

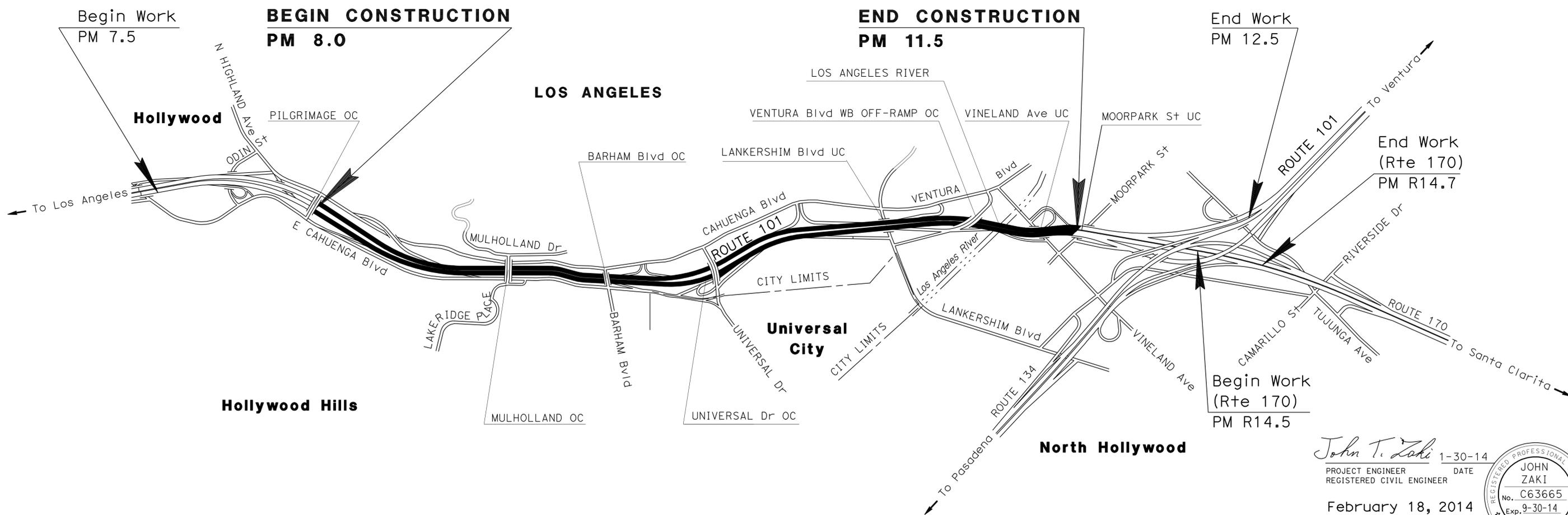
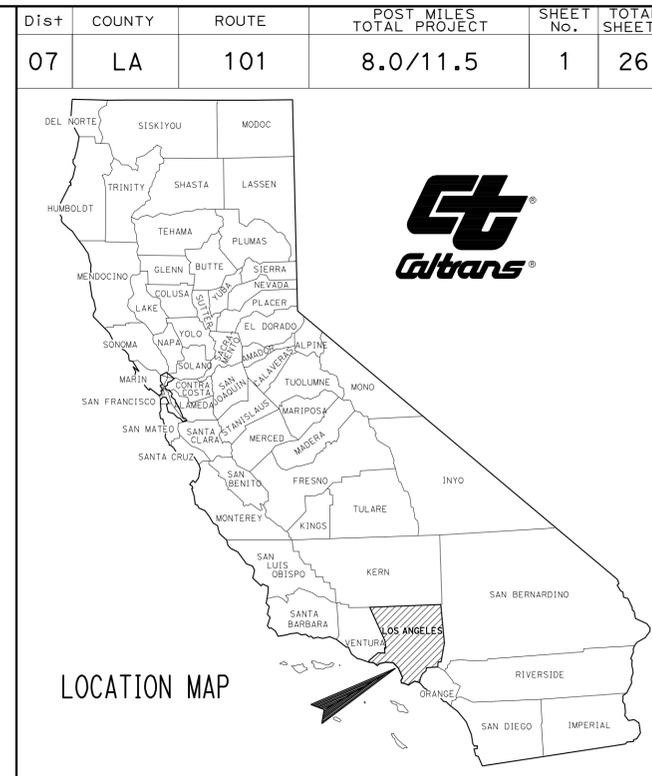
INDEX OF PLANS

SHEET No.	DESCRIPTION
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4	CONSTRUCTION AREA SIGNS
5-9	TRAFFIC HANDLING DETAILS
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12	SUMMARY OF QUANTITIES
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15-26	REVISED STANDARD PLANS

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

STATE OF CALIFORNIA ACNHP-Q101(245)E
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY IN LOS ANGELES
FROM PILGRIMAGE OVERCROSSING TO
MOORPARK STREET UNDERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



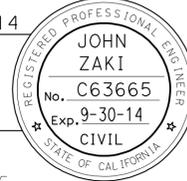
PROJECT MANAGER
GARY KEVORKIAN

DESIGN ENGINEER
KEVIN KWAN

John T. Zaki 1-30-14
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER

February 18, 2014
 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.



NO SCALE

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

DATE PLOTTED => 05-MAR-2014 TIME PLOTTED => 10:53

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	2	26
<i>John T. Zaki</i> REGISTERED CIVIL ENGINEER DATE 1-30-14					
2-18-14 PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

NOTES:

- DIMENSIONS OF THE PAVEMENT STRUCTURES ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- SUPERELEVATION AS SHOWN OR DIRECTED BY THE ENGINEER.
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- EXISTING DRAINAGE INLETS HAVE NOT BEEN PLOTTED.
- EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED.
- OMIT COLD PLANE AND RHMA-SP-G PLACEMENT ON PCC PAVEMENT AND PCC GUTTERS.

ABBREVIATION:

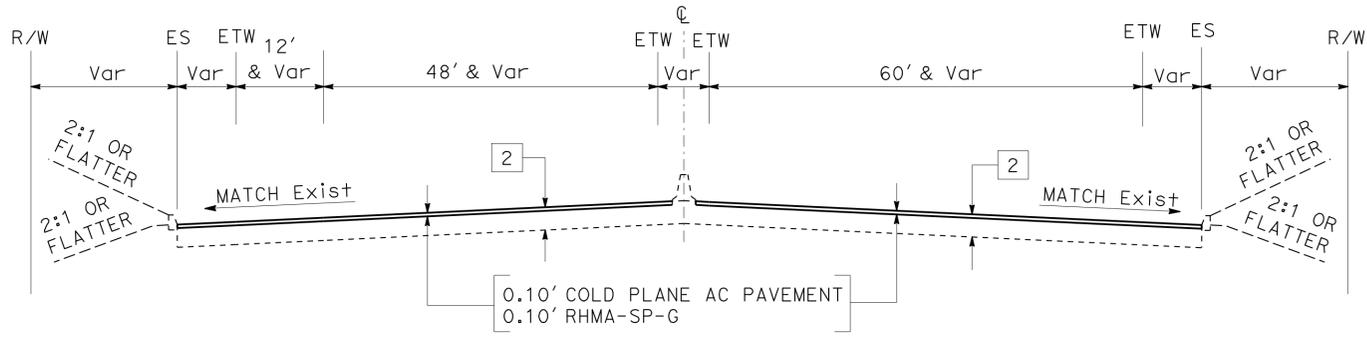
RHMA-SP-G = RUBBERIZED HOT MIX ASPHALT, SUPERPAVE (GAP GRADED)

PAVEMENT CLIMATE REGION

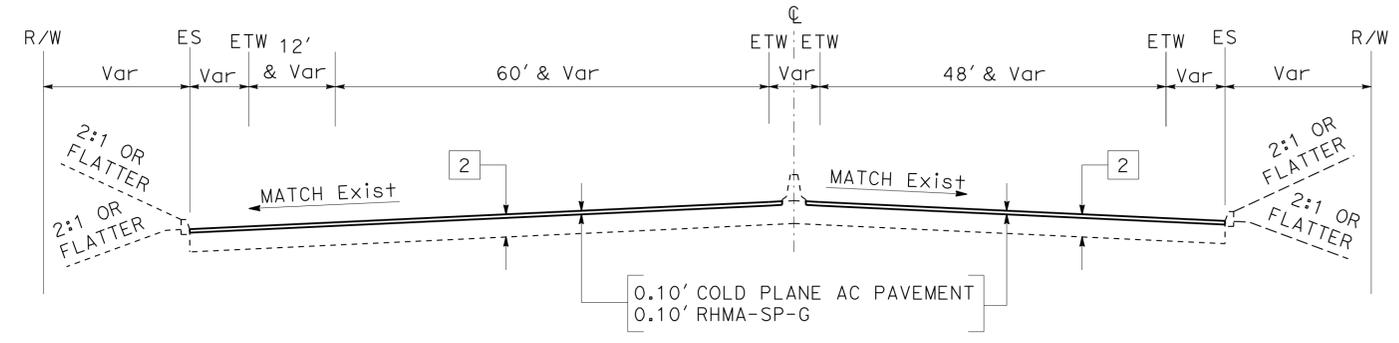
INLAND VALLEY

TYPICAL STRUCTURAL SECTIONS:

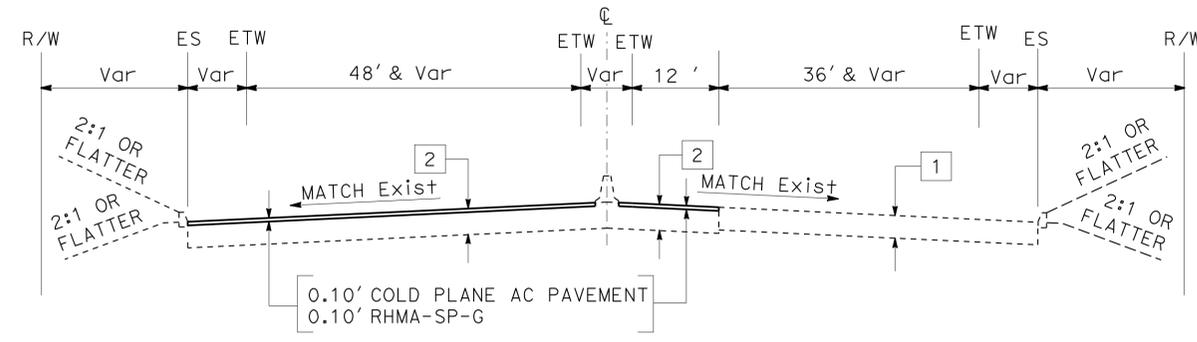
- 1 EXISTING
0.67' PORTLAND CEMENT CONCRETE
0.33' CEMENT TREATED SUBGRADE
0.33' IMPORTED BASE MATERIAL
0.67' IMPORTED SUBBASE MATERIAL
- 2 EXISTING
0.35' ASPHALT CONCRETE (TYPE B)
0.66' CLASS A CEMENT TREATED BASE
0.25' CLASS 3 AGGREGATE BASE
0.85' CLASS 4 AGGREGATE SUBBASE



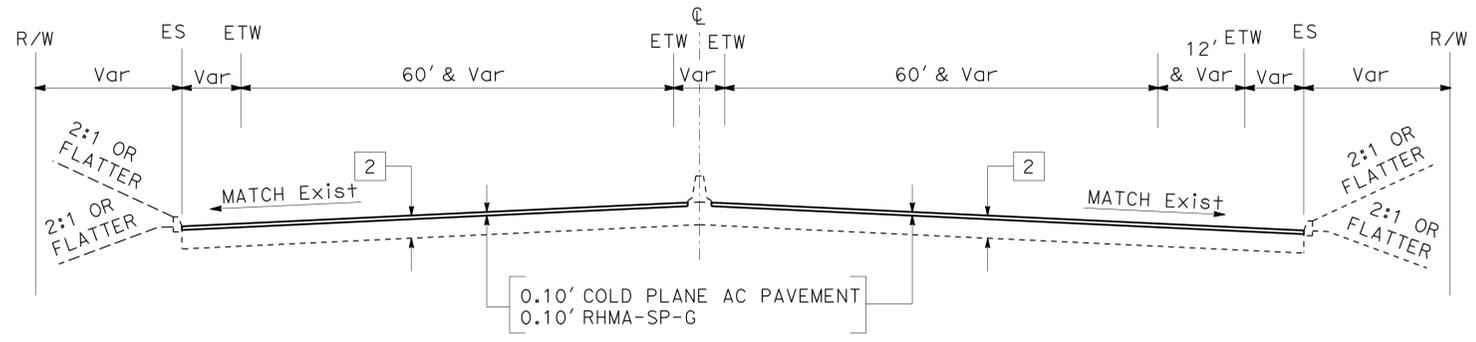
ROUTE 101
 SOUTHBOUND PM 8.5 TO PM 8.9
 NORTHBOUND PM 8.1 TO PM 8.2
 PM 8.6 TO PM 9.9
 PM 10.2 TO PM 10.4
 PM 10.8 TO PM 11.5



ROUTE 101
 SOUTHBOUND PM 10.3 TO PM 10.4
 PM 11.3 TO PM 11.5
 NORTHBOUND PM 10.4 TO PM 10.8



ROUTE 101
 SOUTHBOUND PM 8.0 TO PM 8.5
 NORTHBOUND PM 8.0 TO PM 8.1



ROUTE 101
 SOUTHBOUND PM 8.9 TO PM 10.3
 PM 10.4 TO PM 11.3
 NORTHBOUND PM 8.2 TO PM 8.6
 PM 9.9 TO PM 10.2

TYPICAL CROSS SECTIONS
 NO SCALE
X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE ENGINEERING
 JOHN ZAKI
 KEVIN KWAN
 KEVIN KWAN
 KEVIN KWAN

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	3	26

John T. Zaki 1-30-14
 REGISTERED CIVIL ENGINEER DATE

2-18-14
 PLANS APPROVAL DATE

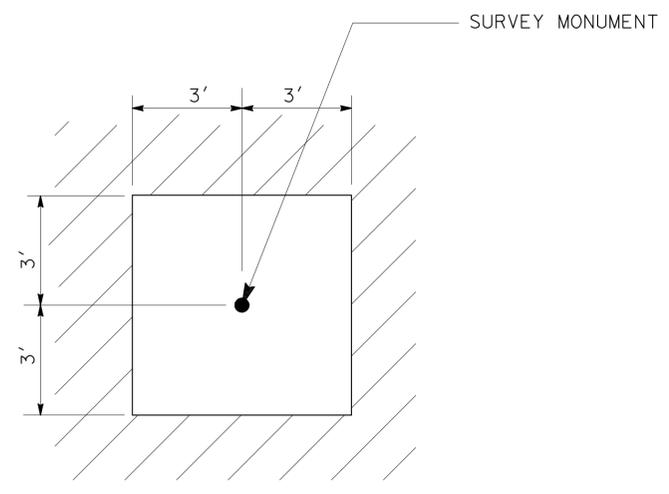
THE STATE OF CALIFORNIA OR ITS OFFICERS
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
 THE ACCURACY OR COMPLETENESS OF SCANNED
 COPIES OF THIS PLAN SHEET.

LEGEND:

LIMITS OF COLD PLANE AND RHMA-SP-G

ABBREVIATION:

RHMA-SP-G = RUBBERIZED HOT MIX ASPHALT,
SUPERPAVE (GAP GRADED)



PLAN
NO SCALE

MONUMENTATION

POINT	LATITUDE	LONGITUDE	DESCRIPTION	POST MILE	LOCATION
1000	N34 08' 59.12"	W118 22' 26.51"	PK NAIL IN AC	SB Rte 101- PM 11.35	POINT IS SET FLUSH IN AC (CENTER AERIAL TARGET ON SB Rte 101 OUTSIDE SHOULDER)
2632	N34 09' 03.22"	W118 22' 29.99"	LEAD AND TACK	SB Rte 101- PM 11.50	POINT IS SET FLUSH IN CONCRETE (1' WEST OF OUTSIDE ETW ON SB Rte 101)
5043	N34 07' 49.62"	W118 20' 54.11"	2" C.D.O.T. BRASS DISK STAMPED "GPS 5043 1991 LS 5679"	NB Rte 101- PM 9.40	POINT IS SET FLUSH IN TC OF EAST SIDE OF GORE FOR RTE 101 NB OFF RAMP TO UNIVERSAL CENTER Dr (POINT IS DIRECTLY UNDER GUARDRAIL)
5045	N34 08' 05.59"	W118 21' 33.46"	2" C.D.O.T. BRASS DISK STAMPED "GPS 5045 1991 LS 5679"	SB Rte 101- PM 10.00	POINT IS SET FLUSH IN NE CORNER OF CONCRETE PAD FOR ELECTRICAL VAULT LOCATED OFF OUTSIDE SHOULDER OF Rte 101 SB ON RAMP FROM LANKERSHIM
5046	N34 08' 12.78"	W118 21' 40.59"	2" C.D.O.T. BRASS DISK STAMPED "GPS 5046 1991 LS 5679"	NB Rte 101- PM 10.24	POINT IS SET FLUSH IN AC GORE AREA OF NB Rte 101 OFF RAMP TO LANKERSHIM Blvd
5049	N34 09' 00.24"	W118 22' 27.46"	2" C.D.O.T. BRASS DISK STAMPED "GPS 5049 1991 LS 5679"	SB Rte 101- PM 11.40	POINT IS SET FLUSH IN CONCRETE 2.7' W ETW ON SB Rte 101 OUTSIDE SHOULDER

CONSTRUCTION DETAILS

C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING
 FUNCTIONAL SUPERVISOR: KEVIN KWAN
 CALCULATED/DESIGNED BY: KEVIN KWAN
 CHECKED BY: KEVIN KWAN
 REVISED BY: JOHN ZAKI
 DATE: 1-30-14
 KEVIN KWAN

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	4	26

John T. Zaki 1-30-14
 REGISTERED CIVIL ENGINEER DATE

2-18-14
 PLANS APPROVAL DATE

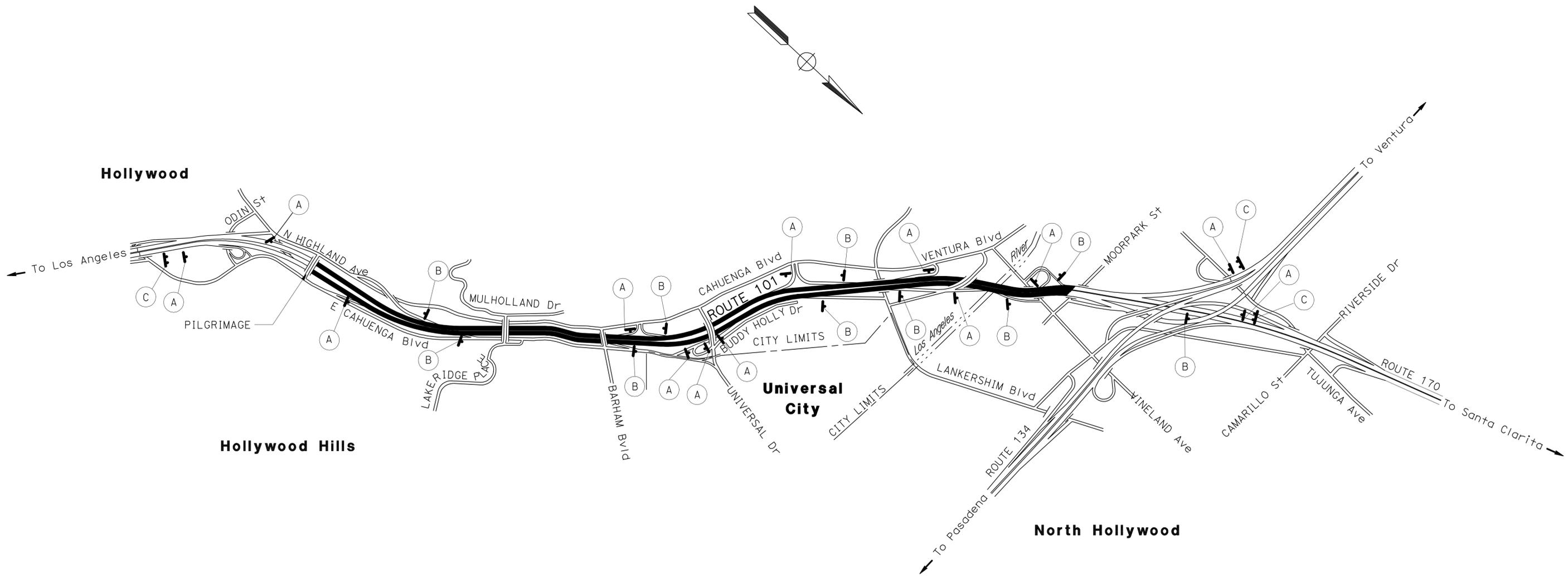
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

1. EXACT LOCATION AND POSITION OF SIGNS WILL BE DETERMINED BY THE ENGINEER.

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	1 - 6" x 6"	13
B	G20-2		48" x 24"	END ROAD WORK	1 - 4" x 6"	10
C		C40	144" x 60"	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	2 - 6" x 8"	3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING
 FUNCTIONAL SUPERVISOR: KEVIN KWAN
 CALCULATED/DESIGNED BY: KEVIN KWAN
 CHECKED BY: KEVIN KWAN
 REVISED BY: JOHN ZAKI
 DATE REVISED: KEVIN KWAN



CONSTRUCTION AREA SIGNS
NO SCALE

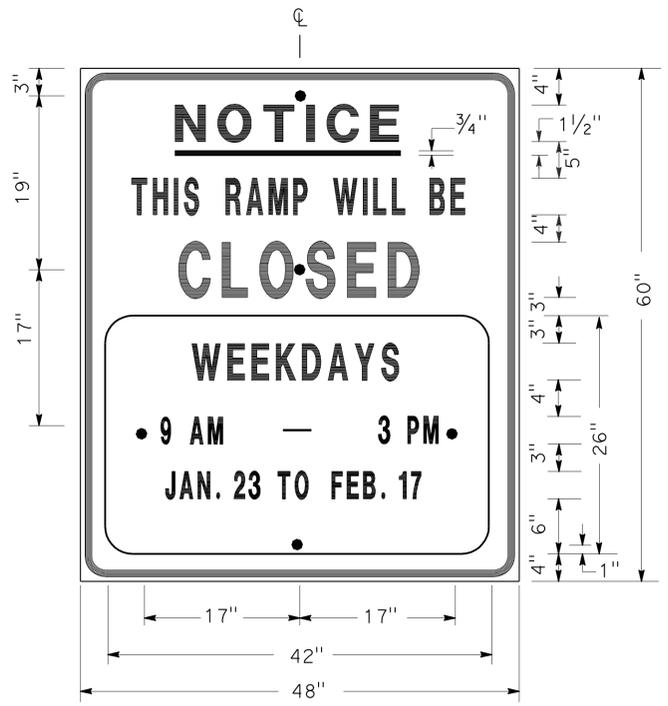
APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

CS-1

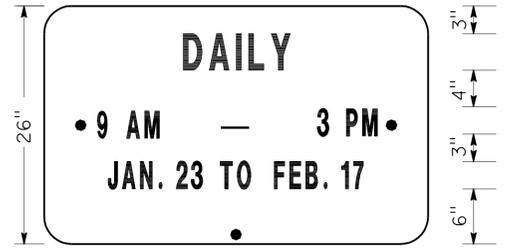
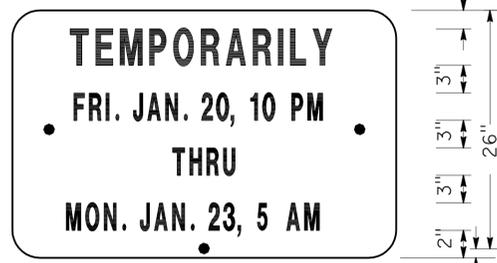
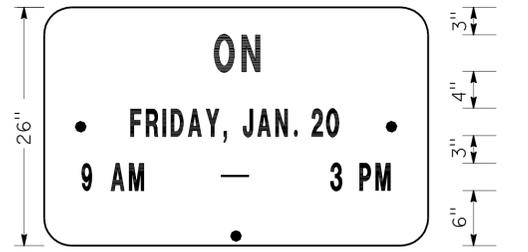
LAST REVISION DATE PLOTTED => 05-MAR-2014
 02-18-14 TIME PLOTTED => 10:53

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	5	26

2-12-14
 REGISTERED CIVIL ENGINEER DATE
 2-18-14
 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.



SIGN SP-1



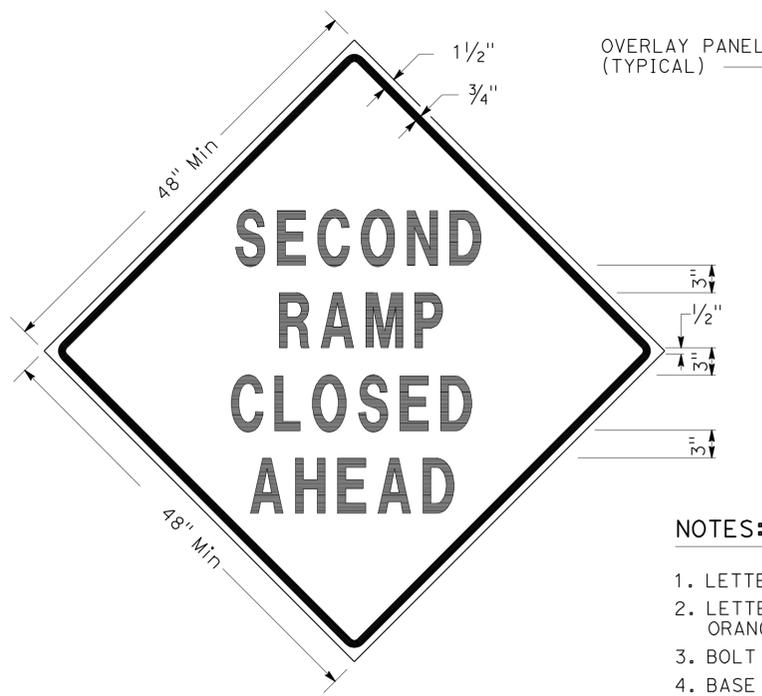
ALTERNATE OVERLAY PANELS (TYPICAL)

- NOTES: (SIGN SP-1)
- LETTERS AND BORDER SHALL BE BLACK ON REFLECTORIZED ORANGE BACKGROUND.
 - BOLT HOLES SHALL BE 3/8" DIAMETER.
 - BASE MATERIAL SHALL BE ALUMINUM (MINIMUM 0.06").
 - SIGNS SHALL 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 SHALL BE BLACK ON REFLECTORIZED ORANGE BACKGROUND.
 - BOLT HOLES SHALL BE 3/8" DIAMETER.
 - BASE MATERIAL SHALL BE ALUMINUM (MINIMUM 0.06").
 - SIGNS SHALL BE MOUNTED WITH BOTTOMS OF SIGNS A MINIMUM OF 7' ABOVE GROUND.
 - SIGN SP-5 SHALL 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 SHALL BE BLACK ON REFLECTORIZED WHITE BACKGROUND.
 - BOLT HOLES SHALL BE 3/8" DIAMETER.
 - BASE MATERIAL SHALL BE ALUMINUM (MINIMUM 0.06").
 - SIGNS SHALL BE PLACED AT RAMP ENTRANCES IN ADDITION TO SIGNS POSTED IN ACCORDANCE WITH STANDARD PLAN RSP T14.

SPECIAL SIGN FOR ENTRANCE RAMP CLOSURES

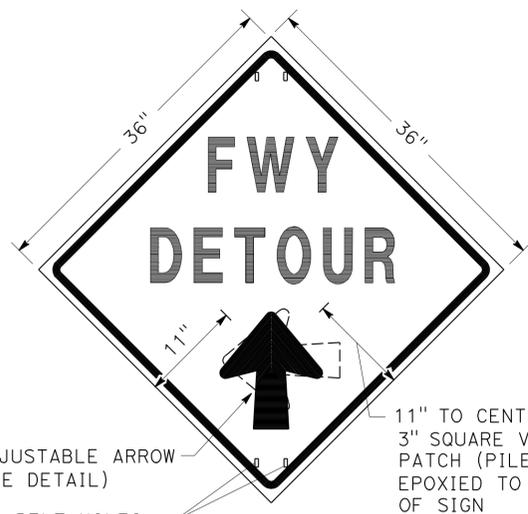
**TRAFFIC HANDLING DETAILS
 TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURES, DETOUR SIGNS,
 AND MISCELLANEOUS DETAILS**

SHEET 1 OF 2

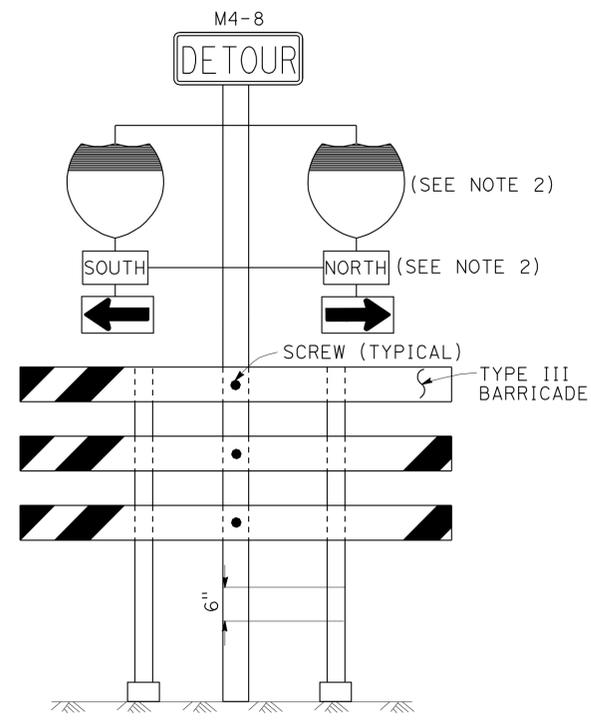
NO SCALE

THD-1

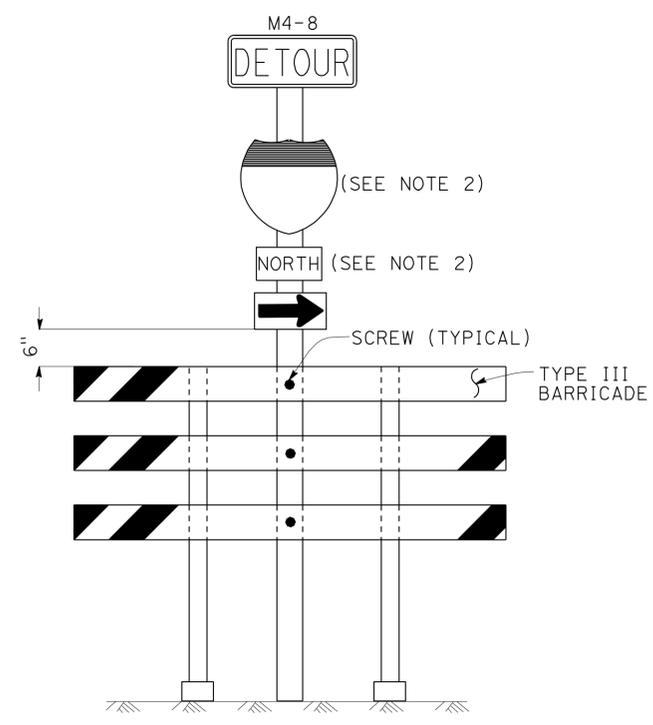
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	6	26
<i>Albert K. Yu</i> 2-12-14 REGISTERED CIVIL ENGINEER DATE					
2-18-14 PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



SIGN SP-2



SIGN SP-6 (SEE NOTE 1)



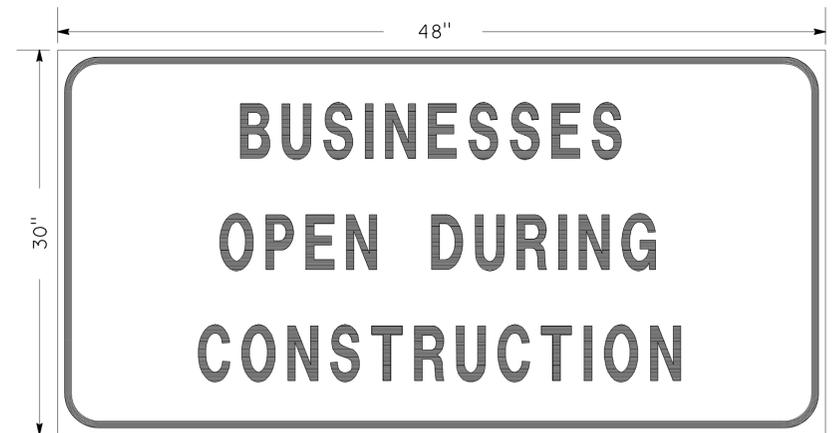
SIGN SP-7 (SEE NOTE 1)

NOTES: (SIGNS SP-6 & SP-7)

1. IN LIEU OF PLACING SIGNS ON TYPE III BARRICADES, SIGNS, INCLUDING POSTS, MAY BE PLACED INTO THE GROUND OR FASTENED ONTO ELECTROLIERS.
2. 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)].

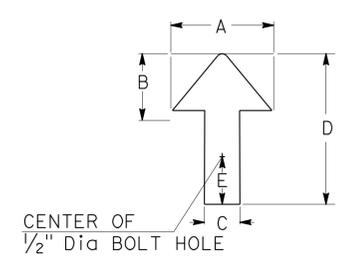
NOTES: SIGN SP-2

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



SIGN SP-8

SPECIAL PORTABLE FREEWAY DETOUR SIGNS



DIMENSIONS				
A	B	C	D	E
6"	3"	2"	8"	1"

ADJUSTABLE ARROW DETAIL

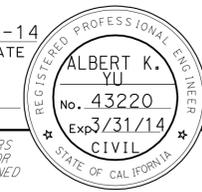
ABBREVIATION

(CA) CALIFORNIA CODE

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

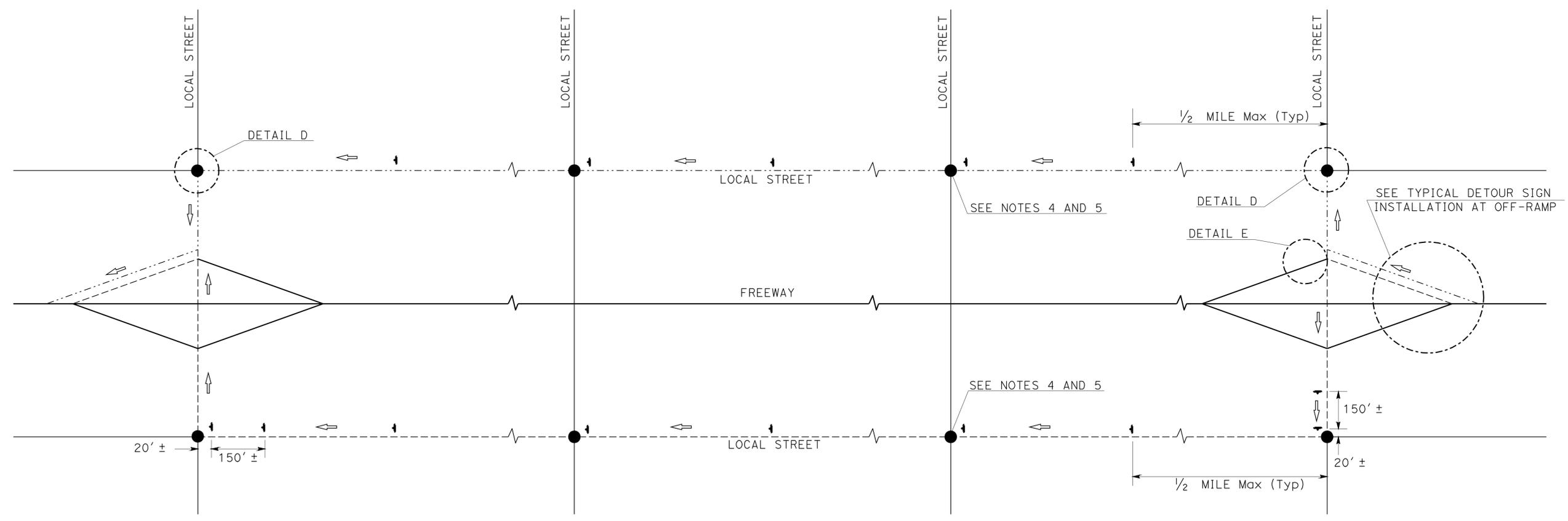
THD-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DTM
 FUNCTIONAL SUPERVISOR JOHN YANG
 REVISIONS: JC 3/12
 REVISOR: ALBERT K YU
 DESIGNED BY: JOHN YANG
 CHECKED BY:

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	8	26
 REGISTERED CIVIL ENGINEER DATE 2-12-14					
2-18-14 PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

- 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 SHALL NOT BE INSTALLED ON BARRICADES EXCEPT AS OTHERWISE SHOWN.
 - SIGN LOCATIONS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
 - SP-2 SIGNS SHALL 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 SHALL 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-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DT M
 FUNCTIONAL SUPERVISOR: JOHN YANG
 CALCULATED/DESIGNED BY: ALBERT K YU
 CHECKED BY: JOHN YANG
 REVISED BY: JC
 DATE REVISED: 3/12

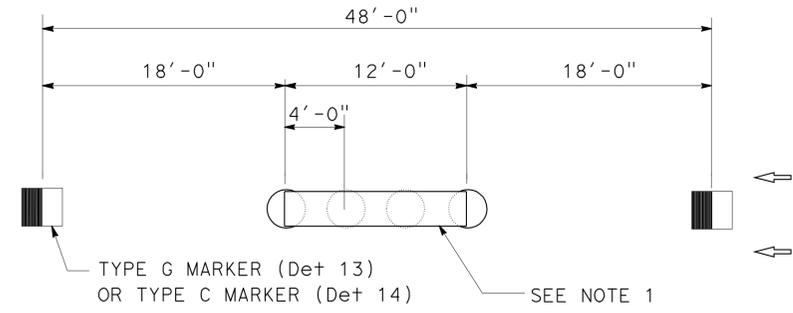
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	10	26

John T. Zaki 1-30-14
 REGISTERED CIVIL ENGINEER DATE
 2-18-14
 PLANS APPROVAL DATE

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NOTE:

- PLACE 4" WIDE THERMOPLASTIC TRAFFIC STRIPE ON TOP OF TYPE A NON-REFLECTIVE MARKERS.



DETAIL 13/14 (MODIFIED)
NO SCALE

PAVEMENT DELINEATION QUANTITIES																			
DIRECTION/LOCATION	THERMOPLASTIC TRAFFIC STRIPE						THERMOPLASTIC PAVEMENT MARKING	PAVEMENT MARKER											
	4" SOLID YELLOW	4" SOLID WHITE	4" WHITE (BROKEN 36-12)	8" WHITE (BROKEN 12-3)	8" SOLID WHITE	8" SOLID WHITE		TYPE A NON-REFLECTIVE	RETROREFLECTIVE										
									DETAIL 25	DETAIL 27B	DETAIL 13/14 (Mod)	DETAIL 37	DETAIL 38B	DETAIL 38	DETAIL 13/14 (Mod)	DETAIL 25	DETAIL 37	DETAIL 38B	DETAIL 38
LF						SQFT	EA												
NB	PM 8.0/8.1	528	528	1,584	1,010	295		132	34		12	4	3	27					
	PM 8.1/8.2	528	528	1,584				132	34		12								
	PM 8.2/8.6	2,112	2,112	6,336	1,590	4,019		528	133	12	45	4	3	337					
	PM 8.6/9.9	6,864	6,864	27,456			935	65	2,288	573	24	144				40			
	PM 9.9/10.2	1,584	1,584	6,336	1,476	689	427		528	133	12	34	4	3	59	19			
	PM 10.2/10.4	1,056	1,056	4,224			722	65	352	89		23				31			
	PM 10.4/10.8	2,112	2,112	8,448	2,290	305	1,640	226	704	177		45	4	3	27	69			
PM 10.8/11.8	3,696	3,696	14,784			328		1,232	309	36	78			450	15				
SUBTOTALS (THIS SHEET)		18,480	18,480	70,752	6,366	5,308	4,052	356	5,896	1,482	84	393	16	12	900	174			
		36,960				9,360				3,061									

PAVEMENT DELINEATION QUANTITIES
PDQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING
 FUNCTIONAL SUPERVISOR: KEVIN KWAN
 CALCULATED/DESIGNED BY: KEVIN KWAN
 CHECKED BY: KEVIN KWAN
 REVISIONS: JOHN ZAKI, KEVIN KWAN
 REVISED BY: KEVIN KWAN
 DATE REVISED:

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	11	26

John T. Zaki
 REGISTERED CIVIL ENGINEER DATE 1-30-14

2-18-14
 PLANS APPROVAL DATE

JOHN ZAKI
 No. C63665
 Exp. 9-30-14
 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.

PAVEMENT DELINEATION QUANTITIES																						
DIRECTION/LOCATION		THERMOPLASTIC TRAFFIC STRIPE						THERMOPLASTIC PAVEMENT MARKING	PAVEMENT MARKER													
		4" SOLID YELLOW	4" SOLID WHITE	4" WHITE (BROKEN 36-12)	8" WHITE (BROKEN 12-3)	8" SOLID WHITE	8" SOLID WHITE		TYPE A NON-REFLECTIVE	RETROREFLECTIVE												
										DETAIL 25	DETAIL 27B	DETAIL 13/14 (Mod)	DETAIL 37	DETAIL 38B	DETAIL 38	DETAIL 13/14 (Mod)	TYPE G		TYPE C		TYPE H	
																	TYPE G	TYPE C	TYPE G	TYPE C	TYPE G	TYPE C
SB	PM 8.0/8.5	2,640	2,640	7,920				660	166	24	56											
	PM 8.5/8.9	2,112	2,112	6,336				528	133		45	4	3	29	15							
	PM 8.9/10.3	7,392	7,392	29,568	90	328	328	2464	617	24	155											
	PM 10.3/10.4	528	528	2,112				176	45	12	12											
	PM 10.4/11.3	4,752	4,752	19,008				126	1,584	397	12	100			22							
	PM 11.3/11.8	1,584	1,584	6,336	246	492	492	528	133	36	34	4	3	43								
SUBTOTALS (THIS SHEET)		19,008	19,008	71,280	336	820	820	5,940	1,491	108	402	8	6	72	37							
TOTAL (PDQ-1 & PDQ-2)		74,976	142,032	6,702		11,000	482	11,836	5,185													

PAVEMENT DELINEATION QUANTITIES
 PDQ-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING

FUNCTIONAL SUPERVISOR
 KEVIN KWAN

CALCULATED/DESIGNED BY
 CHECKED BY

JOHN ZAKI
 KEVIN KWAN

REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	12	26

John T. Zaki 1-30-14
 REGISTERED CIVIL ENGINEER DATE
 2-18-14
 PLANS APPROVAL DATE

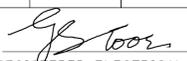
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PAVEMENT QUANTITIES SUMMARY		
DIRECTION/LOCATION	COLD PLANE AC PAVEMENT	RUBBERIZED HOT MIX ASPHALT, SUPERPAVE (GAP GRADED)
	SQYD	TON
NB	PM 8.0/8.1	253
	PM 8.1/8.2	301
	PM 8.2/8.6	1,394
	PM 8.6/9.9	3,912
	PM 9.9/10.2	1,045
	PM 10.2/10.4	602
	PM 10.4/10.8	1,014
	PM 10.8/11.5	3,010
SB	PM 8.0/8.5	1,267
	PM 8.5/8.9	1,204
	PM 8.9/10.3	4,213
	PM 10.3/10.4	348
	PM 10.4/11.3	2,709
	PM 11.3/11.5	1,742
TOTAL	340,972	23,014

SUMMARY OF QUANTITIES

Q-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	13	26

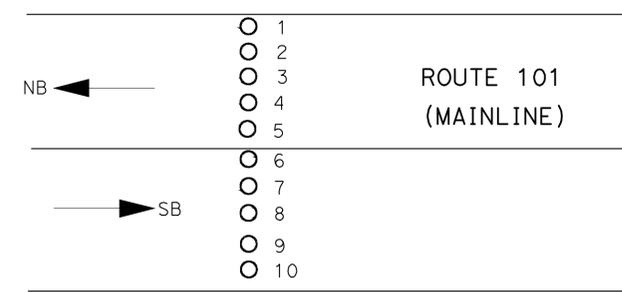
 1-20-14
 REGISTERED ELECTRICAL ENGINEER DATE
 2-18-14
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 G.S. TOOR
 No. E15613
 Exp. 12/31/15
 ELECT

INDUCTIVE LOOP DETECTOR SCHEDULE														
PM	LOCATION	SEE DETAIL A THIS SHEET FOR TYPICAL LOCATION OF LOOP DETECTORS										No. OF STUBOUTS (REPLACE)	No. OF LOOPS	
		1	2	3	4	5	6	7	8	9	10			
9.70	NB ROUTE 101	X	X	X	X	X							1	5
9.85	NB ROUTE 101	X	X	X	X	X							1	5
11.2	NB ROUTE 101	X	X	X	X	X							1	5
8.3	SB ROUTE 101						X	X	X	X			1	4

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



DETAIL A

DETAIL FOR TYPICAL LOOP DETECTOR INSTALLATION ON MAINLINE

NOTES: (THIS SHEET ONLY)

1. INSTALL 2" STUBOUT FOR NEW INDUCTIVE LOOP DETECTOR. ABANDON EXISTING STUBOUTS.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR MUST LOCATE EXISTING INDUCTIVE LOOP DETECTORS.
3. SPLICE NEW INDUCTIVE LOOP DETECTOR CONDUCTORS TO EXISTING DLC IN ADJACENT PULL BOX.
4. IDENTIFY AND TAG EXISTING DLC IN ADJACENT PULL BOX AND AT CONTROLLER CABINET.

**INDUCTIVE LOOP DETECTOR
(REPLACEMENT)**

NO SCALE

E-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC DESIGN
 FUNCTIONAL SUPERVISOR
 OSWALD ELIZONDO
 CALCULATED/DESIGNED BY
 CHECKED BY
 GARY TOOR
 OSWALD ELIZONDO
 REVISED BY
 DATE REVISED
 GARY TOOR
 7/8/13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC DESIGN

FUNCTIONAL SUPERVISOR
 OSWALD ELIZONDO

CALCULATED/DESIGNED BY
 CHECKED BY

GARY TOOR
 OSWALD ELIZONDO

REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	14	26

 1-20-14
 REGISTERED ELECTRICAL ENGINEER DATE
 2-18-14
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 G.S. TOOR
 No. E15613
 Exp. 12/31/15
 ELECTRICAL
 STATE OF CALIFORNIA

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SHEET No.	(N) LOOP TYPE 'E'	(N) STUB-OUT
	EA	EA
E-1	19	4

(N)-NOT A SEPARATE BID ITEM, FOR INFORMATION ONLY

ELECTRICAL QUANTITIES

E-2

LAST REVISION | DATE PLOTTED => 05-MAR-2014
 02-18-14 | TIME PLOTTED => 10:55

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

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

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

	T continued	
TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL	
Typ	TYPICAL	U
UC	UNDERCROSSING	
UD	UNDERDRAIN	
UG	UNDERGROUND	
UON	UNLESS OTHERWISE NOTED	
UP	UNDERPASS	V
V	VALVE, DESIGN SPEED	
Var	VARIABLE, VARIES	
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	101	8.0/11.5	15	26

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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

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TO ACCOMPANY PLANS DATED 2-18-14

UNIT OF MEASUREMENT SYMBOLS:

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

TABLE A

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

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

TABLE B

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

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

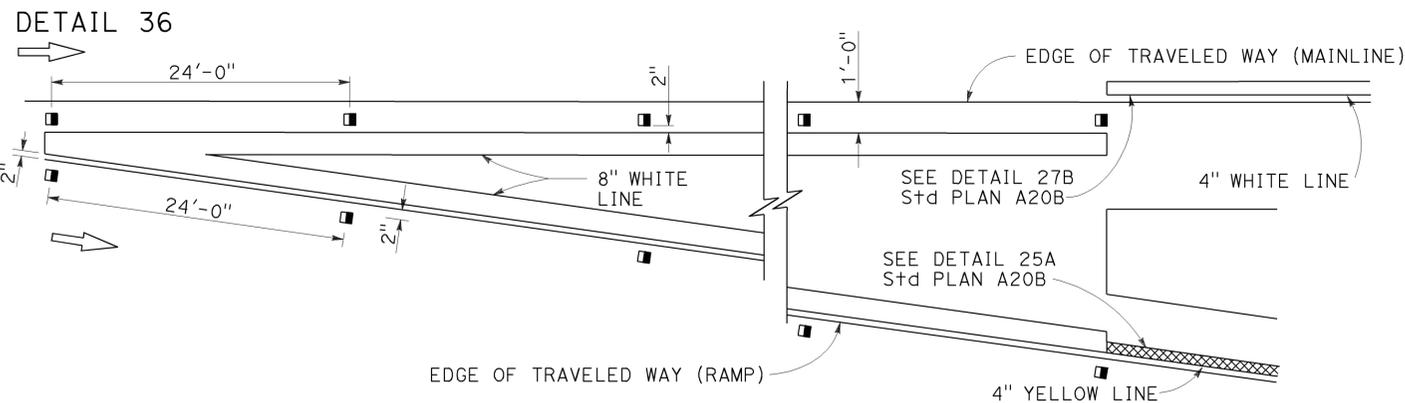
**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

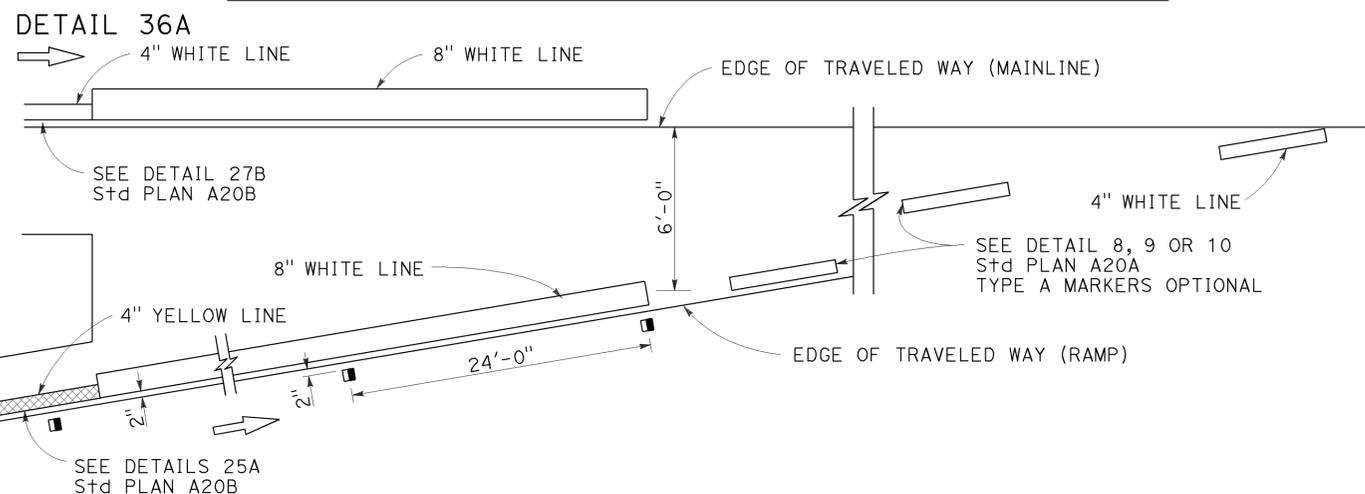
RSP A10B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A10B
DATED MAY 20, 2011 - PAGE 2 OF THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP A10B

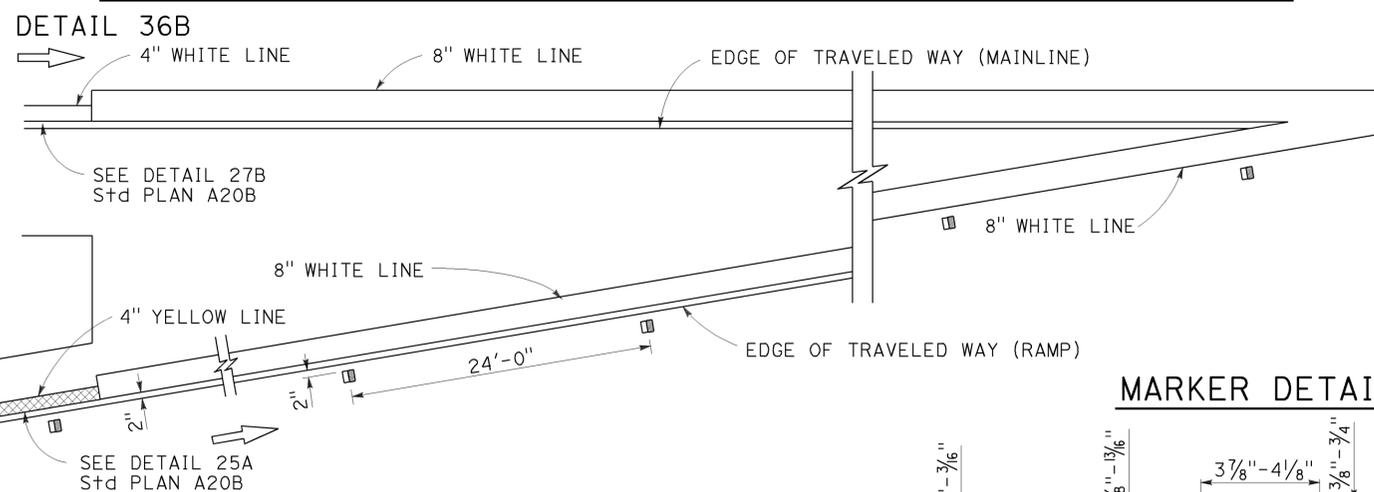
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT

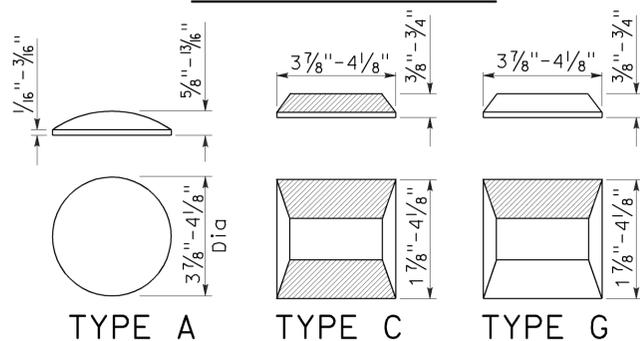


MARKER DETAILS

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	101	8.0/11.5	16	26

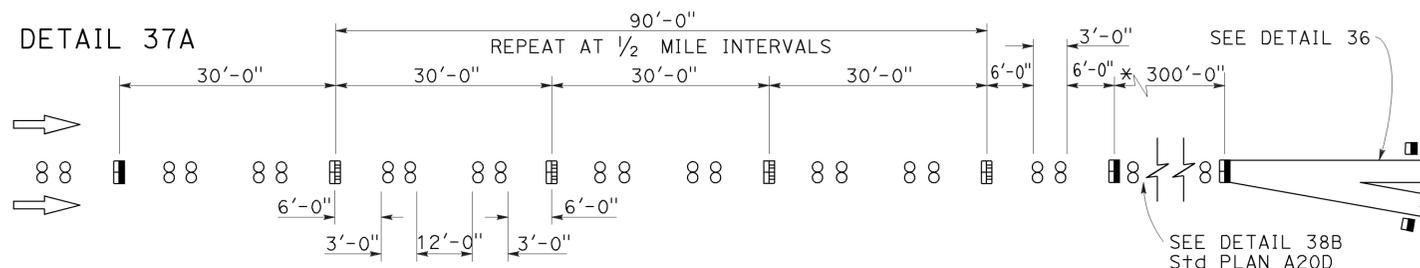
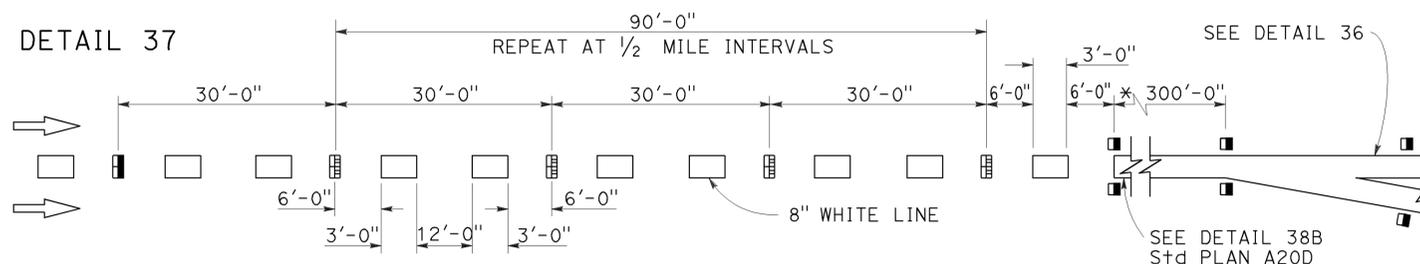
Registered Professional Engineer
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 No. C40375
 Exp. 3-31-15
 CIVIL
 STATE OF CALIFORNIA

July 19, 2013
 PLANS APPROVAL DATE

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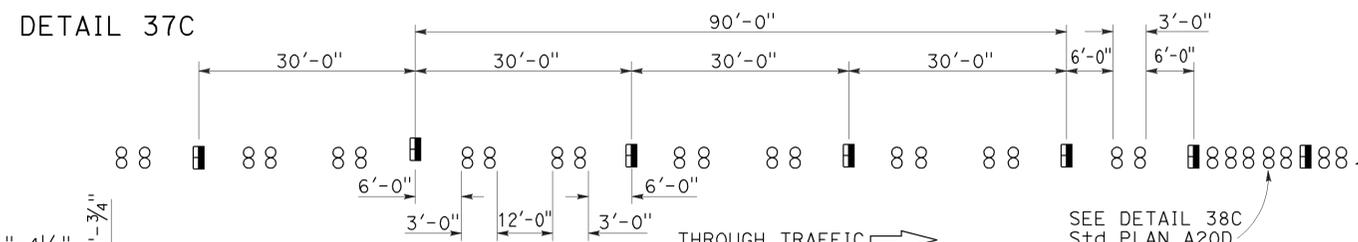
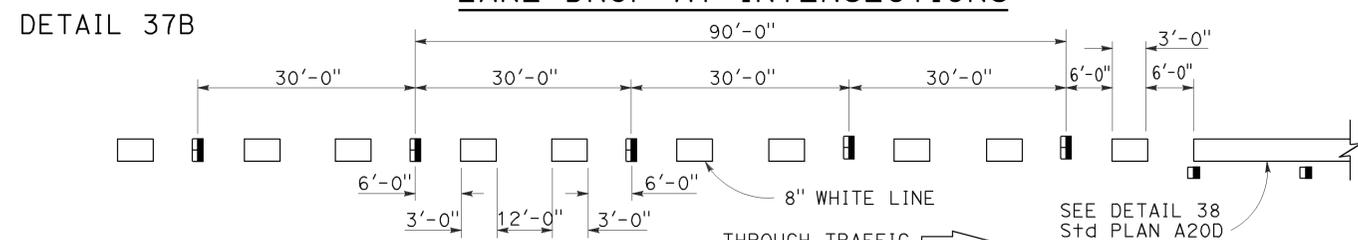
TO ACCOMPANY PLANS DATED 2-18-14

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

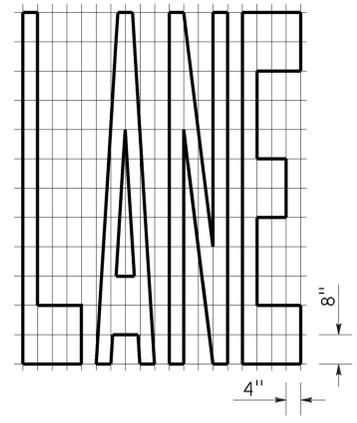
NO SCALE

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

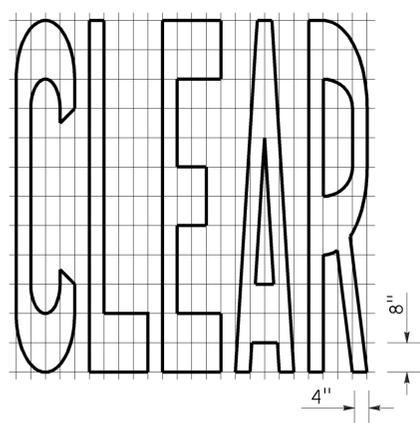
REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

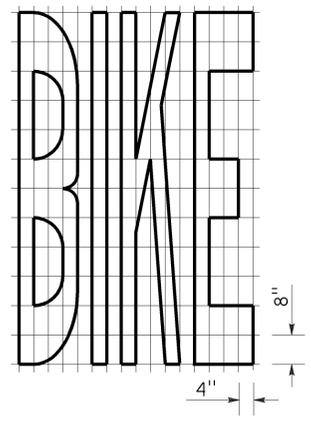
TO ACCOMPANY PLANS DATED 2-18-14



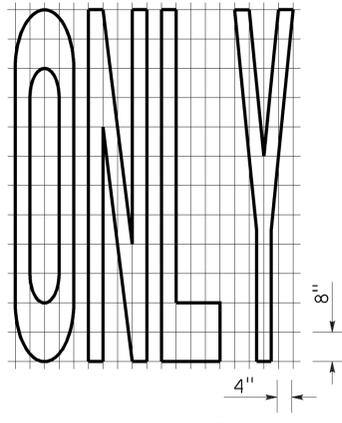
A=24 ft²



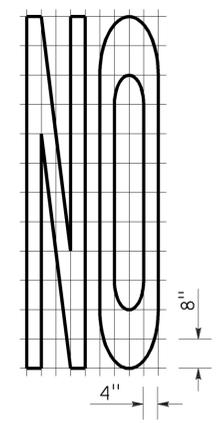
A=27 ft²



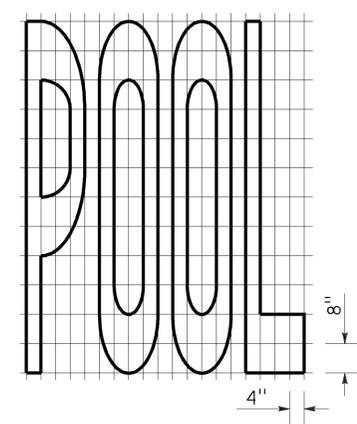
A=21 ft²



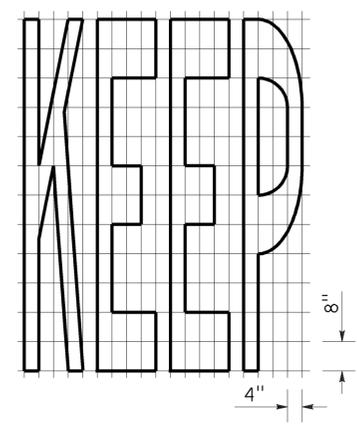
A=22 ft²



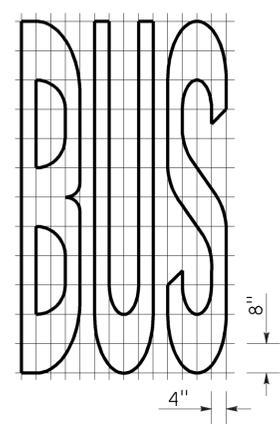
A=14 ft²



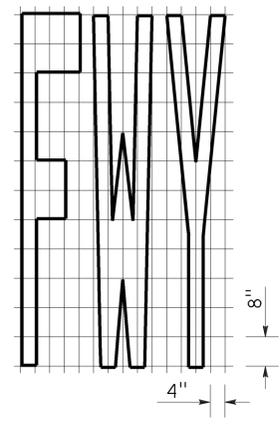
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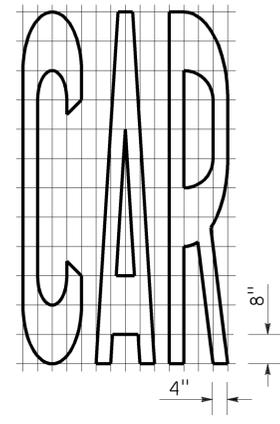
A=24 ft²



A=20 ft²

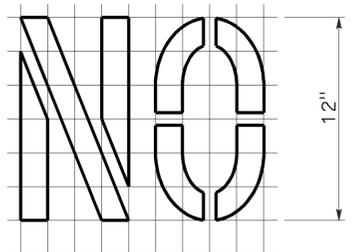


A=16 ft²



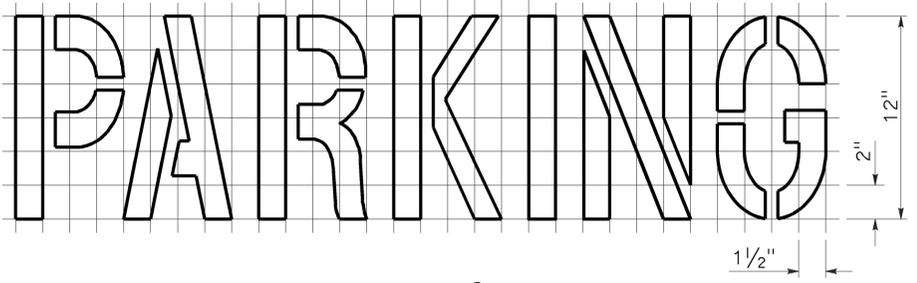
A=17 ft²

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



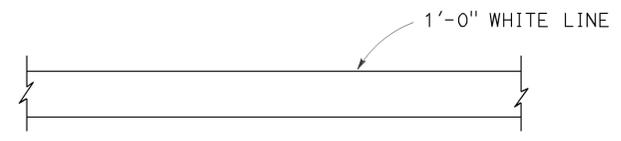
A=2 ft²

See Notes 6 and 7

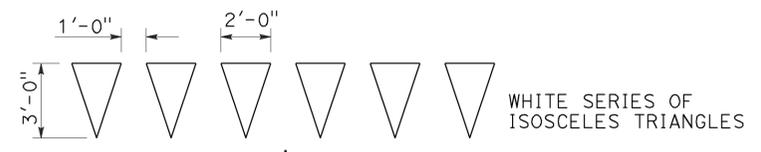


A=2 ft²

See Notes 6 and 7



LIMIT LINE (STOP LINE)



YIELD LINE

NOTES:

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

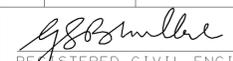
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	18	26


 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 2-18-14

TABLE 1

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

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

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

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

TABLE 2

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

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

TABLE 3

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

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

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM TABLES FOR LANE AND RAMP CLOSURES

NO SCALE

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

REVISED STANDARD PLAN RSP T9

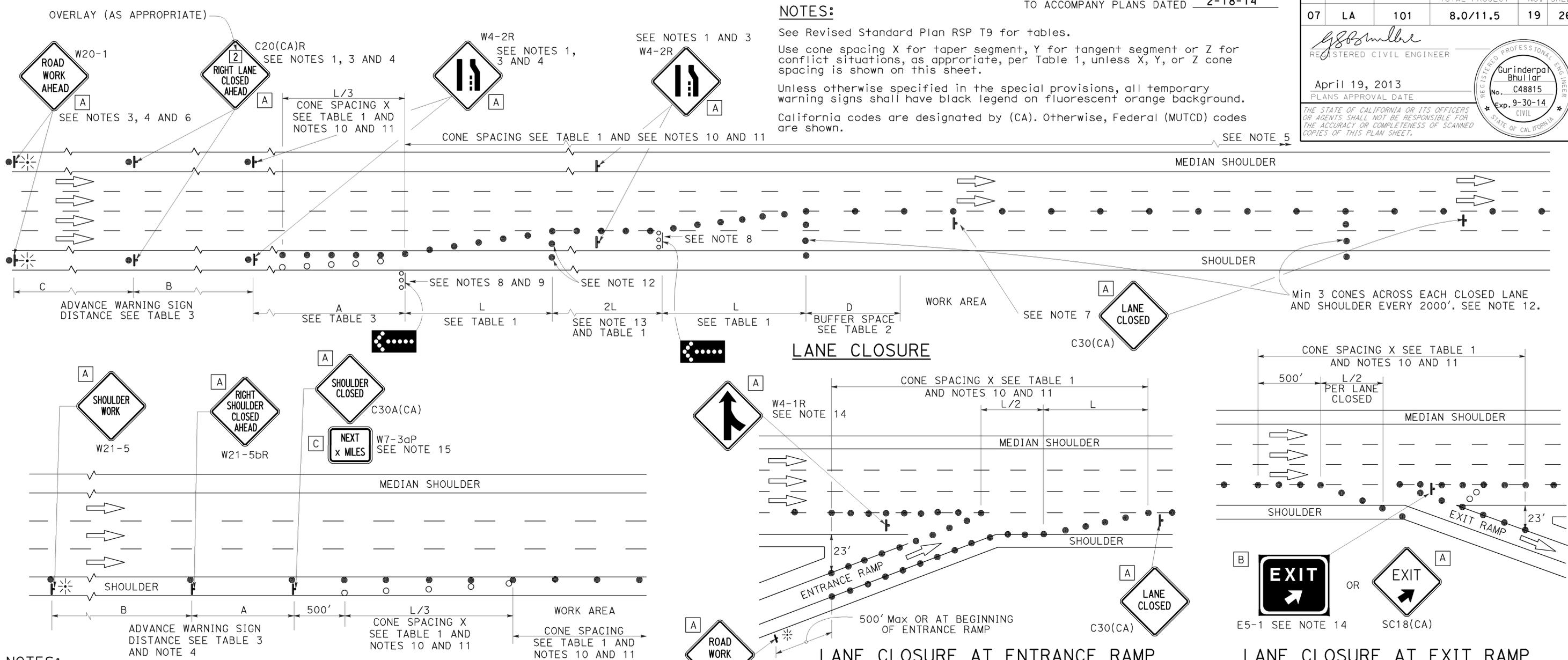
2010 REVISED STANDARD PLAN RSP T9

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	19	26

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.



- 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)L and W4-2L signs shall be used.
 - 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**
- LANE CLOSURE AT EXIT 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.

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	101	8.0/11.5	20	26

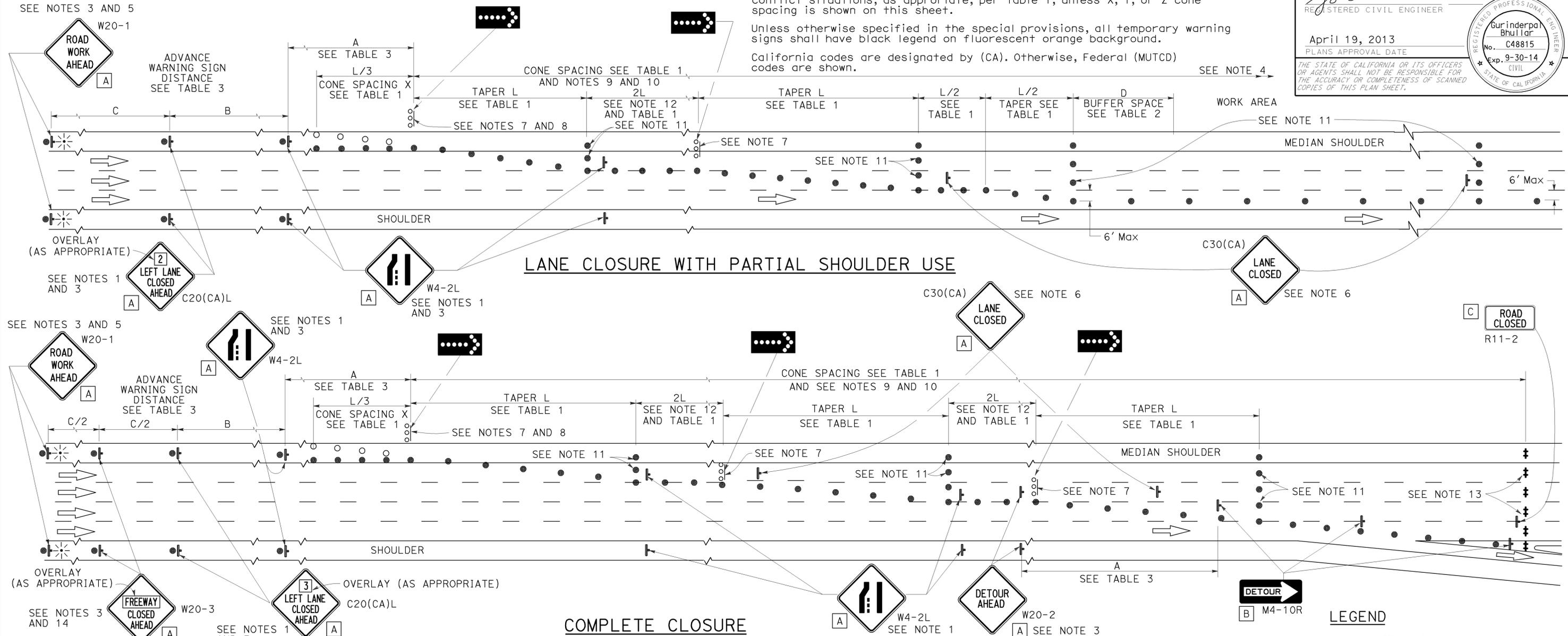
REGISTERED CIVIL ENGINEER
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 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

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.

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:**
- 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	101	8.0/11.5	21	26

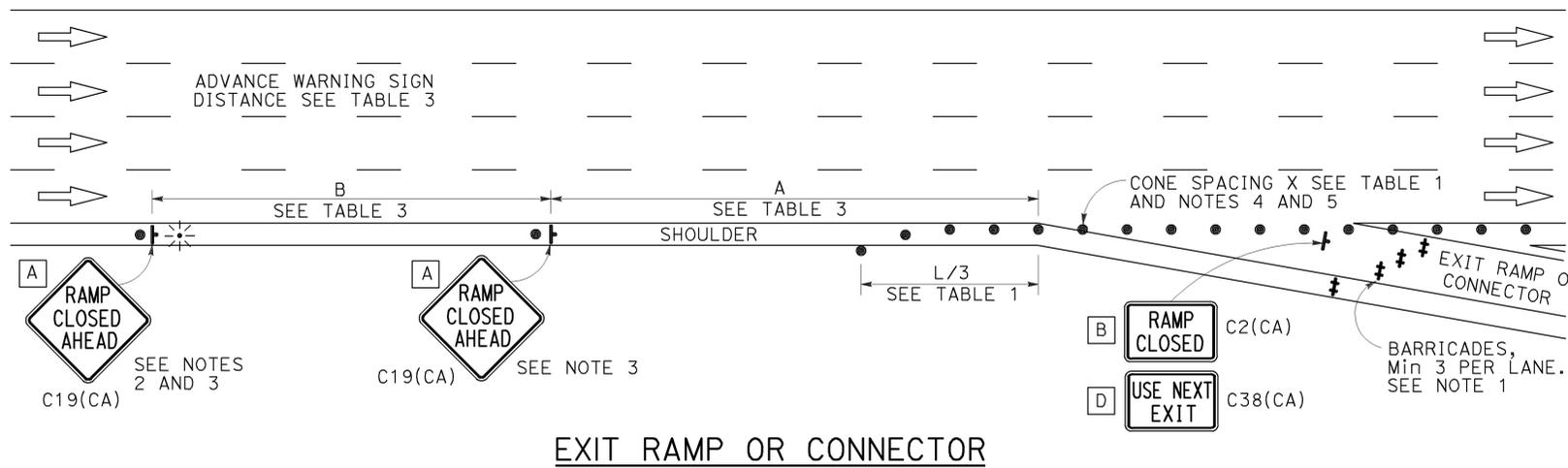
Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
Gurinderpal Bhullar
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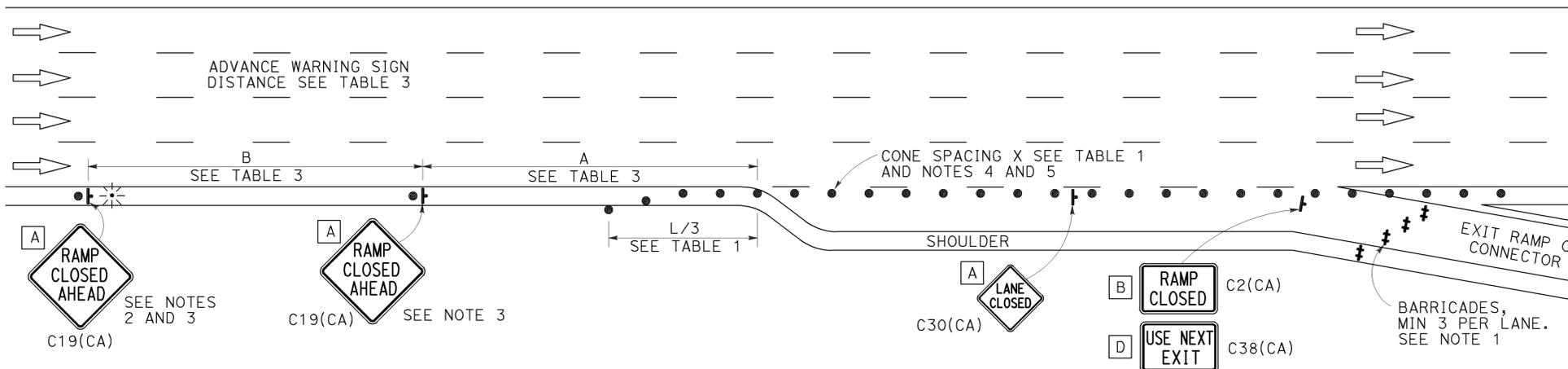
TO ACCOMPANY PLANS DATED 2-18-14

NOTES:

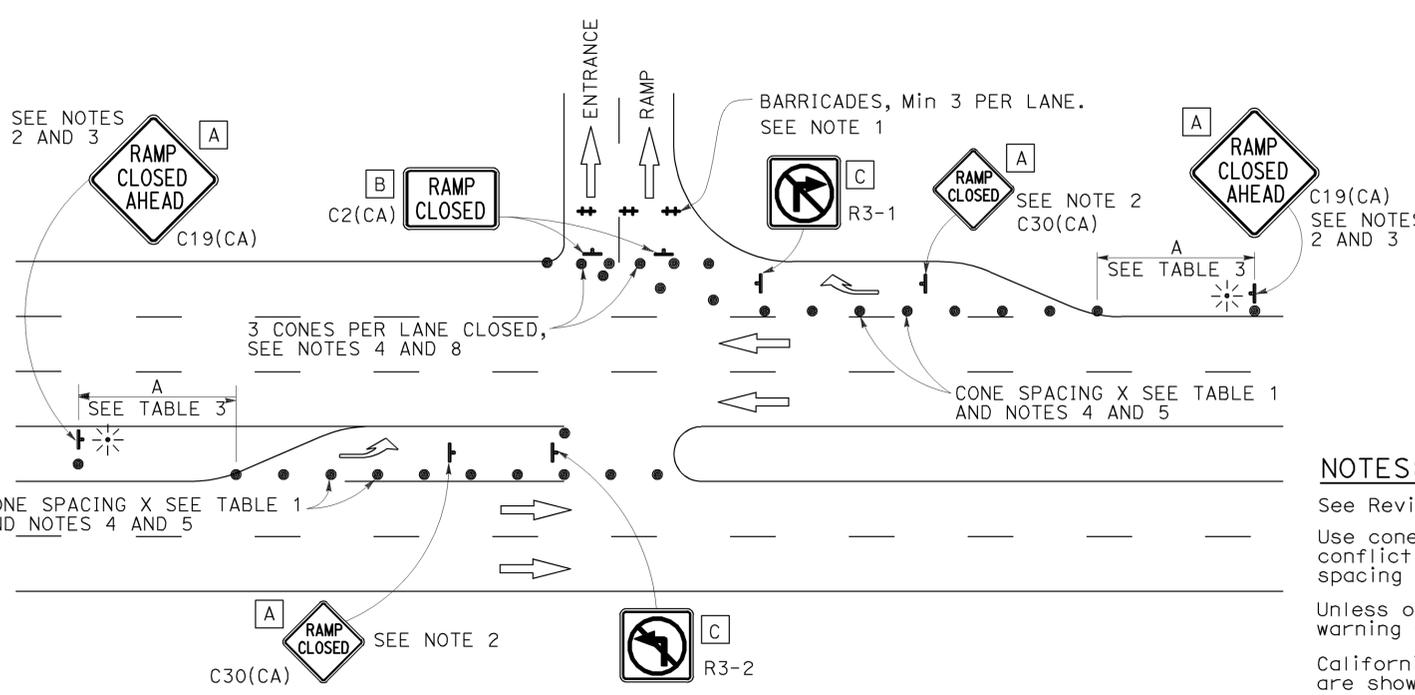
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed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



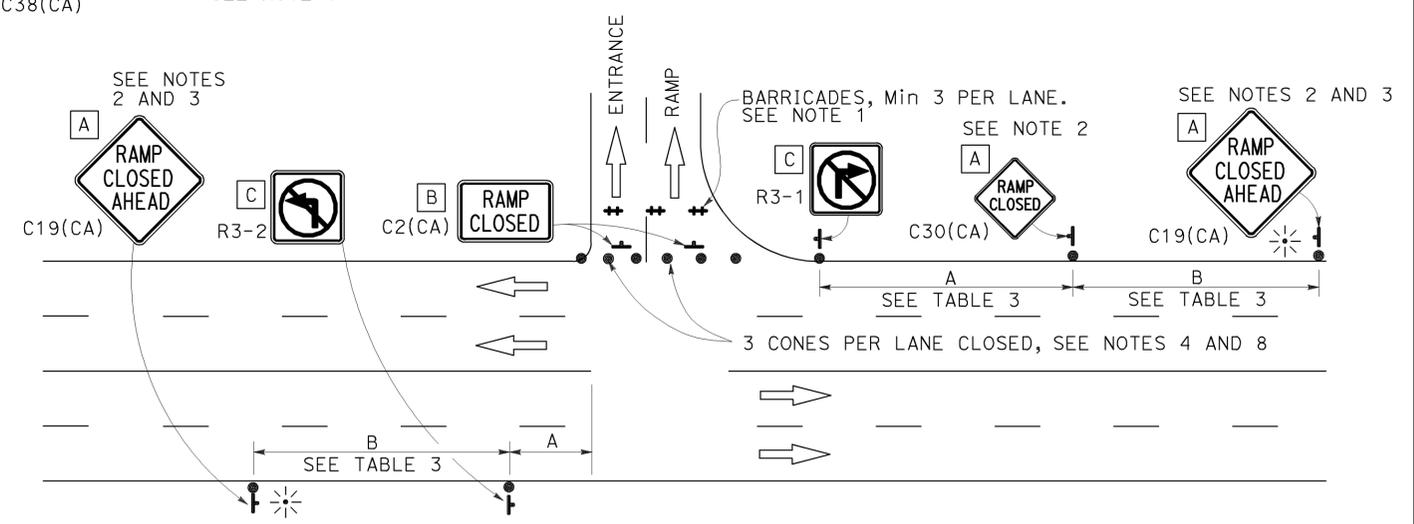
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

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

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

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

REVISED STANDARD PLAN RSP T14

2010 REVISED STANDARD PLAN RSP T14

LEGEND:

AB	ABANDON. IF APPLIED TO CONDUIT, REMOVE CONDUCTORS
BC	INSTALL PULL BOX IN EXISTING CONDUIT RUN
BP	PEDESTRIAN BARRICADE, TYPE AS INDICATED ON PLAN
CB	INSTALL CONDUIT INTO EXISTING PULL BOX
CC	CONNECT NEW AND EXISTING CONDUIT. REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED
CF	CONDUIT TO REMAIN FOR FUTURE USE. REMOVE CONDUCTORS. INSTALL PULL TAPE
DH	DETECTOR HANDHOLE
FA	FOUNDATION TO BE ABANDONED
IS	INSTALL SIGN ON SIGNAL MAST ARM
NS	NO SLIP BASE ON STANDARD
PEC	PHOTOELECTRIC CONTROL
PEU	PHOTOELECTRIC UNIT
RC	EQUIPMENT OR MATERIAL TO BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR
RE	REMOVE ELECTROLIER, FUSES AND BALLAST. TAPE ENDS OF CONDUCTORS
RL	RELOCATE EQUIPMENT
RR	REMOVE AND REUSE EQUIPMENT
RS	REMOVE AND SALVAGE EQUIPMENT
SC	SPLICE NEW TO EXISTING CONDUCTORS
SD	SERVICE DISCONNECT
TSP	TELEPHONE SERVICE POINT

ABBREVIATIONS

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	22	26

Theresa Gabriel
REGISTERED ELECTRICAL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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

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

TO ACCOMPANY PLANS DATED 2-18-14

SOFFIT AND WALL MOUNTED LUMINAIRES

- PENDANT, 70 W HPS UNLESS OTHERWISE SPECIFIED
- FLUSH, 70 W HPS UNLESS OTHERWISE SPECIFIED
- WALL SURFACE, 70 W HPS UNLESS OTHERWISE SPECIFIED
- EXISTING SOFFIT OR WALL LUMINAIRE TO REMAIN UNMODIFIED
- EXISTING SOFFIT OR WALL LUMINAIRE TO BE MODIFIED AS SPECIFIED

NOTE:
Arrow indicates "street side" of luminaire.

COMMONLY USED SYMBOLS FOR UNITED STATES CUSTOMARY UNITS OF MEASUREMENT:

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

MISCELLANEOUS ELECTROLIERS

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

NOTES:

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

STANDARD ELECTROLIER

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (LEGEND AND ABBREVIATIONS)

NO SCALE

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

REVISED STANDARD PLAN RSP ES-1A

2010 REVISED STANDARD PLAN RSP ES-1A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	23	26

Theresa Gabriel
 REGISTERED ELECTRICAL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
 Theresa Aziz Gabriel
 No. E15129
 Exp. 6-30-14
 ELECTRICAL
 STATE OF CALIFORNIA
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TO ACCOMPANY PLANS DATED 2-18-14

CONDUIT

NEW	EXISTING	
		LIGHTING CONDUIT, UNLESS OTHERWISE INDICATED OR NOTED
		TRAFFIC SIGNAL CONDUIT
		COMMUNICATION CONDUIT
		TELEPHONE CONDUIT
		FIRE ALARM CONDUIT
		FIBER OPTIC CONDUIT
		CONDUIT TERMINATION
		CONDUIT RISER ATTACHED TO THE STRUCTURE OR SERVICE POLE

SIGNAL EQUIPMENT

NEW	EXISTING	
		PEDESTRIAN SIGNAL HEAD "C" INDICATES COUNTDOWN PEDESTRIAN HEAD
		PUSH BUTTON ASSEMBLY POST
		PEDESTRIAN BARRICADE
		VEHICLE SIGNAL HEAD (WITH BACKPLATE AND 3-SECTIONS: RED, YELLOW AND GREEN)
		VEHICLE SIGNAL HEAD WITH ANGLE VISOR
		MODIFICATIONS OF BASIC SYMBOL: "L" INDICATES ALL NON-ARROW SECTIONS LOUVERED "LG" INDICATES LOUVERED GREEN SECTION ONLY "PV" INDICATES ALL 12" SECTIONS PROGRAMMED VISIBILITY "8" INDICATES ALL 8" SECTIONS (ONLY WHEN SPECIFIED)
		VEHICLE SIGNAL HEAD CONSISTING OF RED, YELLOW AND GREEN LEFT ARROW SECTIONS
		VEHICLE SIGNAL HEAD CONSISTING OF RED AND YELLOW SECTIONS WITH AN UP GREEN ARROW SECTION
		VEHICLE SIGNAL HEAD (5 SECTION) CONSISTING OF RED, YELLOW AND GREEN SECTIONS WITH YELLOW AND GREEN RIGHT ARROW SECTIONS
		TYPE 15TS STANDARD WITH VEHICLE SIGNAL HEAD AND LUMINAIRE
		TYPE 21TS STANDARD WITH VEHICLE SIGNAL HEAD AND LUMINAIRE
		STANDARD WITH LUMINAIRE AND SIGNAL MAST ARMS AND ATTACHED VEHICLE SIGNAL HEADS
		TYPE 1 STANDARD WITH ATTACHED VEHICLE SIGNAL HEADS
		STANDARD WITH A SIGNAL MAST ARM, ATTACHED VEHICLE SIGNAL HEADS AND INTERNALLY ILLUMINATED STREET NAME SIGN
		CONTROLLER ASSEMBLY. DOOR INDICATES FRONT OF CABINET

SERVICE EQUIPMENT

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

POLE-MOUNTED SERVICE DESIGNATION

	TYPE H SERVICE, 28'-10"	TYPE OF INSTALLATION AND POLE HEIGHT ABOVE GRADE
--	-------------------------	--

FLASHING BEACON

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

SIGNAL EQUIPMENT Cont

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

NOTES:

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

ILLUMINATED OVERHEAD SIGN

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ELECTRICAL SYSTEMS
(LEGEND AND ABBREVIATIONS)**

NO SCALE

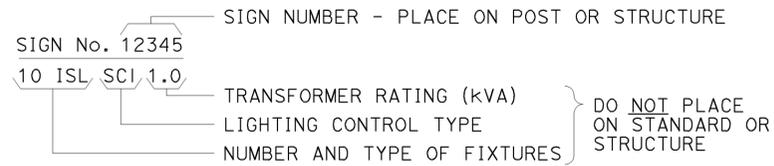
RSP ES-1B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-1B DATED MAY 20, 2011 - PAGE 426 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP ES-1B

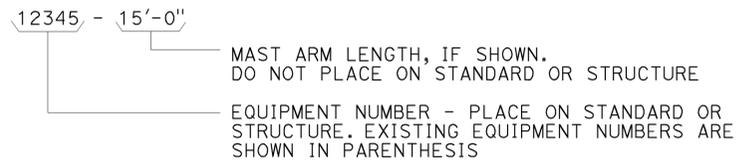
2010 REVISED STANDARD PLAN RSP ES-1B

EQUIPMENT IDENTIFICATION

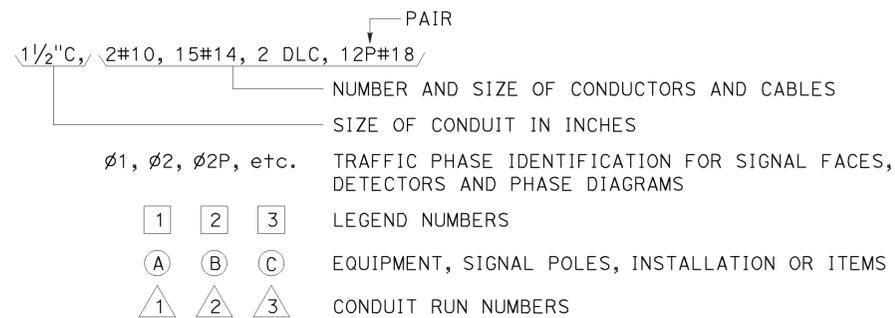
ILLUMINATED SIGN IDENTIFICATION NUMBER:



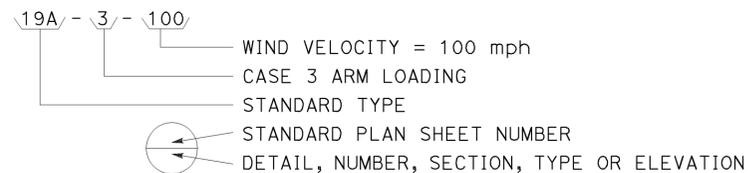
ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:



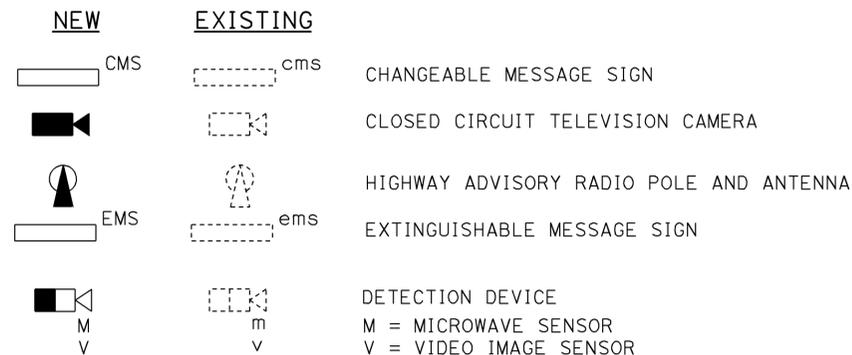
CONDUIT AND CONDUCTOR IDENTIFICATION:



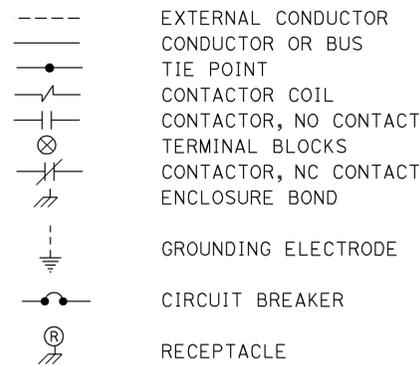
SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



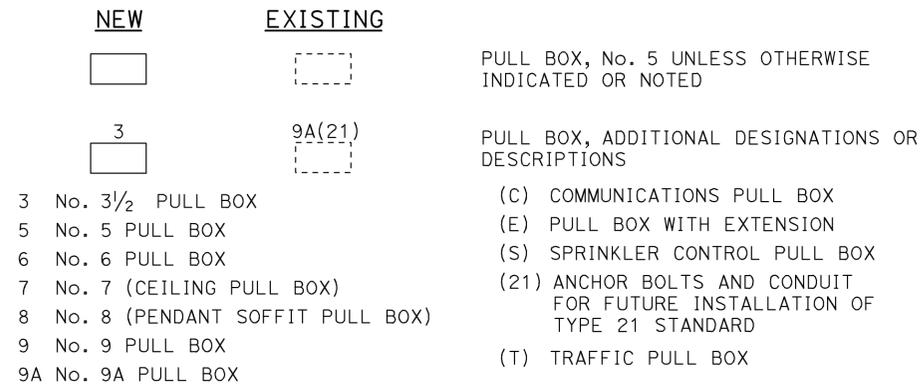
MISCELLANEOUS EQUIPMENT



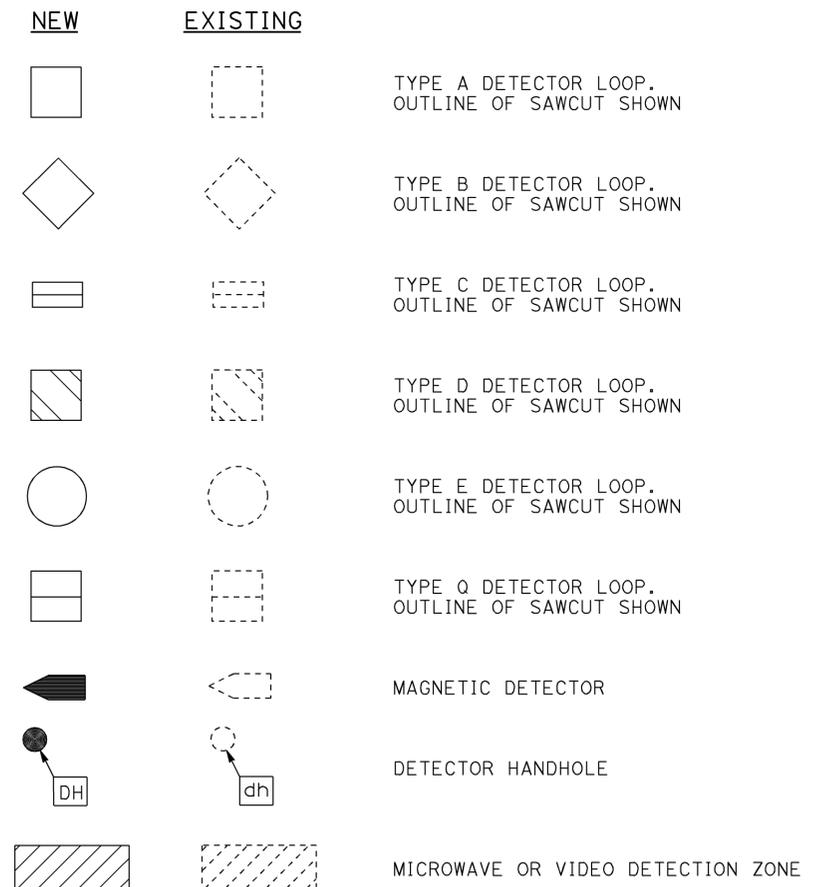
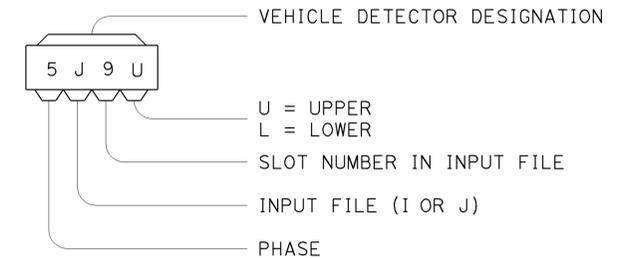
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



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ELECTRICAL SYSTEMS (LEGEND AND ABBREVIATIONS)

NO SCALE

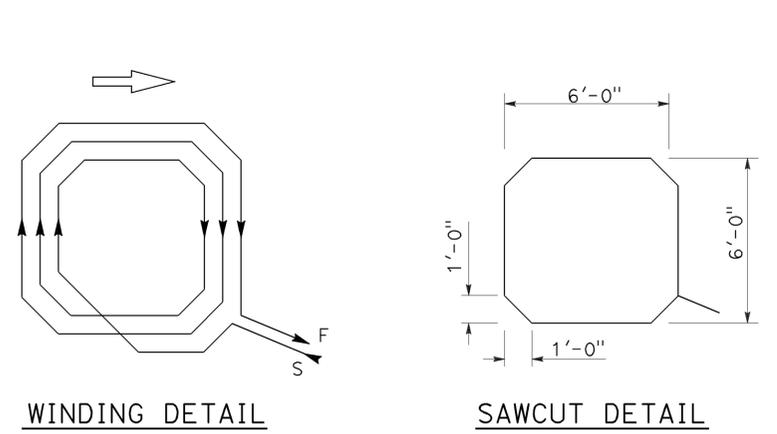
RSP ES-1C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-1C DATED MAY 20, 2011 - PAGE 427 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP ES-1C

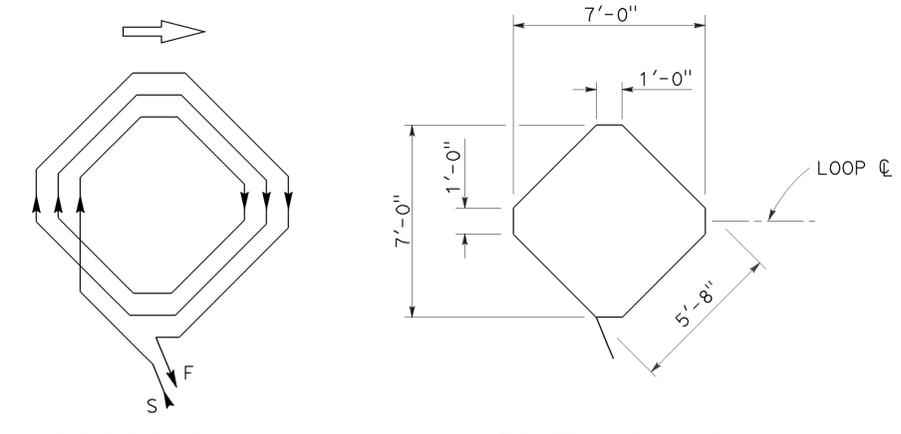
2010 REVISED STANDARD PLAN RSP ES-1C

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	25	26
<i>Theresa Gabriel</i> REGISTERED ELECTRICAL ENGINEER July 19, 2013 PLANS APPROVAL DATE <small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					
					

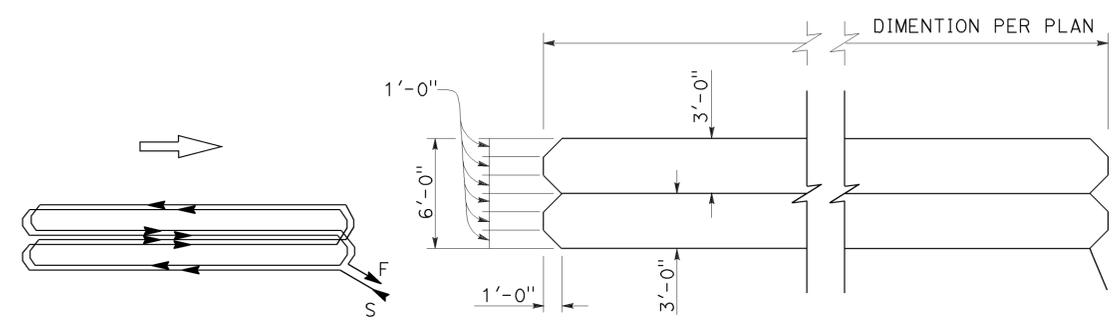
TO ACCOMPANY PLANS DATED 2-18-14



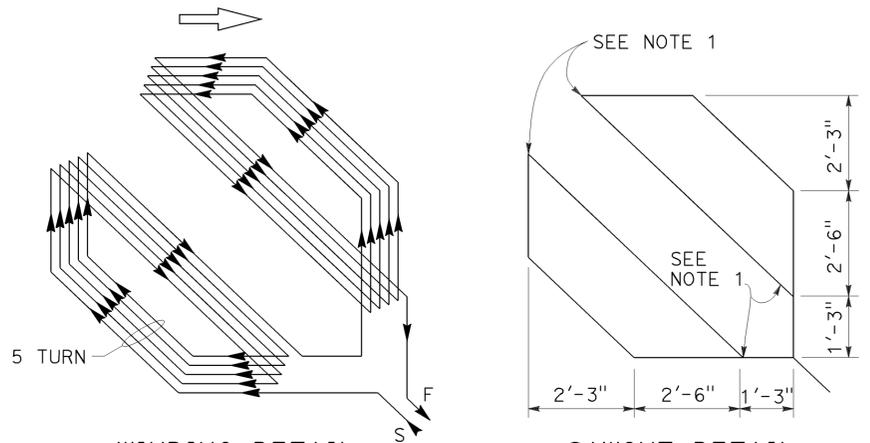
WINDING DETAIL SAWCUT DETAIL
TYPE A LOOP DETECTOR CONFIGURATION



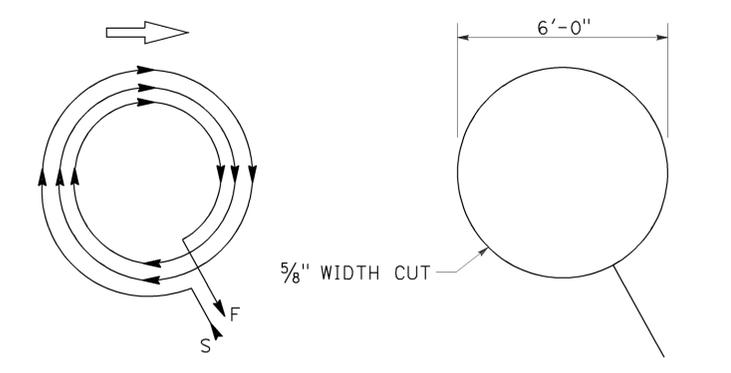
WINDING DETAIL SAWCUT DETAIL
TYPE B LOOP DETECTOR CONFIGURATION



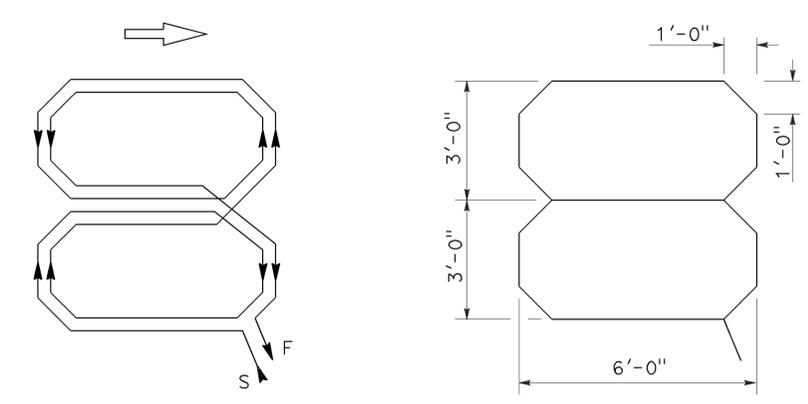
WINDING DETAIL SAWCUT DETAIL
TYPE C LOOP DETECTOR CONFIGURATION



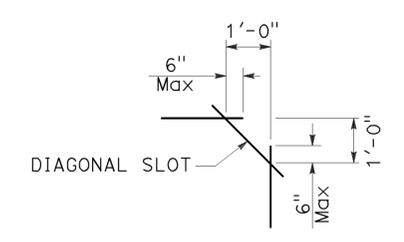
WINDING DETAIL SAWCUT DETAIL
TYPE D LOOP DETECTOR CONFIGURATION



WINDING DETAIL SAWCUT DETAIL
TYPE E LOOP DETECTOR CONFIGURATION



WINDING DETAIL SAWCUT DETAIL
TYPE Q LOOP DETECTOR CONFIGURATION



PLAN VIEW OF DIAGONAL SLOT AT CORNERS

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

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ELECTRICAL SYSTEMS (DETECTORS)

NO SCALE

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

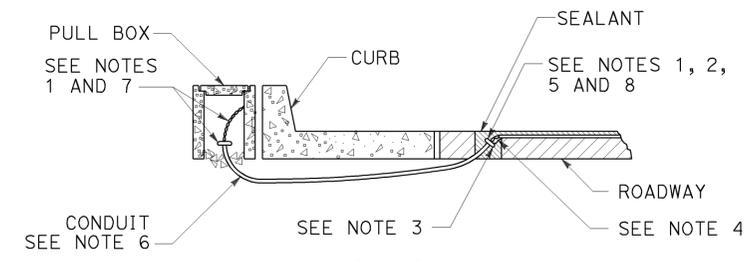
2010 REVISED STANDARD PLAN RSP ES-5B

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	8.0/11.5	26	26

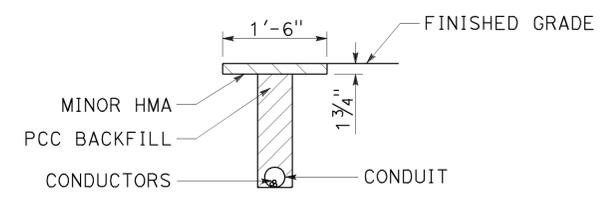
Theresa Gabriel
 REGISTERED ELECTRICAL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED 2-18-14

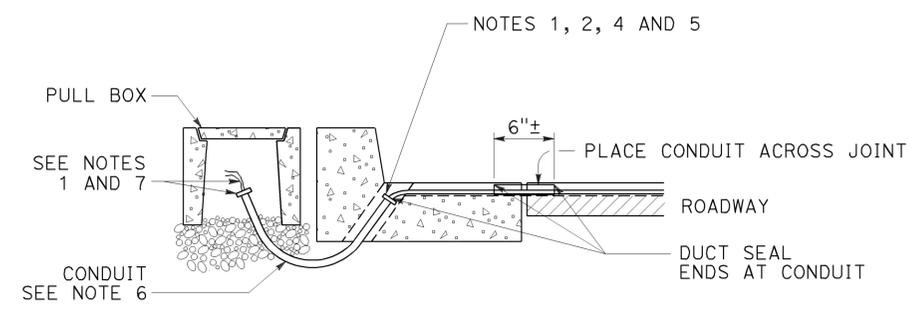
2010 REVISED STANDARD PLAN RSP ES-5D



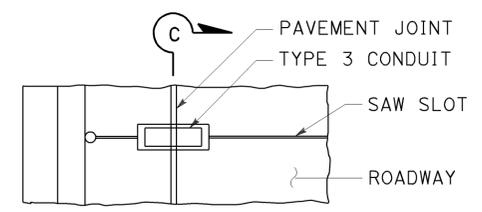
TYPE A
CURB TERMINATION DETAIL



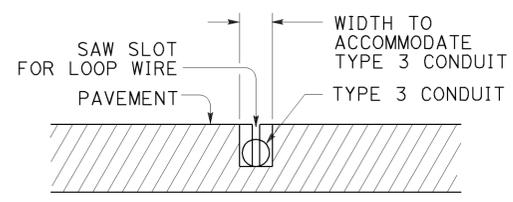
"T" TRENCH
DETAIL T



CROSS SECTION

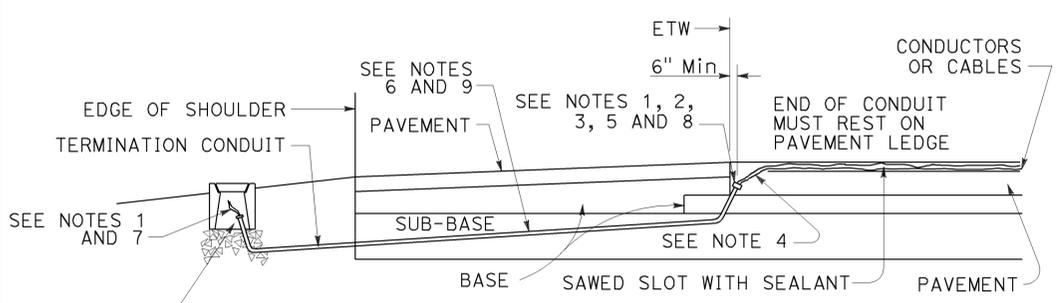


PLAN VIEW



SECTION C-C

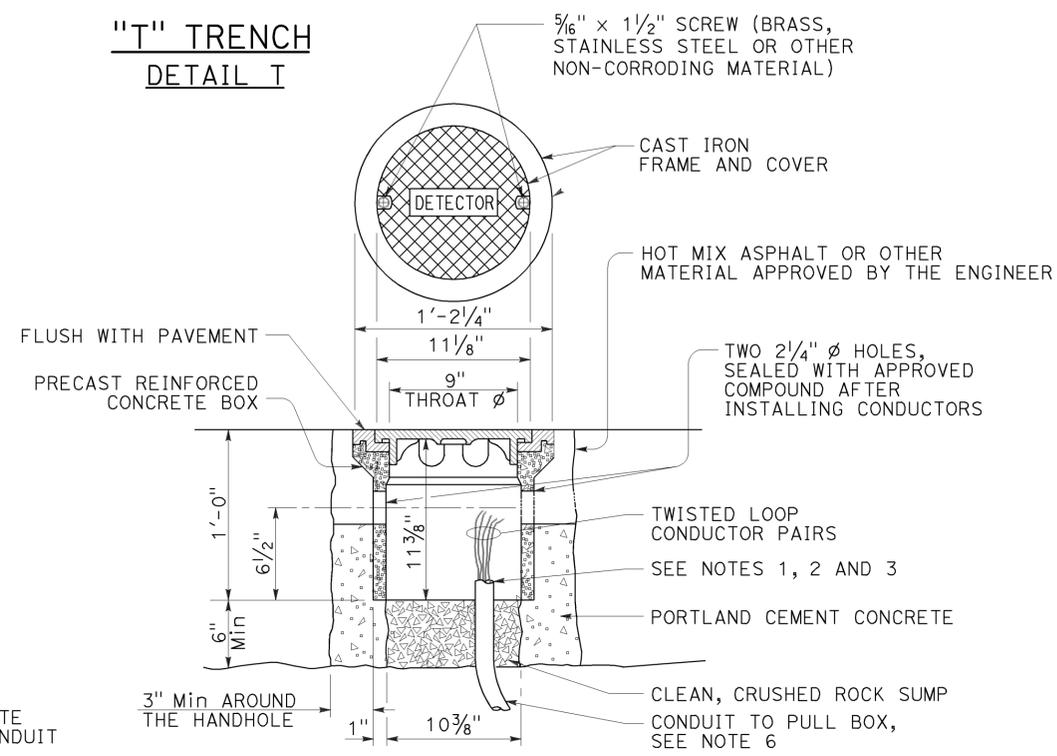
TYPE B
CURB TERMINATION DETAIL



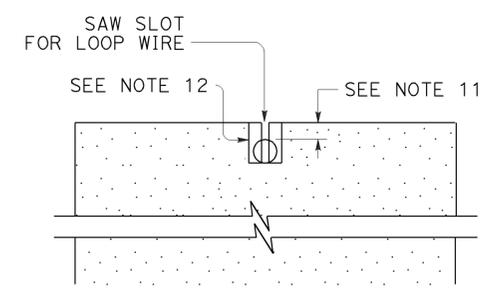
CROSS SECTION



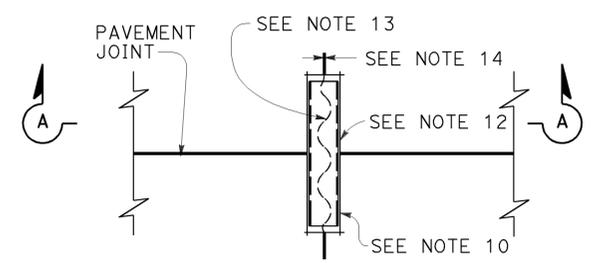
PLAN VIEW
SHOULDER TERMINATION DETAILS



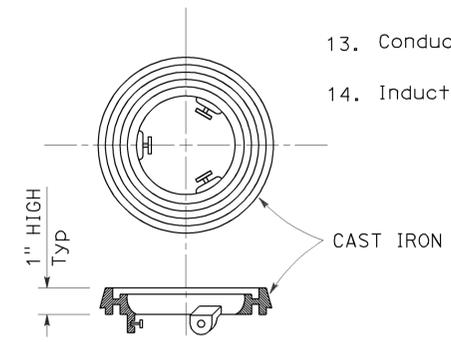
DETECTOR HANDHOLE DETAIL



SECTION A-A



PLAN VIEW
TYPICAL LOOP LEAD-IN DETAIL
AT PAVEMENT JOINT



LOCKING GRADE RING

NOTES:

- Bushing shall be used at end of conduit.
- Tape detector conductors or cables 3" each side of bushings.
- Install duct seal compound to each end of termination conduit before installing sealant.
- Round all sharp edges where detector conductors or cables have to pass.
- End of conduit shall be 3/8" below roadway surface.
- Conduit size Loop conductors
 1"C minimum 1 to 2 pairs
 1 1/2"C minimum 3 to 4 pairs
 2"C minimum 5 or more pairs
- Splice detector conductors or cables to detector lead-in-cable.
- Location of detector handhole when shown on plans.
- When the shoulder and traveled way are paved with the same material and there is no joint between them, the conduit shall extend only 2'-0" into the shoulder pavement.
- 3/4"C, Type 3 conduit 6" long minimum, plug both ends with duct compound to keep out sealant.
- 1/2" Minimum between top of conduit and pavement surface.
- Sawcut shall not exceed 1" in width and 1/8" longer than conduit to be installed.
- Conductors with 1/2" minimum slack inside conduit.
- Inductive loop detector saw slot.

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DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(CURB TERMINATION
AND HANDHOLE)
NO SCALE