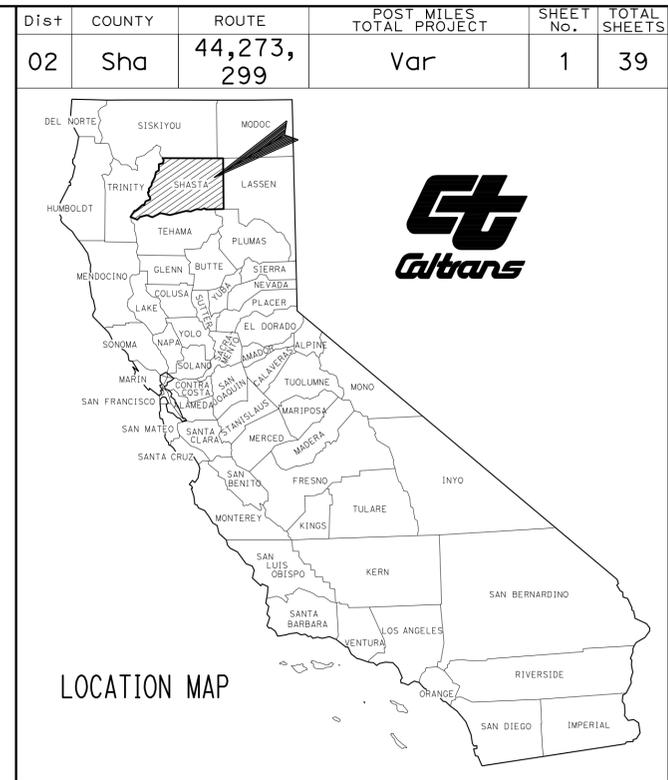


STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SHASTA COUNTY AT
VARIOUS LOCATIONS

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



INDEX OF SHEETS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3-4	CONSTRUCTION DETAILS
5	UTILITY PLANS
6	CONSTRUCTION AREA SIGNS
7-8	STAGE CONSTRUCTION PLANS
9	PAVEMENT DELINEATION AND SIGN PLAN
10-11	PAVEMENT DELINEATION AND SIGN QUANTITIES
12	SUMMARY OF QUANTITIES
13	ELECTRICAL PLAN
14-30	REVISED AND NEW STANDARD PLANS

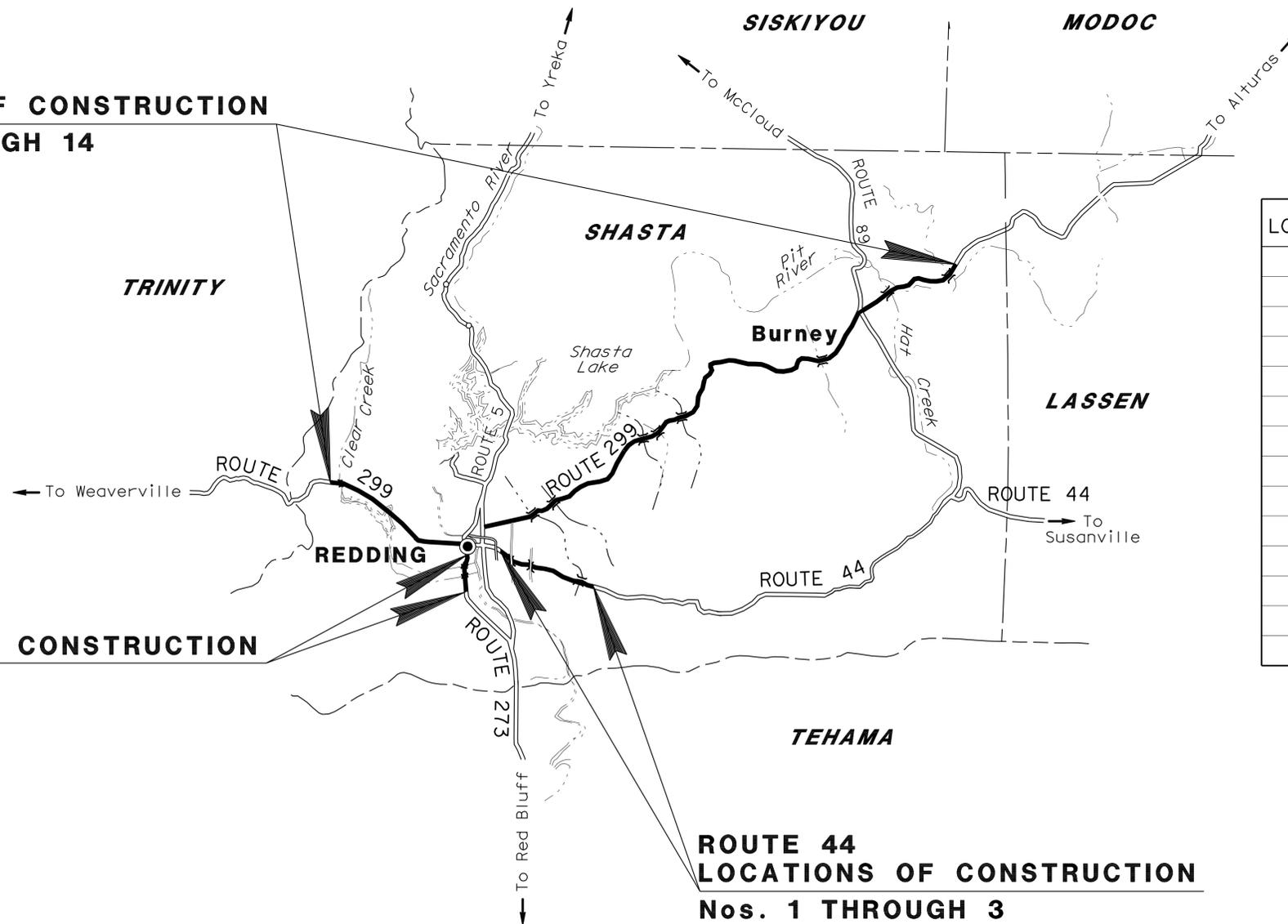
STRUCTURE PLANS
31-39 ROUTE 44, 273 AND 299 BRIDGES

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

**ROUTE 299
LOCATIONS OF CONSTRUCTION
Nos. 6 THROUGH 14**

**ROUTE 273
LOCATIONS OF CONSTRUCTION
Nos. 4 AND 5**

**ROUTE 44
LOCATIONS OF CONSTRUCTION
Nos. 1 THROUGH 3**



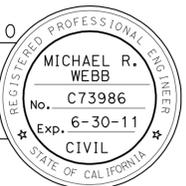
LOCATIONS OF CONSTRUCTION

LOCATION	COUNTY	ROUTE	POST MILE	BRIDGE NUMBER	DESCRIPTION
①	Sha	44	0.38	06-0191	CHURN CREEK ROAD OVERCROSSING
②	Sha	44	1.24	06-0189	VICTOR AVE OVERCROSSING
③	Sha	44	4.31	06-0150	STILLWATER CREEK BRIDGE
④	Sha	273	13.31	06-0010	ACID CANAL BRIDGE
⑤	Sha	273	14.31	06-0012	CANYON CREEK BRIDGE
⑥	Sha	299	8.73	06-0036	CLEAR CREEK BRIDGE
⑦	Sha	299	27.94	06-0044	STILLWATER CREEK BRIDGE
⑧	Sha	299	34.56	06-0049	SALT CREEK BRIDGE
⑨	Sha	299	48.18	06-0201	CEDAR CREEK BRIDGE (WEST)
⑩	Sha	299	48.39	06-0202	CEDAR CREEK BRIDGE (EAST)
⑪	Sha	299	56.74	06-0058	MONTGOMERY CREEK BRIDGE
⑫	Sha	299	75.06	06-0063	WEST BRANCH BURNEY CREEK BRIDGE
⑬	Sha	299	84.02	06-0066	HAT CREEK BRIDGE
⑭	Sha	299	84.48	06-0067	PIT RIVER BRIDGE

Michael R. Webb 01-27-10
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

March 22, 2010
PLANS APPROVAL DATE

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



CONTRACT No.	02-1E6104
PROJECT ID	0200000117

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

NO SCALE

PROJECT MANAGER
ERIC AKANA
DESIGN ENGINEER
JULIE CASEY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44, 273, 299	Var	2	39
<i>Michael R. Webb</i> REGISTERED CIVIL ENGINEER			01-27-10 DATE		
3-22-10 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>					

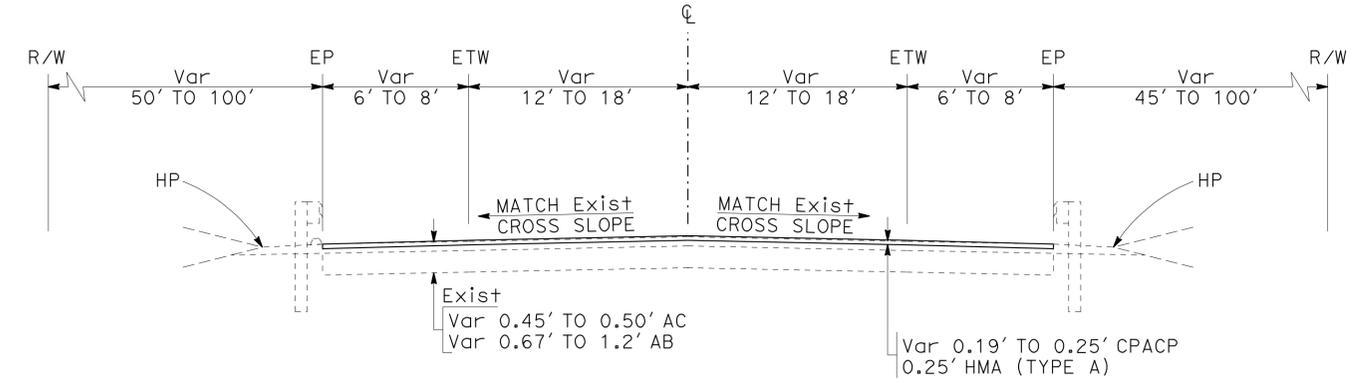
ABBREVIATIONS

CPACP COLD PLANE ASPHALT CONCRETE PAVEMENT

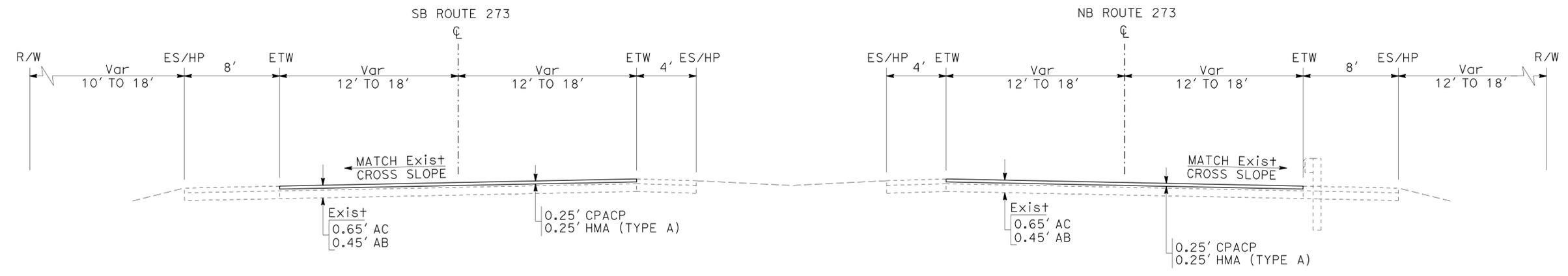
NOTES:

- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- SUPERELEVATIONS AS SHOWN OR AS DETERMINED BY THE ENGINEER.
- FOR COMPLETE RIGHT OF WAY DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 CALTRANS
 FUNCTIONAL SUPERVISOR: JULIE CASEY
 CALCULATED/DESIGNED BY: MICHAEL R. WEBB
 CHECKED BY: MIKE MOGEN
 REVISED BY: DATE REVISIONS:



ROUTE 44/299
 TYPICAL CONFORM PAVING
 (50' EACH SIDE OF STRUCTURE)
 LOCATIONS 3 9 10 11



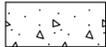
ROUTE 273
 STRUCTURE APPROACH/DEPARTURE PAVING
 (Var 50' TO 106' EACH SIDE OF STRUCTURE)
 LOCATIONS 4 5

TYPICAL CROSS SECTIONS
 NO SCALE
X-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44, 273, 299	Var	3	39
<i>Michael R. Webb</i> REGISTERED CIVIL ENGINEER No. C73986 Exp. 6-30-11 CIVIL			01-27-10 DATE		
3-22-10 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>					

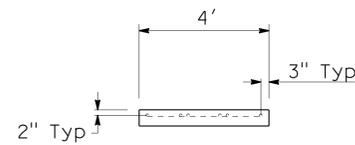
- NOTES:
- ALL DIMENSIONS TO BE FIELD VERIFIED BY THE CONTRACTOR.
 - REFER TO MANUFACTURER'S RECOMMENDATIONS FOR ACTUAL DIMENSIONS AND REINFORCEMENT DETAILS OF CRASH CUSHION (TAU-II) AND FOUNDATION.
 - EARTH RETAINING STRUCTURE (GUARD RAILING) IS TO BE CONSTRUCTED WITH METAL BEAM GUARD RAILING COMPONENTS REMOVED FROM THIS LOCATION.
 - (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

LEGEND

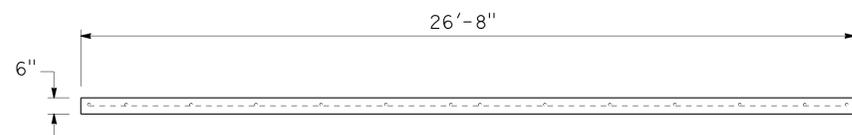
-  DIRECTION OF TRAFFIC
-  EMBANKMENT (N)
-  MINOR CONCRETE (MINOR STRUCTURE)

ABBREVIATIONS

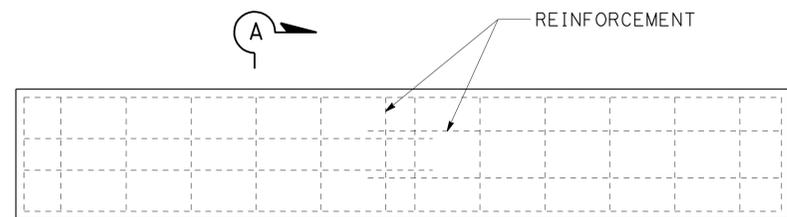
CPACP COLD PLANE ASPHALT CONCRETE PAVEMENT



SECTION A-A



ELEVATION

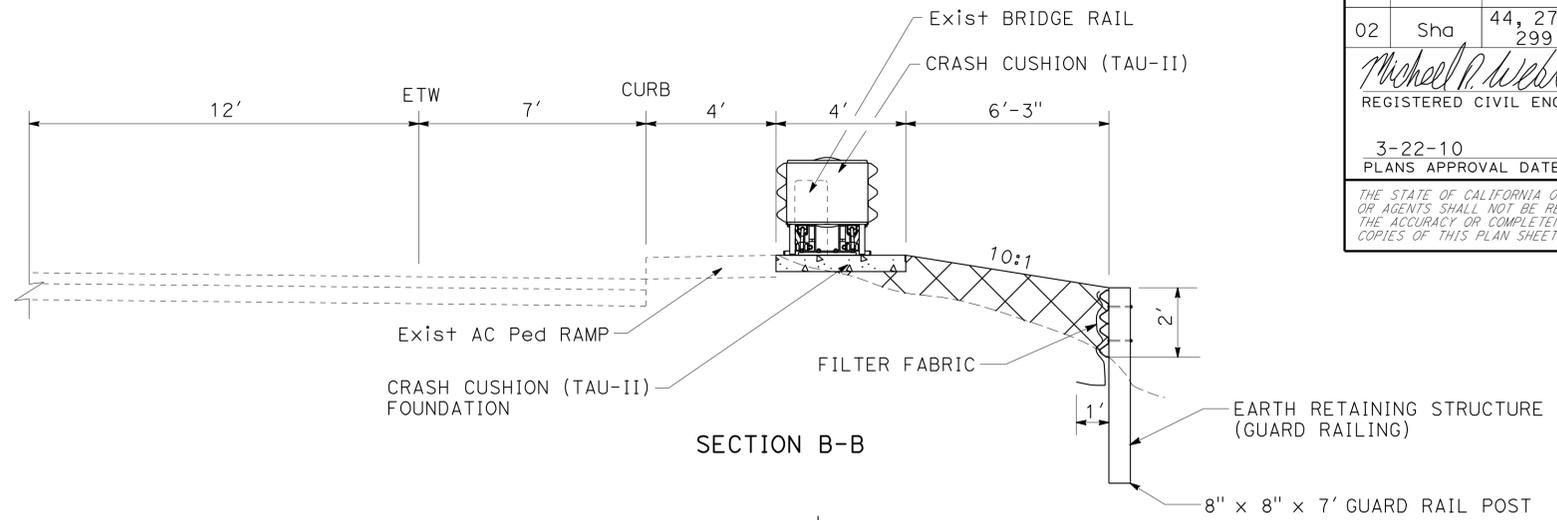


REINFORCEMENT

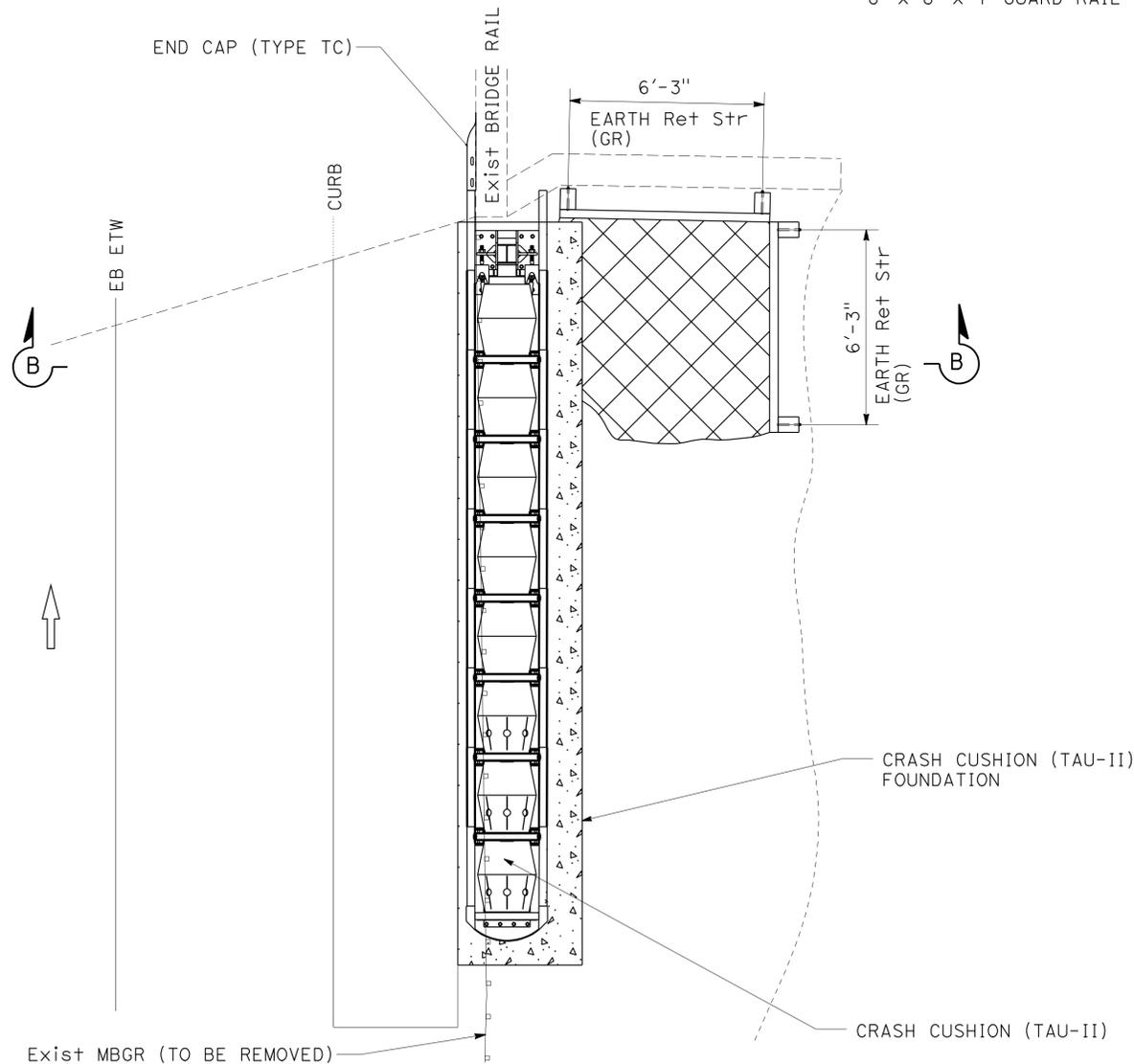
A

PLAN

CRASH CUSHION (TAU-II) FOUNDATION DETAILS



SECTION B-B



PLAN

EB APPROACH CRASH CUSHION (TAU-II) AND EARTH RETAINING SYSTEM (GUARD RAILING)

LOCATION (11)

MONTGOMERY CREEK BRIDGE
 Br No. 06-0058
 Sha/299/PM 56.74

CONSTRUCTION DETAILS

NO SCALE

C-1

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CD DESIGN

FUNCTIONAL SUPERVISOR

JULIE CASEY

CALCULATED/DESIGNED BY

CHECKED BY

MICHAEL R. WEBB

MIKE MOGEN

REVISED BY

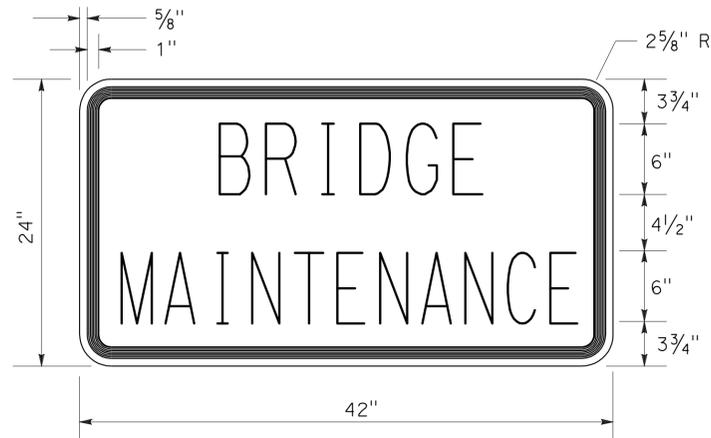
DATE REVISED

NOTES:

- EXACT SIGN LOCATION TO BE DETERMINED BY THE ENGINEER.
- CALIFORNIA SIGN CODES ARE DESIGNATED (CA), OTHERWISE FEDERAL SIGN CODES ARE SHOWN.

LEGEND

† CONSTRUCTION AREA SIGN (1 POST)



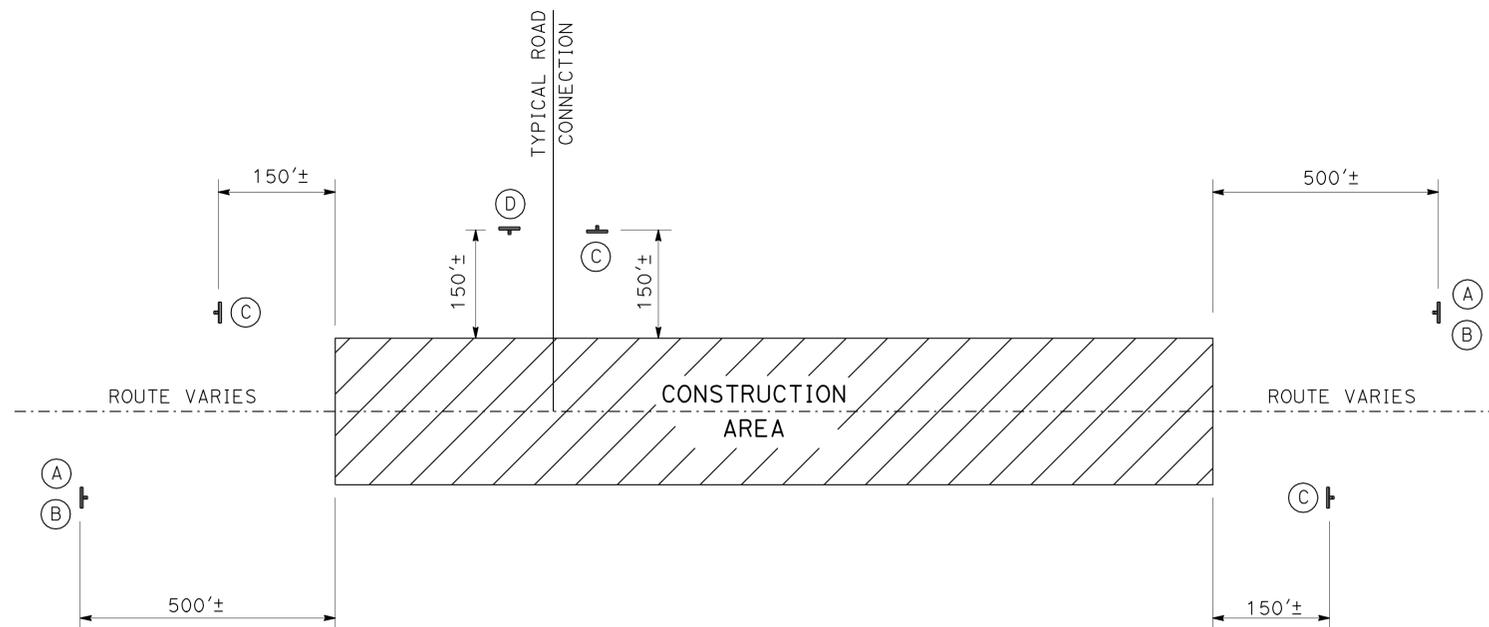
C23B SIGN PANEL DETAIL

CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)

LOCATIONS ③ ④ ⑤ ⑨ ⑩ ⑪

SIGN	CODE	PANEL SIZE	POST SIZE	SIGN MESSAGE
Ⓐ	W20-1	36" x 36"	4" x 6"	ROAD WORK AHEAD
Ⓑ	C23B	42" x 24"		BRIDGE MAINTENANCE
Ⓒ	G20-2	36" x 18"	4" x 4"	END ROAD WORK
Ⓓ	W20-1	36" x 36"	4" x 4"	ROAD WORK AHEAD

NOTE: 1. SIGN Ⓑ TO BE MOUNTED BELOW SIGN Ⓐ.



TYPICAL CONSTRUCTION AREA SIGN PLAN

THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGN WORK ONLY.

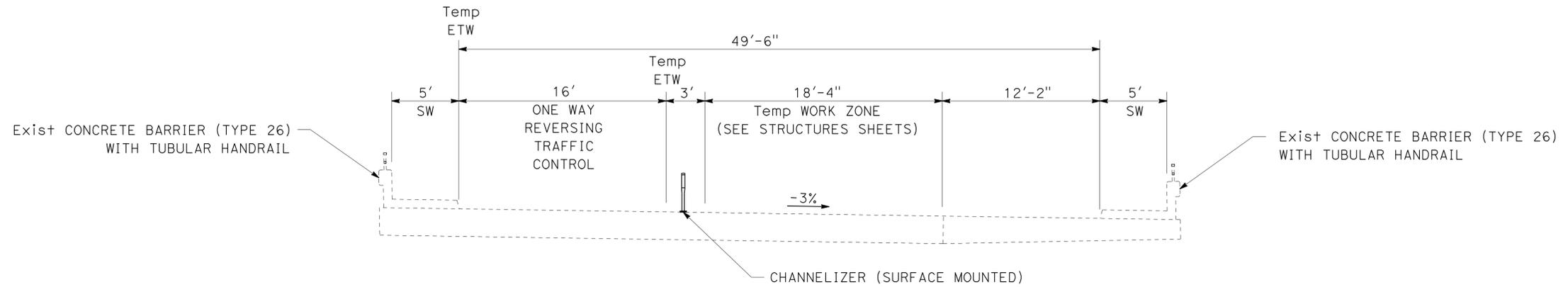
CONSTRUCTION AREA SIGNS
NO SCALE
CS-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 Caltrans®
 FUNCTIONAL SUPERVISOR: JULIE CASEY
 CALCULATED/DESIGNED BY: CHECKED BY:
 MICHAEL R. WEBB MIKE MOGEN
 REVISED BY: DATE REVISED:

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44,273, 299	Var	7	39
<i>Michael R. Webb</i> REGISTERED CIVIL ENGINEER			01-27-10 DATE		
3-22-10 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>					

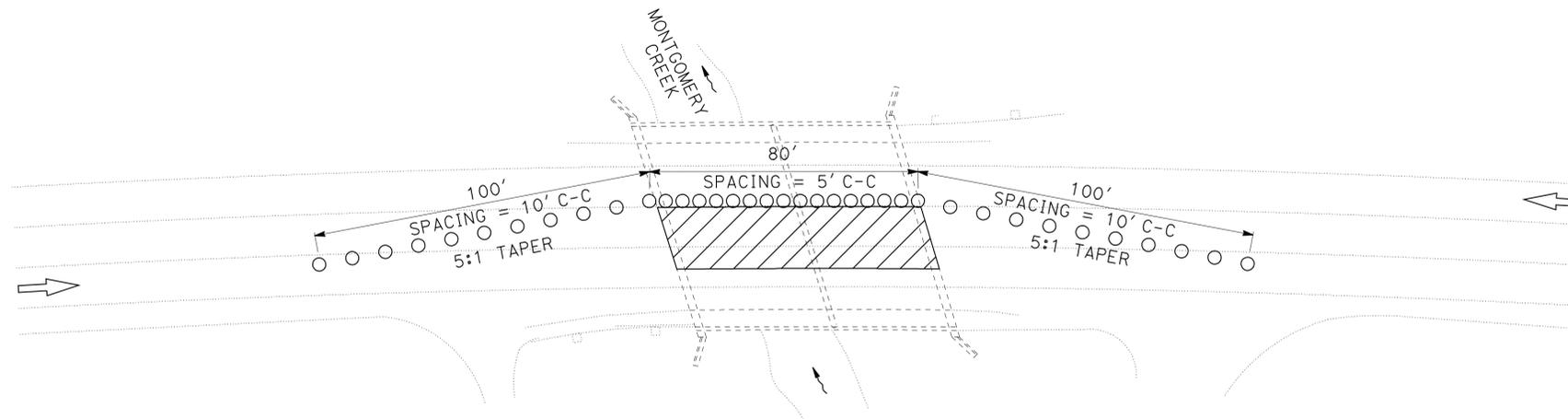
LEGEND

- DIRECTION OF TRAFFIC
- BRIDGE WORK (SEE STRUCTURES PLANS)
- CHANNELIZER (SURFACE MOUNTED)



LOCATION ⑪
STRUCTURE (TYPICAL SECTION)

MONTGOMERY CREEK BRIDGE
 Br No. 06-0058
 Sha/299/PM 56.74



PLAN

LOCATION ⑪

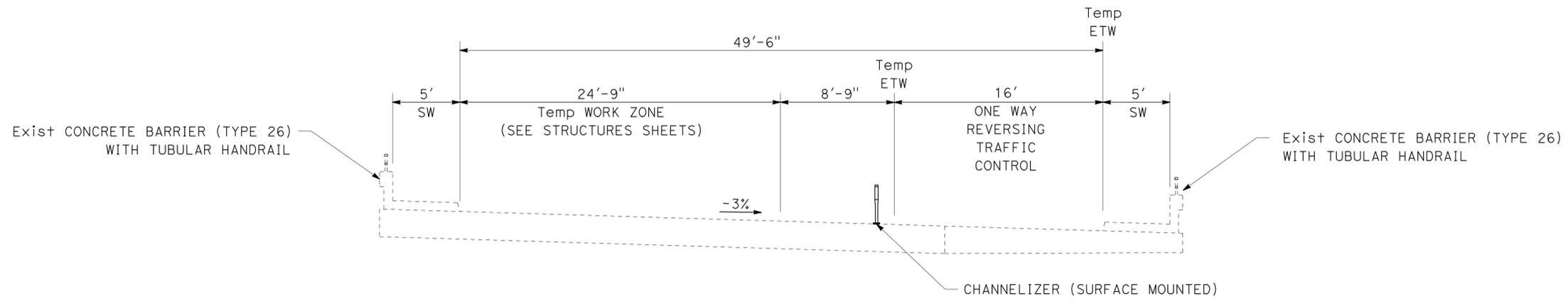
MONTGOMERY CREEK BRIDGE
 Br No. 06-0058
 Sha/299/PM 56.74

STAGE 1
STAGE CONSTRUCTION PLANS
 NO SCALE
SC-1

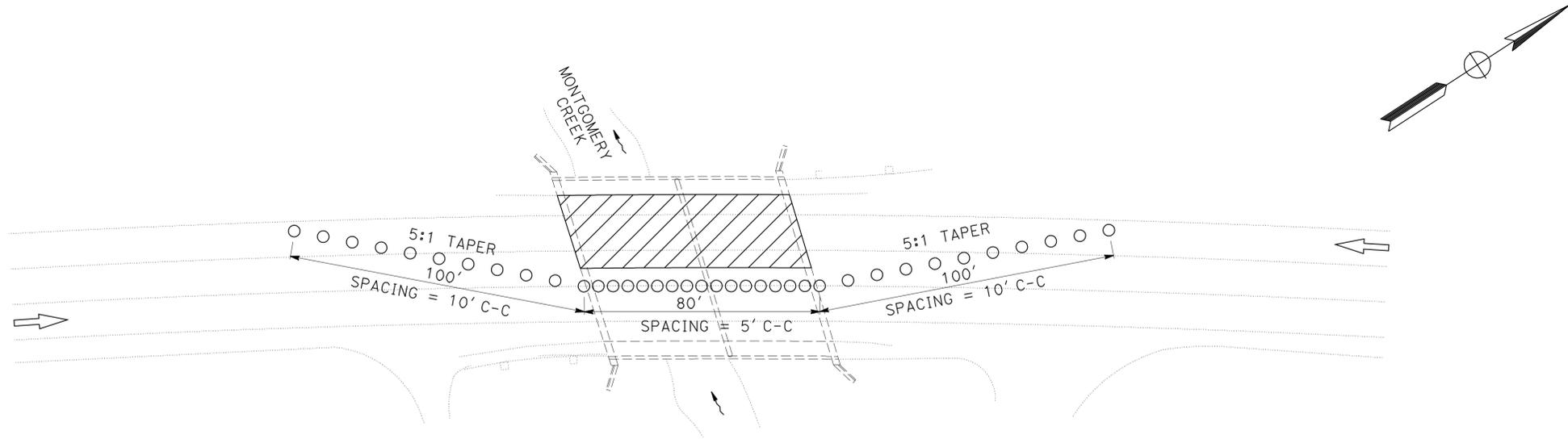
THIS PLAN ACCURATE FOR STAGE CONSTRUCTION WORK ONLY.

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR: JULIE CASEY
 CALCULATED/DESIGNED BY: [blank] CHECKED BY: [blank]
 MICHAEL R. WEBB
 MIKE MOGEN
 REVISED BY: [blank] DATE REVISED: [blank]

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44,273, 299	Var	8	39
<i>Michael R. Webb</i> REGISTERED CIVIL ENGINEER			01-27-10 DATE		
3-22-10 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>					



LOCATION ①
STRUCTURE (TYPICAL SECTION)
 MONTGOMERY CREEK BRIDGE
 Br No. 06-0058
 Sha/299/PM 56.74



PLAN
 LOCATION ①
 MONTGOMERY CREEK BRIDGE
 Br No. 06-0058
 Sha/299/PM 56.74

STAGE 2
STAGE CONSTRUCTION PLANS
 NO SCALE
SC-2

THIS PLAN ACCURATE FOR STAGE CONSTRUCTION WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 CALTRANS
 FUNCTIONAL SUPERVISOR: JULIE CASEY
 CALCULATED/DESIGNED BY: [blank] CHECKED BY: [blank]
 MICHAEL R. WEBB
 MIKE MOGEN
 REVISED BY: [blank] DATE REVISED: [blank]

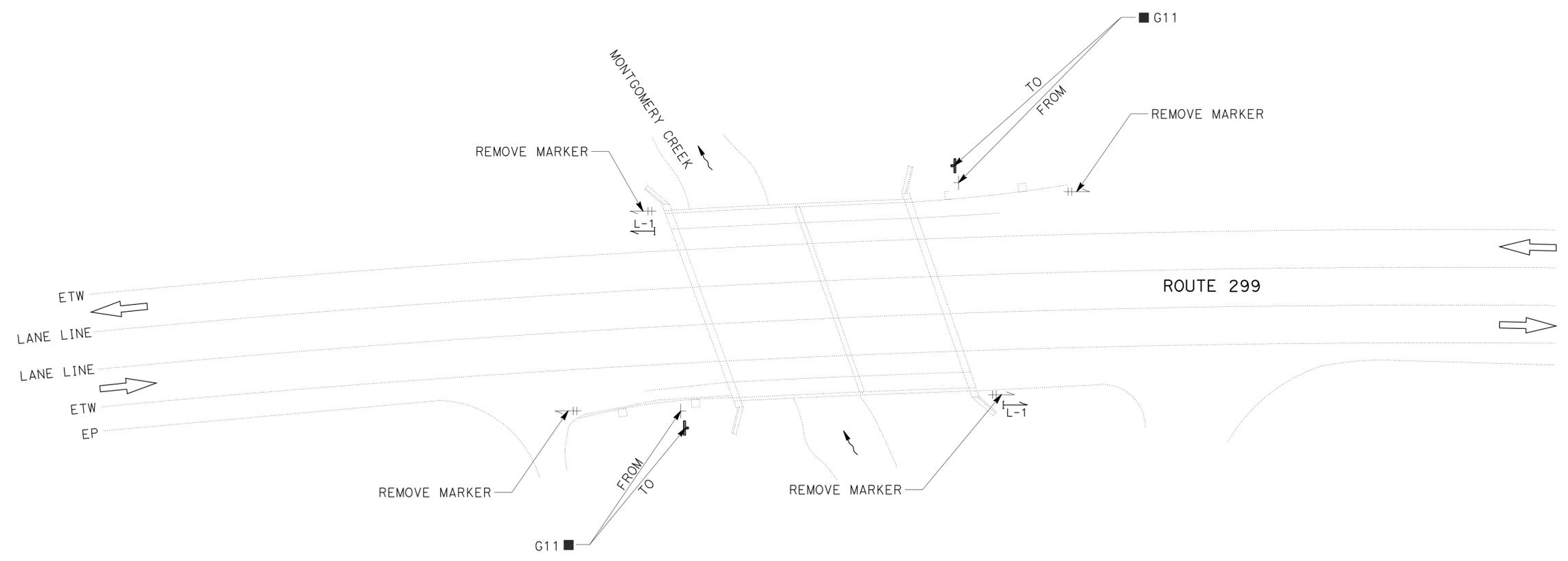
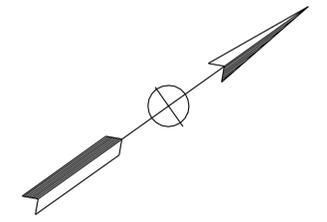
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44,273, 299	Var	9	39
<i>Michael R. Webb</i> REGISTERED CIVIL ENGINEER			01-27-10 DATE		
			3-22-10 PLANS APPROVAL DATE		
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

NOTES:

1. RELOCATE ROADSIDE SIGNS OUTSIDE OF CRASH CUSHION (TAU-II) FOUNDATION LIMITS.
2. OBJECT MARKERS (TYPE P) TO BE PLACED AT END OF CRASH CUSHION (TAU-II) AT BRIDGE APPROACHES AND AT THE BEGINING OF BRIDGE BARRIER FOR BRIDGE DEPARTURES.

LEGEND

- OBJECT MARKER (TYPE L)
- RELOCATE ROADSIDE SIGN
- Exist OBJECT MARKER
- Exist ROADSIDE (1 POST)
- RELOCATED ROADSIDE SIGN (1 POST)
- DIRECTION OF TRAVEL
- DIRECTION OF FLOW



PLAN
 LOCATION (11)
 MONTGOMERY CREEK BRIDGE
 Br No. 06-0058
 Sha/299/PM 56.74

PAVEMENT DELINEATION
 AND SIGN PLAN

SCALE: 1" = 20'

PD-1

THIS PLAN ACCURATE FOR PAVEMENT DELINEATION WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR: JULIE CASEY
 CALCULATED/DESIGNED BY: [blank] CHECKED BY: [blank]
 MICHAEL R. WEBB
 REVISOR: MIKE MOGEN
 REVISIONS: [blank]
 DATE: [blank]

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44,273,299	Var	10	39

Michael R. Webb 01-27-10
 REGISTERED CIVIL ENGINEER DATE
 3-22-10
 PLANS APPROVAL DATE

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

NOTE:
 1. (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

REMOVE TRAFFIC STRIPE

LOCATION INFORMATION					REMOVE THERMOPLASTIC TRAFFIC STRIPE	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	LF	LF
③	44	4.31	06-0150	STILLWATER CREEK	356	226
④	273	13.31	06-0010	ACID CANAL	192	156
⑤	273	14.31	06-0012	CANYON CREEK	588	508
⑥	299	8.73	06-0036	CLEAR CREEK	412	412
⑦	299	27.94	06-0044	STILLWATER CREEK	408	408
⑧	299	34.56	06-0049	SALT CREEK	324	324
⑨	299	48.18	06-0201	CEDAR CREEK (WEST)	882	882
⑩	299	48.39	06-0202	CEDAR CREEK (EAST)	912	912
⑪	299	56.74	06-0058	MONTGOMERY CREEK	156	204
⑫	299	75.06	06-0063	WEST BRANCH BURNEY CREEK	200	104
⑬	299	84.02	06-0066	HAT CREEK	232	232
⑭	299	84.48	06-0067	PIT RIVER	1444	1196
TOTAL					6106	5564

THERMOPLASTIC PAVEMENT MARKING

LOCATION INFORMATION					THERMOPLASTIC PAVEMENT MARKING	(N) TYPE III (L) ARROW	(N) TYPE V (L) ARROW
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	SQFT	EA	EA
⑤	273	14.31	06-0012	CANYON CREEK	84	2	
③	44	4.31	06-0150	STILLWATER CREEK	66		2
TOTAL					150		

THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)

LOCATION INFORMATION					DETAIL 12	DETAIL 18	DETAIL 19	DETAIL 21	DETAIL 22	DETAIL 25	DETAIL 27	DETAIL 27B	DETAIL 31	DETAIL 32	DETAIL 38	DETAIL 39
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	LF	LF	LF	LF	LF							
③	44	4.31	06-0150	STILLWATER CREEK			278					456				
④	273	13.31	06-0010	ACID CANAL	356					356		356				
⑤	273	14.31	06-0012	CANYON CREEK	364						364	364			232	
⑥	299	8.73	06-0036	CLEAR CREEK				206				412				
⑦	299	27.94	06-0044	STILLWATER CREEK					204			408				
⑧	299	34.56	06-0049	SALT CREEK					162			324				
⑨	299	48.18	06-0201	CEDAR CREEK (WEST)				441	100			982				
⑩	299	48.39	06-0202	CEDAR CREEK (EAST)				456	100			1012				
⑪	299	56.74	06-0058	MONTGOMERY CREEK								356	78	100		
⑫	299	75.06	06-0063	WEST BRANCH BURNEY CREEK								80	40			80
⑬	299	84.02	06-0066	HAT CREEK				116				232				
⑭	299	84.48	06-0067	PIT RIVER		464		258				1444				
SUBTOTALS					720	464	278	1477	566	356	364	6426	118	100	232	80
TOTAL					11,181											

PAVEMENT DELINEATION AND SIGN QUANTITIES

PDQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 JULIE CASEY
 FUNCTIONAL SUPERVISOR
 MICHAEL R. WEBB
 MIKE MOGEN
 REVISOR BY
 DATE REVISOR

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44,273,299	Var	11	39

Michael R. Webb 01-27-10
 REGISTERED CIVIL ENGINEER DATE

3-22-10
 PLANS APPROVAL DATE

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

PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)

LOCATION INFORMATION					PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)
TYPE					
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	D
9	299	48.18	06-0201	CEDAR CREEK (WEST)	10
10	299	48.39	06-0202	CEDAR CREEK (EAST)	10
11	299	56.74	06-0058	MONTGOMERY CREEK	14
TOTAL					34

ROADSIDE SIGN

LOCATION INFORMATION					RELOCATE ROADSIDE SIGN-ONE POST
TYPE					
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	EA
11	299	56.74	06-0058	MONTGOMERY CREEK	2
TOTAL					2

OBJECT MARKERS

LOCATION INFORMATION					REMOVE MARKER	OBJECT MARKER (TYPE L)
TYPE						
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	EA	EA
11	299	56.74	06-0058	MONTGOMERY CREEK	4	2
TOTAL					4	2

PAVEMENT MARKER (RETROREFLECTIVE)

LOCATION INFORMATION					PAVEMENT MARKER (RETROREFLECTIVE)		
TYPE					D	G	H
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	D	G	H
3	44	4.31	06-0150	STILLWATER CREEK	7		13
4	273	13.31	06-0010	ACID CANAL		8	8
5	273	14.31	06-0012	CANYON CREEK		19	8
SUBTOTALS					7	27	29
TOTAL					63		

PAVEMENT DELINEATION AND SIGN QUANTITIES PDQ-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR: JULIE CASEY
 CALCULATED/DESIGNED BY: MICHAEL R. WEBB
 CHECKED BY: MIKE MOGEN
 REVISED BY: DATE REVISED

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 BORDER LAST REVISED 4/11/2008



USERNAME => trrene
 DGN FILE => 21E610nc002.dgn

CU 03 246
 EA 1E6101

LAST REVISION | DATE PLOTTED => 26-MAR-2010
 01-27-10 TIME PLOTTED => 13:51

NOTE:
1. (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

EROSION CONTROL (MULCH)

LOCATION INFORMATION						MULCH
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	CY	
3	44	4.31	06-0150	STILLWATER CREEK	1	
11	299	56.74	06-0058	MONTGOMERY CREEK	1	
TOTAL						2

STAGE CONSTRUCTION

LOCATION INFORMATION							CHANNELIZER (SURFACE MOUNTED)
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	STAGE	EA	
11	299	56.74	06 0058	MONTGOMERY CREEK	1	37	
11	299	56.74	06 0058	MONTGOMERY CREEK	2	37	
TOTAL							74

METAL BEAM GUARD RAILING

LOCATION INFORMATION					REMOVE METAL BEAM GUARD RAILING	METAL BEAM GUARD RAILING	TRANSITION RAILING (TYPE WB)	ALTERNATIVE FLARED TERMINAL SYSTEM	END CAP (TYPE TC)	VEGETATION CONTROL (MINOR CONCRETE)	NOTES
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	LF	LF	EA	EA	EA	SQYD	
3	44	4.31	06-0150	STILLWATER CREEK	62.5	62.5	1	1		87.6	EB STRUCTURE APPROACH
3	44	4.31	06-0150	STILLWATER CREEK	62.5		1	1		55.4	EB STRUCTURE DEPARTURE
3	44	4.31	06-0150	STILLWATER CREEK	62.5	62.5	1	1		87.6	WB STRUCTURE APPROACH
3	44	4.31	06-0150	STILLWATER CREEK	62.5		1	1		55.4	WB STRUCTURE DEPARTURE
11	299	56.74	06-0058	MONTGOMERY CREEK	112.5				2		
TOTAL					362.5	125	4	4	2	286	

ROADWAY QUANTITIES

LOCATION INFORMATION					REMOVE DOWNDRAIN	COLD PLANE AC PAVEMENT	EARTH RETAINING STRUCTURE (GUARD RAILING)	EARTH RETAINING STRUCTURE (GUARD RAILING) EMBANKMENT	HMA (TYPE A)	TACK COAT	SHOULDER RUMBLE STRIP (HMA GROUND-IN INDELTATIONS)	NOTES
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	LF	SQYD	SQFT	CY	TON	TON	LF	
4	273	13.31	06-0010	ACID CANAL		722			134	0.27		
5	273	14.31	06-0012	CANYON CREEK		1214			226	0.45		
3	44	4.31	06-0150	STILLWATER CREEK		444			83	0.17	150	MATCH Exis+ RUMBLE STRIP
3	44	4.31	06-0150	STILLWATER CREEK	14							8" CMP DD
9	299	48.18	06-0201	CEDAR CREEK (WEST)		473			88	0.18		
10	299	48.39	06-0202	CEDAR CREEK (EAST)		473			88	0.18		
11	299	56.74	06-0058	MONTGOMERY CREEK		550	25.5	2.8	102	0.21		
TOTAL					14	3876	25.5	2.8	721	1.46	150	

CRASH CUSHION

LOCATION INFORMATION					CRASH CUSHION (TAU-II)	(N) MINOR CONCRETE (MINOR STRUCTURE)	(N) CRASH CUSHION (TAU-II) FOUNDATION EXCAVATION	NOTES
LOCATION	ROUTE	PM	BRIDGE NUMBER	BRIDGE NAME	EA	CY	CY	
11	299	56.74	06-0058	MONTGOMERY CREEK	2	3.95	2.8	TAU-II TL-3 (8 BAY)
TOTAL					2	3.95	2.8	

SUMMARY OF QUANTITIES
Q-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44,273, 299	Var	12	39

Michael R. Webb 01-27-10
 REGISTERED CIVIL ENGINEER DATE
 3-22-10
 PLANS APPROVAL DATE

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P:\proj\2102\11E610\plans\pse\21E610\040001.dgn
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR: JULIE CASEY
 CALCULATED/DESIGNED BY: MICHAEL R. WEBB
 CHECKED BY: MIKE MOGEN
 REVISIONS: REVISOR: MICHAEL R. WEBB, DATE: [blank]
 REVISOR: MIKE MOGEN, DATE: [blank]

NOTES (THIS SHEET):

- | | |
|---|--|
| 1 Exist 1 1/2"C, 4 LOOP CONDUCTORS | 7 Exist 2"C, 3 LOOP CONDUCTORS, 6 stc |
| 2 2"C, 2 LOOP CONDUCTORS, 4 STC | 8 SPLICE LOOP CONDUCTORS TO DLC IN PULL BOX |
| 3 2"C, 3 DLC, 6 STC | 9 2"C, 6 DLC, 12 STC |
| 4 2"C, 3 LOOP CONDUCTORS, 6 STC | 10 COIL EACH CABLE WITH 10' OF SLACK IN THE BOTTOM OF THE Exist TMS CABINET. |
| 5 Exist 2"C, 6 dlc, 12 stc REPLACE WITH 6 DLC, 12 STC | 11 AB ALL (12) Exist AXLE SENSORS |
| 6 Exist 2"C, 3 DLC, 6 stc | 12 AB ALL (6) Exist LOOP DETECTORS |

LEGEND

- (PB) OBJECT MARKER (TYPE PB)
- NEW AXLE SENSOR
- Exist AXLE SENSOR
- ➔ DIRECTION OF TRAFFIC
- Exist ROADSIDE SIGN (2 POST)

ABBREVIATIONS

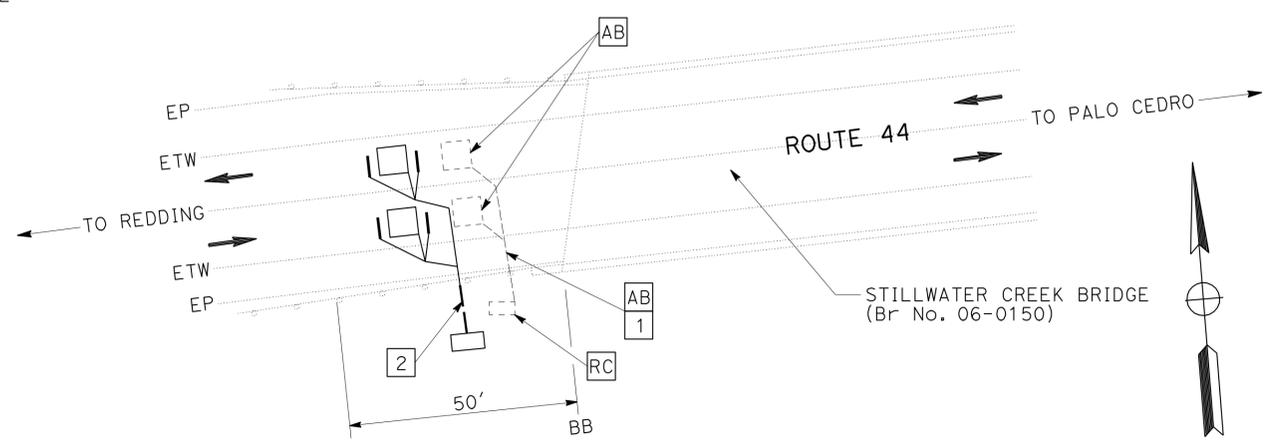
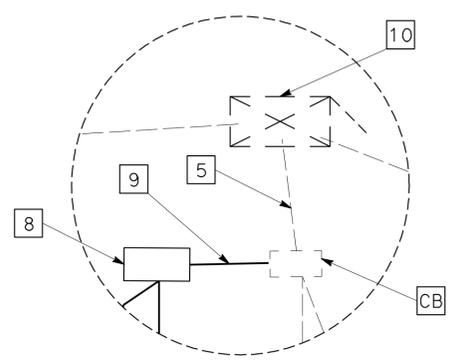
- STC NEW SCREENED TRANSMISSION CABLE
- stc Exist SCREENED TRANSMISSION CABLE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sha	44,273, 299	Var	13	39

Michael R. Webb 01-27-10
 REGISTERED CIVIL ENGINEER DATE
 3-22-10
 PLANS APPROVAL DATE

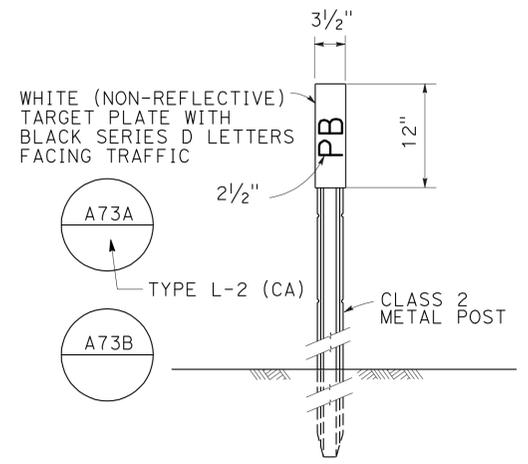
REGISTERED PROFESSIONAL ENGINEER
 MICHAEL R. WEBB
 No. C73986
 Exp. 6-30-11
 CIVIL
 STATE OF CALIFORNIA

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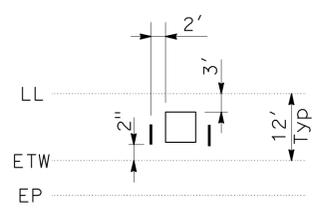
TRAFFIC MONITORING STATION No. 193

LOCATION ③
 STILLWATER CREEK BRIDGE
 Sha/44/PM 4.31
 SCALE: 1" = 20'

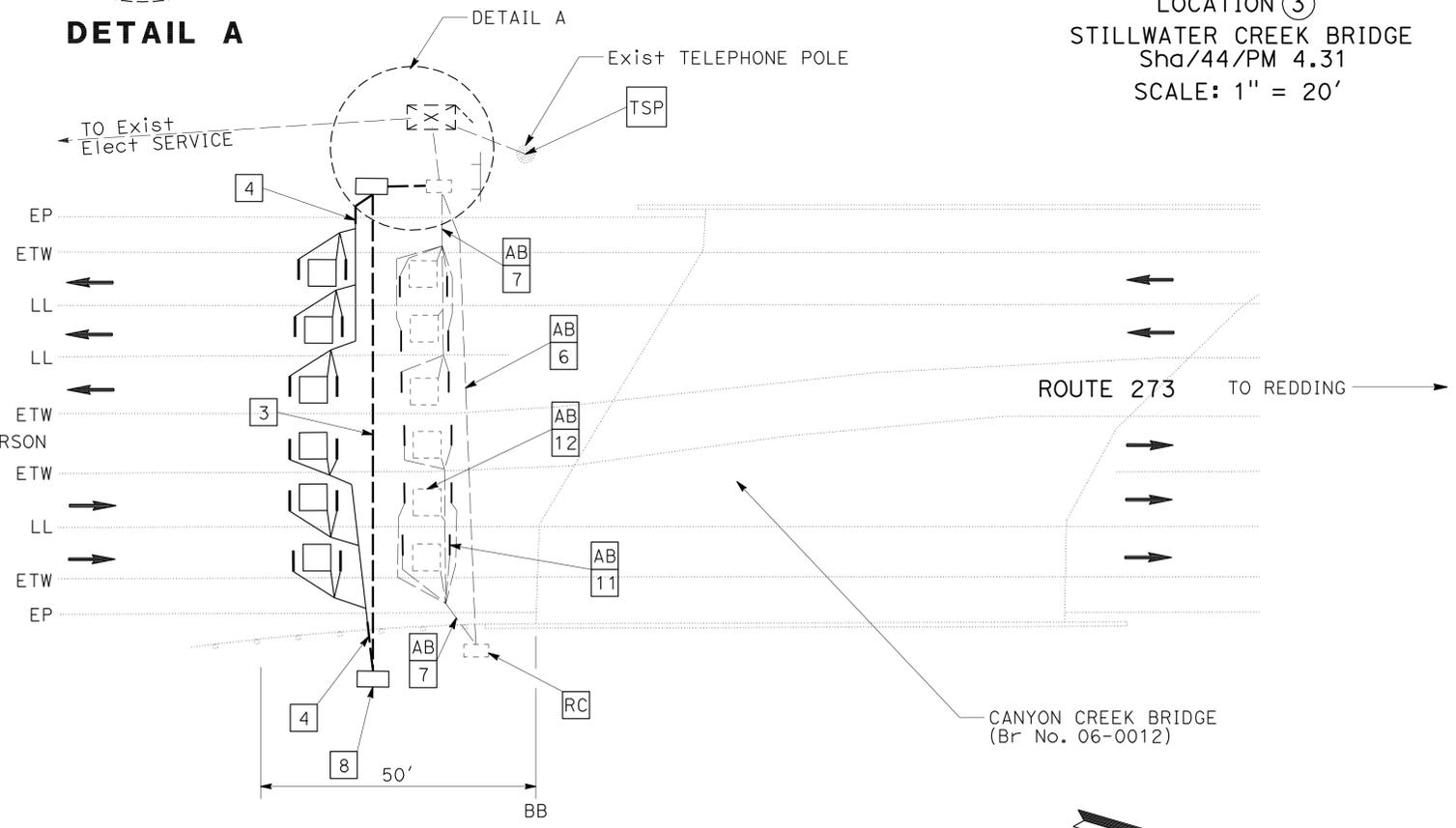


NOTE: MARKERS SHALL COMPLY WITH TYPE L-2 MODIFIED. PLACE MARKER 2" OUTSIDE PULL BOX PAVING ON SIDE AWAY FROM TRAFFIC. SEE PULL BOX PAVING DETAIL.

OBJECT MARKER (TYPE PB) NO SCALE

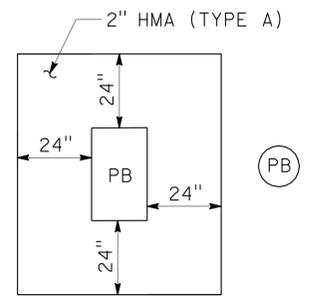


AXLE SENSOR INSTALLATION - ONE LANE NO SCALE



TRAFFIC MONITORING STATION No. 156

LOCATION ⑤
 CANYON CREEK BRIDGE
 Sha/273/PM 14.31
 SCALE: 1" = 20'



PULL BOX PAVING NO SCALE

TRAFFIC MONITORING STATION E-1

SCALE: AS SHOWN

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	14	39

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

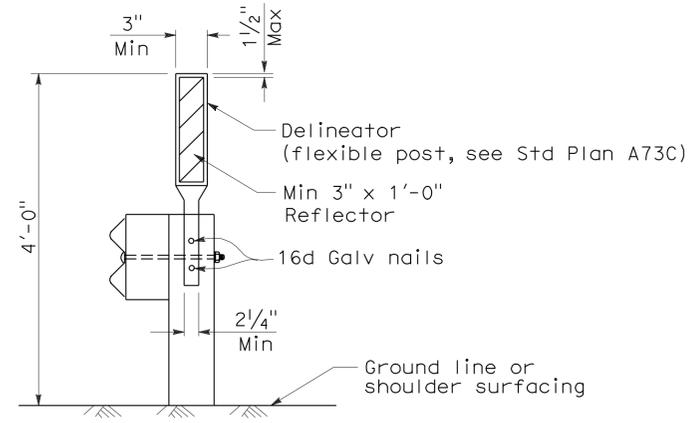
June 6, 2008
PLANS APPROVAL DATE

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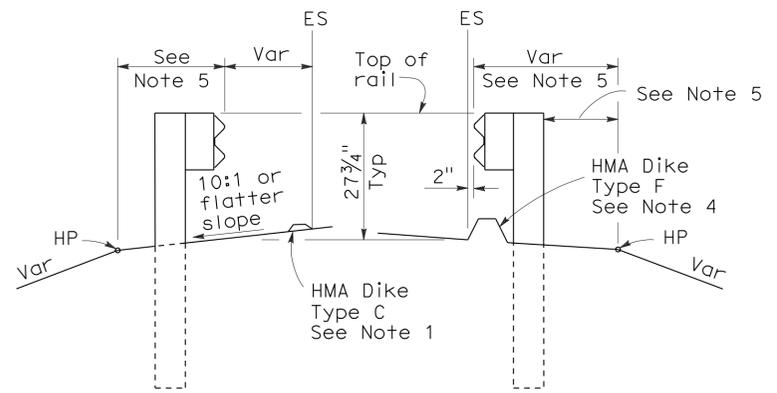
To accompany plans dated 3-22-10

NOTES:

1. When necessary to place dike in front of face of guard railing, only Type C dike may be used. For dike details, see Standard Plan A87B.
2. For standard railing post embedment, see Standard Plans A77C3.
3. Guard railing delineation to be used where shown on the Project Plans.
4. When dike or curb is placed under guard railing, the maximum height of the dike or curb shall be 4". Mountable dike should not be used. For dike and curb details, see Revised Standard Plans RSP A87A and Standard Plan A87B.
5. For details of typical distance between the face of rail and hinge point, see Standard Plan A77C3.



GUARD RAILING DELINEATION
See Note 3



DIKE POSITIONING
See Note 1

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL RAILING DELINEATION
AND DIKE POSITIONING DETAILS**

NO SCALE

RSP A77C4 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77C4
DATED MAY 1, 2006 - PAGE 47 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77C4

2006 REVISED STANDARD PLAN RSP A77C4

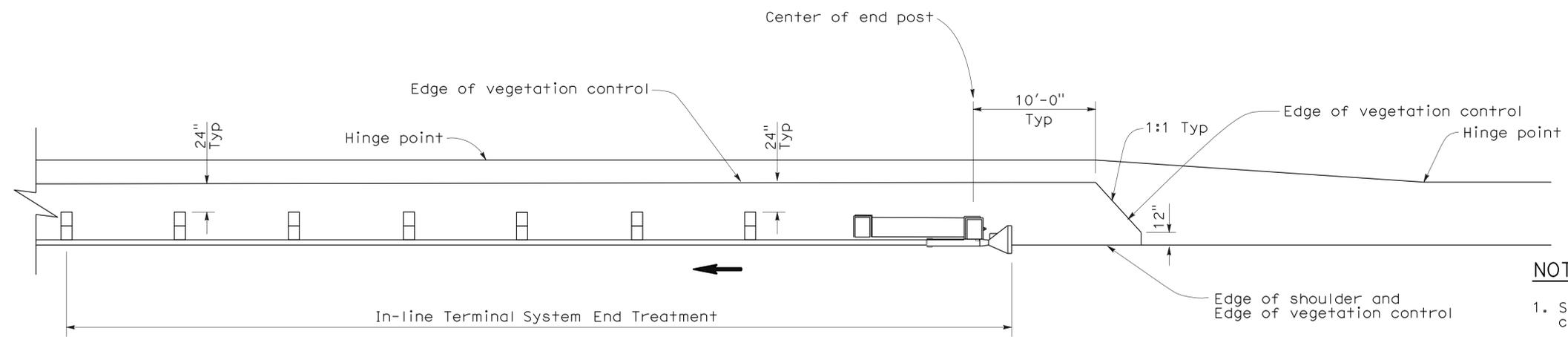
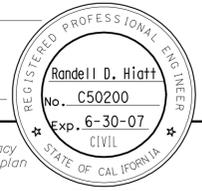
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	16	39

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

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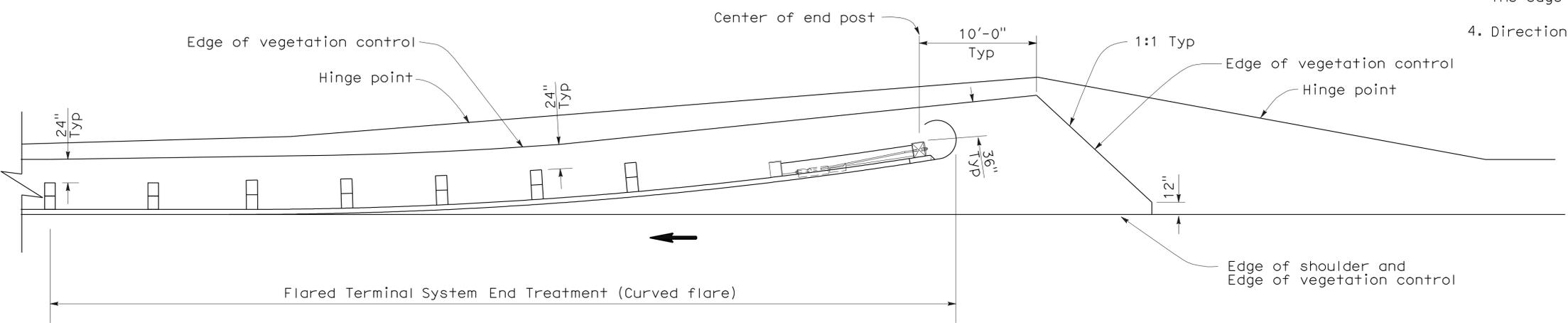
To accompany plans dated 3-22-10



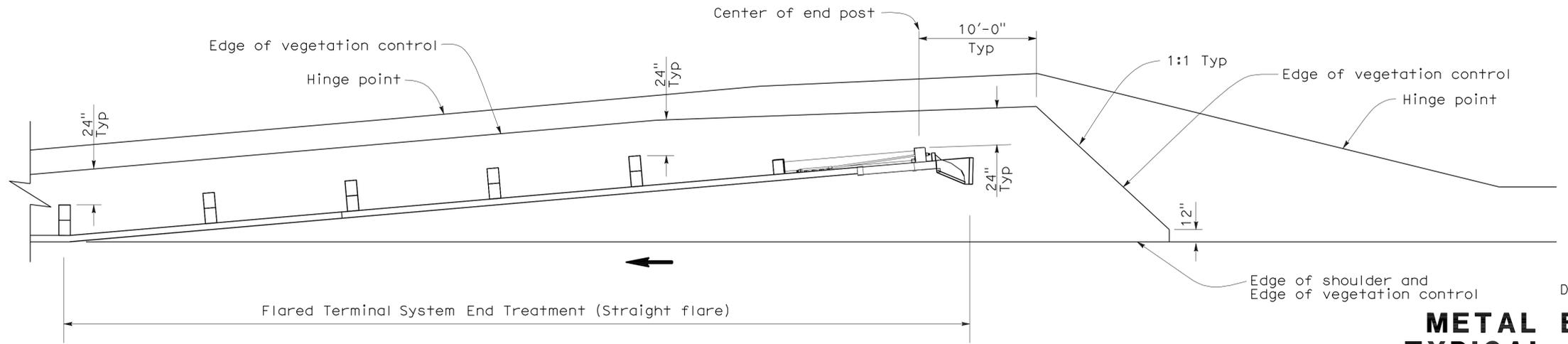
PLAN

NOTES:

1. See New Standard Plan NSP A77C5 for additional vegetation control details.
2. Where the distance between back of post and hinge point is less than 24", vegetation control to be constructed flush with the back edge of the post.
3. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
4. Direction of adjacent traffic indicated by ←.



PLAN



PLAN

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL VEGETATION CONTROL
FOR TERMINAL SYSTEM END TREATMENTS**

NO SCALE
NSP A77C6 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD
PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP A77C6

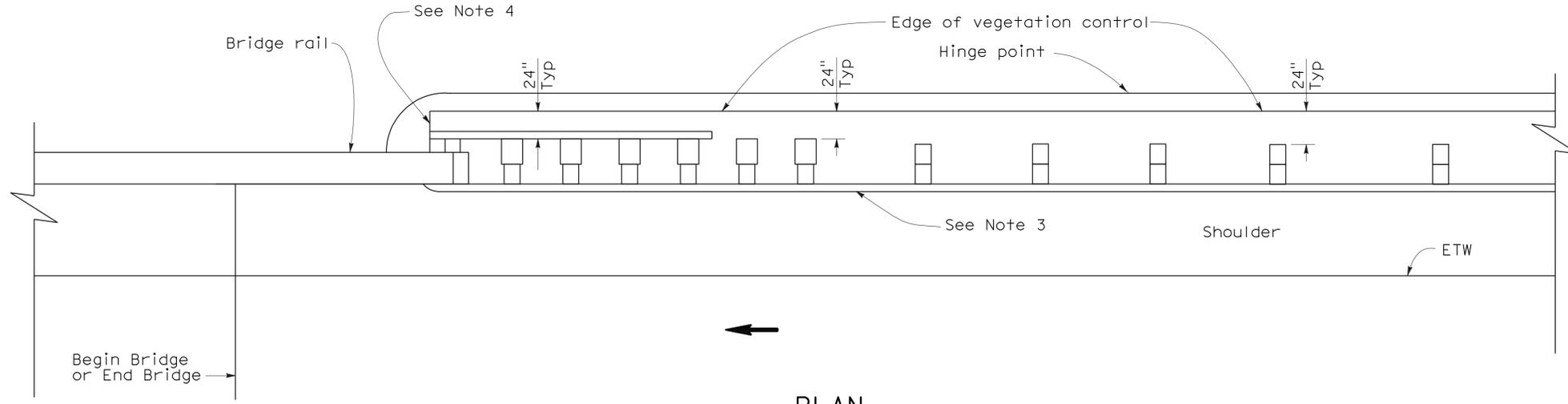
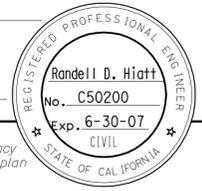
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	17	39

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

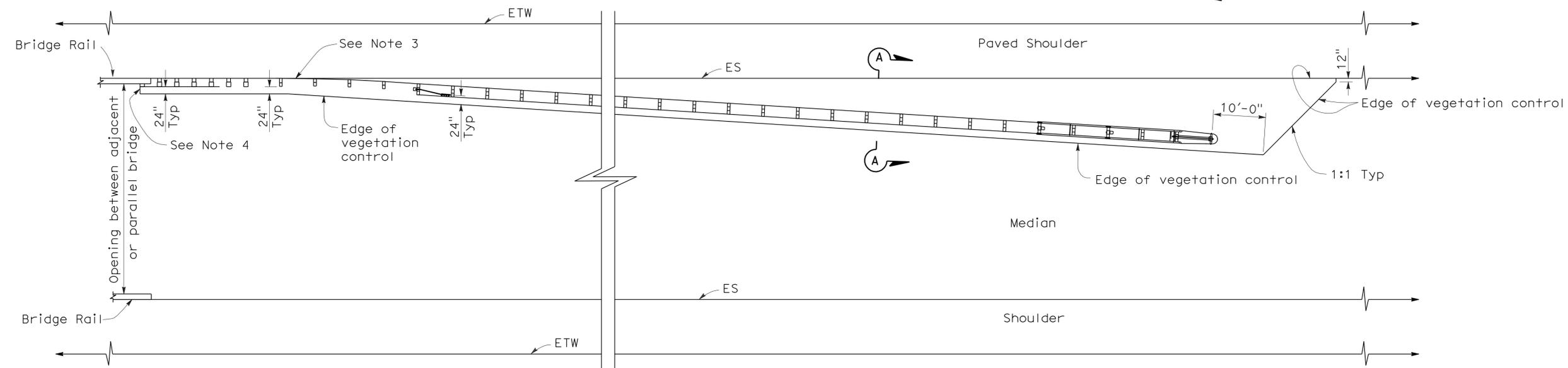
October 20, 2006
PLANS APPROVAL DATE

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To accompany plans dated 3-22-10



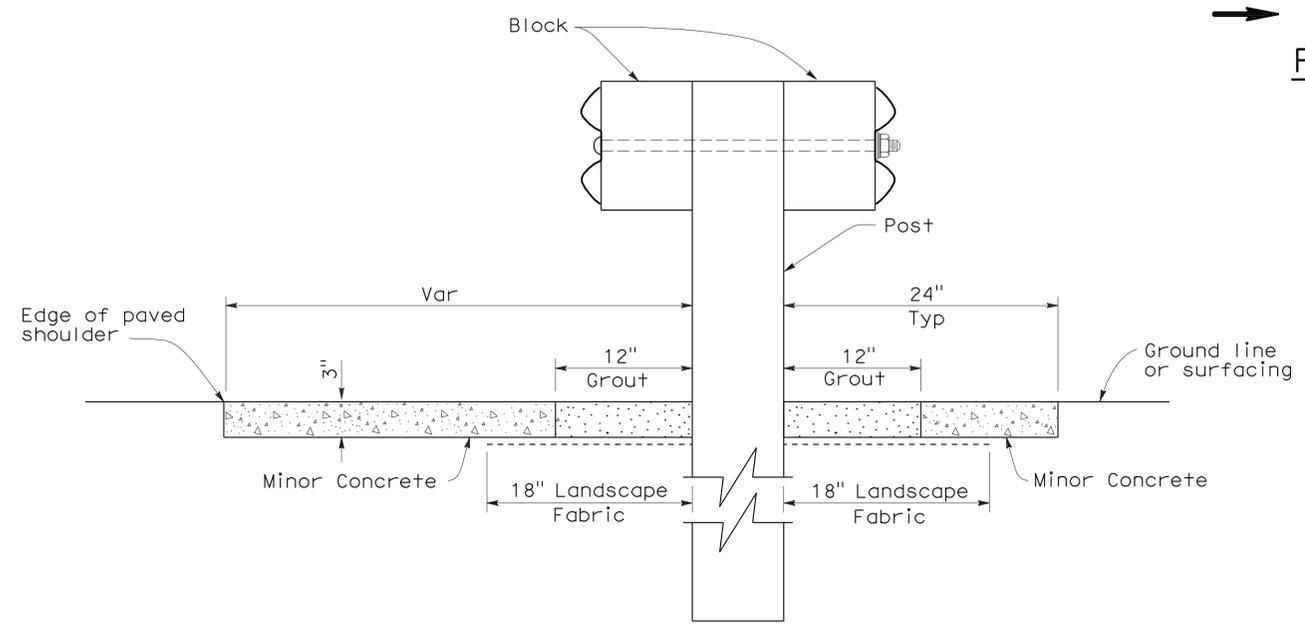
PLAN



PLAN

NOTES:

1. See New Standard Plan NSP A77C5 for additional vegetation control details.
2. Where the distance between back of post and hinge point is less than 24", vegetation control to be constructed flush with the back edge of the post.
3. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
4. End vegetation control at end of backside rail element.
5. Direction of adjacent traffic indicated by ←.



SECTION A-A

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL VEGETATION CONTROL
AT STRUCTURE APPROACH
AND DEPARTURE**

NO SCALE
NSP A77C7 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD
PLANS BOOK DATED MAY 2006.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	18	39

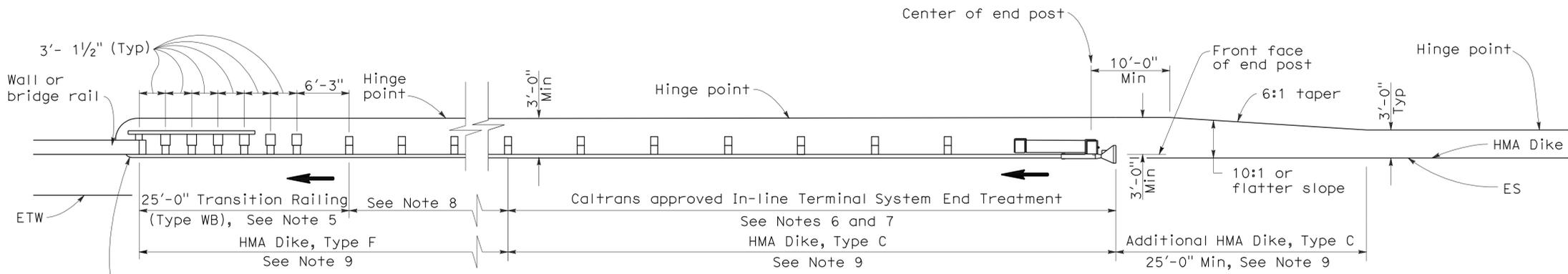
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

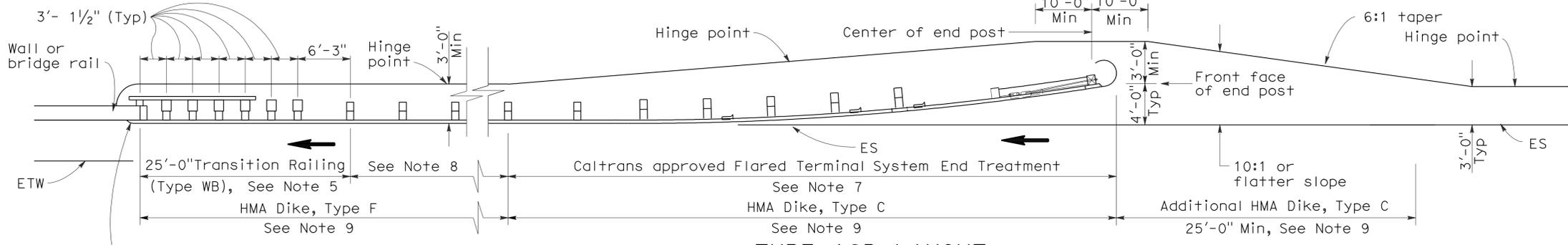
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To accompany plans dated 3-22-10



TYPE 12A LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE APPROACH WITH AN IN-LINE END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 10



TYPE 12B LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE APPROACH WITH A FLARED END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 10

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by \rightarrow .
- For Transition Railing (Type WB) details for Types 12A and 12B Layouts, see Standard Plan A77J4.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, or other fixed objects), it may be advisable to construct additional guard railing (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and end treatment.

- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
- Type 12A or Type 12B Layouts are typically used:
 - To the right of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
 - To the left of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
 - To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
 - To the right of approaching traffic at the end of the structure on multilane freeways or expressways with decked median on the bridge.
- See Revised Standard Plan RSP A77F3 for typical layout used left of approaching traffic at the ends of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.

- For additional details of typical connections to bridge rail, see Connection Detail AA on Revised Standard Plans RSP A77J1 and RSP A77J2 and Connection Detail FF on Standard Plans A77K1 and A77K2.
- For additional details of a typical connection to walls or abutments, see Standard Plan A77J3.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
STRUCTURE APPROACH**

NO SCALE

RSP A77F1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77F1
DATED MAY 1, 2006 - PAGE 54 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77F1

2006 REVISED STANDARD PLAN RSP A77F1

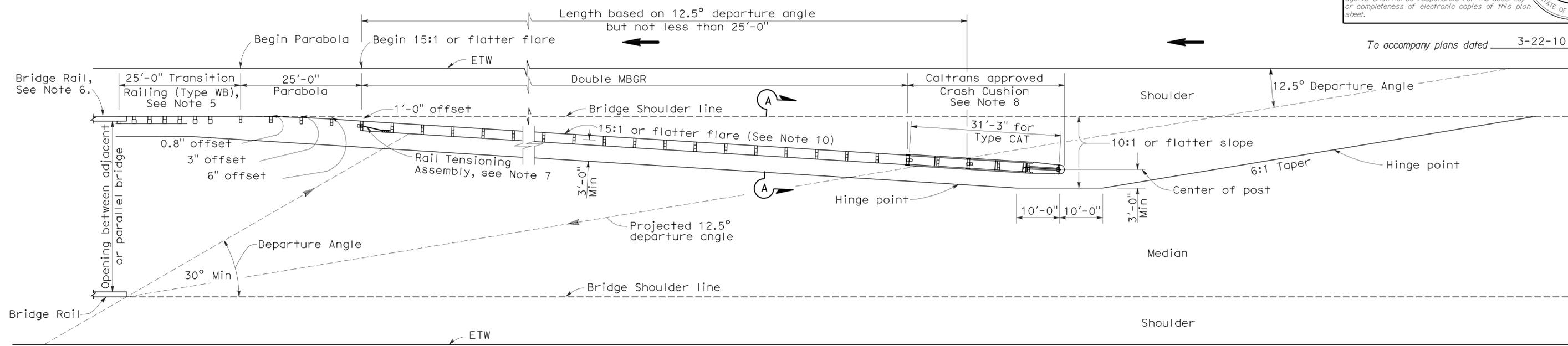
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	19	39

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
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STATE OF CALIFORNIA

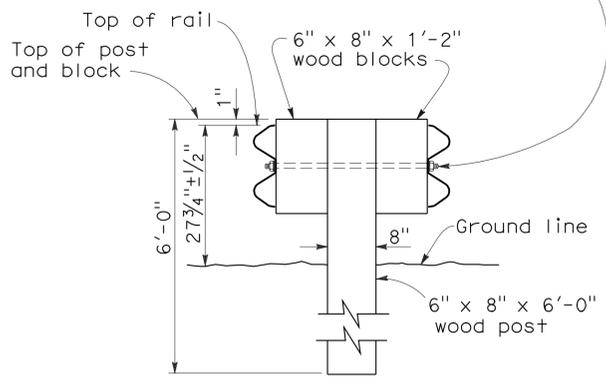


To accompany plans dated 3-22-10

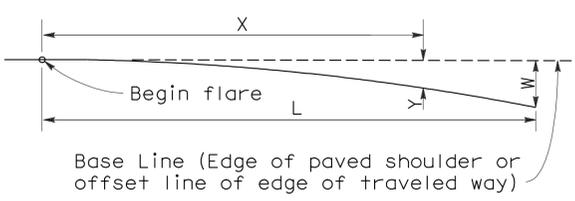
TYPE 12E LAYOUT

See Note 10

5/8" Ø Button head bolt with hex nut or 5/8" Ø Rod, threaded both ends, with hex nuts. 1/2" Max exposed threads after hex nut(s) tightened. No washer on rail faces for bolted connection to line post.



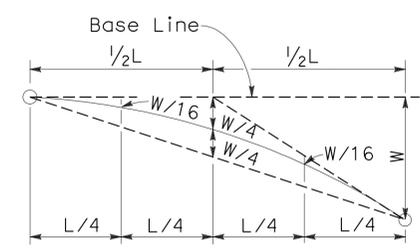
SECTION A-A
TYPICAL DOUBLE METAL BEAM GUARD RAILING



$$Y = \frac{WX^2}{L^2}$$

Y = Offset from base line
W = Maximum offset
X = Distance along base line
L = Length of flare

PARABOLIC FLARE OFFSETS



TYPICAL PARABOLIC LAYOUT

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood line posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by →.
- For Transition Railing (Type WB) details, see Standard Plan A77J4.
- For additional details of a typical connection to bridge rail, see Connection Detail AA on Revised Standard Plan RSP A77J1.
- For Rail Tensioning Assembly details, see Standard Plan A77H2.
- The type of Crash Cushion to be used will be shown on the Project Plans.
- Type 12E Layout is typically used left of approaching traffic at the end of each structure on multilane freeways or expressways where a median type barrier is not constructed between separated roadbeds.
- The 15:1 or flatter flare is measured off of the edge of traveled way.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
STRUCTURE APPROACH

NO SCALE

RSP A77F3 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77F3
DATED MAY 1, 2006 - PAGE 56 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP A77F3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	20	39

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

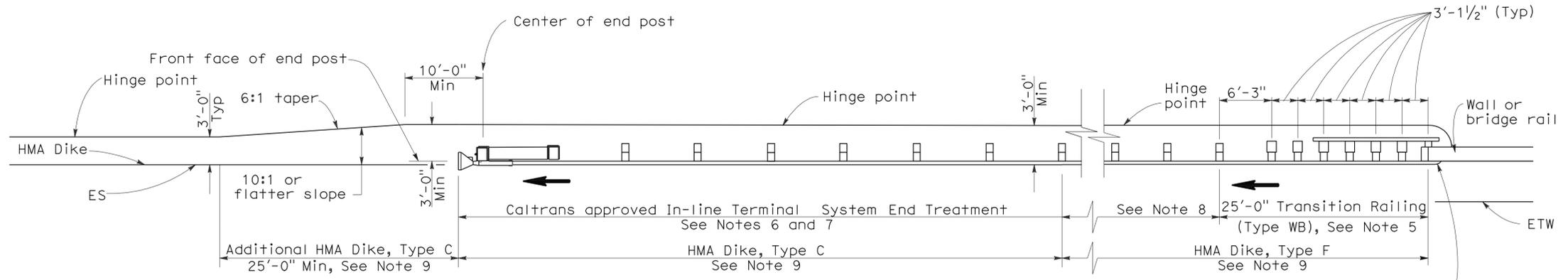
June 6, 2008
PLANS APPROVAL DATE

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STATE OF CALIFORNIA

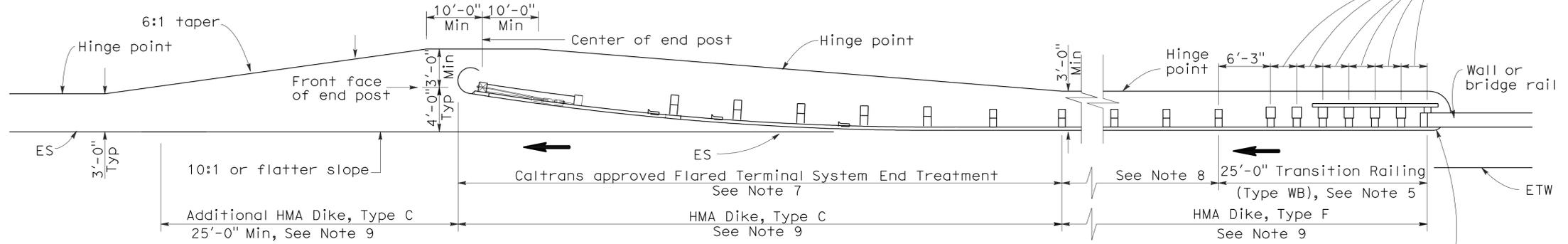
To accompany plans dated 3-22-10

2006 REVISED STANDARD PLAN RSP A77F4



TYPE 12AA LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE DEPARTURE WITH AN IN-LINE END TREATMENT AT TRAILING END OF RAILING)
See Notes 9 and 10



TYPE 12BB LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE DEPARTURE WITH A FLARED END TREATMENT AT TRAILING END OF RAILING)
See Notes 9 and 10

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by ➡.
- For Transition Railing (Type WB) details for Types 12AA and 12BB Layouts, see Standard Plan A77J4.
- In-line Terminal System Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, other fixed objects), it may be advisable to construct additional guard railing (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and end treatments.
- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
- Type 12AA or Type 12BB Layouts are typically used to the right of traffic departing a structure on two-way conventional highways where the roadbed width across the structure is less than 40 feet.
- For additional details of typical connections to bridge rail, see Connection Detail CC on Revised Standard Plan RSP A77J2 and Connection Detail HH on Standard Plans A77K2.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
STRUCTURE DEPARTURE**

NO SCALE

RSP A77F4 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77F4
DATED MAY 1, 2006 - PAGE 57 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77F4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	21	39

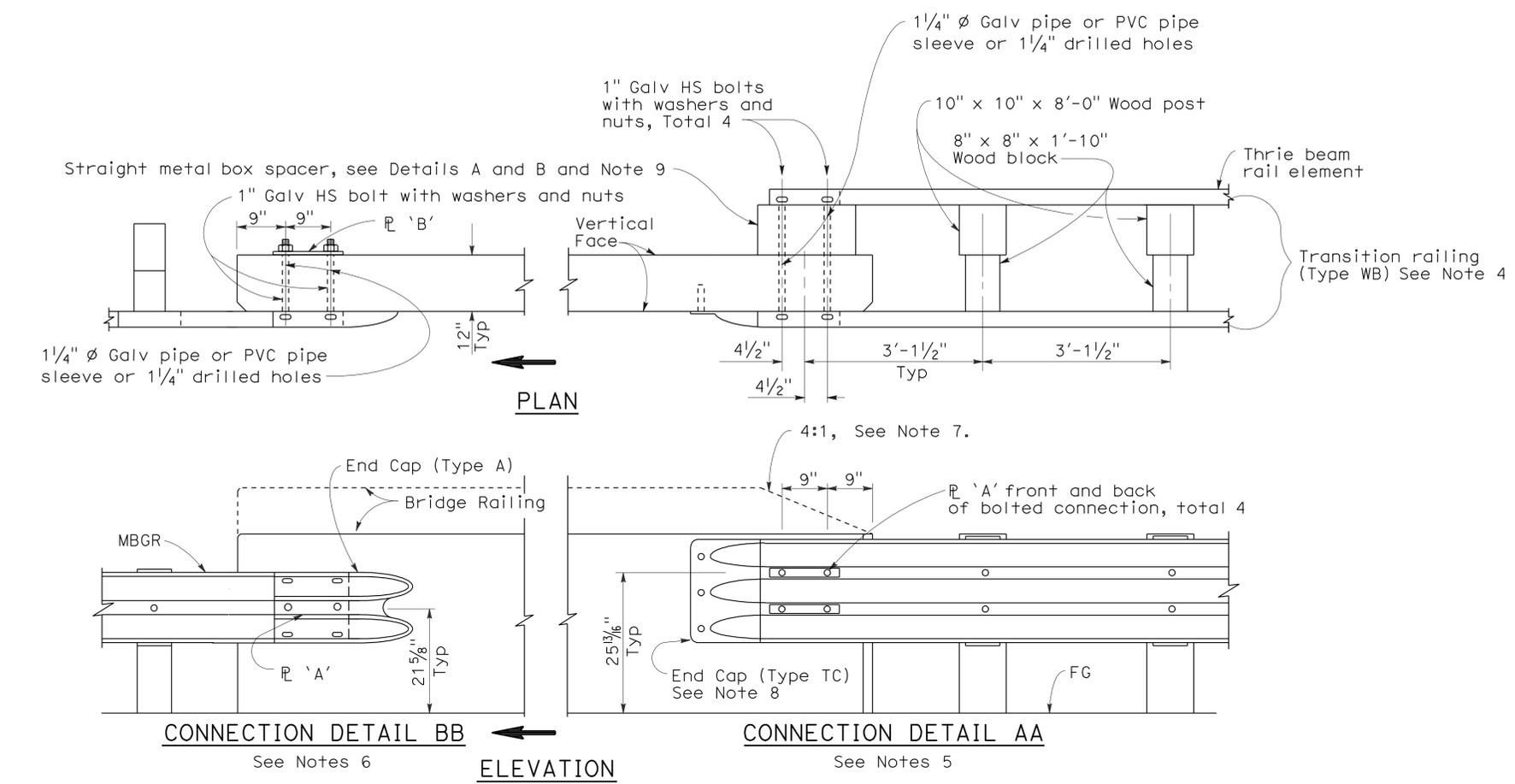
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

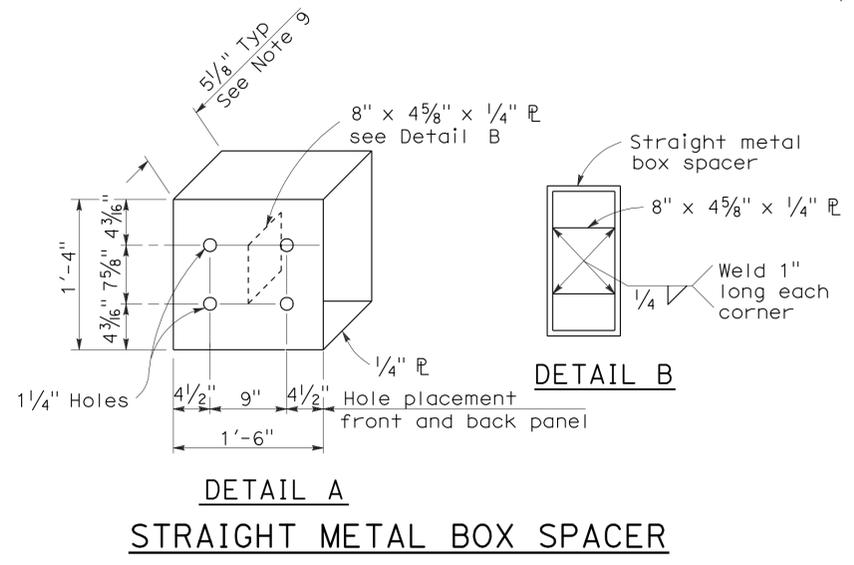
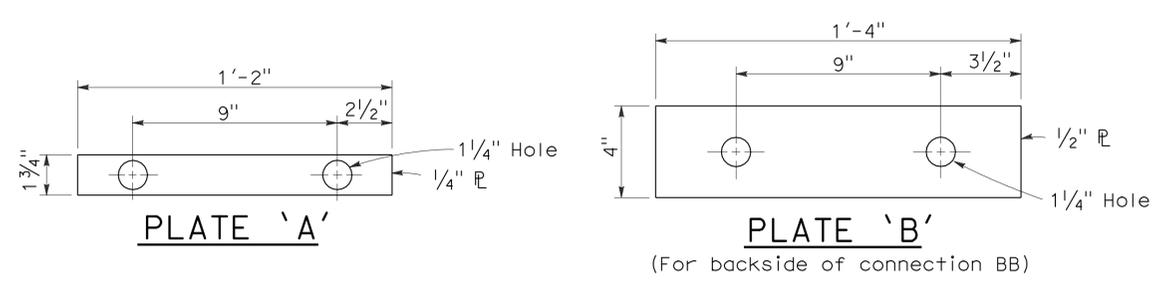
To accompany plans dated 3-22-10



GUARD RAILING CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK

NOTES:

1. See Revised Standard Plan RSP A77J2 for additional connection details to bridges without sidewalks.
2. Additional details of posts, blocks and hardware are shown on Standard Plan A77B1, A77C1 and A77C2.
3. Direction of adjacent traffic indicated by \rightarrow .
4. For additional details of Transition Railing (Type WB), see Standard Plan A77J4. Transition Railing (Type WB) transitions the 12 gage w-beam standard railing section of guard railing to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
5. For typical use of Connection Detail AA, see Layout Types 12A and 12B on Revised Standard Plan RSP A77F1, Layout Types 12C and 12D on Standard Plan A77F2, and Layout Type 12E on Revised Standard Plan RSP A77F3.
6. For typical use of Connection Detail BB, see Layout Type 12D (structure departure railing connection) on Standard Plan A77F2 and Layout Type 12DD on Standard Plan A77F5.
7. Where the height of the bridge railing exceeds the height of the thrie beam railing by more than 1" at Connection Detail AA, taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam rail.
8. For details of End Cap (Type TC), see Standard Plan A77J4.
9. See Standard Plan A77J4 for additional details regarding depth dimension for straight metal box spacer.



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING CONNECTIONS TO BRIDGE RAILINGS WITHOUT SIDEWALKS DETAILS No.1

NO SCALE

RSP A77J1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77J1 DATED MAY 1, 2006 - PAGE 72 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77J1

2006 REVISED STANDARD PLAN RSP A77J1

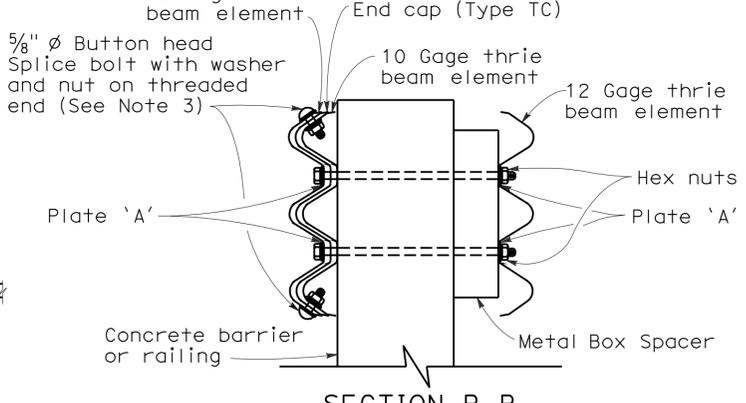
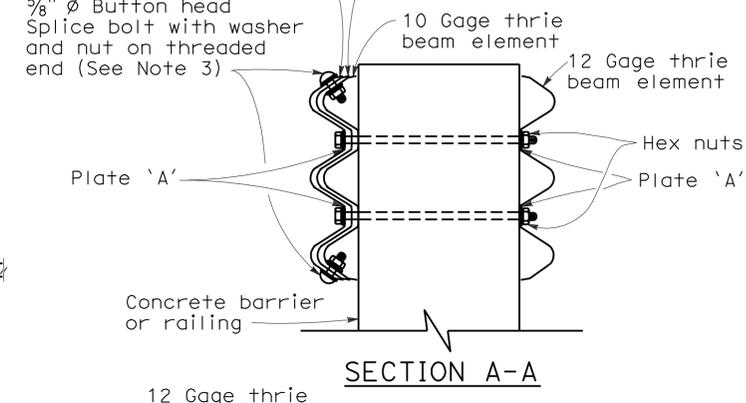
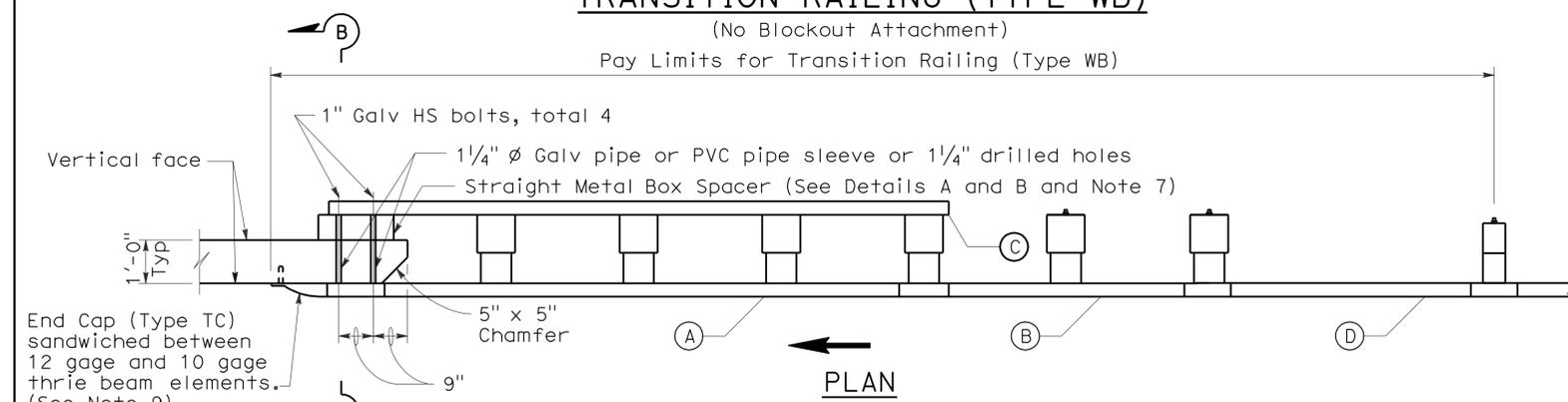
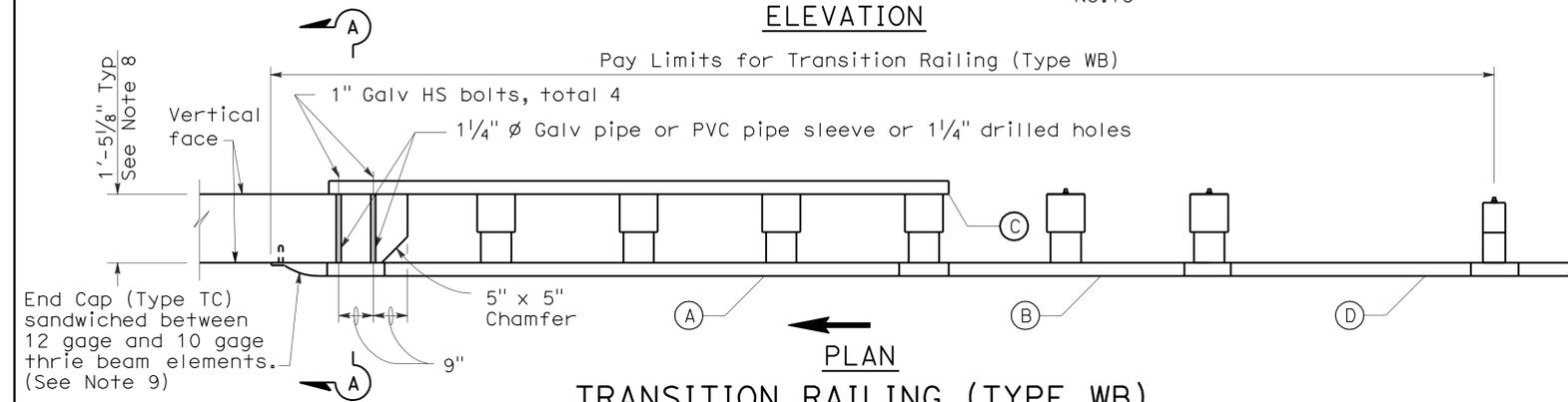
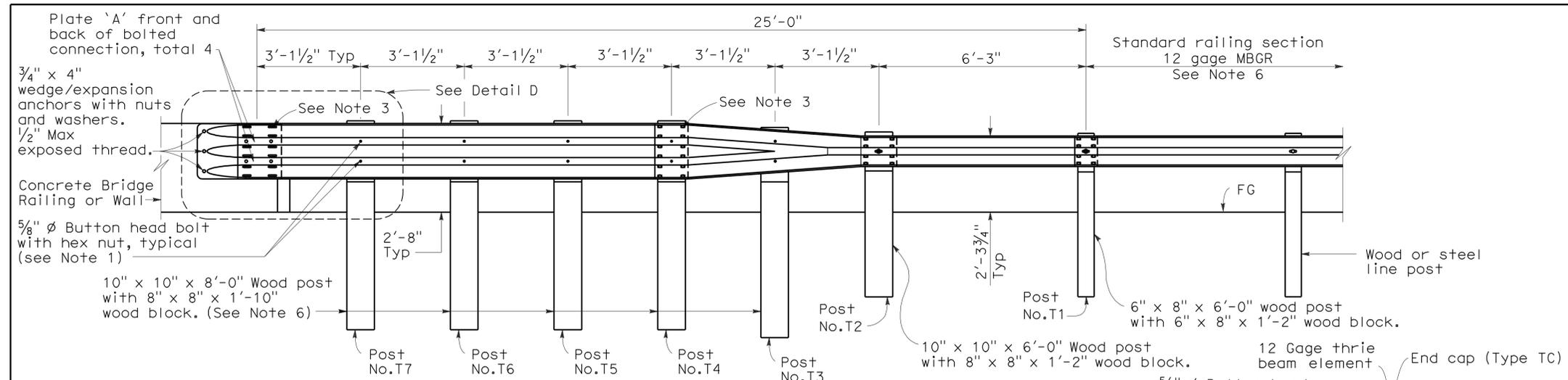
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	22	39

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

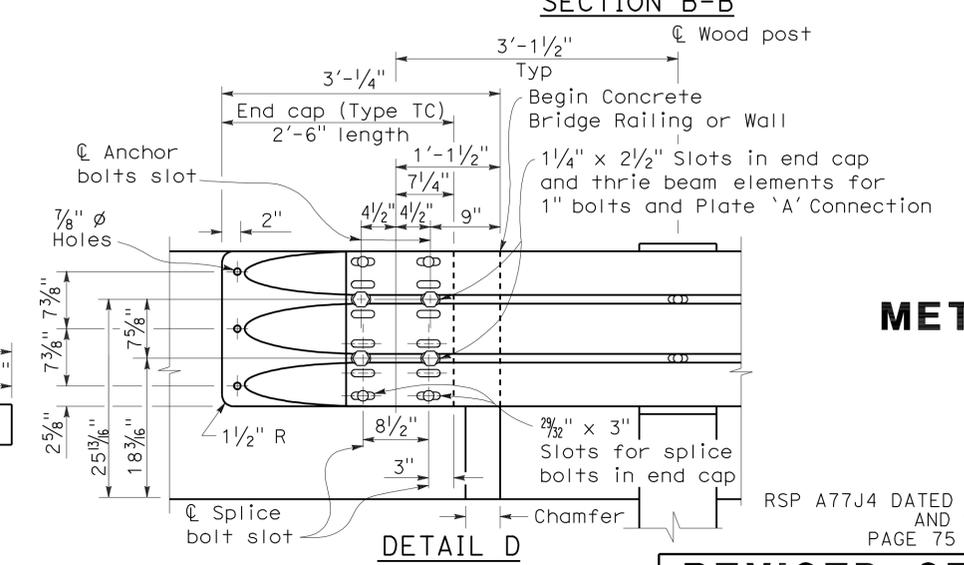
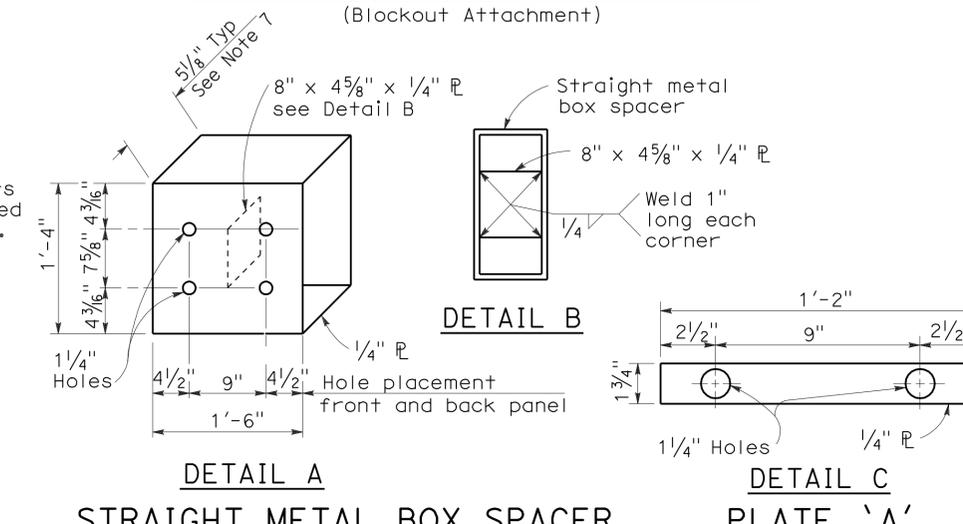
June 5, 2009
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
STATE OF CALIFORNIA
CIVIL



- LEGEND**
- (A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).
 - (B) One 10 gage "W" beam to thrie beam element.
 - (C) One 12 gage thrie beam element.
 - (D) One 10 gage "W" beam rail element (7'-3 1/2" length)
- 10 gage = 0.135" thick
12 gage = 0.108" thick



- NOTES:** To accompany plans dated 3-22-10
1. Use 5/8" ø Button head bolts and hex nuts for connections to posts. No washer on rail face for bolted connections to post.
 2. The nested rail elements, end cap, and "W" beam to thrie beam element may be spliced together prior to bolting the elements to the wood post and concrete barrier or railing.
 3. Exterior splice bolt holes for rail element splices at Post No. T4 and the connection to the concrete barrier or railing shall be the standard 29/32" x 1 1/8" slot size. Interior splice bolt holes at these locations may be increased up to 1 1/4" ø. Only the top 2 and the bottom 2 splice bolts with washers and nuts are required for rail splices at Post No. T4 and the connection to the concrete barrier or railing.
 4. Direction of adjacent traffic indicated by →.
 5. The top elevation of Post Nos. T2 through T7 shall not project more than 1" above the top elevation of the rail element.
 6. Typically, the railing connected to Transition Railing (Type WB) will be either standard railing section of metal beam guard railing or an approved Caltrans end treatment attached to Post No. T1.
 7. The depth of the metal box spacer varies from the 5 1/8" to 1 1/2" and is dependent on the width of the concrete railing or wall. The combined dimension for the depth of the metal box spacer plus the width of railing or wall is typically 17 1/8". Where the space between the backside of the concrete railing or wall and the rear thrie beam element is less than 1 1/2", metal plates similar to Plate 'A' are to be used as spacers.
 8. Where the width of the concrete railing or wall is greater than 17 1/8", wood blocks are to be used to fill the space created between the backside of Posts No. 4 through No. 7 and the rear thrie beam element. These wood blocks shall be 8" in width and 1'-2" in length. The dimension between the front thrie beam element and the rear thrie beam element is to match the width of the concrete railing or wall.
 9. End cap may be installed over 12 gage and 10 gage thrie beam elements where transition railing is installed on the departure end of bridge railing.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TRANSITION RAILING
(TYPE WB)**

NO SCALE

RSP A77J4 DATED JUNE 5, 2009 SUPERSEDES RSP A77J4 DATED JUNE 6, 2008
AND STANDARD PLAN A77J4 DATED MAY 1, 2006 -
PAGE 75 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77J4

2006 REVISED STANDARD PLAN RSP A77J4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	23	39

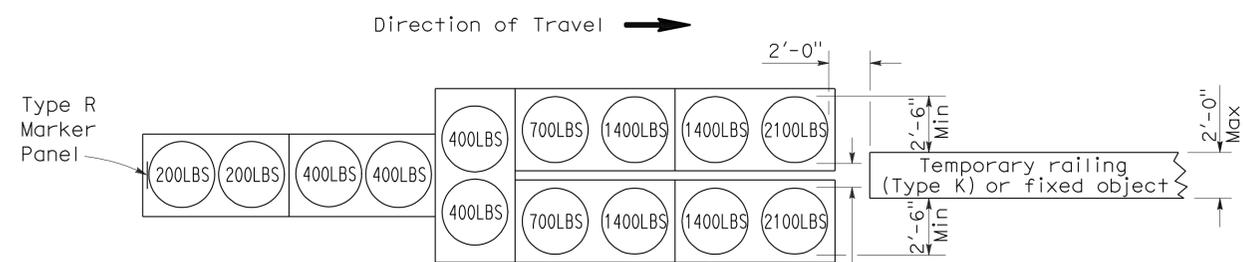
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

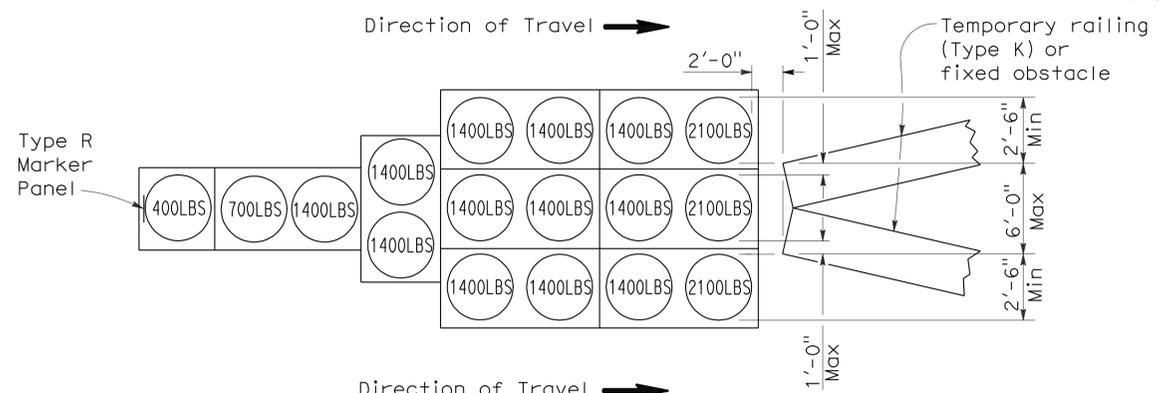
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To accompany plans dated 3-22-10



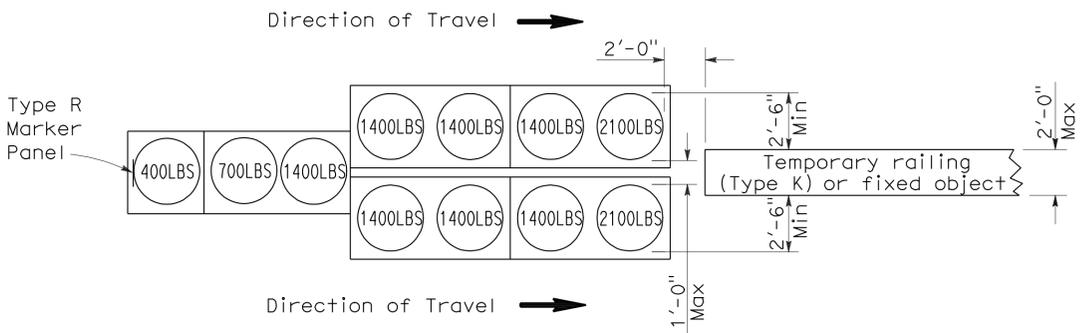
ARRAY 'TU14'

Approach speed 45 mph or more



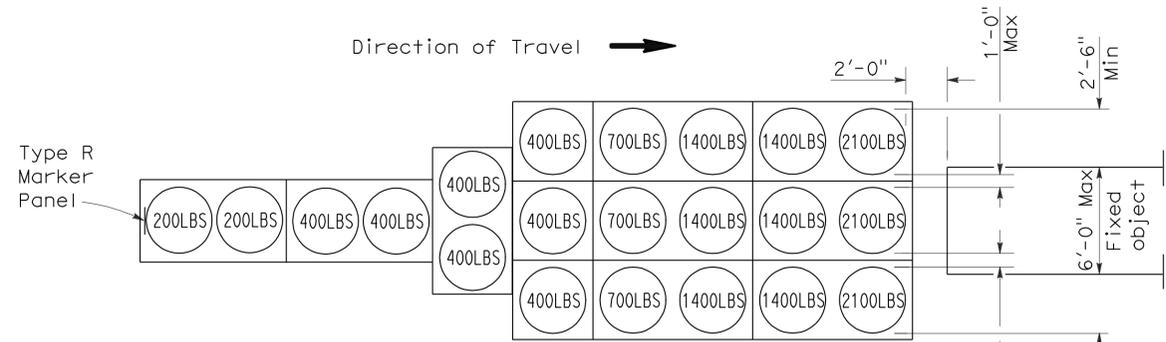
ARRAY 'TU17'

Approach speed less than 45 mph



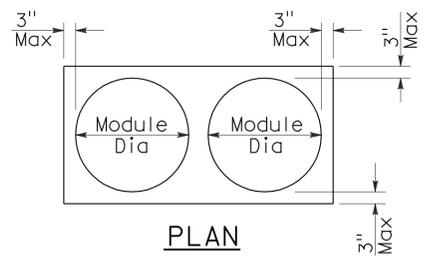
ARRAY 'TU11'

Approach speed less than 45 mph

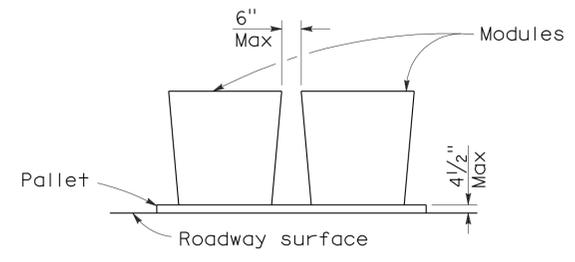


ARRAY 'TU21'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

RSP T1A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1A
DATED MAY 1, 2006 - PAGE 211 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1A

2006 REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	24	39

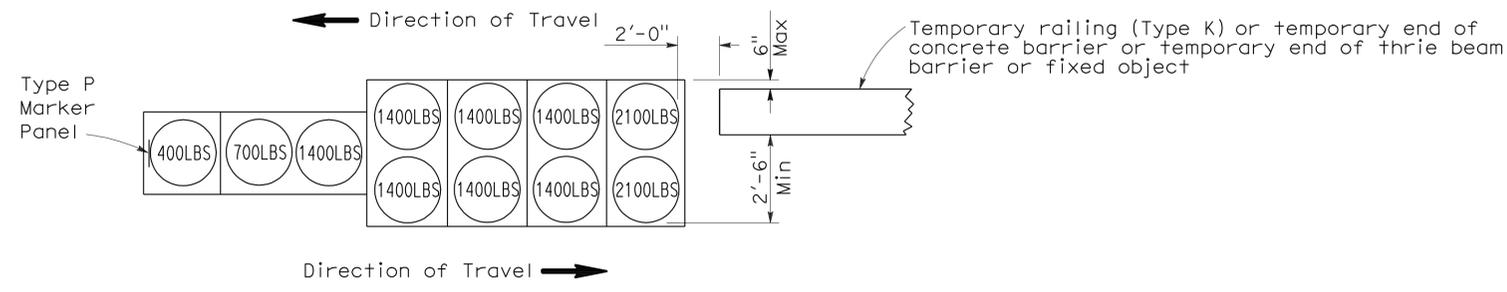
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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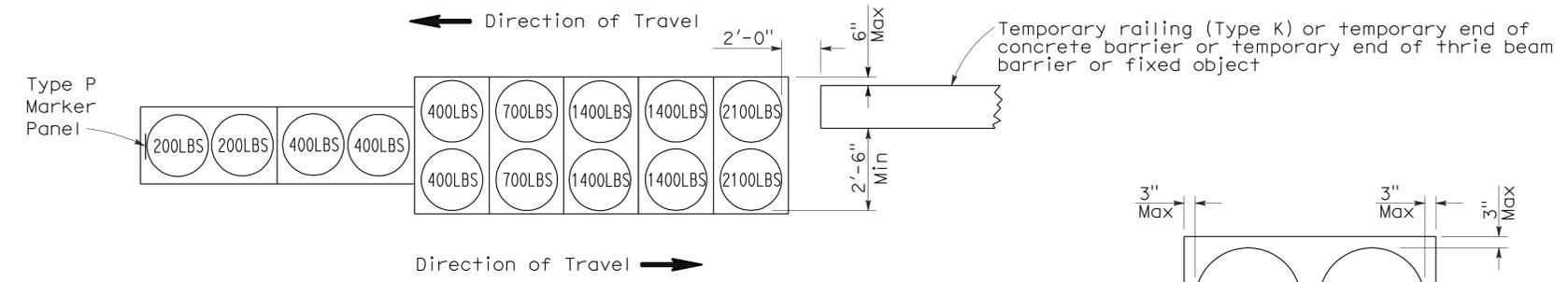
REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 3-22-10



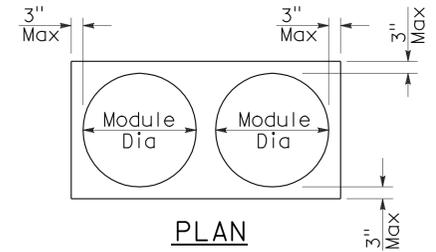
ARRAY 'TB11'

Approach speed less than 45 mph

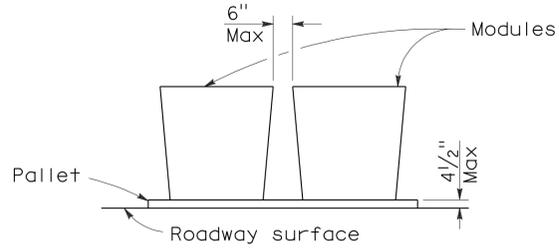


ARRAY 'TB14'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	25	39

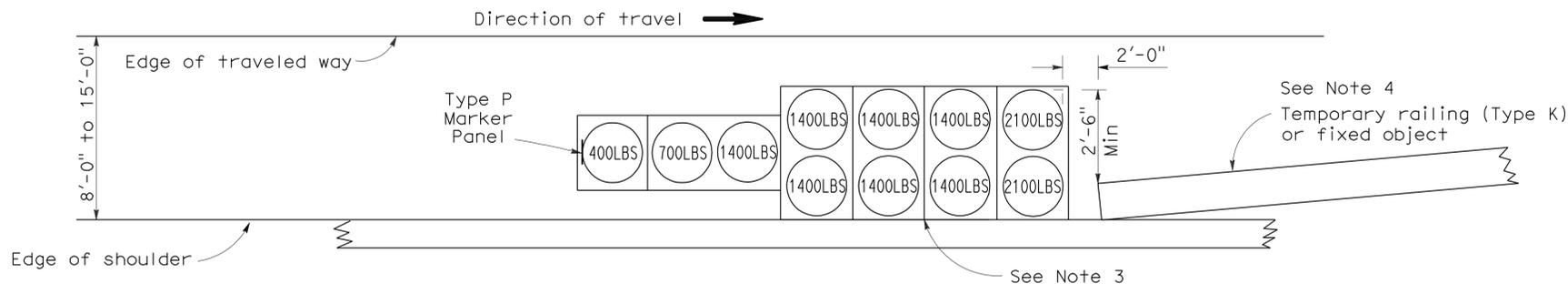
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

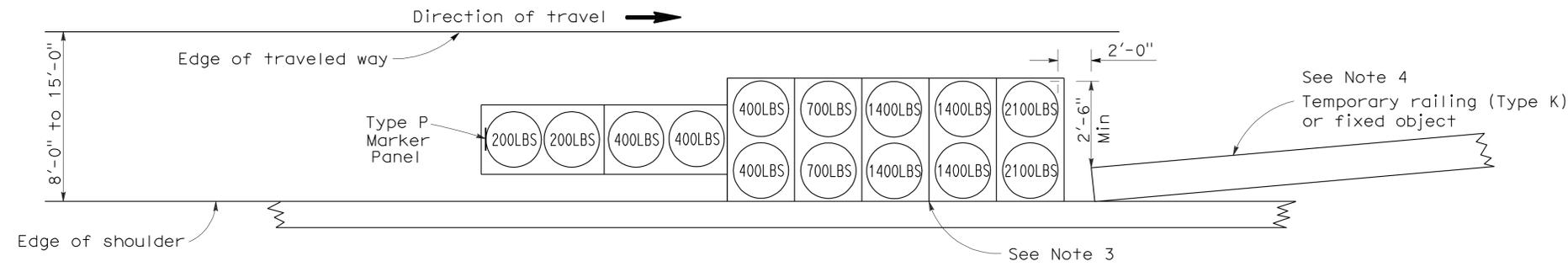
Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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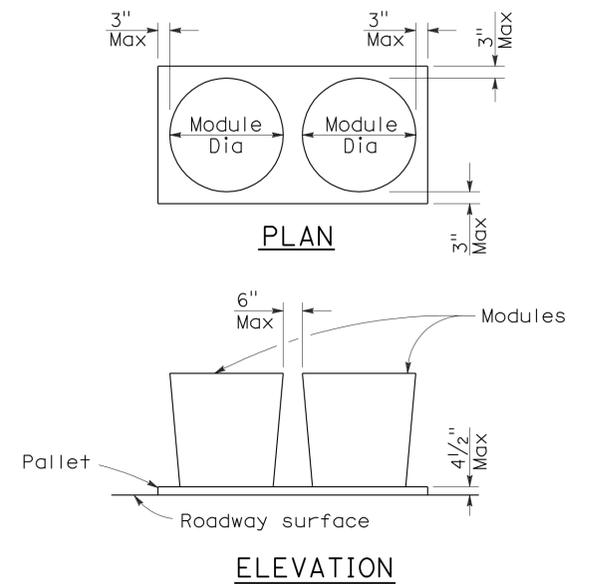
To accompany plans dated 3-22-10



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



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



CRASH CUSHION PALLET DETAIL
See Note 11

NOTES:

- (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
- All sand weights are nominal.
- The temporary crash cushion arrays shown on this plan shall be used only in locations where there will be traffic on one side of the temporary crash cushion array.
- If the fixed object or approach end of the temporary railing is less than 15'-0" from the edge of traveled way, a temporary crash cushion is required in a construction or work zone.
- Temporary crash cushion arrays shall not encroach on the traveled way.
- Arrays for median shoulders shall conform to details shown on this plan for outside shoulders.
- Place the Type P marker panel so that the bottom of the panel rests upon the pallet and faces traffic.
- Refer to Standard Plan A73B for marker details.
- For shoulder widths less than 8'-0", appropriate approved crash cushion protection, other than sand filled modules, shall be provided at fixed objects and at approach ends of temporary railing. The specific type of crash cushion shall be as shown on the project plans or as specified in the Special Provisions, or if not shown on the project plans or specified in the Special Provisions, shall be as approved by the Engineer.
- Approach speeds indicated conform to NCHRP 350 Report criteria.
- Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

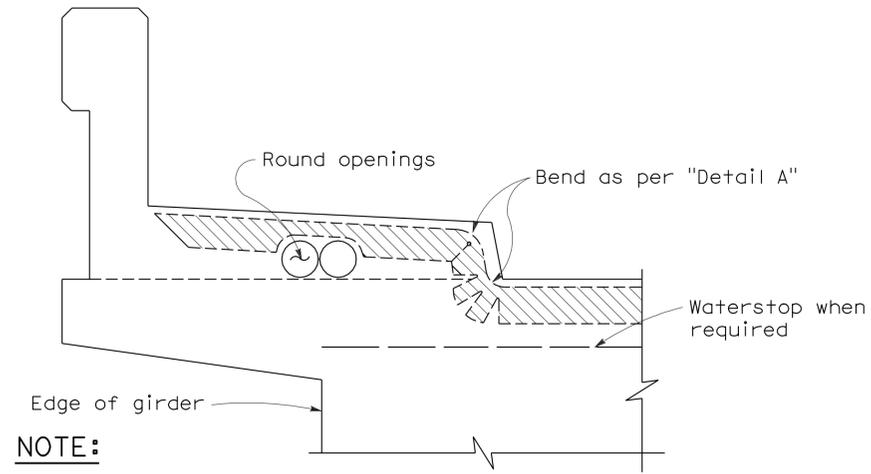
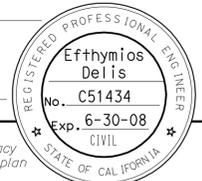
**TEMPORARY CRASH CUSHION,
SAND FILLED
(SHOULDER INSTALLATIONS)**

NO SCALE

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

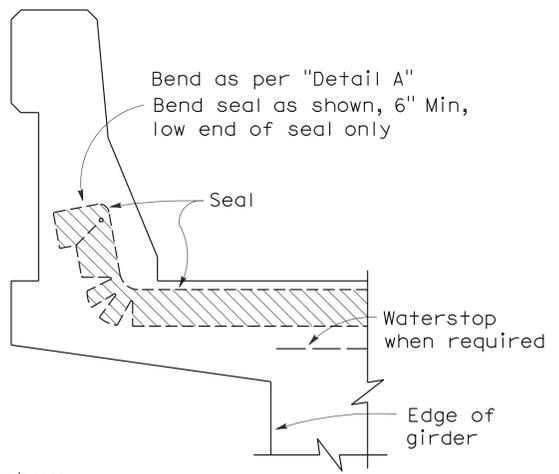
REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

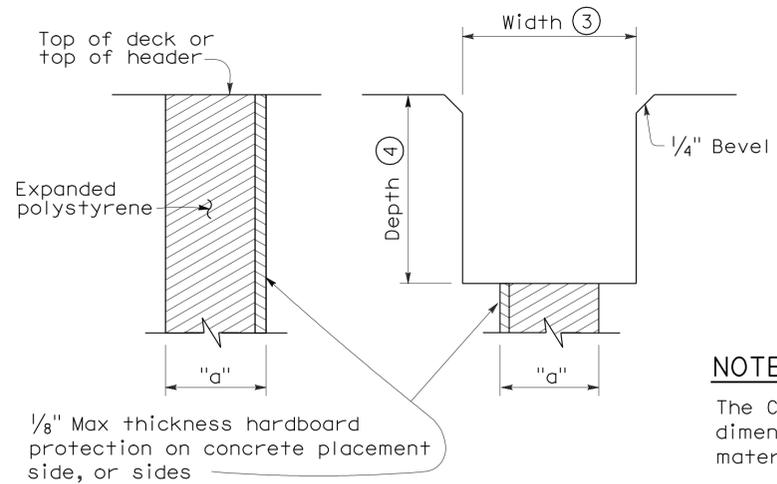


NOTE:
 Type "B" seal shown. Type "A" seals to conform to the general path of seal shown, cuts for bending not required. Bend Type "A" seals 3" up into curb or barrier rail on only the low end of the seal.

CONCRETE BARRIER AND SIDEWALK



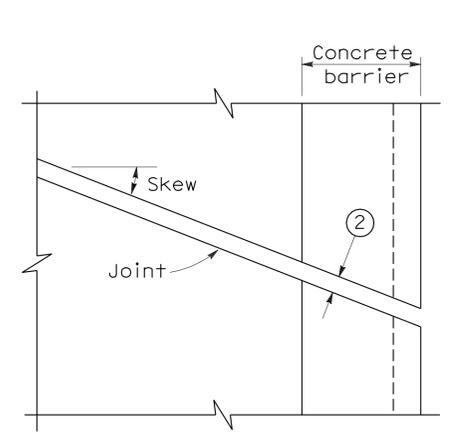
CONCRETE BARRIER



FORMING DETAIL SAWCUT DETAIL

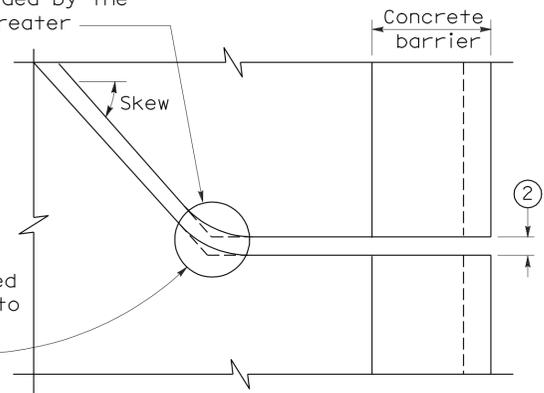
NOTE:
 The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

JOINT SEALS DETAILS



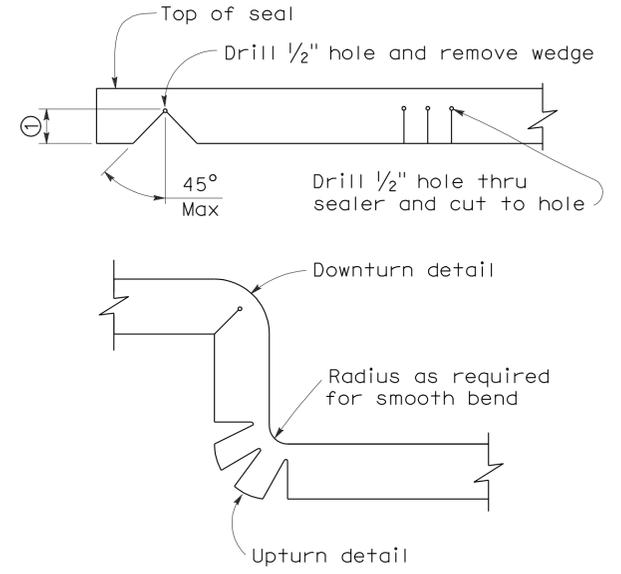
PLAN OF JOINT (SKEW ≤ 20°)

Min ϕ radius to be 4 times uncompressed width of seal or as recommended by the manufacturer, whichever is greater



PLAN OF JOINT (SKEW > 20°)

In lieu of saw cutting, this area may be blocked out and reconstructed to match saw cutting on both sides.



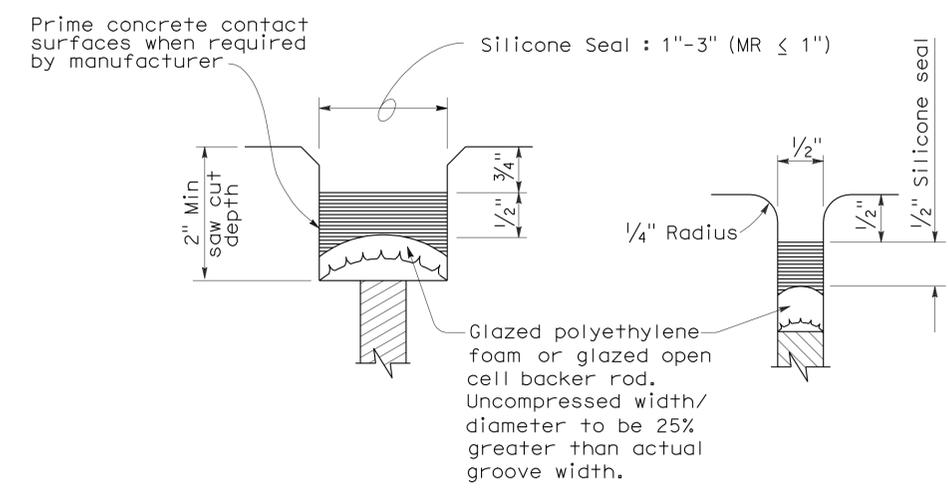
DETAIL A

- NOTES:**
- Make smooth cuts from the bottom of seal to 1 1/2" clear of top leaving at least one complete cell between the top of the cut and top of the seal. When necessary cut back of seal to clear conduit and round openings.
 - Opening in barrier to match width of sawn deck joint.
 - Sawcut groove widths shall be as ordered by the Engineer.
 - Depth of sawcut: Type A - Depth to be 2" minimum.
 Type B - Depth to be equal to or greater than the depth of seal measured along the contact surface, when compressed to minimum width position (W₂) plus dimensions shown.
 - MR (movement rating) as shown on other plan sheets.
 - Other depths must be approved by the Engineer.

DIMENSIONS "a" OF JOINT REQUIRED

Movement Rating (MR) ⑤	Bridge Type	"a" Dimension		
		Deck Concrete Placed		
		Winter	Fall-Spring	Summer
2"	All except CIP/PS	1 1/2"	1 1/4"	3/4"
	CIP/PS	1 1/4"	1"	1/2"
1 1/2"	All except CIP/PS	1 1/4"	1"	1/2"
	CIP/PS	1"	3/4"	1/2"
1"	All except CIP/PS	1"	3/4"	1/2"
	CIP/PS	3/4"	1/2"	1/2"
1/2"	All except CIP/PS	3/4"	3/4"	1/2"
	CIP/PS	1/2"	1/2"	1/2"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
JOINT SEALS
(MAXIMUM MOVEMENT RATING = 2")
 NO SCALE

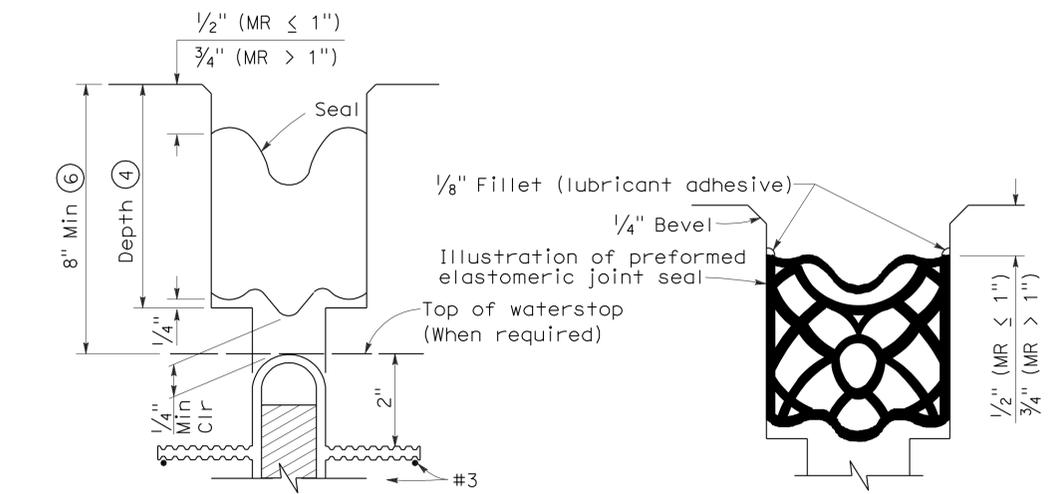


TYPE A SEAL

Movement rating : Silicone = 1" Max

TYPE AL SEAL

Longitudinal joints only



TYPE B JOINT SEAL IN MINIMUM WIDTH POSITION (W₂)

TYPE B SEAL

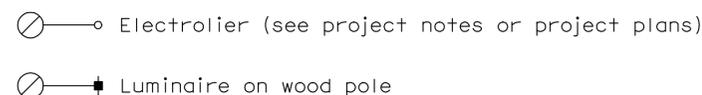
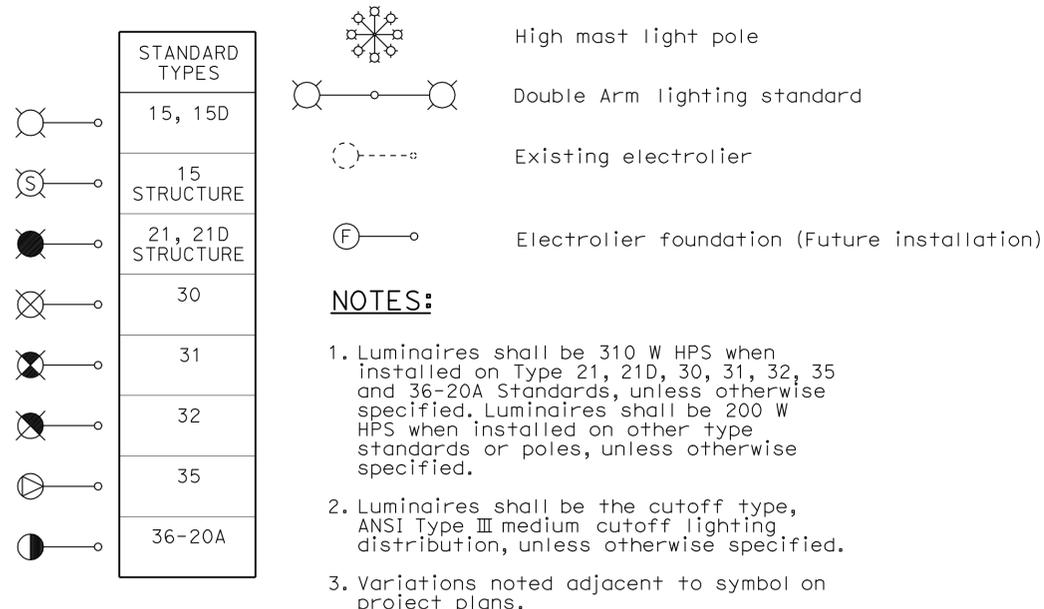
Movement Rating ≤ 2"

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

REVISED STANDARD PLAN RSP B6-21

2006 REVISED STANDARD PLAN RSP B6-21

ELECTROLIERS



STANDARD NOTES:

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

ABBREVIATIONS AND EQUIPMENT DESIGNATIONS

PROPOSED EXISTING

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	27	39

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

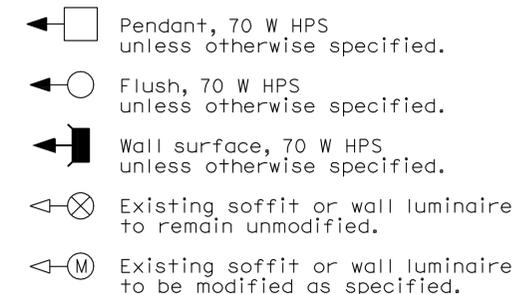
October 5, 2007
PLANS APPROVAL DATE

Jeffery G. McRae
No. E14512
Exp. 6-30-08
ELECTRICAL
STATE OF CALIFORNIA

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To accompany plans dated 3-22-10

SOFFIT AND WALL MOUNTED LUMINAIRES



NOTE:

Arrow indicates "street side" of luminaire.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

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

REVISED STANDARD PLAN RSP ES-1A

2006 REVISED STANDARD PLAN RSP ES-1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	28	39

Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
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To accompany plans dated 3-22-10

CONDUIT

PROPOSED	EXISTING	
---	---	Lighting Conduit, unless otherwise indicated or noted
---	---	Traffic signal conduit
-C-	-c-	Communication conduit
-T-	-t-	Telephone conduit
-F-	-f-	Fire alarm conduit
-FO-	-fo-	Fiber optic conduit
---	---	Conduit termination
		Conduit riser in/on structure or service pole

SIGNAL EQUIPMENT

PROPOSED	EXISTING	
		Pedestrian signal face
		Pedestrian push button post
		Pedestrian barricade
		Vehicle signal face (with backplate, 3-Section: red, yellow and green)
		Vehicle signal face with angle visors
		Modifications of basic symbols: "L" indicates all non-arrow sections louvered "LG" indicates louvered green section only "PV" indicates 12" programmed visibility sections "8" indicates all 8" sections (only when specified)
		Type 15TS and Vehicle signal face
		Vehicle signal face with red, yellow and green left arrow sections
		Vehicle signal face with red and yellow sections and up green arrow
		Vehicle signal face (5 Section) with red, yellow and green sections and yellow and green right arrows
		Type 1 Standard and attached vehicle signal faces
		Standard with signal mast arm only and attached vehicle signal faces and internally illuminated street name sign
		Type 33 Standard, Left-turn vehicle signal face and sign
		Standard with luminaire and signal mast arms and attached vehicle signal faces
		Cantilever flashing beacon Type 9 Frame, with a sign unless otherwise specified or indicated
		Type 15-FBS Standard with two vehicle signal face sections with lens, backplate and visor with a sign
		Flashing beacon. One vehicle signal face section with lens, backplate and visor. "R" indicates red indication, "Y" indicates yellow indication
		Controller assembly. Door indicates front of cabinet

SERVICE EQUIPMENT

PROPOSED	EXISTING	
---OH---	---oh---	Overhead lines
		Wood pole "U" indicates utility owned
		Pole guy with anchor
		Utility transformer - ground mounted
		Service equipment enclosure type
		Service equipment enclosure door indicates front of enclosure
		Telephone demarcation cabinet

POLE-MOUNTED SERVICE DESIGNATION



ILLUMINATED OVERHEAD SIGN

PROPOSED	EXISTING	
		Overhead sign - Single post
		Overhead sign - Two post
		Overhead sign - Mounted on structure
		Overhead sign with electrolier

SIGNAL EQUIPMENT Cont

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

NOTES:

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

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

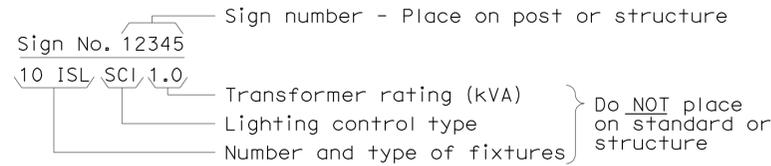
RSP ES-1B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1B DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1B

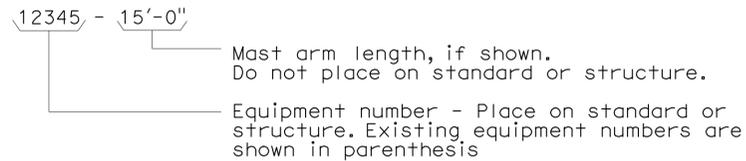
2006 REVISED STANDARD PLAN RSP ES-1B

EQUIPMENT IDENTIFICATION

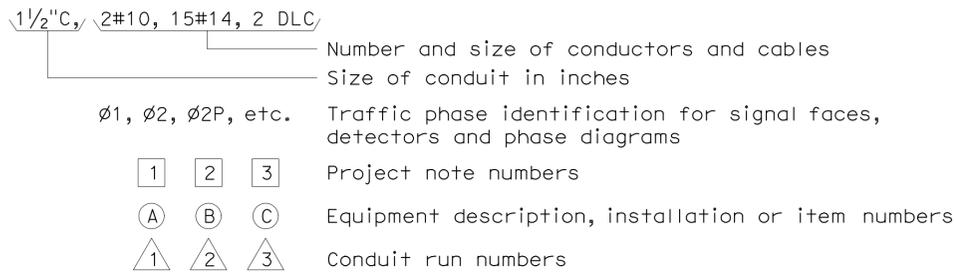
ILLUMINATED SIGN IDENTIFICATION NUMBER:



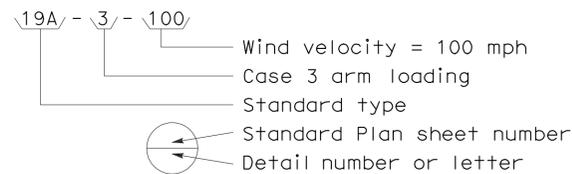
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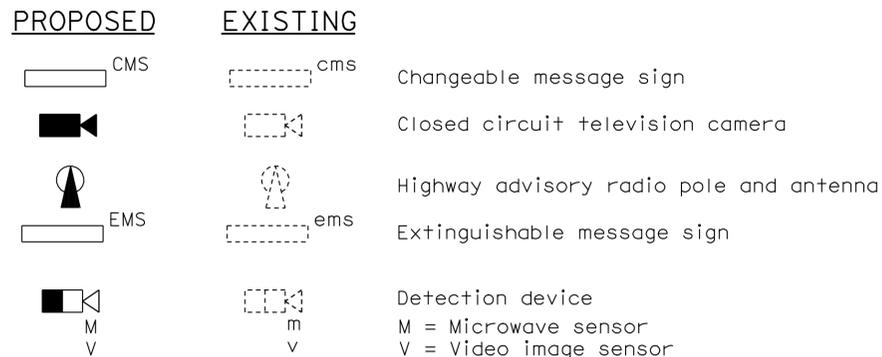
CONDUIT AND CONDUCTOR IDENTIFICATION:



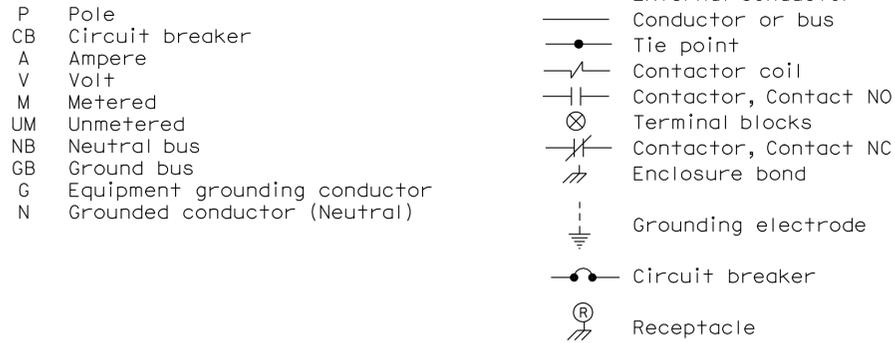
SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



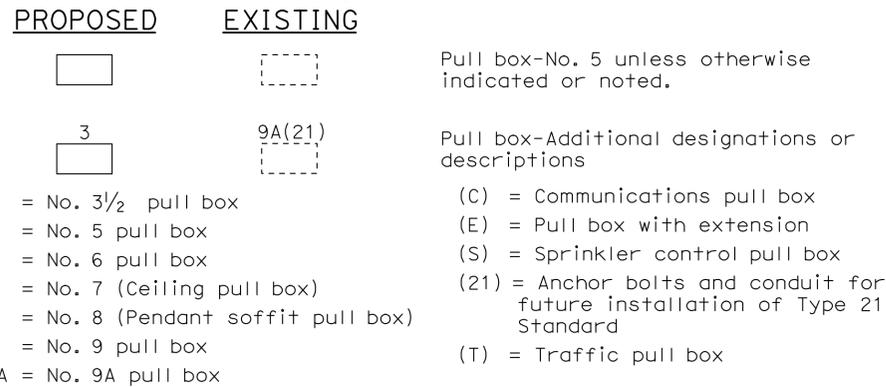
MISCELLANEOUS EQUIPMENT



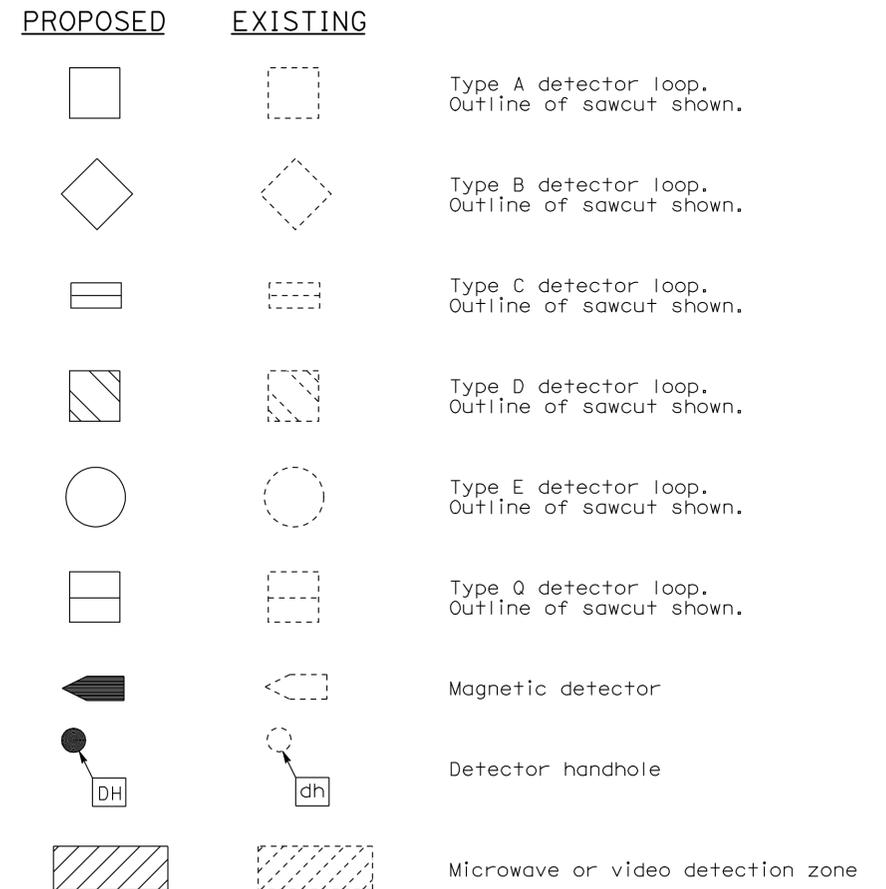
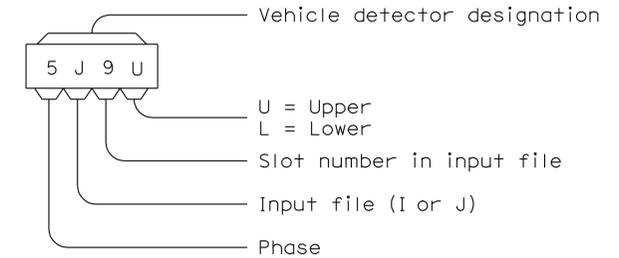
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	30	39

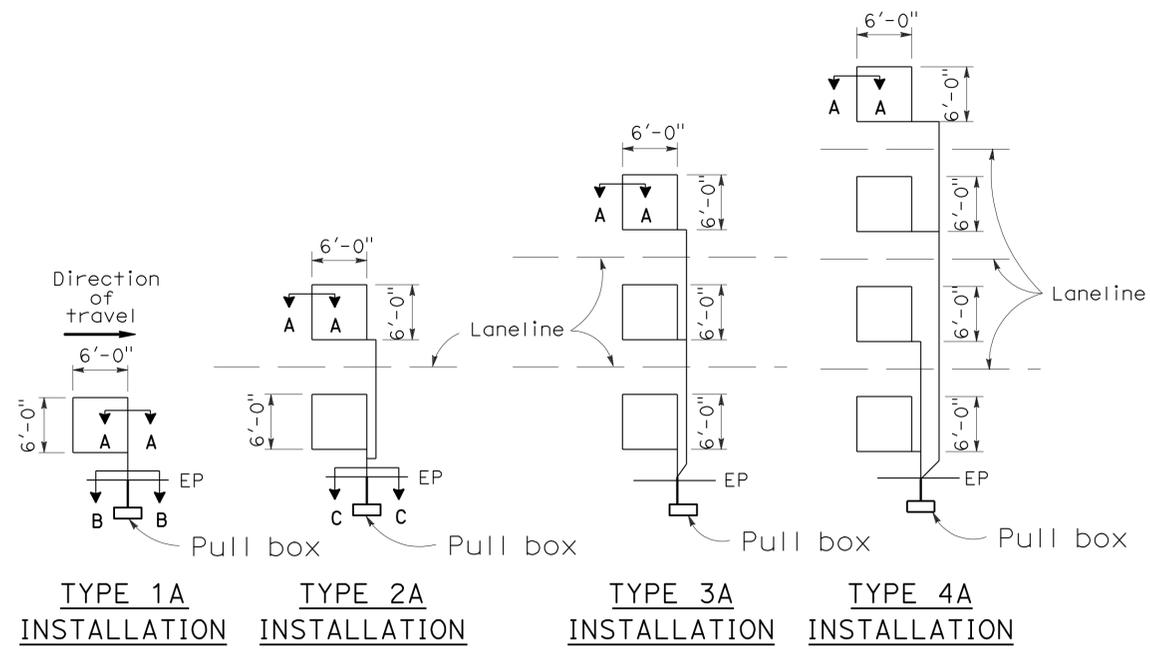
REGISTERED ELECTRICAL ENGINEER
 REGISTERED PROFESSIONAL ENGINEER
 Jeffery G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

October 5, 2007
 PLANS APPROVAL DATE

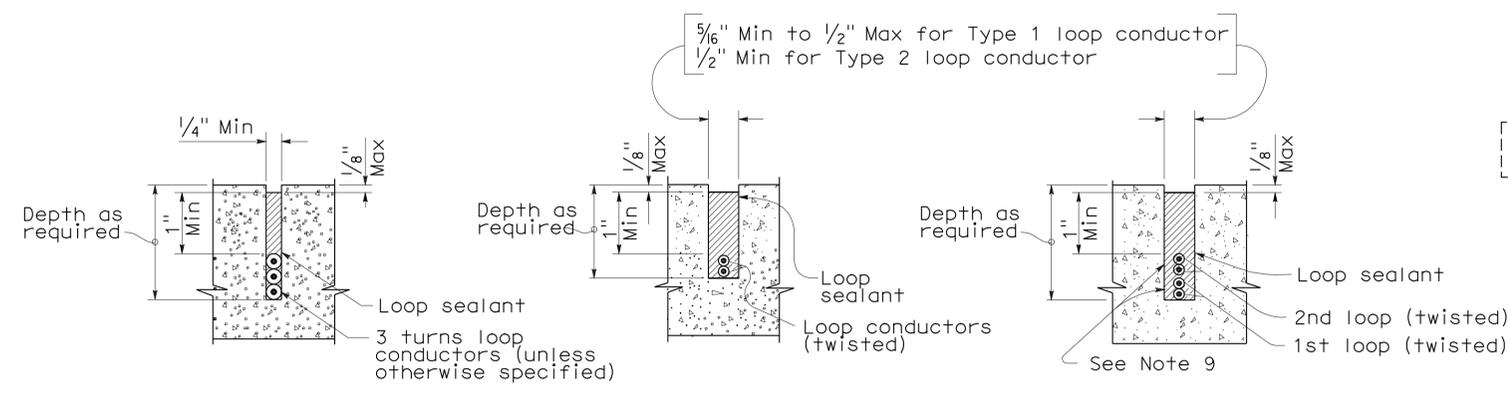
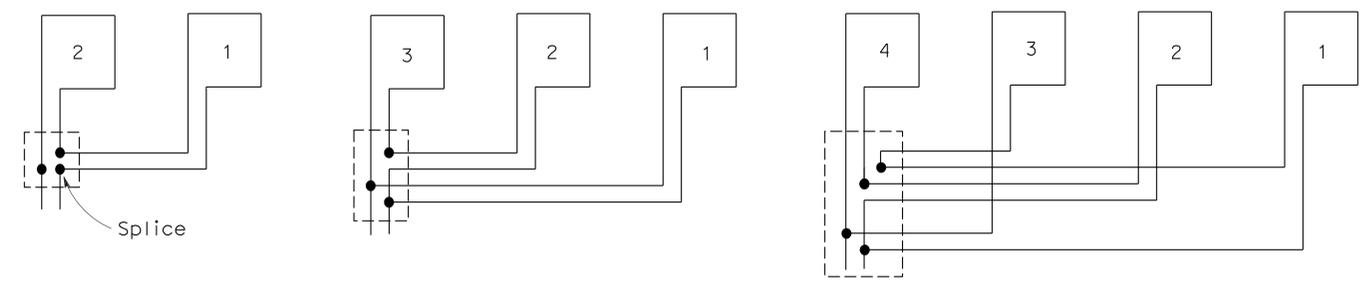
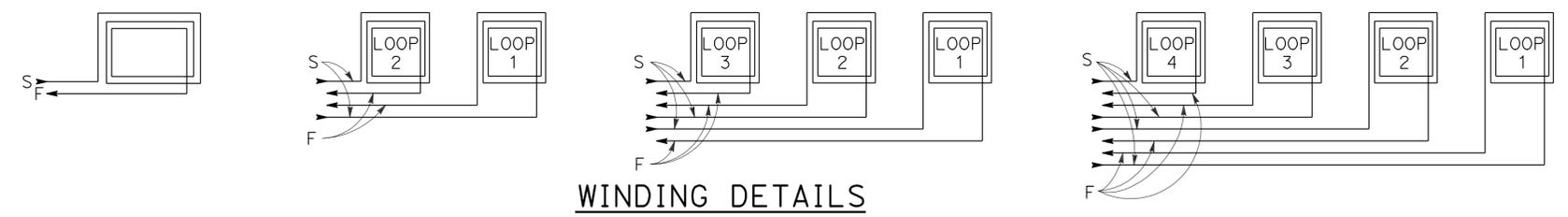
To accompany plans dated 3-22-10

LOOP INSTALLATION PROCEDURE

- Loops shall be centered in lanes.
- Saw slots in pavement for loop conductors as shown in details.
- Distance between side of loop and a lead-in saw cut from adjacent detectors shall be 2'-0" minimum. Distance between lead-in saw cuts shall be 6" minimum.
- Bottom of saw slot shall be smooth with no sharp edges.
- Slots shall be washed until clean, blown out and thoroughly dried before installing loop conductors.
- Adjacent loops on the same sensor unit channel shall be wound in opposite directions.
- Identify and tag loop circuit pairs in the pull box with loop number, start (S) and finish (F) of conductor. Identify and tag lead-in-cable with sensor number and phase.
- Install loop conductor in slot using a 3/16" to 1/4" thick wood paddle. Hold loop conductors with wood paddles (at the bottom of the sawed slot) during sealant placement.
- No more than 2 twisted pairs shall be installed in one sawed slot.
- Allow additional 5'-0" of slack length of conductor for the lead-in run to pull box.
- The additional length of each conductor for each loop shall be twisted together into a pair (6 turns per 3'-4" minimum) before being placed in the slot and conduit leading to pull box.
- Test each loop circuit for continuity, circuit resistance and insulation resistance at the pull box before filling slots.
- Fill slots as shown in details.
- Splice loop conductors to lead-in-cable. Splices shall be soldered.
- End of lead-in-cable and Type 2 loop conductor shall be waterproofed prior to installing in conduit to prevent moisture from entering the cable.
- Lead-in-cable shall not be spliced between the pull box and the controller cabinet terminals.
- Test each loop circuit for continuity, circuit resistance and insulation resistance at the controller cabinet location.
- Where loop conductors are not to be spliced to a lead-in-cable, the ends of the conductors shall be taped and waterproofed with electrical insulating coating.



- (Type A loop detector configurations illustrated)
- 1A thru 4A = 1 Type A loop configuration in each lane.
 - 1B thru 4B = 1 Type B loop configuration in each lane.
 - 1C = 1 Type C loop configuration entering lanes as required.
 - 1D thru 4D = 1 Type D loop configuration in each lane.
 - 1E thru 4E = 1 Type E loop configuration in each lane.
 - 1Q thru 4Q = 1 Type Q loop configuration in each lane.
- (Use Type A, B, C, D, E or Q loop detector configurations only when specified or shown on plans)



ELECTRICAL SYSTEMS (DETECTORS)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NO SCALE

RSP ES-5A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-5A DATED MAY 1, 2006 - PAGE 423 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-5A

2006 REVISED STANDARD PLAN RSP ES-5A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44, 273, 299	Var	31	39

Arlene Frank 12-17-09
 REGISTERED CIVIL ENGINEER DATE

3-22-10
 PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
 ARLENE FRANK
 No. C 55562
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA

INDEX TO PLANS

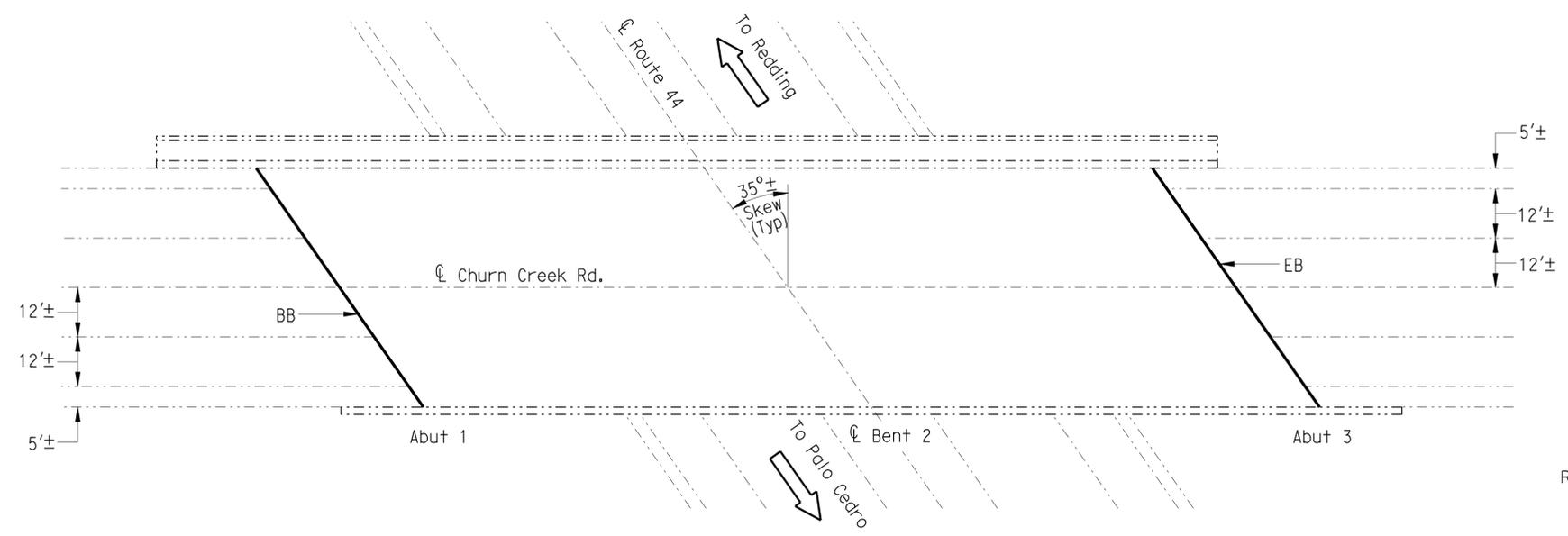
SHEET NO.	TITLE
1	GENERAL PLAN NO.1
2	GENERAL PLAN NO.2
3	GENERAL PLAN NO.3
4	GENERAL PLAN NO.4
5	GENERAL PLAN NO.5
6	GENERAL PLAN NO.6
7	JOINT SEAL DETAILS
8	DECK DETAILS
9	THRIE BEAM CONNECTION DETAILS

STANDARD PLANS DATED MAY 2006

SHEET NO.	TITLE
A10A	ACRONYMS AND ABBREVIATIONS (SHEET 1 OF 2)
A10B	ACRONYMS AND ABBREVIATIONS (SHEET 2 OF 2)
RSP B6-21	JOINT SEALS (MAXIMUM MOVEMENT RATING = 2")

NOTES:

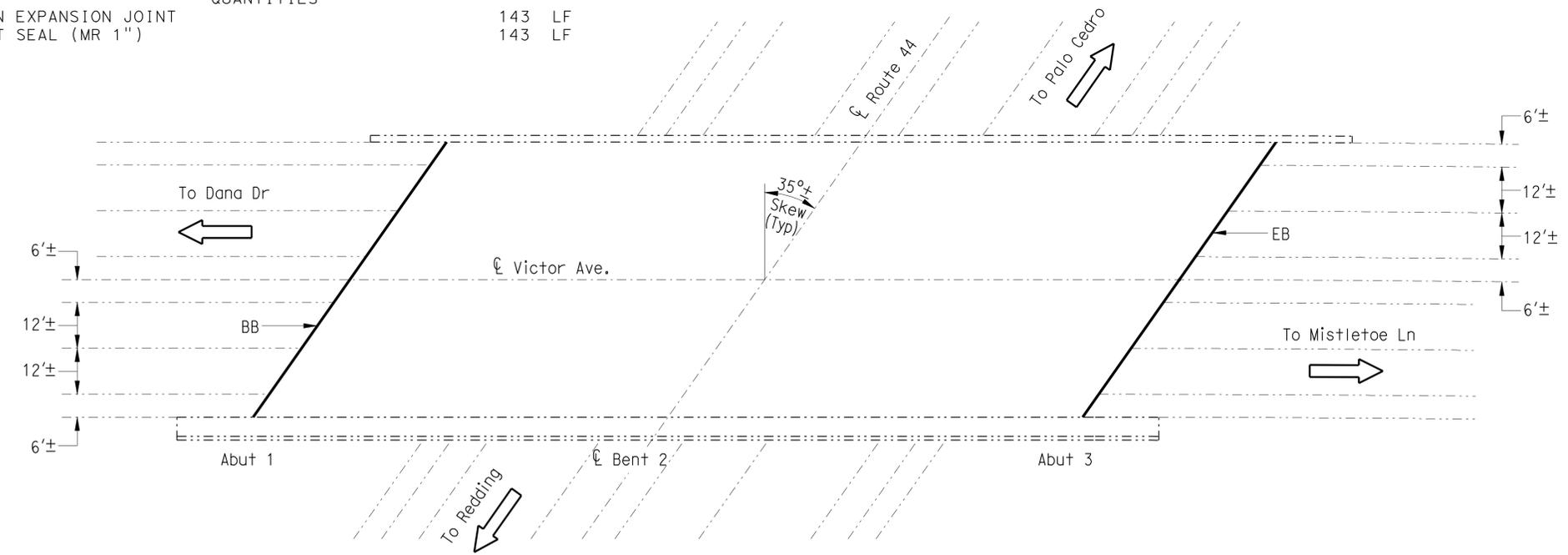
- Indicates existing.
- Indicates location of existing joint seal removal and placement of new joint seal.



CHURN CREEK RD OC

Br No. 06-0191, Sha, Route 44, PM R00.38
 1"=20'

CHURN CREEK OVERCROSSING QUANTITIES	BR NO 06-0191
CLEAN EXPANSION JOINT	143 LF
JOINT SEAL (MR 1")	143 LF



VICTOR AVE OC

Br No. 06-0189, Sha, Route 44, PM R01.24
 1"=20'

VICTOR AVENUE OVERCROSSING QUANTITIES	BR NO 06-0189
CLEAN EXPANSION JOINT	178 LF
JOINT SEAL (MR 1")	178 LF

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

 DESIGN ENGINEER 12-7-09	DESIGN	BY A. Frank	CHECKED D. Acoba	LAYOUT	BY N. Kelley	CHECKED A. Frank	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	Varies	ROUTE 44, 273 & 299 BRIDGES GENERAL PLAN NO. 1	
	DETAILS	BY N. Kelley	CHECKED D. Acoba	SPECIFICATIONS	BY M. Kopsa	PLANS AND SPECIFICATIONS COMPARED			M. Kopsa	POST MILE		Various
	QUANTITIES	BY A. Frank	CHECKED D. Acoba	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	CU 02246 EA 1E6101			DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES: 3-28-09 4-23-09 5-18-09 6-9-09 9-29-09 1-11-10		SHEET 1 OF 9

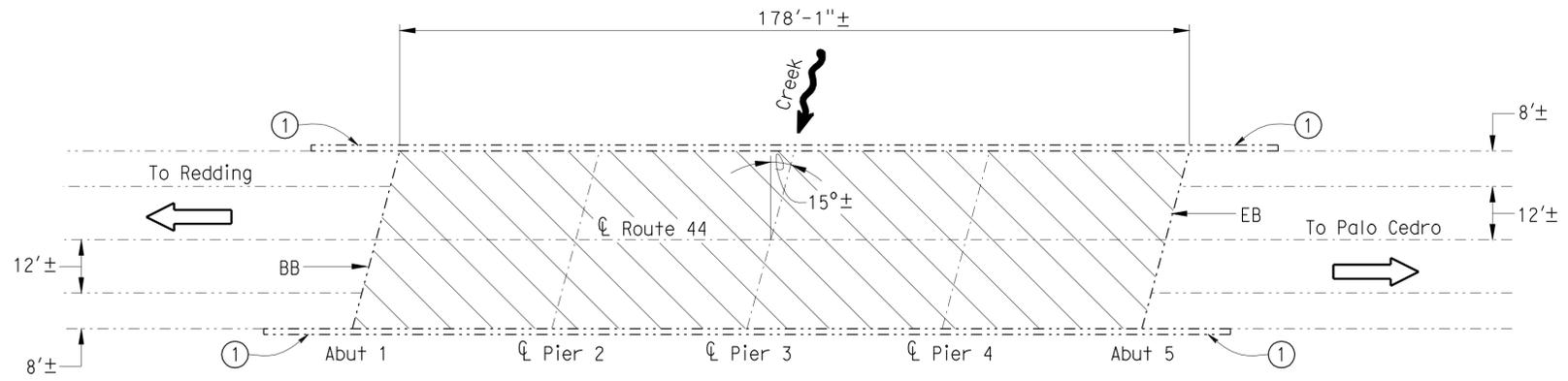
STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 10/17/07)

FILE => 02_1e6101_agn1.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273,299	Var	32	39

Arlene Frank 12-17-09
 REGISTERED CIVIL ENGINEER DATE
 3-22-10
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

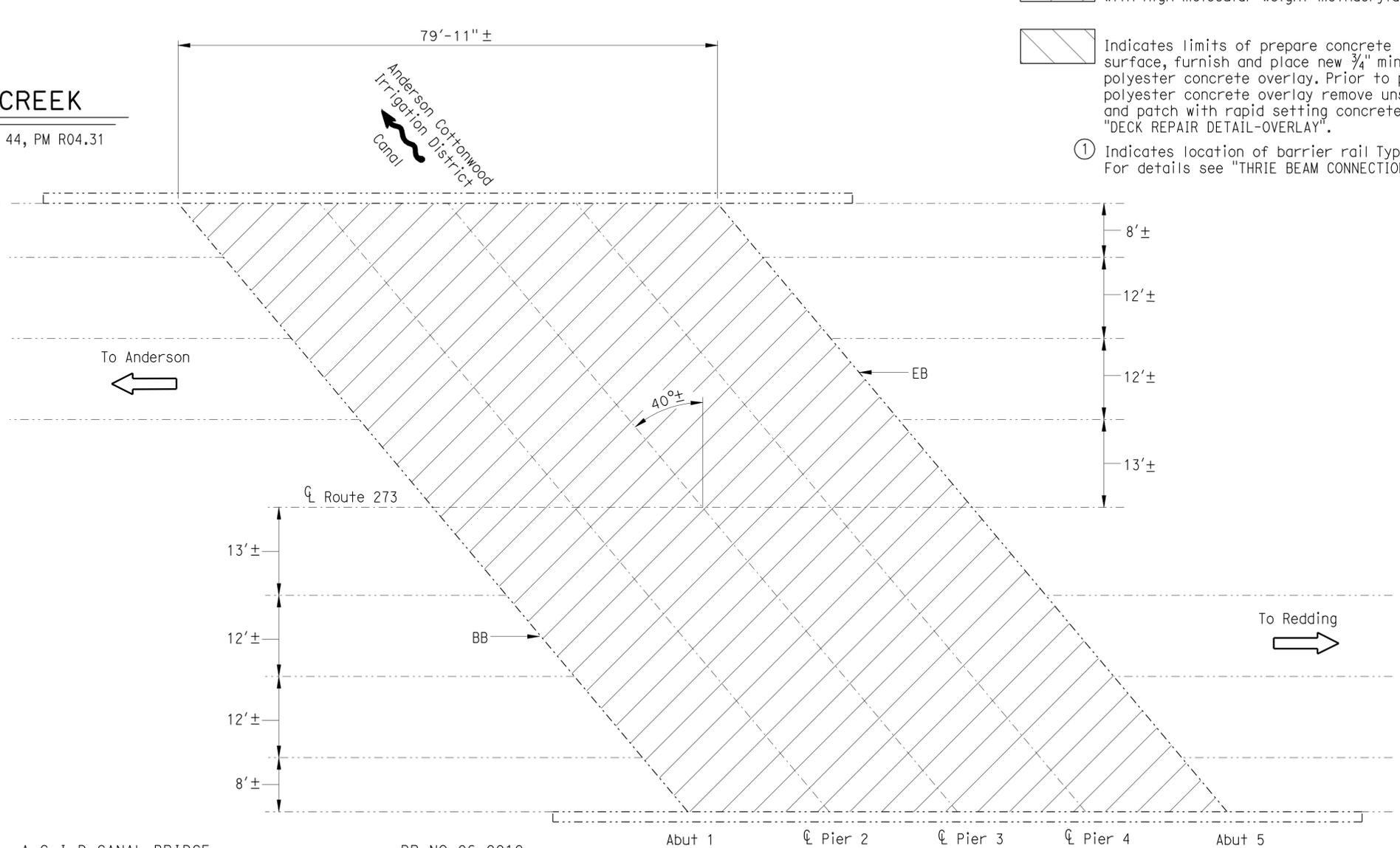
REGISTERED PROFESSIONAL ENGINEER
 ARLENE FRANK
 No. C 55562
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA



STILLWATER CREEK
 Br No. 06-0150, Sha, Route 44, PM R04.31
 1"=20'

STILLWATER CREEK BRIDGE QUANTITIES
 REMOVE UNSOUND CONCRETE 18 CF
 PREPARE CONCRETE BRIDGE DECK SURFACE 7,125 SQFT
 RAPID SETTING CONCRETE (PATCH) 18 CF
 FURNISH POLYESTER CONCRETE OVERLAY 535 CF
 PLACE POLYESTER CONCRETE OVERLAY 7,125 SQFT
 PUBLIC SAFETY PLAN LUMP SUM
 CONCRETE BARRIER (TYPE 1 BARRIER RAILING MODIFIED) 14 LF

BR NO 06-0150
 18 CF
 7,125 SQFT
 18 CF
 535 CF
 7,125 SQFT
 LUMP SUM
 14 LF



A.C.I.D. CANAL BRIDGE QUANTITIES

REMOVE UNSOUND CONCRETE 36 CF
 CLEAN BRIDGE DECK 7,195 SQFT
 RAPID SETTING CONCRETE (PATCH) 36 CF
 TREAT BRIDGE DECK 7,195 SQFT
 FURNISH BRIDGE DECK TREATMENT MATERIAL 80 GAL
 PUBLIC SAFETY PLAN LUMP SUM

BR NO 06-0010
 36 CF
 7,195 SQFT
 36 CF
 7,195 SQFT
 80 GAL
 LUMP SUM

A.C.I.D. CANAL
 Br No. 06-0010, Sha, Route 273, PM 13.31
 1"=10'

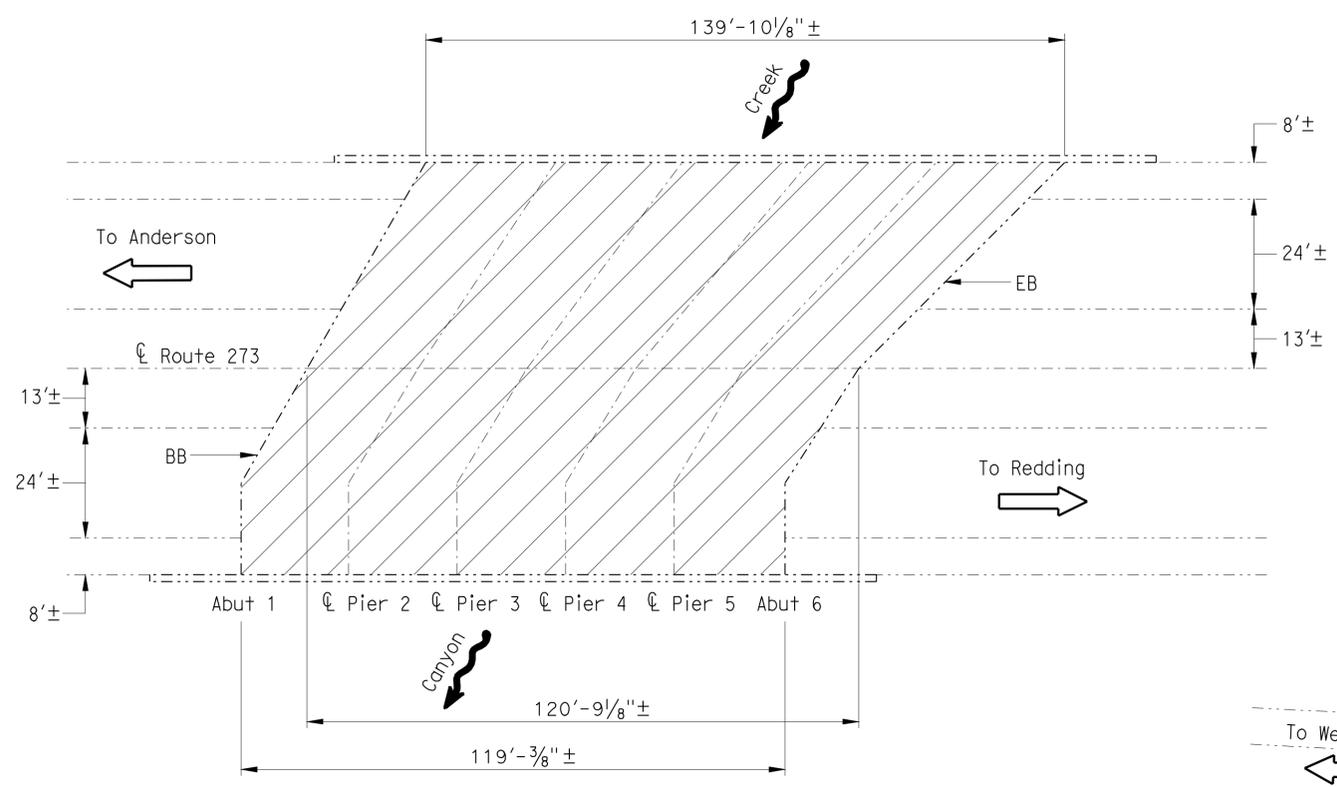
- NOTES:
- Indicates existing.
 - Indicates limits of clean and treat bridge deck with high molecular weight methacrylate.
 - Indicates limits of prepare concrete bridge deck surface, furnish and place new 3/4" minimum depth polyester concrete overlay. Prior to placing new polyester concrete overlay remove unsound concrete and patch with rapid setting concrete as shown on the "DECK REPAIR DETAIL-OVERLAY".
 - ① Indicates location of barrier rail Type 1 (Mod). For details see "THRIE BEAM CONNECTION DETAILS" sheet.

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

 DESIGN ENGINEER 12-7-09	DESIGN	BY D. Acoba	CHECKED M. Furlong	LAYOUT	BY N. Kelley	CHECKED D. Acoba	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	Varies	ROUTE 44, 273 & 299 BRIDGES GENERAL PLAN NO. 2	
	DETAILS	BY N. Kelley	CHECKED M. Furlong	SPECIFICATIONS	BY M. Kopsa	CHECKED M. Kopsa			POST MILE	Various		
	QUANTITIES	BY D. Acoba	CHECKED M. Furlong									
STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 10/17/07)							ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	CU 02246 EA 1E6101	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 3-28-09 4-23-09 6-8-09 9-29-09 1-11-10	SHEET 2 OF 9

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273,299	Var	33	39

Arlene Frank 12-17-09
 REGISTERED CIVIL ENGINEER DATE
 3-22-10
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

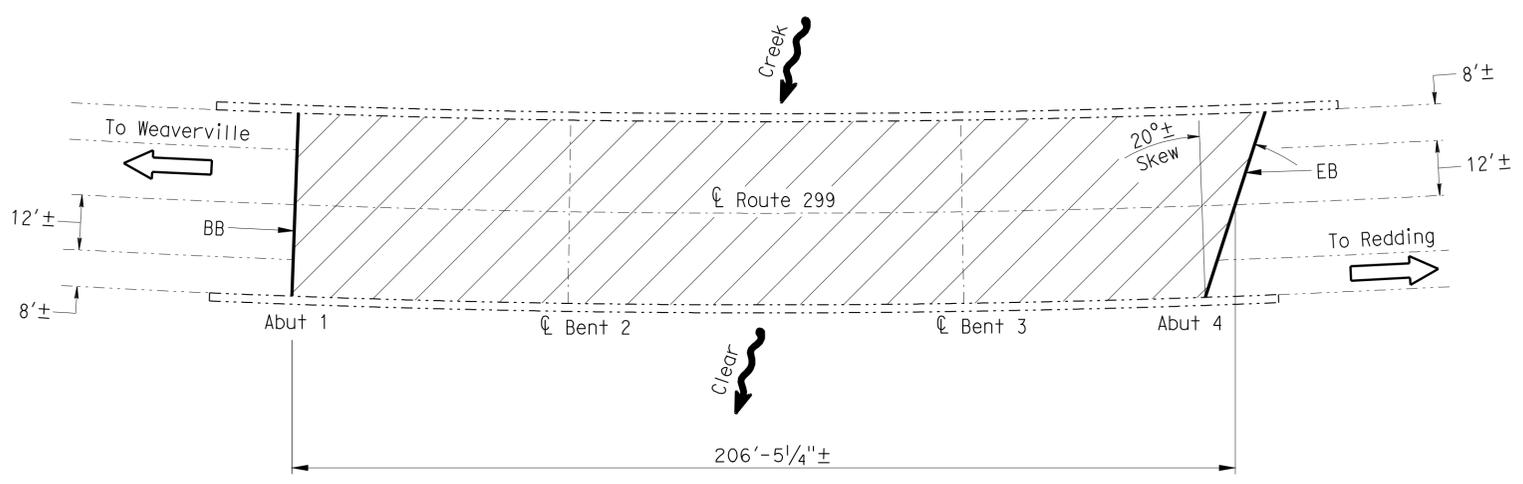


CANYON CREEK
 Br No. 06-0012, Sha, Route 273, PM 14.31
 1"=20'

CANYON CREEK BRIDGE
 QUANTITIES

REMOVE UNSOUND CONCRETE	28	CF
CLEAN BRIDGE DECK	11,300	SQFT
RAPID SETTING CONCRETE (PATCH)	28	CF
TREAT BRIDGE DECK	11,300	SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	126	GAL
PUBLIC SAFETY PLAN		LUMP SUM

BR NO 06-0012

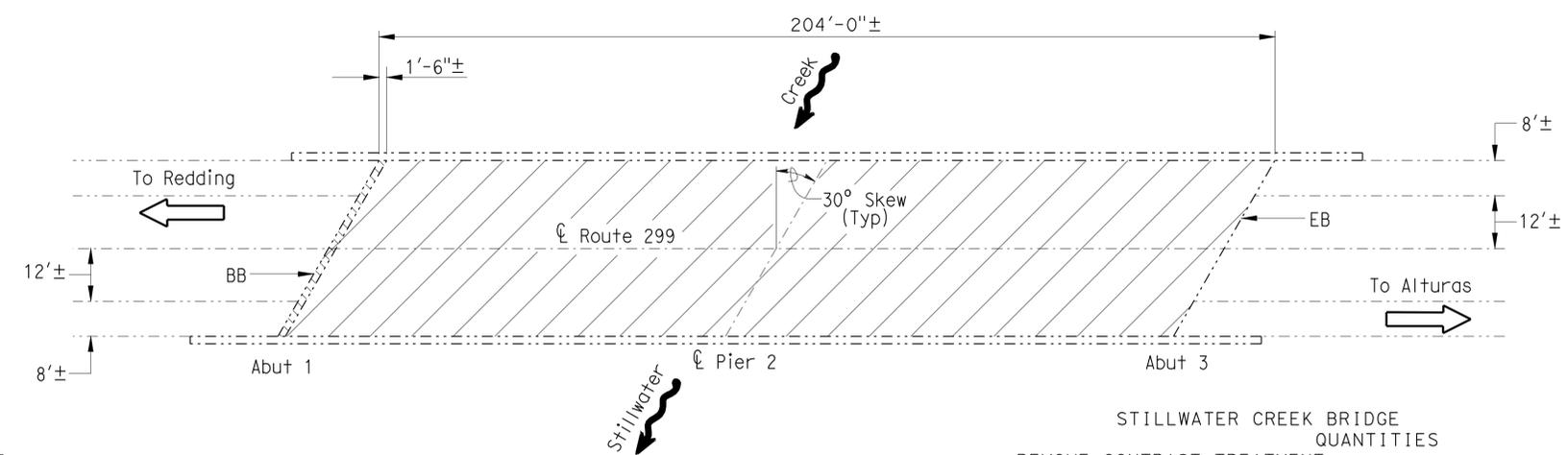


CLEAR CREEK
 Br No. 06-0036, Sha, Route 299, PM 8.73
 1"=20'

CLEAR CREEK BRIDGE
 QUANTITIES

REMOVE UNSOUND CONCRETE	21	CF
CLEAN BRIDGE DECK	8,230	SQFT
CLEAN EXPANSION JOINT	84	LF
RAPID SETTING CONCRETE (PATCH)	21	CF
JOINT SEAL (MR 1")	84	LF
TREAT BRIDGE DECK	8,230	SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	92	GAL

BR NO 06-0036



STILLWATER CREEK
 Br No. 06-0044, Sha, Route 299, PM 27.94
 1"=20'

STILLWATER CREEK BRIDGE
 QUANTITIES

REMOVE CONTRAST TREATMENT	60	SQFT
REMOVE UNSOUND CONCRETE	20	CF
CLEAN BRIDGE DECK	8,160	SQFT
RAPID SETTING CONCRETE (PATCH)	20	CF
TREAT BRIDGE DECK	8,160	SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	91	GAL

BR NO 06-0044

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

- NOTES:
- Indicates existing.
 - Indicates location of existing joint seal removal and placement of new joint seal.
 - Indicates limits of clean and treat bridge deck with high molecular weight methacrylate.
 - Indicates limits of remove contrast treatment.

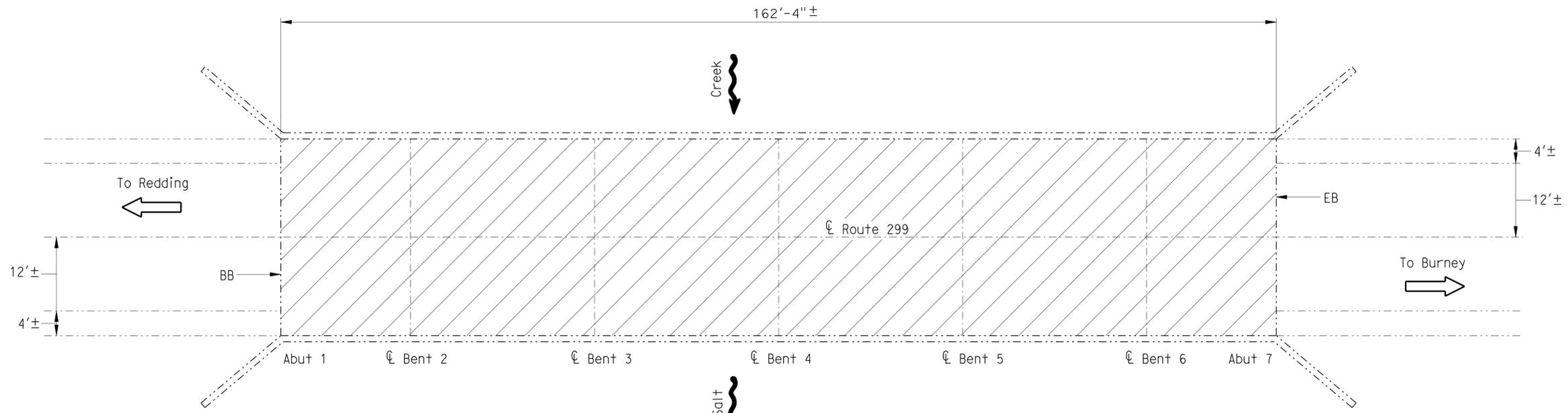
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	DETAILS	BY N. Kelley	CHECKED D. Acoba	SPECIFICATIONS	BY M. Kopsa	CHECKED M. Kopsa			Varies	GENERAL PLAN NO. 3			
	QUANTITIES	BY A. Frank	CHECKED D. Acoba						POST MILE				
STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 10/17/07)								ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	CU 02246 EA 1E6101	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 3-28-09 4-23-09 5-21-09 6-9-09 1-11-10	SHEET 3 OF 9

FILE => 02_1e6101_cgp3.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273,299	Var	34	39

Arlene Frank 12-17-09
 REGISTERED CIVIL ENGINEER DATE
 3-22-10
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

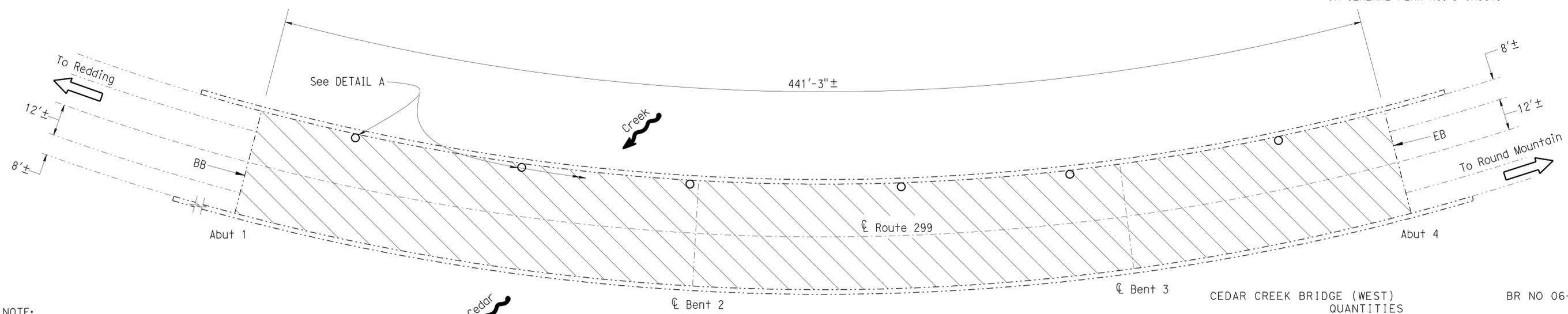
REGISTERED PROFESSIONAL ENGINEER
 ARLENE FRANK
 No. C 55562
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA



SALT CREEK
 Br No. 06-0049, Sha, Route 299, PM 34.56
 1"=10'

SALT CREEK BRIDGE	BR NO 06-0049
QUANTITIES	
REMOVE UNSOUND CONCRETE	26 CF
CLEAN BRIDGE DECK	5,150 SQFT
RAPID SETTING CONCRETE (PATCH)	26 CF
TREAT BRIDGE DECK	5,150 SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	58 GAL

- NOTES:
- Indicates existing.
 - Indicates limits of clean and treat bridge deck with high molecular weight methacrylate.
 - Indicates limits of prepare concrete bridge deck surface, furnish and place new 3/4" minimum depth polyester concrete overlay. Prior to placing new polyester concrete overlay remove unsound concrete and patch with rapid setting concrete as shown on the "DECK REPAIR DETAIL-OVERLAY".
 - Indicates existing deck drain to maintain, see DETAIL A on GENERAL PLAN NO. 5 sheet.



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

CEDAR CREEK (WEST)
 Br No. 06-0201, Sha, Route 299, PM 48.18
 1"=20'

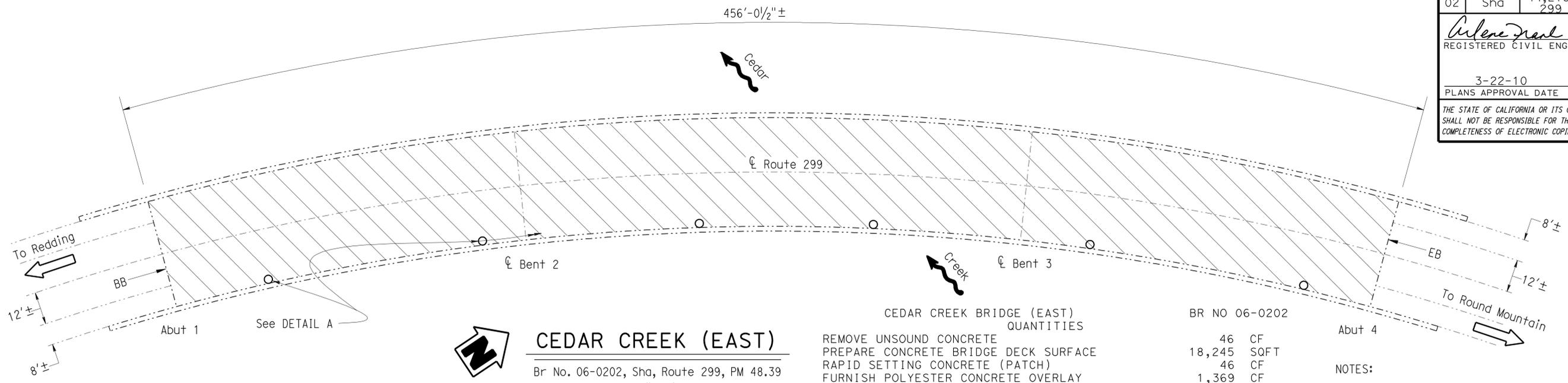
CEDAR CREEK BRIDGE (WEST)	BR NO 06-0201
QUANTITIES	
REMOVE UNSOUND CONCRETE	89 CF
PREPARE CONCRETE BRIDGE DECK SURFACE	17,650 SQFT
RAPID SETTING CONCRETE (PATCH)	89 CF
FURNISH POLYESTER CONCRETE OVERLAY	1,324 CF
PLACE POLYESTER CONCRETE OVERLAY	17,650 SQFT

 DESIGN ENGINEER	DESIGN	BY A. Frank	CHECKED D. Acoba	LAYOUT	BY N. Kelley	CHECKED A. Frank	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	ROUTE 44, 273 & 299 BRIDGES GENERAL PLAN NO. 4		
	DETAILS	BY N. Kelley	CHECKED D. Acoba	SPECIFICATIONS	BY M. Kopsa	CHECKED M. Kopsa			Varies			
	QUANTITIES	BY A. Frank	CHECKED D. Acoba					POST MILE	Various			
STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 10/17/07)							ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	CU 02246 EA 1E6101	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 3-28-09 4-23-09 5-21-09 6-9-09 9-29-09 1-11-10	SHEET 4 OF 9

DATE PLOTTED => 26-MAR-2010 TIME PLOTTED => 14:11 USERNAME => htlm

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	35	39

Arlene Frank
 REGISTERED CIVIL ENGINEER
 DATE 12-17-09
 PLANS APPROVAL DATE 3-22-10
 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.



CEDAR CREEK (EAST)

Br No. 06-0202, Sha, Route 299, PM 48.39
1"=20'

QUANTITIES

REMOVE UNSOUND CONCRETE 46 CF

PREPARE CONCRETE BRIDGE DECK SURFACE 18,245 SQFT

RAPID SETTING CONCRETE (PATCH) 46 CF

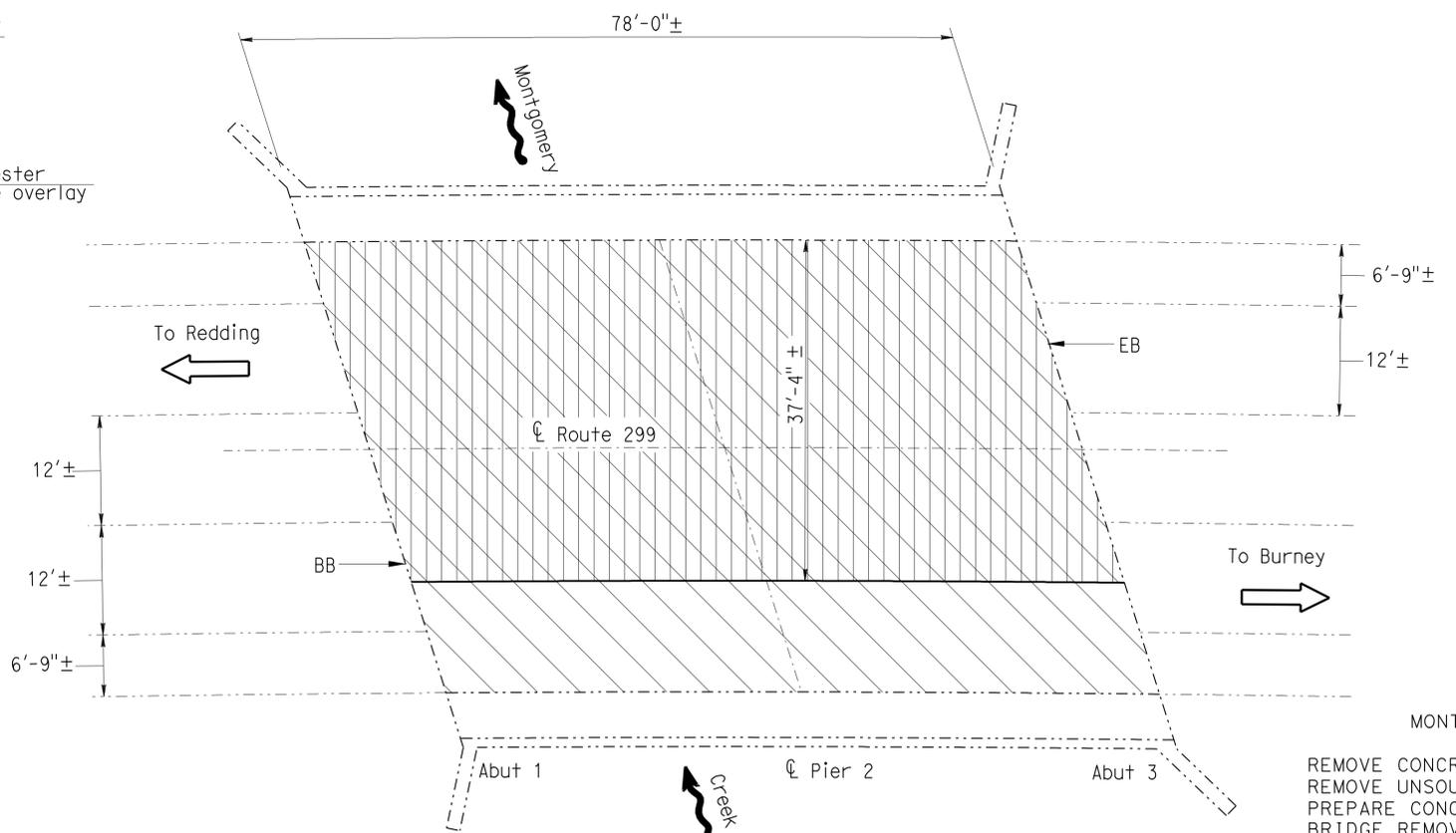
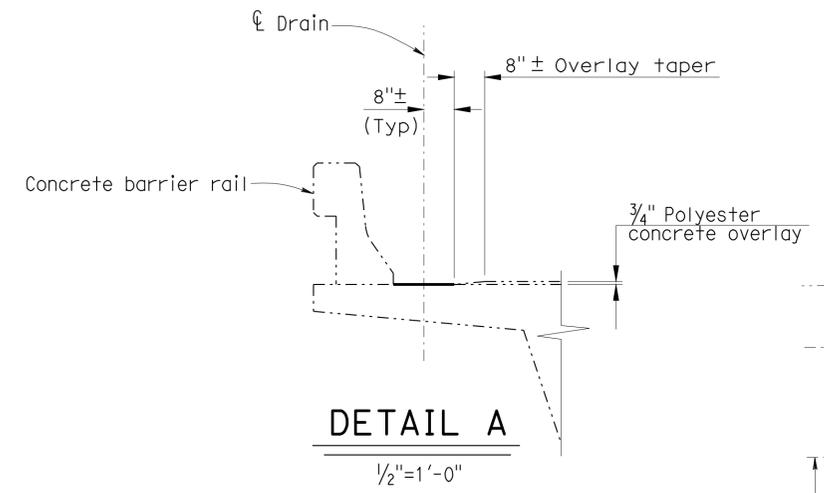
FURNISH POLYESTER CONCRETE OVERLAY 1,369 CF

PLACE POLYESTER CONCRETE OVERLAY 18,245 SQFT

BR NO 06-0202

NOTES:

- Indicates existing.
- Indicates limits of prepare concrete bridge deck surface, furnish and place new 3/4" minimum depth polyester concrete overlay. Prior to placing new polyester concrete overlay remove unsound concrete and patch with rapid setting concrete as shown on the "DECK REPAIR DETAIL-OVERLAY".
- Indicates limits of remove deck on deck concrete and place new concrete. For details see DECK DETAILS sheet.
- Indicates maintain existing deck drains, see DETAIL A.



MONTGOMERY CREEK

Br No. 06-0058, Sha, Route 299, PM 56.74
1"=10'

QUANTITIES

REMOVE CONCRETE DECK SURFACE 2,054 SQFT

REMOVE UNSOUND CONCRETE 10 CF

PREPARE CONCRETE BRIDGE DECK SURFACE 6,773 SQFT

BRIDGE REMOVAL (PORTION) LUMP SUM

STRUCTURAL CONCRETE, BRIDGE 33 CY

RAPID SETTING CONCRETE (PATCH) 10 CF

FURNISH POLYESTER CONCRETE OVERLAY 290 CF

PLACE POLYESTER CONCRETE OVERLAY 3,860 SQFT

PUBLIC SAFETY PLAN LUMP SUM

BR NO 06-0058

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

 DESIGN ENGINEER 12-7-09	DESIGN	BY A. Frank	CHECKED D. Acoba	LAYOUT	BY N. Kelley	CHECKED A. Frank	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	ROUTE 44, 273 & 299 BRIDGES GENERAL PLAN NO. 5
	DETAILS	BY N. Kelley	CHECKED D. Acoba	SPECIFICATIONS	BY M. Kopsa	PLANS AND SPECIFICATIONS COMPARED M. Kopsa		Varies	
	QUANTITIES	BY A. Frank	CHECKED D. Acoba					POST MILE Various	

STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 10/17/07)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

CU 02246
EA 1E6101

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	3-28-09	4-23-09	5-22-09	6-9-09	9-29-09	1-11-10
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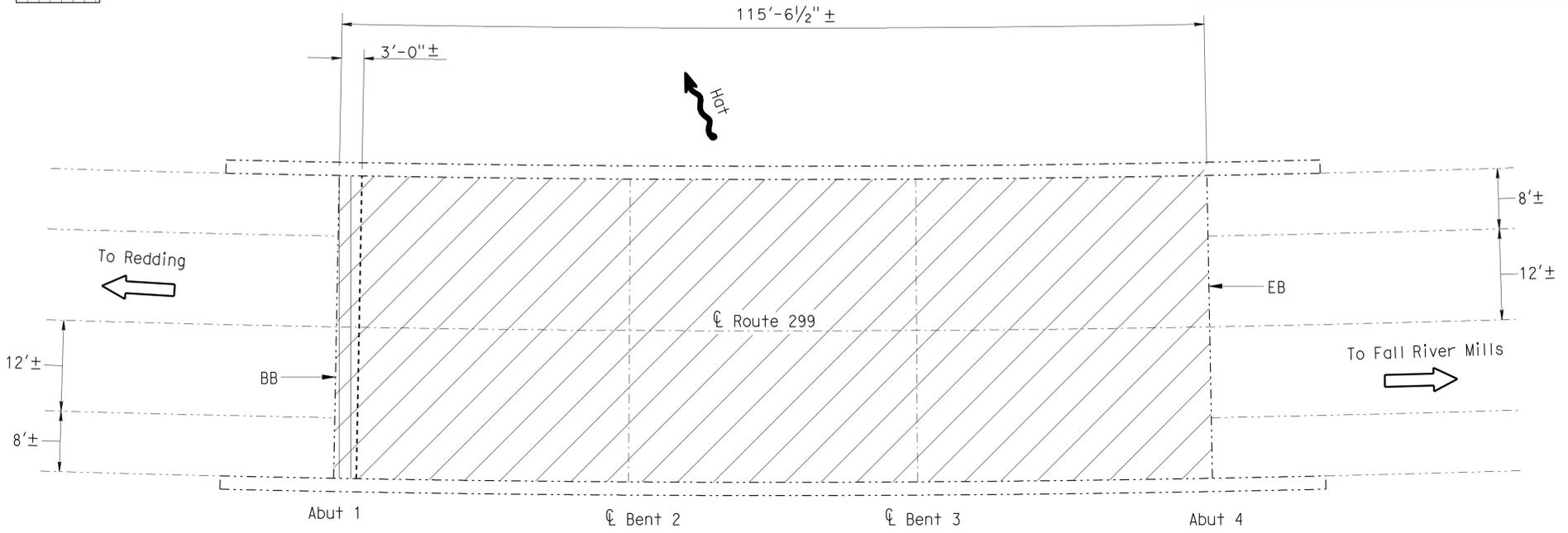
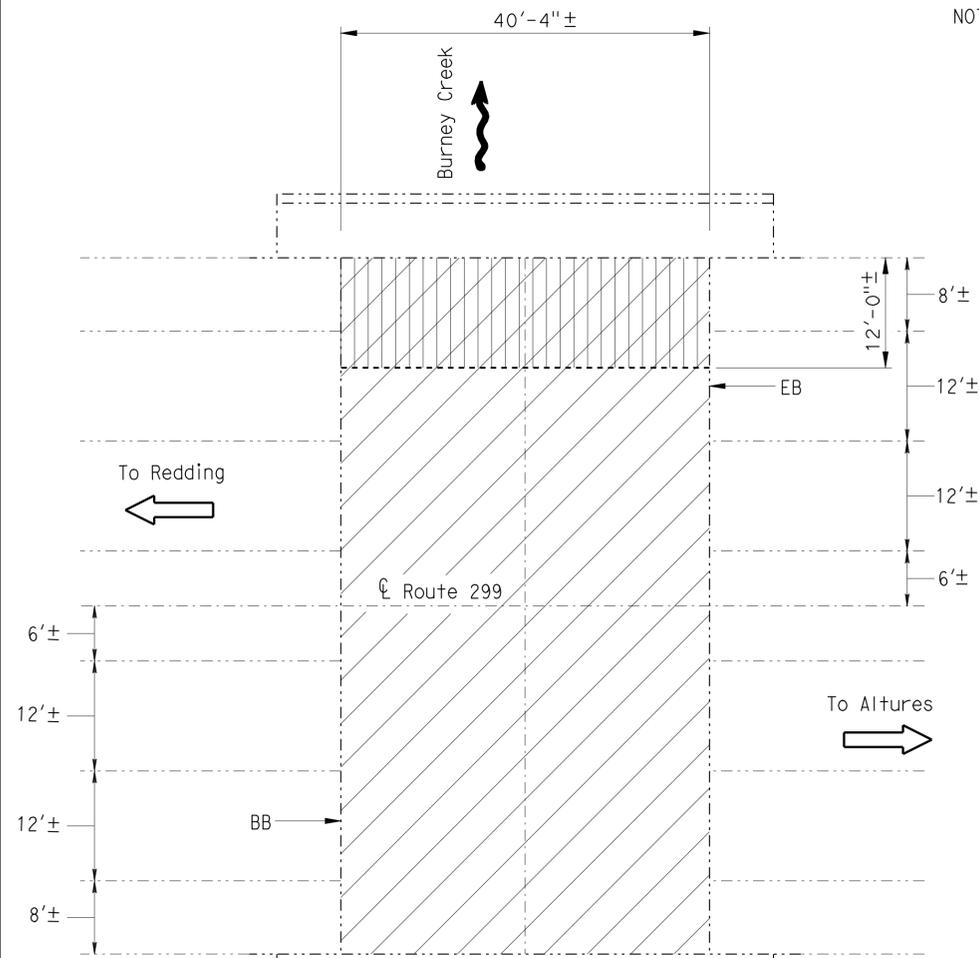
SHEET 5 OF 9

FILE => 02_1e6101_egp5.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44, 273, 299	Var	36	39

Arlene Frank 12-17-09
 REGISTERED CIVIL ENGINEER DATE
 3-22-10
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

- NOTES:
- Indicates existing.
 - Indicates location of existing joint seal removal and placement of new joint seal.
 - Indicates limits of remove contrast treatment.
 -  Indicates limits of clean and treat bridge deck with high molecular weight methacrylate.
 -  Indicates limits of remove contrast treatment.



WEST BRANCH BURNEY CREEK
 Br No. 06-0063, Sha, Route 299, PM 75.06
 1"=10'

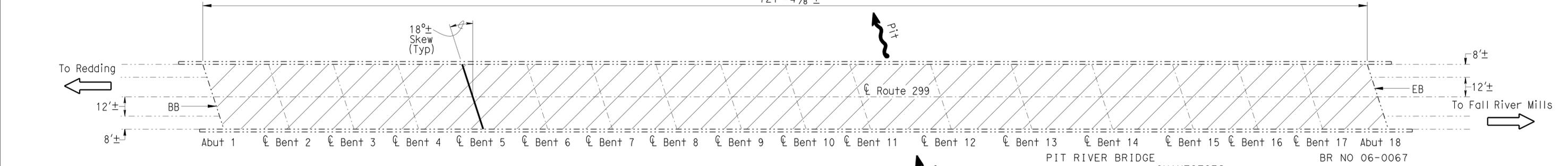
WEST BRANCH BURNEY CREEK BRIDGE QUANTITIES

REMOVE CONTRAST TREATMENT	484	SQFT
REMOVE UNSOUND CONCRETE	16	CF
CLEAN BRIDGE DECK	3,065	SQFT
RAPID SETTING CONCRETE (PATCH)	16	CF
TREAT BRIDGE DECK	3,065	SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	35	GAL
PUBLIC SAFETY PLAN	LUMP	SUM
721'-4 7/8"±		

HAT CREEK
 Br No. 06-0066, Sha, Route 299, PM 84.02
 1"=10'

HAT CREEK BRIDGE QUANTITIES

REMOVE CONTRAST TREATMENT	120	SQFT
REMOVE UNSOUND CONCRETE	12	CF
CLEAN BRIDGE DECK	4,625	SQFT
RAPID SETTING CONCRETE (PATCH)	12	CF
TREAT BRIDGE DECK	4,625	SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	52	GAL



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

PIT RIVER
 Br No. 06-0067, Sha, Route 299, PM 84.48
 1"=30'

PIT RIVER BRIDGE QUANTITIES

REMOVE UNSOUND CONCRETE	73	CF
CLEAN BRIDGE DECK	28,860	SQFT
CLEAN EXPANSION JOINT	43	LF
RAPID SETTING CONCRETE (PATCH)	73	CF
JOINT SEAL (MR 1")	43	LF
TREAT BRIDGE DECK	28,860	SQFT
FURNISH BRIDGE DECK TREATMENT MATERIAL	321	GAL
PUBLIC SAFETY PLAN	LUMP	SUM

 DESIGN ENGINEER 12-7-09	DESIGN	BY A. Frank	CHECKED D. Acoba	LAYOUT	BY N. Kelley	CHECKED A. Frank	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	Varies	ROUTE 44, 273 & 299 BRIDGES GENERAL PLAN NO. 6
	DETAILS	BY N. Kelley	CHECKED D. Acoba	SPECIFICATIONS	BY M. Kopsa	CHECKED M. Kopsa			POST MILE	Various	
	QUANTITIES	BY A. Frank	CHECKED D. Acoba						REVISION DATES	3-28-09, 5-21-09, 6-3-09, 9-29-09, 1-11-10	

STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 10/17/07)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS: 0 1 2 3

CU 02246 EA 1E6101

DISREGARD PRINTS BEARING EARLIER REVISION DATES

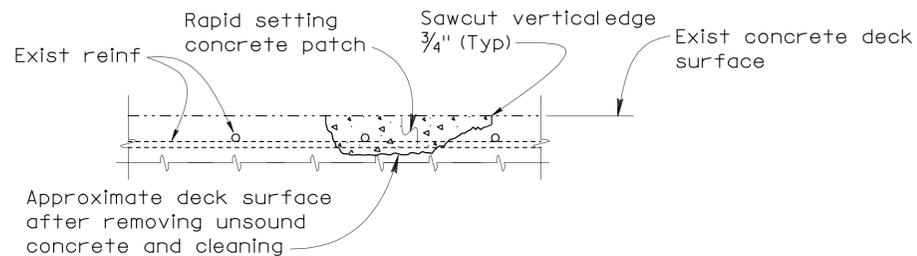
SHEET 6 OF 9

JOINT SEAL TABLE

BRIDGE NUMBER	BRIDGE NAME	LOCATION		MINIMUM "MR" (in)	APPROXIMATE LENGTH (ft)	EXISTING WATERSTOP	APPROX DEPTH TO CLEAN EXP JOINT (in)
06-0191	CHURN CREEK RD OC	Abut 1	BW	1	71.3	Yes	12
		Abut 3	BW	1	71.3	Yes	12
06-0189	VICTOR AVE OC	Abut 1	BW	1	88.7	Yes	37
		Abut 3	BW	1	88.7	Yes	37
06-0036	CLEAR CREEK	Abut 1	BW	1	40.3	Yes	12
		Abut 4	BW	1	42.8	Yes	8
06-0067	PIT RIVER	Bent 5	CL	1	42.3	Yes	12

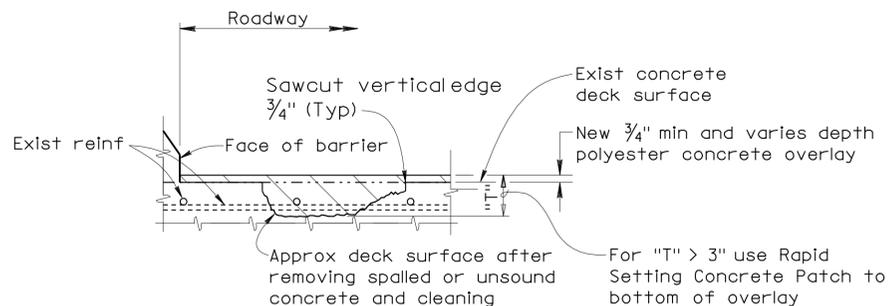
LEGEND:

BW - Backwall
CL - Centerline Bent



DECK REPAIR DETAIL

Note: Reinforcement may be encountered during deck concrete removal.



DECK REPAIR DETAIL-OVERLAY

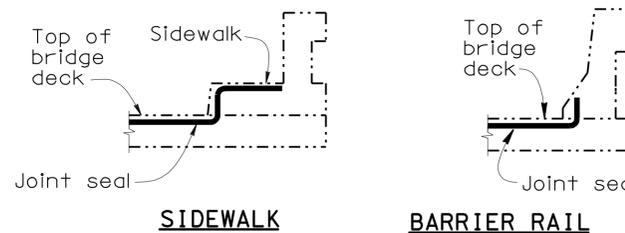
Note: Reinforcement may be encountered during deck concrete removal.

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

DECK REPAIR TABLE

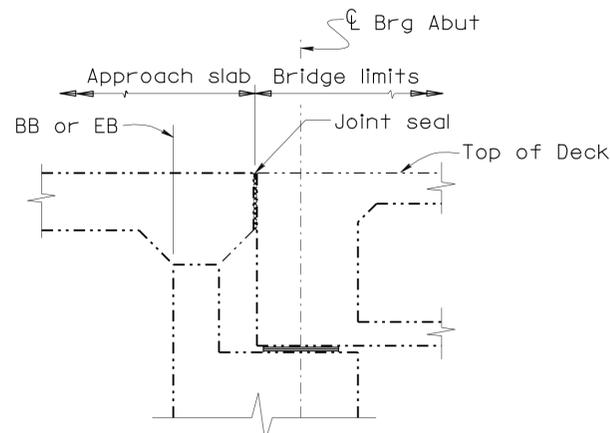
REMOVE UNSOUND CONCRETE AND RAPID SETTING CONCRETE (PATCH)

BRIDGE NUMBER	BRIDGE NAME	APPROXIMATE AREA DAMAGED (PERCENT)	APPROXIMATE DEPTH (INCHES)
06-0150	STILLWATER CREEK	1	3
06-0010	A.C.I.D. CANAL	2	3
06-0012	CANYON CREEK	1	3
06-0044	STILLWATER CREEK	1	3
06-0036	CLEAR CREEK	1	3
06-0049	SALT CREEK	2	3
06-0201	CEDAR CREEK (WEST)	2	3
06-0202	CEDAR CREEK (EAST)	1	3
06-0058	MONTGOMERY CREEK	1	3
06-0063	WEST BRANCH BURNEY CREEK	2	3
06-0066	HAT CREEK	1	3
06-0067	PIT RIVER	1	3

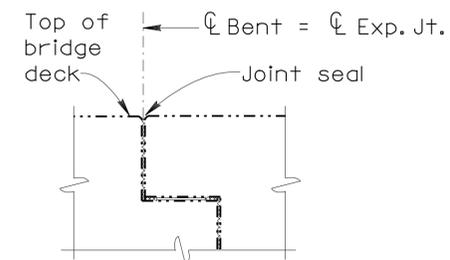


JOINT SEAL AT LOW SIDE OF DECK

Notes: Details shown for illustration purposes only.
For use only where deck joint matches the sidewalk, curb or barrier rail joint.



BACK WALL ABUTMENT



CENTERLINE BENT

NO SCALE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44, 273, 299	Var	37	39

Arlene Frank 12-17-09
 REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER
 ARLENE FRANK
 No. C 55562
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA

3-22-10
PLANS APPROVAL DATE

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

- The following notes apply to JOINT SEAL TYPE B:
- Seal must satisfy both minimum Movement Rating (MR) and minimum W1 requirements.
 - Minimum W1 is the calculated maximum width of the joint based on field measurements. After the joints have been cleaned, minimum W1 is to be calculated by the Engineer.
 - W1 shall be the smaller of the values determined as follows:
 - 0.85 times the manufacturer's designed minimum uncompressed width of the seal.
 - The width of the seal on the third successive test cycle of the pressure deflection test, when compressed to an average pressure of 3 psi.
 - Bend Type B joint seal 6" up into curb or rail on the low side of the deck where deck joint matches curb or rail joint.
 - For details not shown, see RSP B6-21

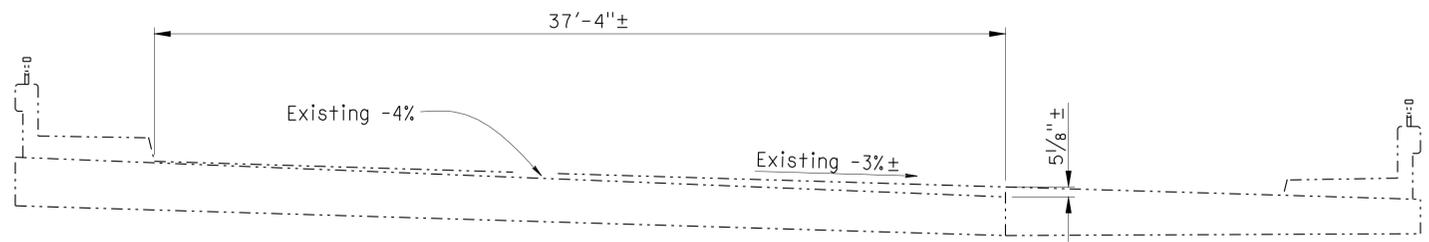
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	38	39

Arlene Frank 12-17-09
REGISTERED CIVIL ENGINEER DATE

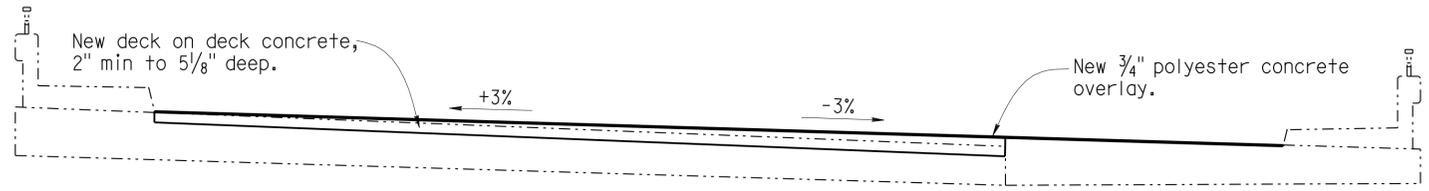
3-22-10
PLANS APPROVAL DATE

ARLENE FRANK
No. C 55562
Exp. 12-31-10
CIVIL

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

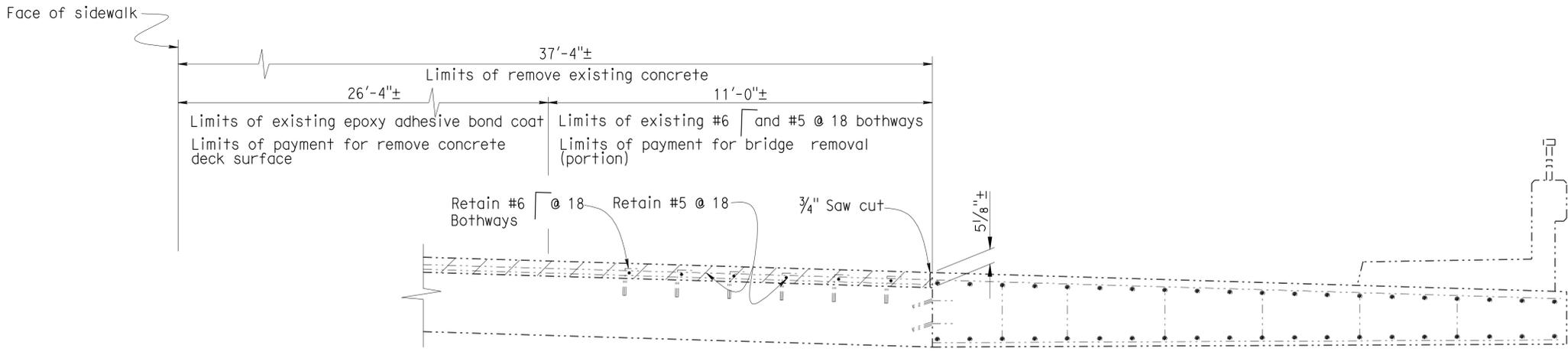


EXISTING TYPICAL SECTION
1/4"=1'-0"



RECONSTRUCTION TYPICAL SECTION
1/4"=1'-0"

- NOTES:
- Indicates existing.
 - Indicates location of existing joint seal removal and placement of new joint seal.
 - Indicates portion of concrete deck removal.
- For limits of polyester concrete overlay see GENERAL PLAN NO. 5 sheet.



EXISTING PART TYPICAL SECTION
Br No. 06-0058
1/2"=1'-0"

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

DESIGN	BY A. Frank	CHECKED D. Acoba
DETAILS	BY N. Kelley	CHECKED D. Acoba
QUANTITIES	BY A. Frank	CHECKED D. Acoba

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

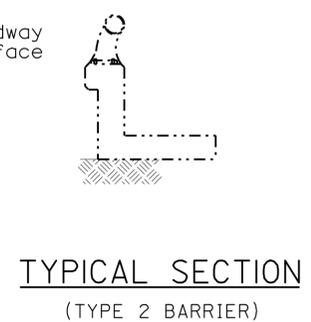
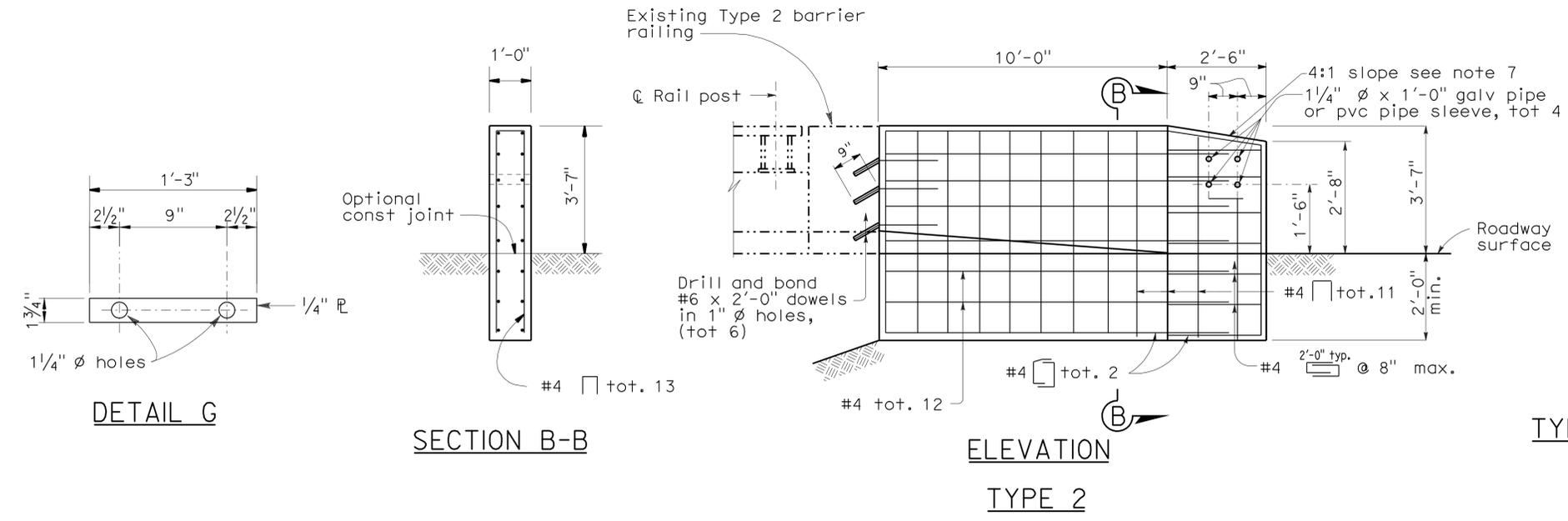
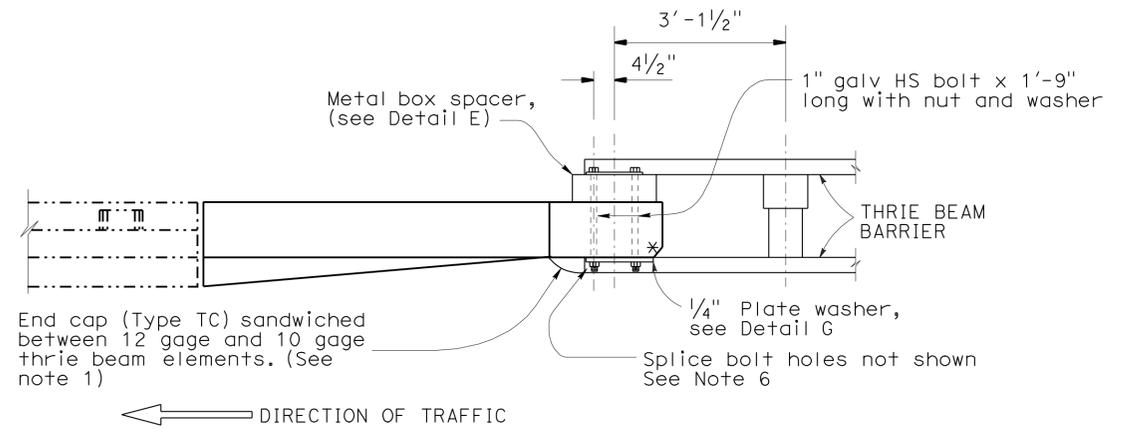
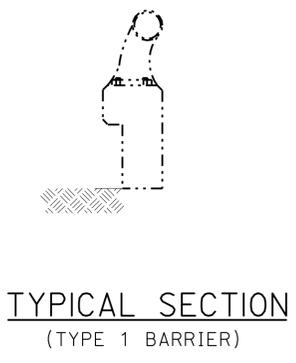
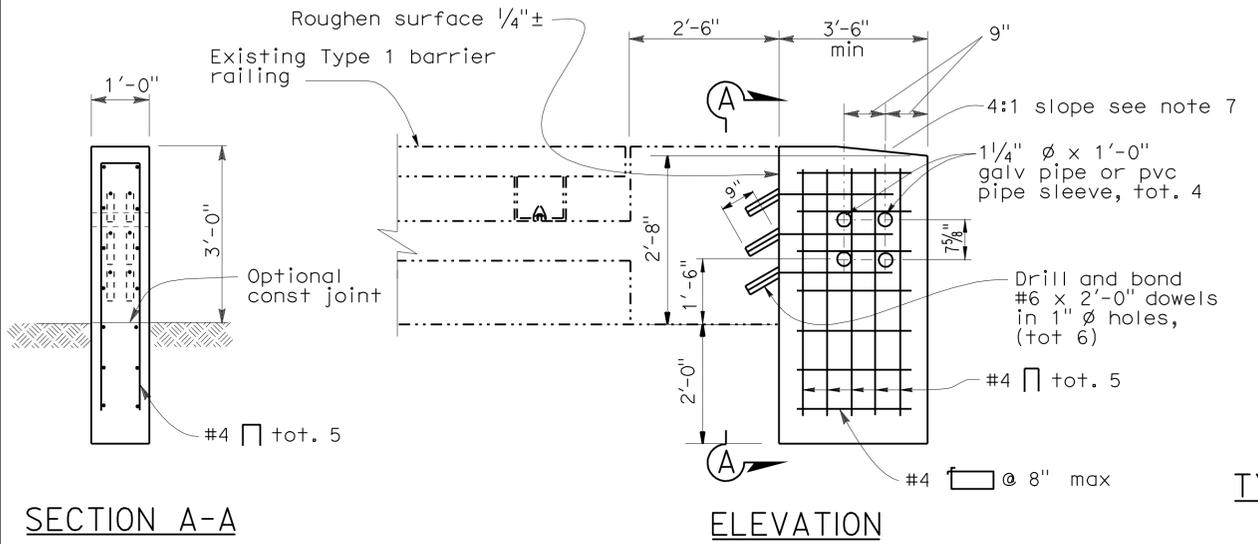
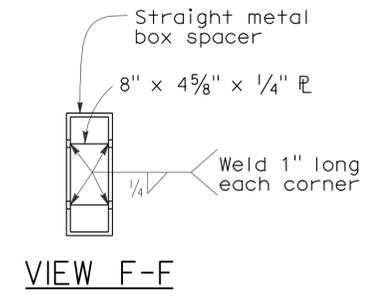
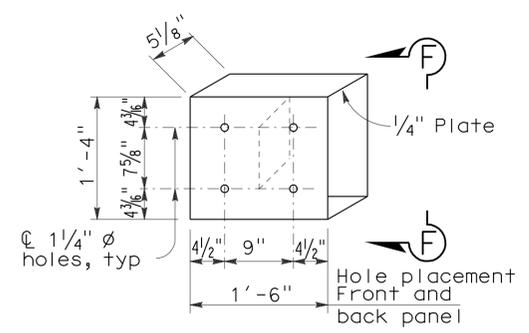
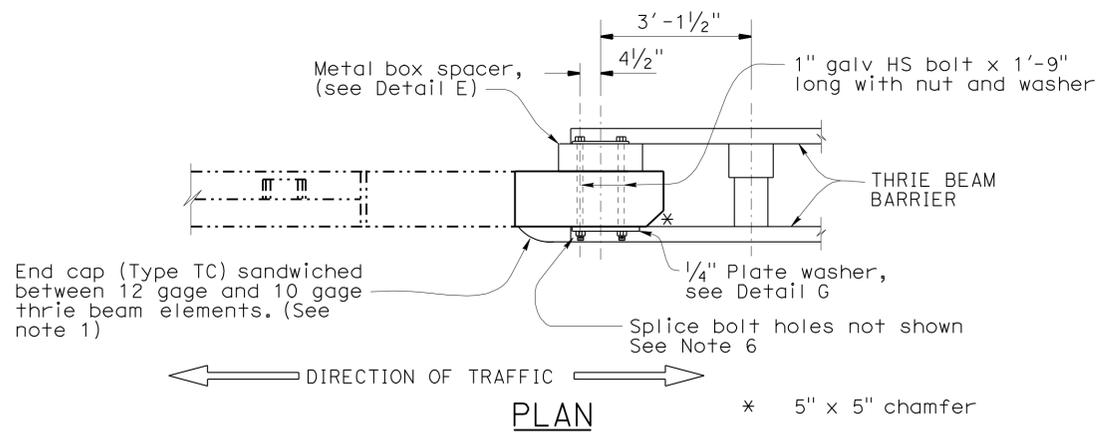
BRIDGE NO.	Varies
POST MILE	Varies

ROUTE 44, 273 & 299 BRIDGES
DECK DETAILS

USERNAME => HRTIGHT DATE PLOTTED => 26-MAR-2010 TIME PLOTTED => 13:52

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sha	44,273, 299	Var	39	39

12-17-09
 REGISTERED ENGINEER - CIVIL
 3-22-10
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



- NOTES:**
- For details not shown, see Standard Plans, July 2006.
 - Dependent dimensions will be verified in the field before fabricating any end connection to conform with existing paved conditions.
 - When end section is called for, modify typical terminal section to fit. See Detail E
 - All plates and bolts are galvanized.
 - Cut and remove portion of Type 1, 2 and BAGR as required.
 - Exterior splice bolt holes shall be the standard 7/8" x 1 1/8" slot size for rail splices at post #T4 and the connection to the concrete barrier or railing. Interior splice bolt holes may be increased up to 1 1/4" dia. Washers shall be used with splice bolts on back side of rail element at post #T4 and connection to the concrete barrier or railing.
 - Taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam rail element.
 - All new reinforcing steel shall be epoxy coated.

STANDARD DRAWING

FILE NO. xs16-400e	APPROVED BY T SATTER RESPONSIBLE TECHNICAL SPECIALIST	RELEASED BY ROBERTO LACALLE RESPONSIBLE OFFICE CHIEF
APPROVAL DATE 4-15-08	RELEASE DATE 4-15-08	

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE NO. **Varies**
POST MILE **Various**

ROUTE 44, 273 & 299 BRIDGES
THRIE BEAM CONNECTION DETAILS
BARRIER RAILING TYPE 1 & TYPE 2