INDEX OF PLANS

Sheet No.	Description
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3-4	CONSTRUCTION DETAILS
5	CONSTRUCTION AREA SIGNS
6	PAVEMENT DELINEATION DETAILS
7	PAVEMENT DELINEATION QUANTITIES
8	SUMMARY OF QUANTITIES
9-14	REVISED STANDARD PLANS

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

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

ACNHP-P395(242)E

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	1	14

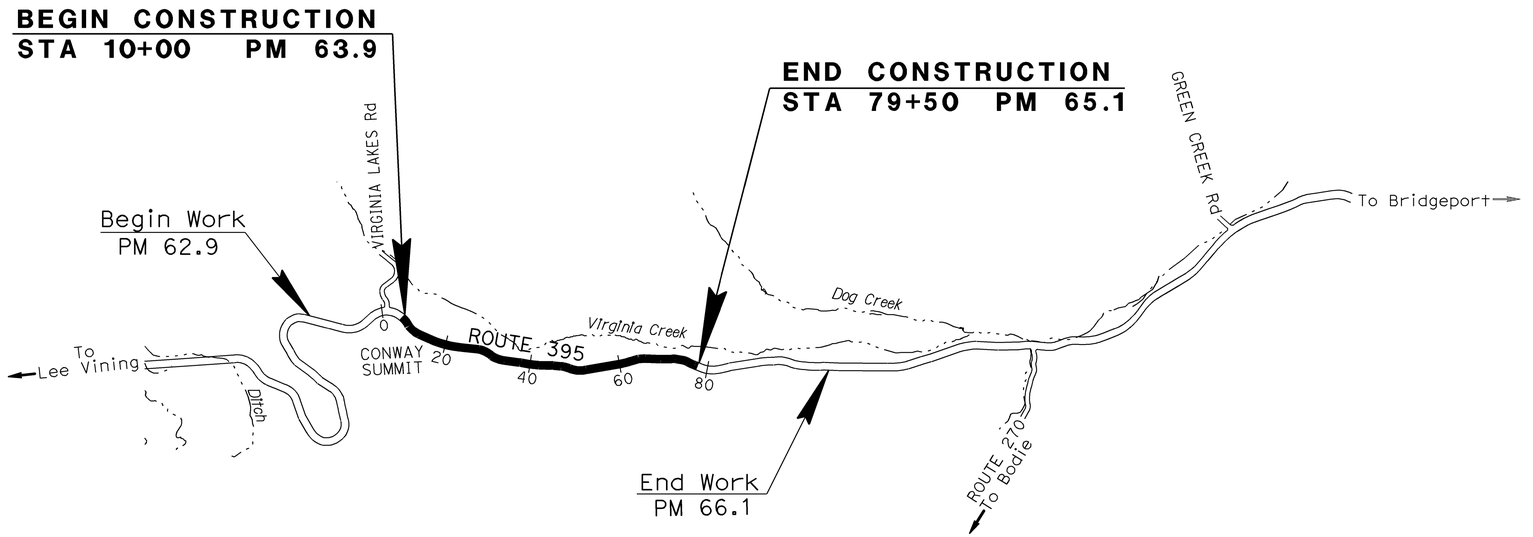
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN MONO COUNTY ABOUT 12 MILES NORTH OF LEE VINING FROM 0.4 MILE NORTH TO 1.6 MILES NORTH OF VIRGINIA LAKES ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

LOCATION MAP



NO SCALE

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

PROJECT MANAGER: CEDRIK ZEMITIS

DESIGN ENGINEER: STEPHEN WINZENREAD

4-19-13
PROJECT ENGINEER REGISTERED CIVIL ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — ANTON SYMANOVICH — No. 78419 — Exp. 9-30-13 — CIVIL — STATE OF CALIFORNIA

April 22, 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.

CONTRACT No.	09-354104
PROJECT ID	0912000023

LAST REVISION 04-22-13
DATE PLOTTED => 06-JUN-2013
TIME PLOTTED => 11:25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	2	14

4-19-13
REGISTERED CIVIL ENGINEER DATE

4-22-13
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
ANTON SYMANOVICH
No. 78419
Exp. 9-30-13
STATE OF CALIFORNIA

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

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER
3. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
4. STATIONING SHOWN IS FOR CONSTRUCTION PURPOSES ONLY.
5. EXACT LOCATIONS AND TYPES OF DIKE ARE SHOWN IN THE SUMMARY OF QUANTITIES.
6. COLD PLANE EXISTING RHMA AND SEAL COAT PRIOR TO COLD IN-PLACE RECYCLING.
7. VARIABLE 0.08′ TO 0.13′ HMA-SP (TYPE A) SHALL BE PAVED WITH 3/8" MIX PRIOR TO THE 0.2′ HMA-SP (TYPE A) WITH 3/4" MIX.

DESIGN DESIGNATION

ADT (2013) = 3420	D = 76.33%
ADT (2023) = 4050	TI_{20} = 10.0
DHV (2013) = 590	V = 65 mph
DHV (2033) = 830	T = 11.0%

PAVEMENT CLIMATE REGION

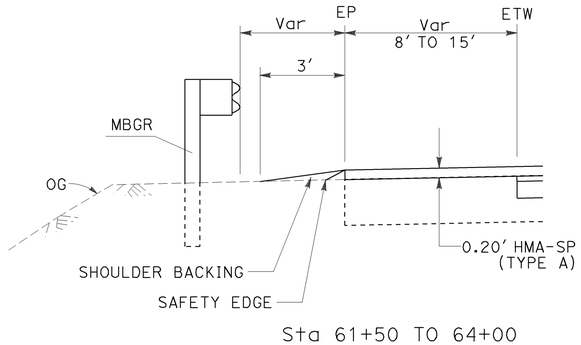
HIGH DESERT

ABBREVIATIONS:

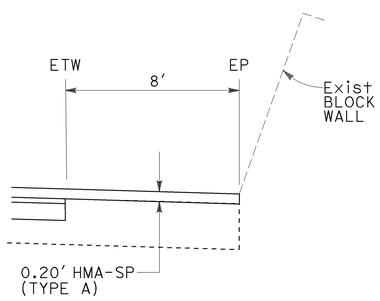
CIPR - COLD IN-PLACE RECYCLING
HMA-SP - HOT MIX ASPHALT, SUPERPAVE

1 EXISTING STRUCTURAL SECTION

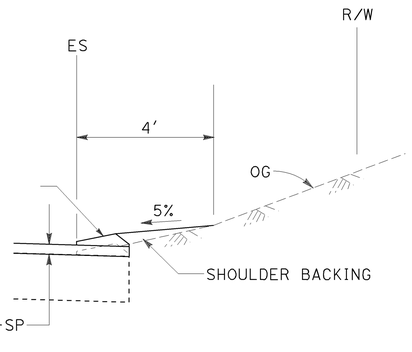
0.08′ RHMA (OPEN GRADED HIGH BINDER)
ASPHALT RUBBER SEAL COAT
Var 0.6′ -1.0′ AC



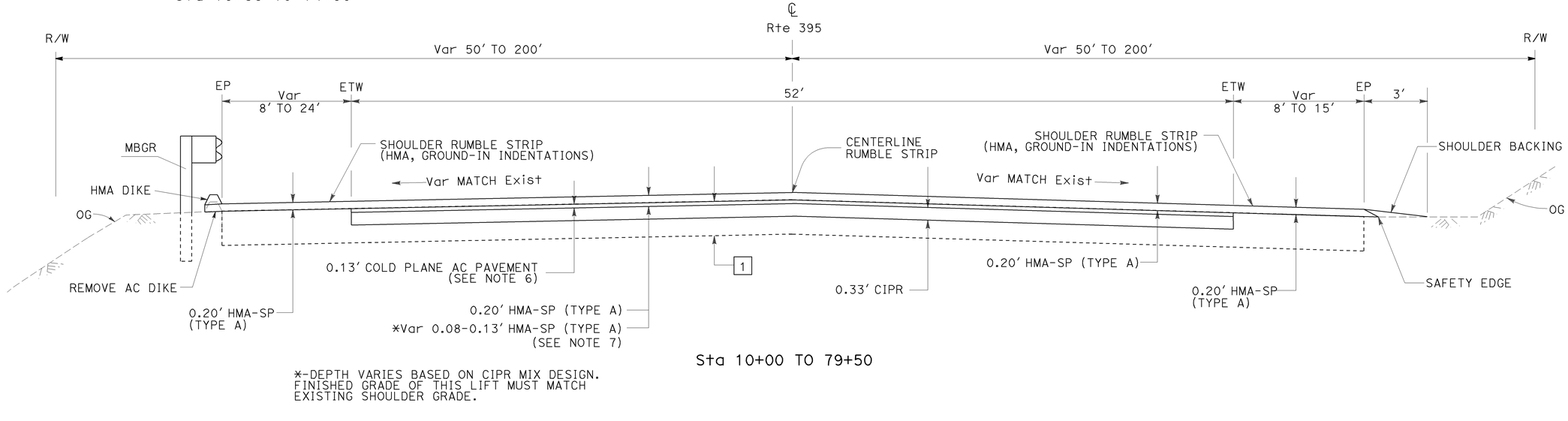
Sta 61+50 TO 64+00
Sta 70+86 TO 74+00



Sta 25+30 TO 33+30



Sta 16+40 TO 20+09
Sta 20+41 TO 24+04
Sta 36+40 TO 38+80
Sta 39+15 TO 42+51
Sta 42+86 TO 52+60
Sta 54+84 TO 59+43
Sta 59+78 TO 69+48
Sta 69+77 TO 77+52



Sta 10+00 TO 79+50

*-DEPTH VARIES BASED ON CIPR MIX DESIGN.
FINISHED GRADE OF THIS LIFT MUST MATCH
EXISTING SHOULDER GRADE.

TYPICAL CROSS SECTION X-1

NO SCALE

REVISED BY | DATE REVISED
TONY SYMANOVICH | STEPHEN WINZENREAD
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: STEPHEN WINZENREAD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
09-DESIGN
Caltrans

LAST REVISION | DATE PLOTTED => 06-JUN-2013
04-22-13 | TIME PLOTTED => 11:25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	3	14

4-19-13
REGISTERED CIVIL ENGINEER DATE

4-22-13
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
ANTON SYMANOVICH
No. 78419
Exp. 9-30-13
STATE OF CALIFORNIA

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

NOTES:

1. PLACE ONE COAT OF DETAIL 28 TRAFFIC STRIPE PRIOR TO GRINDING CENTERLINE RUMBLESTRIP.

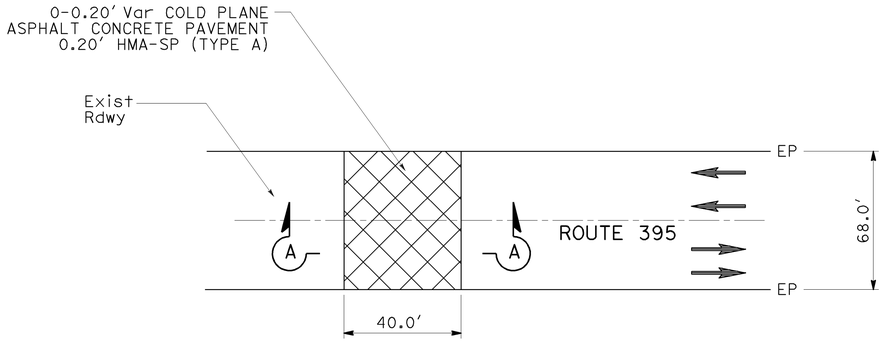
ABBREVIATIONS:

HMA-SP - HOT MIX ASPHALT, SUPERPAVE

LEGEND:

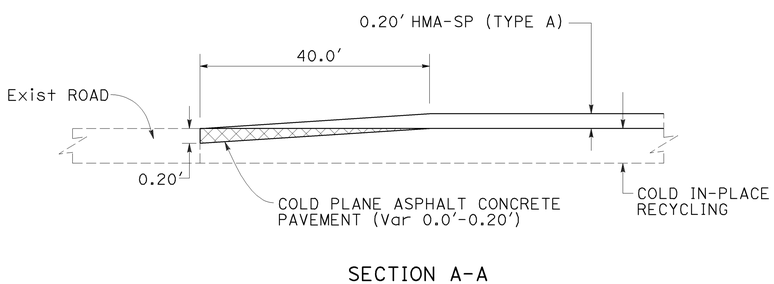
- DIRECTION OF TRAFFIC

- COLD PLANE AREA

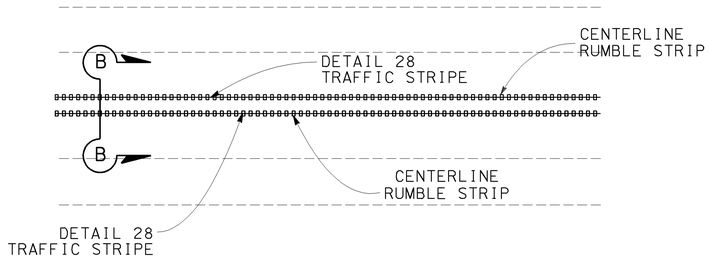


COLD PLANE AND HMA-SP PAVING LIMITS

Sta 10+00 TO 10+40
Sta 79+10 TO 79+50

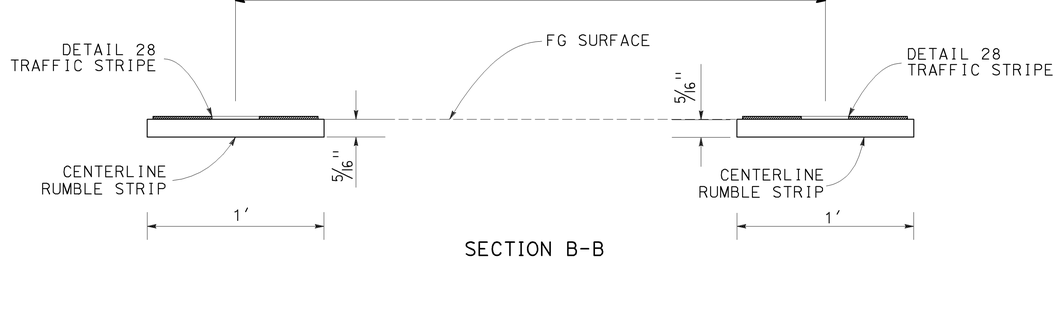


SECTION A-A



CENTERLINE RUMBLE STRIP

STA 10+00 TO 79+50



SECTION B-B

CONSTRUCTION DETAILS

NO SCALE

C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
09-DESIGN
Caltrans

CALCULATED-DESIGNED BY	CHECKED BY
TONY SYMANOVICH	STEPHEN WINZENREAD

REVISED BY	DATE REVISED

FUNCTIONAL SUPERVISOR: STEPHEN WINZENREAD

LAST REVISION DATE PLOTTED => 06-JUN-2013
04-22-13 TIME PLOTTED => 11:25

BORDER LAST REVISED 7/2/2010

USERNAME => S123915
DGN FILE => 935410ga001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1445

PROJECT NUMBER & PHASE 09120000231

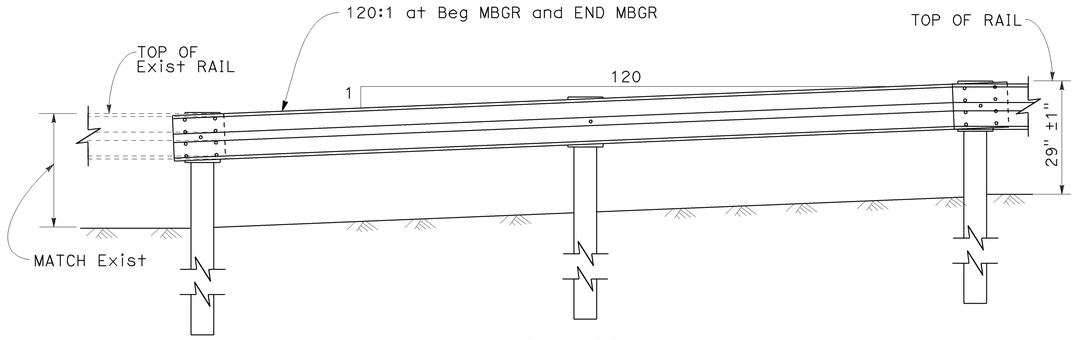
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	4	14

REGISTERED CIVIL ENGINEER 4-19-13 DATE

PLANS APPROVAL DATE 4-22-13

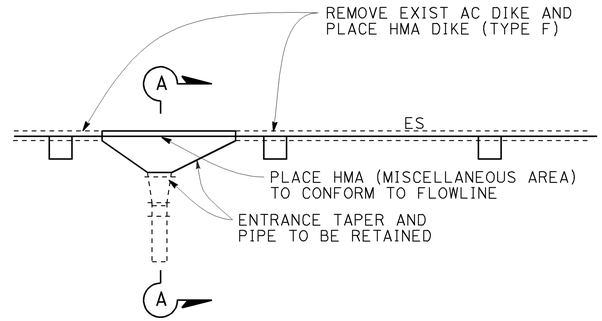
REGISTERED PROFESSIONAL ENGINEER
ANTON SYMANOVICH
No. 78419
Exp. 9-30-13
STATE OF CALIFORNIA

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.

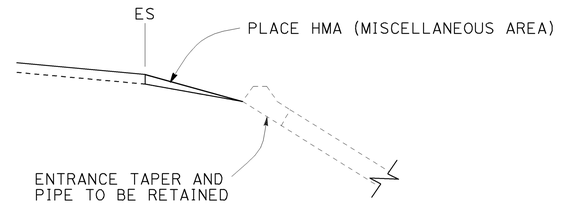


ELEVATION

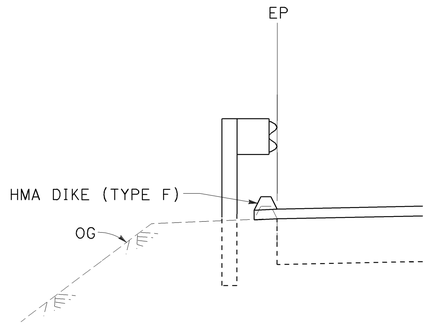
MBGR TRANSITION DETAIL



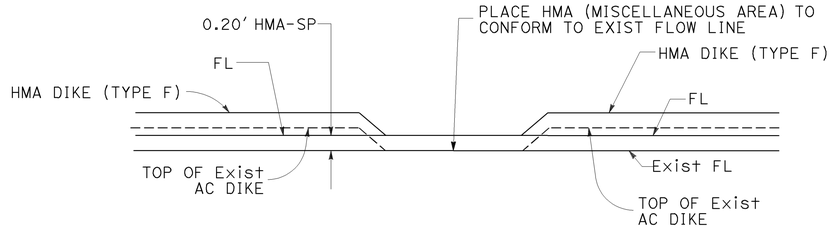
PLAN



SECTION A-A



HMA DIKE POSITIONING DETAIL (TYPICAL)



PROFILE

HMA CONFORM AT DOWN DRAINS

Sta SB 17+00 Lt	Sta SB 42+00 Lt
Sta SB 26+00 Lt	Sta SB 56+50 Lt
Sta SB 32+00 Lt	Sta SB 61+50 Lt
Sta SB 37+00 Lt	Sta SB 70+00 Lt

CONSTRUCTION DETAILS

NO SCALE **C-2**

LAST REVISION 04-22-13 | DATE PLOTTED => 06-JUN-2013 | TIME PLOTTED => 11:26

CALCULATED-DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR: STEPHEN WINZENREAD | REVISED BY | DATE REVISED: TONY SYMANOVICH | STEPHEN WINZENREAD

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **09-DESIGN** Caltrans

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	5	14

4-19-13
REGISTERED CIVIL ENGINEER DATE

ANTON SYMANOVICH
No. 78419
Exp. 9-30-13
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-22-13
PLANS APPROVAL DATE

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

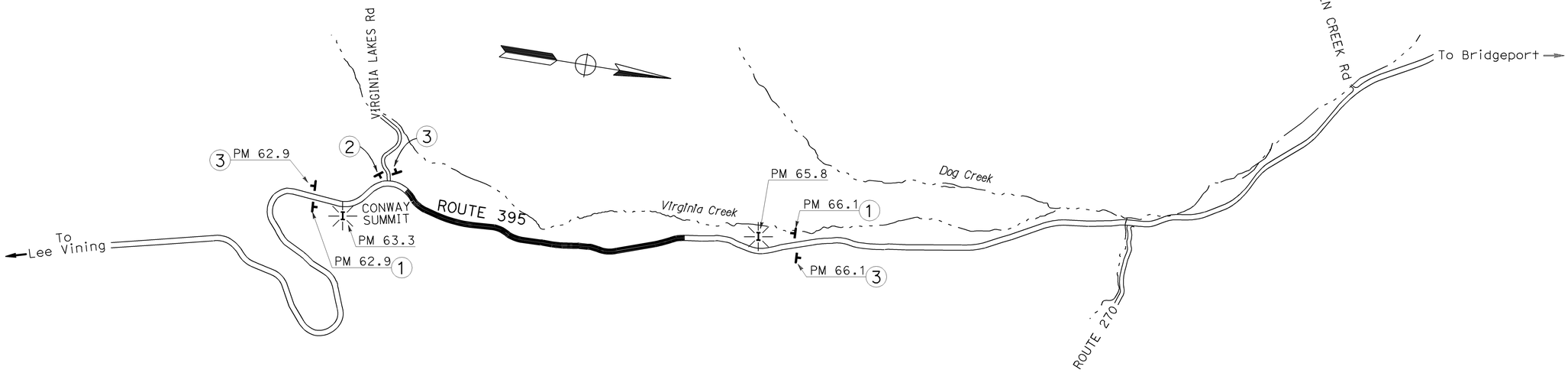
NOTE:
1. EXACT LOCATION OF CONSTRUCTION AREA SIGNS TO BE DETERMINED BY THE ENGINEER.

LEGEND:

(X) - PLACEMENT TYPE

- CONSTRUCTION AREA SIGNS (ONE POST)

- PORTABLE CHANGEABLE MESSAGE SIGN (CMS)



STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

LOCATION	L†	R†	CODE	MESSAGE	FNBT	FSBT	FEBT	FWBT	No. of Signs	COMMENTS
PM 62.9	X		G20-2	END ROAD WORK		X			1	
PM 62.9		X	W20-1 C23B (CA)	ROAD WORK AHEAD PAVEMENT MAINTENANCE	X				1	
PM 63.5	X		G20-2	END ROAD WORK				X	1	VIRGINIA LAKES Rd
PM 63.5		X	W20-1	ROAD WORK AHEAD			X		1	VIRGINIA LAKES Rd
PM 66.1	X		W20-1 C23B (CA)	ROAD WORK AHEAD PAVEMENT MAINTENANCE		X			1	
PM 66.1		X	G20-2	END ROAD WORK	X				1	
TOTAL									6	

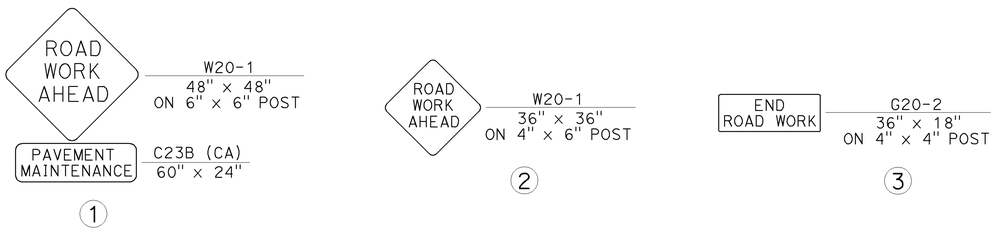
PORTABLE CHANGEABLE MESSAGE SIGNS

No. of Signs
2

PORTABLE CHANGEABLE MESSAGE SIGNS

USE CAUTION	REDUCE SPEED	LANE CLOSED AHEAD

1. PORTABLE CHANGEABLE MESSAGE SIGN LOCATIONS TO BE CONFIRMED BY THE ENGINEER BEFORE THE ACTUAL CLOSURE.
2. ALTERNATE MESSAGES MUST BE APPROVED BY THE ENGINEER.
3. MESSAGE MAY BE ALTERED BY THE ENGINEER.
4. WHEN CONSTRUCTION OPERATIONS ARE NOT ACTIVELY IN PROGRESS, PORTABLE CHANGEABLE MESSAGE SIGNS SHALL NOT DISPLAY A MESSAGE UNLESS DIRECTED BY THE ENGINEER.



TYPICAL SIGN LAYOUT

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

CONSTRUCTION AREA SIGNS
NO SCALE **CS-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
09-DESIGN
FUNCTIONAL SUPERVISOR: STEPHEN WINZENREAD
CALCULATED-DESIGNED BY: TONY SYMANOVICH
CHECKED BY: STEPHEN WINZENREAD
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 06-JUN-2013
TIME PLOTTED => 11:26
04-22-13

BORDER LAST REVISED 7/2/2010
USERNAME => S123915
DGN FILE => 9354101a001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1445
PROJECT NUMBER & PHASE 09120000231

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	6	14

4-19-13
REGISTERED CIVIL ENGINEER DATE

4-22-13
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
ANTON SYMANOVICH
No. 78419
Exp. 9-30-13
STATE OF CALIFORNIA

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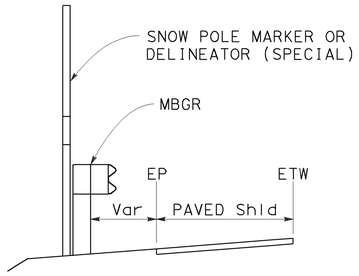
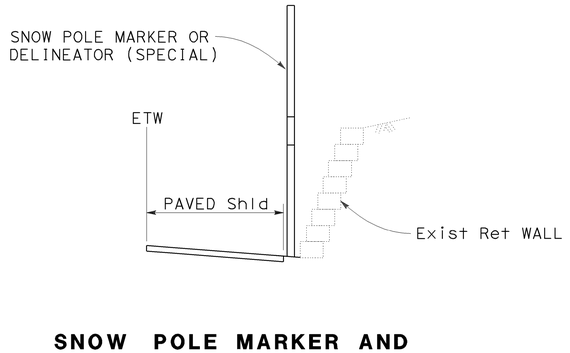
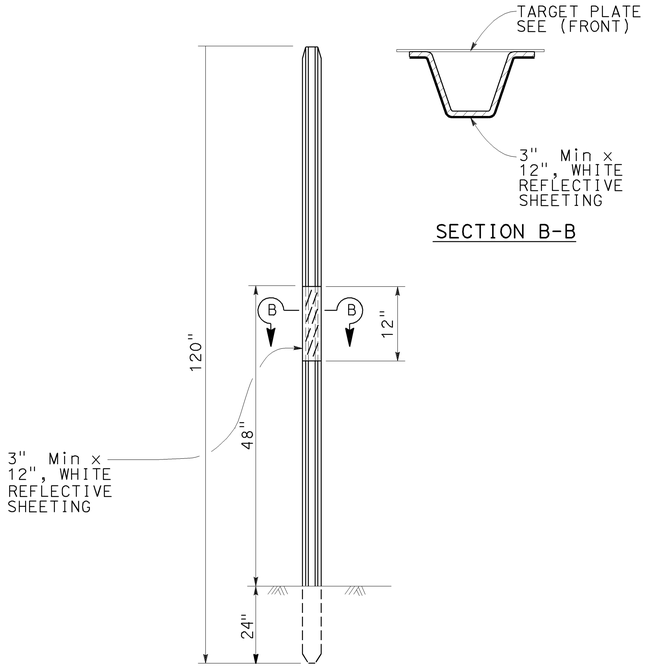
NOTES:

1. FOR ADDITIONAL DELINEATOR DETAILS, SEE Std PLAN A73C.
2. HARDWARE FOR ATTACHING THE TARGET PLATES SHALL CONSIST OF 3/16" BLIND ALUMINUM RIVETS AND WASHERS.
3. EXACT LOCATION OF MARKERS AND DELINEATORS SHALL BE DETERMINED BY THE ENGINEER.



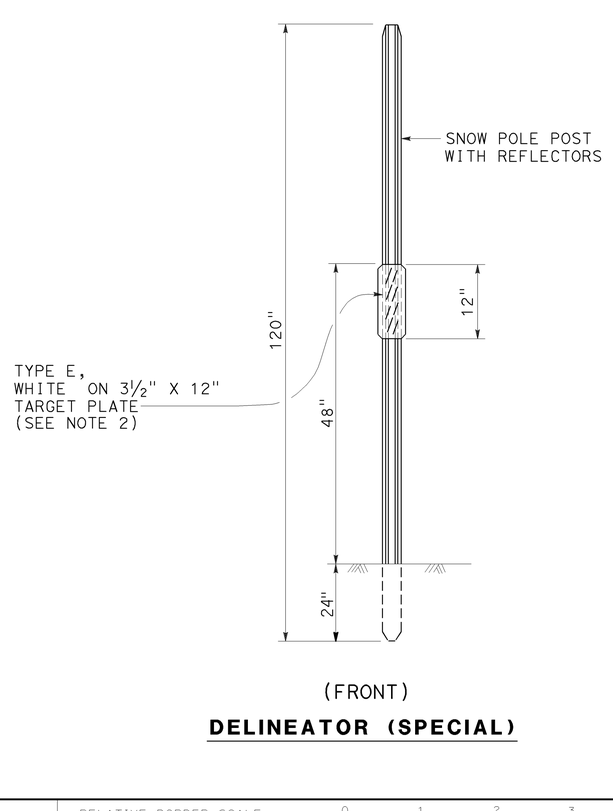


SNOW POLE MARKER AND DELINEATOR (SPECIAL) POSITIONING



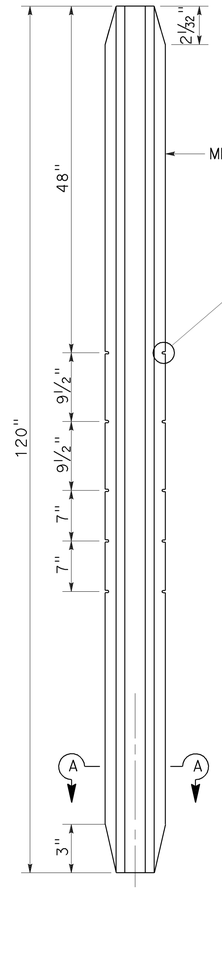
SECTION B-B

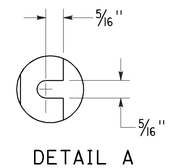
(BACK)
(APPLIES TO DELINEATOR SPECIAL ONLY)



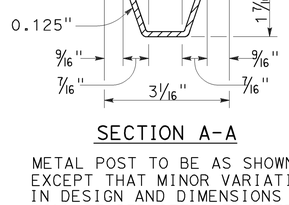
(FRONT)

DELINEATOR (SPECIAL)





DETAIL A



SECTION A-A

METAL POST TO BE AS SHOWN EXCEPT THAT MINOR VARIATIONS IN DESIGN AND DIMENSIONS WILL BE PERMITTED TO MEET MANUFACTURER'S STANDARDS

SNOW POLE MARKER / DELINEATOR (SPECIAL) METAL POST DETAIL

PAVEMENT DELINEATION DETAILS

NO SCALE **PDD-1**

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
TONY SYMANOVICH
STEPHEN WINZENREAD
FUNCTIONAL SUPERVISOR
STEPHEN WINZENREAD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
09-DESIGN
Caltrans

LAST REVISION | DATE PLOTTED => 06-JUN-2013
04-22-13 | TIME PLOTTED => 11:26

BORDER LAST REVISED 7/2/2010
USERNAME => S123915
DGN FILE => 935410nb001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1445
PROJECT NUMBER & PHASE 09120000231

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	7	14

4-19-13
REGISTERED CIVIL ENGINEER DATE

4-22-13
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
ANTON SYMANOVICH
No. 78419
Exp. 9-30-13
STATE OF CALIFORNIA

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REMOVE MARKERS AND DELINEATORS

STA TO STA	L†	R†	DELINEATOR EA	MARKER SNOW POLE EA
10+00 TO 79+50	X		27	45
25+30 TO 33+30		X	2	8
TOTAL			29	53

MARKERS AND DELINEATORS

STA	L†	R†	DELINEATOR (SPECIAL) TYPE E EA	SNOW POLE MARKER EA	STA	L†	R†	DELINEATOR (SPECIAL) TYPE E EA	SNOW POLE MARKER EA
10+00	X			1	43+30	X			1
11+00	X			1	44+24	X		1	
12+00	X			1	45+18	X		1	
13+00	X			1	46+12	X		1	
14+00	X			1	47+06	X		1	
15+00	X		1		48+00	X		1	
16+00	X			1	48+94	X		1	
17+00	X			1	49+88	X		1	
18+00	X			1	50+84	X		1	
19+00	X			1	51+78	X			1
20+00	X		1		52+72	X		1	
21+00	X			1	53+72	X			1
22+00	X			1	54+72	X			1
23+00	X			1	55+72	X			1
24+00	X			1	56+72	X			1
25+00	X		1		58+00	X		1	
26+00	X		1		59+00	X			1
26+00		X		1	60+00	X		1	
26+75	X		1		60+50	X		1	
27+00		X	1		61+00	X		1	
27+50	X		1		62+00	X			1
28+00		X		1	63+00	X			1
28+25	X	X		2	64+00	X		1	
29+00		X		1	65+00	X			1
30+00	X	X		2	66+00	X			1
31+00	X	X		2	67+00	X			1
32+00	X	X	2		67+75	X			1
33+00	X	X		2	68+50	X		1	
34+00	X			1	70+00	X			1
35+00	X		1		71+00	X			1
36+00	X			1	72+00	X			1
37+00	X			1	73+00	X		1	
38+00	X			1	74+00	X			1
39+00	X			1	75+00	X			1
40+00	X		1		76+00	X			1
41+00	X			1	77+00	X			1
42+00	X			1	78+00	X		1	
42+36	X		1		79+00	X			1
43+00	X			1					
SUBTOTAL Col 1			12	32	SUBTOTAL Col 2			17	21
					SUBTOTAL Col 1			12	32
					TOTAL			29	53

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

PAINT TRAFFIC STRIPE (2-COAT)

LOCATION	DETAIL NUMBER		
	11	27B	28
STATION TO STATION	LF	LF	LF
10+00 TO 79+50	13900	13900	13900
SUBTOTAL	13900	13900	13900
TOTAL	41700		

PAINT TRAFFIC STRIPE (1-COAT)

LOCATION	DETAIL NUMBER
	28
STATION TO STATION	LF
10+00 TO 79+50	13900
TOTAL	13900

NOTE: PLACE DETAIL 28 TRAFFIC STRIPE (1-COAT) PRIOR TO CENTERLINE RUMBLESTRIP.

PAVEMENT DELINEATION QUANTITIES
PDQ-1

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY: TONY SYMANOVICH
CHECKED BY: STEPHEN WINZENREAD
FUNCTIONAL SUPERVISOR: STEPHEN WINZENREAD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
09-DESIGN

LAST REVISION | DATE PLOTTED => 06-JUN-2013
04-22-13 | TIME PLOTTED => 11:26

BORDER LAST REVISED 7/2/2010 | USERNAME => S123915 | DGN FILE => 935410nc001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1445 | PROJECT NUMBER & PHASE 09120000231

NOTES:
1. (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

ABBREVIATIONS:
CIPR - COLD IN-PLACE RECYCLING
HMA-SP - HOT MIX ASPHALT, SUPERPAVE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	8	14

4-19-13
REGISTERED CIVIL ENGINEER DATE

ANTON SYMANOVICH No. 78419 Exp. 9-30-13 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

4-22-13
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.

ROADWAY QUANTITIES

LOCATION	COLD IN-PLACE RECYCLING	EMULSIFIED RECYCLING AGENT (CIPR)	ASPHALTIC EMULSION (CIPR)	CEMENT (CIPR)	SAND COVER (CIPR)	HMA-SP (TYPE A)	TACK COAT	COLD PLANE ASPHALT CONCRETE PAVEMENT
STATION TO STATION	SQYD	TON	TON	TON	TON	TON	TON	SQYD
10+00 - 79+50	40156	318	23	81	42	9167.00	8	40458
Misc AREAS						0.24		
SAFETY EDGE						4.30		
HMA DIKE						57.00		
TOTAL	40156	318	23	81	42	9228.54	8	40458

PLACE HMA (MISCELLANEOUS AREA)

LOCATION	L†	R†	SQYD	HMA-SP (TYPE A) TON*
17+00	X		0.5	0.03
26+00	X		0.5	0.03
32+00	X		0.5	0.03
37+00	X		0.5	0.03
42+00	X		0.5	0.03
56+50	X		0.5	0.03
61+50	X		0.5	0.03
70+00	X		0.5	0.03
TOTAL			4	0.24

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

REMOVE ASPHALT CONCRETE DIKE

LOCATION STATION TO STATION	L†	R†	LENGTH LF
15+00 TO 42+10	X		2710
51+36 TO 61+50	X		1014
64+00 TO 70+00	X		600
TOTAL			4324

RUMBLE STRIP

LOCATION	LENGTH (N)	SHOULDER RUMBLE STRIP (HMA, GROUND-IN INDENTATIONS)		CENTERLINE RUMBLE STRIP
		L†	R†	
STATION TO STATION	LF	Sta	Sta	Sta
10+00 TO 79+50	6950	69.5	69.5	139
TOTAL		139		139

SHOULDER BACKING*

LOCATION STATION TO STATION	L†	R†	TON
61+50 TO 64+00	X		5
70+86 TO 74+00	X		6
10+00 TO 16+11		X	12
16+40 TO 20+09		X	11
20+41 TO 24+04		X	10
33+67 TO 36+40		X	5
36+40 TO 38+80		X	7
39+15 TO 42+51		X	10
42+86 TO 52+60		X	28
52+60 TO 54+84		X	4
54+84 TO 59+43		X	13
59+78 TO 69+48		X	28
69+77 TO 77+52		X	22
TOTAL			161

* INCLUDES BACKFILL BEHIND DIKES AS SHOWN ON X-1

SALVAGE GRATE

LOCATION	L†	R†	SALVAGE GRATE EA
16+33		X	1
20+34		X	1
25+00		X	1
33+60		X	1
39+08		X	1
42+79		X	1
54+78		X	1
59+71		X	1
69+70		X	1
77+73		X	1
TOTAL			10

Misc IRON AND STEEL

LOCATION	L†	R†	Misc IRON AND STEEL LB	REMARKS
16+33		X	215	TYPE 36RX GRATE
20+34		X	215	TYPE 36RX GRATE
25+00		X	215	TYPE 36RX GRATE
33+60		X	215	TYPE 36RX GRATE
39+08		X	215	TYPE 36RX GRATE
42+79		X	215	TYPE 36RX GRATE
54+78		X	215	TYPE 36RX GRATE
59+71		X	215	TYPE 36RX GRATE
69+70		X	215	TYPE 36RX GRATE
77+73		X	215	TYPE 36RX GRATE
TOTAL			2150	

TEMPORARY TRAFFIC STRIPE (PAINT)

LOCATION	DETAIL NUMBER		
	11	27B	28
STATION TO STATION	LF	LF	LF
10+00 TO 79+50	13900	13900	13900
SUBTOTAL	13900	13900	13900
TOTAL	41700		

PLACE HMA DIKE

LOCATION STATION TO STATION	L†	R†	(TYPE E) LF	(TYPE F) LF	HMA-SP (TYPE A) TON*
15+00 TO 42+10	X			2710	11.7
51+36 TO 61+50	X			1014	4.4
64+00 TO 70+00	X			600	2.6
16+40 TO 20+09		X	369		3.1
20+41 TO 24+04		X	363		3.1
36+40 TO 38+80		X	240		2.1
39+15 TO 42+51		X	336		2.9
42+86 TO 52+60		X	974		8.3
54+84 TO 59+43		X	459		3.9
59+78 TO 69+48		X	970		8.2
69+77 TO 77+52		X	775		6.6
TOTAL			4486	4324	56.9

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

METAL BEAM GUARD RAILING

LOCATION	L†	R†	REMOVE METAL BEAM GUARD RAILING	TREATED WOOD WASTE	METAL BEAM GUARD RAILING (STEEL POST)
STATION TO STATION			LF	LB	LF
10+00 TO 79+50	X		6950	63543	6950
TOTAL			6950	63543	6950

SAFETY EDGE (N)

LOCATION STATION TO STATION	L†	R†	SAFETY EDGE LF (N)	HMA* TON
10+00 TO 16+11		X	611	1.6
33+67 TO 36+40		X	273	0.7
52+60 TO 54+84		X	224	0.6
61+50 TO 64+00	X		250	0.6
70+86 TO 74+00	X		314	0.8
TOTAL			1672	4.3

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

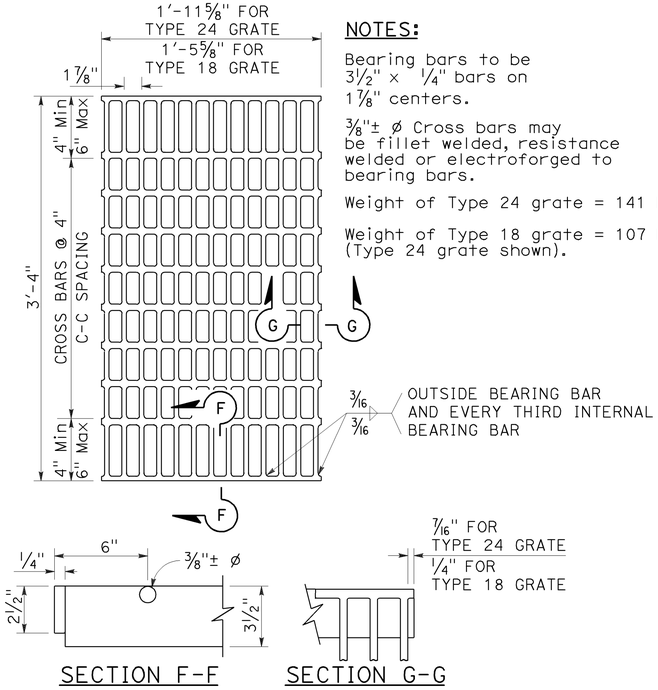
TEMPORARY DRAINAGE INLET PROTECTION

LOCATION	L†	R†	EACH	COMMENTS
16+33		X	1	
17+00	X		1	
20+34		X	1	INCLUDES SLOTTED DRAIN
25+00		X	1	
26+00	X		1	
32+00	X		1	
33+60		X	1	
37+00	X		1	
39+08		X	1	INCLUDES SLOTTED DRAIN
42+00	X		1	
42+79		X	1	INCLUDES SLOTTED DRAIN
54+78		X	1	
56+50	X		1	
59+71		X	1	INCLUDES SLOTTED DRAIN
61+50	X		1	
69+70		X	1	
70+00	X		1	
77+73		X	1	INCLUDES SLOTTED DRAIN
TOTAL			18	

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

REVISED BY | DATE REVISED
TONY SYMANOVICH | STEPHEN WINZENREAD
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR | STEPHEN WINZENREAD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | 09-DESIGN
Caltrans

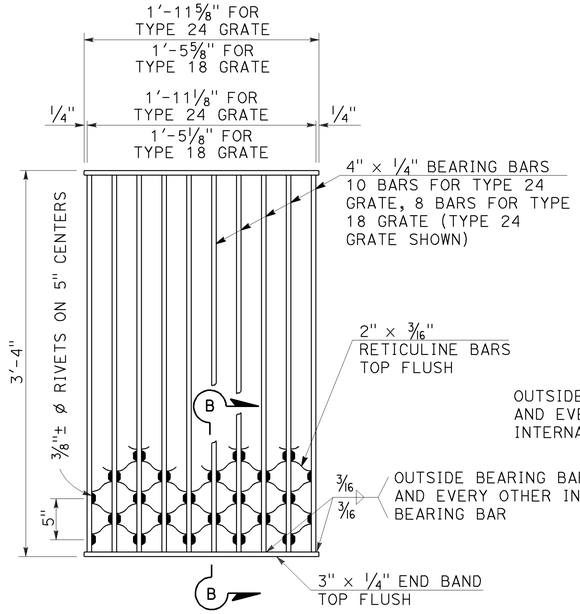
LAST REVISION | DATE PLOTTED => 06-JUN-2013
04-22-13 | TIME PLOTTED => 11:26



SECTION F-F SECTION G-G

TYPE 18-10 AND 24-13 GRATE

(Welded Steel)



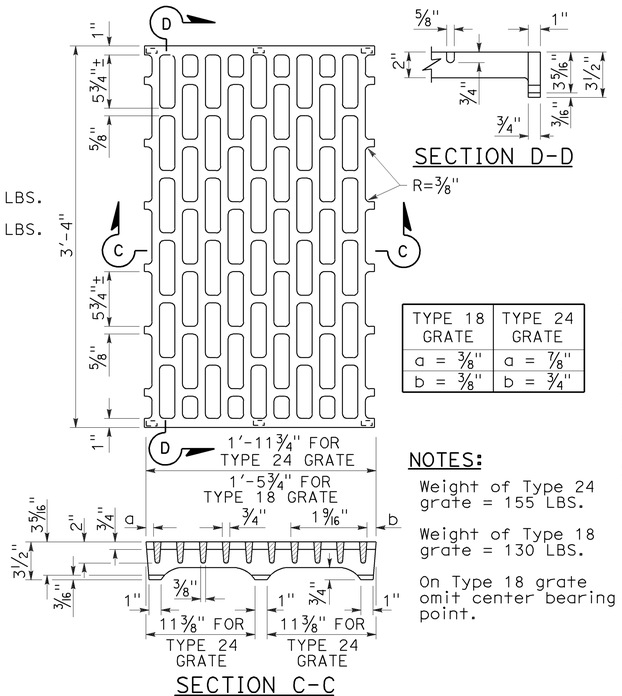
SECTION B-B

NOTES:

Weight of Type 24 grate = 182 LBS.
Weight of Type 18 grate = 145 LBS.

TYPE 18-8S AND 24-10S GRATE

(Welded Steel) Reticuline type



SECTION D-D

TYPE 18 GRATE	TYPE 24 GRATE
a = ⅜"	a = ⅞"
b = ⅜"	b = ¾"

NOTES:

Weight of Type 24 grate = 155 LBS.

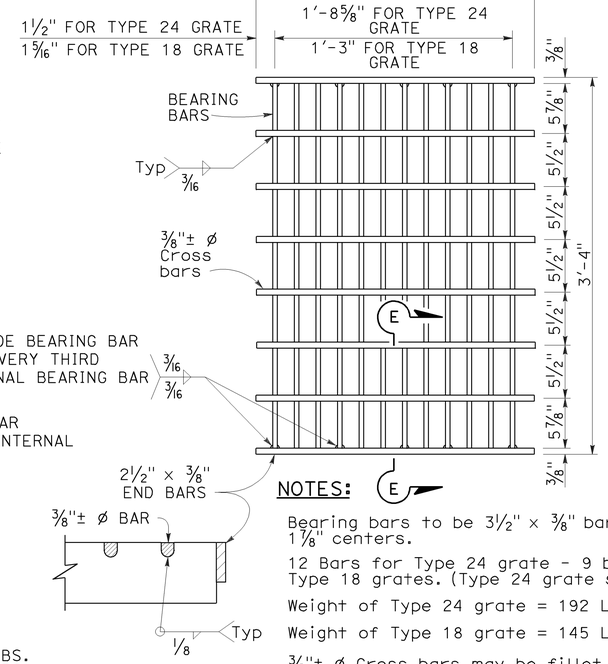
Weight of Type 18 grate = 130 LBS.

On Type 18 grate omit center bearing point.

SECTION C-C

TYPE 18-8C AND 24-10C GRATE

(Cast ductile iron)



SECTION E-E

NOTES:

Bearing bars to be 3½" x ⅜" bars on 1⅛" centers.

12 Bars for Type 24 grate - 9 bars for Type 18 grates. (Type 24 grate shown).

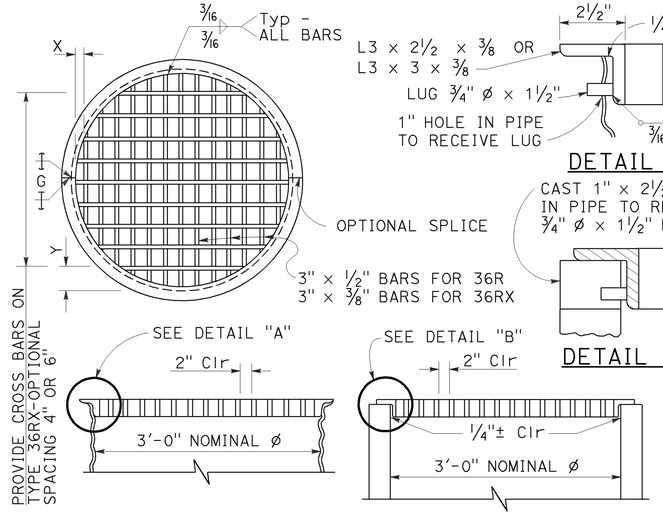
Weight of Type 24 grate = 192 LBS.

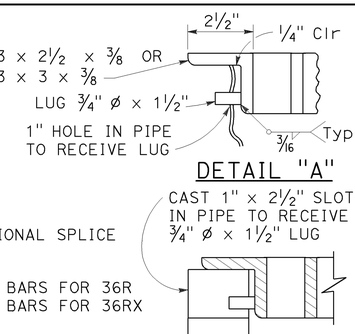
Weight of Type 18 grate = 145 LBS.

⅜"± ø Cross bars may be fillet welded, resistance welded or electroforged to bearing bars.

TYPE 18-9X AND 24-12X GRATE

(Welded Steel)

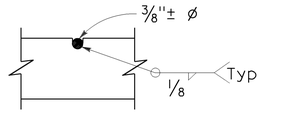




DETAIL "A"

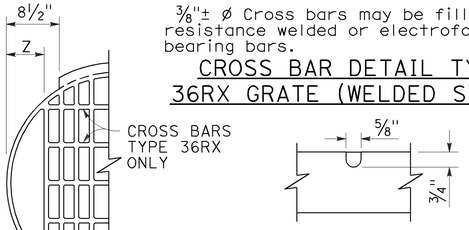
DETAIL "B"

TYPE 36R AND 36RX GRATE DETAILS



⅜"± ø Cross bars may be fillet welded, resistance welded or electroforged to bearing bars.

CROSS BAR DETAIL TYPE 36RX GRATE (WELDED STEEL)



CROSS BAR DETAIL ALTERNATIVE CAST DUCTILE IRON GRATE OR CAST CARBON STEEL GRATE TYPE 36RX

MODIFIED TYPE 36R AND 36RX GRATE FOR ODI INLET

NOTES:

1. When alternative grates are allowed - Final pay based on alternative with the lesser weight.
2. Use frame shown on Standard Plan D74A, D74B or RSP D77A as appropriate.
3. When Type 24-10S, 24-12X or 24-13 grates are used with GDO Inlets, a ¼" x 3½" x 3'-4⅞" steel bar shall be welded across the center of inlet frame to separate the individual grates.
4. See Revised Standard Plan RSP D77A for connecting chain to welded grate and frame. When chain is required, do not use cast ductile iron grate.

GRATE BAR SPACING TABLE

TYPE	No. OF BARS	CLEAR BAR SPACING	X	Y		Z
				4" SPACING	6" SPACING	
36R	13	2"	2⅛"	-	-	-
36RX (STEEL)	15	2"	9/16"	3¾"	5¾"	-
36RX (CAST)	13	2"	2⅛"	3¾"	5¾"	-
36R Mod	12	2"	2⅛"	-	-	5"
36RX Mod (STEEL)	13	2"	9/16"	3¾"	5¾"	5 11/16"
36RX Mod (CAST)	12	2"	2⅛"	3¾"	5¾"	5"

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	9	14

Raymond Don Tsztoo
REGISTERED CIVIL ENGINEER

July 20, 2012
PLANS APPROVAL DATE

Raymond Don Tsztoo No. C37332 Exp. 6-30-14 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

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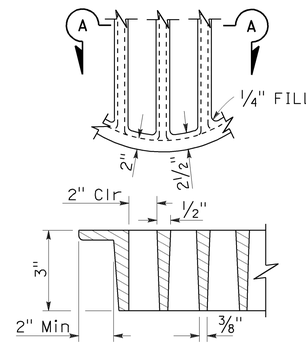
TO ACCOMPANY PLANS DATED 4-22-13



SECTION A-A

ALTERNATIVE CAST DUCTILE IRON GRATE OR CAST CARBON STEEL GRATE TYPE 36R AND 36RX

BASIS FOR Misc IRON AND STEEL FINAL PAY WEIGHTS FOR DRAINAGE INLETS

INLET TYPE	GRATE TYPE	No. OF GRATES	WEIGHT LB
GDO (SEE NOTE 4)	24-10C	2	391
	24-10S	2	456
	24-12X	2	473
	24-13	2	374
G0,G0L,G1,G2, G3,G4 (TYPE 24)	24-10C	1	202
	24-10S	1	229
	24-12X	1	239
	24-13	1	188
G4 (TYPE 18) G5,G6	18-8S	1	187
	18-9X	1	187
	18-10	1	149
GT1,GT2	18-8S	2	374
	18-9X	2	374
	18-10	2	298
GT3,GT4	24-10C	2	404
	24-10S	2	458
	24-12X	2	478
	24-13	2	376
ODI	36RX (Mod)	1	196
GMP,GCP,GCPI	36RX	1	215
ODI	36R (Mod)	1	220
GMP,GCP,GCPI	36R	1	236
TRASH RACK			22
GRATE CHAIN			3

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

BICYCLE TRAVERSABLE GRATE DETAILS

NO SCALE

RSP D77B DATED JULY 20, 2012 SUPERSEDES STANDARD PLAN D77B DATED MAY 20, 2011 - PAGE 165 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP D77B

2010 REVISED STANDARD PLAN RSP D77B

4-17-12

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	10	14

REGISTERED CIVIL ENGINEER

January 20, 2012
PLANS APPROVAL DATE

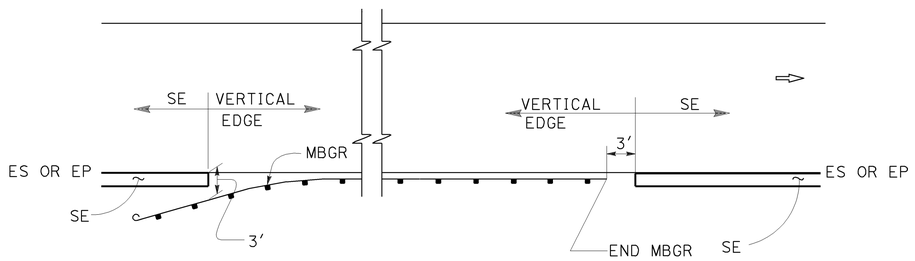
Cornelis M. Hakim
No. C55610
Exp. 12-31-12
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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.

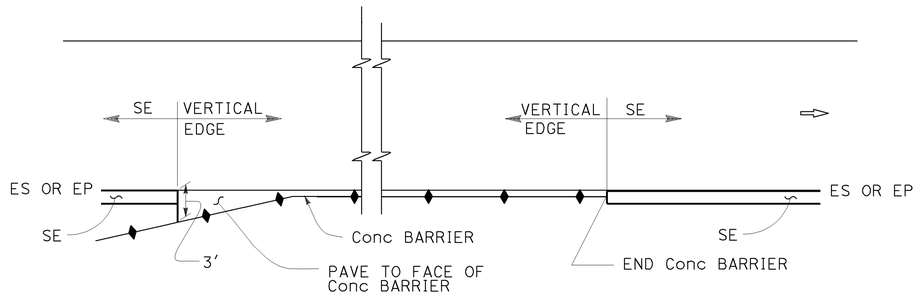
TO ACCOMPANY PLANS DATED 4-22-13

ABBREVIATIONS:

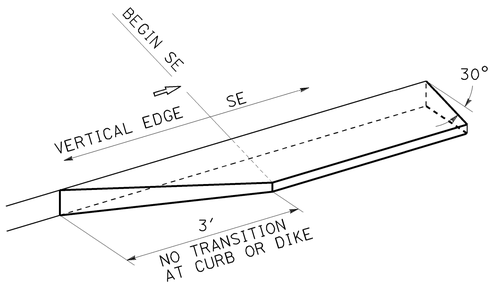
SE SAFETY EDGE



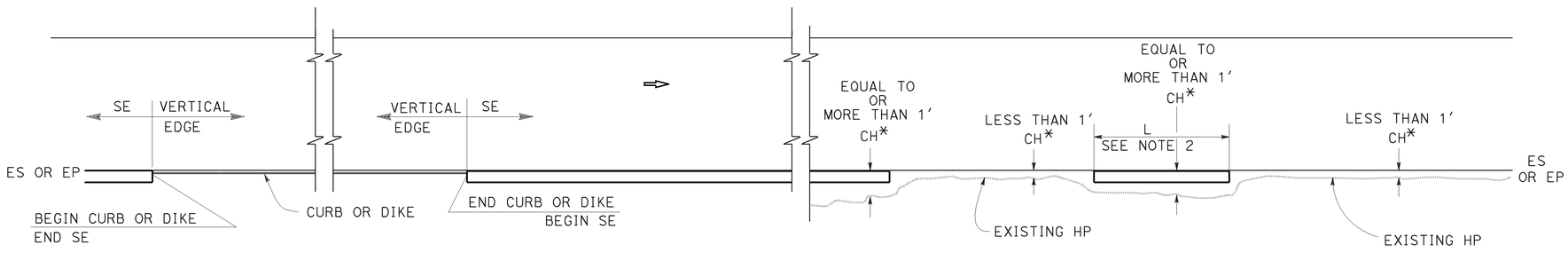
MBGR



CONCRETE BARRIER



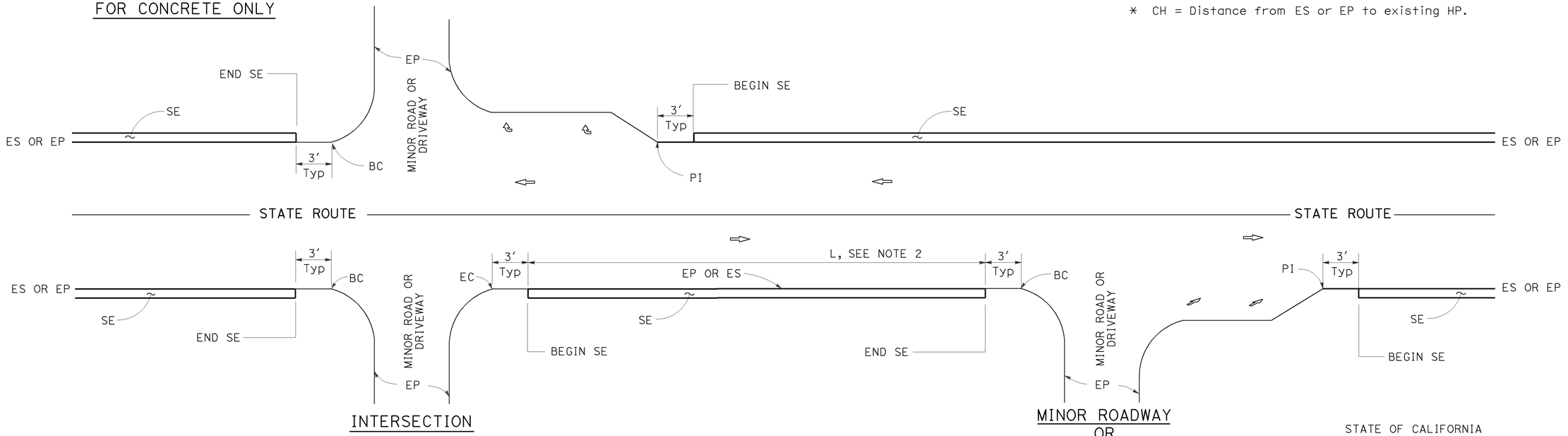
TRANSITION DETAIL FOR CONCRETE ONLY



CURB OR DIKE

NARROW SIDE SLOPE

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



DRIVEWAY AND INTERSECTION

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE TREATMENTS

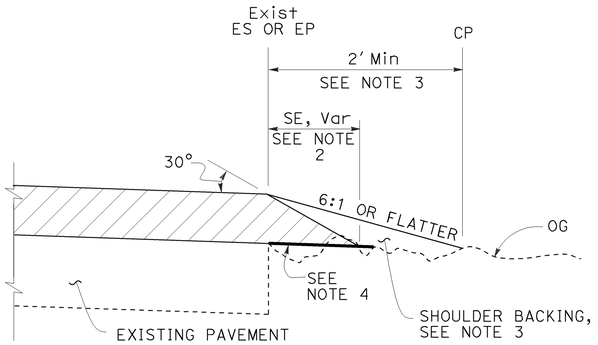
NO SCALE

RSP P74 DATED JANUARY 20, 2012 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

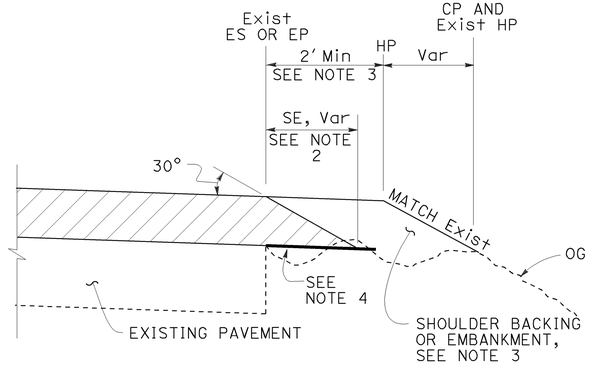
REVISED STANDARD PLAN RSP P74

2010 REVISED STANDARD PLAN RSP P74

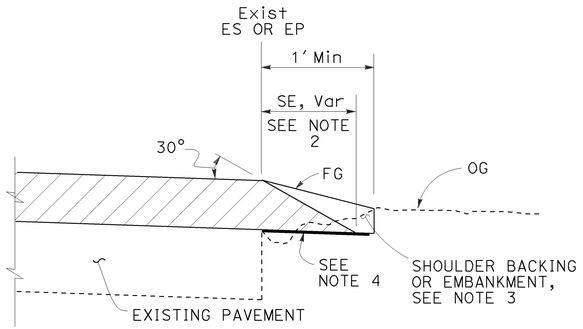
01-05-12



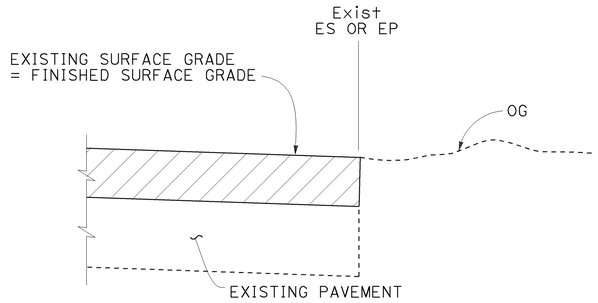
CASE A
Safety Edge



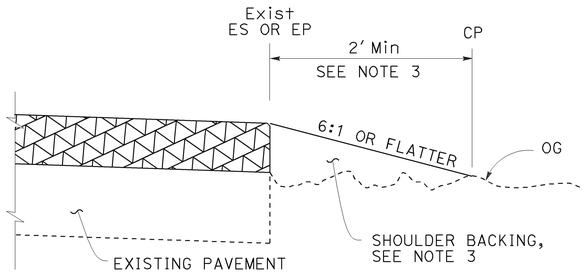
CASE B
Safety Edge



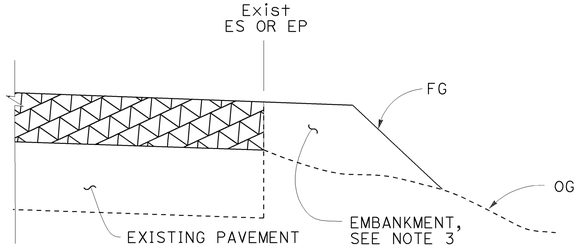
CASE C
Safety Edge



CASE D
Vertical Edge



CASE E
Vertical Edge



CASE F
Vertical Edge
* See Table A and Revised Std Plan RSP P74

LEGEND:

- HMA OVERLAY
- HMA OR CONCRETE OVERLAY
- CONCRETE OVERLAY

ABBREVIATIONS:

SE SAFETY EDGE
TT TOTAL THICKNESS OF SE

TABLE A
EDGE TREATMENT FOR VARIOUS OVERLAY THICKNESS AND CONDITIONS

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	11	14

REGISTERED CIVIL ENGINEER

January 20, 2012
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Cornelis M. Hakim
No. C55610
Exp. 12-31-12
CIVIL
STATE OF CALIFORNIA

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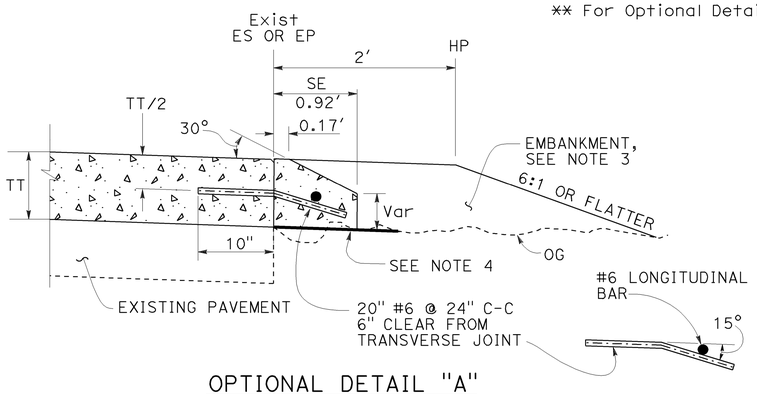
TO ACCOMPANY PLANS DATED 4-22-13

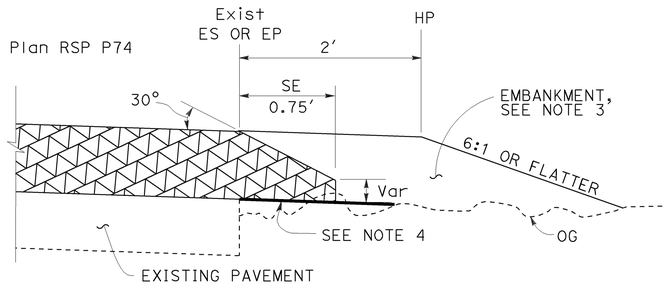
ADDITIONAL HMA OR CONCRETE QUANTITIES FOR SE/SIDE/MILE

TYPICAL CROSS SECTION	TT	TOTAL ADDITIONAL MATERIAL FOR SE/SIDE/MILE		
		HMA (TON)	CONCRETE (CY)*	CONCRETE (CY)**
TT	0.15'	NA	NA	NA
	0.20'	13.7	NA	NA
	0.30'	30.9	NA	NA
	0.40'	54.9	NA	NA
	0.45'	69.4	NA	NA
TT, 0.43'	0.50'	84.2	NA	NA
	0.60'	113.9	NA	NA
	0.70'	143.6	70.9	94.2
	0.80'	173.3	85.6	112.2
	0.90'	203.0	100.3	130.2
	1.00'	232.7	114.9	148.2
	1.10'	262.4	129.6	166.2
	1.20'	292.1	144.3	184.2

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



OPTIONAL DETAIL "A"
For concrete overlay
See Note 5



DETAIL "A"
For HMA overlay thickness more than 0.43' or concrete overlay

NOTES:

1. For limits of safety edge and vertical edge treatments, see Revised Standard Plan RSP P74.
2. Details shown for HMA overlay thickness less than 0.43'. See Detail "A" for HMA overlay thickness more than 0.43' or concrete overlay.
3. For locations and limits of shoulder backing or embankment see project plans.
4. Grade existing ground to place safety edge. 1' minimum width
5. Safety edge transverse joint must match overlay transverse joint. End of #6 longitudinal bar must be 2" ±½" clear from transverse joint.
6. Safety edge is not needed in the area of MBGR, barrier, right turn lane and acceleration lane. See Revised Standard Plan RSP P74.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE TREATMENTS-OVERLAYS

NO SCALE

RSP P75 DATED JANUARY 20, 2012 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP P75

2010 REVISED STANDARD PLAN RSP P75

01-09-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	12	14

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

Gurinderpal Bhullar
No. C48815
Exp. 9-30-14
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.

TO ACCOMPANY PLANS DATED 4-22-13

2010 REVISED STANDARD PLAN RSP T9

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.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS

NO SCALE

RSP T9 DATED APRIL 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T9

1-23-13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	13	14

TO ACCOMPANY PLANS DATED 4-22-13

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

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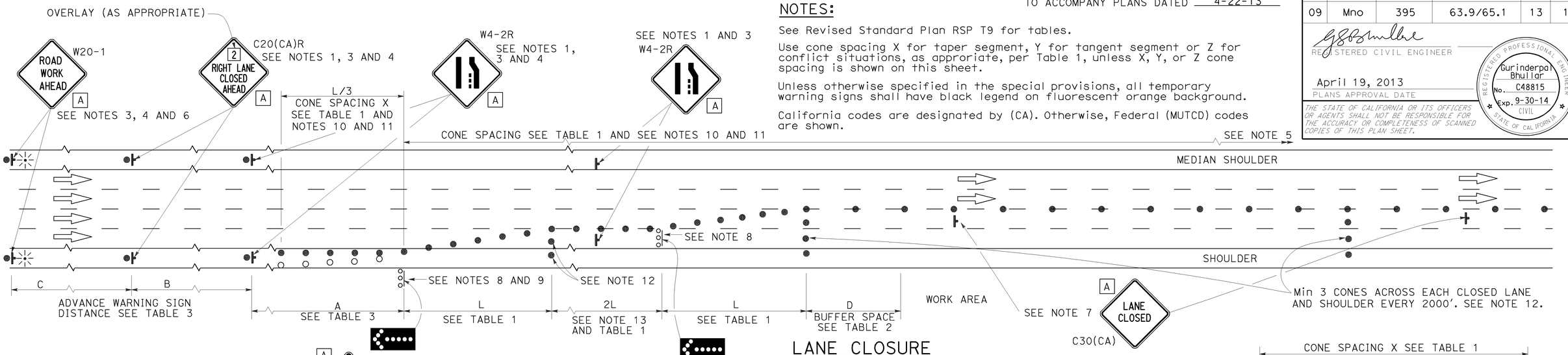
NOTES:

See Revised Standard Plan RSP T9 for tables.

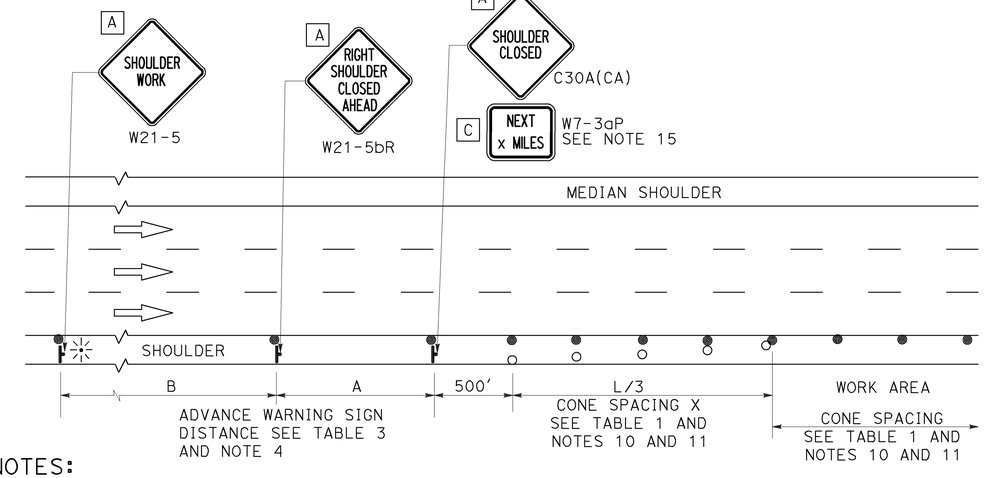
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as approriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

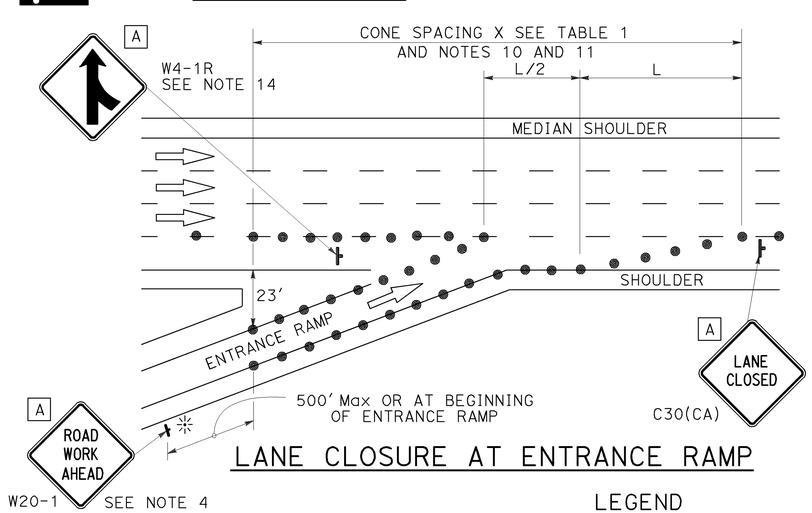
Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.

California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

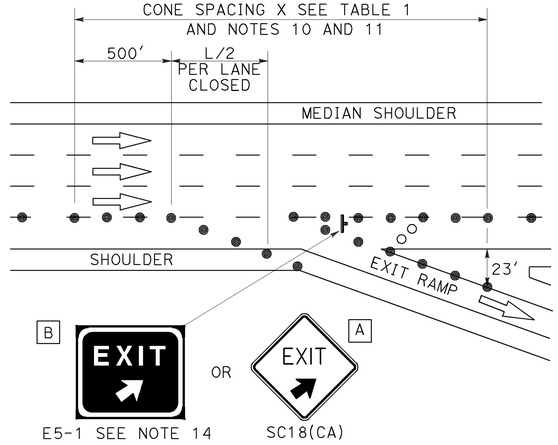


LANE CLOSURE





LANE CLOSURE AT ENTRANCE RAMP



LANE CLOSURE AT EXIT RAMP

NOTES:

1. Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
2. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
3. Duplicate sign installations are not required:
   a) On opposite shoulder if at least one-half of the available lanes remain open to traffic.
   b) In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
4. Each advance warning sign on each side of the roadway 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.
5. A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" 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.

SHOULDER CLOSURE

6. 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.
7. Place a C30(CA) sign every 2000' throughout length of lane closure.
8. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
9. 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 top of crest vertical curve or on a horizontal curve.
10. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
11. Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.
12. Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
13. Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
14. Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
15. A W7-3aP "NEXT___MILES" plaque must be used if theshoulder closure extends beyond the distance that can be perceived by road users.

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	72" x 60"
C	36" x 30"

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS

NO SCALE

RSP T10 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10 DATED MAY 20, 2011 - PAGE 237 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10

2010 REVISED STANDARD PLAN RSP T10

12-18-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
09	Mno	395	63.9/65.1	14	14

REGISTERED CIVIL ENGINEER

April 19, 2013
PLANS APPROVAL DATE

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

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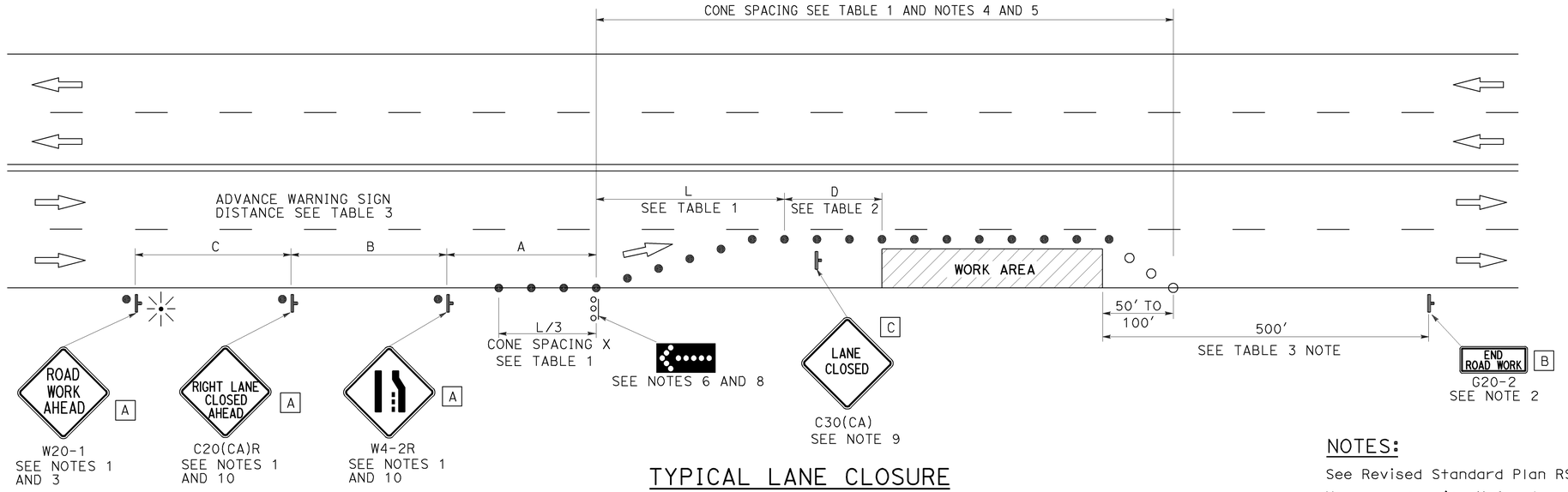
TO ACCOMPANY PLANS DATED 4-22-13



TYPICAL LANE CLOSURE

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.

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" 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

4-2-13