

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

ObItr 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 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
 Pvm+ 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
 Sh+ SHEET
 SIm SIMILAR
 S 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
 Tel 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
 VARIABLE,
 VARIES
 VC VERTICAL CURVE
 VCP VITRIFIED CLAY PIPE
 Ver+ 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
 WWL WINGWALL LAYOUT LINE

X

X Sec CROSS SECTION
 XIng CROSSING

Y

Yr YEAR
 Yrs YEARS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

Allice N. Insogna
 REGISTERED CIVIL ENGINEER

July 19, 2013
 PLANS APPROVAL DATE

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GROUP No. 49914
 Exp. 8-30-14
 CIVIL
 STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED _____

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
SOFT	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
ksf	KIPS PER SQUARE INCH
ksf	KIPS PER SQUARE FOOT
psf	POUNDS PER SQUARE INCH
psf	POUNDS PER SQUARE FOOT
lb/ft ³ , pcf	POUNDS PER CUBIC FOOT
tsf	TONS PER SQUARE FOOT
mph, MPH #	MILES PER HOUR
Ø	NOMINAL DIAMETER
oz	OUNCE
lb	POUND
kip	1,000 POUNDS
cal	CALORIE
ft	FOOT OR FEET
gal	GALLON

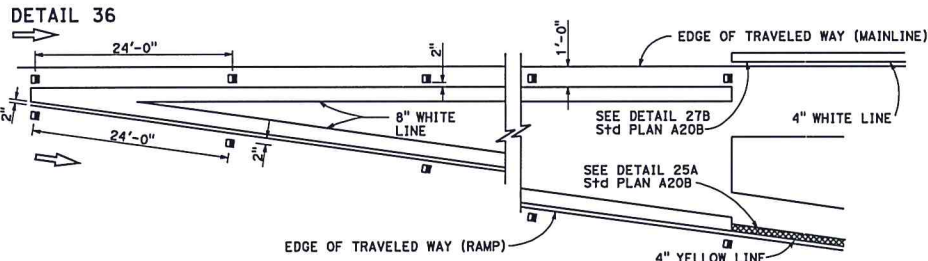
* For use on a sign panel only

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ABBREVIATIONS
(SHEET 2 OF 2)
 NO SCALE

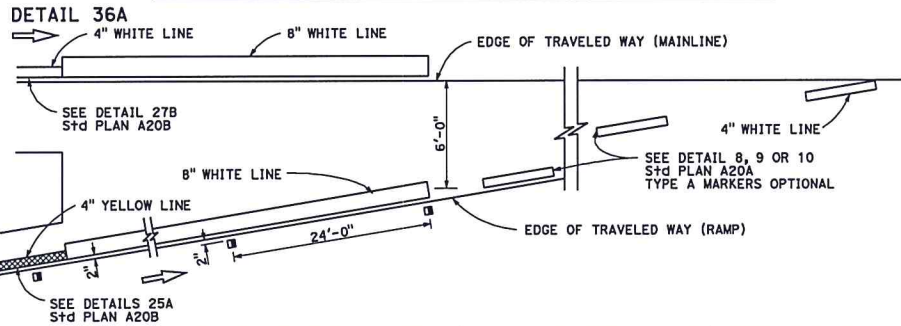
RSP A10B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A10B
 DATED MAY 20, 2011 - PAGE 2 OF THE STANDARD PLANS BOOK DATED 2010.
REVISED STANDARD PLAN RSP A10B

2010 REVISED STANDARD PLAN RSP A10B

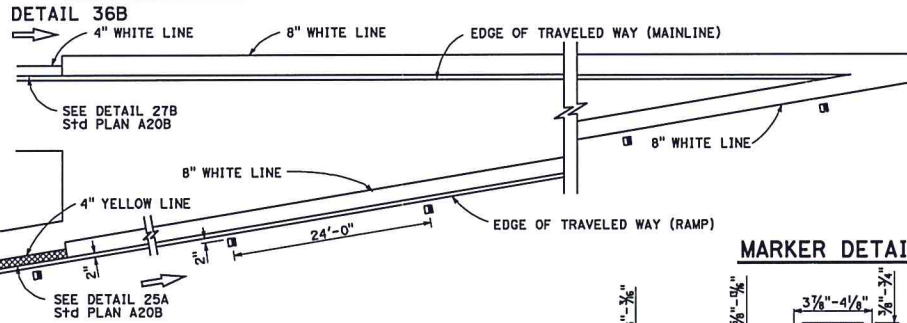
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT

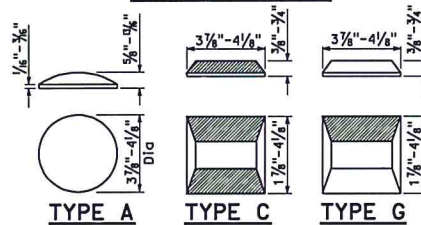


MARKER DETAILS

LEGEND:

MARKERS

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



◼ RETROREFLECTIVE FACE

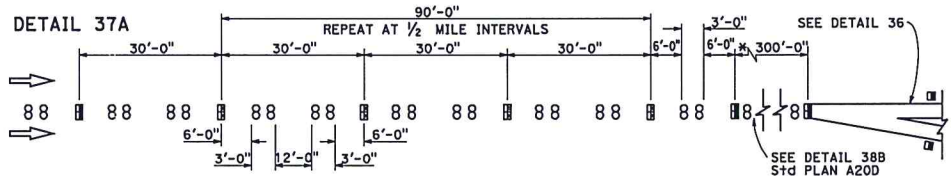
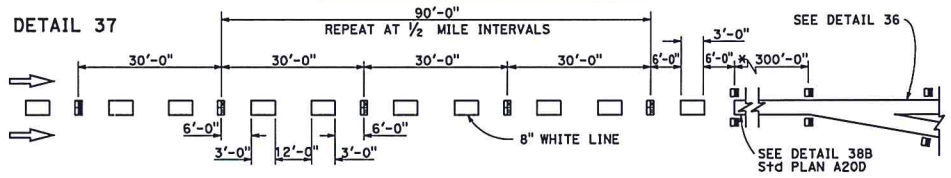
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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

July 19, 2013
 PLANS APPROVAL DATE
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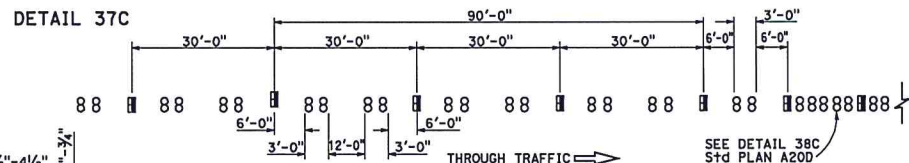
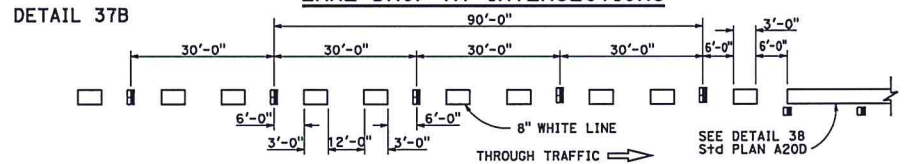
TO ACCOMPANY PLANS DATED _____

LANE DROP AT EXIT RAMP



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

LANE DROP AT INTERSECTIONS



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKERS AND TRAFFIC LINE TYPICAL DETAILS

NO SCALE

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

REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

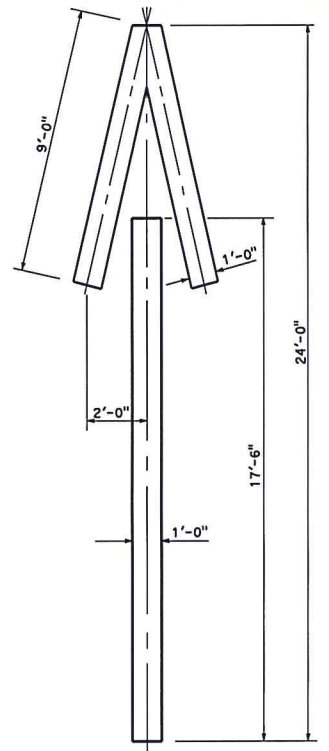
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER

April 20, 2012
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 Roberta L. McLaughlin
 No. C40375
 Exp. 3-31-13
 CIVIL
 STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED _____



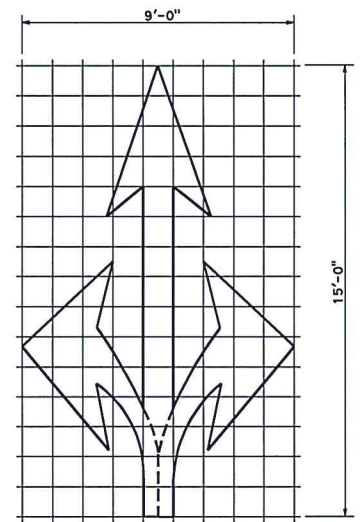
A=33 ft²
TYPE I ARROW

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
ARROWS**
NO SCALE

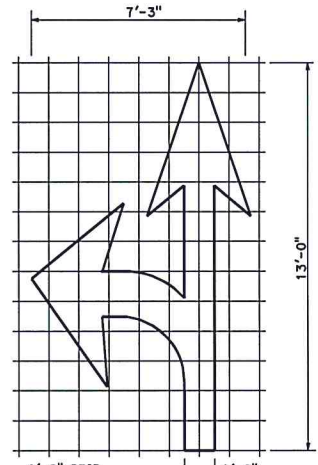
RSP A24A DATED APRIL 20, 2012 SUPERSEDES STANDARD PLAN A24A
DATED MAY 20, 2011 - PAGE 13 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A24A

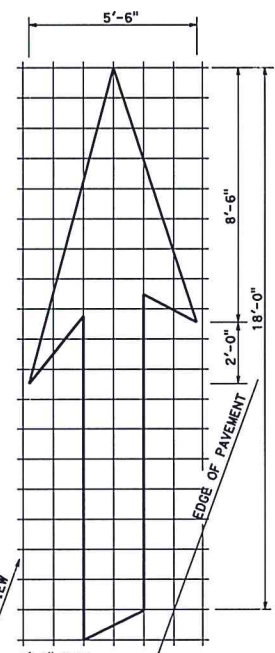
2010 REVISED STANDARD PLAN RSP A24A



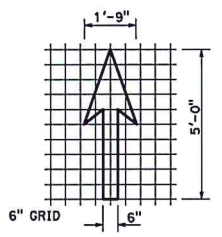
A=36 ft²
TYPE VIII ARROW



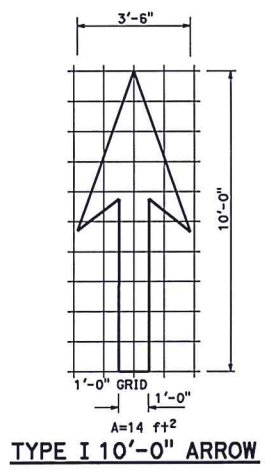
A=27 ft²
TYPE VII (L) ARROW
(For Type III (R) arrow, use mirror image)



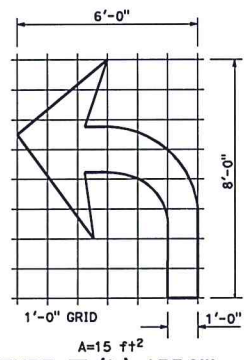
A=42 ft²
TYPE VI ARROW
Right lane drop arrow
(For left lane, use mirror image)



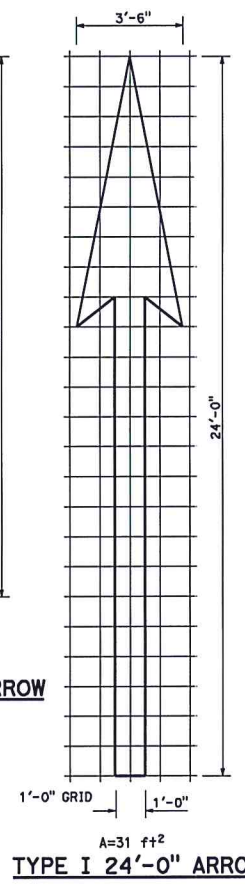
A=3.5 ft²
BIKE LANE ARROW



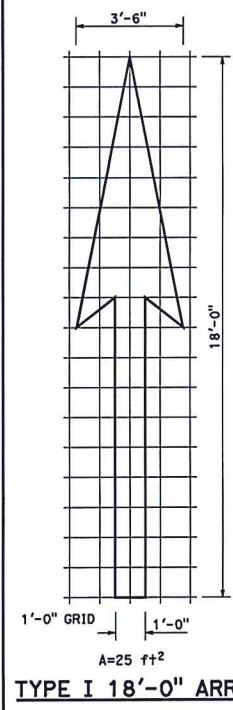
A=14 ft²
TYPE I 10'-0" ARROW



A=15 ft²
TYPE IV (L) ARROW
(For Type IV (R) arrow, use mirror image)

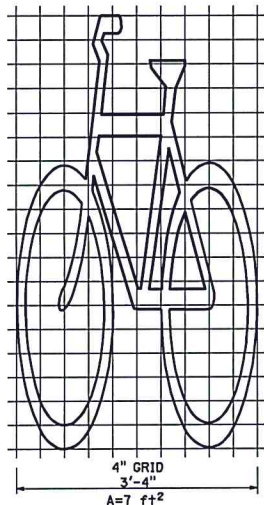


A=31 ft²
TYPE I 24'-0" ARROW

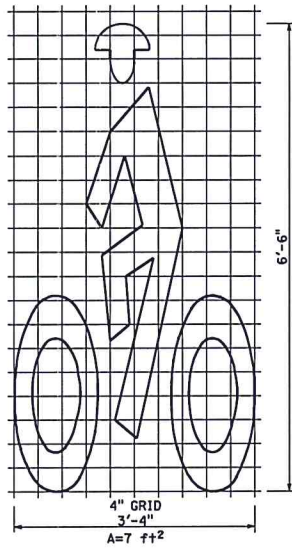


A=25 ft²
TYPE I 18'-0" ARROW

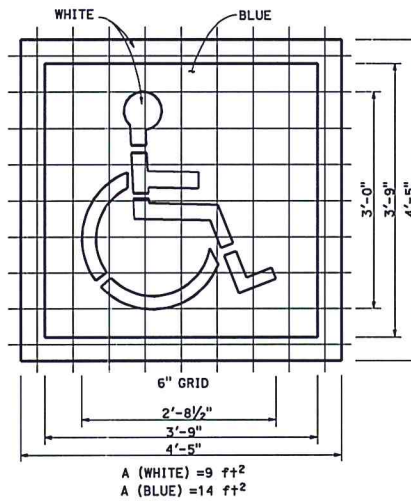
NOTE:
Minor variations in dimensions
may be accepted by the Engineer.



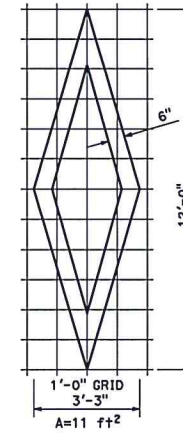
**BIKE LANE SYMBOL
WITHOUT PERSON**



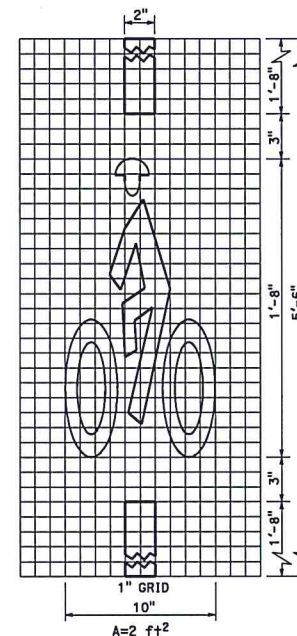
**BIKE LANE SYMBOL
WITH PERSON**



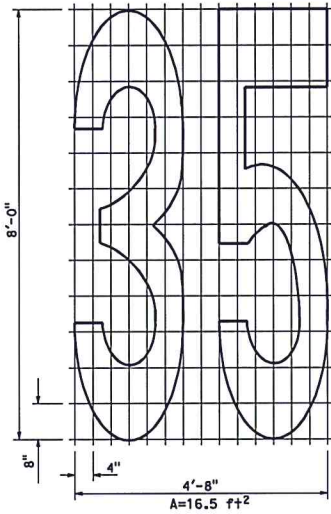
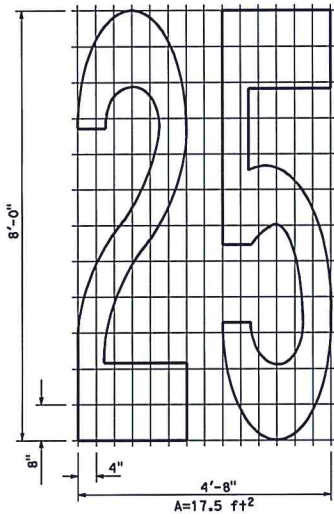
**INTERNATIONAL SYMBOL
OF ACCESSIBILITY (ISA) MARKING**



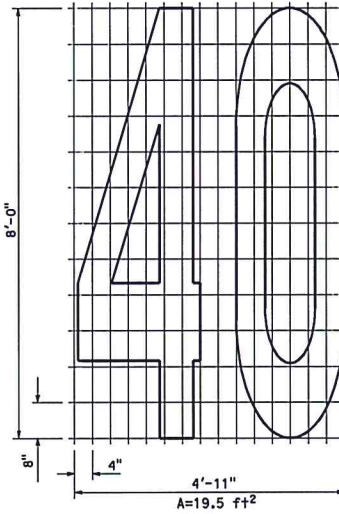
DIAMOND SYMBOL



**BIKE LOOP
DETECTOR SYMBOL**



NUMERALS



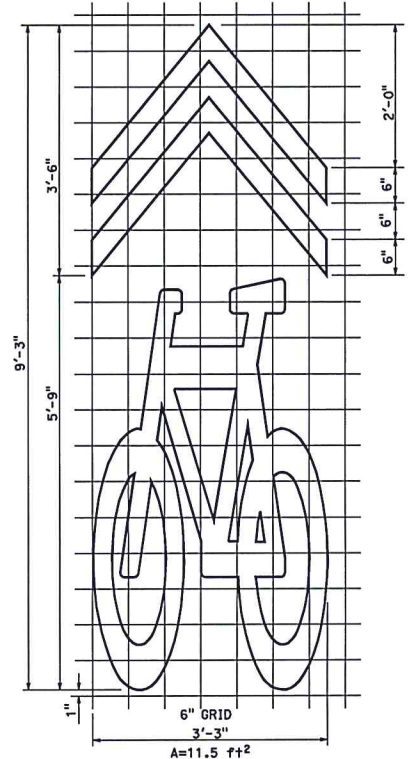
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

Registered Professional Engineer
Roberto L. McLaughlin
 No. C40375
 Exp. 3-31-13
 CIVIL
 STATE OF CALIFORNIA

October 19, 2012
 PLANS APPROVAL DATE

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NOTE: TO ACCOMPANY PLANS DATED _____
 Minor variations in dimensions may be accepted by the Engineer.



SHARED ROADWAY BICYCLE MARKING

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
 SYMBOLS AND NUMERALS**
 NO SCALE

RSP A24C DATED OCTOBER 19, 2012 SUPERSEDES STANDARD PLAN A24C
 DATED MAY 20, 2011 - PAGE 15 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A24C

2010 REVISED STANDARD PLAN RSP A24C

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

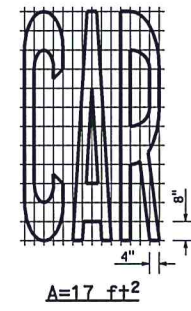
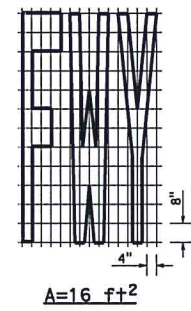
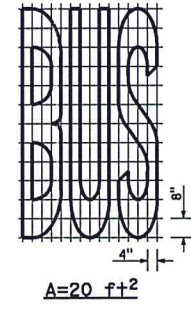
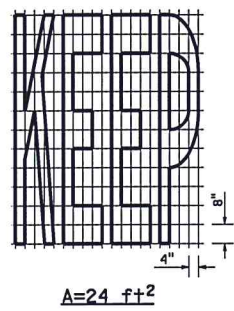
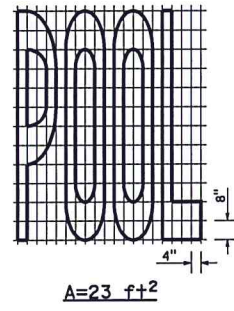
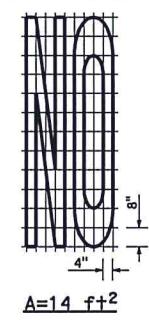
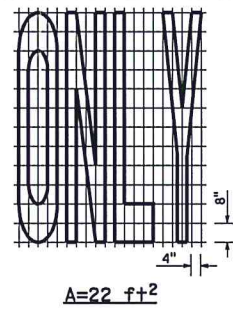
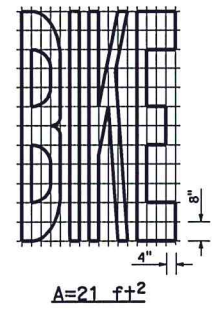
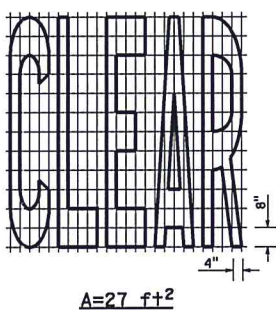
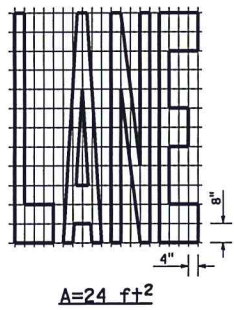
Roberta M. McLaughlin
REGISTERED CIVIL ENGINEER

July 20, 2012
PLANS APPROVAL DATE

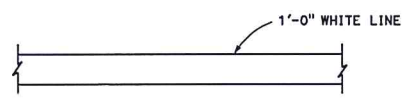
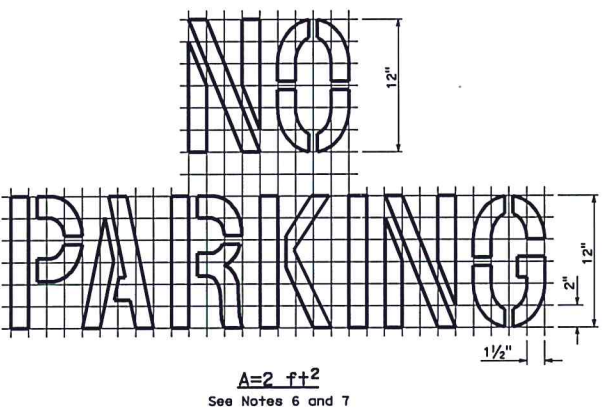
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REGISTERED PROFESSIONAL ENGINEER
Roberta M. McLaughlin
No. C40375
Exp. 3-31-13
CIVIL
STATE OF CALIFORNIA

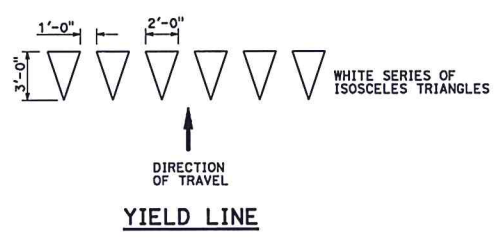
TO ACCOMPANY PLANS DATED _____



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



LIMIT LINE (STOP LINE)



NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP A24E

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

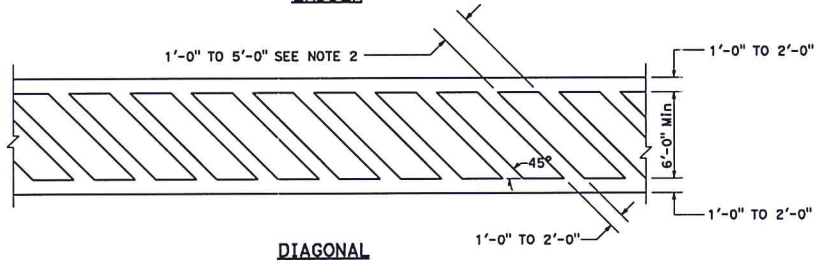
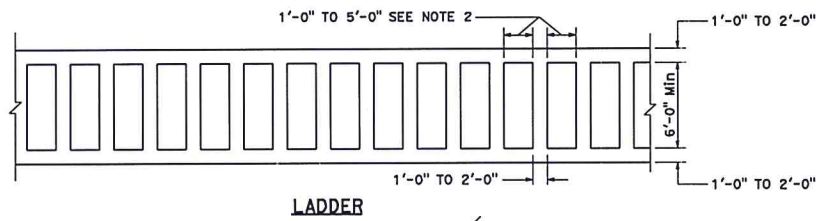
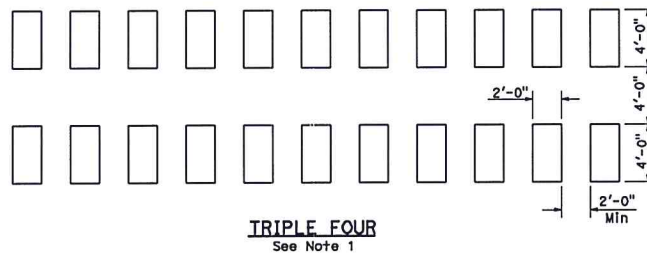
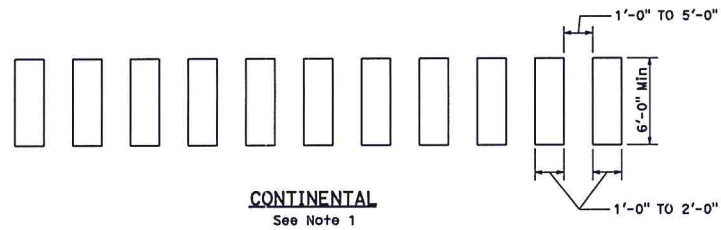
Robert L. McLaughlin
 REGISTERED CIVIL ENGINEER

July 20, 2012
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 No. C40375
 Exp. 3-31-13
 CIVIL
 STATE OF CALIFORNIA

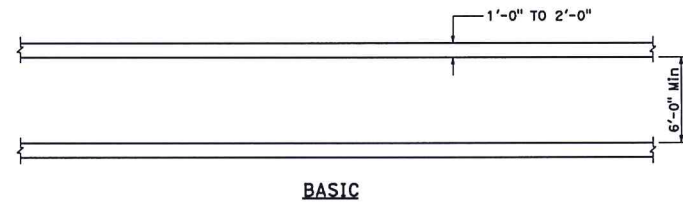
TO ACCOMPANY PLANS DATED _____



HIGHER VISIBILITY CROSSWALKS

NOTES:

1. Spaces between markings should be placed in wheel tracks of each lane.
2. Spacings not to exceed 2.5 times width of longitudinal line.
3. All crosswalk markings must be white except for those near schools must be yellow.



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
CROSSWALKS**

NO SCALE

RSP A24F DATED JULY 20, 2012 SUPPLEMENTS THE
STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A24F

2010 REVISED STANDARD PLAN RSP A24F

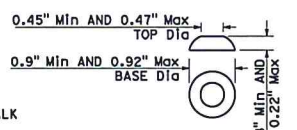
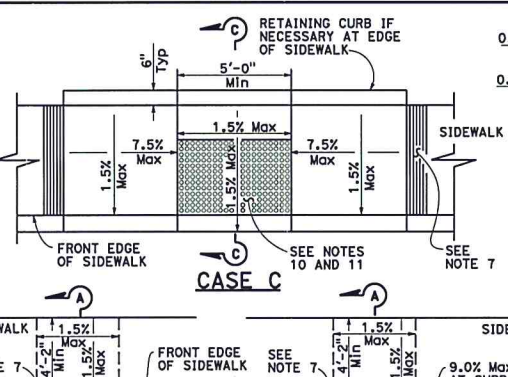
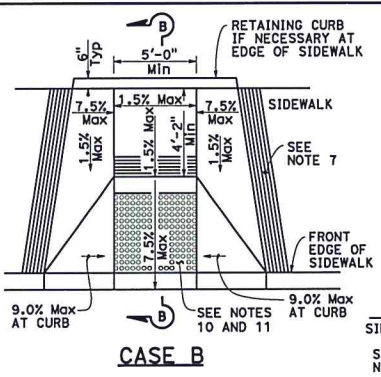
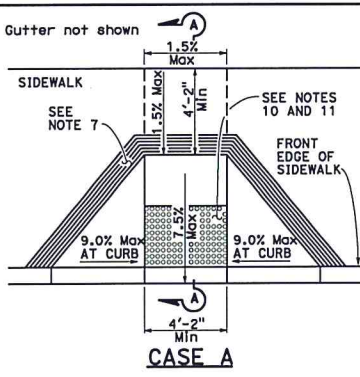
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

H. David Corzo
REGISTERED CIVIL ENGINEER

March 21, 2014
PLANS APPROVAL DATE

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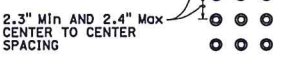
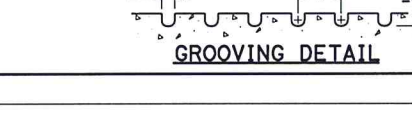
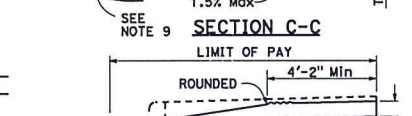
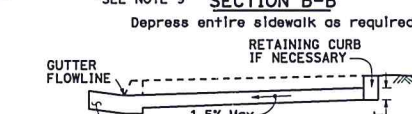
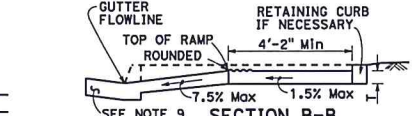
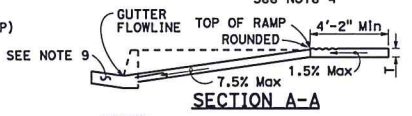
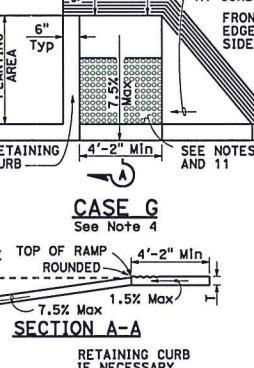
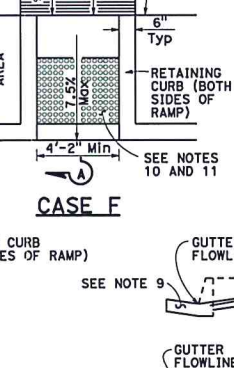
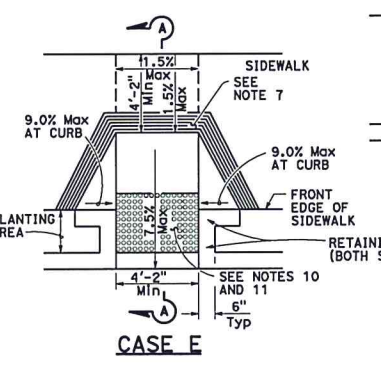
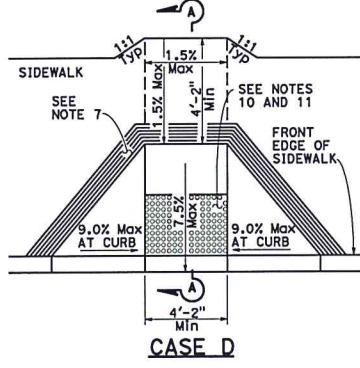
REGISTERED PROFESSIONAL ENGINEER
Nector David Corzo
No. C41957
Exp. 3-31-14
CIVIL
STATE OF CALIFORNIA



RAISED TRUNCATED DOME

NOTES:

- As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate.
- If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-2" platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B, or C or may be widened as in Case D.
- When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
- As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
- If located on a curve, the sides of the ramp need not be parallel, but the minimum width of the ramp shall be 4'-2".
- Side slope of ramp flares vary uniformly from a maximum of 9.0% at curb to conform with longitudinal sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
- The curb ramp shall be outlined, as shown, with a 1'-0" wide border with 1/4" grooves approximately 3/4" on center. See grooving detail.
- Transitions from ramps and landing to walks, gutters or streets shall be flush (no lip) and free of abrupt changes.
- Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp shall not be steeper than 1:20 (5.0%). Gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.
- Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. A 4'-0" wide detectable warning surface may be used on a 4'-2" wide curb ramp. Detectable Warning Surfaces shall conform to the requirements in the Standard Specifications.
- The edge of the detectable warning surface nearest the street shall be between 6" and 8" from the gutter flowline.
- Sidewalk and ramp thickness, "t", shall be 3 1/2" minimum.
- Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
- Detectable warning surface may have to be cut to allow removal of utility covers while maintaining full detectable warning width and depth.



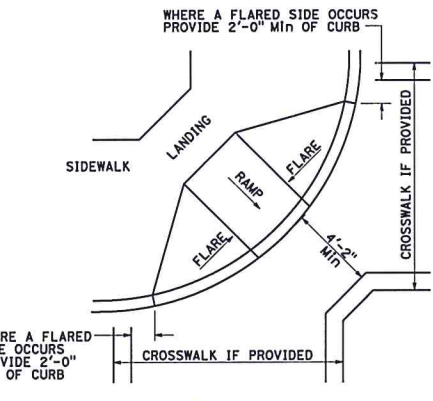
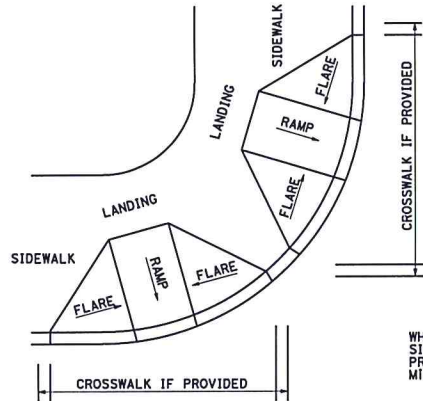
**RAISED TRUNCATED DOME PATTERN (IN-LINE)
DETECTABLE WARNING SURFACE**

See Note 10

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CURB RAMP DETAILS
NO SCALE

RSP A88A DATED MARCH 21, 2014 SUPERSEDES RSP A88A DATED JULY 19, 2013 AND STANDARD PLAN A88A DATED MAY 20, 2011 - PAGE 121 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A88A



TYPICAL TWO-RAMP CORNER INSTALLATION
See Note 1

TYPICAL ONE-RAMP CORNER INSTALLATION
See Notes 1 and 3




DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS



 REGISTERED CIVIL ENGINEER
 January 20, 2012
 PLANS APPROVAL DATE

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

LEGEND:

-  HMA OVERLAY
-  HMA OR CONCRETE OVERLAY
-  CONCRETE OVERLAY

ABBREVIATIONS:

- SE SAFETY EDGE
- TT TOTAL THICKNESS OF SE

TO ACCOMPANY PLANS DATED _____

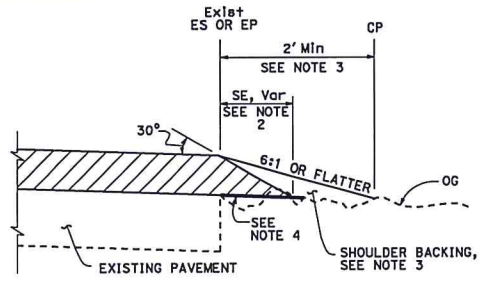
ADDITIONAL HMA OR CONCRETE QUANTITIES FOR SE/SIDE/MILE

TYPICAL CROSS SECTION	TT	TOTAL ADDITIONAL MATERIAL FOR SE/SIDE/MILE		
		HMA (TON)	CONCRETE (CY)*	CONCRETE (CY)**
	0.15'	NA	NA	NA
	0.20'	13.7	NA	NA
	0.30'	30.9	NA	NA
	0.40'	54.9	NA	NA
	0.45'	69.4	NA	NA
	0.50'	84.2	NA	NA
	0.60'	113.9	NA	NA
	0.70'	143.6	70.9	94.2
	0.80'	173.3	85.6	112.2
	0.90'	203.0	100.3	130.2
	1.00'	232.7	114.9	148.2
	1.20'	292.1	144.3	184.2

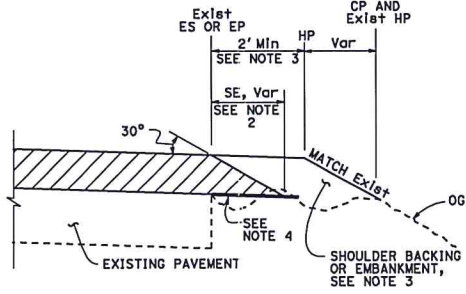
* For Detail "A"
 ** For Optional Detail "A"

TABLE A
EDGE TREATMENT FOR VARIOUS OVERLAY THICKNESS AND CONDITIONS

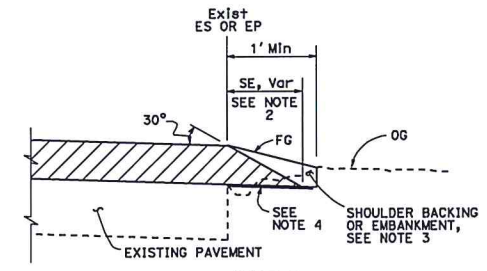
FIELD CONDITION	OVERLAY THICKNESS	
	LESS THAN 0.15'	0.15' OR MORE
EXIST SLOPE 6:1 OR FLATTER	CASE E	CASE A
EXIST SLOPE 3:1 TO 6:1	CASE E	CASE B
EXIST SLOPE STEEPER THAN 3:1	CASE F	CASE F
CUT SECTION (REPLACE, COLD PLANE, MILL PAVEMENT)	CASE D	CASE C



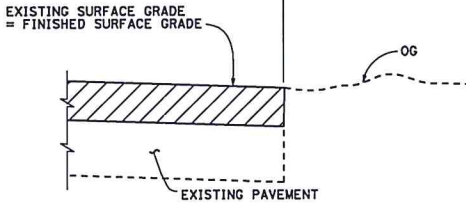
CASE A
Safety Edge



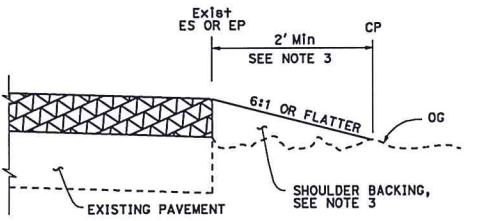
CASE B
Safety Edge



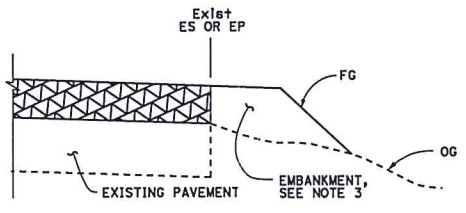
CASE C
Safety Edge



CASE D
Vertical Edge

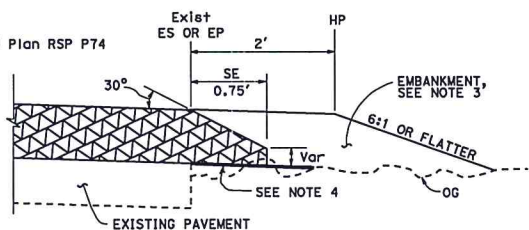


CASE E
Vertical Edge



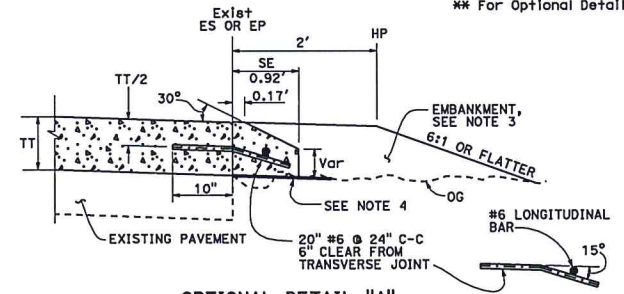
CASE F
Vertical Edge

* See Table A and Revised Std Plan RSP P74



DETAIL "A"

For HMA overlay thickness more than 0.43' or concrete overlay



OPTIONAL DETAIL "A"

For concrete overlay
 See Note 5

- NOTES:**
1. For limits of safety edge and vertical edge treatments, see Revised Standard Plan RSP P74.
 2. Details shown for HMA overlay thickness less than 0.43'. See Detail "A" for HMA overlay thickness more than 0.43' or concrete overlay.
 3. For locations and limits of shoulder backing or embankment see project plans.
 4. Grade existing ground to place safety edge, 1' minimum width
 5. Safety edge transverse joint must match overlay transverse joint. End of #6 longitudinal bar must be 2" ± 1/2" clear from transverse joint.
 6. Safety edge is not needed in the area of MBGR, barrier, right turn lane and acceleration lane. See Revised Standard Plan RSP P74.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
PAVEMENT EDGE TREATMENTS- OVERLAYS
 NO SCALE

RSP P75 DATED JANUARY 20, 2012 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP P75

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS

Gregory A. Pagan
 LICENSED LANDSCAPE ARCHITECT
 July 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



TO ACCOMPANY PLANS DATED _____

A

AB AGGREGATE BASE
 ABS ACRYLONITRILE-BUTADIENE-STYRENE
 AC ASPHALT CONCRETE
 ACC ARMOR-CLAD CONDUCTORS
 Adj ADJACENT/ADJUSTABLE
 AIC AUXILIARY IRRIGATION CONTROLLER
 Alt ALTERNATIVE
 AMEND AMENDMENT
 ARV AIR RELEASE VALVE
 AUTO AUTOMATIC
 AUX AUXILIARY
 AVB ATMOSPHERIC VACUUM BREAKER

B

B&B BALLED AND BURLAPPED
 B/B BRASS/BRONZE
 B/B/PL BRASS/BRONZE/PLASTIC
 B/PL BRASS/PLASTIC
 BFM BONDED FIBER MATRIX
 Bit Ctd BITUMINOUS COATED
 BP BOOSTER PUMP
 BPA BACKFLOW PREVENTER ASSEMBLY
 BPE BACKFLOW PREVENTER ENCLOSURE
 BV BALL VALVE

C

C CONDUIT
 CAP CORRUGATED ALUMINUM PIPE
 CARV COMBINATION AIR RELEASE VALVE
 CB COUPLING BAND
 CCA CAM COUPLER ASSEMBLY
 CEC CONTROLLER ENCLOSURE CABINET
 CHDPE CORRUGATED HIGH DENSITY POLYETHYLENE
 CL CHAIN LINK
 CNC CONTROL AND NEUTRAL CONDUCTORS
 Conc CONCRETE
 CP COPPER PIPE
 CS COMPOST SOCK
 CSP CORRUGATED STEEL PIPE
 CST CENTER STRIP
 CV CHECK VALVE

D

Diø DIAMETER
 DIP DUCTILE IRON PIPE
 DIT DRIP IRRIGATION TUBING
 DG DECOMPOSED GRANITE
 DN DIAMETER NOMINAL
 DVA DRIP VALVE ASSEMBLY

E

EC EROSION CONTROL
 ECTC EROSION CONTROL TECHNOLOGY COUNCIL
 Elect ELECTRIC/ELECTRICAL
 Elev ELEVATION
 ELL ELBOW
 ENCL ENCLOSURE
 EP EDGE OF PAVEMENT
 ES EDGE OF SHOULDER
 EST END STRIP
 ESTB ESTABLISHMENT
 ETW EDGE OF TRAVELED WAY

F

F FULL CIRCLE
 F/P FULL/PART CIRCLE
 FCV FLOW CONTROL VALVE
 FERT FERTILIZER
 FG FINISHED GRADE
 FH FLEXIBLE HOSE
 FIPT FEMALE IRON PIPE THREAD
 FIS FERTILIZER INJECTOR SYSTEM
 FL FLOW LINE
 FR FIBER ROLL
 FS FLOW SENSOR
 FSC FLOW SENSOR CABLE
 FV FLUSH VALVE

G

Galv GALVANIZED
 GARV GARDEN VALVE
 GARVA GARDEN VALVE ASSEMBLY
 GM GRAVEL MULCH
 GPH GALLONS PER HOUR
 GPM GALLONS PER MINUTE
 GSP GALVANIZED STEEL PIPE
 GV GATE VALVE

H

H HALF CIRCLE
 HDPE HIGH DENSITY POLYETHYLENE
 HP HORSEPOWER/HINGE POINT
 HPL HIGH PRESSURE LINE
 Hwy HIGHWAY

I

IC IRRIGATION CONTROLLER
 ICC IRRIGATION CONTROLLER(S)
 IN CONTROLLER ENCLOSURE CABINET
 ID INSIDE DIAMETER
 IFS IRRIGATION FILTRATION SYSTEM
 IPS IRON PIPE SIZE
 IPT IRON PIPE THREAD
 Irr IRRIGATION

L

L LENGTH

M

Max MAXIMUM
 MBGR METAL BEAM GUARD RAILING
 MCV MANUAL CONTROL VALVE
 MIC MASTER IRRIGATION CONTROLLER
 Min MINIMUM
 MIPT MALE IRON PIPE THREAD
 Misc MISCELLANEOUS
 Mtl MATERIAL
 MVP MAINTENANCE VEHICLE PULLOUT

N

NCN NO COMMON NAME
 NL NOZZLE LINE
 No. NUMBER
 NPT NATIONAL PIPE THREAD

O

O/C ON CENTER
 OD OUTSIDE DIAMETER
 OL OVERLAP

P

P PART CIRCLE
 PB PULL BOX
 PCC PORTLAND CEMENT CONCRETE
 PE POLYETHYLENE
 Pkt PACKET
 PL PLASTIC
 PLS PURE LIVE SEED
 PLT PLANT/PLANTING
 PLT ESTB PLANT ESTABLISHMENT
 PM POST MILE
 PR PRESSURE RATED
 PRLV PRESSURE RELIEF VALVE
 PRV PRESSURE REGULATING VALVE
 PVC POLYVINYL CHLORIDE
 Pvmt PAVEMENT

Q

Q QUARTER CIRCLE
 QCV QUICK COUPLING VALVE

NOTE:
 For additional abbreviations,
 see Standard Plans A10A and A10B.

R

R RADIUS
 RCP REINFORCED CONCRETE PIPE
 RCV REMOTE CONTROL VALVE
 RCMV REMOTE CONTROL VALVE (MASTER)
 RCMVF REMOTE CONTROL VALVE (MASTER) W/FLOW SENSOR
 RCVP REMOTE CONTROL VALVE W/PRESSURE REGULATOR
 RCW RECYCLED WATER
 RECP ROLLED EROSION CONTROL PRODUCT
 REQ REQUIRED
 RICS REMOTE IRRIGATION CONTROL SYSTEM
 R/W RIGHT OF WAY

S

S SLIP
 SCH SCHEDULE
 SF STATE-FURNISHED
 Shld SHOULDER
 Sq SQUARE
 SST SIDE STRIP
 Sta STATION
 Std STANDARD
 SW SIDEWALK/SOUND WALL

T

T THIRD CIRCLE/THREAD
 TLS TRUCK LOADING STANDPIPE
 TQ THREE QUARTER CIRCLE
 TRM TURF REINFORCEMENT MAT
 TT TWO-THIRDS CIRCLE
 TWSA TREE WELL SPRINKLER ASSEMBLY
 Typ TYPICAL

U

UG UNDERGROUND

W

W WIDTH
 W/ WITH
 WM WATER METER
 WS WYE STRAINER
 WSA WYE STRAINER ASSEMBLY
 WSP WELDED STEEL PIPE
 WWM WELDED WIRE MESH

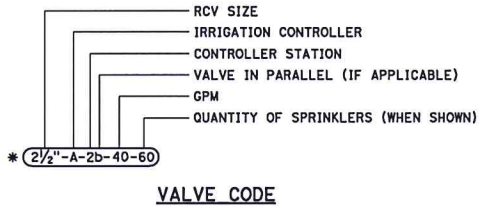
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**LANDSCAPE AND
 EROSION CONTROL ABBREVIATIONS**
 NO SCALE

RSP H1 DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN H1
 DATED MAY 20, 2011 - PAGE 218 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP H1

EXISTING	NEW	ITEM DESCRIPTION
		WATER METER (WM)
		BACKFLOW PREVENTER ASSEMBLY (BPA)
		BACKFLOW PREVENTER ENCLOSURE (BPE)
		BOOSTER PUMP (BP)
		TRUCK LOADING STANDPIPE (TLS)
		FLOW SENSOR (FS)
		MASTER IRRIGATION CONTROLLER (MIC)
		AUXILIARY IRRIGATION CONTROLLER (AIC)
		IRRIGATION CONTROLLER (IC) IRRIGATION CONTROLLER (IC) (BATTERY) IRRIGATION CONTROLLER (IC) (SOLAR) IRRIGATION CONTROLLER (IC) (TWO WIRE) IRRIGATION CONTROLLER(S) IN CONTROLLER ENCLOSURE CABINET (ICC)
		ARMOR-CLAD CONDUCTORS (ACC)
		CONTROL AND NEUTRAL CONDUCTORS (CNC)
		IRRIGATION CONDUIT
		EXTEND IRRIGATION CROSSOVER
		DUCTILE IRON PIPE (SUPPLY LINE) (MAIN) (DIP)
		GALVANIZED STEEL PIPE (SUPPLY LINE) (MAIN) (GSP)
		GALVANIZED STEEL PIPE (SUPPLY LINE) (LATERAL) (GSP)
		PLASTIC PIPE (SUPPLY LINE) (MAIN)
		PLASTIC PIPE (SUPPLY LINE) (LATERAL)
		COPPER PIPE (SUPPLY LINE)
		DRIP IRRIGATION TUBING
		REMOTE CONTROL VALVE (RCV) REMOTE CONTROL VALVE (MASTER) (RCVM) REMOTE CONTROL VALVE (MASTER) W/FLOW METER (RCVMF)
		REMOTE CONTROL VALVE W/PRESSURE REGULATOR (RCVP)
		EXISTING MANUAL CONTROL VALVE (MCV)
		DRIP VALVE ASSEMBLY (DVA)
		WYE STRAINER ASSEMBLY (WSA)

EXISTING	NEW	ITEM DESCRIPTION
		GATE VALVE (GV)
		BALL VALVE (BV)
		QUICK COUPLING VALVE (OCV)
		CAM COUPLER ASSEMBLY (CCA)
		GARDEN VALVE ASSEMBLY (GARVA)
		PRESSURE REGULATING VALVE (PRV)
		PRESSURE RELIEF VALVE (PRLV)
		FLOW CONTROL VALVE (FCV)
		COMBINATION AIR RELEASE VALVE (CARV)
		CHECK VALVE (CV)
		FLUSH VALVE (FV)
		EXISTING NOZZLE LINE W/TURNING UNION
		EXISTING IRRIGATION SYSTEM
		EXISTING IRRIGATION SYSTEM TO BE REMOVED
		CHAIN LINK GATE
		QUICK COUPLING VALVE W/SPRINKLER PROTECTOR
		SPRINKLER W/SPRINKLER PROTECTOR
		CONNECT TO EXISTING SYSTEM
		CAP
		CAP EXISTING
		FIBER ROLL
		COMPOST SOCK



* VALVE CODES FOR EXISTING VALVES ARE SHOWN IN A DASHED ENCLOSURE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

Suzanne A. Page
LICENSED LANDSCAPE ARCHITECT

JULY 19, 2013
PLANS APPROVAL DATE

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STATE OF CALIFORNIA
LANDSCAPE ARCHITECT

TO ACCOMPANY PLANS DATED _____

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
LANDSCAPE AND EROSION CONTROL SYMBOLS
NO SCALE

RSP H2 DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN H2 DATED MAY 20, 2011 - PAGE 219 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP H2