

INDEX OF PLANS

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

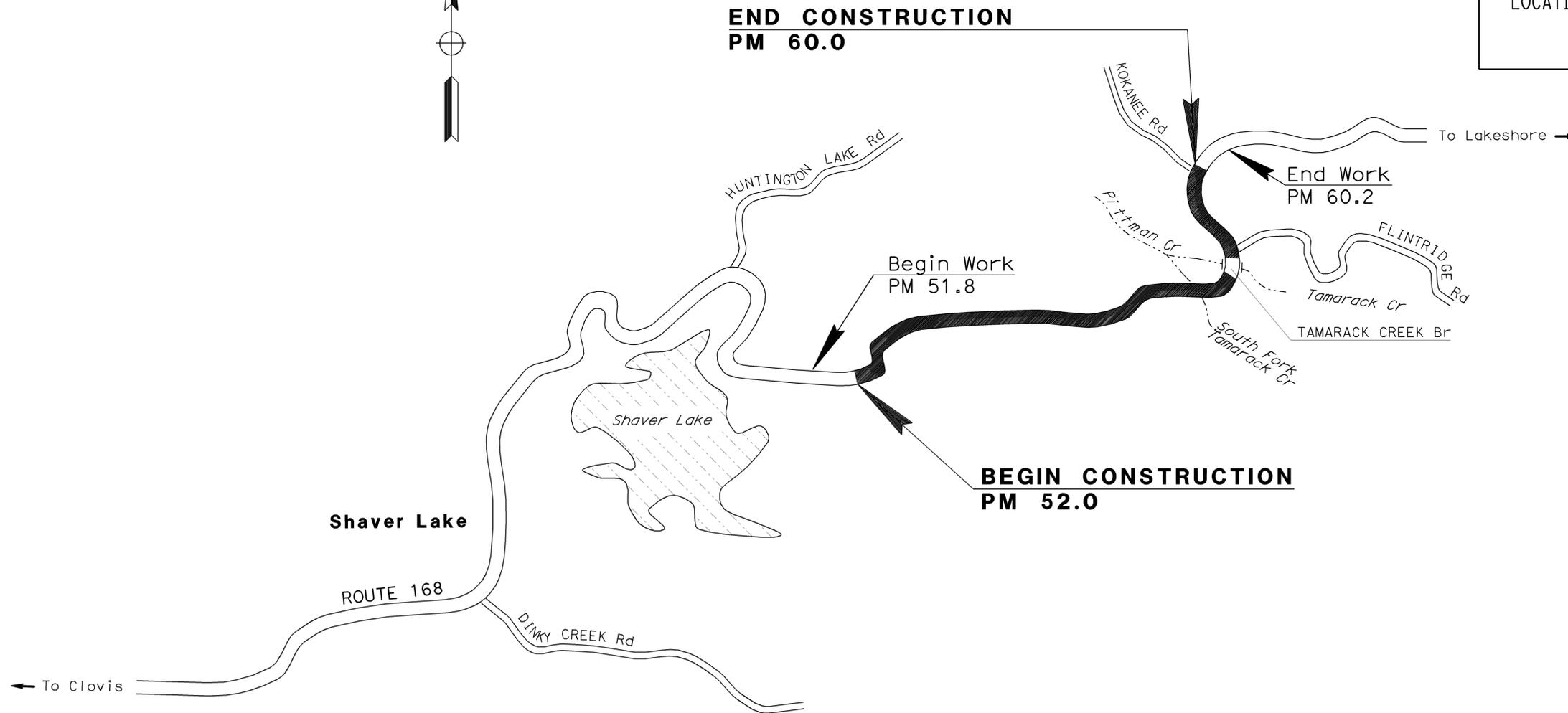
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN FRESNO COUNTY NEAR SHAVER LAKE
FROM 2.3 MILES EAST OF HUNTINGTON LAKE ROAD
TO 1.0 MILE EAST OF FLINTRIDGE ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	52.0/60.0	1	10

LOCATION MAP



NO SCALE

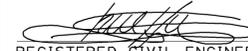
PROJECT MANAGER
BILL MOSES
DESIGN ENGINEER
FRANK GONZALEZ

12-21-11
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER
February 13, 2012
PLANS APPROVAL DATE
SHUE X. VUE
No. 63657
Exp. 09/30/12
CIVIL
STATE OF CALIFORNIA
REGISTERED PROFESSIONAL ENGINEER

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

CONTRACT No.	06-ON2104
PROJECT ID	0600020450

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	52.0/60.0	2	10

		1-06-12
REGISTERED CIVIL ENGINEER	DATE	
2-13-12		
PLANS APPROVAL DATE		

REGISTERED PROFESSIONAL ENGINEER SHUE X. VUE No. 63657 Exp. 09/30/12 CIVIL STATE OF CALIFORNIA	
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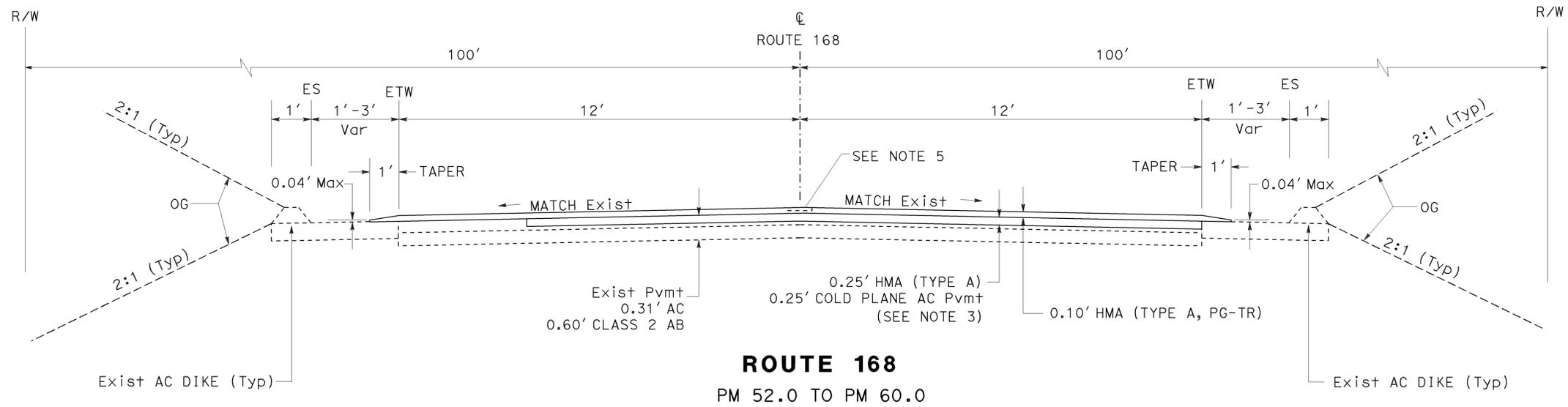
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NOTES:

- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCE SPECIFIED IN THE STANDARD SPECIFICATIONS.
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- FOR LOCATIONS AND DIMENSIONS OF COLD PLANE AC PAVEMENT, SEE SHEET 0-1.
- SEE SUMMARY OF QUANTITIES FOR TURNOUT PAVING LOCATIONS.
- CONTINUOUS RECESSED AREA AT CENTER OF ROADWAY. SEE CONSTRUCTION DETAILS.

ABBREVIATION:

PG-TR PERFORMANCE GRADED-TIRE RUBBER



TYPICAL CROSS SECTIONS

NO SCALE

X-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	52.0/60.0	4	10

 1-06-12
 REGISTERED CIVIL ENGINEER DATE

2-13-12
 PLANS APPROVAL DATE

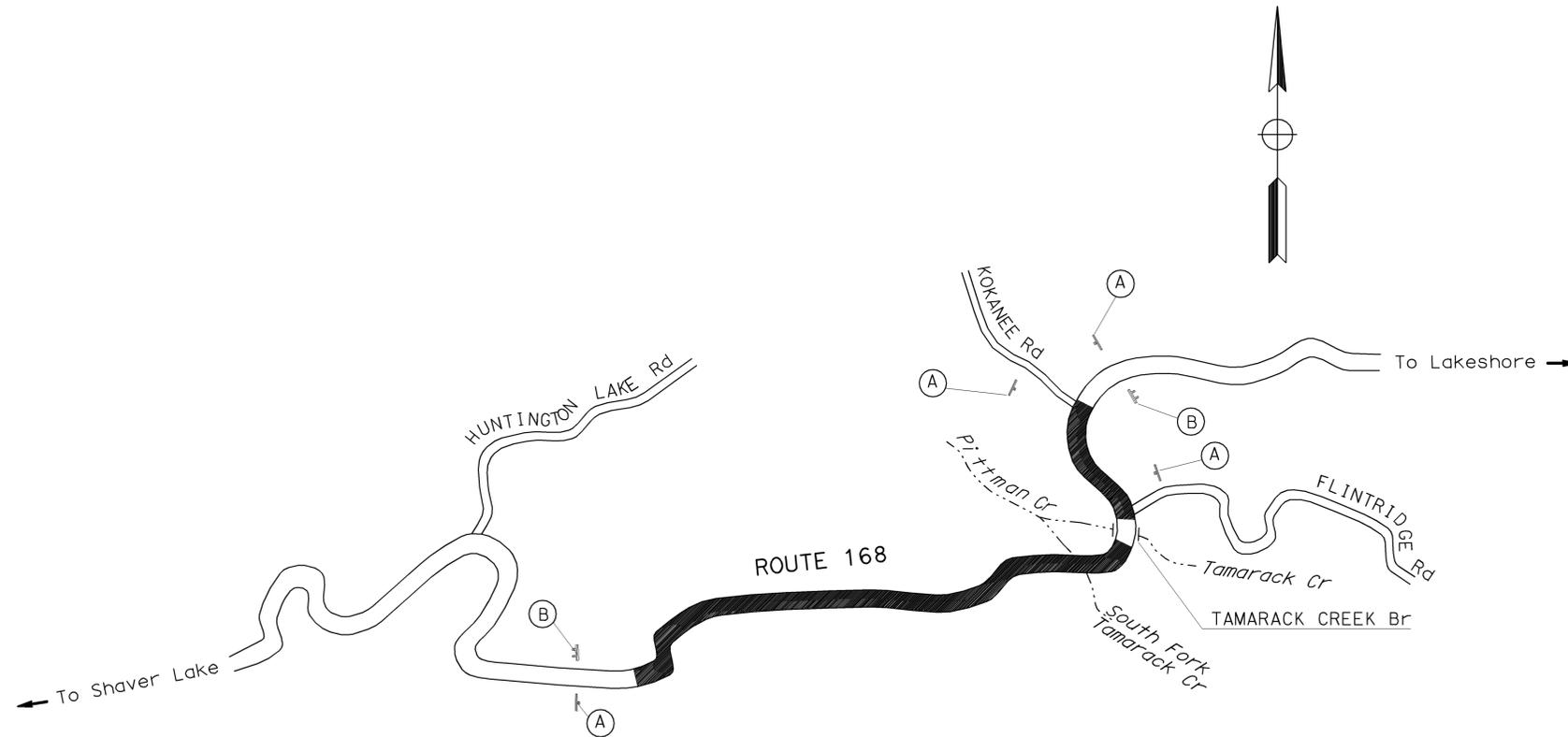
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REGISTERED PROFESSIONAL ENGINEER
 SHUE X. VUE
 No. 63657
 Exp. 09/30/12
 CIVIL
 STATE OF CALIFORNIA

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No.	SIGN CODE	PANEL SIZE	SIGN MESSAGE	No. OF POST AND SIZE	No. of SIGNS
(A)	W20-1	48" x 48"	ROAD WORK AHEAD	1 - 4" x 6"	4
(B)	G20-2	48" x 18"	END ROAD WORK	2 - 4" x 4"	2

NOTE: EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

FUNCTIONAL SUPERVISOR
 FRANK GONZALEZ

CALCULATED/DESIGNED BY
 CHECKED BY

BEGERED GHAZI
 SHUE VUE

REVISED BY
 DATE REVISED

CONSTRUCTION AREA SIGNS

NO SCALE

CS-1

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

ABBREVIATION:

PG-TR PERFORMANCE GRADED-TIRE RUBBER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	52.0/60.0	5	10

1-06-12
REGISTERED CIVIL ENGINEER DATE

2-13-12
PLANS APPROVAL DATE

SHUE X. VUE
No. 63657
Exp. 09/30/12
CIVIL

REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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TURNOUT PAVING

LOCATION	LENGTH, L1 (N)	LENGTH, L2 (N)	LENGTH, L3 (N)	WIDTH, W (N)	AREA (N)	HMA (TYPE A, PG-TR)		TACK COAT
						LF	TON	
52.053	90	76	84	20	3260	23.6	0.12	
52.834	140	118	102	10	2390	17.3	0.09	
53.025	100	205	136	26	8398	60.9	0.31	
53.217	60	100	200	15	3450	25.0	0.13	
53.694	96	124		38	6536	47.4	0.24	
53.736			80	28	1120	8.1	0.04	
53.736	80			10	800	5.8	0.03	
53.752	375			13	4875	35.3	0.18	
53.822		50		16	800	5.8	0.03	
53.822	50			10	250	1.8	0.01	
53.831		50	145	26	3185	23.1	0.02	
54.477	90	152	76	23	5405	39.2	0.20	
55.241	60	100	113	15	2798	20.3	0.10	
55.696	40	145	75	18	3645	26.4	0.14	
55.828	54	146	80	22	4686	34.0	0.17	
58.024	40	85	43	20	2530	18.3	0.09	
58.926	60	60	55	18	2115	15.3	0.08	
58.577	47	38	85	15	1561	11.3	0.06	
54.025	40	50	50	15	1425	10.3	0.05	
52.951	47	61	74	15	1823	13.2	0.07	
SHEET TOTAL						442.4*	2.16*	

*QUANTITIES INCLUDED IN ROADWAY QUANTITIES TABLE, SEE SHEET Q-2.
(N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

COLD PLANE AC PAVEMENT

ROUTE 168 (EASTBOUND)						ROUTE 168 (WESTBOUND)					
BEGIN (PM)	END (PM)	LENGTH	AREA SQYD			BEGIN (PM)	END (PM)	LENGTH	AREA SQYD		
			6'-INSIDE	6'-OUTSIDE	12'-WIDE				6'-INSIDE	6'-OUTSIDE	12'-WIDE
52.180	52.212	169	113			59.978	59.969	48	32		
52.242	52.250	42	28			59.955	59.952	16			21
52.546	52.565	100			133	57.382	57.356	137			183
52.644	52.736	486			648	56.542	56.531	58		39	
52.736	52.763	143		95		56.124	56.531	58			77
52.763	52.805	222			296	56.095	56.086	48		32	
54.311	54.390	417			556	56.070	56.062	42			56
54.465	54.534	364			485	52.721	52.686	185			247
54.949	54.951	11			15	52.686	52.664	116		77	
56.517	56.529	63			84	52.656	52.630	137			183
56.550	56.558	42			56	52.501	52.463	201	134		
58.413	58.427	74			99	52.369	52.329	211	141		
58.749	58.760	58	39			52.212	52.196	85		57	
						52.152	52.098	285			380
SUBTOTAL			180	95	2372				307	205	1147
SHEET TOTAL		4306*									

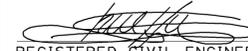
*QUANTITIES INCLUDED IN ROADWAY QUANTITIES TABLE, SEE SHEET Q-2.

PAVEMENT DELINEATION QUANTITIES

LOCATION	DETAIL No.	REMOVE THERMOPLASTIC TRAFFIC STRIPE	TWO-COMPONENT PAINT TRAFFIC STRIPE	PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)			REMOVE THERMOPLASTIC PAVEMENT MARKING	THERMOPLASTIC PAVEMENT MARKING			
				TYPE				DESCRIPTION	SQFT	DESCRIPTION	SQFT
				D	G	H					
		LF	LF	EA	EA	EA					
ROUTE 168 (PM 52.0 to 60.0)	5										
	6		2,800	60							
	18										
	19		7,300	80		156					
	21										
	22		35,600	2980							
	27B		80,400								
	27C		1,170								
	38A	3380									
38B		1,690		98							
ROUTE 168/FLINTRIDGE ROAD (PM 58.89)							LIMIT LINE	16	LIMIT LINE	16	
ROUTE 168/KOKANEE ROAD (PM 59.92)							LIMIT LINE	16	LIMIT LINE	16	
SUBTOTAL		3380	128,960	3120	98	156		32		32	
TOTAL		3380	128,960		3374			32		32	

SUMMARY OF QUANTITIES Q-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	52.0/60.0	6	10

 1-06-12
 REGISTERED CIVIL ENGINEER DATE

2-13-12
 PLANS APPROVAL DATE

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ROADWAY QUANTITIES

LOCATION	COLD PLANE AC PAVEMENT	TACK COAT	HOT MIX ASPHALT (TYPE A, PG-TR)	HOT MIX ASPHALT (TYPE A)
	SQYD	TON	TON	TON
FROM COLD PLANE AC PAVEMENT TABLE	4306			
FROM TURNOUT PAVING TABLE		2.16	442.4	
ROUTE 168 PM 52.0 TO 60.0		39.00	7627.0	738
ROUTE 168 LONGITUDINAL TAPERS (PM 52.0, 58.66, 58.69, 60.0)	232	0.08	16.0	
ROUTE 168/LOCAL INTERSECTION (PM 52.93)	33	0.02	5.0	
ROUTE 168/SNOW PARK ENTRANCE (PM 54.04)	33	0.02	5.0	
ROUTE 168/SNOW PARK ENTRANCE (PM 56.47)	33	0.02	5.0	
ROUTE 168/SNOW PARK ENTRANCE (PM 56.90)	33	0.02	5.0	
ROUTE 168/LOCAL INTERSECTION (PM 58.83)	33	0.02	5.0	
ROUTE 168/LOCAL INTERSECTION (PM 58.89)	33	0.02	5.0	
ROUTE 168/LOCAL INTERSECTION (PM 59.93)	33	0.02	5.0	
TOTAL	4769	41.38	8120.4	738

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: FRANK GONZALEZ
 BEGERED GHAZI
 SHUE VUE
 CALCULATED/DESIGNED BY: CHECKED BY:

SUMMARY OF QUANTITIES Q-2

LAST REVISION: 2-08-12
 DATE PLOTTED => 10-FEB-2012
 TIME PLOTTED => 10:57

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Fre	168	52.0/60.0	7	10

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

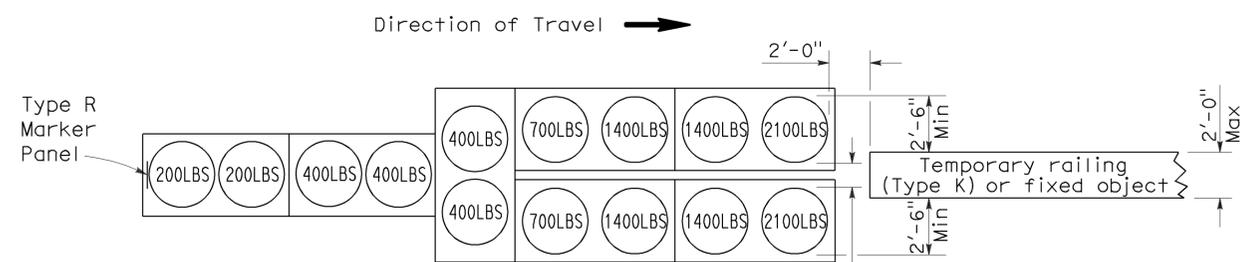
June 6, 2008
PLANS APPROVAL DATE

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

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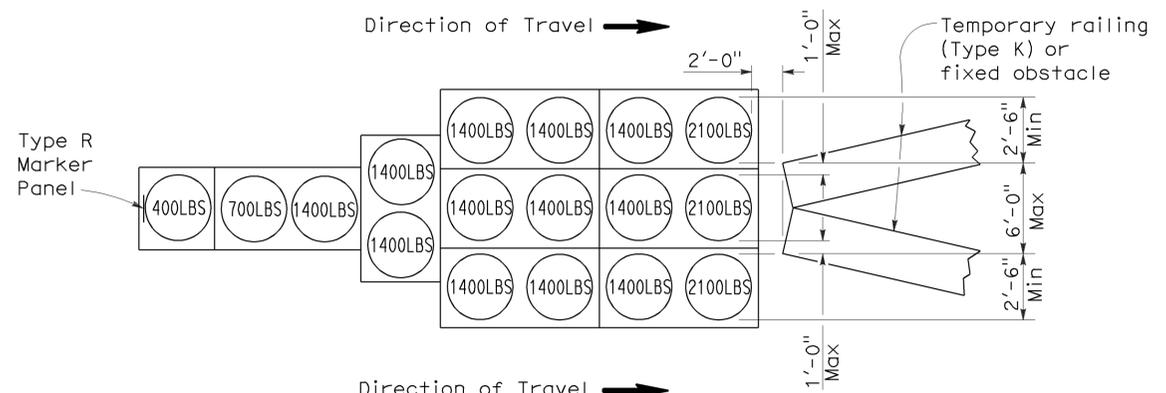
To accompany plans dated 2-13-12

2006 REVISED STANDARD PLAN RSP T1A



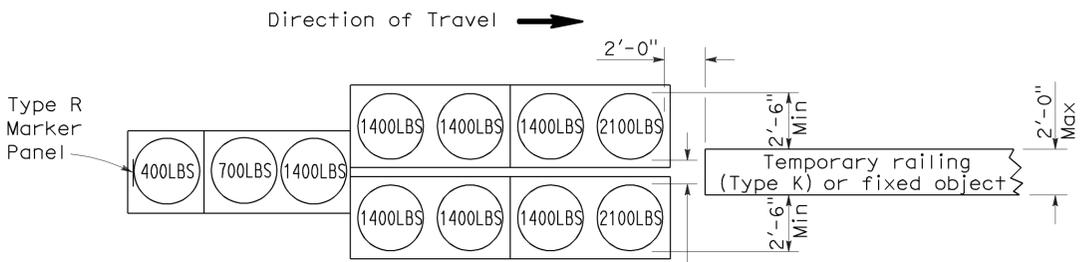
ARRAY 'TU14'

Approach speed 45 mph or more



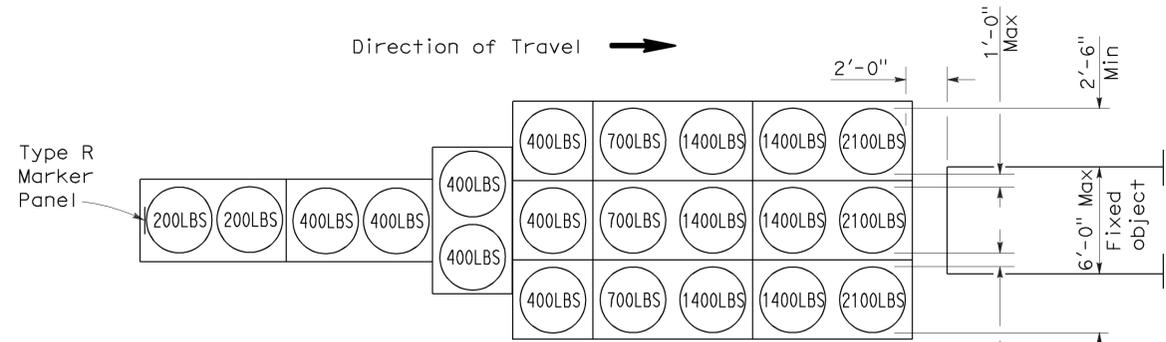
ARRAY 'TU17'

Approach speed less than 45 mph



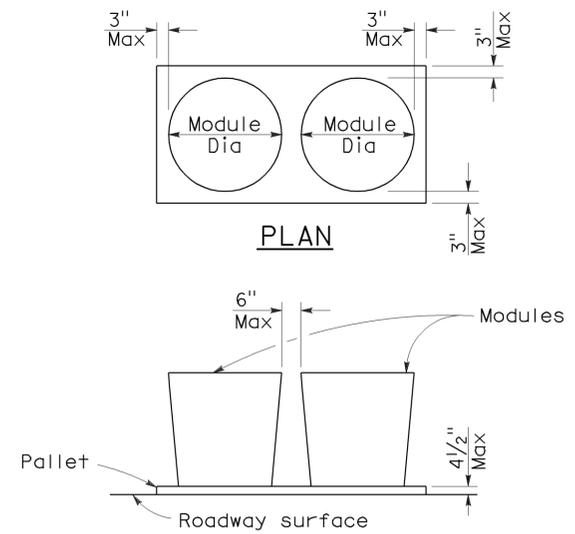
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

Approach speed 45 mph or more



PLAN

ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

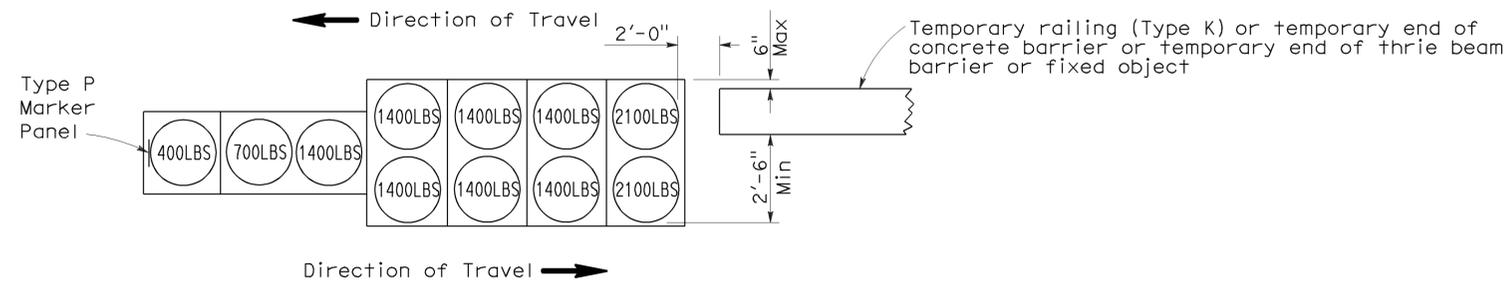
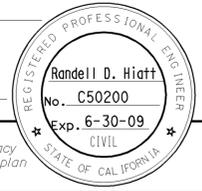
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

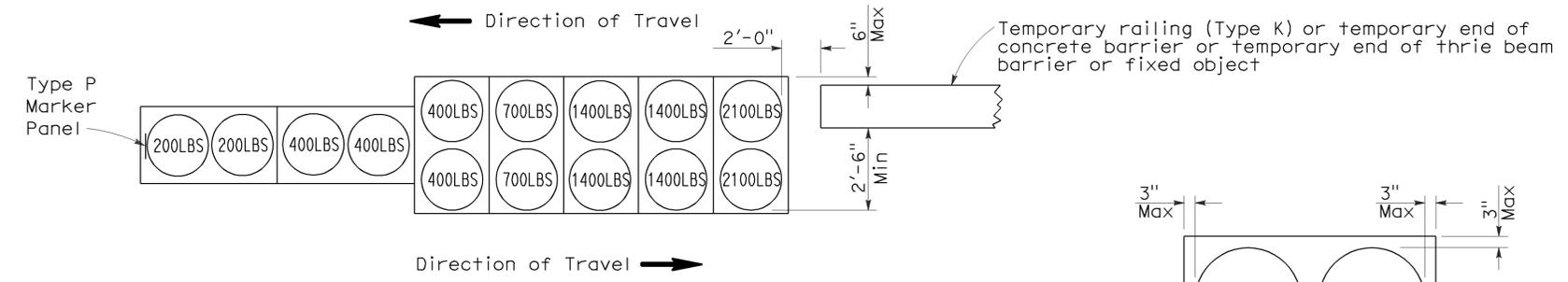
RSP T1A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1A
DATED MAY 1, 2006 - PAGE 211 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1A



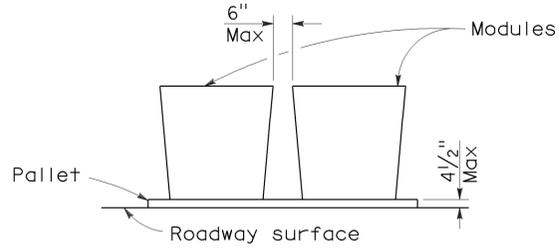
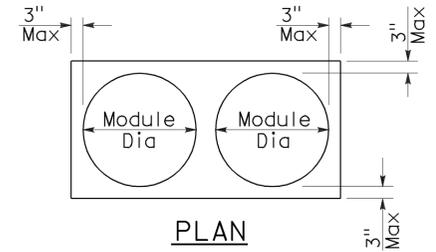
ARRAY 'TB11'

Approach speed less than 45 mph



ARRAY 'TB14'

Approach speed 45 mph or more



CRASH CUSHION PALLET DETAIL
See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

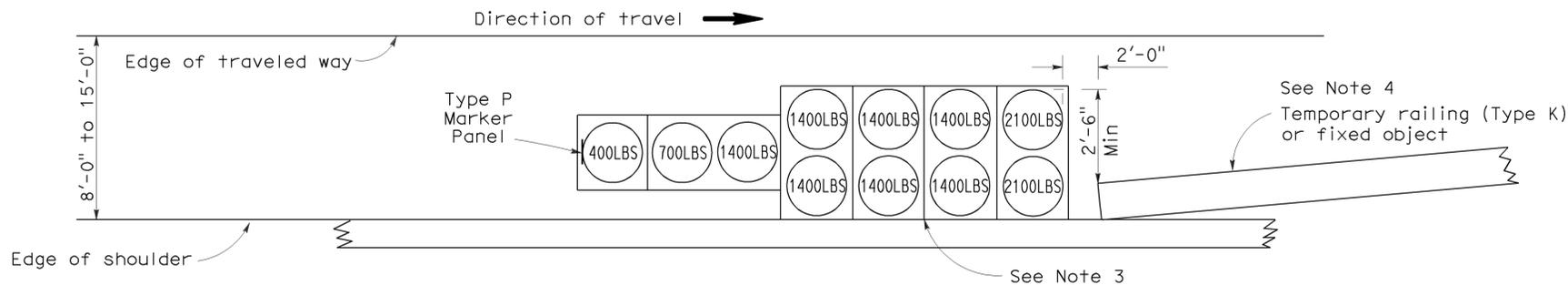
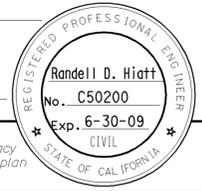
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Fre	168	52.0/60.0	9	10

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

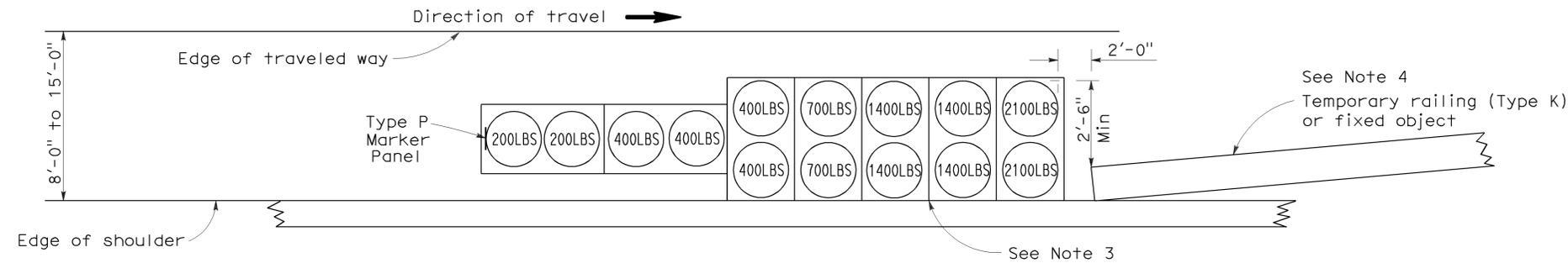
June 6, 2008
PLANS APPROVAL DATE

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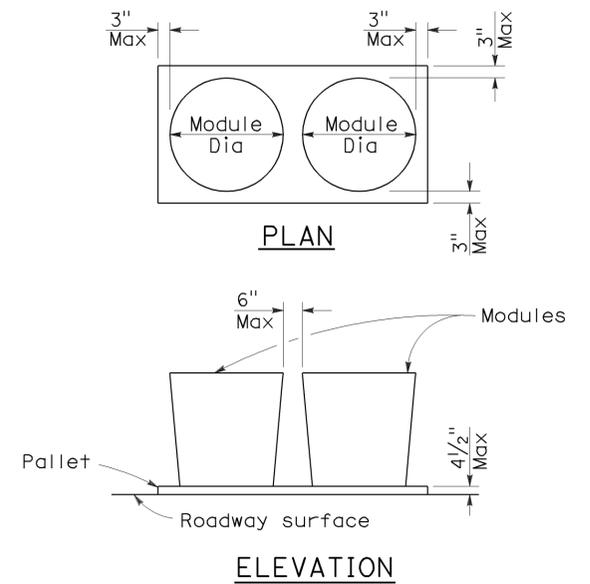
To accompany plans dated 2-13-12



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



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



CRASH CUSHION PALLET DETAIL
See Note 11

NOTES:

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

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

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

REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	52.0/60.0	10	10

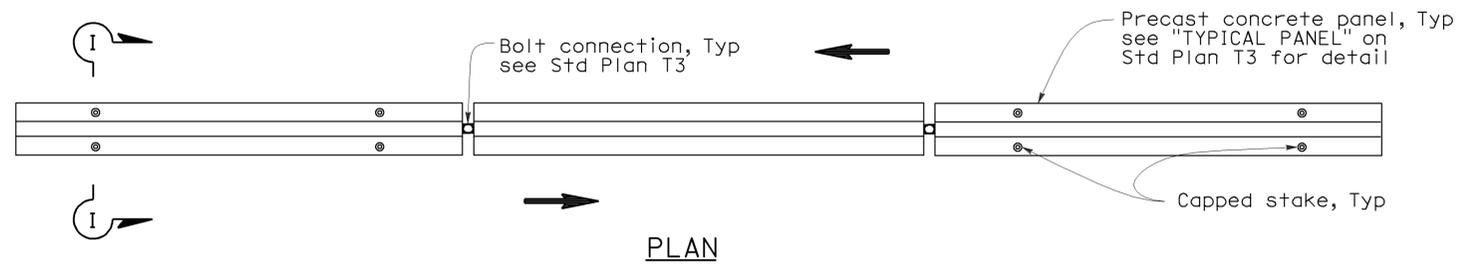
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

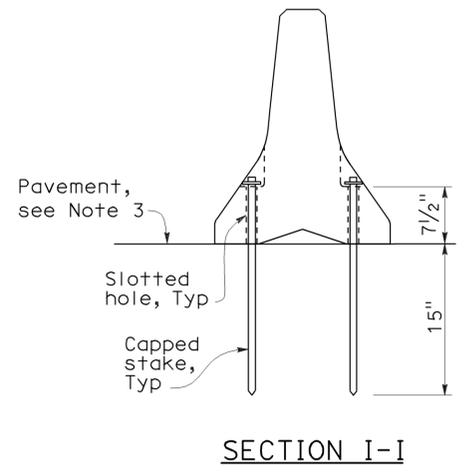
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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 2-13-12

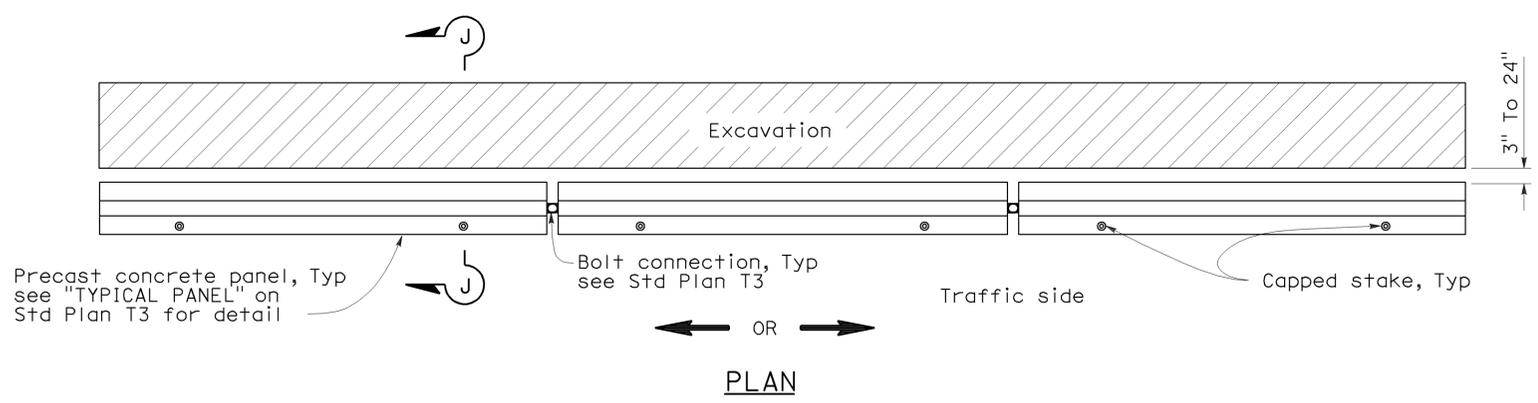


RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1

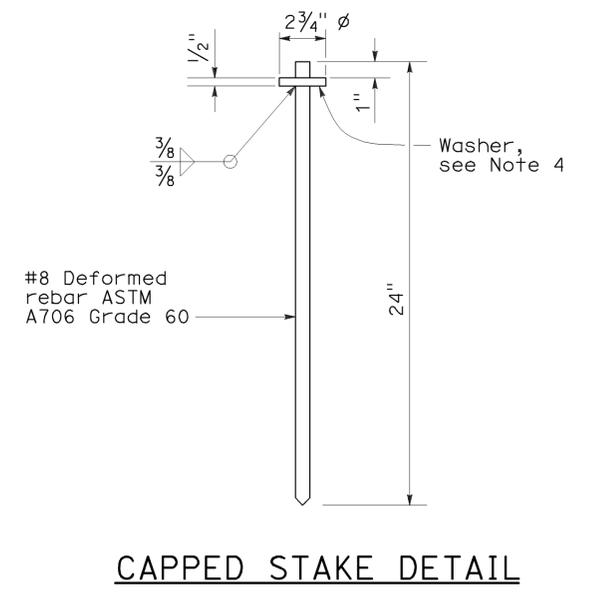
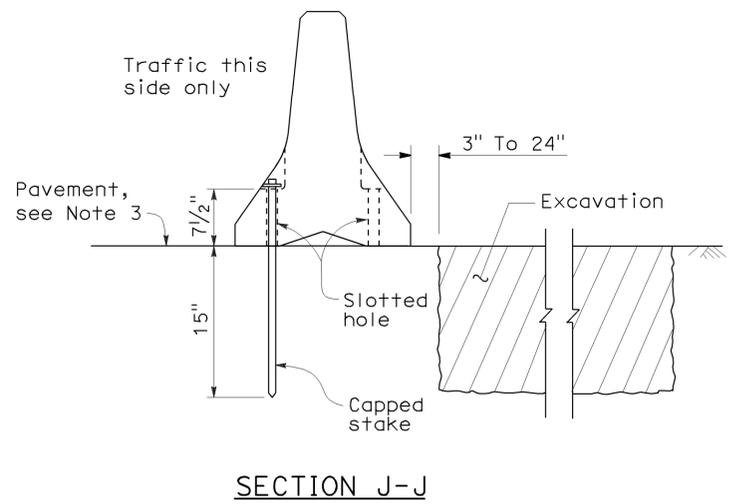


NOTES:

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



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY RAILING
(TYPE K)**

NO SCALE

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

2006 NEW STANDARD PLAN NSP T3A