

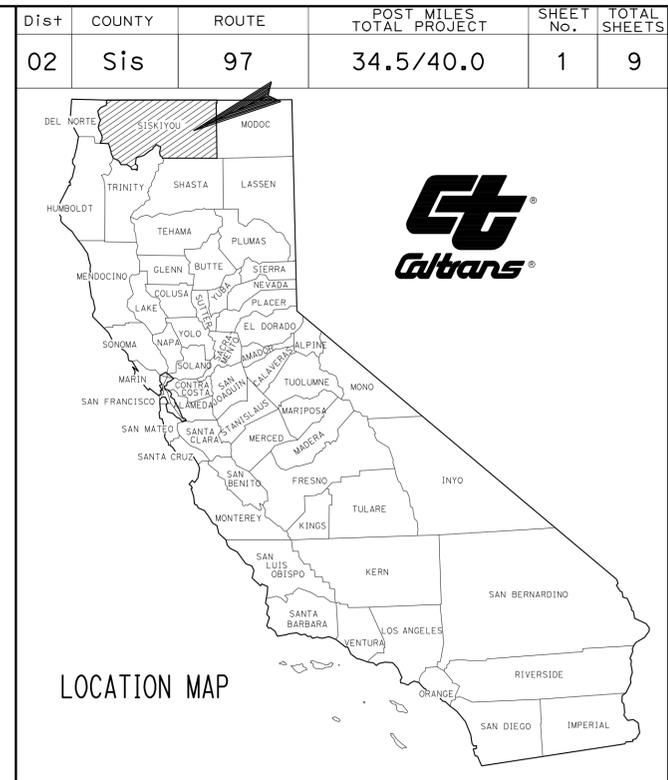
INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL CROSS SECTIONS
3	CONSTRUCTION AREA SIGNS
4	PAVEMENT DELINEATION DETAILS AND QUANTITIES
5	SUMMARY OF QUANTITIES
6-9	REVISED AND NEW STANDARD PLANS

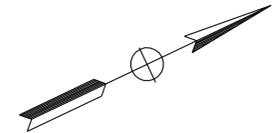
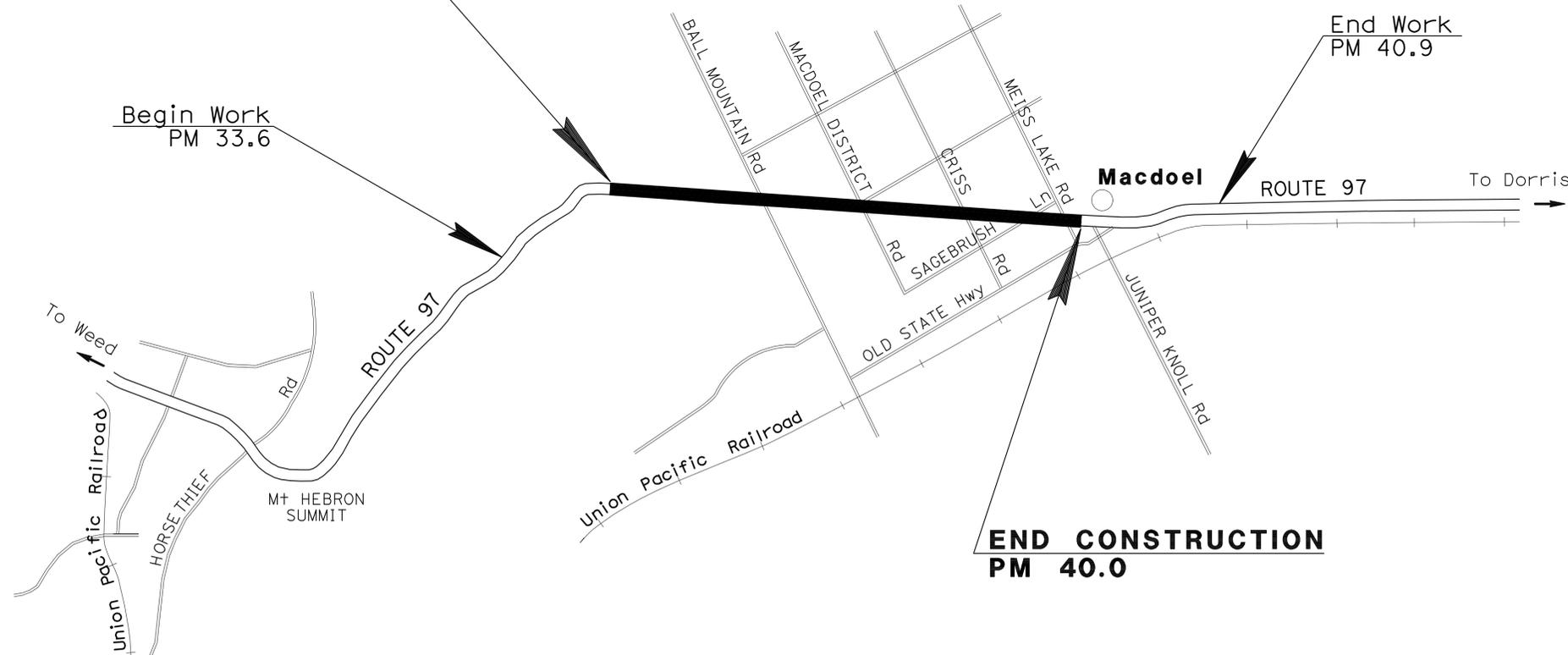
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA  
**DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON**  
**STATE HIGHWAY**  
**IN SISKIYOU COUNTY NEAR MACDOEL**  
**FROM 1.6 MILES SOUTH OF BALL**  
**MOUNTAIN ROAD TO 0.1 MILE SOUTH**  
**OF JUNIPER KNOLL ROAD**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



**BEGIN CONSTRUCTION**  
PM 34.5



PROJECT MANAGER <b>LANCE BROWN</b>	DESIGN ENGINEER <b>LANCE BROWN</b>
---------------------------------------	---------------------------------------

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

NO SCALE

*Michael A. Gower* 09-27-11  
 PROJECT ENGINEER DATE  
 REGISTERED CIVIL ENGINEER

September 27, 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.



CONTRACT No.	<b>02-3E9004</b>
PROJECT ID	<b>0200020230</b>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	97	34.5/40.0	2	9

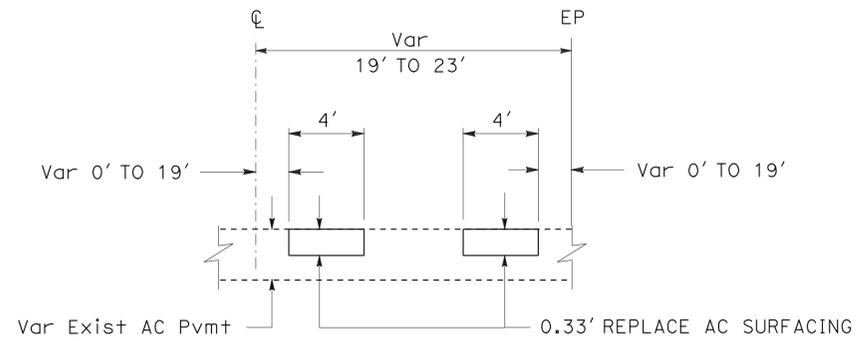
<i>Willie</i>	09-27-11
REGISTERED CIVIL ENGINEER	DATE
09-27-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER  
**MICHAEL A. CONNER**  
 No. C73123  
 Exp. 12-31-12  
 CIVIL  
 STATE OF CALIFORNIA

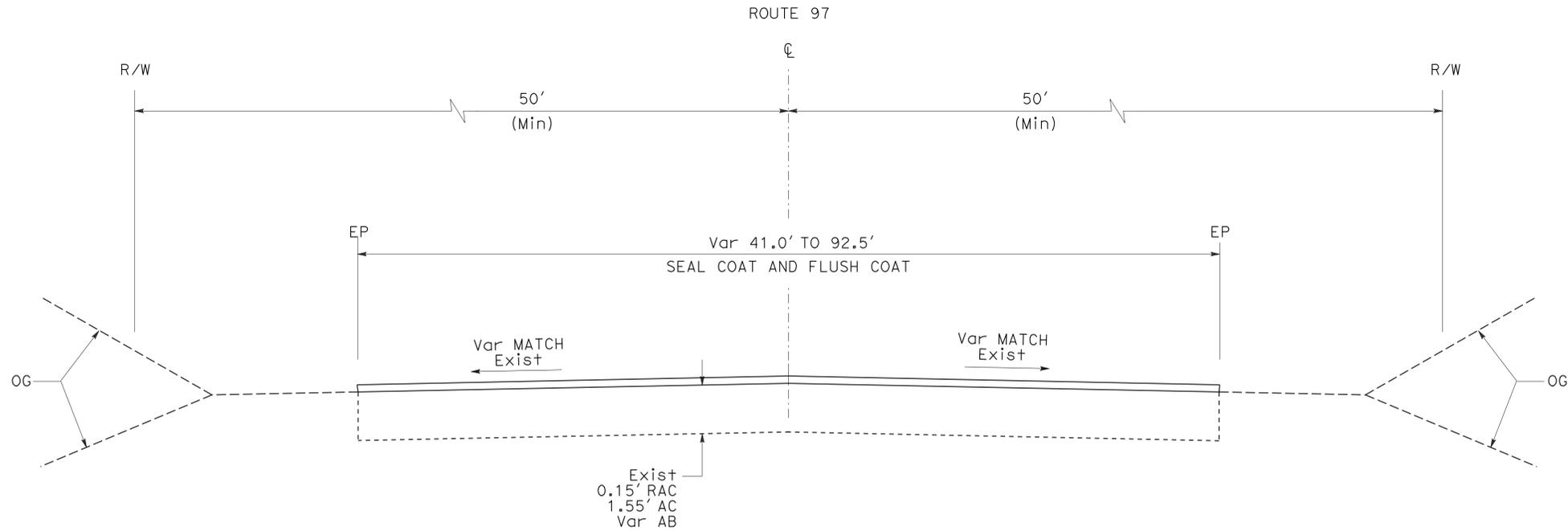
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTES:**

- DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- SUPERELEVATIONS AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.



**REPLACE AC SURFACING**  
(TYPICAL BOTH DIRECTIONS)



**TYPICAL CROSS SECTION**

**TYPICAL CROSS SECTIONS**

NO SCALE

**X-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE  
 Et Caltrans  
 FUNCTIONAL SUPERVISOR: LANCE BROWN  
 CALCULATED/DESIGNED BY: MICHAEL CONNER  
 CHECKED BY: KARLIE SMITH  
 REVISED BY: [blank] DATE REVISED: [blank]

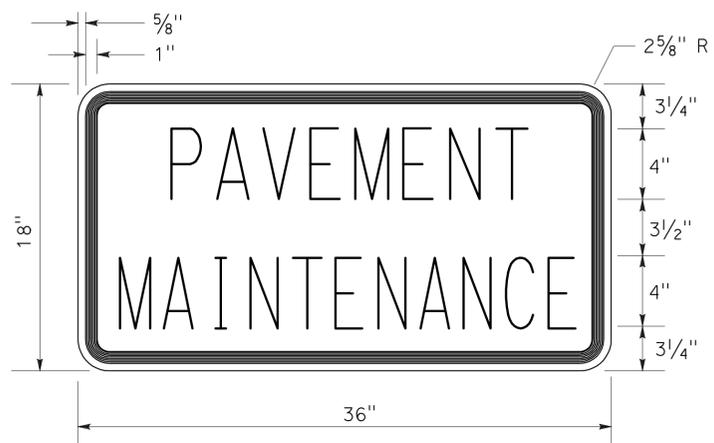


**NOTES:**

1. EXACT LOCATION OF ALL SIGNS TO BE DETERMINED BY THE ENGINEER.
2. CALIFORNIA CODES ARE DESIGNATED BY (CA), OTHERWISE FEDERAL CODES ARE SHOWN.
3. INTERMEDIATE G20-1 SIGNS SHOULD BE PLACED EVERY 3 TO 5 MILES AS NECESSARY.
4. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

**LEGEND:**

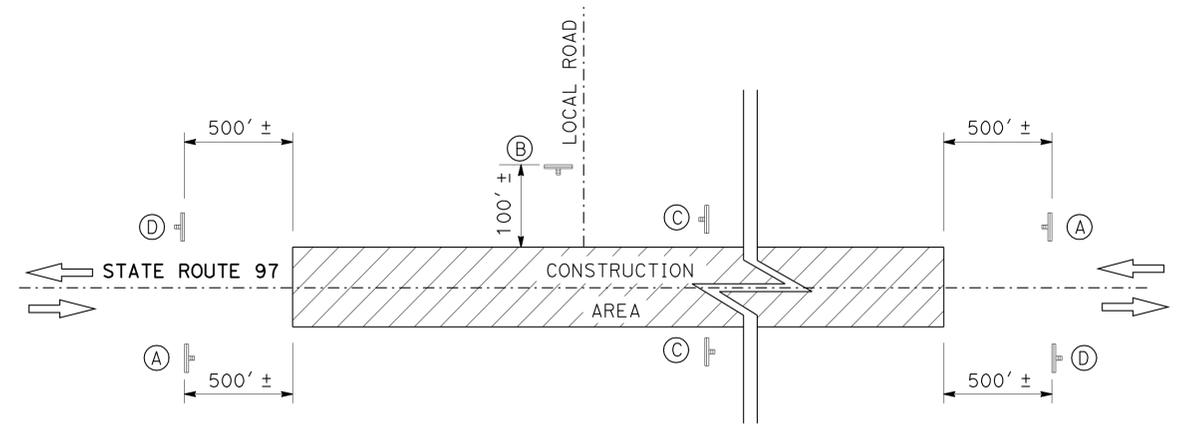
-  ONE POST STATIONARY MOUNTED SIGN
-  DIRECTION OF TRAFFIC



**C23B(CA) SIGN PANEL DETAIL**

**ROAD CONNECTIONS**

PM	DESCRIPTION
36.15	BALL MOUNTAIN COUNTY Rd - Lt
36.48	ENTRANCE TO GOOSENEST RANGER Sta - Lt
37.34	MACDOEL Dist Rd - Rt & Lt
38.51	CRISS Rd - Rt & Lt
39.27	SAGEBRUSH Ln - Rt
39.71	MEISS LAKE Rd - Rt



**CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)**

**CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)**

TYPE	CODE	PANEL SIZE	SIGN MESSAGE	NUMBER AND SIZE OF POST	No. OF SIGNS
(A)	G20-1 C23B(CA)	36" x 18"	ROAD WORK NEXT XX MILES PAVEMENT MAINTENANCE	1-4" x 6"	2
(B)	W20-1	48" x 48"	ROAD WORK AHEAD	1-4" x 6"	8
(C)	G20-1	36" x 18"	ROAD WORK NEXT XX MILES	1-4" x 4"	2
(D)	G20-2	36" x 18"	END ROAD WORK	1-4" x 4"	2

**CONSTRUCTION AREA SIGNS**

NO SCALE

**CS-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 Michael Conner  
 Karlie Smith  
 Lance Brown  
 MAINTENANCE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	97	34.5/40.0	4	9

09-27-11  
 REGISTERED CIVIL ENGINEER DATE  
 09-27-11  
 PLANS APPROVAL DATE

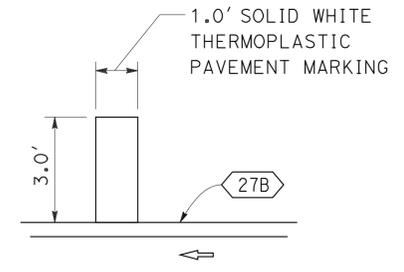
REGISTERED PROFESSIONAL ENGINEER  
 MICHAEL A. CONNER  
 No. C73123  
 Exp. 12-31-12  
 CIVIL  
 STATE OF CALIFORNIA

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.

**NOTES:**

- (N) NOT A SEPERATE PAY ITEM, FOR INFORMATION ONLY.
- EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

**LEGEND:**



DETAIL A

**THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)**

POSTMILE LIMITS	DETAIL 27B	DETAIL 27C	DETAIL 38	DETAIL 38A
34.50-40.00	56,773	1730	1901	1057
TOTAL	61,461			

**THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE 2-COAT)**

POSTMILE LIMITS	DETAIL 6	DETAIL 19	DETAIL 22	DETAIL 29
34.50-40.00	19,959	4224	3802	1057
TOTAL	29,042			

**THERMOPLASTIC PAVEMENT MARKING**

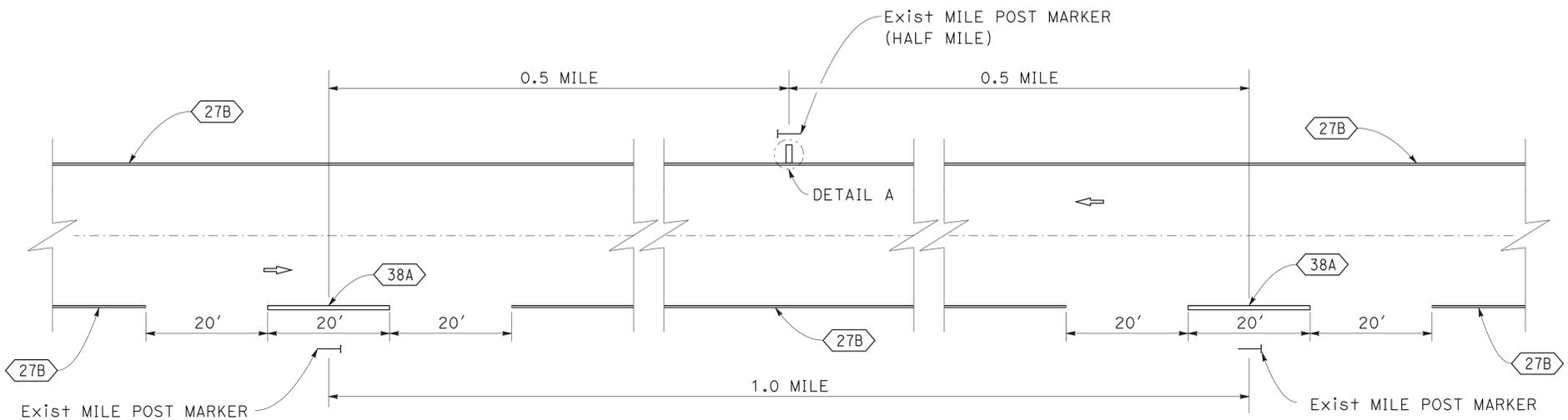
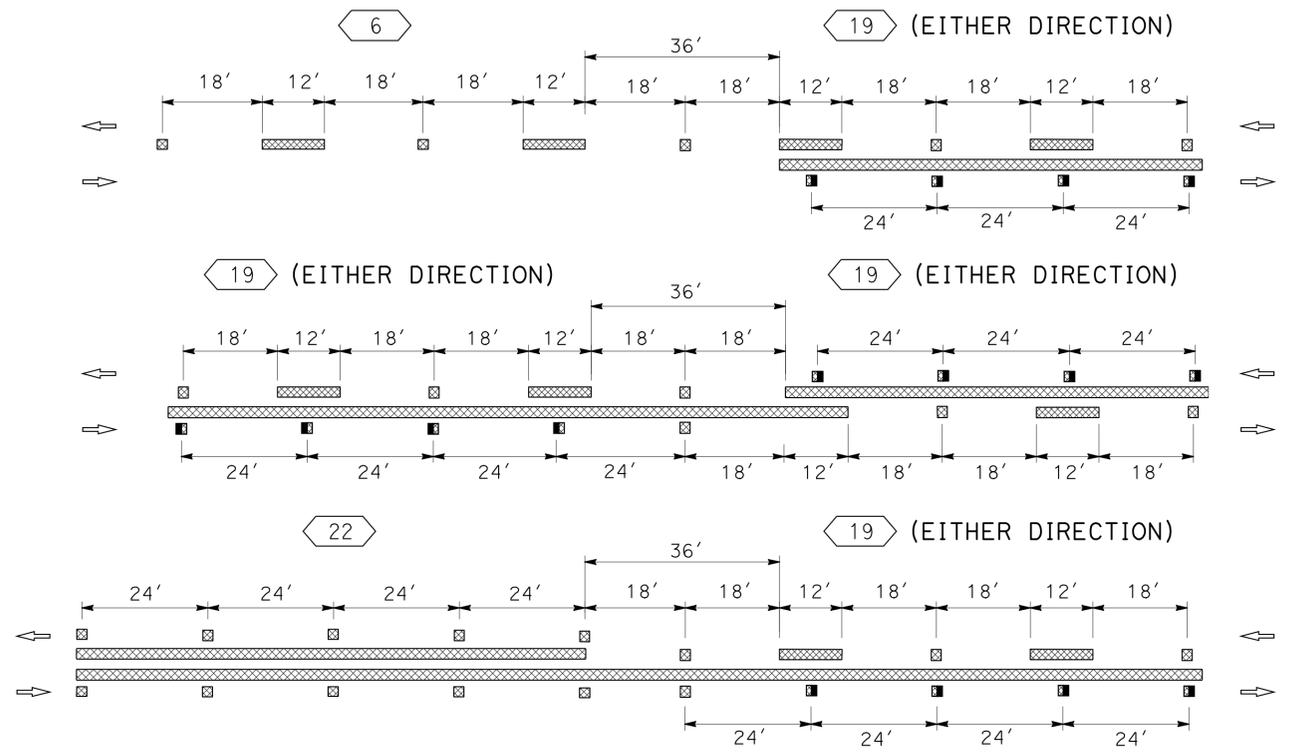
PM	L+	R+	(N) EA	SQFT	REMARKS
34.50-40.00	X		6	18.0	DETAIL A
36.15	X	X	2	158.0	ROAD CONNECTION LIMIT LINE
36.15	X	X	2	44.0	STOP
36.48	X		1	31.0	ROAD CONNECTION LIMIT LINE
36.48	X		1	22.0	STOP
37.34	X	X	2	158.0	ROAD CONNECTION LIMIT LINE
37.34	X	X	2	44.0	STOP
38.51	X	X	2	154.0	ROAD CONNECTION LIMIT LINE
38.51	X	X	2	44.0	STOP
39.27	X	X	2	110.0	ROAD CONNECTION LIMIT LINE
39.58		X	1	42.0	TYPE III (R) ARROW
39.61		X	1	42.0	TYPE III (L) ARROW
39.65		X	1	42.0	TYPE III (L) ARROW
39.65	X		1	48.0	ROAD CONNECTION LIMIT LINE
39.65	X		1	22.0	STOP
39.68		X	1	42.0	TYPE III (R) ARROW
39.68	X		1	42.0	TYPE III (R) ARROW
39.71	X		1	42.0	TYPE III (L) ARROW
39.71		X	1	50.0	ROAD CONNECTION LIMIT LINE
39.71		X	1	22.0	STOP
39.76	X		1	42.0	TYPE III (L) ARROW
39.78	X		1	42.0	TYPE III (R) ARROW
TOTAL				1261.0	

**REMOVE THERMOPLASTIC PAVEMENT MARKING**

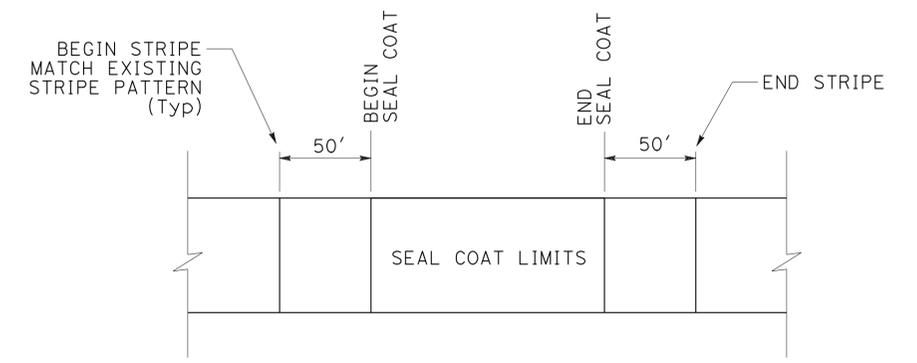
PM	L+	R+	(N) EA	SQFT	REMARKS
39.58		X	1	42.0	TYPE III (R) ARROW
39.61		X	1	42.0	TYPE III (L) ARROW
39.65		X	1	42.0	TYPE III (L) ARROW
39.65	X		1	48.0	ROAD CONNECTION LIMIT LINE
39.65	X		1	22.0	STOP
39.68		X	1	42.0	TYPE III (R) ARROW
39.68	X		1	42.0	TYPE III (R) ARROW
39.71	X		1	42.0	TYPE III (L) ARROW
39.71		X	1	50.0	ROAD CONNECTION LIMIT LINE
39.71		X	1	22.0	STOP
39.76	X		1	42.0	TYPE III (L) ARROW
39.78	X		1	42.0	TYPE III (R) ARROW
TOTAL				478.0	

**PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)**

POSTMILE LIMITS	TYPE D	TYPE G	TYPE H
	EA	EA	EA
34.50-40.00	915	81	177
TOTAL	1173		



**TYPICAL HALF MILE AND MILE POST STRIPE**



**TRAFFIC STRIPE MATCH DETAIL**

**PAVEMENT DELINEATION DETAILS AND QUANTITIES**

NO SCALE

**PDD-1**

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE

REVISOR: MICHAEL CONNER, KARLIE SMITH  
 CALCULATED/DESIGNED BY: LANCE BROWN  
 CHECKED BY:

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	97	34.5/40.0	5	9

 09-27-11  
 REGISTERED CIVIL ENGINEER DATE

09-27-11  
 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.



**NOTES:**

1. (N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.
2. EXACT LOCATIONS OF REPLACE ASPHALT CONCRETE SURFACING TO BE DETERMINED BY ENGINEER.
3. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

**EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS**

PM	ELEMENTS	DESCRIPTION
34.46	WIM CCTV	MOUNT HEBRON AT WIM STATION

**REPLACE ASPHALT CONCRETE SURFACING**

PM LIMITS	(N) Approx No. OF DIGOUTS	(N)	(N)	(N)	CY
		LENGTH (Avg)	WIDTH	DEPTH	
		LF	LF	LF	
34.54-35.00	4	100	4	0.33	20
35.00-36.00	8	100	4	0.33	40
36.00-37.00	8	100	4	0.33	40
37.00-38.00	8	100	4	0.33	40
38.00-39.00	8	100	4	0.33	40
39.00-40.00	8	100	4	0.33	40
TOTAL					220

**ROADWAY QUANTITIES SUMMARY**

POSTMILE LIMITS	(N) LENGTH	(N) WIDTH	SEAL COAT		FLUSH COAT	
			ASPHALT-RUBBER BINDER	SCREENINGS (MEDIUM, HOT-APPLIED)	ASPHALTIC EMULSION (FOG SEAL COAT)	SAND COVER
PM - PM	LF	LF	TON	TON	TON	TON
34.54 TO 35.00	2428.8	42.0	378.7	2446.8	35.0	279.6
35.00 TO 35.50	2640.0	42.0				
35.50 TO 36.00	2640.0	42.0				
36.00 TO 36.21	1108.8	42.0-41.0				
36.21 TO 36.50	1531.2	41.0-42.0				
36.50 TO 37.00	2640.0	42.0				
37.00 TO 37.50	2640.0	42.0-41.5				
37.50 TO 38.00	2640.0	41.5				
38.00 TO 38.50	2640.0	41.5-42.0				
38.50 TO 39.00	2640.0	42.0				
39.00 TO 39.50	2640.0	42.0-42.5				
39.50 TO 39.65	792.0	42.5-92.5				
39.65 TO 39.71	316.8	92.5-90.0				
39.71 TO 39.72	52.8	90.0-66.0				
39.72 TO 39.78	316.8	66.0				
39.78 TO 39.86	422.4	66.0-42.5				
39.86 TO 40.00	739.2	42.5				
TOTAL			378.7	2446.8	35.0	279.6

**SUMMARY OF QUANTITIES**

**Q-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE  
 FUNCTIONAL SUPERVISOR LANCE BROWN  
 CALCULATED-DESIGNED BY MICHAEL CONNER  
 CHECKED BY KARLIE SMITH  
 REVISED BY DATE REVISION

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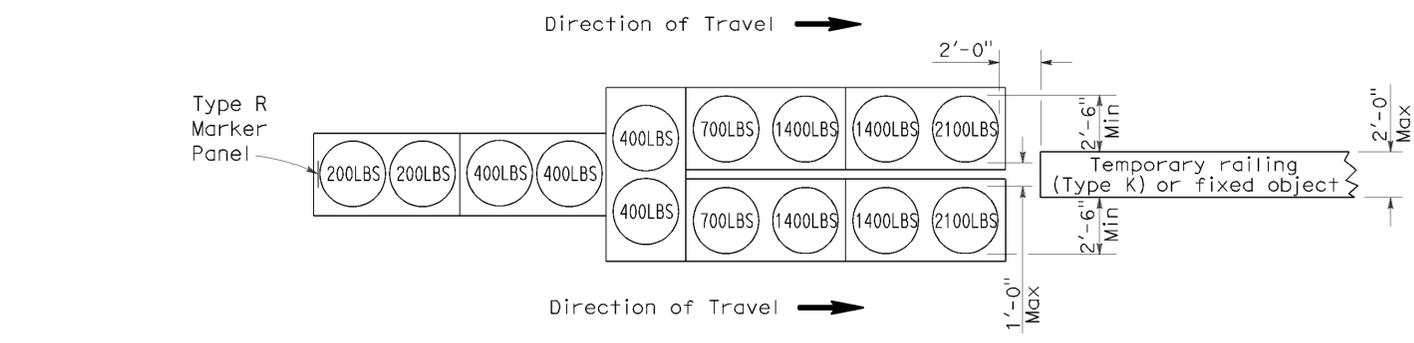
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

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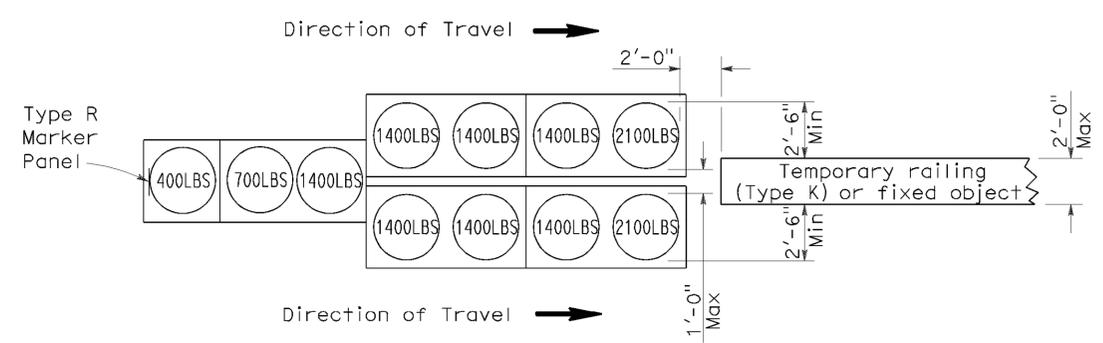
REGISTERED PROFESSIONAL ENGINEER  
*Randell D. Hiatt*  
No. C50200  
Exp. 6-30-09  
CIVIL  
STATE OF CALIFORNIA

To accompany plans dated 09-27-11



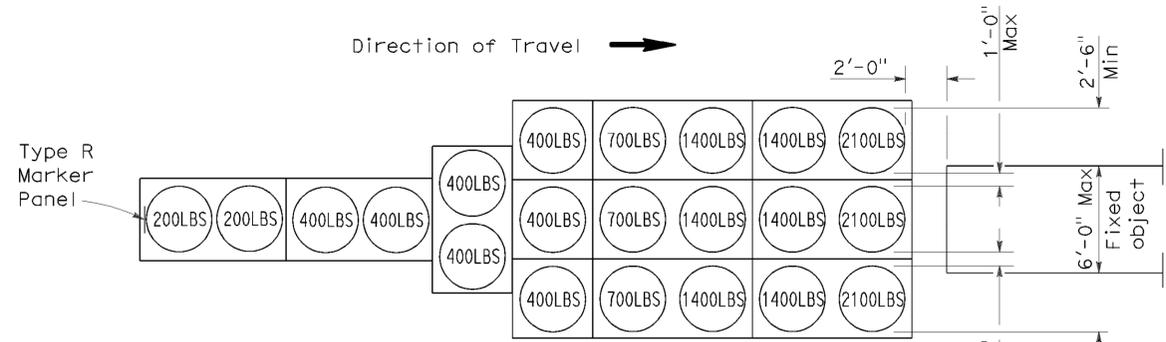
**ARRAY 'TU14'**

Approach speed 45 mph or more



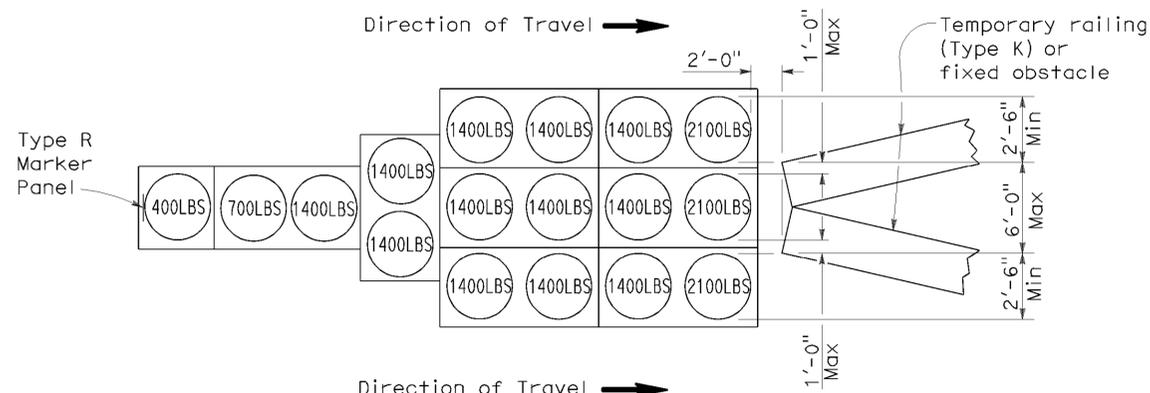
**ARRAY 'TU11'**

Approach speed less than 45 mph



**ARRAY 'TU21'**

Approach speed 45 mph or more

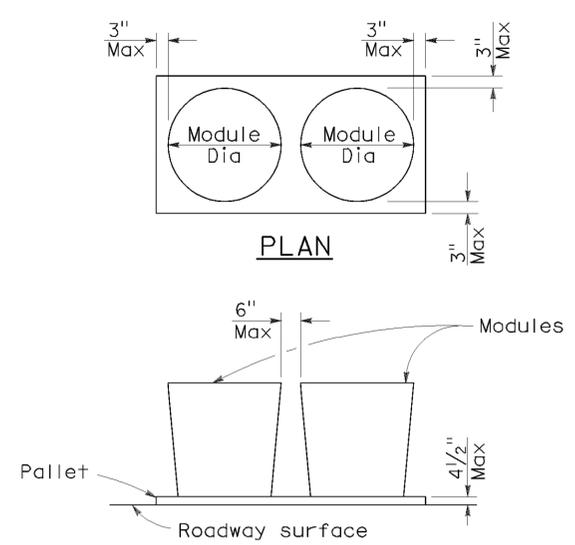


**ARRAY 'TU17'**

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.



**ELEVATION**

**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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2006 REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sis	97	34.5/40.0	7	9

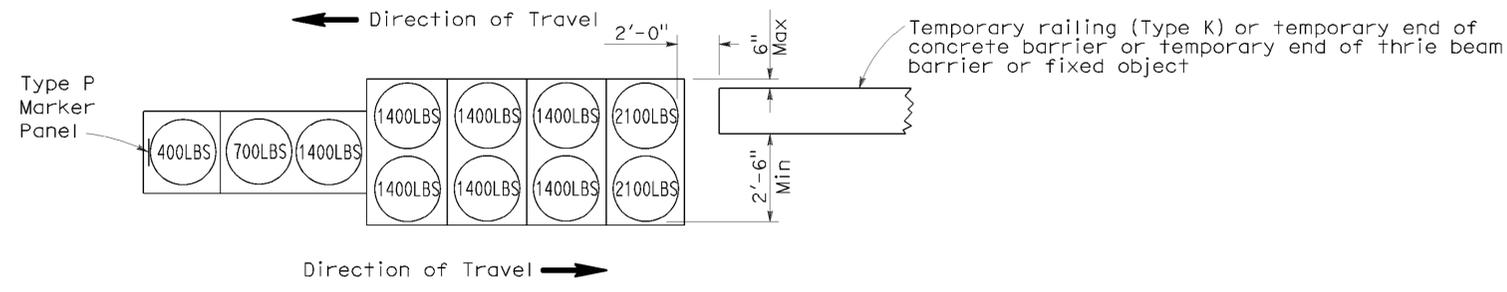
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

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

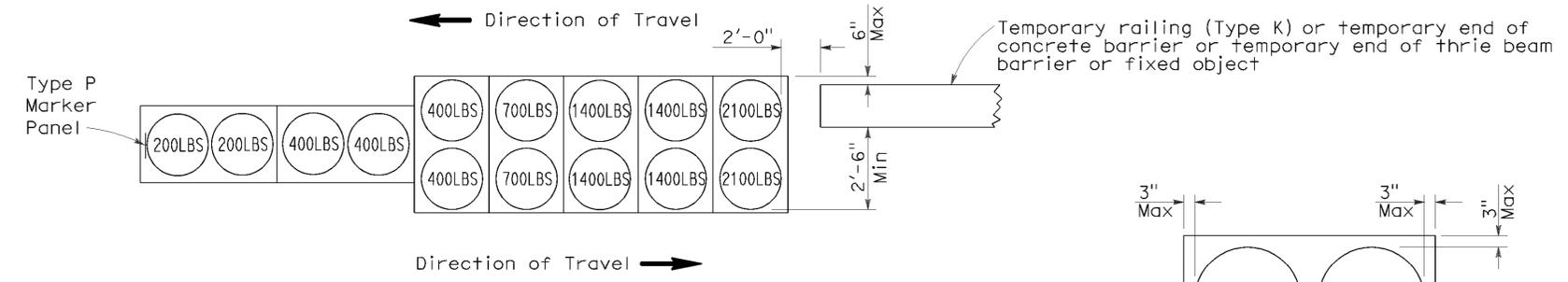
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To accompany plans dated 09-27-11



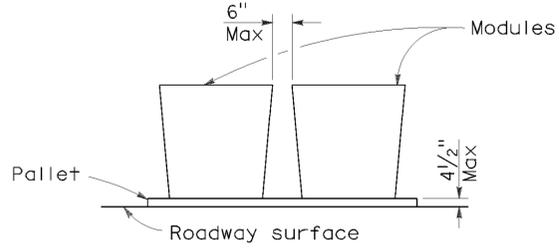
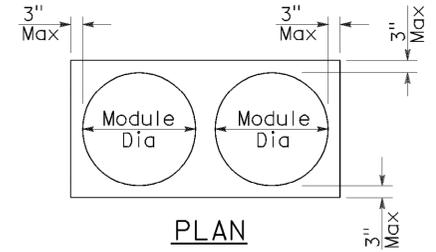
**ARRAY 'TB11'**

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**

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2006 REVISED STANDARD PLAN RSP T1B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sis	97	34.5/40.0	8	9

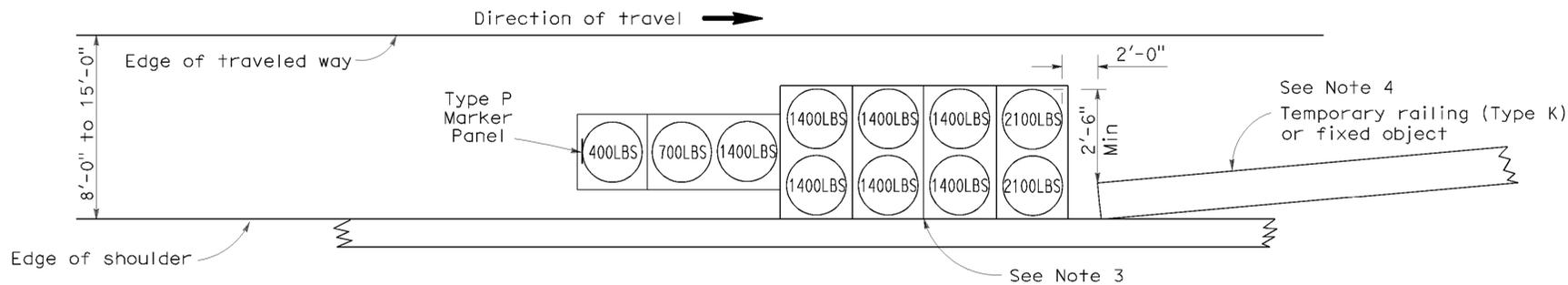
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

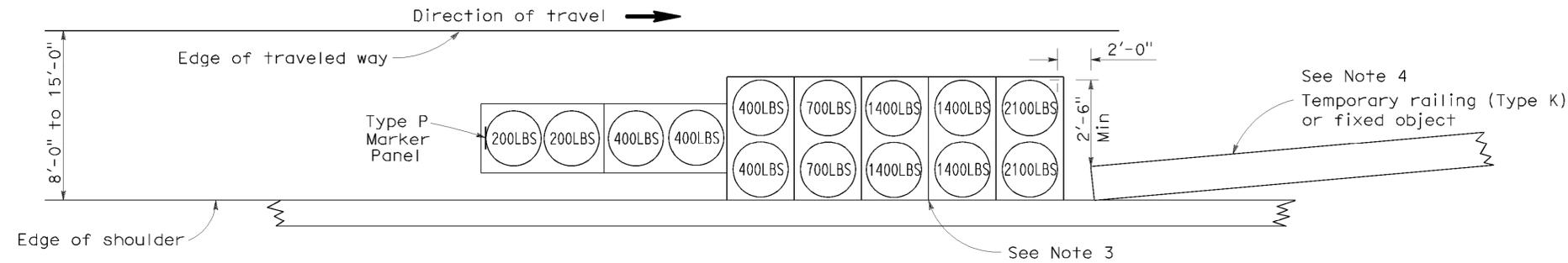
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REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiatt  
No. C50200  
Exp. 6-30-09  
CIVIL  
STATE OF CALIFORNIA

To accompany plans dated 09-27-11



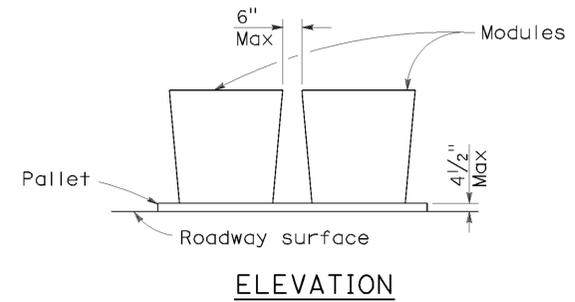
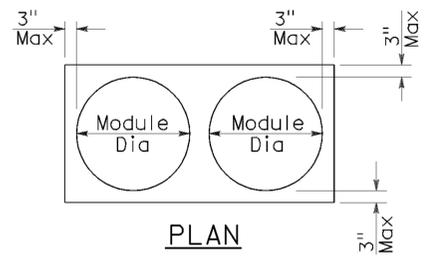
**ARRAY 'TS11'**  
Approach speed less than 45 mph  
See Note 9



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

**NOTES:**

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



**CRASH CUSHION PALLET DETAIL**  
See Note 11

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

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	97	34.5/40.0	9	9

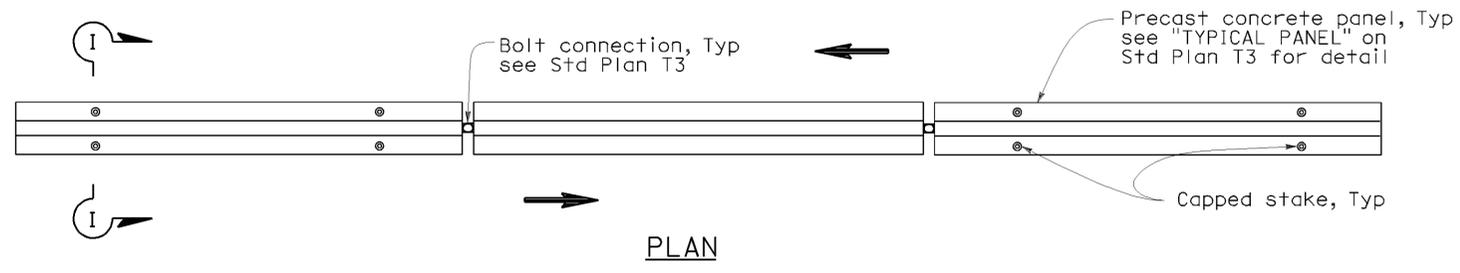
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

May 20, 2011  
PLANS APPROVAL DATE

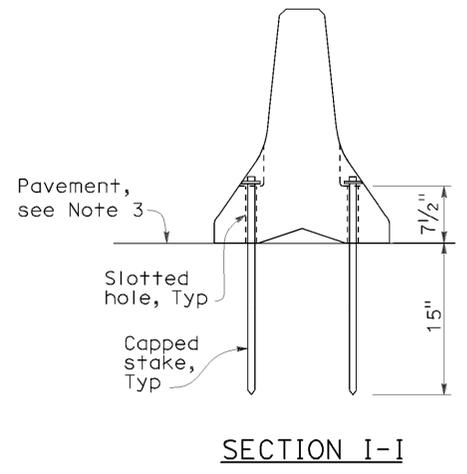
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REGISTERED PROFESSIONAL ENGINEER  
No. C50200  
Exp. 6-30-11  
CIVIL  
STATE OF CALIFORNIA

To accompany plans dated 09-27-11

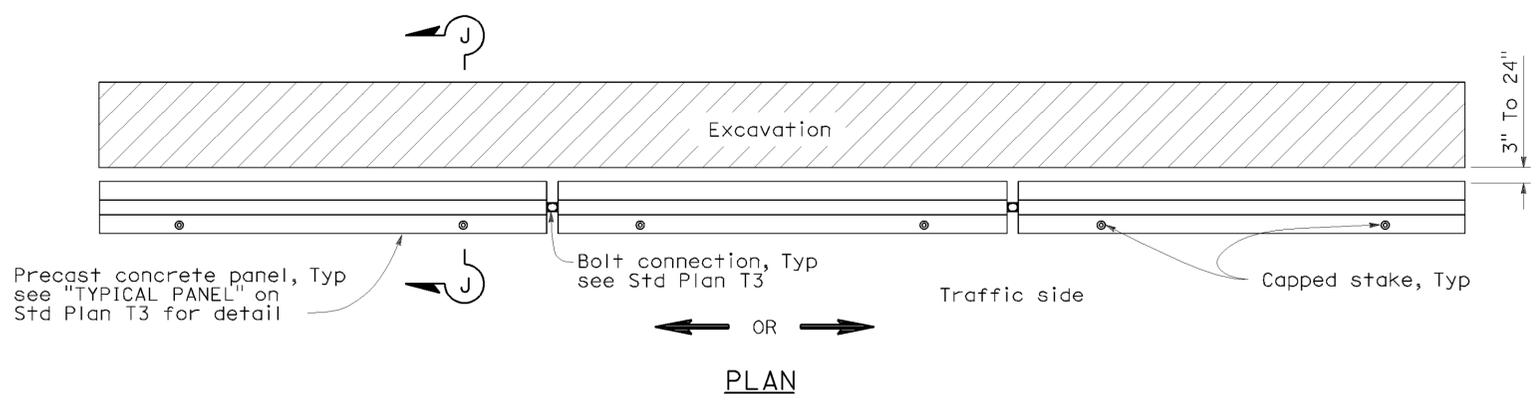


**RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC**  
See Note 1

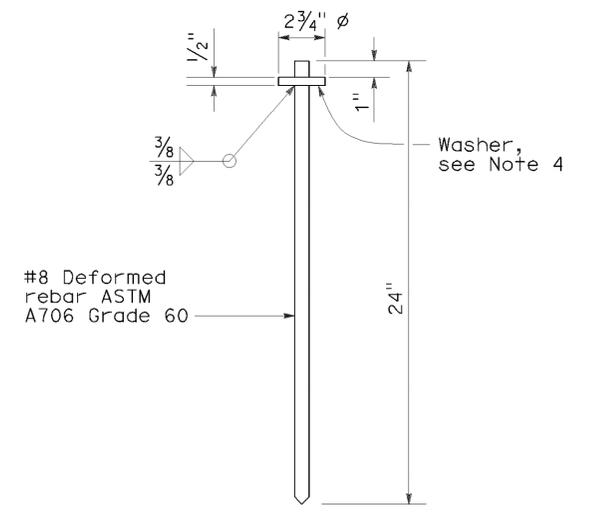
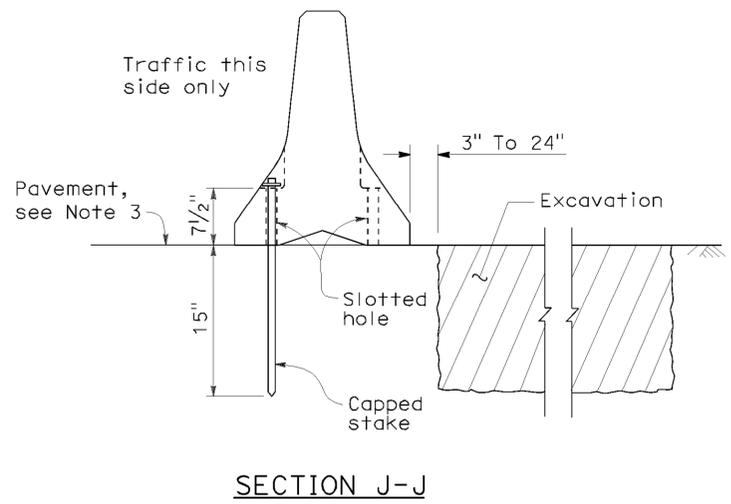


**NOTES:**

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 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 concrete pavement.
4. The minimum yield strength for the washer must be 60,000 psi.
5. Direction of adjacent traffic indicated by  $\Rightarrow$ .



**RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION**  
See Note 2



**CAPPED STAKE DETAIL**

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**

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2006 NEW STANDARD PLAN NSP T3A