Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	95	L0.0/36.2	19	43

06-23-14
REGISTERED CIVIL ENGINEER DATE

08-25-14
PLANS APPROVAL DATE

PHILLIP T PHAN No. C76425 Exp. 12/31/14 CIVIL — REGISTERED PROFESSIONAL ENGINEER — 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.

ROADWAY QUANTITIES

	ROUTE	POSTMILE	LENGTH	ROADBED NORTH BOUND		ROADBED SOUTH BOUND		COLD PLANE AC	HMA (TYPE A) NORTH BOUND 0.25′	HMA (TYPE A) NORTH BOUND 0.45′	HMA (TYPE A) SOUTH BOUND 0.25′	HMA (TYPE A) SOUTH BOUND 0.45′	TACK COAT
			FT	FT		FT		SQYD	TON	TON	TON	TON	TON
MAINLINE	95	L0.0/L0.1	528	13	2	13	2	1643	157.5		157.5		0.38
	95	L0.1/L0.2	528	30	0	30	0	3520	337.5		337.5		0.81
	95	L0.2/L0.35	792	13	2	13	2	2464	236.5		236.5		0.56
	95	L0.35/L0.42	370	36	0	36	0	2957	283.5		283.5		0.68
	95	0.0/1.51	7973	12	8	12	8	35435		5029.5		5029.5	8.12
	95	1.51/2.51	5280	12	8	12	8	23467		3331		3331	5.38
	95	2.51/3.5	5227	12	8	12	8	23232		3297.5		3297.5	5.33
	95	3.5/4.57	5650	12	4	12	4	20087		3082.5		3082.5	4.60
	95	4.57/5.57	5280	12	4	12	4	18773		2881		2881	4.30
	95	5.57/6.1	2798	12	4	12	4	9950		1527		1527	2.28
	95	6.1/8.3	11616	12	2	12	2	33557	3218.5		3218.5		7.69
	95	8.3/8.9	3168	12	2	12	2	9152	945			1458	2.1
	95	8.9/12	16368	12	2	12	2	47285	4535		4535		10.84
	95	12/12.5	2640	12	2	12	2	7627		1271.5		1271.5	1.75
	95	12.5/13.5	5280	12	2	12	2	15253	1463		1463		3.5
	95	13.5/14.0	2640	12	2	12	2	7627		1271.5		1271.5	1.75
	95	14.0/19.0	26400	12	2	12	2	76267	7314.5		7314.5		17.48
	95	19.0/19.5	2640	12	2	12	2	7627		1271.5		1271.5	1.75
	95	19.5/29.5	52800	12	2	12	2	152533	14629		14629		34.96
	95	29.5/30.5	5280	12	2	12	2	15253		2543		2543	3.5
	95	30.5/31.4	4752	12	2	12	2	13728		2188	1418		3.15
	95	31.4/36.2	25344	12	2	12	2	73216	7022		7022		16.78
	SUB TOTAL								40142	27694	40615	26964	
	TOTAL FROM Q-1								135415				
TOTAL HMA (FOR AC DIKE) FROM Q-2									260				
TOTAL								600653	135675				138

MINOR CONCRETE MISCELLANEOUS 1 CONSTRUCTION

LOCATION	CORNER	CURB RAMP	CURB	CURB RAMP DETECTABLE WARNING SURFACE	MINOR CONCRETE (CURB ~~AND~~ RAMP) (CURB RAMP)	REMOVE CONCRETE (Misc)	REMOVE CONCRETE (STRUCTURE)	RESET ROADSIDE SIGN (ONE POST)
		CASE	FT	SQFT	CY	SQFT	CY	EA
INTERSECTION OF HOBSON WAY St AND ROUTE 95	NW	C MODIFY	40	15	7	369		1
	NE	F MODIFY	42	48	12	648		2
	SW	F MODIFY	38	59	12	657		2
	SE	F MODIFY	40	47	13	702	4	3
TOTAL				169	44	2376	4	8

TEMPORARY FENCE (TYPE DESERT TORTOISE)

LF
500

1 REPLACED PER ADDENDUM No. 1 DATED October 22, 2014

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

SUMMARY OF QUANTITIES

Q-1

REVISED BY | DATE REVISED
PHILLIP T PHAN | MICHAEL RISTIC
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: MICHAEL RISTIC

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® MAINTENANCE ENGINEERING

LAST REVISION | DATE PLOTTED => 21-OCT-2014 | 06-09-14 | TIME PLOTTED => 08:58

BORDER LAST REVISED 7/2/2010 | USERNAME => s106356 | DGN FILE => 0812000302pa001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2344 | PROJECT NUMBER & PHASE 08120003021

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	95	L0.0/36.2	20	43

phillipton 06-23-14
REGISTERED CIVIL ENGINEER DATE

08-25-14
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
PHILLIP T PHAN
No. C76425
Exp. 12/31/14
CIVIL
STATE OF CALIFORNIA

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METAL BEAM GUARD RAILING AND AC DIKE (1) QUANTITIES

LOCATION	POST MILE Rte 95 NB Rt BEGIN	POST MILE Rte 95 NB Rt END	MGS LAYOUT TYPE (N)	REMOVE GUARD RAIL	MGS WOOD POST	Trans RAILING (TYPE-WB 31)	MINOR Conc (MINOR STRUCTURE)	END CAP (TYPE TC)	VEGETATION CONTROL (MINOR CONCRETE)	Alt FLARED TERMINAL SYSTEM	REMOVE AC DIKE	PLACE HMA DIKE		HMA TYPE A (FOR AC DIKE)
	PM	PM	--	LF	LF	EA	CY	EA	SQYD	EA	LF	TYPE A LF	TYPE E LF	TYPE A TON
	4.609	4.675									349		349	10
"C" CANAL Br 56-223	6.098		12B	300	225		2.78	4		4				
	6.17	6.34									898		898	26
END Br 56-223	6.30		16E	125	125	4			20	4				
	6.516	6.601									449		449	13
	7.02	7.06									211	211		6
	7.91	7.94									158	158		5
	10.43	10.47									211		211	6
	10.75	10.83									422	422		13
	Rte 95 NB Lt													
	6.73	6.77									211		211	6
	6.78	7.06									1478		1478	43
	7.39	7.53									739		739	21
	7.9	7.95									264		264	8
	8.86	8.92									317		317	9
	9.4	9.49									475		475	14
	9.65	9.67									106		106	3
	9.67	9.74									370		370	11
	9.9	9.94									211	211		6
	10.2	10.24									211	211		6
	10.24	10.28									211	211		6
	10.37	10.41									211		211	6
	10.42	10.46									211		211	6
	10.73	10.80									370		370	11
	10.80	10.87									370	370		11
	11.0	11.09									475		475	14
SHEET TOTAL				425	350	4	2.78	4	20	8	8929	1795	7134	260

N-SEPARATE PAY ITEM, FOR INFROMATION ONLY.

(1) **REPLACED PER ADDENDUM No. 1 DATED October 22, 2014**

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

SUMMARY OF QUANTITIES

Q-2

REVISED BY | DATE REVISED
PHILLIP T PHAN | MICHAEL RISTIC
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: MICHAEL RISTIC
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® MAINTENANCE ENGINEERING

LAST REVISION | DATE PLOTTED => 21-OCT-2014 | TIME PLOTTED => 08:58
06-09-14

BORDER LAST REVISED 7/2/2010 | USERNAME => s106356 | DGN FILE => 0812000302pa002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2344 | PROJECT NUMBER & PHASE 08120003021

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	95	0.0/36.2	39A	43

1

REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

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

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TO ACCOMPANY PLANS DATED 08-25-14

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		
					X	Y	Z **
	TANGENT 2L	MERGING L	SHIFTING L/2	SHOULDER L/3	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%
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 recommmended distances.

2010 REVISED STANDARD PLAN RSP T9

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM TABLES FOR LANE AND RAMP CLOSURES

NO SCALE

1 **ADDED PER ADDENDUM No. 1 DATED October 22, 2014**

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

4-30-13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	95	0.0/36.2	39B	43

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

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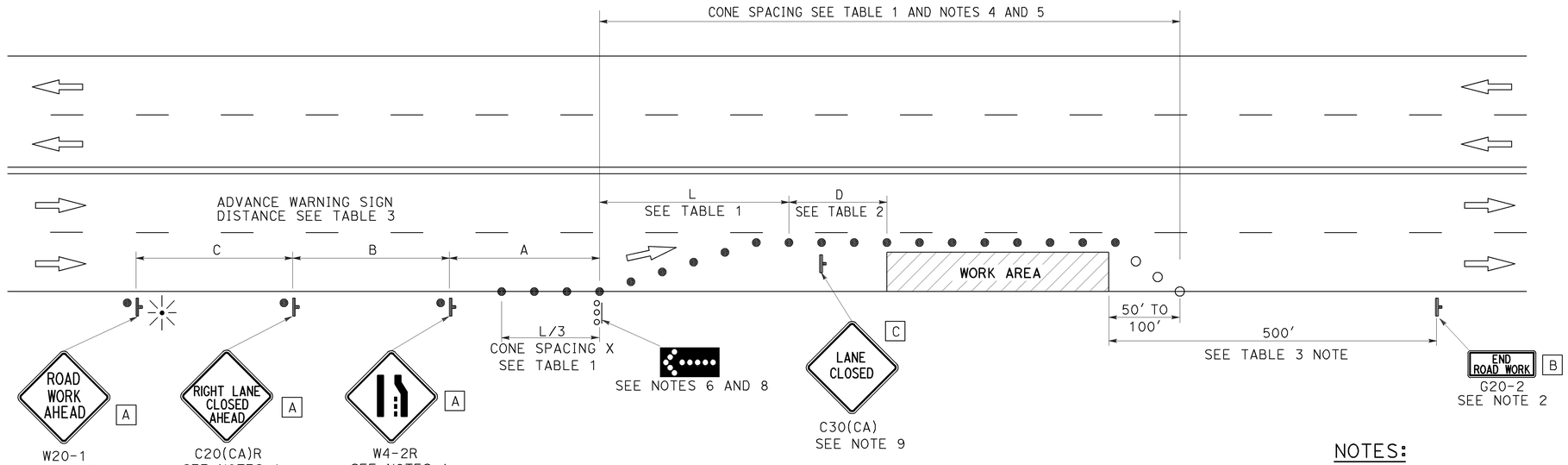
1

TO ACCOMPANY PLANS DATED 08-25-14



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 approriate, 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.

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" × 48"
- B 36" × 18"
- C 30" × 30"

NOTES:

1. 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.
2. 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.
3. 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.
4. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
5. Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
6. Flashing arrow sign shall be either Type I or Type II.
7. 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.
8. 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.
9. Place a C30(CA) sign every 2000' throughout length of lane closure.
10. Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
11. 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.

1 ADDED PER ADDENDUM No. 1 DATED October 22, 2014

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

4-2-13