ACNH-Q101(217)E

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | DN | 101 | 12.7/15.5 | 1 | 8 |

INDEX OF PLANS

| SHEET No | DESCRIPTION |
|---|---|
| 1 | TITLE AND LOCATION MAP |
| 2 | TYPICAL CROSS SECTION AND CONSTRUCTION DETAILS |
| 3 | CONSTRUCTION AREA SIGNS |
| 4 | SUMMARY OF QUANTITIES |
| 5-8 | NEW OR 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

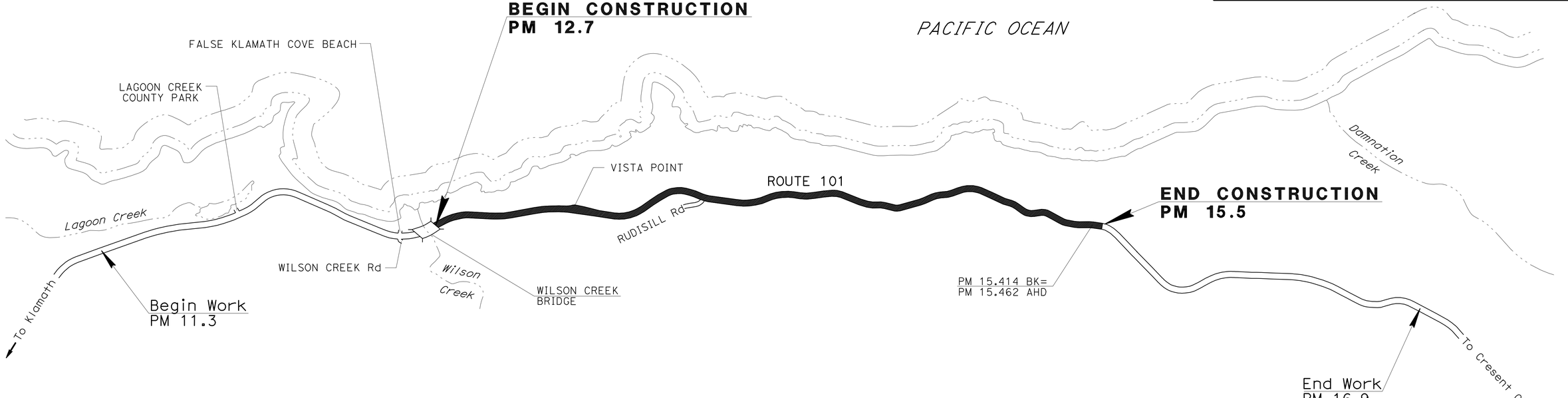
# DEPARTMENT OF TRANSPORTATION

## PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

## IN DEL NORTE COUNTY NEAR KLAMATH FROM WILSON CREEK BRIDGE TO 2.8 MILES NORTH OF WILSON CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

LOCATION MAP




PROJECT MANAGER: Royal B. McCarthy

DESIGN ENGINEER: Royal B. McCarthy

Curtis D. Coburn 2/7/12
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

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

February 7, 2012
PLANS APPROVAL DATE

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

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

NO SCALE

| CONTRACT No. | 01-0A7404 |
|---|---|
| PROJECT ID | 0100020335 |

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2012 TIME PLOTTED => 10:46

## NOTES

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. IN AREAS WHERE THE WIDTH OF THE EXISTING SURFACING VARIES FROM THAT SHOWN, THE CONTRACTOR SHALL VARY THE WIDTH OF THE PAVING OPERATIONS AS DIRECTED BY THE ENGINEER.
4. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

## LEGEND

RHMA-G = RUBBERIZED HOT MIX ASPHALT (GAP-GRADED)

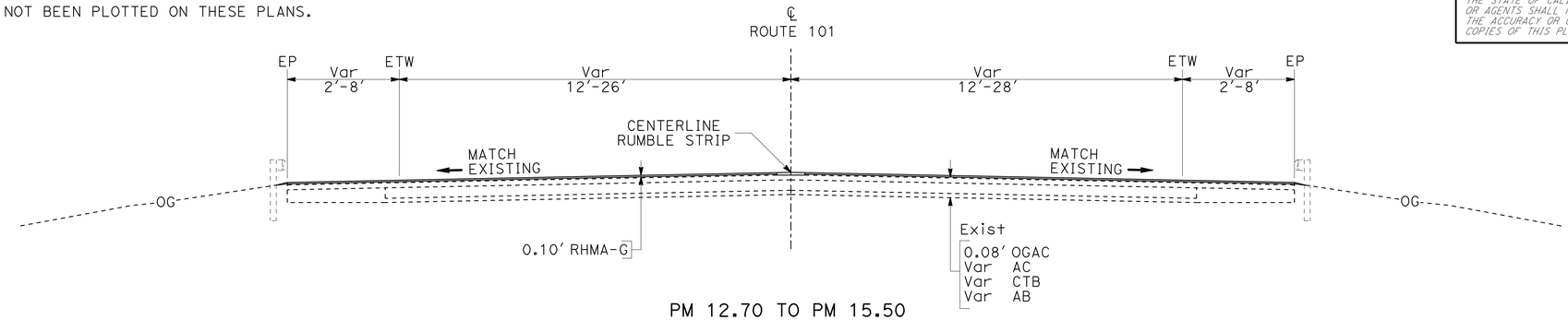
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | DN | 101 | 12.7/15.5 | 2 | 8 |

Curtis D. Coburn 2/7/12
REGISTERED CIVIL ENGINEER DATE

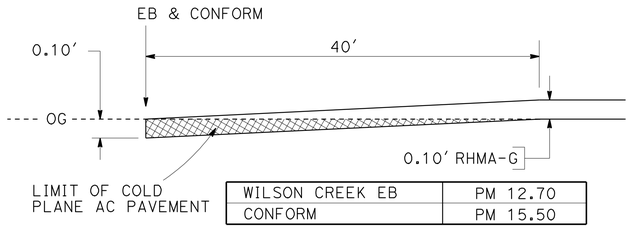
REGISTERED PROFESSIONAL ENGINEER
CURTIS D. COBURN
No. 58431
Exp. 12-31-12
CIVIL
STATE OF CALIFORNIA

February 7, 2012
PLANS APPROVAL DATE

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

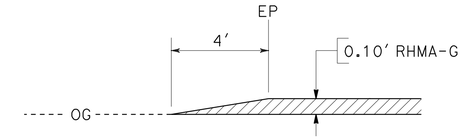



PM 12.70 TO PM 15.50

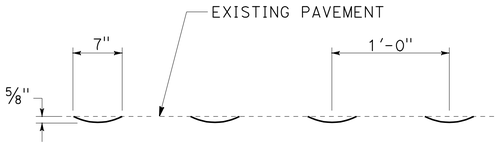



| | |
|---|---|
| WILSON CREEK EB | PM 12.70 |
| CONFORM | PM 15.50 |

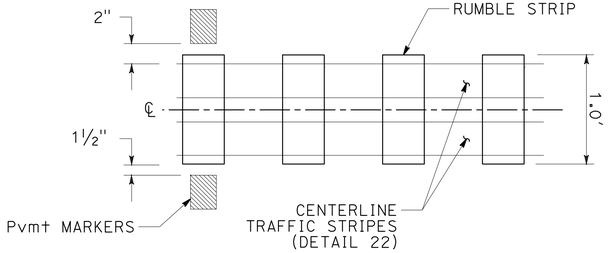
**COLD PLANE AC PAVEMENT EB & NORTH PROJECT CONFORM**



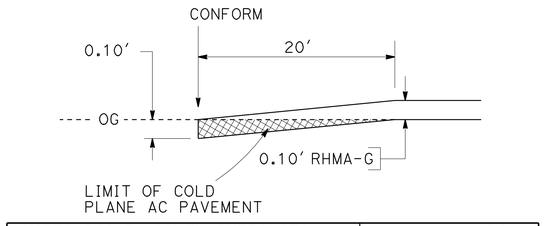

**HMA CONFORM AT ROAD CONNECTION**




ELEVATION DETAIL 22

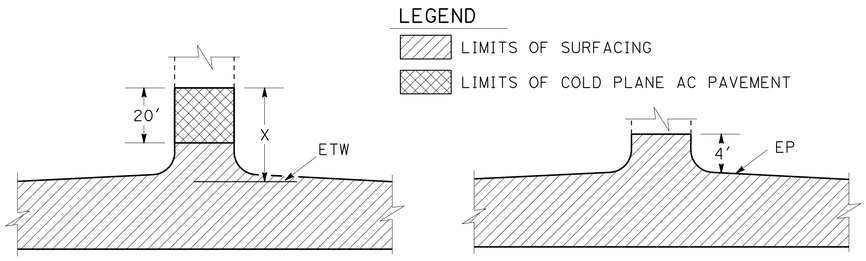



**CENTERLINE RUMBLE STRIP DETAIL 22**




| | |
|---|---|
| VISTA POINT (SOUTH ENTRANCE) | PM 13.26 L† |
| VISTA POINT (NORTH ENTRANCE) | PM 13.34 R† |

**COLD PLANE AC PAVEMENT VISTA POINT CONFORMS**




| LOCATION | PM | X FT |
|---|---|---|
| VISTA POINT (SOUTH ENTRANCE) | 13.26 L† | 35 |
| VISTA POINT (NORTH ENTRANCE) | 13.34 R† | 400 |

**LIMITS OF SURFACING**

# TYPICAL CROSS SECTION AND CONSTRUCTION DETAILS X-1

NO SCALE

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

LAST REVISION | DATE PLOTTED => 29-FEB-2012 | TIME PLOTTED => 10:46 | 00-00-00

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | DN | 101 | 12.7/15.5 | 3 | 8 |

Curtis D. Coburn 2/7/12
REGISTERED CIVIL ENGINEER DATE

February 7, 2012
PLANS APPROVAL DATE

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

# STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

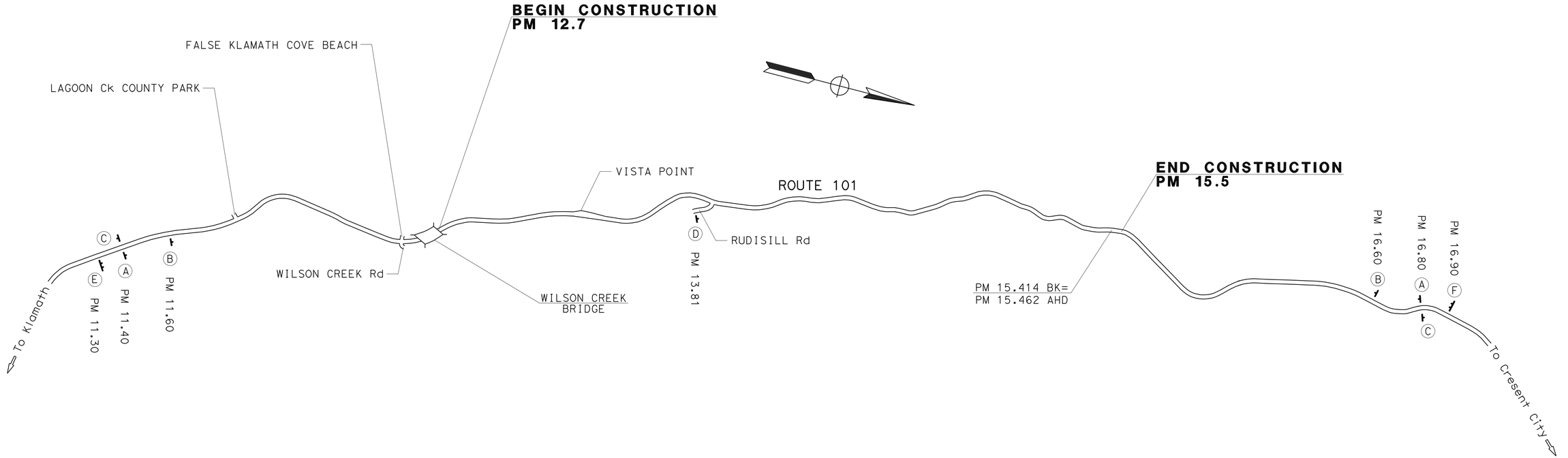
| SIGN No. | SIGN CODE | SIGN MESSAGE | PANEL SIZE | No. OF POSTS AND SIZE | No. OF SIGNS |
|---|---|---|---|---|---|
| A | G20-1 | ROAD WORK NEXT 5 MILES | 60"x36" | 2-4"x6" | 2 |
| | C23B(CA) | RESURFACING | 60"x18" | | |
| B | W11-1 | BICYCLE SYMBOL | 36"x36" | 1-4"x6" | 2 |
| | W16-1 | SHARE THE ROAD | 24"x30" | | |
| C | G20-2 | END ROAD WORK | 36"x18" | 1-4"x4" | 2 |
| D | W20-1 | ROAD WORK AHEAD | 36"x36" | 1-4"x6" | 1 |
| E | C40(CA) | TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES | 108"x42" | 2-6"x6" | 1 |
| F | C40(CA) | TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES | 72"x36" | 2-4"x6" | 1 |

NOTES:

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

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

**RESURFACING**




# CONSTRUCTION AREA SIGNS
# CS-1

NO SCALE

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

LAST REVISION | DATE PLOTTED => 29-FEB-2012 | 00-00-00 | TIME PLOTTED => 10:46

BORDER LAST REVISED 7/2/2010
USERNAME => s121671
DGN FILE => 10a7401a001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0052
PROJECT NUMBER & PHASE 01000203351

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | DN | 101 | 12.7/15.5 | 4 | 8 |

Curtis D. Coburn 2/7/12
REGISTERED CIVIL ENGINEER DATE

February 7, 2012
PLANS APPROVAL DATE

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

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

## ROADWAY

| LOCATION (POST MILE) | | | WIDTH | AREA | RUBBERIZED HOT MIX ASPHALT (GAP GRADED) | TACK COAT | COLD PLANE ASPHALT CONCRETE PAVEMENT | REMARKS |
|---|---|---|---|---|---|---|---|---|
| FROM | TO | L+/R+ | LT | SQFT | TON | | SQYD | |
| 12.70 | 12.71 | | 60 | 2400 | | | 267 | SOUTH PROJECT CONFORM |
| 12.70 | 13.32 | | 60 | 195600 | 1970.7 | 9.1 | | |
| 13.26 | | L+ | | 5606 | 55.4 | 0.3 | 67 | SOUTH ENTRANCE TO VISTA POINT |
| 13.32 | 13.38 | | 50 | 15840 | 159.6 | 0.8 | | |
| 13.34 | | L+ | | 8737 | 86.3 | 0.4 | 116 | NORTH ENTRANCE TO VISTA POINT |
| 13.38 | 13.46 | | 39 | 16474 | 166.0 | 0.8 | | |
| 13.46 | 14.21 | | 39 | 154440 | 1556.0 | 7.2 | | |
| 14.21 | 14.32 | | 36 | 20909 | 210.7 | 1.0 | | |
| 14.32 | 15.46 | | 32 | 192614 | 1940.6 | 9.0 | | |
| 14.36 | 14.40 | L+ | 12 | 2400 | 24.2 | 0.2 | | WIDE SHOULDER |
| 14.83 | 14.88 | L+ | 23 | 9660 | 97.3 | 0.5 | | WIDE SHOULDER |
| 14.94 | 15.02 | L+ | 24 | 5520 | 55.6 | 0.3 | | TURNOUT |
| 15.46 | 15.50 | | 38 | 8026 | 80.9 | 0.4 | | |
| 15.49 | 15.50 | | 60 | 2400 | | | 267 | NORTH PROJECT CONFORM |
| | | | | TOTAL | 6403.3 | 30.0 | 717 | |

## RUMBLE STRIP

| LOCATION (PM) | | DETAIL NUMBER | CENTERLINE RUMBLE STRIP |
|---|---|---|---|
| FROM | TO | | STA |
| 14.38 | 14.85 | 22 | 24.9 |
| 14.97 | 15.41 | 22 | 23.3 |
| | | TOTAL | 48.2 |

## REMOVE THERMOPLASTIC PAVEMENT MARKING

| LOCATION (PM) | L+/R+ MEDIAN | ORIENTATION | TYPE/LEGEND | AREA | REMARKS |
|---|---|---|---|---|---|
| | | | | SQFT | |
| 13.28 | L+ | FEBT | LIMIT LINE | 20 | VISTA POINT |
| 13.28 | L+ | FEBT | STOP | 22 | VISTA POINT |
| 13.31 | L+ | FSBT | TYPE V ARROW | 33 | VISTA POINT |
| 14.12 | R+ | FNBT | TYPE VI ARROW | 42 | NB No. 2 LANE |
| 14.20 | R+ | FNBT | TYPE VI ARROW | 42 | NB No. 2 LANE |
| | | | TOTAL | 159 | |

## THERMOPLASTIC PAVEMENT MARKING

| LOCATION (PM) | L+/R+ MEDIAN | ORIENTATION | TYPE/LEGEND | AREA | REMARKS |
|---|---|---|---|---|---|
| | | | | SQFT | |
| 13.28 | L+ | FEBT | LIMIT LINE | 20 | VISTA POINT |
| 13.28 | L+ | FEBT | STOP | 22 | VISTA POINT |
| 13.31 | L+ | FSBT | TYPE V ARROW | 33 | VISTA POINT |
| 14.12 | R+ | FNBT | TYPE VI ARROW | 42 | NB No. 2 LANE |
| 14.20 | R+ | FNBT | TYPE VI ARROW | 42 | NB No. 2 LANE |
| | | | TOTAL | 159 | |

## THERMOPLASTIC TRAFFIC STRIPE AND PAVEMENT MARKER

| LOCATION (PM) | | DETAIL NUMBER | DETAIL LENGTH | THERMOPLASTIC TRAFFIC STRIPE | | | | | PAVEMENT MARKER (RETROREFLECTIVE-RECESSED) | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | REMOVE 8 INCH WHITE | 8 INCH WHITE | 4 INCH YELLOW | 4 INCH WHITE | 4 INCH WHITE (BROKEN 36-12) | TYPE D YELLOW (TWO-WAY) | TYPE G CLEAR (ONE WAY) | |
| FROM | TO | | | LF | | | | | EA | | |
| 12.65 | 13.39 | 29 | 3908 | | | 15632 | | | 328 | | |
| 12.65 L+ | 13.26 L+ | 27B | 3221 | | | | 3221 | | | | |
| 12.65 R+ | 13.81 R+ | 27B | 6141 | | | | 6141 | | | | |
| 12.65 R+ | 14.21 R+ | 12 | 8237 | | | | | 8237 | | 173 | |
| 12.65 L+ | 13.33 L+ | 12 | 3591 | | | | | 3591 | | 76 | |
| 13.25 L+ | 13.26 L+ | 27B | 53 | | | | 53 | | | | VISTA POINT |
| 13.25 L+ | 13.30 L+ | 27B | 265 | | | | 265 | | | | |
| 13.30 L+ | 13.35 L+ | 38 | 264 | 528 | 264 | | | | | 12 | VISTA POINT |
| 13.30 L+ | 13.35 L+ | 38 | 264 | 528 | 264 | | | | | 12 | VISTA POINT |
| 13.32 L+ | 14.95 L+ | 27B | 8607 | | | | 8607 | | | | |
| 13.39 | 15.41 | 22 | 10687 | | | 21374 | | | 894 | | |
| 13.82 R+ | 15.41 R+ | 27B | 8417 | | | | 8417 | | | | |
| 14.96 L+ | 15.00 L+ | 38 | 212 | 424 | 212 | | | | | | |
| 15.01 L+ | 15.41 L+ | 27B | 2134 | | | | 2134 | | | | |
| PM 15.414 AH = PM 15.462 BK | | | | | | | | | | | |
| 15.46 | 15.50 | 22 | 201 | | | 402 | | | 20 | | |
| 15.46 R+ | 15.50 R+ | 27B | 201 | | | | 201 | | | | |
| 15.46 L+ | 15.50 L+ | 27B | 201 | | | | 201 | | | | |
| | | SUBTOTAL | | | | 37408 | 29240 | | 1242 | 273 | |
| | | TOTAL | | 1480 | 740 | 66648 | | 11828 | 1515 | | |

# SUMMARY OF QUANTITIES
# Q-1

REVISED BY | DATE REVISED
Johnathon Jackson | Curtis D. Coburn
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: Royal B. McCarthy
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 29-FEB-2012
TIME PLOTTED => 10:46

BORDER LAST REVISED 7/2/2010
USERNAME => s121671
DGN FILE => 10a740pa001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0052
PROJECT NUMBER & PHASE 01000203351

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | DN | 101 | 12.7/15.5 | 5 | 8 |

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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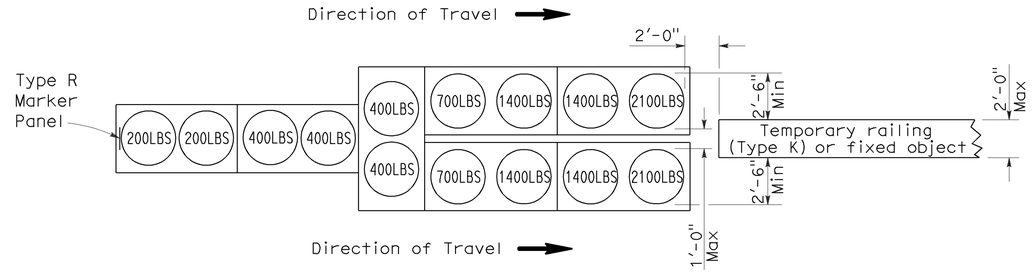
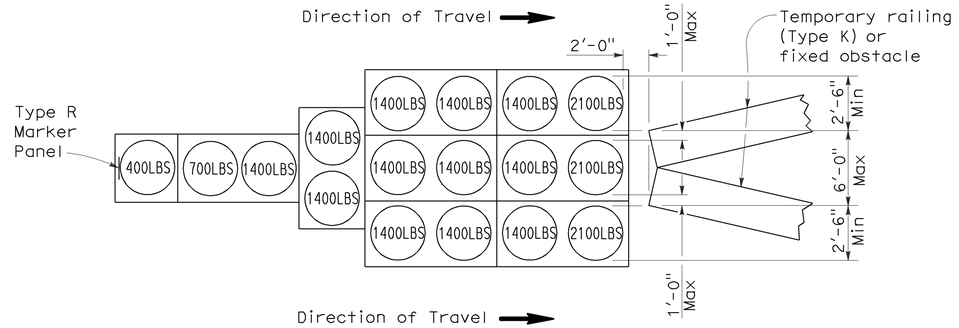
*To accompany plans dated* February 7, 2012



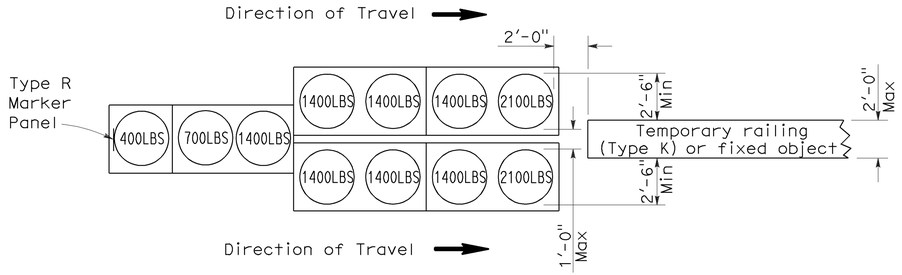

## ARRAY 'TU14'

Approach speed 45 mph or more



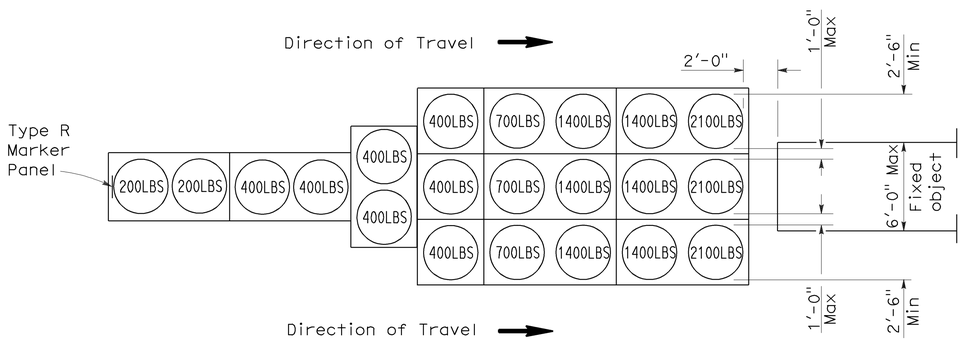

## ARRAY 'TU17'

Approach speed less than 45 mph



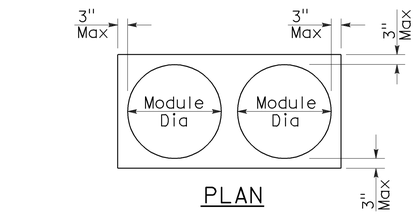

## ARRAY 'TU11'

Approach speed less than 45 mph

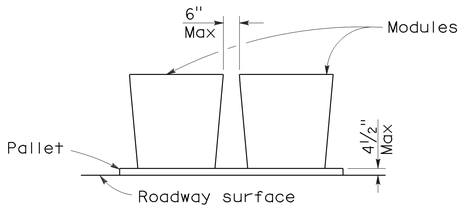



## ARRAY 'TU21'

Approach speed 45 mph or more




PLAN




ELEVATION

## CRASH CUSHION PALLET DETAIL

See Note 7

**NOTES:**

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

# TEMPORARY CRASH CUSHION, SAND FILLED (UNIDIRECTIONAL)

NO SCALE

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

**REVISED STANDARD PLAN RSP T1A**

**2006 REVISED STANDARD PLAN RSP T1A**

5-15-08

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | DN | 101 | 12.7/15.5 | 6 | 8 |

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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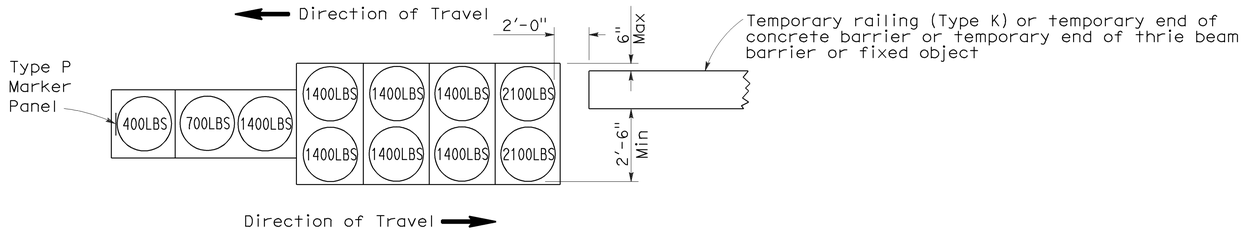
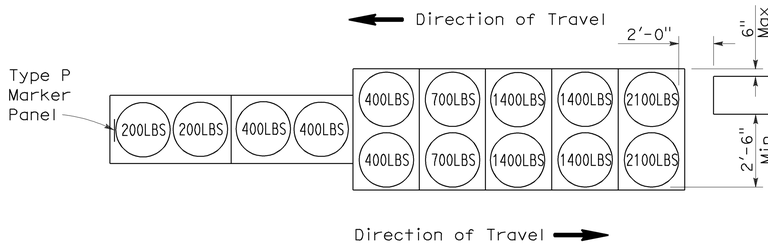
*To accompany plans dated* February 7, 2012



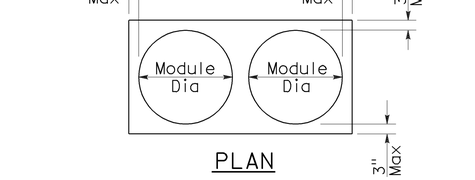

## ARRAY 'TB11'

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**

5-15-08

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | DN | 101 | 12.7/15.5 | 7 | 8 |

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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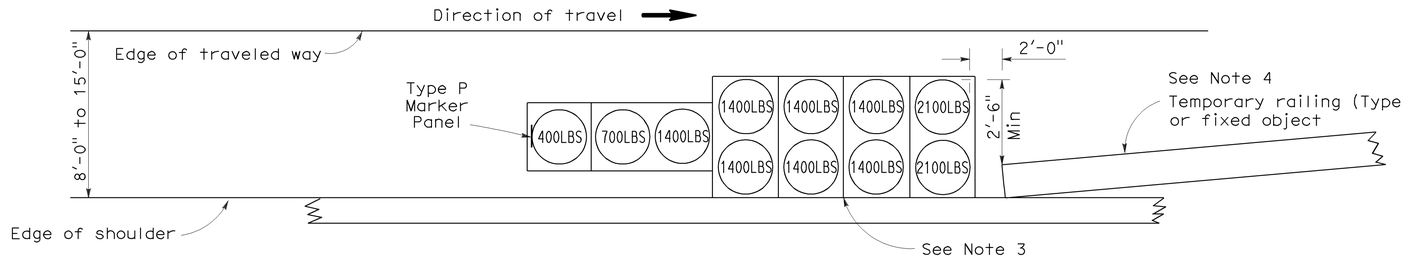
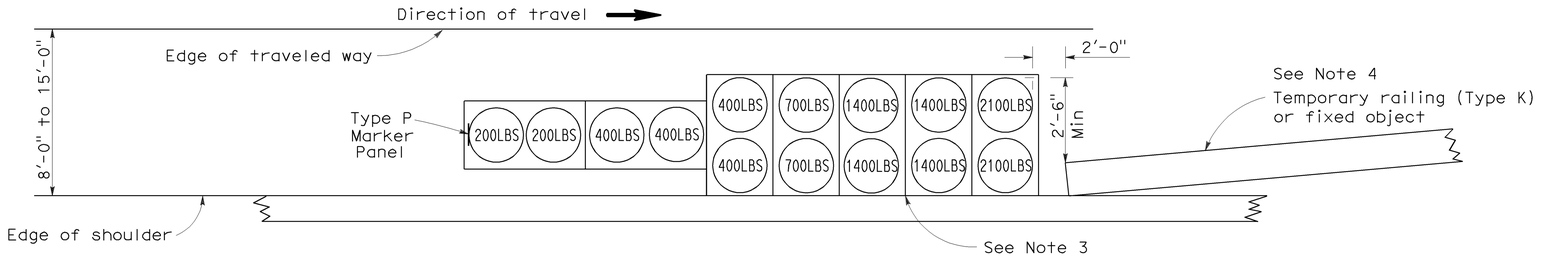
*To accompany plans dated* February 7, 2012



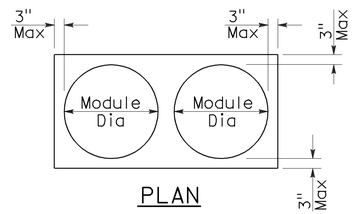

## ARRAY 'TS11'

Approach speed less than 45 mph
See Note 9

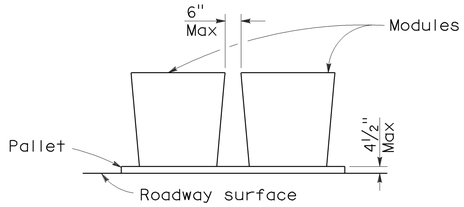



## ARRAY 'TS14'

Approach speed 45 mph or more
See Note 9




PLAN




ELEVATION

## CRASH CUSHION PALLET DETAIL

See Note 11

## NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

# TEMPORARY CRASH CUSHION, SAND FILLED (SHOULDER INSTALLATIONS)

NO SCALE

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

**REVISED STANDARD PLAN RSP T2**

**2006 REVISED STANDARD PLAN RSP T2**

5-15-08

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | DN | 101 | 12.7/15.5 | 8 | 8 |

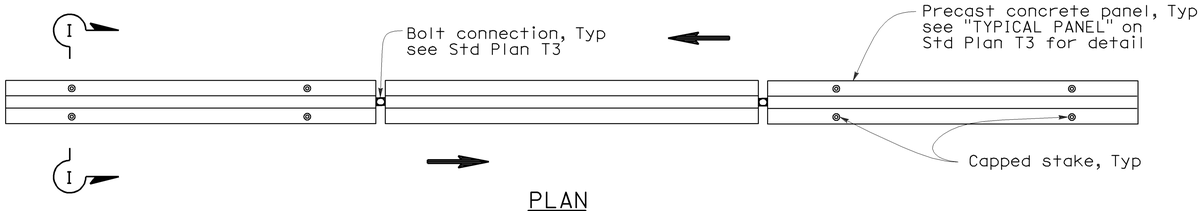
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

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

*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.*

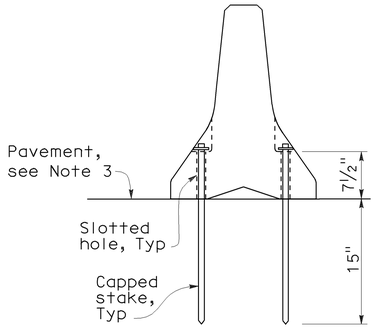
*To accompany plans dated* February 7, 2012




PLAN

## RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC

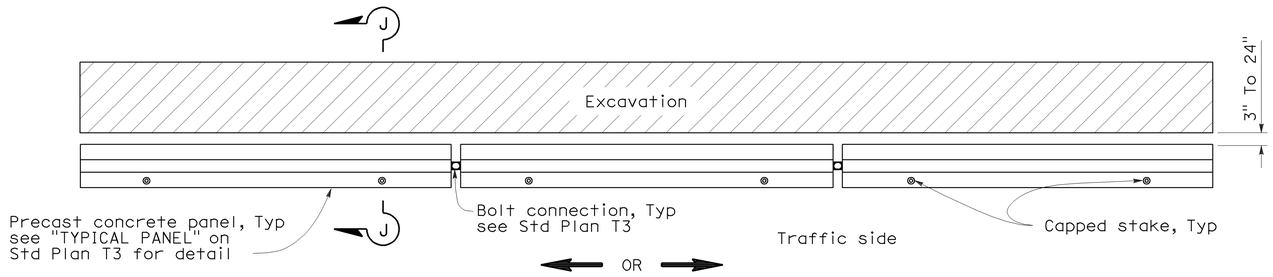
See Note 1




SECTION I-I

NOTES:

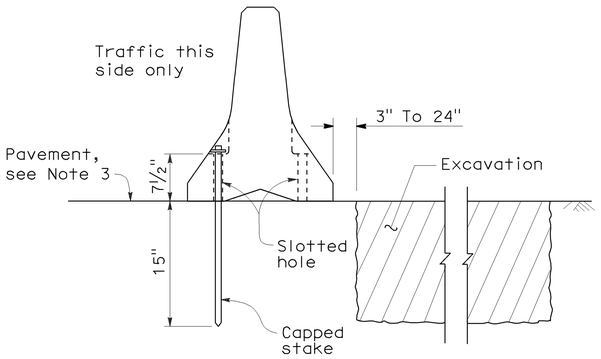
1. Where Type K Temporary Railing is placed as a temporary or long term barrier in two-way traffic on highways with less than 24" from the edge of traveled way, use four capped stakes per every other panel with end panels staked.
2. Where Type K Temporary Railing is placed 3" to 24" from the edge of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



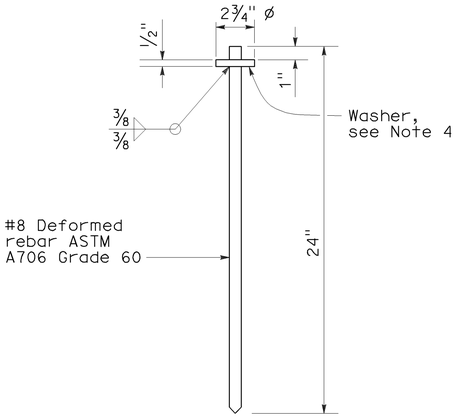

PLAN

## RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION

See Note 2




SECTION J-J




CAPPED STAKE DETAIL

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

# TEMPORARY RAILING (TYPE K)

NO SCALE

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

**NEW STANDARD PLAN NSP T3A**

**2006 NEW STANDARD PLAN NSP T3A**

8-31-10