

INDEX OF PLANS

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1	TITLE AND LOCATION MAP
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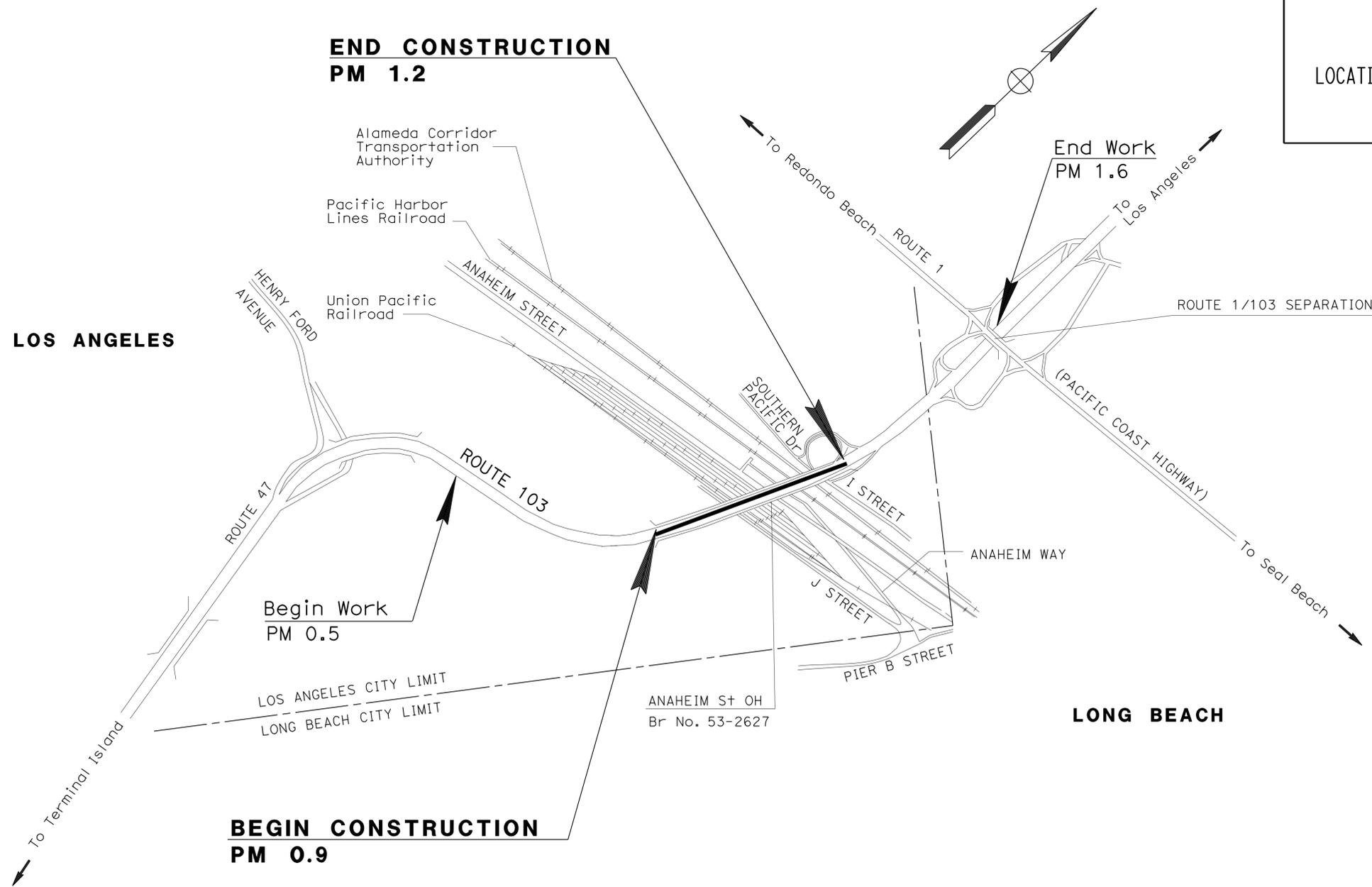
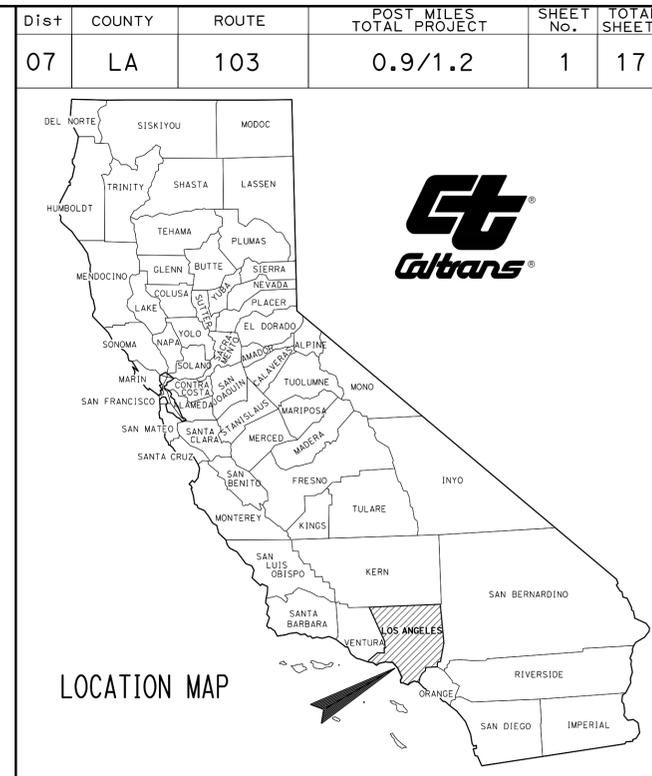
STRUCTURE

16	GENERAL PLAN
17	TYPICAL SECTION

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

STATE OF CALIFORNIA ACNHP-P103(004)E
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY
IN LOS ANGELES
AT ANAHEIM STREET OVERHEAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

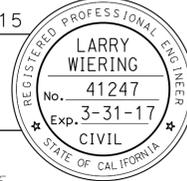


PROJECT MANAGER	OJAS SETHI
DESIGN MANAGER	PAUL CRISPI

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

Larry Wiering 7-1-15
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER
 November 9, 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.



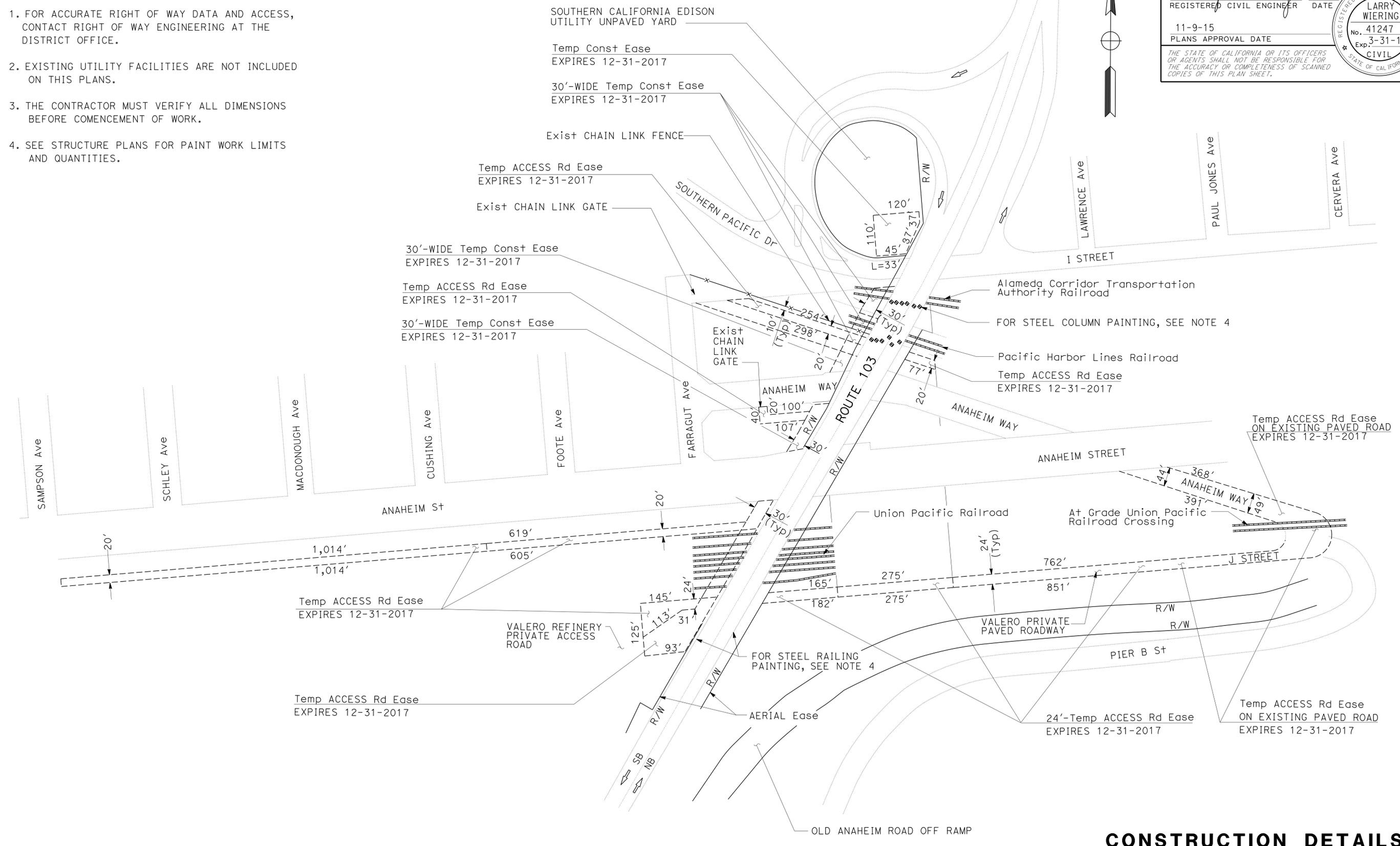
CONTRACT No.	07-4Y8504
PROJECT ID	0700020042

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	2	17
<i>Larry Wiering</i> REGISTERED CIVIL ENGINEER DATE 7-1-15			11-9-15 PLANS APPROVAL DATE		
REGISTERED PROFESSIONAL ENGINEER LARRY WIERING No. 41247 Exp. 3-31-17 CIVIL STATE OF CALIFORNIA			THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.		

NOTES:

- FOR ACCURATE RIGHT OF WAY DATA AND ACCESS, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- EXISTING UTILITY FACILITIES ARE NOT INCLUDED ON THIS PLANS.
- THE CONTRACTOR MUST VERIFY ALL DIMENSIONS BEFORE COMENCEMENT OF WORK.
- SEE STRUCTURE PLANS FOR PAINT WORK LIMITS AND QUANTITIES.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
Caltrans MAINTENANCE ENGINEERING	PAUL CRISPI	AVO BOYNERIAN	LARRY WIERING
		CALCULATED-DESIGNED BY	CHECKED BY



ANAHEIM STREET OVERHEAD
BRIDGE No. 53-2627
(SEE NOTE 4)

CONSTRUCTION DETAILS
NO SCALE

C-1

LAST REVISION | DATE PLOTTED => 04-JAN-2016 | 11-09-15 | TIME PLOTTED => 14:00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	3	17

Larry Wiering 7-1-15
REGISTERED CIVIL ENGINEER DATE

11-9-15
PLANS APPROVAL DATE

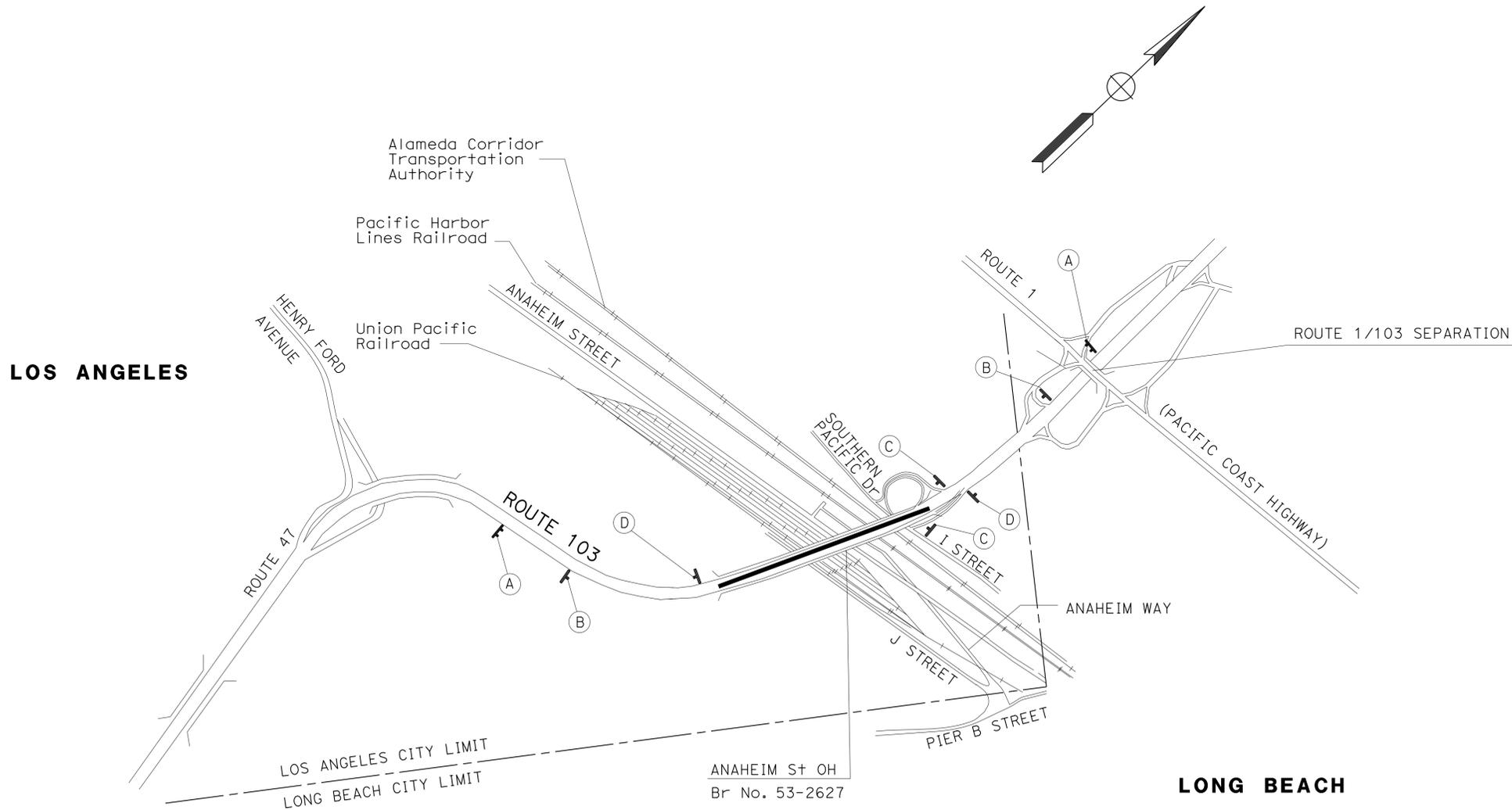
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
LARRY WIERING
No. 41247
Exp. 3-31-17
CIVIL
STATE OF CALIFORNIA

NOTES:

1. LOCATIONS OF CONSTRUCTION AREA SIGNS SHOWN ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
2. SIGN CODE PER CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THIS PLAN.
4. FOR ACCURATE RIGHT OF WAY DATA AND ACCESS, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
5. "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		C40 (CA)	72" x 36"	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	2-4" x 6"	2
B	W20-1		48" x 48"	ROAD WORK AHEAD	1-6" x 6"	2
C	W20-1		36" x 36"	ROAD WORK AHEAD	1-4" x 6"	2
D	G20-2		48" x 24"	END ROAD WORK	1-4" x 6"	2



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE ENGINEERING

AVO BOYNERIAN
LARRY WIERING

CALCULATED/DESIGNED BY
CHECKED BY

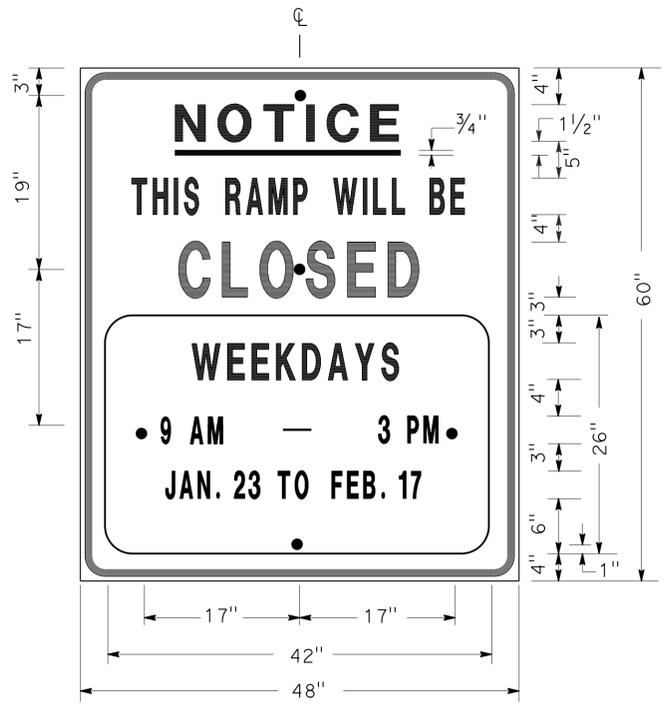
FUNCTIONAL SUPERVISOR
PAUL CRISPI

REVISOR BY
DATE REVISED

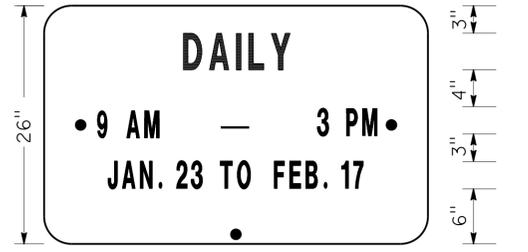
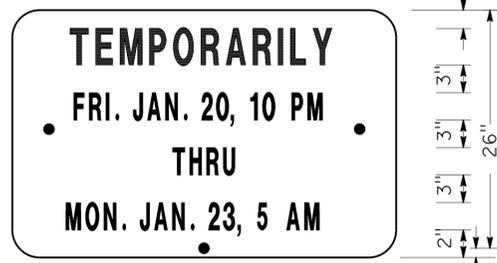
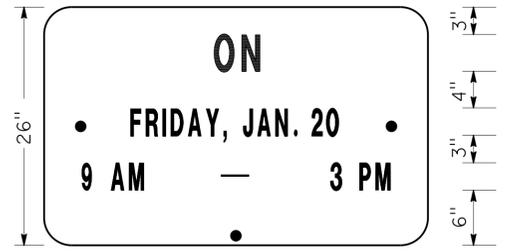
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	4	17

REGISTERED CIVIL ENGINEER DATE 11-24-14
Senju Katayama
 11-9-15
 PLANS APPROVAL DATE
 No. C50648
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

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



SIGN SP-1



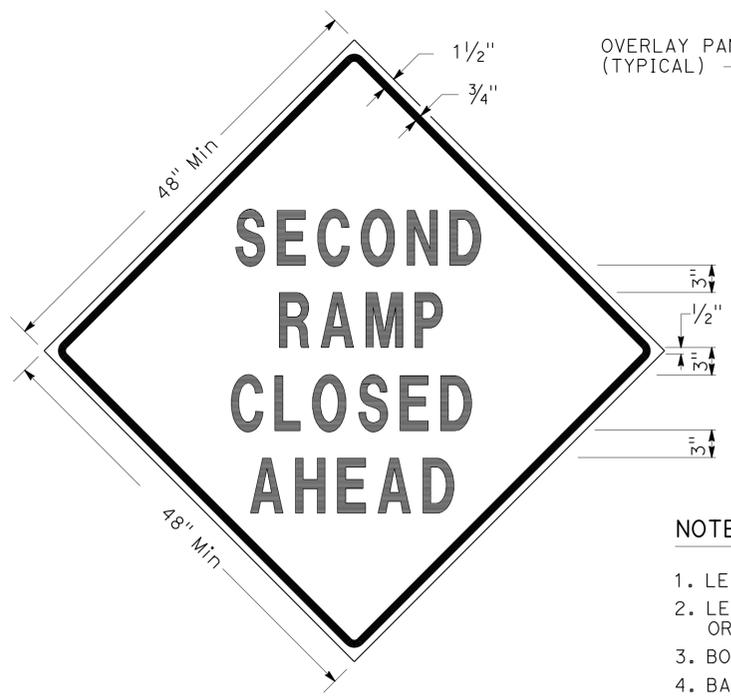
ALTERNATE OVERLAY PANELS (TYPICAL)

- 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

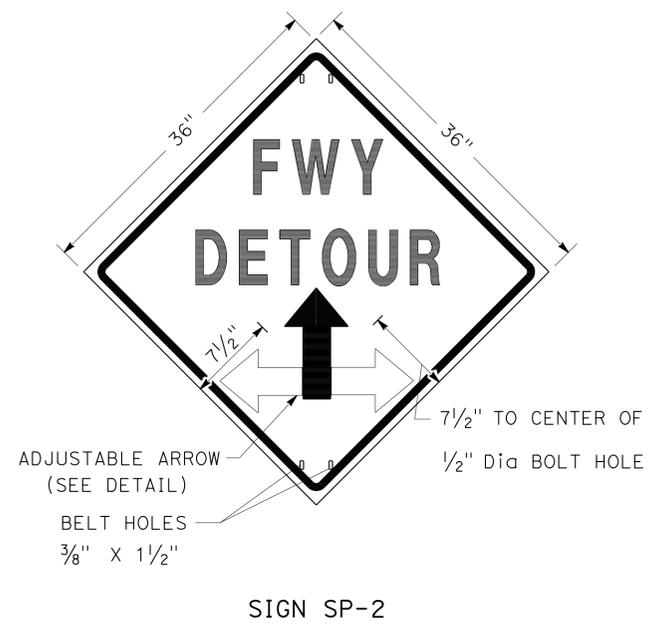
**TRAFFIC HANDLING DETAILS
 TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURES, DETOUR SIGNS,
 AND MISCELLANEOUS DETAILS**

SHEET 1 OF 2

NO SCALE

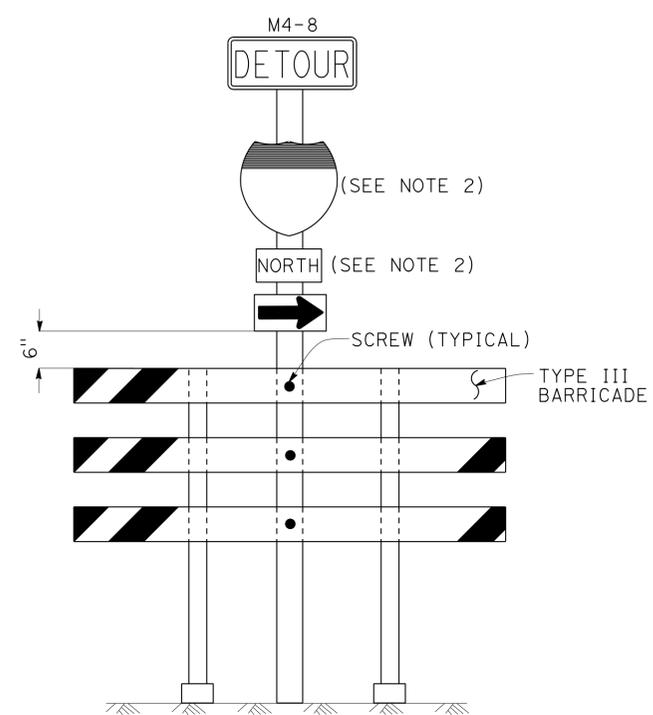
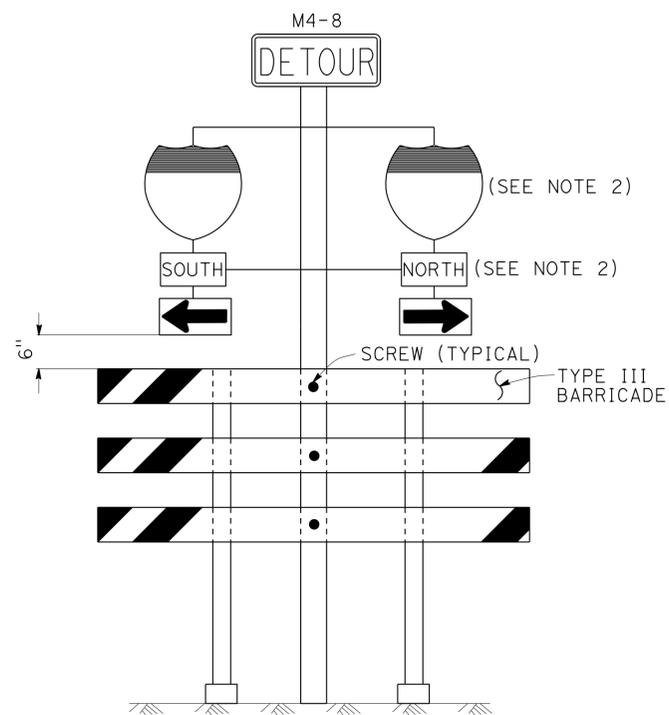
THD-1

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



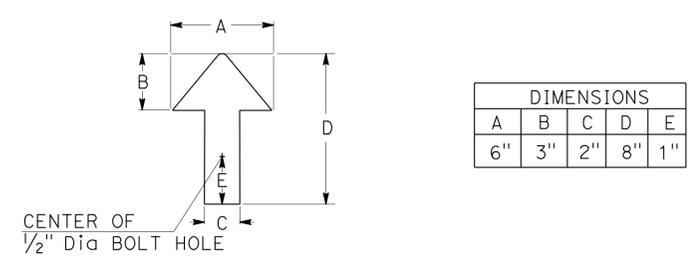
- NOTES:** SIGN SP-2
- LETTERS - 6" SERIES E.
 - LETTERS, BORDER AND ARROW - BLACK ON RETROREFLECTORIZED ORANGE BACKGROUND.
 - BASE MATERIAL FOR SIGNS AND ARROWS MUST BE ALUMINUM (MINIMUM 0.06").
 - BELTS (LUGGAGE STRAPS) MUST BE 1" WIDE BY 48" LONG, MADE OF COTTON OR POLYPROPYLENE WEB MATERIAL.
 - SIGNS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

ABBREVIATION
 (CA) CALIFORNIA CODE



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

SPECIAL PORTABLE FREEWAY DETOUR SIGNS



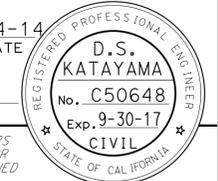
ADJUSTABLE ARROW DETAIL

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

THD-2

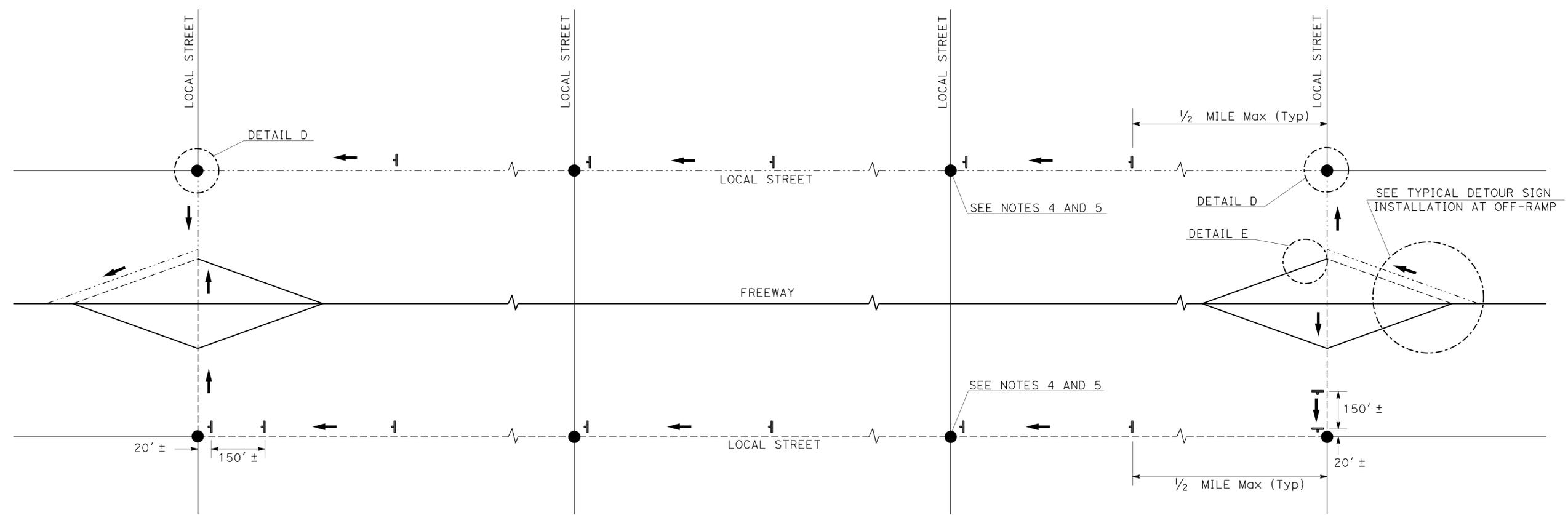
LAST REVISION | DATE PLOTTED => 04-JAN-2016
 11-09-15 TIME PLOTTED => 14:00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	6	17
<i>Dennis Katayama</i> 11-24-14 REGISTERED CIVIL ENGINEER DATE					
11-9-15 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.					



- 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 3
 NO SCALE
 THD-3**

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

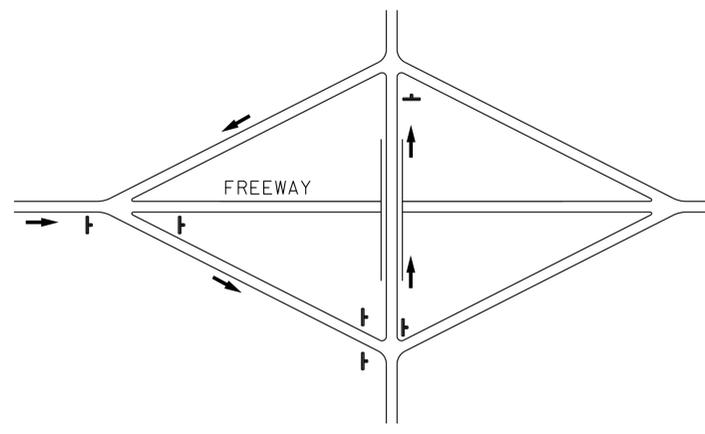
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	8	17

Senju Katayama 11-24-14
 REGISTERED CIVIL ENGINEER DATE
 11-9-15
 PLANS APPROVAL DATE

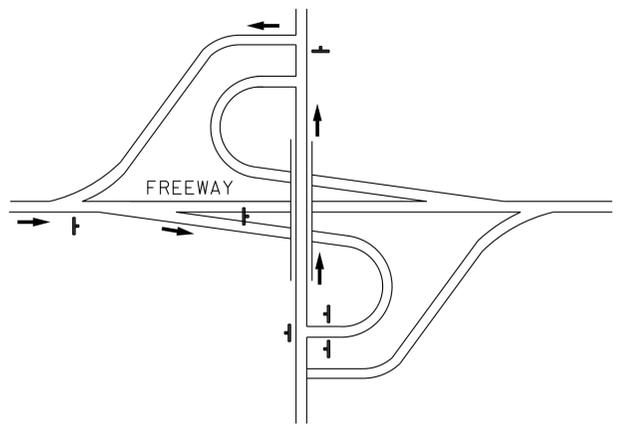
REGISTERED PROFESSIONAL ENGINEER
 D.S. KATAYAMA
 No. C50648
 Exp. 9-30-17
 CIVIL
 STATE OF CALIFORNIA

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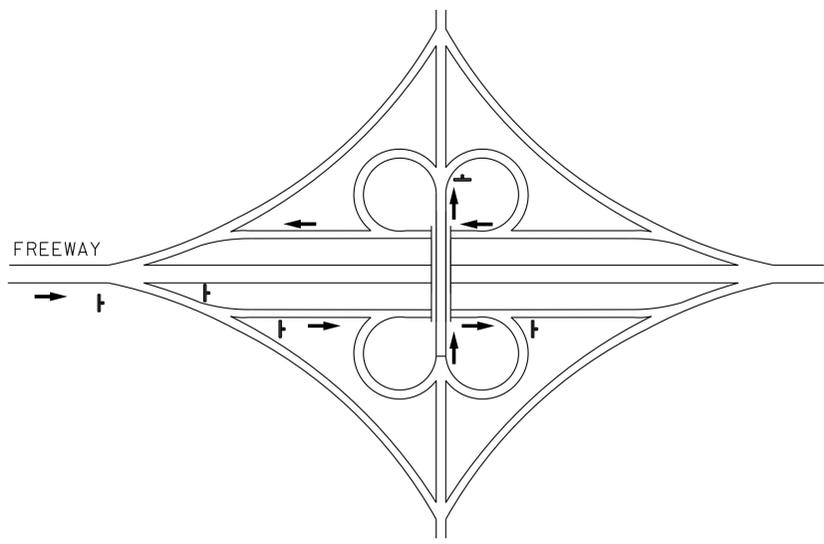
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans **DTM**
 FUNCTIONAL SUPERVISOR: SAMUEL ESQUENAZI
 REVISIONS: JC 2/14
 REVISOR: ALBERT K YU
 CHECKER: JOCELYN C CHIANG
 DESIGNED BY: [Blank]
 CHECKED BY: [Blank]



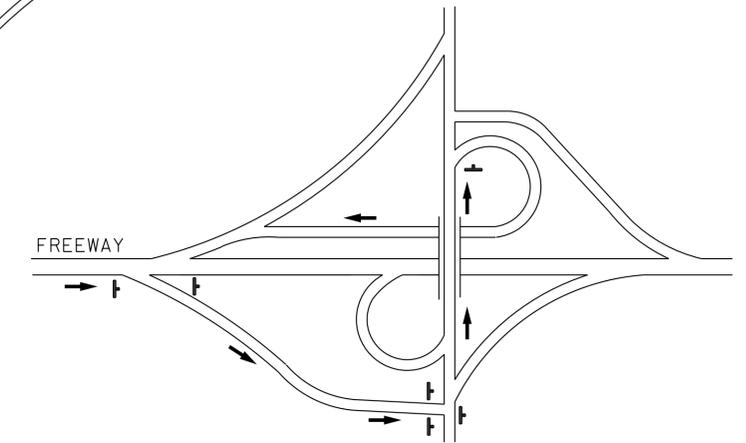
TYPE I



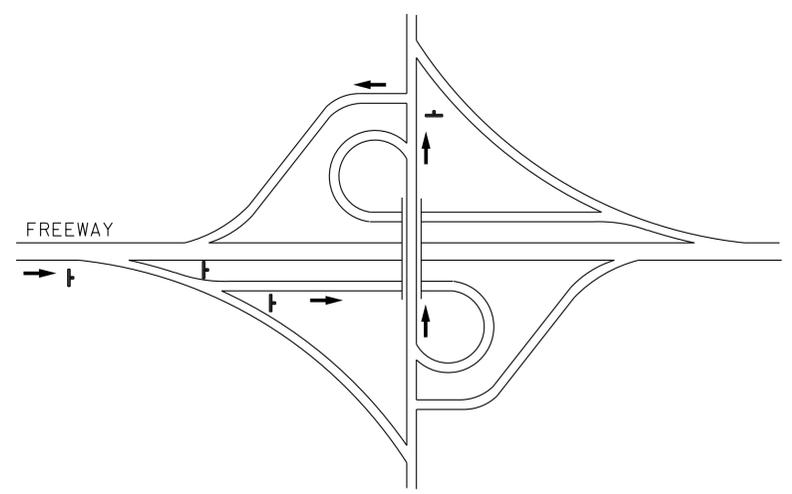
TYPE II



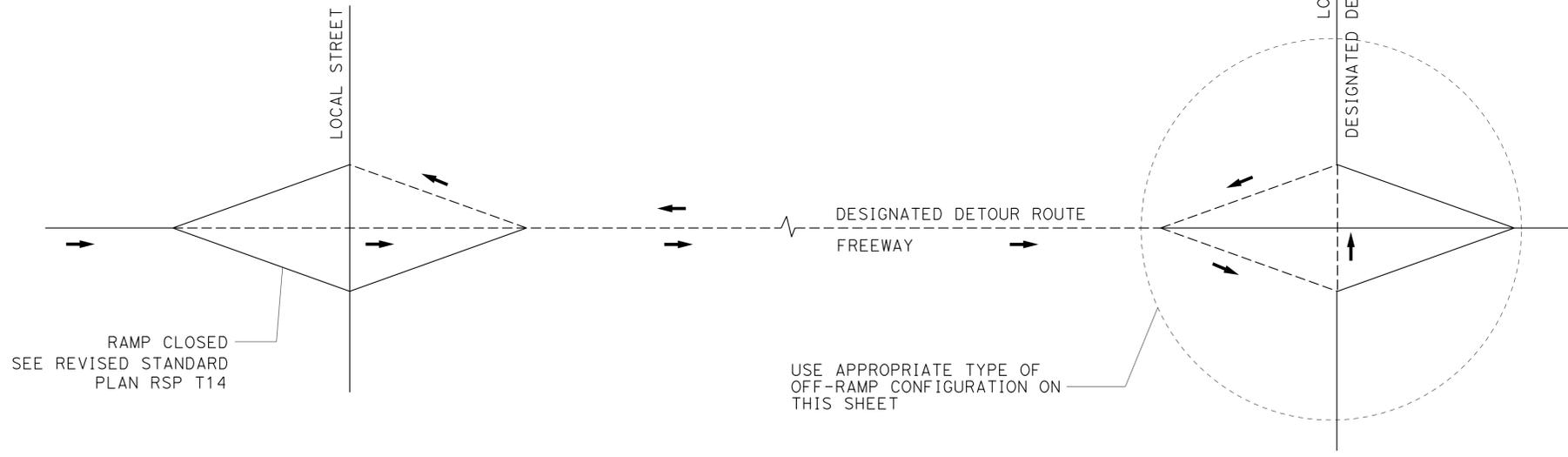
TYPE III



TYPE IV



TYPE V



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

TYPICAL DETOUR SIGN INSTALLATION FOR OFF-RAMP CLOSURE

NOTES:

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

LEGEND

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

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

NO SCALE

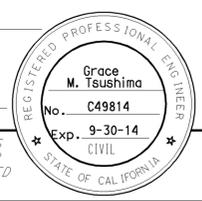
THD-5

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	9	17

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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TO ACCOMPANY PLANS DATED 11-9-15

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 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.

REVISED STANDARD PLAN RSP A10B

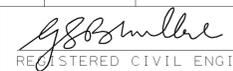
	M
Maint	MAINTENANCE
Max	MAXIMUM
MB	METAL BEAM
MBB	METAL BEAM BARRIER
MBGR	METAL BEAM GUARD RAILING
Med	MEDIAN
MGS	MIDWEST GUARDRAIL SYSTEM
MH	MANHOLE
Min	MINIMUM
Misc	MISCELLANEOUS
Misc I & S	MISCELLANEOUS IRON AND STEEL
Mkr	MARKER
Mod	MODIFIED, MODIFY
Mon	MONUMENT
MP	METAL PLATE
MPGR	METAL PLATE GUARD 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	103	0.9/1.2	10	17


 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 11-9-15

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	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
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

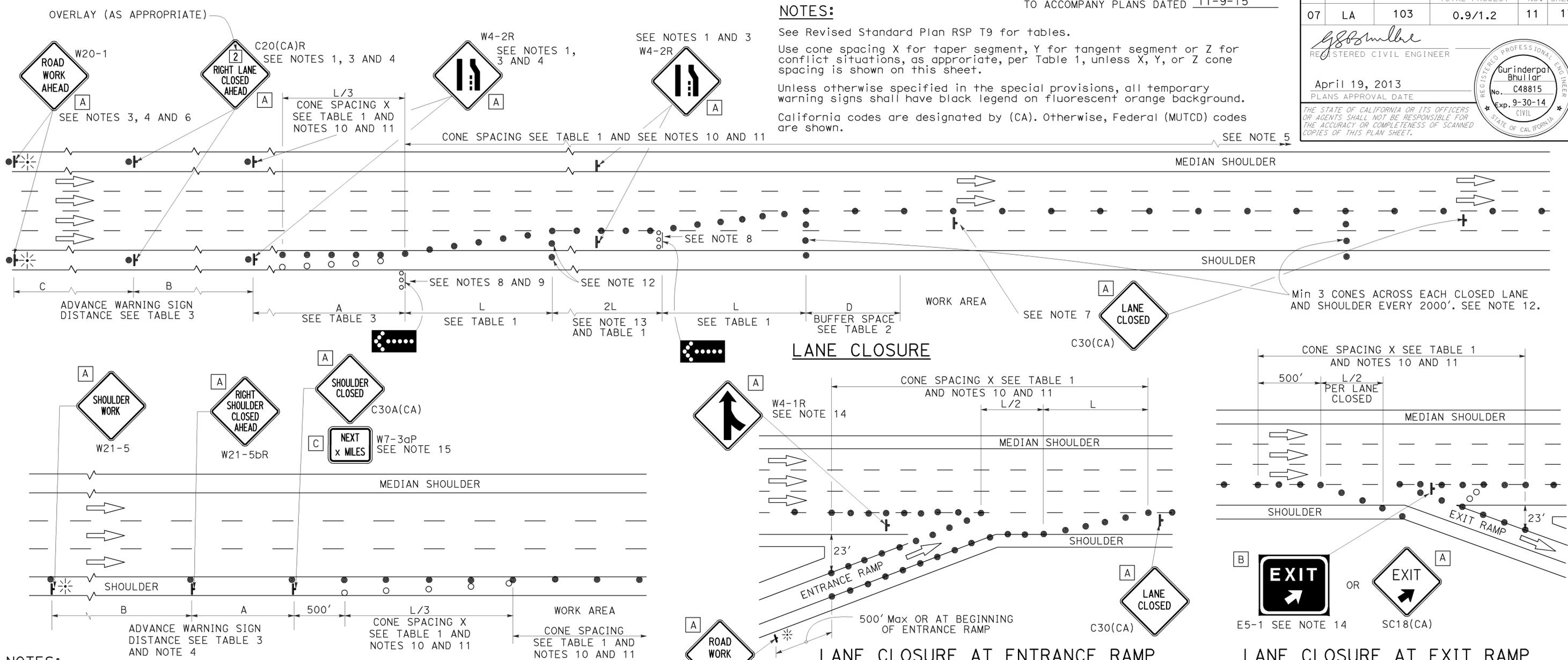
2010 REVISED STANDARD PLAN RSP T9

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	11	17

REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

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

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



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:

- 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 closures.
- Duplicate sign installations are not required:
 - On opposite shoulder if at least one-half of the available lanes remain open to traffic.
 - In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
- 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.

SHOULDER CLOSURE

- 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) NEXT _____ MILES 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 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.

LANE CLOSURE AT ENTRANCE RAMP

- 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.
- 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.
- Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
- A W7-3aP "NEXT _____ MILES" plaque must be used if the shoulder closure extends beyond the distance that can be perceived by road users.

LANE CLOSURE AT EXIT RAMP

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**

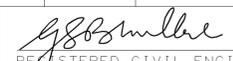
NO SCALE

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

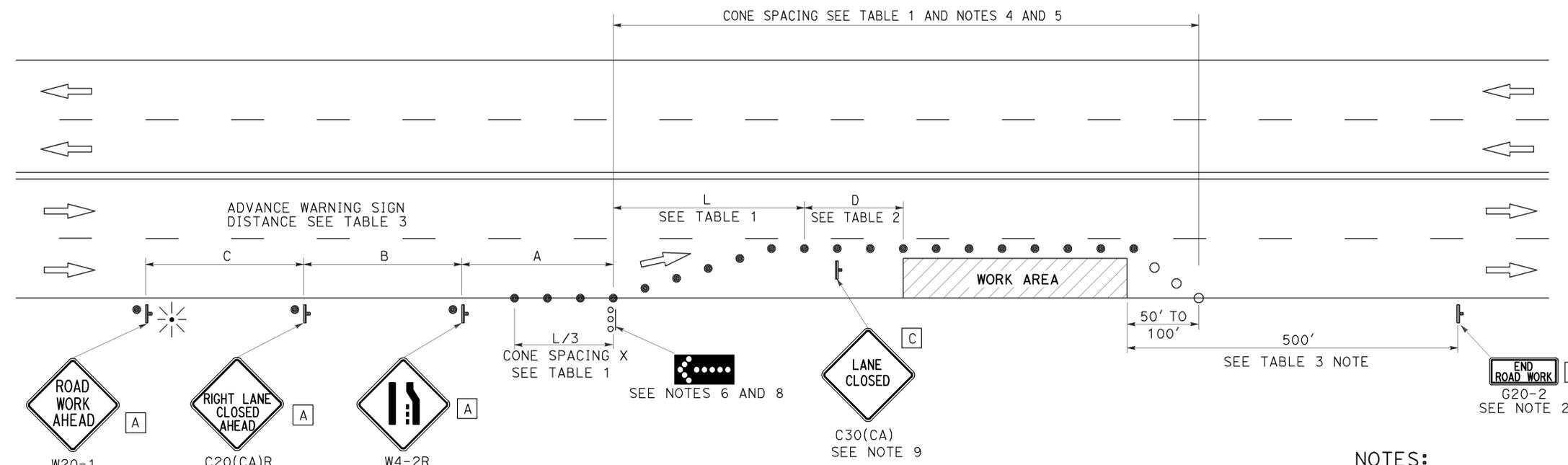
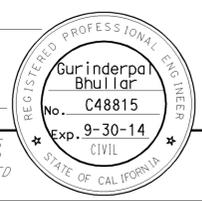
2010 REVISED STANDARD PLAN RSP T10

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	12	17


 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

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

TO ACCOMPANY PLANS DATED 11-9-15



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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	13	17

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.

LEGEND

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

SIGN PANEL SIZE (Min)

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

NOTES:

See Revised Standard Plan RSP T9 for tables.

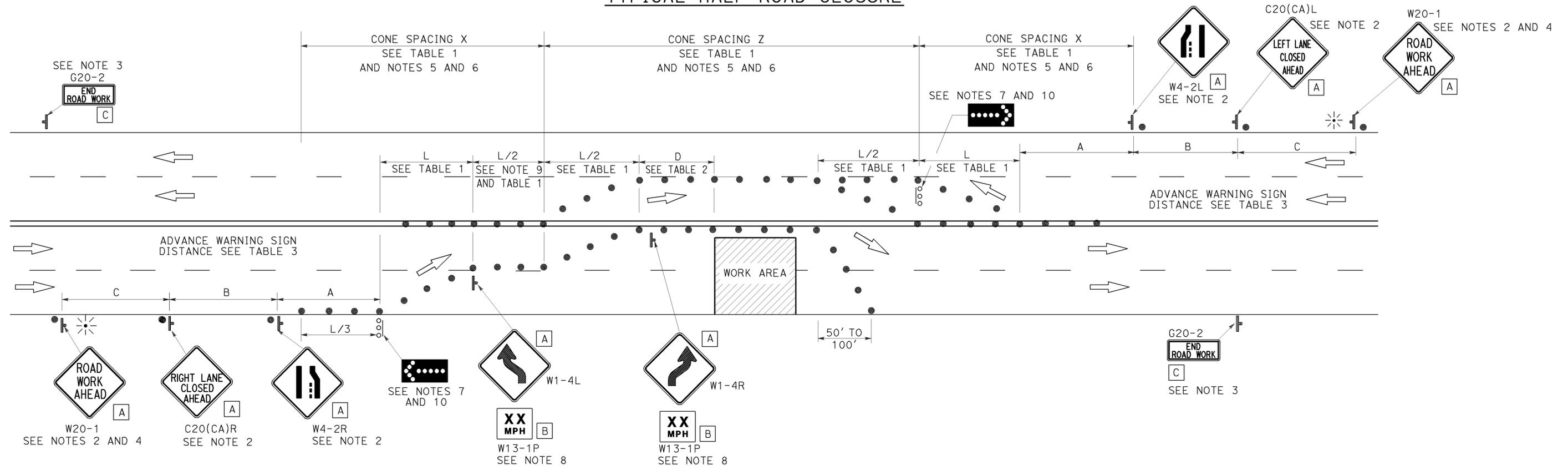
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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

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

TO ACCOMPANY PLANS DATED 11-9-15

TYPICAL HALF ROAD CLOSURE



NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
FOR HALF ROAD CLOSURE ON
MULTILANE CONVENTIONAL
HIGHWAYS AND EXPRESSWAYS**

NO SCALE

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

REVISED STANDARD PLAN RSP T12

2010 REVISED STANDARD PLAN RSP T12

NOTES:

See Revised Standard Plan RSP T9 for tables.

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

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

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	14	17

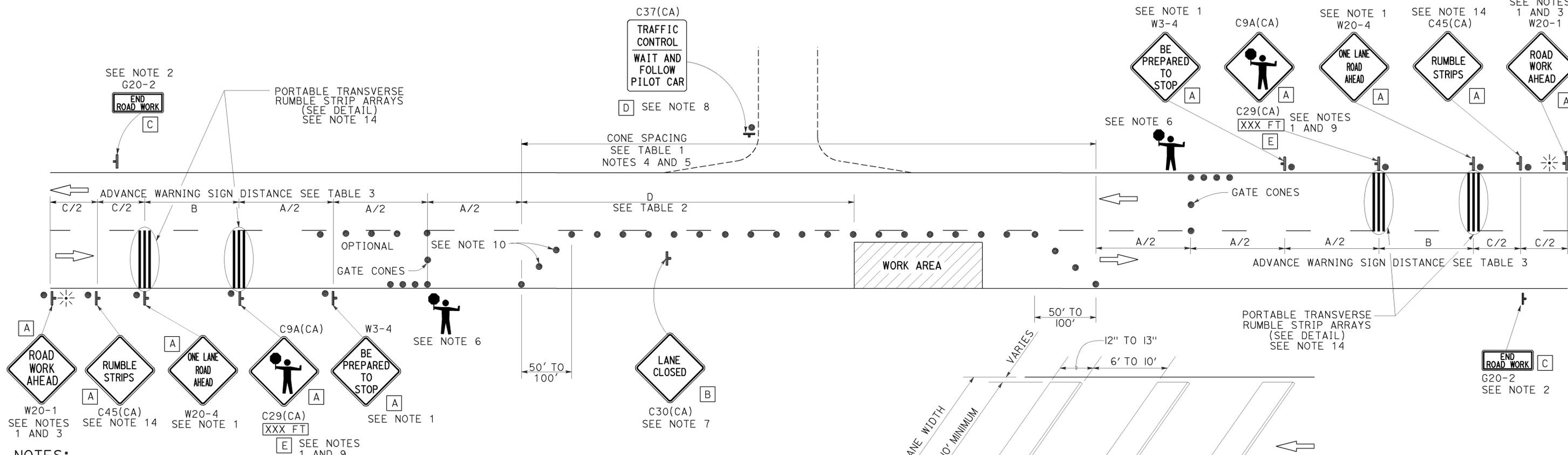
Devinder Singh
 REGISTERED CIVIL ENGINEER
 October 30, 2015
 PLANS APPROVAL DATE

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

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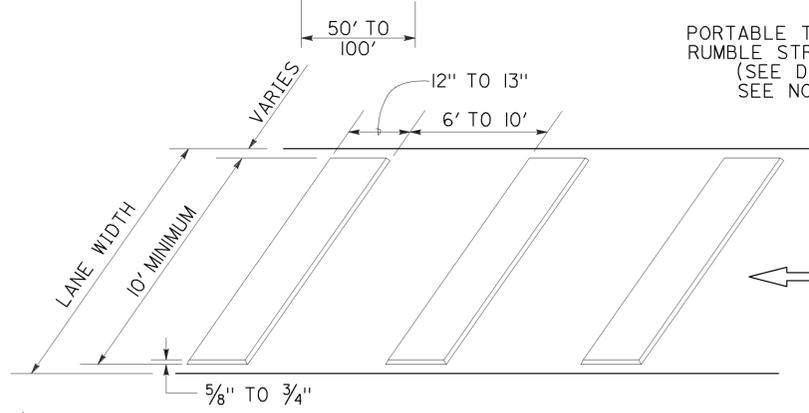
TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 11-9-15



NOTES:

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



PORTABLE TRANSVERSE RUMBLE STRIP ARRAY DETAIL

SIGN PANEL SIZE (Min)

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

LEGEND

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON TWO LANE CONVENTIONAL HIGHWAYS

NO SCALE

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

REVISED STANDARD PLAN RSP T13

2010 REVISED STANDARD PLAN RSP T13

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

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

LEGEND

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	15	17

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

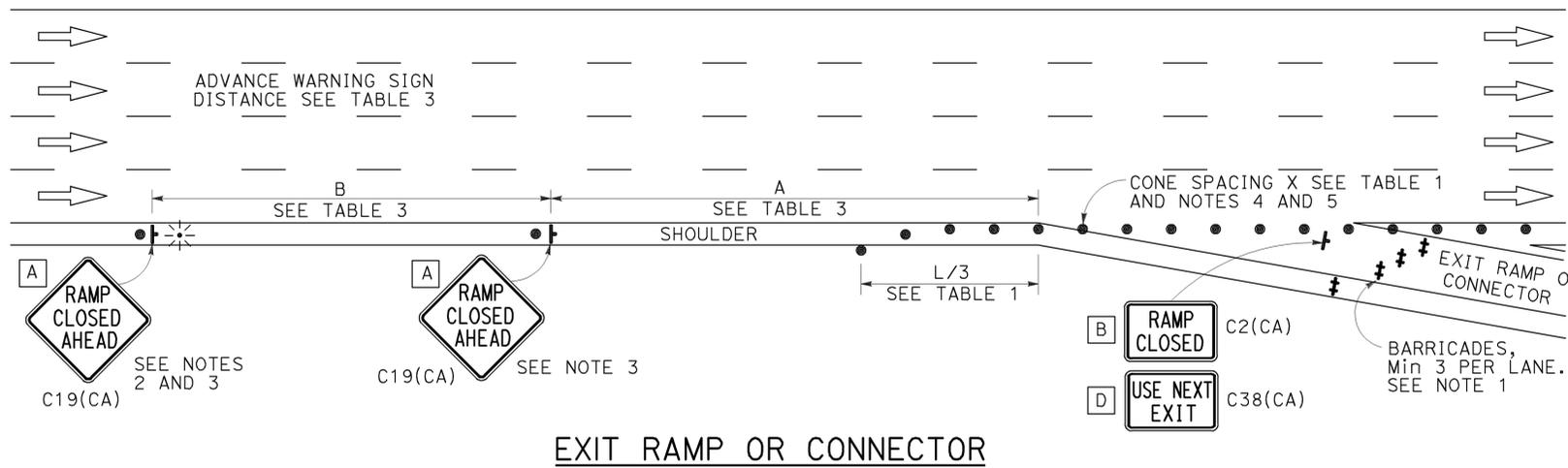
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

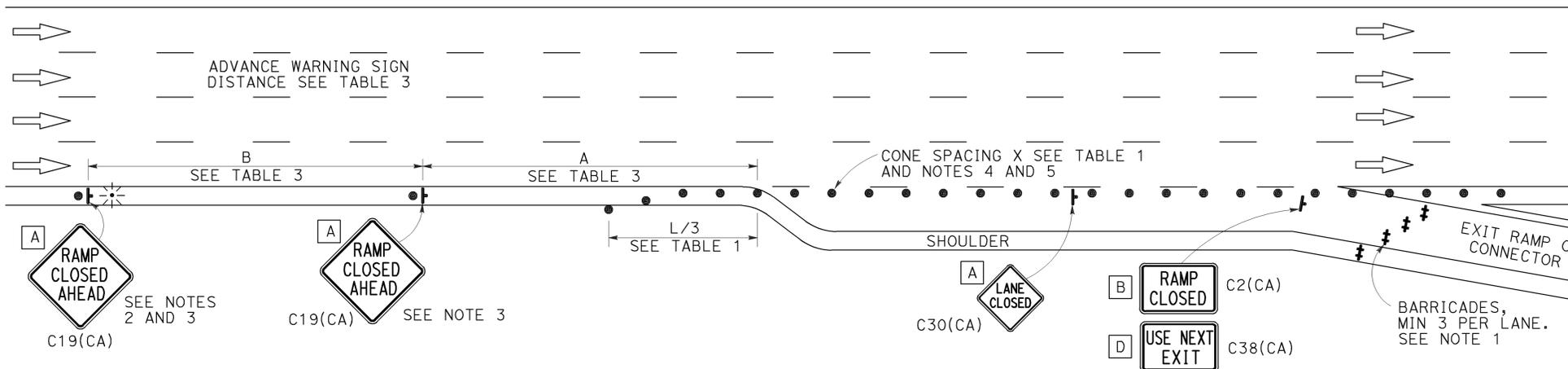
TO ACCOMPANY PLANS DATED 11-9-15

NOTES:

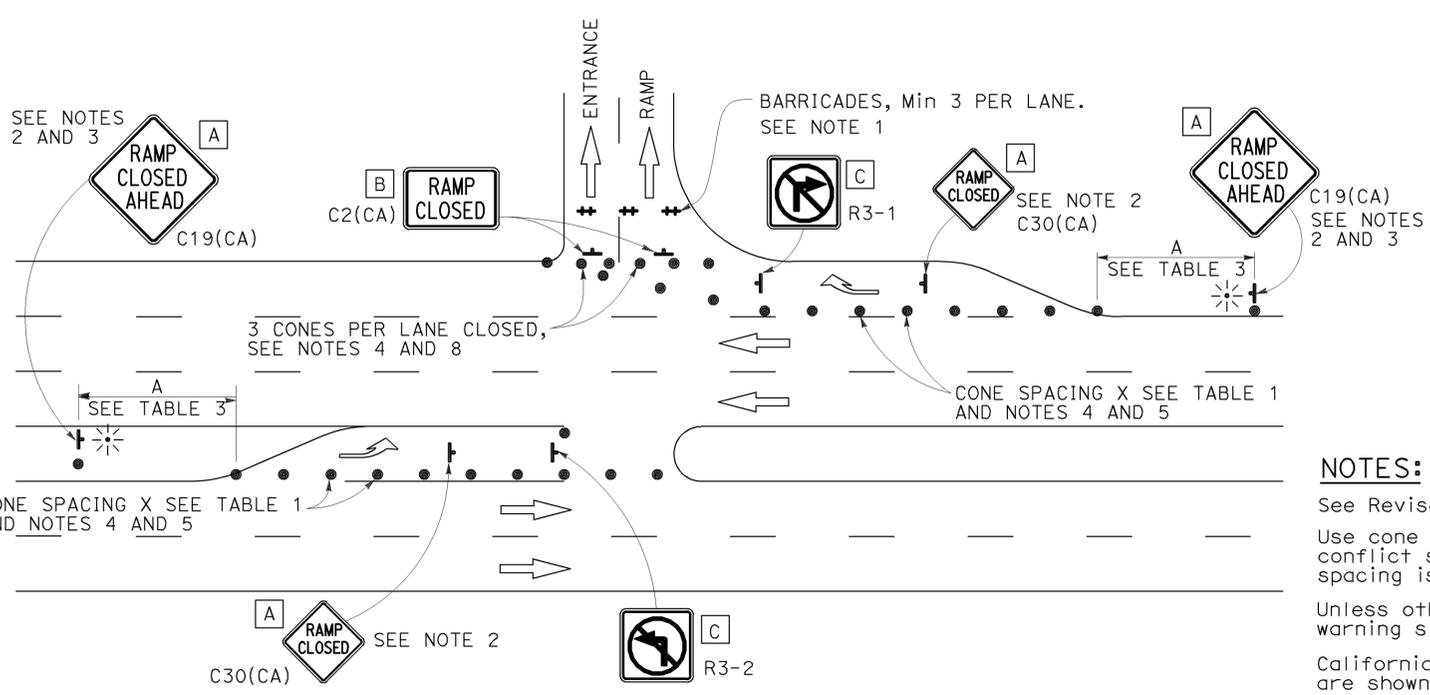
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed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



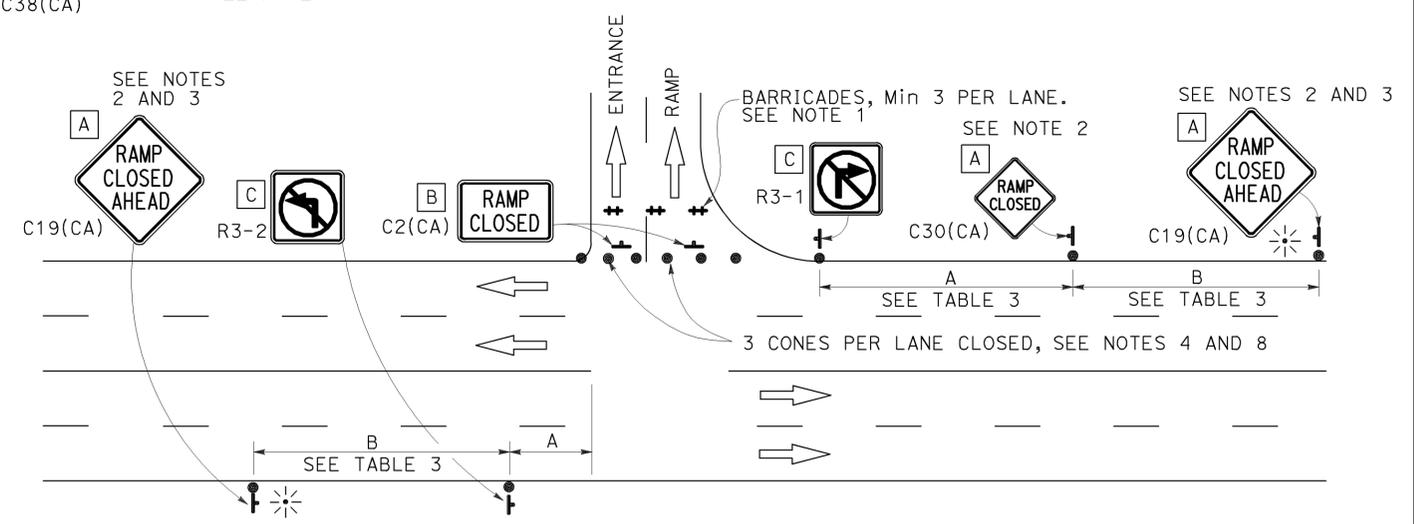
EXIT RAMP OR CONNECTOR



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

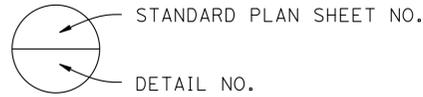
RSP T14 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T14
 DATED MAY 20, 2011 - PAGE 242 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T14

2010 REVISED STANDARD PLAN RSP T14

STANDARD PLANS DATED 2010

SHEET NO.	TITLE
A10A	ABBREVIATIONS (SHEET 1 OF 2)
RSP A10B	ABBREVIATIONS (SHEET 2 OF 2)
A10C	LINES AND SYMBOLS (SHEET 1 OF 3)
A10D	LINES AND SYMBOLS (SHEET 2 OF 3)
A10E	LINES AND SYMBOLS (SHEET 3 OF 3)



LEGEND:

- Indicates existing.
- ➔ Indicates direction of traffic.
- ① Indicates limits of clean, spot blast clean and paint undercoat, application of the specified paint system to steel members.

NOTES:

- For SECTIONS A-A and B-B see "TYPICAL SECTION" sheet.

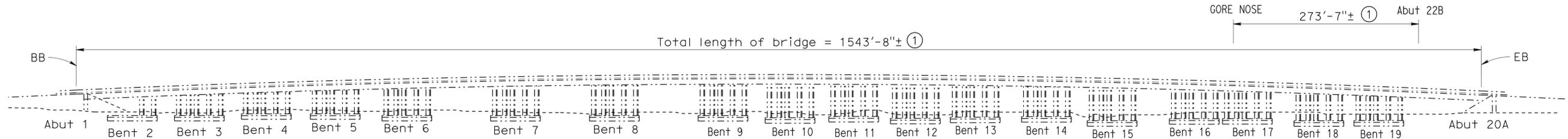
INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN
2	TYPICAL SECTION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	16	17

REGISTERED CIVIL ENGINEER DATE 10/01/14
 PLANS APPROVAL DATE 11-9-15
 No. C65380
 Exp. 09/30/17
 CIVIL
 STATE OF CALIFORNIA

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



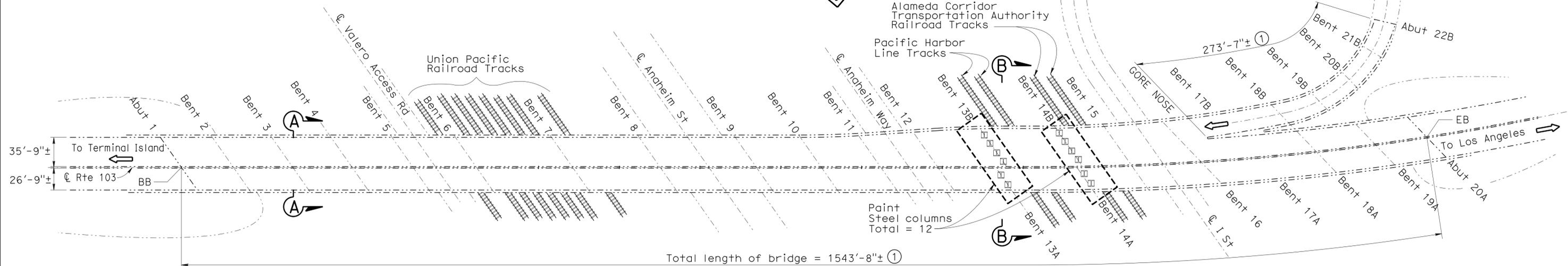
ELEVATION

NO SCALE

PAINT TABLE	
ITEM	APPROXIMATE PAINT AREA (SQFT)
Spot Blast Clean and Paint Undercoat	18,200

ANAHEIM STREET OVERHEAD BRIDGE NO. 53-2627

QUANTITIES	
LEAD COMPLIANCE PLAN	LUMP SUM
WORK AREA MONITORING (BRIDGE)	LUMP SUM
CLEAN STRUCTURAL STEEL (EXISTING BRIDGE)	LUMP SUM
PAINT STRUCTURAL STEEL (EXISTING BRIDGE)	LUMP SUM
SPOT BLAST CLEAN AND PAINT UNDERCOAT	18,200 SQFT



PLAN

NO SCALE

NOTE: THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL. EXISTING UTILITY FACILITIES ARE NOT INCLUDED ON THESE PLANS.

PAINT STRUCTURE

**ANAHEIM STREET OVERHEAD
GENERAL PLAN**

Tony Brake DESIGN ENGINEER	DESIGN	BY Gerald Joo	CHECKED Tony Brake	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	53-2627
	DETAILS	BY Tom Dang	CHECKED Gerald Joo	LAYOUT	BY Tom Dang			POST MILE	0.90
	QUANTITIES	BY Gerald Joo	CHECKED Tony Brake	SPECIFICATIONS	BY Theresa Nedwick			PLANS AND SPECS COMPARED	Theresa Nedwick

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

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

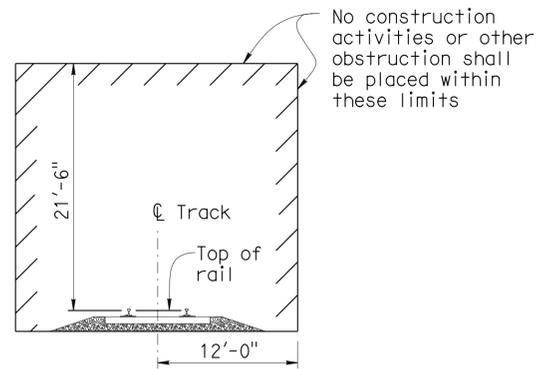
UNIT: 3489
PROJECT NUMBER & PHASE: 0700020042-1 CONTRACT NO.: 07-4Y8504

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
9-25-14 9-30-14 7-28-14	01	02

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	103	0.9/1.2	17	17
 REGISTERED CIVIL ENGINEER DATE 10/01/14					
11-9-15 PLANS APPROVAL DATE					
<small>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.</small>					

EXISTING MINIMUM VERTICAL CLEARANCE TABLE	
LOCATION	MINIMUM VERTICAL CLEARANCE
SPAN 1	13'-1"
SPAN 2	15'-8"
SPAN 3	17'-6"
SPAN 4	20'-8"
SPAN 5	24'-5"
SPAN 6	23'-1"
SPAN 7	26'-3"
SPAN 8	22'-8"
SPAN 9	25'-7"
SPAN 10	27'-11"
SPAN 11	27'-7"
SPAN 12	26'-7"
SPAN 13	26'-4"
SPAN 14	23'-10"
SPAN 15	21'-6"
SPAN 16	19'-10"
SPAN 17A	18'-9"
SPAN 17B	19'-0"
SPAN 18A	14'-11"
SPAN 18B	16'-10"
SPAN 19A	11'-8"
SPAN 19B	14'-0"
SPAN 20B	10'-6"
SPAN 21B	9'-0"



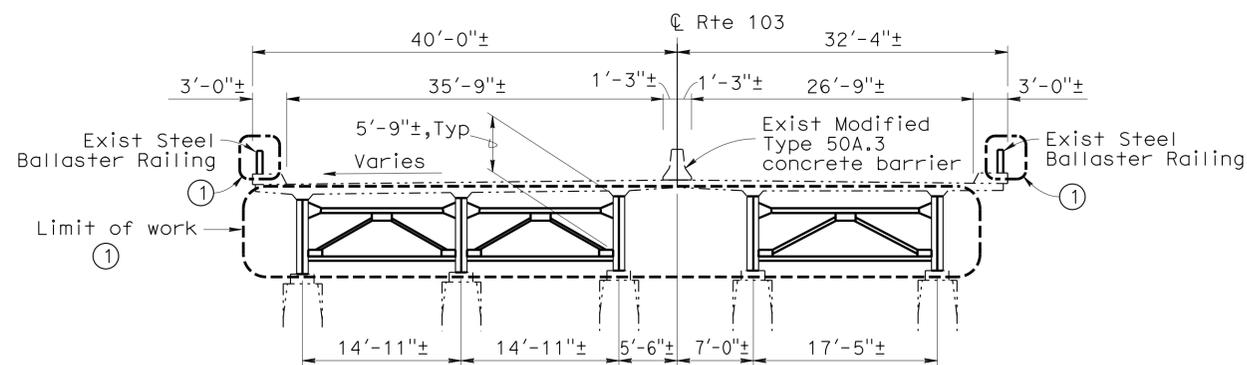
MINIMUM CONSTRUCTION CLEARANCE ENVELOPE
(NORMAL TO RAILROAD)

LEGEND:

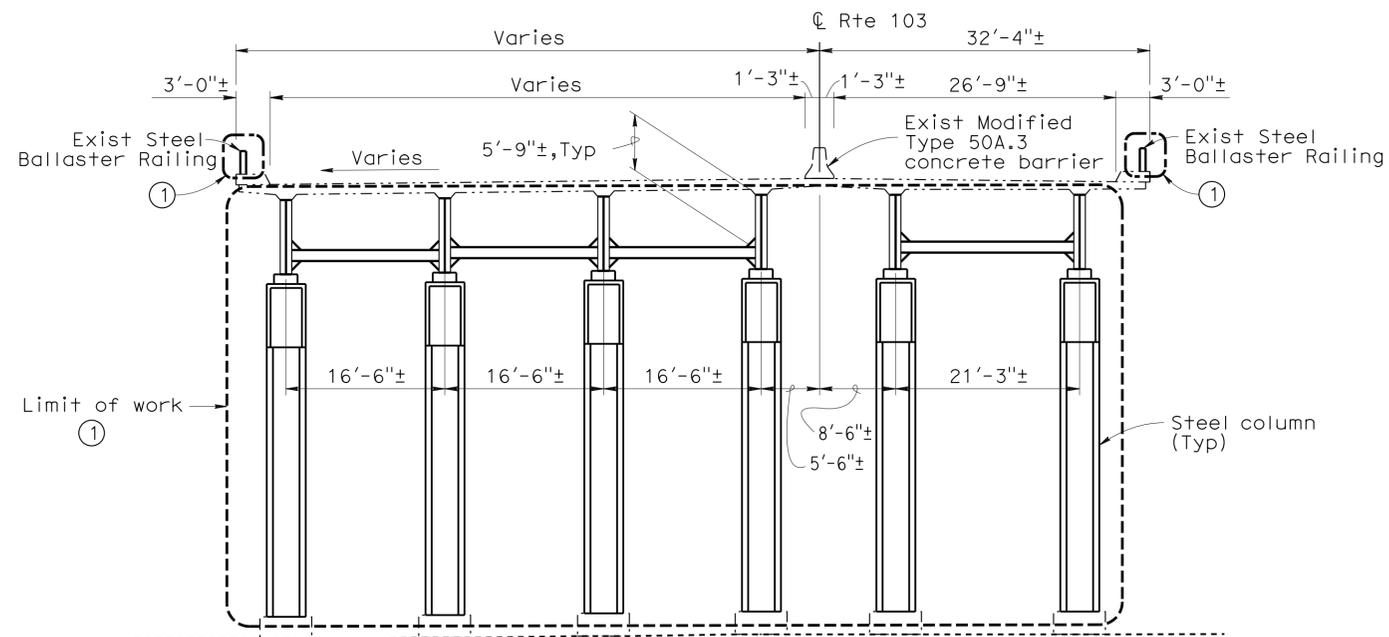
- Indicates existing.
- ① Indicates limits of clean, spot blast clean and paint undercoat, application of the specified paint system to steel members.

NOTES:

- For location of SECTIONS A-A and B-B see "GENERAL PLAN" sheet.



SECTION A-A
NO SCALE



SECTION B-B
NO SCALE

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL. EXISTING UTILITY FACILITIES ARE NOT INCLUDED ON THESE PLANS.

DESIGN BY Gerald Joo CHECKED Tony Brake DETAILS BY Tom Dang CHECKED Gerald Joo QUANTITIES BY Gerald Joo CHECKED Tony Brake	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE NO. 53-2627 POST MILE 0.90	PAINT STRUCTURE				
			ANAHEIM STREET OVERHEAD				
			TYPICAL SECTION				
STRUCTURES MAINTENANCE DETAIL SHEET (ENGLISH) (REV. 09-01-10)		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3489 PROJECT NUMBER & PHASE: 0700020042	CONTRACT NO.: 4Y8501	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES: 9-25-14, 7-08-14, 9-16-14	SHEET 02 OF 02