

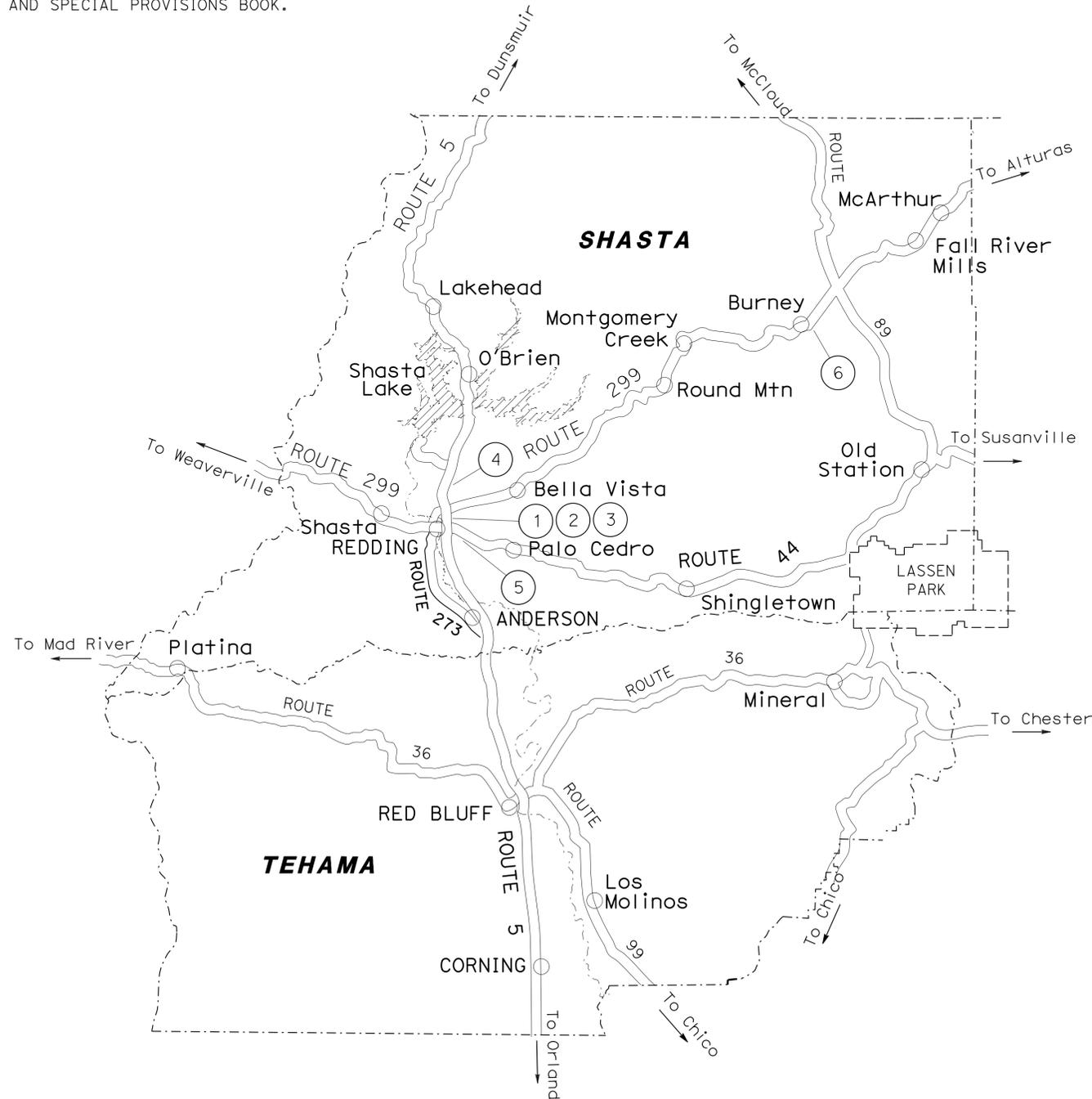
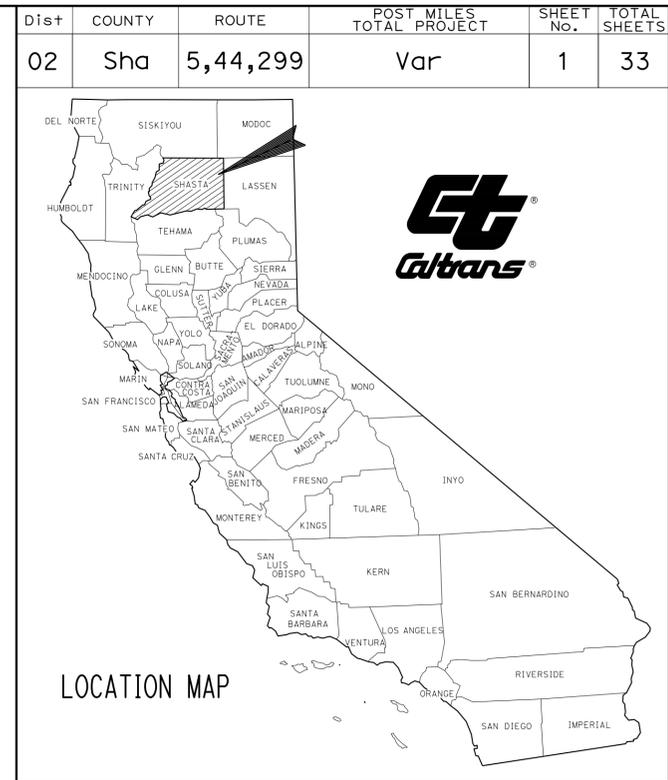
INDEX OF PLANS

| SHEET No. | DESCRIPTION |
|-----------|------------------------------|
| 1 | TITLE SHEET AND LOCATION MAP |
| 2-3 | CONSTRUCTION DETAILS |
| 4-5 | CONSTRUCTION AREA SIGNS |
| 6-11 | DETOUR PLANS |
| 12 | SUMMARY OF QUANTITIES |
| 13-25 | REVISED STANDARD PLANS |
| 26-33 | STRUCTURE 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 SHASTA COUNTY
AT VARIOUS LOCATIONS

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010



LOCATIONS OF CONSTRUCTION

| No. | Co | Rte | PM | Br No. | BRIDGE NAME |
|-----|-----|-----|--------|----------|--------------------------|
| 1 | Sha | 5 | R14.44 | 06-0125R | EAST CYPRESS AVENUE UC |
| 2 | Sha | 5 | R15.43 | 06-0126L | EAST REDDING SEPARATION |
| 3 | Sha | 5 | R15.56 | 06-0127R | N5-W44 CONNECTOR UC |
| 4 | Sha | 5 | R19.00 | 06-0107 | CHURN CREEK |
| 5 | Sha | 44 | L1.34 | 06-0206 | SACRAMENTO RIVER |
| 6 | Sha | 299 | 75.06 | 06-0063 | WEST BRANCH BURNAY CREEK |

PROJECT MANAGER
RICHARD MELVIN
 DESIGN ENGINEER
RICHARD MELVIN

Roy S. Cahill 02-27-15
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER

February 27, 2015

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

| | | | | | |
|------|--------|----------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 3 | 33 |

Roy & Cahill 02-27-15
 REGISTERED CIVIL ENGINEER DATE
 02-27-15
 PLANS APPROVAL DATE

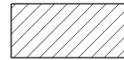
REGISTERED PROFESSIONAL ENGINEER
 ROY S. CAHILL
 No. C48876
 Exp. 9-30-16
 CIVIL
 STATE OF CALIFORNIA

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.

NOTES:

- GRIND EXISTING SURFACES TO ACCOMMODATE A MINIMUM TAPER THICKNESS OF 0.10' WHEN EITHER:
 - HMA MATERIAL SUCH AS RUBBERIZED, POLYMER MODIFIED OR OPEN GRADED IS UNSUITABLE FOR RAKING TO A MAXIMUM 0.02' THICKNESS AT THE CONFORM.
 - TEMPORARY TAPER WILL BE IN PLACE FOR MORE THAN 14 DAYS.
- PERMANENT SURFACE MAY BE EXISTING OR NEW PAVEMENT.
- ROADWAY SURFACE IS THE TOP OF EXISTING SURFACE OR THE TOP OF THE PLANED SURFACE.
- FOR TEMPORARY TAPERS ON BRIDGE DECKS AND APPROACH SLABS, CONSTRUCT TEMPORARY TAPERS WITH POLYESTER CONCRETE.
- IF AUTHORIZED, YOU MAY USE ALTERNATIVE MATERIALS OR METHODS TO PRODUCE THE REQUIRED TAPER.

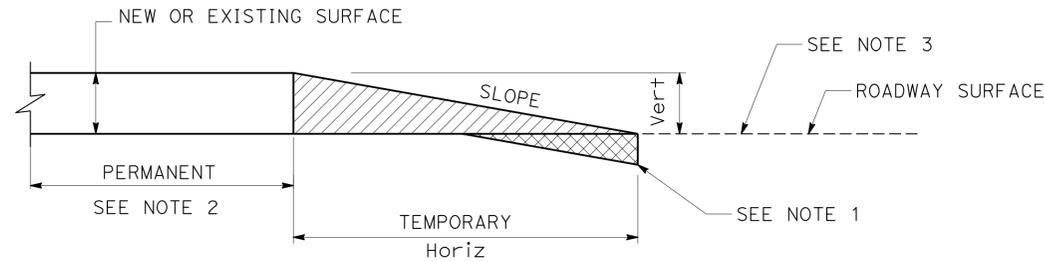
LEGEND:



HMA MATERIAL (TEMPORARY TAPER)
(SEE NOTE 4)



IF NECESSARY, COLD PLANE ASPHALT CONCRETE PAVEMENT AND PLACE HMA MATERIAL (SEE NOTE 1)



| Vert | SLOPE RATIO Horiz/Vert |
|--------------------|------------------------|
| 0-0.10' | 70:1 |
| GREATER THAN 0.10' | 160:1 |

TYPICAL PAVING CONFORM FOR TEMPORARY CONSTRUCTION TAPERS



DELINEATION DETAIL
 SACRAMENTO RIVER TRAIL, BIKE PATH CENTERLINE
 SACRAMENTO RIVER BRIDGE, Br No. 06-0206

CONSTRUCTION DETAILS
 NO SCALE

C-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE
 RICHARD MELVIN
 ROY CAHILL
 MIKE CONNER
 REVISIONS: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

| | | | | | |
|------|--------|----------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 4 | 33 |

Roy & Cahill 02-27-15
 REGISTERED CIVIL ENGINEER DATE
 02-27-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 ROY S. CAHILL
 No. C48876
 Exp. 9-30-16
 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.

NOTES:

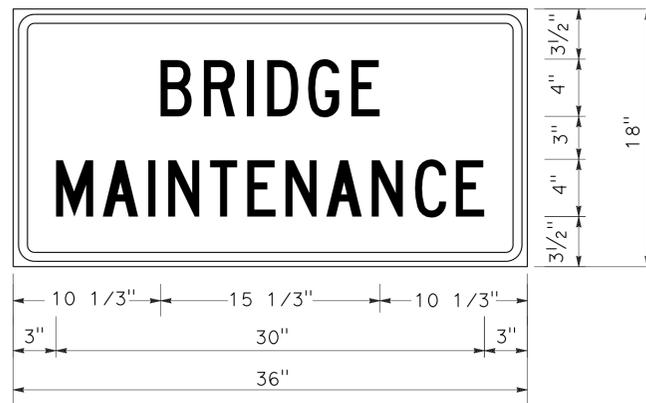
1. EXACT LOCATION OF ALL SIGNS TO BE DETERMINED BY THE ENGINEER.
2. CALIFORNIA CODES ARE DESIGNATED BY (CA), OTHERWISE FEDERAL CODES ARE SHOWN.
3. EXISTING UTILITY FACILITIES HAVE NOT BEEN INCLUDED ON THESE PLANS
4. NO CONSTRUCTION AREA SIGNS ARE REQUIRED FOR LOCATIONS 1, 2, 3 AND 5.

**CONSTRUCTION AREA SIGNS
(STATIONARY MOUNTED)**

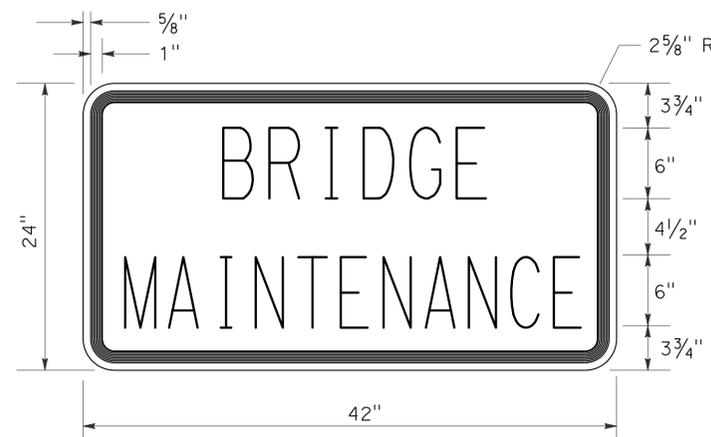
| SIGN No. | TYPE | PANEL SIZE INCHES | SIGN MESSAGE | No. OF POSTS AND SIZE | No. OF SIGNS |
|----------|-------------------|------------------------|---------------------------------------|-----------------------|--------------|
| Ⓐ | W20-1 C23B(CA) | 48" x 48" 36" x 18" | ROAD WORK AHEAD BRIDGE MAINTENANCE | 1 - 4" x 6" | 2 |
| Ⓑ | W20-1 C23B(CA) | 48" x 48" 42" x 24" | ROAD WORK AHEAD BRIDGE MAINTENANCE | 1 - 4" x 6" | 4 |
| Ⓒ | W20-1 | 48" x 48" | ROAD WORK AHEAD | 1 - 4" x 6" | 4 |
| Ⓓ | G20-2 | 36" x 18" | END ROAD WORK | 1 - 4" x 4" | 10 |

LOCAL ROAD CONNECTIONS

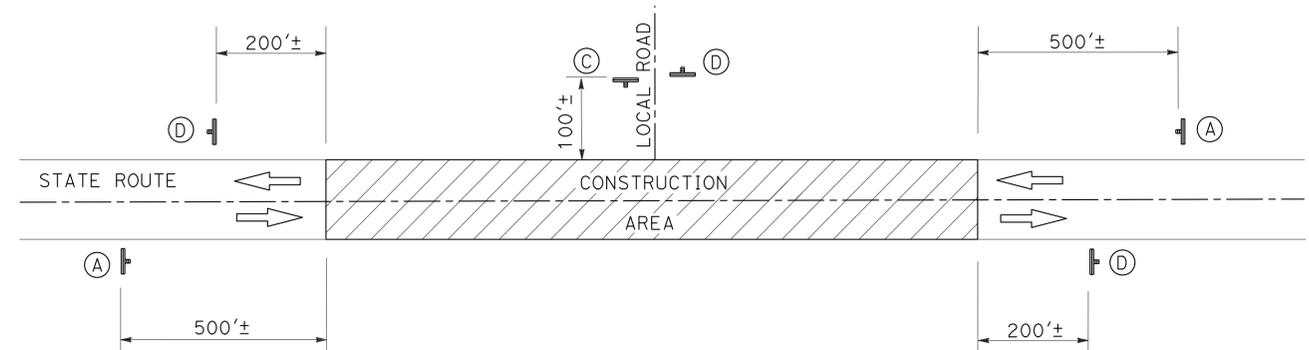
| LOCATION | Co-R+e-PM | CONNECTION NAME |
|----------|---------------|--------------------------|
| 6 | Sha-299-74.98 | PLUMAS St, Lt AND Rt |
| | Sha-299-75.08 | BASIN PARK SQUARE St, Rt |
| | Sha-299-75.12 | MICHIGAN St, Lt |



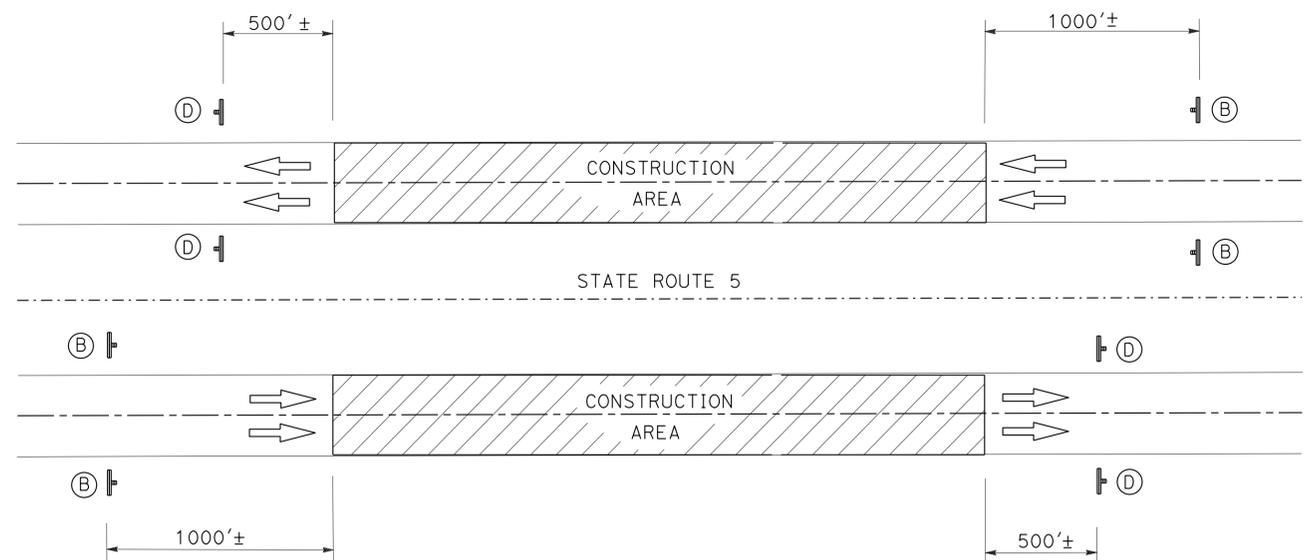
C23B(CA) SIGN PANEL DETAIL



C23B(CA) SIGN PANEL DETAIL



CONSTRUCTION AREA SIGNS
WEST BRANCH BURNEY CREEK, Br No. 06-0063



CONSTRUCTION AREA SIGNS
CHURN CREEK, Br No. 06-0107

CONSTRUCTION AREA SIGNS
NO SCALE
CS-1

x
 ROY CAHILL
 MIKE CONNER
 RICHARD MELVIN
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE
 Et Caltrans

| | | | | | |
|------|--------|----------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 5 | 33 |

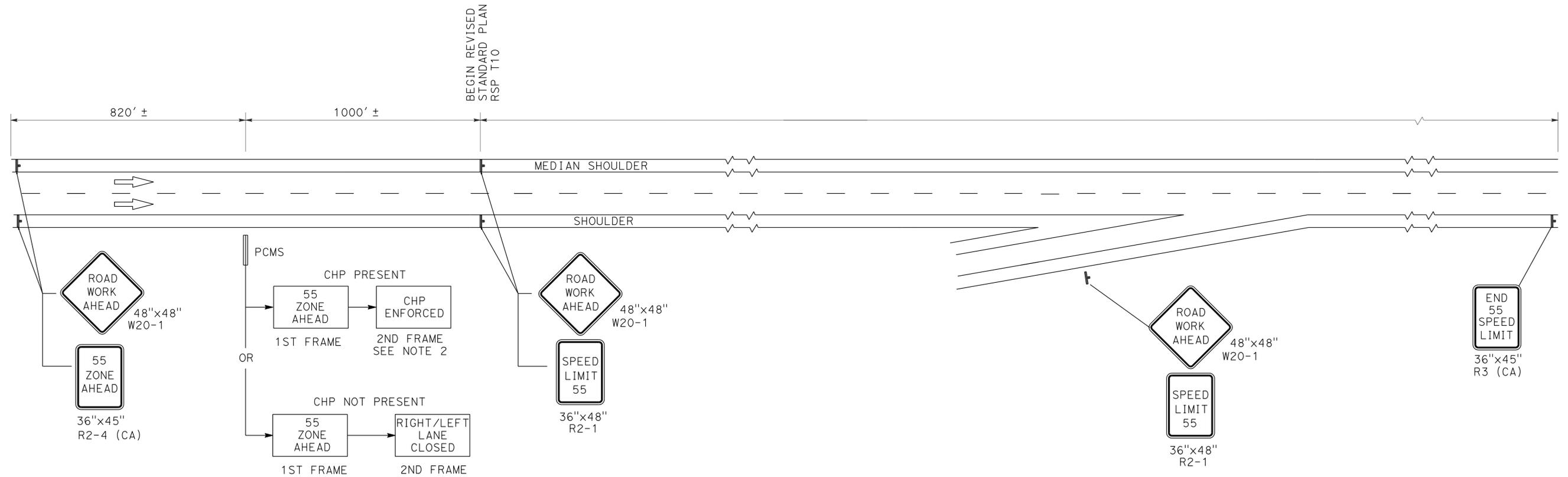
Roy & Cahill 02-27-15
 REGISTERED CIVIL ENGINEER DATE
 02-27-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 ROY S. CAHILL
 No. C48876
 Exp. 9-30-16
 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.

NOTES:

1. EXACT SIGN AND PCMS LOCATIONS TO BE DETERMINED BY THE ENGINEER.
2. USE THE "CHP ENFORCED" SIGN FRAMES ONLY WHEN CHP OFFICERS ARE PRESENT.
3. COVER EXISTING SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE.
4. IF THERE IS NO SPEED LIMIT SIGN (R2-1) WITHIN 1 MILE BEYOND THE END OF SPEED LIMIT SIGN (R3) (CA), INSTALL A TEMPORARY APPLICABLE SPEED LIMIT SIGN (R2-1) WITHIN 500 FT +/- OF THE END OF SPEED LIMIT SIGN (R3) (CA).
5. EXISTING UTILITY FACILITIES HAVE NOT BEEN INCLUDED ON THESE PLANS.



TYPICAL SIGNING FOR REDUCED SPEED ZONE

EAST CYPRESS AVENUE UC, Br No. 06-0125R
 EAST REDDING Sep, Br No. 06-0126L
 N5-W44 CONNECTOR UC, Br No. 06-0127R
 CHURN CREEK, Br No. 06-0107
 SACRAMENTO RIVER, Br No. 06-0206

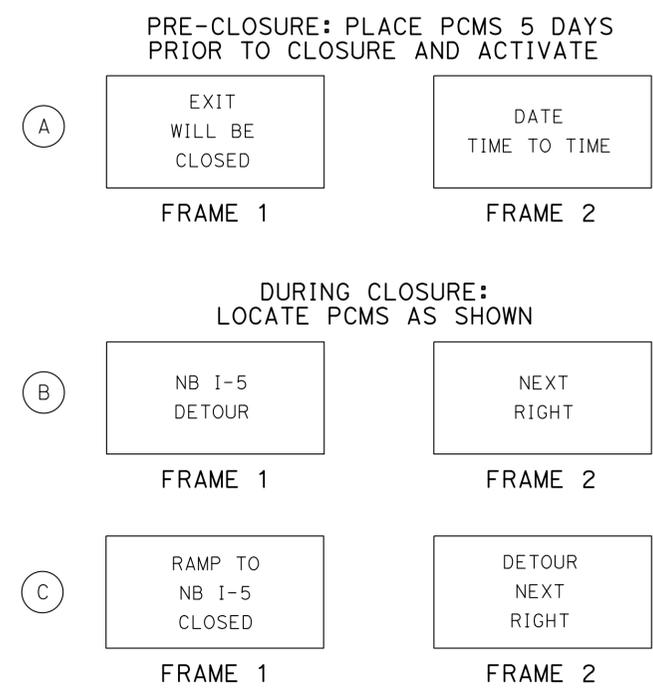
CONSTRUCTION AREA SIGNS

NO SCALE

CS-2

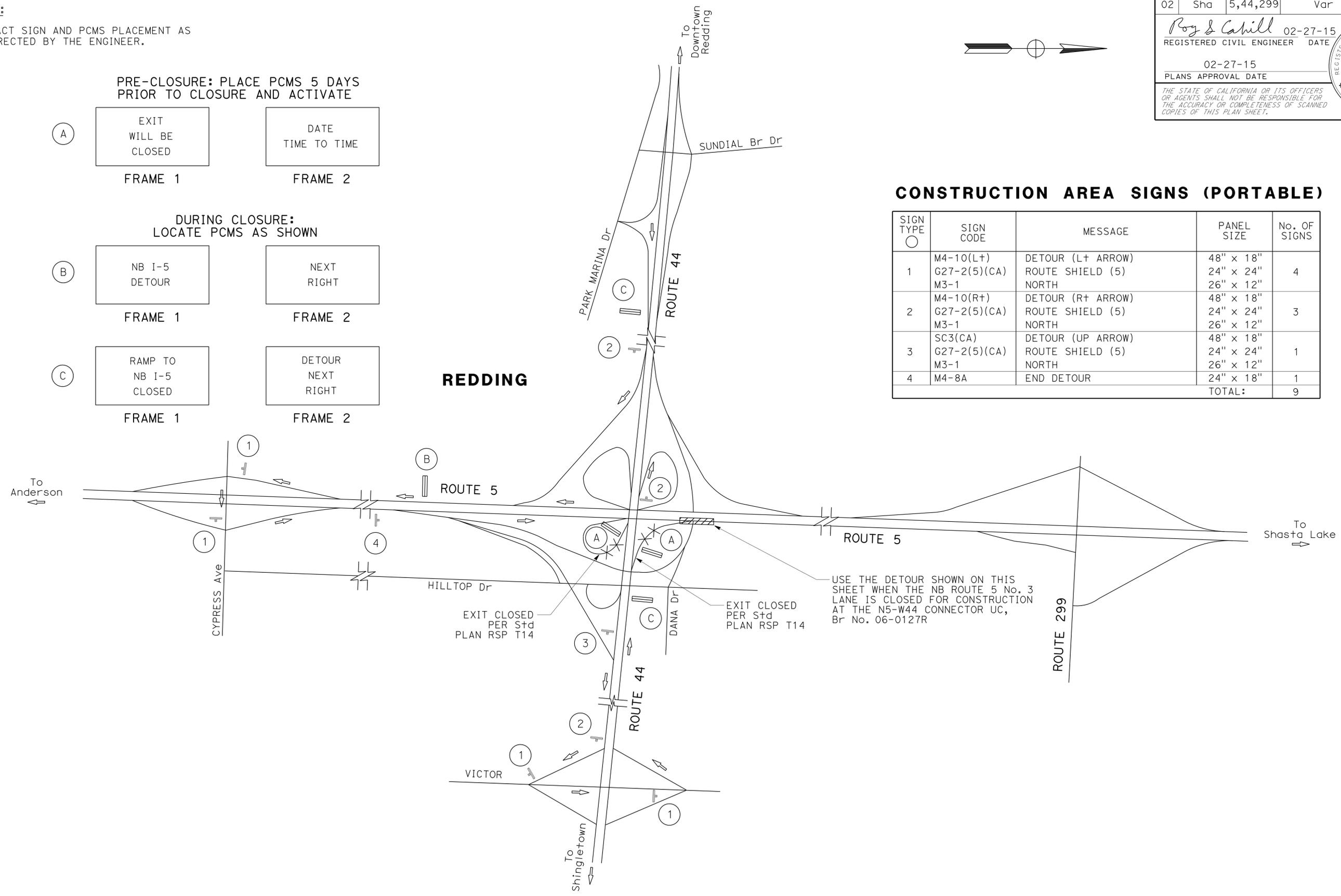
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE
 RICHARD MELVIN
 ROY CAHILL
 MIKE CONNER
 REVISIONS: 02-27-15

NOTE:
 1. EXACT SIGN AND PCMS PLACEMENT AS DIRECTED BY THE ENGINEER.



CONSTRUCTION AREA SIGNS (PORTABLE)

| SIGN TYPE | SIGN CODE | MESSAGE | PANEL SIZE | No. OF SIGNS |
|-----------|-----------------------------------|--|-------------------------------------|--------------|
| 1 | M4-10(L+) G27-2(5)(CA) M3-1 | DETOUR (L+ ARROW) ROUTE SHIELD (5) NORTH | 48" x 18" 24" x 24" 26" x 12" | 4 |
| 2 | M4-10(R+) G27-2(5)(CA) M3-1 | DETOUR (R+ ARROW) ROUTE SHIELD (5) NORTH | 48" x 18" 24" x 24" 26" x 12" | 3 |
| 3 | SC3(CA) G27-2(5)(CA) M3-1 | DETOUR (UP ARROW) ROUTE SHIELD (5) NORTH | 48" x 18" 24" x 24" 26" x 12" | 1 |
| 4 | M4-8A | END DETOUR | 24" x 18" | 1 |
| TOTAL: | | | | 9 |



**LOCATION 3 DETOUR
 CONCURRENT CLOSURE OF CONNECTOR RAMPS FROM EB ROUTE 44 TO
 NB ROUTE 5 AND FROM WB ROUTE 44 TO NB ROUTE 5**

DETOUR PLAN
 NO SCALE
DE-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE
 RICHARD MELVIN
 MIKE CONNER
 ROY CAHILL
 REVISIONS: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

| | | | | | |
|------|--------|----------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 8 | 33 |

Roy & Cahill 02-27-15
 REGISTERED CIVIL ENGINEER DATE
 02-27-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 ROY S. CAHILL
 No. C48876
 Exp. 9-30-16
 CIVIL
 STATE OF CALIFORNIA

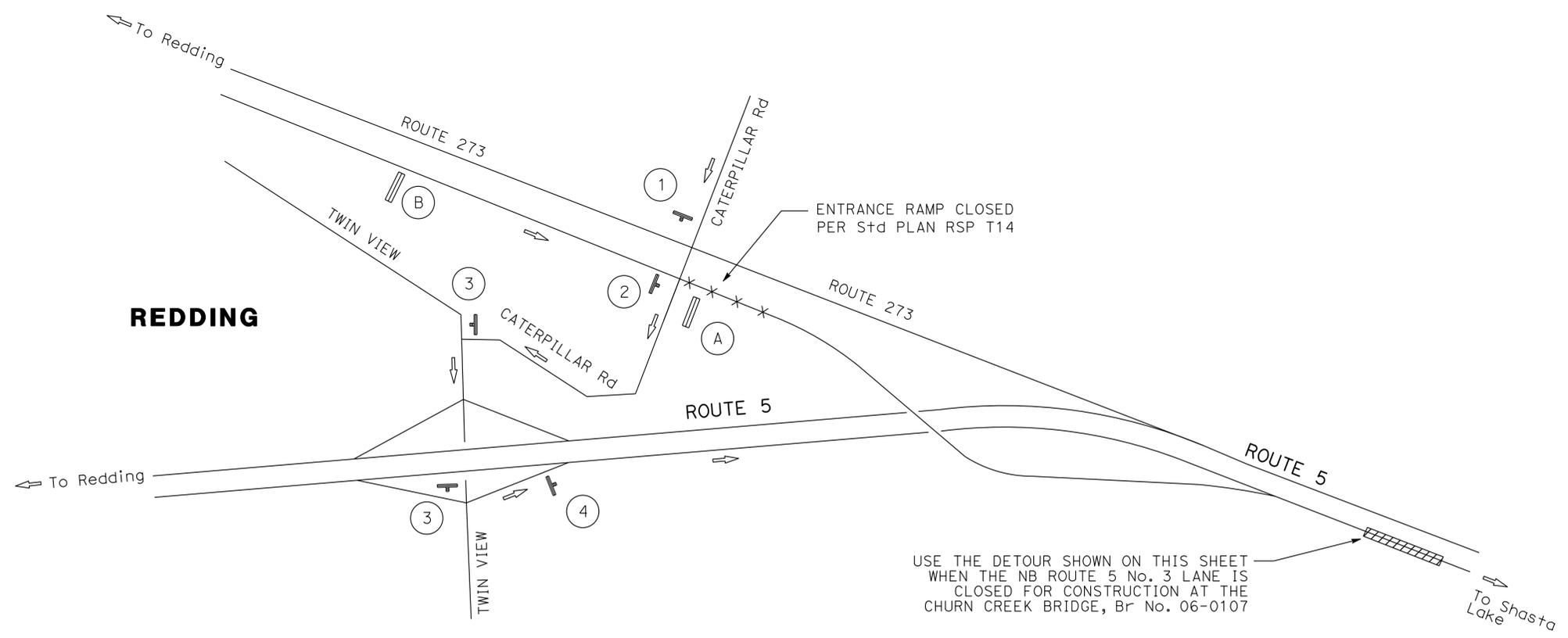
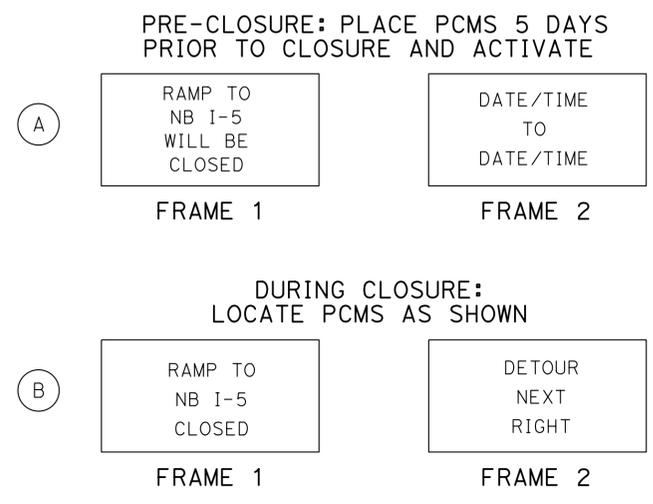
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:
 1. EXACT SIGN AND PCMS PLACEMENT AS DIRECTED BY THE ENGINEER.



CONSTRUCTION AREA SIGNS (PORTABLE)

| SIGN TYPE | SIGN CODE | MESSAGE | PANEL SIZE | No. OF SIGNS |
|-----------|-----------------------------------|--|-------------------------------------|--------------|
| 1 | SC3 (CA) G27-2(5)(CA) M3-1 | DETOUR (UP ARROW) ROUTE SHIELD (5) NORTH | 48" x 18" 24" x 24" 26" x 12" | 1 |
| 2 | M4-10(R+) G27-2(5)(CA) M3-1 | DETOUR (R+ ARROW) ROUTE SHIELD (5) NORTH | 48" x 18" 24" x 24" 26" x 12" | 1 |
| 3 | M4-10(L+) G27-2(5)(CA) M3-1 | DETOUR (L+ ARROW) ROUTE SHIELD (5) NORTH | 48" x 18" 24" x 24" 26" x 12" | 2 |
| 4 | M4-8A | END DETOUR | 24" x 18" | 1 |
| TOTAL: | | | | 5 |



**LOCATION 4 DETOUR
 CLOSURE OF NB ROUTE 273 TO
 NB ROUTE 5 ENTRANCE RAMP**

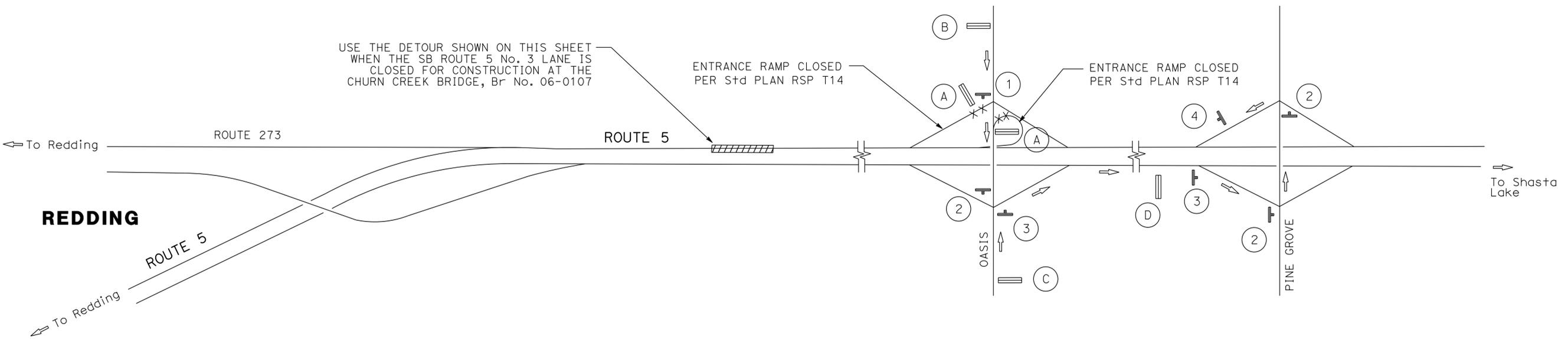
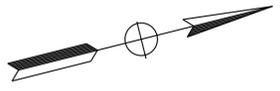
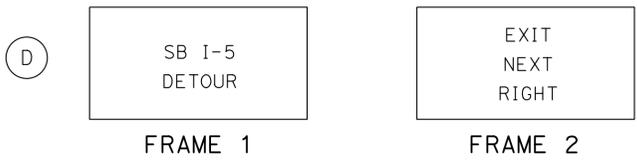
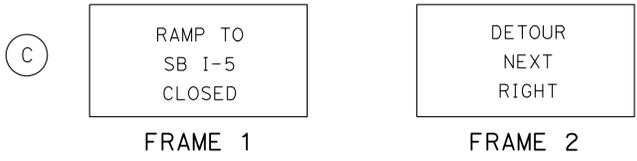
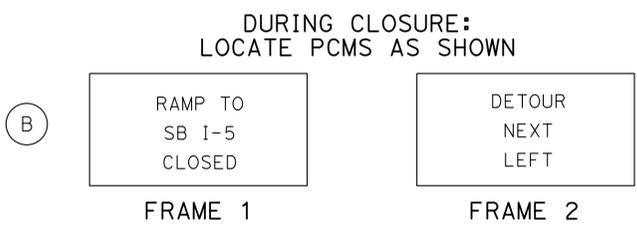
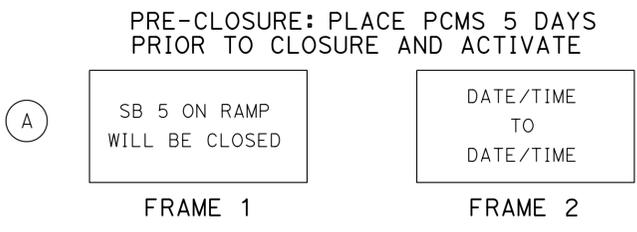
DETOUR PLAN
 NO SCALE
DE-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE
 RICHARD MELVIN
 FUNCTIONAL SUPERVISOR
 ROY CAHILL
 MIKE CONNER
 REVISIONS: 02-27-15

NOTE:
1. EXACT SIGN AND PCMS PLACEMENT AS DIRECTED BY THE ENGINEER.

CONSTRUCTION AREA SIGNS (PORTABLE)

| SIGN TYPE | SIGN CODE | MESSAGE | PANEL SIZE | No. OF SIGNS |
|-----------|-----------------------------------|--|-------------------------------------|--------------|
| 1 | SC3(CA) G27-2(5)(CA) M3-3 | DETOUR (UP ARROW) ROUTE SHIELD (5) SOUTH | 48" x 18" 24" x 24" 26" x 12" | 1 |
| 2 | M4-10(L+) G27-2(5)(CA) M3-3 | DETOUR (L+ ARROW) ROUTE SHIELD (5) SOUTH | 48" x 18" 24" x 24" 26" x 12" | 3 |
| 3 | M4-10(R+) G27-2(5)(CA) M3-3 | DETOUR (R+ ARROW) ROUTE SHIELD (5) SOUTH | 48" x 18" 24" x 24" 26" x 12" | 2 |
| 4 | M4-8A | END DETOUR | 24" x 18" | 1 |
| TOTAL: | | | | 7 |



LOCATION 4 DETOUR ON RAMP FROM OASIS Rd TO SB ROUTE 5

DETOUR PLAN
NO SCALE
DE-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE
 Roy Cahill
 Mike Conner
 Richard Melvin
 02-27-15

| | | | | | |
|------|--------|----------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 10 | 33 |

Roy & Cahill 02-27-15
 REGISTERED CIVIL ENGINEER DATE
 02-27-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 ROY S. CAHILL
 No. C48876
 Exp. 9-30-16
 CIVIL
 STATE OF CALIFORNIA

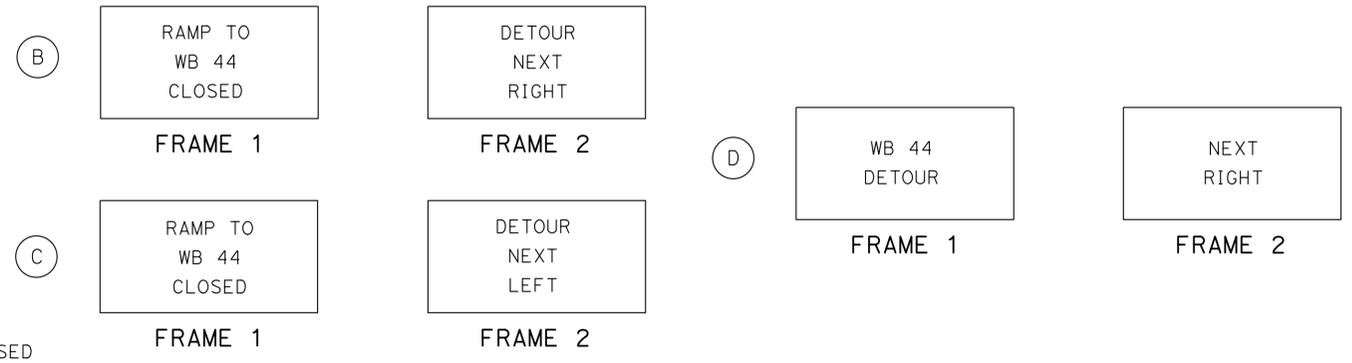
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:
1. EXACT SIGN AND PCMS PLACEMENT AS DIRECTED BY THE ENGINEER.

PRE-CLOSURE: PLACE PCMS 5 DAYS PRIOR TO CLOSURE AND ACTIVATE



DURING CLOSURE: LOCATE PCMS AS SHOWN

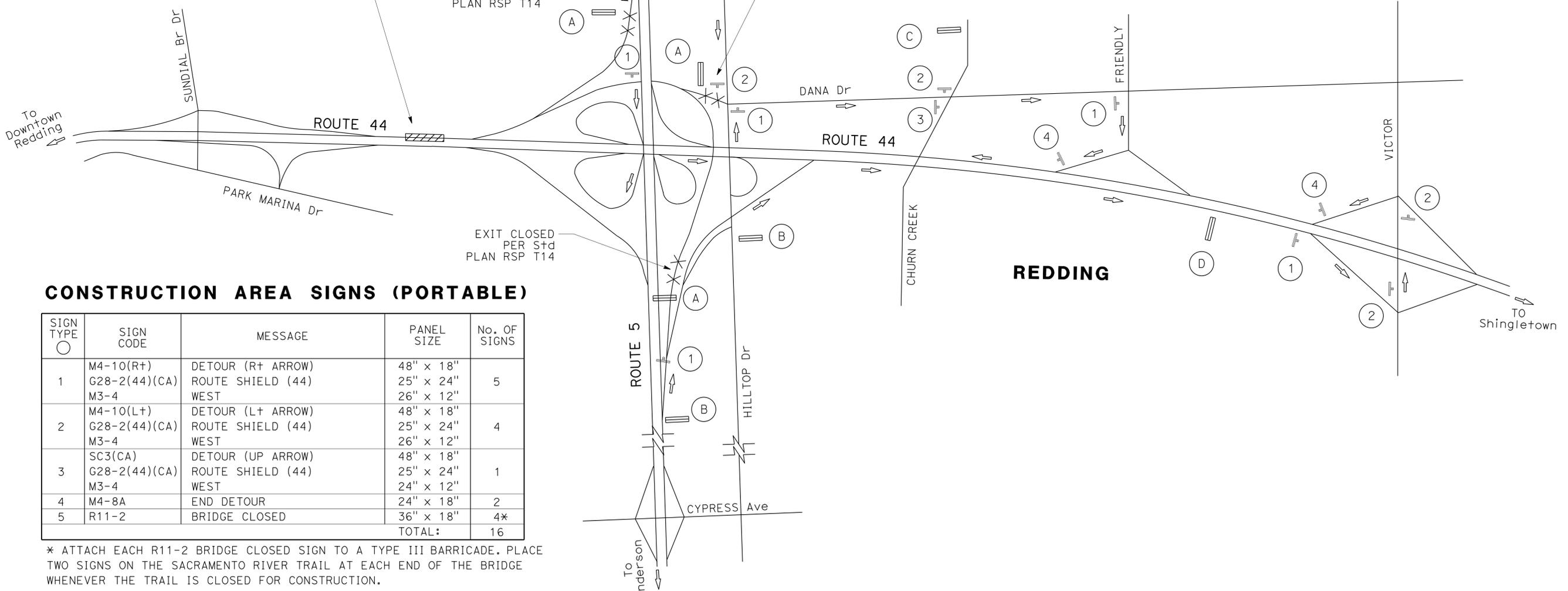


USE THE DETOUR SHOWN ON THIS SHEET WHEN THE WB ROUTE 44 No. 3 LANE IS CLOSED FOR CONSTRUCTION AT THE SACRAMENTO RIVER BRIDGE, Br No. 06-0206

EXIT CLOSED PER Std PLAN RSP T14

EXIT CLOSED PER Std PLAN RSP T14

EXIT CLOSED PER Std PLAN RSP T14



CONSTRUCTION AREA SIGNS (PORTABLE)

| SIGN TYPE | SIGN CODE | MESSAGE | PANEL SIZE | No. OF SIGNS |
|-----------|------------------------------------|--|-------------------------------------|--------------|
| 1 | M4-10(R+) G28-2(44)(CA) M3-4 | DETOUR (R+ ARROW) ROUTE SHIELD (44) WEST | 48" x 18" 25" x 24" 26" x 12" | 5 |
| 2 | M4-10(L+) G28-2(44)(CA) M3-4 | DETOUR (L+ ARROW) ROUTE SHIELD (44) WEST | 48" x 18" 25" x 24" 26" x 12" | 4 |
| 3 | SC3(CA) G28-2(44)(CA) M3-4 | DETOUR (UP ARROW) ROUTE SHIELD (44) WEST | 48" x 18" 25" x 24" 24" x 12" | 1 |
| 4 | M4-8A | END DETOUR | 24" x 18" | 2 |
| 5 | R11-2 | BRIDGE CLOSED | 36" x 18" | 4* |
| TOTAL: | | | | 16 |

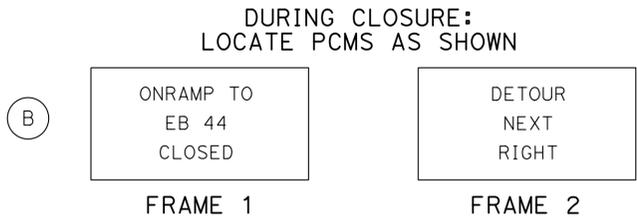
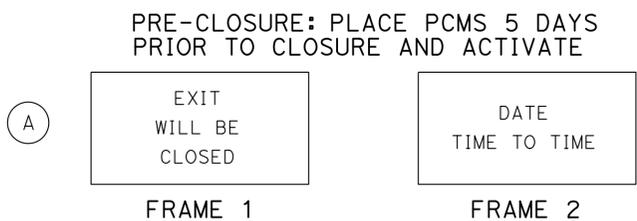
* ATTACH EACH R11-2 BRIDGE CLOSED SIGN TO A TYPE III BARRICADE. PLACE TWO SIGNS ON THE SACRAMENTO RIVER TRAIL AT EACH END OF THE BRIDGE WHENEVER THE TRAIL IS CLOSED FOR CONSTRUCTION.

**LOCATION 5 DETOUR
CONCURRENT CLOSURE OF CONNECTOR RAMPS FROM NB ROUTE 5 TO WB ROUTE 44,
FROM DANA DRIVE TO WB ROUTE 44 AND FROM SB ROUTE 5 TO WB ROUTE 44**

**DETOUR PLAN
NO SCALE
DE-5**

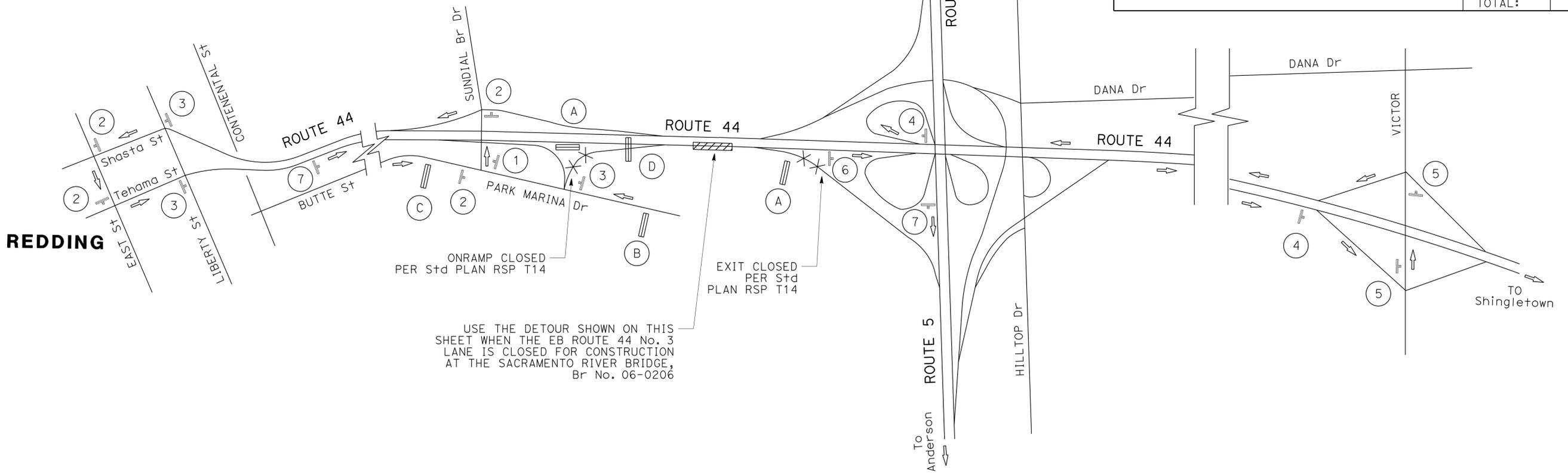
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE
 ROY CAHILL
 MIKE CONNER
 RICHARD MELVIN
 02-27-15

NOTE:
1. EXACT SIGN AND PCMS PLACEMENT AS DIRECTED BY THE ENGINEER.



CONSTRUCTION AREA SIGNS (PORTABLE)

| SIGN TYPE | SIGN CODE | MESSAGE | PANEL SIZE | No. OF SIGNS |
|-----------|------------------------------------|--|-------------------------------------|--------------|
| 1 | M4-10(R+) G28-2(44)(CA) M3-2 | DETOUR (R+ ARROW) ROUTE SHIELD (44) EAST | 48" x 18" 25" x 24" 26" x 12" | 1 |
| 2 | M4-10(L+) G28-2(44)(CA) M3-2 | DETOUR (L+ ARROW) ROUTE SHIELD (44) EAST | 48" x 18" 25" x 24" 26" x 12" | 4 |
| 3 | SC3(CA) G28-2(44)(CA) M3-2 | DETOUR (UP ARROW) ROUTE SHIELD (44) EAST | 48" x 18" 25" x 24" 24" x 12" | 3 |
| 4 | M4-10(R+) G27-2(5)(CA) M3-3 | DETOUR (R+ ARROW) ROUTE SHIELD (5) SOUTH | 48" x 18" 25" x 24" 26" x 12" | 2 |
| 5 | M4-10(L+) G27-2(5)(CA) M3-3 | DETOUR (L+ ARROW) ROUTE SHIELD (5) SOUTH | 48" x 18" 25" x 24" 26" x 12" | 2 |
| 6 | SC3(CA) G27-2(5)(CA) M3-3 | DETOUR (UP ARROW) ROUTE SHIELD (5) SOUTH | 48" x 18" 25" x 24" 24" x 12" | 1 |
| 7 | M4-8A | END DETOUR | 24" x 18" | 2 |
| TOTAL: | | | | 15 |



**LOCATION 5 DETOUR
CONCURRENT CLOSURE OF ONRAMP FROM PARK MARINA DRIVE TO EB ROUTE 44
AND THE CONNECTOR RAMP FROM EB ROUTE 44 TO SB ROUTE 5**

DETOUR PLAN
NO SCALE

DE-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE
 FUNCTIONAL SUPERVISOR: RICHARD MELVIN
 ROY CAHILL
 MIKE CONNER
 REVISIONS: 02-27-15

| | | | | | |
|------|--------|----------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 12 | 33 |

Roy & Cahill 02-27-15
 REGISTERED CIVIL ENGINEER DATE
 02-27-15
 PLANS APPROVAL DATE

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

NOTES:

- NEW TRAFFIC STRIPE PATTERN TO MATCH EXISTING TRAFFIC STRIPE PATTERN.
- REMOVE THERMOPLASTIC TRAFFIC STRIPE QUANTITIES APPLY ONLY TO TRAFFIC STRIPE NOT REMOVED CONCURRENTLY WITH EXISTING AC OR POLYESTER CONCRETE OVERLAYS.
- STRIPING QUANTITIES INCLUDE THE LENGTH OF EACH BRIDGE, STRUCTURE APPROACH SLABS, HMA CONFORM TAPERS AND APPROXIMATELY 50' BEYOND THE END OF EACH HMA CONFORM TAPER.
- NO RECESSED PAVEMENT MARKERS SHALL BE PLACED ON BRIDGE DECKS OR STRUCTURE APPROACH SLABS.
- PLACE NEW RUMBLE STRIP IN SAME LOCATION AS EXISTING RUMBLE STRIP WHICH WAS REMOVED DUE TO CONSTRUCTION OF NEW HMA CONFORMS. PLACE RUMBLE STRIP ON HMA SURFACES ONLY.
- ADJUST THE OVERSIDE DRAIN AT THE CHURN CREEK BRIDGE RIGHT SIDE END OF BRIDGE AS NECESSARY TO ACCOMMODATE CONSTRUCTION OF NEW HMA CONFORM AND DIKE.

EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS TO BE MAINTAINED

| Loc | Co-Rte-PM | TYPE | DESCRIPTION | NOTES |
|-----|--------------|------|--|------------------|
| 2 | Sha-5-R15.42 | CCTV | IN THE MEDIAN SHOULDER ON THE SOUTH END OF THE STRUCTURE | PROTECT IN PLACE |

ROADWAY QUANTITIES SUMMARY

| Loc | Co | Rte | PM | BRIDGE NUMBER | BRIDGE NAME | PAVEMENT QUANTITIES | | | SHOULDER BACKING TON | ROADWAY EXCAVATION CY | SHOULDER RUMBLE STRIP (HMA, GROUND-IN INDENTATIONS) Sta | PLACE HMA DIKE (TYPE E) LF | REMOVE AC DIKE LF | ADJUST OVERSIDE DRAIN EA |
|-------|-----|-----|--------|---------------|--------------------------|------------------------|--------------|-----------|-------------------------|--------------------------|--|-------------------------------|----------------------|-----------------------------|
| | | | | | | COLD PLANE AC PAVEMENT | HMA (TYPE A) | TACK COAT | | | | | | |
| | | | | | | SQYD | TON | TON | | | | | | |
| 1 | Sha | 5 | R14.44 | 06 0125R | EAST CYPRESS AVENUE UC | | | | | | | | | |
| 2 | Sha | 5 | R15.43 | 06 0126L | EAST REDDING SEPARATION | | | | | | | | | |
| 3 | Sha | 5 | R15.59 | 06 0127R | N5-W44 CONNECTOR UC | | | | | | | | | |
| 4 | Sha | 5 | R19.00 | 06 0107 | CHURN CREEK | 1573 | 276 | 1.0 | 12 | 7.4 | 1.7 | 90 | 90 | 1 |
| 5 | Sha | 44 | L1.34 | 06 0206 | SACRAMENTO RIVER | | | | | | | | | |
| 6 | Sha | 299 | 75.06 | 06 0063 | WEST BRANCH BURNEY CREEK | 844 | 155 | 0.6 | | | | | | |
| TOTAL | | | | | | 2417 | 431 | 1.6 | 12 | 7.4 | 1.7 | 90 | 90 | 1 |

PAVEMENT DELINEATION QUANTITIES

| Loc | Co | Rte | PM | BRIDGE NUMBER | BRIDGE NAME | THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE) | | | | | | | | | | PAVEMENT MARKER (RETROREFLECTIVE-RECESSED) | | | PAVEMENT MARKER (RETROREFLECTIVE) | | | THERMO-PLASTIC PAVEMENT MARKING SQFT | REMOVE PAVEMENT MARKER EA | REMOVE THERMO-PLASTIC TRAFFIC STRIPE LF | | | | |
|----------|-----|-----|--------|---------------|--------------------------|--|------------|-----------|------------|------------|-----------|-----------|-----------|------------|--------------|--|--------|--------|-----------------------------------|--------|--------|---|------------------------------|--|--|--|--|--|
| | | | | | | DETAIL 12 | DETAIL 14A | DETAIL 25 | DETAIL 25A | DETAIL 27B | DETAIL 32 | DETAIL 37 | DETAIL 38 | DETAIL 38B | DETAIL BIKE* | TYPE D | TYPE G | TYPE H | TYPE G | TYPE H | TYPE C | | | | | | | |
| | | | | | | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | EA | EA | EA | EA | EA | EA | | | | | | | |
| 1 | Sha | 5 | R14.44 | 06 0125R | EAST CYPRESS AVENUE UC | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Sha | 5 | R15.43 | 06 0126L | EAST REDDING SEPARATION | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Sha | 5 | R15.59 | 06 0127R | N5-W44 CONNECTOR UC | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Sha | 5 | R19.00 | 06 0107 | CHURN CREEK | 1676 | | 838 | | 838 | | | | | | | 16 | 8 | | | | | | | | | | |
| 5 | Sha | 44 | L1.34 | 06 0206 | SACRAMENTO RIVER | 1927 | 144 | | 1837 | 2072 | | 1258 | 97 | 530 | 919 | | | | 142 | 78 | 8 | 84** | 228 | 5140 | | | | |
| 6 | Sha | 299 | 75.06 | 06 0063 | WEST BRANCH BURNEY CREEK | | | | | 961 | 961 | | | | | 24 | | | | | | 30*** | | | | | | |
| SUBTOTAL | | | | | | 3603 | 144 | 838 | 1837 | 3871 | 961 | 1258 | 97 | 530 | 919 | 24 | 16 | 8 | 142 | 78 | 8 | 114 | 228 | 5140 | | | | |
| TOTAL | | | | | | 14,058 | | | | | | | | | | 48 | | | 228 | | | 114 | 228 | 5140 | | | | |

* SEE SHEET C-2 FOR BIKE PATH CENTERLINE DETAIL
 ** TYPE VI ARROW X 2
 *** TYPE IV (L) ARROW X 2

SUMMARY OF QUANTITIES Q-1

P:\proj\1\02\40730\plans\pse\24g730pa001.dgn
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 MAINTENANCE
 RICHARD MELVIN
 ROY CAHILL
 MIKE CONNER
 REVISOR BY DATE
 CALCULATED/DESIGNED BY CHECKED BY
 FUNCTIONAL SUPERVISOR

P:\proj\02\46730\plans\pse\24g730va001_rspa10b.dgn

| | | |
|------------|--|--|
| | M | |
| Maint | MAINTENANCE | |
| Max | MAXIMUM | |
| MB | METAL BEAM | |
| MBB | METAL BEAM BARRIER | |
| MBGR | METAL BEAM GUARD RAILING | |
| Med | MEDIAN | |
| MGS | MIDWEST GUARDRAIL SYSTEM | |
| MH | MANHOLE | |
| Min | MINIMUM | |
| Misc | MISCELLANEOUS | |
| Misc I & S | MISCELLANEOUS IRON AND STEEL | |
| Mkr | MARKER | |
| Mod | MODIFIED, MODIFY | |
| Mon | MONUMENT | |
| MP | METAL PLATE | |
| MPGR | METAL PLATE GUARD RAILING | |
| MR | MOVEMENT RATING | |
| MSE | MECHANICALLY STABILIZED EMBANKMENT | |
| Mt | MOUNTAIN, MOUNT | |
| MtI | MATERIAL | |
| MVP | MAINTENANCE VEHICLE PULLOUT | |
| | N | |
| N | NORTH | |
| NB | NORTHBOUND | |
| No. | NUMBER (MUST HAVE PERIOD) | |
| Nos. | NUMBERS (MUST HAVE PERIOD) | |
| NPS | NOMINAL PIPE SIZE | |
| NS | NEAR SIDE | |
| NSP | NEW STANDARD PLAN | |
| NTS | NOT TO SCALE | |
| | O | |
| Obir | OBLITERATE | |
| OC | OVERCROSSING | |
| OD | OUTSIDE DIAMETER | |
| OF | OUTSIDE FACE | |
| OG | ORIGINAL GROUND | |
| OGAC | OPEN GRADED ASPHALT CONCRETE | |
| OGFC | OPEN GRADED FRICTION COURSE | |
| OH | OVERHEAD | |
| OHWM | ORDINARY HIGH WATER MARK | |
| O-O | OUT TO OUT | |
| Opp | OPPOSITE | |
| OSD | OVERSIDE DRAIN | |
| | P | |
| p | PAGE | |
| PAP | PERFORATED ALUMINUM PIPE | |
| PB | PULL BOX | |
| PC | POINT OF CURVATURE, PRECAST | |
| PCC | POINT OF COMPOUND CURVE, PORTLAND CEMENT CONCRETE | |
| PCMS | PORTABLE CHANGEABLE MESSAGE SIGN | |
| PCP | PERFORATED CONCRETE PIPE, PRESTRESSED CONCRETE PIPE | |
| PCVC | POINT OF COMPOUND VERTICAL CURVE | |
| PEC | PERMIT TO ENTER AND CONSTRUCT | |
| Ped | PEDESTRIAN | |
| Ped OC | PEDESTRIAN OVERCROSSING | |
| Ped UC | PEDESTRIAN UNDERCROSSING | |
| Perm MtI | PERMEABLE MATERIAL | |

| | | |
|---------|---|--|
| | P continued | |
| PG | PROFILE GRADE | |
| PI | POINT OF INTERSECTION | |
| PJP | PARTIAL JOINT PENETRATION | |
| Pkwy | PARKWAY | |
| PL, PL | PLATE | |
| P/L | PROPERTY LINE | |
| PM | POST MILE, TIME FROM NOON TO MIDNIGHT | |
| PN | PAVING NOTCH | |
| POC | POINT OF HORIZONTAL CURVE | |
| POT | POINT OF TANGENT | |
| POVC | POINT OF VERTICAL CURVE | |
| PP | PIPE PILE, PLASTIC PIPE, POWER POLE | |
| PPL | PREFORMED PERMEABLE LINER | |
| PPP | PERFORATED PLASTIC PIPE | |
| PRC | POINT OF REVERSE CURVE | |
| PRF | PAVEMENT REINFORCING FABRIC | |
| PRVC | POINT OF REVERSE VERTICAL CURVE | |
| PS&E | PLANS, SPECIFICATIONS AND ESTIMATES | |
| PS, P/S | PRESTRESSED | |
| PSP | PERFORATED STEEL PIPE | |
| PT | POINT OF TANGENCY | |
| PVC | POLYVINYL CHLORIDE | |
| Pvmt | PAVEMENT | |
| | Q | |
| Qty | QUANTITY | |
| | R | |
| R | RADIUS | |
| R & D | REMOVE AND DISPOSE | |
| R & S | REMOVE AND SALVAGE | |
| R/C | RATE OF CHANGE | |
| RCA | REINFORCED CONCRETE ARCH | |
| RCB | REINFORCED CONCRETE BOX | |
| RCP | REINFORCED CONCRETE PIPE | |
| RCPA | REINFORCED CONCRETE PIPE ARCH | |
| Rd | ROAD | |
| Reinf | REINFORCED, REINFORCEMENT, REINFORCING | |
| Rel | RELOCATE | |
| Repl | REPLACEMENT | |
| Ret | RETAINING | |
| Rev | REVISED, REVISION | |
| Rdwy | ROADWAY | |
| RHMA | RUBBERIZED HOT MIX ASPHALT | |
| Riv | RIVER | |
| RM | ROAD-MIXED | |
| RP | RADIUS POINT, REFERENCE POINT | |
| RR | RAILROAD | |
| RSP | ROCK SLOPE PROTECTION, REVISED STANDARD PLAN | |
| Rt | RIGHT | |
| Rte | ROUTE | |
| RW | REDWOOD, RETAINING WALL | |
| R/W | RIGHT OF WAY | |
| Rwy | RAILWAY | |

| | | |
|-------|----------------------------------|--|
| | S | |
| S | SOUTH, | |
| | SUPPLEMENT | |
| SAE | STRUCTURE APPROACH EMBANKMENT | |
| Salv | SALVAGE | |
| SAPP | STRUCTURAL ALUMINUM PLATE PIPE | |
| SB | SOUTHBOUND | |
| SC | SAND CUSHION | |
| SCSP | SLOTTED CORRUGATED STEEL PIPE | |
| SD | STORM DRAIN | |
| Sec | SECOND, SECTION | |
| Sep | SEPARATION | |
| SG | SUBGRADE | |
| Shld | SHOULDER | |
| Sht | SHEET | |
| Sim | SIMILAR | |
| SL | STATION LINE | |
| SM | SELECTED MATERIAL | |
| Spec | SPECIAL, SPECIFICATIONS | |
| SPP | SLOTTED PLASTIC PIPE | |
| SS | SLOPE STAKE | |
| SSBM | STRAP AND SADDLE BRACKET METHOD | |
| SSD | STRUCTURAL SECTION DRAIN | |
| SSPA | STRUCTURAL STEEL PLATE ARCH | |
| SSPP | STRUCTURAL STEEL PLATE PIPE | |
| SSPPA | STRUCTURAL STEEL PLATE PIPE ARCH | |
| SSRP | STEEL SPIRAL RIB PIPE | |
| St | STREET | |
| Sta | STATION | |
| STBB | SINGLE THRIE BEAM BARRIER | |
| Std | STANDARD | |
| Str | STRUCTURE | |
| Surf | SURFACING | |
| SW | SIDEWALK, SOUND WALL | |
| Swr | SEWER | |
| Sym | SYMMETRICAL | |
| S4S | SURFACE 4 SIDES | |
| | T | |
| T | SEMI-TANGENT | |
| Tan | TANGENT | |
| TBB | THRIE BEAM BARRIER | |
| Tbr | TIMBER | |
| TC | TOP OF CURB | |
| TCB | TRAFFIC CONTROL BOX | |
| TCE | TEMPORARY CONSTRUCTION EASEMENT | |
| Tel | TELEPHONE | |
| Temp | TEMPORARY | |
| TG | TOP OF GRADE | |
| To+ | TOTAL | |
| TP | TELEPHONE POLE | |
| TPB | TREATED PERMEABLE BASE | |
| TPM | TREATED PERMEABLE MATERIAL | |
| Trans | TRANSITION | |

| | | |
|-------|---|--|
| | T continued | |
| TS | TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL | |
| Typ | TYPICAL | |
| | U | |
| UC | UNDERCROSSING | |
| UD | UNDERDRAIN | |
| UG | UNDERGROUND | |
| UON | UNLESS OTHERWISE NOTED | |
| UP | UNDERPASS | |
| | V | |
| V | VALVE, DESIGN SPEED | |
| Var | VARIABLE, VARIES | |
| VC | VERTICAL CURVE | |
| VCP | VITRIFIED CLAY PIPE | |
| Vert | VERTICAL | |
| Via | VIADUCT | |
| Vol | VOLUME | |
| | W | |
| W | WEST, WIDTH | |
| WB | WESTBOUND | |
| WH | WEEP HOLE | |
| WM | WIRE MESH | |
| WS | WATER SURFACE | |
| WSP | WELDED STEEL PIPE | |
| W+ | WEIGHT | |
| WV | WATER VALVE | |
| WW | WINGWALL | |
| WWL | WINGWALL LAYOUT LINE | |
| | X | |
| X Sec | CROSS SECTION | |
| Xing | CROSSING | |
| | Y | |
| Yr | YEAR | |
| Yrs | YEARS | |

| | | | | | |
|--|----------|----------|-----------------------------|--------------|-----------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha, Teh | 5,44,299 | Var | 13 | 33 |
| <i>Grace M. Tsushima</i> REGISTERED CIVIL ENGINEER | | | | | |
| July 19, 2013 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> | | | | | |



TO ACCOMPANY PLANS DATED 02-27-15

UNIT OF MEASUREMENT SYMBOLS:

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

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

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

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

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ABBREVIATIONS
(SHEET 2 OF 2)**

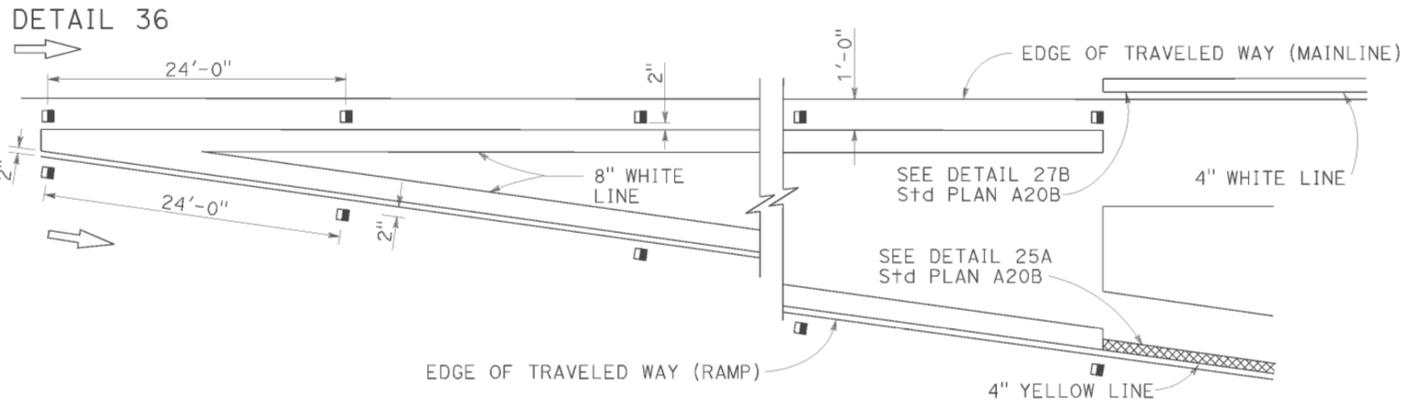
NO SCALE

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

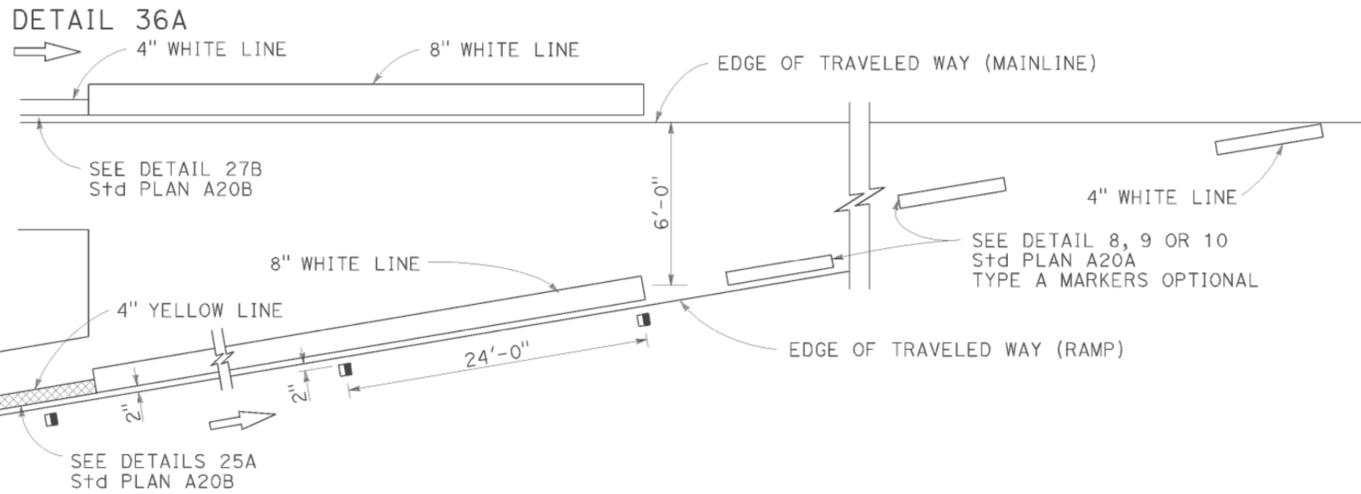
REVISED STANDARD PLAN RSP A10B

2010 REVISED STANDARD PLAN RSP A10B

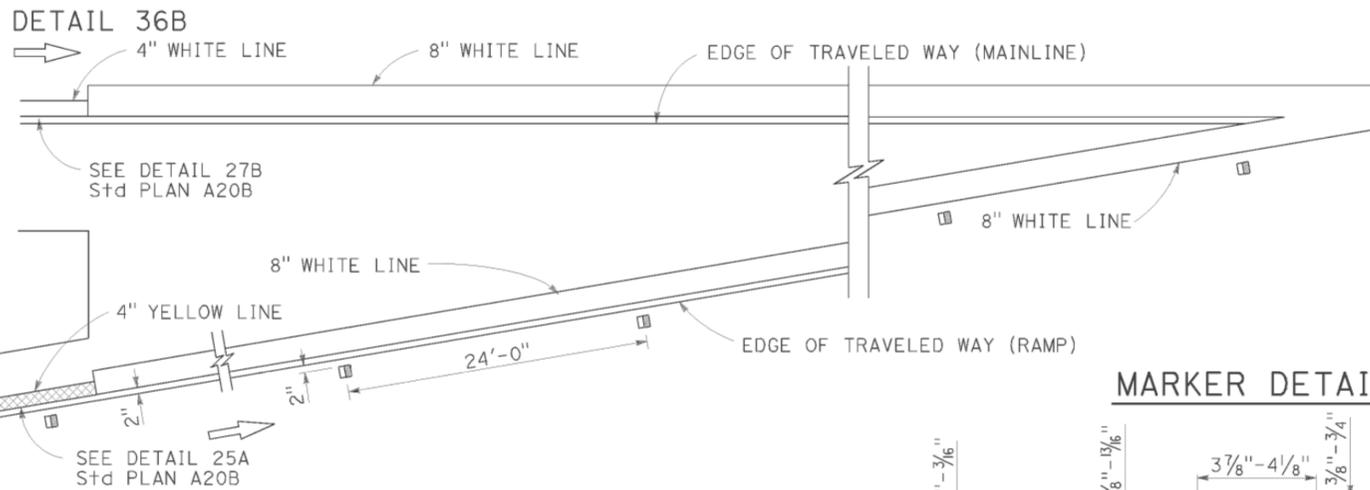
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



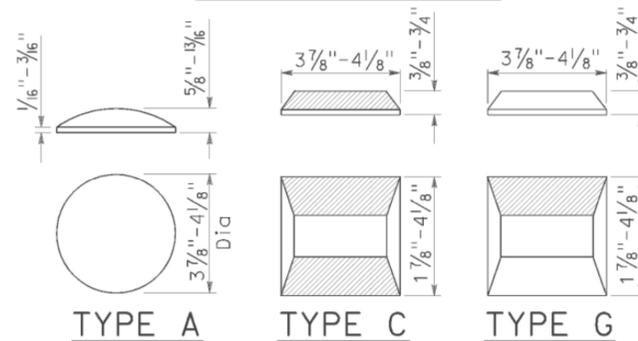
ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT



MARKER DETAILS



LEGEND:

MARKERS

- TYPE A WHITE NON-REFLECTIVE
- ◻ TYPE C RED-CLEAR RETROREFLECTIVE
- TYPE G ONE-WAY CLEAR RETROREFLECTIVE

RETROREFLECTIVE FACE

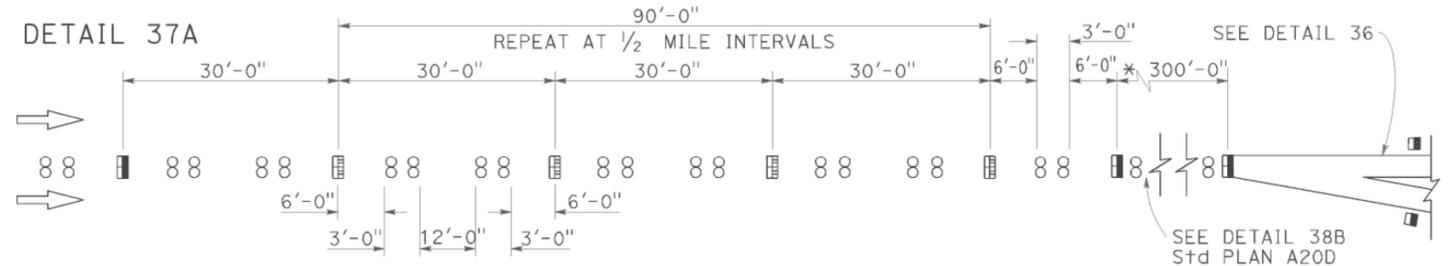
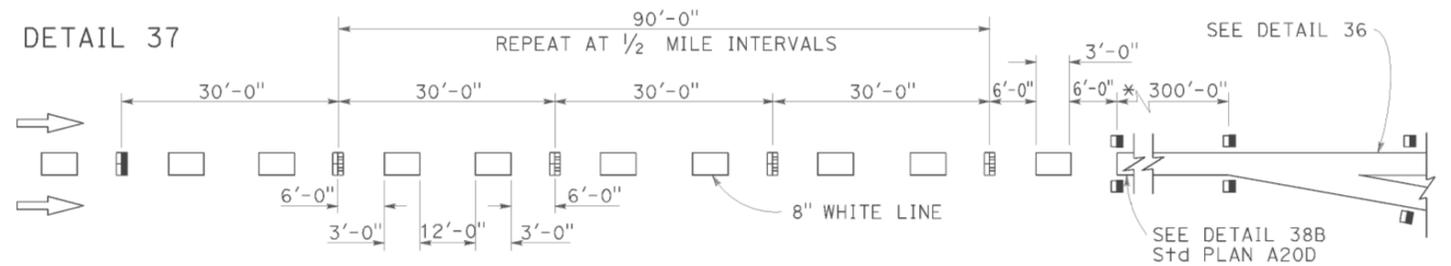
| | | | | | |
|------|----------|----------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha, Teh | 5,44,299 | Var | 14 | 33 |

Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 Roberta L. McLaughlin
 No. C40375
 Exp. 3-31-15
 CIVIL
 STATE OF CALIFORNIA

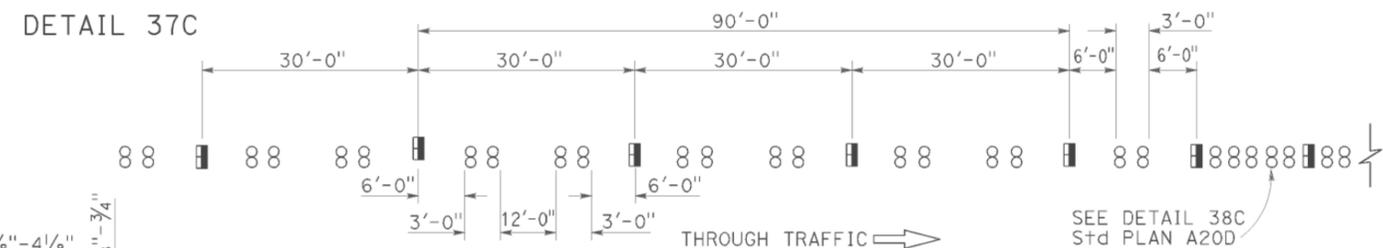
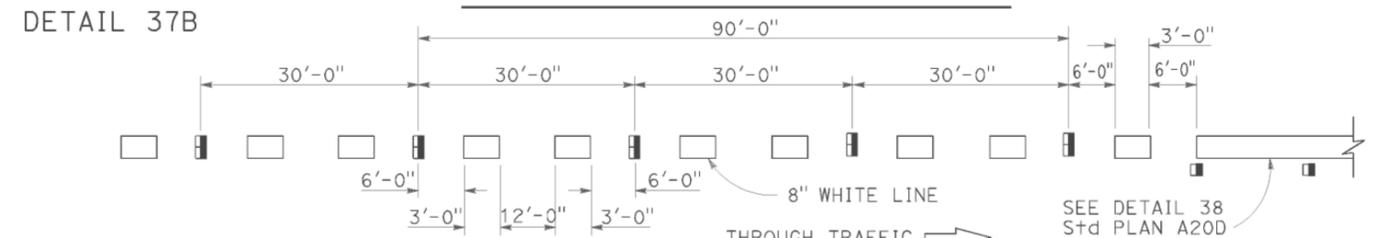
TO ACCOMPANY PLANS DATED 02-27-15

LANE DROP AT EXIT RAMP



* The solid channelizing line shown may be omitted on short auxiliary lanes where weaving length is critical.

LANE DROP AT INTERSECTIONS



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKERS AND TRAFFIC LINE TYPICAL DETAILS

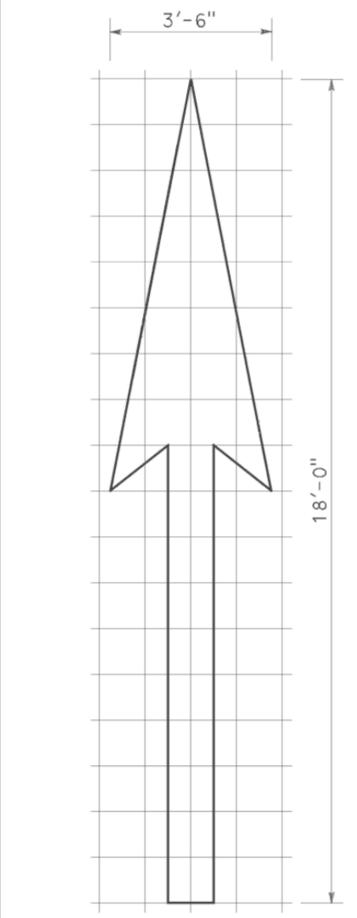
NO SCALE

RSP A20C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A20C DATED MAY 20, 2011 - PAGE 11 OF THE STANDARD PLANS BOOK DATED 2010.

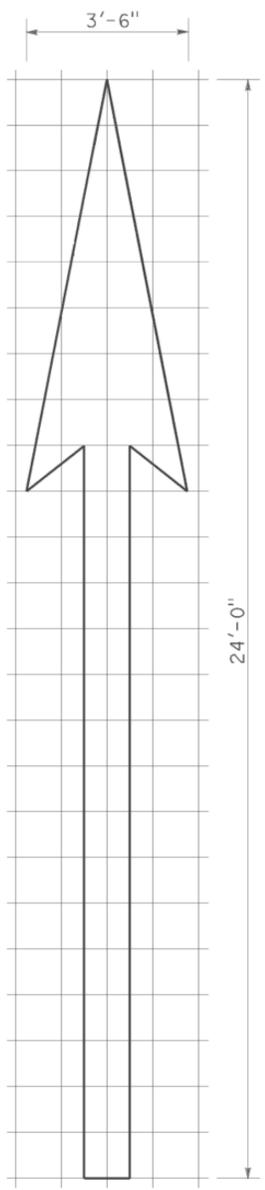
REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

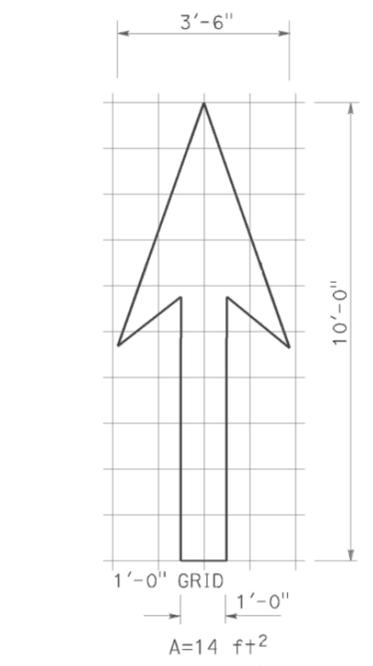
TO ACCOMPANY PLANS DATED 02-27-15



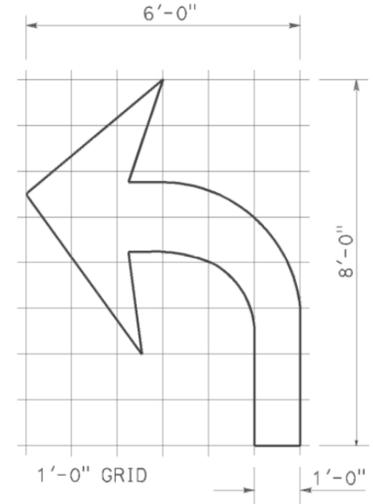
A=25 ft²
TYPE I 18'-0" ARROW



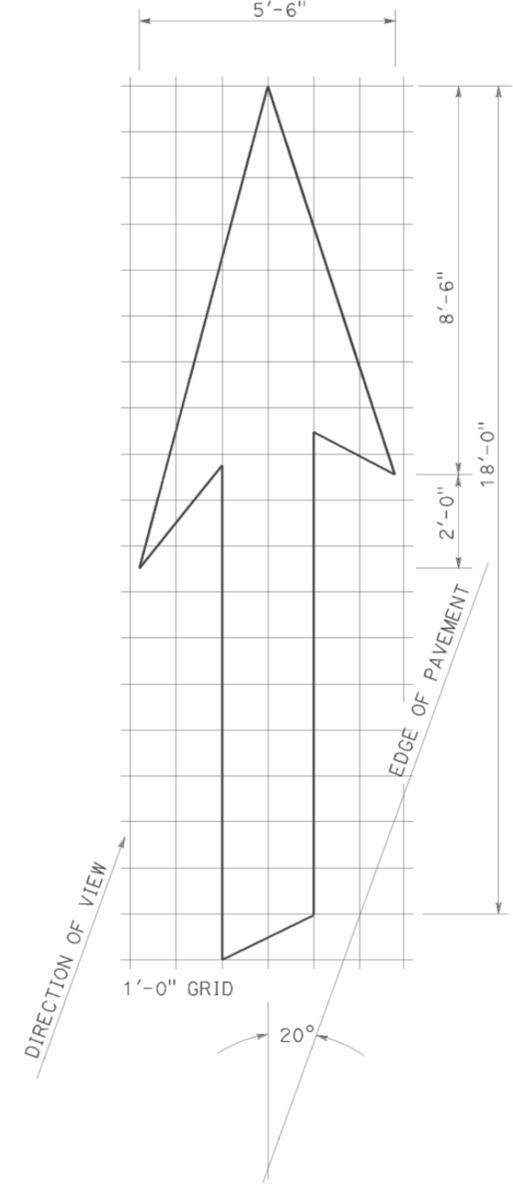
A=31 ft²
TYPE I 24'-0" ARROW



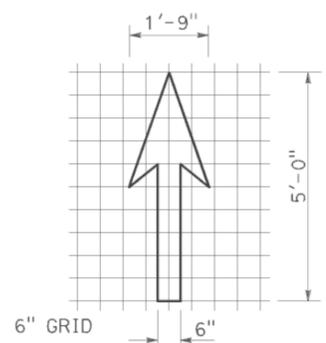
A=14 ft²
TYPE I 10'-0" ARROW



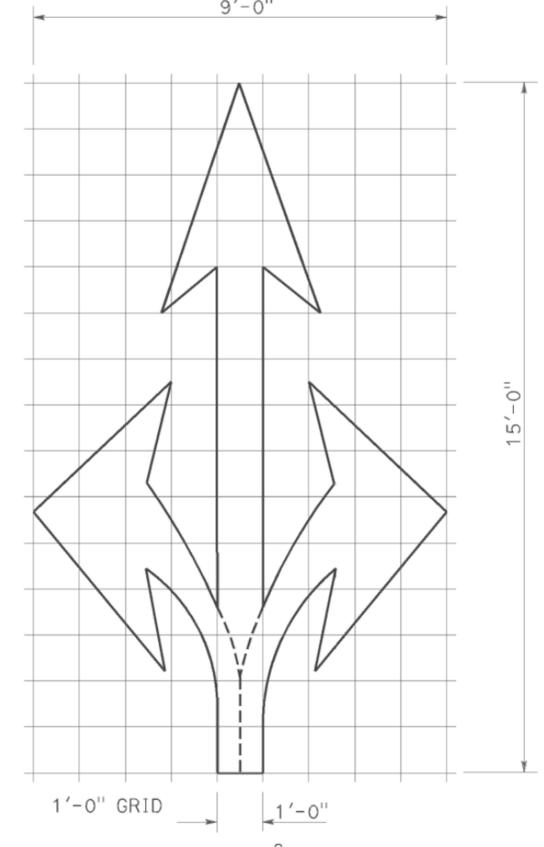
A=15 ft²
TYPE IV (L) ARROW
 (For Type IV (R) arrow, use mirror image)



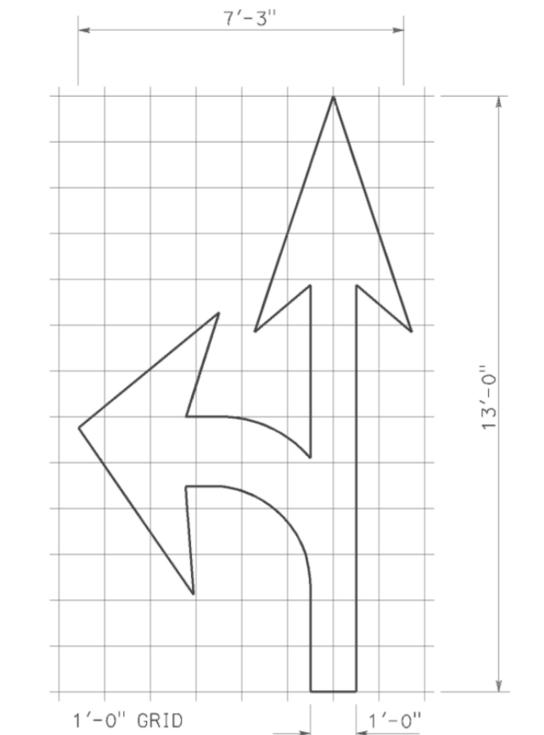
A=42 ft²
TYPE VI ARROW
 Right lane drop arrow
 (For left lane, use mirror image)



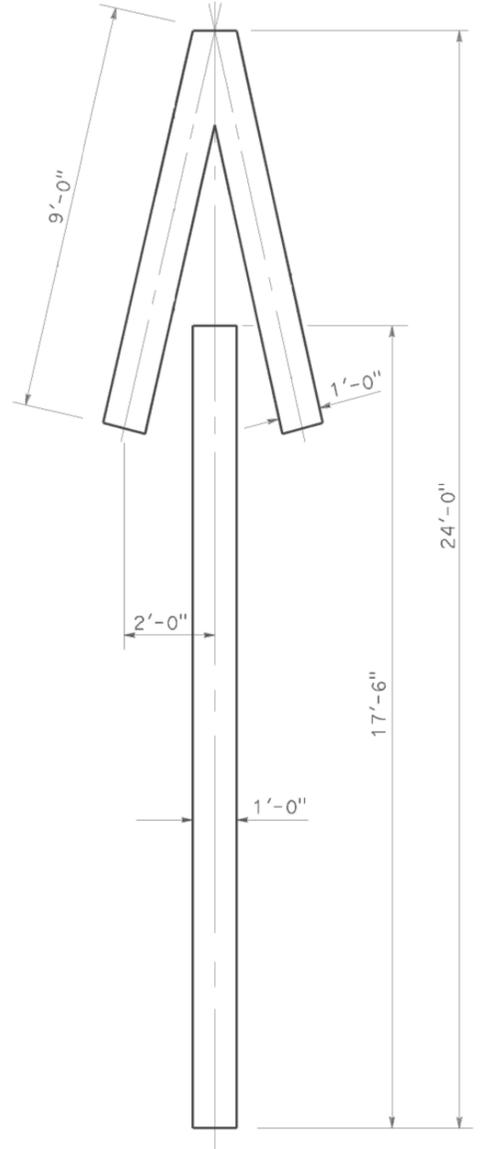
A=3.5 ft²
BIKE LANE ARROW



A=36 ft²
TYPE VIII ARROW



A=27 ft²
TYPE VII (L) ARROW
 (For Type VII (R) arrow, use mirror image)



A=33 ft²
TYPE V ARROW

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
 ARROWS**
 NO SCALE

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

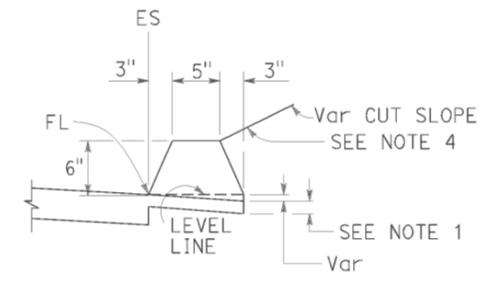
REVISED STANDARD PLAN RSP A24A

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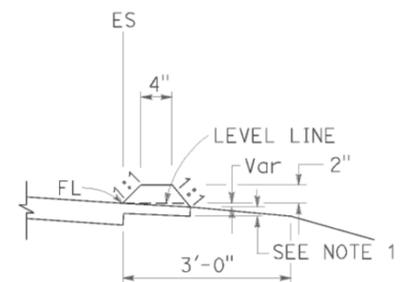
NOTE:
 Minor variations in dimensions may be accepted by the Engineer.

2010 REVISED STANDARD PLAN RSP A24A

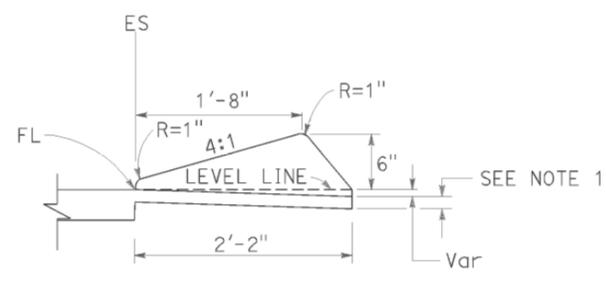
TO ACCOMPANY PLANS DATED 02-27-15



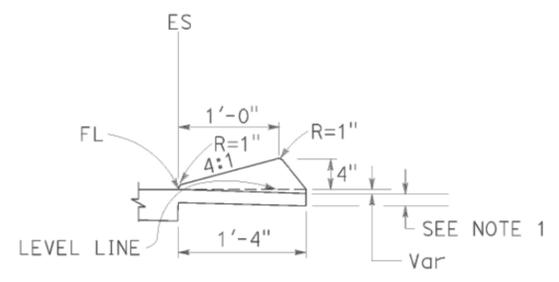
TYPE A
See Note 3



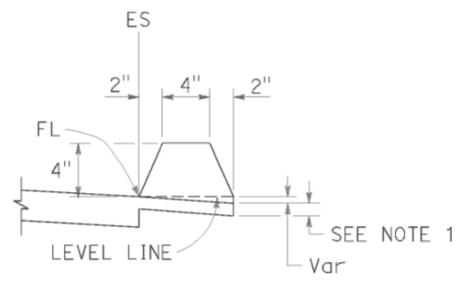
TYPE C



TYPE D

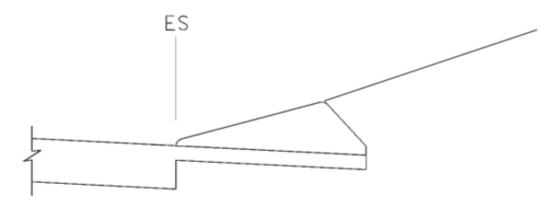


TYPE E

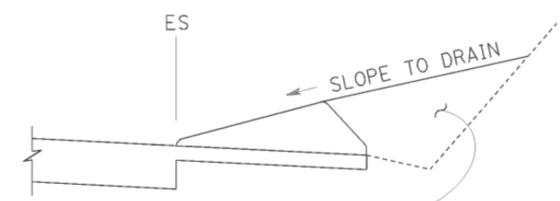


TYPE F
See Note 5

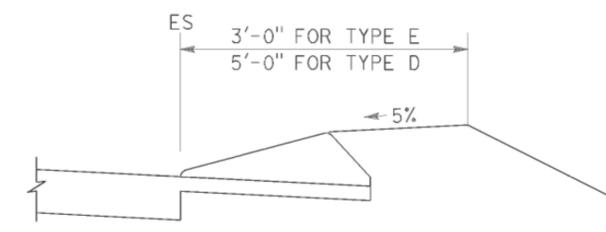
DIKES



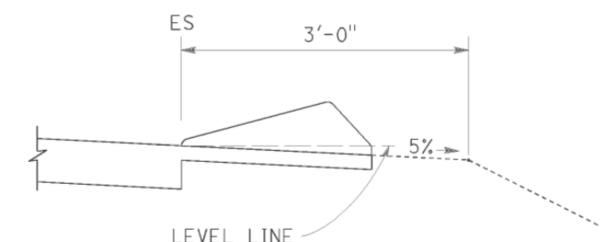
CASE C-1
Cut Slope



CASE C-2
Cut Slope



CASE F



CASE R
See Note 2

TYPE D AND E BACKFILL DETAILS

NOTES:

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

DIKE QUANTITIES

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

Quantities based on 5% cross slope.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT DIKES

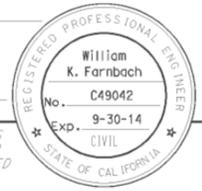
NO SCALE

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

REVISED STANDARD PLAN RSP A87B

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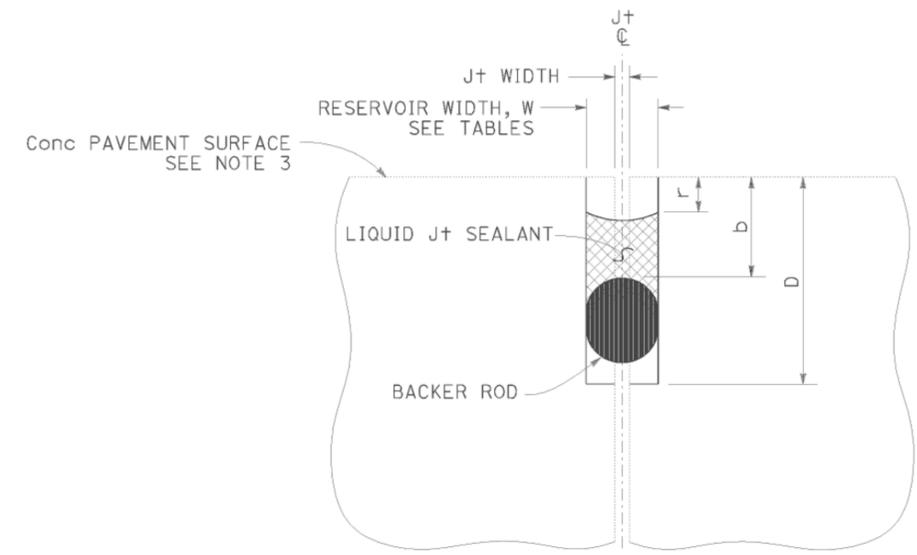
2010 REVISED STANDARD PLAN RSP A87B



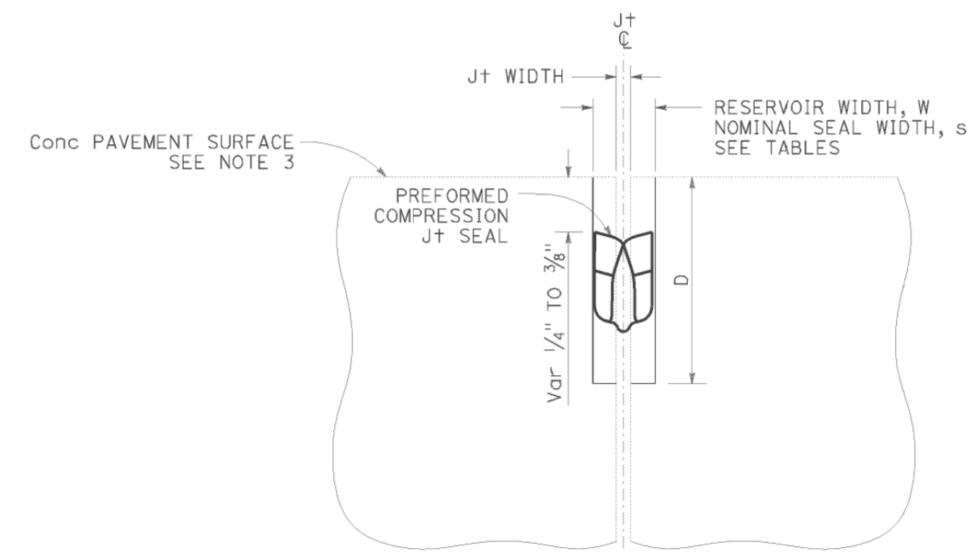
TO ACCOMPANY PLANS DATED 02-27-15

NOTES:

1. Details do not apply to isolation joints and longitudinal construction joints.
2. Tie bars, dowel bars, and bar reinforcement are not shown.
3. Depths are measured from the final concrete pavement surface elevation after any grinding.



LIQUID JOINT SEALANT



PREFORMED COMPRESSION JOINT SEAL

| | |
|--------------|------------------------------------|
| Const SEASON | Min RESERVOIR WIDTH * W ± 1/16" |
| WINTER | 1/4" |
| SPRING | 3/8" |
| SUMMER | |
| FALL | |

* Minimum reservoir width for replace joint seal = existing joint width + 1/8"

| RESERVOIR WIDTH W ± 1/16" | LIQUID JOINT SEALANT DIMENSIONS | | | | | |
|---------------------------------|---------------------------------|----------------------------|-------------------------|-----------------------|-------------------------|---------------------|
| | BACKER ROD NOMINAL Dia * | DEPTHS (ASPHALT RUBBER) ** | | DEPTHS (SILICONE) | | |
| | | RESERVOIR D ± 1/4" | BACKER ROD b ± 1/16" | RESERVOIR D ± 1/4" | BACKER ROD b ± 1/16" | RECESS r ± 1/16" |
| 1/4" | 3/8" | 1 3/4" | 7/8" | 1 3/8" | 1/2" | 1/4" |
| 3/8" | 1/2" | 1 7/8" | 7/8" | 1 1/2" | 1/2" | 1/4" |
| 1/2" | 3/4" | 2" | 7/8" | 1 3/4" | 9/16" | 5/16" |
| 5/8" | 7/8" | 2 1/4" | 1" | 2" | 5/8" | 5/16" |
| 3/4" | 1" | 2 3/4" | 1 1/8" | 2 1/4" | 3/4" | 3/8" |
| 7/8" | 1 1/4" | 3" | 1 1/4" | 2 1/2" | 13/16" | 3/8" |
| 1" | 1 1/2" | 3 1/4" | 1 3/8" | 2 5/8" | 7/8" | 3/8" |
| 1 1/8" | 1 1/2" | 3 1/2" | 1 1/2" | 2 13/16" | 1" | 1/2" |

* Larger diameter backer rods may be substituted according to manufacturer recommendations if reservoir depth is increased equivalently.

** Asphalt rubber sealant recess depth "r" varies from 1/4" to 3/8"

| RESERVOIR WIDTH W ± 1/16" | PREFORMED COMPRESSION JOINT SEAL DIMENSIONS | |
|---------------------------------|---|-----------------------------|
| | NOMINAL SEAL WIDTH s | RESERVOIR DEPTH D ± 1/4" |
| 1/4" | 7/16" | 1 1/4" |
| 3/8" | 11/16" | 1 1/16" |
| 1/2" | 13/16" | 1 1/8" |
| 5/8" | 1" | 1 7/8" |
| 3/4" | 1 1/4" | 2 1/8" |
| 7/8" | 1 5/8" | 2 5/8" |
| 1" | 1 9/8" | 2 9/8" |
| 1 1/8" | 2" | 2 7/8" |

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

JOINT SEALS

NO SCALE

RSP P20 DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN P20 DATED MAY 20, 2011 - PAGE 136 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP P20

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2010 REVISED STANDARD PLAN RSP P20

TO ACCOMPANY PLANS DATED 02-27-15

TABLE 1

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

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

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

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

TABLE 2

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

* - Speed is posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph
 ** - Longitudinal buffer space or flagger station spacing
 *** - Use on sustained downgrade steeper than -3 percent and longer than 1 mile.

TABLE 3

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

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

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM TABLES
 FOR LANE AND RAMP CLOSURES**

NO SCALE

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

REVISED STANDARD PLAN RSP T9

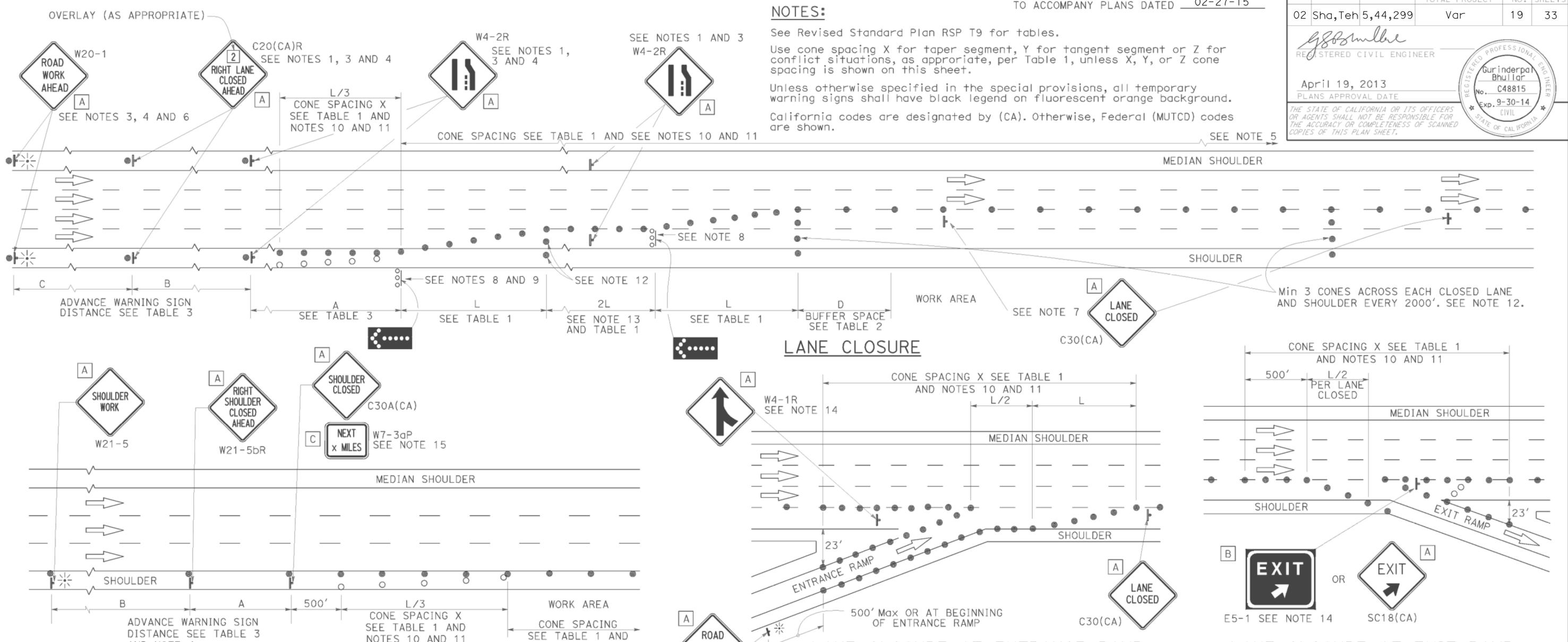
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|----------|----------|--------------------------|-----------|--------------|
| 02 | Sha, Teh | 5,44,299 | Var | 19 | 33 |

TO ACCOMPANY PLANS DATED 02-27-15

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

April 19, 2013
PLANS APPROVAL DATE

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



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

- NOTES:**
6. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA)L and W4-2L signs shall be used.
 7. Place a C30(CA) sign every 2000' throughout length of lane closure.
 8. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
 9. A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at top of crest vertical curve or on a horizontal curve.
 10. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 11. Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.

- NOTES:**
12. Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
 13. Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
 14. Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
 15. A W7-3aP "NEXT _____ MILES" plaque must be used if the shoulder closure extends beyond the distance that can be perceived by road users.

LEGEND

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

SIGN PANEL SIZE (Min)

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS

NO SCALE

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

REVISED STANDARD PLAN RSP T10

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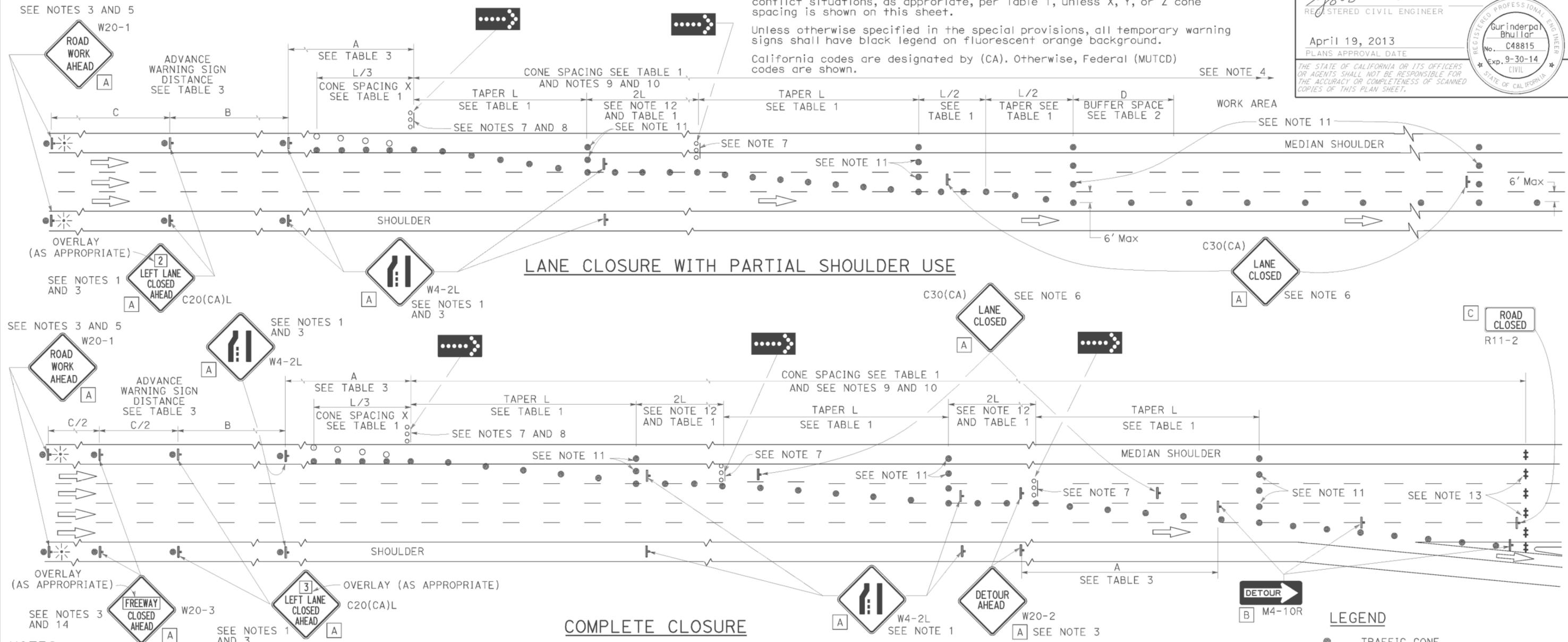
2010 REVISED STANDARD PLAN RSP T10

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|----------|----------|--------------------------|-----------|--------------|
| 02 | Sha, Teh | 5,44,299 | Var | 20 | 33 |

REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

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

NOTES: See Revised Standard Plan RSP T9 for tables.
 Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
 Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
 California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.



- NOTES:**
- Lane closures on the right side using partial median shoulder as a traffic lane shall conform to the details as shown except that C20(CA)R and W4-2R signs shall be used.
 - At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
 - Each advance warning sign on each side of the roadway shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" X 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 - A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious or ends within a larger project's limits.
 - If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT ___ MILES", use a C20(CA) sign for the first advance warning sign.
 - Place a C30(CA) sign every 2000' throughout length of lane closure.

- One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
- A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure With Partial Shoulder Use" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.

- Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
- A minimum of Two Type II or III barricades shall be placed across each closed lane and shoulder at the location shown and every 2000' within the complete closure area. Within the complete closure area, the transverse alignment of the barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
- When specified in the special provisions, a W20-2 "DETOUR AHEAD" sign is to be used in place of the W20-3 "FREEWAY CLOSED AHEAD" sign.

SIGN PANEL SIZE (Min)

| | |
|---|-----------|
| A | 48" x 48" |
| B | 48" x 18" |
| C | 48" x 30" |

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURES ON FREEWAYS AND EXPRESSWAYS

NO SCALE

RSP T10A DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10A DATED MAY 20, 2011 - PAGE 238 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10A

2010 REVISED STANDARD PLAN RSP T10A

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| | | | | | |
|------|----------|----------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha, Teh | 5,44,299 | Var | 21 | 33 |

Devinder Singh
 REGISTERED CIVIL ENGINEER
 No. C50470
 Exp. 6-30-15
 CIVIL
 STATE OF CALIFORNIA

October 17, 2014
 PLANS APPROVAL DATE

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NOTES:

See Revised Standard Plan RSP T9 for tables.

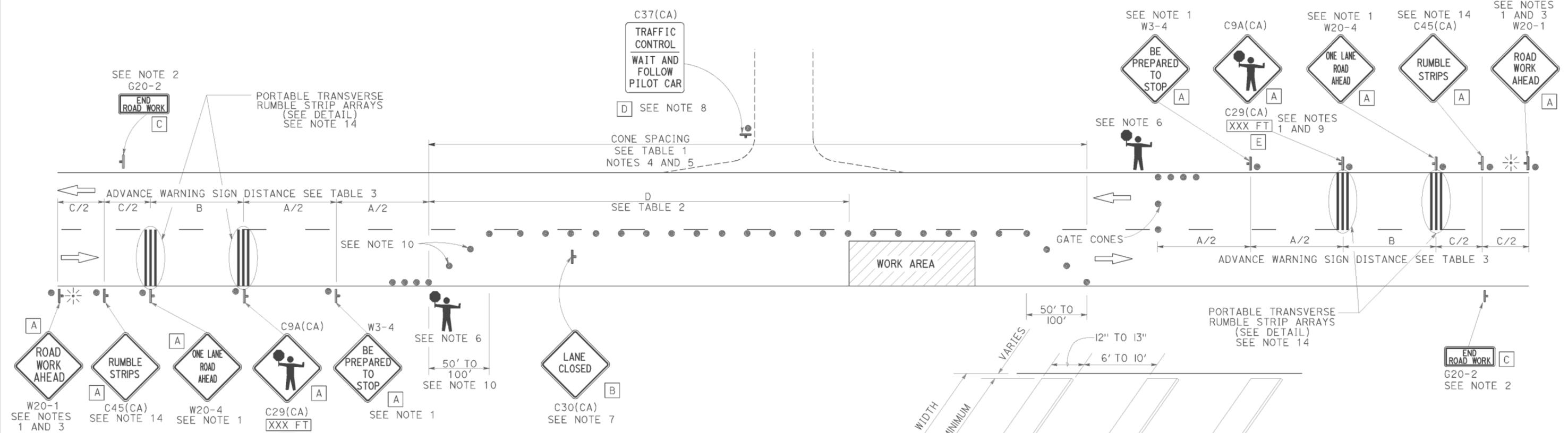
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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

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

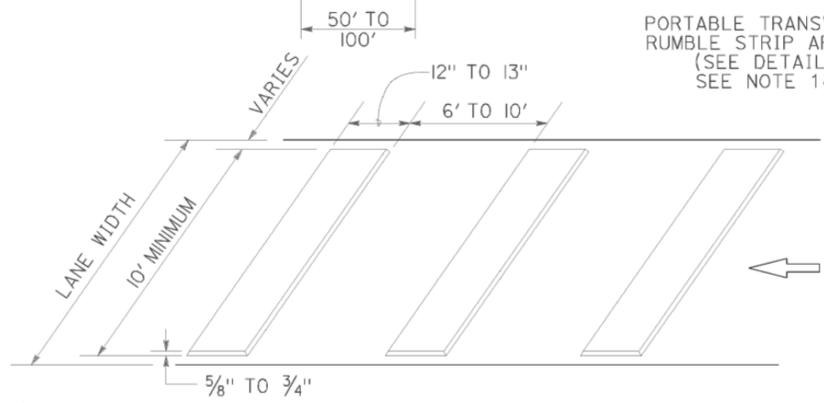
TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 02-27-15



- NOTES:**
- Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 - A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
 - If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a W20-4 sign for the first advance warning sign.
 - All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 - Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
 - Additional advance flaggers may be required. Flagger should stand in a conspicuous place, be visible to approaching traffic as well as approaching vehicles after the first vehicle has stopped. During the hours of darkness, the flagging-station and flagger shall be illuminated and clearly visible to approaching traffic. The illumination footprint of the lighting on the ground shall be at least 20' in diameter. Place a minimum of four cones at 50' intervals in advance of flagger station as shown.

- Place C30(CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work areas. They are optional if the work area is visible from the flagger station.
- When a pilot car is used, place a C37(CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign with black legend on white background at all intersections, driveways and alleys without a flagger within traffic control area. Signs shall be clean and visible at all times. Where traffic can not be effectively self-regulated, at least one flagger shall be used at each intersection within traffic control area.
- An optional C29(CA) sign may be placed below the C9A(CA) sign.
- Either traffic cones or barricades shall be placed on the taper. Barricades shall be Type I, II, or III.
- The color of the portable transverse rumble strips shall be black or orange. Use 2 arrays, each array shall consist of 3 rumble strips.
- Portable transverse rumble strips shall not be placed on sharp horizontal or vertical curves nor shall they be placed through pedestrian crossings.
- If the portable transverse rumble strips become out of alignment (skewed) by more than 6 inches, measured from one end to the other, they shall be readjusted to bring the placement back to the original location.
- Portable transverse rumble strips are not required if any one of the following conditions is satisfied:
 - Work duration occupies a location for four hours or less
 - Posted speed limit is below 45 MPH
 - Work is of emergency nature
 - Work zone is in snow or icy weather conditions



SIGN PANEL SIZE (Min)

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

LEGEND

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ☼ PORTABLE FLASHING BEACON
- 👤 FLAGGER

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

RSP T13 DATED OCTOBER 17, 2014 SUPERSEDES RSP T13 DATED JULY 18, 2014
AND RSP T13 DATED APRIL 19, 2013 AND STANDARD PLAN T13 DATED
MAY 20, 2011 - PAGE 241 OF THE STANDARD PLANS BOOK DATED 2010.

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2010 REVISED STANDARD PLAN RSP T13

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 48" x 30"
- C 36" x 36"
- D 48" x 36"

LEGEND

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ‡ BARRICADES
- ⚡ PORTABLE FLASHING BEACON

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|----------|----------|--------------------------|-----------|--------------|
| 02 | Sha, Teh | 5,44,299 | Var | 22 | 33 |

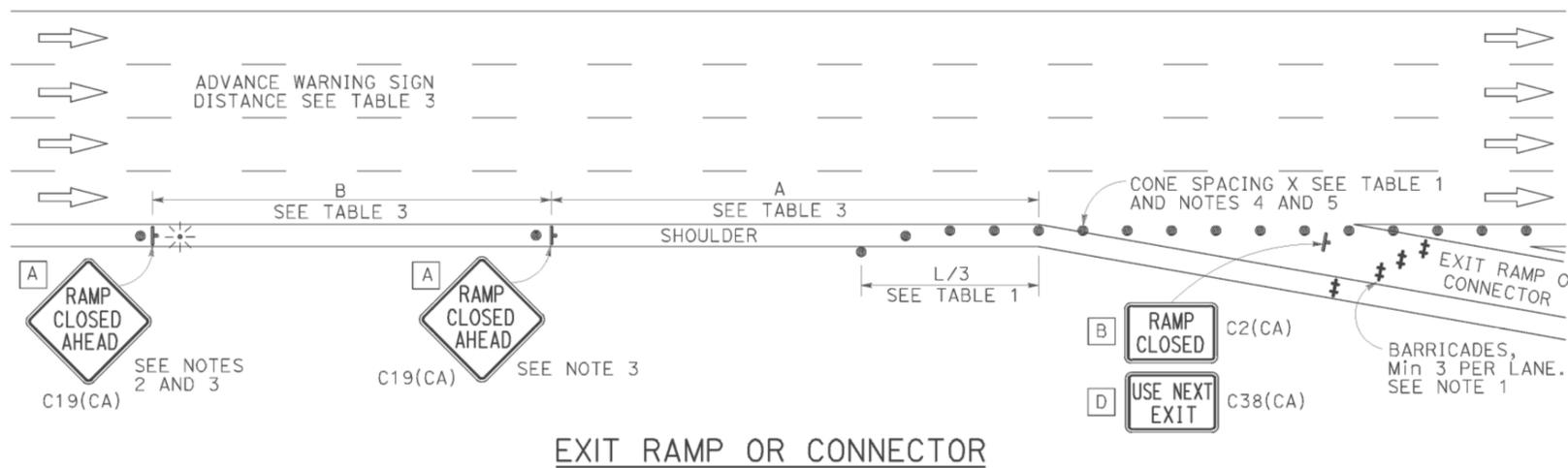
Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

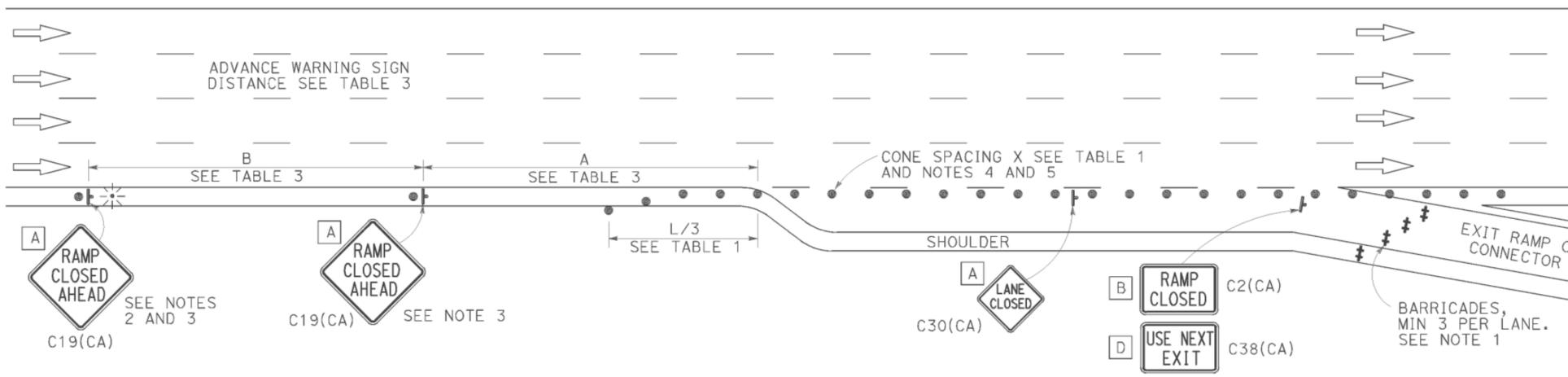
TO ACCOMPANY PLANS DATED 02-27-15

NOTES:

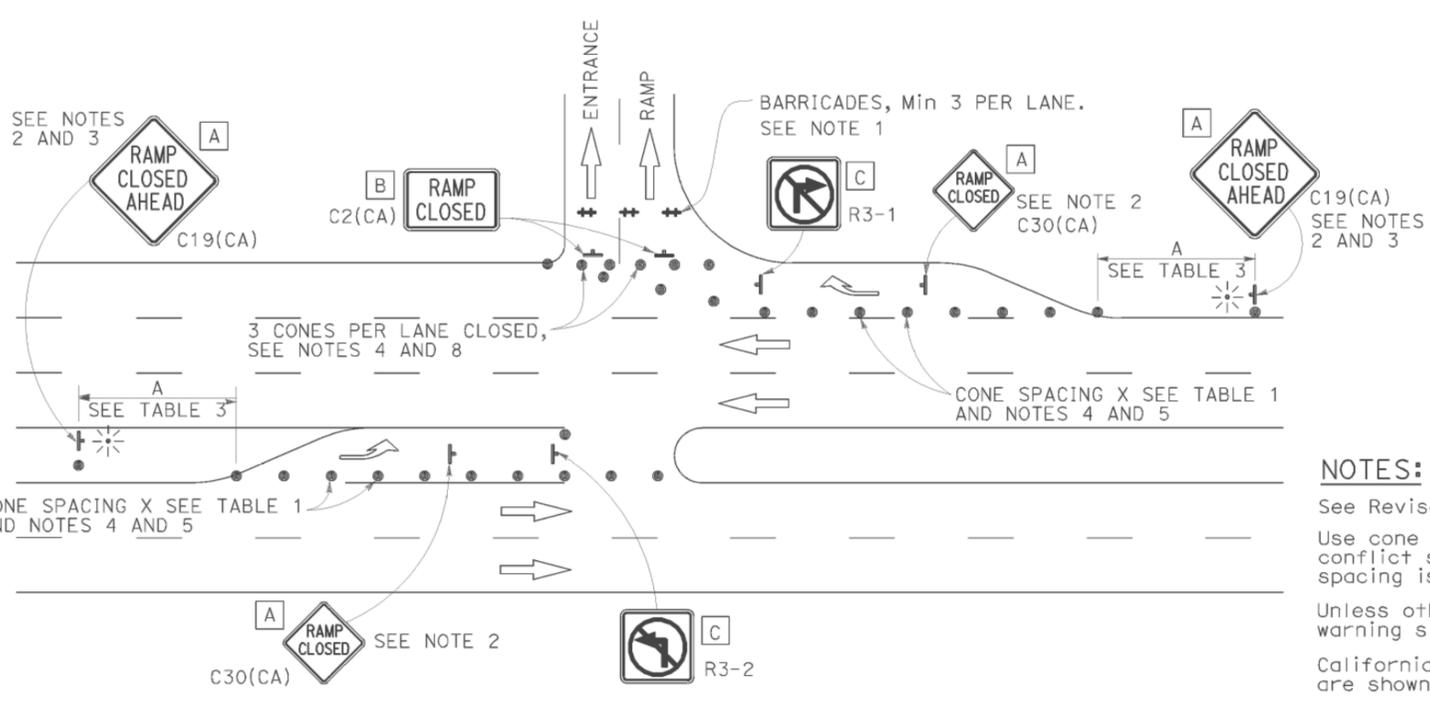
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed by the Engineer, on all guide signs that refer to the closed ramp. The letter size on the overlay shall be the same as the guide sign.
- Each advance C19(CA) "RAMP CLOSED AHEAD" sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. A flashing beacon shall be placed on top of the first C19(CA) sign during hours of darkness.
- All cones used for ramp closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime ramp closures only.
- At least one person shall be assigned to provide full time maintenance of traffic control devices, unless otherwise directed by the Engineer.
- The existing "EXIT" signs shall be covered during ramp closures.
- A minimum of 3 cones shall be placed transversely across each closed lane and shoulder.



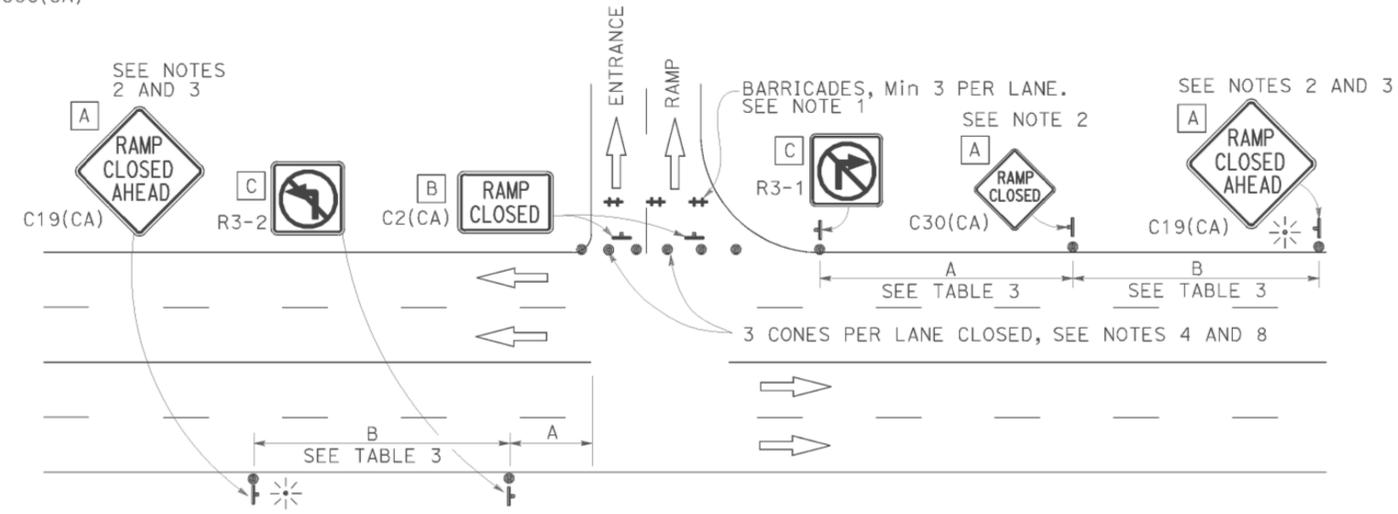
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

- See Revised Standard Plan RSP T9 for tables.
- Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
- Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
- California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURE**
 NO SCALE

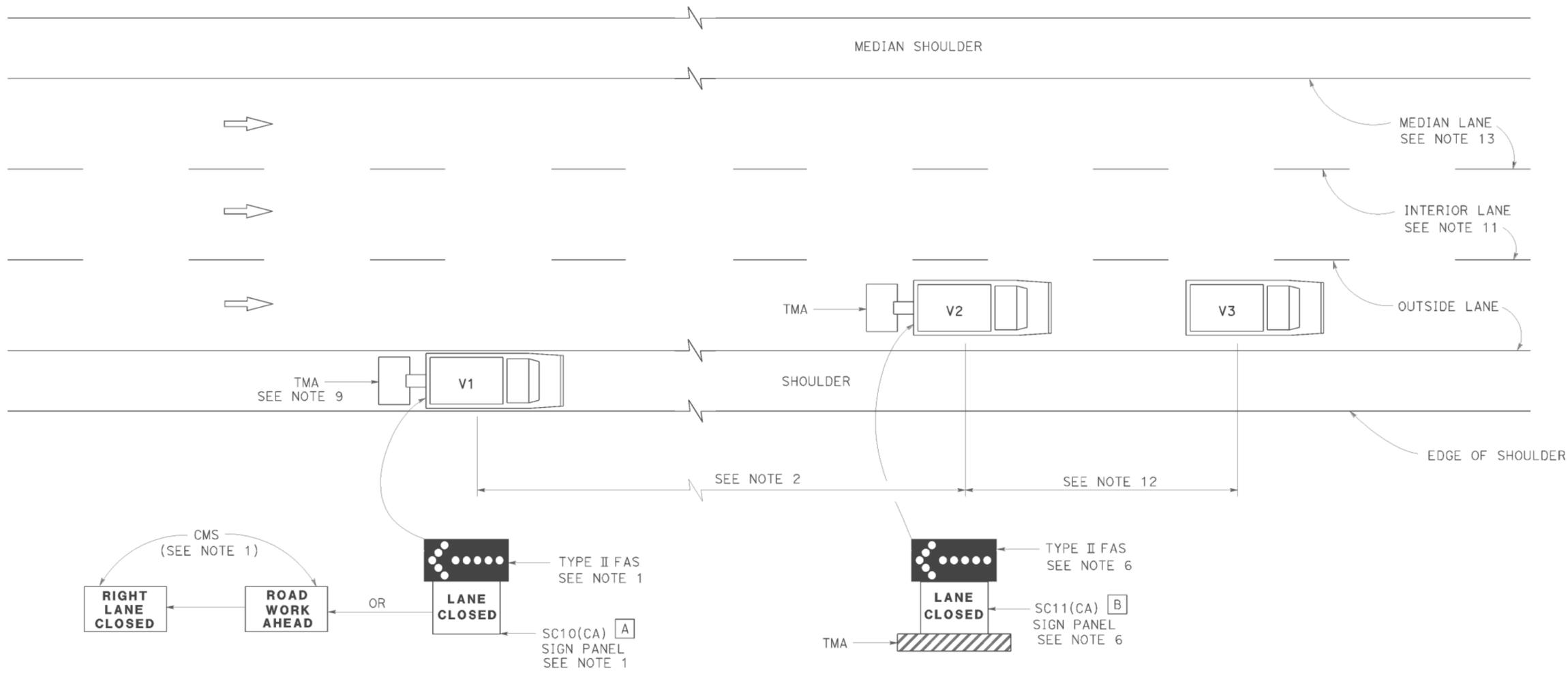
RSP T14 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T14
 DATED MAY 20, 2011 - PAGE 242 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T14

2010 REVISED STANDARD PLAN RSP T14

P:\proj\02\46730\plans\pse\24gr730va010_rsp14.dgn

TO ACCOMPANY PLANS DATED 02-27-15



SIGN PANEL SIZE (Min)

- A 66" x 36"
- B 54" x 42"

LEGEND

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

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

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURE ON MULTILANE HIGHWAYS
NO SCALE

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

REVISED STANDARD PLAN RSP T15

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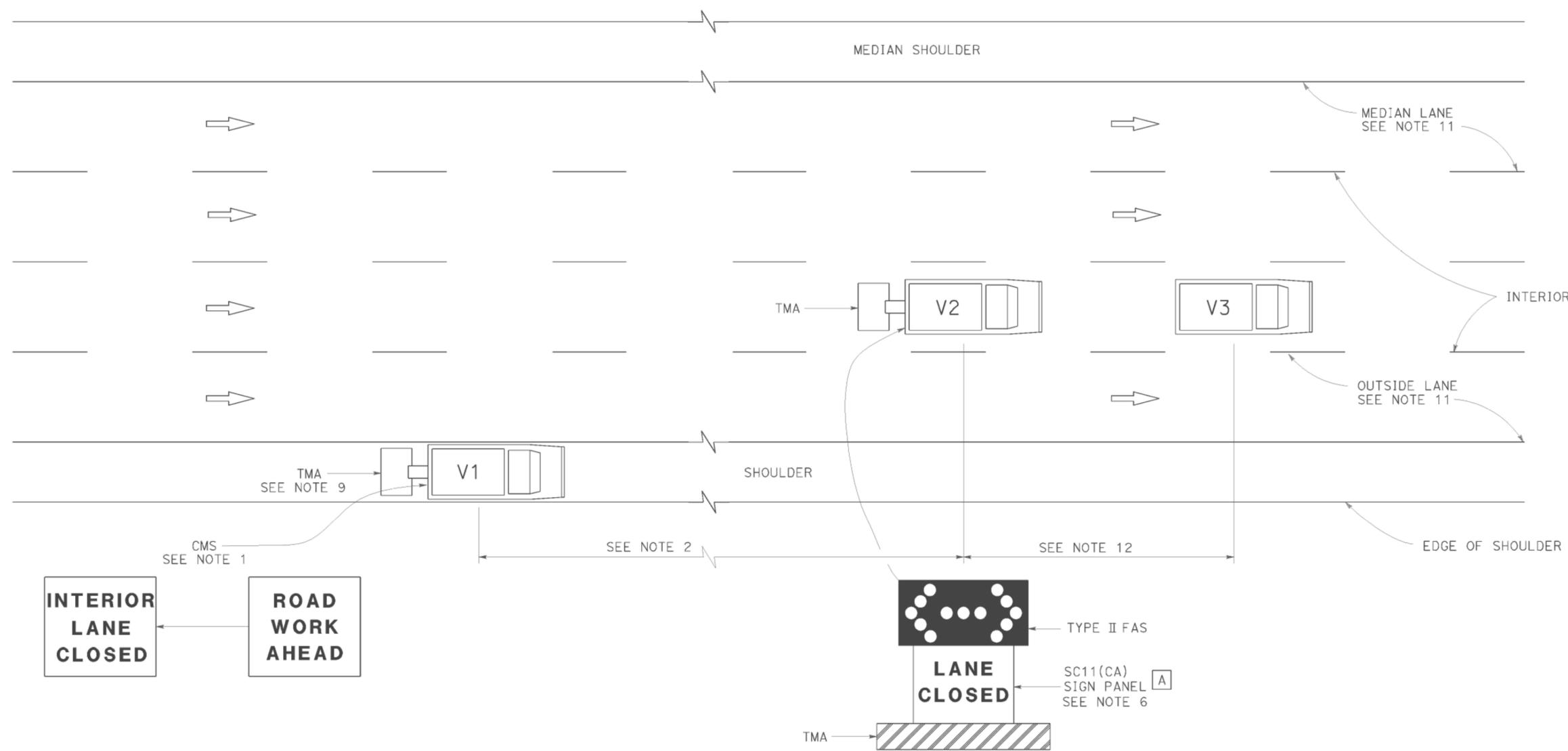
2010 REVISED STANDARD PLAN RSP T15

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|----------|----------|--------------------------|-----------|--------------|
| 02 | Sha, Teh | 5,44,299 | Var | 24 | 33 |

Registered Civil Engineer
 April 19, 2013
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



TO ACCOMPANY PLANS DATED 02-27-15



SIGN PANEL SIZE (Min)

A 54" x 42"

LEGEND

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

MOVING LANE CLOSURE ON INTERIOR LANE OF MULTILANE HIGHWAYS

NOTES:

1. A changeable message sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "INTERIOR LANE CLOSED" message. The message "CENTER LANE CLOSED" may be used in place of the "INTERIOR LANE CLOSED" message.
2. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
3. A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
4. Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
5. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
6. Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2.
7. All vehicles used for lane closures shall be equipped with two-way radios, and the vehicle operators shall maintain communication during the work or application operation.
8. All vehicles shall be equipped with flashing or rotating amber lights.
9. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.
10. Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11 etc., as applicable) shall be used instead of this plan.
11. For moving lane closure on median lane or outside lane of multilane highways, use Revised Standard Plan T15.
12. The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON MULTILANE HIGHWAYS**
 NO SCALE

RSP T16 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T16 DATED MAY 20, 2011 - PAGE 244 OF THE STANDARD PLANS BOOK DATED 2010.

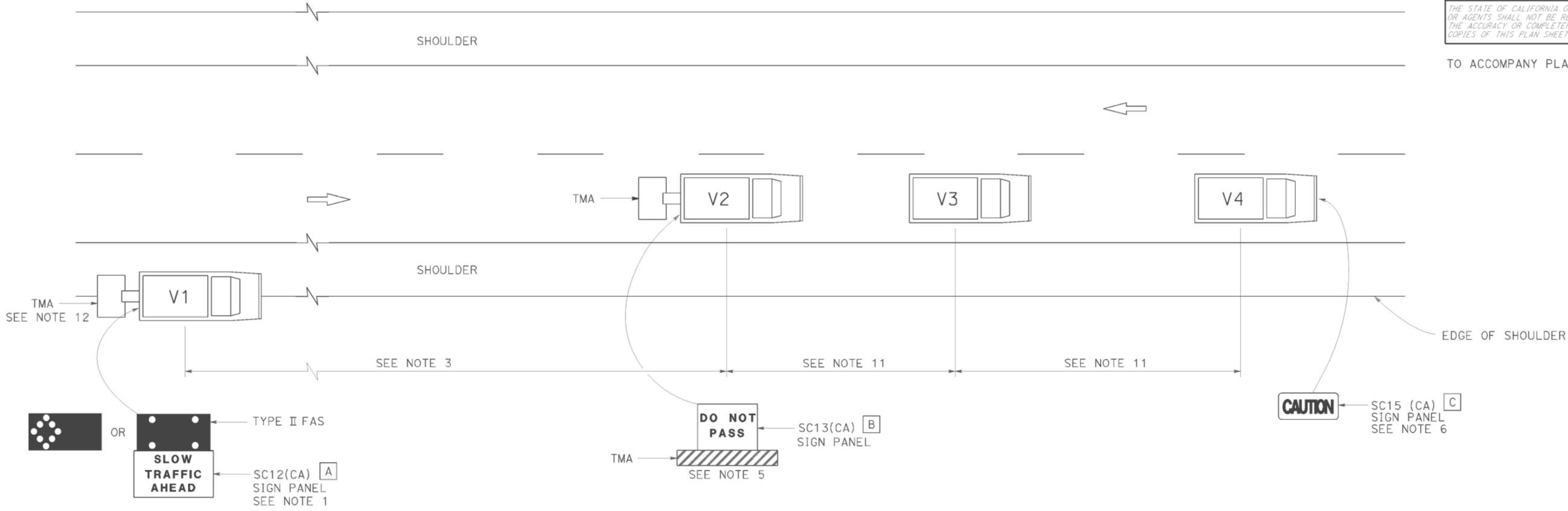
REVISED STANDARD PLAN RSP T16

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2010 REVISED STANDARD PLAN RSP T16



TO ACCOMPANY PLANS DATED 02-27-15



NOTES:

1. Either a changeable message sign or a SC12(CA) "SLOW TRAFFIC AHEAD" sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "CAUTION" message first, follow by the "SLOW TRAFFIC AHEAD" message. A Type II flashing arrow sign may be used with the SC12(CA) sign panel.
2. Sign vehicle V1 should be positioned where highly visible when shoulders are not available.
3. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue.
4. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
5. Shadow vehicle shall be equipped with a truck-mounted attenuator. The sign panel shown shall be mounted on the rear of shadow vehicle V2. The message "LANE CLOSED" may be used in place of the "DO NOT PASS" message.
6. The sign panel shown shall be mounted on the front of sign vehicle V4, facing opposing traffic.

7. All vehicles shall be equipped with flashing or rotating amber lights.
8. Sign vehicle V4 will not be required when the work and vehicles V2 and V3 are 2' or more from the centerline of the highway during the work or application operations.
9. All vehicles used for lane closures shall be equipped with two-way radios and the vehicle operators shall maintain communication during the work or application operation.
10. This plan shall not be used where workers would be on foot in the work area. Use a stationary type lane closure (Revised Standard Plan T13) for this condition.
11. Minimize spacing between vehicles V2 and V3 and vehicles V3 and V4 to deter road users from driving in between them.
12. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.

LEGEND

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

SIGN PANEL SIZE (Min)

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

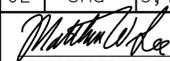
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON TWO LANE HIGHWAYS**
 NO SCALE

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

REVISED STANDARD PLAN RSP T17

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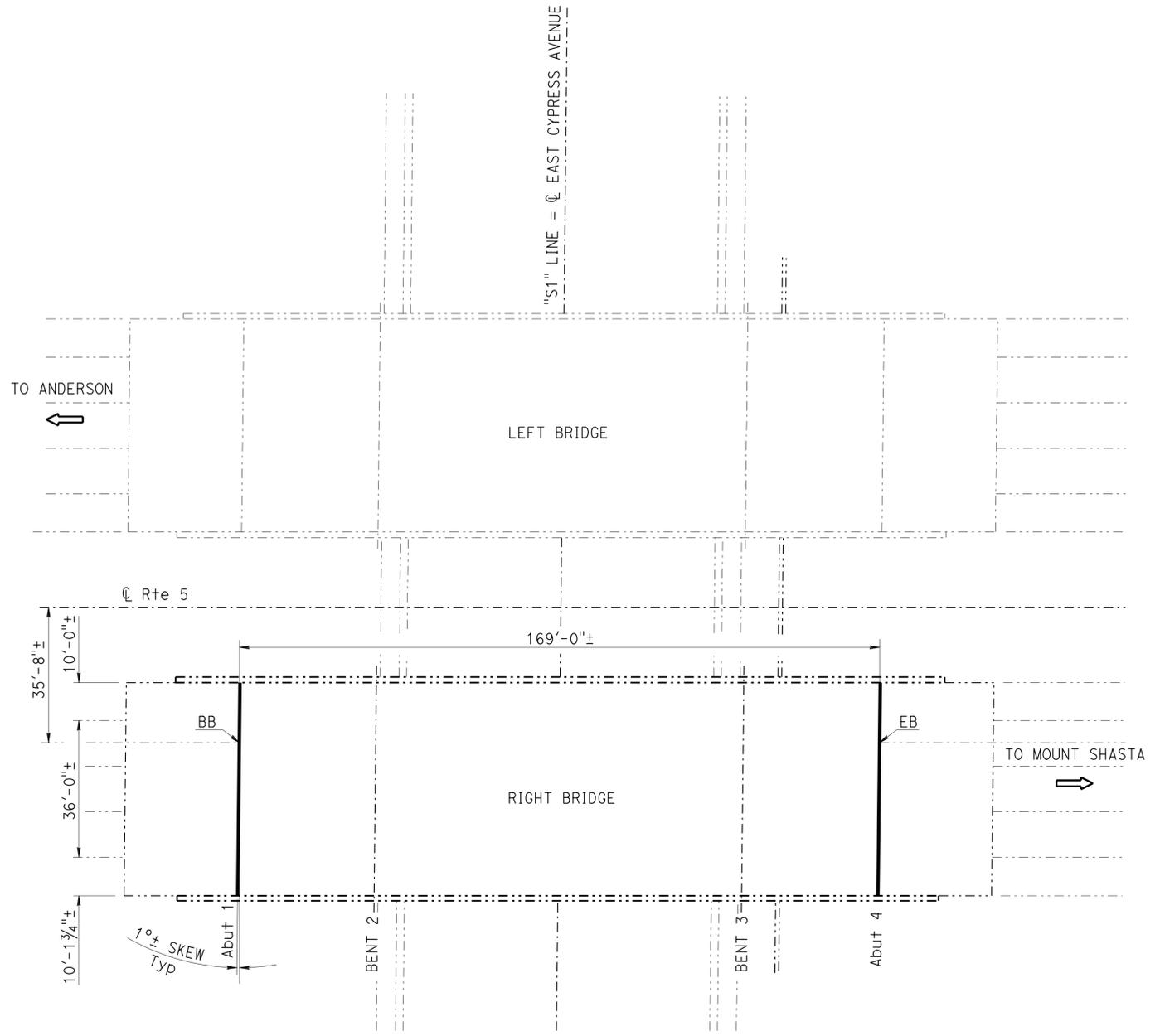
2010 REVISED STANDARD PLAN RSP T17

| | | | | | |
|--|--------|----------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 26 | 33 |
|  REGISTERED CIVIL ENGINEER | | | DATE | 2-27-15 | |
| PLANS APPROVAL DATE | | | 2-27-15 | | |
|  | | | | | |
| <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> | | | | | |

NOTE: (APPLY TO ALL SHEETS)
 ----- Indicates existing.

NOTES: (APPLY TO THIS SHEET ONLY)

 Indicates location of clean expansion joint and install new joint seal. For details, see "JOINT SEAL DETAILS NO. 2" sheet.



INDEX TO PLANS

| SHEET NO. | TITLE |
|-----------|---------------------------------|
| 1 | GENERAL PLAN NO. 1 |
| 2 | GENERAL PLAN NO. 2 |
| 3 | GENERAL PLAN NO. 3 |
| 4 | GENERAL PLAN NO. 4 |
| 5 | GENERAL PLAN NO. 5 |
| 6 | JOINT SEAL DETAILS NO. 1 |
| 7 | JOINT SEAL DETAILS NO. 2 |
| 8 | STRUCTURE APPROACH TYPE R (30D) |

STANDARD PLANS 2010

| SHEET NO. | TITLE |
|-----------|--|
| A10A | ABBREVIATIONS (SHEET 1 OF 2) |
| RSP A10B | ABBREVIATIONS (SHEET 2 OF 2) |
| B6-21 | JOINT SEALS (MAXIMUM MOVEMENT RATING = 2") |



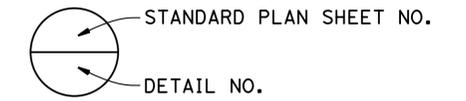
EAST CYPRESS AVENUE UNDERCROSSING

Br No. 06-0125R, Rte 5, Sha, PM R14.44
 1" = 20'

EAST CYPRESS AVENUE UNDERCROSSING (06-0125R)

QUANTITIES

| | |
|-----------------------|--------|
| CLEAN EXPANSION JOINT | 114 LF |
| JOINT SEAL (MR 1") | 114 LF |



NOTE:
 THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

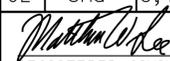
| | | | | | | | | | |
|--|------------|-----------------|-----------------|--------------------|--|--|--|------------------|--|
|  DESIGN ENGINEER | DESIGN | BY Quang Vo | CHECKED P. Kang | LOAD FACTOR DESIGN | LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD | STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION | DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN | BRIDGE NO. | ROUTE 5, 44, 299 BRIDGES GENERAL PLAN NO. 1 |
| | DETAILS | BY Dale Kubochi | CHECKED P. Kang | LAYOUT | BY D. Kubochi | | | CHECKED Quang Vo | |
| | QUANTITIES | BY Quang Vo | CHECKED P. Kang | SPECIFICATIONS | BY Dave Klein | PLANS AND SPECS COMPARED Dave Klein | POST MILE | VARIES | |

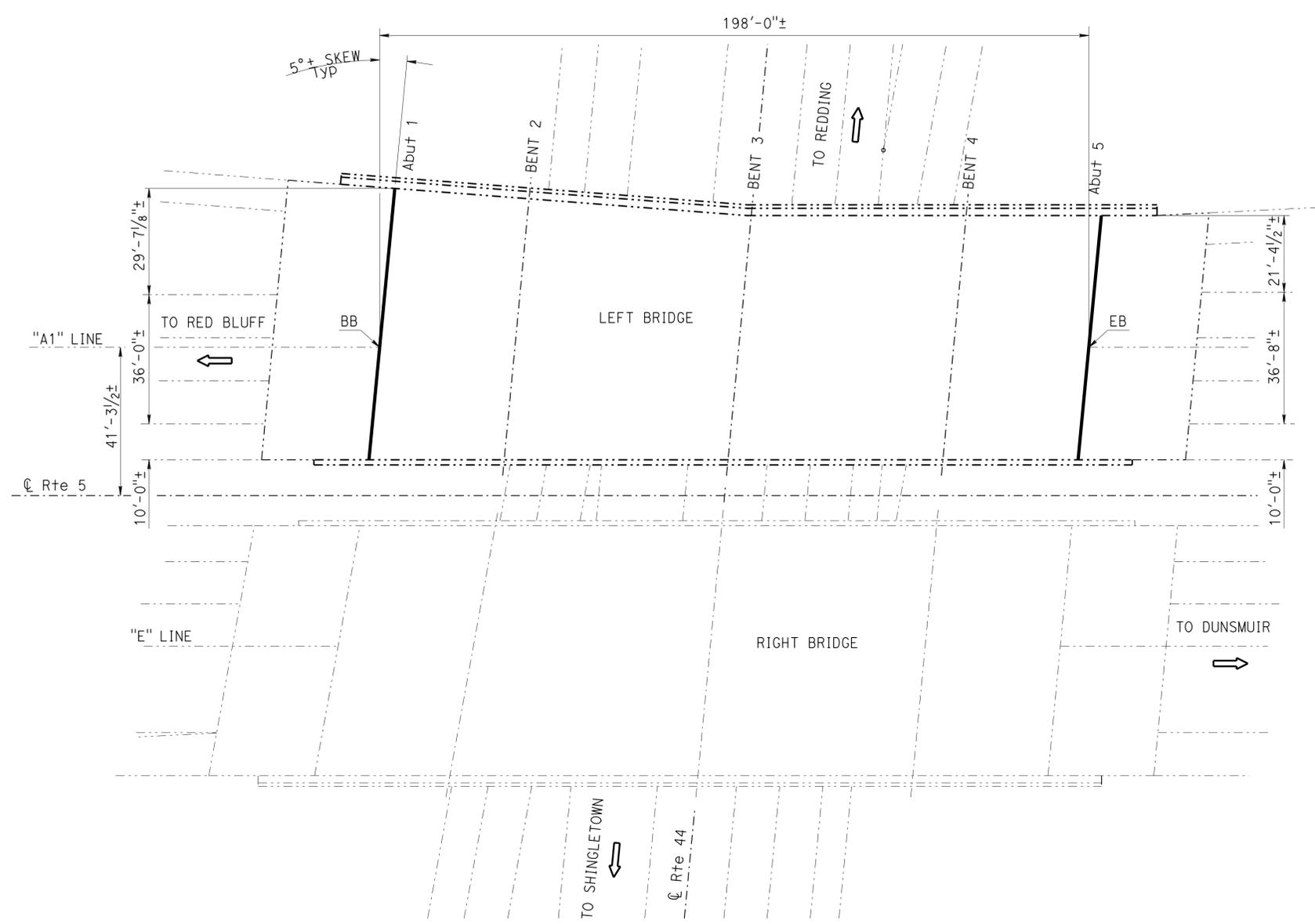
STRUCTURES MAINTENANCE GENERAL PLAN SHEET (ENGLISH) (REV. 09-01-10) ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

| | | | | | |
|------------|------------------------------------|-------------------------|---|---|--------------|
| UNIT: 3488 | PROJECT NUMBER & PHASE: 0214000053 | CONTRACT NO.: 02-4G7301 | DISREGARD PRINTS BEARING EARLIER REVISION DATES | REVISION DATES 11-26-14 1-4-15 1-30-15 2-27-15 | SHEET 1 OF 8 |
|------------|------------------------------------|-------------------------|---|---|--------------|

FILE => 02-4g7301-a-gp01.dgn

USERNAME => s115152 DATE PLOTTED => 27-FEB-2015 TIME PLOTTED => 08:57

| | | | | | |
|---|--------|----------|---|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 27 | 33 |
|  | | | 2-27-15 | DATE | |
| REGISTERED CIVIL ENGINEER | | | DATE | | |
| 2-27-15 | | | PLANS APPROVAL DATE | | |
|  | | | The State of California or its officers or agents shall not be responsible for the accuracy or completeness of scanned copies of this plan sheet. | | |



NOTES: (APPLY TO THIS SHEET ONLY)

 Indicates location of clean expansion joint and install new joint seal. For details, see "JOINT SEAL DETAILS NO. 2" sheet.



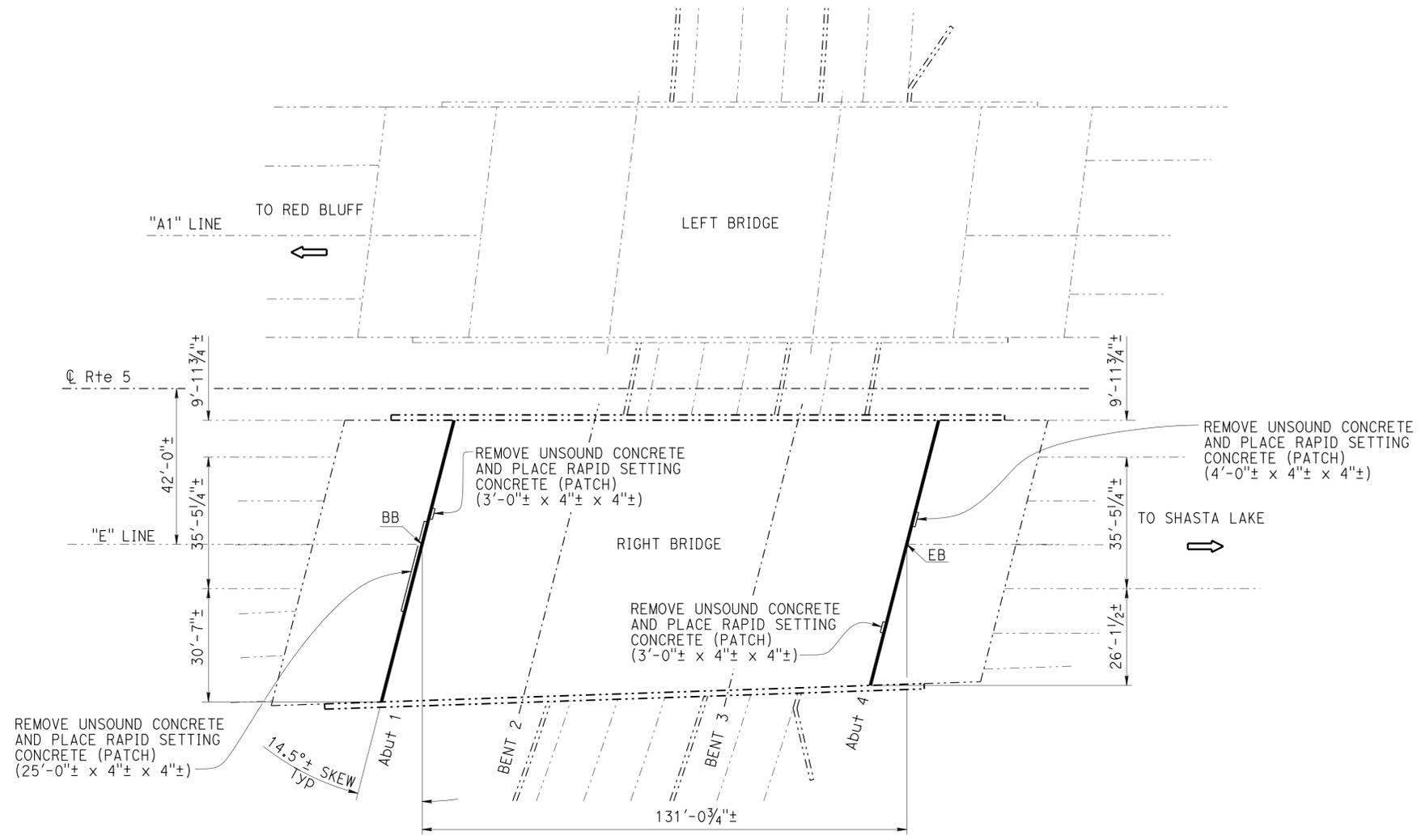
EAST REDDING (5/44) SEPARATION
 Br No. 06-0126L, Rte 5, Sha, PM R15.43
 1" = 20'

| | |
|--------------------------------|------------|
| EAST REDDING (5/44) SEPARATION | (06-0126L) |
| QUANTITIES | |
| CLEAN EXPANSION JOINT | 146 LF |
| JOINT SEAL (MR 1") | 146 LF |

NOTE:
 THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

|  DESIGN ENGINEER 2-27-15 | DESIGN | BY Quang Vo | CHECKED P. Kang | LOAD FACTOR DESIGN | LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD | STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION | DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN | BRIDGE NO. | ROUTE 5, 44, 299 BRIDGES GENERAL PLAN NO. 2 | | | | | | | | |
|--|------------|-----------------|-----------------|--------------------|--|--|---|-------------------------------------|--|---|---|----------------|-------|----|---------------------------------|---|---|
| | DETAILS | BY Dale Kubochi | CHECKED P. Kang | LAYOUT | BY D. Kubochi | | | CHECKED Quang Vo | | VARIOUS | | | | | | | |
| | QUANTITIES | BY Quang Vo | CHECKED P. Kang | SPECIFICATIONS | BY Dave Klein | | | PLANS AND SPECS COMPARED Dave Klein | | VARIES | | | | | | | |
| STRUCTURES MAINTENANCE GENERAL PLAN SHEET (ENGLISH) (REV. 09-01-10) | | | | | | ORIGINAL SCALE IN INCHES FOR REDUCED PLANS | UNIT: 3488 | PROJECT NUMBER & PHASE: 0214000053 | CONTRACT NO.: 02-4G7301 | DISREGARD PRINTS BEARING EARLIER REVISION DATES | <table border="1"> <tr> <th>REVISION DATES</th> <th>SHEET</th> <th>OF</th> </tr> <tr> <td>11-26-14 1-4-15 1-30-15 2-27-15</td> <td>2</td> <td>8</td> </tr> </table> | REVISION DATES | SHEET | OF | 11-26-14 1-4-15 1-30-15 2-27-15 | 2 | 8 |
| REVISION DATES | SHEET | OF | | | | | | | | | | | | | | | |
| 11-26-14 1-4-15 1-30-15 2-27-15 | 2 | 8 | | | | | | | | | | | | | | | |

| | | | | | |
|--|--------|----------|---|--------------------------------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 28 | 33 |
|  | | | 2-27-15 | REGISTERED CIVIL ENGINEER DATE | |
| 2-27-15 PLANS APPROVAL DATE | | |  | | |
| <small>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of scanned copies of this plan sheet.</small> | | | | | |



NOTES: (APPLY TO THIS SHEET ONLY)

 Indicates location of clean expansion joint and install new joint seal. For details, see "JOINT SEAL DETAILS NO. 2" sheet.



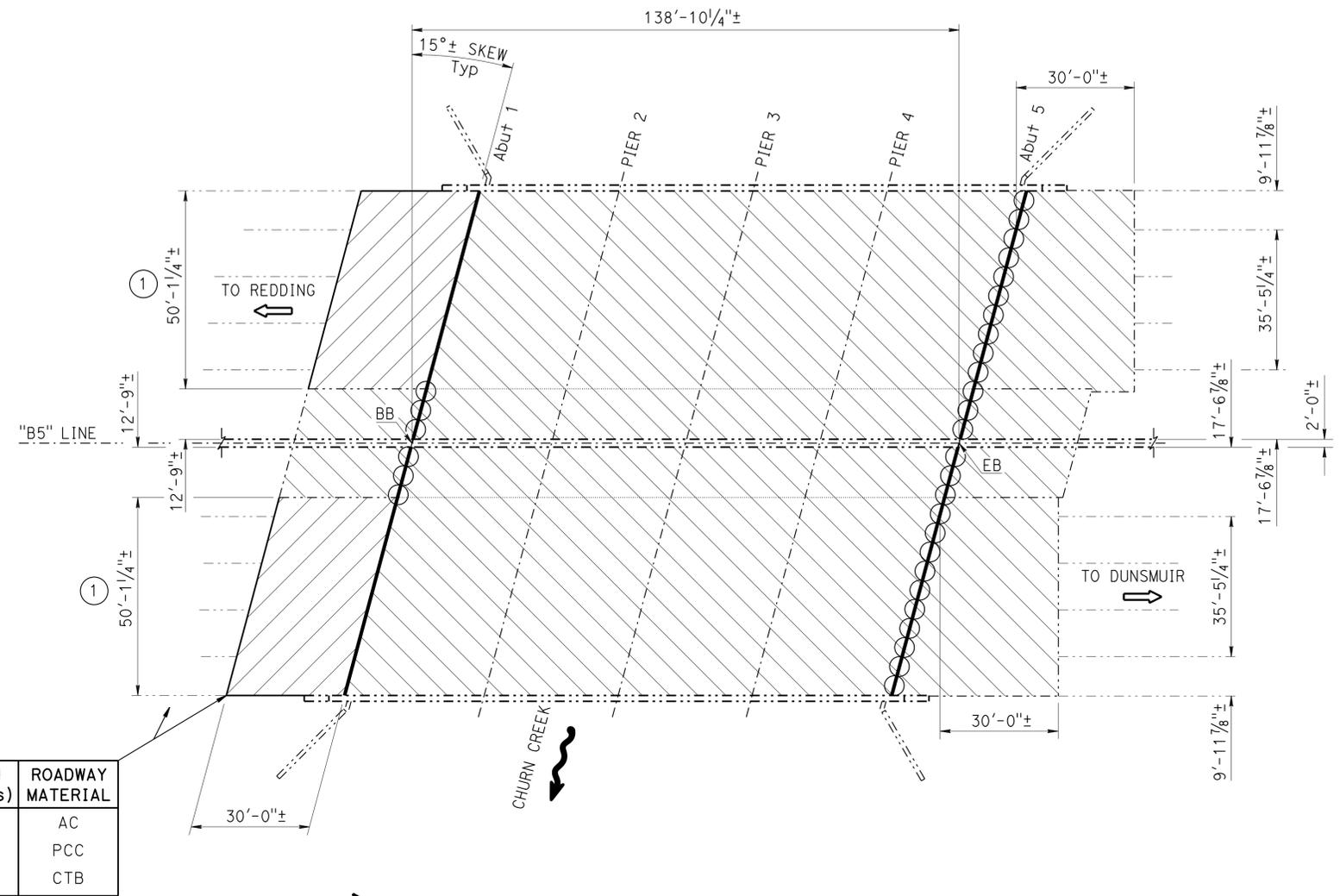
N5-W44 CONNECTOR UNDERCROSSING
 Br No. 06-0127R, Rte 5, Sha, PM R15.56
 1" = 20'

| | |
|--------------------------------|------------|
| N5-W44 CONNECTOR UNDERCROSSING | (06-0127R) |
| QUANTITIES | |
| RAPID SETTING CONCRETE (PATCH) | 4 CF |
| REMOVE UNSOUND CONCRETE | 4 CF |
| CLEAN EXPANSION JOINT | 155 LF |
| JOINT SEAL (MR 1") | 155 LF |

NOTE:
 THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

| | | | | | | | | | | | | |
|--|------------|-----------------|-----------------|--------------------|--|--|-------------------------------------|--|-------------------------|---|----------------|--------------|
|  DESIGN ENGINEER 2-27-15 | DESIGN | BY Quang Vo | CHECKED P. Kang | LOAD FACTOR DESIGN | LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD | STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION | BRIDGE NO. | ROUTE 5, 44, 299 BRIDGES GENERAL PLAN NO. 3 | | | | |
| | DETAILS | BY Dale Kubochi | CHECKED P. Kang | LAYOUT | BY D. Kubochi | | CHECKED Quang Vo | | VARIOUS | | | |
| | QUANTITIES | BY Quang Vo | CHECKED P. Kang | SPECIFICATIONS | BY Dave Klein | | PLANS AND SPECS COMPARED Dave Klein | | VARIES | | | |
| STRUCTURES MAINTENANCE GENERAL PLAN SHEET (ENGLISH) (REV. 09-01-10) | | | | | | ORIGINAL SCALE IN INCHES FOR REDUCED PLANS | UNIT: 3488 | PROJECT NUMBER & PHASE: 0214000053 | CONTRACT NO.: 02-4G7301 | DISREGARD PRINTS BEARING EARLIER REVISION DATES | REVISION DATES | SHEET 3 OF 8 |

USERNAME => s115152 DATE PLOTTED => 27-FEB-2015 TIME PLOTTED => 08:57



| DEPTH (inches) | ROADWAY MATERIAL |
|----------------|------------------|
| 3 | AC |
| 8 | PCC |
| 4 | CTB |

- NOTES: (APPLY TO THIS SHEET ONLY)
- Indicates limits of install new joint seal. For details, see "JOINT SEAL DETAILS NO. 2" sheet.
 - Indicates limits of clean expansion joint.
 - ▨ Indicates limits of remove existing 3"± thickness AC overlay, prepare existing concrete deck, remove unsound concrete and place rapid setting concrete (patch), and place new 3" polyester concrete overlay. For "Joint And Deck Repair Detail", see "JOINT SEAL DETAILS NO. 2" sheet.
 - ▨ Indicates limits of structural concrete, approach slab (Type R), place 3" polyester concrete overlay. For details, see "STRUCTURE APPROACH TYPE R(30D)" sheet.
 - ① Indicates limits of paving notch extension.

CHURN CREEK
 Br No. 06-0107, Rte 5, Sha, PM R19.00
 1" = 20'

CHURN CREEK (06-0107)

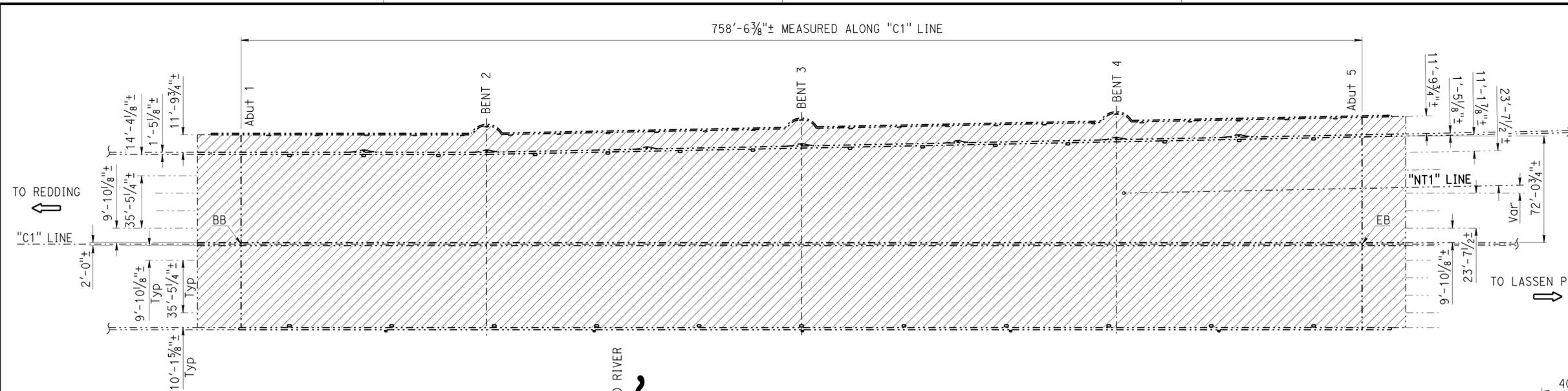
| QUANTITIES | |
|---|-------------|
| PUBLIC SAFETY PLAN | LUMP SUM |
| RAPID SETTING CONCRETE (PATCH) | 260 CF |
| REMOVE ASPHALT CONCRETE SURFACING | 23,030 SQFT |
| REMOVE UNSOUND CONCRETE | 260 CF |
| PREPARE CONCRETE BRIDGE DECK SURFACE | 46,060 SQFT |
| FURNISH POLYESTER CONCRETE OVERLAY | 6,940 CF |
| PLACE POLYESTER CONCRETE OVERLAY | 46,060 SQFT |
| STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R) | 164 CY |
| PAVING NOTCH EXTENSION | 78 CF |
| CLEAN EXPANSION JOINT | 158 LF |
| JOINT SEAL (MR 1") | 262 LF |

NOTE:
 THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|----------|--------------------------|-----------|--------------|
| 02 | Sha | 5,44,299 | Var | 30 | 33 |

REGISTERED CIVIL ENGINEER DATE: 2-27-15
 REGISTERED PROFESSIONAL ENGINEER
 No. 56698
 Exp. 6-30-15
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE: 2-27-15
 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.



SACRAMENTO RIVER
 Br No. 06-0206, Rte 44, Sha, PM L1.34
 1" = 40'

SACRAMENTO RIVER (06-0206)

QUANTITIES

| | |
|--|--------------|
| PUBLIC SAFETY PLAN | LUMP SUM |
| PREPARE CONCRETE BRIDGE DECK SURFACE | 109,230 SQFT |
| TREAT BRIDGE DECK | 109,230 SQFT |
| FURNISH BRIDGE DECK TREATMENT MATERIAL | 1,215 GAL |

WEST BRANCH BURNEY CREEK (06-0063)

QUANTITIES

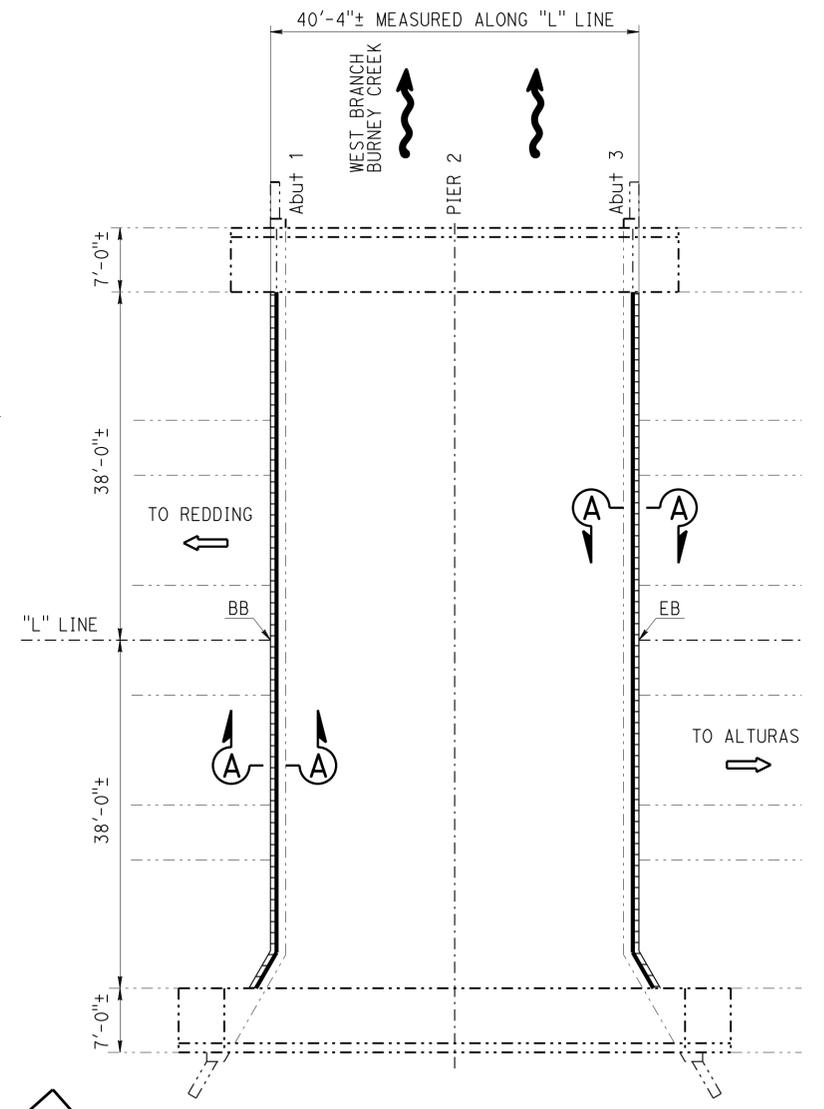
| | |
|--|----------|
| REPAIR SPALLED SURFACE AREA | 8 SQFT |
| BRIDGE REMOVAL (PORTION) | LUMP SUM |
| STRUCTURAL CONCRETE, BRIDGE | 3.8 CY |
| JOINT SEAL (MR 1/2") | 156 LF |
| BAR REINFORCING STEEL (EPOXY COATED)(BRIDGE) | 325 LB |

NOTES: (APPLY TO THIS SHEET ONLY)

- Indicates limits of prepare concrete bridge deck surface and treat bridge deck with high molecular weight methacrylate.
- Indicates location of reconstruct top 12" of existing abutment backwall.
- Indicates location of install new joint seal.

- For "Section A-A", see "JOINT SEAL DETAILS NO. 1" sheet.
- WEST BRANCH BURNEY CREEK, Br No. 06-0063:
At abutment 3 end diaphragm (abutment) repair spalled surface area. Approximate sizes (1) 4'x8"x3" and (1) 6'x6"x3".

NOTE:
 THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

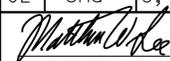
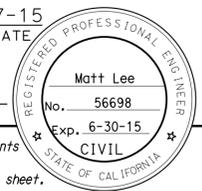


WEST BRANCH BURNEY CREEK
 Br No. 06-0063, Rte 299, Sha, PM 75.06
 1" = 10'

| | | | | | |
|--------------------------------|------------|-----------------|-----------------|--------------------|--|
| DESIGN ENGINEER 2-27-15 | DESIGN | BY Quang Vo | CHECKED P. Kang | LOAD FACTOR DESIGN | LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD |
| | DETAILS | BY Dale Kubochi | CHECKED P. Kang | LAYOUT | BY D. Kubochi |
| | QUANTITIES | BY Quang Vo | CHECKED P. Kang | SPECIFICATIONS | BY Dave Klein |

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE NO. VARIOUS
 POST MILE VARIES
ROUTE 5, 44, 299 BRIDGES
GENERAL PLAN NO. 5

| | | | | | |
|---|--------|----------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 02 | Sha | 5,44,299 | Var | 31 | 33 |
|  | | | 2-27-15 | | |
| REGISTERED CIVIL ENGINEER | | | DATE | | |
| PLANS APPROVAL DATE | | | 2-27-15 | | |
|  | | | | | |
| <small>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.</small> | | | | | |

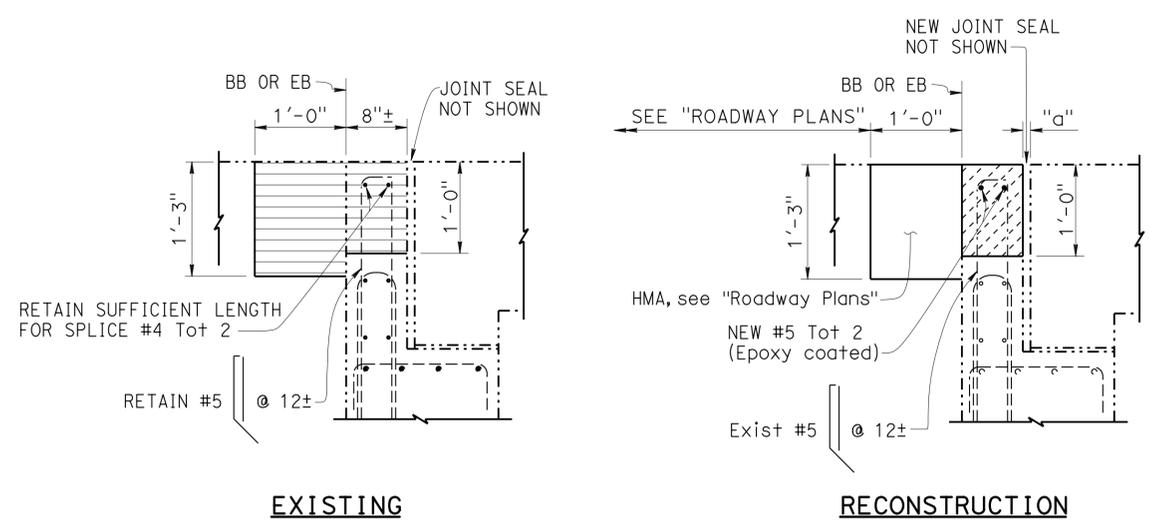
GENERAL NOTES LOAD FACTOR DESIGN

DESIGN: BRIDGE DESIGN SPECIFICATIONS (1996 AASHTO with Interims and Revisions by CALTRANS)

DEAD LOAD: Includes 35 psf for future wearing surface.

LIVE LOADING: HS20-44 and alternative and permit design load.

REINFORCED CONCRETE: $f_y = 60,000$ psi
 $f'_c = 3600$ psi
 $n = 8$



SECTION A-A
1" = 1'-0"

-  Indicates limits of bridge removal (portion)
-  Indicates limits of structural concrete, bridge

| TEMPORARY DECK PLATE | | |
|--|--|-----------------------|
| MOMENT DEMAND/FOOT $\left(\frac{\text{kip-ft}}{\text{ft}}\right)$ | BOLT SHEAR/FOOT $\left(\frac{\text{kip}}{\text{ft}}\right)$ | BOLT TENSION (kip) |
| 8 | 4 | 4 |

- NOTES:
1. Plate deflection shall not exceed $s/300$. ($s = \text{span [FT]}$)
 2. Minimum plate thickness shall be equal or greater than $7/8$ ".
 3. Maximum anchorage spacing shall not exceed 24".
 4. Anchorage washer shall be neoprene or similar.

NOTE:
THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

| | | |
|------------|-----------------|-----------------|
| DESIGN | BY Quang Vo | CHECKED P. Kang |
| DETAILS | BY Dale Kubochi | CHECKED P. Kang |
| QUANTITIES | BY Quang Vo | CHECKED P. Kang |

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE DESIGN

| | |
|------------|---------|
| BRIDGE NO. | VARIOUS |
| POST MILE | VARIES |

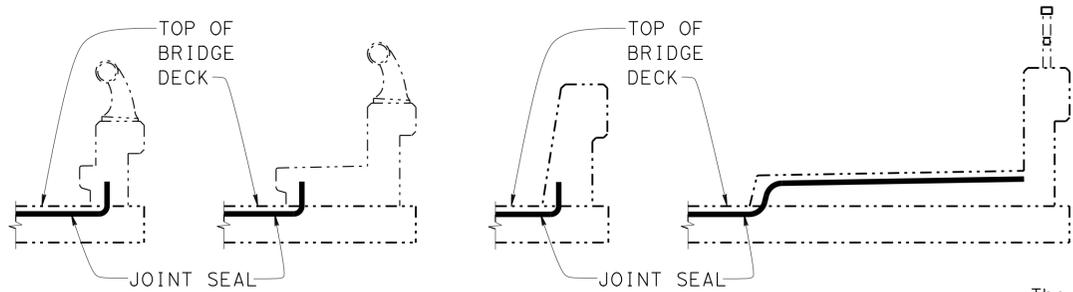
ROUTE 5, 44, 299 BRIDGES
JOINT SEAL DETAILS NO. 1

USERNAME => s115152 DATE PLOTTED => 27-FEB-2015 TIME PLOTTED => 08:57

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|----------|--------------------------|-----------|--------------|
| 02 | Sha | 5,44,299 | Var | 32 | 33 |

REGISTERED CIVIL ENGINEER
 DATE: 2-27-15
 PLANS APPROVAL DATE: 2-27-15
 No. 56698
 Exp. 6-30-15
 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.

| JOINT SEAL TABLE | | | | | | | |
|-----------------------------------|---------------|----------|----|-----------------------|---------------------------|--------------------|--|
| BRIDGE NAME | BRIDGE NUMBER | LOCATION | | MINIMUM "MR" (INCHES) | APPROXIMATE LENGTH (FEET) | EXISTING WATERSTOP | APPROX DEPTH TO CLEAN EXP JOINT (INCHES) |
| EAST CYPRESS AVENUE UNDERCROSSING | 06-0125R | Abut 1 | BB | 1 | * 57 | NO | 12 |
| | | Abut 4 | EB | 1 | * 57 | NO | 12 |
| EAST REDDING (5/44) SEPARATION | 06-0126L | Abut 1 | BB | 1 | * 77 | NO | 12 |
| | | Abut 5 | EB | 1 | * 69 | NO | 12 |
| N5-W44 CONNECTOR UNDERCROSSING | 06-0127R | Abut 1 | BB | 1 | * 80 | NO | 12 |
| | | Abut 4 | EB | 1 | * 75 | NO | 12 |
| CHURN CREEK | 06-0107 | Abut 1 | BB | 1 | * 131 | NO | 12 |
| | | Abut 5 | EB | 1 | * 131 | NO | 12 |
| WEST BRANCH BURNEY CREEK | 06-0063 | Abut 1 | BW | 1/2 | 78 | NO | 24 |
| | | Abut 3 | BW | 1/2 | 78 | NO | 24 |



JOINT SEAL AT LOW SIDE OF DECK

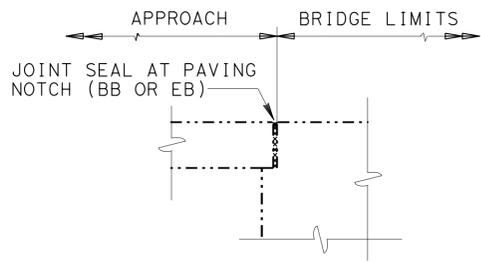
Notes: Details shown for illustration purposes only. For use only where deck joint matches the sidewalk, curb or barrier rail joint.

- The following notes apply to JOINT SEAL TYPE B:
- Seal must satisfy both minimum Movement Rating (MR) and minimum W1 requirements.
 - Minimum W1 is the calculated maximum width of the joint based on field measurements. After the joints have been cleaned, minimum W1 is to be calculated by the Engineer.
 - W1 must be the smaller of the values determined as follows:
 - 0.85 times the manufacturer's designed minimum uncompressed width of the seal.
 - The width of the seal on the third successive test cycle of the pressure deflection test, when compressed to an average pressure of 3 psi.
 - Bend Type B joint seal 6" up into curb or rail on the low side of the deck where deck joint matches curb or rail joint.
 - For details not shown, see (B6-21)

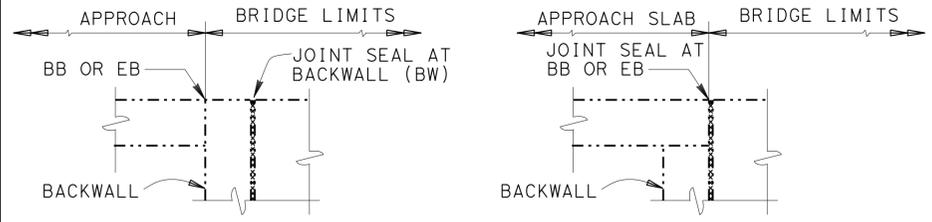
| DECK REPAIR TABLE REMOVE UNSOUND CONCRETE AND RAPID SETTING CONCRETE (PATCH) | | | |
|---|---------------|------------------------------------|----------------------------|
| BRIDGE NAME | BRIDGE NUMBER | APPROXIMATE AREA DAMAGED (PERCENT) | APPROXIMATE DEPTH (INCHES) |
| CHURN CREEK | 06-0107 | 1 | 3 |

Locations to be determined by the Engineer. For details see "Joint And Deck Repair Detail".

- The following notes apply to JOINT SEAL TYPE A:
- Install Type A joint seal 3" up into rail on the low side of deck where joint matches curb or rail joint.
 - For details not shown, see (B6-21)

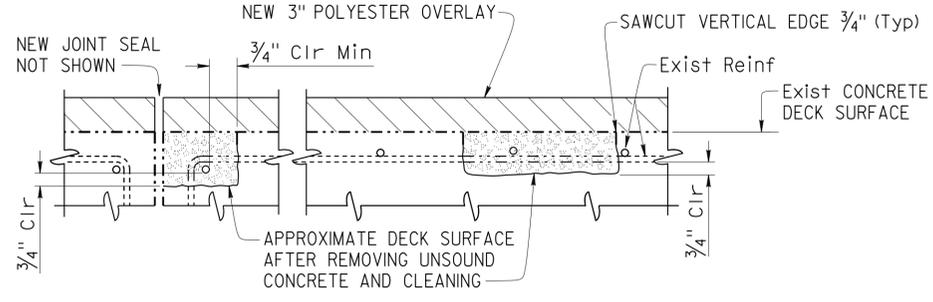


DIAPHRAGM ABUTMENT



ABUTMENT WITH BACKWALL

JOINT SEAL LOCATION



JOINT AND DECK REPAIR DETAIL

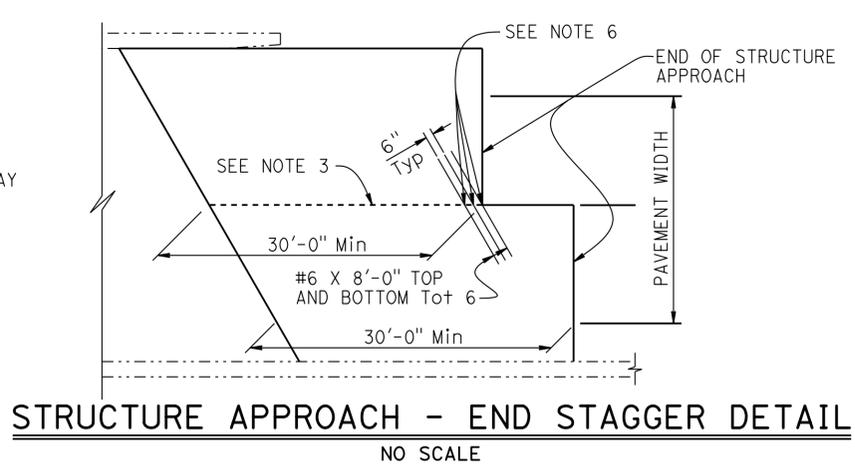
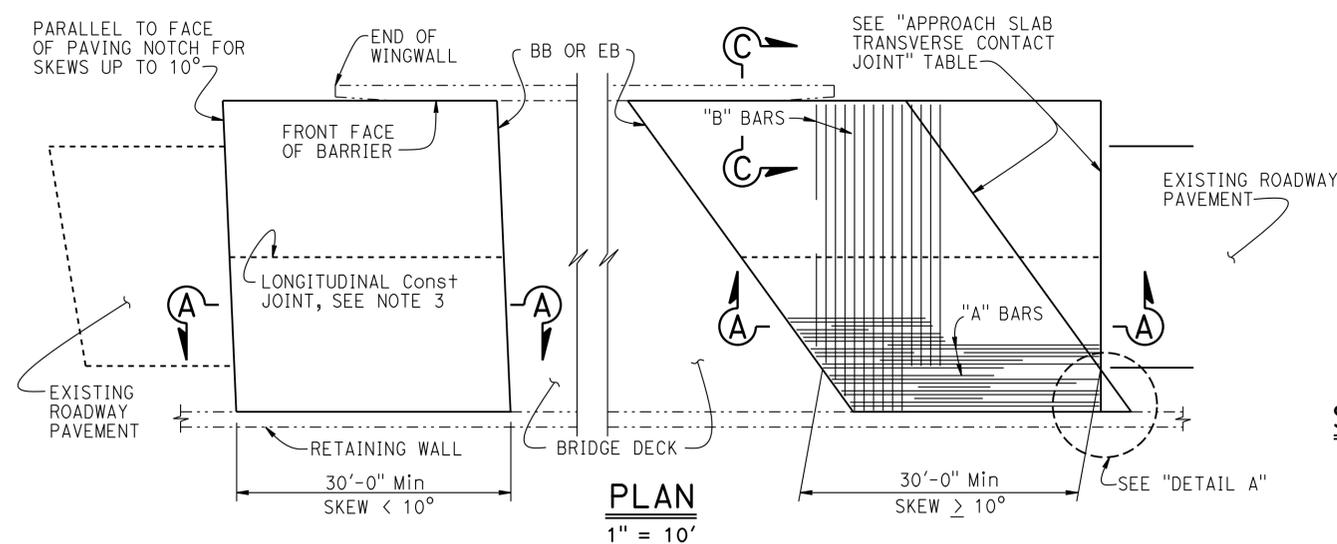
Note: Locations to be determined by the Engineer. Reinforcement may be encountered during deck concrete removal.

NOTE: THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

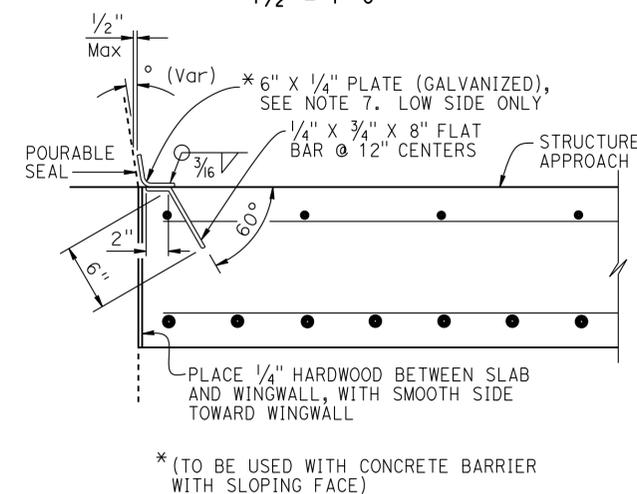
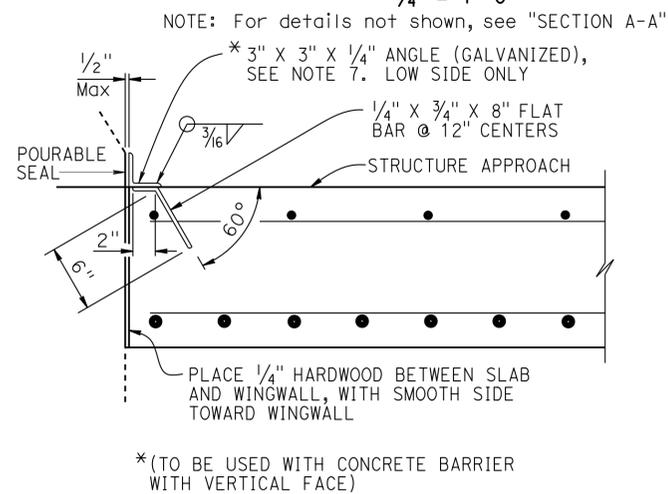
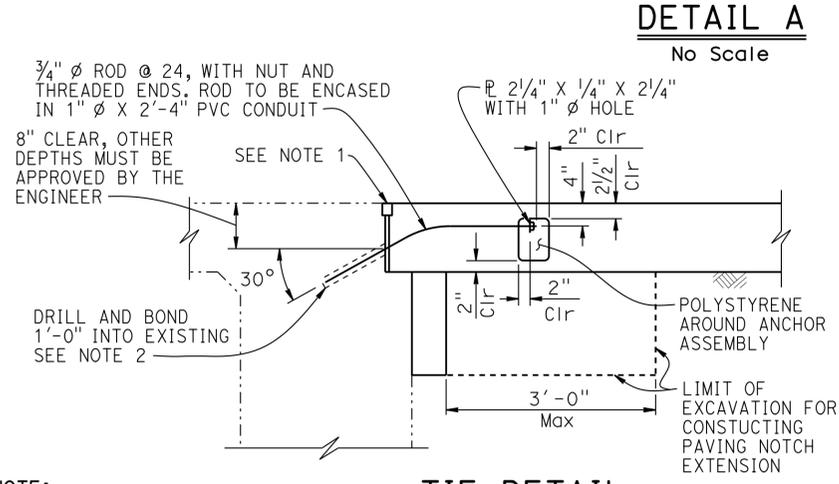
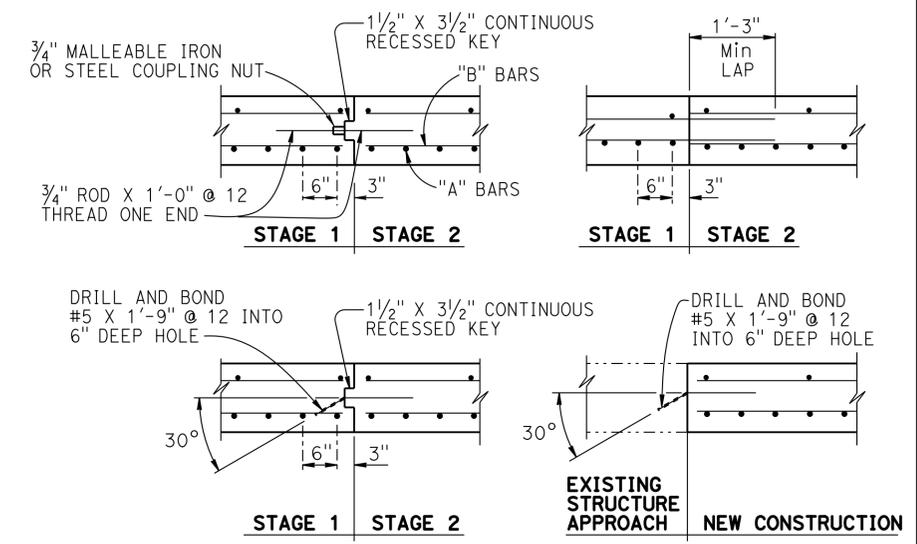
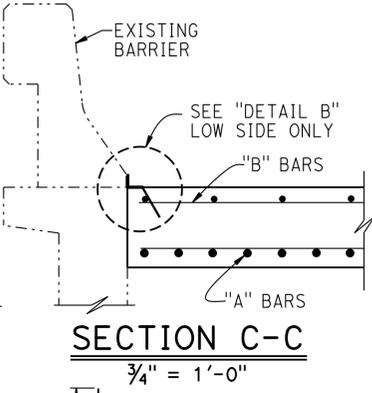
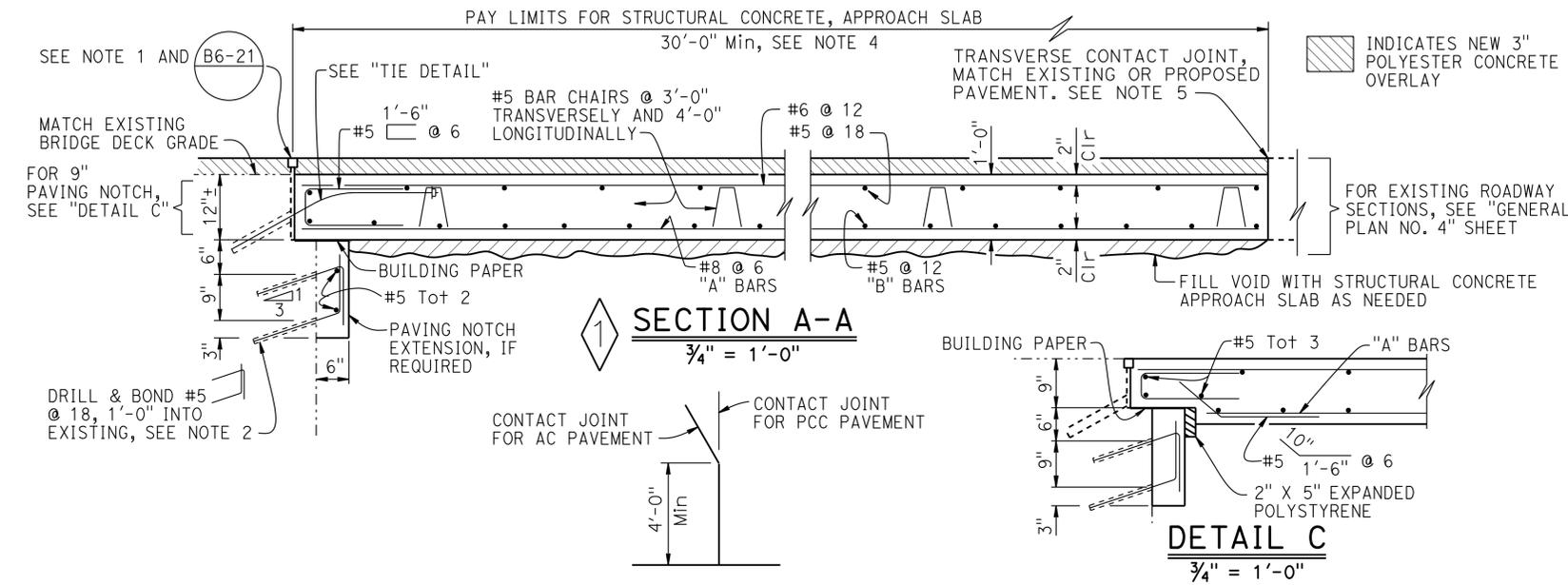
| | | |
|------------|-----------------|-----------------|
| DESIGN | BY Quang Vo | CHECKED P. Kang |
| DETAILS | BY Dale Kubochi | CHECKED P. Kang |
| QUANTITIES | BY Quang Vo | CHECKED P. Kang |

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE DESIGN

BRIDGE NO. VARIOUS
 POST MILE VARIES
ROUTE 5, 44, 299 BRIDGES
JOINT SEAL DETAILS NO. 2



| APPROACH SLAB TRANSVERSE CONTACT JOINT | | |
|--|---------------------------------------|----------------------------------|
| APPROACH SKEW | WITH AC ROADWAY PAVEMENT | WITH PCC ROADWAY PAVEMENT |
| < 10° | PARALLEL TO FACE OF PN | PARALLEL TO FACE OF PAVING NOTCH |
| 10° - 45° | PARALLEL TO FACE OF PN USE "DETAIL A" | STAGGER LINES 24' TO 36' APART |
| > 45° | PARALLEL TO FACE OF PN USE "DETAIL A" | STAGGER AT EACH LANE LINE |



- NOTES:
- For details not shown or noted, see Structure Plans. Adjust bar reinforcement to clear a sawcut for sealed joint, when required
 - Space to avoid existing prestress anchorages and main reinforcement
 - Longitudinal construction joints, when permitted by the Engineer, must be located on lane lines
 - Transverse contact joint must be a minimum of 5'-0" from an existing or constructed weakened plane joint
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10
 - Couplers are required for stage construction
 - End angle or plate at beginning of barrier transition, end of structure approach as applicable

NOTE:
 THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

REVISED STANDARD DRAWING
 FILE NO. **xs3-150**
 APPROVAL DATE July 2011

MODIFIED DETAIL
 MODIFIED NOTES

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF ENGINEERING SERVICES

BRIDGE NO. VARIOUS
 POST MILE VARIES
ROUTE 5, 44, 299 BRIDGES
STRUCTURE APPROACH TYPE R(30D)