INDEX OF PLANS

SHEET No. DESCRIPTION

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

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

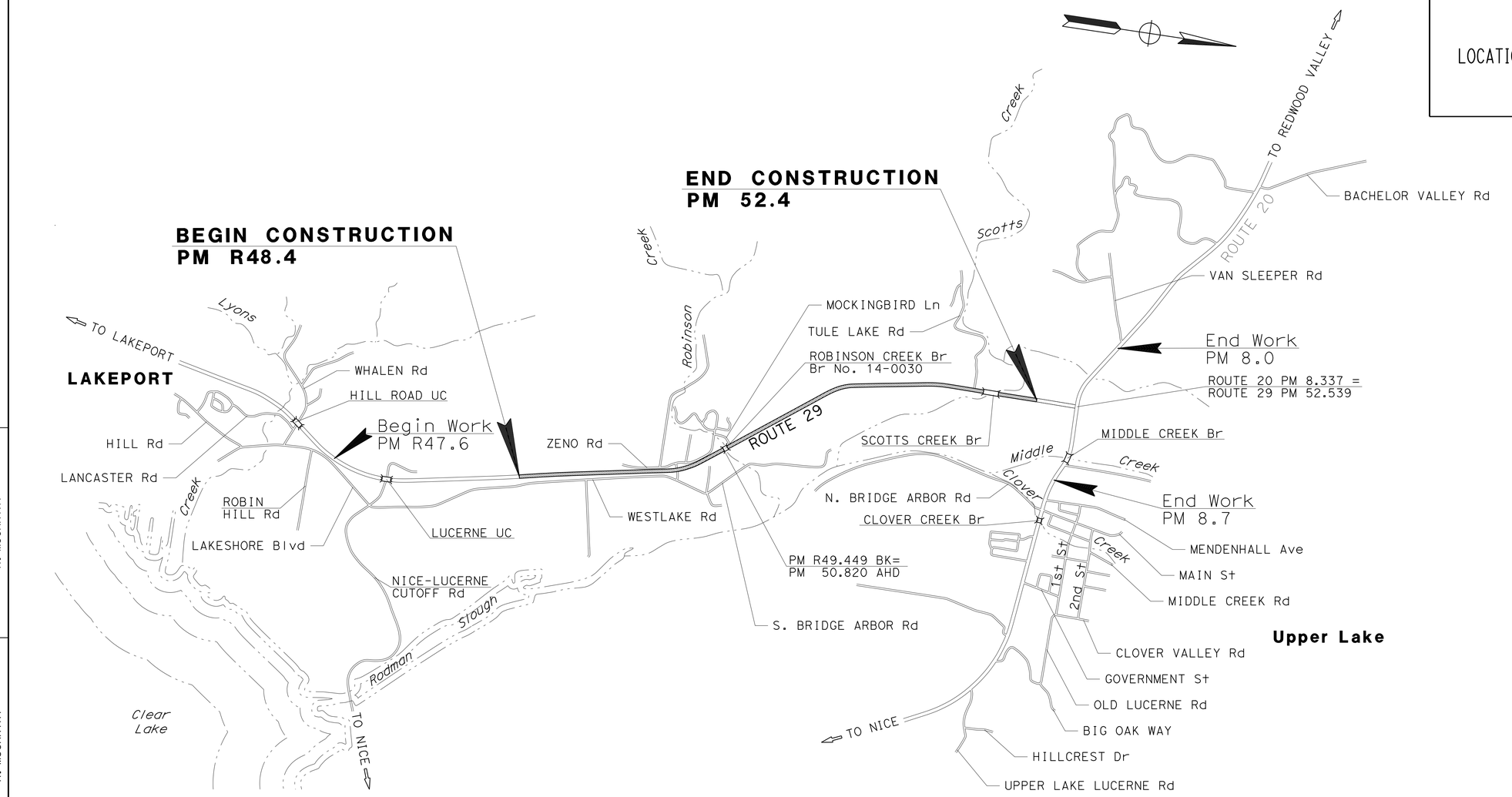
STATE HIGHWAY

IN LAKE COUNTY NEAR UPPER LAKE
FROM 0.5 MILE NORTH OF LUCERNE UNDERCROSSING
TO 0.2 MILE NORTH OF SCOTTS CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	1	24

LOCATION MAP



NO SCALE

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

Curtis D. Coburn 01-29-14
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

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

February 3, 2014
PLANS APPROVAL DATE

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

CONTRACT No.	01-0C8304
PROJECT ID	0113000064

PROJECT MANAGER: R. McCARTHY
DESIGN ENGINEER: R. McCARTHY

LAST REVISION => 01-16-14
DATE PLOTTED => 05-FEB-2014
TIME PLOTTED => 09:05

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	2	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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

NOTES

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATIONS AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. IN AREAS WHERE THE WIDTH OF THE EXISTING SURFACING VARIES FROM THAT SHOWN, VARY THE WIDTH OF THE PAVING OPERATIONS AS DIRECTED BY THE ENGINEER.
4. AREAS OF REPLACE AC SURFACING ARE SHOWN IN CONSTRUCTION DETAILS AND QUANTITIES.

PAVEMENT CLIMATE REGION

LOW MOUNTAIN

TYPICAL PAVEMENT STRUCTURAL SECTIONS

S-1 — 0.15′ HMA (TYPE A)

S-2 — 0.15′ HMA (TYPE A)
0.25′ COLD IN-PLACE RECYCLE

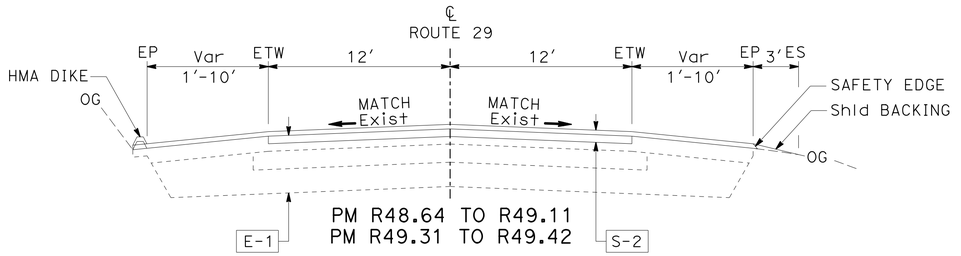
S-3 — 0.15′ COLD PLANE AC PAVEMENT
0.15′ HMA (TYPE A)

E-1 — Exist
Var AC
0.60′ CTB
0.80′ AS

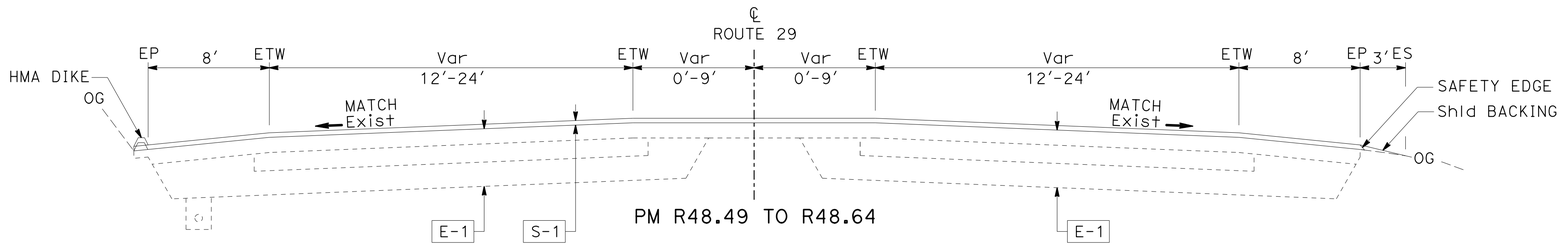
E-2 — Exist
Var AC
0.50′ AB
1.00′ AS

E-3 — Exist
0.08′ OGAC
0.52′ AC (TYPE B)
1.15′ AB (CLASS 2)

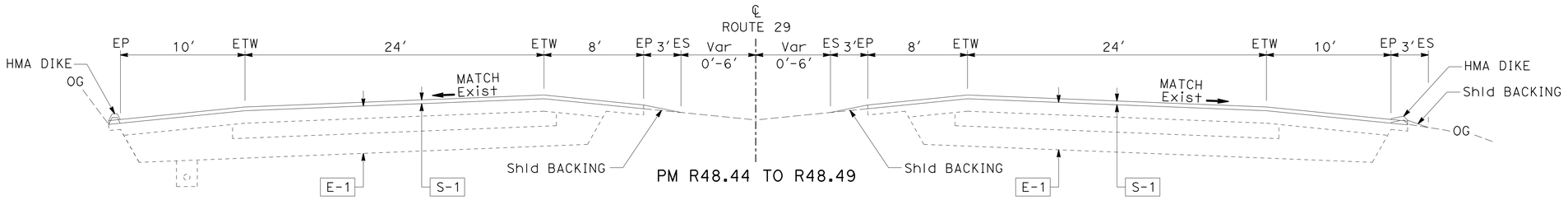
E-4 — Exist
Var AC
0.50′ AB
1.30′ AS



PM R48.64 TO R49.11
PM R49.31 TO R49.42



PM R48.49 TO R48.64



PM R48.44 TO R48.49

ROUTE 29

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

TYPICAL CROSS SECTIONS

NO SCALE

X-1

REVISED BY | DATE REVISED
JOHNATHON JACKSON | GAVIN KEATING
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 05-FEB-2014
01-13-14 | TIME PLOTTED => 09:05

BORDER LAST REVISED 7/2/2010 | USERNAME => johnathon_jackson | DGN FILE => 10c830ca001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0052 | PROJECT NUMBER & PHASE 01130000641

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	3	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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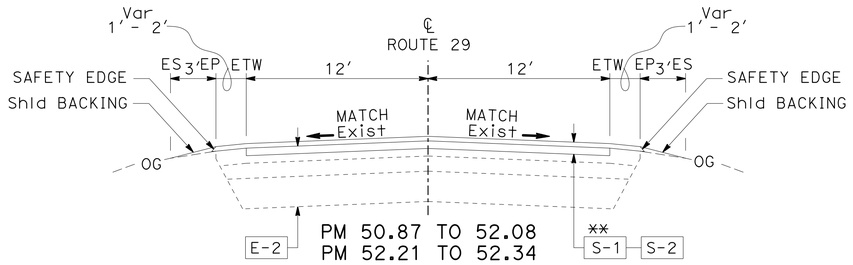
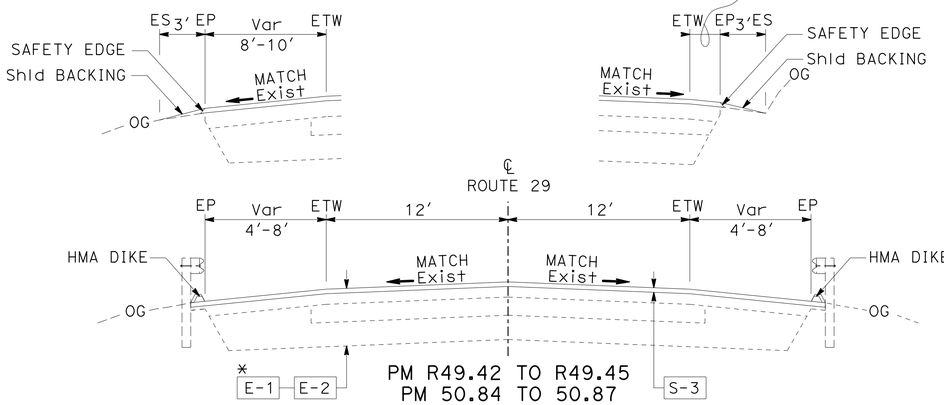
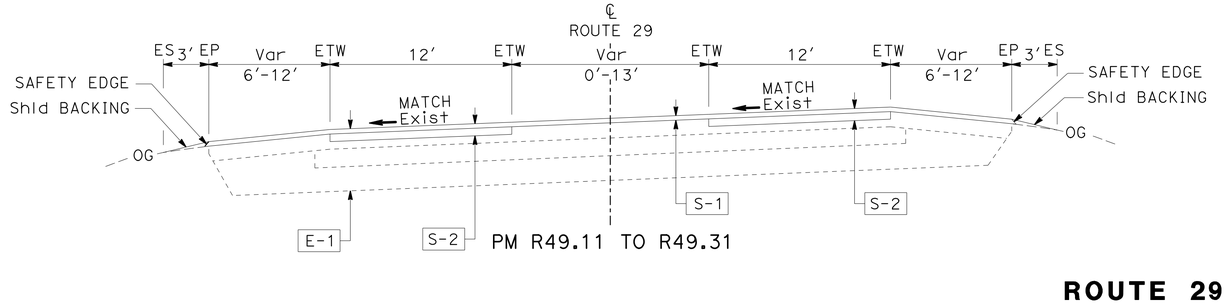


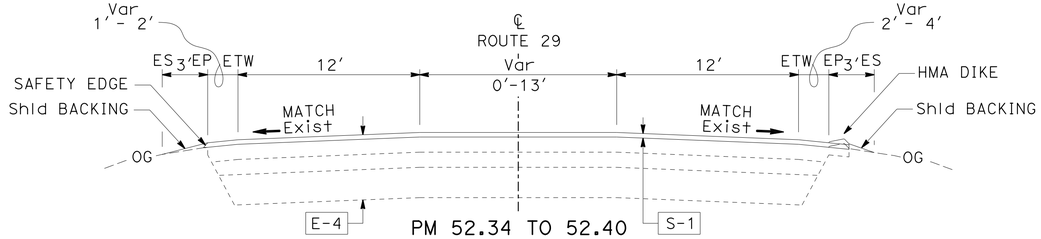
**STRUCTURAL SECTION S-1 FOR PM 50.87/51.05
PM 51.23/51.41
PM 51.52/51.66

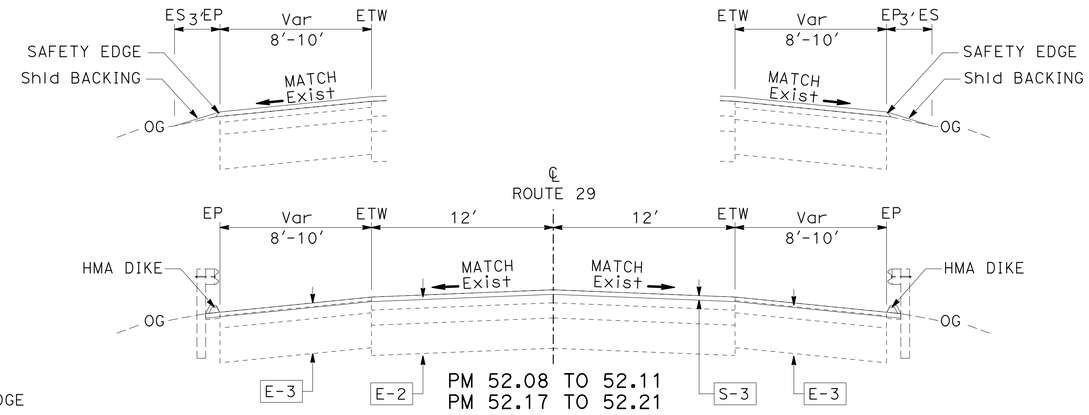
STRUCTURAL SECTION S-2 FOR PM 51.05/51.23
PM 51.41/51.52
PM 51.66/52.08
PM 52.21/52.34



*STRUCTURAL SECTION E-1 FOR PM R49.42/R49.45
STRUCTURAL SECTION E-2 FOR PM 50.84/50.87







ROUTE 29

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

TYPICAL CROSS SECTIONS

NO SCALE

X-2

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: JOHNATHON JACKSON
CHECKED BY: GAVIN KEATING
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 05-FEB-2014
01-16-14 | TIME PLOTTED => 09:05

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	4	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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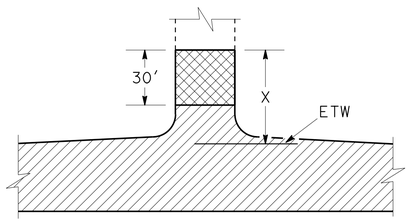
NOTES

1. FOR COMPLETE RIGHT OF WAY DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
2. IN AREAS WHERE THE WIDTH OF THE EXISTING SURFACING VARIES FROM THAT SHOWN, VARY THE WIDTH OF THE PAVING OPERATIONS AS DIRECTED BY THE ENGINEER.

LEGEND

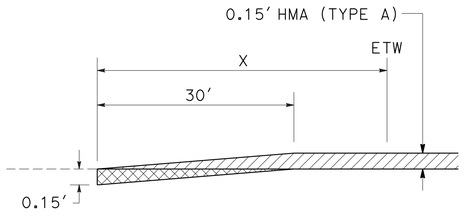
- LIMITS OF COLD PLANE AC PAVEMENT PRIOR TO HMA (TYPE A) OVERLAY
- LIMITS OF REPLACE AC SURFACING TO A DEPTH OF 0.25'
- LIMITS OF REMOVE AC AND PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)
- LIMITS OF HMA (TYPE A)
- LIMITS OF COLD PLANE PCC APPROACH SLAB AND PLACE POLYESTER CONCRETE
- LIMITS OF COLD PLANE AC ON APPROACH SLAB AND PLACE POLYESTER CONCRETE
- LIMITS OF COLD IN-PLACE RECYCLE



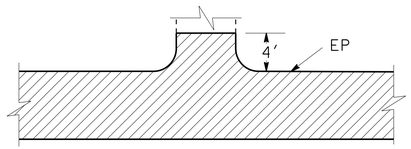
PUBLIC ROAD CONNECTION

LOCATION	PM	X FT
WESTLAKE Rd	R49.21 Rt	145
MOCKINGBIRD Ln	R49.21 Lt	100
TULE LAKE Rd	52.04 Lt	58

LIMITS OF SURFACING FOR PUBLIC ROAD CONNECTIONS



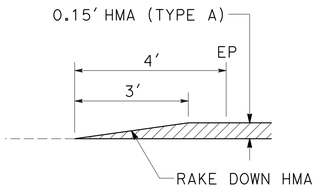
COLD PLANE AC PAVEMENT AT PUBLIC ROAD CONNECTIONS



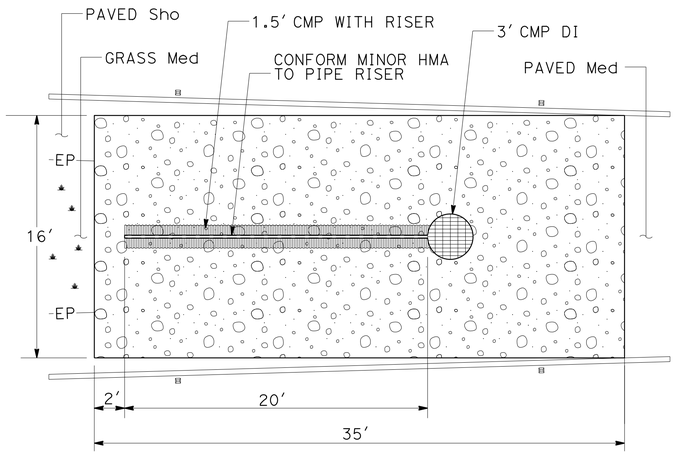
PRIVATE ROAD CONNECTION

DESCRIPTION	PM
PRIVATE Rd	50.84 Lt
PRIVATE Rd	51.08 Lt
PRIVATE ACCESS	51.09 Rt
PRIVATE Dr	51.22 Rt
PRIVATE Dr	51.73 Lt
PRIVATE Dr	51.74 Rt
PRIVATE Dr	51.81 Rt

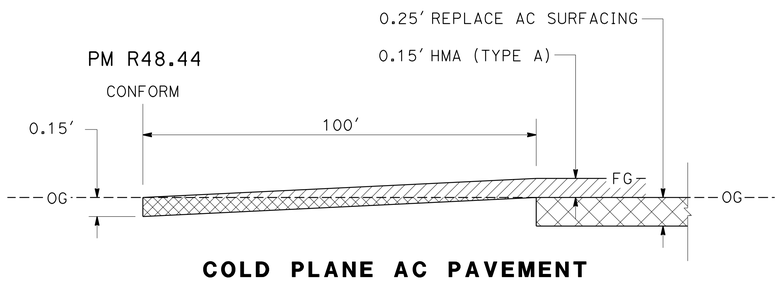
LIMITS OF SURFACING FOR PRIVATE ROAD CONNECTIONS



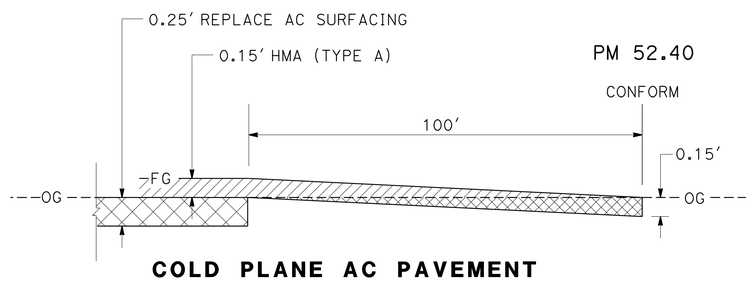
HMA CONFORM AT PRIVATE ROAD CONNECTIONS



REMOVE AC PLACE HMA (MISC AREA)



COLD PLANE AC PAVEMENT AT SOUTH PROJECT CONFORM



COLD PLANE AC PAVEMENT AT NORTH PROJECT CONFORM

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

CONSTRUCTION DETAILS

NO SCALE

C-1

REVISED BY | DATE REVISED
JOHNATHON JACKSON | GAVIN KEATING
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 05-FEB-2014
01-13-14 | TIME PLOTTED => 09:06

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	5	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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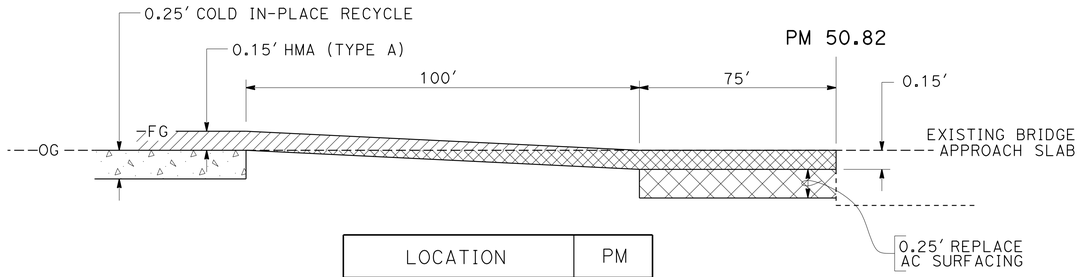
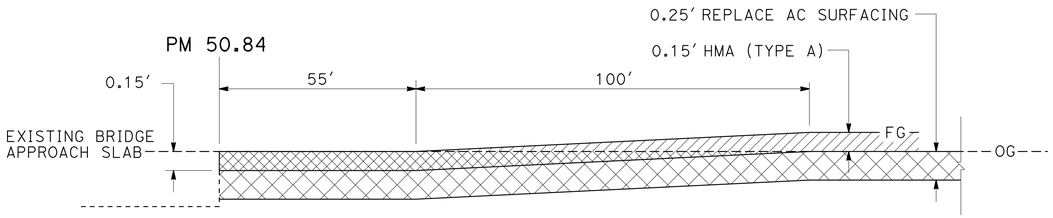


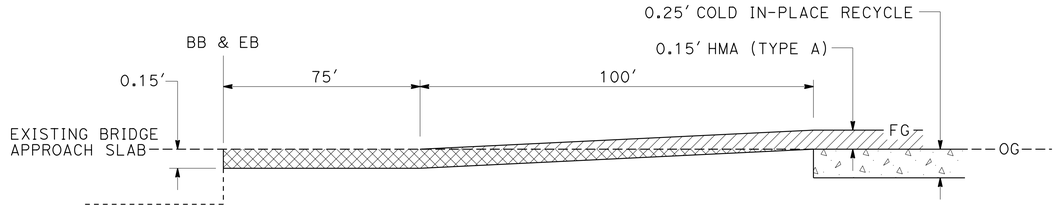
LOCATION	PM
BB ROBINSON CREEK	50.82

COLD PLANE AC PAVEMENT AT BB



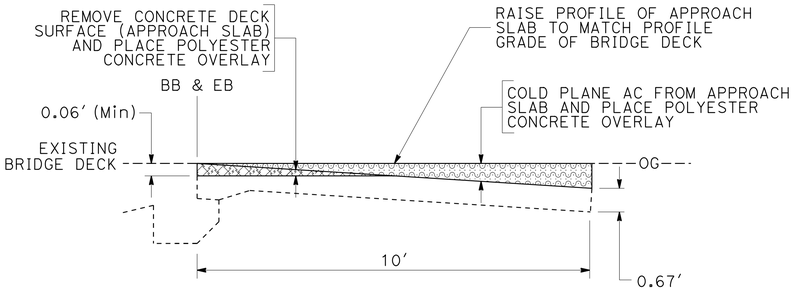
LOCATION	PM
EB ROBINSON CREEK	50.84

REPLACE AC SURFACING AT EB



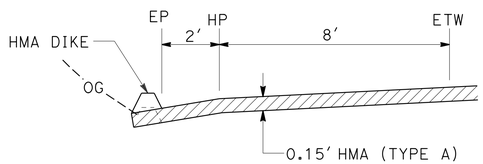
LOCATION	PM
BB SCOTTS CREEK	52.11
EB SCOTTS CREEK	52.17

COLD PLANE AC PAVEMENT AT BB & EB



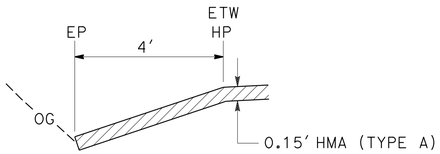
LOCATION	PM
BB ROBINSON CREEK	50.82
EB ROBINSON CREEK	50.84

REPAIR PCC APPROACH SLABS AT BB & EB



LOCATION	PM	
	TO	FROM
SB SHOULDER	R48.49	R48.62

HMA CONFORM EXISTING PAVED DITCH WITH DIKE



LOCATION	PM	
	TO	FROM
SB SHOULDER	51.75	51.90

HMA CONFORM EXISTING PAVED DITCH WITHOUT DIKE

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

CONSTRUCTION DETAILS

NO SCALE

C-2

REVISED BY | DATE REVISED
JOHNATHON JACKSON | GAVIN KEATING
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 05-FEB-2014
01-13-14 | TIME PLOTTED => 09:06

BORDER LAST REVISED 7/2/2010 | USERNAME => johnathon_jackson | DGN FILE => 10c830ga002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0052 | PROJECT NUMBER & PHASE 01130000641

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	6	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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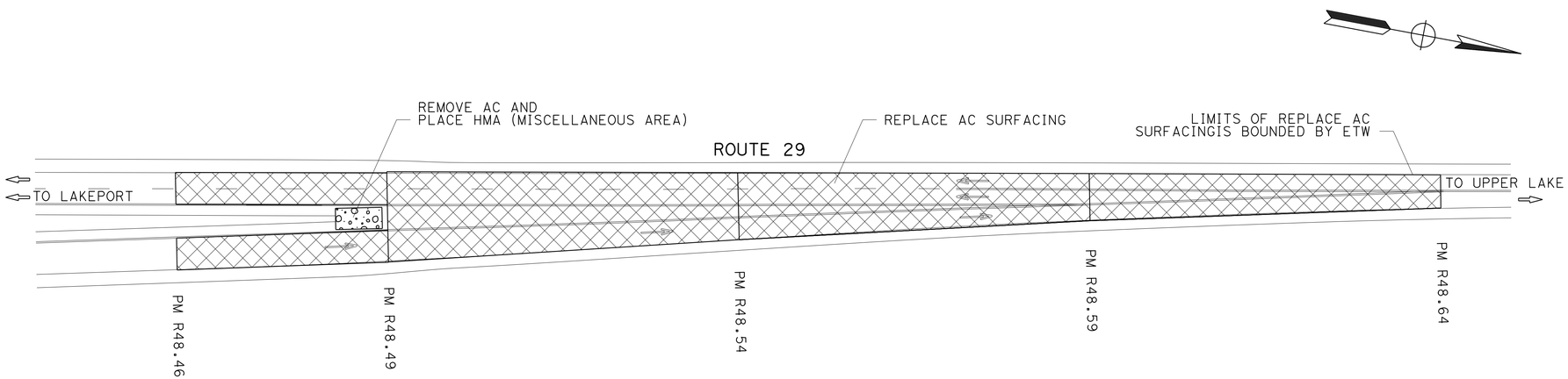
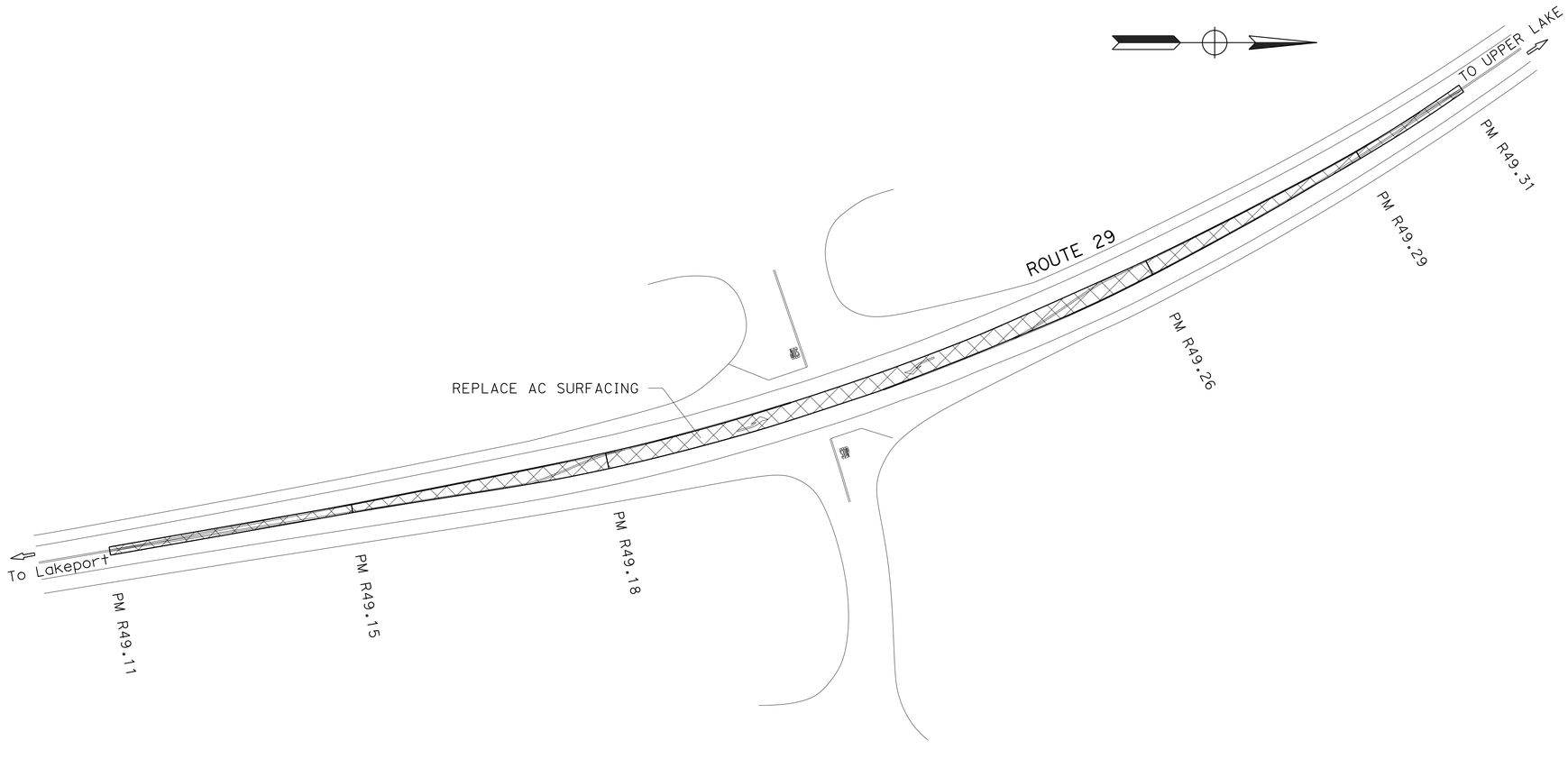


MISCELLANEOUS HMA
PM R48.48 TO R48.49

REPLACE AC SURFACING
PM R48.49 TO R48.64



REPLACE AC SURFACING
PM R49.11 TO R49.31

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

CONSTRUCTION DETAILS
NO SCALE

C-3

REVISED BY | DATE REVISED
JOHNATHON JACKSON | GAVIN KEATING
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 05-FEB-2014
01-13-14 | TIME PLOTTED => 09:06

BORDER LAST REVISED 7/2/2010 | USERNAME => johnathon_jackson | DGN FILE => 10c830ga003.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0052 | PROJECT NUMBER & PHASE 01130000641

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	7	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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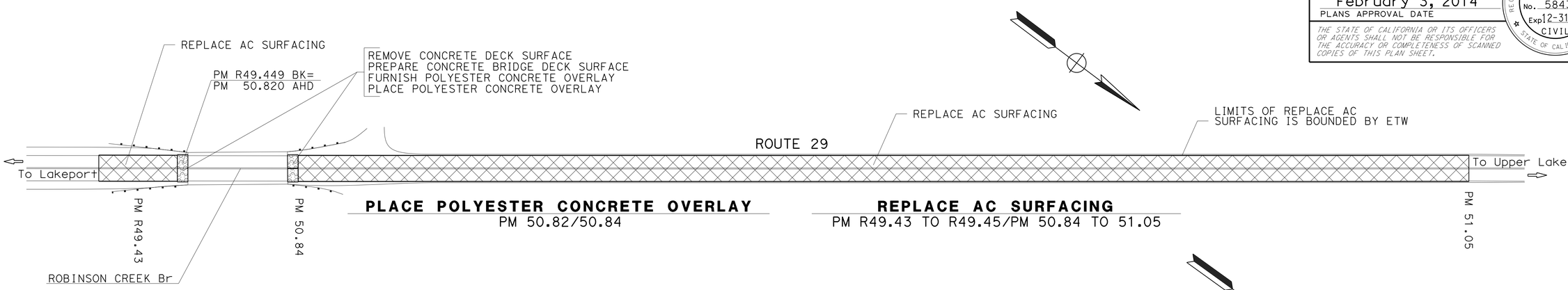
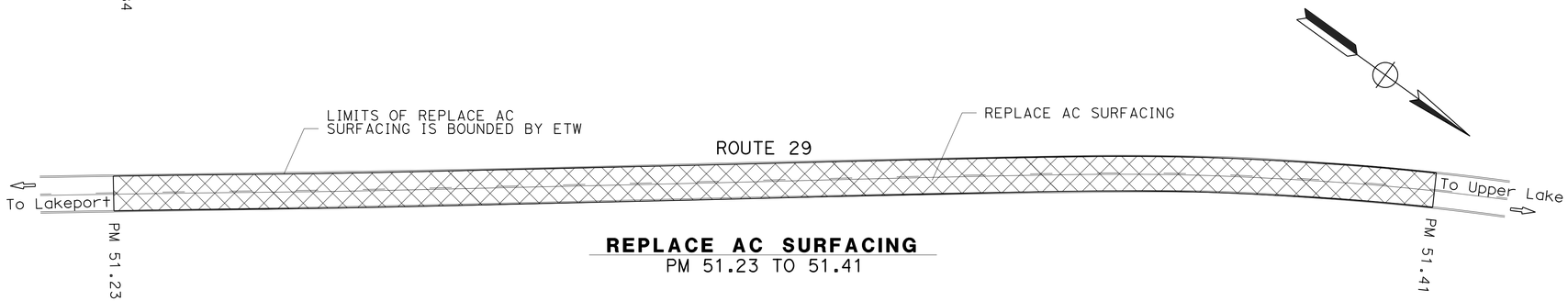
NOTES:

1. PREPARE CONCRETE BRIDGE DECK SURFACE WORK ONLY APPLIES TO THE ROBINSON CREEK BRIDGE APPROACH SLABS.

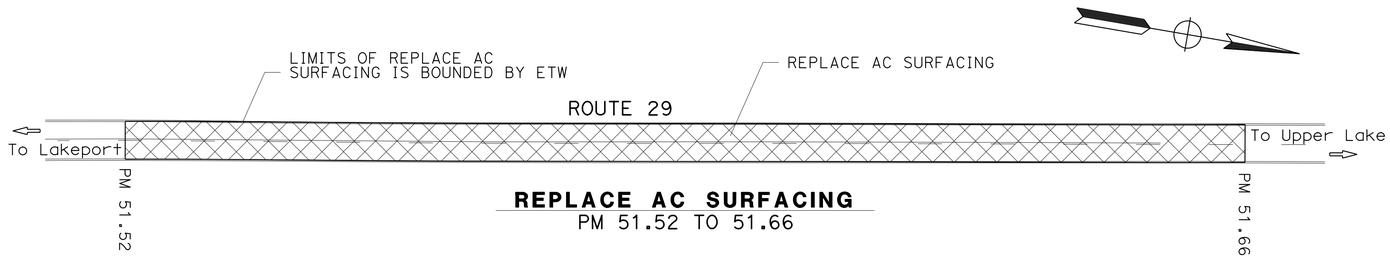


PLACE POLYESTER CONCRETE OVERLAY
PM 50.82/50.84

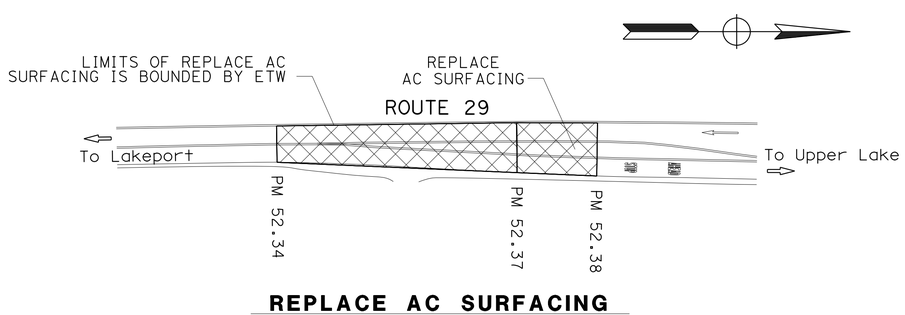
REPLACE AC SURFACING
PM R49.43 TO R49.45/PM 50.84 TO 51.05



REPLACE AC SURFACING
PM 51.23 TO 51.41



REPLACE AC SURFACING
PM 51.52 TO 51.66



REPLACE AC SURFACING
PM 52.34 TO 52.38

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

CONSTRUCTION DETAILS

NO SCALE

C-4

REVISED BY | DATE REVISED
JOHNATHON JACKSON | GAVIN KEATING
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 05-FEB-2014
01-13-14 | TIME PLOTTED => 09:06

BORDER LAST REVISED 7/2/2010
USERNAME => johnathon_jackson
DGN FILE => 10c830ga004.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0052
PROJECT NUMBER & PHASE 01130000641

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	8	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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NOTE:

EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

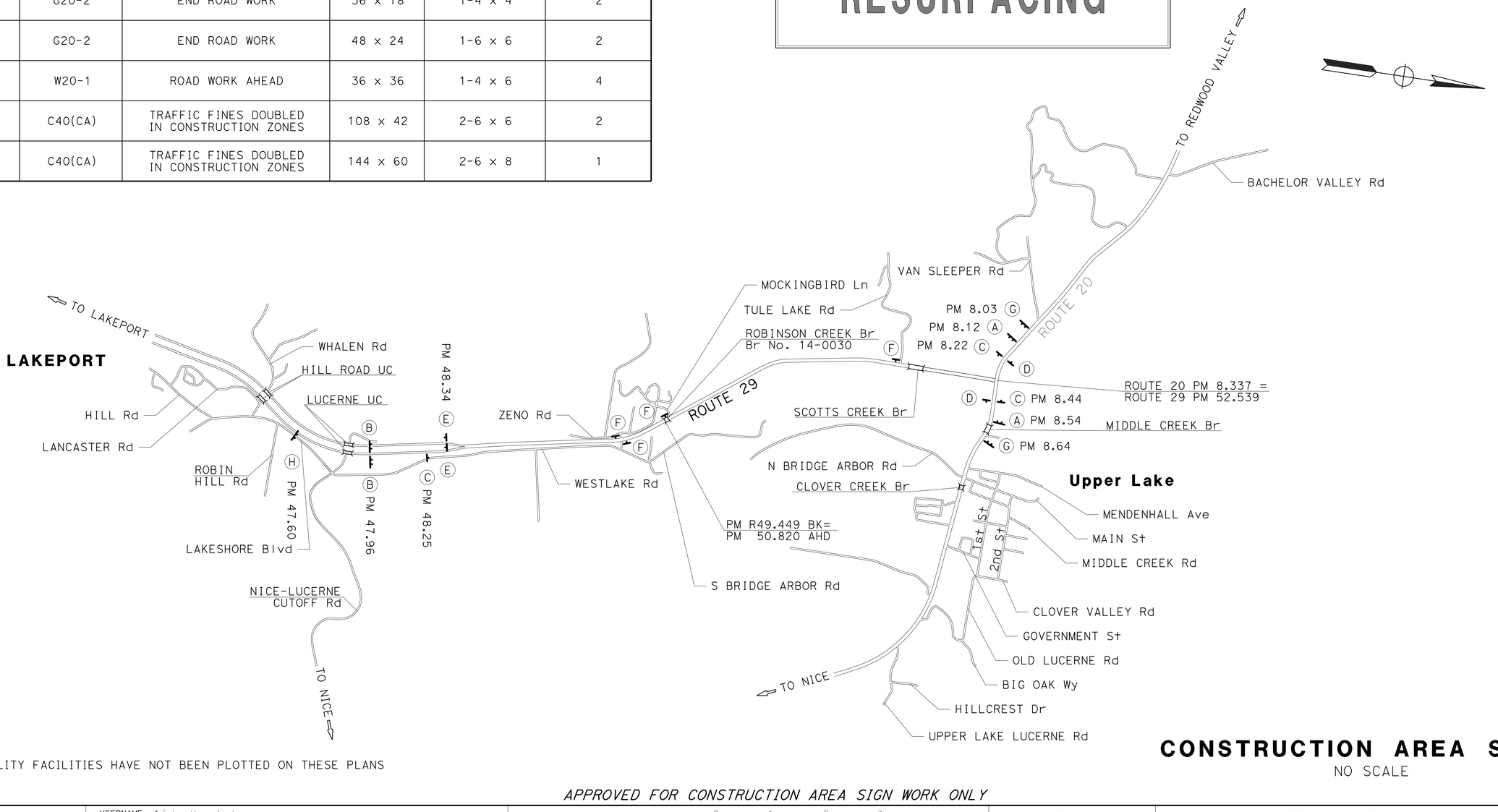
SIGN No.	SIGN CODE	SIGN MESSAGE	PANEL SIZE (INCHES)	No. OF POSTS AND SIZE (NOMINAL INCHES)	No. OF SIGNS
A	G20-1	ROAD WORK NEXT 4 MILES	60 x 36	2-4 x 6	2
	C23B(CA)	RESURFACING	54 x 18		
B	G20-1	ROAD WORK NEXT 4 MILES	90 x 48	2-6 x 6	2
	C23B(CA)	RESURFACING	90 x 24		
C	W11-1	BICYCLE SYMBOL	36 x 36	1-4 x 6	3
	W16-1	SHARE THE ROAD	24 x 30		
D	G20-2	END ROAD WORK	36 x 18	1-4 x 4	2
E	G20-2	END ROAD WORK	48 x 24	1-6 x 6	2
F	W20-1	ROAD WORK AHEAD	36 x 36	1-4 x 6	4
G	C40(CA)	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	108 x 42	2-6 x 6	2
H	C40(CA)	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	144 x 60	2-6 x 8	1

C23B(CA)
54"x18"
BLACK/ORANGE
4" CAPS

RESURFACING

C23B(CA)
90"x24"
BLACK/ORANGE
6" CAPS

RESURFACING



EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

CONSTRUCTION AREA SIGNS

NO SCALE

CS-1

REVISED BY | DATE REVISED
JOHNATHON JACKSON | GAVIN KEATING
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 01-13-14 | DATE PLOTTED => 05-FEB-2014 | TIME PLOTTED => 09:06

BORDER LAST REVISED 7/2/2010 | USERNAME => johnathon_jackson | DGN FILE => 10c8301a001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0052 | PROJECT NUMBER & PHASE 01130000641

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	9	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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

NOTES:

1. WHEN DETAIL 19 IS SHOWN, THE SOLID BARRIER SHALL BE PLACED ON THE SIDE DESIGNATED (R=RIGHT, L=LEFT) AS PM'S INCREASE.
2. (N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

PAVEMENT MARKING QUANTITIES

LOCATION (PM)	ORIENTATION	LEGEND	REMOVE THERMOPLASTIC PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING (PAINT)	THERMOPLASTIC PAVEMENT MARKING	REMARKS
			SQFT			
48.50 R+	FNBT	TYPE V ARROW		33	33	NB LANE
48.54 R+	FNBT	TYPE V ARROW		33	33	NB LANE
48.58 L+	FSBT	TYPE V ARROW		33	33	SB No. 1 LANE
48.58 L+	FSBT	TYPE V ARROW		33	33	SB No. 2 LANE
48.58 R+	FNBT	TYPE V ARROW		33	33	NB LANE
48.68 L+	FSBT	TYPE V ARROW		33	33	SB LANE
48.68 R+	FNBT	TYPE V ARROW		33	33	NB LANE
48.78 L+	FSBT	TYPE V ARROW		33	33	SB LANE
48.78 R+	FNBT	TYPE V ARROW		33	33	NB LANE
49.20 R+	FNBT	TYPE III (L) ARROW		42	42	LEFT TURN LANE TO MOCKINGBIRD Ln
49.21 L+	FEBT	LIMIT LINE	62		62	MOCKINGBIRD Ln
49.21 L+	FEBT	STOP	22		22	MOCKINGBIRD Ln
49.21 R+	FWBT	LIMIT LINE	48		48	WESTLAKE Rd
49.21 R+	FWBT	STOP	22		22	WESTLAKE Rd
49.22 L+	FSBT	TYPE III (L) ARROW		42	42	LEFT TURN LANE TO WESTLAKE Rd
52.04 L+	FEBT	LIMIT LINE	24		24	TULE LAKE Rd
52.04 L+	FEBT	STOP	22		22	TULE LAKE Rd
52.39 R+	FNBT	STOP		22	22	
52.39 R+	FNBT	AHEAD		31	31	
52.40 L+	FSBT	TYPE I (24') ARROW		31	31	
		TOTALS	200	465	665	

TRAFFIC STRIPE AND PAVEMENT MARKER QUANTITIES

LOCATION (PM)		DETAIL NUMBER	DETAIL LENGTH	THERMOPLASTIC TRAFFIC STRIPE						TEMPORARY TRAFFIC STRIPE (PAINT)			PAVEMENT MARKER				REMOVE PAVEMENT MARKERS (N)	REMARKS
				8 INCH WHITE	4 INCH YELLOW	4 INCH WHITE	4 INCH WHITE (BROKEN 12-3)	4 INCH YELLOW (BROKEN 36-12)	4 INCH WHITE (BROKEN 36-12)	8 INCH WHITE	4 INCH YELLOW	4 INCH WHITE (BROKEN 36-12)	NON-REFLECTIVE	RETROREFLECTIVE				
													TYPE A	TYPE D	TYPE G	TYPE H		
FROM	TO			LF									EA					
R48.44 R+	R48.50 R+	25	317		317						317					8	8	
R48.44 L+	R48.50 L+	25	317		317						317					8	8	
R48.44 R+	R49.19 R+	27B	3960			3960												
R48.44 L+	R49.18 L+	27B	3908			3908												
R48.44 L+	R48.58 L+	11/13	740						740			740	68		17		85	
R48.50	R48.60	29	529		2116						529			48			48	
R48.58	R48.66	29	423		1692						423			38			38	
R48.66	R48.68	22	106		212						106			12			12	
R48.68	R48.77	19R	476		476			476			476			11		21	32	
R48.77	R49.00	6	1215					1215			1215			27			27	
R49.00	R49.08	19L	423		423			423			423			10		19	29	
R49.08	R49.09	22	53		106						53			8			8	
R49.09	R49.17	29	423		1692						423			38			38	
R49.17	R49.20	22	159		318						159			16			16	
R49.17 R+	R49.19 R+	38	125	125						125					7		7	LEFT TURN LANE TO MOCKINGBIRD Ln
SUBTOTAL				125	7669	7868	0	2114	740	125	4441	740	68	208	24	56	356	
TOTAL SHEET PDQ-1				125	15537		0	2854			5306		68	288			356	

PAVEMENT DELINEATION QUANTITIES

PDQ-1

REVISED BY | DATE REVISED
JOHNATHON JACKSON | GAVIN KEATING
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 01-13-14 | DATE PLOTTED => 05-FEB-2014 | TIME PLOTTED => 09:06

BORDER LAST REVISED 7/2/2010 | USERNAME => johnathon_jackson | DGN FILE => 10c830nc001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0052 | PROJECT NUMBER & PHASE 01130000641

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	10	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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TRAFFIC STRIPE AND PAVEMENT MARKER QUANTITIES

LOCATION (PM)		DETAIL NUMBER	DETAIL LENGTH	THERMOPLASTIC TRAFFIC STRIPE						TEMPORARY TRAFFIC STRIPE (PAINT)			PAVEMENT MARKER				REMOVE PAVEMENT MARKERS (N)	REMARKS
													NON-REFLECTIVE	RETROREFLECTIVE				
				8 INCH WHITE	4 INCH YELLOW	4 INCH WHITE	4 INCH WHITE (BROKEN 12-3)	4 INCH YELLOW (BROKEN 36-12)	4 INCH WHITE (BROKEN 36-12)	8 INCH WHITE	4 INCH YELLOW	4 INCH WHITE (BROKEN 36-12)	TYPE A	TYPE D	TYPE G	TYPE H		
FROM	TO			LF									EA					
R49.18 L+	R49.23 L+	27C	264				264											MOCKINGBIRD Ln
R49.19 R+	R49.24 R+	27C	264				264											WESTLAKE Rd
R48.21 L+		22	100		200						100			12			12	MOCKINGBIRD Ln
R49.21 R+		22	145		290						145			16			16	WESTLAKE Rd
R49.21	R49.23	22	106		212						106			12			12	
R49.21 L+	R49.23 L+	38	98	98						98					6		6	LEFT TURN LANE TO WESTLAKE Rd
R49.23	R49.31	29	423		1692						423			38			38	
R49.23 L+	R49.45 L+	27B	1162			1162												
R49.24 R+	R49.45 R+	27B	1109			1109												
R49.31	R49.45	22	740		1480						740			64			64	
EQUATION Sta R49.449 Bk = 50.820 Ahd																		
50.82	50.84	22	96		192						96			10			10	ROBINSON CREEK BRIDGE
50.82 R+	52.40 R+	27B	8343			8343												
50.82 L+	52.02 L+	27B	6337			6337												
50.84	50.97	22	697		1394						697			62			62	
50.97	51.21	6	1268					1268			1268			28			28	
51.21	51.42	19R	1109		1109			1109			1109			25		48	73	
51.42	51.46	22	212		424						212			20			20	
51.46	51.64	19L	951		951			951			951			21		41	62	
51.64	51.76	6	634					634			634			15			15	
51.76	51.90	19R	740		740			740			740			17		32	49	
51.90	52.00	6	529					529			529			13			13	
52.00	52.03	22	159		318						159			16			16	
52.02 L+	52.04 L+	27C	106				106											TULE LAKE Rd
52.04 L+		22	58		116						58			8			8	TULE LAKE Rd
52.04	52.11	22	370		740						370			34			34	
52.04 L+	52.40 L+	27B	1901			1901												
52.11	52.17	22	337		674						337			32			32	SCOTTS CREEK BRIDGE
52.17	52.34	22	878		1756						878			76			76	
52.34	52.40	29	317		1268						317			30			30	
SUBTOTAL				98	13556	18852	634	5231	0	98	9869	0	0	549	6	121	676	
TOTAL SHEET PDQ-2				98	32408		634	5231			9967		0	676			676	
TOTAL SHEET PDQ-1				125	15537		0	2854			5306		68	288			356	
TOTAL				223	47945		634	8085			15273		68	964			1032	

PAVEMENT DELINEATION QUANTITIES

PDQ-2

CALCULATED-DESIGNED BY: JOHNATHON JACKSON
CHECKED BY: GAVIN KEATING
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
REVISED BY
DATE REVISED
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 05-FEB-2014
01-13-14 | TIME PLOTTED => 09:06

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	11	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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REPAIR APPROACH SLAB QUANTITIES

LOCATION (PM)	FURNISH POLYESTER CONCRETE OVERLAY	REMOVE CONCRETE DECK SURFACE	PLACE POLYESTER CONCRETE OVERLAY	PREPARE CONCRETE BRIDGE DECK SURFACE	REMARKS
	CF	SQFT			
50.82	21.7	260	260	260	ROBINSON CREEK BRIDGE SOUTH APPROACH SLAB
50.84	21.7	260	260	260	ROBINSON CREEK BRIDGE NORTH APPROACH SLAB
TOTALS	43.4	520	520	520	

DIKE AND MISCELLANEOUS AREA QUANTITIES

LOCATION (PM)		OFFSET	HMA (TYPE A)	REMOVE AC DIKE	PLACE HMA DIKE (TYPE A)	PLACE HMA DIKE (TYPE E)	PLACE HMA DIKE (TYPE F)	COLD PLANE ASPHALT CONCRETE PAVEMENT	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	REMOVE ASPHALT CONCRETE	REMARKS
FROM	TO		TON	LF				SQYD		CY	
R48.44	R48.49	R+	2.8	265		265					
R48.44	R48.53	L+	5.3	476	476						
R48.49		Med	2.4						63	11	18" CMP WITH RISER AND INLET
R48.49		R+	0.1					5	5		OVERSIDE DRAIN
R48.49	R48.55	R+	3.3	317		317					
R48.49	R48.62	L+	17.3						153		PAVED DITCH WITH DIKE
R48.53	R48.57	L+	2.2	212		212					
R48.57	R48.61	L+	2.4	212	212						
R48.61	R48.65	L+	2.2	212		212					
R48.65		L+	0.1					5	5		OVERSIDE DRAIN
R48.65	R48.67	L+	1.1	106		106					
R48.67	R48.78	L+	6.5	581	581						
R48.73	R49.01	R+	16.5	1479	1479						
R48.78		L+	0.1					6	6		DRAINAGE INLET
R48.78	R48.85	L+	4.2	370	370						
R48.85		L+	0.2					7	7		DRAINAGE INLET
R48.85	R49.05	L+	11.8	1056	1056						
R49.05	R49.21	L+	8.8	845		845					
R49.27	R49.29	L+	1.1	106		106					
R49.29	R49.43	L+	7.9	765		765					
R49.37		R+	0.1					5	5		DRAINAGE INLET
R49.37	R49.43	R+	3.6	343		343					
R49.43	R49.45	R+	0.3	80			80				
R49.43	R49.45	L+	0.3	80			80				
51.75	51.90	L+	38.8						344		PAVED DITCH WITHOUT DIKE
51.86		R+	0.2					8	8		DRAINAGE INLET
52.35	52.36	R+	0.5	40		40					
52.36	52.37	R+	0.8	72		72					
52.37	52.38	R+	0.6	49		49					
52.38	52.40	R+	1.0	94		94					
		TOTALS	142.5*	7760	4174	3426	160	36*	596	11	

*SEE SHEET Q-3 FOR HMA (TYPE A) AND COLD PLANE ASPHALT CONCRETE PAVEMENT TOTAL QUANTITIES

SHOULDER BACKING QUANTITIES

LOCATION (PM)		OFFSET	SHOULDER BACKING
FROM	TO		TON
R48.44	R49.20	R+	434
R48.53	R48.79	L+	149
R48.44	R48.48	Med	46
R49.00	R49.20	L+	115
R49.22	R49.44	R+	126
R49.22	R49.44	L+	126
50.92	50.95	L+	18
51.03	51.07	L+	23
51.05	51.09	R+	23
51.09	51.54	L+	257
51.11	51.21	R+	58
51.38	51.53	R+	86
51.65	51.73	L+	46
51.67	51.74	R+	40
51.74	51.75	L+	6
51.75	51.85	R+	58
51.89	51.95	R+	35
51.93	52.03	L+	58
51.96	52.06	R+	58
52.05	52.10	L+	29
52.07	52.10	R+	18
52.18	52.52	L+	194
52.20	52.36	R+	92
52.36	52.40	R+	23
		TOTAL	2118

CALCULATED-DESIGNED BY: JOHNATHON JACKSON
CHECKED BY: GAVIN KEATING
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
REVISED BY | DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

SUMMARY OF QUANTITIES
Q-1

LAST REVISION 01-16-14 | DATE PLOTTED => 05-FEB-2014 | TIME PLOTTED => 09:06

BORDER LAST REVISED 7/2/2010 | USERNAME => johnathon_jackson | DGN FILE => 10c830pa001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0052 | PROJECT NUMBER & PHASE 01130000641

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01	Lak	29	R48.4/52.4	12	24

Curtis D. Coburn 1-29-14
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February 3, 2014
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ROADWAY

LOCATION (PM)		Avg WIDTH	LENGTH	REPLACE ASPHALT CONCRETE SURFACING	COLD PLANE ASPHALT CONCRETE PAVEMENT	COLD IN-PLACE RECYCLING	EMULSIFIED RECYCLING AGENT (COLD IN-PLACE RECYCLING)	CEMENT (COLD IN-PLACE RECYCLING)	SAND COVER (COLD IN-PLACE RECYCLING)	ASPHALTIC EMULSION (COLD IN-PLACE RECYCLING)	HMA (TYPE A)	TACK COAT	REMARKS
FROM	TO	LF		CY	SQYD		TON						
R48.44 R†	R48.46 R†	40.0	100		445								COLD PLANE - TAPER 0.00′ TO 0.15′ DEPTH OVER 100′
R48.44 L†	R48.46 L†	40.0	100		445								COLD PLANE - TAPER 0.00′ TO 0.15′ DEPTH OVER 100′
R48.44 R†	R48.50 R†	40.0	317								167.7	0.6	
R48.44 L†	R48.50 L†	40.0	317								167.7	0.6	
R48.46 R†	R49.49 R†	24.0	159	36									NB LANE
R48.46 L†	R48.49 L†	24.0	159	36									SB No. 1 & No. 2 LANES
R48.49	R48.54	59.5	264	146									Med & NB/SB TRAVEL WAY - TAPER 68′ TO 51′ WIDTH
R48.50	R48.64	59.0	740								578.8	2.0	
R48.54	R48.59	43.5	264	107									Med & NB/SB TRAVEL WAY - TAPER 51′ TO 36′ WIDTH
R48.59	R48.64	30.5	264	75									Med & NB/SB TRAVEL WAY - TAPER 36′ TO 25′ WIDTH
R48.64 R†	R49.42 R†	12.0	4119			5492	34.6	8.7	5.5	1.5			NB LANE
R48.64 L†	R49.42 L†	12.0	4119			5492	34.6	8.7	5.5	1.5			SB LANE
R48.64	R49.02	38.0	2007								1018.4	3.5	
R49.02	R49.18	49.0	845								550.6	1.9	
R49.11	R49.15	6.0	185	11									L† TURN LANE TO MOCKINGBIRD Ln - HOLD 6′ WIDTH
R49.15	R49.18	9.5	185	17									L† TURN LANE TO MOCKINGBIRD Ln - TAPER 6′ TO 13′ WIDTH
R49.18	R49.26	13.0	422	51									L† TURN LANE - HOLD 13′ WIDTH
R49.18	R49.24	60.0	317								252.2	0.9	
R49.21 R†		140.0	145		207						266.2	0.9	WESTLAKE Rd
R49.21 L†		99.0	95		328						123.3	0.4	MOCKINGBIRD Ln
R49.24	R49.32	54.0	423								303.1	1.1	
R49.26	R49.29	9.5	159	14									L† TURN LANE TO WESTLAKE Rd - TAPER 13′ TO 6′ WIDTH
R49.29	R49.31	6.0	106	6									L† TURN LANE TO WESTLAKE Rd - HOLD 6′ WIDTH
R49.32	R49.44	48.0	634								404.8	1.4	
R49.42	R49.43	48.0	100		534								COLD PLANE - TAPER 0.00′ TO 0.15′ DEPTH OVER 100′
R49.43	R49.45	39.0	75		326								COLD PLANE - 0.15′ DEPTH OVER 75′
R49.43	R49.45	25.0	75	18									REPLACE AC SURFACING AFTER COLD PLANE
R49.44	R49.45	34.5	53								24.4	0.1	ROBINSON CREEK BRIDGE SOUTH APPROACH
EQUATION Sta R49.449 Bk = 50.820 Ahd													
50.84	50.85	34.0	55		208								COLD PLANE - 0.15′ DEPTH OVER 55′
50.84	51.05	24.0	1109	247									REPLACE AC SURFACING AFTER COLD PLANE
50.84	50.85	34.0	53								24.1	0.1	ROBINSON CREEK BRIDGE NORTH APPROACH
50.85	50.87	38.0	100		423								COLD PLANE - TAPER 0.15′ TO 0.00′ DEPTH OVER 100′
50.85	50.86	33.0	53								23.4	0.1	
50.86	51.38	28.0	2746								1033.6	3.6	
51.05 R†	51.23 R†	12.0	951			1268	8.0	2.0	1.3	0.3			NB LANE
51.05 L†	51.23 L†	12.0	951			1268	8.0	2.0	1.3	0.3			SB LANE
51.23	51.41	24.0	951	212									
51.38	51.52	32.0	740								317.2	1.1	
51.41 R†	51.52 R†	12.0	581			775	4.9	1.3	0.8	0.2			NB LANE
51.41 L†	51.52 L†	12.0	581			775	4.9	1.3	0.8	0.2			SB LANE
51.41 L†	51.45 L†	12.0	200								31.5	0.1	WIDE Shld
TOTAL SHEET Q-2				976	2916	15070	95.0	24.0	15.2	4.0	5287.0	18.4	

SUMMARY OF QUANTITIES
Q-2

REVISED BY | DATE REVISED
JOHNATHON JACKSON | GAVIN KEATING
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION: DATE PLOTTED => 05-FEB-2014, TIME PLOTTED => 09:06
01-16-14

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	13	24

Curtis D. Coburn 1-29-14
REGISTERED CIVIL ENGINEER DATE

February 3, 2014
PLANS APPROVAL DATE

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

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

ROADWAY

LOCATION (PM)		Avg WIDTH	LENGTH	REPLACE ASPHALT CONCRETE SURFACING	COLD PLANE ASPHALT CONCRETE PAVEMENT	COLD IN-PLACE RECYCLING	EMULSIFIED RECYCLING AGENT (COLD IN-PLACE RECYCLING)	CEMENT (COLD IN-PLACE RECYCLING)	SAND COVER (COLD IN-PLACE RECYCLING)	ASPHALTIC EMULSION (COLD IN-PLACE RECYCLING)	HMA (TYPE A)	TACK COAT	REMARKS
FROM	TO	LF		CY	SQYD		TON						
51.52	51.66	24.0	740	165									
51.52	52.01	28.0	2588								974.0	3.4	
51.66 R†	52.08 R†	12.0	2218			2957	18.7	4.7	3.0	0.8			NB LANE
51.66 L†	52.08 L†	12.0	2218			2957	18.7	4.7	3.0	0.8			SB LANE
52.01	52.04	38.0	159								80.5	0.3	
52.04 L†		75.0	56		165						55.1	0.2	TULE LAKE Rd
52.04	52.10	48.0	317								202.4	0.7	
52.08	52.10	48.0	100		534								COLD PLANE - TAPER 0.00' TO 0.15' DEPTH OVER 100'
52.10	52.11	43.0	75		359								COLD PLANE - 0.15' DEPTH OVER 75'
52.10	52.11	43.0	53								30.3	0.1	SCOTTS CREEK BRIDGE SOUTH APPROACH
52.17	52.19	46.5	75		388								COLD PLANE - 0.15' DEPTH OVER 75'
52.17	52.18	45.0	53								31.7	0.1	SCOTTS CREEK BRIDGE SOUTH APPROACH
52.18	52.22	48.0	212								135.0	0.5	
52.19	52.21	48.0	100		534								COLD PLANE - TAPER 0.15' TO 0.00' DEPTH OVER 100'
52.21 R†	52.34 R†	12.0	687			916	5.8	1.5	1.0	0.2			NB LANE
52.21 L†	52.34 L†	12.0	687			916	5.8	1.5	1.0	0.2			SB LANE
52.22	52.25	40.0	159								84.6	0.3	
52.25	52.35	32.0	529								226.6	0.8	
52.34	52.37	28.5	158	42									Med & NB/SB TRAVELED WAY - TAPER 24' TO 33' WIDTH
52.35	52.38	37.0	159								78.4	0.3	
52.37	52.38	34.0	53	17									Med & NB/SB TRAVELED WAY - TAPER 33' TO 35' WIDTH
52.38	52.40	42.0	106								320.4	1.1	
52.38	52.40	42.0	100		467								COLD PLANE - TAPER 0.00' TO 0.15' DEPTH OVER 100'
SUBTOTALS				224	2447	7746	49.0	12.4	8.0	2.0	2219.0	7.8	
TOTALS SHEET Q-2				976	2916	15070	95.0	24.0	15.2	4.0	5287.0	18.4	
TOTALS SHEET Q-1					36						142.5		
TOTALS				1200	5399	22816	144.0	36.4	23.2	6.0	7648.5	26.2	

CALCULATED-DESIGNED BY: JOHNATHON JACKSON
CHECKED BY: GAVIN KEATING
FUNCTIONAL SUPERVISOR: ROYAL McCARTHY
REVISED BY
DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®

SUMMARY OF QUANTITIES
Q-3

LAST REVISION DATE PLOTTED => 05-FEB-2014
01-16-14 TIME PLOTTED => 09:06

M

Maint	MAINTENANCE
Max	MAXIMUM
MB	METAL BEAM
MBB	METAL BEAM BARRIER
MBGR	METAL BEAM GUARD RAILING
Med	MEDIAN
MGS	MIDWEST GUARDRAIL SYSTEM
MH	MANHOLE
Min	MINIMUM
Misc	MISCELLANEOUS
Misc I & S	MISCELLANEOUS IRON AND STEEL
Mkr	MARKER
Mod	MODIFIED, MODIFY
Mon	MONUMENT
MP	METAL PLATE
MPGR	METAL PLATE GUARD RAILING
MR	MOVEMENT RATING
MSE	MECHANICALLY STABILIZED EMBANKMENT
Mt	MOUNTAIN, MOUNT
Mtl	MATERIAL
MVP	MAINTENANCE VEHICLE PULLOUT

N

N	NORTH
NB	NORTHBOUND
No.	NUMBER (MUST HAVE PERIOD)
Nos.	NUMBERS (MUST HAVE PERIOD)
NPS	NOMINAL PIPE SIZE
NS	NEAR SIDE
NSP	NEW STANDARD PLAN
NTS	NOT TO SCALE

O

Oblr	OBLITERATE
OC	OVERCROSSING
OD	OUTSIDE DIAMETER
OF	OUTSIDE FACE
OG	ORIGINAL GROUND
OGAC	OPEN GRADED ASPHALT CONCRETE
OGFC	OPEN GRADED FRICTION COURSE
OH	OVERHEAD
OHWM	ORDINARY HIGH WATER MARK
O-O	OUT TO OUT
Opp	OPPOSITE
OSD	OVERSIDE DRAIN

P

P	PAGE
PAP	PERFORATED ALUMINUM PIPE
PB	PULL BOX
PC	POINT OF CURVATURE, PRECAST
PCC	POINT OF COMPOUND CURVE, PORTLAND CEMENT CONCRETE
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
PCP	PERFORATED CONCRETE PIPE, PRESTRESSED CONCRETE PIPE
PCVC	POINT OF COMPOUND VERTICAL CURVE
PEC	PERMIT TO ENTER AND CONSTRUCT
Ped	PEDESTRIAN
Ped OC	PEDESTRIAN OVERCROSSING
Ped UC	PEDESTRIAN UNDERCROSSING
Perm Mtl	PERMEABLE MATERIAL

P continued

PG	PROFILE GRADE
PI	POINT OF INTERSECTION
PJP	PARTIAL JOINT PENETRATION
Pkwy	PARKWAY
℄,PL	PLATE
P/L	PROPERTY LINE
PM	POST MILE, TIME FROM NOON TO MIDNIGHT
PN	PAVING NOTCH
POC	POINT OF HORIZONTAL CURVE
POT	POINT OF TANGENT
POVC	POINT OF VERTICAL CURVE
PP	PIPE PILE, PLASTIC PIPE, POWER POLE
PPL	PREFORMED PERMEABLE LINER
PPP	PERFORATED PLASTIC PIPE
PRC	POINT OF REVERSE CURVE
PRF	PAVEMENT REINFORCING FABRIC
PRVC	POINT OF REVERSE VERTICAL CURVE
PS&E	PLANS, SPECIFICATIONS AND ESTIMATES
PS, P/S	PRESTRESSED
PSP	PERFORATED STEEL PIPE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
Pvmt	PAVEMENT

Q

Qty	QUANTITY

R

R	RADIUS
R & D	REMOVE AND DISPOSE
R & S	REMOVE AND SALVAGE
R/C	RATE OF CHANGE
RCA	REINFORCED CONCRETE ARCH
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
RCPA	REINFORCED CONCRETE PIPE ARCH
Rd	ROAD
Reinf	REINFORCED, REINFORCEMENT, REINFORCING
Rel	RELOCATE
Repl	REPLACEMENT
Ret	RETAINING
Rev	REVISED, REVISION
Rdwy	ROADWAY
RHMA	RUBBERIZED HOT MIX ASPHALT
Riv	RIVER
RM	ROAD-MIXED
RP	RADIUS POINT, REFERENCE POINT
RR	RAILROAD
RSP	ROCK SLOPE PROTECTION, REVISED STANDARD PLAN
Rt	RIGHT
Rte	ROUTE
RW	REDWOOD, RETAINING WALL
R/W	RIGHT OF WAY
Rwy	RAILWAY

S

S	SOUTH, SUPPLEMENT
SAE	STRUCTURE APPROACH EMBANKMENT
Salv	SALVAGE
SAPP	STRUCTURAL ALUMINUM PLATE PIPE
SB	SOUTHBOUND
SC	SAND CUSHION
SCSP	SLOTTED CORRUGATED STEEL PIPE
SD	STORM DRAIN
Sec	SECOND, SECTION
Sep	SEPARATION
SG	SUBGRADE
Shld	SHOULDER
Sht	SHEET
Sim	SIMILAR
℄	STATION LINE
SM	SELECTED MATERIAL
Spec	SPECIAL, SPECIFICATIONS
SPP	SLOTTED PLASTIC PIPE
SS	SLOPE STAKE
SSBM	STRAP AND SADDLE BRACKET METHOD
SSD	STRUCTURAL SECTION DRAIN
SSPA	STRUCTURAL STEEL PLATE ARCH
SSPP	STRUCTURAL STEEL PLATE PIPE
SSPPA	STRUCTURAL STEEL PLATE PIPE ARCH
SSRP	STEEL SPIRAL RIB PIPE
St	STREET
Sta	STATION
STBB	SINGLE THRIE BEAM BARRIER
Std	STANDARD
Str	STRUCTURE
Surf	SURFACING
SW	SIDEWALK, SOUND WALL
Swr	SEWER
Sym	SYMMETRICAL
S4S	SURFACE 4 SIDES

T

T	SEMI-TANGENT
Tan	TANGENT
TBB	THRIE BEAM BARRIER
Tbr	TIMBER
TC	TOP OF CURB
TCB	TRAFFIC CONTROL BOX
TCE	TEMPORARY CONSTRUCTION EASEMENT
Tel	TELEPHONE
Temp	TEMPORARY
TG	TOP OF GRADE
Tot	TOTAL
TP	TELEPHONE POLE
TPB	TREATED PERMEABLE BASE
TPM	TREATED PERMEABLE MATERIAL
Trans	TRANSITION

T continued

TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL
Typ	TYPICAL

U

UC	UNDERCROSSING
UD	UNDERDRAIN
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
UP	UNDERPASS

V

V	VALVE, DESIGN SPEED
Var	VARIABLE, VARIES
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
Vert	VERTICAL
Via	VIADUCT
Vol	VOLUME

W

W	WEST, WIDTH
WB	WESTBOUND
WH	WEEP HOLE
WM	WIRE MESH
WS	WATER SURFACE
WSP	WELDED STEEL PIPE
Wt	WEIGHT
WV	WATER VALVE
WW	WINGWALL
WWLOL	WINGWALL LAYOUT LINE

X

X Sec	CROSS SECTION
Xing	CROSSING

Y

Yr	YEAR
Yrs	YEARS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	14	24

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Grace M. Tsushima — No. C49814 — Exp. 9-30-14 — CIVIL — STATE OF CALIFORNIA

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

TO ACCOMPANY PLANS DATED 02-03-14

UNIT OF MEASUREMENT SYMBOLS:

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

TABLE A

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

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

TABLE B

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

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ABBREVIATIONS (SHEET 2 OF 2)

NO SCALE

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

REVISED STANDARD PLAN RSP A10B

2010 REVISED STANDARD PLAN RSP A10B

P:\PROJ\01\0C830\drafting\sheets\10c830va001.dgn

6-7-13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	15	24

Roberta L. McLaughlin
REGISTERED CIVIL ENGINEER

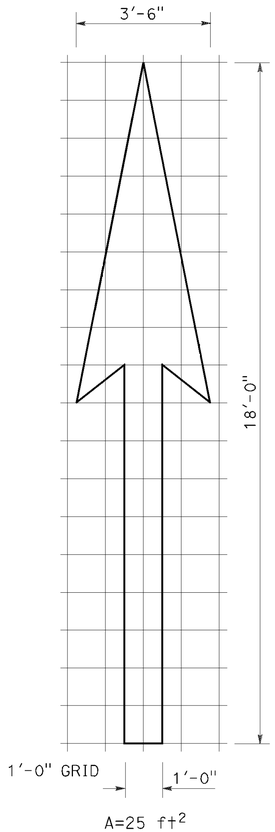
April 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Roberta L. McLaughlin
No. C40375
Exp. 3-31-13
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.

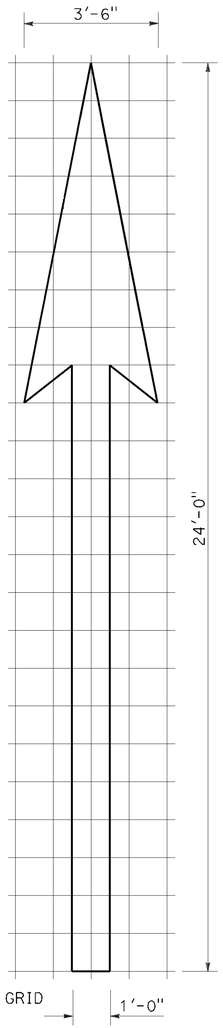
TO ACCOMPANY PLANS DATED 02-03-14

2010 REVISED STANDARD PLAN RSP A24A



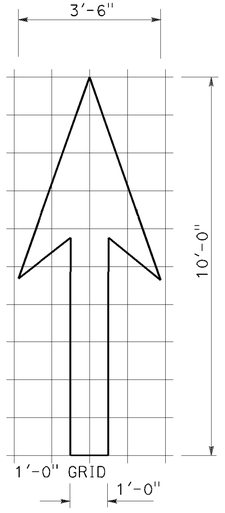
A=25 ft²

TYPE I 18'-0" ARROW



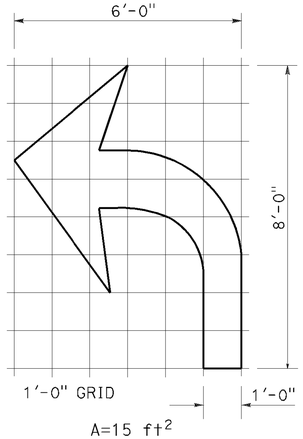
A=31 ft²

TYPE I 24'-0" ARROW



A=14 ft²

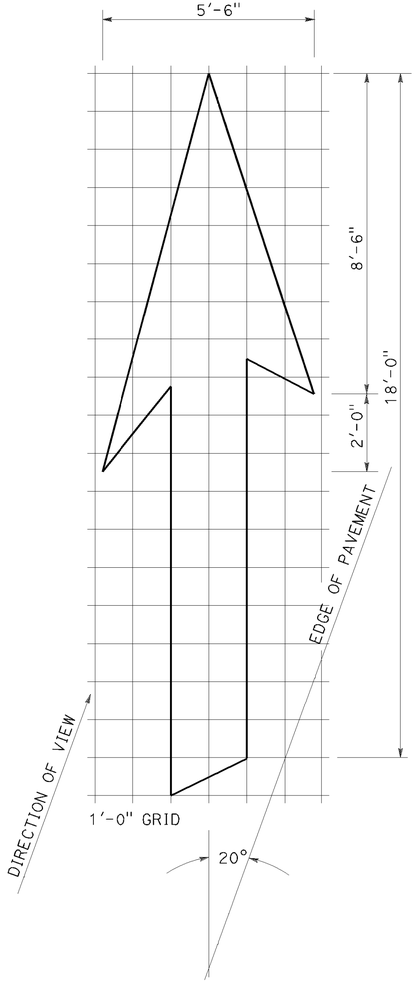
TYPE I 10'-0" ARROW



A=15 ft²

TYPE IV (L) ARROW

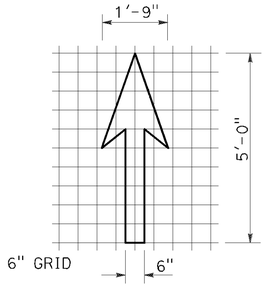
(For Type IV (R) arrow, use mirror image)



A=42 ft²

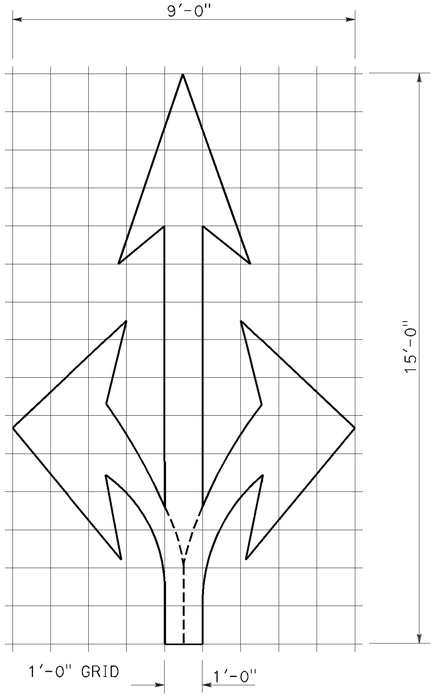
TYPE VI ARROW

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



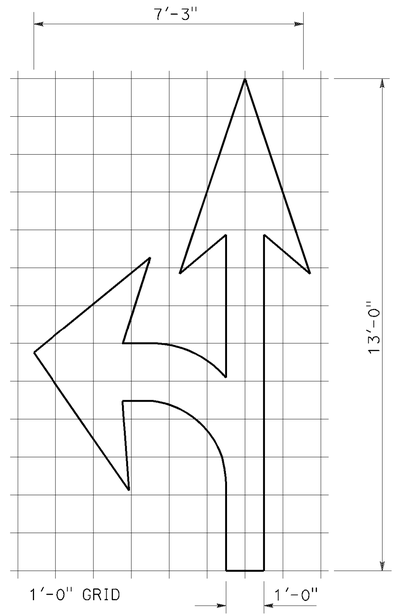
A=3.5 ft²

BIKE LANE ARROW



A=36 ft²

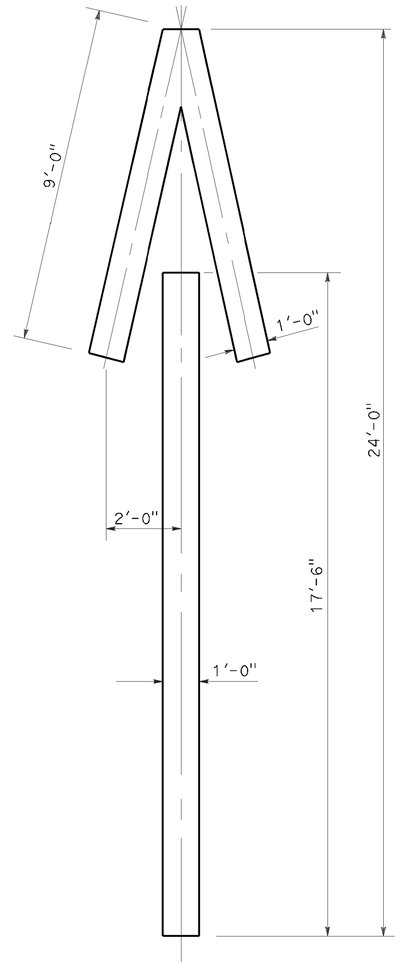
TYPE VIII ARROW



A=27 ft²

TYPE VII (L) ARROW

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



A=33 ft²

TYPE V ARROW

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS ARROWS

NO SCALE

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

REVISED STANDARD PLAN RSP A24A

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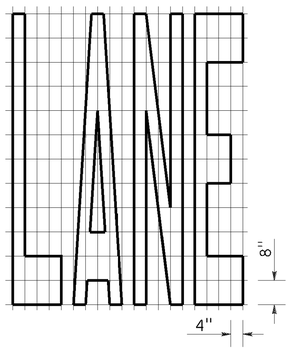
3-14-12



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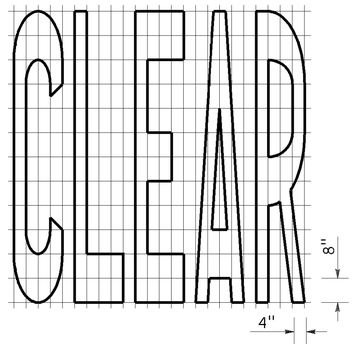

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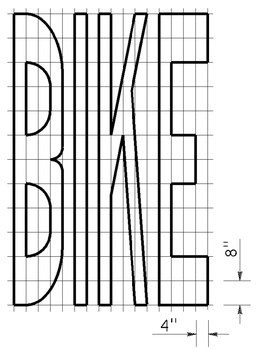

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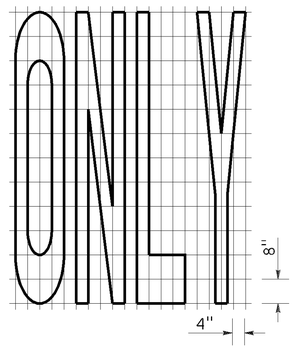

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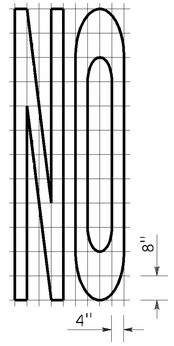

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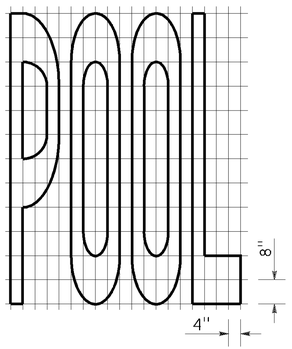

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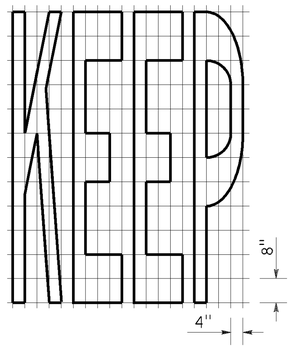

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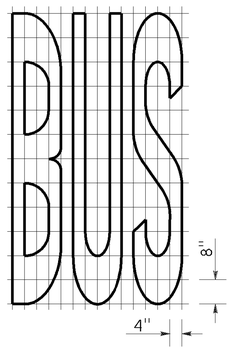

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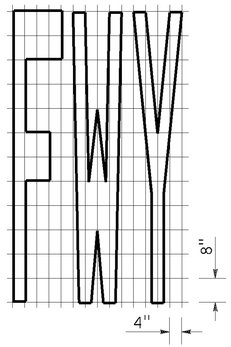

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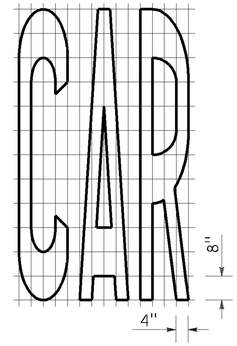

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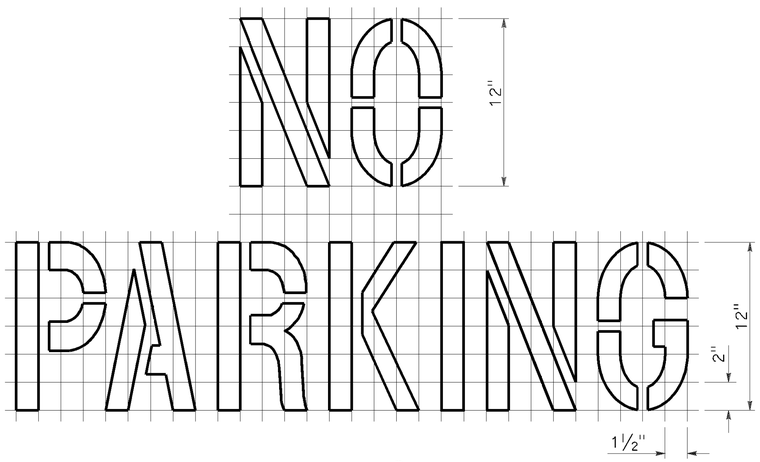
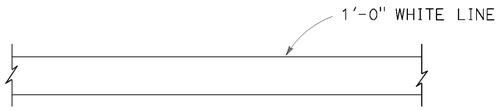
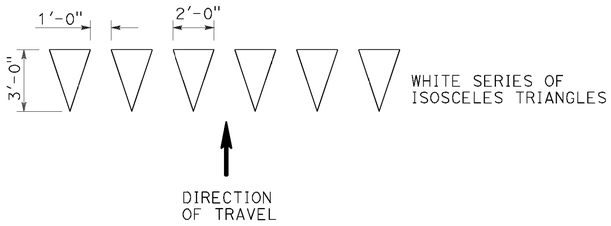


A=2 ft^2

See Notes 6 and 7



LIMIT LINE (STOP LINE)



YIELD LINE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	16	24

Roberta L. McLaughlin
REGISTERED CIVIL ENGINEER

July 20, 2012
PLANS APPROVAL DATE

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

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 02-03-14

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

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

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6-12-12

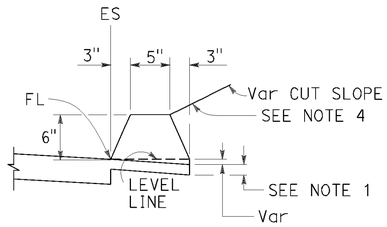
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	17	24

REGISTERED CIVIL ENGINEER

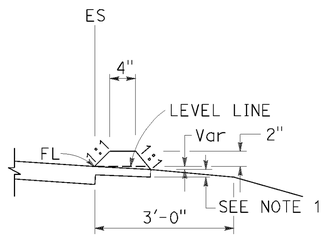
July 19, 2013
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Janzen
No. 44788
Exp. 03-31-14
CIVIL
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 02-03-14



TYPE A
See Note 3



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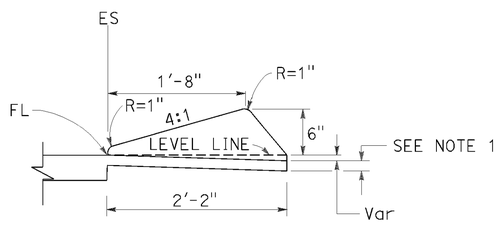

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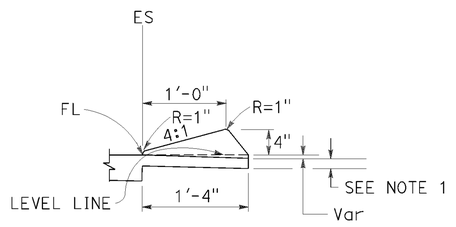
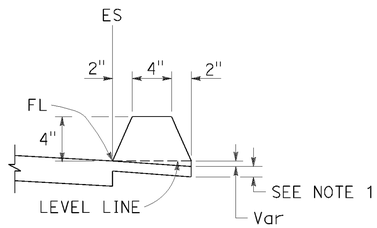
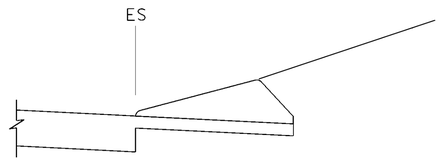


TYPE E

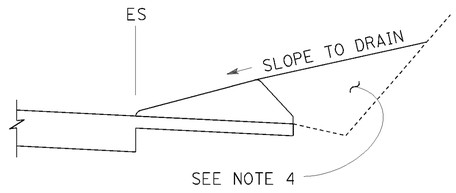


TYPE F
See Note 5

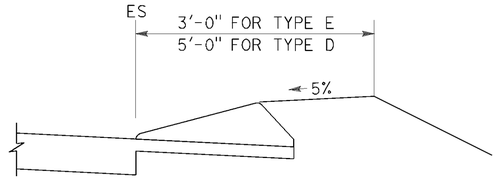
DIKES



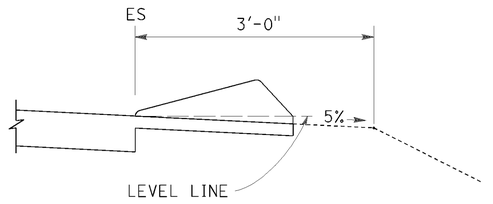
CASE C-1
Cut Slope



CASE C-2
Cut Slope



CASE F



CASE R
See Note 2

TYPE D AND E BACKFILL DETAILS

NOTES:

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

DIKE QUANTITIES

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

Quantities based on 5% cross slope.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT DIKES

NO SCALE

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

REVISED STANDARD PLAN RSP A87B

2010 REVISED STANDARD PLAN RSP A87B

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6-27-13

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	18	24

REGISTERED CIVIL ENGINEER

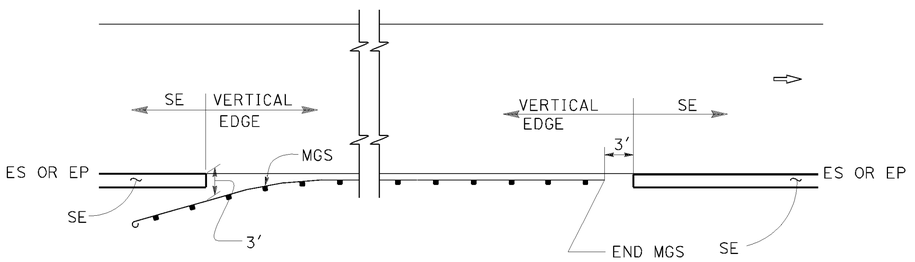
November 15, 2013
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Cornelis M. Hakim
No. C55610
Exp. 12-31-14
CIVIL
STATE OF CALIFORNIA

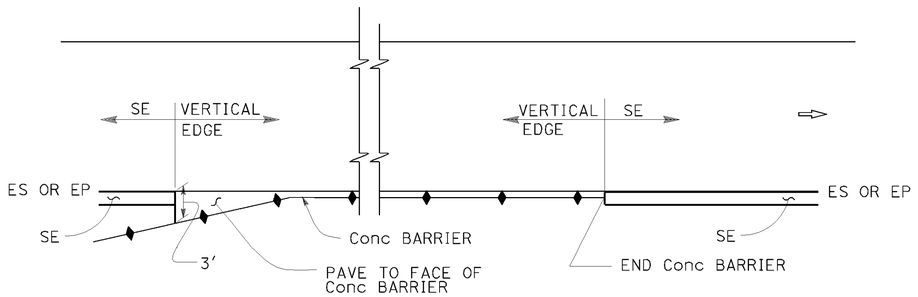
TO ACCOMPANY PLANS DATED 02-03-14

ABBREVIATIONS:

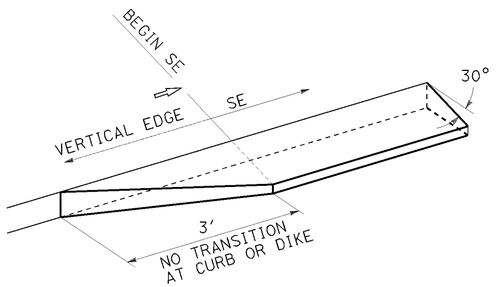
SE SAFETY EDGE



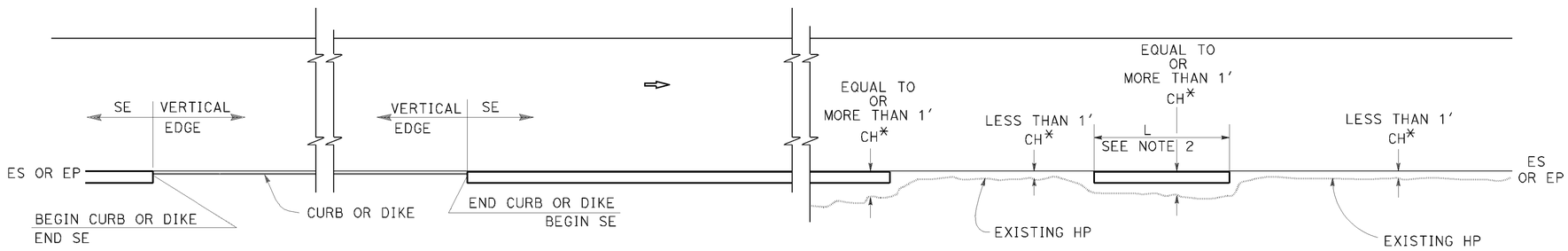
MGS



CONCRETE BARRIER



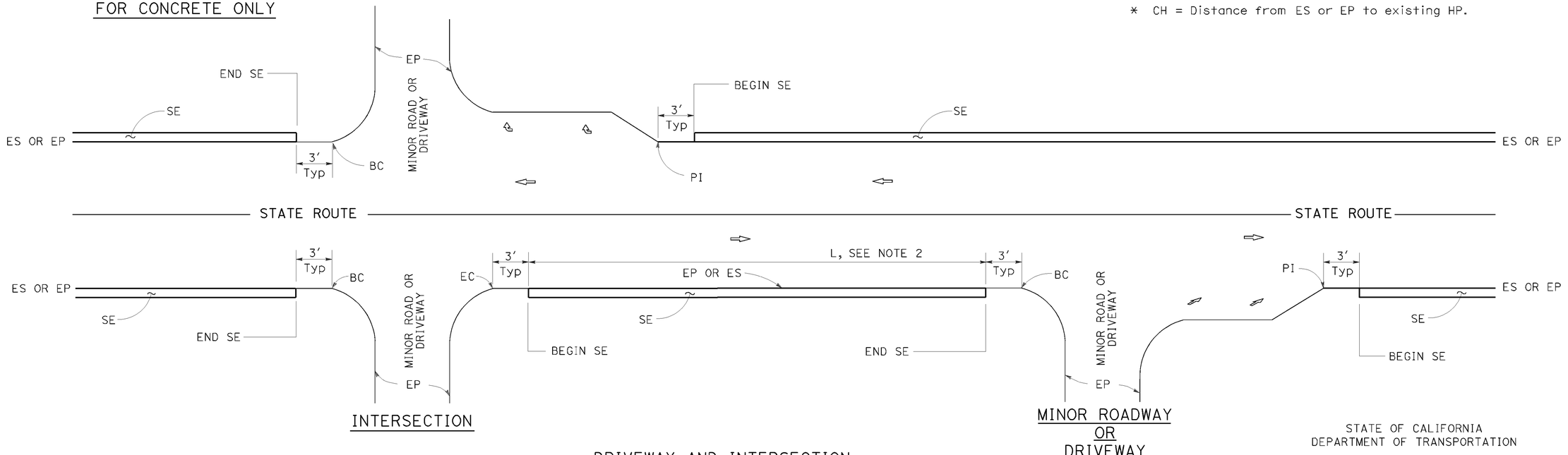
TRANSITION DETAIL
FOR CONCRETE ONLY



CURB OR DIKE

NARROW SIDE SLOPE

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



INTERSECTION

DRIVEWAY AND INTERSECTION

MINOR ROADWAY OR DRIVEWAY

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE TREATMENTS

NO SCALE

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

REVISED STANDARD PLAN RSP P74

2010 REVISED STANDARD PLAN RSP P74

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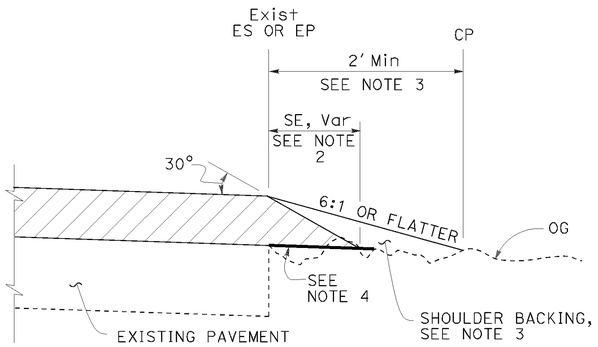
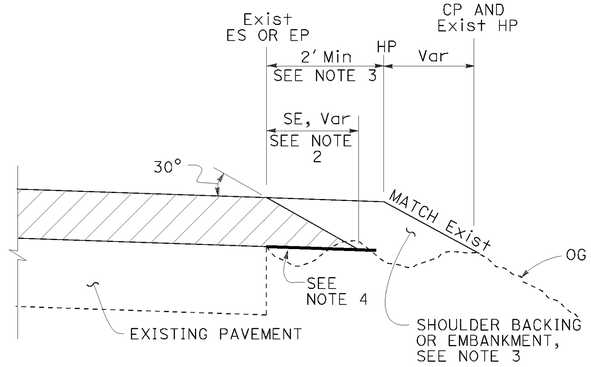
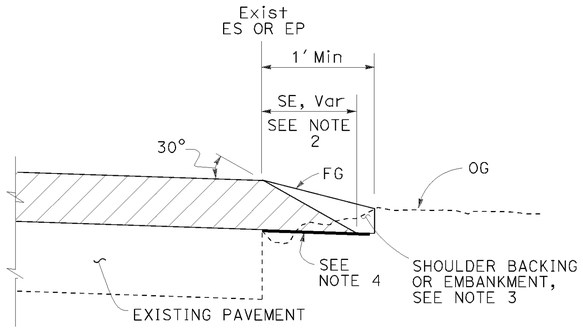
10-11-13



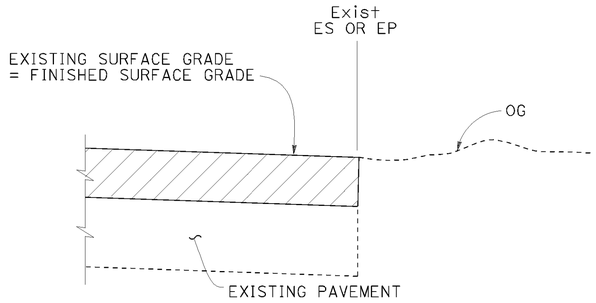
CASE A
Safety Edge



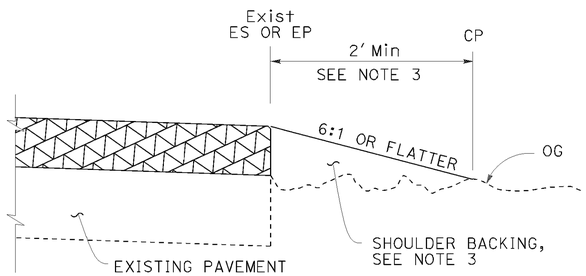
CASE B
Safety Edge



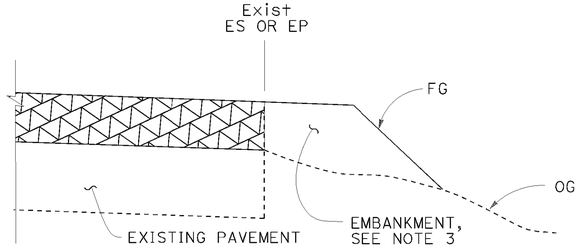
CASE C
Safety Edge



CASE D
Vertical Edge



CASE E
Vertical Edge



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

NOTES:

1. For limits of safety edge and vertical edge treatments, see Revised Standard Plan RSP P74.
2. Details shown for HMA overlay thickness less than 0.43'. See Detail "A" for HMA overlay thickness more than 0.43' or concrete overlay.
3. For locations and limits of shoulder backing or embankment see project plans.
4. Grade existing ground to place safety edge. 1' minimum width
5. Safety edge transverse joint must match overlay transverse joint. End of #6 longitudinal bar must be 2" ±½" clear from transverse joint.
6. Safety edge is not needed in the area of MGS, barrier, right turn lane and acceleration lane. See Revised Standard Plan RSP P74.

LEGEND:

HMA OVERLAY

HMA OR CONCRETE OVERLAY

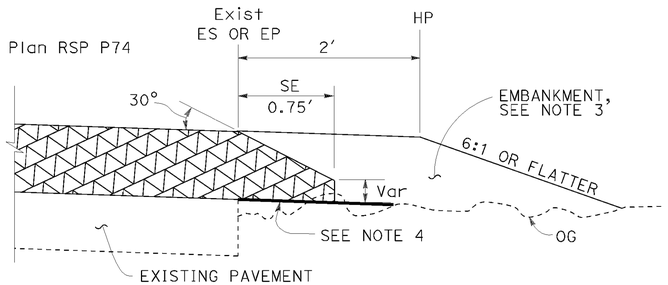
CONCRETE OVERLAY

ABBREVIATIONS:

SE SAFETY EDGE
TT TOTAL THICKNESS OF SE

TABLE A
EDGE TREATMENT FOR VARIOUS OVERLAY THICKNESS AND CONDITIONS

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



DETAIL "A"
For HMA overlay thickness more than 0.43' or concrete overlay

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	19	24

REGISTERED CIVIL ENGINEER

Cornelis M. Hakim
No. C55610
Exp. 12-31-14
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

November 15, 2013
PLANS APPROVAL DATE

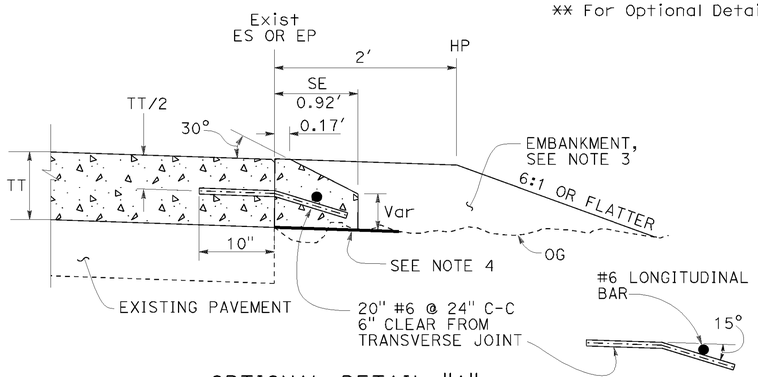
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED 02-03-14

ADDITIONAL HMA OR CONCRETE QUANTITIES FOR SE/SIDE/MILE

TYPICAL CROSS SECTION	TT	TOTAL ADDITIONAL MATERIAL FOR SE/SIDE/MILE		
		HMA (TON)	CONCRETE (CY)*	CONCRETE (CY)**
TT	0.15'	NA	NA	NA
	0.20'	13.7	NA	NA
	0.30'	30.9	NA	NA
	0.40'	54.9	NA	NA
	0.45'	69.4	NA	NA
TT, 0.43'	0.50'	84.2	NA	NA
	0.60'	113.9	NA	NA
	0.70'	143.6	70.9	94.2
	0.80'	173.3	85.6	112.2
	0.90'	203.0	100.3	130.2
	1.00'	232.7	114.9	148.2
	1.10'	262.4	129.6	166.2
	1.20'	292.1	144.3	184.2

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



OPTIONAL DETAIL "A"
For concrete overlay
See Note 5

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE TREATMENTS-OVERLAYS

NO SCALE

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

REVISED STANDARD PLAN RSP P75

2010 REVISED STANDARD PLAN RSP P75

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10-4-13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	20	24

REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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

TO ACCOMPANY PLANS DATED 02-03-14

TABLE 1

TAPER LENGTH CRITERIA AND CHANNELIZING DEVICE SPACING

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

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

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

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

TABLE 2

LONGITUDINAL BUFFER SPACE AND FLAGGER STATION SPACING

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

* - Speed is posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

** - Longitudinal buffer space or flagger station spacing

*** - Use on sustained downgrade steeper than -3 percent and longer than 1 mile.

TABLE 3

ADVANCE WARNING SIGN SPACING

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

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

2010 REVISED STANDARD PLAN RSP T9

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM TABLES FOR LANE AND RAMP CLOSURES

NO SCALE

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

REVISED STANDARD PLAN RSP T9

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4-30-13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	21	24

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

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

TO ACCOMPANY PLANS DATED 02-03-14

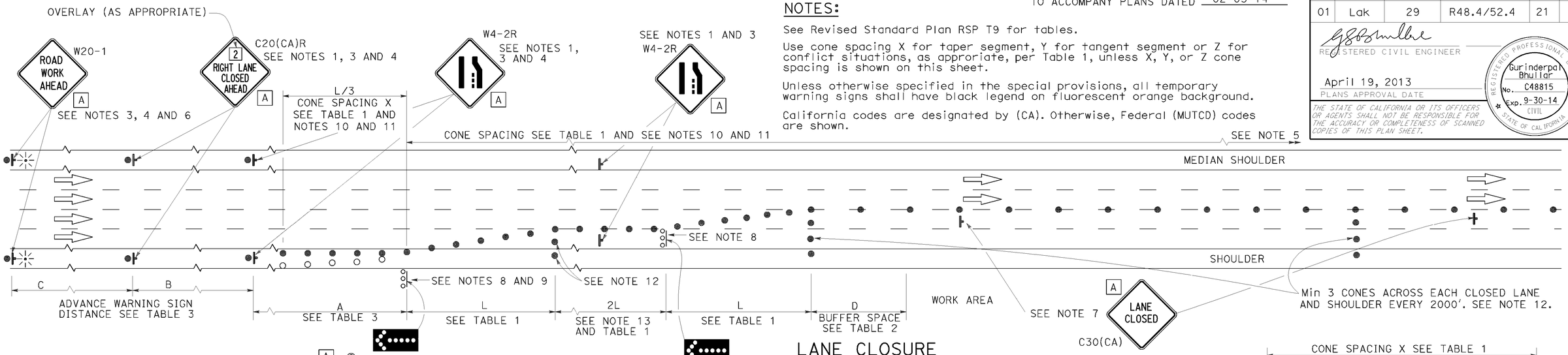
NOTES:

See Revised Standard Plan RSP T9 for tables.

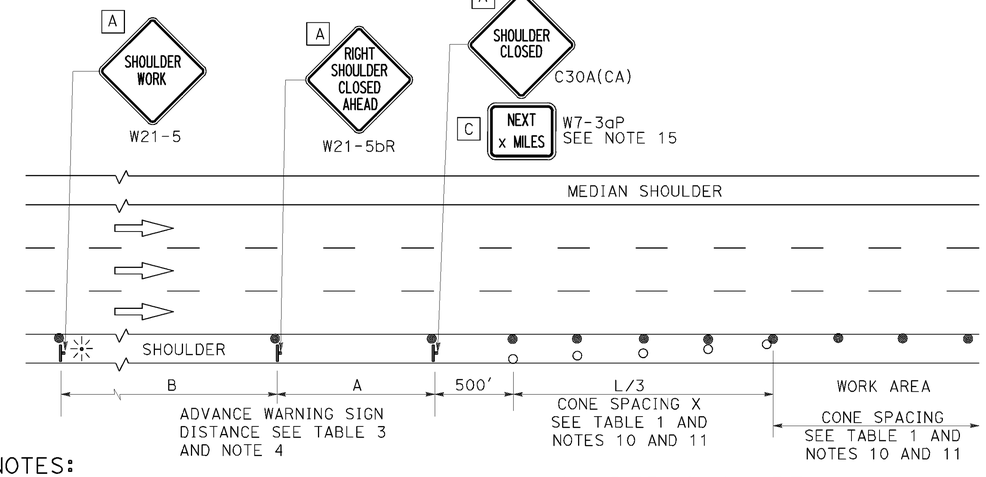
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as approriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

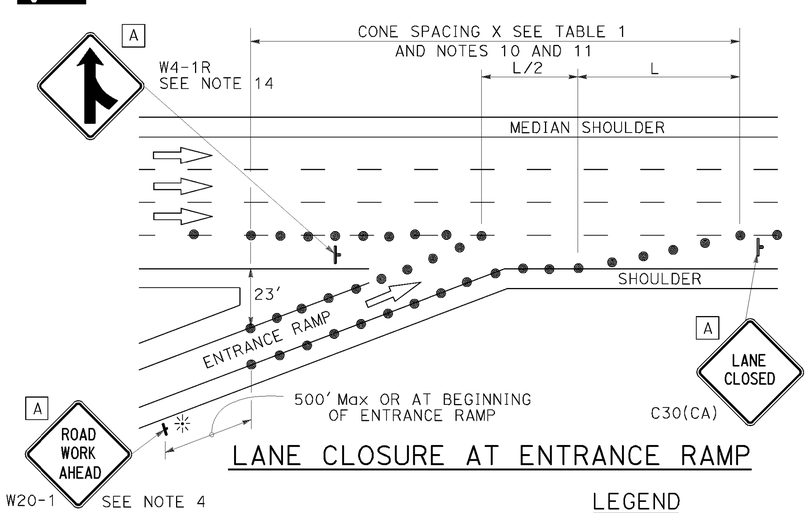
Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.

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

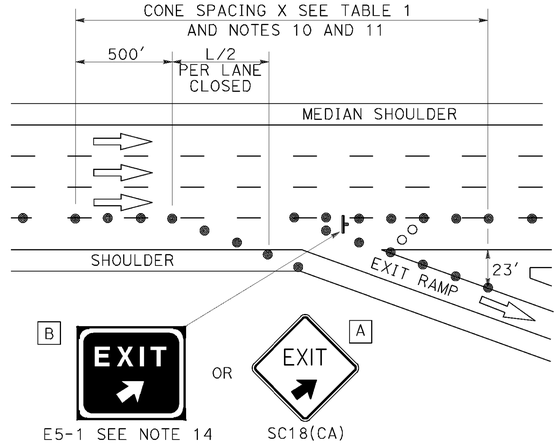


LANE CLOSURE





LANE CLOSURE AT ENTRANCE RAMP



LANE CLOSURE AT EXIT RAMP

NOTES:

1. Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
2. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
3. Duplicate sign installations are not required:
   a) On opposite shoulder if at least one-half of the available lanes remain open to traffic.
   b) In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
4. Each advance warning sign on each side of the roadway shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
5. A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious or ends within a larger project's limits.

SHOULDER CLOSURE

6. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA) sign for the first advance warning sign.
7. Place a C30(CA) sign every 2000' throughout length of lane closure.
8. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
9. A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at top of crest vertical curve or on a horizontal curve.
10. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
11. Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.
12. Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
13. Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
14. Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
15. A W7-3aP "NEXT____MILES" plaque must be used if theshoulder closure extends beyond the distance that can be perceived by road users.

LEGEND

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

SIGN PANEL SIZE (Min)

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS

NO SCALE

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

REVISED STANDARD PLAN RSP T10

2010 REVISED STANDARD PLAN RSP T10

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12-18-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	22	24

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

TO ACCOMPANY PLANS DATED 02-03-14

NOTES:

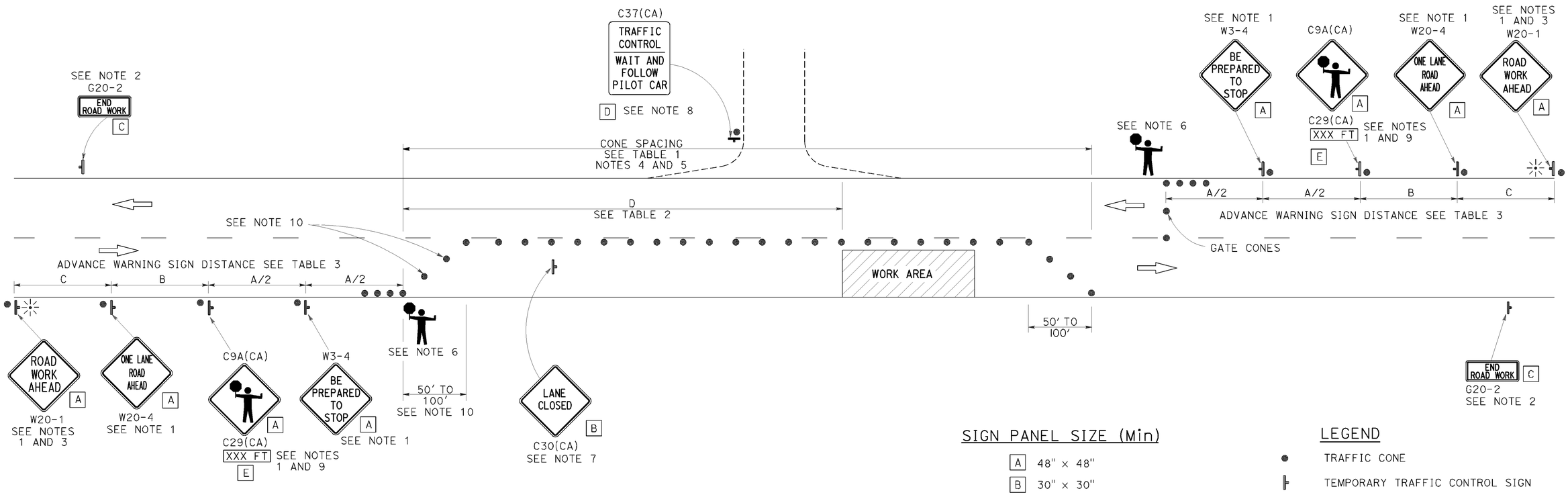
See Revised Standard Plan RSP T9 for tables.

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

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

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

TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL



SIGN PANEL SIZE (Min)

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

LEGEND

- TRAFFIC CONE
- TEMPORARY TRAFFIC CONTROL SIGN
- PORTABLE FLASHING BEACON
- FLAGGER

NOTES:

1. 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.
2. A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
3. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a W20-4 sign for the first advance warning sign.
4. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
5. Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
6. 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.
7. 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.
8. When a pilot car is used, place a C37(CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign with black legend on white background at all intersections, driveways and alleys without a flagger within traffic control area. Signs shall be clean and visible at all times. Where traffic can not be effectively self-regulated, at least one flagger shall be used at each intersection within traffic control area.
9. An optional C29(CA) sign may be placed below the C9A(CA) sign.
10. Either traffic cones or barricades shall be placed on the taper. 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

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

REVISED STANDARD PLAN RSP T13

2010 REVISED STANDARD PLAN RSP T13

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4-2-13

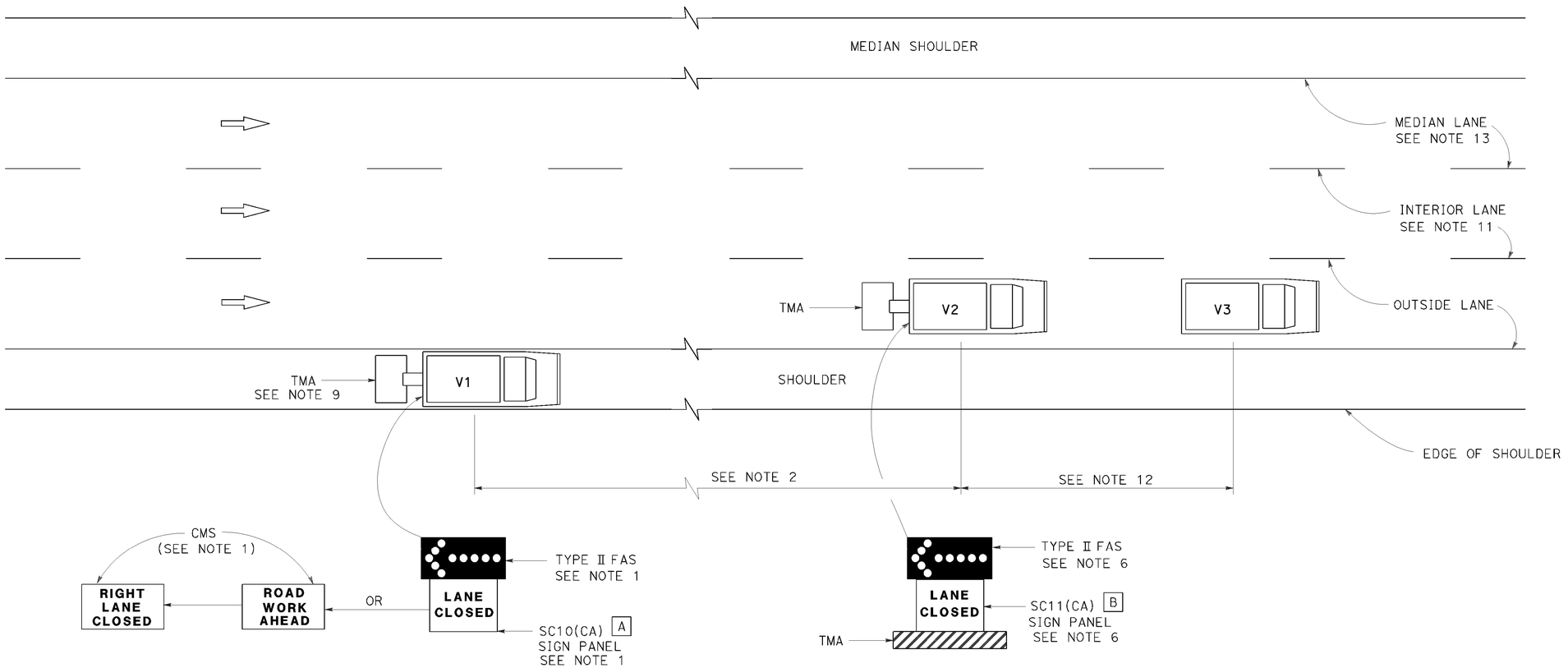
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	23	24

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

TO ACCOMPANY PLANS DATED 02-03-14



SIGN PANEL SIZE (Min)

A 66" x 36"

B 54" x 42"

LEGEND

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

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

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURE ON MULTILANE HIGHWAYS

NO SCALE

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

REVISED STANDARD PLAN RSP T15

2010 REVISED STANDARD PLAN RSP T15

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12-18-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Lak	29	R48.4/52.4	24	24

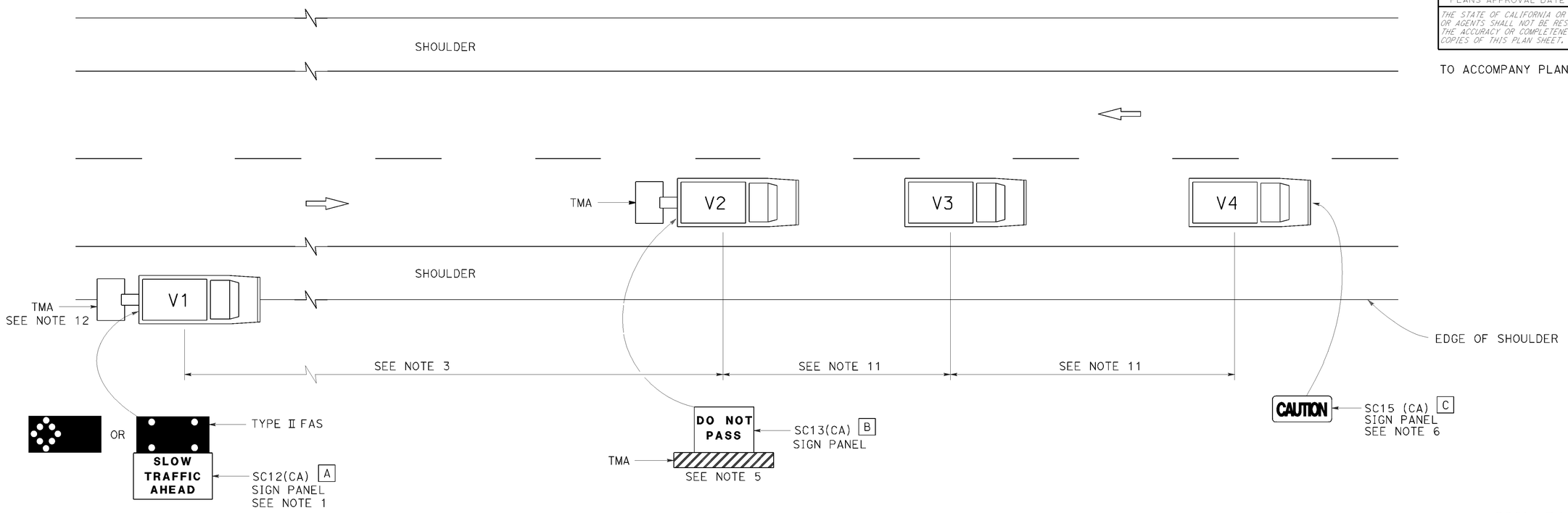
REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

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

TO ACCOMPANY PLANS DATED 02-03-14



NOTES:

1. Either a changeable message sign or a SC12(CA) "SLOW TRAFFIC AHEAD" sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "CAUTION" message first, follow by the "SLOW TRAFFIC AHEAD" message. A Type II flashing arrow sign may be used with the SC12(CA) sign panel.
2. Sign vehicle V1 should be positioned where highly visible when shoulders are not available.
3. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue.
4. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
5. Shadow vehicle shall be equipped with a truck-mounted attenuator. The sign panel shown shall be mounted on the rear of shadow vehicle V2. The message "LANE CLOSED" may be used in place of the "DO NOT PASS" message.
6. The sign panel shown shall be mounted on the front of sign vehicle V4, facing opposing traffic.
7. All vehicles shall be equipped with flashing or rotating amber lights.
8. Sign vehicle V4 will not be required when the work and vehicles V2 and V3 are 2' or more from the centerline of the highway during the work or application operations.
9. All vehicles used for lane closures shall be equipped with two-way radios and the vehicle operators shall maintain communication during the work or application operation.
10. This plan shall not be used where workers would be on foot in the work area. Use a stationary type lane closure (Revised Standard Plan T13) for this condition.
11. Minimize spacing between vehicles V2 and V3 and vehicles V3 and V4 to deter road users from driving in between them.
12. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.

LEGEND

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

SIGN PANEL SIZE (Min)

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURE ON TWO LANE HIGHWAYS

NO SCALE

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

REVISED STANDARD PLAN RSP T17

2010 REVISED STANDARD PLAN RSP T17

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12-18-12