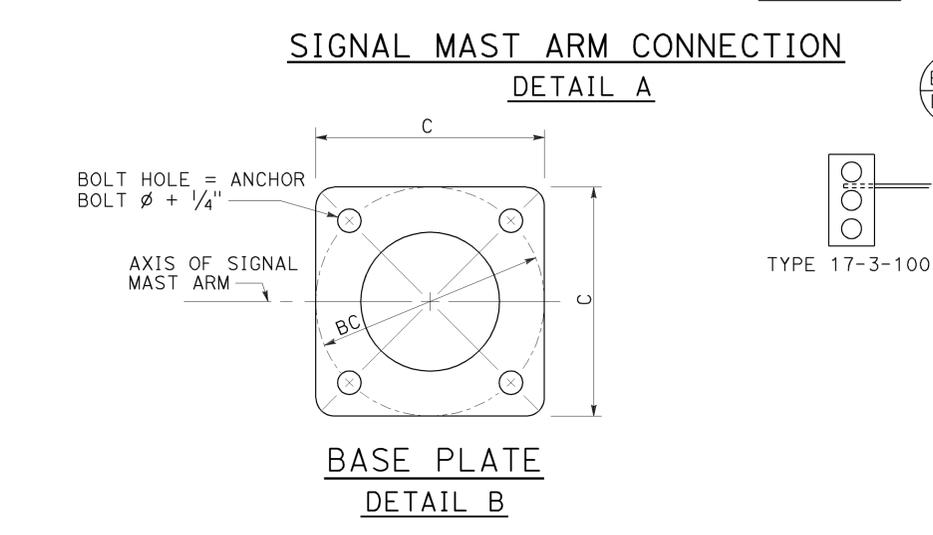
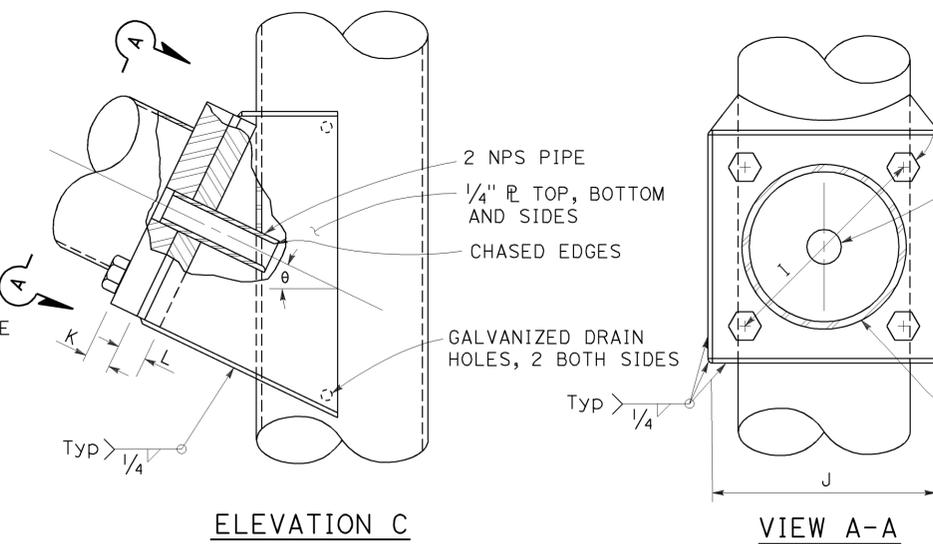
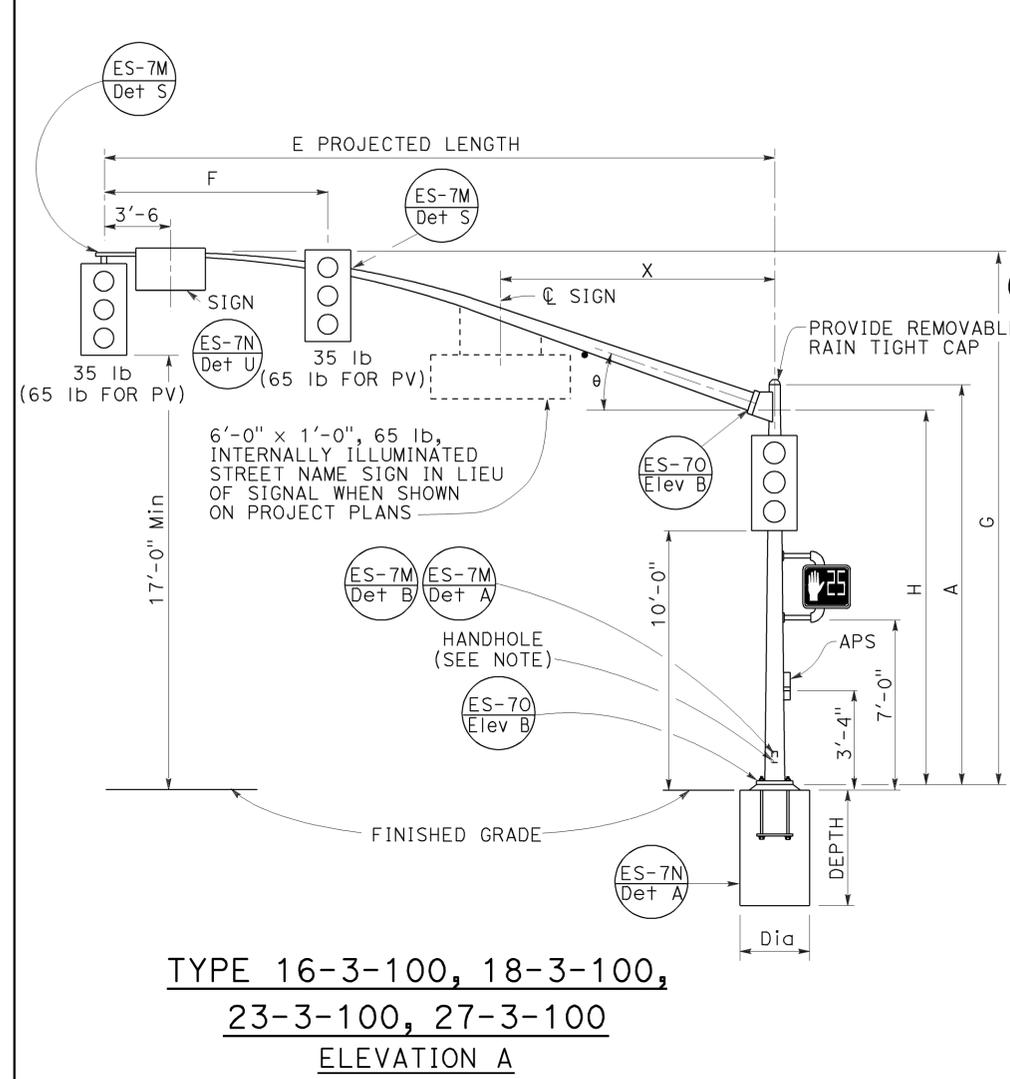


STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(ACCESSIBLE PEDESTRIAN SIGNAL,
PUSH BUTTON ASSEMBLIES AND
MAGNETIC VEHICLE DETECTOR)
 NO SCALE

RSP ES-5C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-5C
 DATED MAY 20, 2011 - PAGE 450 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP ES-5C

2010 REVISED STANDARD PLAN RSP ES-5C



| E PROJECTED LENGTH | F Min SPACING | G MOUNTING HEIGHT | H | Min OD AT POLE | THICKNESS | I BOLT CIRCLE | HS CAP SCREWS | J PLATE SIZE | K MAST ARM R THICKNESS | L POLE R THICKNESS | θ | X Max |
|--------------------|---------------|-------------------|--------|----------------|-----------|---------------|---------------|---------------|------------------------|--------------------|-----|--------|
| 15'-0" | 8'-0" | 21'-8"± | 17'-6" | 7 3/8" | 0.1793" | | | | | | | |
| 20'-0" | | 21'-8"± | | 7 3/8" | | 12" | | 1'-0" | 1 1/4" | 1 1/2" | 23° | |
| 25'-0" | | 22'-8"± | | 7 3/8" | | | | | | | | |
| 30'-0" | 12'-0" | 22'-8"± | | 8" | | | | 1 1/4"-7NC-3" | | | | 10'-6" |
| 35'-0" | 14'-0" | 23'-0"± | 16'-0" | 8 3/4" | 0.2391" | | | | | | 21° | |
| 40'-0" | | | | 9 3/8" | | 13" | | 1'-1" | 1 1/2" | 1 3/4" | 15° | 13'-0" |
| 45'-0" | 15'-0" | 23'-8"± | | 10 1/16" | | | | | | | | |

| M PROJECTED LENGTH | N RISE | Min OD AT POLE | THICKNESS | P MOUNTING HEIGHT |
|--------------------|--------|----------------|-----------|--|
| 6'-0" | 2'-0"± | 3 1/4" | | 30'-0" POLE 35'-0" POLE |
| 8'-0" | 2'-6"± | 3 1/2" | | 31'-6"± 32'-0"± 36'-6"± 37'-0"± |
| 10'-0" | 3'-3"± | 3 3/8" | 0.1196" | 32'-9"± 37'-9"± |
| 12'-0" | 4'-3"± | 3 7/8" | | 33'-9"± 38'-9"± |
| 15'-0" | 4'-9"± | 4 1/4" | | 34'-3"± 39'-3"± |

| POLE TYPE | LOAD CASE | WIND VELOCITY (mph) | POLE DATA | | | | | | BASE PLATE DATA | | | | CIDH PILE FOUNDATION | | | | | |
|-----------|-----------|---------------------|-----------|---------|----------|-----------|---------------------|--------|-----------------|-----------|------------------|-----------|----------------------|--------------------|-----------------|----------|-------|------------|
| | | | A HEIGHT | Min OD | | THICKNESS | ALTERNATIVE SECTION | | | C | BC = BOLT CIRCLE | THICKNESS | ANCHOR BOLT SIZE | LUMINAIRE MAST ARM | SIGNAL MAST ARM | DIAMETER | DEPTH | REINFORCED |
| | | | | BASE | TOP | | B LENGTH | BOTTOM | TOP | | | | | | | | | |
| 16-3-100 | | | 18'-6" | | 8 1/16" | 0.1793" | NONE | | | | | | | NONE | 15'-0" | | 8'-6" | |
| 17-3-100 | | | 30'-0" | 10 3/4" | 6 7/16" | | 10'-0" | 7 7/8" | 6 7/16" | 1'-5 1/2" | | | | 6'-15' 12'-0" | 20'-0" | | | |
| 18-3-100 | | | 17'-0" | | 8 9/16" | | NONE | | | | | | | NONE | | | 9'-6" | |
| 19-3-100 | | | 30'-0" | | 7 1/16" | | 10'-0" | 9 1/8" | 7 1/16" | | | | | 6'-15' 12'-0" | 25'-0" | | | |
| 19A-3-100 | | | 35'-0" | | 6 15/16" | | 15'-0" | | 6 15/16" | | | | | 6'-15' 15'-0" | 30'-0" | | | |
| 23-3-100 | 3 | 100 | 17'-0" | 1'-0" | 9 9/16" | 0.2391" | NONE | | | 1'-7" | 1'-5 1/2" | 3" | | NONE | | | | |
| 24-3-100 | | | 30'-0" | | 7 1/16" | | 10'-0" | 9 1/8" | 7 1/16" | | | | | 6'-15' 12'-0" | 35'-0" | | | |
| 24A-3-100 | | | 35'-0" | | 6 15/16" | | 15'-0" | 9 1/8" | 6 15/16" | | | | | 6'-15' 15'-0" | | | | |
| 26-3-100 | | | 30'-0" | | 7 13/16" | | 10'-0" | 9 1/4" | 7 13/16" | | | | | 6'-15' 12'-0" | 40'-0" | | | |
| 26A-3-100 | | | 35'-0" | 1'-2" | 7 1/16" | 0.3125" | 15'-0" | 9 1/4" | 7 1/16" | 1'-11" | 1'-9" | | | 6'-15' 15'-0" | 45'-0" | | | |
| 27-3-100 | | | 17'-0" | | 9 1/16" | | NONE | | | | | | | NONE | | | | |

INDICATES MAST ARM LENGTH TO BE USED UNLESS OTHERWISE NOTED ON PLANS.

REVISED STANDARD PLAN RSP ES-7E

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(SIGNAL AND LIGHTING STANDARD,
CASE 3 SIGNAL MAST ARM LOADING,
WIND VELOCITY=100 MPH AND SIGNAL
MAST ARM LENGTHS 15' TO 45')
NO SCALE
RSP 7E DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN 7E
DATED MAY 20, 2011 - PAGE 466 OF THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP ES-7E

| | | | | | |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 143 | 152 |

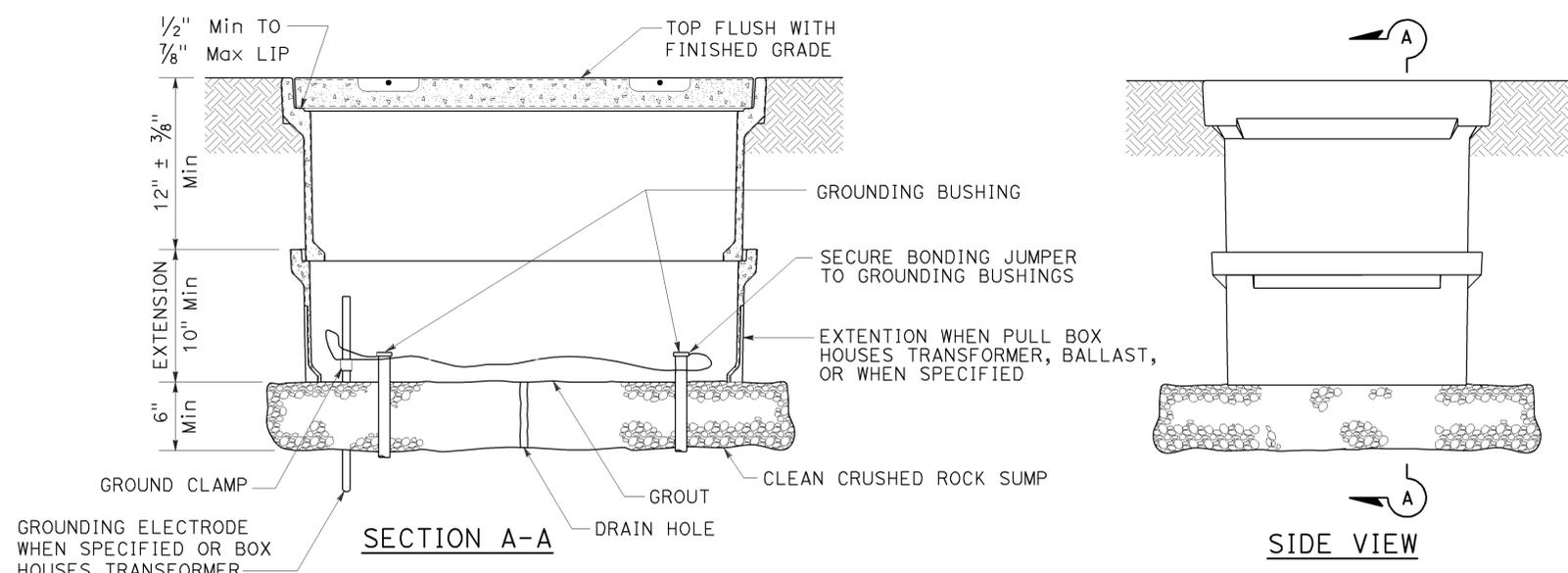
Theresa Gabriel
REGISTERED ELECTRICAL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

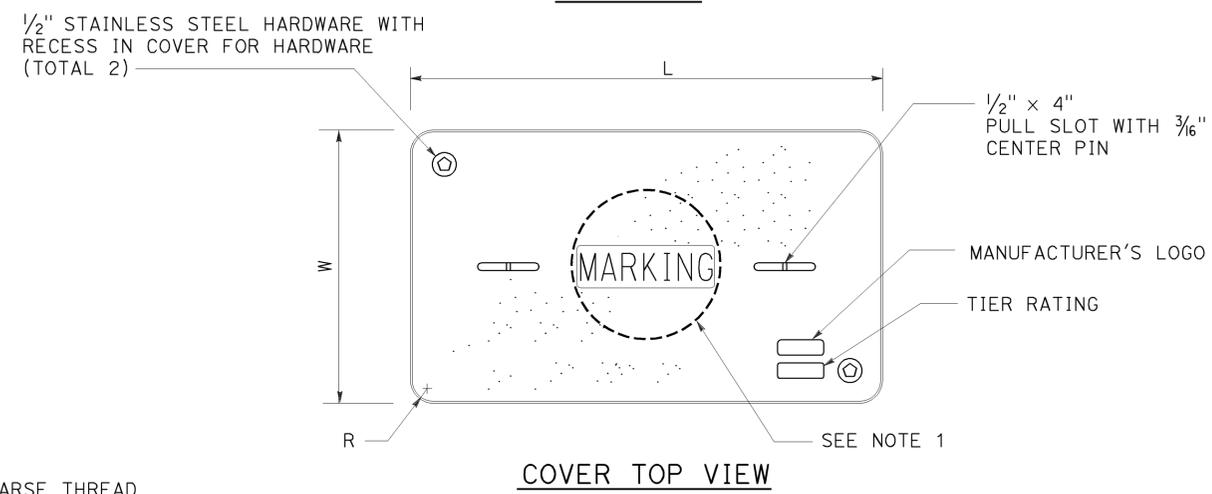
Theresa Aziz Gabriel
No. E15129
Exp. 6-30-14
ELECTRICAL
STATE OF CALIFORNIA

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.

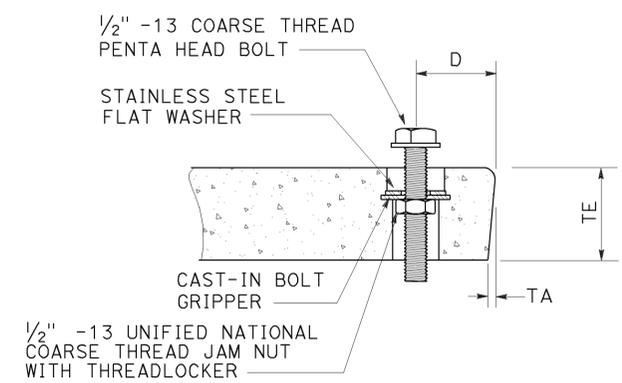
TO ACCOMPANY PLANS DATED 12-9-13



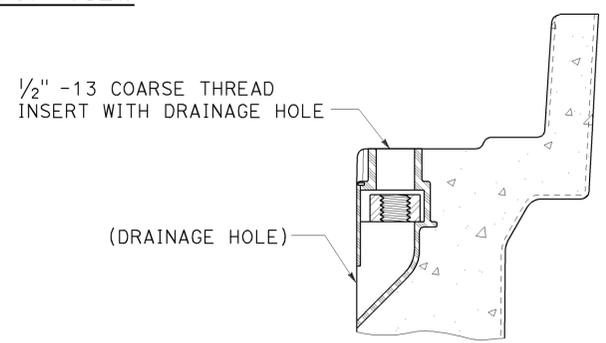
INSTALLATION DETAILS
DETAIL A



COVER TOP VIEW



TYPICAL COVER CAPTIVE BOLT
OR SIMILAR



TYPICAL THREADED INSERT
OR SIMILAR

NOTES:

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

| DIMENSION TABLE | | | | | | | | | | |
|-----------------|-------------------|-------------------------|----------------|--------------|-------------|--------|----|------|--------|----------------|
| PULL BOX | PULL BOX | | | COVER | | | | | | |
| | MINIMUM DEPTH BOX | MINIMUM DEPTH EXTENSION | MAXIMUM WEIGHT | L | W | R | TE | TA | D | MAXIMUM WEIGHT |
| No. 3 1/2 | 12" | N/A | 40 lb | 1' - 3 3/8" | 10 1/8" | 1 3/8" | 2" | 1/8" | 1 3/4" | 30 lb |
| No. 5 | 12" | 10" | 55 lb | 1' - 11 1/4" | 1' - 1 3/4" | 1 3/8" | 2" | 1/8" | 1 3/4" | 60 lb |
| No. 6 | 12" | 10" | 70 lb | 2' - 6 1/2" | 1' - 5 1/2" | 1 3/8" | 2" | 1/8" | 2" | 85 lb |

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

RSP ES-8A DATED JULY 19, 2013 SUPERSEDES RSP ES-8A DATED JANUARY 20, 2012 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP ES-8A

2010 REVISED STANDARD PLAN RSP ES-8A

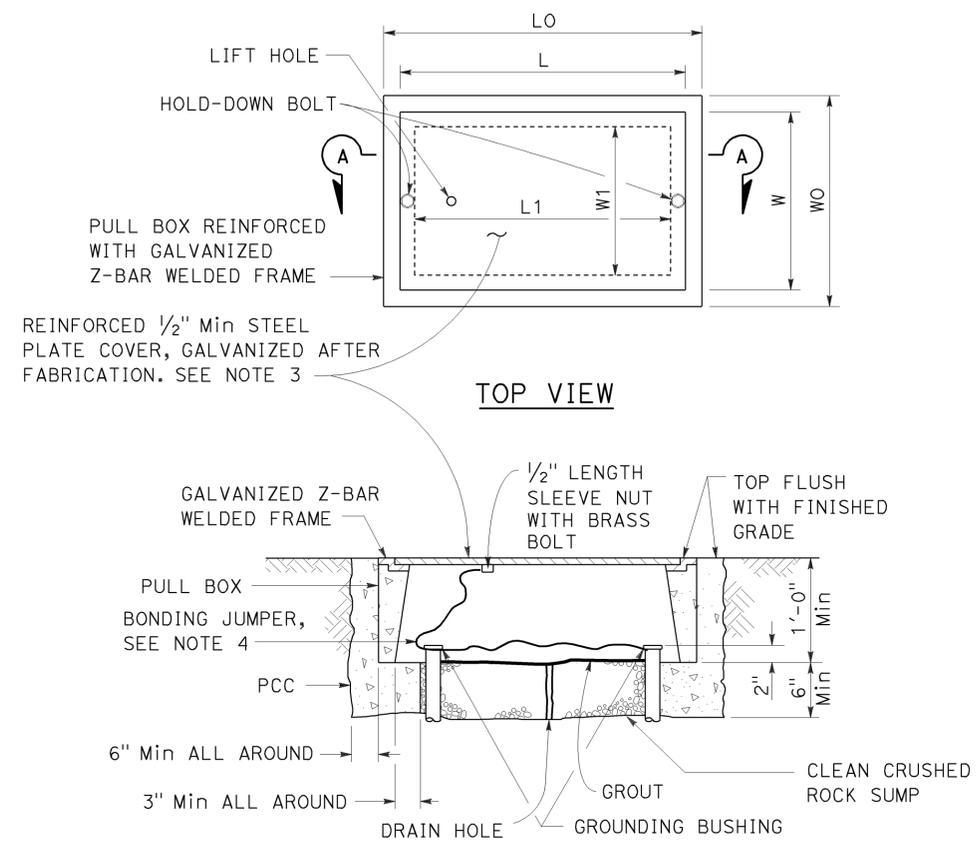
| | | | | | |
|------|--------|---------------------------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 144 | 152 |

Theresa Gabriel
 REGISTERED ELECTRICAL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 Theresa Aziz Gabriel
 No. E15129
 Exp. 6-30-14
 ELECTRICAL
 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.

TO ACCOMPANY PLANS DATED 12-9-13



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

NOTES:

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

| PULL BOX | PULL BOX | | | | | | COVER | | | | |
|--------------|---------------------|---------------------------------|----------------|-------------|-------------|-------------|--------|------------|----|----------------|------------|
| | MINIMUM * THICKNESS | MINIMUM DEPTH BOX AND EXTENSION | W0 | L0 | L1 | W1 | L ** | W ** | R | EDGE THICKNESS | EDGE TAPER |
| No. 3 1/2(T) | 1 1/2" | 1'-0" | 1'-5"± 1" | 1'-8 3/8"± | 1'-2 1/2"± | 10 5/8"± 1" | 1'-8"± | 1'-1 3/4"± | 0" | 1/2" | NONE |
| No. 5(T) | 1 3/4" | 1'-0" | 1'-11 1/2"± 1" | 2'-5 1/2"± | 1'-7"± | 1'-1"± 1" | 2'-3"± | 1'-4"± | 0" | 1/2" | NONE |
| No. 6(T) | 2" | 1'-0" | 2'-6"± 1" | 2'-11 1/2"± | 1'-11 1/2"± | 1'-5"± 1" | 2'-9"± | 1'-8"± | 0" | 1/2" | NONE |

* EXCLUDING CONDUIT WEB ** TOP DIMENSION

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

RSP ES-8B DATED JULY 19, 2013 SUPERSEDES RSP ES-8B DATED JANUARY 20, 2012 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

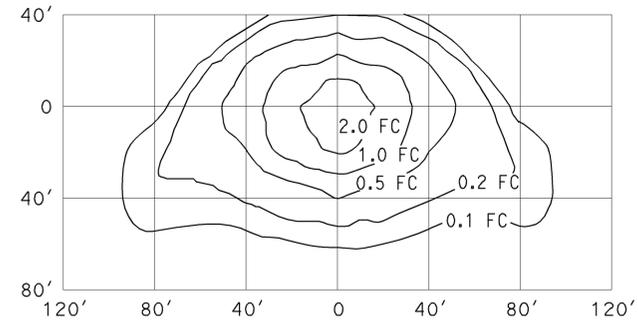
REVISED STANDARD PLAN RSP ES-8B

2010 REVISED STANDARD PLAN RSP ES-8B

| | | | | | |
|--|--------|---------------------------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 | LA | 10,110,118 134,210,710 | Var | 145 | 152 |
| <i>Theresa Gabriel</i> REGISTERED ELECTRICAL ENGINEER No. E15129 Exp. 6-30-14 ELECTRICAL STATE OF CALIFORNIA | | | | | |
| July 19, 2013 PLANS APPROVAL DATE | | | | | |
| <small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small> | | | | | |

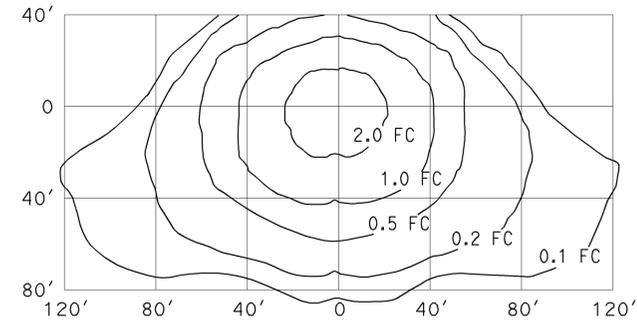
TO ACCOMPANY PLANS DATED 12-9-13

ISOFOOTCANDLE CURVE - MINIMUM



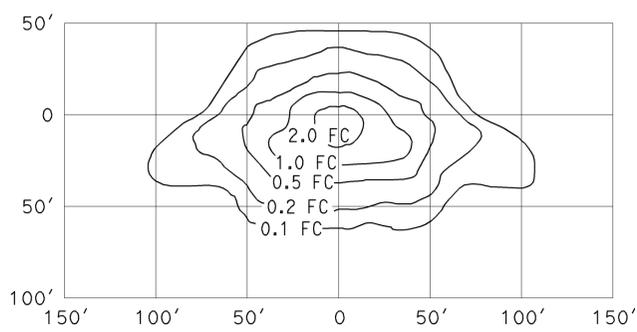
TYPE III MEDIUM CUTOFF
 Cutoff Luminaire
 34' Mounting Height
 Lamp operated at 22,000 lm
 200-W high pressure sodium lamp
 ANSI Designation S66

ISOFOOTCANDLE CURVE - MINIMUM



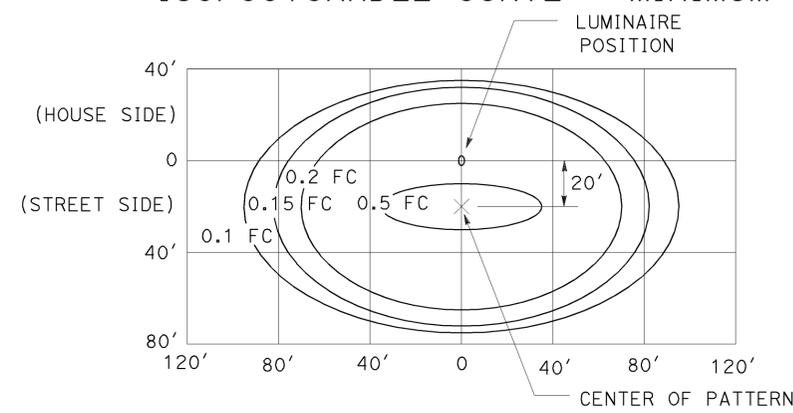
TYPE III MEDIUM CUTOFF
 Cutoff Luminaire
 40' Mounting Height
 Lamp operated at 37,000 lm
 310-W high pressure sodium lamp
 ANSI Designation S67

ISOFOOTCANDLE CURVE - MINIMUM



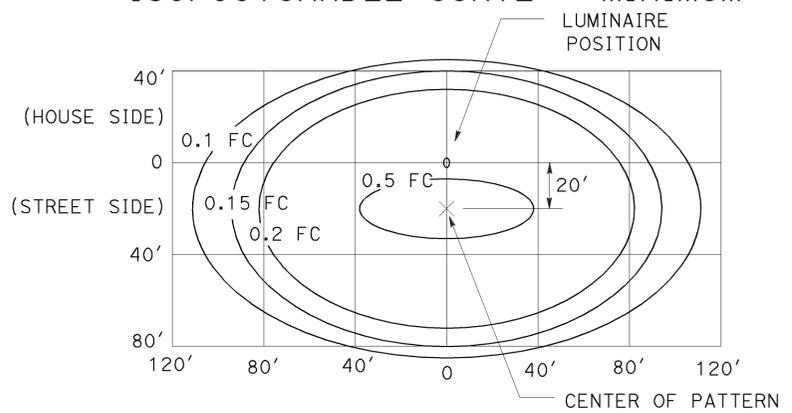
TYPE III MEDIUM CUTOFF
 Cutoff Luminaire
 30' Mounting Height
 Lamp operated at 16,000 lm
 150-W high pressure sodium lamp
 ANSI Designation S55

ISOFOOTCANDLE CURVE - MINIMUM



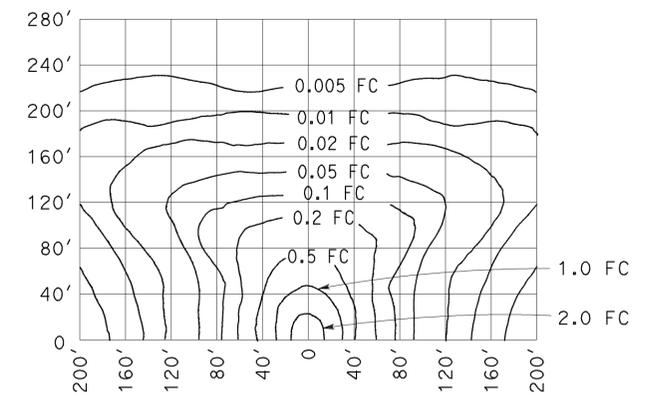
LED LUMINAIRE ROADWAY 1
 165-W at 34' Mounting Height

ISOFOOTCANDLE CURVE - MINIMUM



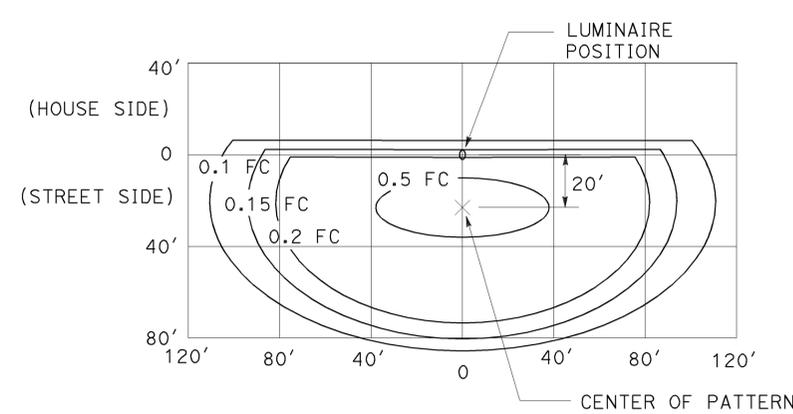
LED LUMINAIRE ROADWAY 2
 235-W at 40' Mounting Height

ISOFOOTCANDLE CURVE - MINIMUM



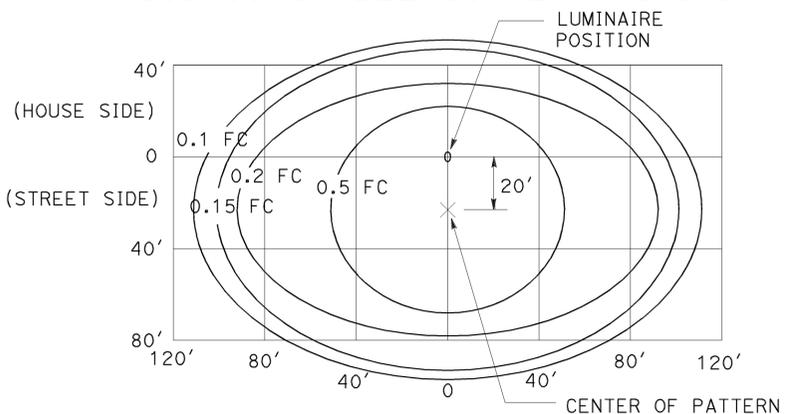
LOW PRESSURE SODIUM LUMINAIRE
 40' Mounting Height
 Lamp operated at 33,000 lm
 180-W low pressure sodium lamp

ISOFOOTCANDLE CURVE - MINIMUM



LED LUMINAIRE ROADWAY 3
 235-W at 40' Mounting Height
 with back side control

ISOFOOTCANDLE CURVE - MINIMUM



LED LUMINAIRE ROADWAY 4
 300-W at 40' Mounting Height

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

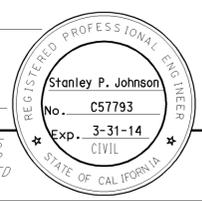
**ELECTRICAL SYSTEMS
 (ISOFOOTCANDLE DIAGRAMS)**

NO SCALE

RSP ES-10A DATED JULY 19, 2013 SUPERSEDES RSP ES-10A DATED JULY 20, 2012 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

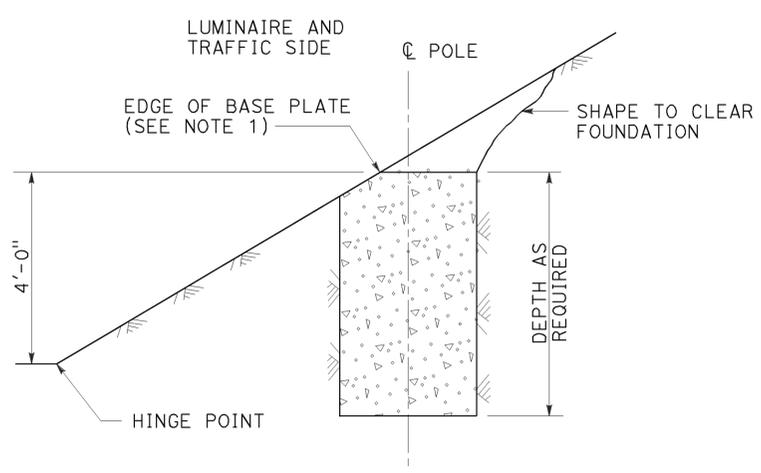
REVISED STANDARD PLAN RSP ES-10A

2010 REVISED STANDARD PLAN RSP ES-10A

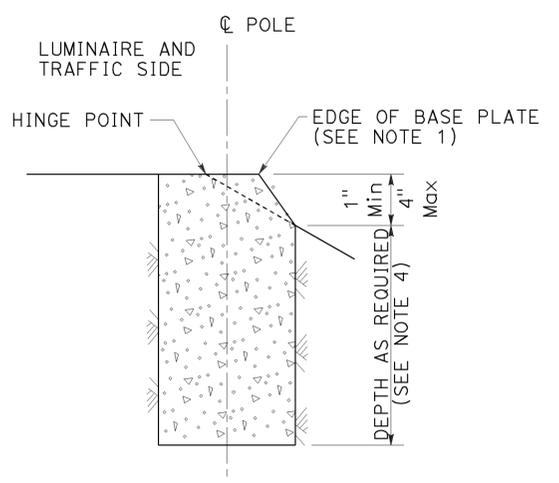


TO ACCOMPANY PLANS DATED 12-9-13

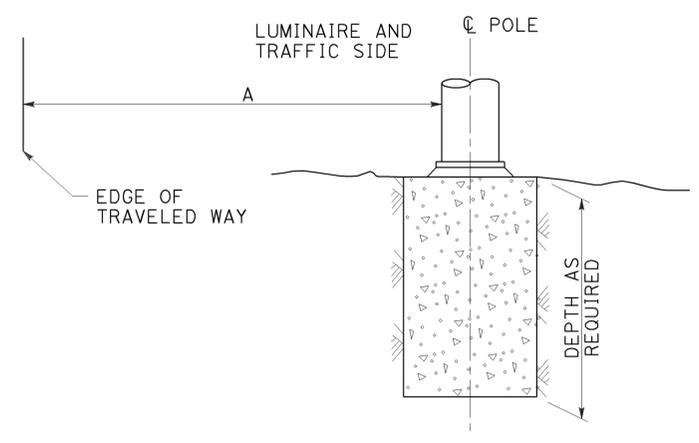
| STANDARD TYPE | SETBACK (DIMENSION A) |
|-----------------------------|-----------------------|
| 32 | 30'-0" (Min) |
| 31 | 20'-0" (Min) |
| 15, 15D, 15-SB, 21, 21D, 30 | ARM LENGTH (Min) |



**CUT SLOPES
STEEPER THAN 4:1,
LESS THAN 2:1
DETAIL A-1**
See Note 2 and 3



**FILL SLOPES
STEEPER THAN 4:1,
LESS THAN 2:1
DETAIL A-2**
See Note 2 and 3

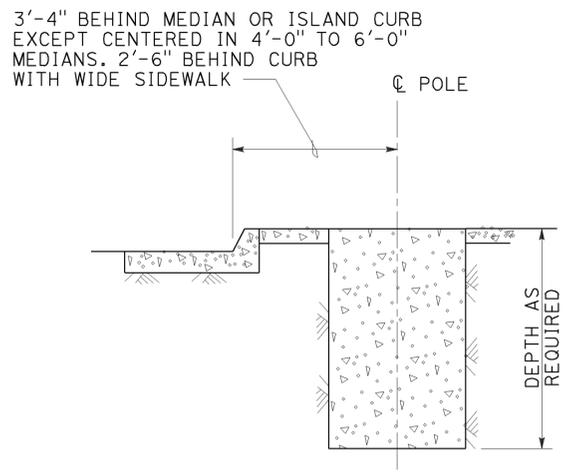


**FLAT SECTIONS, CUT OR FILL SLOPES
4:1 OR FLATTER
DETAIL A-3**
See Note 2

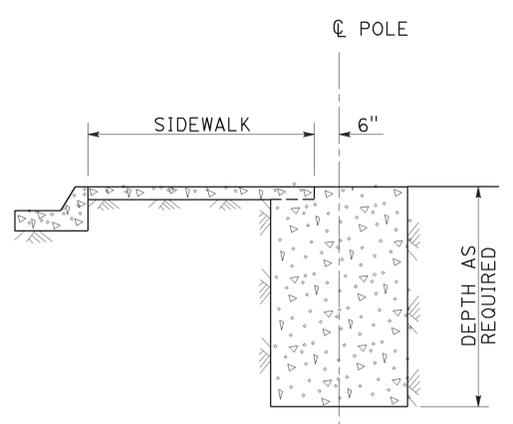
**FOUNDATIONS ADJACENT TO ALL ROADWAYS EXCEPT
IN SIDEWALK, MEDIAN AND ISLAND AREAS
DETAIL A**

NOTES:

1. Where a portion of the foundation is above grade, the top edges shall have a 1" chamfer.
2. Slopes shall be horizontal to vertical ratio (Horizontal : Vertical).
3. Horizontal setbacks on cut and fill slopes steeper than 4:1 shall not exceed the distance shown for flat sections.
4. CIDH embedment depth shall be increased beyond standard depths by the diameter of the CIDH.



**MEDIAN, ISLAND
OR WIDE SIDEWALK
DETAIL B-1**
7' Wide and wider



**NARROW SIDEWALK
DETAIL B-2**
Less than 7' wide

**FOUNDATIONS IN SIDEWALK, MEDIAN AND ISLAND AREAS
DETAIL B**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
(FOUNDATION INSTALLATIONS)**
NO SCALE

RSP ES-11 DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-11 DATED MAY 20, 2011 - PAGE 488 OF THE STANDARD PLANS BOOK DATED 2010.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-----------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10, 110, 118, 134, 210, 710 | Var | 147 | 152 |

REGISTERED CIVIL ENGINEER *Lihua Han* 10-27-11
 DATE
 PLANS APPROVAL DATE 12-9-13
 REGISTERED PROFESSIONAL ENGINEER
 LIHUA HAN
 No. C61320
 Exp. 06-30-15
 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.

INDEX TO PLANS

| SHEET No. | TITLE |
|-----------|--------------------|
| 1 | GENERAL PLAN NO. 1 |
| 2 | GENERAL PLAN NO. 2 |
| 3 | CURB RAMP, TYPE 1 |
| 4 | CURB RAMP, TYPE 2 |
| 5 | CURB RAMP, TYPE 3 |
| 6 | CURB RAMP, TYPE 4 |

CAMPUS ROAD OVERCROSSING (BR No 53-2054)

QUANTITIES

| | | |
|--------------------------------------|------|------|
| REMOVE CONCRETE SIDEWALK | 4 | SOYD |
| BRIDGE REMOVAL (PORTION), LOCATION A | LUMP | SUM |
| STRUCTURAL CONCRETE, BRIDGE | 1.5 | CY |
| DETECTABLE WARNING SURFACE | 12 | SOFT |
| MINOR CONCRETE (CURB RAMP) | 1 | CY |

CENTRAL AVENUE OVERCROSSING (BR No 53-1748)

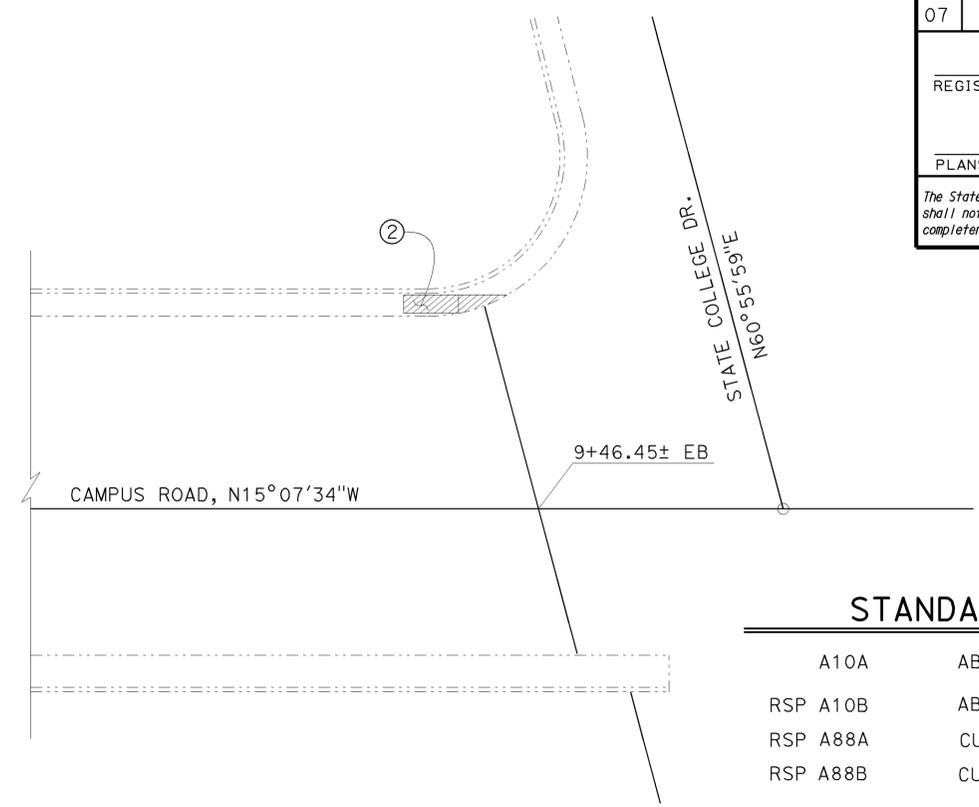
QUANTITIES

| | | |
|--------------------------------------|------|------|
| REPAIR SPALLED SURFACE AREA | 7 | SOFT |
| REMOVE CONCRETE SIDEWALK | 3 | SOYD |
| BRIDGE REMOVAL (PORTION), LOCATION B | LUMP | SUM |
| STRUCTURAL CONCRETE, BRIDGE | 0.3 | CY |
| DETECTABLE WARNING SURFACE | 12 | SOFT |
| MINOR CONCRETE (CURB RAMP) | 1 | CY |

GLENDALE AVENUE OVERCROSSING (BR No 53-1875)

QUANTITIES

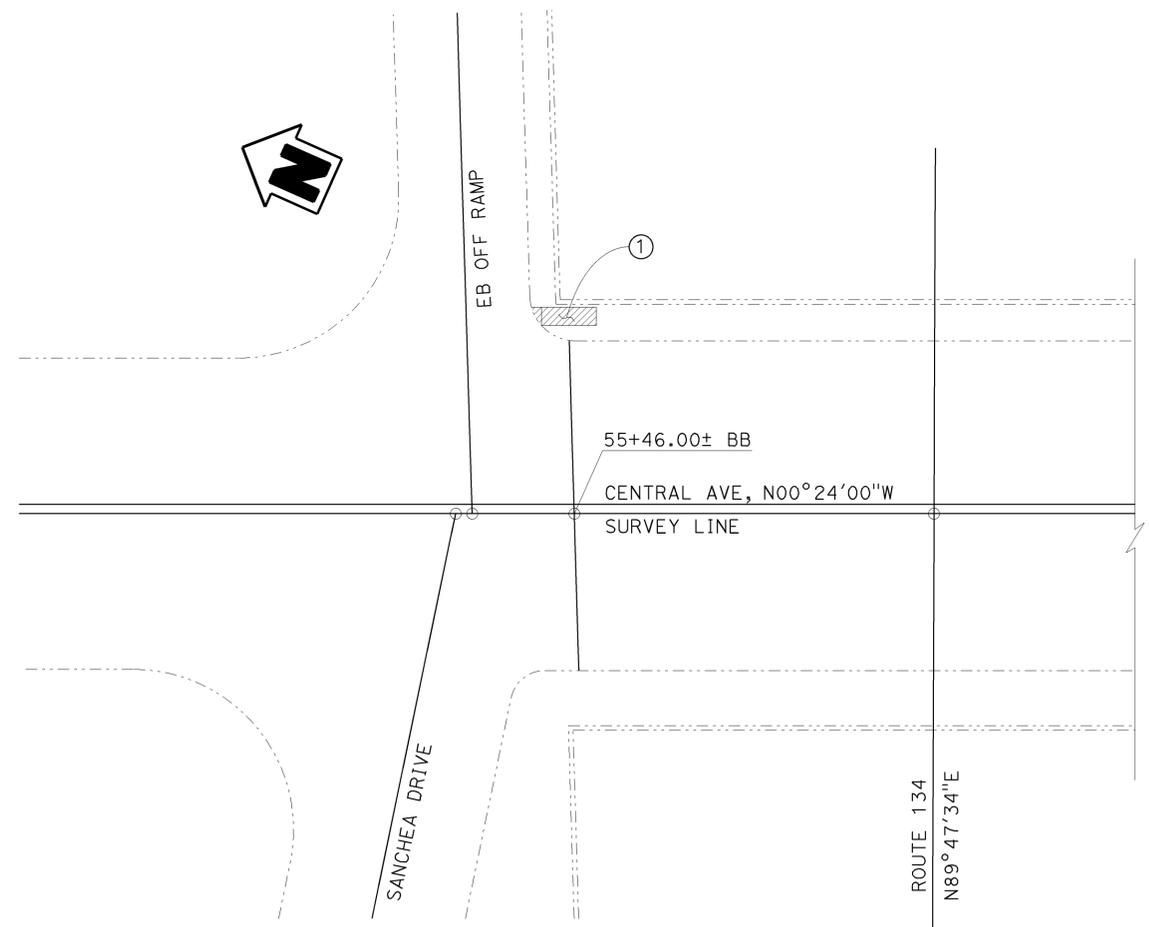
| | | |
|----------------------------|----|------|
| REMOVE CONCRETE SIDEWALK | 6 | SOYD |
| DETECTABLE WARNING SURFACE | 12 | SOFT |
| MINOR CONCRETE (CURB RAMP) | 1 | CY |



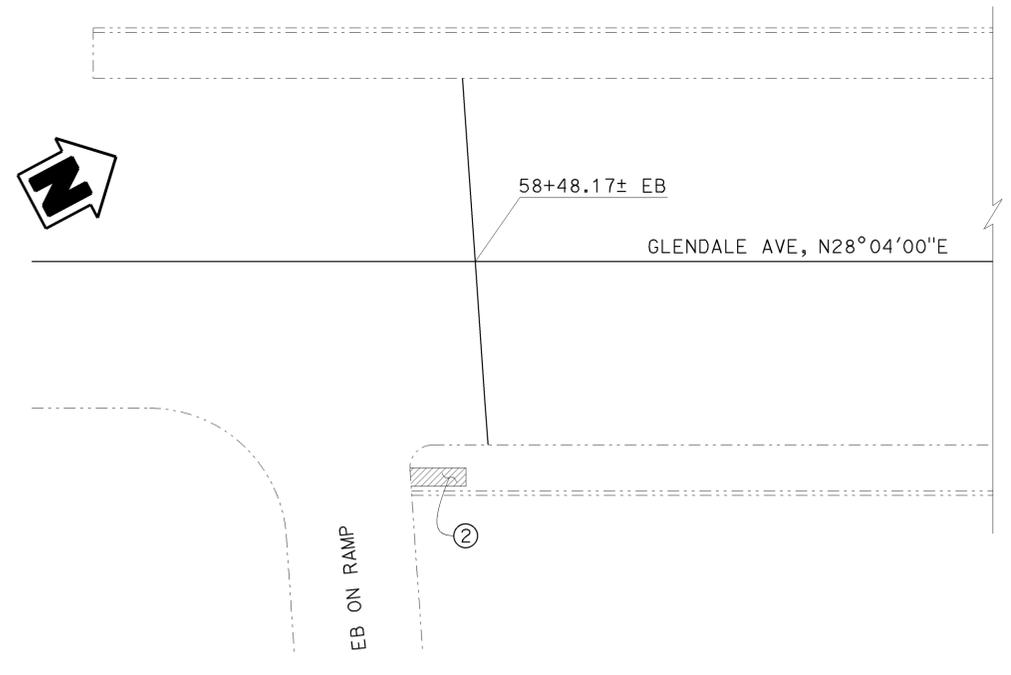
STANDARD PLANS 2010

| | |
|----------|--|
| A10A | ABBREVIATIONS (SHEET 1 OF 2) |
| RSP A10B | ABBREVIATIONS (SHEET 2 OF 2) |
| RSP A88A | CURB RAMP DETAILS |
| RSP A88B | CURB RAMP AND ISLAND PASSAGEWAY DETAIL |

CAMPUS ROAD OVERCROSSING, LOCATION No. 1
 Br. No. 53-2054, ROUTE 10, PM 21.21
 1" = 20'-0"



CENTRAL AVENUE OVERCROSSING, LOCATION No. 21
 Br. No. 53-1748, ROUTE 134, PM 6.69
 1" = 20'-0"



GLENDALE AVENUE OVERCROSSING, LOCATION No. 22
 Br. No. 53-1875, ROUTE 134, PM 8.04
 1" = 20'-0"

- NOTES:
- Existing Structure
 - Work Location
 - ① Curb Ramp Type 1, see "CURB RAMP, TYPE 1" sheet
 - ② Curb Ramp Type 2, see "CURB RAMP, TYPE 2" sheet

Douglas J. ...
 DESIGN ENGINEER

| | | | | |
|------------|----------------|---------------------|---------------------------------|---|
| DESIGN | BY J. Han | CHECKED S. Galgiani | LOAD & RESISTANCE FACTOR DESIGN | LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE |
| DETAILS | BY K. Kubo | CHECKED J. Han | LAYOUT | BY J. Han |
| QUANTITIES | BY S. Galgiani | CHECKED J. Han | SPECIFICATIONS | BY Vaikunthan Renga |

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

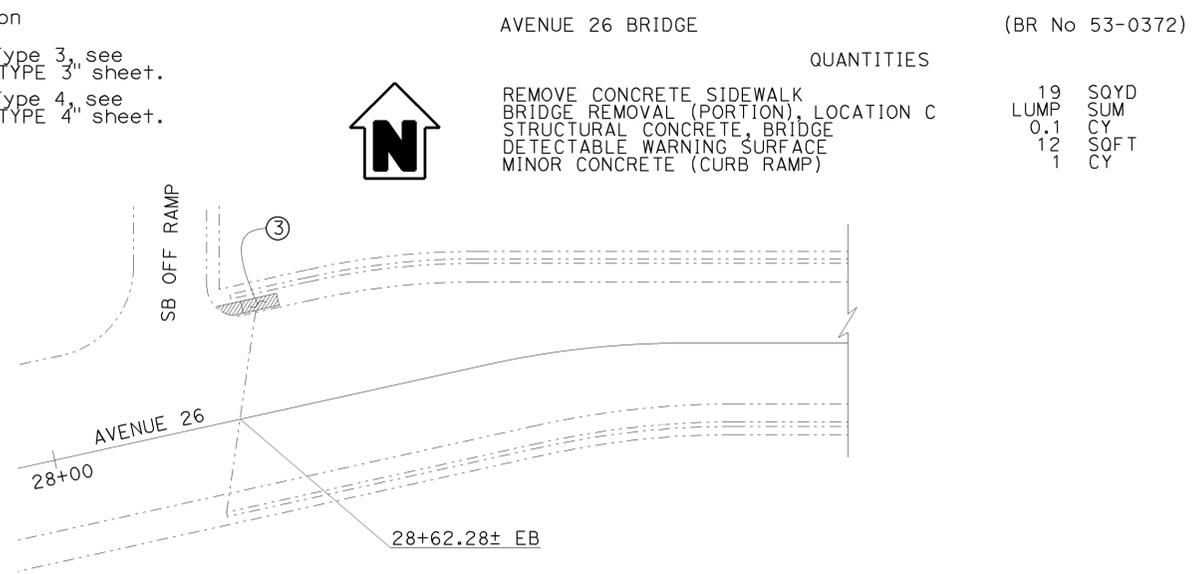
DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO. Varies
 POST MILE Varies
ROUTE 10, 110, 134 BRIDGES
GENERAL PLAN NO. 1

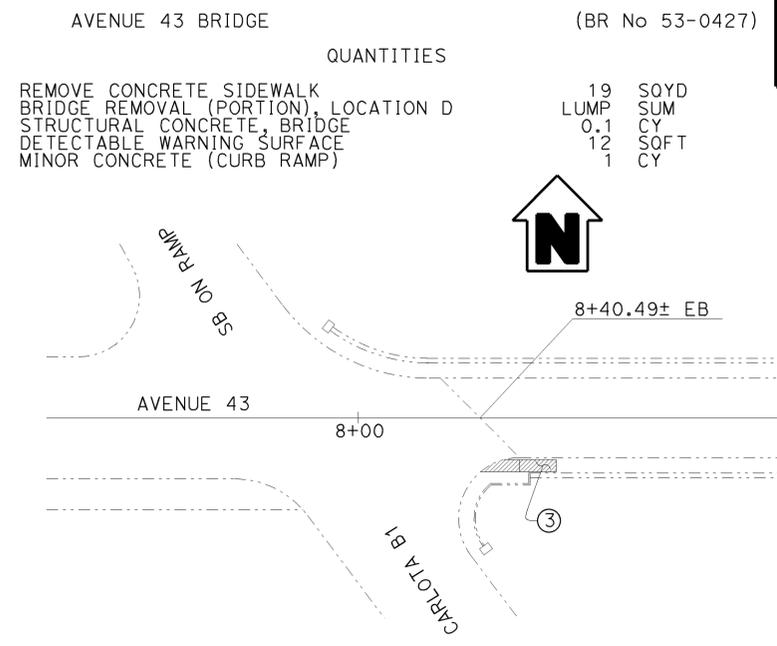
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|--|--------|-----------------------------|--------------------------------|-----------|--------------|
| 07 | LA | 10, 110, 118, 134, 210, 710 | Var | 148 | 152 |
| | | | 10-27-11 | | |
| | | | REGISTERED CIVIL ENGINEER DATE | | |
| | | | 12-9-13 | | |
| | | | PLANS APPROVAL DATE | | |
| The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet. | | | | | |



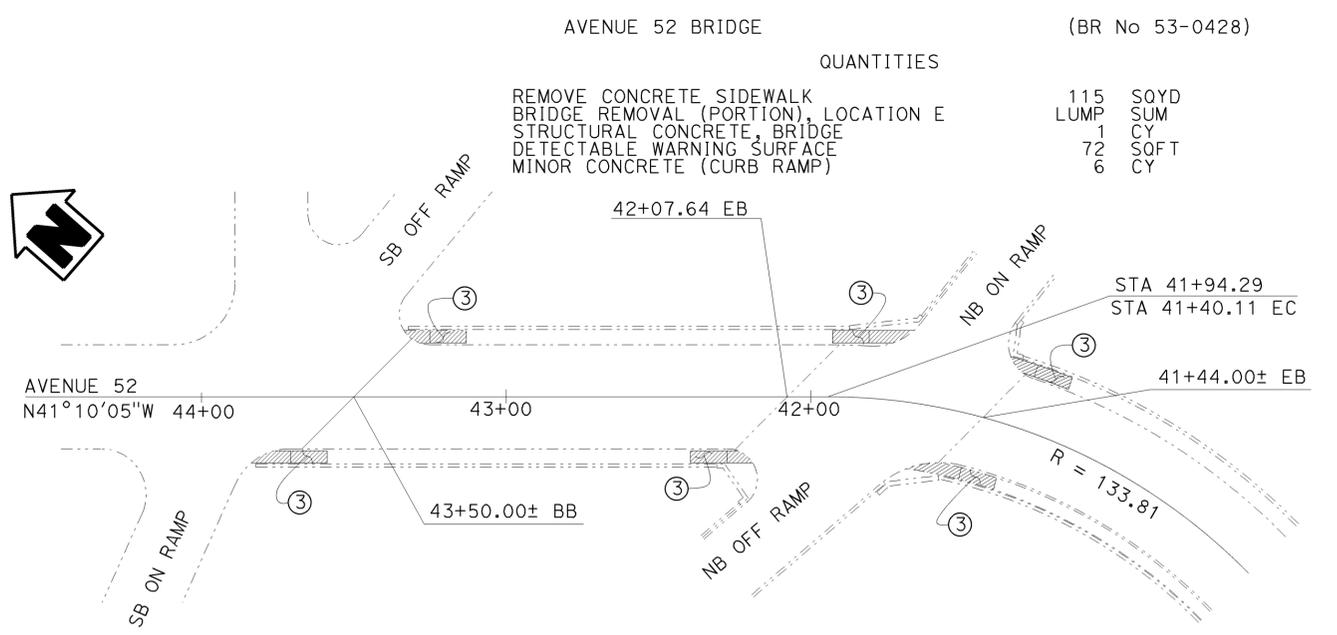
- NOTES:
- Existing Structure
 - Work Location
 - ③ Curb Ramp Type 3, see "CURB RAMP TYPE 3" sheet.
 - ④ Curb Ramp Type 4, see "CURB RAMP TYPE 4" sheet.



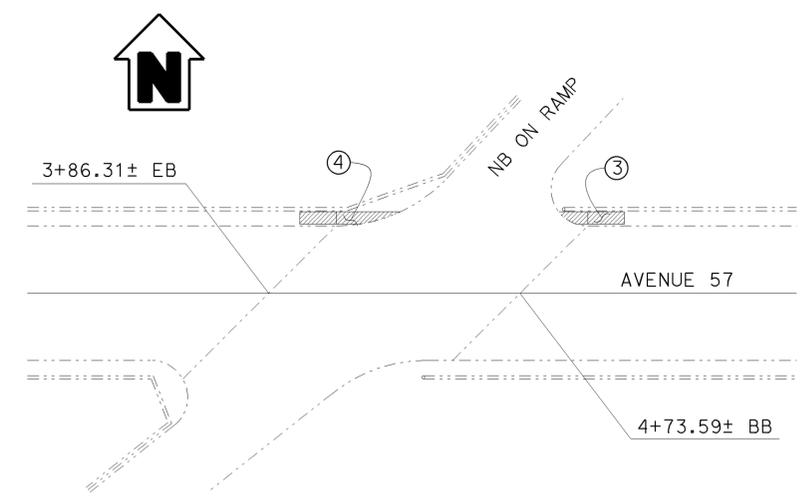
AVE 26 BRIDGE, LOCATION No. 9
 Br. No. 53-0372, ROUTE 110, PM 26.03
 1" = 30'-0"



AVE 43 BRIDGE, LOCATION No. 11
 Br. No. 53-0427, ROUTE 110, PM 27.18
 1" = 30'-0"



AVE 52 BRIDGE, LOCATION No. 13
 Br. No. 53-0428, ROUTE 110, PM 28.00
 1" = 30'-0"



AVE 57 BRIDGE, LOCATION No. 14
 Br. No. 53-0429, ROUTE 110, PM 28.32
 1" = 30'-0"

DESIGN ENGINEER
Douglas J. Wenzel

| | | | | |
|------------|----------------|---------------------|---------------------------------|---|
| DESIGN | BY J. Han | CHECKED S. Galgiani | LOAD & RESISTANCE FACTOR DESIGN | LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE |
| DETAILS | BY K. Kubo | CHECKED J. Han | LAYOUT | BY J. Han |
| QUANTITIES | BY S. Galgiani | CHECKED J. Han | SPECIFICATIONS | BY Vaikunthan Renga |

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 14

| | |
|------------|--------|
| BRIDGE NO. | Varies |
| POST MILE | Varies |

ROUTE 10, 110, 134 BRIDGES
GENERAL PLAN NO. 2

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-----------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10, 110, 118, 134, 210, 710 | Var | 149 | 152 |

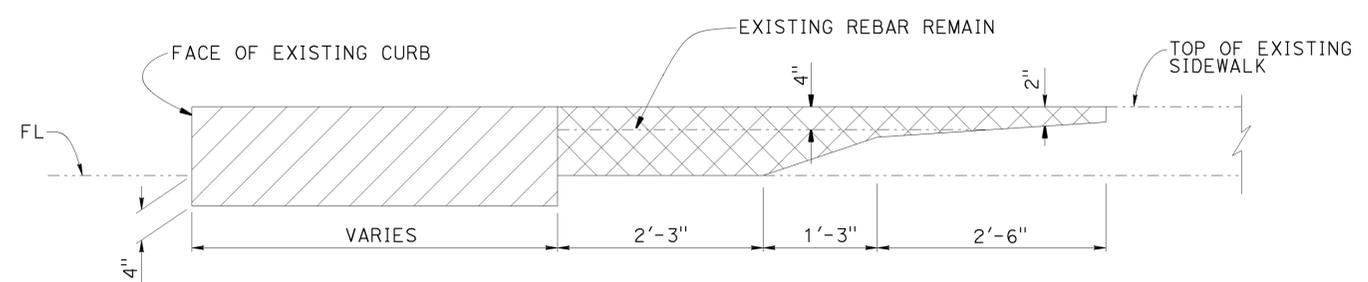
| | |
|---------------------------|----------|
| <i>Lihua Han</i> | 10-27-11 |
| REGISTERED CIVIL ENGINEER | DATE |
| 12-9-13 | |
| PLANS APPROVAL DATE | |

| |
|---------------|
| LIHUA HAN |
| No. C61320 |
| Exp. 06-30-15 |
| CIVIL |

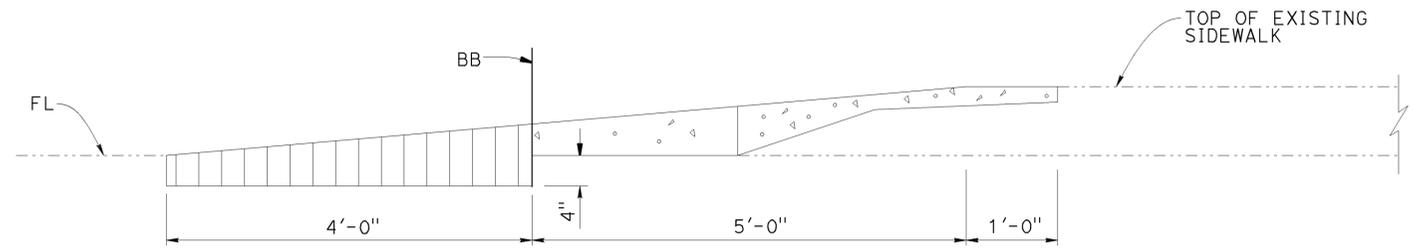
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

NOTES:

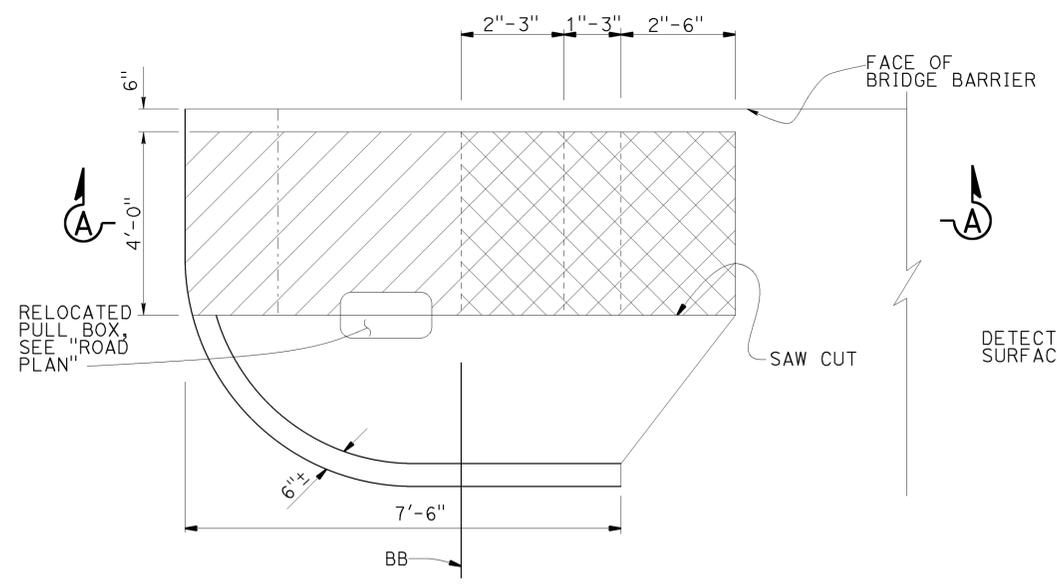
- For details not shown, see RSP A88A and RSP A88B.
- All Pullboxes that are adjusted or relocated must have all edges flush with grade.
- Scoring must coincide with or be a continuation of Existing curbs or sidewalks adjacent to work.
- All Concrete and Asphalt removals must be sawcut in continuous straight lines.
- The Right of Way Limits are outside of the Curb Ramp work areas, unless otherwise shown. For complete Right of Way and accurate access data, see Right of Way Record Maps at District Office.
- Retaining Curbs must match Existing Curb heights.
- See Note 7, RSP A88A
- See Notes 10 and 11, RSP A88A
- See Detail B, RSP A88A



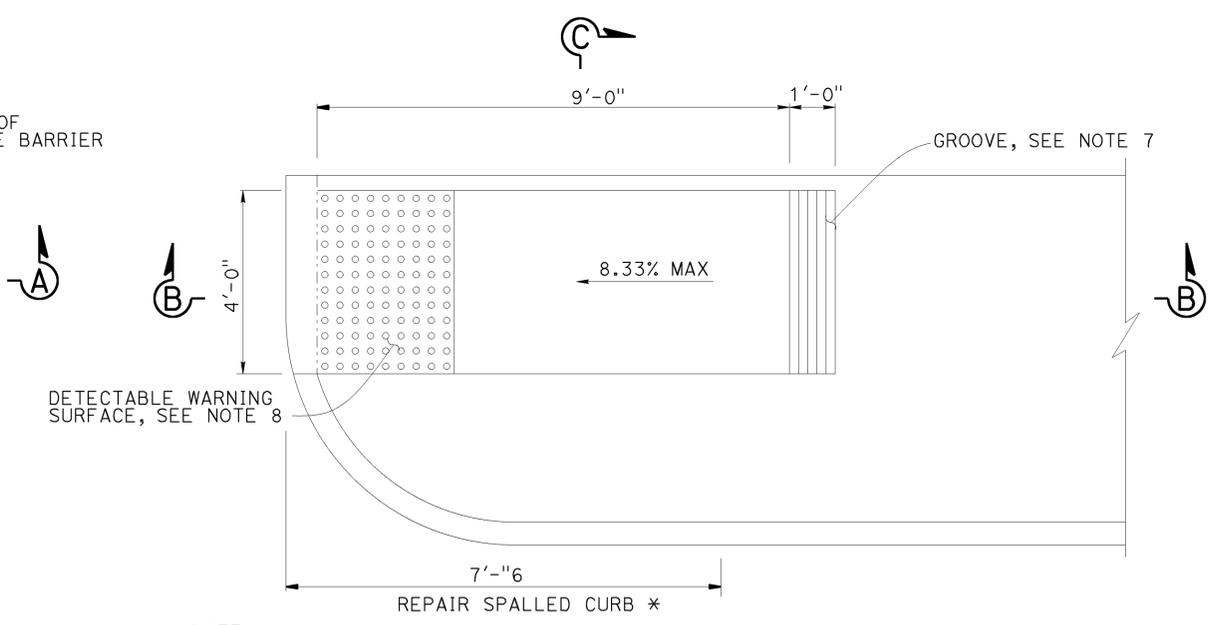
SECTION A-A
1" = 1'-0"



SECTION B-B
1" = 1'-0"

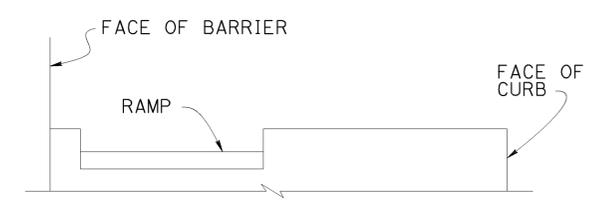


CONCRETE REMOVAL
1/2" = 1'-0"



NOTE:
* 80% of the Existing Curb Face need be repaired with average depth of 4".

CURB RAMP
1/2" = 1'-0"



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

- NOTES:**
- Indicates Existing Structure
 - Indicates Remove Concrete Sidewalk
 - Indicates Bridge Removal (Portion)
 - Indicates Structural Concrete, Bridge
 - Indicates Minor Concrete (Curb Ramp)

| | | |
|------------|----------------|---------------------|
| DESIGN | BY J. Han | CHECKED S. Galgiani |
| DETAILS | BY K. Kubo | CHECKED J. Han |
| QUANTITIES | BY S. Galgiani | CHECKED J. Han |

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

| | |
|------------|--------|
| BRIDGE NO. | Varies |
| POST MILE | Varies |

ROUTE 10, 110, 134 BRIDGES
CURB RAMP, TYPE 1

NOTES:

- For details not shown, see RSP A88A and RSP A88B.
- All Pullboxes that are adjusted or relocated must have all edges flush with grade.
- Scoring must coincide with or be a continuation of Existing curbs or sidewalks adjacent to work.
- All Concrete and Asphalt removals must be sawcut in continuous straight lines.
- The Right of Way Limits are outside of the Curb Ramp work areas, unless otherwise shown. For complete Right of Way and accurate access data, see Right of Way Record Maps at District Office.
- Retaining Curbs must match Existing Curb heights.
- See Note 7, RSPs A88A
- See Notes 10 and 11, RSP A88A
- See Detail B, RSP A88A

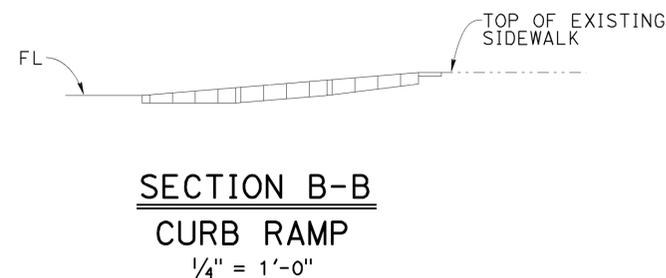
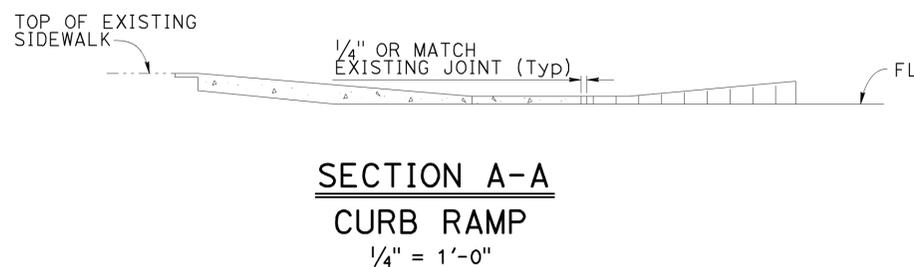
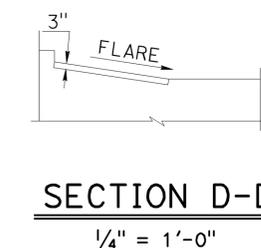
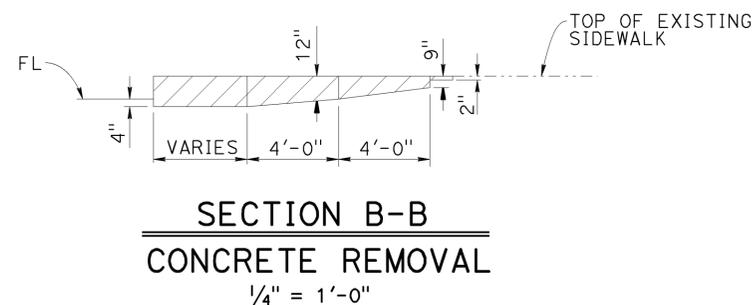
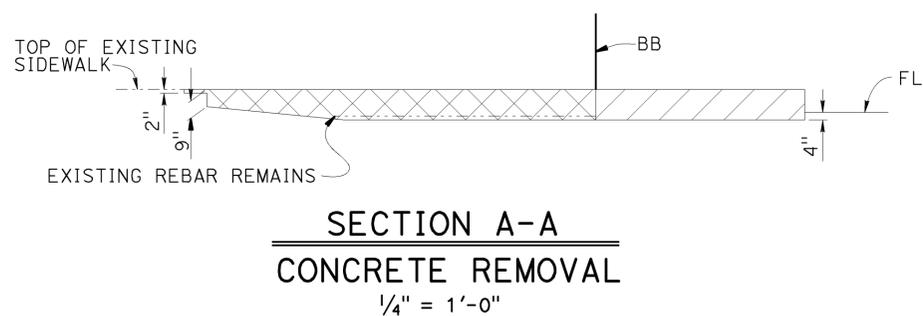
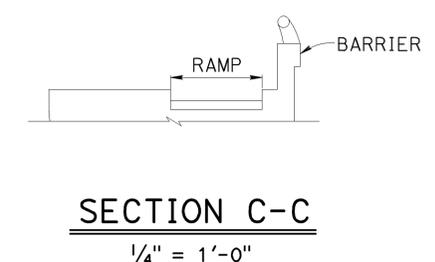
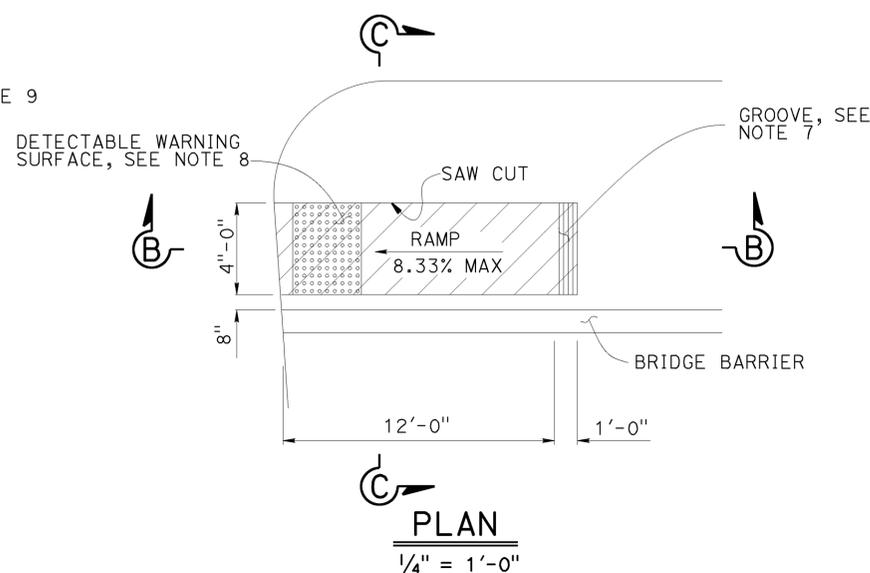
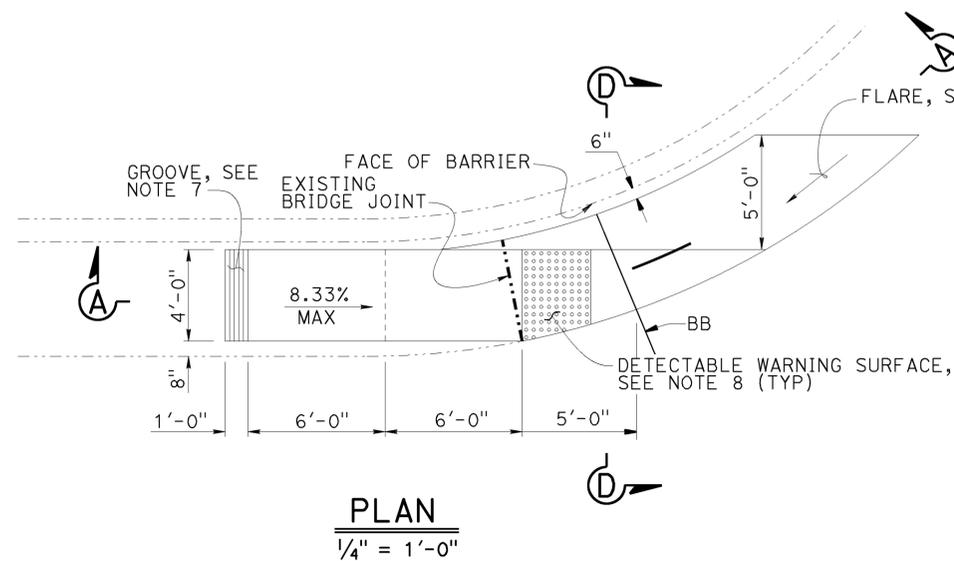
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-----------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10, 110, 118, 134, 210, 710 | Var | 150 | 152 |

REGISTERED CIVIL ENGINEER *Lihua Han* DATE 10-27-11

PLANS APPROVAL DATE 12-9-13

LIHUA HAN
No. C61320
Exp. 06-30-15
CIVIL

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



NOTES:

- Indicates Existing Structure
- [Hatched Box] Indicates Remove Concrete Sidewalk
- [Cross-hatched Box] Indicates Bridge Removal (Portion)
- [Dotted Box] Indicates Structural Concrete, Bridge
- [Vertical Line Box] Indicates Minor Concrete (Curb Ramp)

CAMPUS ROAD OC - BRIDGE NO. 53-2054
LOCATION No. 1

GLENDALE AVENUE OC - BRIDGE NO. 53-1875
LOCATION No. 22

| | | |
|------------|----------------|---------------------|
| DESIGN | BY J. Han | CHECKED S. Galgiani |
| DETAILS | BY K. Kubo | CHECKED J. Han |
| QUANTITIES | BY S. Galgiani | CHECKED J. Han |

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

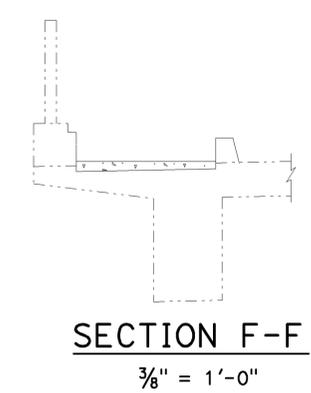
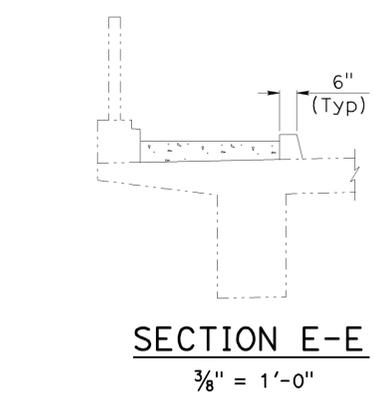
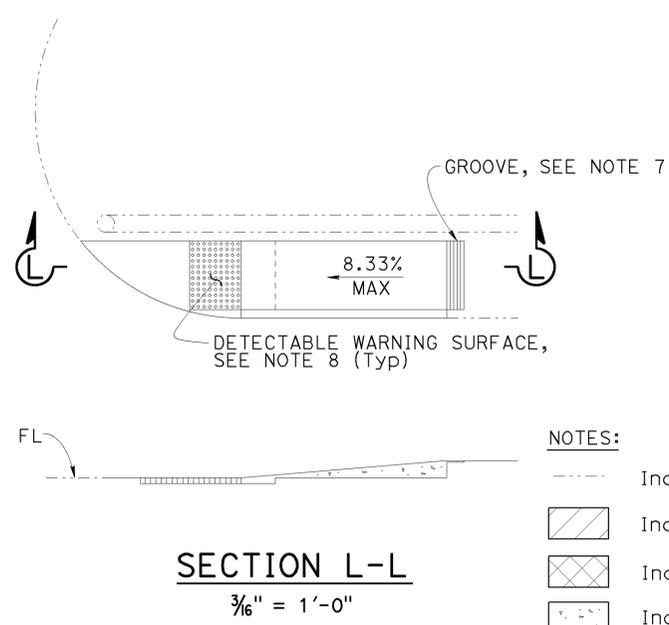
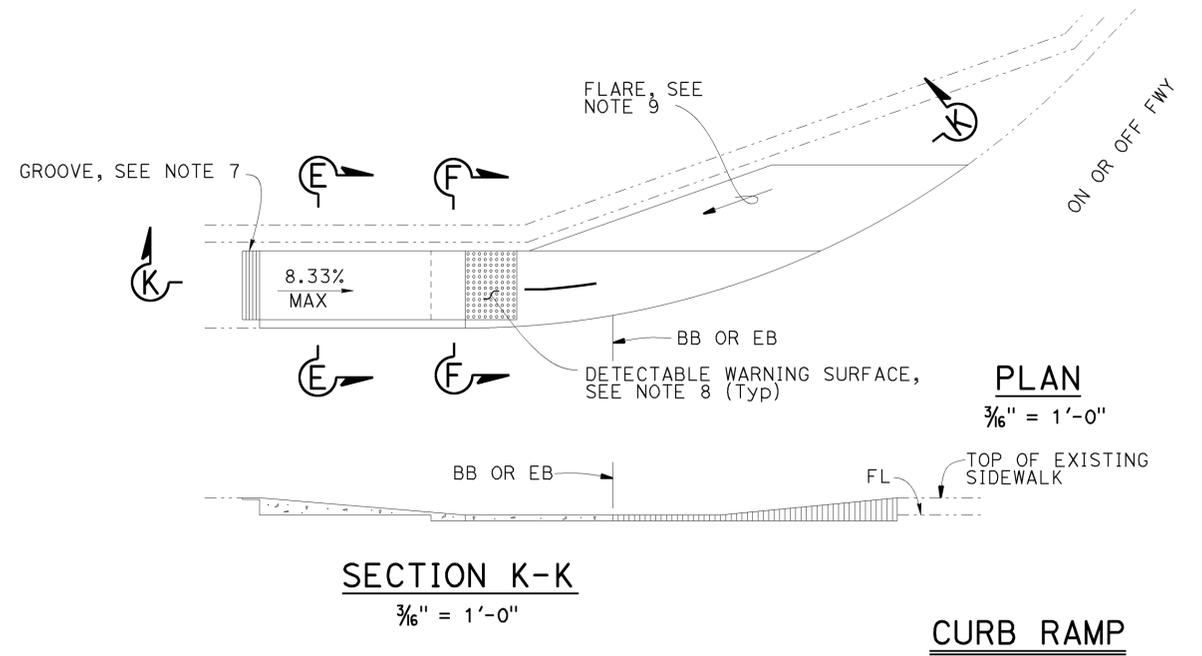
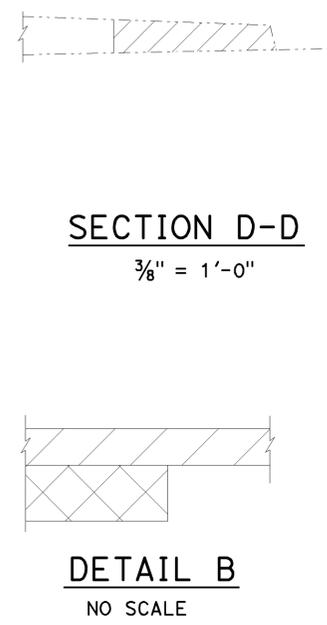
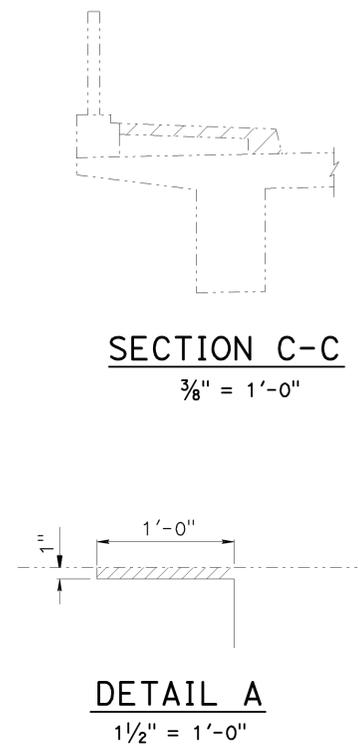
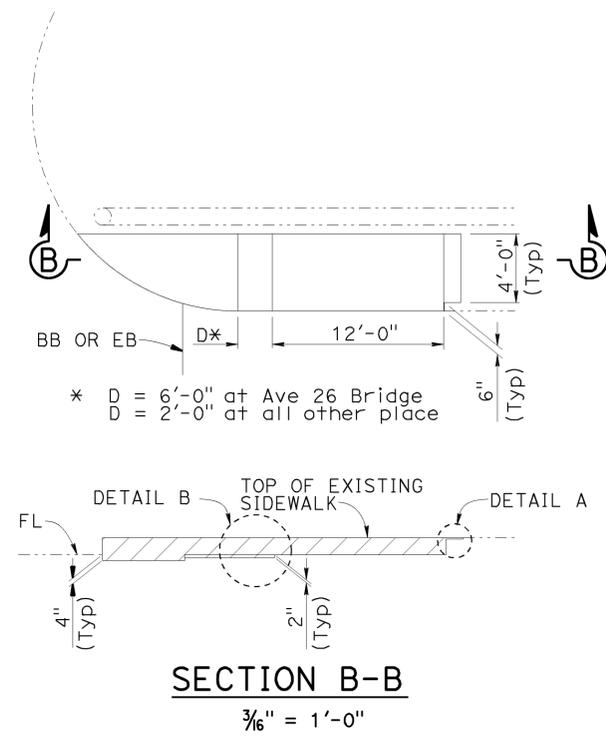
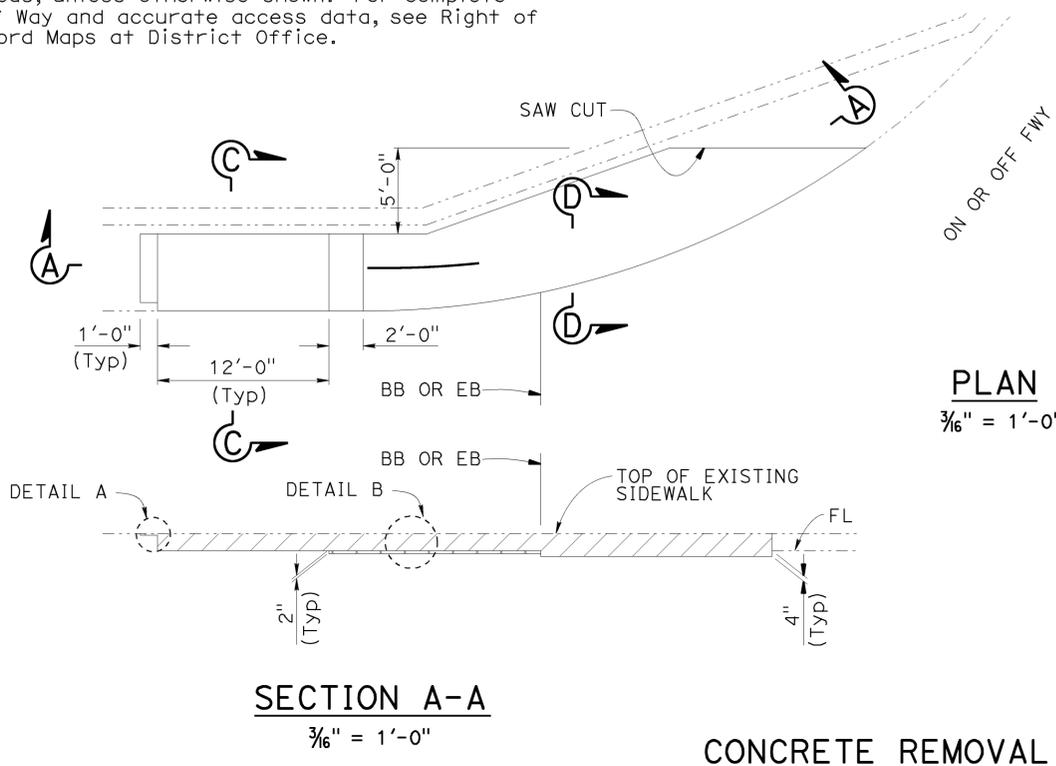
| | |
|------------|--------|
| BRIDGE NO. | Varies |
| POST MILE | Varies |

ROUTE 10, 110, 134 BRIDGES
CURB RAMP, TYPE 2

NOTES:

- For details not shown, see RSP A88A and RSP A88B.
- All Pullboxes that are adjusted or relocated must have all edges flush with grade.
- Scoring must coincide with or be a continuation of Existing curbs or sidewalks adjacent to work.
- All Concrete and Asphalt removals must be sawcut in continuous straight lines.
- The Right of Way Limits are outside of the Curb Ramp work areas, unless otherwise shown. For complete Right of Way and accurate access data, see Right of Way Record Maps at District Office.
- Retaining Curbs must match Existing Curb heights.
- See Note 7, RSP A88A
- See Notes 10 and 11, RSP A88A
- See Detail B, RSP A88A

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|--|--------|-----------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10, 110, 118, 134, 210, 710 | Var | 151 | 152 |
| REGISTERED CIVIL ENGINEER <i>Lihua Han</i> | | | | DATE | 10-27-11 |
| PLANS APPROVAL DATE | | | | DATE | 12-9-13 |
| REGISTERED PROFESSIONAL ENGINEER LIHUA HAN No. C61320 Exp. 06-30-15 CIVIL STATE OF CALIFORNIA | | | | | |
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- NOTES:
- Indicates Existing Structure
 - ▨ Indicates Remove Concrete Sidewalk
 - ▩ Indicates Bridge Removal (Portion)
 - ▧ Indicates Structural Concrete, Bridge
 - ▦ Indicates Minor Concrete (Curb Ramp)

| | | |
|------------|----------------|---------------------|
| DESIGN | BY J. Han | CHECKED S. Galgiani |
| DETAILS | BY K. Kubo | CHECKED J. Han |
| QUANTITIES | BY S. Galgiani | CHECKED J. Han |

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO. Varies
POST MILE Varies

ROUTE 10, 110, 134 BRIDGES
CURB RAMP, TYPE 3

NOTES:

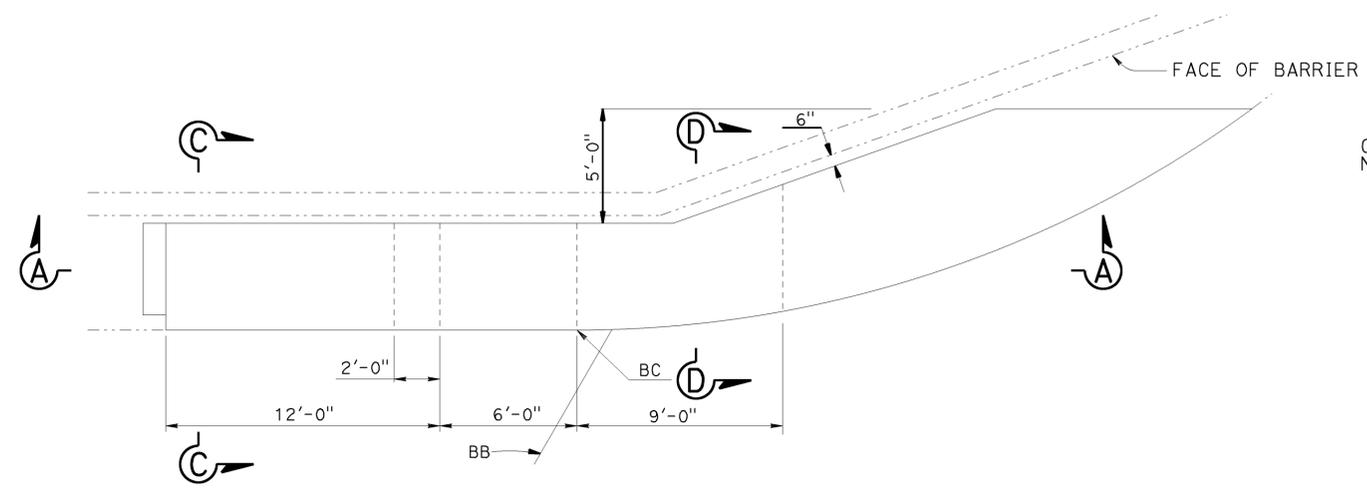
- For details not shown, see RSP A88A and RSP A88B.
- All Pullboxes that are adjusted or relocated must have all edges flush with grade.
- Scoring must coincide with or be a continuation of Existing curbs or sidewalks adjacent to work.
- All Concrete and Asphalt removals must be sawcut in continuous straight lines.
- The Right of Way Limits are outside of the Curb Ramp work areas, unless otherwise shown. For complete Right of Way and accurate access data, see Right of Way Record Maps at District Office.
- Retaining Curbs must match Existing Curb heights.
- See Note 7, RSP A88A
- See Notes 10 and 11, RSP A88A
- See Detail B, RSP A88A

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-----------------------------|--------------------------|-----------|--------------|
| 07 | LA | 10, 110, 118, 134, 210, 710 | Var | 152 | 152 |

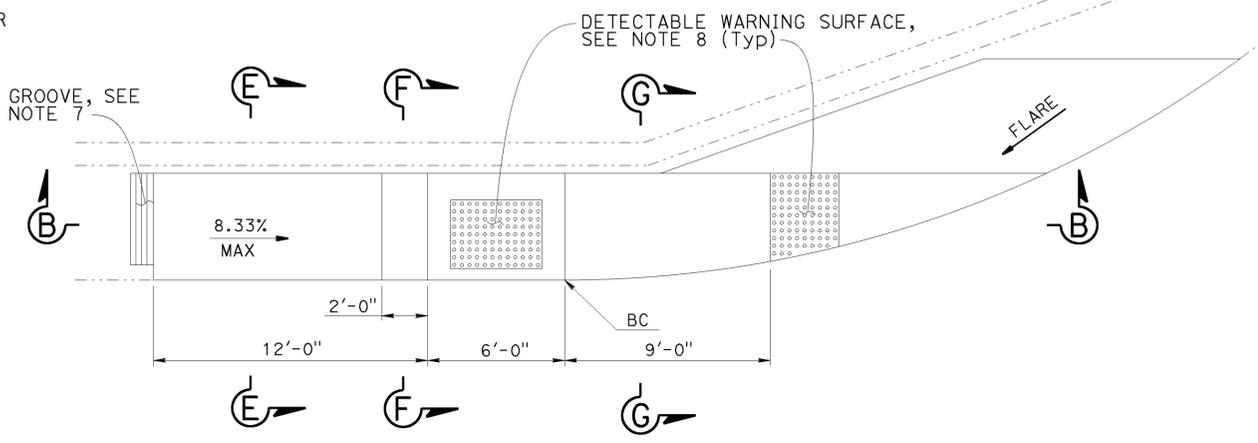
REGISTERED CIVIL ENGINEER: *Lihua Han* 10-27-11
 DATE: 12-9-13
 PLANS APPROVAL DATE: 12-9-13

REGISTERED PROFESSIONAL ENGINEER
 LIHUA HAN
 No. C61320
 Exp. 06-30-15
 CIVIL
 STATE OF CALIFORNIA

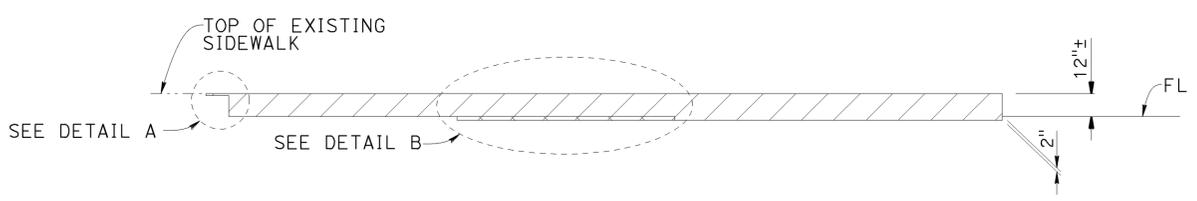
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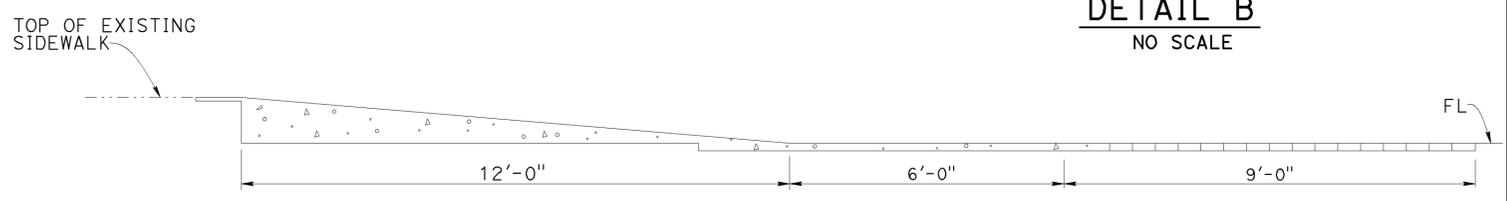
PLAN
1/4" = 1'-0"



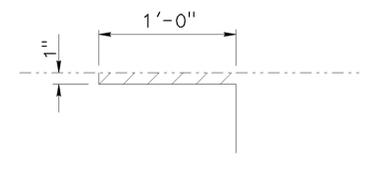
PLAN
1/4" = 1'-0"



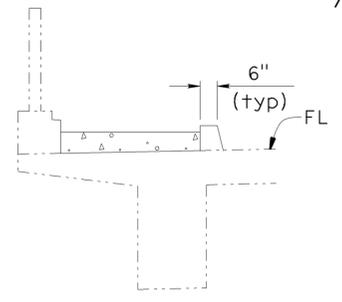
SECTION A-A
1/4" = 1'-0"



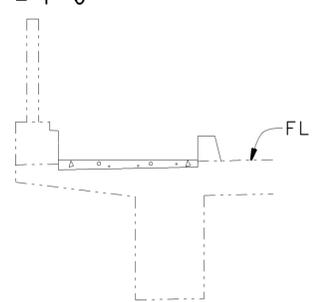
SECTION B-B
1/2" = 1'-0"



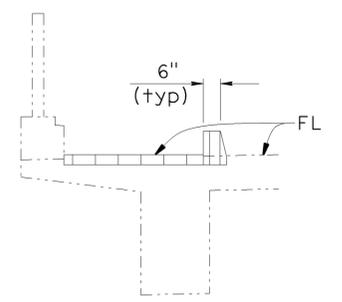
DETAIL A
1/2" = 1'-0"



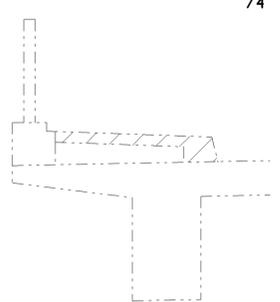
SECTION E-E
3/8" = 1'-0"



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



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



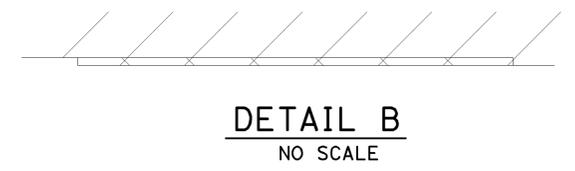
SECTION C-C
3/8" = 1'-0"



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

CONCRETE REMOVAL

- NOTES:
- Indicates Existing Structure
 - Indicates Remove Concrete Sidewalk
 - Indicates Bridge Removal (Portion)
 - Indicates Structural Concrete, Bridge
 - Indicates Minor Concrete (Curb Ramp)



DETAIL B
NO SCALE

CURB RAMP

| | | |
|------------|----------------|---------------------|
| DESIGN | BY J. Han | CHECKED S. Galgiani |
| DETAILS | BY K. Kubo | CHECKED J. Han |
| QUANTITIES | BY S. Galgiani | CHECKED J. Han |

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

| | |
|------------|--------|
| BRIDGE NO. | Varies |
| POST MILE | Varies |

ROUTE 10, 110, 134 BRIDGES
CURB RAMP, TYPE 4