Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Hum	255	0.5/8.3	1	13

ACSTP-255(008)E

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN HUMBOLDT COUNTY
IN AND NEAR EUREKA AND ARCATA
FROM EUREKA CHANNEL BRIDGE TO
0.1 MILE SOUTH OF K STREET

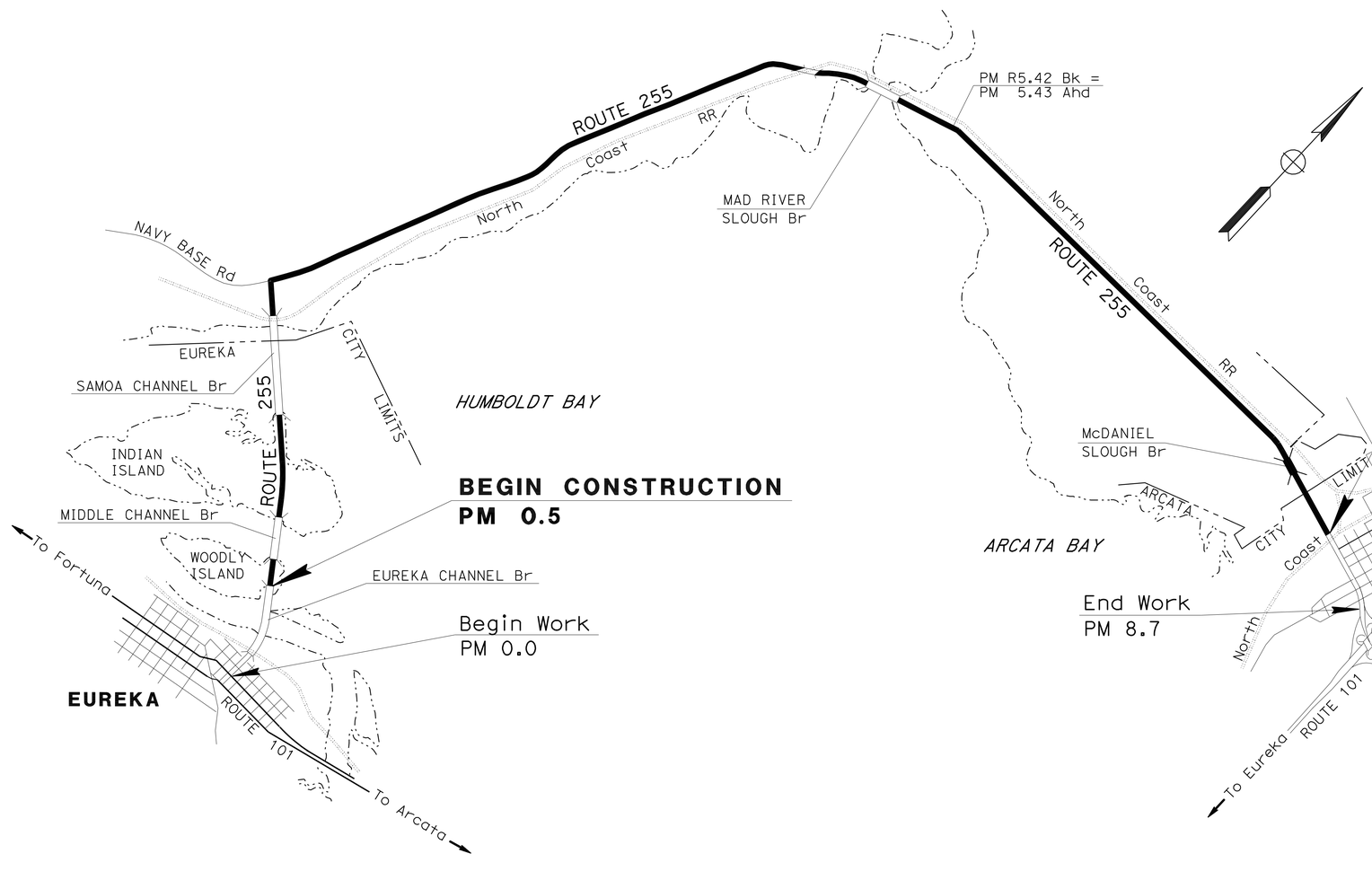
TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

INDEX OF PLANS

SHEET No	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTION AND CONSTRUCTION DETAILS
3	CONSTRUCTION AREA SIGNS
4-7	PAVEMENT DELINEATION QUANTITIES
8	SUMMARY OF QUANTITIES
9-13	NEW OR REVISED STANDARD PLANS

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

LOCATION MAP



Chris Ghidinelli 3/20/12
PROJECT ENGINEER REGISTERED CIVIL ENGINEER DATE

March 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Chris Ghidinelli
No. 77294
Exp. 6/30/13
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.

PROJECT MANAGER Royal B. McCarthy

DESIGN ENGINEER Royal B. McCarthy

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

NO SCALE

CONTRACT No.	01-0A7804
PROJECT ID	0100020346

LAST REVISION 00-00-00 DATE PLOTTED => 05-APR-2012 TIME PLOTTED => 10:13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Hum	255	0.5/8.3	2	13

Chris Ghidinelli 3/20/12
REGISTERED CIVIL ENGINEER DATE

March 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Chris Ghidinelli No. 77294 Exp 6/30/13 CIVIL STATE OF CALIFORNIA

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NOTES

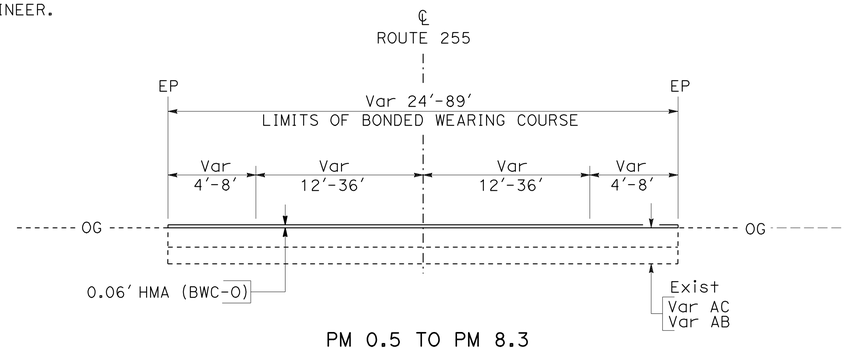
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. EXACT LOCATIONS DETERMINED BY THE ENGINEER.
4. ALL EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS
5. LIMITS OF PROPOSED SURFACING SHALL BE DIRECTED BY THE ENGINEER.

LEGEND

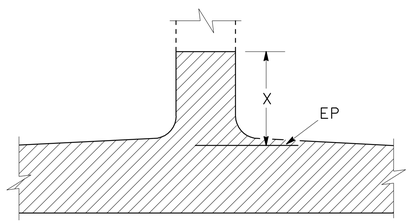
(BWC-O) = BONDED WEARING COURSE - OPEN GRADED

LIMITS OF SURFACING

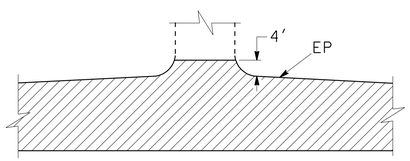
COLD PLANE AC PAVEMENT



PM 0.5 TO PM 8.3



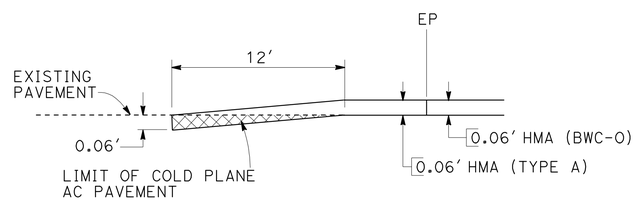
PUBLIC ROAD CONNECTION



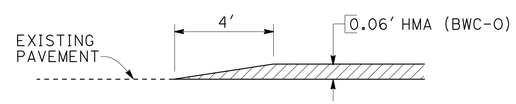
PRIVATE ROAD CONNECTION

LIMITS OF SURFACING

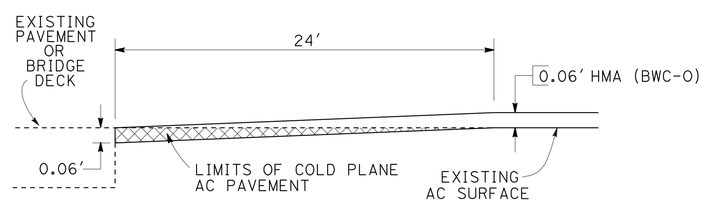
LOCATION	PM	X FT
MARINA Dr	0.60 R+	64
MARINA Dr	0.62 L+	100
NAVY BASE Rd	2.03 L+	10
VANCE Rd	2.53 R+	28
PENINSULA Dr	2.89 L+	64
PACIFIC Ave	3.66 L+	78
PACIFIC Ave	3.66 R+	39
LUPIN	3.96 L+	43
VICTOR Blvd	3.96 R+	35
CARLSON Dr	4.19 L+	76
CARLSON Dr	4.19 R+	33
STAMPS LANE	4.49 L+	66
YOUNG LANE	4.73 L+	68
YOUNG LANE	4.73 R+	25
JACKSON RANCH Rd	6.04 L+	110
JACKSON RANCH Rd	6.04 R+	22
PACHACO	7.05 L+	30
PACHACO	7.05 R+	45
V St	7.57 L+	62
V St	7.57 R+	54



CONFORM GRIND AT PUBLIC ROAD CONNECTIONS

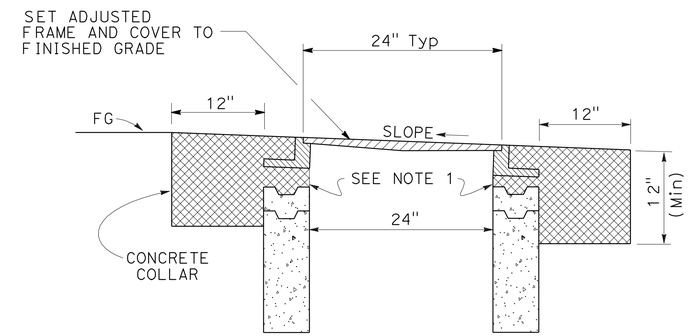


PRIVATE ROAD CONNECTION CONFORM



PAVING CONFORM

PM 0.55 EUREKA CHANNEL EB
PM 0.68 MIDDLE CHANNEL BB
PM 0.88 MIDDLE CHANNEL EB
PM 1.37 SAMOA CHANNEL BB
PM 1.84 SAMOA CHANNEL EB
PM 4.86 RAILROAD CROSSING
PM 4.86 RAILROAD CROSSING
PM 5.13 MAD RIVER SLOUGH BB
PM 5.23 MAD RIVER SLOUGH EB
PM 8.30 RAILROAD CROSSING



NOTES

1. SHIMS SHALL BE PLACED UNDER THE FRAME AND COVER ON TOP OF THE HIGHEST GRADE RING AS NEEDED SUCH THAT THE FRAME AND COVER ARE FLUSH WITH THE FINISHED GRADE OF THE STREET. THE MINIMUM SHIM HEIGHT IS 1". CONCRETE SHALL BE PLACED IN BETWEEN THE HIGHEST GRADE RING AND THE SHIMMED FRAME AND LID WHEN THE CONCRETE COLLAR IS CONSTRUCTED, IN EFFECT CREATING A 'CAST-IN-PLACE' GRADE RING OF VARYING THICKNESS.
2. ALL GRADE RINGS SHALL BE SEALED WITH NON-SHRINK GROUT ON BOTH INNER AND OUTER FACES OF EACH JOINT.
3. THE CONTRACTOR SHALL COMPLETELY DEMOLISH EXISTING CONCRETE COLLARS TO A DEPTH OF 12".
4. REINFORCING STEEL IS POTENTIALLY PRESENT IN THE CONCRETE COLLARS.

ADJUST FRAME AND COVER TO GRADE

TYPICAL CROSS SECTION AND CONSTRUCTION DETAILS X-1

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Chris Ghidinelli
CHECKED BY: Curtis Coburn
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 05-APR-2012
TIME PLOTTED => 10:13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Hum	255	0.5/8.3	3	13

Chris Ghidinelli 3/20/12
REGISTERED CIVIL ENGINEER DATE

March 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Chris Ghidinelli No. 77294 Exp 6/30/13 CIVIL STATE OF CALIFORNIA

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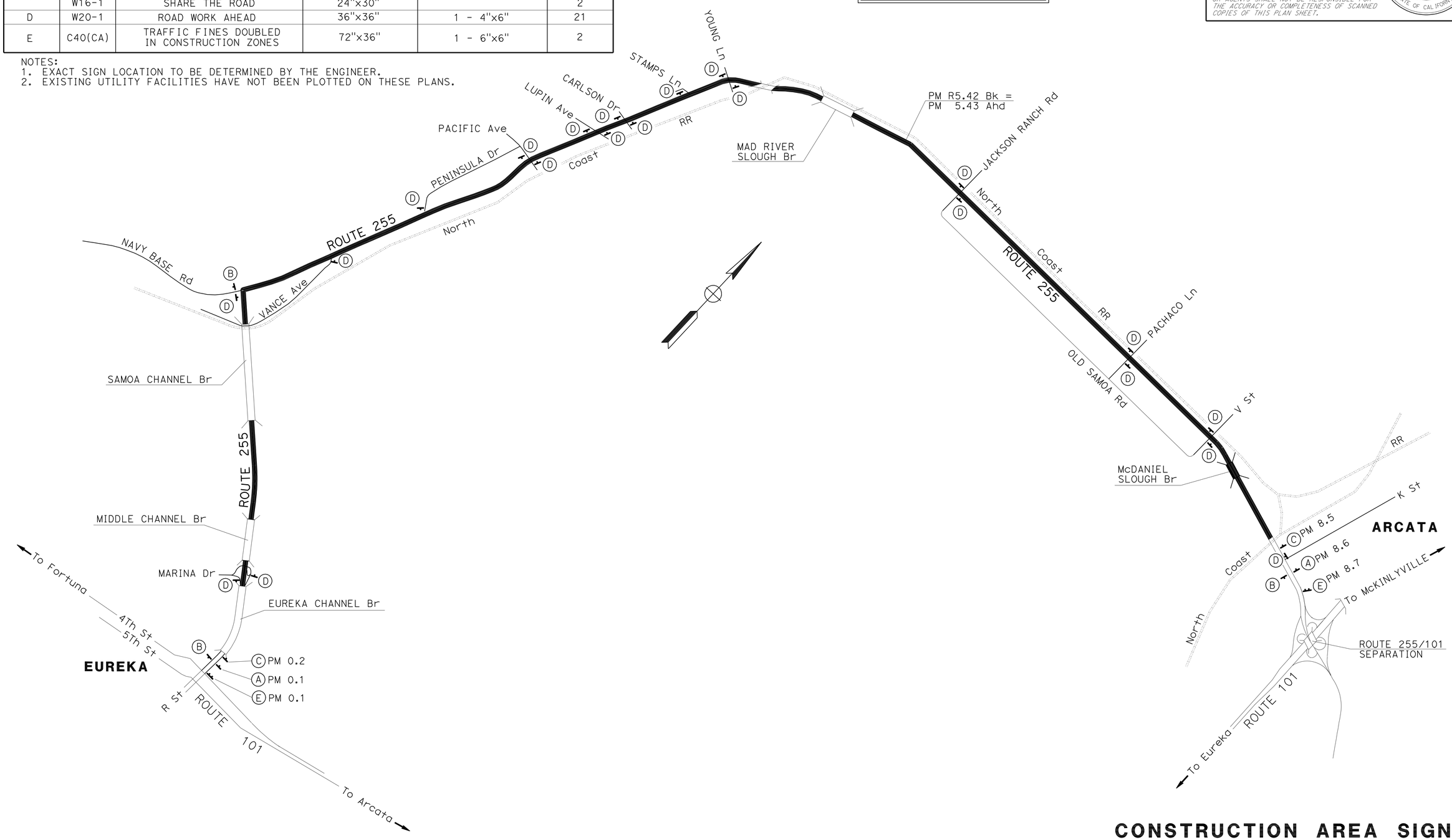
STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

◯	TYPE	SIGN MESSAGE	PANEL SIZE	No. OF POSTS AND SIZE	No. OF SIGNS
A	G20-1	ROAD WORK NEXT 10 MILES	60"x36"	1 - 6"x6"	2
	C23B(CA)	RESURFACING	60"x18"		2
B	G20-2	END ROAD WORK	36"x18"	1 - 4"x4"	3
C	W11-1	BICYCLE SYMBOL	36"x36"	1 - 4"x6"	2
	W16-1	SHARE THE ROAD	24"x30"		2
D	W20-1	ROAD WORK AHEAD	36"x36"	1 - 4"x6"	21
E	C40(CA)	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	72"x36"	1 - 6"x6"	2

NOTES:
1. EXACT SIGN LOCATION TO BE DETERMINED BY THE ENGINEER.
2. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

C23B(CA)
60"x18"
6" CAPS
BLACK/ORANGE

RESURFACING



CONSTRUCTION AREA SIGNS
CS-1

NO SCALE

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
Chris Ghidinelli	Curtis Coburn

FUNCTIONAL SUPERVISOR: Royal B. McCarthy

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 05-APR-2012
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Hum	255	0.5/8.3	4	13

Chris Ghidinelli 3/20/12
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REGISTERED PROFESSIONAL ENGINEER
Chris Ghidinelli
No. 77294
Exp 6/30/13
CIVIL
STATE OF CALIFORNIA

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REMOVE THERMOPLASTIC PAVEMENT MARKING

LOCATION (PM)	ORIENTATION	TYPE/LEGEND	SQFT	REMARKS	LOCATION (PM)	ORIENTATION	TYPE/LEGEND	SQFT	REMARKS
0.60	FNBT	TYPE I (24'-0") ARROW	31	MARINA DRIVE	4.77	FNBT	RAILROAD CROSSING	70	
0.61	FNBT	TYPE I (24'-0") ARROW	31	MARINA DRIVE	4.77	FSBT	LIMIT LINE	24	2' THICK
0.61	FSBT	TYPE I (24'-0") ARROW	31	MARINA DRIVE	4.84	FNBT	DOUBLE LIMIT LINE	24	
0.62	FSBT	TYPE I (24'-0") ARROW	31	MARINA DRIVE	4.90	FSBT	DOUBLE LIMIT LINE	24	
0.62	FWBT	LIMIT LINE	28	MARINA DRIVE	4.92	FNBT	TYPE III (L) ARROW	42	MILL ROAD APPROACH
0.62	FWBT	STOP	22	MARINA DRIVE	4.94	FNBT	TYPE V ARROW	33	MILL ROAD APPROACH
1.85	FNBT	STOP	22		4.94	FSBT	LIMIT LINE	24	2' THICK
1.86	FNBT	AHEAD	31		4.94	FSBT	RAILROAD CROSSING	70	
1.94	FNBT	RIGHT	26		4.95	FNBT	LIMIT LINE	24	2' THICK
1.95	FNBT	TURN	24		4.96	FSBT	TYPE III (L) ARROW	42	MILL ROAD APPROACH
1.96	FNBT	ONLY	22		4.98	FSBT	TYPE V ARROW	33	MILL ROAD APPROACH
1.97	FNBT	TYPE III (R) ARROW	42		6.03	FNBT	TYPE III (L) ARROW	42	JACKSON RANCH ROAD
2.01	FNBT	STOP	22	NAVY BASE ROAD	6.04	FEBT	RAILROAD CROSSING	70	JACKSON RANCH ROAD
2.01	FNBT	LIMIT LINE	19	NAVY BASE ROAD	6.04	FEBT	LIMIT LINE	24	2' THICK
2.03	FSBT	TYPE III (L) ARROW	42		6.04	FEBT	LIMIT LINE	10	JACKSON RANCH ROAD
2.06	FSBT	TYPE III (L) ARROW	42		6.04	FEBT	STOP	22	JACKSON RANCH ROAD
2.53	FWBT	LIMIT LINE	38	VANCE AVENUE	6.04	FWBT	LIMIT LINE	35	JACKSON RANCH ROAD
2.53	FWBT	STOP	22	VANCE AVENUE	6.04	FWBT	STOP	22	JACKSON RANCH ROAD
2.88	FNBT	TYPE III (L) ARROW	42	PENINSULA DRIVE	6.05	FSBT	TYPE III (L) ARROW	42	JACKSON RANCH ROAD
2.89	FEBT	LIMIT LINE	43	PENINSULA DRIVE	7.05	FEBT	DOUBLE LIMIT LINE	20	PACHACO LANE
2.89	FEBT	2 - STOP	44	PENINSULA DRIVE	7.05	FEBT	RAILROAD CROSSING	70	PACHACO LANE
3.66	FEBT	LIMIT LINE	43	PACIFIC AVENUE	7.05	FEBT	LIMIT LINE	8	PACHACO LANE
3.66	FEBT	STOP	22		7.05	FEBT	STOP	22	PACHACO LANE
3.66	FWBT	LIMIT LINE	40	DEAN AVENUE	7.05	FWBT	LIMIT LINE	8	PACHACO LANE
3.66	FWBT	STOP	22		7.05	FWBT	STOP	22	PACHACO LANE
3.95	FNBT	TYPE III (L) ARROW	42	LUPIN AVENUE	7.46	FSBT	TYPE VI (L) ARROW	42	
3.96	FEBT	LIMIT LINE	20	LUPIN AVENUE	7.50	FSBT	TYPE VI (L) ARROW	42	
3.96	FEBT	STOP	22	LUPIN AVENUE	7.54	FSBT	TYPE VI (L) ARROW	42	
3.96	FWBT	LIMIT LINE	63	VICTOR BOULEVARD	7.56	FNBT	TYPE III (L) ARROW	42	V STREET
3.96	FWBT	2 - STOP	44	VICTOR BOULEVARD	7.57	FEBT	RAILROAD CROSSING	70	V STREET
3.97	FNBT	TYPE III (L) ARROW	42	VICTOR BOULEVARD	7.57	FEBT	LIMIT LINE	24	2' THICK
4.19	FEBT	LIMIT LINE	23	CARLSON DRIVE	7.57	FEBT	LIMIT LINE	26	V STREET
4.19	FEBT	STOP	22	CARLSON DRIVE	7.57	FEBT	STOP	22	V STREET
4.19	FWBT	LIMIT LINE	48	CARLSON DRIVE	7.57	FWBT	LIMIT LINE	26	V STREET
4.19	FWBT	2 - STOP	44	CARLSON DRIVE	7.57	FWBT	STOP	22	V STREET
4.49	FEBT	LIMIT LINE	17	STAMPS LANE	7.58	FSBT	TYPE III (L) ARROW	42	V STREET
4.49	FEBT	STOP	22	STAMPS LANE	7.99	FNBT	TYPE III (L) ARROW	42	PRIVATE ROAD
4.72	FNBT	TYPE III (L) ARROW	42	YOUNG LANE	8.01	FSBT	TYPE III (L) ARROW	42	PRIVATE ROAD
4.73	FEBT	LIMIT LINE	38	YOUNG LANE	8.21	FNBT	LIMIT LINE	48	
4.73	FEBT	STOP	22	YOUNG LANE	8.21	FNBT	RAILROAD CROSSING	70	
4.73	FWBT	LIMIT LINE	51	YOUNG LANE	8.22	FNBT	LIMIT LINE	48	
4.73	FWBT	2 - STOP	44	YOUNG LANE	8.24	FSBT	TYPE III (L) ARROW	42	
4.74	FNBT	TYPE III (L) ARROW	42	YOUNG LANE	8.28	FNBT	DOUBLE LIMIT LINE	48	
4.76	FNBT	LIMIT LINE	24	2' THICK					
							TOTAL	3021	

PAVEMENT DELINEATION QUANTITIES
PDQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Chris Ghidinelli
CHECKED BY: Curtis Coburn
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 05-APR-2012
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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Chris Ghidinelli 3/20/12
REGISTERED CIVIL ENGINEER DATE

March 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Chris Ghidinelli No. 77294 Exp 6/30/13 CIVIL STATE OF CALIFORNIA

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THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)

LOCATION (PM)	ORIENTATION	TYPE/LEGEND	SQFT	REMARKS	LOCATION (PM)	ORIENTATION	TYPE/LEGEND	SQFT	REMARKS
0.60	FNBT	TYPE I (24'-0") ARROW	31	MARINA DRIVE	4.77	FNBT	RAILROAD CROSSING	70	
0.61	FNBT	TYPE I (24'-0") ARROW	31	MARINA DRIVE	4.77	FSBT	LIMIT LINE	24	2' THICK
0.61	FSBT	TYPE I (24'-0") ARROW	31	MARINA DRIVE	4.84	FNBT	DOUBLE LIMIT LINE	24	
0.62	FSBT	TYPE I (24'-0") ARROW	31	MARINA DRIVE	4.90	FSBT	DOUBLE LIMIT LINE	24	
0.62	FWBT	LIMIT LINE	28	MARINA DRIVE	4.92	FNBT	TYPE III (L) ARROW	42	MILL ROAD APPROACH
0.62	FWBT	STOP	22	MARINA DRIVE	4.94	FNBT	TYPE V ARROW	33	MILL ROAD APPROACH
1.85	FNBT	STOP	22		4.94	FSBT	LIMIT LINE	24	2' THICK
1.86	FNBT	AHEAD	31		4.94	FSBT	RAILROAD CROSSING	70	
1.94	FNBT	RIGHT	26		4.95	FNBT	LIMIT LINE	24	2' THICK
1.95	FNBT	TURN	24		4.96	FSBT	TYPE III (L) ARROW	42	MILL ROAD APPROACH
1.96	FNBT	ONLY	22		4.98	FSBT	TYPE V ARROW	33	MILL ROAD APPROACH
1.97	FNBT	TYPE III (R) ARROW	42		6.03	FNBT	TYPE III (L) ARROW	42	JACKSON RANCH ROAD
2.01	FNBT	STOP	22	NAVY BASE ROAD	6.04	FEBT	RAILROAD CROSSING	70	JACKSON RANCH ROAD
2.01	FNBT	LIMIT LINE	19	NAVY BASE ROAD	6.04	FEBT	LIMIT LINE	24	2' THICK
2.03	FSBT	TYPE III (L) ARROW	42		6.04	FEBT	LIMIT LINE	10	JACKSON RANCH ROAD
2.06	FSBT	TYPE III (L) ARROW	42		6.04	FEBT	STOP	22	JACKSON RANCH ROAD
2.53	FWBT	LIMIT LINE	38	VANCE AVENUE	6.04	FWBT	LIMIT LINE	35	JACKSON RANCH ROAD
2.53	FWBT	STOP	22	VANCE AVENUE	6.04	FWBT	STOP	22	JACKSON RANCH ROAD
2.88	FNBT	TYPE III (L) ARROW	42	PENINSULA DRIVE	6.05	FSBT	TYPE III (L) ARROW	42	JACKSON RANCH ROAD
2.89	FEBT	LIMIT LINE	43	PENINSULA DRIVE	7.05	FEBT	DOUBLE LIMIT LINE	20	PACHACO LANE
2.89	FEBT	2 - STOP	44	PENINSULA DRIVE	7.05	FEBT	RAILROAD CROSSING	70	PACHACO LANE
3.66	FEBT	LIMIT LINE	43	PACIFIC AVENUE	7.05	FEBT	LIMIT LINE	8	PACHACO LANE
3.66	FEBT	STOP	22		7.05	FEBT	STOP	22	PACHACO LANE
3.66	FWBT	LIMIT LINE	40	DEAN AVENUE	7.05	FWBT	LIMIT LINE	8	PACHACO LANE
3.66	FWBT	STOP	22		7.05	FWBT	STOP	22	PACHACO LANE
3.95	FNBT	TYPE III (L) ARROW	42	LUPIN AVENUE	7.46	FSBT	TYPE VI (L) ARROW	42	
3.96	FEBT	LIMIT LINE	20	LUPIN AVENUE	7.50	FSBT	TYPE VI (L) ARROW	42	
3.96	FEBT	STOP	22	LUPIN AVENUE	7.54	FSBT	TYPE VI (L) ARROW	42	
3.96	FWBT	LIMIT LINE	63	VICTOR BOULEVARD	7.56	FNBT	TYPE III (L) ARROW	42	V STREET
3.96	FWBT	2 - STOP	44	VICTOR BOULEVARD	7.57	FEBT	RAILROAD CROSSING	70	V STREET
3.97	FNBT	TYPE III (L) ARROW	42	VICTOR BOULEVARD	7.57	FEBT	LIMIT LINE	24	2' THICK
4.19	FEBT	LIMIT LINE	23	CARLSON DRIVE	7.57	FEBT	LIMIT LINE	26	V STREET
4.19	FEBT	STOP	22	CARLSON DRIVE	7.57	FEBT	STOP	22	V STREET
4.19	FWBT	LIMIT LINE	48	CARLSON DRIVE	7.57	FWBT	LIMIT LINE	26	V STREET
4.19	FWBT	2 - STOP	44	CARLSON DRIVE	7.57	FWBT	STOP	22	V STREET
4.49	FEBT	LIMIT LINE	17	STAMPS LANE	7.58	FSBT	TYPE III (L) ARROW	42	V STREET
4.49	FEBT	STOP	22	STAMPS LANE	7.99	FNBT	TYPE III (L) ARROW	42	PRIVATE ROAD
4.72	FNBT	TYPE III (L) ARROW	42	YOUNG LANE	8.01	FSBT	TYPE III (L) ARROW	42	PRIVATE ROAD
4.73	FEBT	LIMIT LINE	38	YOUNG LANE	8.21	FNBT	LIMIT LINE	48	
4.73	FEBT	STOP	22	YOUNG LANE	8.21	FNBT	RAILROAD CROSSING	70	
4.73	FWBT	LIMIT LINE	51	YOUNG LANE	8.22	FNBT	LIMIT LINE	48	
4.73	FWBT	2 - STOP	44	YOUNG LANE	8.24	FSBT	TYPE III (L) ARROW	42	
4.74	FNBT	TYPE III (L) ARROW	42	YOUNG LANE	8.28	FNBT	DOUBLE LIMIT LINE	48	
4.76	FNBT	LIMIT LINE	24	2' THICK					
							TOTAL	3021	

PAVEMENT DELINEATION QUANTITIES
PDQ-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Chris Ghidinelli
CHECKED BY: Curtis Coburn
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 05-APR-2012
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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Chris Ghidinelli 3/20/12
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March 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Chris Ghidinelli No. 77294 Exp 6/30/13 CIVIL STATE OF CALIFORNIA

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TRAFFIC STRIPE AND PAVEMENT MARKER QUANTITIES

LOCATION (PM) FROM	TO	Rt/Lt	DETAIL NUMBER	DETAIL LENGTH	REMOVE THERMOPLASTIC TRAFFIC STRIPE	THERMOPLASTIC TRAFFIC STRIPE - (EWNV) 8" SOLID WHITE	8" BROKEN (12-3) WHITE	4" SOLID YELLOW	4" SOLID WHITE	4" BROKEN (12-3) WHITE	4" BROKEN (17-7) WHITE	4" BROKEN (36-12) YELLOW	4" BROKEN (36-12) WHITE	PAVEMENT MARKER (RETROREFLECTIVE) TYPE D YELLOW (TWO WAY)	TYPE H CLEAR (ONE WAY)	TYPE G CLEAR (ONE WAY)	COMMENTS
				LF												EA	
EUREKA CHANNEL EB PM 0.547																	
0.54	0.60	Lt	27B	317					317								
0.54	0.60	Rt	27B	317					317								
0.54	0.67		22	686				1372						60			
0.57																	MARINA DRIVE
0.58	0.61	Rt	36	158	650	325										9	
0.61		Rt	38	77	154	77										5	
0.58	0.62	Lt	36A	211	150	75			175		31						
0.62	0.65	Lt	36	158	490	245										24	
0.60	0.67	Rt	27B	370					370								
0.61	0.67	Lt	27B	317					317								
MIDDLE CHANNEL BB PM 0.674																	
0.67	0.88	Lt	27B	1109					1109								
0.67	0.88	Rt	27B	1109					1109								
0.67	0.79		22	634				1268						56			
0.79	0.88		19L	475				475				475		11	21		
MIDDLE CHANNEL EB PM 0.878																	
0.88	1.37	Lt	27B	2587					2587								
0.88	1.37	Rt	27B	2587					2587								
0.88	0.94		19L	317				317				317		8	15		
0.94	1.34		6	2112								2112		45			
1.34	1.37		19R	158				158				158		5	8		
SAMOA CHANNEL BB PM 1.367																	
1.37	1.84	Lt	27B	2482					2482								
1.37	1.84	Rt	27B	2482					2482								
1.37	1.53		19R	845				845				845		24	36		
1.53	1.56		22	158				316						16			
1.56	1.70		19L	739				739				739		22	32		
1.70	1.84		6	739								739		16			
SAMOA CHANNEL EB PM 1.842																	
1.84	2.01	Lt	27B	898					898								
1.84	2.53	Rt	27B	3643					3643								
1.84	1.88		6	211								211		6			
1.88	1.96		19R	422				422				422		13	19		
1.93	2.01	Rt	38	422	844	422										19	
1.96	2.01		22	264				528						24			
1.98	2.04	Rt	38	317	634	317										15	
2.01	2.04	Rt	38	158	316	158										8	
2.01	2.06	Lt	38	264	528	264										12	
2.01	2.02	Lt	27B	53					53								
2.01	2.88	Lt	27B	4594					4594								
2.02	2.22		29	1056				4224						90			
2.03																	NEW NAVY BASE ROAD
2.03	2.15		12	634									634			15	
2.22	2.53		22	1637				3274						140			
2.50	2.57	Rt	27C	370						370							
2.53																	VANCE AVENUE
2.54	2.79		22	1320				2640						112			
2.54	3.66	Rt	27B	5914					5914								
2.79	2.85		29	317				1268						30			
2.85	2.87		22	106				212						12			
2.87	2.90	Rt	38	158	316	158										8	
2.88	3.65		22	4066				8132						342			
2.89																	PENINSULA DRIVE
2.89	3.65	Lt	27B	4013					4013								
3.61	3.67	Rt	27C	317						317							
3.64	3.69	Lt	27C	264						264							
3.66																	PACIFIC Ave / DEAN Ave
3.66	3.95	Lt	27B	1531					1531								
3.66	3.87		22	1109				2218						96			
3.67	3.96	Rt	27B	1056					1056								
3.87	3.94		29	370				1480						34			
3.92	3.97	Rt	27C	264						264							
3.92	3.94	Rt	38	106	212	106										6	
3.94	3.96		22	106				212						12			
3.95	3.97	Lt	27C	106						106							
3.96																	LUPIN Ave / VICTOR Blvd
3.96	4.19	Lt	27B	1214					1214								
3.96	3.98	Lt	38	106	212	106										6	
3.97	3.99		22	106				212						12			
3.97	4.19	Rt	27B	1162					1162								
3.99	4.06		29	370				1480						34			
4.06	4.19		22	686				1372						60			
4.14	4.20	Rt	27C	317						317							
4.18	4.21	Lt	27C	158						158							
4.19																	CARLSON DRIVE
4.19	4.48	Lt	27B	1531					1531								
SUBTOTAL					4506	2253	0	33164	39461	1796	31	6018	634	1280	131	127	

LEGEND

EWNV = ENHANCED WET NIGHT VISIBILITY

PAVEMENT DELINEATION QUANTITIES
PDQ-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Chris Ghidinelli
CHECKED BY: Curtis Coburn
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 05-APR-2012
TIME PLOTTED => 10:13

TRAFFIC STRIPE AND PAVEMENT MARKER QUANTITIES

LOCATION (PM) FROM	TO	Rt/Lt	DETAIL NUMBER	DETAIL LENGTH	REMOVE THERMOPLASTIC TRAFFIC STRIPE	THERMOPLASTIC TRAFFIC STRIPE - (EWNV) 8" SOLID WHITE	8" BROKEN (12-3) WHITE	4" SOLID YELLOW	4" SOLID WHITE	4" BROKEN (12-3) WHITE	4" BROKEN (17-7) WHITE	4" BROKEN (36-12) YELLOW	4" BROKEN (36-12) WHITE	PAVEMENT MARKER (RETROREFLECTIVE) TYPE D YELLOW (TWO WAY)	TYPE H CLEAR (ONE WAY)	TYPE G CLEAR (ONE WAY)	COMMENTS
				LF												EA	
4.20	4.48		22	1478				2956						126			
4.20	4.73	Rt	27B	2798					2798								
4.48	4.50	Lt	27C	106						106							
4.49																	STAMPS LANE
4.49	4.62		22	686				1372						60			
4.49	4.72	Lt	27B	1214					1214								
4.62	4.72		29	528				2112						46			
4.69	4.72		22	158				316						16			
4.69	4.72	Rt	38	158	316	158										8	
4.71	4.77	Rt	27C	317						317							
4.71	4.75	Lt	27C	211						211							
4.73																	YOUNG LANE
4.73	R4.77		22	211				422						20			
4.73	R4.92	Lt	27B	1003					1003								
4.74	R5.42	Rt	27B	3590					3590								
4.74	R4.78	Lt	38	211	422	211										10	
R4.77	R4.88		29	581				2324						52			
R4.88	R4.91		22	158				316						16			
R4.90	R4.93	Rt	38	158	316	158										8	
R4.92	R5.13		22	1109				2218						96			
R4.92	R5.01	Lt	27C	475						475							
R4.93	R4.95	Rt	37B	106	44		106										
R4.95	R5.01	Rt	38	317	634	317										15	
R5.01	R5.42	Lt	27B	2165					2165								
MAD RIVER SLOUGH BB PM R5.130																	
R5.13	R5.22		22	475				950						42			
MAD RIVER SLOUGH EB PM R5.224																	
R5.22	R5.23		22	53				106						8			
R5.23	R5.33		19L	528				528				528		16	23		
R5.33	R5.42		6	475								475		11			
PM R5.42 Bk = PM 5.43 Ahd																	
5.43	6.03	Rt	27B	3168					3168								
5.43	6.04	Lt	27B	3221					3221								
5.43	5.77		6	1795								1795		39			
5.77	5.80		22	158				316						16			
5.80	5.96		29	845				3380						74			
5.95	6.03	Rt	38	422	844	422										19	
5.96	6.03		22	370				740						34			
6.04																	JACKSON RANCH ROAD
6.04	6.12		22	422				844						38			
6.05	7.05	Rt	27B	5280					5280								
6.05	7.05	Lt	27B	5280					5280								
6.05	6.13	Lt	38	422	844	422										19	
6.12	6.27		29	792				3168						68			
6.27	6.30		22	158				316						16			
6.30	6.99		6	3643								3643		77			
6.99	7.05		19R	317				317				317		10	14		
7.05																	PACHACO LANE
7.05	7.55	Rt	27B	2640					2640								
7.05	7.57	Lt	27B	2746					2746								
7.06	7.37		22	1637				3274						140			
7.37	7.55		29	950				3800						82			
7.46	7.55		12	475									475			11	
7.47	7.55		12	422									422			10	
7.52	7.55	Rt	38	158	316	158										8	
7.57																	V STREET
7.57	8.28		12	3749									3749			80	
7.57	8.28		12	3749									3749			80	
7.57	8.28	Rt	27B	3749					3749								
7.57	7.99		29	2218				8872						188			
7.57	7.60	Lt	38	158	316	158										8	
7.58	8.28	Lt	27B	3696					3696								
7.96	8.00	Rt	38	211	422	211										10	
8.00	8.24		29	1267				5068						108			
8.01	8.02	Lt	38	53	106	53										4	
8.25	8.28		29	158				632						16			
8.25	8.27	Lt	38	106	212	106										6	
8.29	8.34		12	264									264			7	
8.29	8.34		12	264									264			7	
8.29	8.30		29	53				212						8			
8.30	8.33		22	158				316						16			
8.31	8.34	Rt	38	158	316	158										8	
8.33	8.34	Rt	25A	53				53							4		
SUBTOTAL PDQ-3					4506	2253	0	33164	39461	1796	31	6018	634	1280	131	127	
SUBTOTAL PDQ-4					5108	2532	106	4928	40550	1109	0	6758	8923	1439	41	318	
SUBTOTAL								78092	80011			12776	9557	2719	172	445	
TOTAL					9614	4785	106	158103		2905	31	22333		3336			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Hum	255	0.5/8.3	7	13

Chris Ghidinelli 3/20/12
REGISTERED CIVIL ENGINEER DATE

March 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Chris Ghidinelli No. 77294 Exp 6/30/13 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.

LEGEND

EWNV = ENHANCED WET NIGHT VISIBILITY

PAVEMENT DELINEATION QUANTITIES
PDQ-4

REVISED BY | DATE REVISED
Chris Ghidinelli | Curtis Coburn
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: Royal B. McCarthy

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAST REVISION 00-00-00 | DATE PLOTTED => 05-APR-2012 | TIME PLOTTED => 10:13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Hum	255	0.5/8.3	8	13

Chris Ghidinelli 3/20/12
REGISTERED CIVIL ENGINEER DATE

March 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Chris Ghidinelli No. 77294 Exp 6/30/13 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.

ADJUST FRAME AND COVER TO GRADE

LOCATION (PM)	EA	REMARKS
8.00 R†	1	MANHOLE
8.14 R†	1	MANHOLE
8.22 R†	1	MANHOLE
8.27 L†	1	MANHOLE
TOTAL	4	

CHANNELIZER

LOCATION (PM)		REMOVE CHANNELIZERS	CHANNELIZER (SURFACE MOUNTED) (LEFT IN PLACE)	REMARKS
FROM	TO	EA		
7.9	8.0	24	24	24' C-C
TOTAL		24	24	

ROADWAY QUANTITIES

LOCATION (PM)		AVERAGE WIDTH	LENGTH	HOT MIX ASPHALT (BONDED WEARING COURSE)	ASPHALTIC EMULTION MEMBRANE (BONDED WEARING COURSE)	HOT MIX ASPHALT (TYPE A)	TACK COAT	COLD PLANE ASPHALT CONCRETE PAVEMENT	REMARKS
FROM	TO	LF		TON				SQYD	
0.55								91	EUREKA CHANNEL BR
0.55	0.68	40	686.4			169.02	2.80		
0.60		90	65			36.01	0.60	64	MARINA DR. NB OFF
0.60									MARINA DR. SB ON
0.62		100	110			67.72	1.12	67	MARINA DR. SB OFF
0.63									MARINA DR. NB ON
0.68								83	MIDDLE CHANNEL BR
0.88								83	MIDDLE CHANNEL BR
0.88	1.37	40	2587.2	523.91	10.54				
1.37								85	SAMOA CHANNEL BR
1.84								83	SAMOA CHANNEL BR
1.84	2.01	40	897.6	181.76	3.66				
2.01	3.66	40	8712	1764.18	35.48				
2.03			10					427	NAVY BASE RD
2.53		120	37			27.33	0.45	67	VANCE AVE
2.89		87	76			40.70	0.67	49	PENINSULA DR
3.66		92	82			46.44	0.77	45	PACIFIC AVE
3.66		73	39			17.53	0.29	77	PACIFIC AVE
3.66	4.57	40	4804.8	972.97	19.57				
3.96		135	43			35.74	0.59	92	LUPIN AVE
3.96		71	35			15.30	0.25	37	VICTOR BLVD
4.19		64	76			29.94	0.50	45	ACCESS RD
4.19		90	36			19.95	0.33	83	ACCESS RD
4.47		62	66			25.19	0.42	36	STAMPS LANE
4.57	4.62	40	264	53.46	1.08				
4.62	4.73	40	580.8	117.61	2.37				
4.73		84	68			35.16	0.58	28	YOUNG LANE
4.73		100	25			15.39	0.25	77	YOUNG LANE
4.73	4.75	40	105.6	21.38	0.43				
4.75	4.86	40	580.8	117.61	2.37				
4.86	4.96	40	528	106.92	2.15				
4.86								453	RAILROAD XING
4.86								453	RAILROAD XING
4.96	5.03	40	369.6	74.84	1.51				
5.03	5.13	40	528	106.92	2.15				
5.13								107	MAD RIVER SLOUGH BRIDGE
5.23								107	
5.23	5.43	40	1056	213.84	4.30				
5.43	7.20	24	9345.6	1135.49	22.84				
6.04		140	110			94.80	1.57	24	JACKSON RANCH RD
6.04		36	22			4.88	0.08	32	JACKSON RANCH RD
7.05		45	30			8.31	0.14	23	PACHACO RD
7.05		38	45			10.53	0.17	16	PACHACO RD
7.20	7.30	24	528	64.15	1.29				
7.30	8.02	68	3801.6	1308.70	26.32				
7.57		100	62			38.17	0.63	61	V ST
7.57		102	54			33.91	0.56	57	V ST
8.02	8.30	68	1478.4	508.94	10.24				
8.30	8.31	68	52.8	18.18	0.37			213	RAILROAD XING
			TOTAL	7290.90	146.70	772.00	12.80	3165	

SUMMARY OF QUANTITIES
Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Chris Ghidinelli
CHECKED BY: Curtis Coburn
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 05-APR-2012
TIME PLOTTED => 10:13

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	255	0.5/8.3	9	13

REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Donald E. Howe
No. C46402
Exp. 3-31-09
CIVIL
STATE OF CALIFORNIA

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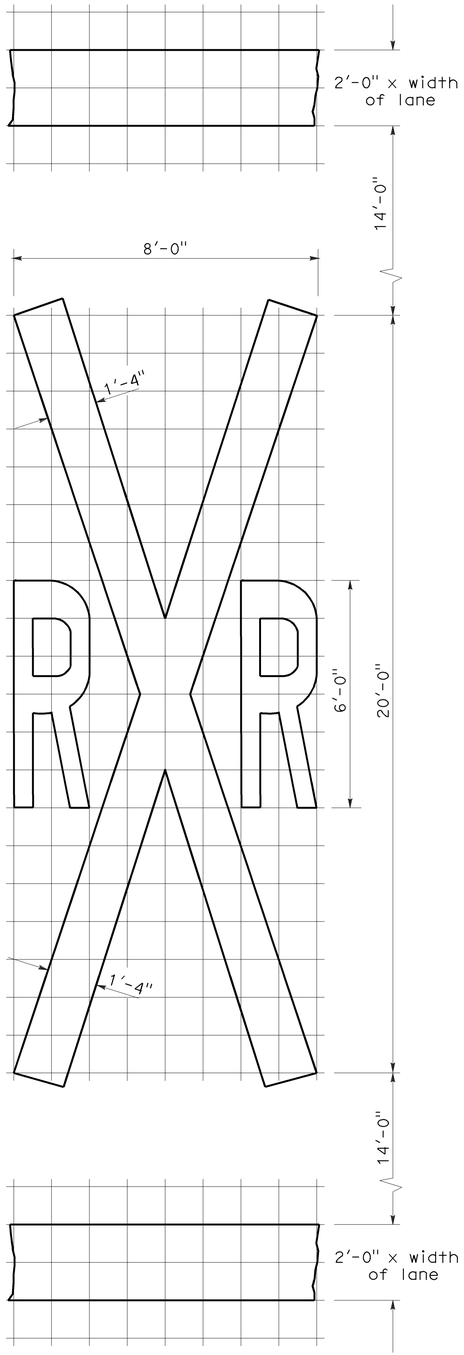
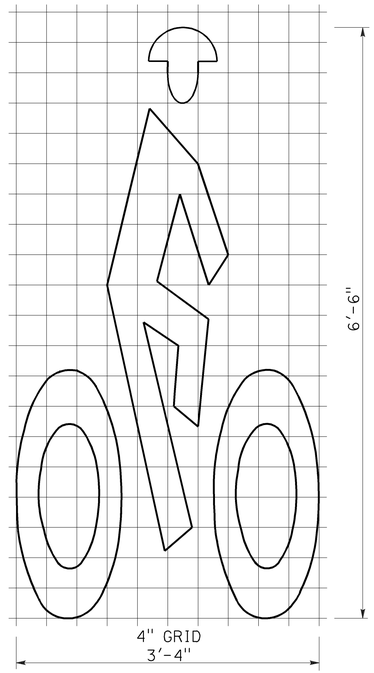
To accompany plans dated March 20, 2012

2006 REVISED STANDARD PLAN RSP A24C

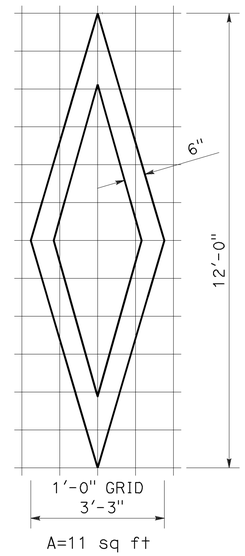


RAILROAD CROSSING SYMBOL

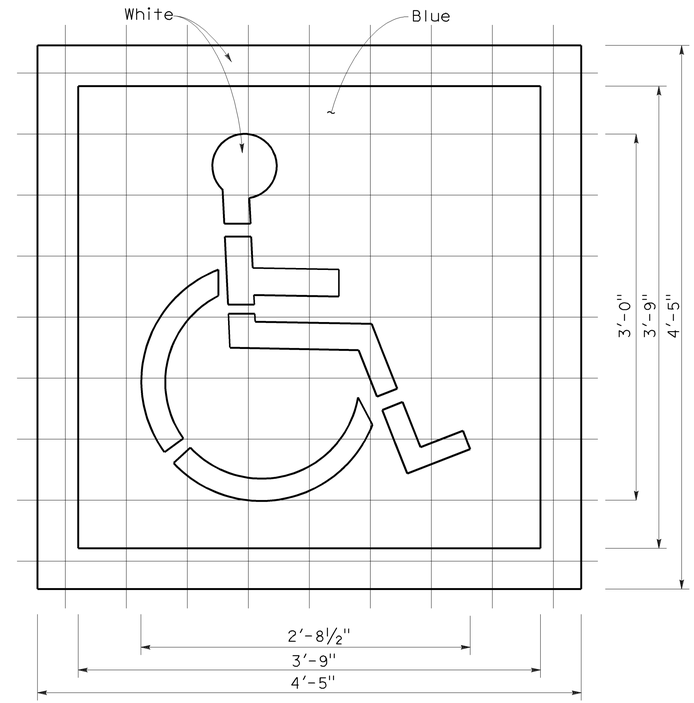
✳70 sq ft DOES NOT INCLUDE THE 2'-0" x VARIABLE WIDTH TRANSVERSE LINES.



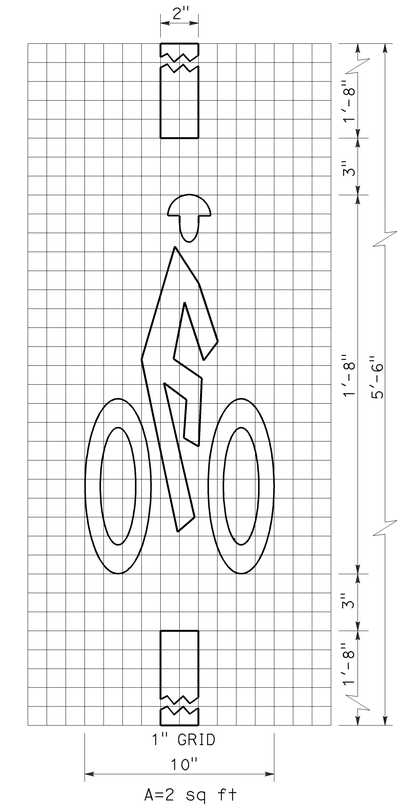
BIKE LANE SYMBOL



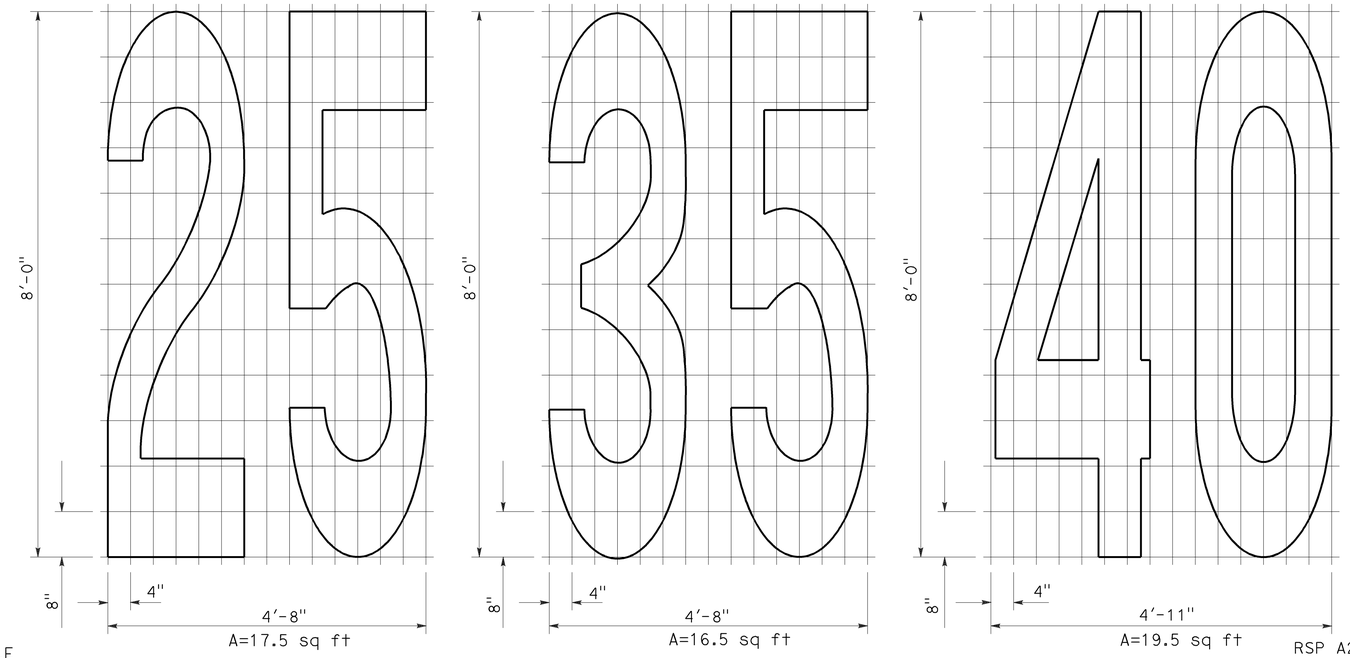
DIAMOND SYMBOL



INTERNATIONAL SYMBOL OF ACCESSIBILITY MARKING



BICYCLE LOOP DETECTOR SYMBOL



NUMERALS

NOTE:

1. Minor variations in dimensions may be accepted by the Engineer.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS SYMBOLS AND NUMERALS

NO SCALE

RSP A24C DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A24C DATED MAY 1, 2006 - PAGE 11 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A24C

5-27-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	255	0.5/8.3	10	13

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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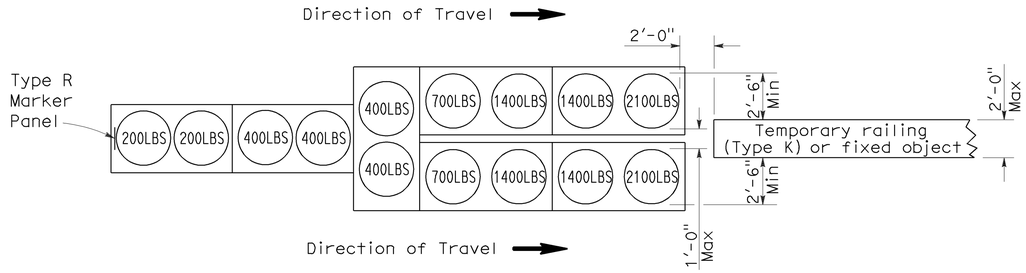
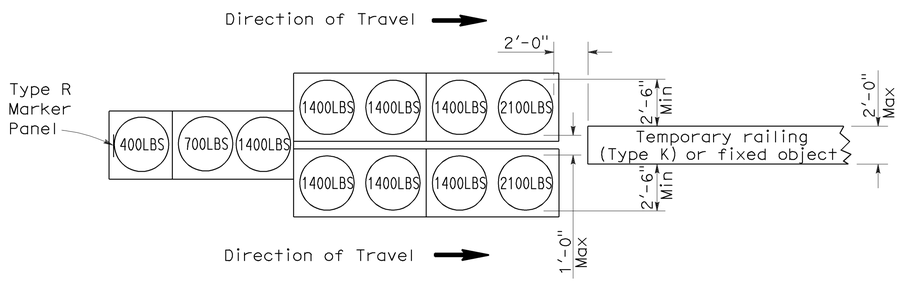
To accompany plans dated March 20, 2012



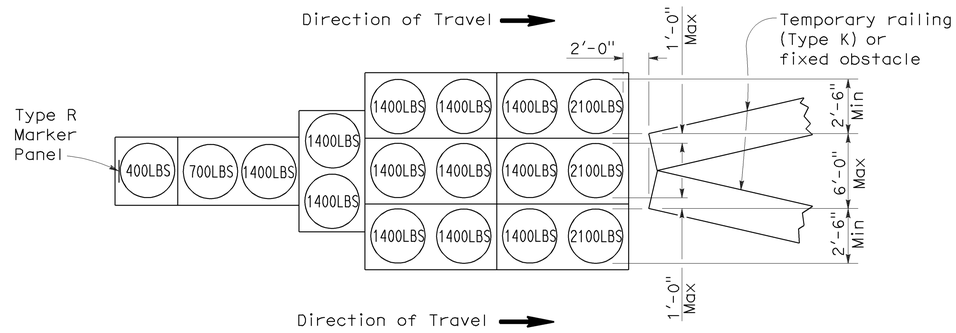
ARRAY 'TU14'

Approach speed 45 mph or more



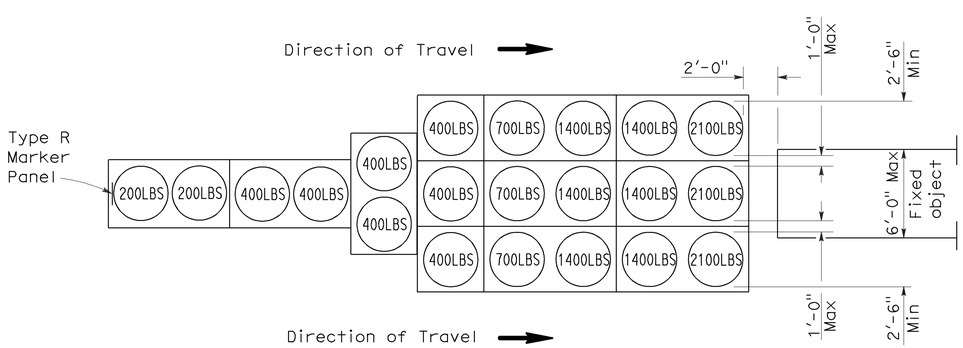
ARRAY 'TU11'

Approach speed less than 45 mph



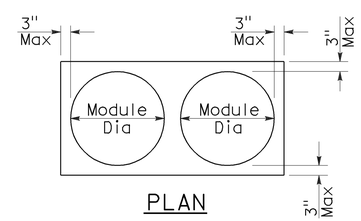
ARRAY 'TU17'

Approach speed less than 45 mph

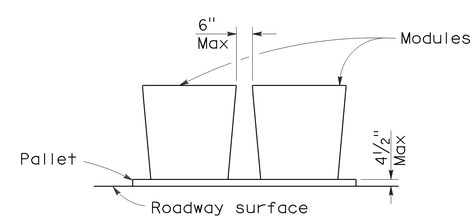


ARRAY 'TU21'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

1. (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
2. All sand weights are nominal.
3. Temporary crash cushion arrays shall not encroach on the traveled way.
4. Place the top of Type R marker panel 1" below the module lid.
5. Refer to Standard Plan A73B for marker details.
6. Approach speeds indicated conform to NCHRP 350 Report criteria.
7. Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY CRASH CUSHION, SAND FILLED (UNIDIRECTIONAL)

NO SCALE

RSP T1A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1A
DATED MAY 1, 2006 - PAGE 211 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1A

2006 REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	255	0.5/8.3	11	13

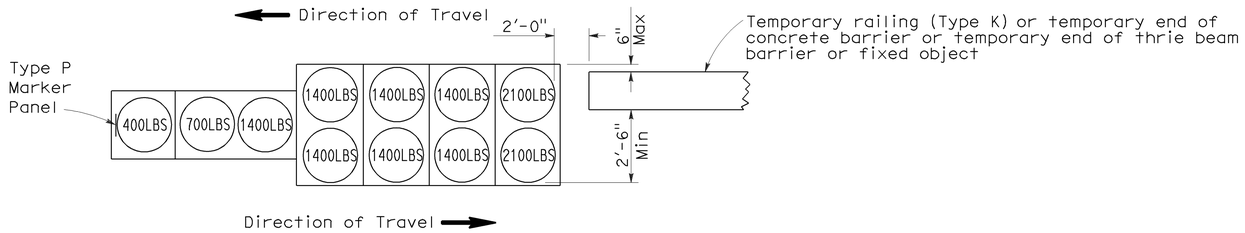
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

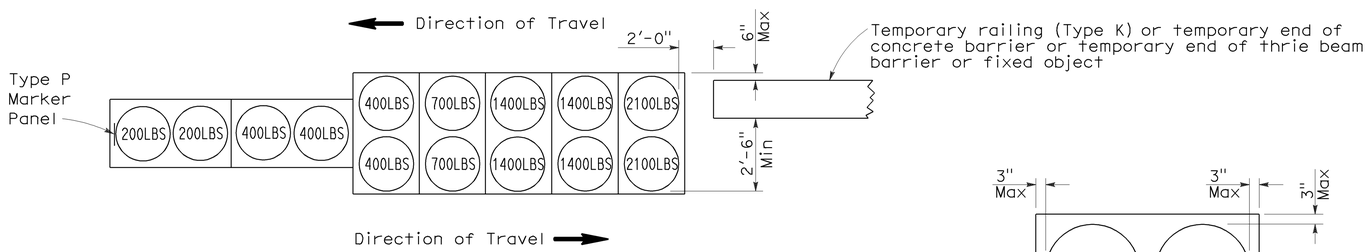
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated March 20, 2012



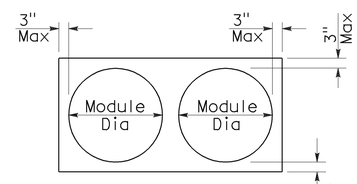
ARRAY 'TB11'

Approach speed less than 45 mph

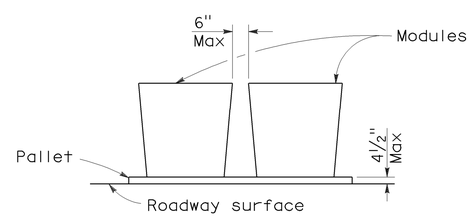


ARRAY 'TB14'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

1. (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
2. All sand weights are nominal.
3. Temporary crash cushion arrays shall not encroach on the traveled way.
4. Place the Type P marker panel so that the bottom of the panel rests upon the pallet.
5. Refer to Standard Plan A73B for marker details.
6. Approach speeds indicated conform to NCHRP 350 Report criteria.
7. Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY CRASH CUSHION, SAND FILLED (BIDIRECTIONAL)

NO SCALE

RSP T1B DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1B
DATED MAY 1, 2006 - PAGE 212 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

5-15-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	255	0.5/8.3	12	13

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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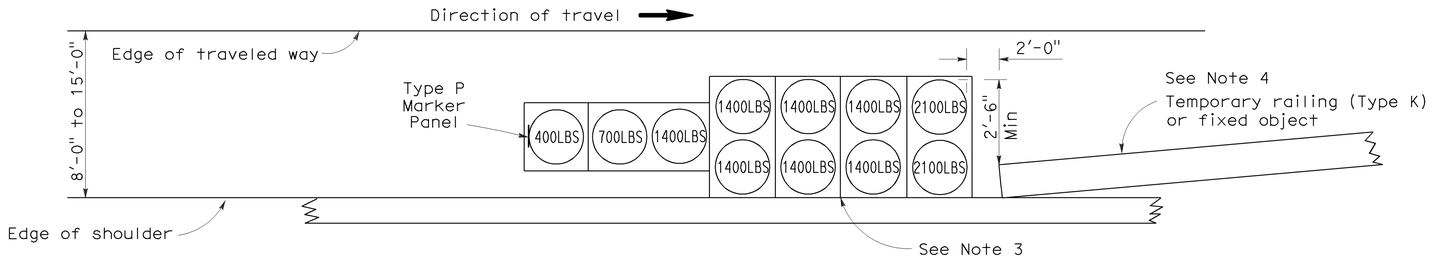
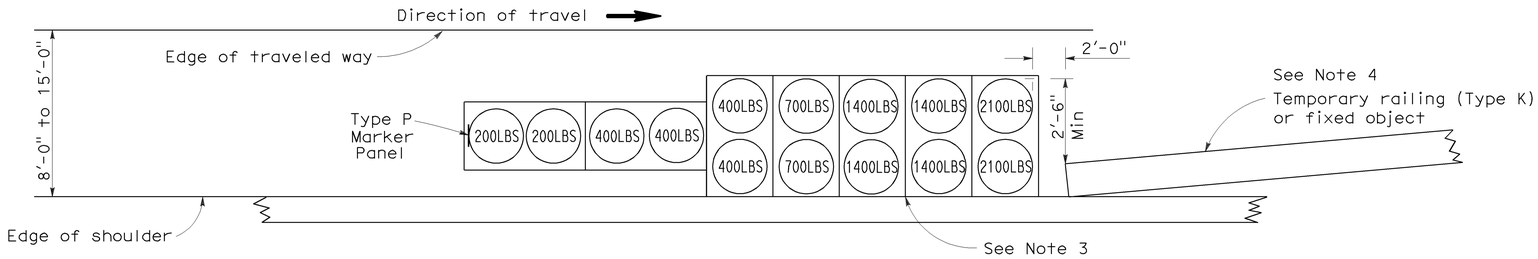
To accompany plans dated March 20, 2012



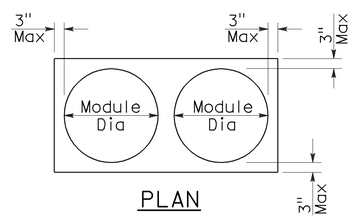
ARRAY 'TS11'

Approach speed less than 45 mph
See Note 9

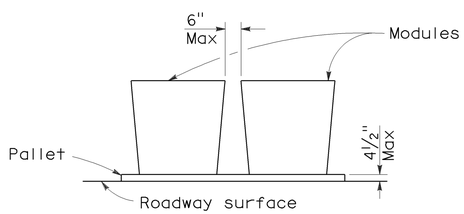


ARRAY 'TS14'

Approach speed 45 mph or more
See Note 9



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 11

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY CRASH CUSHION, SAND FILLED (SHOULDER INSTALLATIONS)

NO SCALE

RSP T2 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T2
DATED MAY 1, 2006 - PAGE 213 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Hum	255	0.5/8.3	13	13

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

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

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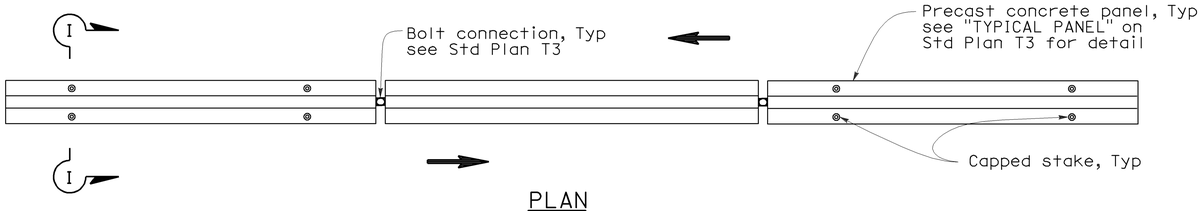
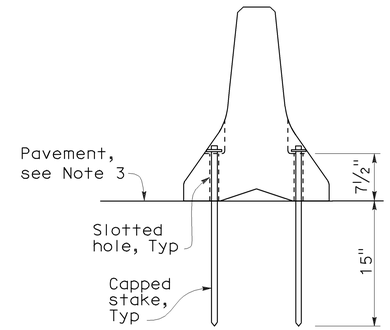
To accompany plans dated March 20, 2012



PLAN

RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC

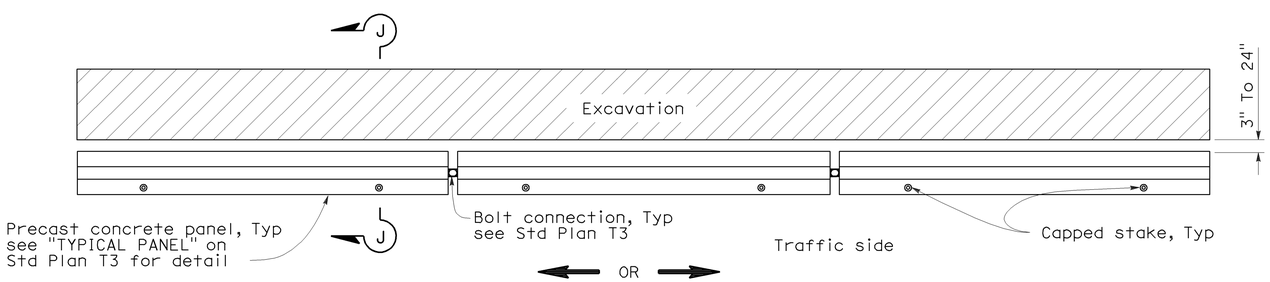
See Note 1



SECTION I-I

NOTES:

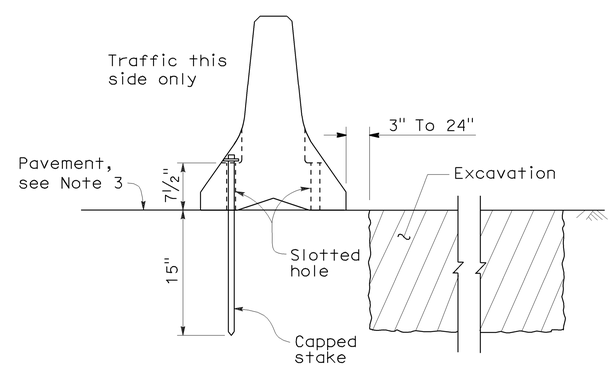
1. Where Type K Temporary Railing is placed as a temporary or long term barrier in two-way traffic on highways with less than 24" from the edge of traveled way, use four capped stakes per every other panel with end panels staked.
2. Where Type K Temporary Railing is placed 3" to 24" from the edge of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



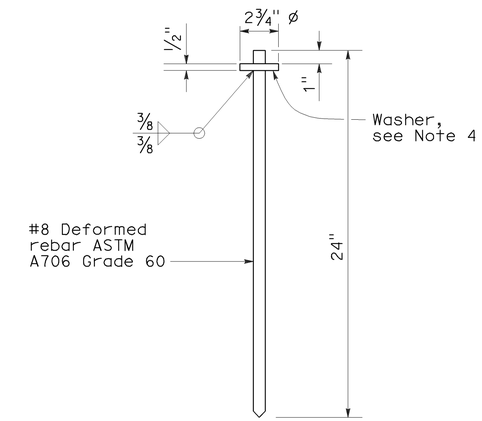
PLAN

RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION

See Note 2



SECTION J-J



CAPPED STAKE DETAIL

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY RAILING (TYPE K)

NO SCALE

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

NEW STANDARD PLAN NSP T3A

2006 NEW STANDARD PLAN NSP T3A