

INDEX OF PLANS

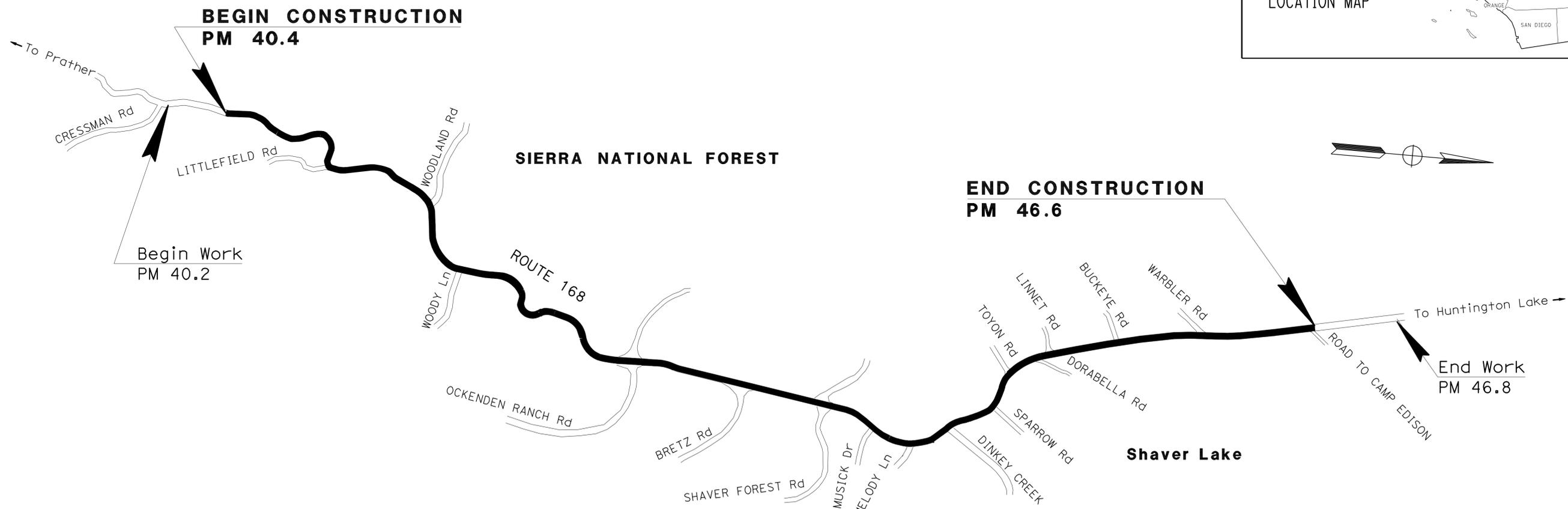
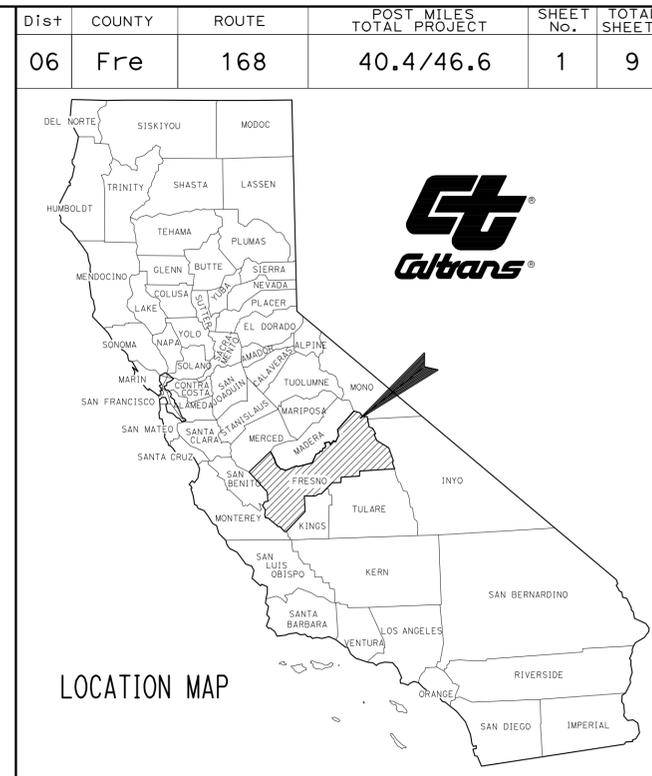
Sheet No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3	CONSTRUCTION DETAILS
4	CONSTRUCTION AREA SIGNS
5	SUMMARY OF QUANTITIES
6-9	REVISED AND NEW STANDARD PLANS

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

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY**

**IN FRESNO COUNTY IN AND NEAR SHAVER LAKE  
FROM 0.6 MILE NORTH OF CRESSMAN ROAD  
TO ROAD TO CAMP EDISON**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



PROJECT MANAGER	BILL MOSES
DESIGN ENGINEER	RENE SANCHEZ

03-23-12  
 PROJECT ENGINEER DATE  
 REGISTERED CIVIL ENGINEER  
**March, 26, 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.

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

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

NO SCALE

DATE PLOTTED => 28-MAR-2012 TIME PLOTTED => 15:55

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	40.4/46.6	2	9

		03-23-12
REGISTERED CIVIL ENGINEER		DATE
03-26-12		PLANS APPROVAL DATE

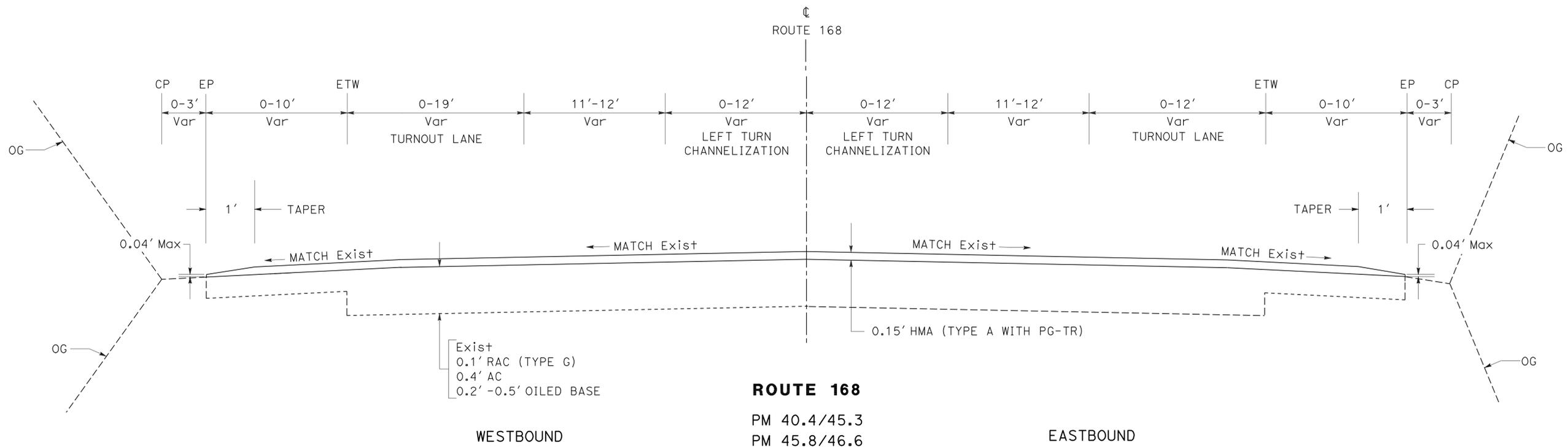
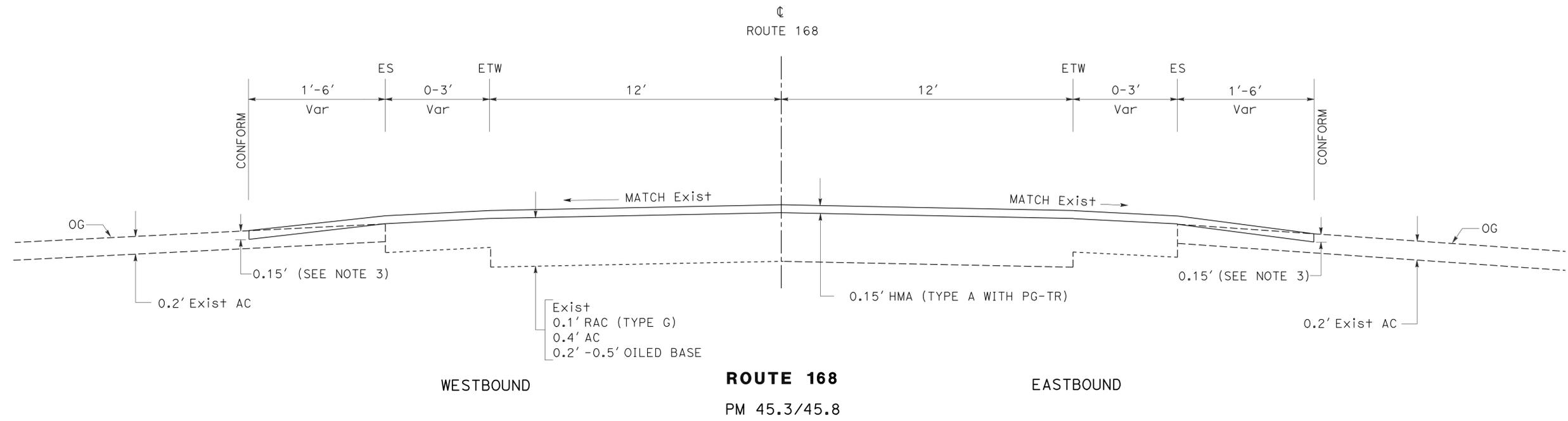
  

REGISTERED PROFESSIONAL ENGINEER SHUE X. VUE No. 63657 Exp. 09-30-12 CIVIL	
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**NOTES:**

- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- COLD PLANE AC PAVEMENT TO CONFORM TO PARKING LOT.



**TYPICAL CROSS SECTIONS**  
**X-1**

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE DESIGN  
 FUNCTIONAL SUPERVISOR: RENE SANCHEZ  
 CALCULATED/DESIGNED BY: RENE STIQUEIROS  
 CHECKED BY: SHUE VUE  
 REVISED BY: [ ] DATE REVISED: [ ]

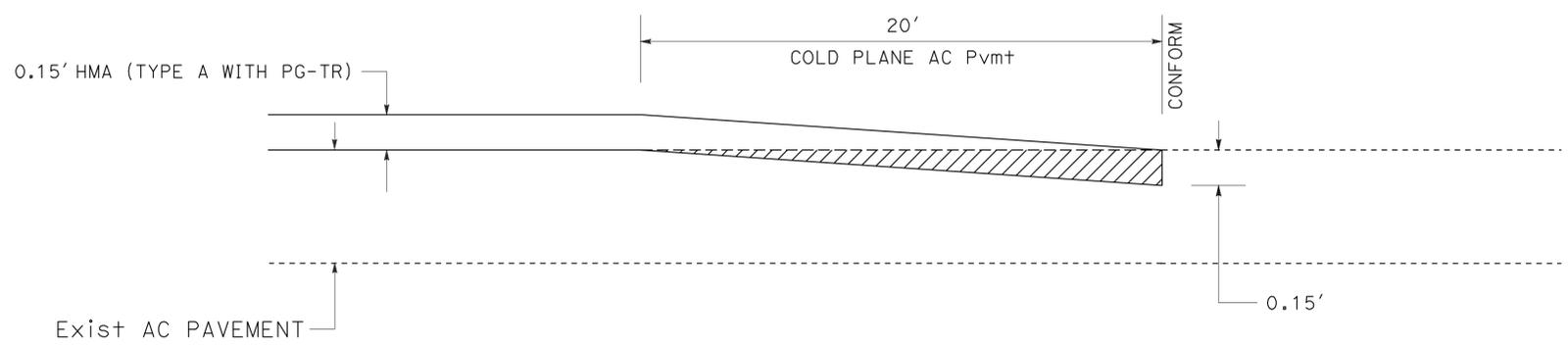
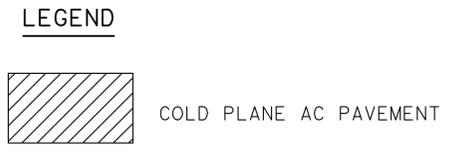
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03-26-12  
REGISTERED CIVIL ENGINEER DATE

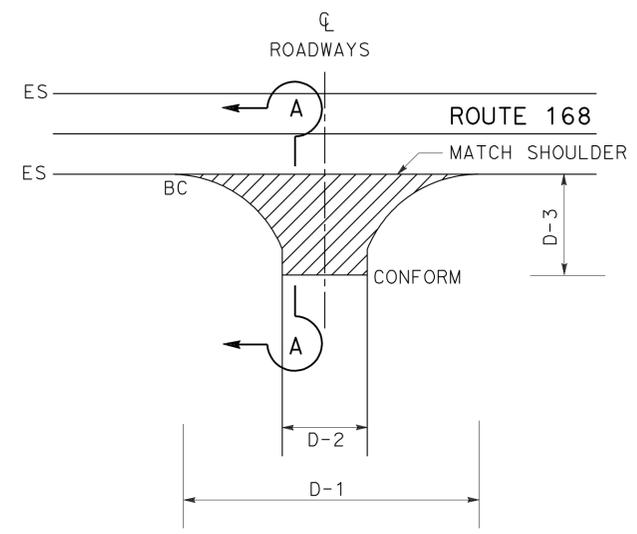
03-26-12  
PLANS APPROVAL DATE

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

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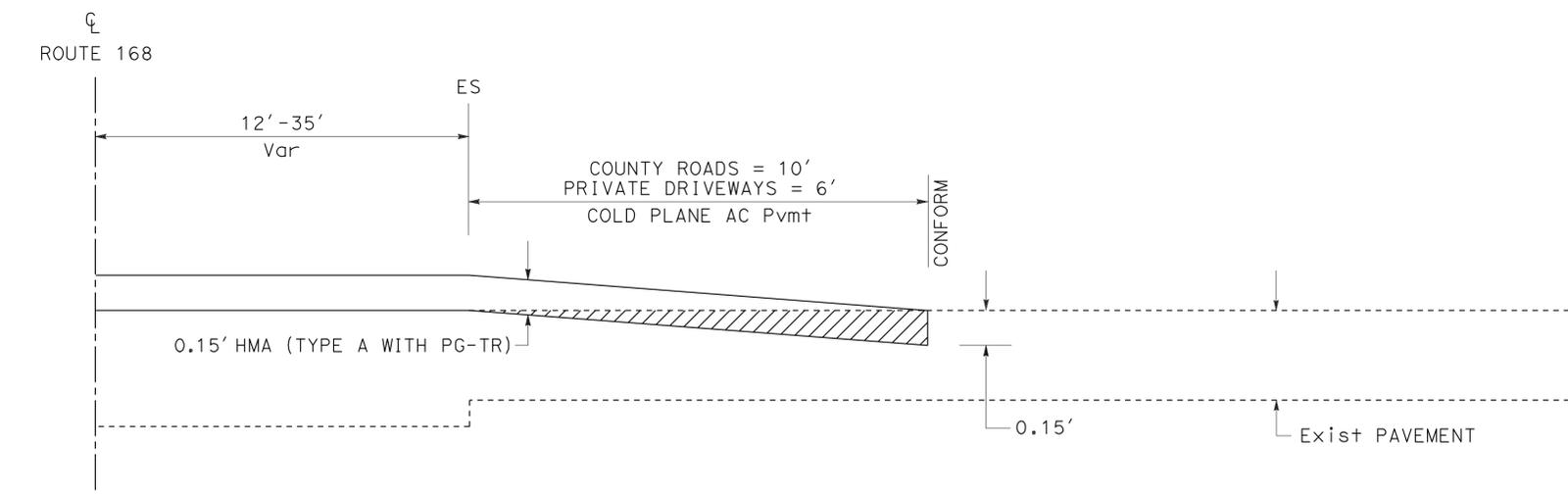


**TYPICAL LONGITUDINAL PAVEMENT TRANSITION  
AT BEGIN AND END OF CONSTRUCTION**



SEE TABLE FOR LOCATION, D-1, D-2 AND D-3

**TYPICAL ROADWAY AND  
DRIVEWAY APPROACH**



**TYPICAL TRANSITION TO CONFORM TO AC PAVEMENT  
AT COUNTY ROADWAY AND PRIVATE DRIVEWAY INTERSECTIONS**

SECTION A-A

**CONSTRUCTION DETAILS  
C-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE DESIGN  
FUNCTIONAL SUPERVISOR: RENE SANCHEZ  
CALCULATED-DESIGNED BY: RENE SIQUEIROS  
CHECKED BY: SHUE VUE  
REVISED BY: SHUE VUE  
DATE REVISED: 03-26-12

**STATIONARY MOUNTED CONSTRUCTION AREA SIGNS**

SIGN No.	SIGN CODE	PANEL SIZE	SIGN MESSAGE	No. OF POST AND SIZE	No. OF SIGNS
(A)	W20-1	36" x 36"	ROAD WORK AHEAD	1 - 4" x 6"	3
(B)	G20-1	36" x 18"	END ROAD WORK	1 - 4" x 4"	3

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

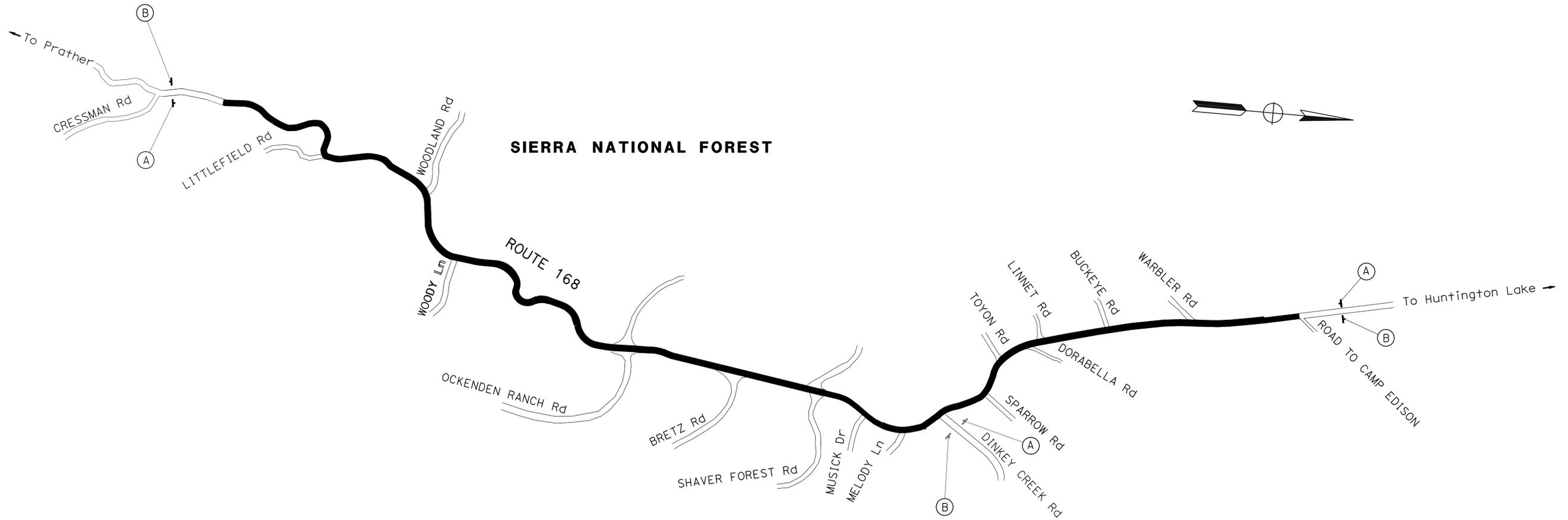
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06	Fre	168	40.4/46.6	4	9

 03-23-12  
 REGISTERED CIVIL ENGINEER DATE

03-26-12  
 PLANS APPROVAL DATE

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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** MAINTENANCE DESIGN  
 FUNCTIONAL SUPERVISOR: RENE SANCHEZ  
 CALCULATED/DESIGNED BY: RENE STIQUEIROS  
 CHECKED BY: SHUE VUE  
 REVISED BY: DATE REVISED:

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

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

LAST REVISION: DATE PLOTTED => 28-MAR-2012 TIME PLOTTED => 15:55

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	40.4/46.6	5	9

03-23-12  
REGISTERED CIVIL ENGINEER DATE

03-26-12  
PLANS APPROVAL DATE

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

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 AND DRIVEWAY APPROACH LOCATION

PM	ROADWAY OR DRIVEWAY	APPROACHES							
		LEFT				RIGHT			
		D-1	D-2	D-3	PLACE HMA (MISC AREA)	D-1	D-2	D-3	PLACE HMA (MISC AREA)
LF	LF	LF	SQYD	LF	LF	LF	SQYD		
41.5	DOGWOOD Mtn	90	55	10	80.6				
41.9	RIDGE TOP ESTATES	72	40	6	37.3				
42.4	LITTLEFIELD ROAD					64	41	10	58.3
43.0	PRIVATE DRIVEWAY	42	16	6	19.3				
43.1	CRYSTAL CREEK	104	61	6	55.0				
43.2	PRIVATE DRIVEWAY	64	41	6	35.0				
43.3	WOODY LANE					70	48	10	65.5
43.4	WOODLAND ROAD	85	54	10	77.2				
44.0	OCKENDEN RANCH ROAD	120	82	10	112.2	112	54	10	77.2
44.4	BRETZ MILL ROAD					76	54	10	72.2
44.5	SHAVER LAKE FOREST ROAD	96	80	10	97.7	80	54	10	74.4
44.8	MUSICK DRIVE					106	82	10	104.4
44.9	PRIVATE DRIVEWAY					40	21	6	20.3
44.9	PRIVATE DRIVEWAY	94	50	6	48.0				
44.9	MELODY LANE					57	38	10	52.8
45.0	DINKEY CREEK ROAD					80	54	10	74.4
45.1	CALTRANS MAINTENANCE Dwy					80	54	10	74.4
45.2	SPARROW ROAD					126	84	10	116.6
45.3	PRIVATE DRIVEWAY					50	26	6	25.3
45.4	TOYON ROAD	44	28	10	40.0				
45.4	DORA BELLA ROAD					41	38	10	43.9
45.4	FOXTAIL ROAD	75	44	10	66.1				
45.5	BUCK EYE ROAD	36	25	10	39.3				
45.7	WARBLER ROAD	36	25	10	39.3				
45.7	PRIVATE DRIVEWAY					120	58	6	59.3
46.6	CAMP EDISON ROAD					100	89	6	63.0
SUB TOTAL					747.0				982.0
TOTAL									1,729

### ROADWAY QUANTITIES

LOCATION	HMA (TYPE A WITH PG-TR)	TACK COAT	CRACK TREATMENT
PM TO PM	TON	TON	LNMI
40.4 - 46.6	9,831	42	12.4

### COLD PLANE ASPHALT CONCRETE PAVEMENT

LOCATION		COLD PLANE AC PAVEMENT
PM TO PM	DESCRIPTION	SQYD
40.4 - 46.6	PAVEMENT TRANSITION AT BEGIN AND END OF CONSTRUCTION	107
40.4 - 46.6	PAVEMENT TRANSITION TO CONFORM AT ROADWAY AND DRIVEWAY APPROACHES	1,921
TOTAL		2,028

### PAVEMENT DELINEATION

LOCATION	DETAIL No.	TWO-COMPONENT PAINT TRAFFIC STRIPE		REMOVE PAINTED TRAFFIC STRIPE	TWO-COMPONENT PAINT PAVEMENT MARKING		REMOVE PAINTED PAVEMENT MARKING	
		4"	8"		DESCRIPTION	SQFT	DESCRIPTION	SQFT
PM		LF	LF	LF				
40.4-46.6	21	31,600			12-TYPE IV (L) ARROW	180	12-TYPE IV (L) ARROW	180
	27B	62,900			LIMIT LINE	496		
	27C	2,700			18-STOP	396		
	28	1,100						
	38A		1,600	3,200				
TOTAL		98,300	1,600	3,200		1,072		180

### SUMMARY OF QUANTITIES

NO SCALE

Q-1



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Fre	168	40.4/46.6	6	9

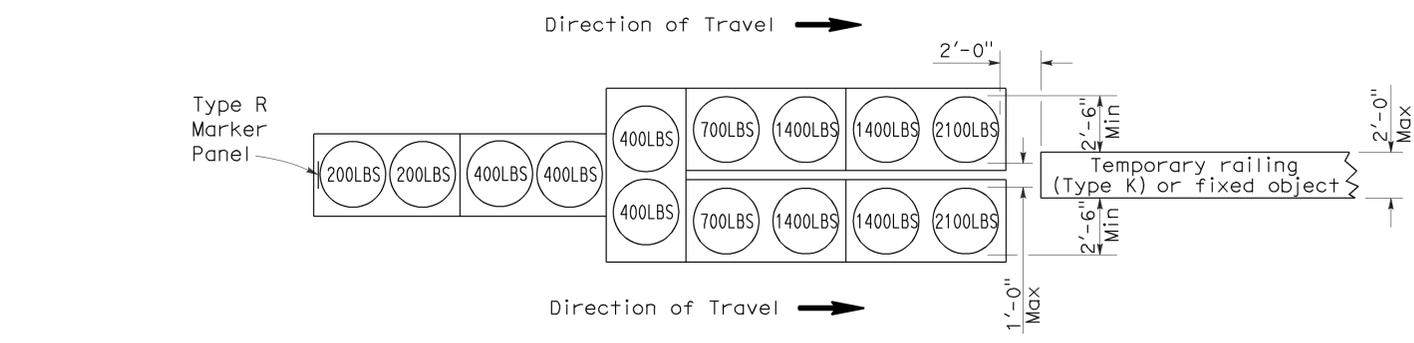
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

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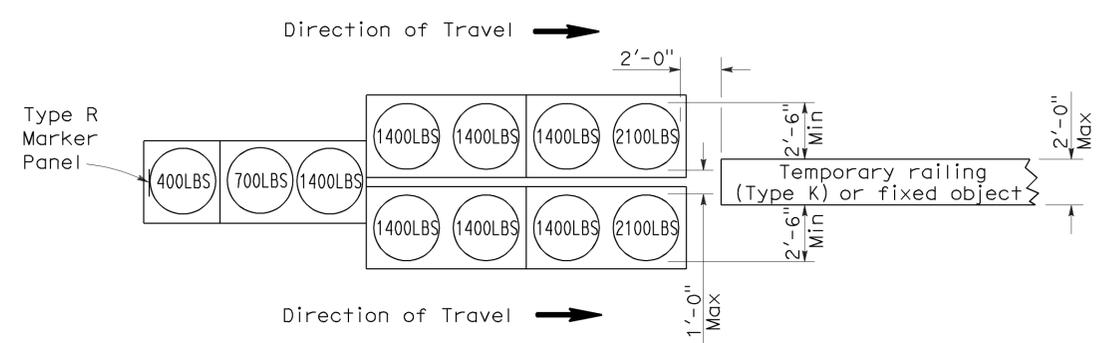
REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiatt  
No. C50200  
Exp. 6-30-09  
CIVIL  
STATE OF CALIFORNIA

To accompany plans dated 3-26-12



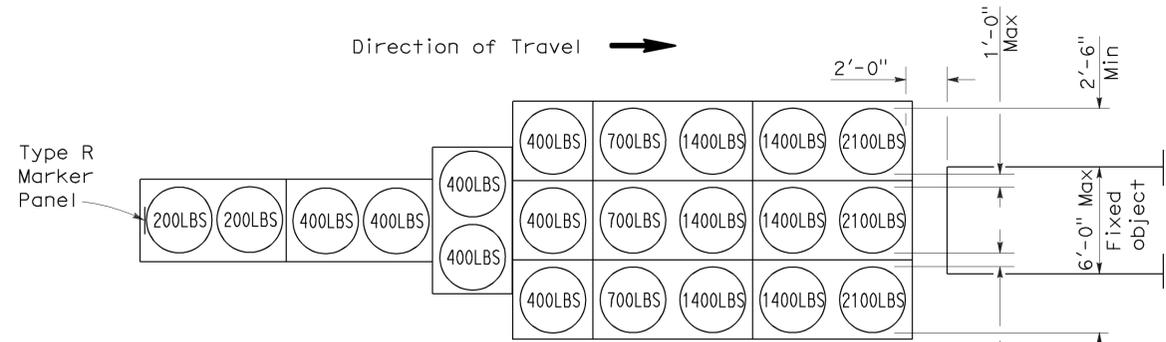
**ARRAY 'TU14'**

Approach speed 45 mph or more



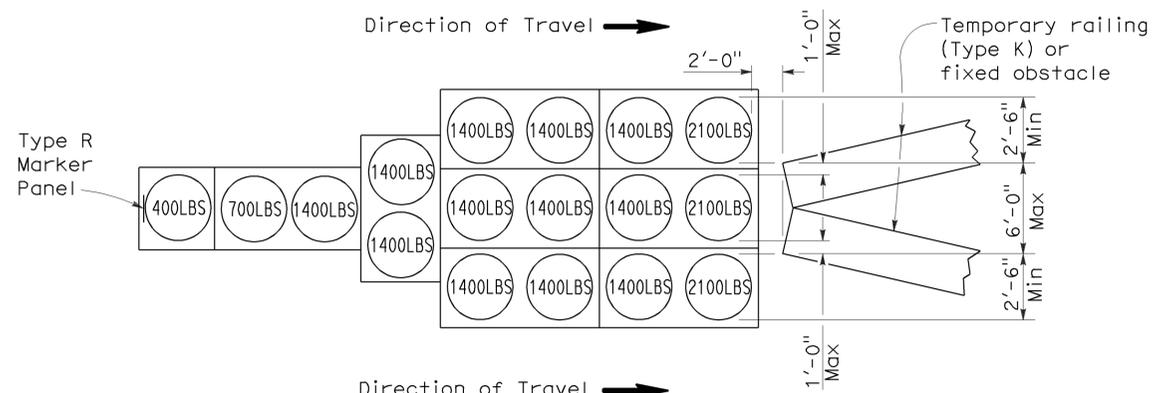
**ARRAY 'TU11'**

Approach speed less than 45 mph



**ARRAY 'TU21'**

Approach speed 45 mph or more

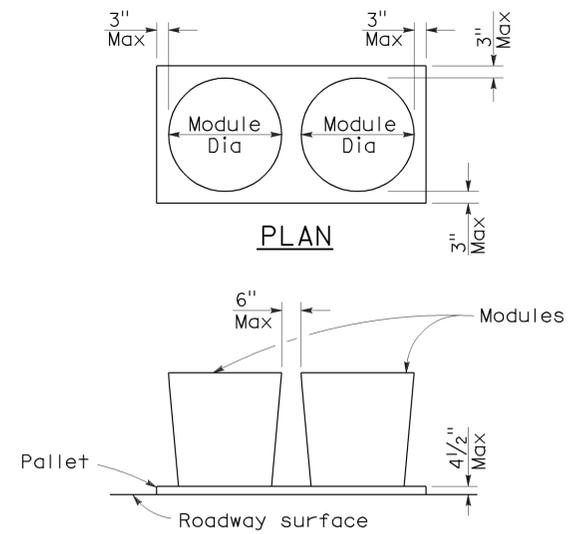


**ARRAY 'TU17'**

Approach speed less than 45 mph

**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.



**PLAN**

**ELEVATION**

**CRASH CUSHION PALLET DETAIL**

See Note 7

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**

2006 REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Fre	168	40.4/46.6	7	9

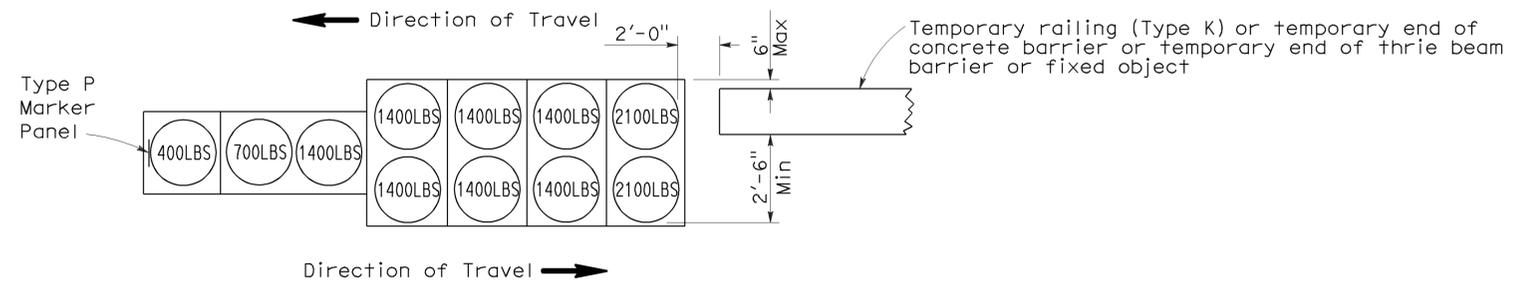
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

June 6, 2008  
PLANS APPROVAL DATE

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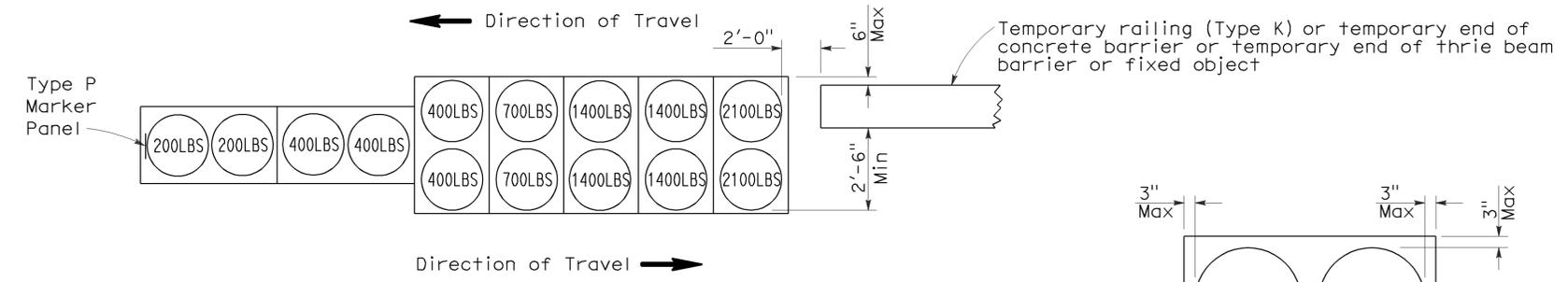
REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiatt  
No. C50200  
Exp. 6-30-09  
CIVIL  
STATE OF CALIFORNIA

To accompany plans dated 3-26-12



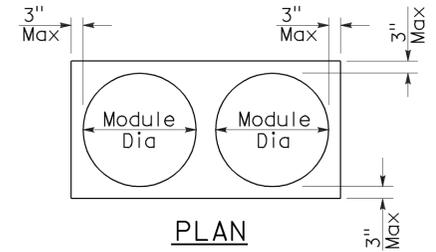
**ARRAY 'TB11'**

Approach speed less than 45 mph

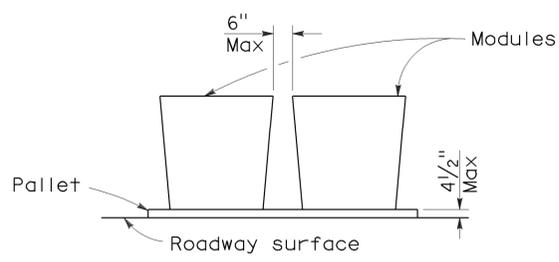


**ARRAY 'TB14'**

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**

2006 REVISED STANDARD PLAN RSP T1B

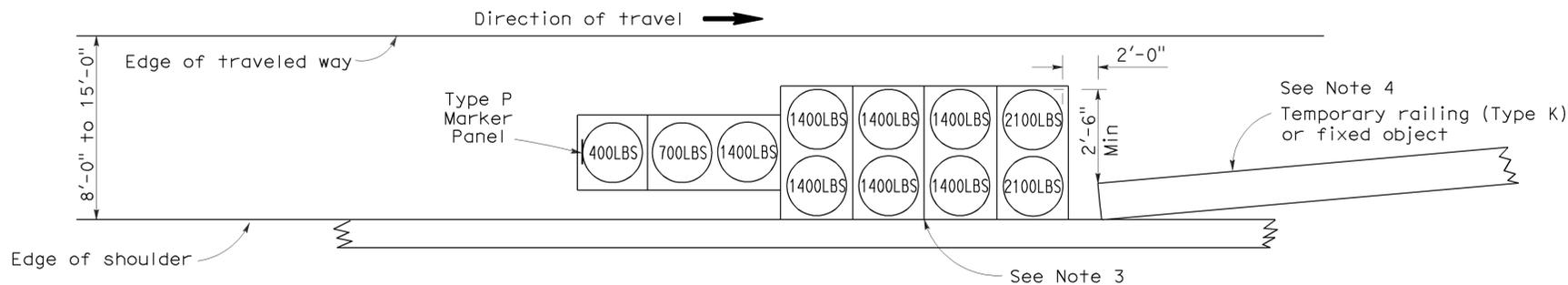
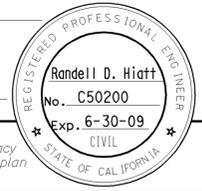
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Fre	168	40.4/46.6	8	9

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

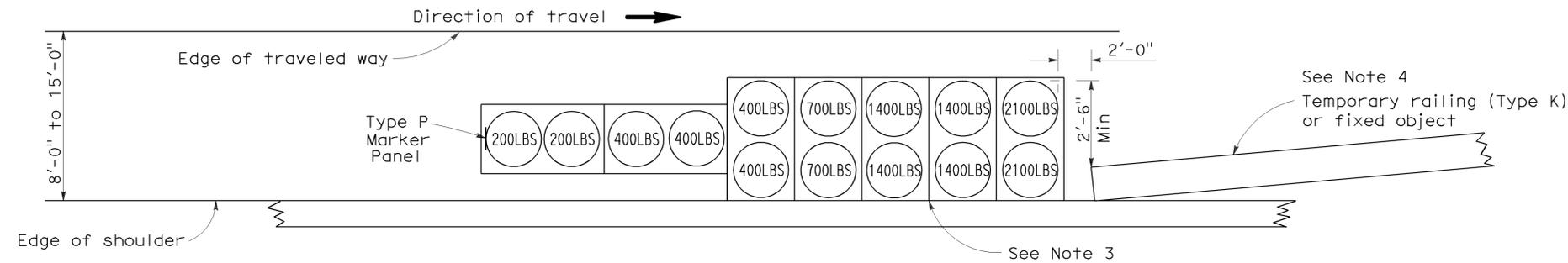
June 6, 2008  
PLANS APPROVAL DATE

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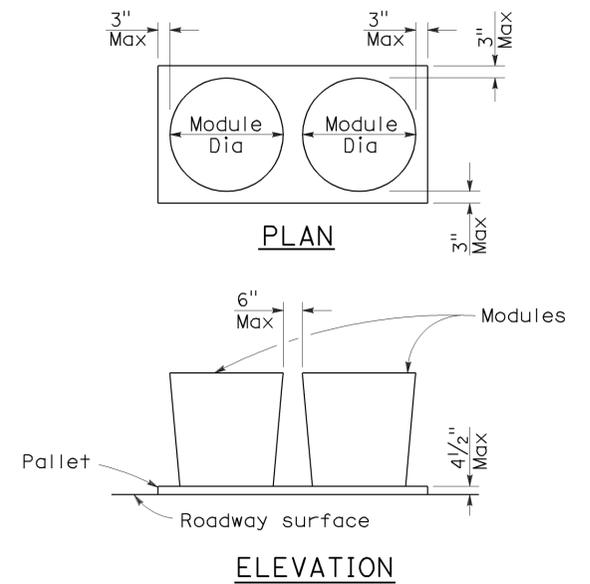
To accompany plans dated 3-26-12



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



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



**CRASH CUSHION PALLET DETAIL**  
See Note 11

**NOTES:**

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

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

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

**REVISED STANDARD PLAN RSP T2**

2006 REVISED STANDARD PLAN RSP T2

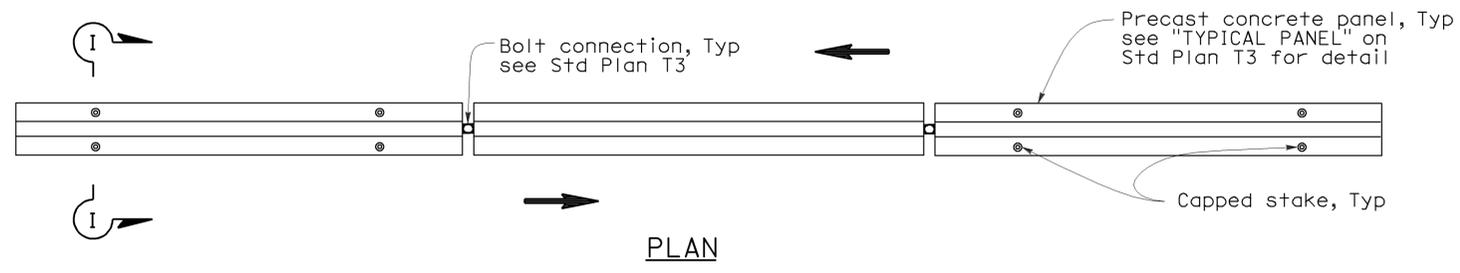
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	168	40.4/46.6	9	9

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

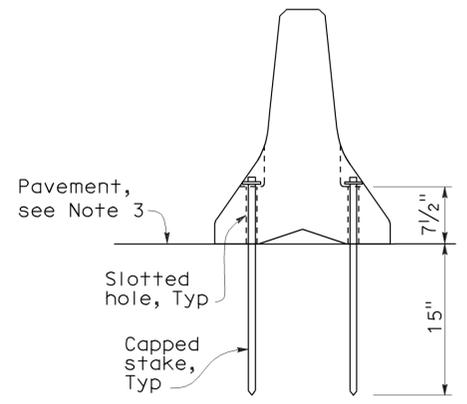
May 20, 2011  
PLANS APPROVAL DATE

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To accompany plans dated 3-26-12

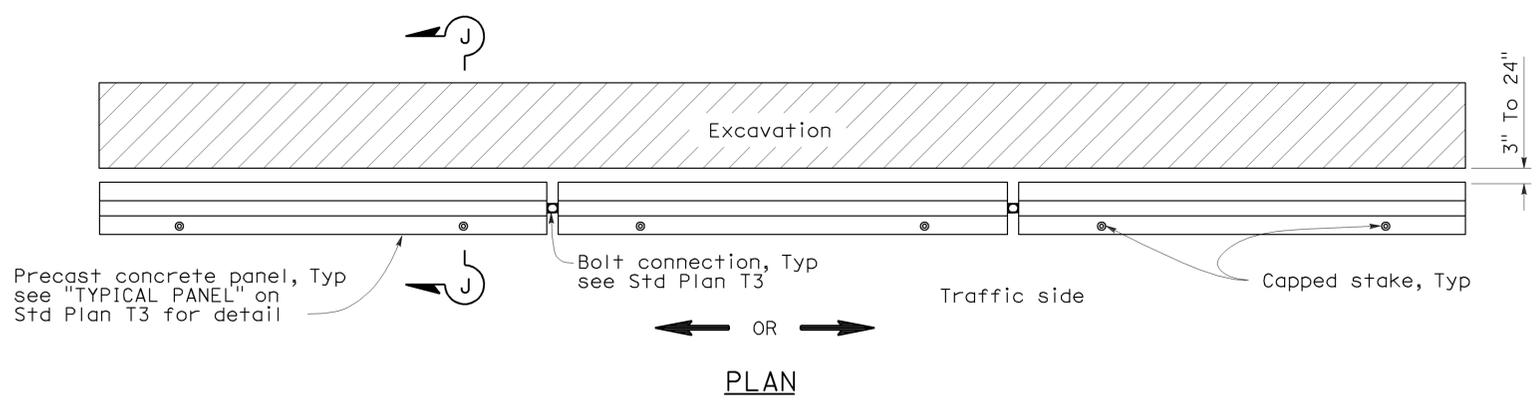


**RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC**  
See Note 1

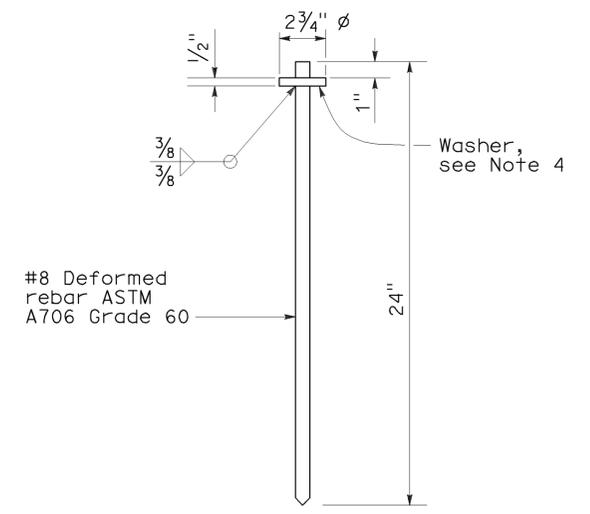
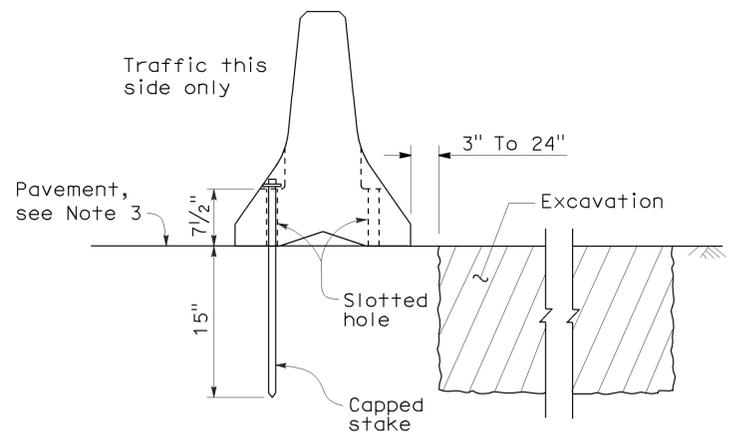


**NOTES:**

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



**RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION**  
See Note 2



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**TEMPORARY RAILING  
(TYPE K)**

NO SCALE

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

2006 NEW STANDARD PLAN NSP T3A