

x
 DENISE FUZERE
 KARLIE J. SMITH
 CALCULATED-DESIGNED BY
 CHECKED BY
 FUNCTIONAL SUPERVISOR
 LANCE BROWN
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE

NOTES:

1. EXISTING UTILTIY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
2. NO WORK TO BE PERFORMED WITHIN 25' OF RAILROAD CROSSINGS.
3. NO PAVEMENT MARKERS ARE TO BE INSTALLED ON BRIDGE DECKS.
4. (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.
5. MARKER RECESSES SHALL BE RE-GROUND AS REQUIRED PER STANDARD PLAN A20D.

ABBREVIATIONS:

TMS TRAFFIC MANAGEMENT SYSTEMS
 SRRA SAFETY ROADSIDE REST AREA

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Plu, Sha Sis	5,44,44 89,299	Var	2	6

Denise Fuzere 02-06-12
 REGISTERED CIVIL ENGINEER DATE
 02-06-12
 PLANS APPROVAL DATE



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PAVEMENT MARKER (RETROREFLECTIVE - RECESSED)

Loc	Co-Rte	PM-PM	TYPE D	TYPE G	TYPE H	TYPE C
			EA	EA	EA	EA
1	Plu-49	0.0/2.7	396		216	
2	Sha-5	41.0/44.0		660	660	12
3	Sha-5	58.0/65.3		2024	2024	39
4	Sha-44	R13.0/R16.0	1172		58	
5	Sha-89	10.8/43.4	8806	72	1578	
6	Sha-299	8.0/18.3	3259		440	
7	Sha-299	60.0/74.5	4589	116	359	
8	Sha-299	76.1/77.8	297	231	60	
9	Sha-299	79.6/80.0	44		31	
10	Sis-5 NB	0.0/6.2		1018	686	12
11	Sis-5 SB	0.0/2.5		275	275	3
12	Sis-5	R16.0/R19.0		981	1320	9
SUBTOTAL			18,563	5377	7707	75
TOTAL			31,722			

EXISTING CENSUS LOOPS (N)

Loc	TMS #	Co-Rte-PM	TYPE	DESCRIPTION
2	201	Sha-5-PM 41.053	COUNT	IN THE ANTLERS BRIDGE PROJECT (5 LOOPS)
4	P14	Sha-44-PM R10.602	PROFILE	887' WEST OF MILLVILLE PLAINS Rd CL AT DBI POSTS (2 LOOPS)
	P15	Sha-44-PM R10.924	PROFILE	815' EAST OF MILLVILLE PLAINS Rd CL ON WB SHld (2 LOOPS)
5	132	Sha-89-PM 21.967	CONTROL	75' SOUTH OF 1500' STOP AHEAD SIGN (FLASHING) (2 LOOPS)
	195	Sha-89-PM 21.438	CONTROL	1486' SOUTH OF Jct 299 (2 LOOPS)
	242	Sha-89-PM 28.68	CONTROL	ONE MILE NORTH OF MCARTHUR FALLS PARK ENTRANCE (2 LOOPS)
6	128	Sha-299-PM 8.735	PROFILE	45' WEST OF CLEAR CREEK BRIDGE (2 LOOPS)
	P50	Sha-299 PM 16.597	PROFILE	669' EAST OF KENNEDY Dr (Rt) CL (2 LOOPS)
7	P54	Sha-299-PM 60.488	PROFILE	574' WEST OF HILLCREST SRRA AT BRAKE CHECK (2 LOOPS)
	RA10	Sha-299-PM 60.581	SRRA	HILLCREST SRRA (1 LOOP)
	163	Sha-299-PM 71.912	TREND	1,751' EAST OF GOOSE MINE Rd (2 LOOPS + 4 PIEZOS)
9	164	Sha-299-PM 74.382	PROFILE	520' WEST OF ELM St (2 LOOPS)
			CONTROL	1,225' WEST OF Jct 89 (2 LOOPS)

MAINTAIN EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION

Loc	Co-Rte-PM	TYPE	DESCRIPTION
2	Sha-5-PM 42.35	CCTV	JUST NORTH OF LAKEHEAD UC IN THE MEDIAN
5	Sha-89-PM 21.35	HAR FLASHER	0.4 MILES SOUTH OF ROUTE 299/ROUTE 89 Jct
	Sha-89-PM 22.33	CMS	0.6 MILES NORTH OF SR 299/ROUTE 89 Jct
7	Sha-299-PM 68.18	RWIS	HATCHET MOUNTAIN SUMMIT
	Sha-299-PM 68.18	CCTV	HATCHET MOUNTAIN SUMMIT
9	Sha-299-PM 79.70	HAR FLASHER	0.3 MILES WEST OF SR 299/ROUTE 89 Jct
10	Sis-5-PM 2.61	CCTV	CENTRL DUNSMUIR SB ON-RAMP
	Sis-5-PM 2.61	RWIS	CENTRAL DUNSMUIR SB ON-RAMP
	Sis-5-PM 5.92	CCTV	LOCATED AT THE MOTT ROAD UC IN THE MEDIAN
12	Sis-5-PM 17.82	HAR FLASHER	1.2 MILES SOUTH OF THE ROUTE 5/ROUTE 97 SEPARATION
	Sis-5-PM 18.38	CCTV	0.7 MILES SOUTH OF THE ROUTE 5/ROUTE 97 SEPARATION

PAVEMENT DELINEATION QUANTITIES PDQ-1

LAST REVISION | DATE PLOTTED => 07-FEB-2012
 02-06-12 | TIME PLOTTED => 15:04

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Plu,Sha, Sis	5,44,49 89,299	Var	3	6

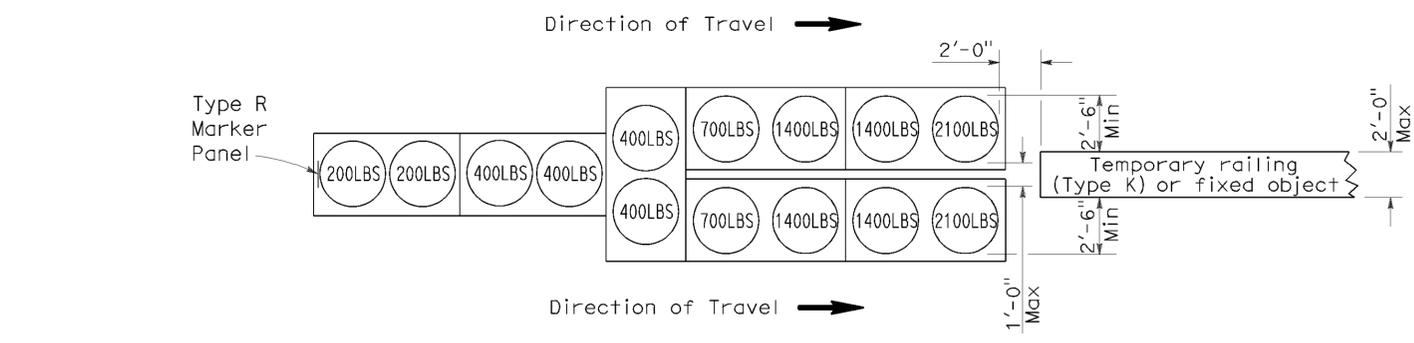
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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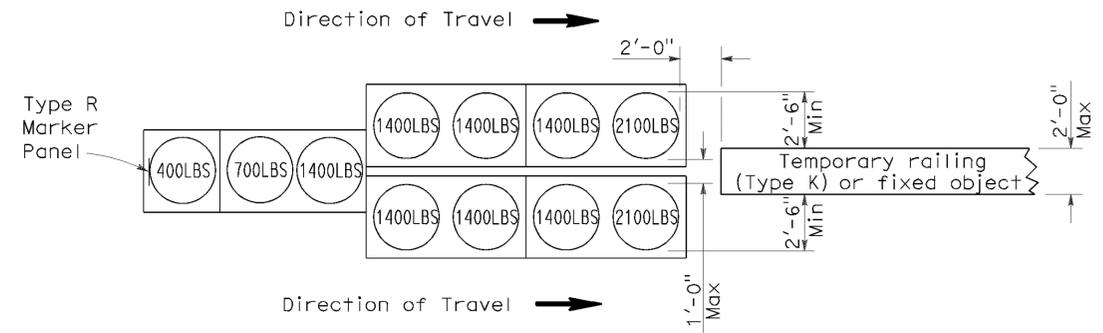
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 02-06-12



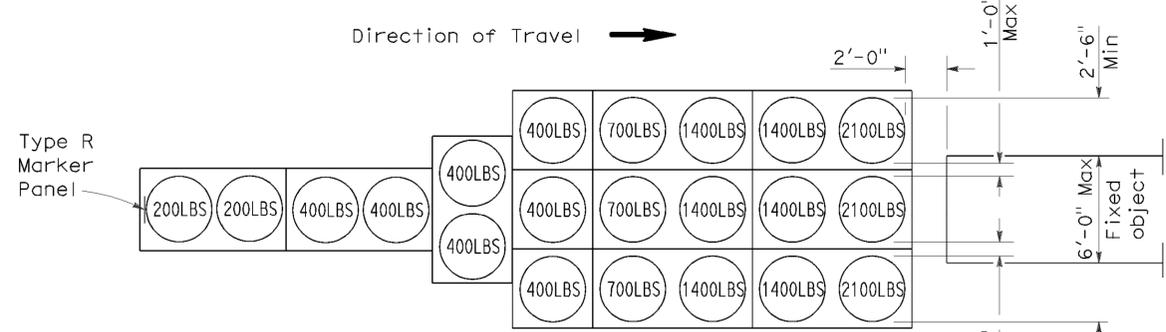
ARRAY 'TU14'

Approach speed 45 mph or more



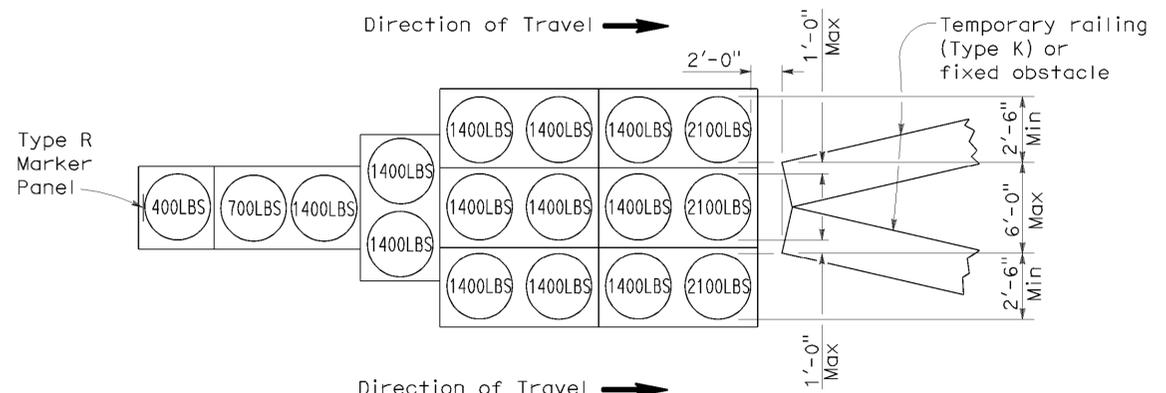
ARRAY 'TU11'

Approach speed less than 45 mph



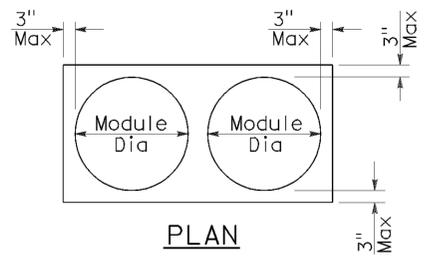
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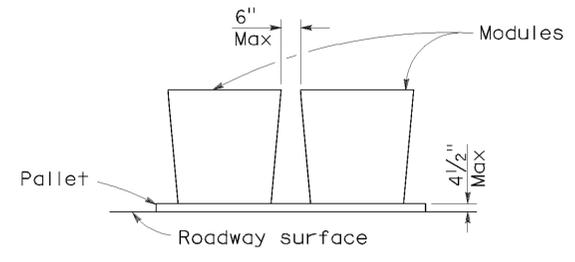


ARRAY 'TU17'

Approach speed less than 45 mph



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1A

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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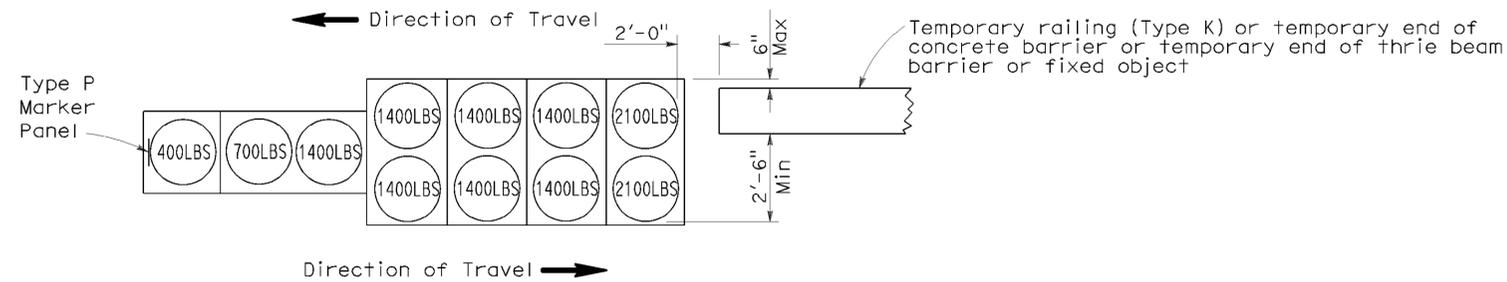
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

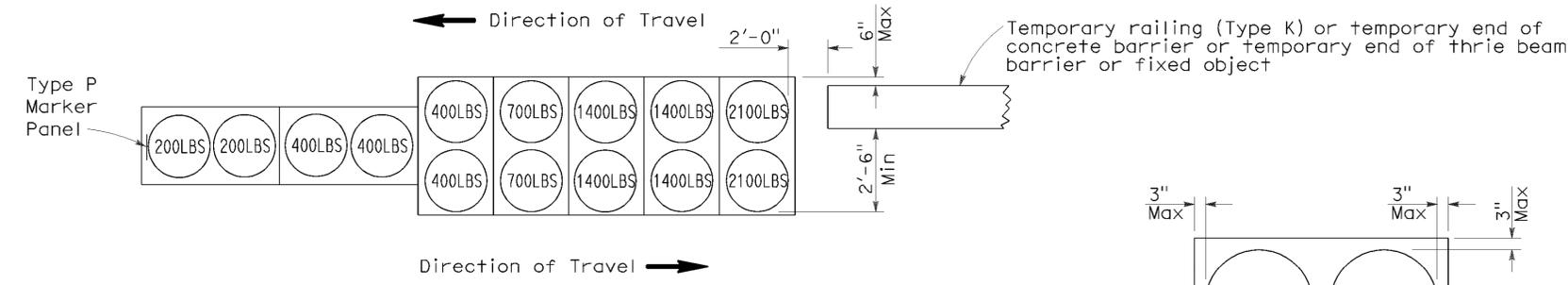
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To accompany plans dated 02-06-12



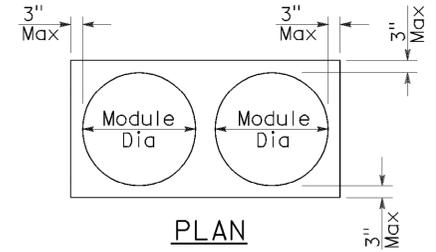
ARRAY 'TB11'

Approach speed less than 45 mph

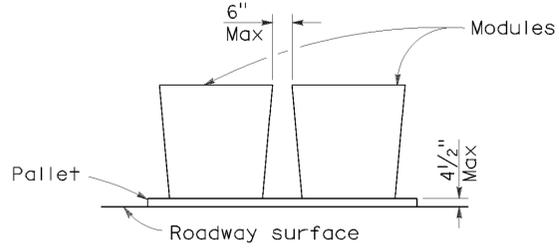


ARRAY 'TB14'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

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2006 REVISED STANDARD PLAN RSP T1B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Plu,Sha, Sis	5,44,49 89,299	Var	5	6

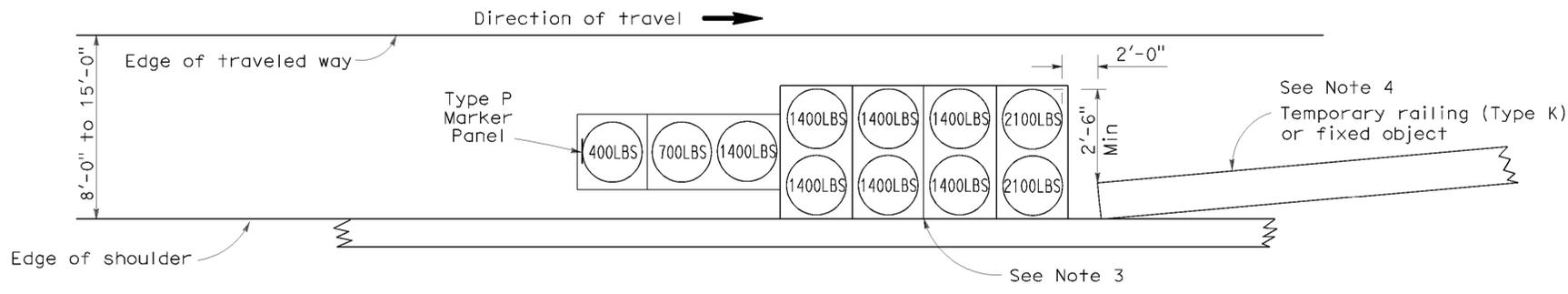
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

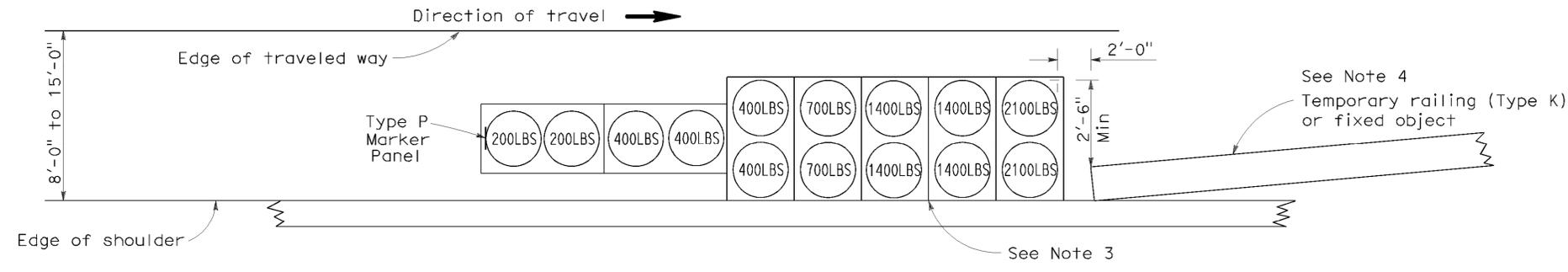
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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
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Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 02-06-12



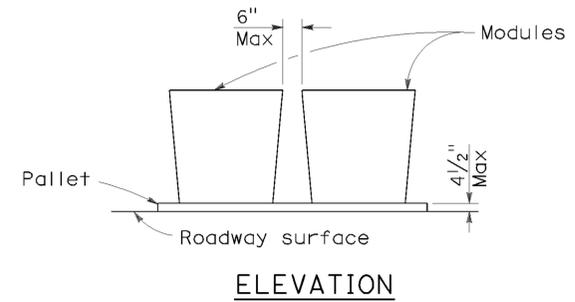
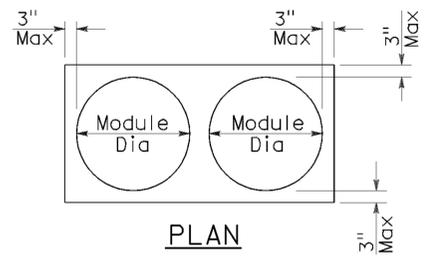
ARRAY 'TS11'
Approach speed less than 45 mph
See Note 9



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

NOTES:

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



CRASH CUSHION PALLET DETAIL
See Note 11

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TEMPORARY CRASH CUSHION,
SAND FILLED
(SHOULDER INSTALLATIONS)**

NO SCALE
RSP T2 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T2
DATED MAY 1, 2006 - PAGE 213 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T2

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2006 REVISED STANDARD PLAN RSP T2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Plu,Sha, Sis	5,44,49 89,299	Var	6	6

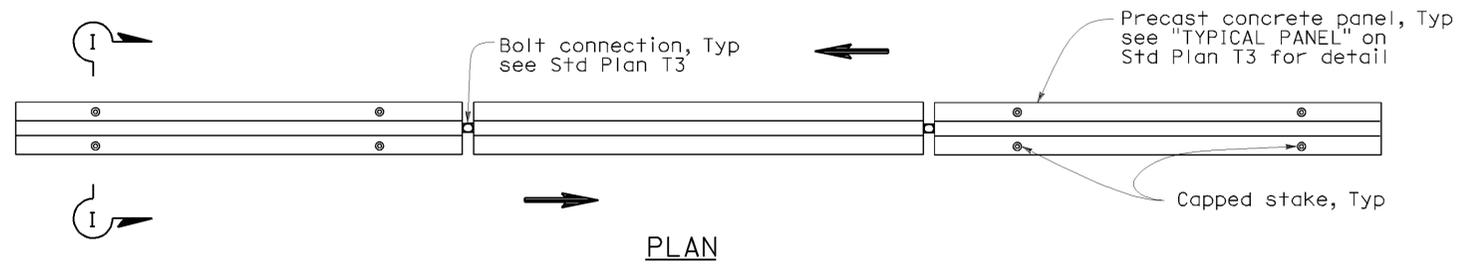
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

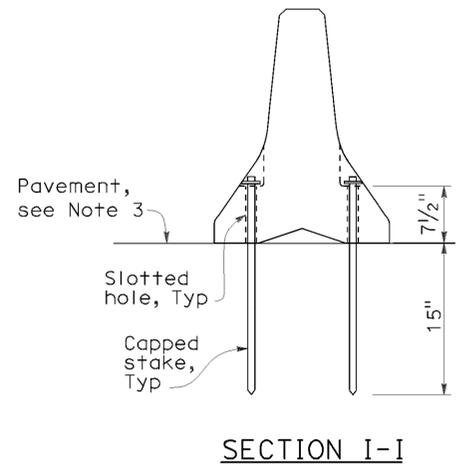
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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 02-06-12

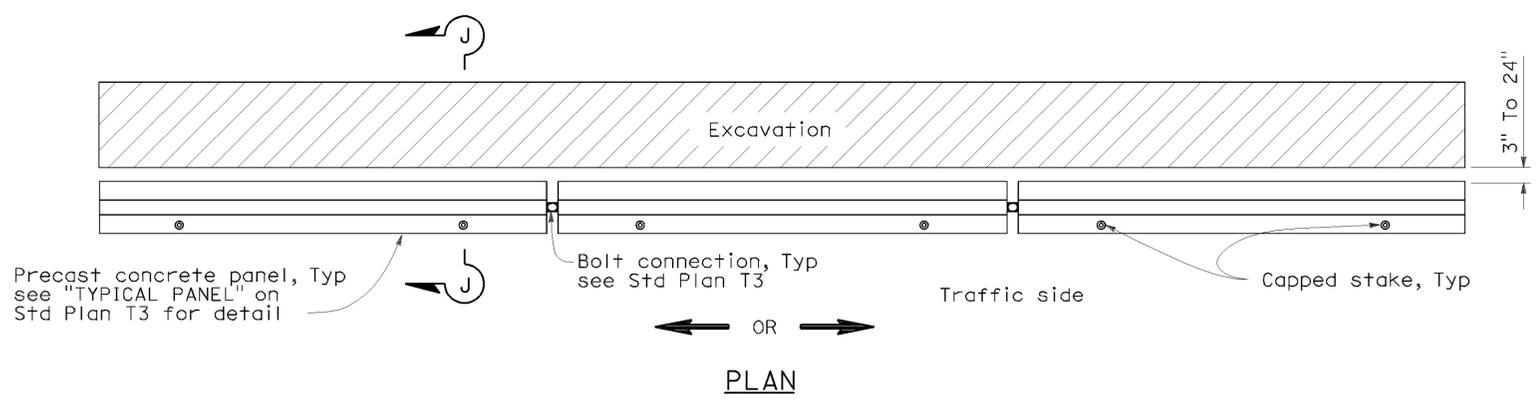


RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1

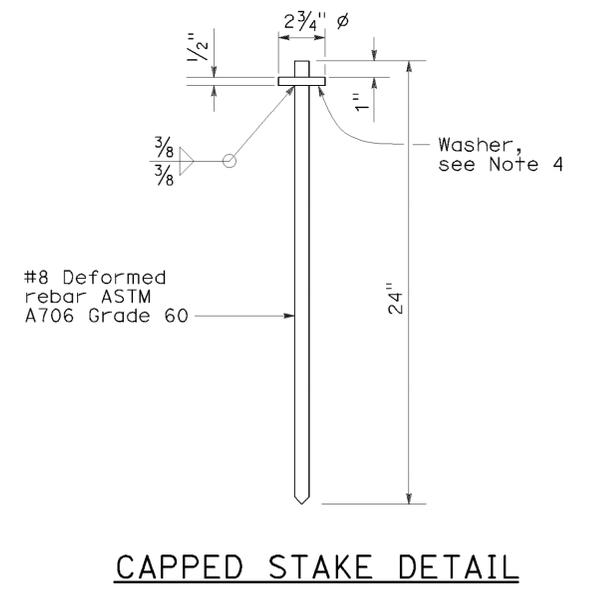
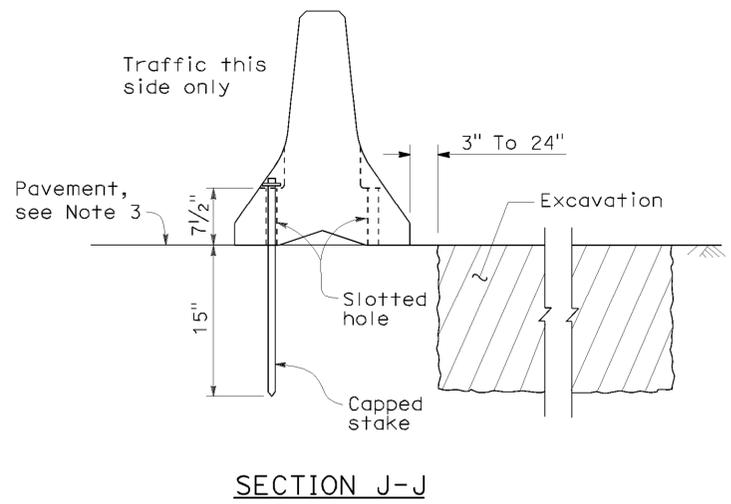


NOTES:

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



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY RAILING
(TYPE K)**

NO SCALE

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

NEW STANDARD PLAN NSP T3A

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2006 NEW STANDARD PLAN NSP T3A