

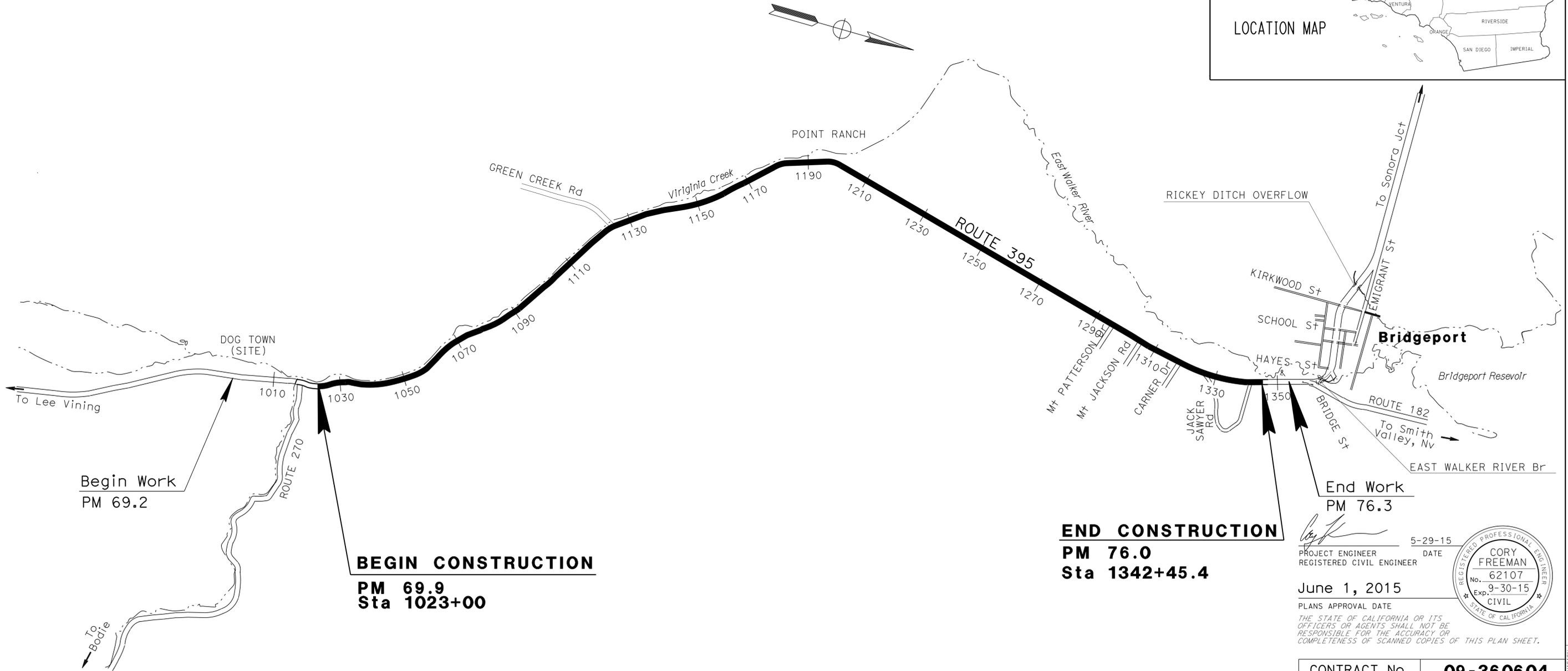
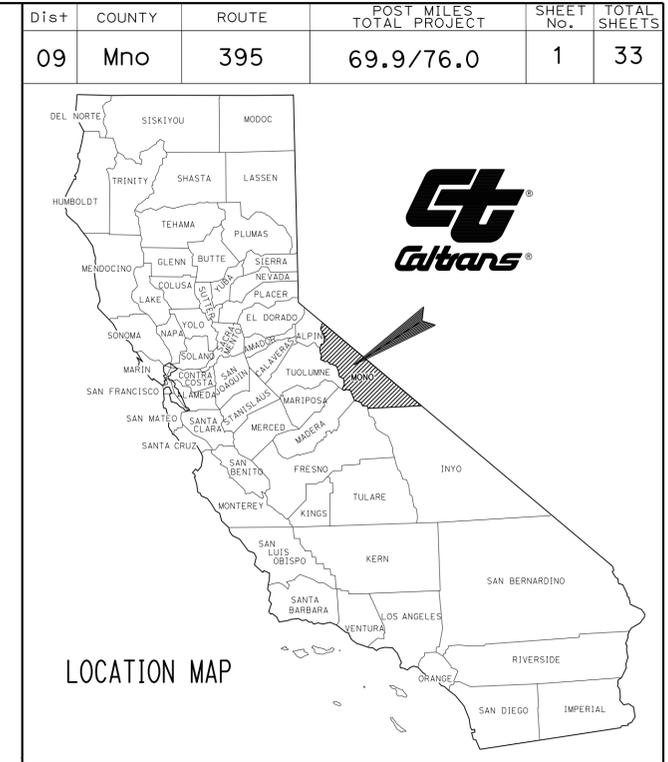
INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2-5	TYPICAL CROSS SECTIONS
6-9	CONSTRUCTION DETAILS
10	CONSTRUCTION AREA SIGNS
11	PAVEMENT DELINEATION QUANTITIES
12-13	SUMMARY OF QUANTITIES
14-15	INDUCTIVE LOOP DETECTOR, & ELECTRICAL QUANTITIES
16-33	REVISED STANDARD PLANS

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

STATE OF CALIFORNIA **ACNHP-P395(255)E**
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN MONO COUNTY NEAR BRIDGEPORT
FROM ROUTE 270
TO 0.1 MILE NORTH OF JACK SAWYER ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



Begin Work
PM 69.2

BEGIN CONSTRUCTION
PM 69.9
Sta 1023+00

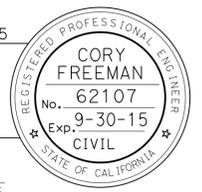
END CONSTRUCTION
PM 76.0
Sta 1342+45.4

End Work
PM 76.3

PROJECT ENGINEER
 REGISTERED CIVIL ENGINEER
 DATE 5-29-15

June 1, 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.



CONTRACT No.	09-360604
PROJECT ID	0914000008

PROJECT MANAGER
CEDRIK ZEMITIS
 DESIGN ENGINEER
BRIAN WESLING

NO SCALE

LAST REVISION 05-01-15
 DATE PLOTTED => 31-AUG-2015
 TIME PLOTTED => 10:59

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	2	33

REGISTERED CIVIL ENGINEER	DATE
6-1-15	5-29-15
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
CORY FREEMAN
No. 62107
Exp. 9-30-15

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.

DESIGN DESIGNATION

ADT (2013) = 3100 D = 52.41%
 ADT (2017) = 3160 TI₂₀ = 10.0
 DHV (2017) = 620 V = 65 mph
 T = 12.0%

PAVEMENT CLIMATE REGION

HIGH DESERT

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.
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- STATIONING SHOWN IS FOR CONSTRUCTION PURPOSES ONLY.
- SEE REVISED STANDARD PLAN RSP P75 FOR SAFETY EDGE DETAIL.
- SEE SHEET C-2 AND Q-2 FOR Temp FIBER ROLL LOCATIONS.

ABBREVIATIONS:

GPIPM - GEOSYNTHETIC PAVEMENT INTERLAYER (PAVING MAT)
 LL - LANE LINE
 SE - SAFETY EDGE
 TFR - Temp FIBER ROLL (TYPE 2)

LEGEND

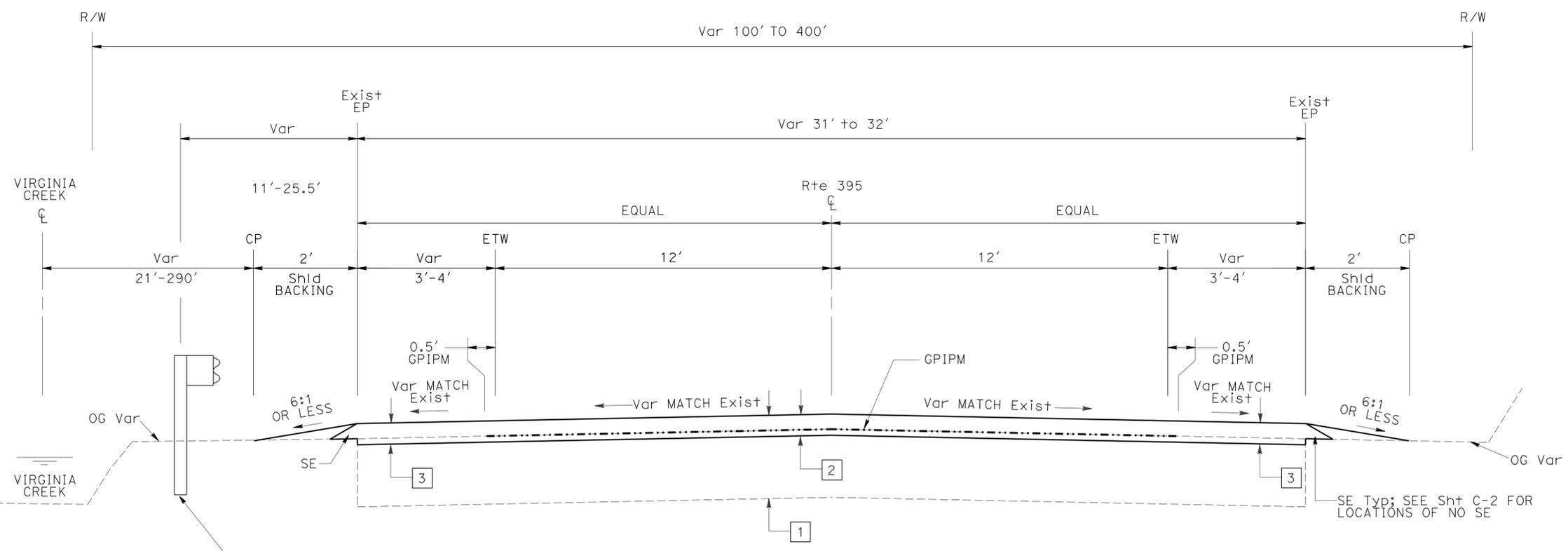
..... GPIPM

EXISTING STRUCTURAL SECTION:

- 1 Var 0.60' to 0.90'
0.08' RHMA (OPEN GRADED HIGH BINDER)
0.52' TO 0.82' AC
0.50 CTB

NEW STRUCTURAL SECTION:

- TRAVELED WAY, MEDIAN, AND TURN POCKETS**
- 2 0.20' HMA (TYPE A)
GPIPM (PLACED 0.5' BEYOND ETW)
0.08' HMA (TYPE A)
COLD PLANE 0.08' AC PAVEMENT
- SHOULDERS**
- 3 0.20' HMA (TYPE A)
0.08' HMA (TYPE A)
COLD PLANE 0.08' AC PAVEMENT



ROUTE 395
Sta 1023+00 TO 1201+07.97 (EC)

REMOVE Exist MBGR FROM
Stas 1193+70.8 TO 1197+31.2;
INSTALL MGS PER Sht Q-1

TYPICAL CROSS SECTIONS
NO SCALE
X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Caltans®
 DESIGN
 FUNCTIONAL SUPERVISOR: BRIAN WESLING
 CALCULATED/DESIGNED BY: CORY FREEMAN
 CHECKED BY: BRIAN WESLING
 REVISIONS: CORY FREEMAN, DATE REVISED: [blank]
 REVISIONS: BRIAN WESLING, DATE REVISED: [blank]

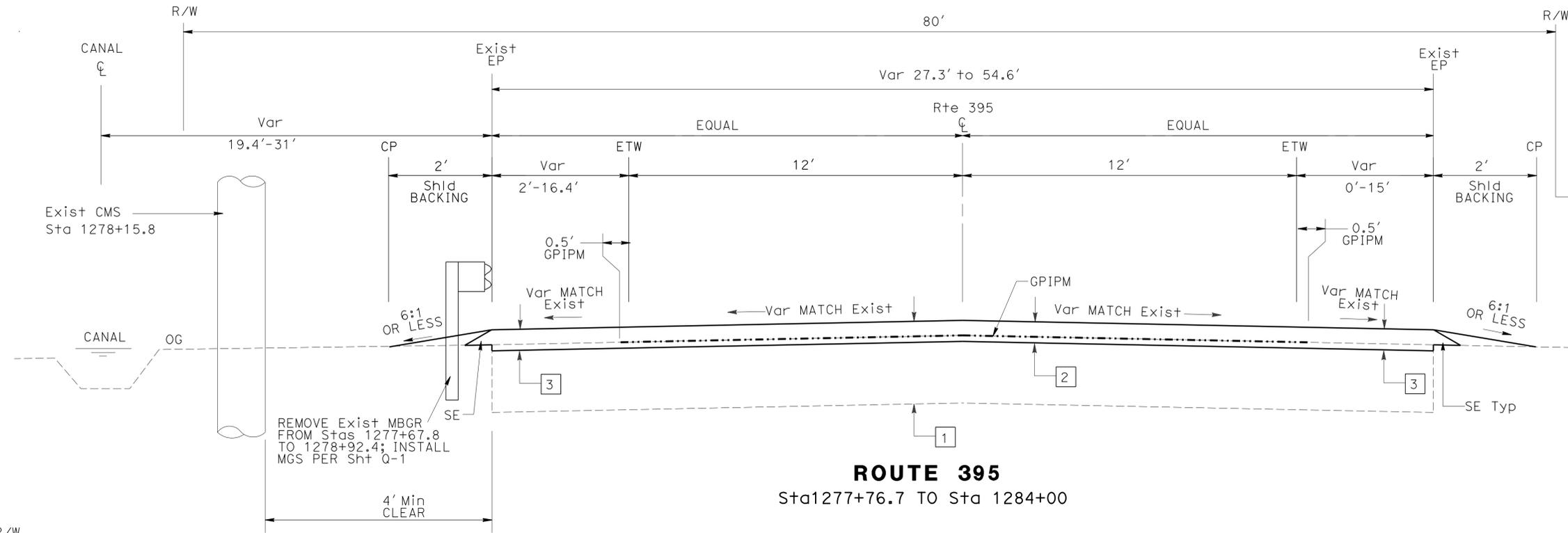
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	3	33

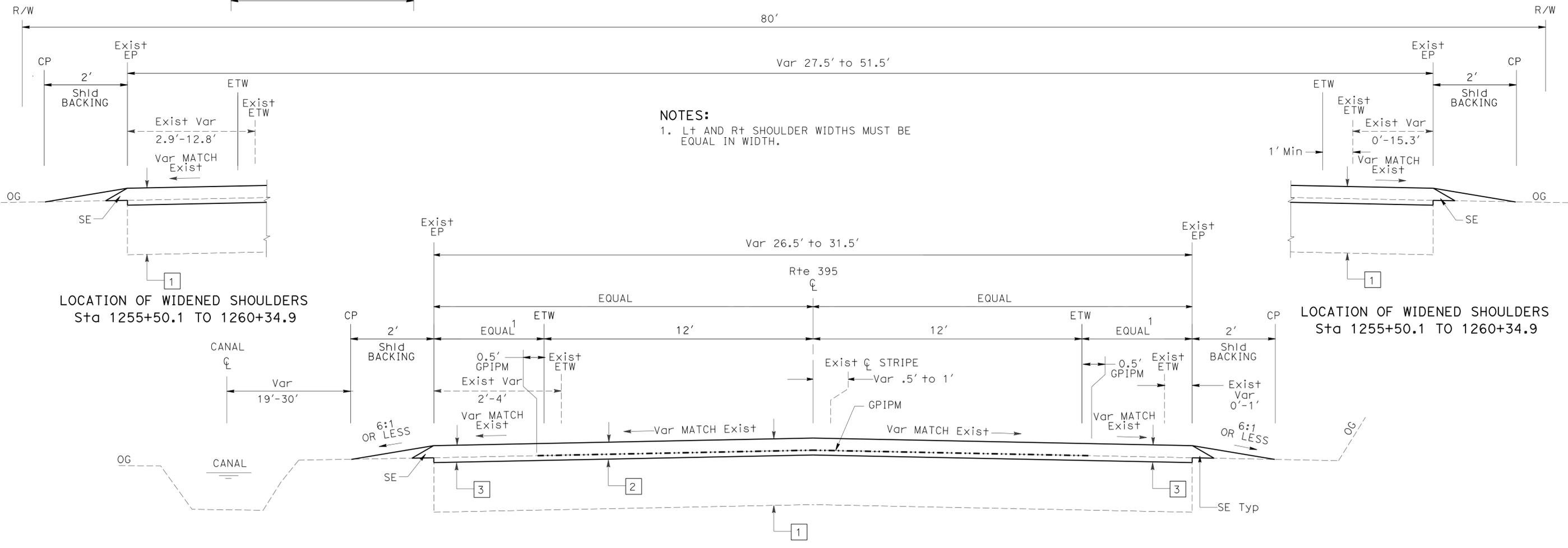
5-29-15
 REGISTERED CIVIL ENGINEER DATE
 6-1-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
CORY FREEMAN
 No. 62107
 Exp. 9-30-15
 STATE OF CALIFORNIA

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NOTES:
1. Lt AND Rt SHOULDER WIDTHS MUST BE EQUAL IN WIDTH.



TYPICAL CROSS SECTIONS
NO SCALE **X-2**

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Caltrans
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 CHECKED BY: BRIAN WESLING
 CALCULATED/DESIGNED BY: [blank]
 CORY FREEMAN
 BRYAN WESLING
 REVISOR: [blank]
 DATE REVISOR: [blank]

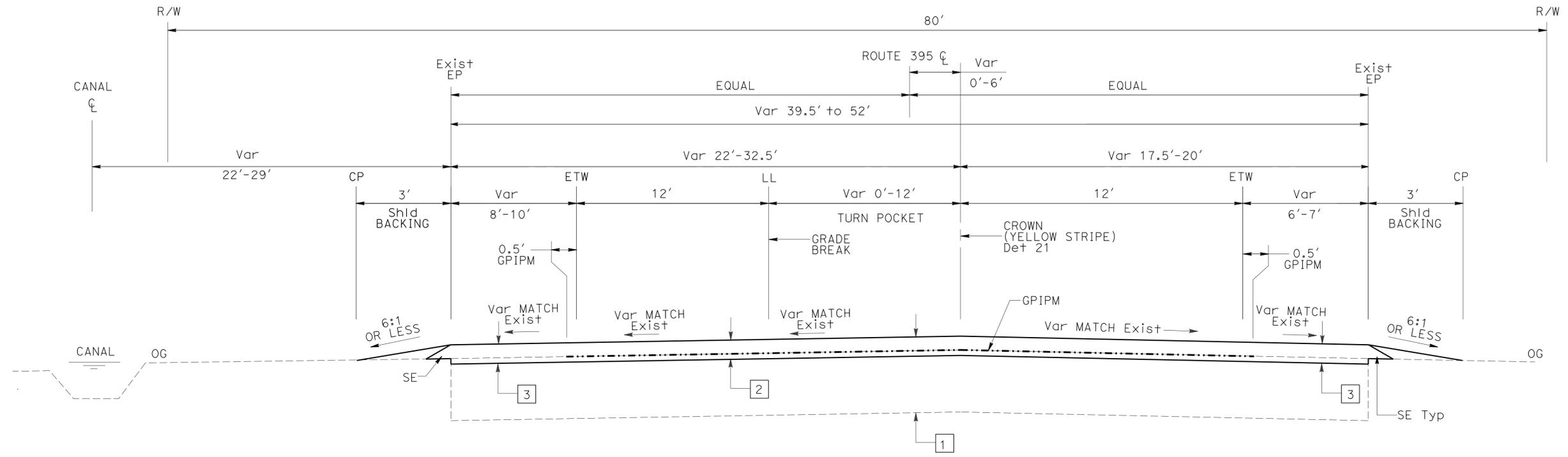
LAST REVISION DATE PLOTTED => 31-AUG-2015 TIME PLOTTED => 10:38

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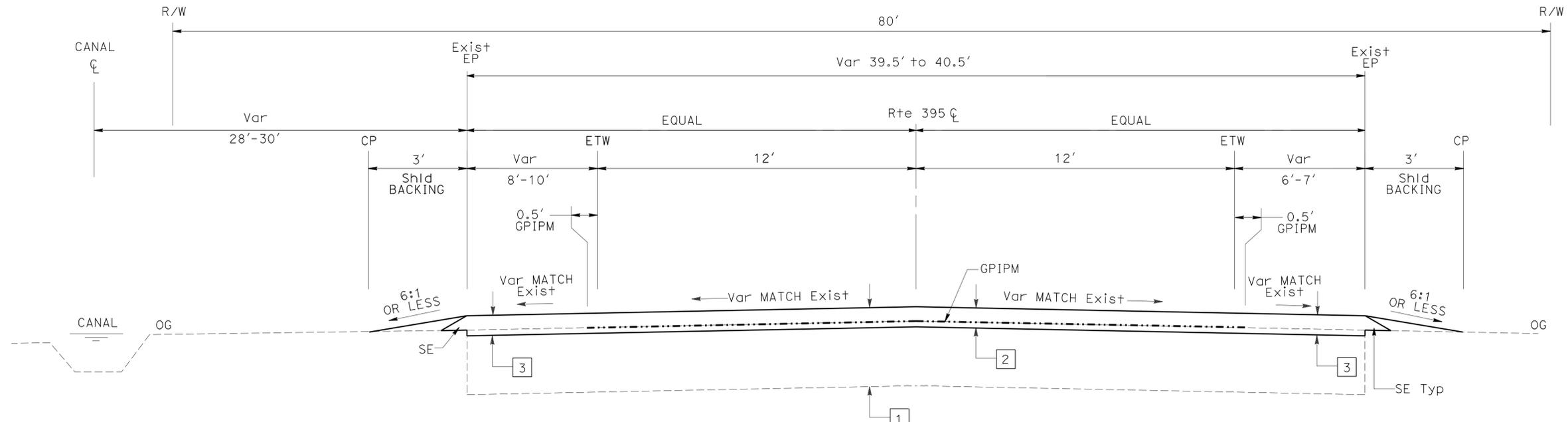
5-29-15
 REGISTERED CIVIL ENGINEER DATE
 6-1-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
CORY FREEMAN
 No. 62107
 Exp. 9-30-15
 STATE OF CALIFORNIA

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ROUTE 395
Sta 1290+00 TO 1299+38



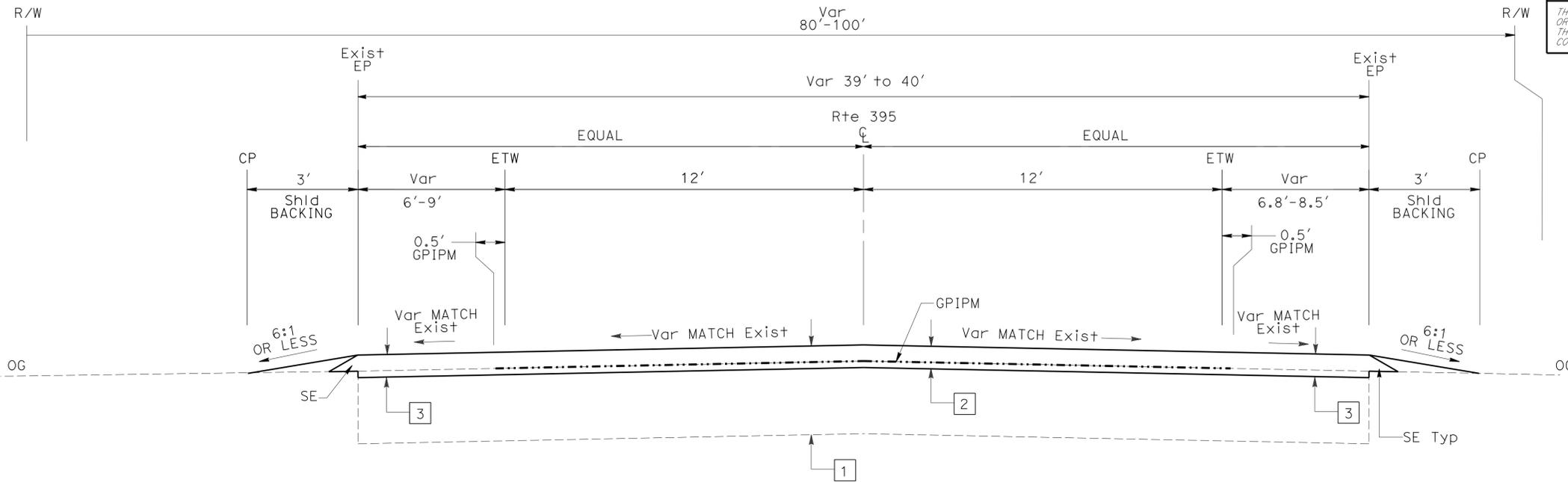
ROUTE 395
Sta 1284+00 TO 1290+00

TYPICAL CROSS SECTIONS
NO SCALE
X-3

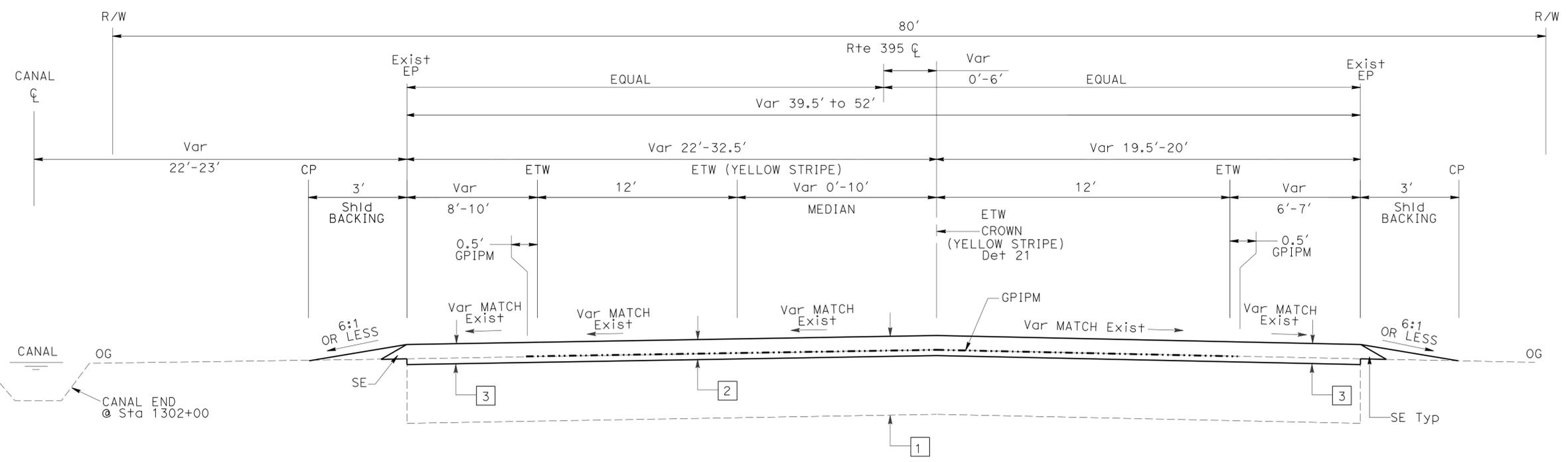
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR: BRIAN WESLING
 CHECKED BY: [blank]
 CALCULATED/DESIGNED BY: [blank]
 CORY FREEMAN
 BRIAN WESLING
 REVISOR BY: [blank]
 DATE REVISED: [blank]



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	69.9/76.0	5	33
 REGISTERED CIVIL ENGINEER			5-29-15	DATE	
6-1-15 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>					



ROUTE 395
Sta 1307+20 TO 1342+45.4



ROUTE 395
Sta 1299+38 TO 1307+20

TYPICAL CROSS SECTIONS
NO SCALE **X-4**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR: BRIAN WESLING
 CALCULATED/DESIGNED BY: CHECKED BY:
 CORY FREEMAN
 BRIAN WESLING
 REVISOR BY: DATE REVISED:
 CORY FREEMAN



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	6	33

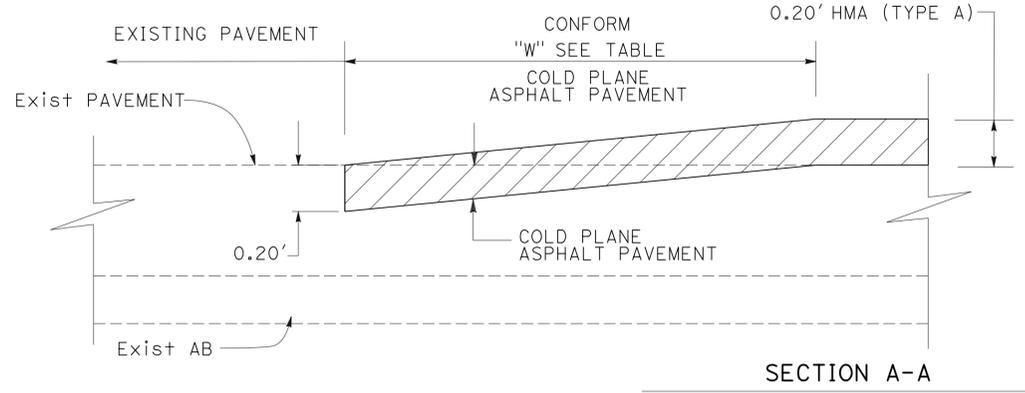
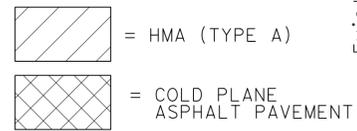
REGISTERED CIVIL ENGINEER DATE 5-29-15
 6-1-15 PLANS APPROVAL DATE
 CORY FREEMAN No. 62107 Exp. 9-30-15
 STATE OF CALIFORNIA

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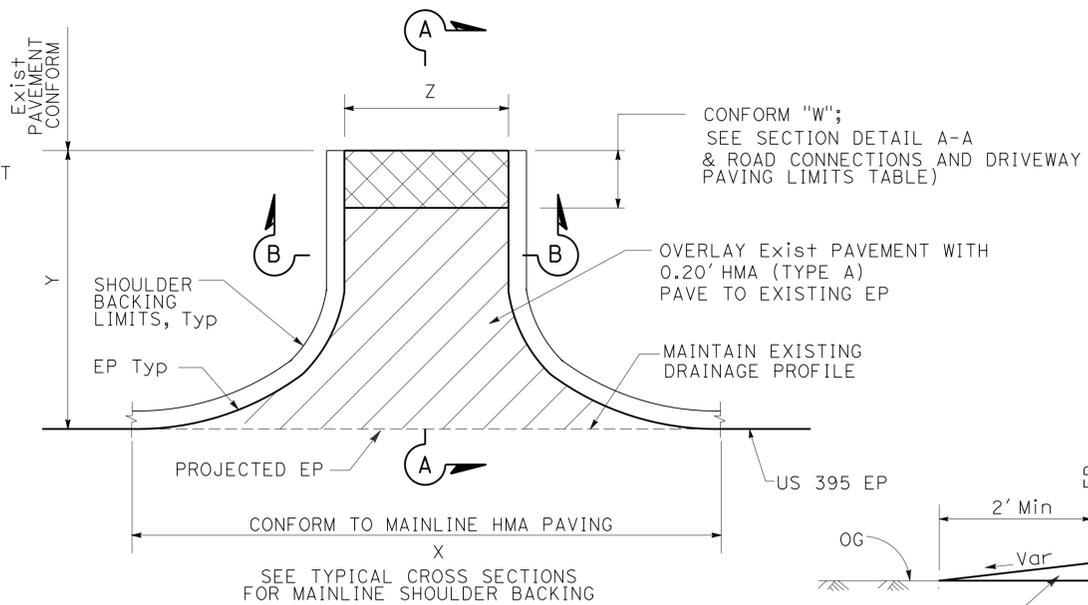
ABBREVIATIONS:

TFR - Temp FIBER ROLL
 (N) - NOT A SEPARATE PAY ITEM; FOR INFORMATION ONLY

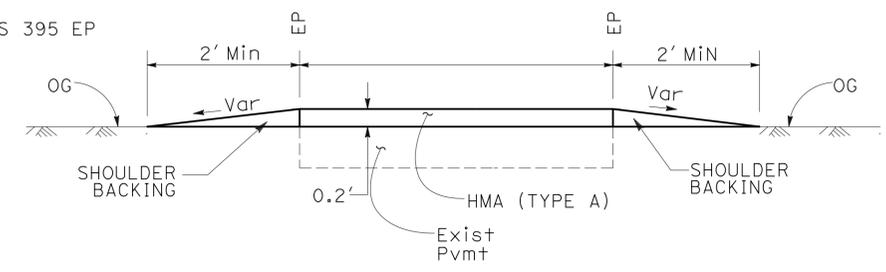
LEGEND:



TYPICAL CONFORM TAPER ALONG MAINLINE, DRIVEWAYS, AND ROAD CONNECTIONS



TYPICAL ROAD CONNECTION & DRIVEWAY HMA PAVING LIMITS



SECTION B-B

ROAD CONNECTIONS - PAVING LIMITS & QUANTITIES

STATION LIMITS	L+	R+	DIMENSION				COLD PLANE ASPHALT CONCRETE SQYD	SHOULDER BACKING TON	HMA (TYPE A) TON	DESCRIPTION
			W (F+)	X(F+)	Y (F+)	Z (F+)				
1023+00			40			36.5	162.2		BEGIN CONFORM U.S. 395	
1127+56.7 TO 1129+41.2	X		3	184.5	42	38	12.9	12.1	46.5	GREEN LAKES Rd; COUNTY Rd
1279+76 TO 1280+41		X	3	65	13.3	32	11.2		8.23	HUGGANS LANE
1291+33 TO 1292+34		X	3	101	19	58	10.0		13.0	M+ PATTERSON Dr; RAISE WATER VALVES
1298+09 TO 1298+53		X	3	44	8	27.4	9.1		6.4	M+ JACKSON Rd
1230+60 TO 1231+24		X	3	64	23	23	8.2		11.9	CARNER Dr
1323+68 to 1324+64		X	3	96	22	38	32.0		25.5	JACK SAWYER Rd (SOUTH); NEAR FOREST SERVICE Bldg
1337+08 TO 1338+50		X	6	142	19	60	44.7		24.0	JACK SAWYER Rd (NORTH)
1342+45.4			40			39.6	176			END CONFORM U.S. 395

FOR COLD PLANE ASPHALT CONCRETE PAVEMENT AND HMA QUANTITIES SEE SHEET Q-1.

DRIVEWAY - PAVING LIMITS & QUANTITIES

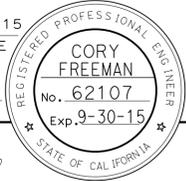
STATION LIMITS	L+	R+	DIMENSION				COLD PLANE ASPHALT CONCRETE SQYD	SHOULDER BACKING TON	HMA (TYPE A) TON	DESCRIPTION
			W (F+)	X(F+)	Y (F+)	Z (F+)				
1070+30 TO 1073+60	X		3	330	5	298.4	104.4		23.4	VIRGINIA CREEK INN & RESTAURANT
1077+50 TO 1078+88		X	3	138	5	113.5	28.9		9.0	WILLOW SPRINGS MOTEL DRIVEWAY #1
1080+00 TO 1080+73		X	3	73	5	54.2	12.9		4.6	WILLOW SPRINGS MOTEL DRIVEWAY #2
1085+29 TO 1086+31	X		3	102	5	87.1	30.5		6.8	RESIDENTIAL DRIVEWAY
1196+49 TO 1197+82	X		3	133	5	90	34.4		8.1	RESIDENTIAL DRIVEWAY #1 NEAR P+ RANCH CURVE
1201+00 TO 1202+25.2	X		3	125.3	5	97.4	35.5		8.1	RESIDENTIAL DRIVEWAY #2 NEAR P+ RANCH CURVE
1217+85 TO 1219+16	X		3	131.3	8	131.3	43.8		15.2	SCE SUBSTATION DRIVEWAY
1282+16 TO 1283+45		X	3	129	5	103.5	36.0		8.1	BIG MEADOW LODGE DRIVEWAY
1285+40 TO 1285+98		X	3	58	5	46	16.2		3.7	DRIVEWAY
1287+15.7 TO 1287+69		X	3	54	5	39	13.9		3.2	CASA MICHAELA DRIVEWAY #1
1287+89 TO 1288+42		X	3	53	5	33	11.8		2.8	CASA MICHAELA DRIVEWAY #2
1296+89 TO 1297+54		X	3	65	5	49.6	17.6		4.0	DRIVEWAY
1316+00		X	3	40	5	28	13.3		2.9	DRIVEWAY
1325+05 TO 1325+96		X	3	91	5	56.8	30.3		2.7	FOREST SERVICE DRIVEWAY #1
1327+44 TO 1328+11		X	3	67	5	52.3	22.3		4.2	FOREST SERVICE DRIVEWAY #2
1334+66.3 TO 1335+50	X		3	83.7	5	57.2	20.8		4.9	DRIVEWAY
1336+94.7 TO 1337+62	X		3	67.3	5	48.3	17.4		4.0	DRIVEWAY

FOR COLD PLANE ASPHALT CONCRETE PAVEMENT AND HMA QUANTITIES SEE SHEET Q-1.

CONSTRUCTION DETAILS C-1
NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Caltans®
 DESIGN
 FUNCTIONAL SUPERVISOR: BRIAN WESLING
 CALCULATED/DESIGNED BY: CORY FREEMAN
 CHECKED BY: BRIAN WESLING
 REVISOR: BRIAN WESLING
 DATE REVISED:

LAST REVISION: 5-10-2015
 DATE PLOTTED => 31-AUG-2015
 TIME PLOTTED => 10:38

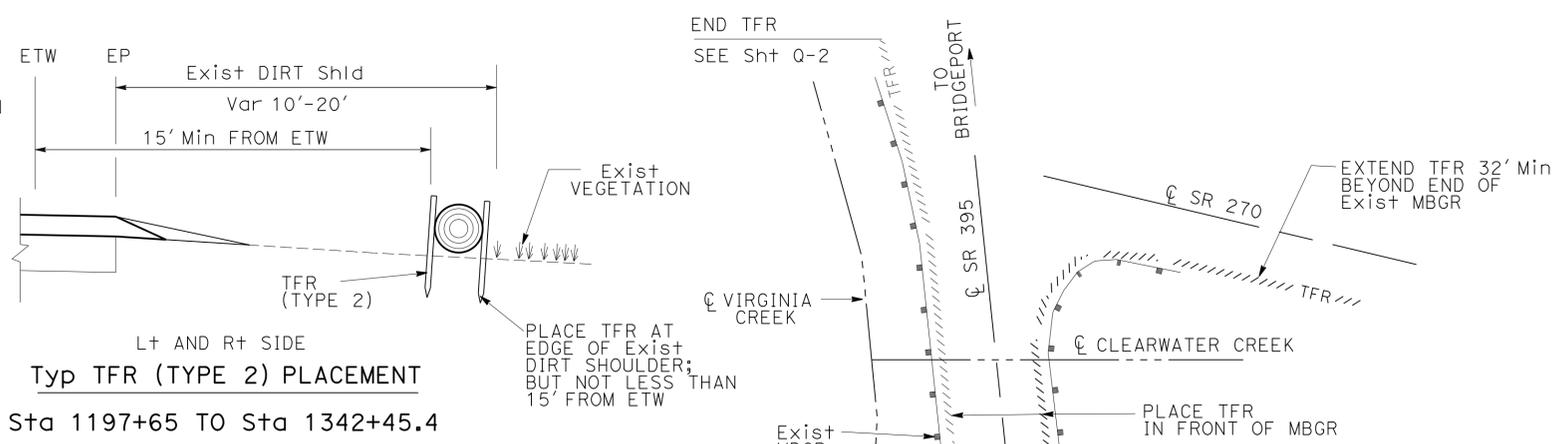
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	7	33
 REGISTERED CIVIL ENGINEER DATE 5-29-15					
6-1-15 PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

NOTES:

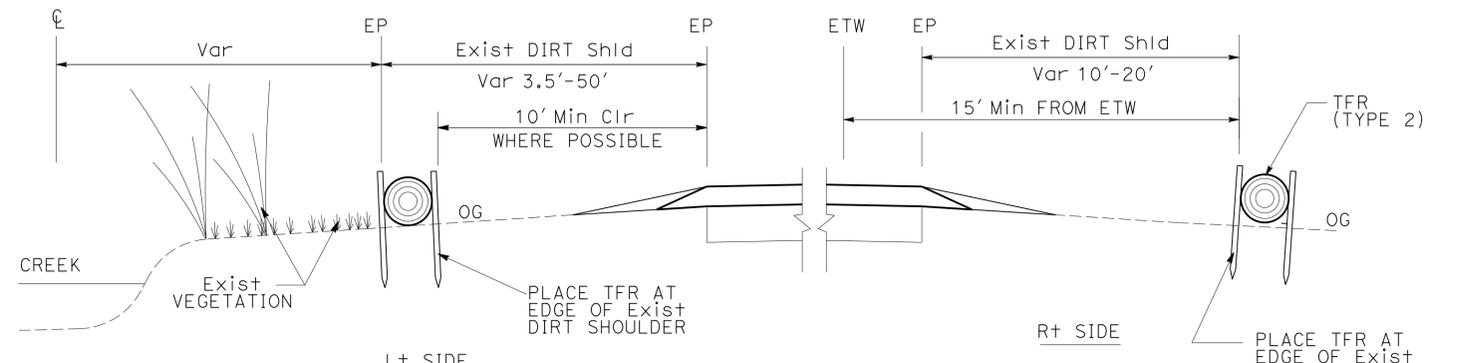
- SEE SHEET Q-2 FOR LOCATIONS OF TFR.
- SEE STANDARD PLAN DETAIL T56 FOR TFR INSTALLATION

ABBREVIATIONS:

- SE - SAFETY EDGE
- TFR - Temp FIBER ROLL
- TGBB - Temp GRAVEL BAG BERM



Typ TFR (TYPE 2) PLACEMENT
Sta 1197+65 TO Sta 1342+45.4

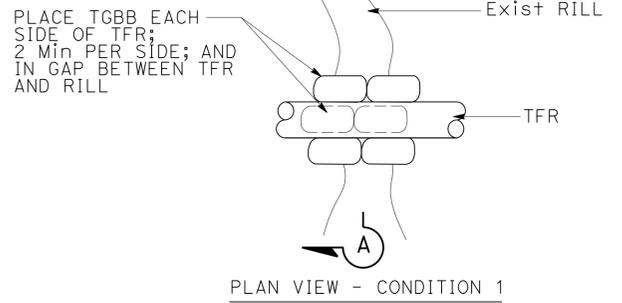


Typ TFR (TYPE 2) PLACEMENT
Sta 1017+00 TO Sta 1197+55

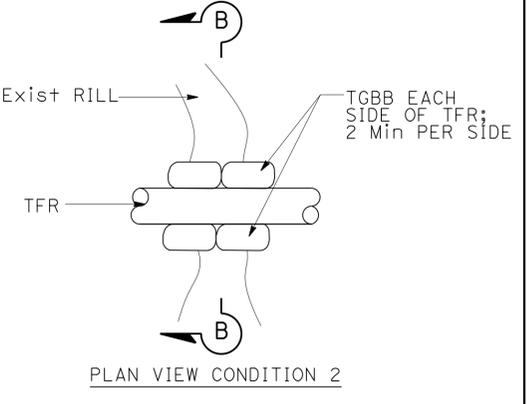
SEE Typ CROSS SECTION SHEETS FOR INFORMATION NOT SHOWN

Typ TFR (TYPE 2) INSTALLATION AT CLEARWATER CREEK

PROVIDE TGBB AT RILLS AS NEEDED PER DETAILS BELOW

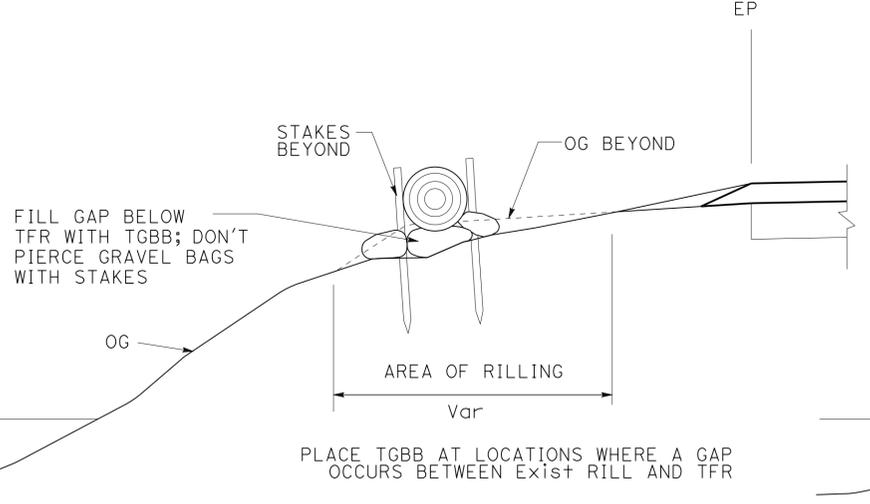


PLAN VIEW - CONDITION 1



PLAN VIEW CONDITION 2

Typ TFR (TYPE 2) & TGBB INSTALLATION AT RILLS



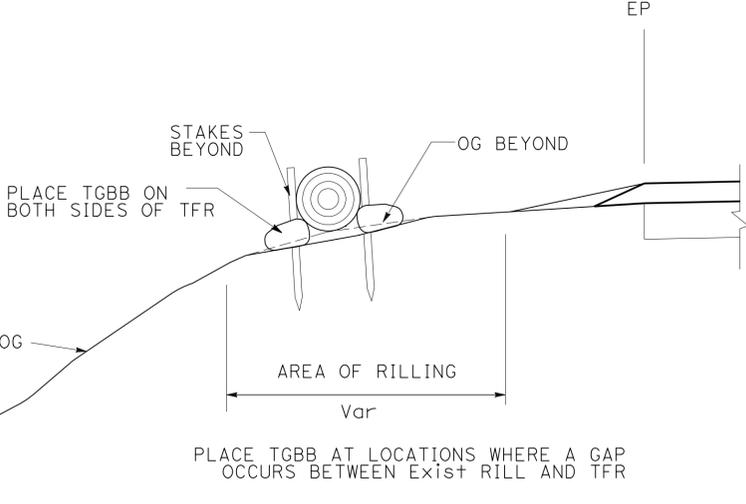
CONDITION 1

WHERE GAP IS LARGE ENOUGH TO PLACE TGBB IN GAP

SECTION A-A

Typ TFR (TYPE 2) & TGBB INSTALLATION AT RILLS

- Sta Lt 1017+00 TO Sta Lt 1026+00
- Sta Lt 1032+50 TO Sta Lt 1139+00
- Sta Lt 1147+00 TO Sta Lt 1150+00
- Sta Lt 1160+50 TO Sta Lt 1188+50
- Sta Rt 1017+17.5 TO Sta Rt 1018+17
- Sta Rt 1090+00 TO Sta Rt 1133+00



CONDITION 2

WHERE THERE ISN'T ENOUGH SPACE TO PLACE TGBB IN GAP

SECTION B-B

Typ TFR (TYPE 2) & TGBB INSTALLATION AT RILLS

- Sta Lt 1017+00 TO Sta Lt 1026+00
- Sta Lt 1032+50 TO Sta Lt 1139+00
- Sta Lt 1147+00 TO Sta Lt 1150+00
- Sta Lt 1160+50 TO Sta Lt 1188+50
- Sta Rt 1017+17.5 TO Sta Rt 1018+17
- Sta Rt 1090+00 TO Sta Rt 1133+00

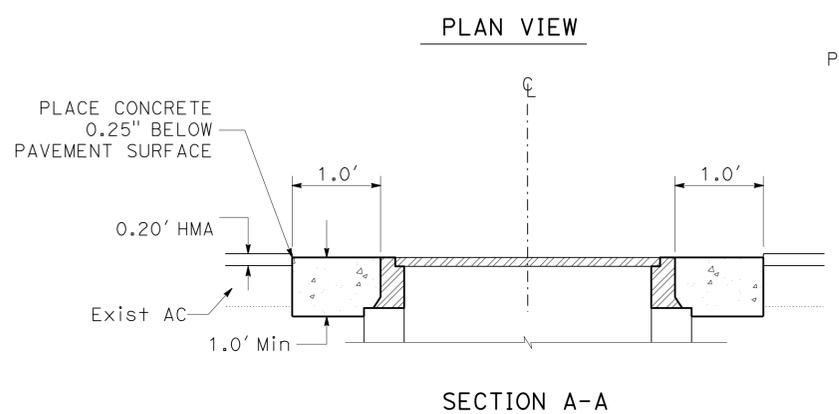
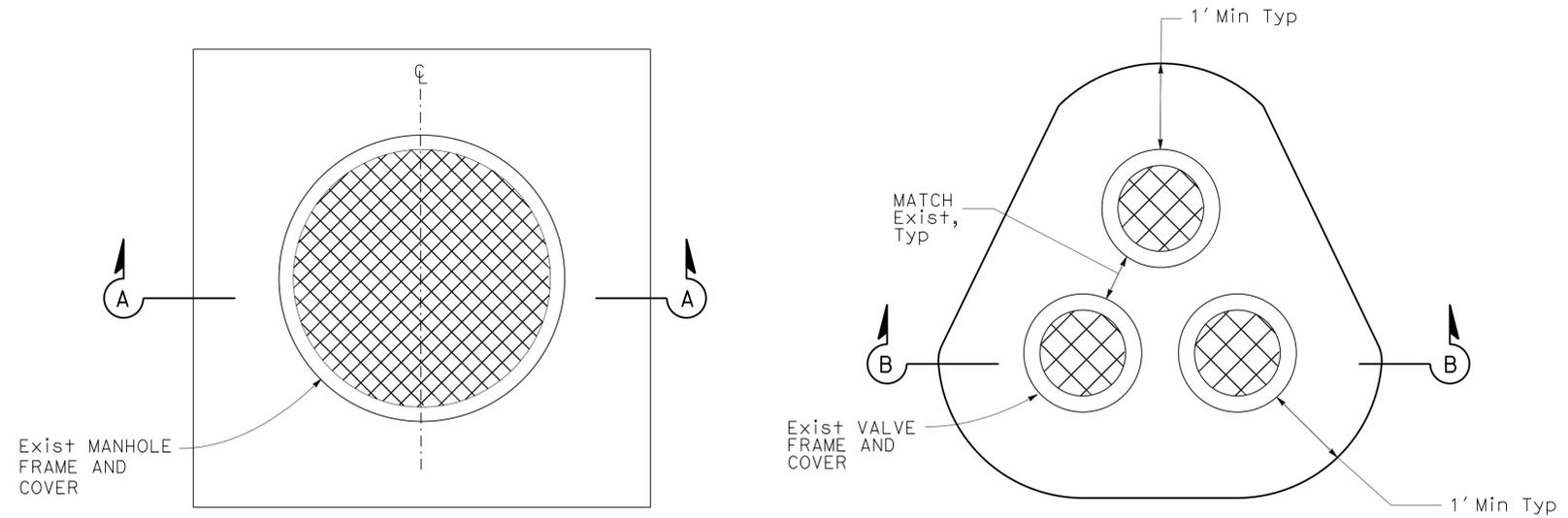
CONSTRUCTION DETAILS C-2
NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR: BRIAN WESLING
 CHECKED BY: BRIAN WESLING
 CALCULATED/DESIGNED BY: CORY FREEMAN
 REVISOR: BRIAN WESLING
 REVISION DATE: 5-29-15
 PROJECT NUMBER & PHASE: 0914000081

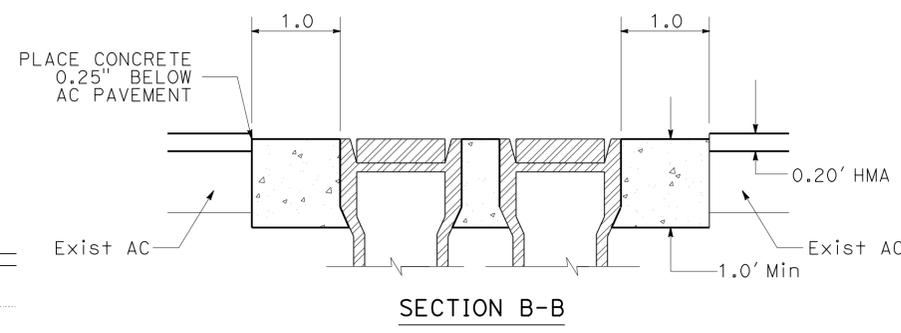
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	8	33

REGISTERED CIVIL ENGINEER DATE 5-29-15
 6-1-15 PLANS APPROVAL DATE
 CORY FREEMAN No. 62107 Exp. 9-30-15
 STATE OF CALIFORNIA

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ADJUST MANHOLE TO GRADE



ADJUST FRAME AND COVER TO GRADE WATER VALVE

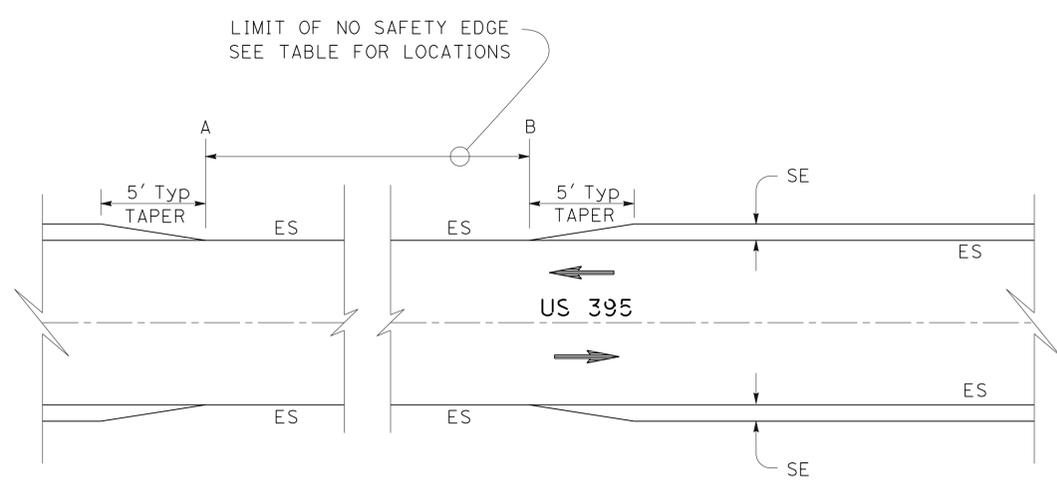
LOCATIONS OF NO COLD PLANING (N)

LOCATION STATION	AREA SQYD	WIDTH LF	SKEW DEGREES	REMARK
1226+79	9.6	3	0	Existing Conc BACKFILL @ CULVERT CROSSING
1230+65.2	9.4	3	0	Existing Conc BACKFILL @ CULVERT CROSSING
1236+80	12	3	49	Existing Conc BACKFILL @ CULVERT CROSSING
1251+76.1	9.1	3	0	Existing Conc BACKFILL @ CULVERT CROSSING
1267+76.5	15.1	5	14	Existing Conc BACKFILL @ CULVERT CROSSING
1267+96.1	18.3	3.5	3.5	Existing Conc BACKFILL @ CULVERT CROSSING

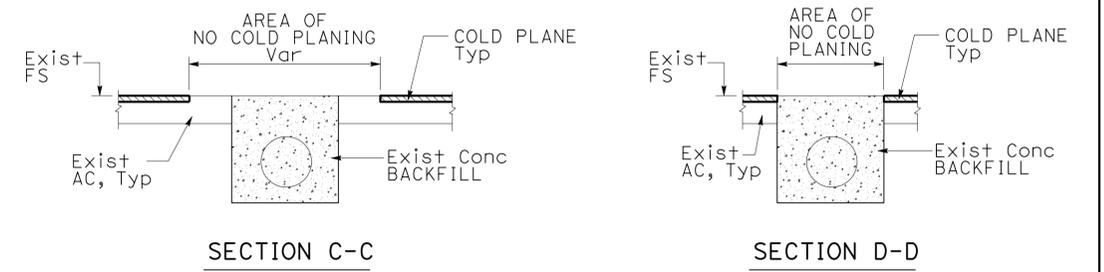
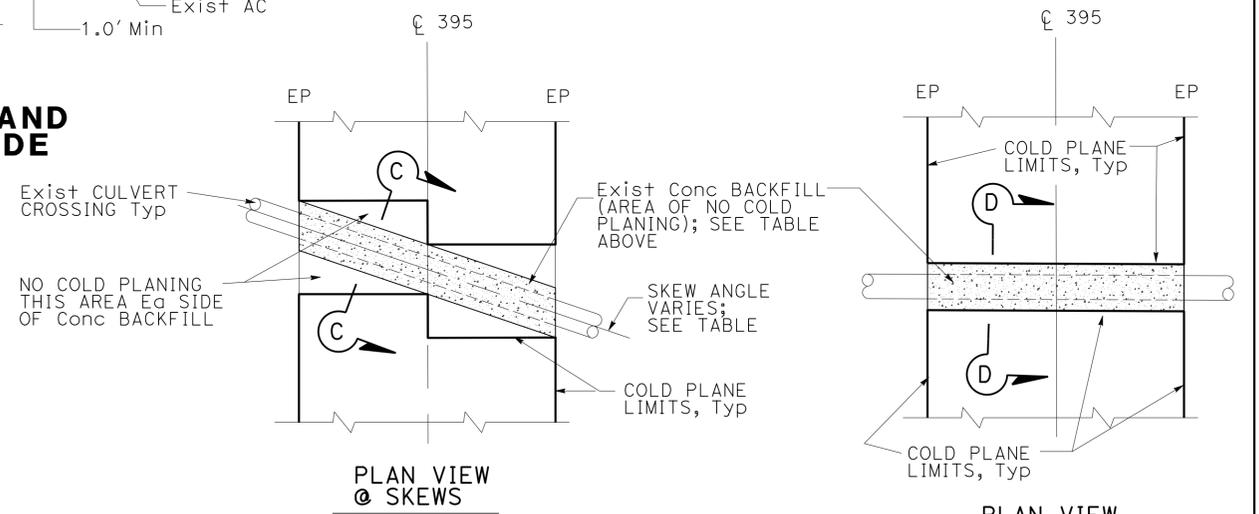
(N) NOT A PAY ITEM. FOR INFORMATION ONLY.

LOCATIONS OF NO SAFETY EDGE

L+	STATION LIMITS		DISTANCE
	A	B	
X	1039+10	1041+21	206.4
X	1043+70	1048+91	518
X	1052+72	1053+51.3	77.3
X	1056+27	1057+02	72.4
X	1060+51	1062+00	148.6
X	1076+90	1078+71	180.3
X	1094+50	1095+70	120
X	1097+09	1099+70	206.4
X	1102+50	1103+20	70
X	1106+30	1107+90	160
X	1137+09	1138+19	109



SAFETY EDGE TRANSITION DETAIL AT LOCATIONS OF NO SAFETY EDGE



TYPICAL LOCATIONS OF NO COLD PLANING AT CONCRETE BACKFILL

CONSTRUCTION DETAILS C-3
NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR BRIAN WESLING
 CALCULATED/DESIGNED BY CHECKED BY
 CORY FREEMAN BRIAN WESLING
 REVISED BY DATE REVISED
 CORY FREEMAN

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	69.9/76.0	9	33

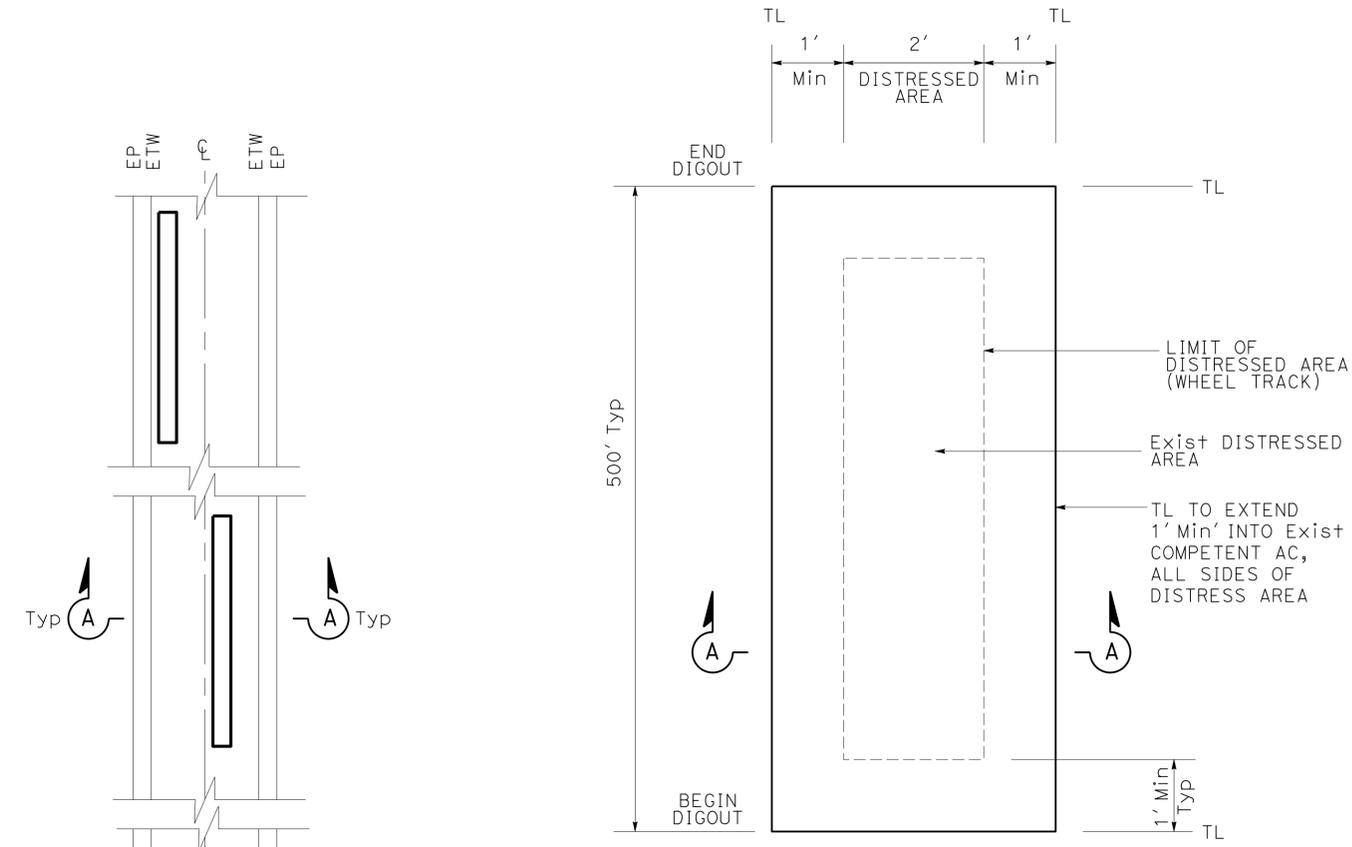
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 6-1-15 PLANS APPROVAL DATE
 CORY FREEMAN No. 62107 Exp. 9-30-15
 STATE OF CALIFORNIA

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.

ABBREVIATIONS:
TL TRIM LINE

LEGEND

 NEW HMA (TYPE A)
 Exist AC



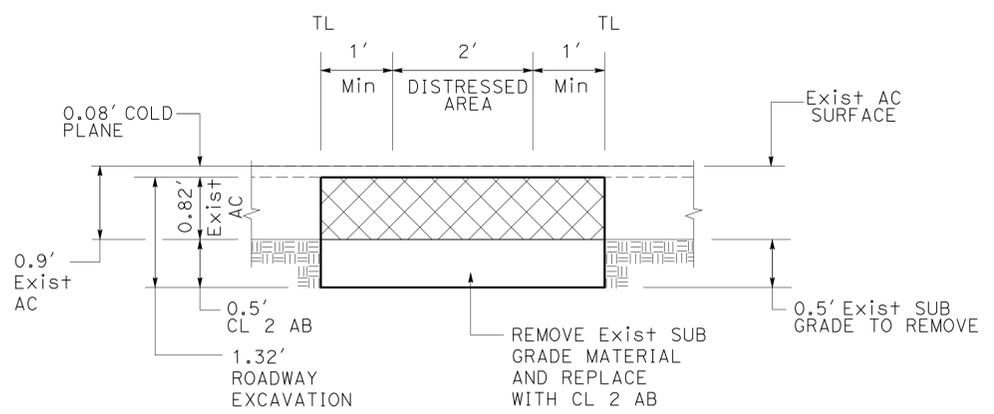
SEE TABLE FOR DIGOUT LOCATIONS
TYPICAL DIGOUT DETAIL PLAN VIEW

DIGOUT LOCATIONS

LOCATION No	STATIONS	
	BEGIN	END
1	1279+70	1284+70
2	1285+40	1290+40
3	1301+20	1306+20
4	1327+15	1332+15

LOCATION OF Exist DISTRESSED AREAS VARIES; LOCATIONS ARE STAGGERED; SEE TABLE FOR LOCATIONS

TYPICAL DIGOUT DETAIL LAYOUT



TYPICAL DIGOUT DETAIL A SECTION

CONSTRUCTION DETAILS C-4
NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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 BRYAN WESLING
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 CORY FREEMAN BRIAN WESLING
 REVISED BY DATE REVISED
 CORY FREEMAN

PORTABLE CHANGEABLE MESSAGE SIGNS	
No. of Signs	2

PORTABLE CHANGEABLE MESSAGE SIGNS	
PREPARE TO STOP	EXPECT 20 MINUTE DELAYS

FLASHING BEACON (PORTABLE)		*
	EA	
PM 69.4	1	
PM 76.18	1	
SUBTOTAL	2	

- PCMS NOTES**
1. PORTABLE CHANGEABLE MESSAGE SIGN LOCATIONS TO BE CONFIRMED BY THE ENGINEER BEFORE THE ACTUAL CLOSURE.
 2. ALTERNATE MESSAGES MUST BE APPROVED BY THE ENGINEER.
 3. MESSAGE MAY BE ALTERED BY THE ENGINEER.
 4. WHEN CONSTRUCTION OPERATIONS ARE NOT ACTIVELY IN PROGRESS, PORTABLE CHANGEABLE MESSAGE SIGNS SHALL NOT DISPLAY A MESSAGE UNLESS DIRECTED BY THE ENGINEER.
- GENERAL NOTES**
1. EXACT LOCATION OF CONSTRUCTION AREA SIGNS TO BE DETERMINED BY THE ENGINEER.
 2. FIBER OPTIC LINE WITHIN THE PROJECT LIMITS SHALL BE VERIFIED PRIOR TO INSTALLING SIGNS.
 3. FOR SIGN INSTALLATION DETAILS AND DIMENSIONS NOT SHOWN SEE STANDARD PLANS.

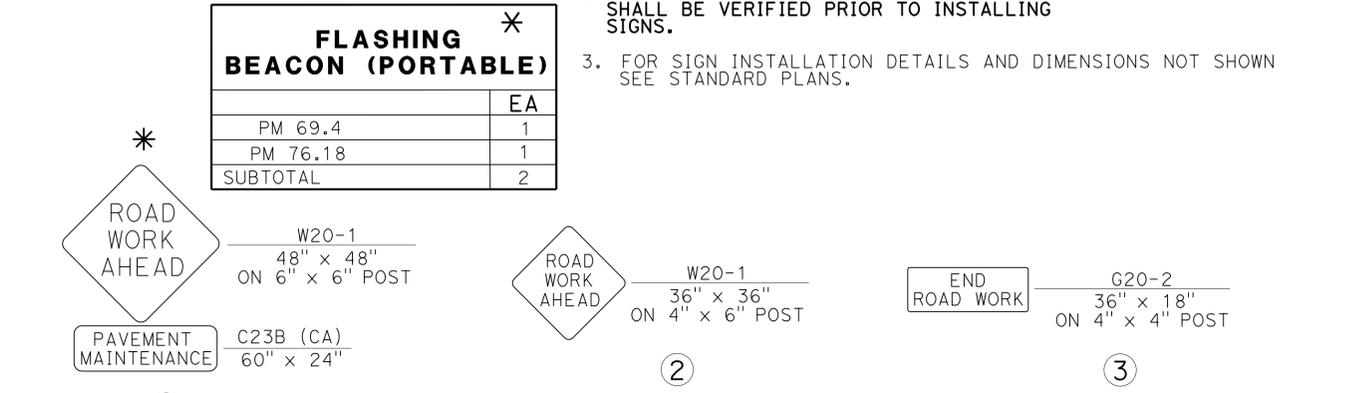
- LEGEND:**
- (X) - SIGN TYPE
 - ⊥ - CONSTRUCTION AREA SIGNS (ONE POST)
 - ⊛ - PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
 - * - PORTABLE FLASHING BEACON

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	10	33

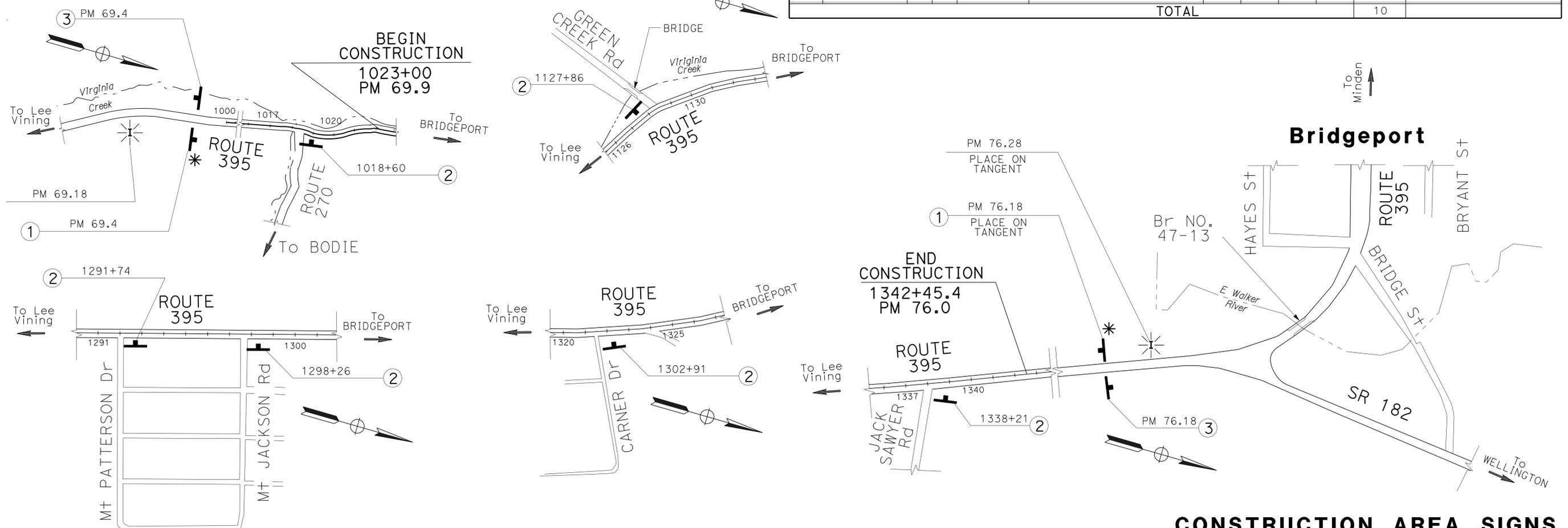
REGISTERED CIVIL ENGINEER DATE 5-29-15
 CORY FREEMAN No. 62107 Exp. 9-30-15
 PLANS APPROVAL DATE 6-1-15

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STATIONARY MOUNTED CONSTRUCTION AREA SIGNS											
(X)	LOCATION	L+	R+	CODE	MESSAGE	FNBT	FSBT	FEBT	FWBT	No. of Signs	COMMENTS
①	PM 69.4		X	W20-1 C23B (CA)	ROAD WORK AHEAD PAVEMENT MAINTENANCE	X				1	W20-1 WITH FLASHING BEACON
③	PM 69.4	X		G20-2	END ROAD WORK		X			1	
②	1018+60		X	W20-1	ROAD WORK AHEAD				X	1	BODIE Rd & 395
②	1127+86	X		W20-1	ROAD WORK AHEAD			X		1	GREEN CREEK Rd & 395
②	1291+74		X	W20-1	ROAD WORK AHEAD				X	1	Mt PATTERSON Dr & 395
②	1298+26		X	W20-1	ROAD WORK AHEAD				X	1	Mt JACKSON Rd & 395
②	1302+91		X	W20-1	ROAD WORK AHEAD				X	1	CARNER Dr & 395
②	1302+91		X	W20-1	ROAD WORK AHEAD				X	1	JACK SAWYER Rd & 395
③	PM 76.18		X	G20-2	END ROAD WORK	X				1	PLACE ON TANGENT
①	PM 76.18	X		W20-1 C23B (CA)	ROAD WORK AHEAD PAVEMENT MAINTENANCE		X			1	PLACE ON TANGENT; W20-1 WITH FLASHING BEACON
TOTAL										10	



TYPICAL SIGN LAYOUT



CONSTRUCTION AREA SIGNS CS-1
NO SCALE

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	11	33

REGISTERED CIVIL ENGINEER DATE 5-29-15
 6-1-15
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 CORY FREEMAN
 No. 62107
 Exp. 9-30-15
 STATE OF CALIFORNIA

PAINT TRAFFIC STRIPE (2-COAT)

STATION TO STATION (LOCATION)	LENGTH LF	DETAIL NUMBER						REMARKS
		5 LF	18 LF	21 LF	27B LF	28 LF	38A LF	
1023+00 - 1025+17	217				434	434		
1025+17 - 1091+18	6601			6601	13,202			
1091+18 - 1102+32	1114		1114		2228			NB PASSING
1102+32 - 1113+54	1122	1122			2244			
1113+54 - 1123+59	1005		1005		2010			SB PASSING
1123+59 - 1128+00	441			441	882			
1128+00 - 1128+60	60				60			GREEN CREEK RD
1128+60 - 1129+24	64			64	64			
1129+24 - 1154+36	2512			2512	5024			
1154+36 - 1166+36	1200		1200		2400			NB PASSING
1166+36 - 1169+79	343	343			686			
1169+79 - 1181+79	1200		1200		2400			SB PASSING
1181+79 - 1203+00	2121			2121	4242			
1203+00 - 1210+22	722		722		1444			NB PASSING
1210+22 - 1230+06	1984	1984			3968			
1230+06 - 1239+41	935		935		1870			SB PASSING
1239+41 - 1263+31	2390			2390	4780			
1263+31 - 1272+14	883		883		1766			NB PASSING
1272+14 - 1279+96	782	782			1564			
1279+96 - 1280+66	70	70			70			HUGGANS LANE, R+
1280+66 - 1285+18	452	452			904			
1285+18 - 1289+44	426		426		852			SB PASSING
1289+44 - 1291+85	241			241	482			
1291+85 - 1292+34	49				49			M+ PATTERSON, R+
1292+34 - 1295+36	302			302	604			
1295+36 - 1298+15	279			279	558		279	
1298+15 - 1298+61	46				46		46	M+ JACKSON, R+
1298+61 - 1299+39	78			78	156		78	
1299+39 - 1307+41	802				1604	1604		
1307+41 - 1311+31	390		390		780			NB PASSING
1311+31 - 1316+47	516	516			1032			
1316+47 - 1320+62	415		415		830			SB PASSING
1320+62 - 1321+23	61				61			CARNER Dr
1321+23 - 1323+08	185			185	370			
1323+08 - 1323+87	79			79	79			SOUTH JACK SAWYER Rd
1323+87 - 1324+42	55				55			
1324+42 - 1336+89	1247			1247	2494			
1336+89 - 1337+80	91				91			
1337+80 - 1338+35	55				55			
1338+35 - 1343+37	502		502		1004			END NB PASSING; CONFORM
GREEN CREEK RD	-			100				
JACK SAWYER RD	-			100				
SUBTOTALS		5269	8792	16,831	63,444	2038	403	
TOTAL				96,777				

PAINT PAVEMENT MARKING (2-COAT)

STATION	SIDE		12" WIDE WHITE LIMITE LINE SQFT	WORDS "STOP"		ARROWS				REMARKS
	L+	R+		EA	SQFT	TYPE III (L)		TYPE VI (L)		
1128+25	X		30	1	22					GREEN CREEK Rd
1291+77		X	19	1	22					MT PATTERSON Dr
1296+18	X							1	42	
1297+63	X							1	42	
1298+53	X					1	42			
1298+20		X	18	1	22					MT JACKSON Rd
1321+00		X	22	1	22					CARNER Dr
1324+00		X	26	1	22					ROAD CONNECTION
1338+00		X	31	1	22					JACK SAWYER Rd
SUB-TOTAL			146		132		42		84	
TOTAL							404			

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 CORY FREEMAN

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

PAVEMENT DELINEATION QUANTITIES
NO SCALE PDQ-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	12	33

5-29-15
 REGISTERED CIVIL ENGINEER DATE
 6-1-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 CORY FREEMAN
 No. 62107
 Exp. 9-30-15
 STATE OF CALIFORNIA

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- NOTES:**
- (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.
 - QUANTITIES OF ASPHALT BINDER (GEOSYNTHETIC PAVEMENT INTERLAYER) AT LOCATIONS OF DIGOUTS ARE INCLUDED IN THE QUANTITIES SHOWN FOR THE HMA INTERLAYER LIFT.
 - SEE SHEET Q-2 FOR LOCATIONS OF NO COLD PLANING ON US 395.

ROADWAY QUANTITIES

DESCRIPTION OF WORK	LOCATION	HMA (TYPE A) TON	GEOSYNTHETIC PAVEMENT INTERLAYER (PAVING MAT) SQYD	ASPHALT BINDER (GEOSYNTHETIC PAVEMENT INTERLAYER) ² TON	TACK COAT TON	COLD PLANE ASPHALT CONCRETE PAVEMENT ³ SQYD	SHOULDER BACKING TON	ROADWAY EXCAVATION CY	CLASS 2 AGGREGATE BASE CY	REMARKS
	STATION TO STATION	TON	SQYD	TON	TON	SQYD	TON	CY	CY	
DIGOUTS	VARIES SEE SHEET C-4	511			0.20			415	150	FOUR LOCATIONS
0.08' HMA LIFT FOR INTERLAYER	1023+00 TO 1342+45.4	6387	90,721	108	54.3	117,916				EP TO EP
0.20' HMA OVERLAY	1023+00 TO 1342+45.4	15,388					4182			
SAFETY EDGE	1023+00 TO 1342+45.4	161								
ROAD CONNECTIONS AND DRIVEWAYS	VARIES SEE SHEET C-1	251			0.36	788				
TOTAL		22,698	90,721	108	55.2	118,872	4182	415	150	

REMOVE GUARD RAIL

LOCATION	L+	R+	REMOVE METAL BEAM GUARDRAILING LF	TREATED WOOD WASTE LB
STATION TO STATION			LF	LB
1193+70.8 TO 1197+31.2	X		388	4105
1277+67.8 TO 1278+92.4	X		138	1453
TOTAL			526	5558

TEMPORARY DRAINAGE INLET PROTECTION

LOCATION	R+	EACH	TYPE
1083+59	X	1	4
1131+77	X	1	4
1138+13	X	1	4
1144+13	X	1	4
1167+13	X	1	4
1187+75	X	1	4
1241+48	X	1	4
TOTAL		7	

INSTALL Temp DRAINAGE INLET PROTECTION WITHOUT STAKES

SAFETY EDGE (N)

LOCATION STATION TO STATION	LENGTH LF		HMA ^x TON	
	L+	R+	L+	R+
1023+00 TO 1342+45.4		31,945.4		82.9
1023+00 TO 1039+10	1610		4.2	
1041+21 TO 1043+70	249		0.65	
1048+91 TO 1052+72	381		0.99	
1053+51.3 TO 1056+27	275.7		0.72	
1057+02 TO 1060+51	349		0.91	
1062+00 TO 1076+90	1490		3.87	
1078+71 TO 1094+50	1579		4.10	
1095+70 TO 1097+09	139		0.36	
1099+70 TO 1102+50	280		0.72	
1103+20 TO 1106+30	310		0.80	
1107+90 TO 1137+09	2919		7.57	
1137+09 TO 1342+45.4	20536.4		53.3	
SUB-TOTAL	30,118.1	31,945.4	78.6	82.9
TOTAL		62,063.5		161

* THIS QUANTITY INCLUDED IN HMA (TYPE A) ROADWAY QUANTITIES

SEE SHEET C-3 FOR LOCATIONS OF NO SAFETY EDGE

MIDWEST GUARDRAIL SYSTEM

LOCATION	L+	R+	MIDWEST GUARDRAIL SYSTEM (STEEL POSTS) LF	STANDARD PLAN/LAYOUT	REMARKS
STATION TO STATION			LF		
1193+76.5 TO 1196+99	X		325	RSP A77P4 / 11H	POINT RANCH CURVE
1278+04 TO 1278+87	X		87.5	RSP A77R7 / 16J	AT CMS SIGN; EXTEND GUARD RAIL 25' BEYOND Exist CONTROLLER CABINETS
TOTAL			412.5		

ADJUST MANHOLE TO GRADE

LOCATION	R+	EACH	REMARK
1337+72	X	1	NEAR JACK SAWYER Rd
1338+55	X	1	NEAR JACK SAWYER Rd
TOTAL		2	

ALTERNATIVE TERMINAL SYSTEMS

LOCATION	L+	R+	ALTERNATIVE IN-LINE TERMINAL SYSTEM EA	ALTERNATIVE FLARED TERMINAL SYSTEM EA	STANDARD PLAN/LAYOUT	REMARKS
STATION TO STATION			EA	EA		
1193+39 TO 1193+76.5	X		1		RSP A77P4 / 11H	POINT RANCH CURVE
1196+99 TO 1197+34	X			1	RSP A77P4 / 11H	POINT RANCH CURVE
1277+67 TO 1278+04	X			1	RSP A77R7 / 16J	CMS SIGN
1278+87 TO 1279+23.5	X		1		RSP A77R7 / 16J	CMS SIGN
TOTAL			2	2		

ADJUST FRAME AND COVER TO GRADE

LOCATION	R+	EACH	REMARK
1291+77	X	3	MT. PATTERSON Dr; WATER VALVES
TOTAL		3	

**SUMMARY OF QUANTITIES
NO SCALE
Q-1**

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 BRIAN WESLING
 REVISIONS BY
 DATE REVISIONS

LAST REVISION: 05-15-2015 DATE PLOTTED => 31-AUG-2015 TIME PLOTTED => 10:39

TEMPORARY FIBER ROLL

AT CULVERT INLET LOCATIONS

LOCATION	L+	R+	LF	Exist END TREATMENT
1025+39		X	10	NO END TREATMENT
1057+75		X	10	HEADWALL
1077+51		X	10	HEADWALL
1094+89		X	10	NO END TREATMENT
1127+88		X	10	HEADWALL
1157+10		X	10	FES
1162+14		X	10	FES
1202+79		X	10	NO END TREATMENT
1207+26		X	10	NO END TREATMENT
1226+83		X	10	NO END TREATMENT
1230+66		X	10	NO END TREATMENT
1233+08		X	10	NO END TREATMENT
1236+78		X	10	NO END TREATMENT
1251+77		X	10	HEADWALL
1267+77		X	10	NO END TREATMENT
1268+00		X	10	HEADWALL
1276+02		X	10	NO END TREATMENT
1301+52		X	10	NO END TREATMENT
1314+77		X	10	NO END TREATMENT
SUB TOTAL			190	
MAINLINE LOCATIONS			REMARK	
1017+00 TO 1026+10	X		910	
1017+17.5 TO 1018+17		X	160	ALONG Exist MBGR AT CLEARWATER CREEK; SEE Sht C-2
1032+25 TO 1049+18	X		1694	
1049+36 TO 1070+23	X		2105	
1073+34 TO 1085+00	X		1168	
1075+00 TO 1077+73		X	278	
1088+95 TO 1128+00	X		3930	
1089+58 TO 1094+10		X	457	
1094+37 TO 1133+00		X	3855	
1128+46 TO 1197+55	X		6951	
1197+65 TO 1201+36	X		392	
1201+69 TO 1218+04	X		1639	
1203+22 TO 1236+44		X	3321	
1229+20 TO 1238+00	X		1880	
1265+98 TO 1269+00		X	302	
1266+58 TO 1334+90	X		6837	
1276+58 TO 1279+80		X	326	
1280+20 TO 1282+36		X	222	
1283+20 TO 1285+59		X	250	
1285+78 TO 1287+28		X	164	
1288+25 TO 1291+56		X	341	
1291+96 TO 1297+03		X	516	
1297+48 TO 1298+09		X	77	
1298+47 TO 1305+19		X	679	
1317+16 TO 1320+77		X	367	
1321+14 TO 1323+76		X	276	
1324+60 TO 1325+35		X	98	
1325+72 TO 1327+46		X	216	
1327+90 TO 1337+61		X	1010	
1335+19 TO 1337+15	X		231	
1337+43 TO 1342+45.4	X		512	
1338+02 TO 1342+45.4		X	463	
SUB TOTAL MAINLINE			41,627	
TOTAL			41,817	

TEMPORARY GRAVEL BAG BERM

LOCATION STATION TO STATION	LENGTH LF
1023+00 TO 1188+00	200
TOTAL	200

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	13	33

5-29-15
 REGISTERED CIVIL ENGINEER DATE
 6-1-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
CORY FREEMAN
 No. 62107
 Exp. 9-30-15
 STATE OF CALIFORNIA

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 CHECKED BY
 CORY FREEMAN
 BRIAN WESLING
 REVISED BY
 DATE REVISED

SUMMARY OF QUANTITIES
NO SCALE **Q-2**



FUNCTIONAL SUPERVISOR TERRY ERLWEIN	CALCULATED-DESIGNED BY CHECKED BY	COOPRY FREEMAN MITCH NGO	REVISED BY DATE REVISED
--	--------------------------------------	-----------------------------	----------------------------

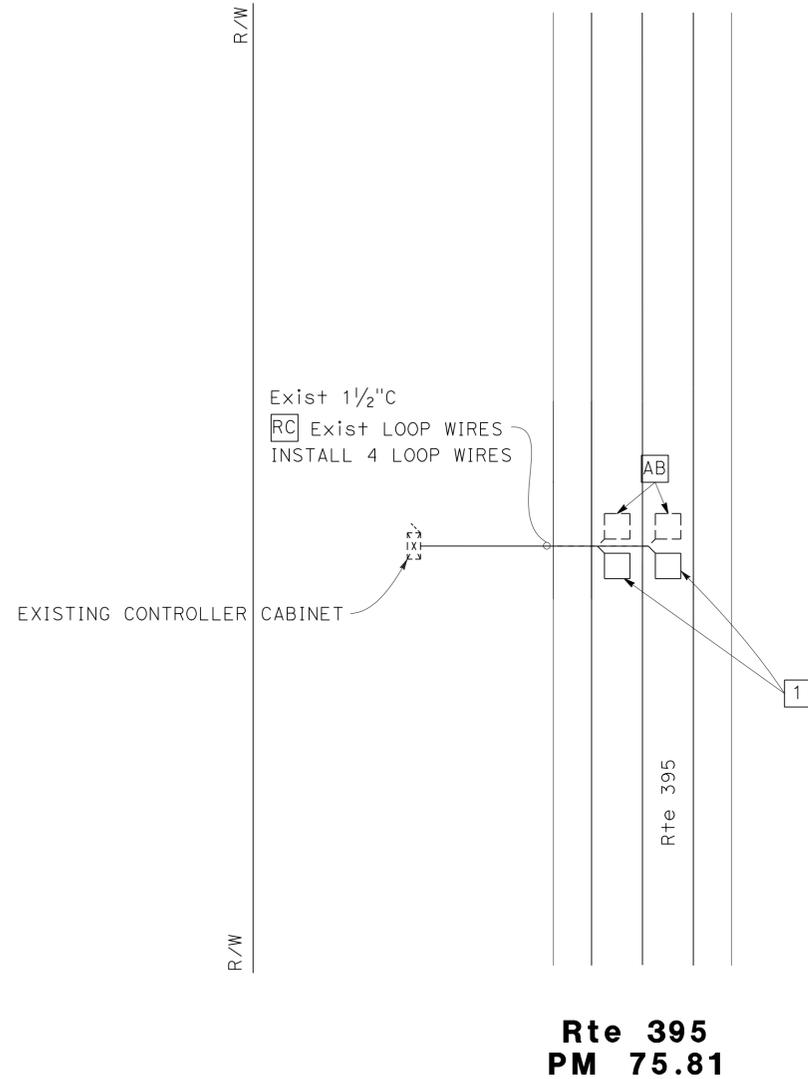
NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:
 1 LOOP DETECTORS MUST BE INSTALLED WITH 4 TURNS OF LOOP WIRE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	69.9/76.0	14	33

5-29-15
 REGISTERED ELECTRICAL ENGINEER DATE
 6-1-15
 PLANS APPROVAL DATE

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**Rte 395
 PM 75.81**

APPROVED FOR ELECTRICAL WORK ONLY

**INDUCTIVE LOOP DETECTOR
 E-1**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	69.9/76.0	15	33

Mitchell 5-29-15
 REGISTERED CIVIL ENGINEER DATE
 6-1-15
 PLANS APPROVAL DATE

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NOTE:
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 FOR COMPLETE ELECTRICAL WORK, SEE ELECTRICAL PLAN SHEETS.

INDUCTIVE LOOP DETECTOR

SHEET No.	TYPE A LOOP DETECTOR
E-1	EA 2

**MAINTAINING EXISTING
 TRAFFIC MANAGEMENT SYSTEM
 ELEMENTS DURING CONSTRUCTION**

ROUTE	PM	DIRECTION OF TRAVEL	ITEM DESCRIPTION
270	0.2	WB,EB	CENSUS LOOP DETECTORS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC OPERATIONS
 FUNCTIONAL SUPERVISOR
 TERRY ERLWEIN
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 CHECKED BY
 CORY FREEMA
 MITCH NGO
 REVISED BY
 DATE REVISED

APPROVED FOR ELECTRICAL WORK ONLY

ELECTRICAL QUANTITIES
 NO SCALE
E-2

	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	
Oblr	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	
Sh+	SHEET	
Sim	SIMILAR	
±	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	RUBBERIZED HOT MIX ASPHALT	
TCE	TEMPORARY CONSTRUCTION EASEMENT	
TeI	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	
Wt	WEIGHT	
WV	WATER VALVE	
WW	WINGWALL	
WWLOL	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
09	Mno	395	69.9/76.0	16	33



Grace M. Tsushima
 REGISTERED CIVIL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
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 COPIES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED 6-1-2015

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
∅	NOMINAL DIAMETER
oz	OUNCE
lb	POUND
kip	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.

2010 REVISED STANDARD PLAN RSP A10B

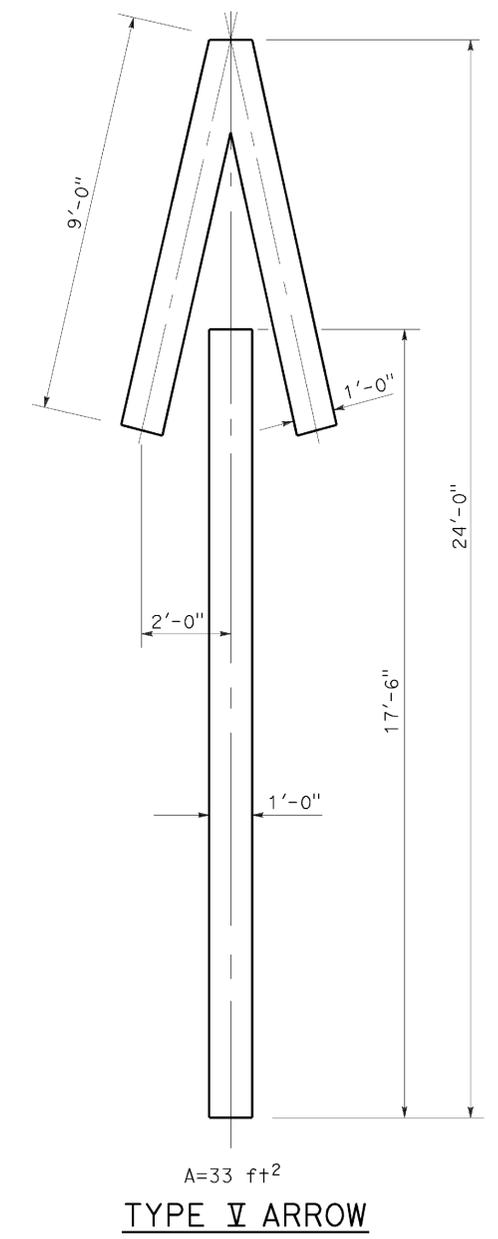
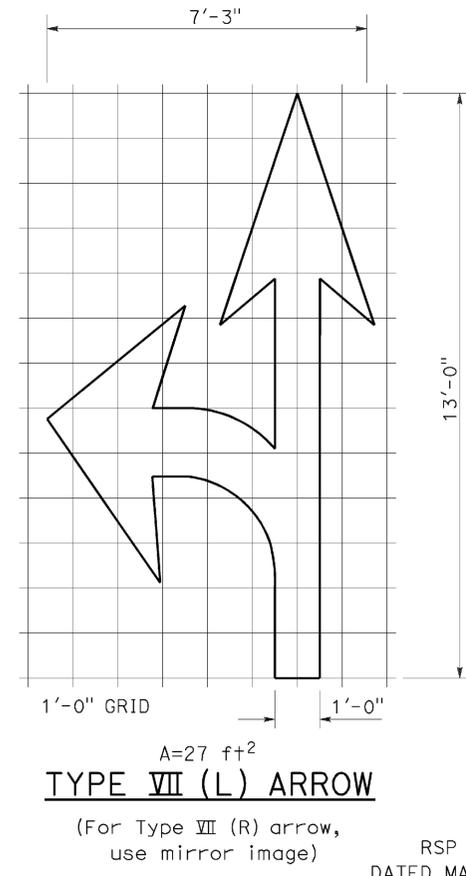
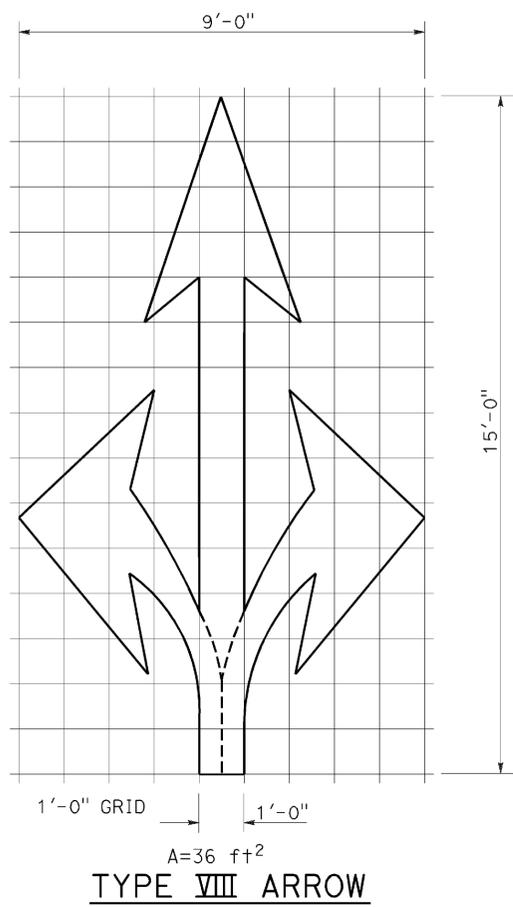
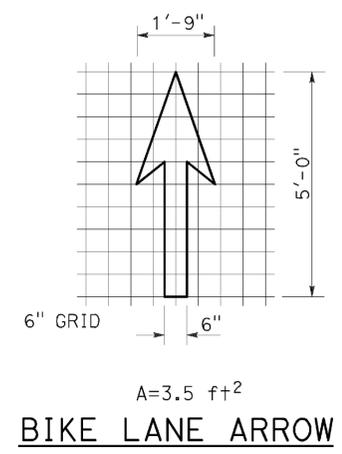
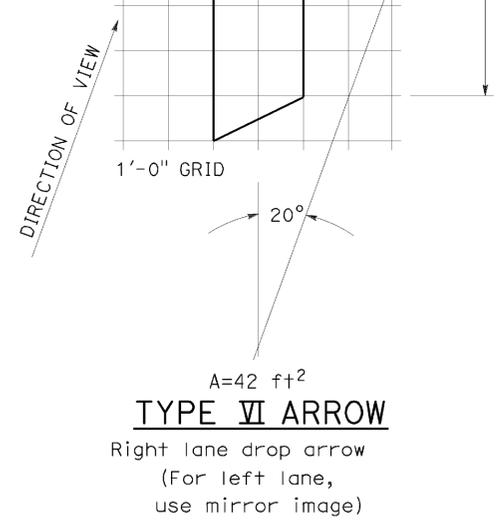
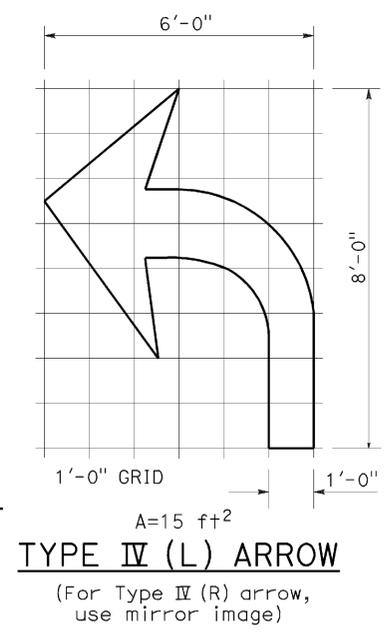
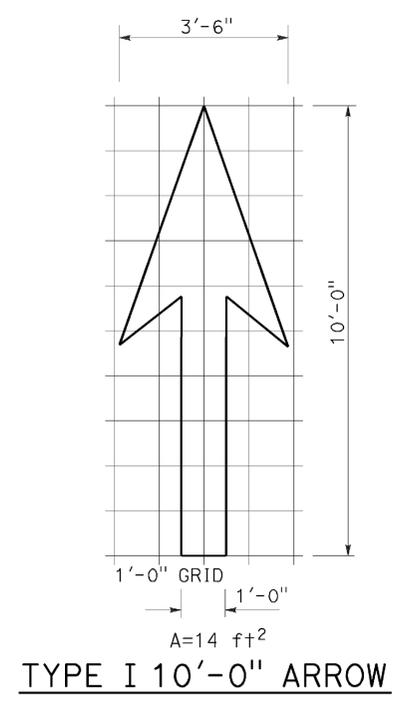
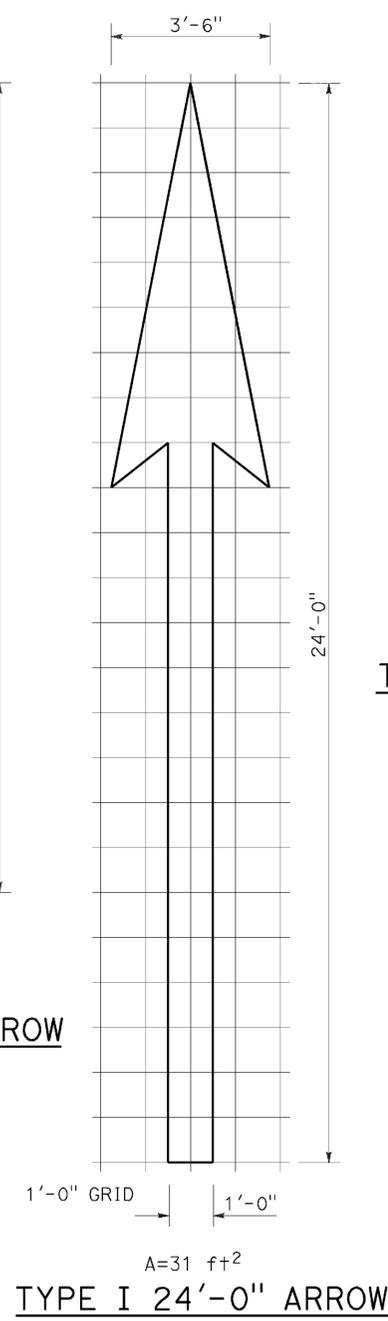
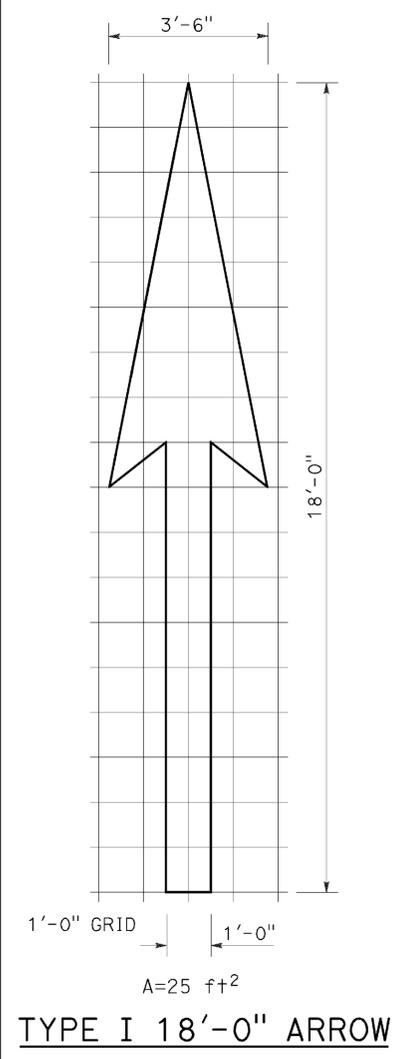
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	17	33

Registered Professional Engineer
 Roberta L. McLaughlin
 No. C40375
 Exp. 3-31-13
 CIVIL
 STATE OF CALIFORNIA

April 20, 2012
 PLANS APPROVAL DATE

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TO ACCOMPANY PLANS DATED 6-1-2015



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

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.

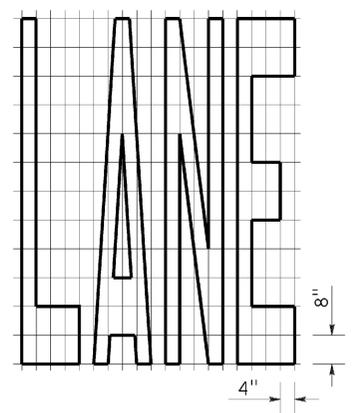
2010 REVISED STANDARD PLAN RSP A24A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	18	33

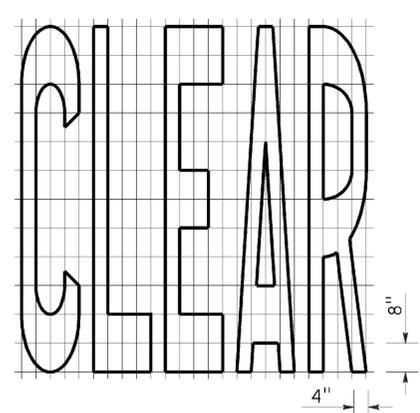
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 No. C40375
 Exp. 3-31-13
 CIVIL
 STATE OF CALIFORNIA

July 20, 2012
 PLANS APPROVAL DATE
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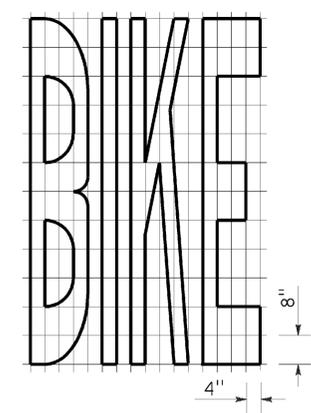
TO ACCOMPANY PLANS DATED 6-1-2015



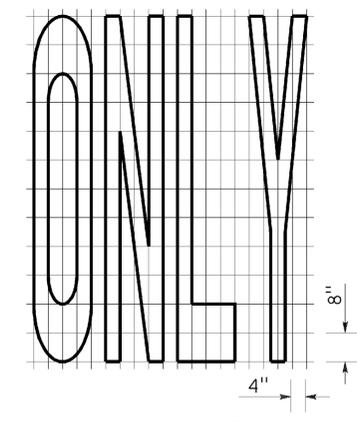
A=24 ft²



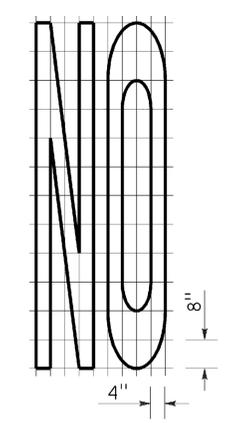
A=27 ft²



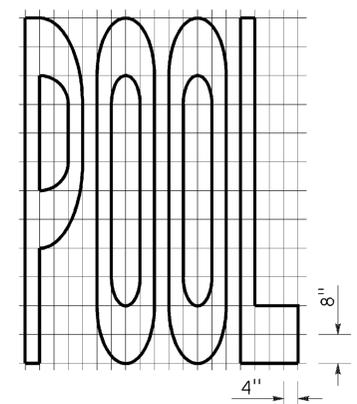
A=21 ft²



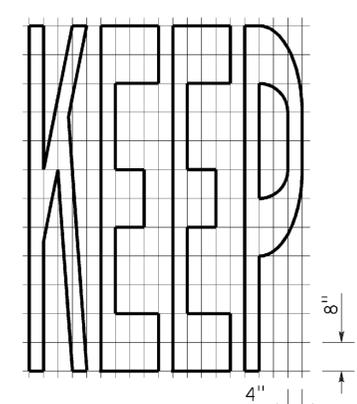
A=22 ft²



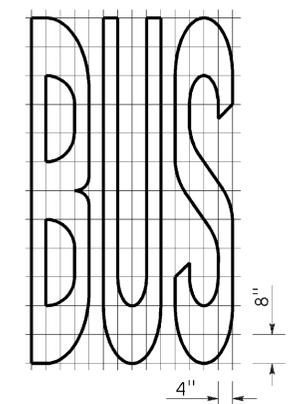
A=14 ft²



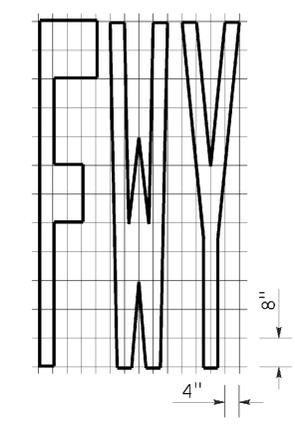
A=23 ft²



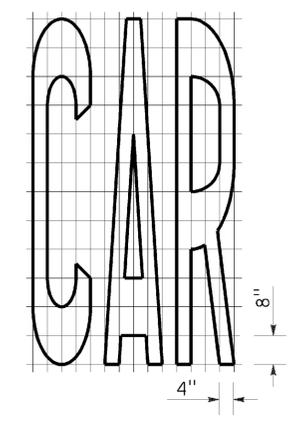
A=24 ft²



A=20 ft²



A=16 ft²

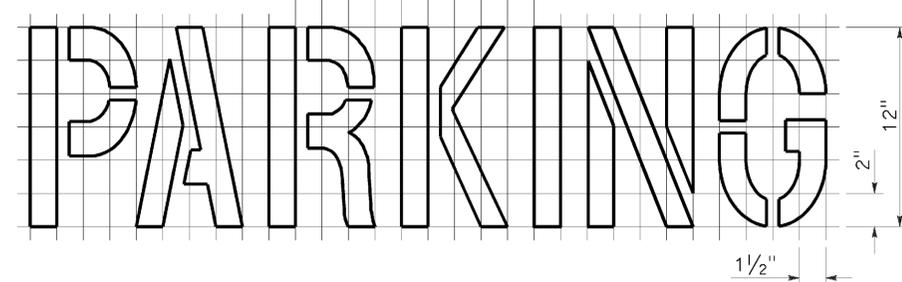
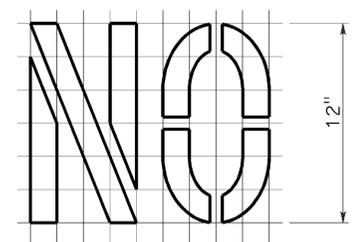


A=17 ft²

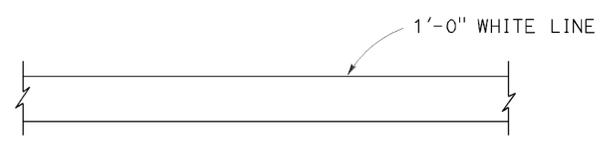
WORD MARKINGS			
ITEM	ft ²	ITEM	ft ²
LANE	24	NO	14
POOL	23	BIKE	21
CAR	17	BUS	20
CLEAR	27	ONLY	22
KEEP	24	FWY	16

NOTES:

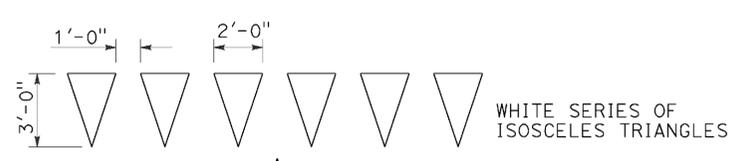
1. If a message consists of more than one word, it should read "UP", i.e., the first word should be nearest the driver.
2. The space between words should be at least four times the height of the characters for low speed roads, but not more than ten times the height of the characters. The space may be reduced appropriately where there is limited space because of local conditions.
3. Minor variations in dimensions may be accepted by the Engineer.
4. Portions of a letter, number or symbol may be separated by connecting segments not to exceed 2" in width.
5. The words "NO PARKING" pavement marking is to be used for parking facilities. For typical locations of markings, see Standard Plans A90A and A90B.
6. The words "NO PARKING", shall be painted in white letters no less than 1'-0" high on a contrasting background and located so that it is visible to traffic enforcement officials.



A=2 ft²
See Notes 6 and 7



LIMIT LINE (STOP LINE)



DIRECTION OF TRAVEL

YIELD LINE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS
WORDS, LIMIT AND YIELD LINES

NO SCALE

RSP A24E DATED JULY 20, 2012 SUPERSEDES STANDARD PLAN A24E DATED MAY 20, 2011 - PAGE 17 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A24E

2010 REVISED STANDARD PLAN RSP A24E

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	19	33

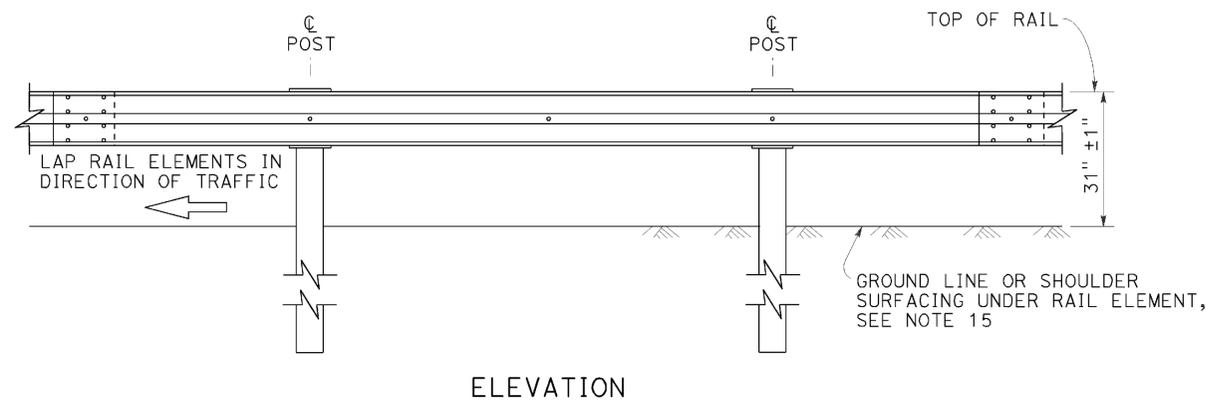
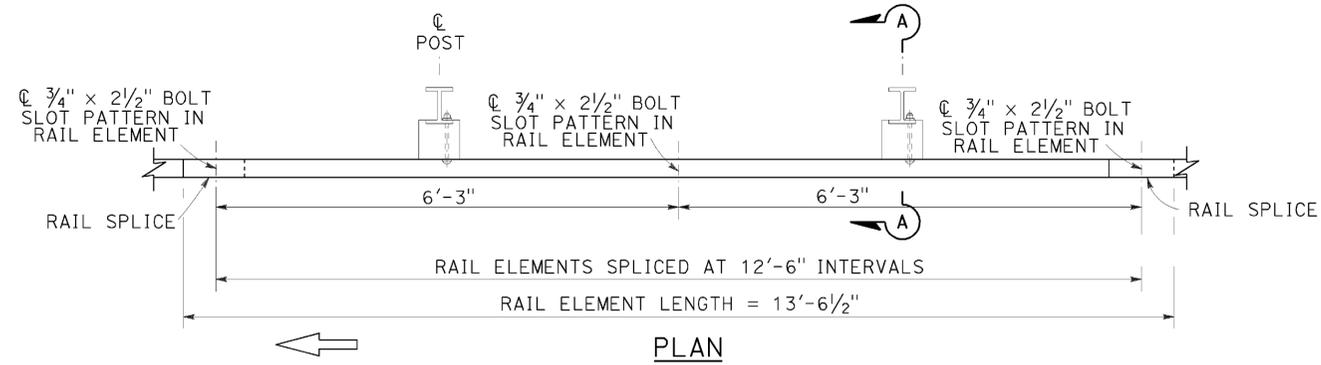
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

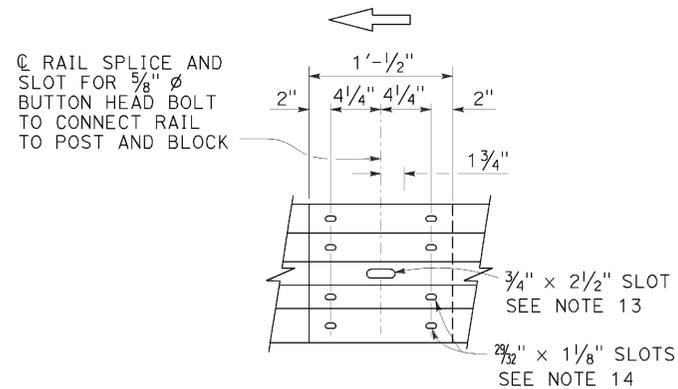
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REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

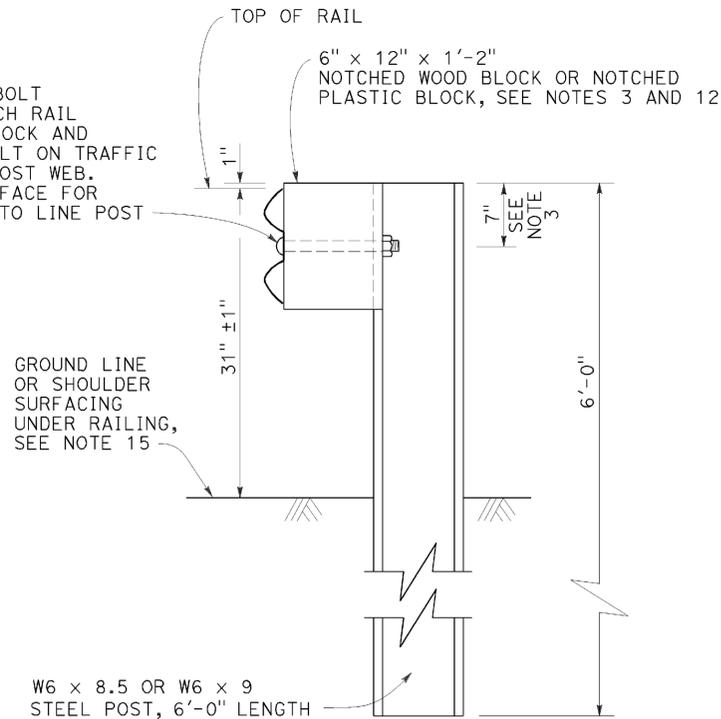
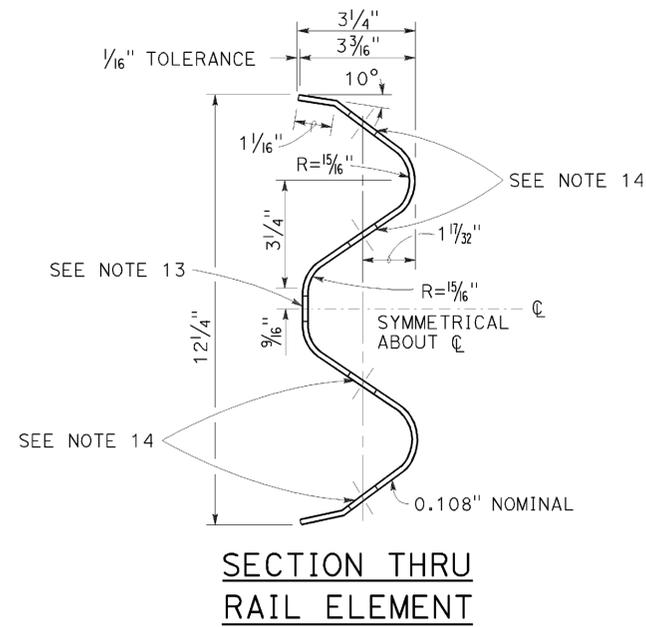
TO ACCOMPANY PLANS DATED 6-1-2015



MIDWEST GUARDRAIL SYSTEM WITH STEEL POSTS AND NOTCHED WOOD OR NOTCHED RECYCLED PLASTIC BLOCKS



- Connect the over lapped end of the rail elements with 5/8" Ø x 1 3/8" button head oval shoulder splice bolts inserted into the 2 3/32" x 1 1/8" slots and bolted together with 5/8" Ø recessed hex nuts. Recess of hex nut points toward rail element. A total of 8 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- 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.



SECTION A-A
TYPICAL STEEL LINE POST INSTALLATION

See Note 4

NOTES:

- For details of wood post installations, see Revised Standard Plan RSP A77L1.
- For details of standard hardware used to construct MGS, see Revised Standard Plan RSP A77M1.
- For details of steel posts and notched wood blocks used to construct MGS, see Revised Standard Plan RSP A77N2.
- For additional installation details, see Revised Standard Plan RSP A77N3.
- MGS post spacing to be 6'-3" center to center, except as otherwise noted.
- For MGS typical layouts, see the A77P, A77Q and A77R Series of Standard Plans.
- If railing is connected to terminal system end treatment, use 31" height terminal system end treatment.
- For MGS end anchor details, see Revised Standard Plans RSP A77S1 and RSP A77T2.
- For details of MGS transition to bridge railing, see Revised Standard Plan RSP A77U4.
- For additional details of MGS connection to bridge railings, see Revised Standard Plans RSP A77U1, RSP A77U2 and RSP A77V1.
- For dike positioning and MGS delineation details, see Revised Standard Plan RSP A77N4.
- Notched face of block faces steel post.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Install posts in soil.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MIDWEST GUARDRAIL SYSTEM STANDARD RAILING SECTION (STEEL POST WITH NOTCHED WOOD OR NOTCHED RECYCLED PLASTIC BLOCK)

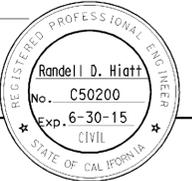
NO SCALE

RSP A77L2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

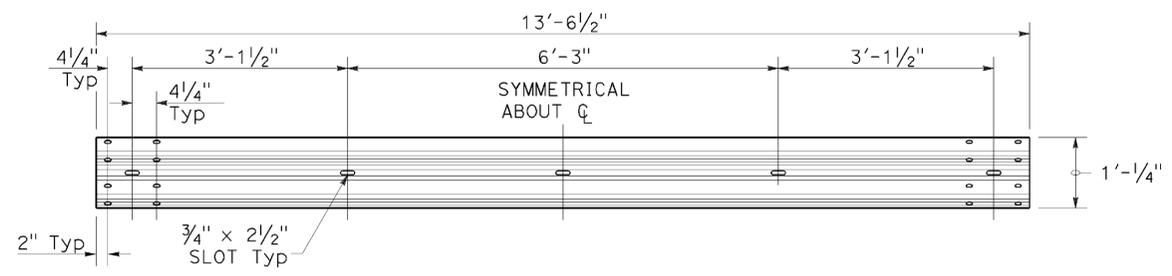
REVISED STANDARD PLAN RSP A77L2

2010 REVISED STANDARD PLAN RSP A77L2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	20	33
<i>Randell D. Hiatt</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>					



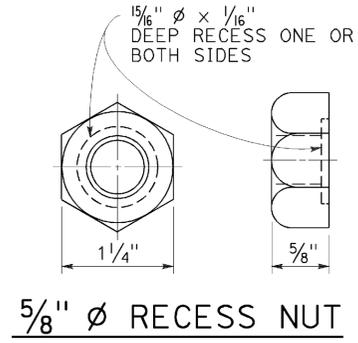
TO ACCOMPANY PLANS DATED 6-1-2015



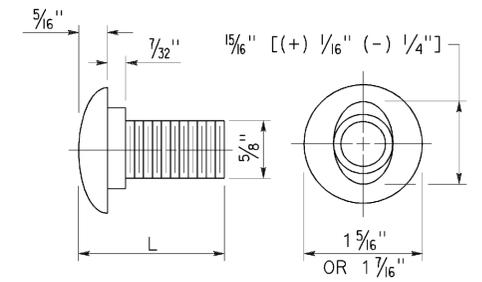
TYPICAL RAIL ELEMENT

NOTE:

1. Slotted holes for splice bolts to overlap ends of rail element.



5/8" Ø RECESS NUT

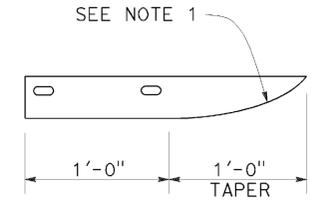


5/8" Ø BUTTON HEAD BOLT

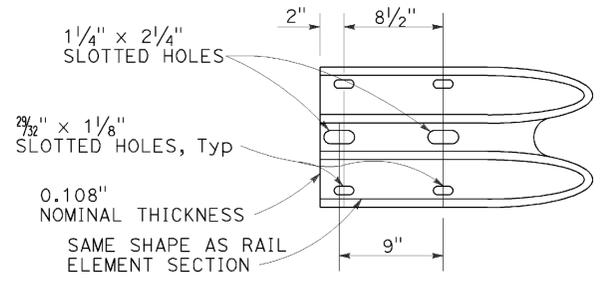
BUTTON HEAD BOLT

L	THREAD LENGTH
1 3/8"	FULL THREAD LENGTH
2"	FULL THREAD LENGTH
10"	4" Min THREAD LENGTH
18"	4" Min THREAD LENGTH
20"	4" Min THREAD LENGTH
22"	4" Min THREAD LENGTH
26"	4" Min THREAD LENGTH
36"	4" Min THREAD LENGTH
** 2 3/4"	2" Min THREAD LENGTH
** 19"	4" Min THREAD LENGTH

** For nested rail applications.



PLAN



**ELEVATION
END CAP
(TYPE A)**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**MIDWEST GUARDRAIL SYSTEM
STANDARD HARDWARE**

NO SCALE

RSP A77M1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A77M1

2010 REVISED STANDARD PLAN RSP A77M1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	21	33

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

November 15, 2013
PLANS APPROVAL DATE

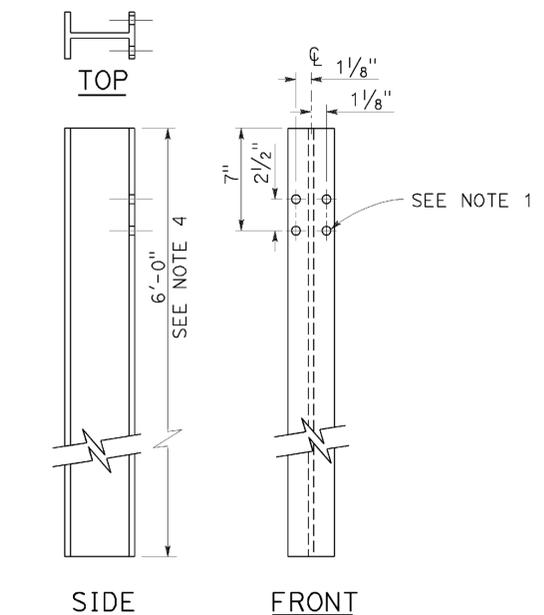
Randell D. Hiatt
No. C50200
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

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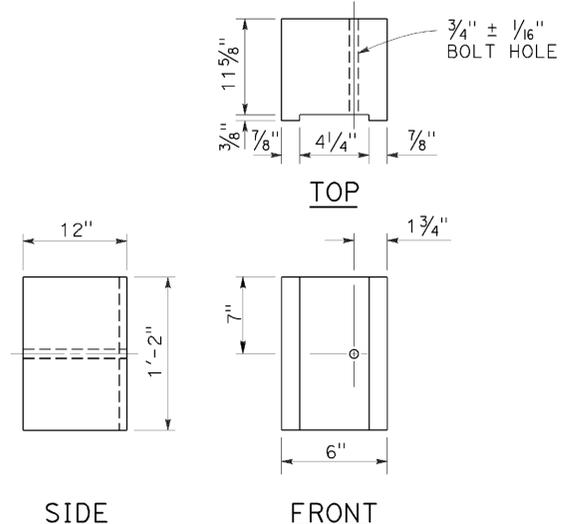
TO ACCOMPANY PLANS DATED 6-1-2015

NOTES:

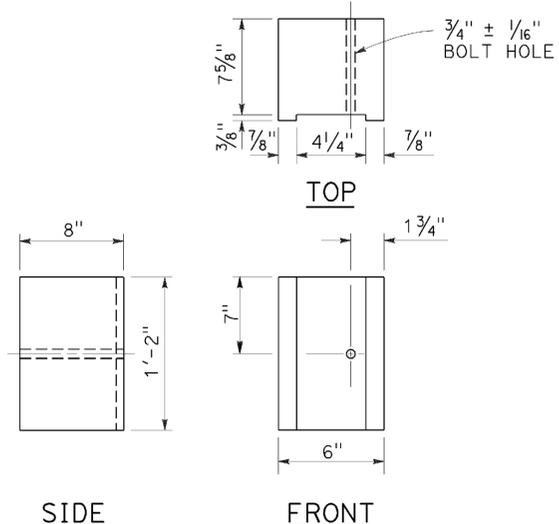
1. All holes in steel post shall be $\frac{1}{16}$ " Dia maximum.
2. Dimensions shown for wood block are nominal.
3. Notched face of block faces steel post.
4. 6'-0" length posts to be used for typical roadway installation. See Revised Standard Plan RSP A77N3.
5. See Revised Standard Plan RSP A77L3 for use of 6" x 8" and 8" x 8" notched wood blocks.
6. This post and 8" x 12" block combination to be used for line post sections of MGS on narrow roadways and where strengthened line post sections of MGS are warranted to shield fixed objects.



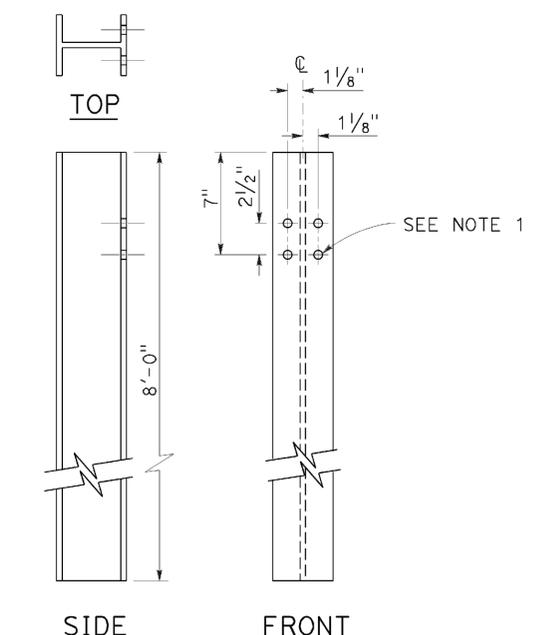
W6 x 9 OR W6 x 8.5
STEEL POST
See Note 4



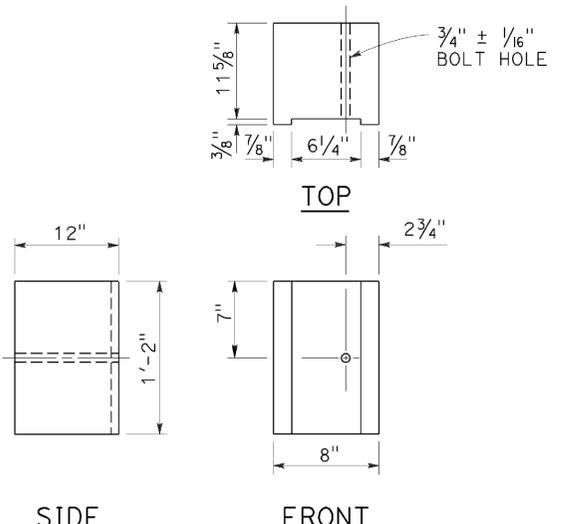
6" x 12"
NOTCHED WOOD BLOCK
See Notes 2 and 3



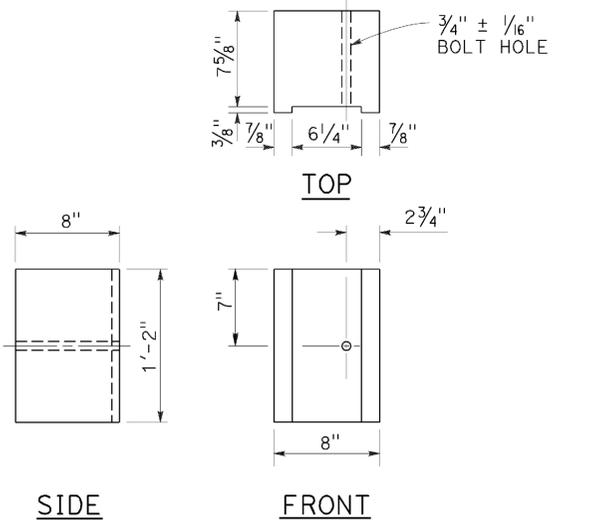
6" x 8"
NOTCHED WOOD BLOCK
Only for use with metal beam guard railing. See Note 5



W6 x 15
STEEL POST
See Note 6



8" x 12"
NOTCHED WOOD BLOCK
See Notes 2 and 3



8" x 8"
NOTCHED WOOD BLOCK
Only for use with metal beam guard railing. See Note 5

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MIDWEST GUARDRAIL SYSTEM
STEEL POST AND
NOTCHED WOOD BLOCK DETAILS

NO SCALE

RSP A77N2 DATED NOVEMBER 15, 2013 SUPERSEDES RSP A77N2
DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A77N2

2010 REVISED STANDARD PLAN RSP A77N2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	22	33

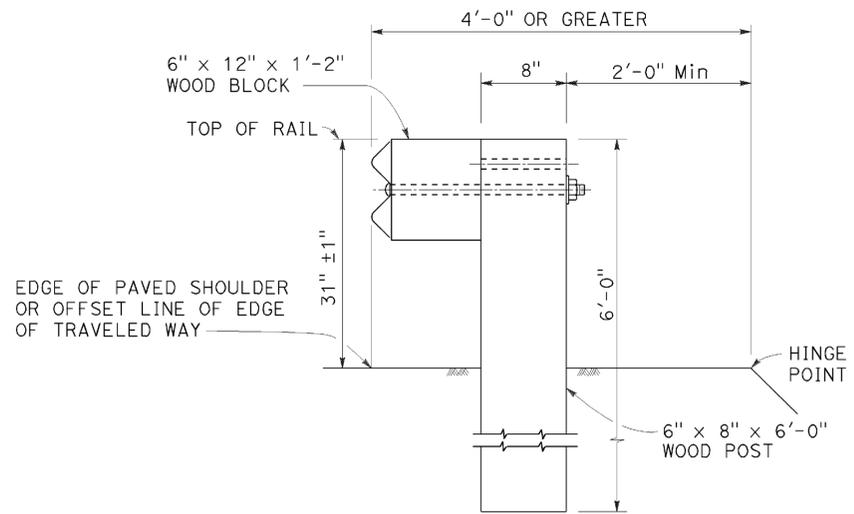
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

November 15, 2013
PLANS APPROVAL DATE

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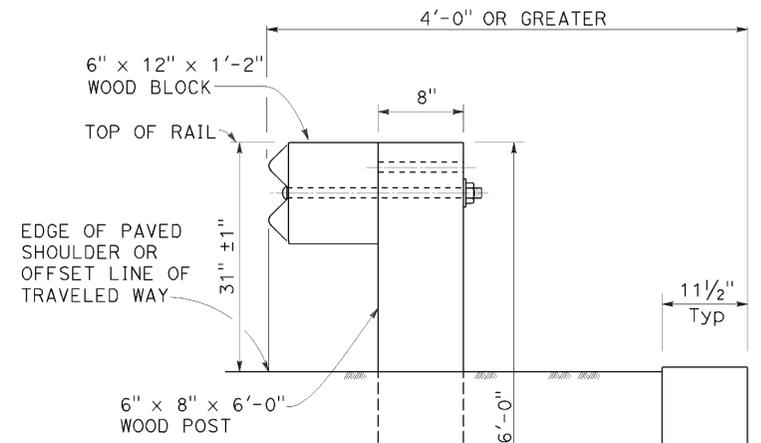
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 6-1-2015



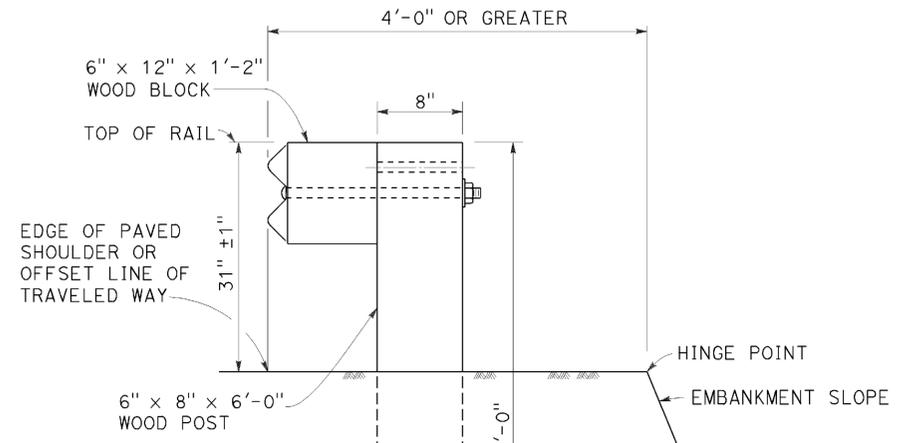
DETAIL A
TYPICAL ROADWAY
INSTALLATION

See Note 1

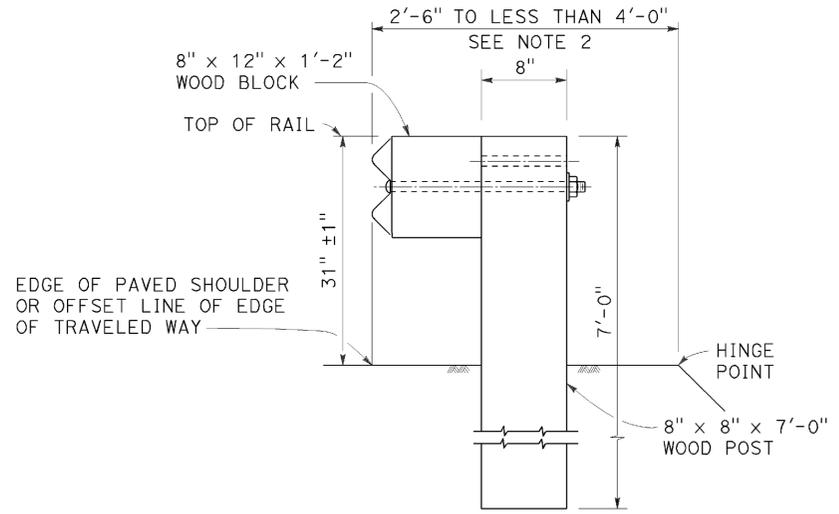


DETAIL C

INSTALLATION AT EARTH RETAINING WALLS



DETAIL D



DETAIL B
NARROW ROADWAY
INSTALLATION

See Note 1

POST EMBEDMENT

NOTES:

1. These installation details also applicable to steel line post installations. For Detail A, C, and D, where steel line post installations are constructed, W6 x 8.5 or W6 x 9 steel post, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks are to be used in place of the size of wood post and wood block shown. For Detail B, where steel line post installations are constructed, W6 x 15 steel post, 8'-0" in length, with 8" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks are to be used in place of the size of wood post and wood block shown. For additional installation details, see Revised Standard Plan RSP A77L1 and RSP A77L2.
2. Where the distance between the face of the rail and the hinge point is less than 2'-6", see the Project Plans for special details.
3. For dike positioning with MGS installations, see Revised Standard Plan RSP A77N4.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MIDWEST GUARDRAIL SYSTEM
TYPICAL LINE POST
EMBEDMENT AND
HINGE POINT OFFSET DETAILS

NO SCALE

RSP A77N3 DATED NOVEMBER 15, 2013 SUPERSEDES RSP A77N3
DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A77N3

2010 REVISED STANDARD PLAN RSP A77N3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	23	33

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

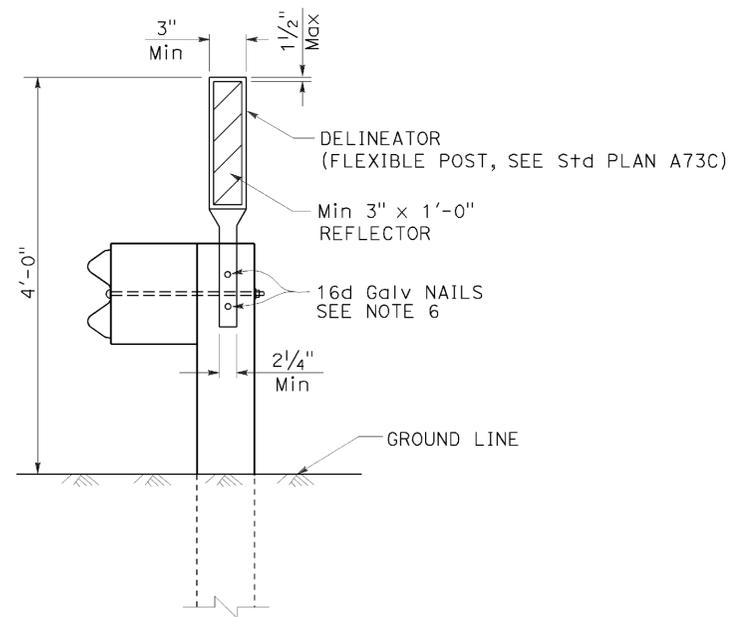
Randell D. Hiatt
No. C50200
Exp. 6-30-15
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STATE OF CALIFORNIA

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TO ACCOMPANY PLANS DATED 6-1-2015

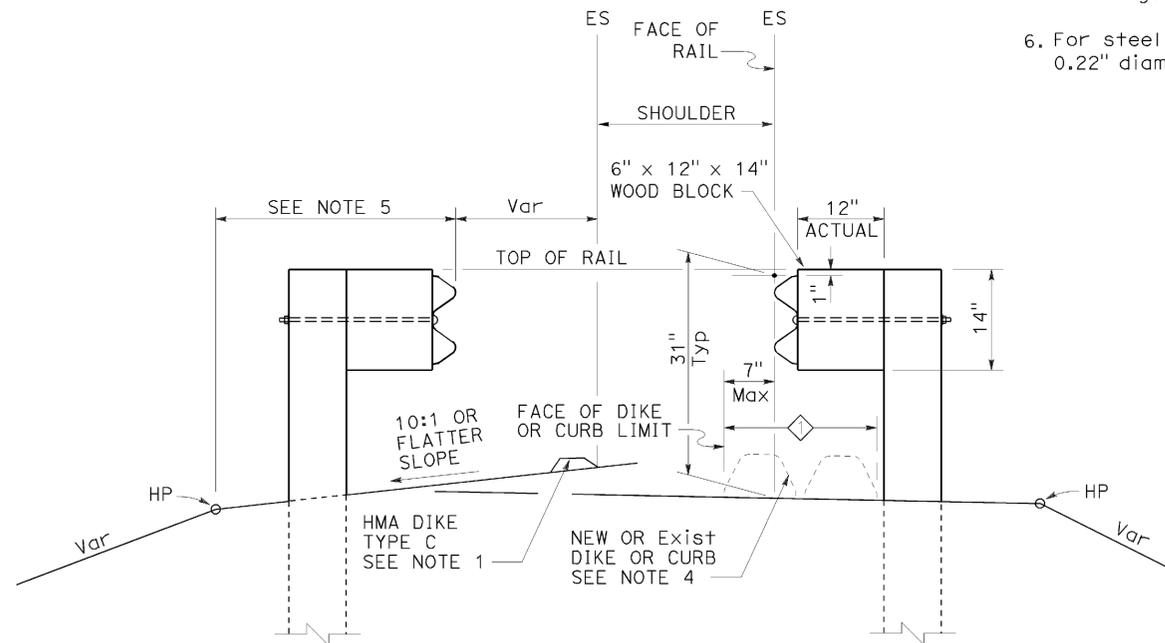
NOTES:

- When necessary to place dike more than 7" in front of face of MGS, only Type C dike may be used. For dike details, see Revised Standard Plan RSP A87B.
- For standard railing post embedment, see Revised Standard Plan RSP A77N3.
- MGS delineation to be used where shown on the Project Plans.
- When dike or curb is placed under MGS, the maximum height of the dike or curb shall be 6". Mountable dike should not be used. For dike and curb details, see Revised Standard Plans RSP A87A and RSP A87B.
- For details of typical distance between the face of rail and hinge point, see Revised Standard Plan RSP A77N3.
- For steel line posts, use 1/4" - 20 self-tapping screws in 0.22" diameter holes or 1/4" bolts in 3/32" diameter holes.



MGS DELINEATION

See Note 3



DIKE POSITIONING

See Note 1

◇ PERMISSIBLE DIKE OR CURB PLACEMENT AREA

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM
TYPICAL RAILING DELINEATION
AND DIKE POSITIONING DETAILS**

NO SCALE

RSP A77N4 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A77N4

2010 REVISED STANDARD PLAN RSP A77N4

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	24	33

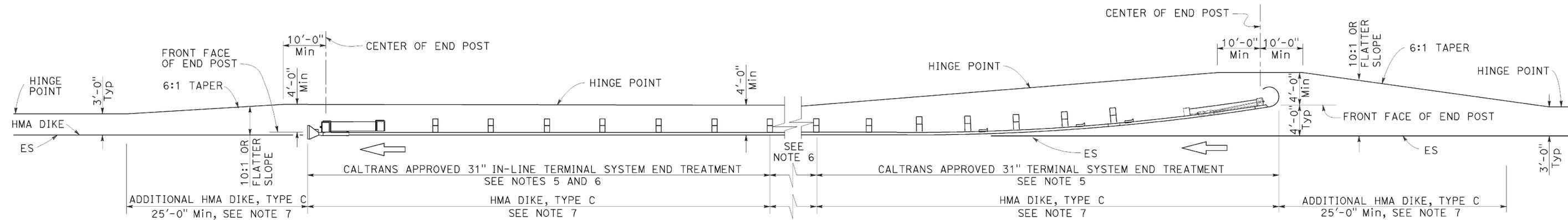
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 6-1-2015



TYPE 11H LAYOUT

(Embankment MGS installation with 31" flared end treatment and 31" in-line treatment at the ends of railing)
See Notes 4 and 7

NOTES:

1. Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
2. MGS post spacing to be 6'-3" center to center, except as otherwise noted.
3. Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
4. Layout Types 11D through 11L, shown on the A77P Series of Standard Plans, are typically used where MGS is recommended to shield embankment slopes and a crashworthy 31" end treatment is required for both directions of traffic.
5. The type of 31" terminal system end treatment to be used will be shown on the Project Plans.
6. Dependent on site conditions (embankment height and side slope), construction of additional MGS (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
7. Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**MIDWEST GUARDRAIL SYSTEM
TYPICAL LAYOUTS FOR
EMBANKMENTS**
NO SCALE

RSP A77P4 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A77P4

2010 REVISED STANDARD PLAN RSP A77P4

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	25	33

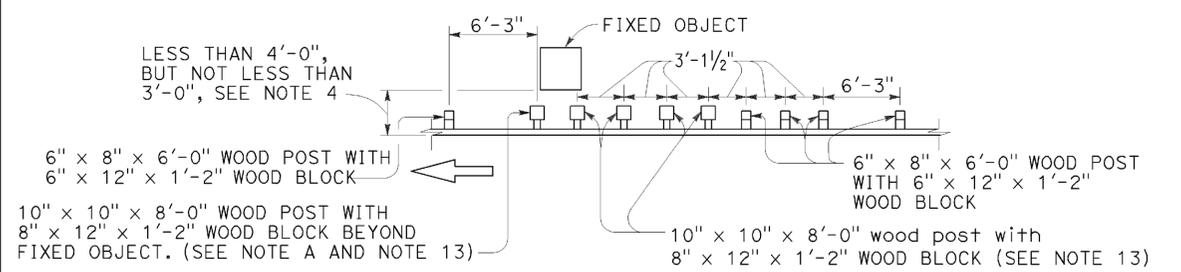
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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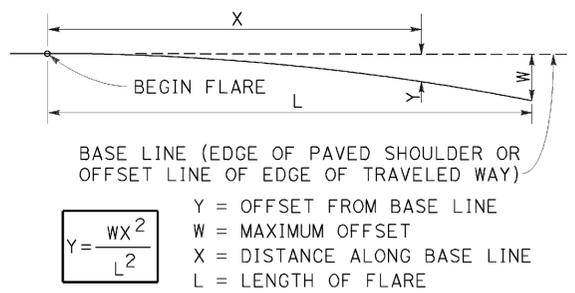
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 6-1-2015

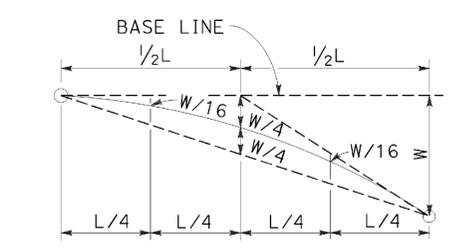


NOTE A: For a series of fixed objects (bridge columns, overhead sign supports, etc.) additional 10" x 10" x 8'-0" wood post with 8" x 12" x 1'-2" wood blocks at 3'-1/2" center to center spacing are to be used between fixed object(s).

STRENGTHENED MIDWEST GUARDRAIL SYSTEM SECTIONS FOR FIXED OBJECT

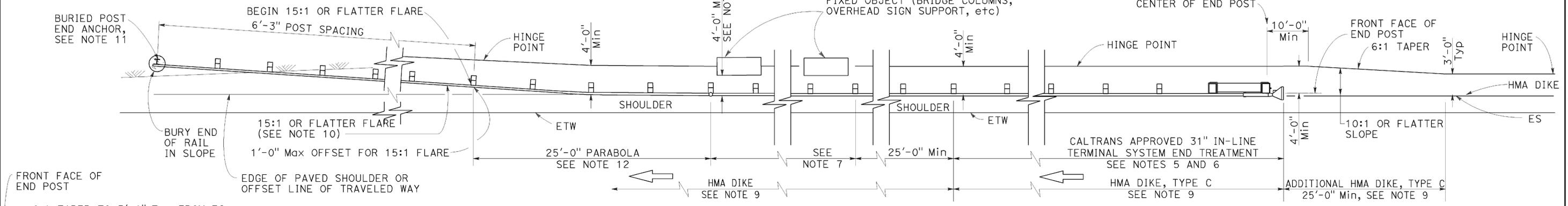


PARABOLIC FLARE OFFSETS



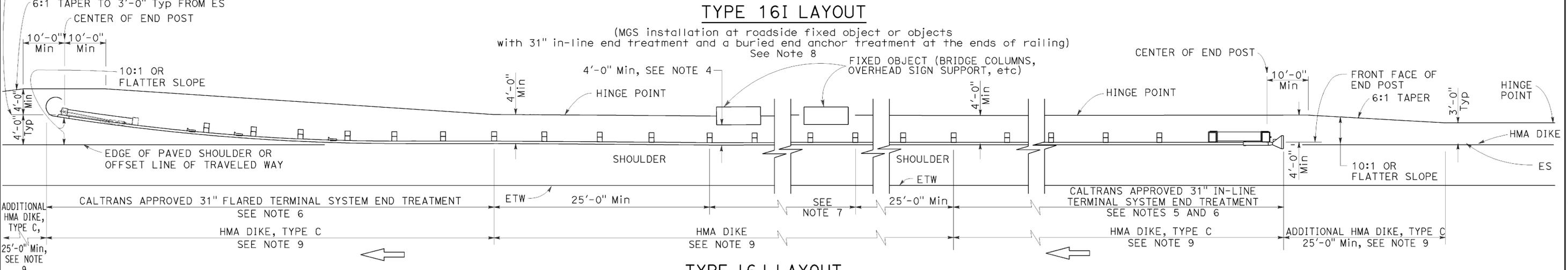
TYPICAL PARABOLIC LAYOUT

Use strengthened MGS sections with layout Types 16I or 16J Layouts where minimum clearance between the face of the MGS and fixed object(s) is less than 4'-0", but not less than 3'-0". See Note 4.



TYPE 16I LAYOUT

(MGS installation at roadside fixed object or objects with 31" in-line end treatment and a buried end anchor treatment at the ends of railing) See Note 8



TYPE 16J LAYOUT

(MGS installation at roadside fixed object or objects With a 31" in-line end treatment and a 31" flared end treatment at the ends of railing) See Note 8

NOTES:

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- A 4'-0" minimum clearance is required between the face of the railing and the face of a fixed object located directly behind MGS sections with post spacing at 6'-3". Construct MGS as shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Objects" on this plan, where the clearance between the face of the railing and the face of a fixed object is less than 4'-0", but not less than 3'-0". Where the clearance is less than 3'-0", a concrete wall or barrier should be constructed to shield the fixed object(s).

- 31" in-line terminal system end treatments are used where site conditions will not accommodate a 31" flared end treatment.
- The type of 31" terminal system to be used will be shown on the Project Plans.
- As site conditions dictate, construct additional MGS to shield fixed object(s). Additional MGS length equal to multiples of 12'-6". Post spacing at 6'-3", except as specified in Note 4.
- Layout Types 16D through 16L, shown on the A77R Series of Standard Plans, are typically used where MGS is recommended to shield roadside fixed object(s) and a crashworthy 31" end treatment is required for both directions of traffic.
- Where placement of dike is required with guard railing, see Revised Standard Plan RSP A77N4 for dike positioning details.
- The 15:1 or flatter flare for the buried post anchor is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".

- For details of Buried Post End Anchor, see Revised Standard Plan RSP A77T2.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77P1.
- W6 x 15 steel post, 8'-0" in length, with 8" x 12" x 1'-2" notched wood block or notched recycled plastic blocks may be used in place of the 10" x 10" x 8'-0" wood post with 8" x 12" x 1'-2" wood block shown in the detail "Strengthened Midwest Guardrail System Sections for Fixed Object".

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**MIDWEST GUARDRAIL SYSTEM
TYPICAL LAYOUTS FOR
ROADSIDE FIXED OBJECTS**
NO SCALE

RSP A77R7 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A77R7

2010 REVISED STANDARD PLAN RSP A77R7

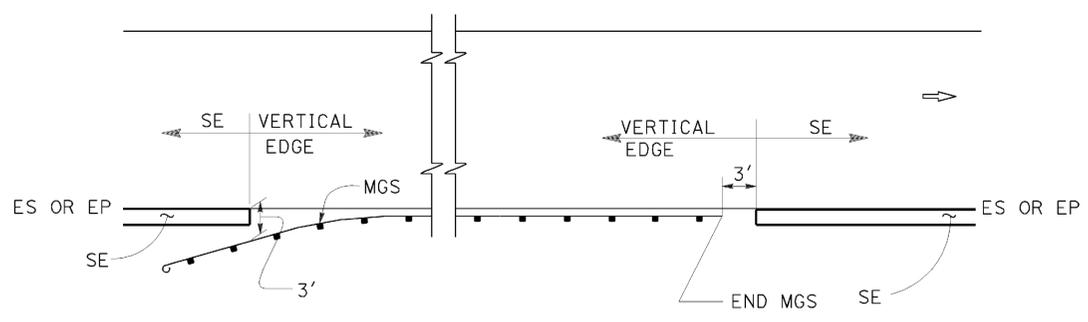
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	26	33



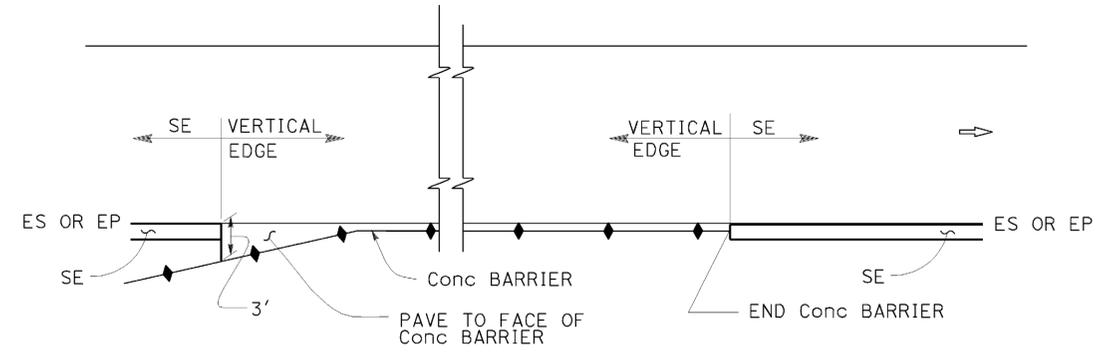
 REGISTERED CIVIL ENGINEER
 November 15, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED 6-1-2015

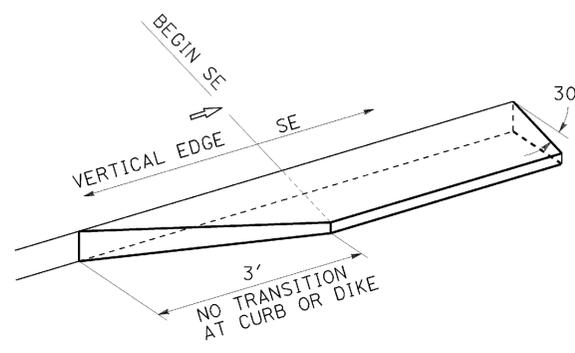
ABBREVIATIONS:
SE SAFETY EDGE



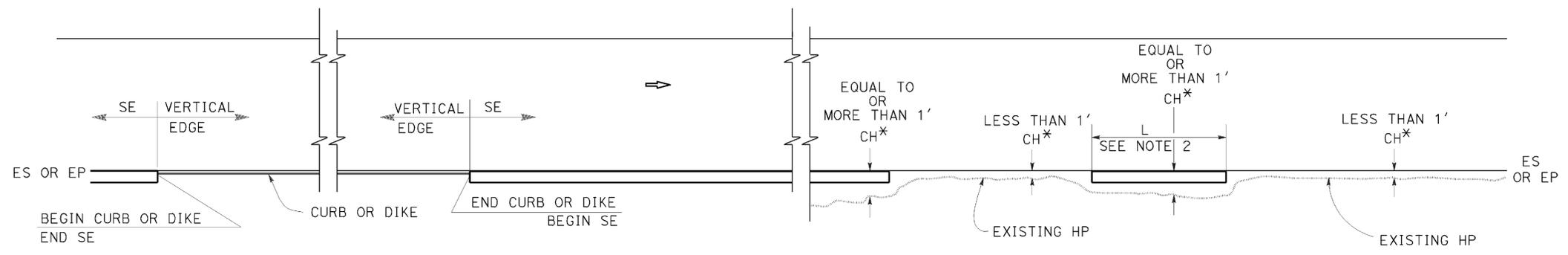
MGS



CONCRETE BARRIER



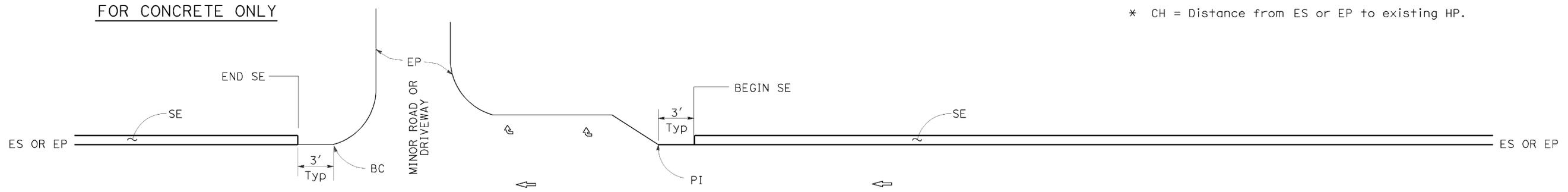
TRANSITION DETAIL FOR CONCRETE ONLY



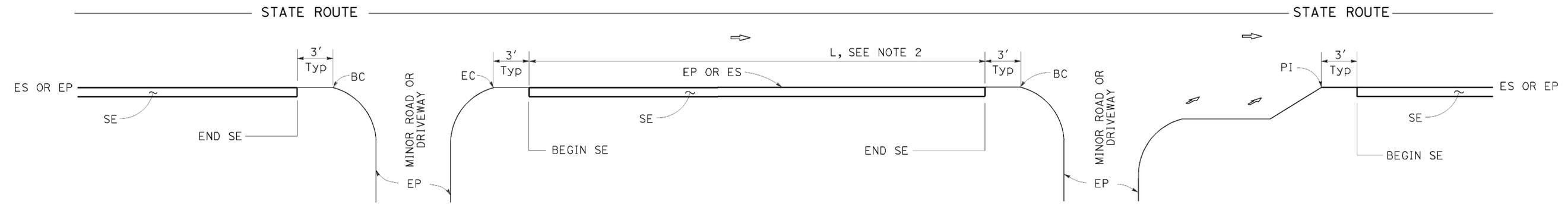
CURB OR DIKE

NARROW SIDE SLOPE

* CH = Distance from ES or EP to existing HP.



INTERSECTION



DRIVEWAY AND INTERSECTION

MINOR ROADWAY OR DRIVEWAY

NOTES:

1. For details not shown, see Revised Standard Plans RSP P75 and RSP P76.
2. Safety edge is optional when L is less than 30'.

PAVEMENT EDGE TREATMENTS
NO SCALE

RSP P74 DATED NOVEMBER 15, 2013 SUPERSEDES RSP P74 DATED JANUARY 20, 2012 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP P74

2010 REVISED STANDARD PLAN RSP P74

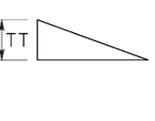
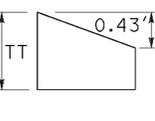
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	27	33


 REGISTERED CIVIL ENGINEER
 November 15, 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.

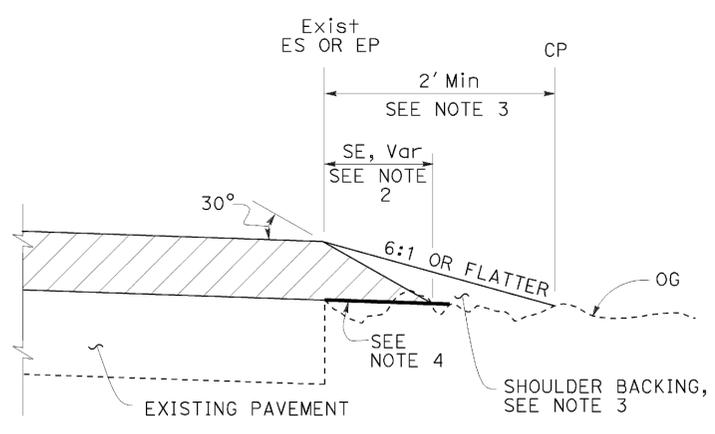


TO ACCOMPANY PLANS DATED 6-1-2015

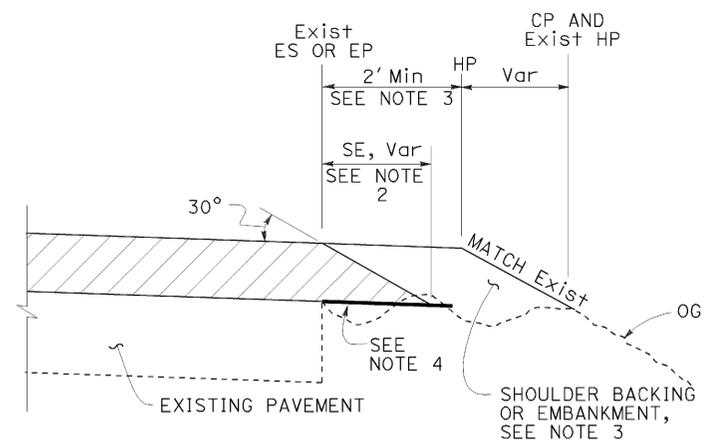
ADDITIONAL HMA OR CONCRETE QUANTITIES FOR SE/SIDE/MILE

TYPICAL CROSS SECTION	TT	TOTAL ADDITIONAL MATERIAL FOR SE/SIDE/MILE		
		HMA (TON)	CONCRETE (CY)*	CONCRETE (CY)**
	0.15'	NA	NA	NA
	0.20'	13.7	NA	NA
	0.30'	30.9	NA	NA
	0.40'	54.9	NA	NA
	0.45'	69.4	NA	NA
	0.50'	84.2	NA	NA
	0.60'	113.9	NA	NA
	0.70'	143.6	70.9	94.2
	0.80'	173.3	85.6	112.2
	0.90'	203.0	100.3	130.2
	1.00'	232.7	114.9	148.2
	1.10'	262.4	129.6	166.2
1.20'	292.1	144.3	184.2	

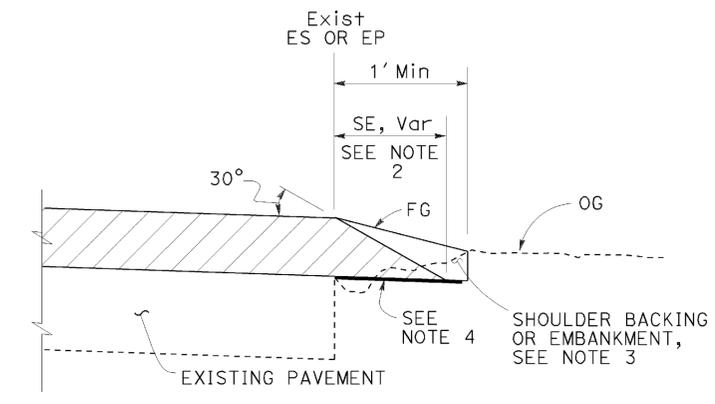
* For Detail "A"
 ** For Optional Detail "A"



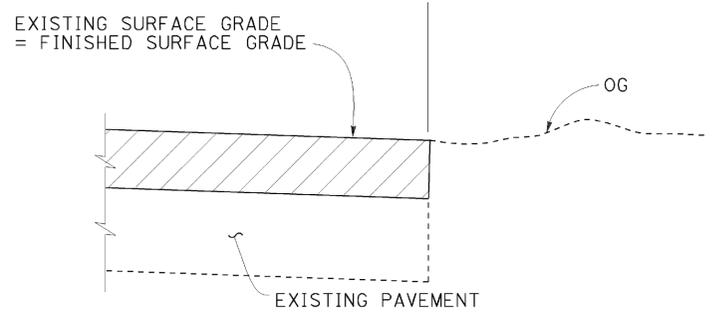
CASE A
Safety Edge



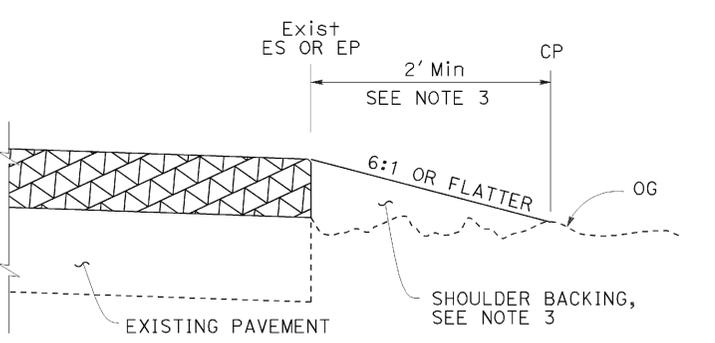
CASE B
Safety Edge



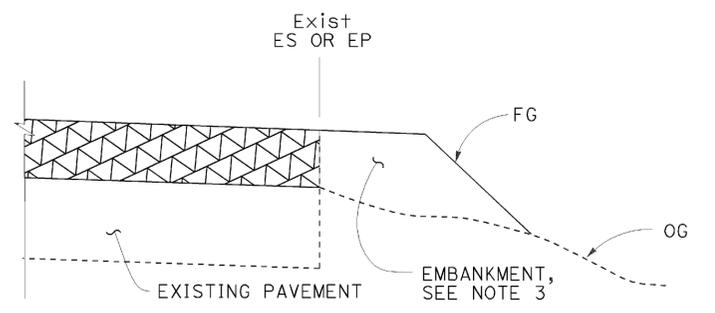
CASE C
Safety Edge



CASE D
Vertical Edge

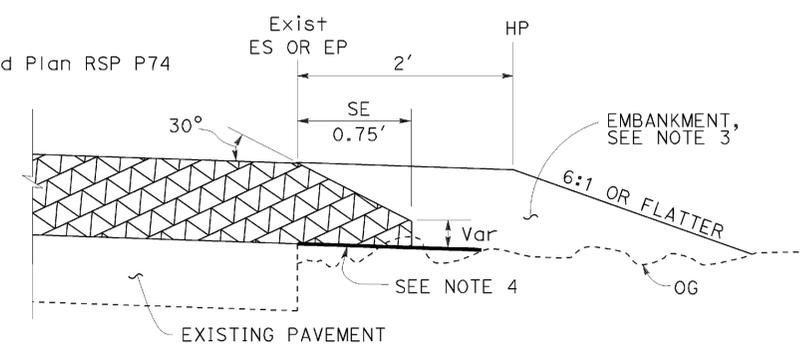


CASE E
Vertical Edge



CASE F
Vertical Edge

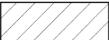
* See Table A and Revised Std Plan RSP P74



DETAIL "A"

For HMA overlay thickness more than 0.43' or concrete overlay

LEGEND:

-  HMA OVERLAY
-  HMA OR CONCRETE OVERLAY
-  CONCRETE OVERLAY

ABBREVIATIONS:

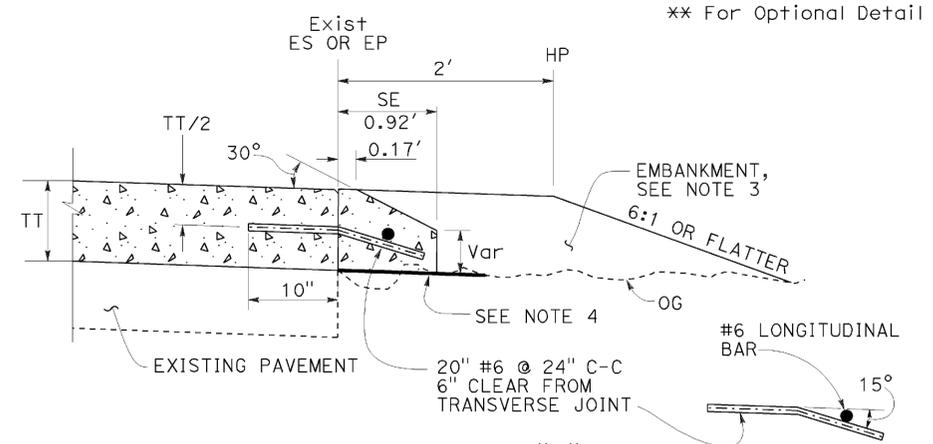
- SE SAFETY EDGE
- TT TOTAL THICKNESS OF SE

TABLE A
EDGE TREATMENT FOR VARIOUS OVERLAY THICKNESS AND CONDITIONS

FIELD CONDITION	OVERLAY THICKNESS	
	LESS THAN 0.15'	0.15' OR MORE
Exist SLOPE 6:1 OR FLATTER	CASE E	CASE A
Exist SLOPE 3:1 TO 6:1	CASE E	CASE B
Exist SLOPE STEEPER THAN 3:1	CASE F	CASE F
CUT SECTION (REPLACE, COLD PLANE, MILL PAVEMENT)	CASE D	CASE C

NOTES:

- For limits of safety edge and vertical edge treatments, see Revised Standard Plan RSP P74.
- Details shown for HMA overlay thickness less than 0.43'. See Detail "A" for HMA overlay thickness more than 0.43' or concrete overlay.
- For locations and limits of shoulder backing or embankment see project plans.
- Grade existing ground to place safety edge. 1' minimum width
- Safety edge transverse joint must match overlay transverse joint. End of #6 longitudinal bar must be 2" ± 1/2" clear from transverse joint.
- Safety edge is not needed in the area of MGS, barrier, right turn lane and acceleration lane. See Revised Standard Plan RSP P74.



OPTIONAL DETAIL "A"

For concrete overlay
See Note 5

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE TREATMENTS- OVERLAYS

NO SCALE

RSP P75 DATED NOVEMBER 15, 2013 SUPERSEDES RSP P75 DATED JANUARY 20, 2012 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP P75

2010 REVISED STANDARD PLAN RSP P75

TO ACCOMPANY PLANS DATED 6-1-2015

TABLE 1

TAPER LENGTH CRITERIA AND CHANNELIZING DEVICE SPACING							
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

LONGITUDINAL BUFFER SPACE AND FLAGGER STATION SPACING				
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

ADVANCE WARNING SIGN SPACING			
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
09	Mno	395	69.9/76.0	29	33

Devinder Singh
 REGISTERED CIVIL ENGINEER
 October 17, 2014
 PLANS APPROVAL DATE
 No. C50470
 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 SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

See Revised Standard Plan RSP T9 for tables.

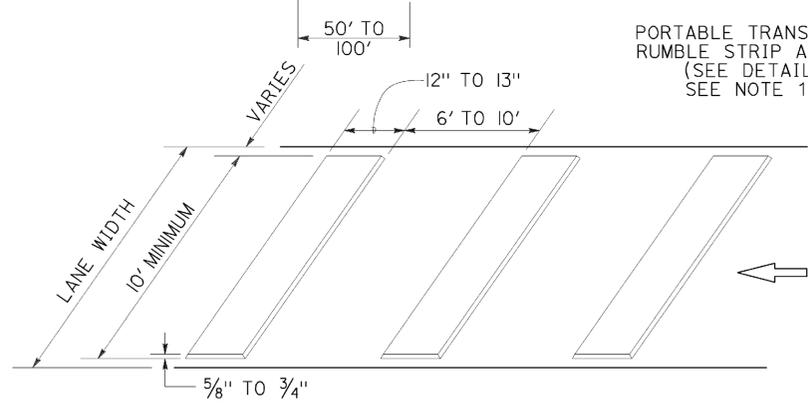
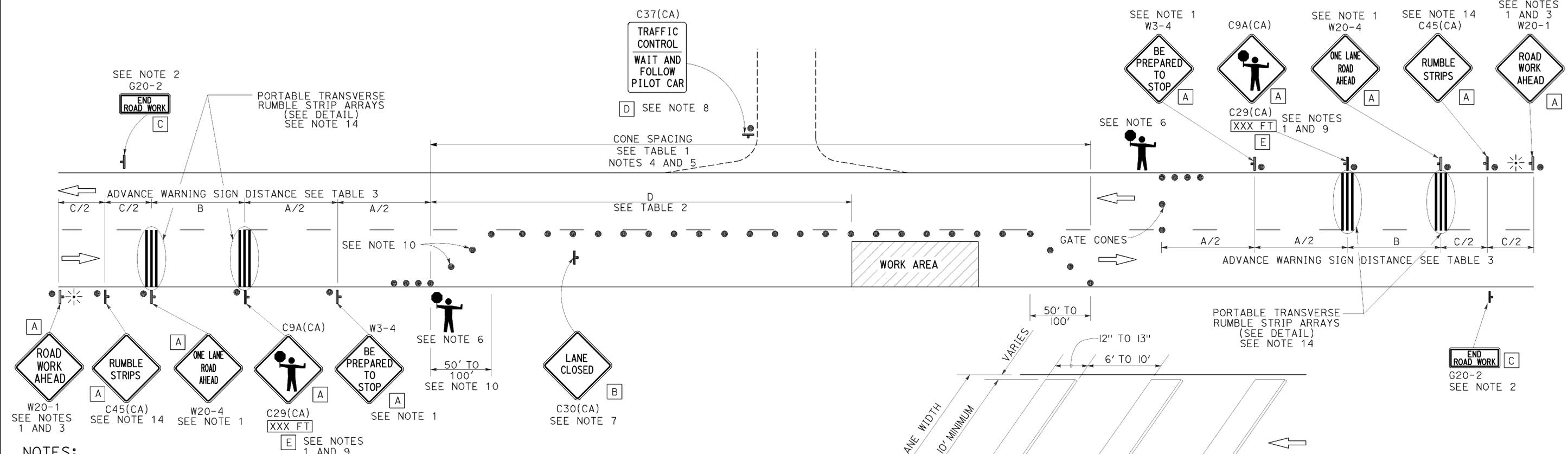
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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.

TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 6-1-2015



PORTABLE TRANSVERSE RUMBLE STRIP ARRAY DETAIL

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

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

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.

REVISED STANDARD PLAN RSP T13

2010 REVISED STANDARD PLAN RSP T13

LEGEND:

- AB** ABANDON. IF APPLIED TO CONDUIT, REMOVE CONDUCTORS
- BC** INSTALL PULL BOX IN EXISTING CONDUIT RUN
- BP** PEDESTRIAN BARRICADE, TYPE AS INDICATED ON PLAN
- CB** INSTALL CONDUIT INTO EXISTING PULL BOX
- CC** CONNECT NEW AND EXISTING CONDUIT. REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED
- CF** CONDUIT TO REMAIN FOR FUTURE USE. REMOVE CONDUCTORS. INSTALL PULL TAPE
- DH** DETECTOR HANDHOLE
- FA** FOUNDATION TO BE ABANDONED
- IS** INSTALL SIGN ON SIGNAL MAST ARM
- NS** NO SLIP BASE ON STANDARD
- PEC** PHOTOELECTRIC CONTROL
- PEU** PHOTOELECTRIC UNIT
- RC** EQUIPMENT OR MATERIAL TO BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR
- RE** REMOVE ELECTROLIER, FUSES AND BALLAST. TAPE ENDS OF CONDUCTORS
- RL** RELOCATE EQUIPMENT
- RR** REMOVE AND REUSE EQUIPMENT
- RS** REMOVE AND SALVAGE EQUIPMENT
- SC** SPLICE NEW TO EXISTING CONDUCTORS
- SD** SERVICE DISCONNECT
- TSP** TELEPHONE SERVICE POINT

ABBREVIATIONS

- | | | | |
|-------|---|-------|--------------------------------------|
| APS | ACCESSIBLE PEDESTRIAN SIGNAL | M/M | MULTIPLE TO MULTIPLE TRANSFORMER |
| BBS | BATTERY BACKUP SYSTEM | Mtg | MOUNTING |
| BC | BOLT CIRCLE | MV | MERCURY VAPOR LIGHTING FIXTURE |
| BPB | BICYCLE PUSH BUTTON | MVDS | MICROWAVE VEHICLE DETECTION SYSTEM |
| C | CONDUIT | N | NEUTRAL (GROUNDED CONDUCTOR) |
| CB | CIRCUIT BREAKER | NB | NEUTRAL BUS |
| CCTV | CLOSED CIRCUIT TELEVISION | NC | NORMALLY CLOSE |
| Ck+ | CIRCUIT | NO | NORMALLY OPEN |
| CMS | CHANGEABLE MESSAGE SIGN | P | CIRCUIT BREAKER'S POLE |
| Ctid | CALTRANS IDENTIFICATION | PB | PULL BOX |
| Comm | COMMUNICATION | PBA | PUSH BUTTON ASSEMBLY |
| DLC | LOOP DETECTOR LEAD-IN CABLE | PEC | PHOTOELECTRIC CONTROL |
| EMS | EXTINGUISHABLE MESSAGE SIGN | Ped | PEDESTRIAN |
| EVUC | EMERGENCY VEHICLE UNIT CABLE | PEU | PHOTOELECTRIC UNIT |
| EVUD | EMERGENCY VEHICLE UNIT DETECTOR | PT | CONDUIT WITH PULL TAPE |
| FB | FLASHING BEACON | RE | RELOCATED EQUIPMENT |
| FBCA | FLASHING BEACON CONTROL ASSEMBLY | RM | RAMP METERING |
| FBS | FLASHING BEACON WITH SLIP BASE | RWIS | ROADSIDE WEATHER INFORMATION SYSTEM |
| FO | FIBER OPTIC | SB | SLIP BASE |
| G | EQUIPMENT GROUNDING CONDUCTOR | SIC | SIGNAL INTERCONNECT CABLE |
| GB | GROUND BUS | Sig | SIGNAL |
| GFCI | GROUND FAULT CIRCUIT INTERRUPTER | SMA | SIGNAL MAST ARM |
| HAR | HIGHWAY ADVISORY RADIO | SNS | STREET NAME SIGN |
| Hex | HEXAGONAL | SP | SERVICE POINT |
| HPS | HIGH PRESSURE SODIUM | TDC | TELEPHONE DEMARCATION CABINET |
| IISNS | INTERNALLY ILLUMINATED STREET NAME SIGN | TMS | TRAFFIC MONITORING STATION |
| ISL | INDUCTION SIGN LIGHTING | TOS | TRAFFIC OPERATIONS SYSTEM |
| LED | LIGHT EMITTING DIODE | Veh | VEHICLE |
| LMA | LUMINAIRE MAST ARM | VIVDS | VIDEO IMAGE VEHICLE DETECTION SYSTEM |
| LPS | LOW PRESSURE SODIUM | WIM | WEIGH-IN-MOTION |
| Ltg | LIGHTING | Xfmr | TRANSFORMER |
| Lum | LUMINAIRE | | |
| M | METERED | | |
| MAT | MAST ARM MOUNTING TOP ATTACHMENT | | |
| MAS | MAST ARM MOUNTING SIDE ATTACHMENT | | |

MISCELLANEOUS ELECTROLIERS

NEW	EXISTING	
		LUMINAIRE ON WOOD POLE
		NON-STANDARD ELECTROLIER (SEE PROJECT NOTES OR PROJECT PLANS)
		CITY ELECTROLIER
		ELECTROLIER FOUNDATION (FUTURE INSTALLATION)

NOTES:

- HPS luminaires shall be 310 W HPS when installed on Type 21, 21D, 30, 31 and 32 Standards, unless otherwise specified. HPS luminaires shall be 200 W when installed on other type standards or poles, unless otherwise specified.
- LED luminaires shall be 235 W when installed on Type 21, 21D, 30, 31 and 32 Standards, unless otherwise specified. LED luminaires shall be 165 W when installed on other type standards or poles, unless otherwise specified.
- Luminaires shall be the cutoff type, ANSI Type III medium cutoff lighting distribution, unless otherwise specified.

STANDARD ELECTROLIER

NEW	EXISTING	STANDARD TYPE
		15
		15D
		15 STRUCTURE
		15D STRUCTURE
		21
		21D
		21 STRUCTURE
		21D STRUCTURE
		30
		31
		32

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	30	33

Theresa Gabriel
REGISTERED ELECTRICAL 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
Theresa Gabriel
No. E15129
Exp. 6-30-14
ELECTRICAL
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 6-1-2015

SOFFIT AND WALL MOUNTED LUMINAIRES

- PENDANT, 70 W HPS
UNLESS OTHERWISE SPECIFIED
- FLUSH, 70 W HPS
UNLESS OTHERWISE SPECIFIED
- WALL SURFACE, 70 W HPS
UNLESS OTHERWISE SPECIFIED
- EXISTING SOFFIT OR WALL LUMINAIRE
TO REMAIN UNMODIFIED
- EXISTING SOFFIT OR WALL LUMINAIRE
TO BE MODIFIED AS SPECIFIED

NOTE:

Arrow indicates "street side" of luminaire.

COMMONLY USED SYMBOLS FOR UNITED STATES CUSTOMARY UNITS OF MEASUREMENT:

SYMBOL USED	DEFINITIONS
Ω	OHMS
min	MINUTE
s	SECOND
bps	BITS PER SECOND
Bps	BYTES PER SECOND
A	AMPERE
V	VOLT
V _(dc)	VOLT (DIRECT CURRENT)
V _(ac)	VOLT (ALTERNATING CURRENT)
FC	FOOT - CANDLE
W	WATTS
VA	VOLT-AMPERE
M	MEGA
k	KILO
m	MILLI
μ	MICRO
P	PICO
Hz	HERTZ

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ELECTRICAL SYSTEMS
(LEGEND AND ABBREVIATIONS)**

NO SCALE

RSP ES-1A DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-1A
DATED MAY 20, 2011 - PAGE 425 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP ES-1A

2010 REVISED STANDARD PLAN RSP ES-1A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	31	33

Theresa Gabriel
 REGISTERED ELECTRICAL ENGINEER
 July 19, 2013
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TO ACCOMPANY PLANS DATED 6-1-2015

CONDUIT

NEW	EXISTING	
---	---	LIGHTING CONDUIT, UNLESS OTHERWISE INDICATED OR NOTED
---	---	TRAFFIC SIGNAL CONDUIT
---C---	---c---	COMMUNICATION CONDUIT
---T---	---t---	TELEPHONE CONDUIT
---F---	---f---	FIRE ALARM CONDUIT
---FO---	---fo---	FIBER OPTIC CONDUIT
---	---	CONDUIT TERMINATION
		CONDUIT RISER ATTACHED TO THE STRUCTURE OR SERVICE POLE

SIGNAL EQUIPMENT

NEW	EXISTING	
		PEDESTRIAN SIGNAL HEAD "C" INDICATES COUNTDOWN PEDESTRIAN HEAD
		PUSH BUTTON ASSEMBLY POST
		PEDESTRIAN BARRICADE
		VEHICLE SIGNAL HEAD (WITH BACKPLATE AND 3-SECTIONS: RED, YELLOW AND GREEN)
		VEHICLE SIGNAL HEAD WITH ANGLE VISOR
		MODIFICATIONS OF BASIC SYMBOL: "L" INDICATES ALL NON-ARROW SECTIONS LOUVERED "LG" INDICATES LOUVERED GREEN SECTION ONLY "PV" INDICATES ALL 12" SECTIONS PROGRAMMED VISIBILITY "8" INDICATES ALL 8" SECTIONS (ONLY WHEN SPECIFIED)

SIGNAL EQUIPMENT Cont

NEW	EXISTING	
		GUARD POST
		TYPE 1 STANDARD WITH RAMP METERING SIGN
		OPTICAL DETECTOR FOR THE EMERGENCY VEHICLE DETECTION SYSTEM

SERVICE EQUIPMENT

NEW	EXISTING	
---oh---	---oh---	OVERHEAD LINES
		WOOD POLE, "U" INDICATES UTILITY OWNED
		POLE GUY WITH ANCHOR
		UTILITY TRANSFORMER - GROUND MOUNTED
		SERVICE EQUIPMENT ENCLOSURE TYPE. DOOR INDICATES FRONT OF ENCLOSURE
		TELEPHONE DEMARCATION CABINET

POLE-MOUNTED SERVICE DESIGNATION

	TYPE H SERVICE, 28'-10"	TYPE OF INSTALLATION AND POLE HEIGHT ABOVE GRADE
--	-------------------------	--

FLASHING BEACON

NEW	EXISTING	
		FLASHING BEACON (ONE VEHICLE SIGNAL HEAD WITH BACKPLATE AND VISOR) "R" INDICATES RED INDICATION, "Y" INDICATES YELLOW INDICATION
		FLASHING BEACON WITH TYPE 15-FBS STANDARD AND A SIGN.
		FLASHING BEACON WITH TYPES 9, 9A OR 9B SIGN UNLESS OTHERWISE SPECIFIED OR INDICATED

		VEHICLE SIGNAL HEAD CONSISTING OF RED, YELLOW AND GREEN LEFT ARROW SECTIONS
		VEHICLE SIGNAL HEAD CONSISTING OF RED AND YELLOW SECTIONS WITH AN UP GREEN ARROW SECTION
		VEHICLE SIGNAL HEAD (5 SECTION) CONSISTING OF RED, YELLOW AND GREEN SECTIONS WITH YELLOW AND GREEN RIGHT ARROW SECTIONS
		TYPE 15TS STANDARD WITH VEHICLE SIGNAL HEAD AND LUMINAIRE
		TYPE 21TS STANDARD WITH VEHICLE SIGNAL HEAD AND LUMINAIRE
		STANDARD WITH LUMINAIRE AND SIGNAL MAST ARMS AND ATTACHED VEHICLE SIGNAL HEADS
		TYPE 1 STANDARD WITH ATTACHED VEHICLE SIGNAL HEADS
		STANDARD WITH A SIGNAL MAST ARM, ATTACHED VEHICLE SIGNAL HEADS AND INTERNALLY ILLUMINATED STREET NAME SIGN
		CONTROLLER ASSEMBLY. DOOR INDICATES FRONT OF CABINET

ILLUMINATED OVERHEAD SIGN

NEW	EXISTING	
		SINGLE POST, SINGLE ILLUMINATED SIGN, BALANCED BUTTERFLY
		SINGLE POST, DOUBLE ILLUMINATED SIGN, BALANCED BUTTERFLY
		SINGLE POST, SINGLE ILLUMINATED SIGN, FULL CANTILEVER
		DOUBLE POST, SINGLE ILLUMINATED SIGN
		SINGLE ILLUMINATED SIGN MOUNTED ON STRUCTURE
		DOUBLE POST, SINGLE ILLUMINATED SIGN WITH ELECTROLIER

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

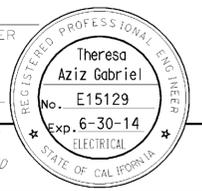
ELECTRICAL SYSTEMS (LEGEND AND ABBREVIATIONS)

NO SCALE

RSP ES-1B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-1B DATED MAY 20, 2011 - PAGE 426 OF THE STANDARD PLANS BOOK DATED 2010.

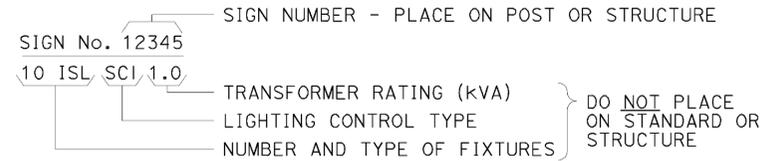
REVISED STANDARD PLAN RSP ES-1B

2010 REVISED STANDARD PLAN RSP ES-1B

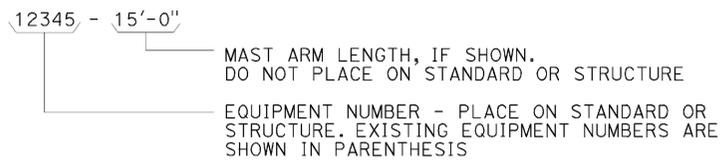


EQUIPMENT IDENTIFICATION

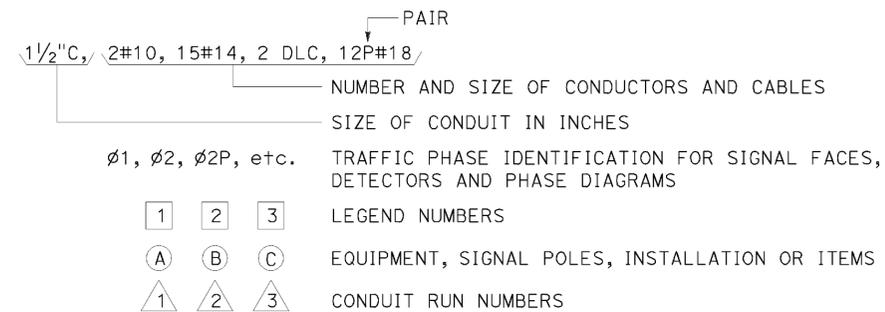
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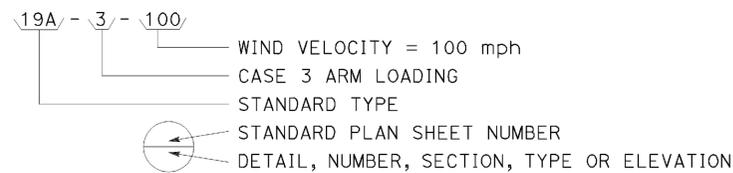
ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:



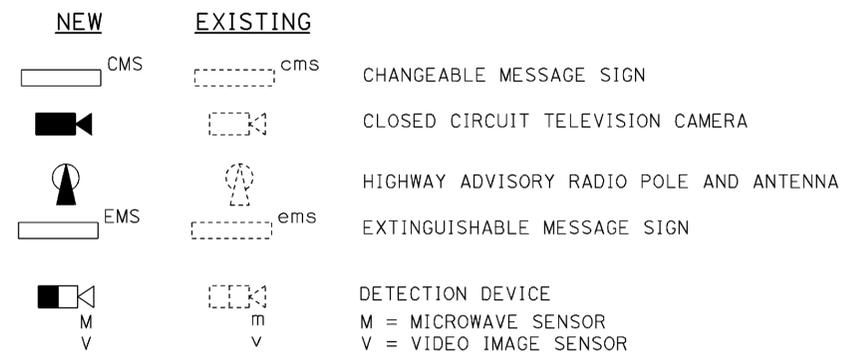
CONDUIT AND CONDUCTOR IDENTIFICATION:



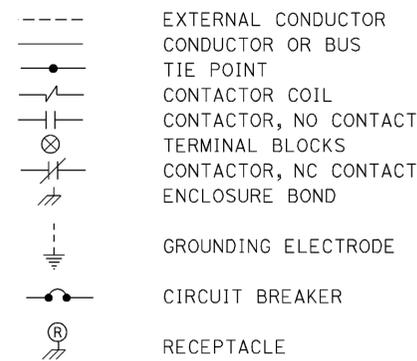
SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):



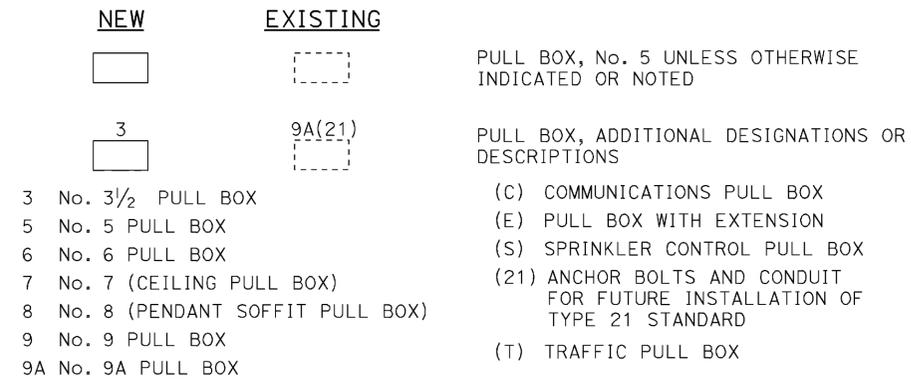
MISCELLANEOUS EQUIPMENT



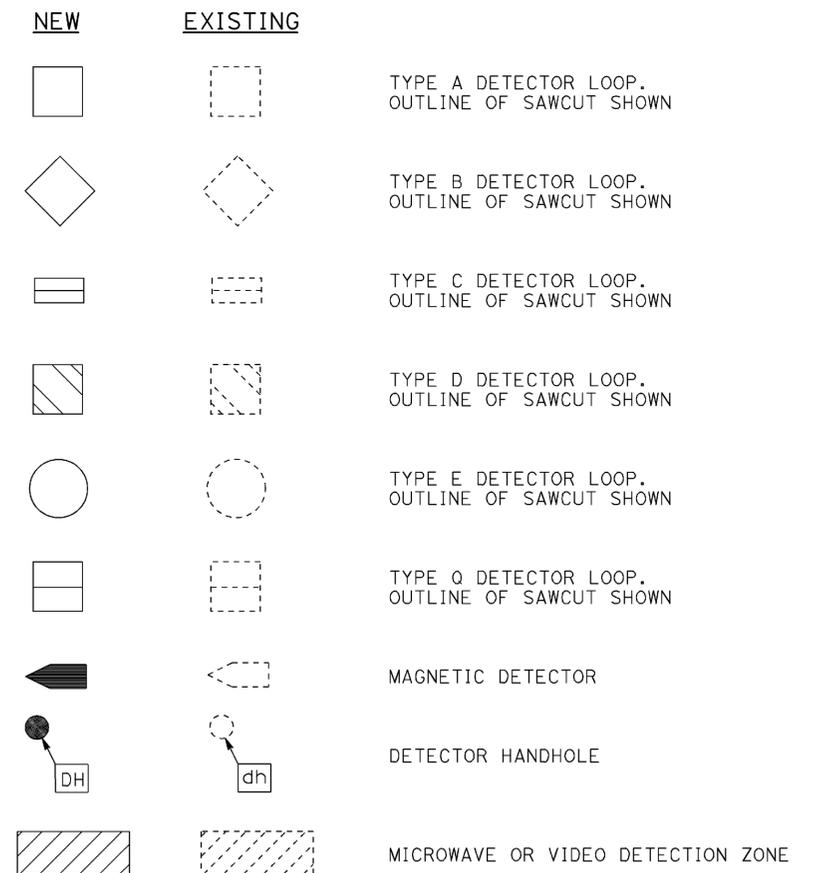
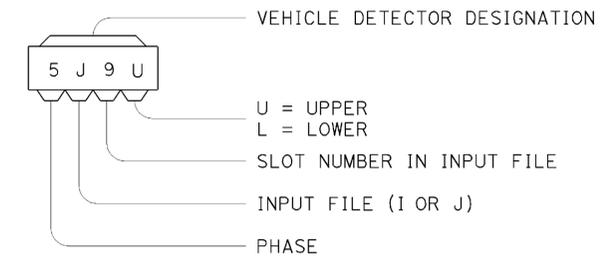
WIRING DIAGRAM LEGEND



PULL BOXES



VEHICLE DETECTORS



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (LEGEND AND ABBREVIATIONS)

NO SCALE

RSP ES-1C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-1C DATED MAY 20, 2011 - PAGE 427 OF THE STANDARD PLANS BOOK DATED 2010.

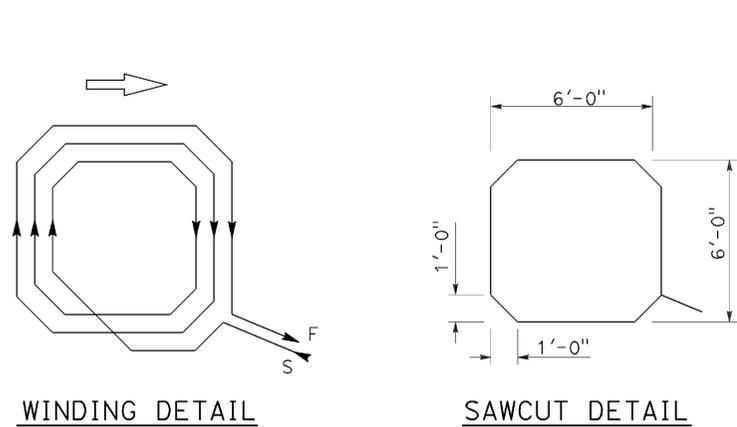
REVISED STANDARD PLAN RSP ES-1C

2010 REVISED STANDARD PLAN RSP ES-1C

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Mno	395	69.9/76.0	33	33

Theresa Gabriel
 REGISTERED ELECTRICAL 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.

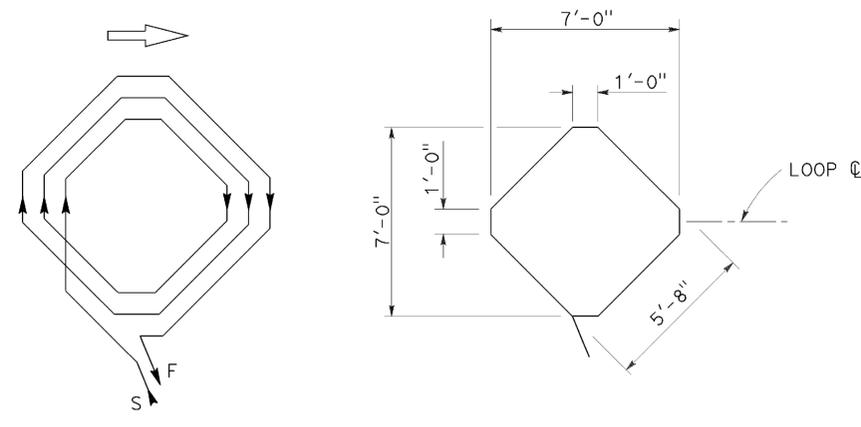
TO ACCOMPANY PLANS DATED 6-1-2015



WINDING DETAIL

SAWCUT DETAIL

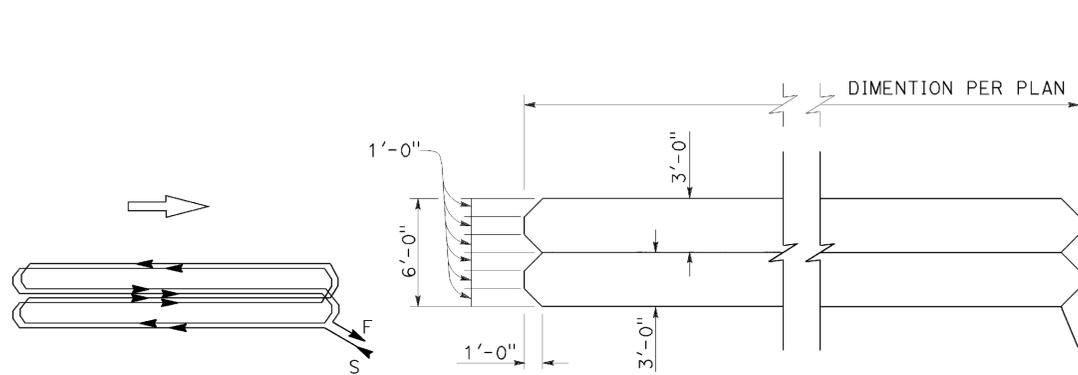
TYPE A LOOP DETECTOR CONFIGURATION



WINDING DETAIL

SAWCUT DETAIL

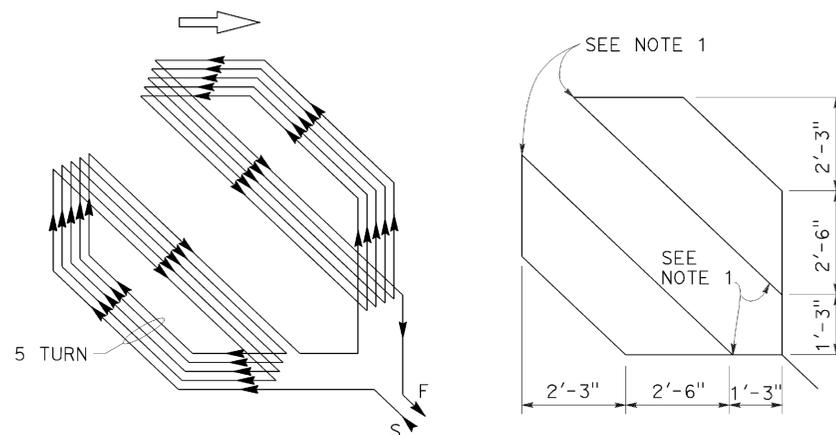
TYPE B LOOP DETECTOR CONFIGURATION



WINDING DETAIL

SAWCUT DETAIL

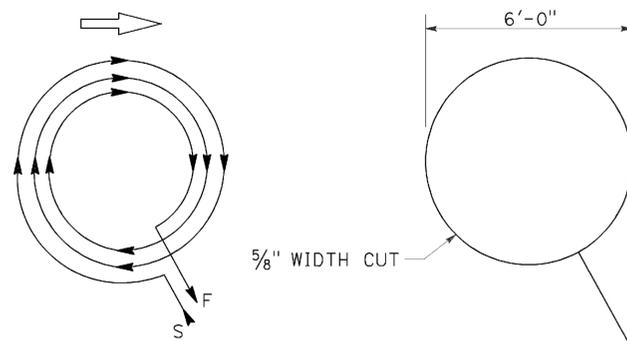
TYPE C LOOP DETECTOR CONFIGURATION



WINDING DETAIL

SAWCUT DETAIL

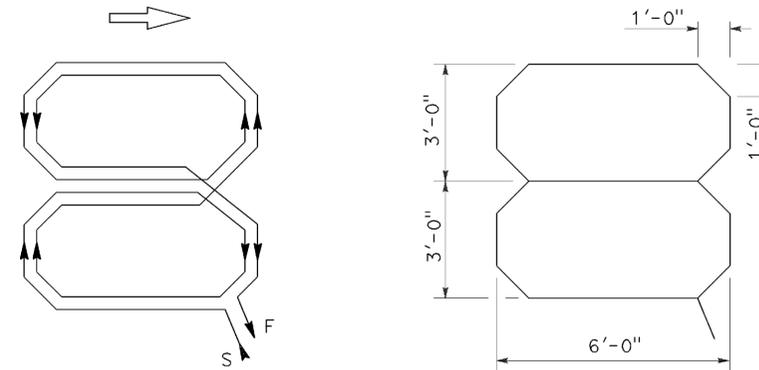
TYPE D LOOP DETECTOR CONFIGURATION



WINDING DETAIL

SAWCUT DETAIL

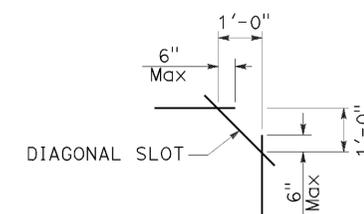
TYPE E LOOP DETECTOR CONFIGURATION



WINDING DETAIL

SAWCUT DETAIL

TYPE Q LOOP DETECTOR CONFIGURATION



PLAN VIEW OF DIAGONAL SLOT AT CORNERS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (DETECTORS)

NO SCALE

RSP ES-5B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN ES-5B DATED MAY 20, 2011 - PAGE 449 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP ES-5B

NOTES:

1. Round corners of acute angle sawcuts to prevent damage to conductors.
2. Typical distance separating loops from edge to edge is 10' for Type A, B, D and E installation in single lane.

2010 REVISED STANDARD PLAN RSP ES-5B