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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

ACNH-Q101(225)E

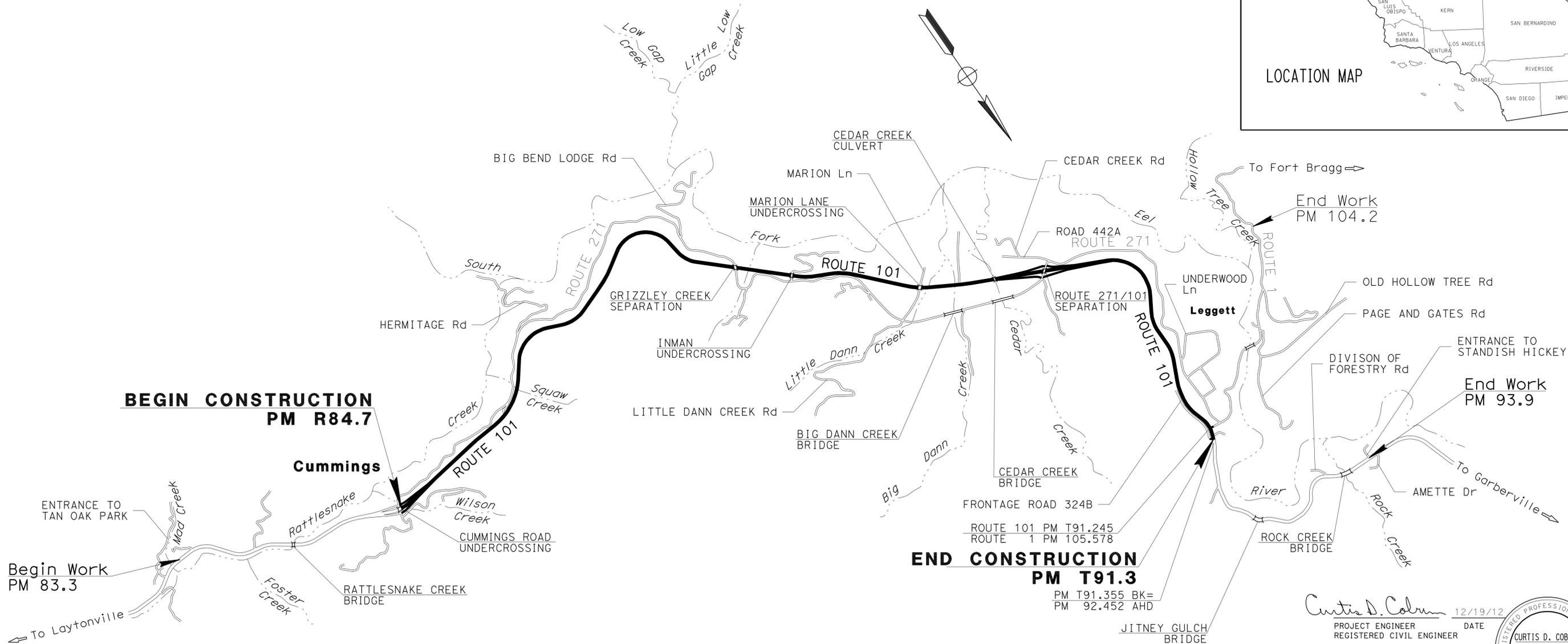
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN MENDOCINO COUNTY NEAR LEGGETT
FROM CUMMINGS ROAD UNDERCROSSING
TO 0.6 MILE SOUTH OF JITNEY GULCH BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	1	22

LOCATION MAP



PROJECT MANAGER
Royal B. McCarthy

DESIGN ENGINEER
Royal B. McCarthy

Curtis D. Coburn 12/19/12
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

December 19, 2012
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.

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

NO SCALE

DATE PLOTTED => 19-DEC-2012 TIME PLOTTED => 12:09

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

- 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. IN AREAS WHERE THE WIDTH OF THE EXISTING SURFACING VARIES FROM THAT SHOWN, THE CONTRACTOR SHALL VARY THE WIDTH OF THE PAVING OPERATIONS AS DIRECTED BY THE ENGINEER.
 4. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

LEGEND
 BWC-OG = HOT MIX ASPHALT (BONDED WEARING COURSE - OPEN GRADED)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	2	22

Curtis D. Coburn 12/19/12
 REGISTERED CIVIL ENGINEER DATE

December 19, 2012
 PLANS APPROVAL DATE

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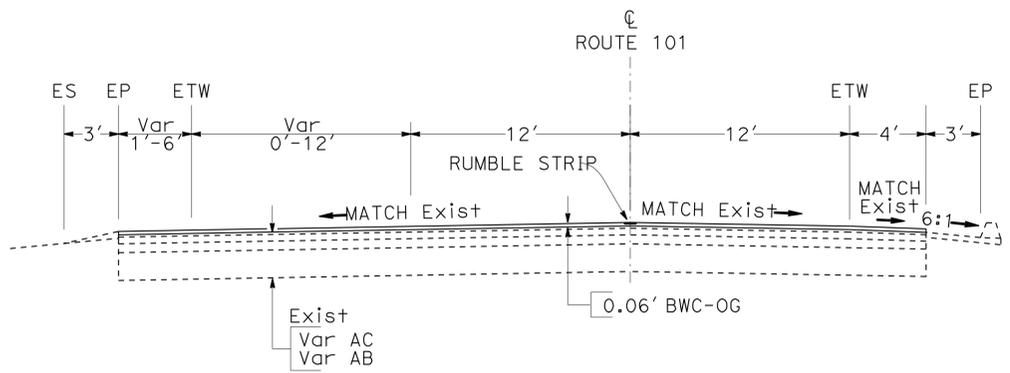
REGISTERED PROFESSIONAL ENGINEER
 CURTIS D. COBURN
 No. 58431
 Exp. 12-31-14
 CIVIL
 STATE OF CALIFORNIA

REVISOR BY DATE

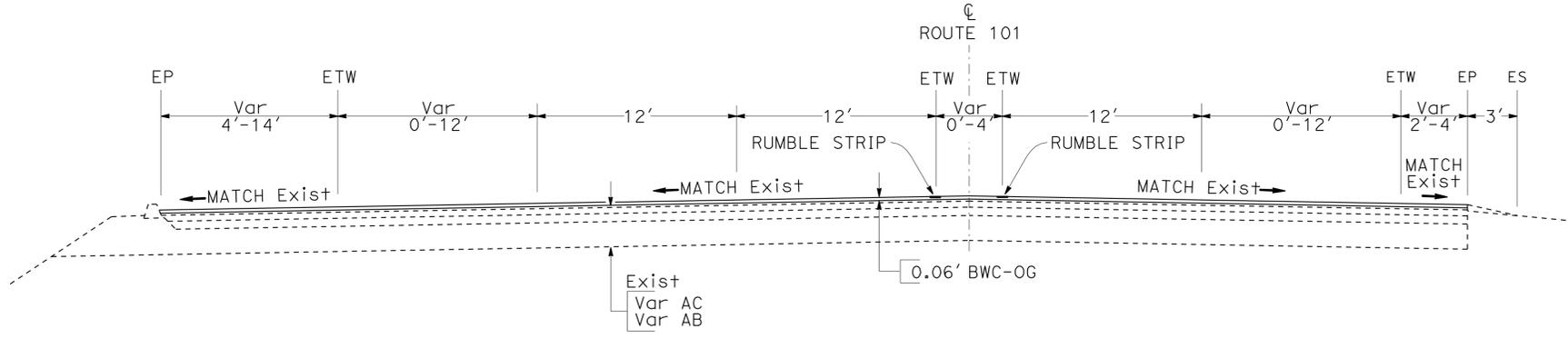
Johnathon Jackson
 Curtis Coburn

CALCULATED/DESIGNED BY CHECKED BY

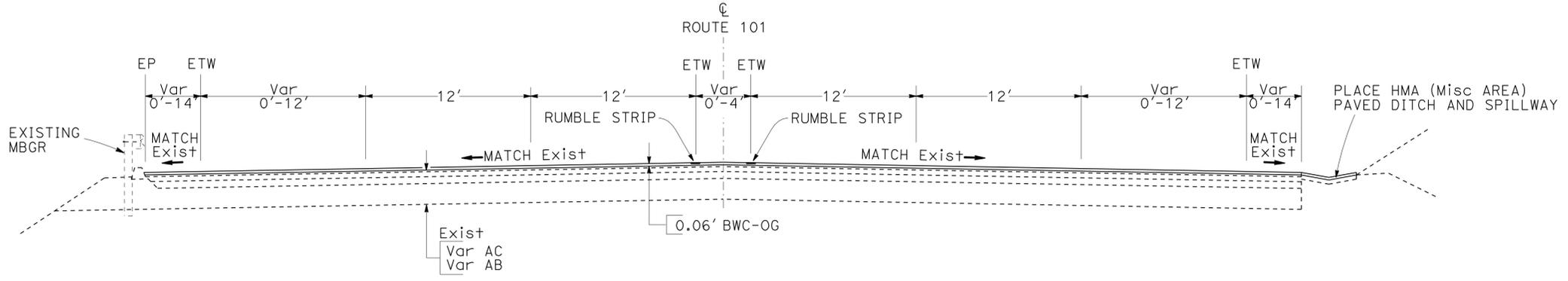
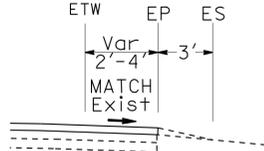
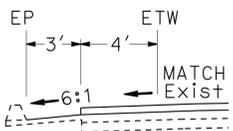
FUNCTIONAL SUPERVISOR
 Royal B. McCarthy



PM T90.95 TO T91.34



PM R90.75 TO T90.95



PM R84.70 TO R90.75

TYPICAL CROSS SECTIONS X-1

NO SCALE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	3	22

Curtis D. Coburn 12/19/12
 REGISTERED CIVIL ENGINEER DATE
 December 19, 2012
 PLANS APPROVAL DATE

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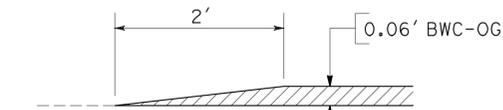
REGISTERED PROFESSIONAL ENGINEER
 No. 58431
 Exp. 12-31-14
 CIVIL
 STATE OF CALIFORNIA

NOTES

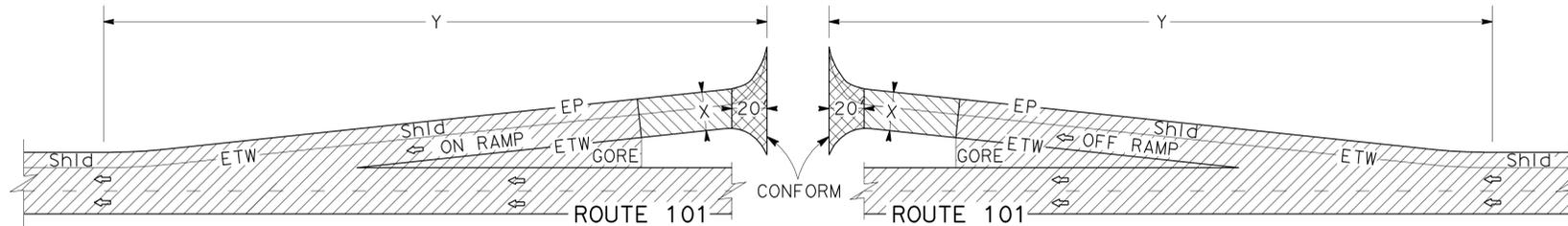
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LEGEND

- BWC-OG = HOT MIX ASPHALT (BONDED WEARING COURSE - OPEN GRADED)
- DIRECTION OF TRAVEL
- |||||| RUMBLE STRIP (GROUND-IN)
- ▨ LIMITS OF HMA (TYPE A) SURFACING
- ▩ LIMITS OF BWC-OG SURFACING
- ▧ LIMITS OF COLD PLANE AC PAVEMENT

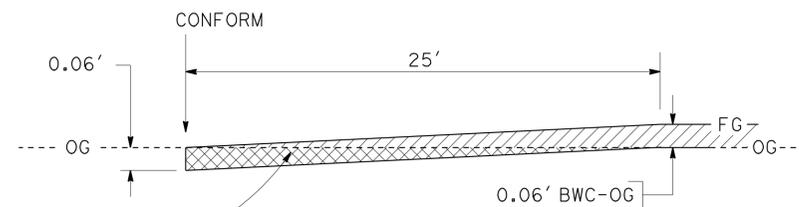


HMA CONFORM AT PRIVATE ROAD CONNECTIONS



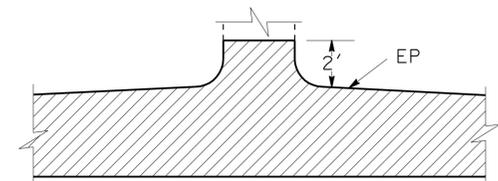
LOCATION	PM	X FT	Y FT
NB ON RAMP CUMMINGS Rd	R84.84 R+	23	1876
SB OFF RAMP CUMMINGS Rd	R84.86 L+	22	1413
NB OFF RAMP ROUTE 271	R89.41 R+	25	1356
SB ON RAMP ROUTE 271	R89.45 L+	23	1897
SB OFF RAMP ROUTE 271	R89.68 R+	22	1044
NB ON RAMP ROUTE 271	R89.70 L+	22	1989

RAMP CONNECTIONS

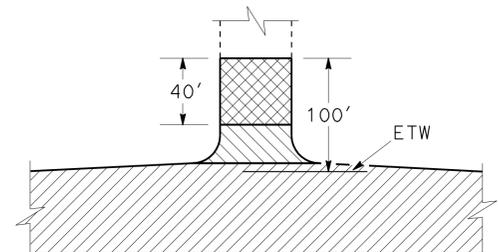


LOCATION	PM
ROUTE 101	T91.35

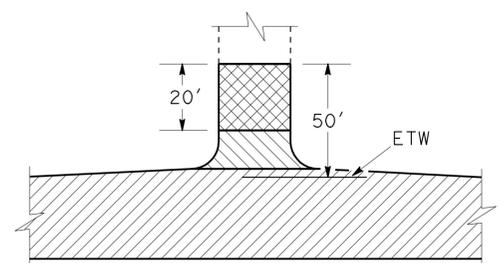
COLD PLANE AC PAVEMENT AT ROUTE 101 MAINLINE CONFORM



PRIVATE ROAD CONNECTION

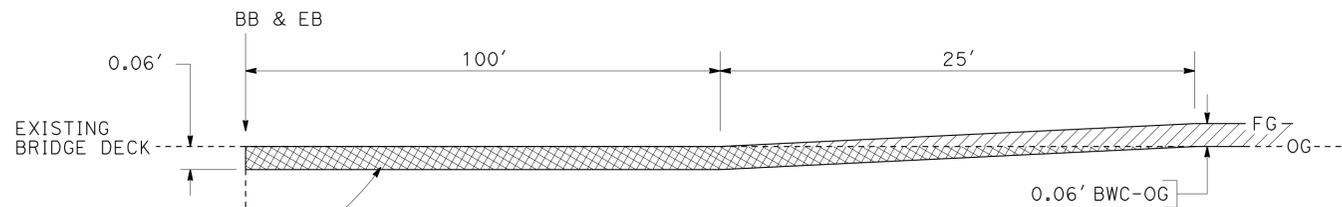


MAINLINE CONNECTION ROUTE 1 - PM T91.25 L+



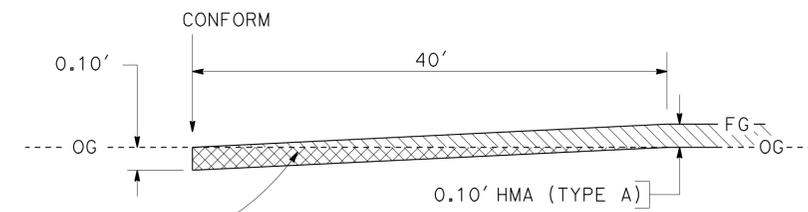
PUBLIC ROAD CONNECTION 324B FRONTAGE Rd - PM T91.31 R+

LIMITS OF SURFACING MAINLINE & ROAD CONNECTIONS



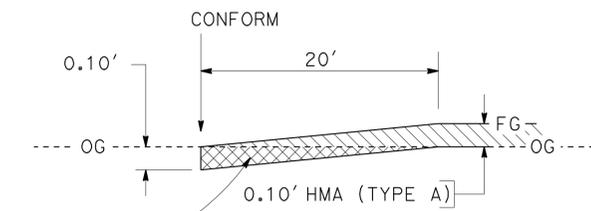
LOCATION	PM
EB CUMMINGS 101/271 SEPARATION	R84.70
BB MARION LANE UNDERCROSSING	R88.80
EB MARION LANE UNDERCROSSING	R88.82

COLD PLANE AC PAVEMENT AT CONFORM & BB

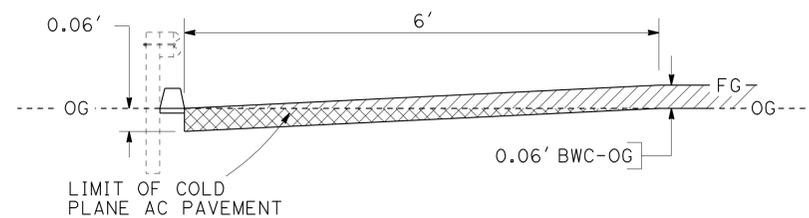


LOCATION	PM
ROUTE 1	T91.25 L+

COLD PLANE AC PAVEMENT AT ROUTE 1 MAINLINE CONFORM



COLD PLANE AC PAVEMENT AT RAMP/PUBLIC ROAD CONNECTIONS



COLD PLANE AC PAVEMENT AT MBGR

CONSTRUCTION DETAILS C-1

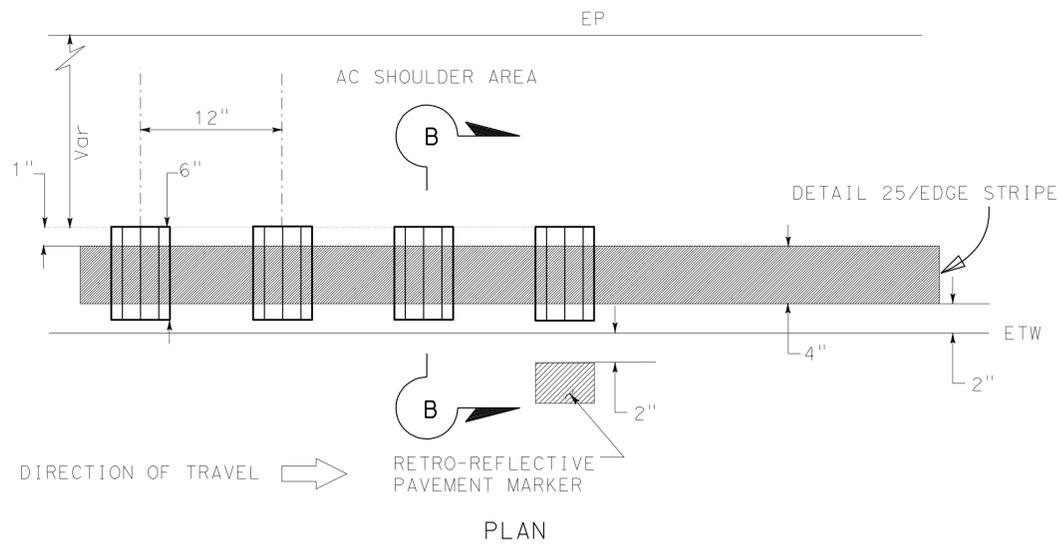
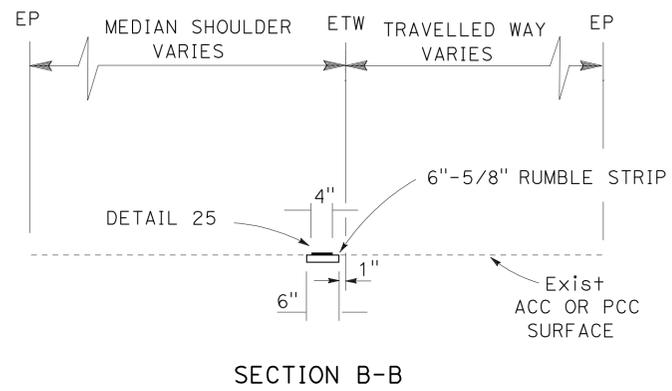
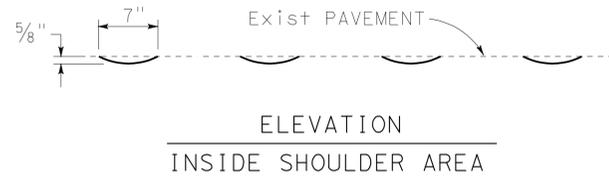
NO SCALE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	4	22

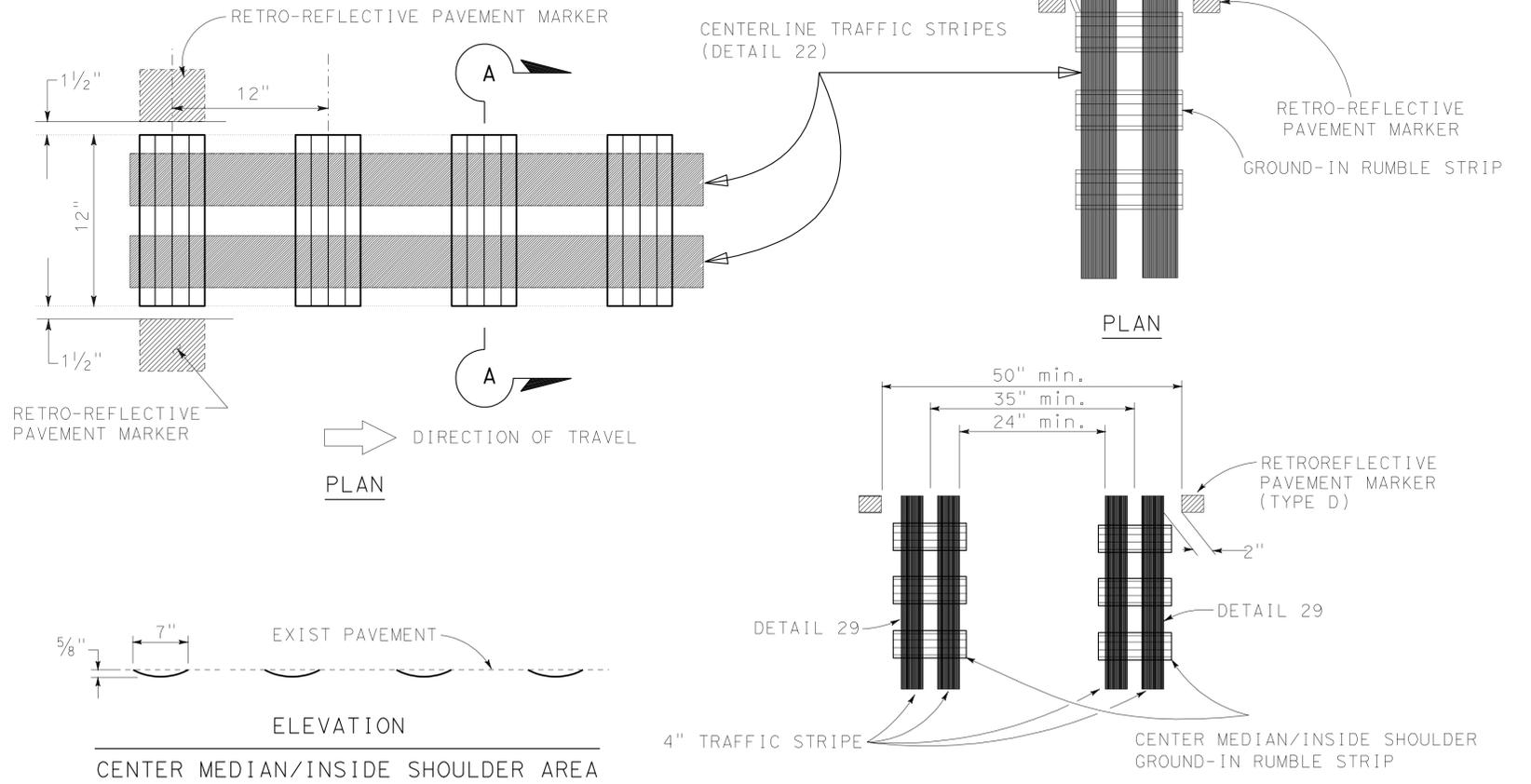
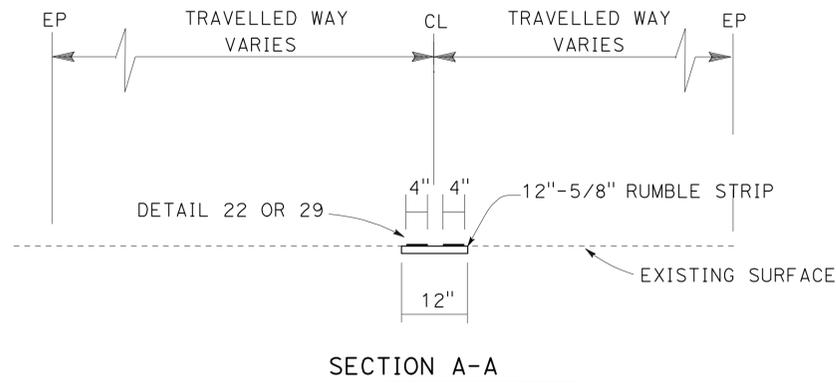
Ralph M. Martielli 12/19/12
 REGISTERED CIVIL ENGINEER DATE
 December 19, 2012
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 R.W. MARTINELLI
 No. 51685
 Exp. 6-30-14
 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.



MODIFIED GROUND-IN RUMBLE STRIP/INSIDE SHOULDER AREA



CENTER MEDIAN/INSIDE SHOULDER AREA GROUND-IN RUMBLE STRIP

**CONSTRUCTION DETAILS
C-2**

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
Caltrans TRAFFIC SAFETY	Royal B. McCarthy	Ralph M. Martielli	David Workman
	CHECKED BY	DESIGNED BY	DATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	5	22

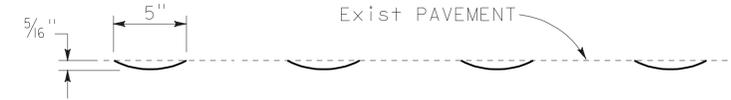
Ralph M. Martelli 12/19/12
 REGISTERED CIVIL ENGINEER DATE
 December 19, 2012
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
R.M. MARTINELLI
 No. 51685
 Exp. 6-30-14
 CIVIL
 STATE OF CALIFORNIA

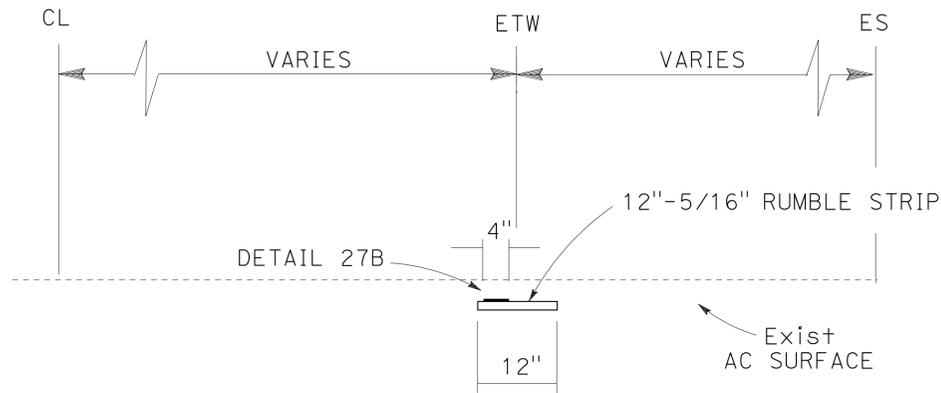
NOTES

1. ALTERNATE #1 and 2 'OUTSIDE/RIGHT SHOULDER GROUND IN RUMBLE STRIP' DEPTH SHALL BE 5/16".
2. ALTERNATE #1 OUTSIDE/RIGHT SHOULDER GROUND IN RUMBLE STRIP FOR USE WITH ALL FREEWAYS & 4 LANE HIGHWAYS.
3. ALTERNATE #2 OUTSIDE/RIGHT SHOULDER GROUND IN RUMBLE STRIP FOR USE WITH CONVENTIONAL 2 LANE & EXPRESSWAYS.

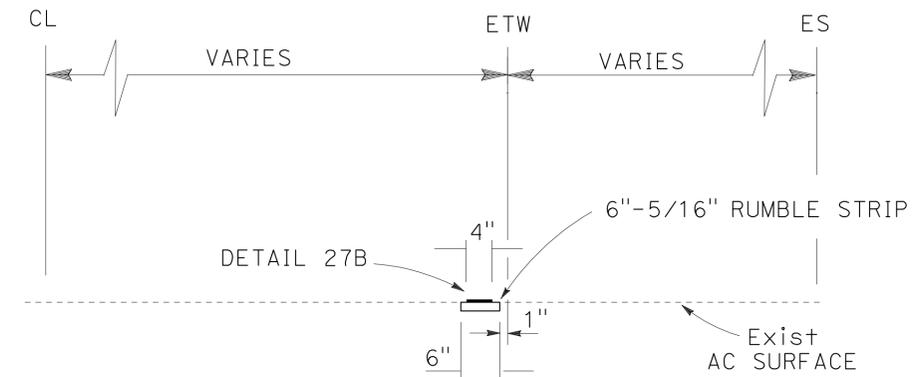


ELEVATION

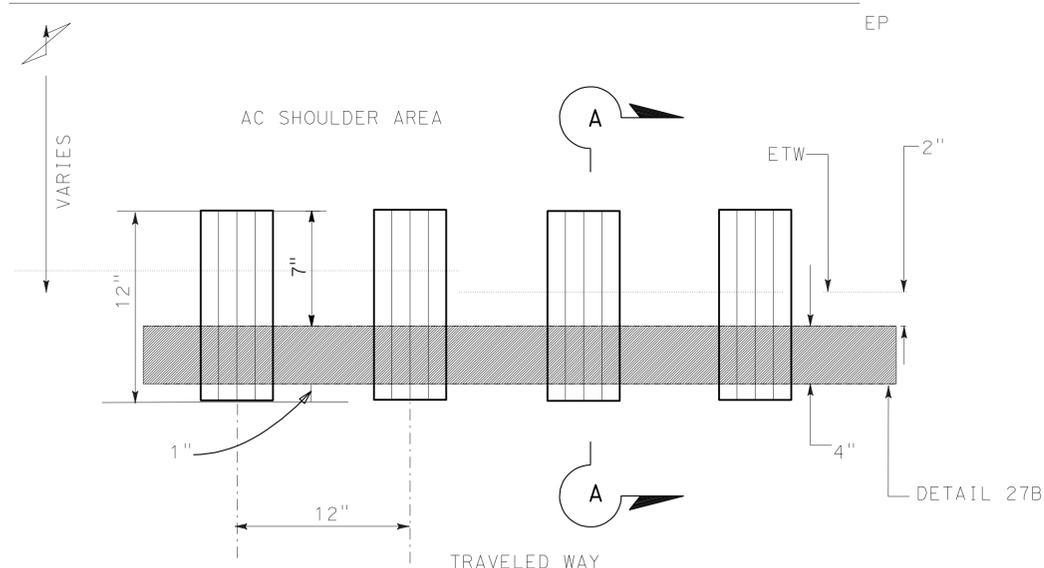
APPLIES TO ALL 'ALTERNATE OUTSIDE/RIGHT SHOULDER GROUND IN RUMBLE STRIP'



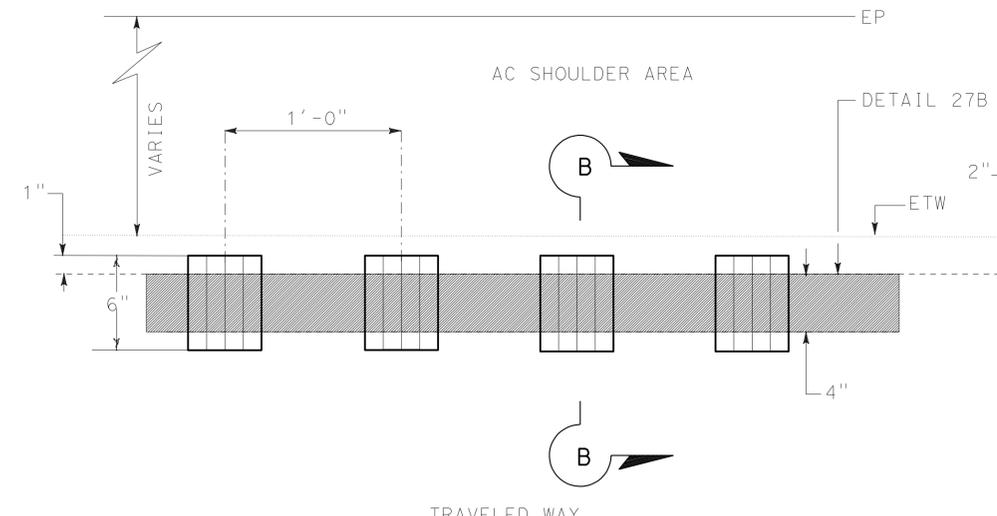
SECTION A-A



SECTION B-B



ALTERNATE #1 OUTSIDE/RIGHT SHOULDER GROUND IN RUMBLE STRIP (SEE NOTES ABOVE)



ALTERNATE #2 OUTSIDE/RIGHT SHOULDER GROUND IN RUMBLE STRIP (SEE NOTES ABOVE)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	TRAFFIC SAFETY
FUNCTIONAL SUPERVISOR	Royal B. McCarthy
CALCULATED/DESIGNED BY	Ralph M. Martelli
CHECKED BY	David Workman
REVISOR	
DATE	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC SAFETY

REVISOR BY
 DATE

Ralph M. Martelli
 David Workman

CALCULATED/DESIGNED BY
 CHECKED BY

FUNCTIONAL SUPERVISOR
 Royal B. McCarthy



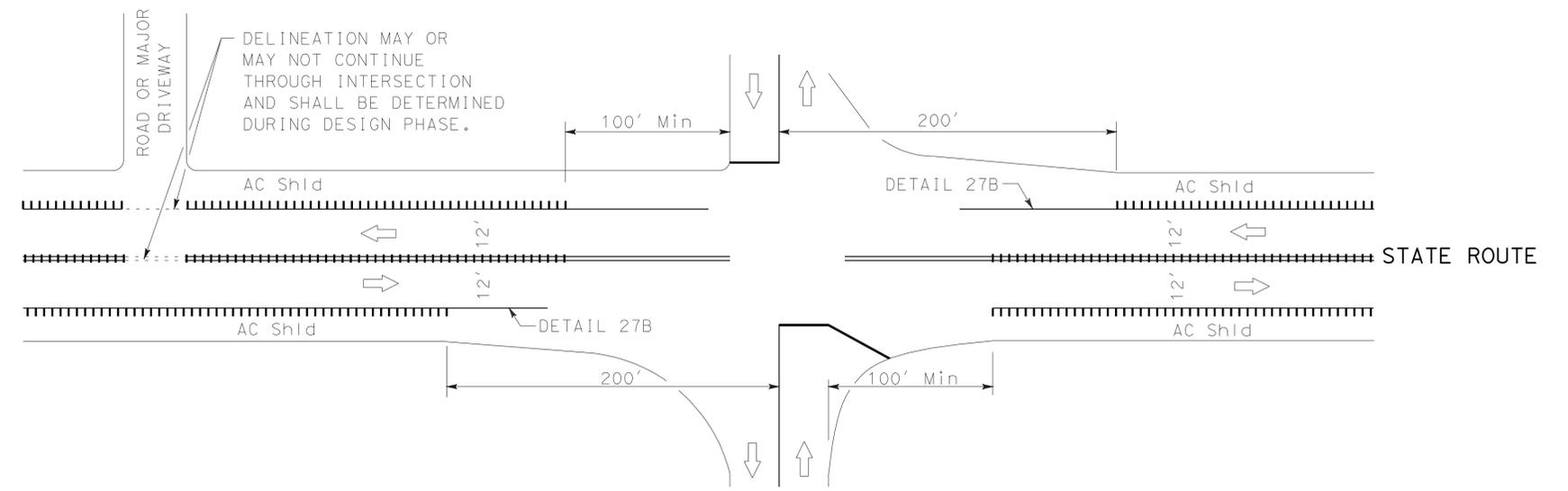
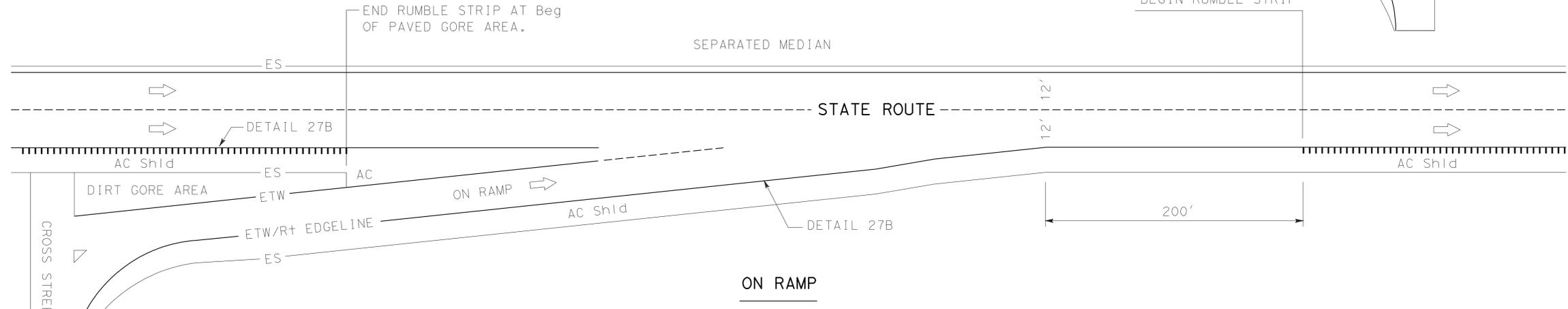
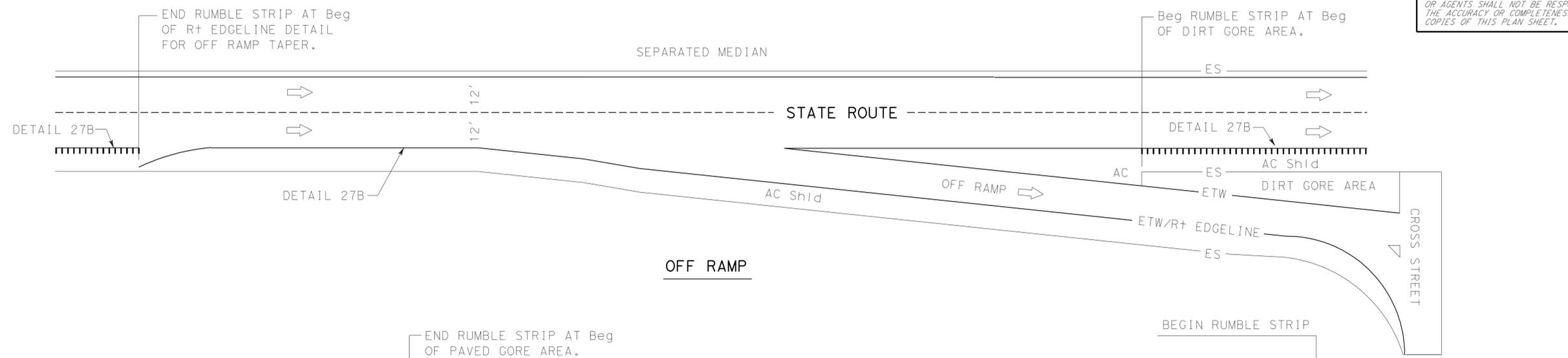
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	6	22

Ralph M. Martelli 12/19/12
 REGISTERED CIVIL ENGINEER DATE

December 19, 2012
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 R.M. MARTINELLI
 No. 51685
 Exp. 6-30-14
 CIVIL
 STATE OF CALIFORNIA



INTERSECTING ROADS AND MAJOR DRIVEWAYS

CONSTRUCTION DETAILS C-4

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: Royal B. McCarthy
 REVISIONS: x x x x x
 DESIGNED BY: Johnathon Jackson
 CHECKED BY: Curtis Coburn
 REVISOR: Curtis Coburn
 DATE: 12/19/12

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS					
SIGN No.	SIGN CODE	SIGN MESSAGE	PANEL SIZE (INCHES)	No. OF POSTS AND SIZE (NOMINAL INCHES)	No. OF SIGNS
A	G20-1	ROAD WORK NEXT 10 MILES	60 x 36	2-4 x 6	2
	SP-1	RESURFACING	54 x 12		
B	G20-1	ROAD WORK NEXT 10 MILES	90 x 48	2-6 x 6	1
	SP-1	RESURFACING	54 x 12		
C	W11-1	BICYCLE SYMBOL	36 x 36	1-4 x 6	2
	W16-1	SHARE THE ROAD	24 x 30		
D	W11-1	BICYCLE SYMBOL	48 x 48	1-6 x 6	1
	W16-1	SHARE THE ROAD	24 x 30		
E	G20-2	END ROAD WORK	36 x 18	1-4 x 4	2
F	G20-2	END ROAD WORK	48 x 24	1-4 x 6	1
G	W20-1	ROAD WORK AHEAD	36 x 36	1-4 x 6	5
H	C40(CA)	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	108 x 42	2-6 x 6	2
I	C40(CA)	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	144 x 60	2-6 x 8	1
J	SC6-3(CA)	RAMP CLOSED*	48 x 48	1-6 x 6	8

SP-1
 54"x12"
 4" CAPS
 BLACK/ORANGE
RESURFACING

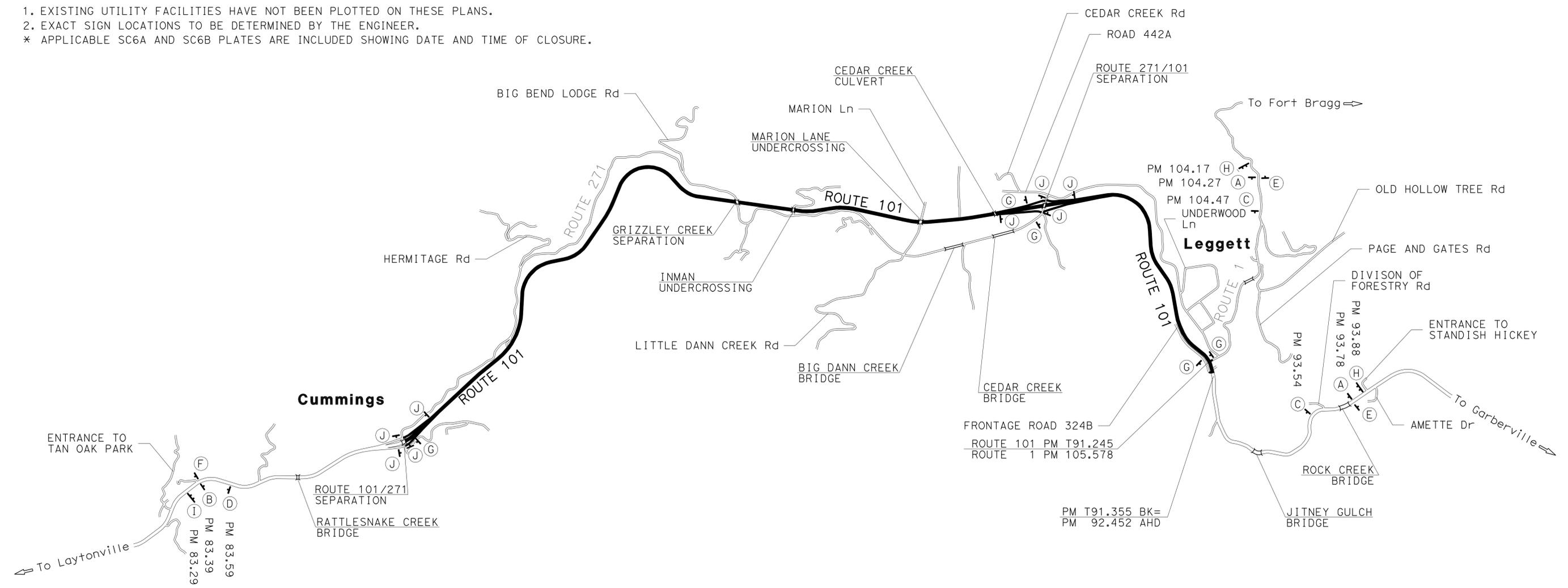
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	7	22

Curtis D. Coburn 12/19/12
 REGISTERED CIVIL ENGINEER DATE
 December 19, 2012
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REGISTERED PROFESSIONAL ENGINEER
 No. 58431
 Exp. 12-31-14
 CIVIL
 STATE OF CALIFORNIA

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- NOTES:
- EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
 - EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
- * APPLICABLE SC6A AND SC6B PLATES ARE INCLUDED SHOWING DATE AND TIME OF CLOSURE.



THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGNS ONLY

CONSTRUCTION AREA SIGNS CS-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	8	22

Curtis D. Coburn 12/19/12
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RUMBLE STRIP					
LOCATION (PM)		OFFSET	DETAIL NUMBER	CENTERLINE RUMBLE STRIP	SHOULDER RUMBLE STRIP
FROM	TO			STA	
R84.68	T90.96	CL	29	663.2	
R84.89	R85.56	R+	27B		35.4
R85.61	R85.66	R+	27B		2.6
R85.85	R86.36	R+	27B		26.9
R86.21	R87.26	L+	27B		55.4
R86.42	R87.63	R+	27B		63.9
R87.28	R87.36	L+	27B		4.2
R87.36	R87.68	L+	27B		16.9
R87.88	R87.96	R+	27B		4.2
R88.03	R88.6	R+	27B		30.1
R88.33	R88.73	L+	27B		21.1
R88.77	R89.32	L+	27B		29
R88.85	R88.92	R+	27B		3.7
R88.97	R89.14	R+	27B		9
R89.36	R89.67	R+	27B		16.4
R89.39	R89.62	L+	27B		12.1
R90.07	R90.35	L+	27B		14.8
R90.32	R91.24	R+	27B		48.6
R90.5	R90.94	L+	27B		23.2
T90.96	T91.12	CL	22	8.4	
T91.12	T91.16	CL	29	4.2	
T91.16	T91.24	CL	22	4.2	
T91.25	T91.3	CL	22	2.6	
T91.31	T91.34	CL	22	1.6	
TOTAL				684.2	417.5

THERMOPLASTIC TRAFFIC STRIPE AND PAVEMENT MARKERS														
LOCATION (PM)		DETAIL NUMBER	DETAIL LENGTH	THERMOPLASTIC TRAFFIC STRIPE				PAVEMENT MARKERS (RETROREFLECTIVE-RECESSED)			PAVEMENT MARKERS (RETROREFLECTIVE)	REMARKS		
				REMOVE	8" WHITE	4" YELLOW	4" WHITE	4" WHITE (BROKEN 17-7)	4" WHITE (BROKEN 36-12)	TYPE D YELLOW (TWO-WAY)	TYPE G CLEAR (ONE-WAY)		TYPE H YELLOW (ONE-WAY)	TYPE D YELLOW (TWO-WAY)
FROM	TO													
R84.68	T90.96	29	33159			132636					2766			
R84.68	R84.87	27B	1004				2008							
R84.68	R84.84	27B	845				1690							
R84.68	R84.98	27B	1584				3168							
R84.68	R90.80	12	32314							32314				NB CUMMINGS ON RAMP - R+ Shld
R84.68	R85.12	12	2324							2324				NB No 1 LANE LINE
R84.68	T91.13	12	34056							34056				SB No 1 LANE LINE
R84.69	R84.84	25A	793			793								NB CUMMINGS ON RAMP - L+ Shld
R84.69	R85.00	27B	1637				3274							SB CUMMINGS OFF RAMP - R+ Shld
R84.70	R84.85	25A	845			845								SB CUMMINGS OFF RAMP - L+ Shld
R84.84	R84.91	36A	370	284	142		146	151			12			NB CUMMINGS ON RAMP - Det 36A
R84.85	R84.90	36A	245	960	480						22			SB CUMMINGS OFF RAMP - Det 36
R84.98	R85.00	27B	106				212							
R85.00	R+	38A	20	40	20									Det 38A - MILE MARKER LINE
R85.00	R85.03	27B	159				318							
R85.00	R+	38A	20	40	20									Det 38A - MILE MARKER LINE
R85.00	R85.21	27B	1109				2218							
R85.03	R86.00	27B	5122				10244							
R85.22	R85.35	38A	670	1340	670									
R85.36	R86.00	27B	3380				6760							
R86.00	R+	38A	20	40	20									Det 38A - MILE MARKER LINE
R86.00	R87.00	27B	5280				10560							
R86.00	R+	38A	20	40	20									Det 38A - MILE MARKER LINE
R86.00	R87.00	27B	5280				10560							
R86.92	R88.96	12	10772					10772			226			SB No 2 LANE LINE
R87.00	R+	38A	20	40	20									Det 38A - MILE MARKER LINE
R87.00	R+	38A	6	12	6									Det 38A - PERPENDICULAR LINE
R87.00	R88.00	27B	5280				10560							
R87.00	R+	38A	20	40	20									Det 38A - MILE MARKER LINE
R87.00	R89.23	27B	11775				23550							
SUBTOTAL						134274	85268			2766	1696	72		
TOTAL SHEET PDQ-1				2836	1418	219542		151	79466		4534		0	

PAVEMENT DELINEATION QUANTITIES PDQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: Royal B. McCarthy
 CALCULATED/DESIGNED BY: Johnathon Jackson
 CHECKED BY: Curtis Coburn
 REVISED BY: [] DATE REVISED: []

LAST REVISION: DATE PLOTTED => 19-DEC-2012
 00-00-00 TIME PLOTTED => 12:09

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	9	22

Curtis D. Coburn 12/19/12
REGISTERED CIVIL ENGINEER DATE

December 19, 2012
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.

THERMOPLASTIC TRAFFIC STRIPE AND PAVEMENT MARKERS

LOCATION (PM)		DETAIL NUMBER	DETAIL LENGTH	THERMOPLASTIC TRAFFIC STRIPE					PAVEMENT MARKERS (RETROREFLECTIVE-RECESSED)			PAVEMENT MARKERS (RETROREFLECTIVE)	REMARKS	
FROM	TO			REMOVE	8" WHITE	4" YELLOW	4" WHITE	4" WHITE (BROKEN 17-7)	4" WHITE (BROKEN 36-12)	TYPE D YELLOW (TWO-WAY)	TYPE G CLEAR (ONE-WAY)	TYPE H YELLOW (ONE-WAY)		TYPE D YELLOW (TWO-WAY)
				LF					EA					
R88.00 R+		38A	6	12	6									Det 38A - PERPENDICULAR LINE
R88.00 R+	R89.00 R+	27B	5280				10560							
R88.50 R+		38A	6	12	6									Det 38A - PERPENDICULAR LINE
R89.00 R+		38A	6	12	6									Det 38A - PERPENDICULAR LINE
R89.00 R+	R89.27 R+	27B	1426				2852							
R89.23 L+	R89.57 L+	27B	1796				3592							SB SCANDIA ON RAMP - R+ Shld
R89.27 R+	R89.54 R+	27B	1426				2852							
R89.32 R+	R89.37 R+	36A	265	1056	528				24					NB SCANDIA OFF RAMP - Det 36
R89.37 R+	R89.54 R+	25A	898			898				39				NB SCANDIA OFF RAMP - Lt Shld
R89.37 R+	R89.67 R+	27B	1584				3168							
R89.38 L+	R89.45 L+	36A	240	480	240		240	144		15				SB SCANDIA ON RAMP - Det 36A
R89.45 L+	R89.57 L+	25A	634			634					28			SB SCANDIA ON RAMP - Lt Shld
R89.45 L+	R89.69 L+	27B	1268				2536							
R89.48 R+		38A	6	12	6									Det 38A - PERPENDICULAR LINE
R89.54 R+	R89.91 R+	27B	1954				3908							NB SCANDIA ON RAMP - R+ Shld
R89.55 R+	R89.67 R+	25A	634			634				28				NB SCANDIA ON RAMP - Lt Shld
R89.58 L+	R89.68 L+	25A	529			529				24				SB SCANDIA OFF RAMP - Lt Shld
R89.58 L+	R89.81 L+	27B	1215				2430							SB SCANDIA OFF RAMP - R+ Shld
R89.65 R+	R90.39 R+	12	3908					3908		83				NB No 2 LANE LINE
R89.67 R+	R89.73 R+	36A	320	400	200		200	120		14				NB SCANDIA ON RAMP - Det 36A
R89.68 L+	R89.74 L+	36A	275	1100	550					26				SB SCANDIA OFF RAMP - Det 36
R89.81 L+	T91.25 L+	27B	7604				15208							
R89.91 R+	T91.31 R+	27B	7393				14786							
R89.96 L+	T90.92 L+	12	5069					5069		107				SB No 2 LANE LINE
R90.51 R+		38A	6	12	6									Det 38A - PERPENDICULAR LINE
T90.96	T91.12	22	845			1690			74					
T91.01 R+		38A	6	12	6									Det 38A - PERPENDICULAR LINE
T91.12	T91.16	29	212			848			20					
T91.16	T91.24	22	423			846			38					
T91.17 R+		38A	370	740	370					17				
T91.25 L+		22	100			200					12			L+ TURNLANE TO ROUTE 1
T91.25	T91.30	22	264			528					24			ROUTE 1
T91.25 L+	T91.34 L+	27B	476				952							
T91.31		22	50			100					8			324B FRONTAGE Rd
T91.31	T91.34	22	159			318					16			
T91.31 R+	T91.34 R+	27B	159				318							
SUBTOTAL						7225	63602		132	286	119			
TOTAL SHEET PDQ-2				3848	1924	70827		264	8977	537		60		
TOTAL SHEET PDQ-1				2836	1418	219542		151	79466	4534		0		
TOTAL				6684	3342	290369		415	88443	5071		60		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: Royal B. McCarthy
 CALCULATED/DESIGNED BY: [Blank]
 CHECKED BY: [Blank]
 REVISED BY: Johnathon Jackson
 DATE REVISED: [Blank]

PAVEMENT DELINEATION QUANTITIES PDQ-2

LAST REVISION: DATE PLOTTED => 19-DEC-2012
 00-00-00
 TIME PLOTTED => 12:09

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	10	22

Curtis D. Coburn 12/19/12
 REGISTERED CIVIL ENGINEER DATE
 December 19, 2012
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 CURTIS D. COBURN
 No. 58431
 Exp. 12-31-14
 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.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: Royal B. McCarthy
 CALCULATED/DESIGNED BY: Johnathon Jackson
 CHECKED BY: Curtis Coburn
 REVISED BY: DATE REVISION
 x
 x
 x
 x
 x

PLACE THERMOPLASTIC PAVEMENT MARKINGS					
LOCATION (PM)	L+/R+ MEDIAN	ORIENTATION	TYPE/LEGEND	AREA (SQFT)	REMARKS
				WHITE	
84.69	R+	FNBT	TYPE V ARROW	33	NB 101 ONRAMP FROM CUMMINGS SEPARATION
84.70	L+	FSBT	LIMIT LINE	58	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.70	L+	FSBT	STOP (2)	44	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.71	L+	FSBT	TYPE V ARROW	33	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.75	L+	FSBT	TYPE V ARROW	33	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.83	L+	FSBT	AHEAD	31	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.84	L+	FSBT	STOP	22	SB 101 OFFRAMP TO CUMMINGS SEPARATION
85.06	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
85.10	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
85.14	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
86.94	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
86.98	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
87.02	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
89.42	R+	FNBT	STOP	22	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.43	R+	FNBT	AHEAD	31	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.49	R+	FNBT	TYPE V ARROW	33	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.53	R+	FNBT	TYPE V ARROW	33	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.54	R+	FNBT	STOP (2)	44	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.54	R+	FNBT	LIMIT LINE	46	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.56	R+	FNBT	TYPE V ARROW	33	NB 101 ONRAMP FROM SCANDIA SEPARATION
89.57	L+	FSBT	TYPE V ARROW	33	SB 101 ONRAMP FROM SCANDIA SEPARATION
89.59	L+	FSBT	LIMIT LINE	42	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.59	L+	FSBT	STOP (2)	44	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.60	L+	FSBT	TYPE V ARROW	33	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.62	L+	FSBT	TYPE V ARROW	33	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.66	L+	FSBT	AHEAD	31	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.67	L+	FSBT	STOP	22	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.70	R+	FNBT	TYPE V ARROW	33	NB 101 ONRAMP FROM SCANDIA SEPARATION
89.96	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
90.00	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
90.04	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
90.31	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
90.35	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
90.39	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
90.71	R+	FNBT	TYPE VI ARROW	42	NB No. 2 LANE
90.75	R+	FNBT	TYPE VI ARROW	42	NB No. 2 LANE
90.79	R+	FNBT	TYPE VI ARROW	42	NB No. 2 LANE
91.19	R+	FNBT	TYPE III (L) ARROW	42	NB L+ TURN LANE
91.24	R+	FNBT	TYPE III (L) ARROW	42	NB L+ TURN LANE
91.25	L+	FEBT	LIMIT LINE	34	ROUTE 1
91.25	L+	FEBT	STOP	22	ROUTE 1
91.31	R+	FWBT	LIMIT LINE	34	324B FRONTAGE Rd
91.31	R+	FWBT	STOP	22	324B FRONTAGE Rd
TOTAL				1593	

REMOVE THERMOPLASTIC PAVEMENT MARKINGS					
LOCATION (PM)	L+/R+ MEDIAN	ORIENTATION	TYPE/LEGEND	AREA (SQFT)	REMARKS
				WHITE	
84.69	R+	FNBT	TYPE V ARROW	33	NB 101 ONRAMP FROM CUMMINGS SEPARATION
84.70	L+	FSBT	LIMIT LINE	58	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.70	L+	FSBT	STOP (2)	44	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.71	L+	FSBT	TYPE V ARROW	33	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.75	L+	FSBT	TYPE V ARROW	33	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.83	L+	FSBT	AHEAD	31	SB 101 OFFRAMP TO CUMMINGS SEPARATION
84.84	L+	FSBT	STOP	22	SB 101 OFFRAMP TO CUMMINGS SEPARATION
85.06	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
85.10	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
85.14	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
86.94	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
86.98	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
87.02	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
89.42	R+	FNBT	STOP	22	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.43	R+	FNBT	AHEAD	31	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.49	R+	FNBT	TYPE V ARROW	33	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.53	R+	FNBT	TYPE V ARROW	33	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.54	R+	FNBT	STOP (2)	44	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.54	R+	FNBT	LIMIT LINE	46	NB 101 OFFRAMP TO SCANDIA SEPARATION
89.56	R+	FNBT	TYPE V ARROW	33	NB 101 ONRAMP FROM SCANDIA SEPARATION
89.57	L+	FSBT	TYPE V ARROW	33	SB 101 ONRAMP FROM SCANDIA SEPARATION
89.59	L+	FSBT	LIMIT LINE	42	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.59	L+	FSBT	STOP (2)	44	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.60	L+	FSBT	TYPE V ARROW	33	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.62	L+	FSBT	TYPE V ARROW	33	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.66	L+	FSBT	AHEAD	31	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.67	L+	FSBT	STOP	22	SB 101 OFFRAMP TO SCANDIA SEPARATION
89.70	R+	FNBT	TYPE V ARROW	33	NB 101 ONRAMP FROM SCANDIA SEPARATION
89.96	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
90.00	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
90.04	L+	FSBT	TYPE VI ARROW	42	SB No. 3 LANE
90.31	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
90.35	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
90.39	R+	FNBT	TYPE VI ARROW	42	NB No. 3 LANE
90.71	R+	FNBT	TYPE VI ARROW	42	NB No. 2 LANE
90.75	R+	FNBT	TYPE VI ARROW	42	NB No. 2 LANE
90.79	R+	FNBT	TYPE VI ARROW	42	NB No. 2 LANE
91.19	R+	FNBT	TYPE III (L) ARROW	42	NB L+ TURN LANE
91.24	R+	FNBT	TYPE III (L) ARROW	42	NB L+ TURN LANE
91.25	L+	FEBT	LIMIT LINE	34	ROUTE 1
91.25	L+	FEBT	STOP	22	ROUTE 1
91.31	R+	FWBT	LIMIT LINE	34	324B FRONTAGE Rd
91.31	R+	FWBT	STOP	22	324B FRONTAGE Rd
TOTAL				1593	

PAVEMENT DELINEATION QUANTITIES PDQ-3

LAST REVISION DATE PLOTTED => 19-DEC-2012
 00-00-00 TIME PLOTTED => 12:09

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	11	22

Curtis D. Coburn 12/19/12
REGISTERED CIVIL ENGINEER DATE

December 19, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Curtis D. COBURN
No. 58431
Exp. 12-31-14
CIVIL
STATE OF CALIFORNIA

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ROADWAY											
LOCATION (POST MILE)		Avg WIDTH	LENGTH	HOT MIX ASPHALT (BONDED WEARING COURSE - OPEN GRADED)	ASPHALTIC EMULSION MEMBRANE (BONDED WEARING COURSE)	HOT MIX ASPHALT (TYPE A)	TACK COAT	MINOR HOT MIX ASPHALT	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	COLD PLANE ASPHALT CONCRETE PAVEMENT	REMARKS
FROM	TO	LF		TON					SQFT	SQYD	
R84.69	R84.84	23	769			190.6	0.9			155	NB CUMMING Rd ON RAMP
R84.70	R84.86	22	774			186.9	0.9			228	SB CUMMING Rd OFF RAMP
R84.70	R84.72	70	125							973	ROUTE 101/271 SEPARATION (CUMMING Rd UNDERCROSSING)
R84.70	R85.10	70	2112	779.6	17.2						
R84.72 R+	R84.76 R+	6	230							154	NB ShId (GUARDRAIL)
R84.72 L+	R84.78 L+	6	290							194	SB ShId (GUARDRAIL)
R84.84	R85.05		1107	85.3	1.9						NB CUMMING Rd ON RAMP (GORE)
R84.86	R84.98		639	55.4	1.3						SB CUMMING Rd OFF RAMP (GORE)
R85.03 L+	R85.08 L+	6	260							174	SB ShId (GUARDRAIL)
R85.10	R85.39	70	1531	565.2	12.5						
R85.11 L+	R85.18 L+	6	460							307	SB ShId (GUARDRAIL)
R85.16 R+	R85.39 R+	6	100							67	NB ShId (GUARDRAIL)
R85.35 L+	R85.47 L+	6	615							410	SB ShId (GUARDRAIL)
R85.39	R85.57	60	950	300.7	6.7						
R85.57	R86.08	60	2693	852.0	18.8						
R85.57 L+	R86.28 L+	6	3730							2487	SB ShId (GUARDRAIL)
R85.68 R+	R85.88 R+	6	1045							697	NB ShId (GUARDRAIL)
R86.08	R86.82	60	3907	1236.3	27.2						
R86.38 R+	R86.45 R+	6	350							234	NB ShId (GUARDRAIL)
R86.82	R86.93	60	581	183.8	4.1						
R86.93	R87.26	70	1742	643.2	14.2						
R87.03 L+	R87.05 L+	6	125							84	SB ShId (GUARDRAIL)
R87.26	R87.36	82	528	228.3	5.1						
R87.27 L+	R87.27 L+	6	50							34	SB ShId (GUARDRAIL)
R87.36	R87.68	70	1690	623.7	13.7						
R87.45 R+	R87.47 R+	6	100							67	NB ShId (GUARDRAIL)
R87.59 R+	R87.65 R+	6	1970				29.2	219			NB ShId
R87.64 R+	R87.89 R+	6	1315							877	NB ShId (GUARDRAIL)
R87.64 L+	R88.40 L+	6	4025							2684	SB ShId (GUARDRAIL)
R87.67	R87.68	64	53	17.8	0.4						
R87.68	R87.89	70	1109	409.3	9.0						
R87.89	R88.02	80	686	289.6	6.4						
R88.00 R+	R88.03 R+	6	150								
R88.02	R88.80	70	4118	1520.3	33.4					100	NB ShId (GUARDRAIL)
R88.63 R+	R88.78 R+	6	800							534	NB ShId (GUARDRAIL)
R88.78	R88.80	70	125							973	
R88.82	R88.84	70	125							973	
R88.82	R88.86	70	211	78.0	1.8						
R88.84 R+	R88.88 R+	6	235							157	NB ShId (GUARDRAIL)
R88.86	R88.97	70	581	214.4	4.8						
R88.95 R+	R89.00 R+		245							164	NB ShId (GUARDRAIL)
R88.97	R89.00	70	158	58.5	1.3						
R89.00	R89.24	60	1267	400.9	8.9						
R89.17 R+	R89.45 R+	6	1500							1000	NB ShId (GUARDRAIL)
R89.18 L+	R89.29 L+	6	595							397	SB ShId (GUARDRAIL)
R89.22	R89.45		1232	95.1	2.1						SB SCANDIA ON RAMP (GORE)
SUBTOTAL SHEET Q-1				8637.4	190.8	377.5	1.8	29.2	219	14124	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

REVISOR BY: Johnathon Jackson
DATE REVISED: Curtis Coburn

CALCULATED/DESIGNED BY: Royal B. McCarthy
CHECKED BY:

SUMMARY OF QUANTITIES Q-1

LAST REVISION DATE PLOTTED => 19-DEC-2012 00-00-00 TIME PLOTTED => 12:09

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	12	22

Curtis D. Coburn 12/19/12
REGISTERED CIVIL ENGINEER DATE

December 19, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Curtis D. COBURN
No. 58431
Exp. 12-31-14
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.

ROADWAY											
LOCATION (POST MILE)		Avg WIDTH	LENGTH	HOT MIX ASPHALT (BONDED WEARING COURSE - OPEN GRADED)	ASPHALTIC EMULSION MEMBRANE (BONDED WEARING COURSE)	HOT MIX ASPHALT (TYPE A)	TACK COAT	MINOR HOT MIX ASPHALT	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	COLD PLANE ASPHALT CONCRETE PAVEMENT	REMARKS
FROM	TO	LF		TON					SQFT	SQYD	
R89.24	R89.25	60	53	16.7	0.4						
R89.25	R89.57	60	1690	534.6	11.8						
R89.29	R89.41		653	57.3	1.3						NB SCANDIA OFF RAMP (GORE)
R89.39	R89.54	25	821			210.9	1.0			124	NB SCANDIA OFF RAMP
R89.45	R89.58	23	665			179.8	0.9			212	SB SCANDIA ON RAMP
R89.55	R89.70	22	774			185.2	0.9			175	NB SCANDIA ON RAMP
R89.57	R89.83	60	1373	434.4	9.6						
R89.59	R89.68	22	525			129.9	0.7			133	SB SCANDIA OFF RAMP
R89.68	R89.78		519	54.2	1.2						SB SCANDIA OFF RAMP (GORE)
R89.70	R89.93		1215	88.2	2.0						NB SCANDIA ON RAMP (GORE)
R89.83	R89.99	60	845	267.3	5.9						
R89.99	R90.41	84	2218	982.3	21.6						
R90.41	R90.54	72	686	260.6	5.8						
R90.46 Rt	R90.56 Rt	6	545							364	NB Shld (GUARDRAIL)
R90.54	T90.94	72	2112	801.9	17.7						
T90.94	T91.25	48	1637	414.3	9.1						
T91.08 Rt	T91.24 Rt	3	2540								NB Shld
T91.15 Lt	T91.24 Lt	3	1430								SB Shld
T91.25		201	100			198.1	1.0			220	ROUTE 1
T91.25	T91.31	33	317	55.1	1.3						
T91.31		192	50			94.6	0.5			130	324B FRONTAGE Rd
T91.31	T91.34	33	158	27.6	0.7						
T91.34	T91.35	33	24							88	
SUBTOTAL SHEET Q-2				3994.5	88.4	998.5	5.0	58.9	442	1446	
SUBTOTAL SHEET Q-1				8637.4	190.8	377.5	1.8	29.2	219	14124	
TOTAL				12631.9	279.2	1376.0	6.8	88.1	661	15570	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

REVISOR: Johnathon Jackson
DESIGNER: Curtis Coburn
CALCULATED/DESIGNED BY: Royal B. McCarthy
CHECKED BY:

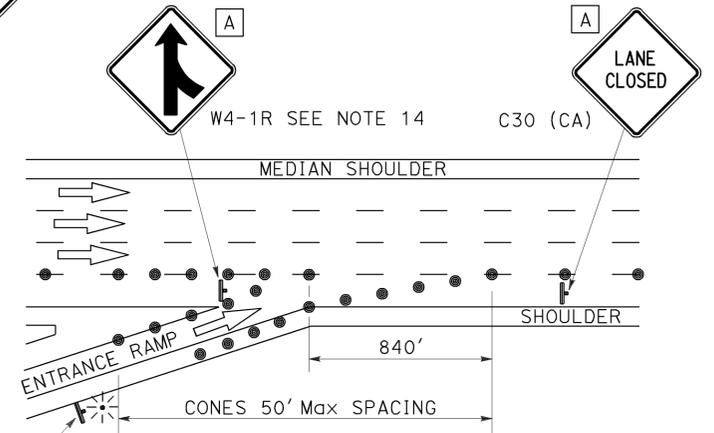
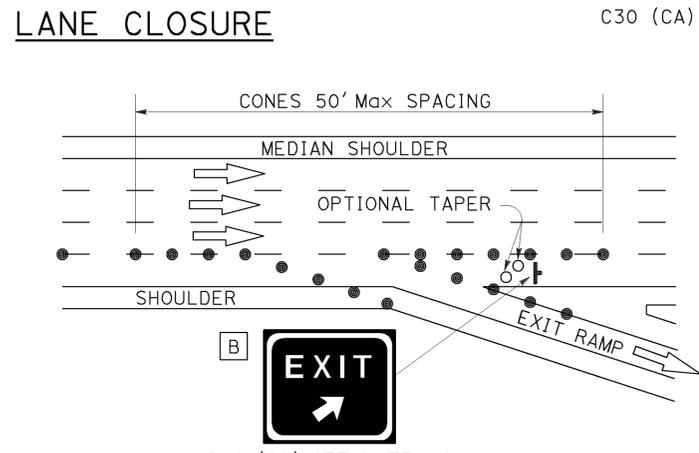
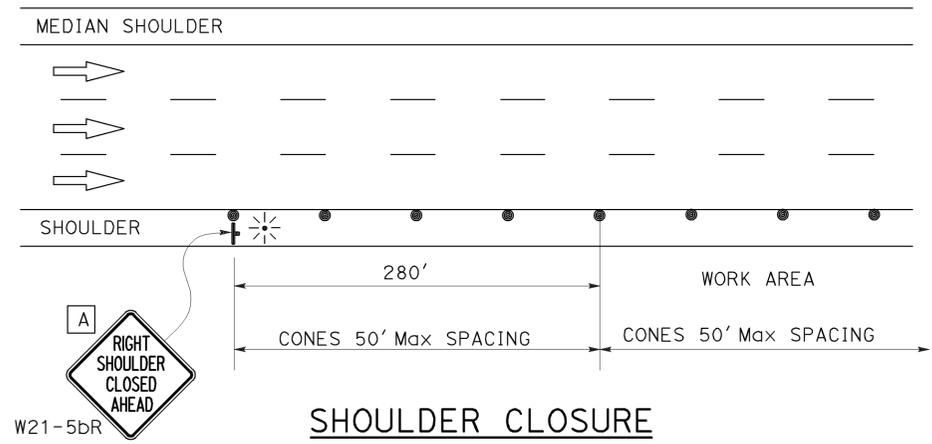
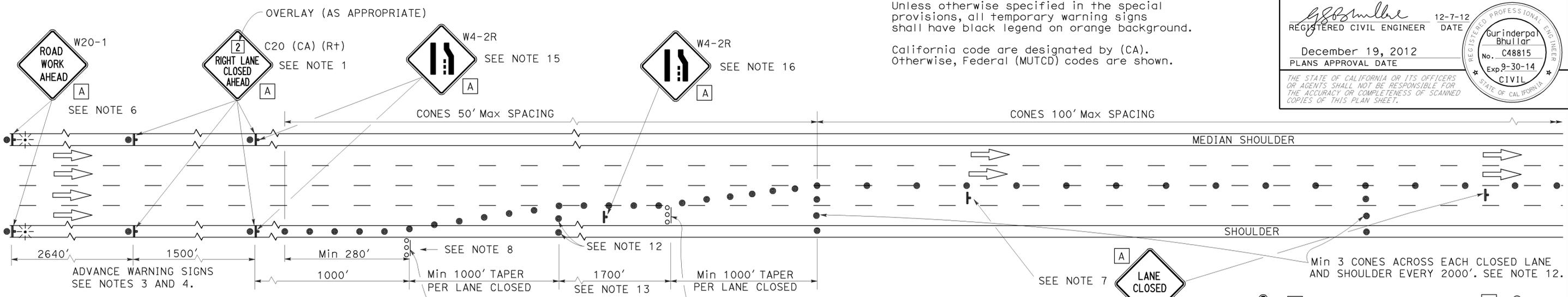
SUMMARY OF QUANTITIES Q-2

LAST REVISION DATE PLOTTED => 19-DEC-2012
00-00-00 TIME PLOTTED => 12:09

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	13	22

REGISTERED CIVIL ENGINEER	DATE 12-7-12
December 19, 2012 PLANS APPROVAL DATE	
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>	

NOTES:
 Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on orange background.
 California code are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.



NOTES:

- Median lane closures shall conform to the details for outside lane closures except that C20 (CA) (Lt) signs shall be used.
- At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
- Duplicate sign installations are not required:
 - On opposite shoulder if at least one-half of the available lanes remain open to traffic.
 - In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
- 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.
- A C14 (CA) "END ROAD WORK" sign, 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.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or C11 (CA) "ROAD WORK NEXT _____ MILES", use a C20 (CA) sign for the first advance warning sign.
- Place a C30 (CA) sign every 2000' throughout length of lane closure.
- One flashing arrow sign for each lane closed. The first flashing arrow sign shall be Type I. All others may be either Type I or Type II.
- 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.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.
- 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.
- Unless otherwise specified in the special provisions, the 1700' tangent shown along lane lines shall be used between the 1000' tapers required for each closed traffic lane.
- Unless otherwise specified in the special provisions, the G84 (CA) and W4-1 signs shall be used as shown.
- When specified in the special provisions, a W4-2 "LANE ENDS" symbol sign is to be used in place of the C20 (CA) "RIGHT LANE CLOSED AHEAD" sign.
- The W4-2 "LANE ENDS" symbol sign shown at this location is to be used where the W4-2 sign is used as advance warning as described in Note 15.

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 54" x 48"

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- ⊥ TEMPORARY SIGN
- ⊠ FLASHING ARROW SIGN (FAS)
- ⊞ FAS SUPPORT OR TRAILER
- ⊡ PORTABLE FLASHING BEACON

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR LANE CLOSURE ON
 FREEWAYS AND EXPRESSWAYS**

NO SCALE

TCS-1

REVISOR: _____ DATE: _____
 CALCULATED/DESIGNED BY: _____ CHECKED BY: _____
 FUNCTIONAL SUPERVISOR: _____

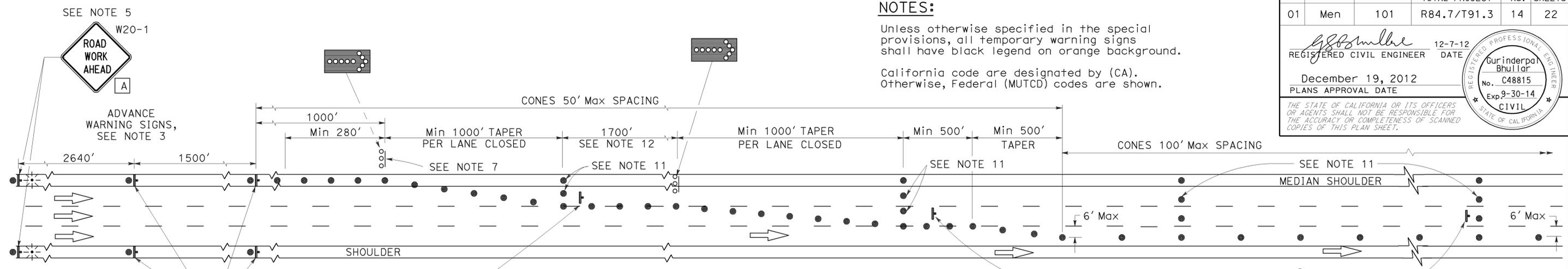
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	14	22

REGISTERED CIVIL ENGINEER	DATE
Gurinderpal Bhullar	12-7-12
No. C48815	Exp 9-30-14
CIVIL	

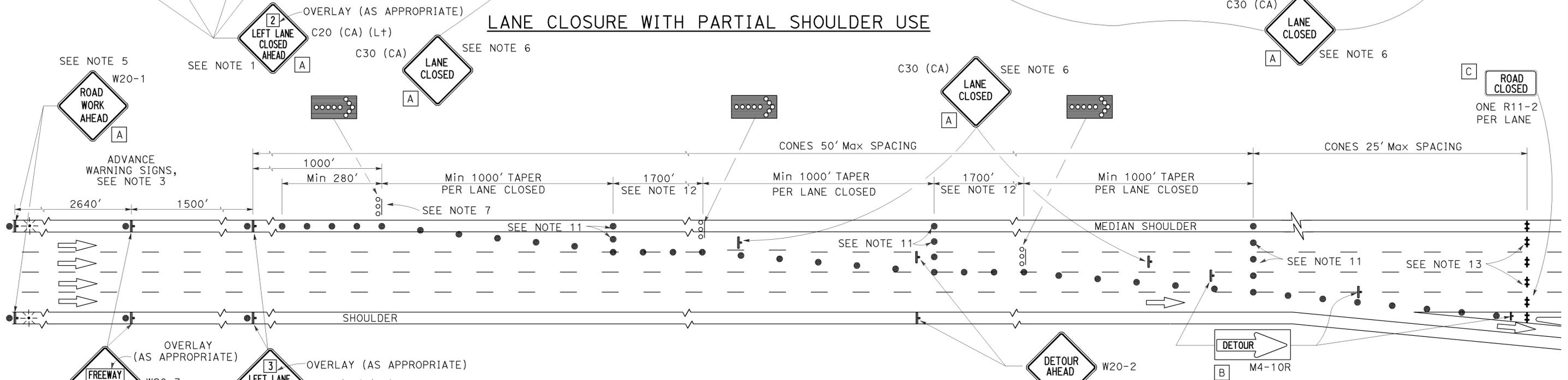
December 19, 2012
PLANS APPROVAL DATE

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

NOTES:
 Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on orange background.
 California code are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.



LANE CLOSURE WITH PARTIAL SHOULDER USE



COMPLETE CLOSURE

NOTES:

- Lane closures on the right side using partial median shoulder as a traffic lane shall conform to the details for inside lane closure except that C20 (CA) (Rt) signs shall be used.
- At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
- 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.
- A C14 (CA) "END ROAD WORK" sign, 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.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or C11 (CA) "ROAD WORK NEXT ___ MILES", use a C20 (CA) sign for the first advance warning sign.
- Place a C30 (CA) sign every 2000' throughout length of lane closure.
- One flashing arrow sign for each lane closed. The first flashing arrow sign shall be Type I. All others may be either Type I or Type II.
- 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.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- 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.
- Unless otherwise specified in the special provisions, the 1700' tangent shown along lane lines shall be used between the 1000' tapers required for each closed traffic lane.
- A minimum of Two Type II 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.
- 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
- † TEMPORARY SIGN
- ‡ BARRICADE
- ○ ○ ○ ○ FLASHING ARROW SIGN (FAS)
- ○ ○ ○ ○ FAS SUPPORT OR TRAILER
- ☼ PORTABLE FLASHING BEACON

TRAFFIC CONTROL SYSTEM FOR LANE AND COMPLETE CLOSURES ON FREEWAYS AND EXPRESSWAYS

NO SCALE

TCS-2

REVISOR BY
DATE

CALCULATED/DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



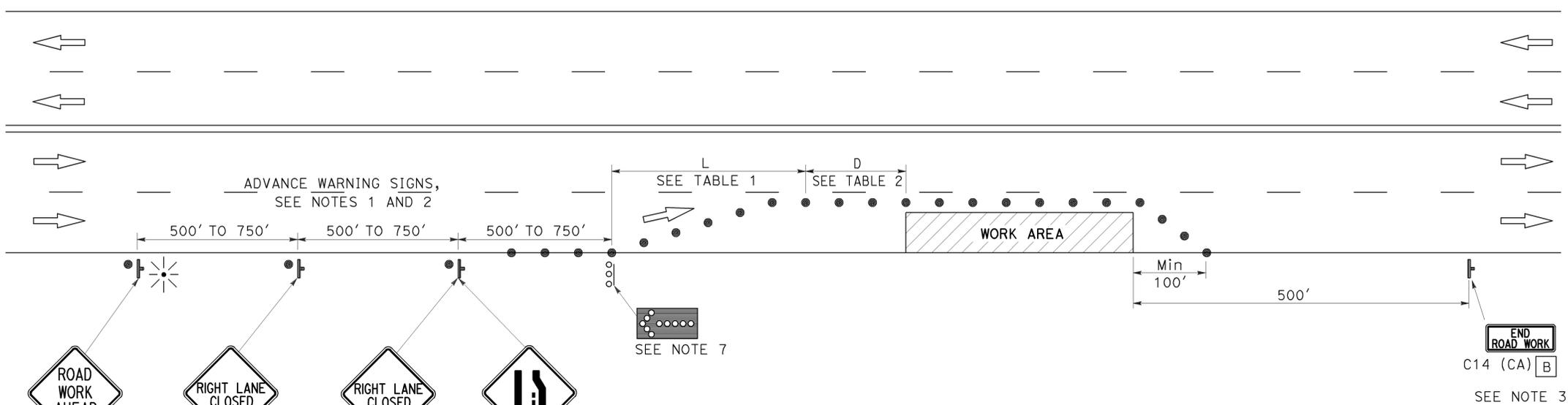
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	15	22

12-7-12
 REGISTERED CIVIL ENGINEER DATE
 December 19, 2012
 PLANS APPROVAL DATE

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.

TYPICAL LANE CLOSURE



NOTES:

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

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

TABLE 1

APPROACH SPEED	* MINIMUM L	** Max SPACING OF CONES ALONG TAPER
	mph	ft
20 AND BELOW	80	20
25	125	25
30	180	30
35	245	35
40	320	40
45	540	45
50	600	50
Over 50	SEE NOTE 9	
* USE L FOR LANE WIDTHS LESS THAN OR EQUAL TO 12'.		
** SEE NOTE 8.		

TABLE 2

APPROACH SPEED	MINIMUM D	DOWNGRADE MINIMUM D *		
		-3%	-6%	-9%
mph	ft	ft	ft	ft
25 AND BELOW	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
OVER 50	SEE NOTE 9			
* USE ON SUSTAINED DOWNGRADE STEEPER THAN -3 PERCENT AND LONGER THAN 1 MILE.				

LEGEND

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

SIGN PANEL SIZE (Min)

- A 36" x 36"
- B 36" x 18"

NOTES:

- Where approach speeds are low, advance warning signs may be placed at 300' spacing and placed closer in urban areas.
- Each advance warning sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
- A C14 (CA) "END ROAD WORK" sign, 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.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or C11 (CA) "ROAD WORK NEXT" MILES", use a C20 (CA) sign for the first advance warning sign.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Flashing arrow sign shall be either Type I or Type II.
- The maximum spacing between cones along a tangent shall be 50' and along a taper shall be approximately as shown in Table 1.
- For approach speeds over 50 mph, use the "Traffic Control System for Lane Closure On Freeways And Expressways" plan for lane closure details and requirements.
- When specified in the special provisions, a W4-2 "LANE ENDS" symbol sign is to be used in place of the C20 (CA) "RIGHT LANE CLOSED AHEAD" sign.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON MULTILANE CONVENTIONAL HIGHWAYS

NO SCALE

TCS-3

REVISOR BY
DATE

CALCULATED/DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LEGEND

- TRAFFIC CONE
- ⊥ TEMPORARY SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- FAS SUPPORT OR TRAILER
- ⊛ PORTABLE FLASHING BEACON

TABLE 1

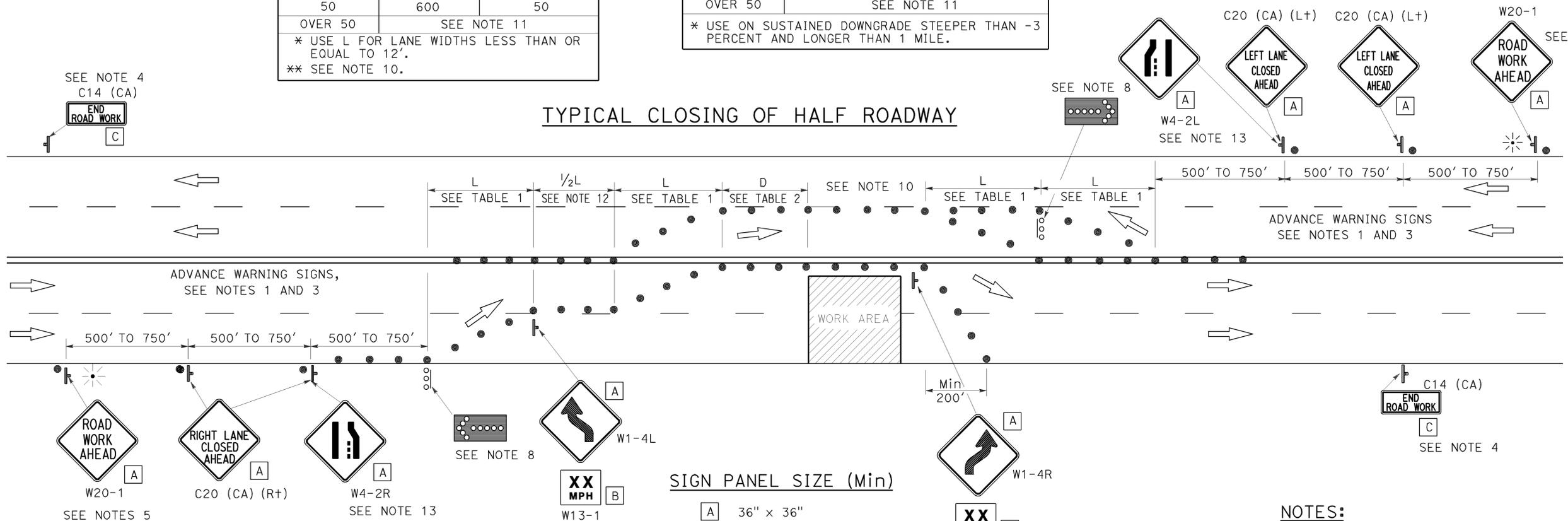
APPROACH SPEED	* MINIMUM L	** Max SPACING OF CONES ALONG TAPER
mph	ft	ft
20 and below	80	20
25	125	25
30	180	30
35	245	35
40	320	40
45	540	45
50	600	50
OVER 50	SEE NOTE 11	

* USE L FOR LANE WIDTHS LESS THAN OR EQUAL TO 12'.
 ** SEE NOTE 10.

TABLE 2

APPROACH SPEED	MINIMUM D	DOWNGRADE MINIMUM D *		
		-3%	-6%	-9%
mph	ft	ft	ft	ft
25 AND BELOW	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
OVER 50	SEE NOTE 11			

* USE ON SUSTAINED DOWNGRADE STEEPER THAN -3 PERCENT AND LONGER THAN 1 MILE.



SIGN PANEL SIZE (Min)

- A 36" x 36"
- B 24" x 24"
- C 36" x 18"

NOTES:

1. Where Approach speeds are low, advance warning signs may be placed at 300' spacing and placed closer in urban areas.
2. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closure unless, otherwise directed by the Engineer.
3. Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
4. A C14 (CA) "END ROAD WORK" sign, 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 C11 (CA) "ROAD WORK NEXT MILES", use a C20 (CA) sign for the first advance warning sign.
6. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
7. Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
8. Flashing arrow signs shall be either Type I or Type II.
9. Advisory speed will be determined by the Engineer. The W13-1 Sign will not be required when advisory speed is more than the posted or maximum speed limit.
10. The maximum spacing between cones along a tangent shall be 50' and along a taper shall be approximately as shown in Table 1.
11. For approach speeds over 50 mph, use the "Traffic Control System For Lane Closure On Freeways And Expressways" plan for lane closure details and requirements.
12. Unless otherwise specified in the special provisions, the (1/2 L) shown between the two (L) lane closure tapers shall be used.
13. When specified in the special provisions, a W4-2 "Lane Ends" symbol sign is to be used in place of the C20 (CA) "RIGHT (LEFT) LANE CLOSED AHEAD" sign.

NOTES:

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

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

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON MULTILANE CONVENTIONAL HIGHWAYS

NO SCALE

TCS-4

REVISOR BY DATE

CALCULATED/DESIGNED BY CHECKED BY

FUNCTIONAL SUPERVISOR

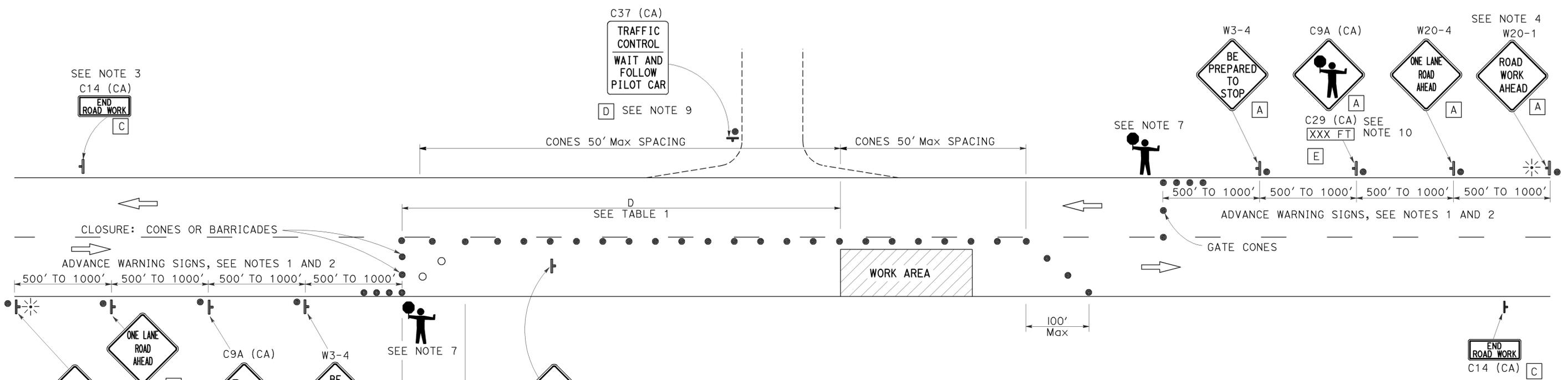
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

NOTES:

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

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

TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL



SIGN PANEL SIZE (MINIMUM)

- A 48" x 48" - SPEED OF 45 mph OR MORE
36" x 36" - SPEED LESS THAN 45 mph
- B 30" x 30"
- C 36" x 18"
- D 36" x 42"
- E 36" x 9"

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- ⊥ TEMPORARY SIGN
- ☁ PORTABLE FLASHING BEACON
- 👤 FLAGGER

TABLE 1

APPROACH SPEED	MINIMUM D	DOWNGRADE MINIMUM D *		
		-3%	-6%	-9%
25 AND BELOW	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

* USE ON SUSTAINED DOWNGRADE STEEPER THAN -3 PERCENT AND LONGER THAN 1 MILE.

NOTES:

- Where approach speeds are low, advance warning signs may be placed at 300' spacing, and closer in urban areas.
- Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
- A C14 (CA) "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or C11 (CA) "ROAD WORK NEXT _____ MILES", use a W20-4 sign for the first advance warning sign.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Additional advance flaggers may be required. Flagger should stand in a conspicuous place, be visible to approaching traffic as well as approaching vehicles after the first vehicle has stopped. During the hours of darkness, the flagging-station and flagger shall be illuminated and clearly visible to approaching traffic. The illumination footprint of the lighting on the ground shall be at least 20' in diameter. Place a minimum of four cones at 50' intervals in advance of flagger station as shown.
- Place C30 (CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work areas. They are optional if the work area is visible from the flagger station.
- When a pilot car is used, place a C37 (CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign at all intersections within traffic control area. Signs shall be clean and visible at all times.
- An optional C29 (CA) sign may be placed below the C9A (CA) sign.
- Traffic cones or barricades may be placed on the optional taper as shown, barricades shall be Type I, II, or III.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

TCS-5

REVISIONS: REVISED BY DATE
 CALCULATED/DESIGNED BY CHECKED BY
 FUNCTIONAL SUPERVISOR
 DEPARTMENT OF TRANSPORTATION
 STATE OF CALIFORNIA
 Et-Trans

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 48" x 30"
- C 30" x 30"
- D 48" x 48" - SPEED OF 50 mph OR MORE
36" x 36" - SPEED LESS THAN 50 mph
- E 48" x 36"

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	18	22

REGISTERED CIVIL ENGINEER
 12-7-12 DATE
 December 19, 2012 PLANS APPROVAL DATE
 Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

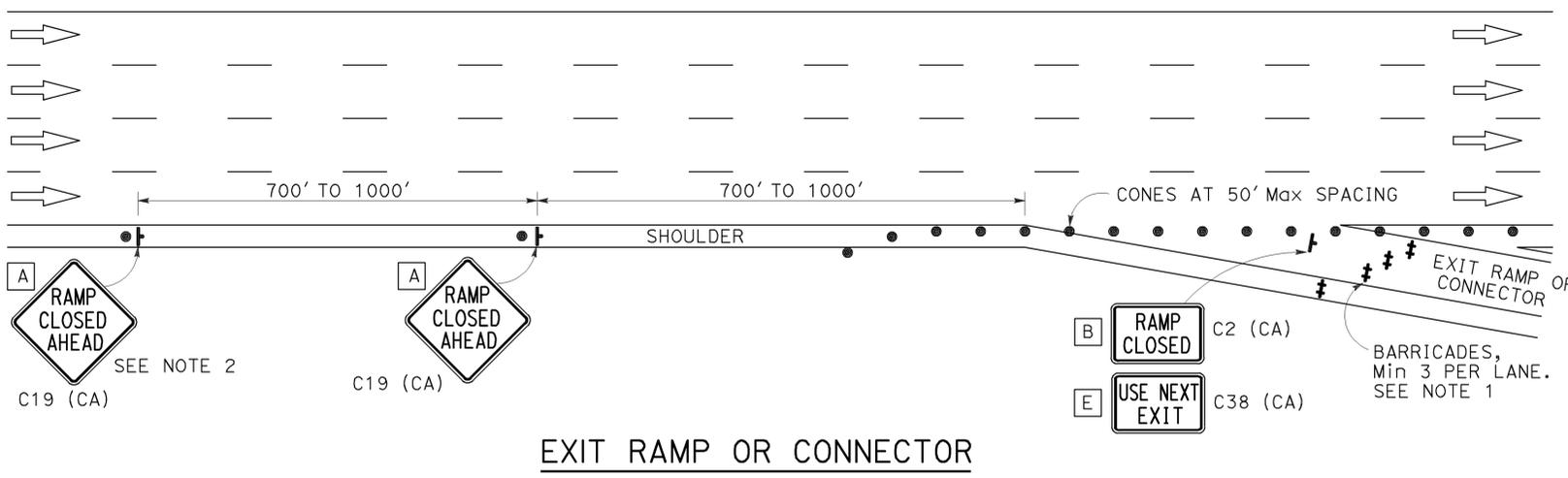
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LEGEND

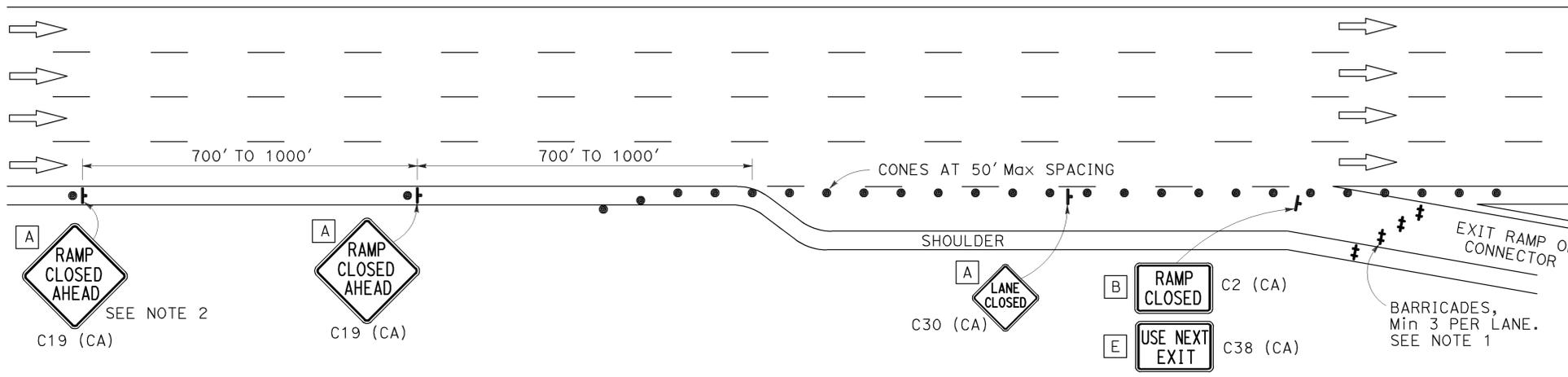
- TRAFFIC CONE
- † TEMPORARY SIGN
- ‡ BARRICADES

NOTES:

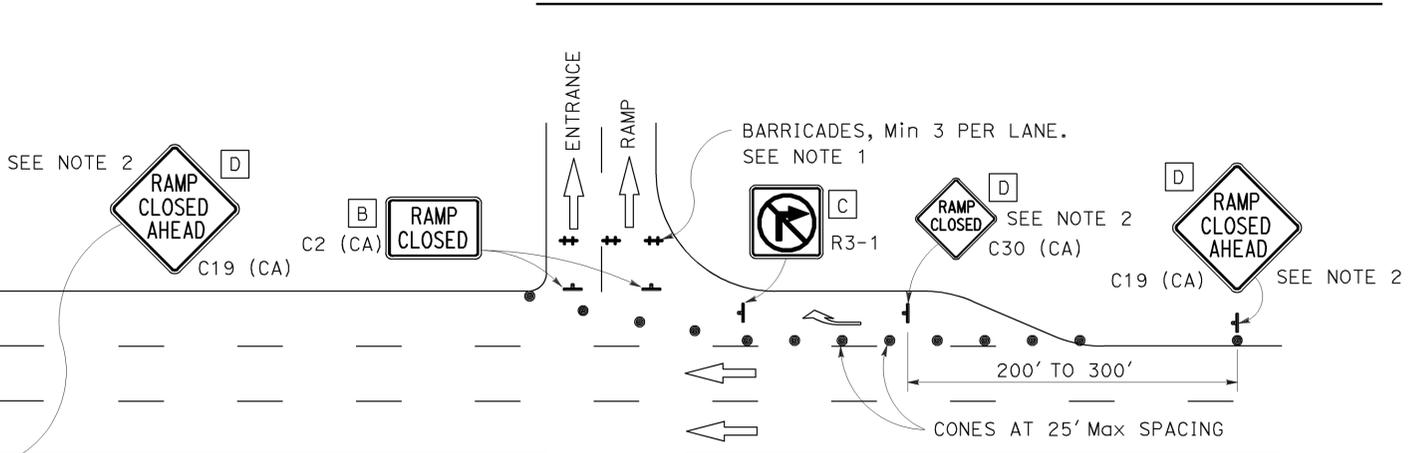
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19 (CA) "RAMP CLOSED AHEAD" and C30 (CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed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



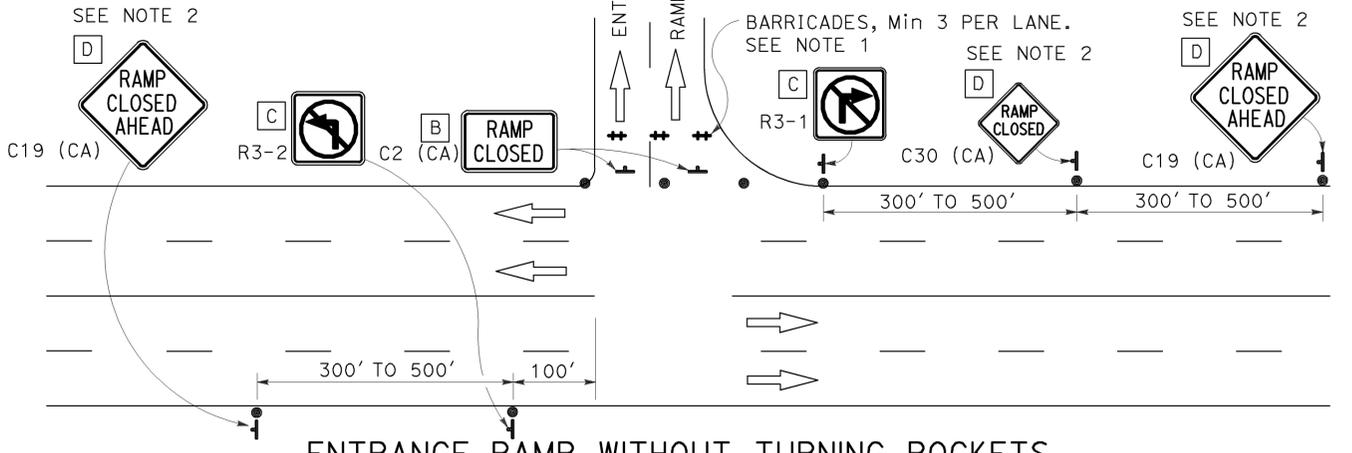
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

- Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on orange background.
- California code are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR RAMP CLOSURE

NO SCALE

TCS-6

REVISOR BY
DATE

CALCULATED/DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

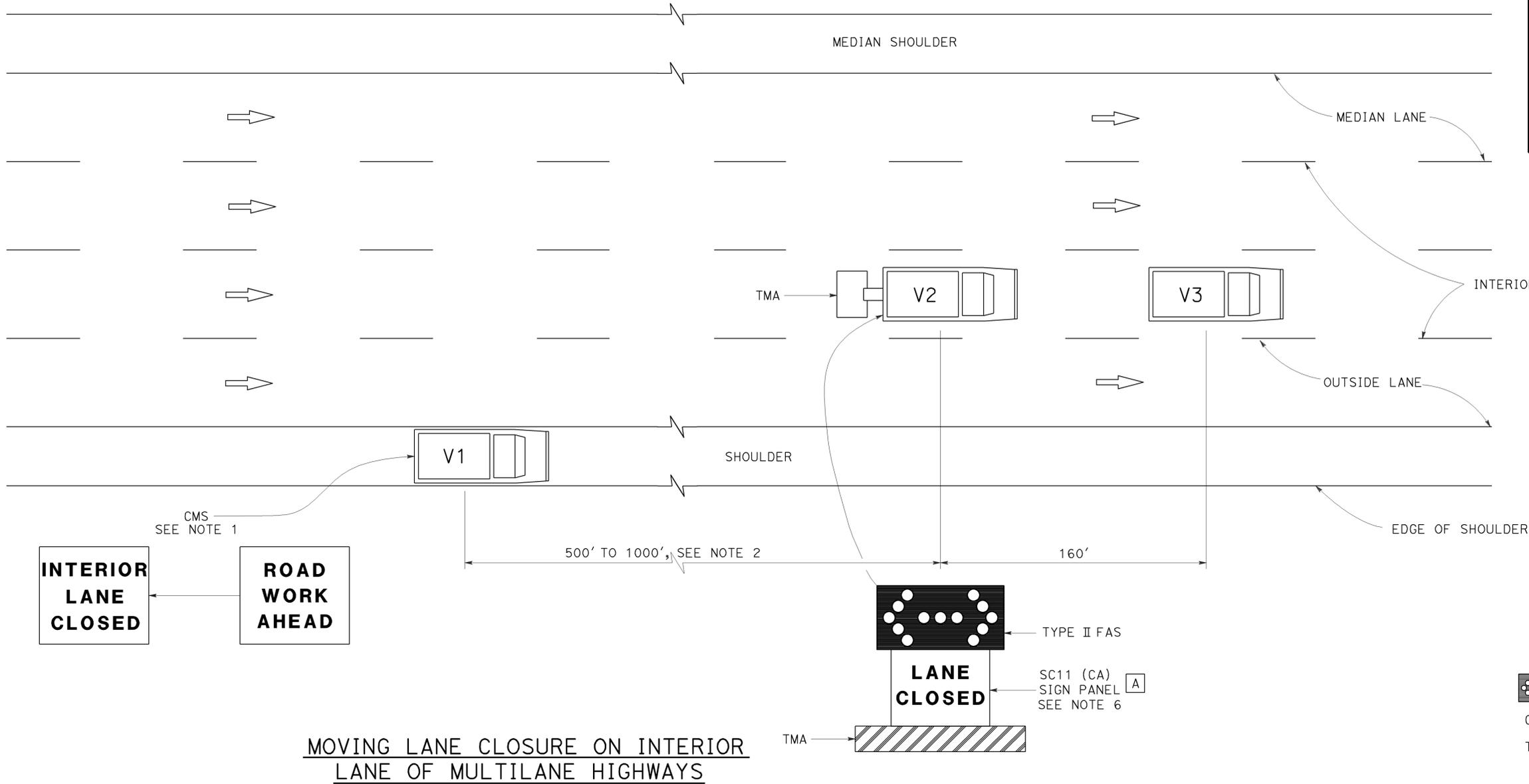
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Et Caltrans

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	20	22

12-7-12
 REGISTERED CIVIL ENGINEER DATE
 December 19, 2012
 PLANS APPROVAL DATE

Gurinderpal Bhuillar
 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.



- 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

MOVING LANE CLOSURE ON INTERIOR LANE OF MULTILANE HIGHWAYS

NOTES:

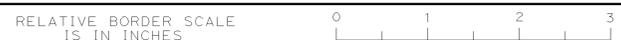
1. A changeable message sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "INTERIOR LANE CLOSED" message. The message "CENTER LANE CLOSED" may be used in place of the "INTERIOR LANE CLOSED" 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 be Type III, IV, VII, VIII, or IX retroreflective sheeting, black on white, black on orange, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
6. Gross Vehicle Weight of shadow vehicle V2 shall be a minimum of 20,000 pounds and 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. Where sufficient shoulder width is not available, sign vehicle V1 may encroach into the traffic lane staying as close to the edge of shoulder as practicable. Both V1 and V2 shall be equipped with a truck-mounted attenuator. The Gross Vehicle Weight of V1 and V2 shall be at least 20,000 pounds, respectively.
10. When multiple work vehicles are used in close proximity to each other, only one shadow vehicle is required, and spacing between work vehicles shall be minimized in order to deter traffic from entering the closed lane.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
FOR MOVING LANE CLOSURE
ON MULTILANE HIGHWAYS
(INTERIOR LANES)**

NO SCALE **TCS-8**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Functional Supervisor
 Calculated/Designed By
 Checked By
 Revised By
 Date Revised
 USERNAME => s114640
 DGN FILE => tcs16.dgn



LAST REVISION | DATE PLOTTED => 10-DEC-2012
 00-00-00 TIME PLOTTED => 09:45

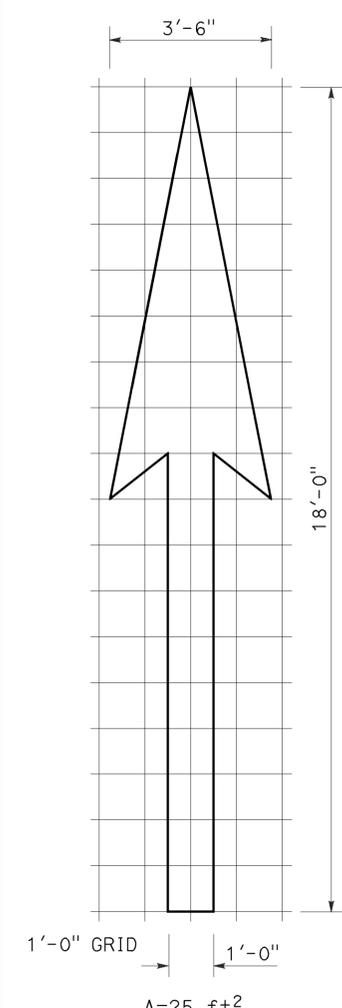
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	21	22

Registered Professional Engineer
 Roberta L. McLaughlin
 No. C40375
 Exp. 3-31-13
 CIVIL
 STATE OF CALIFORNIA

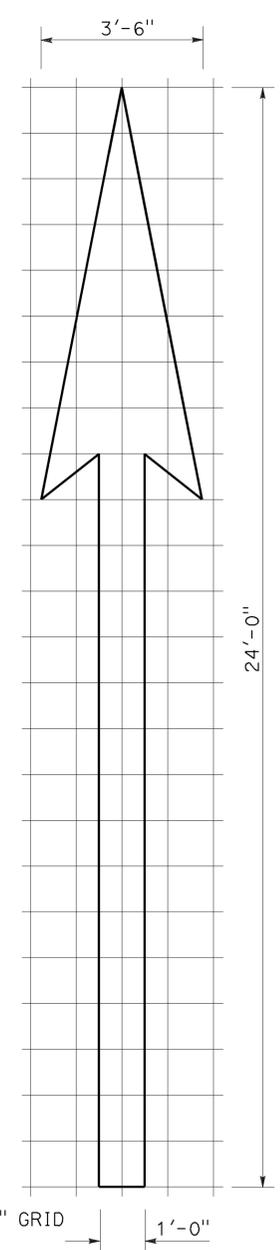
April 20, 2012
 PLANS APPROVAL DATE

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

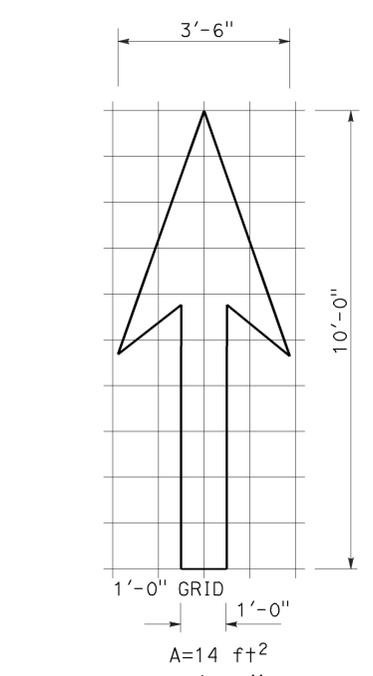
TO ACCOMPANY PLANS DATED December 19, 2012



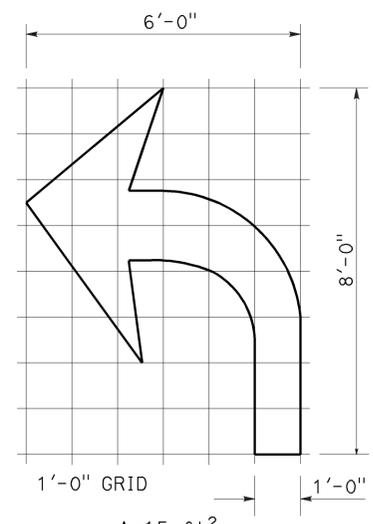
TYPE I 18'-0" ARROW



TYPE I 24'-0" ARROW

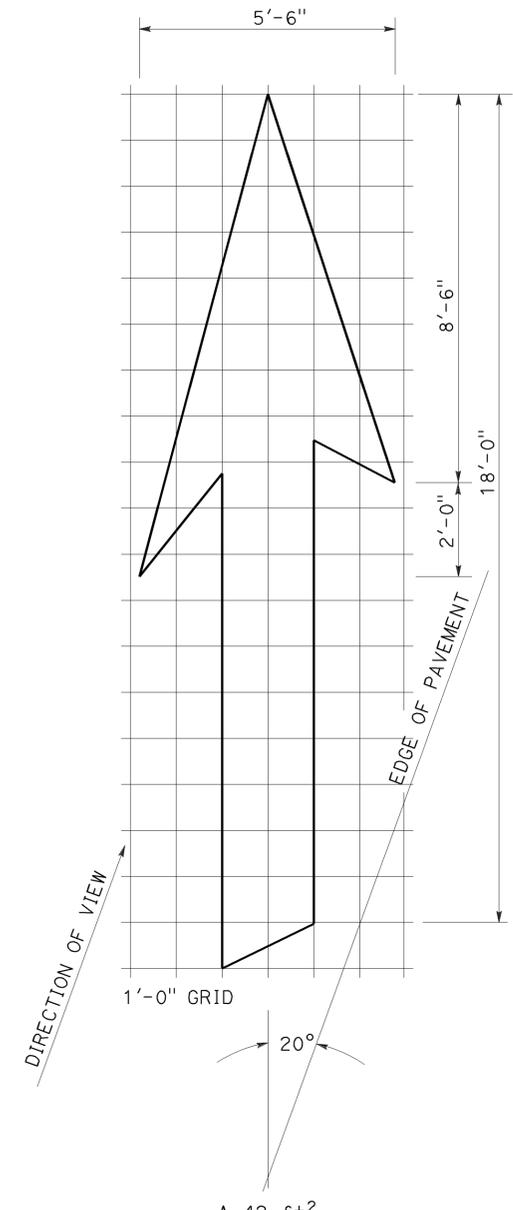


TYPE I 10'-0" ARROW



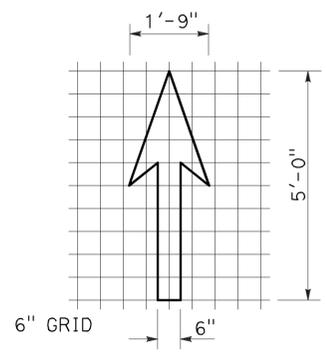
TYPE IV (L) ARROW

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

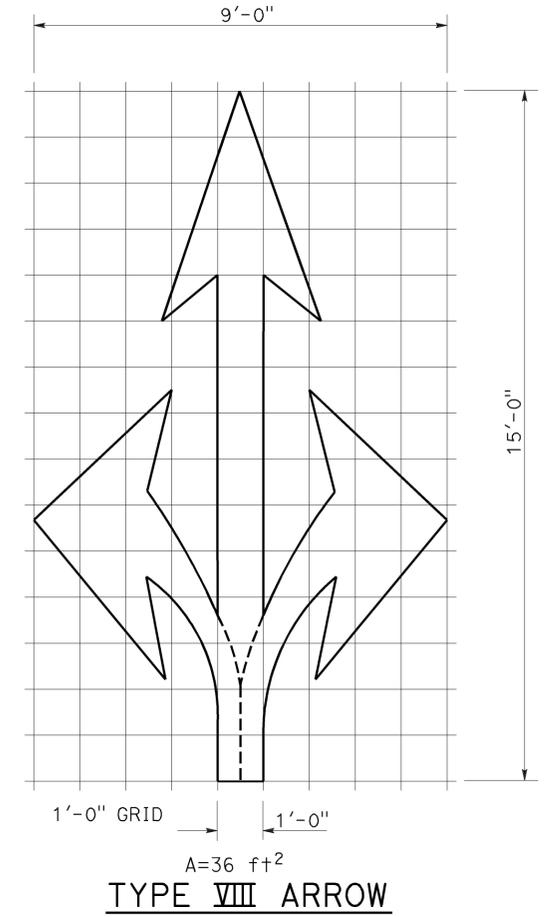


TYPE VI ARROW

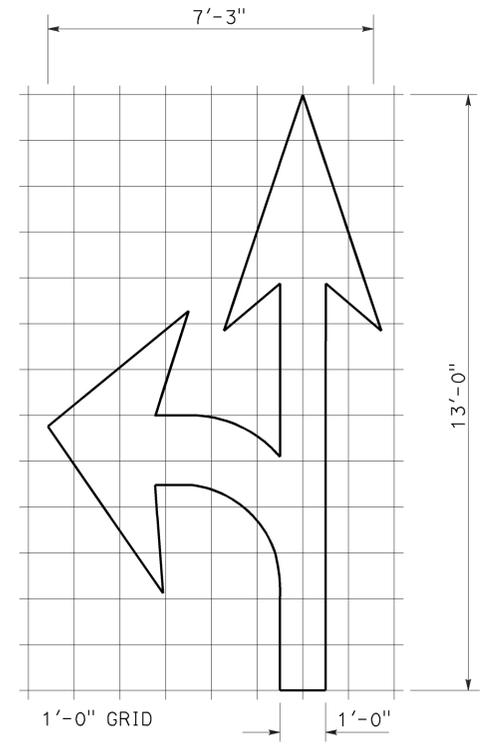
Right lane drop arrow
(For left lane, use mirror image)



BIKE LANE ARROW

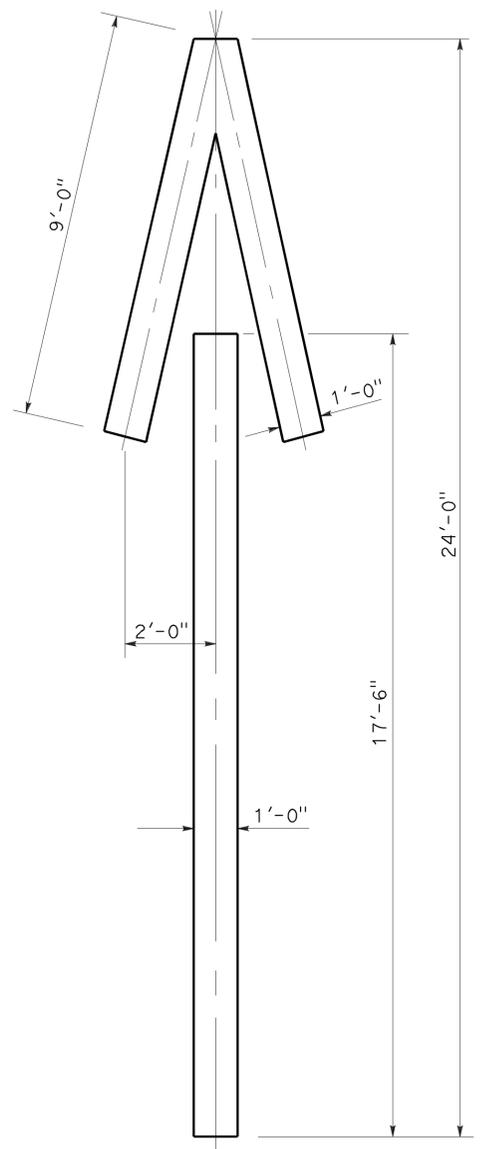


TYPE VIII ARROW



TYPE VII (L) ARROW

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



TYPE V ARROW

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.

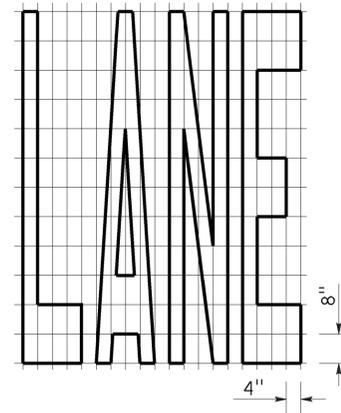
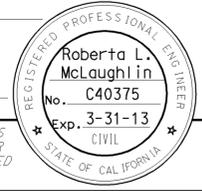
NOTE:
Minor variations in dimensions may be accepted by the Engineer.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	R84.7/T91.3	22	22

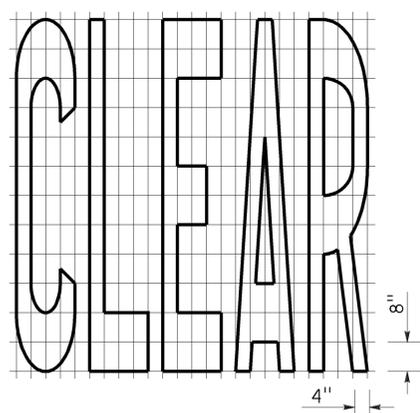
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 July 20, 2012
 PLANS APPROVAL DATE

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

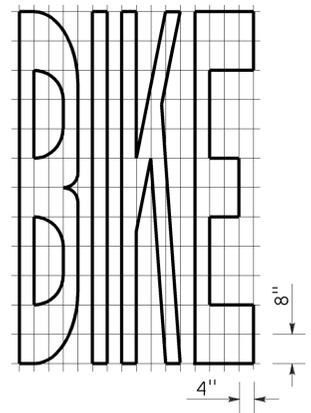
TO ACCOMPANY PLANS DATED December 19, 2012



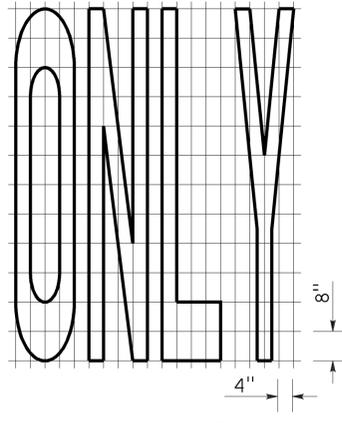
A=24 ft²



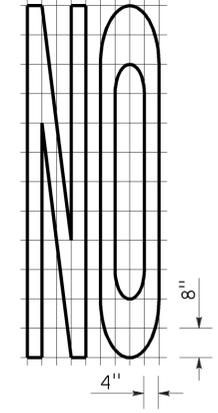
A=27 ft²



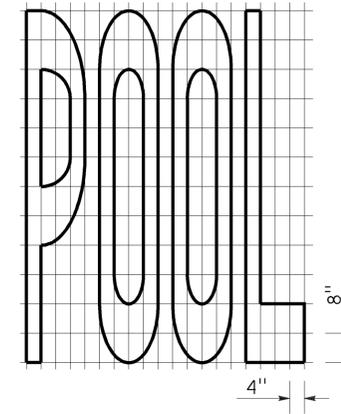
A=21 ft²



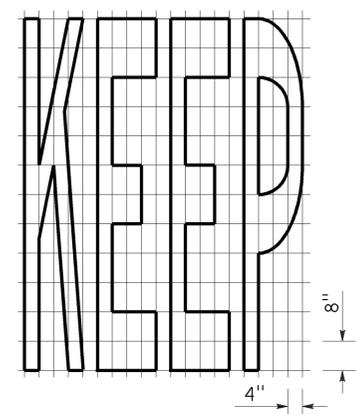
A=22 ft²



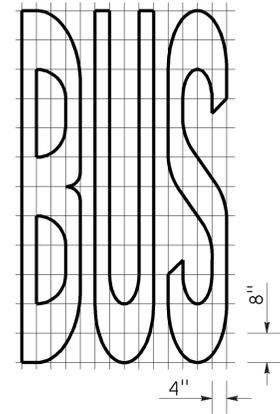
A=14 ft²



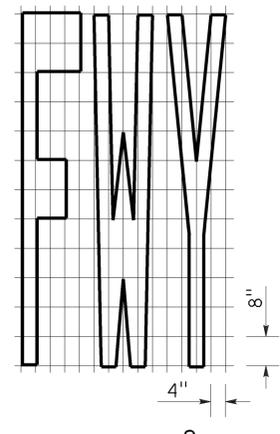
A=23 ft²



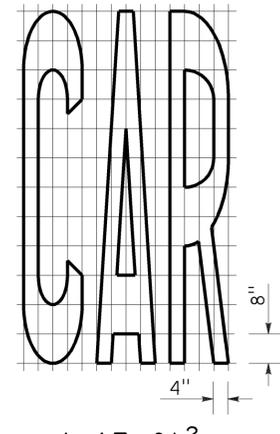
A=24 ft²



A=20 ft²

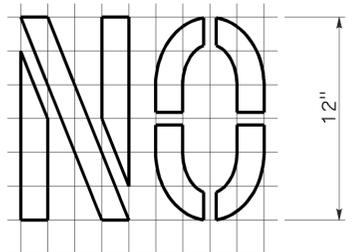


A=16 ft²



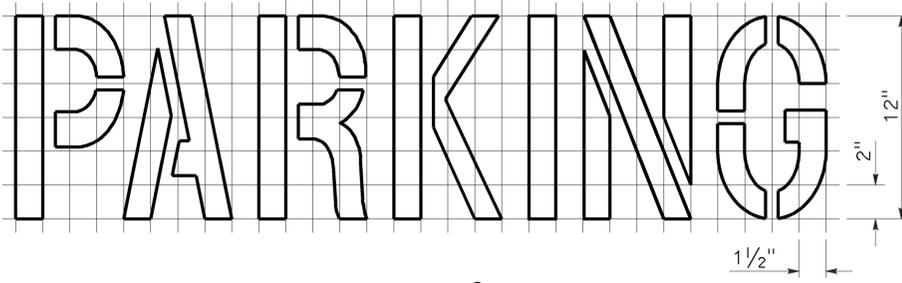
A=17 ft²

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



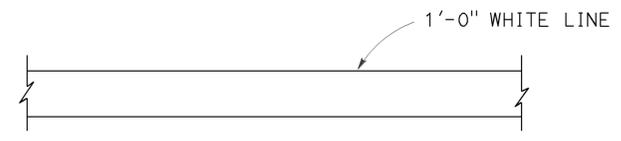
A=2 ft²

See Notes 6 and 7

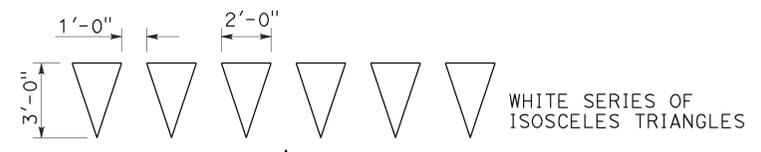


A=2 ft²

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