

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	CONSTRUCTION AREA SIGNS
3-5	REVISED STANDARD PLANS
STRUCTURE PLANS	
6-7	ROUTE 1 BRIDGES - GENERAL PLANS
8-9	ROUTE 1 BRIDGES - SPALL REPAIR DETAILS

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SANTA CRUZ COUNTY
NEAR DAVENPORT
AT SCOTT CREEK BRIDGE AND
AT WADDELL CREEK BRIDGE

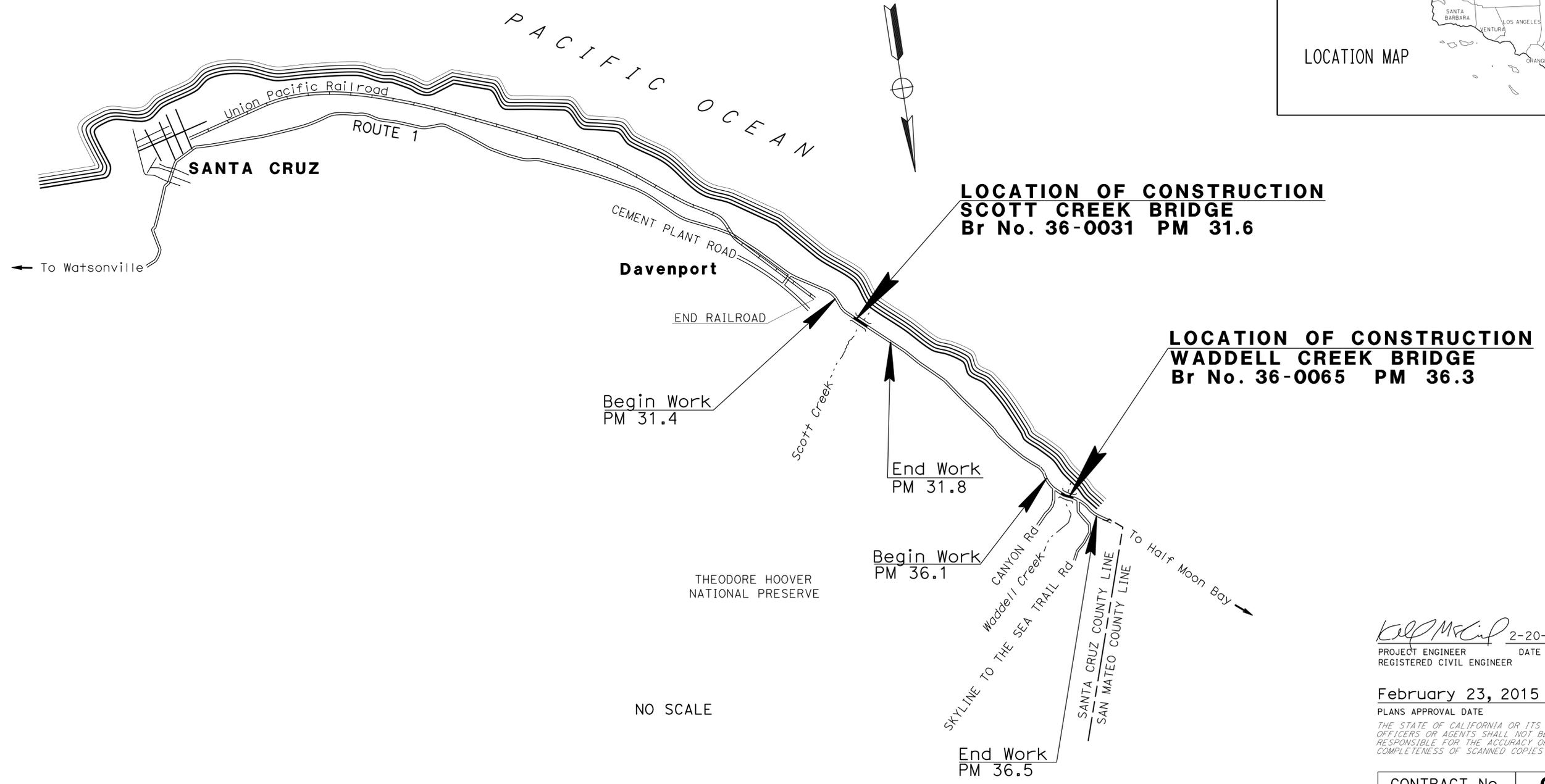
TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Scr	1	31.6,36.3	1	9





LOCATION MAP

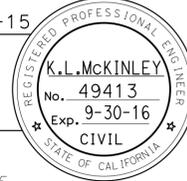


NO SCALE

PROJECT MANAGER KELLY MCCLAIN	DESIGN MANAGER KELLY MCCLAIN
---	--

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

 2-20-15
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER
February 23, 2015
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONTRACT No.	05-1F3604
PROJECT ID	0513000134

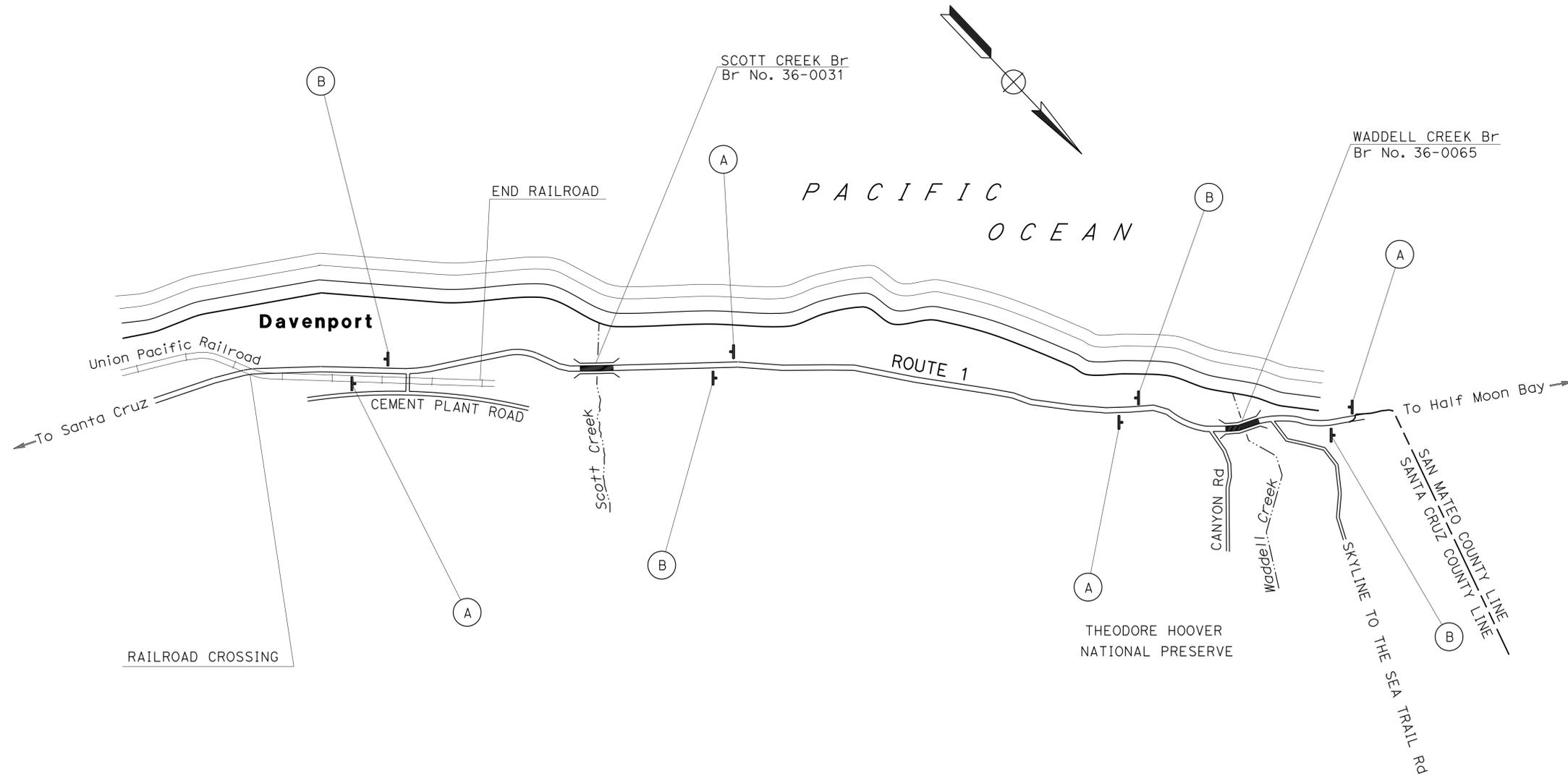
DATE PLOTTED => 27-FEB-2015 TIME PLOTTED => 09:43 02-20-15

NOTE:

1. EXACT LOCATION OF CONSTRUCTION AREA SIGNS TO BE DETERMINED BY THE ENGINEER.

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No. (X)	SIGN CODE		PANEL SIZE	SIGN MESSAGE	NUMBER OF POSTS AND SIZE	NUMBER OF SIGNS
	FEDERAL	CALIFORNIA				
A	W20-1	C23	48" x 48"	ROAD WORK AHEAD	1 - 4" x 6"	4
B	G20-2	C14	48" x 24"	END ROAD WORK	1 - 4" x 6"	4



CONSTRUCTION AREA SIGNS
NO SCALE **CS-1**

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: KELLY J. McCLAIN
 CALCULATED/DESIGNED BY: [blank] CHECKED BY: [blank]
 REVISED BY: [blank] DATE: [blank]
 KELLY MCKINLEY
 MARK CRESSWELL

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

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

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

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Scr	1	31.6,36.3	3	9

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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

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

TO ACCOMPANY PLANS DATED 2-23-15

UNIT OF MEASUREMENT SYMBOLS:

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

TABLE A

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

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

TABLE B

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

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

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

2010 REVISED STANDARD PLAN RSP A10B

TO ACCOMPANY PLANS DATED 2-23-15

TABLE 1

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

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

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

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

TABLE 2

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

* - Speed is posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

** - Longitudinal buffer space or flagger station spacing

*** - Use on sustained downgrade steeper than -3 percent and longer than 1 mile.

TABLE 3

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

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

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM TABLES
 FOR LANE AND RAMP CLOSURES**

NO SCALE

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Scr	1	31.6,36.3	5	9

Devinder Singh
 REGISTERED CIVIL ENGINEER
 October 17, 2014
 PLANS APPROVAL DATE
 No. C50470
 Exp. 6-30-15
 CIVIL
 STATE OF CALIFORNIA
 REGISTERED PROFESSIONAL ENGINEER

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NOTES:

See Revised Standard Plan RSP T9 for tables.

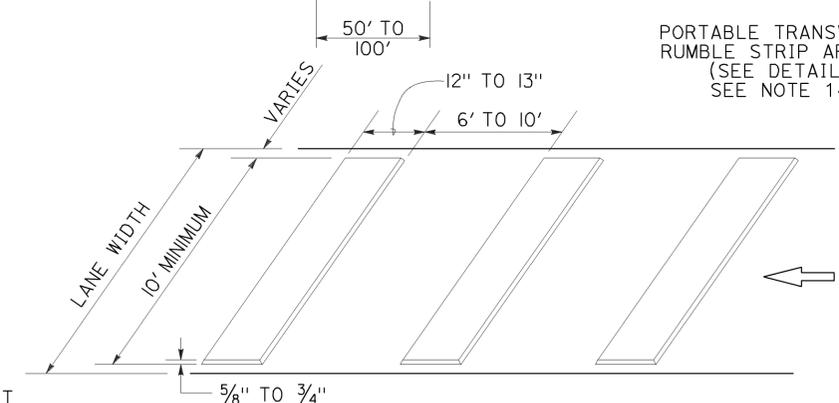
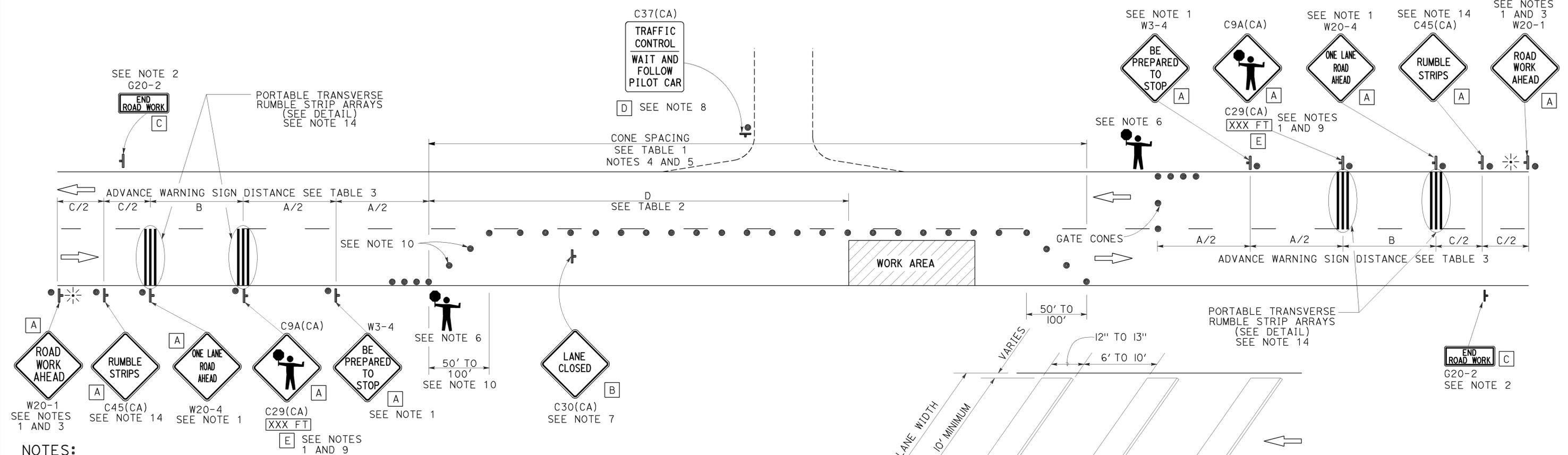
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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

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

TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 2-23-15



LEGEND

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

SIGN PANEL SIZE (Min)

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

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON TWO LANE CONVENTIONAL HIGHWAYS

NO SCALE

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

REVISED STANDARD PLAN RSP T13

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

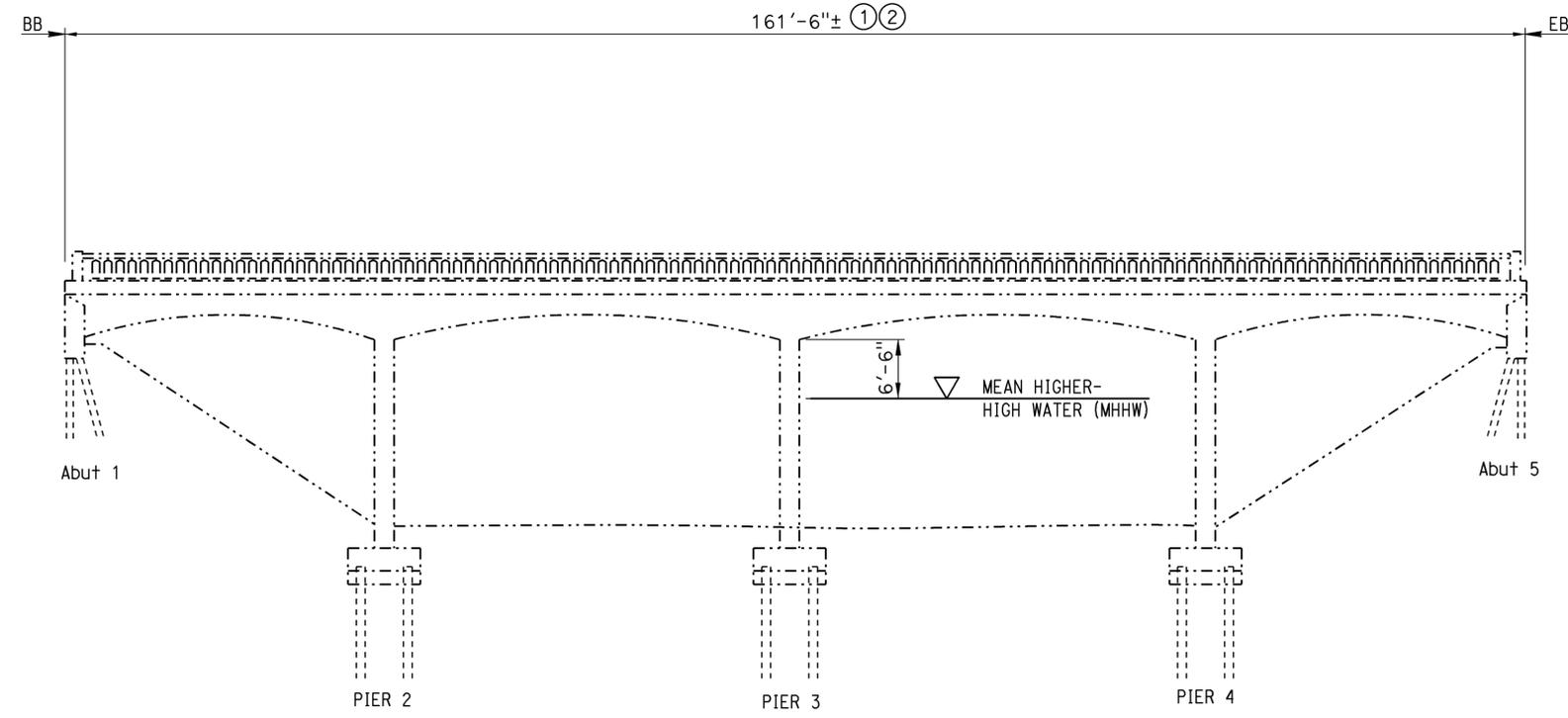
2010 REVISED STANDARD PLAN RSP T13

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	31.6,36.3	6	9

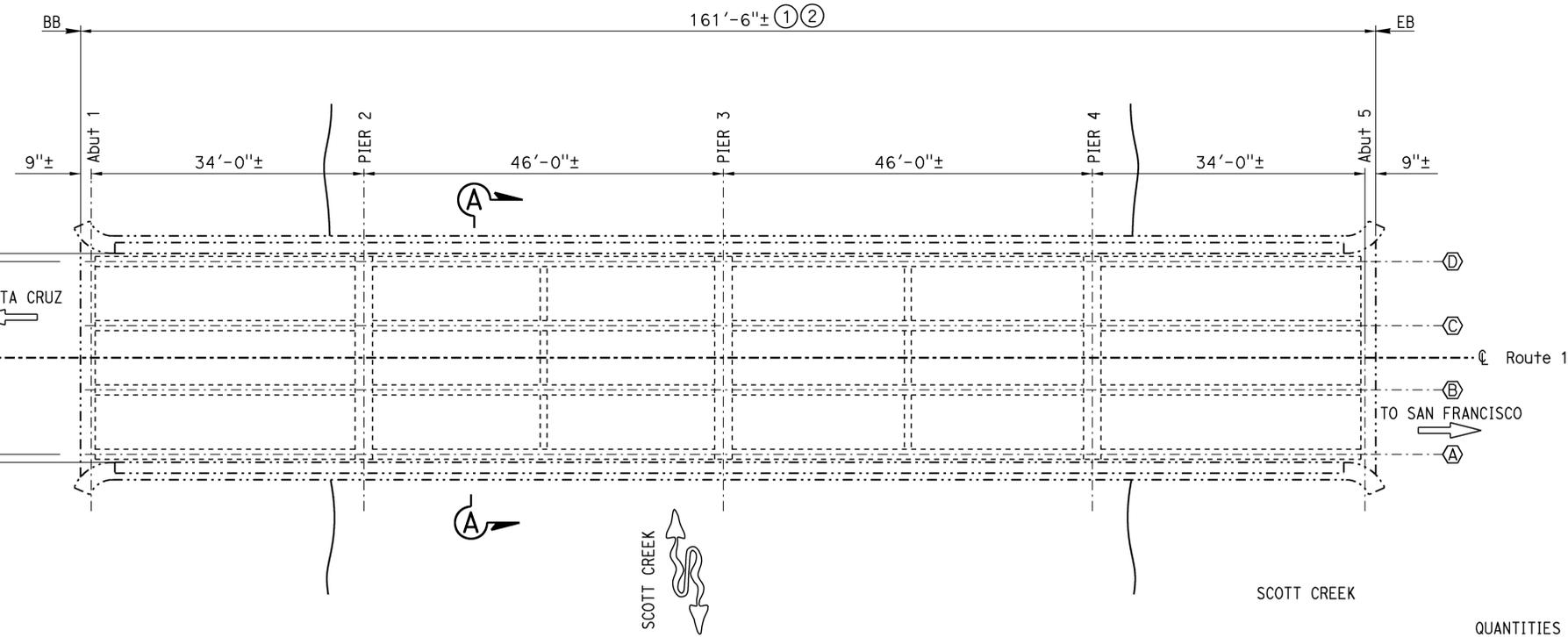
1-23-15
 REGISTERED CIVIL ENGINEER DATE
 2-23-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 TIMOTHY J. POWELL
 No. C 61037
 Exp. 12-31-16
 CIVIL
 STATE OF CALIFORNIA

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ELEVATION
1" = 10'



SCOTT CREEK
Br No. 36-0031, RTE 1, SCR, PM 31.55
1"=10'

BRIDGE NO. 36-0031

QUANTITIES

REPAIR SPALLED SURFACE AREA	1046	SQFT
INVESTIGATE UNSOUND CONCRETE DEPTH	48	EA
GALVANIC ANODE	523	EA

- NOTES: (APPLY TO ALL SHEETS)**
- Indicates existing.
 - THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.
 - STANDARD PLAN SHEET NUMBER
 - DETAIL NUMBER
- NOTES: (APPLY TO THIS SHEET ONLY)**
- EXPLORATORY WORK**
- Investigate unsound concrete depth at bottom of girder stems. Work may be done on all girders simultaneously. See "SPALL REPAIR DETAILS NO. 1" sheet.
- REPAIR SPALLED SURFACE WORK**
- ① Indicates limits of repair spalled surface area and place galvanic anodes. For details, see "SPALL REPAIR DETAILS No. 2" sheet.
 - ② Stagger repair of girders. Do not repair adjacent girders simultaneously, transversely or longitudinally. Girder repair must be performed on only one girder per bay.
 - Ⓐ-Ⓓ Denotes girders.
- For "SECTION A-A", see "SPALL REPAIR DETAILS No. 1" sheet.

INDEX TO PLANS

SHEET No.	TITLE
1	GENERAL PLAN No. 1
2	GENERAL PLAN No. 2
3	SPALL REPAIR DETAILS No. 1
4	SPALL REPAIR DETAILS No. 2

STANDARD PLANS DATED 2010

SHEET No.	TITLE
A10A	ABBREVIATIONS (SHEET 1 OF 2)
RSP-A10B	ABBREVIATIONS (SHEET 2 OF 2)

1-23-15
 DESIGN ENGINEER
 Michael J. Lee

DESIGN	BY B. Nguyen	CHECKED T. Powell
DETAILS	BY M. Hallstrom	CHECKED T. Powell
QUANTITIES	BY B. Nguyen	CHECKED T. Powell

LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
LAYOUT	BY X
SPECIFICATIONS	BY X

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

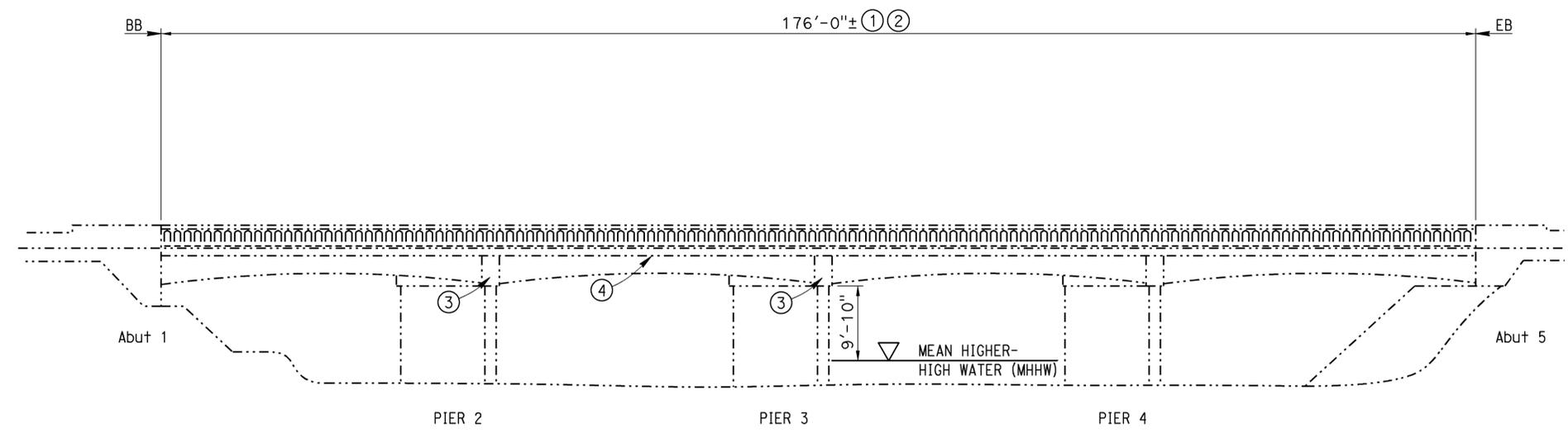
DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE No.	VARIOUS
POST MILE	VARIES

ROUTE 1 BRIDGES
GENERAL PLAN No. 1

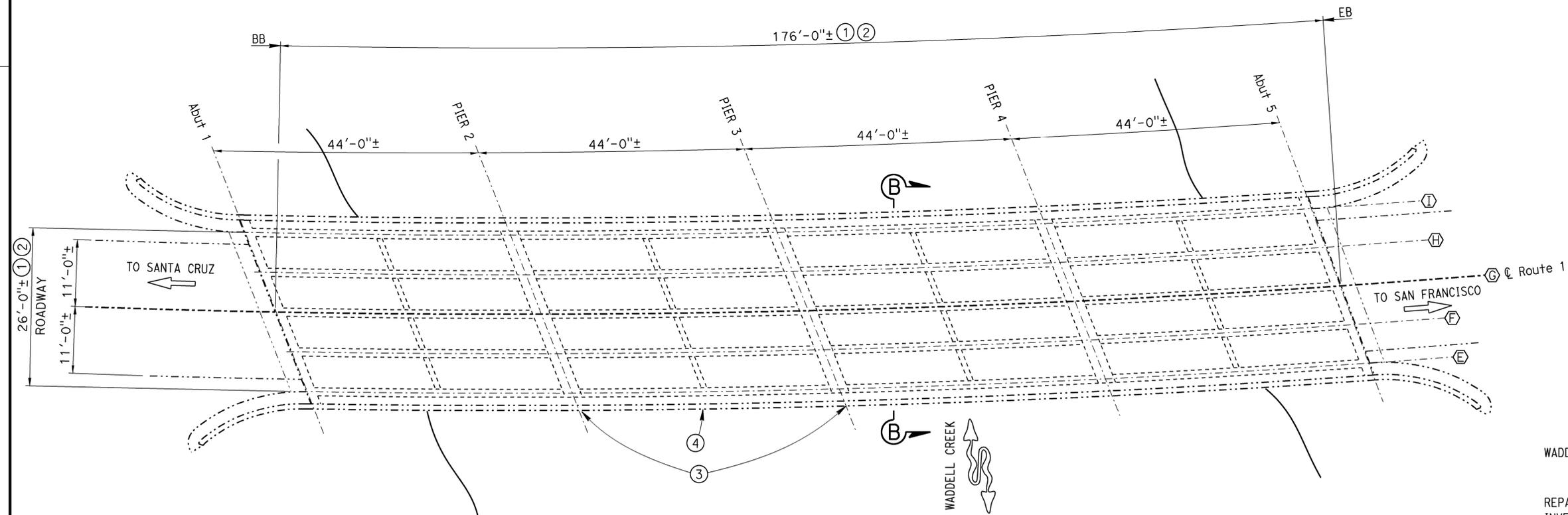
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	31.6,36.3	7	9

1-23-15
 REGISTERED CIVIL ENGINEER DATE
 2-23-15
 PLANS APPROVAL DATE
 REGISTERED PROFESSIONAL ENGINEER
 TIMOTHY J. POWELL
 No. C 61037
 Exp. 12-31-16
 CIVIL
 STATE OF CALIFORNIA
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ELEVATION
1" = 10'

- NOTES: (APPLY TO THIS SHEET ONLY)
- EXPLORATORY WORK**
Investigate unsound concrete depth at bottom of girder stems. Work may be done on all girders simultaneously. See "SPALL REPAIR DETAILS NO. 1" sheet.
- REPAIR SPALLED SURFACE WORK**
- Indicates limits of repair spalled surface area and place galvanic anodes. For details, see "SPALL REPAIR DETAILS No. 2" sheet.
 - Stagger repair of girders. Do not repair adjacent girders simultaneously, transversely or longitudinally. Girder repair must be performed on only one girder per bay.
 - Indicates location of place scour monitoring system per manufacturer's specifications. Place SMARTSENSYS WISE TLT 900 Wireless Tiltmeters at Piers 2 & 3 at edge of pier caps by manufacturer.
 - Indicates location of place scour monitoring system per manufacturer's specifications. Place SMARTSENSYS solar panel 15W24V and WISE WDA9CG Data Collector midway between Piers 2 & 3 on the outside edge of girder by manufacturer.
- Contractor must provide access and equipment to manufacturer of Tiltmeters and Data Collector.
- Ⓔ-Ⓘ Denotes girders.
For "SECTION B-B", see "SPALL REPAIR DETAILS No. 1" sheet.



WADDELL CREEK
Br No. 36-0065, RTE 1, SCR, PM 36.3
1"=10'

WADDELL CREEK	BRIDGE NO. 36-0065
QUANTITIES	
REPAIR SPALLED SURFACE AREA	2051 SQFT
INVESTIGATE UNSOUND CONCRETE DEPTH	60 EA
GALVANIC ANODE	1026 EA
SCOUR MONITORING SYSTEM	LUMP SUM

1-23-15
 DESIGN ENGINEER
Michael J. Lee

DESIGN	BY B. Nguyen	CHECKED T. Powell	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
DETAILS	BY M. Hallstrom	CHECKED T. Powell	LAYOUT	BY X
QUANTITIES	BY B. Nguyen	CHECKED T. Powell	SPECIFICATIONS	BY X

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE No. VARIOUS
 POST MILE VARIES
ROUTE 1 BRIDGES
GENERAL PLAN No. 2

USERNAME => s115755 DATE PLOTTED => 27-FEB-2015 TIME PLOTTED => 14:15

GENERAL NOTES LOAD FACTOR DESIGN

DESIGN: BRIDGE DESIGN SPECIFICATIONS
(1996 AASHTO with Interims
and Revisions by CALTRANS)

LIVE
LOADING: HS20-44 and alternative and
permit design load

STRUCTURAL
CONCRETE: $f_y = 60$ ksi
 $f'_c = 3600$ psi
 $n = 8$

NOTES: (APPLY TO THIS SHEET ONLY)

- ① Before repair spalled surface area work, determine depth of unsound concrete at the bottom of each girder stem by removing a 6" x 6" concrete area until sound concrete is reached. Perform 3 exploratory removals at the bottom of each girder stem per span. Exact locations determined by the Engineer.

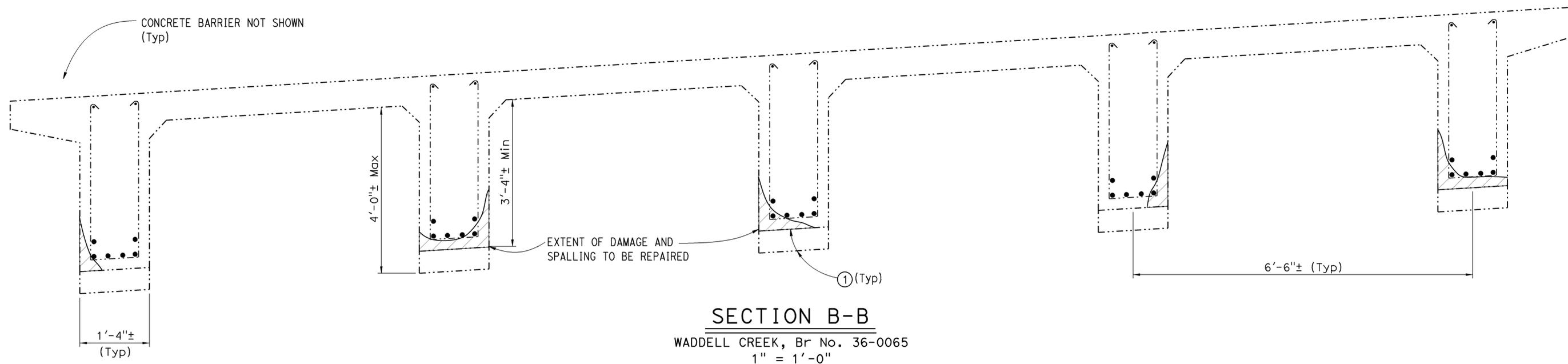
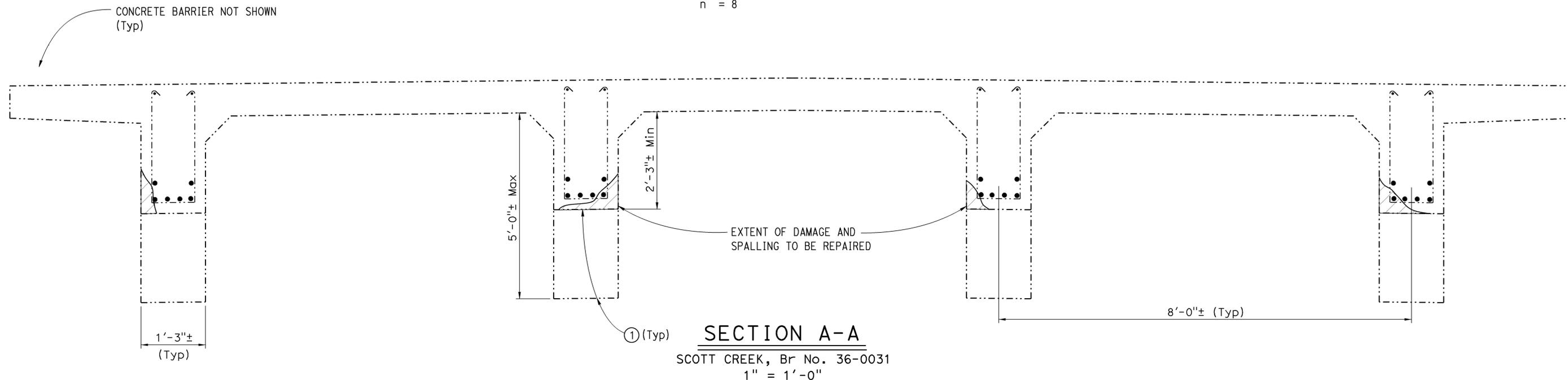
Indicates approx. limits of spalled concrete all spans. For repair details, see "TYPICAL GIRDER SECTION" on "SPALL REPAIR DETAILS No. 2" sheet.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Scr	1	31.6,36.3	8	9

T. Powell 1-23-15
REGISTERED CIVIL ENGINEER DATE

2-23-15
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.



DESIGN	BY B. Nguyen	CHECKED T. Powell
DETAILS	BY M. Hallstrom	CHECKED T. Powell
QUANTITIES	BY B. Nguyen	CHECKED T. Powell

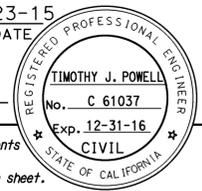
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

BRIDGE No.	VARIOUS
POST MILE	VARIES

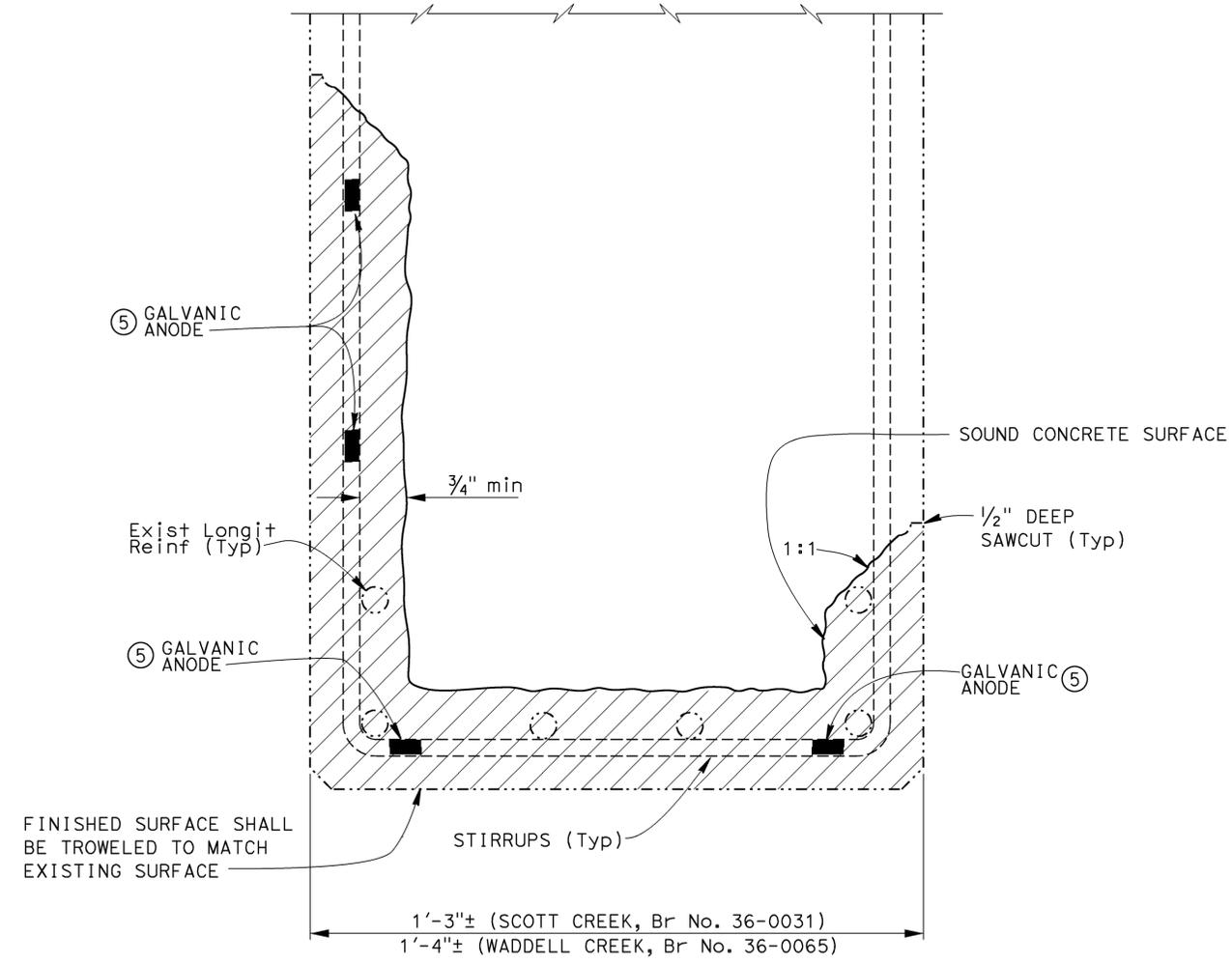
ROUTE 1 BRIDGES
SPALL REPAIR DETAILS No. 1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Scr	1	31.6,36.3	9	9


 1-23-15
 REGISTERED CIVIL ENGINEER DATE
 2-23-15
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GIRDER REPAIR TABLE			
BRIDGE NAME, NO.	APPROX. TOTAL GIRDER SURFACE AREA (ft ²)	PERCENT DAMAGED (%)	APPROX TOTAL SURFACE AREA TO REPAIR (ft ²)
SCOTT CREEK 36-0031	2092	50	1046
WADDELL CREEK 36-0065	2930	70	2051

- NOTES: (APPLY TO THIS SHEET ONLY)
-  Indicates limits of repair spalled surface area and fill spalled surface area.
- GALVANIC ANODE PLACEMENT
- Concrete to be removed from around and behind all corroded reinforcement. Ensure all exposed reinforcement is clean and securely fastened together with tie wire to prevent movement and to provide good continuity.
 - Abrasive blast clean all existing exposed reinforcement.
 - Attach galvanic anodes inline with cleaned stirrup reinforcement at spacing outlined in manufacturers guidelines. All galvanic anodes must be installed with embedding mortar.
 - Space at 2'x2' max or as recommended by the manufacturer.



TYPICAL GIRDER SECTION
NO SCALE

DESIGN BY B. Nguyen CHECKED T. Powell DETAILS BY M. Hallstrom CHECKED T. Powell QUANTITIES BY B. Nguyen CHECKED T. Powell	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO.	ROUTE 1 BRIDGES SPALL REPAIR DETAILS NO. 2		
			VARIOUS			
			VARIES			
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		UNIT: 3488 PROJECT NUMBER & PHASE: 0513000134 1	CONTRACT NO.: 05-1F3601	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 9-24-14	SHEET OF 4 4

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

FILE => 05-1f3601_04spall-repair-02.dgn