Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	1	20

ACNHP-P395(260)E

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3-7	CONSTRUCTION DETAILS
8	TEMPORARY WATER POLLUTION CONTROL QUANTITIES
9	CONSTRUCTION AREA SIGNS
10-12	SUMMARY OF QUANTITIES
13-20	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

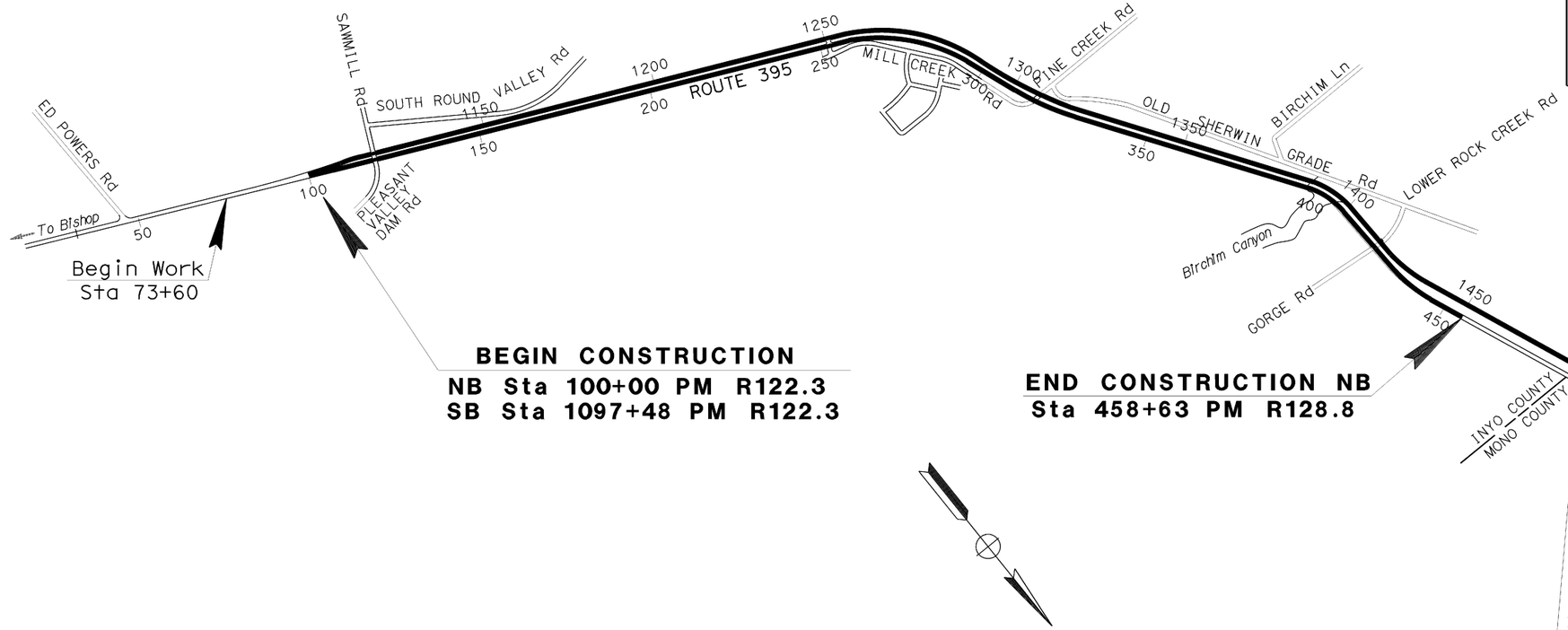
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN INYO COUNTY ABOUT 9 MILES NORTH OF BISHOP FROM 0.3 MILE SOUTH OF PLEASANT VALLEY DAM ROAD TO MONO COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

LOCATION MAP



BEGIN CONSTRUCTION
NB Sta 100+00 PM R122.3
SB Sta 1097+48 PM R122.3

END CONSTRUCTION NB
Sta 458+63 PM R128.8

END CONSTRUCTION SB
Sta 1492+39 PM R129.5

BRAD LARSON 01-04-16
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

BRADLEY L. LARSON No. 76951 Exp. 12-31-16 CIVIL
REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

January 4, 2016
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.

PROJECT MANAGER: JOHN FOX
DESIGN ENGINEER: JOHN FOX

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

NO SCALE

CONTRACT No.	09-361304
PROJECT ID	0915000050

LAST REVISION 01-04-16
DATE PLOTTED => 17-FEB-2016
TIME PLOTTED => 08:56

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER
3. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
4. STATIONING SHOWN IS FOR CONSTRUCTION PURPOSES ONLY.
5. AE (FSC) MUST BE PLACED OVER EXIST ASPHALT GRINDINGS (NORTHBOUND ONLY). SEE CONSTRUCTION DETAILS C-1.
6. PREVIOUS 0.08' AC OVERLAY PAVED TO 1' PAST ETW.

ABBREVIATIONS:

RHMA-G - RUBBERIZED HOT MIX ASPHALT-GAP GRADED
AE (FSC) - ASPHALTIC EMULSION (FOG SEAL COAT)

PAVEMENT CLIMATE REGION

HIGH DESERT

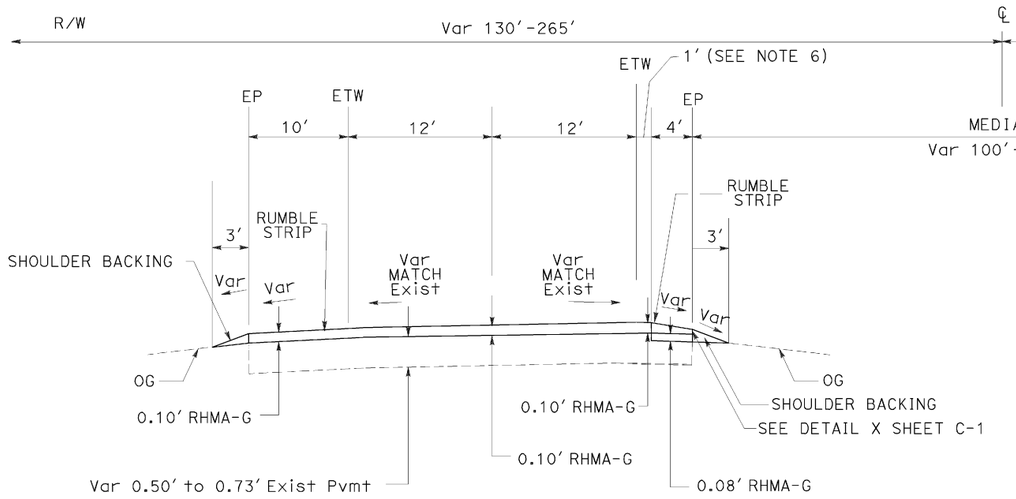
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	2	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

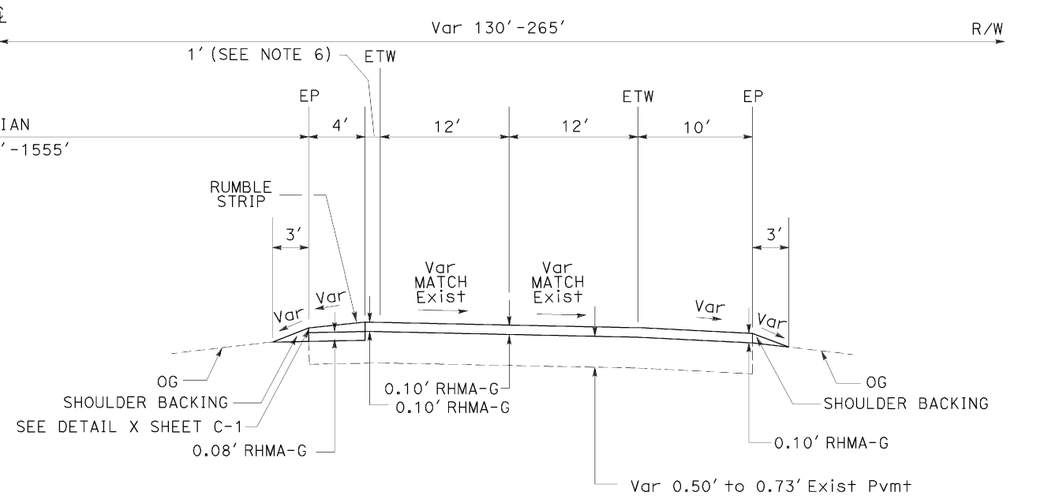
01-04-16
PLANS APPROVAL DATE

BRADLEY L. LARSON No. 76951 Exp.12-31-16 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

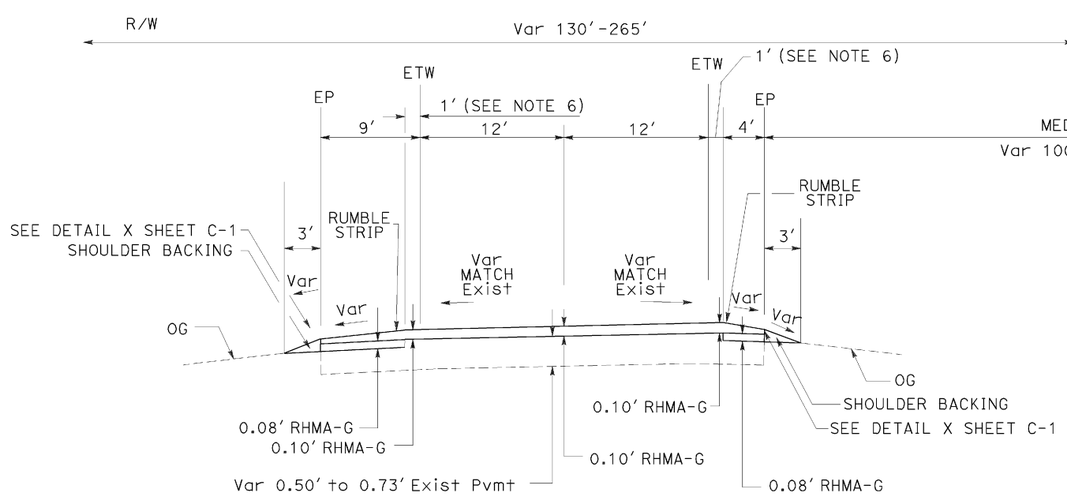
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



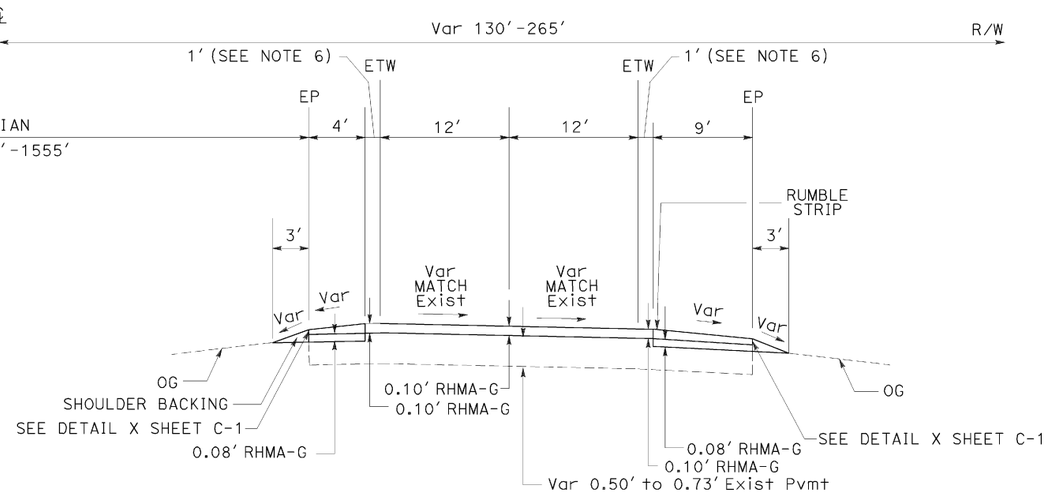
SB STA 1392+66 TO STA 1421+94



NB STA 320+27 TO STA 359+40



SB STA 1097+48 TO STA 1392+66
SB STA 1421+94 TO STA 1492+39



NB STA 100+00 TO STA 320+27
NB STA 359+40 TO STA 458+63

TYPICAL CROSS SECTIONS

NO SCALE **X-1**

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY
FUNCTIONAL SUPERVISOR: JOHN FOX
CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
REVISED BY: BL
DATE REVISED: 01-04-16

LAST REVISION DATE PLOTTED => 08-JAN-2016
TIME PLOTTED => 13:32

BORDER LAST REVISED 7/2/2010
USERNAME => s135542
DGN FILE => 936130ca001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 4210
PROJECT NUMBER & PHASE 09150000501

NOTES:

1. SHOULDER BACKING PLACED AT EXISTING ASPHALT GRINDING AREA MUST BE 100 PERCENT RECLAIMED ASPHALT CONCRETE.
2. APPLY TACK COAT BEFORE PLACING SHOULDER BACKING.

LEGEND:

- LIMITS OF RHMA-G
- LIMITS OF COLD PLANE AC PAVEMENT AND RHMA-G
- DIRECTION OF TRAFFIC

ABBREVIATIONS:

RHMA-G - RUBBERIZED HOT MIX ASPHALT-GAP GRADED
AE (FSC) - ASPHALTIC EMULSION (FOG SEAL COAT)

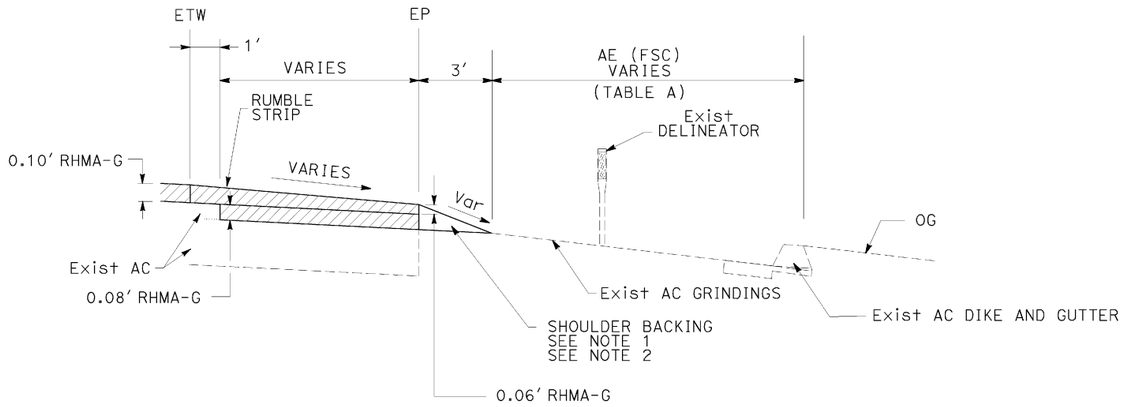
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	3	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

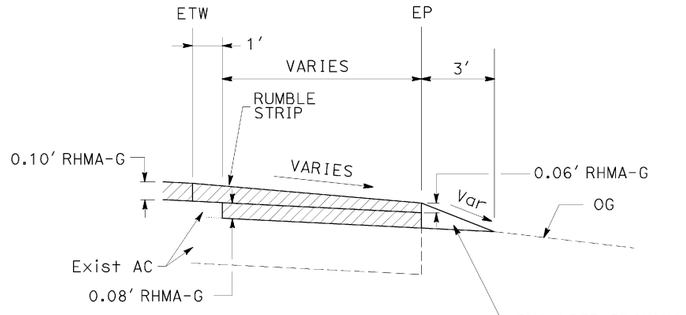
01-04-16
PLANS APPROVAL DATE

BRADLEY L. LARSON No. 76951 Exp.12-31-16 CIVIL
REGISTERED PROFESSIONAL ENGINEER — 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.



SHOULDER BACKING AT ASPHALT GRINDING AREA



DETAIL X

TABLE A

ASPHALTIC EMULSION (FOG SEAL COAT) AT Exist ASPHALT GRINDINGS LIMITS

STATION TO STATION (LOCATION)	RIGHT	LEFT	WIDTH
NB 387+00 TO 420+05	X		10.5'
NB 406+53 TO 422+43		X	10.0'
NB 437+21 TO 458+63		X	9.5'
NB 447+77 TO 458+63	X		10.5'

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

CONSTRUCTION DETAILS

NO SCALE C-1

REVISED BY	DATE REVISED
BL	01-04-16

CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
FUNCTIONAL SUPERVISOR: JOHN FOX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® PROJECT DELIVERY

LAST REVISION 01-04-16
DATE PLOTTED => 08-JAN-2016
TIME PLOTTED => 13:32

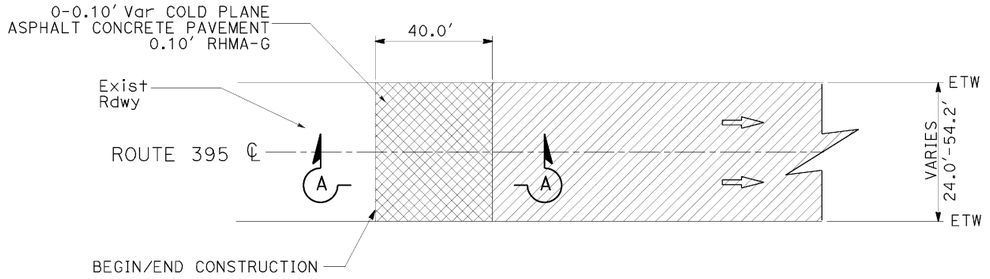
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	4	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

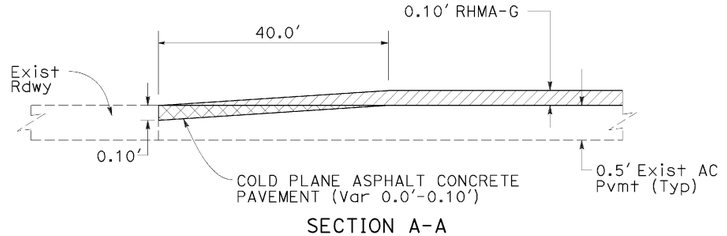
01-04-16
PLANS APPROVAL DATE

BRADLEY L. LARSON No. 76951 Exp.12-31-16 CIVIL
REGISTERED PROFESSIONAL ENGINEER — 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.

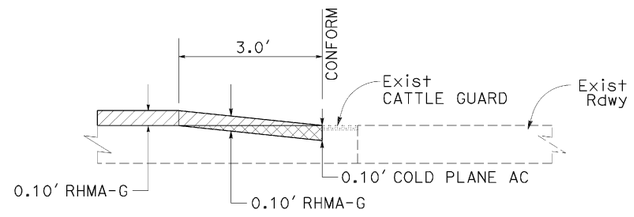


TYPICAL BEGIN/END CONSTRUCTION COLD PLANE AND RHMA-G PAVING LIMITS

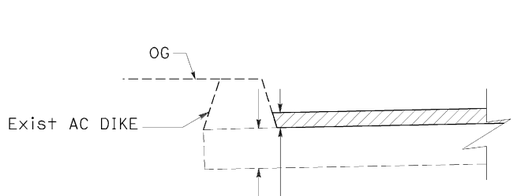


SECTION A-A

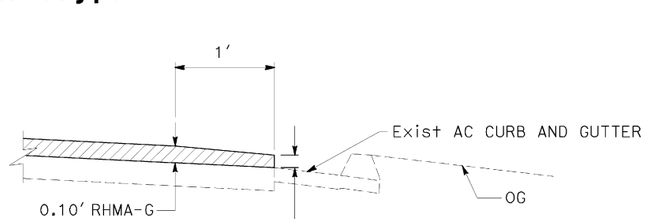
CONFORM AT BEGIN/END CONSTRUCTION (Typ)



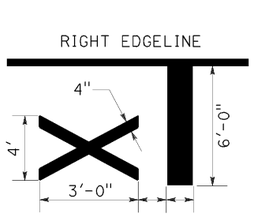
CONFORM GRIND AT CATTLE GUARD (Typ)



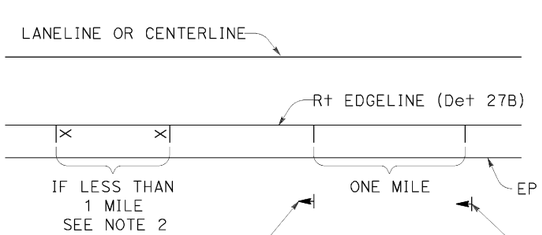
PAVE INTO EXISTING AC DIKE DETAIL (TYPICAL)



PAVE INTO EXISTING AC SWALE DETAIL (TYPICAL)



MARKING DETAILS



NOTES:
1. AIRCRAFT MARKINGS MUST BE PAINT PAVEMENT MARKING
2. MARKINGS MUST BE PLACED ON A ONE-MILE INCREMENT AT THE EVEN POSTMILE MARKER.

AIRCRAFT MARKING DETAIL

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

CONSTRUCTION DETAILS

NO SCALE **C-2**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY
FUNCTIONAL SUPERVISOR: JOHN FOX
CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
REVISED BY: BL
DATE REVISED: 01-04-16

LAST REVISION DATE PLOTTED => 06-JAN-2016
TIME PLOTTED => 13:32

BORDER LAST REVISED 7/2/2010
USERNAME => s135542
DGN FILE => 936130ga002.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 4210
PROJECT NUMBER & PHASE 09150000501

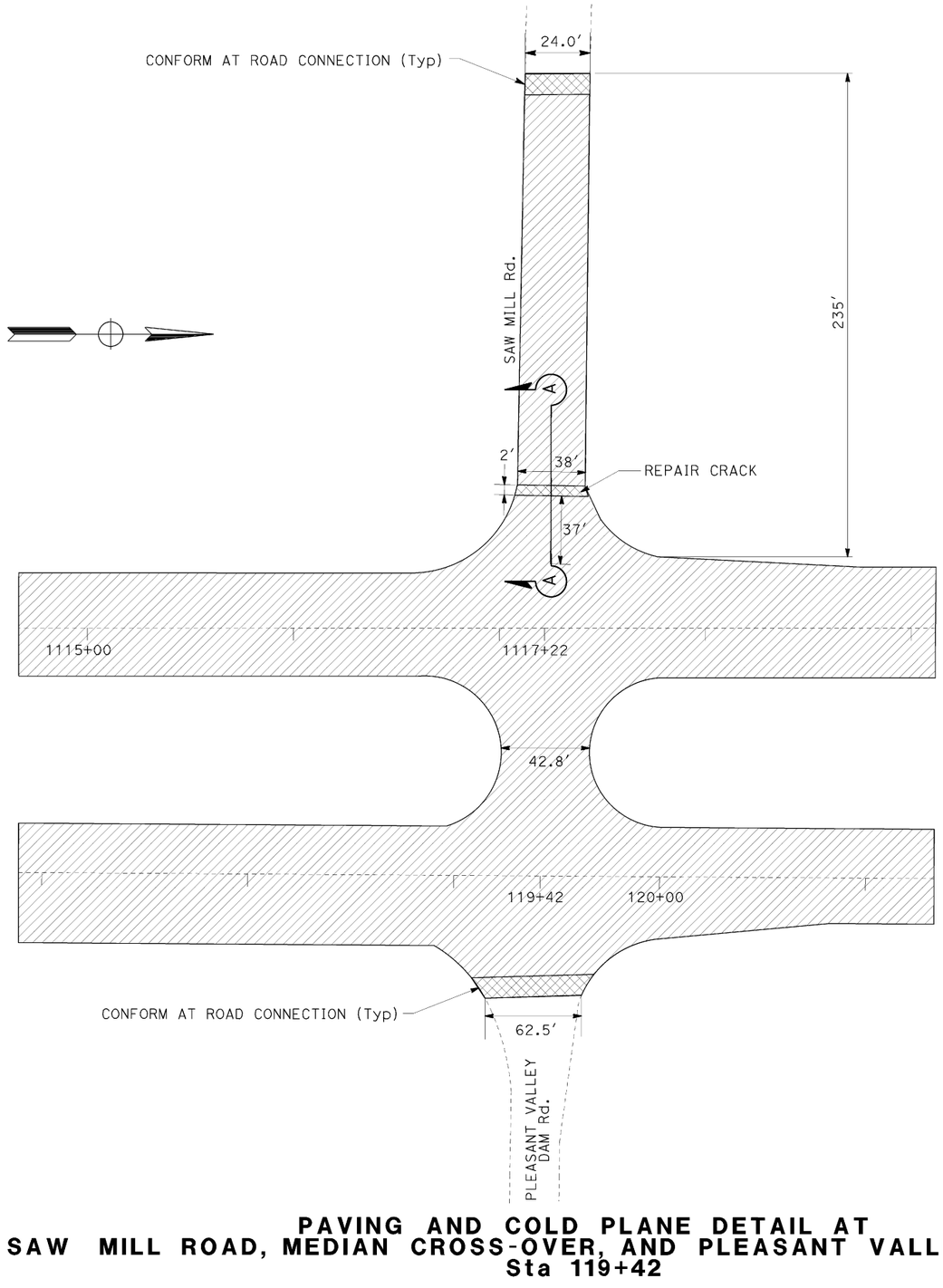
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	5	20

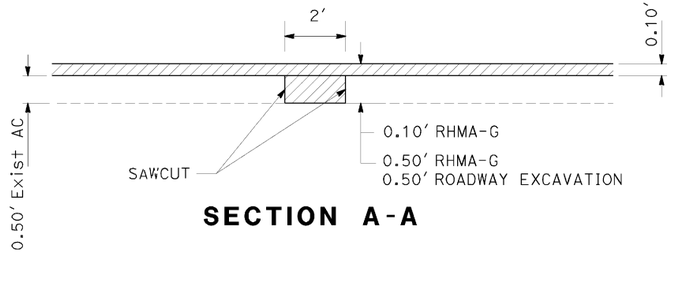
BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

01-04-16
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
BRADLEY L. LARSON
No. 76951
Exp. 12-31-16
CIVIL
STATE OF CALIFORNIA





SECTION A-A

PAVING AND COLD PLANE DETAIL AT
SAW MILL ROAD, MEDIAN CROSS-OVER, AND PLEASANT VALLEY DAM ROAD
Sta 119+42

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

CONSTRUCTION DETAILS

NO SCALE **C-3**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY
FUNCTIONAL SUPERVISOR: JOHN FOX
CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
REVISED BY: BL
DATE REVISED: 01-04-16

LAST REVISION 01-04-16
DATE PLOTTED => 08-JAN-2016
TIME PLOTTED => 13:32

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	6	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

01-04-16
PLANS APPROVAL DATE

BRADLEY L. LARSON No. 76951 Exp.12-31-16 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

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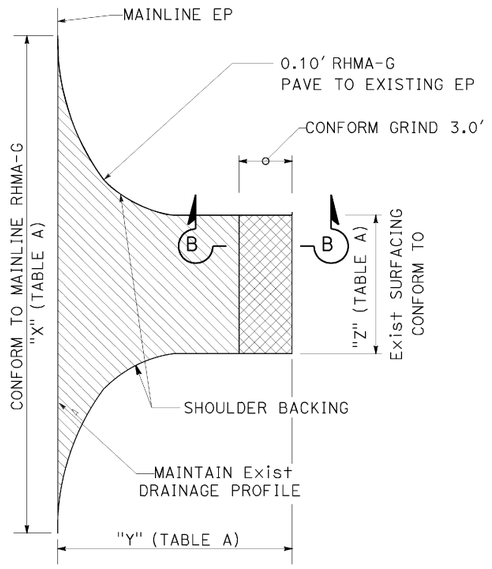
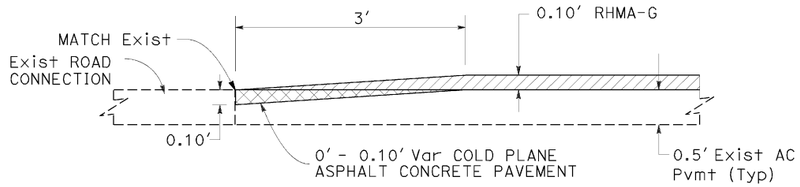


TYPICAL ROAD CONNECTION
CONFORM GRIND AND RHMA-G PAVING LIMITS

TABLE A

RHMA-G AND COLD PLANE AC Pvmt ROAD CONNECTION LIMITS

STA	"X"	"Y"	"Z"	THICKNESS	NOTES
NB 119+42	75.6′	16.3′	62.5′	0.10′	PLEASANT VALLEY ROAD, NB, R†.
NB 255+50	88′	83′	32′	0.10′	MILL CREEK ROAD, NB, R†.
NB 318+00	128′	83′	62′	0.10′	MILL CREEK ROAD (NORTH), NB, R†.
NB 427+05	74.5′	70.2′	31.5′	0.10′	GORGE ROAD, NB, R†.
SB 1117+22	116′	235.0′	24′	0.10′	SAW MILL RD, SB, L†.
SB 1317+21	103′	128.7′	31.3′	0.10′	PINE CREEK ROAD, SB. L†.
SB 1426+50	130′	91′	31.2′	0.10′	LOWER ROCK CREEK ROAD, SB. L†.

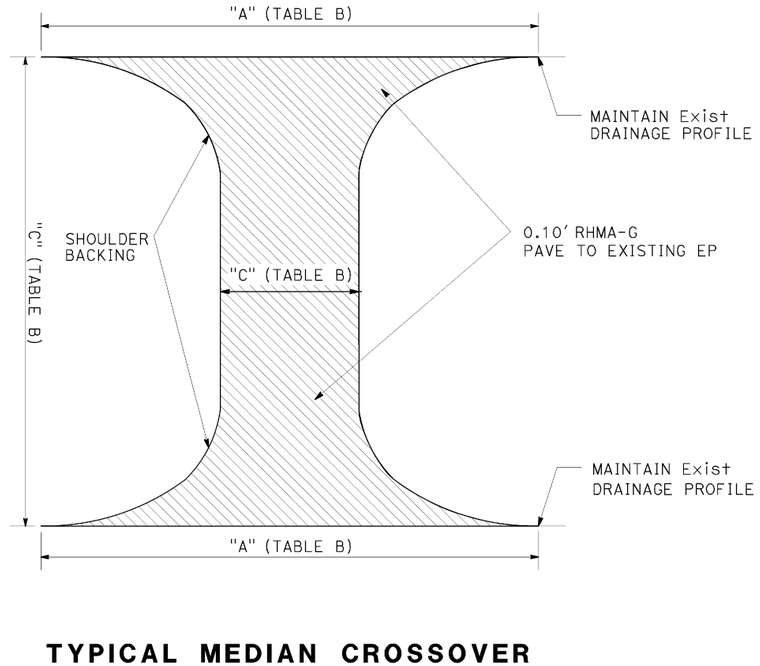


SECTION B-B

TABLE B

RHMA-G MEDIAN CROSSOVER LIMITS

STATION	PM	L†	R†	"A"	"B"	"C"	DESCRIPTION
NB 119+42	R122.36	X		44′	85′	64.7′	MEDIAN CROSSOVER, PLEASANT VALLEY ROAD, NB/MILL CREEK ROAD, SB
NB 255+50	R124.94	X		82.4′	87.5′	62.5′	MEDIAN CROSSOVER, MILL CREEK ROAD, NB
NB 318+00	R126.14	X		101′	101.8′	65′	MEDIAN CROSSOVER, MILL CREEK (NORTH) ROAD, NB/PINE CREEK ROAD, SB
NB 427+05	R128.21	X		91.9′	79.5′	57.1′	MEDIAN CROSSOVER, GORGE ROAD, NB/LOWER ROCK CREEK ROAD, SB



TYPICAL MEDIAN CROSSOVER
RHMA-G PAVING LIMITS

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

CONSTRUCTION DETAILS

NO SCALE **C-4**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY
FUNCTIONAL SUPERVISOR: JOHN FOX
CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
REVISED BY: BL
DATE REVISED: 01-04-16

LAST REVISION 01-04-16
DATE PLOTTED => 08-JAN-2016
TIME PLOTTED => 13:32

BORDER LAST REVISED 7/2/2010
USERNAME => s135542
DGN FILE => 936130ga004.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 4210
PROJECT NUMBER & PHASE 09150000501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.0/R129.5	7	20

Lianne Talbot 12/22/2015
REGISTERED CIVIL ENGINEER DATE

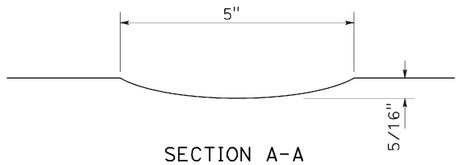
1-4-16
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
LIANNE E TALBOT
No. 74599
Exp 12-31-17
CIVIL
STATE OF CALIFORNIA

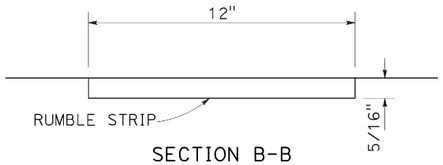
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

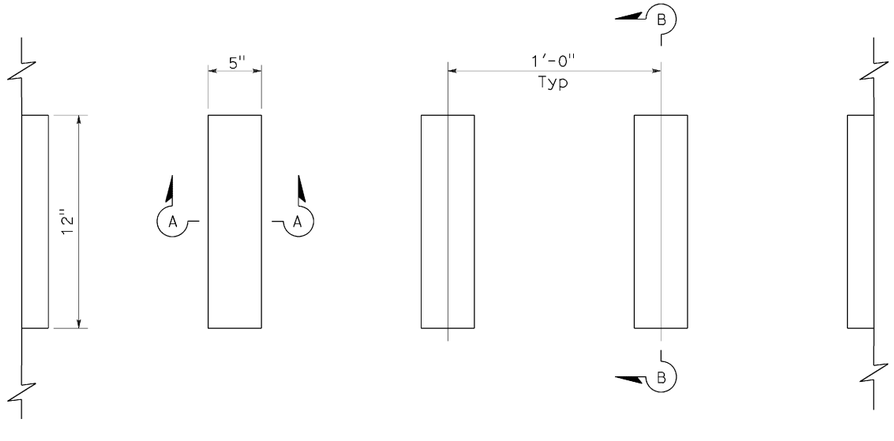
1. FOR LEFT SHOULDER RUMBLE STRIP SEE STANDARD PLAN A40B.



SECTION A-A

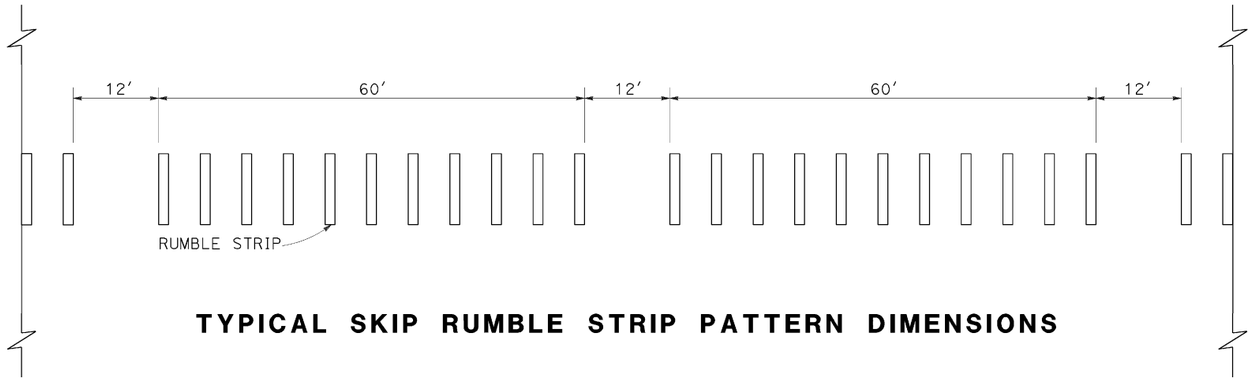


SECTION B-B

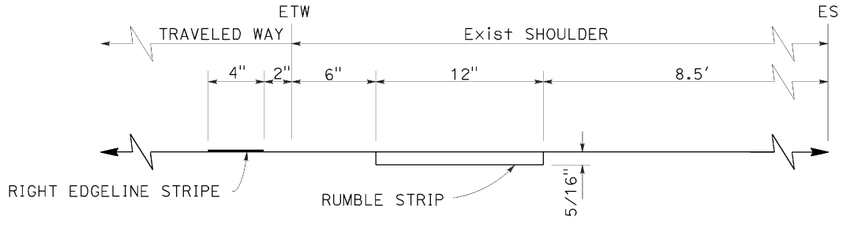


PLAN

GROUND-IN INDENTATIONS



TYPICAL SKIP RUMBLE STRIP PATTERN DIMENSIONS



RUMBLE STRIP PLACEMENT
RIGHT OF DIRECTION OF TRAVEL

CONSTRUCTION DETAILS

NO SCALE

C-5

CALCULATED-DESIGNED BY
CHECKED BY

REVISED BY | DATE REVISED

JED EROPKIN
LIANNE TALBOT

FUNCTIONAL SUPERVISOR
TERRY ERLWEIN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC OPERATIONS

LAST REVISION | DATE PLOTTED => 11-JAN-2016
12-22-15 | TIME PLOTTED => 09:23

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	8	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

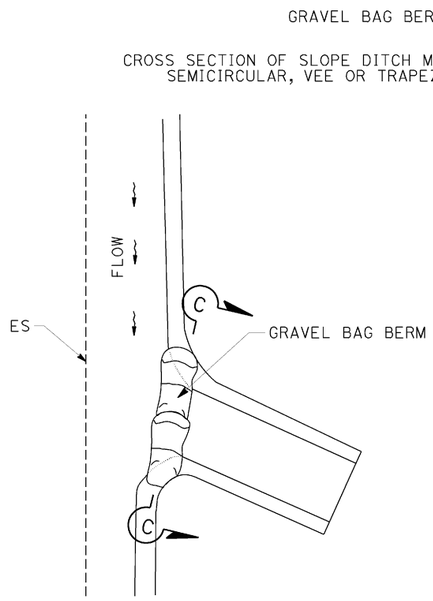
01-04-16
PLANS APPROVAL DATE

BRADLEY L. LARSON No. 76951 Exp.12-31-16 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

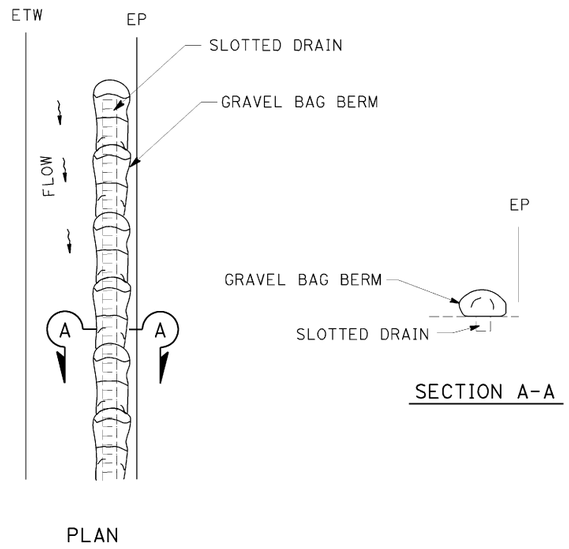
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

1. EXACT LOCATION AND POSITION OF TEMPORARY DRAINAGE PROTECTION TO BE DETERMINED BY THE ENGINEER.



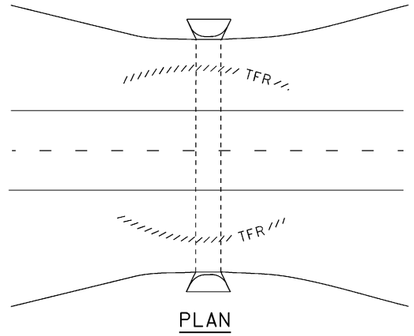
TEMPORARY GRAVEL BAG BERM AT AC OVERSIDE DRAIN (TYPICAL)



TEMPORARY GRAVEL BAG BERM AT SLOTTED DRAIN (TYPICAL)

TEMPORARY DRAINAGE INLET PROTECTION

STATION	L†	R†	EA	DESCRIPTION
NB 317+05		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 318+64		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 403+90		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 427+05		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 436+22		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 447+18	X		1	DRAINAGE INLET GRATE (36" DIA)
NB 447+77		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 1429+53		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 1434+56		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 1444+79		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 1445+16	X		1	DRAINAGE INLET GRATE (36" DIA)
NB 1455+60		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 1463+46		X	1	DRAINAGE INLET GRATE (36" DIA)
NB 1464+08	X		1	DRAINAGE INLET GRATE (36" DIA)
TOTAL			14	



TEMPORARY FIBER ROLL (LIVE WATER PLAN VIEW)

TEMPORARY GRAVEL BAG BERM

STATION	LF	L†	R†	DESCRIPTION
NB 118+00	4		X	AC OVERSIDE DRAIN
NB 295+95	4		X	AC OVERSIDE DRAIN
NB 355+35	4		X	AC OVERSIDE DRAIN
NB 426+55	4		X	AC OVERSIDE DRAIN
NB 436+25 TO 436+65	40	X		SLOTTED DRAIN
NB 447+79 TO 447+99	20		X	SLOTTED DRAIN
NB 455+95	4	X		AC OVERSIDE DRAIN
SB 1407+53	4		X	AC OVERSIDE DRAIN
SB 1434+56 TO 1434+76	20		X	SLOTTED DRAIN
SB 1444+79 TO 1444+99	20		X	SLOTTED DRAIN
SB 1445+16 TO 1445+36	20	X		SLOTTED DRAIN
SB 1455+60 TO 1455+80	20		X	SLOTTED DRAIN
SB 1463+46 TO 1463+66	20		X	SLOTTED DRAIN
SB 1464+08 TO 1464+28	20	X		SLOTTED DRAIN
SB 1471+20	8	X		AC OVERSIDE DRAIN
TOTAL	212			

TEMPORARY FIBER ROLL

STATION	DIRECTION	L†	R†	LF	DESCRIPTION
121+00-122+00	NB		X	100	LIVE WATER
1112+00-1113+00	SB		X	100	LIVE WATER
1405+93-1407+53	SB		X	160	LIVE WATER
	TOTAL			360	

APPROVED FOR TEMPORARY WATER POLLUTION CONTROL ONLY

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

TEMPORARY WATER POLLUTION CONTROL QUANTITIES

NO SCALE **WPCQ-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY
Caltrans
FUNCTIONAL SUPERVISOR: JOHN FOX
CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
REVISED BY: BL
DATE REVISED: 01-04-16

LAST REVISION DATE PLOTTED => 06-JAN-2016
TIME PLOTTED => 13:32

BORDER LAST REVISED 7/2/2010
USERNAME => s135542
DGN FILE => 936130gd001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 4210
PROJECT NUMBER & PHASE 09150000501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	9	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

01-04-16
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — BRADLEY L. LARSON No. 76951 Exp.12-31-16 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:

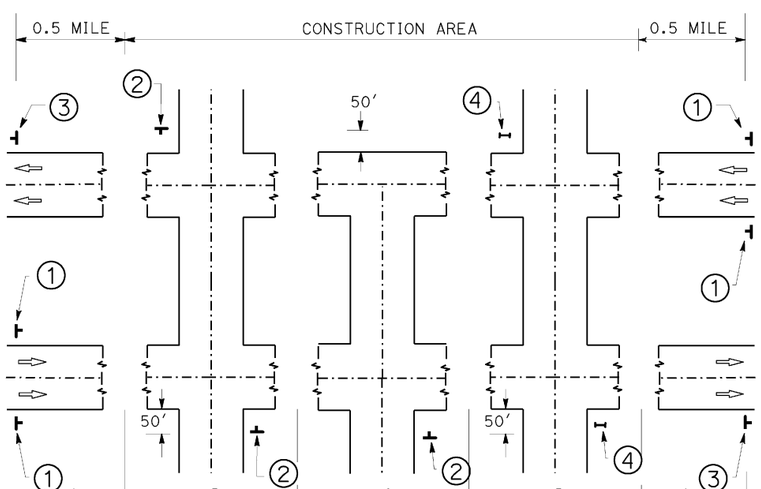
1. FOR SIGN INSTALLATION DETAILS AND DIMENSIONS NOT SHOWN SEE STANDARD PLANS.
2. SEE TABLE FOR PLACEMENT TYPE. EXACT LOCATION AND POSITION OF CONSTRUCTION AREA SIGNS TO BE DETERMINED BY THE ENGINEER.

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

STATION	PM	PLACEMENT	REMARKS
73+60(NB)/1097+48 (SB)	R122.82	A	BEGIN WORK, NB/END WORK, SB
119+42 (NB)/1117+22 (SB)	R122.36	D	SAWMILL ROAD, NB, Rt./PLEASANT VALLEY DAM ROAD, SB, LT.
255+50 (NB)	R124.94	C	MILL CREEK ROAD, NB, Rt.
318+00 (NB)/1317+21 (SB)	R126.14	B	MILL CREEK ROAD (NORTH), NB, Rt/PINE CREEK ROAD, SB, Lt.
427+05 (NB)/1426+50 (SB)	R128.21	B	GORGE ROAD, NB, Rt/LOWER ROCK CREEK ROAD, SB, Lt.
458+63 (NB)/1492+39 (SB)	R128.8(NB)/R129.5(SB)	A	END WORK (NB)/BEGIN WORK (SB)

MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION

STATION	PM	REMARKS
NB 469+74	R129.01	TRAFFIC COUNT Sta, DETECTOR LOOPS
NB 1468+74	R129.01	TRAFFIC COUNT Sta, DETECTOR LOOPS



TYPICAL SIGN PLACEMENT FOR DIVIDED HIGHWAY WITH CONSTRUCTION IN BOTH DIRECTIONS OF TRAVEL

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

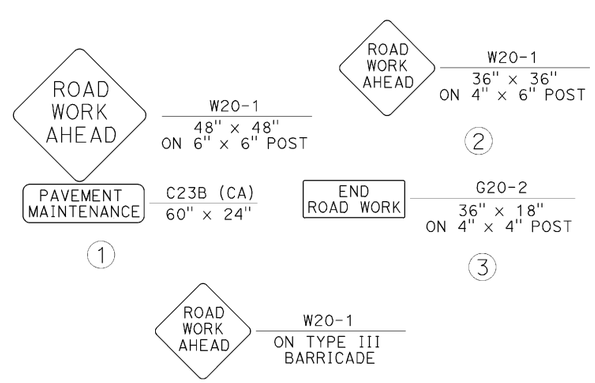
PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE FOR DIVIDED HIGHWAY		
LANE CLOSED AHEAD	REDUCE SPEED	USE CAUTION

1. PORTABLE CHANGEABLE MESSAGE SIGN LOCATIONS TO BE CONFIRMED BY THE ENGINEER BEFORE THE ACTUAL CLOSURE.
2. ALTERNATE MESSAGES MUST BE APPROVED BY THE ENGINEER.
3. MESSAGE MAY BE ALTERED BY THE ENGINEER.
4. PORTABLE CHANGEABLE MESSAGE SIGNS MUST BE DISPLAYED DURING SWEEPING OPERATIONS AND WHEN CONSTRUCTION OPERATIONS ARE ACTIVELY IN PROGRESS.

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

LAYOUT	SIGN CODE	PANEL SIZE	SIGN MESSAGE	No. OF SIGNS	No. OF POST AND SIZE
1	W20-1	48" x 48"	ROAD WORK AHEAD	4	1 - 6" x 6"
	C23B (CA) (SPECIAL)	48" x 30"	PAVEMENT MAINTENANCE	4	
2	W20-1	36" x 36"	ROAD WORK AHEAD	5	1 - 4" x 6"
3	G20-2	36" x 18"	END ROAD WORK	2	1 - 4" x 4"
4	W20-1	36" x 36"	ROAD WORK AHEAD	2	ON TYPE III BARRICADE



TYPICAL SIGN LAYOUT

CONSTRUCTION AREA SIGNS

NO SCALE **CS-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® PROJECT DELIVERY
FUNCTIONAL SUPERVISOR: JOHN FOX
CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
REVISED BY: BL — DATE REVISED: 01-04-16

LAST REVISION DATE PLOTTED => 08-JAN-2016
TIME PLOTTED => 13:32

BORDER LAST REVISED 7/2/2010 | USERNAME => s135542 | DGN FILE => 9361301a001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 4210 | PROJECT NUMBER & PHASE 09150000501

NOTES:

1. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
2. SHOULDER BACKING PLACED AT EXISTING ASPHALT GRINDING AREA MUST BE 100 PERCENT RECLAIMED ASPHALT CONCRETE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	10	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

01-04-16
PLANS APPROVAL DATE

BRADLEY L. LARSON No. 76951 Exp.12-31-16 CIVIL — REGISTERED PROFESSIONAL ENGINEER — 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.

ROADWAY QUANTITIES

	RUBBERIZED HOT-MIX ASPHALT (GAP GRADED)	TACK COAT
STATION	TON	TON
SB 1097+48 - 1392+66	10,804	71
SB 1421+94 - 1492+39	2,523	16
SB 1392+66 - 1421+94	3,271	21
NB 100+00 - 320+27	8,108	53
NB 320+27 - 359+40	1,261	9
NB 359+40 - 458+63	3,553	23
TOTAL	29,520	193

ASPHALTIC EMULSION (FOG SEAL COAT)

STATION TO STATION (LOCATION)	TON
NB 387+00 - 420+05	0.8
NB 406+53 - 422+43	0.4
NB 437+21 - 458+63	0.5
NB 447+77 - 458+63	0.1
TOTAL	1.8

COLD PLANE AC PAVEMENT

STATION	SQYD
NB 100+00	249
NB 119+42	21
NB 255+50	11
NB 318+00	21
NB 427+05	11
NB 458+23	178
SB 1097+48	176
SB 1117+22	8
SB 1317+21	11
SB 1426+50	10
SB 1492+39	178
TOTAL	874

ROADWAY EXCAVATION

STATION (LOCATION)	TON
SB 1117+22	1.5
TOTAL	1.5

SHOULDER RUMBLE STRIP (HMA, GROUND-IN INDENTATIONS)

STATION FROM	STATION TO	LEFT	RIGHT	STATIONS
100+00	114+95		X	15.0
120+60	251+12		X	130.5
257+10	316+08		X	59.0
320+40	420+38		X	100.0
429+60	458+63		X	29.0
100+00	114+80	X		14.8
122+20	251+20	X		129.0
257+22	311+60	X		54.4
320+80	423+00	X		102.2
429+36	458+63	X		29.3
1492+39	1431+38		X	61.0
1425+28	1322+02		X	103.3
1309+36	1122+00		X	187.4
1115+30	1097+48		X	17.8
1492+39	1431+70	X		60.7
1424+76	1322+20	X		102.6
1315+62	1258+46	X		57.2
1252+00	1122+38	X		129.6
1115+00	1097+48	X		17.5
TOTAL				1400.3

SHOULDER BACKING

STATION (LOCATION)	LEFT	RIGHT	TON	DESCRIPTION
NB 118+00 - 296+11		X	486.2	
NB 309+95 - 313+15		X	8.7	
NB 322+85 - 339+50		X	45.5	
NB 355+35 - 387+00		X	86.4	
NB 387+00 - 420+05		X	90.2	SEE NOTE 2
NB 420+05 - 426+34		X	17.2	
NB 427+27 - 447+77		X	56.0	
NB 447+77 - 458+63		X	29.6	SEE NOTE 2
NB 100+00 - 406+53	X		836.8	
NB 406+53 - 422+43	X		43.4	SEE NOTE 2
NB 422+43 - 437+21	X		40.3	
NB 437+21 - 458+63	X		58.5	SEE NOTE 2
SB 1492+39 - 1428+07		X	175.6	
SB 1426+71 - 1420+50		X	17.0	
SB 1407+57 - 1370+84		X	100.3	
SB 1366+20 - 1351+21		X	40.9	
SB 1388+10 - 1097+48		X	793.4	
SB 1492+39 - 1097+48	X		1078.1	
TOTAL			4004.1	

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

SUMMARY OF QUANTITIES

NO SCALE **Q-1**

REVISED BY	DATE REVISED
BL	01-04-16

CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
FUNCTIONAL SUPERVISOR: JOHN FOX
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® PROJECT DELIVERY

LAST REVISION DATE PLOTTED => 08-JAN-2016
01-04-16 TIME PLOTTED => 13:32

BORDER LAST REVISED 7/2/2010 | USERNAME => s135542 | DGN FILE => 936130pa001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 4210 | PROJECT NUMBER & PHASE 09150000501

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	11	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

01-04-16
PLANS APPROVAL DATE

BRADLEY L. LARSON No. 76951 Exp.12-31-16 CIVIL — REGISTERED PROFESSIONAL ENGINEER — 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.

THERMOPLASTIC PAVEMENT MARKING (2-COAT)

STATION	TYPE III ARROW (LEFT)		TYPE III ARROW (RIGHT)		TYPE V ARROW		LIMIT LINE (12" WIDE)		"STOP"		AIRCRAFT MARKING		DESCRIPTION
	EA(N)	SQFT	EA(N)	SQFT	EA(N)	SQFT	LF(N)	SQFT	EA(N)	SQFT	EA(N)	SQFT	
NB 99+14					2	66							
NB 100+40											1	14	AIRCRAFT MARKER PM 122.32
NB 117+02	1	42	1	42									
NB 117+69					2	66							
NB 118+36	1	42	1	42	2	66							
NB 119+42							31	31	1	22			PLEASANT VALLEY ROAD, NB, R†.
NB 119+42							68	68	2	44			MEDIAN CROSSOVER, NB, L†.
NB 152+80											1	10	AIRCRAFT MARKER PM 123.0
NB 205+60											1	6	AIRCRAFT MARKER PM 124.0
NB 252+41			1	42									
NB 253+67					2	66							
NB 254+92	1	42	1	42	2	66							
NB 255+50							32	32	1	22			MILL CREEK ROAD, NB, R†.
NB 255+50							72	72	2	44			MEDIAN CROSSOVER, NB, L†.
NB 258+40											1	6	AIRCRAFT MARKER PM 125.0
NB 311+20											1	6	AIRCRAFT MARKER PM 126.0
NB 315+21	1	42											
NB 316+37	1	42											
NB 316+78					2	66							
NB 317+52	1	42			2	66							
NB 318+00							36	36	1	22			MILL CREEK ROAD (NORTH), NB, R†.
NB 318+00							56	56	2	44			MEDIAN CROSSOVER, NB, L†.
NB 364+00											1	6	AIRCRAFT MARKER PM 127.0
NB 416+80											1	6	AIRCRAFT MARKER PM 128.0
NB 424+31	1	42	1	42									
NB 425+84					2	66							
NB 426+60	1	42	1	42	2	66							
NB 427+05							25	25	1	22			GORGE ROAD, NB, R†.
NB 427+05							58	58	2	44			MEDIAN CROSSOVER. NB, L†.
SB 1096+30					2	66							(NO REMOVAL)
SB 1097+48											1	6	AIRCRAFT MARKER PM 122.0
SB 1117+22							29	29	1	22			SAW MILL ROAD, SB, L†.
SB 1119+53	1	42	1	42	2	66							
SB 1120+08					2	66							
SB 1121+15	1	42	1	42									
SB 1150+28											1	6	AIRCRAFT MARKER PM 123.0
SB 1203+08											1	6	AIRCRAFT MARKER PM 124.0
SB 1254+84	1	42			2	66							
SB 1255+86					2	66							
SB 1255+88											1	6	AIRCRAFT MARKER PM 125.0
SB 1256+78	1	42											
SB 1308+68											1	6	AIRCRAFT MARKER PM 126.0
SB 1317+20							27	27	1	22			PINE CREEK ROAD, SB, L†.
SB 1318+44	1	42	1	42									
SB 1318+60					2	66							
SB 1319+32					2	66							
SB 1320+24	1	42	1	42									
SB 1361+48											1	6	AIRCRAFT MARKER PM 127.0
SB 1414+28											1	6	AIRCRAFT MARKER PM 128.0
SB 1426+50							28	28	1	22			GORGE ROAD, SB, R†.
SB 1427+56	1	42	1	42	2	66							
SB 1428+30					2	66							
SB 1430+21	1	42											
SB 1467+08											1	10	AIRCRAFT MARKER PM 129.0
SB 1492+39											1	10	AIRCRAFT MARKER MONO 395 PM 0.0
SUBTOTAL	672		462		1,188		462		330		116		
TOTAL	3,230												

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

PAINT TRAFFIC STRIPE (2-COAT)

STATION TO STATION (LOCATION)	DETAIL NUMBER				
	11	21	24	27B	38A
	LF	LF	LF	LF	LF
NB 100+00 - 100+42	42	42		42	
NB 100+42 - 117+01	1,659		1,659	1,659	
NB 117+01 - 118+59	158		158	158	316
NB 118+59 - 119+40					
NB 119+40 - 252+33	13,293		13,293	13,293	
NB 252+33 - 253+47	114		114	114	114
NB 253+47 - 255+21	174		174	174	348
NB 255+21 - 255+84					
NB 255+84 - 315+08	5,924		5,924	5,924	
NB 315+08 - 317+82	274		274	274	274
NB 317+82 - 318+44					
NB 318+44 - 423+72	10,528		10,528	10,528	
NB 423+72 - 424+20	48		48	48	48
NB 424+20 - 426+85	265		265	265	530
NB 426+85 - 427+37					
NB 427+37 - 458.63	3,126		3,126	3,126	
SB 1097+48 - 1099+95	247	247		247	
SB 1099+95 - 1118+55	1,860		1,860	1,860	
SB 1118+55 - 1119+32	77		77	77	
SB 1119+32 - 1121+30					396
SB 1121+30 - 1254+04	13,274		13,274	13,274	
SB 1254+04 - 1254+57	53		53	53	
SB 1254+57 - 1256+89					232
SB 1256+89 - 1317+81	6,092		6,092	6,092	
SB 1317+81 - 1318+32	51		51	51	
SB 1318+32 - 1320+35					406
SB 1320+35 - 1320+52	17		17	17	17
SB 1320+52 - 1426+72	10,620		10,620	10,620	
SB 1426+72 - 1427+76	104		104	104	
SB 1427+76 - 1428+78					204
SB 1428+78 - 1430+33	155		155	155	155
SB 1430+33 - 1492+39	6,206		6,206	6,206	
NB 119+42 PLEASANT VALLEY Rd R†		235			
NB 119+42 CROSSOVER		65			
SB 1117+22 SAW MILL Rd L†		16			
NB 255+50 MILL CREEK Rd R†		83			
NB 255+50 CROSSOVER		63			
NB 318+00 MILL CREEK Rd (NORTH) R†		83			
NB 318+00 CROSSOVER		65			
SB 1317+20 PINE CREEK Rd L†		129			
NB 427+05 GORGE Rd R†		70			
NB 427+05 CROSSOVER		57			
SB 1426+50 GORGE Rd L†		91			
SUBTOTAL	74,361	1,246	74,072	74,361	3,040
TOTAL	227,080				

SUMMARY OF QUANTITIES

NO SCALE

Q-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® PROJECT DELIVERY

FUNCTIONAL SUPERVISOR: JOHN FOX

CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON

REVISED BY: BL — DATE REVISED: 01-04-16

LAST REVISION DATE PLOTTED => 08-JAN-2016
TIME PLOTTED => 13:32

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	12	20

BRAD LARSON 01-04-16
REGISTERED CIVIL ENGINEER DATE

01-04-16
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
BRADLEY L. LARSON
No. 76951
Exp.12-31-16
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.

REMOVE THERMOPLASTIC PAVEMENT MARKING

STATION	TYPE III ARROW (LEFT)		TYPE III ARROW (RIGHT)		TYPE V ARROW		LIMIT LINE (12" WIDE)		"STOP"		DESCRIPTION
	EA(N)	SQFT	EA(N)	SQFT	EA(N)	SQFT	LF(N)	SQFT	EA(N)	SQFT	
NB 117+02	1	42	1	42							
NB 117+69					2	66					
NB 118+36	1	42	1	42	2	66					
NB 119+42							31	31	1	22	PLEASANT VALLEY ROAD, NB, Rt.
NB 119+42							68	68	2	44	MEDIAN CROSSOVER, NB, Lt.
NB 252+41			1	42							
NB 253+67					2	66					
NB 254+92	1	42	1	42	2	66					
NB 255+50							32	32	1	22	MILL CREEK ROAD, NB, Rt.
NB 255+50							72	72	2	44	MEDIAN CROSSOVER, NB, Lt.
NB 315+21	1	42									
NB 316+37	1	42									
NB 316+78					2	66					
NB 317+52	1	42			2	66					
NB 318+00							36	36	1	22	MILL CREEK ROAD (NORTH), NB, Rt.
NB 318+00							56	56	2	44	MEDIAN CROSSOVER, NB, Lt.
NB 424+31	1	42	1	42							
NB 425+84					2	66					
NB 426+60	1	42	1	42	2	66					
NB 427+05							25	25	1	22	GORGE ROAD, NB, Rt.
NB 427+05							58	58	2	44	MEDIAN CROSSOVER. NB, Lt.
SB 1117+22							29	29	1	22	SAW MILL ROAD, SB, Lt.
SB 1119+53	1	42	1	42	2	66					
SB 1120+08					2	66					
SB 1121+15	1	42	1	42							
SB 1254+84	1	42			2	66					
SB 1255+86					2	66					
SB 1256+78	1	42									
SB 1317+20							27	27	1	22	PINE CREEK ROAD, SB, Lt.
SB 1318+44	1	42	1	42							
SB 1318+60					2	66					
SB 1319+32					2	66					
SB 1320+24	1	42	1	42							
SB 1426+50							28	28	1	22	GORGE ROAD, SB, Rt.
SB 1427+56	1	42	1	42	2	66					
SB 1428+30					2	66					
SB 1430+21	1	42									
SUBTOTAL	672		462		1,056		462		330		
TOTAL	2,982										

REMOVE PAINTED TRAFFIC STRIPE

STATION TO STATION (LOCATION)	DETAIL 38A	
	LF(N)	LF
NB 117+01 - 118+59	316′	632
NB 252+33 - 253+47	114′	228
NB 253+47 - 255+21	348′	696
NB 315+08 - 317+82	274′	548
NB 423+72 - 424+20	48′	96
NB 424+20 - 426+85	530′	1060
SB 1119+32 - 1121+30	396′	792
SB 1254+57 - 1256+89	232′	464
SB 1318+32 - 1320+35	406′	812
SB 1320+35 - 1320+52	17′	34
SB 1427+76 - 1428+78	204′	408
SB 1428+78 - 1430+33	155′	310
TOTAL	6,080	

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

SUMMARY OF QUANTITIES

NO SCALE

Q-3

REVISED BY	DATE REVISED
BL	01-04-16

CALCULATED-DESIGNED BY: MALISSA REYNOLDS
CHECKED BY: BRADLEY LARSON
FUNCTIONAL SUPERVISOR: JOHN FOX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® PROJECT DELIVERY

LAST REVISION 01-04-16
DATE PLOTTED => 08-JAN-2016
TIME PLOTTED => 13:32

BORDER LAST REVISED 7/2/2010
USERNAME => s135542
DGN FILE => 936130pa003.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 4210
PROJECT NUMBER & PHASE 09150000501

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
Mtl	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

Oblr	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 Mtl	PERMEABLE MATERIAL

P continued

PG	PROFILE GRADE
PI	POINT OF INTERSECTION
PJP	PARTIAL JOINT PENETRATION
Pkwy	PARKWAY
℄,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
℄	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
WWLOL	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
09	Iny	395	R122.3/R129.5	13	20

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 1-04-16

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
kip	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

2010 REVISED STANDARD PLAN RSP A10B

6-7-13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	14	20

Roberta L. McLaughlin
REGISTERED CIVIL ENGINEER

April 20, 2012
PLANS APPROVAL DATE

Roberta L. McLaughlin
No. C40375
Exp. 3-31-13
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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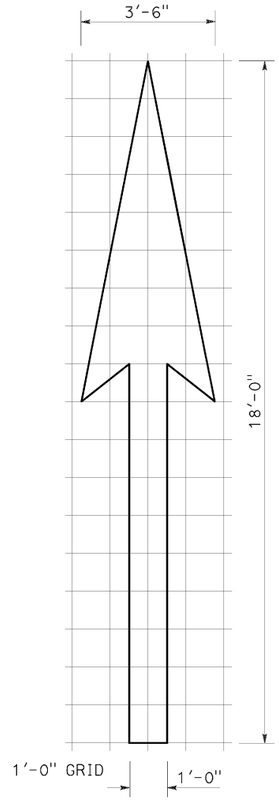
TO ACCOMPANY PLANS DATED 1-04-16



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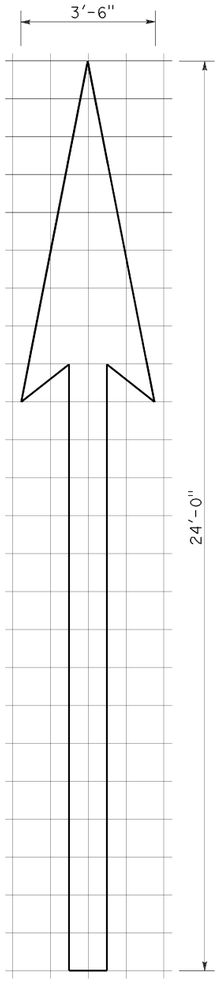

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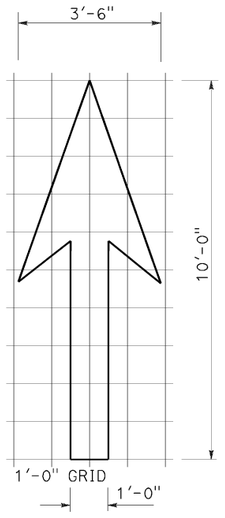

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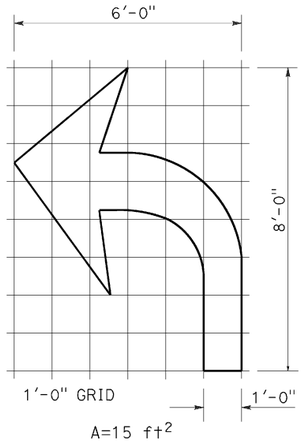
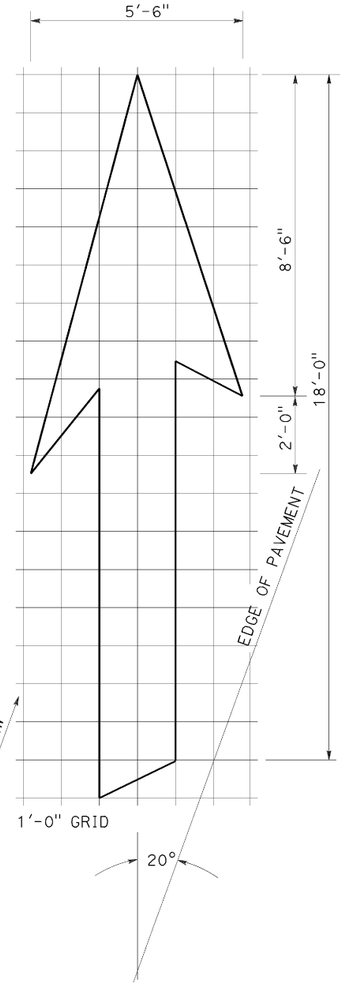


A=15 ft²

TYPE IV (L) ARROW

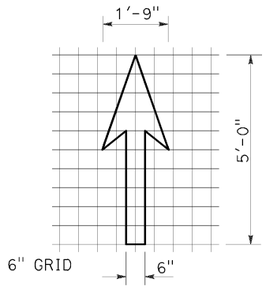
(For Type IV (R) arrow, use mirror image)



A=42 ft²

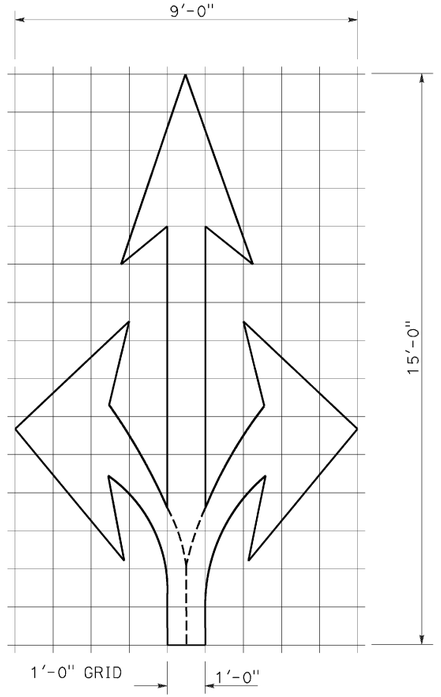
TYPE VI ARROW

Right lane drop arrow (For left lane, use mirror image)



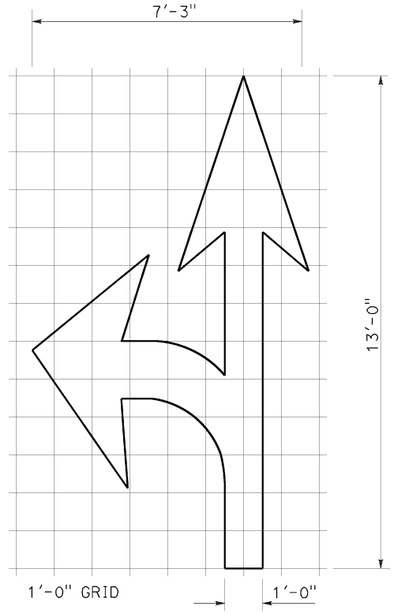
A=3.5 ft²

BIKE LANE ARROW



A=36 ft²

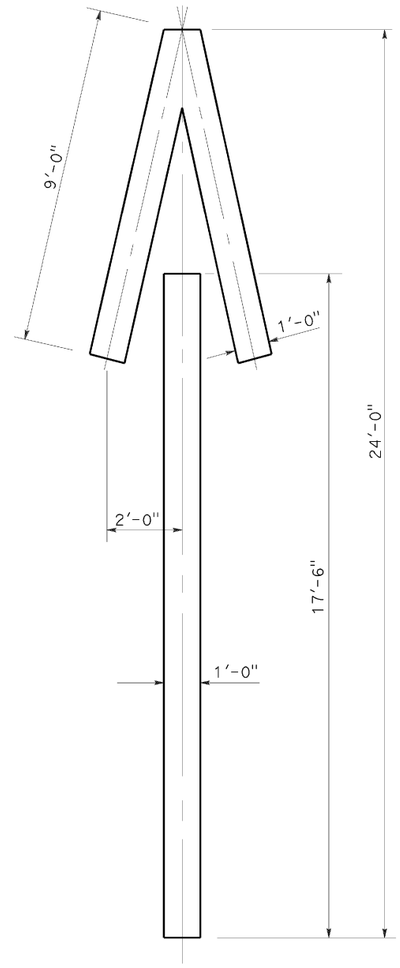
TYPE VIII ARROW



A=27 ft²

TYPE VII (L) ARROW

(For Type VII (R) arrow, use mirror image)



A=33 ft²

TYPE V ARROW

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS ARROWS

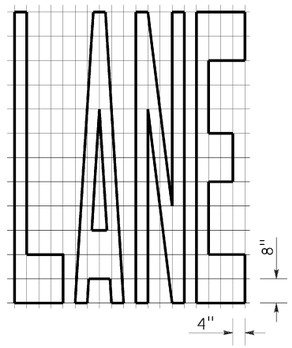
NO SCALE

RSP A24A DATED APRIL 20, 2012 SUPERSEDES STANDARD PLAN A24A DATED MAY 20, 2011 - PAGE 13 OF THE STANDARD PLANS BOOK DATED 2010.

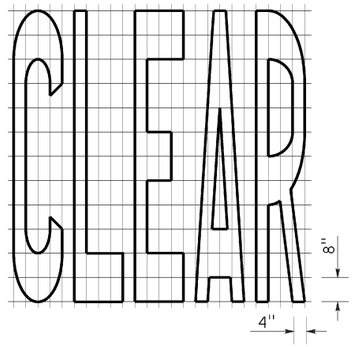
REVISED STANDARD PLAN RSP A24A

2010 REVISED STANDARD PLAN RSP A24A

3-14-12



A=24 ft²



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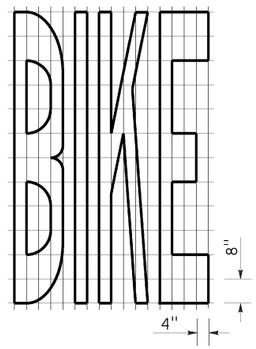

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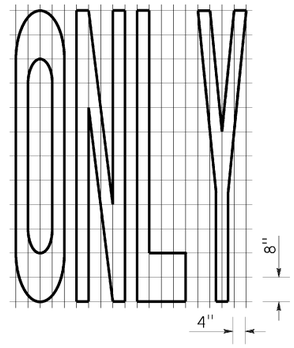

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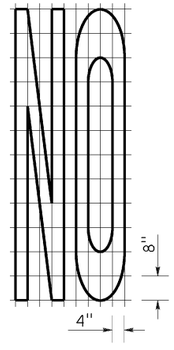

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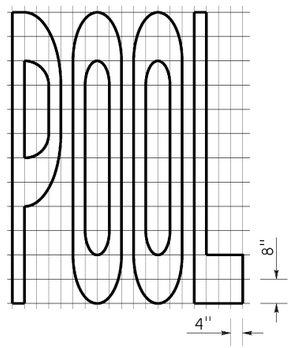

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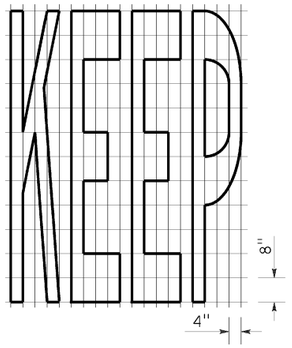

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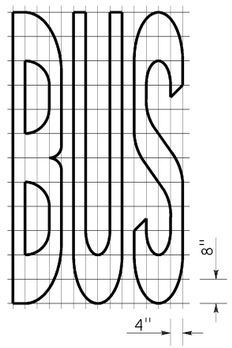

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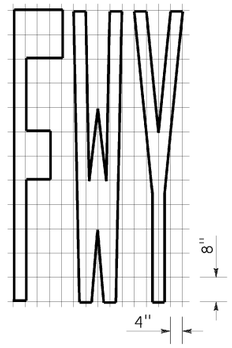

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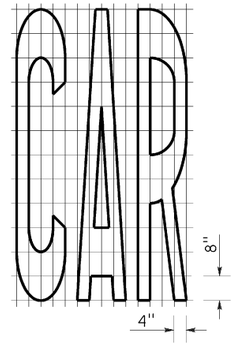

A=17 ft²

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	15	20

Roberta L. McLaughlin
REGISTERED CIVIL ENGINEER

July 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Roberta L. McLaughlin
No. C40375
Exp. 3-31-13
CIVIL
STATE OF CALIFORNIA

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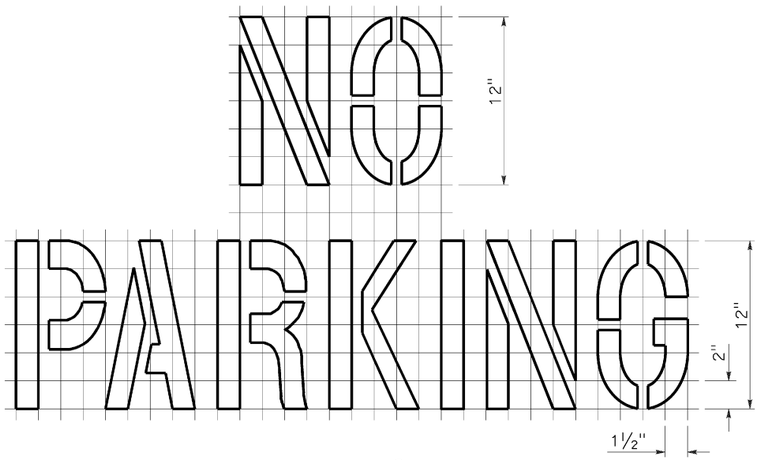
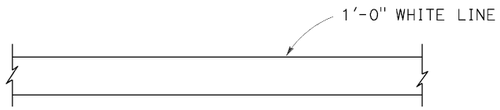
TO ACCOMPANY PLANS DATED 1-04-16

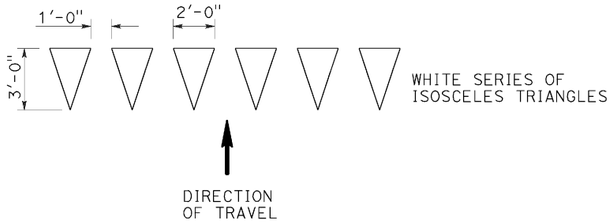
WORD MARKINGS			
ITEM	ft²	ITEM	ft²
LANE	24	NO	14
POOL	23	BIKE	21
CAR	17	BUS	20
CLEAR	27	ONLY	22
KEEP	24	FWY	16



A=2 ft²
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

6-12-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	16	20

REGISTERED CIVIL ENGINEER

July 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.

TO ACCOMPANY PLANS DATED 1-04-16

2010 REVISED STANDARD PLAN RSP T9

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		
					X	Y	Z **
	TANGENT 2L	MERGING L	SHIFTING L/2	SHOULDER L/3	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%
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 recommmended 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

4-30-13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	17	20

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

Gurinderpal Bhullar
No. C48815
Exp. 9-30-14
CIVIL
REGISTERED PROFESSIONAL ENGINEER
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 1-04-16

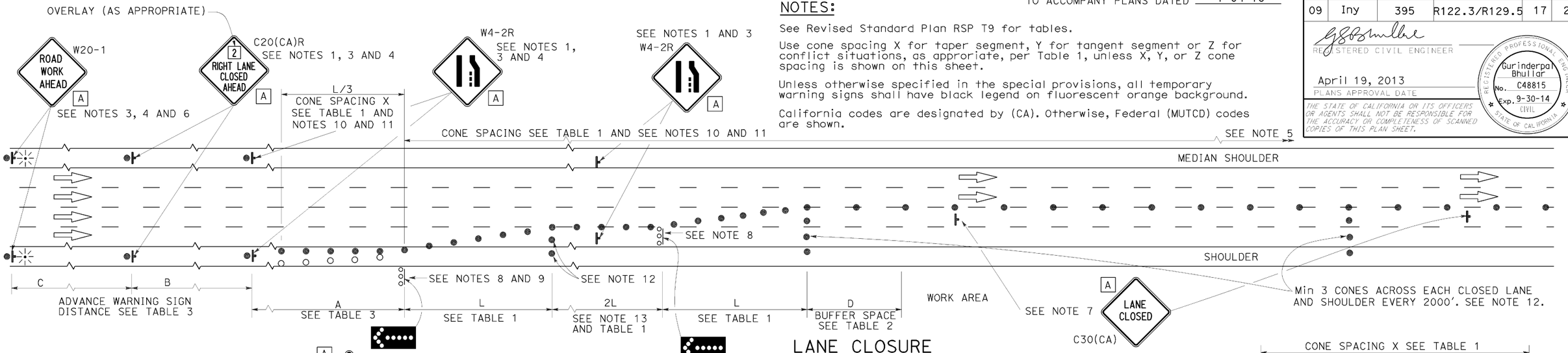
NOTES:

See Revised Standard Plan RSP T9 for tables.

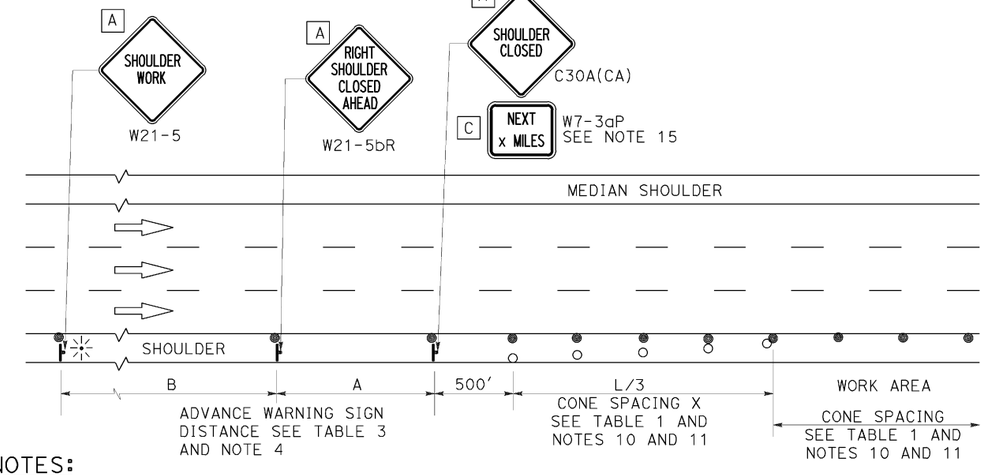
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as approriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

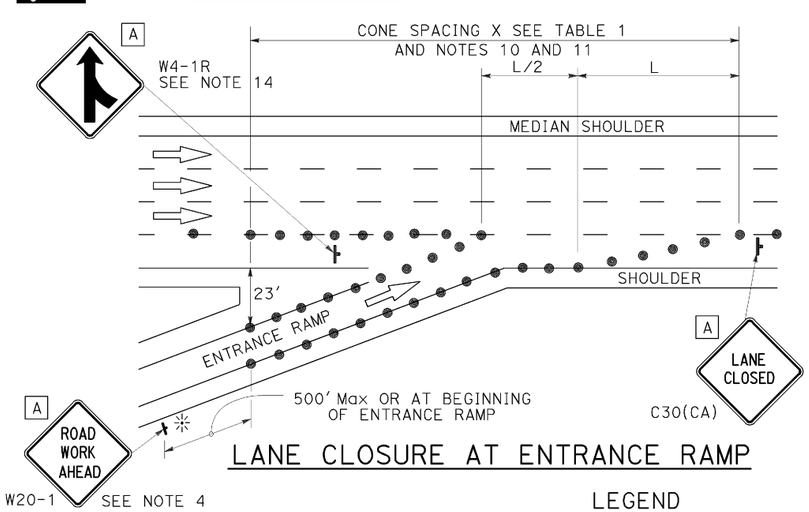
Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.

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

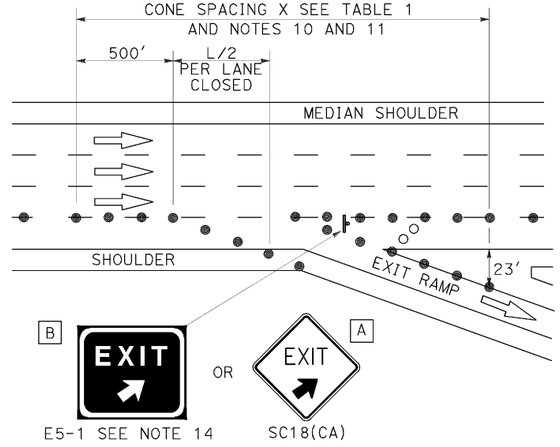


LANE CLOSURE





LANE CLOSURE AT ENTRANCE RAMP



LANE CLOSURE AT EXIT RAMP

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) sign for the first advance warning sign.
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.
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 theshoulder 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

2010 REVISED STANDARD PLAN RSP T10

12-18-12

TO ACCOMPANY PLANS DATED 1-04-16

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	18	20

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

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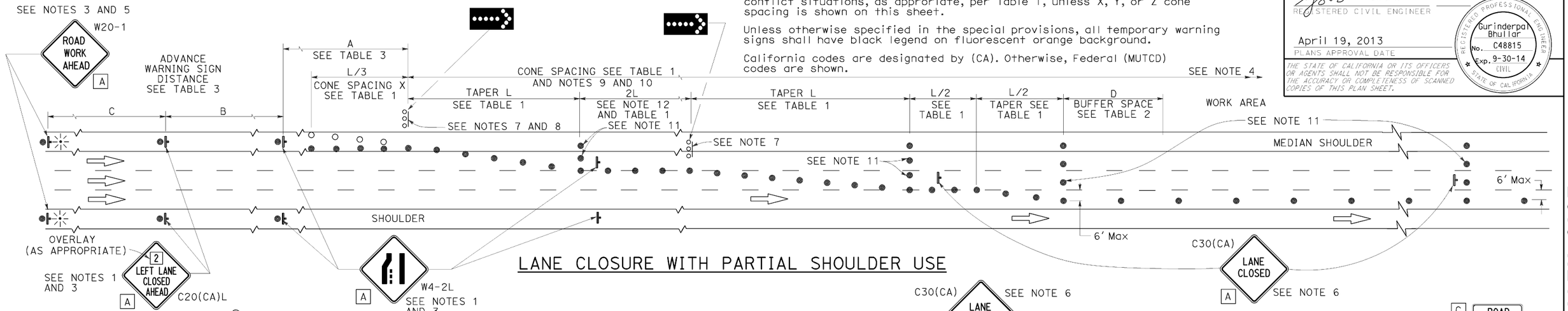
NOTES: See Revised Standard Plan RSP T9 for tables.

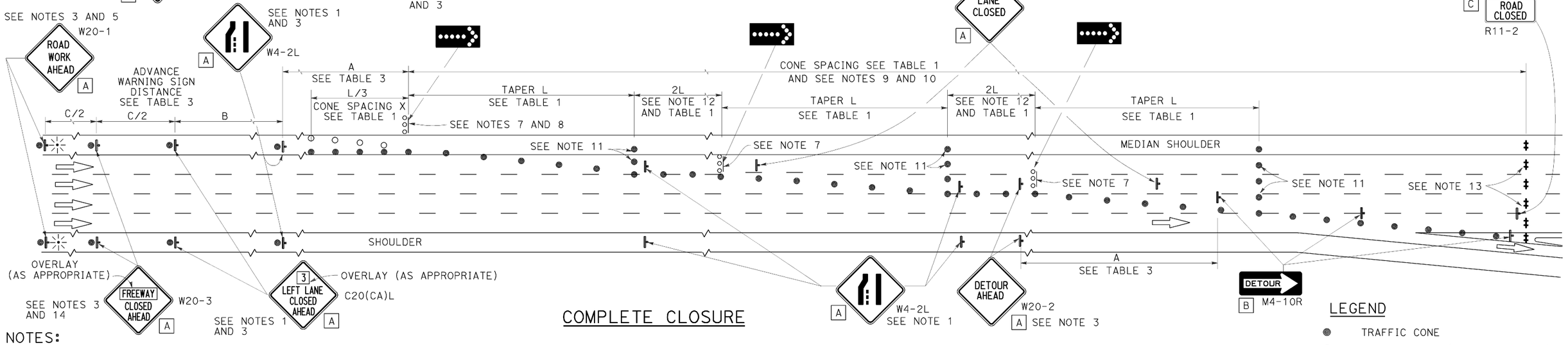
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as approriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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.



LANE CLOSURE WITH PARTIAL SHOULDER USE



COMPLETE CLOSURE

NOTES:

1. Lane closures on the right side using partial median shoulder as a traffic lane shall conform to the details as shown except that C20(CA)R and W4-2R 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. 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.
4. 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.
5. 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) sign for the first advance warning sign.
6. Place a C30(CA) sign every 2000' throughout length of lane closure.
7. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
8. 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 the top of crest vertical curve or on a horizontal curve.
9. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
10. Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
11. 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 With Partial Shoulder Use" 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.
12. 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.
13. A minimum of Two Type II or III barricades shall be placed across each closed lane and shoulder at the location shown and every 2000' within the complete closure area. Within the complete closure area, the transverse alignment of the barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
14. When specified in the special provisions, a W20-2 "DETOUR AHEAD" sign is to be used in place of the W20-3 "FREEWAY CLOSED AHEAD" sign.

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 48" x 18"
- C 48" x 30"

LEGEND

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURES ON FREEWAYS AND EXPRESSWAYS

NO SCALE

RSP T10A DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10A DATED MAY 20, 2011 - PAGE 238 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10A

2010 REVISED STANDARD PLAN RSP T10A

12-18-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	19	20

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

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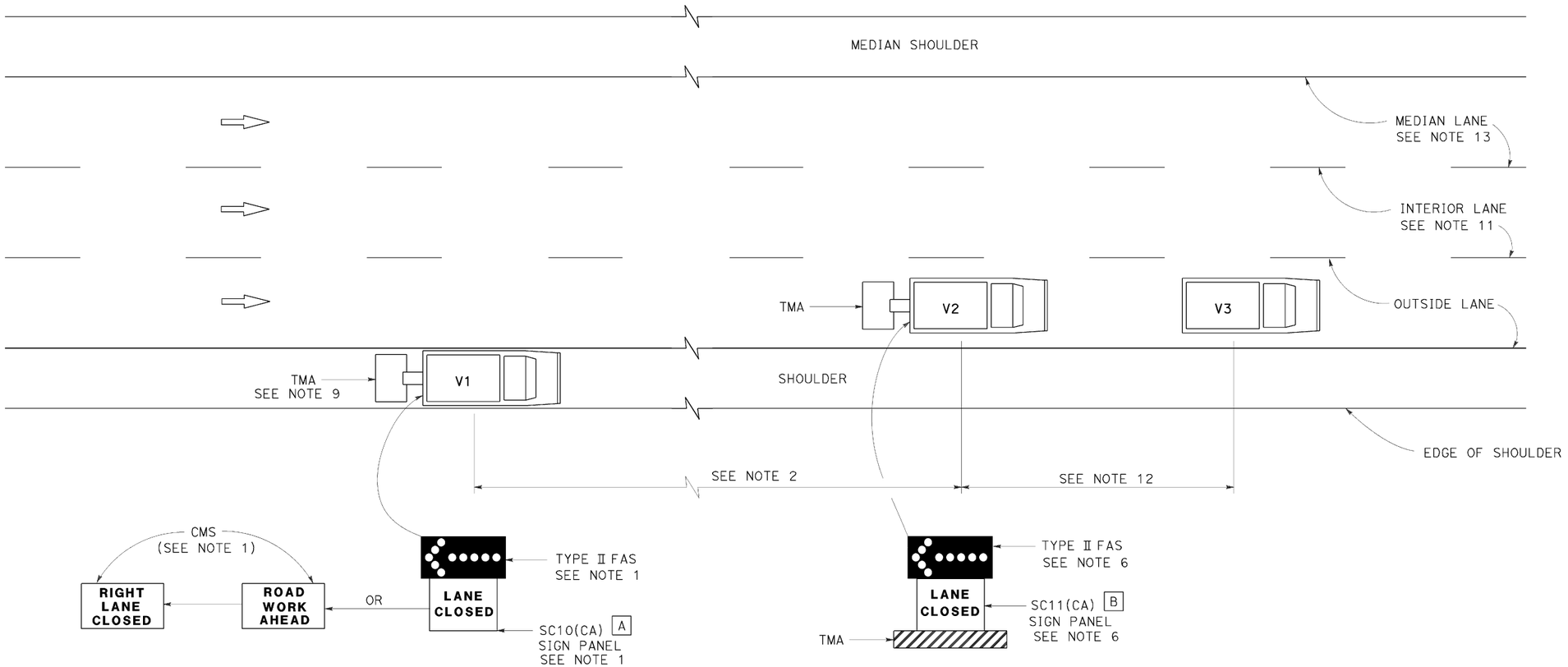
TO ACCOMPANY PLANS DATED 1-04-16



SIGN PANEL SIZE (Min)

A 66" x 36"

B 54" x 42"

LEGEND

V1	SIGN VEHICLE
V2	SHADOW VEHICLE
V3	WORK/APPLICATION VEHICLE
	FLASHING ARROW SIGN (FAS)
CMS	CHANGEABLE MESSAGE SIGN
TMA	TRUCK-MOUNTED ATTENUATOR

MOVING LANE CLOSURE ON MEDIAN LANE OR OUTSIDE LANE OF MULTILANE HIGHWAYS

NOTES:

1. Either a changeable message sign or a SC10(CA) sign panel and a Type II flashing arrow sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "RIGHT LANE CLOSED" message. For median lane closure, the flashing arrow symbol shall be reversed with the arrowhead on the right and the changeable message sign shall show "LEFT LANE CLOSED".
2. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
3. A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
4. Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
5. 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.
6. Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2. For median lane closure the flashing arrow sign symbol shall be displayed with the arrowhead on the right.
7. 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.
8. All vehicles shall be equipped with flashing or rotating amber lights.
9. 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.
10. Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11, etc., as applicable) shall be used instead of this plan.
11. For moving lane closure on interior lane of multilane highways, use Revised Standard Plan T16.
12. The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.
13. When the work/application vehicle V3 occupies the median lane, sign vehicle V1 should drive in the median shoulder and indicate left lane closed ahead.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURE ON MULTILANE HIGHWAYS

NO SCALE

RSP T15 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T15
DATED MAY 20, 2011 - PAGE 243 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T15

2010 REVISED STANDARD PLAN RSP T15

12-18-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Iny	395	R122.3/R129.5	20	20

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

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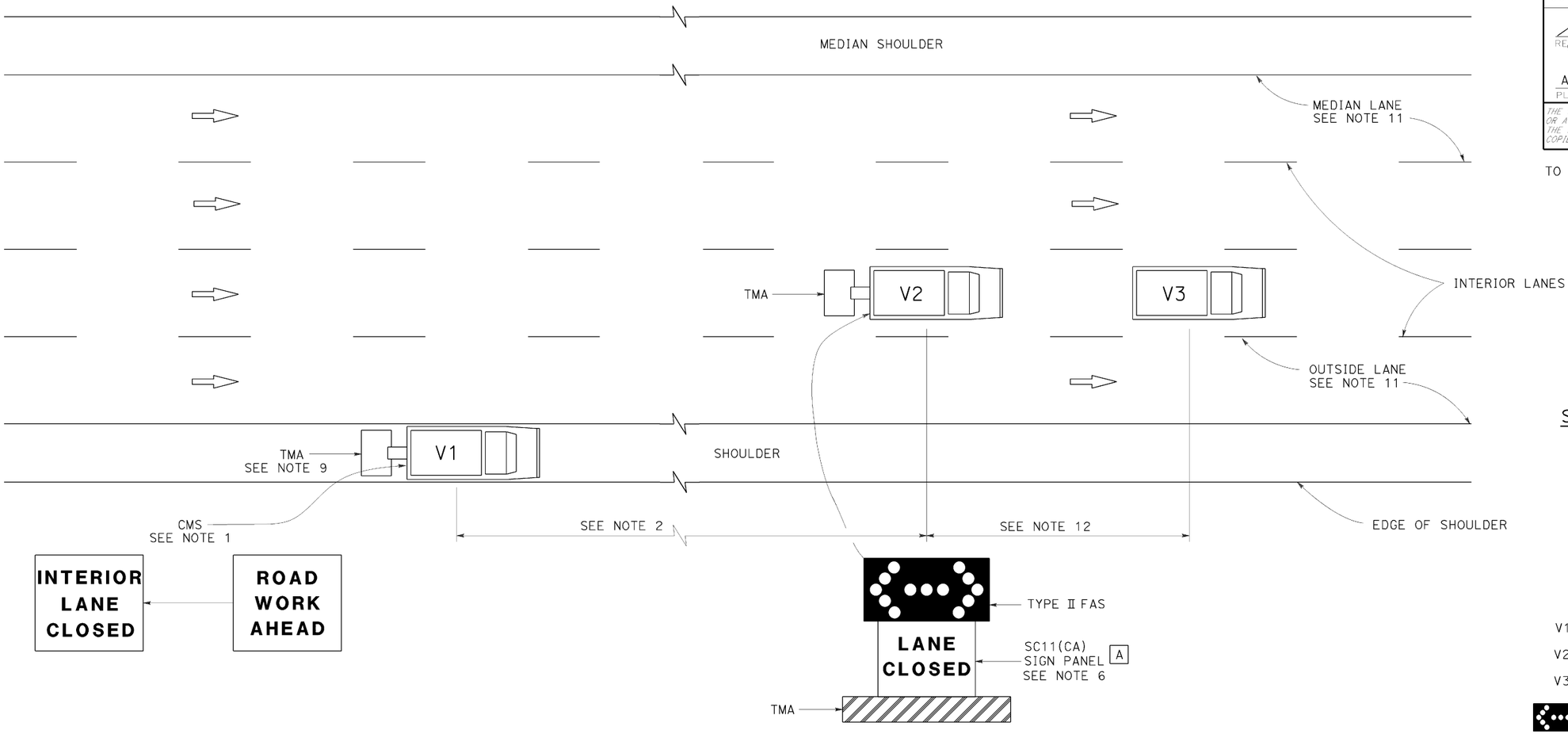
TO ACCOMPANY PLANS DATED 1-04-16



MOVING LANE CLOSURE ON INTERIOR LANE OF MULTILANE HIGHWAYS

SIGN PANEL SIZE (Min)

A 54" x 42"

LEGEND

V1	SIGN VEHICLE
V2	SHADOW VEHICLE
V3	WORK/APPLICATION VEHICLE
	FLASHING ARROW SIGN (FAS) IN FLASHING DOUBLE ARROW MODE
CMS	CHANGEABLE MESSAGE SIGN
TMA	TRUCK-MOUNTED ATTENUATOR

NOTES:

1. A changeable message sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "INTERIOR LANE CLOSED" message. The message "CENTER LANE CLOSED" may be used in place of the "INTERIOR LANE CLOSED" message.
2. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
3. A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
4. Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
5. 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.
6. Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2.
7. 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.
8. All vehicles shall be equipped with flashing or rotating amber lights.
9. 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.
10. Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11 etc., as applicable) shall be used instead of this plan.
11. For moving lane closure on median lane or outside lane of multilane highways, use Revised Standard Plan T15.
12. The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURE ON MULTILANE HIGHWAYS

NO SCALE

RSP T16 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T16
DATED MAY 20, 2011 - PAGE 244 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T16

2010 REVISED STANDARD PLAN RSP T16

12-18-12