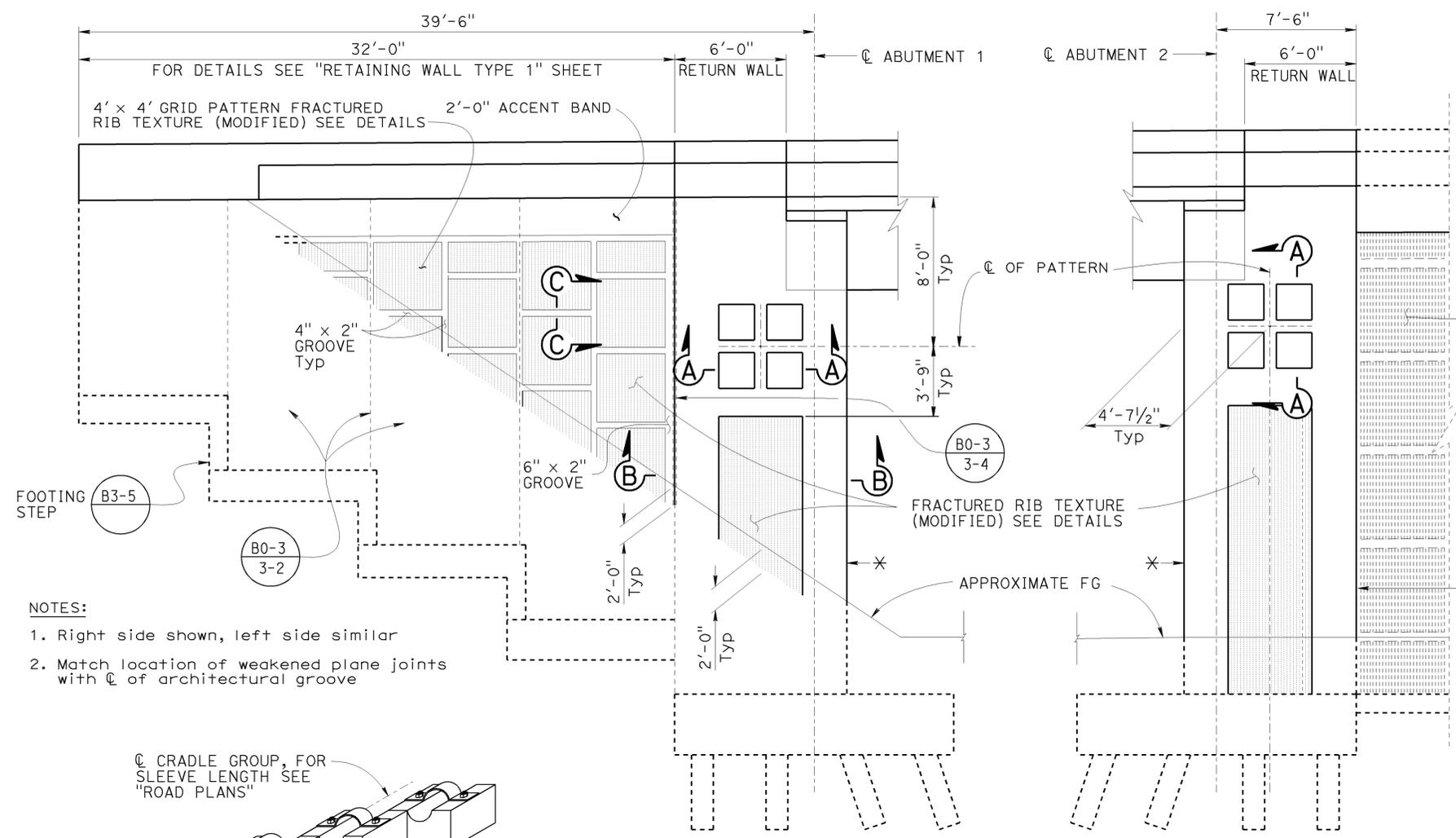


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.0, R9.9/R10.7	501	622

REGISTERED CIVIL ENGINEER	DATE
10-25-12	
PLANS APPROVAL DATE	
04-22-13	

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.

NOTE:
The Architectural Treatment depicted in 'SECTION A-A' is measured and paid for in "FRACTURED RIB TEXTURE (MODIFIED)"

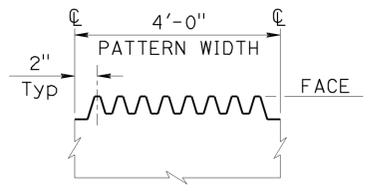


- NOTES:**
- Right side shown, left side similar
 - Match location of weakened plane joints with ϕ of architectural groove

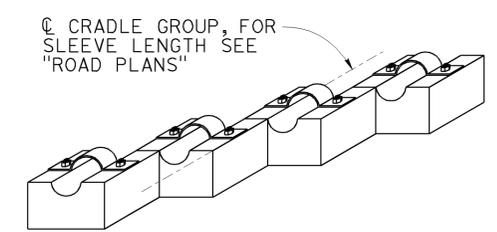
SEE MSE WALL SHEETS
* — FACE OF PILASTER

SEE MSE PANEL DETAIL SHEETS FOR JOINT DETAIL

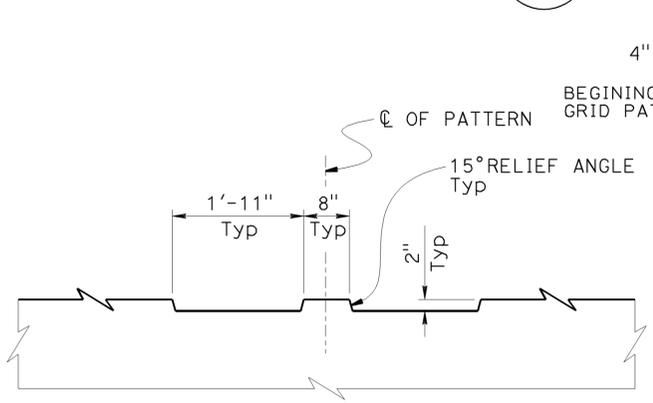
- NOTES:**
- See "SECTION B-B (FRACTURED RIB TEXTURE (MODIFIED) DETAIL)" for additional detail
 - Grid Pattern Grooves shall be 4" (Wide) x 2" (Deep), Typ



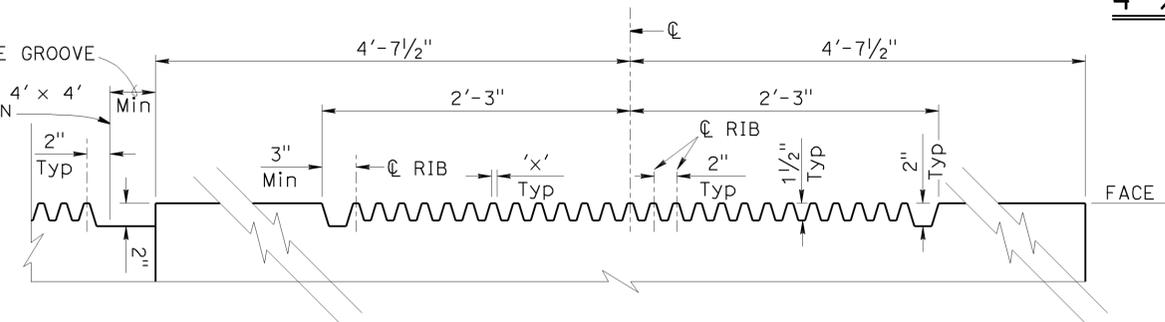
4' x 4' GRID DETAIL
NO SCALE



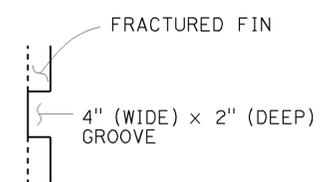
CONDUIT CRADLE LAYOUT
NO SCALE



SECTION A-A
NO SCALE

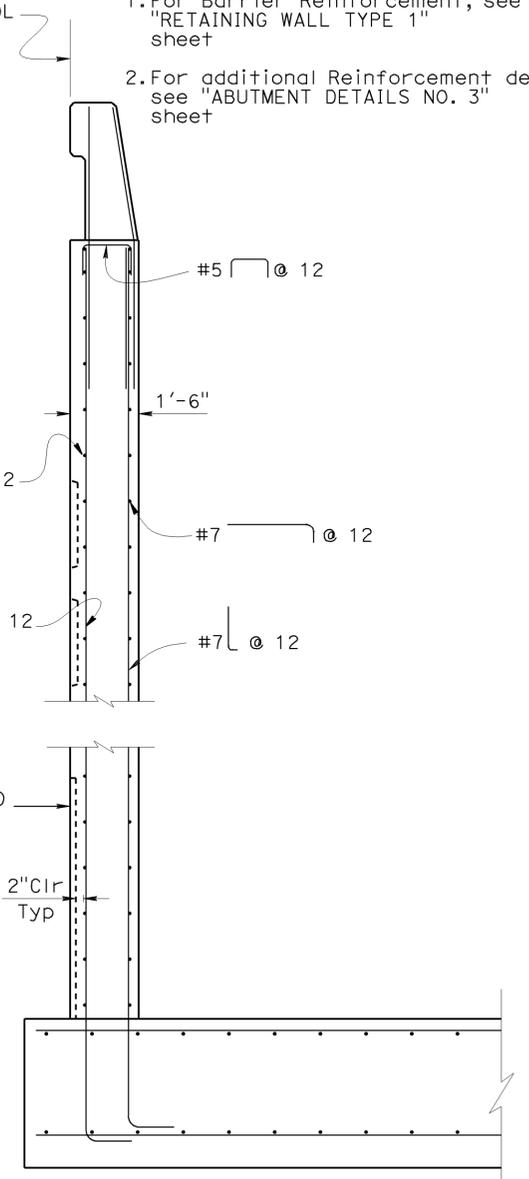


SECTION B-B (FRACTURED RIB TEXTURE (MODIFIED) DETAIL)
NO SCALE



SECTION C-C
NO SCALE

- NOTES:**
- For Barrier Reinforcement, see "RETAINING WALL TYPE 1" sheet
 - For additional Reinforcement detail, see "ABUTMENT DETAILS NO. 3" sheet



RETURN WALL DETAIL
 $1/2" = 1'-0"$

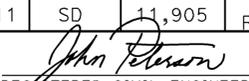
DESIGN	BY J. M. Peterson	CHECKED P. A. Peterson
DETAILS	BY JMP/ T. Nguyen	CHECKED P. A. Peterson
QUANTITIES	BY P. A. Peterson	CHECKED J. M. Peterson

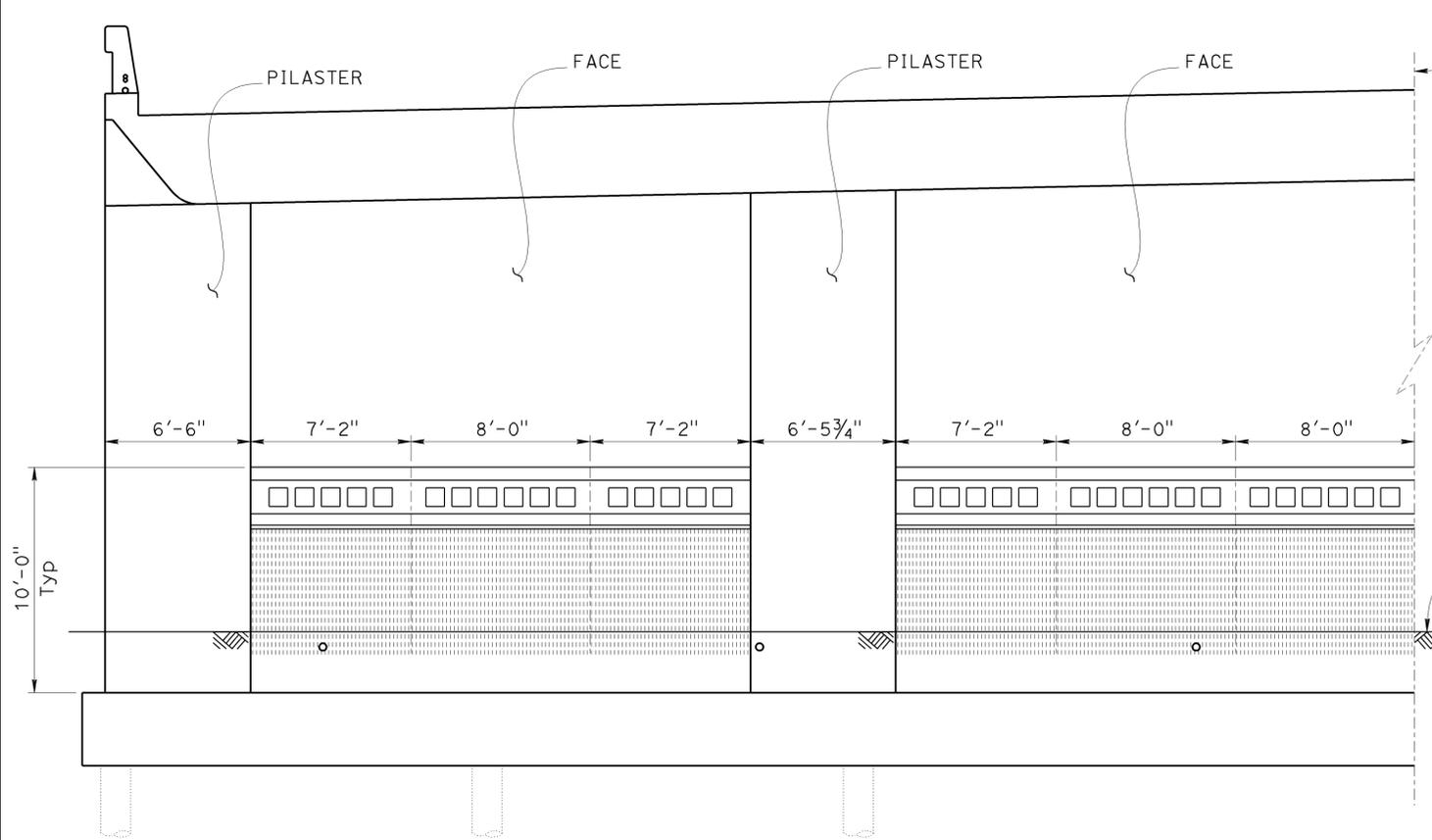
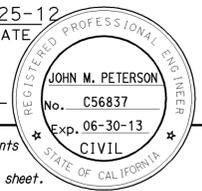
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1226
POST MILE	0.80

SANYO AVENUE UNDERCROSSING
ABUTMENT DETAILS NO. 1

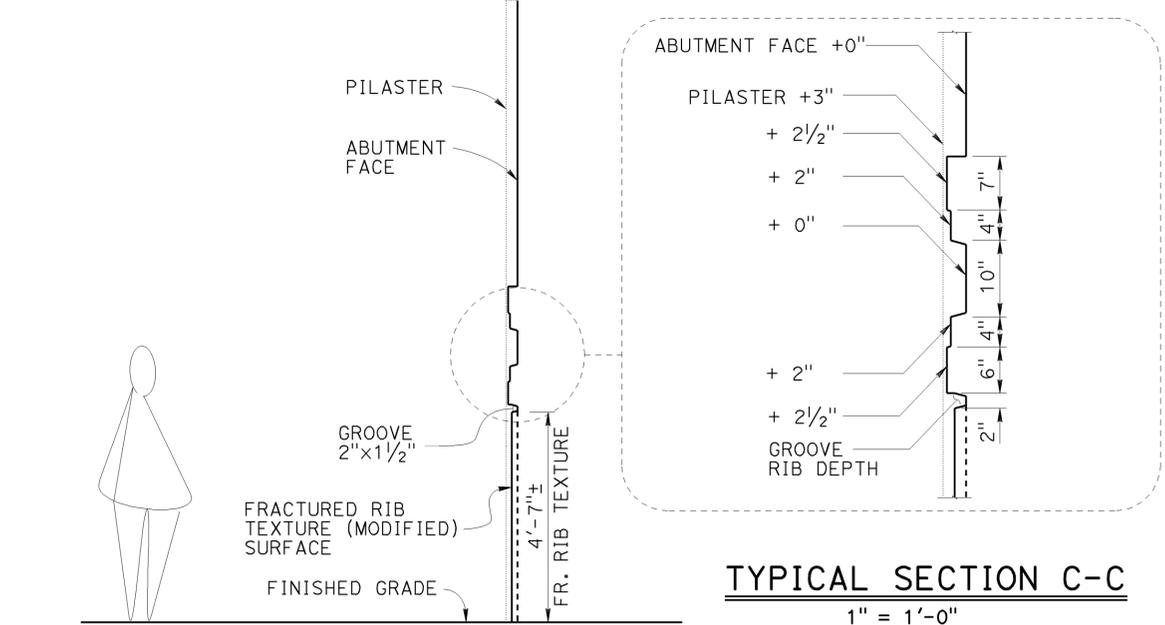
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	502	622
 REGISTERED CIVIL ENGINEER			10-25-12	DATE	
PLANS APPROVAL DATE 04-22-13					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					



PARTIAL ABUTMENT ELEVATION

1/4" = 1'-0"

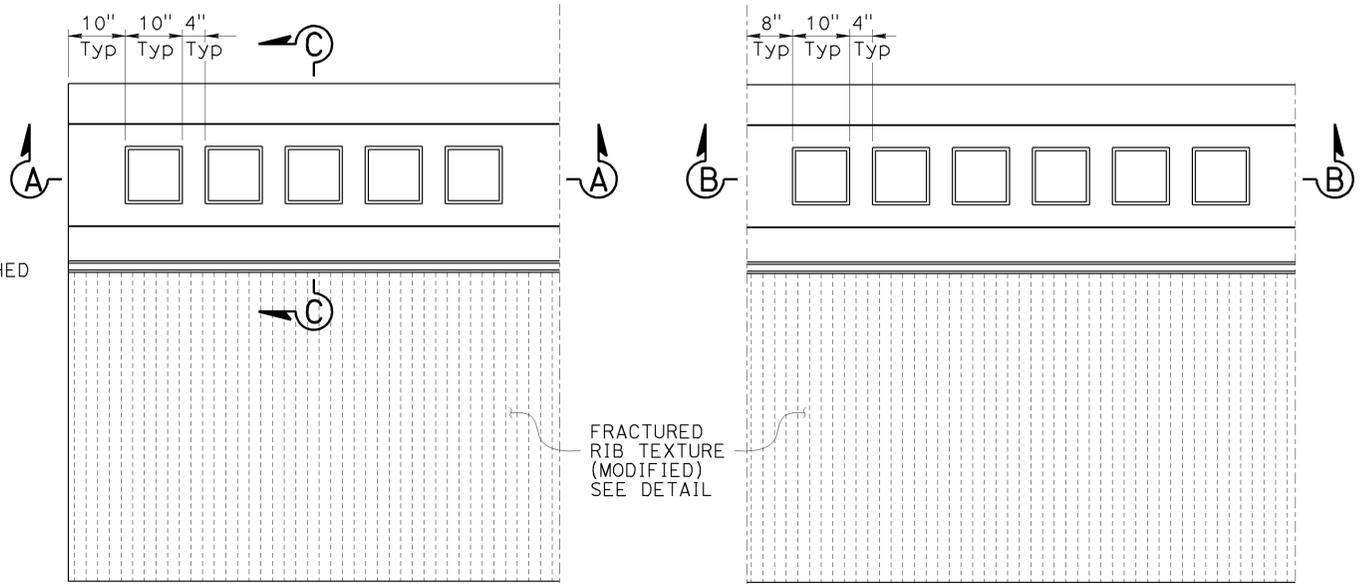
NOTE:
Extend Front Face Abutment Texture 1'-0" below Finished Grade



TYPICAL SECTION C-C

1" = 1'-0"

NOTE:
The Architectural Treatment depicted in Section C-C is measured and paid for in "FRACTURED RIB TEXTURE (MODIFIED)"

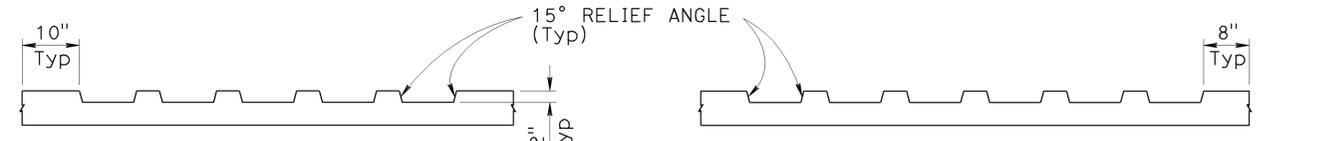


TYPICAL 7'-2" DETAIL

3/4" = 1'-0"

TYPICAL 8'-0" DETAIL

3/4" = 1'-0"



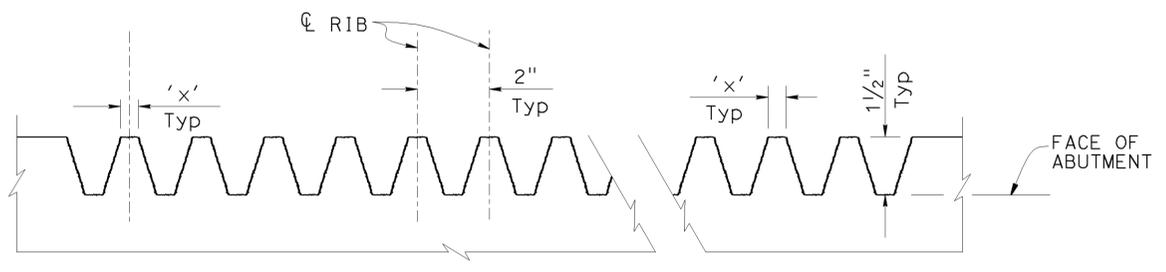
SECTION A-A

3/4" = 1'-0"

SECTION B-B

3/4" = 1'-0"

NOTE:
Dimension 'x' subject to approval of Engineer

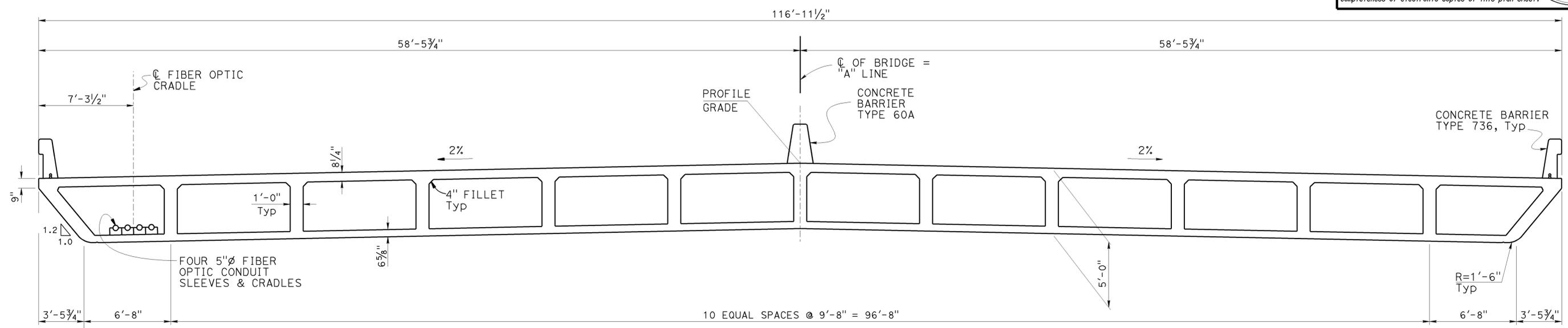


FRACTURED RIB (MODIFIED) DETAIL

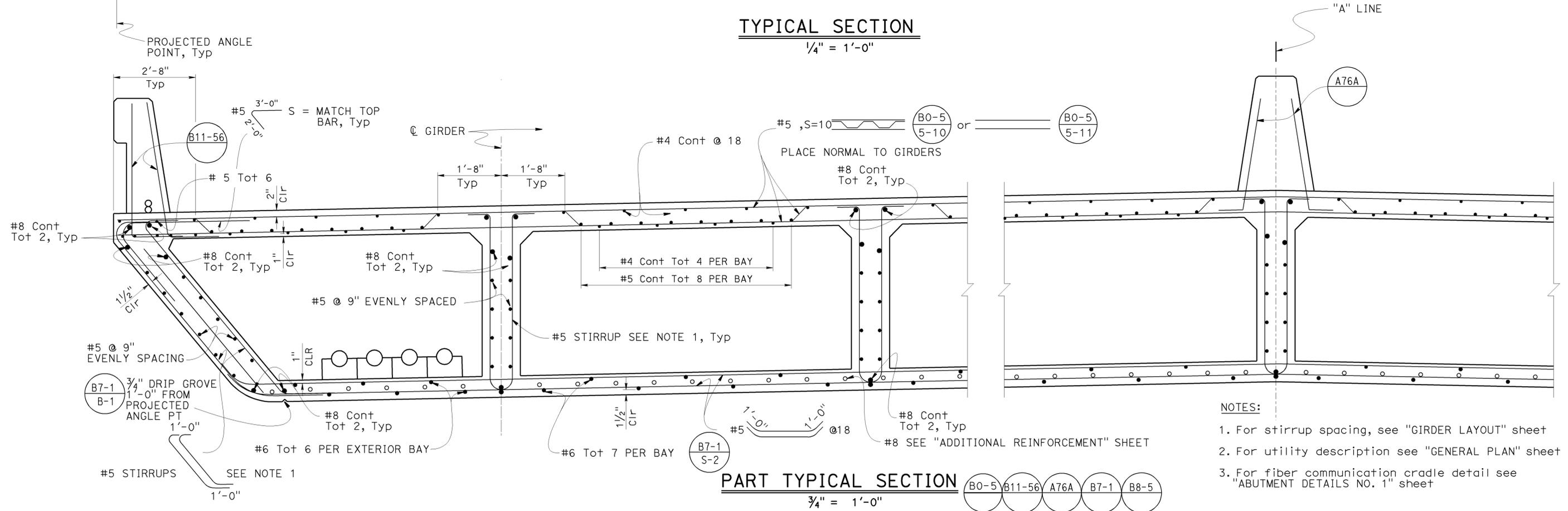
NO SCALE

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY C. BLANCO-KRAUSS	CHECKED J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	SANYO AVENUE UNDERCROSSING ABUTMENT DETAILS NO. 2							
	DETAILS	BY J. M. Peterson	CHECKED J. M. Peterson			57-1226								
	QUANTITIES	BY P. A. Peterson	CHECKED P. A. Peterson			0.80								
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				0	1	2	3	UNIT: 3613	PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 8	OF 18

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	504	622
			10-25-12		
REGISTERED CIVIL ENGINEER			DATE		
04-22-13			PLANS APPROVAL DATE		
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TYPICAL SECTION
1/4" = 1'-0"



PART TYPICAL SECTION
3/4" = 1'-0"

- NOTES:**
1. For stirrup spacing, see "GIRDER LAYOUT" sheet
 2. For utility description see "GENERAL PLAN" sheet
 3. For fiber communication cradle detail see "ABUTMENT DETAILS NO. 1" sheet

DESIGN	BY J. M. Peterson	CHECKED P. A. Peterson
DETAILS	BY JMP/ T. Nguyen	CHECKED P. A. Peterson
QUANTITIES	BY P. A. Peterson	CHECKED J. M. Peterson

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1226
POST MILE	0.80

SANYO AVENUE UNDERCROSSING
TYPICAL SECTION

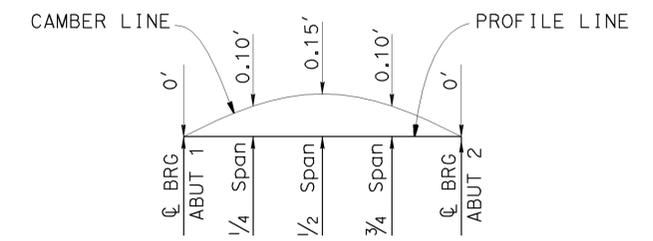
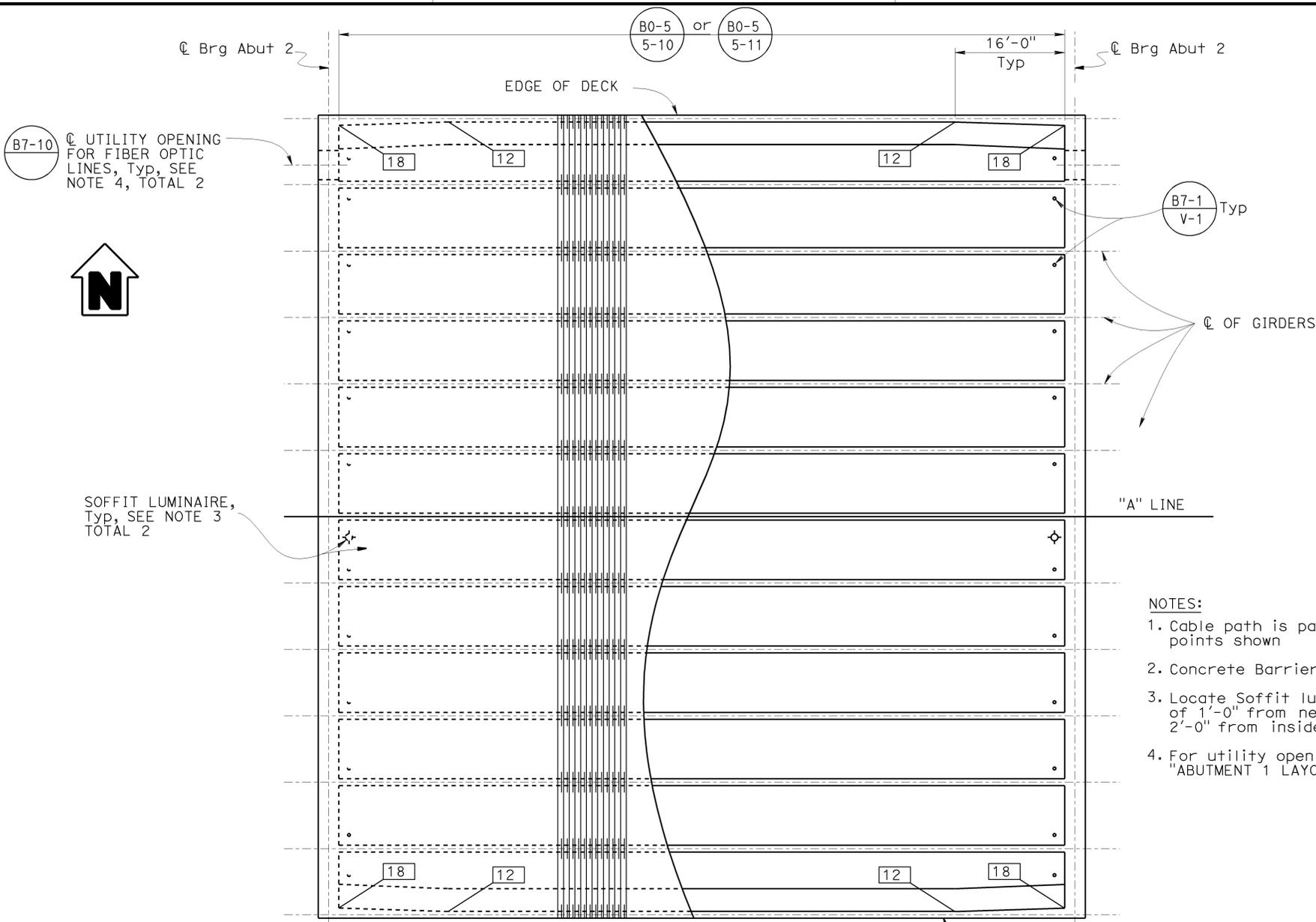


REVISION DATES	SHEET	OF
3-18-12, 3-18-12, 05-08-13	10	18

USERNAME => s122751 DATE PLOTTED => 06-MAY-2013 TIME PLOTTED => 10:00

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	505	622

10-25-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
 JOHN M. PETERSON
 No. C56837
 Exp. 06-30-13
 CIVIL
 STATE OF CALIFORNIA
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NOTE:
Does not include allowance for falsework settlement

CAMBER DIAGRAM
NO SCALE

- NOTES:
1. Cable path is parabolic between points shown
 2. Concrete Barrier is not shown
 3. Locate Soffit luminaire a minimum clearance of 1'-0" from near face of diaphragm, and 2'-0" from inside surface of CL girder
 4. For utility opening details, see "ABUTMENT 1 LAYOUT" sheet

PRESTRESSING NOTES

270 KSI Low Relaxation Strand:

P_{jack} = 23000 kips

Anchor Set = 3/8 in

Friction curvature coefficient, μ = 0.15 (1/rad)

Friction wobble coefficient, K = 0.000200 (1/ft)

Assumed long term losses = 20 (ksi)

Total Number of Girders = 13

The final force ratio (larger divided by smaller) between any two girders shall not exceed the ratio of 10 to 9

Concrete: f'_c = 4.0 psi @ 28 days
 f'_{ci} = 3.5 psi @ time of stressing

Contractor shall submit elongation calculations based on initial stress at $\lambda = 0.9599$ times jacking stress.

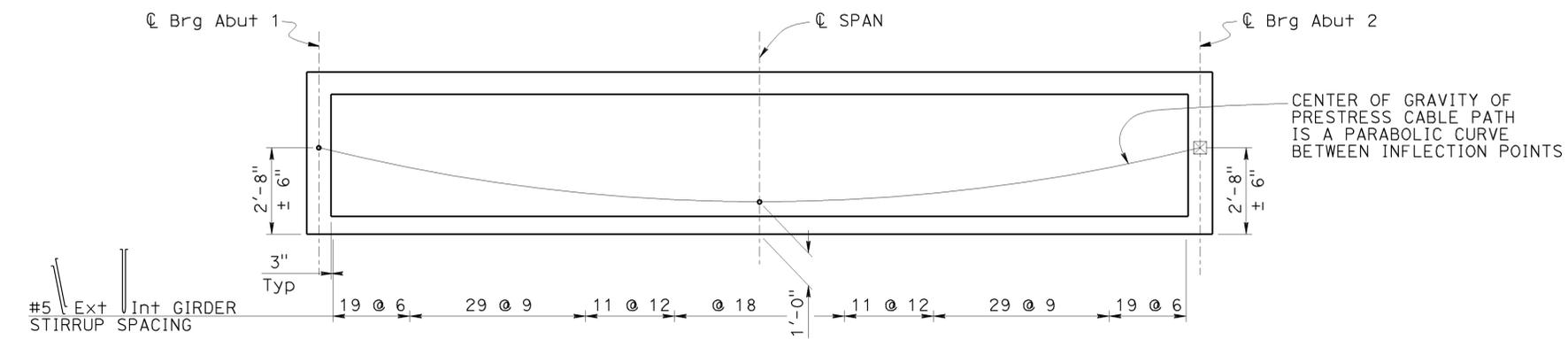
One end stressing shall be performed

LEGEND:

☒ Indicates Theoretical Point of No Movement

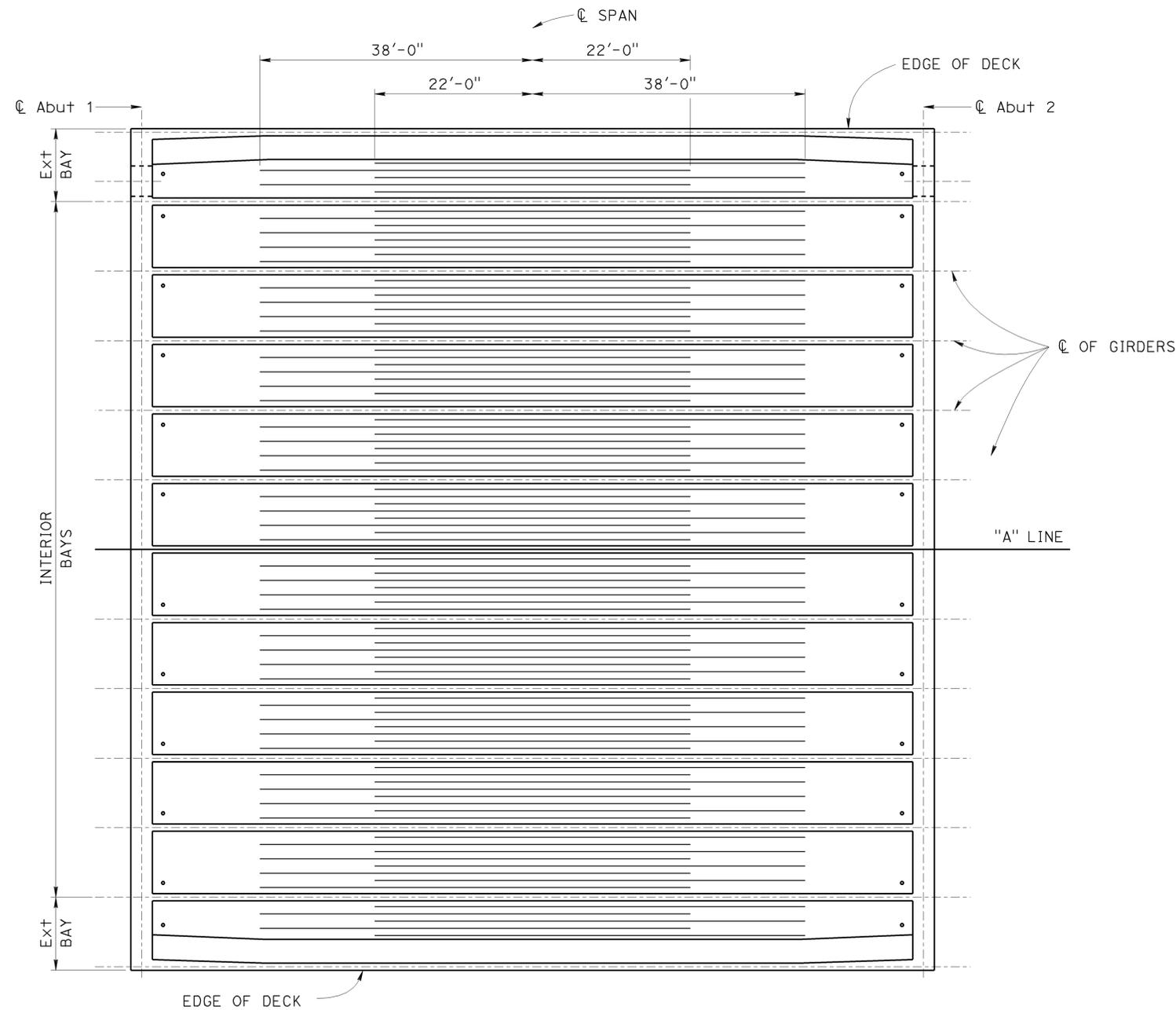
☐ Indicates Girder Stem width in inches measured at top of Girder, perpendicular to CL Girder

PLAN B0-5 B7-1 B7-10
1" = 10'



LONGITUDINAL SECTION
NO SCALE

DESIGN BY J. M. PETERSON CHECKED P. A. PETERSON	DETAILS BY JMP/ T. Nguyen CHECKED P. A. PETERSON	QUANTITIES BY J. M. PETERSON CHECKED P. A. PETERSON	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1226	SANYO AVENUE UNDERCROSSING GIRDER LAYOUT
					POST MILE 0.80	
					REVISION DATES 2-18-12 3-18-12 3-13-12 05-06-13	
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)				UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	SHEET 11 OF 18



PLAN - BOTTOM REINFORCEMENT
1" = 10'-0"

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.07/1.6, R9.9/R10.7	506	622

REGISTERED CIVIL ENGINEER *John Peterson* DATE 10-25-12
 PLANS APPROVAL DATE 04-22-13
 JOHN M. PETERSON No. C56837 Exp. 06-30-13 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.

- NOTES:**
- All reinforcement shown on this sheet is #8 unless otherwise noted
 - All reinforcement shown is in addition to reinforcement shown on "TYPICAL SECTION" sheet
 - No splices allowed on additional girder reinforcement
 - Exterior bays place 5 bars, typical Interior bays, place 8 bars, typical All reinforcement spacing 12" max total 90 bars

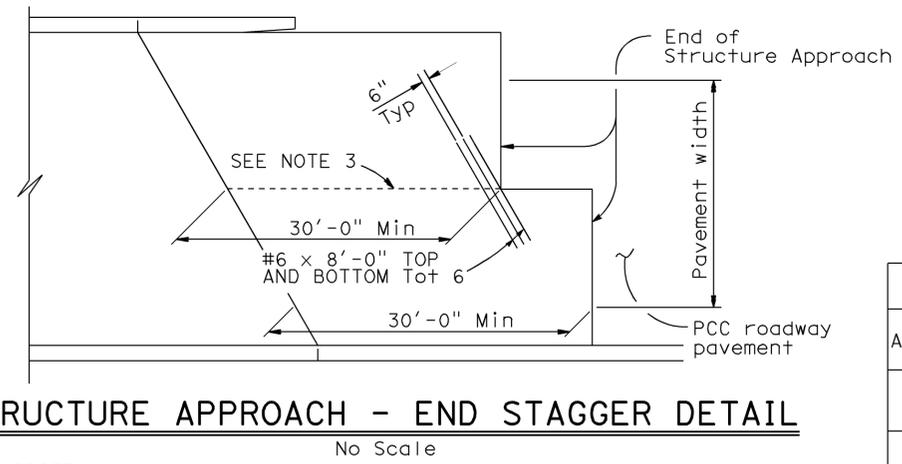
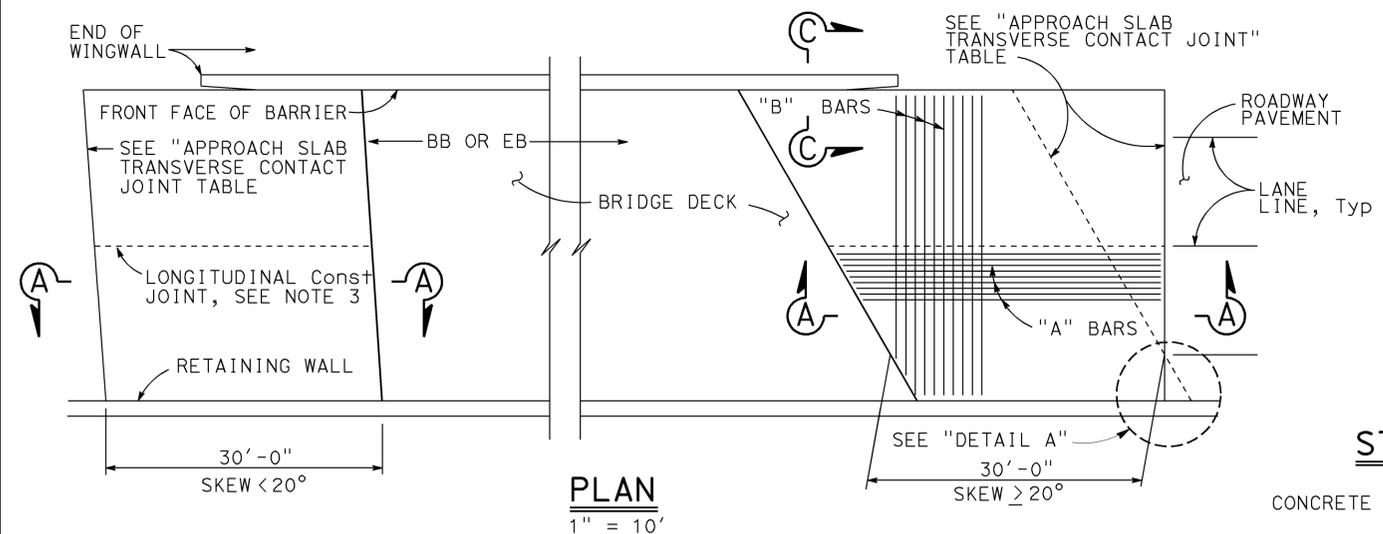
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	DESIGN BY J. M. Peterson	CHECKED P. A. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1226	SANYO AVENUE UNDERCROSSING ADDITIONAL REINFORCEMENT	
	DETAILS BY JMP/ T. Nguyen	CHECKED P. A. Peterson			POST MILE 0.80		
	QUANTITIES BY P. A. Peterson	CHECKED J. M. Peterson					
			UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 3-28-12 05-06-13	SHEET 12 OF 18

USERNAME => s122751 DATE PLOTTED => 06-MAY-2013 TIME PLOTTED => 10:00

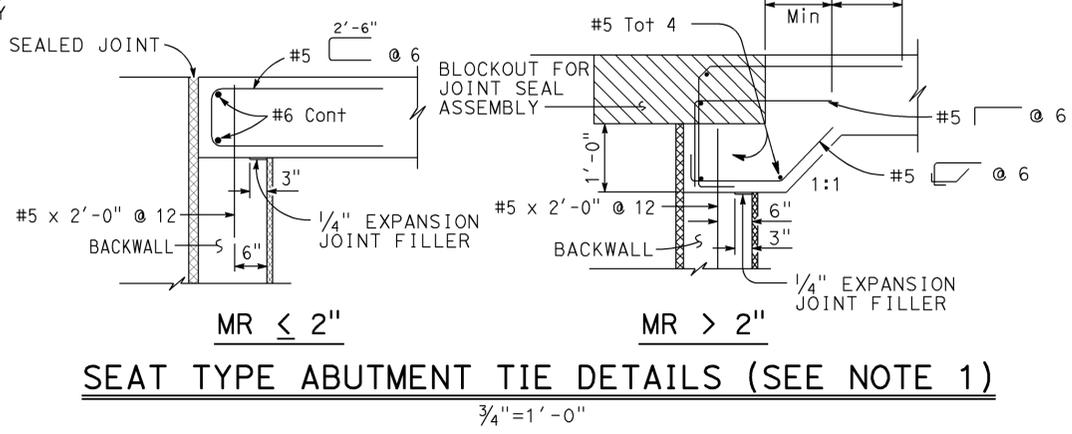
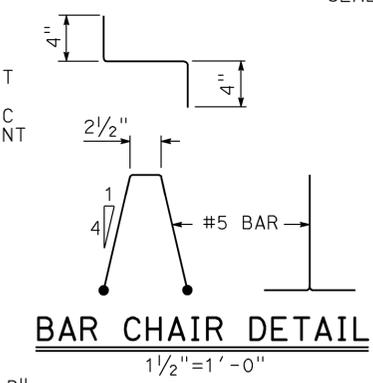
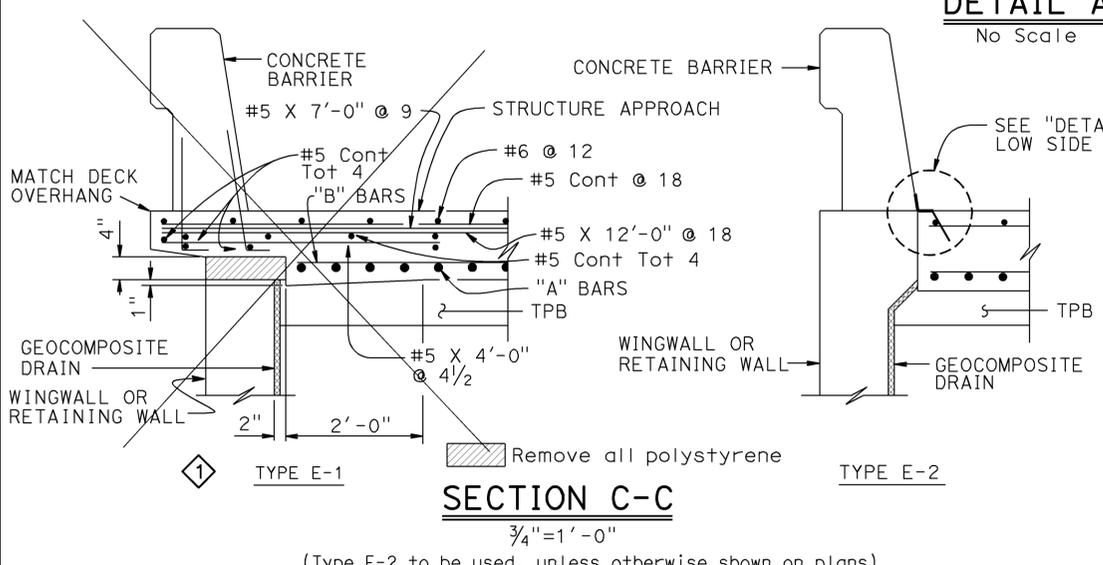
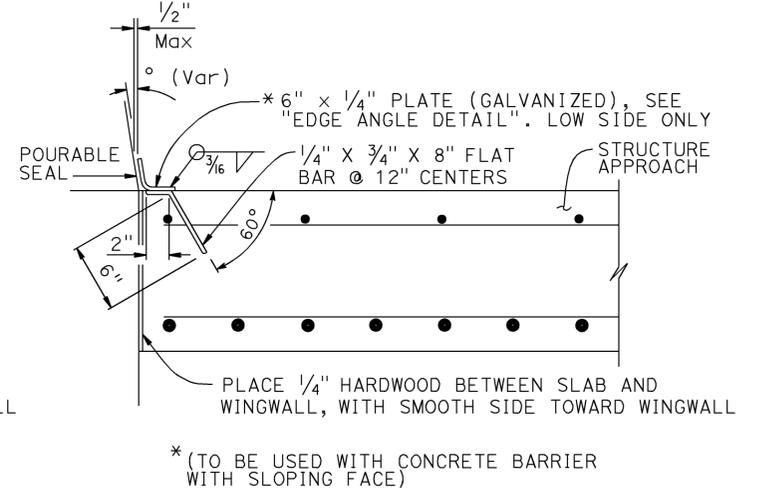
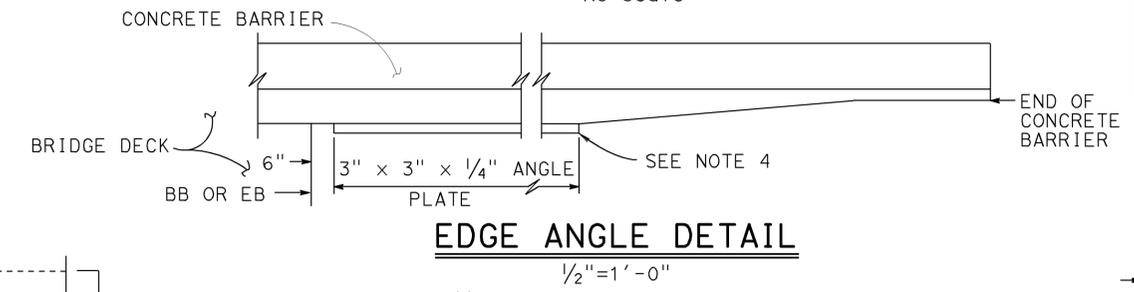
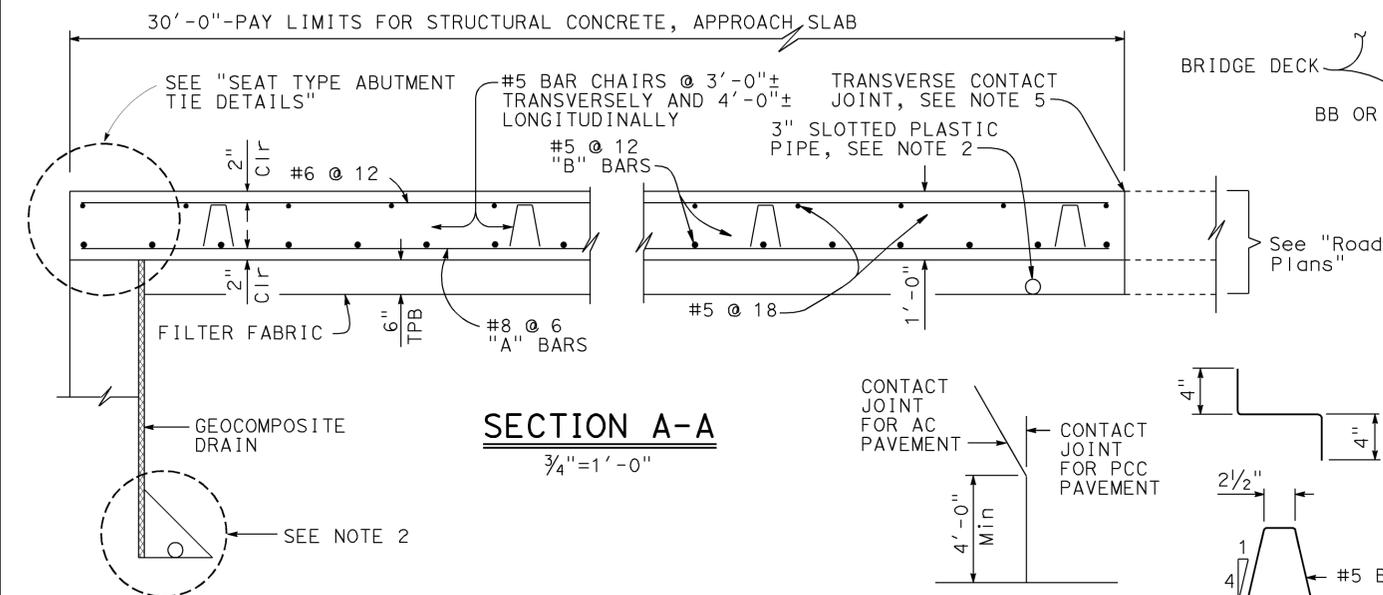
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	507	622

10-25-12
 REGISTERED CIVIL ENGINEER DATE
 JOHN M. PETERSON
 No. C56835
 Exp. 06-30-13
 CIVIL
 STATE OF CALIFORNIA

04-22-13
 PLANS APPROVAL DATE
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APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	PARALLEL TO FACE OF PN	PARALLEL TO FACE OF PN
20° - 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER LINES 24' TO 36' APART
> 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER AT EACH LANE LINE



- NOTES:**
- For details not shown, see Structure Plans. For MR < 2", adjust bar reinforcement to clear a sawcut for sealed joint, when required.
 - For drainage details, see "STRUCTURE APPROACH DRAINAGE DETAILS" sheet.
 - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines.
 - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach as applicable.
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10.
 - At the Contractor's option, approach slab transverse reinforcement may be placed parallel to paving notch. Spacing of transverse reinforcement is measured along roadway.

REVISED

FILE NO. **xs3-120**

APPROVAL DATE July 2011

Section Not Utilized

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE NO. 57-1226

POST MILE 0.80

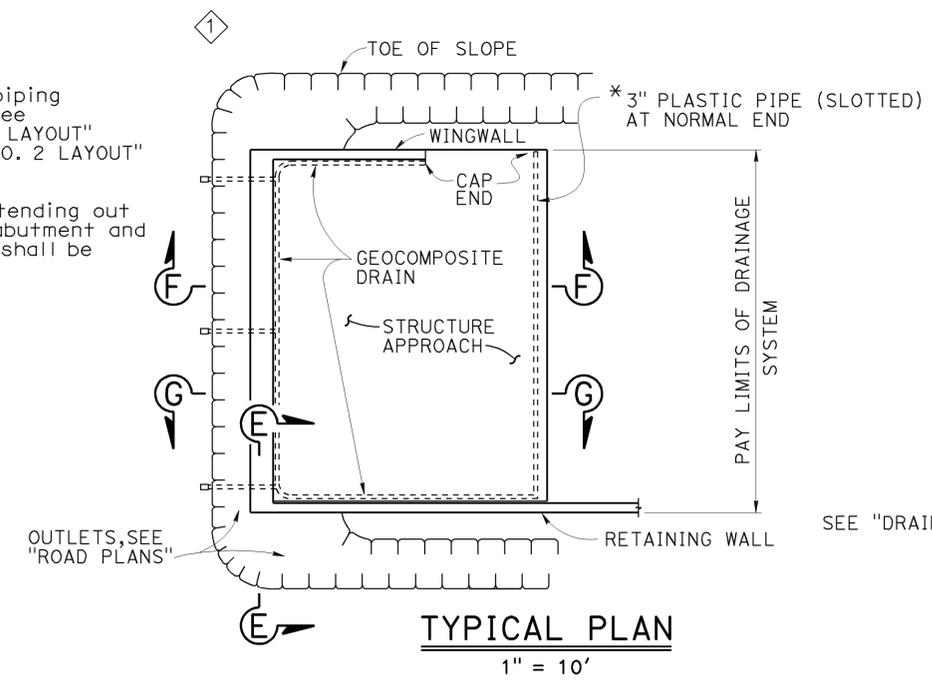
SANYO AVENUE UNDERCROSSING

STRUCTURE APPROACH TYPE N(30S)

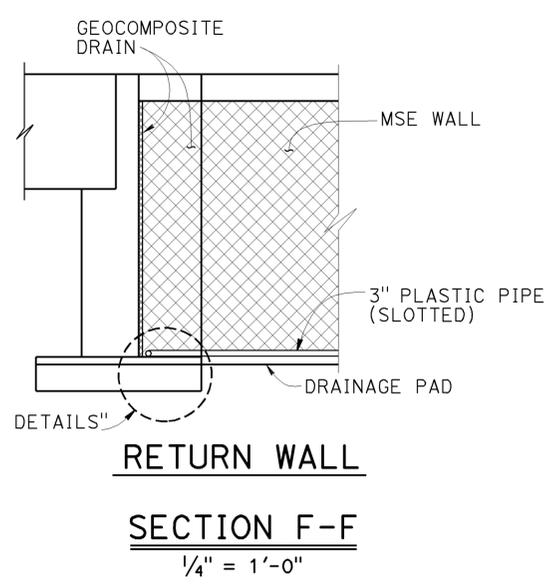
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	508	622
 REGISTERED CIVIL ENGINEER			10-25-12	DATE	
04-22-13 PLANS APPROVAL DATE					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					

NOTES

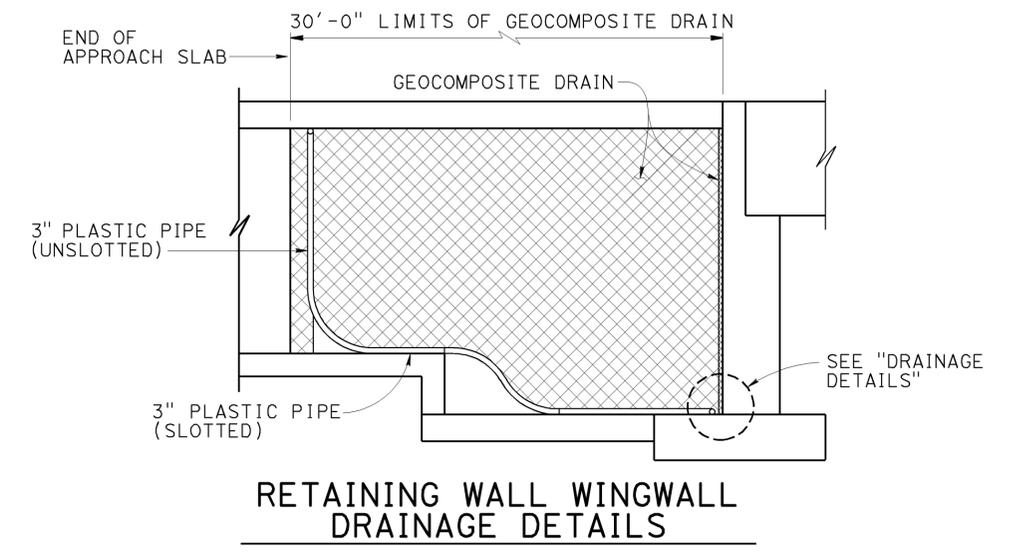
- For additional piping layout detail, see "ABUTMENT NO. 1 LAYOUT" and "ABUTMENT NO. 2 LAYOUT" sheets
- Drain piping extending out front face of abutment and under walkways shall be 4"Ø WSP



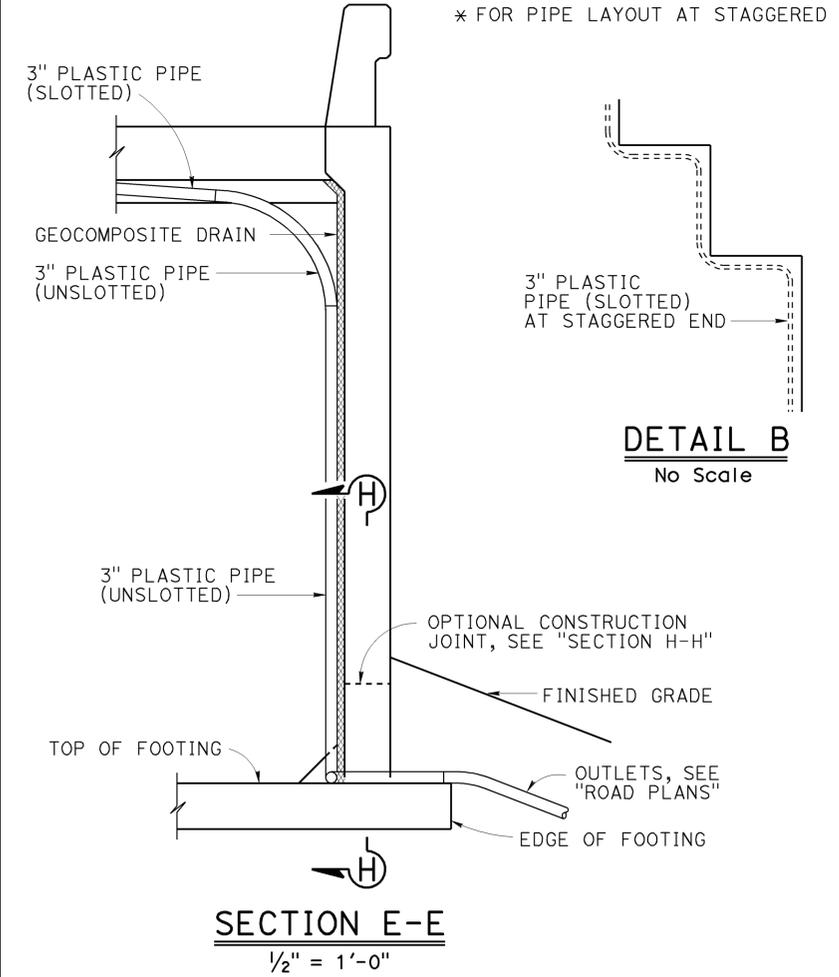
TYPICAL PLAN
1" = 10'



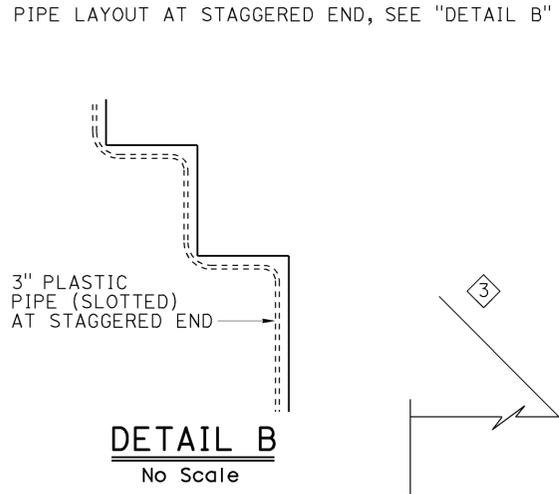
RETURN WALL SECTION F-F
1/4" = 1'-0"



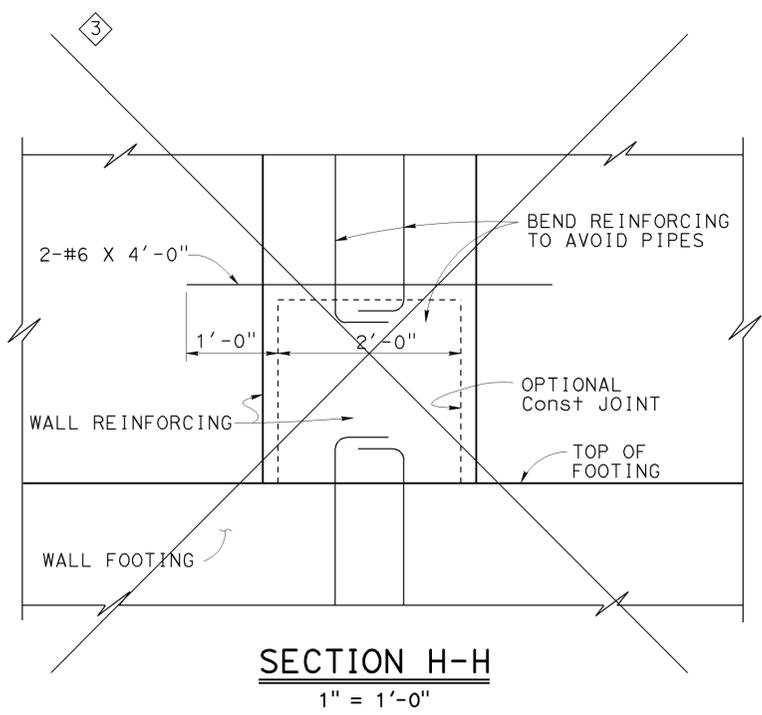
RETAINING WALL WINGWALL DRAINAGE DETAILS SECTION G-G
1/4" = 1'-0"



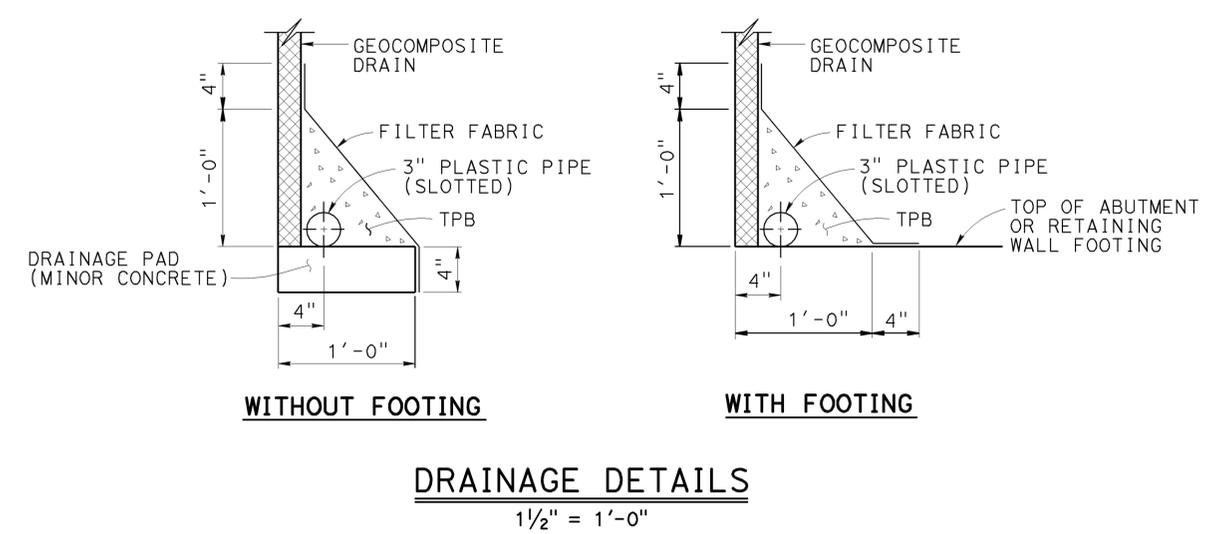
SECTION E-E
1/2" = 1'-0"



DETAIL B
No Scale



SECTION H-H
1" = 1'-0"



DRAINAGE DETAILS
1 1/2" = 1'-0"

STANDARD DRAWING	
FILE NO. xs3-110	APPROVAL DATE <u>July 2011</u>

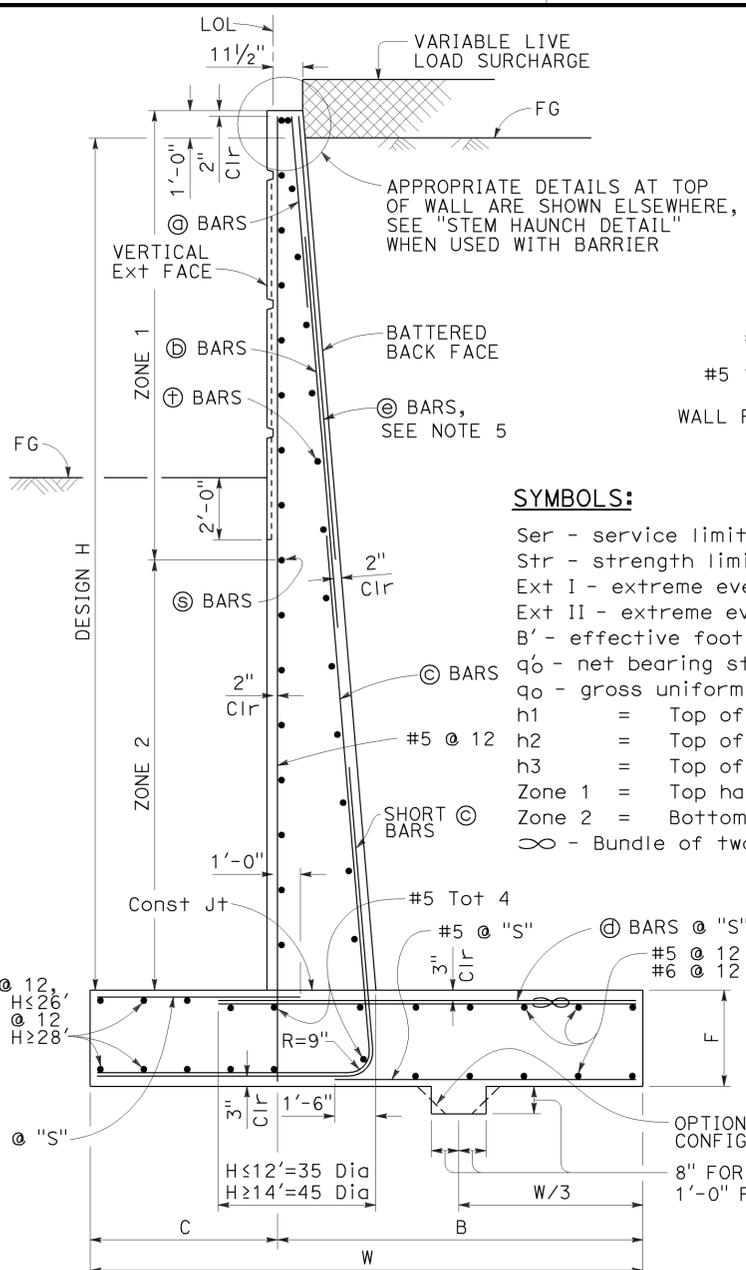
- ① Modified Detail
- ② Added Notes
- ③ Section Not Utilized

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

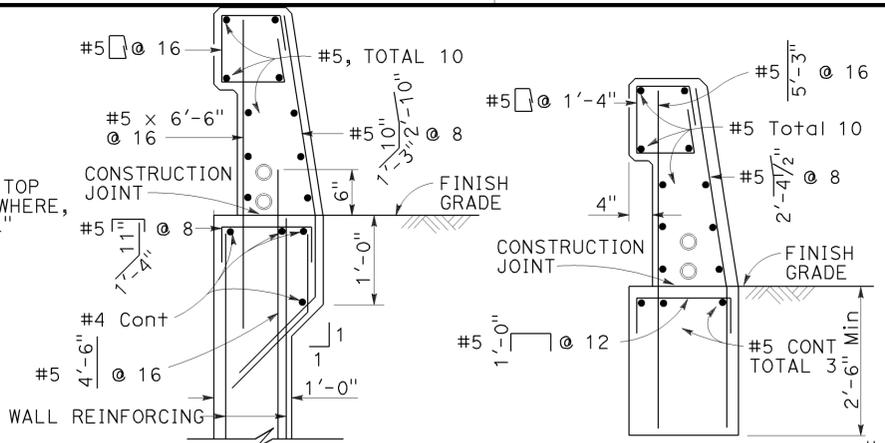
BRIDGE No.	57-1226
POST MILE	0.80

SANYO AVENUE UNDERCROSSING
STRUCTURE APPROACH DRAINAGE DETAILS



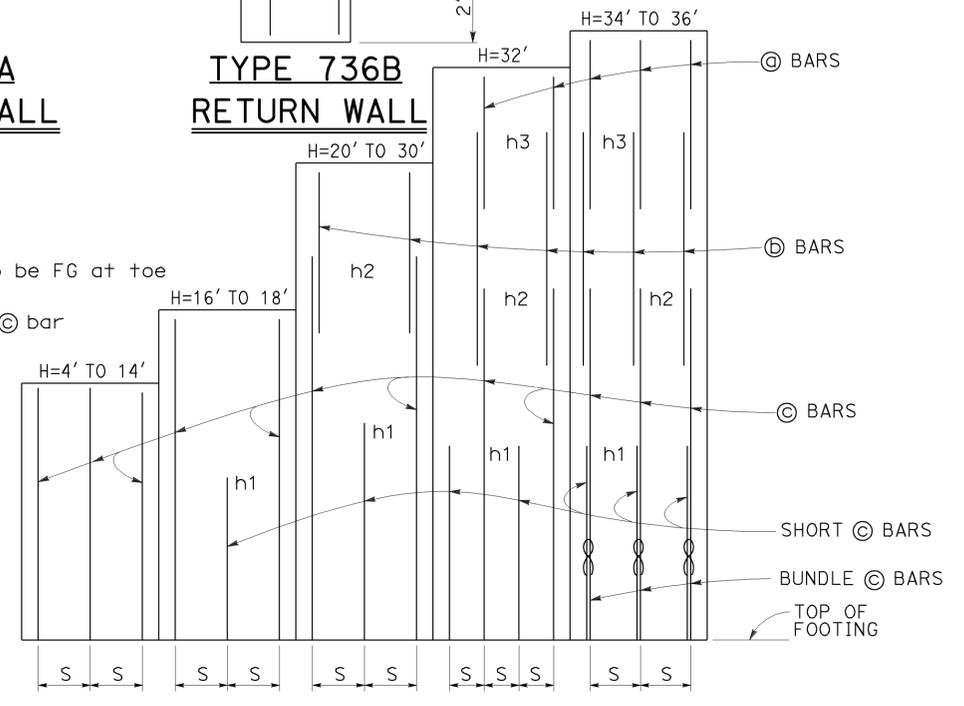
SYMBOLS:

- Ser - service limit state I
- Str - strength limit state I
- Ext I - extreme event limit state I
- Ext II - extreme event limit state II
- B' - effective footing width (ft)
- q_o - net bearing stress (ksf), OG assumed to be FG at toe
- q_o - gross uniform bearing stress (ksf)
- h1 = Top of footing to top of short @ bar
- h2 = Top of footing to top of @ bar
- h3 = Top of footing to top of @ bar
- Zone 1 = Top half of stem height
- Zone 2 = Bottom half of stem height
- ∞ - Bundle of two bars



**TYPE 736A
TYPE 1 WALL**

**TYPE 736B
RETURN WALL**



ELEVATION

NOTES:

- For barrier details and notes not shown, see B11-56
- For communication and sprinkler control conduits details and notes not shown, see B14-3

DESIGN CONDITIONS:

Design H may be exceeded by 6" before going to the next size. Special footing design is required where foundation material is incapable of supporting bearing stress listed in the table.

DESIGN NOTES:

- DESIGN: AASHTO LRFD Bridge Design Specifications, 4th Edition with California Amendments
- LS: Varied surcharge on level ground surface
- DC: Stem Architectural Treatment of thickness up to 6" of concrete (75 psf) considered
- CT: 54 kip transverse force applied at H_e = 32", distributed over 10 feet at the top of wall and 1 : 1 distribution down and outward. Distribution below footing taken no less than 40'.
- SEISMIC: k_H = 0.2, k_V = 0.0
- SOIL: φ = 34°, γ = 120 pcf
- REINFORCED CONCRETE: f'_c = 3,600 psi, f_y = 60,000 psi
- LOAD COMBINATIONS AND LIMIT STATES:
 - Service I Q = 1.00DC+1.00EV+1.00EH+1.00LS
 - Strength I Q = aDC+βEV+ηEH+1.75LS
 - Extreme I Q = 1.00DC+1.00EV+1.00EH+1.00EQD+1.00EQE
 - Extreme II Q = 1.00DC+1.00EV+1.00EH+1.00CT
- Where:
 - Q: Force Effects
 - a: 1.25 or 0.90, Whichever Controls Design
 - β: 1.35 or 1.00, Whichever Controls Design
 - η: 1.50 or 0.90, Whichever Controls Design
 - DC: Dead Load of Structure Components
 - EH: Horizontal Earth Fill Pressure
 - EV: Vertical Earth Pressure from Earth Fill Weight
 - LS: Live Load Surcharge
 - EQE: Seismic Earth Pressure
 - EQD: Soil and Structural and Nonstructural Components Inertia
 - CT: Vehicular Collision Force

TABLE OF REINFORCING STEEL, DIMENSIONS AND DATA

DESIGN H	4'	6'	8'	10'	12'	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'	34'	36'
W	6'-10"	7'-0"	7'-3"	7'-7"	8'-4"	9'-7"	10'-9"	12'-0"	13'-3"	14'-6"	15'-9"	17'-1"	18'-5"	19'-10"	21'-2"	22'-7"	24'-0"
C	2'-2"	2'-3"	2'-3"	2'-4"	2'-6"	3'-0"	3'-6"	4'-0"	4'-6"	5'-0"	5'-5"	6'-0"	6'-6"	7'-2"	7'-8"	8'-2"	9'-0"
B	4'-8"	4'-9"	5'-0"	5'-3"	5'-10"	6'-7"	7'-3"	8'-0"	8'-9"	9'-6"	10'-4"	11'-1"	11'-11"	12'-8"	13'-6"	14'-5"	15'-0"
F	1'-4"	1'-4"	1'-4"	1'-4"	1'-6"	1'-8"	1'-8"	1'-9"	1'-9"	1'-11"	2'-2"	2'-5"	2'-10"	3'-3"	3'-6"	4'-0"	4'-3"
BATTER	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	5/8: 12	5/8: 12	3/4: 12	7/8: 12	1 : 12	1 : 12	1 : 12
SPACING "S"	9"	9"	9"	9"	9"	7"	6"	5"	6"	6"	6"	6"	6"	6"	6"	10"	8"
@ BARS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	#7	#7	#6
@ BARS	-	-	-	-	-	-	-	-	#7	#7	#7	#7	#7	#7	#7	#9	#8
@ BARS	#6	#6	#6	#6	#6	#6	#7	#7	#8	#9	#9	#10	#10	#10	#11	#11	#11
@ BARS	#5	#5	#6	#6	#6	#6	#9	#8	#8	#9	#9	#10	#10	#10	#11	#11	#11
h1	-	-	-	-	-	-	5'-9"	5'-10"	8'-0"	9'-0"	10'-1"	11'-0"	12'-1"	13'-0"	13'-0"	12'-7"	11'-6"
h2	-	-	-	-	-	-	-	-	10'-5"	13'-0"	14'-7"	17'-6"	19'-0"	20'-5"	19'-0"	18'-7"	20'-2"
h3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21'-2"	21'-10"	24'-0"
ZONE 1 @ BARS	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12
ZONE 2 @ BARS	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#6 @ 12	#6 @ 12	#6 @ 12	#7 @ 12	#7 @ 12
ZONE 1 @ BARS	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12
ZONE 2 @ BARS	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12	#5 @ 12	#5 @ 12	#5 @ 12
Ser: B', q _o	6.8, 0.7	6.5, 1.0	6.2, 1.3	6.0, 1.6	6.3, 2.0	7.5, 2.1	8.6, 2.2	9.8, 2.3	11.0, 2.4	12.1, 2.5	13.2, 2.8	14.4, 2.9	15.5, 3.1	16.8, 3.3	18.0, 3.5	19.2, 3.7	20.6, 3.7
Str: B', q _o	6.6, 1.6	5.0, 1.8	3.6, 2.3	3.0, 3.3	3.2, 4.0	4.3, 3.8	5.3, 3.7	6.4, 3.7	7.4, 3.8	8.2, 4.1	9.0, 4.4	9.9, 4.6	10.7, 4.9	11.7, 5.2	12.6, 5.4	13.6, 5.8	14.6, 5.9
Ext I: B', q _o	5.2, 1.1	4.7, 1.5	3.9, 2.2	3.1, 3.4	2.8, 4.8	3.2, 5.3	3.6, 5.7	4.1, 6.1	4.6, 6.4	5.0, 6.9	5.3, 7.6	5.8, 8.1	6.1, 8.9	6.7, 9.4	7.1, 10.0	7.5, 10.7	8.2, 10.9
Ext II: B', q _o	2.6, 2.2	2.7, 2.6	2.8, 3.1	2.9, 3.6	3.7, 3.6	5.2, 3.3	6.7, 3.1	8.3, 3.0	9.8, 3.0	11.2, 3.1	12.5, 3.2	13.9, 3.4	15.2, 3.6	16.7, 3.8	18.0, 4.0	19.3, 4.2	20.8, 4.3

NOTES:

- For details not shown and drainage notes see RSP B3-5
- For wall stem joint details see B0-3/3-3 and B0-3/3-4
- At @ bars:
 - H ≤ 6', no splices are allowed within 1'-8" above the top of footing.
 - H > 6', no splices are allowed within H/4 above the top of footing.
- Bundle @ bars for H = 34' & 36'.
- Provide #6 @ 10" x 15'-0" @ bars over a distance of 8'-0" measured from all expansion joints, begin wall and end wall locations. For H ≤ 14', hook @ bar into footing and reduce bar length as needed to maintain Min Clr cover.

DESIGN BY J. M. PETERSON	CHECKED P. A. PETERSON	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE NO. 57-1226	SANYO AVENUE OVERCROSSING RETAINING WALL TYPE 1
DETAILS BY J. M. PETERSON	CHECKED P. A. PETERSON		POST MILE 0.80	
QUANTITIES BY J. M. PETERSON	CHECKED P. A. PETERSON		DESIGN BRANCH 14	

FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS" 1 OF 3

DIST	COUNTY	ROUTE	KILOMETER TOTAL PROJECT	POST MILE	SHEET No	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7		511	622

10-30-12
PROFESSIONAL GEOLOGIST
Hector Valencia
No. 7776
Exp. 2-28-14
STATE OF CALIFORNIA

04-22-13
PLANS APPROVAL DATE

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LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: H. Valencia	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1226 POST MILE 0.80	SANYO AVENUE UNDERCROSSING
DRAWN BY I.G-Remmen	CHECKED BY H. Valencia					LOG OF TEST BORINGS 2 OF 3

06S LOG OF TEST BORINGS SHEET (ENGLISH) (REV. 5/25/07)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

UNIT: 3643
PROJECT NUMBER & PHASE: 11000205191

CONTRACT NO.: 11-056321

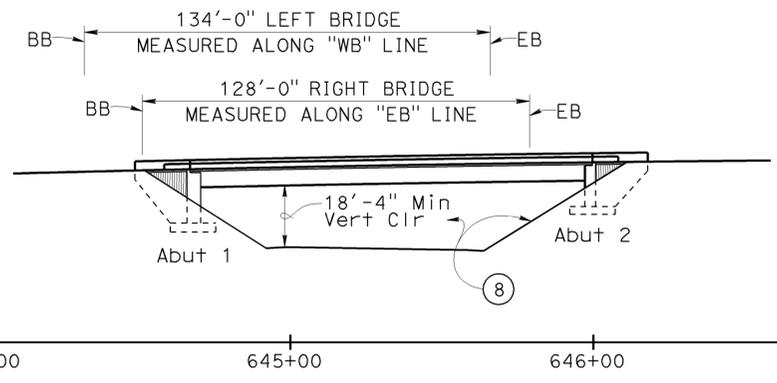
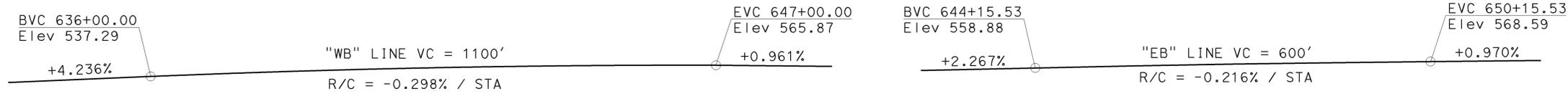
DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
10-30-12 05-06-13	17	18

FILE => 57-1226-2-1ofb_2of3.dgn

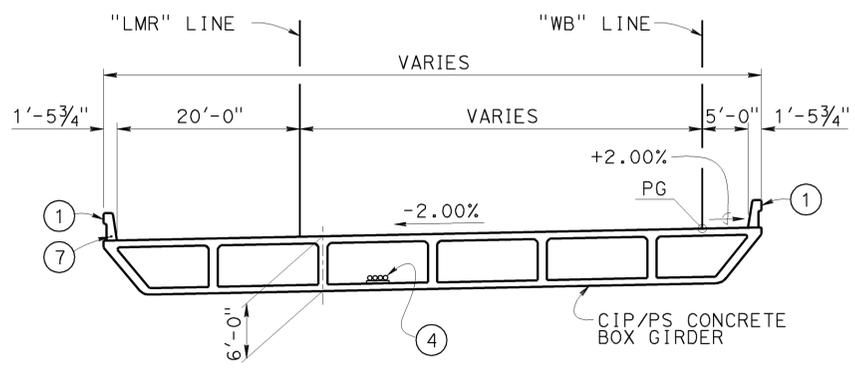
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6 R9.9/R10.7	513	622

REGISTERED CIVIL ENGINEER **Tony Skreslet** DATE 11-01-12
 PLANS APPROVAL DATE 04-22-13
 No. C50676 Exp. 09-30-13
 CIVIL
 STATE OF CALIFORNIA
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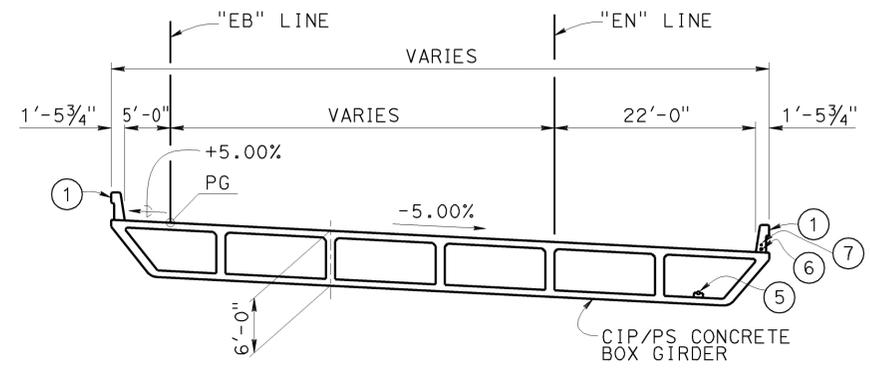


ELEVATION
1"=30'-0"

PROFILE GRADES
NO SCALE

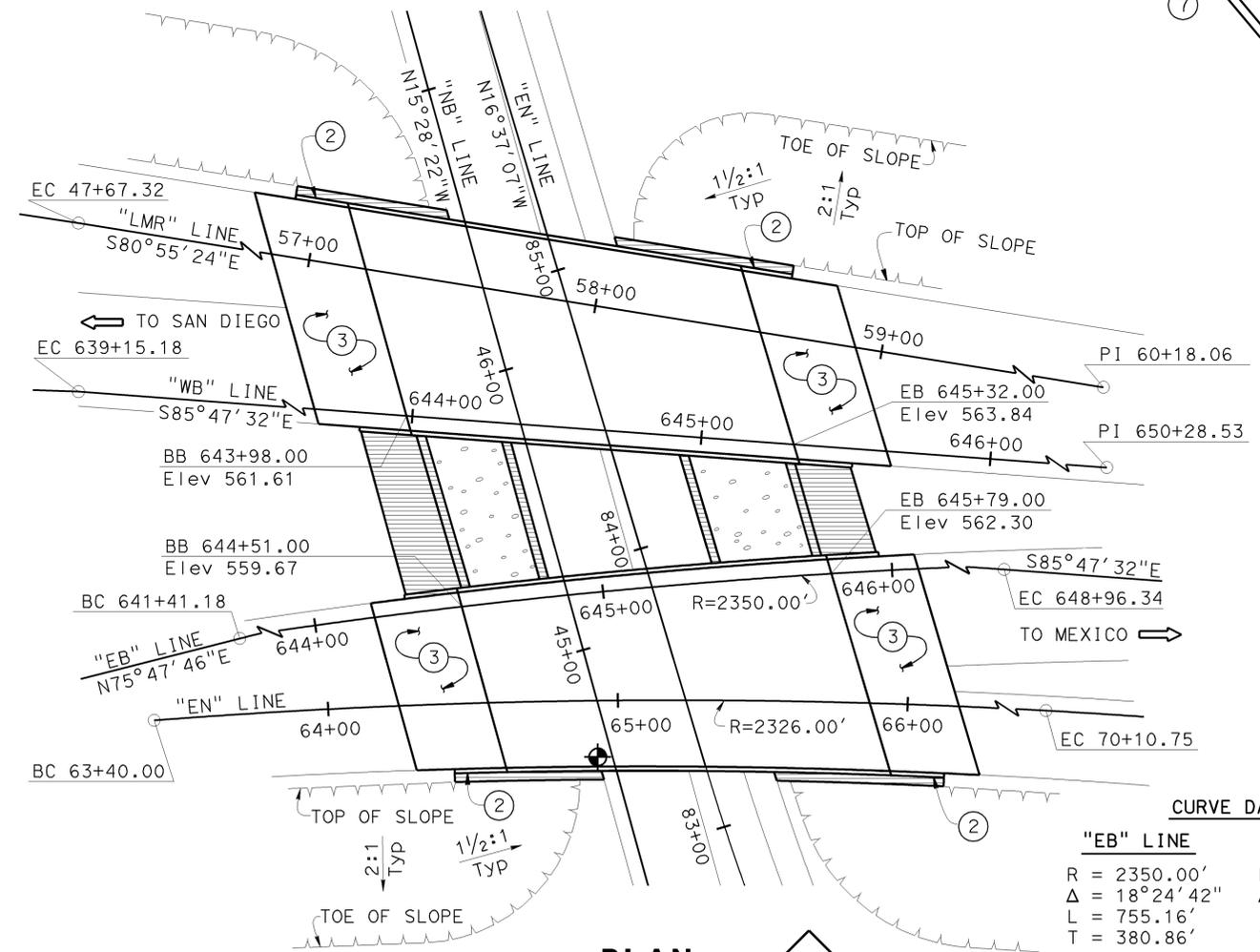


LEFT BRIDGE



RIGHT BRIDGE

TYPICAL SECTION
1"=10'-0"



CURVE DATA

"EB" LINE	"EN" LINE
R = 2350.00'	R = 2326.00'
Δ = 18°24'42"	Δ = 16°31'21"
L = 755.16'	L = 670.75'
T = 380.86'	T = 337.72'

PLAN
1"=30'-0"



QUANTITIES

STRUCTURE EXCAVATION (BRIDGE)	2,349	CY
STRUCTURE BACKFILL (BRIDGE)	1,829	CY
4" SUPPLY LINE (BRIDGE)	240	LF
PRESTRESSING CAST-IN-PLACE CONCRETE	LUMP	SUM
STRUCTURAL CONCRETE, BRIDGE FOOTING	526	CY
STRUCTURAL CONCRETE, BRIDGE	2,050	CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	321	CY
FRACTURED RIB TEXTURE	698	SQFT
JOINT SEAL (MR 2")	301	LF
BAR REINFORCING STEEL (BRIDGE)	443,201	LB
SLOPE PAVING (ROCK COBBLE)	14,935	SQFT
MISCELLANEOUS IRON AND STEEL	708	LB
CONCRETE BARRIER (TYPE 736)	676	LF

NOTES:

- ① Concrete Barrier Type 736
- ② Concrete Barrier Type 736A
- ③ Structure Approach Type N(30D)
- ④ 5" Fiber Optic Conduits, Total 4. See "ROAD PLANS"
- ⑤ 4"Ø Supply Line (Bridge)
- ⑥ 3"Ø Sprinkler Control Conduit, see "Road Plans"
- ⑦ 2"Ø Lighting Conduit, see "Road Plans"
- ⑧ Slope Paving (Rock Cobble)

LEGEND:

- ← Indicates direction of traffic
- ⊙ Indicates point of minimum vertical clearance
- ⊙ Standard Plan Sheet No.
- ⊙ Detail No.

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

Douglas J. Durand
DESIGN ENGINEER

DESIGN	BY: T. Skreslet	CHECKED: V. Ramakrishnan	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE
DETAILS	BY: T. Doan	CHECKED: V. Ramakrishnan	LAYOUT	BY: T. Skreslet
QUANTITIES	BY: T. Skreslet	CHECKED: V. Ramakrishnan	SPECIFICATIONS	BY: T. Nedwick

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

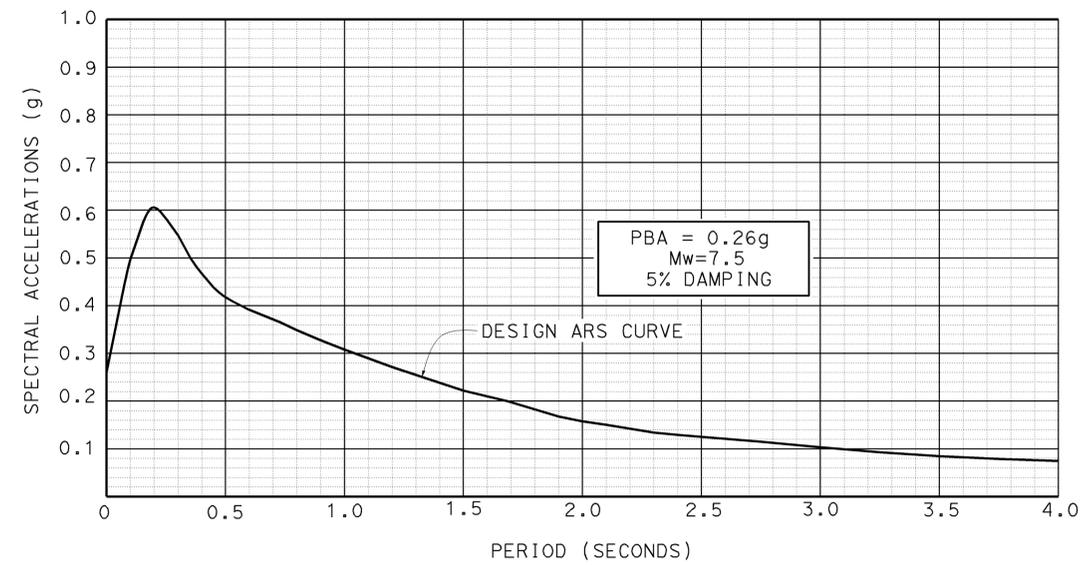
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1227R/L
POST MILE	0.43

ROUTE 11/125 SEPARATION
GENERAL PLAN

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	514	622

TONY SKRESLET
 REGISTERED CIVIL ENGINEER
 DATE: 11-01-12
 PLANS APPROVAL DATE: 04-22-13
 No. C50676
 Exp. 09-30-13
 CIVIL
 STATE OF CALIFORNIA
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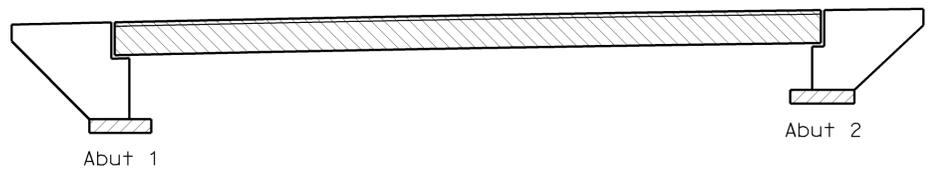
SITE SPECIFIC ACCELERATION RESPONSE SPECTRA

SPREAD FOOTING DATA

BRIDGE	ABUTMENT	WORKING STRESS DESIGN (LRFD Service I Limit State Load Combination)	
		PERMISSIBLE GROSS CONTACT STRESS (ksf)	ALLOWABLE GROSS BEARING CAPACITY (ksf)
Left	1	17.3	5.6
	2	17.0	5.5
Right	1	19.1	4.9
	2	19.4	5.7

INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN
2	INDEX TO PLANS
3	DECK CONTOURS
4	FOUNDATION PLAN
5	ABUTMENT 1 LAYOUT
6	ABUTMENT 2 LAYOUT
7	ABUTMENT DETAILS NO. 1
8	ABUTMENT DETAILS NO. 2
9	TYPICAL SECTION
10	GIRDER LAYOUT-LEFT BRIDGE
11	GIRDER LAYOUT-RIGHT BRIDGE
12	SUPPLY LINE (BRIDGE) DETAILS
13	SLOPE PAVING (ROCK COBBLE)
14	MISCELLANEOUS DETAILS
15	STRUCTURE APPROACH TYPE N(30D)
16	STRUCTURE APPROACH DRAINAGE DETAILS
17	LOG OF TEST BORINGS 1 OF 7
18	LOG OF TEST BORINGS 2 OF 7
19	LOG OF TEST BORINGS 3 OF 7
20	LOG OF TEST BORINGS 4 OF 7
21	LOG OF TEST BORINGS 5 OF 7
22	LOG OF TEST BORINGS 6 OF 7
23	LOG OF TEST BORINGS 7 OF 7



- Structural Concrete, Bridge (f' c = 3.6 Ksi at 28 days)
- Structural Concrete, Bridge (f' c = 5.0 Ksi at 28 days)
- Structural Concrete, Bridge Footing (f' c = 3.6 Ksi at 28 days)

CONCRETE STRENGTH AND TYPE LIMITS
No Scale

**GENERAL NOTES
LOAD AND RESISTANCE FACTOR DESIGN**

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (4rd edition 2007 and California Amendments December 2008, September 2010 and November 2011)
 SEISMIC DESIGN: CALTRANS SEISMIC DESIGN CRITERIA (SDC) Version 1.6 November 2010
 DEAD LOAD: Includes 35 psf for future wearing surface
 LIVE LOADING: HL93 with "Low-Boy" and Permit Design Vehicle
 SEISMIC LOADING: See "Site Specific Acceleration Response Spectra"
 REINFORCED CONCRETE: f' = 60 Ksi, f'y = See "Concrete Strength and Type Limits"
 PRESTRESSED CONCRETE: See "Prestressing Notes" on "Girder Layout - Left Bridge" and "Girder Layout - Right Bridge" sheets

STANDARD PLANS DATED MAY 2010

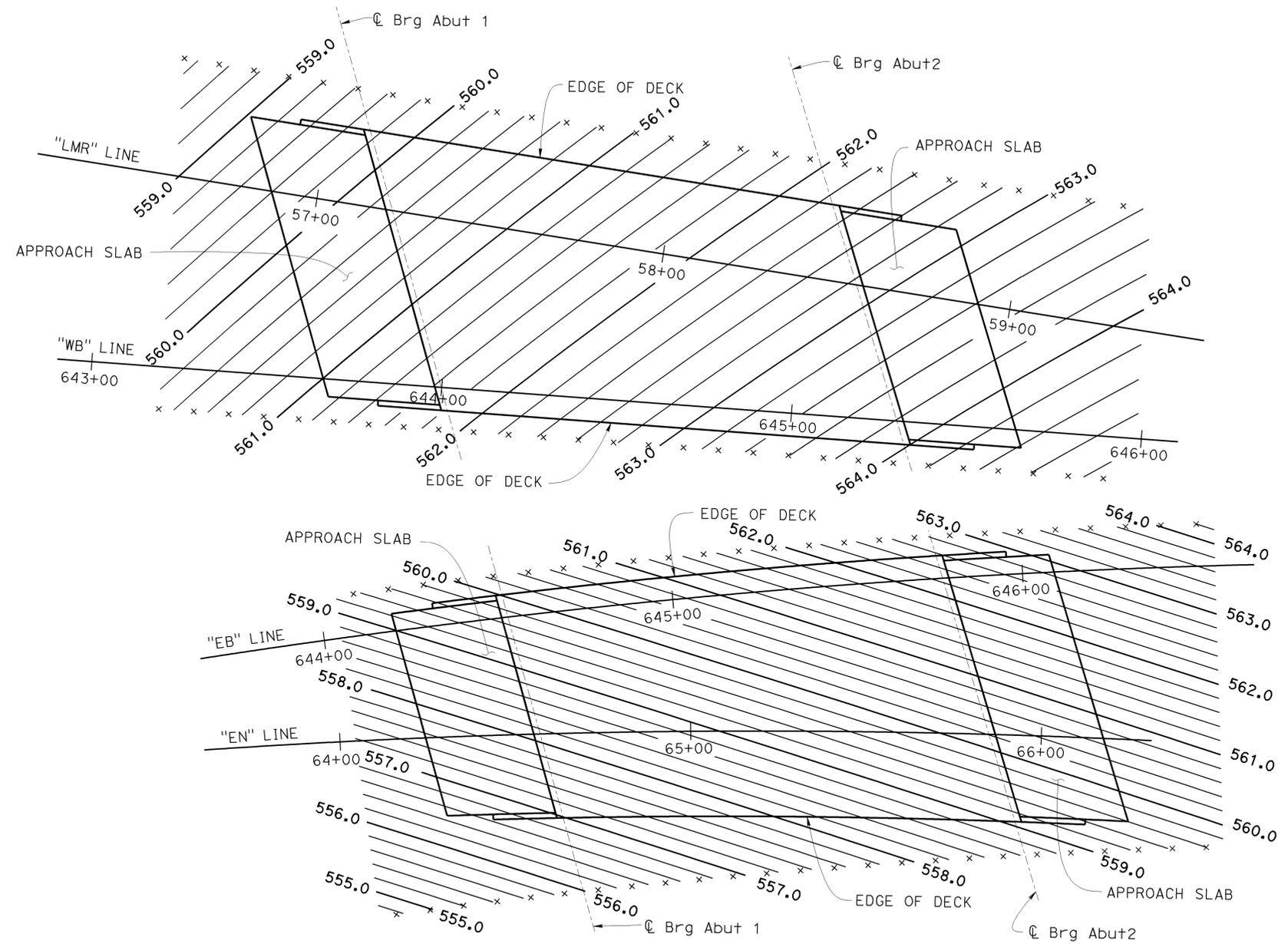
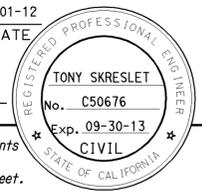
A10A	ABBREVIATIONS (SHEET 1 OF 2)
A10B	ABBREVIATIONS (SHEET 2 OF 2)
A10C	LINES AND SYMBOLS (SHEET 1 OF 3)
A10D	LINES AND SYMBOLS (SHEET 2 OF 3)
A10E	LINES AND SYMBOLS (SHEET 3 OF 3)
A62C	LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL BRIDGE
B0-1	BRIDGE DETAILS
B0-3	BRIDGE DETAILS
B0-5	BRIDGE DETAILS
B0-13	BRIDGE DETAILS
B6-21	JOINT SEALS (MAXIMUM MOVEMENT RATING = 2)
B7-1	BOX GIRDER DETAILS
B7-10	UTILITY OPENING BOX GIRDER
B8-5	CAST-IN-PLACE PRESTRESSED GIRDER DETAILS
B11-56	CONCRETE BARRIER TYPE 736
B14-3	COMMUNICATION AND SPRINKLER CONTROL CONDUITS (CONDUIT LESS THAN 4")
B14-4	WATER SUPPLY LINE (BRIDGE) (PIPE SIZES LESS THAN 4")
B14-5	WATER SUPPLY LINE (DETAILS) (PIPE SIZES LESS THAN 4")

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

DESIGN BY T. Skreslet	CHECKED V. Ramakrishnan	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L	ROUTE 11/125 SEPARATION INDEX TO PLANS
DETAILS BY T. Doan	CHECKED V. Ramakrishnan		POST MILE 0.43	
QUANTITIES BY T. Skreslet	CHECKED V. Ramakrishnan			

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3
 UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321
 DISREGARD PRINTS BEARING EARLIER REVISION DATES
 REVISION DATES: 02-28-13, 05-06-13, 01-28-13
 SHEET 2 OF 23

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	515	622
			REGISTERED CIVIL ENGINEER	DATE	
			04-22-13		
			PLANS APPROVAL DATE		
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PLAN
1" = 20'-0"

- NOTES:**
1. X=10' Interval along Station Line
 2. Contours do not include Camber
 3. Contour Interval = 0.20'
 4. Barrier Rails not shown

DESIGN	BY T. Skreslet	CHECKED V. Ramakrishnan
DETAILS	BY L. Xiong	CHECKED V. Ramakrishnan
QUANTITIES	BY T. Skreslet	CHECKED V. Ramakrishnan

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1227R/L
POST MILE	0.43

**ROUTE 11/ 125 SEPARATION
DECK CONTOURS**



REVISION DATES	SHEET	OF
5-7-13 12-7-12 01-31-13 05-06-13	3	23

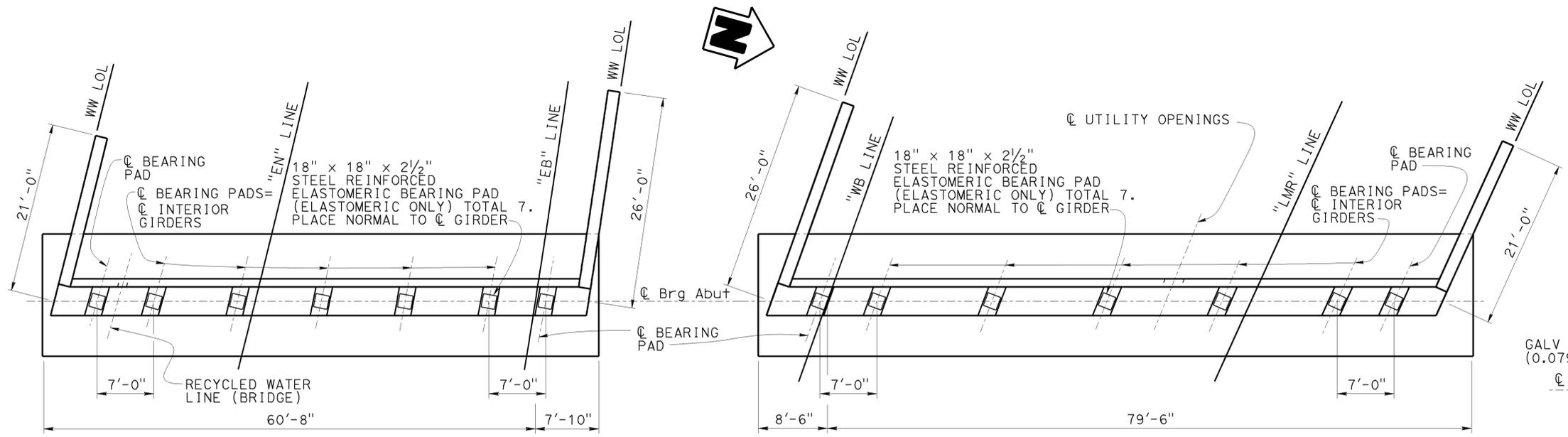
USERNAME => s122751 DATE PLOTTED => 07-MAY-2013 TIME PLOTTED => 12:57

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	517	622

TONY SKRESLET
 REGISTERED CIVIL ENGINEER
 No. C50676
 Exp. 09-30-13
 CIVIL
 STATE OF CALIFORNIA

11-01-12
 DATE
 04-22-13
 PLANS APPROVAL DATE

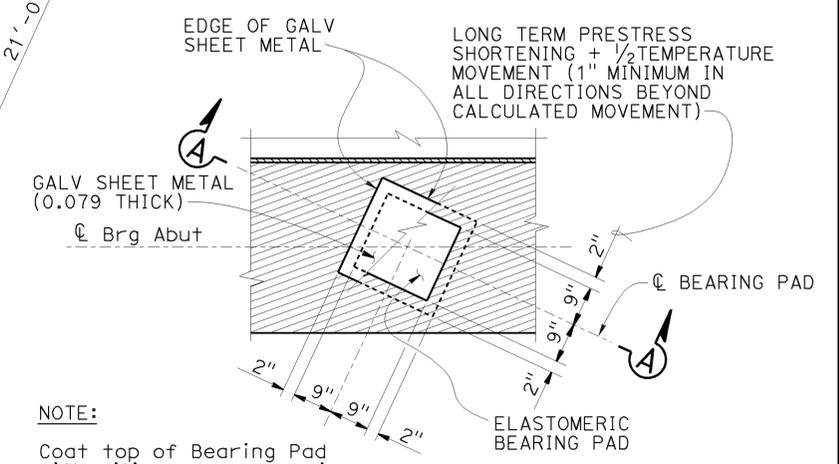
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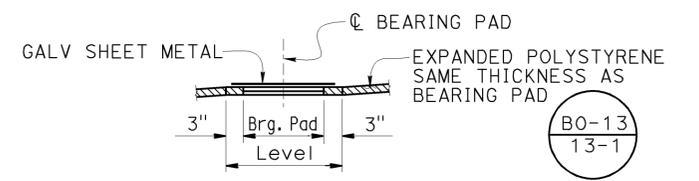
RIGHT BRIDGE

LEFT BRIDGE

PLAN
1/8"=1'-0"

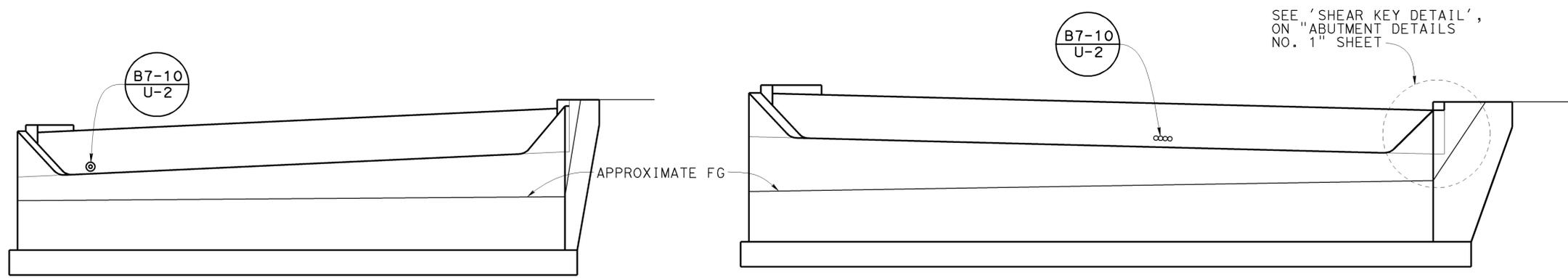


PLAN



SECTION A-A

BEARING PAD DETAIL
No Scale
(Typical at all bearing pads)



RIGHT BRIDGE

LEFT BRIDGE

ELEVATION
1/8"=1'-0"

NOTE: Superstructure, Approach Slabs and Barrier Rails not shown

NOTE: For Wing Wall Details, see "ABUTMENT DETAILS NO. 2" sheet

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

DESIGN BY T. Skreslet	CHECKED V. Ramakrishnan	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN	BRIDGE NO. 57-1227R/L	ROUTE 11/125 SEPARATION ABUTMENT 1 LAYOUT
DETAILS BY T. Doan / W. Zhang	CHECKED V. Ramakrishnan		DESIGN BRANCH 14	POST MILE 0.43	
QUANTITIES BY T. Skreslet	CHECKED V. Ramakrishnan		UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	

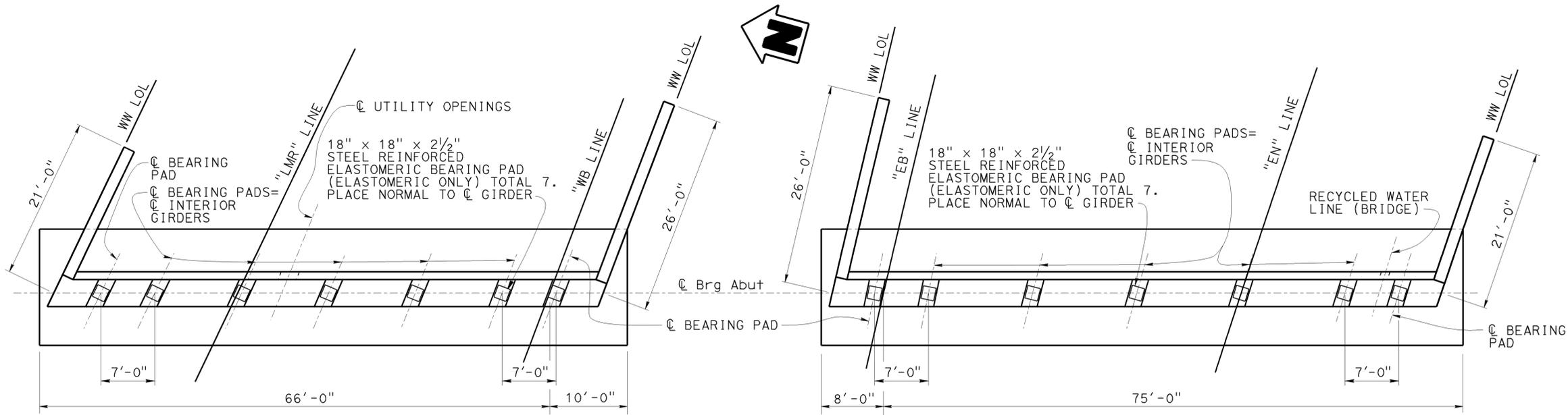
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
12-21-12 01-09-13 01-11-13 05-06-13	5	23

USERNAME => s122751 DATE PLOTTED => 06-MAY-2013 11:00

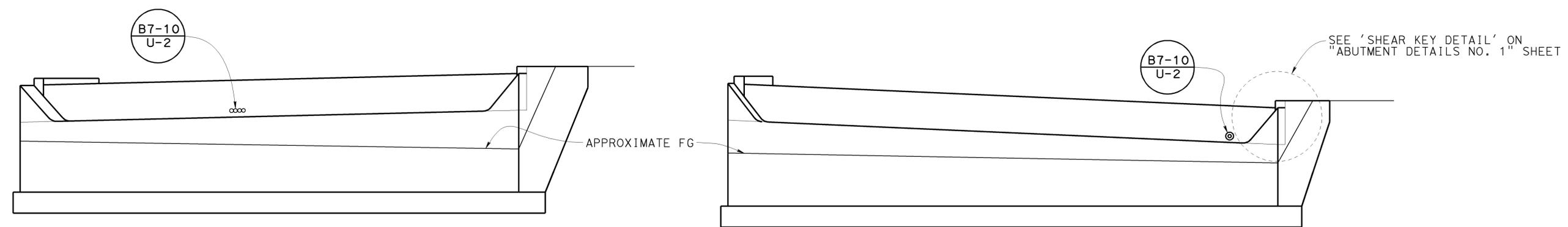
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	518	622
<i>Tony Skreslet</i> REGISTERED CIVIL ENGINEER			11-01-12 DATE		
04-22-13			PLANS APPROVAL DATE		
<small>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.</small>					



LEFT BRIDGE

RIGHT BRIDGE

PLAN
1/8" = 1' - 0"



LEFT BRIDGE

RIGHT BRIDGE

NOTE: Superstructure, Approach Slabs and Barrier Rails not shown

ELEVATION
1/8" = 1' - 0"

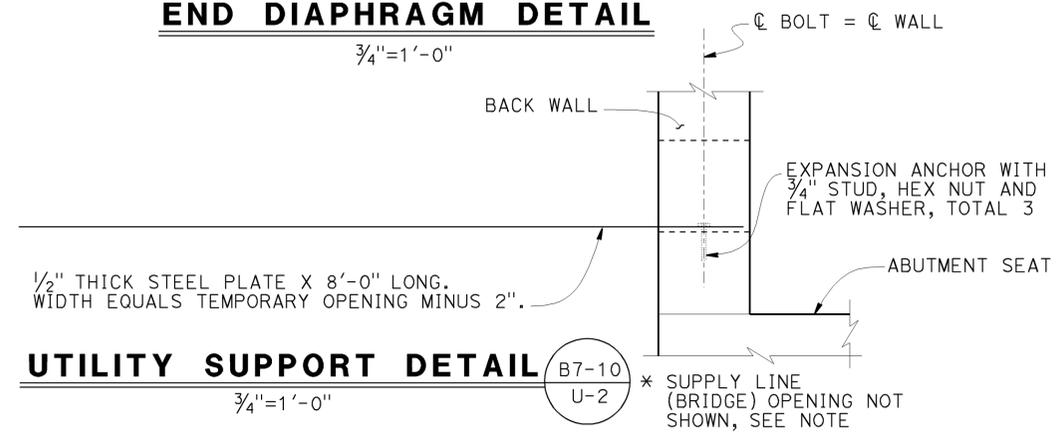
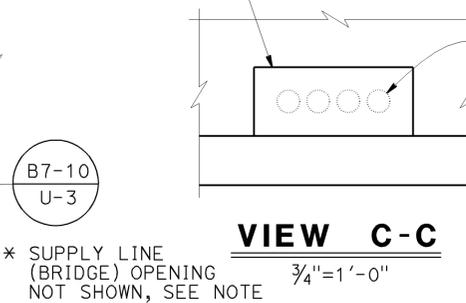
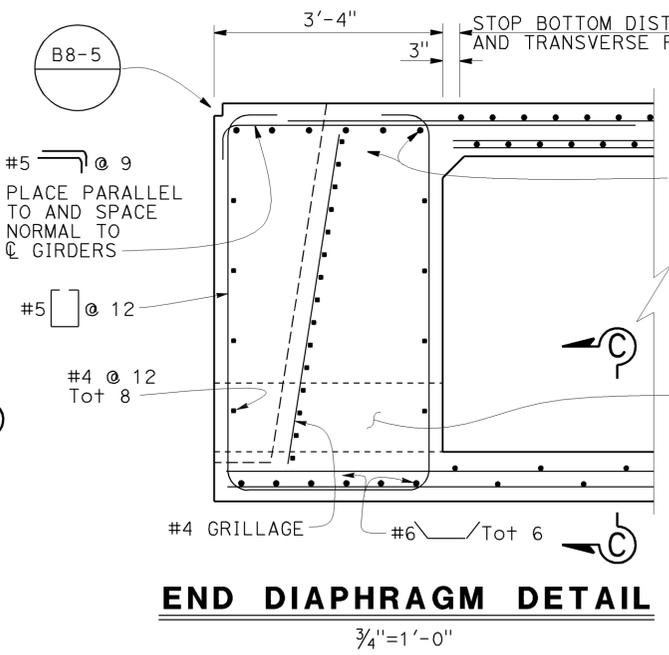
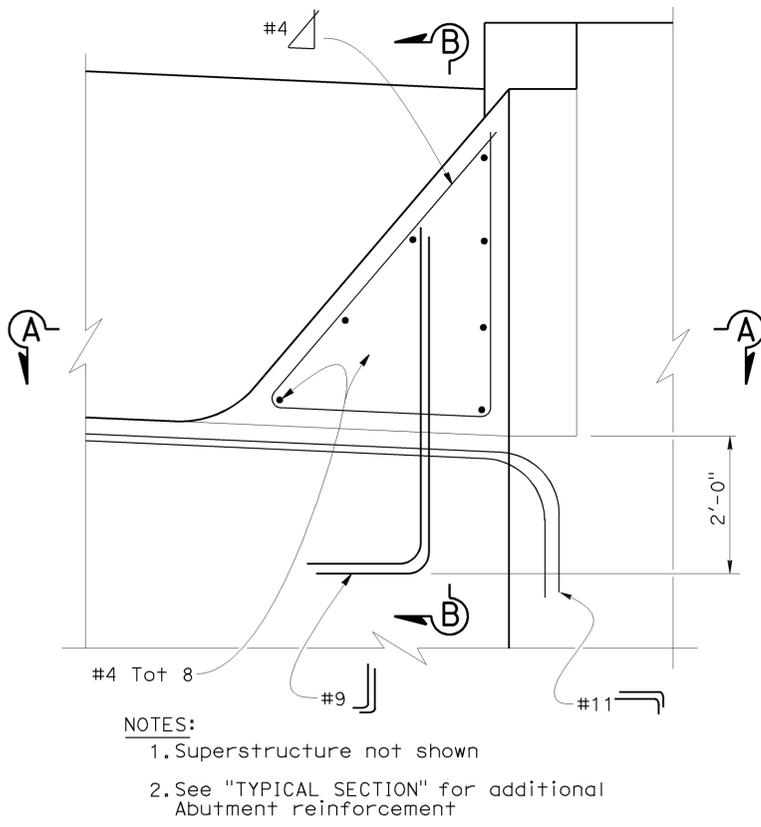
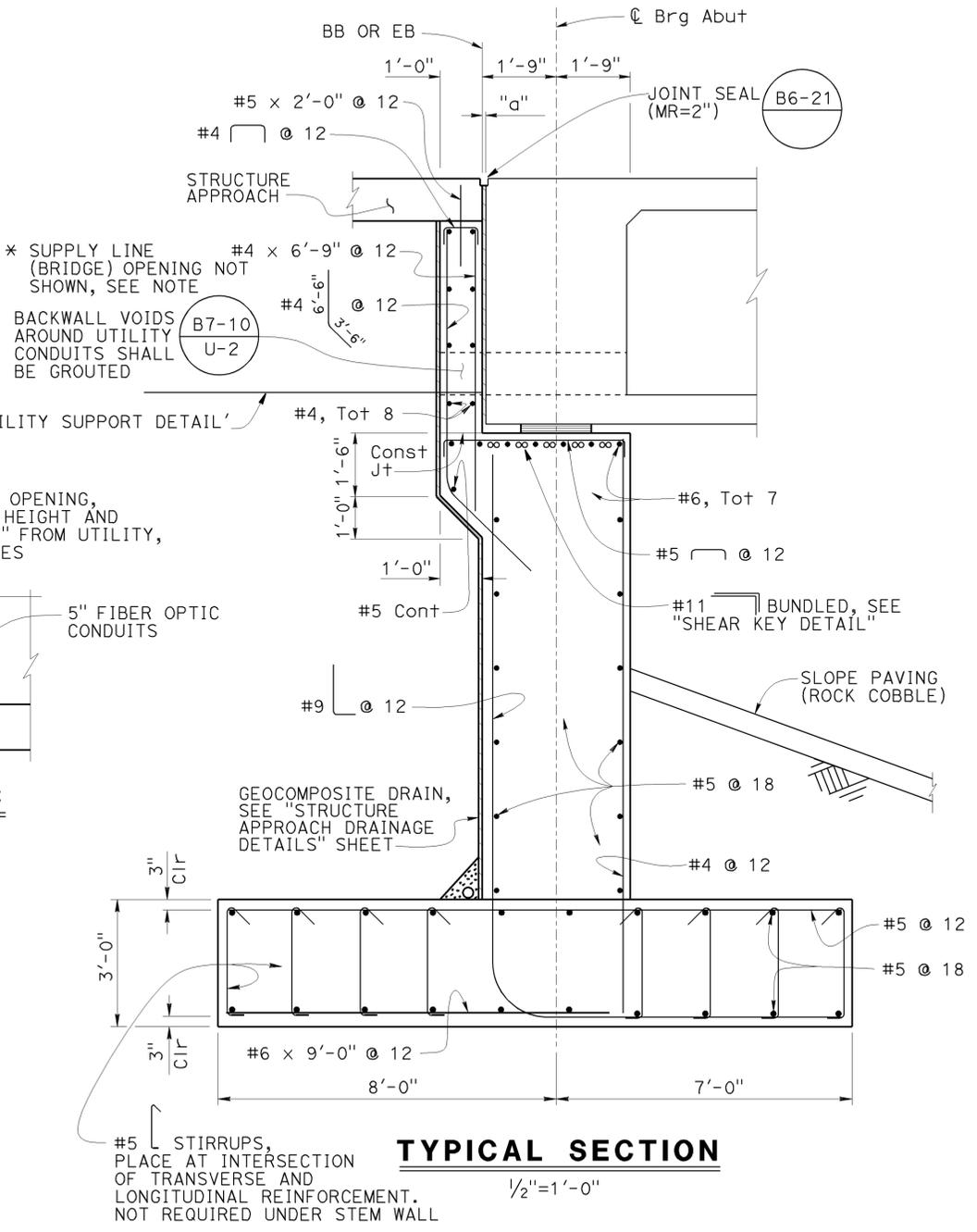
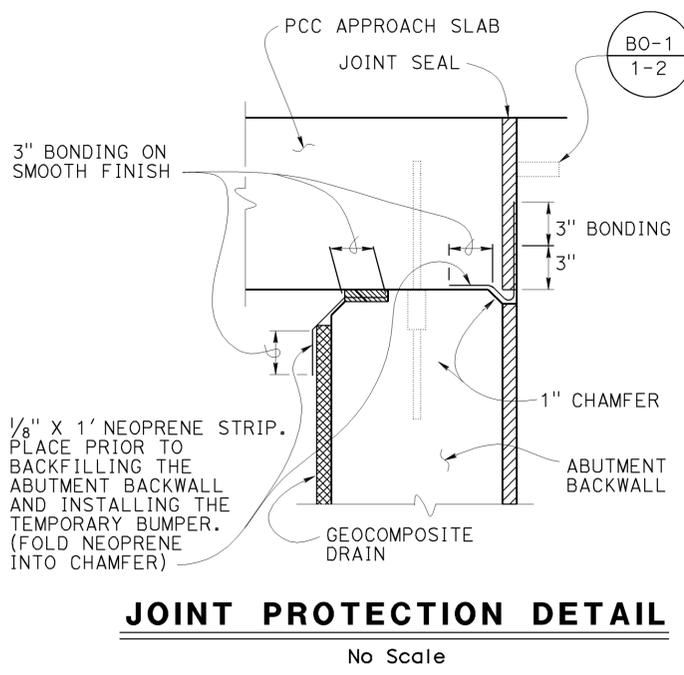
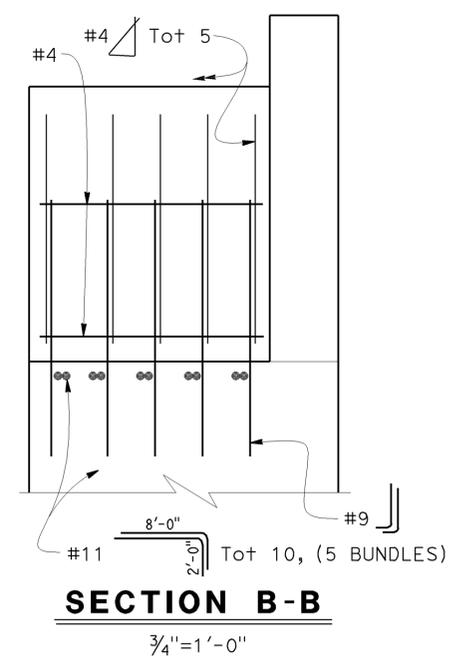
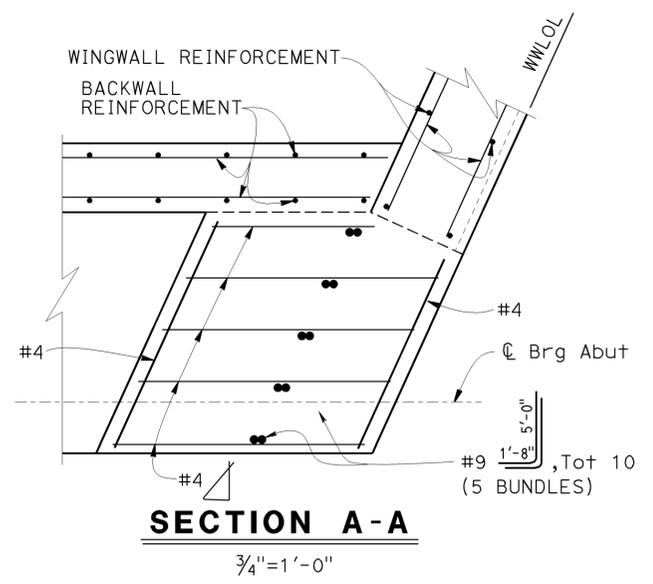
- NOTES:
1. For 'BEARING PAD DETAIL', see "ABUTMENT 1 LAYOUT" sheet
 2. For Wing Wall Details, see "ABUTMENT DETAILS NO. 2" sheet

DESIGN BY T. Skreslet CHECKED V. Ramakrishnan DETAILS BY L. Xiong / W. Zhang CHECKED V. Ramakrishnan QUANTITIES BY T. Skreslet CHECKED V. Ramakrishnan	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L	ROUTE 11/ 125 SEPARATION ABUTMENT 2 LAYOUT				
			POST MILE 0.43					
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)			ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 01-09-13 01-11-13 05-06-13 12-21-13	SHEET OF 6 23

USERNAME => s122751 DATE PLOTTED => 06-MAY-2013 TIME PLOTTED => 11:00

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	519	622

REGISTERED CIVIL ENGINEER: **Tony Skreslet**
 DATE: 11-01-12
 PLANS APPROVAL DATE: 04-22-13
 No. C50676
 Exp. 09-30-13
 CIVIL
 STATE OF CALIFORNIA
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NOTES:
 1. Superstructure not shown
 2. See "TYPICAL SECTION" for additional Abutment reinforcement

NOTE:
 UTILITY DETAILS SHOWN APPLY ONLY TO THE FIBER OPTICS CONDUITS OPENINGS. DETAILS FOR THE SUPPLY LINE (BRIDGE) SHOWN ON "SUPPLY LINE (BRIDGE) DETAILS" SHEET

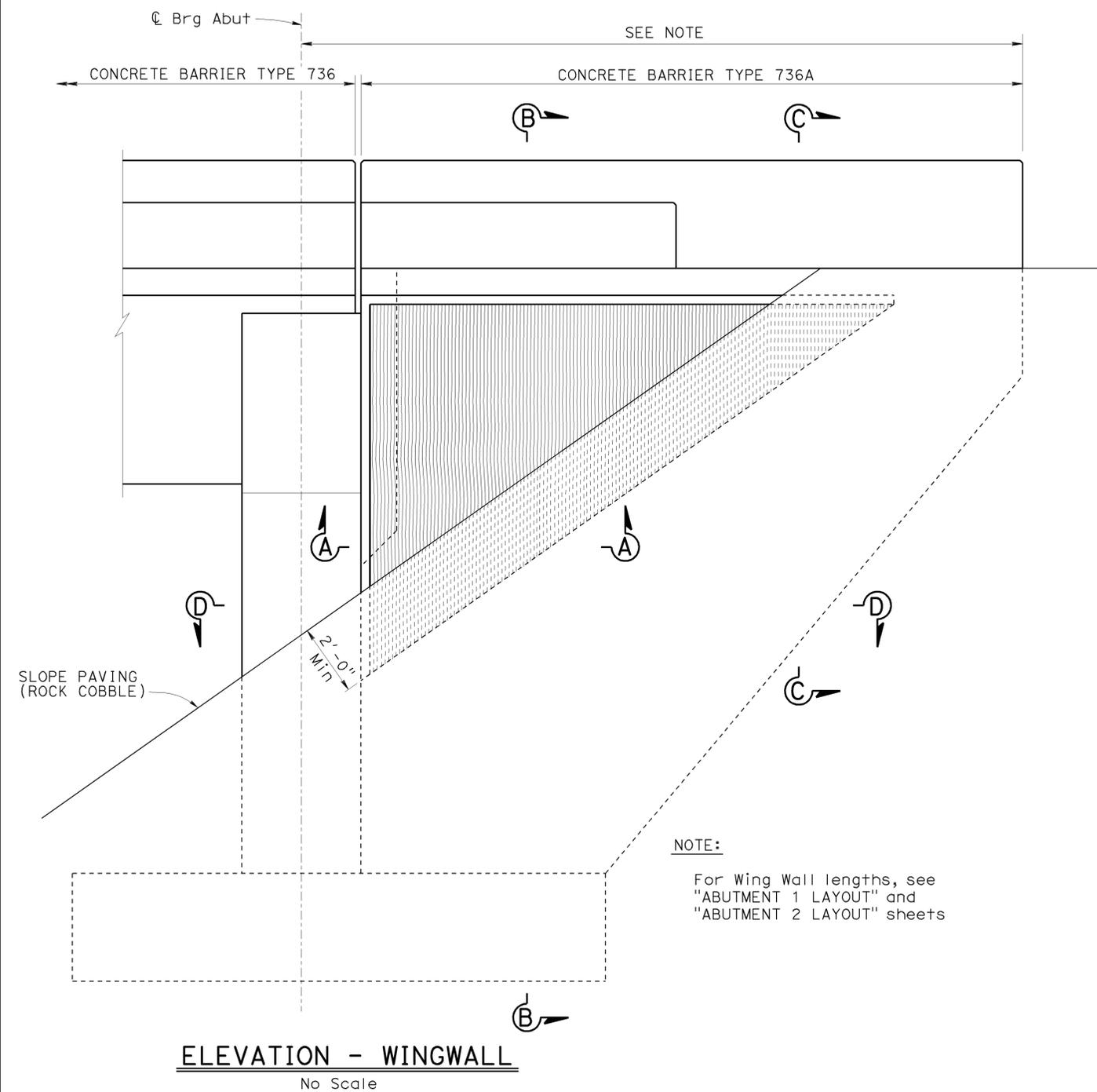
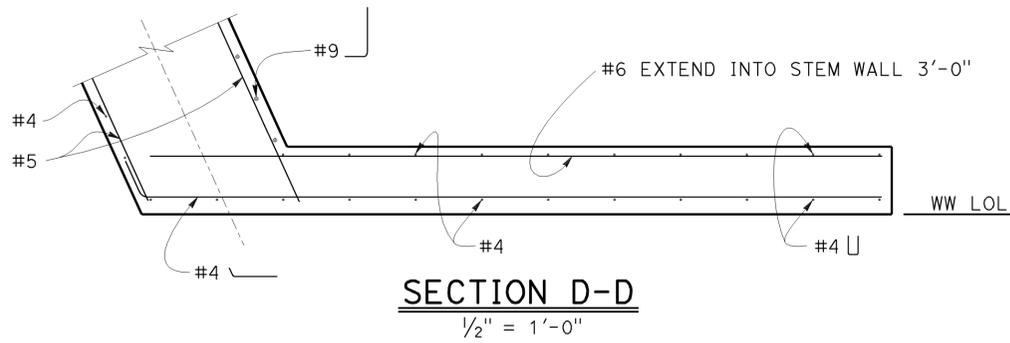
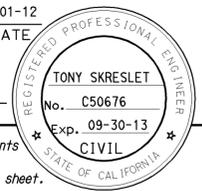
DESIGN	BY T. Skreslet	CHECKED V. Ramakrishnan
DETAILS	BY K. Kubo / W. Zhang	CHECKED V. Ramakrishnan
QUANTITIES	BY T. Skreslet	CHECKED V. Ramakrishnan

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

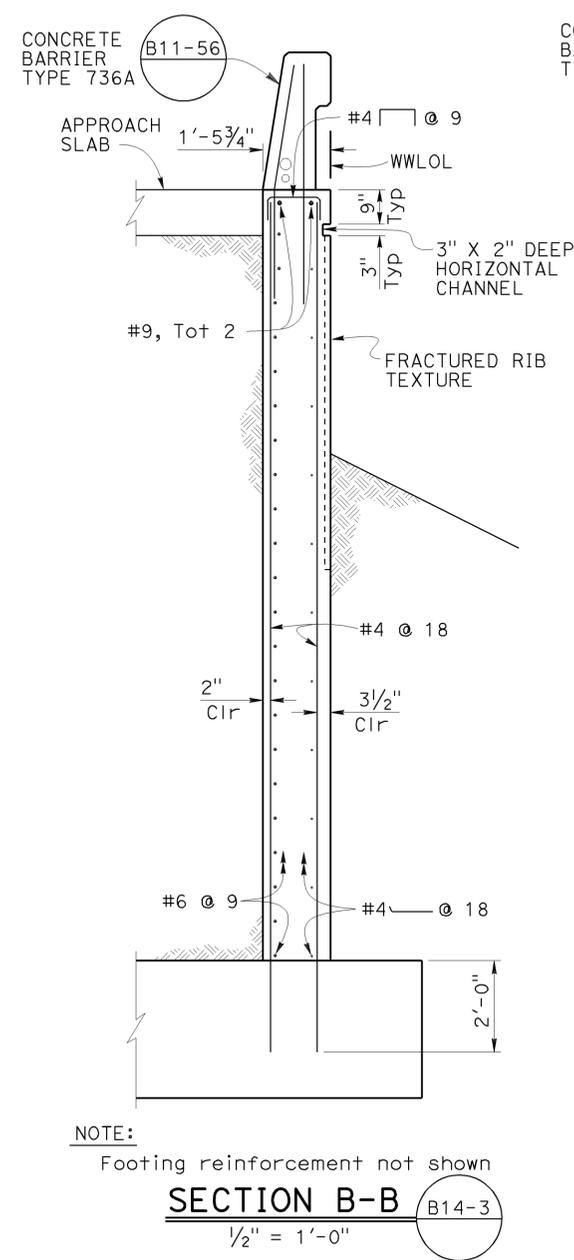
DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
 DESIGN BRANCH 14

BRIDGE NO. 57-1227R/L
 POST MILE 0.43
**ROUTE 11/125 SEPARATION
 ABUTMENT DETAILS NO. 1**

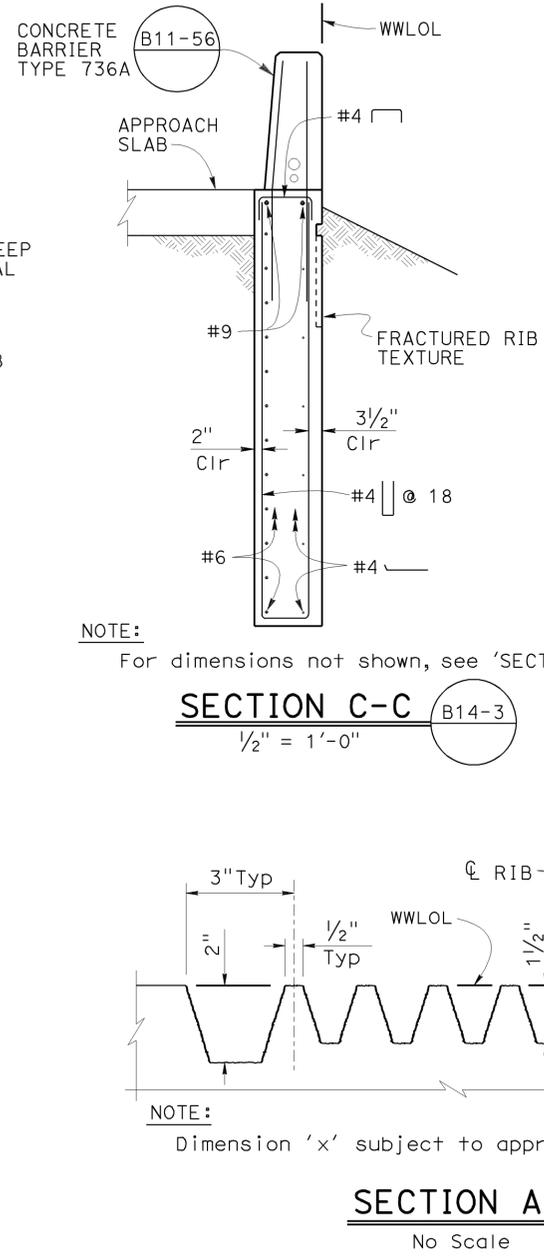
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	520	622
REGISTERED CIVIL ENGINEER		DATE			
04-22-13		11-01-12			
PLANS APPROVAL DATE					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					



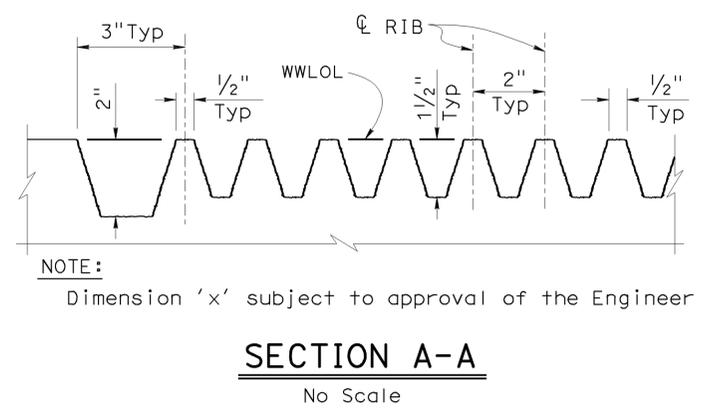
NOTE:
For Wing Wall lengths, see "ABUTMENT 1 LAYOUT" and "ABUTMENT 2 LAYOUT" sheets



NOTE:
Footing reinforcement not shown

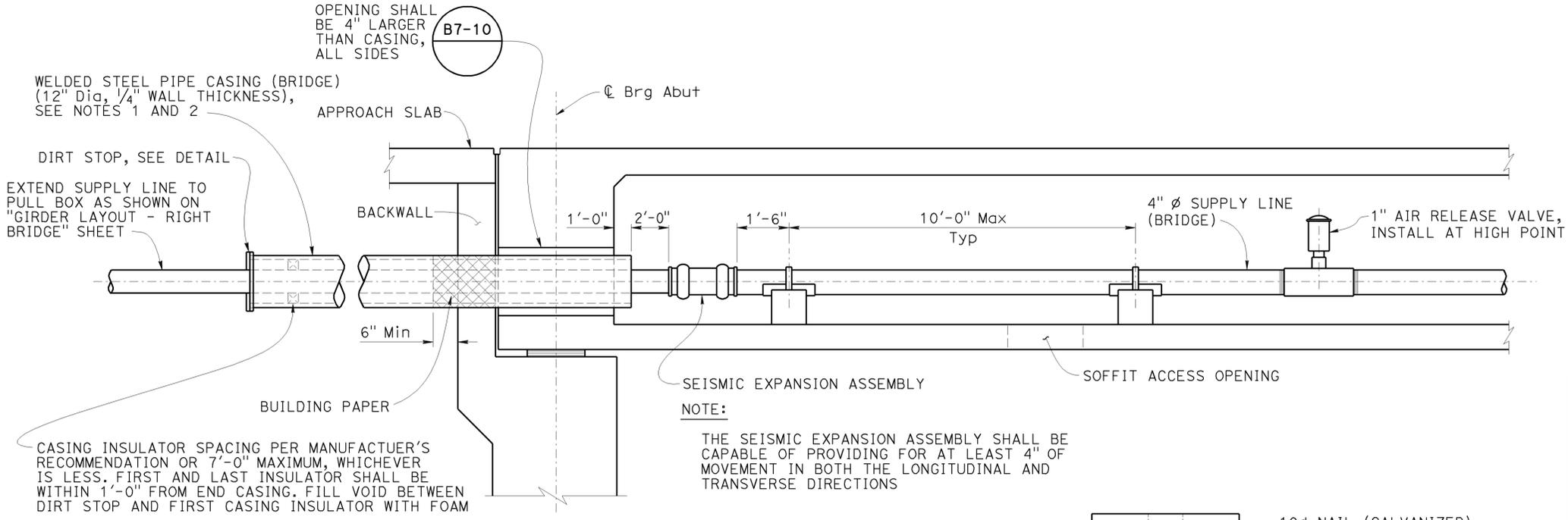


NOTE:
For dimensions not shown, see 'SECTION B-B'



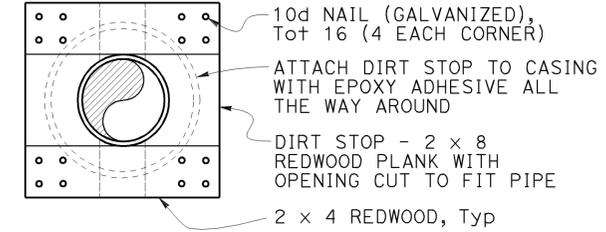
NOTE:
Dimension 'x' subject to approval of the Engineer

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY T. Skreslet	CHECKED V. Ramakrishnan	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	ROUTE 11/ 125 SEPARATION		
	DETAILS	BY K. Kubo / W. Zhang	CHECKED V. Ramakrishnan			57-1227R/L		ABUTMENT DETAILS NO. 2	
	QUANTITIES	BY T. Skreslet	CHECKED V. Ramakrishnan			POST MILE			0.43
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				UNIT: 3613	PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES		
				0	1	2	3	REVISION DATES	SHEET 8 OF 23



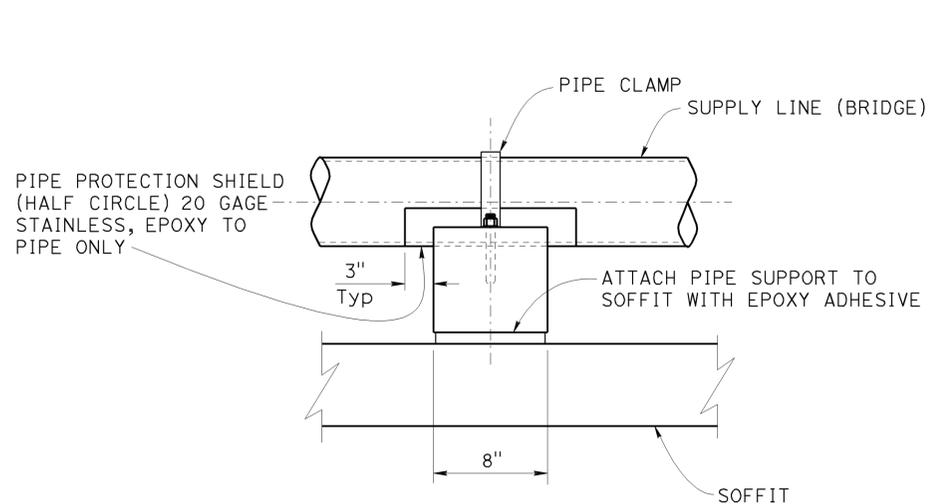
PIPE INSTALLATION AT ABUTMENTS B7-10 B14-3 B14-4 B14-5

No Scale

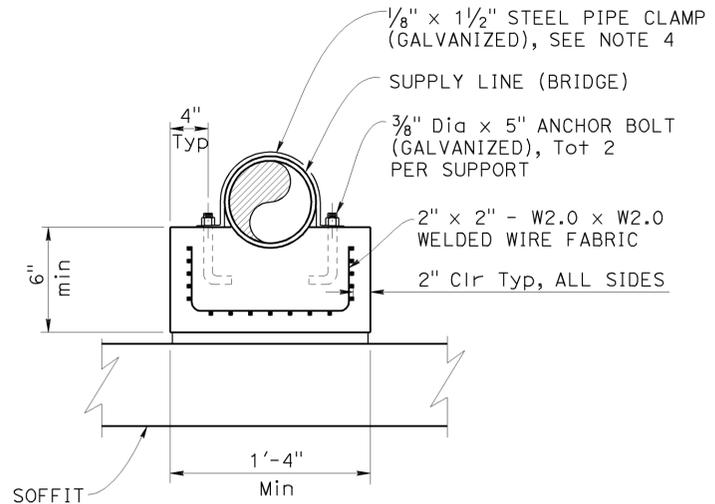


DIRT STOP DETAIL

No Scale



ELEVATION



SECTION

CONCRETE PIPE SUPPORT

No Scale

THRUST BLOCK TABLE			
INSTALLATION	FITTING TYPE	INSTALLATION	FITTING TYPE
	BEND 90°		DEAD END
	BEND 45°		GATE VALVE
	BEND 22.5°		VERTICAL BEND 45° 22.5° (TYPE I)
	BEND 11.25°		11.25° OR VERTICAL BEND 45° 22.5° (TYPE II)
	TEE		

NOTE:
 Use 3.0 CUFT (Min) PCC FOR 3" AND 4" PIPE SIZES
LEGEND:
 / INDICATES U #3(MIN) "U" BAR REINFORCING

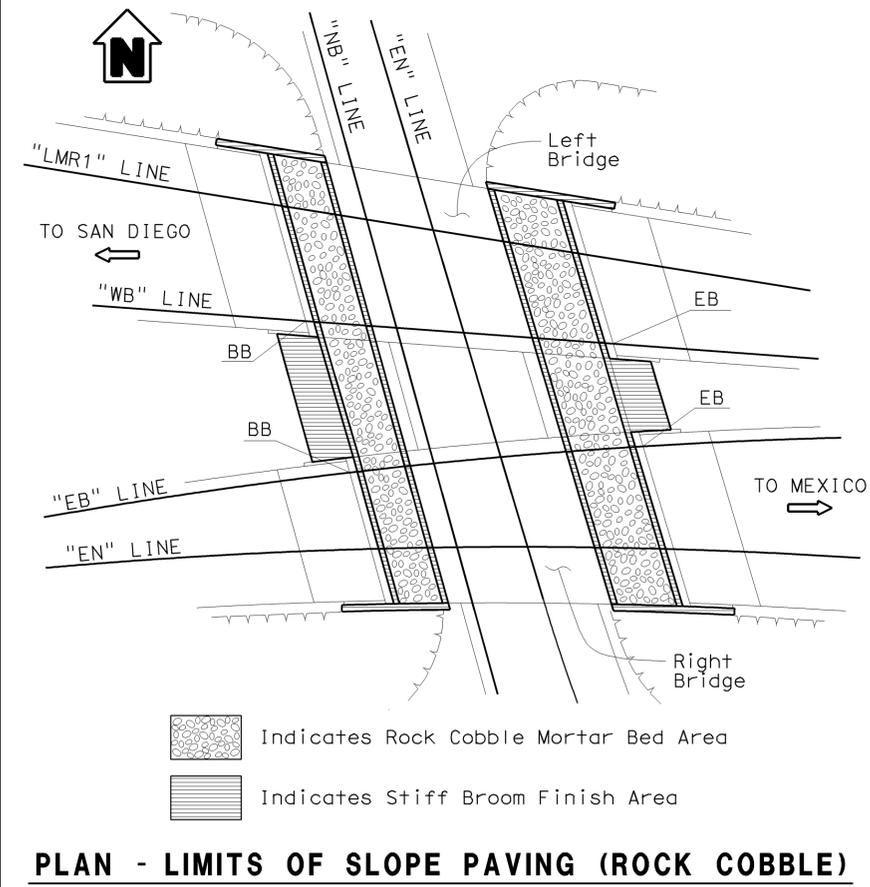
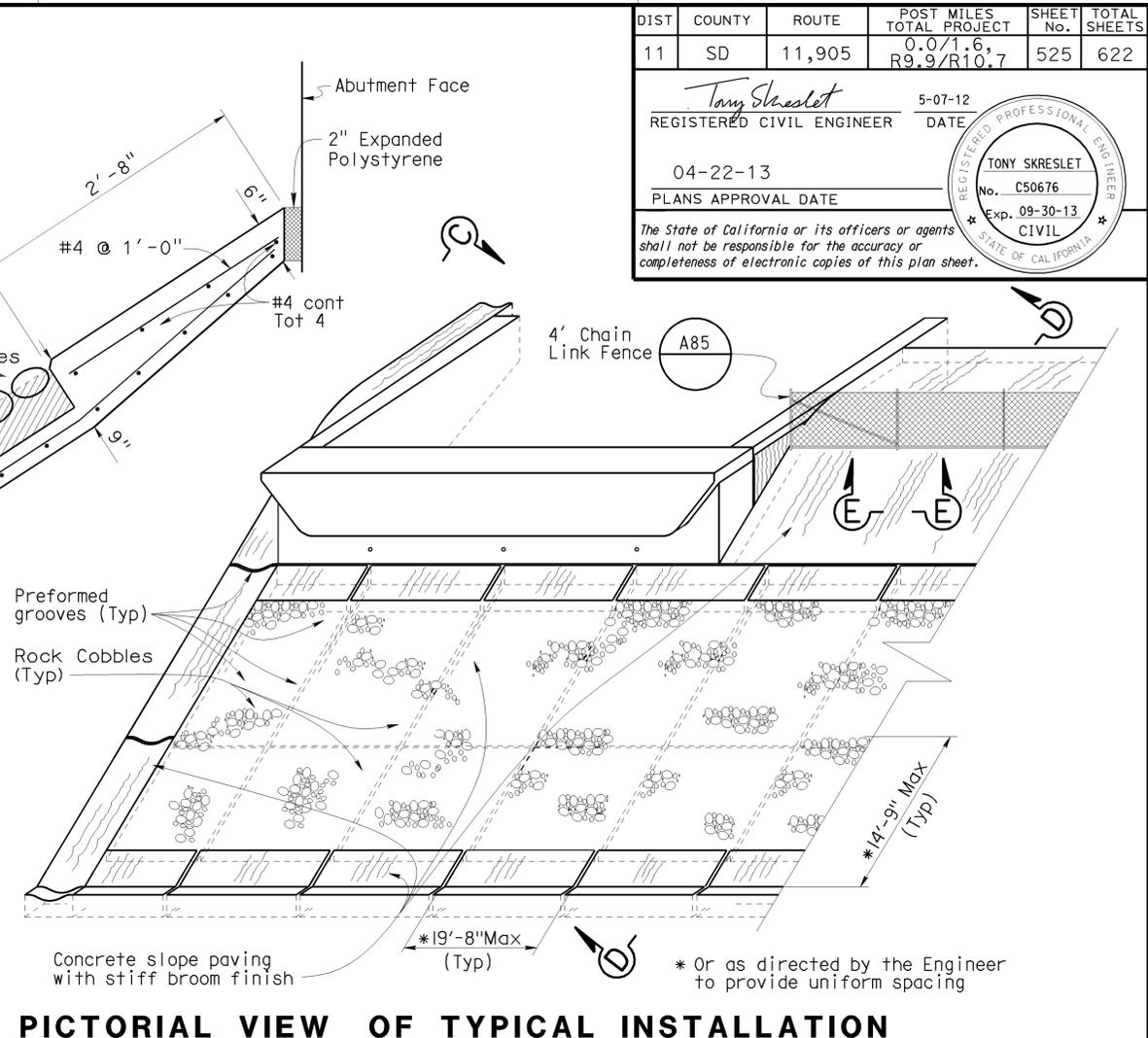
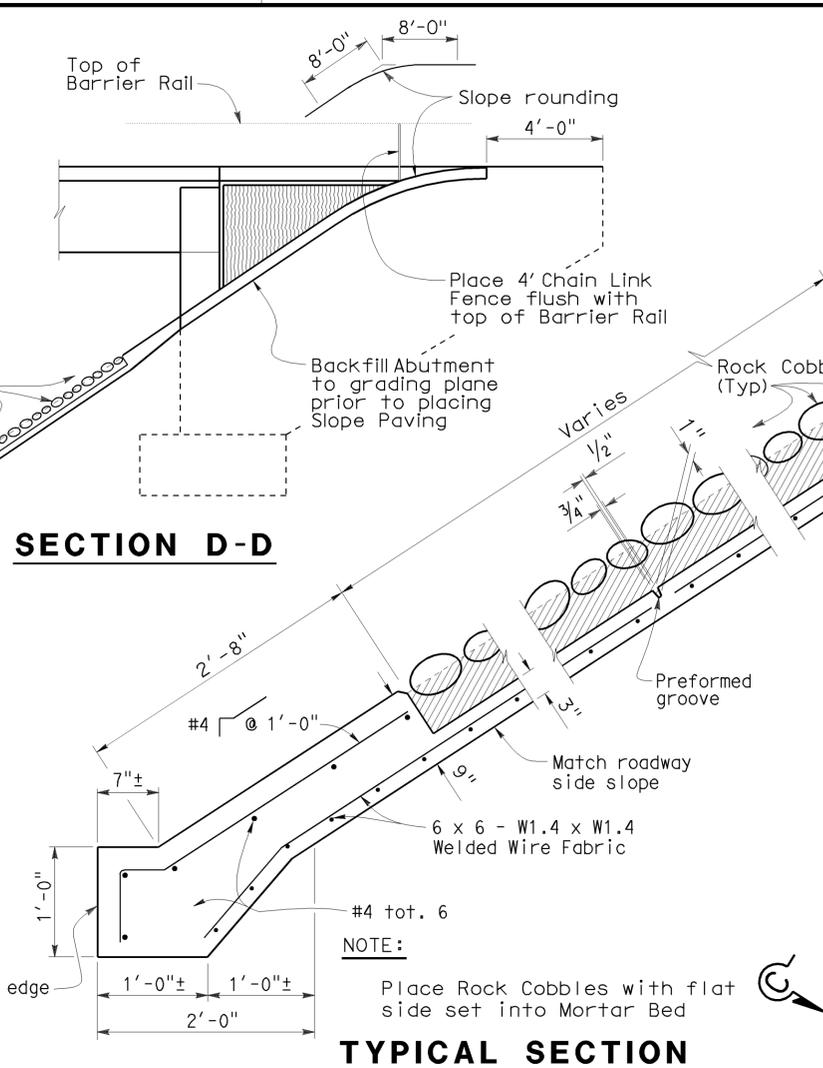
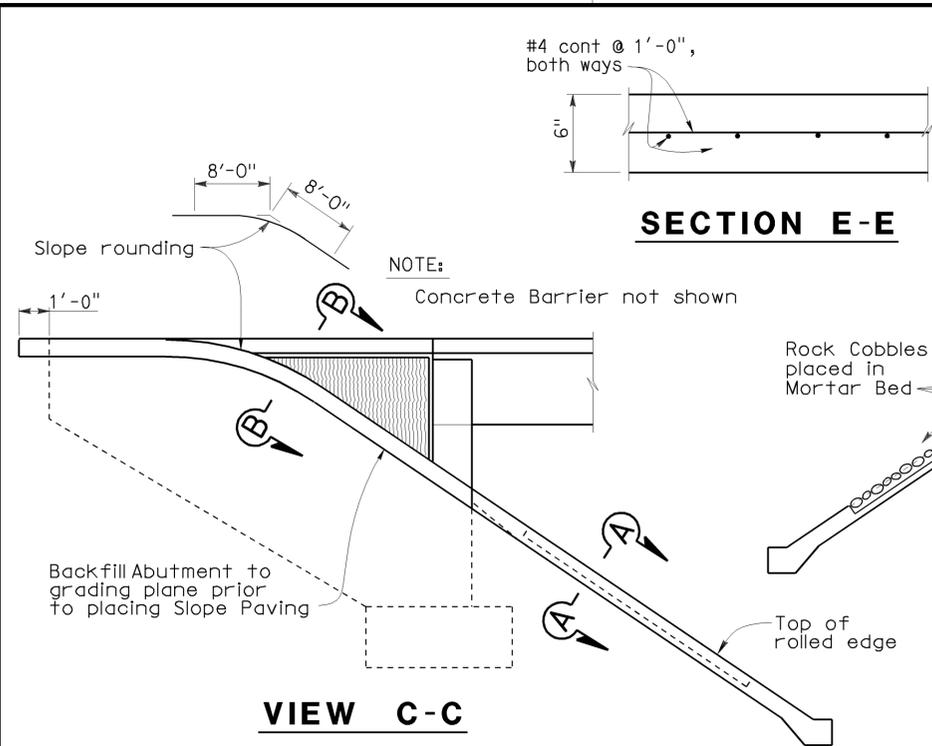
NOTES:

- Casing shall extend 5'-0" beyond end of Approach Slab
- Casing may be cast-in-place in the Backwall after tightly wrapping 2 layers of 15lb building paper or sealed per Standard Plan sheet B7-10
- For location of Soffit Access Opening, see "Girder Layout - Right Bridge" sheet
- At all Pipe supports, the Pipe Clamp shall be shimmed with steel Washer Plates to provide 1/4" clearance between Supply Line and Pipe clamp
- For additional details, see Standard Plans 2010 and "GIRDER LAYOUT - RIGHT BRIDGE" sheet

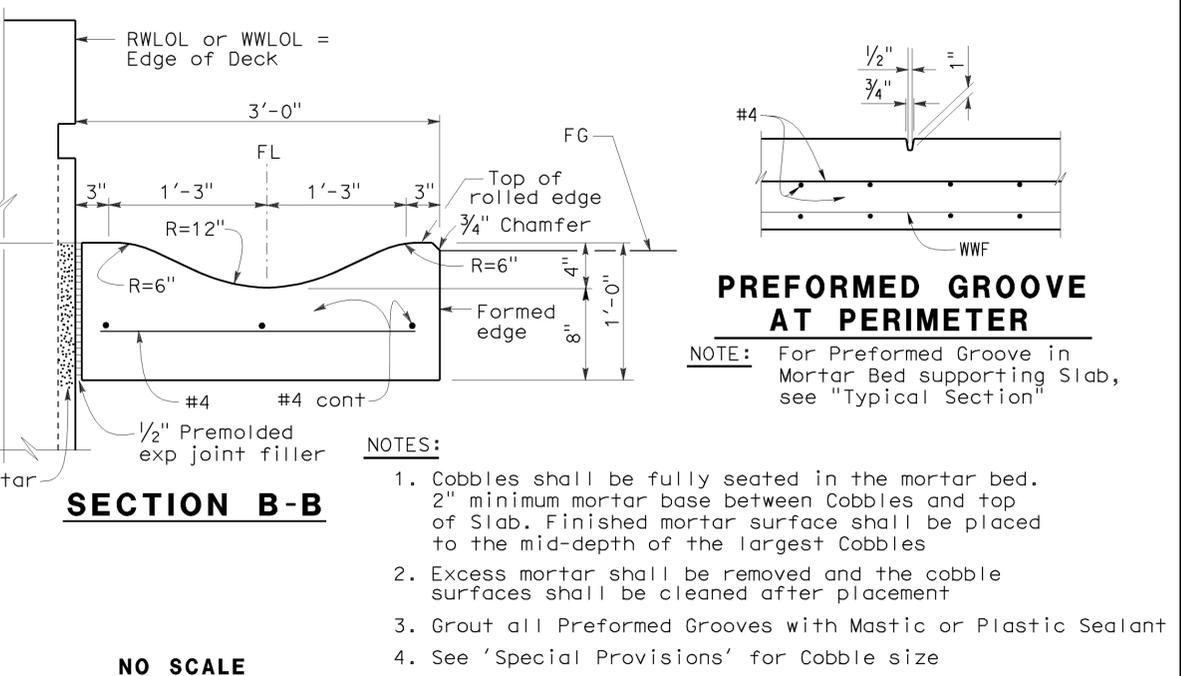
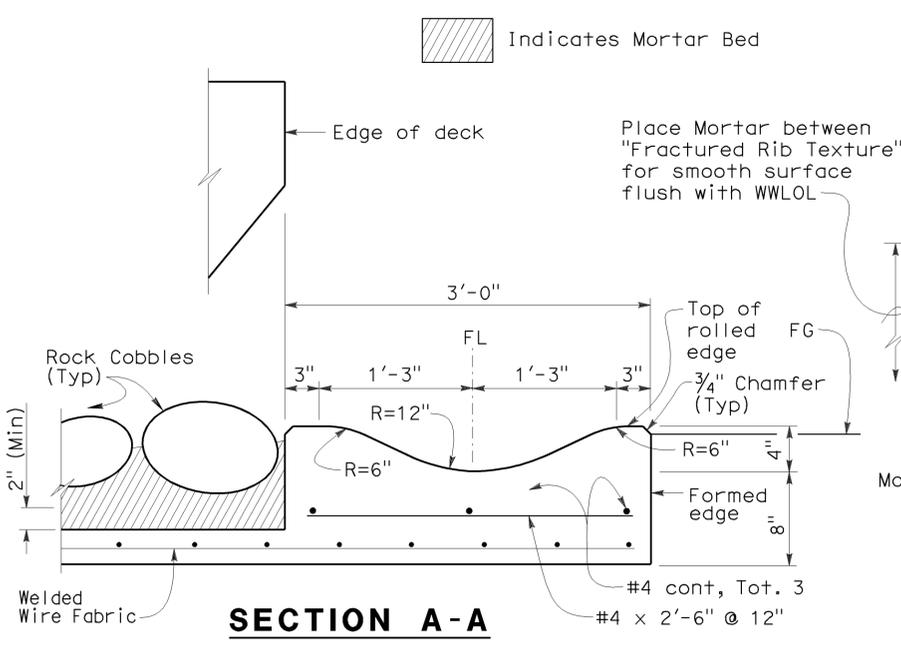
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	525	622

Tony Skreslet
 REGISTERED CIVIL ENGINEER
 DATE 5-07-12
 PLANS APPROVAL DATE 04-22-13
 No. C50676
 Exp. 09-30-13
 CIVIL
 STATE OF CALIFORNIA

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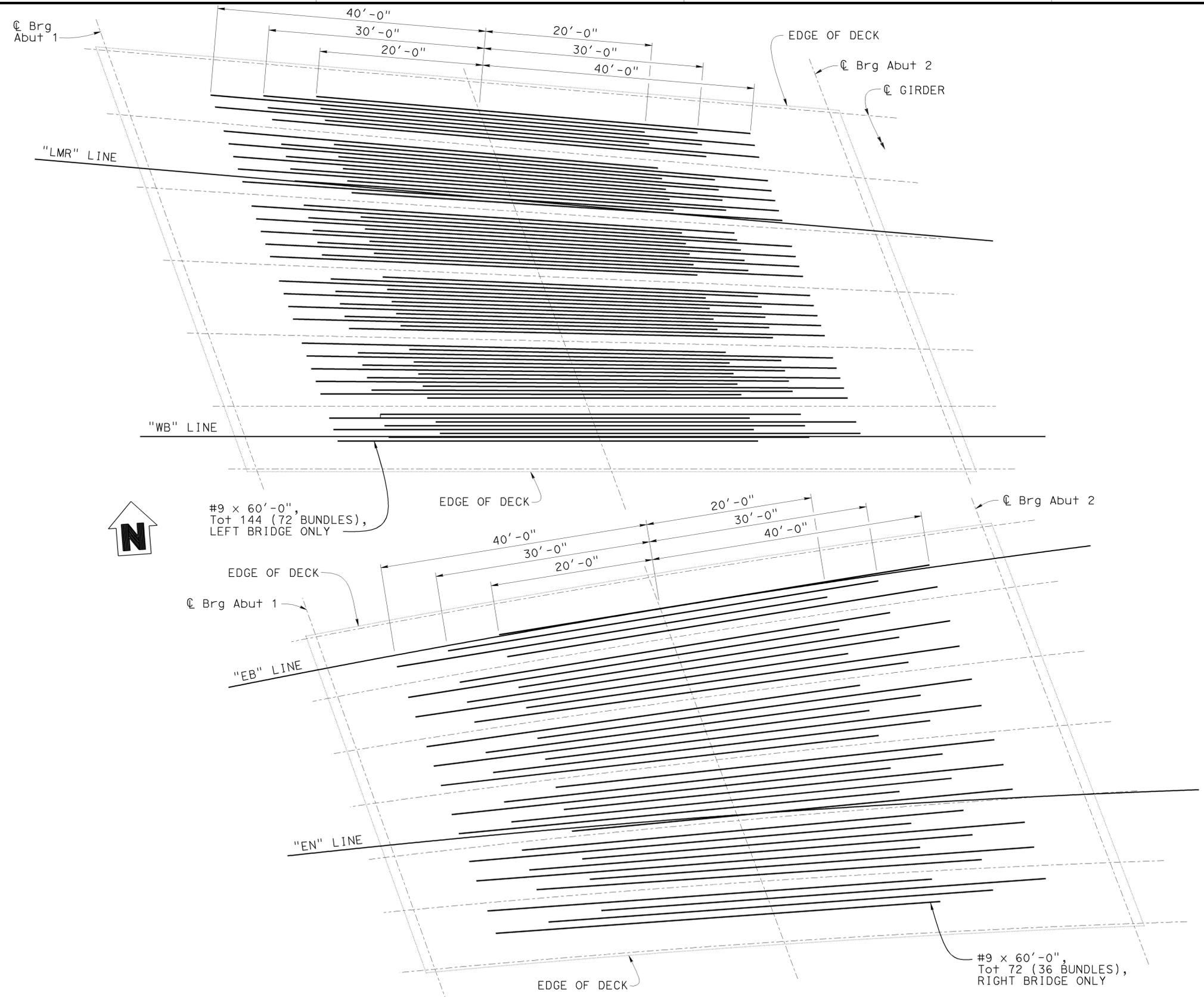
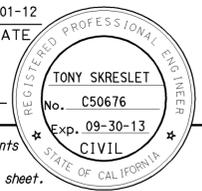
NOTE: THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



DESIGN	BY Tony Skreslet	CHECKED V. Ramakrishnan	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	ROUTE 11/125 SEPARATION SLOPE PAVING (ROCK COBBLE)
DETAILS	BY Wei Zhang	CHECKED V. Ramakrishnan			57-1227R/L	
QUANTITIES	BY Tony Skreslet	CHECKED V. Ramakrishnan			POST MILE	
					0.43	

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3
 UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321
 DISREGARD PRINTS BEARING EARLIER REVISION DATES
 REVISION DATES: 06-06-12, 06-08-12, 07-11-12, 05-06-13
 SHEET 13 OF 23

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	526	622
			REGISTERED CIVIL ENGINEER	DATE	
			11-01-12		
			PLANS APPROVAL DATE		
			04-22-13		
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- NOTES:**
1. Reinforcement shown is in addition to that shown on the "TYPICAL SECTION" sheet
 2. Rebar splices not allowed

PLAN (ADDITIONAL BOTTOM SLAB REINFORCEMENT)
1"=10'-0"

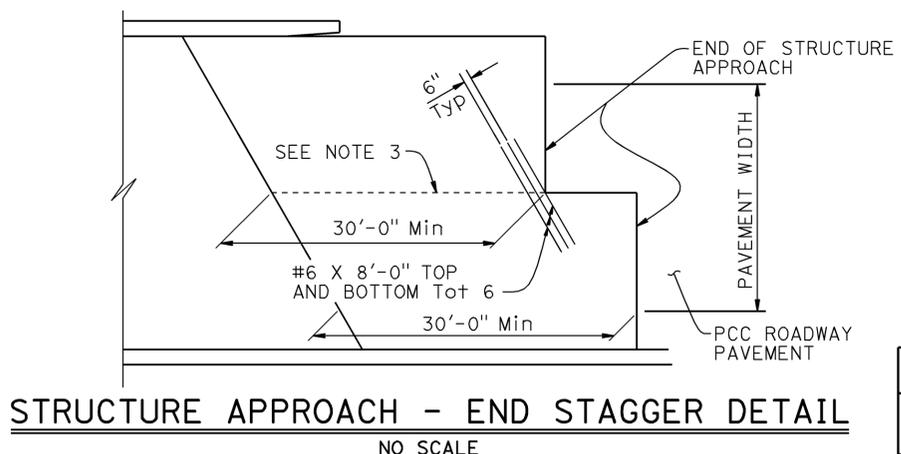
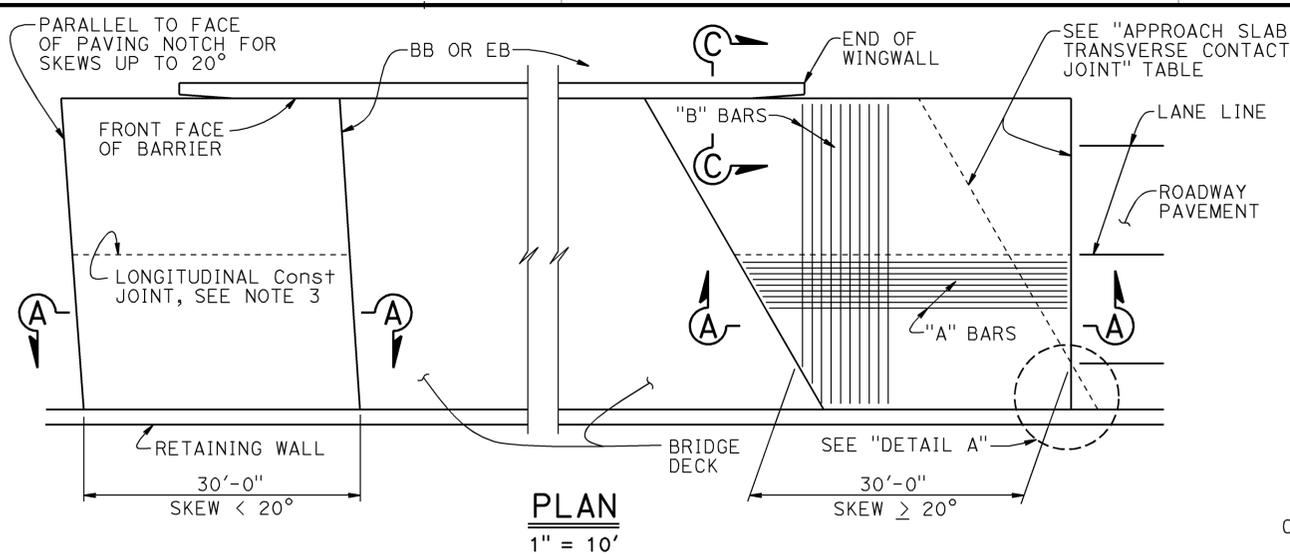
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN BY T. Skreslet CHECKED V. Ramakrishnan	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L	ROUTE 11/125 SEPARATION MISCELLANEOUS DETAILS
	DETAILS BY T. Doan / W. Zhang CHECKED V. Ramakrishnan			POST MILE 0.43	
	QUANTITIES BY T. Skreslet CHECKED V. Ramakrishnan				
	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES
				REVISION DATES: 12-7-12, 01-11-13, 05-08-13, 11-24-12	SHEET 14 OF 23

USERNAME => s122751 DATE PLOTTED => 06-MAY-2013 TIME PLOTTED => 11:00

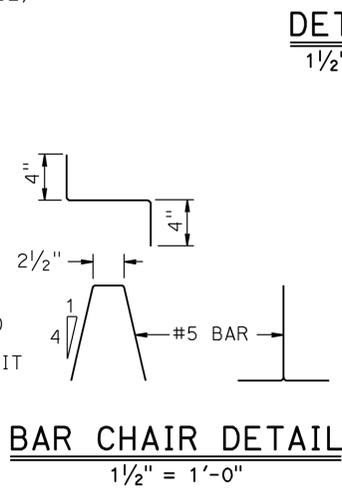
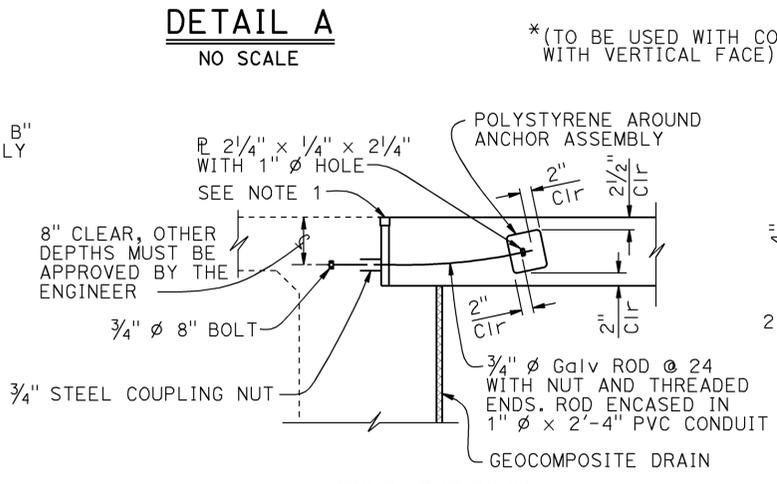
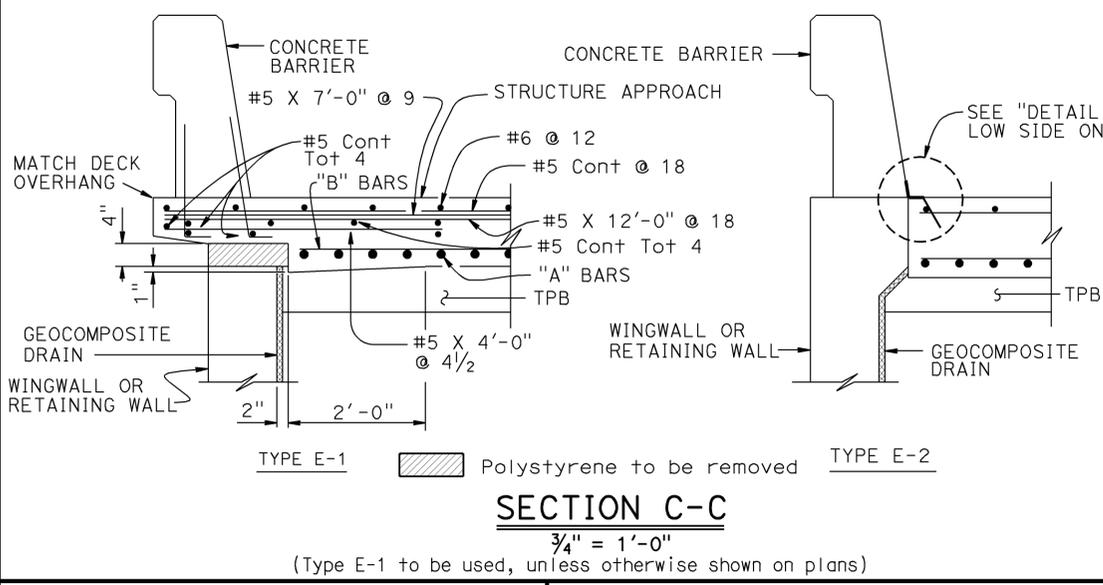
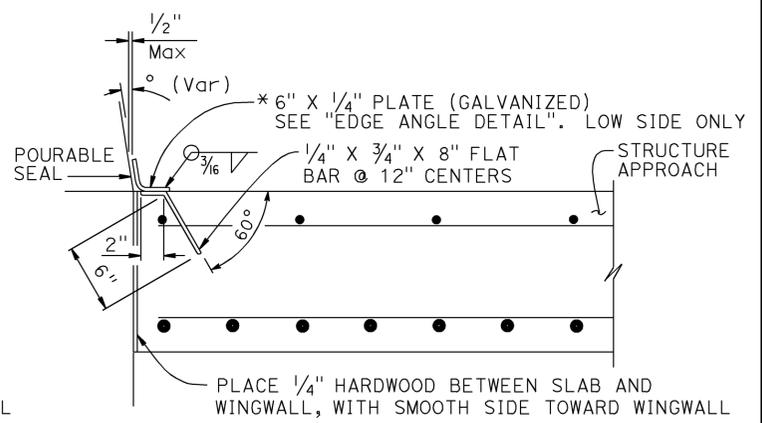
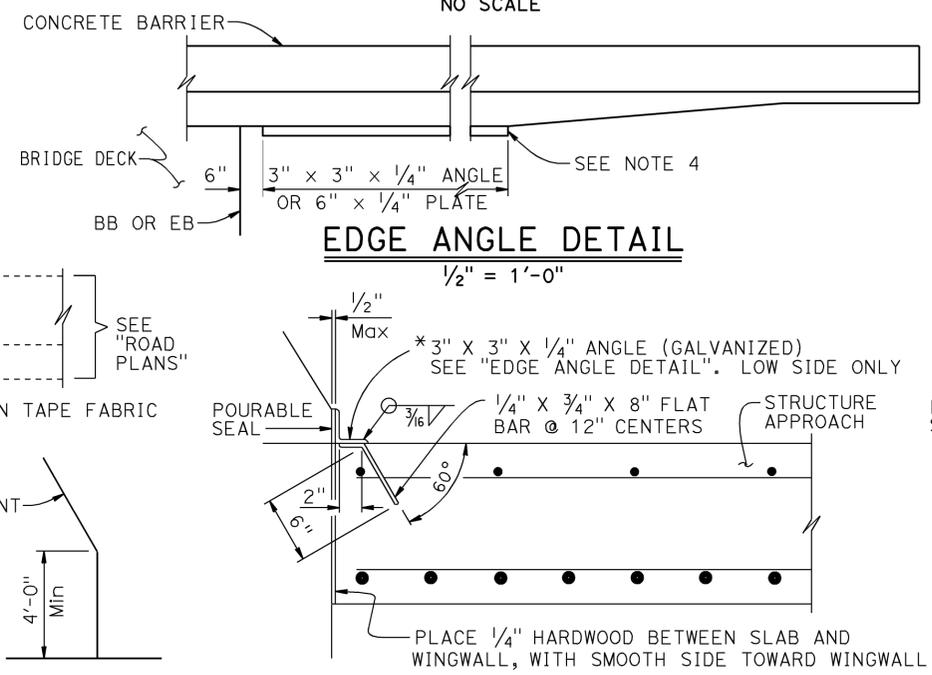
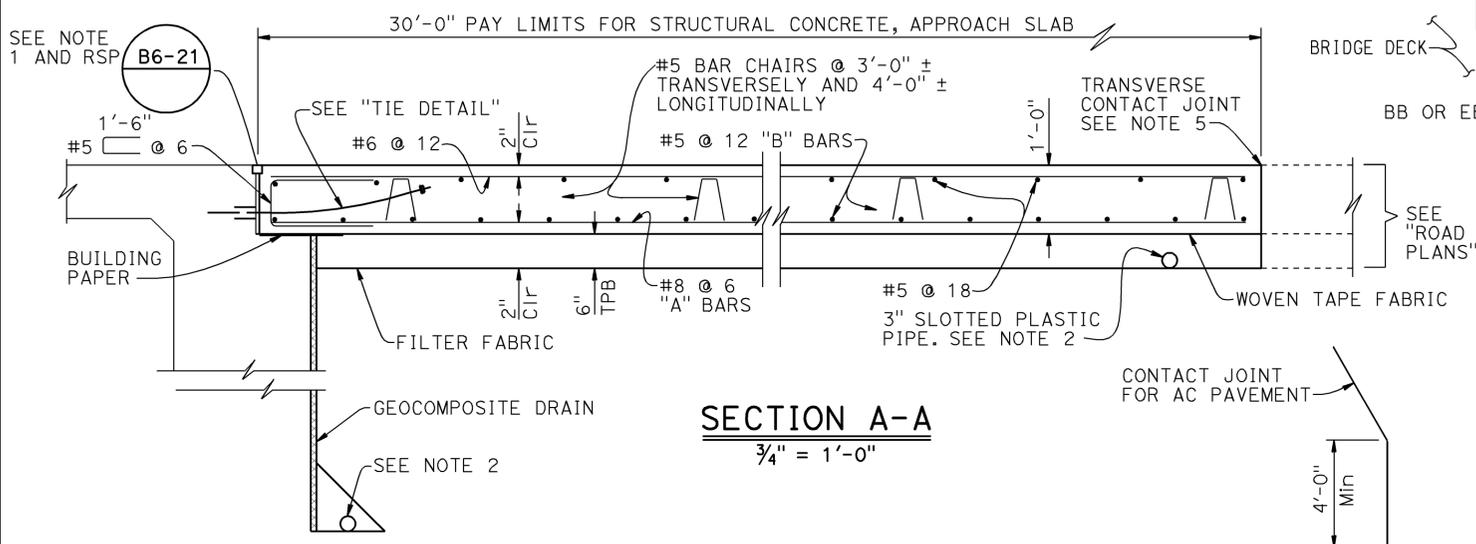
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	527	622

Tony Skreslet
 REGISTERED CIVIL ENGINEER
 11-01-12 DATE
 04-22-13
 PLANS APPROVAL DATE
 No. C50676
 Exp. 09-30-13
 CIVIL
 STATE OF CALIFORNIA

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APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	PARALLEL TO FACE OF PN	PARALLEL TO FACE OF PN
20° - 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER LINES 24' TO 36' APART
> 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER AT EACH LANE LINE

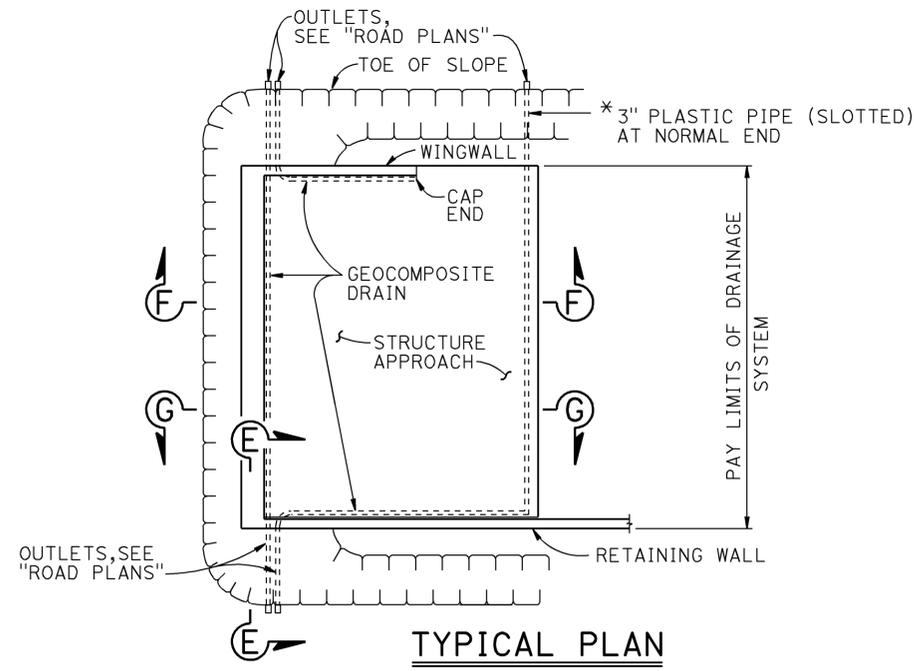


- NOTES:
- For details not noted or shown, see Structure Plans
 - For drainage details, see "STRUCTURE APPROACH DRAINAGE DETAILS" sheet
 - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines
 - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach, as applicable
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10
 - At the contractor's option, approach slab transverse reinforcement may be placed parallel to paving notch. Spacing of transverse reinforcement is measured along C roadway

REVISED STANDARD DRAWING	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES	BRIDGE NO. 57-1227R/L	ROUTE 11/125 SEPARATION	
FILE NO. xs3-140	APPROVAL DATE July 2011	PROJECT NUMBER & PHASE: 1100000023	POST MILE 0.43	STRUCTURE APPROACH TYPE N(30D)	
UNIT: 3613 CONTRACT NO.: 11-056310			DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES SHEET 15 OF 23

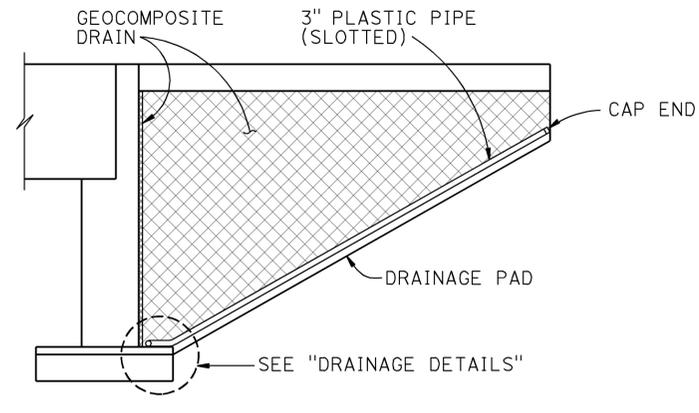
DS OSD 2147A (ENGLISH STANDARD DRAWING "XS" BORDER REV. (02-02-11)) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 FILE => 57-1227r1-s-sad.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	528	622
Tony Skreslet REGISTERED CIVIL ENGINEER			11-01-12 DATE	TONY SKRESLET No. C50676 Exp. 09-30-13 CIVIL STATE OF CALIFORNIA	
04-22-13 PLANS APPROVAL DATE					
<i>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.</i>					



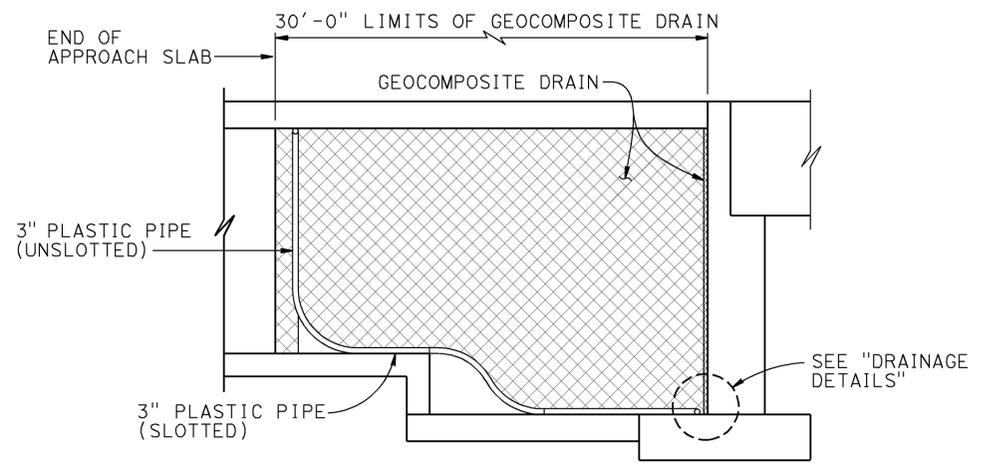
TYPICAL PLAN
1" = 10'

* FOR PIPE LAYOUT AT STAGGERED END, SEE "DETAIL B"



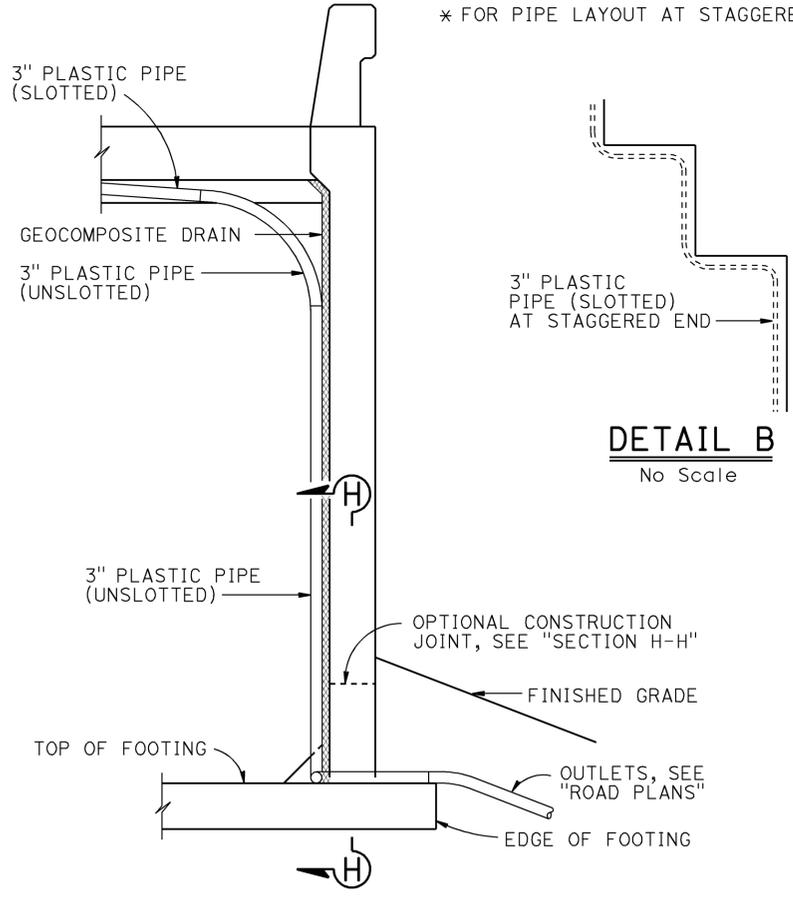
CANTILEVER WINGWALL

SECTION F-F
1/4" = 1'-0"

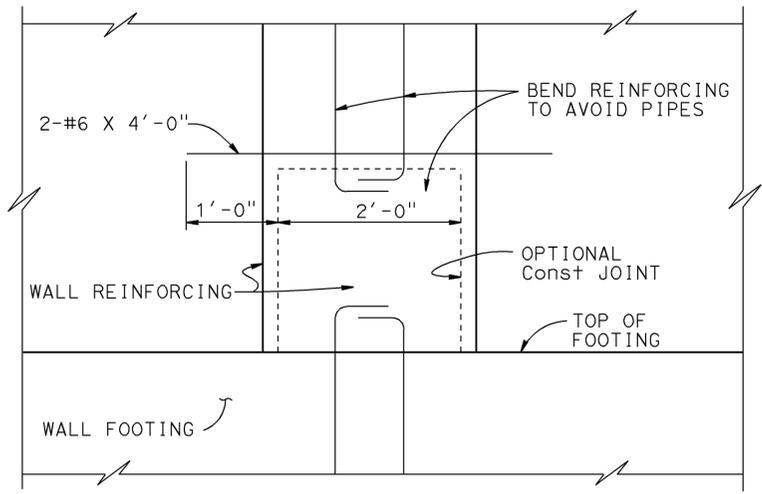


RETAINING WALL WINGWALL DRAINAGE DETAILS

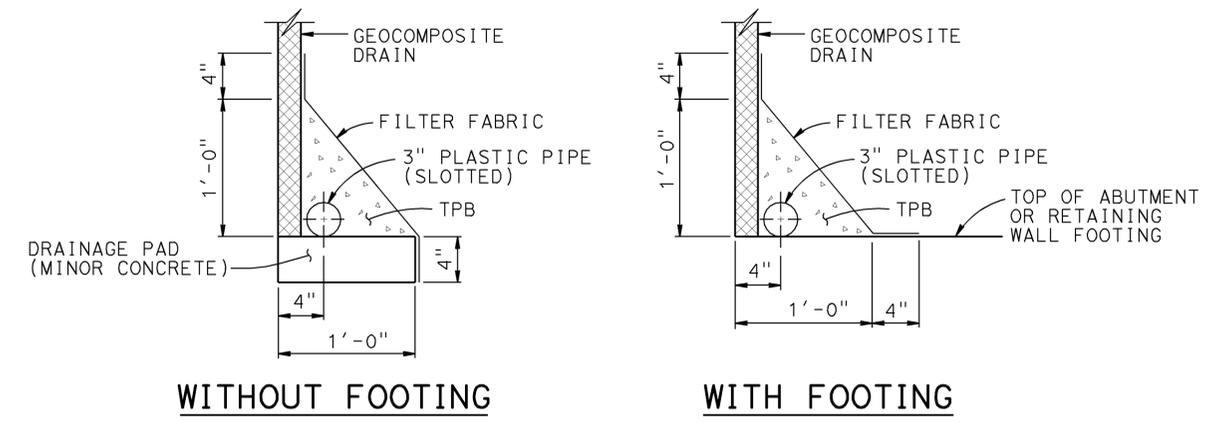
SECTION G-G
1/4" = 1'-0"



DETAIL B
No Scale



SECTION H-H
1" = 1'-0"



WITHOUT FOOTING

WITH FOOTING

DRAINAGE DETAILS
1 1/2" = 1'-0"

NOTE: Bends and junctions in 3" plastic pipe are 30" radius Min

STANDARD DRAWING	
FILE NO. xs3-110	APPROVAL DATE <u>July 2011</u>

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES
---	----------------------------------

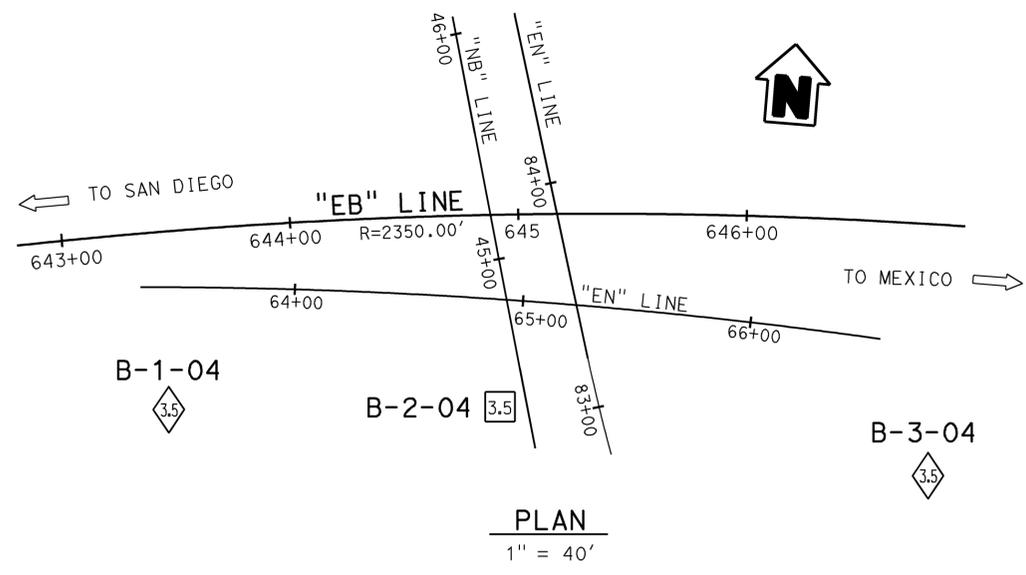
BRIDGE NO. 57-1227R/L	ROUTE 11/125 SEPARATION
POST MILE 0.43	
STRUCTURE APPROACH DRAINAGE DETAILS	

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	529	622

Erich Neupert
 PROFESSIONAL GEOLOGIST
 10-30-12
 04-22-13
 PLANS APPROVAL DATE
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BENCH MARK

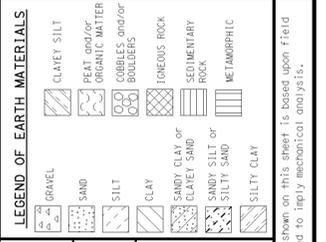
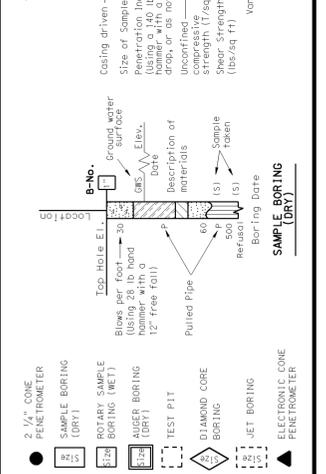
BM Elev 538.88'
 Caltrans Benchmark 905-K18.3,
 brass cap set in concrete on
 the northwest corner of Airway
 Road and existing Route 905.



Notes:

- The descriptions and classifications of rock and/or soil, including consistency and relative density descriptors, used by the field and/or office personnel for the exploration borings shown on this sheet are based on the "Soil and Rock Logging Classification Manual (Field Guide)", Engineering Service Center, Office of Structure Foundations, August 1996.
- Soil colors were determined by using Munsell Soil Color Charts (1994, Revised Edition). Rock colors were determined using Geological Society of America rock color charts (1995, 8th Printing).
- Ground water was measured in boring B-1-04. No attempt was made to measure ground water in borings B-2-04 and B-3-04. Those borings were backfilled immediately after completion of drilling.
- Test borings B-1-04 and B-2-04 utilized a safety hammer, and boring B-3-04 utilized a Dietrich automatic hammer to advance the sampler using a 140 lb hammer with a 30" drop. Penetration index values shown are the actual blow counts recorded in the field. Soil descriptions shown on the LOTB sheets are based on these index values.
- E = Blow count for 1' penetration extrapolated from blow count for less than 1' (due to change in material or hard driving).
- RQD with asterisk designation (i.e. RQD=53%*) indicates that the rock within the drilled interval is soft and that the soundness criteria has not been met (as described by Deere and Deere, 1989). Rock not meeting the soundness criteria is defined as moderately soft, soft, or very soft.

LEGEND OF BORING OPERATIONS



CONSISTENCY CLASSIFICATION FOR SOILS

According to the Standard Penetration Test	
SPT No./Blows/foot	Consistency
0-4	Very Loose
5-10	Loose
11-30	Medium Dense
31-50	Dense
>50	Very Dense
2-4	Very Soft
5-8	Soft
9-15	Medium Stiff
16-30	Stiff
31-60	Very Stiff
>60	Hard



ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: E. Neupert	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L POST MILE 0.43	ROUTE 11/125 SEPARATION LOG OF TEST BORINGS 1 OF 7
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0/1.6 R9.9/R10.7	530	622

Erich Neupert
 PROFESSIONAL GEOLOGIST
 10-30-12
 04-22-13
 PLANS APPROVAL DATE

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PROFESSIONAL GEOLOGIST
 Erich Neupert
 No. 8137
 Exp. 2-28-14
 STATE OF CALIFORNIA

FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS 1 OF 7"

LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

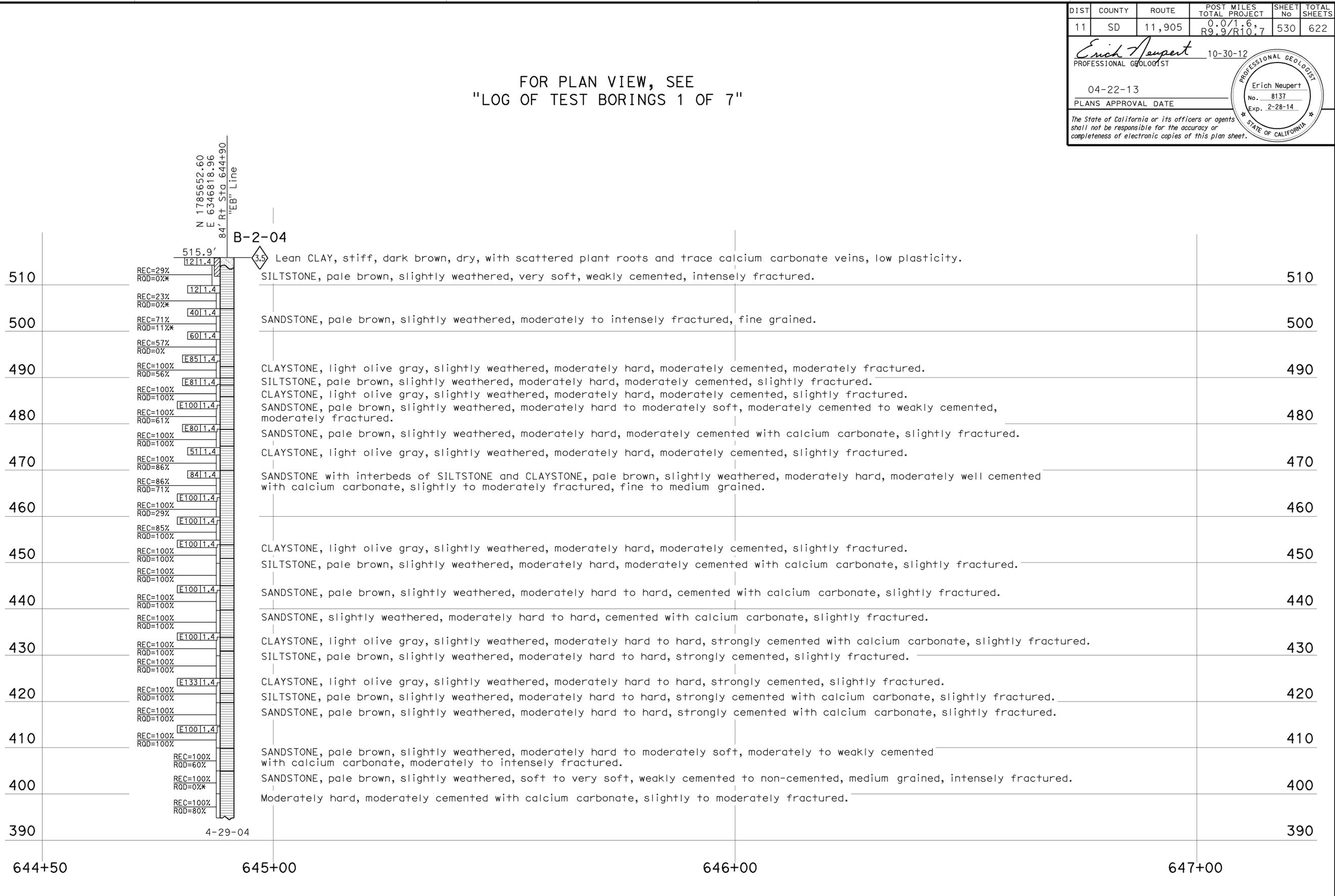
CONSISTENCY CLASSIFICATION FOR SOILS

LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: E. Neupert	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L POST MILE 0.43	ROUTE 11/125 SEPARATION LOG OF TEST BORINGS 2 OF 7
DRAWN BY I.G-Remmen	CHECKED BY E. Neupert				CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		0 1 2 3	UNIT: 3643 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 10-25-12 10-26-12 01-11-13 05-06-13
06S LOG OF TEST BORINGS SHEET (ENGLISH) (REV. 5/25/07)						SHEET 18 OF 23

FILE => 57-1227r1-z-1otb_2of7.dgn
DATE PLOTTED => 06-MAY-2013
TIME PLOTTED => 11:01

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	531	622

Erich Neupert
PROFESSIONAL GEOLOGIST

10-30-12

04-22-13
PLANS APPROVAL DATE

No. 8137
Exp. 2-28-14

PROFESSIONAL GEOLOGIST
Erich Neupert
No. 8137
Exp. 2-28-14
STATE OF CALIFORNIA

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FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS 1 OF 7"

LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: E. Neupert	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L POST MILE 0.43	ROUTE 11/125 SEPARATION LOG OF TEST BORINGS 3 OF 7
DRAWN BY I. G. Remmen	CHECKED BY E. Neupert					DISREGARD PRINTS BEARING EARLIER REVISION DATES

UNIT: 3643
PROJECT NUMBER & PHASE: 11000205191
CONTRACT NO.: 11-056321

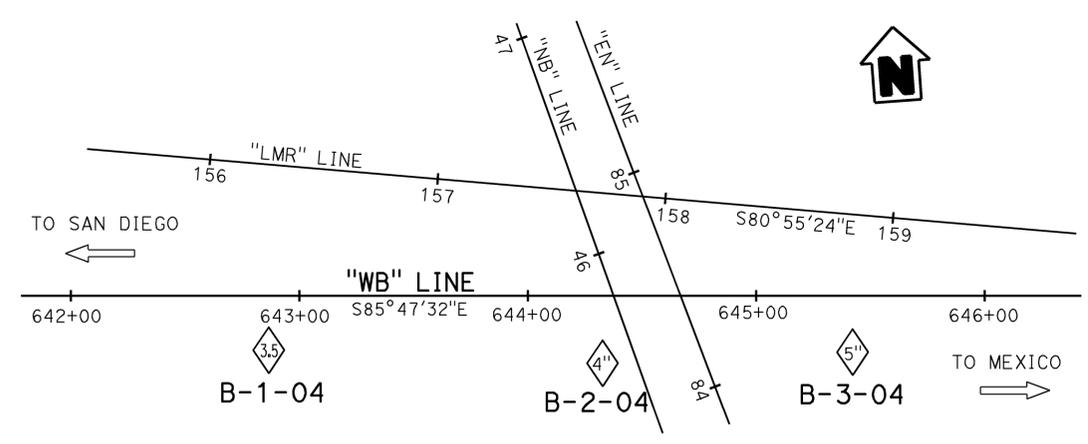
REVISION DATES: 10-25-12, 10-26-12, 01-11-13, 05-06-13

SHEET 19 OF 23

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	532	622

Erich Neupert
 PROFESSIONAL GEOLOGIST
 10-30-12
 04-22-13
 PLANS APPROVAL DATE
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BENCH MARK
 BM Elev 538.88'
 Caltrans Benchmark 905-K18.3,
 brass cap set in concrete on
 the northwest corner of Airway
 Road and existing Route 905.

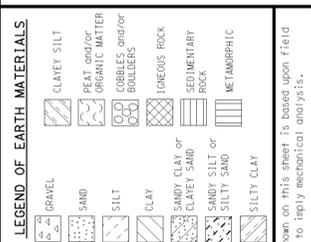
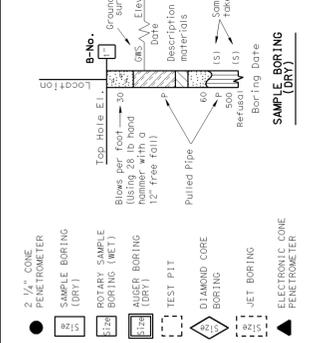


PLAN
 1" = 40'



PROFILE
 Horiz: 1" = 10'
 Vert: 1" = 10'

LEGEND OF BORING OPERATIONS



CONSISTENCY CLASSIFICATION FOR SOILS

SPT No./Blows/foot	Cohesive	
	Very Soft	Soft
SPT No./Blows/foot	Non-cohesive	
	Very Loose	Loose

ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: B. Harwell	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L POST MILE 0.43	ROUTE 11/125 SEPARATION LOG OF TEST BORINGS 4 OF 7
DRAWN BY I.G-Remmen	CHECKED BY E. Neupert					REVISION DATES 05-06-13 10-28-12 12-21-12 01-14-13

FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS 4 OF 7"

LEGEND OF BORING OPERATIONS

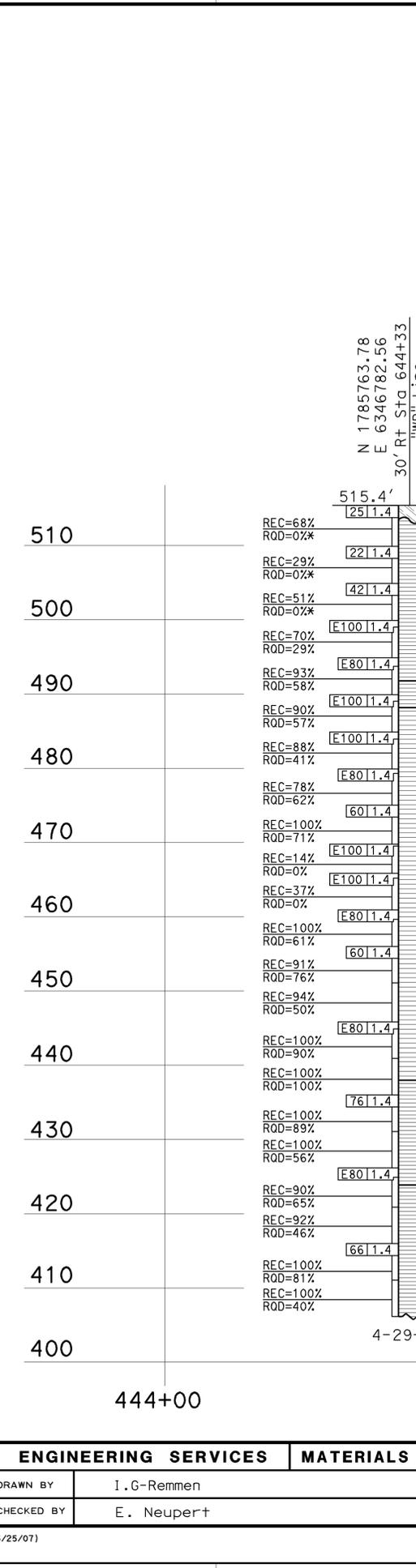
LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

According to the Standard Penetration Test

SPT No./Blows (ft)	Consistency
0-4	Very Loose
5-10	Loose
11-30	Medium Dense
31-50	Dense
>50	Very Dense

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



510	REC=68% ROD=0%*	Lean CLAY (CL), very stiff, dark brown, dry, roots.	510
500	REC=29% ROD=0%*	SANDSTONE with interbeds of CLAYSTONE and SILTSTONE, moderately brown, slightly weathered, soft to very soft, fine grained, GWS Elev 517.9' intensely fractured.	500
490	REC=51% ROD=0%*	Moderately hard, well cemented, moderately fractured.	490
480	REC=70% ROD=29%	CLAYSTONE, pale brown with black mottling, slightly weathered, moderately hard, moderately fractured.	480
470	REC=93% ROD=58%	SANDSTONE with interbeds of SILTSTONE and CLAYSTONE, light olive gray, slightly weathered, moderately soft to moderately hard, fine grained, moderately fractured.	470
460	REC=88% ROD=41%	Intensely fractured.	460
450	REC=78% ROD=62%	Moderately fractured.	450
440	REC=100% ROD=71%	Moderately hard to hard, well cemented, moderately fractured.	440
430	REC=14% ROD=0%	Slightly fractured.	430
420	REC=37% ROD=0%	CLAYSTONE, pale brown with black mottling, slightly weathered, moderately soft to moderately hard, moderately cemented, slightly to moderately fractured.	420
410	REC=100% ROD=90%	SANDSTONE, light olive gray, slightly weathered, moderately soft to moderately hard, moderately fractured, fine grained.	410
400	REC=100% ROD=100%	Moderately hard to hard, well cemented.	400

PROFILE
 Horiz: 1" = 10'
 Vert: 1" = 10'

ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: B. Harwell	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L POST MILE 0.43	ROUTE 11/125 SEPARATION LOG OF TEST BORINGS 5 OF 7
DRAWN BY I.G-Remmen	CHECKED BY E. Neupert					

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS: 0 1 2 3
 UNIT: 3643
 PROJECT NUMBER & PHASE: 11000205191
 CONTRACT NO.: 11-056321
 DISREGARD PRINTS BEARING EARLIER REVISION DATES
 REVISION DATES: 10-25-12, 10-26-12, 01-11-13, 05-06-13
 SHEET 21 OF 23

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0716 R9.9/R10.7	535	622

Erich Neupert
PROFESSIONAL GEOLOGIST
10-30-12

42-22-13
PLANS APPROVAL DATE

No. 8137
Exp. 2-28-14

STATE OF CALIFORNIA

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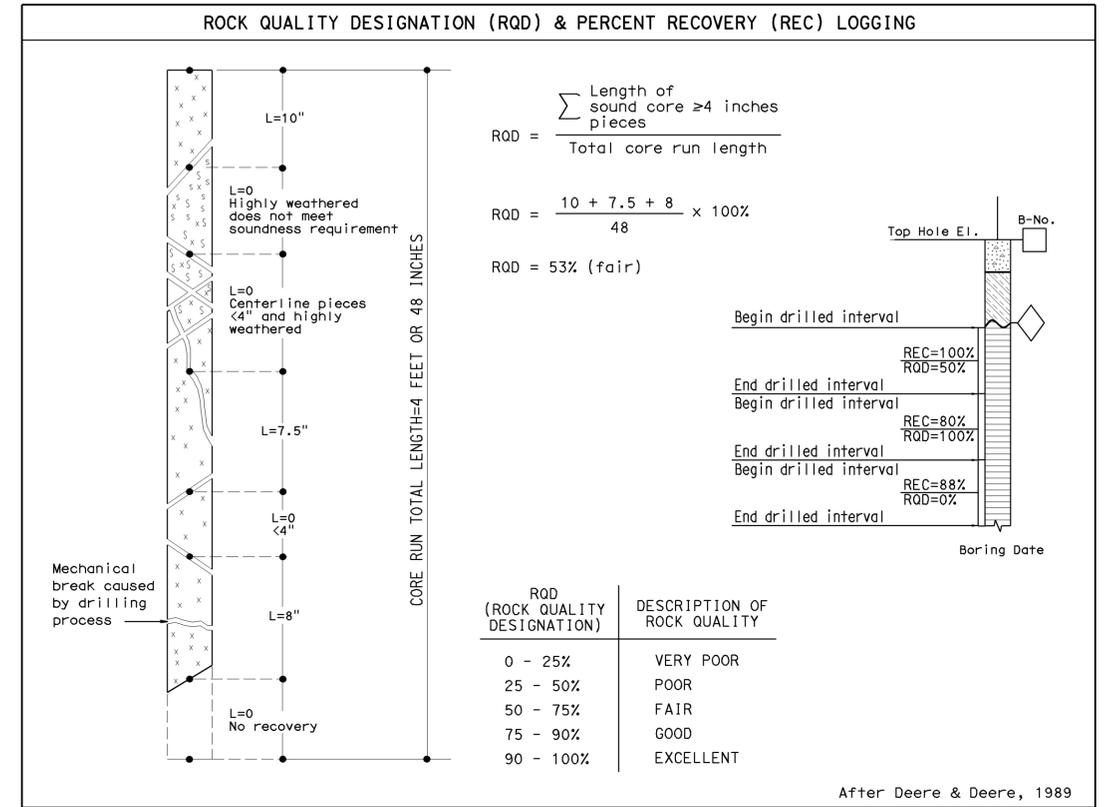
WEATHERING DESCRIPTORS							
Descriptors		Diagnostic features				General characteristics § (strength, excavation, etc.)	
		Chemical weathering-Discoloration and/or oxidation		Mechanical weathering-Grain boundary conditions (disaggregation) primarily for granitics and some coarse-grained sediments	Texture and solutioning		
Alphanumeric descriptor	Descriptive term	Body of rock	Fracture † surfaces		Texture	Solutioning	
W1	Fresh	No discoloration, not oxidized.	No discoloration or oxidation.	No separation, intact (tight).	No change.	No solutioning.	Hammer rings when crystalline rocks are struck. Almost always rock excavation except for naturally weak or weakly cemented rocks such as siltstones or shales.
W2	Slightly weathered to fresh °						
W3	Slightly weathered	Discoloration or oxidation is limited to surface of, or short distance from, fractures; some feldspar crystals are dull.	Minor to complete discoloration or oxidation of most surfaces.	No visible separation, intact (tight).	Preserved.	Minor leaching of some soluble minerals may be noted.	Hammer rings when crystalline rocks are struck. Body of rock not weakened. With few exceptions, such as siltstones or shales, classified as rock excavation.
W4	Moderately to slightly weathered °						
W5	Moderately weathered	Discoloration or oxidation extends from fractures usually throughout; Fe-Mg minerals are "rusty," feldspar crystals are "cloudy."	All fracture surfaces are discolored or oxidized.	Partial separation of boundaries visible.	Generally preserved.	Soluble minerals may be mostly leached.	Hammer does not ring when rock is struck. Body of rock is slightly weakened. Depending on fracturing, usually is rock excavation except in naturally weak rocks such as siltstones or shales.
W6	Intensely to moderately weathered °						
W7	Intensely weathered	Discoloration or oxidation throughout; all feldspars and Fe-Mg minerals are altered to clay to some extent; or chemical alteration produces in-situ disaggregation, see grain boundary conditions.	All fracture surfaces are discolored or oxidized, surfaces friable.	Partial separation, rock is friable; in semiarid conditions granitics are disaggregated.	Texture altered by chemical disintegration (hydration, argillation).	Leaching of soluble minerals may be complete.	Dull sound when struck with hammer, usually can be broken with moderate to heavy manual pressure or by light hammer blow without reference to planes of weakness such as incipient or hairline fractures, or veinlets. Rock is significantly weakened. Usually common excavation.
W8	Very intensely weathered						
W9	Decomposed	Discolored or oxidized throughout, but resistant minerals such as quartz may be unaltered; all feldspars and Fe-Mg minerals are completely altered to clay.		Complete separation of grain boundaries (disaggregated).	Resembles a soil, partial or complete remnant rock structure may be preserved; leaching of soluble minerals usually complete.		Can be granulated by hand. Always common excavation. Resistant minerals such as quartz may be present as "stringers" or "dikes."

Note: This chart and its horizontal categories are more readily applied to rocks with feldspars and mafic minerals. Weathering in various sedimentary rocks, particularly limestones and poorly indurated sediments, will not always fit the categories established. This chart and weathering categories may have to be modified for particular site conditions or alteration such as hydrothermal effects; however, the basic framework and similar descriptors are to be used.

° Combination descriptors are permissible where equal distribution of both weathering characteristics are present over significant intervals or where characteristics present are "in between" the diagnostic feature. However, dual descriptors should not be used where significant, identifiable zones can be delineated. When given as a range, only two adjacent terms may be combined. "Decomposed to slightly weathered," or "moderately weathered to fresh" are not acceptable.

† Does not include directional weathering along shears or faults and their associated features. For example, a shear zone that carried weathering to great depths into a fresh rock mass would not require the rock mass to be classified as weathered.

§ These are generalizations and should not be used as diagnostic features for weathering or excavation classification. These characteristics vary to a large extent based on naturally weak materials or cementation and type of excavation.



FRACTURE DENSITY

Modified from United States Bureau of Reclamation, Engineering Geology Field Manual.

FRACTURE DENSITY- Based on the spacing of all natural fractures in an exposure or core recovery lengths in boreholes; excludes mechanical breaks, shears, and shear zones; however, shear-disturbed zones (fracturing outside the shear) are included. Descriptors for fracture density apply to all rock exposures such as tunnel walls, dozer trenches, outcrops, or foundation cut slopes and inverts, as well as boreholes. Descriptive criteria presented below are based on borehole cores where lengths are measured along the core axis, for other exposures the criteria is distance measured between fractures (size of blocks).

UNFRACTURED (FD0): No fractures.

VERY SLIGHTLY FRACTURED (FD1): Core recovered mostly in lengths greater than 3 ft.

SLIGHTLY TO VERY SLIGHTLY FRACTURED (FD2)*

SLIGHTLY FRACTURED (FD3): Core recovered mostly in lengths from 1 to 3 ft. with few scattered lengths less than 1 ft or greater than 3 ft.

MODERATELY TO SLIGHTLY FRACTURED (FD4)*

MODERATELY FRACTURED (FD5): Core recovered mostly in 0.3 to 1.0 ft lengths with most lengths about 0.6 ft.

INTENSELY TO MODERATELY FRACTURED (FD6)*

INTENSELY FRACTURED (FD7): Lengths average from 0.1 to 0.3 ft with scattered fragmented intervals. Core recovered mostly in lengths less than 0.3 ft.

VERY INTENSELY TO INTENSELY FRACTURED (FD8)*

VERY INTENSELY FRACTURED (FD9): Core recovered mostly as chips and fragments with a few scattered short core lengths.

* Combinations of fracture densities (e.g. very intensely to intensely fractured, or moderately to slightly fractured) are used where equal distribution of both fracture density characteristics are present over a significant interval or exposure, or where characteristics are "in between" the descriptor definitions.

ROCK HARDNESS DESCRIPTORS

Alphanumeric Descriptor	Descriptor	Criteria
H1	Extremely hard	Core, fragment, or exposure cannot be scratched with knife or sharp pick; can only be chipped with repeated heavy hammer blows.
H2	Very hard	Cannot be scratched with knife or sharp pick. Core or fragment breaks with repeated heavy hammer blows.
H3	Hard	Can be scratched with knife or sharp pick with difficulty (heavy pressure). Heavy hammer blow required to break specimen.
H4	Moderately hard	Can be scratched with knife or sharp pick with light or moderate pressure. Core or fragment breaks with moderate hammer blow.
H5	Moderately soft	Can be grooved 1/16 inch deep by knife or sharp pick with moderate or heavy pressure. Core or fragment breaks with light hammer blow or heavy manual pressure.
H6	Soft	Can be grooved or gouged easily by knife or sharp pick with light pressure, can be scratched with fingernail. Breaks with light to moderate manual pressure.
H7	Very soft	Can be readily indented, grooved or gouged with fingernail, or carved with a knife. Breaks with light manual pressure.

Any bedrock unit softer than H7, very soft, is to be described using ASTM D-2488 consistency descriptors.

Note: Although "sharp pick" is included in these definitions, descriptions of ability to be scratched, grooved or gouged by a knife is the preferred criteria.

Modified from United States Bureau of Reclamation, Engineering Geology Field Manual.

BEDDING, FOLIATION, OR FLOW TEXTURE DESCRIPTORS

Descriptors	Thickness / Spacing
Massive	Greater than 10 ft
Very thickly (bedded, foliated, or banded)	3 to 10 ft
Thickly	1 to 3 ft
Moderately	0.3 to 1 ft
Thinly	0.1 to 0.3 ft
Very thinly	0.03 (3/8 in) to 0.1 ft
Laminated (intensely foliated or banded)	Less than 0.03 ft (3/8 in)

Modified from United States Bureau of Reclamation, Engineering Geology Field Manual.

ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SERVICES	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1227R/L POST MILE 0.43	ROUTE 11/125 SEPARATION LOG OF TEST BORINGS 7 OF 7
PREPARED BY: I. G-Remmen	UNIT: 3643 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321		DISREGARD PRINTS BEARING EARLIER REVISION DATES	
GS LOTB ROCK LEGEND	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	FILE => 57-1227r1-z-lotb_7of7.dgn	REVISION DATES	SHEET 23 OF 23

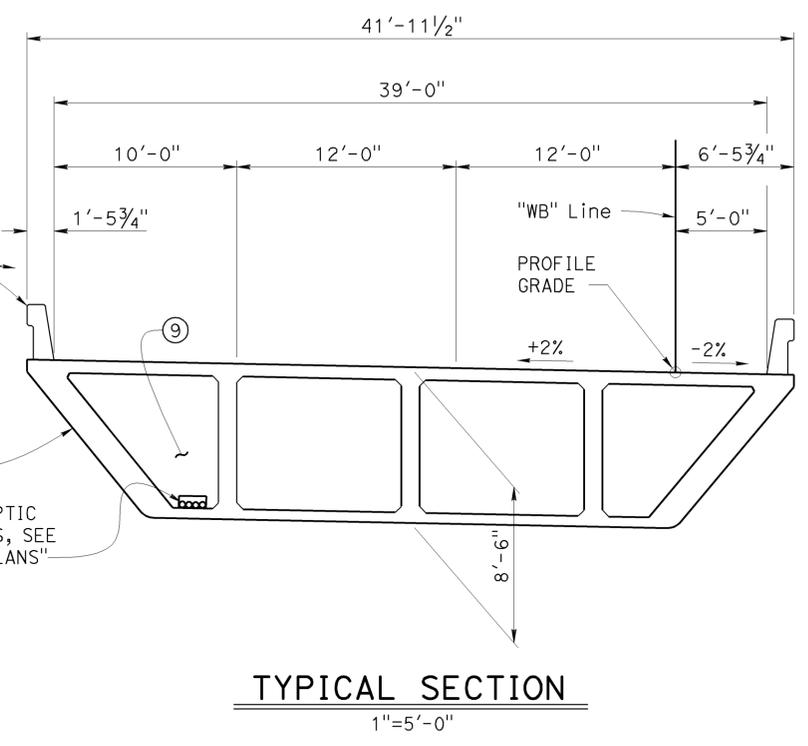
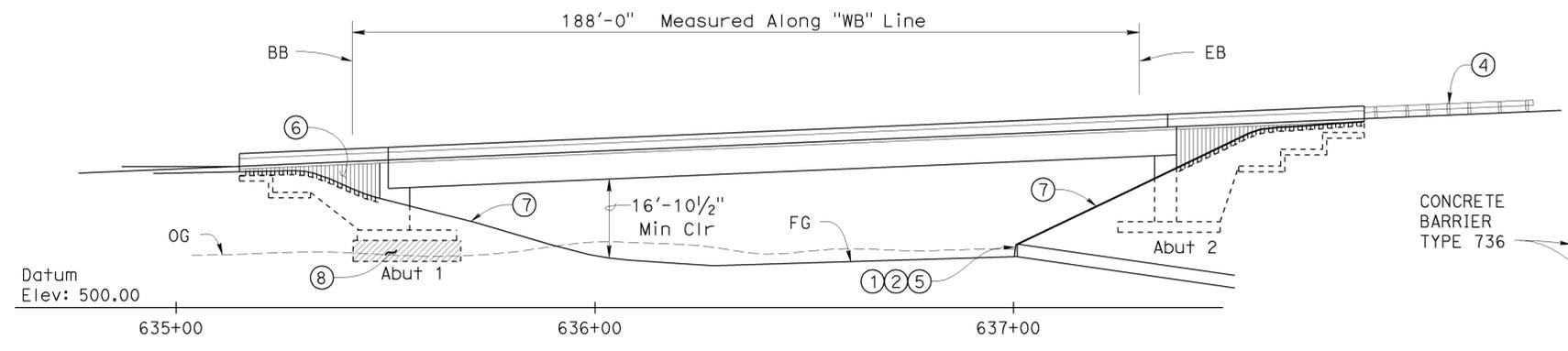
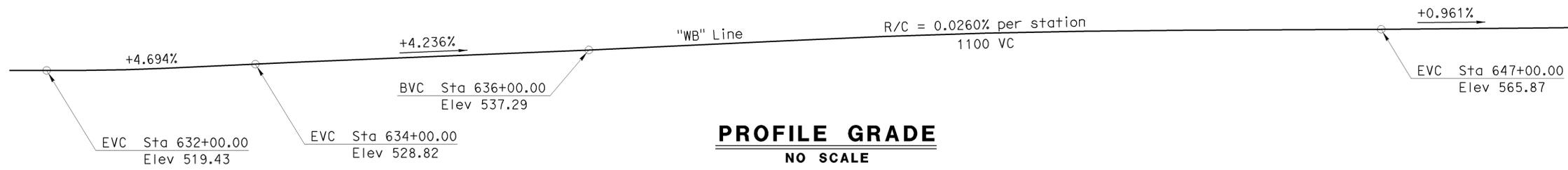
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	536	622

LAITH BAHIA 10-31-12
 REGISTERED CIVIL ENGINEER DATE

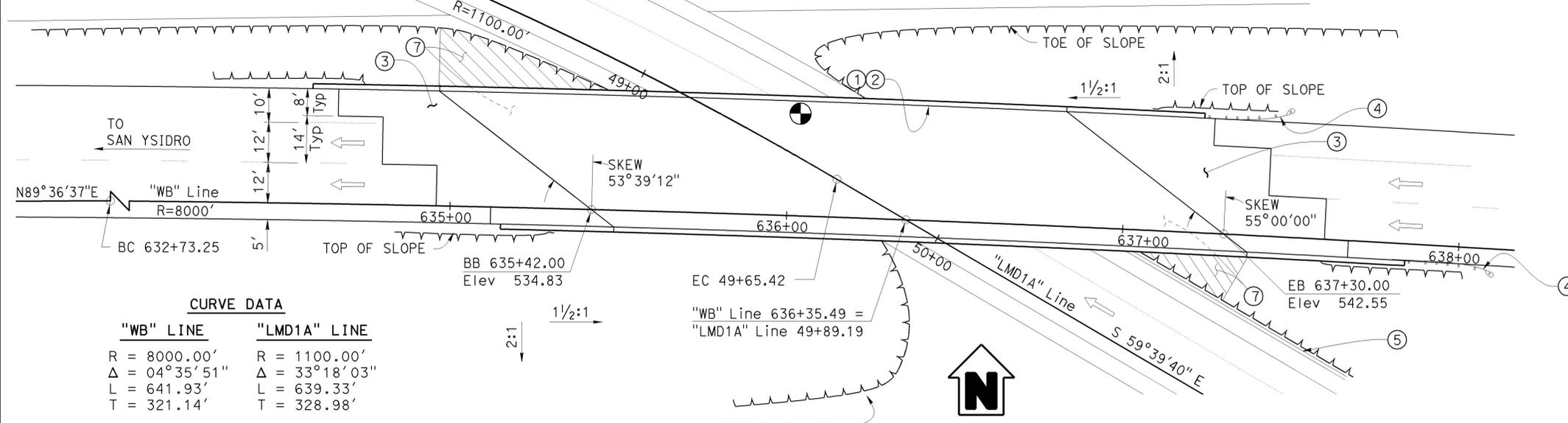
04-22-13
 PLANS APPROVAL DATE

LAITH O. BAHIA
 No. C53068
 Exp. 06-30-13
 CIVIL
 STATE OF CALIFORNIA

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ELEVATION	QUANTITIES
1"=20'-0"	
STRUCTURE EXCAVATION (BRIDGE)	1,199 CY
STRUCTURE BACKFILL (BRIDGE)	1,036 CY
PRESTRESSING CAST-IN-PLACE CONCRETE	LUMP SUM
STRUCTURAL CONCRETE, BRIDGE FOOTING	223 CY
STRUCTURAL CONCRETE, BRIDGE	1,165 CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	107 CY
FRACTURED RIB TEXTURE	624 SQFT
JOINT SEAL (MR 2")	147 LF
BAR REINFORCING STEEL (BRIDGE)	194,415 LB
SLOPE PAVING (ROCK COBBLE)	1,313 SQFT
MISCELLANEOUS IRON AND STEEL	708 LB
CONCRETE BARRIER (TYPE 736)	535 LF



CURVE DATA

"WB" LINE	"LMD1A" LINE
R = 8000.00'	R = 1100.00'
Δ = 04°35'51"	Δ = 33°18'03"
L = 641.93'	L = 639.33'
T = 321.14'	T = 328.98'

- Legend:**
- ① Paint "Bridge Name: W11 - W905 Connector".
 - ② Paint: "Bridge No. 57-1228F".
 - ③ Structure approach, Type N(30S).
 - ④ Metal Beam Guard Rail, see "Road Plans".
 - ⑤ Concrete Barrier Type 60D see "Road Plans".
 - ⑥ Architectural Treatment - Fractured Rib texture.
 - ⑦ Slope Paving
 - ⑧ 5' Structure over Excavation and Backfill (see "Road Plans")
 - ⑨ Remove False Deck after prestressing and Abutment Backfill is placed, this Bay only
- ⊕ Point of minimum vertical clearance.

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

NOTE:
 For Index to Plans, Standard Plan List, General Notes and Quantities see "Index To Plans" sheet.

 DESIGN ENGINEER	DESIGN BY: L. Bahia	CHECKED: J. Lane	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1228F	W11-W905 CONNECTOR GENERAL PLAN
	DETAILS BY: L. Xiong	CHECKED: L. Bahia	LAYOUT BY: L. Bahia	CHECKED: J. Lane			POST MILE 0.26	
	QUANTITIES BY: L. Bahia	CHECKED: J. Lane	SPECIFICATIONS BY: T. Nedwick	CHECKED: X				

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321

DISREGARD PRINTS BEARING EARLIER REVISION DATES

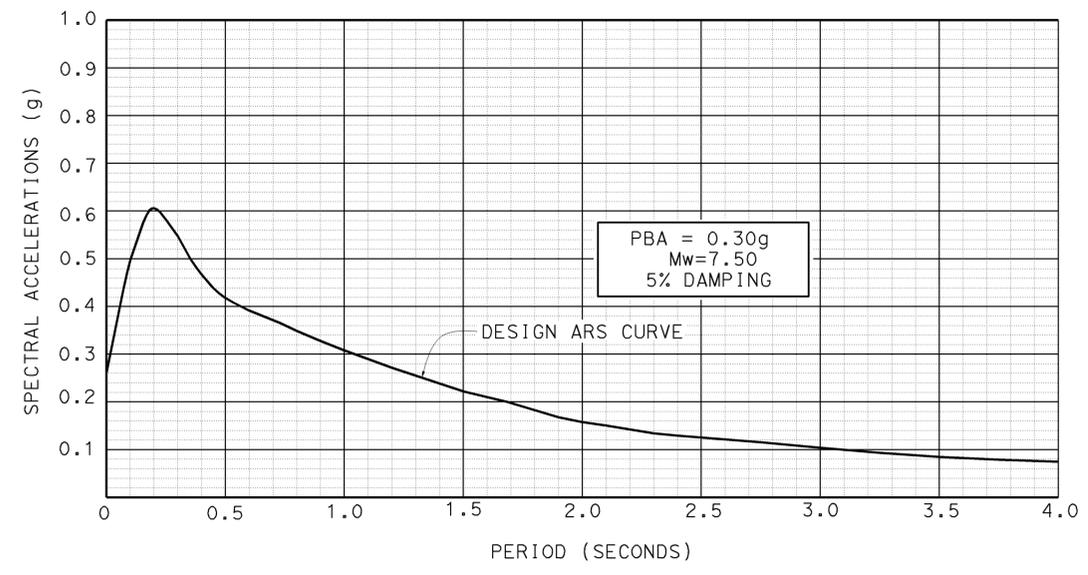
REVISION DATES	SHEET	OF
12-12-12, 12-28-12, 1-11-13, 05-06-13	1	20

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV.09-01-10) FILE => 57-1228F-a-gp.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	537	622

LAITH BAHIA 10-31-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
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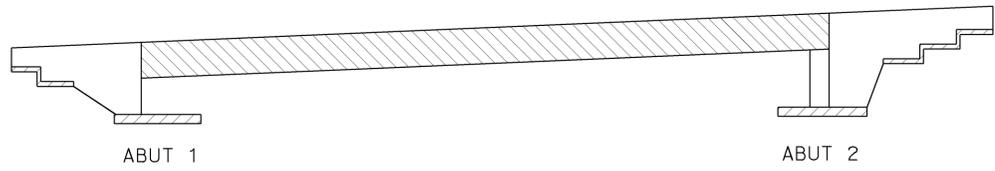
SPREAD FOOTING DATA		
LOCATION	PERMISSIBLE GROSS CONTACT STRESS (ksf)	ALLOWABLE GROSS BEARING CAPACITY (ksf)
ABUT 1	12.6	4.2
ABUT 2	12.6	4.2



SITE SPECIFIC ACCELERATION RESPONSE SPECTRA

INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN
2	INDEX TO PLANS
3	DECK CONTOURS
4	FOUNDATION PLAN
5	ABUTMENT 1 LAYOUT
6	ABUTMENT 2 LAYOUT
7	ABUTMENT DETAILS NO. 1
8	ABUTMENT DETAILS NO. 2
9	ABUTMENT DETAILS NO. 3
10	TYPICAL SECTION
11	GIRDER LAYOUT
12	ADDITIONAL REINFORCEMENT
13	MISCELLANEOUS DETAILS
14	SLOPE PAVING (ROCK COBBLE)
15	STRUCTURE APPROACH TYPE N(30S)
16	STRUCTURE APPROACH DRAINAGE DETAILS
17	LOG OF TEST BORINGS 1 OF 4
18	LOG OF TEST BORINGS 2 OF 4
19	LOG OF TEST BORINGS 3 OF 4
20	LOG OF TEST BORINGS 4 OF 4



- Structural Concrete, Bridge (f' c = 3.6 Ksi at 28 days)
- Structural Concrete, Bridge (f' c = 5.0 Ksi at 28 days)
- Structural Concrete, Bridge Footing (f' c = 3.6 Ksi at 28 days)

CONCRETE STRENGTH AND TYPE LIMITS
NO SCALE

GENERAL NOTES
LOAD AND RESISTANCE FACTOR DESIGN

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (4rd edition 2007 and California Amendments December 2008 and September 2010).

SEISMIC DESIGN: CALTRANS SEISMIC DESIGN CRITERIA (SDC) Version 1.5 September 2009

DEAD LOAD: Includes 35 psf for future wearing surface.

LIVE LOADING: HL93 with "Low-Boy" and Permit Design Vehicle.

SEISMIC LOADING: See "Site Specific Acceleration Response Spectra"

REINFORCED CONCRETE: f_y = 60 Ksi
f'c = See "Concrete Strength and Type Limits."

PRESTRESSED CONCRETE: See "Prestressing Notes" on "Girder Layout" sheet.

STANDARD PLANS DATED MAY 2010

- A10A ABBREVIATIONS (SHEET 1 OF 2)
- A10B ABBREVIATIONS (SHEET 2 OF 2)
- A10C LINES AND SYMBOLS (SHEET 1 OF 3)
- A10D LINES AND SYMBOLS (SHEET 2 OF 3)
- A10E LINES AND SYMBOLS (SHEET 3 OF 3)
- A62C LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL BRIDGE
- A76A CONCRETE BARRIER TYPE 60
- B0-1 BRIDGE DETAILS
- B0-3 BRIDGE DETAILS
- B0-5 BRIDGE DETAILS
- B0-13 BRIDGE DETAILS
- RSP B3-1A RETAINING WALL TYPE 1 (CASE 1)
- B6-21 JOINT SEALS (MAXIMUM MOVEMENT RATING = 2)
- B7-1 BOX GIRDER DETAILS
- B7-10 UTILITY OPENING BOX GIRDER
- B14-3 COMMUNICATION AND SPRINKLER CONTROL CONDUITS (CONDUIT LESS THAN 4")
- B14-5 WATER SUPPLY LINE (DETAILS) (PIPE SIZES LESS THAN 4")

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

DESIGN BY L. Bahia CHECKED J. Lane	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DESIGN BRANCH 14	BRIDGE NO. 57-1228F	W11-W905 CONNECTOR INDEX TO PLANS
DETAILS BY L. Xiong CHECKED L. Bahia		POST MILE 0.26	
QUANTITIES BY L. Bahia CHECKED J. Lane			
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES
		REVISION DATES: 10-31-12, 12-28-12, 05-08-13, 11-28-13	SHEET 2 OF 20

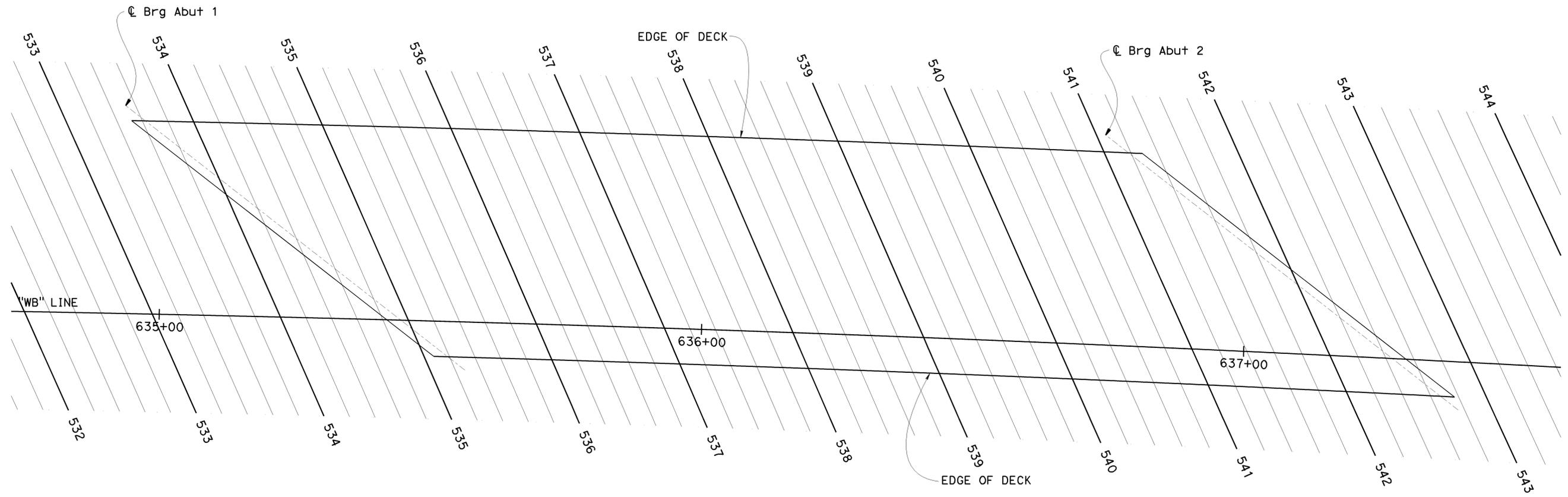
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LAITH BAHIA 10-31-12
REGISTERED CIVIL ENGINEER DATE

04-22-13
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
LAITH O. BAHIA
No. C53068
Exp. 06-30-13
CIVIL
STATE OF CALIFORNIA

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



PLAN
1" = 10'-0"

DESIGN	BY L. Bahia	CHECKED J. Lane
DETAILS	BY L. Xiong	CHECKED L. Bahia
QUANTITIES	BY L. Bahia	CHECKED J. Lane

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1228F
POST MILE	0.26

**W11-W905 CONNECTOR
DECK CONTOURS**

No.	R	Δ	T	L
①	8000.000	04°35'51"	321.139	641.933
②	1100.000	33°18'03"	328.978	639.329
③	2100.000	12°02'19"	221.433	441.235

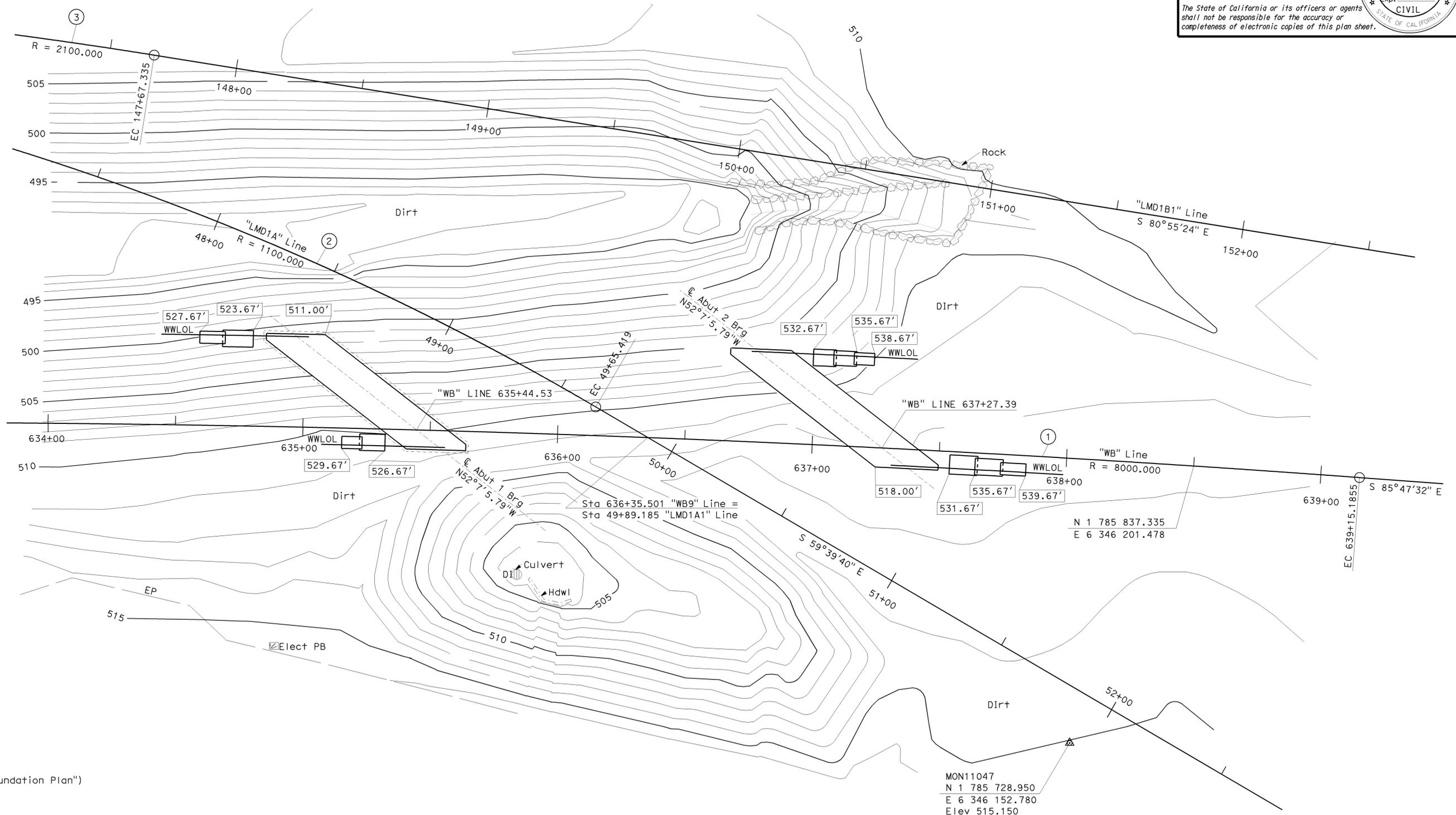
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6 R9.9/R10.7	539	622

LAITH BAHIA 10-31-12
 REGISTERED CIVIL ENGINEER DATE

04-22-13
 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
LAITH O. BAHIA
 No. C53068
 Exp. 06-30-13
 CIVIL
 STATE OF CALIFORNIA



SURVEY CONTROL

MON11047
 FD: 1" IP with plastic plug
 111.220 Rt. "WB9" Line
 Sta 638+07.892
 N 1 785 728.950
 E 6 346 152.780
 Elev 515.150

MON905106 (not shown on "Foundation Plan")
 FD: 2-1/4" CADT Brass Disk
 485.890 Rt. "WB9" Line
 Sta 639+71.724
 N 1 785 344.090
 E 6 346 287.240
 Elev 525.960

MON11047
 N 1 785 728.950
 E 6 346 152.780
 Elev 515.150

NOTE:
 Underground utilities as shown are approximate.
 See District Utility Plans for details.

PRELIMINARY INVESTIGATION SECTION				DESIGN BY L. Bahia	CHECKED J. Lane	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1228F	W11-W905 CONNECTOR FOUNDATION PLAN	
SCALE 1"=20'	VERT.DATUM NAVD88	PHOTOGRAMMETRY AS OF: X	DETAILS BY L. Xiong	CHECKED L. Bahia	POST MILE 0.26					
ALIGNMENT TIES Dist. Traverse Sheet	DRAFTED BY C. Pham	CHECKED BY T. Phung/C. Stewart	QUANTITIES BY L. Bahia	CHECKED J. Lane						
STRUCTURES FOUNDATION PLAN SHEET (ENGLISH) (REV. 09-01-10)						ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3647 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES: 12-06-12, 05-06-13, 10-31-12, 11-06-12 SHEET 4 OF 20

FILE => 57-1228f-c-fp.dgn

USERNAME => S122751 DATE PLOTTED => 06-MAY-2013 TIME PLOTTED => 13:31

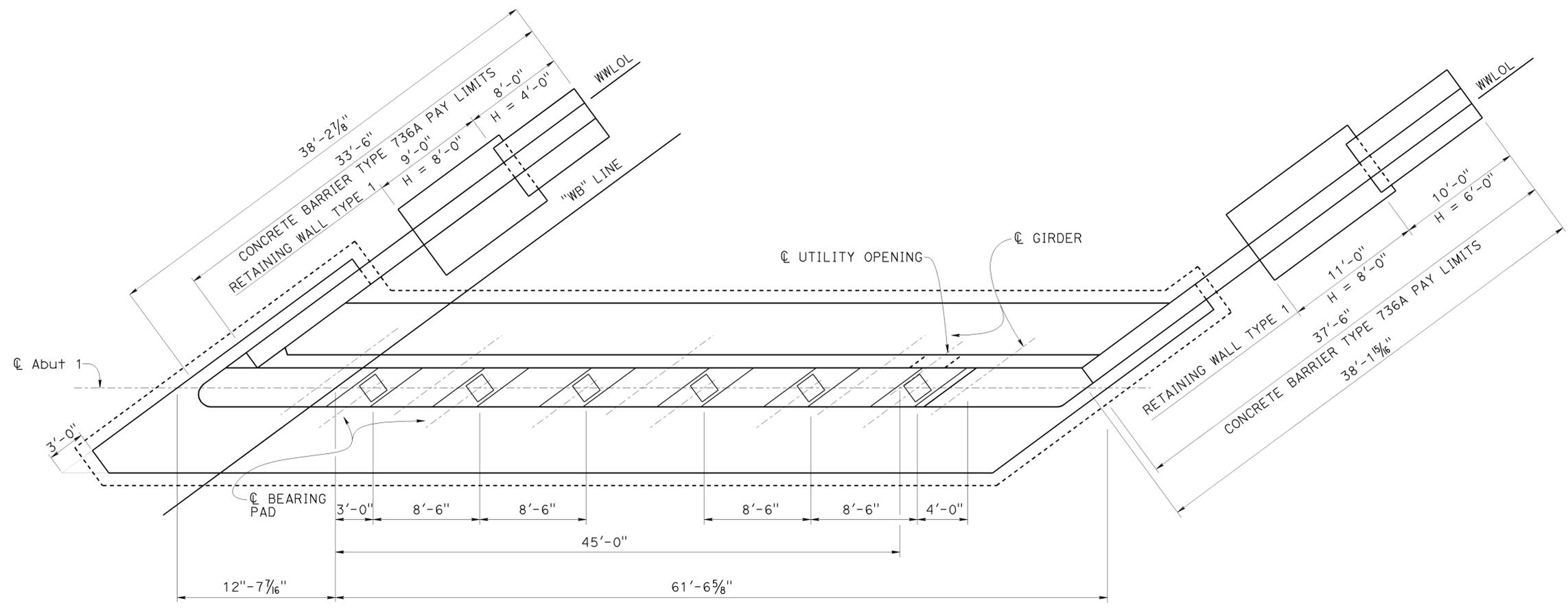
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	540	622

LAITH O. BAHIA 10-31-12
 REGISTERED CIVIL ENGINEER DATE

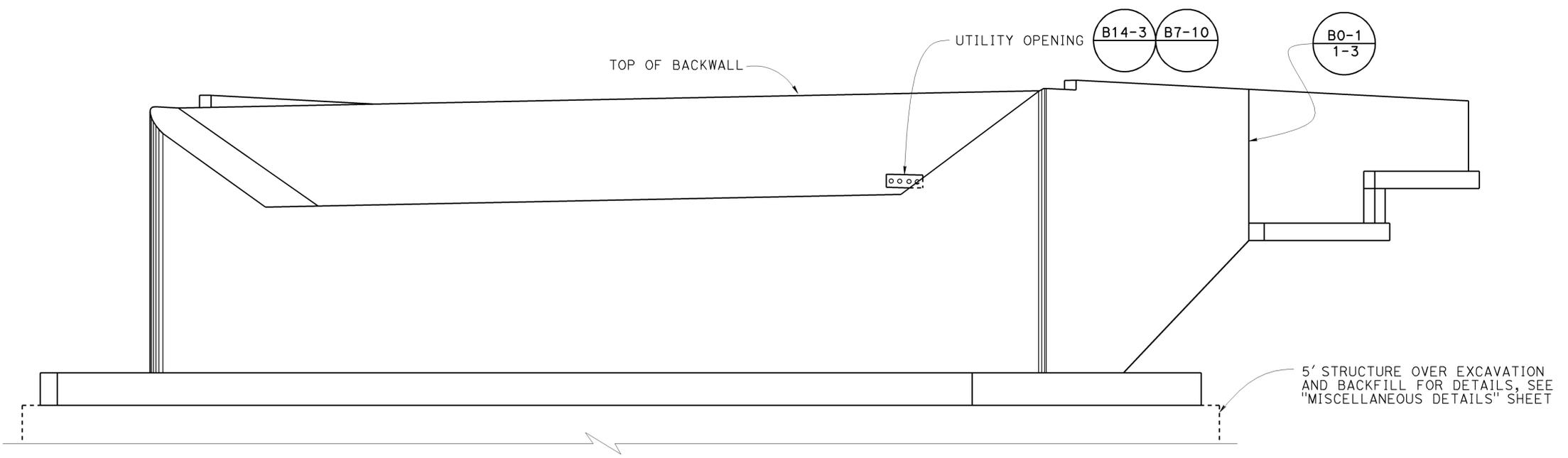
04-22-13
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 LAITH O. BAHIA
 No. C53068
 Exp. 06-30-13
 CIVIL
 STATE OF CALIFORNIA

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ABUTMENT 1 PLAN (B3-1)
 1" = 5'-0"



ABUTMENT 1 ELEVATION
 1" = 5'-0"

DESIGN	BY D. Dunrud	CHECKED J. Han
DETAILS	BY L. Xiong	CHECKED D. Dunrud
QUANTITIES	BY D. Dunrud	CHECKED J. Han

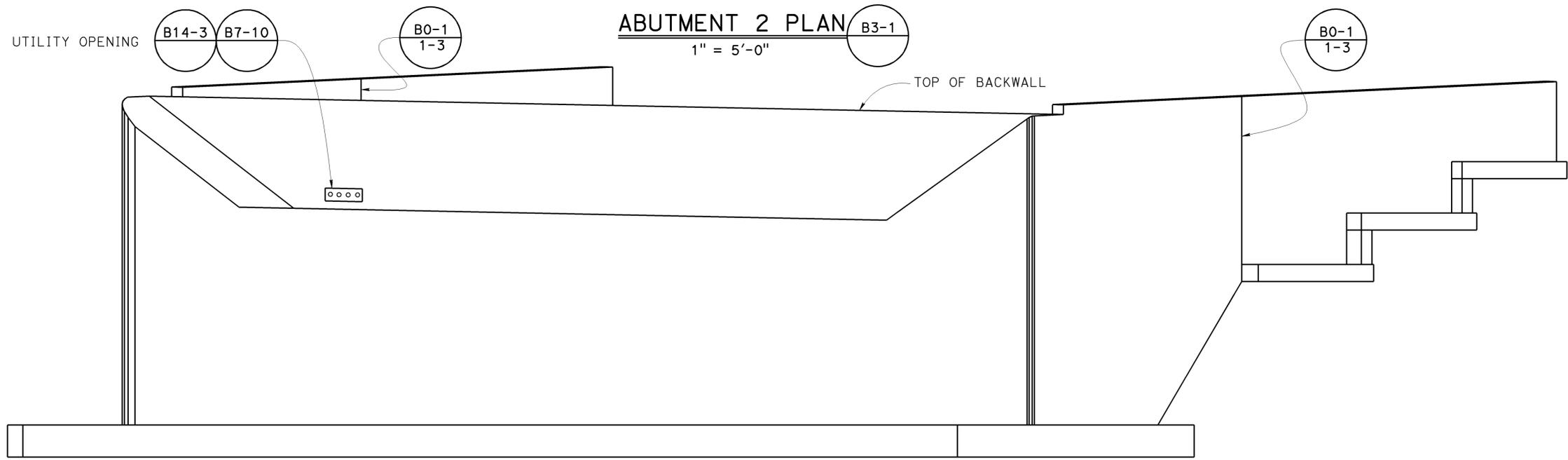
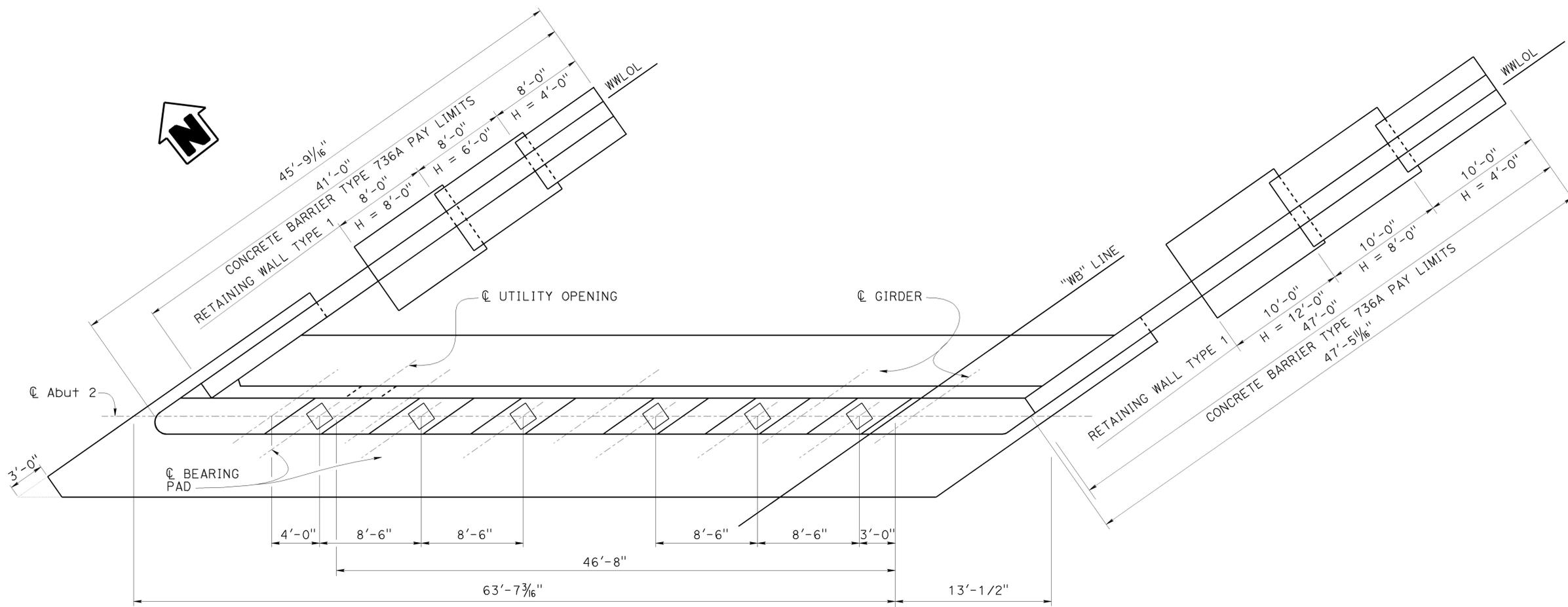
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1228F
POST MILE	0.26

W11-W905 CONNECTOR
ABUTMENT 1 LAYOUT

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	541	622
LAITH BAHIA			10-31-12		
REGISTERED CIVIL ENGINEER			DATE		
04-22-13			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.					



ABUTMENT 2 ELEVATION
1" = 5'-0"

DESIGN	BY D. Dunrud	CHECKED J. Han
DETAILS	BY L. Xiong	CHECKED D. Dunrud
QUANTITIES	BY D. Dunrud	CHECKED J. Han

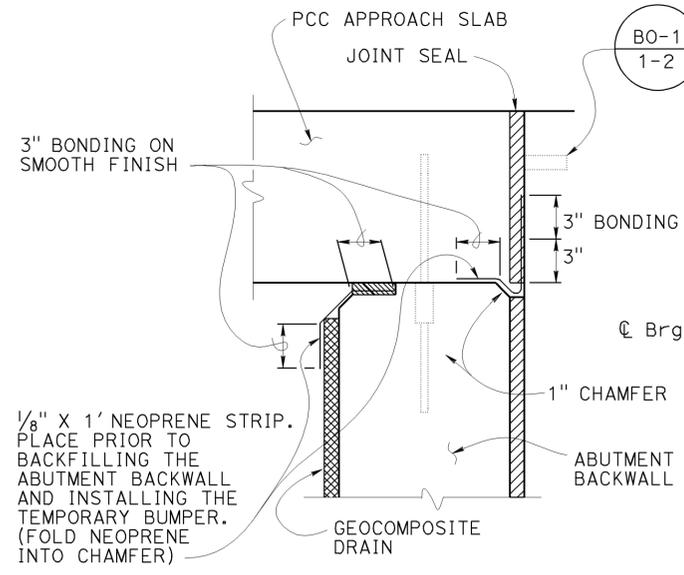
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1228F
POST MILE	0.26

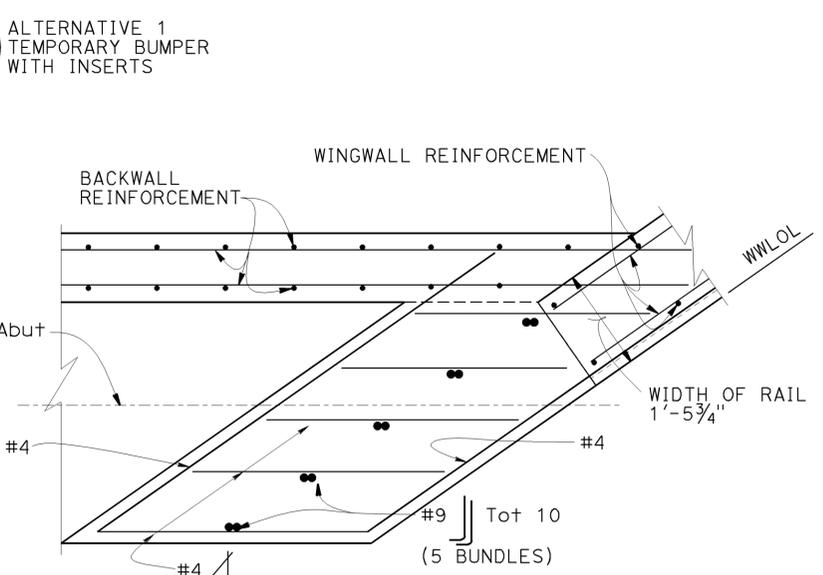
W11-W905 CONNECTOR
ABUTMENT 2 LAYOUT

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	542	622
LAITH O. BAHIA			10-31-12	REGISTERED CIVIL ENGINEER DATE	
04-22-13			PLANS APPROVAL DATE		
LAITH O. BAHIA			REGISTERED PROFESSIONAL ENGINEER		
No. C53068			Exp. 06-30-13		
CIVIL			STATE OF CALIFORNIA		
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					



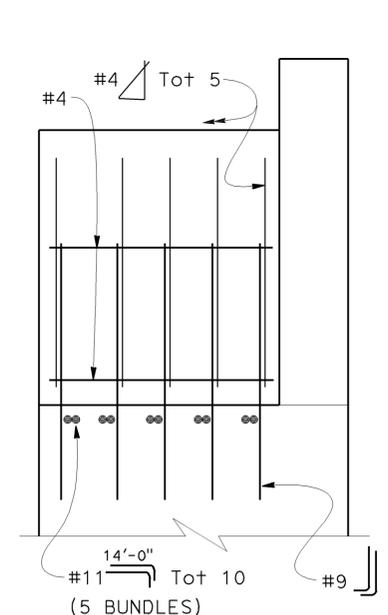
JOINT PROTECTION DETAIL

No Scale



SECTION A-A

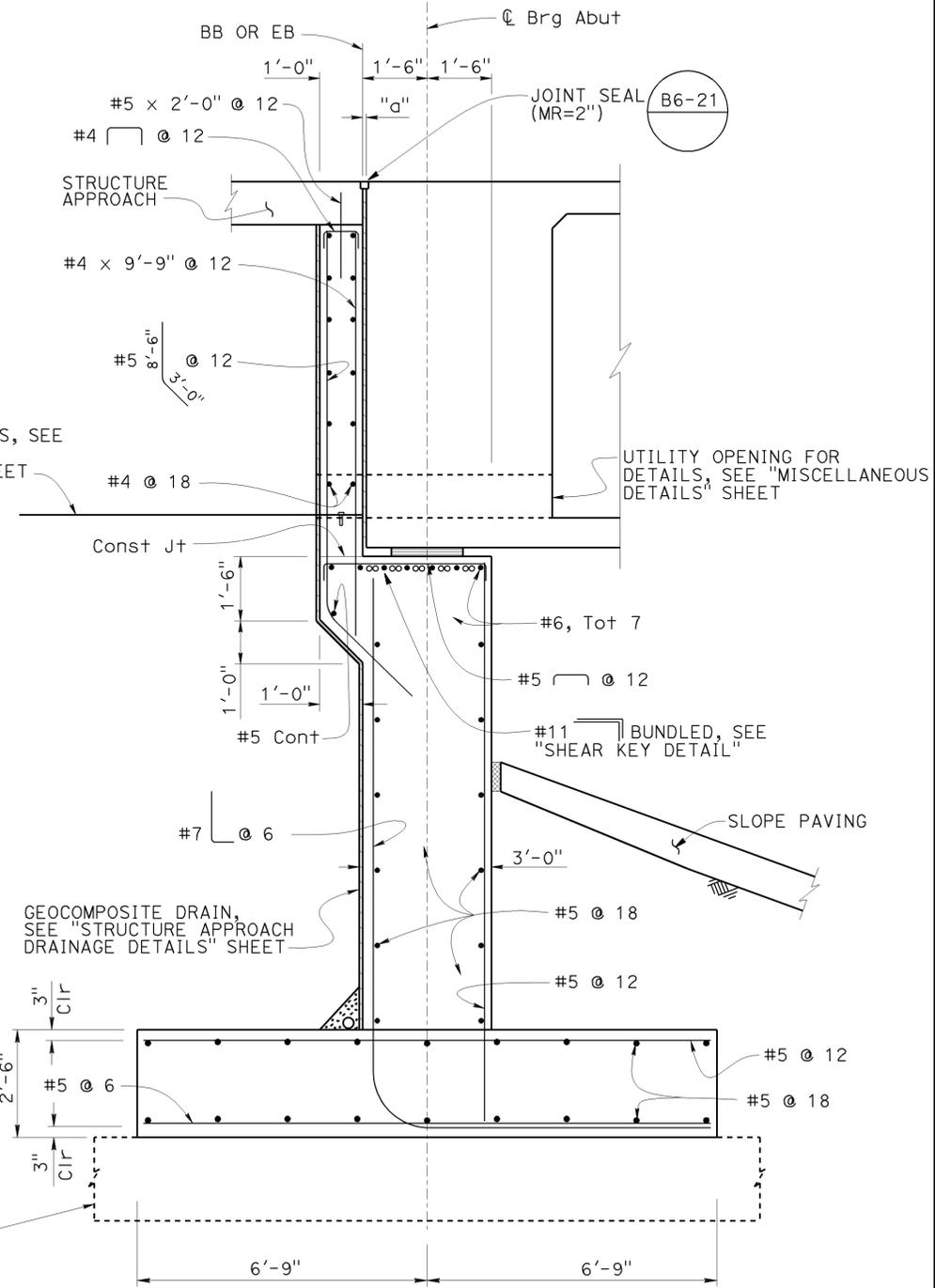
3/4"=1'-0"



SECTION B-B

3/4"=1'-0"

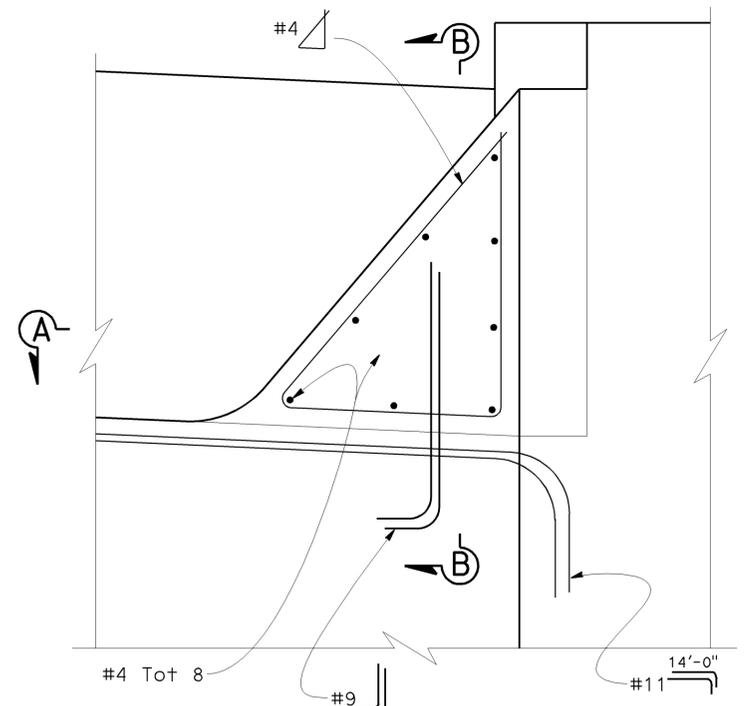
UTILITY SUPPORT FOR DETAILS, SEE 'UTILITY SUPPORT DETAIL' ON 'MISCELLANEOUS DETAILS' SHEET



TYPICAL SECTION

1/2"=1'-0"

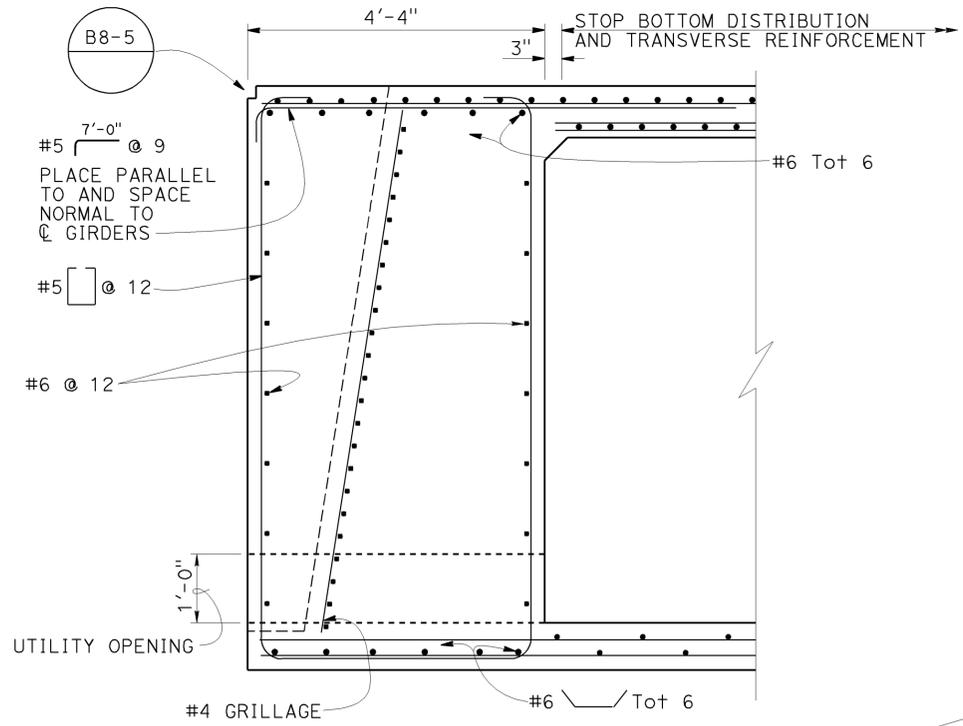
5' STRUCTURE OVER EXCAVATION AND BACKFILL AT Abut 1 ONLY, FOR DETAILS, SEE 'MISCELLANEOUS DETAILS' SHEET. SEE 'ROAD PLANS'.



SHEAR KEY DETAIL

3/4"=1'-0"

- NOTES:
1. Superstructure not shown
 2. See "TYPICAL SECTION" for additional Abutment reinforcement



END DIAPHRAGM DETAIL

3/4"=1'-0"

DESIGN	BY D. Dunrud	CHECKED J. Han
DETAILS	BY L. Xiong	CHECKED D. Dunrud
QUANTITIES	BY D. Dunrud	CHECKED J. Han

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

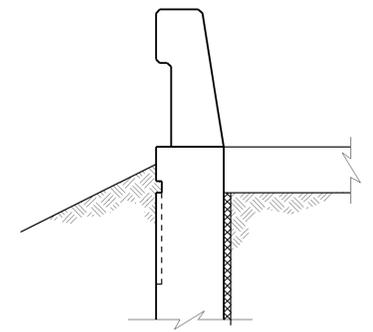
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE No.	57-1228F
POST MILE	0.26

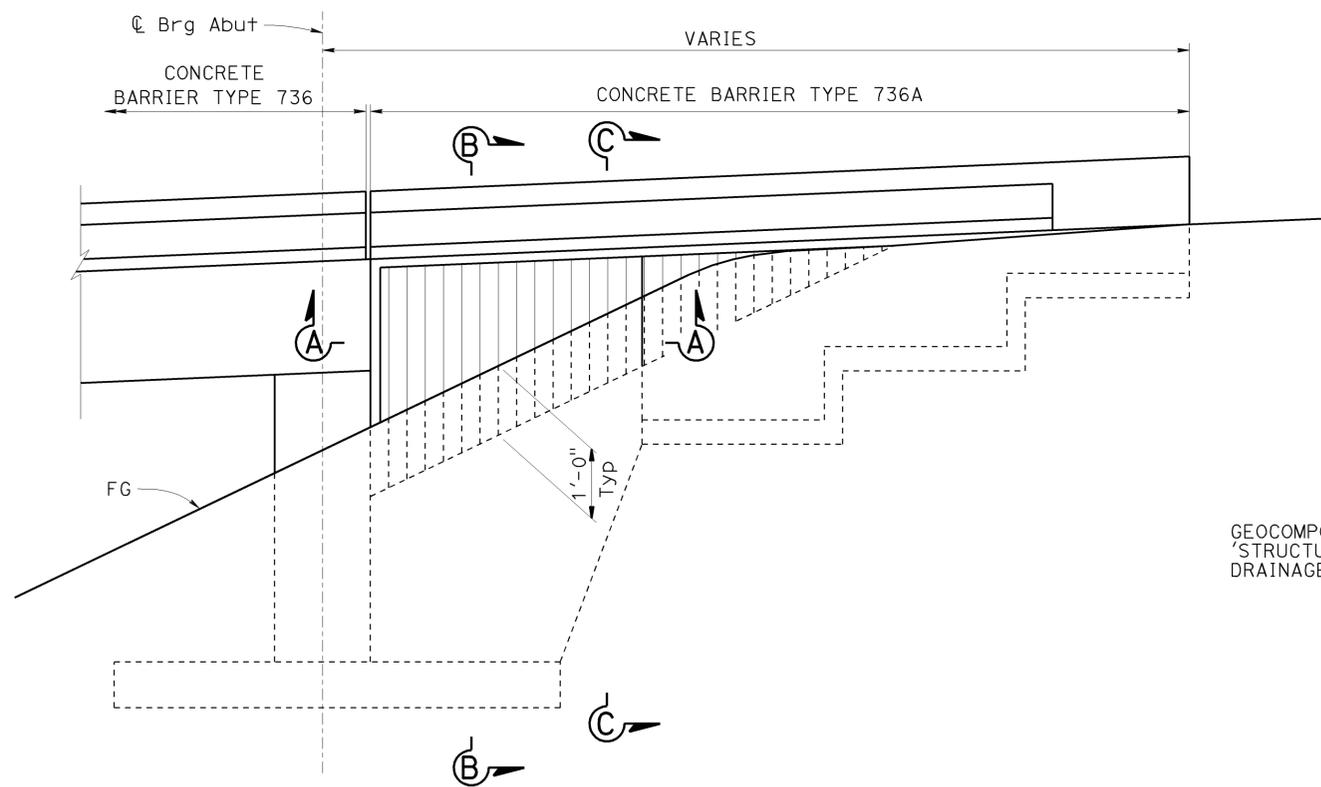
W11-W905 CONNECTOR
ABUTMENT DETAILS NO.1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	543	622

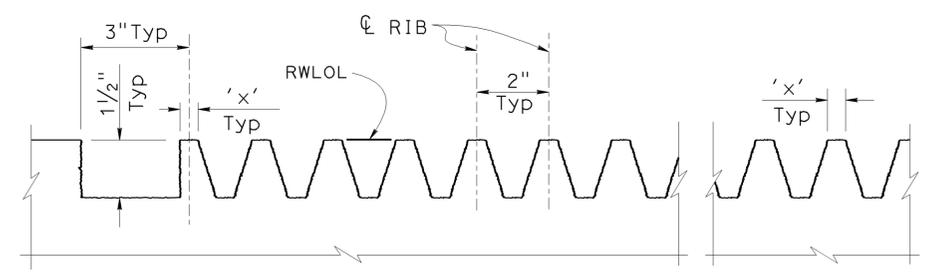
LAITH BAHIA 10-31-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



CONDUIT THROUGH NORTHWEST AND NORTHEAST BARRIER RAILING
 1/2" = 1'-0"

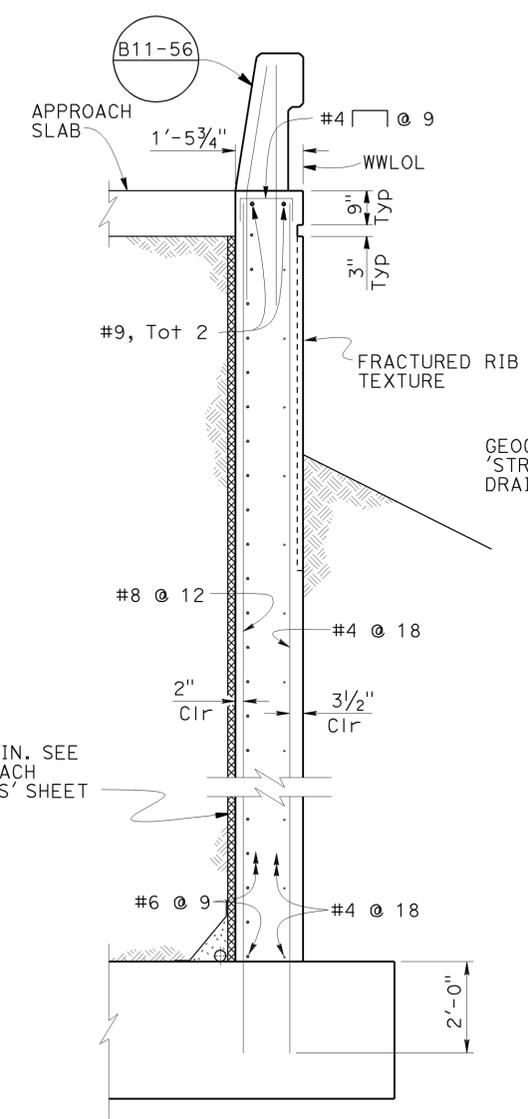


ELEVATION - WINGWALL
 No Scale

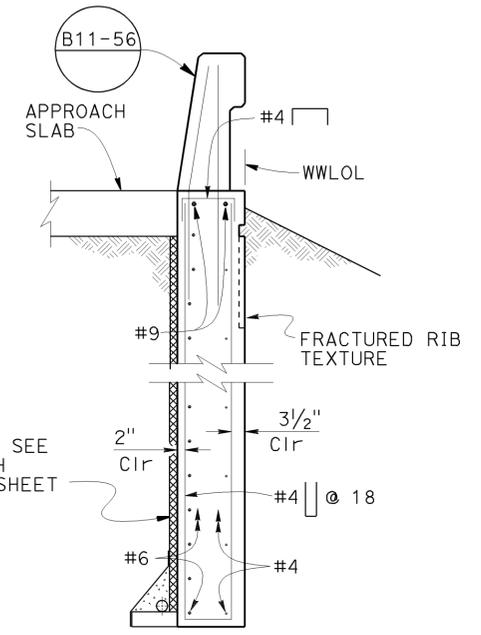


NOTE:
 Dimension 'x' subject to approval of the Engineer

SECTION A-A
 No Scale



SECTION B-B
 1/2" = 1'-0"

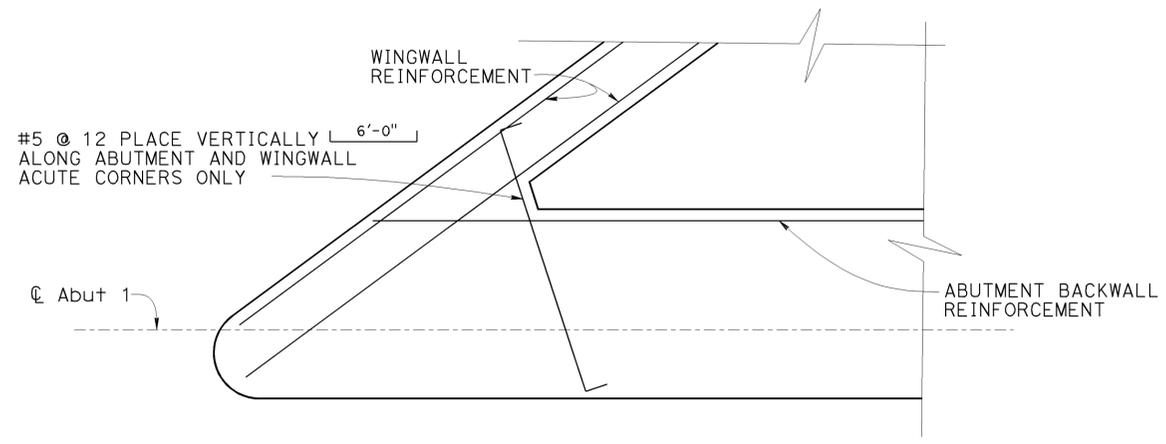


SECTION C-C
 1/2" = 1'-0"

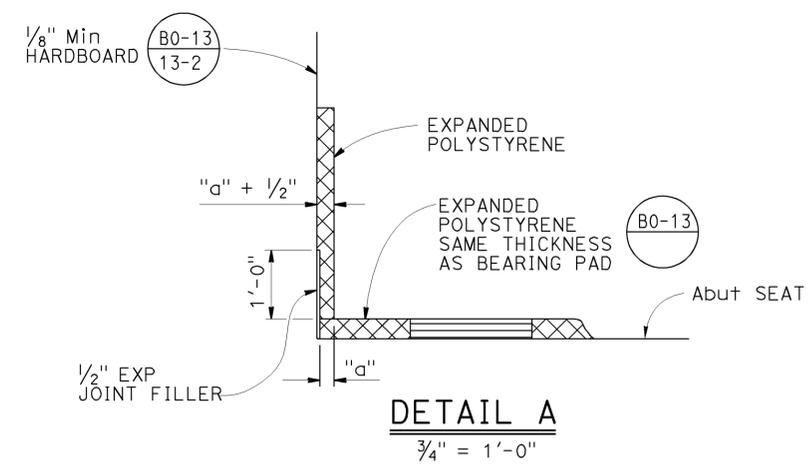
- NOTES:
1. Typical Footing Reinforcement not shown
 2. Extend horizontal reinforcement 2'-0" into Abutment Stem Wall, except at Shear Keys

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	DESIGN BY D. Dunrud CHECKED J. Han	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1228F	W11-W905 CONNECTOR ABUTMENT DETAILS NO.2
	DETAILS BY L. Xiong CHECKED D. Dunrud			POST MILE 0.26	
QUANTITIES BY D. Dunrud CHECKED J. Han	PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 1/22/13 05-06-13 11-29-12 12-28-12	SHEET 8 OF 20

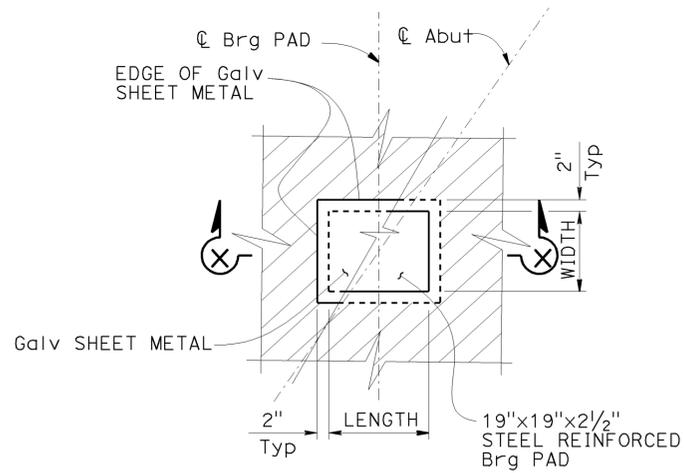
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6 R9.9/R10.7	544	622
LAITH BAHIA REGISTERED CIVIL ENGINEER			10-31-12 DATE		
04-22-13 PLANS APPROVAL DATE					
<i>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.</i>					



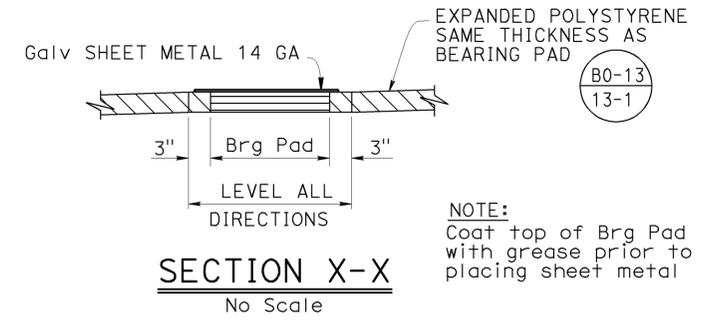
ABUTMENT ACUTE CORNER
 $\frac{1}{2}'' = 1'-0''$



DETAIL A
 $\frac{3}{4}'' = 1'-0''$



BEARING PAD DETAIL
 $\frac{3}{4}'' = 1'-0''$



SECTION X-X
 No Scale

NOTE:
 Coat top of Brg Pad with grease prior to placing sheet metal

DESIGN	BY D. Dunrud	CHECKED J. Han
DETAILS	BY L. Xiong	CHECKED D. Dunrud
QUANTITIES	BY D. Dunrud	CHECKED J. Han

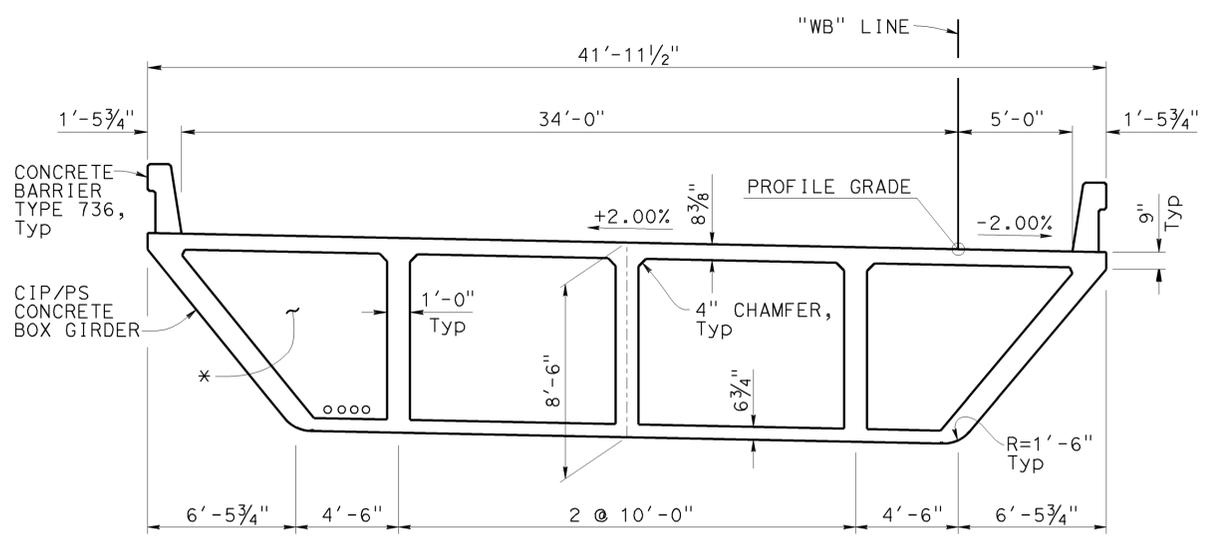
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 14

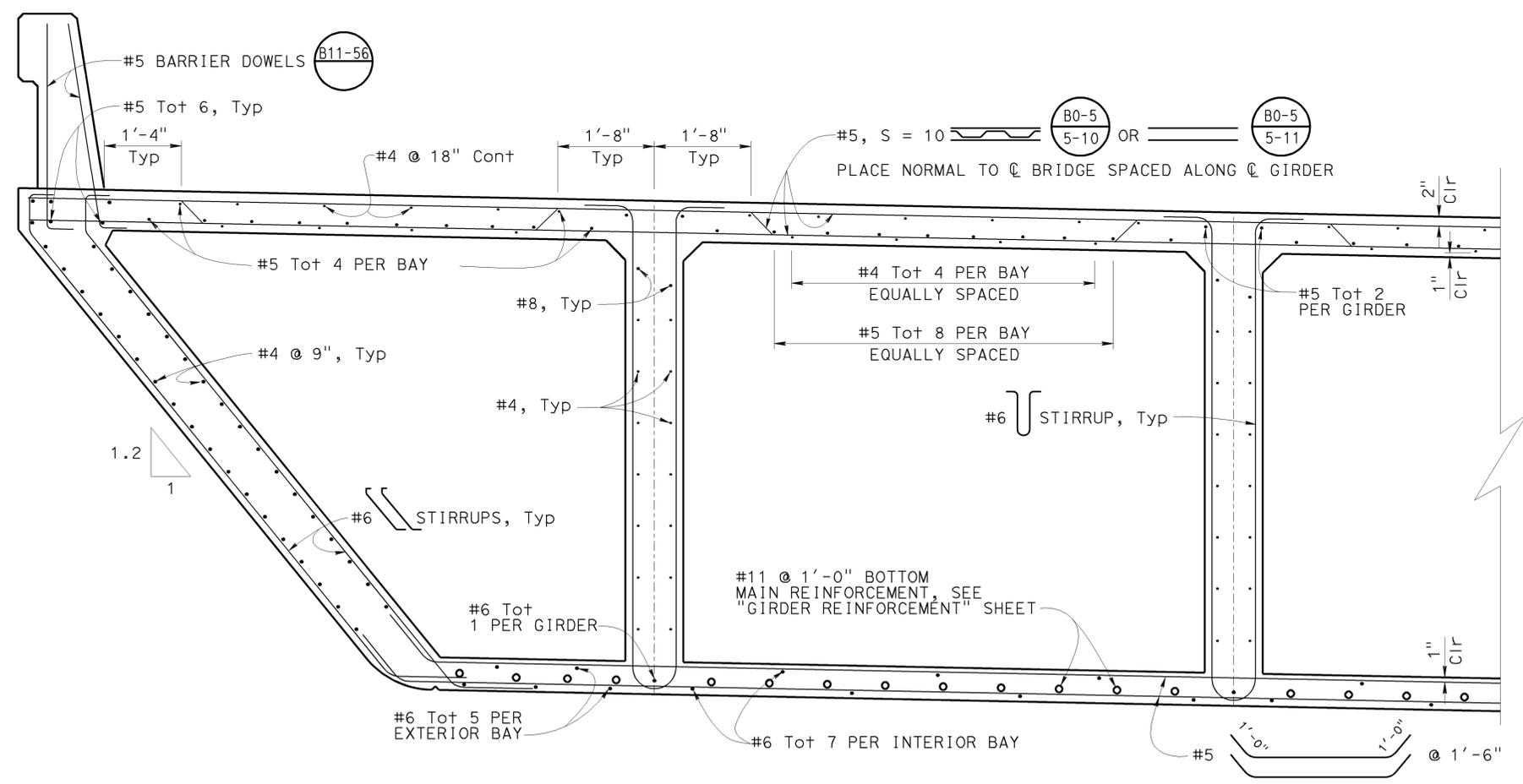
BRIDGE NO.	57-1228F
POST MILE	0.26

W11-W905 CONNECTOR
ABUTMENT DETAILS NO.3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	545	622
LAITH BAHIA			10-31-12		
REGISTERED CIVIL ENGINEER			DATE		
04-22-13			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.					



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



PART TYPICAL SECTION
3/4" = 1'-0"

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

DESIGN	BY L. Bahia	CHECKED J. Lane
DETAILS	BY L. Xiong	CHECKED L. Bahia
QUANTITIES	BY L. Bahia	CHECKED J. Lane

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

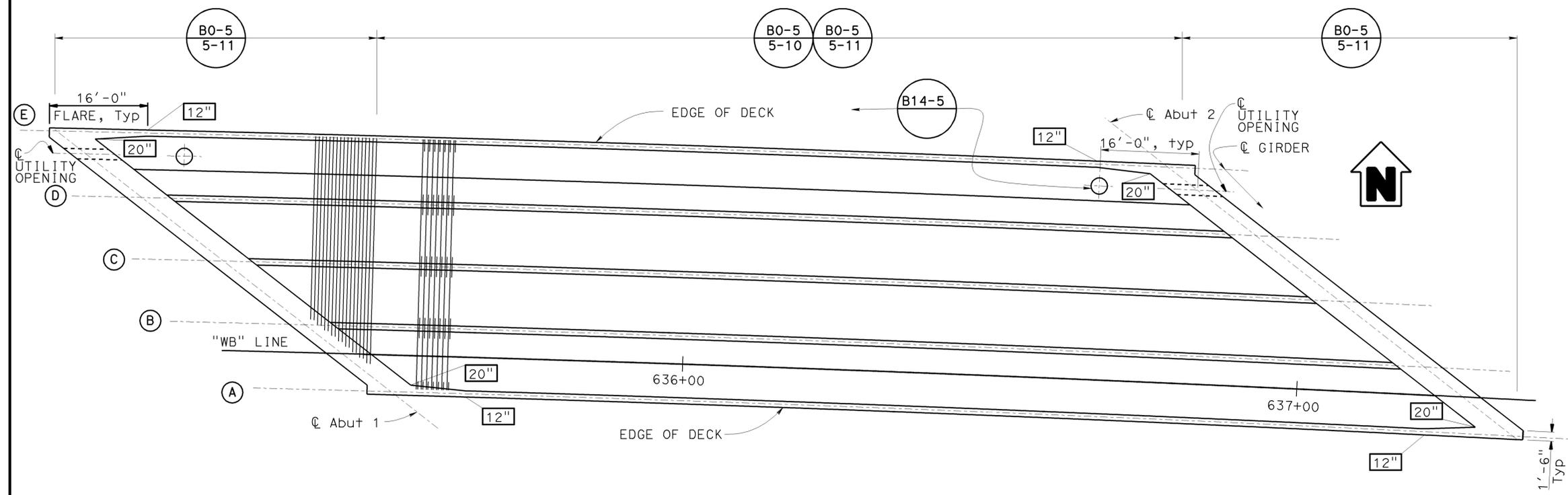
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE No.	57-1228F
POST MILE	0.26

W11-W905 CONNECTOR
TYPICAL SECTION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	546	622

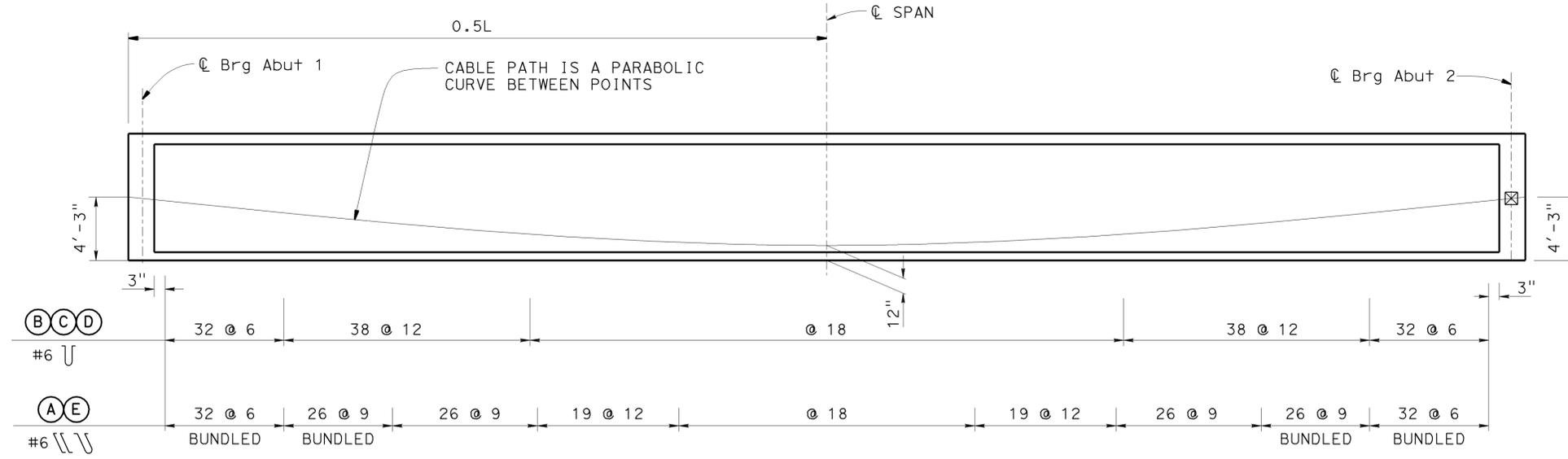
LAITH BAHIA 10-31-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



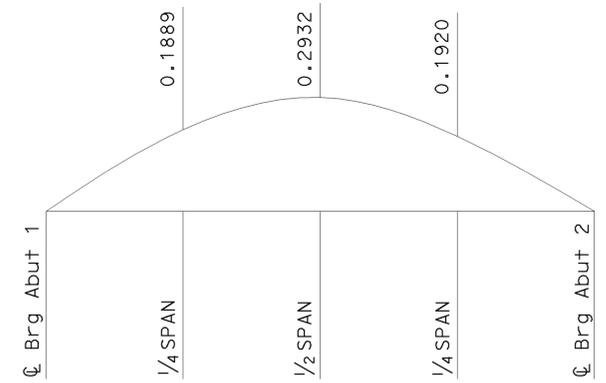
PLAN
1" = 10'-0"

PRESTRESSING NOTES

270 KSI Low Relaxation Strand:
 $P_{jack} = 12200$ kips
 Anchor Set = $\frac{3}{8}$ in
 Total Number of Girders = 5
 Distribution of prestress force (P_{jack}) between girders shall not exceed the ratio of 3:2. Maximum final force variation between girders shall not exceed 725 kips.
 Concrete: $f'_c = 5.0$ ksi @ 28 days
 $f'_{ci} = 3.5$ ksi @ time of stressing
 Contractor shall submit elongation calculations based on initial stress at
 $\boxtimes = 0.9436$ times jacking stress.
 One end stressing shall be performed from either end.



LONGITUDINAL SECTION
No Scale



CAMBER DIAGRAM

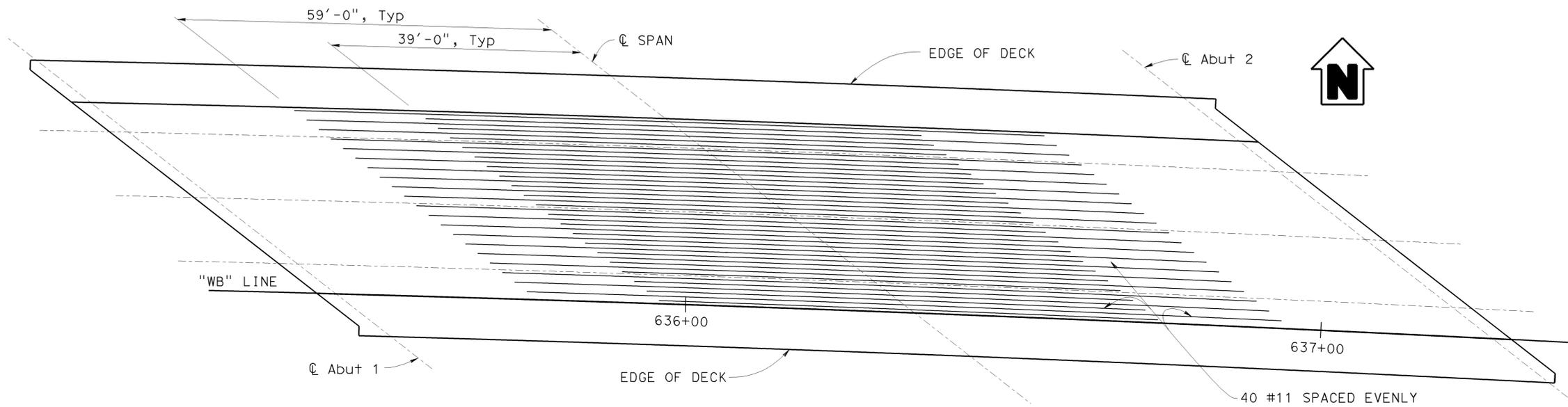
Legend:
 Indicates stem width in inches

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

DESIGN BY L. Bahia	CHECKED J. Lane	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1228F	W11-W905 CONNECTOR GIRDER LAYOUT
DETAILS BY L. Xiong	CHECKED L. Bahia			POST MILE 0.26	
QUANTITIES BY L. Bahia	CHECKED J. Lane				

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3
 UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321
 DISREGARD PRINTS BEARING EARLIER REVISION DATES
 REVISION DATES: 12-06-12, 05-06-13, 11-06-12, 11-26-12
 SHEET 11 OF 20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	547	622
LAITH BAHIA			10-31-12		
REGISTERED CIVIL ENGINEER			DATE		
04-22-13			PLANS APPROVAL DATE		
REGISTERED PROFESSIONAL ENGINEER LAITH O. BAHIA No. C53068 Exp. 06-30-13 CIVIL STATE OF CALIFORNIA					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					



ADDITIONAL BOTTOM REINFORCEMENT
1" = 10'-0"

DESIGN	BY L. Bahia	CHECKED J. Lane
DETAILS	BY L. Xiong	CHECKED L. Bahia
QUANTITIES	BY L. Bahia	CHECKED J. Lane

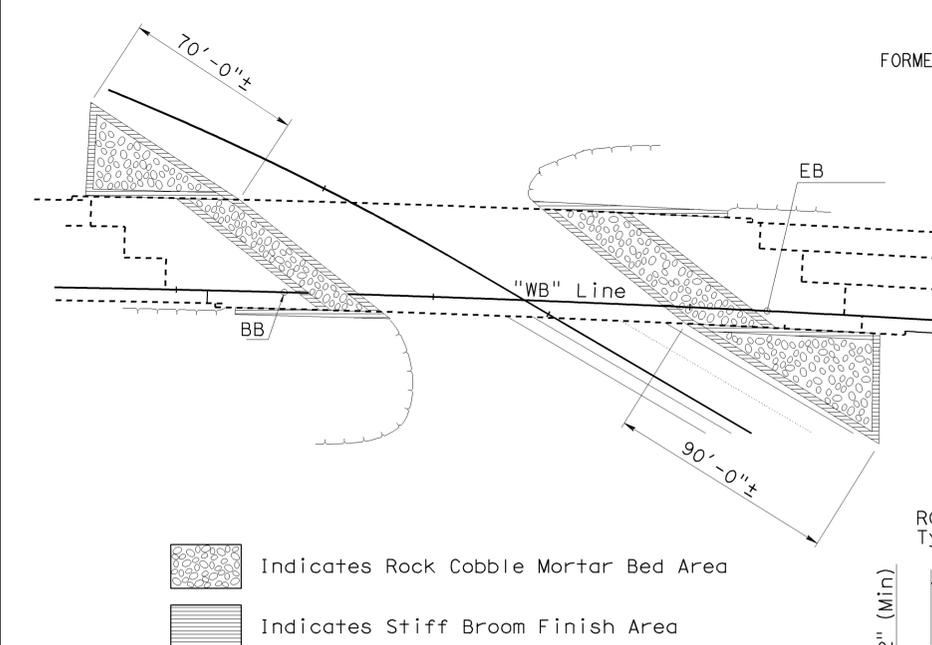
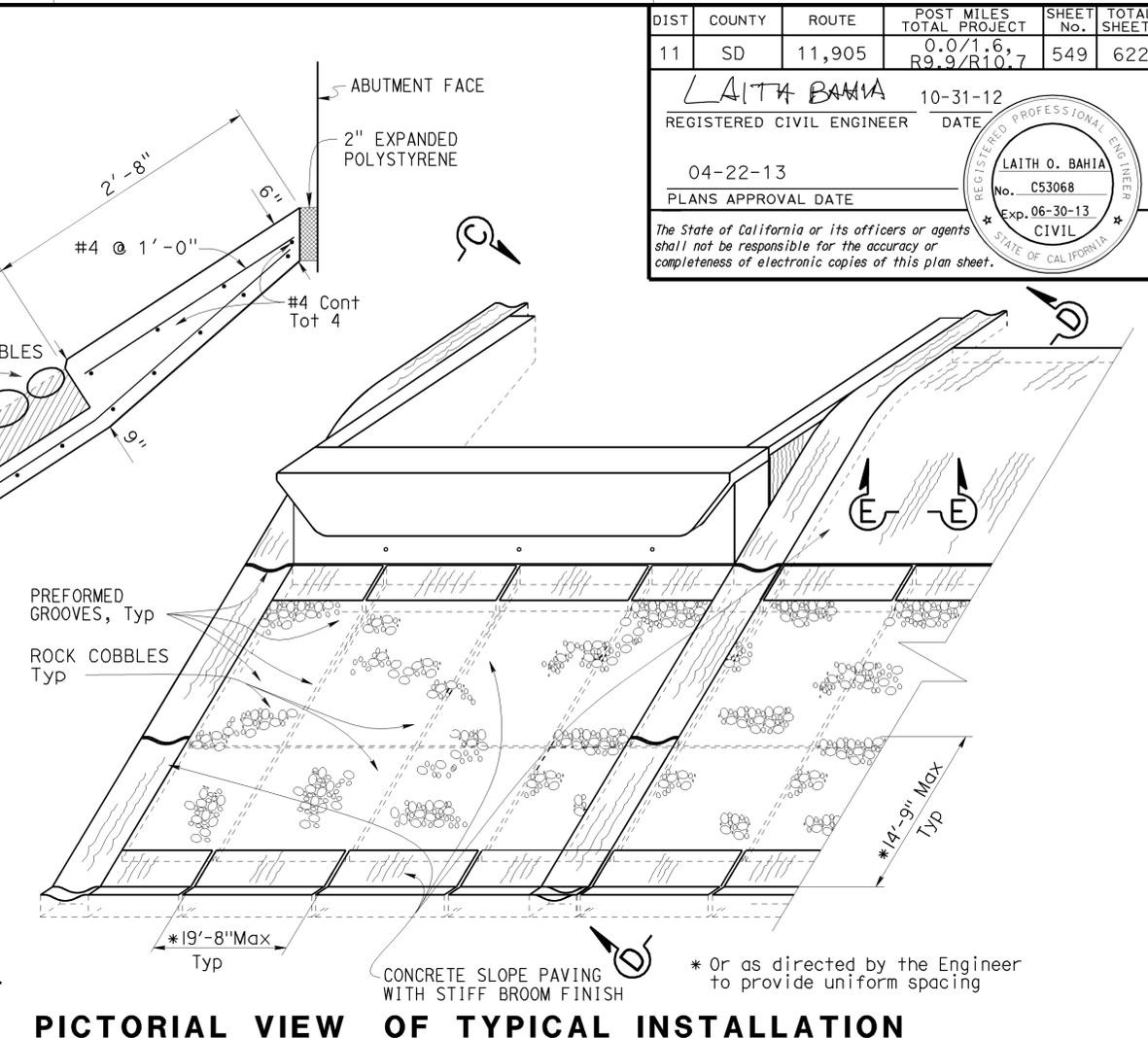
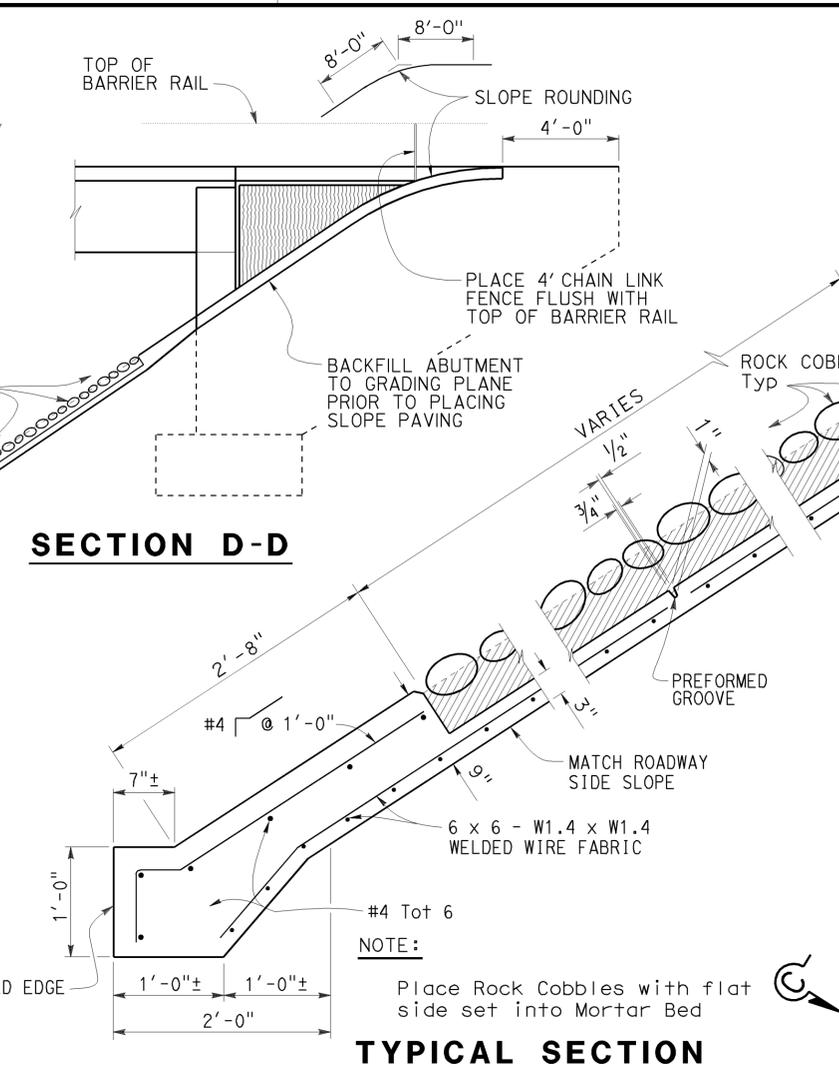
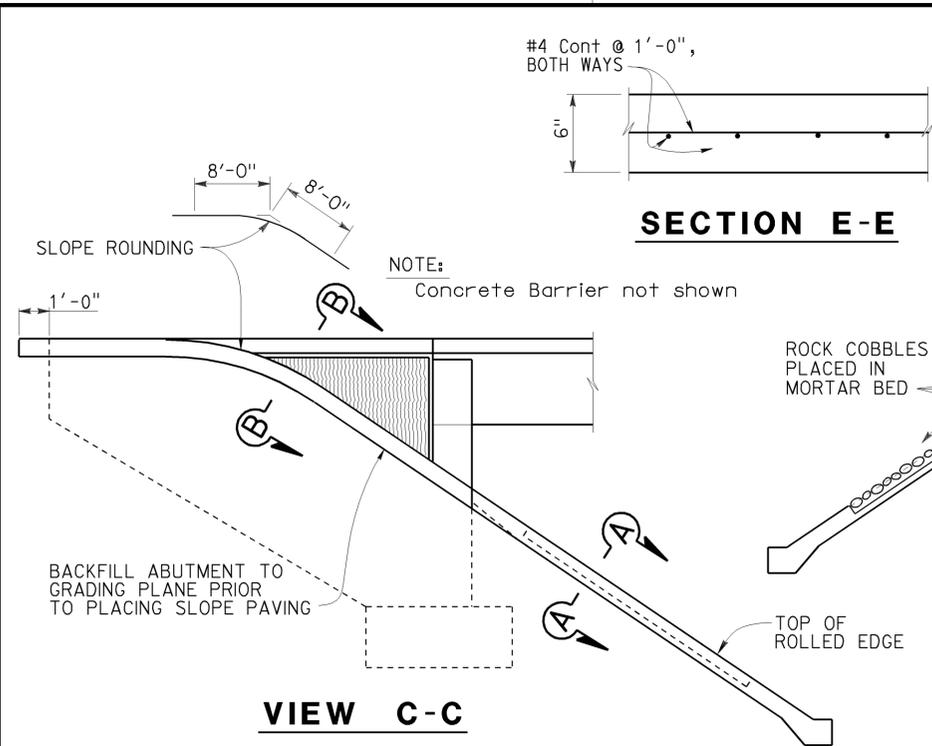
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

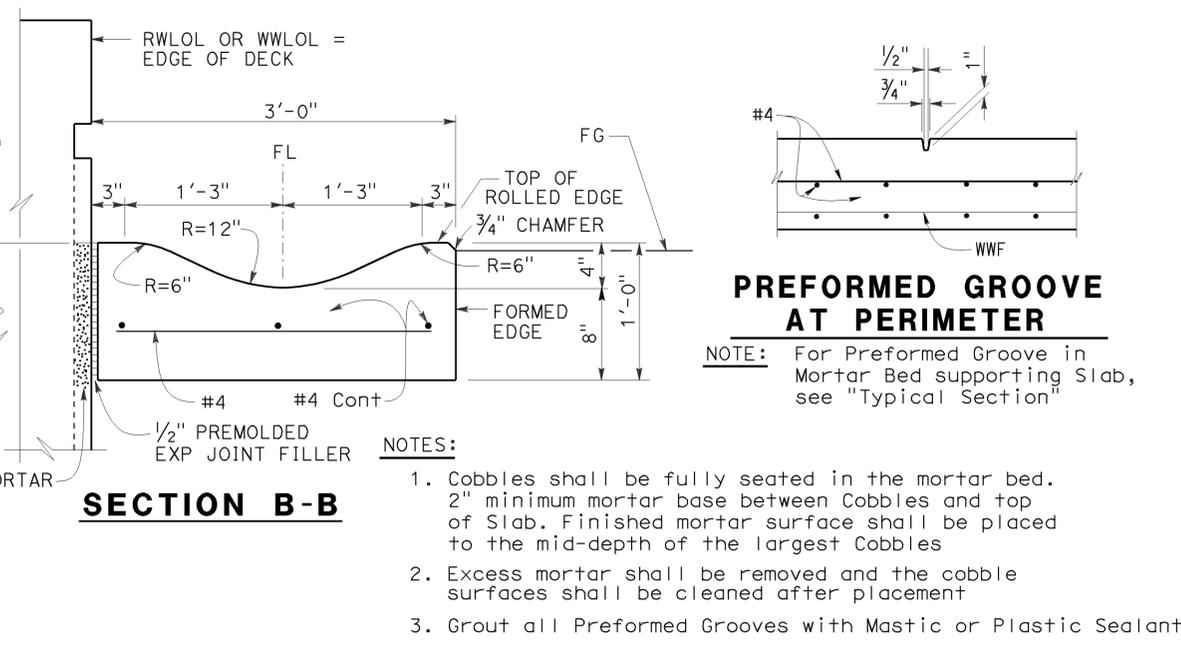
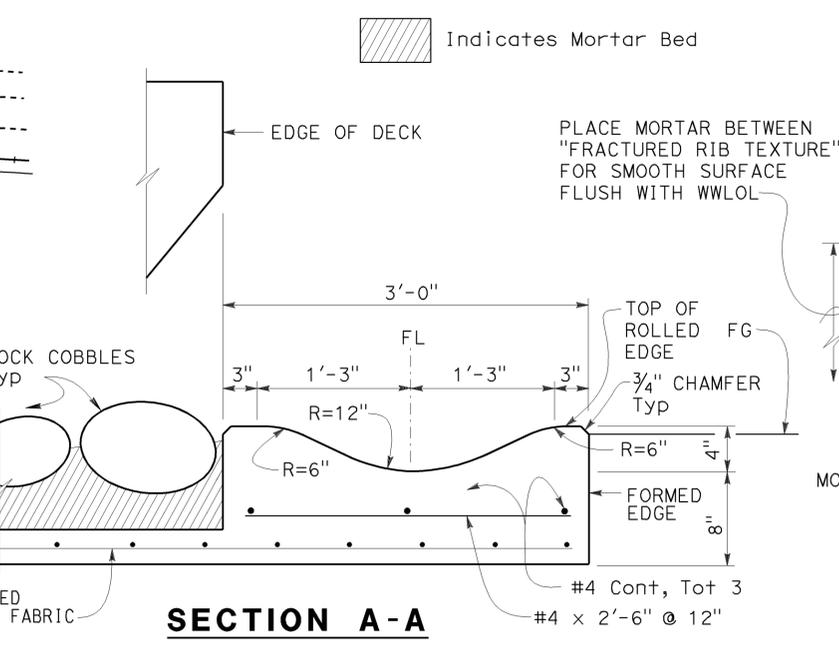
BRIDGE NO.	57-1228F
POST MILE	0.26

W11-W905 CONNECTOR
ADDITIONAL REINFORCEMENT

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	549	622
LAITH BAHIA			10-31-12	REGISTERED CIVIL ENGINEER DATE	
4-22-13			PLANS APPROVAL DATE		
REGISTERED PROFESSIONAL ENGINEER LAITH O. BAHIA No. C53068 Exp. 06-30-13 CIVIL STATE OF CALIFORNIA					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					



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

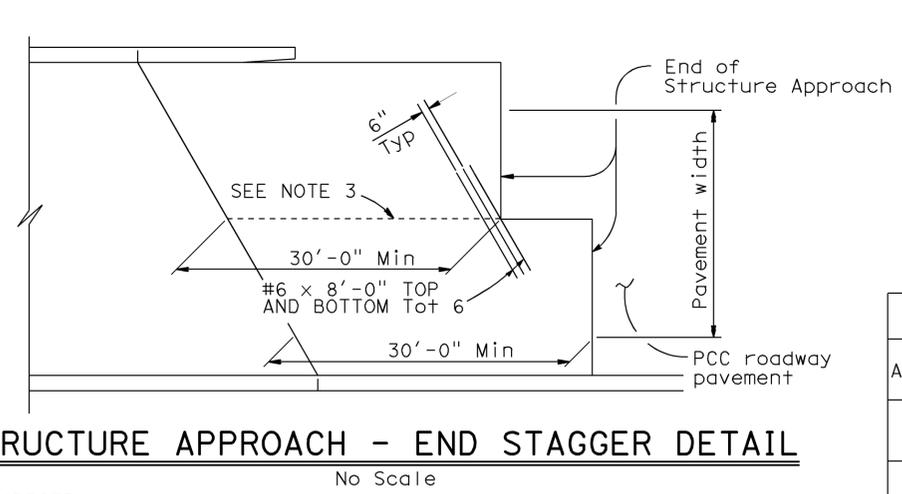
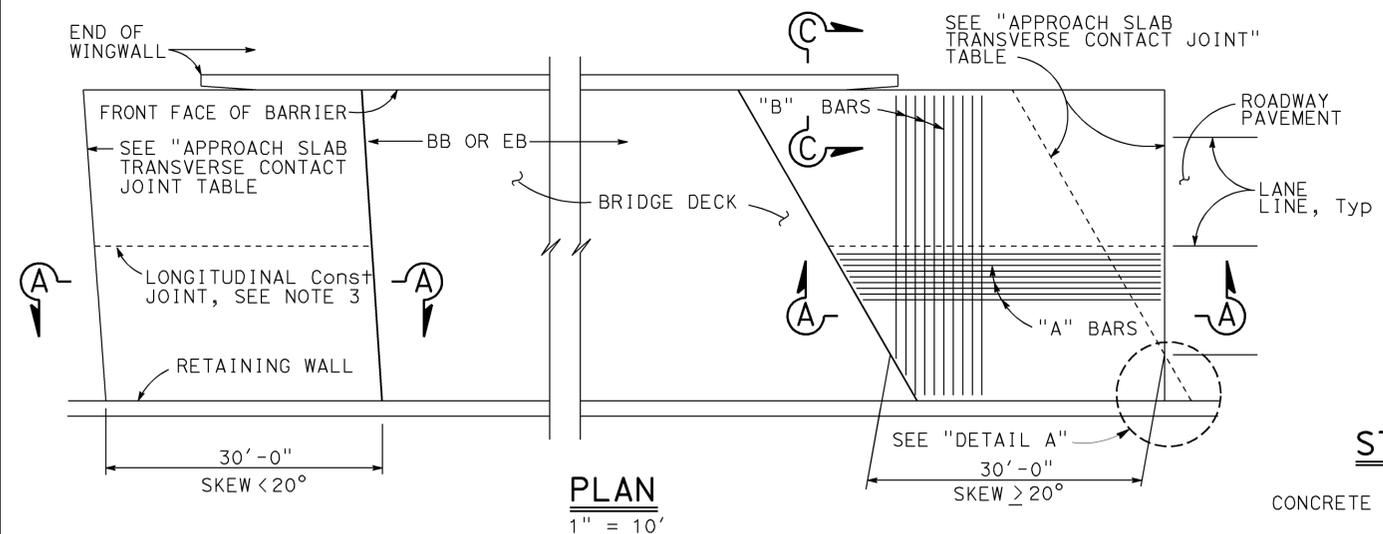


- NOTES:**
- Cobbles shall be fully seated in the mortar bed. 2" minimum mortar base between Cobbles and top of Slab. Finished mortar surface shall be placed to the mid-depth of the largest Cobbles
 - Excess mortar shall be removed and the cobble surfaces shall be cleaned after placement
 - Grout all Preformed Grooves with Mastic or Plastic Sealant
 - See 'Special Provisions' for Cobble size

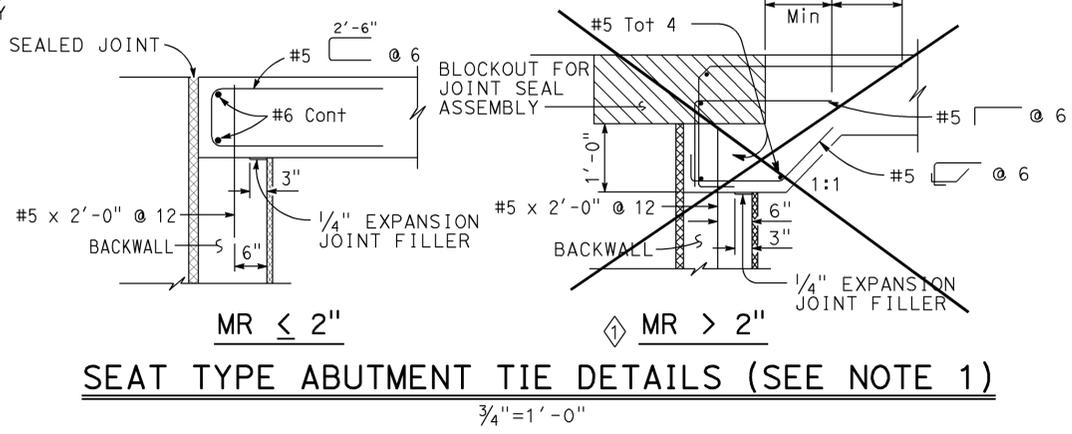
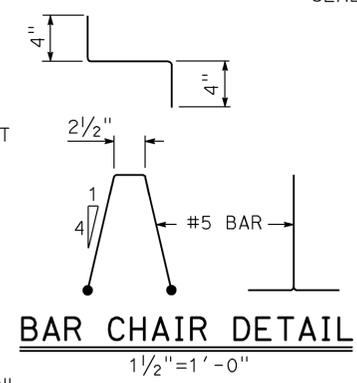
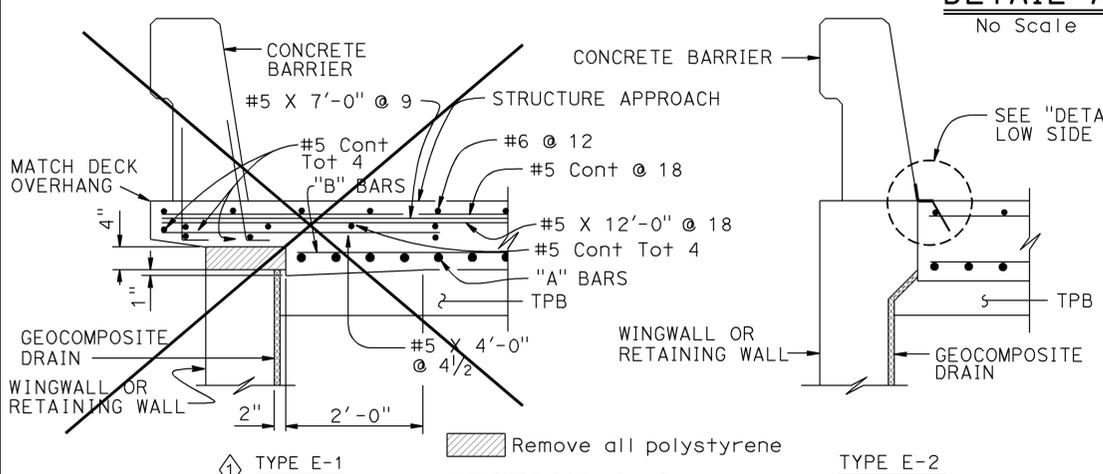
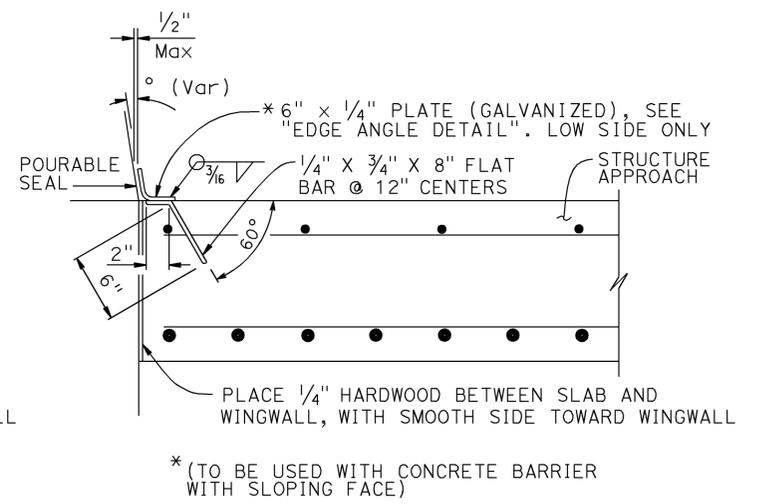
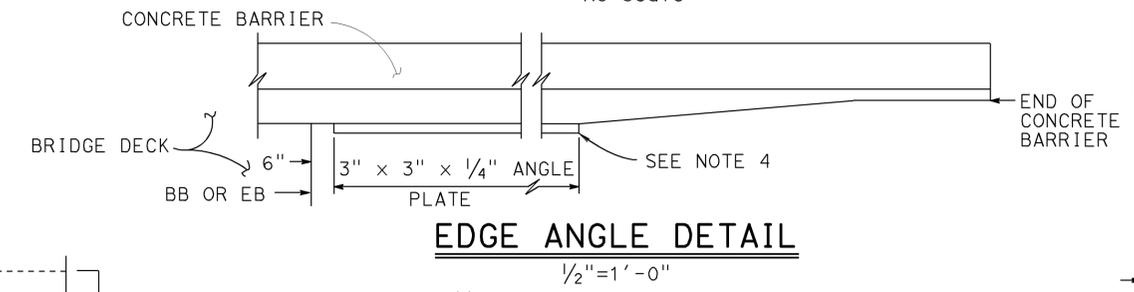
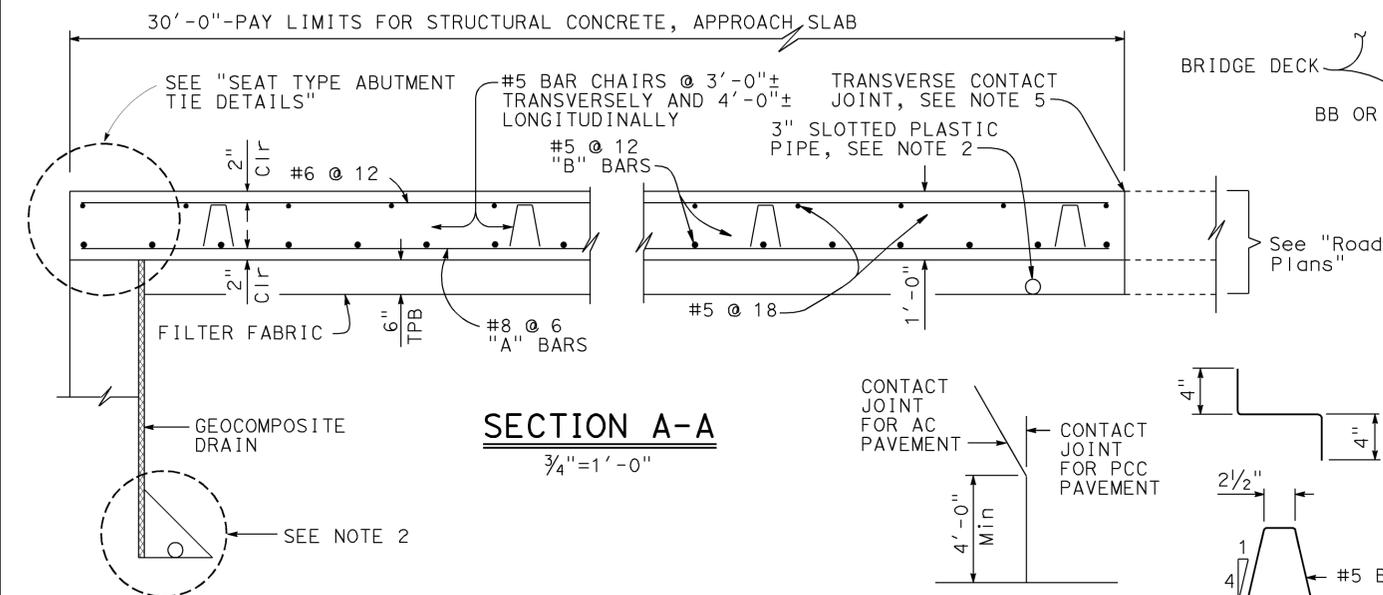
DESIGN	BY L. Bahia	CHECKED J. Lane	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE No.	57-1228F	W11-W905 CONNECTOR SLOPE PAVING (ROCK COBBLE)		
DETAILS	BY L. Xiong	CHECKED L. Bahia			POST MILE	0.26			
QUANTITIES	BY L. Bahia	CHECKED J. Lane			CONTRACT No.:	11-056321			
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)			ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT No.:	11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES		
				0	1	2	3	REVISION DATES	SHEET 14 OF 20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	550	622

LAITH BAHIA 10-31-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
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APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	PARALLEL TO FACE OF PN	PARALLEL TO FACE OF PN
20° - 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER LINES 24' TO 36' APART
> 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER AT EACH LANE LINE



- NOTES:**
- For details not shown, see Structure Plans. For MR < 2', adjust bar reinforcement to clear a sawcut for sealed joint, when required.
 - For drainage details, see "STRUCTURE APPROACH DRAINAGE DETAILS" sheet.
 - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines.
 - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach as applicable.
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10.
 - At the Contractor's option, approach slab transverse reinforcement may be placed parallel to paving notch. Spacing of transverse reinforcement is measured along roadway centerline.

REVISED STANDARD DRAWING

FILE NO. **xs3-120**

APPROVAL DATE July 2011

DELETED DETAILS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE NO. 57-1228F
POST MILE 0.26

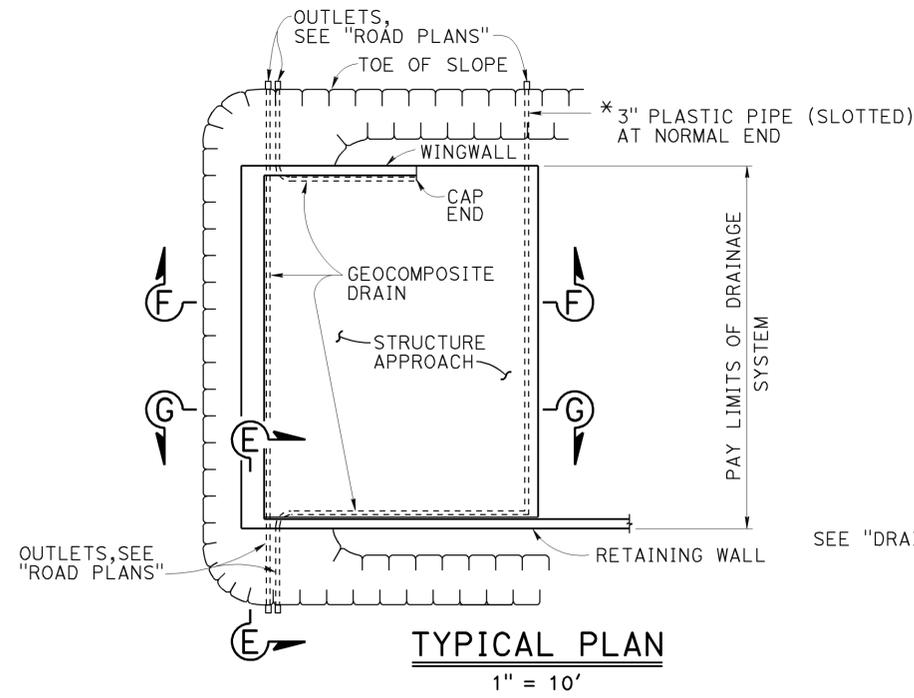
W11-W905 CONNECTOR

STRUCTURE APPROACH TYPE N(30S)

REVISION DATES: 11-06-12, 05-06-13

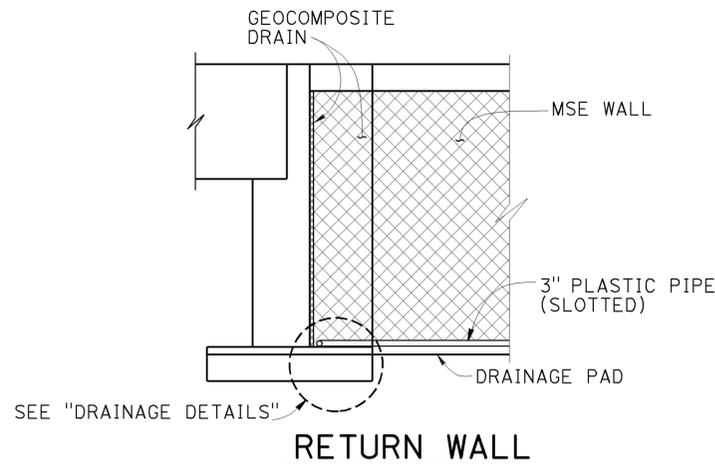
SHEET 15 OF 20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	551	622
LAITH BAHIA 10-31-12 REGISTERED CIVIL ENGINEER DATE				04-22-13 PLANS APPROVAL DATE	
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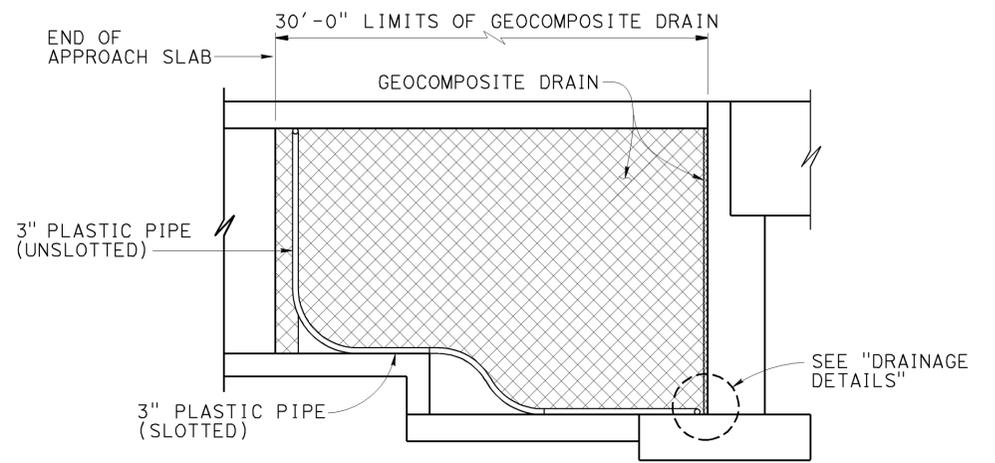


TYPICAL PLAN
1" = 10'

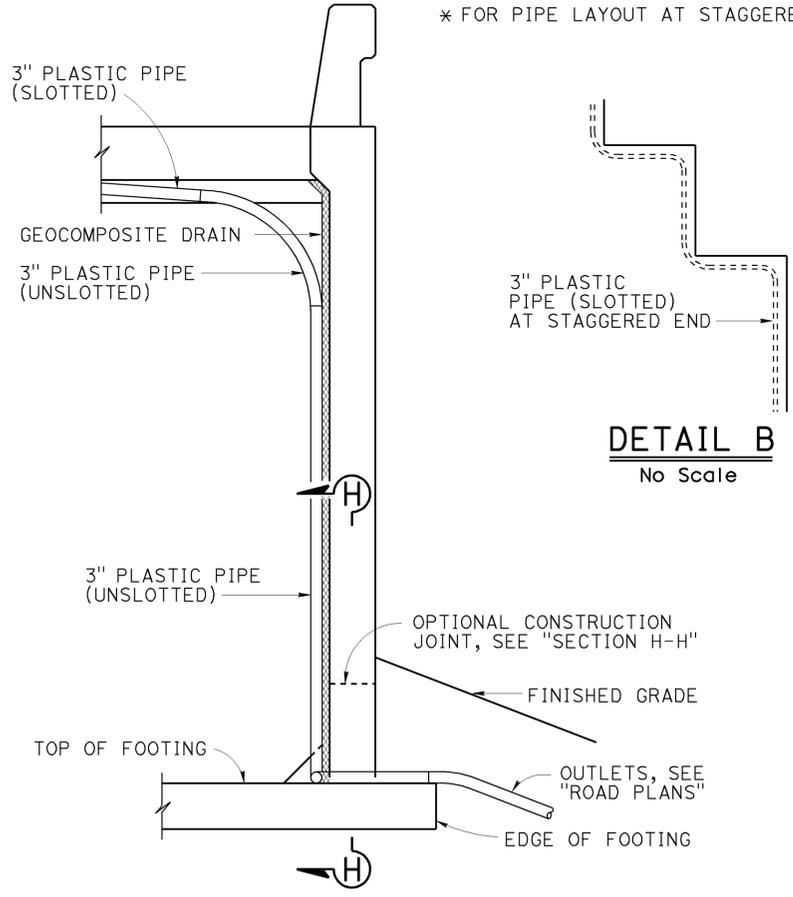
* FOR PIPE LAYOUT AT STAGGERED END, SEE "DETAIL B"



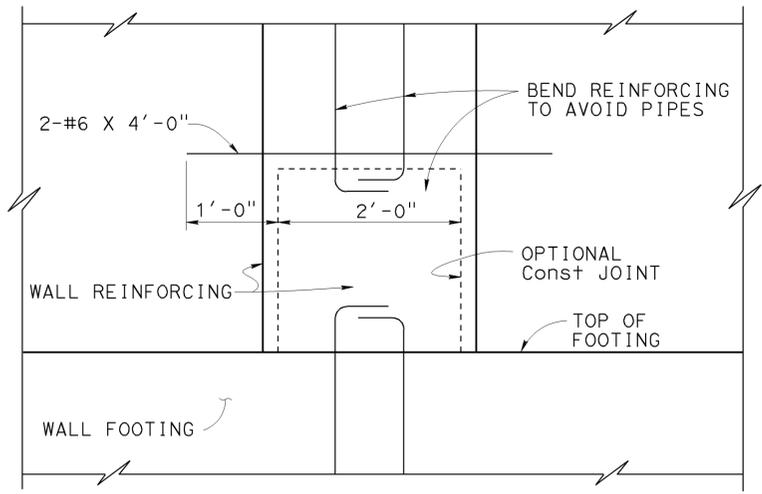
RETURN WALL
SECTION F-F
1/4" = 1'-0"



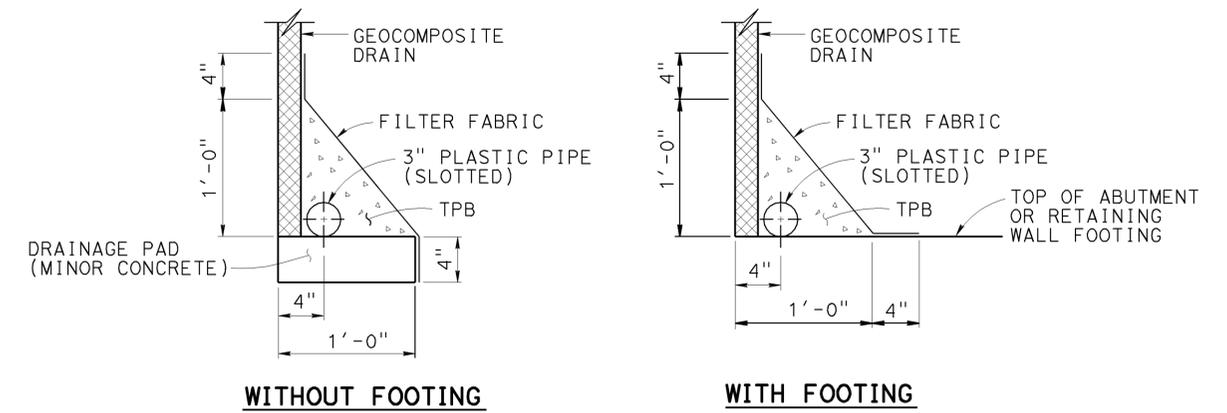
RETAINING WALL WINGWALL DRAINAGE DETAILS
SECTION G-G
1/4" = 1'-0"



DETAIL B
No Scale



SECTION H-H
1" = 1'-0"



DRAINAGE DETAILS
1 1/2" = 1'-0"

NOTE: Bends and junctions in 3" plastic pipe are 30" radius Min

STANDARD DRAWING	
FILE NO. xs3-110	APPROVAL DATE July 2011

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES
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BRIDGE NO. 57-1228F	W11-W905 CONNECTOR
POST MILE 0.26	
STRUCTURE APPROACH DRAINAGE DETAILS	

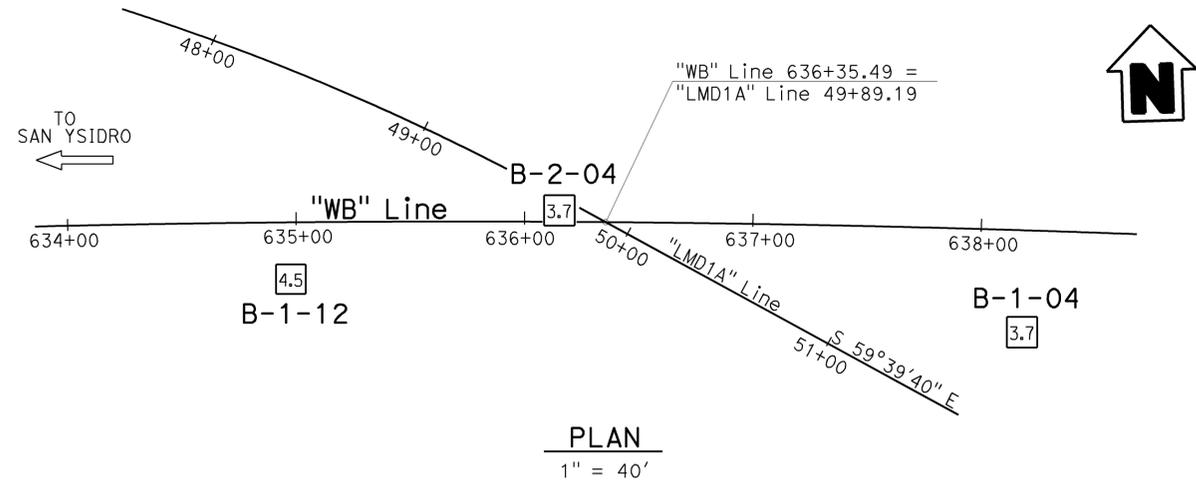
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0/1.6; R9.9/R10.7	552	622

Erich Neupert
PROFESSIONAL GEOLOGIST
10-30-12

04-22-13
PLANS APPROVAL DATE

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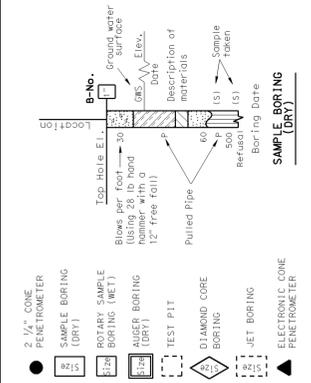
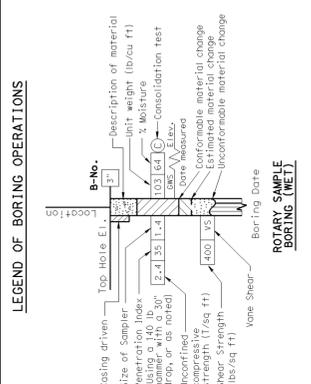
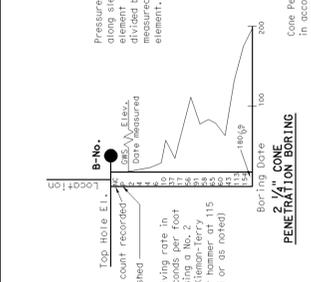
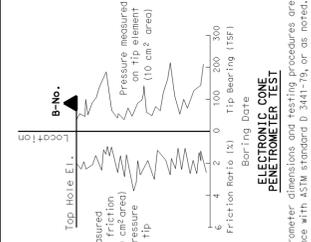
STATE OF CALIFORNIA
PROFESSIONAL GEOLOGIST
Erich Neupert
No. 8137
Exp. 2-28-14



PLAN
1" = 40'

NOTES:

- The descriptions and classifications of rock and/or soil, including consistency and relative density descriptors, used by the field and/or office personnel for the exploration boreholes shown on this sheet are based on the "Soil and Rock Logging Classification Manual (Field Guide)," Engineering Service Center, Office of Structure Foundations, August 1996.
- Soil colors were determined by using Munsell Soil Color Charts (1994, Revised Edition). Rock colors were determined using Geological Society of America rock color charts (1995, 8th Printing).
- Ground water was measured in Boring B-2-04. No attempt was made to measure ground water in Borings B-1-04 and B-1-12. Those Borings were backfilled immediately after completion of drilling.
- E = Blow count for 1' penetration extrapolated from blow count for less than 1' (due to change in material or hard driving).
- RQD with asterisk designation (i.e. RQD=53%*) indicates that the rock within the drilled interval is soft and that the soundness criteria has not been met (as described by Deere and Deere, 1989). Rock not meeting the soundness criteria is defined as moderately soft, soft, or very soft.
- RQD designated with "N/A" (not applicable) infers that the rock encountered within the drilled interval was not sound rock, therefore RQD was not calculated.



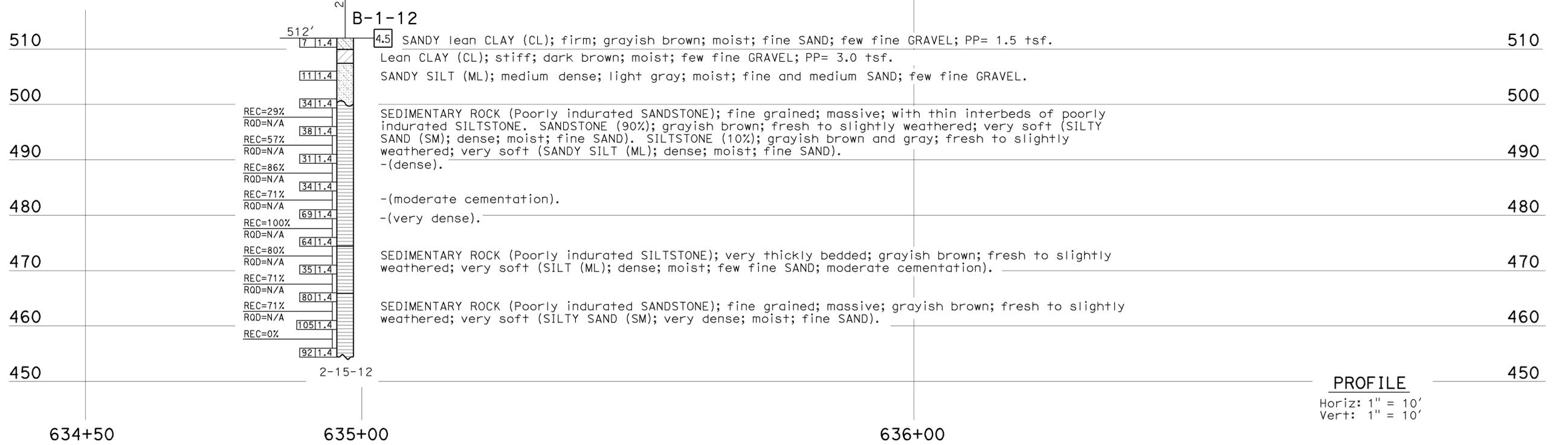
LEGEND OF EARTH MATERIALS

GRAVEL	CLAYEY SILT
SAND	PEAT and/or ORGANIC MATTER
SILT	COBBLES and/or BOULDERS
CLAY	IGNEOUS ROCK
SANDY CLAY or CLAYEY SAND	SEDIMENTARY ROCK
SANDY SILT or SILTY SAND	METAMORPHIC
SILTY CLAY	

CONSISTENCY CLASSIFICATION FOR SOILS

SPT N ₆₀ (blows/foot)	Consistency
0-4	Very Loose
5-10	Loose
11-30	Medium Dense
31-50	Dense
>50	Very Dense

BENCH MARK
BM 905-K17.8 Elev 525.75'
Caltrans Benchmark 905-K17.8, brass cap set in concrete on the southwest corner of the top of a 2-cell box culvert on the west side of existing Route 905.



PROFILE
Horiz: 1" = 10'
Vert: 1" = 10'

ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: H. Valencia, D.T-M Liao	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1228F POST MILE 0.26	W11 - W905 CONNECTOR LOG OF TEST BORINGS 1 OF 4
DRAWN BY I.G-Remmen	CHECKED BY E. Neupert					

FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS 1 OF 4"

LEGEND OF BORING OPERATIONS

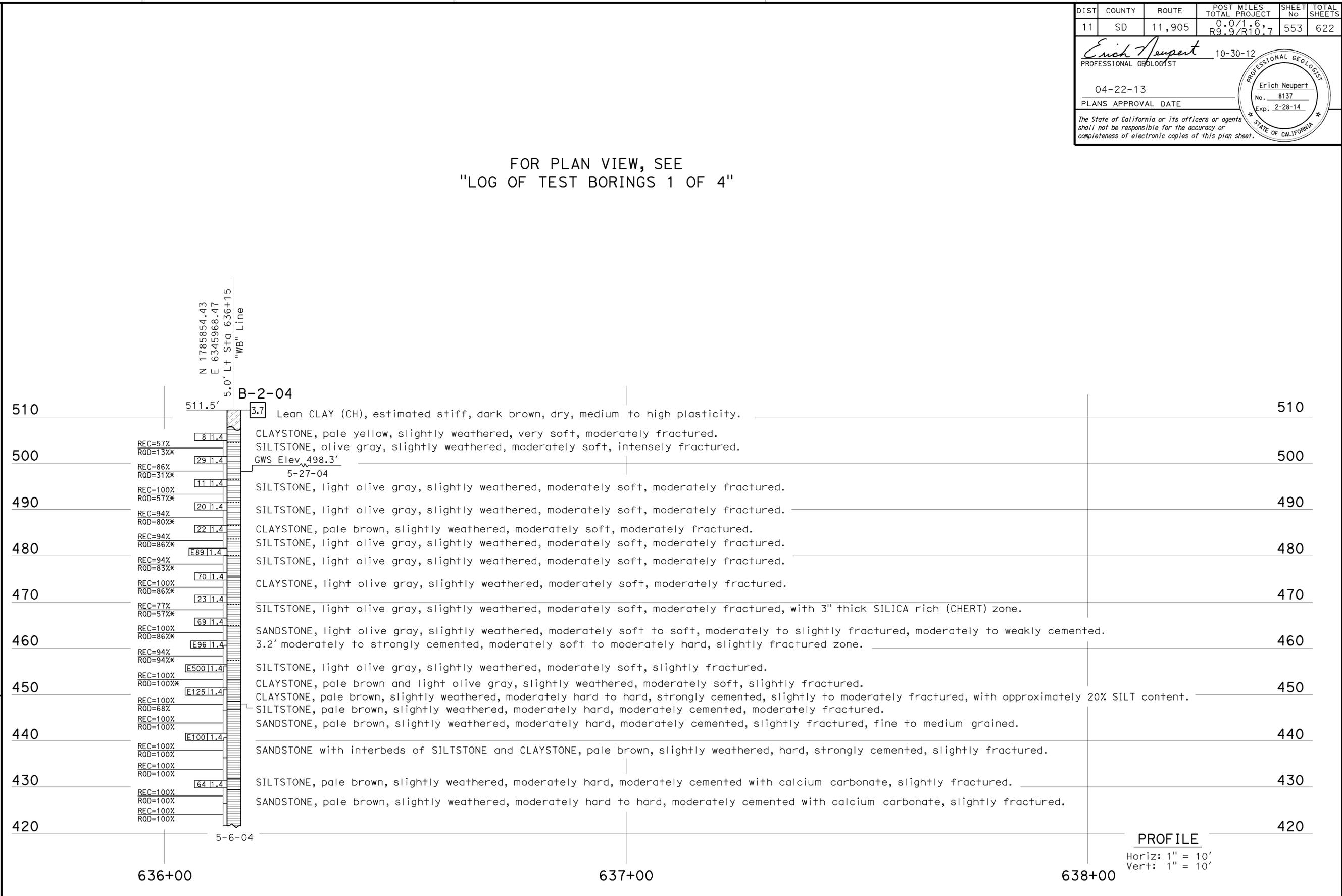
LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

According to the Standard Penetration Test

SPT No./Blows/ft	Soil Description
0-4	Very Loose
5-10	Loose
11-30	Medium Dense
31-50	Dense
>50	Very Dense

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: H. Valencia	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1228F POST MILE 0.26	W11 - W905 CONNECTOR LOG OF TEST BORINGS 2 OF 4
DRAWN BY I.G-Remmen	CHECKED BY E. Neupert					CONTRACT NO.: 11-056321

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

UNIT: 3643
PROJECT NUMBER & PHASE: 11000205191

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
09-28-12	18	20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0/1.6 R9.9/R10.7	554	622

Erich Neupert
ENGINEERING GEOLOGIST
10-30-12

04-22-13
PLANS APPROVAL DATE

PROFESSIONAL GEOLOGIST
Erich Neupert
No. 8137
Exp. 2-28-14
STATE OF CALIFORNIA

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FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS 1 OF 4"

LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

2 1/4" CONE PENETROMETER
SAMPLE BORING (DRY)
POSTER SAMPLE BORING (WET)
AUGER BORING (WET)
TEST PIT
DIAMOND CORE BORING
JET BORING
ELECTRONIC CONE PENETROMETER

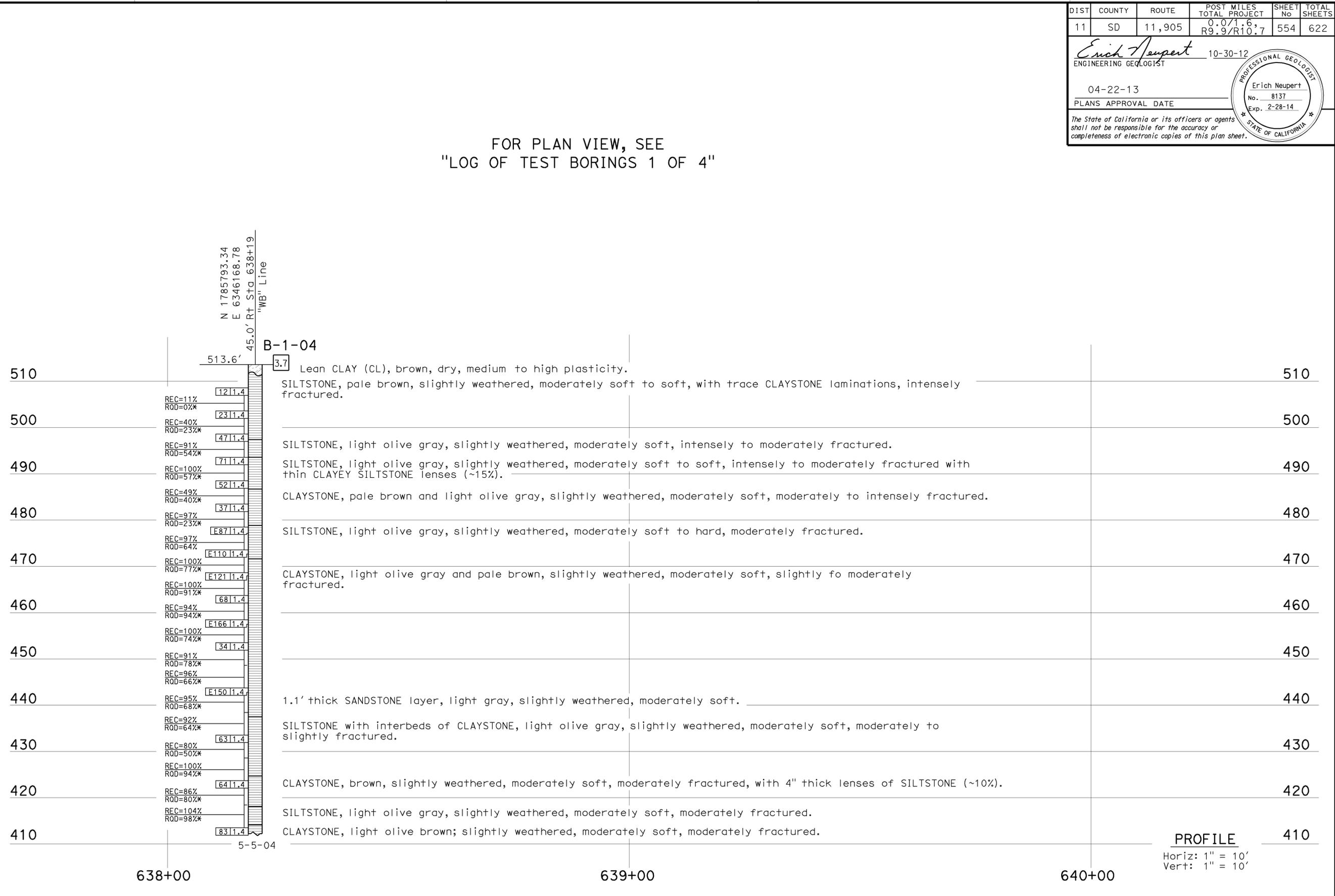
CLAYEY SILT
PEAT and/or ORGANIC MATTER
COBBLES and/or Boulders
IGNEOUS ROCK
SEDIMENTARY ROCK
METAMORPHIC ROCK

GRAVEL
SAND
SILT
CLAY
SANDY CLAY or CLAYEY SAND
SANDY SILT or SILTY SAND
SILTY CLAY

SPT No./Blows (ft) | Consistency (ft) | SPT No./Blows (ft) | Consistency (ft)

0-4 | Very Loose | 0-2 | Very Soft
5-10 | Loose | 2-4 | Soft
11-30 | Medium Dense | 5-8 | Medium stiff
31-50 | Dense | 9-15 | Stiff
51-100 | Very Dense | 16-30 | Very stiff
101-150 | | 31-60 | Hard
151-200 | | >60 | Very Hard

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: H. Valencia	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1228F POST MILE 0.26	W11 - W905 CONNECTOR LOG OF TEST BORINGS 3 OF 4
DRAWN BY I.G-Remmen	CHECKED BY E. Neupert					REVISION DATES 09-28-12 10-26-12 11-06-12 05-06-13 SHEET 19 OF 20

06S LOG OF TEST BORINGS SHEET (ENGLISH) (REV. 5/25/07)

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

UNIT: 3643
PROJECT NUMBER & PHASE: 11000205191
CONTRACT NO.: 11-056321
DISREGARD PRINTS BEARING EARLIER REVISION DATES

FILE => 57-1228f-z-1ofb_3of4.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	555	622

Erich Neupert
PROFESSIONAL GEOLOGIST
10-30-12

42-28-13
PLANS APPROVAL DATE

No. 8137
Exp. 2-28-14

STATE OF CALIFORNIA
PROFESSIONAL GEOLOGIST

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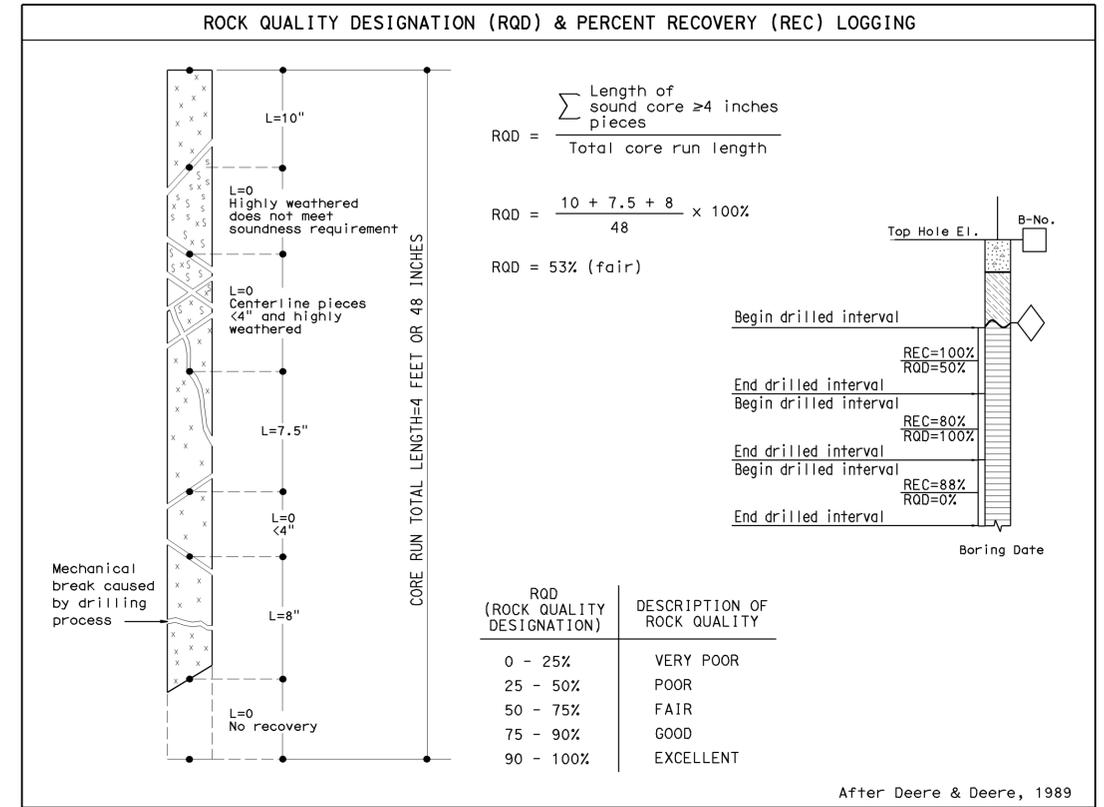
WEATHERING DESCRIPTORS							
Descriptors		Diagnostic features				General characteristics § (strength, excavation, etc.)	
		Chemical weathering-Discoloration and/or oxidation		Mechanical weathering-Grain boundary conditions (disaggregation) primarily for granitics and some coarse-grained sediments	Texture and solutioning		
Alphanumeric descriptor	Descriptive term	Body of rock	Fracture † surfaces		Texture	Solutioning	
W1	Fresh	No discoloration, not oxidized.	No discoloration or oxidation.	No separation, intact (tight).	No change.	No solutioning.	Hammer rings when crystalline rocks are struck. Almost always rock excavation except for naturally weak or weakly cemented rocks such as siltstones or shales.
W2	Slightly weathered to fresh °						
W3	Slightly weathered	Discoloration or oxidation is limited to surface of, or short distance from, fractures; some feldspar crystals are dull.	Minor to complete discoloration or oxidation of most surfaces.	No visible separation, intact (tight).	Preserved.	Minor leaching of some soluble minerals may be noted.	Hammer rings when crystalline rocks are struck. Body of rock not weakened. With few exceptions, such as siltstones or shales, classified as rock excavation.
W4	Moderately to slightly weathered °						
W5	Moderately weathered	Discoloration or oxidation extends from fractures usually throughout; Fe-Mg minerals are "rusty," feldspar crystals are "cloudy."	All fracture surfaces are discolored or oxidized.	Partial separation of boundaries visible.	Generally preserved.	Soluble minerals may be mostly leached.	Hammer does not ring when rock is struck. Body of rock is slightly weakened. Depending on fracturing, usually is rock excavation except in naturally weak rocks such as siltstones or shales.
W6	Intensely to moderately weathered °						
W7	Intensely weathered	Discoloration or oxidation throughout; all feldspars and Fe-Mg minerals are altered to clay to some extent; or chemical alteration produces in-situ disaggregation, see grain boundary conditions.	All fracture surfaces are discolored or oxidized, surfaces friable.	Partial separation, rock is friable; in semiarid conditions granitics are disaggregated.	Texture altered by chemical disintegration (hydration, argillation).	Leaching of soluble minerals may be complete.	Dull sound when struck with hammer, usually can be broken with moderate to heavy manual pressure or by light hammer blow without reference to planes of weakness such as incipient or hairline fractures, or veinlets. Rock is significantly weakened. Usually common excavation.
W8	Very intensely weathered						
W9	Decomposed	Discolored or oxidized throughout, but resistant minerals such as quartz may be unaltered; all feldspars and Fe-Mg minerals are completely altered to clay.		Complete separation of grain boundaries (disaggregated).	Resembles a soil, partial or complete remnant rock structure may be preserved; leaching of soluble minerals usually complete.		Can be granulated by hand. Always common excavation. Resistant minerals such as quartz may be present as "stringers" or "dikes."

Note: This chart and its horizontal categories are more readily applied to rocks with feldspars and mafic minerals. Weathering in various sedimentary rocks, particularly limestones and poorly indurated sediments, will not always fit the categories established. This chart and weathering categories may have to be modified for particular site conditions or alteration such as hydrothermal effects; however, the basic framework and similar descriptors are to be used.

° Combination descriptors are permissible where equal distribution of both weathering characteristics are present over significant intervals or where characteristics present are "in between" the diagnostic feature. However, dual descriptors should not be used where significant, identifiable zones can be delineated. When given as a range, only two adjacent terms may be combined. "Decomposed to slightly weathered," or "moderately weathered to fresh" are not acceptable.

† Does not include directional weathering along shears or faults and their associated features. For example, a shear zone that carried weathering to great depths into a fresh rock mass would not require the rock mass to be classified as weathered.

§ These are generalizations and should not be used as diagnostic features for weathering or excavation classification. These characteristics vary to a large extent based on naturally weak materials or cementation and type of excavation.



FRACTURE DENSITY

Modified from United States Bureau of Reclamation, Engineering Geology Field Manual.

FRACTURE DENSITY- Based on the spacing of all natural fractures in an exposure or core recovery lengths in boreholes; excludes mechanical breaks, shears, and shear zones; however, shear-disturbed zones (fracturing outside the shear) are included. Descriptors for fracture density apply to all rock exposures such as tunnel walls, dozer trenches, outcrops, or foundation cut slopes and inverts, as well as boreholes. Descriptive criteria presented below are based on borehole cores where lengths are measured along the core axis, for other exposures the criteria is distance measured between fractures (size of blocks).

UNFRACTURED (FD0): No fractures.

VERY SLIGHTLY FRACTURED (FD1): Core recovered mostly in lengths greater than 3 ft.

SLIGHTLY TO VERY SLIGHTLY FRACTURED (FD2)*

SLIGHTLY FRACTURED (FD3): Core recovered mostly in lengths from 1 to 3 ft. with few scattered lengths less than 1 ft or greater than 3 ft.

MODERATELY TO SLIGHTLY FRACTURED (FD4)*

MODERATELY FRACTURED (FD5): Core recovered mostly in 0.3 to 1.0 ft lengths with most lengths about 0.6 ft.

INTENSELY TO MODERATELY FRACTURED (FD6)*

INTENSELY FRACTURED (FD7): Lengths average from 0.1 to 0.3 ft with scattered fragmented intervals. Core recovered mostly in lengths less than 0.3 ft.

VERY INTENSELY TO INTENSELY FRACTURED (FD8)*

VERY INTENSELY FRACTURED (FD9): Core recovered mostly as chips and fragments with a few scattered short core lengths.

* Combinations of fracture densities (e.g. very intensely to intensely fractured, or moderately to slightly fractured) are used where equal distribution of both fracture density characteristics are present over a significant interval or exposure, or where characteristics are "in between" the descriptor definitions.

ROCK HARDNESS DESCRIPTORS

Alphanumeric Descriptor	Descriptor	Criteria
H1	Extremely hard	Core, fragment, or exposure cannot be scratched with knife or sharp pick; can only be chipped with repeated heavy hammer blows.
H2	Very hard	Cannot be scratched with knife or sharp pick. Core or fragment breaks with repeated heavy hammer blows.
H3	Hard	Can be scratched with knife or sharp pick with difficulty (heavy pressure). Heavy hammer blow required to break specimen.
H4	Moderately hard	Can be scratched with knife or sharp pick with light or moderate pressure. Core or fragment breaks with moderate hammer blow.
H5	Moderately soft	Can be grooved 1/16 inch deep by knife or sharp pick with moderate or heavy pressure. Core or fragment breaks with light hammer blow or heavy manual pressure.
H6	Soft	Can be grooved or gouged easily by knife or sharp pick with light pressure, can be scratched with fingernail. Breaks with light to moderate manual pressure.
H7	Very soft	Can be readily indented, grooved or gouged with fingernail, or carved with a knife. Breaks with light manual pressure.

Any bedrock unit softer than H7, very soft, is to be described using ASTM D-2488 consistency descriptors.

Note: Although "sharp pick" is included in these definitions, descriptions of ability to be scratched, grooved or gouged by a knife is the preferred criteria.

Modified from United States Bureau of Reclamation, Engineering Geology Field Manual.

BEDDING, FOLIATION, OR FLOW TEXTURE DESCRIPTORS

Descriptors	Thickness / Spacing
Massive	Greater than 10 ft
Very thickly (bedded, foliated, or banded)	3 to 10 ft
Thickly	1 to 3 ft
Moderately	0.3 to 1 ft
Thinly	0.1 to 0.3 ft
Very thinly	0.03 (3/8 in) to 0.1 ft
Laminated (intensely foliated or banded)	Less than 0.03 ft (3/8 in)

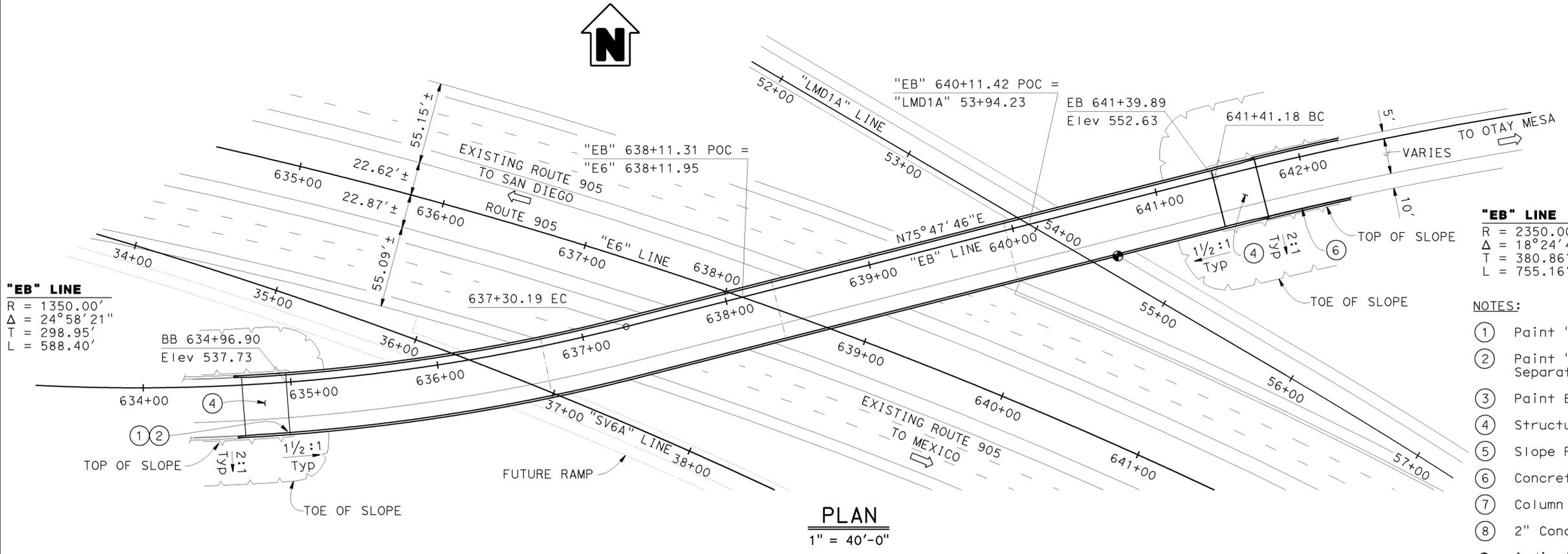
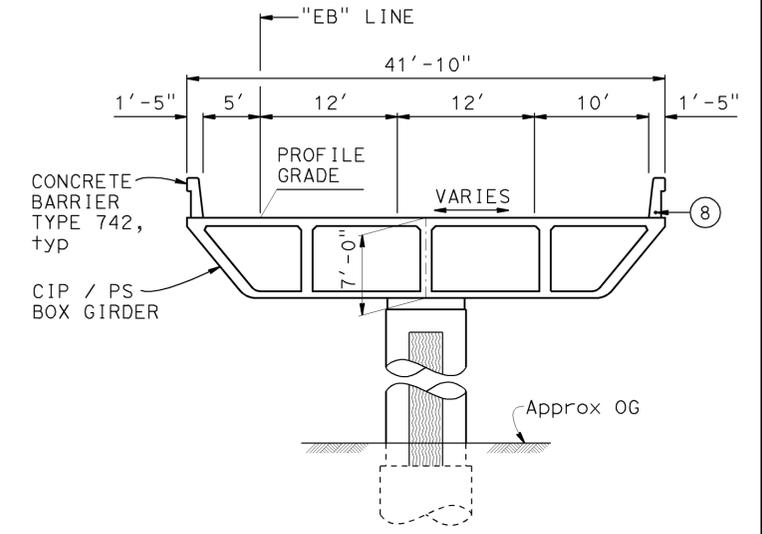
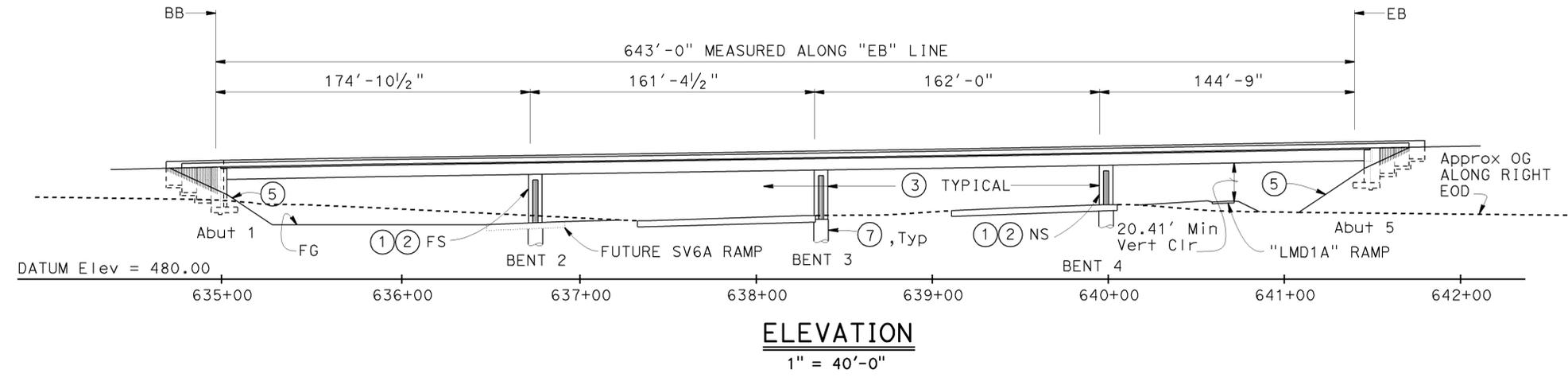
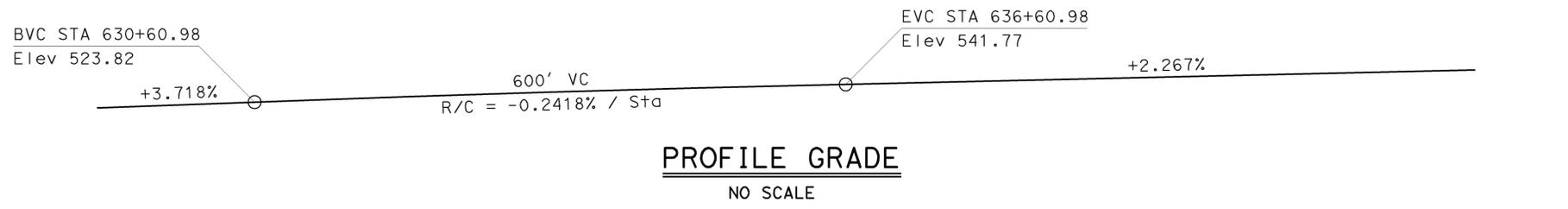
Modified from United States Bureau of Reclamation, Engineering Geology Field Manual.

ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SERVICES	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1228F POST MILE 0.26	W11 - W905 CONNECTOR LOG OF TEST BORINGS 4 OF 4
PREPARED BY: I. G-Remmen	UNIT: 3643 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 10-26-12 05-06-13	SHEET 20 OF 20

FILE => 57-1228f-z-1otb_4of4.dgn USERNAME => s122751
57-1228f-z-1otb_4of4.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	556	622

DATE: 11-01-12
 REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE: 04-22-13
 PAUL A. PETERSON
 No. C66764
 Exp. 09-30-14
 CIVIL
 STATE OF CALIFORNIA
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- "EB" LINE**
 $R = 2350.00'$
 $\Delta = 18^\circ 24' 42''$
 $T = 380.86'$
 $L = 755.16'$
- NOTES:**
- Paint "Br. No. 57-1229G"
 - Paint "E905-E11 / Rte 905 Connector Separation"
 - Paint Bent number
 - Structure Approach Type N(30S)
 - Slope Paving, full slope
 - Concrete Barrier, see "Road Plans"
 - Column Isolation Casing
 - 2" Conduit for Bridge Lighting, see "Road Plans"
- Indicates point of minimum vertical clearance

For "Index To Plans", "General Notes" and "Pile Data Table" see "Index To Plans" sheet.

Douglas J. Peterson
 DESIGN ENGINEER

DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE
DETAILS	BY PAP / KC	CHECKED JMP / T. Nguyen	LAYOUT	BY P. A. Peterson
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson	SPECIFICATIONS	BY T. Nedwick

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO. 57-1229G
 POST MILE 0.24

E905-E11 / RTE 905 CONNECTOR SEPARATION
GENERAL PLAN

UNIT: 3613
 PROJECT NUMBER & PHASE: 11000205191
 CONTRACT NO.: 11-056321

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
05-06-13 11-24-12 11-13 11-27-13	1	28

GENERAL NOTES LOAD AND RESISTANCE FACTOR DESIGN

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4th Edition and California Amendments, dated December 2008, September 2010, and November 2011.

SEISMIC DESIGN: CALTRANS SEISMIC DESIGN CRITERIA (SDC) Version 1.6 November 2010

DEAD LOAD: Includes 35 psf for future wearing surface

LIVE LOADING: HL93 with "Low-Boy" and Permit Design Vehicle

SEISMIC LOADING: See "SITE SPECIFIC ACCELERATION RESPONSE SPECTRA"

REINFORCED CONCRETE: $f_y = 60$ ksi
 $f'_c =$ See "CONCRETE STRENGTH AND TYPE LIMITS"

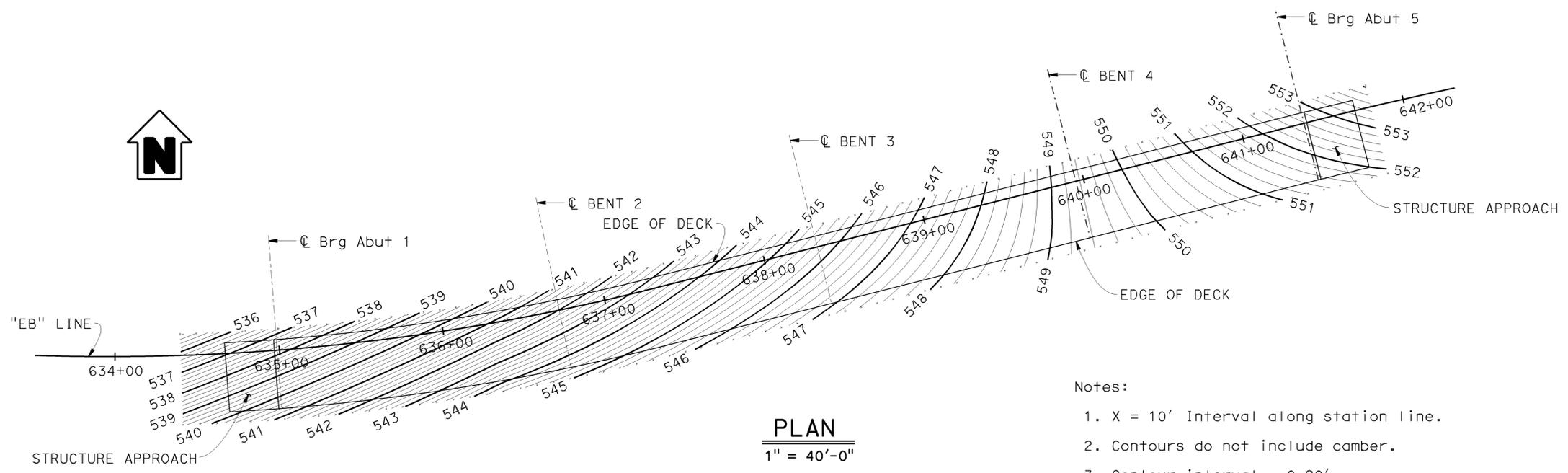
PRESTRESSED CONCRETE: See "PRESTRESSING NOTES" on "GIRDER LAYOUT" sheets

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/71.6, R9.9/R10.7	558	622
			11-01-12		
			DATE		
			04-22-13		
			PLANS APPROVAL DATE		



REGISTERED CIVIL ENGINEER

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.



<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">DESIGN</td> <td style="width: 30%;">BY P. A. Peterson</td> <td style="width: 30%;">CHECKED J. M. Peterson</td> </tr> <tr> <td>DETAILS</td> <td>BY PAP / T. Nguyen</td> <td>CHECKED J. M. Peterson</td> </tr> <tr> <td>QUANTITIES</td> <td>BY J. M. Peterson</td> <td>CHECKED P. A. Peterson</td> </tr> </table>	DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson	DETAILS	BY PAP / T. Nguyen	CHECKED J. M. Peterson	QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1229G POST MILE 0.24	E905-E11 / RTE 905 CONNECTOR SEPARATION DECK CONTOURS
DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson											
DETAILS	BY PAP / T. Nguyen	CHECKED J. M. Peterson											
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson											
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES <table border="1" style="float: right; font-size: x-small;"> <tr> <th colspan="2">REVISION DATES</th> <th>SHEET</th> <th>OF</th> </tr> <tr> <td>05-06-13</td> <td>2-12-12</td> <td>3</td> <td>28</td> </tr> </table>	REVISION DATES		SHEET	OF	05-06-13	2-12-12	3	28
REVISION DATES		SHEET	OF										
05-06-13	2-12-12	3	28										

USERNAME => s122751 DATE PLOTTED => 06-MAY-2013 TIME PLOTTED => 10:27

CURVE DATA

No.	R	Δ	T	L
①	1350.00	24°58'21"	298.95	588.40
③	3215.00	9°21'22"	263.08	525.00
④	3281.00	54°11'12"	1678.41	3102.81

- Ⓐ Sta 636+21.55 "EB4" Line=
Sta 36+38.64 "SV6A1" Line
- Ⓑ Sta 638+11.31 "EB4" Line=
Sta 638+11.95 "E6" Line

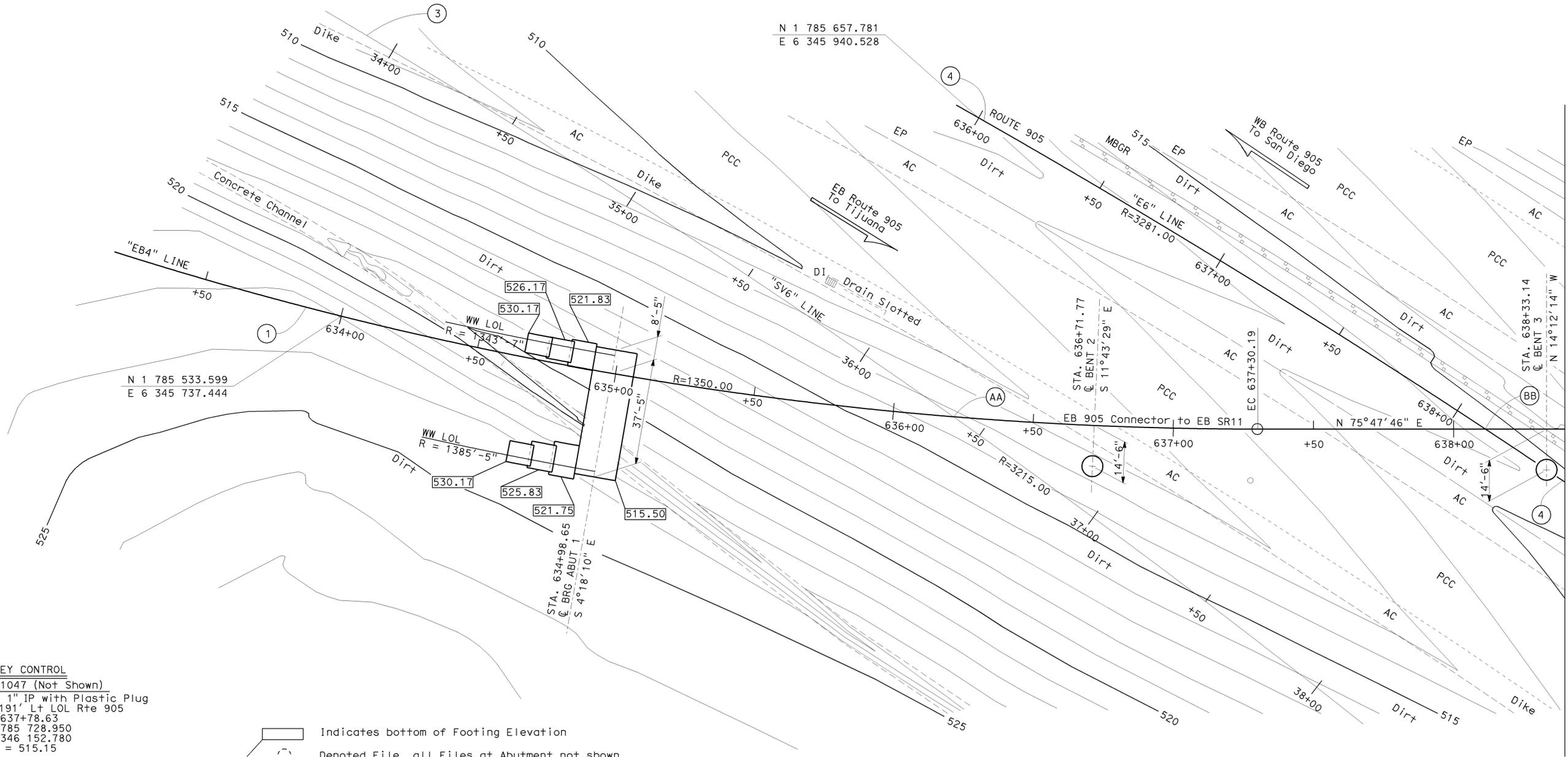
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	559	622

DATA 11-01-12
 REGISTERED CIVIL ENGINEER DATE

04-22-13
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 PAUL A. PETERSON
 No. C66764
 Exp. 09-30-14
 CIVIL
 STATE OF CALIFORNIA

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SURVEY CONTROL
 MON11047 (Not Shown)
 Fnd 1" IP with Plastic Plug
 130.191' Lt LOL Rte 905
 Sta 637+78.63
 N 1 785 728.950
 E 6 346 152.780
 Elev = 515.15

MON905106 (Not Shown)
 Fnd 2-1/4" CADT Brass Disk
 181.719' Rt LOL Rte 905
 Sta 640+43.59
 N 1 785 344.090
 E 6 346 287.240
 Elev = 525.96

Indicates bottom of Footing Elevation
 Denoted File, all Files at Abutment not shown

MATCH LINE, SEE "FOUNDATION PLAN NO. 2" SHEET

PRELIMINARY INVESTIGATION SECTION				DESIGN BY P. A. Peterson	CHECKED J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1229G	E905-E11 / RTE 905 CONNECTOR SEPARATION FOUNDATION PLAN NO. 1
SCALE 1"=20'	VERT. DATUM NAVD 88	PHOTOGRAMMETRY AS OF: X	DETAILS BY PAP / T. Nguyen	CHECKED J. M. Peterson	POST MILE 0.24				
ALIGNMENT TIES Dist. Traverse Sheet	DRAFTED BY M. Sadaghiani 04-12	CHECKED BY E. Viagar 04-12	QUANTITIES BY J. M. Peterson	CHECKED P. A. Peterson					

STRUCTURES FOUNDATION PLAN SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321 DISREGARD PRINTS BEARING EARLIER REVISION DATES

CURVE DATA				
No.	R	Δ	T	L
②	2350.00	18° 24' 42"	380.86	755.16
④	3281.00	54° 11' 12"	1678.41	3102.81

Ⓢ Sta 640+11.42 "EB4" Line=
 Ⓢ Sta 53.94.23 "LMD1A1" Line

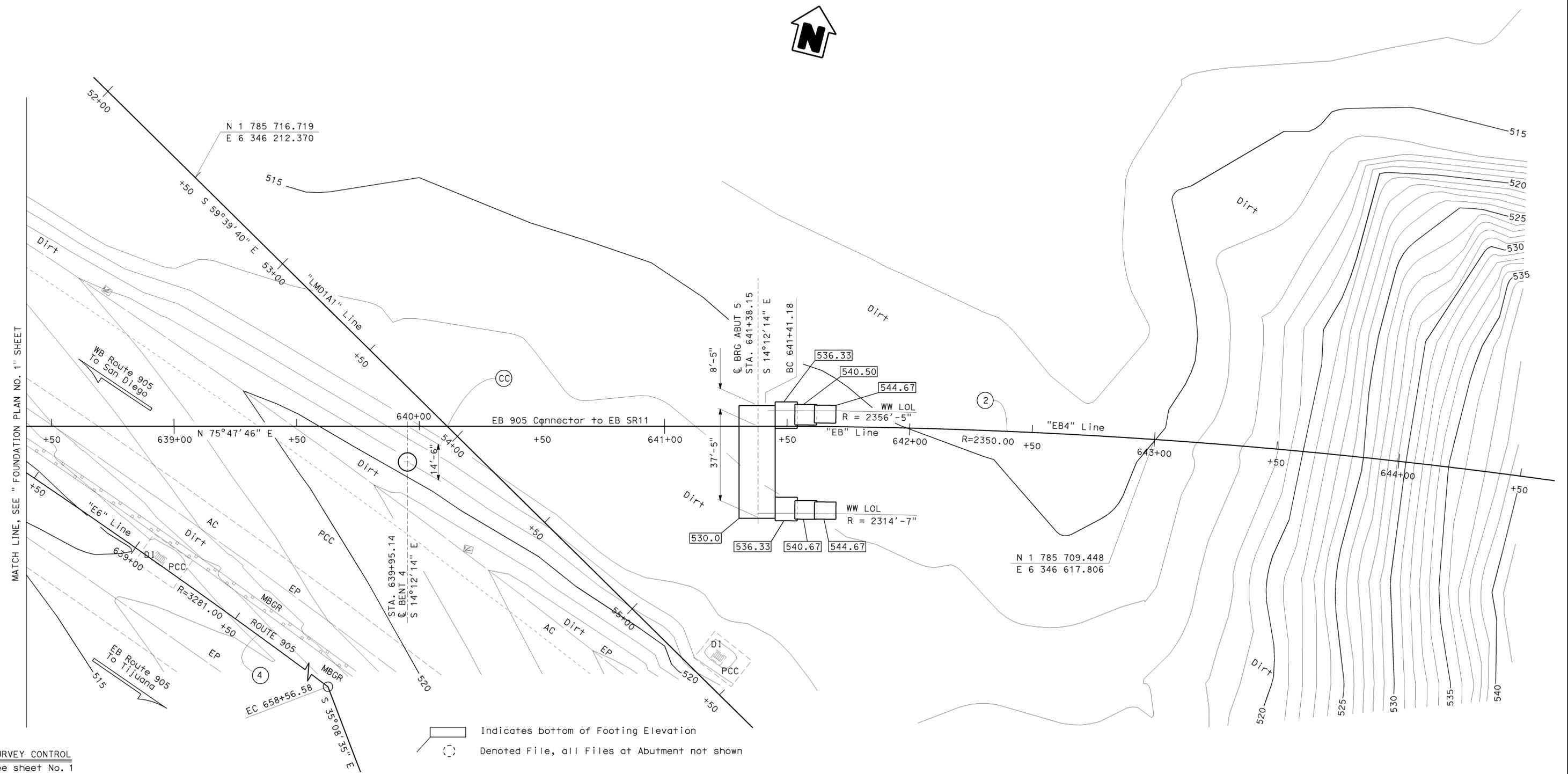
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	560	622

DATA 11-01-12
 REGISTERED CIVIL ENGINEER DATE

04-22-13
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 PAUL A. PETERSON
 No. C66764
 Exp. 09-30-14
 CIVIL
 STATE OF CALIFORNIA

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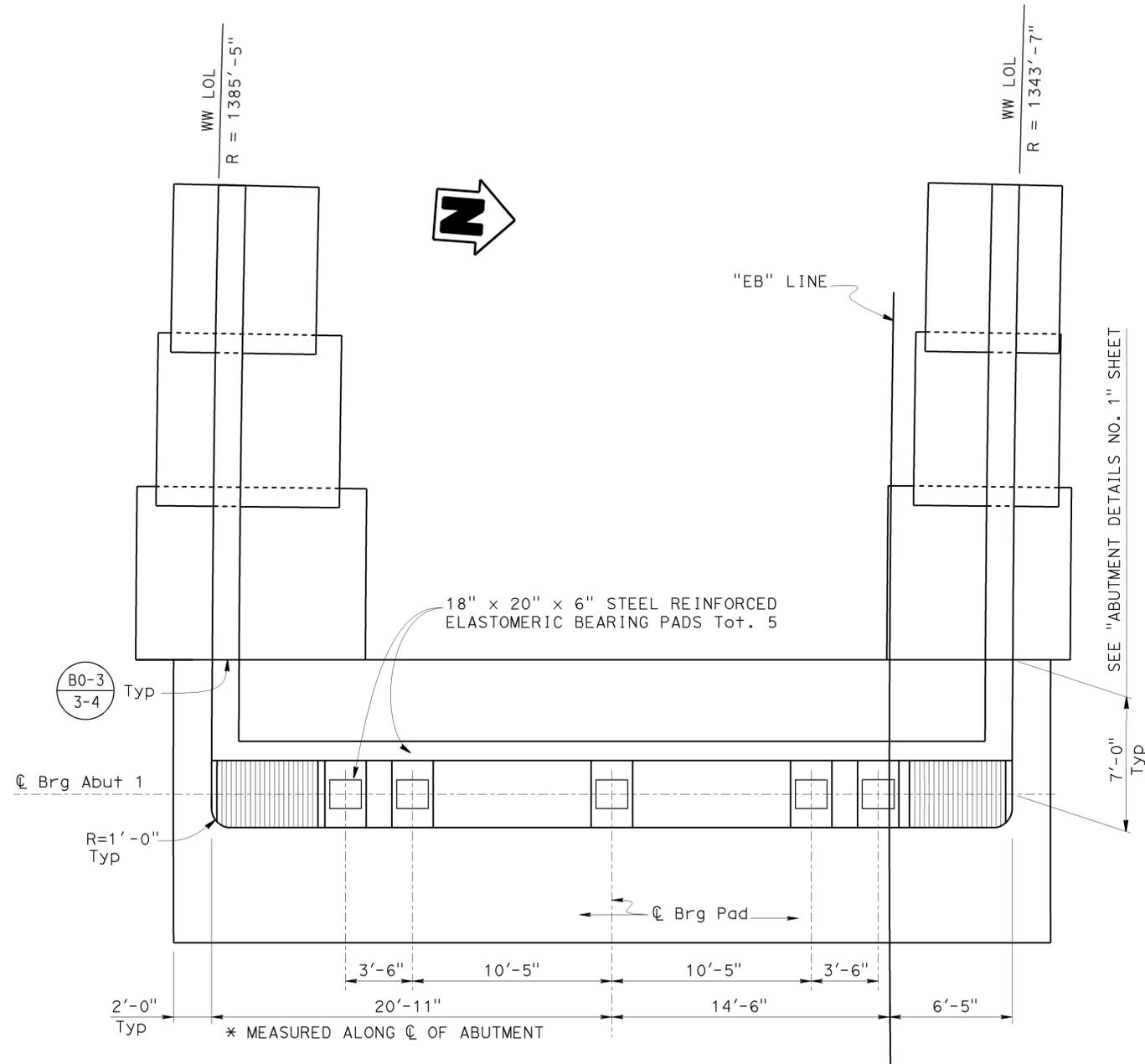
SURVEY CONTROL
 See sheet No. 1

Indicates bottom of Footing Elevation
 Denoted File, all Files at Abutment not shown

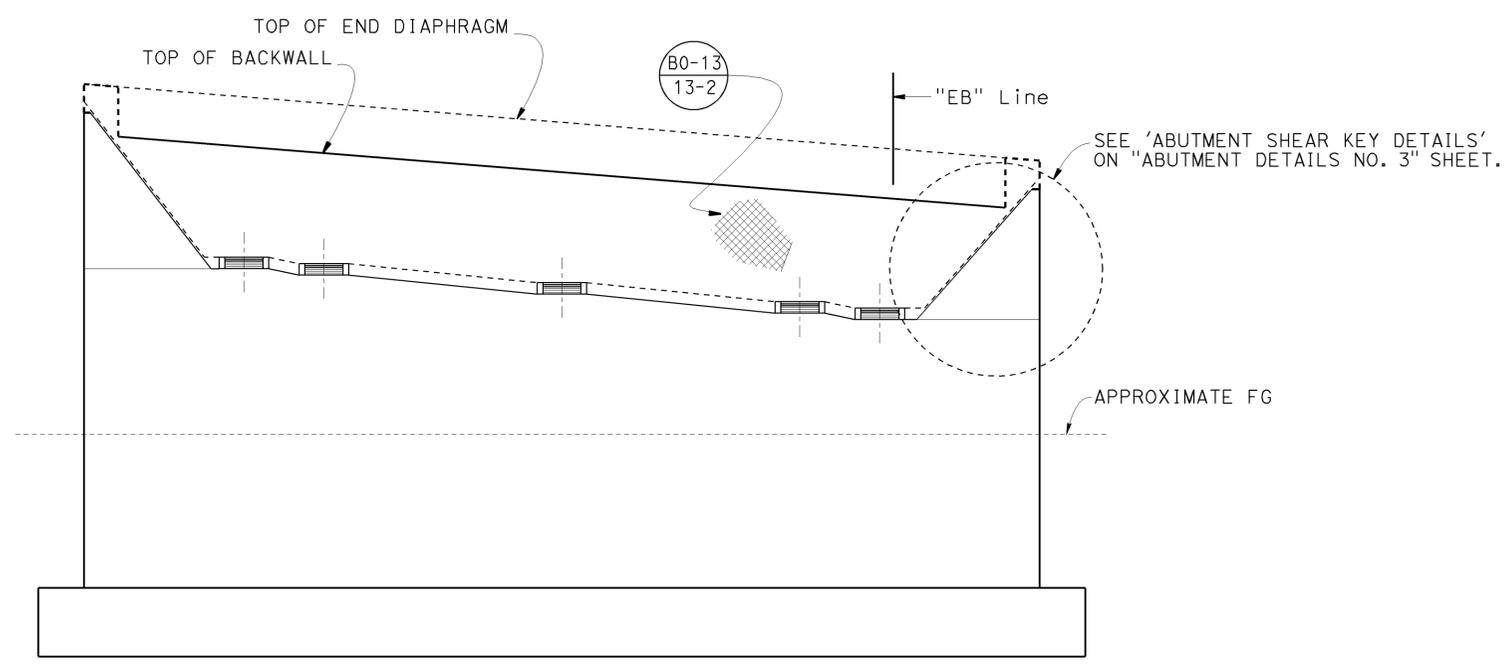
PRELIMINARY INVESTIGATION SECTION				DESIGN BY P. A. Peterson	CHECKED J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1229G	E905-E11 / RTE 905 CONNECTOR SEPARATION FOUNDATION PLAN NO. 2		
SCALE 1"=20'	VERT. DATUM NAVD 88	PHOTOGRAMMETRY AS OF: X	DETAILS BY PAP / T. NGUYEN	CHECKED J. M. Peterson	POST MILE 0.24						
ALIGNMENT TIES Dist. Traverse Sheet	DRAFTED BY M. Sadaghiani 04-12	CHECKED BY E. Vigar 04-12	QUANTITIES BY J. M. Peterson	CHECKED P. A. Peterson							
STRUCTURES FOUNDATION PLAN SHEET (ENGLISH) (REV. 09-01-10)						ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 5 OF 28

FILE => 57-1229g-e-fp02.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6 R9.9/R10.7	561	622
REGISTERED CIVIL ENGINEER <i>DATA</i> DATE 11-01-12			REGISTERED PROFESSIONAL ENGINEER PAUL A. PETERSON No. C66764 Exp. 09-30-14 CIVIL STATE OF CALIFORNIA		
PLANS APPROVAL DATE			04-22-13		
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PLAN
1/4" = 1-0"

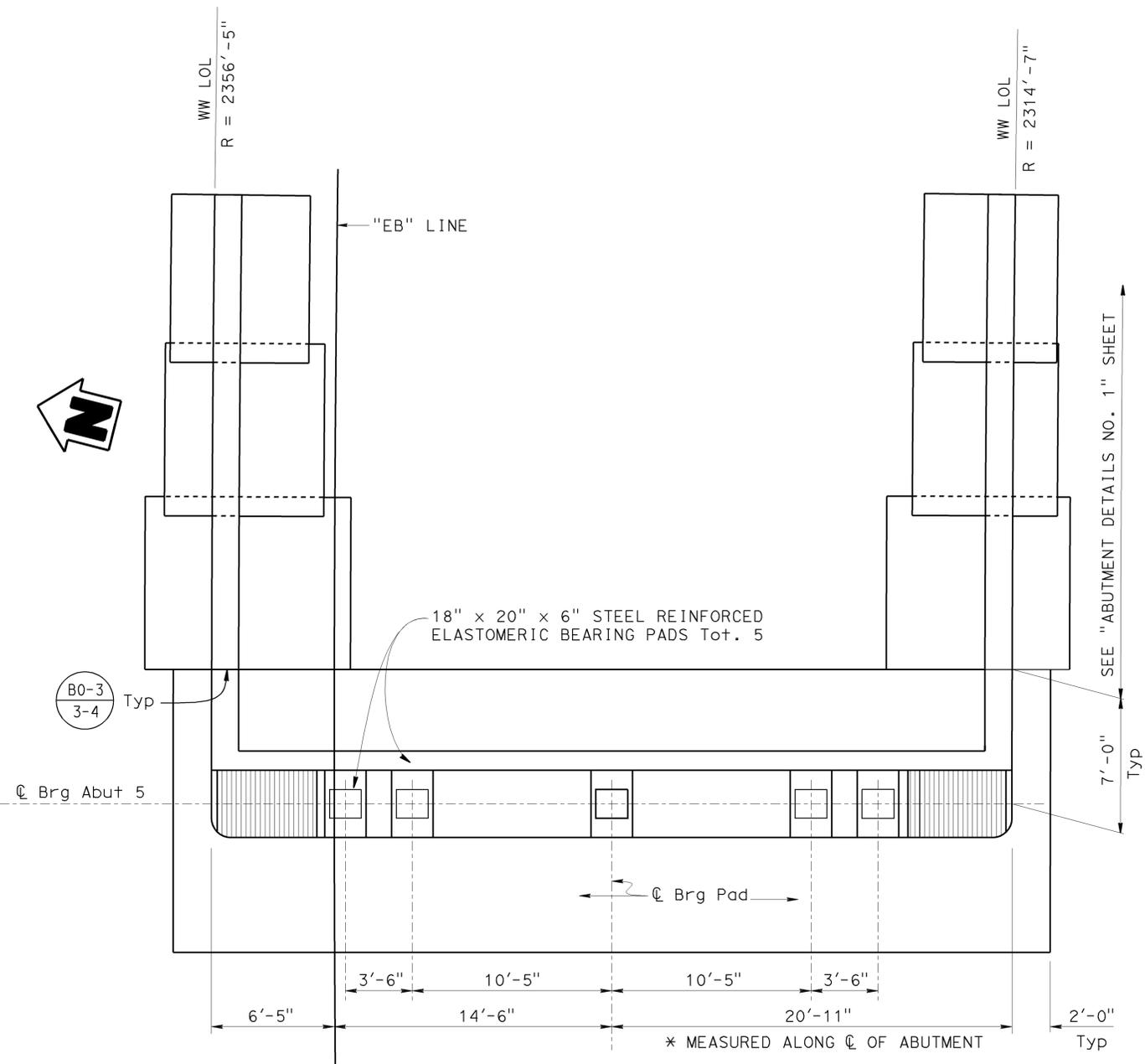


ELEVATION
1/4" = 1-0"

- NOTES:**
- Concrete Barrier not shown
 - Structure Approach Slab not in "PLAN" or "ELEVATION"

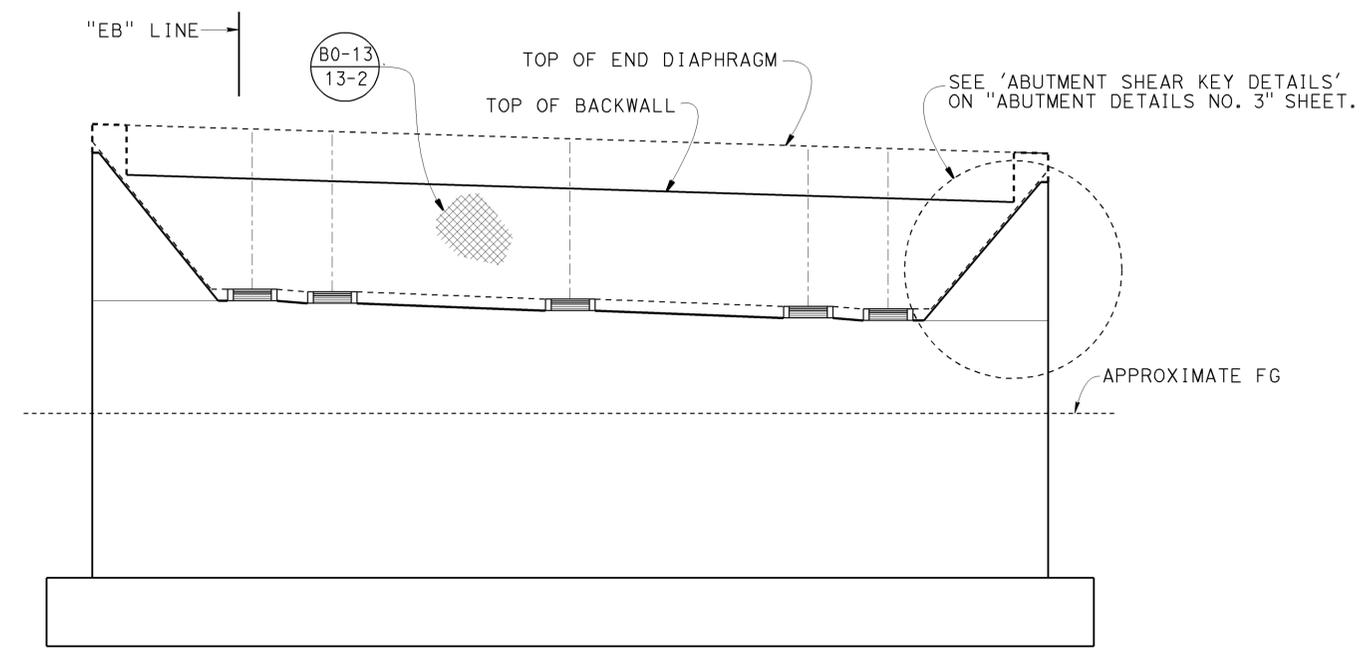
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	DESIGN BY P. A. Peterson CHECKED J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1229G POST MILE 0.24	E905-E11 / RTE 905 CONNECTOR SEPARATION ABUTMENT 1 LAYOUT
	DETAILS BY PAP / T. Nguyen CHECKED J. M. Peterson			PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321	
QUANTITIES BY J. M. Peterson CHECKED P. A. Peterson		UNIT: 3613 FILE => 57-1229g-e-abt01.dgn			

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	562	622
			DATE		
			11-01-12		
			REGISTERED CIVIL ENGINEER		
			PLANS APPROVAL DATE		
			04-22-13		
			REGISTERED PROFESSIONAL ENGINEER		
			PAUL A. PETERSON		
			No. C66764		
			Exp. 09-30-14		
			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.					



PLAN
1/4" = 1-0"

- NOTES:
- Concrete Barrier not shown
 - Structure Approach Slab not in "PLAN" or "ELEVATION"



ELEVATION
1/4" = 1-0"

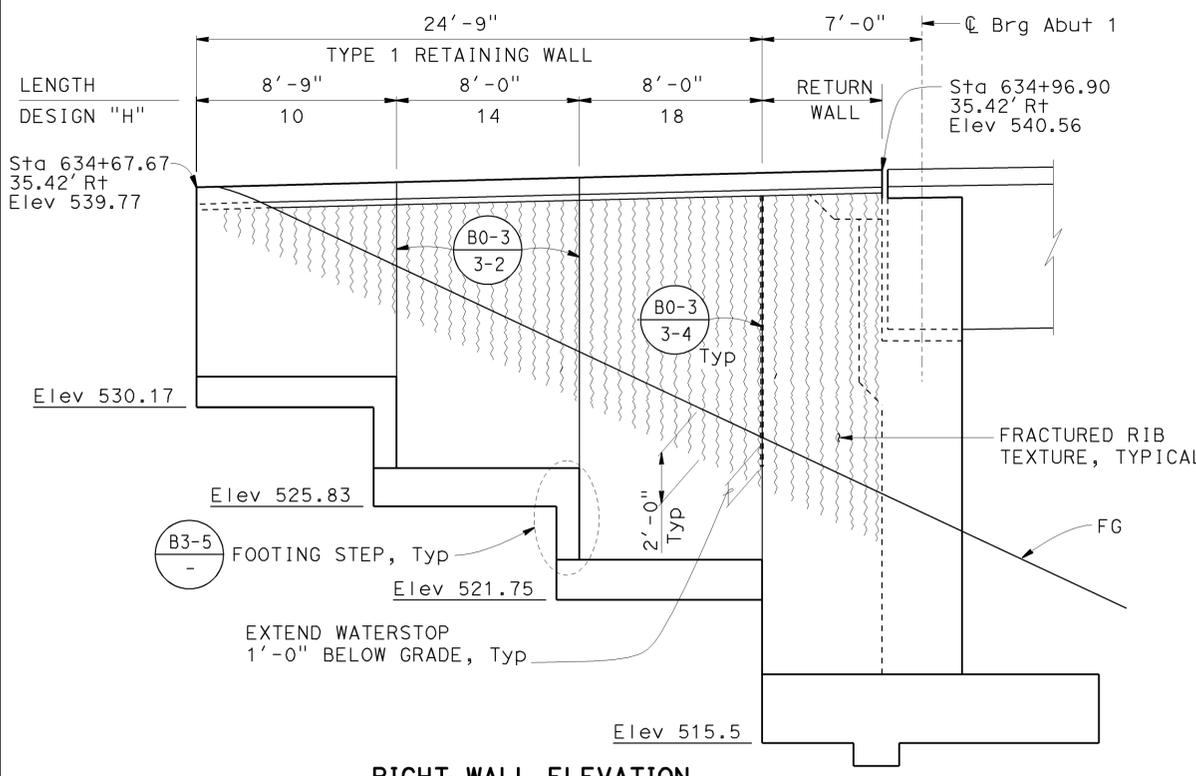
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	E905-E11 / RTE 905 CONNECTOR SEPARATION
	DETAILS	BY PAP / T. Nguyen	CHECKED J. M. Peterson			POST MILE	
	QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson			0.24	ABUTMENT 5 LAYOUT
				ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES
							REVISION DATES
							3-16-12 3-17-12 05-08-13
							SHEET 7 OF 28

USERNAME => s122751 DATE PLOTTED => 06-MAY-2013 TIME PLOTTED => 10:27

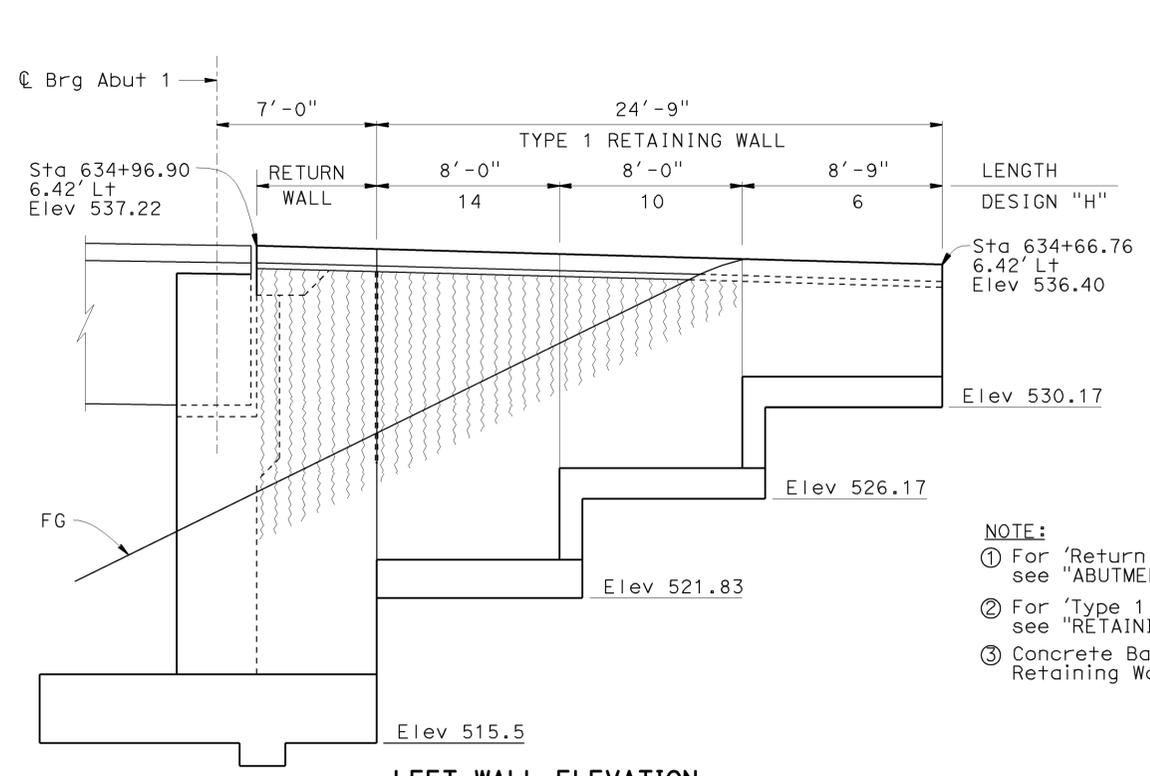
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	563	622

11-01-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 PAUL A. PETERSON
 No. C66764
 Exp. 09-30-14
 CIVIL
 STATE OF CALIFORNIA



RIGHT WALL ELEVATION



LEFT WALL ELEVATION

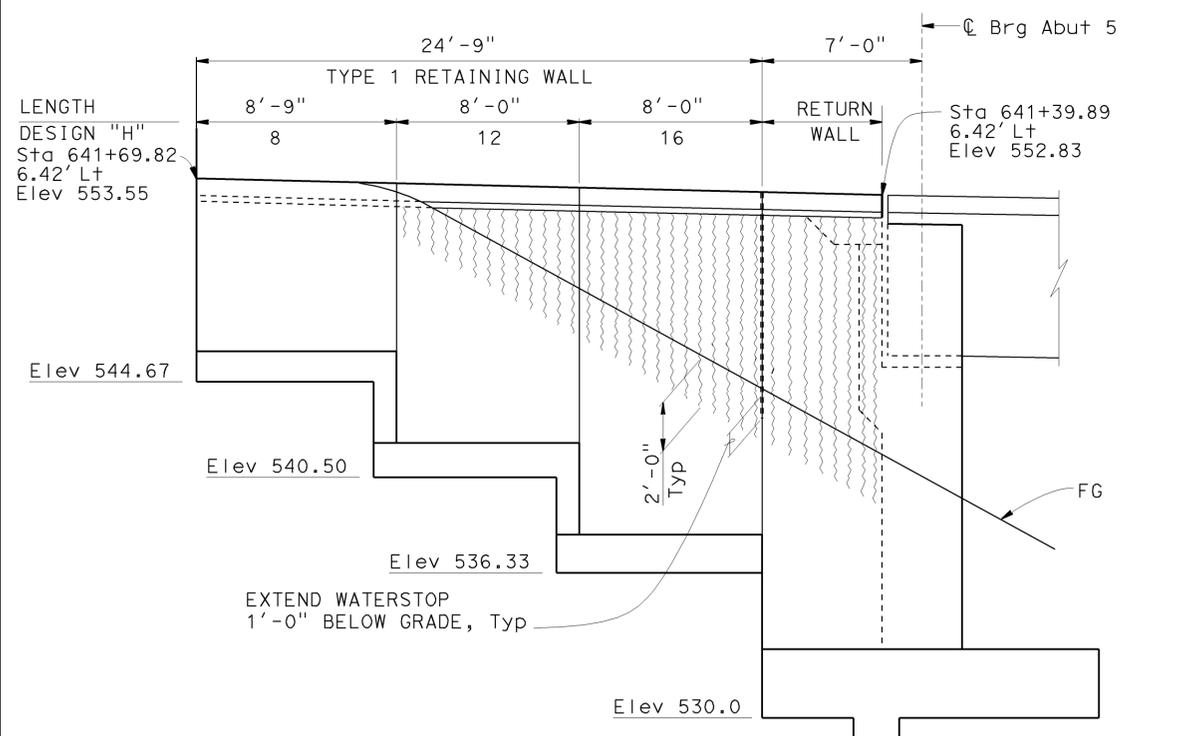
ABUTMENT 1 RETAINING WALLS

1/4" = 1'-0"

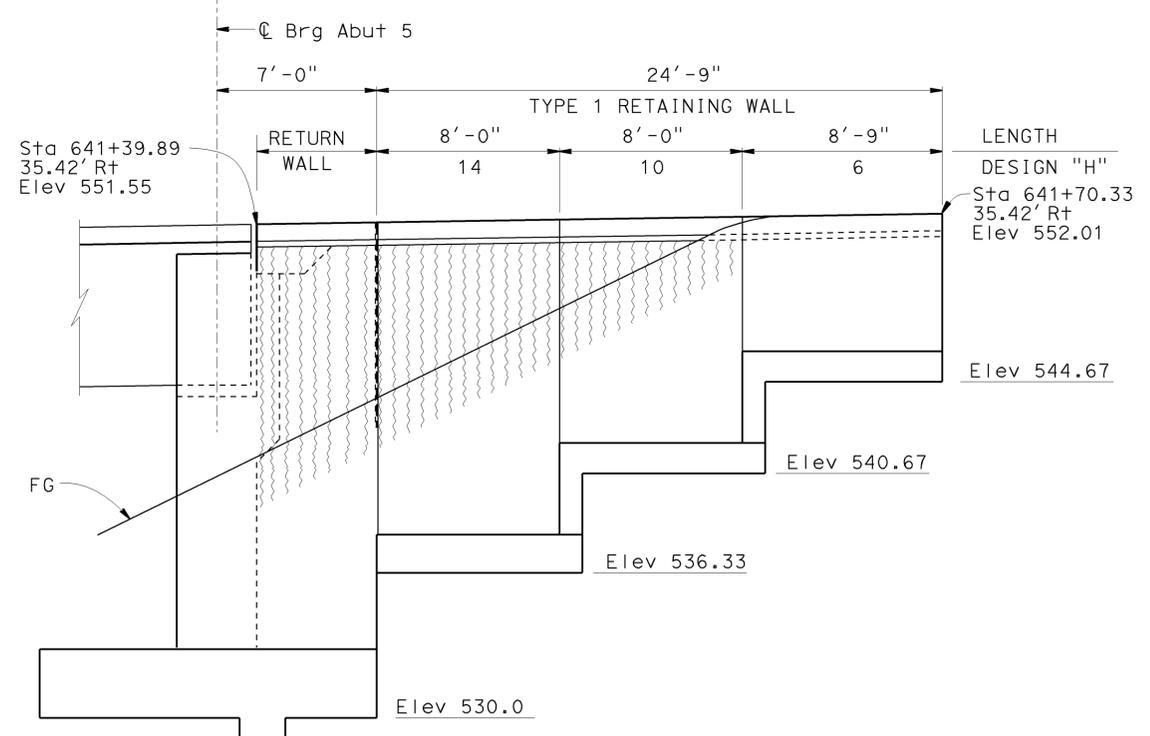


NOTE:

- ① For 'Return Wall Details' and 'Fracture Rib Details', see "ABUTMENT DETAILS NO. 3" sheet
- ② For 'Type 1 Retaining Wall', see "RETAINING WALL TYPE 1" sheet.
- ③ Concrete Barrier (Type 742A) on Return Wall and Retaining Walls not shown.



LEFT WALL ELEVATION



RIGHT WALL ELEVATION

ABUTMENT 5 RETAINING WALLS

1/4" = 1'-0"



DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson
DETAILS	BY PAP / T. Nguyen	CHECKED J. M. Peterson
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

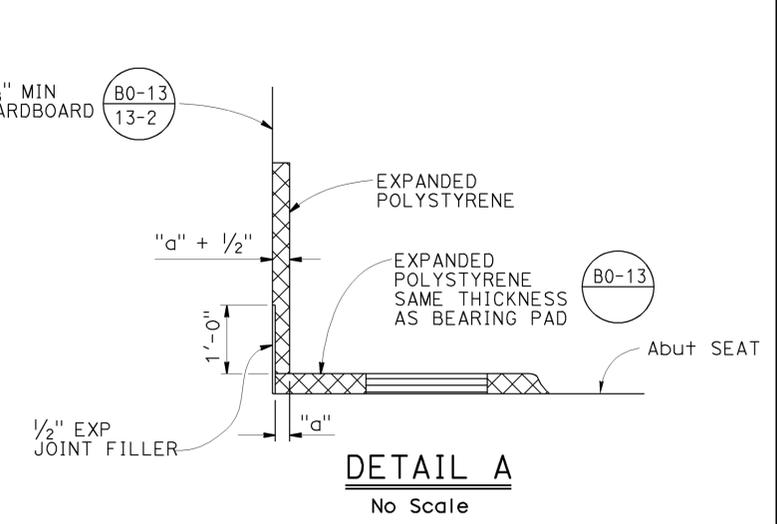
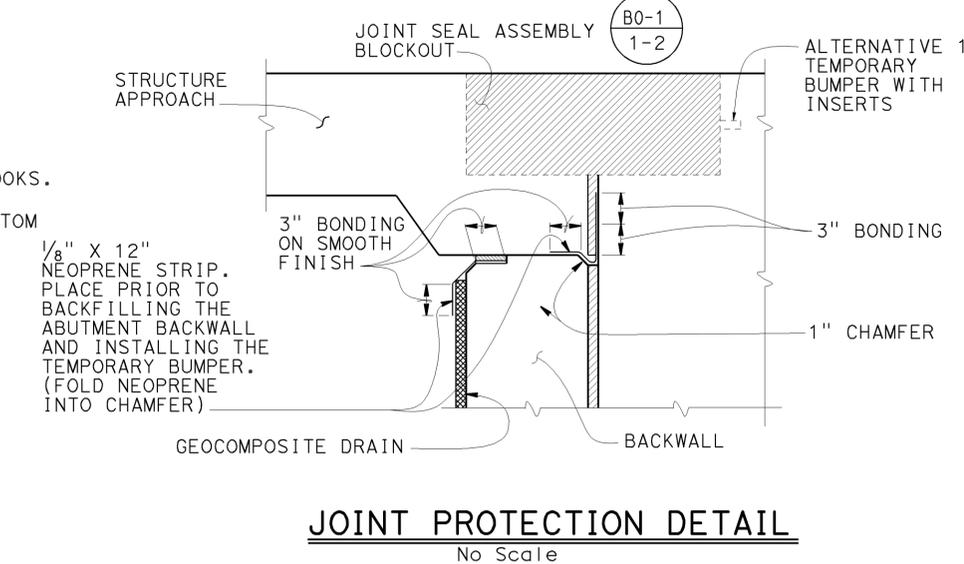
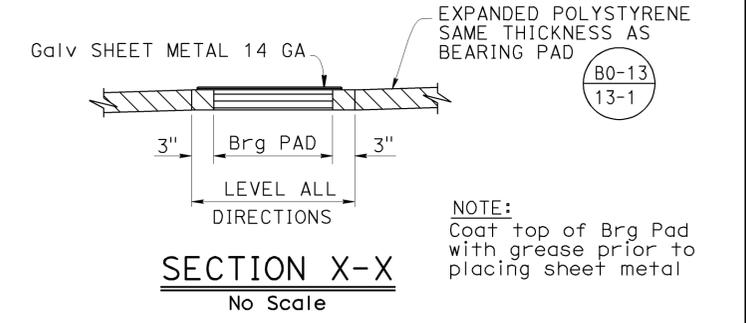
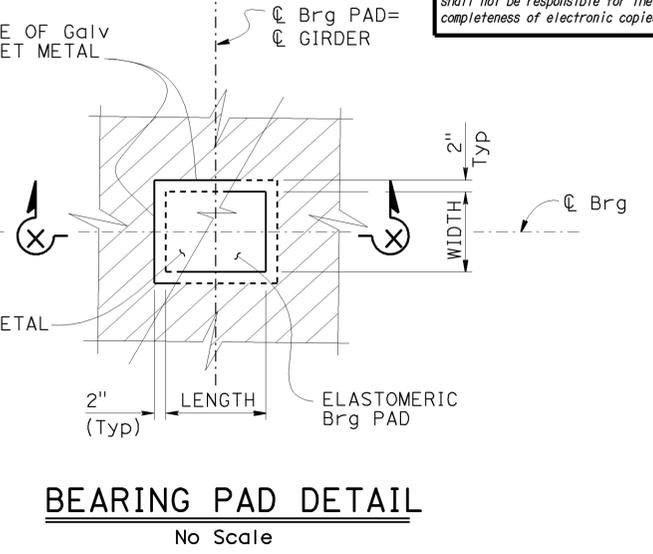
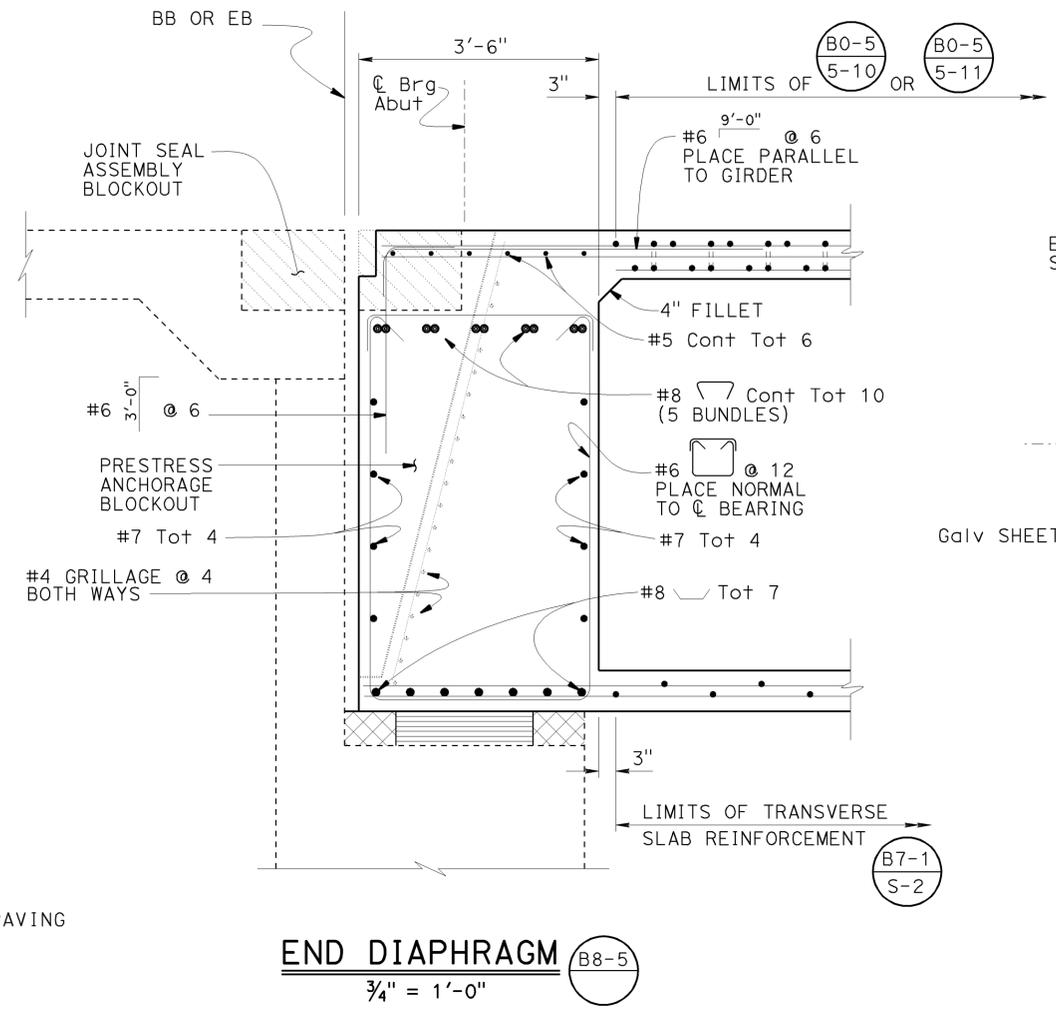
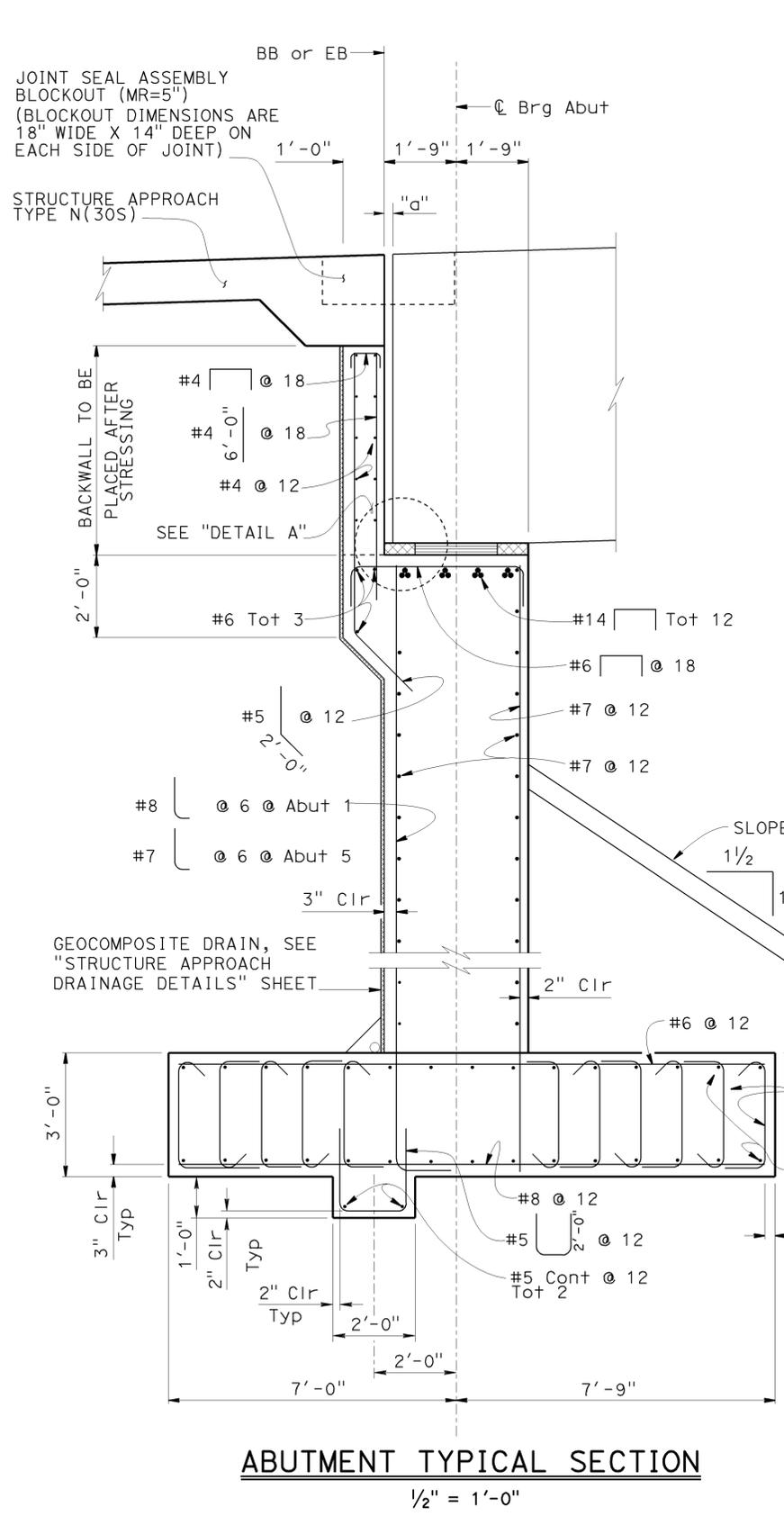
BRIDGE NO.	57-1229G
POST MILE	0.24

E905-E11 / RTE 905 CONNECTOR SEPARATION
ABUTMENT DETAILS NO. 1

USERNAME => s122751 DATE PLOTTED => 06-MAY-2013 TIME PLOTTED => 10:28

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	564	622

11-01-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
 PAUL A. PETERSON
 No. C66764
 Exp. 09-30-14
 CIVIL
 STATE OF CALIFORNIA
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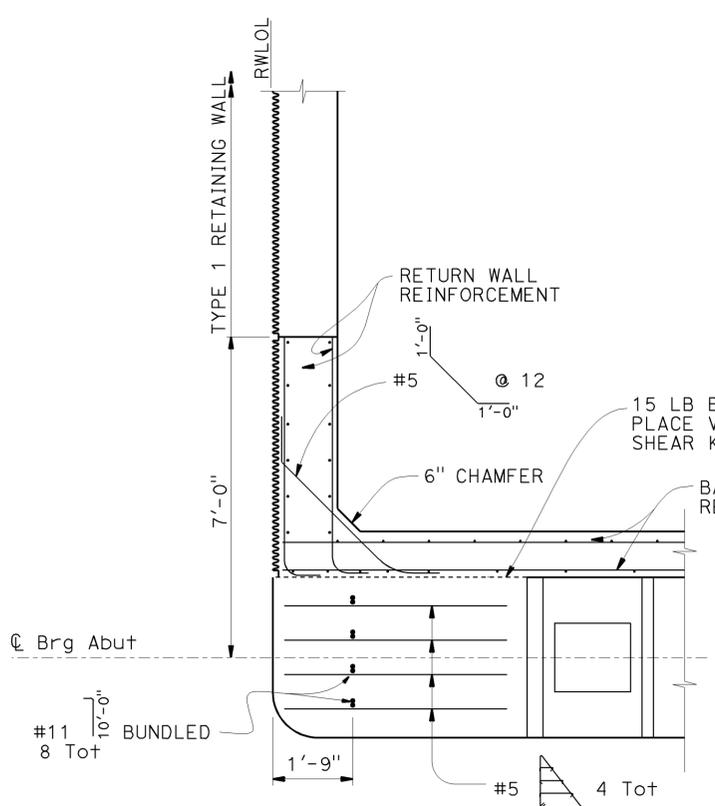


DESIGN	BY P. A. Peterson	CHECKED J. M. Peteson
DETAILS	BY PAP/ T. Nguyen	CHECKED J. M. Peteson
QUANTITIES	BY J. M. Peteson	CHECKED P. A. Peterson

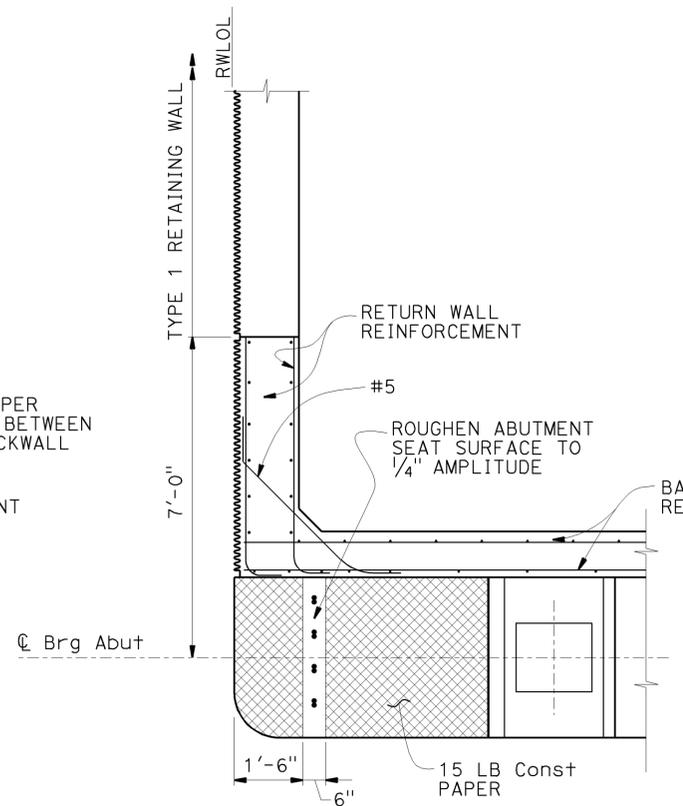
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
 DESIGN BRANCH 14

BRIDGE NO. 57-1229G
 POST MILE 0.24
E905-E11 / RTE 905 CONNECTOR SEPARATION
ABUTMENT DETAILS NO. 2

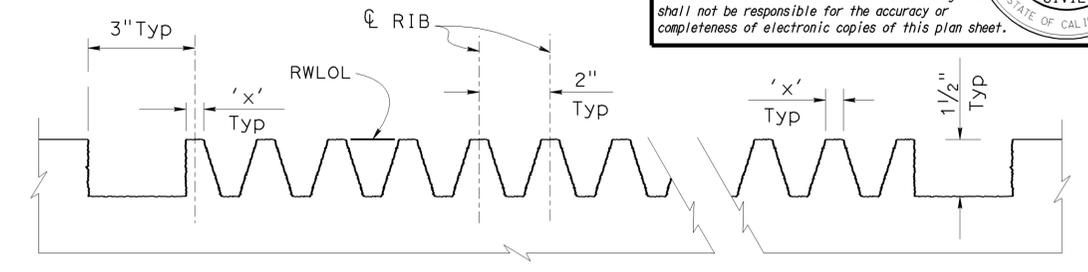
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	565	622
			DATE		
			11-01-12		
			REGISTERED CIVIL ENGINEER		
			PLANS APPROVAL DATE		
			04-22-13		
			REGISTERED PROFESSIONAL ENGINEER		
			PAUL A. PETERSON		
			No. C66764		
			Exp. 09-30-14		
			CIVIL		
<small>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.</small>					



SECTION A-A
1/2" = 1'-0"

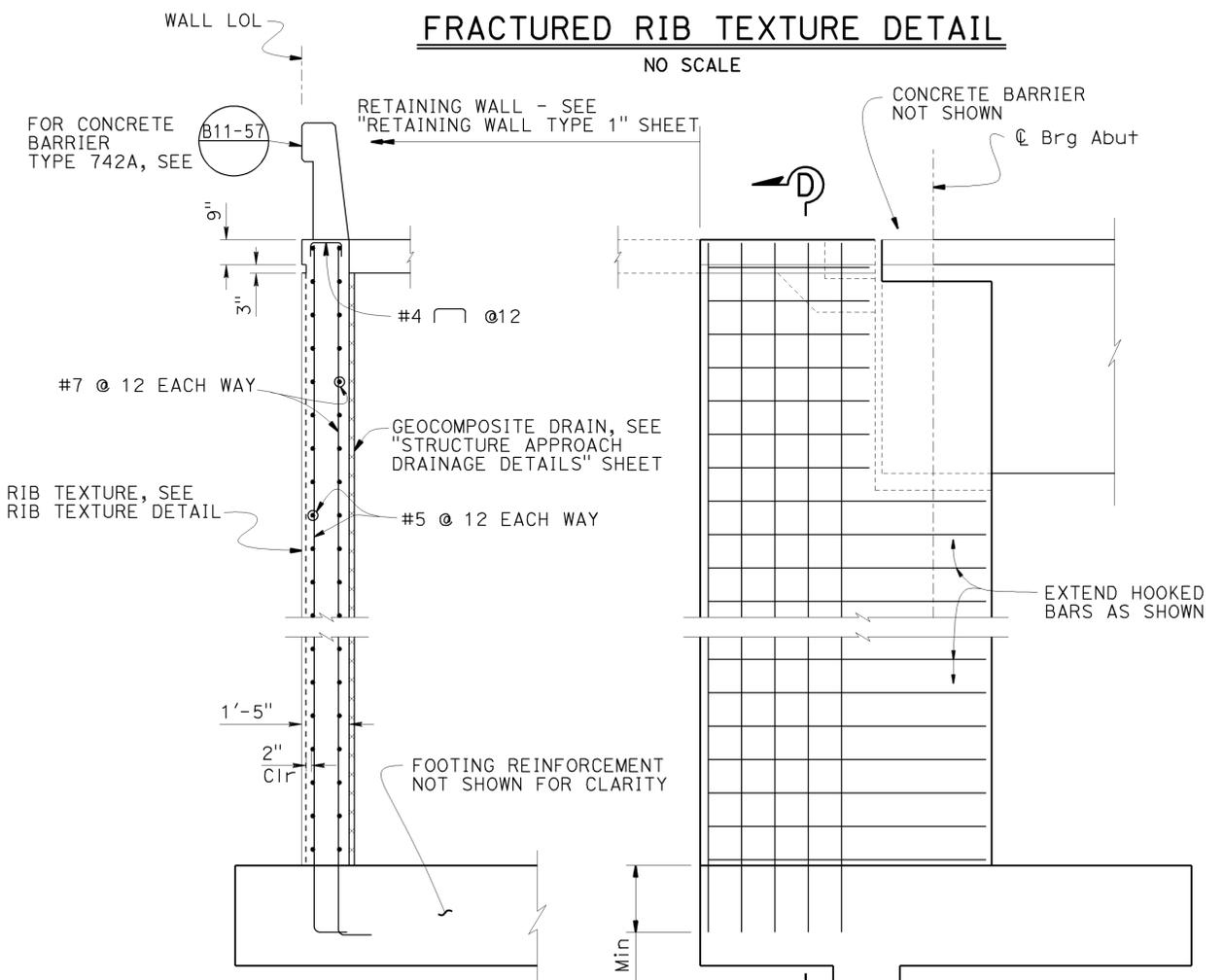


SECTION B-B
1/2" = 1'-0"



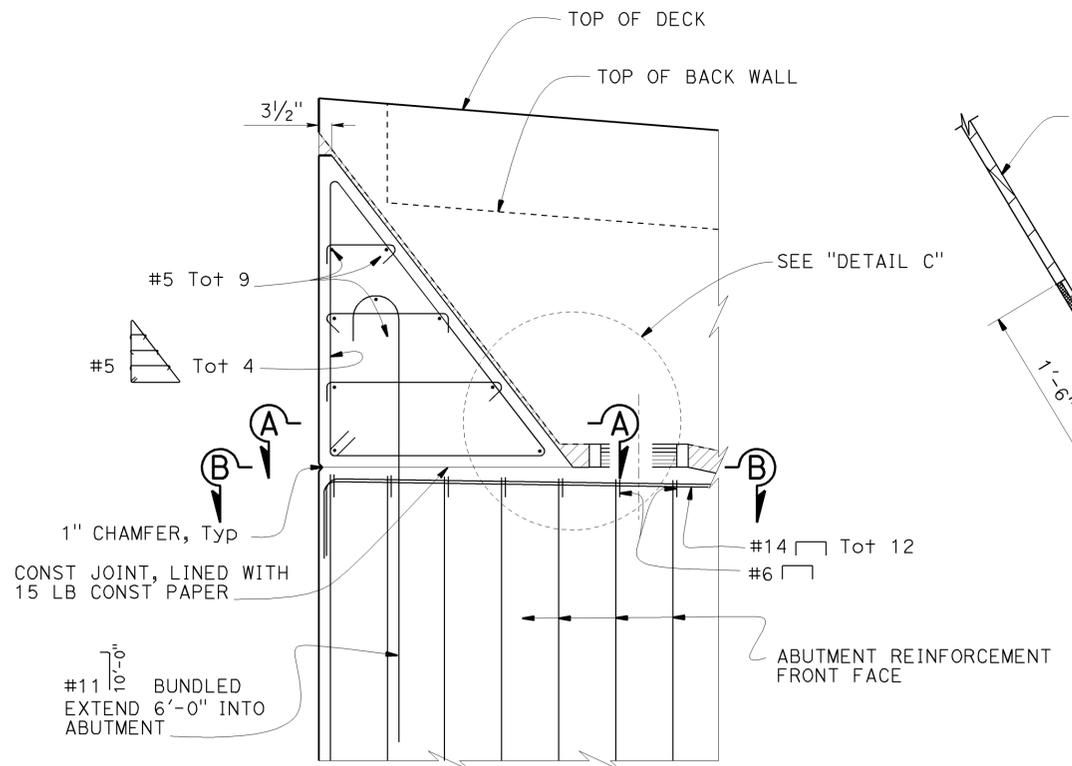
NOTE:
1. Dimension 'x' subject to approval of the Engineer

FRACTURED RIB TEXTURE DETAIL
NO SCALE

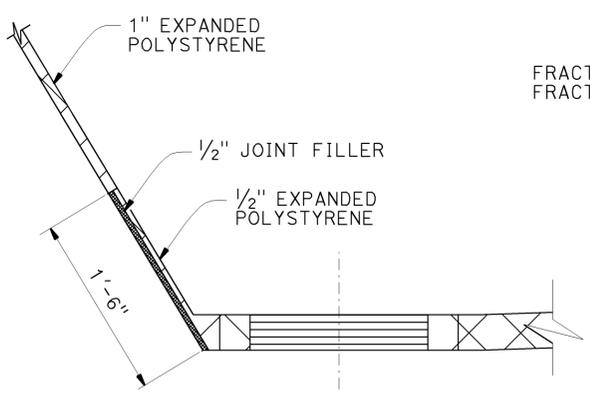


SECTION D-D
1/8" = 1'-0"

RETURN WALL DETAILS
1/8" = 1'-0"



SHEAR KEY DETAIL
1/2" = 1'-0"



DETAIL C
NO SCALE

DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson
DETAILS	BY PAP/ T. Nguyen	CHECKED J. M. Peterson
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.
57-1229G
POST MILE
0.24

E905-E11 / RTE 905 CONNECTOR SEPARATION
ABUTMENT DETAILS NO. 3

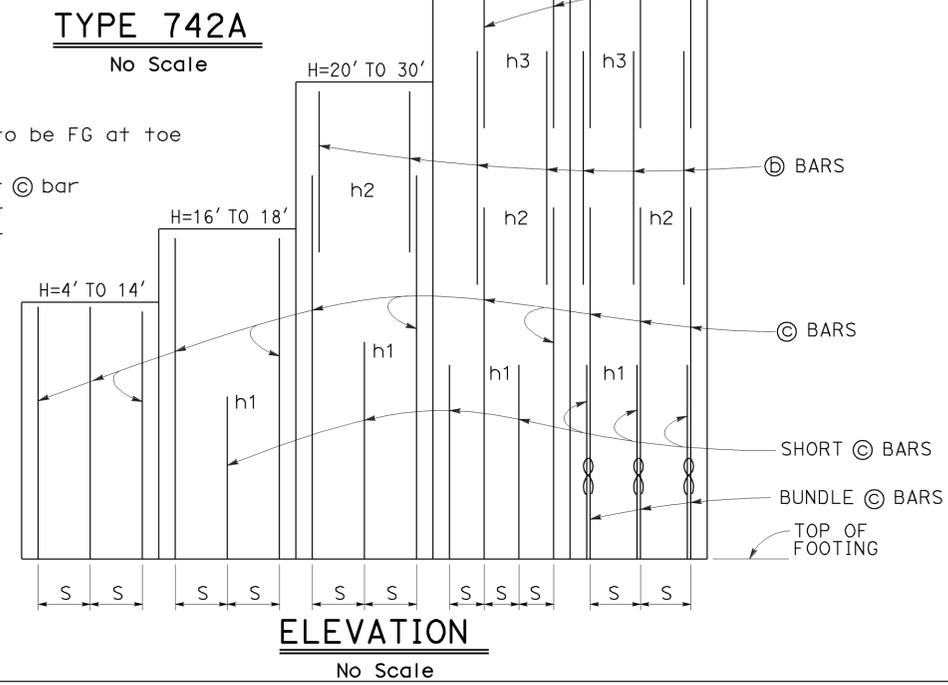
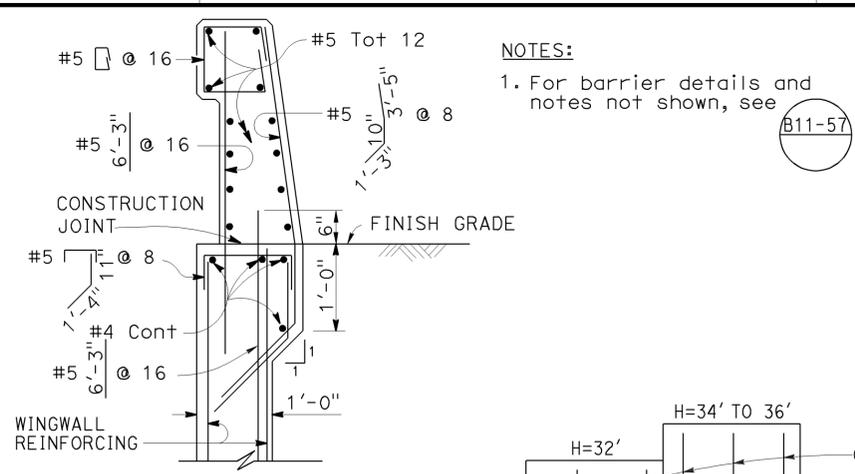
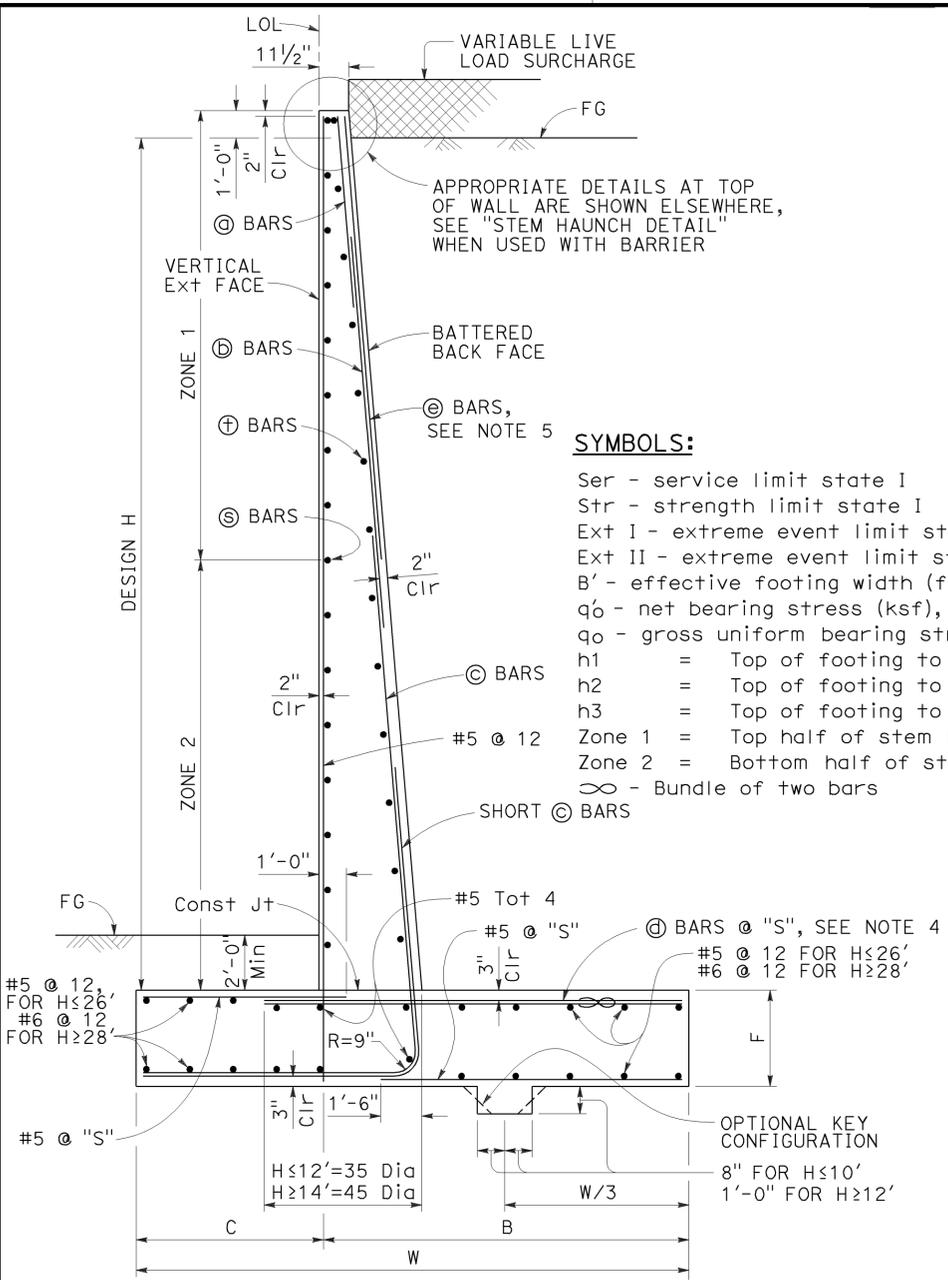


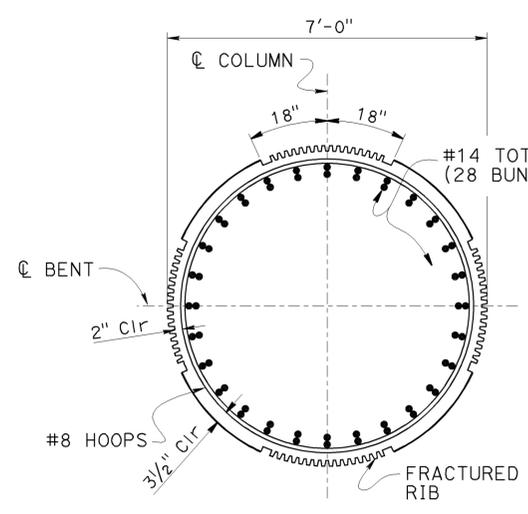
TABLE OF REINFORCING STEEL, DIMENSIONS AND DATA

DESIGN H	4'	6'	8'	10'	12'	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'	34'	36'
W	6'-10"	7'-0"	7'-3"	7'-7"	8'-4"	9'-7"	10'-9"	12'-0"	13'-3"	14'-6"	15'-9"	17'-1"	18'-5"	19'-10"	21'-2"	22'-7"	24'-0"
C	2'-2"	2'-3"	2'-3"	2'-4"	2'-6"	3'-0"	3'-6"	4'-0"	4'-6"	5'-0"	5'-5"	6'-0"	6'-6"	7'-2"	7'-8"	8'-2"	9'-0"
B	4'-8"	4'-9"	5'-0"	5'-3"	5'-10"	6'-7"	7'-3"	8'-0"	8'-9"	9'-6"	10'-4"	11'-1"	11'-11"	12'-8"	13'-6"	14'-5"	15'-0"
F	1'-4"	1'-4"	1'-4"	1'-4"	1'-6"	1'-8"	1'-8"	1'-9"	1'-9"	1'-11"	2'-2"	2'-5"	2'-10"	3'-3"	3'-6"	4'-0"	4'-3"
BATTER SPACING "S"	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	1/2: 12	5/8: 12	5/8: 12	3/4: 12	7/8: 12	1: 12	1: 12	1: 12
⊙ BARS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	#7	#7	#6
⊕ BARS	-	-	-	-	-	-	-	-	#7	#7	#7	#7	#7	#7	#7	#9	#8
⊙ BARS	#6	#6	#6	#6	#6	#6	#7	#7	#8	#9	#9	#10	#10	#10	#11	#11	#11
⊕ BARS	#5	#5	#6	#6	#6	#6	#9	#8	#8	#9	#9	#10	#10	#10	#11	#11	#11
h1	-	-	-	-	-	-	5'-9"	5'-10"	8'-0"	9'-0"	10'-1"	11'-0"	12'-1"	13'-0"	13'-0"	12'-7"	11'-6"
h2	-	-	-	-	-	-	-	-	10'-5"	13'-0"	14'-7"	17'-6"	19'-0"	20'-5"	19'-0"	18'-0"	20'-2"
h3	-	-	-	-	-	-	-	-	-	-	-	-	-	21'-2"	21'-10"	24'-0"	-
ZONE 1 ⊙ BARS	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12
ZONE 2 ⊕ BARS	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 18	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#5 @ 12	#6 @ 12	#6 @ 12	#6 @ 12	#7 @ 12	#7 @ 12
ZONE 1 ⊕ BARS	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12
ZONE 2 ⊕ BARS	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 18	#4 @ 12	#4 @ 12	#4 @ 12	#4 @ 12	#5 @ 12	#5 @ 12	#5 @ 12
Ser: B', q _o	6.8, 0.7	6.5, 1.0	6.2, 1.3	6.0, 1.6	6.3, 2.0	7.5, 2.1	8.6, 2.2	9.8, 2.3	11.0, 2.4	12.1, 2.5	13.2, 2.8	14.4, 2.9	15.5, 3.1	16.8, 3.3	18.0, 3.5	19.2, 3.7	20.6, 3.7
Str: B', q _o	6.6, 1.6	5.0, 1.8	3.6, 2.3	3.0, 3.3	3.2, 4.0	4.3, 3.8	5.3, 3.7	6.4, 3.7	7.4, 3.8	8.2, 4.1	9.0, 4.4	9.9, 4.6	10.7, 4.9	11.7, 5.2	12.6, 5.4	13.6, 5.8	14.6, 5.9
Ext I: B', q _o	5.2, 1.1	4.7, 1.5	3.9, 2.2	3.1, 3.4	2.8, 4.8	3.2, 5.3	3.6, 5.7	4.1, 6.1	4.6, 6.4	5.0, 6.9	5.3, 7.6	5.8, 8.1	6.1, 8.9	6.7, 9.4	7.1, 10.0	7.5, 10.7	8.2, 10.9
Ext II: B', q _o	2.6, 2.2	2.7, 2.6	2.8, 3.1	2.9, 3.6	3.7, 3.6	5.2, 3.3	6.7, 3.1	8.3, 3.0	9.8, 3.0	11.2, 3.1	12.5, 3.2	13.9, 3.4	15.2, 3.6	16.7, 3.8	18.0, 4.0	19.3, 4.2	20.8, 4.3

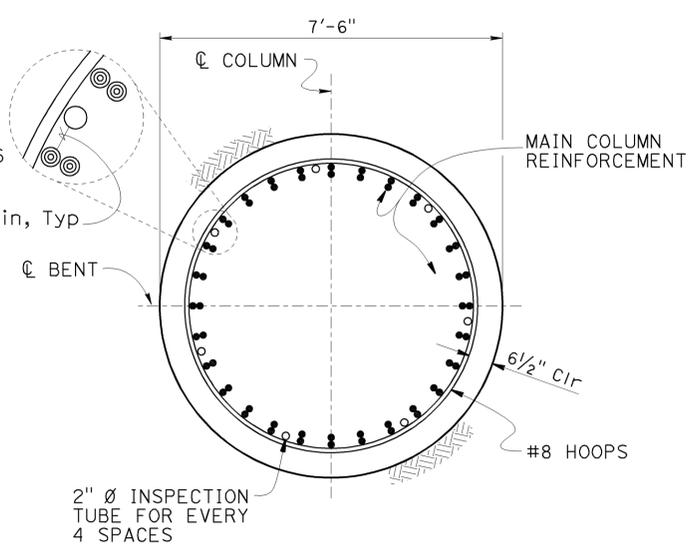
- NOTES:**
- For details not shown and drainage notes see RSP (B3-5)
 - For wall stem joint details see (B0-3/3-3) and (B0-3/3-4)
 - At ⊙ bars:
H ≤ 6', no splices are allowed within 1'-8" above the top of footing.
H > 6', no splices are allowed within H/4 above the top of footing.
 - Bundle ⊕ bars for H = 34' & 36'.
 - Provide #6 @ 10" x 15'-0" ⊕ bars over a distance of 8'-0" measured from all expansion joints, begin wall and end wall locations. For H ≤ 14', hook ⊕ bar into footing and reduce bar length as needed to maintain Min Clr cover.

DESIGN BY: P. A. Peterson	CHECKED BY: J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE No. 57-1229G	E905-E11 / RTE 905 CONNECTOR SEPARATION			
DETAILS BY: PAP/T. Nguyen	CHECKED BY: J. M. Peterson		POST MILE 0.24		RETAINING WALL TYPE 1		
QUANTITIES BY: J. M. Peterson	CHECKED BY: P. A. Peterson		CONTRACT No.: 11-056321				
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT No.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES: 1-28-12, 3-13-12, 10-13-12, 05-06-13	SHEET 11 OF 28

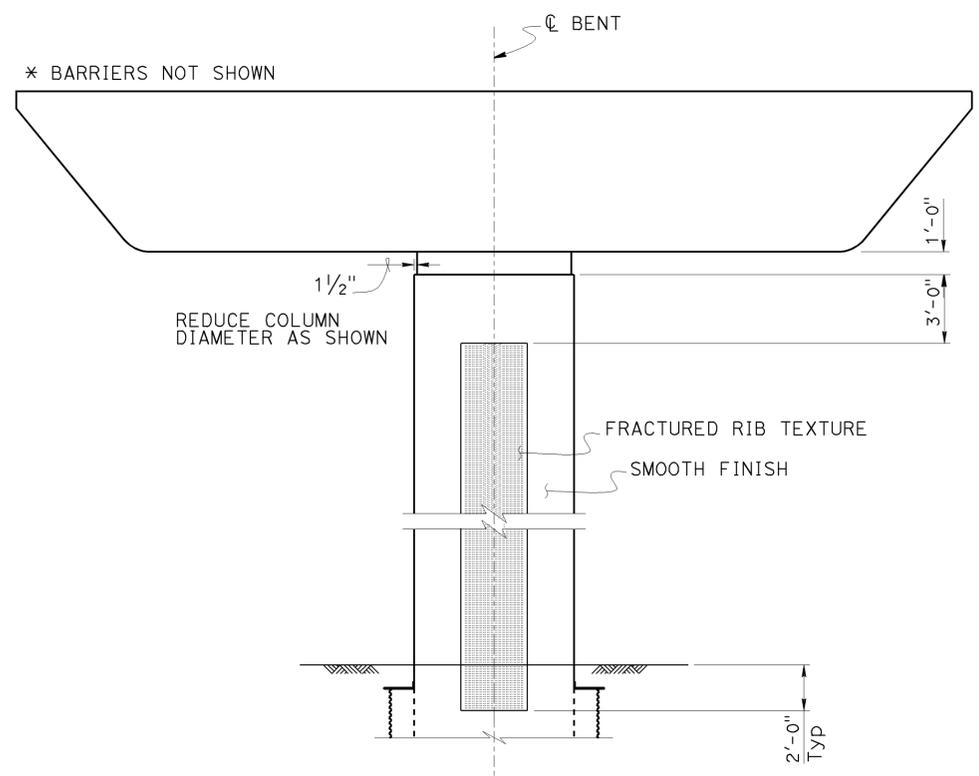
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	568	622
REGISTERED CIVIL ENGINEER <i>DATA</i> 11-01-12 DATE			REGISTERED PROFESSIONAL ENGINEER PAUL A. PETERSON No. C66764 Exp. 09-30-14 CIVIL STATE OF CALIFORNIA		
PLANS APPROVAL DATE 04-22-13					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					



SECTION C-C @ BENT 2
1/2" = 1'-0"

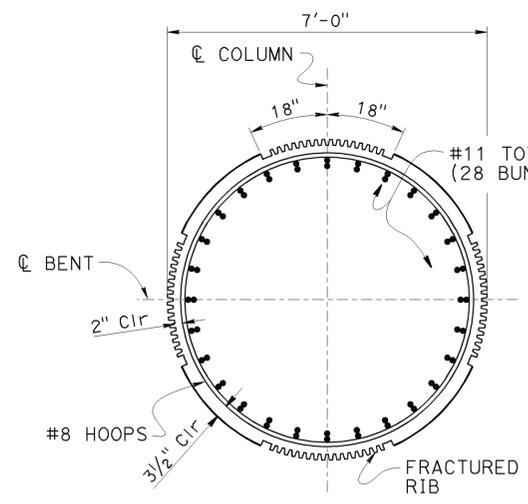


SECTION D-D @ BENT 2
1/2" = 1'-0"

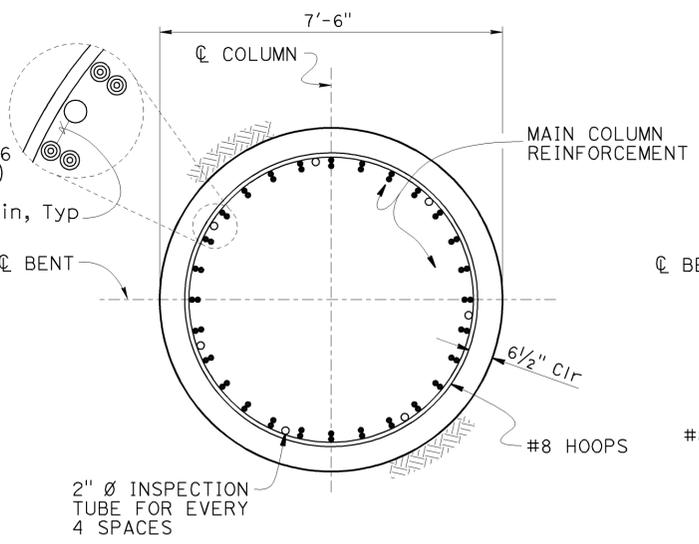


ARCHITECTURAL TREATMENT @ BENTS 2, 3 AND 4
1/4" = 1'-0"

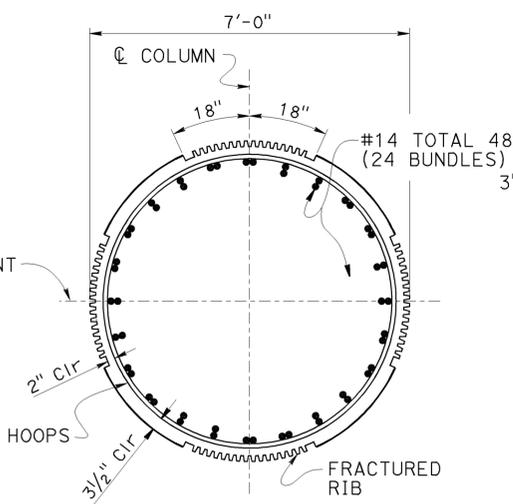
NOTE:
See "ABUTMENT DETAILS NO. 3" sheet for Fracture Rib Detail



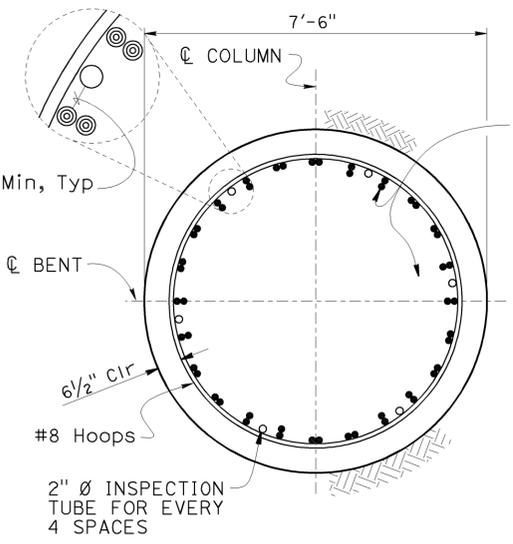
SECTION C-C @ BENT 3
1/2" = 1'-0"



SECTION D-D @ BENT 3
1/2" = 1'-0"

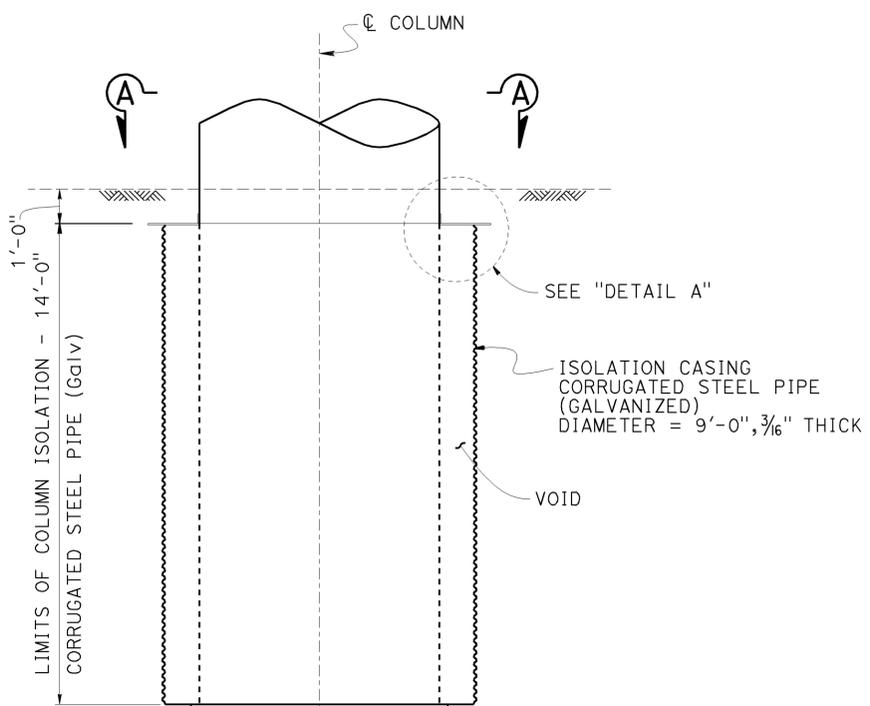


SECTION C-C @ BENT 4
1/2" = 1'-0"

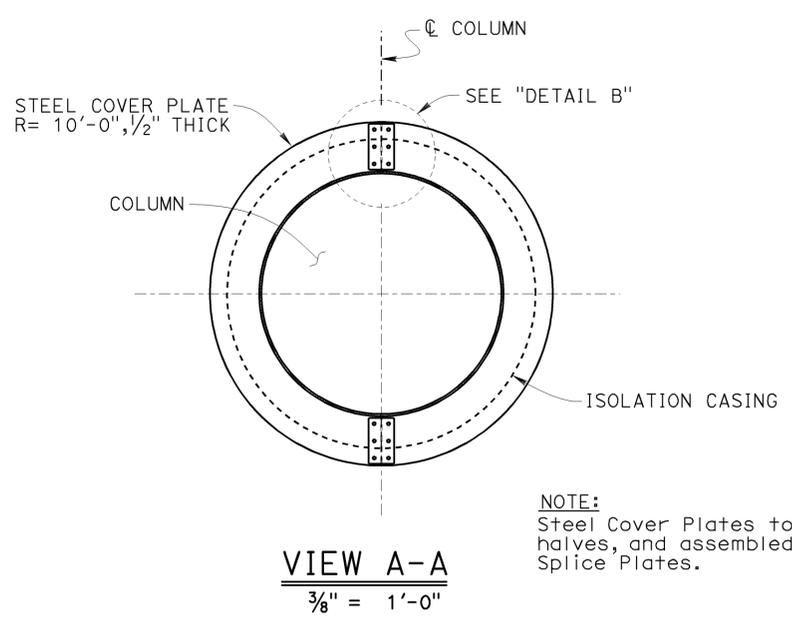
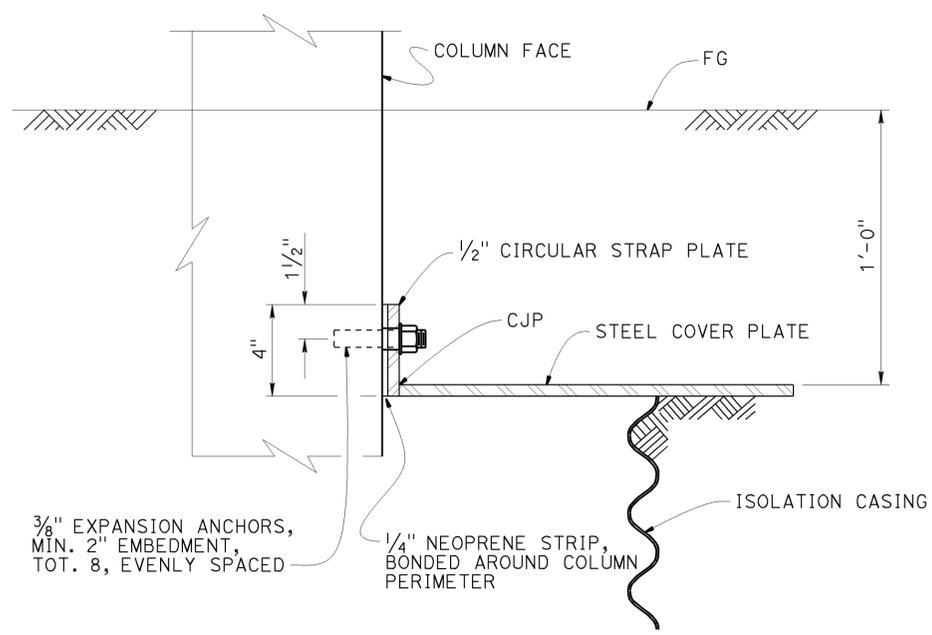


SECTION D-D @ BENT 4
1/2" = 1'-0"

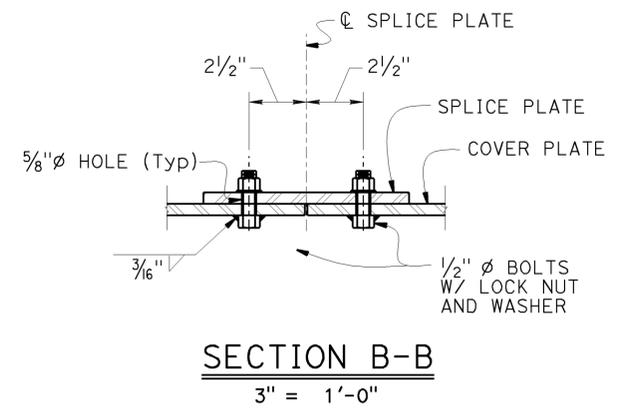
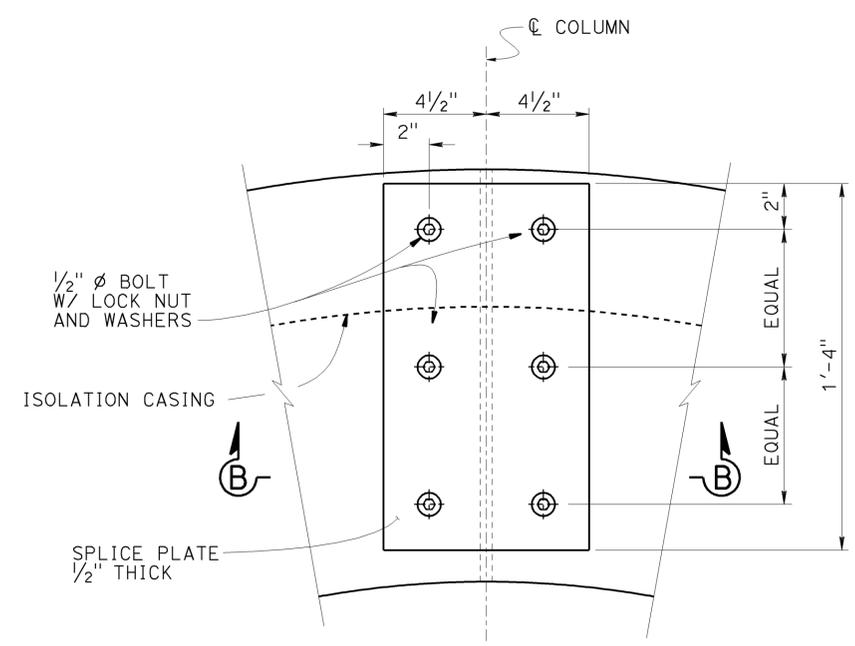
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3	DESIGN BY P. A. Peterson	CHECKED J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1229G	E905-E11 / RTE 905 CONNECTOR SEPARATION BENT DETAILS NO.2
	DETAILS BY PAP / T. NGUYEN	CHECKED J. M. Peterson			POST MILE 0.24	
	QUANTITIES BY J. M. Peterson	CHECKED P. A. Peterson			CONTRACT NO.: 11-056321	
PROJECT NUMBER & PHASE: 11000205191			UNIT: 3613		DISREGARD PRINTS BEARING EARLIER REVISION DATES	
FILE => 57-1229g-1-b+dt2.dgn			CONTRACT NO.: 11-056321		REVISION DATES 05-06-13 5-14-12 6-11-12 10-28-12	SHEET 13 OF 28



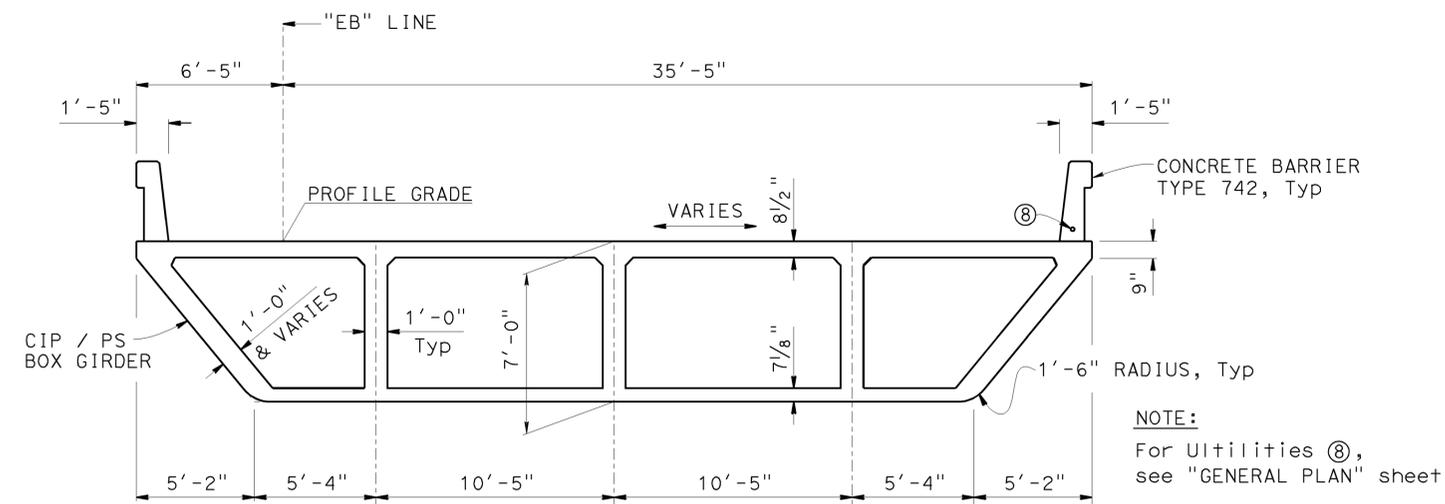
CASING LOCATION	BOTTOM OF CASING ELEVATION (ft)
Bent 2	496.5
Bent 3	499.5
Bent 4	504



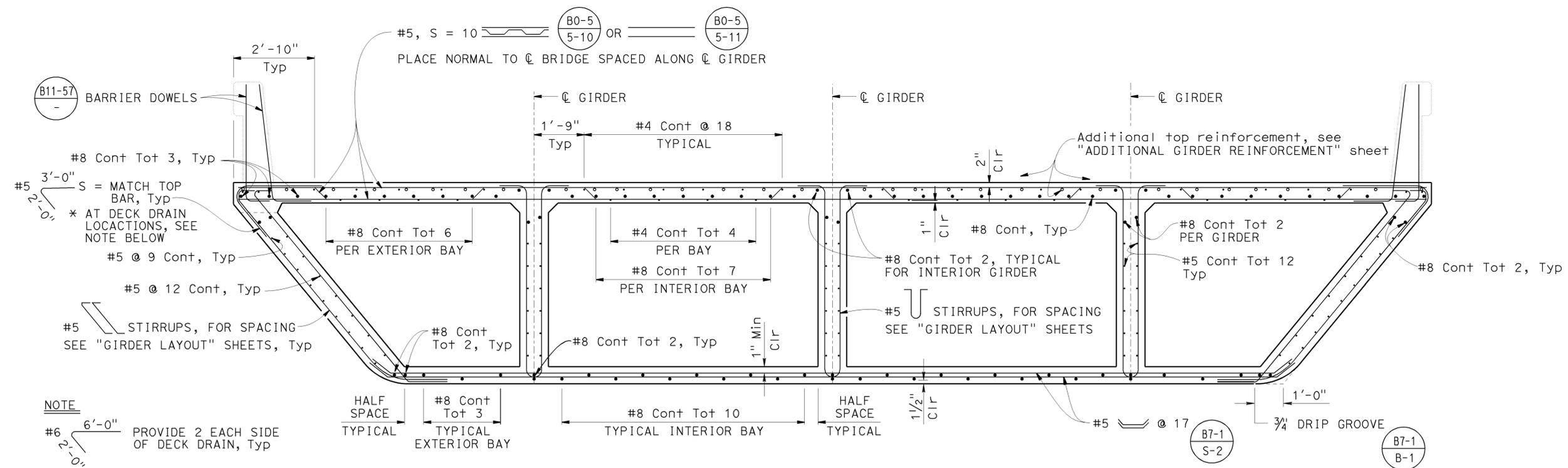
NOTE:
 Steel Cover Plates to be fabricated in two halves, and assembled in place using Splice Plates.



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	570	622
			DATE		
			11-01-12		
			REGISTERED CIVIL ENGINEER		
			DATE		
			04-22-13		
			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.					



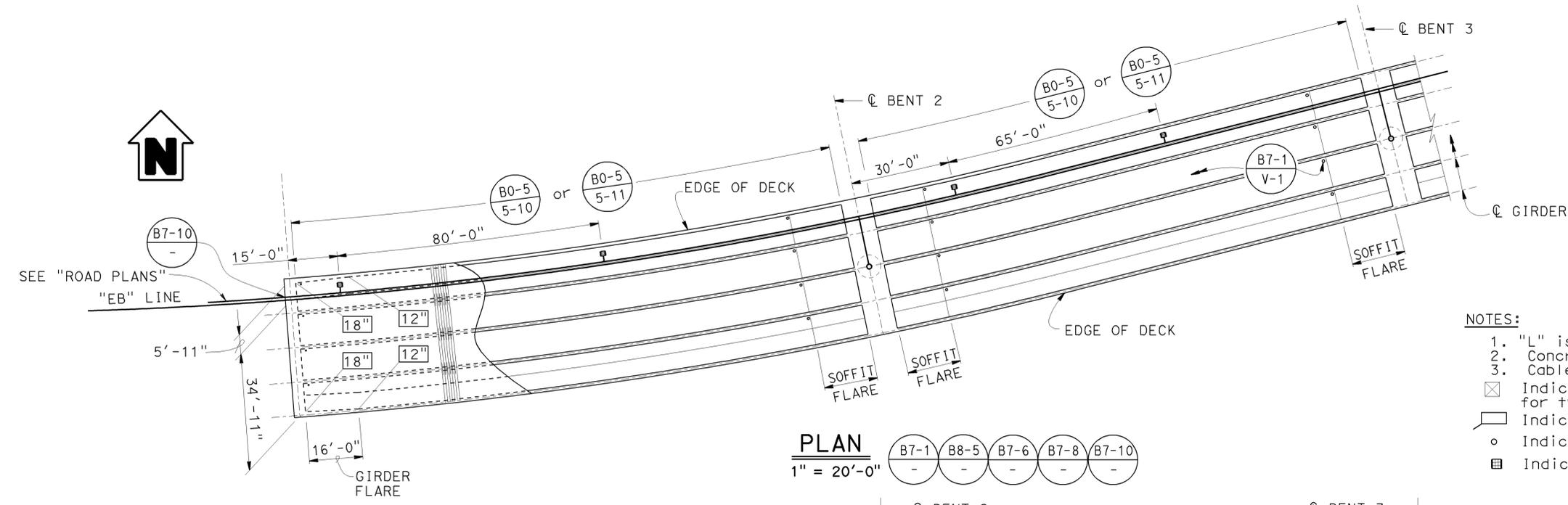
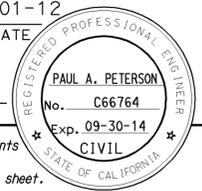
TYPICAL SECTION
1/4" = 1'-0"



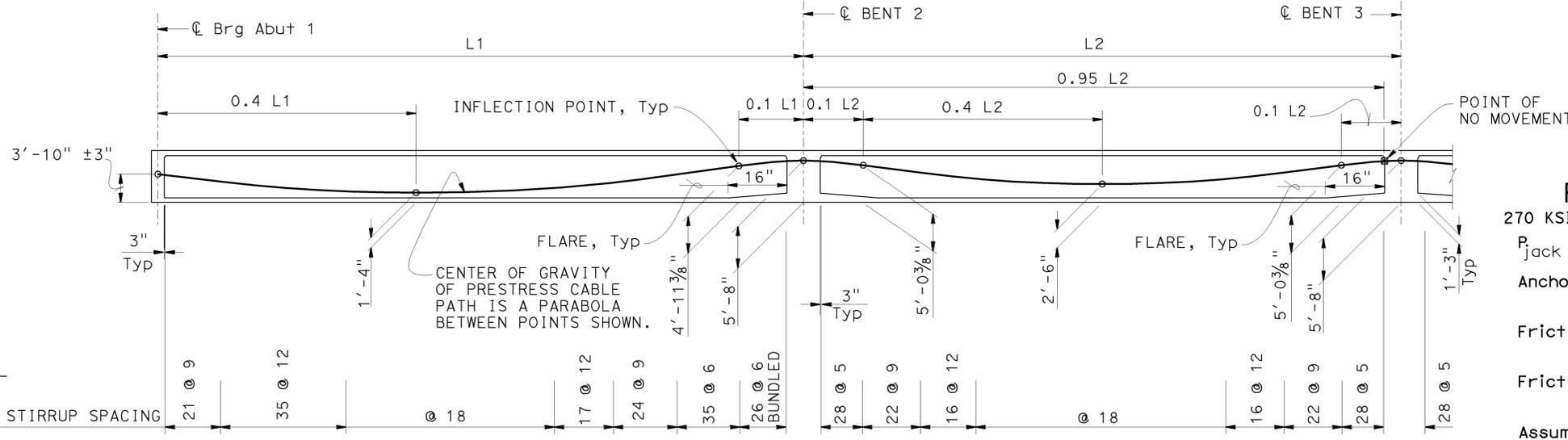
TYPICAL SECTION
1/2" = 1'-0"

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	E905-E11 / RTE 905 CONNECTOR SEPARATION
	DETAILS	BY PAP/ T. Nguyen	CHECKED J. M. Peterson			57-1229G	
	QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson			POST MILE	TYPICAL SECTION
						0.24	
				UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	REVISION DATES	SHEET 15 OF 28

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	571	622
			DATE		
			11-01-12		
			REGISTERED CIVIL ENGINEER		
			PLANS APPROVAL DATE		
			04-22-13		
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:**
- "L" is Girder Length measured along \bar{C} of Girder
 - Concrete Barrier not shown
 - Cable path is parabolic curve between inflection point
- ⊠ Indicates Theoretical Point of No Movement for two end stressing
 - ▭ Indicates Girder Stem Width
 - Indicates point of inflection
 - Indicates Deck Drain Type D-1



PRESTRESSING NOTES

270 KSI Low Relaxation Strand:

P_{jack} = 14100 kips

Anchor Set = $\frac{3}{8}$ in

Friction curvature coefficient, μ = 0.15 (1/rad)

Friction wobble coefficient, K = 0.0002 (1/ft)

Assumed long term losses = 20 (ksi)

Total Number of Girders = 5

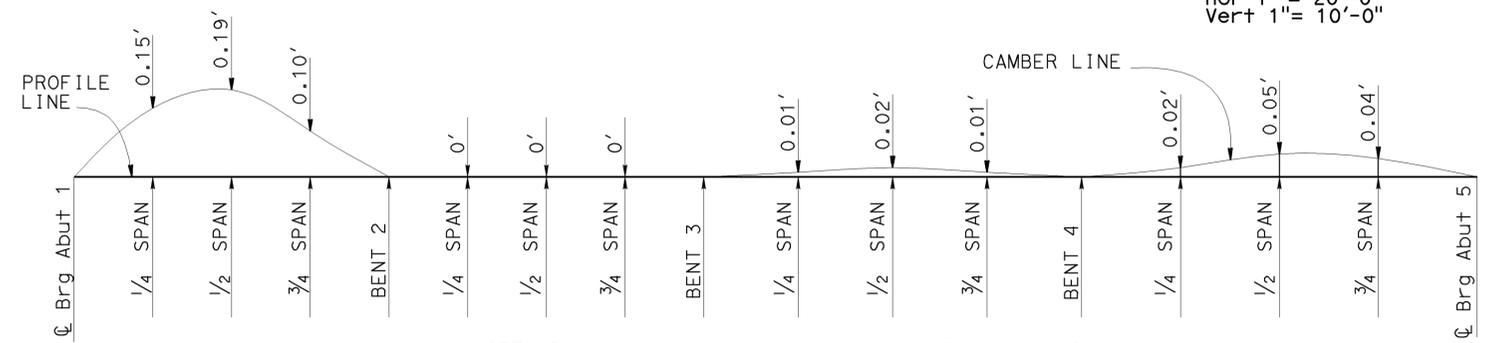
The final force ratio (larger divided by smaller) between any two girders shall not exceed the ratio of 10 to 9

Concrete: f'_c = 5000 psi @ 28 days

f'_{ci} = 3500 psi @ time of stressing

Contractor shall submit elongation calculations based on initial stress at λ = 0.8651 times jacking stress.

Two end stressing shall be performed.



NOTE: Does not include allowance for Falsework Settlement

CAMBER DIAGRAM
NO SCALE

DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson
DETAILS	BY PAP/ T. Nguyen	CHECKED J. M. Peterson
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson

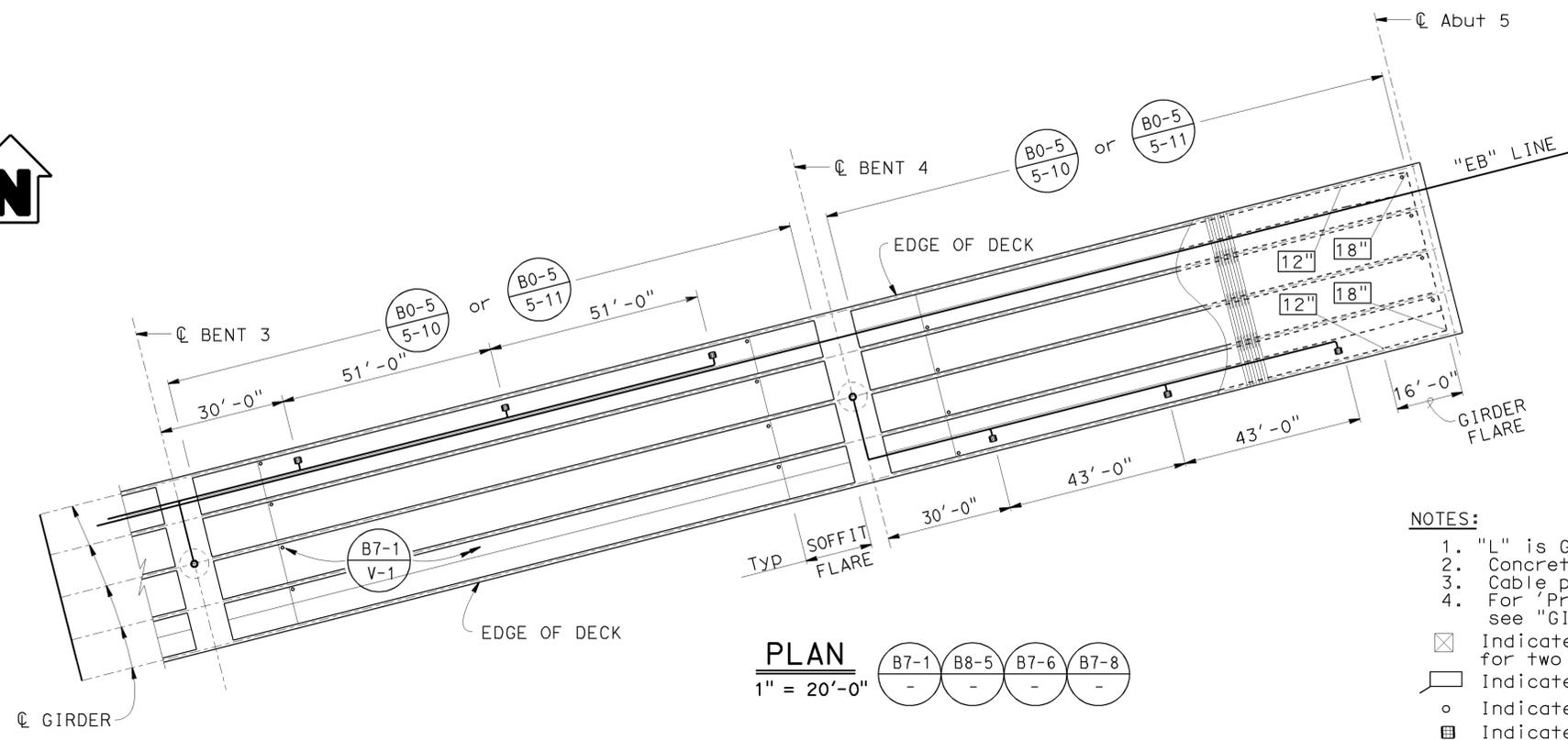
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1229G
POST MILE	0.24

E905-E11 / RTE 905 CONNECTOR SEPARATION
GIRDER LAYOUT NO.1

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	572	622
			DATE		
			11-01-12		
			REGISTERED CIVIL ENGINEER		
			DATE		
			04-22-13		
			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.					

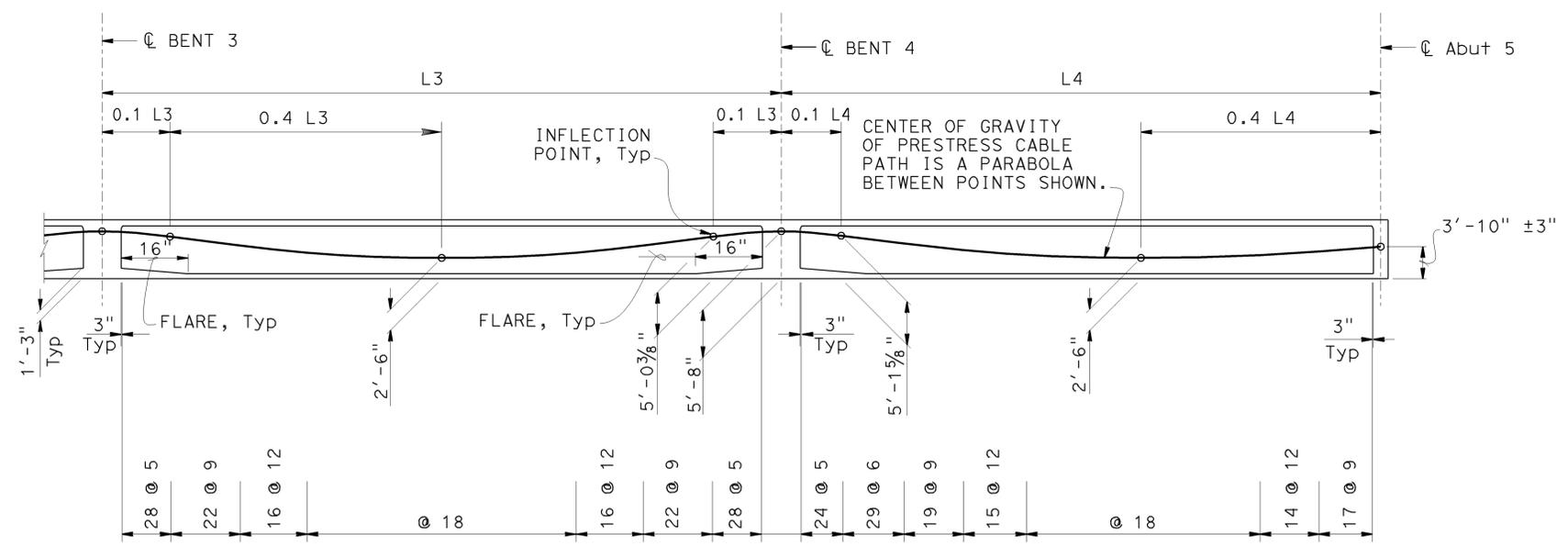


PLAN
1" = 20'-0"

B7-1	B8-5	B7-6	B7-8
-	-	-	-

NOTES:

- "L" is Girder Length measured along ϕ of Girder
 - Concrete Barrier not shown
 - Cable path is parabolic curve between inflection point
 - For 'Prestressing Notes' and 'Camber Diagram', see "GIRDER LAYOUT NO. 1" sheet
- ⊠ Indicates Theoretical Point of No Movement for two end stressing
 - Indicates Girder Stem Width
 - Indicates point of inflection
 - Indicates Deck Drain Type D-1



LONGITUDINAL SECTION

Hor 1" = 20'-0"
Vert 1" = 10'-0"

DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson
DETAILS	BY PAP/ T. Nguyen	CHECKED J. M. Peterson
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson

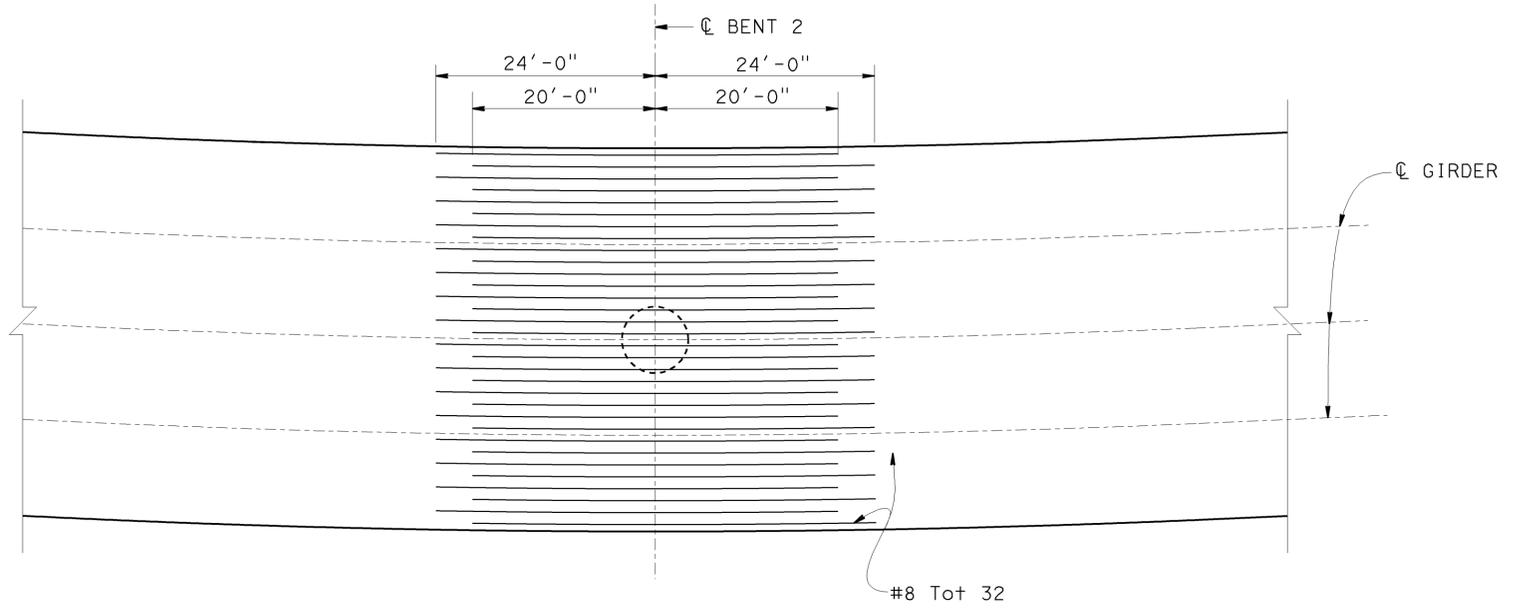
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	E905-E11 / RTE 905 CONNECTOR SEPARATION
POST MILE	0.24

GIRDER LAYOUT NO. 2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	573	622
			DATE		
			11-01-12		
			REGISTERED CIVIL ENGINEER		
			DATE		
			04-22-13		
			PLANS APPROVAL DATE		
<small>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.</small>					



BENT 2 - TOP REINFORCEMENT
1" = 10'-0"

DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson
DETAILS	BY PAP/ T. Nguyen	CHECKED J. M. Peterson
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson

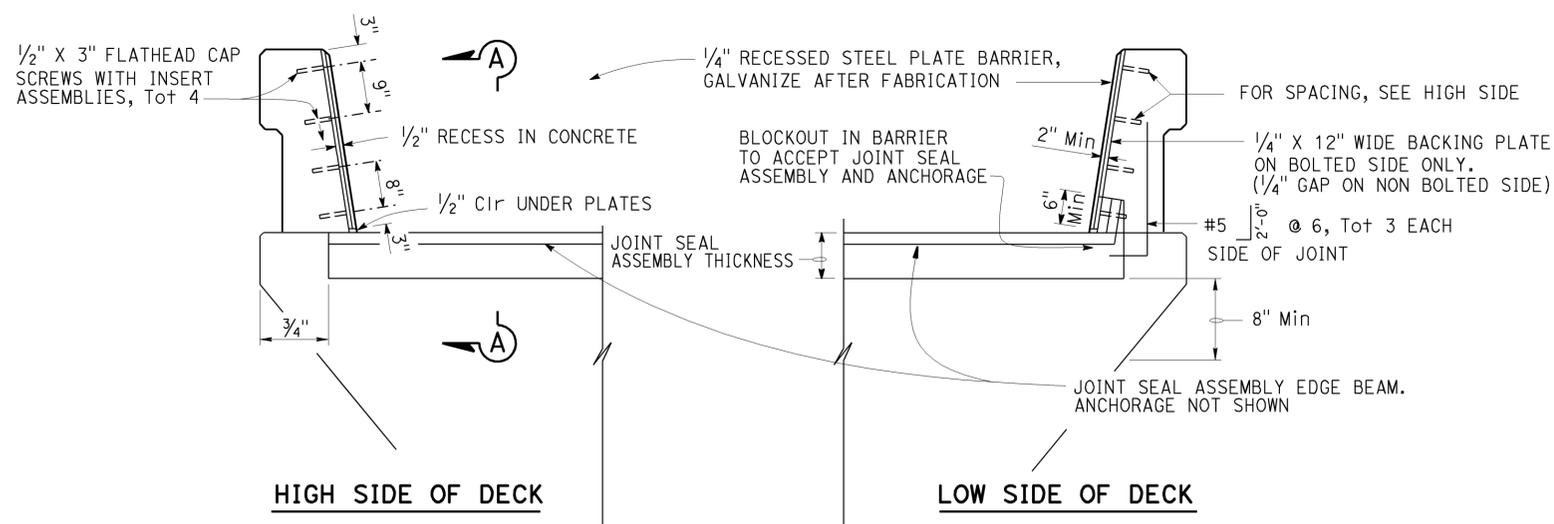
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

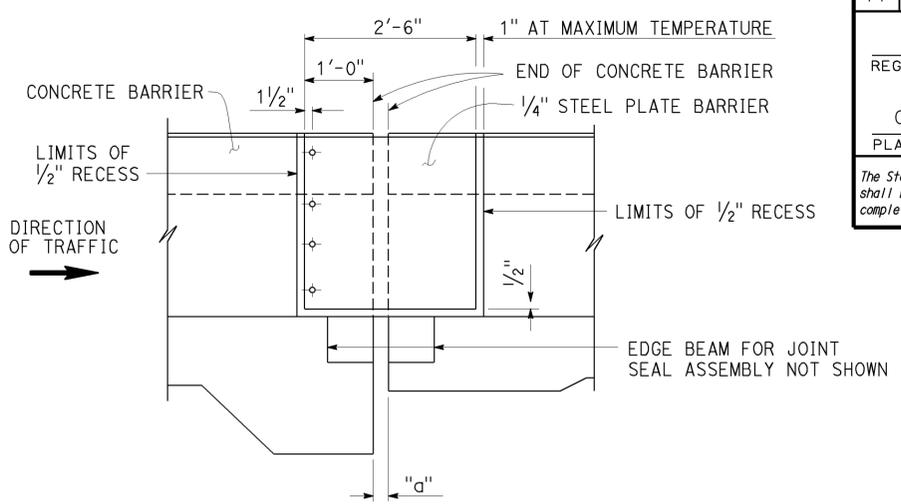
BRIDGE NO.	E905-E11 / RTE 905 CONNECTOR SEPARATION
57-1229G	
POST MILE	ADDITIONAL GIRDER REINFORCEMENT
0.24	

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	574	622

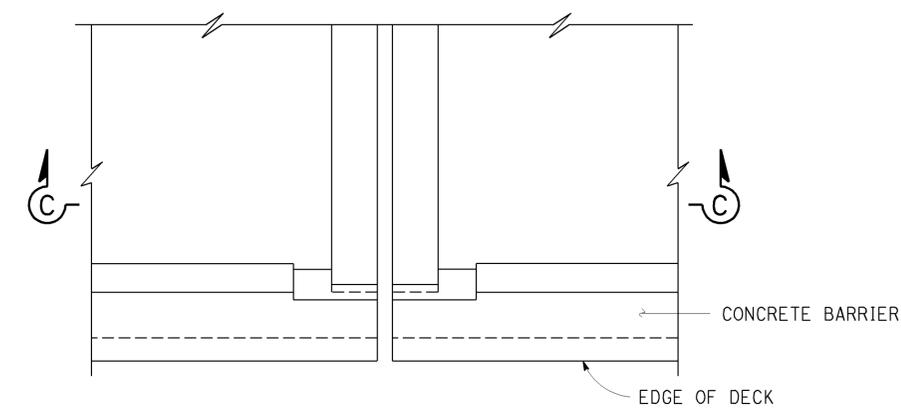
11-01-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
 PAUL A. PETERSON
 No. C66764
 Exp. 09-30-14
 CIVIL
 STATE OF CALIFORNIA
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



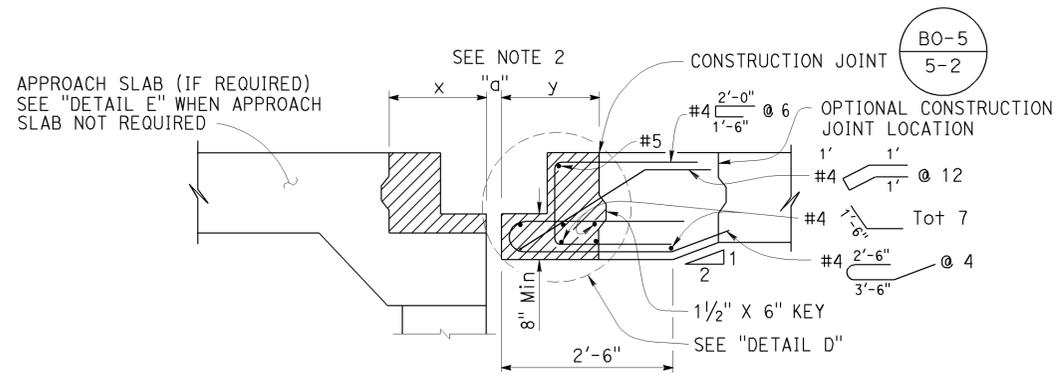
SEAL INSTALLATION
3/4" = 1'-0"



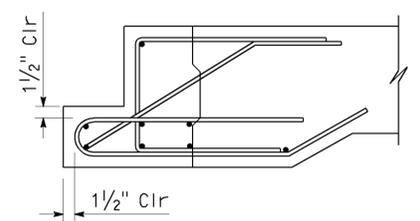
ELEVATION A-A
3/4" = 1'-0"



PLAN - DECK JOINT
3/4" = 1'-0"



SECTION C-C
3/4" = 1'-0"



DETAIL D
1" = 1'-0"

JOINT INFORMATION		"a" DIMENSIONS			
LOCATION	MOVEMENT RATING (MR)	SKEW	WINTER	SPRING & FALL	SUMMER
ABUTMENTS 1 & 5	5"	0	2 1/2"	1 3/4"	1 1/4"

- NOTES:**
- For details not shown, see Project Plans
 - x is greater than or equal to y
 - "a" are minimum. See manufacture requirements for additional information.

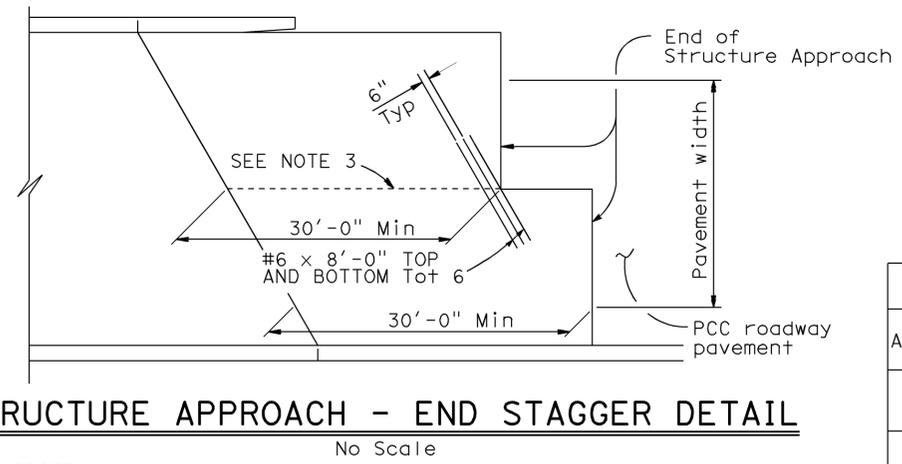
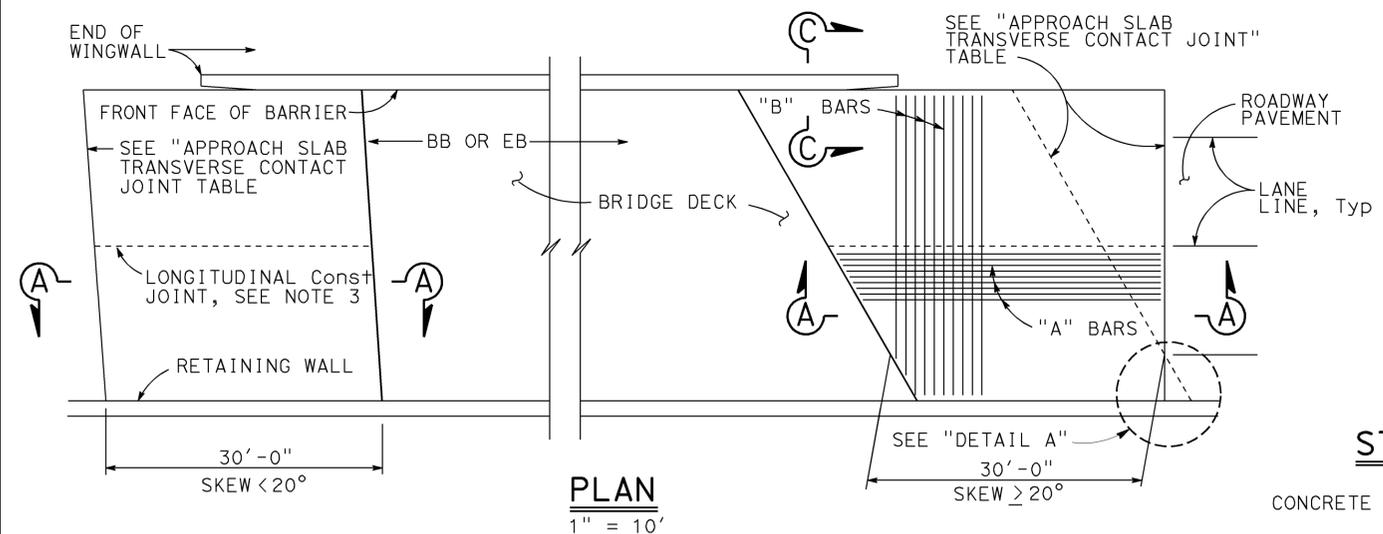
DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	E905-E11 / RTE 905 CONNECTOR SEPERATION ABUTMENT JOINT SEAL DETAILS
DETAILS	BY PAP / T. Nguyen	CHECKED J. M. Peterson			57-1229G	
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson			POST MILE 0.24	

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321 DISREGARD PRINTS BEARING EARLIER REVISION DATES
 REVISION DATES: 05-18-12, 3-12-12, 05-08-13 SHEET 19 OF 28

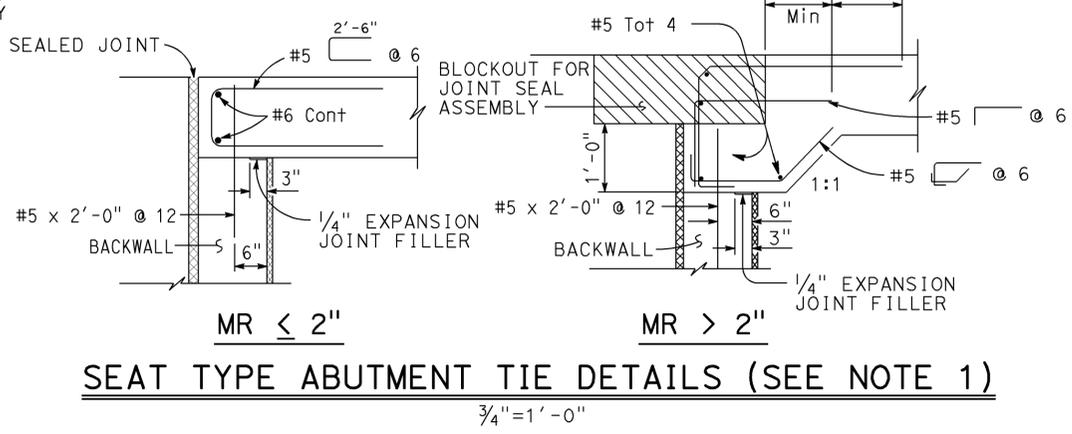
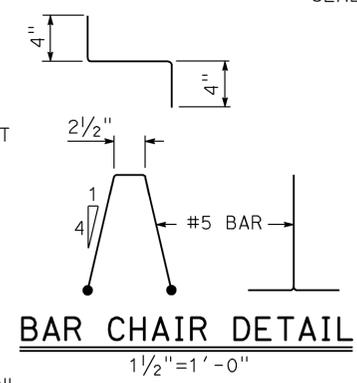
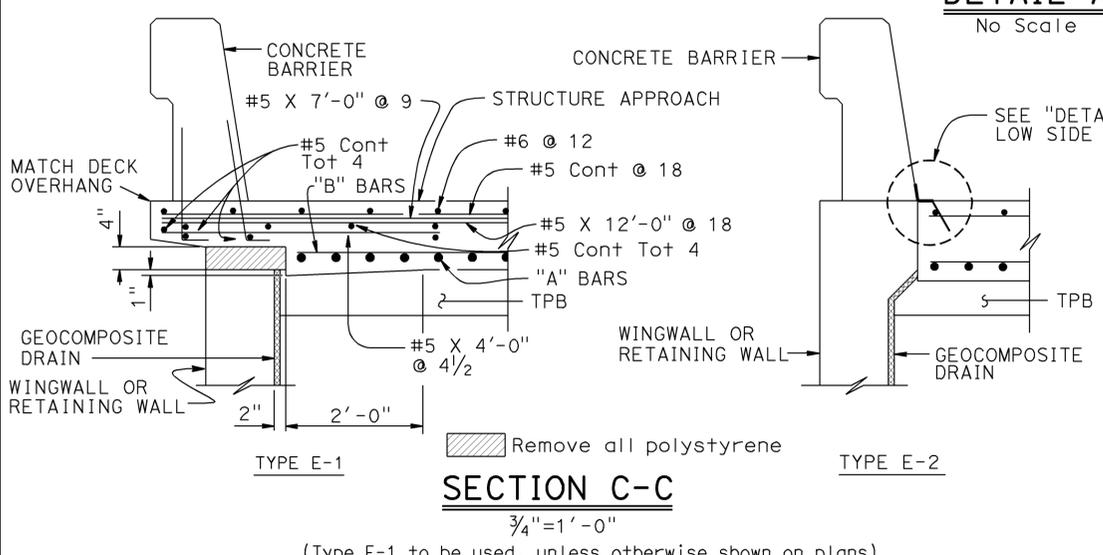
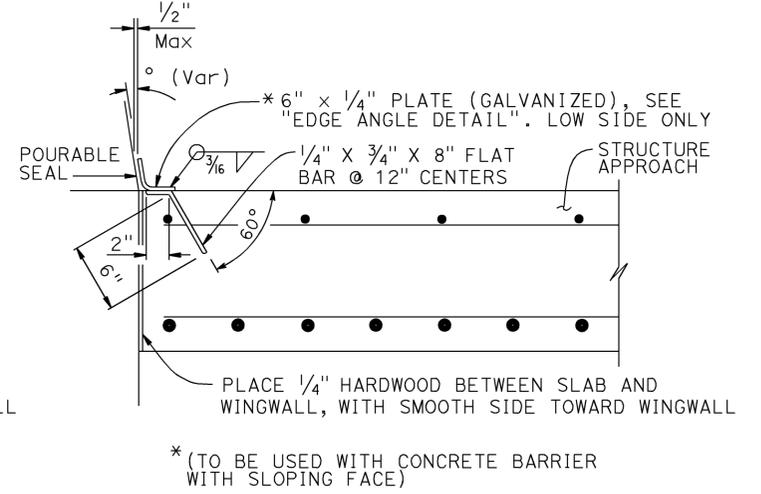
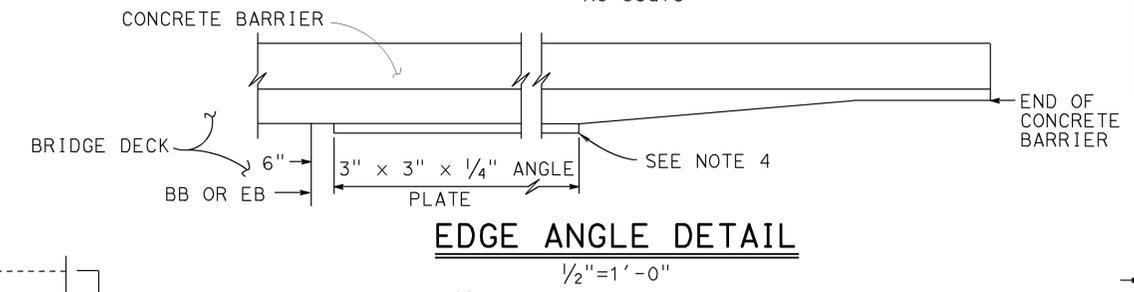
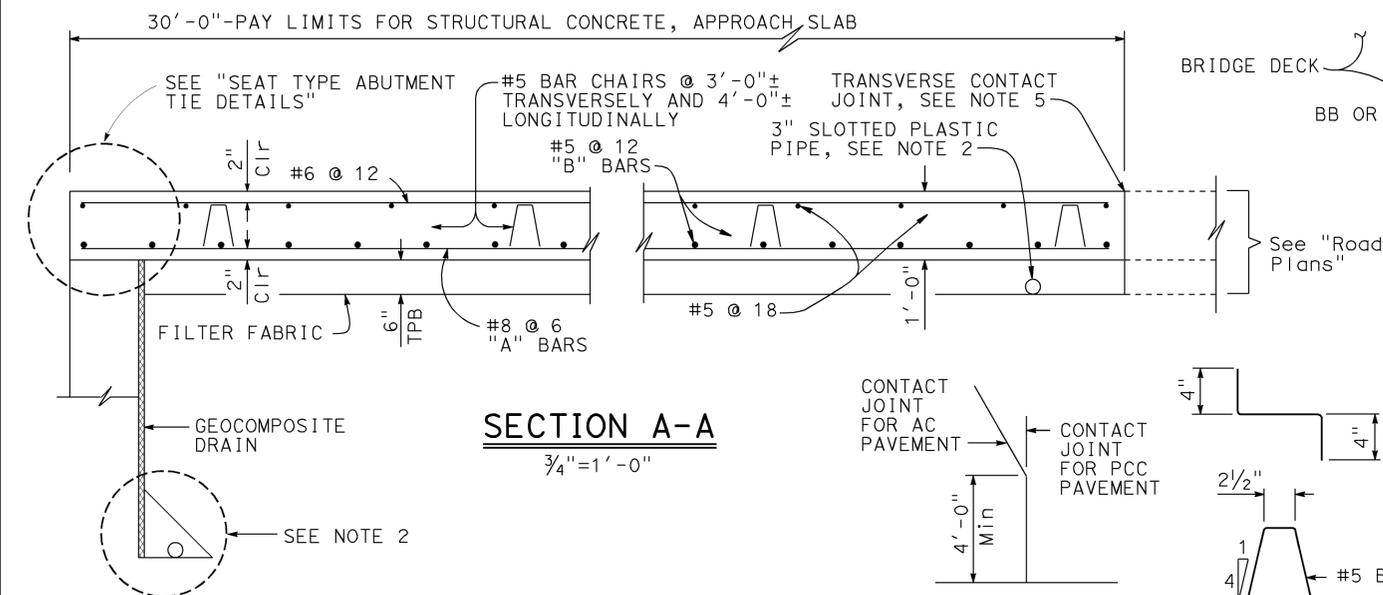
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	575	622

11-01-12
 REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
 PAUL A. PETERSON
 No. C66764
 Exp. 09-30-14
 CIVIL
 STATE OF CALIFORNIA

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APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	PARALLEL TO FACE OF PN	PARALLEL TO FACE OF PN
20° - 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER LINES 24' TO 36' APART
> 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER AT EACH LANE LINE

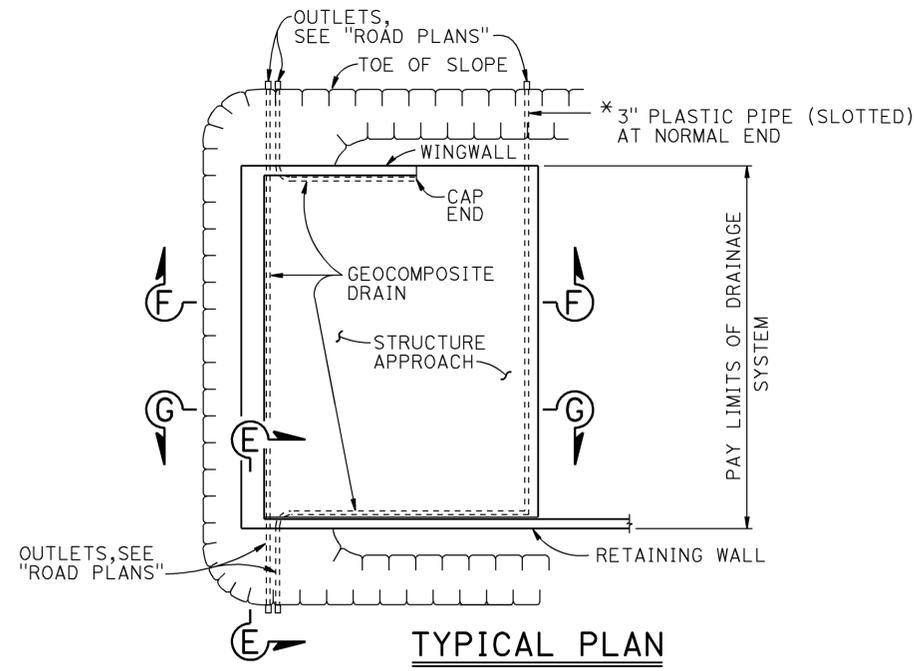


- NOTES:**
- For details not shown, see Structure Plans. For MR < 2', adjust bar reinforcement to clear a sawcut for sealed joint, when required.
 - For drainage details, see "STRUCTURE APPROACH DRAINAGE DETAILS" sheet.
 - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines.
 - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach as applicable.
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10.
 - At the Contractor's option, approach slab transverse reinforcement may be placed parallel to paving notch. Spacing of transverse reinforcement is measured along roadway.

STANDARD DRAWING		STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		DIVISION OF ENGINEERING SERVICES		BRIDGE NO. 57-1229G		E905-E11 / RTE 905 CONNECTOR SEPARATION	
FILE NO. xs3-120	APPROVAL DATE July 2011					POST MILE 0.24		STRUCTURE APPROACH TYPE N(30S)	
DS OSD 2147A (ENGLISH STANDARD DRAWING "XS" BORDER REV. (02-02-11))		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		UNIT: X PROJECT NUMBER & PHASE: 11000205191		CONTRACT NO.: 11-056321		DISREGARD PRINTS BEARING EARLIER REVISION DATES	
								REVISION DATES	
								2-12-12 3-12-12 05-06-13	
								SHEET 20 OF 28	

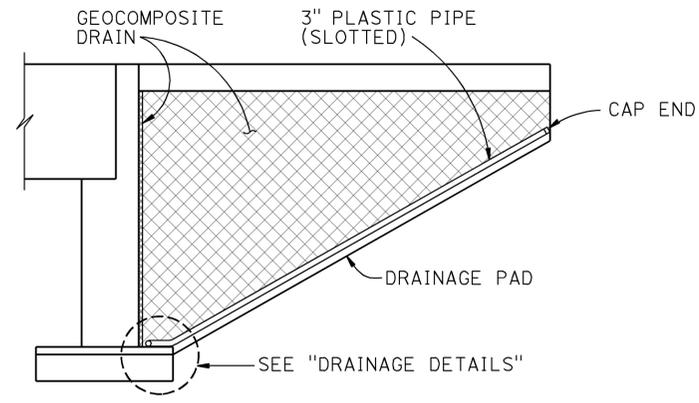
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	576	622
REGISTERED CIVIL ENGINEER DATE <i>DATA</i> 11-01-12				REGISTERED PROFESSIONAL ENGINEER No. C66764 Exp. 09-30-14 CIVIL STATE OF CALIFORNIA	
PLANS APPROVAL DATE 04-22-13					
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.					

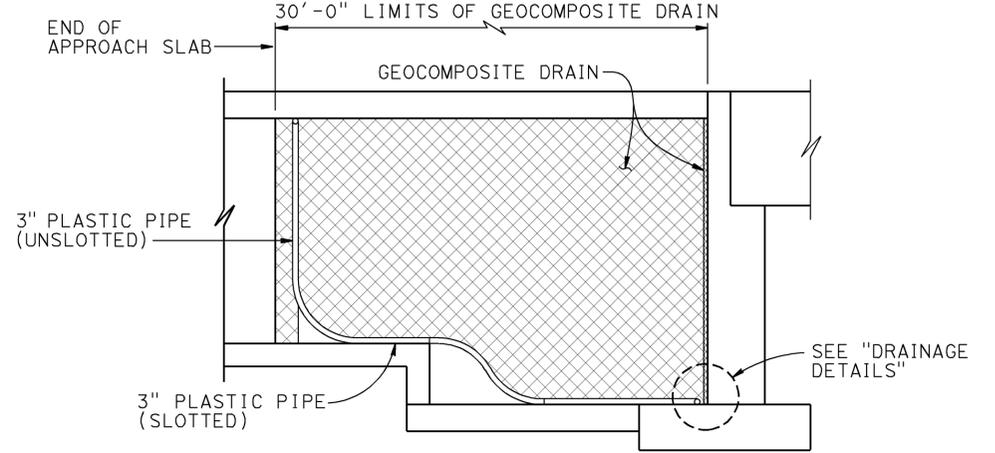


TYPICAL PLAN
1" = 10'

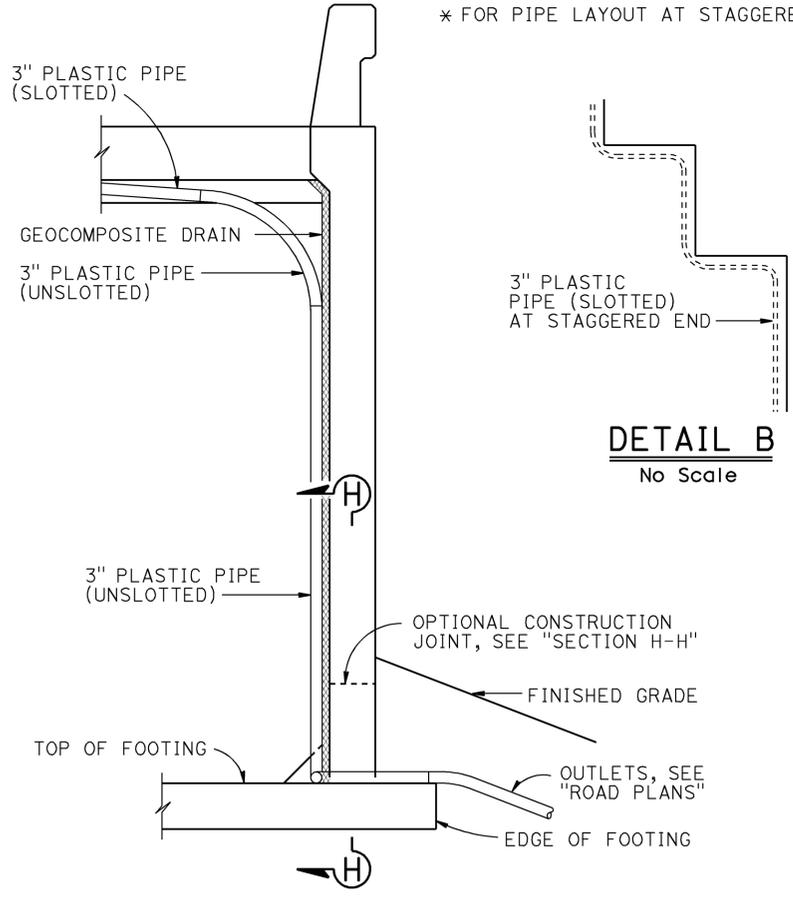
* FOR PIPE LAYOUT AT STAGGERED END, SEE "DETAIL B"



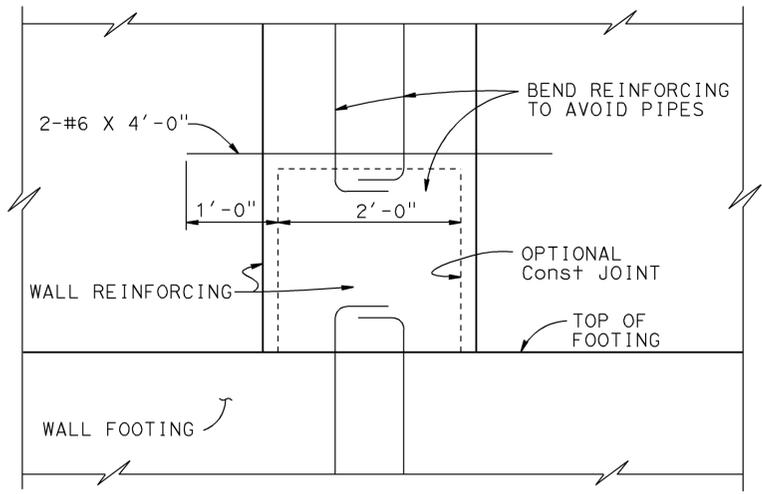
CANTILEVER WINGWALL
SECTION F-F
1/4" = 1'-0"



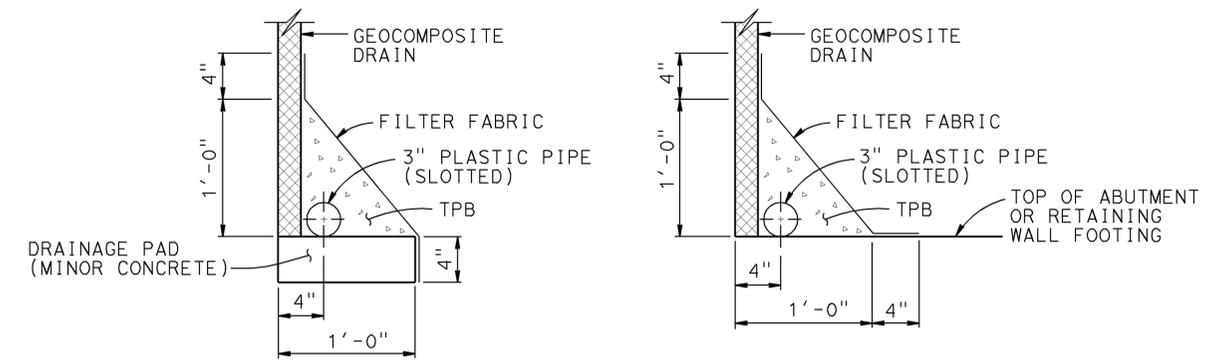
RETAINING WALL WINGWALL DRAINAGE DETAILS
SECTION G-G
1/4" = 1'-0"



DETAIL B
No Scale



SECTION H-H
1" = 1'-0"



WITHOUT FOOTING

WITH FOOTING

DRAINAGE DETAILS
1 1/2" = 1'-0"

NOTE: Bends and junctions in 3" plastic pipe are 30" radius Min

STANDARD DRAWING	
FILE NO. xs3-110	APPROVAL DATE July 2011

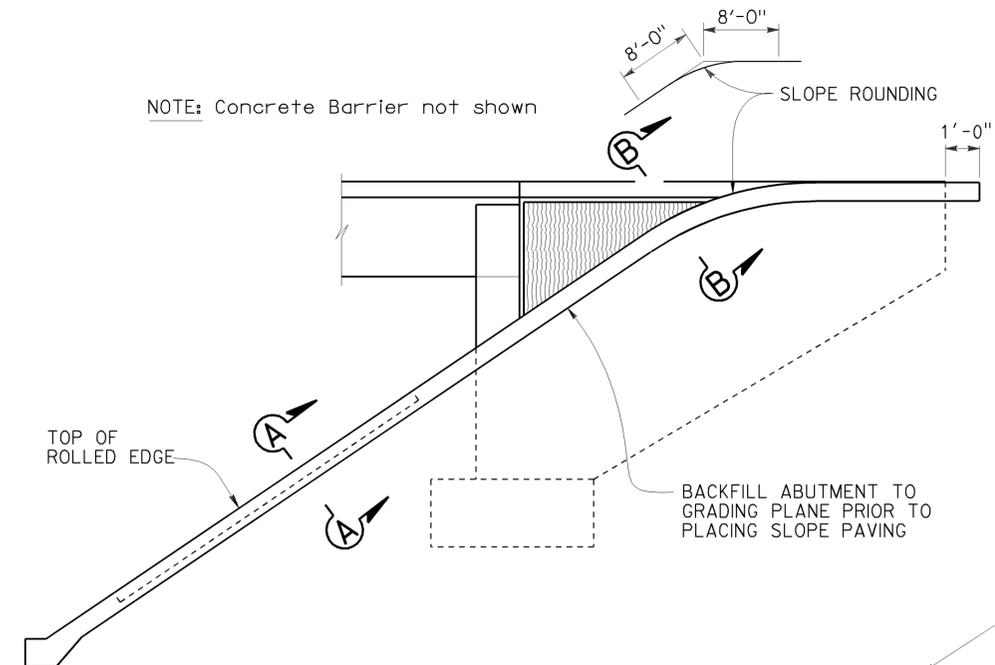
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	
---	--

DIVISION OF ENGINEERING SERVICES	
BRIDGE NO. 57-1229G	E905-E11 / RTE 905 CONNECTOR SEPARATION
POST MILE 0.24	
STRUCTURE APPROACH DRAINAGE DETAILS	

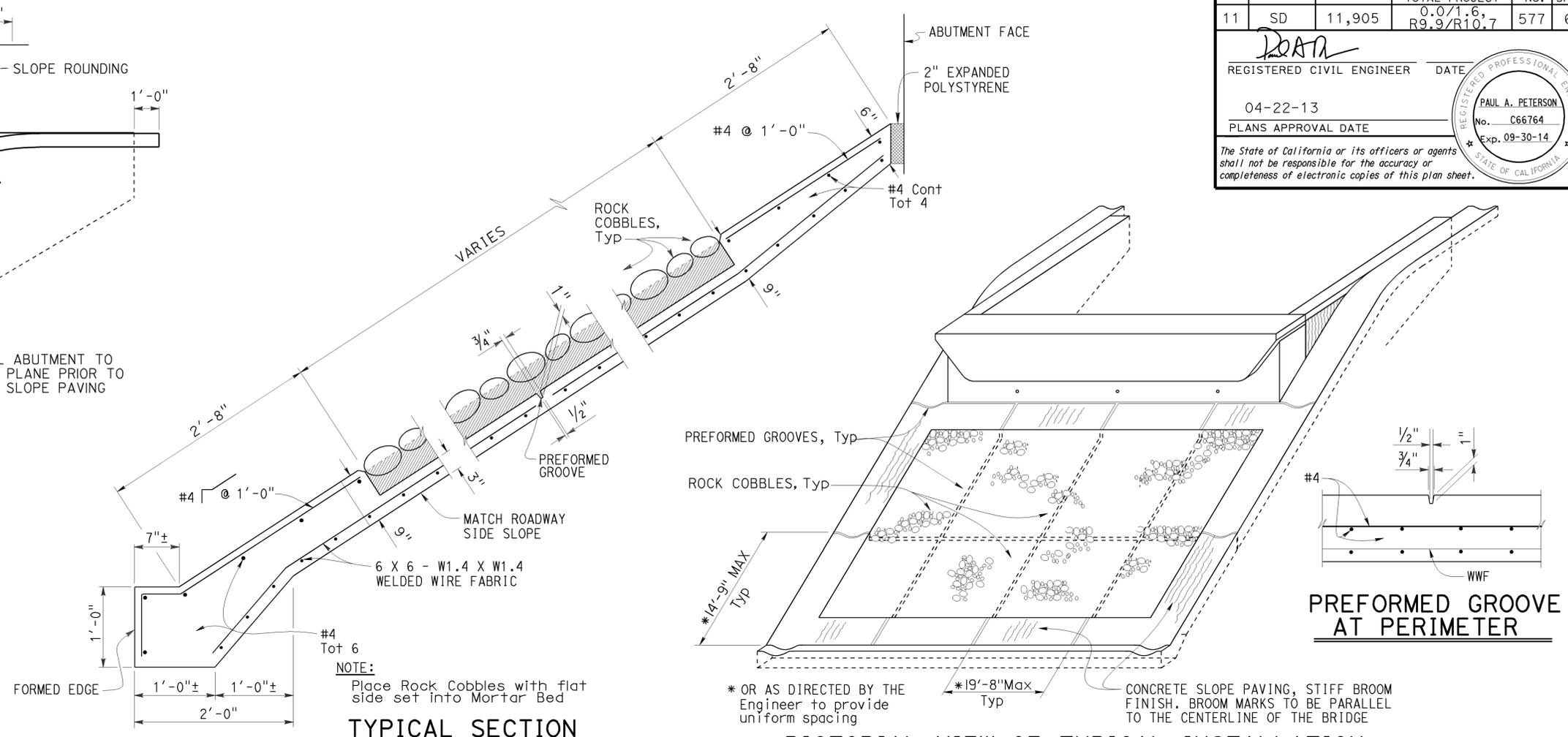
BRIDGE NO. 57-1229G		E905-E11 / RTE 905 CONNECTOR SEPARATION	
POST MILE 0.24		STRUCTURE APPROACH DRAINAGE DETAILS	
UNIT: X PROJECT NUMBER & PHASE: 11000205191		CONTRACT NO.: 11-056321	
DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES	SHEET 21 OF 28

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	577	622

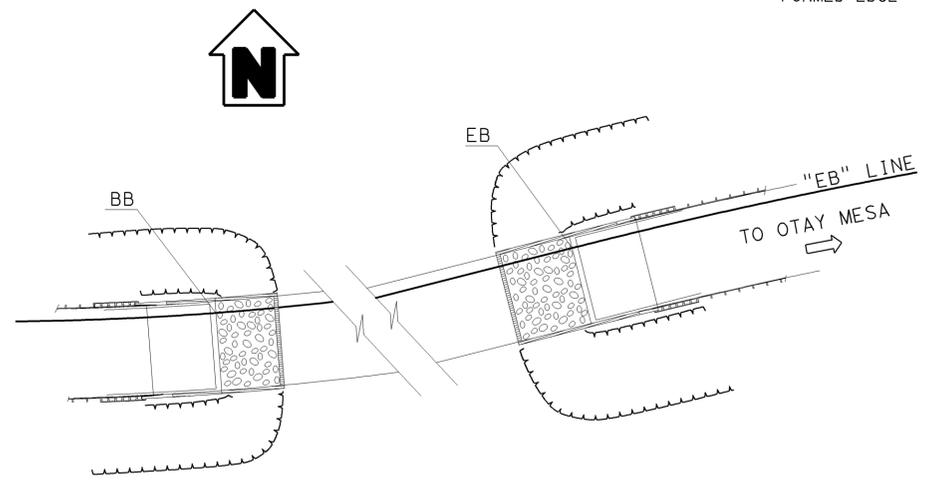
REGISTERED CIVIL ENGINEER DATE
 04-22-13
 PLANS APPROVAL DATE
 REGISTERED PROFESSIONAL ENGINEER
 PAUL A. PETERSON
 No. C66764
 Exp. 09-30-14
 STATE OF CALIFORNIA
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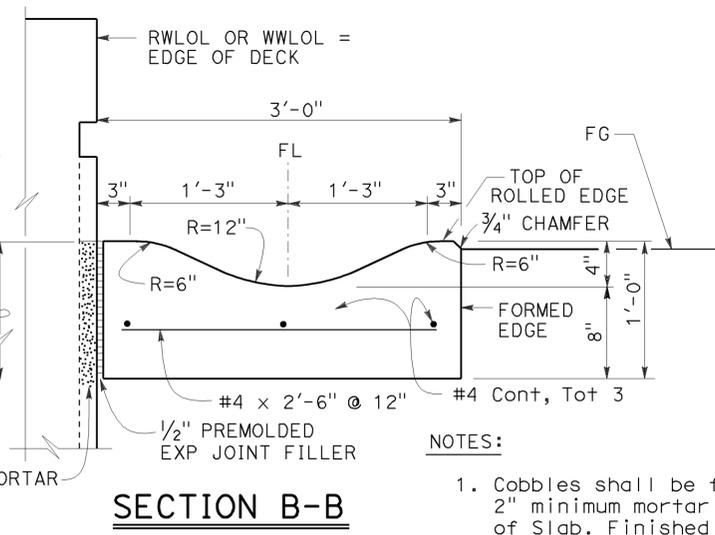
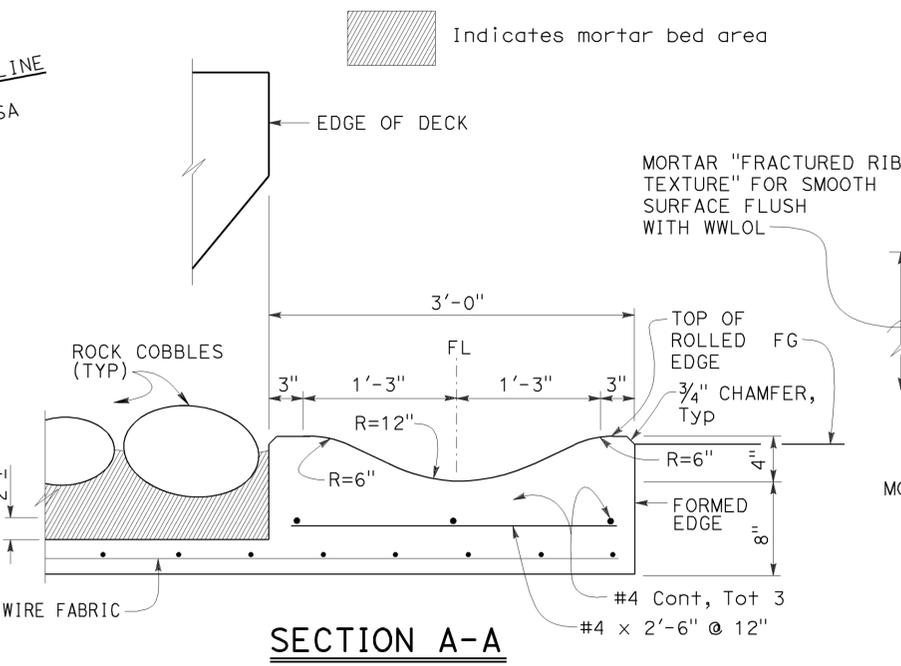
WINGWALL ELEVATION



PICTORIAL VIEW OF TYPICAL INSTALLATION



PLAN-LIMITS OF SLOPE PAVING (ROCK COBBLE)



NO SCALE

- NOTES:**
- Cobbles shall be fully seated in the mortar bed. 2" minimum mortar base between Cobbles and top of Slab. Finished mortar surface shall be placed to the mid-depth of the largest Cobbles
 - Excess mortar shall be removed and the cobble surfaces shall be cleaned after placement
 - Fill Preformed Grooves with mastic or plastic sealant
 - See 'Special Provisions' for Cobble size

DESIGN	BY P. A. Peterson	CHECKED J. M. Peterson
DETAILS	BY PAP/ T. Nguyen	CHECKED J. M. Peterson
QUANTITIES	BY J. M. Peterson	CHECKED P. A. Peterson

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57-1229G
POST MILE	0.24

E905-E11 / RTE 905 CONNECTOR SEPARATION
SLOPE PAVING (ROCK COBBLE)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	578	622

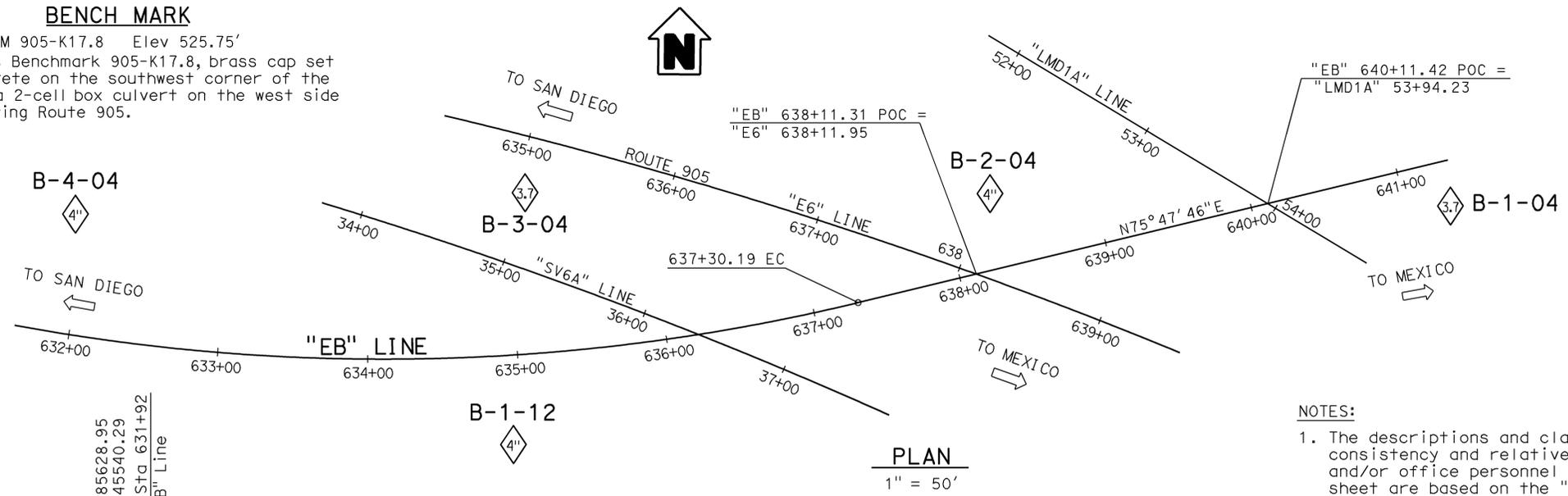
Erich Neupert
PROFESSIONAL GEOLOGIST
10-30-12

4-22-13
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.

PROFESSIONAL GEOLOGIST
Erich Neupert
No. 8137
Exp. 2-28-14
STATE OF CALIFORNIA

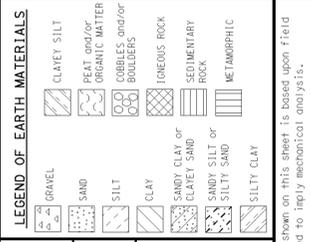
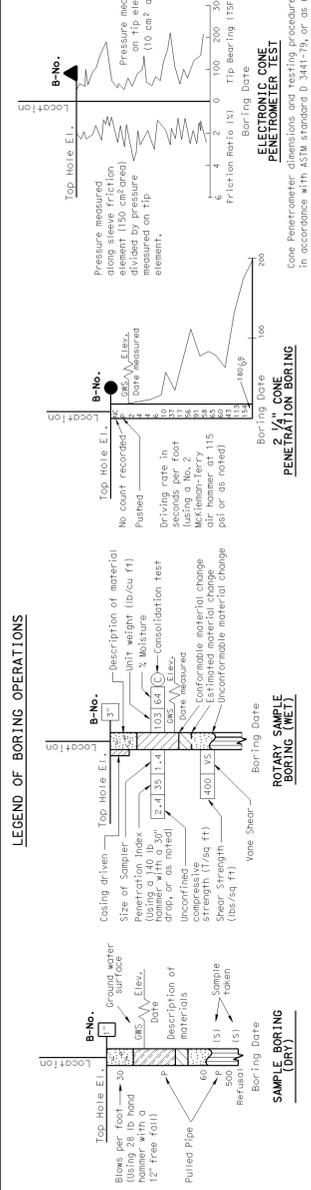
BENCH MARK
BM 905-K17.8 Elev 525.75'
Caltrans Benchmark 905-K17.8, brass cap set in concrete on the southwest corner of the top of a 2-cell box culvert on the west side of existing Route 905.



NOTES:

- The descriptions and classifications of rock and/or soil, including consistency and relative density descriptors, used by the field and/or office personnel for the exploration boreholes shown on this sheet are based on the "Soil and Rock Logging Classification Manual (Field Guide)," Engineering Service Center, Office of Structure Foundations, August 1996.
- Soil colors were determined by using Munsell Soil Color Charts (1994, Revised Edition). Rock colors were determined using Geological Society of America rock color charts (1995, 8th Printing).
- Ground water was measured in borings B-2-04, B-4-04 and B-1-12. No attempt was made to measure ground water in borings B-1-04 and B-3-04. Those borings were backfilled immediately after completion of drilling.
- Test borings B-1-04, B-4-04 and B-3-04 utilized a Dietrich automatic hammer to advance the sampler using a 140 lb hammer with a 30" drop. Penetration index values shown are the actual blow counts recorded in the field. Soil descriptions shown on the LOTB sheets are based on these index values.
- E = Blow count for 1' penetration extrapolated from blow count for less than 1' (due to change in material or hard driving).
- RQD with asterisk designation (i.e. RQD=53%*) indicates that the rock within the drilled interval is soft and that the soundness criteria has not been met (as described by Deere and Deere, 1989). Rock not meeting the soundness criteria is defined as moderately soft, soft, or very soft.

LEGEND OF BORING OPERATIONS



CONSISTENCY CLASSIFICATION FOR SOILS

According to the Standard Penetration Test

SPT No./Blows/foot	Consistency
0-4	Very Loose
5-10	Loose
11-30	Medium Dense
31-50	Dense
>50	Very Dense

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

Depth (ft)	Soil/Rock Description	REC	RQD	Notes
518.5'	Lean CLAY (CL), stiff, dark brown, dry, trace ORGANIC material, highly plastic, scattered coarse GRAVELS (1" to 3").			
510	SILTY SAND (SM), very dense, yellowish brown, moist, fine to medium grained, 10% GRAVEL. Poorly-graded SAND (SP), medium dense, yellowish brown, moist, 5% GRAVELS (1"), 5% SILT.			
500	CLAYSTONE, pale yellowish brown, very soft, intensely fractured.	REC=77% RQD=0%*		
490	SANDSTONE, light olive gray, slightly weathered, very soft, fine grained, intensely fractured.	REC=57% RQD=0%*		
480	SILTSTONE, light olive gray to olive gray, slightly weathered, very soft, intensely fractured.	REC=69% RQD=0%*		
470	CLAYSTONE, pale brown, slightly weathered, moderately soft to soft.	REC=95% RQD=0%*		
460	SANDSTONE, light olive gray, slightly weathered, moderately soft to soft, fine grained SAND, GWS Elev 485.9' intensely fractured.	REC=80% RQD=0%*		
450	CLAYSTONE, pale brown, moderately weathered, moderately hard to moderately soft, slightly fractured.	REC=100% RQD=100%		
440	SANDSTONE, light olive gray, slightly weathered, moderately hard, slightly fractured.	REC=100% RQD=100%		
430	SILTSTONE, light olive gray, slightly weathered, moderately hard to hard, non-fractured.	REC=100% RQD=100%		
420	CLAYSTONE, pale brown with black mottling, slightly weathered, moderately hard to hard, moderately fractured.	REC=83% RQD=63%		
410	SILTSTONE, light olive gray, slightly weathered, moderately hard, slightly fractured.	REC=74% RQD=100%		
400	SANDSTONE, light olive gray, slightly weathered, moderately hard, moderately to intensely fractured.	REC=100% RQD=100%		
390	CLAYSTONE, pale brown with black mottling, slightly weathered, moderately soft to moderately hard, moderately to intensely fractured.	REC=37% RQD=27% REC=100% RQD=46%		
380	SANDSTONE, light olive gray, slightly weathered, moderately hard, fine grained, slightly fractured.	REC=100% RQD=100%		
370	CLAYSTONE, pale brown to moderate brown, slightly weathered, moderately hard to hard, slightly fractured.	REC=100% RQD=94%		
360	SANDSTONE, light olive gray, slightly weathered, moderately soft to moderately hard, fine grained, moderately fractured.	REC=80% RQD=80%		
350	CLAYSTONE, pale brown, slightly weathered, moderately hard to hard, moderately to intensely fractured.	REC=100% RQD=46%		
340	SANDSTONE, light olive gray, slightly weathered, moderately hard to hard, moderately to slightly fractured, fine grained.	REC=80% RQD=58% REC=80% RQD=80%		

ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: H. Valencia, B. Harwell	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1229G POST MILE 0.24	E905-E11/RTE 905 CONNECTOR SEPARATION
DRAWN BY I.G-Remmen	CHECKED BY E. Neupert					LOG OF TEST BORINGS 1 OF 6

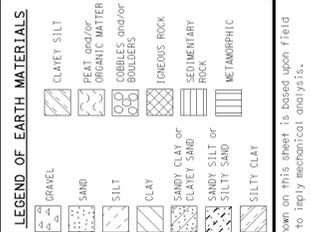
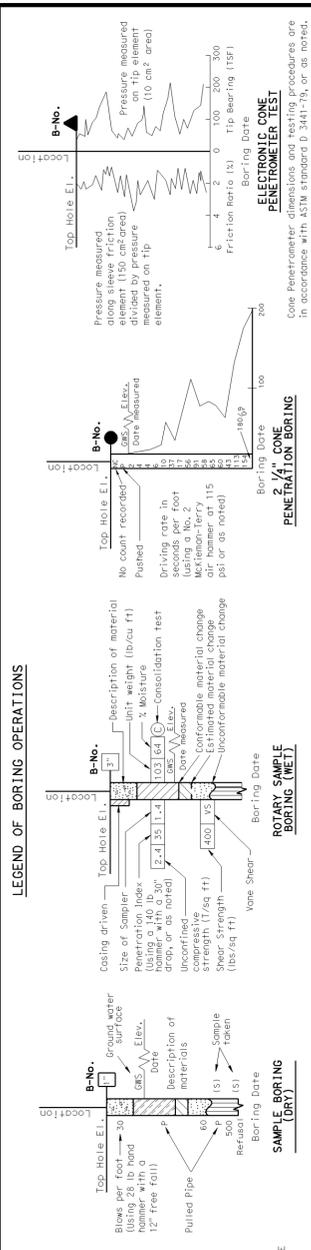
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0:07.6 R9.9/R10.7	579	622

Erich Neupert
 PROFESSIONAL GEOLOGIST
 10-30-12
 04-22-13
 PLANS APPROVAL DATE

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FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS 1 OF 6"

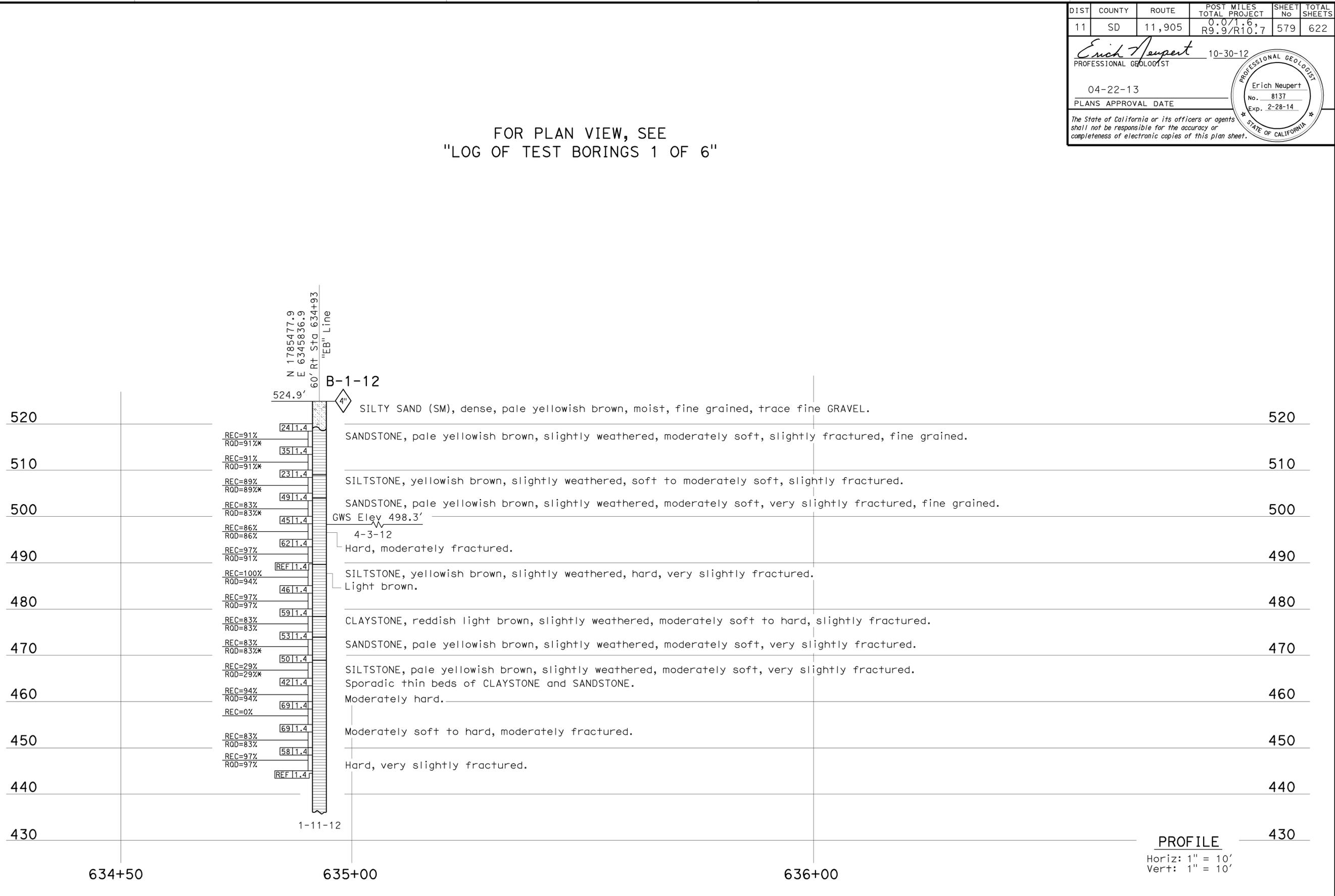
LEGEND OF BORING OPERATIONS



CONSISTENCY CLASSIFICATION FOR SOILS

According to the Standard Penetration Test	
SPT No./Blows (ft)	Consistency
0-4	Very Loose
5-10	Loose
11-30	Medium Dense
31-50	Dense
>50	Very Dense
2-4	Very Soft
5-8	Soft
9-15	Medium stiff
16-30	Stiff
31-60	Very Stiff
>60	Very Hard

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: F. DeHaro	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1229G POST MILE 0.24	E905-E11/RTE 905 CONNECTOR SEPARATION	LOG OF TEST BORINGS 2 OF 6
DRAWN BY I. G. Remmen	CHECKED BY E. Neupert					CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES
06S LOG OF TEST BORINGS SHEET (ENGLISH) (REV. 5/25/07)		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		UNIT: 3643 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321		REVISION DATES 10-28-12 10-26-12 05-06-13
						SHEET 24	OF 28

FILE => 57-1229g-z-1of6_2of6.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	11,905	0.071.6 R9.9/R10.7	581	622

10-30-12
 Erich Neupert
 PROFESSIONAL GEOLOGIST
 04-22-13
 PLANS APPROVAL DATE
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FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS 1 OF 6"

LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

CONSISTENCY CLASSIFICATION FOR SOILS

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.



ENGINEERING SERVICES	MATERIALS & GEOTECHNICAL SVCS	FIELD INVESTIGATION BY: E. Neupert	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57-1229G POST MILE 0.24	E905-E11/RTE 905 CONNECTOR SEPARATION
DRAWN BY I.G-Remmen	CHECKED BY E. Neupert					LOG OF TEST BORINGS 4 OF 6

06S LOG OF TEST BORINGS SHEET (ENGLISH) (REV. 5/25/07)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

UNIT: 3643
PROJECT NUMBER & PHASE: 11000205191

CONTRACT NO.: 11-056321

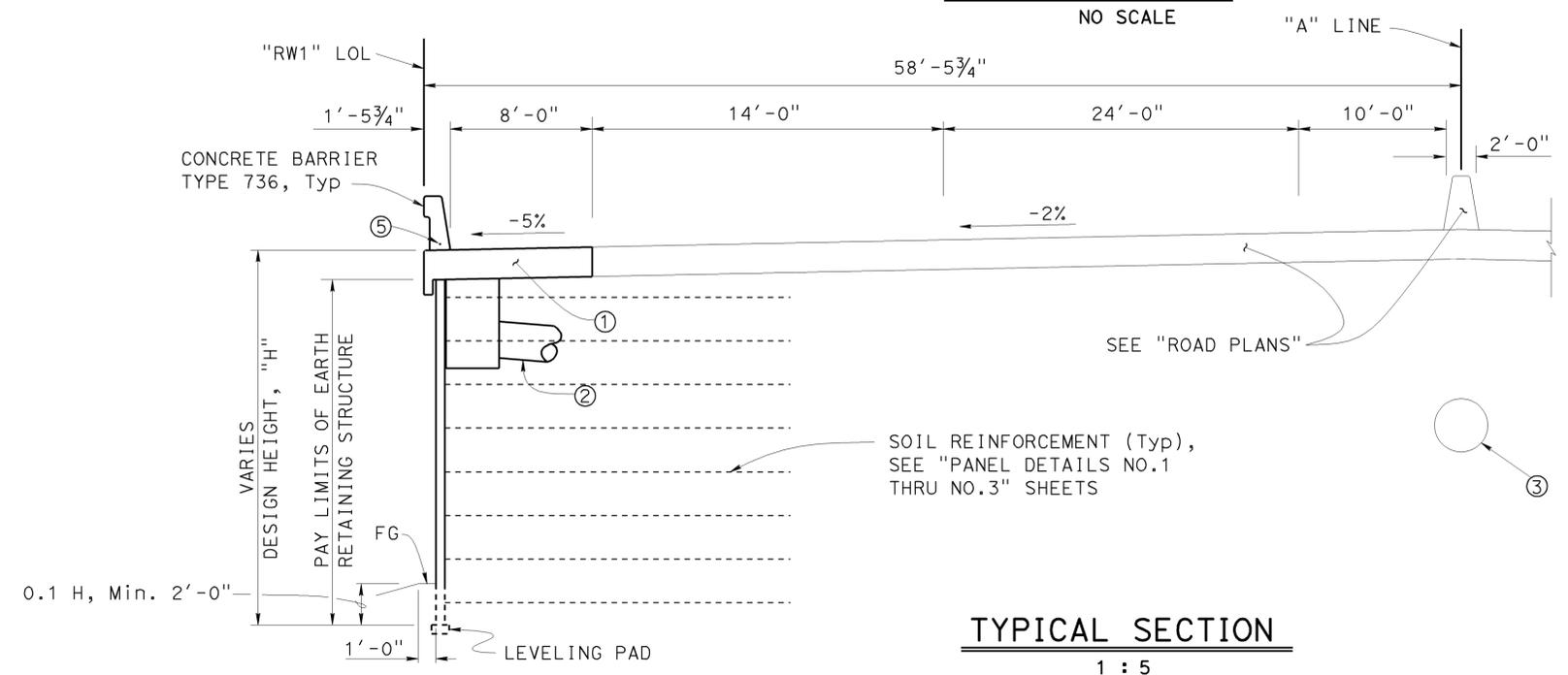
DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
10-28-12 10-26-12 05-06-13	26	28

FILE => 57-1229g-z-1of6_4of6.dgn

EVC 29+50.00 ELEV 573.75 +0.500% BVC 48+50.00 ELEV 583.25 "A" LINE VC = 300' R/C = +0.467% / STA EVC 51+50.00 ELEV 586.85 +1.900% BVC 55+25.00 ELEV 593.97

PROFILE GRADE
NO SCALE



TYPICAL SECTION
1 : 5

1345'-0" MEASURED ALONG "RW1" LOL

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	584	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12
04-22-13
PLANS APPROVAL DATE

VIJAYARANI RAMAKRISHNAN
No. C63091
Exp. 06-30-14
CIVIL
STATE OF CALIFORNIA

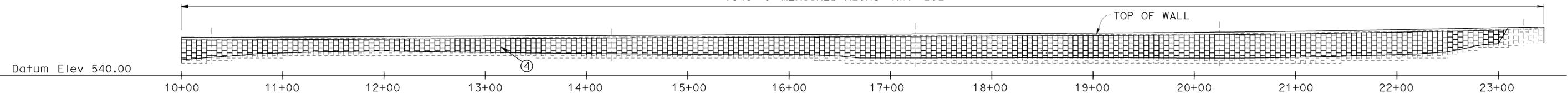
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NOTES:

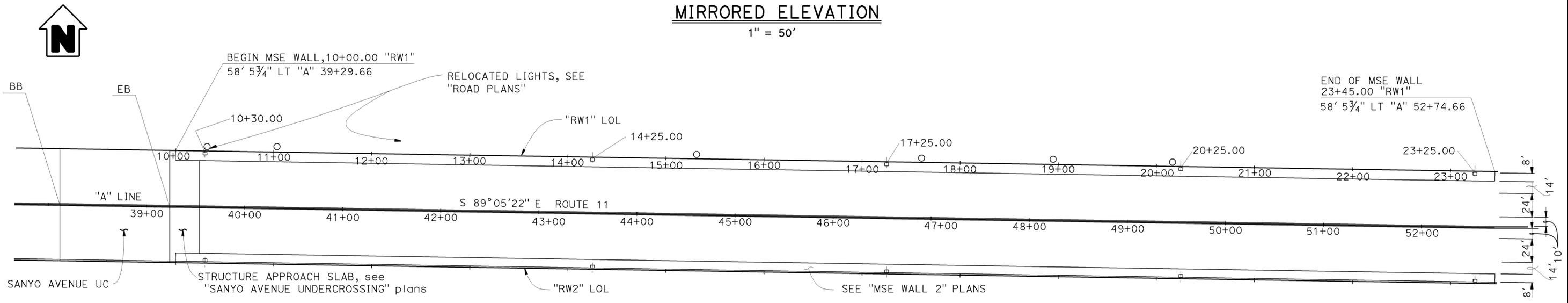
- ① Concrete Barrier Slab
- ② 24" Dia. Reinforced Concrete Storm Drain Pipe, see "Road Plans"
- ③ 36" Dia. Reinforced Concrete Storm Drain Pipe, see "Road Plans"
- ④ Architectural Details not shown, see "ARCHITECTURAL DETAILS NO. 1 & NO. 2" sheets
- ⑤ 2" Lighting Conduit
- Drain Inlets, see "Road Plans". For details see, "CONCRETE BARRIER SLAB DETAILS" sheet

QUANTITIES

MECHANICALLY STABILIZED EMBANKMENT, LOCATION A	31,706	SOFT
STRUCTURAL CONCRETE, BARRIER SLAB	770	CY
CONCRETE BARRIER (TYPE 736)	1,345	LF



MIRRORED ELEVATION
1" = 50'



PLAN
1" = 50'

Douglas J. Duran
DESIGN ENGINEER

DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE
DETAILS	BY C. Paclibar / W. Zhang	CHECKED T. Skreslet	LAYOUT	BY V. Ramakrishnan
QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet	SPECIFICATIONS	BY X

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57E0128
POST MILE	0.83

**MSE WALL 1
GENERAL PLAN**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	585	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12

04-22-13
PLANS APPROVAL DATE

VIJAYARANI RAMAKRISHNAN
No. C63091
Exp. 06-30-14
CIVIL
STATE OF CALIFORNIA

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INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN
2	INDEX TO PLANS
3	STRUCTURE PLAN NO. 1
4	STRUCTURE PLAN NO. 2
5	STRUCTURE PLAN NO. 3
6	STRUCTURE PLAN NO. 4
7	STRUCTURE PLAN NO. 5
8	STRUCTURE PLAN NO. 6
9	FOUNDATION PLAN NO.1
10	FOUNDATION PLAN NO.2
11	FOUNDATION PLAN NO.3
12	PANEL DETAILS NO. 1
13	PANEL DETAILS NO. 2
14	PANEL DETAILS NO. 3
15	CONCRETE BARRIER SLAB DETAILS
16	ARCHITECTURAL DETAILS NO. 1
17	ARCHITECTURAL DETAILS NO. 2
18	MISCELLANEOUS DETAILS
19	LOG OF TEST BORINGS 1 OF 2
20	LOG OF TEST BORINGS 2 OF 2

GENERAL NOTES
LOAD & RESISTANCE FACTOR DESIGN

DESIGN: AASHTO LRFD Bridge Design Specifications, 4th Edition with California Amendments

LIVE LOAD: Surcharge = 240 lb/ft²

SOIL PARAMETERS:
Internal design $\phi = 34^\circ$, $\gamma = 120$ lb/ft³
External design ϕ (Retained Backfill) = 30° , $\gamma = 120$ lb/ft³
 ϕ (Foundation) = 30°
 $k_h = 0.2$

PRECAST CONCRETE PANELS:
 $f'_c = 4,000$ psi (Concrete compressive strength at 28 days)
 $f_y = 60,000$ psi (Yield strength of reinforcement)

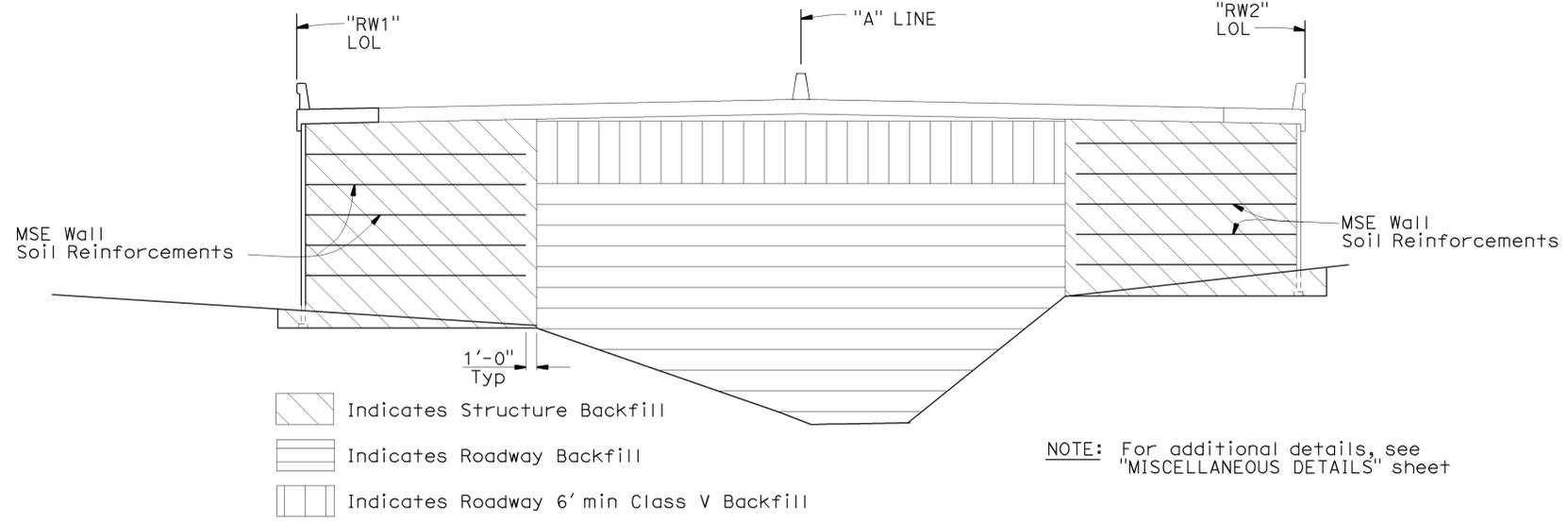
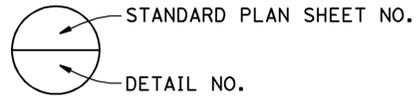
SOIL REINFORCEMENT:
Welded wire mats: $f_y = 65,000$ psi (Yield strength)
Coupler: $f_y = 36,000$ psi (Yield strength)
Corrosion rate = 1.1 mils/year

REINFORCED CONCRETE:
 $f'_c = 3,600$ psi, except as noted (Concrete compressive strength at 28 days)
 $f_y = 60,000$ psi (Yield strength of reinforcement)
 $n = 8$

MSE = Mechanically Stabilized Embankment

STANDARD PLANS DATED 2010

A10A	ABBREVIATIONS (SHEET 1 OF 2)
A10B	ABBREVIATIONS (SHEET 2 OF 2)
A10C	LINES AND SYMBOLS (SHEET 1 OF 3)
A10D	LINES AND SYMBOLS (SHEET 2 OF 3)
A10E	LINES AND SYMBOLS (SHEET 3 OF 3)
B11-56	CONCRETE BARRIER 736



NOTE: For additional details, see "MISCELLANEOUS DETAILS" sheet

BACKFILL LIMITS
NO SCALE

DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet
DETAILS	BY K. Kubo	CHECKED T. Skreslet
QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57E0128
POST MILE	0.83

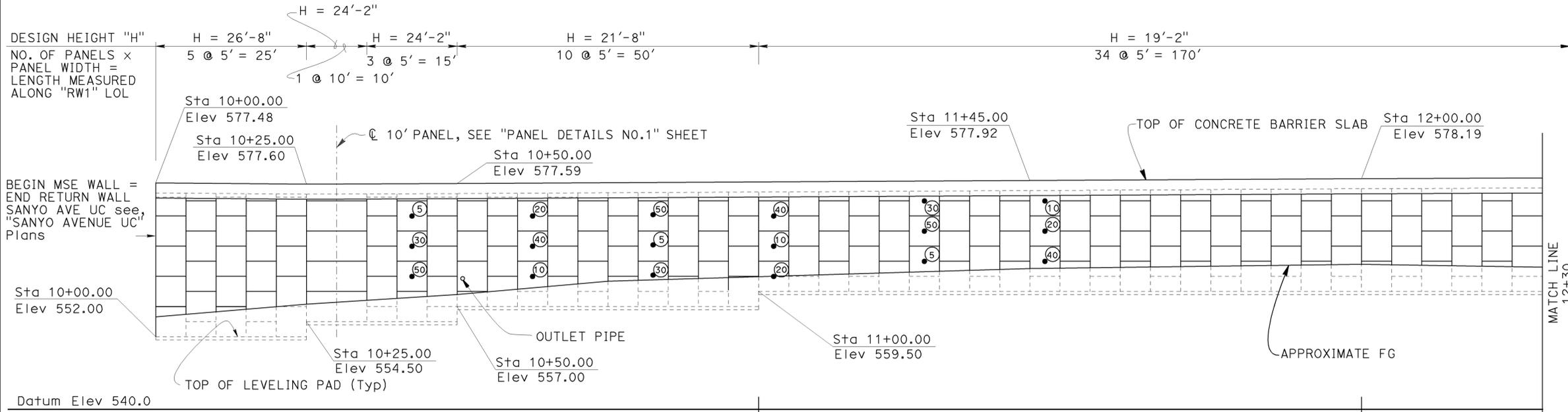
MSE WALL 1
INDEX TO PLANS

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	586	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12
04-22-13
PLANS APPROVAL DATE

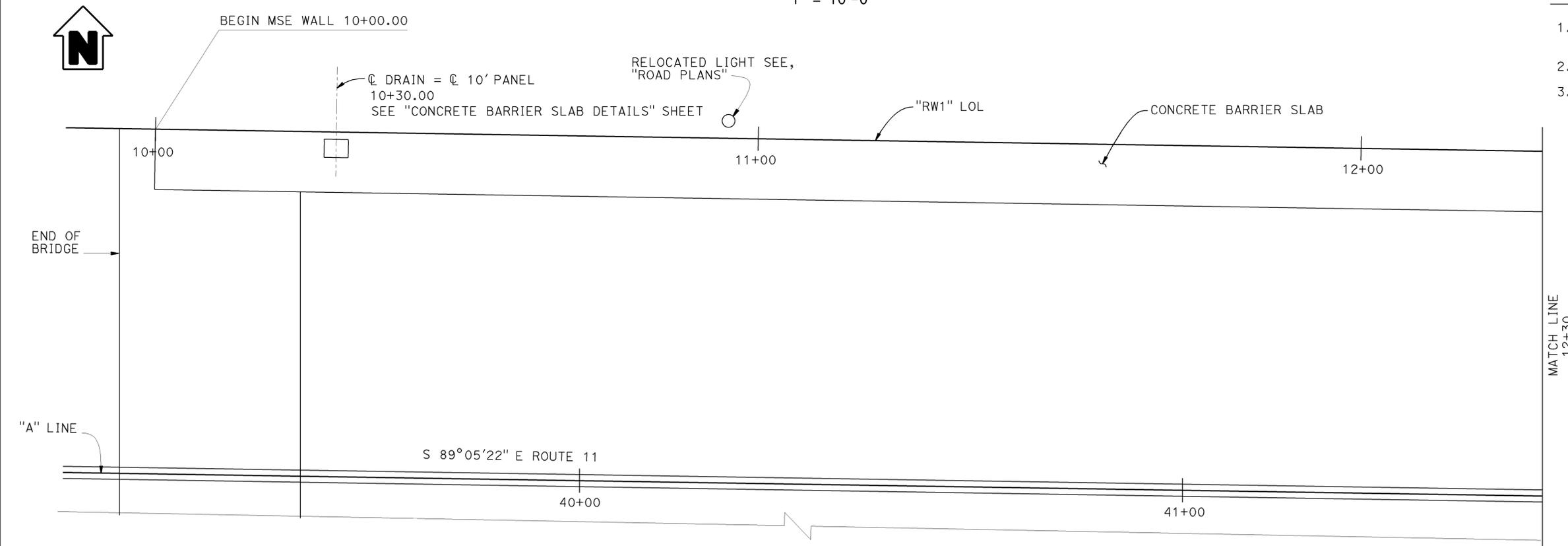
VIJAYARANI RAMAKRISHNAN
No. C63091
Exp. 06-30-14
CIVIL
STATE OF CALIFORNIA

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MIRRORED ELEVATION

1" = 10'-0"



PLAN

1" = 10'-0"

NOTES:

1. For Clean Out and Outlet Pipe details, see "MISCELLANEOUS DETAILS" sheet.
2. Architectural Details not shown.
3. Barrier Rail not shown.

LEGEND:

- Indicates Drains
- ⑤ Indicates interval in years from time of construction to time of removal of inspection wire

Inspection Wire, Total 18, as shown. For more details see "PANEL DETAILS NO.3" sheet.

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	57E0128	MSE WALL 1 STRUCTURE PLAN NO. 1	
	DETAILS	BY K. Kubo / W. Zhang	CHECKED T. Skreslet			POST MILE	0.83		
	QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet						
UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191					CONTRACT NO.: 11-056321		DISREGARD PRINTS BEARING EARLIER REVISION DATES		
							REVISION DATES	SHEET 3	OF 20

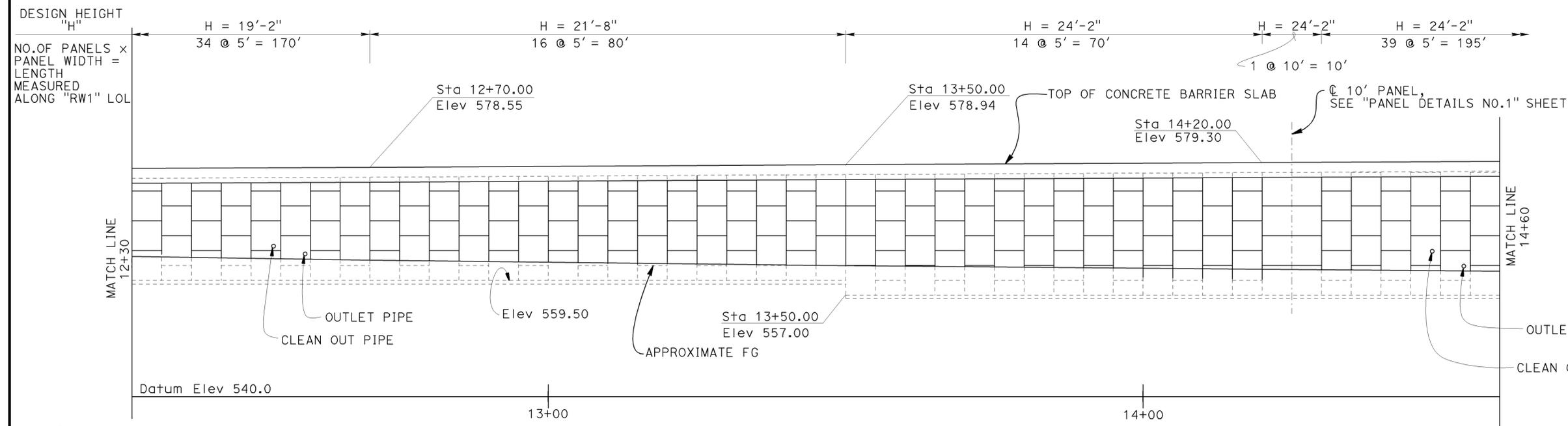
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6 R9.9/R10.7	587	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12

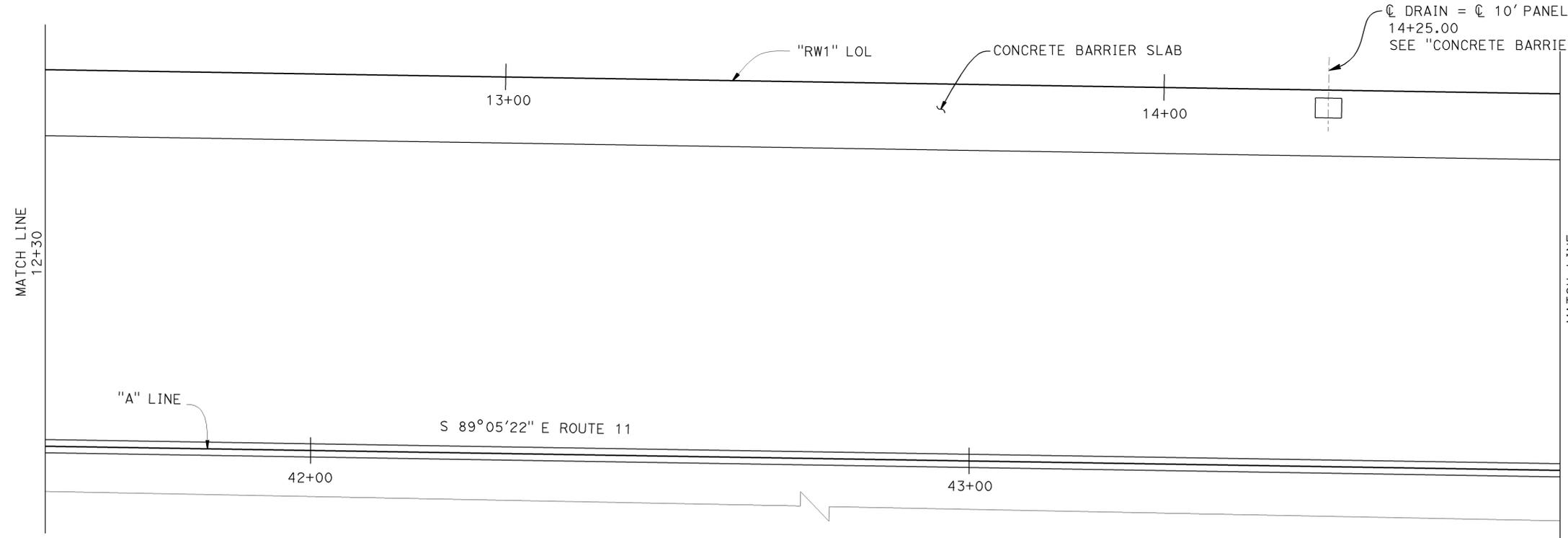
04-22-13
PLANS APPROVAL DATE

VIJAYARANI RAMAKRISHNAN
No. C63091
Exp. 06-30-14
CIVIL
STATE OF CALIFORNIA

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MIRRORED ELEVATION
1" = 10'-0"



PLAN
1" = 10'-0"

NOTES:

1. For Clean Out and Outlet Pipe details, see "MISCELLANEOUS DETAILS" sheet.
2. Architectural Details not shown.
3. Barrier Rail not shown.

LEGEND:

□ Indicates Drains

DESIGN	BY	V. Ramakrishnan	CHECKED	T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	57E0128	MSE WALL 1 STRUCTURE PLAN NO. 2	
	DETAILS	BY	K. Kubo / W. Zhang	CHECKED			T. Skreslet	POST MILE		0.83
	QUANTITIES	BY	V. Ramakrishnan	CHECKED			T. Skreslet			

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

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

UNIT: 3613
PROJECT NUMBER & PHASE: 11000205191
CONTRACT NO.: 11-056321

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
11-01-12	4	20

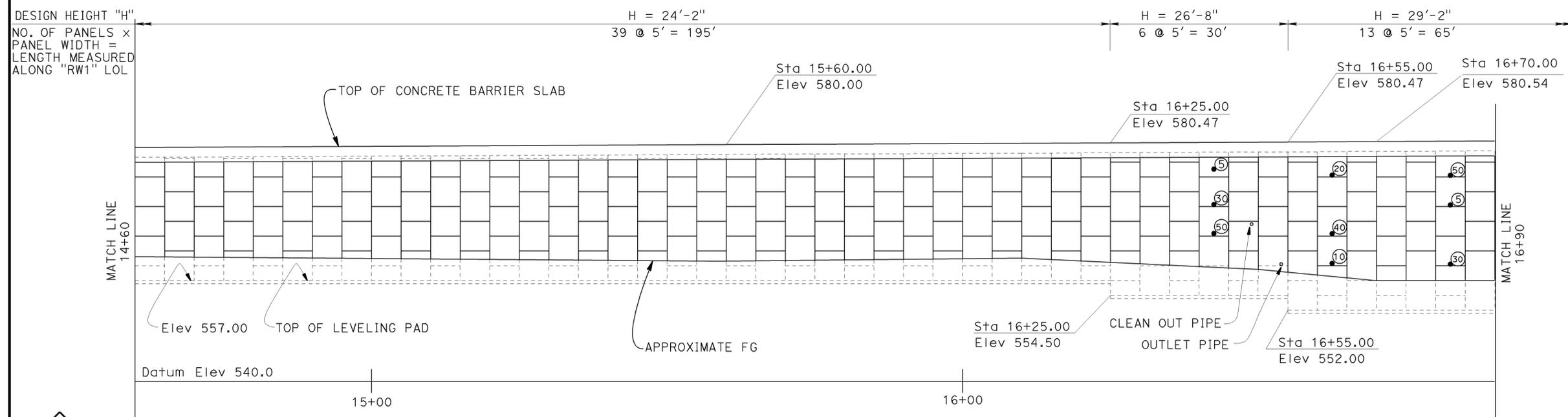
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	588	622

V. Ramakrishnan
 REGISTERED CIVIL ENGINEER
 DATE 11-1-12
 04-22-13
 PLANS APPROVAL DATE

VIJAYARANI RAMAKRISHNAN
 No. C63091
 Exp. 06-30-14
 CIVIL
 STATE OF CALIFORNIA

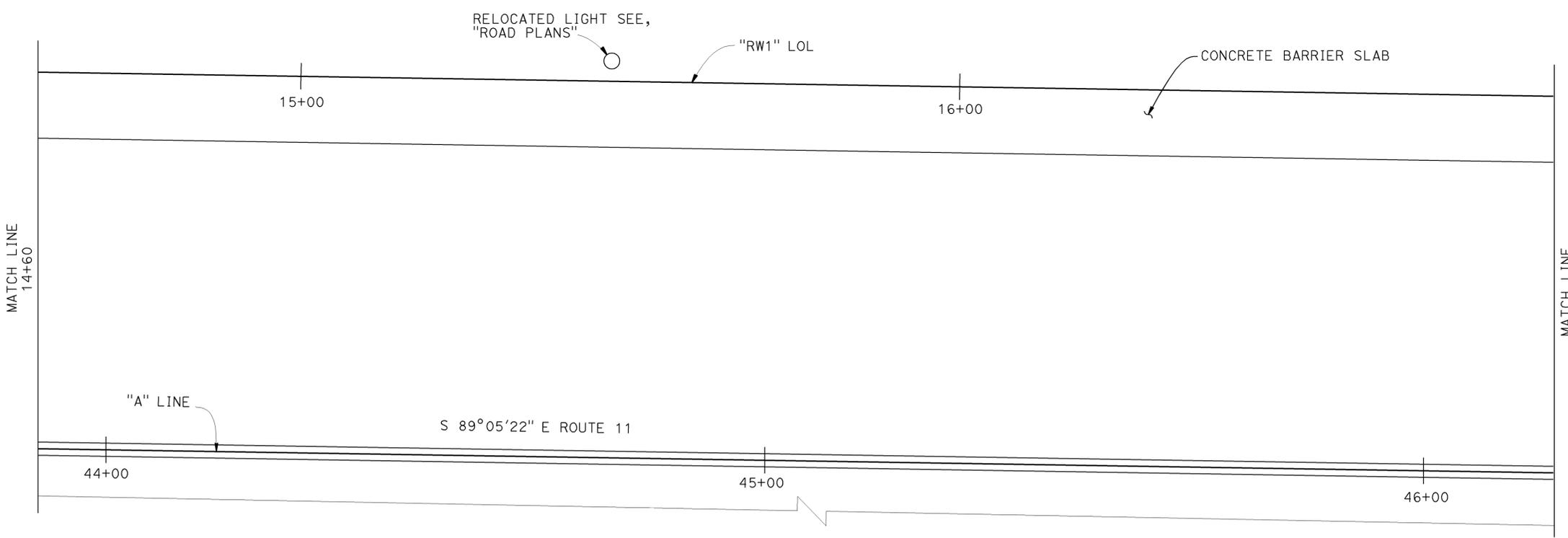
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MIRRORED ELEVATION
 1" = 10'-0"

- NOTES:
- For Clean Out and Outlet Pipe details, see "MISCELLANEOUS DETAILS" sheet.
 - Architectural Details not shown.
 - Barrier Rail not shown.

- LEGEND:
- Indicates Drains
 - ⑤ Indicates interval in years from time of construction to time of removal of inspection wire
- Inspection Wire, total 18 as shown. For more details see, "PANEL DETAILS NO.3" sheet



PLAN
 1" = 10'-0"

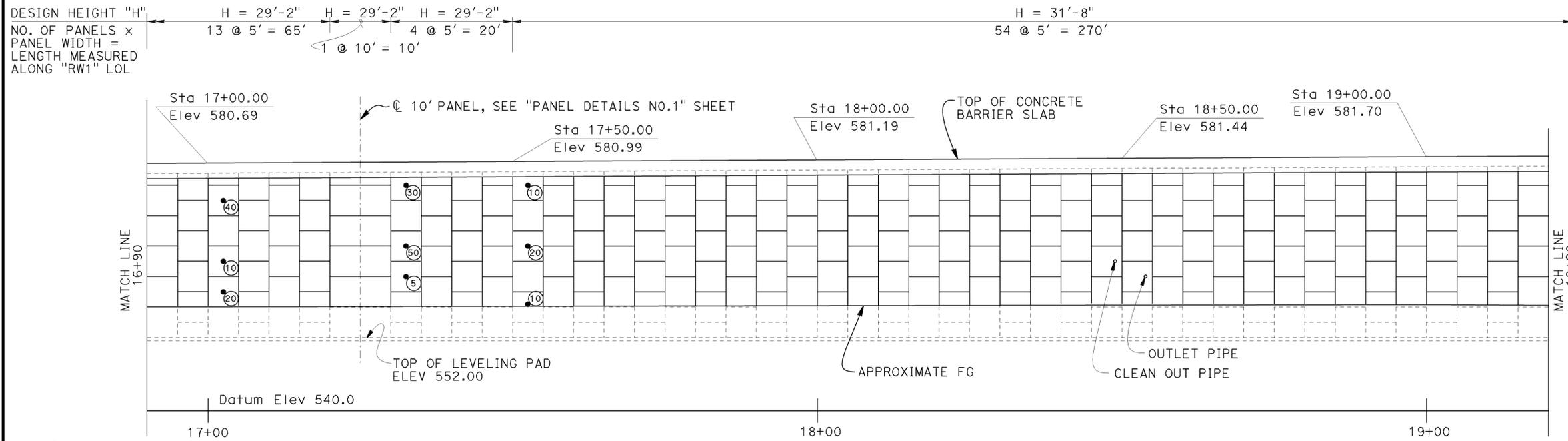
DESIGN BY V. Ramakrishnan CHECKED T. Skreslet DETAILS BY K. Kubo / W. Zhang CHECKED T. Skreslet QUANTITIES BY V. Ramakrishnan CHECKED T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57E0128	MSE WALL 1 STRUCTURE PLAN NO. 3
			POST MILE 0.83	
			UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191 CONTRACT NO.: 11-056321	
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				DISREGARD PRINTS BEARING EARLIER REVISION DATES
0 1 2 3				REVISION DATES SHEET OF 12-06-12 12-28-12 05-06-13 11-28-12 5 20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11.905	0.0/1.6, R9.9/R10.7	589	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12
04-22-13
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
VIJAYARANI RAMAKRISHNAN
No. C63091
Exp. 06-30-14
CIVIL
STATE OF CALIFORNIA

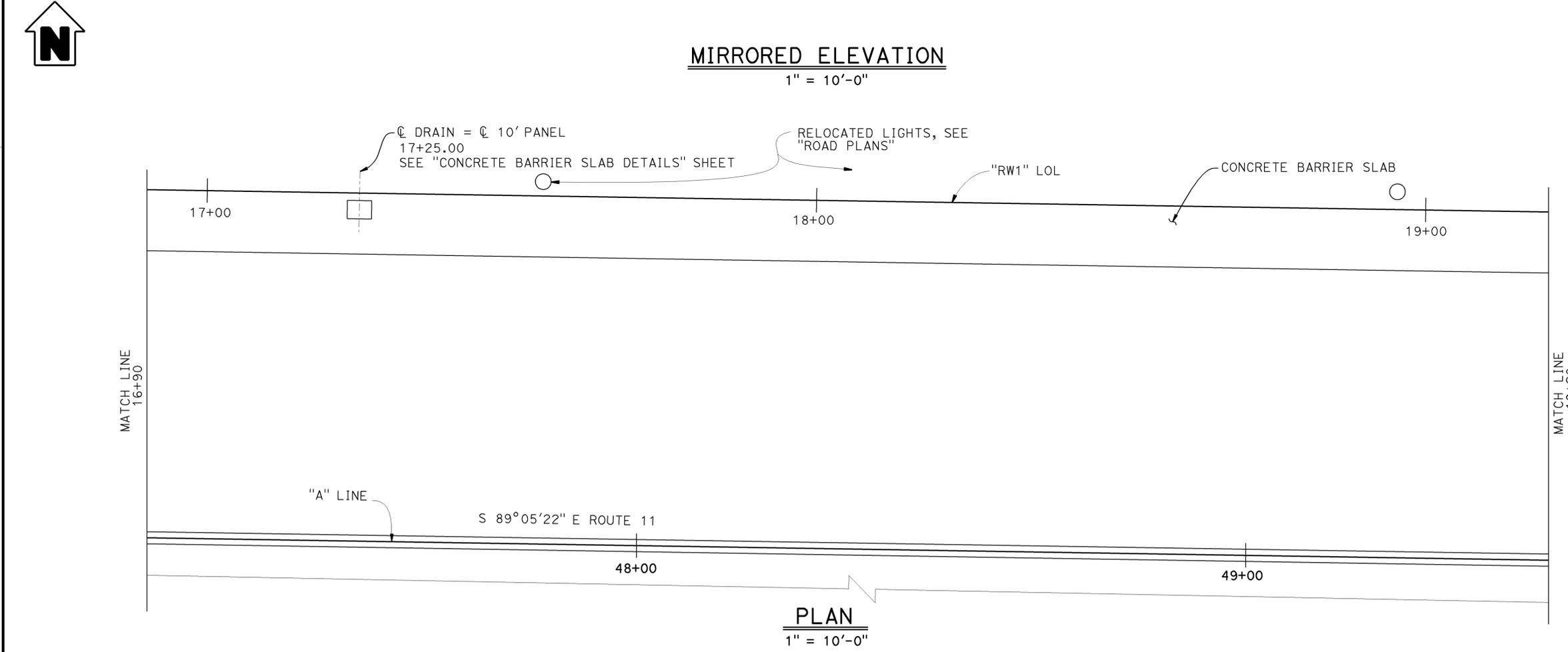
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



MIRRORED ELEVATION
1" = 10'-0"

- NOTES:
1. For Clean Out and Outlet Pipe details, see "MISCELLANEOUS DETAILS" sheet.
 2. Architectural Details not shown.
 3. Barrier Rail not shown.

- LEGEND:
- Indicates Drains
 - ⑤ Indicates interval in years from time of construction to time of removal of inspection wire
- Inspection Wire, total 18 as shown. For more details see, "PANEL DETAILS NO.3" sheet



DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet
DETAILS	BY K. Kubo / W. Zhang	CHECKED T. Skreslet
QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO. 57E0128
POST MILE 0.83

MSE WALL 1
STRUCTURE PLAN NO. 4

UNIT: 3613
PROJECT NUMBER & PHASE: 11000205191
CONTRACT NO.: 11-056321

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
05-06-13 05-16-12 02-20-12 01-22-13	6	20

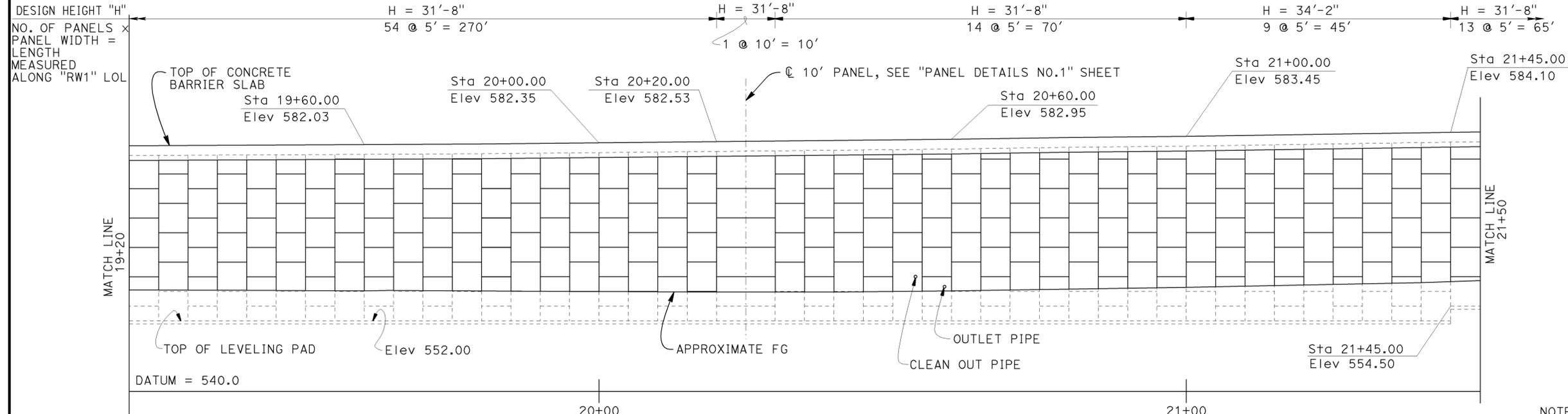
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.071.6, R9.9/R10.7	590	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12

04-22-13
PLANS APPROVAL DATE

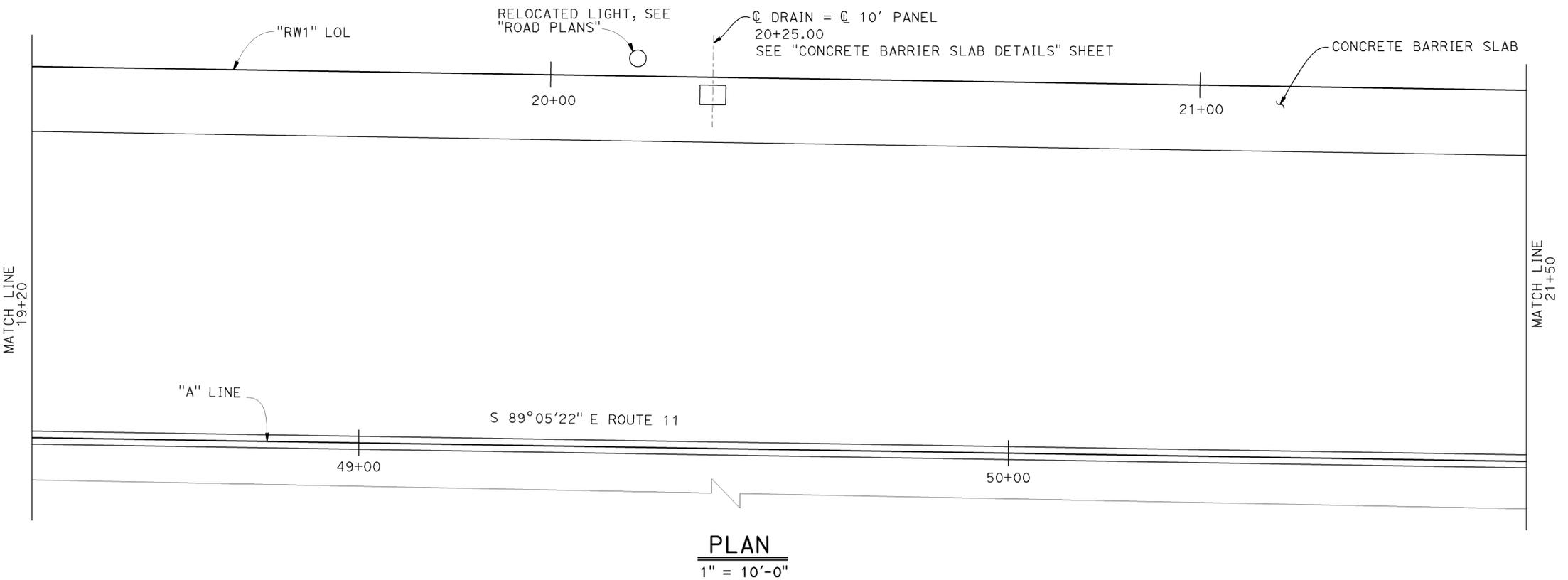
VIJAYARANI RAMAKRISHNAN
No. C63091
Exp. 06-30-14
CIVIL
STATE OF CALIFORNIA

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MIRRORED ELEVATION
1" = 10'-0"

- NOTES:
1. For Clean Out and Outlet Pipe details, see "MISCELLANEOUS DETAILS" sheet.
 2. Architectural Details not shown.
 3. Barrier Rail not shown.



PLAN
1" = 10'-0"

LEGEND:
□ Indicates Drains

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	57E0128	MSE WALL 1 STRUCTURE PLAN NO. 5	
	DETAILS	BY K. Kubo / W. Zhang	CHECKED T. Skreslet			POST MILE			0.83
	QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet						
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191		CONTRACT NO.: 11-056321		DISREGARD PRINTS BEARING EARLIER REVISION DATES	
				0 1 2 3		REVISION DATES		SHEET 7 OF 20	
				FILE => 57e0128-g-sp5.dgn		01-22-13 05-06-13 10-23-12 11-28-12			

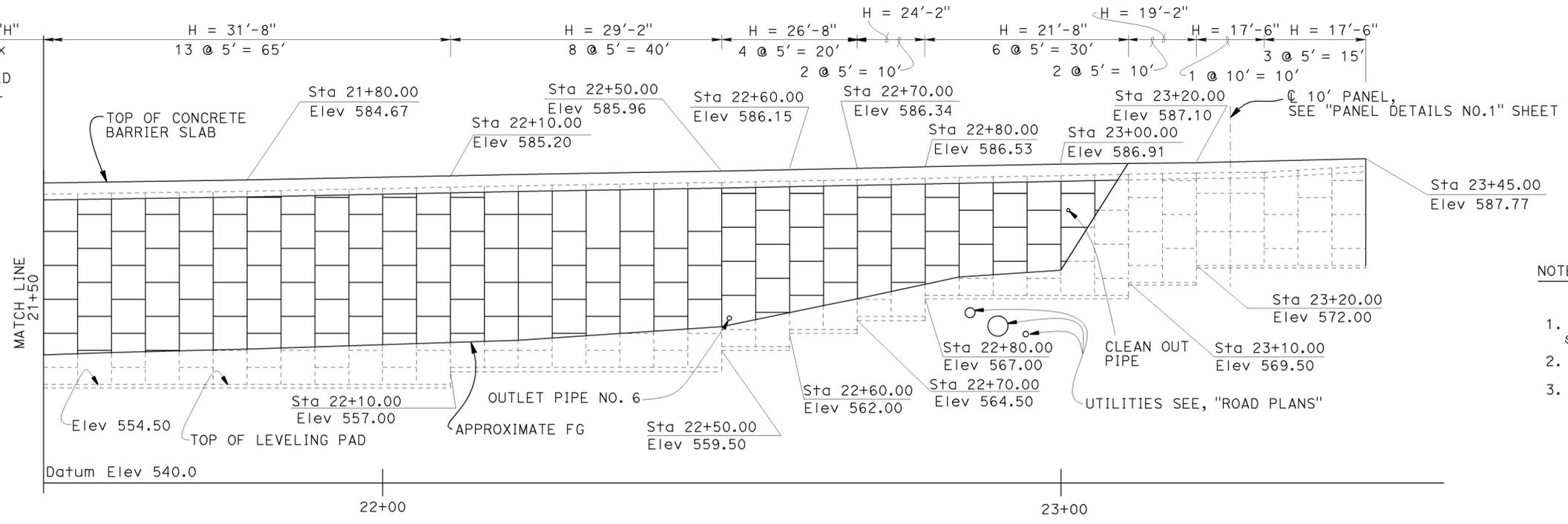
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	591	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12
04-22-13
PLANS APPROVAL DATE

VIJAYARANI RAMAKRISHNAN
No. C63091
Exp. 06-30-14
CIVIL
STATE OF CALIFORNIA

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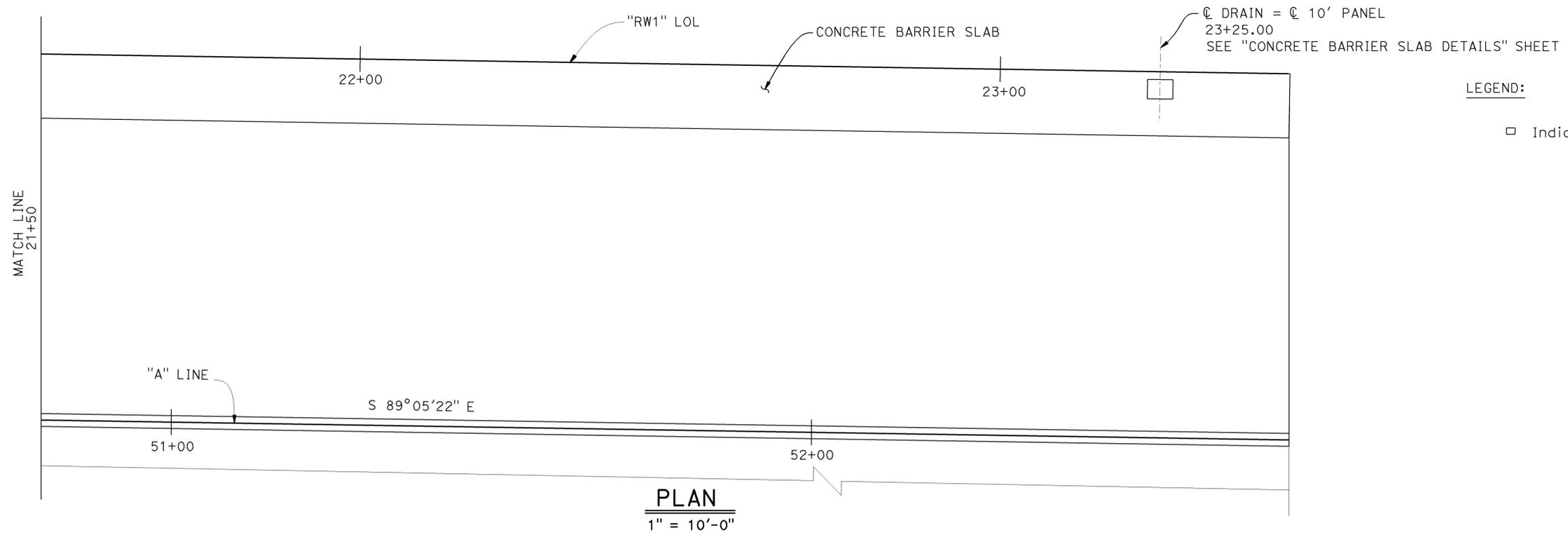
DESIGN HEIGHT "H"
NO. OF PANELS x
PANEL WIDTH =
LENGTH MEASURED
ALONG "RW1" LOL



NOTES:

1. For Clean Out and Outlet Pipe details, see, "MISCELLANEOUS DETAILS" sheet.
2. Architectural Details not shown.
3. Barrier Rail not shown.

MIRRORED ELEVATION
1" = 10'-0"



LEGEND:

□ Indicates Drains

DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet
DETAILS	BY K. Kubo / W. Zhang	CHECKED T. Skreslet
QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57E0128
POST MILE	0.83

MSE WALL 1
STRUCTURE PLAN NO. 6

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	592	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12

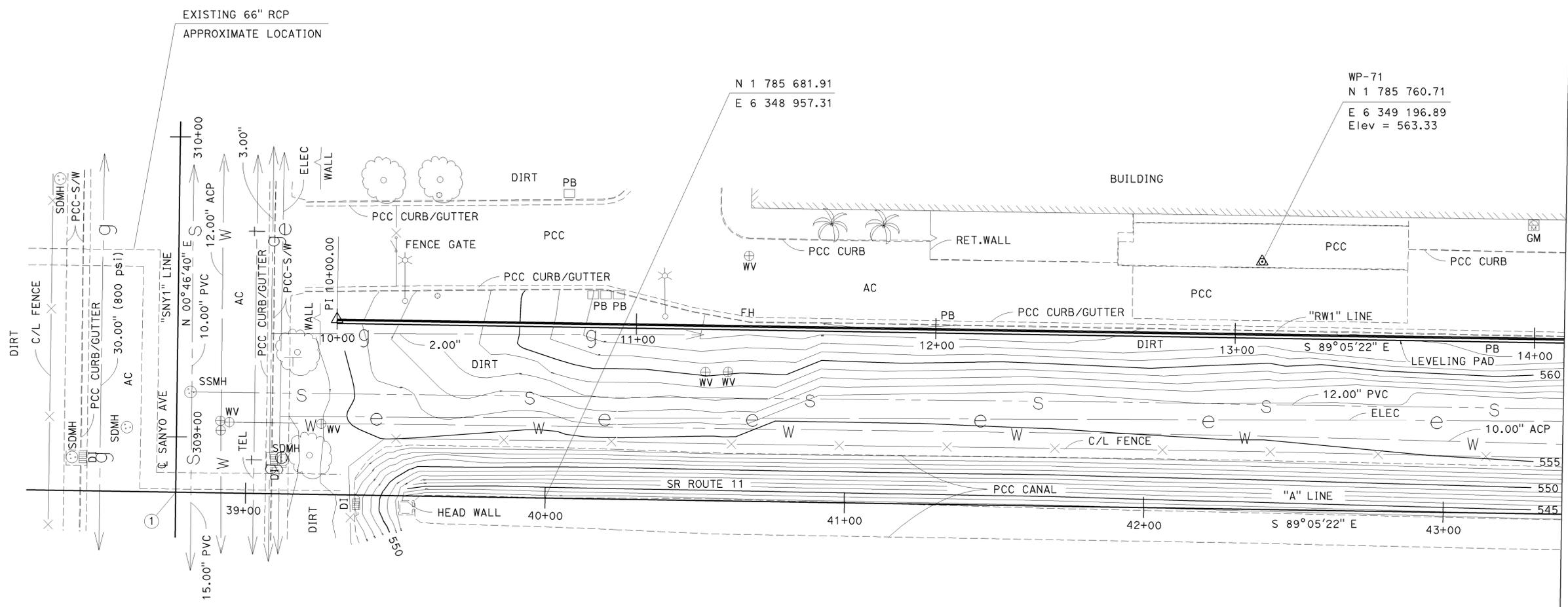
04-22-13
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
VIJAYARANI RAMAKRISHNAN
No. C63091
Exp. 06-30-14
CIVIL
STATE OF CALIFORNIA



① Sta 38+76.67, "A" Line =
Sta 308+81.58, "SNY1" Line



SURVEY CONTROL

SANYO1 (Not Shown On Map)
Fnd 2 1/4" Brass Disk On Top Of Curb
112.64 Ft Rt "A1" LINE
Sta 39+08.98
N 1 785 570.73
E 6 348 864.52
Elev = 553.98

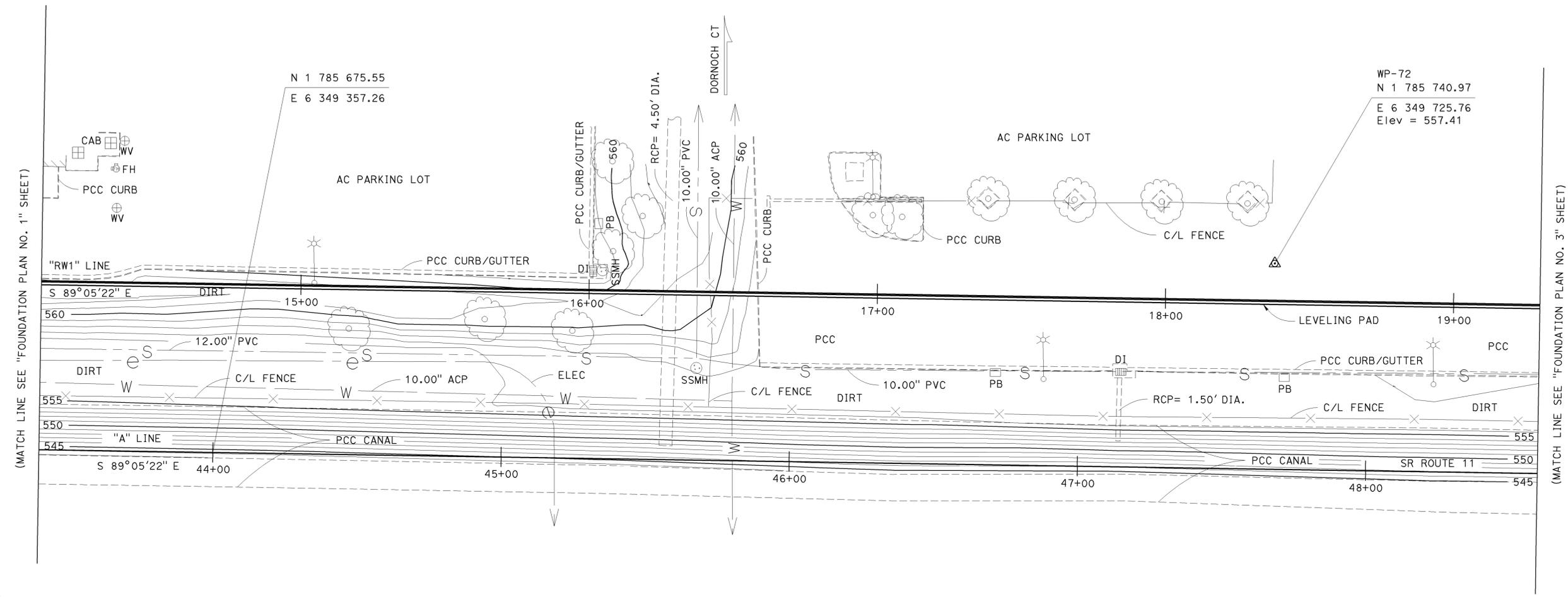
WP-71
Fnd Chsld "x" On PCC Slab
82.60 Ft Lt "A1" LINE
Sta 42+38.29
N 1 785 760.71
E 6 349 196.89
Elev = 563.33

NOTE:
Underground utilities as shown are approximate

PRELIMINARY INVESTIGATION SECTION				DESIGN BY V. Ramakrishnan	CHECKED T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57E0128	MSE WALL 1 FOUNDATION PLAN NO. 1		
SCALE 1"=20'	VERT. DATUM NAVD 88	PHOTOGRAMMETRY AS OF: X	DETAILS BY L. Xiong	CHECKED T. Skreslet	POST MILE 0.83						
ALIGNMENT TIES Dist. Traverse Sheet	DRAFTED BY V. PHAM 5/2012	CHECKED BY S. ALIVIO 5/2012	QUANTITIES BY V. Ramakrishnan	CHECKED T. Skreslet							
STRUCTURES FOUNDATION PLAN SHEET (ENGLISH) (REV. 09-01-10)						ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES: 8-28-12, 10-15-12, 11-14-12, 05-06-13	SHEET 9 OF 20

FILE => 57e0128-h-fp_01.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	593	622
V. Ramakrishnan			11-1-12		
REGISTERED CIVIL ENGINEER			DATE		
04-22-13					
PLANS APPROVAL DATE					
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SURVEY CONTROL

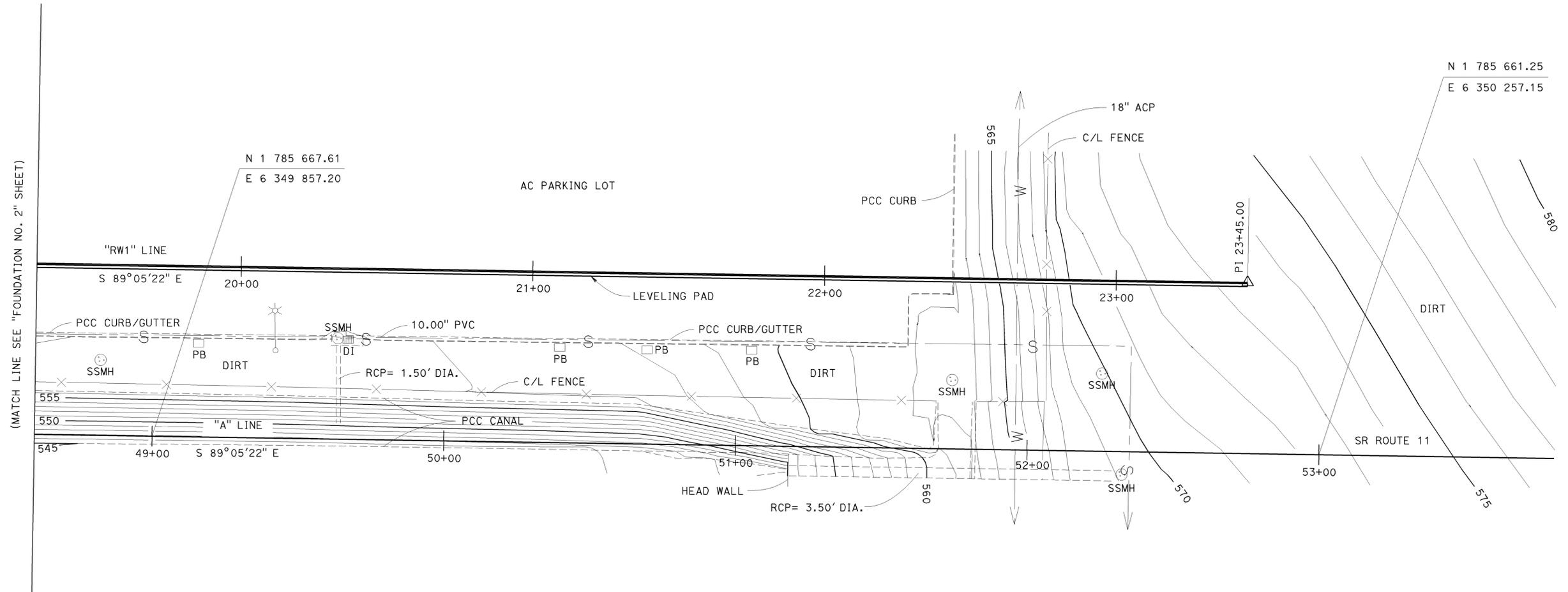
SANY01 (Not Shown On Map)
 Fnd 2 1/4" Brass Disk On Top Of Curb
 112.64 Ft Rt "A1" LINE
 Sta 39+08.98
 N 1 785 570.73
 E 6 348 864.52
 Elev = 553.98
 WP-72
 Fnd PN in AC Parking Lot
 71.26 Ft Lt "A1" LINE
 Sta 47+67.41
 N 1 785 740.97
 E 6 349 725.76
 Elev = 557.41

NOTE:

Underground utilities as shown are approximate

PRELIMINARY INVESTIGATION SECTION				DESIGN BY V. Ramakrishnan	CHECKED T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO. 57E0128	MSE WALL 1 FOUNDATION PLAN NO. 2				
SCALE 1"=20'	VERT.DATUM NAVD 88	PHOTOGRAMMETRY AS OF: X	DETAILS BY L. Xiong	CHECKED T. Skreslet	POST MILE 0.83								
ALIGNMENT TIES Dist. Traverse Sheet	DRAFTED BY V.PHAM 5/2012	CHECKED BY S.ALIVIO 5/2012	QUANTITIES BY V. Ramakrishnan	CHECKED T. Skreslet									
STRUCTURES FOUNDATION PLAN SHEET (ENGLISH) (REV. 09-01-10)						ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	UNIT: 3613	PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 10	OF 20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	594	622
V. Ramakrishnan REGISTERED CIVIL ENGINEER			11-1-12	DATE	
04-22-13			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.					



(MATCH LINE SEE "FOUNDATION NO. 2" SHEET)

SURVEY CONTROL
 (See On Sheet 1 & 2)

NOTE:
 Underground utilities as shown are approximate

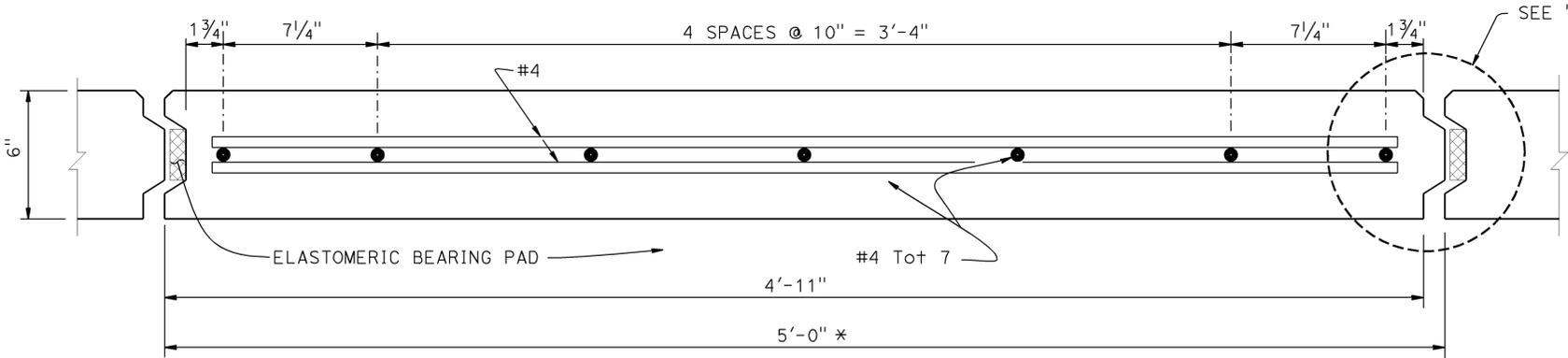
PRELIMINARY INVESTIGATION SECTION				DESIGN BY V. Ramakrishnan CHECKED T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN	BRIDGE NO. 57E0128	MSE WALL 1	
SCALE VERT. DATUM NAVD 88 1"=20'	PHOTOGAMMETRY AS OF: X	DETAILS BY L. Xiong CHECKED T. Skreslet	DESIGN BRANCH 14	POST MILE 0.83		FOUNDATION PLAN NO. 3			
ALIGNMENT TIES Dist. Traverse Sheet	SURVEYED BY DISTRICT 11 DRAFTED BY V. PHAM 5/2012	CHECKED BY T. PHUNG 4/2012 CHECKED BY S. ALIVIO 5/2012	QUANTITIES BY V. Ramakrishnan CHECKED T. Skreslet	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191		CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 8-28-12, 10-15-12, 11-14-12, 05-06-13	SHEET 11 OF 20

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

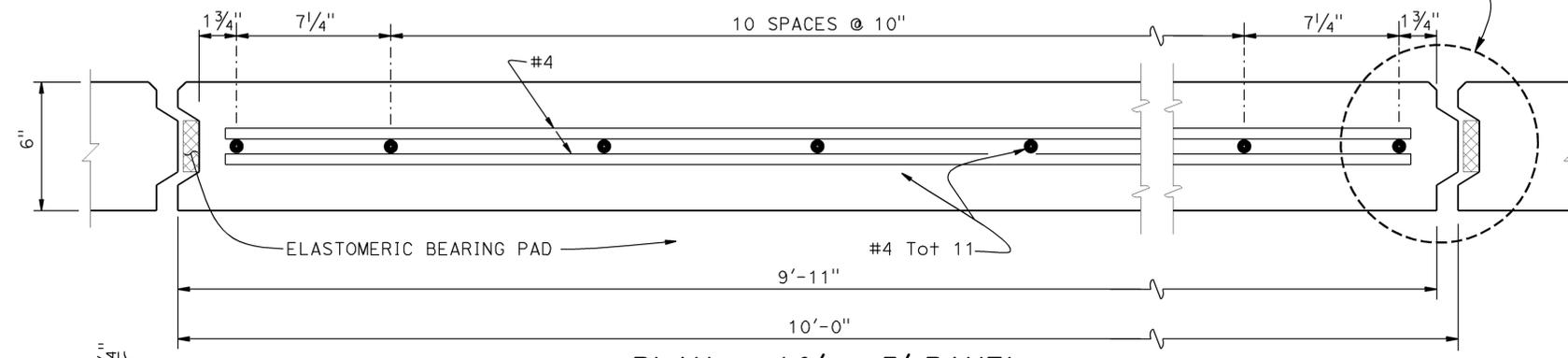


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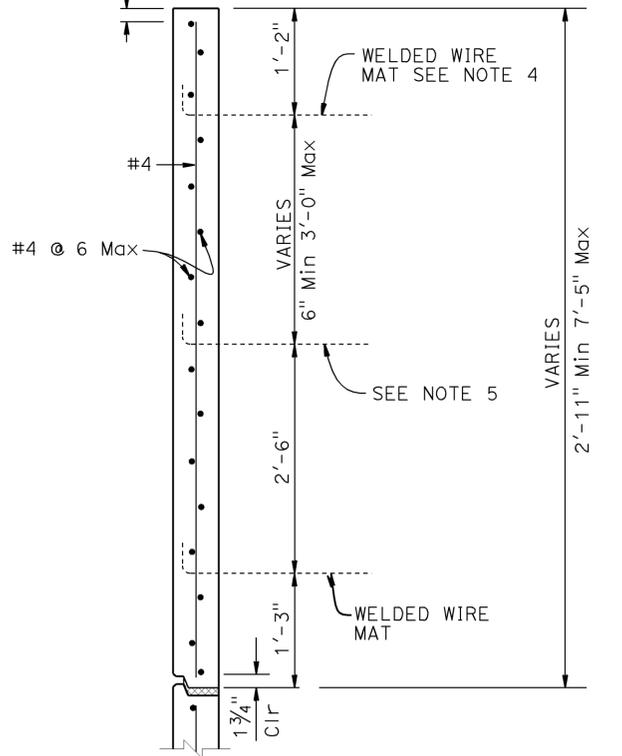
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	595	622
V. Ramakrishnan				11-1-12	
REGISTERED CIVIL ENGINEER				DATE	
04-22-13					
PLANS APPROVAL DATE					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.					



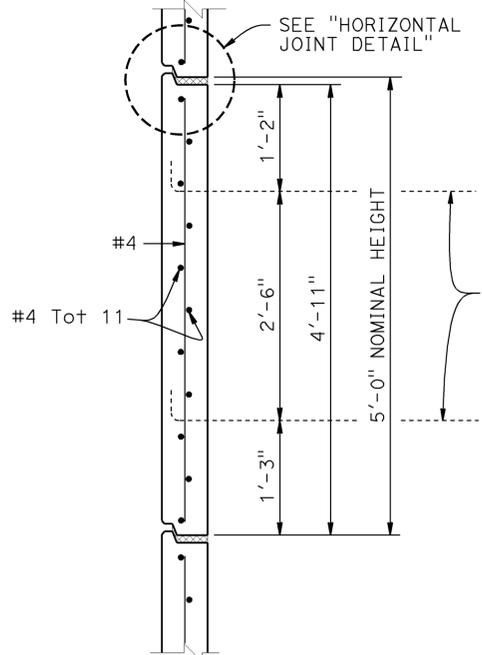
PLAN - 5' x 5' PANEL
3" = 1'-0"



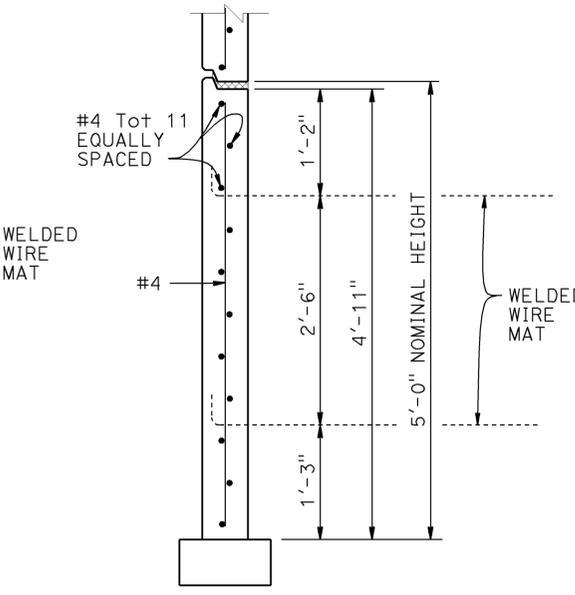
PLAN - 10' x 5' PANEL
3" = 1'-0"



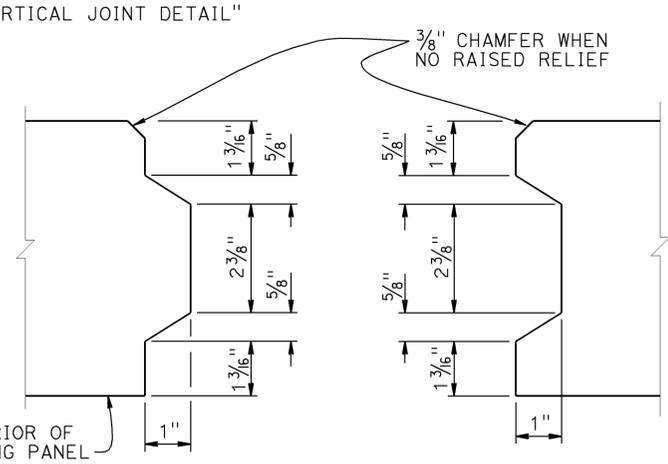
TOP PANEL WITH MULTIPLE MATS
1" = 1'-0"



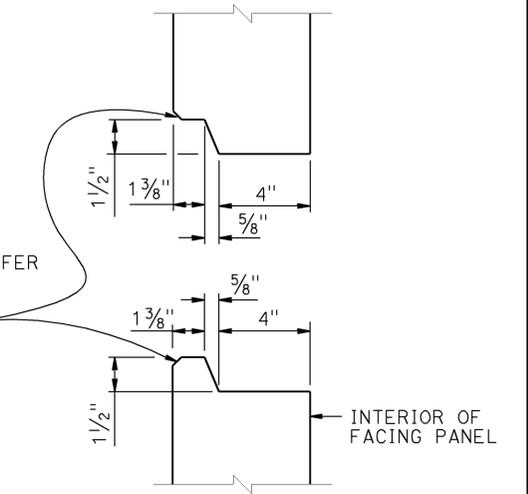
INTERMEDIATE PANEL
1" = 1'-0"



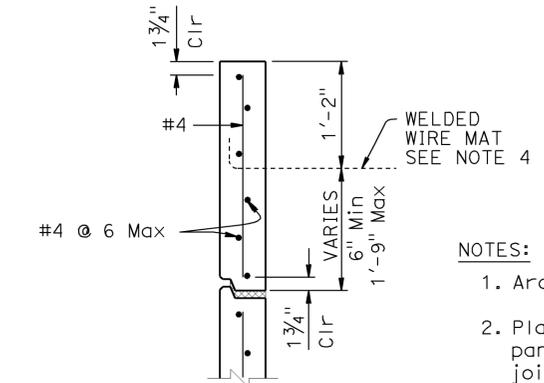
BOTTOM PANEL
1" = 1'-0"



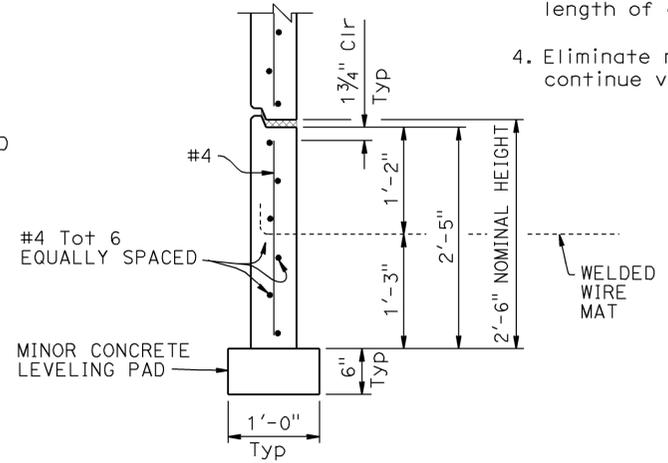
VERTICAL JOINT DETAIL
6" = 1'-0"



HORIZONTAL JOINT DETAIL
3" = 1'-0"



TOP HALF PANEL
1" = 1'-0"



BOTTOM HALF PANEL
1" = 1'-0"

NOTES:

1. Architectural treatment not shown
2. Place reinforced elastomeric bearing pads in all of the panel joints between the panels. Place one in each vertical joint where the horizontal joints intersect. Place two per panel in each horizontal joint:
 3/4" x 2 3/8" x 6" for vertical joints
 3/4" x 4" x 6" for horizontal joints
3. Bond a strip of filter fabric, 1'-0" wide, over the full length of all panel joints
4. Eliminate mid level mat when closer than 6" to top mat, continue variable dimension between remaining mats

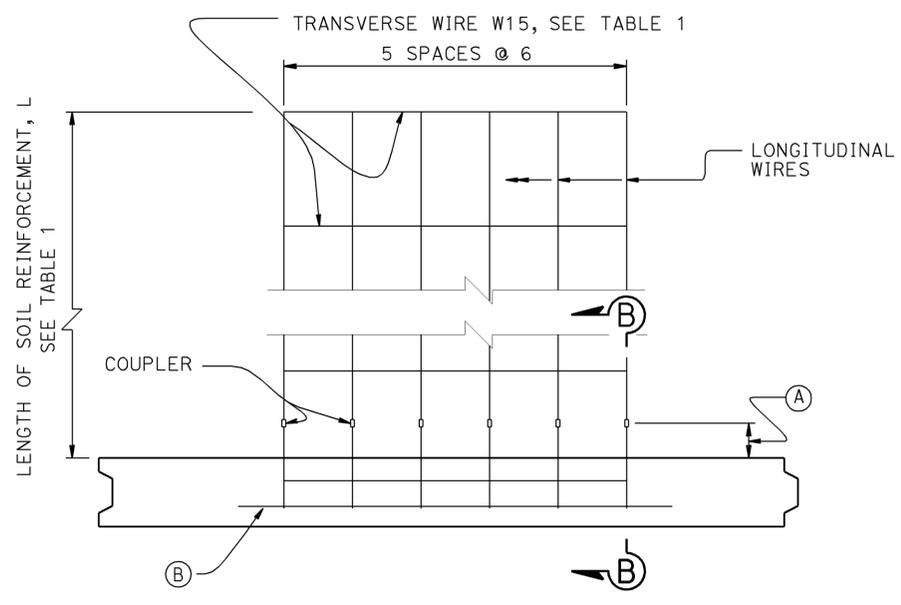
DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet
DETAILS	BY K. Kubo	CHECKED T. Skreslet
QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

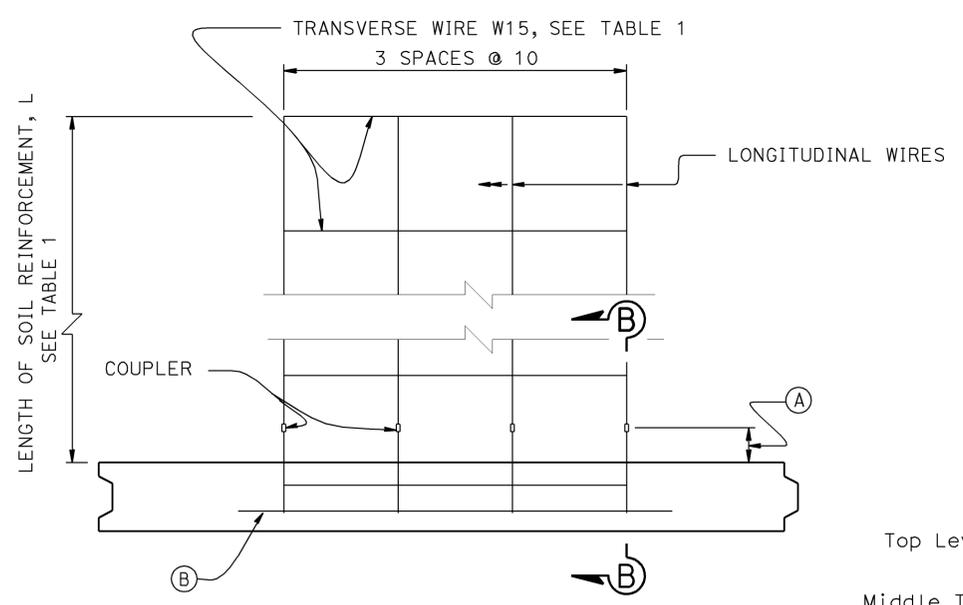
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE NO.	57E0128
POST MILE	0.83

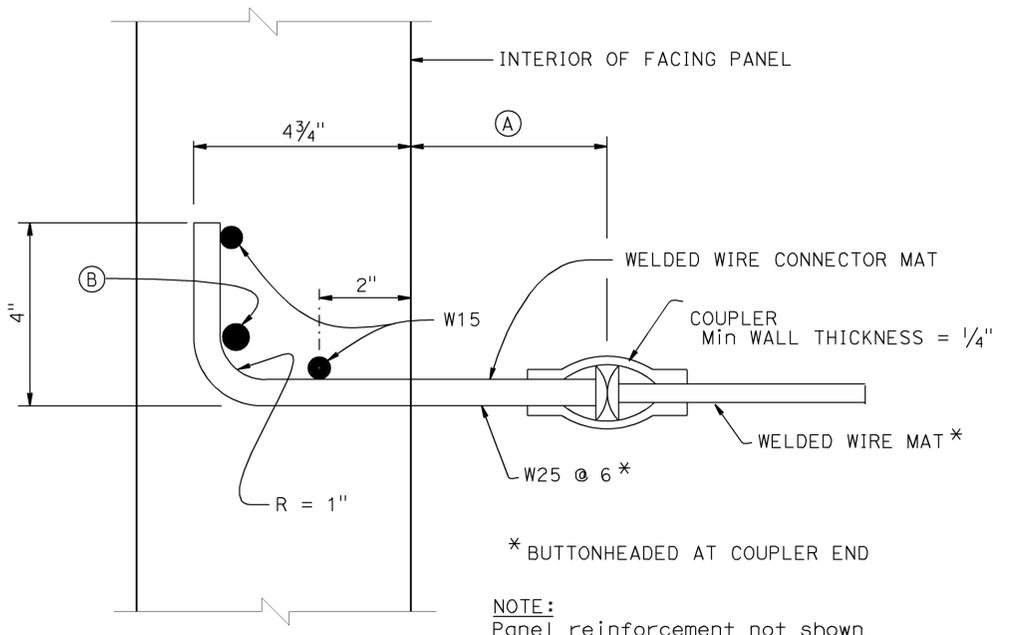
**MSE WALL 1
PANEL DETAILS NO. 1**



PLAN - PANEL WITH SIX WIRE MAT
1 1/2" = 1'-0"



PLAN - PANEL WITH FOUR WIRE MAT
1 1/2" = 1'-0"



SECTION B-B
6" = 1'-0"

- NOTES:
- (A) Distance as required to permit coupler to be swaged
 - (B) Place #4 x 3'-2", centered on connector mat, but not welded to it

WIRE CONFIGURATION: See " PANEL DETAILS NO. 1" sheet for more details

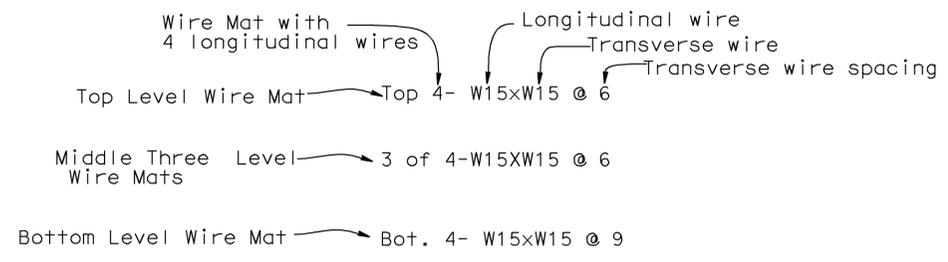
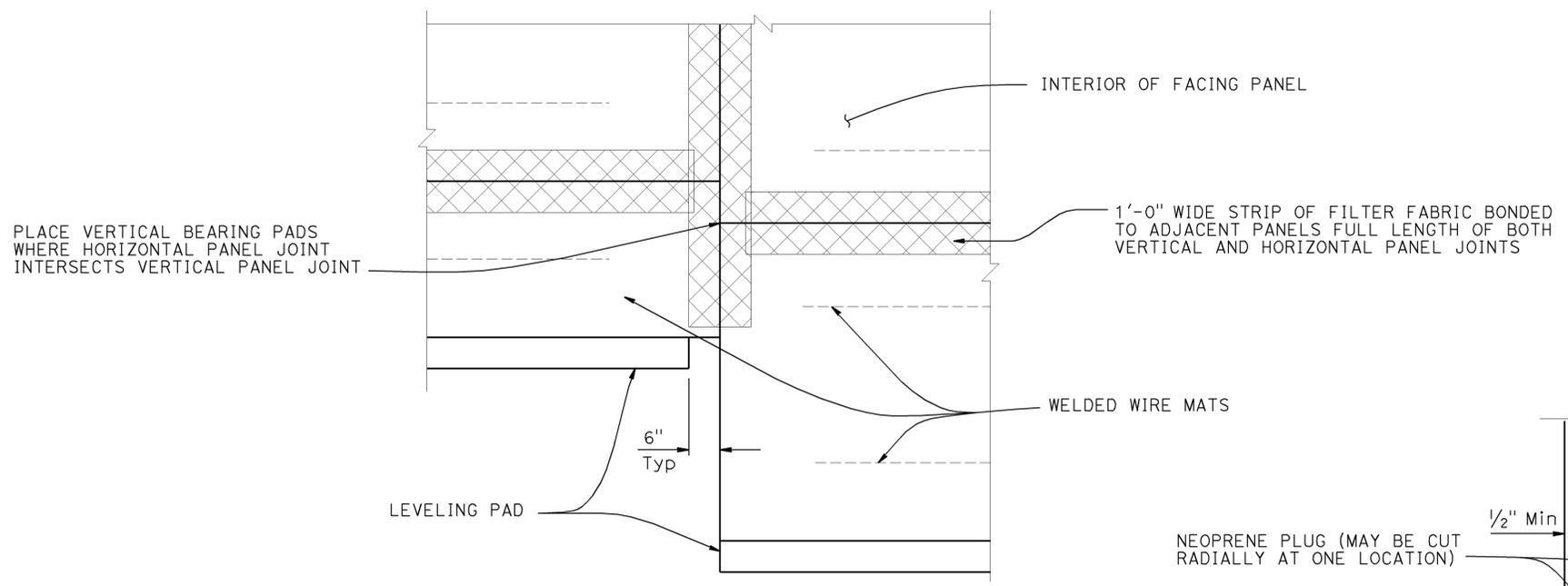


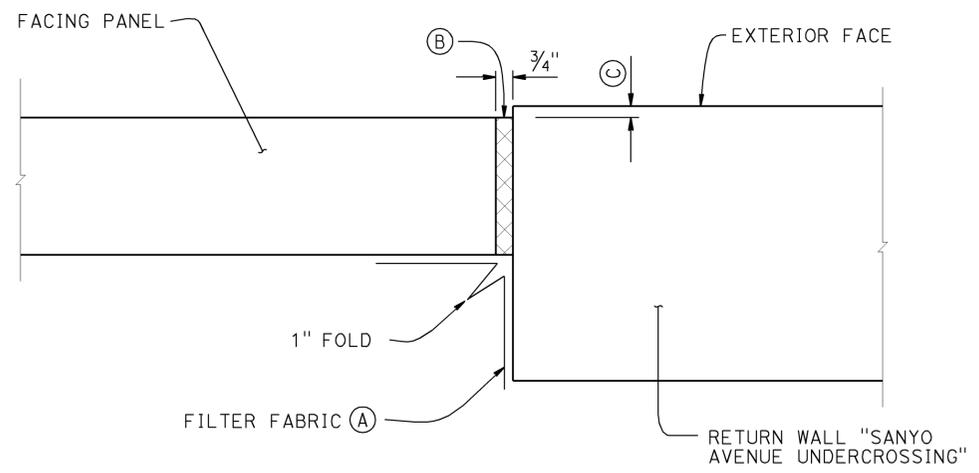
TABLE 1. WIRE MAT DETAILS

Design Height, H	Length of Soil Reinforcement, L	WIREMAT CONFIGURATION
14'-2"	10'-0"	Top 4- W15xW15 @ 6 3 of 4- W15xW15 @ 6 Bot. 4- W15xW15 @ 9
16'-8"	12'-0"	Top 4- W15xW15 @ 6 3 of 4- W15xW15 @ 6 1 of 4- W20xW15 @ 9 Bot. 4- W20xW15 @ 9
19'-2"	14'-0"	Top 4- W15xW15 @ 6 4 of 4- W15xW15 @ 6 1 of 4- W20xW15 @ 9 Bot. 4- W20xW15 @ 9
21'-8"	16'-0"	Top 4- W15xW15 @ 6 4 of 4- W15xW15 @ 18 2 of 4- W20xW15 @ 24 Bot. 4- W20xW15 @ 24
24'-2"	17'-0"	Top 4- W15xW15 @ 6 4 of 4- W15xW15 @ 18 3 of 4- W20xW15 @ 24 Bot. 4- W20xW15 @ 24
26'-8"	19'-0"	Top 4- W15xW15 @ 6 4 of 4- W15xW15 @ 18 3 of 4- W20xW15 @ 24 1 of 6- W25xW15 @ 24 Bot. 6- W25xW15 @ 24
29'-2"	20'-0"	Top 4- W15xW15 @ 6 4 of 4- W15xW15 @ 18 3 of 4- W20xW15 @ 24 2 of 6- W25xW15 @ 24 Bot. 6- W25xW15 @ 24
31'-8"	22'-0"	Top 4- W15xW15 @ 6 4 of 4- W15xW15 @ 18 4 of 4- W20xW15 @ 24 2 of 6- W25xW15 @ 30 Bot. 6- W25xW15 @ 30
34'-2"	24'-0"	Top 4- W15xW15 @ 18 4 of 4- W15xW15 @ 18 4 of 4- W20xW15 @ 24 3 of 6- W25xW15 @ 30 Bot. 6- W25xW15 @ 30

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	597	622
V. Ramakrishnan			11-1-12		
REGISTERED CIVIL ENGINEER			DATE		
04-22-13					
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.					



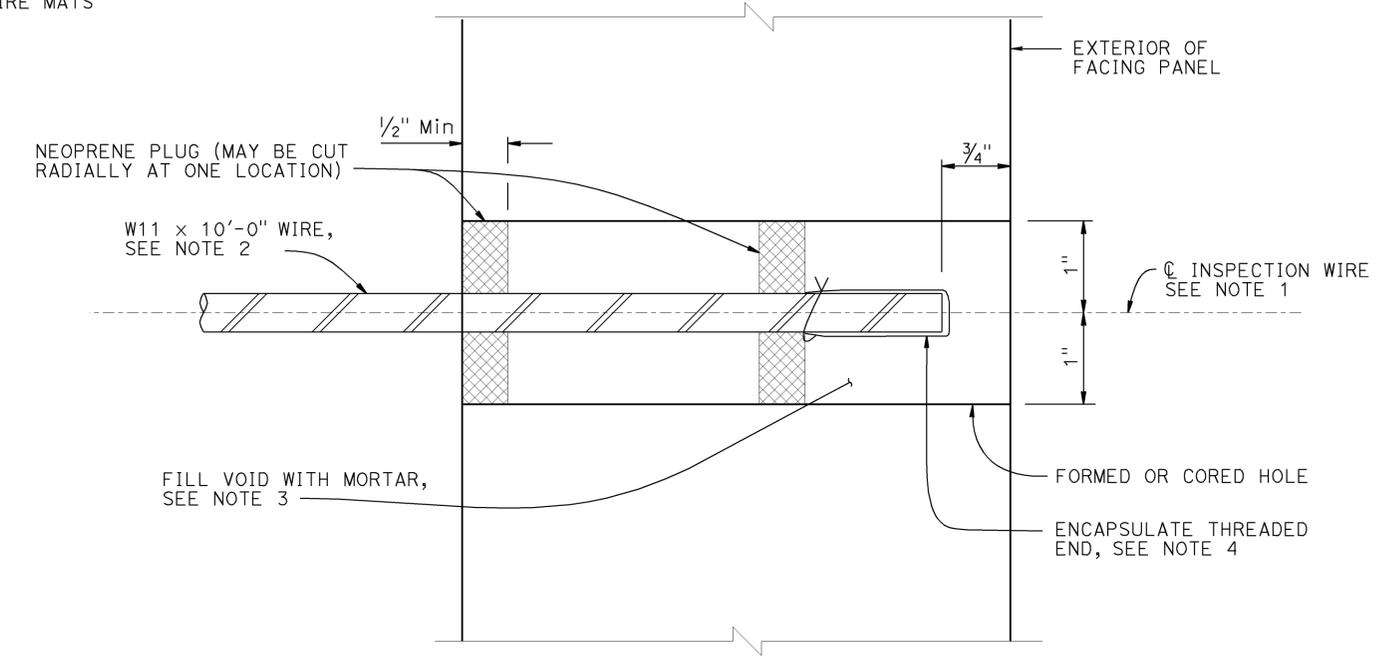
PART ELEVATION
3/4" = 1'-0"



MSE FACING PANEL-TO-CONCRETE WALL JOINT DETAIL
3" = 1'-0"

NOTES:

- (A) Bond a strip of filter fabric, 1'-6" wide, to back of MSE panels and the adjacent concrete wall for entire length of vertical joint
- (B) Bond Expansion Joint material to the concrete wall
- (C) Offset between Face of MSE facing panel and Face of Return Wall "SANYO AVENUE UNDERCROSSING", SEE "CONCRETE BARRIER SLAB DETAILS" for more details



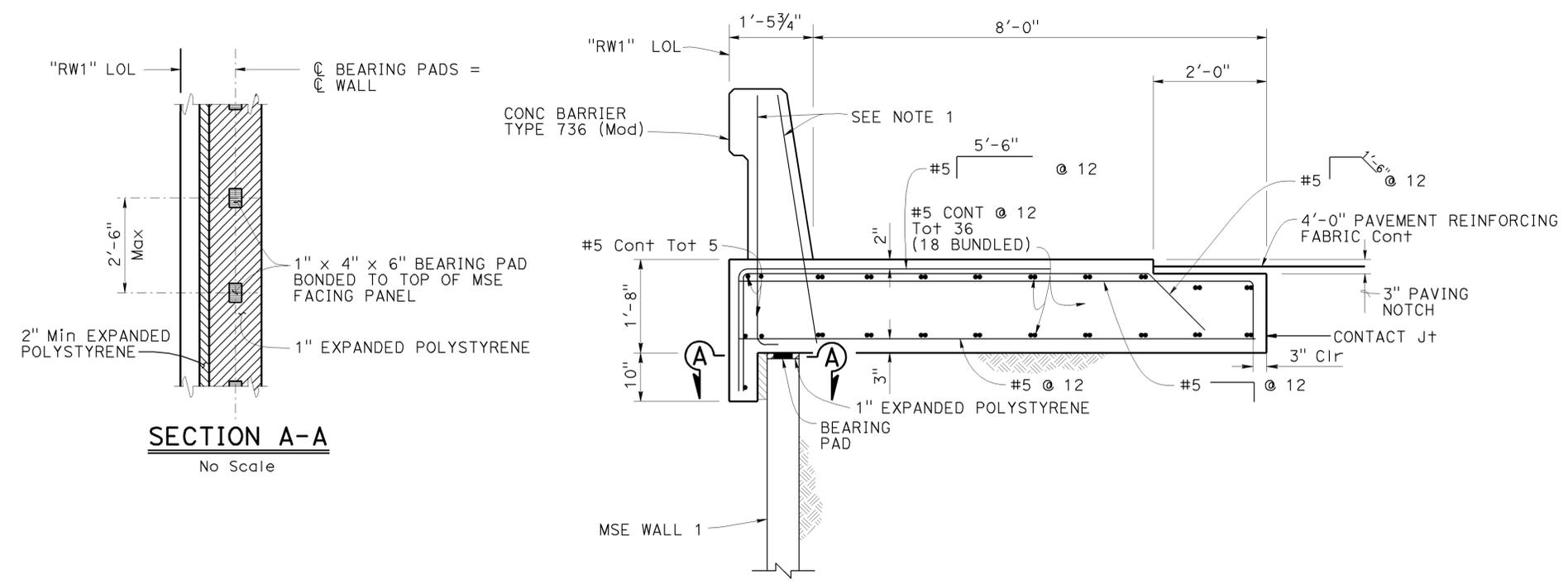
SECTION THRU INSPECTION WIRE
NO SCALE

NOTES:

- 1. Center inspection wire in facing panel.
 - 2. Fabricated inspection wire from W11 wire representative of the welded wire mats, with 3/8" Ø 16 UNC threads for at least 1 1/2" of one end.
 - 3. Place inspection wire horizontal and perpendicular to the wall panel prior to backfilling.
 - 4. Encapsulate threaded end with corrosion inhibiting mastic, vinyl covering, and secure with plastic tie.
- UNC = Unified Coarse Threads

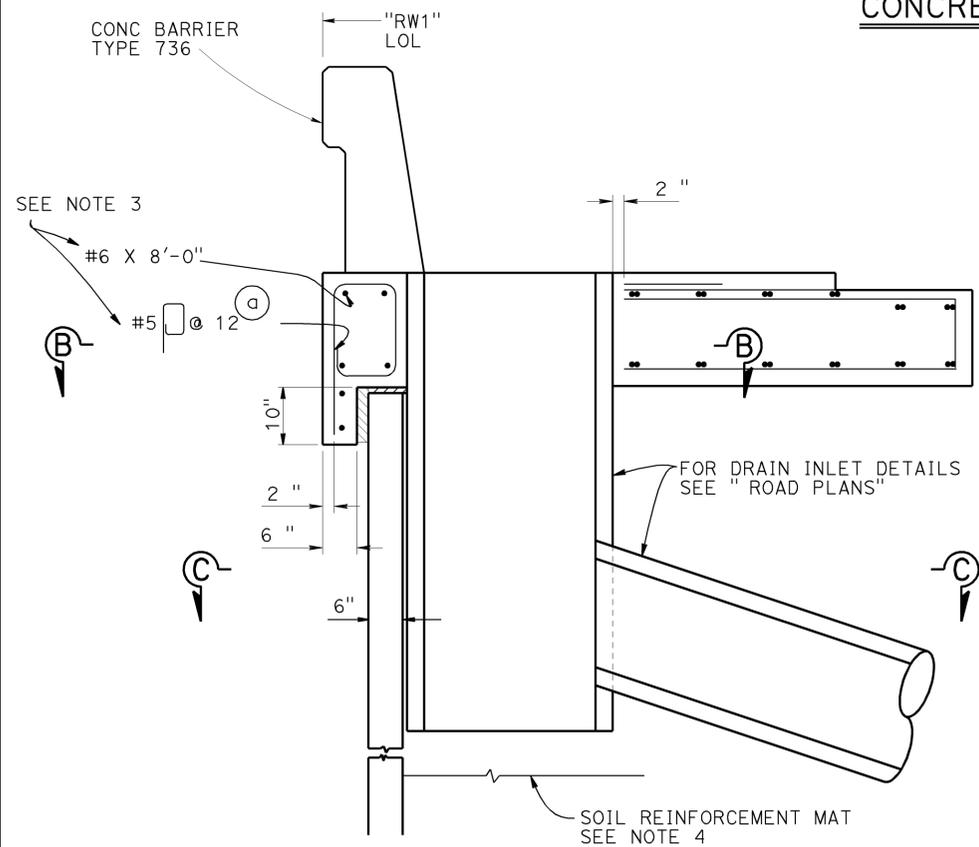
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10)	DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	57E0128	MSE WALL 1 PANEL DETAILS NO. 3		
	DETAILS	BY K. Kubo	CHECKED T. Skreslet			POST MILE				0.83
	QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet							
	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS				UNIT: 3613	PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056321	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 14 OF 20

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	598	622
V. Ramakrishnan			11-1-12		
REGISTERED CIVIL ENGINEER			DATE		
04-22-13			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.					

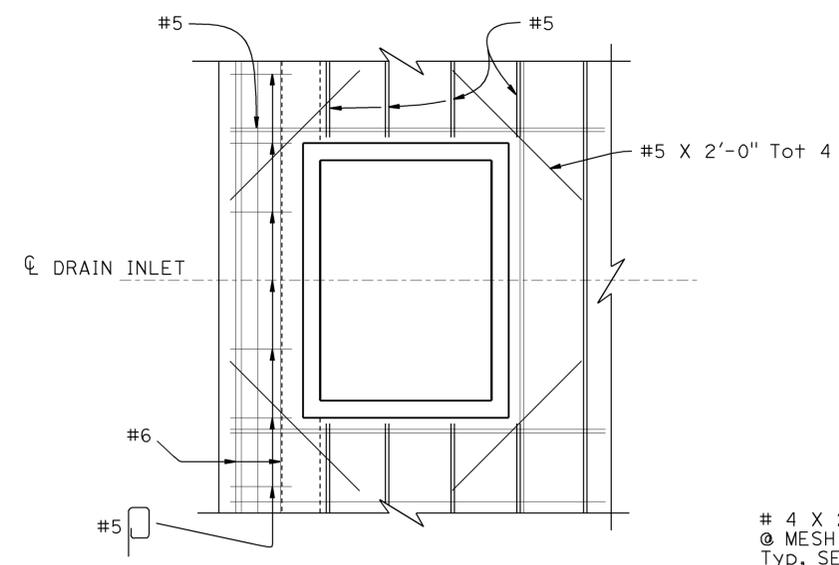


CONCRETE BARRIER SLAB WITH PAVING NOTCH
 $\frac{3}{4}'' = 1'-0''$

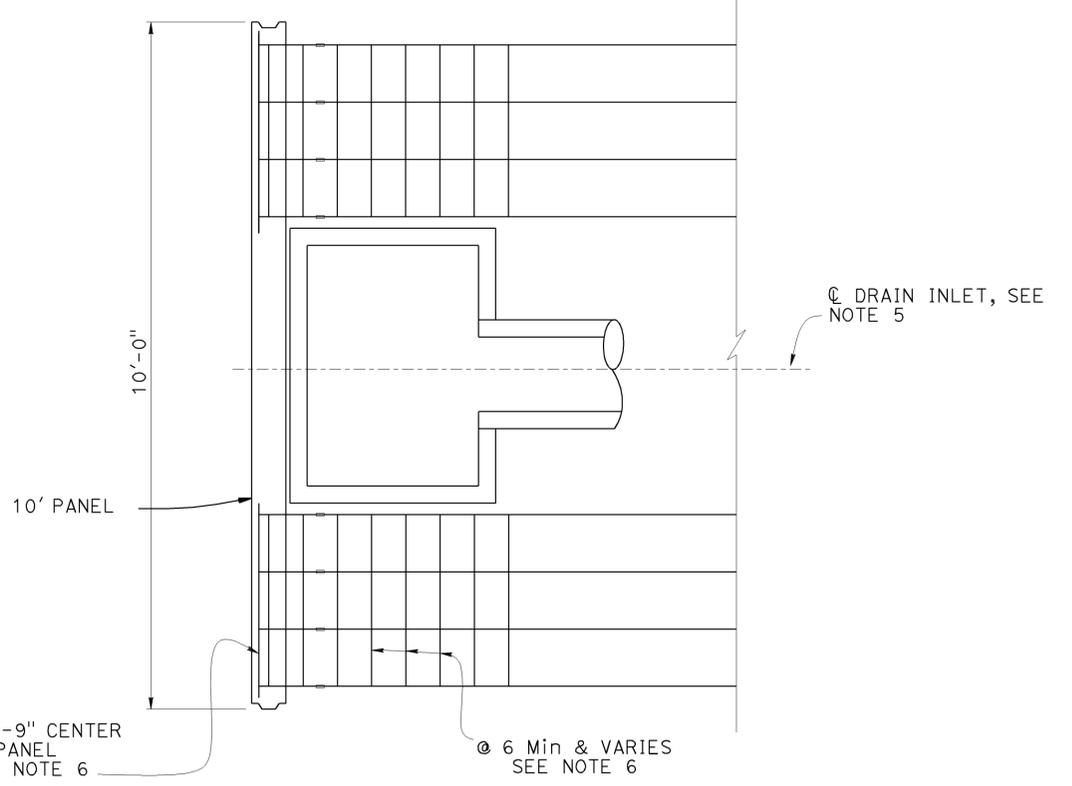
- NOTES:**
- Not all barrier reinforcement shown
 - At acute corners of Approach Slab, bend reinforcement as required to clear Expansion Joint
 - Reinforcement shown at drains is to be placed in addition to typical slab reinforcement.
 - Not all soil reinforcement mats shown for more details see "STRUCTURE PLANS NO.1 thru NO. 6"
 - Align ϕ DRAIN INLET with ϕ 10'-0" Wall Panels.
For more details see "PANEL DETAILS NO.1" sheet
 - For more details see "PANEL DETAILS NO. 2" sheet



DRAINAGE INLET DETAIL
 $\frac{3}{4}'' = 1'-0''$



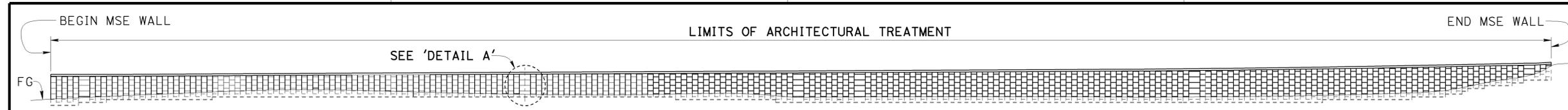
SECTION B-B
 $\frac{3}{4}'' = 1'-0''$



SECTION C-C
 $\frac{3}{4}'' = 1'-0''$

DESIGN	BY	V. Ramakrishnan	CHECKED	T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	57E0128	MSE WALL 1 CONCRETE BARRIER SLAB DETAILS						
	DETAILS	BY	K. Kubo	CHECKED			T. Skreslet	POST MILE		0.83					
QUANTITIES	BY	V. Ramakrishnan	CHECKED	T. Skreslet	UNIT: 3613 PROJECT NUMBER & PHASE: 11000205191	CONTRACT NO.: 11-056310	DISREGARD PRINTS BEARING EARLIER REVISION DATES		<table border="1"> <tr> <th>REVISION DATES</th> <th>SHEET</th> <th>OF</th> </tr> <tr> <td>12-08-12, 12-16-12, 05-06-13, 11-24-13</td> <td>15</td> <td>20</td> </tr> </table>	REVISION DATES	SHEET	OF	12-08-12, 12-16-12, 05-06-13, 11-24-13	15	20
REVISION DATES	SHEET	OF													
12-08-12, 12-16-12, 05-06-13, 11-24-13	15	20													

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 FILE => 57e0128-k-cbsd.dgn



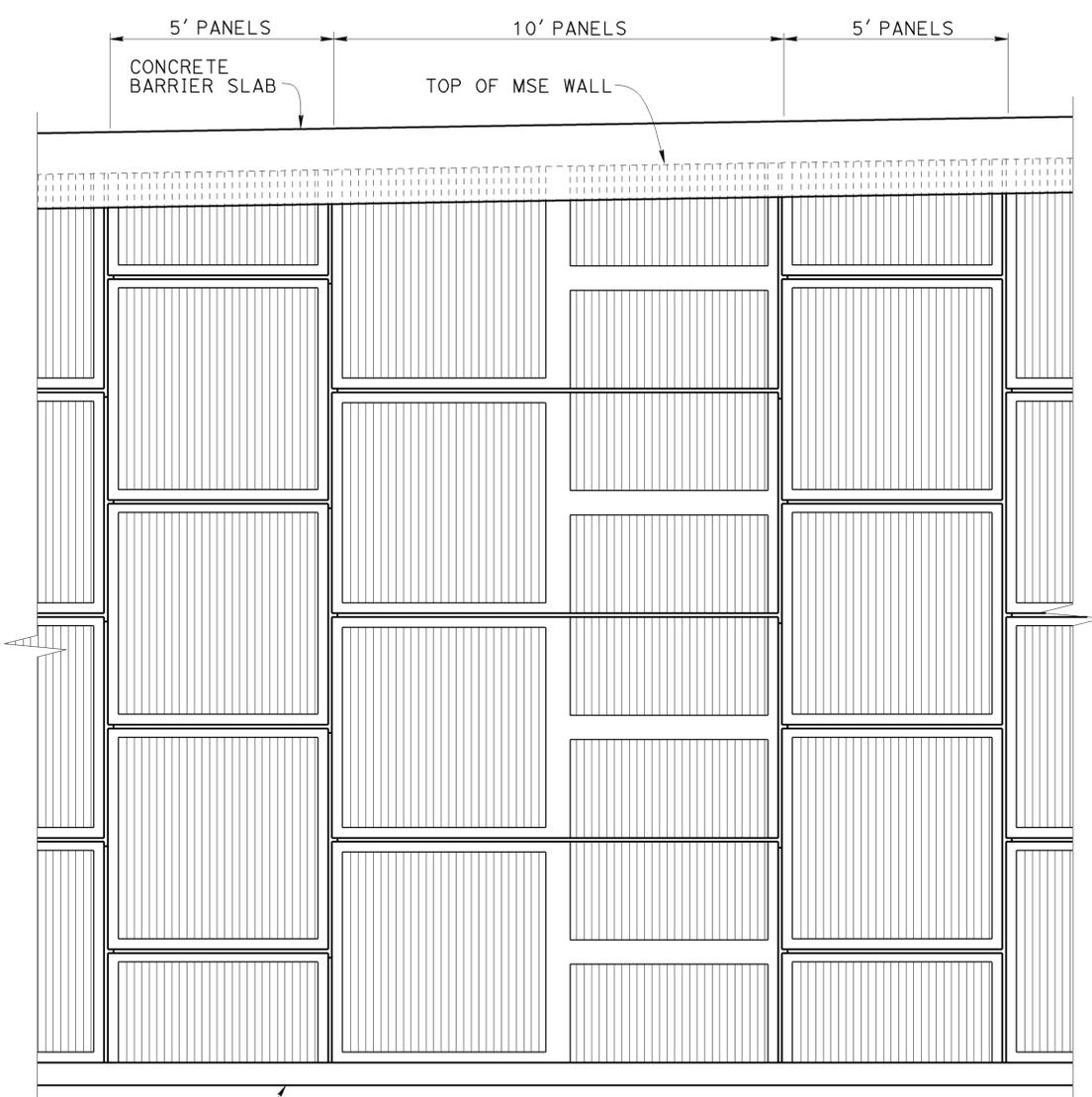
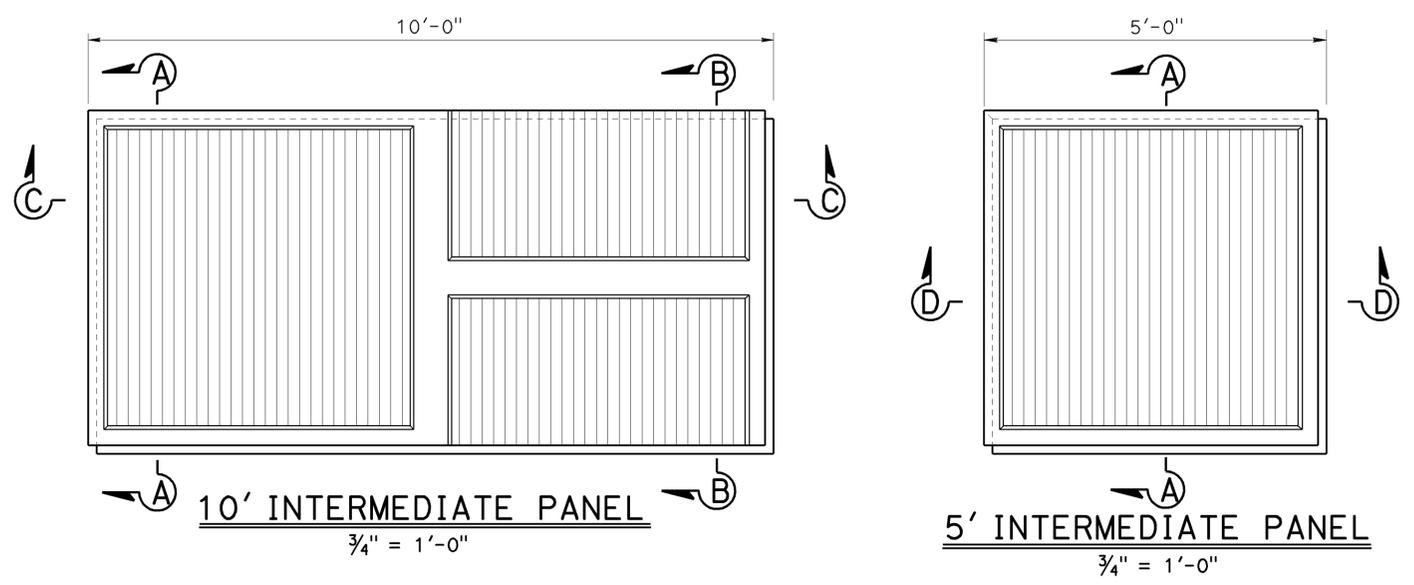
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	599	622

V. Ramakrishnan
 REGISTERED CIVIL ENGINEER
 DATE 11-1-12
 PLANS APPROVAL DATE 04-22-13

VIJAYARANI RAMAKRISHNAN
 No. C63091
 Exp. 06-30-14
 CIVIL
 STATE OF CALIFORNIA

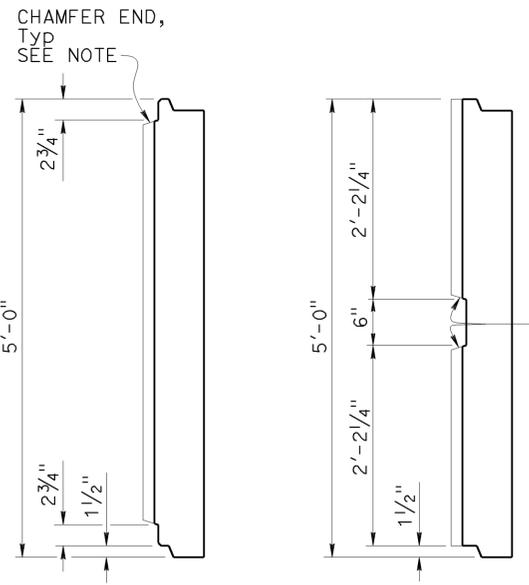
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ELEVATION
 1" = 50'-0"



- NOTES:**
- Actual panel configuration may vary.
 - Concrete Barrier not shown.

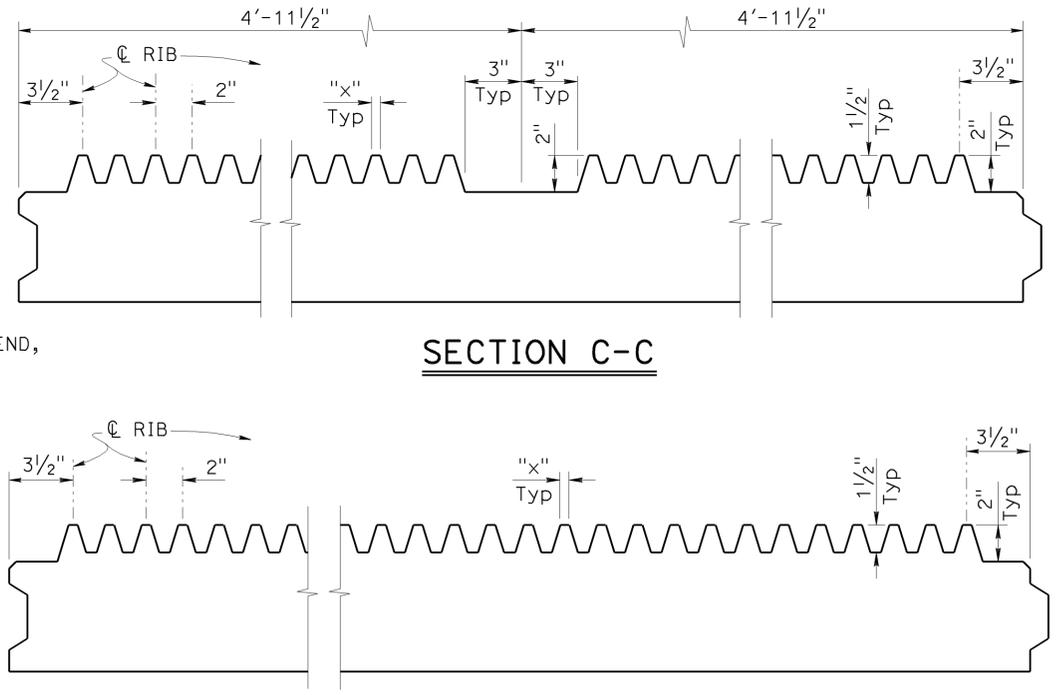
DETAIL A
 No Scale



NOTE:
 Chamfer angle shall match the Fractured Rib angle shown on 'SECTION C-C & SECTION D-D'

SECTION A-A
 1" = 1'-0"

SECTION B-B
 1" = 1'-0"



SECTION C-C

SECTION D-D

FRACTURED RIB ARCHITECTURAL DETAILS
 NO Scale

DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet
DETAILS	BY K. Kubo	CHECKED T. Skreslet
QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
 STRUCTURE DESIGN
DESIGN BRANCH 14

BRIDGE No.	57E0128
POST MILE	0.83

MSE WALL 1
ARCHITECTURAL DETAILS NO. 1

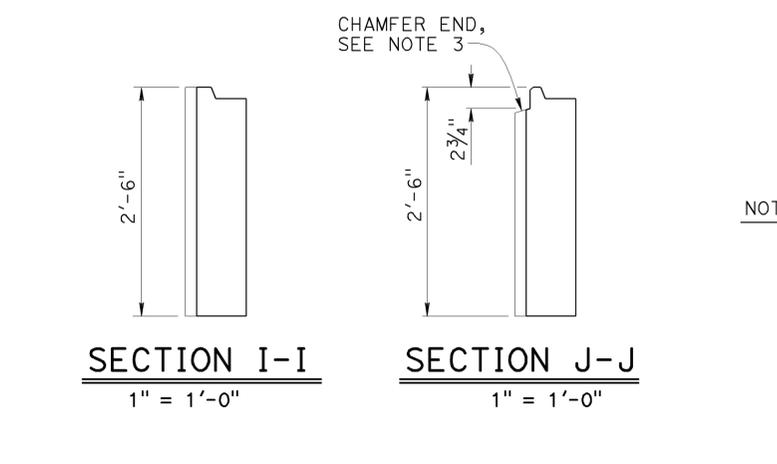
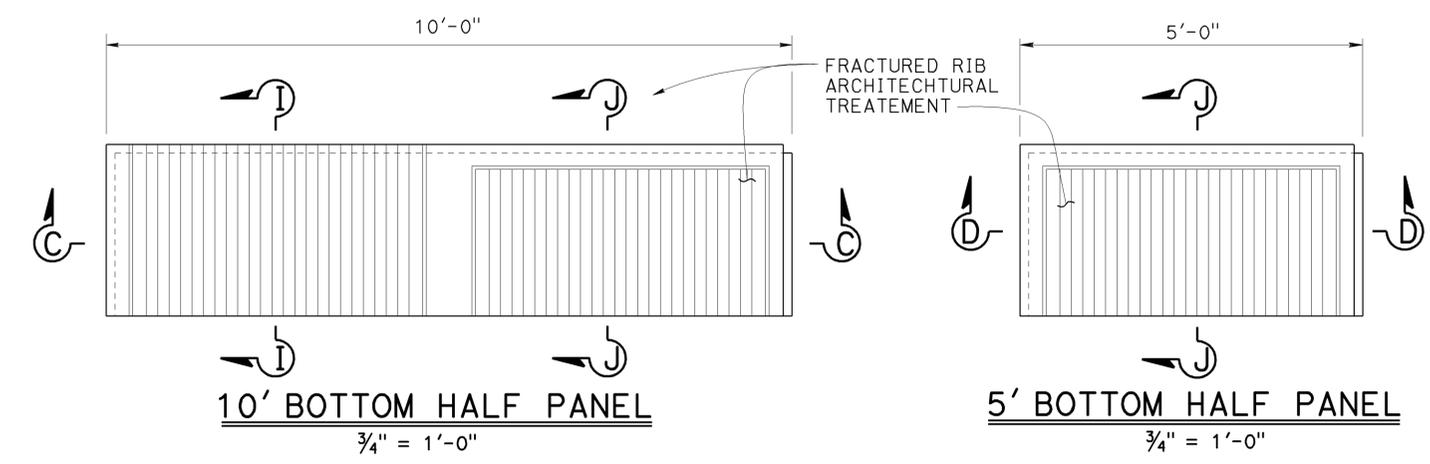
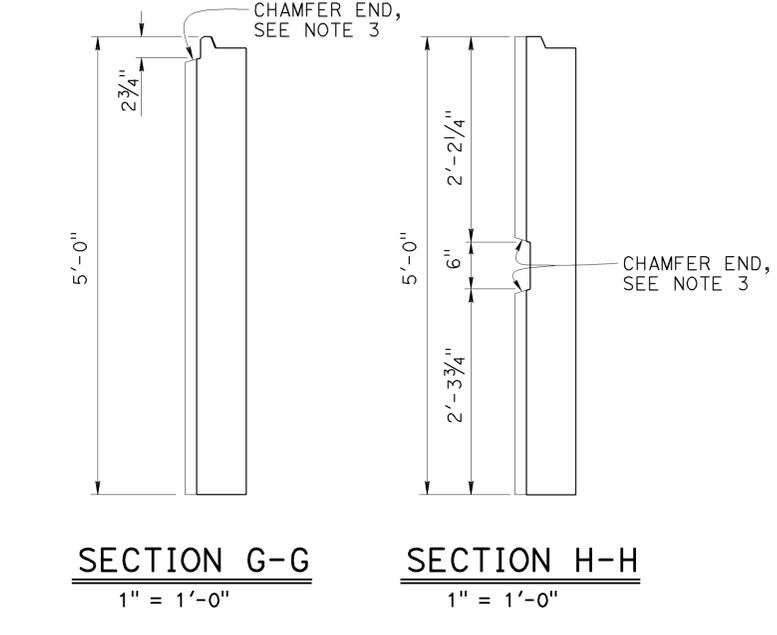
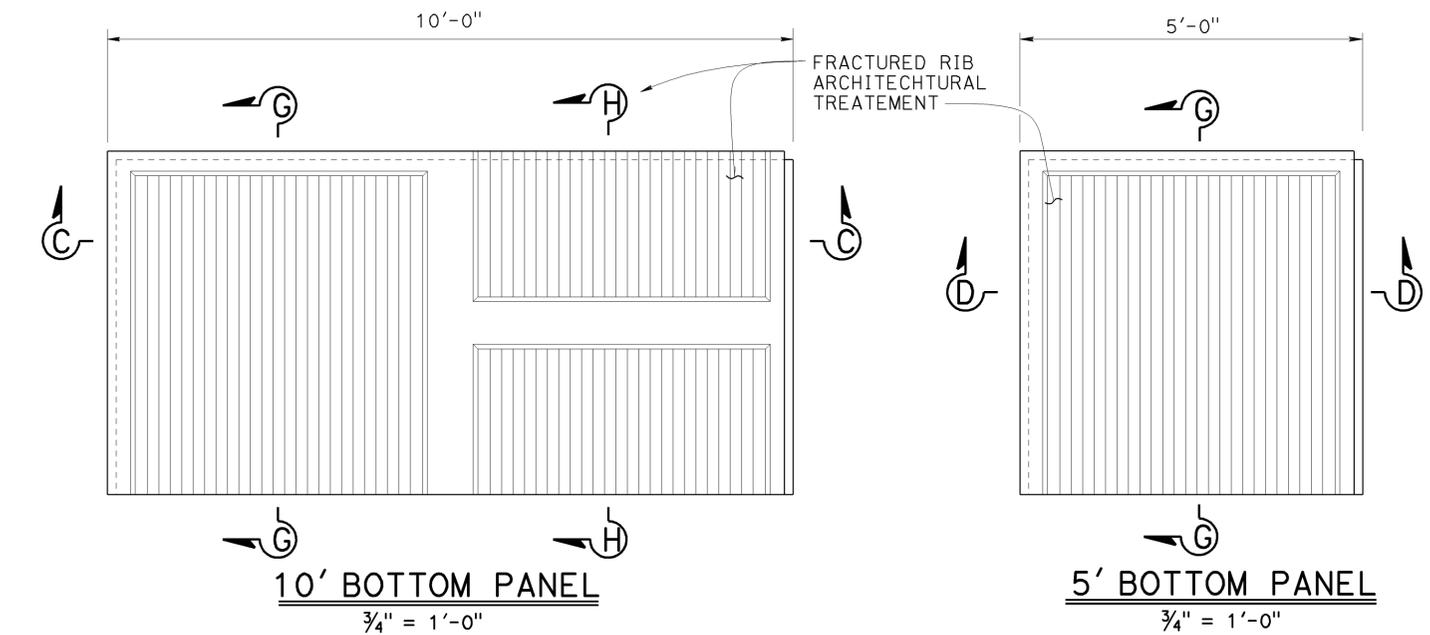
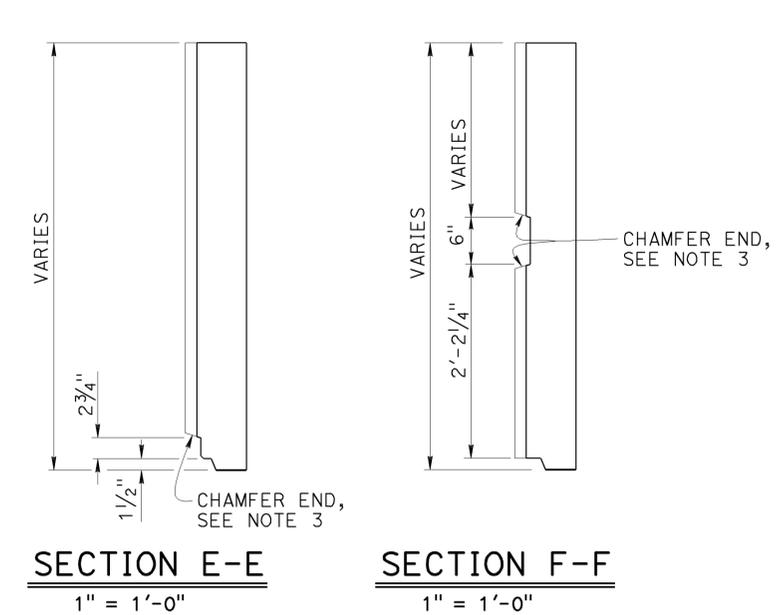
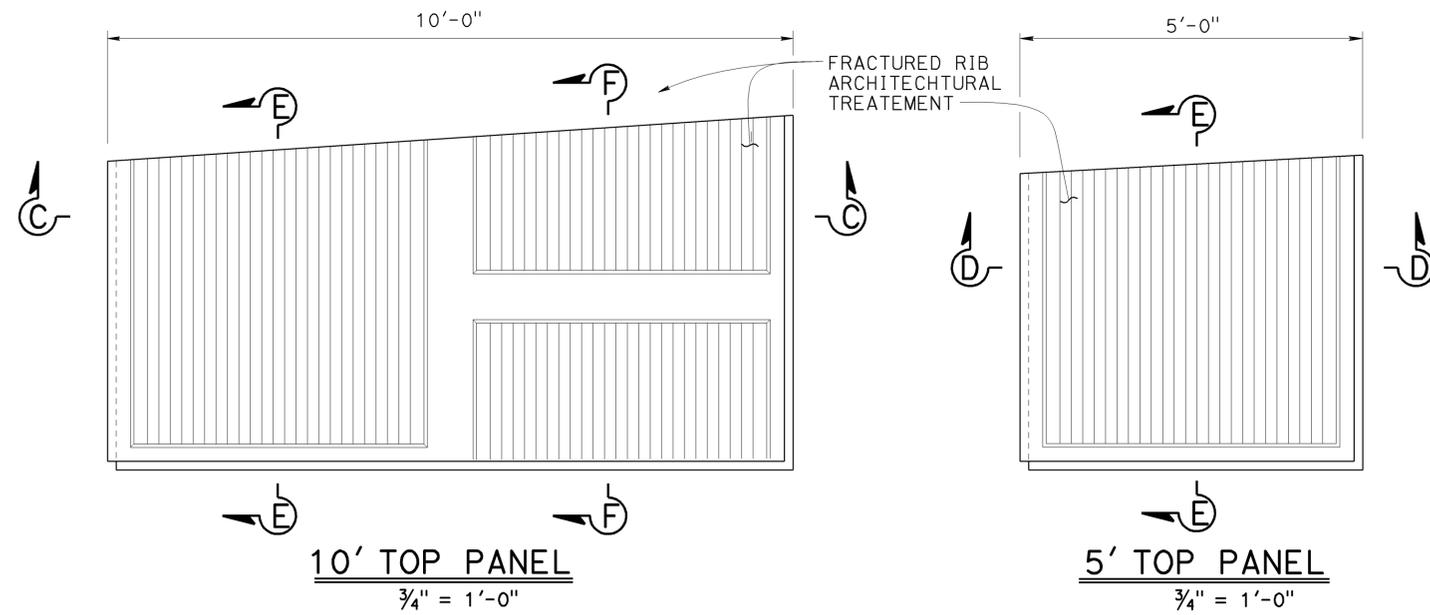
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	11,905	0.0/1.6, R9.9/R10.7	600	622

V. Ramakrishnan
REGISTERED CIVIL ENGINEER
DATE 11-1-12

04-22-13

VIJAYARANI RAMAKRISHNAN
No. C63091
Exp 06-30-14
CIVIL
STATE OF CALIFORNIA

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- NOTES:
1. For 'SECTION C-C' and 'SECTION D-D', see "ARCHITECTURAL DETAILS NO. 1" sheet
 2. For additional Panel Details, see "PANEL DETAILS NO. 1, 2 & 3" sheets
 3. Chamfer angle shall match the Fractured Rib angle shown on 'SECTION C-C' and 'SECTION D-D', see "ARCHITECTURAL DETAILS NO. 1" sheet

DESIGN	BY V. Ramakrishnan	CHECKED T. Skreslet	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 14	BRIDGE NO.	MSE WALL 1 ARCHITECTURAL DETAILS NO.2
DETAILS	BY K. Kubo/ W. Zhang	CHECKED T. Skreslet			57E0128	
QUANTITIES	BY V. Ramakrishnan	CHECKED T. Skreslet			0.83	

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

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

0 1 2 3

UNIT: 3613
PROJECT NUMBER & PHASE: 11000205191
CONTRACT NO.: 11-056310

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES	SHEET	OF
10-25-12 11-14-12 05-06-13 02-27-14	17	20

FILE => 57e0128-n-archdt_02.dgn