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1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTION, CONSTRUCTION DETAILS AND SUMMARY OF QUANTITIES
3	CONSTRUCTION AREA SIGNS
4-7	NEW OR REVISED STANDARD PLANS

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 MENDOCINO COUNTY NEAR NAVARRO
FROM ROUTE 1 TO
FLYNN CREEK BRIDGE

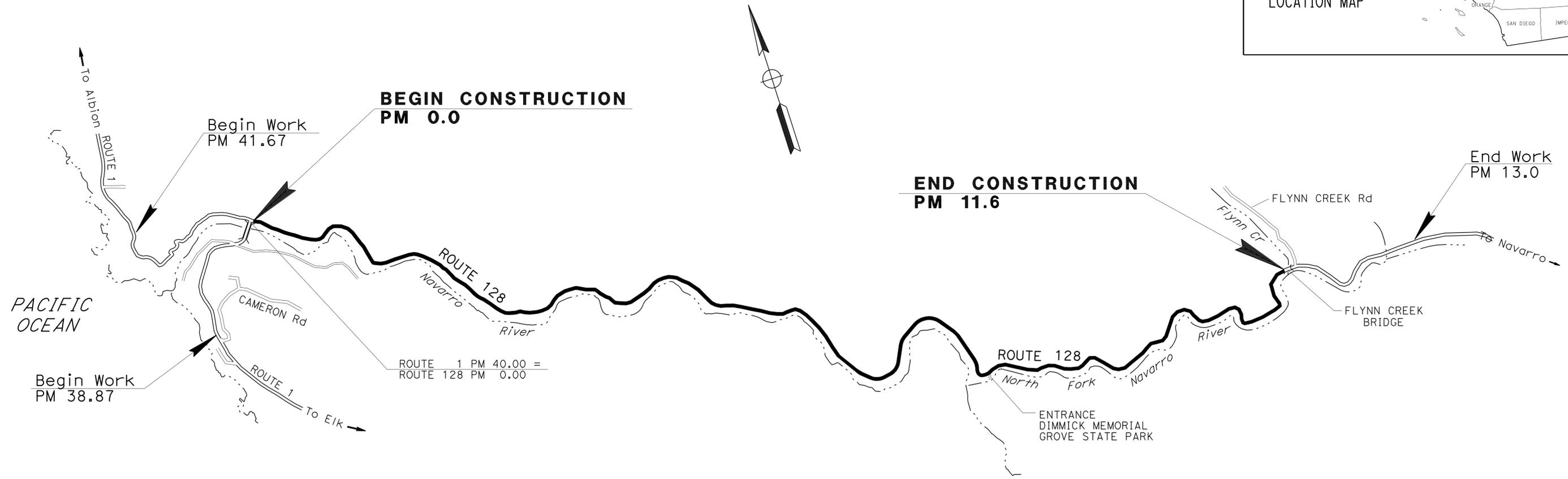
TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	128	0.0/11.6	1	7





LOCATION MAP



ROUTE 1 PM 40.00 =
 ROUTE 128 PM 0.00

PROJECT MANAGER
Royal B. McCarthy
 DESIGN ENGINEER
Royal B. McCarthy


 PROJECT ENGINEER DATE 2/18/11
 REGISTERED CIVIL ENGINEER
 February 18, 2011
 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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	128	0.0/11.6	2	7

Curtis D. Coburn 2/18/11
 REGISTERED CIVIL ENGINEER DATE
 February 18, 2011
 PLANS APPROVAL DATE

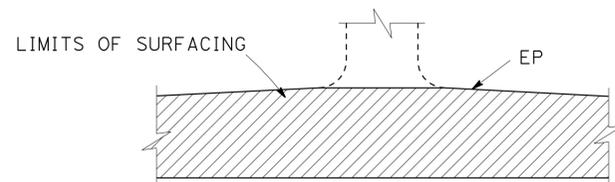
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NOTES

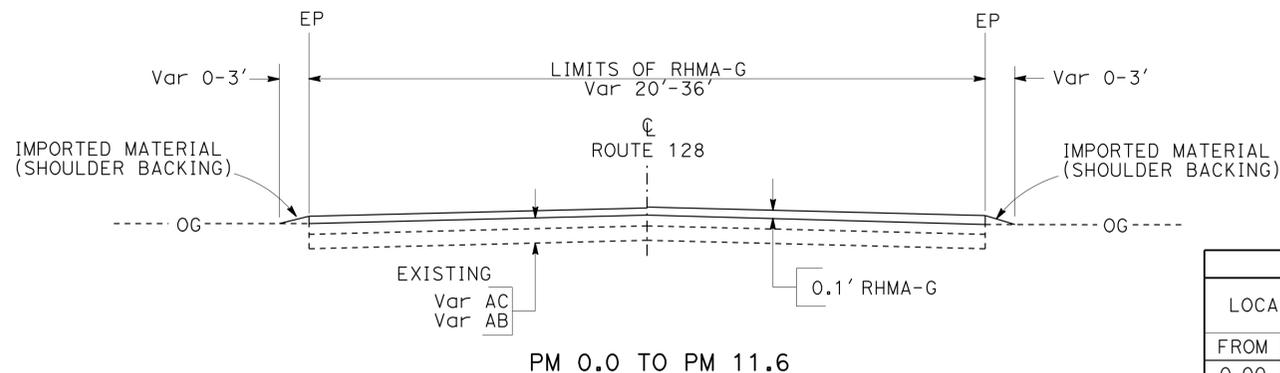
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

LEGEND

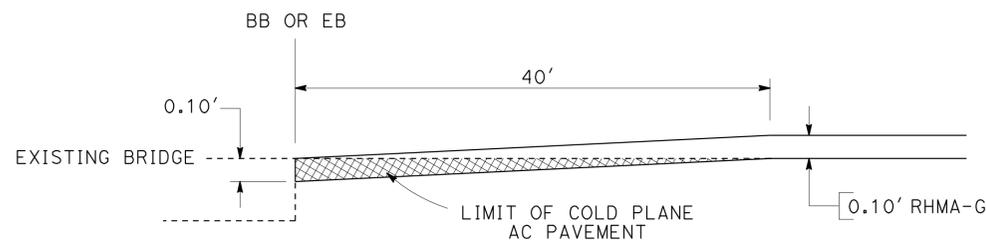
RHMA-G = RUBBERIZED HOT MIX ASPHALT (GAP-GRADED)



PRIVATE ROAD CONNECTION



PM 0.0 TO PM 11.6



BRIDGE PAVING CONFORM

ROADWAY QUANTITIES

LOCATION (PM)		AVERAGE WIDTH	LENGTH	RUBBERIZED HOT MIX ASPHALT (GAP-GRADED)	TACK COAT	COLD PLANE AC PAVEMENT	REMARKS
FROM	TO	LF	TON	TON	sqyd		
0.00		43	40			191	
0.00	0.59	28	3115	883.1	4.0		
0.59	4.55	26	20909	5504.3	25.2		
4.55	4.55	13	550	72.4	0.3		TURNOUT
4.55	9.20	26	24552	6463.3	29.6		
9.20	9.20	15	450	68.3	0.3		TURNOUT
9.20	11.40	26	11616	3057.9	14.0		
11.40	11.40	17	440	75.7	0.3		TURNOUT
11.40	11.60	26	1056	278.0	1.3		
11.60	11.60	36	40	7.3		160	
TOTAL				16410.0	75.0	351	

TRAFFIC STRIPE AND PAVEMENT MARKER QUANTITIES

LOCATION (PM)		DETAIL NUMBER	DETAIL LENGTH	REMOVE THERMOPLASTIC TRAFFIC STRIPE	THERMOPLASTIC TRAFFIC STRIPE			PAVEMENT MARKER RETROREFLECTIVE		
FROM	TO		LF		8 INCH SOLID WHITE	4 INCH SOLID WHITE	4 INCH YELLOW BROKEN (36-12)	TYPE D YELLOW (TWO WAY)	TYPE H CLEAR (ONE WAY)	
					LF			EA		
0.00	0.14	22	739				1478	64		
0.00	11.60	27B	61248			61248				
0.00	4.57	27B	24130			24130				
0.14	0.33	19L	1003				1003	86		
0.33	0.38	6	264				158	7		
0.38	0.53	19R	792				792	68		
0.53	4.95	22	23338				46676	1947		
4.58	4.66	38	560	1120	560					
4.67	9.16	27B	23707			23707				
4.95	5.07	19L	634				634	55		
5.07	5.12	6	264				158	7		
5.12	5.30	19R	950				950	81	41	
5.30	11.60	22	33264				66528	2774		
9.17	9.23	38	320	640	320					
9.24	11.40	27B	11405			11405				
11.41	11.46	38	260	520	260					
11.47	11.60	27B	686			686				
SUBTOTAL				2280	1140	121176	118061	3695	5089	41
TOTAL				2280	1140	239237	3695	5130		

NOTE: WHEN DETAIL 19 IS SHOWN ON THE PLANS THE SOLID BARRIER SHALL BE PLACED ON THE SIDE DESIGNATED (R=RIGHT; L=LEFT) AS PMs INCREASE.

SHOULDER BACKING

LOCATION		ORIENTATION	LENGTH	IMPORTED MATERIAL (SHOULDER BACKING)
FROM	TO		LF	TON
0.00	0.40	EB	2112.00	45.62
1.00	1.10	EB	528.00	11.40
1.40	1.50	EB	528.00	11.40
1.80	1.90	EB	528.00	11.40
2.60	2.70	EB	528.00	11.40
3.60	3.80	EB	1056.00	22.81
3.90	4.00	EB	528.00	11.40
4.20	4.40	EB	1056.00	22.81
4.50	4.60	EB	528.00	11.40
4.70	4.80	EB	528.00	11.40
5.10	5.30	EB	1056.00	22.81
5.40	5.50	EB	528.00	11.40
5.90	6.10	EB	1056.00	22.81
6.30	6.40	EB	528.00	11.40
6.50	6.60	EB	528.00	11.40
7.30	7.50	EB	1056.00	22.81
7.50	7.60	EB	528.00	11.40
8.00	8.10	EB	528.00	11.40
8.20	8.30	EB	528.00	11.40
8.30	8.40	EB	528.00	11.40
8.50	8.60	EB	528.00	11.40
8.70	8.90	EB	1056.00	22.81
8.90	9.00	EB	528.00	11.40
9.20	9.40	EB	1056.00	22.81
9.50	9.60	EB	528.00	11.40
10.20	10.30	EB	528.00	11.40
10.40	10.50	EB	528.00	11.40
10.70	10.80	EB	528.00	11.40
3.80	3.90	WB	528.00	11.40
4.30	4.40	WB	528.00	11.40
5.10	5.30	WB	1056.00	22.81
5.70	5.80	WB	528.00	11.40
5.90	6.00	WB	528.00	11.40
7.10	7.20	WB	528.00	11.40
7.60	7.70	WB	528.00	11.40
8.30	8.40	WB	528.00	11.40
8.50	8.60	WB	528.00	11.40
8.70	8.90	WB	1056.00	22.81
9.10	9.20	WB	528.00	11.40
9.50	9.60	WB	528.00	11.40
10.40	10.50	WB	528.00	11.40
10.70	10.80	WB	528.00	11.40
10.90	11.00	WB	528.00	11.40
TOTAL			627	

TYPICAL CROSS SECTION, CONSTRUCTION DETAILS AND SUMMARY OF QUANTITIES

NO SCALE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	128	0.0/11.6	3	7

Curtis D. Coburn 2/18/11
 REGISTERED CIVIL ENGINEER DATE
 February 18, 2011
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 CURTIS D. COBURN
 No. 58431
 Exp. 12-31-12
 CIVIL
 STATE OF CALIFORNIA

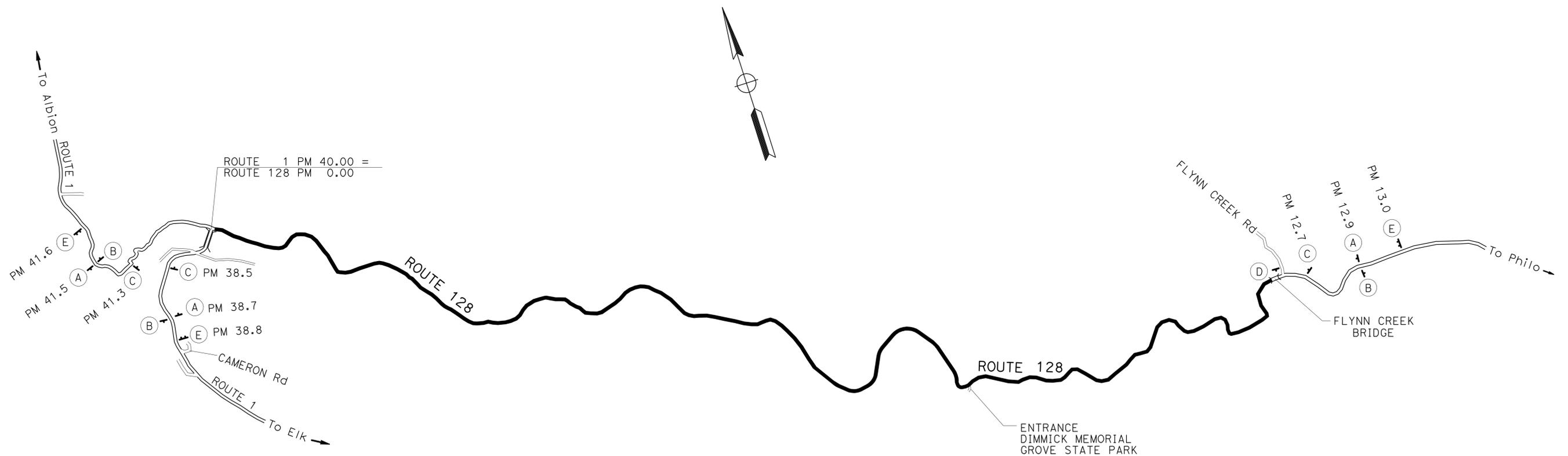
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STATIONARY MOUNTED CONSTRUCTION AREA SIGNS					
SIGN No.	SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO OF POSTS AND SIZE	NO. OF SIGNS
A	G20-1	ROAD WORK NEXT 15 MILES	60"x36"	1-6"x6"	3
	C23B (CA)	RESURFACING	52"x12"		
B	G20-2	END ROAD WORK	36"x18"	1-4"x4"	3
C	W11-1	BICYCLE SYMBOL	36"x36"	1-4"x6"	3
	W16-1	SHARE THE ROAD	24"x30"		
D	W20-1	ROAD WORK AHEAD	36"x36"	1-4"x6"	1
E	C40 (CA)	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONE	72"x36"	2-4"x6"	3



NOTES:

1. EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
2. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: Royal B. McCarthy
 CALCULATED/DESIGNED BY: Chris Ghidinelli
 CHECKED BY: Curtis D. Coburn
 REVISIONS: (Grid of X's)

CONSTRUCTION AREA SIGNS
CS-1

LAST REVISION DATE PLOTTED => 22-FEB-2011
 00-00-00 TIME PLOTTED => 07:56

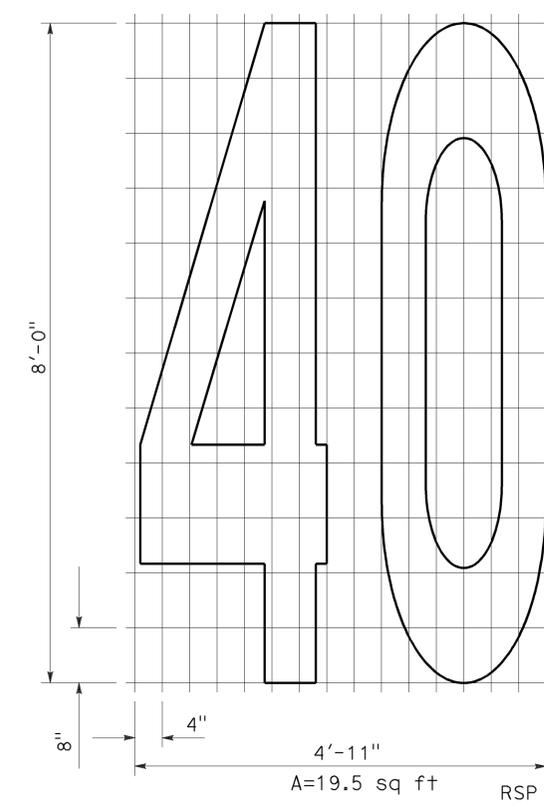
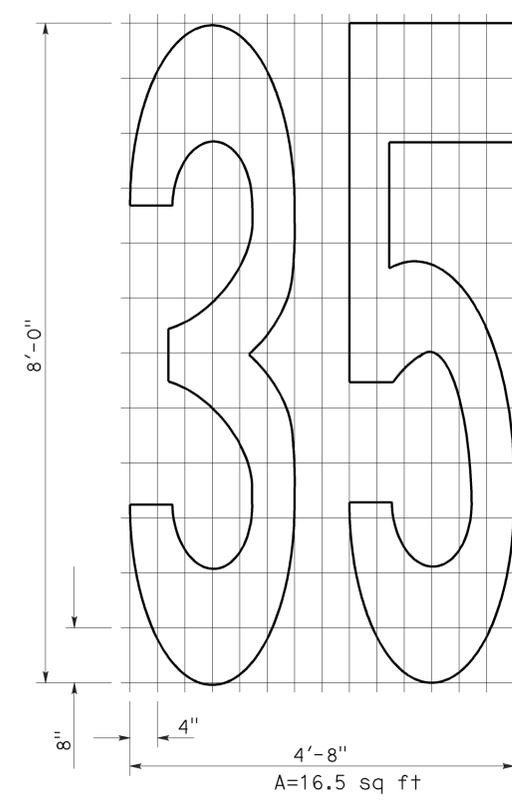
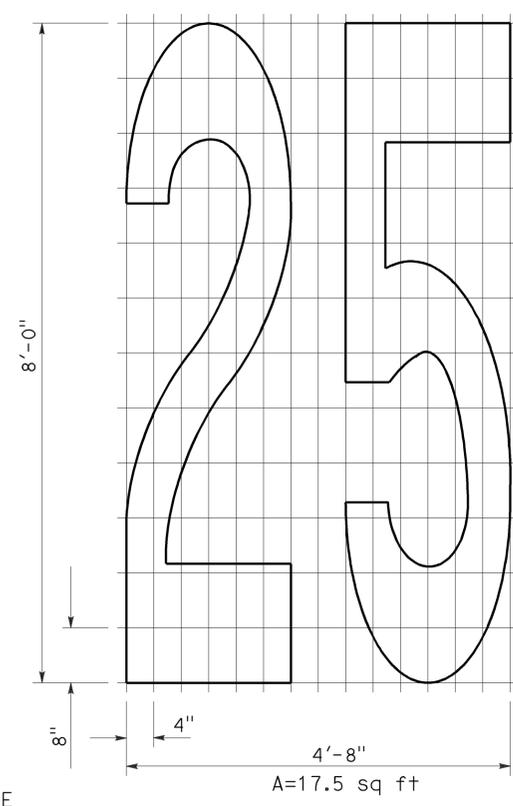
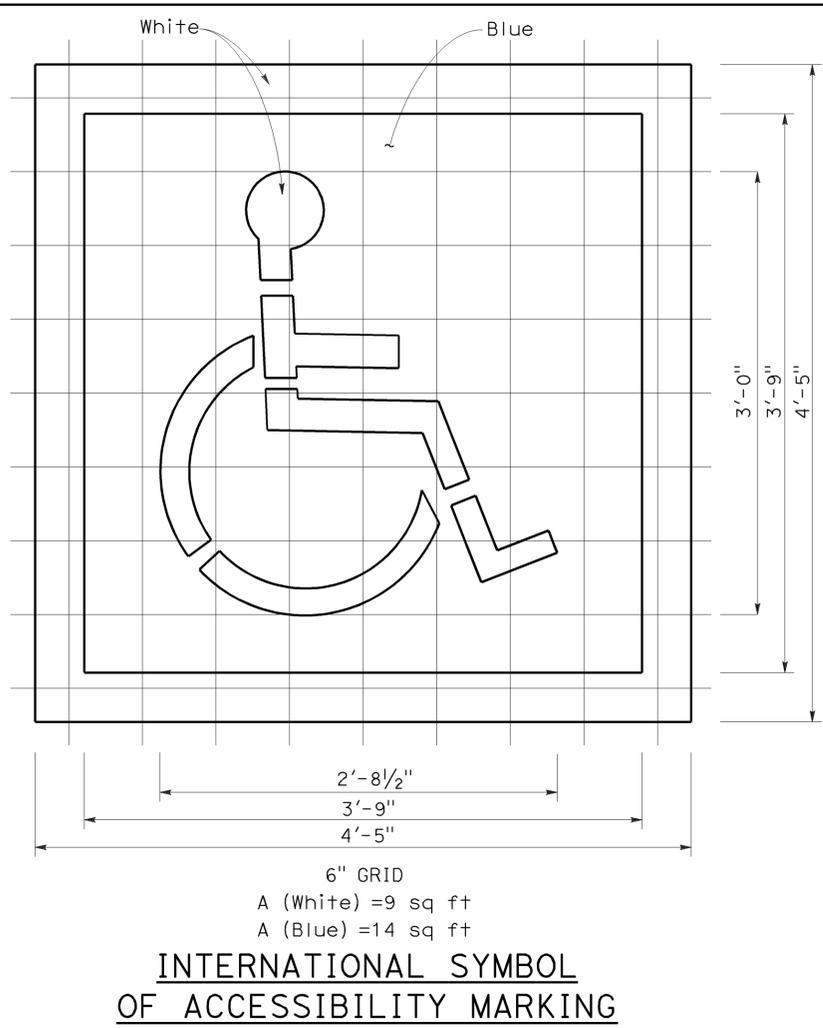
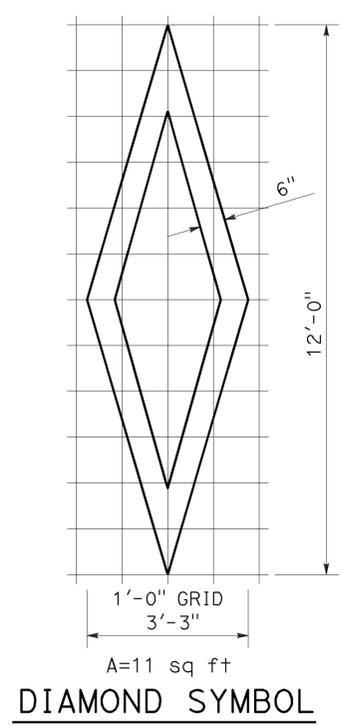
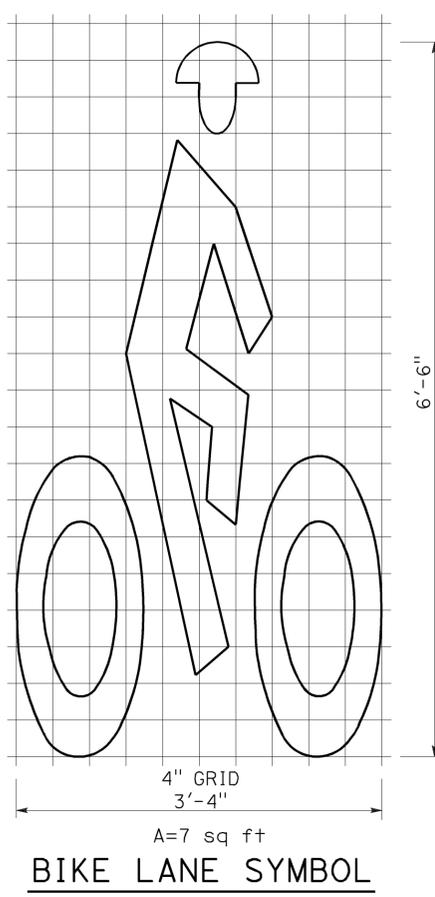
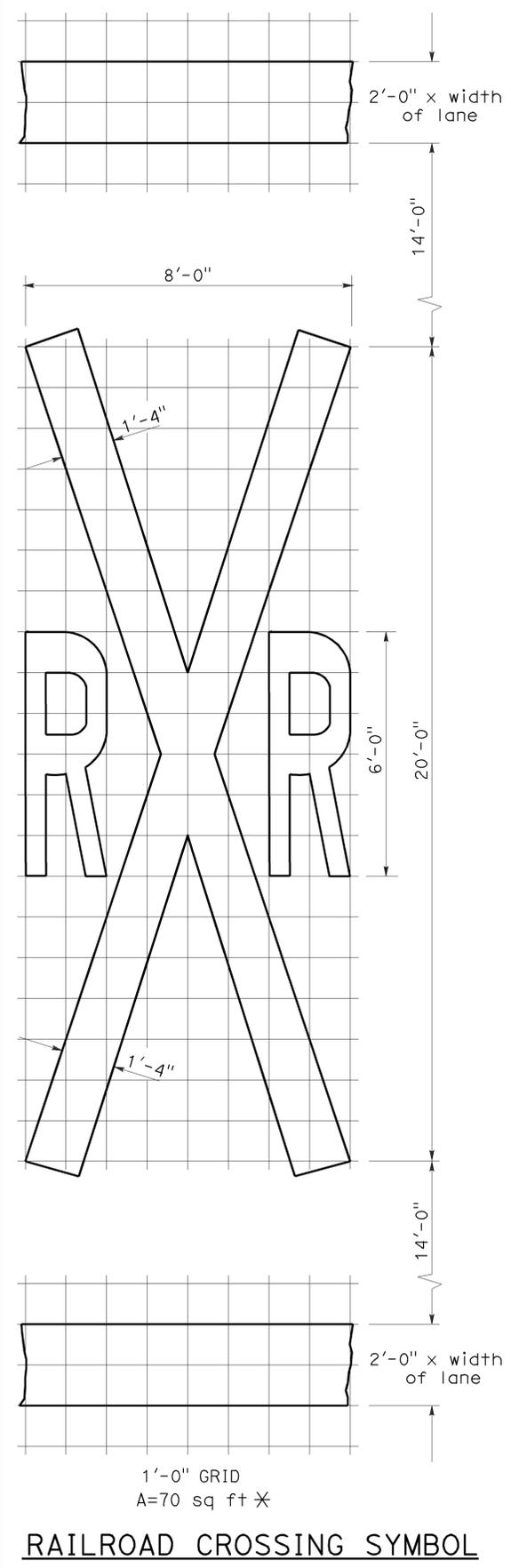
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	128	0.0/11.6	4	7

Donald E. Howe
 REGISTERED CIVIL ENGINEER
 June 6, 2008
 PLANS APPROVAL DATE

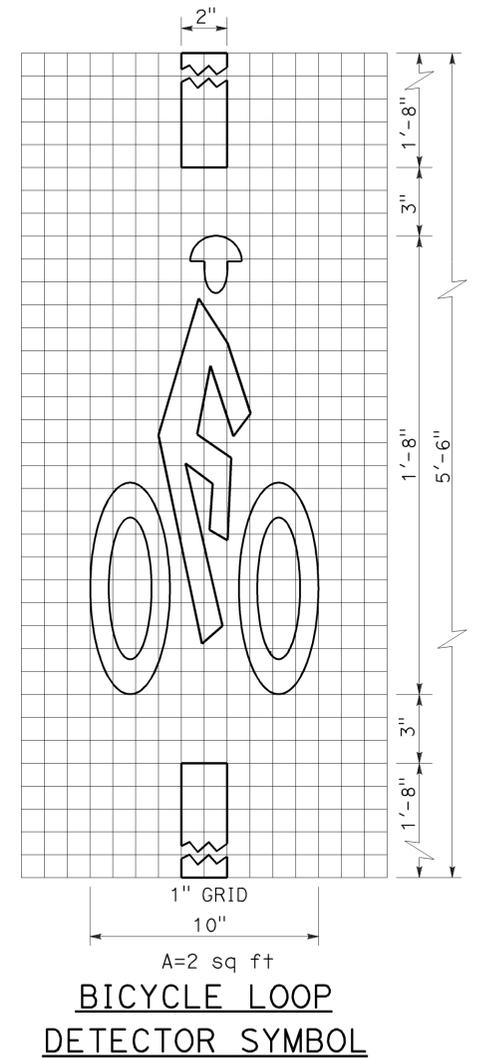
REGISTERED PROFESSIONAL ENGINEER
 Donald E. Howe
 No. C46402
 Exp. 3-31-09
 CIVIL
 STATE OF CALIFORNIA

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To accompany plans dated February 18, 2011



NUMERALS



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

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

2006 REVISED STANDARD PLAN RSP A24C

*70 sq ft DOES NOT INCLUDE THE 2'-0" x VARIABLE WIDTH TRANSVERSE LINES.

RSP A24C DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A24C DATED MAY 1, 2006 - PAGE 11 OF THE STANDARD PLANS BOOK DATED MAY 2006.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	128	0.0/11.6	5	7

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

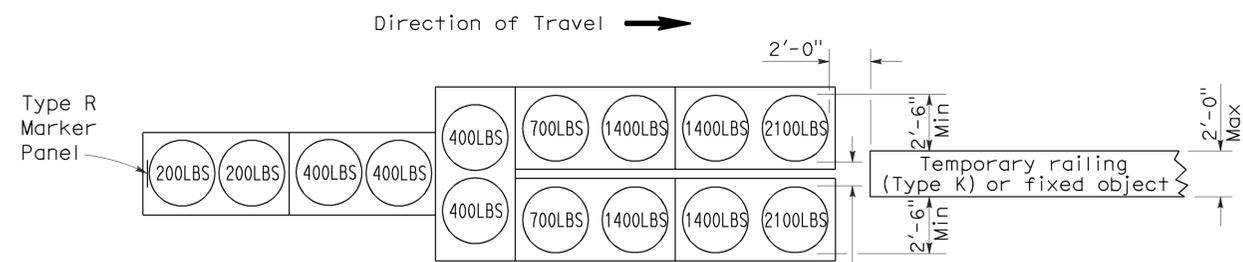
June 6, 2008
PLANS APPROVAL DATE

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

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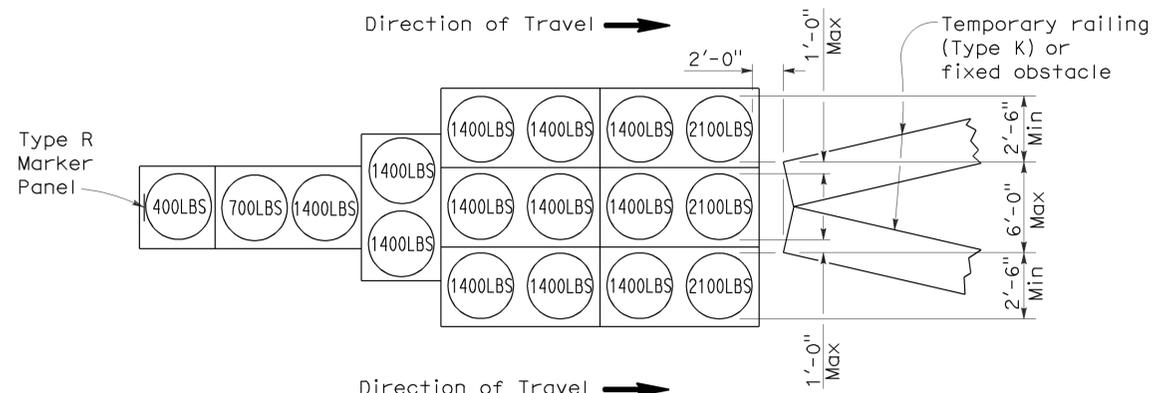
To accompany plans dated February 18, 2011

2006 REVISED STANDARD PLAN RSP T1A



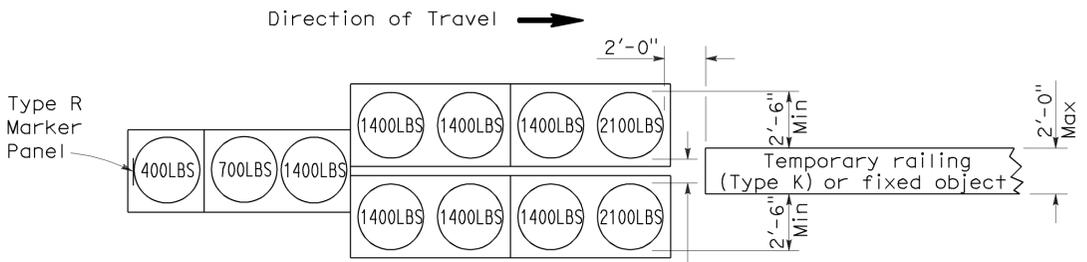
ARRAY 'TU14'

Approach speed 45 mph or more



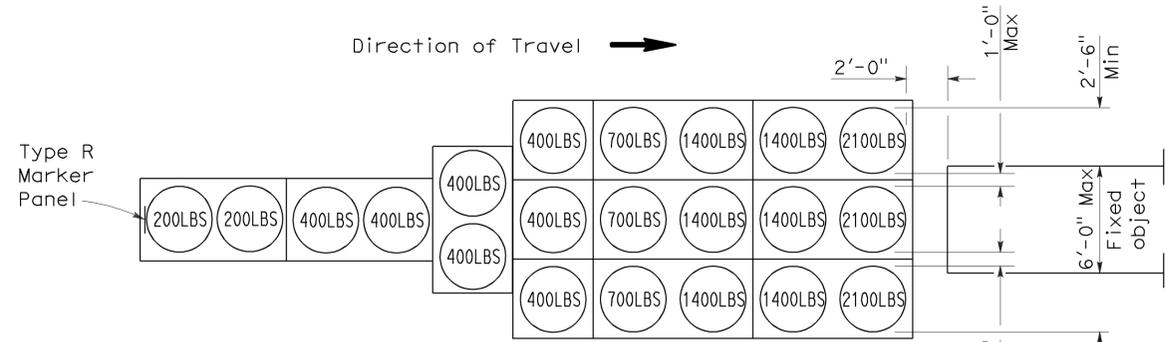
ARRAY 'TU17'

Approach speed less than 45 mph



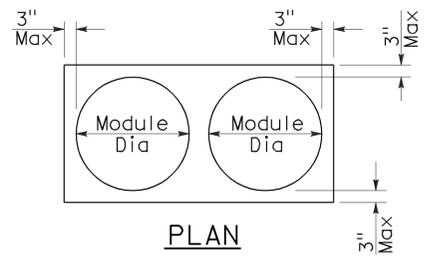
ARRAY 'TU11'

Approach speed less than 45 mph

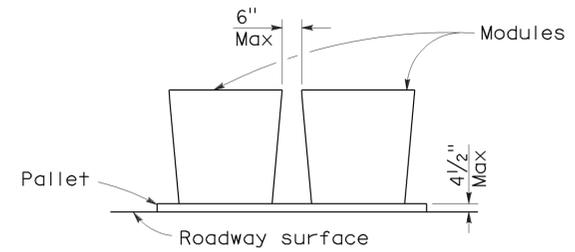


ARRAY 'TU21'

Approach speed 45 mph or more



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 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

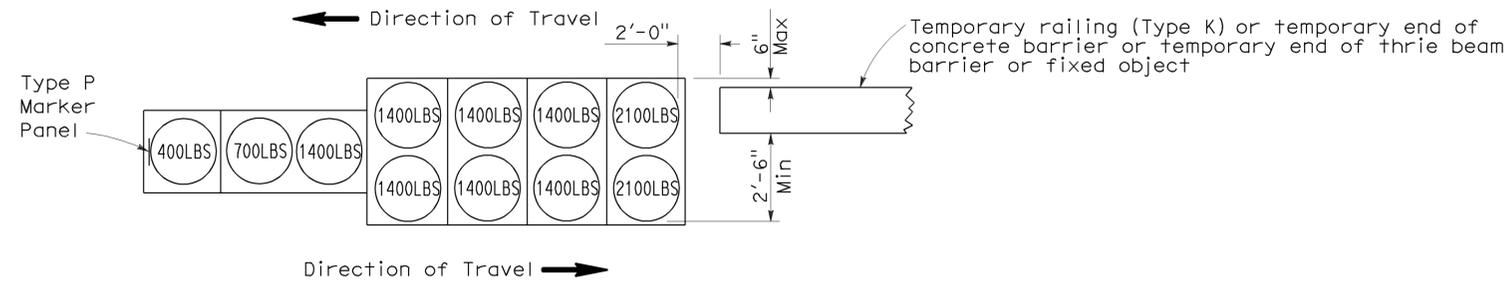
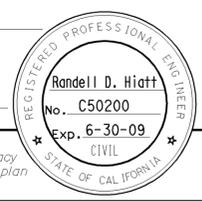
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	128	0.0/11.6	6	7

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

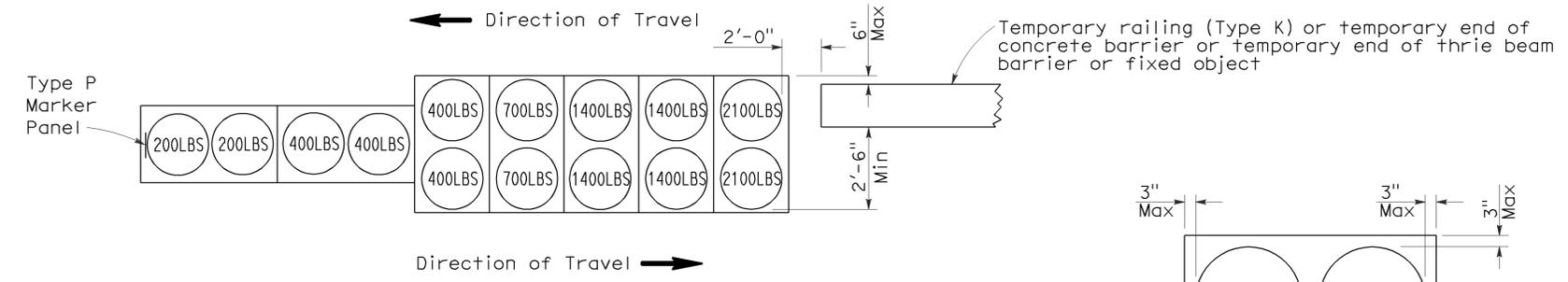
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To accompany plans dated February 18, 2011



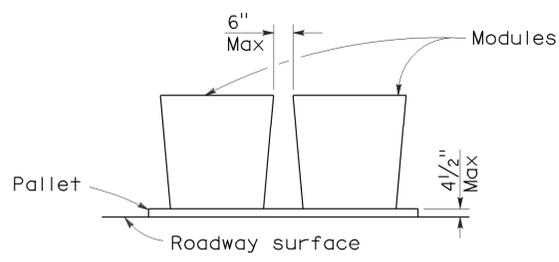
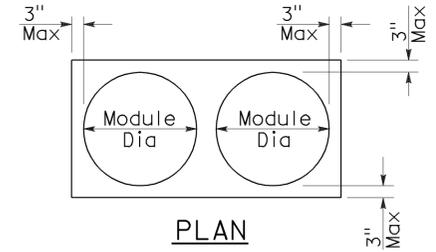
ARRAY 'TB11'

Approach speed less than 45 mph



ARRAY 'TB14'

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 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
01	Men	128	0.0/11.6	7	7

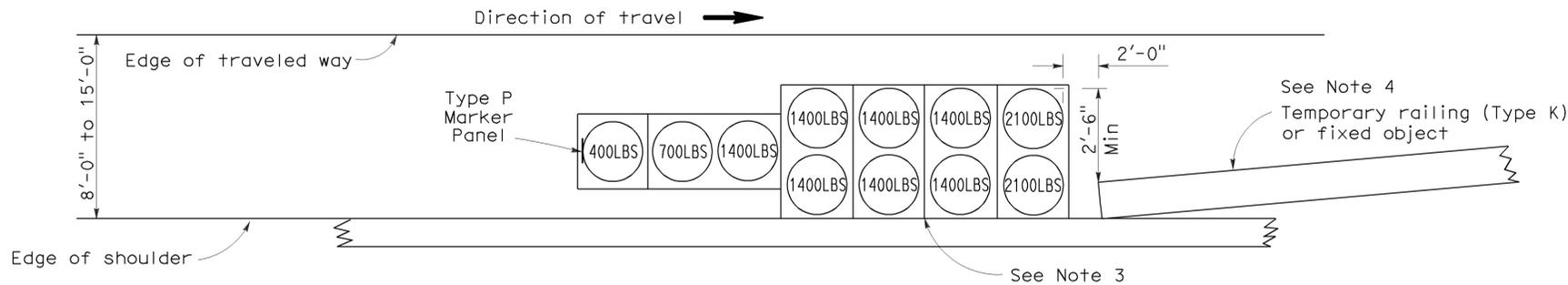
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

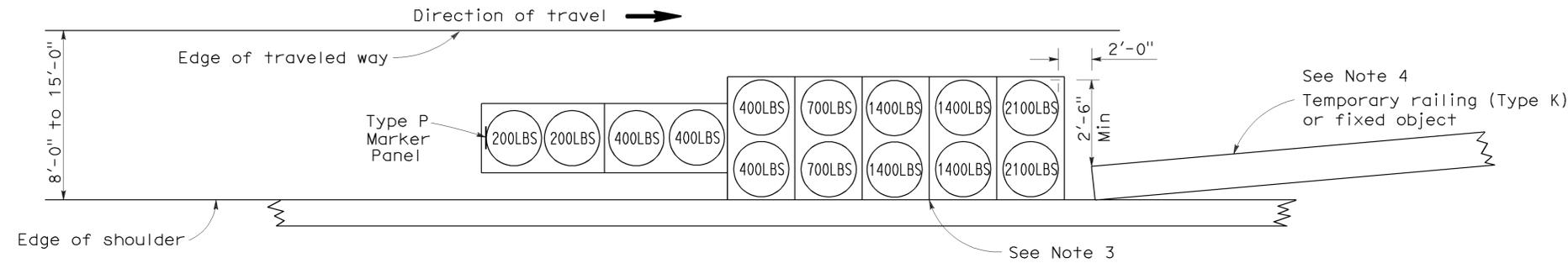
Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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To accompany plans dated February 18, 2011



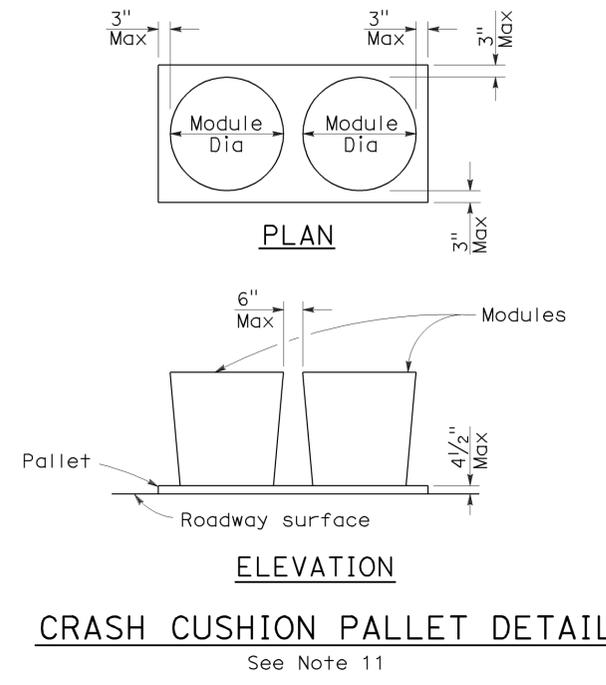
ARRAY 'TS11'
Approach speed less than 45 mph
See Note 9



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

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. 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.
4. 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.
5. Temporary crash cushion arrays shall not encroach on the traveled way.
6. Arrays for median shoulders shall conform to details shown on this plan for outside shoulders.
7. Place the Type P marker panel so that the bottom of the panel rests upon the pallet and faces traffic.
8. Refer to Standard Plan A73B for marker details.
9. 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.
10. Approach speeds indicated conform to NCHRP 350 Report criteria.
11. 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