

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	1	20

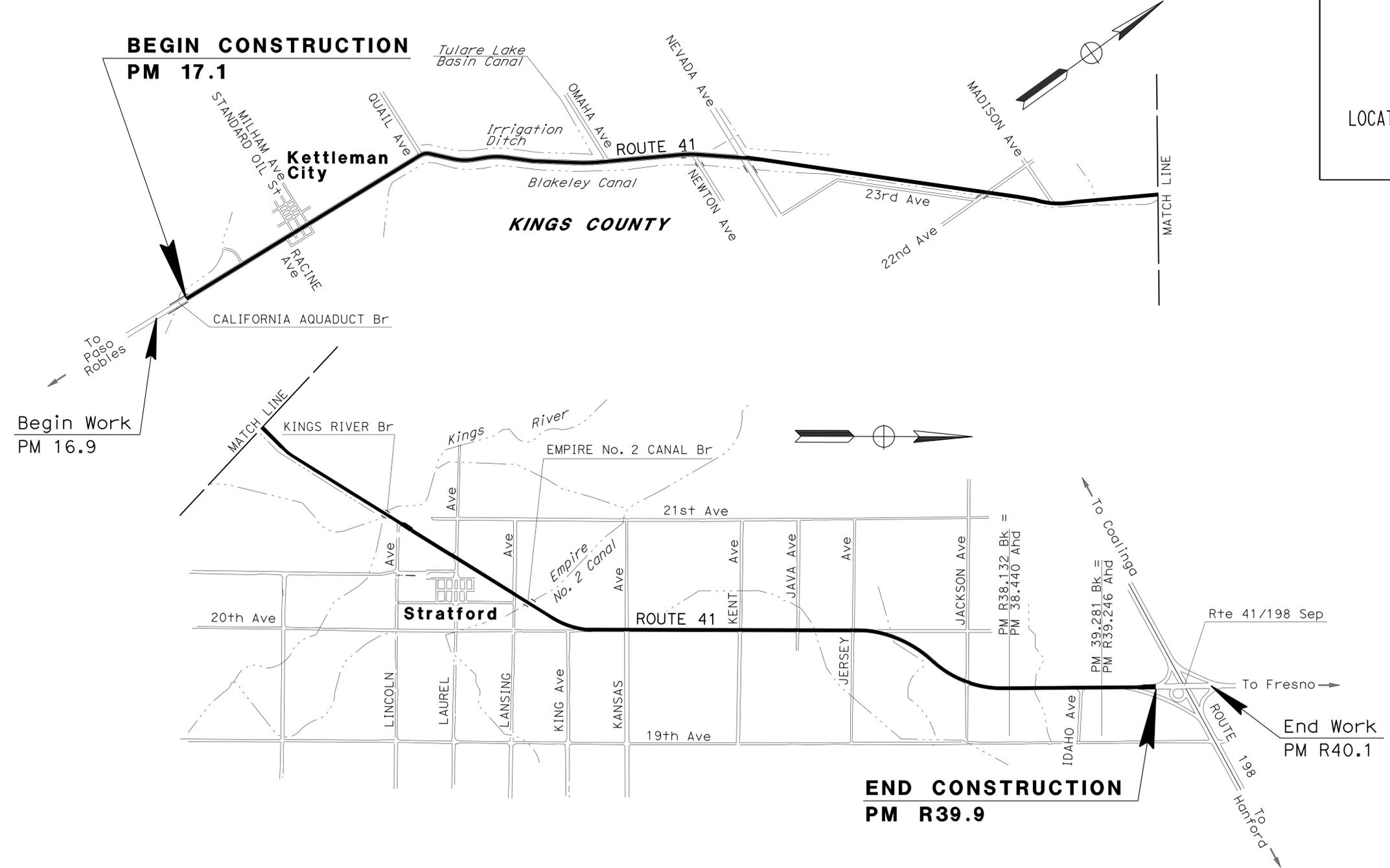


STATE OF CALIFORNIA **ACNHP-P041(126)E**
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN KINGS COUNTY
IN AND NEAR KETTLEMAN CITY FROM
0.1 MILE NORTH OF CALIFORNIA AQUADUCT
BRIDGE TO ROUTE 41/198 SEPARATION
 TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3	CONSTRUCTION DETAILS
4	CONSTRUCTION AREA SIGNS
5-8	SUMMARY OF QUANTITIES
9-20	REVISED STANDARD PLANS

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



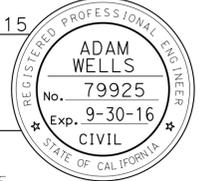
PROJECT MANAGER
EMAD ABI-RACHED

DESIGN ENGINEER
RENE SANCHEZ

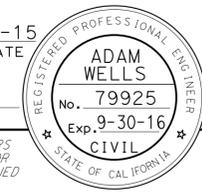
Adam Wells 1-30-15
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER

February 9, 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.	06-0S2604
PROJECT ID	0614000163

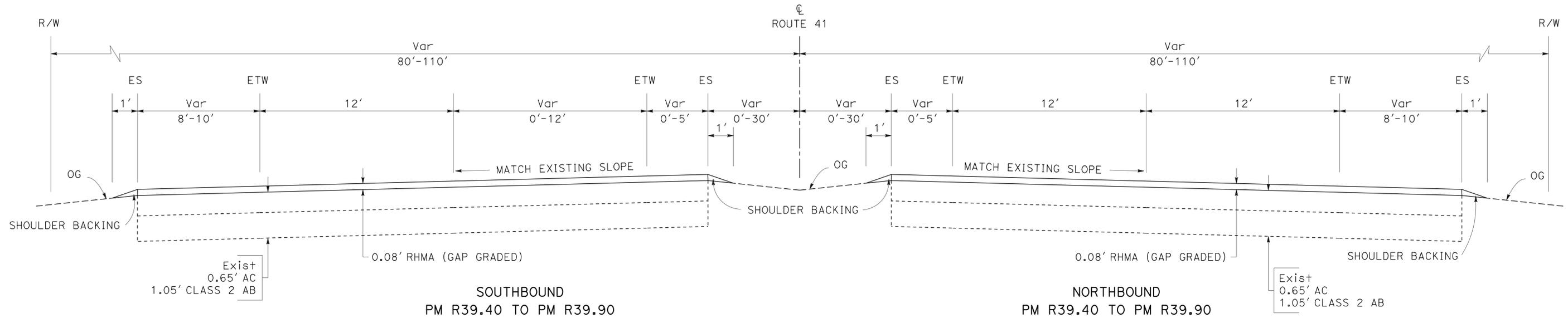
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	2	20
 REGISTERED CIVIL ENGINEER DATE 1-30-15					
PLANS APPROVAL DATE			2-9-15		
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

PAVEMENT CLIMATE REGION

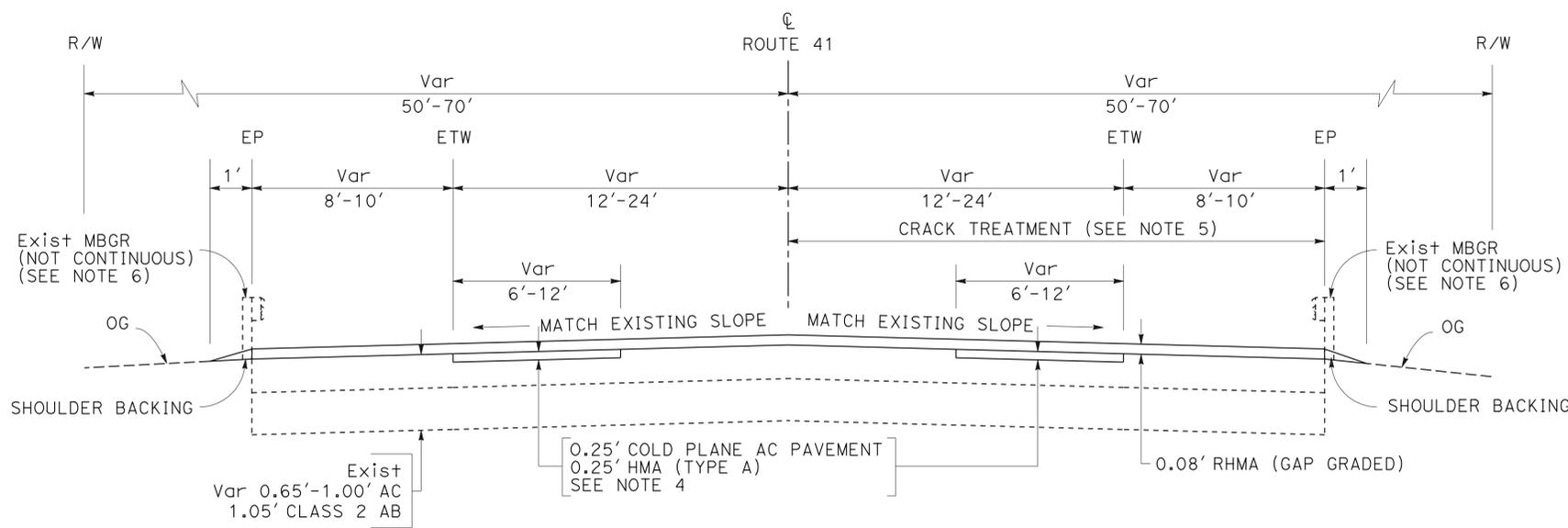
INLAND VALLEY

NOTES:

1. DIMENSIONS OF PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
4. SEE REPAIR FAILED AREA TABLES ON Q-1 SHEET FOR DIMENSIONS AND LOCATIONS OF COLD PLANE AC PAVEMENT AND HMA (TYPE A).
5. CRACK TREATMENT LOCATION WILL BE DETERMINED BY THE ENGINEER.
6. SEE DETAIL A ON SHEET C-1 FOR PAVING AT MBGR LOCATIONS.



ROUTE 41



ROUTE 41

PM 17.10 TO PM R39.40

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PAVEMENT PRESERVATION

REVISOR BY DATE

ADAM WELLS
 RENE SANCHEZ

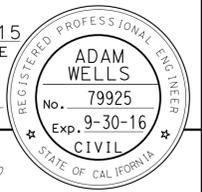
CALCULATED/DESIGNED BY
 CHECKED BY

FUNCTIONAL SUPERVISOR
 RENE SANCHEZ

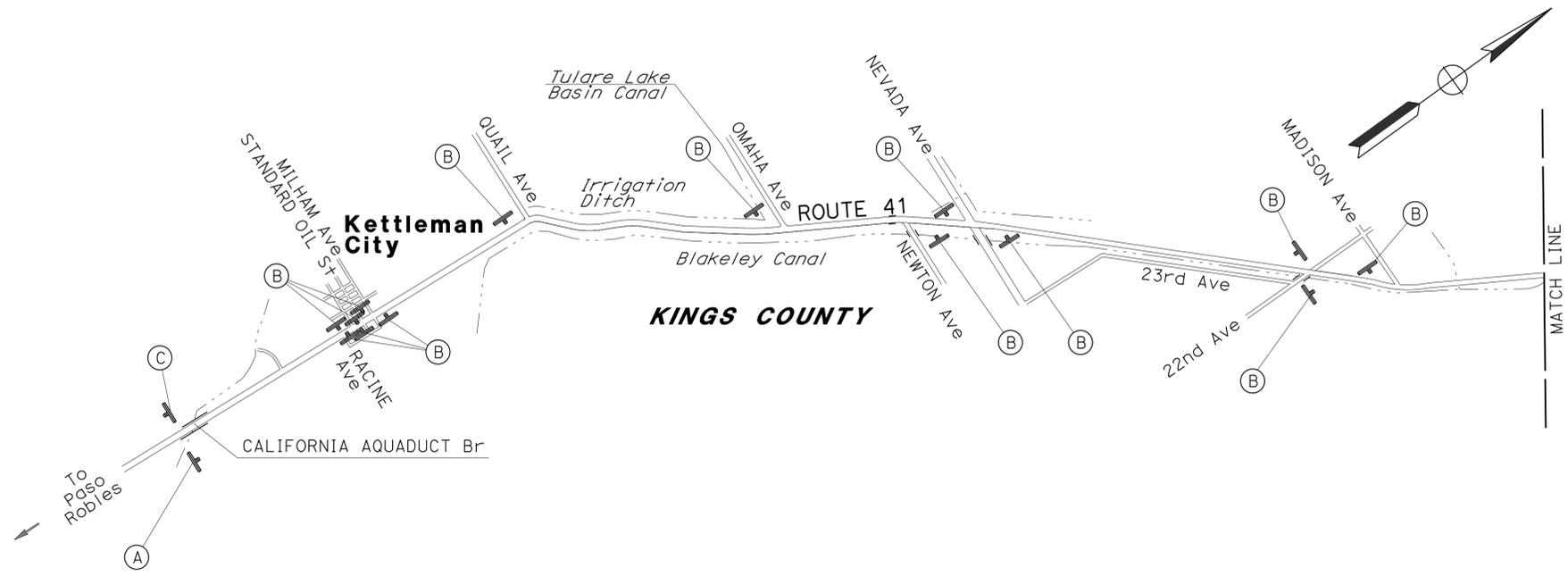
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	4	20

<i>Adam Wells</i>	1-30-15
REGISTERED CIVIL ENGINEER	DATE
2-9-15	
PLANS APPROVAL DATE	

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



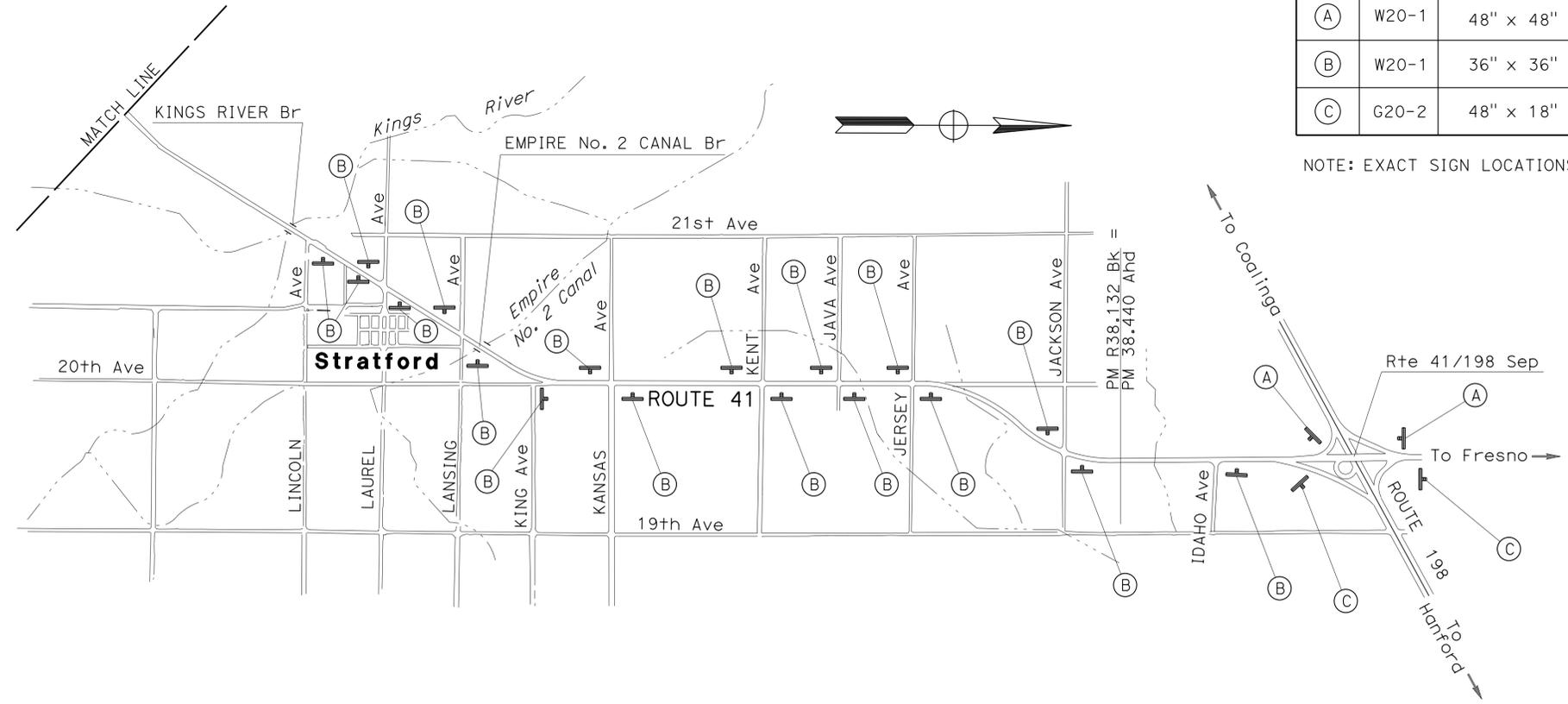
NOTE:
EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.



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 - 6" x 6"	3
(B)	W20-1	36" x 36"	ROAD WORK AHEAD	1 - 4" x 4"	32
(C)	G20-2	48" x 18"	END ROAD WORK	1 - 4" x 4"	3

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



CONSTRUCTION AREA SIGNS
NO SCALE
CS-1

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PAVEMENT PRESERVATION

REVISOR
ADAM WELLS
RENE SANCHEZ

DESIGNER
ADAM WELLS
RENE SANCHEZ

CHECKED BY
ADAM WELLS
RENE SANCHEZ

FUNCTIONAL SUPERVISOR
RENE SANCHEZ

REPAIR FAILED AREA

BEGIN POST MILE	END POST MILE	LOCATION	LENGTH	WIDTH	COLD PLANE AC PAVEMENT	HMA (TYPE A)
			FT	FT	SQYD	TON
20.170	20.177	R-1 FULL WIDTH	37	12	49	8
20.354	20.360	R-1 INSIDE	32	6	21	3
20.415	20.428	R-1 INSIDE	69	6	46	7
20.471	20.480	R-1 INSIDE	48	6	32	5
20.526	20.529	R-1 INSIDE	16	6	11	2
20.949	20.953	R-1 INSIDE	21	6	14	2
21.066	21.071	R-1 INSIDE	26	6	18	3
21.259	21.273	R-1 INSIDE	74	6	49	8
21.375	21.382	R-1 INSIDE	37	6	25	4
21.555	21.560	R-1 INSIDE	26	6	18	3
22.005	22.007	R-1 INSIDE	11	6	7	1
22.602	22.606	R-1 INSIDE	21	6	14	2
22.898	22.908	R-1 INSIDE	53	6	35	6
23.105	23.113	R-1 INSIDE	42	6	28	5
24.069	24.072	R-1 FULL WIDTH	16	6	11	2
25.842	25.856	R-1 INSIDE	74	6	49	8
26.216	26.220	R-1 INSIDE	21	6	14	2
26.510	26.513	R-1 INSIDE	16	6	11	2
27.038	27.044	R-1 INSIDE	32	6	21	3
27.084	27.115	R-1 INSIDE	164	6	109	18
27.137	27.142	R-1 FULL WIDTH	26	12	35	6
27.190	27.194	R-1 OUTSIDE	21	6	14	2
27.206	27.211	R-1 INSIDE	26	6	18	3
27.211	27.222	R-1 FULL WIDTH	58	12	77	13
27.230	27.233	R-1 INSIDE	16	6	11	2
27.252	27.259	R-1 INSIDE	37	6	25	4
27.280	27.291	R-1 INSIDE	58	6	39	6
27.333	27.342	R-1 OUTSIDE	48	6	32	5
27.398	27.402	R-1 INSIDE	21	6	14	2
27.668	27.675	R-1 INSIDE	37	6	25	4
28.000	28.007	R-1 INSIDE	37	6	25	4
28.155	28.166	R-1 INSIDE	58	6	39	6
28.266	28.278	R-1 INSIDE	63	6	42	7
28.342	28.353	R-1 INSIDE	58	6	39	6
28.372	28.391	R-1 FULL WIDTH	100	12	134	22
28.402	28.408	R-1 FULL WIDTH	32	12	42	7
28.408	28.419	R-1 INSIDE	58	6	39	6
28.426	28.435	R-1 FULL WIDTH	48	12	64	10
28.445	28.461	R-1 INSIDE	84	6	56	9
28.461	28.471	R-1 FULL WIDTH	53	12	70	11
28.488	28.533	R-1 FULL WIDTH	238	12	317	52
28.542	28.571	R-1 FULL WIDTH	153	12	204	33
28.571	28.589	R-1 INSIDE	95	6	63	10
28.596	28.600	R-1 FULL WIDTH	21	12	28	5
28.613	28.623	R-1 OUTSIDE	53	6	35	6
28.623	28.638	R-1 FULL WIDTH	79	12	106	17
NB SUBTOTAL (TABLE 1 OF 3)					2175	352

REPAIR FAILED AREA

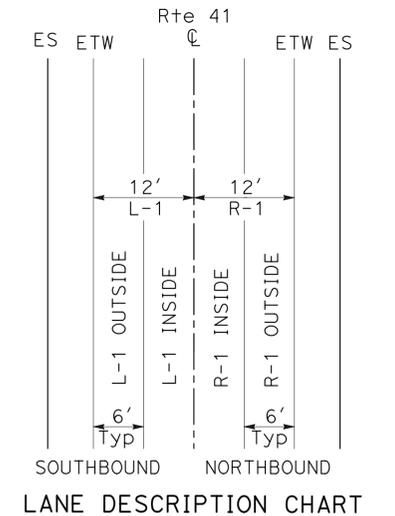
BEGIN POST MILE	END POST MILE	LOCATION	LENGTH	WIDTH	COLD PLANE AC PAVEMENT	HMA (TYPE A)
			FT	FT	SQYD	TON
28.652	28.662	R-1 OUTSIDE	53	6	35	6
28.662	28.667	R-1 FULL WIDTH	26	12	35	6
28.760	28.766	R-1 INSIDE	32	6	21	3
28.786	28.790	R-1 OUTSIDE	21	6	14	2
28.790	28.801	R-1 FULL WIDTH	58	12	77	13
28.817	28.821	R-1 INSIDE	21	6	14	2
28.832	28.847	R-1 FULL WIDTH	79	12	106	17
28.867	28.875	R-1 OUTSIDE	42	6	28	5
28.875	28.880	R-1 FULL WIDTH	26	12	35	6
29.051	29.063	R-1 FULL WIDTH	63	12	84	14
29.128	29.152	R-1 OUTSIDE	127	6	84	14
29.175	29.200	R-1 FULL WIDTH	132	12	176	29
29.221	29.234	R-1 OUTSIDE	69	6	46	7
29.234	29.243	R-1 FULL WIDTH	48	12	64	10
29.243	29.253	R-1 OUTSIDE	53	6	35	6
29.265	29.280	R-1 FULL WIDTH	79	12	106	17
29.280	29.291	R-1 OUTSIDE	58	6	39	6
29.310	29.316	R-1 FULL WIDTH	32	12	42	7
29.396	29.406	R-1 OUTSIDE	53	6	35	6
29.406	29.412	R-1 FULL WIDTH	32	12	42	7
29.412	29.430	R-1 OUTSIDE	95	6	63	10
29.436	29.453	R-1 FULL WIDTH	90	12	120	20
29.542	29.565	R-1 OUTSIDE	121	6	81	13
29.615	29.662	R-1 OUTSIDE	248	6	165	27
29.673	29.686	R-1 OUTSIDE	69	6	46	7
29.692	29.701	R-1 OUTSIDE	48	6	32	5
29.701	29.708	R-1 FULL WIDTH	37	12	49	8
29.708	29.722	R-1 OUTSIDE	74	6	49	8
29.802	29.812	R-1 FULL WIDTH	53	12	70	11
29.812	29.818	R-1 INSIDE	32	6	21	3
29.833	29.861	R-1 FULL WIDTH	148	12	197	32
29.907	29.918	R-1 OUTSIDE	58	6	39	6
29.932	29.945	R-1 FULL WIDTH	69	12	92	15
29.945	30.019	R-1 OUTSIDE	391	6	260	42
30.034	30.083	R-1 OUTSIDE	259	6	172	28
30.083	30.104	R-1 FULL WIDTH	111	12	148	24
30.104	30.140	R-1 OUTSIDE	190	6	127	21
30.155	30.181	R-1 OUTSIDE	137	6	92	15
30.198	30.228	R-1 OUTSIDE	158	6	106	17
30.238	30.245	R-1 FULL WIDTH	37	12	49	8
30.301	30.341	R-1 OUTSIDE	211	6	141	23
30.402	30.410	R-1 OUTSIDE	42	6	28	5
NB SUBTOTAL (TABLE 2 OF 3)					3265	531

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	5	20

Adam Wells 1-30-15
 REGISTERED CIVIL ENGINEER DATE
 2-9-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
ADAM WELLS
 No. 79925
 Exp. 9-30-16
 CIVIL
 STATE OF CALIFORNIA

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



SUMMARY OF QUANTITIES
Q-1

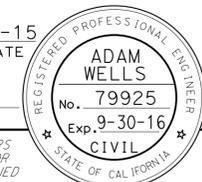
REPAIR FAILED AREA

BEGIN POST MILE	END POST MILE	LOCATION	LENGTH	WIDTH	COLD PLANE AC PAVEMENT	HMA (TYPE A)
			FT	FT	SQYD	TON
30.410	30.417	R-1 FULL WIDTH	37	12	49	8
30.417	30.422	R-1 OUTSIDE	26	6	18	3
30.463	30.482	R-1 OUTSIDE	100	6	67	11
30.482	30.489	R-1 FULL WIDTH	37	12	49	8
30.489	30.530	R-1 OUTSIDE	216	6	144	24
30.547	30.579	R-1 OUTSIDE	169	6	113	18
30.635	30.648	R-1 OUTSIDE	69	6	46	7
30.737	30.767	R-1 OUTSIDE	158	6	106	17
30.818	30.836	R-1 OUTSIDE	95	6	63	10
30.854	30.911	R-1 OUTSIDE	301	6	201	33
31.038	31.049	R-1 INSIDE	58	6	39	6
31.374	31.396	R-1 OUTSIDE	116	6	77	13
32.101	32.110	R-1 OUTSIDE	48	6	32	5
32.240	32.247	R-1 OUTSIDE	37	6	25	4
32.303	32.306	R-1 OUTSIDE	16	6	11	2
33.768	33.779	R-1 FULL WIDTH	58	12	77	13
33.800	33.822	R-1 INSIDE	116	6	77	13
33.822	33.826	R-1 FULL WIDTH	21	12	28	5
R39.638	R39.655	R-2 FULL WIDTH	90	12	120	20
R39.655	R39.663	R-2 OUTSIDE	42	6	28	5
R39.663	R39.679	R-2 FULL WIDTH	84	12	113	18
R39.679	R39.694	R-2 INSIDE	79	6	53	9
R39.694	R39.718	R-2 FULL WIDTH	127	12	169	28
R39.718	R39.763	R-2 OUTSIDE	238	6	158	26
R39.763	R39.767	R-2 FULL WIDTH	21	12	28	5
R39.767	R39.791	R-2 OUTSIDE	127	6	84	14
R39.791	R39.793	R-2 FULL WIDTH	11	6	7	1
R39.793	R39.805	R-2 OUTSIDE	63	6	42	7
R39.849	R39.875	R-2 FULL WIDTH	137	12	183	30
R39.884	R39.891	R-2 INSIDE	37	6	25	4
R39.891	R39.900	R-2 FULL WIDTH	48	12	63	10
NB SUBTOTAL (TABLE 3 OF 3)					2295	377
NB SUBTOTAL (TABLE 2 OF 3)					3265	531
NB SUBTOTAL (TABLE 1 OF 3)					2175	352
TOTAL					7735 **	1260**

** INCLUDED IN ROADWAY QUANTITIES TABLE.
EXACT LOCATION AS DIRECTED BY THE ENGINEER.

REPAIR FAILED AREA

BEGIN POST MILE	END POST MILE	LOCATION	LENGTH	WIDTH	COLD PLANE AC PAVEMENT	HMA (TYPE A)
			FT	FT	SQYD	TON
R39.643	R39.641	L-2 FULL WIDTH	11	12	14	2
33.828	33.800	L-1 FULL WIDTH	148	12	197	32
33.787	33.781	L-1 FULL WIDTH	32	12	42	7
33.769	33.758	L-1 FULL WIDTH	58	12	77	13
32.892	32.886	L-1 OUTSIDE	32	6	21	3
32.865	32.856	L-1 OUTSIDE	48	6	32	5
32.579	32.570	L-1 OUTSIDE	48	6	32	5
32.309	32.304	L-1 OUTSIDE	26	6	18	3
32.254	32.247	L-1 FULL WIDTH	37	12	49	8
32.247	32.236	L-1 OUTSIDE	58	6	39	6
32.029	32.005	L-1 OUTSIDE	127	6	84	14
31.995	31.981	L-1 OUTSIDE	74	6	49	8
31.838	31.830	L-1 OUTSIDE	42	6	28	5
31.789	31.779	L-1 OUTSIDE	53	6	35	6
31.684	31.661	L-1 OUTSIDE	121	6	81	13
31.622	31.595	L-1 OUTSIDE	143	6	95	16
31.546	31.541	L-1 INSIDE	26	6	18	3
31.541	31.530	L-1 FULL WIDTH	58	12	77	13
31.489	31.380	L-1 OUTSIDE	576	6	384	63
31.064	30.977	L-1 OUTSIDE	459	6	306	50
30.911	30.906	L-1 OUTSIDE	26	6	18	3
30.880	30.845	L-1 OUTSIDE	185	6	123	20
30.836	30.819	L-1 OUTSIDE	90	6	60	10
30.762	30.749	L-1 OUTSIDE	69	6	46	7
30.638	30.634	L-1 OUTSIDE	21	6	14	2
30.623	30.614	L-1 OUTSIDE	48	6	32	5
30.583	30.567	L-1 OUTSIDE	84	6	56	9
30.551	30.531	L-1 FULL WIDTH	106	12	141	23
30.531	30.515	L-1 OUTSIDE	84	6	56	9
30.352	30.344	L-1 OUTSIDE	42	6	28	5
30.071	30.049	L-1 OUTSIDE	116	6	77	13
30.038	30.031	L-1 OUTSIDE	37	6	25	4
30.000	29.952	L-1 OUTSIDE	253	6	169	28
29.784	29.775	L-1 OUTSIDE	48	6	32	5
29.660	29.653	L-1 OUTSIDE	37	6	25	4
29.591	29.581	L-1 OUTSIDE	53	6	35	6
29.529	29.500	L-1 OUTSIDE	153	6	102	17
29.414	29.395	L-1 OUTSIDE	100	6	67	11
29.179	29.166	L-1 OUTSIDE	69	6	46	7
29.055	29.036	L-1 OUTSIDE	100	6	67	11
29.026	28.978	L-1 OUTSIDE	253	6	169	28
28.974	28.952	L-1 OUTSIDE	116	6	77	13
SB SUBTOTAL (TABLE 1 OF 4)					3143	515

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	6	20
			1-30-15	DATE	
REGISTERED CIVIL ENGINEER			PLANS APPROVAL DATE		
			2-9-15		
					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

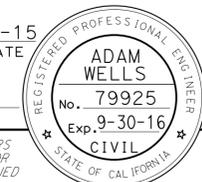
SUMMARY OF QUANTITIES
Q-2

REPAIR FAILED AREA

BEGIN POST MILE	END POST MILE	LOCATION	LENGTH	WIDTH	COLD PLANE AC PAVEMENT	HMA (TYPE A)
			FT	FT	SQYD	TON
28.531	28.509	L-1 FULL WIDTH	116	12	155	25
28.509	28.501	L-1 INSIDE	42	6	28	5
28.501	28.492	L-1 OUTSIDE	48	6	32	5
28.471	28.445	L-1 OUTSIDE	137	6	92	15
28.369	28.361	L-1 OUTSIDE	42	6	28	5
28.318	28.302	L-1 INSIDE	84	6	56	9
28.282	28.274	L-1 OUTSIDE	42	6	28	5
28.259	28.248	L-1 OUTSIDE	58	6	39	6
28.212	28.185	L-1 OUTSIDE	143	6	95	16
27.926	27.920	L-1 OUTSIDE	32	6	21	3
27.897	27.889	L-1 FULL WIDTH	42	12	56	9
27.637	27.618	L-1 OUTSIDE	100	6	67	11
27.515	27.508	L-1 OUTSIDE	37	6	25	4
27.400	27.396	L-1 FULL WIDTH	21	12	28	5
27.381	27.365	L-1 OUTSIDE	84	6	56	9
27.344	27.339	L-1 FULL WIDTH	26	12	35	6
27.306	27.277	L-1 OUTSIDE	153	6	102	17
27.254	27.248	L-1 FULL WIDTH	32	12	42	7
27.248	27.236	L-1 OUTSIDE	63	6	42	7
27.223	27.215	L-1 OUTSIDE	42	6	28	5
27.164	27.154	L-1 FULL WIDTH	53	12	70	11
27.136	27.131	L-1 INSIDE	26	6	18	3
27.131	27.127	L-1 FULL WIDTH	21	12	28	5
27.127	27.117	L-1 INSIDE	53	6	35	6
27.085	27.072	L-1 OUTSIDE	69	6	46	7
27.072	27.064	L-1 FULL WIDTH	42	12	56	9
27.033	27.018	L-1 OUTSIDE	79	6	53	9
27.018	27.004	L-1 FULL WIDTH	74	12	99	16
27.004	27.001	L-1 OUTSIDE	16	6	11	2
26.951	26.945	L-1 OUTSIDE	32	6	21	3
26.921	26.909	L-1 OUTSIDE	63	6	42	7
26.869	26.859	L-1 OUTSIDE	53	6	35	6
26.791	26.782	L-1 OUTSIDE	48	6	32	5
26.730	26.725	L-1 OUTSIDE	26	6	18	3
26.714	26.706	L-1 OUTSIDE	42	6	28	5
26.684	26.669	L-1 OUTSIDE	79	6	53	9
26.646	26.639	L-1 OUTSIDE	37	6	25	4
26.616	26.601	L-1 OUTSIDE	79	6	53	9
26.590	26.569	L-1 OUTSIDE	111	6	74	12
26.537	26.529	L-1 OUTSIDE	42	6	28	5
26.473	26.466	L-1 OUTSIDE	37	6	25	4
26.456	26.444	L-1 OUTSIDE	63	6	42	7
26.420	26.399	L-1 OUTSIDE	111	6	74	12
26.305	26.301	L-1 OUTSIDE	21	6	14	2
26.292	26.285	L-1 OUTSIDE	37	6	25	4
SB SUBTOTAL (TABLE 2 OF 4)					2060	339

REPAIR FAILED AREA

BEGIN POST MILE	END POST MILE	LOCATION	LENGTH	WIDTH	COLD PLANE AC PAVEMENT	HMA (TYPE A)
			FT	FT	SQYD	TON
26.272	26.269	L-1 OUTSIDE	16	6	11	2
26.254	26.249	L-1 OUTSIDE	26	6	18	3
26.204	26.201	L-1 OUTSIDE	16	6	11	2
26.189	26.185	L-1 OUTSIDE	21	6	14	2
26.174	26.166	L-1 OUTSIDE	42	6	28	5
26.152	26.145	L-1 OUTSIDE	37	6	25	4
26.090	26.081	L-1 OUTSIDE	48	6	32	5
26.070	26.051	L-1 OUTSIDE	100	6	67	11
26.041	26.037	L-1 OUTSIDE	21	6	14	2
26.008	25.997	L-1 OUTSIDE	58	6	39	6
25.989	25.968	L-1 OUTSIDE	111	6	74	12
25.954	25.898	L-1 OUTSIDE	296	6	197	32
25.882	25.878	L-1 OUTSIDE	21	6	14	2
25.825	25.812	L-1 OUTSIDE	69	6	46	7
25.799	25.786	L-1 OUTSIDE	69	6	46	7
25.769	25.764	L-1 OUTSIDE	26	6	18	3
25.706	25.699	L-1 OUTSIDE	37	6	25	4
25.689	25.683	L-1 OUTSIDE	32	6	21	3
25.624	25.617	L-1 OUTSIDE	37	6	25	4
25.596	25.594	L-1 OUTSIDE	11	6	7	1
25.570	25.560	L-1 OUTSIDE	53	6	35	6
21.927	21.925	L-1 OUTSIDE	11	6	7	1
21.832	21.824	L-1 OUTSIDE	42	6	28	5
21.750	21.747	L-1 FULL WIDTH	16	12	21	3
21.747	21.743	L-1 OUTSIDE	21	6	14	2
21.731	21.729	L-1 OUTSIDE	11	6	7	1
21.697	21.685	L-1 OUTSIDE	63	6	42	7
21.670	21.659	L-1 OUTSIDE	58	6	39	6
21.601	21.595	L-1 OUTSIDE	32	6	21	3
21.580	21.575	L-1 OUTSIDE	26	6	18	3
21.549	21.545	L-1 OUTSIDE	21	6	14	2
21.498	21.486	L-1 OUTSIDE	63	6	42	7
21.469	21.461	L-1 OUTSIDE	42	6	28	5
21.418	21.417	L-1 OUTSIDE	5	6	4	1
21.387	21.379	L-1 OUTSIDE	42	6	28	5
21.361	21.347	L-1 OUTSIDE	74	6	49	8
21.303	21.287	L-1 OUTSIDE	84	6	56	9
21.248	21.238	L-1 OUTSIDE	53	6	35	6
21.238	21.209	L-1 FULL WIDTH	153	12	204	33
21.209	21.179	L-1 OUTSIDE	158	6	106	17
21.179	21.168	L-1 FULL WIDTH	58	12	77	13
21.168	21.154	L-1 INSIDE	74	6	49	8
SB SUBTOTAL (TABLE 3 OF 4)					1656	268

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	7	20
			1-30-15	DATE	
REGISTERED CIVIL ENGINEER					
2-9-15			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>					

SUMMARY OF QUANTITIES
Q-3

ABBREVIATIONS:

CMS CHANGEABLE MESSAGE SIGN
 VDS VEHICLE DETECTION STATION
 RPU REMOTE PROCESSING UNIT
 TCS TRAFFIC CENSUS STATION

REPAIR FAILED AREA

BEGIN POST MILE	END POST MILE	LOCATION	LENGTH	WIDTH	COLD PLANE AC PAVEMENT	HMA (TYPE A)
			FT	FT	SQYD	TON
21.154	21.146	L-1 FULL WIDTH	42	12	56	9
21.078	21.068	L-1 FULL WIDTH	53	12	70	11
21.025	21.014	L-1 OUTSIDE	58	6	39	6
20.953	20.948	L-1 FULL WIDTH	26	12	35	6
20.836	20.831	L-1 OUTSIDE	26	6	18	3
20.804	20.786	L-1 OUTSIDE	95	6	63	10
20.664	20.661	L-1 OUTSIDE	16	6	11	2
20.490	20.487	L-1 OUTSIDE	16	6	11	2
20.395	20.393	L-1 OUTSIDE	11	6	7	1
20.296	20.292	L-1 OUTSIDE	21	6	14	2
20.274	20.268	L-1 OUTSIDE	32	6	21	3
20.268	20.264	L-1 FULL WIDTH	21	12	28	5
20.264	20.261	L-1 OUTSIDE	16	6	11	2
20.252	20.225	L-1 OUTSIDE	143	6	95	16
20.102	20.093	L-1 OUTSIDE	48	6	32	5
20.078	20.071	L-1 OUTSIDE	37	6	25	4
SB SUBTOTAL (TABLE 4 OF 4)					536	87
SB SUBTOTAL (TABLE 3 OF 4)					1656	268
SB SUBTOTAL (TABLE 2 OF 4)					2060	339
SB SUBTOTAL (TABLE 1 OF 4)					3143	515
SB SUBTOTAL					7395**	1209**

** INCLUDED IN ROADWAY QUANTITIES TABLE.
 EXACT LOCATION AS DIRECTED BY THE ENGINEER.

PAVEMENT DELINEATION QUANTITIES

LOCATION	DETAIL No.	PAVEMENT MARKER (RETROREFLECTIVE)			THERMOPLASTIC TRAFFIC STRIPE					THERMOPLASTIC PAVEMENT MARKING		REMOVE THERMOPLASTIC PAVEMENT MARKING	REMOVE THERMOPLASTIC TRAFFIC STRIPE	REMOVE PAVEMENT MARKER (N)
		TYPE D TWO-WAY YELLOW	TYPE G ONE-WAY CLEAR	TYPE H ONE-WAY YELLOW	4" LF	8" LF	4" (BROKEN 12-3) LF	4" (BROKEN 17-7) LF	4" (BROKEN 36-12) LF	DESCRIPTION	AREA SQFT			
ROUTE 41 PM 17.1 TO PM R39.9	6	1965								93,614	19 - TYPE III (L) ARROW	798	798	7050
	12		123							5808	29 - STOP	638		
	19	301		584	13,517					13,517	CROSSWALK AND LIMIT LINE	615	180	
	22	1083			25,825						2 - SLOW	46	46	
	27B				240,766						2 - SCHOOL	70	70	
	27C						6105				2 - XING	42	42	
	29	441			10,560						4 - TYPE V ARROW	132	132	
	36		31			720					3 - TYPE VI ARROW	126	126	
	36A		11		240	240		200			11 - AERIAL CONTROL MARKER	132	132	
38		146			3350							240	3350	
SUBTOTAL		3790	311	584										
TOTAL			4685		290,908	4310	6105	200	112,939	2599		1526	4310	

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

CONFORM TAPERS

POST MILE	LOCATION DESCRIPTION	LENGTH (N)	WIDTH (N)	COLD PLANE AC PAVEMENT	RHMA-G	TACK COAT
		FT	FT	SQYD	TON	TON
17.1	BEGIN CONSTRUCTION	10	40	44	2	0.01
21.2	MAINLINE - MBGR	850	1	94	5	0.02
22.0	MAINLINE - MBGR	690	1	77	4	0.01
26.9	MAINLINE - MBGR	2060	1	229	12	0.04
27.0	MAINLINE - MBGR	1450	1	161	8	0.03
27.1	EQUIPMENT CROSSING	20	40	89	5	0.01
32.3	KINGS RIVER Br	20	40	89	5	0.01
33.8	EMPIRE No. 2 CANAL	20	40	89	5	0.01
R39.9	END CONSTRUCTION	10	88	98	5	0.02
TOTAL				970**	51**	0.16**

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

** INCLUDED IN ROADWAY QUANTITIES TABLE.
 EXACT LOCATION AS DIRECTED BY THE ENGINEER.

ROADWAY QUANTITIES

LOCATION	COLD PLANE AC PAVEMENT	HMA (TYPE A)	RHMA (GAP GRADED)	TACK COAT	CRACK TREATMENT	SHOULDER BACKING
	SQYD	TON	TON	TON	LN MI	TON
ROUTE 41 PM 17.1 TO PM R39.9	970		30,421	97	8	740
ROUTE 41 NB REPAIR FAILED AREA	7735	1260		2		
ROUTE 41 SB REPAIR FAILED AREA	7395	1209		2		
TOTAL	16,100	2469	30,421	101	8	740

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	8	20

Adam Wells 1-30-15
 REGISTERED CIVIL ENGINEER DATE
 2-9-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 ADAM WELLS
 No. 79925
 Exp. 9-30-16
 CIVIL
 STATE OF CALIFORNIA

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TRAFFIC MANAGEMENT SYSTEM ELEMENTS (EXISTING)

PM	Dir	LOCATION	TYPE
17.68	SB	NORTH OF ROUTE 5	CMS
17.68	NB/SB	NORTH OF ROUTE 5	VDS
17.68	SB	ROUTE 41 AT KETTLEMAN CITY	RPU
19.05	NB/SB	SOUTH OF QUAIL AVENUE	TCS
28.19	NB/SB	SOUTH OF NEVADA AVENUE	TCS
28.57	NB/SB	NORTH OF NEVADA AVENUE	TCS
32.94	NB/SB	SOUTH OF LAUREL AVENUE	TCS
37.18	NB/SB	SOUTH OF JACKSON AVENUE	TCS
39.27	NB/SB	SOUTH OF ROUTE 198	TCS

SUMMARY OF QUANTITIES

Q-4

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	9	20

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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

TO ACCOMPANY PLANS DATED 2-9-15

UNIT OF MEASUREMENT SYMBOLS:

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

TABLE A

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

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

TABLE B

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

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

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

REVISED STANDARD PLAN RSP A10B

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	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
Obir	OBLITERATE
OC	OVERCROSSING
OD	OUTSIDE DIAMETER
OF	OUTSIDE FACE
OG	ORIGINAL GROUND
OGAC	OPEN GRADED ASPHALT CONCRETE
OGFC	OPEN GRADED FRICTION COURSE
OH	OVERHEAD
OHWM	ORDINARY HIGH WATER MARK
O-O	OUT TO OUT
Opp	OPPOSITE
OSD	OVERSIDE DRAIN
p	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

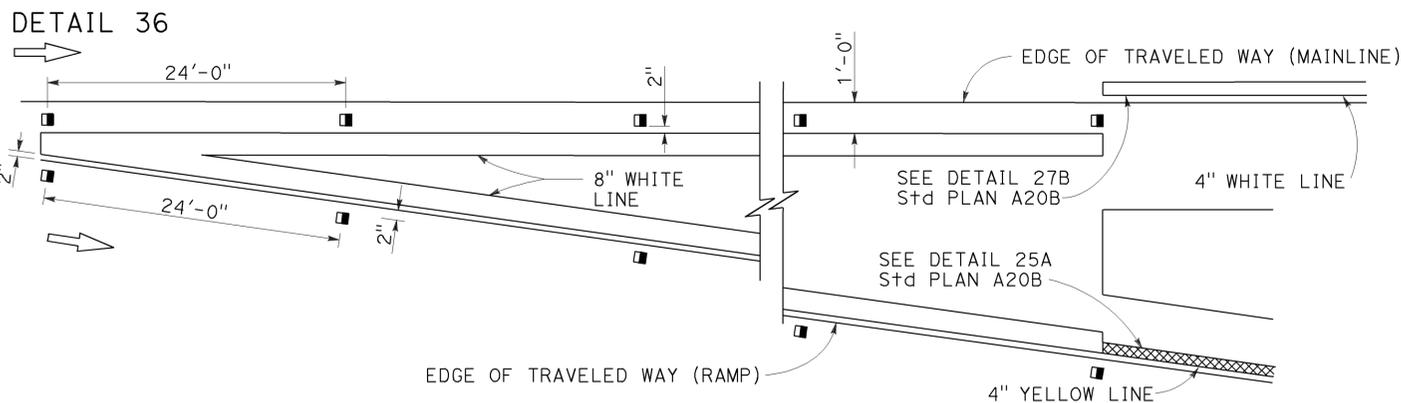
Maint	MAINTENANCE
Max	MAXIMUM
MB	METAL BEAM
MBB	METAL BEAM BARRIER
MBGR	METAL BEAM GUARD RAILING
Med	MEDIAN
MGS	MIDWEST GUARDRAIL SYSTEM
MH	MANHOLE
Min	MINIMUM
Misc	MISCELLANEOUS
Misc I & S	MISCELLANEOUS IRON AND STEEL
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Mod	MODIFIED, MODIFY
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MP	METAL PLATE
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Mt	MOUNTAIN, MOUNT
MtI	MATERIAL
MVP	MAINTENANCE VEHICLE PULLOUT
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
Obir	OBLITERATE
OC	OVERCROSSING
OD	OUTSIDE DIAMETER
OF	OUTSIDE FACE
OG	ORIGINAL GROUND
OGAC	OPEN GRADED ASPHALT CONCRETE
OGFC	OPEN GRADED FRICTION COURSE
OH	OVERHEAD
OHWM	ORDINARY HIGH WATER MARK
O-O	OUT TO OUT
Opp	OPPOSITE
OSD	OVERSIDE DRAIN
p	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

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
Qty	QUANTITY
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

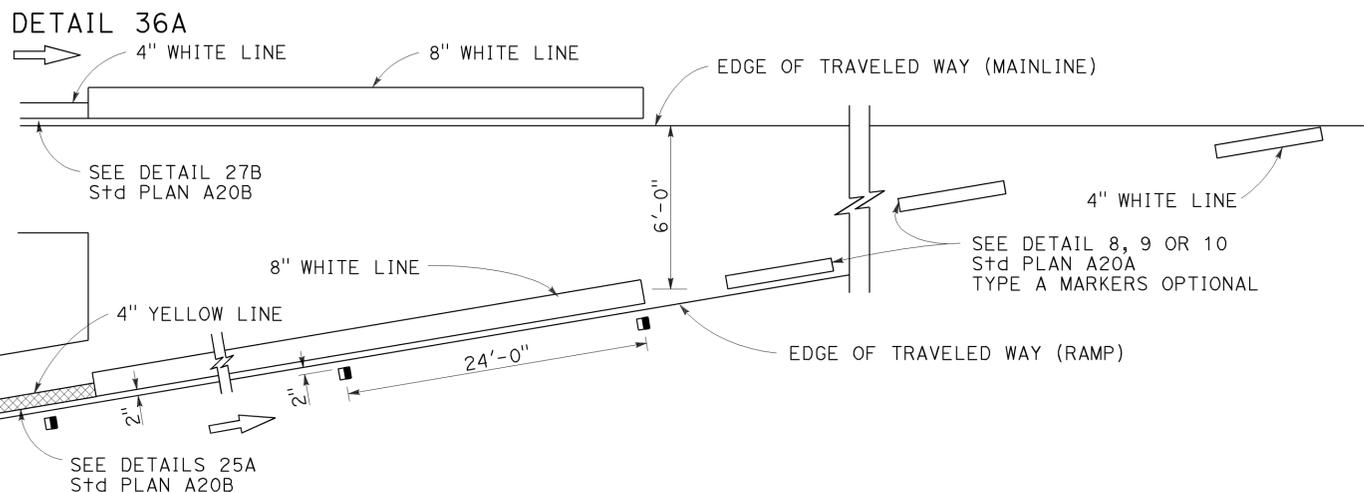
S	SOUTH, SUPPLEMENT
SAE	STRUCTURE APPROACH EMBANKMENT
Salv	SALVAGE
SAPP	STRUCTURAL ALUMINUM PLATE PIPE
SB	SOUTHBOUND
SC	SAND CUSHION
SCSP	SLOTTED CORRUGATED STEEL PIPE
SD	STORM DRAIN
Sec	SECOND, SECTION
Sep	SEPARATION
SG	SUBGRADE
Shld	SHOULDER
Sht	SHEET
Sim	SIMILAR
SL	STATION LINE
SM	SELECTED MATERIAL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

TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL
Typ	TYPICAL
UC	UNDERCROSSING
UD	UNDERDRAIN
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
UP	UNDERPASS
V	VALVE, DESIGN SPEED
Var	VARIABLE, VARIES
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
Vert	VERTICAL
Via	VIADUCT
Vol	VOLUME
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 Sec	CROSS SECTION
Xing	CROSSING
Yr	YEAR
Yrs	YEARS

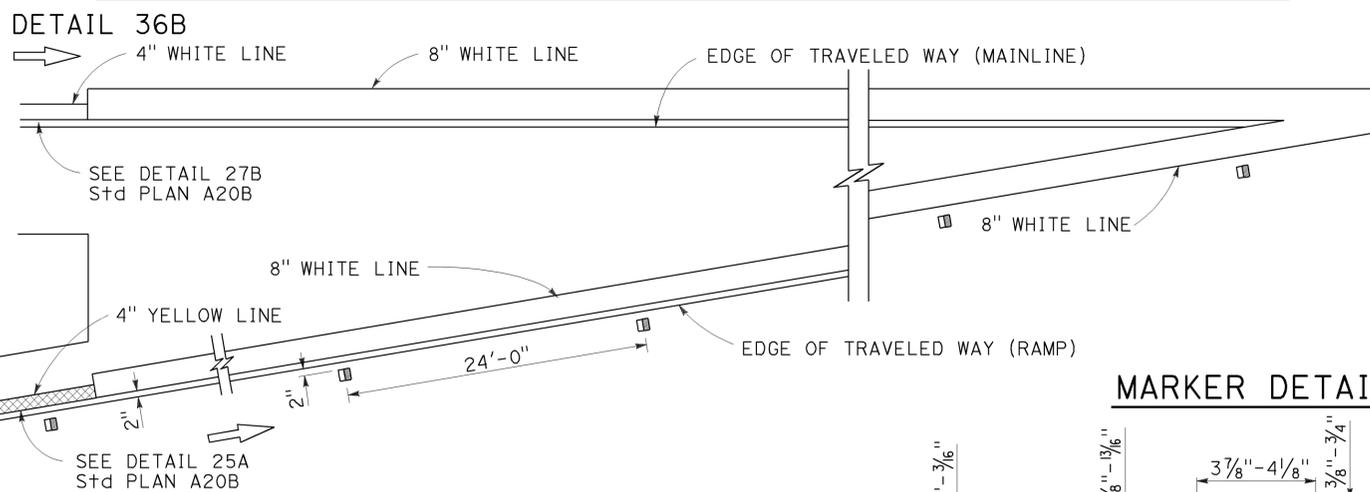
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT

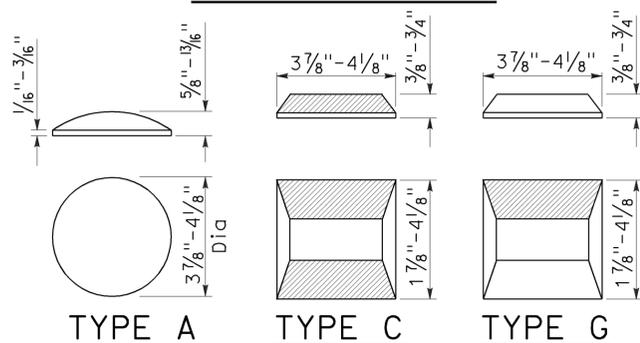


MARKER DETAILS

LEGEND:

MARKERS

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



RETROREFLECTIVE FACE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	10	20

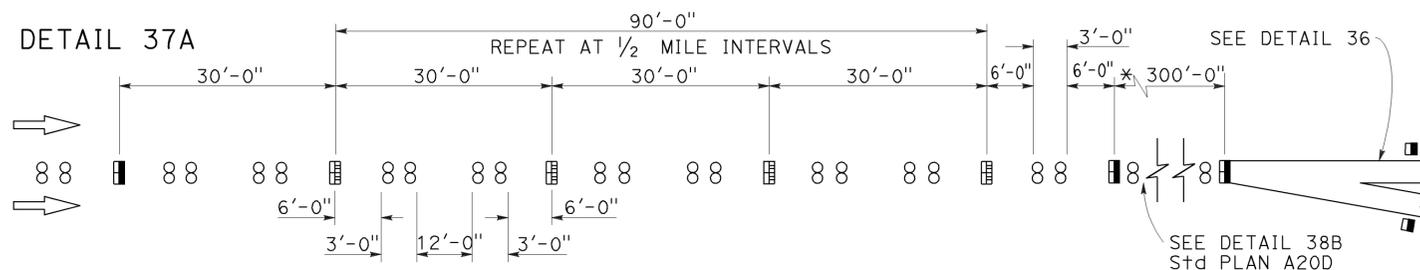
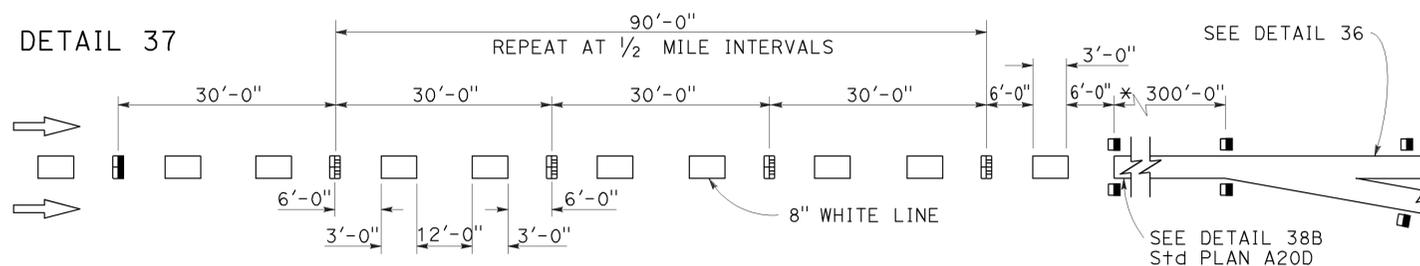
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 No. C40375
 Exp. 3-31-15
 CIVIL
 STATE OF CALIFORNIA

July 19, 2013
PLANS APPROVAL DATE

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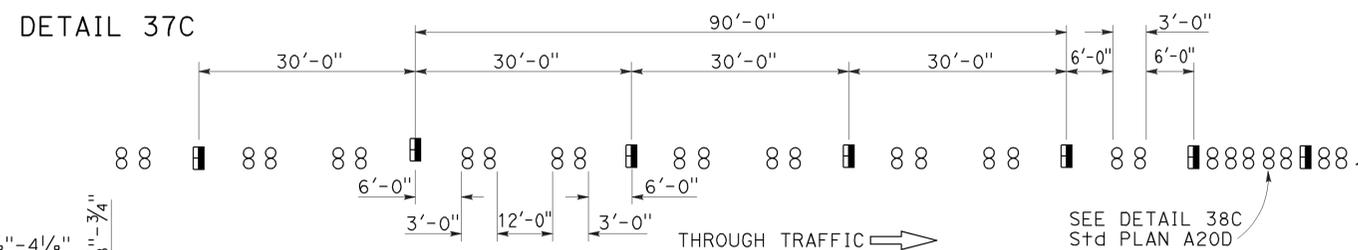
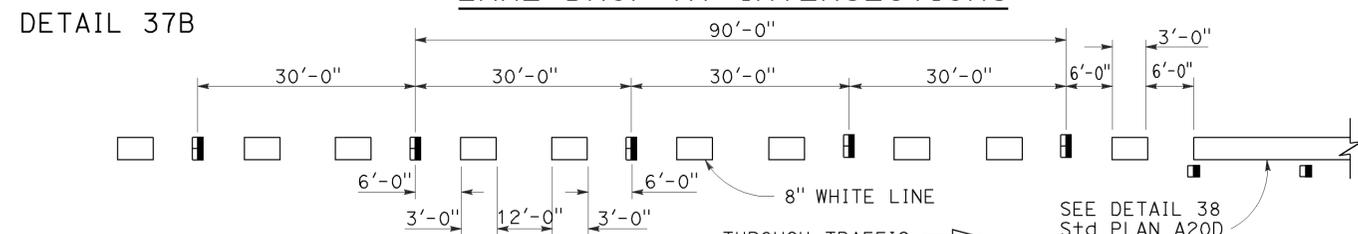
TO ACCOMPANY PLANS DATED 2-9-15

LANE DROP AT EXIT RAMP



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

LANE DROP AT INTERSECTIONS



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKERS AND TRAFFIC LINE TYPICAL DETAILS

NO SCALE

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

REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

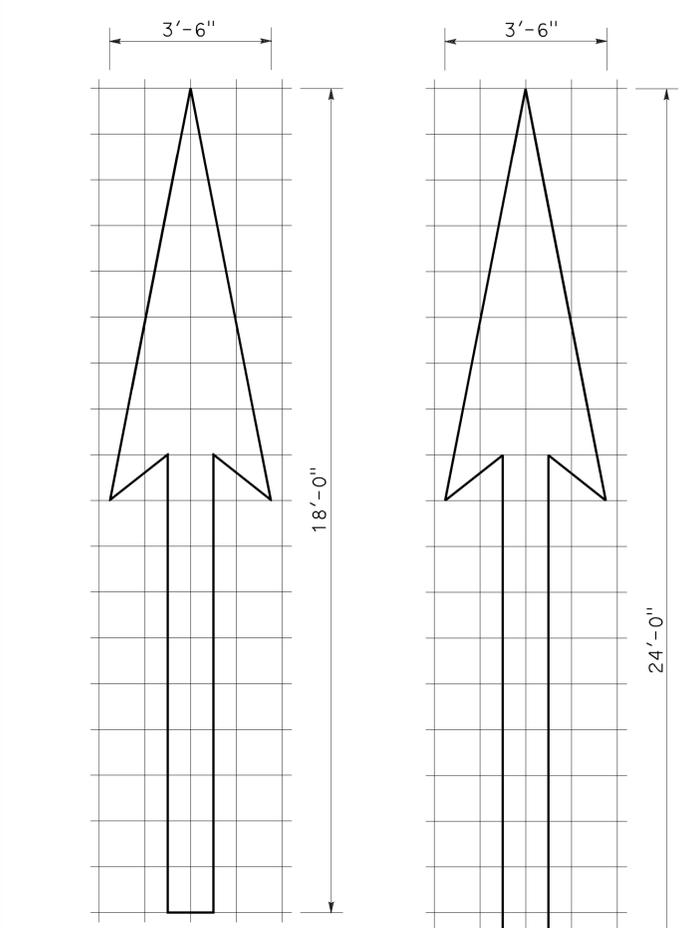
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	11	20

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

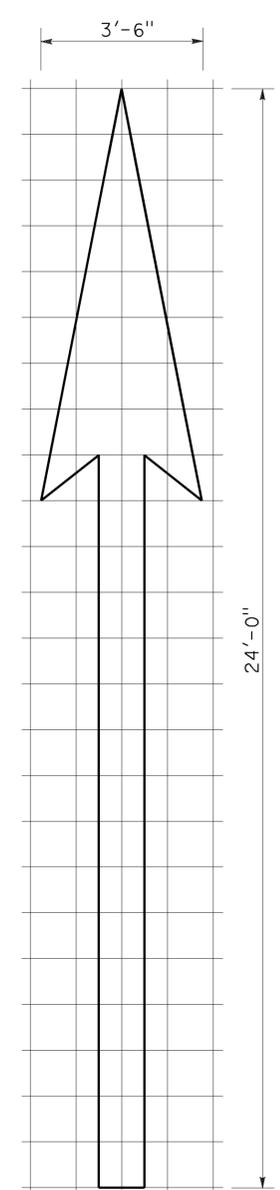
April 20, 2012
 PLANS APPROVAL DATE

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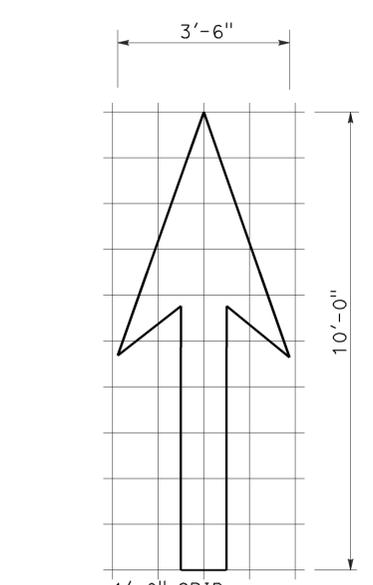
TO ACCOMPANY PLANS DATED 2-9-15



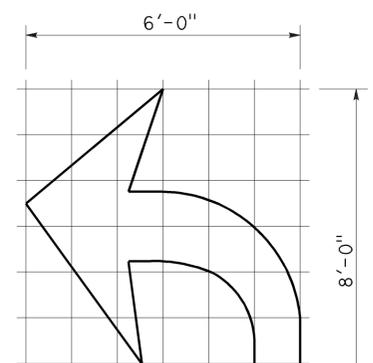
TYPE I 18'-0" ARROW
A=25 ft²



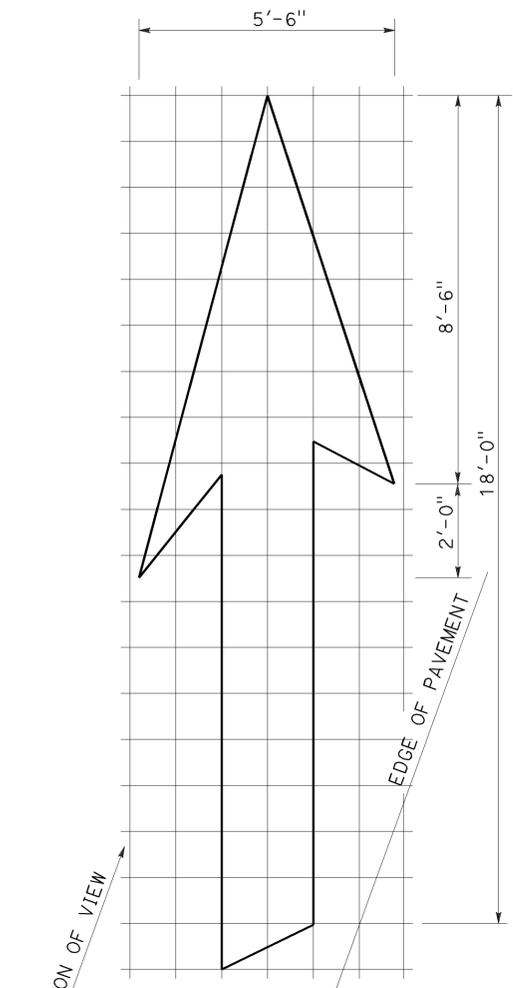
TYPE I 24'-0" ARROW
A=31 ft²



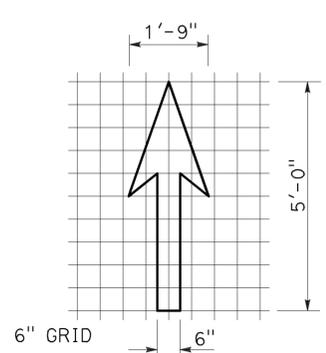
TYPE I 10'-0" ARROW
A=14 ft²



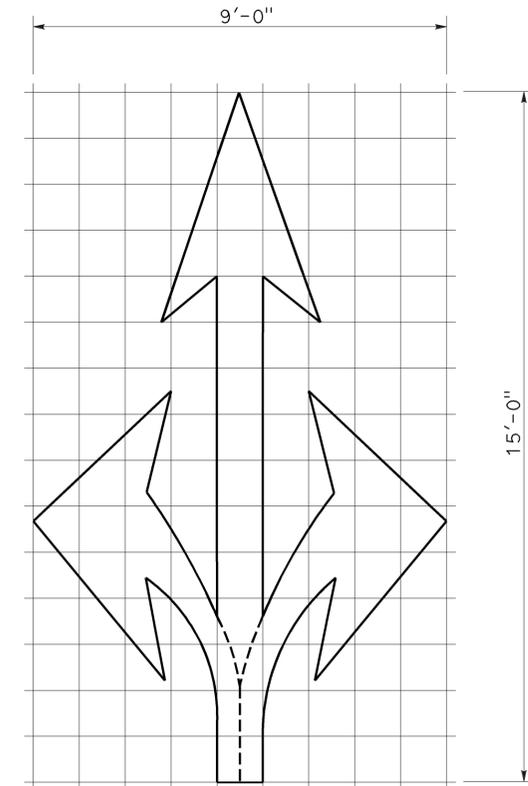
TYPE IV (L) ARROW
A=15 ft²
(For Type IV (R) arrow, use mirror image)



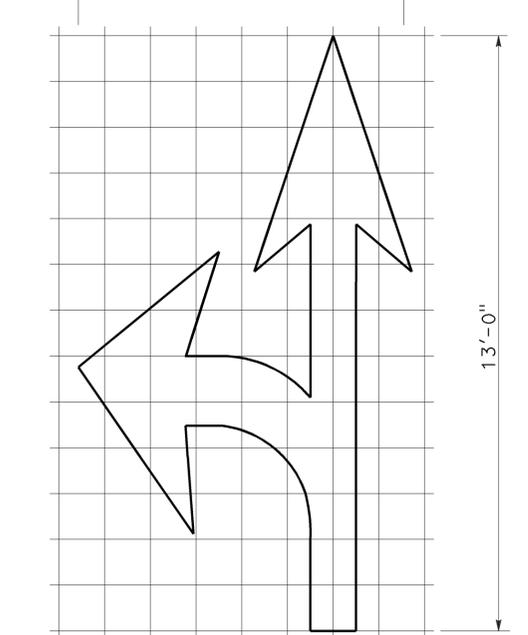
TYPE VI ARROW
A=42 ft²
Right lane drop arrow
(For left lane, use mirror image)



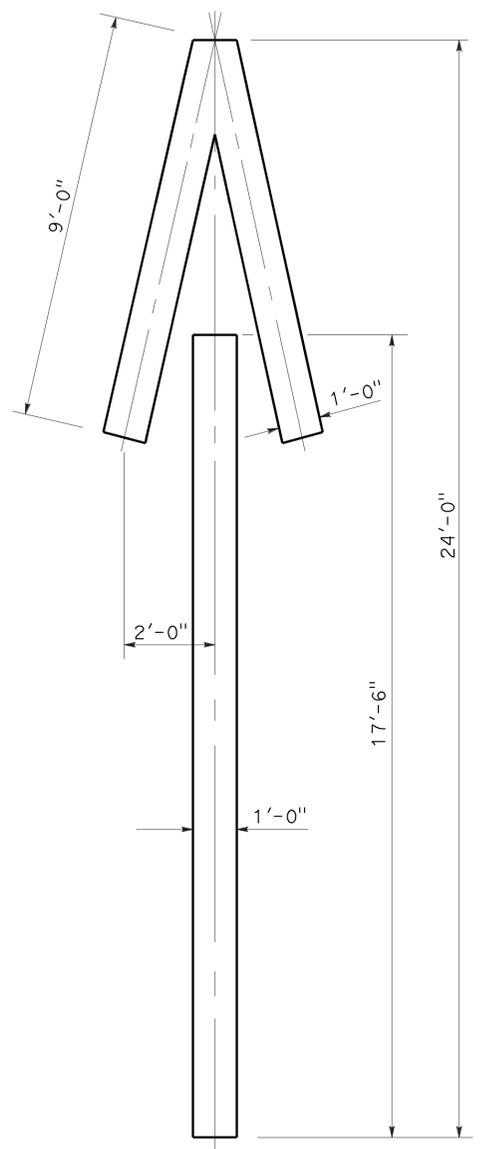
BIKE LANE ARROW
A=3.5 ft²



TYPE VIII ARROW
A=36 ft²



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



TYPE V ARROW
A=33 ft²

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.

REVISED STANDARD PLAN RSP A24A

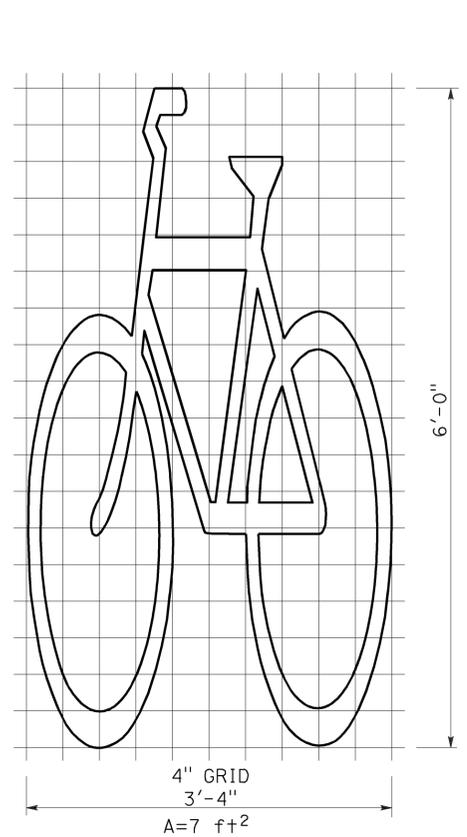
2010 REVISED STANDARD PLAN RSP A24A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	12	20

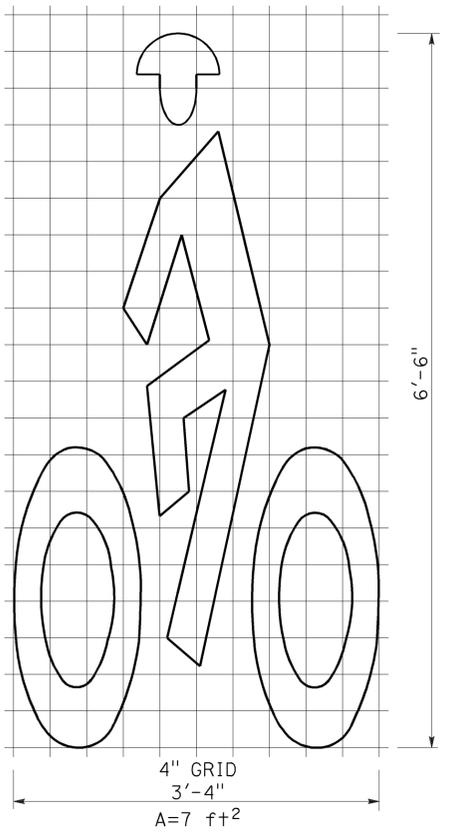
Registered Professional Engineer
 Roberto L. McLaughlin
 No. C40375
 Exp. 3-31-13
 CIVIL
 STATE OF CALIFORNIA

October 19, 2012
 PLANS APPROVAL DATE

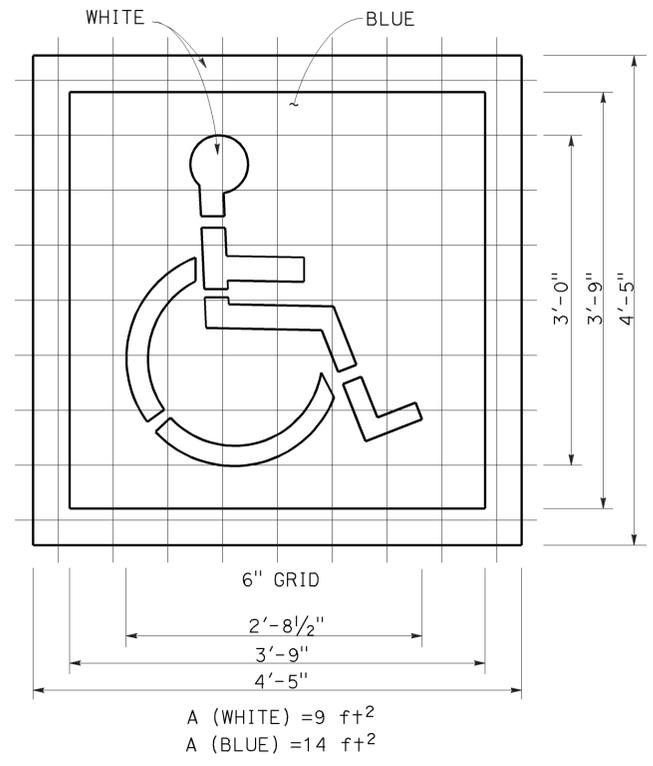
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



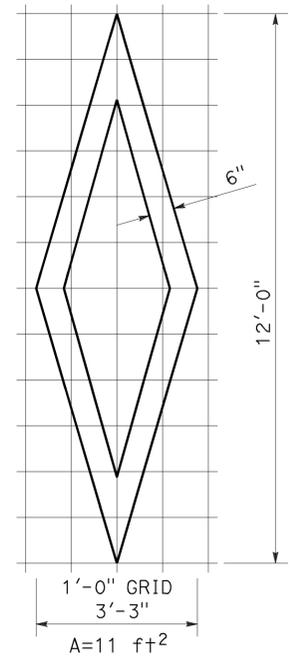
BIKE LANE SYMBOL WITHOUT PERSON



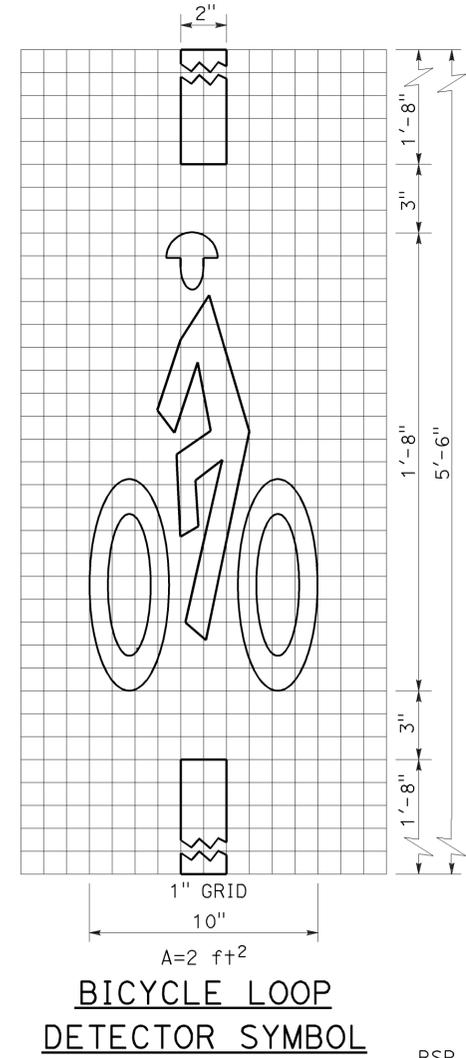
BIKE LANE SYMBOL WITH PERSON



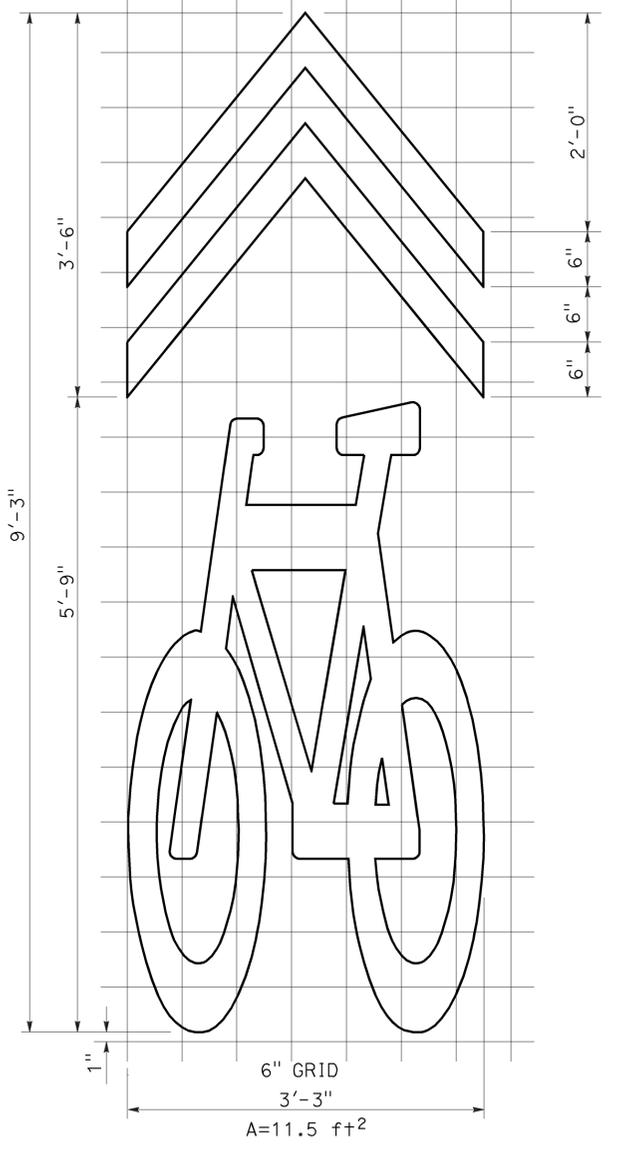
INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) MARKING



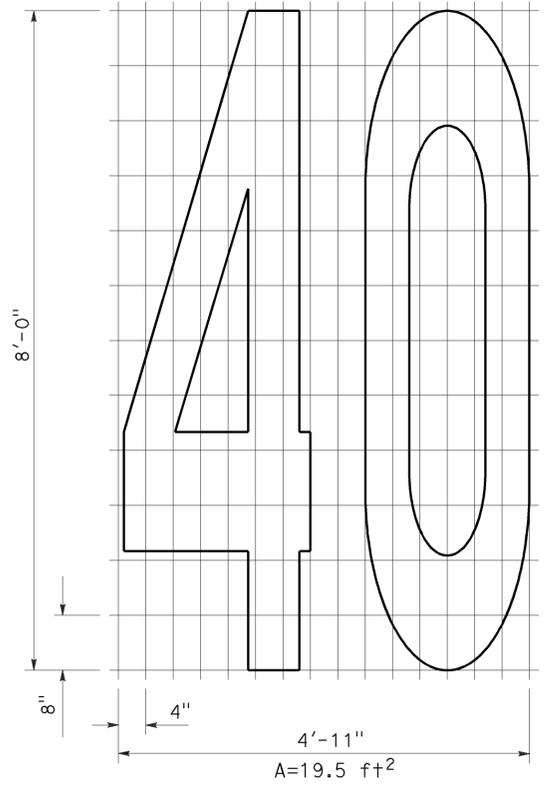
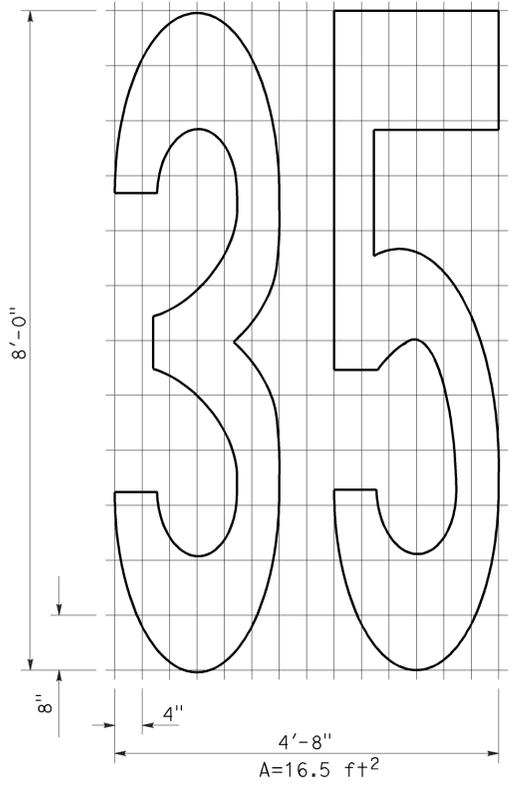
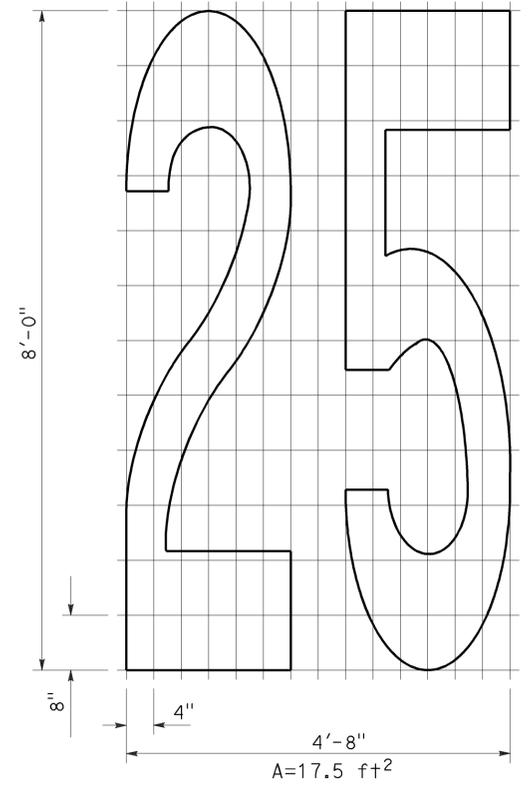
DIAMOND SYMBOL



BICYCLE LOOP DETECTOR SYMBOL



SHARED ROADWAY BICYCLE MARKING



NUMERALS

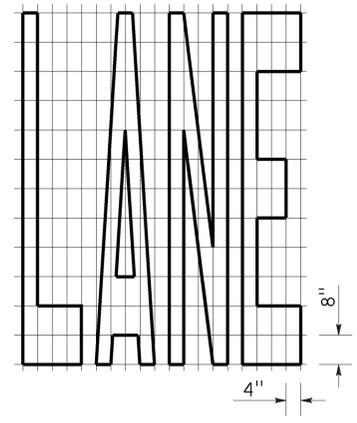
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS SYMBOLS AND NUMERALS
 NO SCALE

RSP A24C DATED OCTOBER 19, 2012 SUPERSEDES STANDARD PLAN A24C DATED MAY 20, 2011 - PAGE 15 OF THE STANDARD PLANS BOOK DATED 2010.

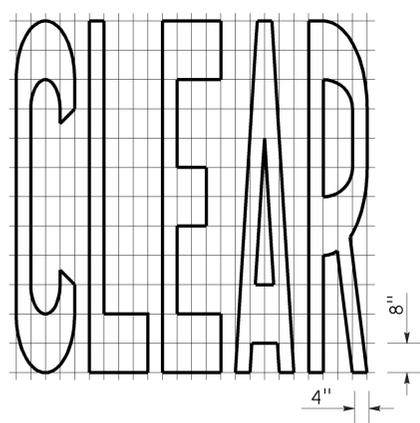
REVISED STANDARD PLAN RSP A24C

2010 REVISED STANDARD PLAN RSP A24C

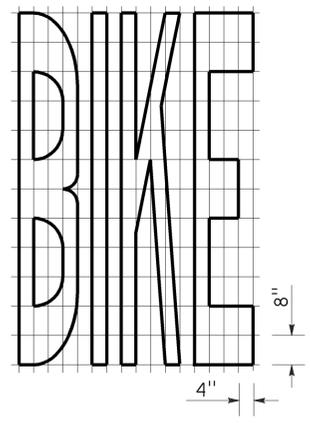
TO ACCOMPANY PLANS DATED 2-9-15



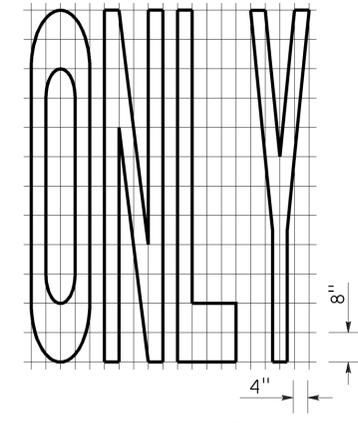
A=24 ft²



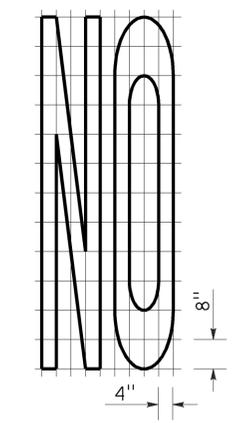
A=27 ft²



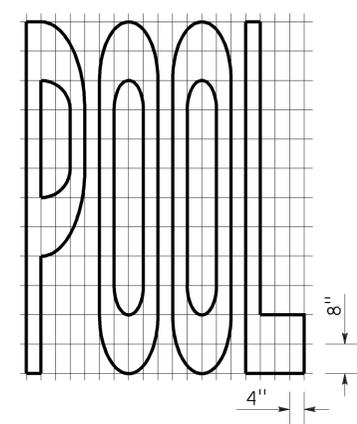
A=21 ft²



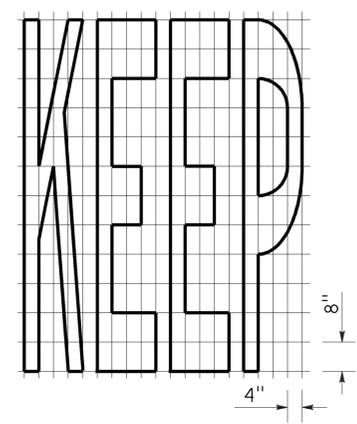
A=22 ft²



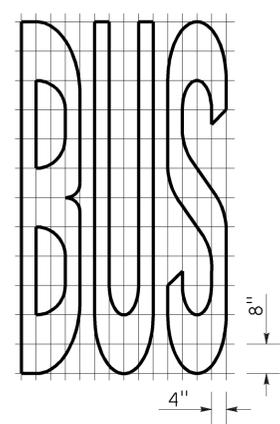
A=14 ft²



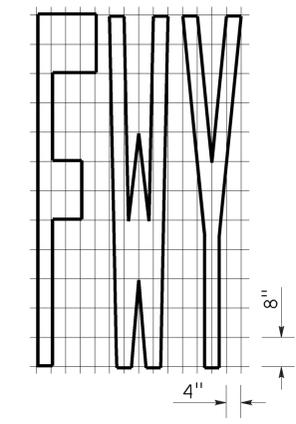
A=23 ft²



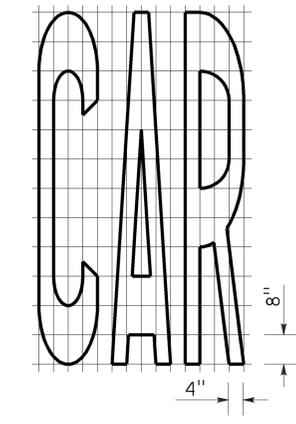
A=24 ft²



A=20 ft²

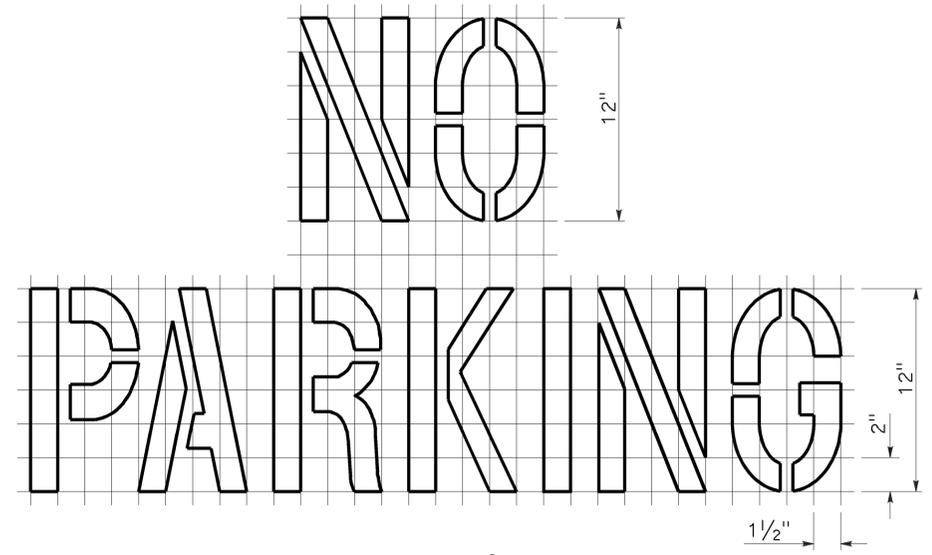


A=16 ft²

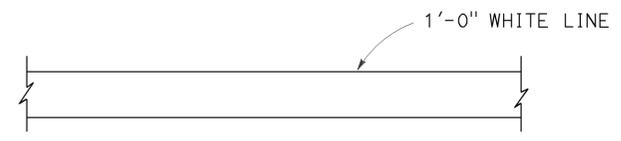


A=17 ft²

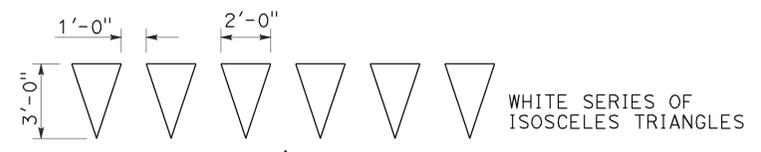
WORD MARKINGS			
ITEM	ft ²	ITEM	ft ²
LANE	24	NO	14
POOL	23	BIKE	21
CAR	17	BUS	20
CLEAR	27	ONLY	22
KEEP	24	FWY	16



A=2 ft²
See Notes 6 and 7



LIMIT LINE (STOP LINE)



DIRECTION OF TRAVEL
YIELD LINE

NOTES:

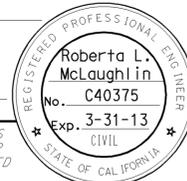
1. If a message consists of more than one word, it should read "UP", i.e., the first word should be nearest the driver.
2. The space between words should be at least four times the height of the characters for low speed roads, but not more than ten times the height of the characters. The space may be 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.

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.

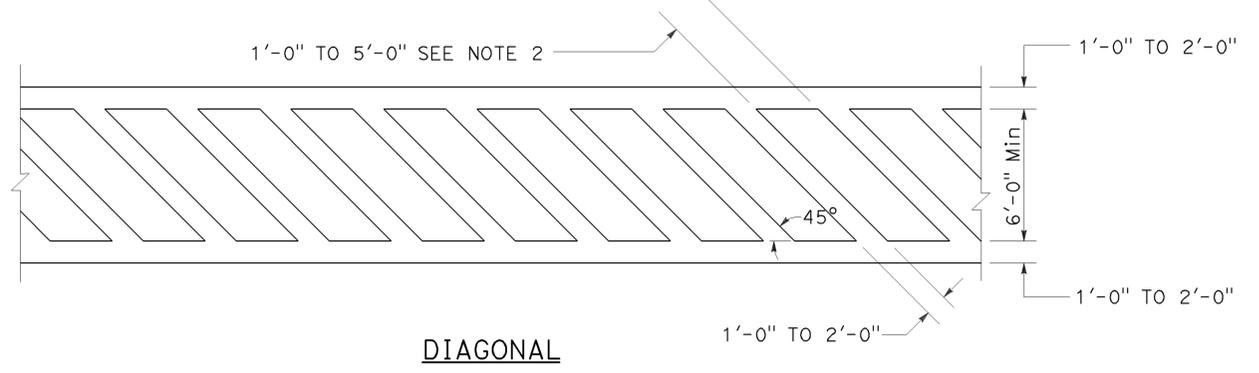
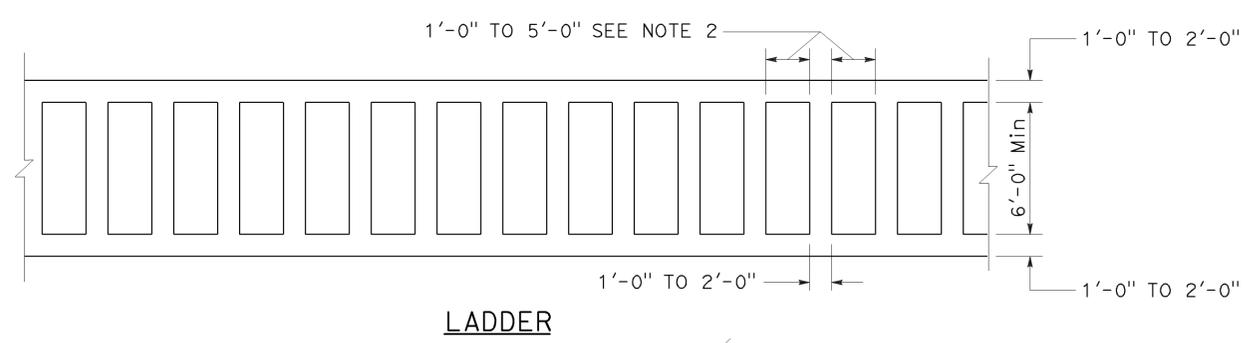
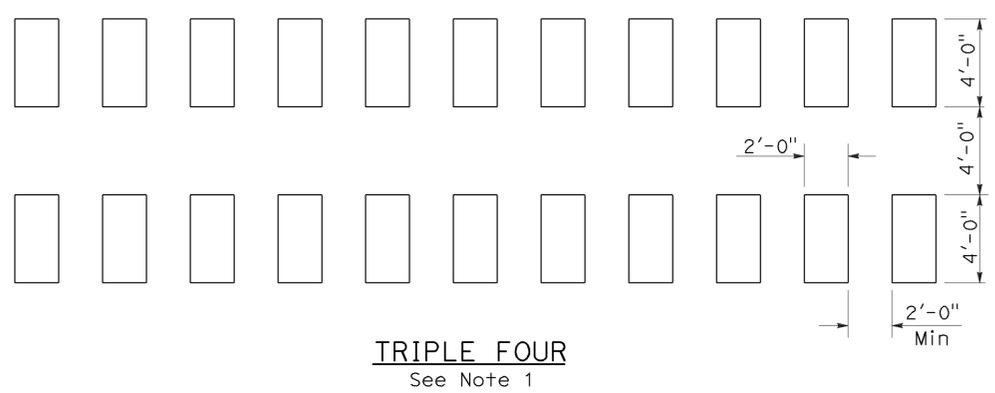
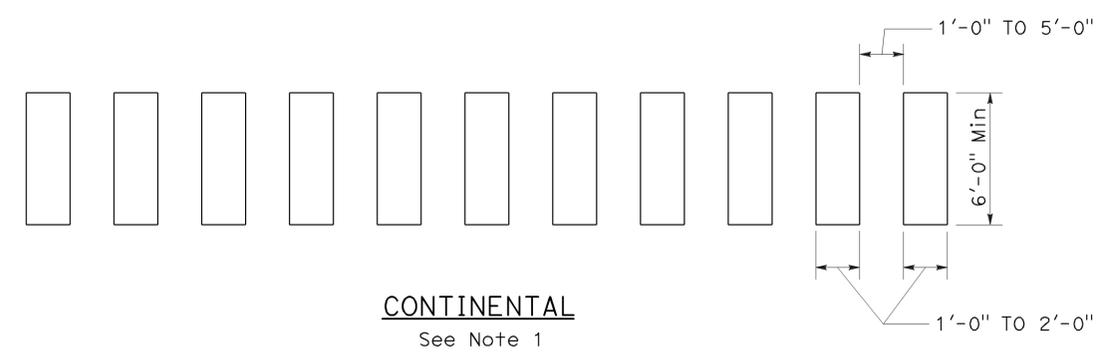
2010 REVISED STANDARD PLAN RSP A24E

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	14	20

 REGISTERED CIVIL ENGINEER		
July 20, 2012 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 2-9-15

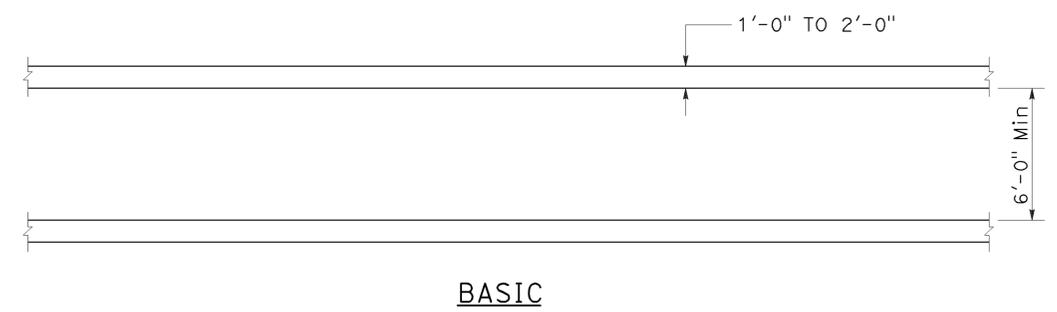
2010 REVISED STANDARD PLAN RSP A24F



HIGHER VISIBILITY CROSSWALKS

NOTES:

1. Spaces between markings should be placed in wheel tracks of each lane.
2. Spacings not to exceed 2.5 times width of longitudinal line.
3. All crosswalk markings must be white except for those near schools must be yellow.



BASIC

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
CROSSWALKS**

NO SCALE
RSP A24F DATED JULY 20, 2012 SUPPLEMENTS THE
STANDARD PLANS BOOK DATED 2010.

TO ACCOMPANY PLANS DATED 2-9-15

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
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

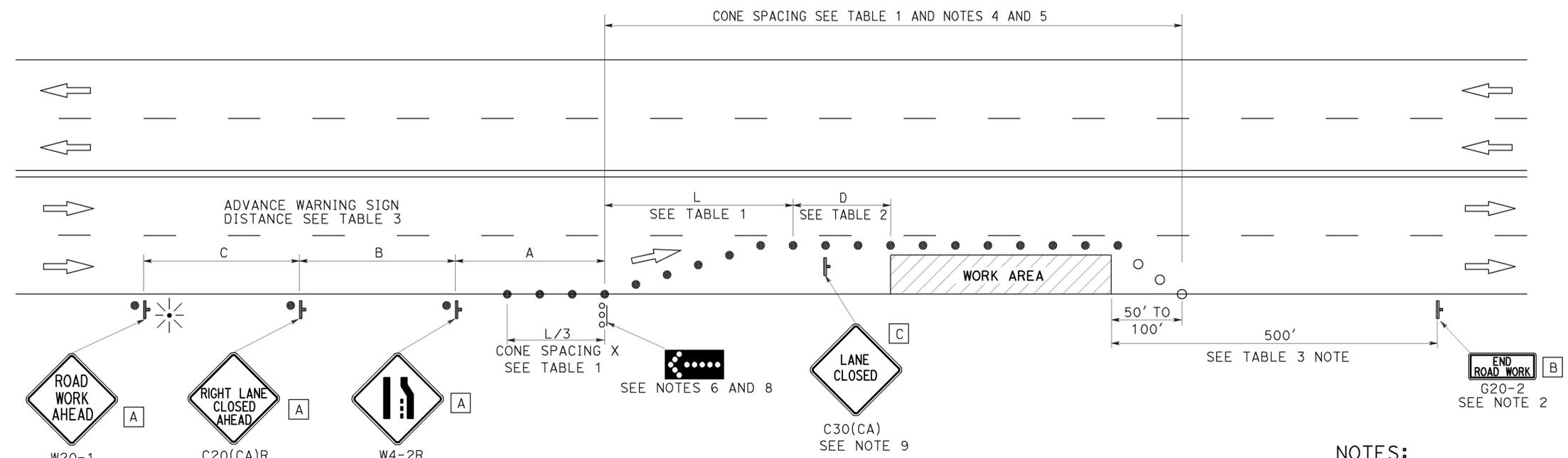
* - The distances are approximate, are intended for guidance purposes only, and should be applied with engineering judgment. These distances should be adjusted by the Engineer for field conditions, if necessary, by increasing or decreasing the recommended distances.

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.

2010 REVISED STANDARD PLAN RSP T9

TO ACCOMPANY PLANS DATED 2-9-15



TYPICAL LANE CLOSURE

NOTES:

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

NOTES:

- Each advance warning sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. 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 closure unless the end of work area is obvious, or ends within a larger project's limits.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA) sign for the first advance warning sign.
- 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.
- Flashing arrow sign shall be either Type I or Type II.
- For approach speeds over 50 mph, use the "Traffic Control System for Lane Closure On Freeways And Expressways" plan for lane closure details and requirements.
- A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.
- Place a C30(CA) sign every 2000' throughout length of lane closure.
- Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
- At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closure unless, otherwise directed by the Engineer.

LEGEND

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

SIGN PANEL SIZE (Min)

- A** 48" x 48"
- B** 36" x 18"
- C** 30" x 30"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR LANE CLOSURE ON
 MULTILANE CONVENTIONAL
 HIGHWAYS**

NO SCALE

RSP T11 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T11
 DATED MAY 20, 2011 - PAGE 239 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T11

2010 REVISED STANDARD PLAN RSP T11

NOTES:

See Revised Standard Plan RSP T9 for tables.

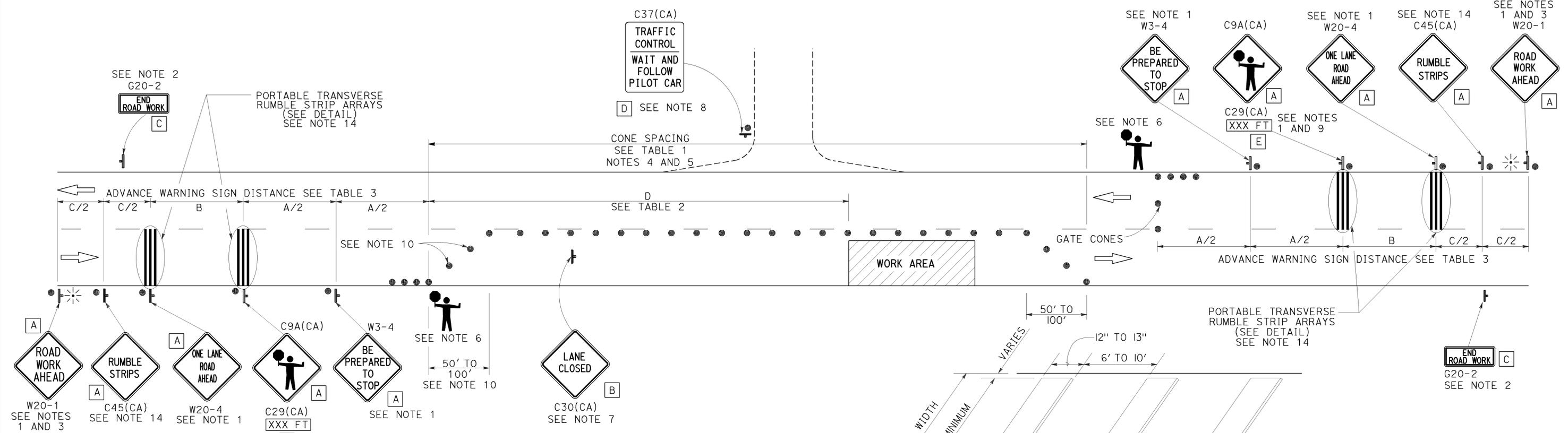
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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.

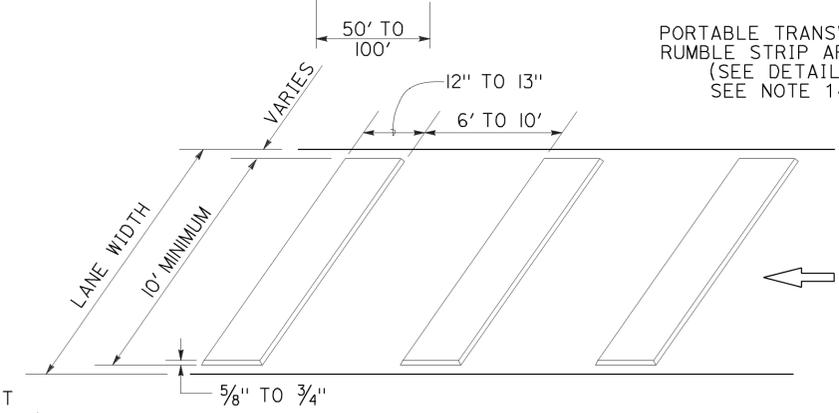
TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED **2-9-15**



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

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



SIGN PANEL SIZE (Min)

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

LEGEND

- TRAFFIC CONE
- ⊥ TEMPORARY TRAFFIC CONTROL SIGN
- ⚡ PORTABLE FLASHING BEACON
- 🚧 FLAGGER

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

2010 REVISED STANDARD PLAN RSP T13

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

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

LEGEND

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	18	20

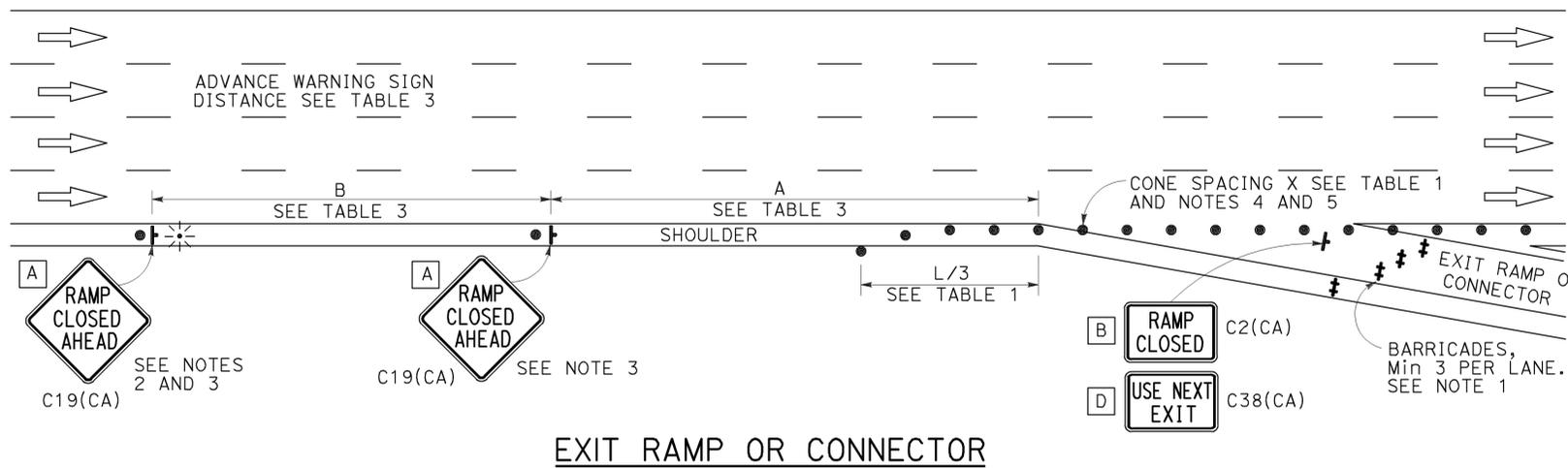
Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

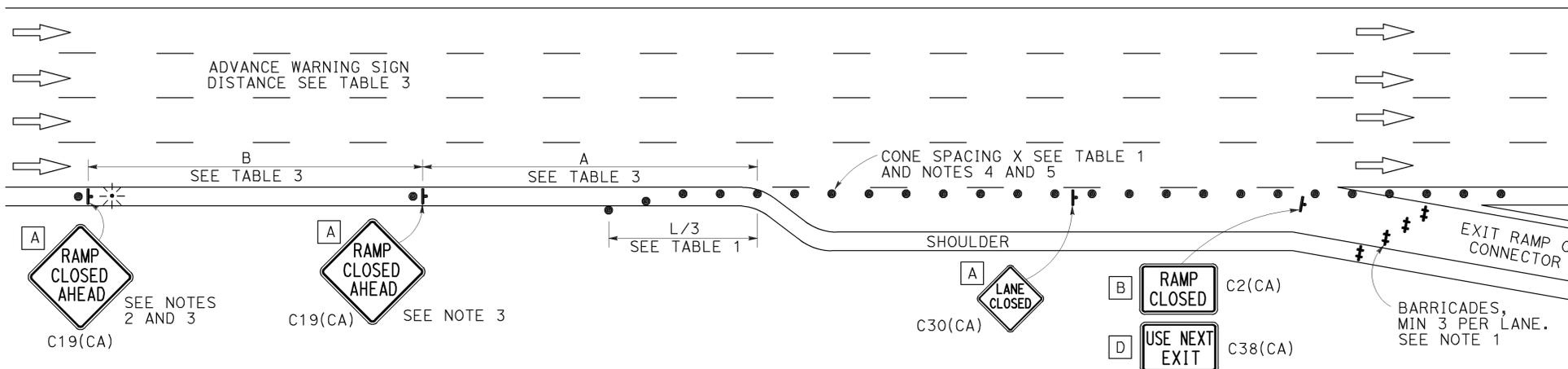
TO ACCOMPANY PLANS DATED 2-9-15

NOTES:

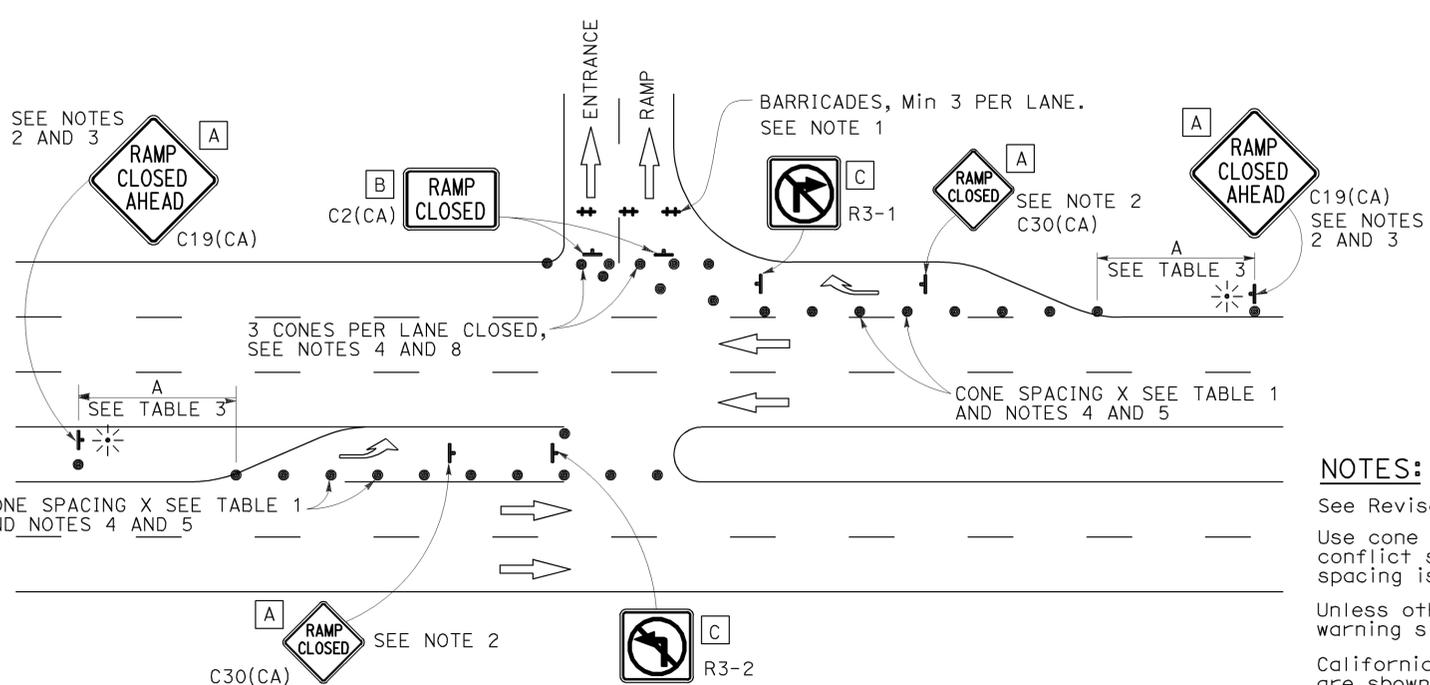
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed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



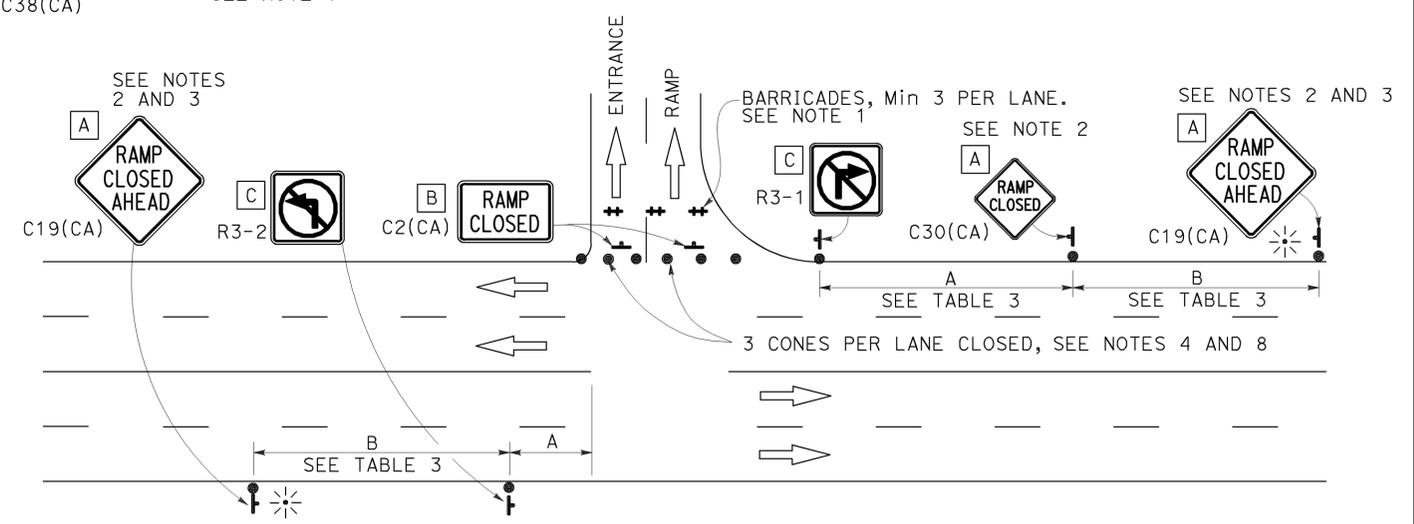
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

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

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

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

REVISED STANDARD PLAN RSP T14

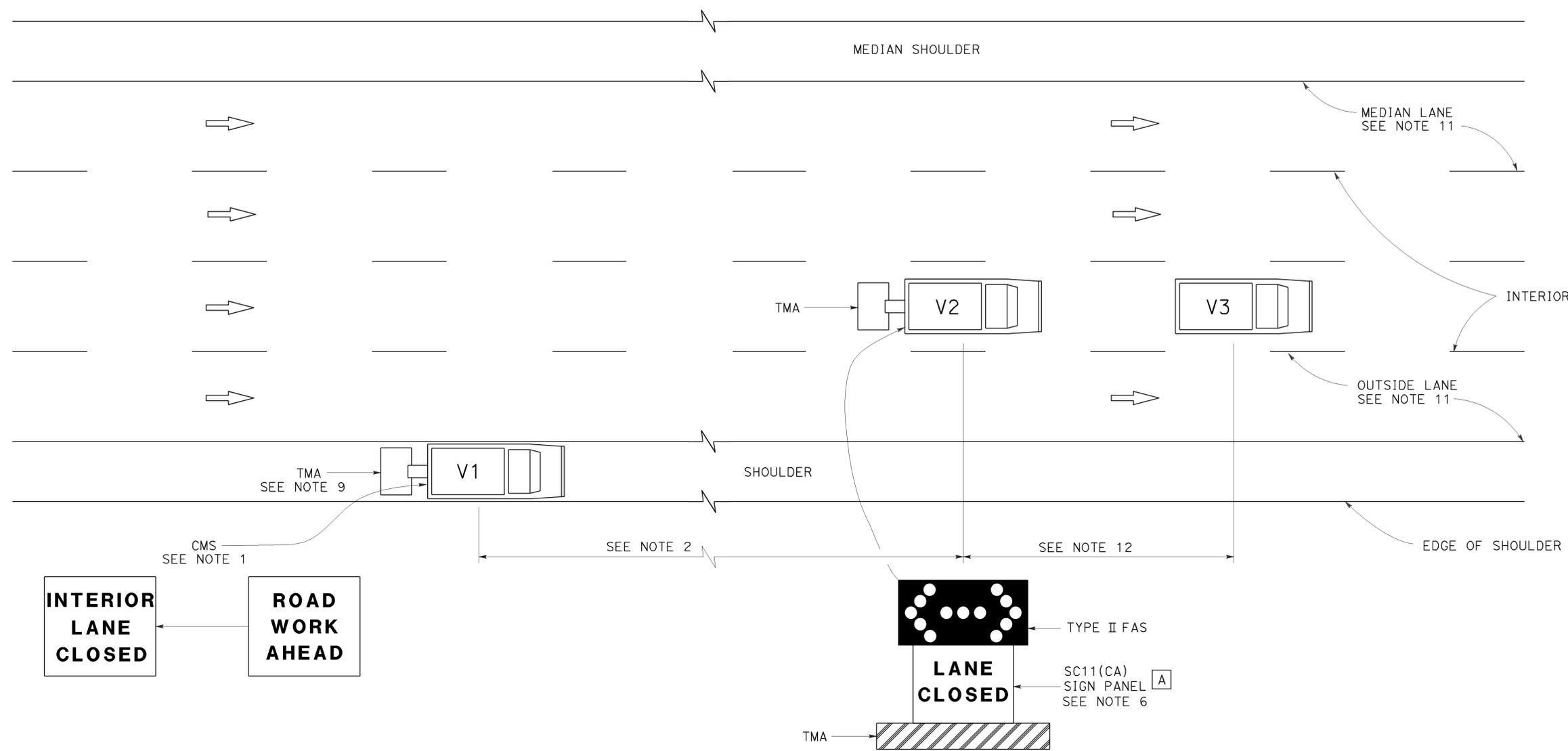
2010 REVISED STANDARD PLAN RSP T14

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	17.1/R39.9	19	20

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



TO ACCOMPANY PLANS DATED 2-9-15



SIGN PANEL SIZE (Min)

A 54" x 42"

LEGEND

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

MOVING LANE CLOSURE ON INTERIOR LANE OF MULTILANE HIGHWAYS

NOTES:

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

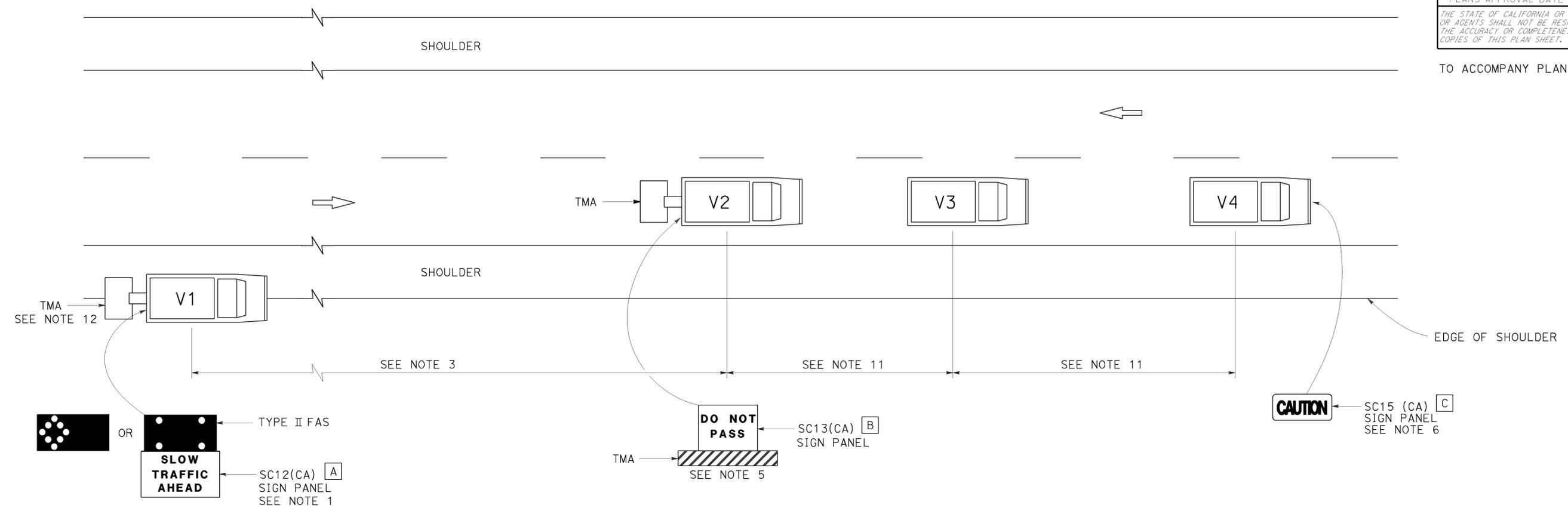
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON MULTILANE HIGHWAYS**
 NO SCALE

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

REVISED STANDARD PLAN RSP T16

2010 REVISED STANDARD PLAN RSP T16

TO ACCOMPANY PLANS DATED 2-9-15



NOTES:

1. Either a changeable message sign or a SC12(CA) "SLOW TRAFFIC AHEAD" sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "CAUTION" message first, follow by the "SLOW TRAFFIC AHEAD" message. A Type II flashing arrow sign may be used with the SC12(CA) sign panel.
2. Sign vehicle V1 should be positioned where highly visible when shoulders are not available.
3. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue.
4. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
5. Shadow vehicle shall be equipped with a truck-mounted attenuator. The sign panel shown shall be mounted on the rear of shadow vehicle V2. The message "LANE CLOSED" may be used in place of the "DO NOT PASS" message.
6. The sign panel shown shall be mounted on the front of sign vehicle V4, facing opposing traffic.
7. All vehicles shall be equipped with flashing or rotating amber lights.
8. Sign vehicle V4 will not be required when the work and vehicles V2 and V3 are 2' or more from the centerline of the highway during the work or application operations.
9. All vehicles used for lane closures shall be equipped with two-way radios and the vehicle operators shall maintain communication during the work or application operation.
10. This plan shall not be used where workers would be on foot in the work area. Use a stationary type lane closure (Revised Standard Plan T13) for this condition.
11. Minimize spacing between vehicles V2 and V3 and vehicles V3 and V4 to deter road users from driving in between them.
12. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.

LEGEND

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

SIGN PANEL SIZE (Min)

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

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

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

REVISED STANDARD PLAN RSP T17

2010 REVISED STANDARD PLAN RSP T17