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D75B 5-20-08 DATED MAY 1,

2006 - PAGE 153 OF THE

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MAY 2006. have minimum slope of 4:1 from all directions toward Except for inlets used for junction boxes, basin floors shall See Revised Standard Plan RSP D77A and Standard Plan D77B Iron and Steel. for Grate and Frame Details and Weights of Miscellaneous on the plans.

2006 REVISED STANDARD PLAN
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RSP A90B DATED MAY 1, 2006 -
PAGE 118 OF THE STANDARD
PLANS BOOK DATED MAY 2006.

To accompany plans dated
3-31-10 line border 4" Blue See
Note 11 ISA Parking Sign, 1. 2. 3.
4. 5. 6. 7. 8. 9. 10. 11. See Note
11 ISA Parking Sign, REVISED
STANDARD PLAN RSP A90B ISA

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D1147 Cable Railing
marking at center rear limits of
stall, See Detail A of Revised
Standard Plan RSP A90A ISA
marking at center

2006 REVISED STANDARD PLAN RSP A90B I

To accompany plans dated 2006
REVISED STANDARD PLAN RSP
A90A REVISED STANDARD PLAN
RSP A90A DATED MAY 1, 2006 -
PAGE 117 OF THE STANDARD
PLANS BOOK DATED MAY 2006. 1.
See Note 9 2. Min 3. 9'-0" Min 4.
5. 6. Blue Background 7. 8. 9. 10.
5'-0" Min between regular 11.
8'-0" Min to the right of each van
accessible parking stall, See
Notes 2 and 12 12. TOWED
VEHICLES 13.

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MAY 2006. have minimum slope
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Except for inlets used for junction

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2006 REVISED STANDARD PLAN
RSP P3 Transverse Construction
Joint Base SECTION C-C JPCP Joint
D Pavement Thickness See Joint
Details, Revised Std Plan RSP P20
TRANSVERSE CONTRACTION
JOINT..... JPCP Base.... D/2
. Joint #6 Deformed tie bar
SECTION A-A LONGITUDINAL
JOINT (Between fresh and
hardened concrete)

E C49042 Longitudinal sheet.
2006 revised standard plan rsp
es-7f revised standard plan rsp
es-7f to accompany plans dated
7-10-07 24-4-100, 24a-4-100,
26-4-100, 26a-4-100 rsp es-7c
pÿ22' pÿ23' pÿ23' 3-31-08 rsp
es-7f dated october 5, 2007

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supercedes rsp es-7f dated

november 17, 2006 and standard
plan es-7f dated may 1, ...

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Revised Standard Plans? What
does RSP stand for? RSP
abbreviation stands for Revised
Standard Plans.

RSP - Revised Standard Plans
RSP Project Plans for electrical
layout. Revised Standard Plans
RSP A77V1 and A77V2. For typical
metal railing connection details
not shown, see for conduit details
at joints. Standard Plan B14-3 for
minimum spacing between
conduits and tied down. Minimum
of 6" from face of rail to utility

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opening. See 8" minimum past
end of sidewalk if not used.

REVISED STANDARD PLAN RSP
B11-62 - California
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d75b revised standard plan rsp
d75b 5-20-08 dated may 1, 2006
- page 153 of the standard PLANS
BOOK DATED MAY 2006 have
minimum slope of 4:1 from all
directions toward Except for inlets
used for junction boxes, basin
floors shall

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A88A CURB RAMP DETAILS Gutter
not shown RETROFIT PAY LIMITS
AT CURB 9.0% Max AT CURB 9.0%
Max AT CURB 9.0% Max AT CURB

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9.0% Max AT CURB 9.0% Max AT
CURB 9.0% Max AT CURB 9.0%
Max See Note 4 See Note 1 See
Notes 1 and 3 T p 6 " AT CURB
9.0% Max BASE Dia 0.9" Min AND
0.92" Max TOP Dia 0.45" Min AND
0.47" Max TO ACCOMPANY ...

CURB RAMP DETAILS REVISED
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The use of the California Department of Transportation Standards is required to ensure that all transportation project contracts are clear, concise, correct, complete and in compliance with the Federal Highway Administration (FHWA). Substantial justification and approval for deviation from the Standards is required.

2018 Standard Plans and Standard Specifications | Caltrans
How is Revised Standard Plan (engineering contracts) abbreviated? RSP stands for Revised Standard Plan (engineering contracts). RSP is defined as Revised Standard Plan (engineering contracts) rarely.

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Bridge rail and approach guardrails provide safety to drivers by shielding more hazardous objects and redirecting vehicles to the roadway. However, guardrail can increase both the initial cost and maintenance cost of a bridge, while adding another object that may be struck by vehicles. Most existing low volume road (LVR) bridges in the state of Iowa are currently indicated to not possess bridge rail meeting "current acceptable standards". The primary objective of the research summarized in this report was to provide the nations bridge and approach rail state of practice

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and perform a state wide crash analysis on bridge rails and approach guardrails on LVR bridges in Iowa. In support of this objective, the criteria and guidelines used by other bridge owners were investigated, non-standard and innovative bridge and approach guardrails for LVR's were investigated, and descriptive, statistical and economical analyses were performed on a state wide crash analysis. The state wide crash analysis found the overall number of crashes at/on the more than 17,000+ inventoried and non-inventoried LVR bridges in Iowa was fewer than 350 crashes over an eight year period, representing less than 0.1% of the statewide reportable crashes. In other

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words, LVR bridge crashes are fairly rare events. The majority of these crashes occurred on bridges with a traffic volume less than 100 vpd and width less than 24 ft. Similarly, the majority of the LVR bridges possess similar characteristics. Crash rates were highest for bridges with lower traffic volumes, narrower widths, and negative relative bridge widths (relative bridge width is defined as: bridge width minus roadway width). Crash rate did not appear to be effected by bridge length. Statistical analysis confirmed that the frequency of vehicle crashes was higher on bridges with a lower width compared to the roadway width. The frequency of crashes appeared to not be impacted by

weather conditions, but crashes may be over represented at night or in dark conditions. Statistical analysis revealed that crashes that occurred on dark roadways were more likely to result in major injury or fatality. These findings potentially highlight the importance of appropriate delineation and signing. System wide, benefit-cost (B/C) analyses yielded very low B/C ratios for statewide bridge rail improvements. This finding is consistent with the aforementioned recommendation to address specific sites where safety concerns exist.

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with an attractive four-color half-wrap and shrink-wrap.

The complete guide to portfolio development for interior designers. It's a widely known fact that interior designers need a strong visual presence in the form of a well-crafted, professional-looking portfolio. Surprisingly, however, many interior designers aren't equipped with the expertise required to organize and unify their work in a fashion that optimally conveys their talents and skills. *Portfolios for Interior Designers* helps demystify the process by guiding the reader toward mastery in assembling a winning portfolio. It delivers essential step-by-step instruction presented in a manner

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that shows interior designers how to properly and effectively display their designs. This book also includes: Color and black-and-white illustrations showing portfolio elements and options Graphic design concepts necessary for portfolio development Specific information for the design of digital portfolios Supplemental teaching resources that direct readers to a companion Web site Useful tips on the ways that popular graphics software applications can be best implemented for certain portfolio elements Samples of cover letters and resumes, along with discussion of job search procedures With the aid of real-world examples, *Portfolios for Interior Designers* examines how a

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portfolio can be used as an effective tool for communicating with clients and other professionals. A much-needed guide, this book eliminates the uncertainty surrounding portfolio development so that interior designers can showcase their abilities successfully—and land the next job.

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