

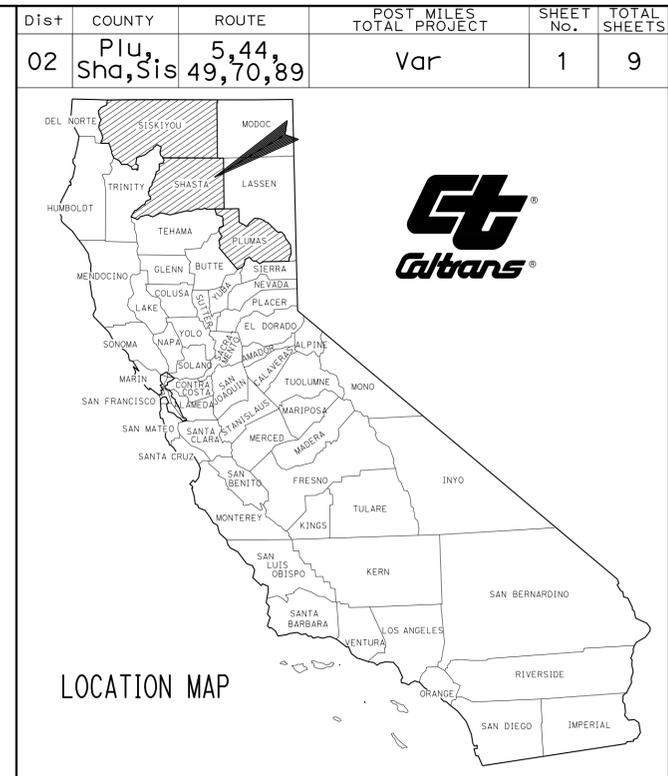
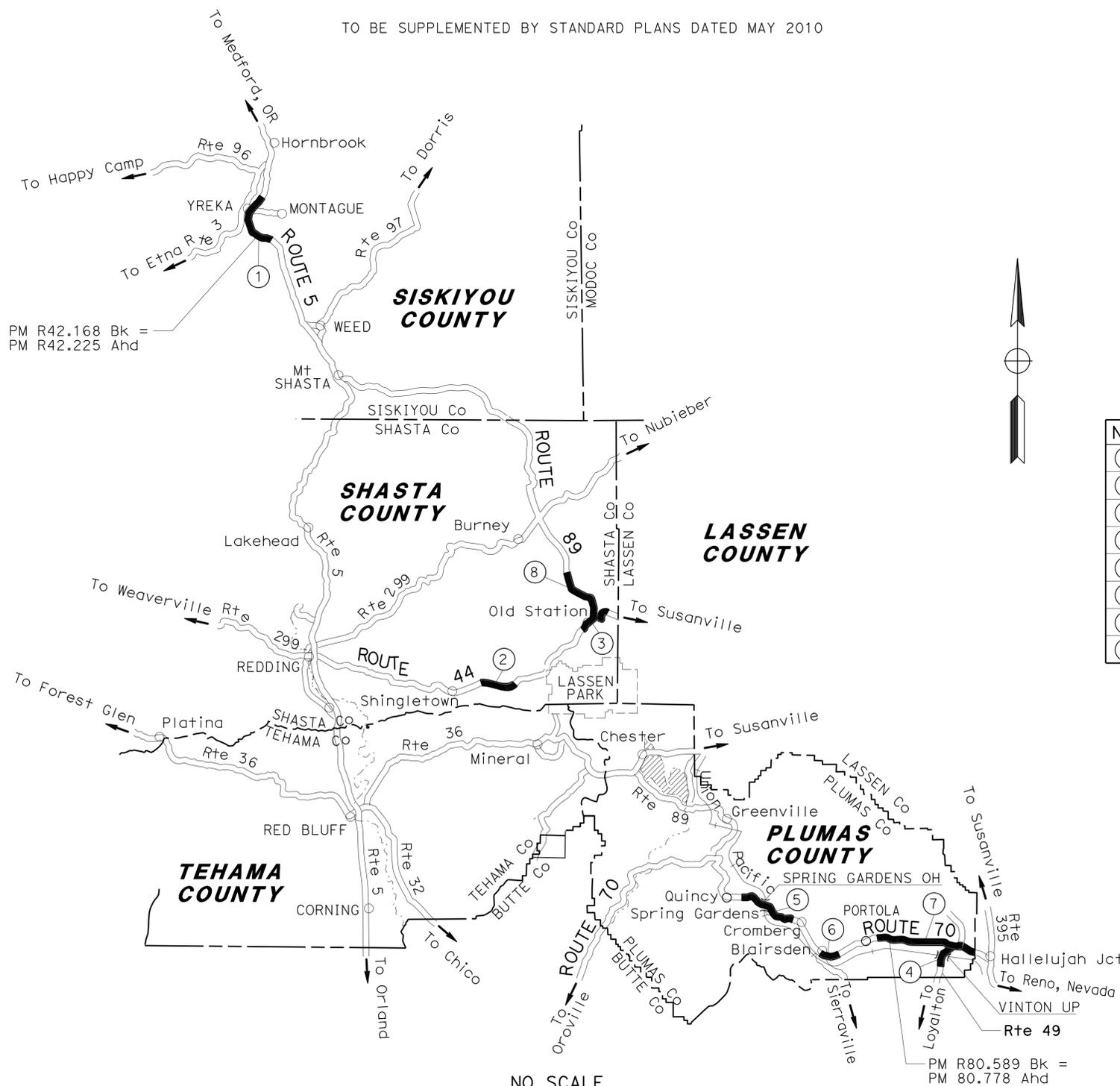
INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE
2	DETOUR PLAN
3	PAVEMENT DELINEATION DETAILS & QUANTITIES
4-9	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 PLUMAS, SHASTA, AND SISKIYOU
COUNTIES AT VARIOUS LOCATIONS**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010



**LOCATIONS
OF CONSTRUCTION**

No.	COUNTY	ROUTE	POST MILE
①	Sis	5	R37.5/R50.9
②	Sha	44	34.0/43.0
③	Sha	44	57.0/65.0
④	Plu	49	2.7/7.5
⑤	Plu	70	46.2/58.0
⑥	Plu	70	R66.0/71.0
⑦	Plu	70	R78.3/96.0
⑧	Sha	89	0.0/10.8

PROJECT MANAGER
LANCE BROWN
DESIGN ENGINEER
LANCE BROWN

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

Willie 01-30-14
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

January 30, 2014
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.	02-4G2004
PROJECT ID	0213000084

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Plu,Sha, Sis	5,44, 49,70,89	Var	2	9
			01-30-14	DATE	
REGISTERED CIVIL ENGINEER			PLANS APPROVAL DATE		
01-30-14			01-30-14		
<small>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.</small>					

LEGEND:

-  PORTABLE CHANGABLE MESSAGE SIGN
-  REFERENCE TO NOTE

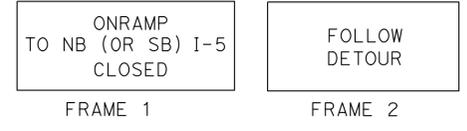
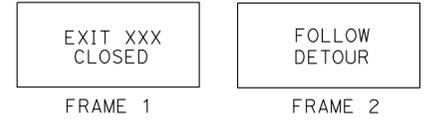
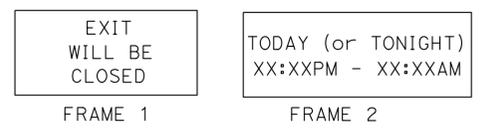
ABBREVIATIONS:

PCMS PORTABLE CHANGEABLE MESSAGE SIGN



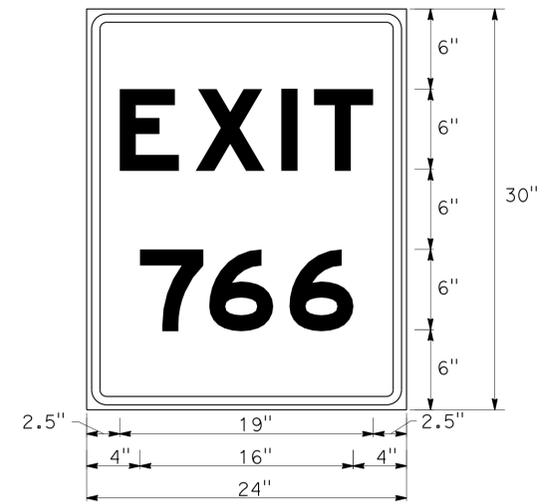
NOTES:

- PRE-NOTIFICATION PCMS: PLACE NEAR RAMP AND ACTIVATE APPROXIMATELY 12 HOURS PRIOR TO RAMP CLOSURE.
- RAMP CLOSED PCMS: MOVE PRE-NOTIFICATION PCMS APPROXIMATELY 1000 FEET BEFORE RAMP AND ACTIVATE DURING RAMP CLOSURE.
- PLACE 7 DAYS PRIOR TO RAMP CLOSURE.
- ADD SIGN(S) ONLY IF SPACING BETWEEN INTERCHANGES IS MORE THAN 5 MILES. SPACE SIGN(S) EQUALLY BETWEEN INTERCHANGES WITH MAXIMUM SPACING AT 5 MILES.
- IF AVAILABLE, EXISTING ROUTE SHIELDS AND DIRECTIONS MAY BE USED IN PLACE OF SIGNS SHOWN.
- RAMP CLOSED PCMS: PLACE PRIOR TO OPEN ON RAMP AND ACTIVATE DURING RAMP CLOSURE.



EXIT NAME	EXIT NUMBER
GRENADA	766
KILGORE HILLS Rd	770
S YREKA/Rte 3	773
MINER St	775
N YREKA/Rte 3	776

8. EXACT SIGN LOCATION TO BE DETERMINED BY THE ENGINEER.



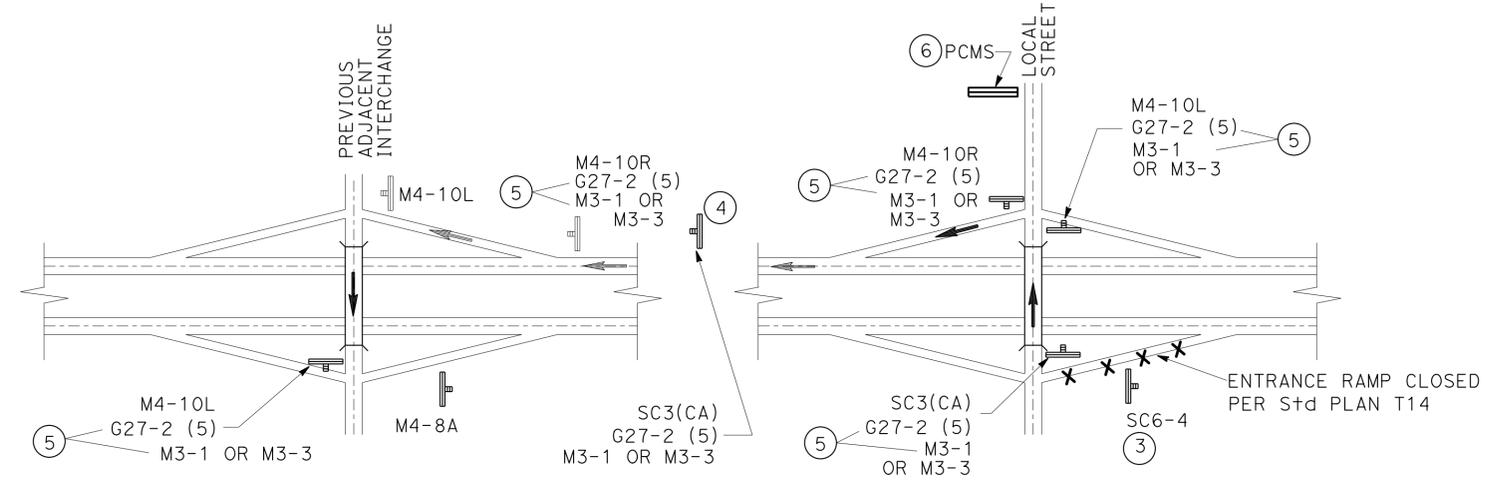
1.5" RADIUS, 0.6" BORDER, 0.4" INDENT, BLACK ON ORANGE; [EXIT] E Mod; [773] E Mod;

EXIT NUMBER SIGN (SP1) DETAIL
(SEE NOTE 7)

9. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

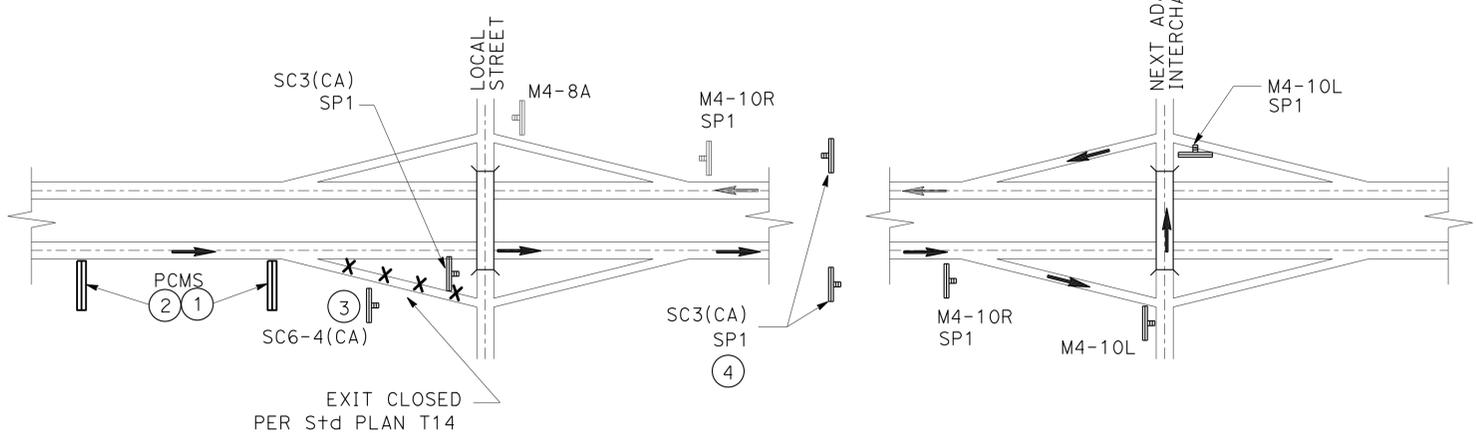
CONSTRUCTION AREA SIGNS (PORTABLE)

CODE	PANEL SIZE	SIGN MESSAGE
G27-2 (5)	24" x 24"	ROUTE SHIELD (5)
M3-1	24" x 12"	DIRECTION (NORTH)
M3-3	24" x 12"	DIRECTION (SOUTH)
M4-8A	24" x 18"	END DETOUR
M4-10L	48" x 18"	DETOUR (L+ ARROW)
M4-10R	48" x 18"	DETOUR (R+ ARROW)
SC3 (CA)	48" x 18"	DETOUR WITH UP ARROW
SC6-4 (CA)	48" x 60"	RAMP CLOSED - DATE TIME
SP1	24" x 30"	EXIT NUMBER (SEE NOTE 7)



TYPICAL ENTRANCE RAMP DETOUR SIGNING

- LOCATION 1 GRENADA - NB & SB
KILGORE HILLS Rd - SB & NB
S YREKA/Rte 3 - NB & SB
MINER St - NB & SB
N YREKA/Rte 3 - NB & SB



TYPICAL EXIT RAMP DETOUR SIGNING

- LOCATION 1 GRENADA - NB & SB
KILGORE HILLS Rd - SB & NB
S YREKA/Rte 3 - NB & SB
MINER St - NB & SB
N YREKA/Rte 3 - NB & SB

DETOUR PLAN

NO SCALE **DE-1**

P:\proj\1\02\46200\plans\pse\24g200mg001.dgn

REVISIONS: 1
 DESIGNED BY: MICHAEL CONNER
 CHECKED BY: KARLIE SMITH
 CALCULATED/DESIGNED BY: LANCE BROWN
 FUNCTIONAL SUPERVISOR: LANCE BROWN
 MAINTENANCE
 DEPARTMENT OF TRANSPORTATION - DEPARTMENT OF CALIFORNIA
 STATE OF CALIFORNIA

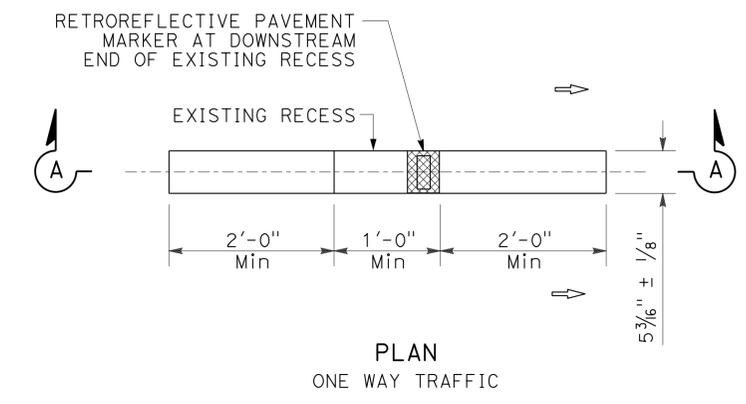
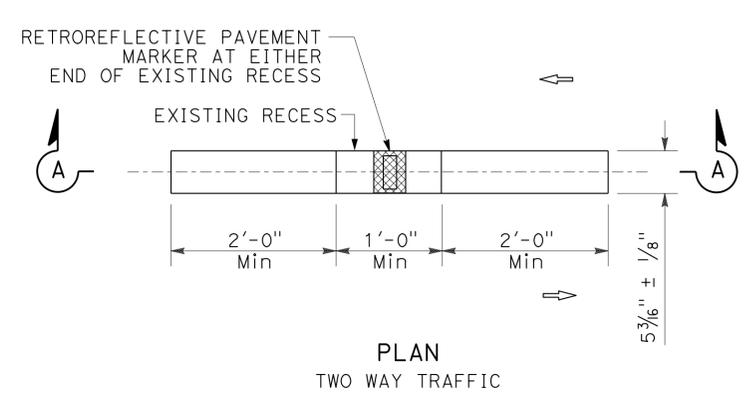
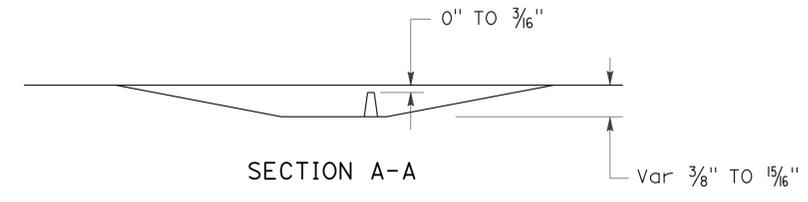
LAST REVISION: DATE PLOTTED => 30-JAN-2014 TIME PLOTTED => 13:35

NOTES:

- EXISTING UTILTY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
- NO WORK TO BE PERFORMED WITHIN 25 FEET OF THE RAILROAD TRACKS
- NO PAVEMENT MARKERS ARE TO BE INSTALLED ON BRIDGE DECKS.
- (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY
- FOR DETAILS NOT SHOWN SEE STANDARD PLANS.

LEGEND:

GRIND AS NECESSARY TO ACCOMODATE NEW MARKER INSTALLED 0" TO 3/16" BELOW TOP OF RECESS



PAVEMENT MARKER (RETROREFLECTIVE-RECESSED) IN EXISTING RECESS DETAIL

PAVEMENT MARKER (RETROREFLECTIVE - RECESSED)

Loc	Co-Rte	POST MILE LIMITS	TYPE C	TYPE D	TYPE G	TYPE H	COMMENTS
			EA	EA	EA	EA	
1	Sis-5	R37.50/R50.90	120	9	2937	2937	MAINLINE RAMPS
2	Sha-44	34.00/43.00		2828	144	284	
3	Sha-44	57.00/65.00		2623	42	309	
4	Plu-49	2.70/7.50		633	6	193	
5	Plu-70	46.20/58.00		4237	221	410	
6	Plu-70	R66.00/71.00		1706	131	252	
7	Plu-70	R78.36/95.96		3396	210	496	
8	Sha-89	0.00/10.80		2792	15	866	
SUBTOTAL			120	18,224	4042	6536	
TOTAL			28,922				

EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS TO BE MAINTAINED

Loc	Co-Rte-PM	TYPE	DESCRIPTION
1	Sis-5-R44.30	HAR	JUST S OF WALTERS Rd OC ON NB SIDE
	Sis-5-R44.30	CMS	ON WALTERS Rd OC FOR SB TRAFFIC
	Sis-5-R44.30	CMS	ON WALTERS Rd OC FOR NB TRAFFIC
	Sis-5-R45.12	CMS	N OF WALTERS Rd OC ON SB SIDE FOR SB TRAFFIC
	Sis-5-R45.12	CCTV	N OF WALTERS Rd OC ON SB SIDE
	Sis-5-R46.80	FLASHING CHAIN SIGN	S OF CENTRAL YREKA NB CHAIN ON AREA
	Sis-5-R47.82	CCTV	N OF YREKA/MINER St I/C ON NB SIDE
2	NO EXISTING TMS ELEMENTS WITHIN THESE LIMITS		
3	NO EXISTING TMS ELEMENTS WITHIN THESE LIMITS		
4	NO EXISTING TMS ELEMENTS WITHIN THESE LIMITS		
5	Plu-70-50.07	CMS	PART OF SPRING GARDEN ICWS FOR EB TRAFFIC
	Plu-70-50.60	ROADWAY SENSORS	PART OF SPRING GARDEN RWIS EB & WB SENSORS
	Plu-70-50.81	ROADWAY SENSORS	PART OF SPRING GARDEN RWIS EB & WB SENSORS
	Plu-70-50.86	RWIS	PART OF SPRING GARDEN ICWS
	Plu-70-51.08	ROADWAY SENSORS	PART OF SPRING GARDEN RWIS EB & WB SENSORS
	Plu-70-51.50	CCTV	SPRING GARDEN
	Plu-70-51.64	CMS	PART OF SPRING GARDEN ICWS FOR WB TRAFFIC
6	NO EXISTING TMS ELEMENTS WITHIN THESE LIMITS		
7	NO EXISTING TMS ELEMENTS WITHIN THESE LIMITS		
8	NO EXISTING TMS ELEMENTS WITHIN THESE LIMITS		

LOOP DETECTORS TO REMAIN IN PLACE AND OPERATIONAL (N)

Loc	ID #	Co-Rte-PM	TYPE	DESCRIPTION	EQUIPMENT
1	NO CENSUS LOOPS WITHIN THESE LIMITS				
2	NO CENSUS LOOPS WITHIN THESE LIMITS				
3	119	Sha-44-62.59	CONTROL	400' WEST OF 44/89 Jct	2 LOOPS
	241	Sha-44-63.58	CONTROL	0.89 MILES EAST OF 44/89 Jct	2 LOOPS
4	121	Plu-49-7.42	CONTROL	400' SOUTH OF 70 Jct	2 LOOPS
	P72	Plu-70-46.51	PROFILE	1,351' WEST OF LA PORTE Rd	2 LOOPS
5	P73	Plu-70-46.89	PROFILE	686' EAST OF LA PORTE Rd	2 LOOPS
	RA12	Plu-70-49.79	COUNT	MASSACK REST AREA	1 LOOP
	123	Plu-70-66.94	CONTROL	1,668' EAST OF 89 Jct	2 LOOPS
6	255	Plu-70-R66.29	CONTROL	1,811' WEST OF 89 Jct	2 LOOPS
	P76	Plu-70-R80.32	PROFILE	1,141' WEST OF Co Rd A-23	2 LOOPS
7	207	Plu-70-81.68	TREND	NEAR BECKWOURTH Maint Sta	2 LOOPS + 4 PIEZOS
	131	Sha-89-0.07	CONTROL	360' NORTH OF 44 Jct	2 LOOPS

PAVEMENT DELINEATION DETAILS AND QUANTITIES

NO SCALE

PDQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE
 LANCE BROWN
 FUNCTIONAL SUPERVISOR
 CHECKED BY
 MICHAEL CONNER
 KARLIE SMITH
 REVISIONS BY
 DATE REVISIONS

	M	
Maint	MAINTENANCE	
Max	MAXIMUM	
MB	METAL BEAM	
MBB	METAL BEAM BARRIER	
MBGR	METAL BEAM GUARD RAILING	
Med	MEDIAN	
MGS	MIDWEST GUARDRAIL SYSTEM	
MH	MANHOLE	
Min	MINIMUM	
Misc	MISCELLANEOUS	
Misc I & S	MISCELLANEOUS IRON AND STEEL	
Mkr	MARKER	
Mod	MODIFIED, MODIFY	
Mon	MONUMENT	
MP	METAL PLATE	
MPGR	METAL PLATE GUARD RAILING	
MR	MOVEMENT RATING	
MSE	MECHANICALLY STABILIZED EMBANKMENT	
Mt	MOUNTAIN, MOUNT	
MtI	MATERIAL	
MVP	MAINTENANCE VEHICLE PULLOUT	
	N	
N	NORTH	
NB	NORTHBOUND	
No.	NUMBER (MUST HAVE PERIOD)	
Nos.	NUMBERS (MUST HAVE PERIOD)	
NPS	NOMINAL PIPE SIZE	
NS	NEAR SIDE	
NSP	NEW STANDARD PLAN	
NTS	NOT TO SCALE	
	O	
Obir	OBLITERATE	
OC	OVERCROSSING	
OD	OUTSIDE DIAMETER	
OF	OUTSIDE FACE	
OG	ORIGINAL GROUND	
OGAC	OPEN GRADED ASPHALT CONCRETE	
OGFC	OPEN GRADED FRICTION COURSE	
OH	OVERHEAD	
OHWM	ORDINARY HIGH WATER MARK	
O-O	OUT TO OUT	
Opp	OPPOSITE	
OSD	OVERSIDE DRAIN	
	P	
p	PAGE	
PAP	PERFORATED ALUMINUM PIPE	
PB	PULL BOX	
PC	POINT OF CURVATURE, PRECAST	
PCC	POINT OF COMPOUND CURVE, PORTLAND CEMENT CONCRETE	
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN	
PCP	PERFORATED CONCRETE PIPE, PRESTRESSED CONCRETE PIPE	
PCVC	POINT OF COMPOUND VERTICAL CURVE	
PEC	PERMIT TO ENTER AND CONSTRUCT	
Ped	PEDESTRIAN	
Ped OC	PEDESTRIAN OVERCROSSING	
Ped UC	PEDESTRIAN UNDERCROSSING	
Perm MtI	PERMEABLE MATERIAL	

	P continued	
PG	PROFILE GRADE	
PI	POINT OF INTERSECTION	
PJP	PARTIAL JOINT PENETRATION	
Pkwy	PARKWAY	
PL, PL	PLATE	
P/L	PROPERTY LINE	
PM	POST MILE, TIME FROM NOON TO MIDNIGHT	
PN	PAVING NOTCH	
POC	POINT OF HORIZONTAL CURVE	
POT	POINT OF TANGENT	
POVC	POINT OF VERTICAL CURVE	
PP	PIPE PILE, PLASTIC PIPE, POWER POLE	
PPL	PREFORMED PERMEABLE LINER	
PPP	PERFORATED PLASTIC PIPE	
PRC	POINT OF REVERSE CURVE	
PRF	PAVEMENT REINFORCING FABRIC	
PRVC	POINT OF REVERSE VERTICAL CURVE	
PS&E	PLANS, SPECIFICATIONS AND ESTIMATES	
PS, P/S	PRESTRESSED	
PSP	PERFORATED STEEL PIPE	
PT	POINT OF TANGENCY	
PVC	POLYVINYL CHLORIDE	
Pvmt	PAVEMENT	
	Q	
Qty	QUANTITY	
	R	
R	RADIUS	
R & D	REMOVE AND DISPOSE	
R & S	REMOVE AND SALVAGE	
R/C	RATE OF CHANGE	
RCA	REINFORCED CONCRETE ARCH	
RCB	REINFORCED CONCRETE BOX	
RCP	REINFORCED CONCRETE PIPE	
RCPA	REINFORCED CONCRETE PIPE ARCH	
Rd	ROAD	
Reinf	REINFORCED, REINFORCEMENT, REINFORCING	
Rel	RELOCATE	
Repl	REPLACEMENT	
Ret	RETAINING	
Rev	REVISED, REVISION	
Rdwy	ROADWAY	
RHMA	RUBBERIZED HOT MIX ASPHALT	
Riv	RIVER	
RM	ROAD-MIXED	
RP	RADIUS POINT, REFERENCE POINT	
RR	RAILROAD	
RSP	ROCK SLOPE PROTECTION, REVISED STANDARD PLAN	
Rt	RIGHT	
Rte	ROUTE	
RW	REDWOOD, RETAINING WALL	
R/W	RIGHT OF WAY	
Rwy	RAILWAY	

	S	
S	SOUTH, SUPPLEMENT	
SAE	STRUCTURE APPROACH EMBANKMENT	
Salv	SALVAGE	
SAPP	STRUCTURAL ALUMINUM PLATE PIPE	
SB	SOUTHBOUND	
SC	SAND CUSHION	
SCSP	SLOTTED CORRUGATED STEEL PIPE	
SD	STORM DRAIN	
Sec	SECOND, SECTION	
Sep	SEPARATION	
SG	SUBGRADE	
Shld	SHOULDER	
Sht	SHEET	
Sim	SIMILAR	
SL	STATION LINE	
SM	SELECTED MATERIAL	
Spec	SPECIAL, SPECIFICATIONS	
SPP	SLOTTED PLASTIC PIPE	
SS	SLOPE STAKE	
SSBM	STRAP AND SADDLE BRACKET METHOD	
SSD	STRUCTURAL SECTION DRAIN	
SSPA	STRUCTURAL STEEL PLATE ARCH	
SSPP	STRUCTURAL STEEL PLATE PIPE	
SSPPA	STRUCTURAL STEEL PLATE PIPE ARCH	
SSRP	STEEL SPIRAL RIB PIPE	
St	STREET	
Sta	STATION	
STBB	SINGLE THRIE BEAM BARRIER	
Std	STANDARD	
Str	STRUCTURE	
Surf	SURFACING	
SW	SIDEWALK, SOUND WALL	
Swr	SEWER	
Sym	SYMMETRICAL	
S4S	SURFACE 4 SIDES	
	T	
T	SEMI-TANGENT	
Tan	TANGENT	
TBB	THRIE BEAM BARRIER	
Tbr	TIMBER	
TC	TOP OF CURB	
TCB	TRAFFIC CONTROL BOX	
TCE	TEMPORARY CONSTRUCTION EASEMENT	
TeI	TELEPHONE	
Temp	TEMPORARY	
TG	TOP OF GRADE	
Tot	TOTAL	
TP	TELEPHONE POLE	
TPB	TREATED PERMEABLE BASE	
TPM	TREATED PERMEABLE MATERIAL	
Trans	TRANSITION	

	T continued	
TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL	
Typ	TYPICAL	U
UC	UNDERCROSSING	
UD	UNDERDRAIN	
UG	UNDERGROUND	
UON	UNLESS OTHERWISE NOTED	
UP	UNDERPASS	V
V	VALVE, DESIGN SPEED	
Var	VARIABLE, VARIES	W
VC	VERTICAL CURVE	
VCP	VITRIFIED CLAY PIPE	
Vert	VERTICAL	
Via	VIADUCT	
Vol	VOLUME	
W	WEST, WIDTH	
WB	WESTBOUND	
WH	WEEP HOLE	
WM	WIRE MESH	
WS	WATER SURFACE	
WSP	WELDED STEEL PIPE	
Wt	WEIGHT	
WV	WATER VALVE	
WW	WINGWALL	
WWL	WINGWALL LAYOUT LINE	X
X Sec	CROSS SECTION	
Xing	CROSSING	Y
Yr	YEAR	
Yrs	YEARS	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Plu, Sha, Sis	5,44, 49,70,89	Var	4	9

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
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.

TO ACCOMPANY PLANS DATED 01-30-14

UNIT OF MEASUREMENT SYMBOLS:

Some of the symbols used in the project plan quantity tables and in the Bid Item List are:

SYMBOL USED	DEFINITIONS
ACRE	ACRE
CF	CUBIC FOOT
CY	CUBIC YARD
EA	EACH
GAL	GALLON
LB	POUND
LF	LINEAR FOOT
SQFT	SQUARE FOOT
SQYD	SQUARE YARD
STA	100 FEET
TAB	TABLET
TON	2,000 POUNDS

Some of the symbols used in the plans other than in the project plan quantity tables are:

SYMBOL USED	DEFINITIONS
ksi	KIPS PER SQUARE INCH
ksf	KIPS PER SQUARE FOOT
psi	POUNDS PER SQUARE INCH
psf	POUNDS PER SQUARE FOOT
lb/ft ³ , pcf	POUNDS PER CUBIC FOOT
tsf	TONS PER SQUARE FOOT
mph, MPH *	MILES PER HOUR
Ø	NOMINAL DIAMETER
oz	OUNCE
lb	POUND
kíp	1,000 POUNDS
cal	CALORIE
ft	FOOT OR FEET
gal	GALLON

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

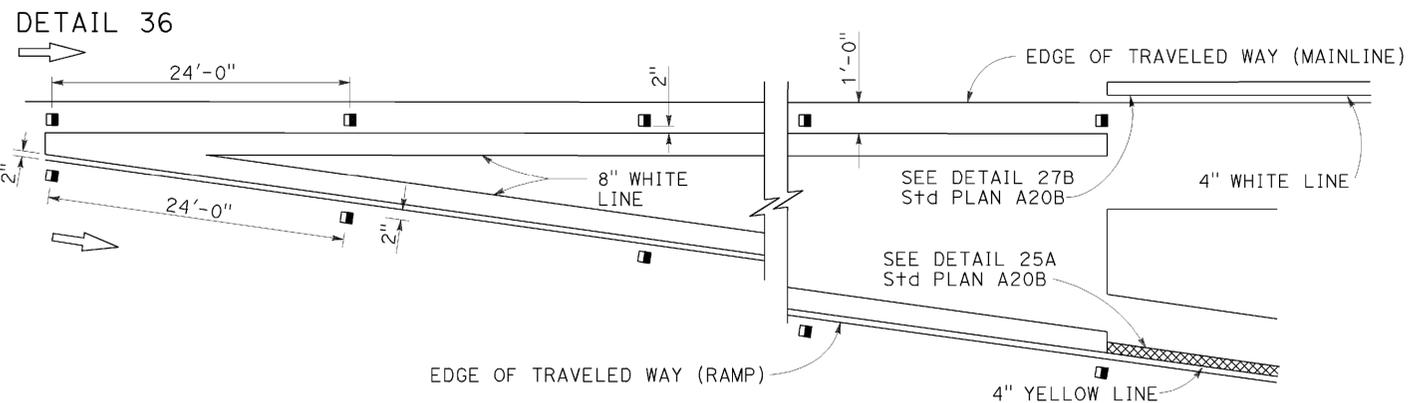
**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

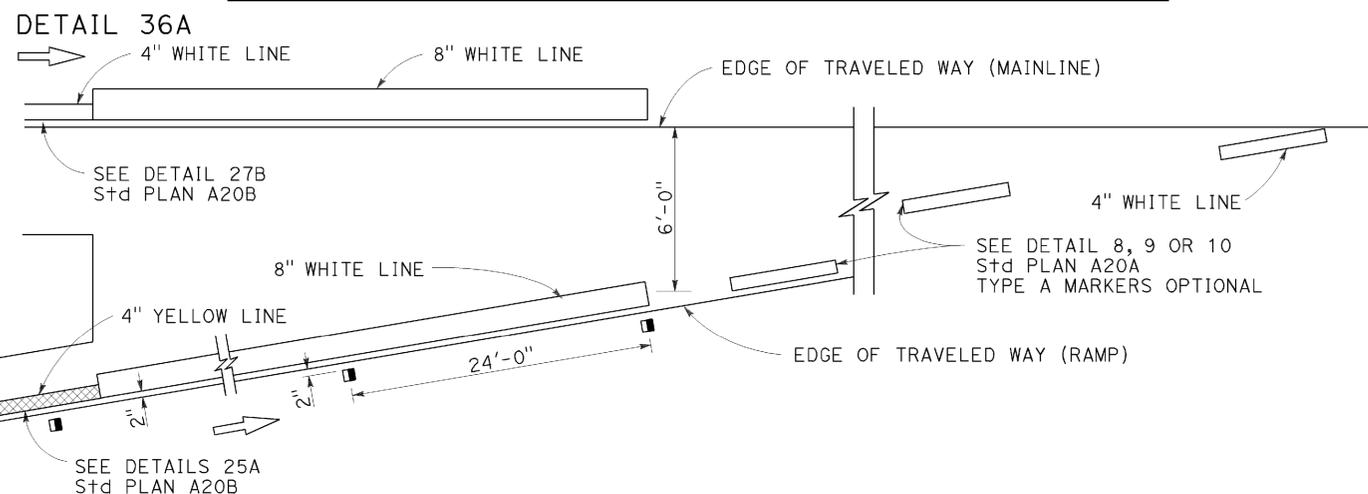
RSP A10B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A10B
DATED MAY 20, 2011 - PAGE 2 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A10B

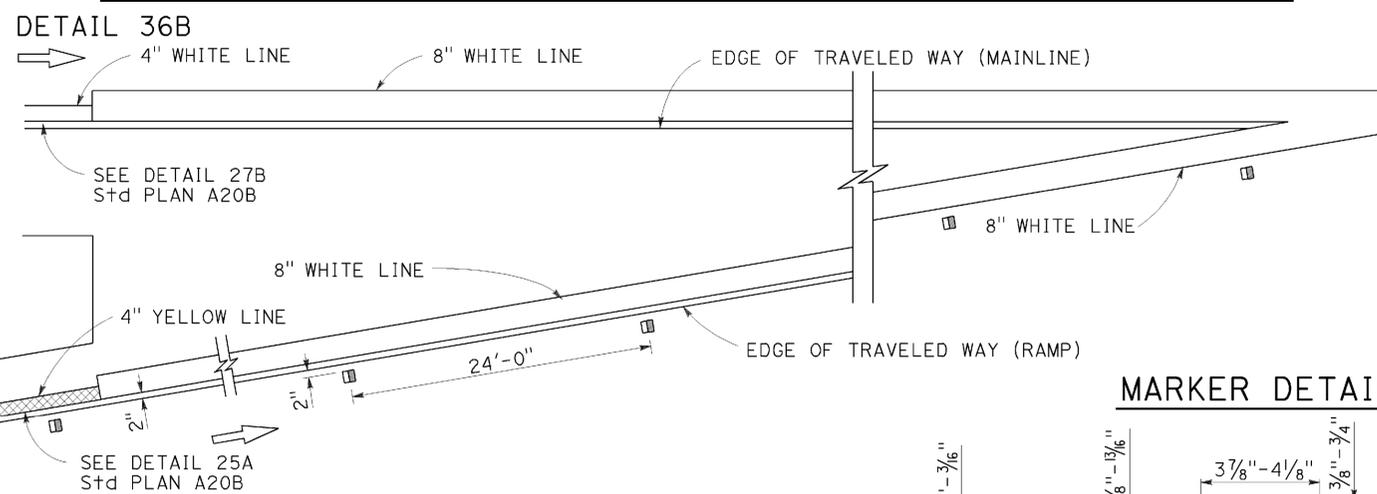
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



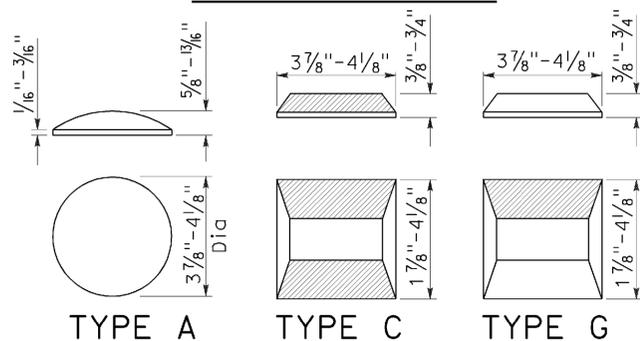
ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT



MARKER DETAILS



LEGEND:

- MARKERS
- TYPE A WHITE NON-REFLECTIVE
 - ◻ TYPE C RED-CLEAR RETROREFLECTIVE
 - ◼ TYPE G ONE-WAY CLEAR RETROREFLECTIVE

RETROREFLECTIVE FACE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Plu, Sha, Sis	5,44, 49,70,89	Var	5	9

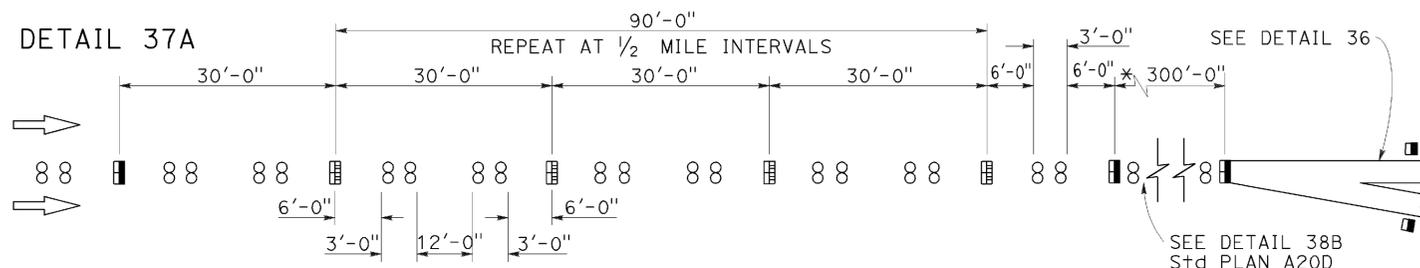
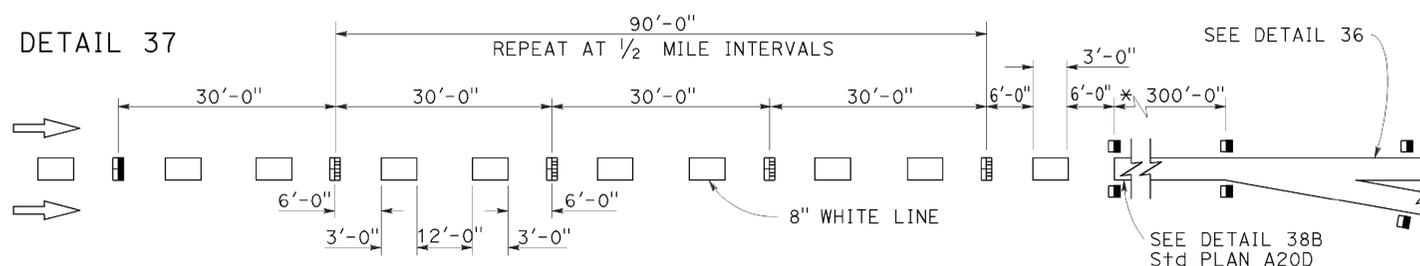
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 No. C40375
 Exp. 3-31-15
 CIVIL
 STATE OF CALIFORNIA

July 19, 2013
PLANS APPROVAL DATE

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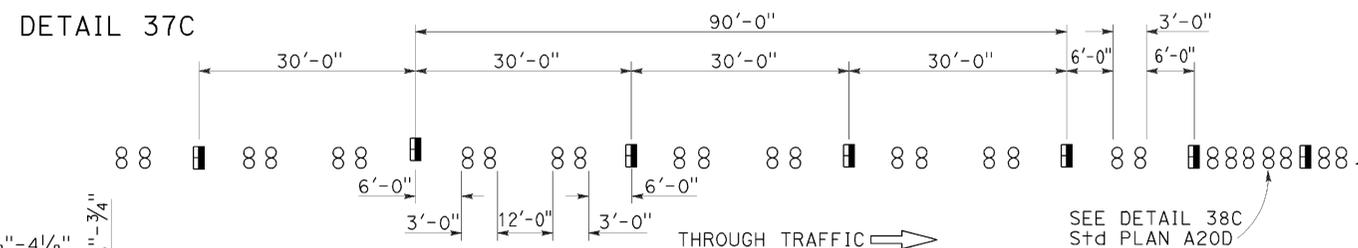
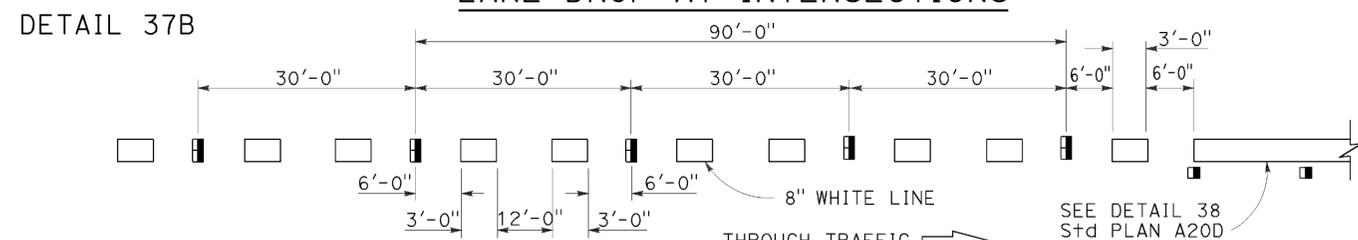
TO ACCOMPANY PLANS DATED 01-30-14

LANE DROP AT EXIT RAMP



* The solid channelizing line shown may be omitted on short auxiliary lanes where weaving length is critical.

LANE DROP AT INTERSECTIONS



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

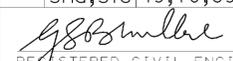
PAVEMENT MARKERS AND TRAFFIC LINE TYPICAL DETAILS

NO SCALE

RSP A20C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A20C DATED MAY 20, 2011 - PAGE 11 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A20C

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Plu, Sha, Sis	5,44, 49,70,89	Var	6	9


 REGISTERED CIVIL ENGINEER
 July 19, 2013
 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.

TO ACCOMPANY PLANS DATED 01-30-14

TABLE 1

TAPER LENGTH CRITERIA AND CHANNELIZING DEVICE SPACING							
SPEED (S)	MINIMUM TAPER LENGTH * FOR WIDTH OF OFFSET 12 FEET (W)				MAXIMUM CHANNELIZING DEVICE SPACING		
	TANGENT 2L	MERGING L	SHIFTING L/2	SHOULDER L/3	X	Y	Z **
					TAPER	TANGENT	CONFLICT
mph	ft	ft	ft	ft	ft	ft	ft
20	160	80	40	27	20	40	10
25	250	125	63	42	25	50	12
30	360	180	90	60	30	60	15
35	490	245	123	82	35	70	17
40	640	320	160	107	40	80	20
45	1080	540	270	180	45	90	22
50	1200	600	300	200	50	100	25
55	1320	660	330	220	55	110	27
60	1440	720	360	240	60	120	30
65	1560	780	390	260	65	130	32
70	1680	840	420	280	70	140	35

* - For other offsets, use the following merging taper length formula for L:
 For speed of 40 mph or less, $L = WS^2/60$
 For speed of 45 mph or more, $L = WS$

Where: L = Taper length in feet
 W = Width of offset in feet
 S = Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

** - Use for taper and tangent sections where there are no pavement markings or where there is a conflict between existing pavement markings and channelizers (CA).

TABLE 2

LONGITUDINAL BUFFER SPACE AND FLAGGER STATION SPACING				
SPEED *	Min D **	DOWNGRADE Min D ***		
		-3%	-6%	-9%
		ft	ft	ft
20	115	116	120	126
25	155	158	165	173
30	200	205	215	227
35	250	257	271	287
40	305	315	333	354
45	360	378	400	427
50	425	446	474	507
55	495	520	553	593
60	570	598	638	686
65	645	682	728	785
70	730	771	825	891

* - Speed is posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph
 ** - Longitudinal buffer space or flagger station spacing
 *** - Use on sustained downgrade steeper than -3 percent and longer than 1 mile.

TABLE 3

ADVANCE WARNING SIGN SPACING			
ROAD TYPE	DISTANCE BETWEEN SIGNS *		
	A	B	C
	ft	ft	ft
URBAN - 25 mph OR LESS	100	100	100
URBAN - MORE THAN 25 mph TO 40 mph	250	250	250
URBAN - MORE THAN 40 mph	350	350	350
RURAL	500	500	500
EXPRESSWAY / FREEWAY	1000	1500	2640

* - The distances are approximate, are intended for guidance purposes only, and should be applied with engineering judgment. These distances should be adjusted by the Engineer for field conditions, if necessary, by increasing or decreasing the recommended distances.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM TABLES FOR LANE AND RAMP CLOSURES

NO SCALE

RSP T9 DATED JULY 19, 2013 SUPERSEDES RSP T9 DATED APRIL 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

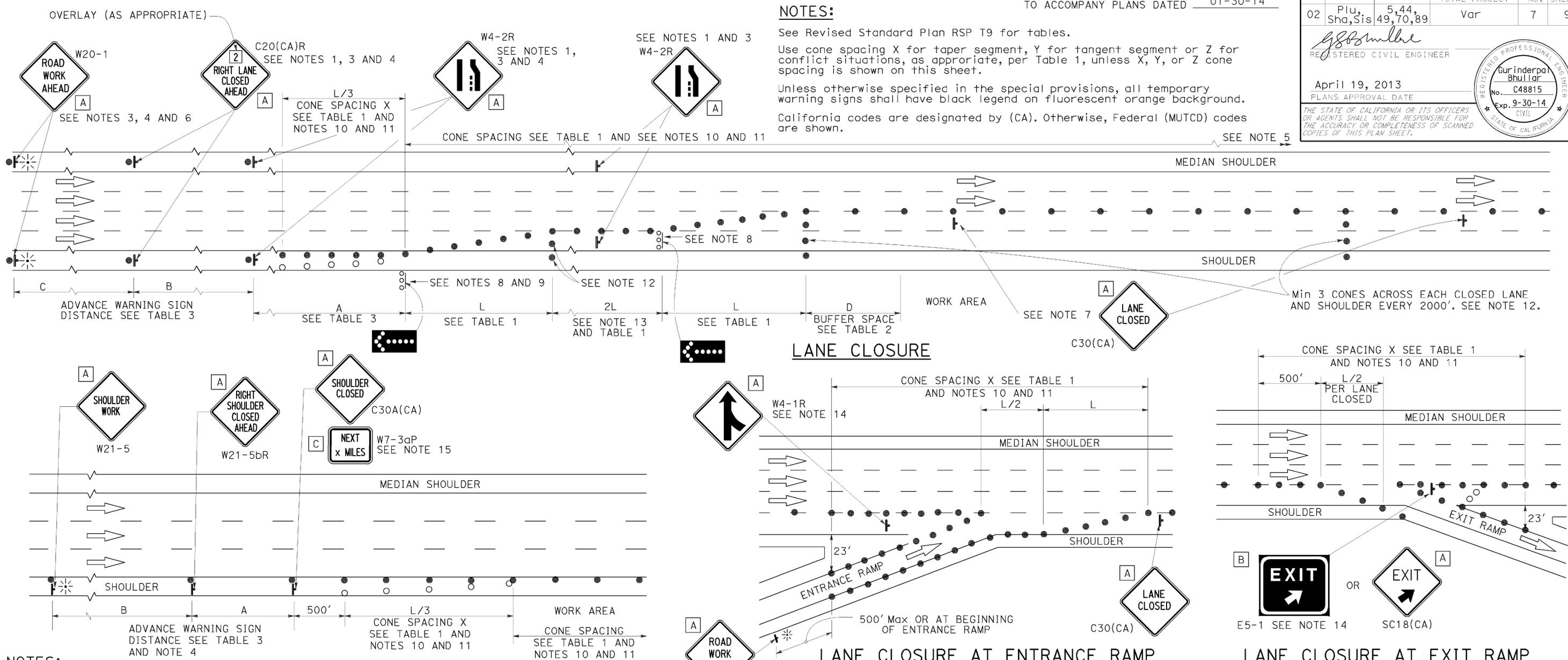
REVISED STANDARD PLAN RSP T9

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Plu, Sha, Sis	5,44, 49,70,89	Var	7	9

REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 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:**
1. Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
 2. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
 3. Duplicate sign installations are not required:
 - a) On opposite shoulder if at least one-half of the available lanes remain open to traffic.
 - b) In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
 4. Each advance warning sign on each side of the roadway shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 5. A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious or ends within a larger project's limits.

- SHOULDER CLOSURE**
6. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA)L and W4-2L signs shall be used.
 7. Place a C30(CA) sign every 2000' throughout length of lane closure.
 8. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
 9. A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at top of crest vertical curve or on a horizontal curve.
 10. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 11. Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.

- LANE CLOSURE AT ENTRANCE RAMP**
12. Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
 13. Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
 14. Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
 15. A W7-3aP "NEXT _____ MILES" plaque must be used if the shoulder closure extends beyond the distance that can be perceived by road users.

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- † TEMPORARY TRAFFIC CONTROL SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- ⬢ FAS SUPPORT OR TRAILER
- ☼ PORTABLE FLASHING BEACON

SIGN PANEL SIZE (Min)

A	48" x 48"
B	72" x 60"
C	36" x 30"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS

NO SCALE

RSP T10 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10 DATED MAY 20, 2011 - PAGE 237 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10

NOTES:

See Revised Standard Plan RSP T9 for tables.

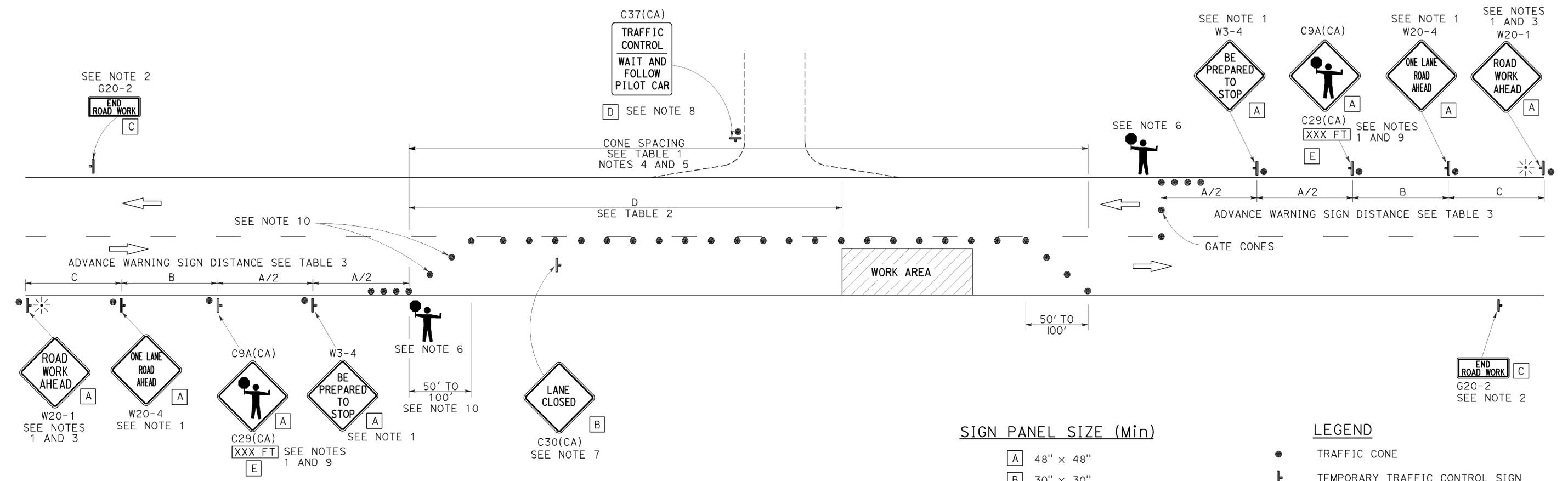
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.

California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 01-30-14



- NOTES:**
- Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 - A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
 - If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a W20-4 sign for the first advance warning sign.
 - All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 - Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.

- Additional advance flaggers may be required. Flagger should stand in a conspicuous place, be visible to approaching traffic as well as approaching vehicles after the first vehicle has stopped. During the hours of darkness, the flagging-station and flagger shall be illuminated and clearly visible to approaching traffic. The illumination footprint of the lighting on the ground shall be at least 20' in diameter. Place a minimum of four cones at 50' intervals in advance of flagger station as shown.
- Place C30(CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work areas. They are optional if the work area is visible from the flagger station.
- When a pilot car is used, place a C37(CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign with black legend on white background at all intersections, driveways and alleys without a flagger within traffic control area. Signs shall be clean and visible at all times. Where traffic can not be effectively self-regulated, at least one flagger shall be used at each intersection within traffic control area.
- An optional C29(CA) sign may be placed below the C9A(CA) sign.
- Either traffic cones or barricades shall be placed on the taper. Barricades shall be Type I, II, or III.

SIGN PANEL SIZE (Min)

A	48" x 48"
B	30" x 30"
C	36" x 18"
D	36" x 42"
E	20" x 7"

LEGEND

●	TRAFFIC CONE
⊥	TEMPORARY TRAFFIC CONTROL SIGN
⚡	PORTABLE FLASHING BEACON
👤	FLAGGER

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
 FOR LANE CLOSURE ON
 TWO LANE CONVENTIONAL
 HIGHWAYS**

NO SCALE

RSP T13 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T13
 DATED MAY 20, 2011 - PAGE 241 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T13

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 48" x 30"
- C 36" x 36"
- D 48" x 36"

LEGEND

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ‡ BARRICADES
- ⚡ PORTABLE FLASHING BEACON

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Plu, Sha, Sis	5,44, 49,70,89	Var	9	9

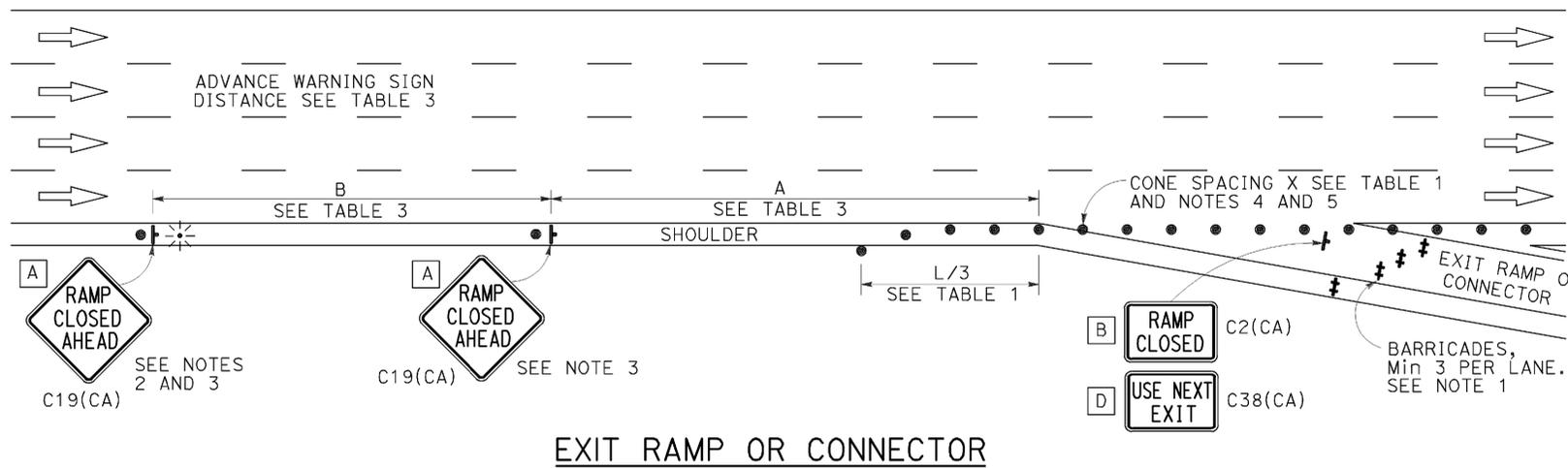
G. S. Miller
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

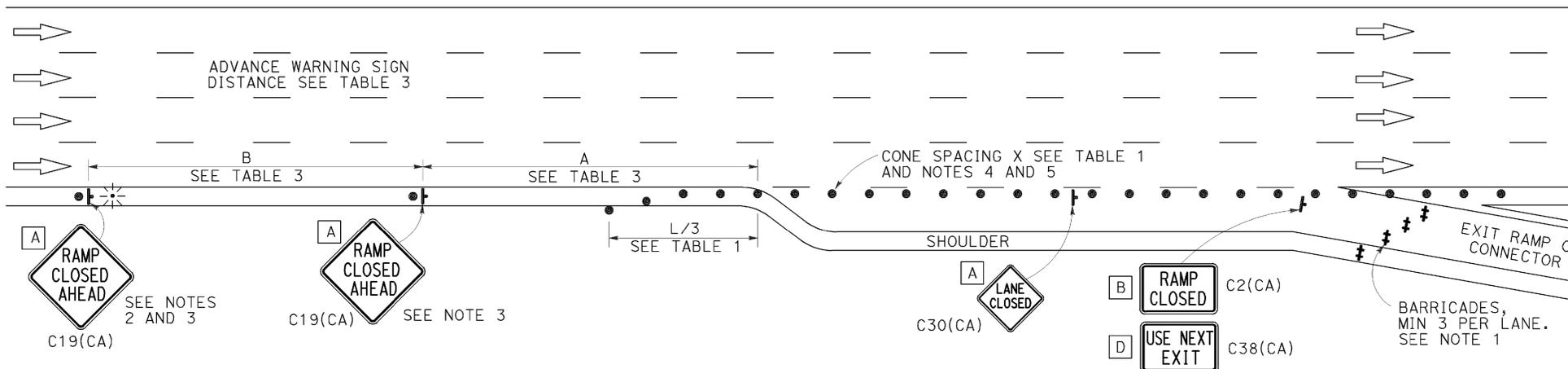
TO ACCOMPANY PLANS DATED 01-30-14

NOTES:

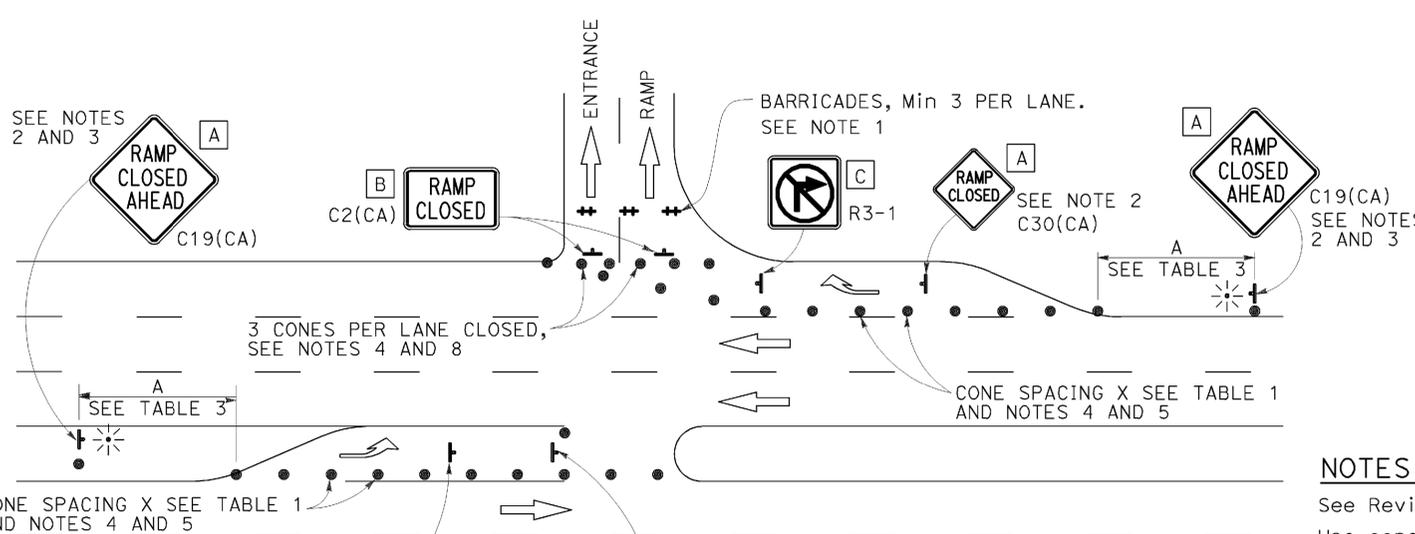
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed by the Engineer, on all guide signs that refer to the closed ramp. The letter size on the overlay shall be the same as the guide sign.
- Each advance C19(CA) "RAMP CLOSED AHEAD" sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. A flashing beacon shall be placed on top of the first C19(CA) sign during hours of darkness.
- All cones used for ramp closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime ramp closures only.
- At least one person shall be assigned to provide full time maintenance of traffic control devices, unless otherwise directed by the Engineer.
- The existing "EXIT" signs shall be covered during ramp closures.
- A minimum of 3 cones shall be placed transversely across each closed lane and shoulder.



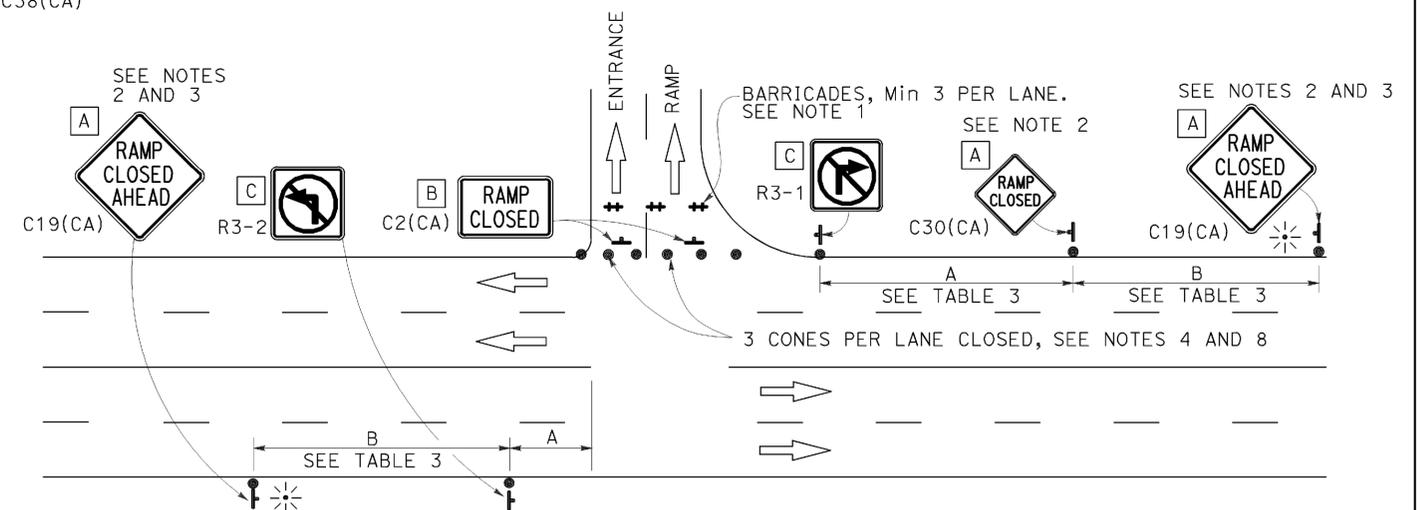
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

- See Revised Standard Plan RSP T9 for tables.
- Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
- Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
- California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURE**
 NO SCALE

RSP T14 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T14
 DATED MAY 20, 2011 - PAGE 242 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T14