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

STATE OF CALIFORNIA  
**DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON**  
**STATE HIGHWAY**  
**IN LOS ANGELES COUNTY**  
**IN BURBANK, LOS ANGELES AND GLENDALE**  
**FROM ROUTE 170 TO 0.1 MILE WEST OF**  
**CONCORD STREET UNDERCROSSING**

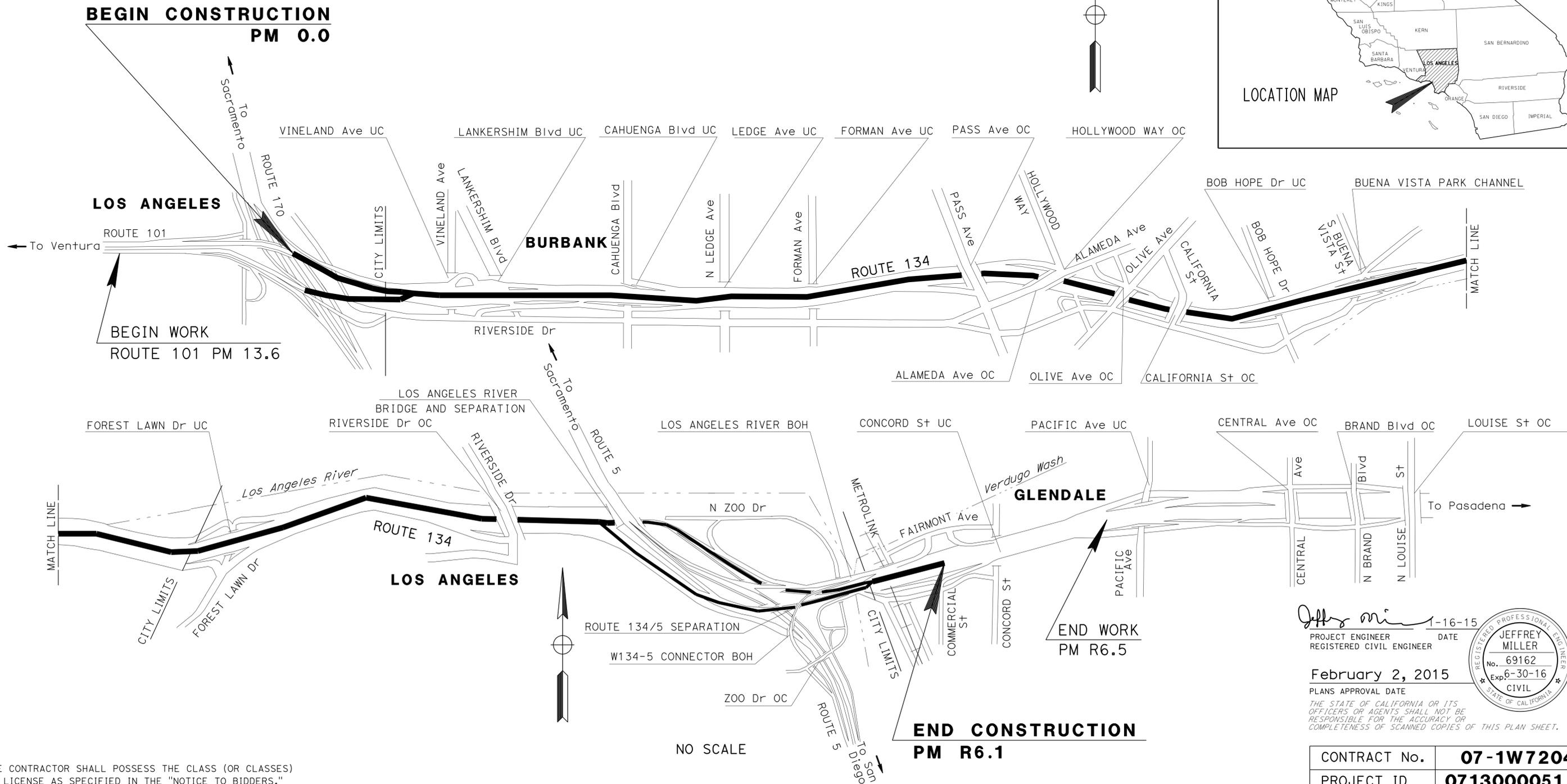
TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	1	25





LOCATION MAP



PROJECT MANAGER  
**GARY KEVORKIAN**  
 DESIGN MANAGER  
**KEVIN KWAN**

*Jeffrey Miller* 1-16-15  
 PROJECT ENGINEER DATE  
 REGISTERED CIVIL ENGINEER  
**February 2, 2015**  
 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

JEFFREY MILLER

No. 69162  
Exp. 6-30-16  
CIVIL  
STATE OF CALIFORNIA

CONTRACT No.	<b>07-1W7204</b>
PROJECT ID	<b>0713000051</b>

LAST REVISION: 02-02-15  
 DATE PLOTTED => 02-FEB-2015  
 TIME PLOTTED => 10:42

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	2	25

1-16-15  
 REGISTERED CIVIL ENGINEER DATE  
 2-2-15  
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER  
 JEFFREY MILLER  
 No. 69162  
 Exp. 6-30-16  
 CIVIL  
 STATE OF CALIFORNIA

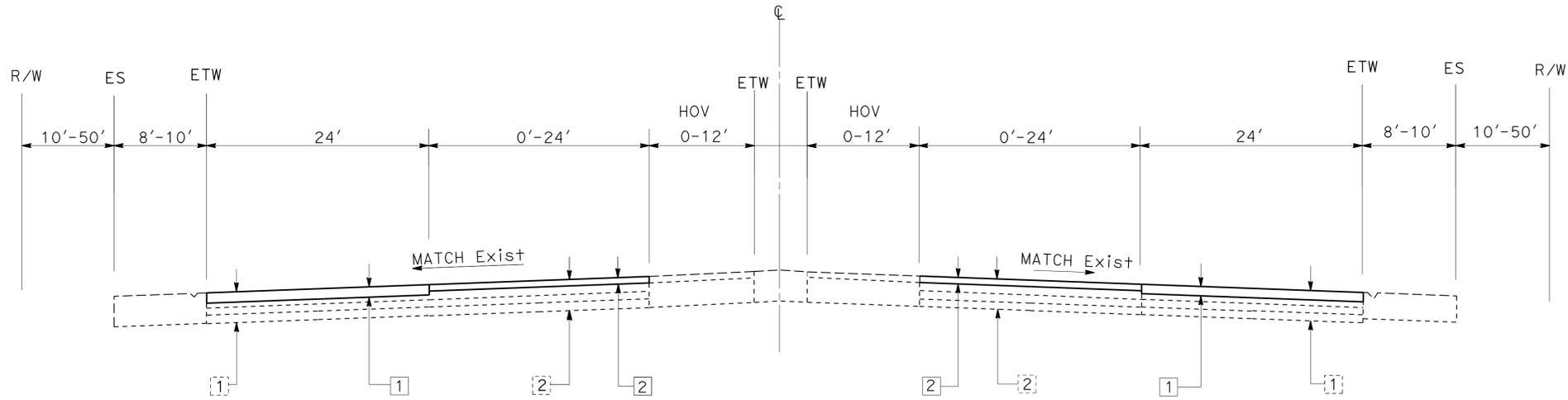
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**NOTES:**

1. COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,  
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
2. EXISTING UTILITY FACILITIES ARE NOT INCLUDED ON THESE PLANS.

**TYPICAL STRUCTURAL SECTIONS:**

- |   |   |
|---|---|
| <p>[1] Exist<br/>0.75' PCC<br/>0.33' CTB<br/>0.25' CTB AB<br/>0.67' AS</p> <p>[2] Exist<br/>0.67' PCC<br/>0.33' CTB<br/>0.33' CTB AB<br/>0.67' AS</p> | <p>[1] 0.75' JOINTED PLAIN CONCRETE PAVEMENT (RSC)<br/>-- BASE BOND BREAKER</p> <p>[2] 0.65' JOINTED PLAIN CONCRETE PAVEMENT (RSC)<br/>-- BASE BOND BREAKER</p> |
|---|---|



**PM 0.0-R6.1**

**TYPICAL CROSS SECTIONS**  
NO SCALE

**X-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE ENGINEERING  
 FUNCTIONAL SUPERVISOR: KEVIN KWAN  
 CALCULATED/DESIGNED BY: KEVIN KWAN  
 CHECKED BY: KEVIN KWAN  
 REVISIONS: JEFFREY MILLER, KEVIN KWAN  
 REVISIONS: JEFFREY MILLER, KEVIN KWAN  
 REVISIONS: JEFFREY MILLER, KEVIN KWAN

LAST REVISION | DATE PLOTTED => 02-FEB-2015  
 02-02-15 | TIME PLOTTED => 10:42

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	3	25

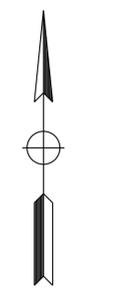
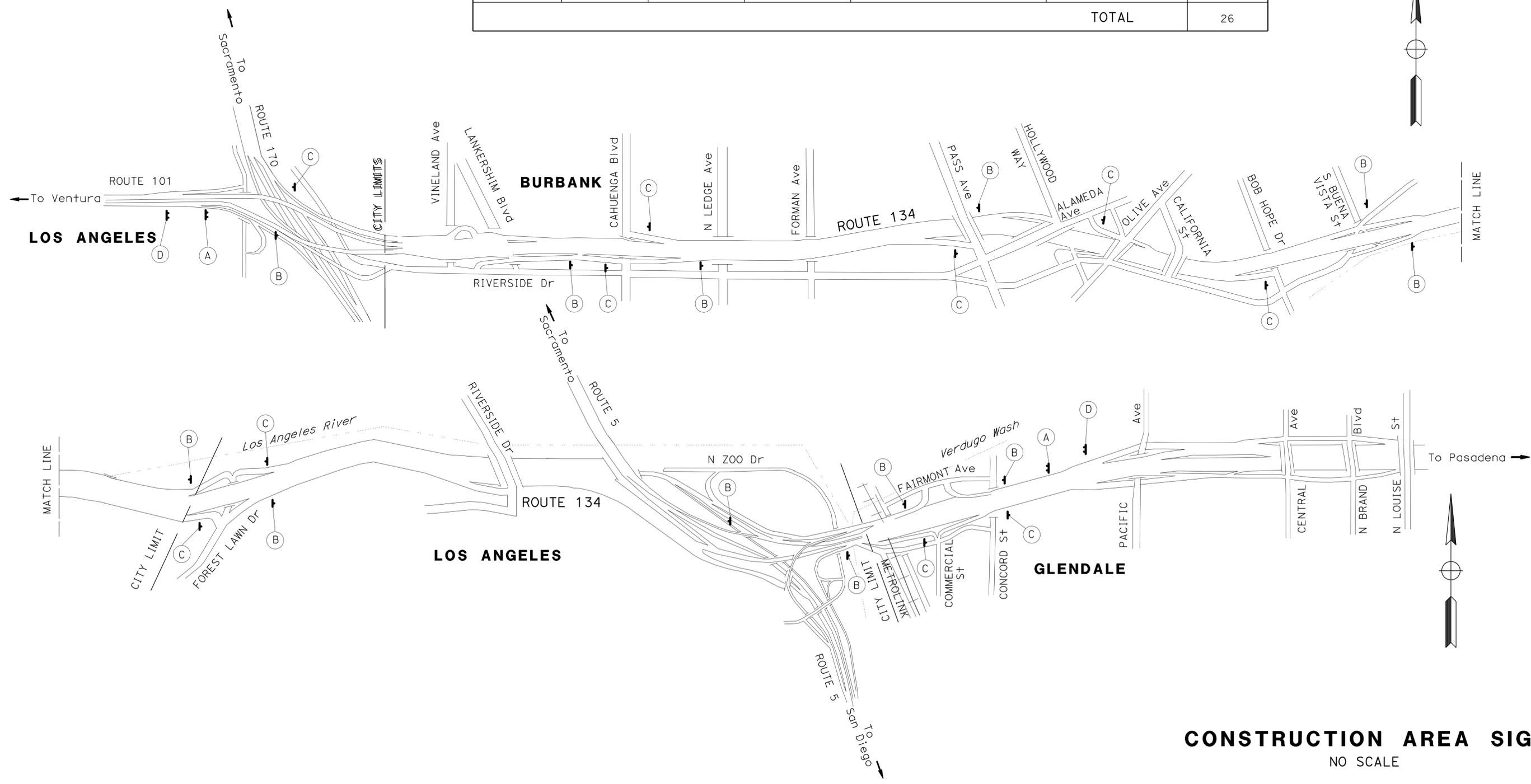
1-16-15  
 REGISTERED CIVIL ENGINEER DATE  
 2-2-15  
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER  
 JEFFREY MILLER  
 No. 69162  
 Exp. 6-30-16  
 CIVIL  
 STATE OF CALIFORNIA

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

- NOTES:**
1. LOCATION OF CONSTRUCTION AREA SIGNS SHOWN ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
  2. "TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES" SIGNS SHALL BE PLACED APPROXIMATELY 500 FEET IN ADVANCE OF "ROAD WORK AHEAD" SIGNS OR AS DETERMINED BY THE ENGINEER.

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS						
SIGN No. (X)	SIGN CODE		PANEL SIZE	SIGN MESSAGE	NUMBER OF POSTS AND SIZE	NUMBER OF SIGNS
	FEDERAL	CALIFORNIA				
A	W20-1		48" x 48"	ROAD WORK AHEAD	2-6" x 6"	2
B	W20-1		36" x 36"	ROAD WORK AHEAD	1-4" x 6"	12
C	G20-2		48" x 24"	END ROAD WORK	1-4" x 6"	10
D		C40(CA)	144" x 60"	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	2-6" x 6"	2
<b>TOTAL</b>						<b>26</b>



**CONSTRUCTION AREA SIGNS**  
NO SCALE

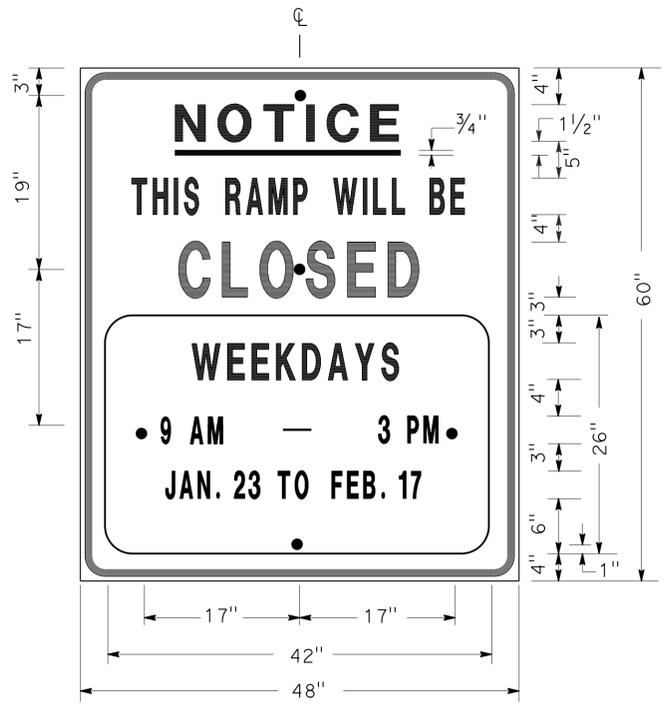
**CS-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE ENGINEERING  
 FUNCTIONAL SUPERVISOR KEVIN KWAN  
 CHECKED BY KEVIN KWAN  
 DESIGNED BY JEFFREY MILLER  
 REVISIONS BY KEVIN KWAN  
 DATE REVISIONS

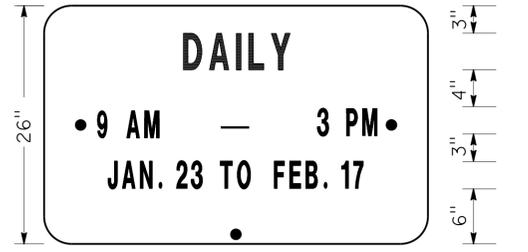
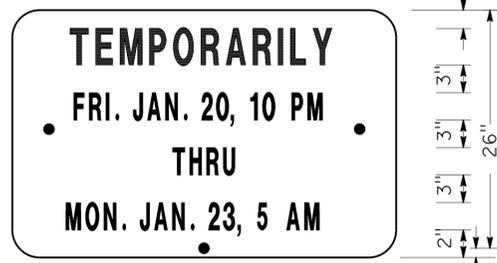
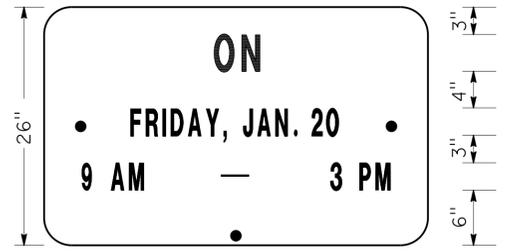
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	4	25

REGISTERED CIVIL ENGINEER: JOCELYN C. CHIANG  
 No. 62742  
 Exp. 6-30-16  
 DATE: 1-14-15  
 PLANS APPROVAL DATE: 2-2-15

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SIGN SP-1



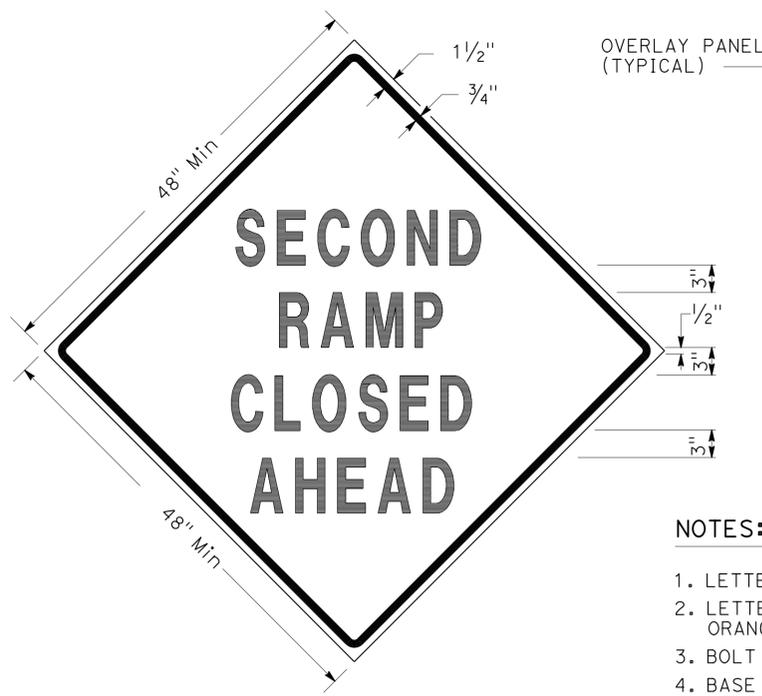
ALTERNATE OVERLAY PANELS (TYPICAL)

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

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

\* CONDENSED SPACING IF NECESSARY

**SPECIAL ADVANCE NOTICE PUBLICITY SIGN**



SIGN SP-3



SIGN SP-5

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

**SPECIAL SIGNS FOR EXIT RAMP CLOSURES**



SIGN SP-4

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

**SPECIAL SIGN FOR ENTRANCE RAMP CLOSURES**

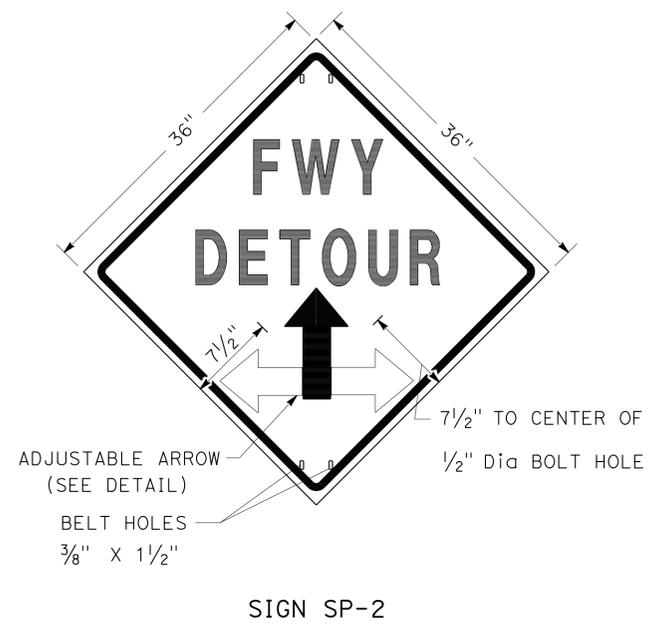
**TRAFFIC HANDLING DETAILS  
 TRAFFIC CONTROL SYSTEM  
 FOR RAMP CLOSURES, DETOUR SIGNS,  
 AND MISCELLANEOUS DETAILS**

SHEET 1 OF 2

NO SCALE

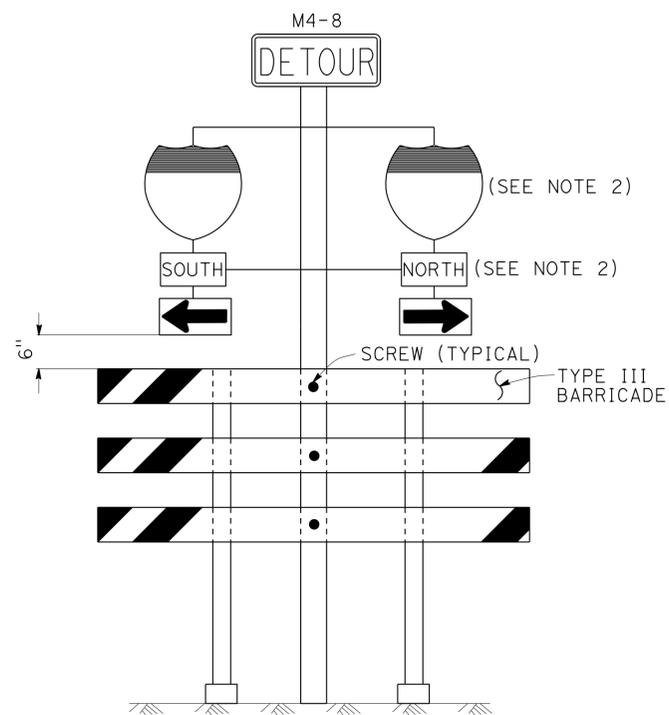
THD-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DTM  
 Et Caltrans®  
 FUNCTIONAL SUPERVISOR: ALBERT K. YU  
 CHECKED BY: ALBERT K. YU  
 CALCULATED/DESIGNED BY: JOCELYN C. CHIANG  
 REVISOR: JC  
 DATE: 2/14

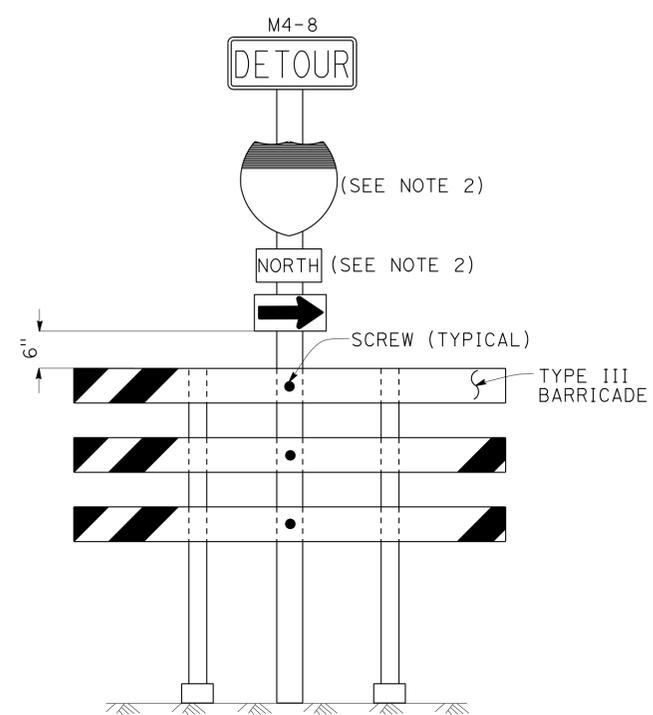


- NOTES:** SIGN SP-2
- LETTERS - 6" SERIES E.
  - LETTERS, BORDER AND ARROW - BLACK ON RETROREFLECTORIZED ORANGE BACKGROUND.
  - BASE MATERIAL FOR SIGNS AND ARROWS MUST BE ALUMINUM (MINIMUM 0.06").
  - BELTS (LUGGAGE STRAPS) MUST BE 1" WIDE BY 48" LONG, MADE OF COTTON OR POLYPROPYLENE WEB MATERIAL.
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

**ABBREVIATION**  
 (CA) CALIFORNIA CODE



**SIGN SP-6** (SEE NOTE 1)

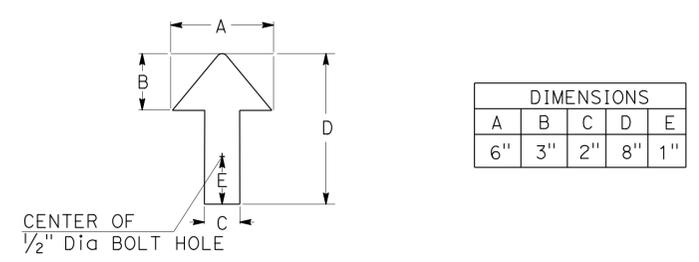


**SIGN SP-7** (SEE NOTE 1)

**NOTES:** SIGNS SP-6 & SP-7

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

**SPECIAL PORTABLE FREEWAY DETOUR SIGNS**



**ADJUSTABLE ARROW DETAIL**

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

**THD-2**

LAST REVISION | DATE PLOTTED => 02-FEB-2015  
 02-02-15 | TIME PLOTTED => 10:43

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	6	25

REGISTERED CIVIL ENGINEER	DATE
1-14-15	
PLANS APPROVAL DATE	
2-2-15	

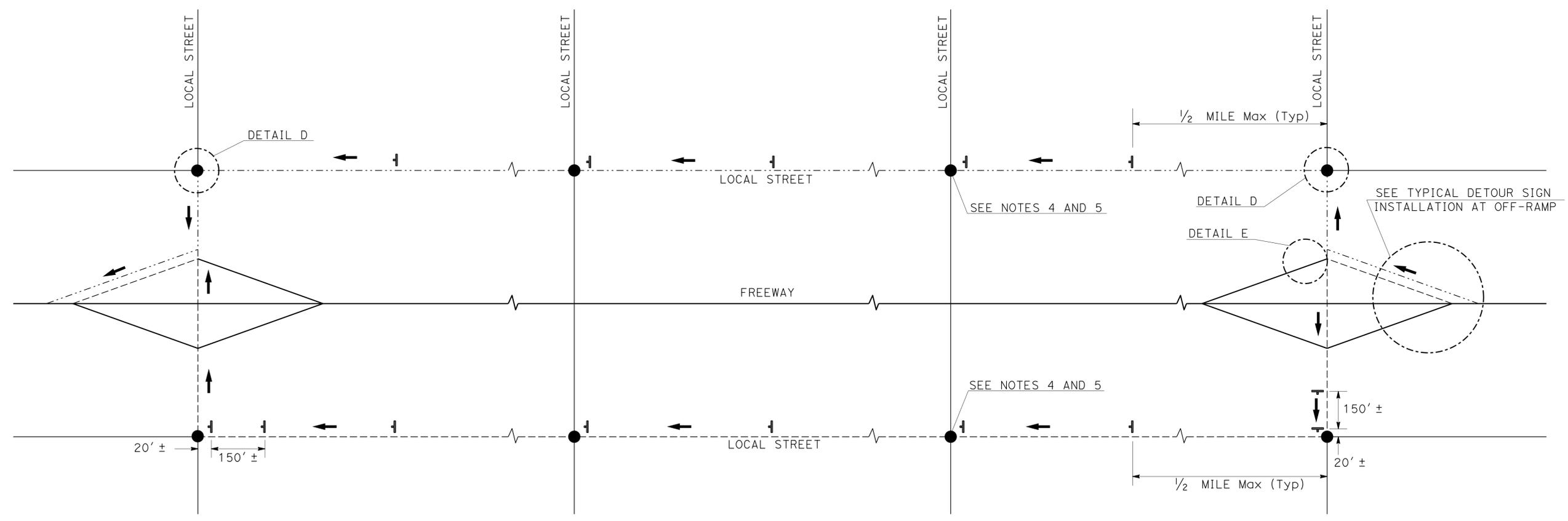
  

REGISTERED PROFESSIONAL ENGINEER
JOCELYN C CHIANG
No. 62742
Exp. 6-30-16
CIVIL
STATE OF CALIFORNIA

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

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



**TYPICAL DETOUR SIGN INSTALLATION ALONG DESIGNATED DETOUR ROUTE**

**TRAFFIC HANDLING DETAILS  
TRAFFIC CONTROL SYSTEM  
FOR DETOUR SIGN INSTALLATION  
ALONG DESIGNATED DETOUR ROUTE  
SHEET 1 OF 2  
NO SCALE  
THD-3**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
DTM

ALBERT K YU  
JOCELYN C CHIANG  
ALBERT K. YU

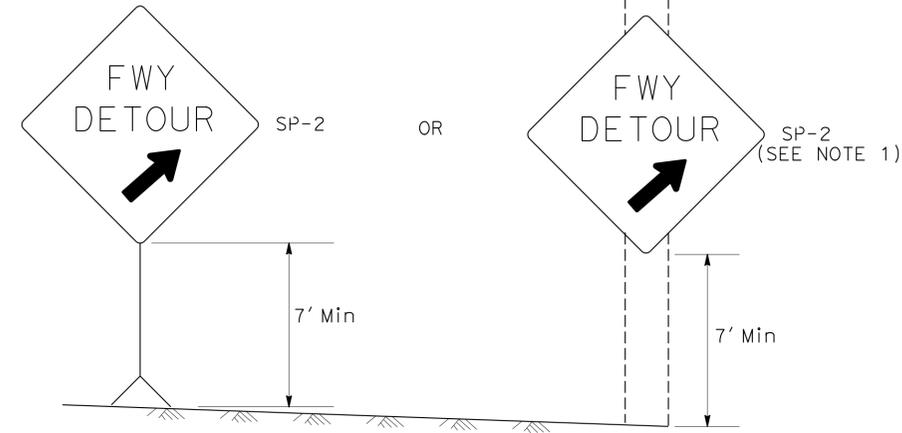
JC  
2/14

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	7	25

REGISTERED CIVIL ENGINEER DATE 1-14-15  
 JOCELYN C CHIANG  
 No. 62742  
 Exp. 6-30-16  
 CIVIL  
 STATE OF CALIFORNIA

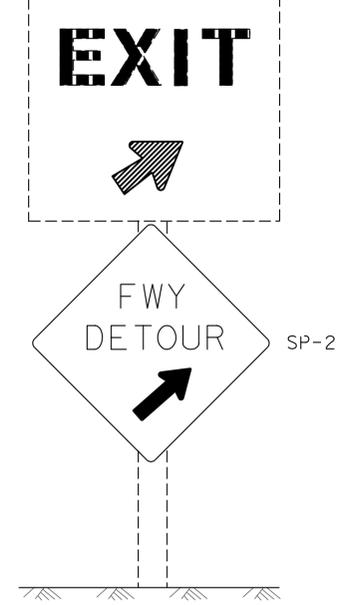
2-2-15  
 PLANS APPROVAL DATE

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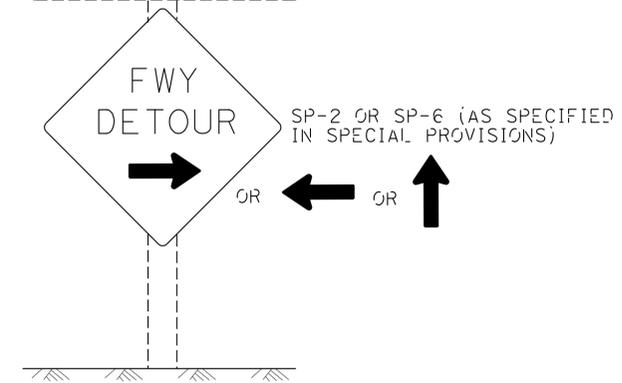
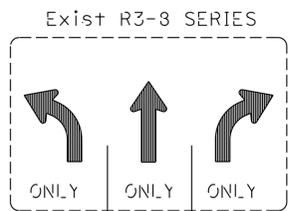


DETAIL A (SEE NOTE 3)

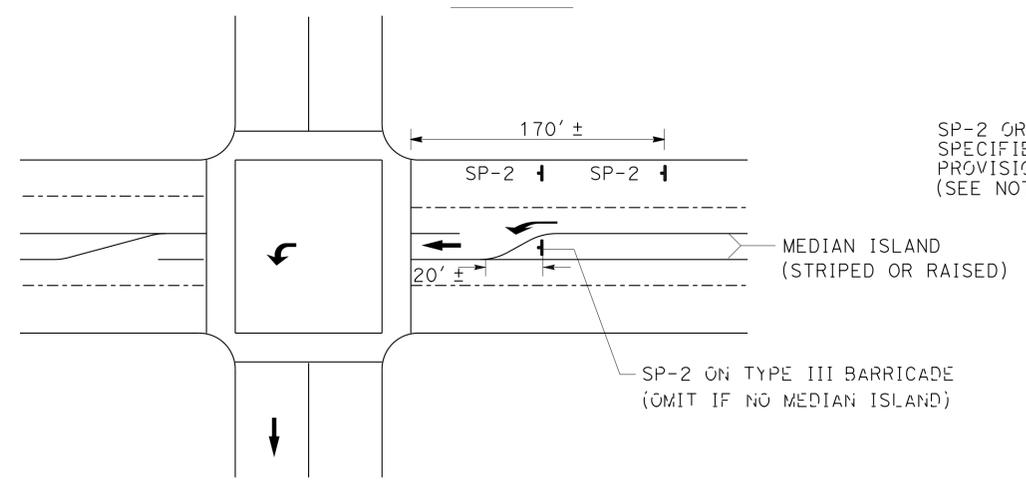
Exist E5-1, G84-2 (CA) OR G84-3 (CA)



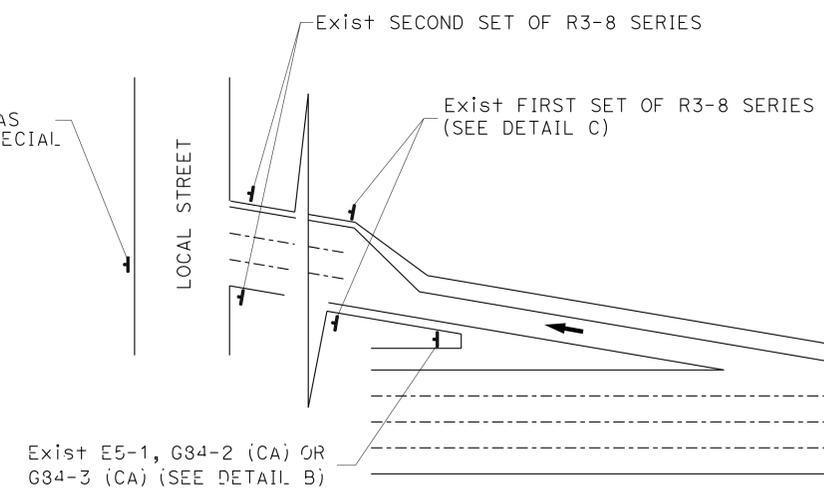
DETAIL B (SEE NOTE 3)



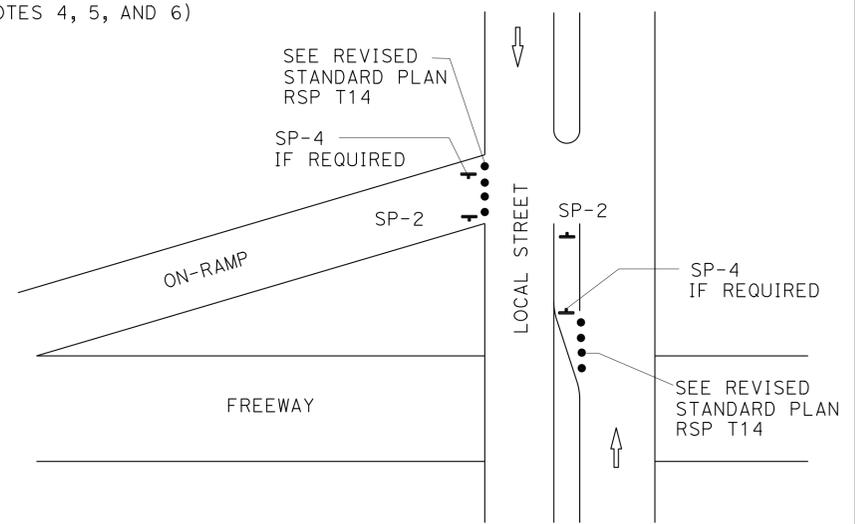
DETAIL C (SEE NOTES 4, 5, AND 6)



DETAIL D



**TYPICAL DETOUR SIGN INSTALLATION AT OFF-RAMP**



DETAIL E

**LEGEND**

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ➔ DETOUR DIRECTION
- EXISTING OVERHEAD SIGN

**SIGN CODE LEGEND**

XXYY-Y: FEDERAL SIGN CODE PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)  
 XXYY-Y (CA): CALIFORNIA SIGN CODE PER CALIFORNIA MUTCD

**TRAFFIC HANDLING DETAILS  
 TRAFFIC CONTROL SYSTEM  
 FOR DETOUR SIGN INSTALLATION  
 ALONG DESIGNATED DETOUR ROUTE  
 SHEET 2 OF 2**

NO SCALE

**THD-4**

**NOTES: SIGN SP-2**

1. SP-2 SIGNS MAY BE STRAPPED ON EXISTING ELECTROLIER, SIGNAL POST OR SIGN POST.
2. SP-2 SIGNS MUST NOT BE INSTALLED ON BARRICADES EXCEPT AS OTHERWISE SHOWN.
3. OMIT DETAILS A AND B FOR FULL FREEWAY CLOSURES.
4. SEE TRAFFIC HANDLING DETAILS-TRAFFIC CONTROL SYSTEM FOR RAMP CLOSURES, DETOUR SIGNS, AND MISCELLANEOUS DETAILS PLAN SHEET 2 OF 2 FOR SP-6 SIGN DETAILS.
5. IF R3-8 SERIES SIGNS ARE NOT PRESENT AT THE OFF-RAMP, SP-2 OR SP-6 SIGNS MUST BE FASTENED ONTO EXISTING ELECTROLIER, SIGNAL POST OR SIGN POST.
6. EXCEPT FOR DETAILS A & B, OMIT SP-2 SIGNS IF RAMP HAS MANDATORY SINGLE MOVE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DT  
 FUNCTIONAL SUPERVISOR: ALBERT K. YU  
 CHECKED BY: JOCELYN C. CHIANG  
 REVISIONS: JC 2/14  
 REVISIONS: DATE REVISIONS:

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	8	25

REGISTERED CIVIL ENGINEER	DATE
1-14-15	
PLANS APPROVAL DATE	
2-2-15	

REGISTERED PROFESSIONAL ENGINEER	NO.	EXPIRES
JOCELYN C. CHIANG	62742	6-30-16
CIVIL		

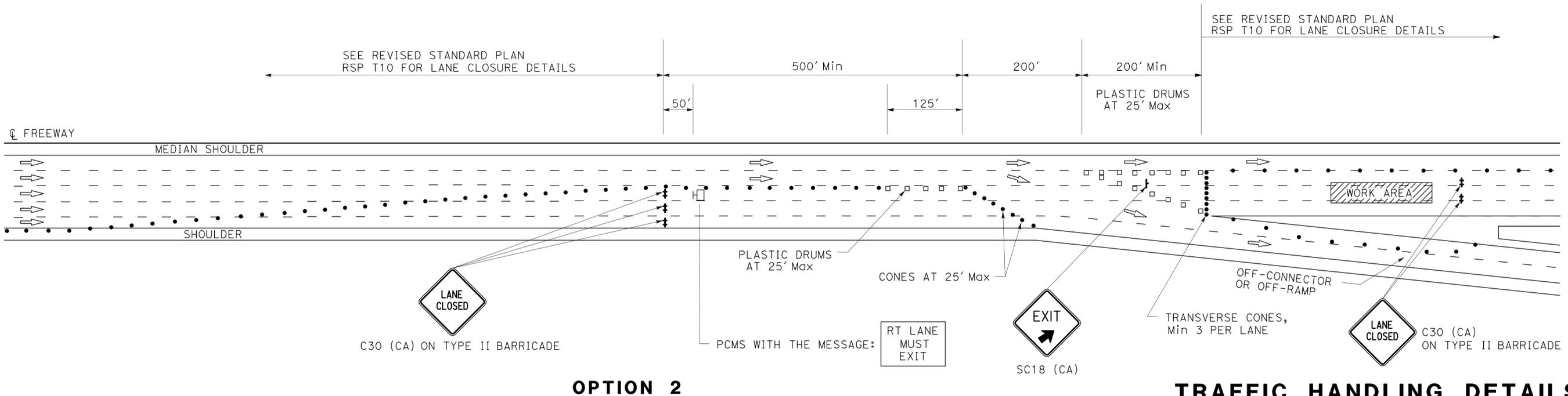
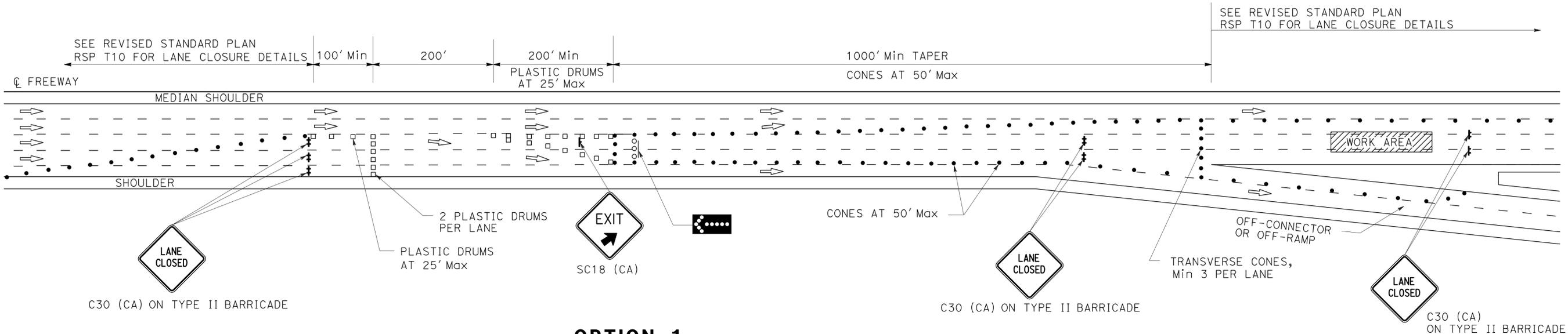
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**LEGEND**

- TRAFFIC CONE
- TRAFFIC PLASTIC DRUM
- ⊣ TEMPORARY TRAFFIC CONTROL SIGN
- ⚡ BARRICADES
- ☐ PCMS
- ⬛ FLASHING ARROW SIGN (FAS)
- ⊖ FAS SUPPORT OR TRAILER

**ABBREVIATIONS**

(CA) CALIFORNIA CODE



**TRAFFIC HANDLING DETAILS**  
**TRAFFIC CONTROL SYSTEM**  
**FOR SLIP-RAMP AT**  
**OFF-CONNECTOR OR OFF-RAMP**

NO SCALE

**THD-5**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DTIC  
 DTM

ALBERT K. YU  
 JOCELYN C. CHIANG

ALBERT K. YU

DTM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	9	25

1-14-15  
REGISTERED CIVIL ENGINEER DATE  
2-2-15  
PLANS APPROVAL DATE

JOCELYN C. CHIANG  
No. 62742  
Exp. 6-30-16  
CIVIL  
STATE OF CALIFORNIA

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**NOTES:**

- LANE CLOSURES MUST NOT BE PLACED ON CREST VERTICAL CURVES OR ON HORIZONTAL CURVES.
- PCMS MUST BE ACTIVATED PRIOR TO TRAFFIC CONTROL ACTIVITIES ON THE HOV LANE.
- A MINIMUM SIGHT DISTANCE OF 1500' MUST BE PROVIDED IN ADVANCE OF PCMS.
- VEHICLE-MOUNTED SIGN PANELS MUST BE TYPE III OR IV RETROREFLECTORIZED SHEETING, BLACK ON WHITE OR BLACK ON ORANGE WITH 8" MINIMUM SERIES D LETTERS PER CALTRANS SIGN SPECIFICATIONS.
- PLACE PCMS ON THE MEDIAN SHOULDER WHERE SUFFICIENT ROOM (SUCH AS CHP ENFORCEMENT AREAS) EXISTS.
- ADVANCE WARNING SIGN INSTALLATIONS MUST BE EQUIPPED WITH FLAGS FOR DAYTIME CLOSURES. TYPE B HIGH INTENSITY FLASHING WARNING LIGHTS MUST BE USED ON SP-16 SIGN DURING NIGHT LANE CLOSURES. FLAGS AND WARNING LIGHTS MUST BE ATTACHED TO SIGNS AS APPROVED BY THE ENGINEER.

**LEGEND**

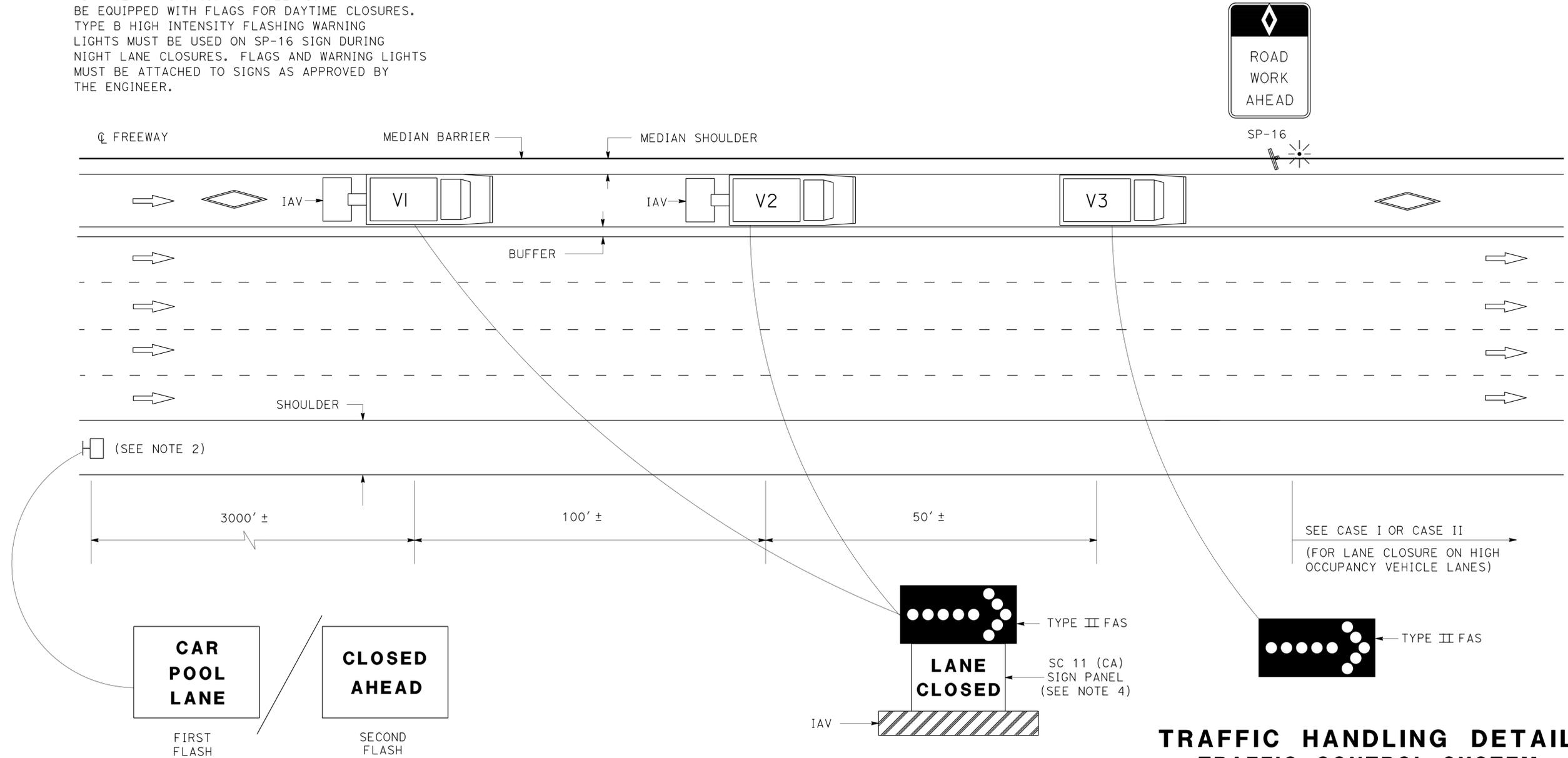
- V1, V2 SHADOW VEHICLES
- V3 WORK/APPLICATION VEHICLE
- PCMS
- PORTABLE FLASHING BEACON
- TEMPORARY TRAFFIC CONTROL SIGN
- FLASHING ARROW SIGN (FAS)

**ABBREVIATIONS**

- IAV IMPACT ATTENUATOR VEHICLE
- (CA) CALIFORNIA CODE
- CHP CALIFORNIA HIGHWAY PATROL

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
DTM

FUNCTIONAL SUPERVISOR: ALBERT K. YU  
DESIGNED BY: ALBERT K. YU  
CHECKED BY: JOCELYN C. CHIANG  
REVISOR: ALBERT K. YU  
DATE: 2/14



**PCMS OR TRUCK MOUNTED CMS MESSAGE**

(SEE NOTE 5)

**TRAFFIC HANDLING DETAILS  
TRAFFIC CONTROL SYSTEM  
FOR HIGH OCCUPANCY VEHICLE LANES  
WITH MEDIAN SHOULDERS LESS THAN 8 FEET**

NO SCALE

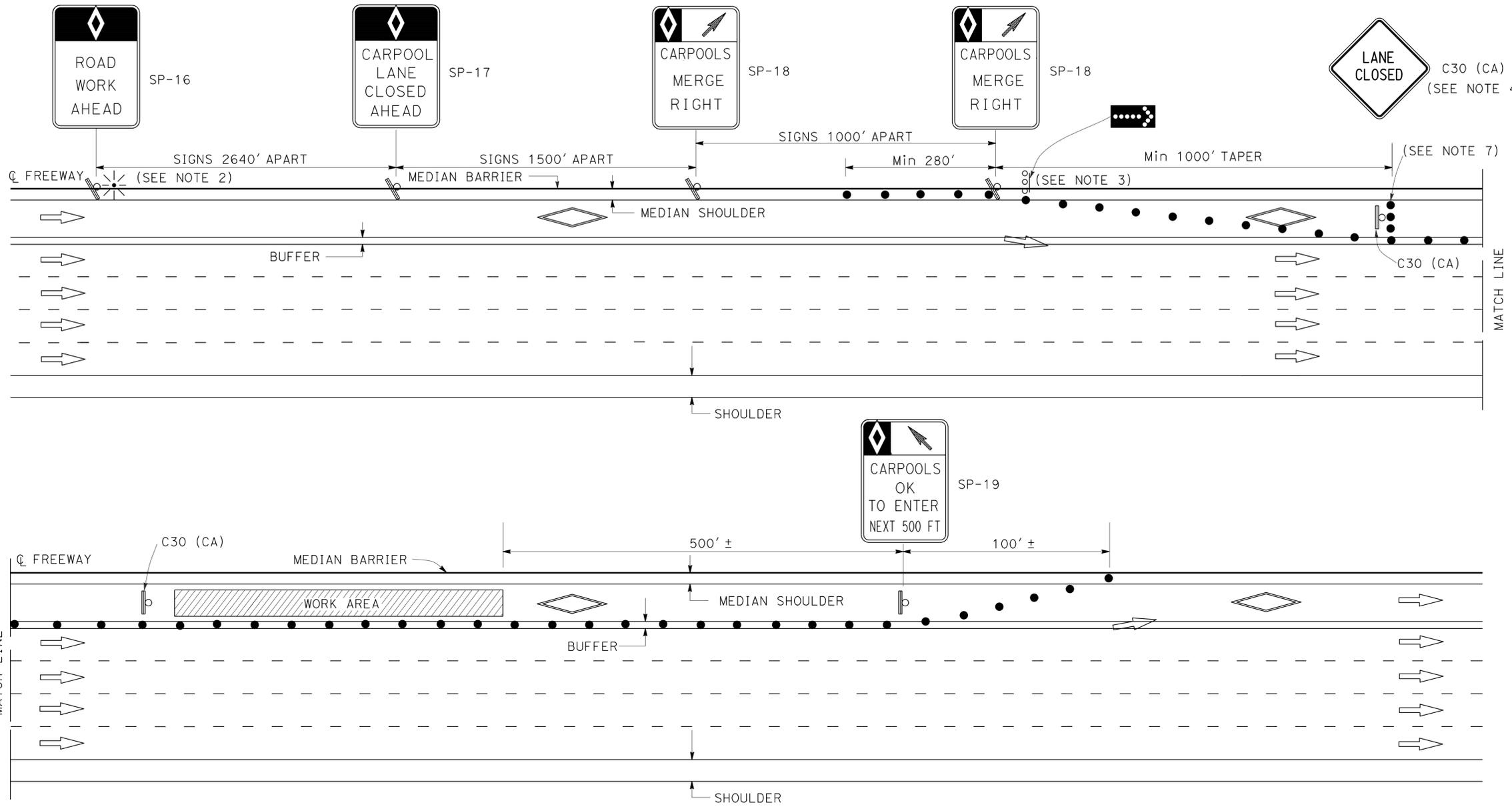
**THD-6**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	10	25

1-14-15  
REGISTERED CIVIL ENGINEER DATE  
2-2-15  
PLANS APPROVAL DATE

JOCELYN C. CHIANG  
No. 62742  
Exp. 6-30-16  
CIVIL  
STATE OF CALIFORNIA

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- LEGEND**
- TRAFFIC CONE
  - ☀ PORTABLE FLASHING BEACON
  - ⏏ TEMPORARY TRAFFIC CONTROL SIGN
  - ⦿ FLASHING ARROW SIGN (FAS)
  - ⦿ FAS SUPPORT OR TRAILER

**ABBREVIATIONS**

(CA) CALIFORNIA CODE

**SIGN PANEL**

SIZE (MIN)

SP-16	36" X 54"
SP-17	36" X 54"
SP-18	36" X 48"
SP-19	36" X 60"
C30 (CA)	30" X 30"
G20-2	48" X 24"

**NOTES: FOR CASE I AND CASE II**

1. AT LEAST ONE PERSON MUST BE ASSIGNED TO FULL TIME MAINTENANCE OF TRAFFIC CONTROL DEVICES ON NIGHT LANE CLOSURES OR DAY-TIME CLOSURES EXCEEDING 1 MILE LENGTH, INCLUDING TAPERS.
2. ADVANCE WARNING SIGN INSTALLATIONS MUST BE EQUIPPED WITH FLAGS FOR DAYTIME CLOSURES. TYPE B HIGH INTENSITY FLASHING WARNING LIGHTS MUST BE USED ON SP-16 SIGN DURING NIGHT LANE CLOSURES. FLAGS AND WARNING LIGHTS MUST BE ATTACHED TO SIGNS AS APPROVED BY THE ENGINEER.
3. THE FLASHING ARROW SIGN MUST BE TYPE I.
4. PLACE C30 (CA) SIGNS EVERY 2000' THROUGHOUT THE LENGTH OF LANE CLOSURE.
5. A MINIMUM 1500' OF SIGHT DISTANCE MUST BE PROVIDED WHERE POSSIBLE FOR VEHICLES APPROACHING THE FLASHING ARROW SIGN. LANE CLOSURES MUST NOT BE PLACED ON CREST VERTICAL CURVES OR ON HORIZONTAL CURVES.
6. PORTABLE DELINEATORS PLACED AT ONE-HALF THE SPACING INDICATED FOR TRAFFIC CONES MAY BE USED INSTEAD OF CONES FOR DAYTIME CLOSURES.
7. A MINIMUM OF 3 CONES MUST BE PLACED TRANSVERSELY ACROSS CLOSED LANES WHERE TAPERS END AND EVERY 2000'. TWO TYPE II BARRICADES MAY BE USED INSTEAD OF 3 CONES. THE ALIGNMENT OF CONES OR BARRICADES MAY BE SHIFTED FROM THE TRANSVERSE ALIGNMENT TO PROVIDE ACCESS TO WORK.
8. IF AN INGRESS/EGRESS AREA IS WITHIN 5250' UPSTREAM OR DOWNSTREAM OF THE WORK AREA, LANE CLOSURES MUST BE EXTENDED TO THAT AREA AS SHOWN IN CASE II.
9. SIGNS SP-16, 17, 18, AND 19 MAY BE OVERLAID ON EXISTING CARPOOL SIGNS IN MEDIANS AS APPROVED BY THE ENGINEER.
10. SIGNS SP-16, 17, 18, AND C30 (CA) MUST BE BLACK ON ORANGE BACKGROUND. SIGN SP-19 MUST BE BLACK ON WHITE BACKGROUND. DIAMONDS ON SIGNS MUST BE WHITE.
11. FOR CLOSURE OF LANE(S) ADJACENT TO HOV LANES, SEE CASE II.
12. THE MAXIMUM SPACING BETWEEN CONES MUST BE APPROXIMATELY 50' IN TAPERS AND 100' ON TANGENTS.

**TRAFFIC HANDLING DETAILS  
TRAFFIC CONTROL SYSTEM  
FOR HIGH OCCUPANCY VEHICLE LANES  
AT NON-INGRESS/EGRESS AREAS  
CASE I**

NO SCALE

THD-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
DTM

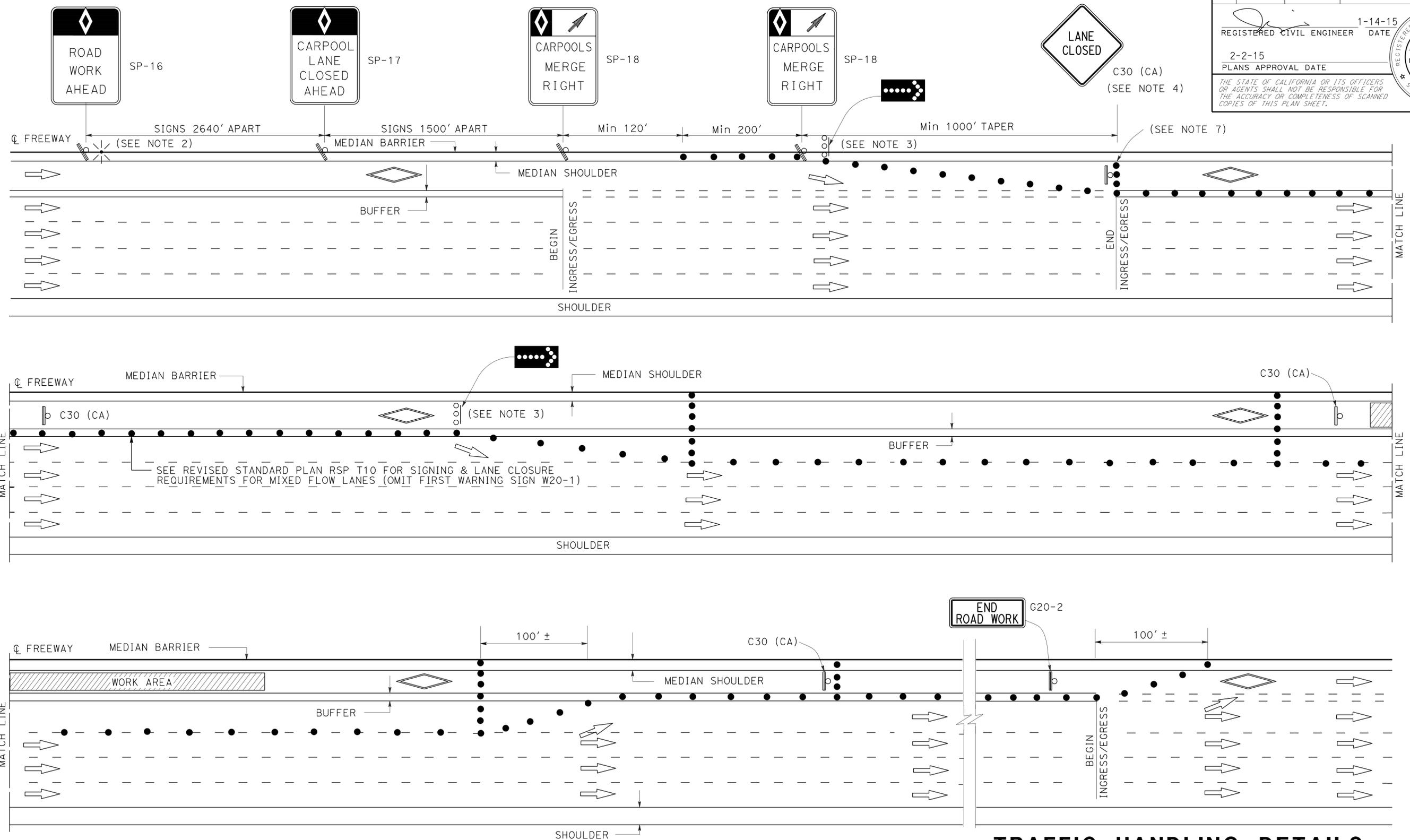
ALBERT K. YU  
JOCELYN C. CHIANG  
ALBERT K. YU

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	11	25

1-14-15  
REGISTERED CIVIL ENGINEER DATE  
2-2-15  
PLANS APPROVAL DATE

JOCELYN C. CHIANG  
No. 62742  
Exp. 6-30-16  
CIVIL  
STATE OF CALIFORNIA

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**NOTES:**

- SEE CASE I FOR NOTES, LEGEND, SIGN PANEL, AND ABBREVIATIONS FOR THIS SHEET.
- CLOSURES OF ONE MIXED FLOW TRAFFIC LANE ADJACENT TO HOV LANE SHOWN ON THIS SHEET. MULTIPLE MIXED FLOW LANE CLOSURES ARE SIMILAR.

**TRAFFIC HANDLING DETAILS  
TRAFFIC CONTROL SYSTEM  
FOR HIGH OCCUPANCY  
VEHICLE LANES AND ADJACENT FREEWAY LANES  
BETWEEN INGRESS/EGRESS AREAS**

**CASE II**  
NO SCALE **THD-8**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
DTM

FUNCTIONAL SUPERVISOR: ALBERT K. YU  
CHECKED BY: JOCELYN C. CHIANG  
REVISOR: JC  
DATE REVISED: 2/14

LAST REVISION | DATE PLOTTED => 02-FEB-2015  
02-02-15 | TIME PLOTTED => 10:43

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	12	25

1-14-15  
REGISTERED CIVIL ENGINEER DATE  
2-2-15  
PLANS APPROVAL DATE

JOCELYN C. CHIANG  
No. 62742  
Exp. 6-30-16  
CIVIL

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

**NOTES:**

- EXACT LOCATION OF PCMS WILL BE DETERMINED BY THE ENGINEER TO PROVIDE ADEQUATE VISIBILITY.
- PCMS MESSAGE DISPLAYED WILL BE APPROVED BY THE ENGINEER.
- PCMS MESSAGE MUST BE CHANGED AT THE BEGINNING OF CURE PERIOD TO REFLECT NUMBER OF CLOSED LANES.

**ABBREVIATIONS**

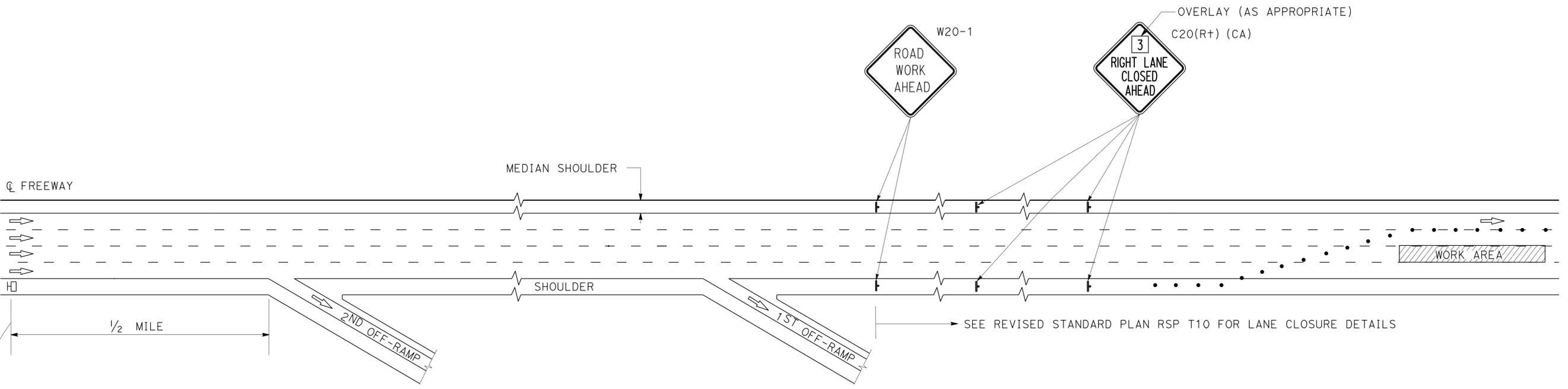
(CA) CALIFORNIA CODE

**LEGEND**

- TRAFFIC CONE
- ⊥ TEMPORARY TRAFFIC CONTROL SIGN
- PCMS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
DTM

FUNCTIONAL SUPERVISOR: ALBERT K. YU  
CALCULATED/DESIGNED BY: ALBERT K. YU  
CHECKED BY: JOCELYN C. CHIANG  
REVISOR: JC  
DATE: 2/14



FIRST FLASH	<b>X (NO OF LANES) RIGHT / LEFT</b>	← 1ST LINE (TYPICAL)
	<b>LANES</b>	← 2ND LINE (TYPICAL)
	<b>CLOSED</b>	← 3RD LINE (TYPICAL)
SECOND FLASH	<b>A ST</b>	← LIMIT OF CLOSURE (TYPICAL)
	<b>TO B DR</b>	← LIMIT OF CLOSURE (TYPICAL)

**WORDING FORMAT FOR PCMS MESSAGE**

**TRAFFIC HANDLING DETAILS  
TRAFFIC CONTROL SYSTEM  
FOR CONCRETE PAVEMENT AND  
APPROACH SLAB REPLACEMENT**

NO SCALE

**THD-9**

LAST REVISION DATE PLOTTED => 02-FEB-2015 10:43

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	13	25

*Jeffrey Miller* 1-16-15  
 REGISTERED CIVIL ENGINEER DATE

2-2-15  
 PLANS APPROVAL DATE

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

**NOTE :**

1. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

SUMMARY OF ROADWAY QUANTITIES								
LOCATION	NUMBER OF SLABS *							
	EASTBOUND				WESTBOUND			
	LANE No.				LANE No.			
	1	2	3	4	1	2	3	4
ROUTE 170/VINELAND Ave UC							1	
VINELAND Ave UC/LANKERSHIM Blvd UC		1				1	3	1
LANKERSHIM Blvd UC/CAHUENGA Blvd UC		2	3	3	1	4	2	1
CAHUENGA Blvd UC/LEDGE Ave UC		1	1		1	2		
LEDGE Ave UC/FORMAN Ave UC				1		1	1	
FORMAN Ave UC/PASS Ave OC			1			1		
PASS Ave OC/HOLLYWOOD WAY OC		1		1	1	1	1	
HOLLYWOOD WAY/BOB HOPE Dr UC		1	2		1	3	1	1
BOB HOPE Dr UC/BUENA VISTA PARK CAHNNEL		1	1		1			
BUENA VISTA PARK CHANNEL/FOREST LAWN Dr UC	4	3	1		1	4	4	2
FOREST LAWN Dr UC/RIVERSIDE Dr OC	4	5	1	2	1	5	7	4
RIVERSIDE Dr OC/COMMERCIAL St	13	11	6	3	2	6	8	1
<b>TOTAL</b>	21	26	16	10	9	28	28	10

\* THIS TABLE IS INFORMATION ONLY

**SUMMARY OF QUANTITIES**

**Q-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE ENGINEERING



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	14	25

 1-16-15  
 REGISTERED CIVIL ENGINEER DATE

2-2-15  
 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.



### SUMMARY OF ROADWAY QUANTITIES

LOCATION	JOINTED PLANE CONCRETE PAVEMENT (RSC) CY	BASE BOND BREAKER SQYD	ISOLATION JOINT SEAL (PREFROMED COMPRESSION) LF	JOINT SEAL (PREFORMED COMPRESSION) LF	DRILL AND BOND (DOWEL BAR) EA	4" WHITE THERMOPLASTIC		HOV STRIPE		4" WHITE THERMOPLASTIC BROKEN (36-12) De+ 13(M) LF	PAVEMENT MARKER TYPE A (NON-REFLECTIVE) EA	PAVEMENT MARKER TYPE G (RETROREFLECTIVE) EA	PAVEMENT MARKER TYPE H ONE-WAY (RETROREFLECTIVE) EA	
						De+ 27B LF	4" WHITE THERMOPLASTIC LF	4" WHITE THERMOPLASTIC LF	4" WHITE THERMOPLASTIC BROKEN (36-12) LF					
														4" YELLOW THERMOPLASTIC LF
EB Rte 170/VINELAND Ave UC														
EB VINELAND Ave UC/LANKERSHIM Blvd UC	5.0	20		54	16					15	1	1		
EB LANKERSHIM Blvd UC/CAHUENGA Blvd UC	40.0	160	15	417	128					120	10	5		
EB CAHUENGA Blvd UC/LEDGE Ave UC	10.0	40		108	32					30	3	1		
EB LEDGE Ave UC/FORMAN Ave UC	5.0	20		54	16					15	1	1		
EB FORMAN Ave UC/PASS Ave OC	5.0	20		54	16					15	1	1		
EB PASS Ave OC/HOLLYWOOD WAY OC	10.0	40		108	32					30	3	1		
EB HOLLYWOOD WAY/BOB HOPE Dr UC	15.0	60		162	48					45	4	2		
EB BOB HOPE Dr UC/BUENA VISTA PARK CAHNEL	10.0	40		108	32					30	3	1		
EB BUENA VISTA PARK CHANNEL/FOREST LAWN Dr UC	40.0	160	60	372	128	60	120	60	60	5	3	1		
EB FOREST LAWN Dr UC/RIVERSIDE Dr OC	60.0	240	75	573	192	75	120	60	105	8	4	1		
EB RIVERSIDE Dr OC/COMMERCIAL St	165.0	660	255	1527	528	210	300	150	285	24	12	3		
<b>SUBTOTAL</b>	365.0	1460	405	3537	1168	345	540	270	750	63	32	5		
<b>EASTBOUND TOTAL</b>	365.0	1460	405	3537	1168	1155			750	63	37			
WB Rte 170/VINELAND Ave UC	5.0	20		54	16				15	1	1			
WB VINELAND Ave UC/LANKERSHIM Blvd UC	25.0	100		270	80				75	6	3			
WB LANKERSHIM Blvd UC/CAHUENGA Blvd UC	40.0	160	30	402	128	30	30	15	90	8	4	1		
WB CAHUENGA Blvd UC/LEDGE Ave UC	15.0	60	15	147	48	15	30	15	30	3	1			
WB LEDGE Ave UC/FORMAN Ave UC	10.0	40		108	32				30	3	1			
WB FORMAN Ave UC/PASS Ave OC	5.0	20		54	16				15	1	1			
WB PASS Ave OC/HOLLYWOOD WAY OC	15.0	60	30	132	48	30	30	15	15	1	1	1		
WB HOLLYWOOD WAY/BOB HOPE Dr UC	30.0	120	30	294	96	30	30	15	60	5	3			
WB BOB HOPE Dr UC/BUENA VISTA PARK CAHNEL	5.0	20	15	39	16		30	15	15	1	1	1		
WB BUENA VISTA PARK CHANNEL/FOREST LAWN Dr UC	55.0	220	30	564	176	30	30	15	135	11	6			
WB FOREST LAWN Dr UC/RIVERSIDE Dr OC	85.0	340	15	903	272	15	30	15	240	20	10	1		
WB RIVERSIDE Dr OC/COMMERCIAL St	85.0	340	75	843	272	45			210	18	8			
<b>SUBTOTAL</b>	375.0	1,500	240	3,810	1,200	195	210	105	930	78	40	4		
<b>WESTBOUND TOTAL</b>	375.0	1,500	240	3,810	1,200	510			930	78	44			
<b>EASTBOUND TOTAL</b>	365.0	1,460	405	3,537	1,168	1,155			750	63	37			
<b>TOTAL</b>	740.0	2,960	645	7,347	2,368	1,665			1,680	141	81			

## SUMMARY OF QUANTITIES

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE ENGINEERING  
 FUNCTIONAL SUPERVISOR KEVIN KWAN  
 CALCULATED/DESIGNED BY KEVIN KWAN  
 CHECKED BY  
 JEFFREY MILLER  
 KEVIN KWAN  
 REVISED BY  
 DATE REVISED

LAST REVISION DATE PLOTTED => 02-FEB-2015  
 02-02-15 TIME PLOTTED => 10:43

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	15	25

*Grace M. Tsushima*  
REGISTERED CIVIL ENGINEER

July 19, 2013  
PLANS APPROVAL DATE

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

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TO ACCOMPANY PLANS DATED 2-2-15

**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 <sup>3</sup> , 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.

**REVISED STANDARD PLAN RSP A10B**

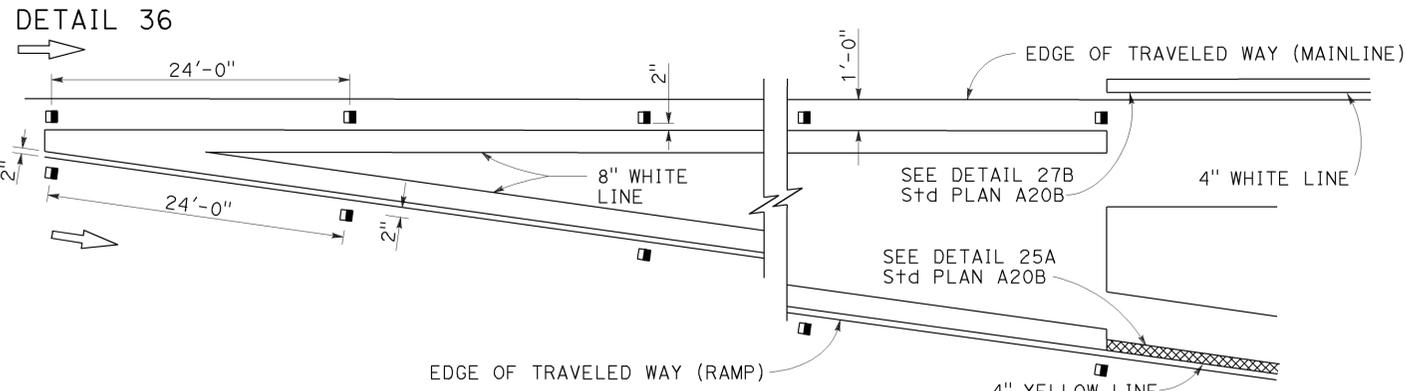
	<b>M</b>
Maint	MAINTENANCE
Max	MAXIMUM
MB	METAL BEAM
MBB	METAL BEAM BARRIER
MBGR	METAL BEAM GUARD RAILING
Med	MEDIAN
MGS	MIDWEST GUARDRAIL SYSTEM
MH	MANHOLE
Min	MINIMUM
Misc	MISCELLANEOUS
Misc I & S	MISCELLANEOUS IRON AND STEEL
Mkr	MARKER
Mod	MODIFIED, MODIFY
Mon	MONUMENT
MP	METAL PLATE
MPGR	METAL PLATE GUARD RAILING
MR	MOVEMENT RATING
MSE	MECHANICALLY STABILIZED EMBANKMENT
Mt	MOUNTAIN, MOUNT
MtI	MATERIAL
MVP	MAINTENANCE VEHICLE PULLOUT
	<b>N</b>
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
	<b>O</b>
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
	<b>P</b>
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

	<b>P continued</b>
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
	<b>Q</b>
Qty	QUANTITY
	<b>R</b>
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

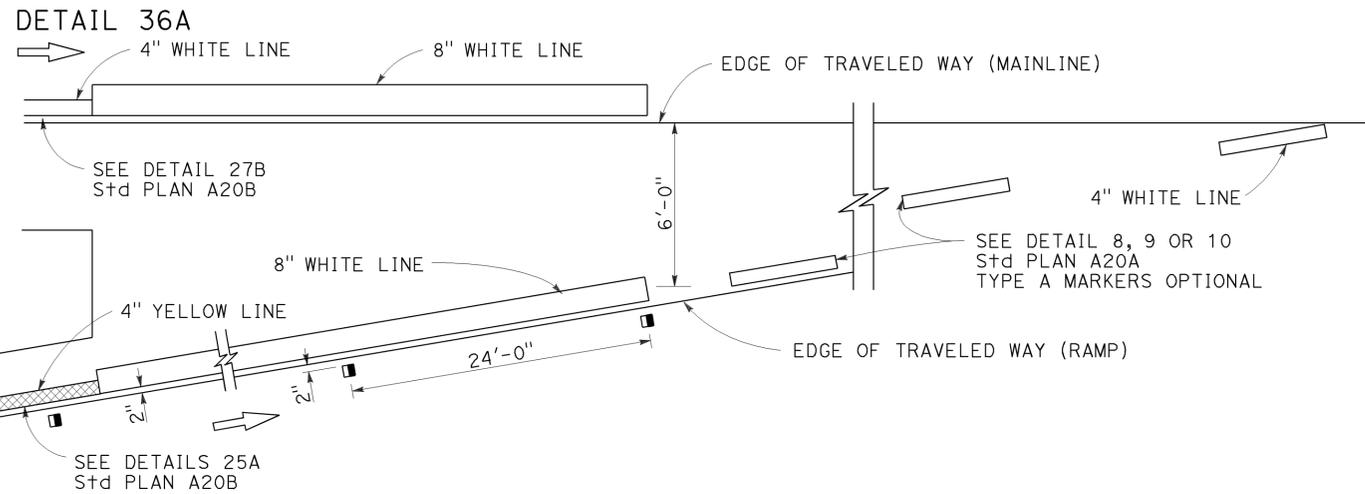
	<b>S</b>
S	SOUTH, SUPPLEMENT
SAE	STRUCTURE APPROACH EMBANKMENT
Salv	SALVAGE
SAPP	STRUCTURAL ALUMINUM PLATE PIPE
SB	SOUTHBOUND
SC	SAND CUSHION
SCSP	SLOTTED CORRUGATED STEEL PIPE
SD	STORM DRAIN
Sec	SECOND, SECTION
Sep	SEPARATION
SG	SUBGRADE
Shld	SHOULDER
Sht	SHEET
Sim	SIMILAR
ℒ	STATION LINE
SM	SELECTED 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
	<b>T</b>
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

	<b>T continued</b>
TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL
Typ	TYPICAL
	<b>U</b>
UC	UNDERCROSSING
UD	UNDERDRAIN
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
UP	UNDERPASS
	<b>V</b>
V	VALVE, DESIGN SPEED
Var	VARIABLE, VARIES
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
Vert	VERTICAL
Via	VIADUCT
Vol	VOLUME
	<b>W</b>
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
	<b>X</b>
X Sec	CROSS SECTION
Xing	CROSSING
	<b>Y</b>
Yr	YEAR
Yrs	YEARS

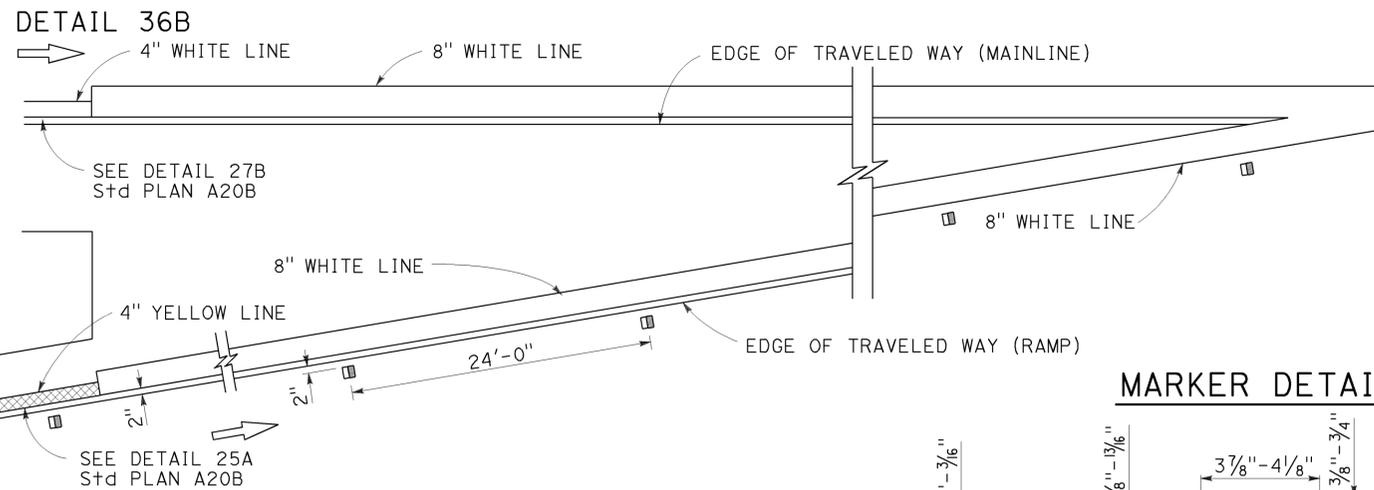
### EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



### ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



### ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT

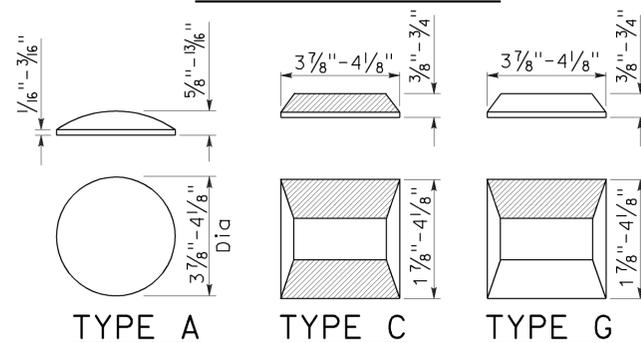


### MARKER DETAILS

#### LEGEND:

#### MARKERS

- TYPE A WHITE NON-REFLECTIVE
- ◻ TYPE C RED-CLEAR RETROREFLECTIVE
- TYPE G ONE-WAY CLEAR RETROREFLECTIVE



RETROREFLECTIVE FACE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	16	25

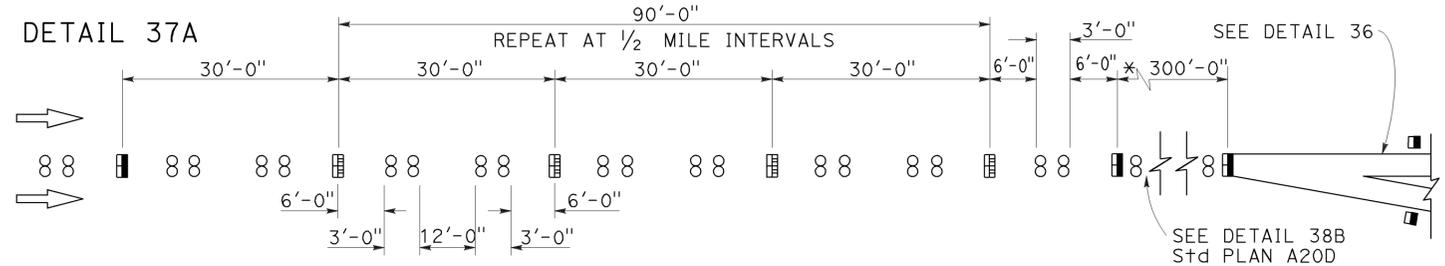
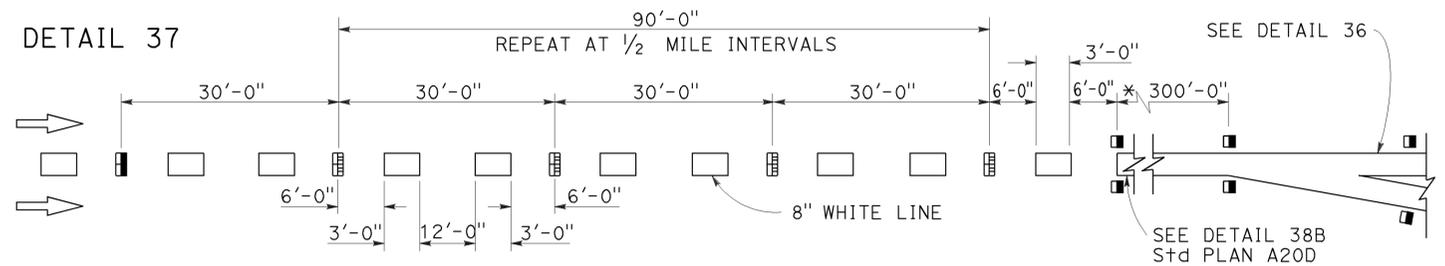
*Roberta L. McLaughlin*  
 REGISTERED CIVIL ENGINEER  
 No. C40375  
 Exp. 3-31-15  
 CIVIL  
 STATE OF CALIFORNIA

July 19, 2013  
 PLANS APPROVAL DATE

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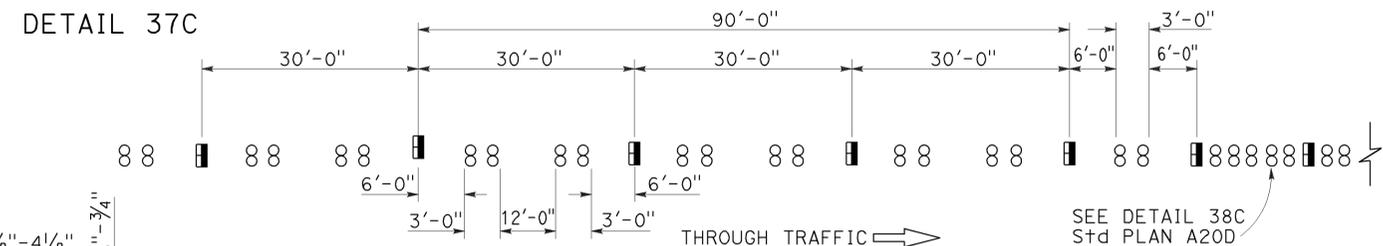
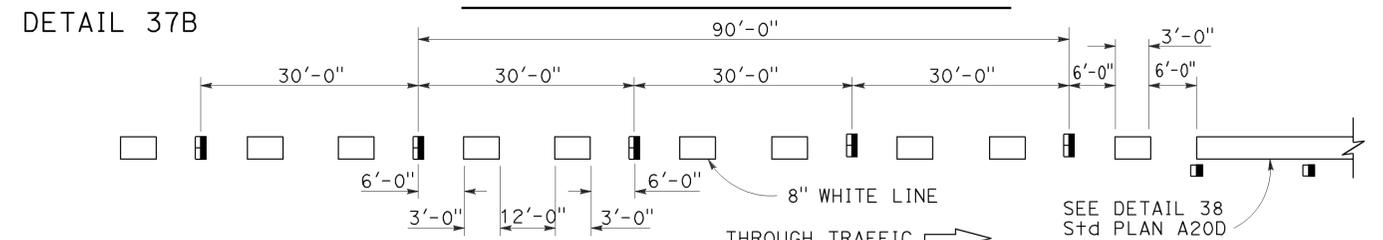
TO ACCOMPANY PLANS DATED 2-2-15

### LANE DROP AT EXIT RAMP



\* The solid channelizing line shown may be omitted on short auxiliary lanes where weaving length is critical.

### LANE DROP AT INTERSECTIONS



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

### PAVEMENT MARKERS AND TRAFFIC LINE TYPICAL DETAILS

NO SCALE

RSP A20C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A20C DATED MAY 20, 2011 - PAGE 11 OF THE STANDARD PLANS BOOK DATED 2010.

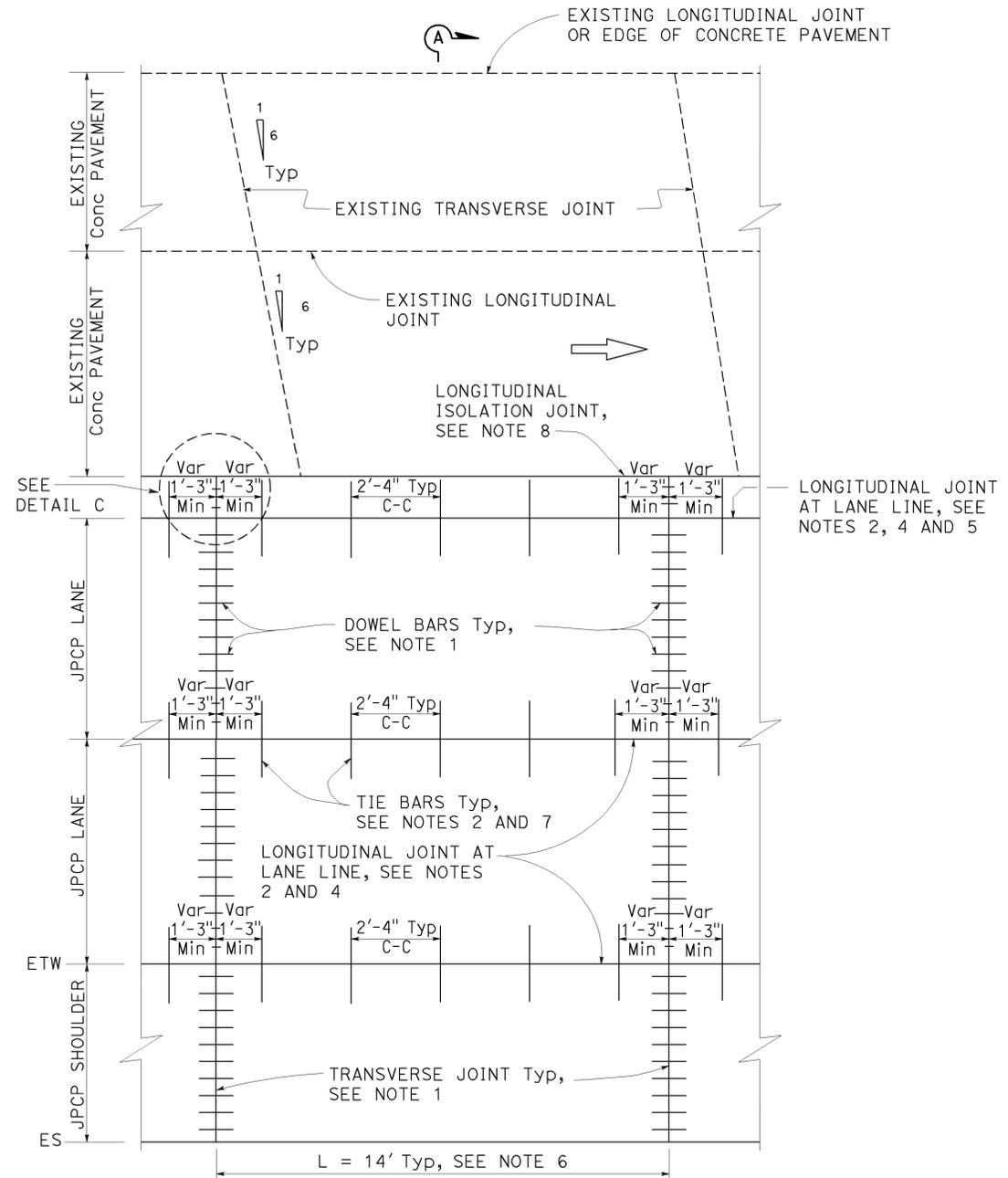
### REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

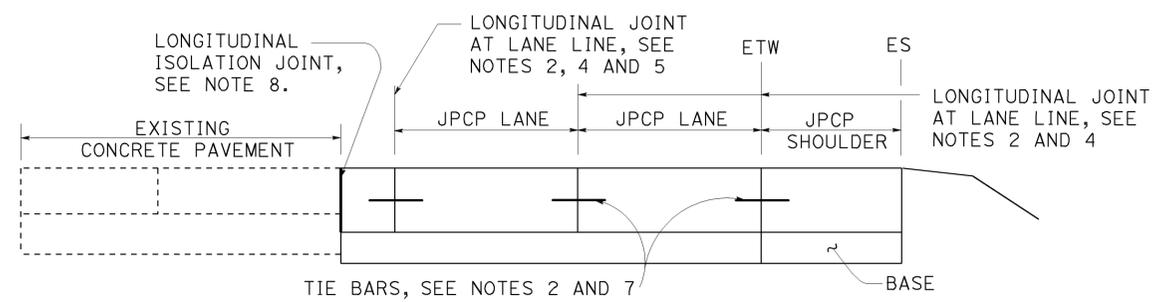
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	17	25

William K. Farnbach  
 REGISTERED CIVIL ENGINEER  
 July 19, 2013  
 PLANS APPROVAL DATE  
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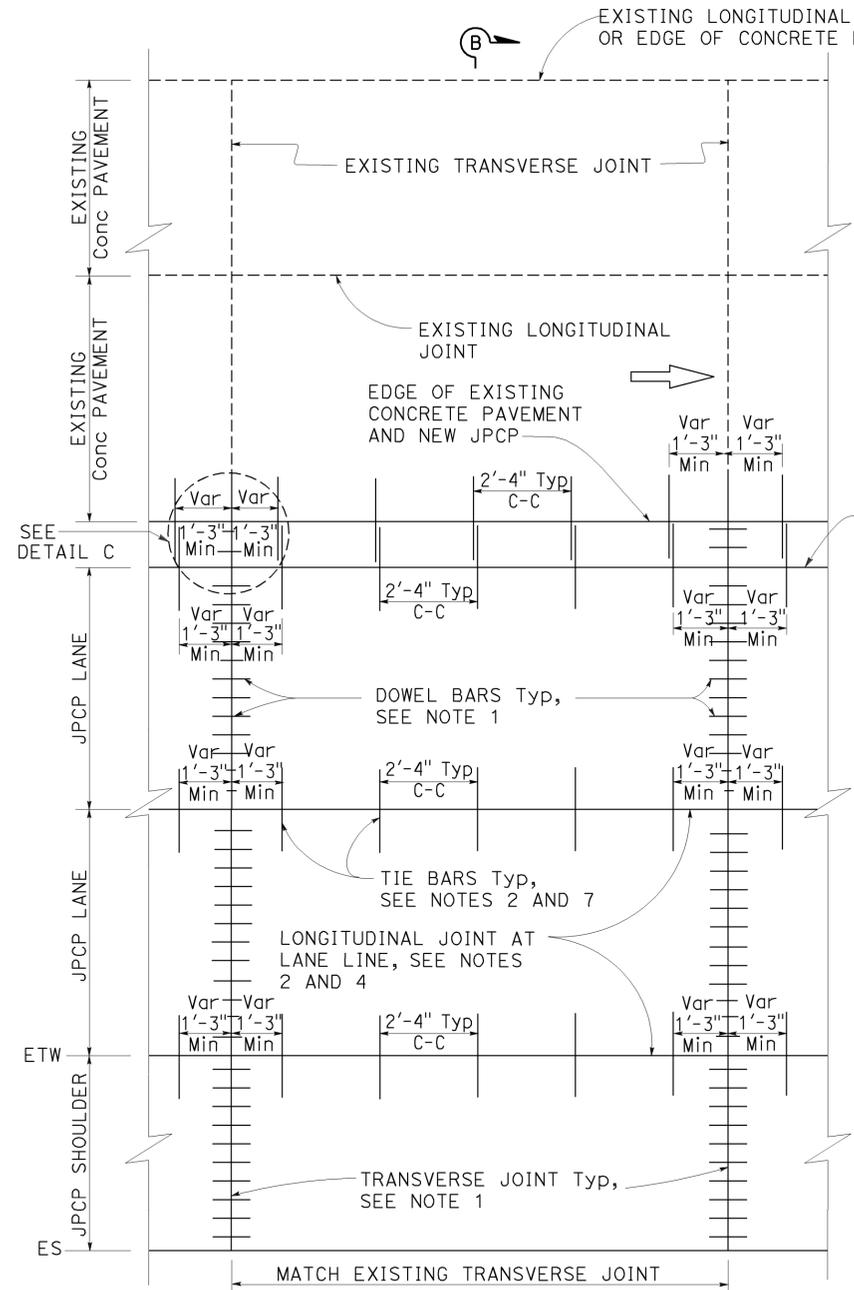
2010 REVISED STANDARD PLAN RSP P3A



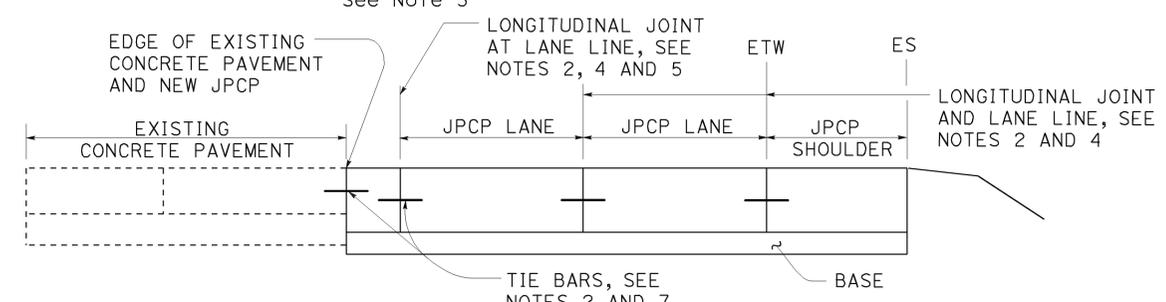
**PLAN ISOLATED**  
See Note 3



**SECTION A-A**



**PLAN TIED**  
See Note 3

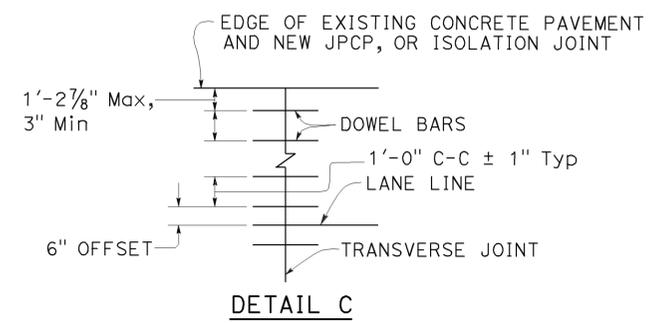


**SECTION B-B**

LONGITUDINAL JOINT AT LANE LINE, SEE NOTES 2, 4 AND 5

**NOTES:**

1. For transverse joint and dowel bar details not shown, see Revised Standard Plan RSP P10.
2. For longitudinal joint and tie bar details not shown, see Revised Standard Plan RSP P15.
3. For joint layout at intersections, see Project Plans.
4. For additional longitudinal joint details, see Revised Standard Plan RSP P18.
5. Omit longitudinal joint when edge of new concrete pavement is 3'-3" or less from JPCP lane line.
6. Transverse joint spacing may be adjusted to no less than 10' and no more than 15'-6" to conform to bridges, change in pavement type and existing pavement.
7. For dowel bars at longitudinal joint, see Revised Standard Plan RSP P18.
8. For isolation joints, see Detail A on Revised Standard Plan RSP P18.



TO ACCOMPANY PLANS DATED 2-2-15

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**JOINTED PLAIN CONCRETE PAVEMENT LANE & SHOULDER ADDITION OR REPLACEMENT**

NO SCALE

RSP P3A DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

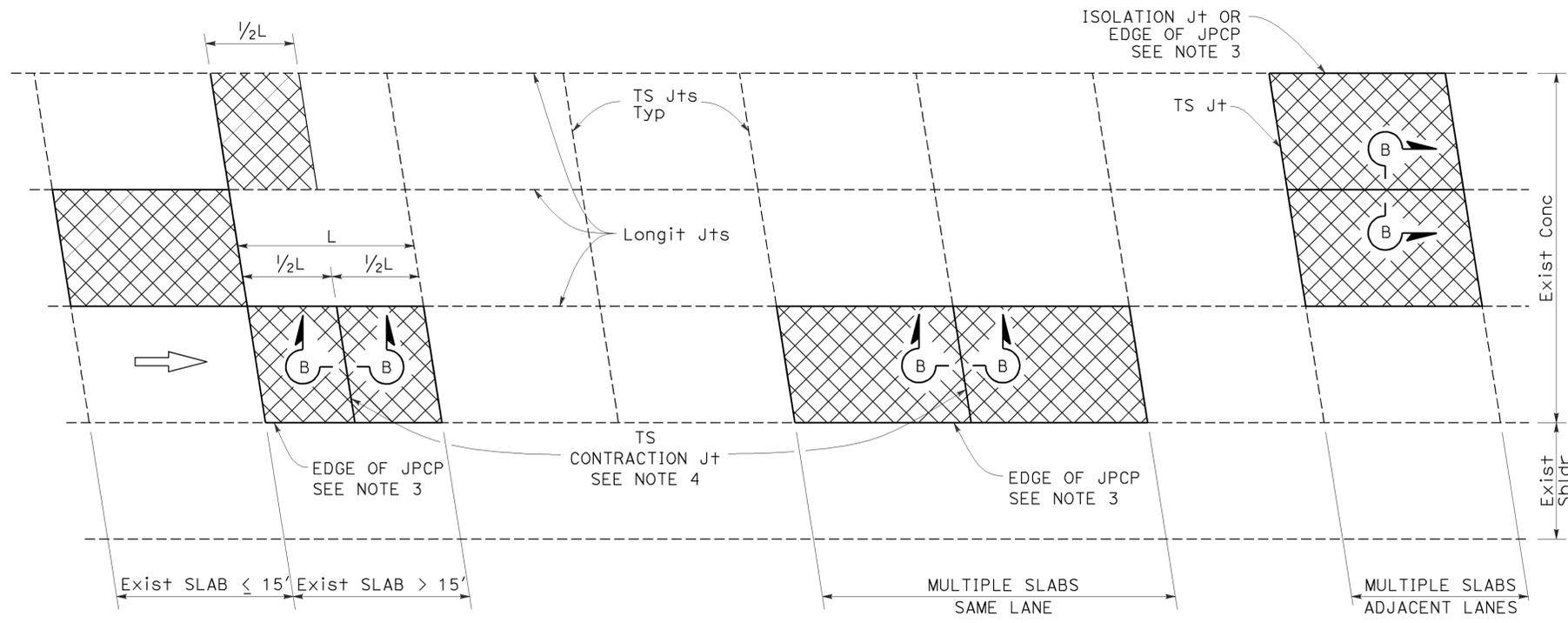
**REVISED STANDARD PLAN RSP P3A**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	18	25

William K. Farnbach  
 REGISTERED CIVIL ENGINEER  
 No. C49042  
 Exp. 9-30-14  
 CIVIL  
 STATE OF CALIFORNIA

July 19, 2013  
 PLANS APPROVAL DATE

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**PLAN**

**LEGEND:**

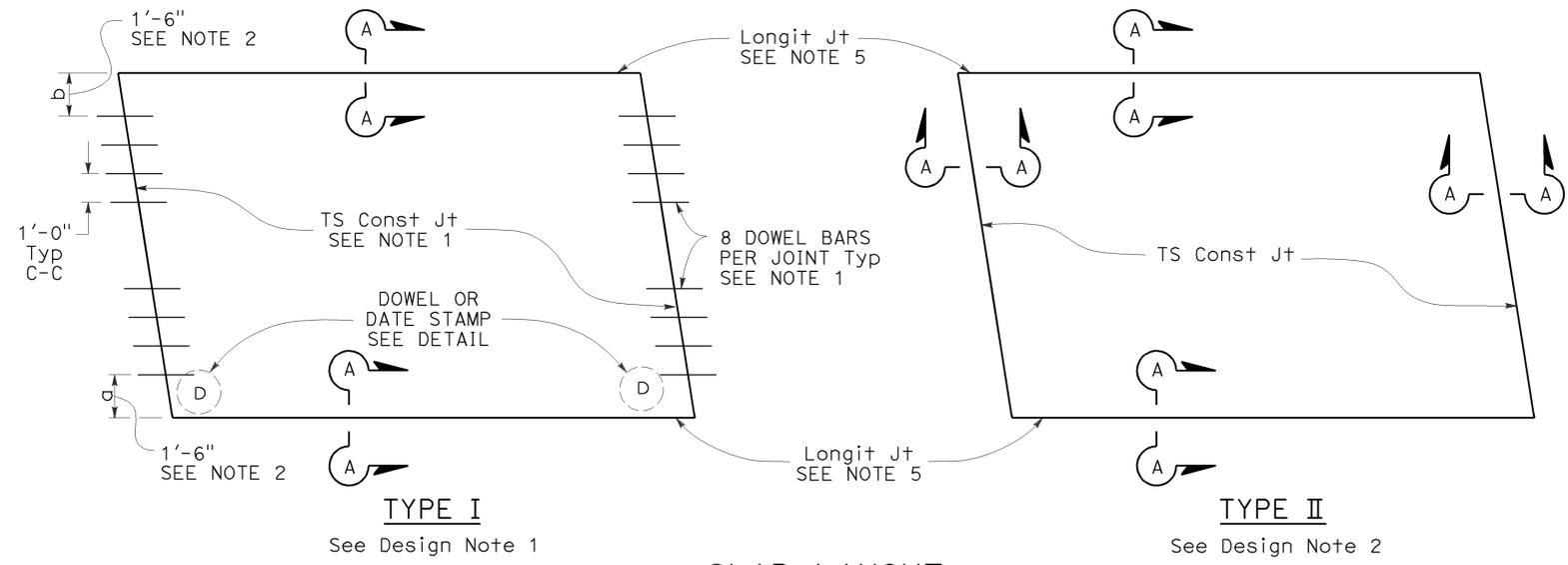
- RSC RAPID STRENGTH CONCRETE
- INDIVIDUAL SLAB REPLACEMENT WITH RSC

**NOTES:**

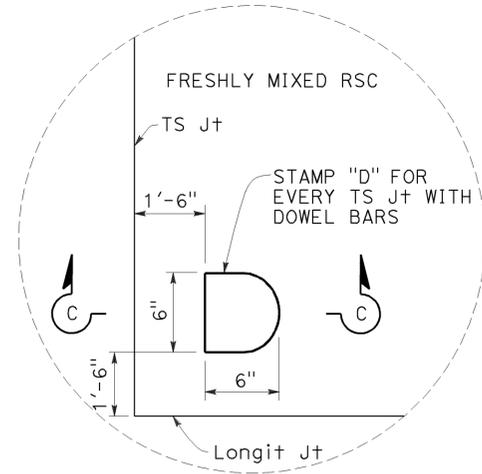
- For details not shown, see Revised Standard Plan RSP P10.
- Where the existing outside shoulder is asphalt concrete pavement, "a" = 1'-0" and "b" = 2'-0".
- Use side forms where edge of RSC pavement is adjacent to asphalt concrete.
- Transverse contraction joint to match skew of existing joint. Omit dowel bars.
- Do not place tie bars at longitudinal joints.

**DESIGN NOTES:**

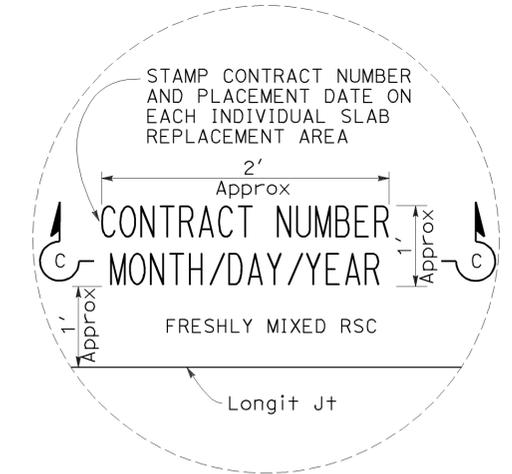
- For concrete slab repair with at least 5 years design life.
- For short term repairs < 5 yrs design life or for slab replacements with cracking and seating.



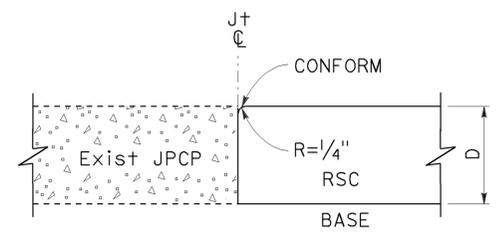
**SLAB LAYOUT**



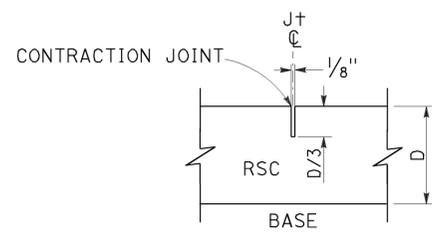
**DOWEL STAMP DETAIL**



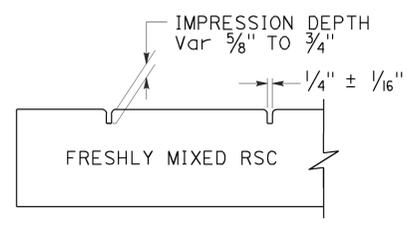
**DATE STAMP DETAIL**



**SECTION A-A**



**SECTION B-B**



**SECTION C-C**

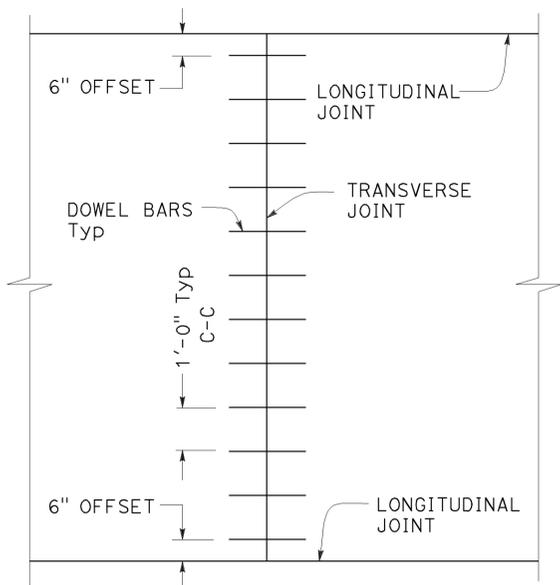
**INDIVIDUAL SLAB REPLACEMENT WITH RAPID STRENGTH CONCRETE**

NO SCALE

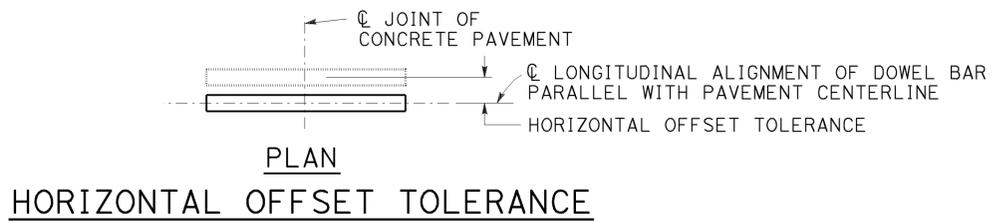
RSP P8 DATED JULY 19, 2013 SUPERSEDES RSP P8 DATED APRIL 20, 2012 AND STANDARD PLAN P8 DATED MAY 20, 2011 - PAGE 130 OF THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP P8**

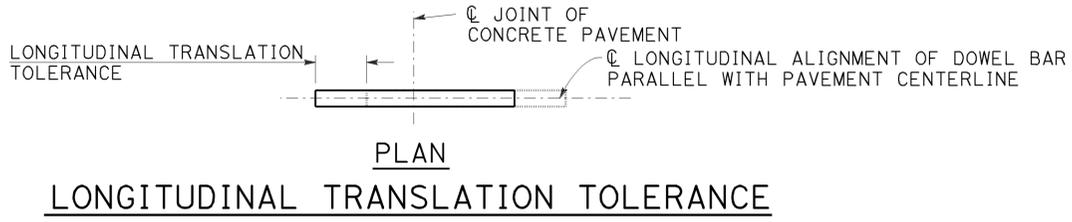
2010 REVISED STANDARD PLAN RSP P8



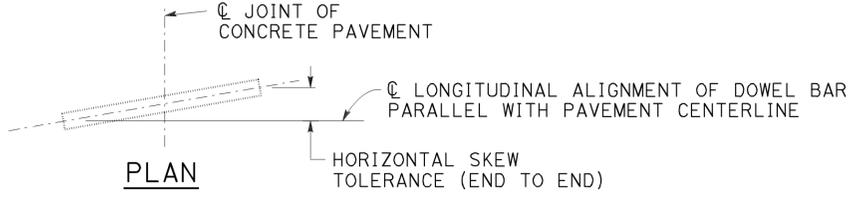
**TRANSVERSE JOINT  
DOWEL BAR LAYOUT**



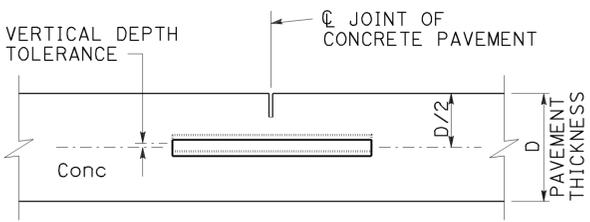
**PLAN  
HORIZONTAL OFFSET TOLERANCE**



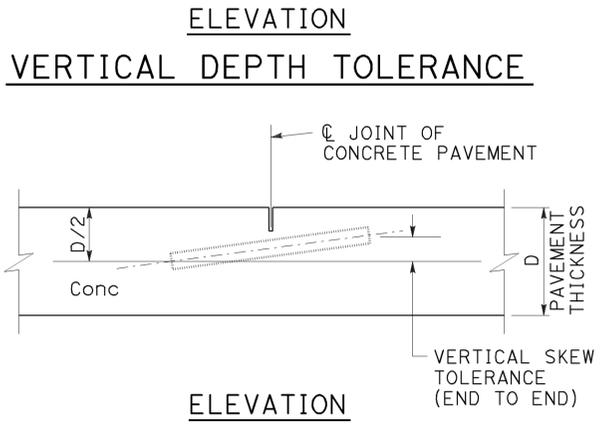
**PLAN  
LONGITUDINAL TRANSLATION TOLERANCE**



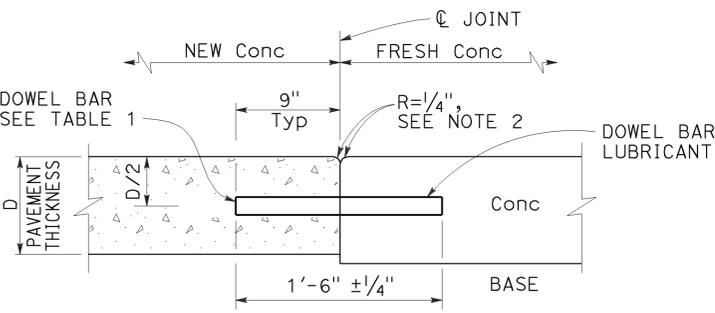
**PLAN  
HORIZONTAL SKEW TOLERANCE**



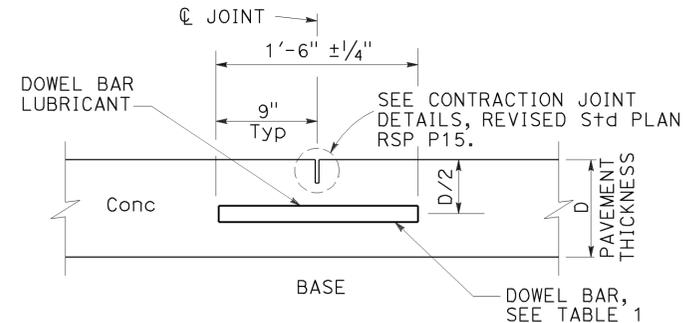
**ELEVATION  
VERTICAL DEPTH TOLERANCE**



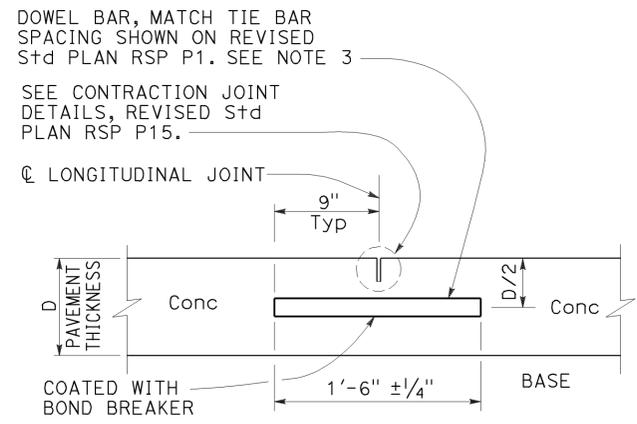
**ELEVATION  
VERTICAL SKEW TOLERANCE**



**TRANSVERSE  
CONSTRUCTION JOINT DETAIL**

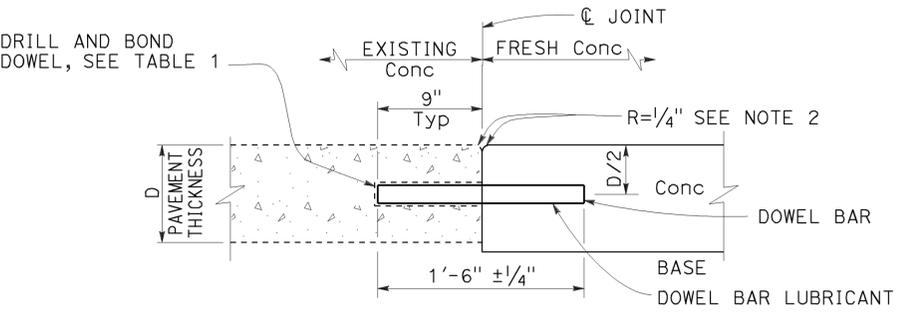


**TRANSVERSE CONTRACTION JOINT**

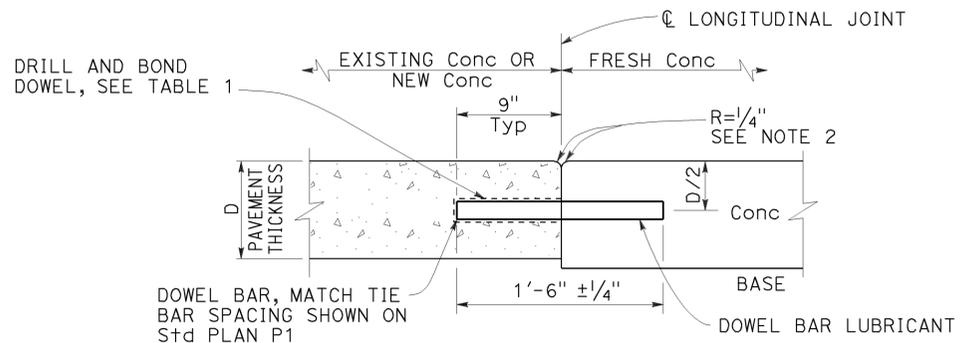


**LONGITUDINAL CONTRACTION  
JOINT WITH DOWEL BARS**

See Revised Std Plan RSP P18



**TRANSVERSE CONSTRUCTION JOINT  
FOR EXISTING CONCRETE PAVEMENT**



**LONGITUDINAL CONSTRUCTION JOINT  
WITH DOWEL BARS**

See Revised Std Plan RSP P18

**NOTES:**

1. See Revised Standard Plan RSP P1 for typical dowel bar placement and locations.
2. Where fresh concrete pavement is placed against new concrete or existing concrete pavement, rounding the corner of the existing concrete pavement is not required.
3. May also use 3/4" Dia dowel bars 2'-4" ± 1/4" in length. Center the length of dowel bars at the centerline of longitudinal joint.

TO ACCOMPANY PLANS DATED 2-2-15

**TABLE 1**

DOWEL BAR DIAMETER TABLE			
PAVEMENT THICKNESS	0.65'	> 0.65' - 0.85'	> 0.85'
MINIMUM DOWEL * BAR DIAMETER	1"	1 1/4"	1 1/2"

\* The drilled hole diameter must be 1/8" to 3/16" larger than the bar diameter.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**CONCRETE PAVEMENT  
DOWEL BAR  
DETAILS**

NO SCALE

RSP P10 DATED JULY 19, 2013 SUPERSEDES RSP P10 DATED APRIL 20, 2012 AND STANDARD PLAN P10 DATED MAY 20, 2011 - PAGE 131 OF THE STANDARD PLANS BOOK DATED 2010.

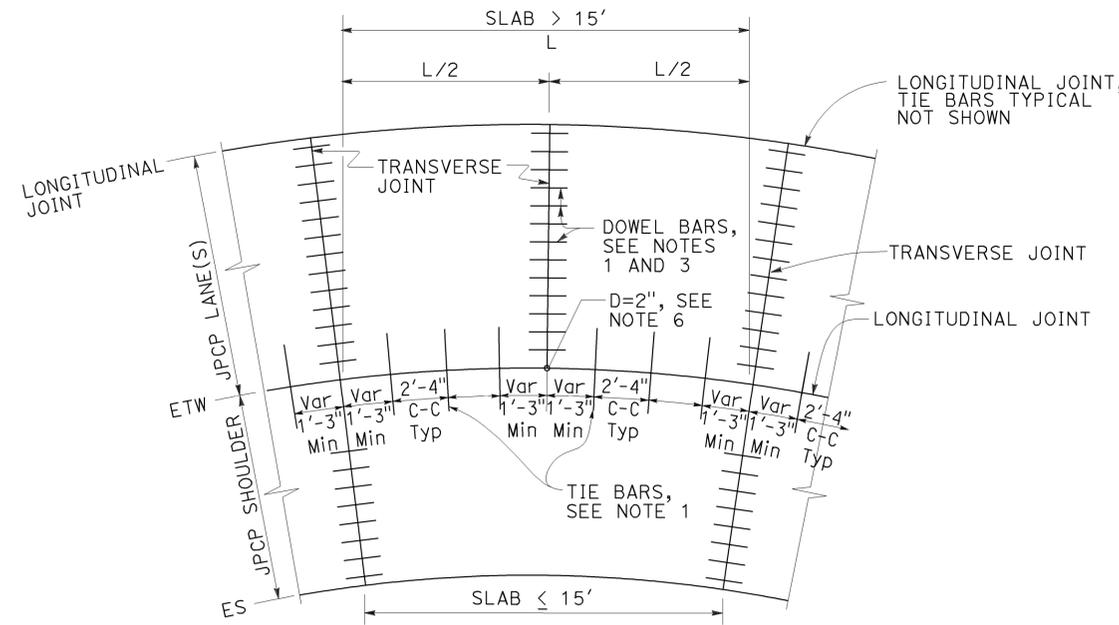
**REVISED STANDARD PLAN RSP P10**

2010 REVISED STANDARD PLAN RSP P10

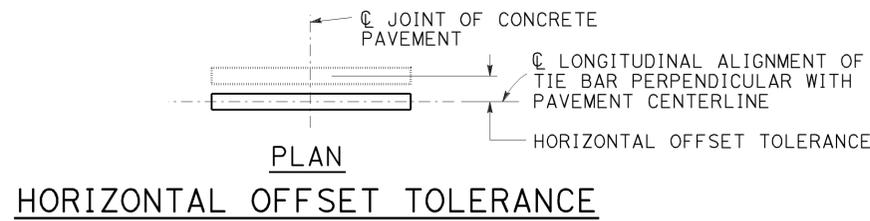
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	20	25

William K. Farnbach  
 REGISTERED CIVIL ENGINEER  
 July 19, 2013  
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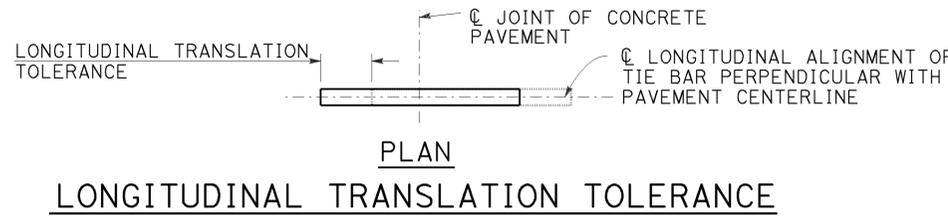
REGISTERED PROFESSIONAL ENGINEER  
 William K. Farnbach  
 No. C49042  
 Exp. 9-30-14  
 CIVIL  
 STATE OF CALIFORNIA



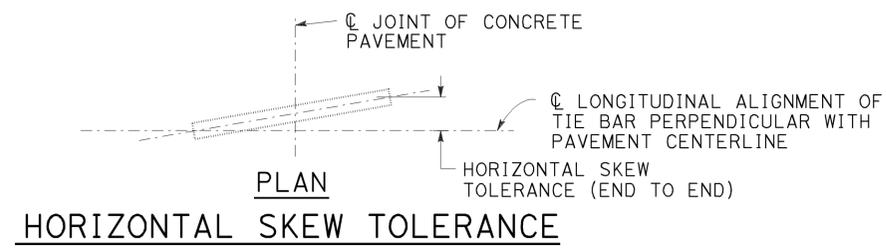
**TIE BAR LAYOUT IN CURVED LANES**



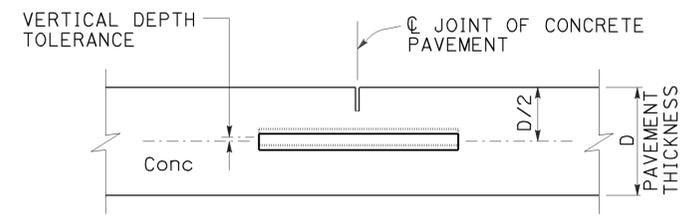
**HORIZONTAL OFFSET TOLERANCE**



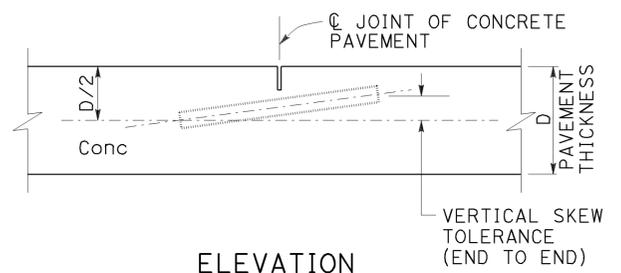
**LONGITUDINAL TRANSLATION TOLERANCE**



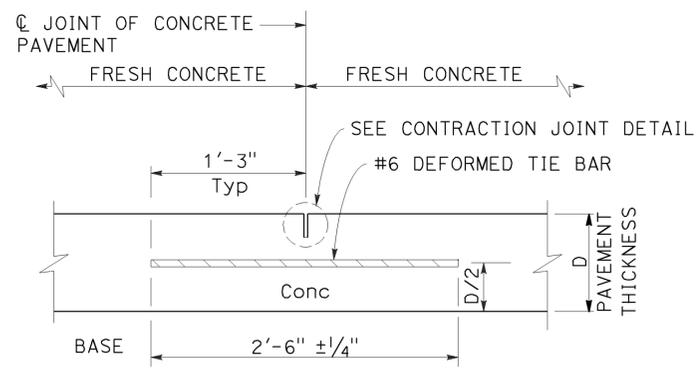
**HORIZONTAL SKEW TOLERANCE**



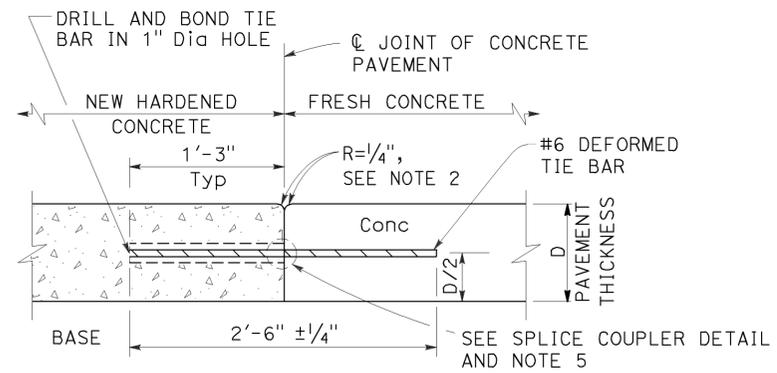
**VERTICAL DEPTH TOLERANCE**



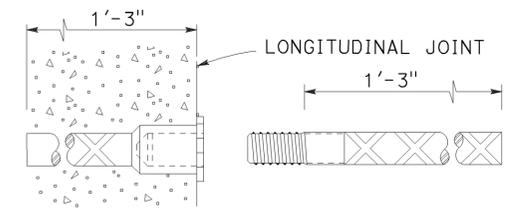
**VERTICAL SKEW TOLERANCE**



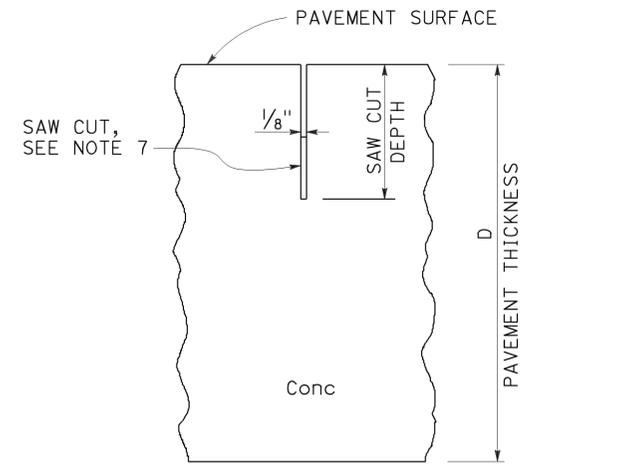
**LONGITUDINAL CONTRACTION JOINT**



**LONGITUDINAL CONSTRUCTION JOINT**



**ALTERNATIVE SPLICE COUPLER**



**CONTRACTION JOINT DETAIL**

- NOTES:**
1. See Revised Standard Plan RSP P1 for typical dowel bar and tie bar placement and locations.
  2. Where new pavement is placed against existing concrete pavement, rounding the corner is not required.
  3. For dowel bar sizes, See Revised Standard Plan RSP P10.
  4. Tie bar details apply to inside widenings.
  5. Use either drill and bond or splice couplers.
  6. Full depth drilled hole. Fill hole with filler material.
  7. The bottom of the saw cut must be at least 0.5" clear of any dowel bar, tie bar and bar reinforcement.

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

RSP P15 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP P15**

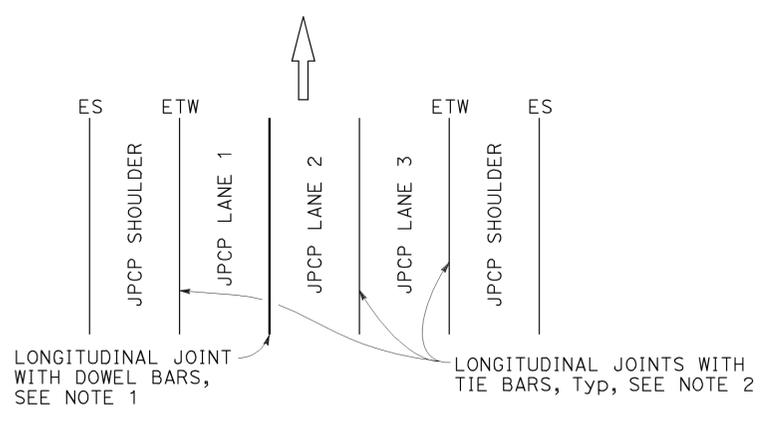
2010 REVISED STANDARD PLAN RSP P15

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	21	25

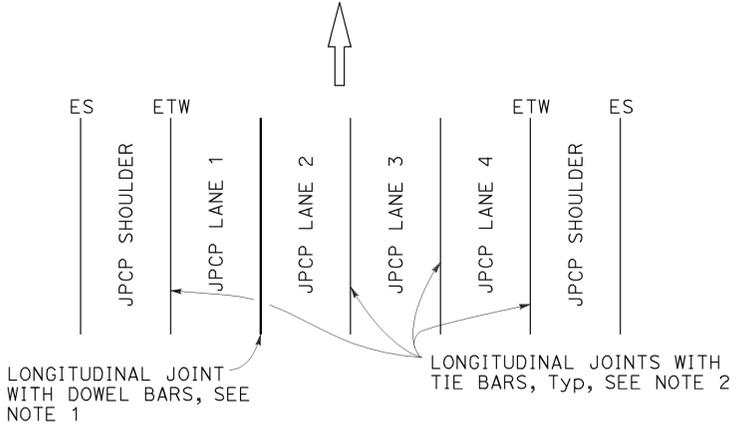
William K. Farnbach  
 REGISTERED CIVIL ENGINEER  
 July 19, 2013  
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REGISTERED PROFESSIONAL ENGINEER  
 William K. Farnbach  
 No. C49042  
 Exp. 9-30-14  
 CIVIL  
 STATE OF CALIFORNIA

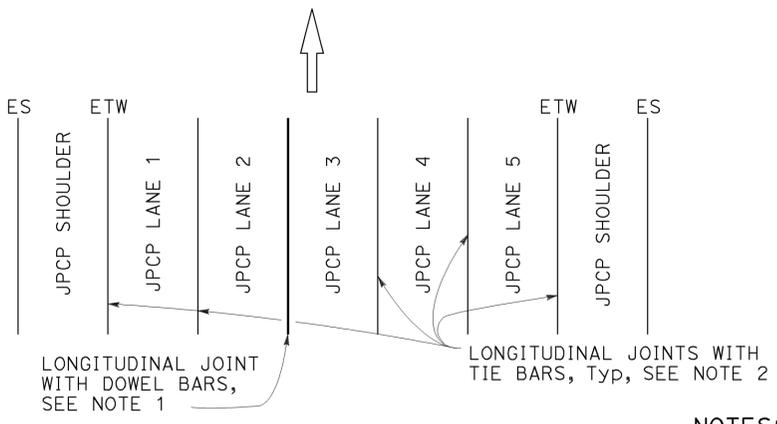
TO ACCOMPANY PLANS DATED 2-2-15



**3 LANES WITH CONCRETE SHOULDERS**  
PLAN



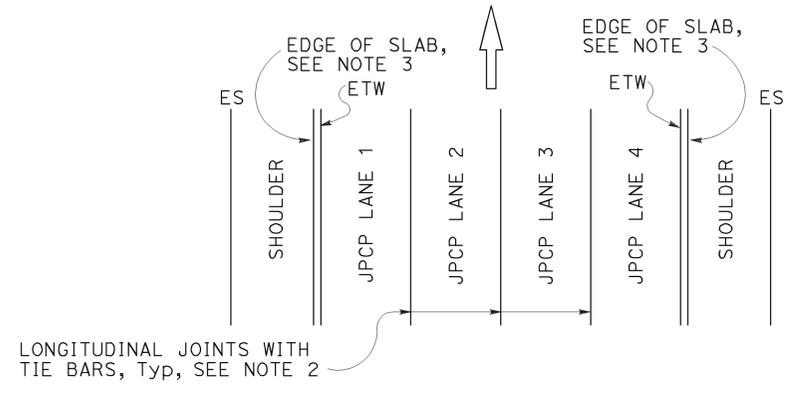
**4 LANES WITH CONCRETE SHOULDERS**  
PLAN



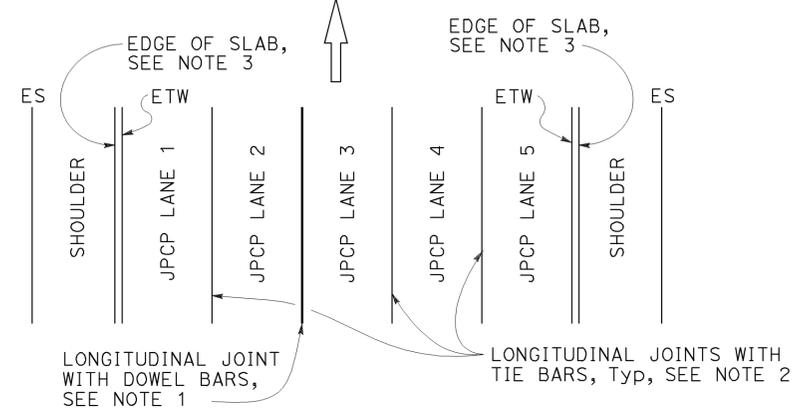
**5 LANES WITH CONCRETE SHOULDERS**  
PLAN

**NOTES:**

1. See Revised Standard Plan RSP P10 for longitudinal joint with dowel bars.
2. See Revised Standard Plan RSP P15 for longitudinal joint with tie bars.
3. S = Reservoir depth.  
 $S = \frac{7}{8}'' \pm \frac{1}{16}''$  for asphalt rubber seals  
 $S = \frac{9}{16}'' \pm \frac{1}{16}''$  for silicone seals  
 Preformed compression seals must be  $\frac{13}{16}''$  wide and  $S = 1\frac{1}{16}'' \pm \frac{1}{16}''$

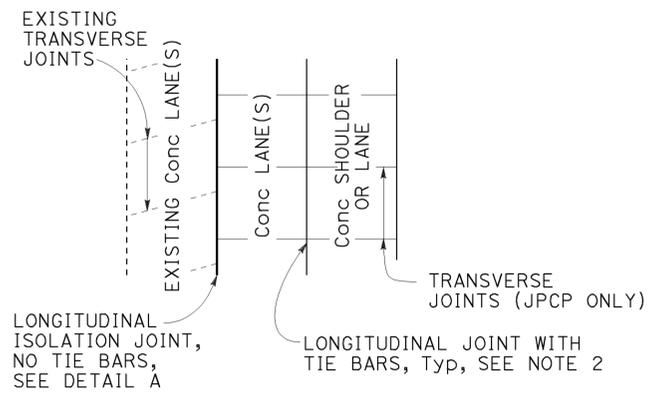


**4 LANES OR LESS WITH AC SHOULDERS**  
PLAN



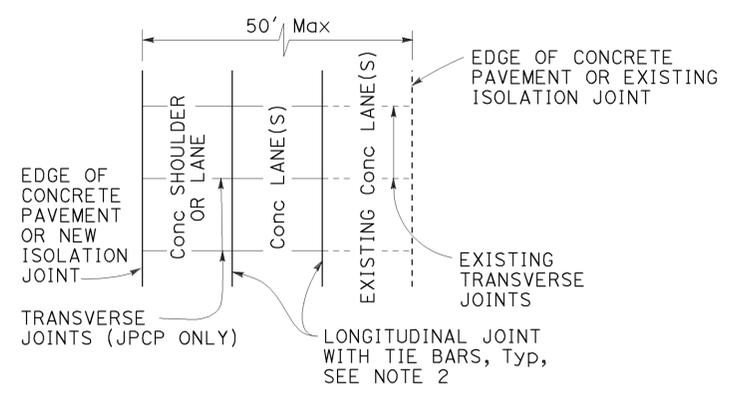
**5 LANES WITH AC SHOULDERS**  
PLAN

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



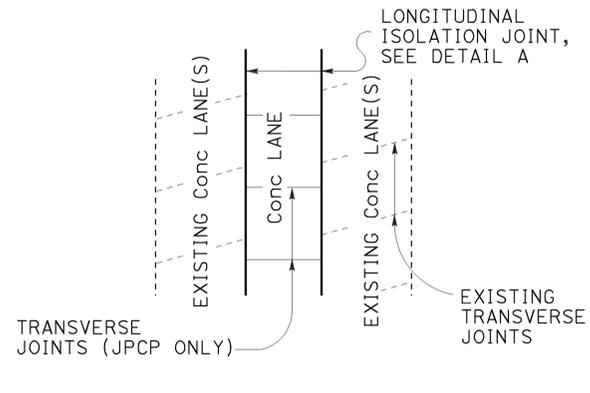
**CASE 1**  
PLAN

Transverse joints do not align between new and existing.



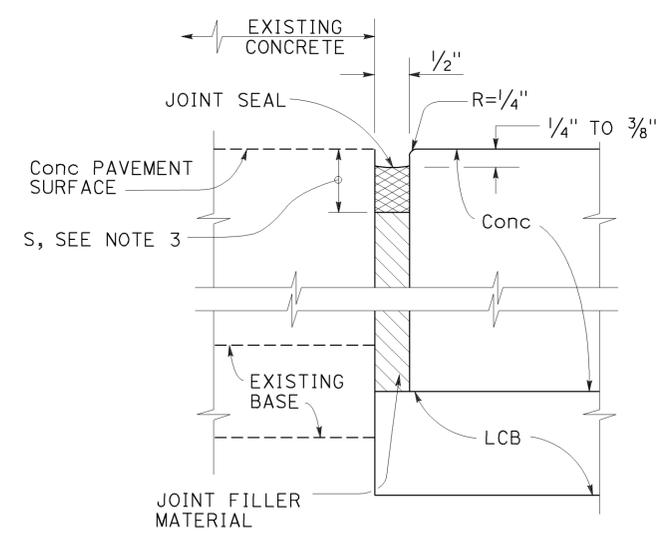
**CASE 2**  
PLAN

Transverse joints align between new and existing. (For JPCP only)



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

Transverse joints do not align between new and existing.



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

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**CONCRETE PAVEMENT  
LANE SCHEMATICS  
AND ISOLATION JOINT DETAIL**

NO SCALE

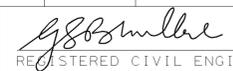
**LANE/SHOULDER ADDITION OR RECONSTRUCTION**  
For JPCP and CRCP

RSP P18 DATED JULY 19, 2013 SUPERSEDES RSP P18 DATED APRIL 20, 2012 AND STANDARD PLAN P18 DATED MAY 20, 2011 - PAGE 135 OF THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP P18**

2010 REVISED STANDARD PLAN RSP P18

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	22	25

  
 REGISTERED CIVIL ENGINEER  
 July 19, 2013  
 PLANS APPROVAL DATE



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TO ACCOMPANY PLANS DATED 2-2-15

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	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
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**

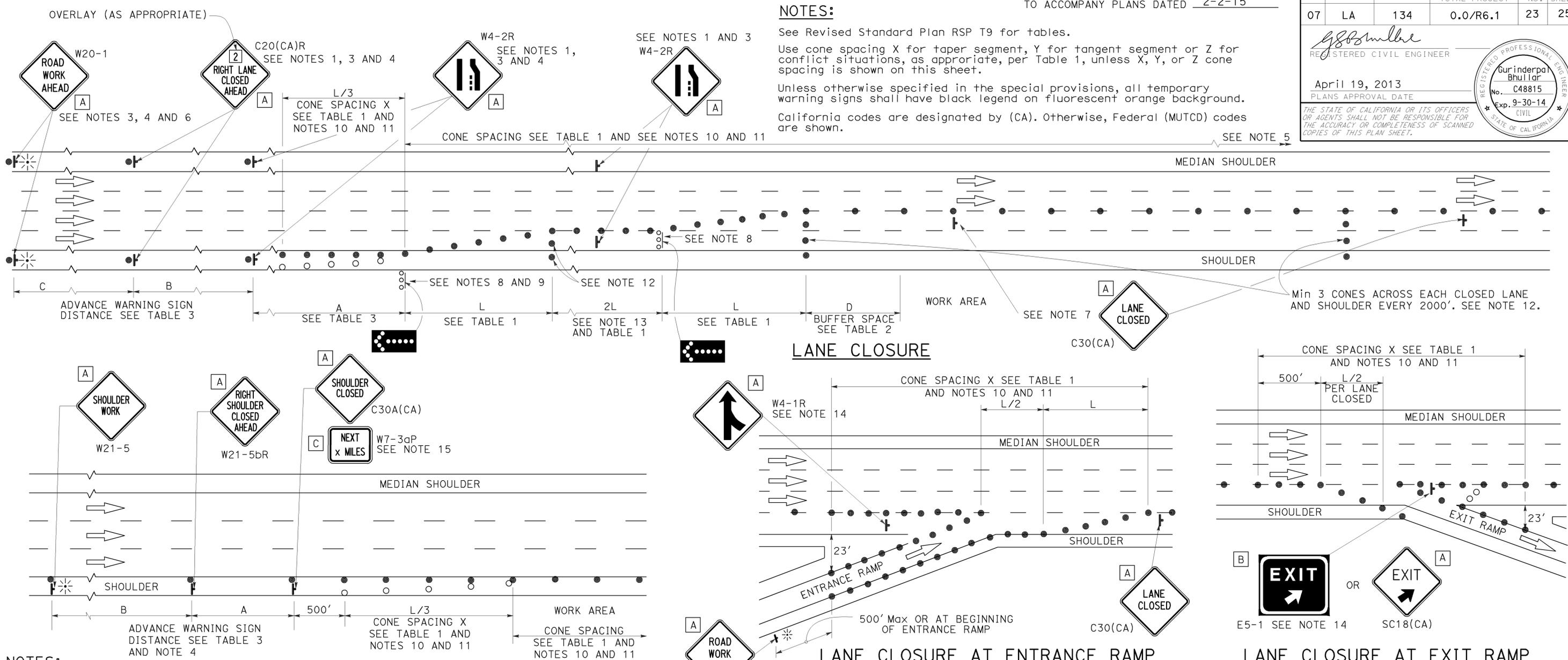
2010 REVISED STANDARD PLAN RSP T9

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	134	0.0/R6.1	23	25

REGISTERED CIVIL ENGINEER  
 April 19, 2013  
 PLANS APPROVAL DATE

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

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

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

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

**LEGEND**

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

**SIGN PANEL SIZE (Min)**

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

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM  
 FOR LANE CLOSURE ON  
 FREEWAYS AND EXPRESSWAYS**

NO SCALE

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

**REVISED STANDARD PLAN RSP T10**

2010 REVISED STANDARD PLAN RSP T10

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	134	0.0/R6.1	24	25

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

April 19, 2013  
 PLANS APPROVAL DATE

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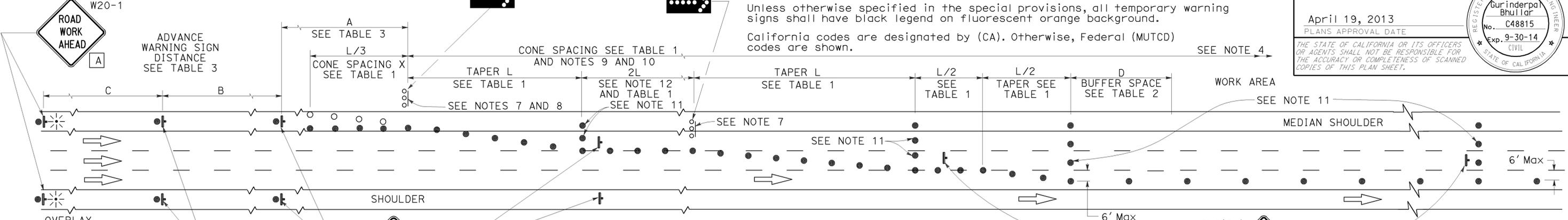
**NOTES:** See Revised Standard Plan RSP T9 for tables.

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

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

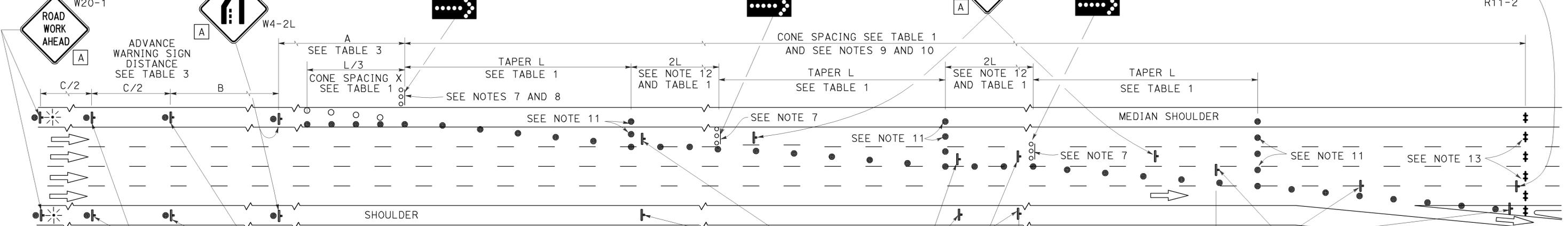
California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

SEE NOTES 3 AND 5



**LANE CLOSURE WITH PARTIAL SHOULDER USE**

SEE NOTES 3 AND 5



**COMPLETE CLOSURE**

**NOTES:**

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

- Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
- A minimum of Two Type II or III barricades shall be placed across each closed lane and shoulder at the location shown and every 2000' within the complete closure area. Within the complete closure area, the transverse alignment of the barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
- When specified in the special provisions, a W20-2 "DETOUR AHEAD" sign is to be used in place of the W20-3 "FREEWAY CLOSED AHEAD" sign.

**SIGN PANEL SIZE (Min)**

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

**LEGEND**

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

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM  
 FOR LANE CLOSURES ON  
 FREEWAYS AND EXPRESSWAYS**

NO SCALE

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

**REVISED STANDARD PLAN RSP T10A**

2010 REVISED STANDARD PLAN RSP T10A

# 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	134	0.0/R6.1	25	25

*Gurinderpal Bhullar*  
 REGISTERED CIVIL ENGINEER  
 April 19, 2013  
 PLANS APPROVAL DATE

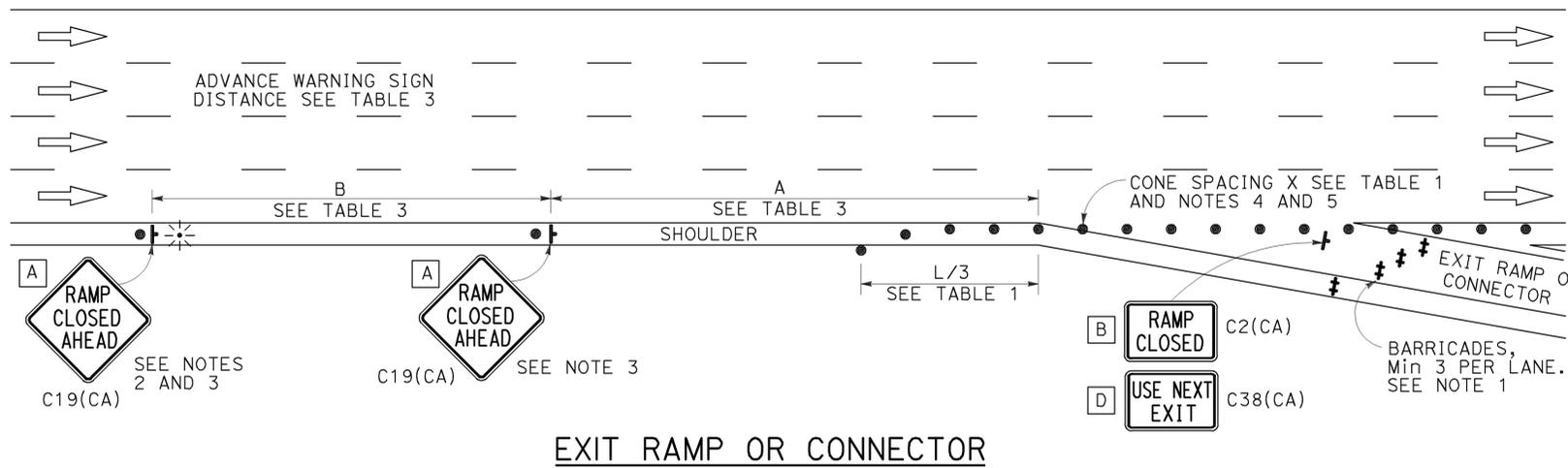
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

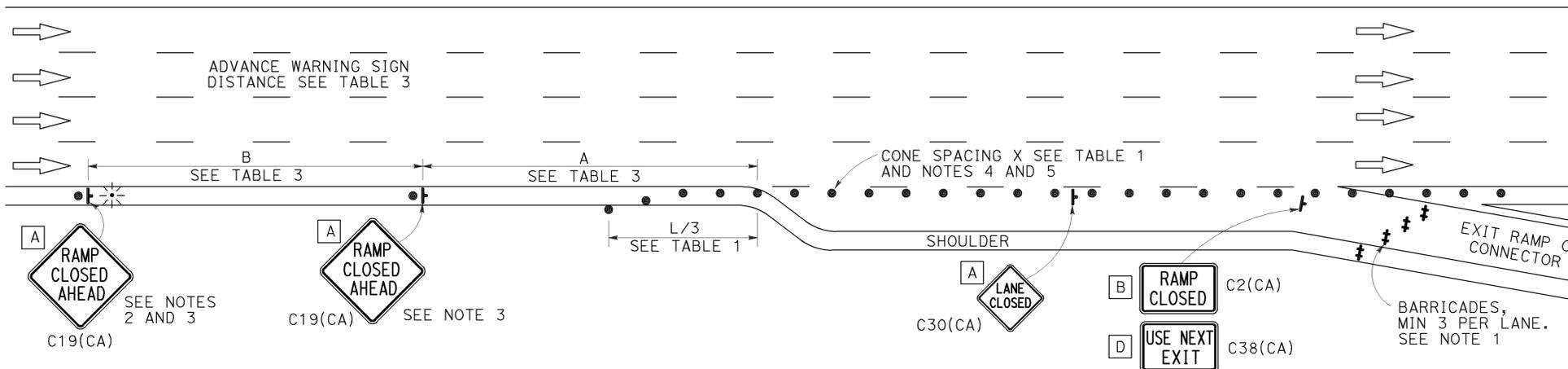
TO ACCOMPANY PLANS DATED 2-2-15

## NOTES:

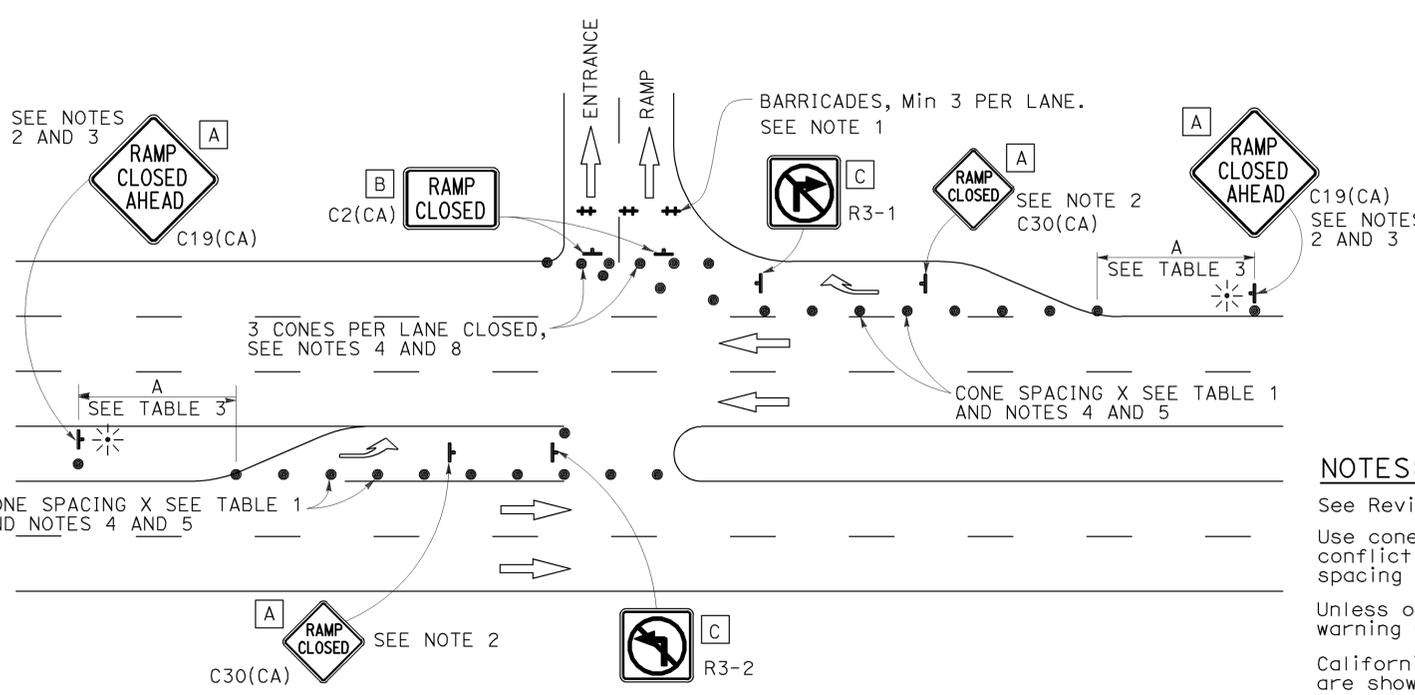
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed 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.



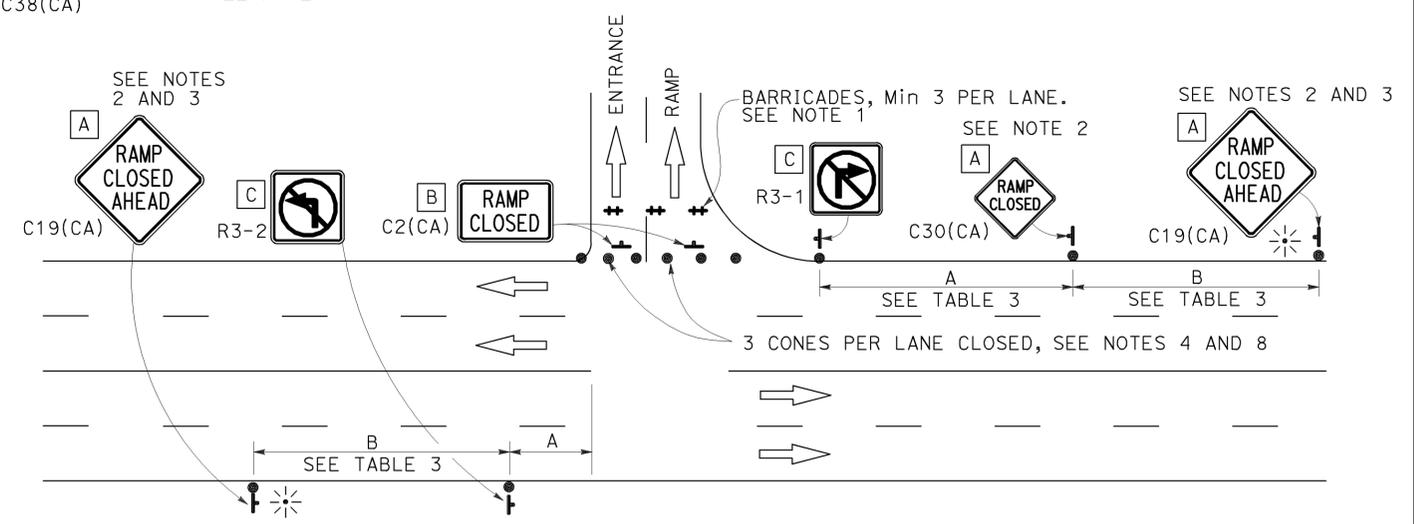
EXIT RAMP OR CONNECTOR



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