

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3-4	CONSTRUCTION DETAILS
5	CONSTRUCTION AREA SIGNS
6	PAVEMENT DELINEATION QUANTITIES
7	SUMMARY OF QUANTITIES
8	MODIFY VEHICLE CLASSIFICATION STATION
9-18	REVISED STANDARD PLANS

STATE OF CALIFORNIA NH-P041(117)E
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN KINGS COUNTY
NEAR STRATFORD FROM LAUREL AVENUE TO
0.8 MILE NORTH OF IDAHO AVENUE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

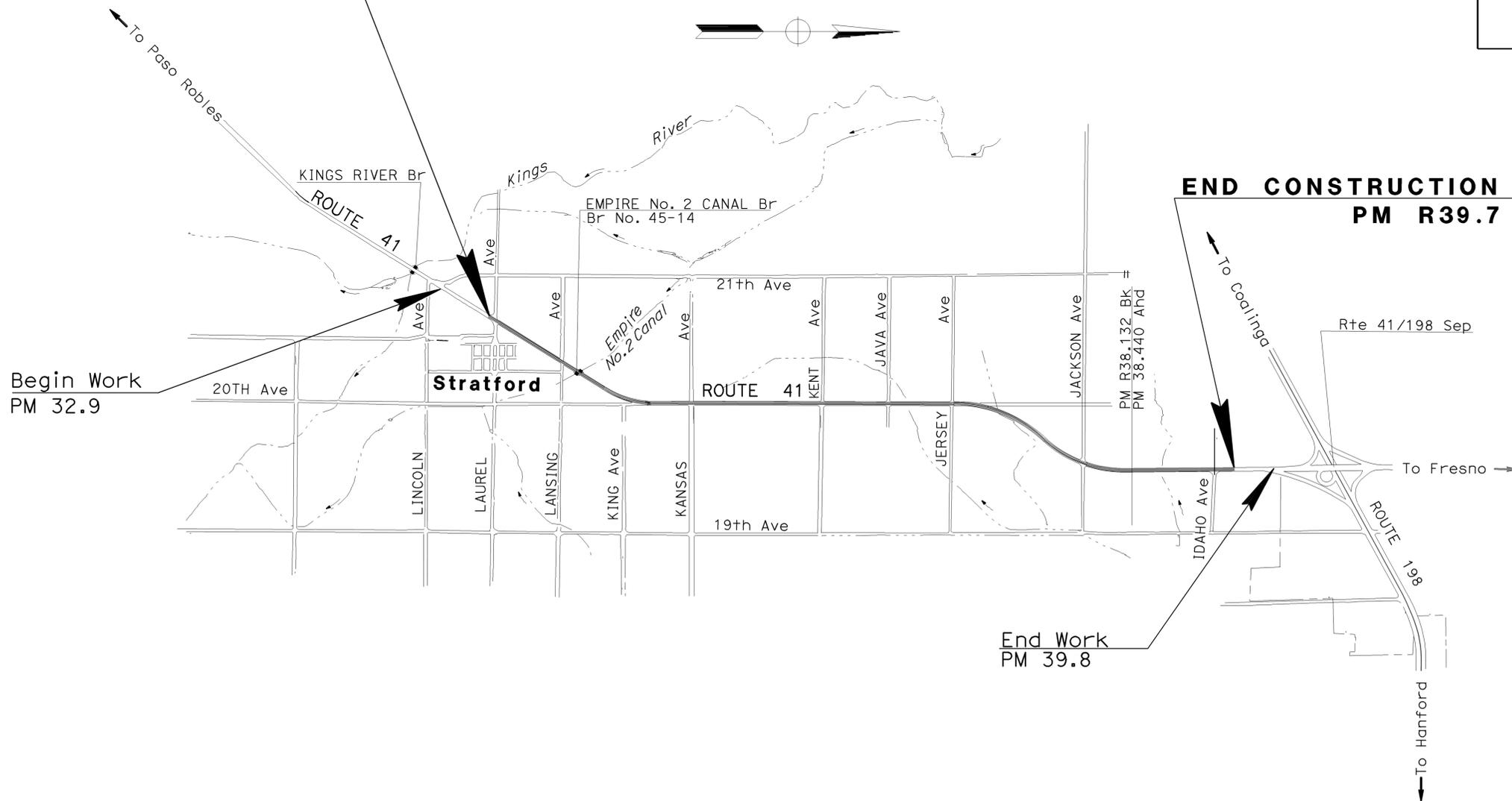
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	1	18





LOCATION MAP

BEGIN CONSTRUCTION
PM 33.0



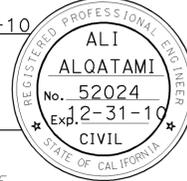
END CONSTRUCTION
PM R39.7

PROJECT MANAGER
ABDUL EL-DAHABI
 DESIGN ENGINEER
ALI ALQATAMI

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

NO SCALE

Ali Alqatami 07-22-10
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER
July 26, 2010
 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.	06-0E2104
PROJECT ID	0600020032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	2	18

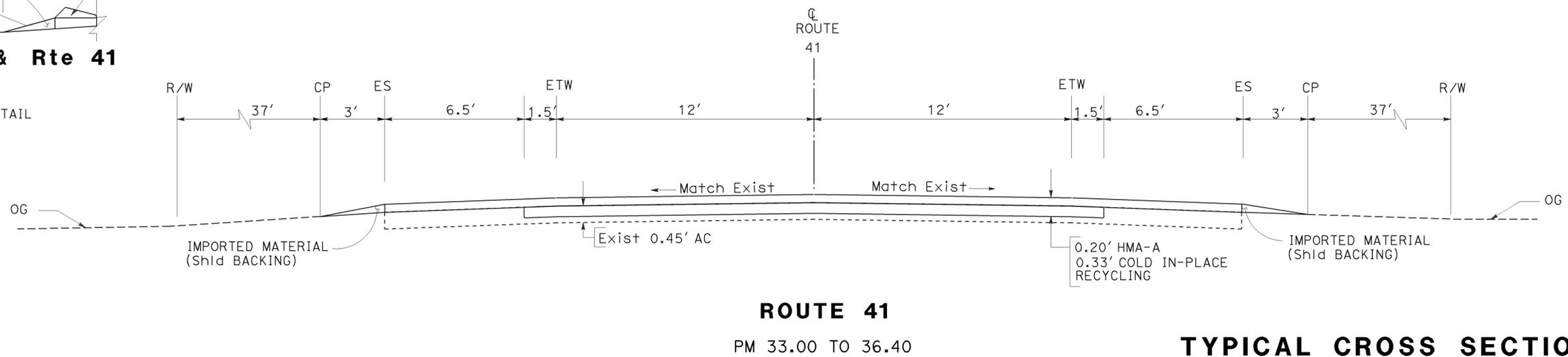
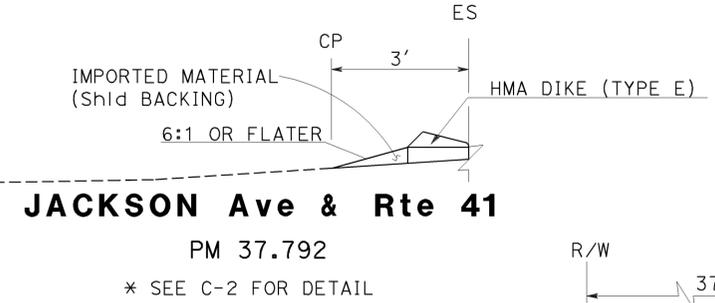
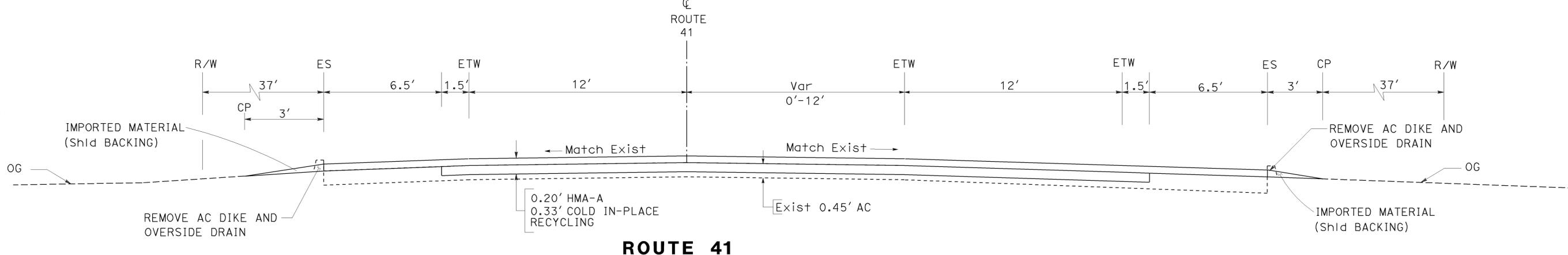
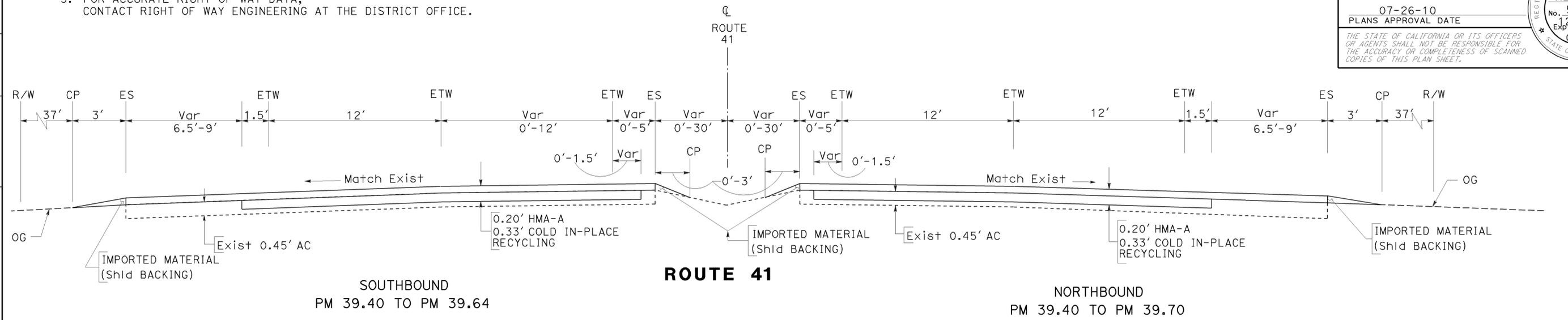
Ali Alqatani	07-10-10
REGISTERED CIVIL ENGINEER	DATE
07-26-10	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
ALI ALQATANI
No. 52024
Exp. 12-31-10
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 PAVEMENT STRUCTURES (STRUCTURAL SECTION) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
 - SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
 - FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

ABBREVIATION
HMA-A: HOT MIX ASPHALT (TYPE A)



TYPICAL CROSS SECTIONS
NO SCALE
X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

REVISOR: MOHAMMAD HASHEM
DATE: ALI ALQATAMI

FUNCTIONAL SUPERVISOR: ALI ALQATAMI

DESIGN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

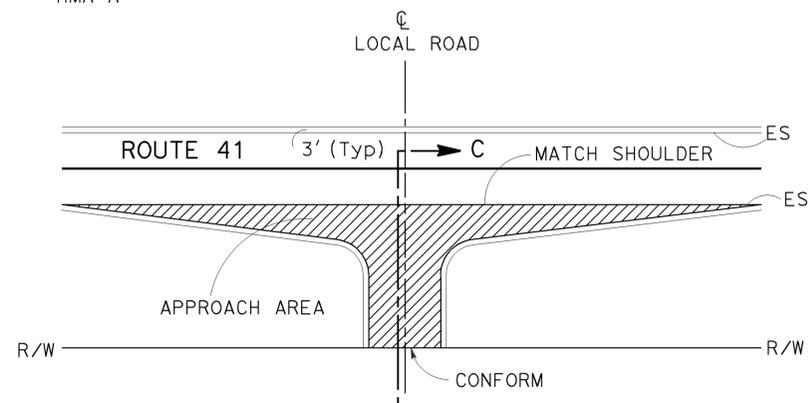
NOTE:
 FOR ACCURATE RIGHT OF WAY DATA,
 CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

ABBREVIATION
 HMA-A: HOT MIX ASPHALT (TYPE A)

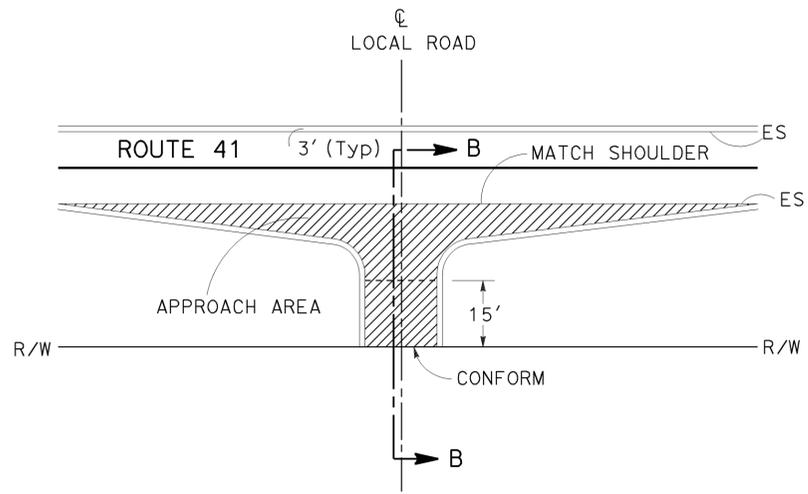
LEGEND

-  COLD IN-PLACE RECYCLING
-  COLD PLANE AC PAVEMENT HMA-A
-  APPROACH AREA HMA-A

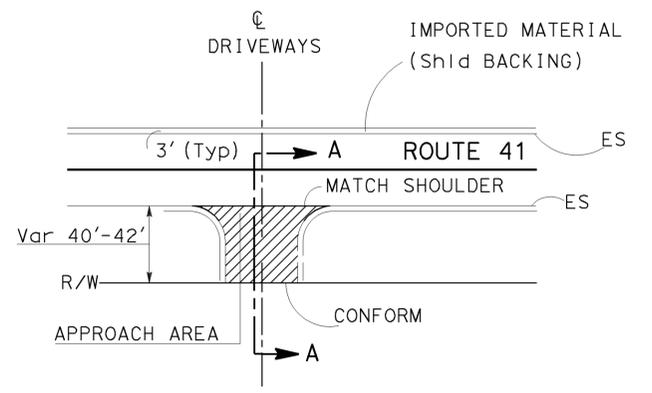
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	3	18
Ali Alqatami			07-10-10	REGISTERED CIVIL ENGINEER DATE	
07-26-10			PLANS APPROVAL DATE		
					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



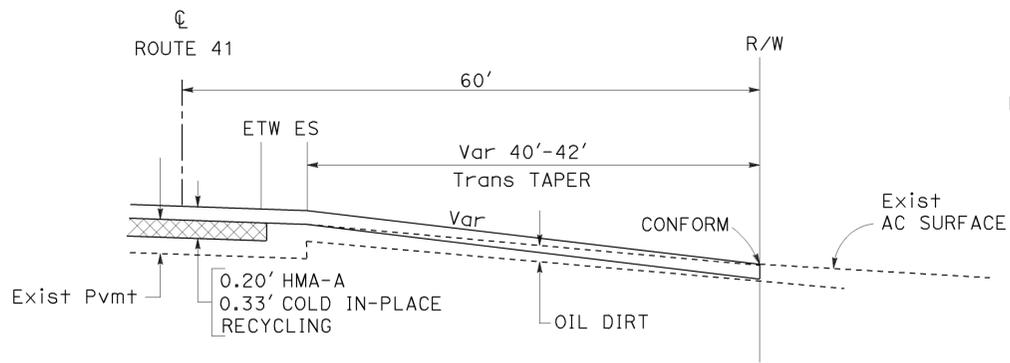
TYPICAL OIL DIRT INTERSECTION



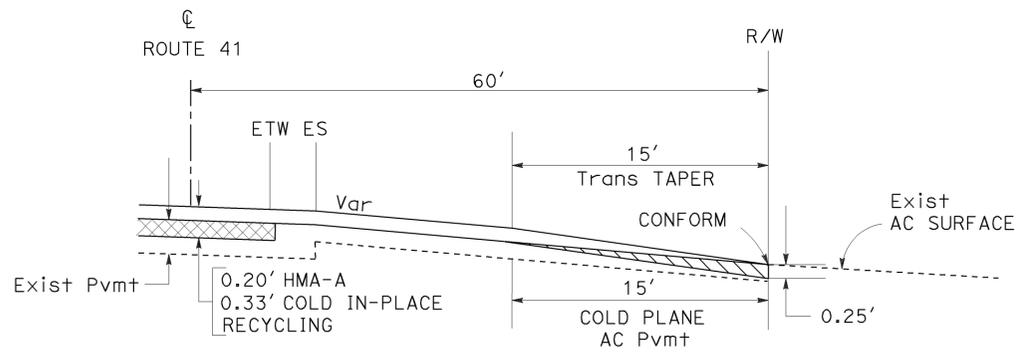
TYPICAL LOCAL ROAD INTERSECTION



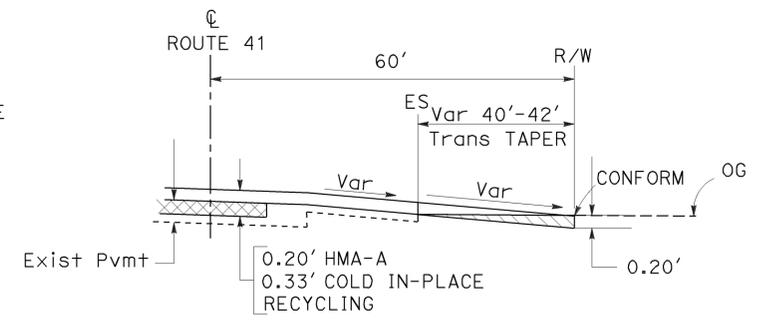
TYPICAL DRIVEWAY APPROACH



SECTION C-C



SECTION B-B



SECTION A-A

CONSTRUCTION DETAILS

NO SCALE

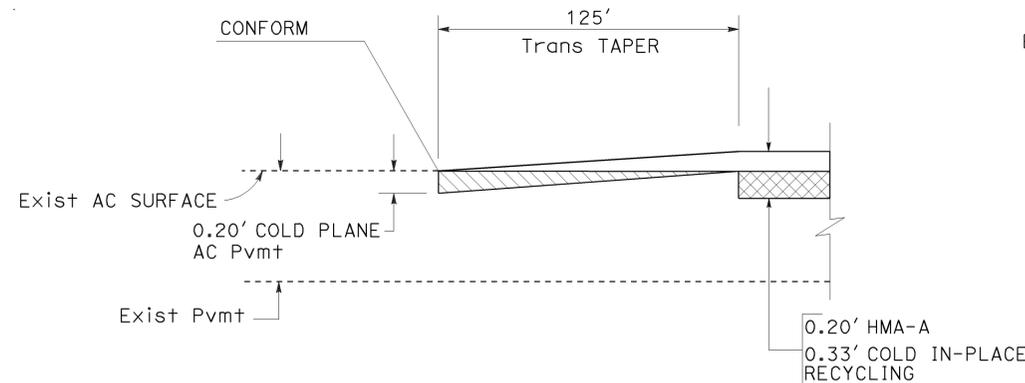
C-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	4	18

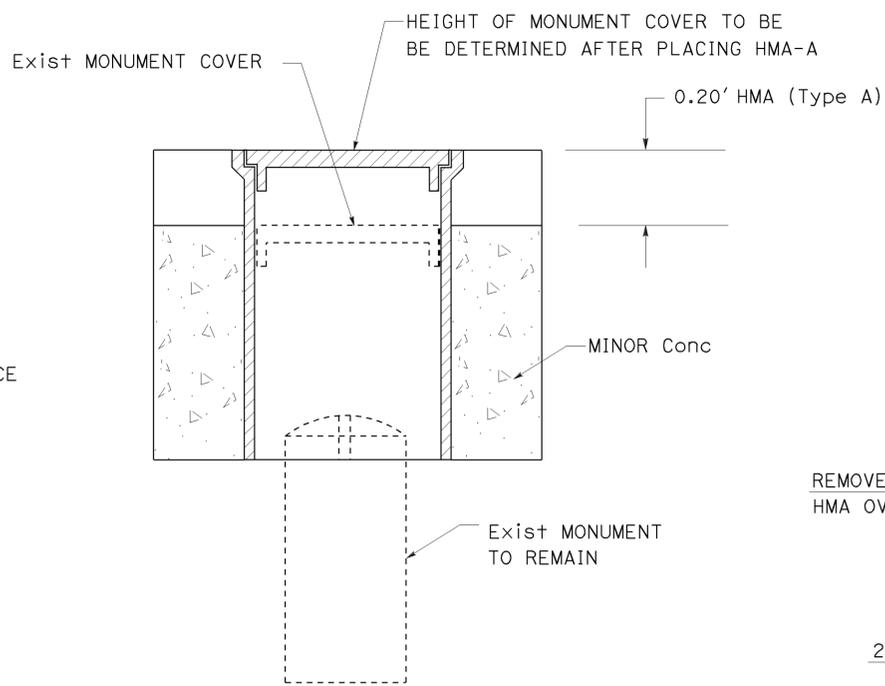
Ali Alqatami	07-10-10
REGISTERED CIVIL ENGINEER	DATE
07-26-10	
PLANS APPROVAL DATE	

ALI ALQATAMI
No. 52024
Exp. 12-31-10
CIVIL

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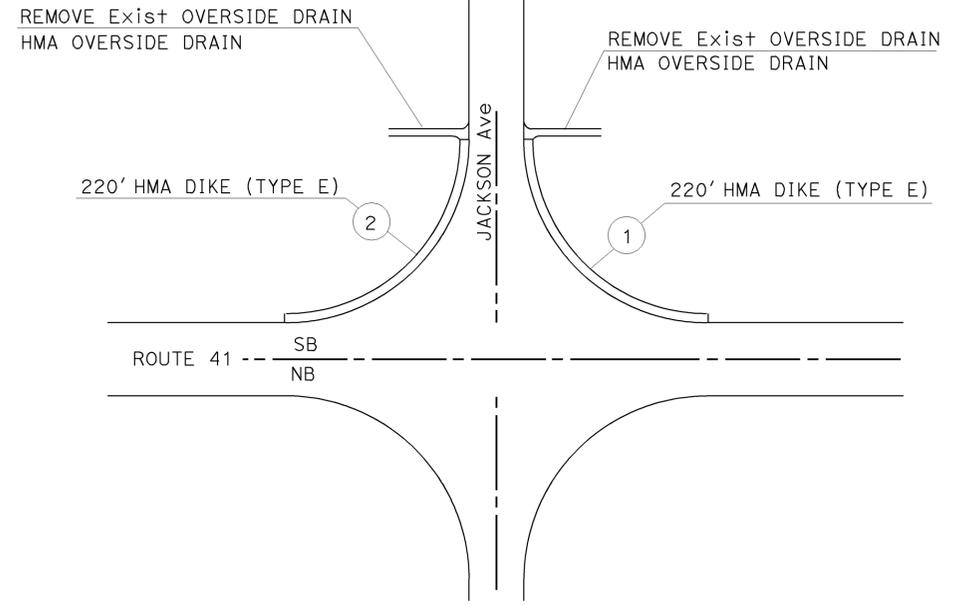


LONGITUDINAL TRANSITION AT BEGIN AND END CONSTRUCTION

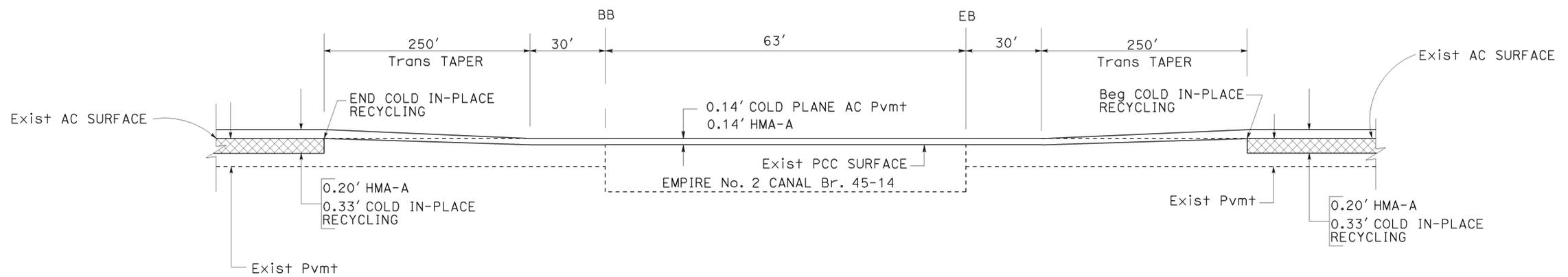


ADJUST FRAME AND COVER TO GRADE

(SEE SUMMARY OF QUANTITIES FOR LOCATIONS)



JACKSON INTERSECTION



LONGITUDINAL TRANSITION AT BRIDGE

CONSTRUCTION DETAILS C-2

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DESIGN

FUNCTIONAL SUPERVISOR: ALI ALQATAMI

REVISOR: MOHAMMAD HASHEM, ALI ALQATAMI

DATE: 07-26-10

USERNAME => s115755
DGN FILE => 60e210ga002.dgn

RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

UNIT 1458

PROJECT NUMBER & PHASE

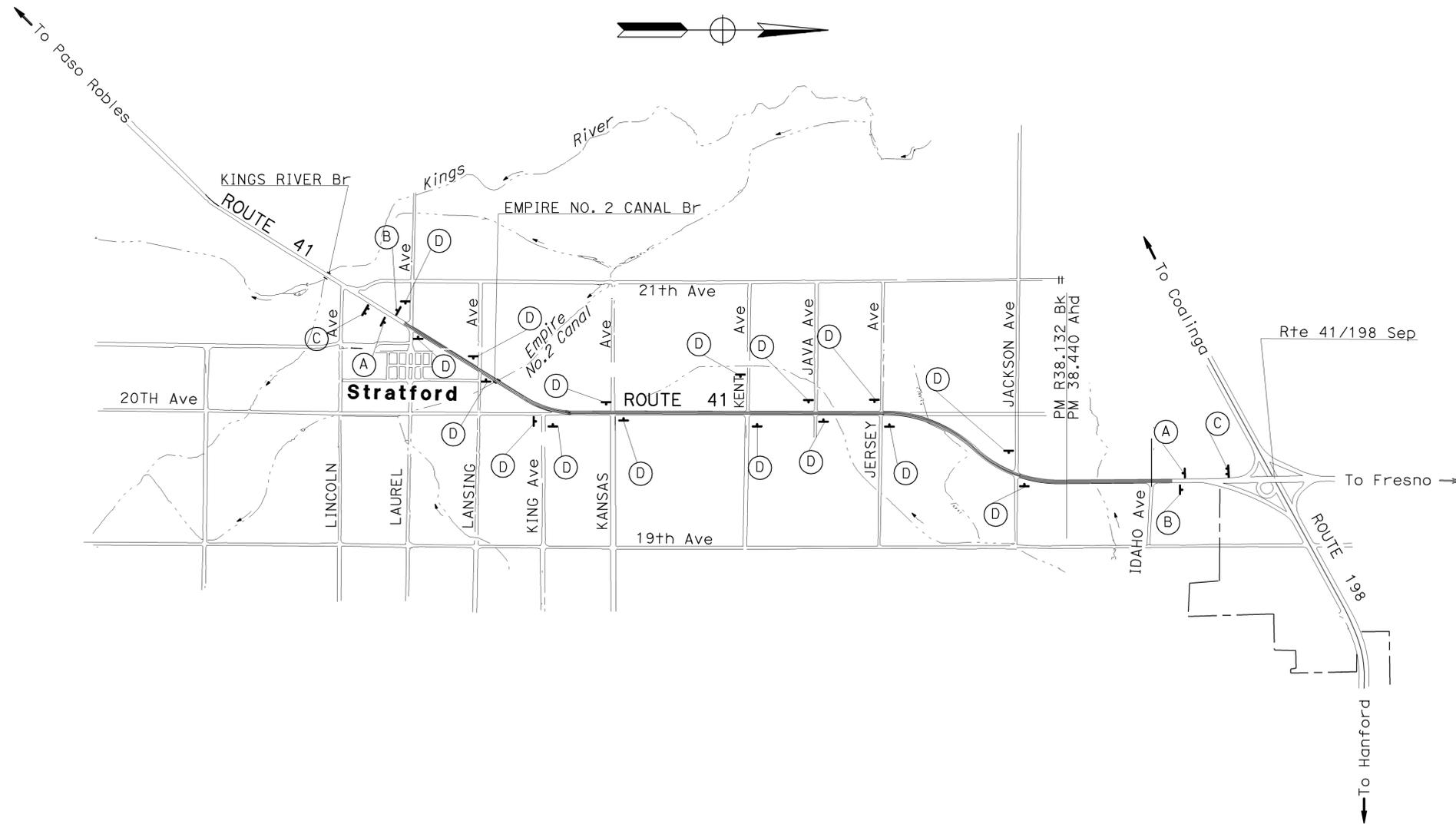
06000200321

LAST REVISION | DATE PLOTTED => 16-SEP-2010
07-20-10 TIME PLOTTED => 11:59

**STATIONARY MOUNTED
CONSTRUCTION AREA SIGNS**

SIGN No.	SIGN CODE	PANEL SIZE	SIGN MESSAGE	No. OF POSTS	POST SIZE	No. OF SIGNS
(A)	C23(CA)	48" x 48"	ROAD WORK AHEAD	1	6" x 6"	2
(B)	C14(CA)	48" x 24"	END ROAD WORK	1	4" x 6"	2
(C)	C40	102" x 42"	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	2	6" x 6"	2
(D)	W20-1	36" x 36"	ROAD WORK AHEAD	1	4" x 4"	16

NOTE: LOCATIONS OF CONSTRUCTION AREA SIGNS SHOWN ARE APPROXIMATE.
EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	5	18

Kamrul Khan 07-19-10
 REGISTERED CIVIL ENGINEER DATE

07-26-10
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
KAMRUL KHAN
 No. 74112
 Exp. 06/30/11
 CIVIL
 STATE OF CALIFORNIA

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC DESIGN

FUNCTIONAL SUPERVISOR
 MOHAMED QATAMI

CALCULATED/DESIGNED BY
 CHECKED BY

KAMRUL KHAN
 HASSAN TAHA

REVISED BY
 DATE REVISED

THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGNS ONLY

NO SCALE

**CONSTRUCTION AREA SIGNS
CS-1**

PAVEMENT DELINEATION QUANTITIES

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	6	18

Kamrul Khan 07-19-10
 REGISTERED CIVIL ENGINEER DATE
 07-26-10
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
KAMRUL KHAN
 No. 74112
 Exp. 06/30/11
 CIVIL
 STATE OF CALIFORNIA

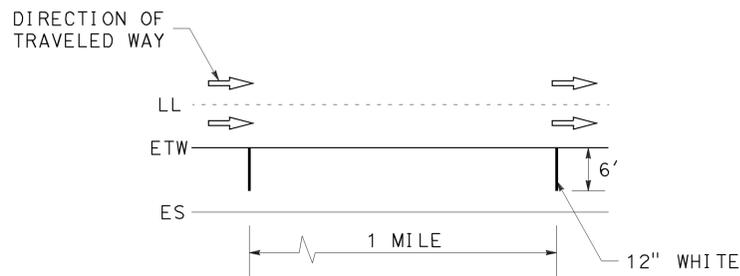
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LOCATION (PM TO PM)	DIRECTION	DETAIL No.	PAVEMENT MARKER (RETROREFLECTIVE)			REMOVE PAVEMENT MARKER (N)	THERMOPLASTIC TRAFFIC STRIPE				THERMOPLASTIC PAVEMENT MARKING		REMOVE THERMOPLASTIC PAVEMENT MARKING
			TYPE D	TYPE H	TYPE G		8" SOLID	4" SOLID	4" (BROKEN 36-12)	4" (BROKEN 12-3)	DESCRIPTION	SQFT	
			EA	EA	EA		EA	EA	EA	EA			
33.00 TO 39.70	NB	27B											
33.00 TO 33.04	NB	19	8	10		18		34,056					
33.04 TO 33.28	NB	6	27			27		211					
33.28 TO 33.34	NB	19	10	14		24			1,267				
33.35 TO 33.56	NB	22	96			96		317	317				
33.56 TO 33.58	NB	22	12			12		2,218					
33.58 TO 34.21	NB	6	70			70		211					
34.21 TO 34.27	NB	19	10	14		24			3,326				
34.28 TO 34.34	NB	19	10	14		24		317	317				
34.34 TO 34.55	NB	6	24			24		317					
34.55 TO 34.61	NB	19	10	14		24			1,109				
34.63 TO 34.68	NB	19	8	12		20		317	317				
34.68 TO 35.57	NB	6	99			99		264	264				
35.57 TO 35.62	NB	19	8	12		20		4,699		1-AERIAL CONTROL MARKER	6	8	
35.63 TO 35.69	NB	19	10	14		24		264	264				
35.69 TO 36.56	NB	6	97			97		317	317				
36.57 TO 36.62	NB	19	8	12		20		4,594		1-AERIAL CONTROL MARKER	6	6	
36.63 TO 36.69	NB	19	10	14		24		264	264				
36.69 TO 37.67	NB	6	109			109		317	317				
37.67 TO 37.73	NB	19	10	14		24		5,174		1-AERIAL CONTROL MARKER	6	6	
37.74 TO 37.79	NB	19	8	12		20		317	317				
37.79 TO 38.79	NB	6	111			111		264	264				
38.79 TO 38.85	NB	19	10	14		24		5,280		1-AERIAL CONTROL MARKER	6	6	
38.85 TO 38.89	NB	22	20			20		317	317				
38.90 TO 39.13	NB	22	104			104		422					
39.13 TO 39.70	NB	29	254			254		2,429					
39.05 TO 39.70	NB	12						12,672					
33.33 TO 33.36	NB	27C							3,432				
33.51 TO 33.53	NB	27C								1-LIMIT LINE	12	12	
34.27 TO 34.29	NB	27C								1-LIMIT LINE	12	12	
34.62 TO 34.63	NB	27C								1-LIMIT LINE	12	12	
35.61 TO 35.63	NB	27C								1-LIMIT LINE	24	24	
36.61 TO 36.63	NB	27C								1-LIMIT LINE	12	12	
37.70 TO 37.76	NB	27C								1-LIMIT LINE	12	12	
38.85 TO 38.92	NB	27C								1-LIMIT LINE	24	24	
33.00 TO 39.70	SB	27B											
39.06 TO 39.17	SB	38			25	25		581	34,557	3-TYPE III ARROW	126	126	
37.74 TO 37.81	SB	27C								1-LIMIT LINE	24	24	
36.67 TO 36.68	SB	27C								1-LIMIT LINE	12	12	
35.66 TO 35.69	SB	27C								1-LIMIT LINE	12	12	
34.65 TO 34.67	SB	27C								1-LIMIT LINE	12	12	
33.54 TO 33.56	SB	27C								1-LIMIT LINE	12	12	
SUB-TOTAL			1143	170	25			581	90,368	32,473	2140	354	354
TOTAL				1338				581	90,368	32,473	2140	354	354

TEMPORARY PAVEMENT DELINEATION QUANTITIES

LOCATION (PM TO PM)	DIRECTION	DETAIL No.	TEMPORARY TRAFFIC STRIPE (PAINT)			
			8" SOLID	4" SOLID	4" (BROKEN 36-12)	4" (BROKEN 12-3)
			LF	LF	LF	LF
33.00 TO 39.70	NB	27B				
33.00 TO 33.04	NB	19		34,056		
33.04 TO 33.28	NB	6		211		
33.28 TO 33.34	NB	19			1,267	
33.35 TO 33.56	NB	22		317	317	
33.56 TO 33.58	NB	22		1,109		
33.58 TO 34.21	NB	6		106		
34.21 TO 34.27	NB	19			3,326	
34.28 TO 34.34	NB	19		317	317	
34.34 TO 34.55	NB	6			1,109	
34.55 TO 34.61	NB	19		317		
34.63 TO 34.68	NB	19		317	317	
34.68 TO 35.57	NB	6		264	264	
35.57 TO 35.62	NB	19			4,699	
35.63 TO 35.69	NB	19		264	264	
35.69 TO 36.56	NB	6		317	317	
36.57 TO 36.62	NB	19			4,594	
36.63 TO 36.69	NB	19		264	264	
36.69 TO 37.67	NB	6		317	317	
37.67 TO 37.73	NB	19		109		
37.74 TO 37.79	NB	19		10	14	
37.79 TO 38.79	NB	6		8	12	
38.79 TO 38.85	NB	19		111		
38.85 TO 38.89	NB	22		10	14	
38.90 TO 39.13	NB	22		20		
39.13 TO 39.70	NB	29		104		
39.05 TO 39.70	NB	12		254		
33.33 TO 33.36	NB	27C				
33.51 TO 33.53	NB	27C				158
34.27 TO 34.29	NB	27C				106
34.62 TO 34.63	NB	27C				79
35.61 TO 35.63	NB	27C				79
36.61 TO 36.63	NB	27C				106
37.70 TO 37.76	NB	27C				106
38.85 TO 38.92	NB	27C				317
33.00 TO 39.70	SB	27B				370
39.06 TO 39.17	SB	38			25	
37.74 TO 37.81	SB	27C				370
36.67 TO 36.68	SB	27C				79
35.66 TO 35.69	SB	27C				158
34.65 TO 34.67	SB	27C				106
33.54 TO 33.56	SB	27C				106
SUB-TOTAL			582	81,393	30,096	2140
TOTAL				114,211		

(N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY



AERIAL CONTROL MARKERS

NO SCALE

PAVEMENT DELINEATION QUANTITIES PDQ-1

ROADWAY QUANTITIES

LOCATION	COLD IN-PLACE RECYCLING	ASPHALTIC EMULSION (FOG SEAL COAT)	SAND COVER	EMULSIFIED RECYCLING AGENT	HMA (TYPE A)	IMPORTED MATERIALS (SHOULDER BACKING)	TACK COAT	COLD PLANE AC Pvm+	PLACE HMA (Misc AREA)
PM TO PM	SQYD	TON	TON	TON	TON	TON	TON	SQYD	SQYD
33.00 TO R39.7	117,809	23	84	749	23,500	2560	10.0		
INTERSECTIONS					1,417	79	1.9	2,896	
DRIVEWAYS					201	35	0.3		
OVERSIDE DRAINS					4				20
HMA DIKE (TYPE E)					6				
Beg/END AND AT BRIDGE					728		0.8	4,351	
TOTAL	117,809	23	84	749	25,854	2674	13.0	7247	20

METAL BEAM GUARD RAILING

DIRECTION	LOCATION	LAYOUT TYPE	REMOVE MBGR			REMARK
			LF	EA	EA	
NB/SB	EMPIRE No. 2 CANAL	12B	125	2	2	APPROACH
NB/SB	EMPIRE No. 2 CANAL	12BB	125	2	2	DEPARTURE
TOTAL			250	4	4	

ADJUST FRAME AND COVER TO GRADE

PM	LOCATION	EA
34.70	KANSAS Ave	1
35.20	BETWEEN KANSAS Ave AND KENT Ave	1
35.70	KENT Ave	1
36.20	JAVA Ave	1
36.69	JERSEY Ave	1
TOTAL		5

REMOVE AC DIKE

DIRECTION	LOCATION	LF
SB	PM 37.440 TO PM 38.132	3824
NB	PM 36.766 TO PM 37.377	3226
TOTAL		7050

HOT MIX ASPHALT DIKE

DIRECTION	LOCATION	PLACE HMA DIKE (TYPE E)	HMA * (TYPE A)
		LF	TON
SB	AT JACKSON AVENUE (1)	220	3
SB	AT JACKSON AVENUE (2)	220	3
TOTAL		440	6

REMOVE OVERSIDE DRAIN

LOCATION	DIRECTION	EA
36.766	NB	1
36.822	NB	1
36.875	NB	1
36.961	NB	1
37.002	NB	1
37.069	NB	1
37.134	NB	1
37.240	NB	1
37.279	NB	1
37.315	NB	1
37.377	NB	1
37.440	SB	1
37.502	SB	1
37.565	SB	1
37.624	SB	1
37.662	SB	1
37.709	SB	1
37.779	SB	1
37.805	SB	1
37.809	SB	1
37.932	SB	1
37.960	SB	1
38.084	SB	1
38.132	SB	1
TOTAL		24

SUMMARY OF QUANTITIES Q-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	7	18

Ali Alqatami 07-10-10
 REGISTERED CIVIL ENGINEER DATE

07-26-10
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 ALI ALQATAMI
 No. 52024
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	9	18

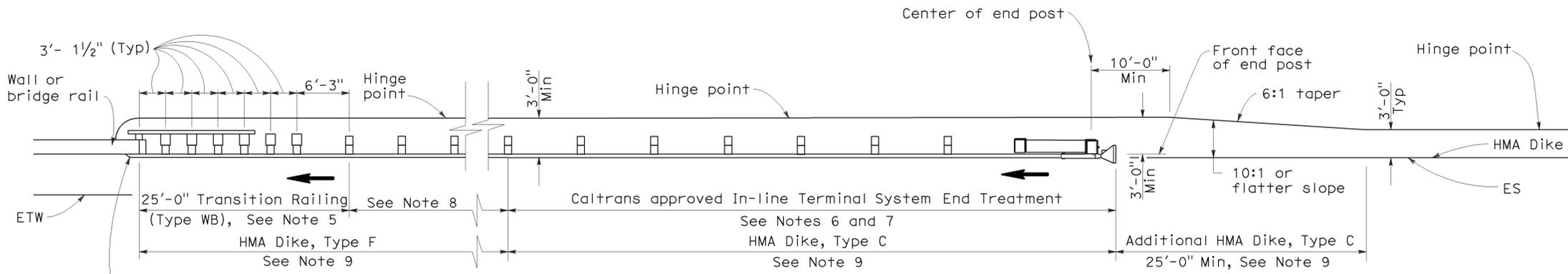
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

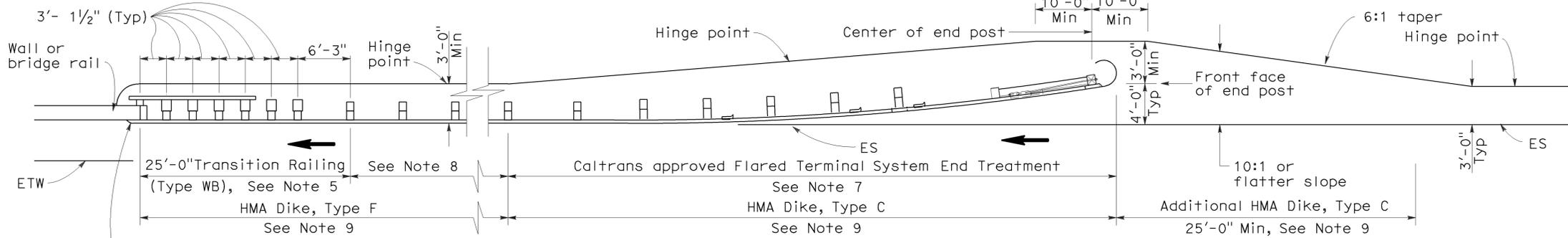
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 7-26-10



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 \rightarrow .
- 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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	10	18

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

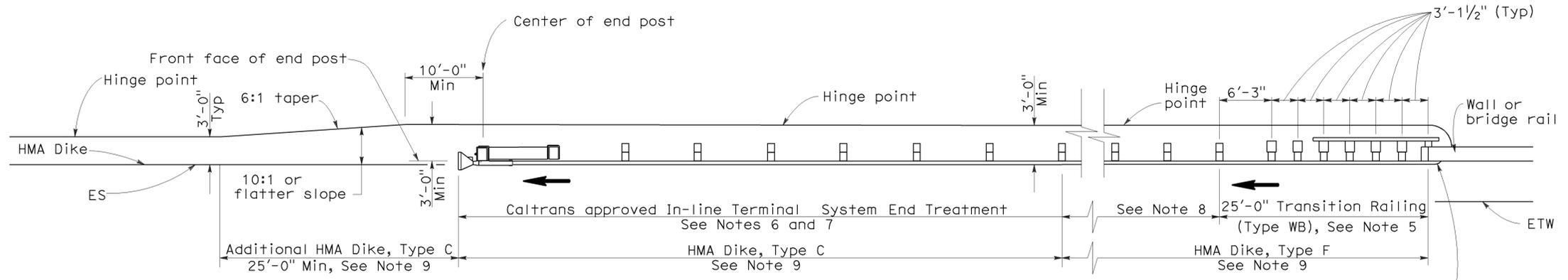
June 6, 2008
PLANS APPROVAL DATE

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

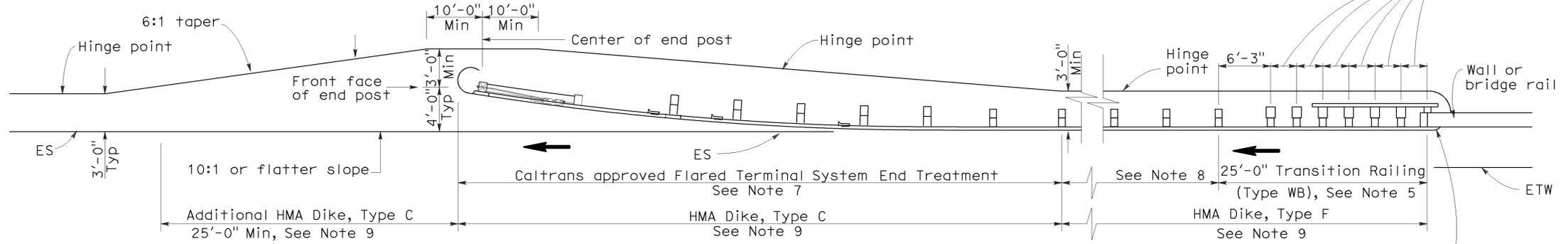
To accompany plans dated 7-26-10

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 →.
- 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

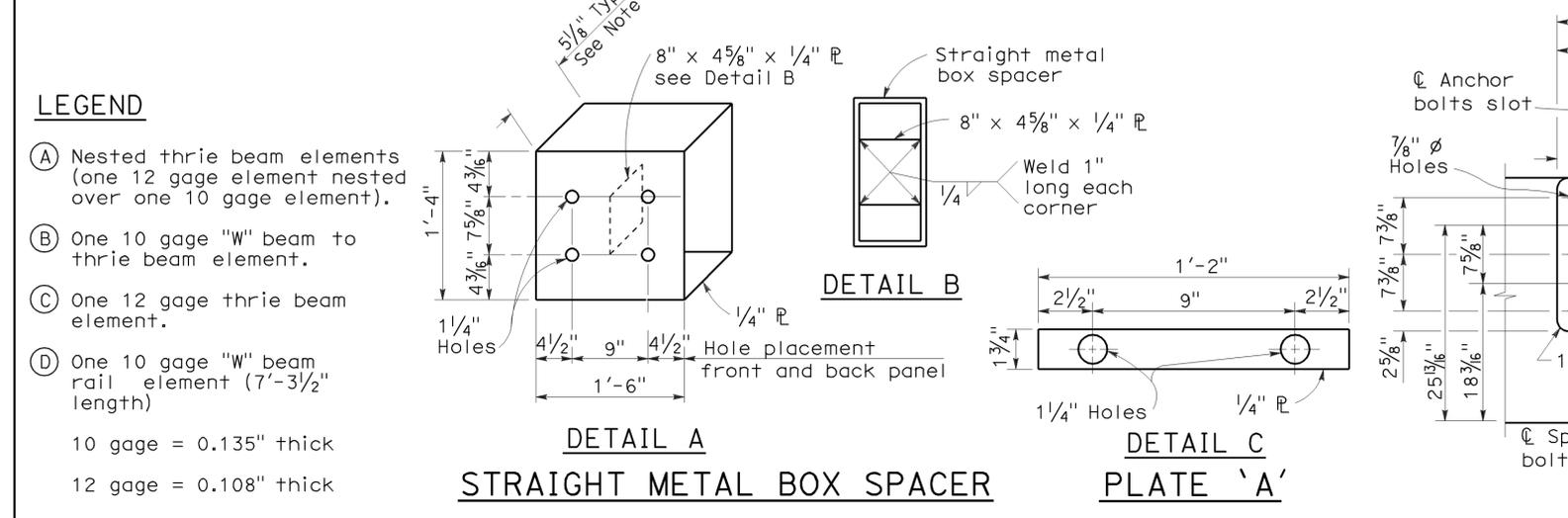
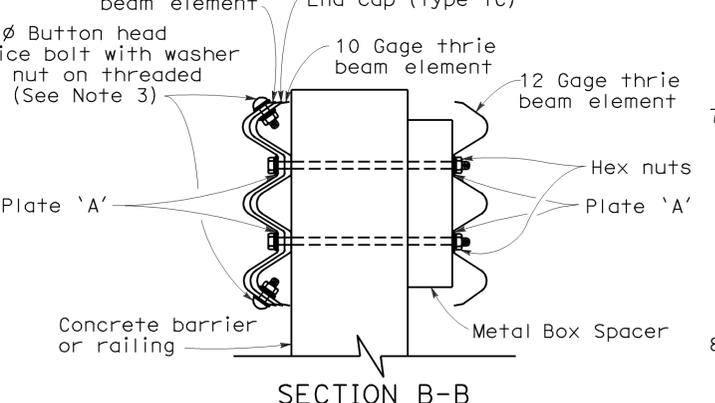
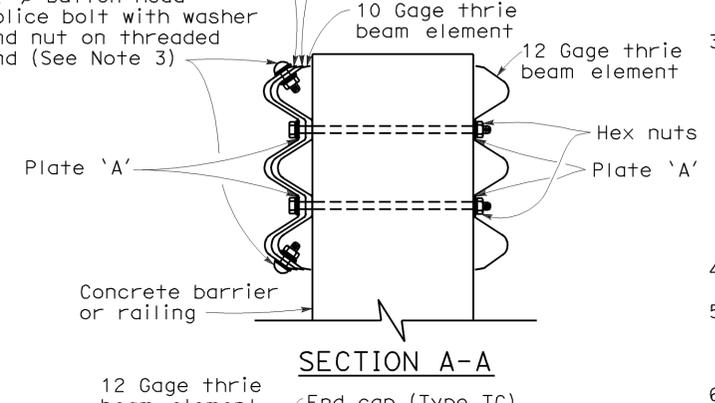
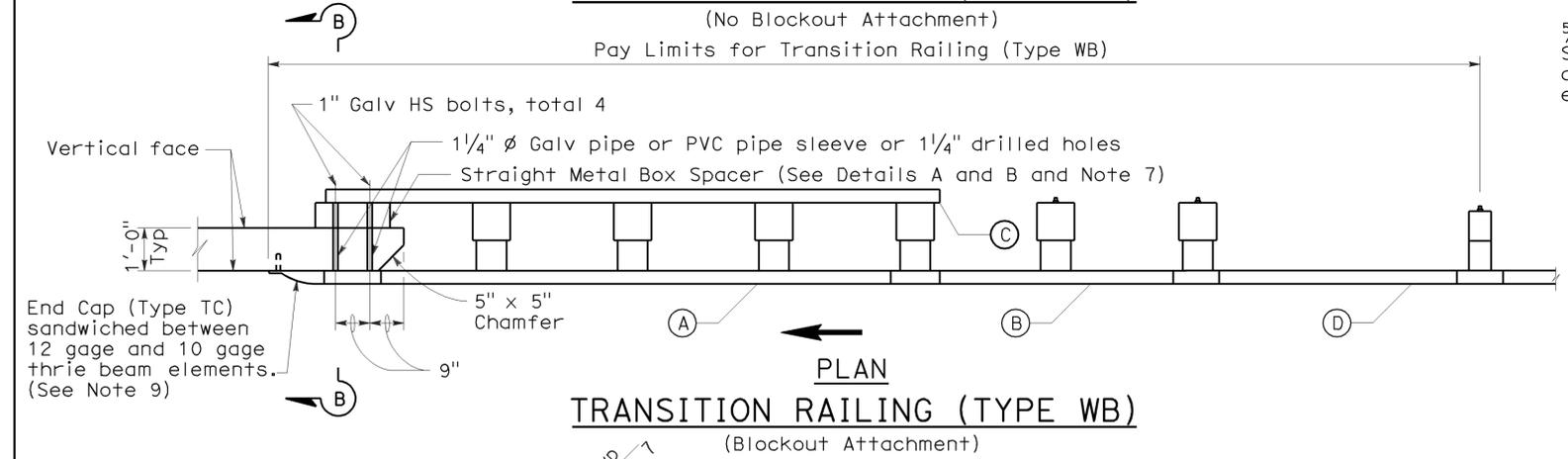
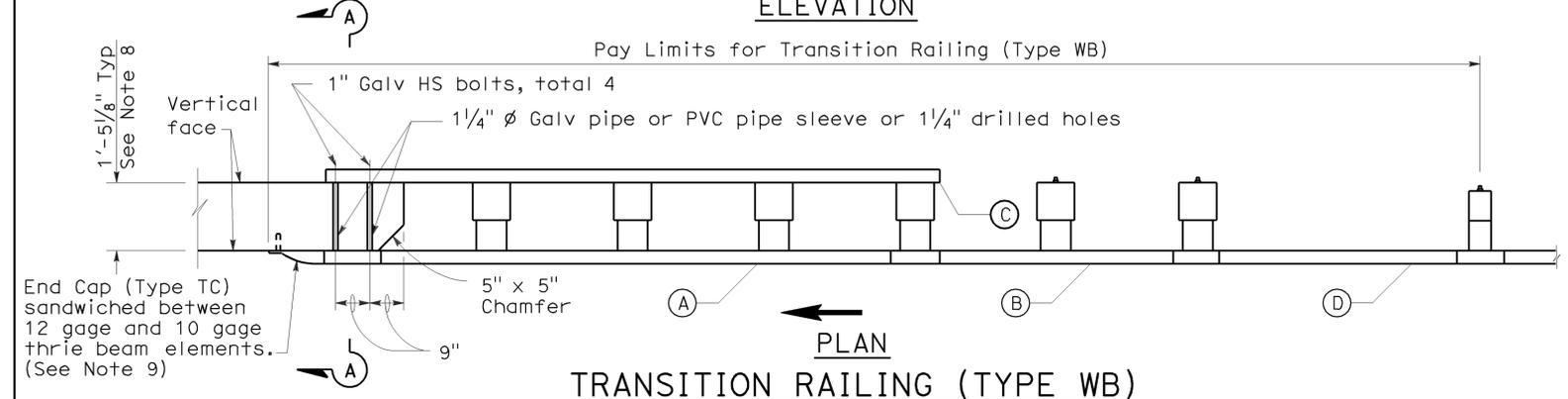
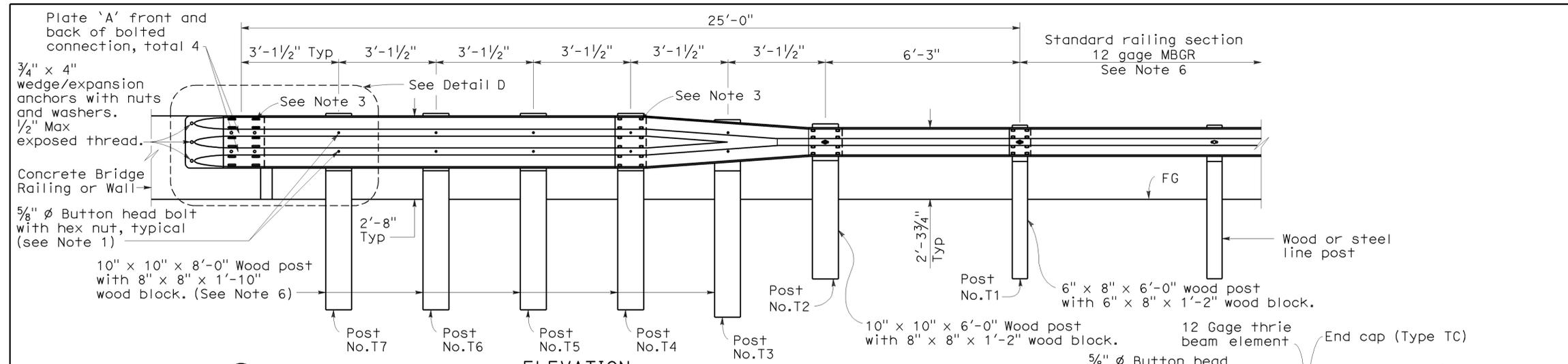
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	11	18

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 5, 2009
PLANS APPROVAL DATE

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



- NOTES:** To accompany plans dated 7-26-10
- Use 5/8" ϕ Button head bolts and hex nuts for connections to posts. No washer on rail face for bolted connections to post.
 - 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.
 - 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.
 - Direction of adjacent traffic indicated by \rightarrow .
 - The top elevation of Post Nos. T2 through T7 shall not project more than 1" above the top elevation of the rail element.
 - 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.
 - 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.
 - 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.
 - 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.

2006 REVISED STANDARD PLAN RSP A77J4

ELECTROLIERS

STANDARD TYPES		
15, 15D		High mast light pole
15 STRUCTURE		Double Arm lighting standard
21, 21D STRUCTURE		Existing electrolier
30		Electrolier foundation (Future installation)
31		
32		
35		
36-20A		

NOTES:

- Luminaires shall be 310 W HPS when installed on Type 21, 21D, 30, 31, 32, 35 and 36-20A Standards, unless otherwise specified. Luminaires shall be 200 W HPS when installed on other type standards or poles, unless otherwise specified.
- Luminaires shall be the cutoff type, ANSI Type III medium cutoff lighting distribution, unless otherwise specified.
- Variations noted adjacent to symbol on project plans.

- Electrolier (see project notes or project plans)
- Luminaire on wood pole

STANDARD NOTES:

- AB** Abandon. If applied to conduit, remove conductors.
- BC** Install pull box in existing conduit run.
- BP** Pedestrian barricade, type as indicated on plan.
- CB** Install conduit into existing pull box.
- CC** Connect new and existing conduit. Remove existing conductors and install conductors as indicated.
- CF** Conduit to remain for future use. Remove conductors. Install pull wire or rope.
- DH** Detector handhole.
- FA** Foundation to be abandoned.
- IS** Install sign on signal mast arm.
- NS** No slip base on standard.
- PEC** Photoelectric control.
- PEU** Photoelectric unit.
- RC** Equipment or material to be removed and become the property of the Contractor.
- RE** Remove electrolier, fuses and ballast. Tape ends of conductors.
- RL** Relocate equipment.
- RR** Remove and reuse equipment.
- RS** Remove and salvage equipment.
- SC** Splice new to existing conductors.
- SD** Service disconnect.
- SF** Standard to remain for future use. Remove luminaire, pole conductors, fuses and ballast.
- TSP** Telephone service point.

ABBREVIATIONS AND EQUIPMENT DESIGNATIONS

PROPOSED EXISTING

BBS	bbs	Battery backup system
BC	bc	Bolt circle
C	C	Conduit
CCTV	cctv	Closed circuit television
CKT	ckt	Circuit
CMS	cms	Changeable message sign
DLC	dlc	Loop detector lead-in cable
EMS	ems	Extinguishable message sign
EVC	evc	Emergency vehicle cable
EVD	evd	Emergency vehicle detector
FB	fb	Flashing beacon
FBCA	fbca	Flashing beacon control assembly
FBS	fbs	Flashing beacon with slip base
FO	fo	Fiber optic
G	G	Ground (Equipment Grounding Conductor)
GFCI	GFCI	Ground fault circuit interrupt
HAR	har	Highway advisory radio
HEX	hex	Hexagonal
HPS	hps	High pressure sodium
IISNS	iisns	Internally illuminated street name sign
ISL	isl	Induction sign lighting
LED	led	Light emitting diode
LMA	lma	Luminaire mast arm
LPS	lps	Low pressure sodium
LTG	ltg	Lighting
LUM	lum	Luminaire
MAT	mat	Mast arm mounting vehicle signal faces, top attachment
MAS	mas	Mast arm mounting vehicle signal faces, side attachment
MAS-4A	mas-4A	Mast arm mounting vehicle signal faces, side attachment - 4 signal section
MAS-4B	mas-4B	
MAS-4C	mas-4C	
MAS-5A	mas-5A	Mast arm mounting vehicle signal faces, side attachment - 5 signal section
MAS-5B	mas-5B	
MC	mc	Mercury contactor
M/M	m/m	Multiple to multiple transformer
MT	mt	Conduit with pull wire or rope only
MTG	mtg	Mounting
	mv	Mercury vapor lighting fixture
N	N	Neutral (Grounded Conductor)
NC	NC	Normally closed
NO	NO	Normally open
PB	pb	Pull box
PEC	pec	Photoelectric control (Type I, II, III, IV or V as shown)
PED	ped	Pedestrian
PEU	peu	Photoelectric unit
PPB	ppb	Pedestrian push button
RL		Relocated equipment
RM	rm	Ramp metering
SB	sb	Slip base
SIC	sic	Signal interconnect cable
SIG	sig	Signal
SMA	sma	Signal mast arm
SNS	sns	Street name sign
SP	sp	Service point
TDC	tdc	Telephone demarcation cabinet
TMS	tms	Traffic monitoring station
TOS	tos	Traffic Operations System
VEH	veh	Vehicle
XFMR	xfmr	Transformer
COMM	comm	Communication
RWIS	rwis	Roadway weather information system

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	12	18

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

Jeffery G. McRae
REGISTERED PROFESSIONAL ENGINEER
No. E14512
Exp. 6-30-08
ELECTRICAL
STATE OF CALIFORNIA

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To accompany plans dated 7-26-10

SOFFIT AND WALL MOUNTED LUMINAIRES

- Pendant, 70 W HPS unless otherwise specified.
- Flush, 70 W HPS unless otherwise specified.
- Wall surface, 70 W HPS unless otherwise specified.
- Existing soffit or wall luminaire to remain unmodified.
- Existing soffit or wall luminaire to be modified as specified.

NOTE:

Arrow indicates "street side" of luminaire.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1A DATED OCTOBER 5, 2007 SUPERSEDES STANDARD PLAN ES-1A DATED MAY 1, 2006 - PAGE 400 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1A

2006 REVISED STANDARD PLAN RSP ES-1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	13	18

Jeffery G. McRae
 REGISTERED ELECTRICAL ENGINEER
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

October 5, 2007
 PLANS APPROVAL DATE

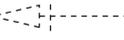
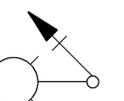
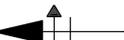
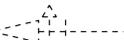
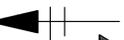
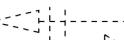
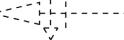
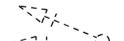
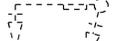
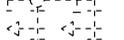
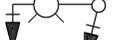
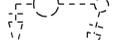
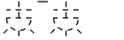
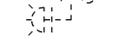
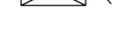
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To accompany plans dated 7-26-10

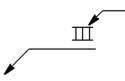
CONDUIT

PROPOSED	EXISTING	
---	---	Lighting Conduit, unless otherwise indicated or noted
---	---	Traffic signal conduit
-C-	-c-	Communication conduit
-T-	-t-	Telephone conduit
-F-	-f-	Fire alarm conduit
-FO-	-fo-	Fiber optic conduit
---	---	Conduit termination 
		Conduit riser in/on structure or service pole

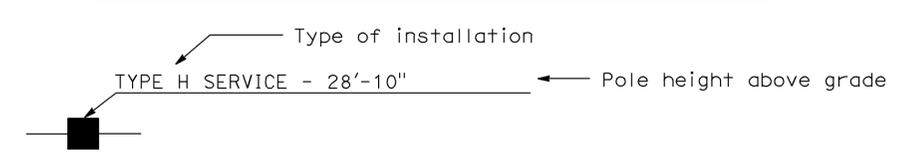
SIGNAL EQUIPMENT

PROPOSED	EXISTING	
		Pedestrian signal face
		Pedestrian push button post
		Pedestrian barricade
		Vehicle signal face (with backplate, 3-Section: red, yellow and green)
		Vehicle signal face with angle visors
		Modifications of basic symbols: "L" Indicates all non-arrow sections louvered "LG" Indicates louvered green section only "PV" Indicates 12" programmed visibility sections "8" indicates all 8" sections (only when specified)
		Type 15TS and Vehicle signal face
		Vehicle signal face with red, yellow and green left arrow sections
		Vehicle signal face with red and yellow sections and up green arrow
		Vehicle signal face (5 Section) with red, yellow and green sections and yellow and green right arrows
		Type 1 Standard and attached vehicle signal faces
		Standard with signal mast arm only and attached vehicle signal faces and internally illuminated street name sign
		Type 33 Standard, Left-turn vehicle signal face and sign
		Standard with luminaire and signal mast arms and attached vehicle signal faces
		Cantilever flashing beacon Type 9 Frame, with a sign unless otherwise specified or indicated
		Type 15-FBS Standard with two vehicle signal face sections with lens, backplate and visor with a sign
		Flashing beacon. One vehicle signal face section with lens, backplate and visor. "R" indicates red indication, "Y" indicates yellow indication
		Controller assembly. Door indicates front of cabinet

SERVICE EQUIPMENT

PROPOSED	EXISTING	
---OH---	---oh---	Overhead lines
		Wood pole "U" indicates utility owned
		Pole guy with anchor
		Utility transformer - ground mounted
		Service equipment enclosure type
		Service equipment enclosure door indicates front of enclosure
		Telephone demarcation cabinet

POLE-MOUNTED SERVICE DESIGNATION



ILLUMINATED OVERHEAD SIGN

PROPOSED	EXISTING	
		Overhead sign - Single post
		Overhead sign - Two post
		Overhead sign - Mounted on structure
		Overhead sign with electrolier

SIGNAL EQUIPMENT Cont

PROPOSED	EXISTING	
		Guard post
		Type 1 Standard with "Meter On" sign
		Emergency Vehicle detector

NOTES:

- All signal sections shall be 12" unless shown otherwise.
- Signal heads shall be provided with backplates unless shown otherwise.
- Signal indication shall be LED.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (SYMBOLS AND ABBREVIATIONS)**
 NO SCALE

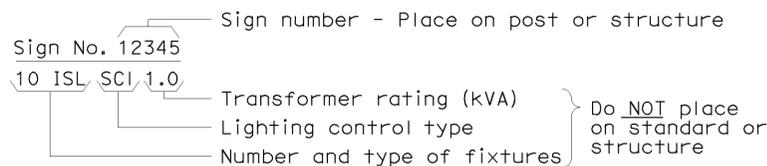
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 DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1B

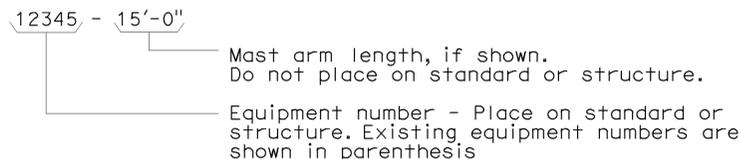
2006 REVISED STANDARD PLAN RSP ES-1B

EQUIPMENT IDENTIFICATION

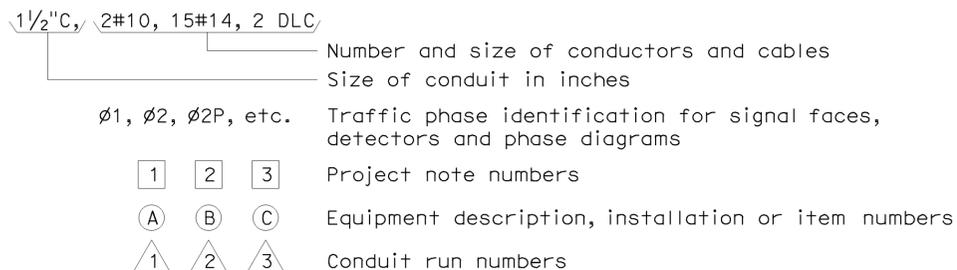
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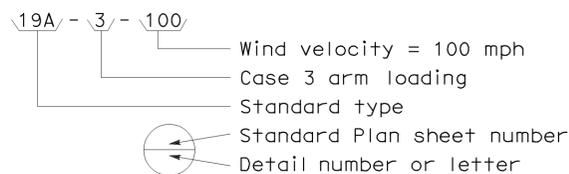
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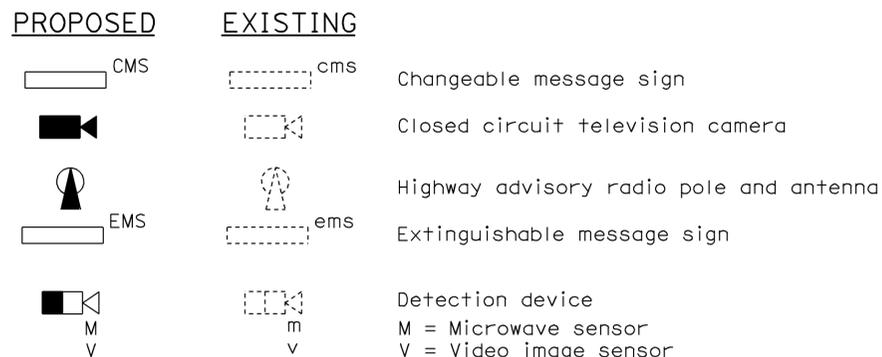
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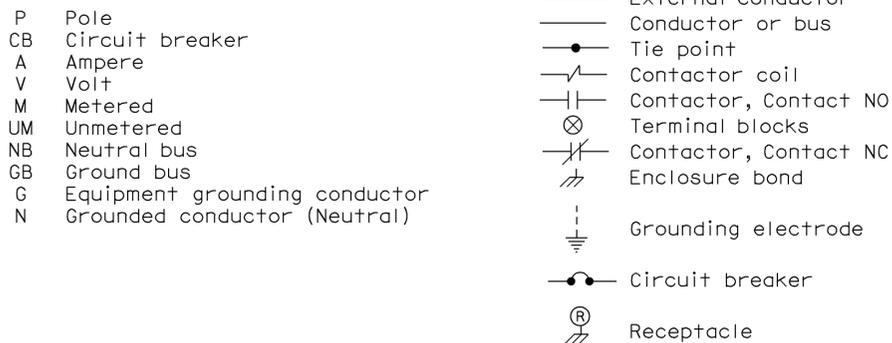
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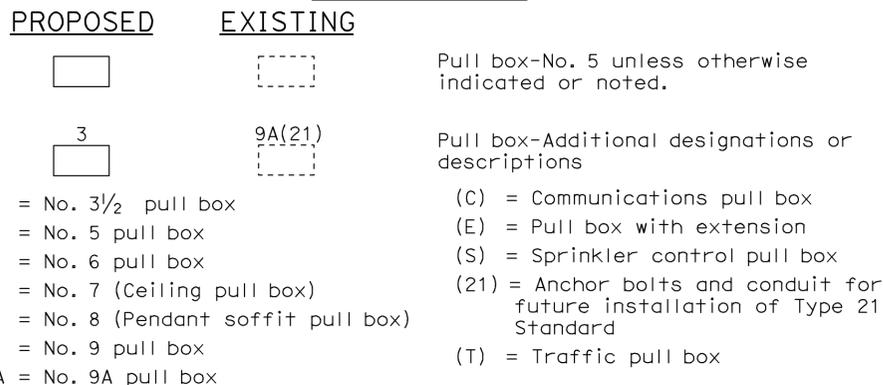
MISCELLANEOUS EQUIPMENT



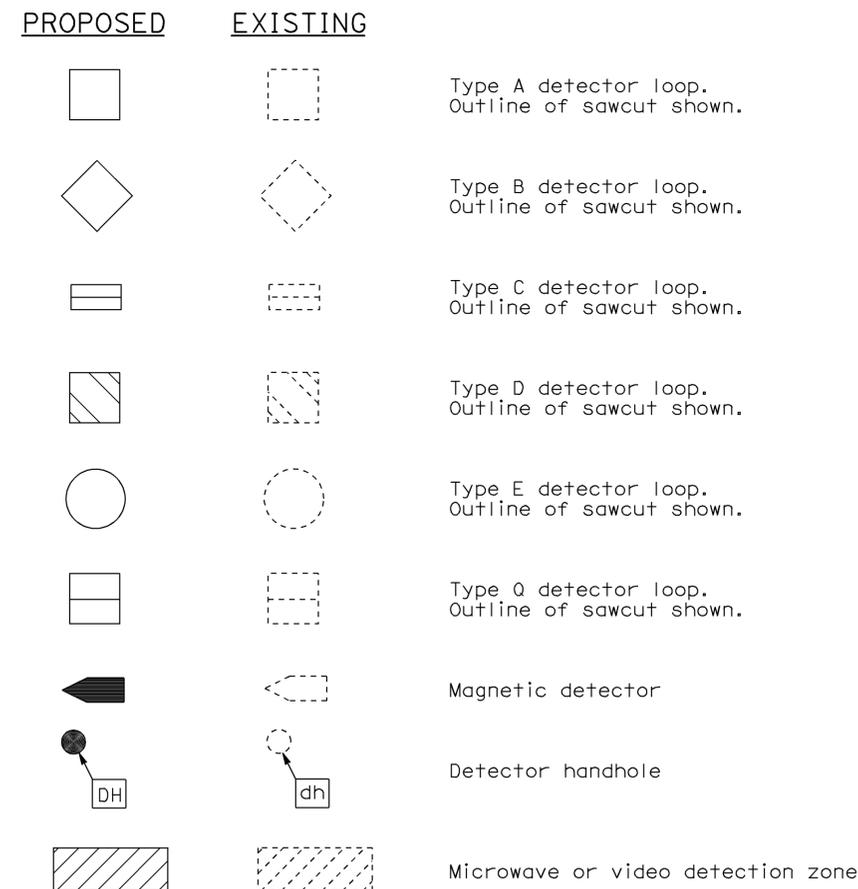
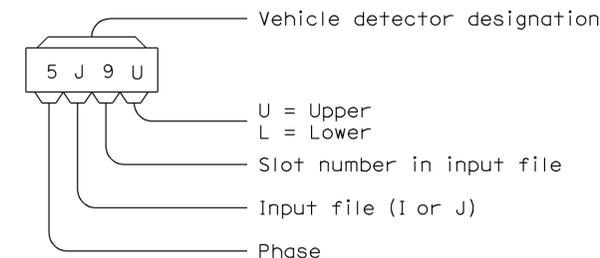
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1C
 DATED MAY 1, 2006 - PAGE 402 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1C

2006 REVISED STANDARD PLAN RSP ES-1C

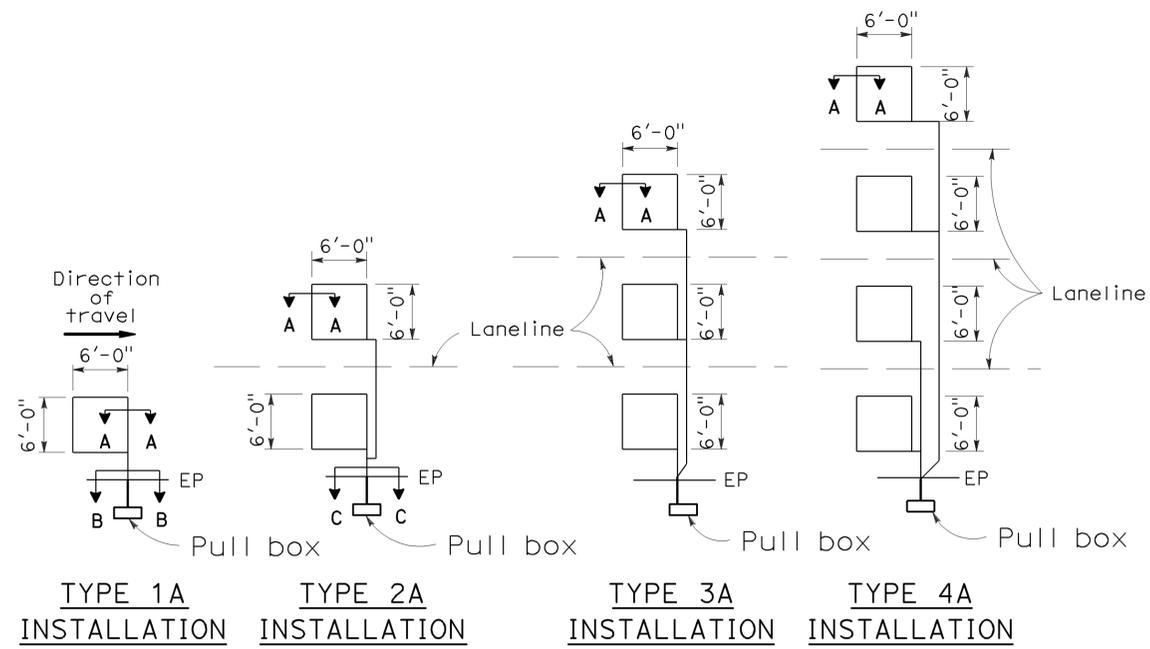
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	15	18

Jeffrey G. McRae
 REGISTERED ELECTRICAL ENGINEER
 October 5, 2007
 PLANS APPROVAL DATE
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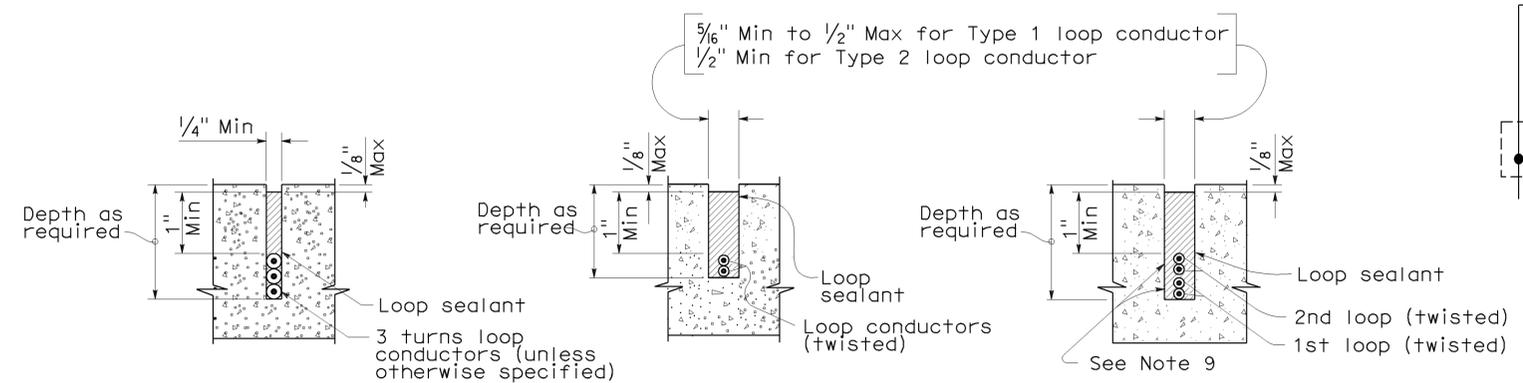
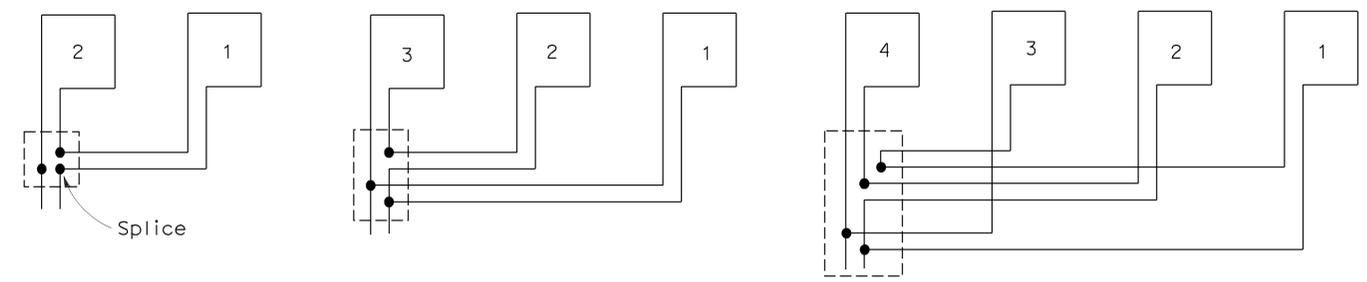
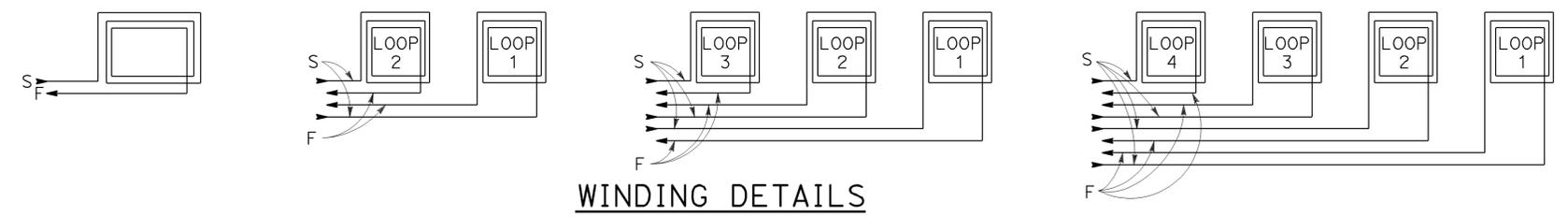
REGISTERED PROFESSIONAL ENGINEER
Jeffrey G. McRae
 No. E14512
 Exp. 6-30-08
 ELECTRICAL
 STATE OF CALIFORNIA

LOOP INSTALLATION PROCEDURE

- Loops shall be centered in lanes.
- Saw slots in pavement for loop conductors as shown in details.
- Distance between side of loop and a lead-in saw cut from adjacent detectors shall be 2'-0" minimum. Distance between lead-in saw cuts shall be 6" minimum.
- Bottom of saw slot shall be smooth with no sharp edges.
- Slots shall be washed until clean, blown out and thoroughly dried before installing loop conductors.
- Adjacent loops on the same sensor unit channel shall be wound in opposite directions.
- Identify and tag loop circuit pairs in the pull box with loop number, start (S) and finish (F) of conductor. Identify and tag lead-in-cable with sensor number and phase.
- Install loop conductor in slot using a 3/16" to 1/4" thick wood paddle. Hold loop conductors with wood paddles (at the bottom of the sawed slot) during sealant placement.
- No more than 2 twisted pairs shall be installed in one sawed slot.
- Allow additional 5'-0" of slack length of conductor for the lead-in run to pull box.
- The additional length of each conductor for each loop shall be twisted together into a pair (6 turns per 3'-4" minimum) before being placed in the slot and conduit leading to pull box.
- Test each loop circuit for continuity, circuit resistance and insulation resistance at the pull box before filling slots.
- Fill slots as shown in details.
- Splice loop conductors to lead-in-cable. Splices shall be soldered.
- End of lead-in-cable and Type 2 loop conductor shall be waterproofed prior to installing in conduit to prevent moisture from entering the cable.
- Lead-in-cable shall not be spliced between the pull box and the controller cabinet terminals.
- Test each loop circuit for continuity, circuit resistance and insulation resistance at the controller cabinet location.
- Where loop conductors are not to be spliced to a lead-in-cable, the ends of the conductors shall be taped and waterproofed with electrical insulating coating.



- 1A thru 4A = 1 Type A loop configuration in each lane.
- 1B thru 4B = 1 Type B loop configuration in each lane.
- 1C = 1 Type C loop configuration entering lanes as required.
- 1D thru 4D = 1 Type D loop configuration in each lane.
- 1E thru 4E = 1 Type E loop configuration in each lane.
- 1Q thru 4Q = 1 Type Q loop configuration in each lane.
(Use Type A, B, C, D, E or Q loop detector configurations only when specified or shown on plans)



ELECTRICAL SYSTEMS (DETECTORS)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NO SCALE

RSP ES-5A DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-5A
DATED MAY 1, 2006 - PAGE 423 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-5A

2006 REVISED STANDARD PLAN RSP ES-5A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	16	18

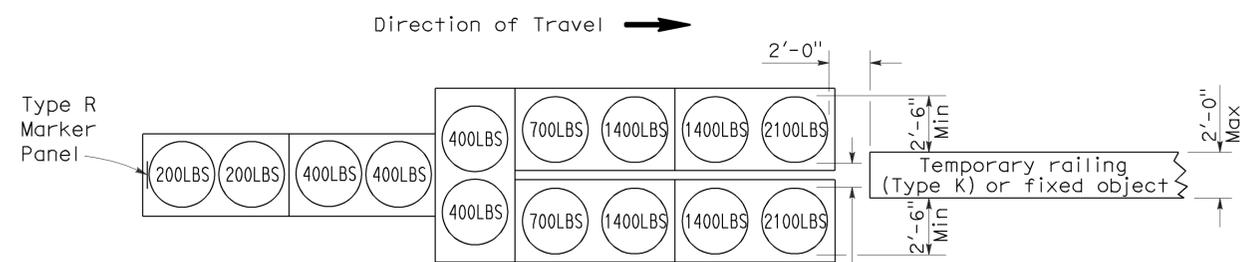
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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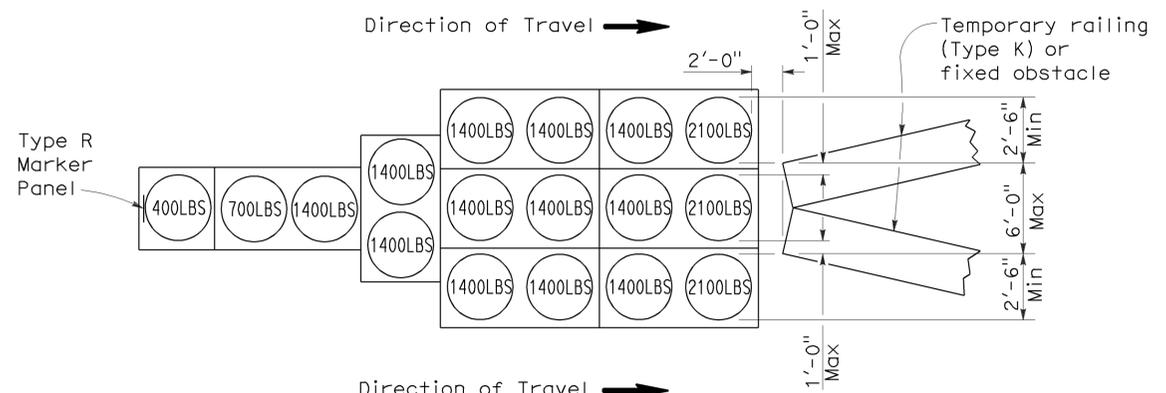
REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 7-26-10



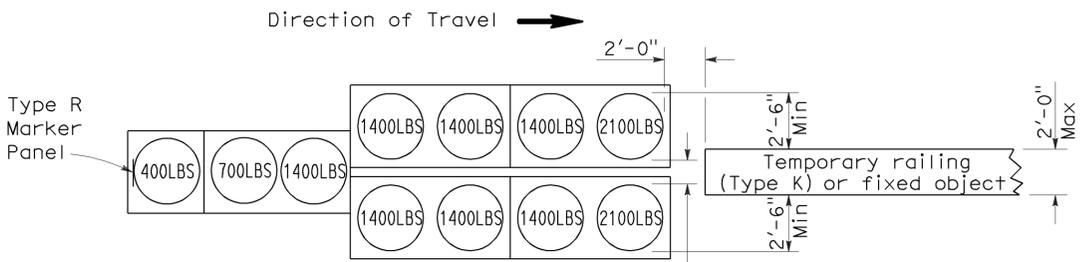
ARRAY 'TU14'

Approach speed 45 mph or more



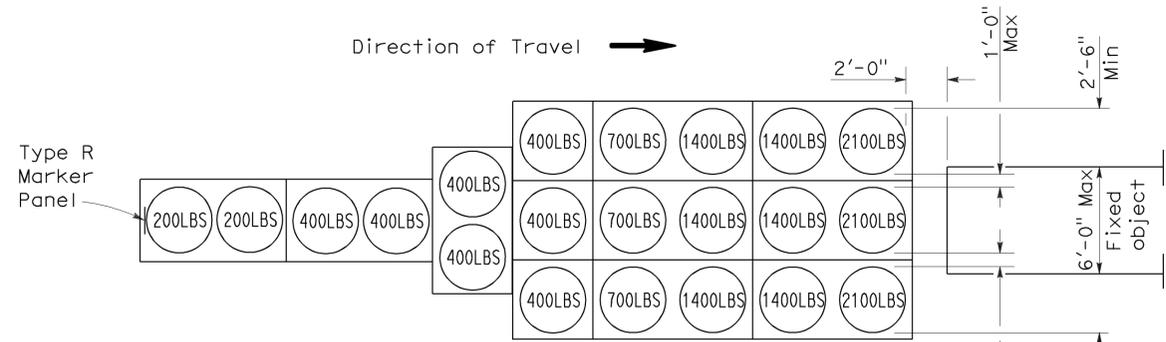
ARRAY 'TU17'

Approach speed less than 45 mph



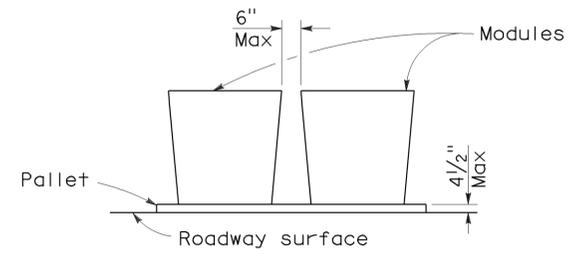
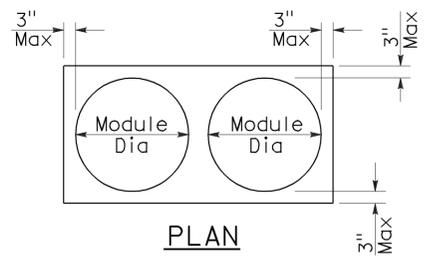
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

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 top of Type R marker panel 1" below the module lid.
5. Refer to Standard Plan A73B for marker details.
6. Approach speeds indicated conform to NCHRP 350 Report criteria.
7. Use of pallets is optional.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY CRASH CUSHION,
SAND FILLED
(UNIDIRECTIONAL)**

NO SCALE

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

REVISED STANDARD PLAN RSP T1A

2006 REVISED STANDARD PLAN RSP T1A

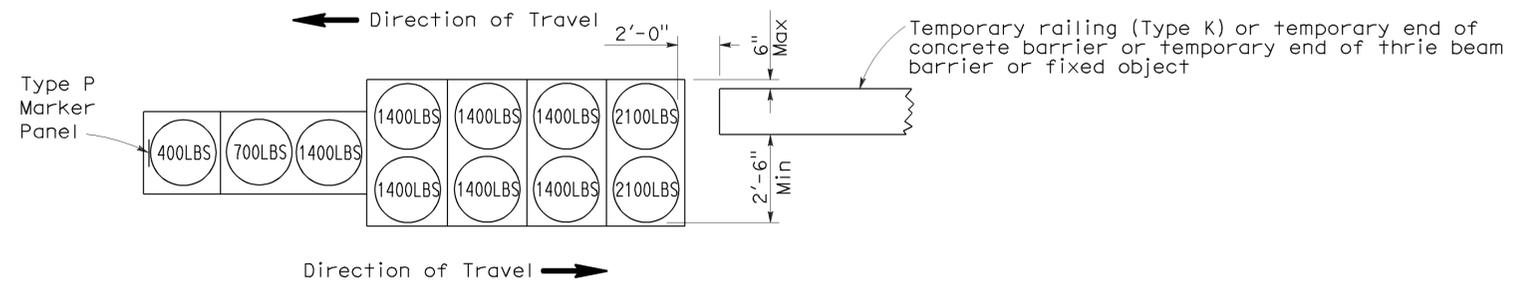
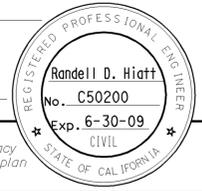
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	17	18

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

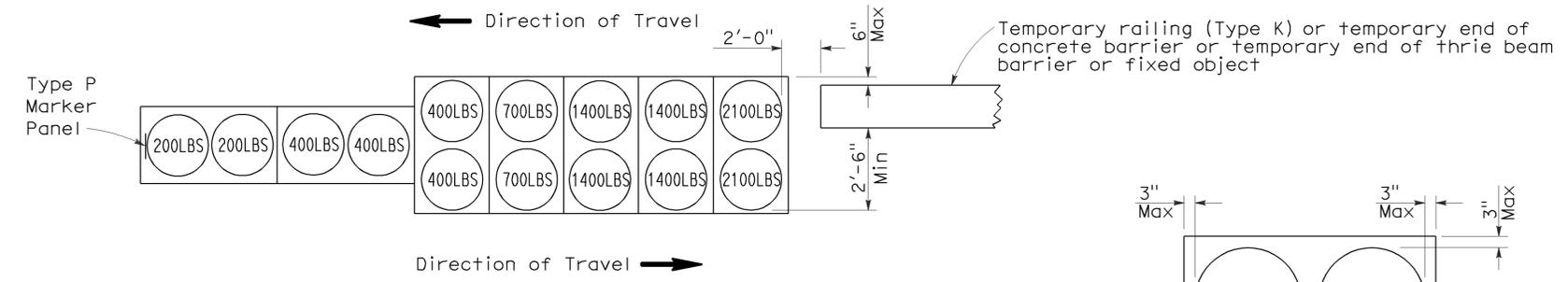
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To accompany plans dated 7-26-10



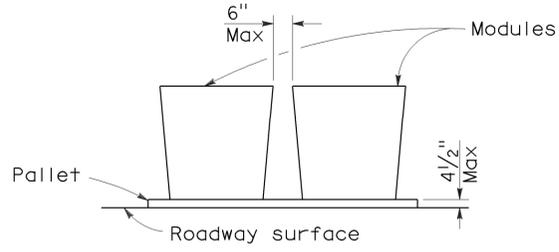
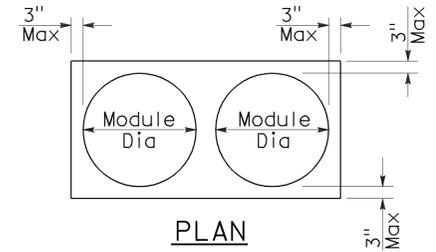
ARRAY 'TB11'

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

2006 REVISED STANDARD PLAN RSP T1B

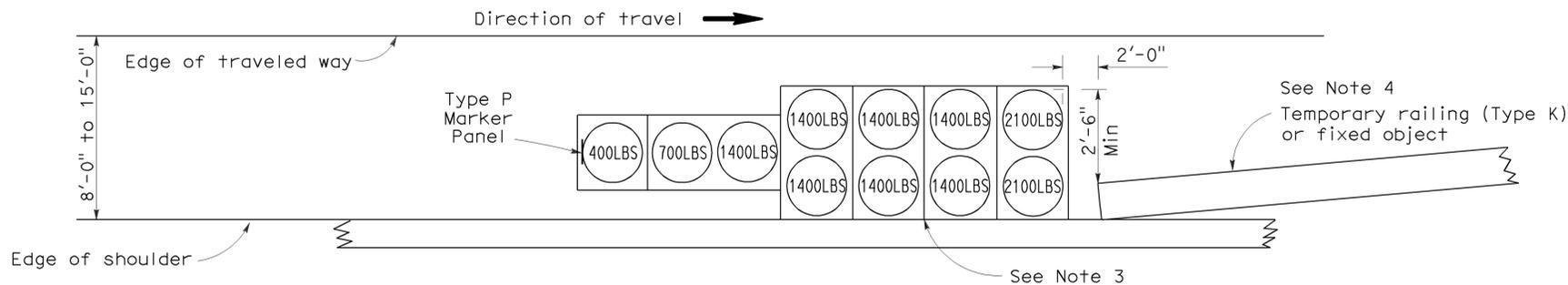
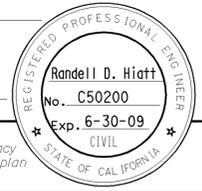
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	41	33.0/R39.7	18	18

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

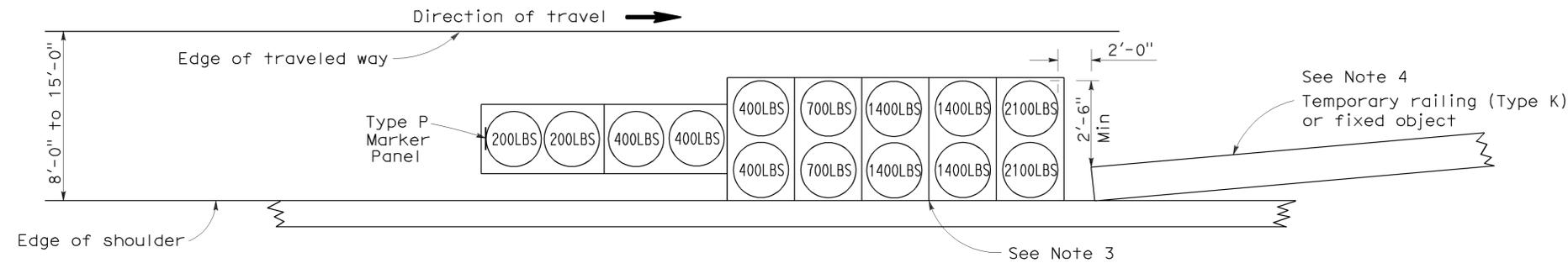
June 6, 2008
PLANS APPROVAL DATE

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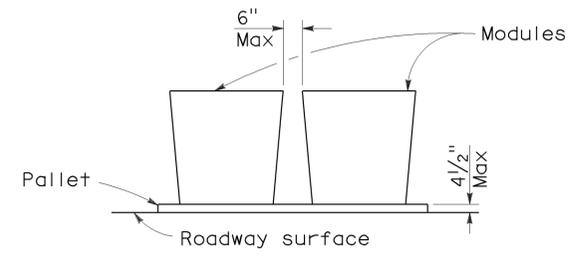
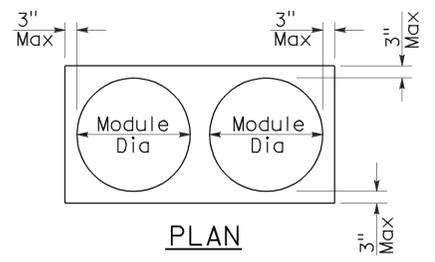
To accompany plans dated 7-26-10



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