RTIP ID# *(required)* REG 0701

TCWG Consideration Date May 24, 2016

Project Description *(clearly describe project)*
The project implements a 4-3 road diet, installing bike lanes, signage, striping, and loop restoration. In addition, the project scope of work includes the following within County jurisdiction only:

- Resurfacing of the roadway by using Cold Central Plan Plant Recycled asphalt concrete pavement (CCPRACP).
- Reconstruction of substandard curb ramps to meet ADA standards.
- Construction of new curb ramps at locations where they are missing.
- Reconstruction of curb & gutter, driveways, and/or sidewalk for areas where trees are causing uplift primarily to existing curb and gutter.
- Root pruning trees causing uplift to existing curb and gutter and /or pavement.
- Construction of a bus pad and a catch basin and installing a connector pipe on the south side of Washington Boulevard at the Pepper Drive intersection.
- Traffic signal upgrades at Pepper Drive and Washington Boulevard, and Altadena Drive and

Type of Project *(use Table 1 on instruction sheet)*
Intersection channelization (Roadway Diet)

County	**Narrative Location/Route & Postmiles**
Los Angeles	Washington Boulevard from ~ 100' west of Bellford Avenue (i.e. city/county boundary) to 100' east of Altadena Drive; and Altadena Drive from 150' north of Canyon Close Road (North) to 100' south of Washington Boulevard. **Caltrans Projects – EA#** 0714000345 Federal Project No. HSIPL-5953(704) FTIP ID# SCAG 015

Lead Agency: Los Angeles County Department of Public Works

Contact Person	**Phone#**	**Fax#**	**Email**
Ebigalle Voigt	(626) 458-3967	N/A	evoigt@dpw.lacounty.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X **Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	X **Section 326 –Categorical Exemption**	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2013	December 2015	2016	2017
End	August 2016	2016	2016	2018

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of the project is to improve bicyclist and pedestrian safety as current facilities for bicyclists and pedestrians are limited. Reconstruction of substandard curb ramps and construction of new curb ramps will fulfill the need for ADA accessibility and pedestrian connectivity. Dedicated bike lanes will provide bicyclists a protected lane for riding.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The surrounding area is primarily residential with some commercial businesses along the north side of Washington Blvd and an ARCO gas station at the intersection of Altadena Dr. and New York Dr. See attached figure.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
See Table 2, *PM Hot Spot Form Data*. Reference included to Table 1, *Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours* and the 2013 HSIP Grant Applications – LOS Analysis table.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
See Table 2, *PM Hot Spot Form Data*. Reference included to Table 1, *Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours* and Table 3, *2013 HSIP Grant Applications – LOS Analysis*.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed 4-3 roadway diet is not anticipated to cause substantial traffic redistribution. The conversion of a driving lane to turn lane should reduce back up and improve safety. Traffic signal upgrades should provide better traffic flow through the Pepper Dr. and Washington Blvd. as well as Altadena Dr. and Washington Blvd. intersections.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The United States Environmental Protection Agency (EPA) specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" (POAQC) are required to undergo a $PM_{2.5}$ and PM_{10} hot-spot analysis. According to the criteria specified pursuant to 40 CFR 93.123(b)(1), a project would create air quality concern if it fulfills one of these criteria:

- New or expanded highway projects that have a significant number of or significant increase in diesel vehicles
- Projects affecting intersections at LOS D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project
- New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location
- Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location
- Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$- or PM_{10}-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation

New or expanded highway projects that have a significant number of or significant increase in diesel vehicles
The proposed project is a roadway diet project along two arterial roads in Altadena, CA. There will be no new development in nearby parcels which would cause an increase in diesel vehicles. As shown in Table 2, the truck AADT is anticipated to be unchanged between the Build and No-Build Options for both the opening year (2016) and horizon year (2035).

Projects affecting intersections at LOS D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project
As shown in Table 2, the intersection of Washington Blvd. and Allen Avenue will worsen from LOS E to F in the AM Peak for both opening and horizon years, LOS C to E in the PM Peak for the opening year, and LOS D to E in the PM Peak for the horizon year. Despite these traffic impacts, the proposed project is not expected to increase the number of diesel vehicle trips in the proposed project vicinity.

New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location
The proposed project would not create any new bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.

Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location
The proposed project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.

Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$- or PM_{10}-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation

The project site is not in or affecting an area or location identified in any PM_{10} or $PM_{2.5}$ implementation plan, specifically the 2012 South Coast $PM_{2.5}$ SIP, 2015 Supplement to the 2012 South Coast $PM_{2.5}$ SIP, and 2010 South Coast PM_{10} Redesignation Request and Maintenance Plan. The immediate project area is not considered to be a site of violation or possible violation.

It is anticipated that the proposed project would not be considered a POAQC, as defined by 40 CFR 93.123(b)(1). The estimated 3% diesel trucks are not expected to change from the proposed project, and the maximum AADT in any one location is 32,030. These values are well below the POAQC guideline of 8% diesel trucks and 125,000 AADT. Therefore, it is unlikely that the proposed project would generate new air quality violations, worsen existing violations, or delay attainment of NAAQS for $PM_{2.5}$ and PM_{10}.

Table 1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

PROJECT	MAIN STREET	CROSS STREET	COUNT YEAR	PEAK HOUR	EXISTING LANE CONFIGURATION (2016)		EXISTING LANE CONFIGURATION (2035)		PROPOSED LANE CONFIGURATION (2016)		PROPOSED LANE CONFIGURATION (2035)		PROPOSED LANE CONFIGURATION (2016)*		PROPOSED LANE CONFIGURATION (2035)*	
					LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
Altadena - Washington Bikeway Access	Washington Boulevard	Pepper Drive	2016	AM	A	0.456	A	0.484	B	0.669	C	0.714	-	-	-	-
				PM	A	0.354	A	0.374	A	0.556	A	0.592	-	-	-	-

* Analysis for intersections where proposed road diet projects intersect

Table 2
PM HOT SPOT FORM DATA
Altadena-Washington Bikeway Access Project

Main Street	Cross Street	COUNT YEAR	PEAK HOUR	[1] V/C	LOS	VOLUME	AADT [2]	TRUCK AADT [3]
Existing Year 2016								
No-Build Alternative								
1. Washington Boulevard	Allen Avenue	2014	AM	0.959	E	2,955	29,220	877
			PM	0.799	C	2,889		
2. Washington Boulevard	Pepper Drive	2016	AM	0.456	A	1,558	14,155	425
			PM	0.354	A	1,273		
3A. Washington Boulevard	Altadena Drive	2013	AM	0.515	A	2,013	22,305	669
			PM	0.579	A	2,448		
3B. Altadena Drive	Washington Boulevard	2013	AM	0.515	A			
			PM	0.579	A			
Build Alternative								
1. Washington Boulevard	Allen Avenue	2014	AM	1.058	F	2,955	29,220	877
			PM	0.936	E	2,889		
2. Washington Boulevard	Pepper Drive	2016	AM	0.669	B	1,558	14,155	425
			PM	0.556	A	1,273		
3A. Washington Boulevard	Altadena Drive	2013	AM	0.699	B	2,013	22,305	669
			PM	0.776	C	2,448		
3B. Altadena Drive	Washington Boulevard	2013	AM	0.636	B			
			PM	0.594	A			
3C. Altadena Drive	Washington Boulevard [4]	2013	AM	0.658	B			
			PM	0.653	B			
Horizon Year 2035								
No-Build Alternative								
1. Washington Boulevard	Allen Avenue	2014	AM	1.042	E	3,239	32,030	961
			PM	0.867	D	3,167		
2. Washington Boulevard	Pepper Drive	2016	AM	0.484	A	1,681	15,270	458
			PM	0.374	A	1,373		
3A. Washington Boulevard	Altadena Drive	2013	AM	0.559	B	2,225	24,650	740
			PM	0.629	A	2,705		
3B. Altadena Drive	Washington Boulevard	2013	AM	0.559	B			
			PM	0.629	A			
Build Alternative								
1. Washington Boulevard	Allen Avenue	2014	AM	1.134	F	3,239	32,030	961
			PM	1.002	E	3,167		
2. Washington Boulevard	Pepper Drive	2016	AM	0.714	C	1,681	15,270	458
			PM	0.592	A	1,373		
3A. Washington Boulevard	Altadena Drive	2013	AM	0.746	C	2,225	24,650	740
			PM	0.829	D	2,705		
3B. Altadena Drive	Washington Boulevard	2013	AM	0.679	B			
			PM	0.633	B			
3C. Altadena Drive	Washington Boulevard [4]	2013	AM	0.702	B			
			PM	0.697	B			

[1] Refer to Table 1 and "2013 HSIP Grant Applicants - LOS Analysis" Table for detailed level of service analysis.
[2] AADT was calculated by adding the AM and PM peak hour volumes of the intersection and multiplying the sum by 5.
[3] Existing traffic counts indicate that truck traffic makes up approximately 3% of the total traffic volume.
[4] Analysis for intersections where proposed road diet projects intersect.

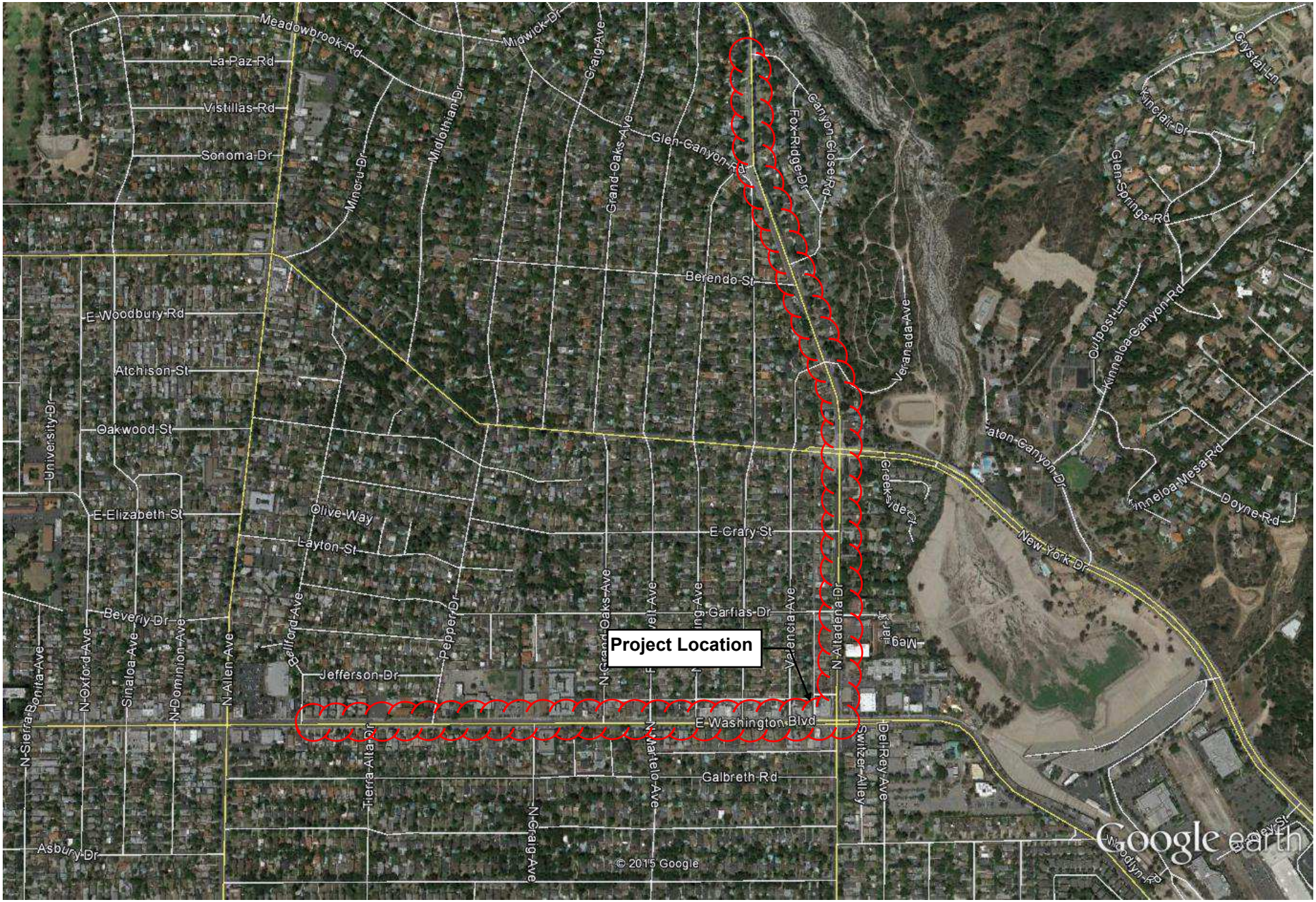
Table 3

2013 HSIP Grant Applications - LOS Analysis

Project	Main Street	Cross Street	Count Year	Peak Hour	Existing Lane Configuration (Count Year)		Existing Lane Configuration (2035)		Proposed Lane Configuration (2016)		Proposed Lane Configuration (2035)		Proposed Lane Configuration (2016)*		Proposed Lane Configuration (2035)*	
					LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
Altadena - Washington Bikeway Access	Washington Bl	Allen Av	2014	AM	E	0.959	E	1.042	F	1.058	F	1.134	-	-	-	-
				PM	C	0.799	D	0.867	E	0.936	E	1.002	-	-	-	-
		Altadena Dr	2013	AM	A	0.515	A	0.559	B	0.699	C	0.746	B	0.658	B	0.702
				PM	A	0.579	B	0.629	C	0.776	D	0.829	B	0.653	B	0.697
	Altadena Dr	Washington Bl	2013	AM	A	0.515	A	0.559	B	0.636	B	0.679	B	0.658	B	0.702
				PM	A	0.579	B	0.629	A	0.594	B	0.633	B	0.653	B	0.697
Florence - Firestone Bikeway Access	Nadeau St	Hooper Ave	2012	AM	C	0.726	D	0.820	B	0.670	C	0.720	-	-	-	-
				PM	B	0.666	C	0.750	B	0.692	C	0.744	-	-	-	-
		Compton Ave	2014	AM	C	0.734	D	0.809	D	0.904	E	0.974	F	1.121	F	1.210
				PM	B	0.654	C	0.719	D	0.871	E	0.939	F	1.043	F	1.125
		Alameda St	2014	AM	E	0.928	F	1.025	F	1.158	F	1.251	-	-	-	-
				PM	E	0.948	F	1.048	F	1.193	F	1.289	-	-	-	-
		Santa Fe Ave	2014	AM	A	0.478	A	0.528	A	0.583	B	0.626	-	-	-	-
				PM	B	0.695	C	0.774	D	0.835	D	0.900	-	-	-	-
	Compton Ave	Slauson Ave	2012	AM	B	0.661	C	0.736	C	0.796	D	0.857	-	-	-	-
				PM	C	0.788	D	0.880	F	1.026	F	1.107	-	-	-	-
		Gage Ave	2014	AM	A	0.557	B	0.618	B	0.701	C	0.758	-	-	-	-
				PM	D	0.808	D	0.902	F	1.033	F	1.122	-	-	-	-
		Nadeau St	2014	AM	C	0.734	D	0.809	E	0.968	F	1.077	F	1.121	F	1.210
				PM	B	0.654	C	0.719	D	0.841	E	0.938	F	1.043	F	1.125
		Florence Ave	2014	AM	A	0.579	B	0.643	B	0.672	C	0.757	-	-	-	-
				PM	C	0.748	D	0.834	E	0.968	F	1.079	-	-	-	-
		Firestone Bl	2014	AM	C	0.751	D	0.827	E	0.921	E	0.993	-	-	-	-
				PM	C	0.764	D	0.842	D	0.883	E	0.951	-	-	-	-
		92nd St	2014	AM	E	0.950	F	1.049	-	-	-	-	-	-	-	-
				PM	D	0.860	E	0.949	-	-	-	-	-	-	-	-

* - Analysis for intersections where proposed road diet projects intersect

ALTADENA DRIVE AND WASHINGTON BOULEVARD BIKEWAY IMPROVEMENTS



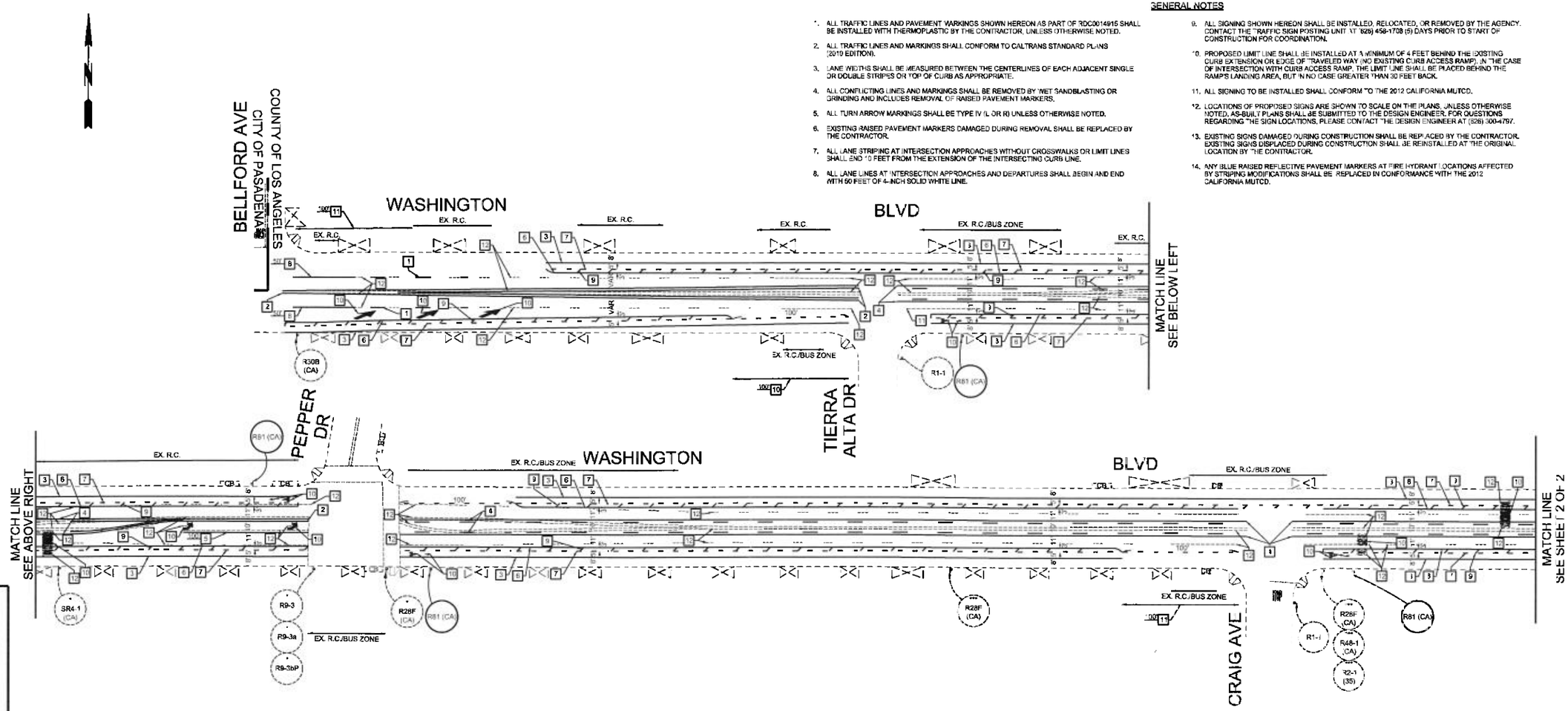
Google earth

miles 1

km 1

GENERAL NOTES

1. ALL TRAFFIC LINES AND PAVEMENT MARKINGS SHOWN HEREON AS PART OF RDC0014915 SHALL BE INSTALLED WITH THERMOPLASTIC BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
2. ALL TRAFFIC LINES AND MARKINGS SHALL CONFORM TO CALTRANS STANDARD PLANS (2010 EDITION).
3. LANE WIDTHS SHALL BE MEASURED BETWEEN THE CENTERLINES OF EACH ADJACENT SINGLE OR DOUBLE STRIPES OR TOP OF CURB AS APPROPRIATE.
4. ALL CONFLICTING LINES AND MARKINGS SHALL BE REMOVED BY WET SANDBLASTING OR GRINDING AND INCLUDES REMOVAL OF RAISED PAVEMENT MARKERS.
5. ALL TURN ARROW MARKINGS SHALL BE TYPE IV (L OR R) UNLESS OTHERWISE NOTED.
6. EXISTING RAISED PAVEMENT MARKERS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR.
7. ALL LANE STRIPING AT INTERSECTION APPROACHES WITHOUT CROSSWALKS OR LIMIT LINES SHALL END 10 FEET FROM THE EXTENSION OF THE INTERSECTING CURB LINE.
8. ALL LANE LINES AT INTERSECTION APPROACHES AND DEPARTURES SHALL BEGIN AND END WITH 50 FEET OF 4-INCH SOLID WHITE LINE.
9. ALL SIGNING SHOWN HEREON SHALL BE INSTALLED, RELOCATED, OR REMOVED BY THE AGENCY. CONTACT THE TRAFFIC SIGN POSTING UNIT AT (626) 458-1708 (5) DAYS PRIOR TO START OF CONSTRUCTION FOR COORDINATION.
10. PROPOSED LIMIT LINE SHALL BE INSTALLED AT A MINIMUM OF 4 FEET BEHIND THE EXISTING CURB EXTENSION OR EDGE OF TRAVELED WAY (NO EXISTING CURB ACCESS RAMP). IN THE CASE OF INTERSECTION WITH CURB ACCESS RAMP, THE LIMIT LINE SHALL BE PLACED BEHIND THE RAMP'S LANDING AREA, BUT IN NO CASE GREATER THAN 30 FEET BACK.
11. ALL SIGNING TO BE INSTALLED SHALL CONFORM TO THE 2012 CALIFORNIA MUTCD.
12. LOCATIONS OF PROPOSED SIGNS ARE SHOWN TO SCALE ON THE PLANS, UNLESS OTHERWISE NOTED. AS-BUILT PLANS SHALL BE SUBMITTED TO THE DESIGN ENGINEER. FOR QUESTIONS REGARDING THE SIGN LOCATIONS, PLEASE CONTACT THE DESIGN ENGINEER AT (626) 300-4797.
13. EXISTING SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR. EXISTING SIGNS DISPLACED DURING CONSTRUCTION SHALL BE REINSTALLED AT THE ORIGINAL LOCATION BY THE CONTRACTOR.
14. ANY BLUE RAISED REFLECTIVE PAVEMENT MARKERS AT FIRE HYDRANT LOCATIONS AFFECTED BY STRIPING MODIFICATIONS SHALL BE REPLACED IN CONFORMANCE WITH THE 2012 CALIFORNIA MUTCD.



CONSTRUCTION NOTES

1. INSTALL DETAIL 9.
2. INSTALL DETAIL 22.
3. INSTALL DETAIL 27B.
4. INSTALL DETAIL 32.
5. INSTALL DETAIL 38.
6. INSTALL DETAIL 39.
7. INSTALL DETAIL 39A.
8. INSTALL 4" WHITE LINE AS SHOWN.
9. INSTALL 8" WHITE DIAGONAL LINES SPACING AT 25' O.C.
10. INSTALL PAVEMENT MARKING.
11. INSTALL RED CURB. LENGTH IS AS SHOWN ON PLAN.
12. REMOVE CONFLICTING STRIPING/PAVEMENT MARKING.
13. RESTORE RED CURB. LENGTH IS AS SHOWN ON PLAN.

SIGN LEGEND

* - INDICATED SIGN MOUNTED ON TRAFFIC SIGNAL POLE
** - INDICATED SIGN MOUNTED ON SIGNAL MAST ARM
*** - INDICATED SIGN MOUNTED ON STREET LIGHT POLE
**** - INDICATED SIGN MOUNTED ON FLASHING STANDARD

NO.	PROJECT	CADD FILE NAME	DATE	BY	REVISIONS

DRAWN BY: S. ROBERTSON
SPOTTED BY: S. ROBERTSON
SUPERVISED BY: M. BAKHAYA
REVIEWED BY: M. BAKHAYA

REGISTERED PROFESSIONAL ENGINEER — MOUTAZ BAKHAYA — NO. C75493 — EXP. 2-29-16 — CIVIL — STATE OF CALIFORNIA

SUBMITTED: CIVIL ENGINEER NO. C75493
BY: _____ DATE: _____
RECOMMENDED:
BY: _____ DATE: _____
APPROVED: GAIL FARBER, DIRECTOR OF PUBLIC WORKS
BY: _____ DATE: _____
ASSISTANT DEPUTY DIRECTOR

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION

SIGNING AND STRIPING PLAN
WASHINGTON BLVD
BELLFORD AVE TO
CRAIG AVE

RDC0014915	SHT. 2 OF 3	SCALE: 1"=40'	G.D. 3868

TG 566-C1, D1

PLAN 3

GENERAL NOTES

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2. ALL TRAFFIC LINES AND MARKINGS SHALL CONFORM TO CALTRANS STANDARD PLANS (2010 EDITION).
3. LANE WIDTHS SHALL BE MEASURED BETWEEN THE CENTERLINES OF EACH ADJACENT SINGLE OR DOUBLE STRIPES OR TOP OF CURB AS APPROPRIATE.
4. ALL CONFLICTING LINES AND MARKINGS SHALL BE REMOVED BY WET SANDBLASTING OR GRINDING AND INCLUDES REMOVAL OF RAISED PAVEMENT MARKERS.
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8. ALL LANE LINES AT INTERSECTION APPROACHES AND DEPARTURES SHALL BEGIN AND END WITH 50 FEET OF 4-INCH SOLID WHITE LINE.
9. ALL SIGNING SHOWN HEREON SHALL BE INSTALLED, RELOCATED, OR REMOVED BY THE AGENCY. CONTACT THE TRAFFIC SIGN POSTING UNIT AT (626) 458-1708 (5) DAYS PRIOR TO START OF CONSTRUCTION FOR COORDINATION.
10. PROPOSED LIMIT LINE SHALL BE INSTALLED AT A MINIMUM OF 4 FEET BEHIND THE EXISTING CURB EXTENSION OR EDGE OF TRAVELED WAY (NO EXISTING CURB ACCESS RAMP). IN THE CASE OF INTERSECTION WITH CURB ACCESS RAMP, THE LIMIT LINE SHALL BE PLACED BEHIND THE RAMP'S LANDING AREA, BUT IN NO CASE GREATER THAN 30 FEET BACK.
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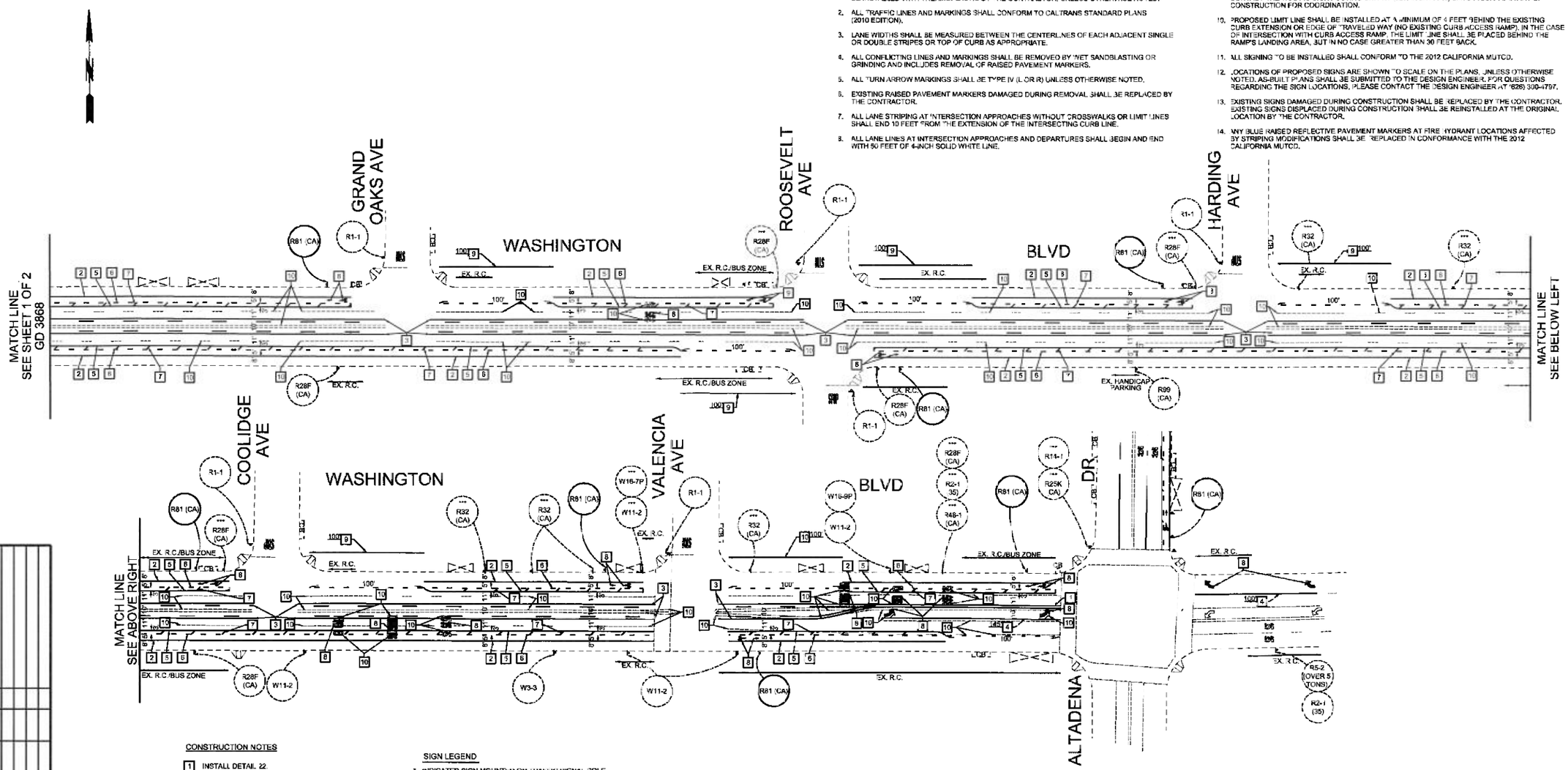

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SIGN LEGEND

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** - INDICATED SIGN MOUNTED ON SIGNAL MAST ARM
*** - INDICATED SIGN MOUNTED ON STREET LIGHT POLE
**** - INDICATED SIGN MOUNTED ON FLASHING STANDARD

REGISTERED PROFESSIONAL ENGINEER — MOUTAZ BAKHAYA — NO. 77493 — EXP. 12-31-15 — CIVIL — STATE OF CALIFORNIA

SUBMITTED: CIVIL ENGINEER NO. 77493 — BY: ____ DATE: ____	LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS TRAFFIC AND LIGHTING DIVISION
RECOMMENDED: — BY: ____ DATE: ____	SIGNING AND STRIPING PLAN WASHINGTON BLVD CRAIG AVE TO ALTADENA DR
APPROVED: GAIL FARBER, DIRECTOR OF PUBLIC WORKS — BY: ____ DATE: ____ ASSISTANT DEPUTY DIRECTOR	RDC0014915 · SHT. 3 OF 6 · SCALE: 1"=40' · G.D. 3868

NO.	PROJECT	CADD FILE NAME	DATE	BY	REVISIONS

DRAWN BY: S. ROBERTSON
SPOTTED BY: S. ROBERTSON
SUBMITTED BY: M. BAKHAYA
REVIEWED BY: M. BAKHAYA

TG 566-D1, E1

PLAN 3

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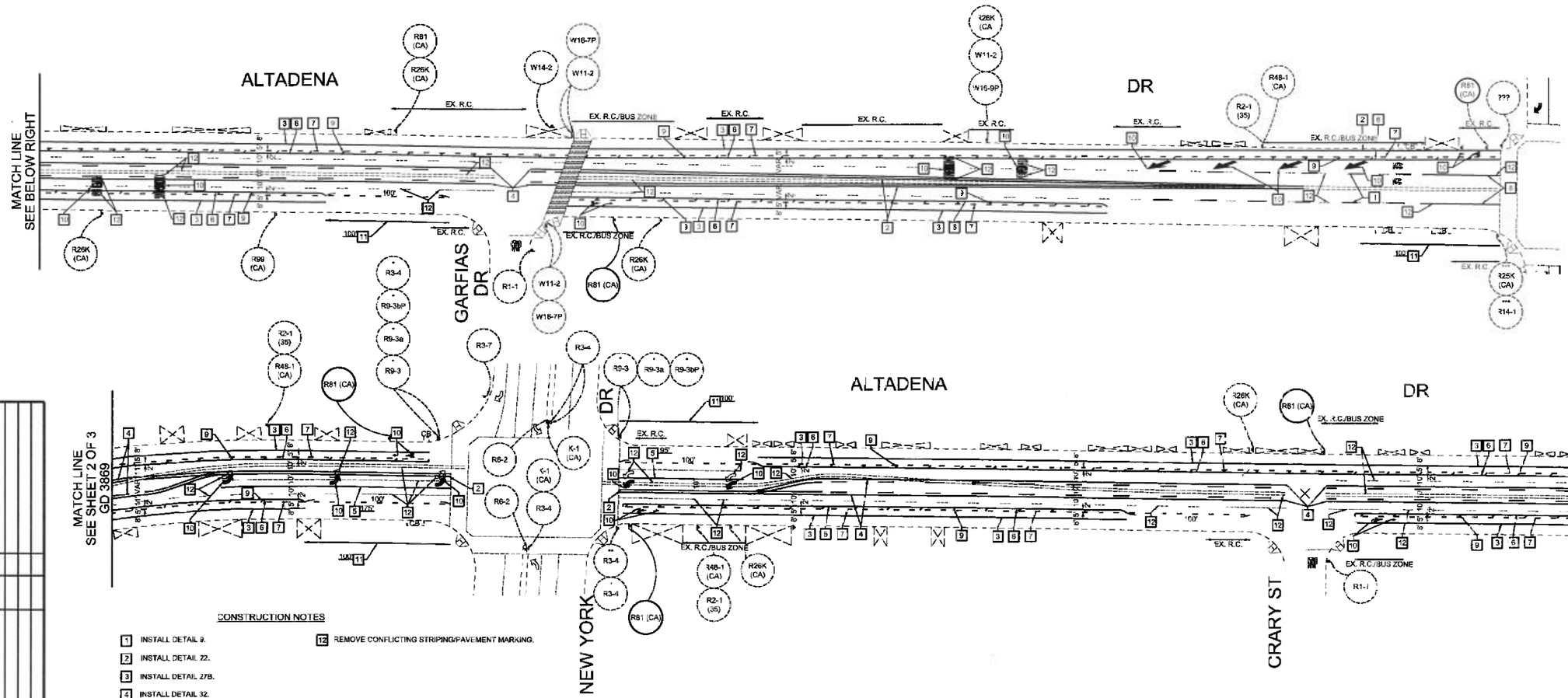
9. ALL SIGNING SHOWN HEREON SHALL BE INSTALLED, RELOCATED, OR REMOVED BY THE AGENCY. CONTACT THE TRAFFIC SIGN POSTING UNIT AT (626) 458-1708 (5) DAYS PRIOR TO START OF CONSTRUCTION FOR COORDINATION.
10. PROPOSED LIMIT LINE SHALL BE INSTALLED AT A MINIMUM OF 4 FEET BEHIND THE EXISTING CURB EXTENSION OR EDGE OF TRAVELED WAY (NO EXISTING CURB ACCESS RAMP). IN THE CASE OF INTERSECTION WITH CURB ACCESS RAMP, THE LIMIT LINE SHALL BE PLACED BEHIND THE RAMP'S LANDING AREA, BUT IN NO CASE GREATER THAN 30 FEET BACK.
11. ALL SIGNING TO BE INSTALLED SHALL CONFORM TO THE 2012 CALIFORNIA MUTCD.
12. LOCATIONS OF PROPOSED SIGNS ARE SHOWN TO SCALE ON THE PLANS, UNLESS OTHERWISE NOTED. AS-BUILT PLANS SHALL BE SUBMITTED TO THE DESIGN ENGINEER. FOR QUESTIONS REGARDING THE SIGN LOCATIONS, PLEASE CONTACT THE DESIGN ENGINEER AT (626) 300-4797.
13. EXISTING SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR. EXISTING SIGNS DISPLACED DURING CONSTRUCTION SHALL BE REINSTALLED AT THE ORIGINAL LOCATION BY THE CONTRACTOR.
14. ANY BLUE RAISED REFLECTIVE PAVEMENT MARKERS AT FIRE HYDRANT LOCATIONS AFFECTED BY STRIPING MODIFICATIONS SHALL BE REPLACED IN CONFORMANCE WITH THE 2012 CALIFORNIA MUTCD.



CONSTRUCTION NOTES

1. INSTALL DETAIL 9.
2. INSTALL DETAIL 22.
3. INSTALL DETAIL 27B.
4. INSTALL DETAIL 32.
5. INSTALL DETAIL 38.
6. INSTALL DETAIL 39.
7. INSTALL DETAIL 39A.
8. INSTALL 4" WHITE LINE AS SHOWN.
9. INSTALL 8" WHITE DIAGONAL LINES SPACING AT 25' O.C.
10. INSTALL PAVEMENT MARKING.
11. INSTALL RED CURB, LENGTH IS AS SHOWN ON PLAN.
12. REMOVE CONFLICTING STRIPING/PAVEMENT MARKING.

SIGN LEGEND

* - INDICATED SIGN MOUNTED ON TRAFFIC SIGNAL POLE
** - INDICATED SIGN MOUNTED ON SIGNAL MAST ARM
*** - INDICATED SIGN MOUNTED ON STREET LIGHT POLE
**** - INDICATED SIGN MOUNTED ON FLASHING STANDARD

REVISIONS	DATE	BY

CADD FILE NAME
PROJECT
NO.

DRAWN BY S. ROBERTSON
SPOTTED BY S. ROBERTSON
SUPERVISED BY M. BAKHAYA
REVIEWED BY M. BAKHAYA

REGISTERED PROFESSIONAL ENGINEER MOUTAZ BAKHAYA No. C78493 EXP. 12-31-15 CIVIL STATE OF CALIFORNIA

SUBMITTED: CIVIL ENGINEER NO. C78493
BY: _____ DATE: _____
RECOMMENDED:
BY: _____ DATE: _____
APPROVED: GAIL FARBER, DIRECTOR OF PUBLIC WORKS
BY: _____ DATE: _____
ASSISTANT DEPUTY DIRECTOR

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION

SIGNING AND STRIPING PLAN
ALTADENA DR
WASHINGTON BLVD TO
NEW YORK DR

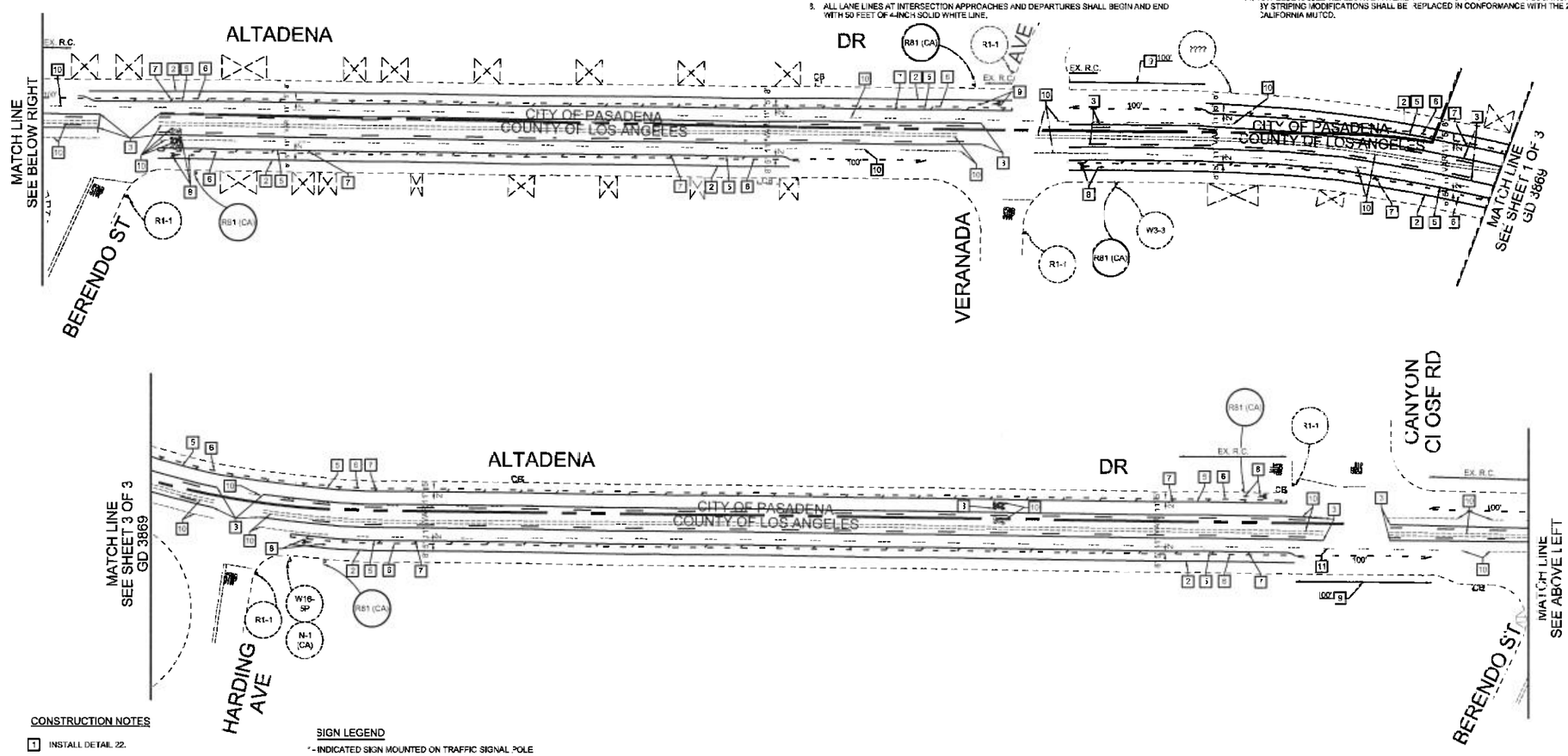
RDC0014915	SHT. 4 OF 6	SCALE: 1"=40'	S.D. 3869

TG 566-E1, 536-E7

PLAN S

GENERAL NOTES

1. ALL TRAFFIC LINES AND PAVEMENT MARKINGS SHOWN HEREON AS PART OF RDC0014915 SHALL BE INSTALLED WITH THERMOPLASTIC BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
2. ALL TRAFFIC LINES AND MARKINGS SHALL CONFORM TO CALTRANS STANDARD PLANS (2010 EDITION).
3. LANE WIDTHS SHALL BE MEASURED BETWEEN THE CENTERLINES OF EACH ADJACENT SINGLE OR DOUBLE STRIPES OR TOP OF CURB AS APPROPRIATE.
4. ALL CONFLICTING LINES AND MARKINGS SHALL BE REMOVED BY WET SANDBLASTING OR GRINDING AND INCLUDES REMOVAL OF RAISED PAVEMENT MARKERS.
5. ALL TURN ARROW MARKINGS SHALL BE TYPE IV (L OR R) UNLESS OTHERWISE NOTED.
6. EXISTING RAISED PAVEMENT MARKERS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR.
7. ALL LANE STRIPING AT INTERSECTION APPROACHES WITHOUT CROSSWALKS OR LIMIT LINES SHALL END 10 FEET FROM THE EXTENSION OF THE INTERSECTING CURB LINE.
8. ALL LANE LINES AT INTERSECTION APPROACHES AND DEPARTURES SHALL BEGIN AND END WITH 50 FEET OF 4-INCH SOLID WHITE LINE.
9. ALL SIGNING SHOWN HEREON SHALL BE INSTALLED, RELOCATED, OR REMOVED BY THE AGENCY. CONTACT THE TRAFFIC SIGN POSTING UNIT AT (626) 458-1708 (5) DAYS PRIOR TO START OF CONSTRUCTION FOR COORDINATION.
10. PROPOSED LIMIT LINE SHALL BE INSTALLED AT A MINIMUM OF 4 FEET BEHIND THE EXISTING CURB EXTENSION OR EDGE OF TRAVELED WAY (NO EXISTING CURB ACCESS RAMP). IN THE CASE OF INTERSECTION WITH CURB ACCESS RAMP, THE LIMIT LINE SHALL BE PLACED BEHIND THE RAMP'S LANDING AREA, BUT IN NO CASE GREATER THAN 30 FEET BACK.
11. ALL SIGNING TO BE INSTALLED SHALL CONFORM TO THE 2012 CALIFORNIA MUTCD.
12. LOCATIONS OF PROPOSED SIGNS ARE SHOWN TO SCALE ON THE PLANS, UNLESS OTHERWISE NOTED. AS-BUILT PLANS SHALL BE SUBMITTED TO THE DESIGN ENGINEER. FOR QUESTIONS REGARDING THE SIGN LOCATIONS, PLEASE CONTACT THE DESIGN ENGINEER AT (626) 300-4797.
13. EXISTING SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR. EXISTING SIGNS DISPLACED DURING CONSTRUCTION SHALL BE REINSTALLED AT THE ORIGINAL LOCATION BY THE CONTRACTOR.
14. ANY BLUE RAISED REFLECTIVE PAVEMENT MARKERS AT FIRE HYDRANT LOCATIONS AFFECTED BY STRIPING MODIFICATIONS SHALL BE REPLACED IN CONFORMANCE WITH THE 2012 CALIFORNIA MUTCD.



CONSTRUCTION NOTES

1. INSTALL DETAIL 22.
2. INSTALL DETAIL 27B.
3. INSTALL DETAIL 32.
4. INSTALL DETAIL 38.
5. INSTALL DETAIL 39.
6. INSTALL DETAIL 39A.
7. INSTALL 8" WHITE DIAGONAL LINES SPACING AT 25' O.C.
8. INSTALL PAVEMENT MARKING.
9. INSTALL RED CURB. LENGTH IS AS SHOWN ON PLAN.
10. REMOVE CONFLICTING STRIPING/PAVEMENT MARKING.

SIGN LEGEND

* - INDICATED SIGN MOUNTED ON TRAFFIC SIGNAL POLE
** - INDICATED SIGN MOUNTED ON SIGNAL MAST ARM
*** - INDICATED SIGN MOUNTED ON STREET LIGHT POLE
**** - INDICATED SIGN MOUNTED ON FLASHING STANDARD

NO.	PROJECT	CADD FILE NAME	DATE	BY	REVISIONS

DRAWN BY: S. ROBERTSON
SPOTTED BY: S. ROBERTSON
SUBMITTED BY: M. BAKHAYA
REVIEWED BY: M. BAKHAYA

REGISTERED PROFESSIONAL ENGINEER — MOUTAZ BAKHAYA — NO. 276493 — EXP. 2-31-18 — CIVIL — STATE OF CALIFORNIA

SUBMITTED: CIVIL ENGINEER NO. 276493 — BY: _____ DATE: _____
RECOMMENDED: BY: _____ DATE: _____
APPROVED: GAIL FARBER, DIRECTOR OF PUBLIC WORKS — BY: _____ DATE: _____ ASSISTANT DEPUTY DIRECTOR

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION

SIGNING AND STRIPING PLAN
ALTADENA DR
NEW YORK DR TO
GLEN CANYON RD

RDC0014915	SHT. 5 OF 6	SCALE: 1"=40'	G.D. 3869

GENERAL NOTES

1. ALL TRAFFIC LINES AND PAVEMENT MARKINGS SHOWN HEREON AS PART OF RDC0014915 SHALL BE INSTALLED WITH THERMOPLASTIC BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
2. ALL TRAFFIC LINES AND MARKINGS SHALL CONFORM TO CALTRANS STANDARD PLANS (2010 EDITION).
3. LANE WIDTHS SHALL BE MEASURED BETWEEN THE CENTERLINES OF EACH ADJACENT SINGLE OR DOUBLE STRIPES OR TOP OF CURB AS APPROPRIATE.
4. ALL CONFLICTING LINES AND MARKINGS SHALL BE REMOVED BY WET SANDBLASTING OR GRINDING AND INCLUDES REMOVAL OF RAISED PAVEMENT MARKERS.
5. ALL TURN ARROW MARKINGS SHALL BE TYPE IV (L OR R) UNLESS OTHERWISE NOTED.
6. EXISTING RAISED PAVEMENT MARKERS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR.
7. ALL LANE STRIPING AT INTERSECTION APPROACHES WITHOUT CROSSWALKS OR LIMIT LINES SHALL END 10 FEET FROM THE EXTENSION OF THE INTERSECTING CURB LINE.
8. ALL LANE LINES AT INTERSECTION APPROACHES AND DEPARTURES SHALL BEGIN AND END WITH 50 FEET OF 4-INCH SOLID WHITE LINE.
9. ALL SIGNING SHOWN HEREON SHALL BE INSTALLED, RELOCATED, OR REMOVED BY THE AGENCY. CONTACT THE TRAFFIC SIGN POSTING UNIT AT (626) 458-1706 (5) DAYS PRIOR TO START OF CONSTRUCTION FOR COORDINATION.
10. PROPOSED LIMIT LINE SHALL BE INSTALLED AT A MINIMUM OF 4 FEET BEHIND THE EXISTING CURB EXTENSION OR EDGE OF TRAVELED WAY (NO EXISTING CURB ACCESS RAMP). IN THE CASE OF INTERSECTION WITH CURB ACCESS RAMP, THE LIMIT LINE SHALL BE PLACED BEHIND THE RAMP'S LANDING AREA, BUT IN NO CASE GREATER THAN 30 FEET BACK.
11. ALL SIGNING TO BE INSTALLED SHALL CONFORM TO THE 2012 CALIFORNIA MUTCD.
12. LOCATIONS OF PROPOSED SIGNS ARE SHOWN TO SCALE ON THE PLANS, UNLESS OTHERWISE NOTED. AS-BUILT PLANS SHALL BE SUBMITTED TO THE DESIGN ENGINEER. FOR QUESTIONS REGARDING THE SIGN LOCATIONS, PLEASE CONTACT THE DESIGN ENGINEER AT (626) 300-4797.
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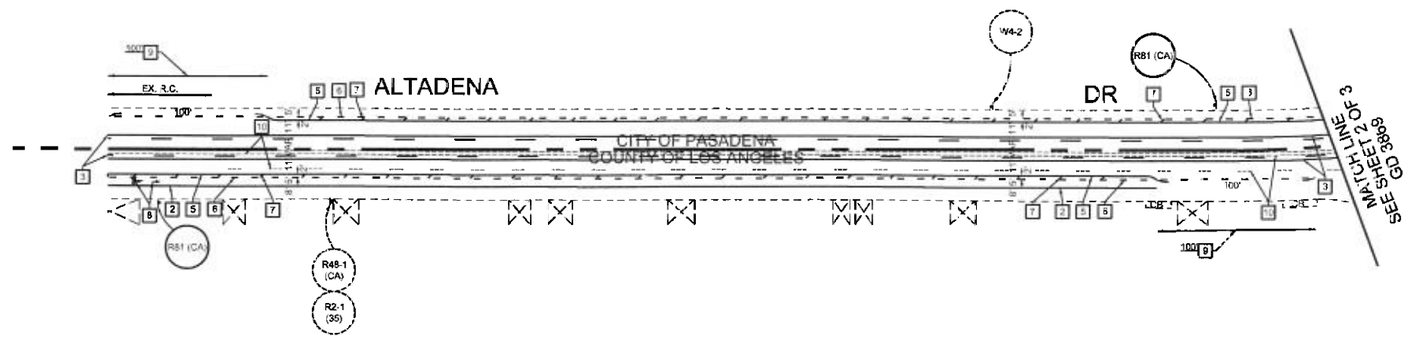

CONSTRUCTION NOTES

1. INSTALL DETAIL 22.
2. INSTALL DETAIL 27B.
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6. INSTALL DETAIL 39A.
7. INSTALL 8" WHITE DIAGONAL LINES SPACING AT 25' O.C.
8. INSTALL PAVEMENT MARKING.
9. INSTALL RED CURB. LENGTH IS AS SHOWN ON PLAN.
10. REMOVE CONFLICTING STRIPING/PAVEMENT MARKING.

SIGN LEGEND

* - INDICATED SIGN MOUNTED ON TRAFFIC SIGNAL POLE
** - INDICATED SIGN MOUNTED ON SIGNAL MAST ARM
*** - INDICATED SIGN MOUNTED ON STREET LIGHT POLE
**** - INDICATED SIGN MOUNTED ON FLASHING STANDARD

NO.	PROJECT	CADD FILE NAME	DATE	BY	REVISIONS

DRAWN BY S. ROBERTSON
SPOTTED BY S. ROBERTSON
SIGNED BY M. BAKHAYA
REVIEWED BY M. BAKHAYA

REGISTERED PROFESSIONAL ENGINEER MOUTAZ BAKHAYA NO. C78493 EXP. 12-31-15 CIVIL STATE OF CALIFORNIA

SUBMITTED: CIVIL ENGINEER NO. C78493
BY: _____ DATE: _____
RECOMMENDED:
BY: _____ DATE: _____
APPROVED: GAIL FARBER, DIRECTOR OF PUBLIC WORKS
BY: _____ DATE: _____
ASSISTANT DEPUTY DIRECTOR

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION

SIGNING AND STRIPING PLAN
ALTADENA DR
GLEN CANYON RD TO
NORTH CANYON CLOSE RD

RDC0014915	SHT. 6 OF 3	SCALE: 1"=40'	G.D. 3869

TG 536-E6, E7

PLAN S