

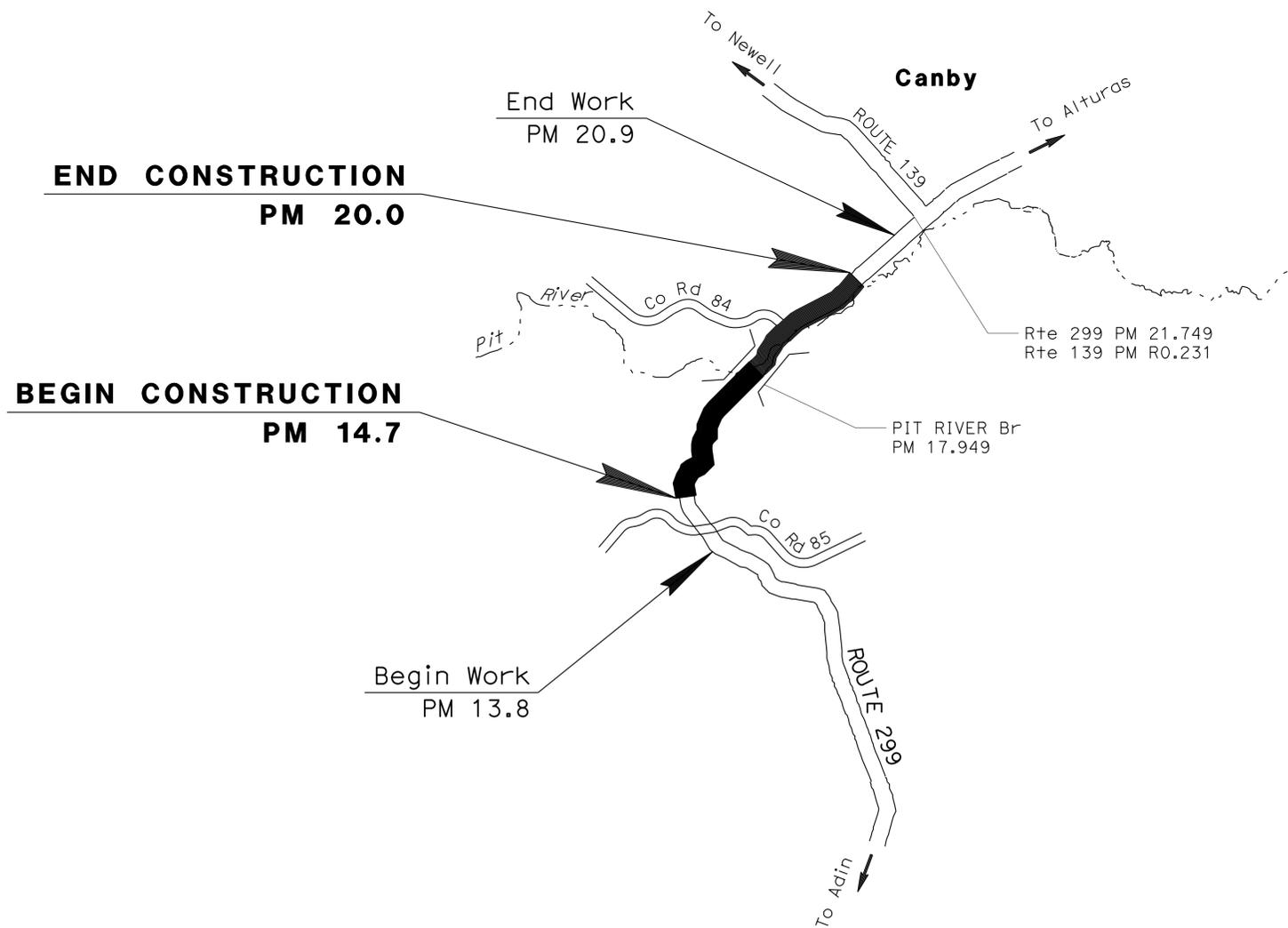
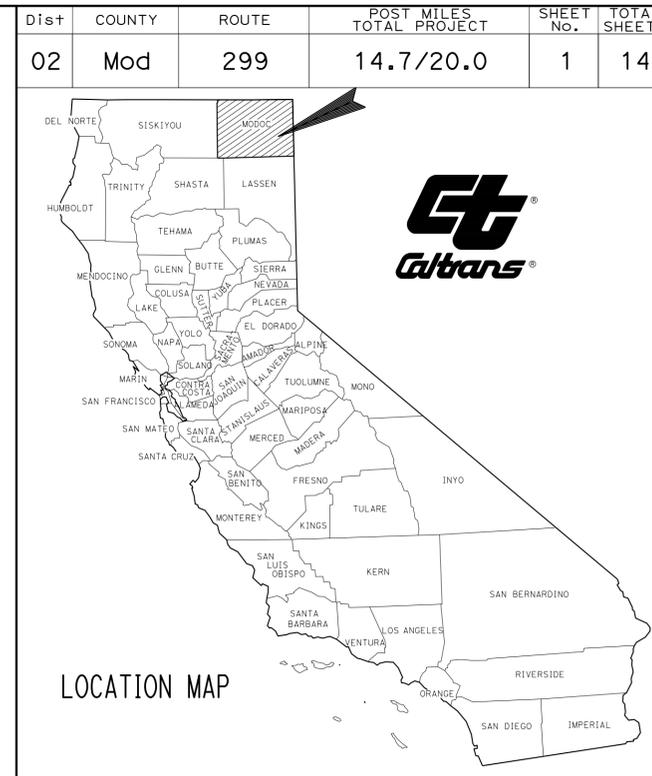
INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3	CONSTRUCTION DETAILS
4	CONSTRUCTION AREA SIGNS
5	PAVEMENT DELINEATION DETAILS AND QUANTITIES
6	SUMMARY OF QUANTITIES
7-14	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 MODOC COUNTY NEAR CANBY FROM
3.3 MILES WEST TO 2.1 MILES EAST
OF PIT RIVER BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010



NO SCALE

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."

Michael A. Gower 01-05-15
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER

January 5, 2015
 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.



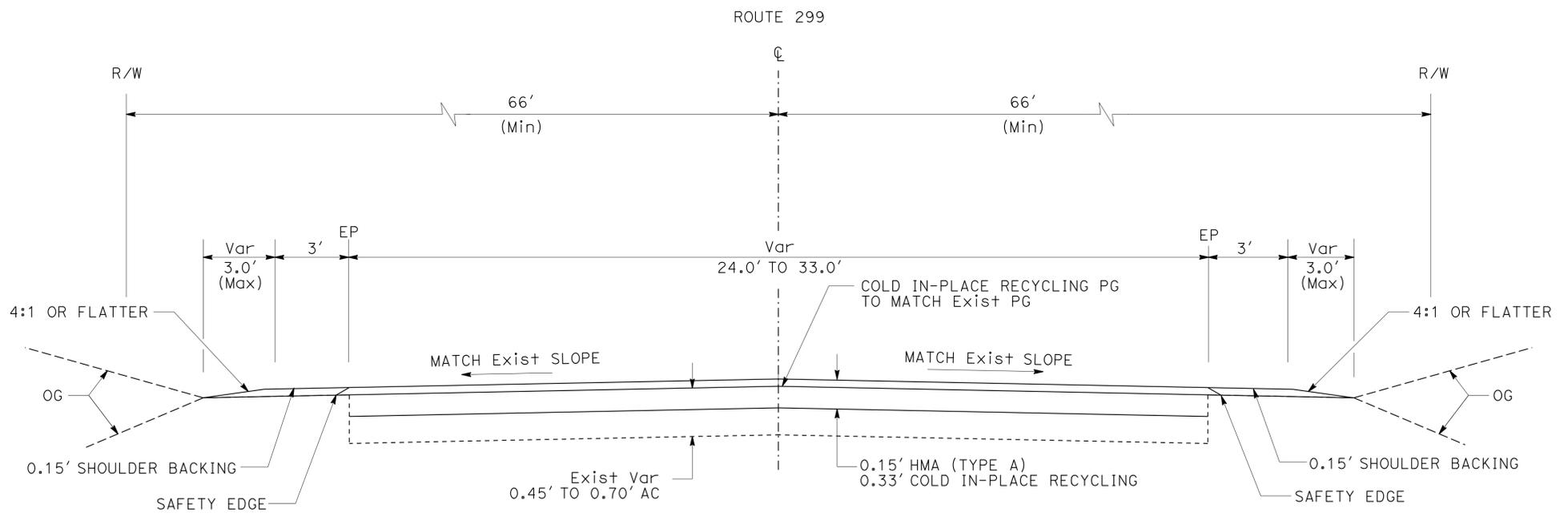
CONTRACT No.	02-4G3404
PROJECT ID	0213000107

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Mod	299	14.7/20.0	2	14
			01-05-15	DATE	
			01-05-15	PLANS APPROVAL DATE	
<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>					

NOTES:

1. DIMENSIONS OF THE 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.
4. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
5. NO WORK ON BRIDGE DECKS.

PAVEMENT CLIMATE REGION
HIGH DESERT



TYPICAL CROSS SECTION

TYPICAL CROSS SECTIONS
NO SCALE

X-1

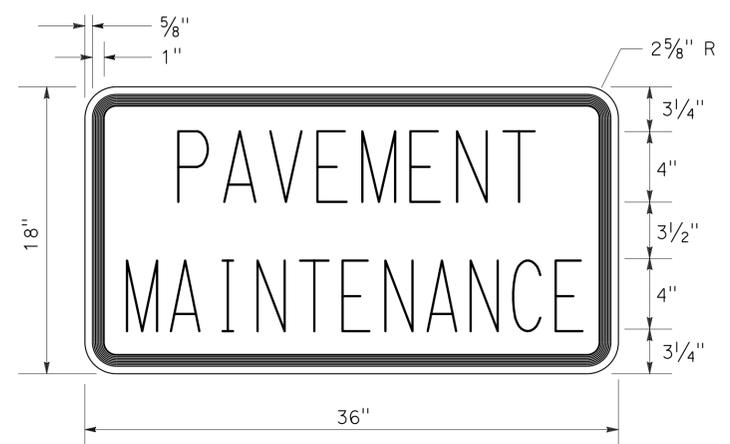
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE
 FUNCTIONAL SUPERVISOR: LANCE BROWN
 CALCULATED/DESIGNED BY: [blank] CHECKED BY: [blank]
 MICHAEL CONNER
 KARLIE SMITH
 REVISED BY: [blank] DATE REVISED: [blank]

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Mod	299	14.7/20.0	4	14
			01-05-15	DATE	
REGISTERED CIVIL ENGINEER			DATE		
01-05-15			PLANS APPROVAL DATE		
<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>					



NOTES:

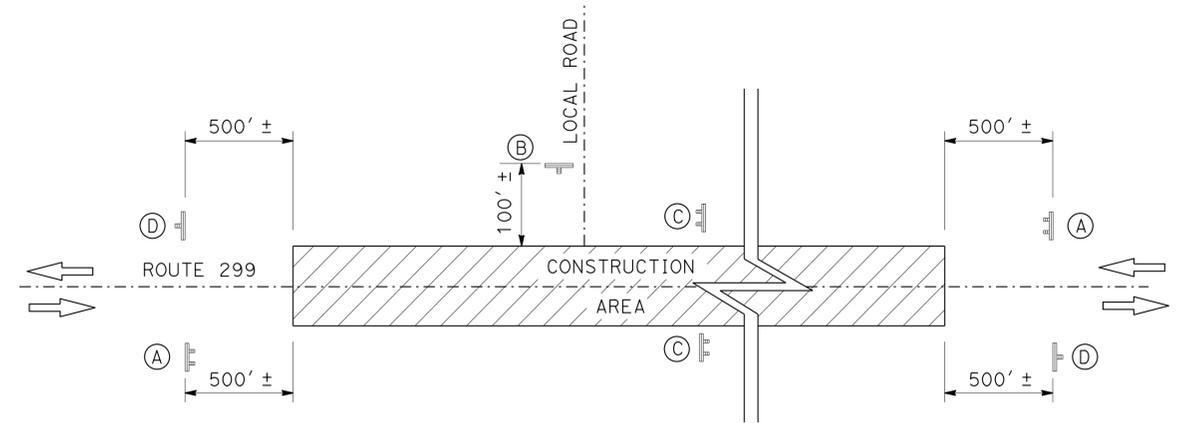
1. EXACT LOCATION OF ALL SIGNS TO BE DETERMINED BY THE ENGINEER.
2. CALIFORNIA CODES ARE DESIGNATED BY (CA), OTHERWISE FEDERAL CODES ARE SHOWN.
3. INTERMEDIATE G20-1 SIGNS SHOULD BE PLACED EVERY 2 TO 3 MILES AS NECESSARY.
4. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.



C23B(CA) SIGN PANEL DETAIL

CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)

TYPE	CODE	PANEL SIZE	SIGN MESSAGE	NUMBER AND SIZE OF POST	No. OF SIGNS
(A)	C11(CA) C23B(CA)	60" x 36" 36" x 18"	ROAD CONSTRUCTION NEXT XX MILES PAVEMENT MAINTENANCE	2-4" x 6"	2
(B)	W20-1	48" x 48"	ROAD WORK AHEAD	1-4" x 6"	2
(C)	C11(CA)	60" x 36"	ROAD CONSTRUCTION NEXT XX MILES	2-4" x 6"	2
(D)	G20-2	36" x 18"	END ROAD WORK	1-4" x 4"	2



CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)

ROAD CONNECTIONS

PM	DESCRIPTION	SIDE
14.60	Co Rd 85	L+
18.07	Co Rd 84	L+

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	Mod	299	14.7/20.0	6	14

01-05-15
 REGISTERED CIVIL ENGINEER DATE
 01-05-15
 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:

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

**PLACE HMA DIKE
(TYPE E)**

POST MILE	SIDE	LENGTH
		LF
17.68	L+	675
17.81	L+	800
18.05	L+	75
TOTAL		1550

**Exist LOOP DETECTORS TO REMAIN
IN PLACE AND OPERATIONAL (N)**

ID#	ELEMENT	LOCATION Co-Rte-PM	DESCRIPTION
169	CONTROL	Mod-299-17.94	48' WEST OF PIT RIVER Br (2 LOOPS)

**REMOVE ASPHALT
CONCRETE DIKE**

POST MILE	SIDE	LENGTH
		LF
17.68	L+	675
17.81	L+	800
18.05	L+	75
TOTAL		1550

COLD PLANE ASPHALT CONCRETE PAVEMENT

POST MILE	(N) LENGTH	(N) WIDTH	AREA	REMARKS
	LF	LF	SQYD	
14.70	60	24.5	163	MAINLINE CONFORM TAPER - PROJECT BEGIN
17.94	120	32.0	427	CONFORM PIT RIVER Br
18.03	90	33.0	330	CONFORM PIT RIVER Br
18.07	8	37.0	33	Co Rd 84 CONFORM
20.00	60	32.0	213	MAINLINE CONFORM TAPER - PROJECT END
TOTAL			1166	

ROADWAY QUANTITIES

POST MILE LIMITS	(N) LENGTH	(N) WIDTH	HMA (TYPE A)	SHOULDER BACKING	TACK COAT	COLD IN-PLACE RECYCLING	EMULSIFIED RECYCLING AGENT (COLD IN-PLACE RECYCLING)	CEMENT (COLD IN-PLACE RECYCLING)	ASPHALTIC EMULSION (COLD IN-PLACE RECYCLING)	SAND COVER (COLD IN-PLACE RECYCLING)
	LF	LF	TON	TON	TON	SQYD	TON	TON	TON	TON
14.70-15.00	1584	24.5								
15.00-15.50	2640	24.5								
15.50-16.00	2640	24.5-24.0								
16.00-17.00	5280	24.0-24.5								
17.00-17.50	2640	24.5-25.5								
17.50-17.92	2218	25.5-32.0								
17.92-17.93	60	32.0								
17.93-17.94	60	32.0								
18.03-18.04	30	33.0								
18.04-18.05	30	33.0								
18.05-18.50	2376	33.0-32.0								
18.50-19.00	2640	32.0-32.5								
19.00-19.50	2640	32.5-32.0								
19.50-20.00	2640	32.0								
ROAD CONNECTIONS			181	11	0.6					
HMA DIKE			43							
BRIDGE AREA COLD PLANE AND PAVE			102		0.3					
TOTAL			8911	3275	25.6	84,789	510	114	36	64

SUMMARY OF QUANTITIES

Q-1

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

	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	
Tel	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	
VC	VERTICAL CURVE	
VCP	VITRIFIED CLAY PIPE	
Vert	VERTICAL	
Via	VIADUCT	
Vol	VOLUME	W
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	Mod	299	14.7/20.0	7	14

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 Grace M. Tsushima
 No. C49814
 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.

TO ACCOMPANY PLANS DATED 01-05-15

UNIT OF MEASUREMENT SYMBOLS:

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

TABLE A

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:

TABLE B

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

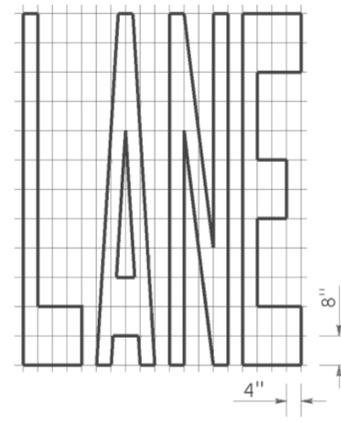
**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

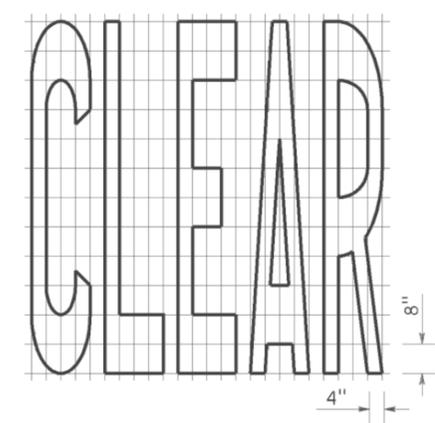
RSP A10B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A10B
DATED MAY 20, 2011 - PAGE 2 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A10B

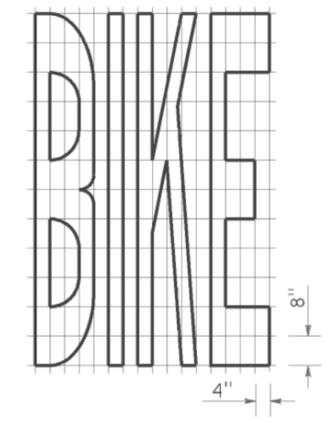
TO ACCOMPANY PLANS DATED 01-05-15



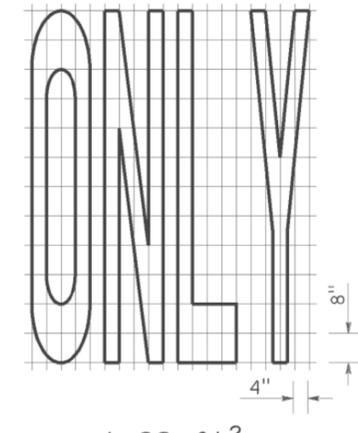
$A=24 \text{ ft}+2$



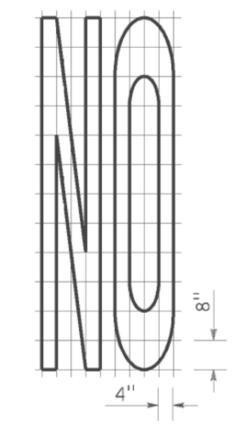
$A=27 \text{ ft}+2$



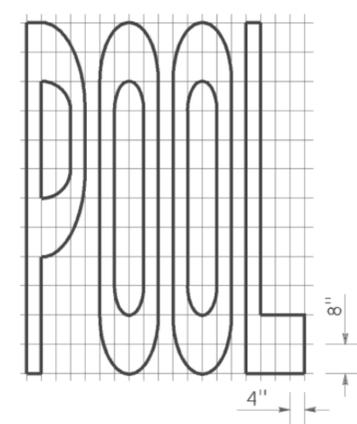
$A=21 \text{ ft}+2$



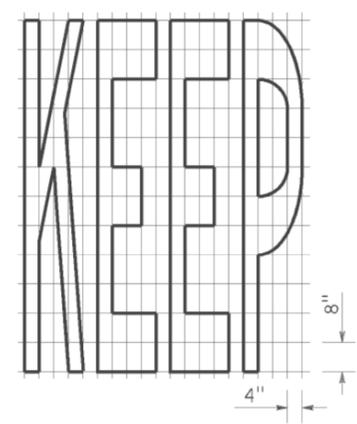
$A=22 \text{ ft}+2$



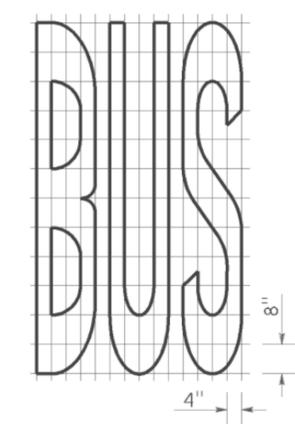
$A=14 \text{ ft}+2$



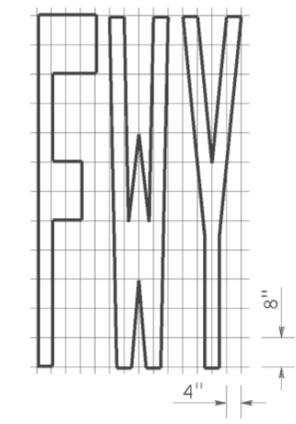
$A=23 \text{ ft}+2$



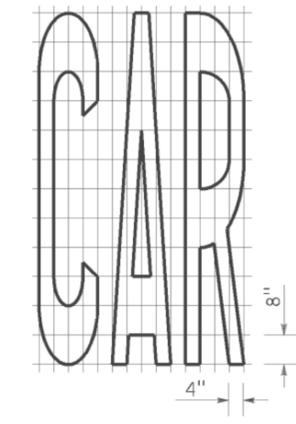
$A=24 \text{ ft}+2$



$A=20 \text{ ft}+2$

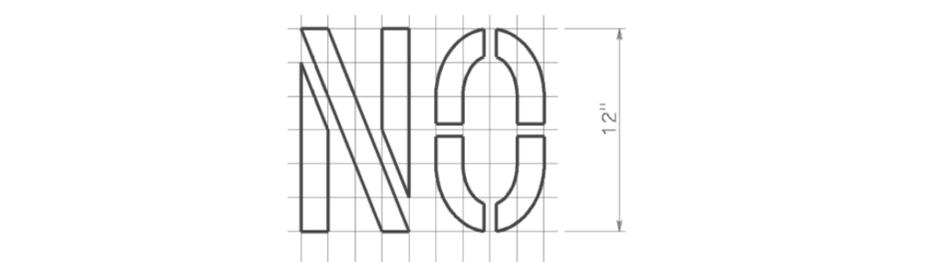


$A=16 \text{ ft}+2$



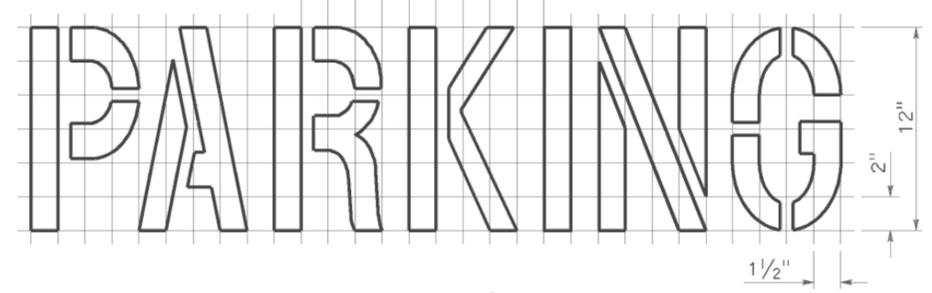
$A=17 \text{ ft}+2$

WORD MARKINGS			
ITEM	ft+2	ITEM	ft+2
LANE	24	NO	14
POOL	23	BIKE	21
CAR	17	BUS	20
CLEAR	27	ONLY	22
KEEP	24	FWY	16



$A=2 \text{ ft}+2$

See Notes 6 and 7



$A=2 \text{ ft}+2$

See Notes 6 and 7



LIMIT LINE (STOP LINE)



YIELD LINE

NOTES:

1. If a message consists of more than one word, it should read "UP", i.e., the first word should be nearest the driver.
2. The space between words should be at least four times the height of the characters for low speed roads, but not more than ten times the height of the characters. The space may be reduced appropriately where there is limited space because of local conditions.
3. Minor variations in dimensions may be accepted by the Engineer.
4. Portions of a letter, number or symbol may be separated by connecting segments not to exceed 2" in width.
5. The words "NO PARKING" pavement marking is to be used for parking facilities. For typical locations of markings, see Standard Plans A90A and A90B.
6. The words "NO PARKING", shall be painted in white letters no less than 1'-0" high on a contrasting background and located so that it is visible to traffic enforcement officials.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**PAVEMENT MARKINGS
 WORDS, LIMIT AND YIELD LINES**

NO SCALE

RSP A24E DATED JULY 20, 2012 SUPERSEDES STANDARD PLAN A24E
 DATED MAY 20, 2011 - PAGE 17 OF THE STANDARD PLANS BOOK DATED 2010.

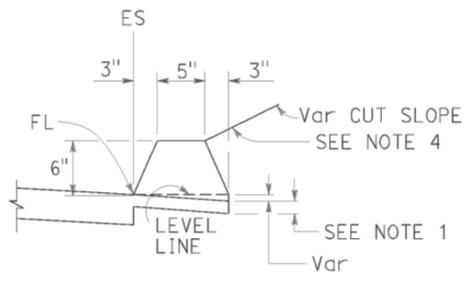
REVISED STANDARD PLAN RSP A24E

2010 REVISED STANDARD PLAN RSP A24E

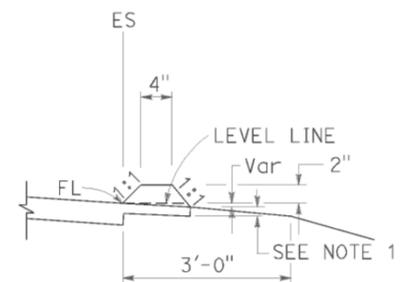
DATE PLOTTED => 06-JAN-2015
 TIME PLOTTED => 12:23:50



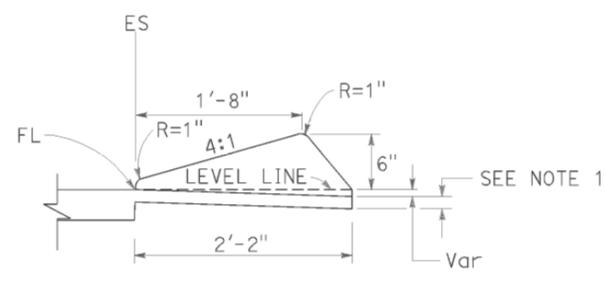
TO ACCOMPANY PLANS DATED 01-05-15



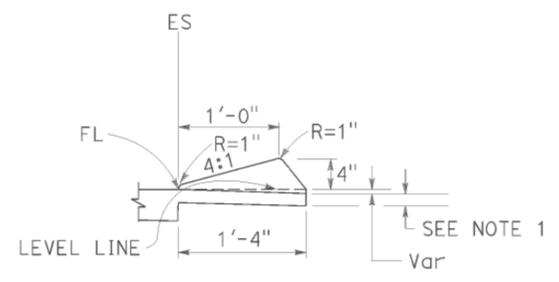
TYPE A
See Note 3



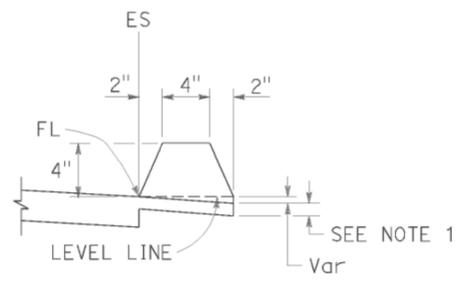
TYPE C



TYPE D

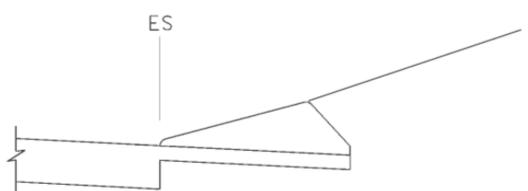


TYPE E

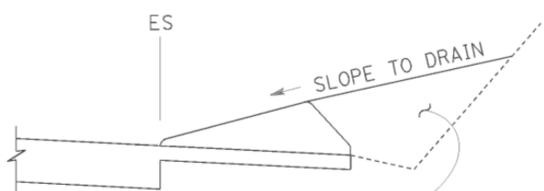


TYPE F
See Note 5

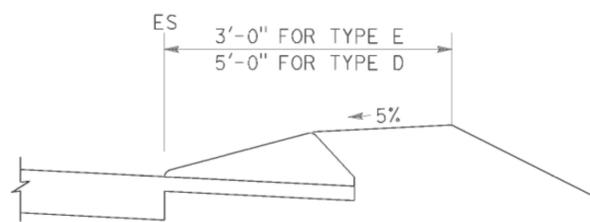
DIKES



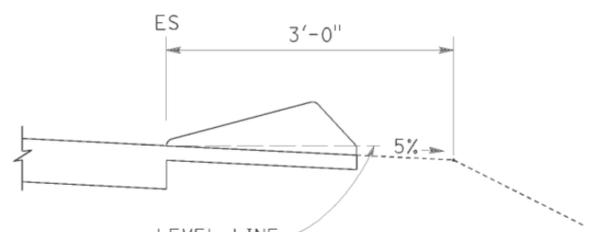
CASE C-1
Cut Slope



CASE C-2
Cut Slope



CASE F



CASE R
See Note 2

TYPE D AND E BACKFILL DETAILS

NOTES:

1. For HMA shoulders only, extend top layer of HMA placed on the shoulder under dike with no joint at the ES. For projects with OGFC shoulders, do not extend OGFC under dike. See project plans for modified dike detail.
2. Case R applies to retrofit only projects where restrictive conditions do not provide enough width for Case F backfill.
3. Type A dike only to be used where restrictive slope conditions do not provide enough width to use Type D or Type E dike.
4. Fill and compact with excavated material to top of dike.
5. Use Type F dike, where dike is required with guard railing installations. See Revised Standard Plan RSP A77N4 for dike positioning details.

DIKE QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A	0.0135
C	0.0038
D	0.0293
E	0.0130
F	0.0066

Quantities based on 5% cross slope.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT DIKES

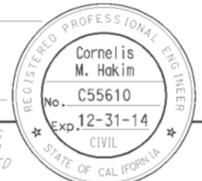
NO SCALE

RSP A87B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A87B
DATED MAY 20, 2011 - PAGE 120 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A87B

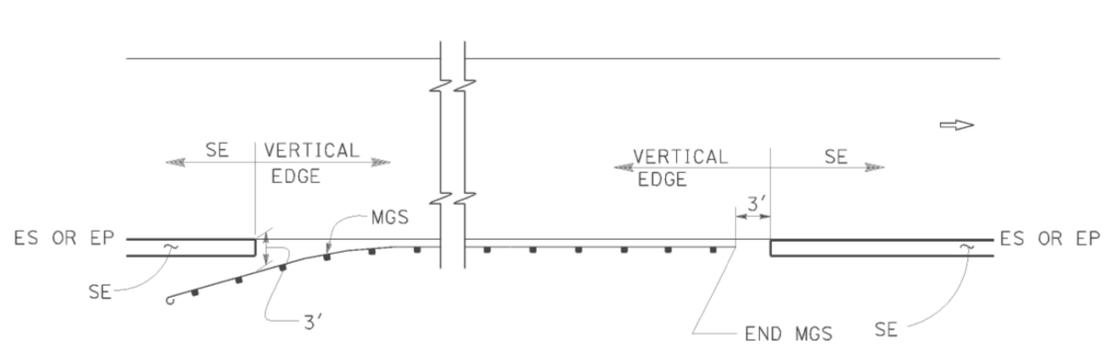
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Mod	299	14.7/20.0	10	14

REGISTERED CIVIL ENGINEER
 November 15, 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.

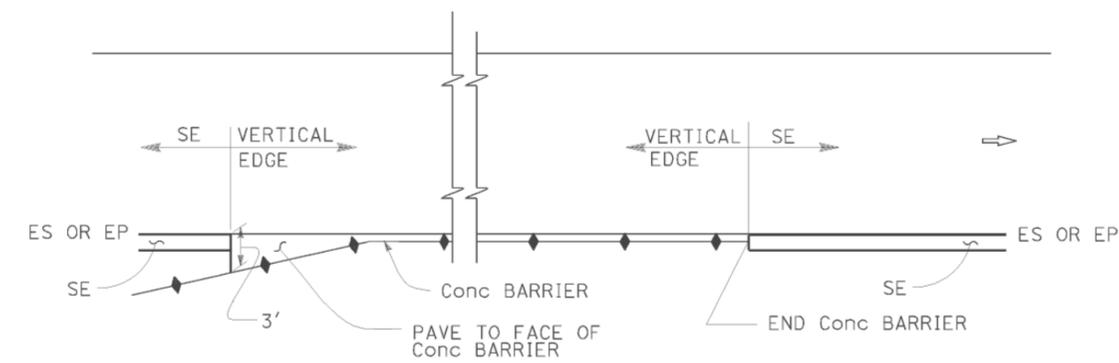


TO ACCOMPANY PLANS DATED 01-05-15

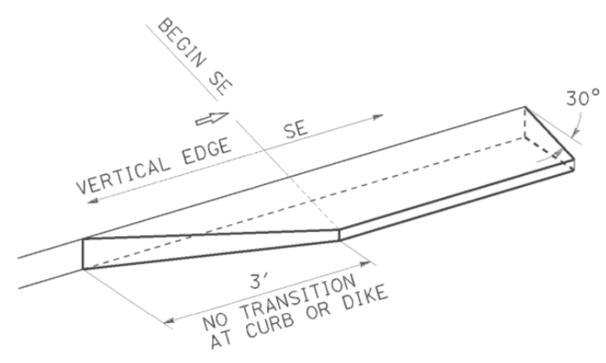
ABBREVIATIONS:
SE SAFETY EDGE



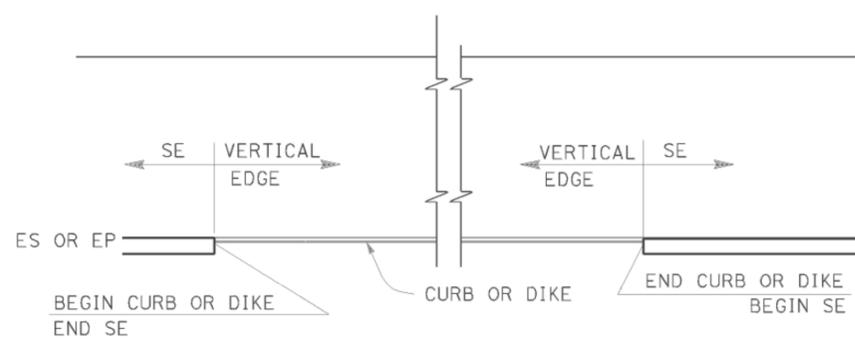
MGS



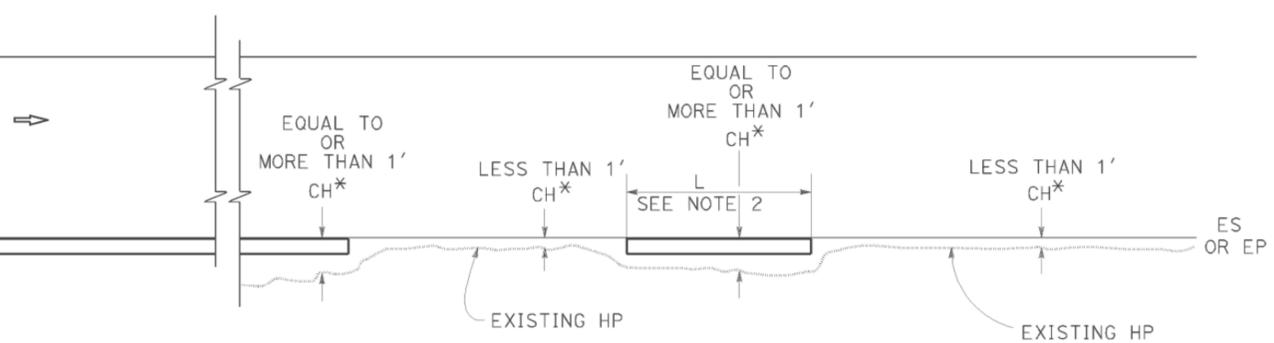
CONCRETE BARRIER



TRANSITION DETAIL FOR CONCRETE ONLY

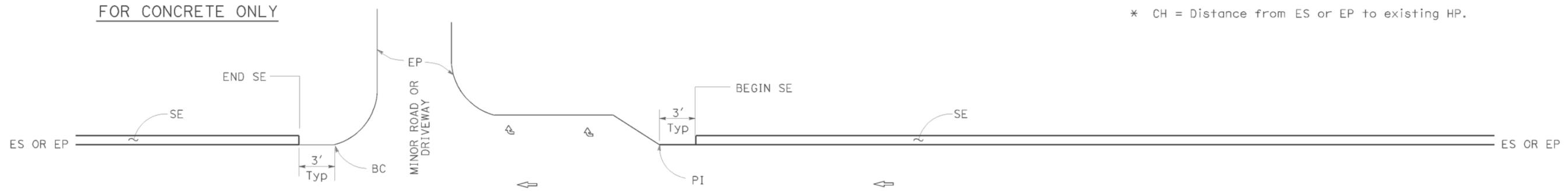


CURB OR DIKE



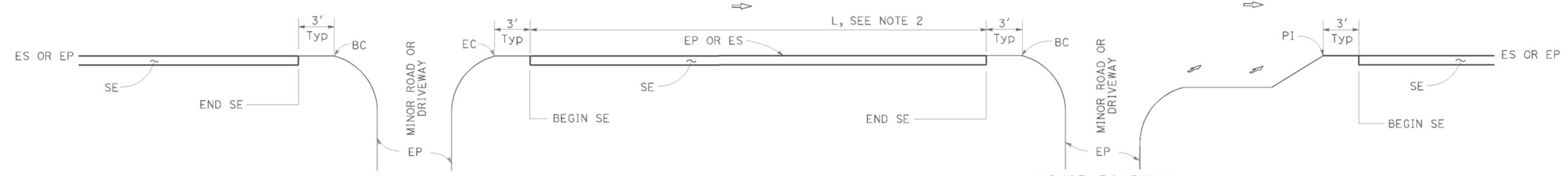
NARROW SIDE SLOPE

* CH = Distance from ES or EP to existing HP.



STATE ROUTE

STATE ROUTE



INTERSECTION

DRIVEWAY AND INTERSECTION

MINOR ROADWAY OR DRIVEWAY

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE TREATMENTS

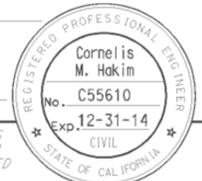
NO SCALE

RSP P74 DATED NOVEMBER 15, 2013 SUPERSEDES RSP P74 DATED JANUARY 20, 2012 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

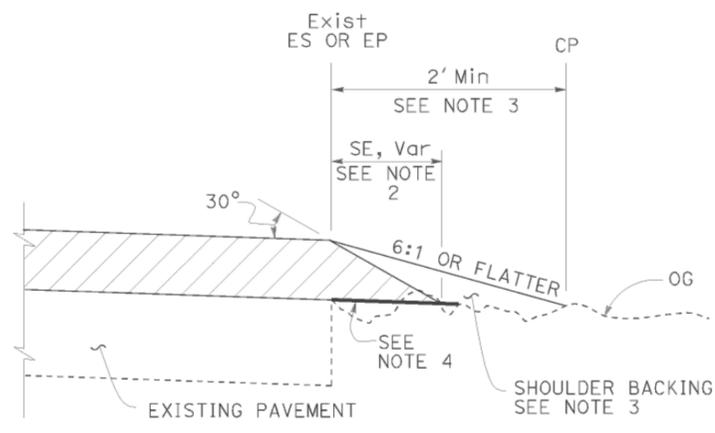
REVISED STANDARD PLAN RSP P74

- NOTES:**
1. For details not shown, see Revised Standard Plans RSP P75 and RSP P76.
 2. Safety edge is optional when L is less than 30'.

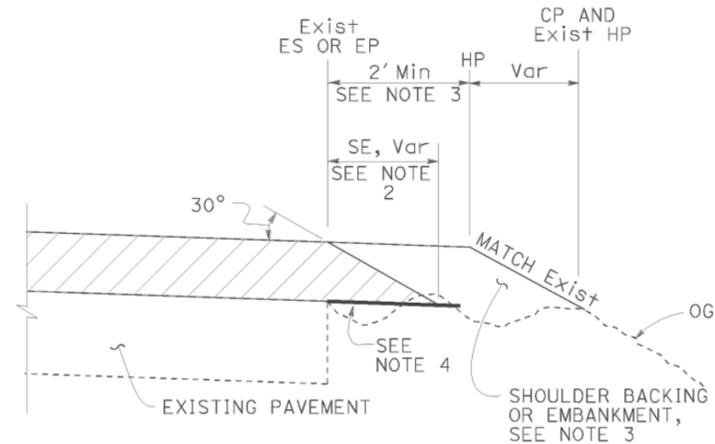
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Mod	299	14.7/20.0	11	14



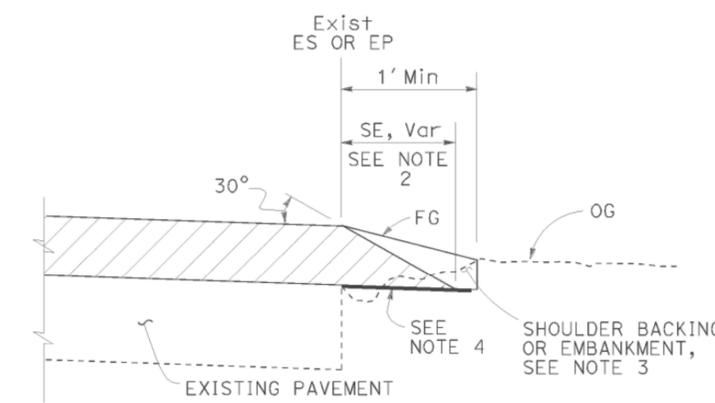
 REGISTERED CIVIL ENGINEER
 November 15, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



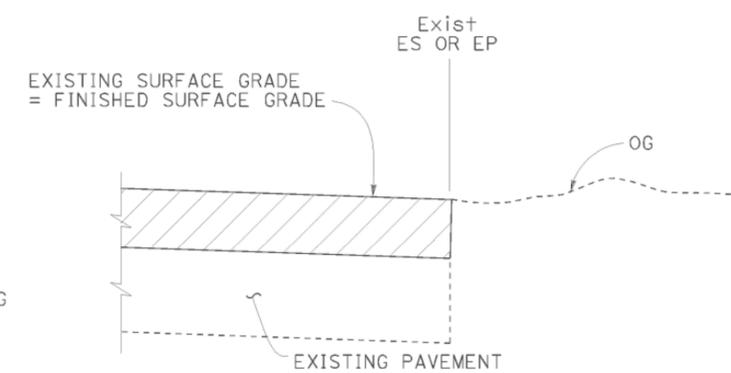
CASE A
Safety Edge



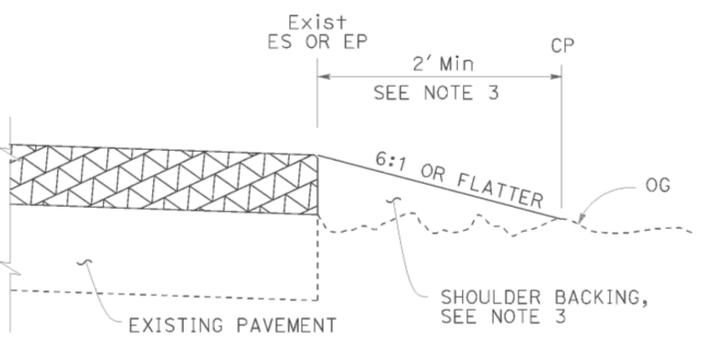
CASE B
Safety Edge



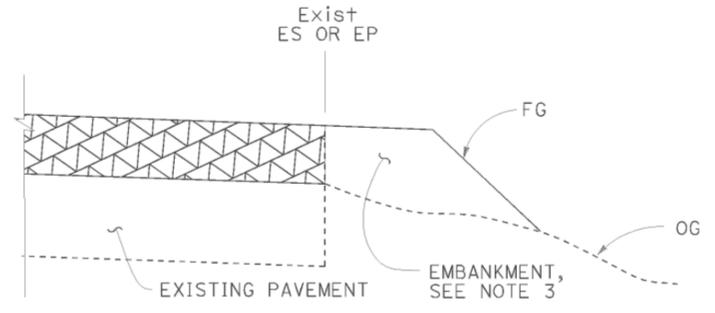
CASE C
Safety Edge



CASE D
Vertical Edge



CASE E
Vertical Edge



CASE F
Vertical Edge
* See Table A and Revised Std Plan RSP P74

- NOTES:**
- For limits of safety edge and vertical edge treatments, see Revised Standard Plan RSP P74.
 - Details shown for HMA overlay thickness less than 0.43'. See Detail "A" for HMA overlay thickness more than 0.43' or concrete overlay.
 - For locations and limits of shoulder backing or embankment see project plans.
 - Grade existing ground to place safety edge. 1' minimum width
 - Safety edge transverse joint must match overlay transverse joint. End of #6 longitudinal bar must be 2" ± 1/2" clear from transverse joint.
 - Safety edge is not needed in the area of MGS, barrier, right turn lane and acceleration lane. See Revised Standard Plan RSP P74.

LEGEND:

-  HMA OVERLAY
-  HMA OR CONCRETE OVERLAY
-  CONCRETE OVERLAY

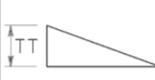
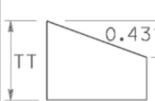
ABBREVIATIONS:

- SE SAFETY EDGE
- TT TOTAL THICKNESS OF SE

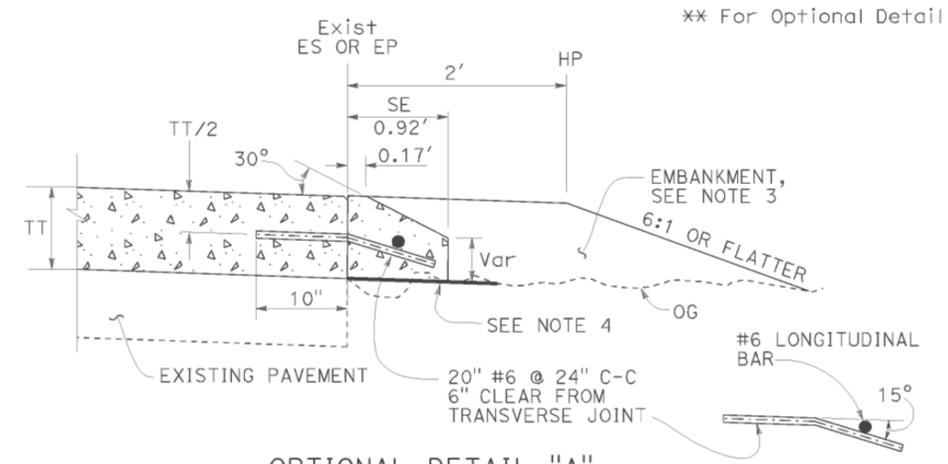
TABLE A
EDGE TREATMENT FOR VARIOUS OVERLAY THICKNESS AND CONDITIONS

FIELD CONDITION	OVERLAY THICKNESS	
	LESS THAN 0.15'	0.15' OR MORE
Exist SLOPE 6:1 OR FLATTER	CASE E	CASE A
Exist SLOPE 3:1 TO 6:1	CASE E	CASE B
Exist SLOPE STEEPER THAN 3:1	CASE F	CASE F
CUT SECTION (REPLACE, COLD PLANE, MILL PAVEMENT)	CASE D	CASE C

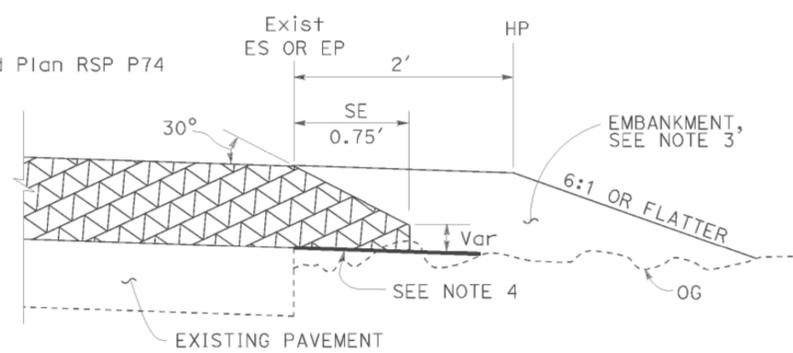
TO ACCOMPANY PLANS DATED 01-05-15
ADDITIONAL HMA OR CONCRETE QUANTITIES FOR SE/SIDE/MILE

TYPICAL CROSS SECTION	TT	TOTAL ADDITIONAL MATERIAL FOR SE/SIDE/MILE		
		HMA (TON)	CONCRETE (CY)*	CONCRETE (CY)**
	0.15'	NA	NA	NA
	0.20'	13.7	NA	NA
	0.30'	30.9	NA	NA
	0.40'	54.9	NA	NA
	0.45'	69.4	NA	NA
	0.50'	84.2	NA	NA
	0.60'	113.9	NA	NA
	0.70'	143.6	70.9	94.2
	0.80'	173.3	85.6	112.2
	0.90'	203.0	100.3	130.2
	1.00'	232.7	114.9	148.2
	1.20'	292.1	144.3	184.2

* For Detail "A"
 ** For Optional Detail "A"



OPTIONAL DETAIL "A"
 For concrete overlay
 See Note 5



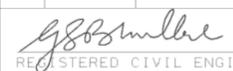
DETAIL "A"

For HMA overlay thickness more than 0.43' or concrete overlay

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
PAVEMENT EDGE TREATMENTS- OVERLAYS
 NO SCALE

RSP P75 DATED NOVEMBER 15, 2013 SUPERSEDES RSP P75 DATED JANUARY 20, 2012 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.
REVISED STANDARD PLAN RSP P75

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Mod	299	14.7/20.0	12	14


 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 01-05-15

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
mph	ft	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	Mod	299	14.7/20.0	13	14

Devinder Singh
 REGISTERED CIVIL ENGINEER
 No. C50470
 Exp. 6-30-15
 CIVIL
 STATE OF CALIFORNIA

October 17, 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.

NOTES:

See Revised Standard Plan RSP T9 for tables.

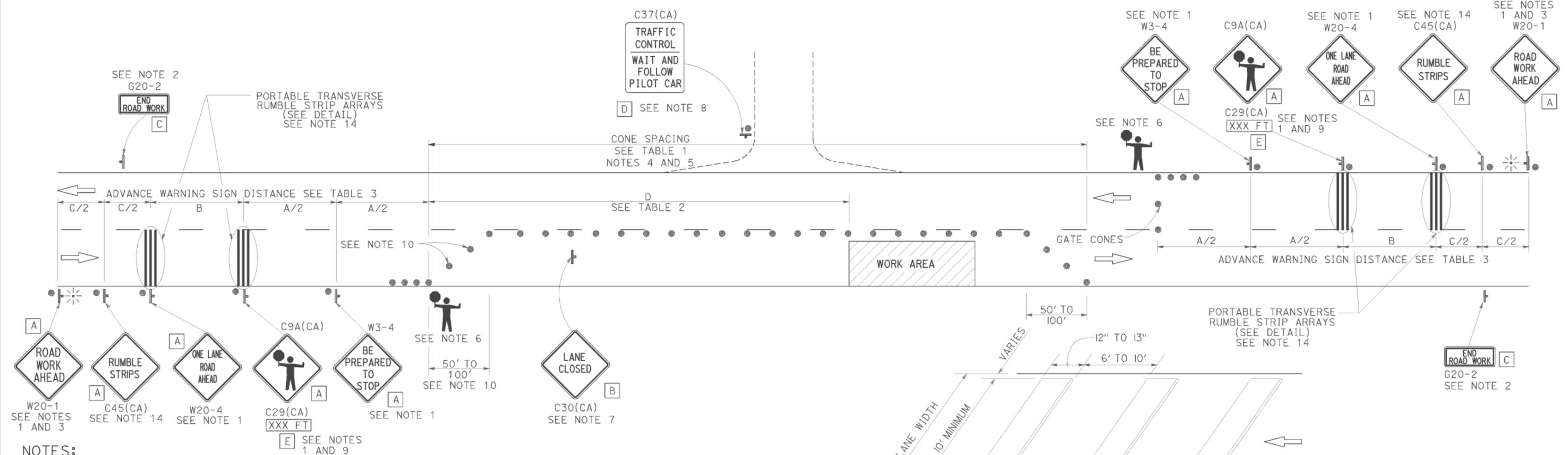
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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.

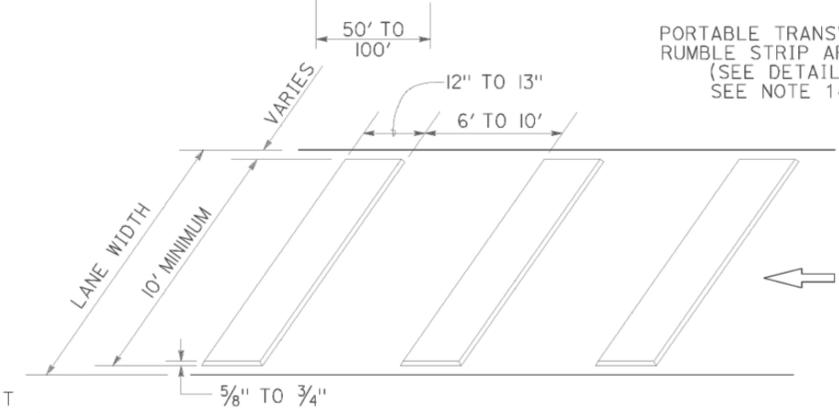
TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 01-05-15



- 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.
- The color of the portable transverse rumble strips shall be black or orange. Use 2 arrays, each array shall consist of 3 rumble strips.
- Portable transverse rumble strips shall not be placed on sharp horizontal or vertical curves nor shall they be placed through pedestrian crossings.
- If the portable transverse rumble strips become out of alignment (skewed) by more than 6 inches, measured from one end to the other, they shall be readjusted to bring the placement back to the original location.
- Portable transverse rumble strips are not required if any one of the following conditions is satisfied:
 - Work duration occupies a location for four hours or less
 - Posted speed limit is below 45 MPH
 - Work is of emergency nature
 - Work zone is in snow or icy weather conditions



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

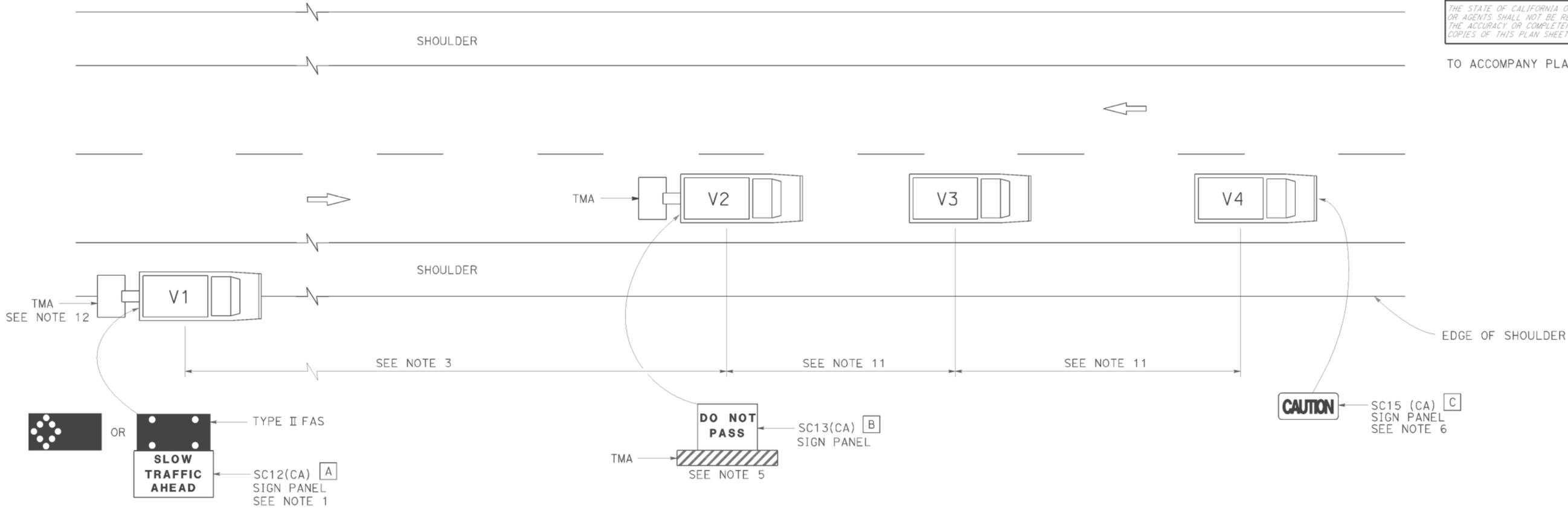
**TRAFFIC CONTROL SYSTEM
FOR LANE CLOSURE ON
TWO LANE CONVENTIONAL
HIGHWAYS**

NO SCALE

RSP T13 DATED OCTOBER 17, 2014 SUPERSEDES RSP T13 DATED JULY 18, 2014
AND RSP T13 DATED APRIL 19, 2013 AND STANDARD PLAN T13 DATED
MAY 20, 2011 - PAGE 241 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T13

TO ACCOMPANY PLANS DATED 01-05-15



NOTES:

1. Either a changeable message sign or a SC12(CA) "SLOW TRAFFIC AHEAD" sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "CAUTION" message first, follow by the "SLOW TRAFFIC AHEAD" message. A Type II flashing arrow sign may be used with the SC12(CA) sign panel.
2. Sign vehicle V1 should be positioned where highly visible when shoulders are not available.
3. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue.
4. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
5. Shadow vehicle shall be equipped with a truck-mounted attenuator. The sign panel shown shall be mounted on the rear of shadow vehicle V2. The message "LANE CLOSED" may be used in place of the "DO NOT PASS" message.
6. The sign panel shown shall be mounted on the front of sign vehicle V4, facing opposing traffic.

7. All vehicles shall be equipped with flashing or rotating amber lights.
8. Sign vehicle V4 will not be required when the work and vehicles V2 and V3 are 2' or more from the centerline of the highway during the work or application operations.
9. All vehicles used for lane closures shall be equipped with two-way radios and the vehicle operators shall maintain communication during the work or application operation.
10. This plan shall not be used where workers would be on foot in the work area. Use a stationary type lane closure (Revised Standard Plan T13) for this condition.
11. Minimize spacing between vehicles V2 and V3 and vehicles V3 and V4 to deter road users from driving in between them.
12. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
- V4 SIGN VEHICLE
- TMA TRUCK-MOUNTED ATTENUATOR
-  FLASHING ARROW SIGN (FAS) IN FLASHING CAUTION MODE
-  FLASHING ARROW SIGN (FAS) IN ALTERNATING DIAMOND CAUTION

SIGN PANEL SIZE (Min)

- A** 72" x 42"
- B** 54" x 42"
- C** 54" x 24"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON TWO LANE HIGHWAYS**
 NO SCALE

RSP T17 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T17
 DATED MAY 20, 2011 - PAGE 245 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T17