

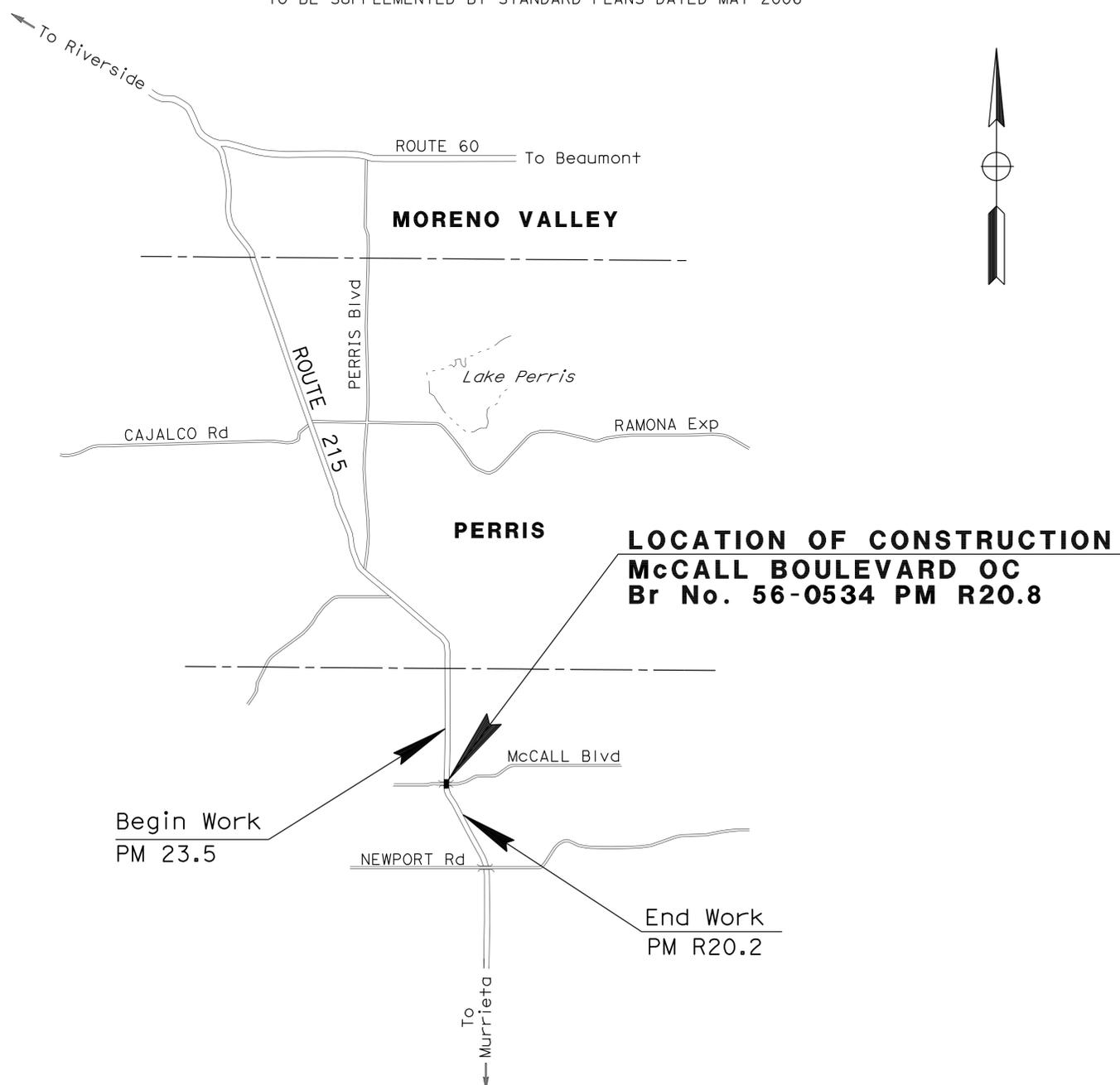
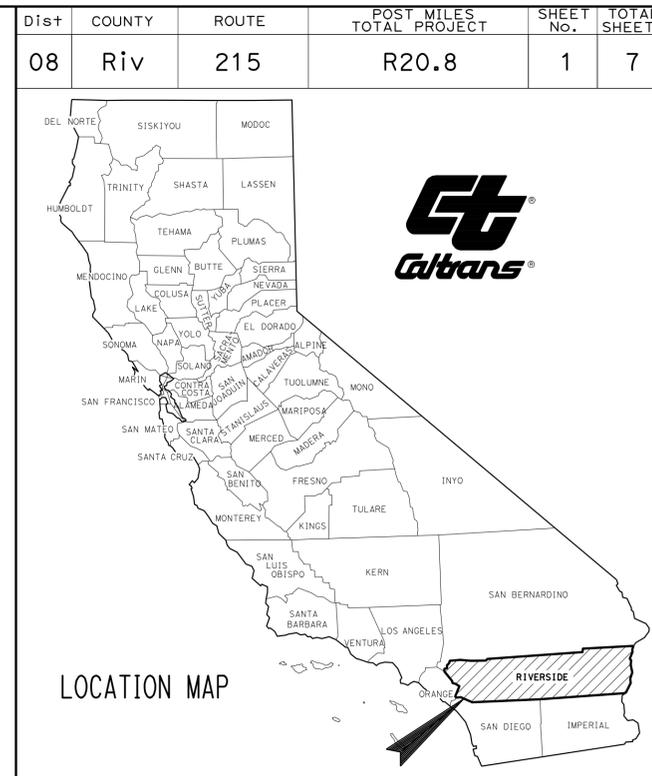
INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	CONSTRUCTION AREA SIGNS
3-5	REVISED STANDARD PLANS
STRUCTURE PLANS	
6-7	McCALL Blvd OC Br No. 56-0534

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN RIVERSIDE COUNTY
AT SUN CITY
ON ROUTE 215
AT McCALL BOULEVARD OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



PROJECT MANAGER
CATALINO PINING
 DESIGN ENGINEER
IYAD NAMY

PROJECT ENGINEER
 REGISTERED CIVIL ENGINEER
 DATE 12-14-09
 No. 74762
 Exp. 12-31-09
 CIVIL
 STATE OF CALIFORNIA

January 25, 2010
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

NO SCALE

NOTES:

1. THE LOCATION OF CONSTRUCTION AREA SIGNS ON THE PLAN IS APPROXIMATE, THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER.
2. USE STANDARD PLANS T-10 AND T-10A FOR LANE CLOSURE OR COMPLETE FREEWAY CLOSURE.
3. USE SOUTHBOUND EXIT AND ENTRANCE RAMP AS DETOUR DURING FULL FREEWAY CLOSURE.

LEGEND:

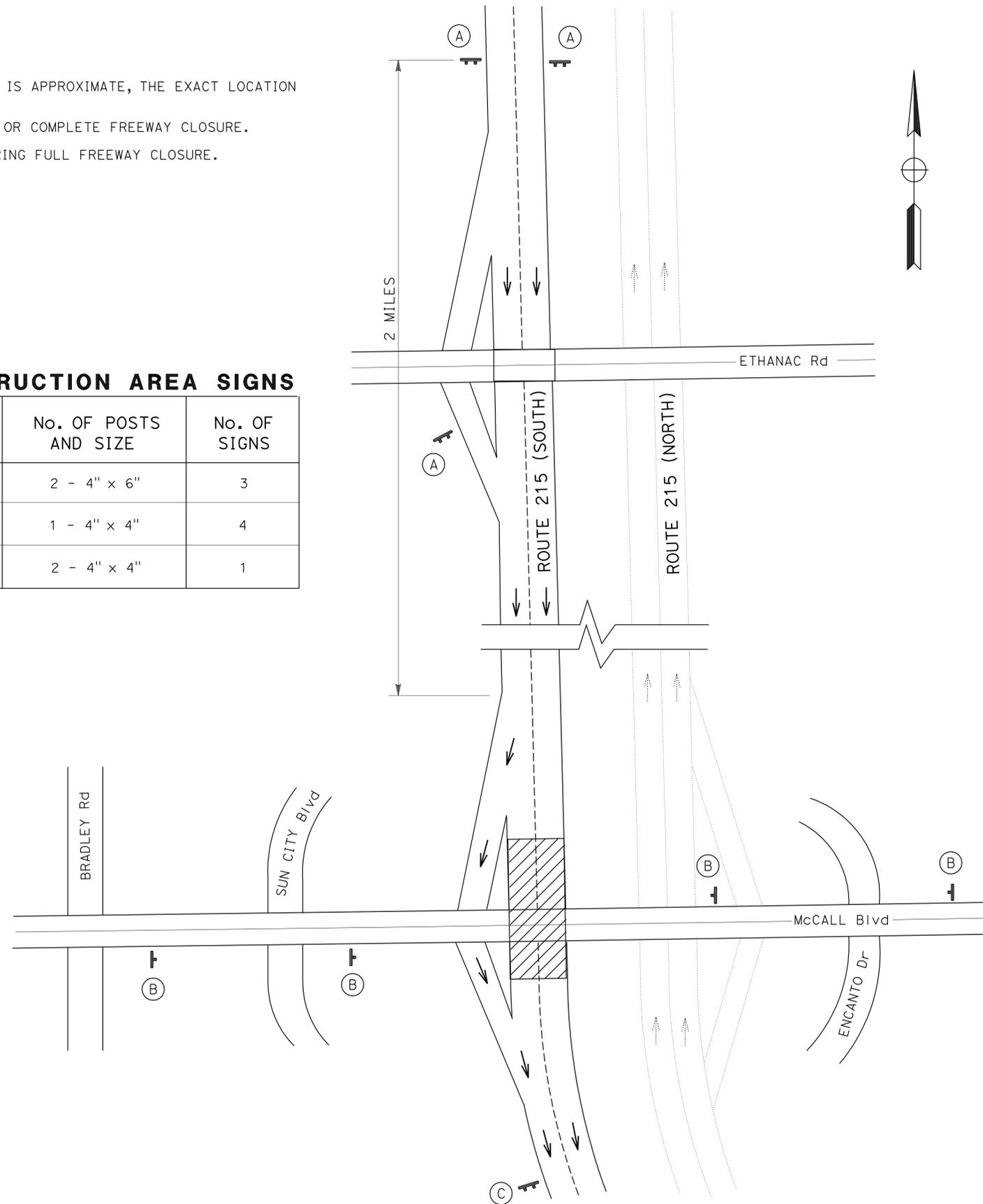
- WORK AREA
- DIRECTION OF TRAFFIC
- SIGN No.

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No.	SIGN CODE	DESCRIPTION	PANEL SIZE	No. OF POSTS AND SIZE	No. OF SIGNS
	FEDERAL				
(A)	W20-1	ROAD WORK AHEAD	48" X 48"	2 - 4" x 6"	3
(B)	W20-1	ROAD WORK AHEAD	36" X 36"	1 - 4" x 4"	4
(C)	G20-2	END ROAD WORK	48" X 24"	2 - 4" x 4"	1

PORTABLE CHANGEABLE MESSAGE SIGN

(EA)
4



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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC DESIGN A
 S. MOKHTARI
 W. E. WASSER
 W. E. WASSER
 FUNCTIONAL SUPERVISOR
 CALCULATED-DESIGNED BY
 CHECKED BY
 REVISED BY
 DATE REVISED

THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGN WORK ONLY



USERNAME => frrmikes1
DGN FILE => 80m3201a001.dgn

CU 08380

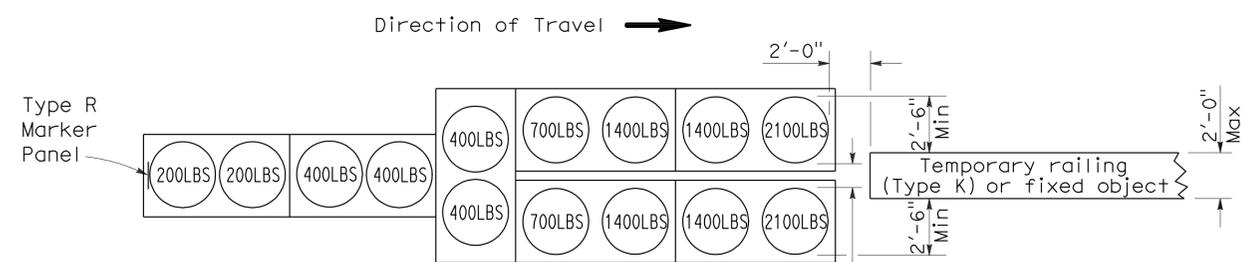
EA 0M3201

BORDER LAST REVISED 4/11/2008

LAST REVISION | DATE PLOTTED => 26-JAN-2010
 12-14-09 | TIME PLOTTED => 09:38

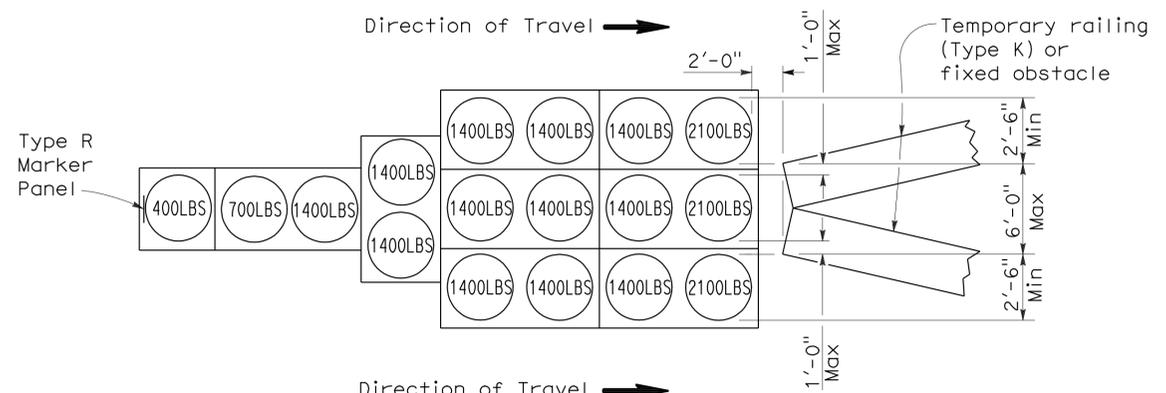
To accompany plans dated 1-25-10

2006 REVISED STANDARD PLAN RSP T1A



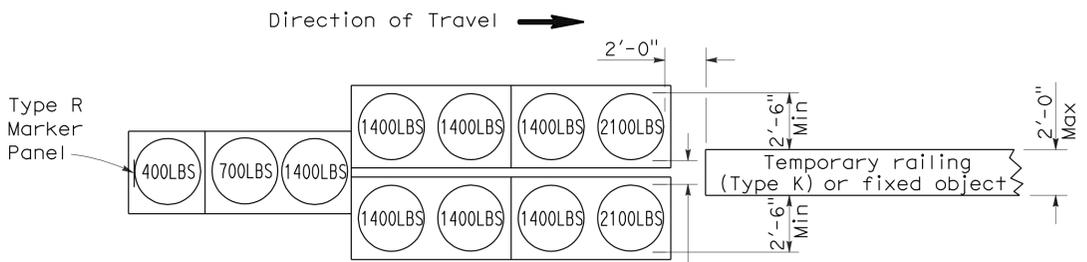
ARRAY 'TU14'

Approach speed 45 mph or more



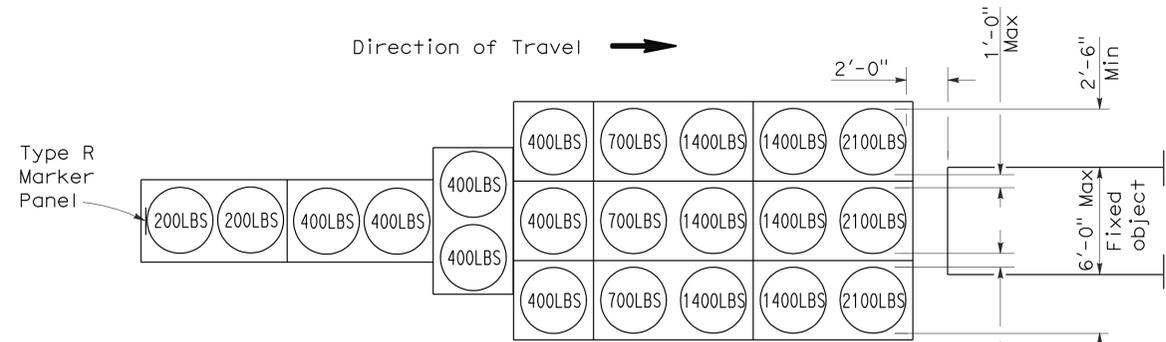
ARRAY 'TU17'

Approach speed less than 45 mph



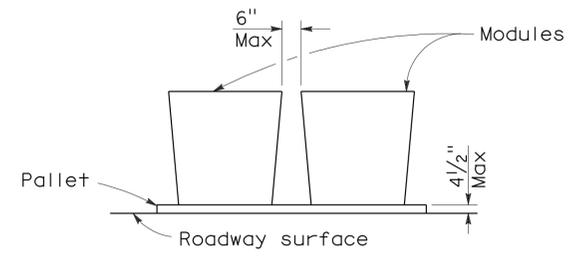
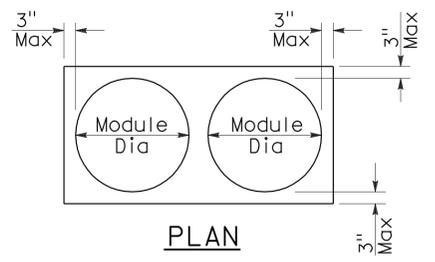
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

Approach speed 45 mph or more



CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv	215	R20.8	4	7

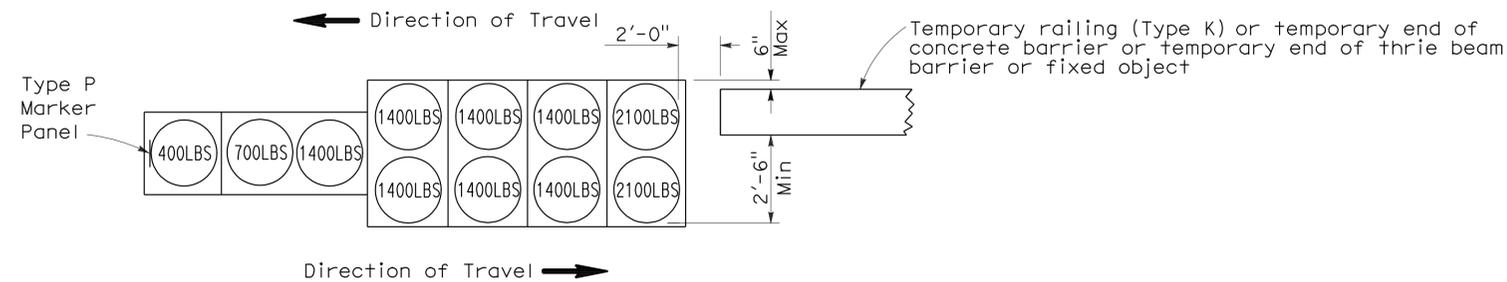
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
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.

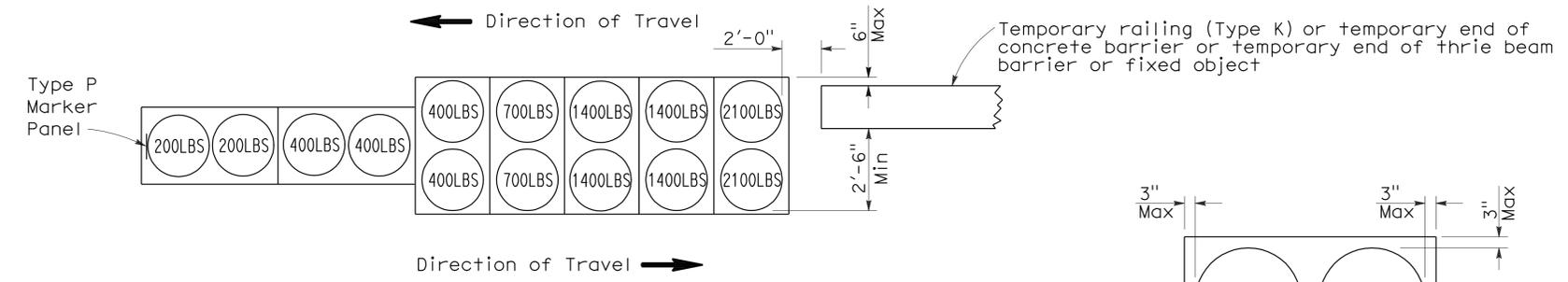
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 1-25-10



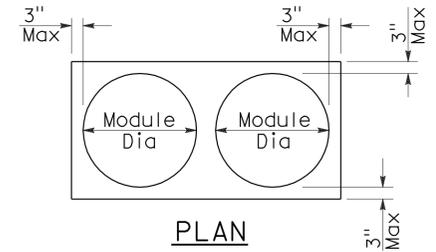
ARRAY 'TB11'

Approach speed less than 45 mph

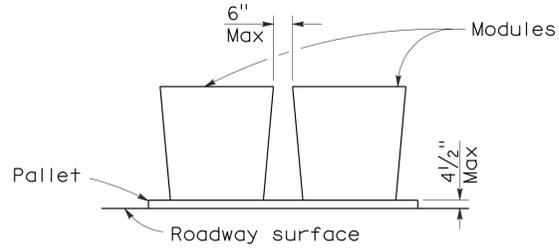


ARRAY 'TB14'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv	215	R20.8	5	7

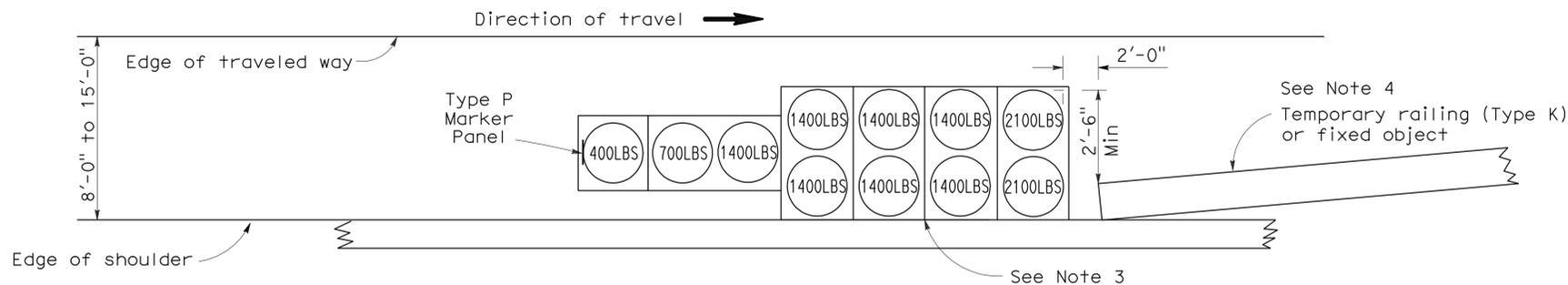
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

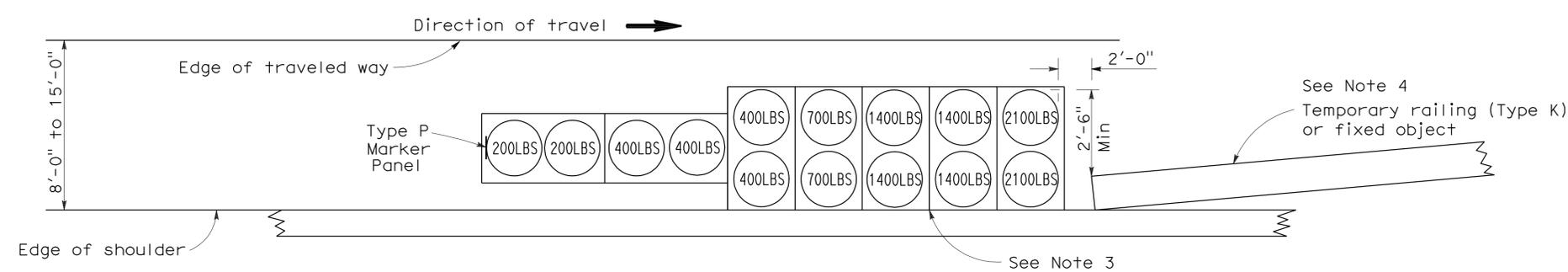
Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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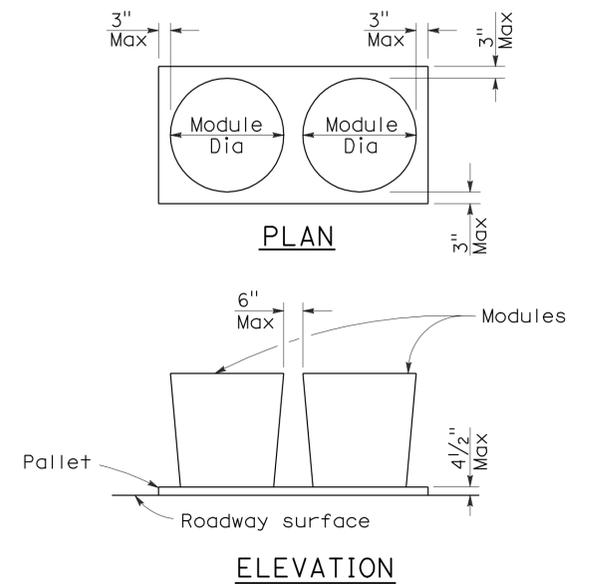
To accompany plans dated 1-25-10



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



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



CRASH CUSHION PALLET DETAIL
See Note 11

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

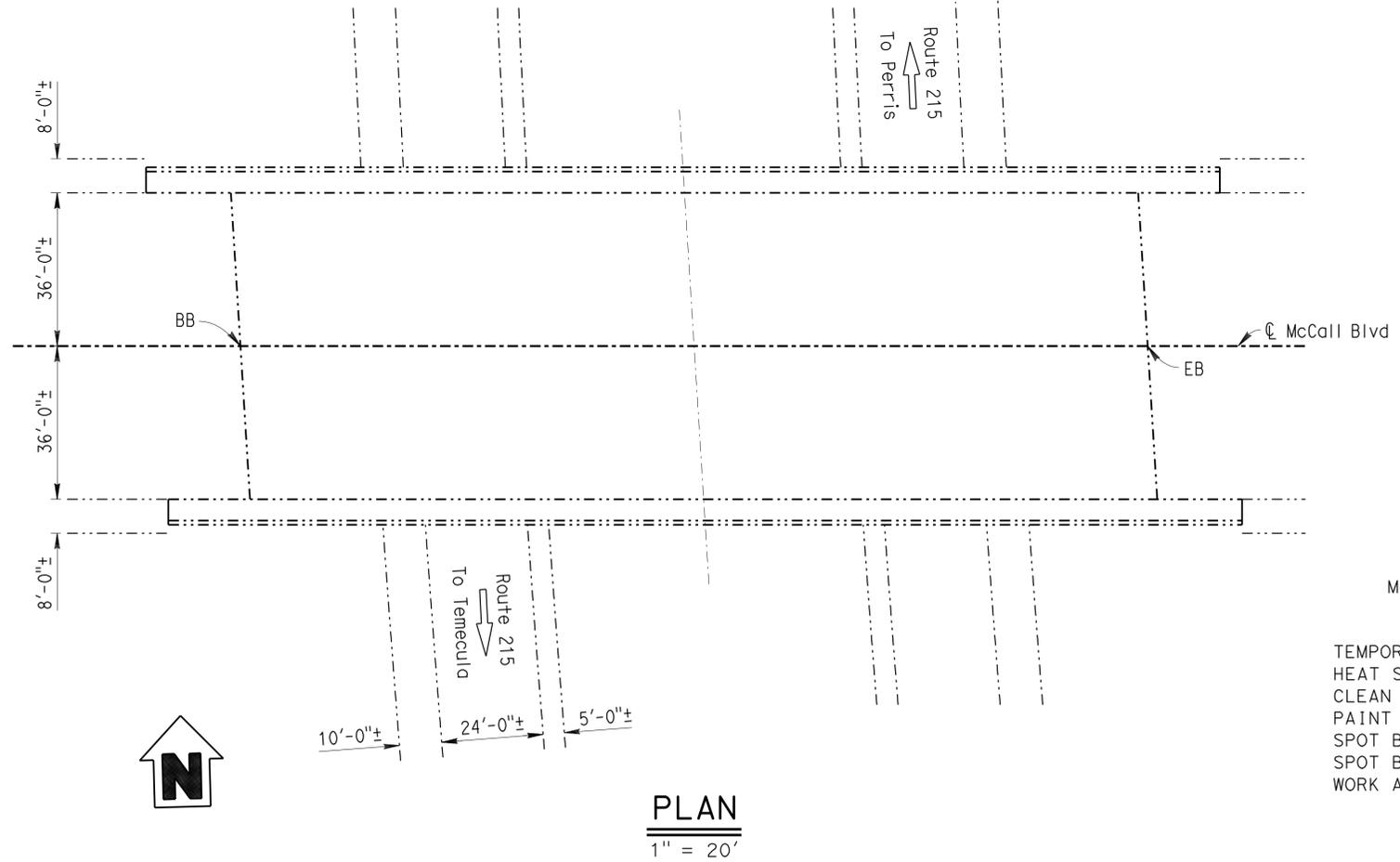
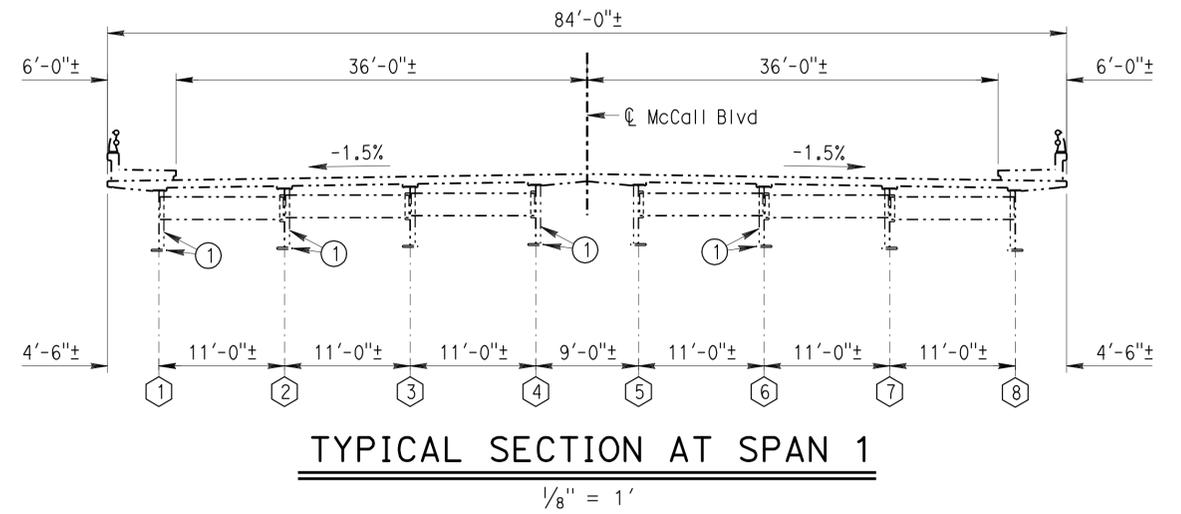
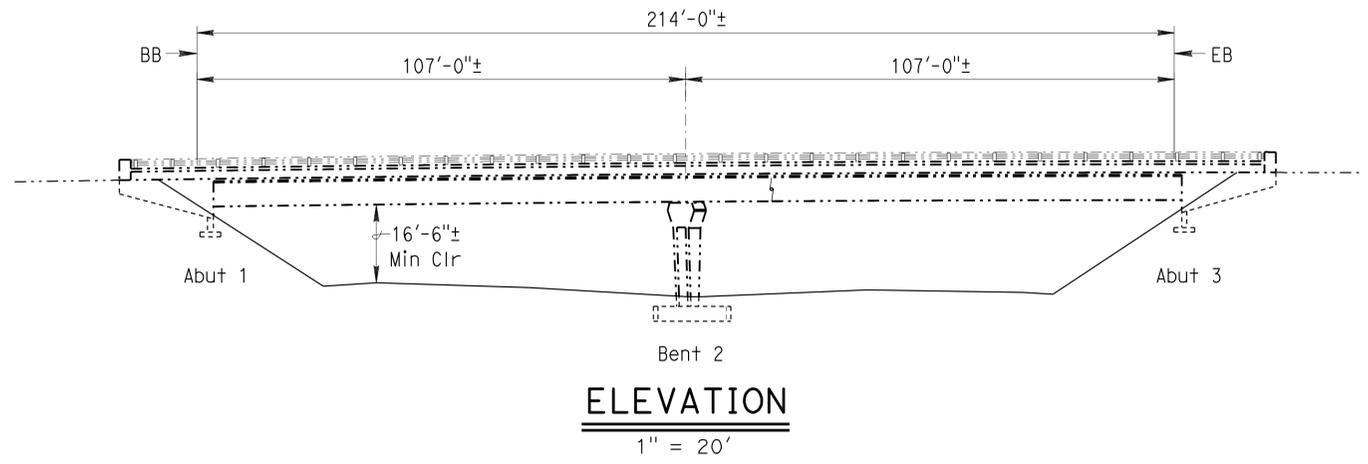
REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv	215	R20.8	6	7

11-04-09
 REGISTERED CIVIL ENGINEER DATE
 1-25-10
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 HOSSEIN MOAZAMI
 No. C 60058
 Exp. 6-30-10
 CIVIL
 STATE OF CALIFORNIA



- NOTES:** (APPLY TO ALL SHEETS)
- Indicates existing structure.
 - THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.
- NOTES:** (APPLY TO THIS SHEET ONLY)
- ① Heat straighten existing girder and stiffeners. For details see GIRDER REPAIR DETAILS sheet.
 - 1 thru 8 — ⊕ Indicates girder designation.

McCALL BLVD OC (OHT REPAIR) QUANTITIES BR NO. 56-0534

TEMPORARY SUPPORT	LUMP	SUM
HEAT STRAIGHTEN STEEL GIRDERS AND STIFFENERS	LUMP	SUM
CLEAN STRUCTURAL STEEL (EXISTING BRIDGE)	LUMP	SUM
PAINT STRUCTURAL STEEL (EXISTING BRIDGE)	LUMP	SUM
SPOT BLAST CLEAN AND PAINT UNDERCOAT	1,800	SQFT
SPOT BLAST CLEANING FOR HEAT STRAIGHTENING	1,800	SQFT
WORK AREA MONITORING	LUMP	SUM

INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN
2	GIRDER REPAIR DETAILS

STANDARD PLANS DATED MAY 2006

SHEET NO.	TITLE
A10A	ACRONYMS AND ABBREVIATIONS (SHEET 1 OF 2)
A10B	ACRONYMS AND ABBREVIATIONS (SHEET 2 OF 2)

 DESIGN ENGINEER 11-04-09	DESIGN BY H. Moazami	CHECKED K. Truong	LAYOUT BY G.F. Bidwell	CHECKED H. Moazami	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO. 56-0534	McCALL BLVD OC (OHT REPAIR) GENERAL PLAN	
	DETAILS BY G.F. Bidwell	CHECKED K. Truong	BY Theresa Nedwick	PLANS AND SPECIFICATIONS COMPARED Theresa Nedwick			POST MILE R20.84		
QUANTITIES BY H. Moazami	CHECKED K. Truong				CU 08	EA OM3201	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES: 3-4-09, 3-12-09, 3-16-09, 5-1-09, 10-29-09, 11-04-09	SHEET 1 OF 2

STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 10/17/07) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 FILE => 08-0m3201_01gp.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv	215	R20.8	7	7

11-04-09
REGISTERED CIVIL ENGINEER DATE
1-25-10
PLANS APPROVAL DATE

HOSSEIN MOAZAMI
No. C 60058
Exp. 6-30-10
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.

TEMPORARY SUPPORT TABLE

LOCATION	DL (KIPS)	DESIGN DL+LL+I (KIPS)	LATERAL LOAD (KIPS)	MAXIMUM DEFLECTION
Span 1 (place at 1/4 points)	1050	2300	105	1/2"

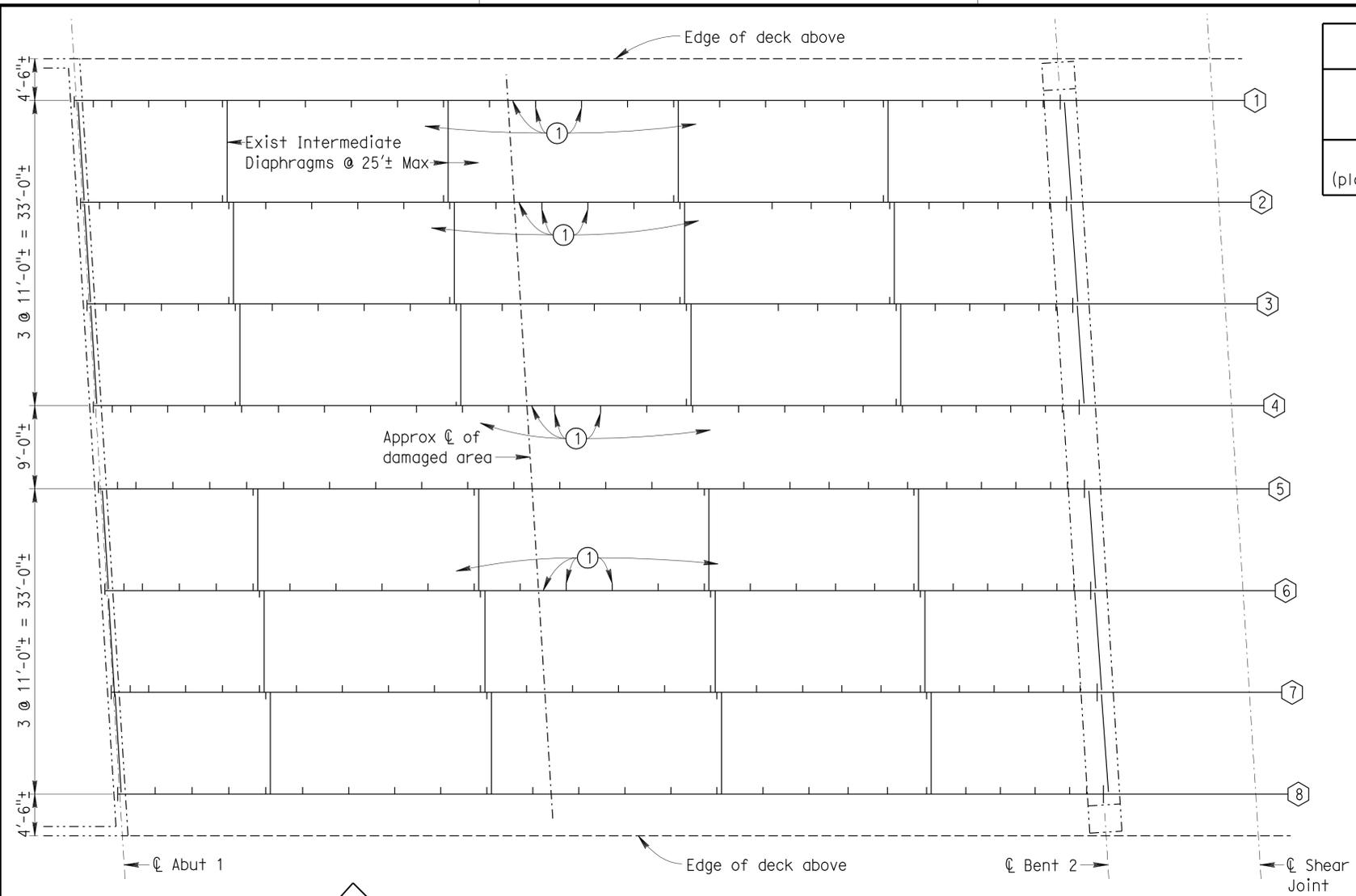
- Notes:
1. Loads shown on Table are total for entire span.
 2. Temporary support jacking force shall be applied to the deck soffit.

WORK TABLE

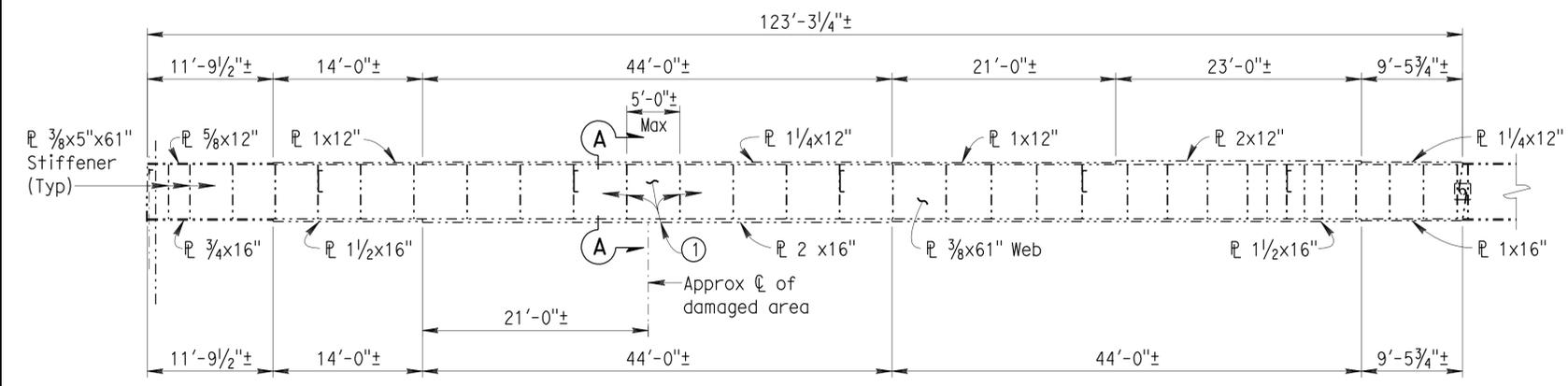
ITEMS OF WORK	TOTAL APPROXIMATE AREA (SQ FT)
Heat Straighten Steel Girders and Stiffeners	300
Spot Blast Cleaning for Heat Straightening	1800
Clean Existing Structure	1800
Paint Existing Structure	1800
Spot Blast Clean and Paint Undercoat	1800

- NOTES: (APPLY TO THIS SHEET ONLY)
- 1 Heat and force straighten girder web and bottom flange and stiffener at locations as directed by the Engineer, see HEAT STRAIGHTEN STIFFENERS TABLE for number of stiffeners per girder. Girder shall be supported prior to repair, see TEMPORARY SUPPORT TABLE. Clean and paint steel in all repaired locations as approved by the Engineer.
 - 2 Limits of clean, paint and spot blast.
- 1 thru 8-⊙ Indicates girder designation.

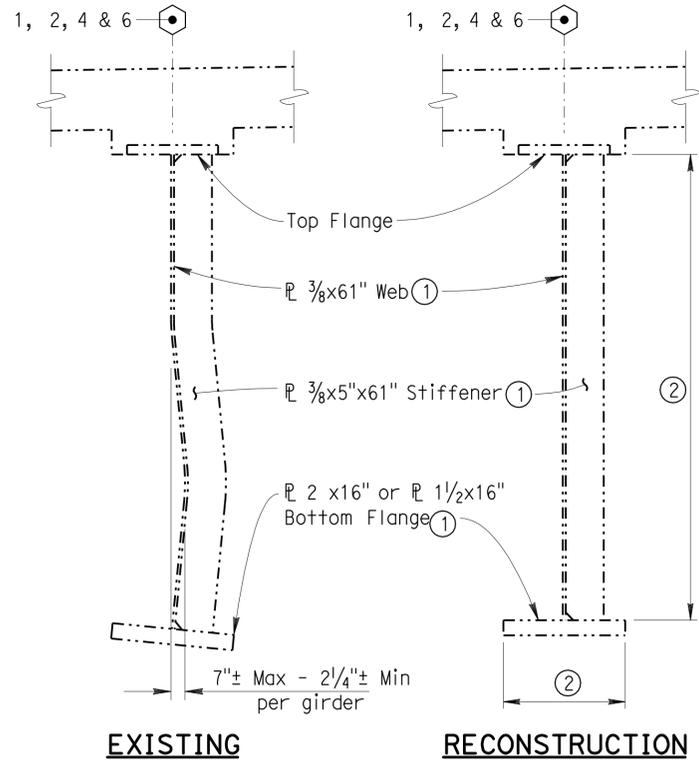
- JACKING NOTES:
1. Total jacking force shall not exceed DL or maximum deflection.
 2. Jacking shall be applied simultaneously per girder. Each jacking force shall not exceed 260 kips.
 3. The differential vertical lift between jacks shall not exceed 1/4".
 4. The maximum transverse displacement of the superstructure shall not exceed 1/4".



GIRDER LAYOUT AT SPAN 1
1/8" = 1'



TYPICAL GIRDER ELEVATION - SPAN 1
1/8" = 1'



SECTION A-A
NO SCALE

HEAT STRAIGHTEN STIFFENERS TABLE

GIRDER NUMBER	TOTAL NUMBER OF STIFFENERS
1	12
2	12
4	6
6	8

DESIGN BY H. Moazami	CHECKED K. Truong	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE NO. 56-0534	McCALL BLVD OC (OHT REPAIR) GIRDER REPAIR DETAILS
DETAILS BY G.F. Bidwell	CHECKED K. Truong		POST MILE R20.84	
QUANTITIES BY H. Moazami	CHECKED K. Truong			
STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 10/17/07)		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	CU 08 EA OM3201	DISREGARD PRINTS BEARING EARLIER REVISION DATES
			REVISION DATES	SHEET 2 OF 2