

INDEX OF PLANS

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

STATE OF CALIFORNIA HSNHG-P001(552)E  
**DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON**  
**STATE HIGHWAY**  
**IN MONTEREY COUNTY**  
**NEAR WATSONVILLE**  
**FROM TRAFTON ROAD UNDERCROSSING**  
**TO THE SANTA CRUZ COUNTY LINE**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	1	17



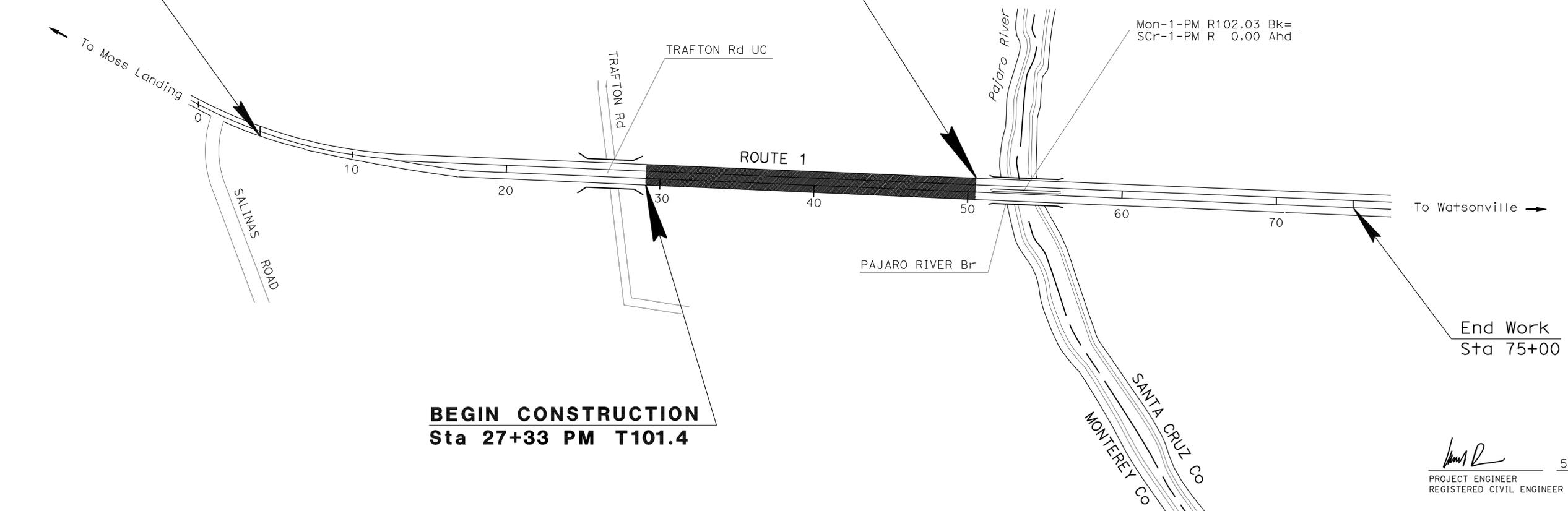


LOCATION MAP

**END CONSTRUCTION**  
**Sta 51+67 PM R102.0**



Begin Work  
 Sta 4+00

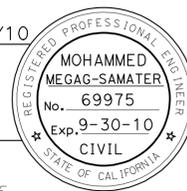


**BEGIN CONSTRUCTION**  
**Sta 27+33 PM T101.4**

NO SCALE

PROJECT MANAGER  
**JOHN LUCCHETTA**  
 DESIGN ENGINEER  
**JAMES ESPINOSA**


 DATE 5/12/10  
 PROJECT ENGINEER  
 REGISTERED CIVIL ENGINEER



July 6, 2010  
 PLANS APPROVAL DATE

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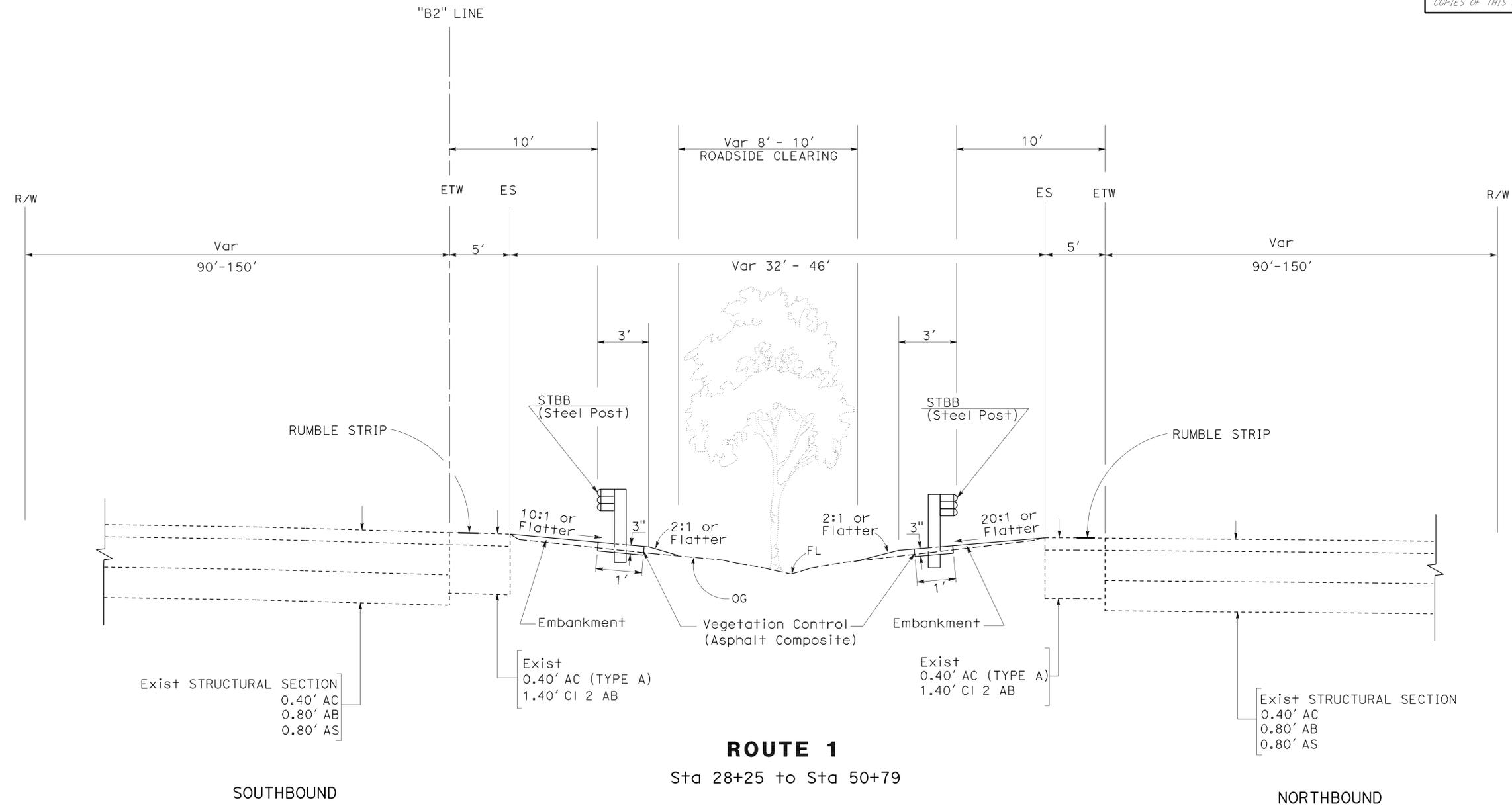
THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

CONTRACT No. **05-0Q6704**  
 PROJECT ID **050000324**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	2	17
			5-12-10	DATE	
REGISTERED CIVIL ENGINEER			MOHAMMED MEGAG-SAMATER		
7-6-10			No. 69975		
PLANS APPROVAL DATE			Exp 9-30-10		
CIVIL					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

**NOTES:**

- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.



**ROUTE 1**  
Sta 28+25 to Sta 50+79

SOUTHBOUND

NORTHBOUND

**TYPICAL CROSS SECTION**

**X-1**

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THIS SHEET

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	REVISOR	DATE
<b>Caltrans</b>	MOHAMMED MEGAG	
	JAMES ESPINOSA	
FUNCTIONAL SUPERVISOR	CHECKED BY	
JAMES ESPINOSA		
06-DESIGN		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	3	17

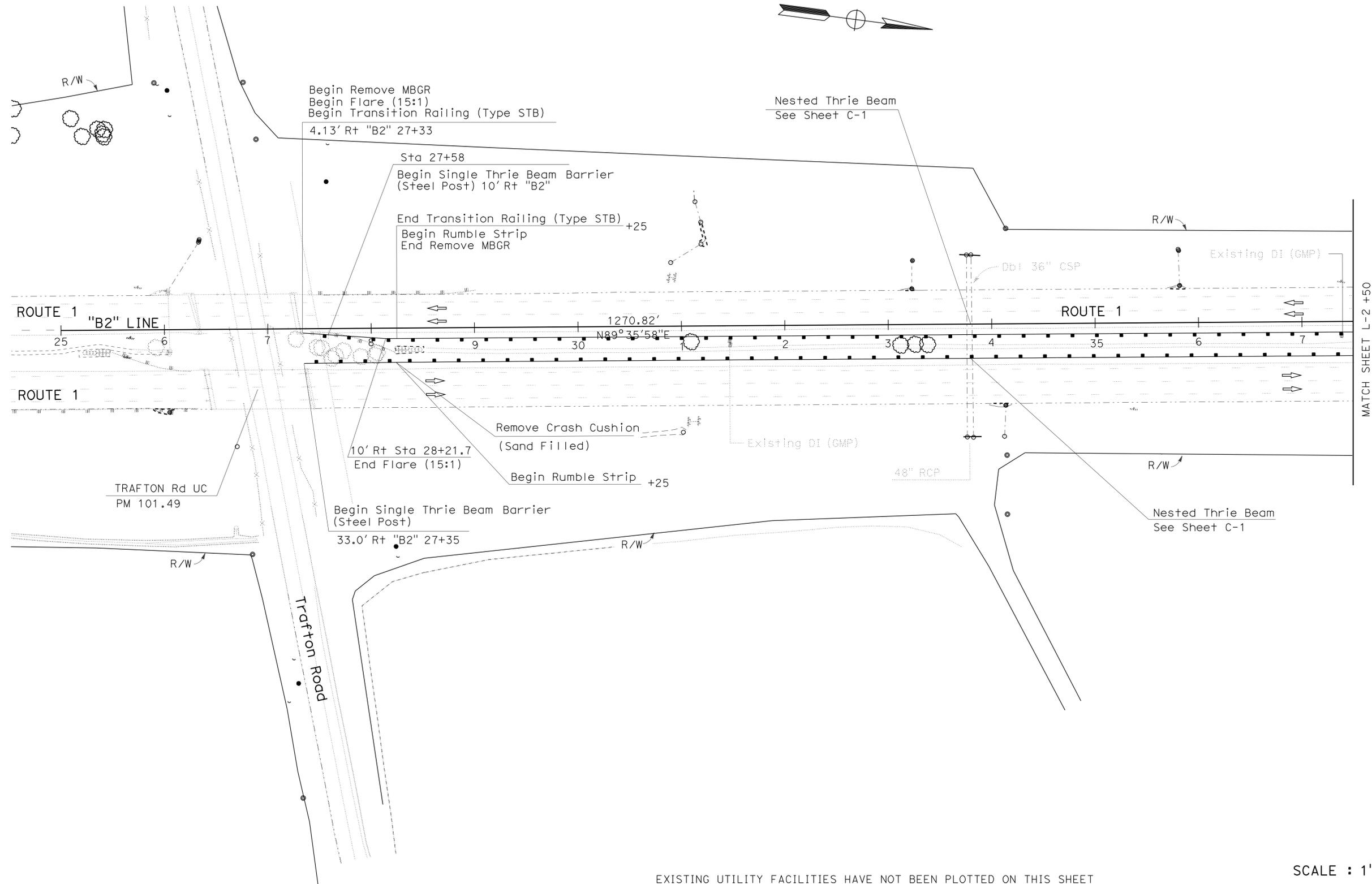
<i>[Signature]</i>	5-12-10
REGISTERED CIVIL ENGINEER	DATE
7-6-10	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER	MOHAMMED MEGAG-SAMATER
No. 69975	Exp 9-30-10
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:**  
FOR ACCURATE RIGHT OF WAY AND ACCESS DATA,  
CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

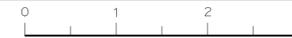


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	06-DESIGN
<b>Caltrans</b>	
FUNCTIONAL SUPERVISOR	JAMES ESPINOSA
CALCULATED/DESIGNED BY	CHECKED BY
MOHAMMED MEGAG	JAMES ESPINOSA
REVISED BY	DATE REVISED

**LAYOUT**  
**L-1**

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THIS SHEET

SCALE : 1"=50'



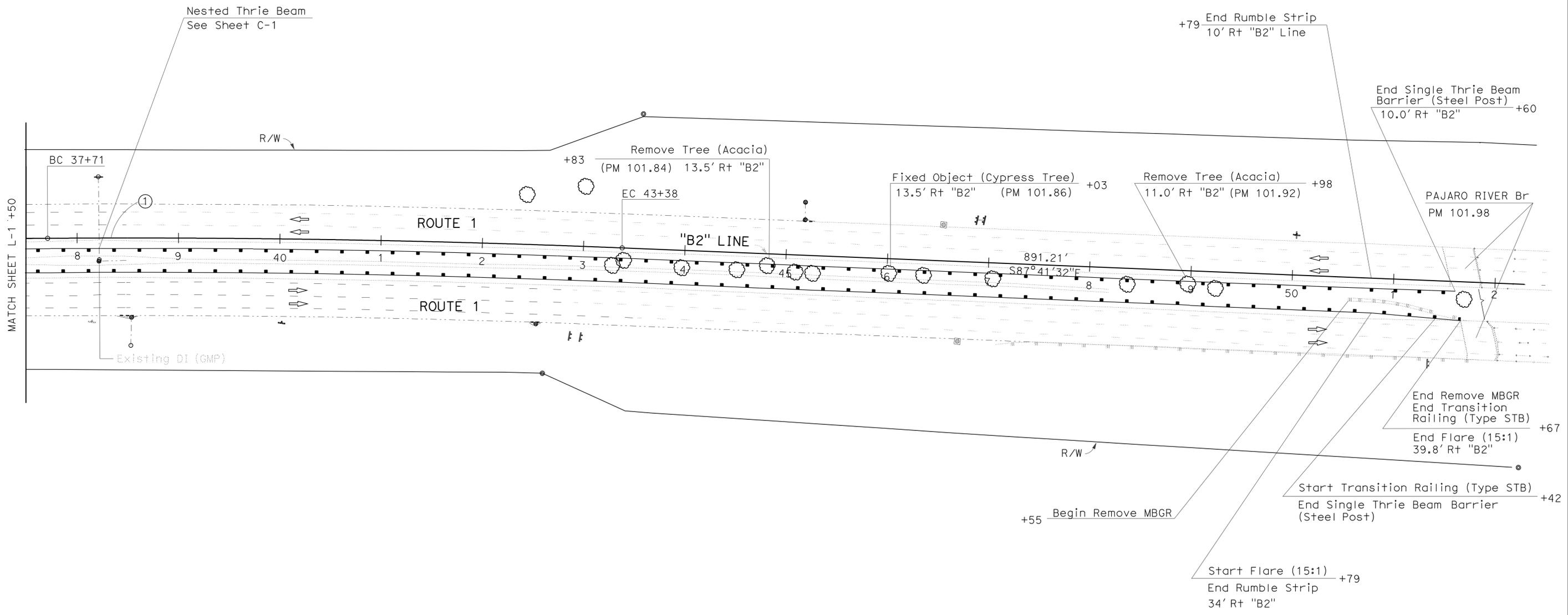
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05	Mon	1	T101.4/R102.0	4	17
			5-12-10	DATE	
			7-6-10	PLANS APPROVAL DATE	
REGISTERED CIVIL ENGINEER MOHAMMED MEGAG-SAMATER No. 69975 Exp 9-30-10 CIVIL					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

**NOTE:**

FOR ACCURATE RIGHT OF WAY AND ACCESS DATA,  
CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

**CURVE DATA**

No.	R	Δ	T	L
①	11999.28'	2°19'50"	284'	567'



EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THIS SHEET

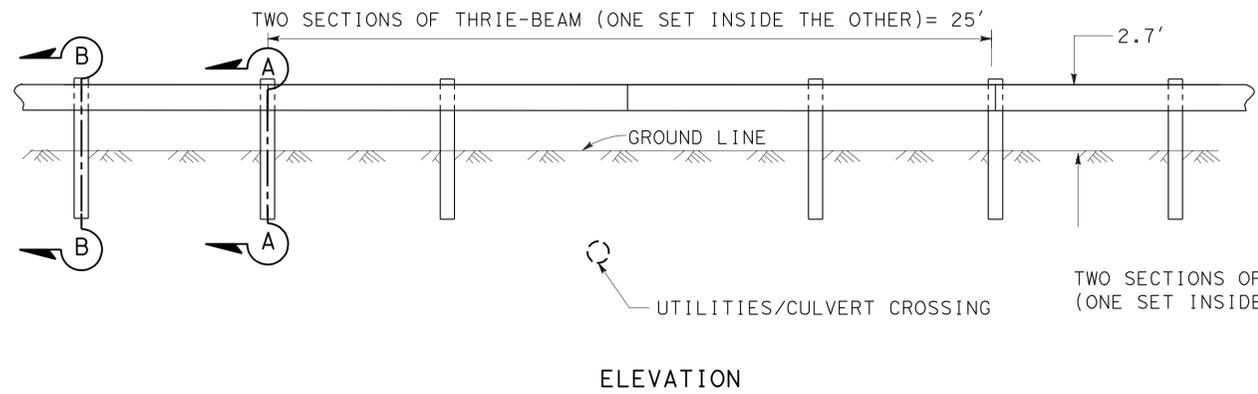
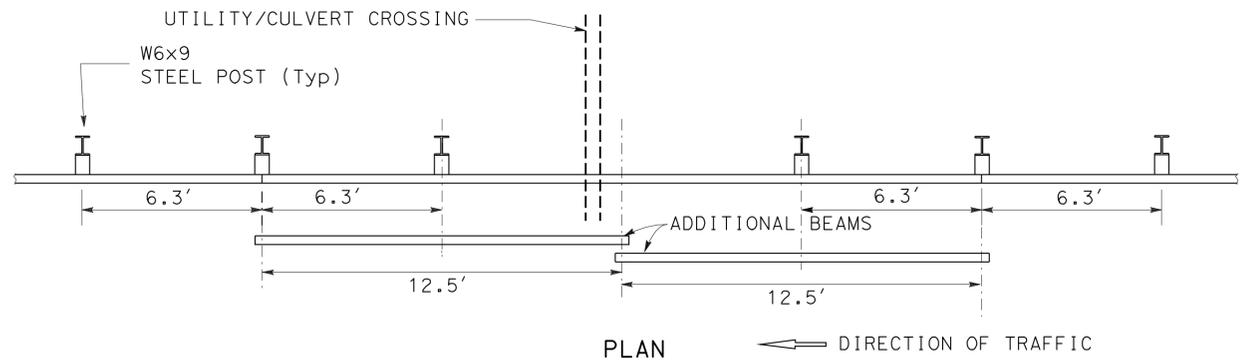
SCALE : 1"=50'

**LAYOUT**  
**L-2**

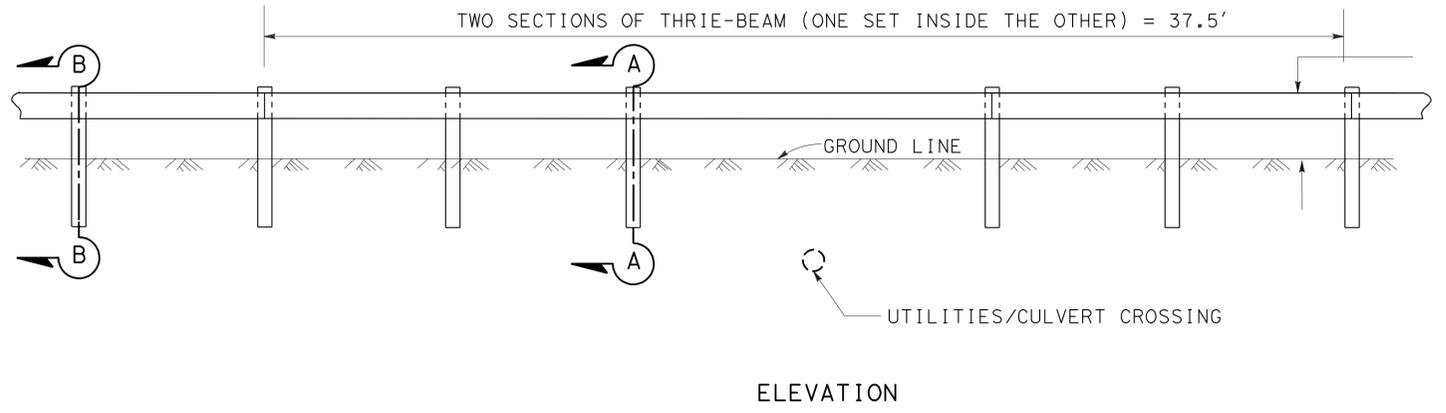
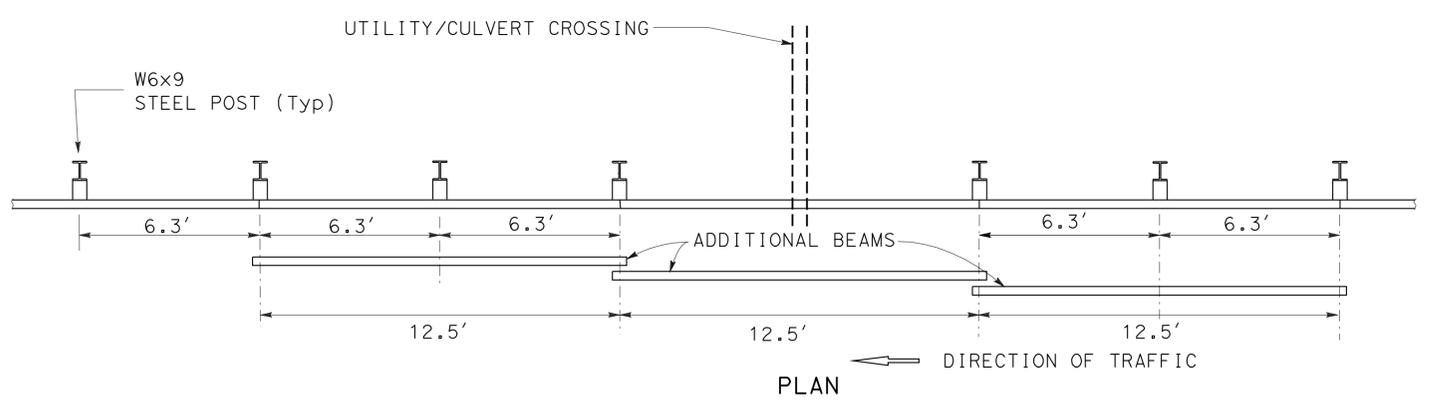
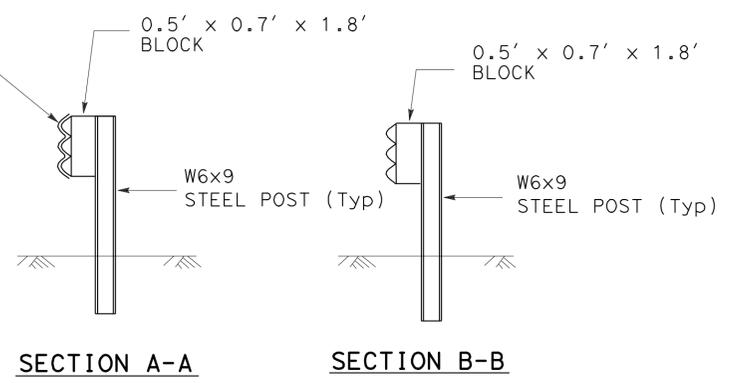
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 06-DESIGN  
 FUNCTIONAL SUPERVISOR  
 JAMES ESPINOSA  
 CALCULATED/DESIGNED BY  
 CHECKED BY  
 MOHAMMED MEGAG  
 JAMES ESPINOSA  
 REVISED BY  
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	5	17
			5-12-10	DATE	
			7-6-10	PLANS APPROVAL DATE	
REGISTERED CIVIL ENGINEER MOHAMMED MEGAG-SAMATER No. 69975 Exp 9-30-10 CIVIL STATE OF CALIFORNIA					
<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:**  
FOR ADDITIONAL DETAILS, SEE STANDARD PLANS.



**NESTED THRIE BEAM  
CASE 1 - SPLICE BETWEEN POSTS**



**NESTED THRIE BEAM  
CASE 2 - SPLICE AT POSTS**

**CONSTRUCTION DETAILS**

**C-1**

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THIS SHEET

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** 06-DESIGN  
 FUNCTIONAL SUPERVISOR: JAMES ESPINOSA  
 MOHAMMED MEGAG  
 JAMES ESPINOSA  
 DESIGNED BY: JAMES ESPINOSA  
 CHECKED BY:  
 REVISIONS:  
 REVISED BY: DATE  
 DATE REVISIONS: DATE

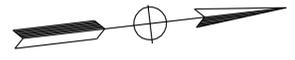
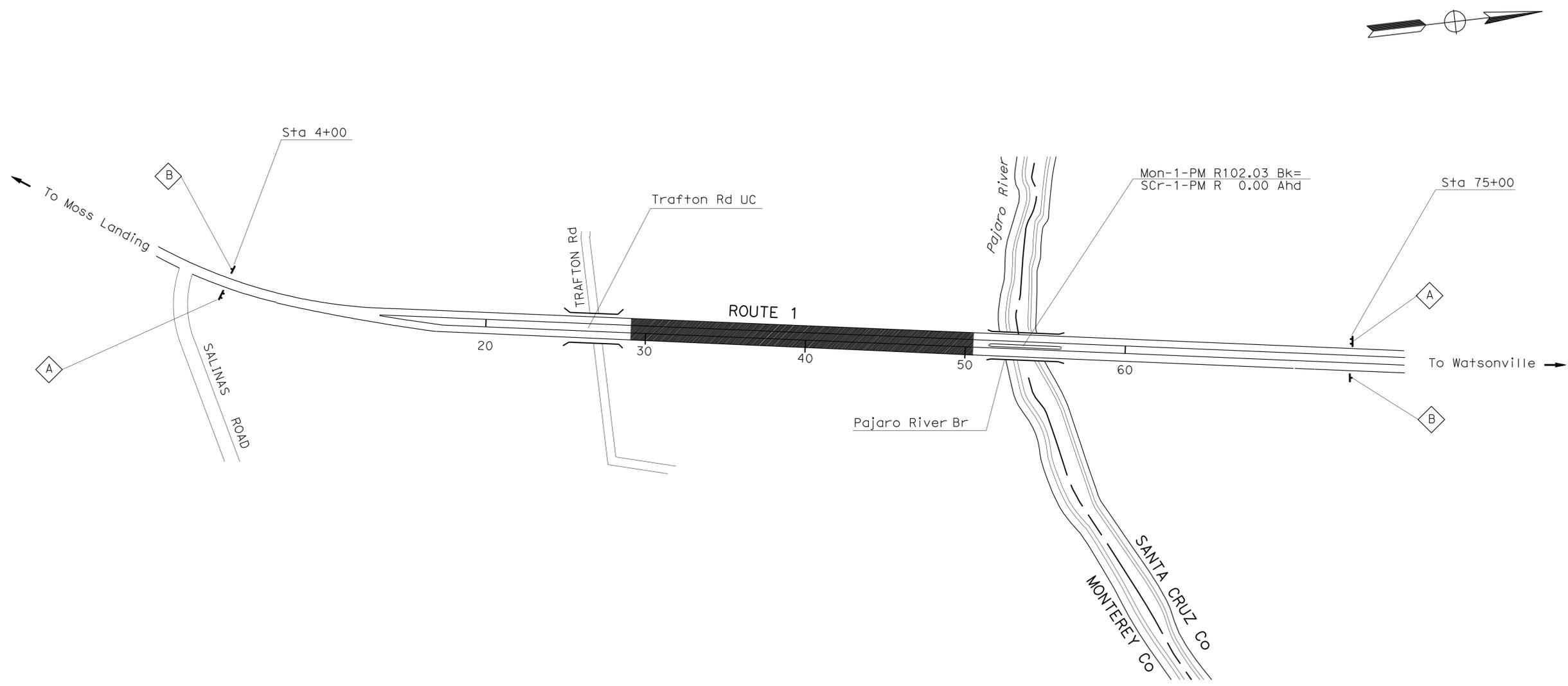
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	6	17
			5-12-10		
			REGISTERED CIVIL ENGINEER	DATE	
			7-6-10	PLANS APPROVAL DATE	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					



NOTE: 1. SIGN LOCATIONS SHOWN ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.

### STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No.	SIGN CODE	SIGN MESSAGE	PANEL SIZE	No. OF POST AND SIZE	No. OF SIGNS
⬡ A	W20-1	ROAD WORK AHEAD	60" x 60"	2-5.5" x 5.5"	2
⬡ B	G20-2	END ROAD WORK	36" x 18"	1-4" x 4"	2



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 06-DESIGN  
 FUNCTIONAL SUPERVISOR: JAMES ESPINOSA  
 CALCULATED/DESIGNED BY: JAMES ESPINOSA  
 MOHAMMED MEGAG  
 REVISOR: JAMES ESPINOSA  
 REVISIONS: (None listed)

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THIS SHEET

### CONSTRUCTION AREA SIGNS

NO SCALE

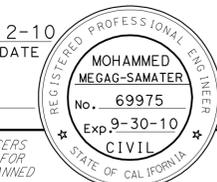
CS-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	7	17

 5-12-10  
 REGISTERED CIVIL ENGINEER DATE

7-6-10  
 PLANS APPROVAL DATE

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### BARRIER

LOCATION	DIRECTION	SINGLE THRIE BEAM BARRIER(STEEL POST)	TRANSITION RAILING (TYPE STB)	REMOVE METAL BEAM GUARD RAILING
STATION		LF	EA	LF
27+35 TO 51+67	NB	2407	1	112
27+33 TO 51+60	SB	2402	1	92
TOTAL		4809	2	204

### EARTHWORK

LOCATION	IMPORTED BORROW
	CY
Sta 27+40 TO Sta 51+50	480

### SHOULDER RUMBLE STRIP

LOCATION	GROUND-IN INDENTATIONS
	STA
NB INSIDE SHOULDER	23
SB INSIDE SHOULDER	23
TOTAL	46

### REMOVE TREE

SHEET No.	STATION	OFFSET	(N)
			EA
L-2	44+83	13.5' Rt "B2" Line	1
L-2	48+98	11.0' Rt "B2" Line	1
		TOTAL	2

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

### REMOVE CRASH CUSHION

STATION	SAND FILLED
	EA
28+25	1
TOTAL	1

### TEMPORARY WATER POLLUTION CONTROL

SHEET No.	STATION	TEMP DRAINAGE INLET PROTECTION	TEMP CONSTRUCTION ENTRANCE	TEMPORARY CHECK DAM
		EA	EA	LF
L-1	31+47	1		25
L-1	37+38	1		25
L-2	38+20	1		25
L-2	38+53	1		25
Var	Var		1	
TOTAL		4	1	100

### VEGETATION CONTROL (Asphalt Composite)

SHEET No.	STATION TO STATION	SQFT
X-1	28+25 TO 50+50	4,400

### EROSION CONTROL (Compost Blanket)

SHEET No.	STATION TO STATION	CY
L-1 & L-2	28+25 TO 50+50	140

## SUMMARY OF QUANTITIES

Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION 06-DESIGN  
 Caltrans®  
 FUNCTIONAL SUPERVISOR JAMES ESPINOSA  
 CALCULATED/DESIGNED BY CHECKED BY  
 MOHAMMED MEGAG JAMES ESPINOSA  
 REVISED BY DATE REVISID  
 MOHAMMED MEGAG JAMES ESPINOSA

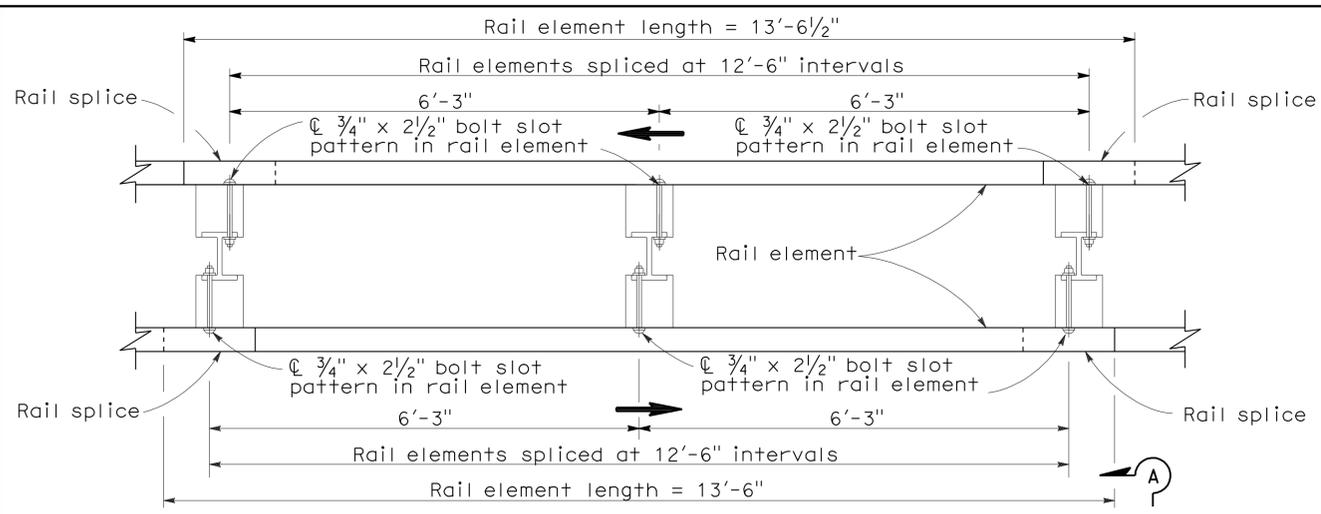
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	8	17

Randell D. Hiatt  
REGISTERED CIVIL ENGINEER

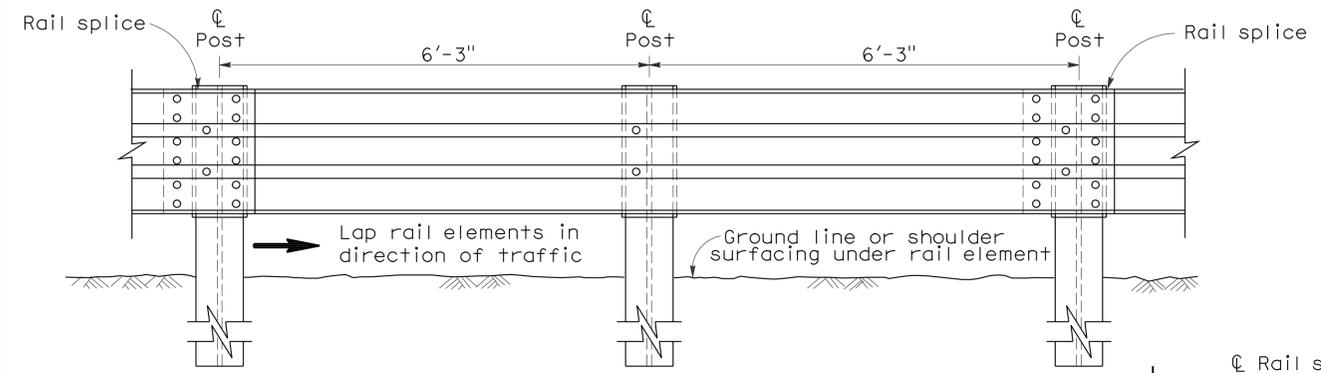
June 6, 2008  
PLANS APPROVAL DATE

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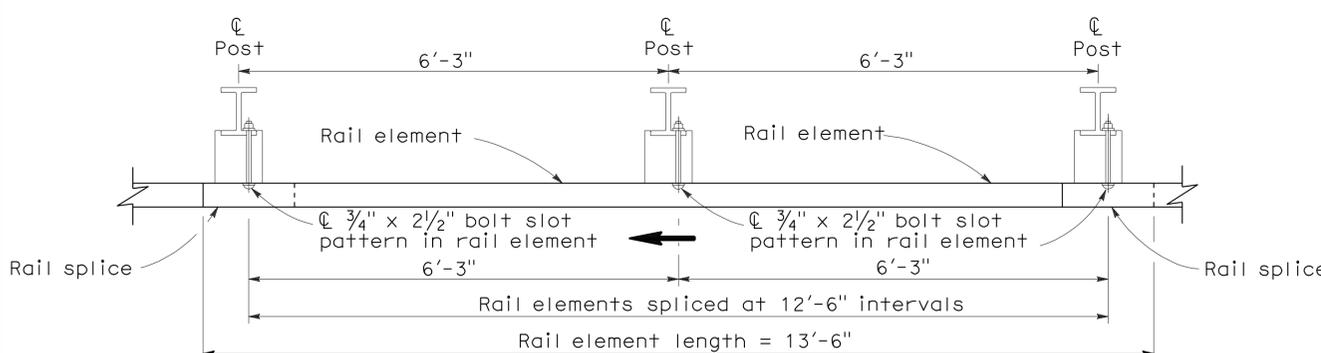
REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiatt  
No. C50200  
Exp. 6-30-09  
CIVIL  
STATE OF CALIFORNIA



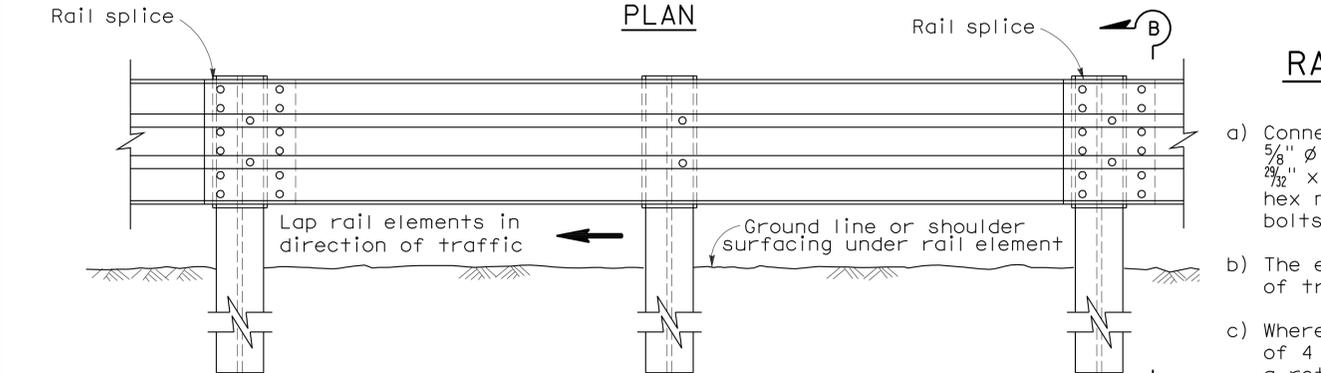
**PLAN**  
**DOUBLE THRIE BEAM BARRIER**  
(Steel post with notched wood or notched plastic blocks)  
See Note 1



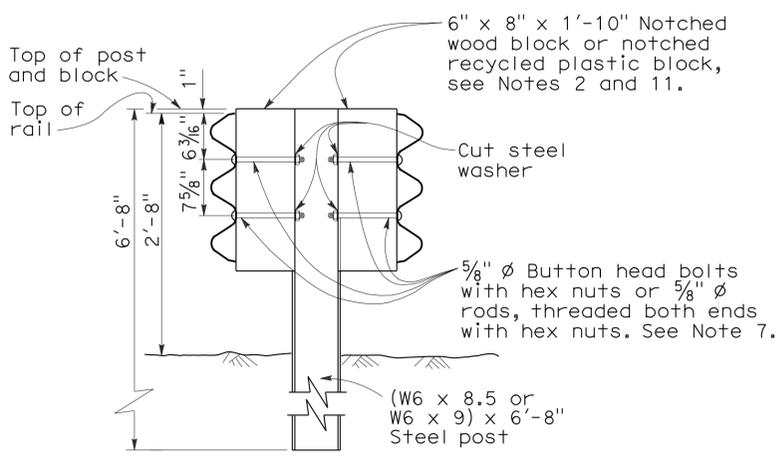
**ELEVATION**  
**DOUBLE THRIE BEAM BARRIER**  
(Steel post with notched wood or notched plastic blocks)  
See Note 1



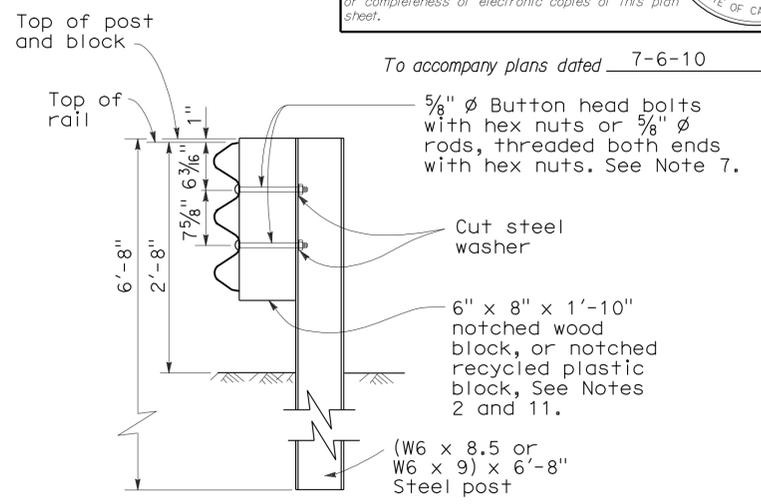
**PLAN**  
**SINGLE THRIE BEAM BARRIER**  
(Steel post with notched wood or notched plastic blocks)  
See Note 1



**ELEVATION**  
**SINGLE THRIE BEAM BARRIER**  
(Steel post with notched wood or notched plastic blocks)  
See Note 1

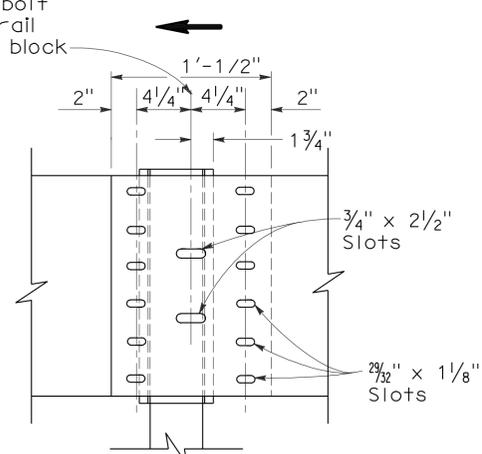


**SECTION A-A**  
**TYPICAL STEEL LINE POST INSTALLATION**



**SECTION B-B**  
**TYPICAL STEEL LINE POST INSTALLATION**

⊕ Rail splice and slots for 5/8" ⌀ button head bolt to connect rail to post and block



**ELEVATION**  
**RAIL ELEMENT SPLICE DETAIL**

**NOTES:**

1. For details of the cross section of the thrie beam rail element and details for wood post with wood block installations, see Standard Plan A78A.
2. For details of standard hardware, posts and blocks used to construct thrie beam barrier, see Revised Standard Plan RSP A78C1 and Standard Plan A78C2.
3. Thrie beam barrier post spacing to be 6'-3" center to center, except as otherwise noted.
4. Top of barrier rail to be 2'-8" above ground line or shoulder surfacing under the rail element.
5. For barrier end treatments and barrier connections, see Standard Plans A78E1, A78E2 and A78E3, Revised Standard Plans RSPs A78F1 and A78F2, Standard Plan A78G and Revised Standard Plan RSP A78H.
6. For connection to Concrete Barrier, see Revised Standard Plan RSP A78I.
7. Attach rail element to block and steel post with 2 bolts or rods on approaching traffic side of block and post web. No washer on rail face for rod or bolted connections to line post.
8. For details of thrie beam barrier on bridges, see Standard Plan A78D2. For details of thrie beam barrier at fixed objects, see Standard Plan A78D1.
9. Direction of traffic indicated by →.
10. Notched face of block faces steel post.

- a) Connect the overlapped ends of the thrie beam rail elements with 5/8" ⌀ x 1 1/8" button head oval shoulder bolts inserted into the 29/32" x 1 1/8" slots and bolted together with 5/8" ⌀ x 1 1/8" recessed hex nuts. Recess of hex nut points toward rail element. A total of 12 bolts and nuts are to be used at each rail splice connection.
- b) The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- c) Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used. Where a return cap is to be attached to the ends of rail elements, a total of 8 of the above described splice bolts and nuts are to be used.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

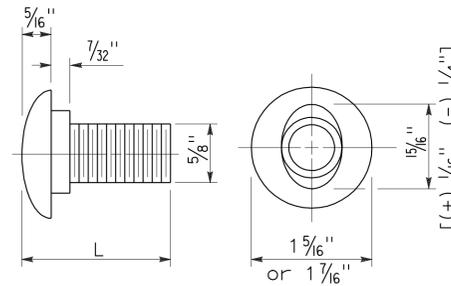
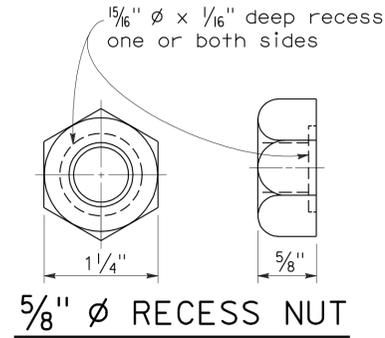
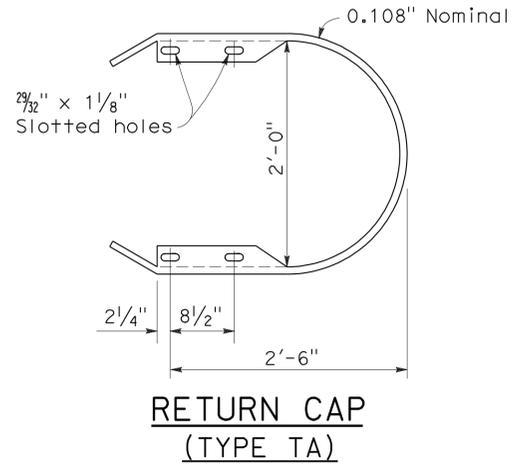
**THRIE BEAM BARRIER  
STANDARD BARRIER RAILING  
SECTION (STEEL POST  
WITH NOTCHED WOOD BLOCK  
OR NOTCHED RECYCLED  
PLASTIC BLOCK)**

NO SCALE

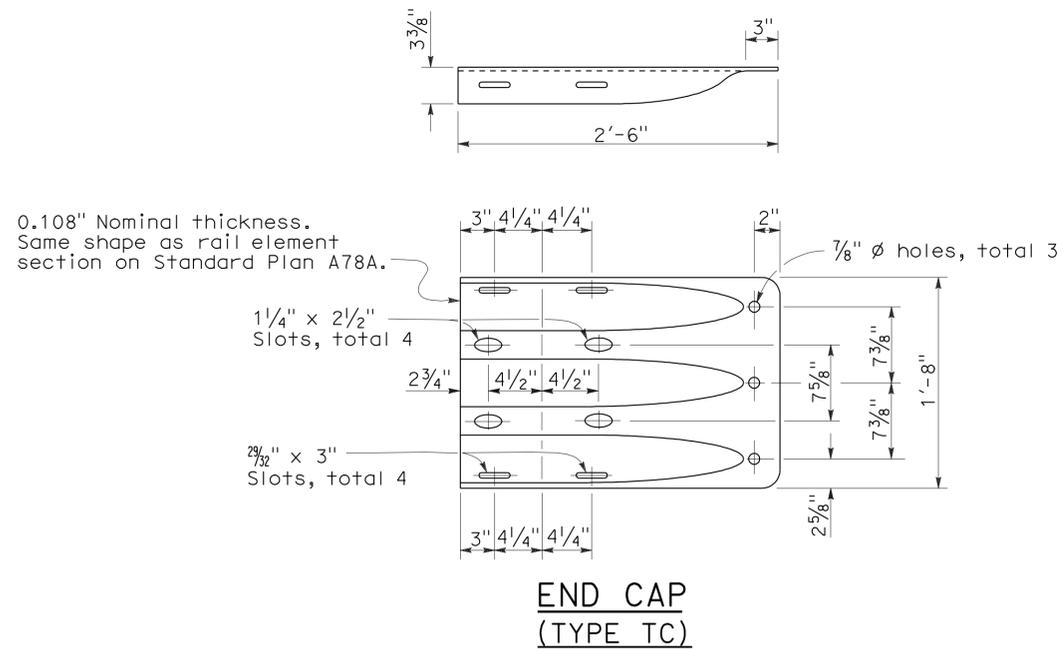
RSP A78B DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78B  
DATED MAY 1, 2006 - PAGE 84 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP A78B**

2006 REVISED STANDARD PLAN RSP A78B



L	THREAD LENGTH
1 1/4"	full thread length
2"	full thread length
9/2"	4" Min thread length
18"	4" Min thread length



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**THRIE BEAM BARRIER  
STANDARD HARDWARE DETAILS**

NO SCALE

RSP A78C1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78C1  
DATED MAY 1, 2006 - PAGE 85 OF THE STANDARD PLANS BOOK DATED MAY 2006.

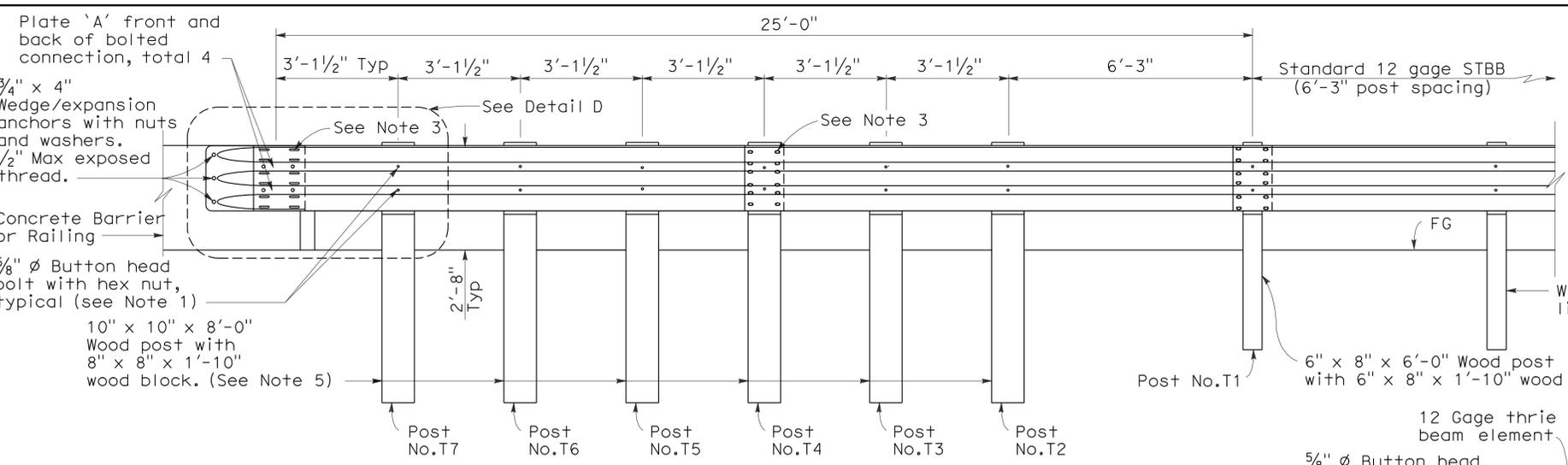
To accompany plans dated 7-6-10

**LEGEND**

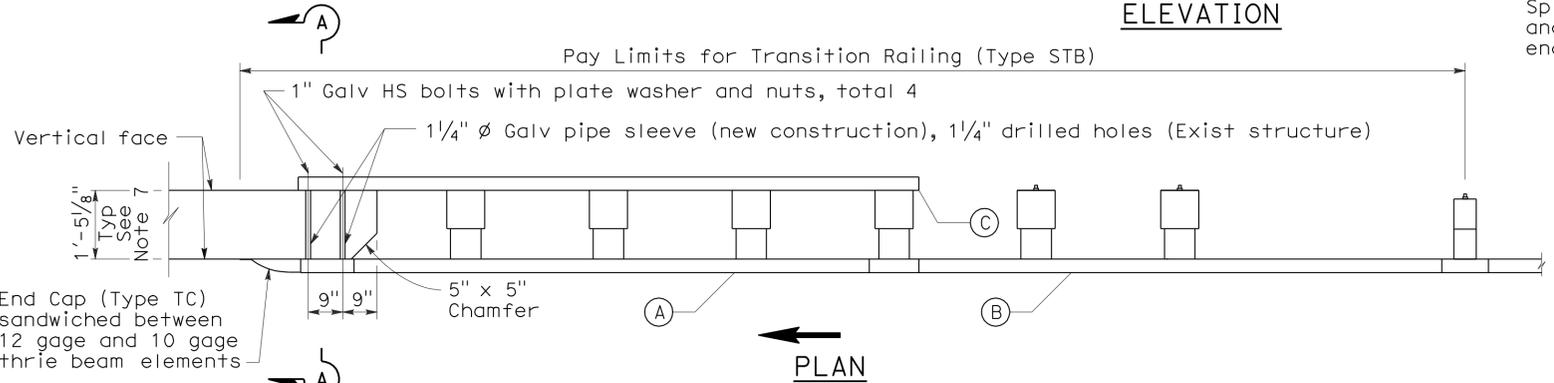
- (A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).
  - (B) One 10 gage thrie beam element.
  - (C) One 12 gage thrie beam element.
- 10 gage = 0.135" thick  
12 gage = 0.108" thick

**NOTES:**

- Use 5/8" ø Button head bolts and hex nuts for connection to posts. No washer on rail face for bolted connections to post.
- The nested rail elements, end cap and single 10 gage thrie beam element, may be spliced together prior to bolting the elements to the wood post and concrete barrier or railing.
- Exterior splice bolt holes for rail element splices at Post No.T4 and the connection to the concrete barrier or railing shall be the standard 3/32" x 1/8" slot size. Interior splice bolt holes at these locations may be increased up to 1/4" ø. Only the top 2 and the bottom 2 splice bolts with washers and nuts are required for rail splices at Post No.T4 and the connection to the concrete barrier or railing.
- Direction of adjacent traffic indicated by →.
- The top elevation of Post Nos.T2 through T7 shall not project more than 1" above the top elevation of the rail element.
- The depth of the metal box spacer varies from the 5/8" to 1/2" and is dependent on the width of the concrete railing or wall. The combined dimension for the depth of the metal box spacer plus the width of railing or wall is typically 17 1/8". Where the space between the backside of the concrete railing or wall and the rear thrie beam element is less than 1/2" metal plates similar to Plate 'A' are to be used as spacers.
- Where the width of the concrete railing or wall is greater than 17 1/8", wood blocks are to be used to fill the space created between the backside of Post No.4 through No.7 and the rear thrie beam element. These wood blocks shall be 8" in width and 1'-2" in length. The dimension between the front thrie beam element and the rear thrie beam element is to match the width of the concrete railing or wall.
- For details of End Cap (Type TC), see Revised Standard Plan RSP A78C1.

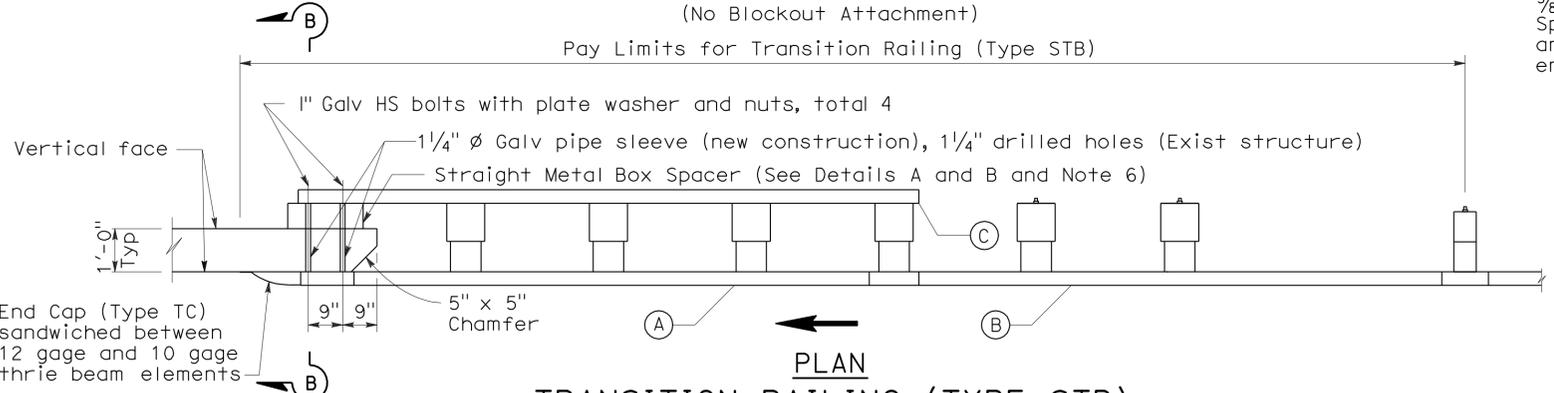


**ELEVATION**



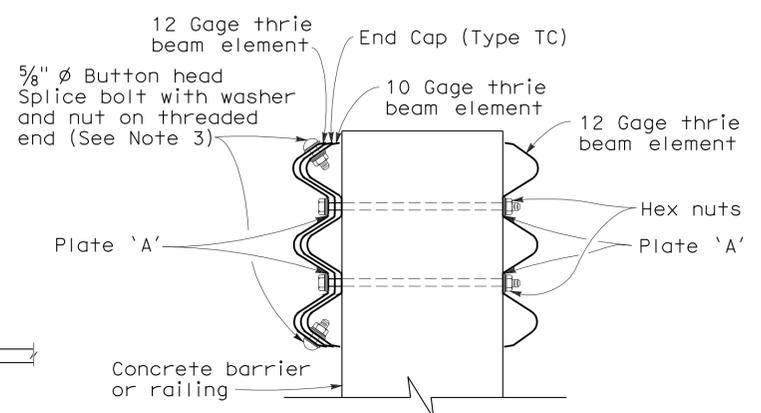
**TRANSITION RAILING (TYPE STB)**

(No Blockout Attachment)

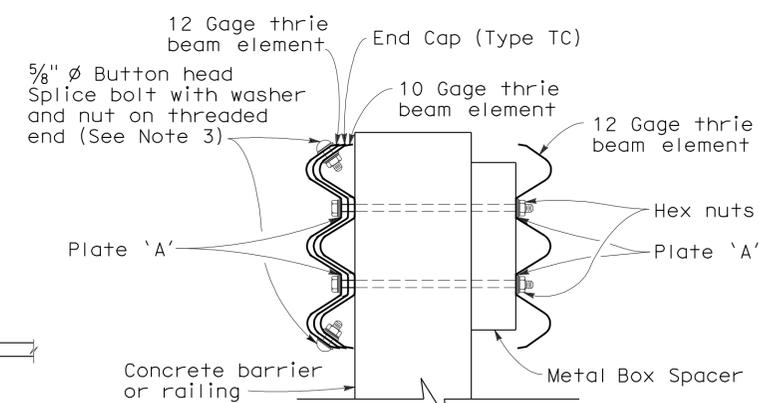


**TRANSITION RAILING (TYPE STB)**

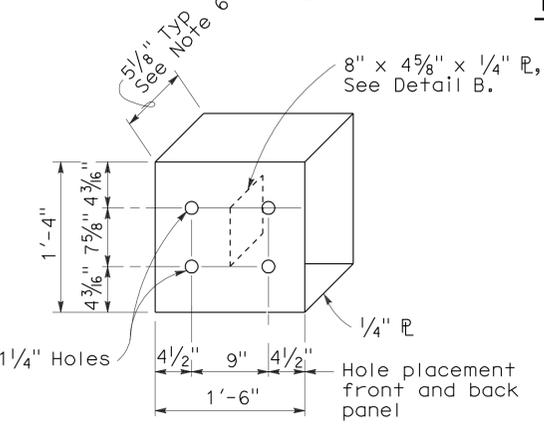
(Blockout Attachment)



**SECTION A-A**

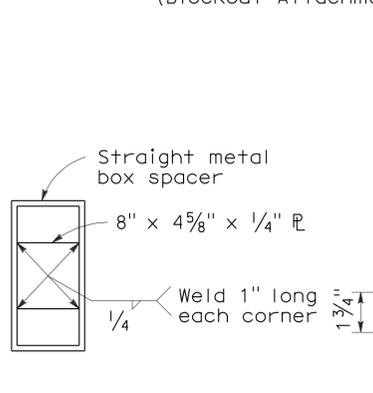


**SECTION B-B**

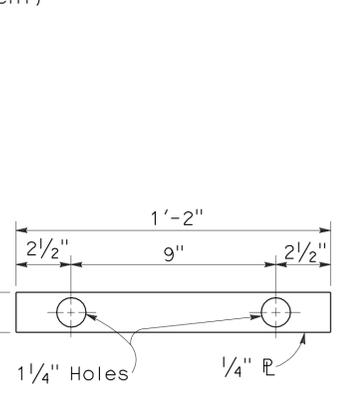


**DETAIL A**

**STRAIGHT METAL BOX SPACER**

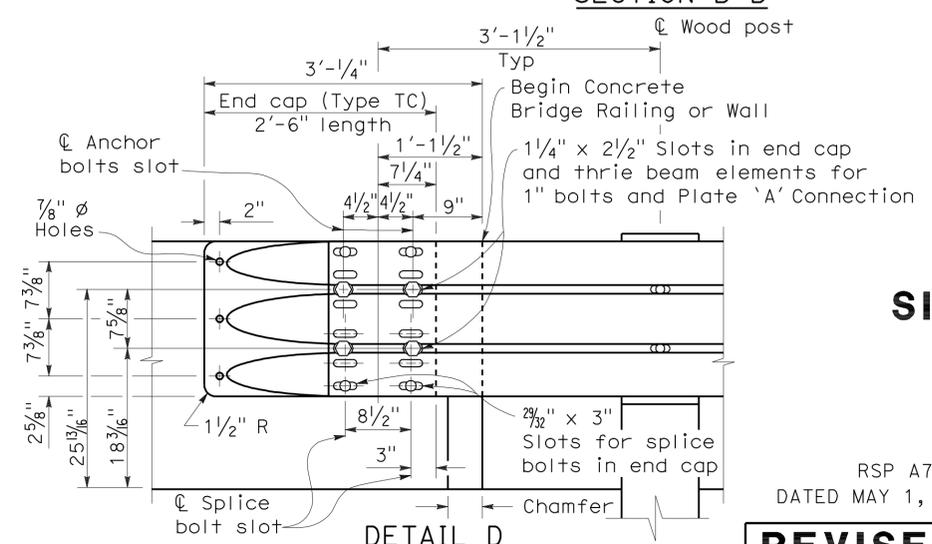


**DETAIL B**



**DETAIL C**

**PLATE 'A'**



**DETAIL D**

**SINGLE THRIE BEAM BARRIER TRANSITION RAILING (TYPE STB)**

NO SCALE

RSP A78J DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78J DATED MAY 1, 2006 - PAGE 97 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP A78J**

2006 REVISED STANDARD PLAN RSP A78J

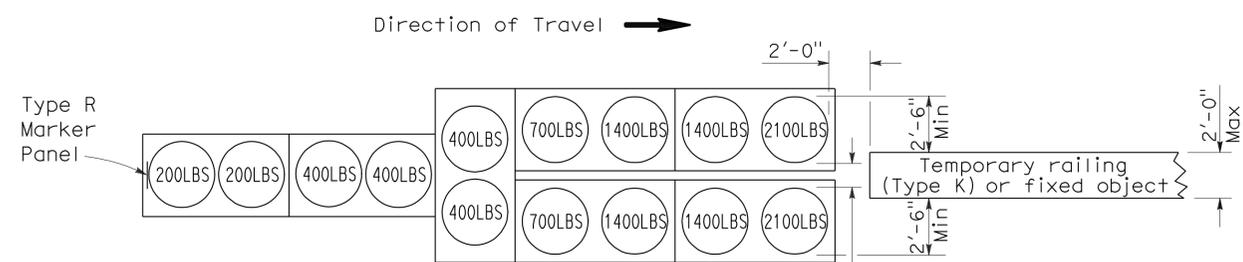
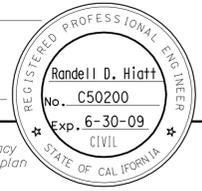
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	11	17

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

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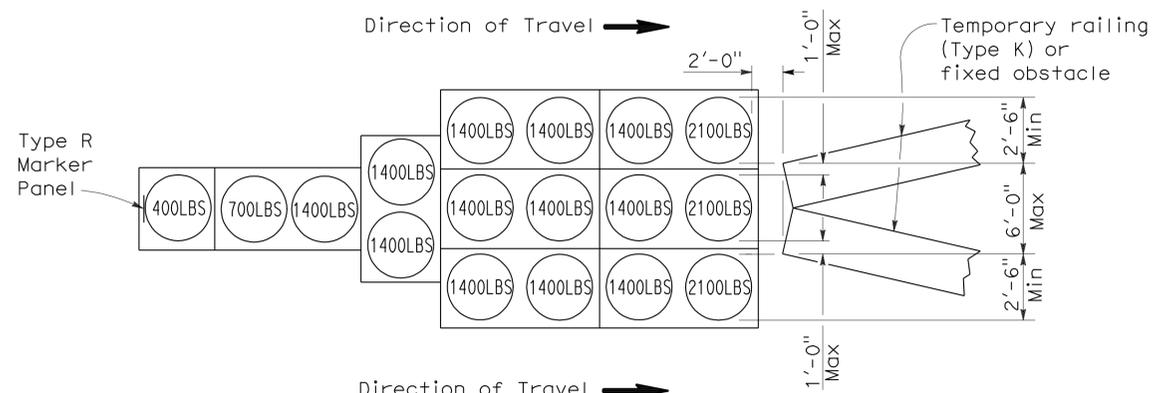
To accompany plans dated 7-6-10



Direction of Travel →

**ARRAY 'TU14'**

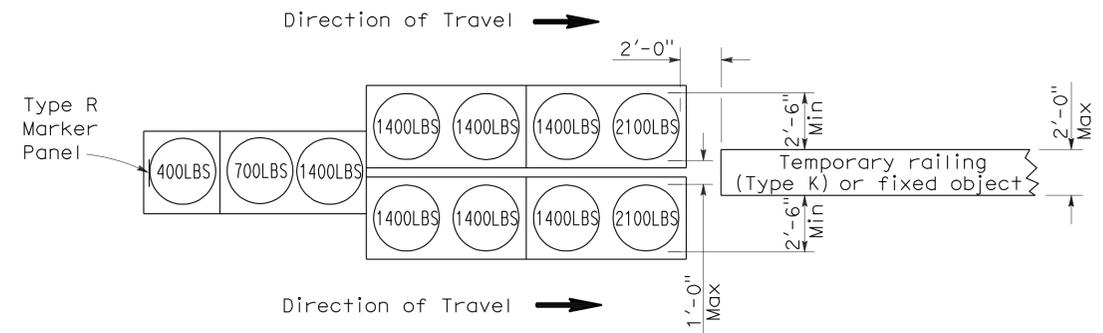
Approach speed 45 mph or more



Direction of Travel →

**ARRAY 'TU17'**

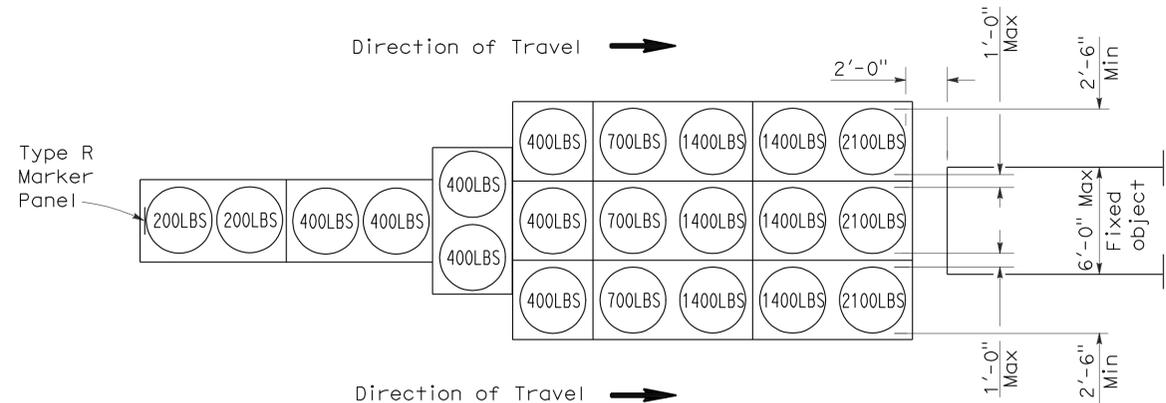
Approach speed less than 45 mph



Direction of Travel →

**ARRAY 'TU11'**

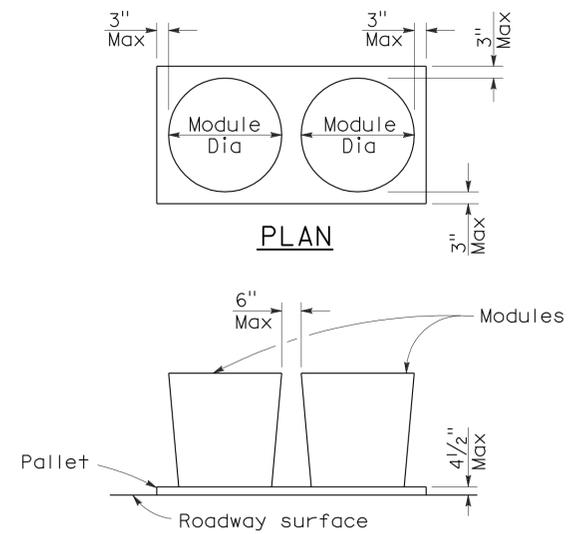
Approach speed less than 45 mph



Direction of Travel →

**ARRAY 'TU21'**

Approach speed 45 mph or more



**PLAN**

**ELEVATION**

**CRASH CUSHION PALLET DETAIL**

See Note 7

**NOTES:**

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

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

**REVISED STANDARD PLAN RSP T1A**

2006 REVISED STANDARD PLAN RSP T1A

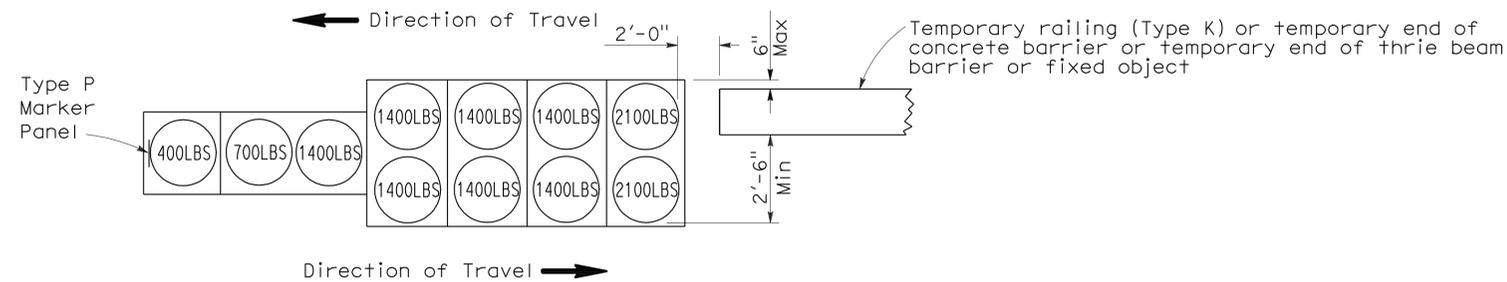
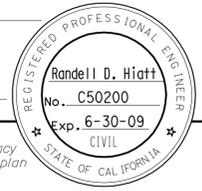
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	12	17

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

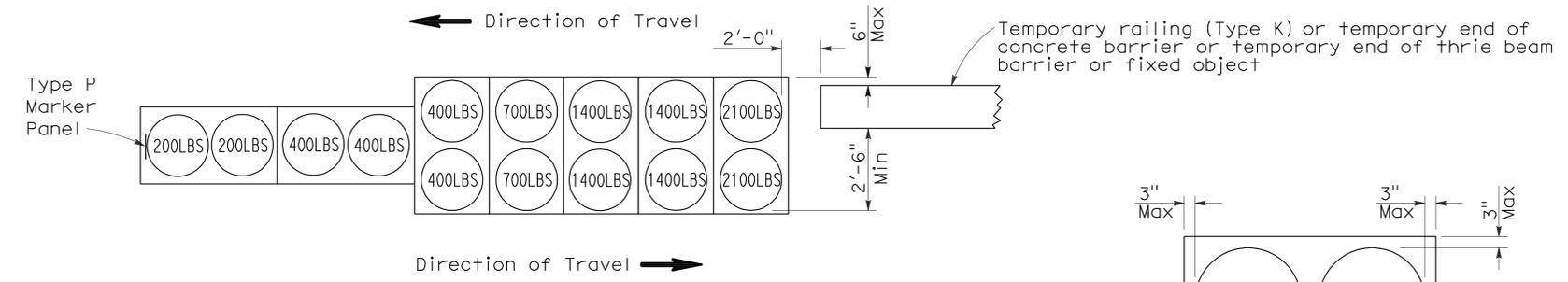
*The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.*

To accompany plans dated 7-6-10



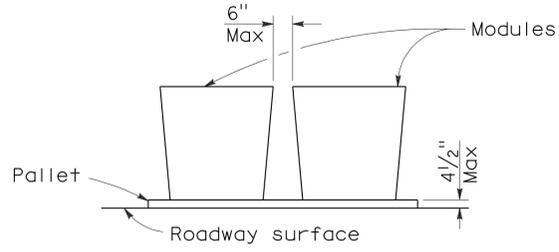
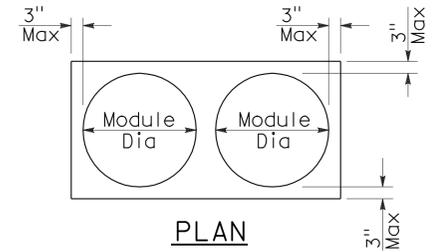
**ARRAY 'TB11'**

Approach speed less than 45 mph



**ARRAY 'TB14'**

Approach speed 45 mph or more



**CRASH CUSHION PALLET DETAIL**  
See Note 7

**NOTES:**

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

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**TEMPORARY CRASH CUSHION,  
SAND FILLED  
(BIDIRECTIONAL)**  
NO SCALE

RSP T1B DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1B  
DATED MAY 1, 2006 - PAGE 212 OF THE STANDARD PLANS BOOK DATED MAY 2006.

**REVISED STANDARD PLAN RSP T1B**

2006 REVISED STANDARD PLAN RSP T1B

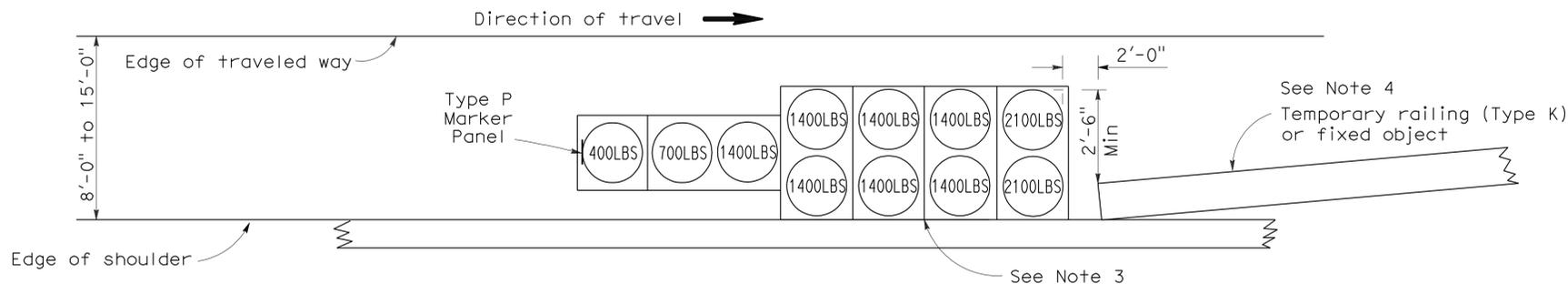
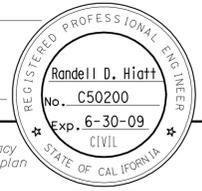
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	13	17

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

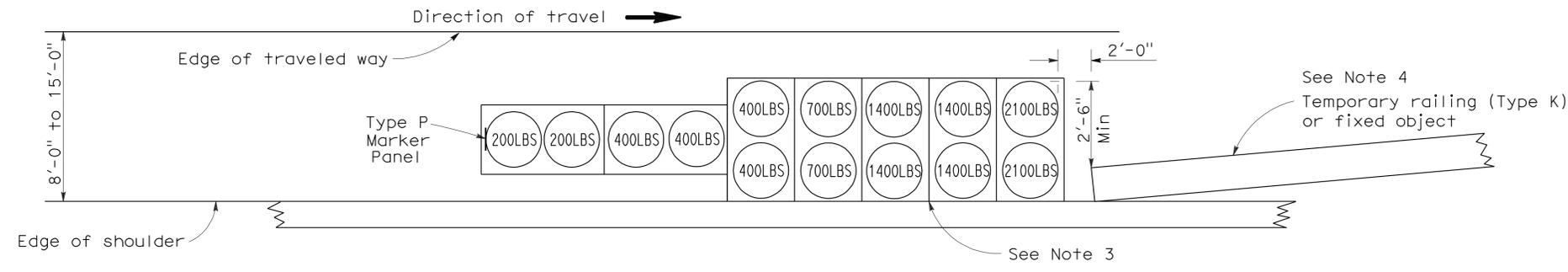
June 6, 2008  
PLANS APPROVAL DATE

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

To accompany plans dated 7-6-10



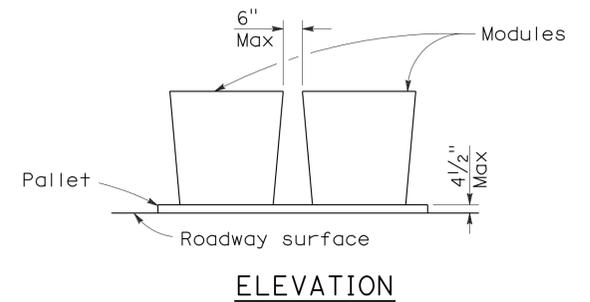
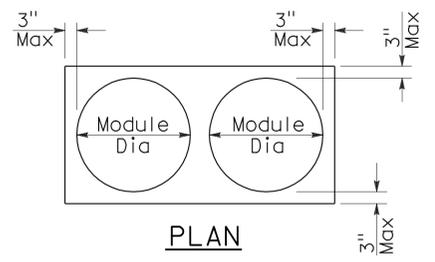
**ARRAY 'TS11'**  
Approach speed less than 45 mph  
See Note 9



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

**NOTES:**

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



**CRASH CUSHION PALLET DETAIL**  
See Note 11

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**TEMPORARY CRASH CUSHION,  
SAND FILLED  
(SHOULDER INSTALLATIONS)**  
NO SCALE

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

**REVISED STANDARD PLAN RSP T2**

2006 REVISED STANDARD PLAN RSP T2

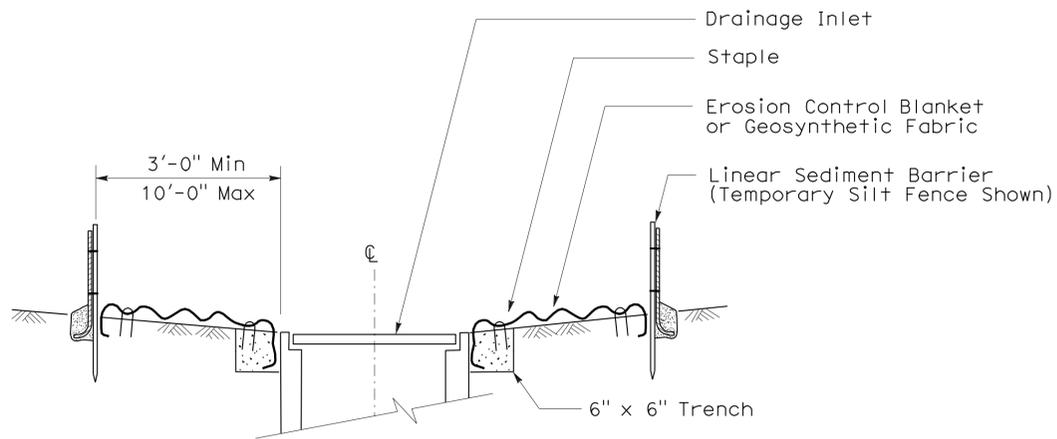
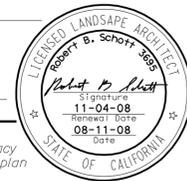
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	14	17

*Robert B. Schott*  
 LICENSED LANDSCAPE ARCHITECT

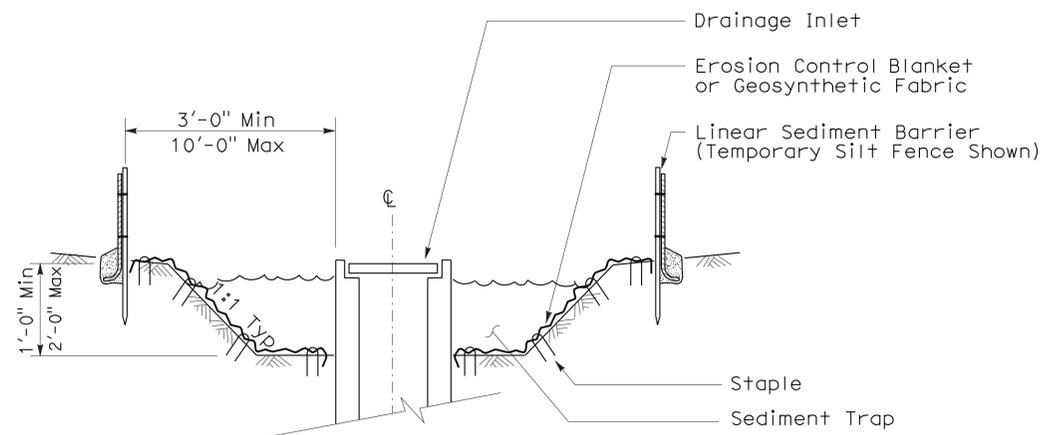
August 15, 2008  
 PLANS Approval DATE

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To accompany plans dated 7-6-10



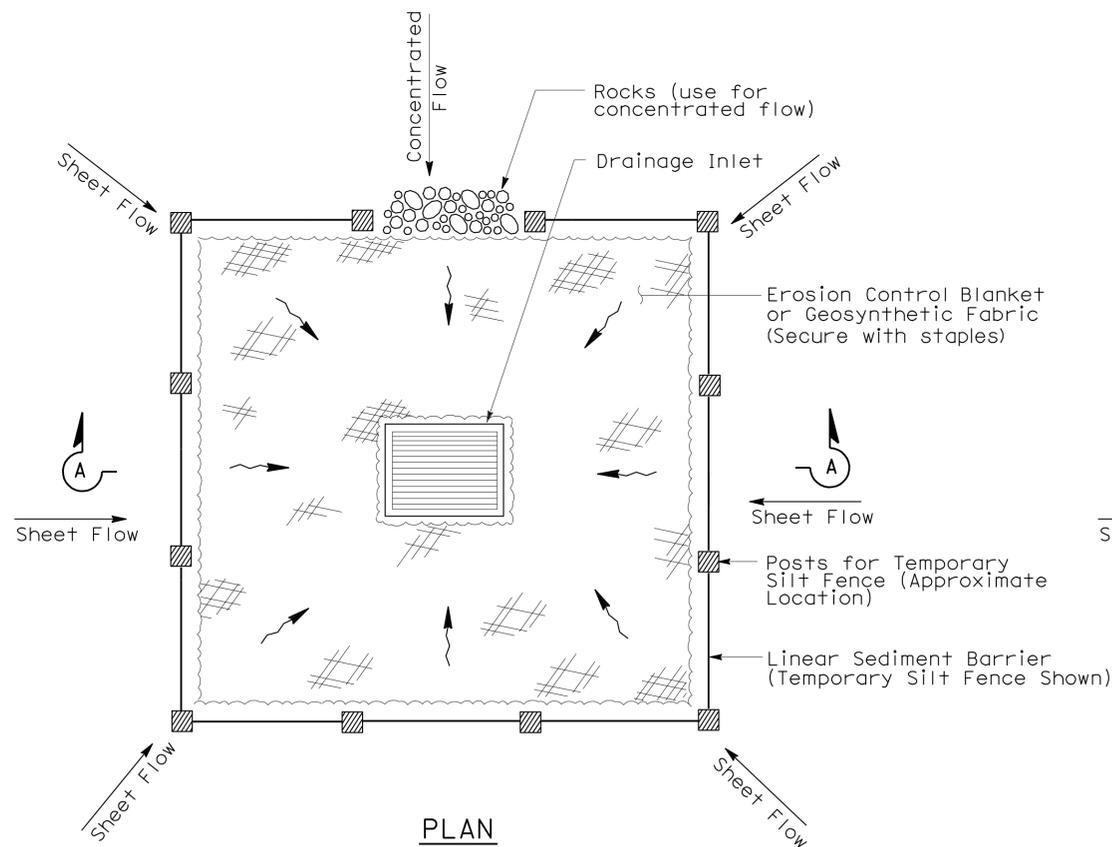
SECTION A-A



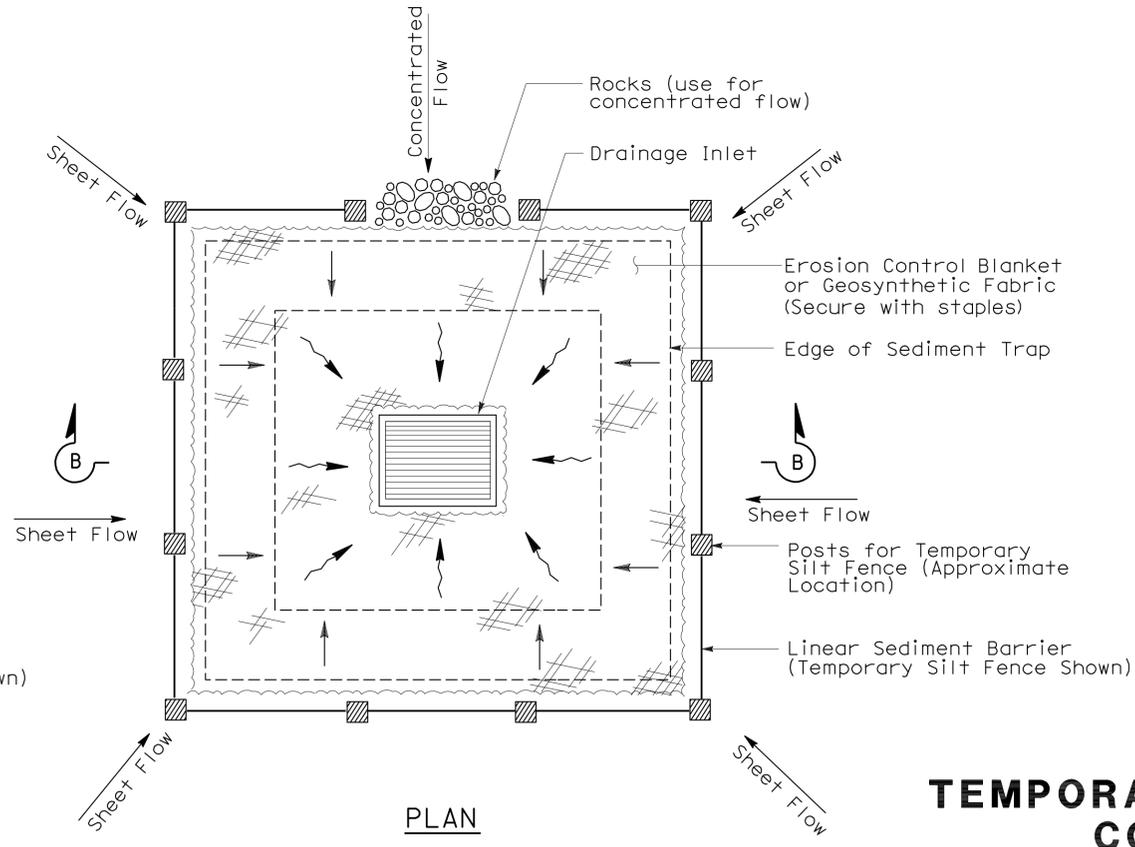
SECTION B-B

**NOTES:**

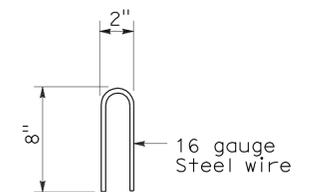
1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)



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



STAPLE DETAIL

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

NO SCALE

NSP T61 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	15	17

*Robert B. Schott*  
 LICENSED LANDSCAPE ARCHITECT

August 15, 2008  
 PLANS APPROVAL DATE

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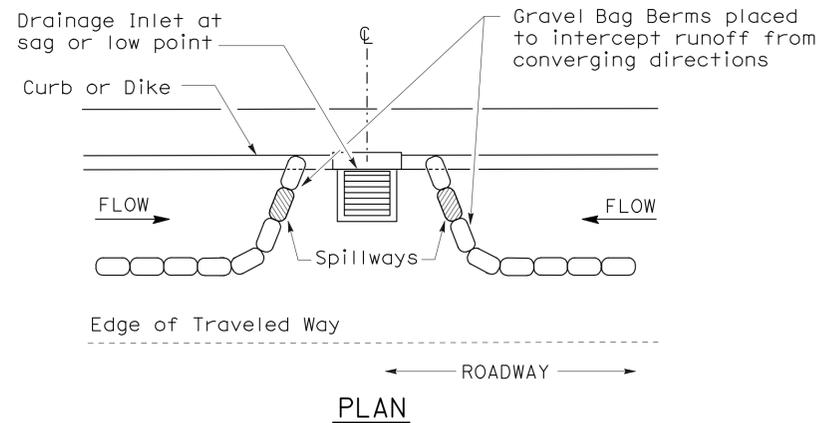
To accompany plans dated 7-6-10

2006 NEW STANDARD PLAN NSP T62

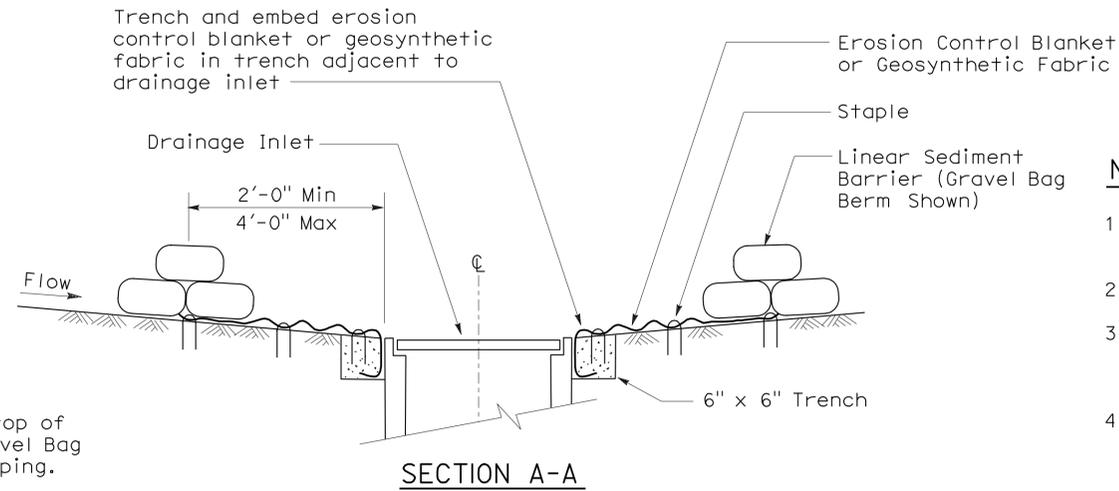
**GRAVEL BAG BERM (TYPE 3A) SPACING TABLE**

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

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



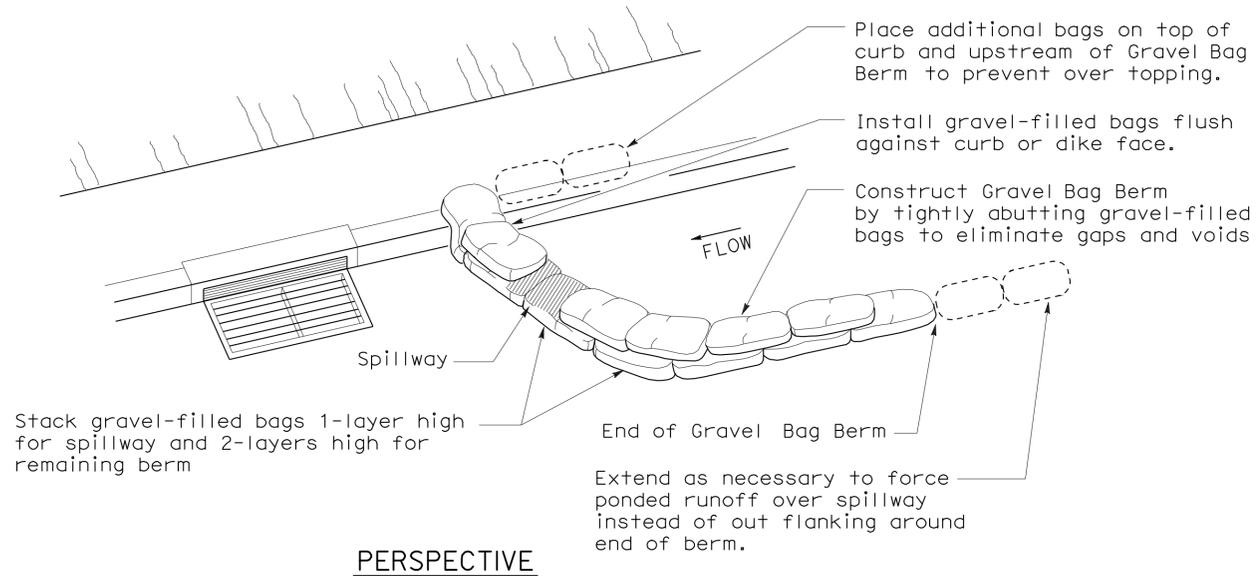
**PLAN**  
**CONFIGURATION FOR SAG POINT INLET (GRAVEL BAG BERM)**



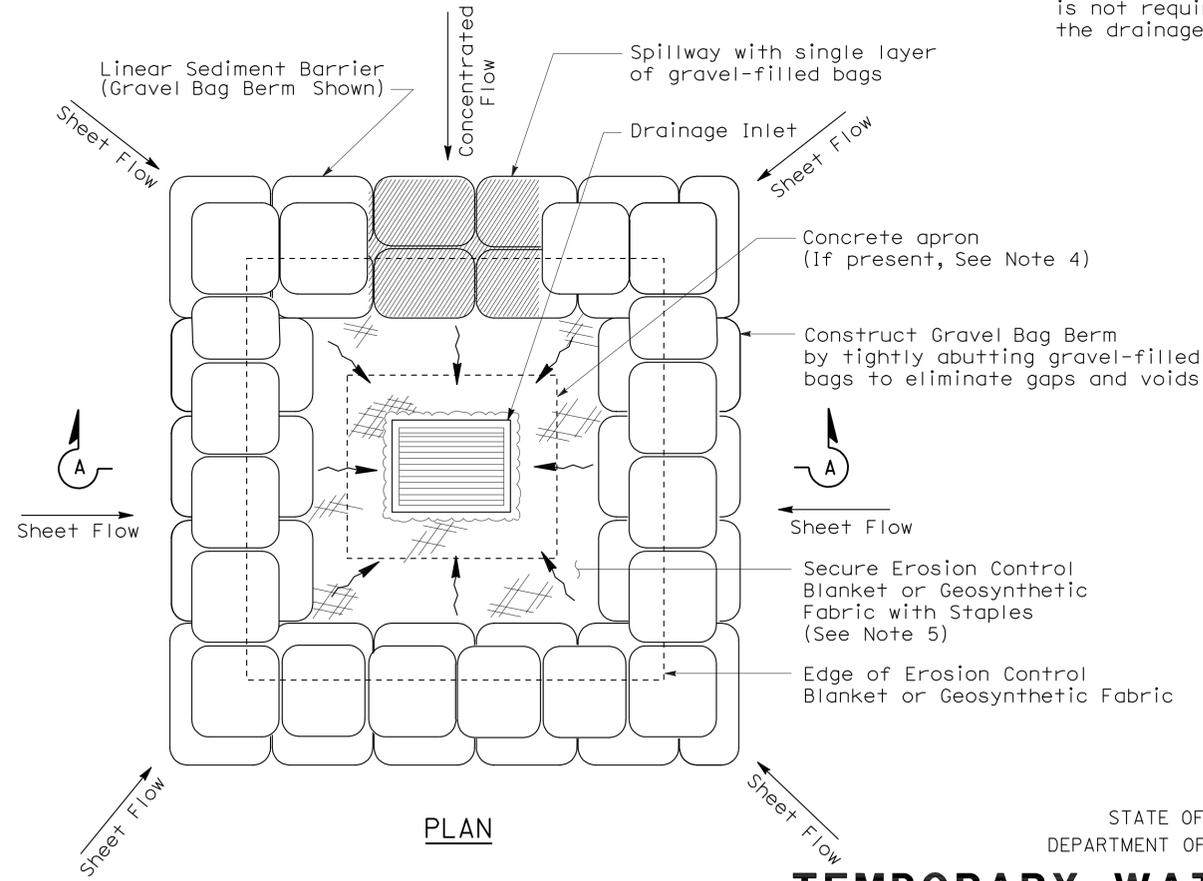
**SECTION A-A**

**NOTES:**

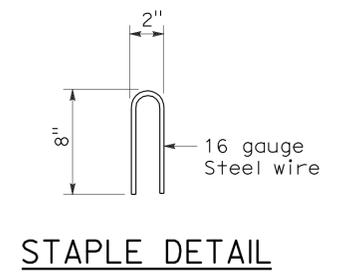
1. Place safety cones adjacent to drainage inlet protection.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 gravel bag berms upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.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



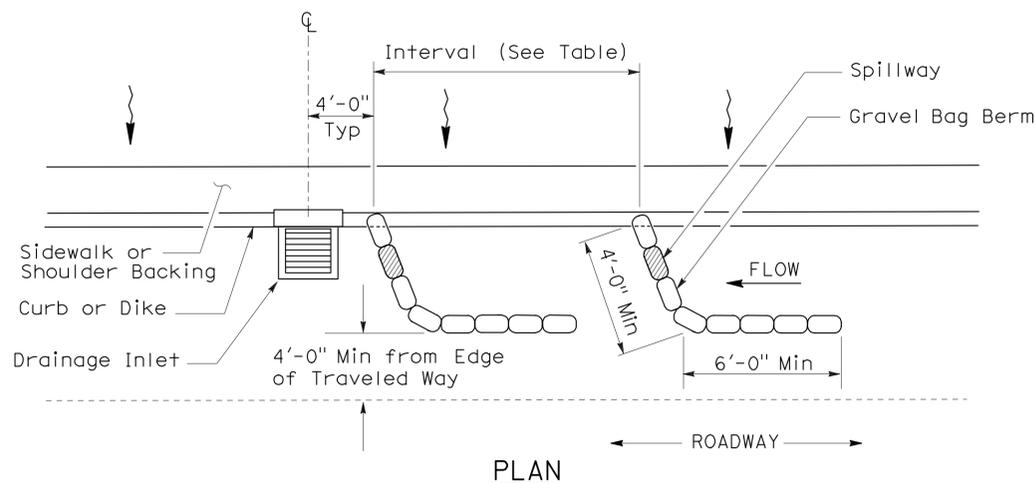
**PERSPECTIVE**



**PLAN**  
**TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3B)**



**STAPLE DETAIL**



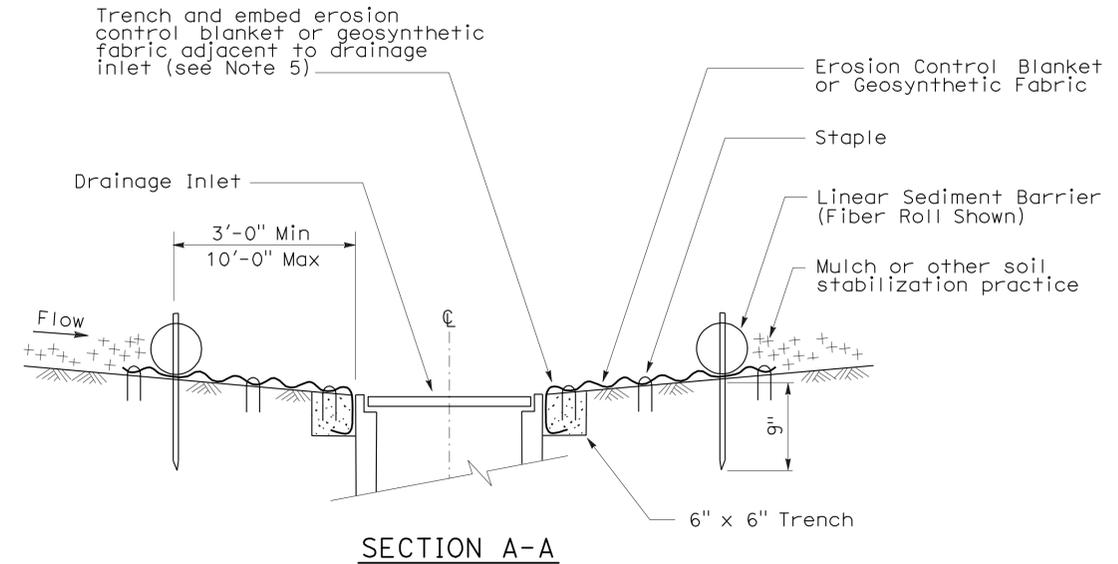
**PLAN**  
**TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3A) (GRAVEL BAG BERM)**

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

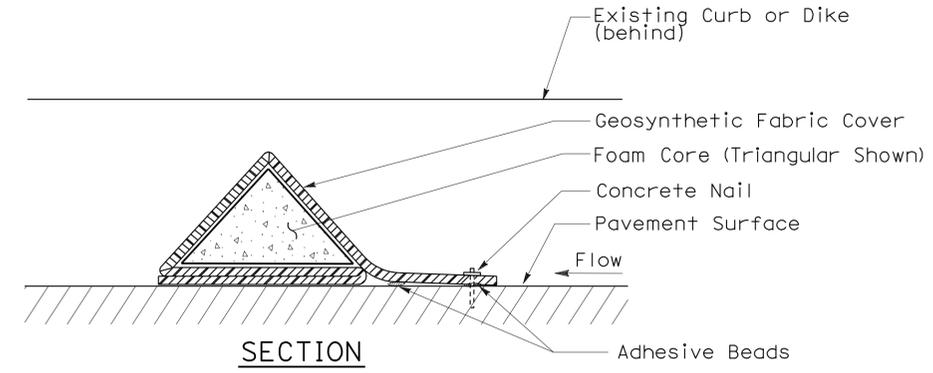
NO SCALE  
NSP T62 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

**FLEXIBLE SEDIMENT BARRIER SPACING TABLE**

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



**SECTION A-A**

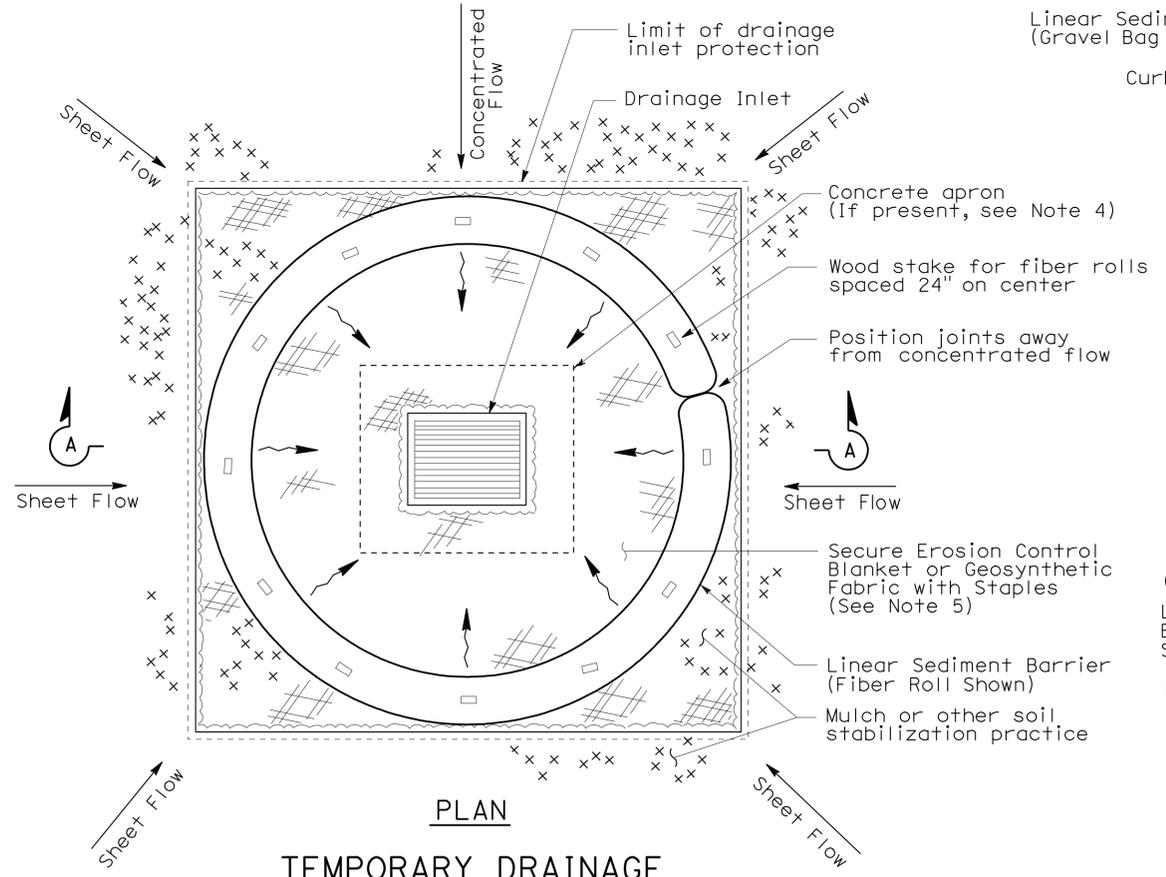


**SECTION FLEXIBLE SEDIMENT BARRIER DETAIL (FOAM BARRIER SHOWN)**

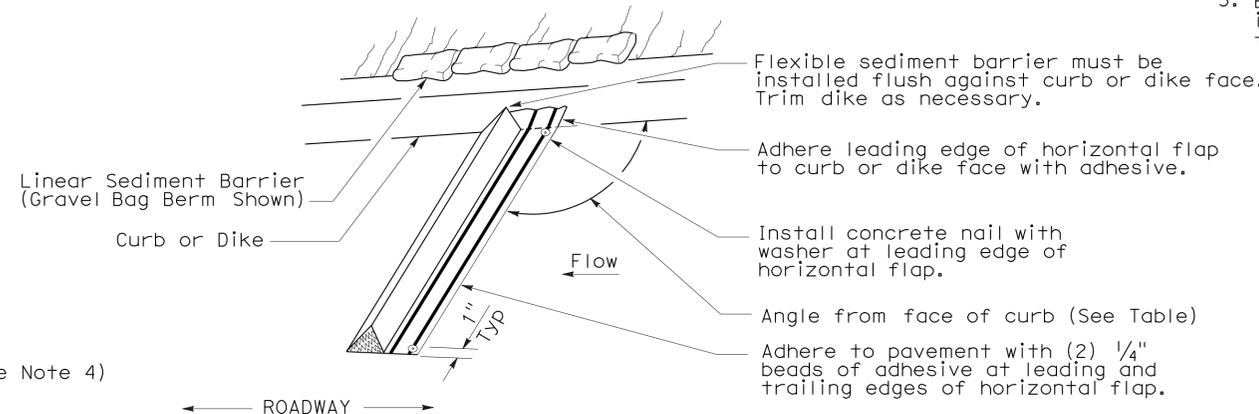
**NOTES:**

1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 flexible sediment barriers upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.
5. Erosion control blanket or geosynthetic fabric is not required if the area adjacent to the drainage inlet is vegetated.

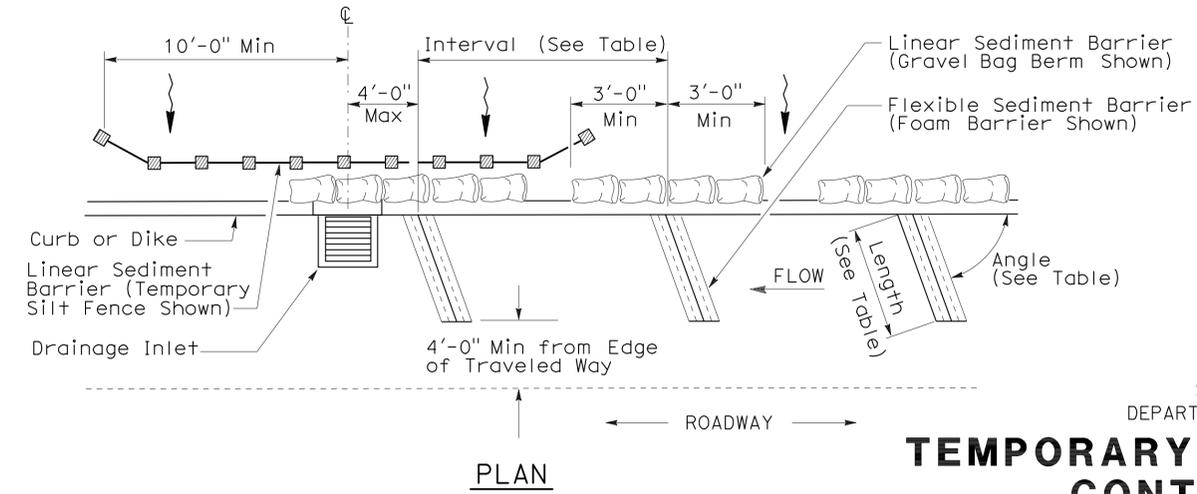
To accompany plans dated 7-6-10



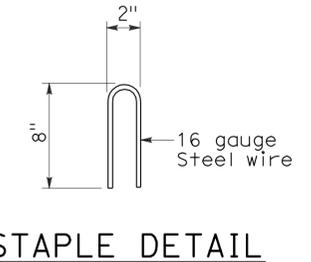
**PLAN TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4A)**



**PERSPECTIVE**



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



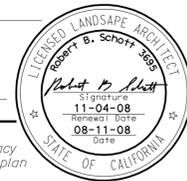
**STAPLE DETAIL**

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)**  
 NO SCALE  
 NSP T63 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

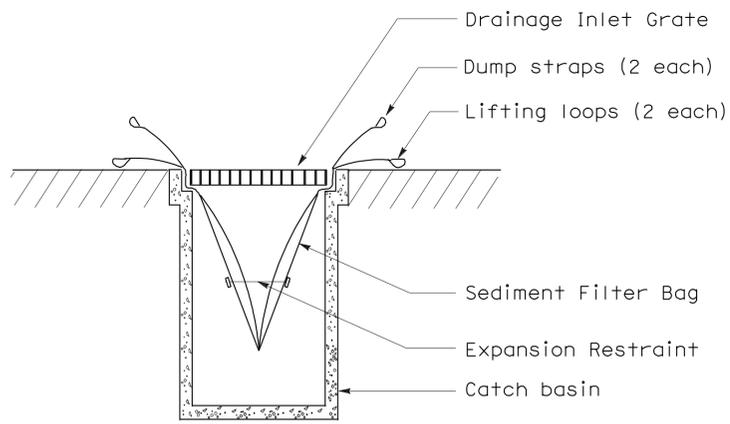
2006 NEW STANDARD PLAN NSP T63

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	T101.4/R102.0	17	17

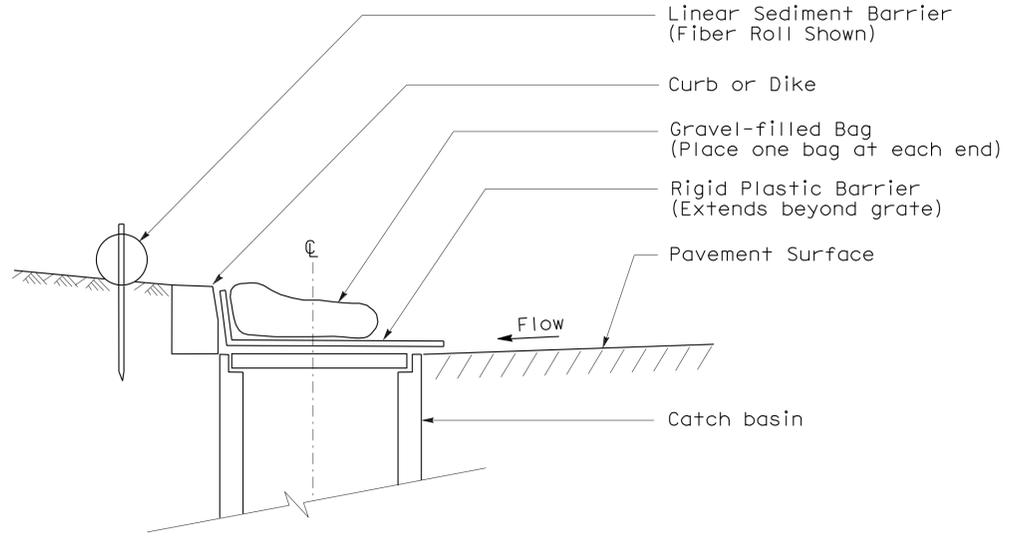
*Robert B. Schott*  
 LICENSED LANDSCAPE ARCHITECT  
 August 15, 2008  
 PLANS APPROVAL DATE  
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



To accompany plans dated 7-6-10



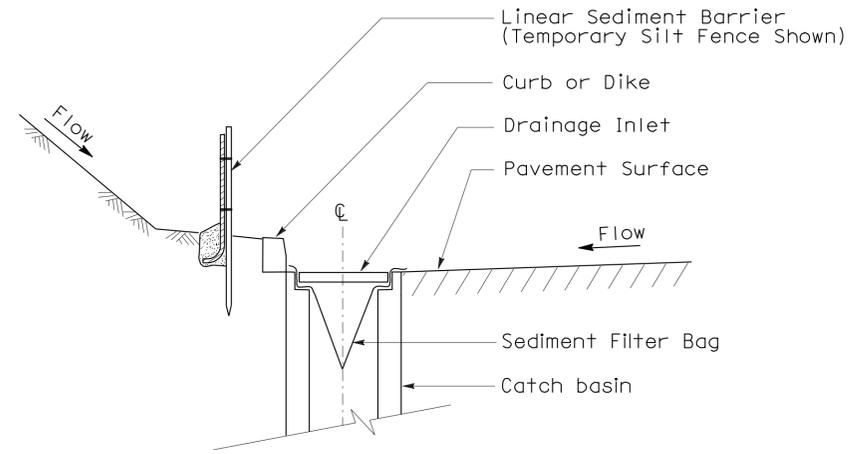
**SECTION B-B**  
**SEDIMENT FILTER BAG DETAIL**



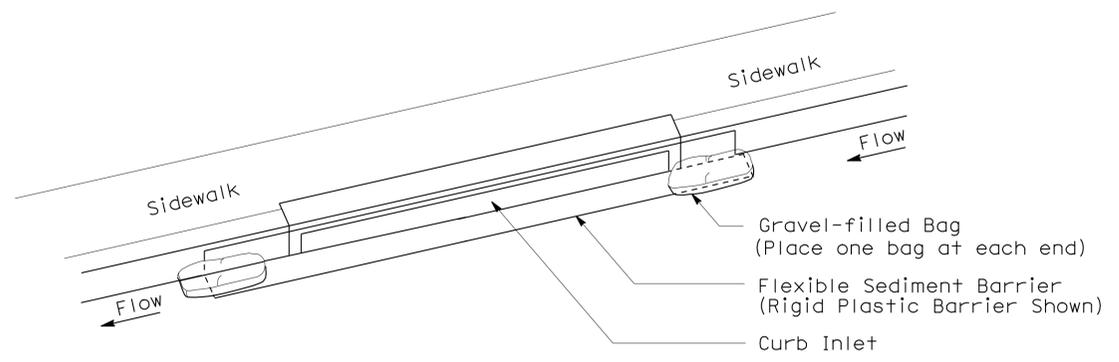
**SECTION**  
**TEMPORARY DRAINAGE**  
**INLET PROTECTION (TYPE 6A)**  
**(CATCH BASIN WITH GRATE)**

**NOTES:**

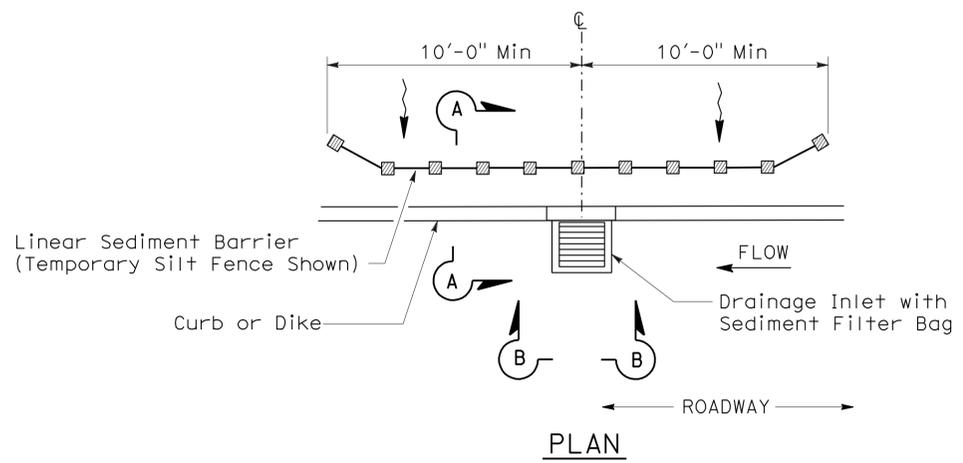
1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.



**SECTION A-A**



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



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

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

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

**2006 NEW STANDARD PLAN NSP T64**