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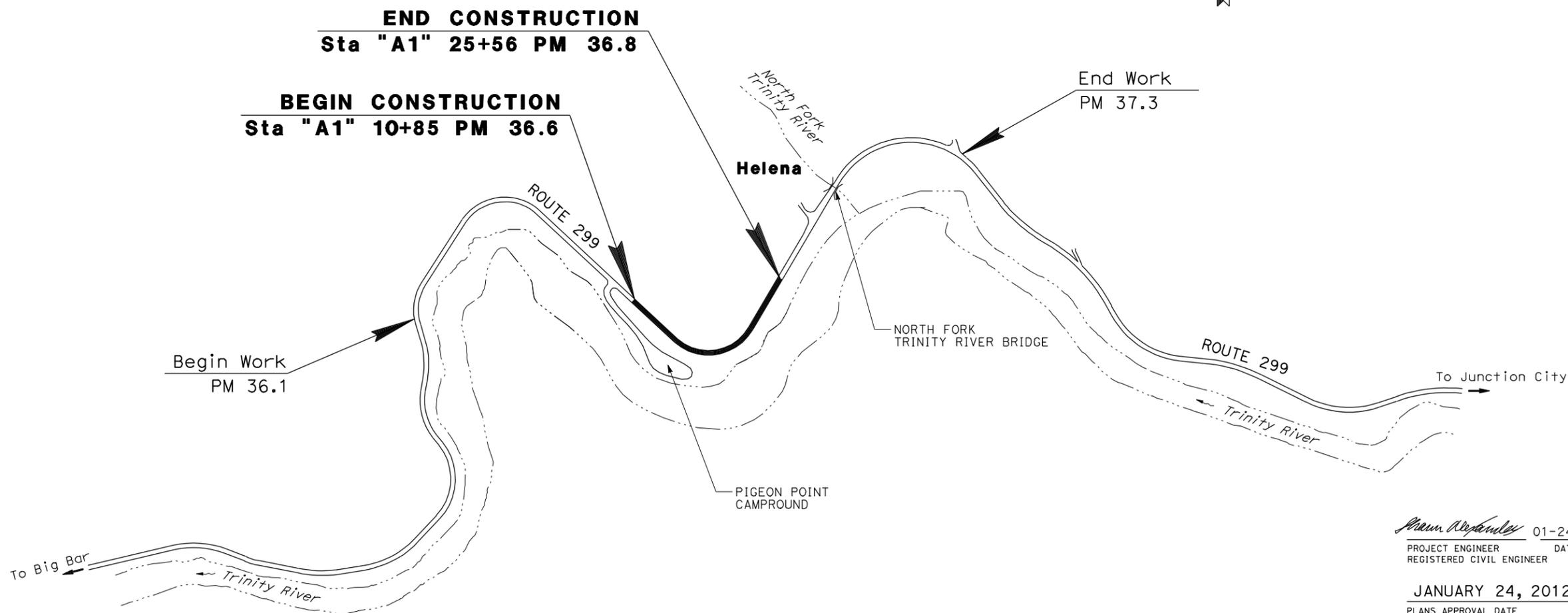
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN TRINITY COUNTY NEAR HELENA
FROM 0.3 MILE TO 0.1 MILE WEST
OF NORTH FORK TRINITY RIVER BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

ACNH-P299(169)E

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri	299	36.6/36.8	1	20



NO SCALE



USERNAME => s115152
 DGN FILE => 23e820ab001.dgn

UNIT 0316 PROJECT NUMBER & PHASE 02000201661

PROJECT MANAGER JIM WOOD
 DESIGN ENGINEER AL TRUJILLO

Shaun Alexander 01-24-12
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER



JANUARY 24, 2012
 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.

CONTRACT No.	02-3E8204
PROJECT ID	0200020166

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

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR
AL TRUJILLO

CALCULATED-DESIGNED BY
CHECKED BY

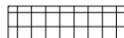
SHAUN ALEXANDER
JEFF COON

REVISED BY
DATE REVISED

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND



CPACP

ABBREVIATIONS:

CPACP
AFTS

COLD PLANE ASPHALT CONCRETE PAVEMENT
ALTERNATIVE FLARED TERMINAL SYSTEM

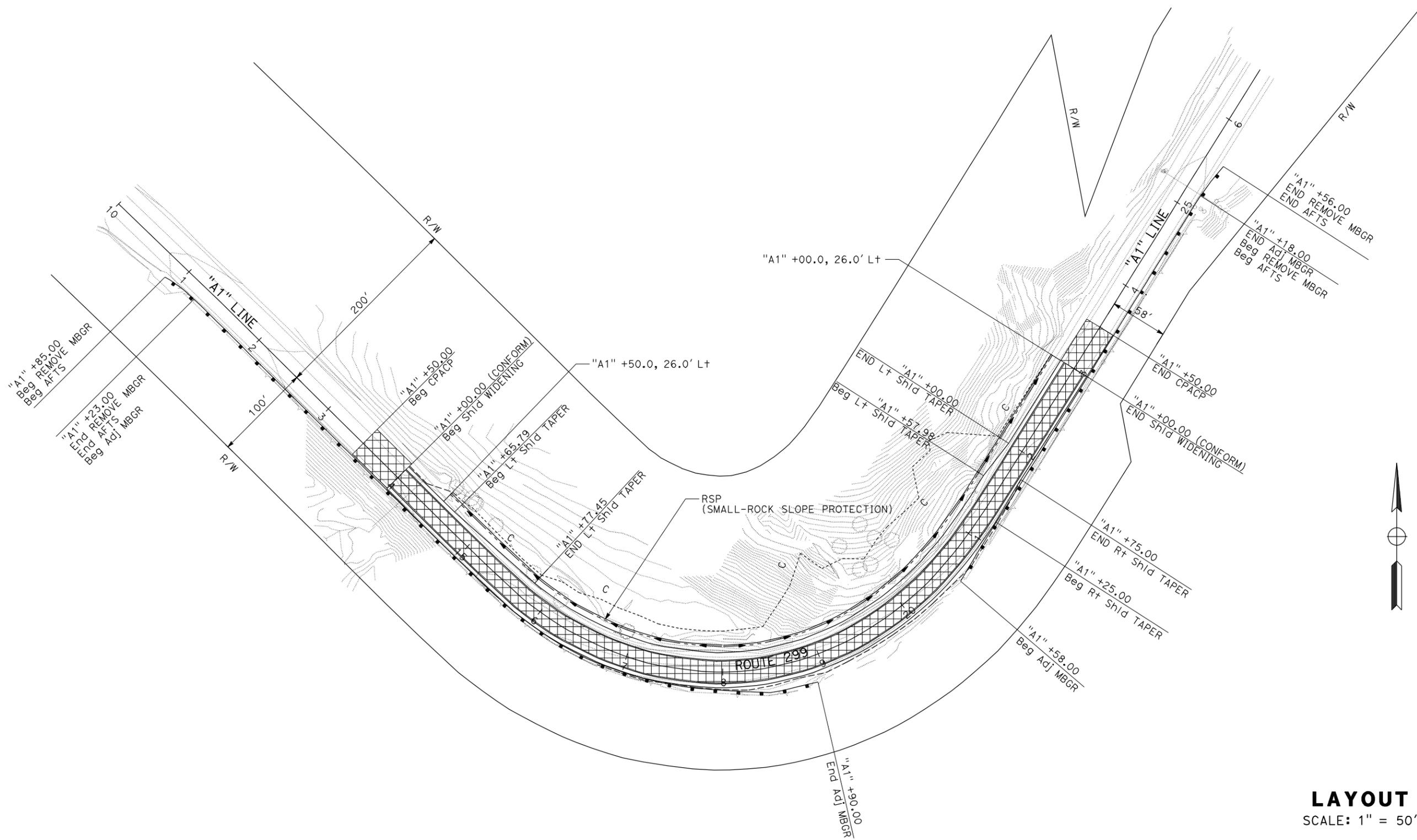
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri	299	36.6/36.8	4	20

Shaun Alexander 01-24-12
REGISTERED CIVIL ENGINEER DATE

01-24-12
PLANS APPROVAL DATE

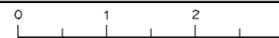
SHAUN ALEXANDER
No. C70833
Exp. 06-30-13
CIVIL
STATE OF CALIFORNIA

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LAYOUT
SCALE: 1" = 50'

L-1



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x

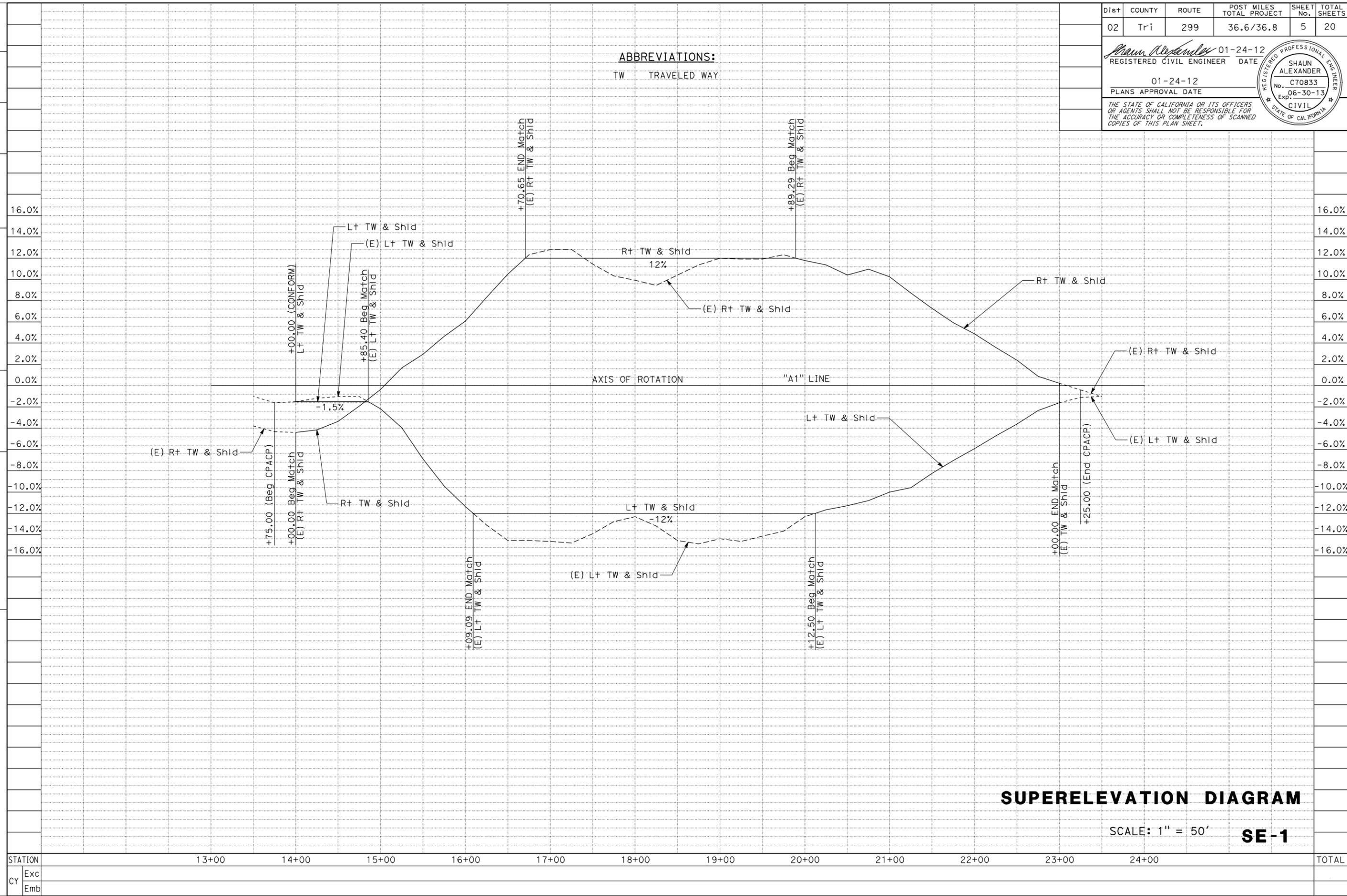
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY		SHAUN ALEXANDER		REVISED BY	
St. Caltrans		AL TRUJILLO		CHECKED BY		JEFF COON		DATE REVISED	
DESIGN									



ABBREVIATIONS:
 TW TRAVELED WAY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri	299	36.6/36.8	5	20
<i>Shaun Alexander</i> 01-24-12 REGISTERED CIVIL ENGINEER DATE			SHAUN ALEXANDER No. C70833 Exp. 06-30-13 CIVIL STATE OF CALIFORNIA		
01-24-12 PLANS APPROVAL DATE					
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SUPERELEVATION DIAGRAM
 SCALE: 1" = 50'
SE-1

STATION	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	TOTAL
Exc													
Emb													



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x

x

x

x

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
St. Caltrans DESIGN

FUNCTIONAL SUPERVISOR
AL TRUJILLO

CALCULATED-DESIGNED BY
CHECKED BY

SHAUN ALEXANDER
JEFF COON

REVISED BY
DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri	299	36.6/36.8	6	20

Shaun Alexander 01-24-12
 REGISTERED CIVIL ENGINEER DATE
 01-24-12
 PLANS APPROVAL DATE

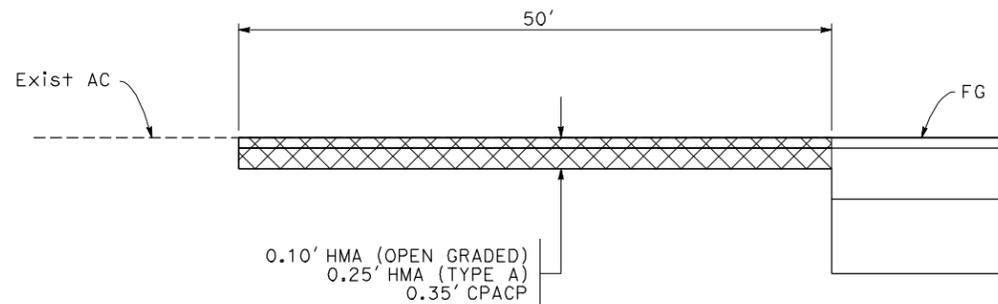
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LEGEND

CPACP

ABBREVIATIONS

CPACP COLD PLANE ASPHALT CONCRETE PAVEMENT



PROFILE
PAVEMENT CONFORM
"A1" 13+50 TO 14+00
"A1" 23+00 TO 23+50

CONSTRUCTION DETAILS
NO SCALE
C-1



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St. Caltrans
 DESIGN
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 CALCULATED-DESIGNED BY
 JEFF COON
 SHAUN ALEXANDER
 REVISOR BY
 DATE REVISOR
 DATE REVISOR

NOTES:

- EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.
- CALIFORNIA CODES ARE DESIGNATED BY <CA>, OTHERWISE FEDERAL CODES ARE SHOWN.

LEGEND

- DIRECTION OF TRAVEL
- ⊥ SIGN, STATIONARY MOUNTED, SINGLE POST

ABBREVIATIONS

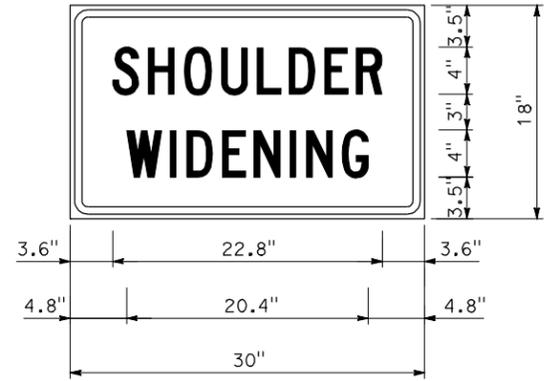
- (S) STATIONARY MOUNTED SIGNS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri	299	36.6/36.8	9	20

01-24-12
 REGISTERED CIVIL ENGINEER DATE
 SHAUN ALEXANDER
 No. C70833
 EXP. 06-30-13
 CIVIL
 STATE OF CALIFORNIA

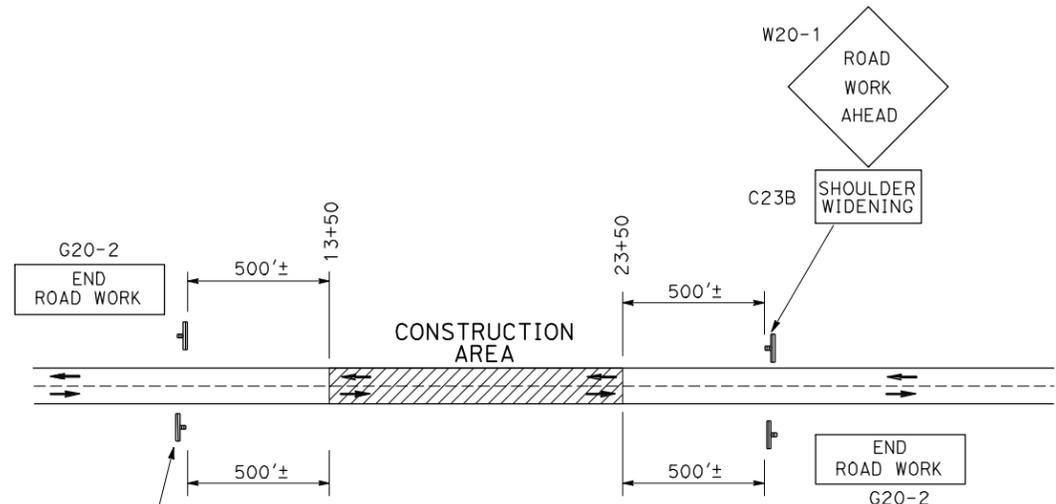
01-24-12
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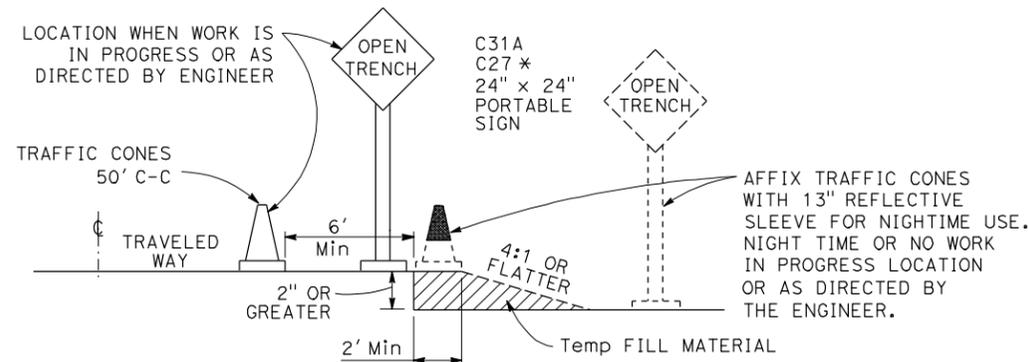


1.5" RADIUS, 0.6" BORDER, 0.4" INDENT, BLACK ON ORANGE;
 [SHOULDER] C;
 [WIDENING] C;

C23B SIGN DETAIL



CONSTRUCTION AREA SIGNS (TYPICAL)



OPEN TRENCH SIGNING AND MARKING

* PLACE AT 250' INTERVALS THROUGH THE OPEN TRENCH AREA, ALTERNATE C27 (OPEN TRENCH) AND C31A (NO SHOULDER) SIGNS

CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)

CODE	PANEL SIZE	SIGN MESSAGE	No. AND SIZE OF POSTS	EACH
W20-1	48" x 48"	ROAD WORK AHEAD	1-4" x 6" (S)	2
C23B (CA)	30" x 18"	SHOULDER WIDENING	1-4" x 6" (S)	2
G20-2	48" x 18"	END ROAD WORK	1-4" x 6" (S)	2
TOTAL				4

CONSTRUCTION AREA SIGNS AND SIGN DETAILS

NO SCALE

CS-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
	AL TRUJILLO	CHECKED BY	DATE
DESIGN	DESIGNED BY	DESIGNED BY	DATE
	SHAUN ALEXANDER	JEFF COON	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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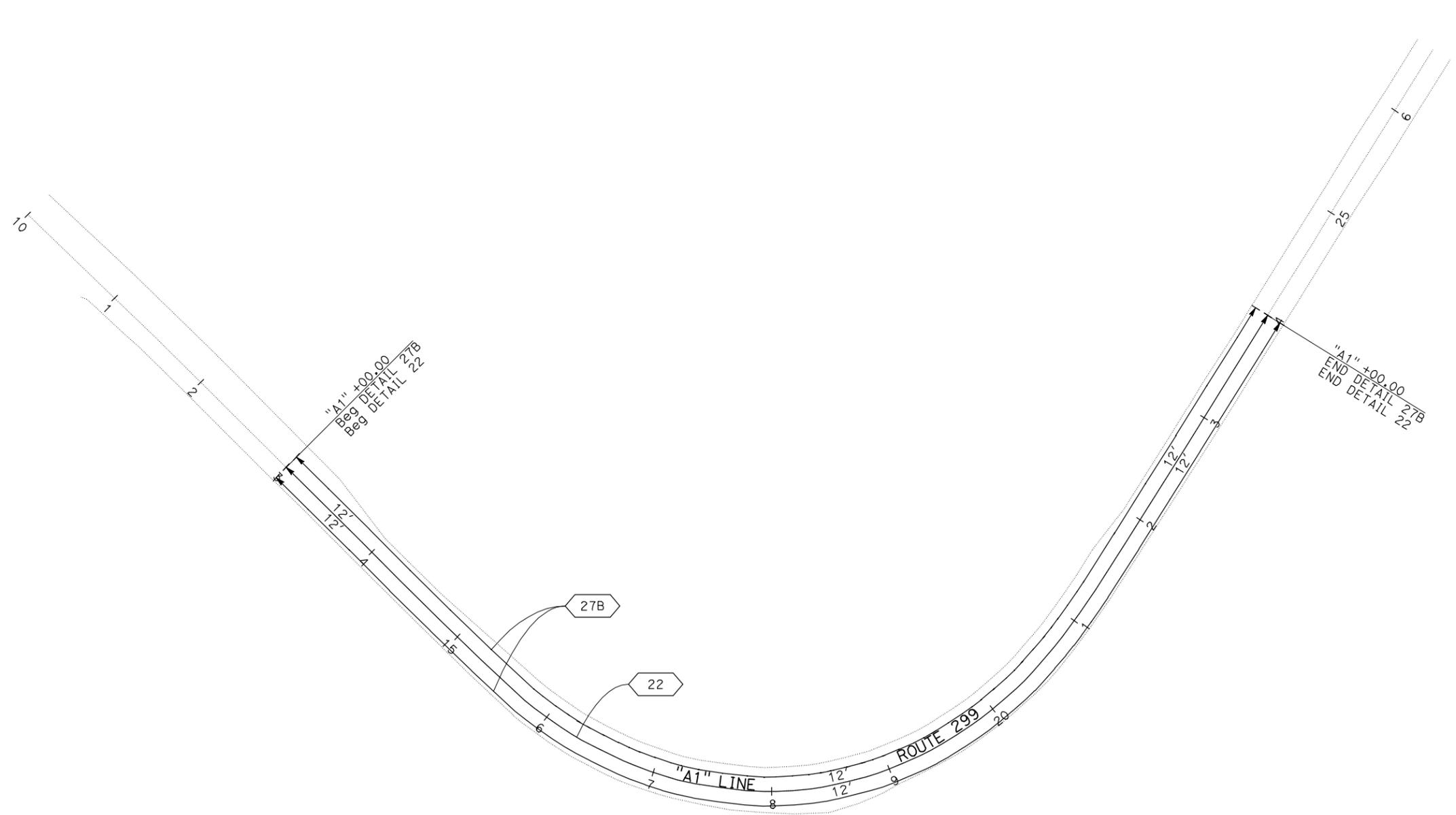
<i>Shaun Alexander</i>	01-24-12
REGISTERED CIVIL ENGINEER	DATE
01-24-12	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
 SHAUN ALEXANDER
 No. C70833
 Exp. 06-30-13
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 STATE OF CALIFORNIA

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LEGEND

X-X PAVEMENT DELINEATION STRIPE DETAIL No.



PAVEMENT DELINEATION PLAN
SCALE: 1" = 50'
PD-1

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

DATE PLOTTED => 01-MAR-2012
TIME PLOTTED => 09:129

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Caltrans
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 CALCULATED-DESIGNED BY CHECKED BY
 SHAUN ALEXANDER JEFF COON
 REVISED BY DATE REVISED
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 x
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri	299	36.6/36.8	11	20

01-24-12
 REGISTERED CIVIL ENGINEER DATE
 SHAUN ALEXANDER
 No. C70833
 Exp. 06-30-13
 CIVIL
 STATE OF CALIFORNIA

01-24-12
 PLANS APPROVAL DATE
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NOTE:
1. (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

TEMPORARY WATER POLLUTION CONTROL

TEMPORARY FIBER ROLL	TEMPORARY CHECK DAM
LF	LF
200	50

EROSION CONTROL

LOCATION	(N)	(N)	(N)	EROSION CONTROL (BONDED FIBER MATRIX)
	PURE LIVE SEED	BONDED FIBER (FIBER AND TACKIFIER)	COMMERCIAL FERTILIZER	
	LB	LB	LB	ACRE
"M1" 14+50 TO 22+00	62	2400	90	0.6
TOTAL	62	2400	90	0.6

METAL BEAM GUARD RAILING

LOCATION	REMOVE METAL BEAM GUARD RAILING	ADJUST METAL BEAM GUARD RAILING	ALTERNATIVE FLARED TERMINAL SYSTEM
	LF	LF	EA
"A1" 10+85 TO 11+23	38		1
"A1" 11+23 TO 18+90		789	
"A1" 20+58 TO 25+18		464	
"A1" 25+18 TO 25+56	38		1
TOTAL	76	1253	2

PAVEMENT DELINEATION QUANTITIES

STATION	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)		PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)
	DETAIL 22	DETAIL 27B	TYPE D
	LF	LF	EA
"A1" 13+00 TO 24+00	1100		86
"A1" 13+00 TO 24+00		2200	
SUBTOTAL	1100	2200	
TOTAL	3300		86

ROADWAY QUANTITIES

LOCATION	TEMPORARY RAILING (TYPE K)	ALTERNATIVE Temp CRASH CUSHION	COLD PLANE ASPHALT CONCRETE PAVEMENT	ROCK EXCAVATION	DRILL HOLE (PRESPLITTING)	CLASS 2 AGGREGATE BASE	HOT MIX ASPHALT (TYPE A)	HOT MIX ASPHALT (OPEN GRADED)	TACK COAT	ROCK SLOPE PROTECTION (SMALL-ROCK SLOPE PROTECTION)	(N) EMBANKMENT
	LF	EA	SQYD	CY	LF	CY	TON	TON	TON	CY	CY
"A1" 18+40 TO 22+25	380	2									
"A1" 13+50 TO 23+50			2573				902	260	1		
"A1" 14+00 TO 23+00				12,719		386					21
"A1" 19+50 TO 21+75					4600						
"A1" 14+50 TO 23+00										88	
TOTAL	380	2	2573	12,719	4600	386	902	260	1	88	21

SUMMARY OF QUANTITIES

Q-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri	299	36.6/36.8	12	20

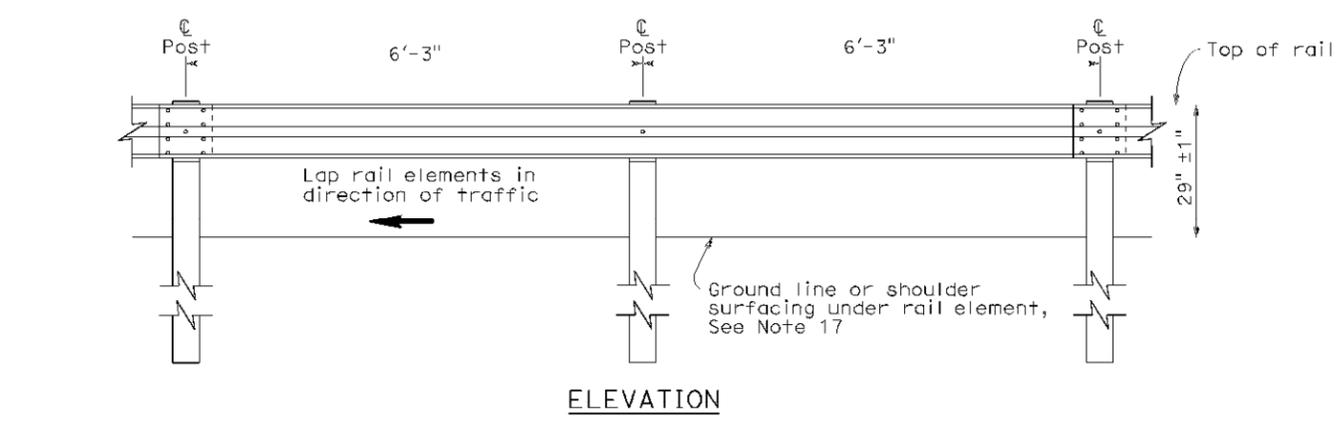
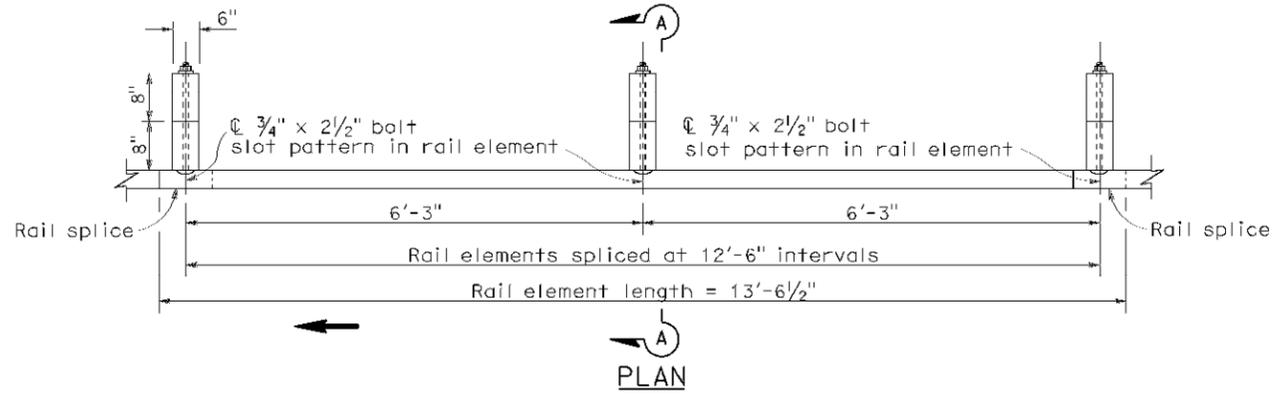
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

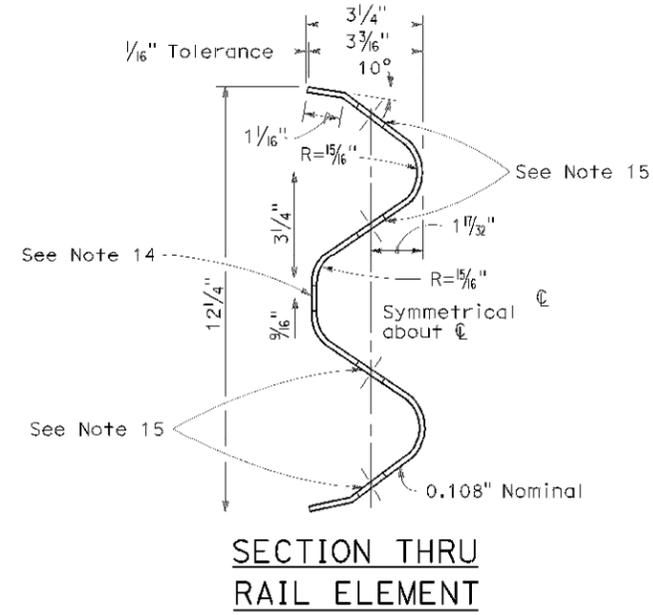
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Exp. 6-30-11
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STATE OF CALIFORNIA

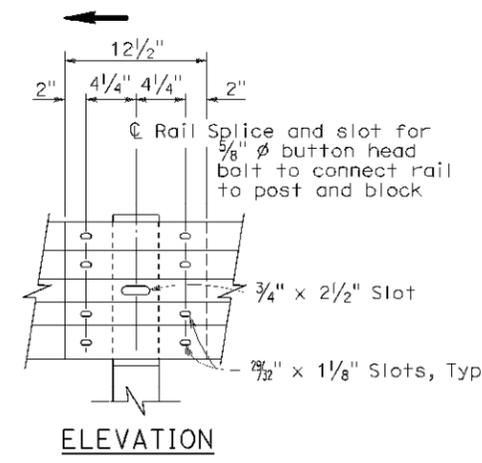
To accompany plans dated 01-24-12



METAL BEAM GUARD RAILING WITH WOOD POST AND BLOCKS

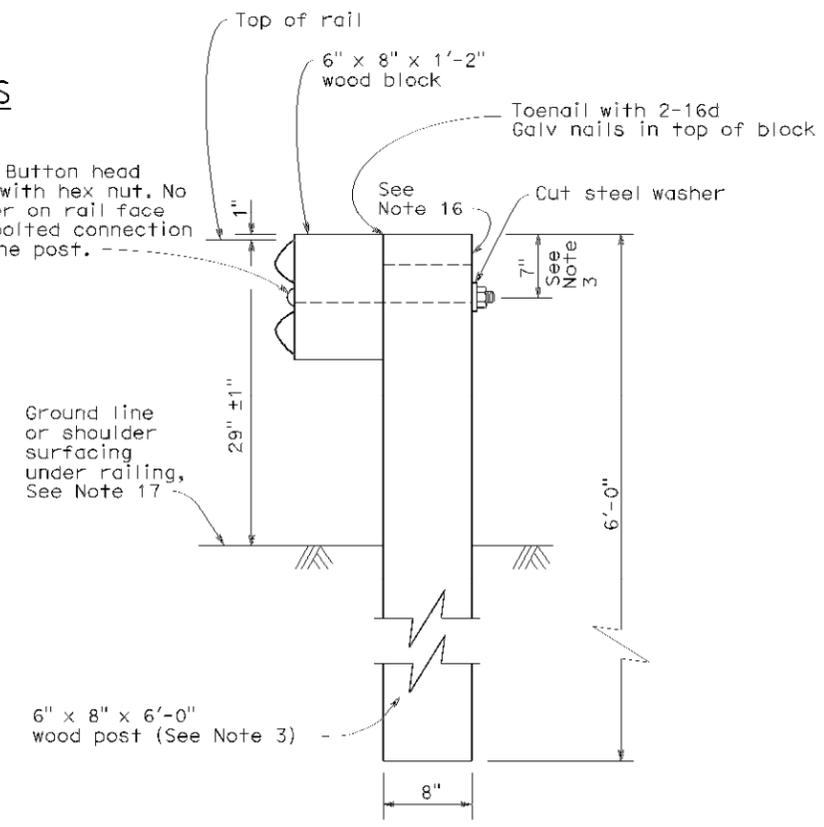


SECTION THRU RAIL ELEMENT



RAIL ELEMENT SPLICE DETAIL

- Connect the overlapped end of the rail elements with $\frac{5}{8}$ " ϕ x $\frac{3}{8}$ " button head oval shoulder splice bolts inserted into the $\frac{3}{32}$ " x $\frac{1}{8}$ " slots and bolted together with $\frac{5}{8}$ " ϕ recessed hex nuts. Recess of hex nut points toward rail element. A total of 8 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used.



**SECTION A-A
TYPICAL WOOD LINE
POST INSTALLATION**

See Note 4

NOTES:

- For details of steel post installations, see Standard Plan A77A2.
- For details of standard hardware used to construct guard railing, see Standard Plan A77B1.
- For details of wood posts and wood blocks used to construct guard railing, see Standard Plan A77C1.
- For additional installation details, see Standard Plan A77C3.
- Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
- For guard railing typical layouts, see the A77E, A77F and A77G Series of Standard Plans.
- For terminal system end treatment details, see the A77L Series of Standard Plans. To connect railing to terminal system end treatment, transition the top of railing height at a ratio of 120:1 to terminal system end treatment height plus one 12'-6" standard railing section at the transitioned height for a horizontal connection to the end treatment.
- For guard railing end anchor details, see Standard Plans A77H1 and A77I2.
- For details of guard railing transition to bridge railing, see Standard Plan A77J4.
- For additional details of guard railing connection to bridge railings, see Standard Plans A77J1, A77J2 and A77K1.
- For guard railing connection details to abutments and walls, see Standard Plan A77J3.
- Direction of adjacent traffic indicated by \rightarrow .
- For typical guard railing delineation and dike positioning details, see Standard Plan A77C4.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Additional hole in uppermost portion of line post is for potential future adjustments of railing height. See Standard Plan A77C1.
- Install posts in soil.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
STANDARD RAILING SECTION
(WOOD POST WITH
WOOD BLOCK)**

NO SCALE

RSP A77A1 DATED MAY 20, 2011 SUPERSEDES STANDARD PLAN A77A1
DATED MAY 1, 2006 - PAGE 41 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77A1

2006 REVISED STANDARD PLAN RSP A77A1

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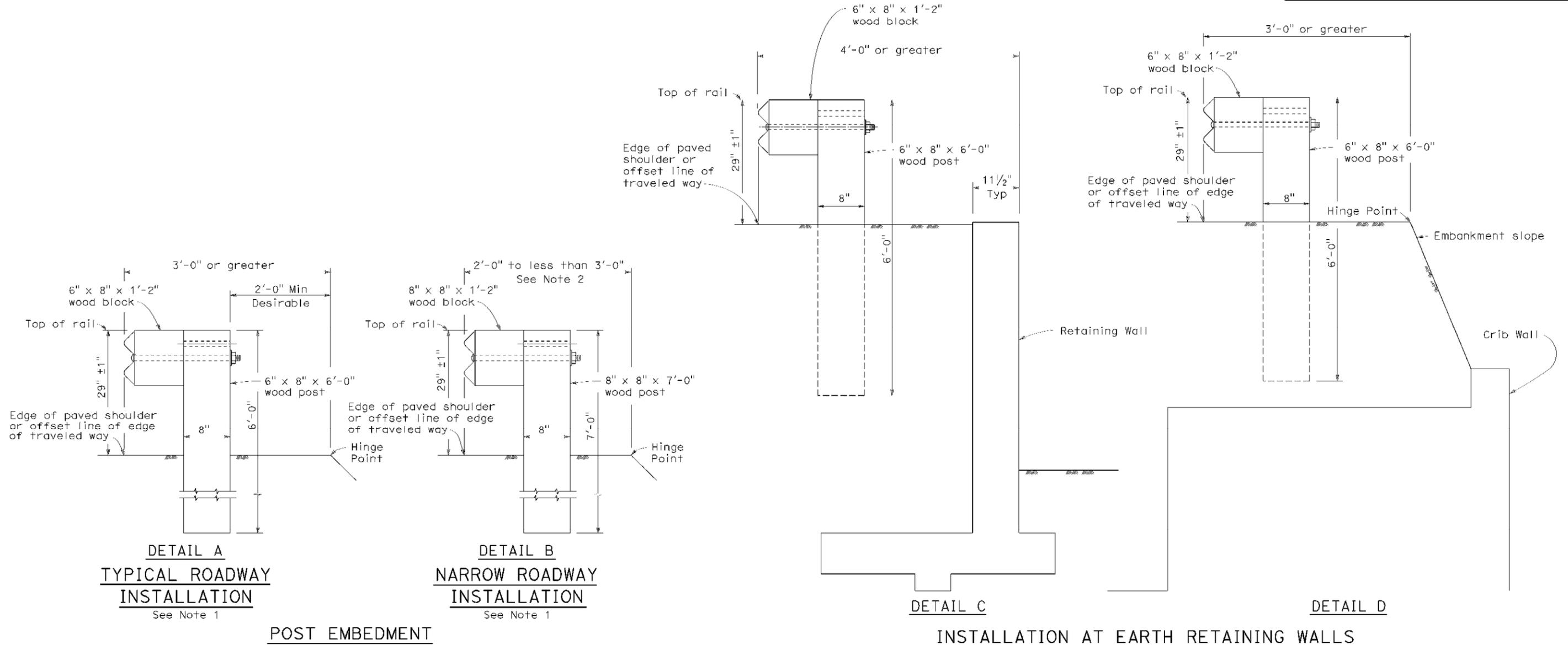
To accompany plans dated 01-24-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri	299	36.6/36.8	13	20

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

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NOTES:

1. These installation details also applicable to steel line post installations. For Detail A, C, and D, where steel line post installations are constructed, W6 x 9 steel post, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or notched recycled plastic blocks are to be used in place of the size of wood post and wood block shown. For Detail B, where steel line post installations are constructed, W6 x 9 steel post, 7'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or notched recycled plastic blocks are to be used in place of the size of wood post and wood block shown. For additional installation details, see Standard Plans A77A1 and A77A2.
2. Where the distance between the face of the rail and the hinge point is less than 2'-0", see the Project Plans for special details.
3. For dike positioning with guard railing installations, see Standard Plan A77C4.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL LINE POST
EMBEDMENT AND
HINGE POINT OFFSET DETAILS**

NO SCALE

RSP A77C3 DATED MAY 20, 2011 SUPERSEDES STANDARD PLAN A77C3
DATED MAY 1, 2006 - PAGE 46 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77C3

2006 REVISED STANDARD PLAN RSP A77C3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri	299	36.6/36.8	14	20

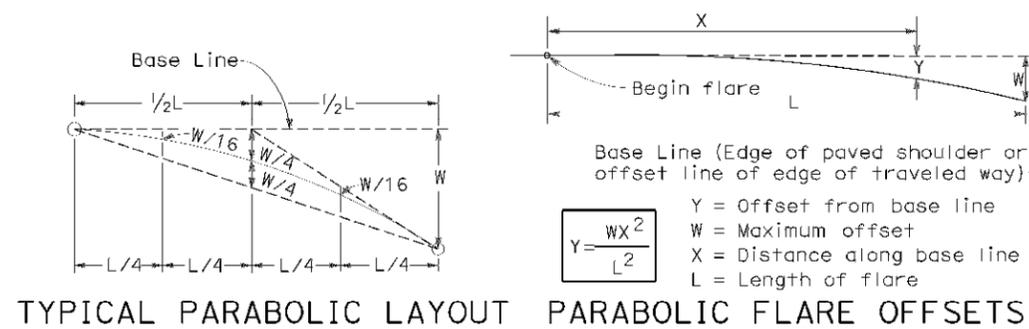
Randell D. Hiatt
REGISTERED CIVIL ENGINEER



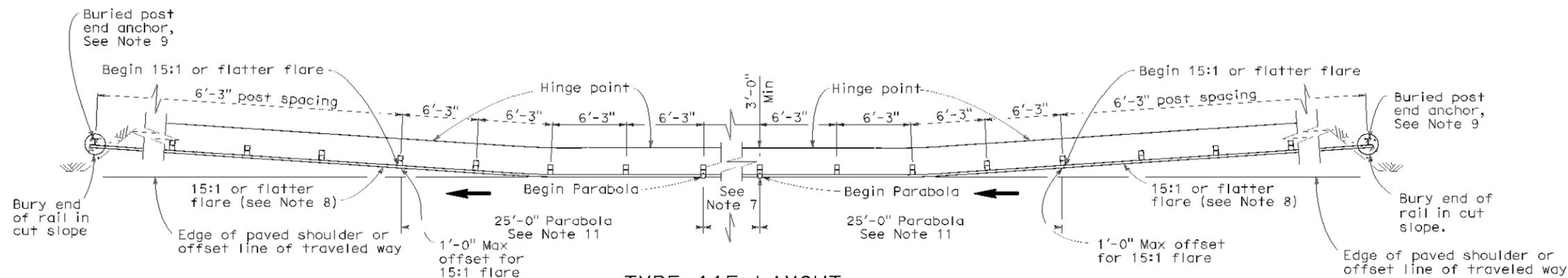
June 6, 2008
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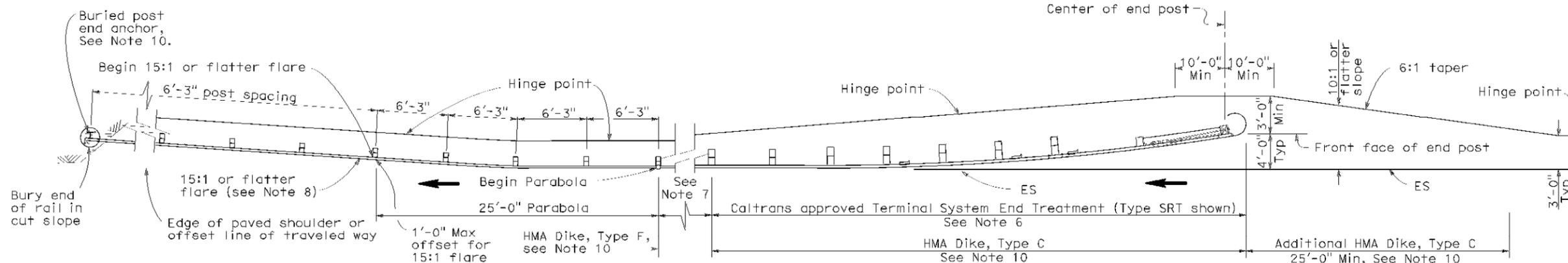


TYPICAL PARABOLIC LAYOUT PARABOLIC FLARE OFFSETS



TYPE 11F LAYOUT

(EMBANKMENT GUARD RAILING INSTALLATION WITH A BURIED END ANCHOR TREATMENT AT EACH END OF RAILING)
See Notes 5 and 10



TYPE 11G LAYOUT

(EMBANKMENT GUARD RAILING INSTALLATION WITH FLARED END TREATMENT AND A BURIED END ANCHOR TREATMENT AT THE ENDS OF RAILING)
See Notes 5 and 10

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by \rightarrow .
- Layout Types 11D through 11L, shown on the A77E Series of Revised Standard Plans, are typically used where guard railing is recommended to shield embankment slopes and a crashworthy end treatment is required for both directions of traffic.
- The type of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional guard railing (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- The 15:1 or flatter flare used with buried end anchors is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of guard railing within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 11F and 11G Layouts, see Standard Plan A77I2.
- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77E1.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
EMBANKMENTS

NO SCALE

RSP A77E3 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77E3
DATED MAY 1, 2006 - PAGE 50 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77E3

2006 REVISED STANDARD PLAN RSP A77E3

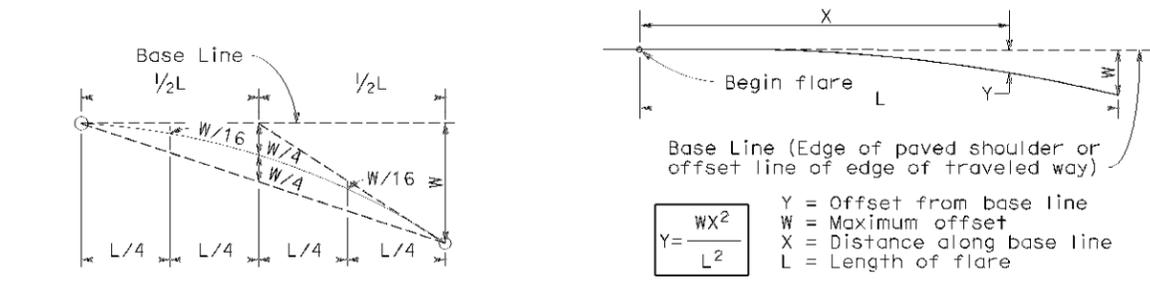
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri	299	36.6/36.8	15	20

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

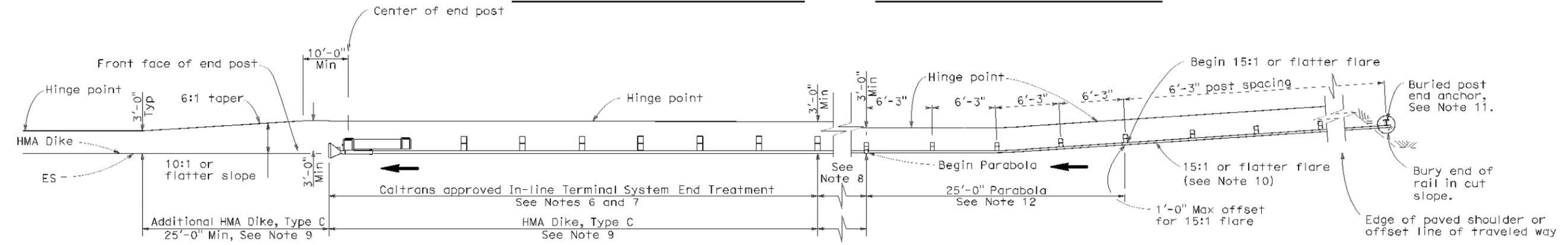
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To accompany plans dated 01-24-12



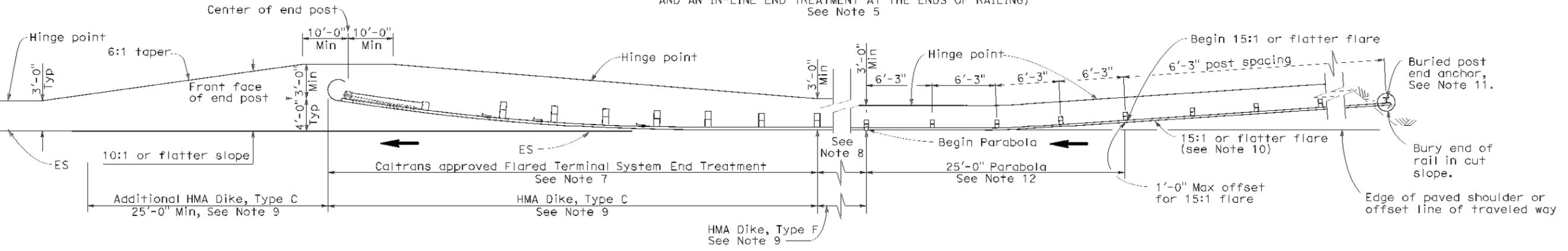
TYPICAL PARABOLIC LAYOUT

PARABOLIC FLARE OFFSETS



TYPE 11K LAYOUT

(EMBANKMENT GUARD RAILING INSTALLATION WITH A BURIED END ANCHOR TREATMENT AND AN IN-LINE END TREATMENT AT THE ENDS OF RAILING)
See Note 5



TYPE 11L LAYOUT

(EMBANKMENT GUARD RAILING INSTALLATION WITH A BURIED END ANCHOR TREATMENT AND A FLARED END TREATMENT AT THE ENDS OF RAILING)
See Note 5

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by →.
- Layout Types 11D through 11L, shown on the A77E Series of Revised Standard Plans, are typically used where guard railing is recommended to shield embankment slopes and a crashworthy end treatment is required for both directions of traffic.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.

- The type of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional guard railing (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
- The 15:1 or flatter flare used with buried end anchors is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of guard railing within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 11K and 11L Layouts, see Standard Plan A77I2.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77E1.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
EMBANKMENTS**

NO SCALE
RSP A77E6 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77E6
DATED MAY 1, 2006 - PAGE 53 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77E6

2006 REVISED STANDARD PLAN RSP A77E6

P:\proj1\02\3E820\plans\pse\23e820va004.dgn

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri	299	36.6/36.8	16	20

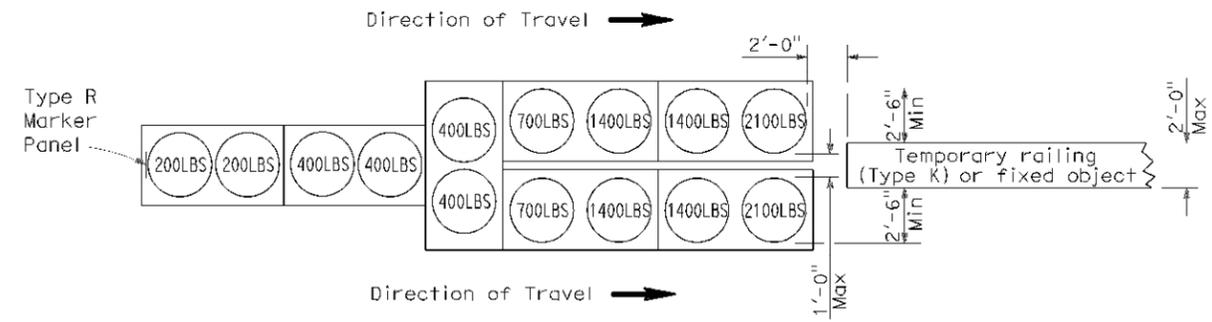
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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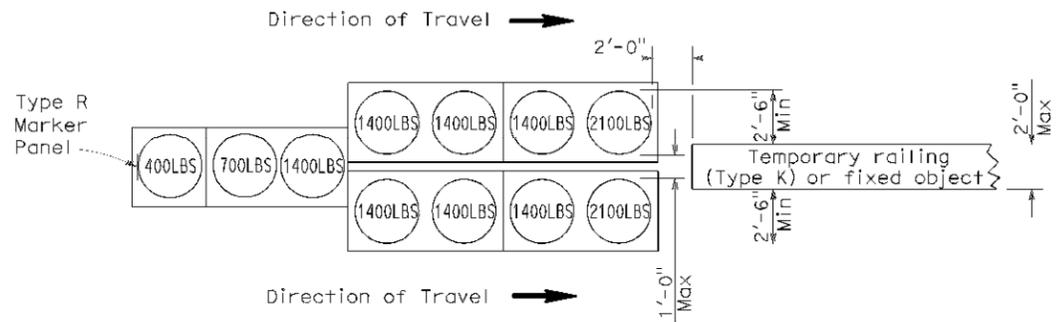
To accompany plans dated 01-24-12

2006 REVISED STANDARD PLAN RSP T1A



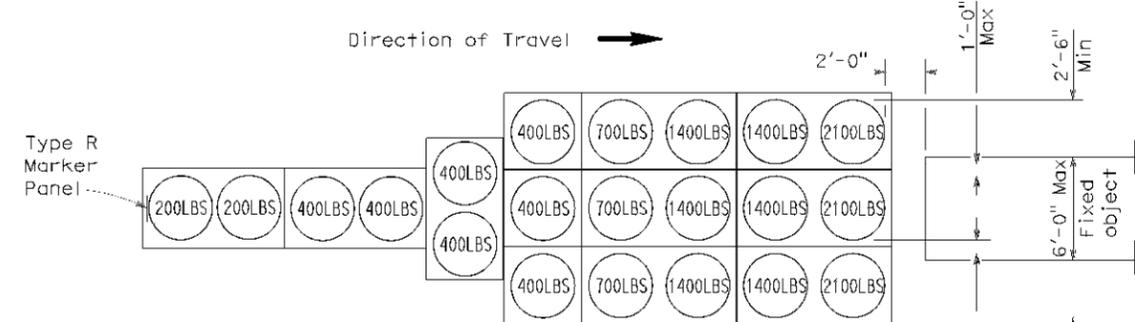
ARRAY 'TU14'

Approach speed 45 mph or more



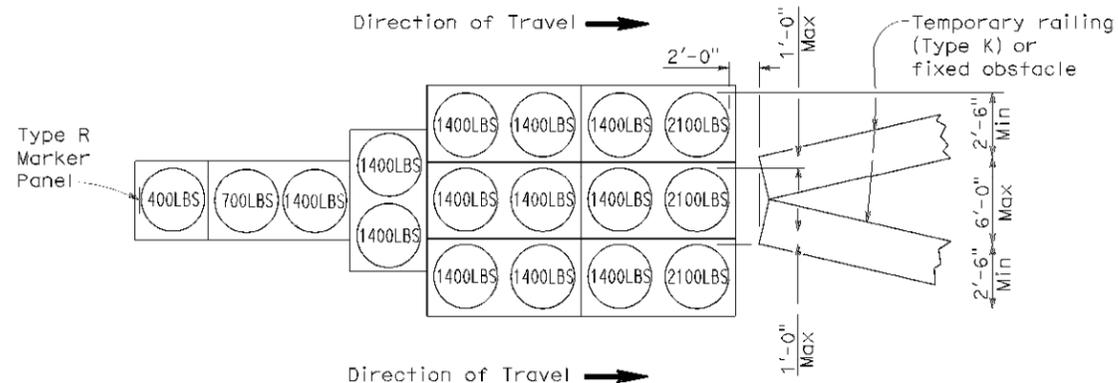
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

Approach speed 45 mph or more

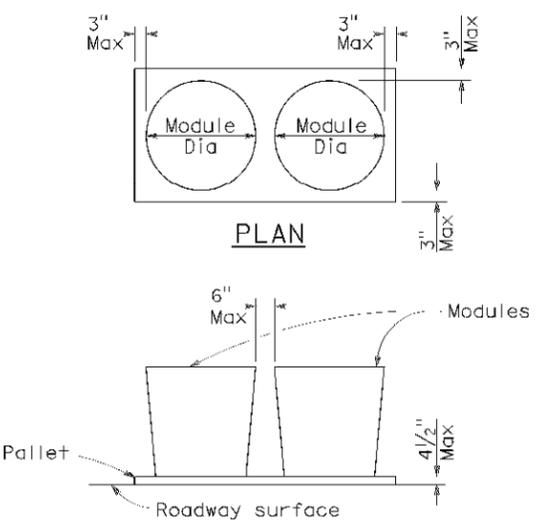


ARRAY 'TU17'

Approach speed less than 45 mph

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.



CRASH CUSHION PALLET DETAIL

See Note 7

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

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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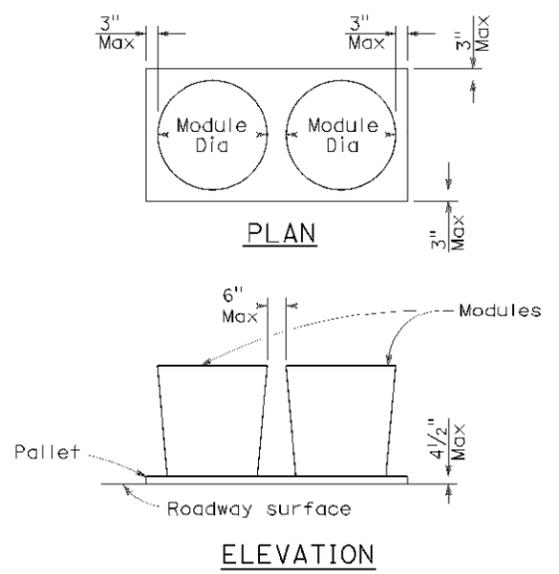
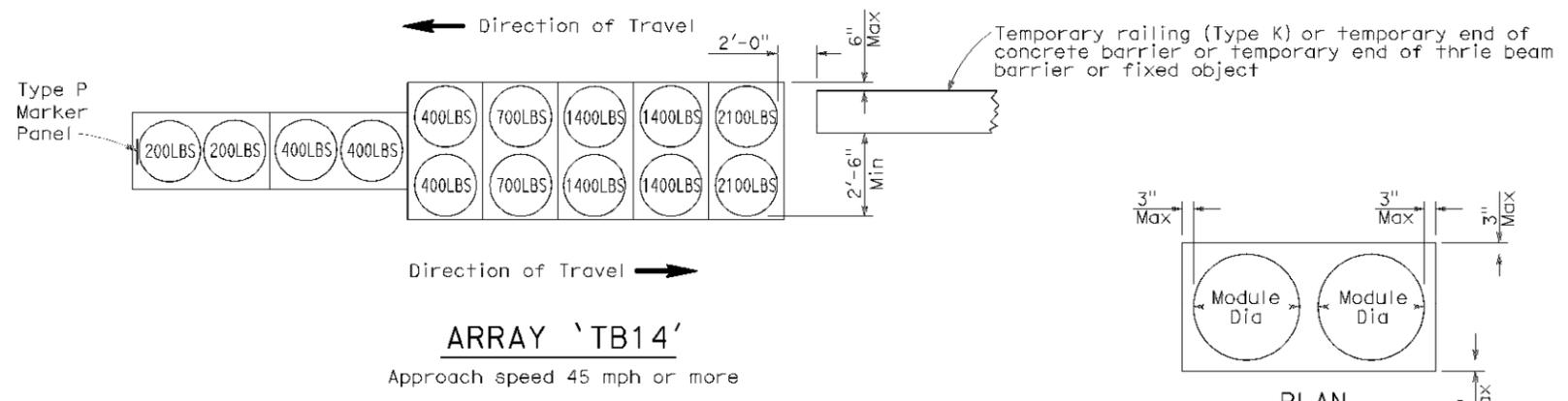
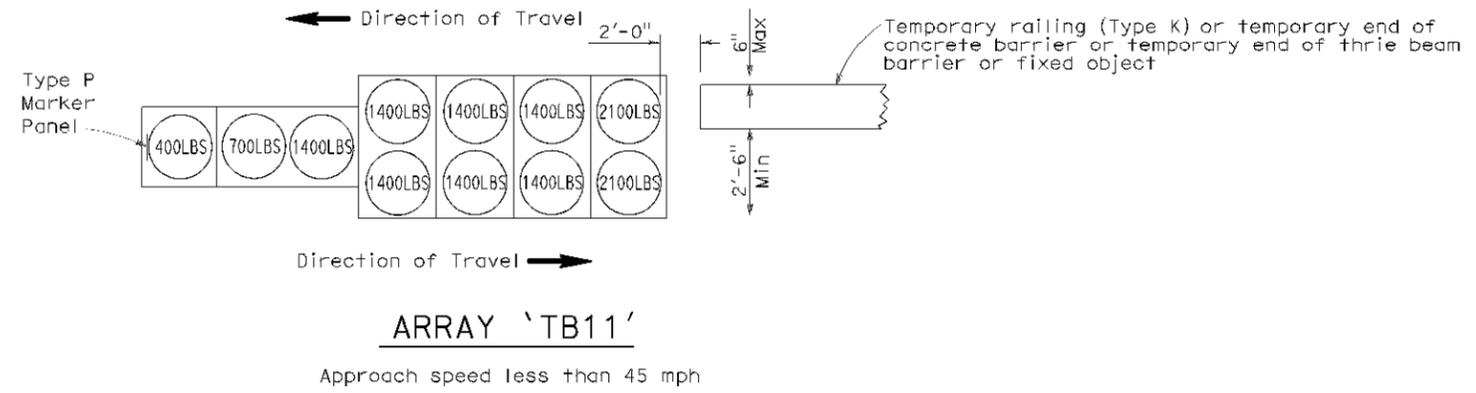
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

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 01-24-12



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 A738 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
02	Tri	299	36.6/36.8	18	20

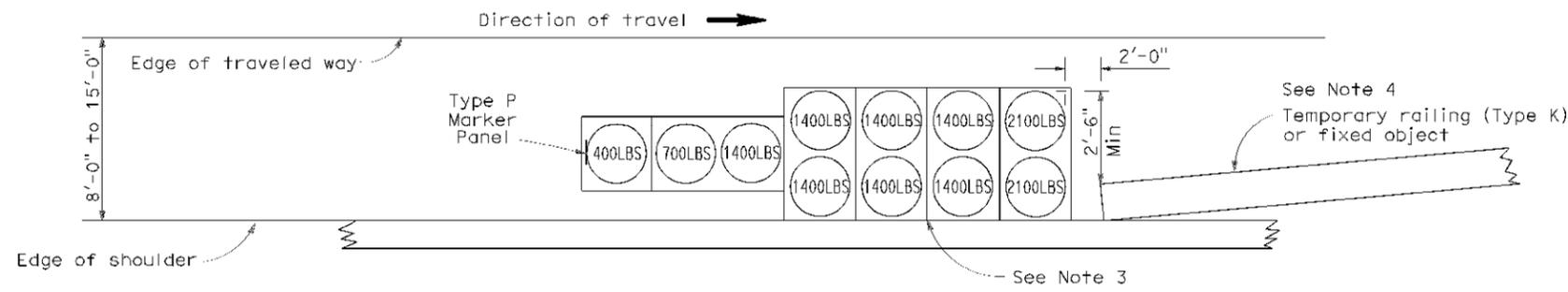
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

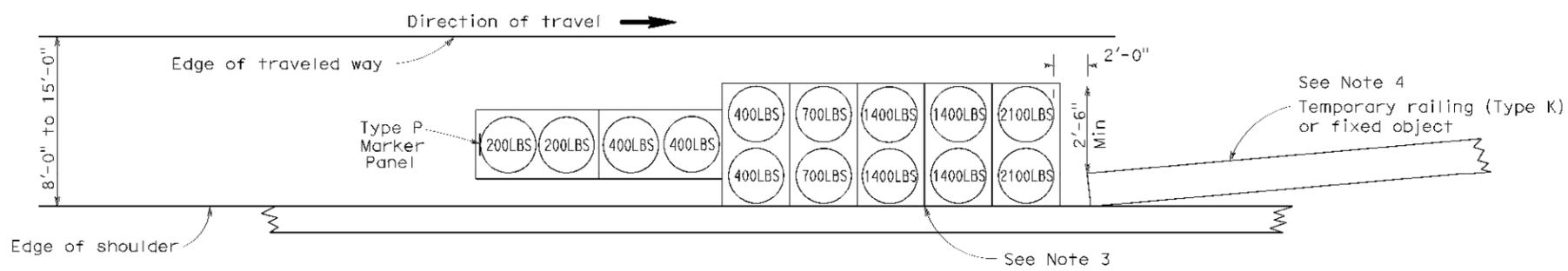
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REG. NO. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

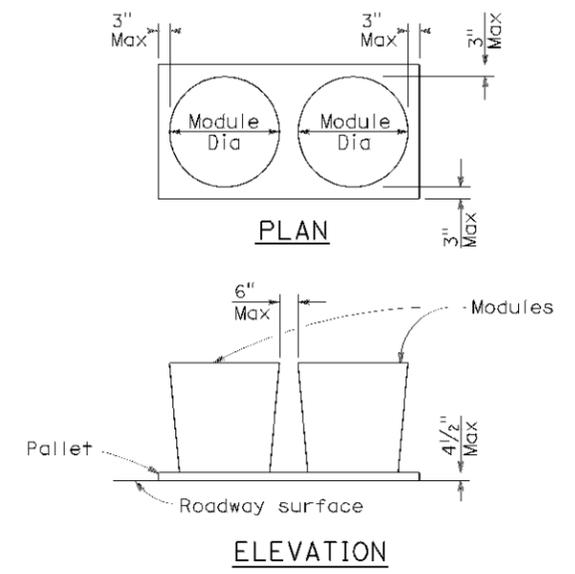
To accompany plans dated 01-24-12



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:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Tri	299	36.6/36.8	19	20

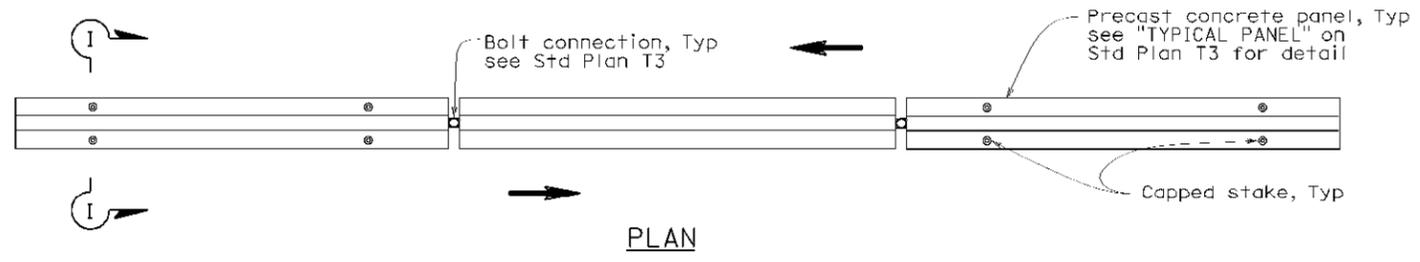
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

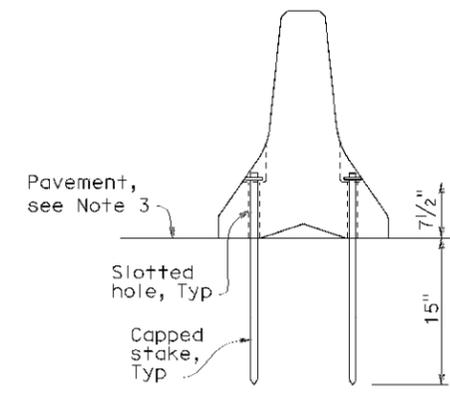
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To accompany plans dated 01-24-12

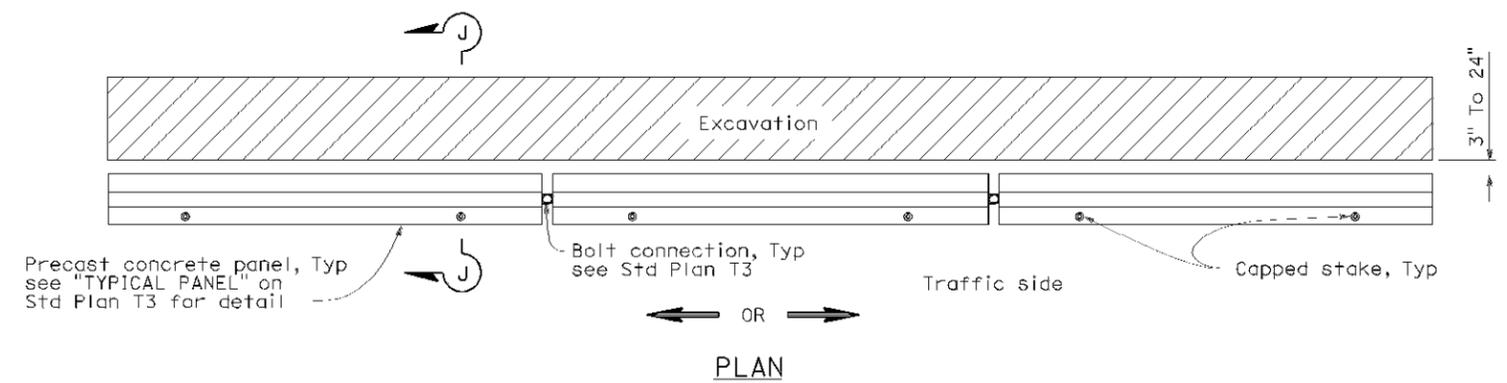


RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1

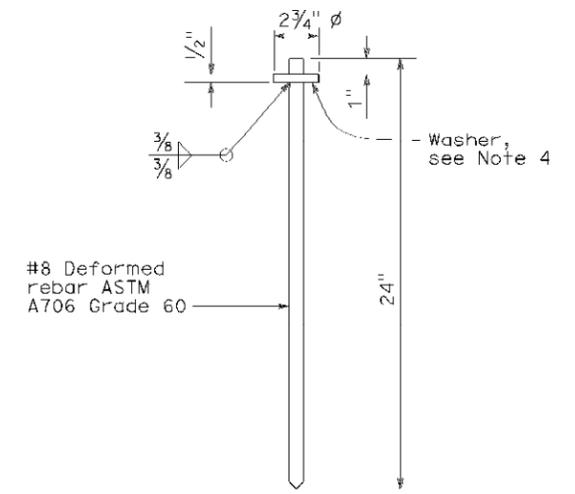
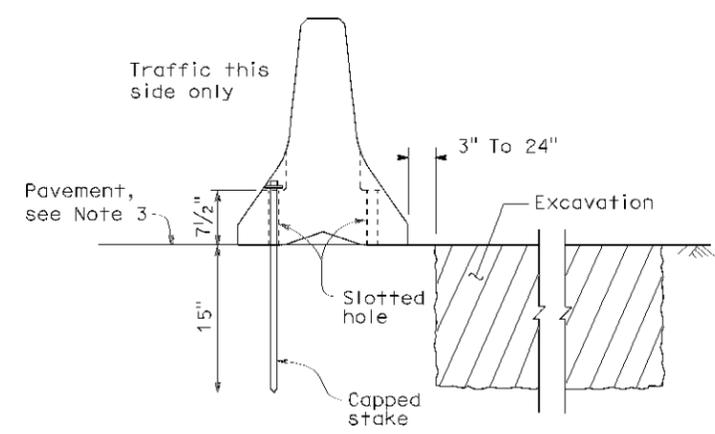


NOTES:

1. Where Type K Temporary Railing is placed as a temporary or long term barrier in two-way traffic on highways with less than 24" from the edge of traveled way, use four capped stakes per every other panel with end panels staked.
2. Where Type K Temporary Railing is placed 3" to 24" from the edge of an excavation on highways, use two capped stakes per panel along the traffic side.
3. Staked Type K Temporary Railing must be supported by at least 4" thick concrete, hot mix asphalt or existing asphalt pavement.
4. The minimum yield strength for the washer must be 60,000 psi.
5. Direction of adjacent traffic indicated by →.



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY RAILING
(TYPE K)**

NO SCALE

NSP T3A DATED MAY 20, 2011 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T3A

2006 NEW STANDARD PLAN NSP T3A

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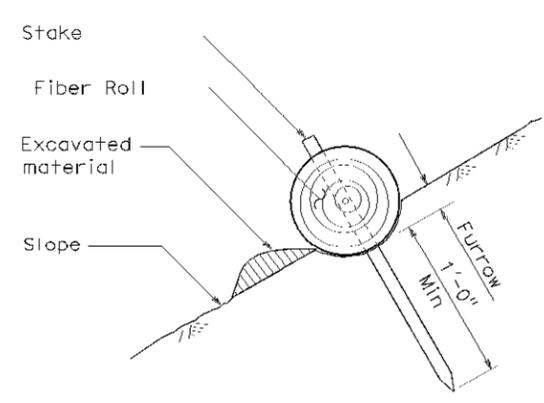
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Tri	299	36.6/36.8	20	20

Robert B. Schett
 LICENSED LANDSCAPE ARCHITECT

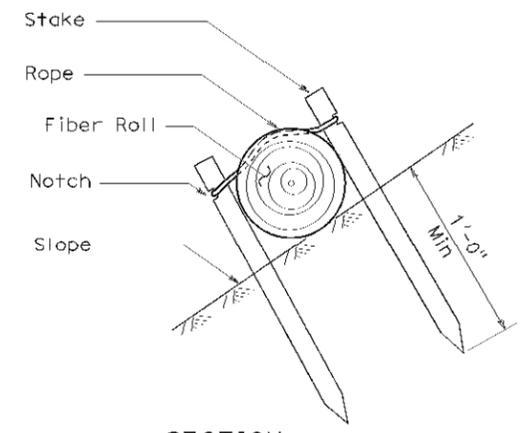
April 3, 2009
 PLANS APPROVAL DATE

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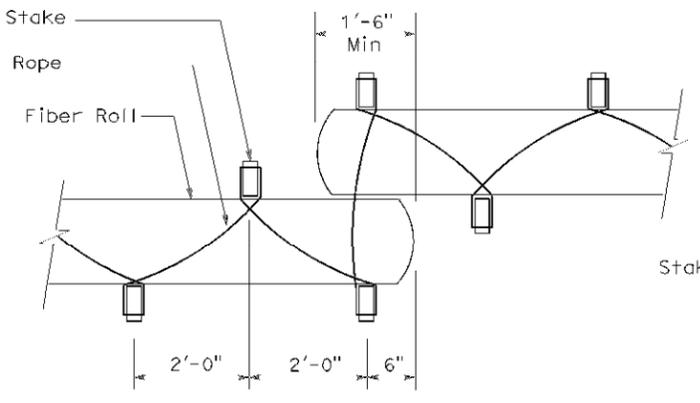
To accompany plans dated 01-24-12



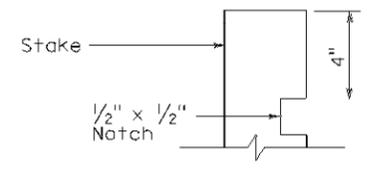
SECTION
TEMPORARY FIBER ROLL
(TYPE 1)



SECTION
TEMPORARY FIBER ROLL
(TYPE 2)

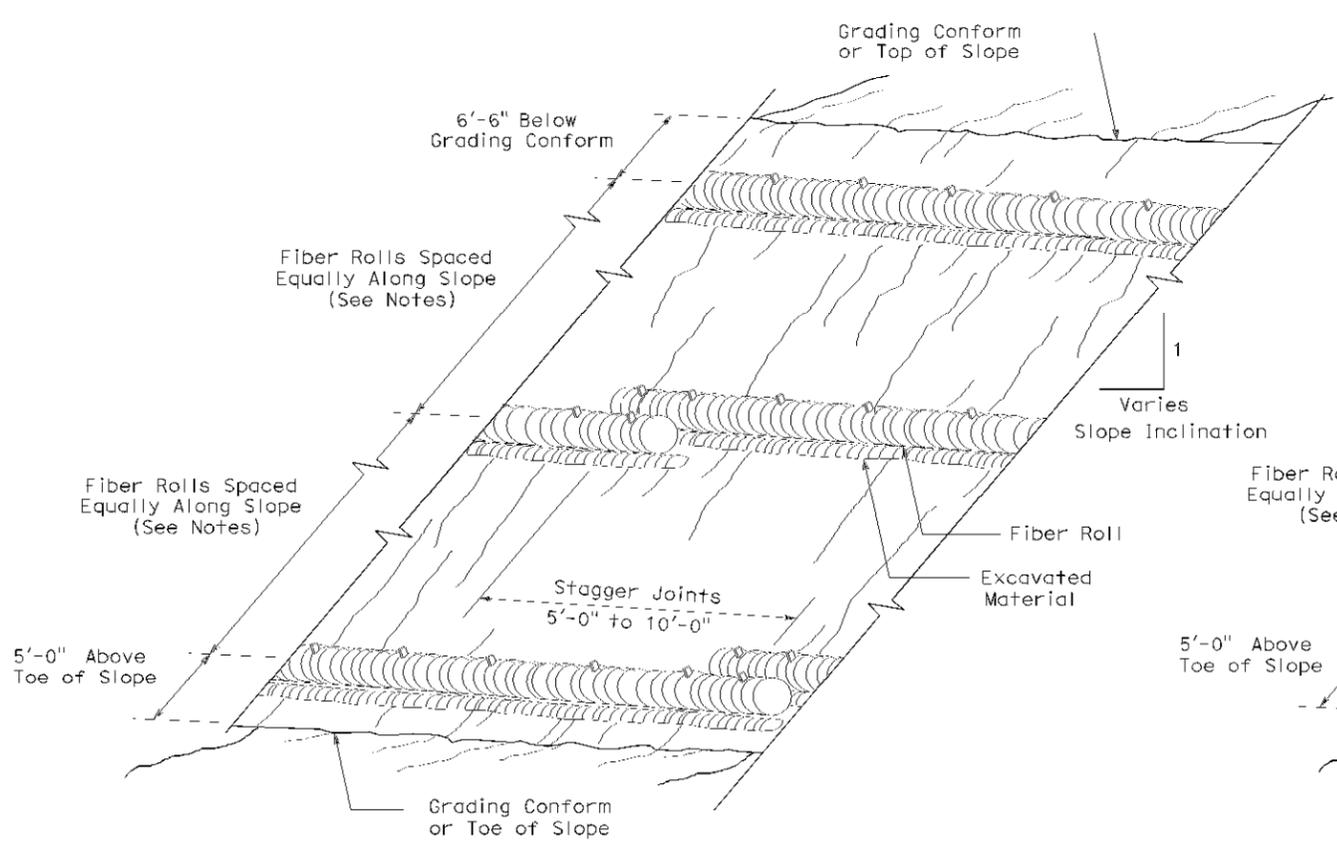


PLAN
TEMPORARY FIBER ROLL
(TYPE 2)

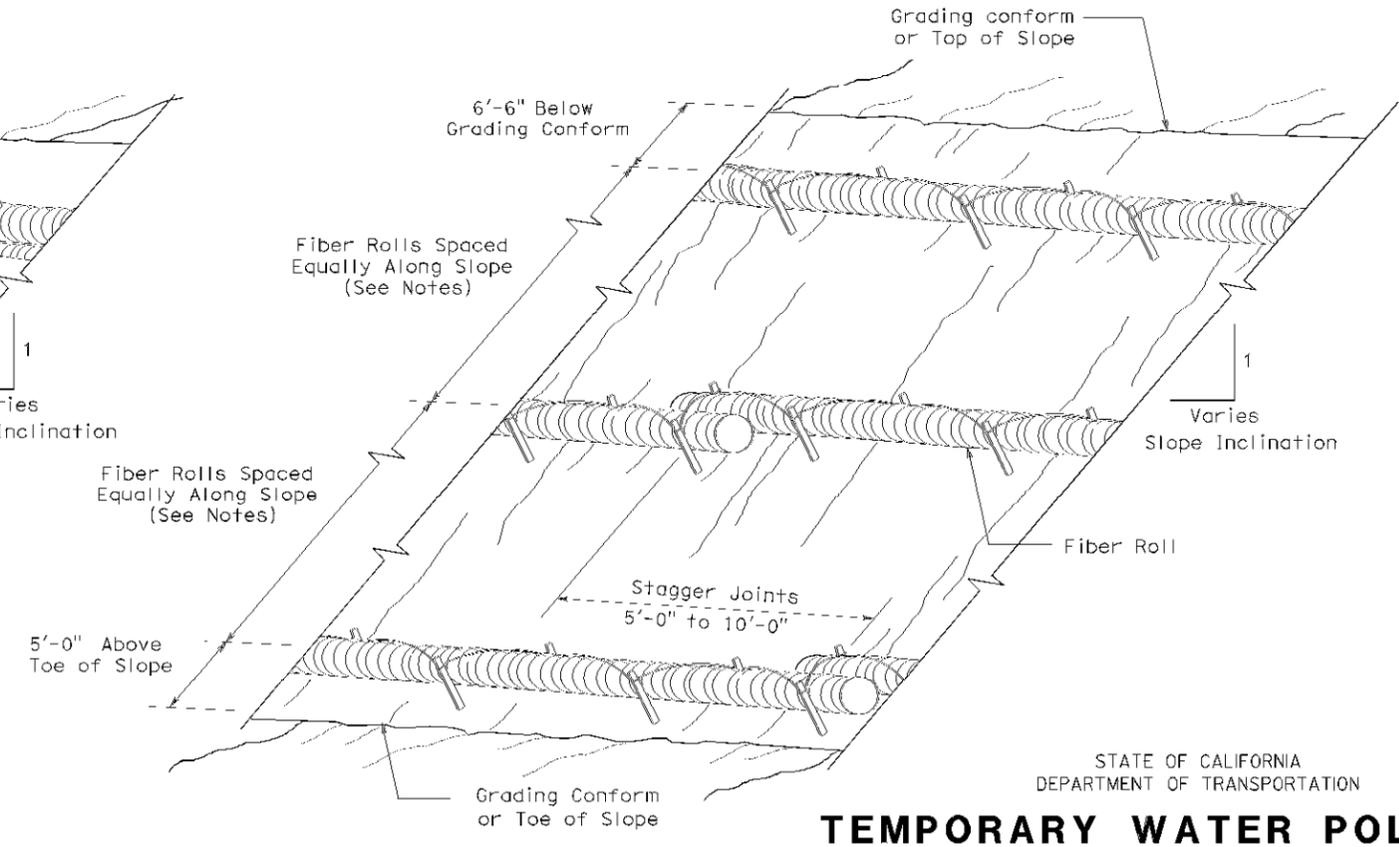


ELEVATION
STAKE NOTCH DETAIL

- NOTES:**
1. Temporary fiber roll spacing varies depending upon slope inclination.
 2. Installations shown in the perspectives are for slope inclination of 10:1 and steeper.



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 1)



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 2)

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY FIBER ROLL)

NO SCALE

RSP T56 DATED APRIL 3, 2009 SUPERSEDES STANDARD PLAN T56 DATED MAY 1, 2006 - PAGE 232 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T56

2006 REVISED STANDARD PLAN RSP T56

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