

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2-3	TYPICAL CROSS SECTIONS
4-10	CONSTRUCTION DETAILS
11	DRAINAGE DETAILS
12	CONSTRUCTION AREA SIGNS
13	PAVEMENT DELINEATION DETAILS AND QUANTITIES
14-17	SUMMARY OF QUANTITIES
18-32	REVISED STANDARD PLANS

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

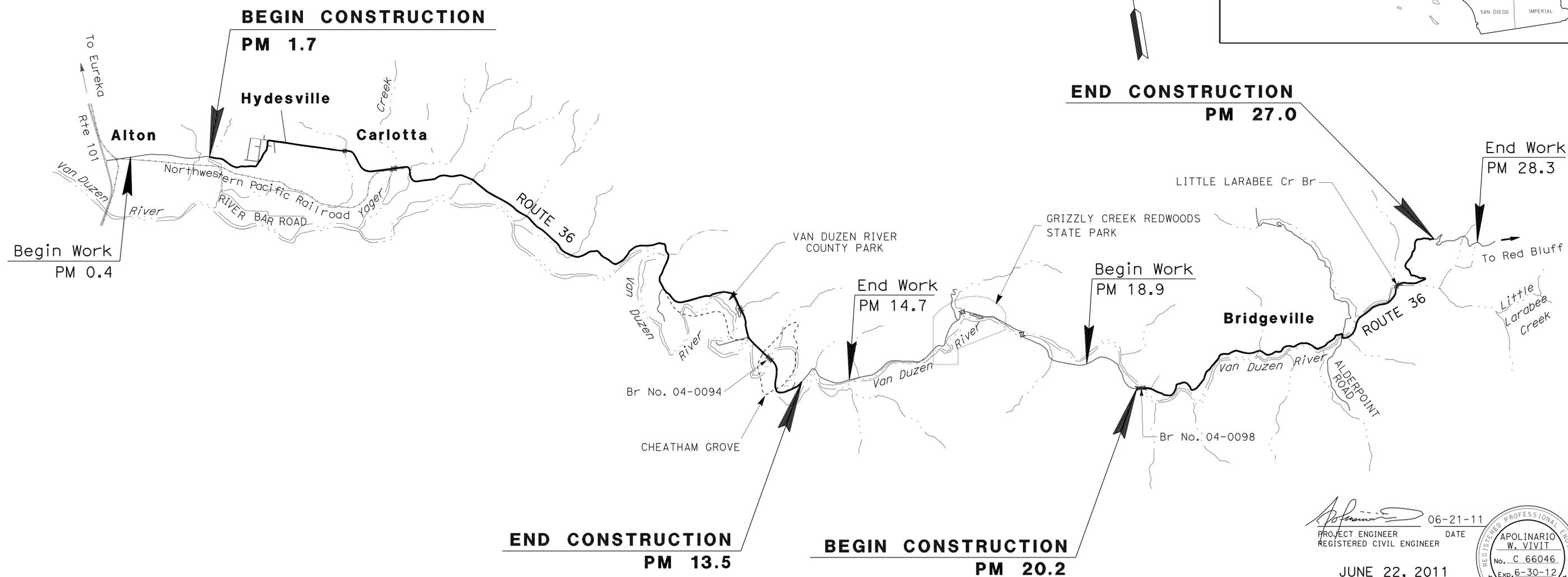
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ACSTP-P036(093)E

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN HUMBOLDT COUNTY NEAR ALTON FROM
RIVER BAR ROAD TO 0.2 MILE EAST OF
VAN DUZEN RIVER BRIDGE No. 04-0094
AND NEAR BRIDGEVILLE FROM
VAN DUZEN RIVER BRIDGE No. 04-0098
TO 1.7 MILES EAST OF
LITTLE LARABEE CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



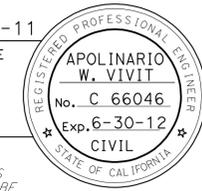
PROJECT MANAGER
KIM FLOYD

DESIGN ENGINEER
APOLINARIO VIVIT

Apolinario Vivit 06-21-11
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

JUNE 22, 2011
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. **01-399104**

PROJECT ID **0100020272**

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

NO SCALE



USERNAME => s115152
DGN FILE => 139910ab001.dgn

UNIT 0317 PROJECT NUMBER & PHASE 01000202721

DATE PLOTTED => 02-AUG-2011
TIME PLOTTED => 08:17

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5 20.2/27.0	2	32

REGISTERED CIVIL ENGINEER	DATE
<i>W. Vivit</i>	06-21-11
PLANS APPROVAL DATE	
	06-22-11

REGISTERED PROFESSIONAL ENGINEER
APOLINARIO W. VIVIT
No. C66046
Exp. 06-30-12
CIVIL

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:

- DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- RIGHT OF WAY IS PERSCRIPTIVE, BUT FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- SEE QUANTITY SHEET FOR LOCATION AND TYPE OF HMA DIKE.

ABBREVIATIONS:

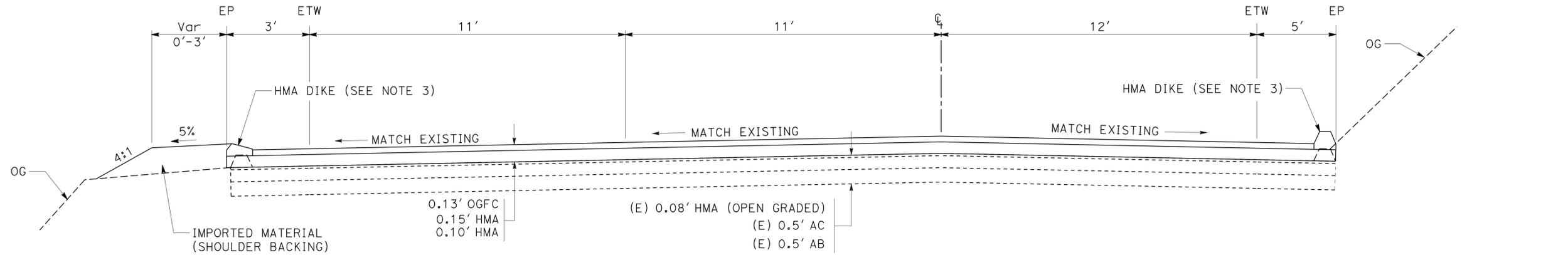
OGFC HMA (OPEN GRADED)

DESIGN DESIGNATION (ROUTE 36) PM 1.7-13.5

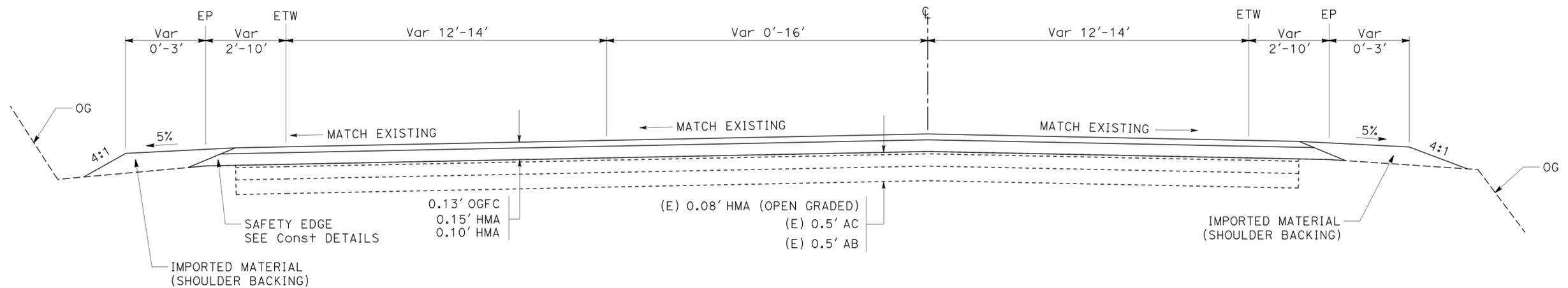
2011 ADT = 4080 D = 60%
 2031 ADT = 4880 T = 6%
 DHV = 700 V = 60 mph
 TI(20) = 9.5

DESIGN DESIGNATION (ROUTE 36) PM 20.2-27.0

2011 ADT = 1430 D = 50%
 2031 ADT = 1710 T = 6%
 DHV = 440 V = 60 mph
 TI(20) = 8.5



PM 4.13-4.35



PM 1.70-2.86
 PM 2.97-4.13

ROUTE 36

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 CALTRANS

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5 20.2/27.0	5	32

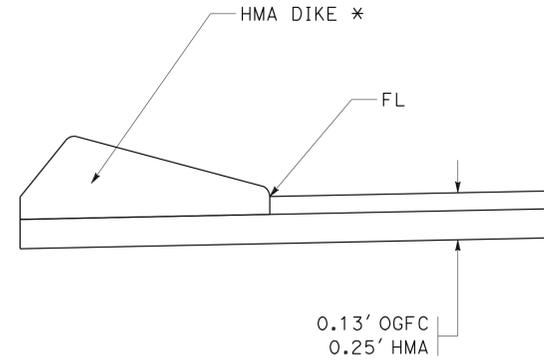
<i>Thomas Penick</i>	06-21-11
REGISTERED CIVIL ENGINEER	DATE
06-22-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
TOM PENICK
No. C61068
Exp. 12-31-12
CIVIL
STATE OF CALIFORNIA

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NOTES:

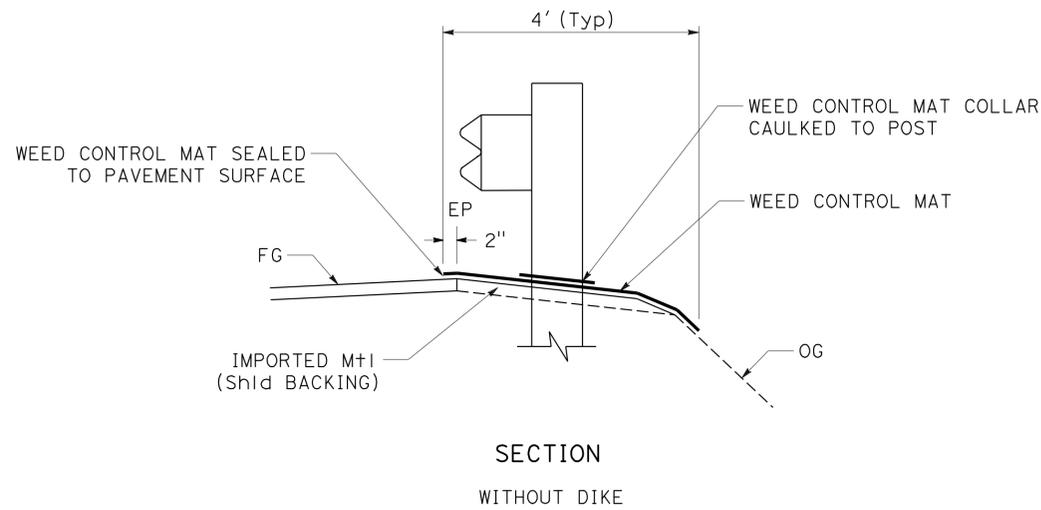
1. VERIFY GUARD RAIL POST SPACING AND OTHER DIMENSIONS IN THE FIELD.
2. WIDTH OF WEED CONTROL MAT VARIES AT GUARDRAIL TERMINAL SECTIONS.



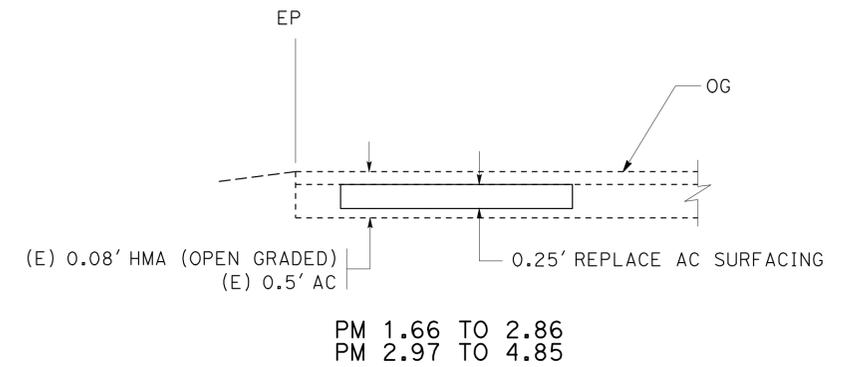
* SEE QUANTITY SHEET FOR LOCATION AND TYPE OF HMA DIKE

HMA DIKE WITH OGFC

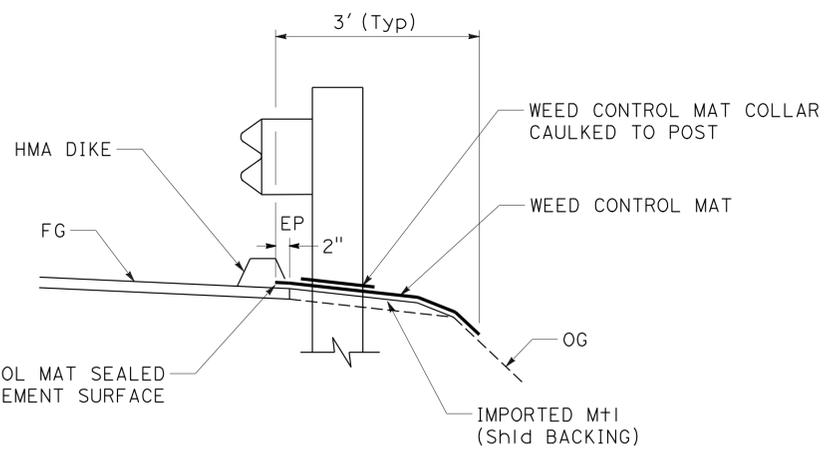
PM 1.66 TO 4.86



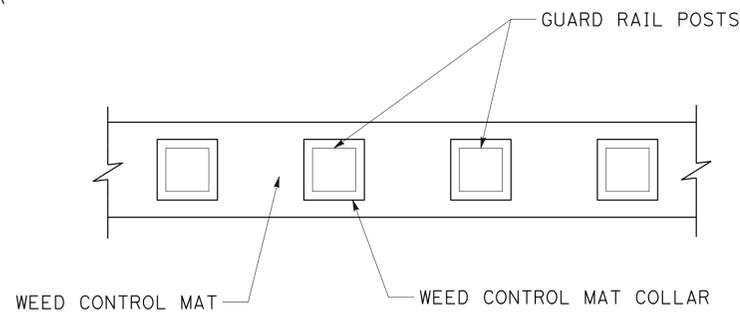
SECTION
WITHOUT DIKE



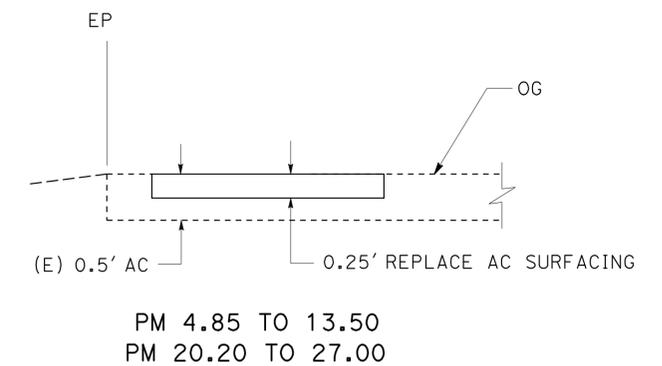
PM 1.66 TO 2.86
PM 2.97 TO 4.85



SECTION
WITH DIKE



PLAN



PM 4.85 TO 13.50
PM 20.20 TO 27.00

REPLACE AC SURFACING

WEED CONTROL MAT (FIBER)

CONSTRUCTION DETAILS

NO SCALE

C-2

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

FUNCTIONAL SUPERVISOR

APOLINARIO VIVIT

CALCULATED-DESIGNED BY

CHECKED BY

BRIAN STEINER

APOLINARIO VIVIT

REVISED BY

DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5 20.2/27.0	6	32

Thomas Penick 06-21-11
 REGISTERED CIVIL ENGINEER DATE
 06-22-11
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 TOM PENICK
 No. C61068
 Exp. 12-31-12
 CIVIL
 STATE OF CALIFORNIA

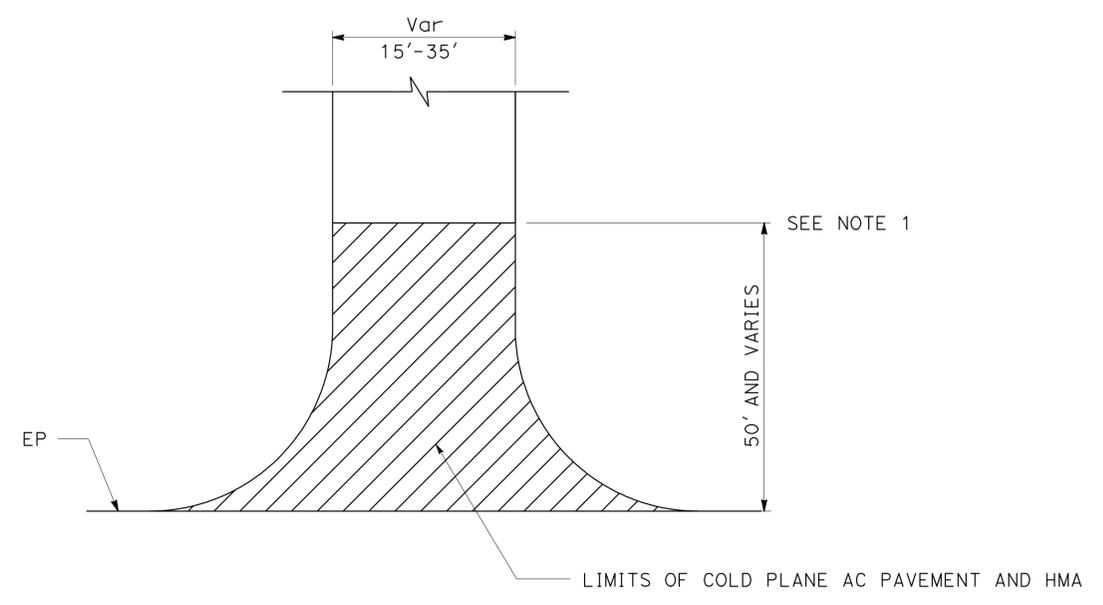
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NOTES:

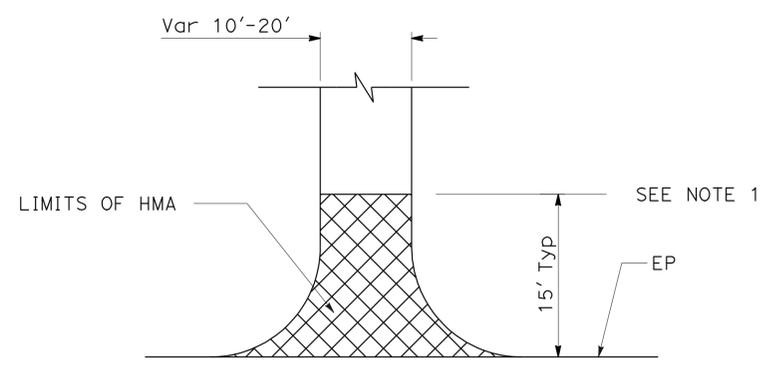
- LIMITS AS SHOWN OR AS DIRECTED BY ENGINEER.
- OGFC LIMITS ARE FROM PM 1.70-4.85 AND AS DIRECTED BY ENGINEER

ABBREVIATIONS:

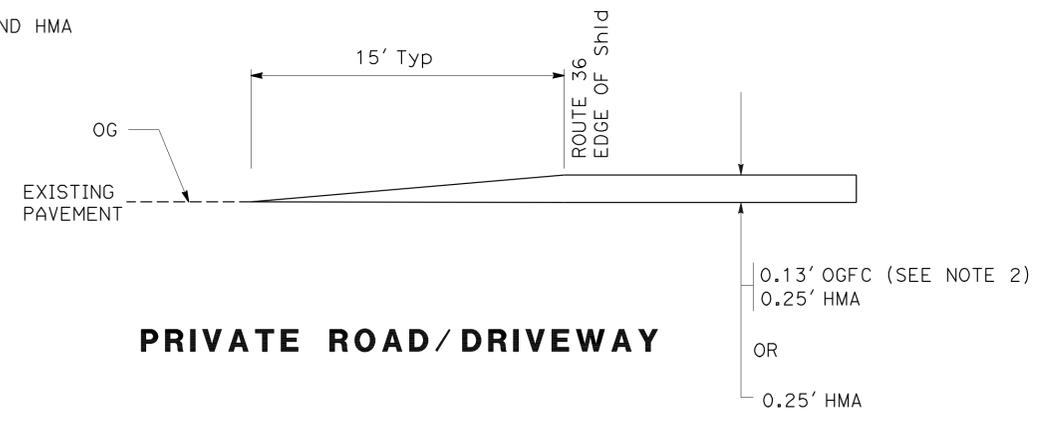
OGFC OPEN GRADED FINISH COURSE



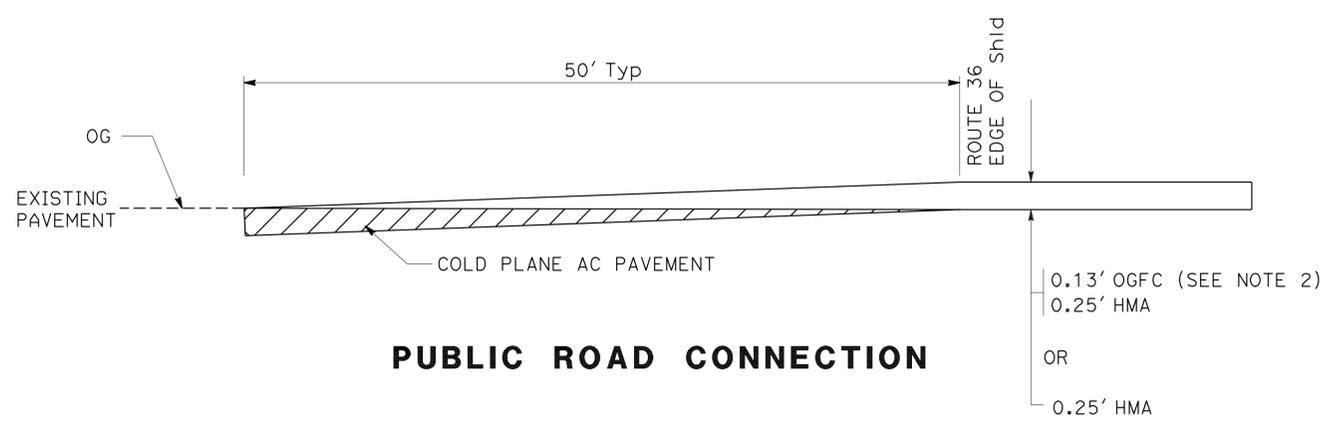
PUBLIC ROAD CONNECTION



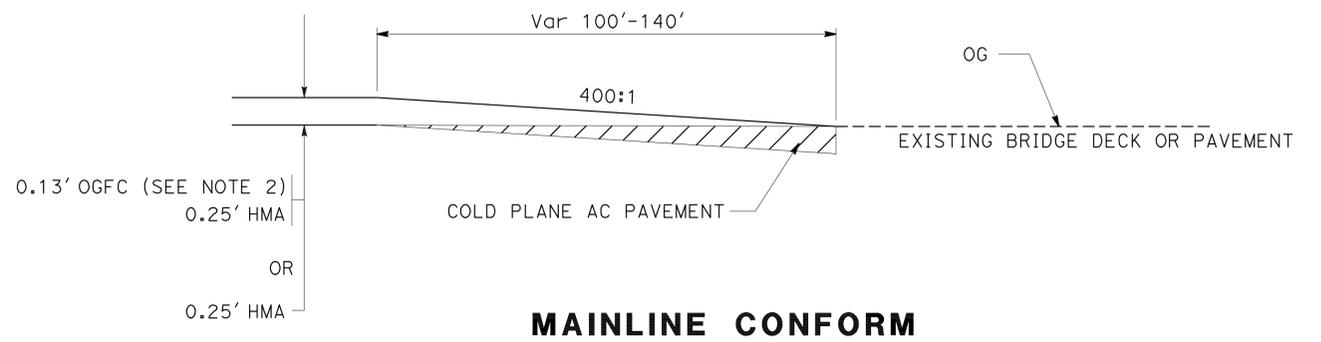
PRIVATE ROAD/DRIVEWAY CONNECTION



PRIVATE ROAD/DRIVEWAY



PUBLIC ROAD CONNECTION



MAINLINE CONFORM

ROADWAY CONNECTIONS

PM	PRIVATE ROAD/ DRIVEWAY	PUBLIC ROAD CONNECTION
	EA	EA
1.70 TO 2.64	3	1
2.64 TO 3.10	24	4
3.10 TO 4.92	41	10
4.92 TO 5.90	6	7
5.90 TO 7.03	57	4
7.03 TO 7.72	18	2
7.72 TO 9.78	4	4
9.78 TO 10.46	8	5
10.46 TO 13.50	2	7
20.20 TO 21.79	5	2
21.79 TO 23.72	3	0
23.72 TO 25.00	2	3
25.00 TO 26.00	3	1
26.00 TO 27.00	4	0
TOTALS	180	50

ROADWAY CONNECTIONS

CONSTRUCTION DETAILS

NO SCALE

C-3

P:\proj\1\01\39910\plans\pse\139910ga003.dgn
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR APOLINARIO VIVIT
 CHECKED BY
 CALCULATED/DESIGNED BY
 APOLINARIO VIVIT
 BRIAN STEINER
 REVISOR DATE
 APOLINARIO VIVIT

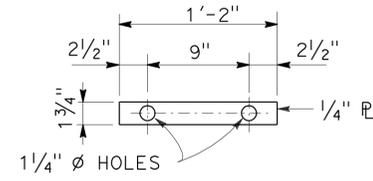
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5 20.2/27.0	8	32

<i>Thomas Penick</i> REGISTERED CIVIL ENGINEER DATE 06-21-11	
PLANS APPROVAL DATE 06-22-11	

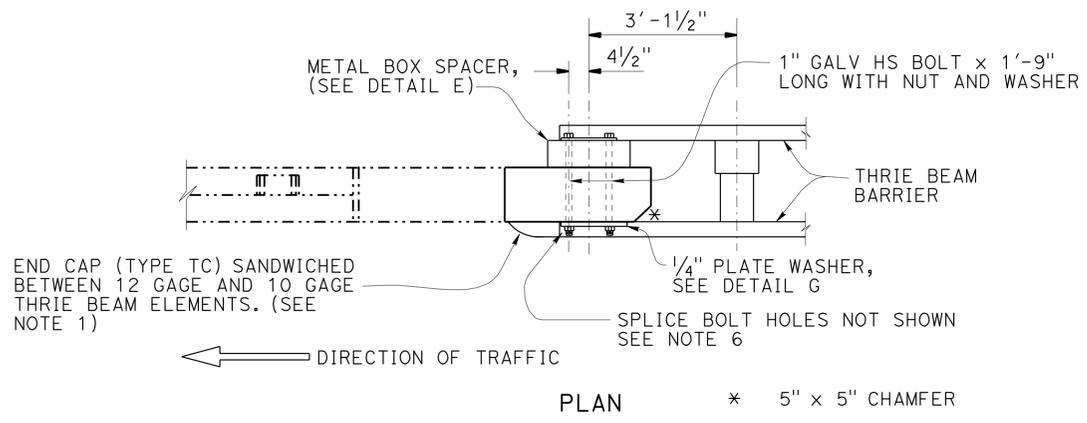
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

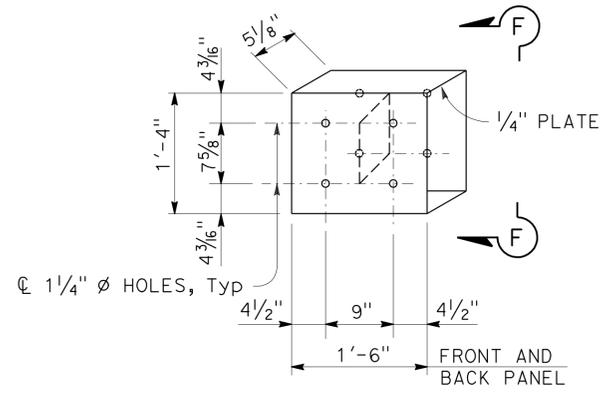
- FOR DETAILS NOT SHOWN, SEE STANDARD PLANS.
- VERIFY DEPENDENT DIMENSIONS IN THE FIELD BEFORE FABRICATING ANY END CONNECTION TO CONFORM WITH PAVEMENT.
- WHEN END SECTION IS CALLED FOR, MODIFY TYPICAL TERMINAL SECTION TO FIT. SEE DETAIL E.
- FOR WB CONNECTION, SEE STANDARD PLAN RSP A77J4.
- ALL PLATES AND BOLTS TO BE GALVANIZED.
- CUT AND REMOVE THAT PORTION OF TYPE 9, 9-11 AND BAGR AS REQUIRED. REMAINING RAIL MUST SPAN AT LEAST TWO POSTS.
- TAPER THE TOP OF THE END OF THE BRIDGE RAILING AT 4:1 TO MATCH THE TOP ELEVATION OF THE THRIE BEAM RAIL ELEMENT.
- EXISTING UTILITY FACILITIES HAVE NOT BEEN POSITIVELY IDENTIFIED.



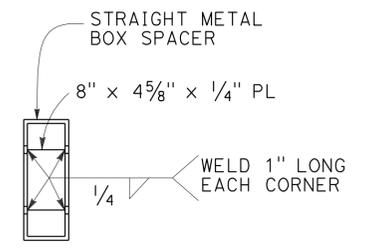
DETAIL H



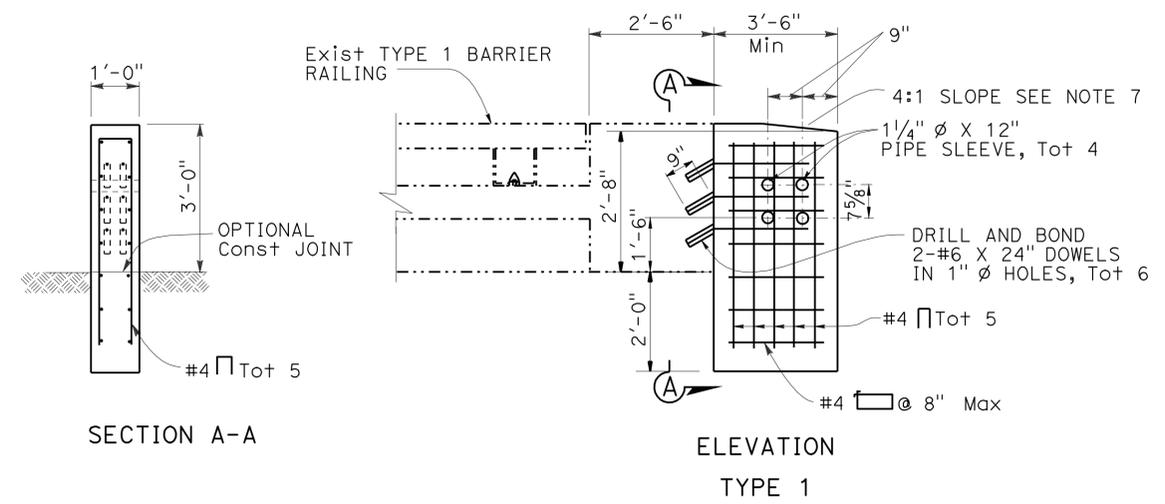
PLAN * 5" x 5" CHAMFER



DETAIL E

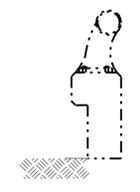


VIEW F-F

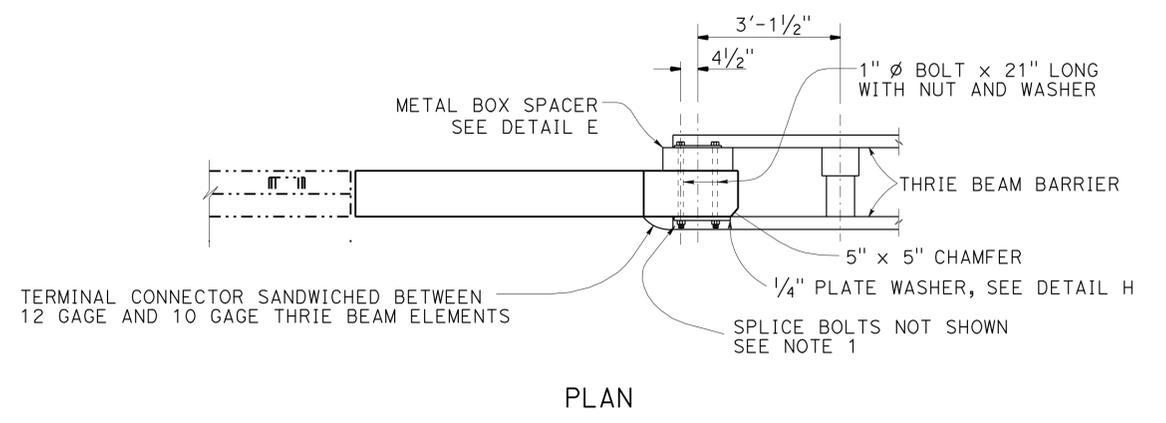


SECTION A-A

ELEVATION TYPE 1



TYPICAL SECTION (TYPE 1 BARRIER)



PLAN

ANCHOR BLOCK FOR EXISTING BARRIER RAILING TYPE 1
 PM 12.77 (L+ AND R+), PM 12.87 (L+ AND R+)
 PM 20.26 (L+ AND R+)

CONSTRUCTION DETAILS

NO SCALE

C-5

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR: APOLINARIO VIVIT
 CALCULATED/DESIGNED BY: APOLINARIO VIVIT
 CHECKED BY:
 REVISOR: BRIAN STEINER
 DATE: 06-21-11
 REVISED BY: APOLINARIO VIVIT
 DATE: 06-22-11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5 20.2/27.0	9	32

REGISTERED CIVIL ENGINEER	DATE
<i>Apolinario W. Vivit</i>	06-21-11
PLANS APPROVAL DATE	06-22-11

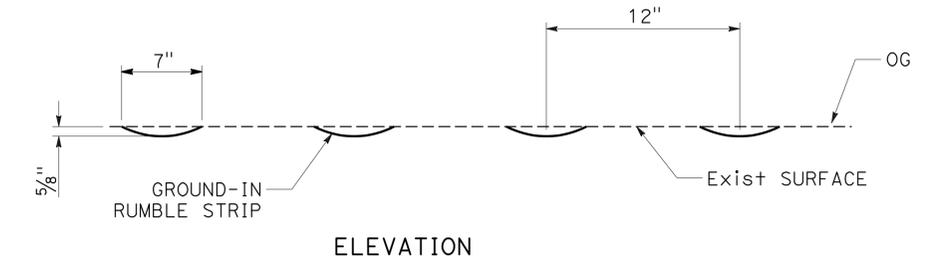
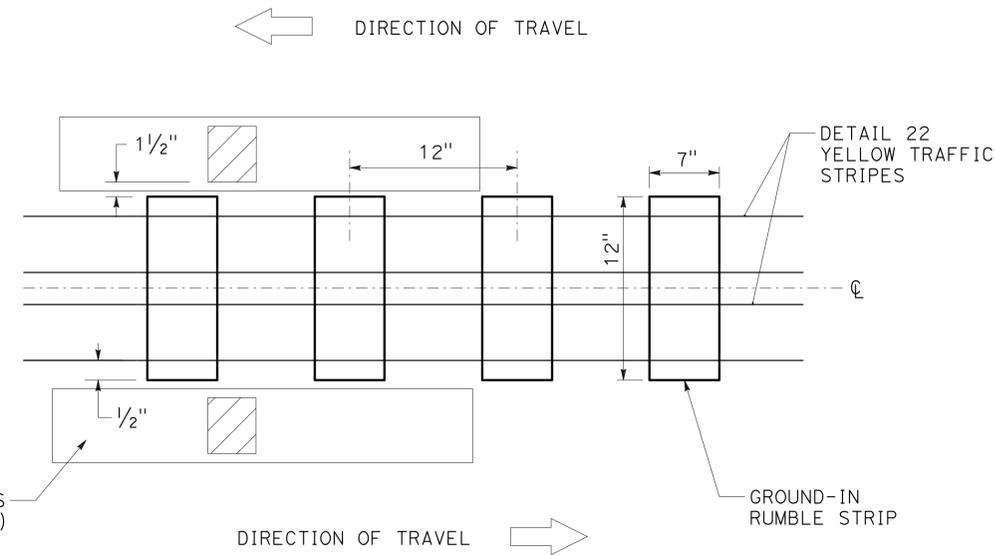
REGISTERED PROFESSIONAL ENGINEER
APOLINARIO W. VIVIT
No. C66046
Exp. 06-30-12
CIVIL

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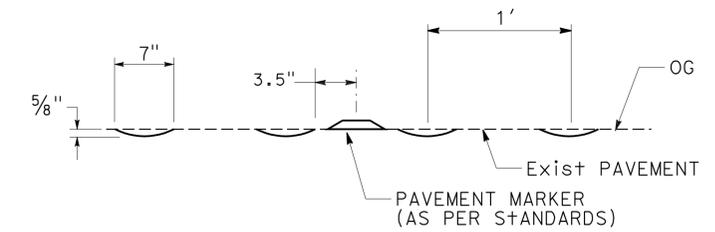
NOTES:

- RUMBLE STRIP AS SHOWN ON THIS PLAN SHALL NOT BE CONSTRUCTED ON BRIDGE DECKS, BRIDGE APPROACH SLABS, RAMPS, PUBLIC AND PRIVATE ROAD APPROACHES AND MINOR DRIVEWAYS.
- MATCH Exist Pvm+ MARKER PLACEMENT (RAISED OR RECESSED), SEE QUANTITY SHEETS FOR SPECIFIC LOCATIONS.
- FOR DETAILS NOT SHOWN, SEE S+D PLANS A20A, A20B.

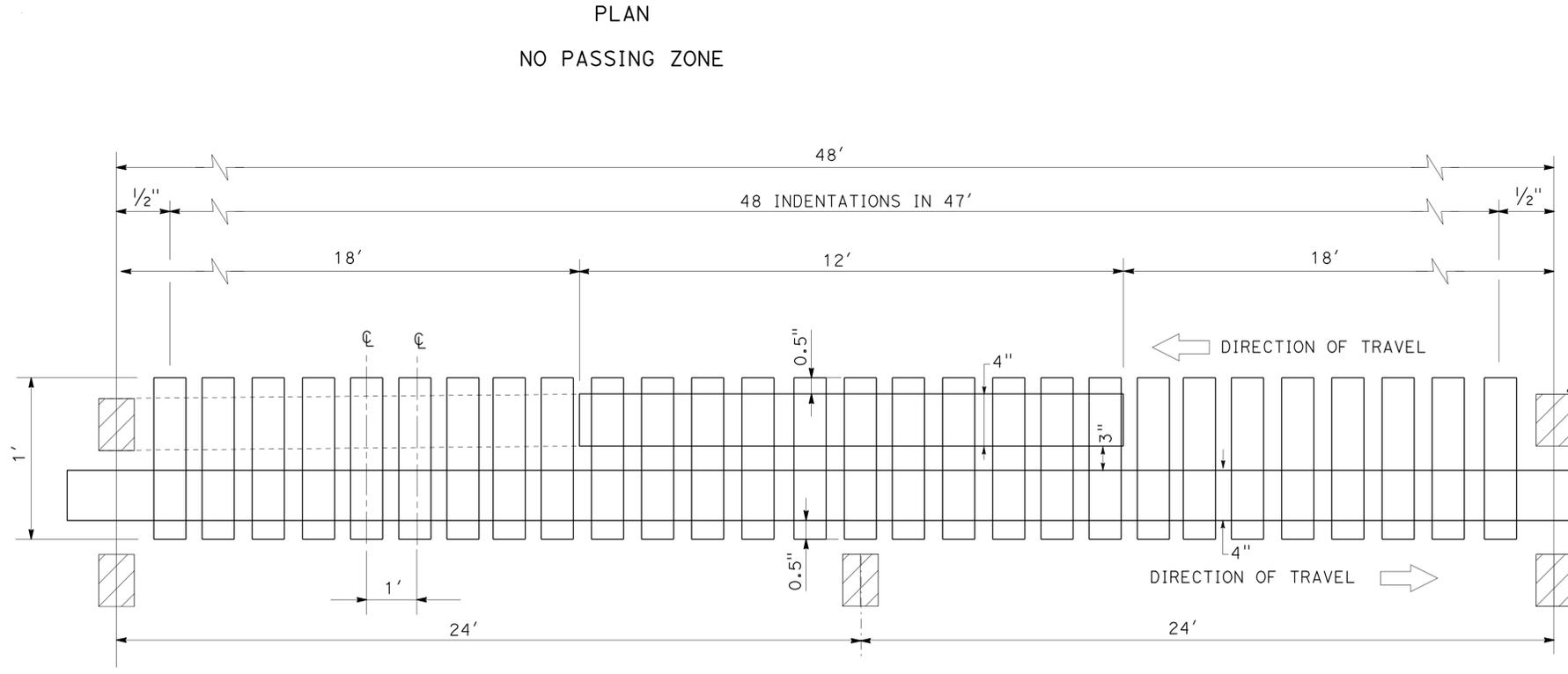
LEGEND:



ELEVATION



ELEVATION
DETAIL 19



PLAN
DETAIL 19

**CENTERLINE RUMBLE STRIP
(HMA, GROUND-IN INDENTATIONS) DETAILS**

CONSTRUCTION DETAILS

NO SCALE

C-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR: APOLINARIO VIVIT
 CALCULATED/DESIGNED BY: BRIAN STEINER
 CHECKED BY: APOLINARIO VIVIT
 REVISOR: BRIAN STEINER
 DATE REVISOR: APOLINARIO VIVIT
 PROJECT: 06-22-11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5, 20.2/27.0	10	32

<i>Thomas Penick</i> 06-21-11	
REGISTERED CIVIL ENGINEER	DATE
06-22-11	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
TOM PENICK
No. C61068
Exp. 12-31-12
CIVIL
STATE OF CALIFORNIA

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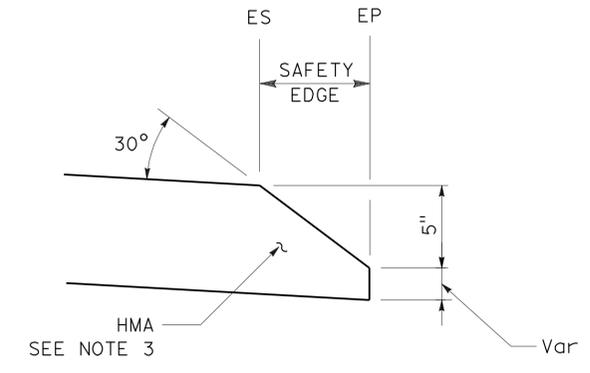
NOTES:

- DO NOT PLACE SAFETY EDGE WHEN CONCRETE BARRIER OR MBGR FACE IS LESS THAN 1' FROM EDGE OF SHOULDER.
- DO NOT PLACE SAFETY EDGE ADJACENT TO GUTTERS OR DITCHES WHERE DISTANCE FROM EDGE OF SHOULDER TO EXISTING HINGE POINT IS 1' OR LESS.
- INCLUDE OPEN GRADED FINISH COURSE, IF ANY, IN SAFETY EDGE SHAPE.
- ROUT AND SEAL ALL CRACKS 1/4" AND WIDER.
- IF ANY PART OF A CRACK IS 1/4" OR WIDER, ROUT AND SEAL THE ENTIRE CRACK.
- DO NOT LEAVE ANY CRACK SEALANT ON THE PAVEMENT SURFACE.

LEGEND:

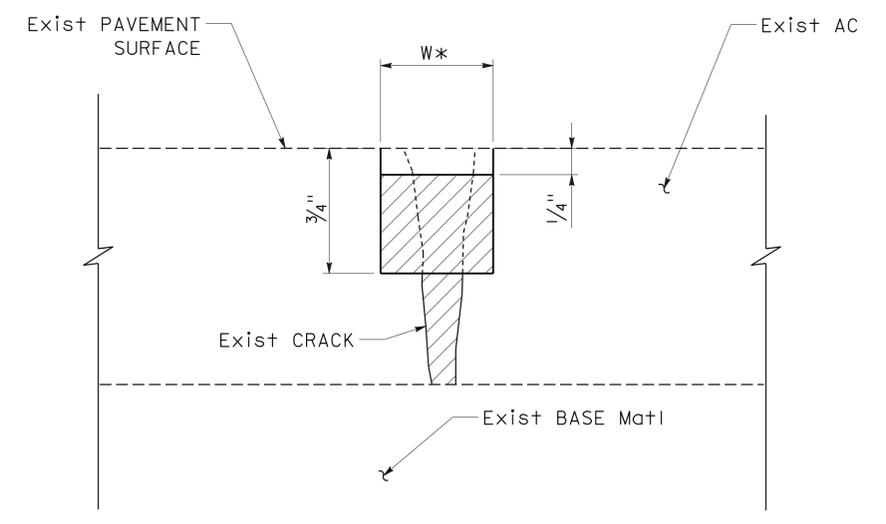


CRACK SEALANT



DETAIL A

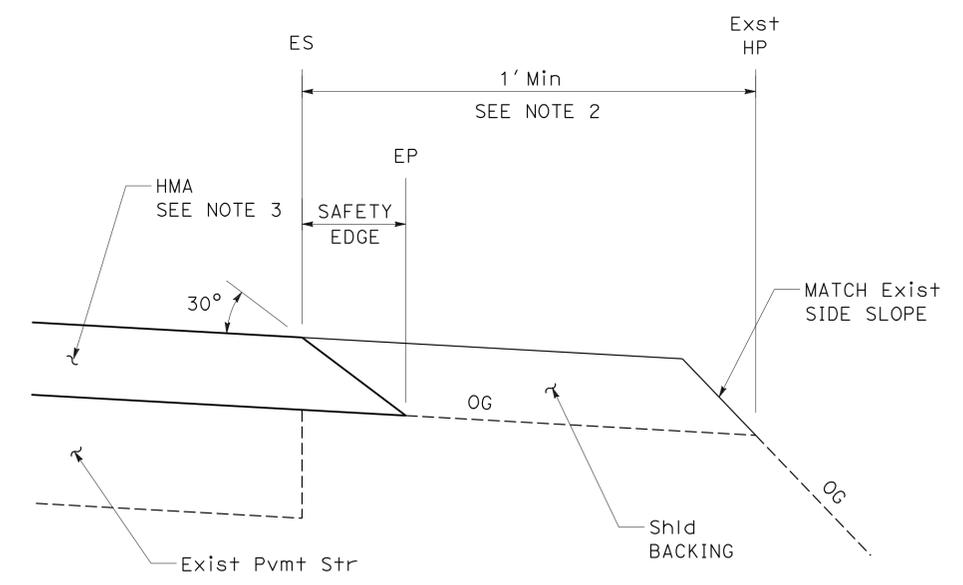
FOR USE WHEN THE HEIGHT OF SAFETY EDGE IS MORE THAN 5"



ELEVATION

ROUT AND SEAL RANDOM CRACKS DETAIL

* W = WIDTH OF ROUTING
W = WIDTH OF CRACK + 1/4" Min



ELEVATION

SAFETY EDGE

CONSTRUCTION DETAILS

NO SCALE

C-7

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR: APOLINARIO VIVIT
 CALCULATED/DESIGNED BY: APOLINARIO VIVIT
 CHECKED BY:
 REVISOR: BRIAN STEINER
 DATE: APOLINARIO VIVIT

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5 20.2/27.0	12	32

Thomas Penick 06-21-11
 REGISTERED CIVIL ENGINEER DATE
 06-22-11
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TOM PENICK
 No. C61068
 Exp. 12-31-12
 CIVIL
 STATE OF CALIFORNIA

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CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)

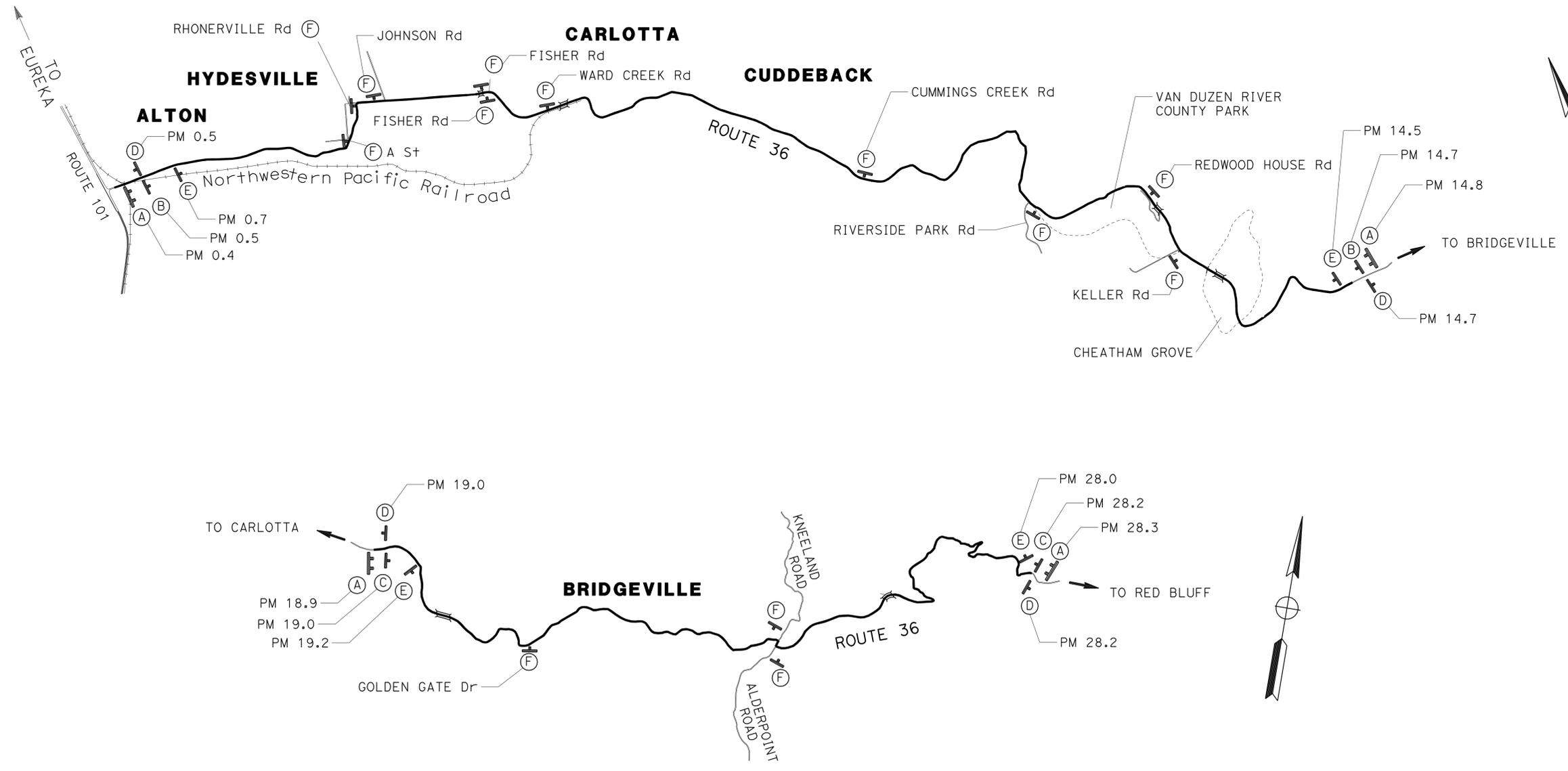
○	TYPE	PANEL SIZE INCHES	SIGN MESSAGE	No. OF POSTS AND SIZE	No. OF SIGNS
A	C40(CA)	72" x 36"	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	2- 6" x 6"	4
B	G20-1	60" x 36"	ROAD WORK NEXT 14 MILES	1- 4" x 6"	2
C	G20-1	60" x 36"	ROAD WORK NEXT 9 MILES	1- 4" x 6"	2
D	G20-2	36" x 18"	END ROAD WORK	1- 4" x 4"	4
E	W11-1 W16-1	36" x 36" 24" x 30"	BICYCLE SYMBOL SHARE THE ROAD	1- 6" x 6"	4
F	W20-1	36" x 36"	ROAD WORK AHEAD	1- 4" x 6"	13

NOTES:

1. EXACT LOCATION OF ALL SIGNS TO BE DETERMINED BY THE ENGINEER.
2. ALL SIGNS SHALL BE BLACK ON ORANGE EXCEPT C40 (CA), WHICH IS BLACK ON WHITE.
3. CALIFORNIA CODES ARE DESIGNATED BY (CA), OTHERWISE FEDERAL CODES ARE SHOWN.
4. EXISTING UTILITY FACILITIES HAVE NOT BEEN POSTIVELY IDENTIFIED.

LEGEND

-  ONE POST STATIONARY MOUNTED SIGN
-  TWO POST STATIONARY MOUNTED SIGN



CONSTRUCTION AREA SIGNS
NO SCALE **CS-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 Et Caltrans
 FUNCTIONAL SUPERVISOR: APOLINARIO VIVIT
 CHECKED BY: APOLINARIO VIVIT
 CALCULATED/DESIGNED BY: APOLINARIO VIVIT
 REVISOR: BRIAN STEINER
 DATE REVISION: APOLINARIO VIVIT

LAST REVISION: 06-22-11
 DATE PLOTTED => 23-JUN-2011
 TIME PLOTTED => 15:47

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 APOLINARIO VIVIT
 FUNCTIONAL SUPERVISOR
 APOLINARIO VIVIT
 CALCULATED-DESIGNED BY
 CHECKED BY
 BRIAN STEINER
 APOLINARIO VIVIT
 REVISED BY
 DATE REVISED

NOTES:

- (N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.
- EXACT LOCATIONS OF COLD PLANE ASPHALT CONCRETE PAVEMENT AND REPLACE ASPHALT CONCRETE SURFACING TO BE DETERMINED BY ENGINEER.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5, 20.2/27.0	14	32

Thomas Penick 06-21-11
 REGISTERED CIVIL ENGINEER DATE
 06-22-11
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 TOM PENICK
 No. C61068
 Exp. 12-31-12
 CIVIL
 STATE OF CALIFORNIA

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ROADWAY QUANTITIES

POST MILE LIMITS		SIDE	HMA	HMA (OPEN GRADED)	IMPORTED M+I (SHld BACKING)	TACK COAT	REMOVE AC DIKE	PLACE HMA DIKE						
Beg	END							TYPE A	TYPE D	TYPE E	TYPE F			
*1.66	26.88	L+/R+	533											
1.66	4.86	L+/R+		896		9.3								
1.66	2.78	L+/R+	3174		395	3.9								
1.66	2.22	L+					2957	2957						
2.78	2.86	L+/R+	456		29	0.5								
2.97	3.15	L+/R+	921		64	1.1								
3.15	4.03	L+/R+	2969		310	3.3								
3.48	3.48	L+					20	20						
3.48	3.48	R+					30	30						
3.95	4.00	L+					264						264	
4.03	4.35	L+/R+	1285		113	1.6								
4.14	4.42	L+					1479			1479				
4.14	4.35	R+					1109	1109						
4.35	4.85	L+/R+	1631		176	2.0								
4.84	4.85	L+					62						62	
4.84	4.85	R+					62						62	
4.93	4.94	L+					62						62	
4.93	4.94	R+					62						62	
4.93	5.75	L+/R+	3124		289	3.7							687	
5.03	5.16	R+					687			687				
5.75	12.77	L+/R+	18,994		2472	25.2								
9.61	9.75	R+					740			740				
11.56	11.79	R+					1215			1215				
11.88	11.91	R+					159			159				
12.57	12.76	R+					1004			942			62	
12.63	12.76	L+					687			687				
12.86	12.87	L+/R+					124						124	
12.86	13.36	L+/R+	1480		176	1.8								
12.87	12.91	L+					212			212				
12.87	12.98	R+					581	581						
13.27	13.29	R+					106			106				
13.29	13.35	L+					317						317	
13.47	13.50	L+					159						62	
SUBTOTAL			34,567	896	4024	52.4	12,098	4697		6324	1077			

* HMA IN DIKES

ROADWAY QUANTITIES

POST MILE LIMITS		SIDE	HMA	HMA (OPEN GRADED)	IMPORTED M+I (SHld BACKING)	TACK COAT	REMOVE AC DIKE	PLACE HMA DIKE						
Beg	END							TYPE A	TYPE D	TYPE E	TYPE F			
20.26	21.38	L+/R+	2918		395	3.7								
20.27	20.28	R+					53						53	
20.28	20.34	R+					370				370			
21.36	21.38	R+					106	106						
21.38	21.56	L+/R+	669		64	0.9								
21.56	23.80	L+/R+	5991		789	7.4								
21.58	21.64	L+					317	317						
21.61	21.63	R+					106						106	
22.19	22.29	L+					528	528						
22.43	22.53	R+					528		528					
23.73	23.74	R+					53				53			
23.74	23.77	L+					159	159						
23.80	23.81	R+					53						53	
23.89	25.28	L+/R+	3580		490	4.5								
25.67	25.71	R+					212						212	
25.76	25.84	L+					423						423	
25.78	25.91	R+					687	687						
25.31	27.02	L+/R+	5077		602	6.6								
25.93	26.05	R+					634	634						
26.07	26.43	R+					1901	1901						
26.31	26.36	L+					264						264	
26.53	26.57	R+					212		212					
26.60	26.64	R+					212	212						
26.65	26.88	R+					1215	1215						
26.79	26.84	L+					264						264	
SUBTOTAL			18,235		2340	23.1	8297	5759	740	1586	212			
TOTAL			52,802	896	6364	75.5	20,395	10,456	740	7910	1289			

REPLACE ASPHALT CONCRETE SURFACING

POST MILE LIMITS	(N) No. OF DIGOUTS	(N) Avg LENGTH	(N) WIDTH	(N) DEPTH	REPLACE AC SURFACING	CRACK TREATMENT
PM TO PM		FT	FT	FT	CY	LNMI
1.70 TO 2.86	7	100	12	0.25	85	2
2.97 TO 3.5	69	100	12	0.25	771	12
20.2 TO 27.0	44	100	12	0.25	493	24
TOTAL					1349	38

SUMMARY OF QUANTITIES

Q-1



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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR
 APOLINARIO VIVIT
 CALCULATED/DESIGNED BY
 CHECKED BY
 BRIAN STEINER
 APOLINARIO VIVIT
 REVISED BY
 DATE REVISED

NOTE:

- DO NOT PLACE SHOULDER BACKING AT THESE LOCATIONS.
PLACE ESA FENCE AT EP OR AS DIRECTED BY THE ENGINEER.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
1	Hum	36	1.7/13.5 20.2/27.0	15	32

06-21-11
 REGISTERED CIVIL ENGINEER DATE
 06-22-11
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 APOLINARIO W. VIVIT
 No. C66046
 Exp. 06-30-12
 CIVIL
 STATE OF CALIFORNIA

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COLD PLANE ASPHALT CONCRETE PAVEMENT

POST MILE	LENGTH	WIDTH	AREA	REMARKS
	LF	LF	SQYD	
4.93 TO 5.05	734	36	2934	CONFORM GRIND AT YAGER CREEK BRIDGE No. 04-0089 (DEPARTURE) AND THRU CARLOTTA
6.99,7.00	200	30	667	CONFORM GRIND AT BOTH SIDES OF BOX CULVERT
8.15 TO 8.16	253	24	674	CONFORM AND GRIND FOR MBGR LOCATION
9.16 TO 9.17	253	26	730	CONFORM AND GRIND FOR MBGR LOCATION
11.46	100	26	289	CONFORM GRIND AT HELY CREEK BRIDGE No. 04-0092 (APPROACH)
11.47	100	26	289	CONFORM GRIND AT HELY CREEK BRIDGE No. 04-0092 (DEPARTURE)
12.78	100	28	312	CONFORM GRIND AT VAN DUZEN RIVER BRIDGE No. 04-0093 (APPROACH)
12.86	100	28	312	CONFORM GRIND AT VAN DUZEN RIVER BRIDGE No. 04-0093 (DEPARTURE)
13.32 TO 13.36	312	28	968	CONFORM GRIND AT VAN DUZEN RIVER BRIDGE No. 04-0094 (APPROACH)
13.47 TO 13.50	159	28	493	CONFORM GRIND AT VAN DUZEN RIVER BRIDGE No. 04-0094 (DEPARTURE) TO PROJECT LIMITS
20.27	100	30	333	CONFORM GRIND AT VAN DUZEN RIVER BRIDGE No. 04-0098 (DEPARTURE)
20.64 TO 20.67	359	23	916	CONFORM AND GRIND FOR MBGR LOCATION
23.81	100	32	356	CONFORM GRIND AT VAN DUZEN RIVER BRIDGE No. 04-0293 (APPROACH)
23.89	100	32 TO 46	433	CONFORM GRIND AT VAN DUZEN RIVER BRIDGE No. 04-0293 (DEPARTURE)
25.27	100	30	333	CONFORM GRIND AT LITTLE LARABEE CREEK BRIDGE No. 04-0102 (APPROACH)
25.28	100	30	333	CONFORM GRIND AT LITTLE LARABEE CREEK BRIDGE No. 04-0102 (DEPARTURE)
27.00	100	28	312	CONFORM GRIND AT END OF PROJECT
1.70 TO 2.64			185	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (1 TOTAL)
2.64 TO 3.10			740	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (4 TOTAL)
3.10 TO 4.92			1850	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (10 TOTAL)
4.92 TO 5.90			1295	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (7 TOTAL)
5.90 TO 7.03			740	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (4 TOTAL)
7.03 TO 7.72			370	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (2 TOTAL)
7.72 TO 9.78			740	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (4 TOTAL)
9.78 TO 10.46			925	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (5 TOTAL)
10.46 TO 13.50			1295	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (7 TOTAL)
20.20 TO 21.79			370	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (2 TOTAL)
23.72 TO 25.00			555	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (3 TOTAL)
25.00 TO 26.00			185	CONFORM GRIND AT PUBLIC ROAD CONNECTIONS (1 TOTAL)
TOTAL			19,934	

DRAINAGE QUANTITIES

POST MILE	ADJUST INLET	ADJUST SLOTTED DRAIN TO GRADE
	EA	LF
25.79	1	20
25.86	1	20
26.03	1	20
26.18	1	20
26.29	1	20
26.34	1	20
26.51	1	20
TOTAL	7	140

CENTERLINE RUMBLE STRIPE (HMA, GROUND-IN INDENTATIONS)

POST MILE	LENGTH Sta	COMMENT
	7.65 TO 9.70	
10.50 TO 10.84	18.0	DETAIL 22
11.38 TO 12.00	32.7	DETAIL 22
12.58 TO 12.95	19.5	DETAIL 19
12.95 TO 13.37	22.2	DETAIL 22
22.25 TO 23.50	66.0	DETAIL 22
24.405 TO 27.00	137.0	DETAIL 22
TOTAL	403.6	

TEMPORARY FENCE (TYPE ESA)

LOCATION	PM	Rt/Lt	OFFSET FROM EP	LENGTH	COMMENTS
			FT	LF	
10.44	Rt		0 TO 20	65	TO PROTECT Approx 500 PLANTS, SEE NOTE 1
10.45	Rt		0 TO 20	110	
10.44	Lt		5 TO 10	195	TO PROTECT EXISTING VEGETATION, SEE NOTE 1
10.87	Rt		3	110	TO PROTECT Approx 20 PLANTS, SEE NOTE 1
12.71	Rt		0 TO 10	110	TO PROTECT EXISTING VEGETATION, SEE NOTE 1
			TOTAL	590	

SUMMARY OF QUANTITIES

Q-2

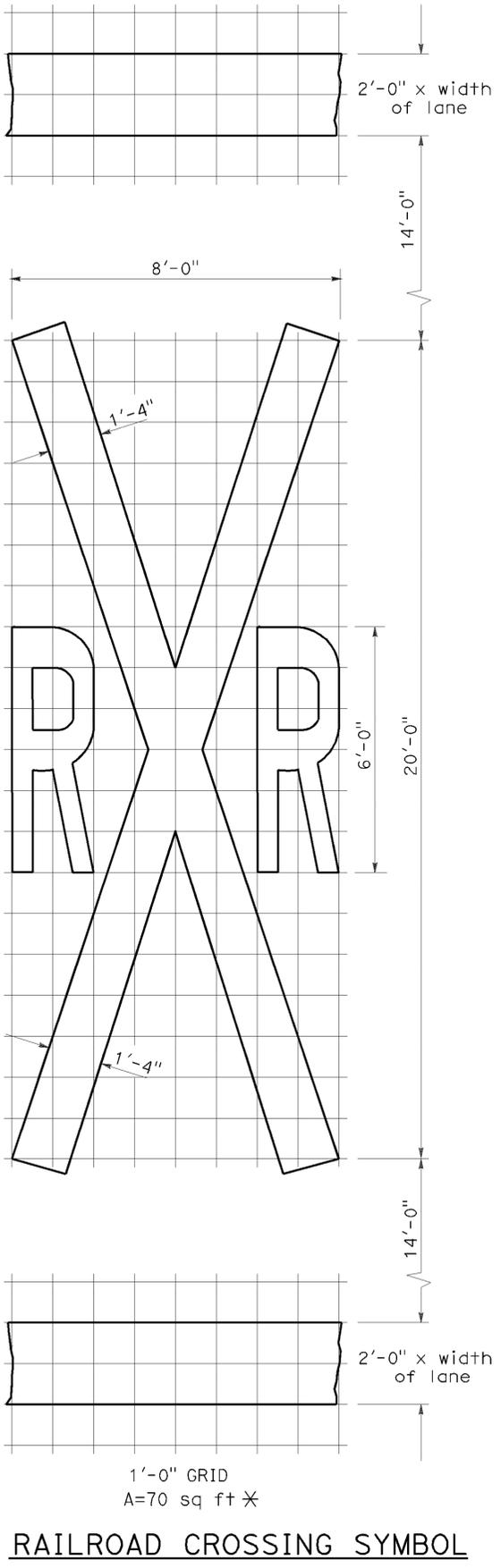


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5 20.2/27.0	18	32

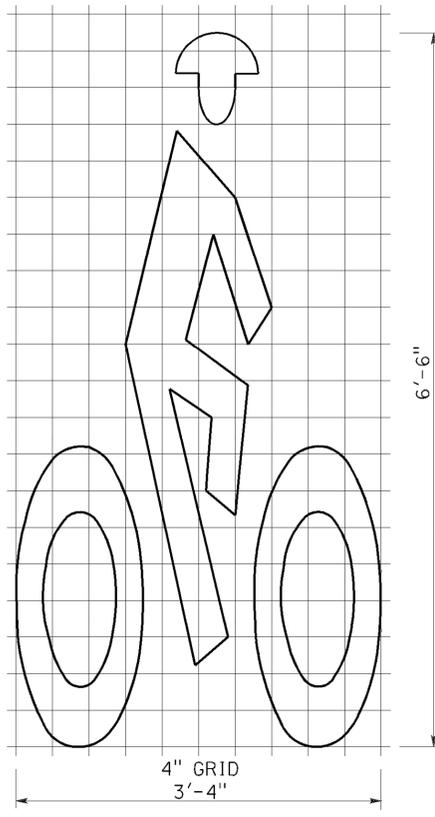
Donald E. Howe
 REGISTERED CIVIL ENGINEER
 June 6, 2008
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 Donald E. Howe
 No. C46402
 Exp. 3-31-09
 CIVIL
 STATE OF CALIFORNIA

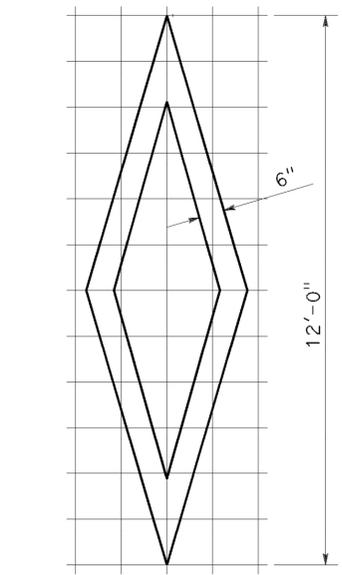
To accompany plans dated 06-22-11



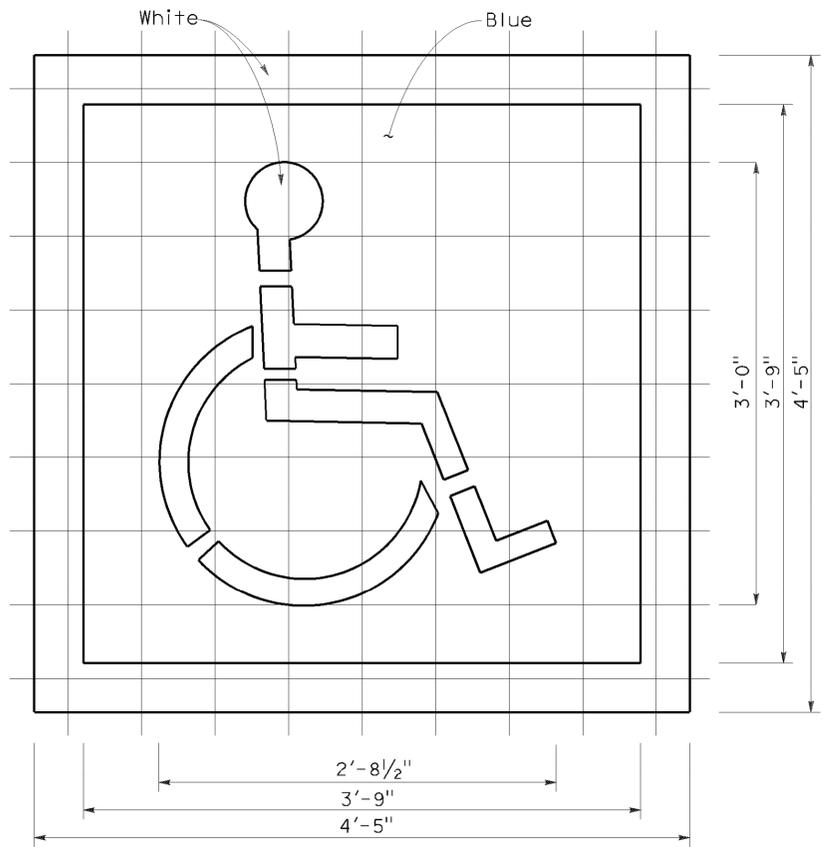
RAILROAD CROSSING SYMBOL
 *70 sq ft DOES NOT INCLUDE THE 2'-0" x VARIABLE WIDTH TRANSVERSE LINES.



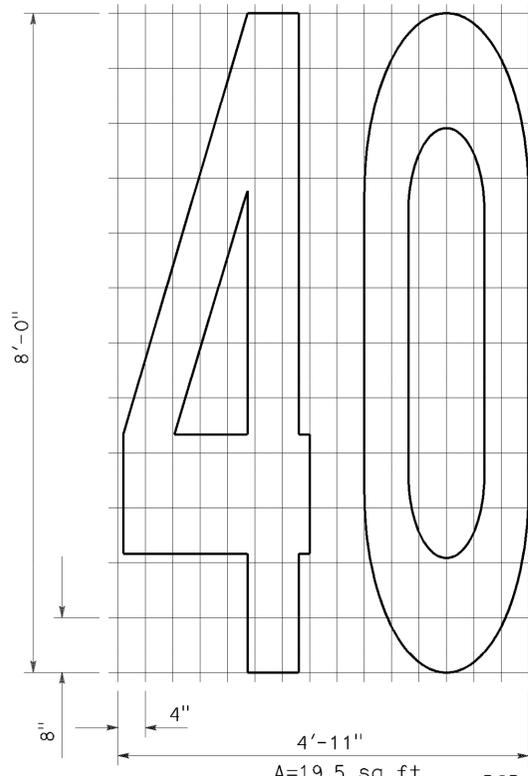
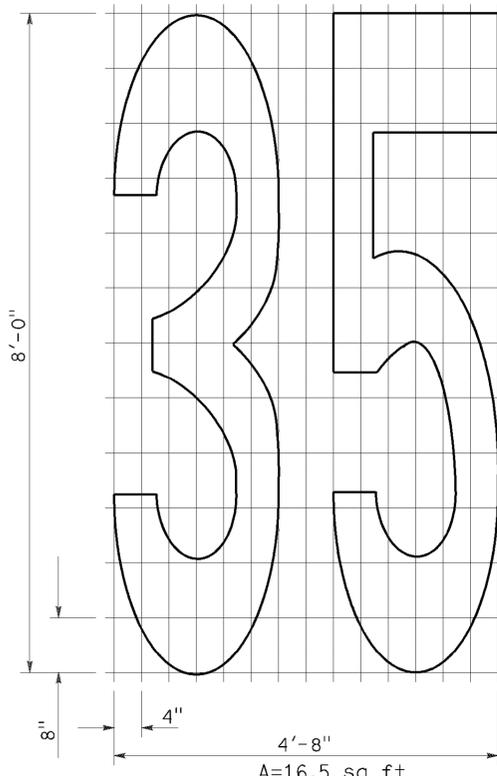
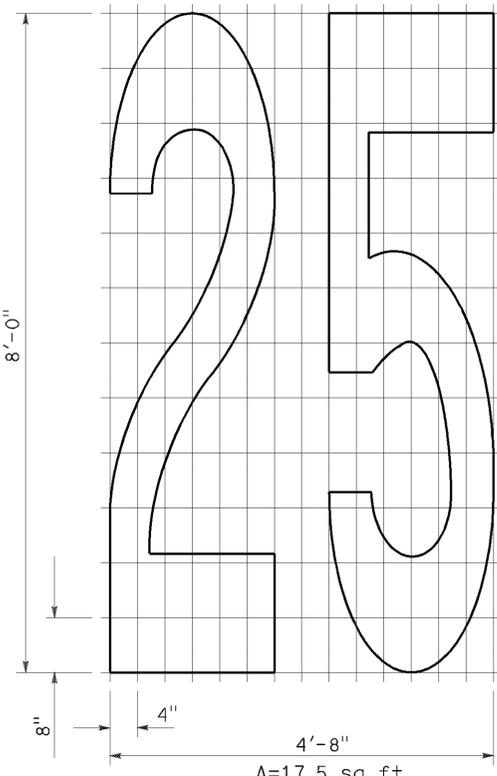
BIKE LANE SYMBOL



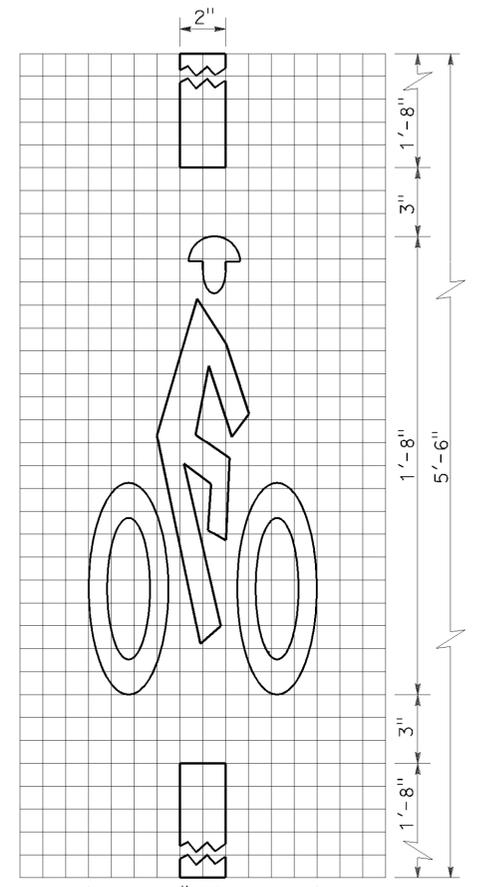
DIAMOND SYMBOL



INTERNATIONAL SYMBOL OF ACCESSIBILITY MARKING



NUMERALS



BICYCLE LOOP DETECTOR SYMBOL

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

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS SYMBOLS AND NUMERALS

NO SCALE

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

2006 REVISED STANDARD PLAN RSP A24C

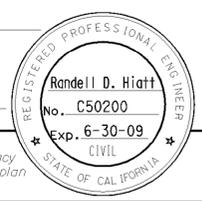
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5; 20.2/27.0	19	32

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

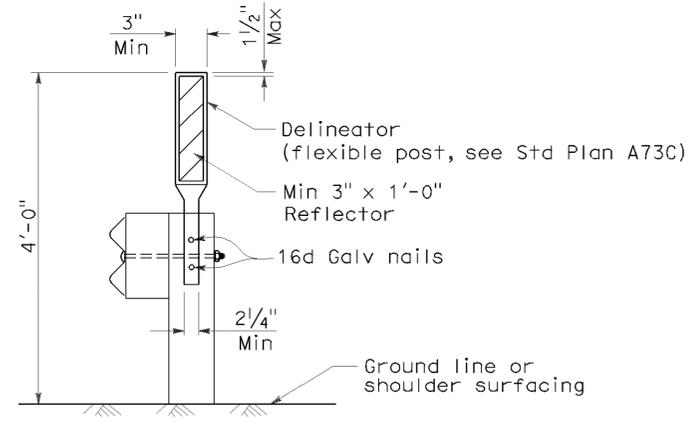
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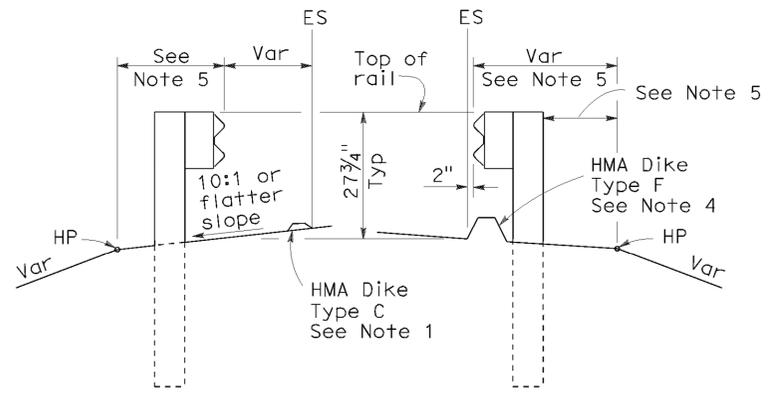
To accompany plans dated 06-22-11

NOTES:

1. When necessary to place dike in front of face of guard railing, only Type C dike may be used. For dike details, see Standard Plan A87B.
2. For standard railing post embedment, see Standard Plans A77C3.
3. Guard railing delineation to be used where shown on the Project Plans.
4. When dike or curb is placed under guard railing, the maximum height of the dike or curb shall be 4". Mountable dike should not be used. For dike and curb details, see Revised Standard Plans RSP A87A and Standard Plan A87B.
5. For details of typical distance between the face of rail and hinge point, see Standard Plan A77C3.



GUARD RAILING DELINEATION
See Note 3



DIKE POSITIONING
See Note 1

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL RAILING DELINEATION
AND DIKE POSITIONING DETAILS**

NO SCALE

RSP A77C4 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77C4
DATED MAY 1, 2006 - PAGE 47 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77C4

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2006 REVISED STANDARD PLAN RSP A77C4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	20	32

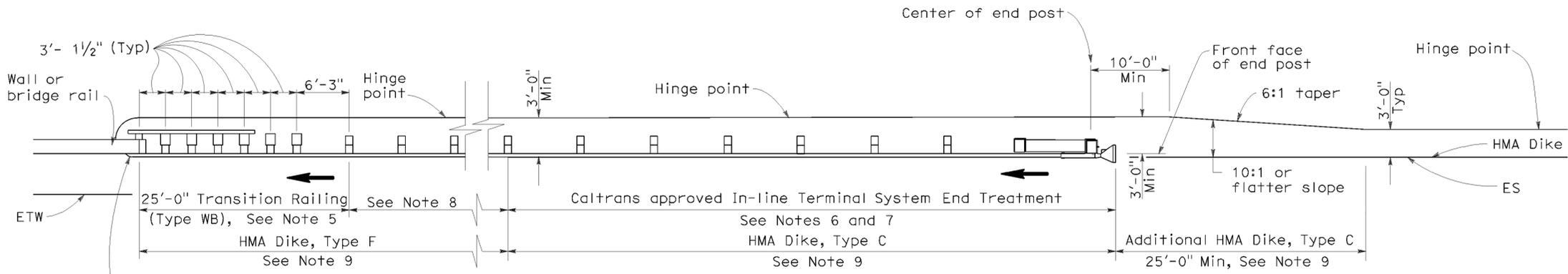
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

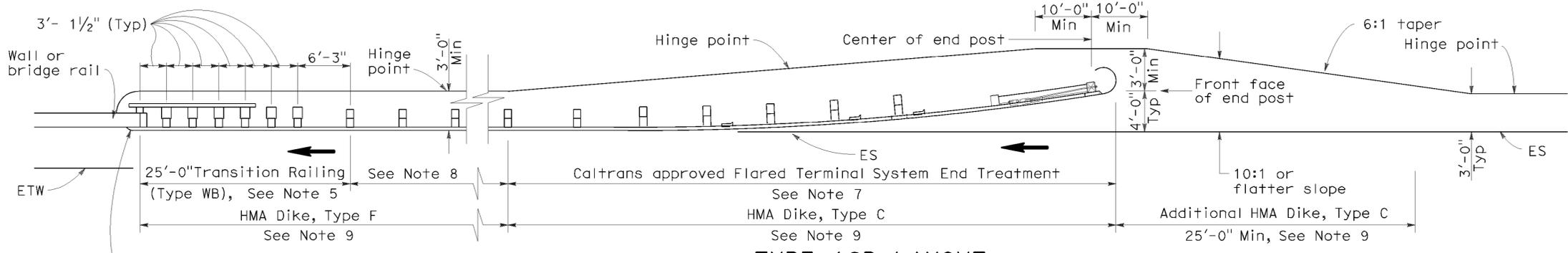
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To accompany plans dated 06-22-11



TYPE 12A LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE APPROACH WITH AN IN-LINE END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 10



TYPE 12B LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE APPROACH WITH A FLARED END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 10

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by →.
- For Transition Railing (Type WB) details for Types 12A and 12B Layouts, see Standard Plan A77J4.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, or other fixed objects), it may be advisable to construct additional guard railing (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and end treatment.

- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
- Type 12A or Type 12B Layouts are typically used:
 - To the right of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
 - To the left of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
 - To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
 - To the right of approaching traffic at the end of the structure on multilane freeways or expressways with decked median on the bridge.
- See Revised Standard Plan RSP A77F3 for typical layout used left of approaching traffic at the ends of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.

- For additional details of typical connections to bridge rail, see Connection Detail AA on Revised Standard Plans RSP A77J1 and RSP A77J2 and Connection Detail FF on Standard Plans A77K1 and A77K2.
- For additional details of a typical connection to walls or abutments, see Standard Plan A77J3.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
STRUCTURE APPROACH**

NO SCALE

RSP A77F1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77F1
DATED MAY 1, 2006 - PAGE 54 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77F1

2006 REVISED STANDARD PLAN RSP A77F1

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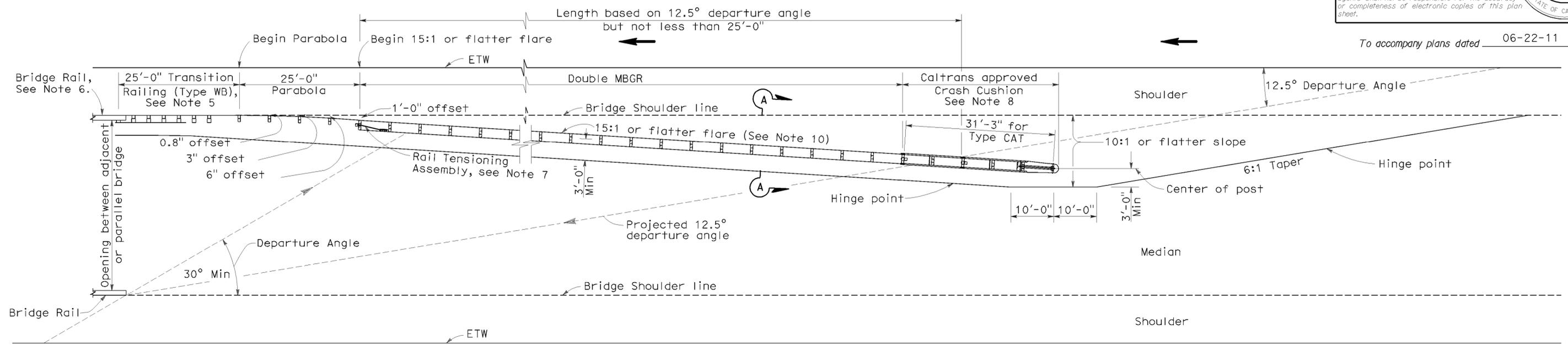
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	21	32

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

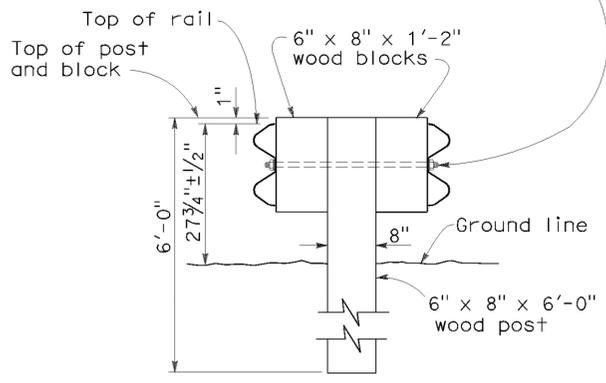


To accompany plans dated 06-22-11

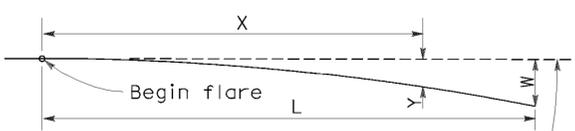
TYPE 12E LAYOUT

See Note 10

5/8" Ø Button head bolt with hex nut or 5/8" Ø Rod, threaded both ends, with hex nuts. 1/2" Max exposed threads after hex nut(s) tightened. No washer on rail faces for bolted connection to line post.



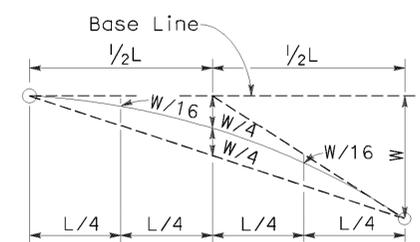
SECTION A-A
TYPICAL DOUBLE METAL BEAM GUARD RAILING



Y = Offset from base line
W = Maximum offset
X = Distance along base line
L = Length of flare

$$Y = \frac{WX^2}{L^2}$$

PARABOLIC FLARE OFFSETS



TYPICAL PARABOLIC LAYOUT

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood line posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by →.
- For Transition Railing (Type WB) details, see Standard Plan A77J4.
- For additional details of a typical connection to bridge rail, see Connection Detail AA on Revised Standard Plan RSP A77J1.
- For Rail Tensioning Assembly details, see Standard Plan A77H2.
- The type of Crash Cushion to be used will be shown on the Project Plans.
- Type 12E Layout is typically used left of approaching traffic at the end of each structure on multilane freeways or expressways where a median type barrier is not constructed between separated roadbeds.
- The 15:1 or flatter flare is measured off of the edge of traveled way.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
STRUCTURE APPROACH

NO SCALE

RSP A77F3 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77F3
DATED MAY 1, 2006 - PAGE 56 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77F3

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2006 REVISED STANDARD PLAN RSP A77F3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	22	32

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

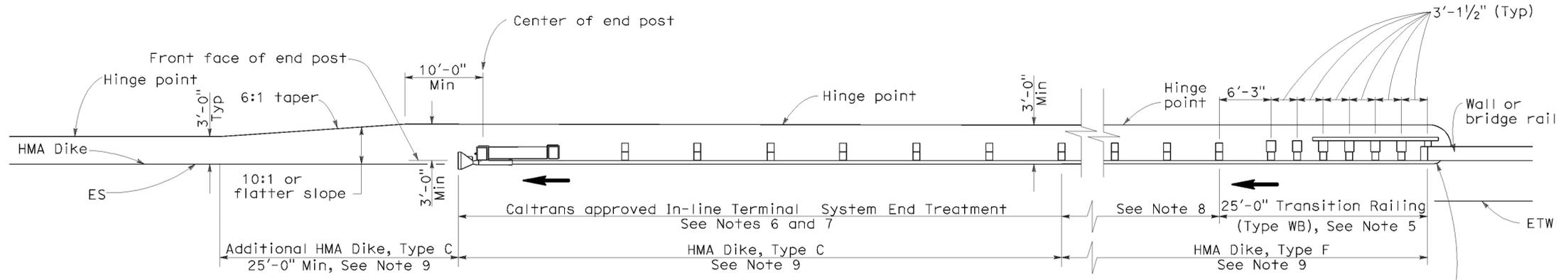
June 6, 2008
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
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Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

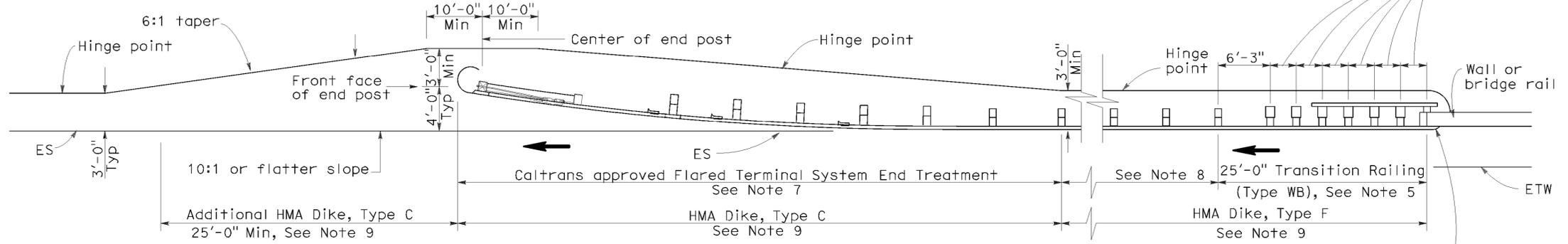
To accompany plans dated 06-22-11

2006 REVISED STANDARD PLAN RSP A77F4



TYPE 12AA LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE DEPARTURE WITH AN IN-LINE END TREATMENT AT TRAILING END OF RAILING)
See Notes 9 and 10



TYPE 12BB LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE DEPARTURE WITH A FLARED END TREATMENT AT TRAILING END OF RAILING)
See Notes 9 and 10

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by \rightarrow .
- For Transition Railing (Type WB) details for Types 12AA and 12BB Layouts, see Standard Plan A77J4.
- In-line Terminal System Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, other fixed objects), it may be advisable to construct additional guard railing (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and end treatments.
- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
- Type 12AA or Type 12BB Layouts are typically used to the right of traffic departing a structure on two-way conventional highways where the roadbed width across the structure is less than 40 feet.
- For additional details of typical connections to bridge rail, see Connection Detail CC on Revised Standard Plan RSP A77J2 and Connection Detail HH on Standard Plans A77K2.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
STRUCTURE DEPARTURE**

NO SCALE
RSP A77F4 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77F4
DATED MAY 1, 2006 - PAGE 57 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77F4

\\Sf02ccadm02\proj\1\01\39910\plans\pse\139910va005.dgn

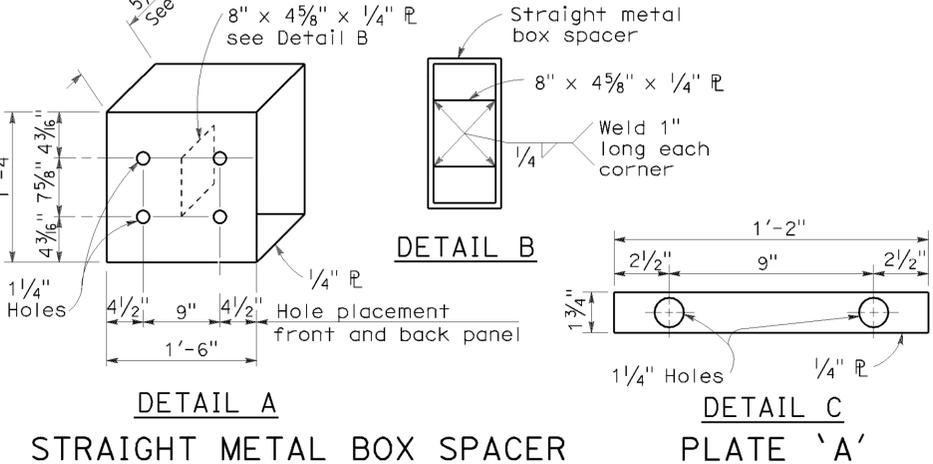
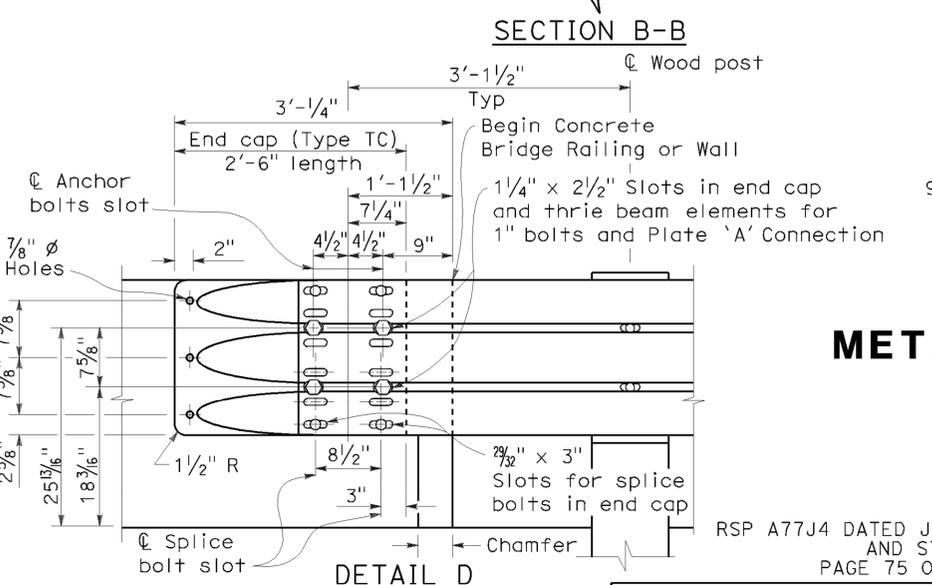
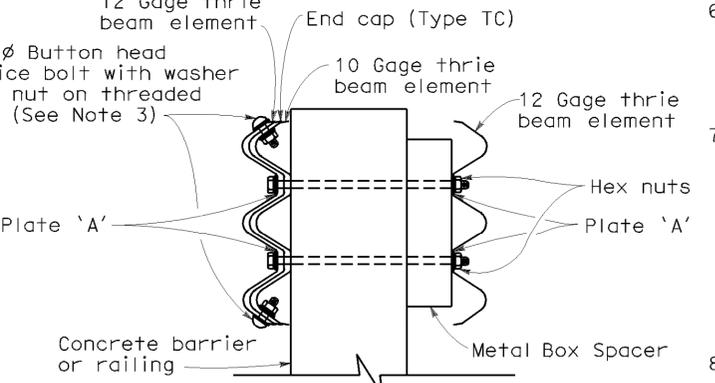
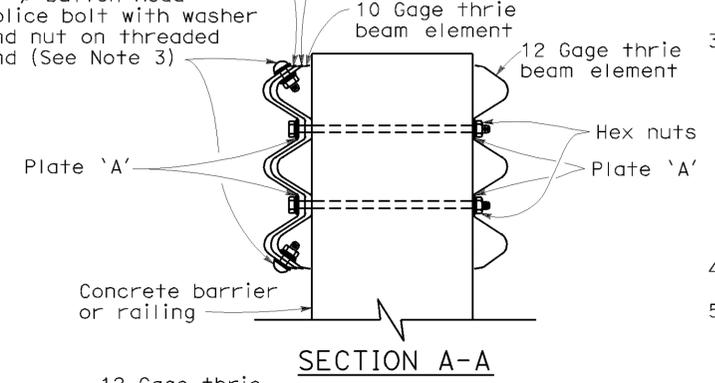
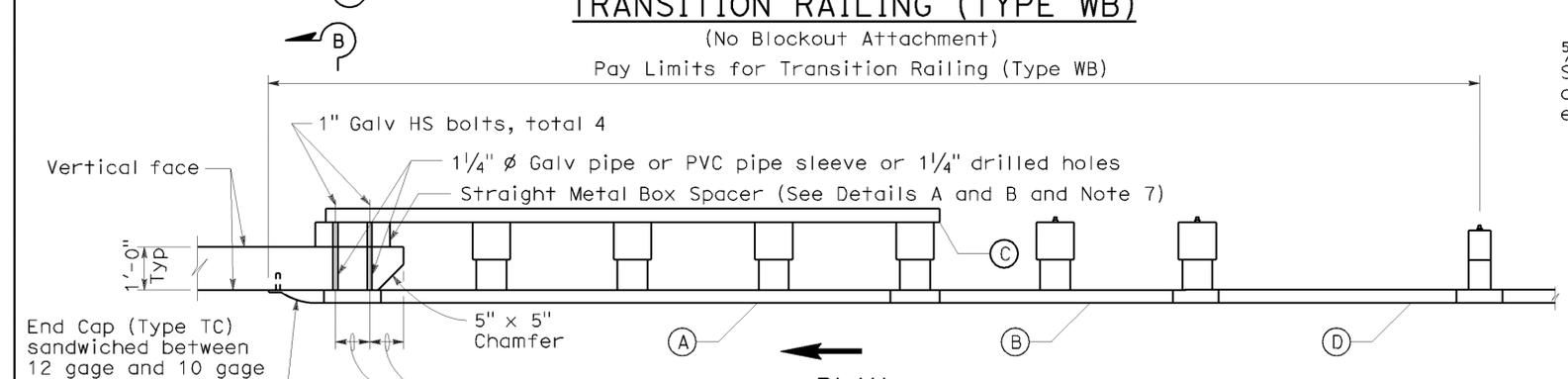
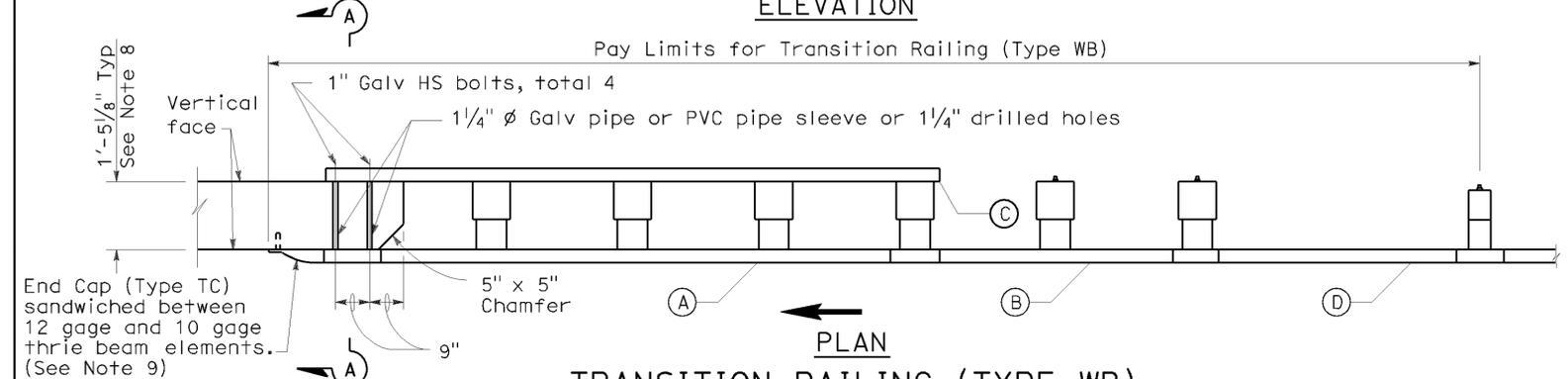
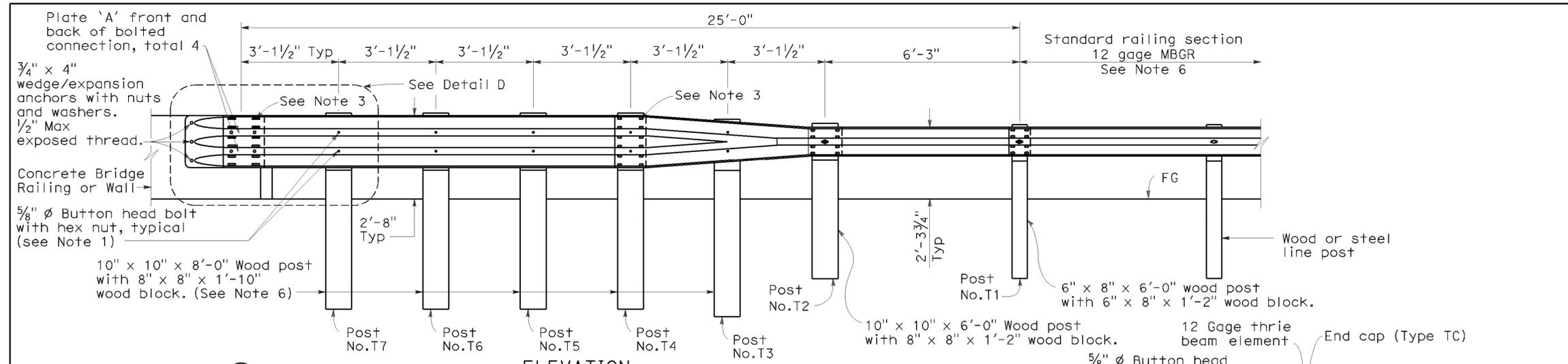
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	23	32

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 5, 2009
PLANS APPROVAL DATE

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



- LEGEND**
- (A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).
 - (B) One 10 gage "W" beam to thrie beam element.
 - (C) One 12 gage thrie beam element.
 - (D) One 10 gage "W" beam rail element (7'-3 1/2" length)
- 10 gage = 0.135" thick
12 gage = 0.108" thick

- NOTES:** To accompany plans dated 06-22-11
1. Use 5/8" ϕ Button head bolts and hex nuts for connections to posts. No washer on rail face for bolted connections to post.
 2. The nested rail elements, end cap, and "W" beam to thrie beam element may be spliced together prior to bolting the elements to the wood post and concrete barrier or railing.
 3. Exterior splice bolt holes for rail element splices at Post No. T4 and the connection to the concrete barrier or railing shall be the standard 29/32" x 1 1/8" slot size. Interior splice bolt holes at these locations may be increased up to 1 1/4" ϕ . Only the top 2 and the bottom 2 splice bolts with washers and nuts are required for rail splices at Post No. T4 and the connection to the concrete barrier or railing.
 4. Direction of adjacent traffic indicated by \rightarrow .
 5. The top elevation of Post Nos. T2 through T7 shall not project more than 1" above the top elevation of the rail element.
 6. Typically, the railing connected to Transition Railing (Type WB) will be either standard railing section of metal beam guard railing or an approved Caltrans end treatment attached to Post No. T1.
 7. The depth of the metal box spacer varies from the 5 1/8" to 1 1/2" and is dependent on the width of the concrete railing or wall. The combined dimension for the depth of the metal box spacer plus the width of railing or wall is typically 17 1/8". Where the space between the backside of the concrete railing or wall and the rear thrie beam element is less than 1 1/2", metal plates similar to Plate 'A' are to be used as spacers.
 8. Where the width of the concrete railing or wall is greater than 17 1/8", wood blocks are to be used to fill the space created between the backside of Posts No. 4 through No. 7 and the rear thrie beam element. These wood blocks shall be 8" in width and 1'-2" in length. The dimension between the front thrie beam element and the rear thrie beam element is to match the width of the concrete railing or wall.
 9. End cap may be installed over 12 gage and 10 gage thrie beam elements where transition railing is installed on the departure end of bridge railing.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TRANSITION RAILING
(TYPE WB)**

NO SCALE

RSP A77J4 DATED JUNE 5, 2009 SUPERSEDES RSP A77J4 DATED JUNE 6, 2008 AND STANDARD PLAN A77J4 DATED MAY 1, 2006 - PAGE 75 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77J4

2006 REVISED STANDARD PLAN RSP A77J4

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	24	32

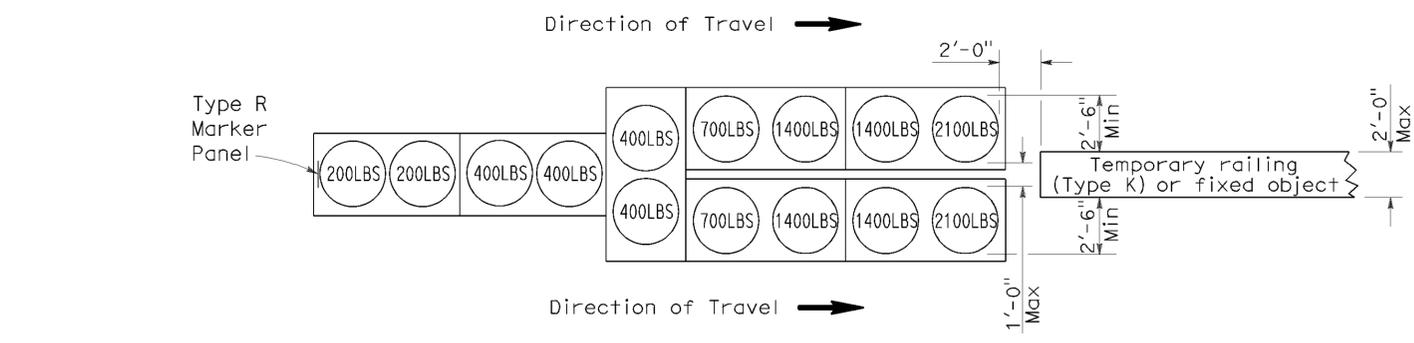
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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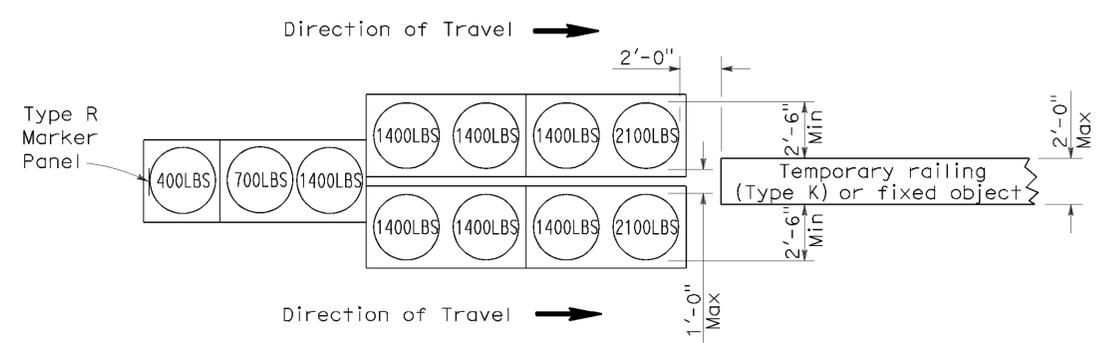
REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 06-22-11



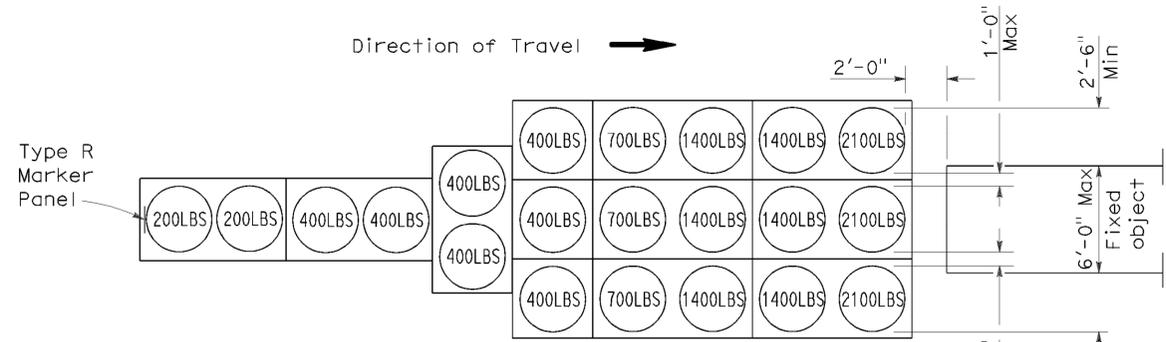
ARRAY 'TU14'

Approach speed 45 mph or more



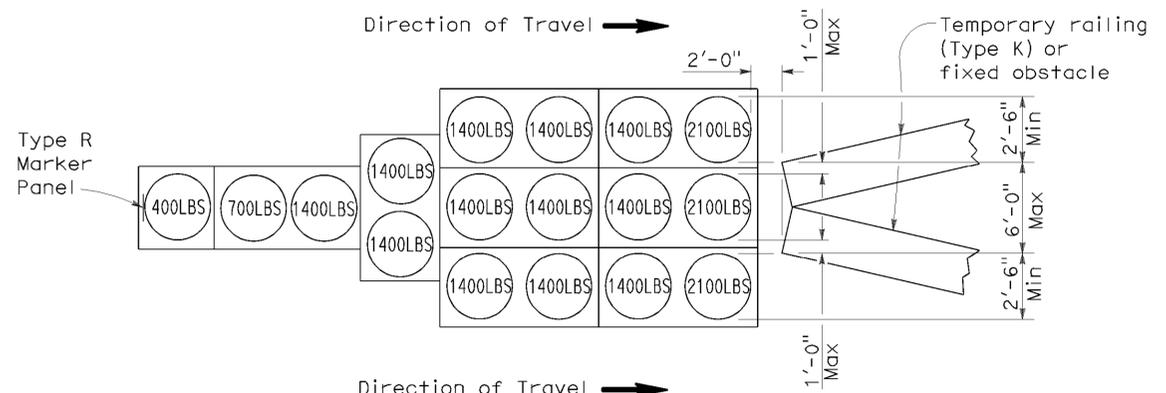
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

Approach speed 45 mph or more

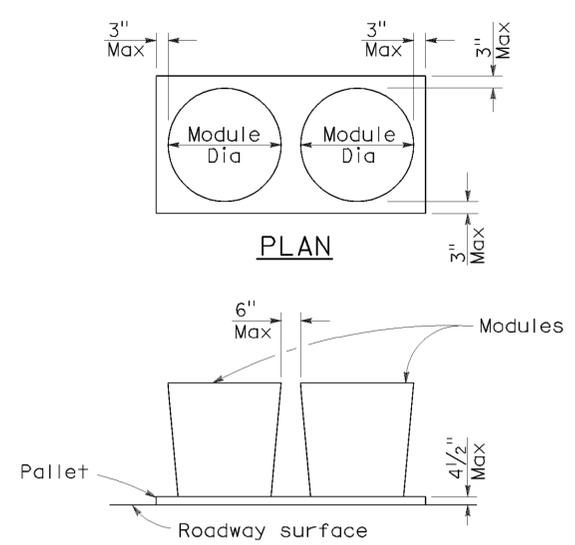


ARRAY 'TU17'

Approach speed less than 45 mph

NOTES:

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



CRASH CUSHION PALLET DETAIL

See Note 7

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TEMPORARY CRASH CUSHION,
SAND FILLED
(UNIDIRECTIONAL)**

NO SCALE

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

REVISED STANDARD PLAN RSP T1A

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2006 REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5; 20.2/27.0	25	32

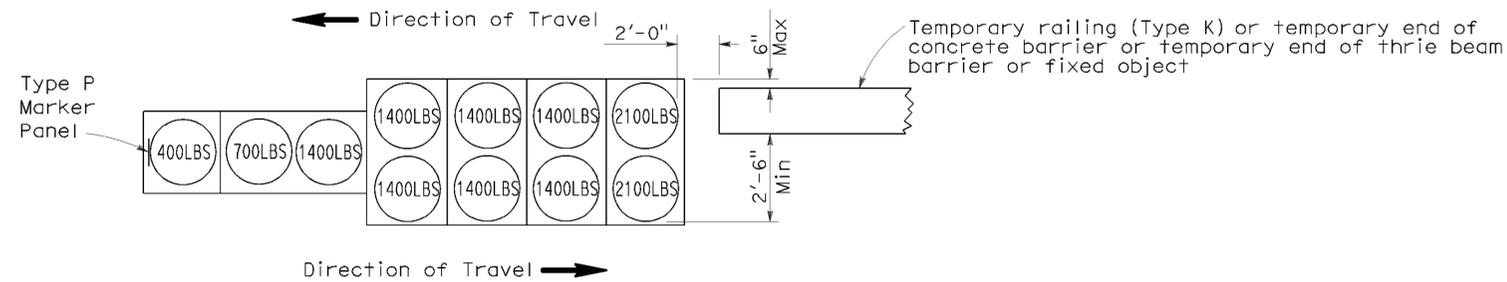
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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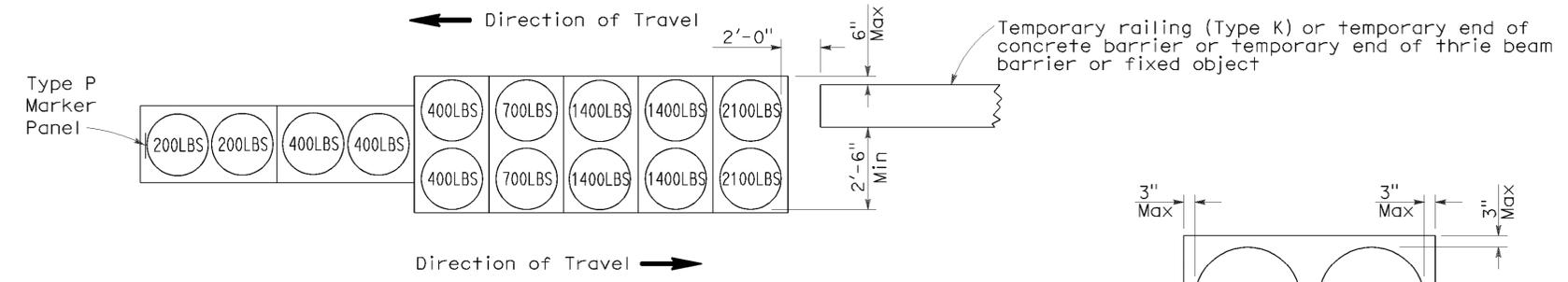
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 06-22-11



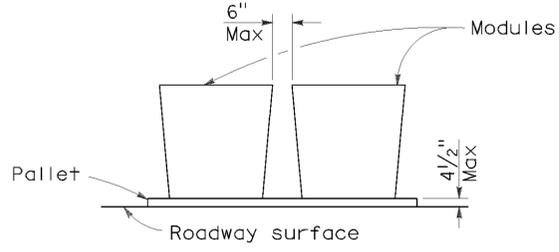
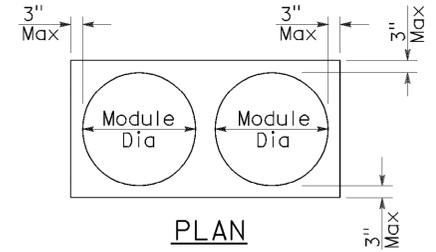
ARRAY 'TB11'

Approach speed less than 45 mph



ARRAY 'TB14'

Approach speed 45 mph or more



CRASH CUSHION PALLET DETAIL
See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TEMPORARY CRASH CUSHION,
SAND FILLED
(BIDIRECTIONAL)**

NO SCALE
RSP T1B DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1B
DATED MAY 1, 2006 - PAGE 212 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1B

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2006 REVISED STANDARD PLAN RSP T1B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	26	32

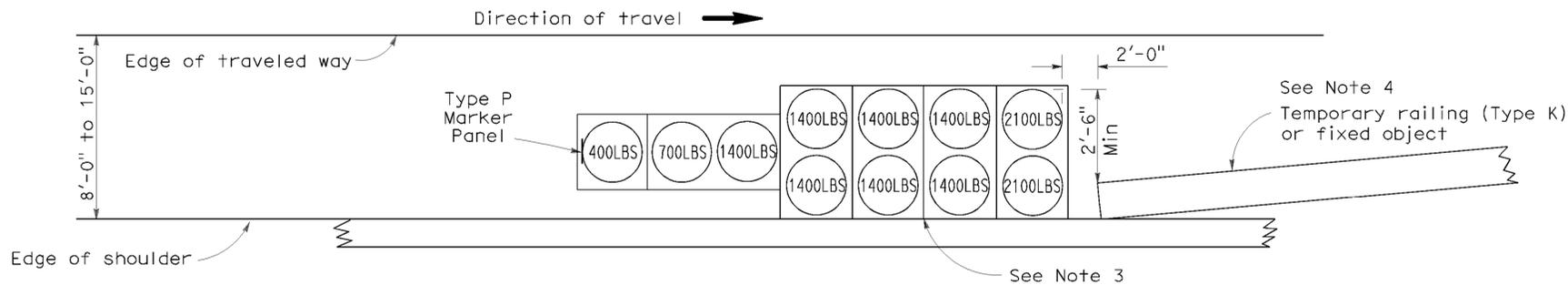
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

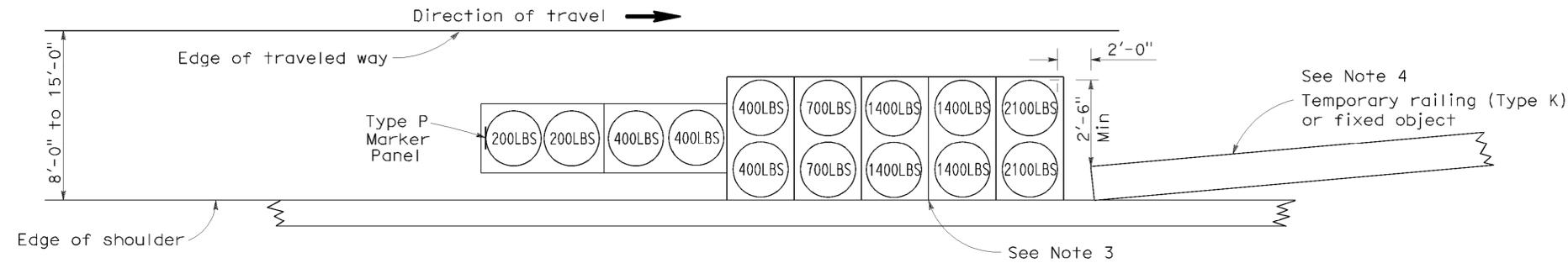
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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

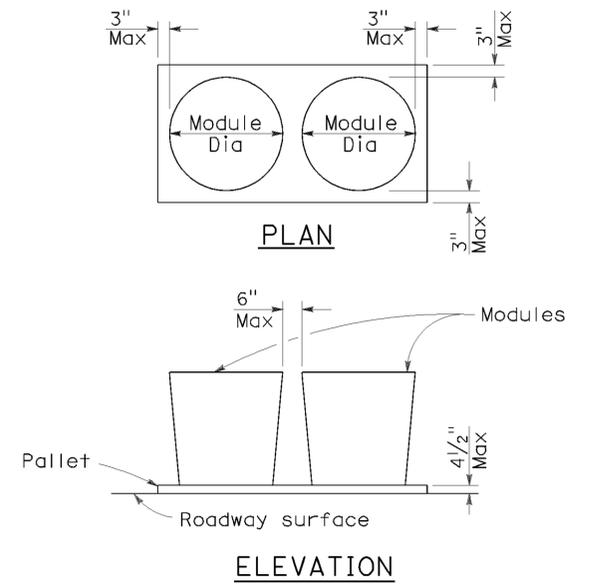
To accompany plans dated 06-22-11



ARRAY 'TS11'
Approach speed less than 45 mph
See Note 9



ARRAY 'TS14'
Approach speed 45 mph or more
See Note 9



CRASH CUSHION PALLET DETAIL
See Note 11

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TEMPORARY CRASH CUSHION,
SAND FILLED
(SHOULDER INSTALLATIONS)**

NO SCALE
RSP T2 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T2
DATED MAY 1, 2006 - PAGE 213 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T2

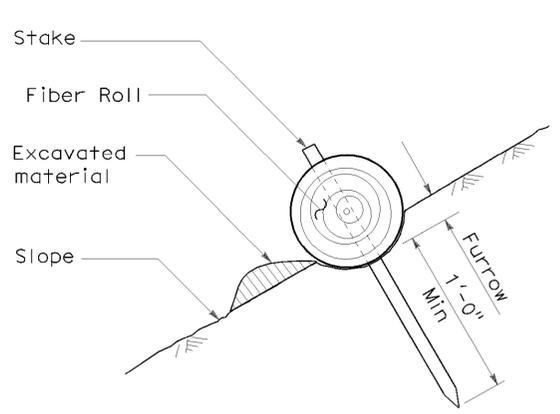
2006 REVISED STANDARD PLAN RSP T2

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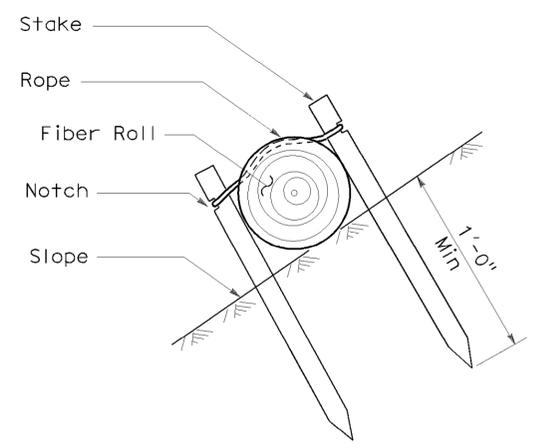
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	28	32

Robert B. Schett
 LICENSED LANDSCAPE ARCHITECT
 April 3, 2009
 PLANS APPROVAL DATE
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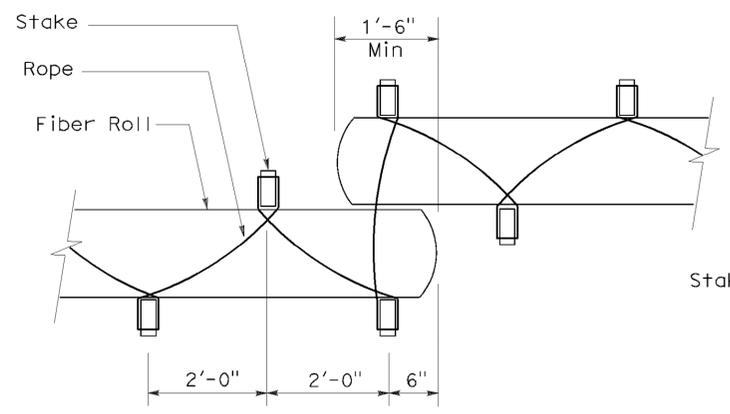
To accompany plans dated 06-22-11



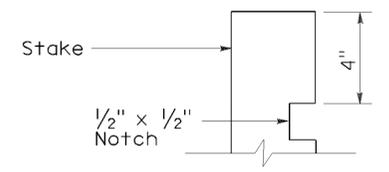
SECTION
TEMPORARY FIBER ROLL (TYPE 1)



SECTION
TEMPORARY FIBER ROLL (TYPE 2)



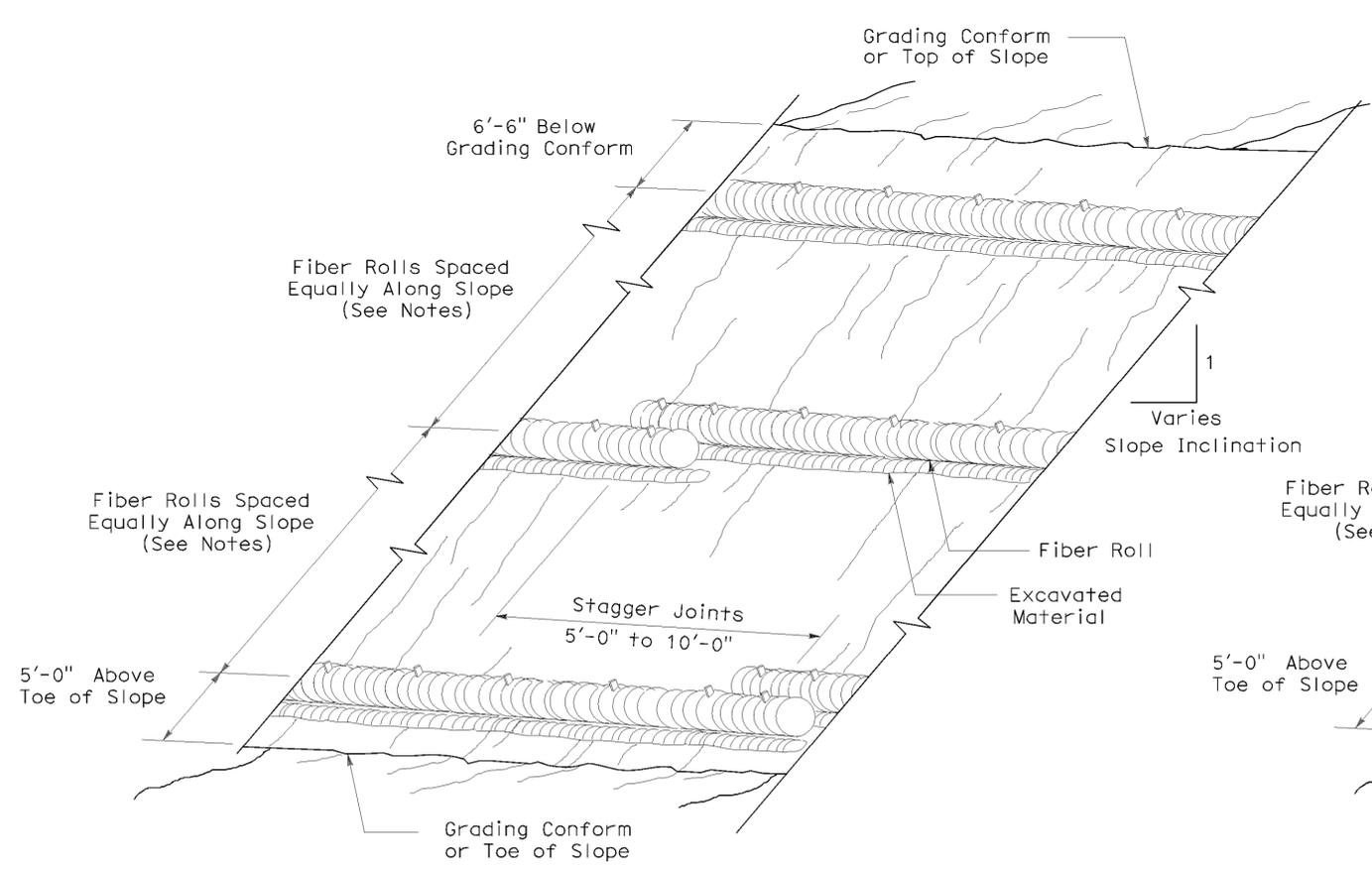
PLAN



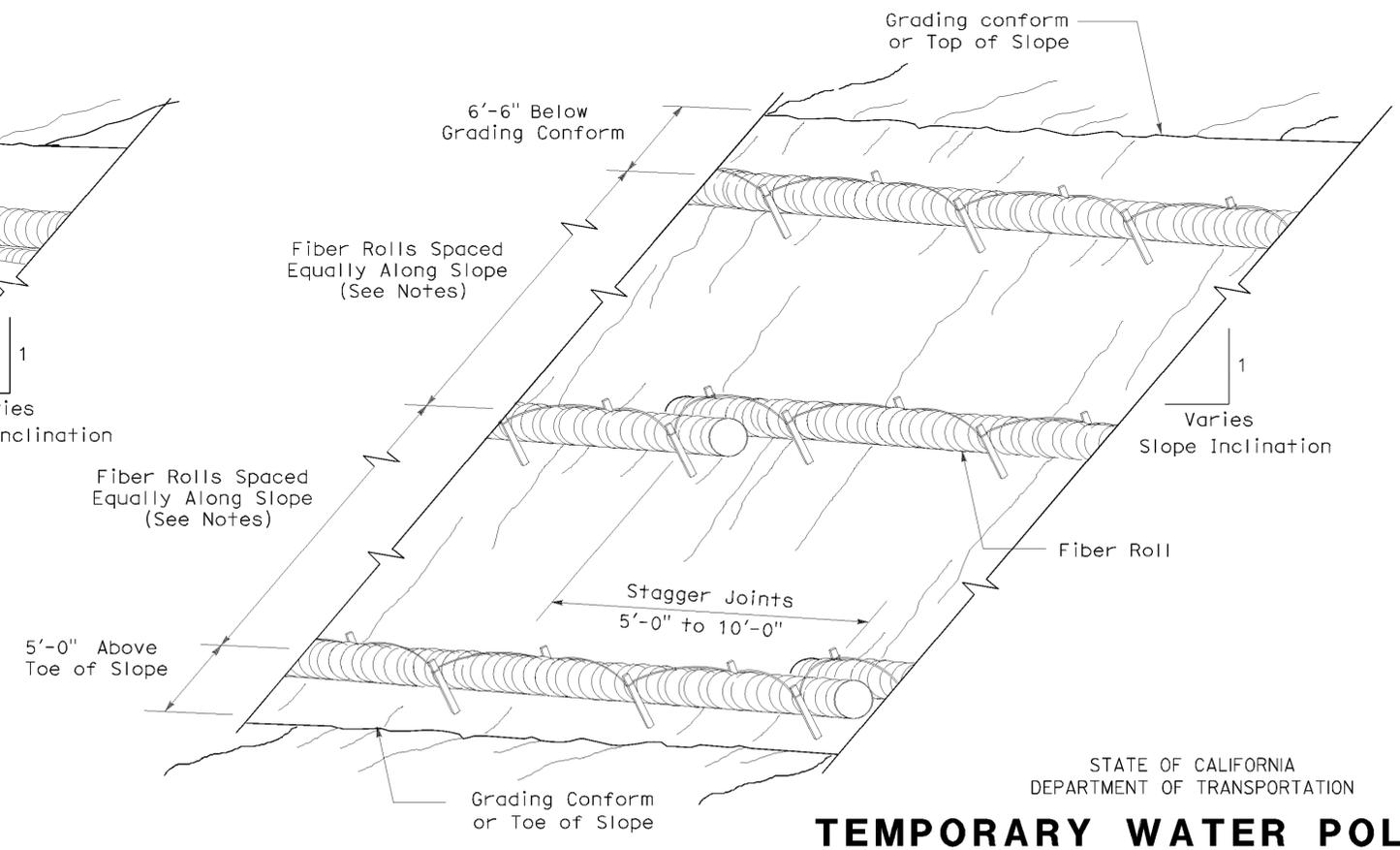
ELEVATION
STAKE NOTCH DETAIL

NOTES:

1. Temporary fiber roll spacing varies depending upon slope inclination.
2. Installations shown in the perspectives are for slope inclination of 10:1 and steeper.



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 1)



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 2)

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY FIBER ROLL)

NO SCALE

RSP T56 DATED APRIL 3, 2009 SUPERSEDES STANDARD PLAN T56 DATED MAY 1, 2006 - PAGE 232 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T56

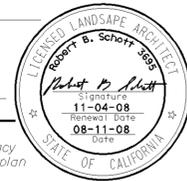
2006 REVISED STANDARD PLAN RSP T56

232

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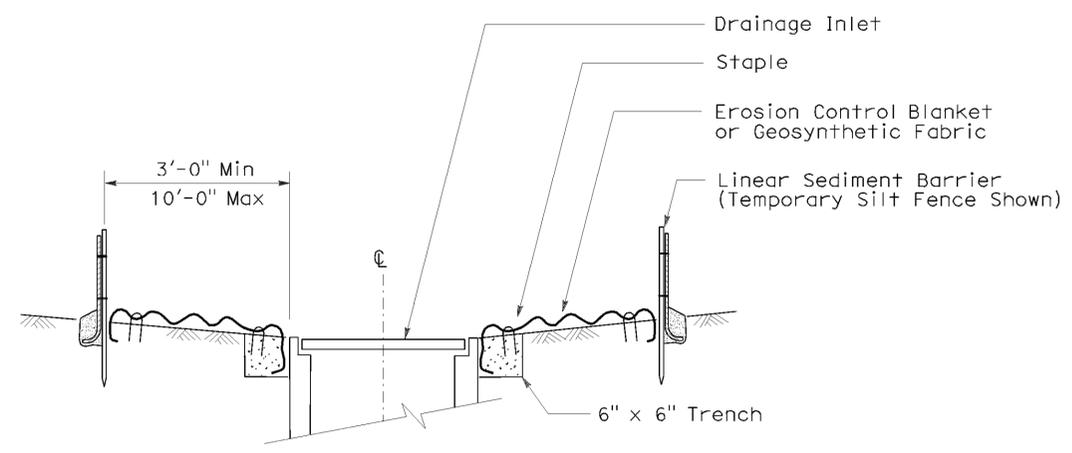
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	29	32

Robert B. Schett
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS Approval DATE
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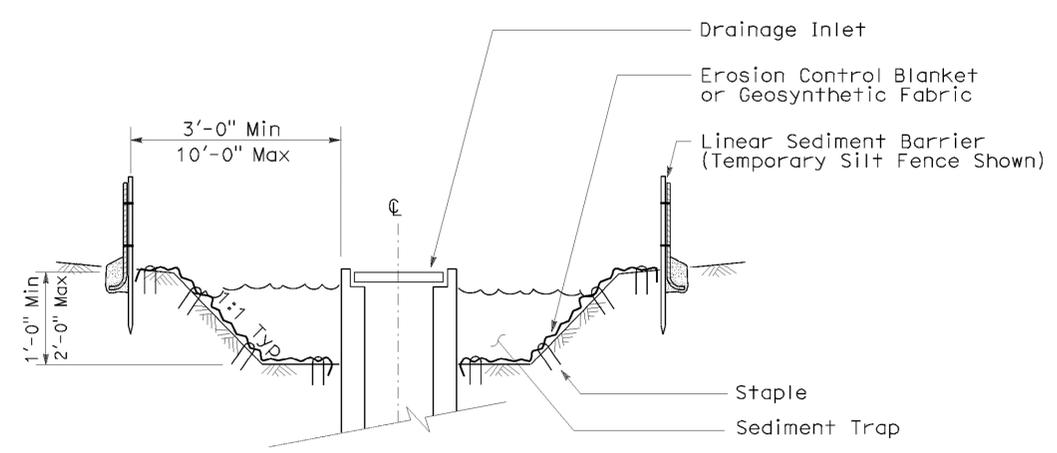


To accompany plans dated 06-22-11

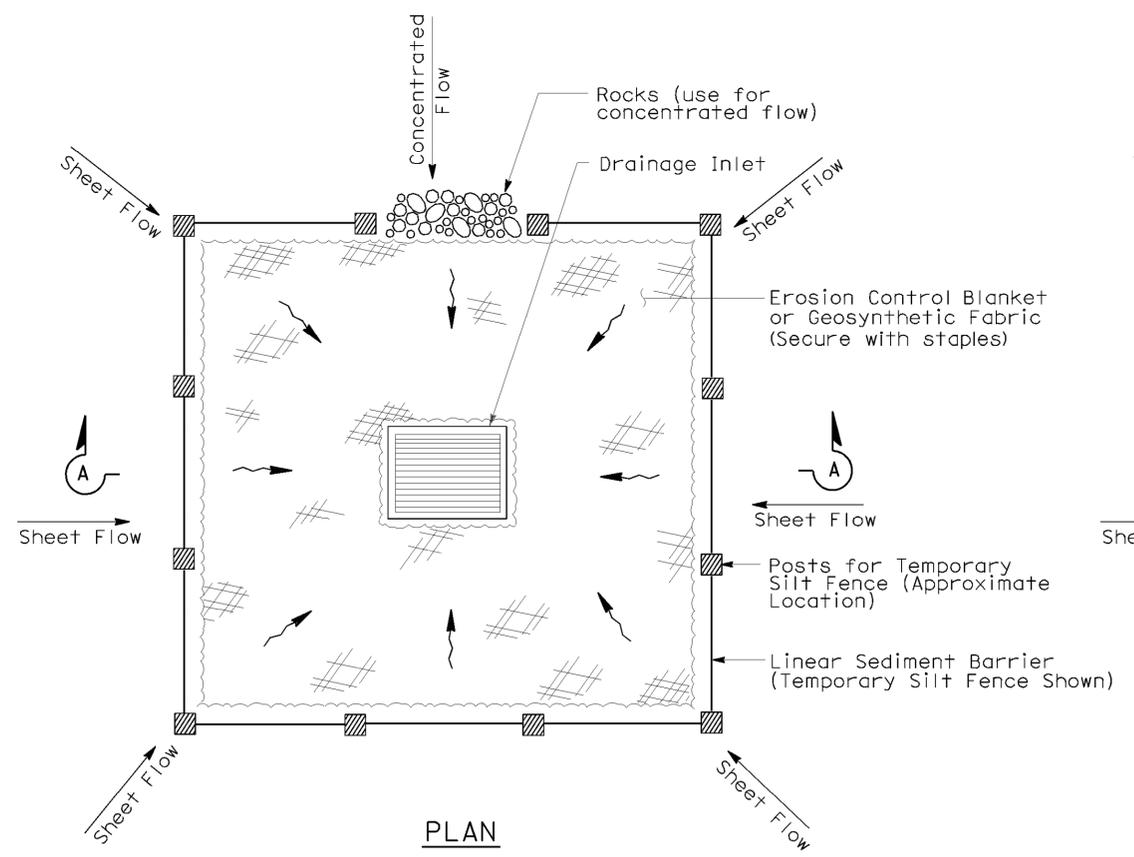
- NOTES:**
- See Standard Plan T51 for Temporary Silt Fence.
 - Dimensions may vary to fit field conditions.



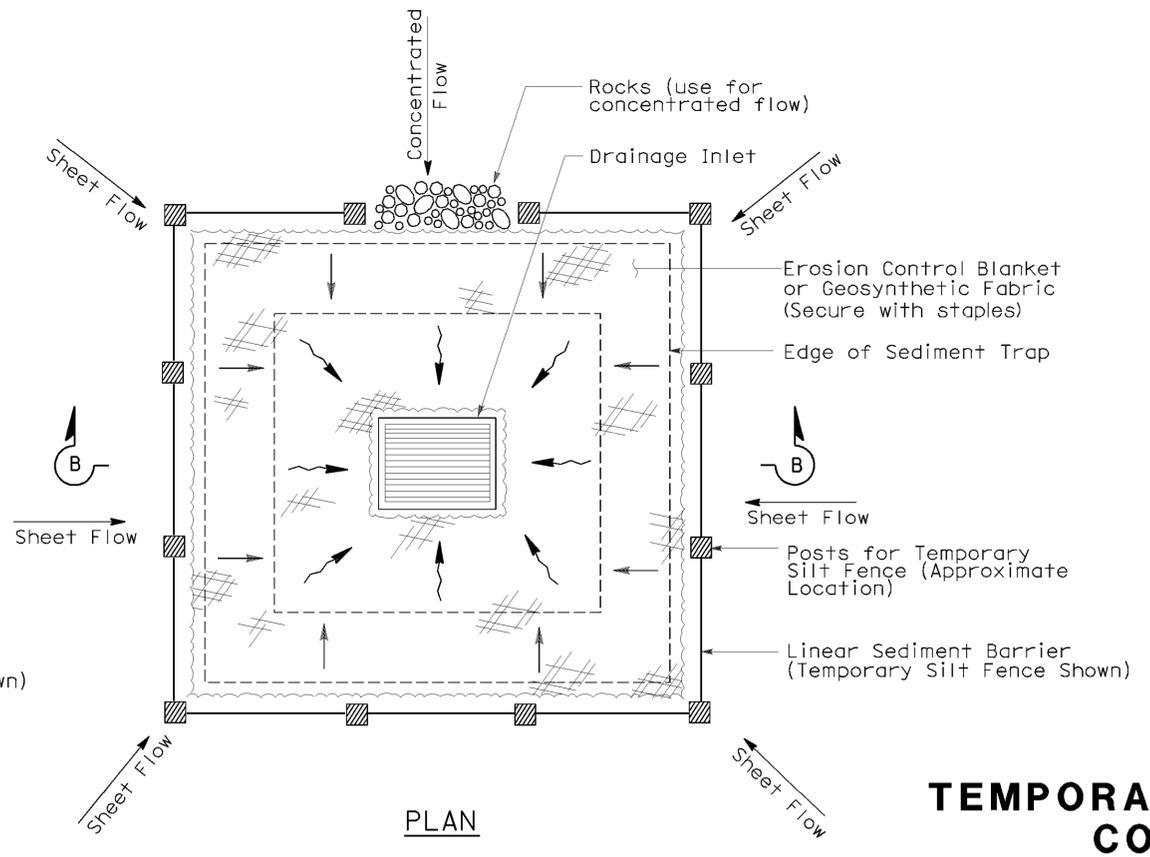
SECTION A-A



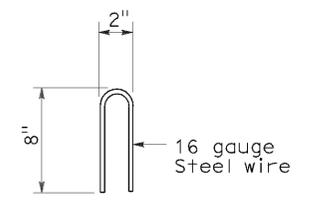
SECTION B-B



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 2) (EXCAVATED SEDIMENT TRAP)



STAPLE DETAIL

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS
(TEMPORARY DRAINAGE INLET PROTECTION)
 NO SCALE

Nsp t61 dated august 15, 2008 supplements the standard plans book dated may 2006.

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2006 NEW STANDARD PLAN NSP T61

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	30	32

Robert B. Schett
LICENSED LANDSCAPE ARCHITECT

August 15, 2008
PLANS APPROVAL DATE

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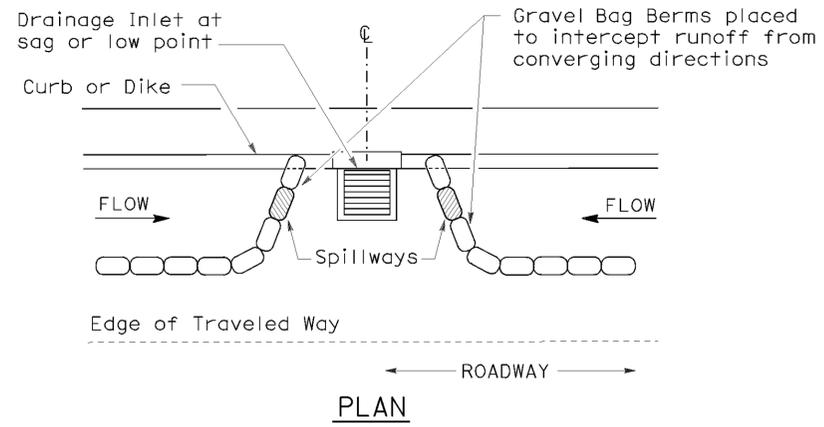
To accompany plans dated 06-22-11

2006 NEW STANDARD PLAN NSP T62

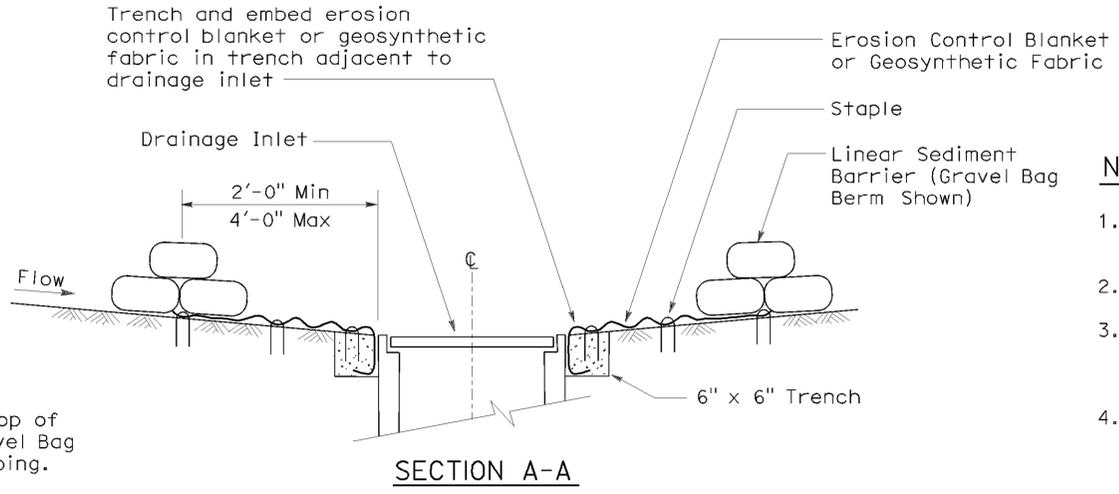
GRAVEL BAG BERM (TYPE 3A) SPACING TABLE

SLOPE OF ROADWAY (PERCENT)	1 to 3.9	4 to 5.9	6 to 7.9	8 to 10	10+
INTERVAL BETWEEN BERM	100'	75'	50'	25'	12'

For slope of less than 1%, install barriers only if erosion/sediment is prevalent



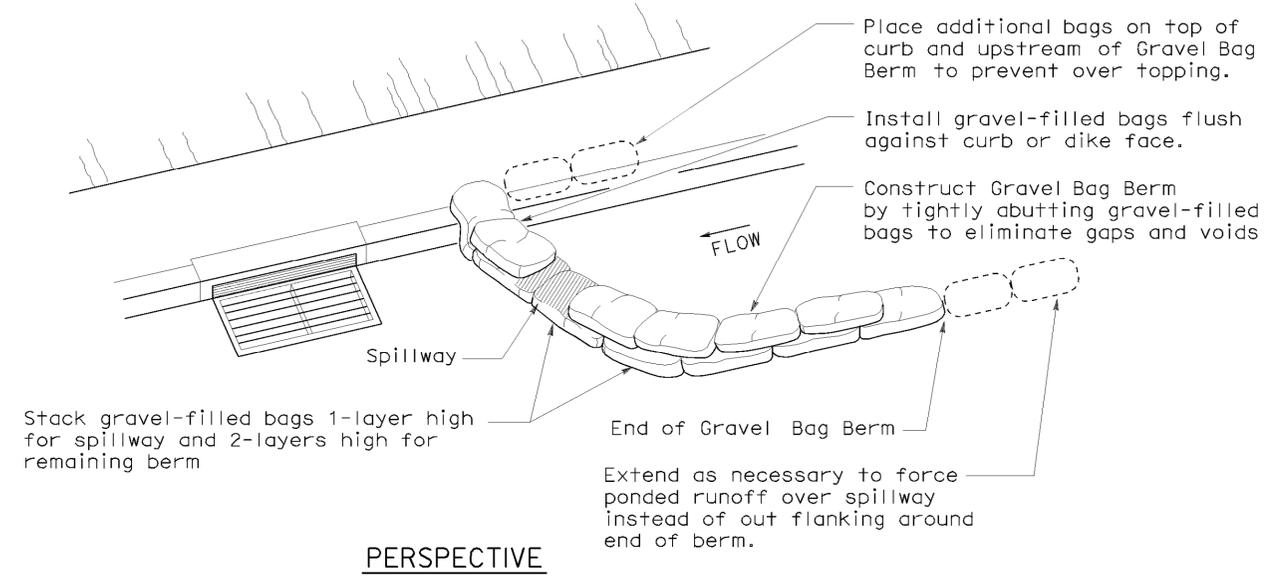
PLAN
CONFIGURATION FOR SAG POINT INLET (GRAVEL BAG BERM)



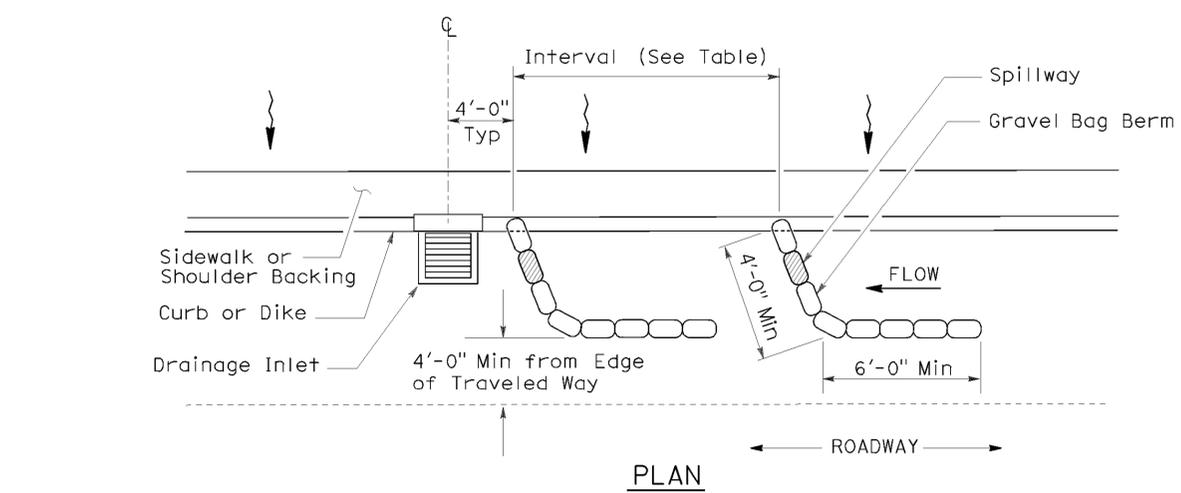
SECTION A-A

NOTES:

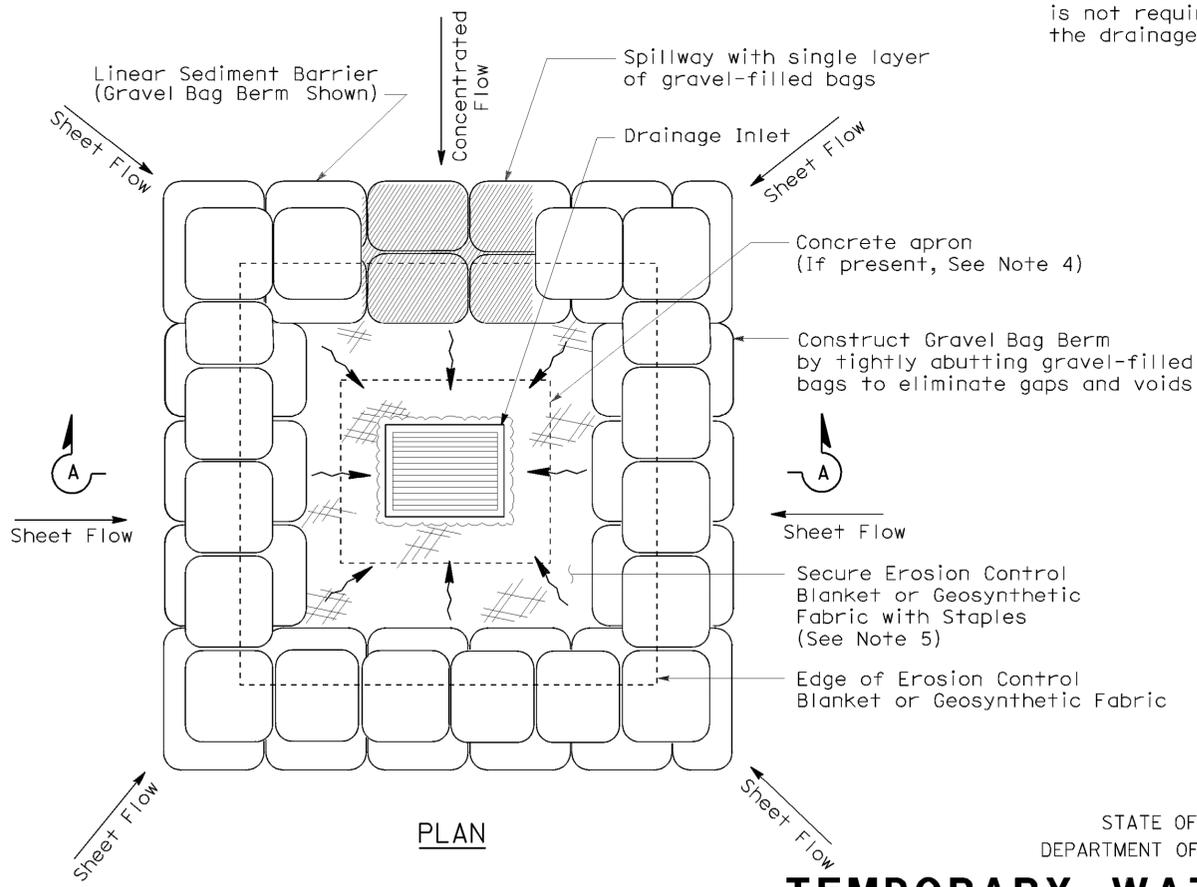
1. Place safety cones adjacent to drainage inlet protection.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 gravel bag berms upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.
5. Erosion control blanket or geosynthetic fabric is not required if the area adjacent to the drainage inlet is vegetated or paved.



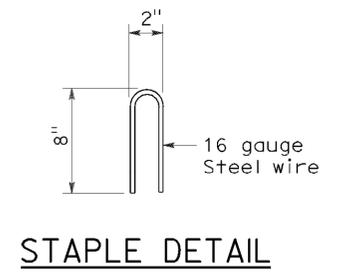
PERSPECTIVE



PLAN
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3A) (GRAVEL BAG BERM)



PLAN
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3B)



STAPLE DETAIL

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)

NO SCALE
NSP T62 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

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FLEXIBLE SEDIMENT BARRIER SPACING TABLE

SLOPE OF ROADWAY (PERCENT)	0 to 0.9	1 to 1.9	2 to 2.9	3 to 4	5+
INTERVAL BETWEEN BARRIERS	50'	35'	30'	25'	20'
ANGLE FROM FACE OF CURB	70°	70°	70°	45°	45°
SUGGESTED BARRIER LENGTH	6'	6'	6'	6'	6'

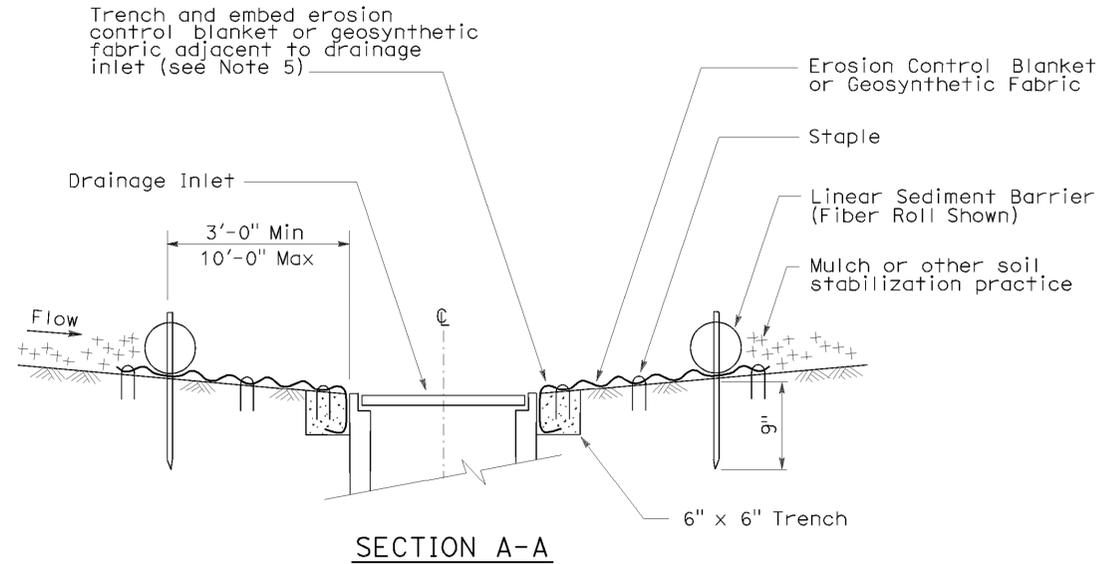
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	31	32

Robert B. Schett
 LICENSED LANDSCAPE ARCHITECT

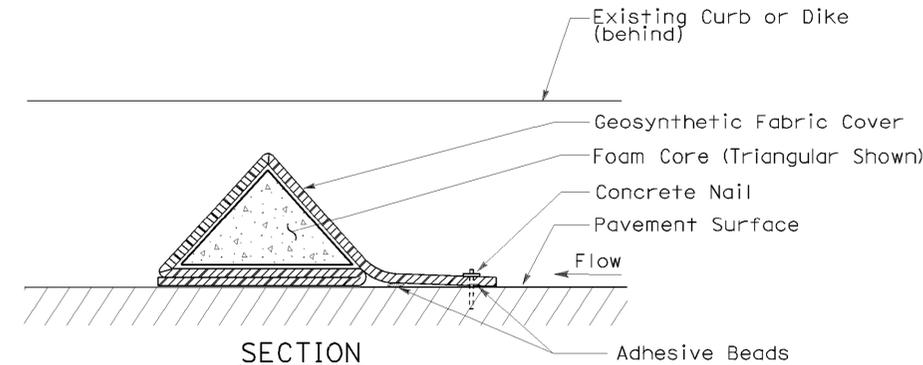
August 15, 2008
 PLANS APPROVAL DATE

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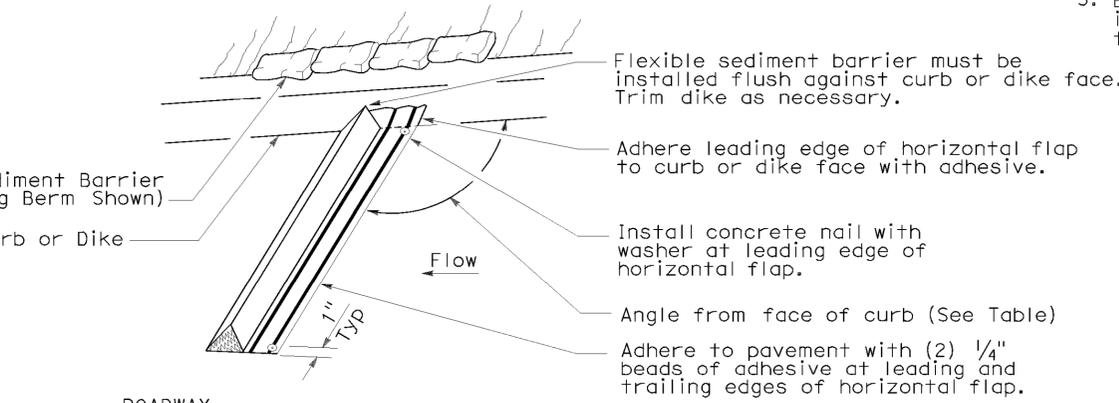
To accompany plans dated 06-22-11



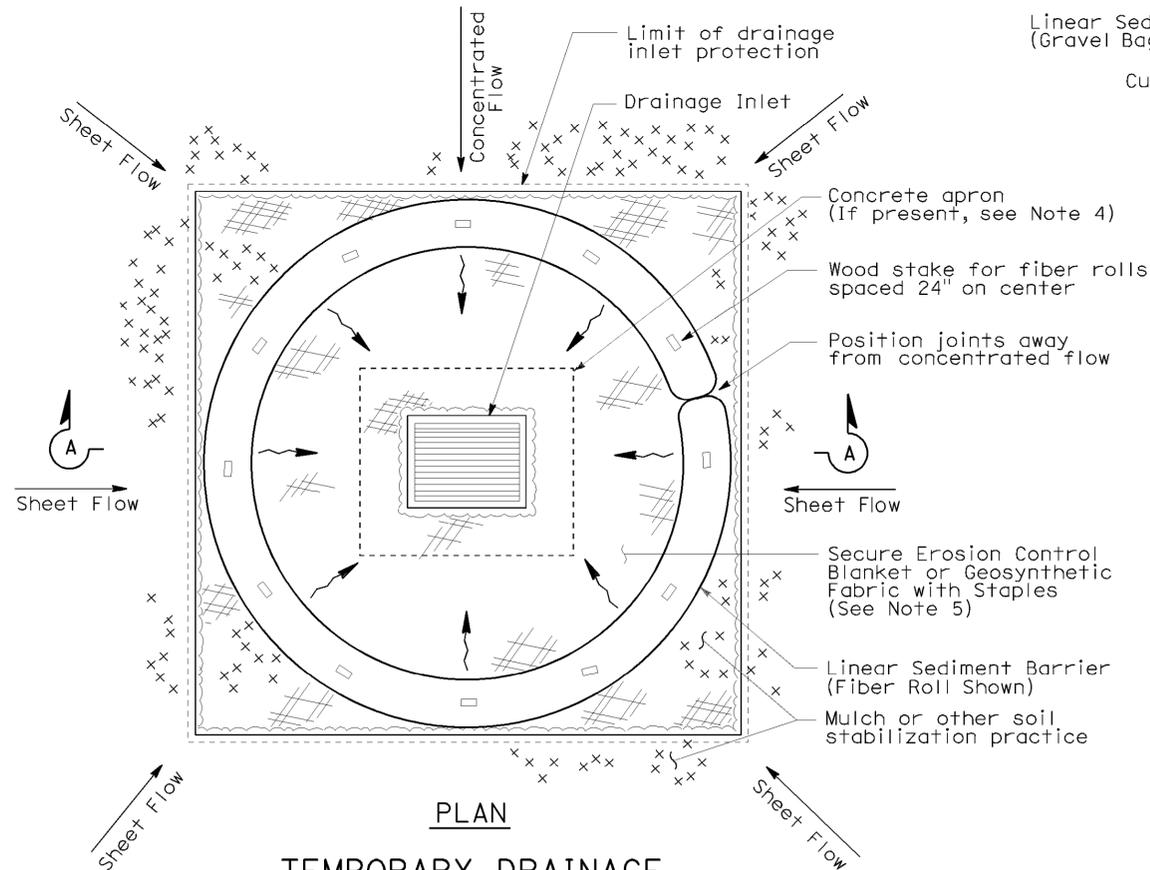
SECTION A-A



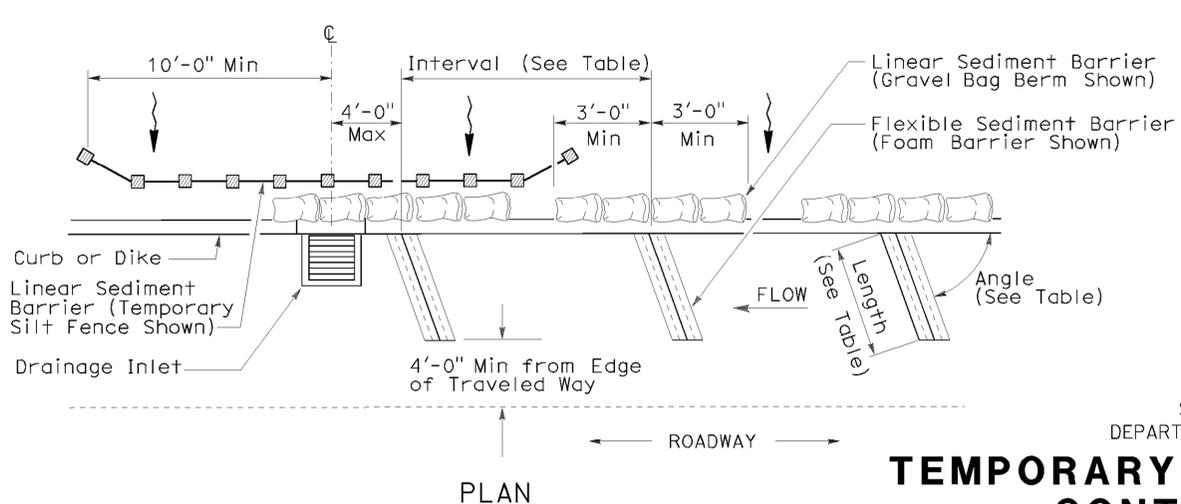
FLEXIBLE SEDIMENT BARRIER DETAIL (FOAM BARRIER SHOWN)



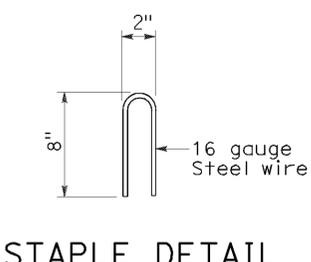
PERSPECTIVE



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4A)



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4B) FLEXIBLE SEDIMENT BARRIER



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)

NO SCALE
 NSP T63 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T63

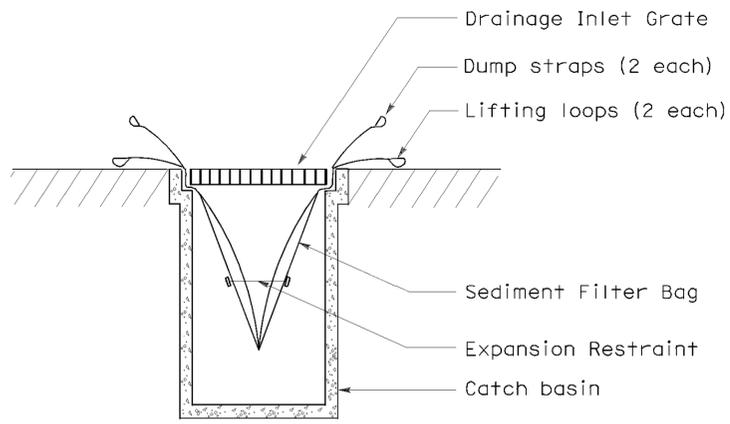
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2006 NEW STANDARD PLAN NSP T63

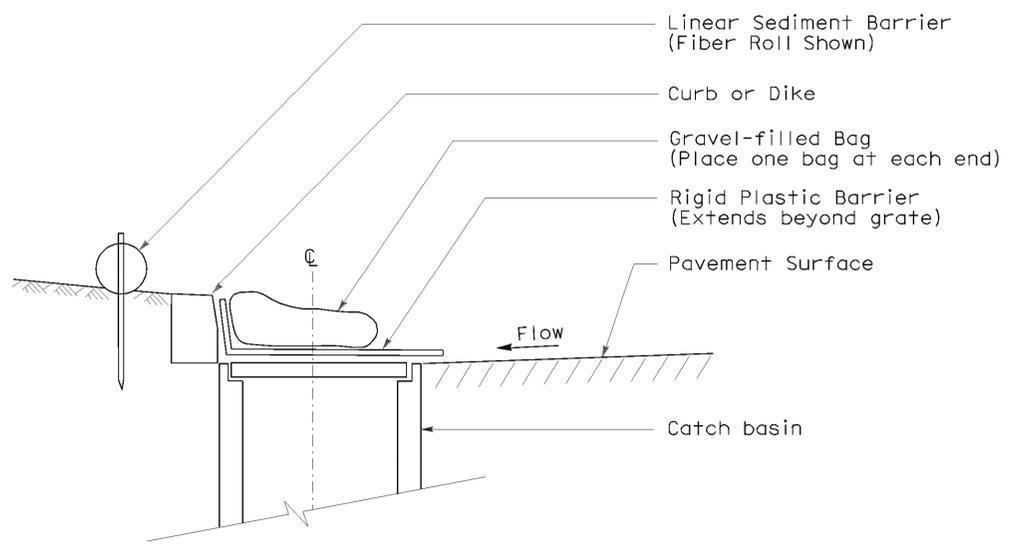
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Hum	36	1.7/13.5, 20.2/27.0	32	32

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

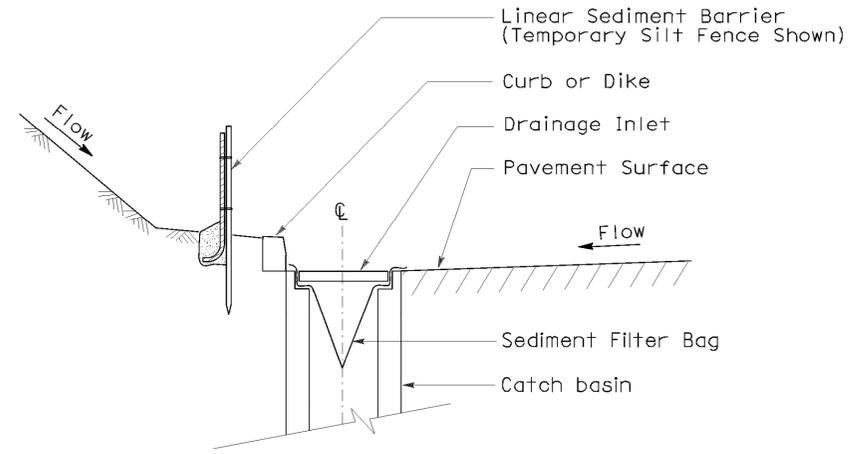
To accompany plans dated 06-22-11



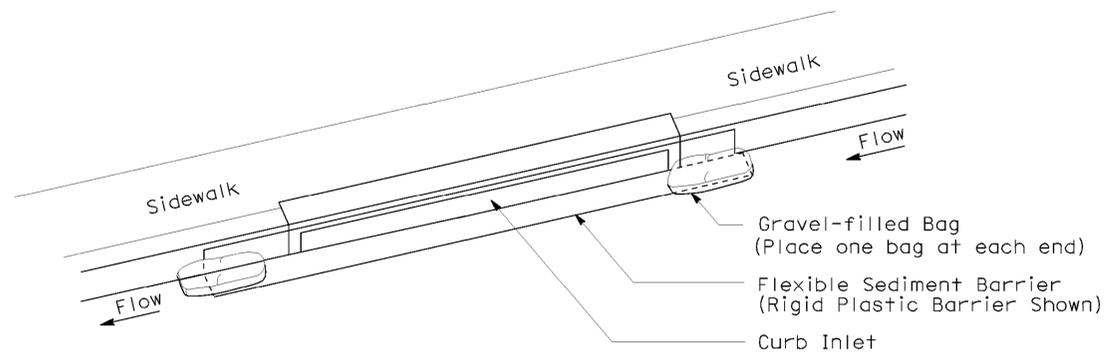
SECTION B-B
SEDIMENT FILTER BAG DETAIL



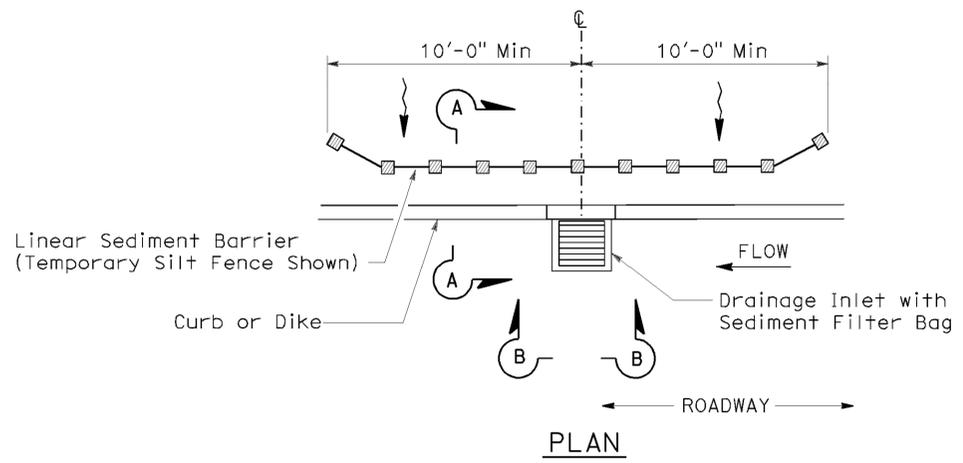
SECTION
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 6A)
(CATCH BASIN WITH GRATE)



SECTION A-A



PERSPECTIVE
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 6B)
(CURB INLET WITHOUT GRATE)



PLAN
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 5)
(SEDIMENT FILTER BAG)

NOTES:

1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY WATER POLLUTION
CONTROL DETAILS
(TEMPORARY DRAINAGE
INLET PROTECTION)**

NO SCALE

NSP T64 DATED AUGUST 15, 2008 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T64

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2006 NEW STANDARD PLAN NSP T64