| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 1 | 16 |

INDEX OF PLANS


| SHEET No | DESCRIPTION |
|---|---|
| 1 | TITLE AND LOCATION MAP |
| 2 | TYPICAL CROSS SECTION |
| 3-7 | LAYOUT |
| 8 | CONSTRUCTION DETAILS |
| 9 | CONSTRUCTION AREA SIGNS |
| 10-11 | PAVEMENT DELINEATION QUANTITIES |
| 12 | SUMMARY OF QUANTITIES |
| 13-16 | NEW OR REVISED STANDARD PLANS |


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

STATE OF CALIFORNIA

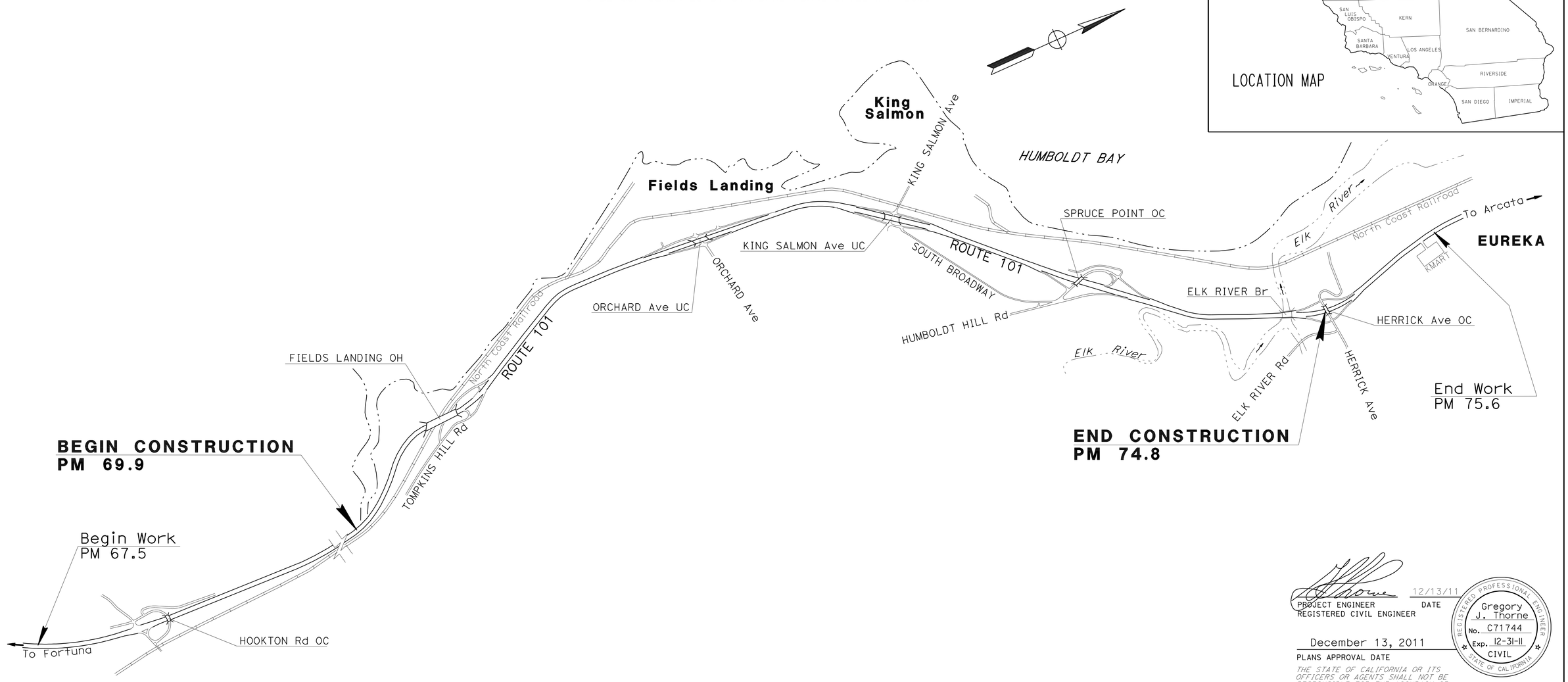
# DEPARTMENT OF TRANSPORTATION

# PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

## IN HUMBOLDT COUNTY NEAR EUREKA FROM 0.7 MILE SOUTH OF FIELDS LANDING OVERHEAD TO HERRICK AVENUE OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

LOCATION MAP




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

NO SCALE

PROJECT MANAGER Royal B. McCarthy

DESIGN ENGINEER Royal B. McCarthy

PROJECT ENGINEER REGISTERED CIVIL ENGINEER — DATE 12/13/11

REGISTERED PROFESSIONAL ENGINEER Gregory J. Thorne No. C71744 Exp. 12-31-11 CIVIL STATE OF CALIFORNIA

December 13, 2011
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. | 01-0A2104 |
|---|---|
| PROJECT ID | 0100020026 |

LAST REVISION 00-00-00 DATE PLOTTED => 13-DEC-2011 TIME PLOTTED => 10:11

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 2 | 16 |

REGISTERED CIVIL ENGINEER — DATE 12/13/11

December 13, 2011
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Gregory J. Thorne No. C71744 Exp. 12-31-11 CIVIL STATE OF CALIFORNIA

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## 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. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

## EXISTING STRUCTURAL SECTIONS

A
- 0.25' AC
- 0.50' CI 3 AB
- 1.00' CI 2 AS

B
- 0.25' AC
- 0.50' CI B CTB
- 1.00' CI 2 AS

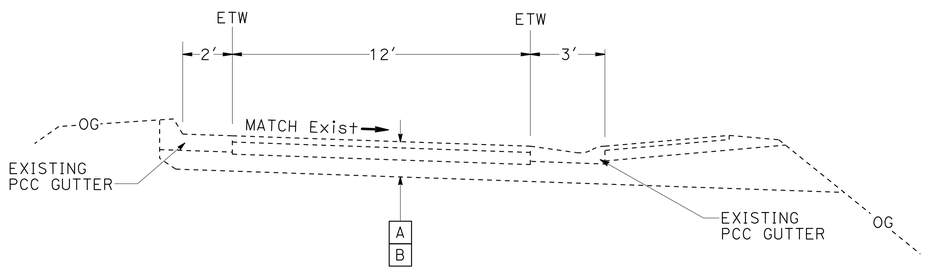
C
- 0.25' AC
- 0.90' AB

D
- 0.50' AC
- 0.65' AB

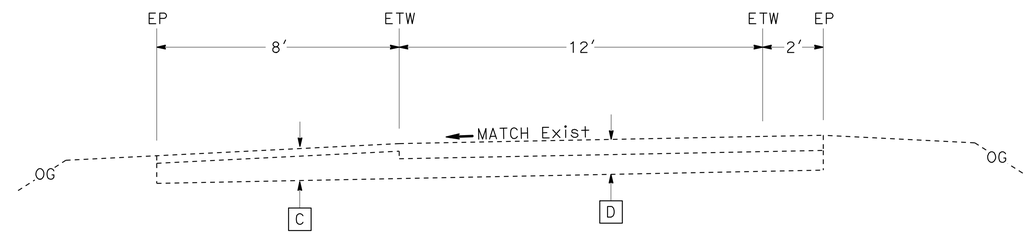
E
- 0.08' OGAC
- 0.45' AC
- 0.67' AB

F
- 0.08' OGAC
- 0.65' AC
- 0.67' CTB
- 0.25' GRAVEL

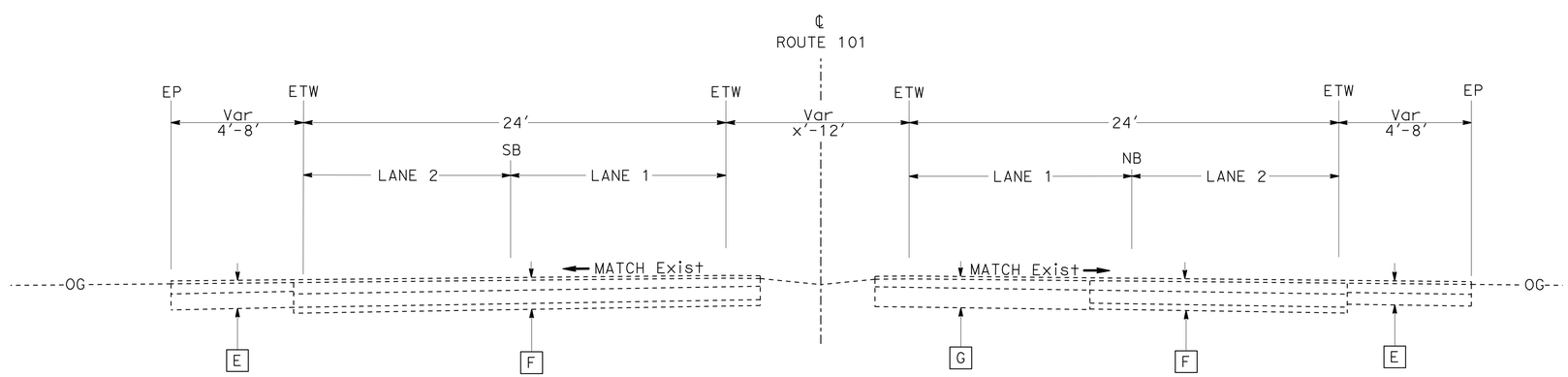
G
- 0.08' OGAC
- 0.50'AC
- 0.67' AB




| LOCATION | DESCRIPTION | EXISTING STRUCTURAL SECTION |
|---|---|---|
| 4-7 | TOMPKINS HILL Rd RAMPS | A |
| 20, 22-26 | KING SALMON Ave RAMPS | A |
| 11-12, 14-17 | ORCHARD Ave RAMPS | B |




| LOCATION | DESCRIPTION |
|---|---|
| 33, 35-38 | SPRUCE POINT RAMPS |
| 45, 47-48, 50-52 | HERRICK Ave RAMPS |
| | |




| LOCATION | DESCRIPTION |
|---|---|
| 1-3, 8-10, 13, 18-19, 21, 27-32, 34, 39-44, 46, 49 | ROUTE 101 |

**(EXISTING STRUCTURAL SECTIONS)**

# TYPICAL CROSS SECTIONS X-1

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® DESIGN
FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Greg Thorne
CHECKED BY: X
REVISED BY / DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 13-DEC-2011 | TIME PLOTTED => 10:12

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 3 | 16 |

REGISTERED CIVIL ENGINEER — DATE 12/13/11

December 13, 2011
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REGISTERED PROFESSIONAL ENGINEER Gregory J. Thorne No. C71744 Exp. 12-31-11 CIVIL STATE OF CALIFORNIA

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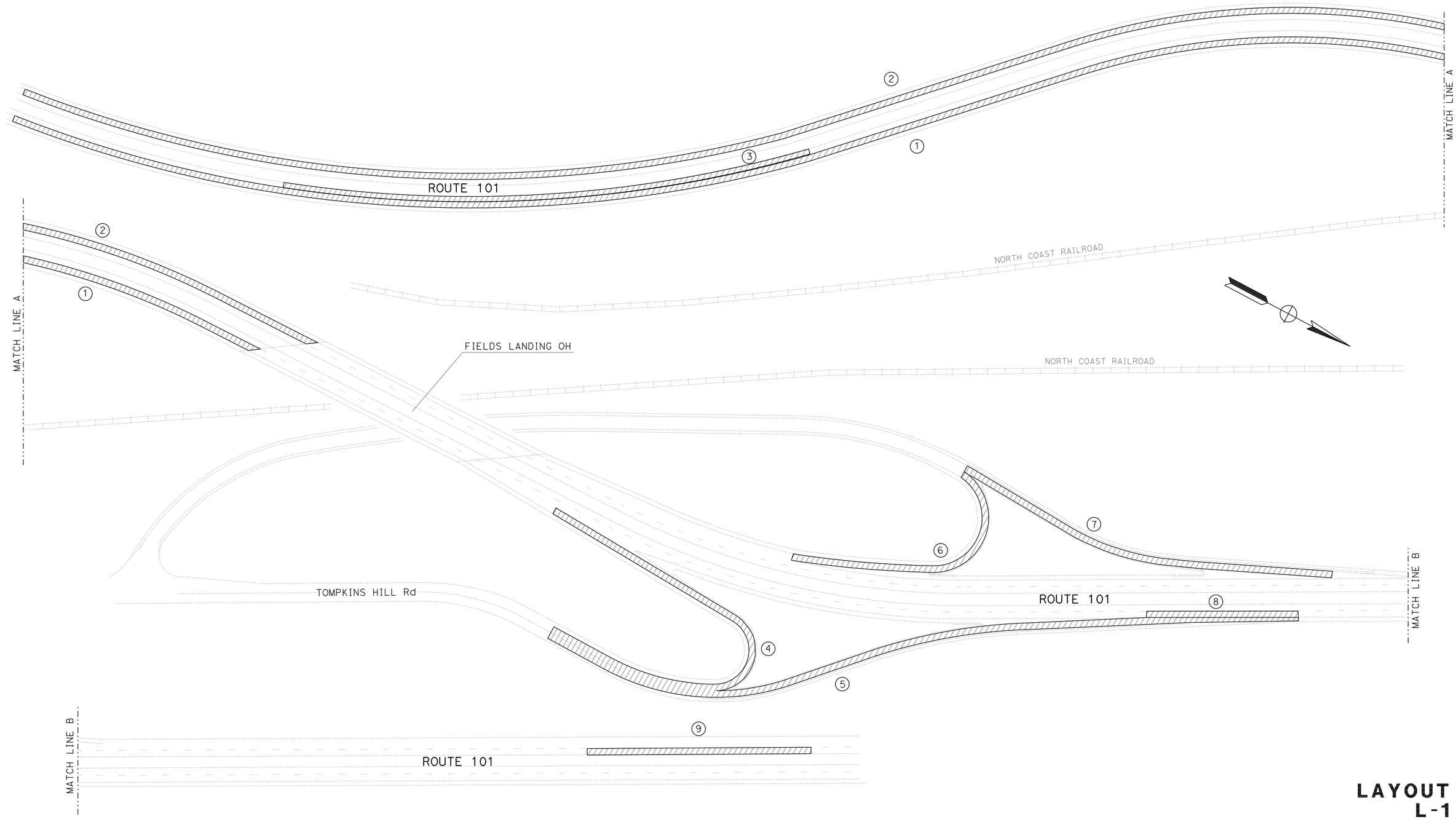
## NOTES

1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
2. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
3. THE ENGINEER DETERMINES THE EXACT LIMITS AND DEPTH OF REPLACE ASPHALT CONCRETE SURFACING.
4. SEE SUMMARY OF QUANTITIES FOR POSTMILE LIMITS OF EACH WORK LOCATION.

## LEGEND

REPLACE ASPHALT CONCRETE SURFACING

(X) LOCATION NUMBER




NO SCALE

# LAYOUT L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Greg Thorne
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LAST REVISION 00-00-00
DATE PLOTTED => 13-DEC-2011
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| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 4 | 16 |

REGISTERED CIVIL ENGINEER 12/13/11 DATE

December 13, 2011
PLANS APPROVAL DATE

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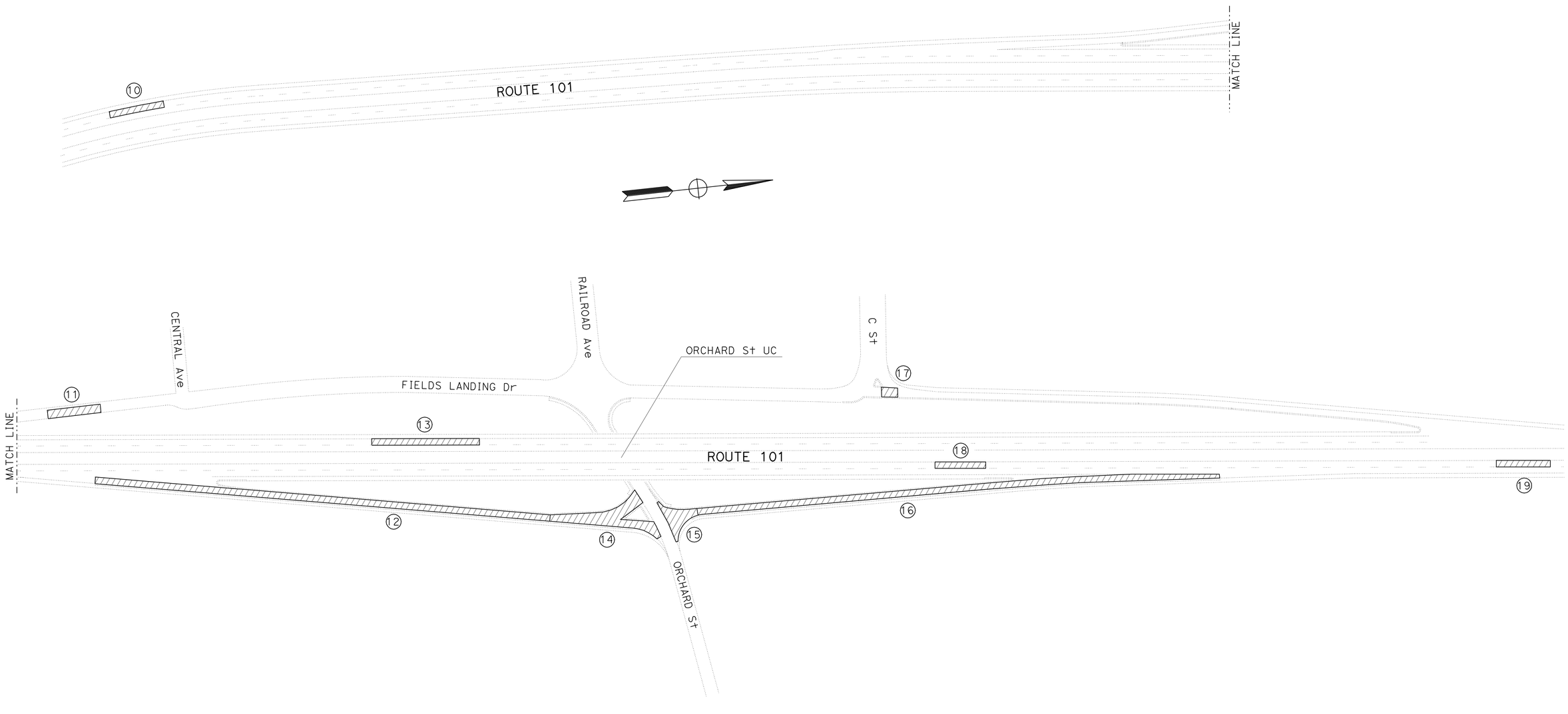


NO SCALE

# LAYOUT L-2

| REVISED BY | DATE REVISED |
|---|---|
| Greg Thorne | X |

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR Royal B. McCarthy

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAST REVISION 00-00-00 DATE PLOTTED => 13-DEC-2011 TIME PLOTTED => 10:12

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 5 | 16 |

REGISTERED CIVIL ENGINEER 12/13/11 DATE

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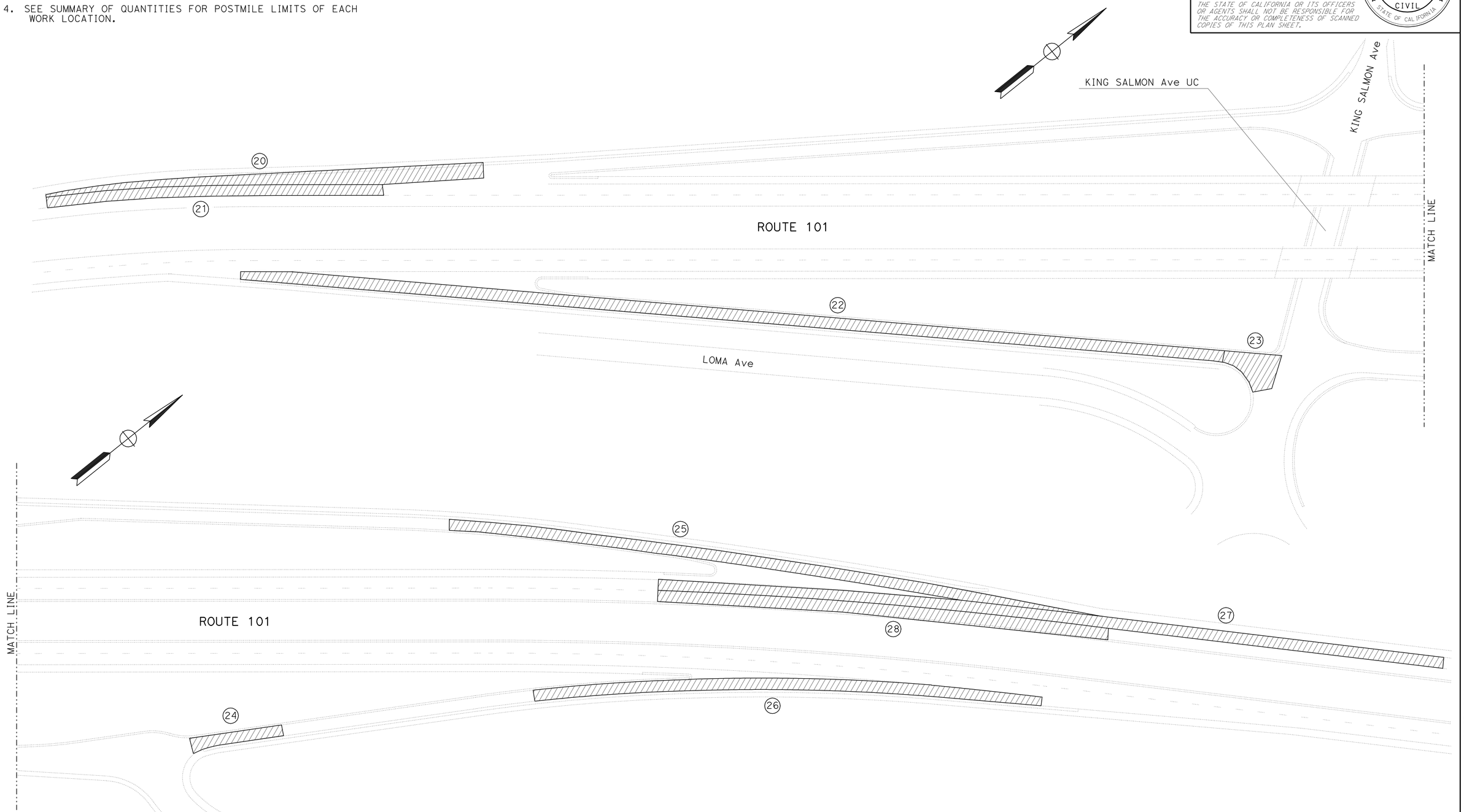


NO SCALE

# LAYOUT L-3

| REVISED BY | DATE REVISED |
|---|---|
| Greg Thorne | X |

| CALCULATED-DESIGNED BY | CHECKED BY |
|---|---|
| | |

FUNCTIONAL SUPERVISOR: Royal B. McCarthy

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAST REVISION 00-00-00 | DATE PLOTTED => 13-DEC-2011 | TIME PLOTTED => 10:12

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 6 | 16 |

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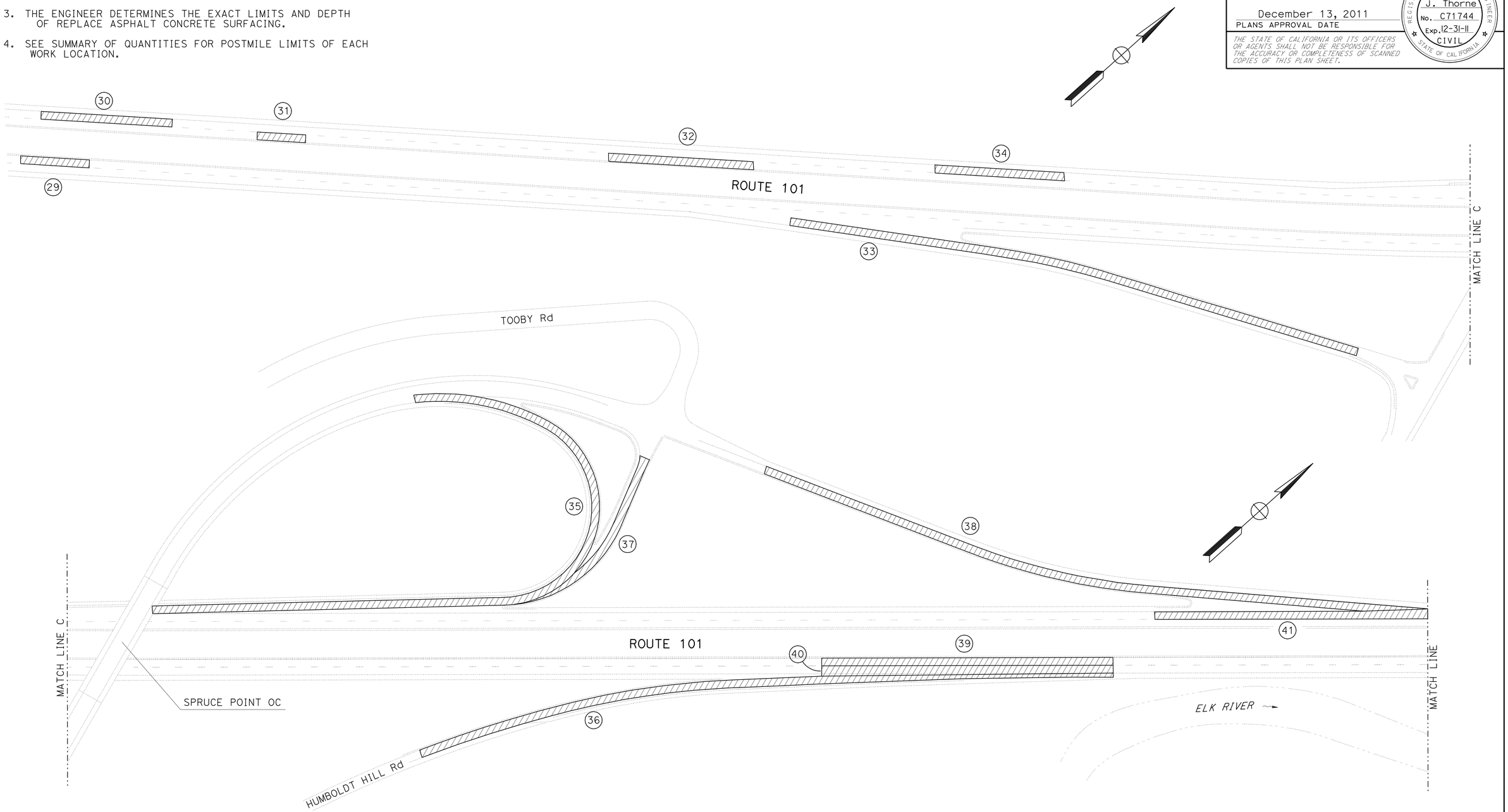


**LAYOUT L-4**

NO SCALE

| REVISED BY | DATE REVISED |
|---|---|
| Greg Thorne | X |

| CALCULATED-DESIGNED BY | CHECKED BY |
|---|---|
| | |

FUNCTIONAL SUPERVISOR: Royal B. McCarthy

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 7 | 16 |

REGISTERED CIVIL ENGINEER 12/13/11 DATE

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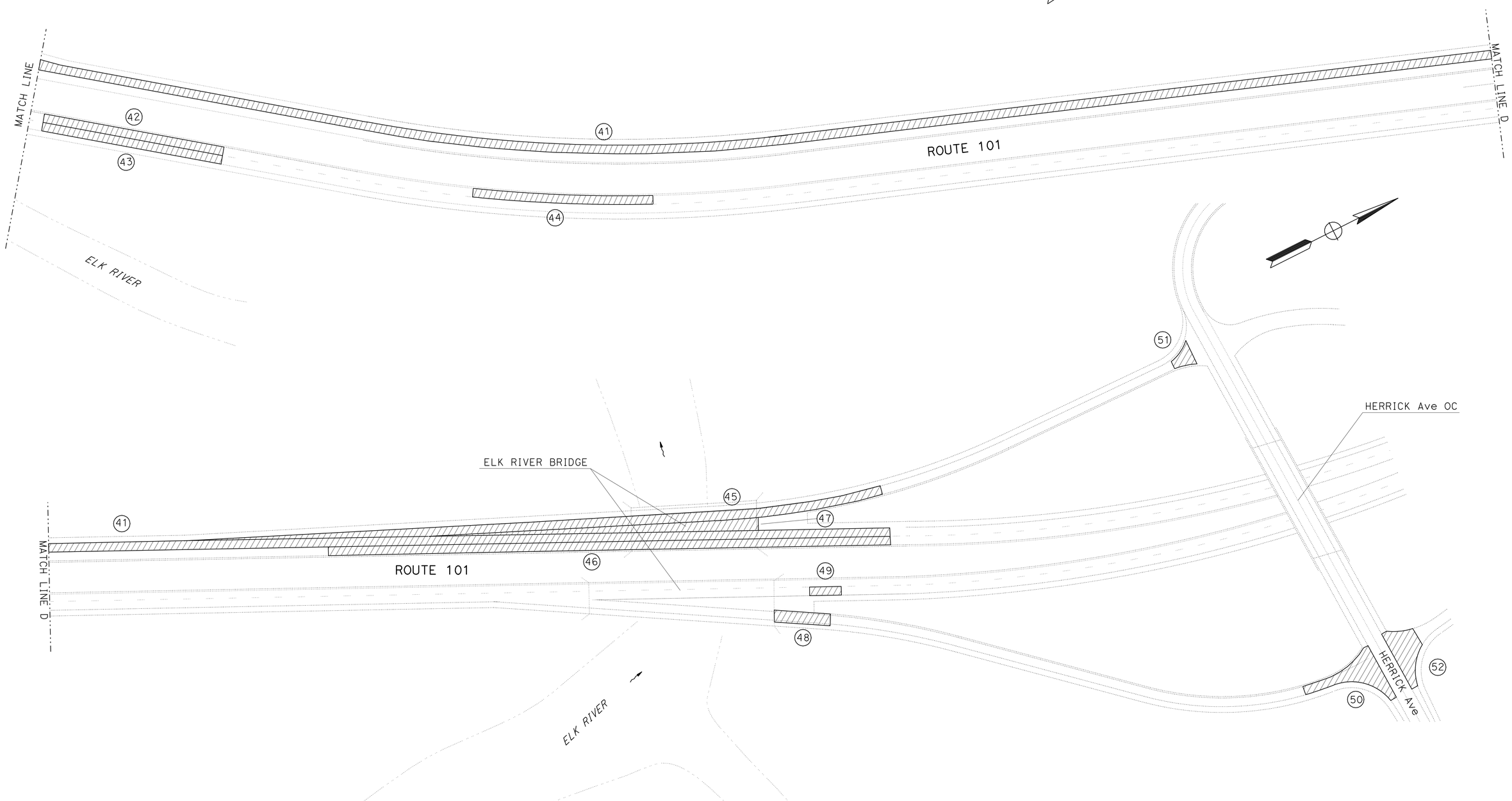
4. SEE SUMMARY OF QUANTITIES FOR POSTMILE LIMITS OF EACH WORK LOCATION.




NO SCALE

# LAYOUT L-5

| REVISED BY | DATE REVISED |
|---|---|
| Greg Thorne | X |

| CALCULATED-DESIGNED BY | CHECKED BY |
|---|---|
| | |

FUNCTIONAL SUPERVISOR: Royal B. McCarthy

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

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| 01 | Hum | 101 | 69.9/74.8 | 8 | 16 |

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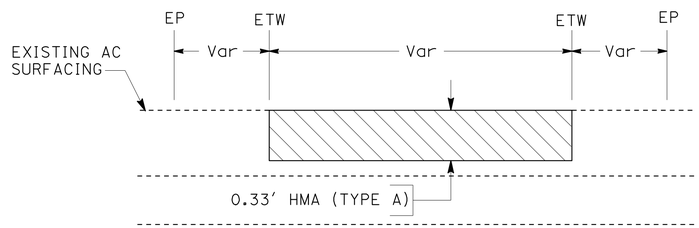
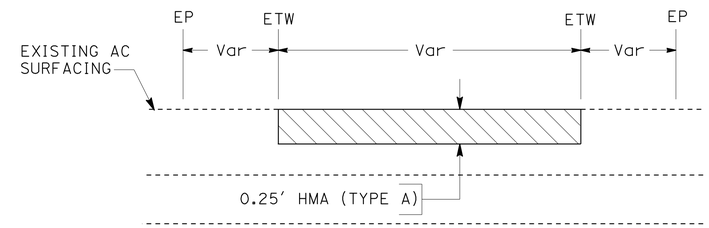
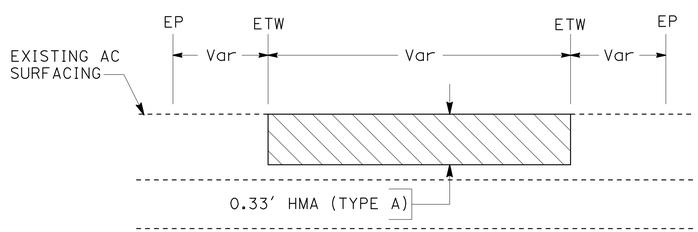


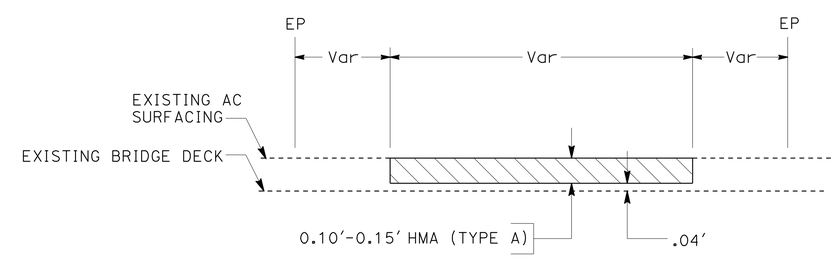

| LOCATION | DESCRIPTION |
|---|---|
| 33, 35-38 | SPRUCE POINT RAMPS |
| 45, 47-48, 50-52 | HERRICK Ave RAMPS |
| | |




| LOCATION | DESCRIPTION |
|---|---|
| 4-7 | TOMPKINS HILL Rd RAMPS |
| 20, 22-26 | KING SALMON Ave RAMPS |
| 11-12, 14-17 | ORCHARD Ave RAMPS |




| LOCATION | DESCRIPTION |
|---|---|
| 1-3, 8-10, 13, 18-19, 21, 27-32, 34, 39-44, 46, 49 | ROUTE 101 |




ELK RIVER BRIDGE

## REPLACE AC SURFACING

# CONSTRUCTION DETAILS C-1

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Greg Thorne
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REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 13-DEC-2011
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| 01 | Hum | 101 | 69.9/74.8 | 9 | 16 |

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PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Gregory J. Thorne No. C71744 Exp. 12-31-11 CIVIL STATE OF CALIFORNIA

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## STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

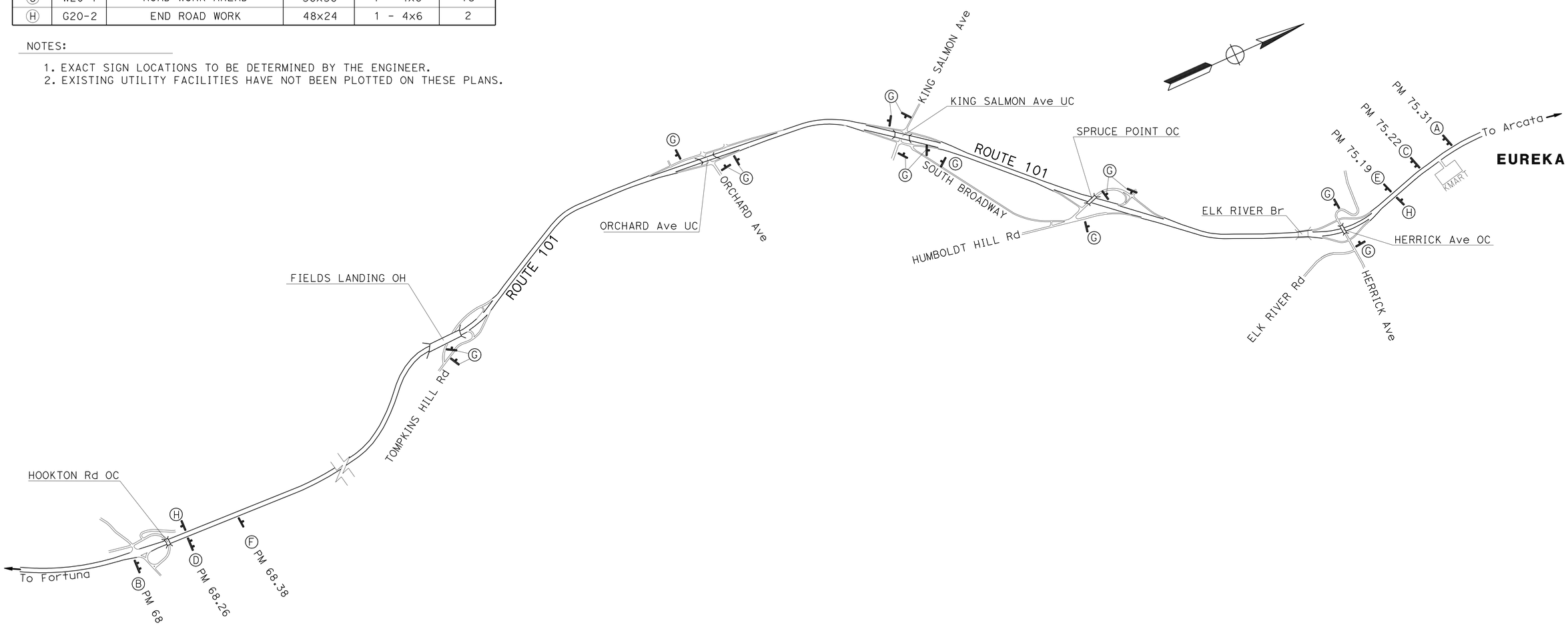
| SIGN No. | SIGN CODE | SIGN MESSAGE | PANEL SIZE (INCHES) | No.OF POSTS AND SIZE (INCHES) | No.OF SIGNS |
|---|---|---|---|---|---|
| A | C40(CA) | TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES | 108x42 | 2 - 6x6 | 1 |
| B | C40(CA) | TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES | 144x60 | 2 - 6x8 | 1 |
| C | G20-1 | ROAD WORK NEXT 7 MILES | 60X36 | 2 - 4x6 | 1 |
| | C23B(CA) | RESURFACING | 54x12 | | |
| D | G20-1 | ROAD WORK NEXT 7 MILES | 90X48 | 2 - 6x6 | 1 |
| | C23B(CA) | RESURFACING | 54x12 | | |
| E | W11-1 | BICYCLE SYMBOL | 36x36 | 1 - 4x6 | 1 |
| | W16-1 | SHARE THE ROAD | 24X30 | | |
| F | W11-1 | BICYCLE SYMBOL | 48X48 | 1 - 6x6 | 1 |
| | W16-1 | SHARE THE ROAD | 24X30 | | |
| G | W20-1 | ROAD WORK AHEAD | 36x36 | 1 - 4x6 | 15 |
| H | G20-2 | END ROAD WORK | 48x24 | 1 - 4x6 | 2 |

NOTES:

1. EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
2. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

C23B(CA)
54"x12"
4" CAPS
BLACK/ORANGE

**RESURFACING**




# CONSTRUCTION AREA SIGNS
# CS-1

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Greg Thorne
CHECKED BY: X
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 13-DEC-2011
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| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
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| LOCATION | | | DETAIL NUMBER | DETAIL LENGTH | THERMOPLASTIC TRAFFIC STRIPE | | | | | PAVEMENT MARKER | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 4" WHITE | | 8" | 4" | 4" | NON-REFLECTIVE | RETROREFLECTIVE | | | |
| | | | | | | | SOLID | | | TYPE A WHITE | TYPE C RED/CLEAR | TYPE G CLEAR | TYPE H YELLOW | TYPE D YELLOW |
| LOCATION NUMBER | FROM PM | TO PM | | | (BROKEN 36-12) | (BROKEN 17-7) | WHITE | YELLOW | WHITE | | | (ONE WAY) | | (TWO WAY) |
| | | | | | LF | | | | | EA | | | | |
| 1 | 69.87 | 70.59 | 12&13 | 3850 | 3850 | | | | | 325 | | 81 | | |
| 1 | 69.87 | 70.59 | 27B | 3850 | | | | | 3850 | | | | | |
| 2 | 69.91 | 70.63 | 12&13 | 3850 | 3850 | | | | | 325 | | 81 | | |
| 2 | 69.91 | 70.63 | 27B | 3850 | | | | | 3850 | | | | | |
| 3 | 70.07 | 70.15 | 12&13 | 422 | 422 | | | | | 39 | | 10 | | |
| 3 | 70.07 | 70.07 | 25 | 1150 | | | | 1150 | | | | | 25 | |
| 3 | 70.15 | 70.18 | 14&14A | 144 | 144 | | | | | 12 | 4 | | | |
| 3 | 70.18 | 70.26 | 12&13 | 422 | 422 | | | | | 39 | | 10 | | |
| 4 | 70.68 | 70.71 | 25A | 310 | | | | 310 | | | | | 14 | |
| 4 | 70.68 | 70.71 | 22 | 270 | | | | 540 | | | | | | 26 |
| 4 | 70.68 | 70.71 | 27B | 1040 | | | | | 1040 | | | | | |
| 4 | 70.68 | 70.71 | 36 | 254 | | | 254 | | | | 12 | | | |
| 5 | 70.71 | 70.96 | 25A | 440 | | | | 440 | | | | | 19 | |
| 5 | 70.71 | 70.96 | 27B | 1500 | | | | | 1500 | | | | | |
| 5 | 70.71 | 70.96 | 36A | 135 | | | 135 | | | | 7 | | | |
| 5 | 70.71 | 70.96 | 8 | 210 | | 210 | | | | | | | | |
| 6 | 70.80 | 70.88 | 25A | 254 | | | | 254 | | | | | 12 | |
| 6 | 70.80 | 70.88 | 27B | 530 | | | | | 530 | | | | | |
| 6 | 70.80 | 70.88 | 36A | 181 | | | 181 | | | | 9 | | | |
| 6 | 70.80 | 70.88 | 8 | 115 | | 115 | | | | | | | | |
| 7 | 70.85 | 70.99 | 25A | 493 | | | | 493 | | | | | 22 | |
| 7 | 70.85 | 70.99 | 27B | 810 | | | | | 810 | | | | | |
| 7 | 70.85 | 70.99 | 36 | 258 | | | 258 | | | | 12 | | | |
| 8 | 70.87 | 70.94 | 12&13 | 380 | 380 | | | | | 36 | | 9 | | |
| 9 | 71.21 | 71.31 | 12&13 | 525 | 525 | | | | | 48 | | 12 | | |
| 9 | 71.21 | 71.21 | 25 | 525 | | | | 525 | | | | | 12 | |
| 10 | 71.43 | 71.53 | 12&13 | 525 | 525 | | | | | 48 | | 12 | | |
| 10 | 71.43 | 71.43 | 27B | 525 | | | | | 525 | | | | | |
| 11 | 71.83 | 71.83 | 25A | 175 | | | | 175 | | | | | 8 | |
| 11 | 71.83 | 71.83 | 27B | 175 | | | | | 175 | | | | | |
| 12 | 71.85 | 71.85 | 25A | 805 | | | | 805 | | | | | 35 | |
| 12 | 71.85 | 71.85 | 27B | 1090 | | | | | 1090 | | | | | |
| 12 | 71.85 | 71.85 | 36 | 215 | | | 215 | | | | 10 | | | |
| 13 | 71.94 | 71.99 | 12&13 | 245 | 245 | | | | | 24 | | 6 | | |
| 13 | 71.94 | 71.94 | 27B | 245 | | | | | 245 | | | | | |
| 14 | 72.04 | 72.08 | 25A | 177 | | | | 177 | | | | | 8 | |
| 14 | 72.04 | 72.08 | 27B | 218 | | | | | 218 | | | | | |
| 15 | 72.04 | 72.04 | 25A | 80 | | | | 80 | | | | | 4 | |
| 15 | 72.04 | 72.04 | 27B | 70 | | | | | 70 | | | | | |
| 16 | 72.05 | 72.05 | 25A | 548 | | | | 548 | | | | | 24 | |
| 16 | 72.05 | 72.05 | 36A | 248 | | | 248 | | | | 11 | | | |
| 16 | 72.05 | 72.05 | 8 | 120 | | 120 | | | | | | | | |
| 16 | 72.05 | 72.05 | 27B | 1000 | | | | | 1000 | | | | | |
| 17 | 72.12 | 72.13 | 38 | 50 | | | 50 | | | | 3 | | | |
| 17 | 72.12 | 72.13 | 27B | 1000 | | | | | 1000 | | | | | |
| 18 | 72.15 | 72.17 | 25 | 125 | | | | 125 | | | | | 4 | |
| 18 | 72.15 | 72.17 | 12&13 | 125 | 125 | | | | | 14 | | 4 | | |
| 19 | 72.34 | 72.36 | 25 | 150 | | | | 150 | | | | | 4 | |
| 19 | 72.34 | 72.36 | 12&13 | 150 | 150 | | | | | 17 | | 4 | | |
| 20 | 72.62 | 72.62 | 25A | 170 | | | | 170 | | | | | 8 | |
| 20 | 72.62 | 72.62 | 36A | 165 | | | 165 | | | | 8 | | | |
| 20 | 72.62 | 72.62 | 8 | 100 | | 100 | | | | | | | | |
| 20 | 72.62 | 72.62 | 27B | 850 | | | | | 850 | | | | | |
| 21 | 72.62 | 72.70 | 12&13 | 425 | 425 | | | | | 39 | | 10 | | |
| 22 | 72.66 | 72.66 | 36 | 256 | | | 256 | | | | 12 | | | |
| 22 | 72.66 | 72.66 | 25A | 740 | | | | 740 | | | | | 32 | |
| 22 | 72.66 | 72.66 | 27B | 1115 | | | | | 1115 | | | | | |
| 23 | 72.87 | 72.88 | 25A | 58 | | | | 58 | | | | | 3 | |
| 23 | 72.87 | 72.88 | 27B | 44 | | | | | 44 | | | | | |
| 24 | 72.93 | 72.93 | 25A | 120 | | | | 120 | | | | | 6 | |
| 24 | 72.93 | 72.93 | 27B | 120 | | | | | 120 | | | | | |
| 25 | 72.99 | 72.99 | 36 | 292 | | | 292 | | | | 13 | | | |
| 25 | 72.99 | 72.99 | 25A | 230 | | | | 230 | | | | | 11 | |
| SUBTOTAL THIS SHEET | | | | | 11063 | 545 | 2054 | 7090 | 18032 | 966 | 101 | 239 | 251 | 26 |

# PAVEMENT DELINEATION QUANTITIES PDQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Greg Thorne
CHECKED BY: X
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 13-DEC-2011 | TIME PLOTTED => 10:12

| LOCATION | | | DETAIL NUMBER | DETAIL LENGTH | THERMOPLASTIC TRAFFIC STRIPE | | | | | PAVEMENT MARKER | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 4" WHITE | | 8" | 4" | 4" | NON-REFLECTIVE | RETROREFLECTIVE | | | |
| | | | | | | | SOLID | | | TYPE A WHITE | TYPE C RED/CLEAR | TYPE G CLEAR | TYPE H YELLOW | TYPE D YELLOW |
| LOCATION NUMBER | FROM PM | TO PM | | | (BROKEN 36-12) | (BROKEN 17-7) | WHITE | YELLOW | WHITE | | | (ONE WAY) | | (TWO WAY) |
| | | | | | LF | | | | | EA | | | | |
| 25 | 72.99 | 72.99 | 27B | 750 | | | | | 750 | | | | | |
| 26 | 73.00 | 73.00 | 25A | 250 | | | | 250 | | | | | 11 | |
| 26 | 73.00 | 73.00 | 36A | 145 | | | 145 | | | | 7 | | | |
| 26 | 73.00 | 73.00 | 8 | 120 | | 120 | | | | | | | | |
| 26 | 73.00 | 73.00 | 27B | 580 | | | | | 580 | | | | | |
| 27 | 73.03 | 73.19 | 12&13 | 880 | 880 | | | | | 77 | | 19 | | |
| 27 | 73.03 | 73.03 | 36A | 290 | | | 290 | | | | 13 | | | |
| 27 | 73.03 | 73.03 | 27B | 375 | | | | | 375 | | | | | |
| 28 | 73.03 | 73.03 | 25 | 545 | | | | 545 | | | | | 12 | |
| 29 | 73.28 | 73.28 | 25 | 145 | | | | 145 | | | | | 4 | |
| 29 | 73.28 | 73.31 | 12&13 | 145 | 145 | | | | | 16 | | 4 | | |
| 30 | 73.29 | 73.34 | 12&13 | 240 | 240 | | | | | 24 | | 6 | | |
| 30 | 73.29 | 73.29 | 27B | 240 | | | | | 240 | | | | | |
| 31 | 73.34 | 73.34 | 25 | 110 | | | | 110 | | | | | 3 | |
| 31 | 73.34 | 73.36 | 12&13 | 110 | 110 | | | | | 13 | | 3 | | |
| 32 | 73.44 | 73.44 | 25 | 260 | | | | 260 | | | | | 6 | |
| 32 | 73.44 | 73.49 | 12&13 | 260 | 260 | | | | | 26 | | 6 | | |
| 33 | 73.51 | 73.51 | 36 | 318 | | | 318 | | | | 14 | | | |
| 33 | 73.51 | 73.51 | 25A | 495 | | | | 495 | | | | | 22 | |
| 33 | 73.51 | 73.51 | 27B | 940 | | | | | 940 | | | | | |
| 34 | 73.54 | 73.58 | 12&13 | 230 | 230 | | | | | 23 | | 6 | | |
| 34 | 73.54 | 73.54 | 27B | 230 | | | | | 230 | | | | | |
| 35 | 73.73 | 73.81 | 25A | 210 | | | | 210 | | | | | 10 | |
| 35 | 73.73 | 73.81 | 36A | 170 | | | 170 | | | | 8 | | | |
| 35 | 73.73 | 73.81 | 27B | 1220 | | | | | 1220 | | | | | |
| 36 | 73.80 | 73.80 | 25A | 480 | | | | 480 | | | | | 21 | |
| 36 | 73.80 | 73.80 | 36A | 135 | | | 135 | | | | 7 | | | |
| 36 | 73.80 | 73.80 | 8 | 100 | | 100 | | | | | | | | |
| 36 | 73.80 | 73.80 | 27B | 1300 | | | | | 1300 | | | | | |
| 37 | 73.84 | 73.84 | 25A | 295 | | | | 295 | | | | | 13 | |
| 37 | 73.84 | 73.84 | 36A | 95 | | | 95 | | | | 5 | | | |
| 37 | 73.84 | 73.84 | 27B | 103 | | | | | 103 | | | | | |
| 38 | 73.91 | 73.91 | 25A | 679 | | | | 679 | | | | | 29 | |
| 38 | 73.91 | 73.91 | 36 | 308 | | | 308 | | | | 14 | | | |
| 38 | 73.91 | 73.91 | 27B | 1180 | | | | | 1180 | | | | | |
| 39 | 73.93 | 73.93 | 25 | 520 | | | | 520 | | | | | 12 | |
| 39 | 73.93 | 74.03 | 12&13 | 520 | 520 | | | | | 47 | | 12 | | |
| 40 | 73.93 | 73.93 | 27B | 520 | | | | | 520 | | | | | |
| 41 | 74.02 | 74.02 | 36 | 305 | | | 305 | | | | 14 | | | |
| 41 | 74.02 | 74.18 | 12&13 | 3770 | 4570 | | | | | 385 | | 96 | | |
| 41 | 74.02 | 74.02 | 27B | 2900 | | | | | 2900 | | | | | |
| 41 | 74.18 | 74.21 | 14&14A | 144 | 144 | | | | | 12 | 4 | | | |
| 41 | 74.21 | 74.73 | 12&13 | 3770 | 3770 | | | | | 318 | | 80 | | |
| 42 | 74.10 | 74.10 | 25 | 290 | | | | 290 | | | | | 7 | |
| 42 | 74.10 | 74.15 | 12&13 | 290 | 290 | | | | | 28 | | 7 | | |
| 43 | 74.10 | 74.10 | 27B | 290 | | | | | 290 | | | | | |
| 44 | 73.84 | 73.84 | 25 | 300 | | | | 300 | | | | | 7 | |
| 44 | 73.84 | 73.90 | 12&13 | 300 | 300 | | | | | 29 | | 7 | | |
| 45 | 74.47 | 74.47 | 25 | 120 | | | | 120 | | | | | 4 | |
| 45 | 74.47 | 74.47 | 36A | 266 | | | 266 | | | | 12 | | | |
| 45 | 74.47 | 74.47 | 8 | 204 | | 204 | | | | | | | | |
| 45 | 74.47 | 74.47 | 27B | 1050 | | | | | 1050 | | | | | |
| 46 | 74.66 | 74.66 | 25 | 820 | | | | 820 | | | | | 18 | |
| 48 | 74.63 | 74.63 | 25 | 110 | | | | 110 | | | | | 3 | |
| 48 | 74.63 | 74.63 | 27B | 110 | | | | | 110 | | | | | |
| 49 | 74.64 | 74.65 | 12&13 | 80 | 80 | | | | | 11 | | 3 | | |
| 49 | 74.64 | 74.65 | 27B | 80 | | | | | 80 | | | | | |
| 50 | 74.75 | 74.77 | 25A | 85 | | | | 85 | | | | | 5 | |
| 50 | 74.75 | 74.77 | 27B | 155 | | | | | 155 | | | | | |
| 51 | 74.76 | 74.77 | 25A | 60 | | | | 60 | | | | | 4 | |
| 51 | 74.76 | 74.77 | 27B | 60 | | | | | 60 | | | | | |
| 52 | 74.77 | 74.78 | 25A | 90 | | | | 90 | | | | | | |
| 52 | 74.77 | 74.78 | 27B | 240 | | | | | 240 | | | | | |
| SUBTOTAL SHEET PDQ-2 | | | | | 11539 | 424 | 2032 | 5864 | 12323 | 1009 | 98 | 249 | 191 | 0 |
| SUBTOTAL SHEET PDQ-1 | | | | | 11063 | 545 | 2054 | 7090 | 18032 | 966 | 101 | 239 | 251 | 26 |
| SUBTOTAL | | | | | | | | 12954 | 30355 | | 199 | 488 | 442 | 26 |
| TOTAL | | | | | 22602 | 969 | 4086 | 43309 | | 1975 | 1155 | | | |

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 11 | 16 |

REGISTERED CIVIL ENGINEER 12/13/11 DATE

December 13, 2011
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Gregory J. Thorne No. C71744 Exp. 12-31-11 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.*

# PAVEMENT DELINEATION QUANTITIES PDQ-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Greg Thorne
CHECKED BY: X
REVISED BY / DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 13-DEC-2011 | TIME PLOTTED => 10:12

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 12 | 16 |

REGISTERED CIVIL ENGINEER 12/13/11 DATE

December 13, 2011
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Gregory J. Thorne No. C71744 Exp. 12-31-11 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.*

## REPLACE AC SURFACING

| LOCATION NUMBER | LOCATION FROM PM | LOCATION TO PM | DIR | LANE NUMBER | LENGTH FT | WIDTH FT | AREA SQFT | DEPTH FT | REPLACE ASPHALT CONCRETE SURFACING CY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 69.87 | 70.59 | NB | 2 | 3800 | 12.5 | 47500 | 0.33 | 581 | MAINLINE |
| 2 | 69.91 | 70.63 | SB | 2 | 3800 | 12.5 | 47500 | 0.33 | 581 | MAINLINE |
| 3 | 70.07 | 70.26 | NB | 1 | 1000 | 12.5 | 12500 | 0.33 | 153 | MAINLINE |
| 4 | 70.68 | 70.71 | NB | OFFRAMP | 990 | 12.5 | 12375 | 0.25 | 115 | TOMPKINS HILL ROAD NB OFFRAMP |
| 5 | 70.71 | 70.96 | NB | ONRAMP | 1450 | 12.5 | 18125 | 0.25 | 168 | TOMPKINS HILL ROAD NB ONRAMP |
| 6 | 70.80 | 70.88 | SB | ONRAMP | 530 | 12.5 | 6625 | 0.25 | 61 | TOMPKINS HILL ROAD SB OFFRAMP |
| 7 | 70.85 | 70.99 | SB | OFFRAMP | 810 | 12.5 | 10125 | 0.25 | 94 | TOMPKINS HILL ROAD SB ONRAMP |
| 8 | 70.87 | 70.94 | NB | 2 | 380 | 12.5 | 4750 | 0.33 | 58 | MAINLINE |
| 9 | 71.21 | 71.30 | SB | 1 | 500 | 12.5 | 6250 | 0.33 | 76 | MAINLINE |
| 10 | 71.43 | 71.52 | SB | 2 | 500 | 12.5 | 6250 | 0.33 | 76 | MAINLINE |
| 11 | 71.83 | 71.87 | SB | ONRAMP | 220 | 20 | 4400 | 0.25 | 41 | ORCHARD AVENUE SB ONRAMP |
| 12 | 71.85 | 72.04 | NB | OFFRAMP | 990 | 12.5 | 12375 | 0.25 | 115 | ORCHARD AVENUE NB OFFRAMP |
| 13 | 71.94 | 71.98 | SB | 2 | 220 | 12.5 | 2750 | 0.33 | 34 | MAINLINE |
| 14 | 72.04 | 72.08 | NB | OFFRAMP | 187 | Var | 5500 | 0.25 | 51 | ORCHARD AVENUE NB OFFRAMP |
| 15 | 72.04 | 72.05 | NB | ONRAMP | 60 | Var | 2000 | 0.25 | 19 | ORCHARD AVENUE NB ONRAMP |
| 16 | 72.05 | 72.24 | NB | ONRAMP | 1000 | 12.5 | 12500 | 0.25 | 116 | ORCHARD AVENUE NB ONRAMP |
| 17 | 72.12 | 72.13 | SB | OFFRAMP | 50 | 14 | 700 | 0.25 | 6 | ORCHARD AVENUE SB OFFRAMP |
| 18 | 72.15 | 72.17 | NB | 1 | 106 | 12.5 | 1320 | 0.33 | 16 | MAINLINE |
| 19 | 72.34 | 72.36 | NB | 1 | 125 | 12.5 | 1563 | 0.33 | 19 | MAINLINE |
| 20 | 72.62 | 72.78 | SB | ONRAMP | 825 | 12.5 | 10313 | 0.25 | 95 | KING SALMON SB ONRAMP |
| 21 | 72.62 | 72.69 | SB | 2 | 390 | 12.5 | 4875 | 0.33 | 60 | MAINLINE |
| 22 | 72.66 | 72.87 | NB | OFFRAMP | 1100 | 12.5 | 13750 | 0.25 | 127 | KING SALMON NB OFFRAMP |
| 23 | 72.87 | 72.88 | NB | OFFRAMP | 60 | Var | 1650 | 0.25 | 15 | KING SALMON NB OFFRAMP |
| 24 | 72.93 | 72.95 | NB | ONRAMP | 115 | 12.5 | 1438 | 0.25 | 13 | KING SALMON NB ONRAMP |
| 25 | 72.99 | 73.13 | SB | OFFRAMP | 725 | 12.5 | 9063 | 0.25 | 84 | KING SALMON SB OFFRAMP |
| 26 | 73.00 | 73.11 | NB | ONRAMP | 570 | 12.5 | 7125 | 0.25 | 66 | KING SALMON NB ONRAMP |
| 27 | 73.03 | 73.19 | SB | 2 | 860 | 12.5 | 10750 | 0.33 | 131 | MAINLINE |
| 28 | 73.03 | 73.13 | SB | 1 | 525 | 12.5 | 6563 | 0.33 | 80 | MAINLINE |
| 29 | 73.28 | 73.30 | NB | 1 | 125 | 12.5 | 1563 | 0.33 | 19 | MAINLINE |
| 30 | 73.29 | 73.33 | SB | 2 | 210 | 12.5 | 2625 | 0.33 | 32 | MAINLINE |
| 31 | 73.34 | 73.36 | SB | 1 | 90 | 12.5 | 1125 | 0.33 | 14 | MAINLINE |
| 32 | 73.44 | 73.49 | SB | 1 | 240 | 12.5 | 3000 | 0.33 | 37 | MAINLINE |
| 33 | 73.51 | 73.68 | NB | OFFRAMP | 920 | 12.5 | 11500 | 0.33 | 141 | SPRUCE POINT NB OFFRAMP |
| 34 | 73.54 | 73.58 | SB | 2 | 210 | 12.5 | 2625 | 0.33 | 32 | MAINLINE |
| 35 | 73.73 | 73.81 | SB | ONRAMP | 1200 | 12.5 | 15000 | 0.33 | 183 | SPRUCE POINT SB ONRAMP |
| 36 | 73.80 | 74.05 | NB | ONRAMP | 1300 | 12.5 | 16250 | 0.33 | 199 | SPRUCE POINT NB ONRAMP |
| 37 | 73.84 | 73.90 | SB | ONRAMP | 320 | 12.5 | 4000 | 0.33 | 49 | SPRUCE POINT SB ONRAMP |
| 38 | 73.91 | 74.13 | SB | OFFRAMP | 1170 | 12.5 | 14625 | 0.33 | 179 | SPRUCE POINT SB OFFRAMP |
| 39 | 73.93 | 74.02 | NB | 1 | 500 | 12.5 | 6250 | 0.33 | 76 | MAINLINE |
| 40 | 73.93 | 74.02 | NB | 2 | 500 | 12.5 | 6250 | 0.33 | 76 | MAINLINE |
| 41 | 74.02 | 74.82 | SB | 2 | 5050 | 12.5 | 63125 | 0.33 | 772 | MAINLINE |
| 42 | 74.10 | 74.15 | NB | 1 | 270 | 12.5 | 3375 | 0.33 | 41 | MAINLINE |
| 43 | 74.10 | 74.15 | NB | 2 | 270 | 12.5 | 3375 | 0.33 | 41 | MAINLINE |
| 44 | 73.84 | 73.89 | NB | 1 | 280 | 12.5 | 3500 | 0.33 | 43 | MAINLINE |
| 45 | 74.47 | 74.67 | SB | ONRAMP | 1030 | 12.5 | 12875 | 0.33 | 157 | HERRICK AVE SB ONRAMP |
| 46 | 74.51 | 74.66 | SB | 1 | 800 | 12.5 | 10000 | 0.33 | 122 | MAINLINE |
| 47 | 74.56 | 74.63 | SB | ONRAMP | 390 | Var | 2837 | 0.33 | 35 | BETWEEN ONRAMP AND NO. 2 LANE |
| 48 | 74.63 | 74.65 | NB | OFFRAMP | 90 | 12.5 | 1125 | 0.33 | 14 | HERRICK AVE NB OFFRAMP |
| 49 | 74.64 | 74.65 | NB | 2 | 60 | 12.5 | 750 | 0.33 | 9 | MAINLINE |
| 50 | 74.75 | 74.77 | NB | OFFRAMP | 115 | Var | 4000 | 0.33 | 49 | HERRICK AVE NB OFFRAMP |
| 51 | 74.76 | 74.77 | SB | ONRAMP | 50 | Var | 3000 | 0.33 | 37 | HERRICK AVE SB ONRAMP |
| 52 | 74.77 | 74.78 | NB | ONRAMP | 60 | Var | 4000 | 0.33 | 49 | HERRICK AVE NB ONRAMP |
| | | | | | | | | TOTAL | 5457 | |

## THERMOPLASTIC PAVEMENT MARKING

| LOCATION NUMBER | POST MILE | ORIENTATION | TYPE/LEGEND | AREA SQFT |
|---|---|---|---|---|
| 1 | 70.00 | SHOULDER | HIGHWAY PATROL MARK | 12 |
| 2 | 70.00 | SHOULDER | HIGHWAY PATROL MARK | 12 |
| 4 | 70.75 | FNBT | TYPE V ARROW | 33 |
| 4 | 70.77 | FNBT | TYPE V ARROW | 33 |
| 5 | 70.78 | FNBT | TYPE V ARROW | 33 |
| 6 | 70.82 | FSBT | TYPE V ARROW | 33 |
| 7 | 70.82 | FSBT | TYPE V ARROW | 33 |
| 7 | 70.85 | FSBT | TYPE V ARROW | 33 |
| 12 | 71.95 | FNBT | STOP | 22 |
| 12 | 71.96 | FNBT | AHEAD | 31 |
| 12 | 71.98 | FNBT | TYPE V ARROW | 33 |
| 12 | 72.00 | FNBT | TYPE V ARROW | 33 |
| 12 | 72.03 | FNBT | TYPE V ARROW | 33 |
| 14 | 72.05 | FNBT | STOP | 22 |
| 14 | 72.05 | FNBT | STOP | 22 |
| 14 | 72.05 | FNBT | LIMIT LINE | 24 |
| 14 | 72.05 | FNBT | LIMIT LINE | 34 |
| 15 | 72.07 | FNBT | TYPE V ARROW | 33 |
| 17 | 72.14 | FSBT | TYPE V ARROW | 33 |
| 22 | 72.72 | FNBT | STOP | 22 |
| 22 | 72.73 | FNBT | AHEAD | 31 |
| 22 | 72.75 | FNBT | TYPE V ARROW | 33 |
| 22 | 72.77 | FNBT | TYPE V ARROW | 33 |
| 22 | 72.85 | FNBT | TYPE V ARROW | 33 |
| 23 | 72.86 | FNBT | STOP | 22 |
| 23 | 72.86 | FNBT | STOP | 22 |
| 23 | 72.86 | FNBT | LIMIT LINE | 54 |
| 24 | 72.93 | FNBT | TYPE V ARROW | 33 |
| 33 | 73.58 | FNBT | STOP | 22 |
| 33 | 73.59 | FNBT | AHEAD | 31 |
| 33 | 73.66 | FNBT | TYPE V ARROW | 33 |
| 35 | 73.83 | FSBT | TYPE V ARROW | 33 |
| 36 | 73.78 | FNBT | TYPE V ARROW | 33 |
| 37 | 73.87 | FSBT | TYPE V ARROW | 33 |
| 38 | 73.90 | FSBT | TYPE V ARROW | 33 |
| 50 | 74.76 | FNBT | TYPE V ARROW | 33 |
| 50 | 74.77 | FNBT | STOP | 22 |
| 50 | 74.77 | FNBT | STOP | 22 |
| 50 | 74.77 | FNBT | LIMIT LINE | 74 |
| 51 | 74.75 | FSBT | TYPE V ARROW | 33 |
| 52 | 74.79 | FNBT | TYPE V ARROW | 33 |
| | | | TOTAL | 1260 |

## TRAFFIC MANAGEMENT SYSTEM

| LOCATION | REMARKS |
|---|---|
| PM 74.7 R† & L† | EXTINGUISHABLE MESSAGE SIGN |
| PM 74.7 R† | TRAFFIC MONITORING SYSTEM |

# SUMMARY OF QUANTITIES
# Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR: Royal B. McCarthy
CALCULATED-DESIGNED BY: Greg Thorne
CHECKED BY: X
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 13-DEC-2011
TIME PLOTTED => 10:12

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 13 | 16 |

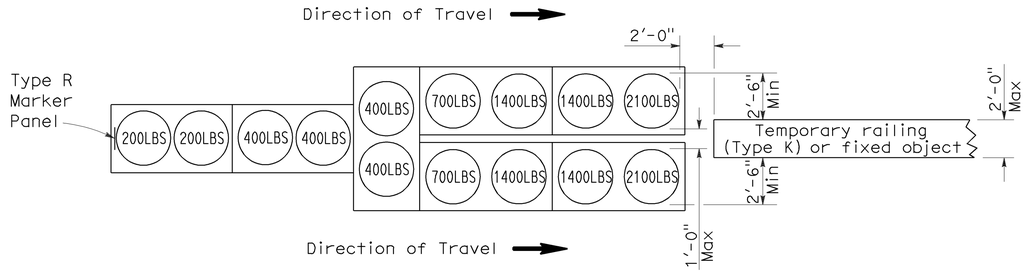
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

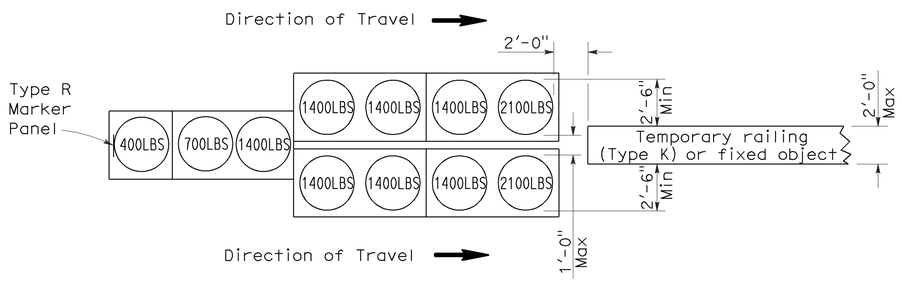
*The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.*

*To accompany plans dated* December 13, 2011



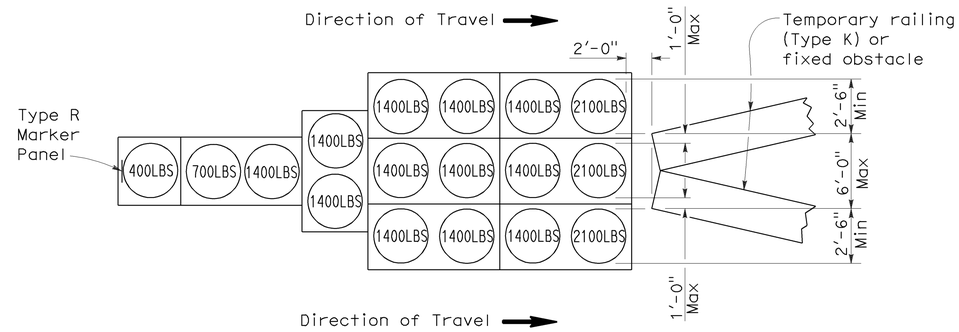

## ARRAY 'TU14'

Approach speed 45 mph or more



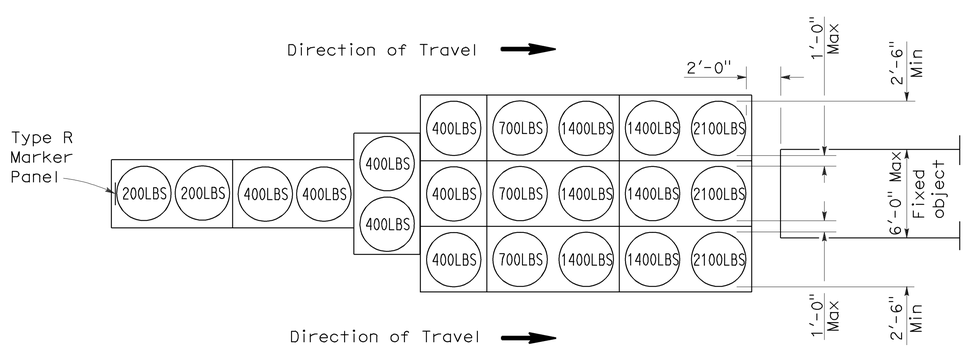

## ARRAY 'TU11'

Approach speed less than 45 mph



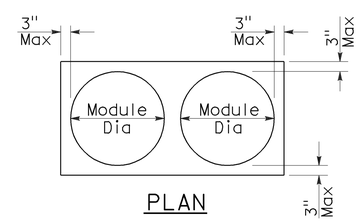

## ARRAY 'TU17'

Approach speed less than 45 mph

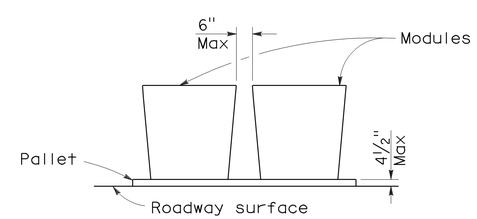



## ARRAY 'TU21'

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 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**

**2006 REVISED STANDARD PLAN RSP T1A**

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 14 | 16 |

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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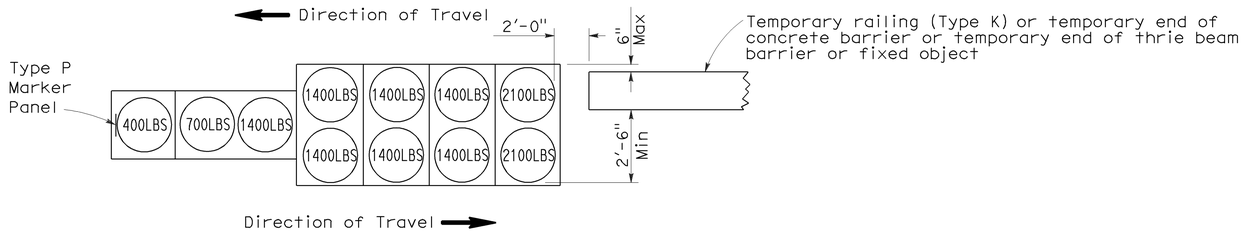
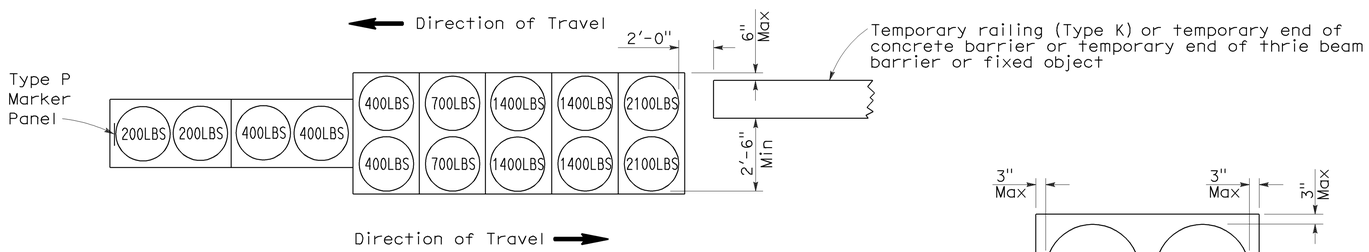
*To accompany plans dated* December 13, 2011



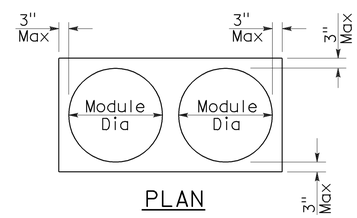

ARRAY 'TB11'

Approach speed less than 45 mph

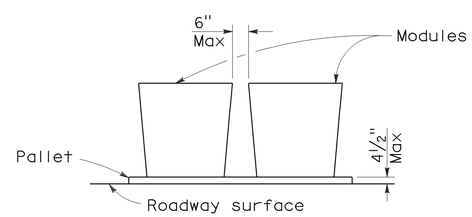



ARRAY 'TB14'

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**

5-15-08

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 15 | 16 |

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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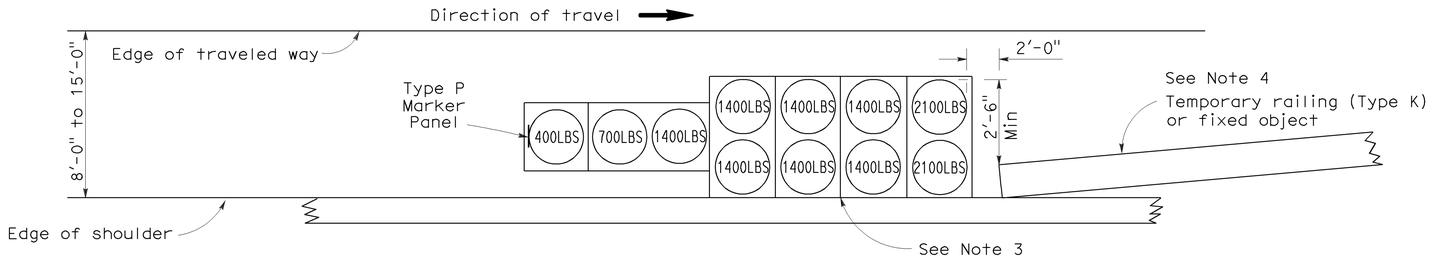
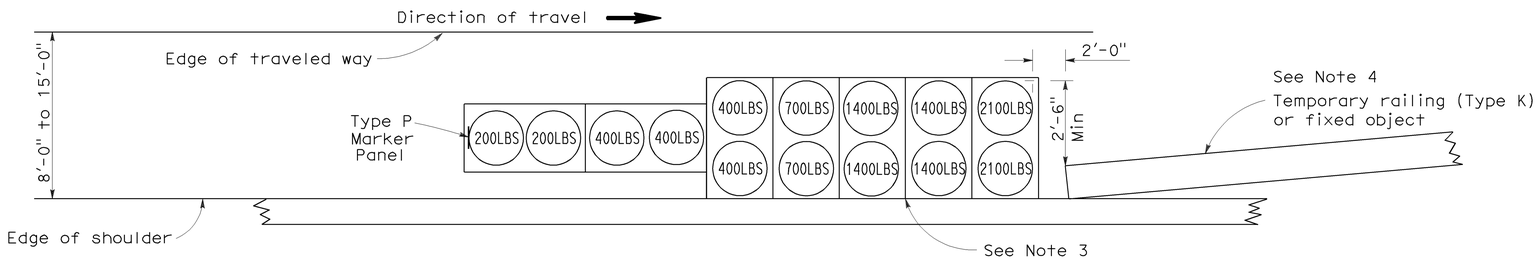
*To accompany plans dated* December 13, 2011



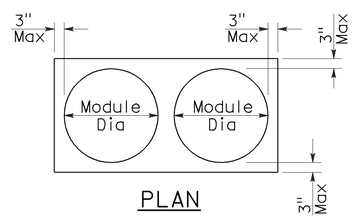

## ARRAY 'TS11'

Approach speed less than 45 mph
See Note 9

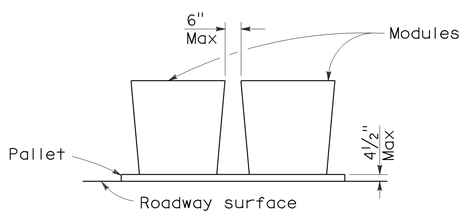



## ARRAY 'TS14'

Approach speed 45 mph or more
See Note 9




PLAN




ELEVATION

## CRASH CUSHION PALLET DETAIL

See Note 11

## 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. 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.
4. 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.
5. Temporary crash cushion arrays shall not encroach on the traveled way.
6. Arrays for median shoulders shall conform to details shown on this plan for outside shoulders.
7. Place the Type P marker panel so that the bottom of the panel rests upon the pallet and faces traffic.
8. Refer to Standard Plan A73B for marker details.
9. 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.
10. Approach speeds indicated conform to NCHRP 350 Report criteria.
11. 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**

5-15-08

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 01 | Hum | 101 | 69.9/74.8 | 16 | 16 |

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

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

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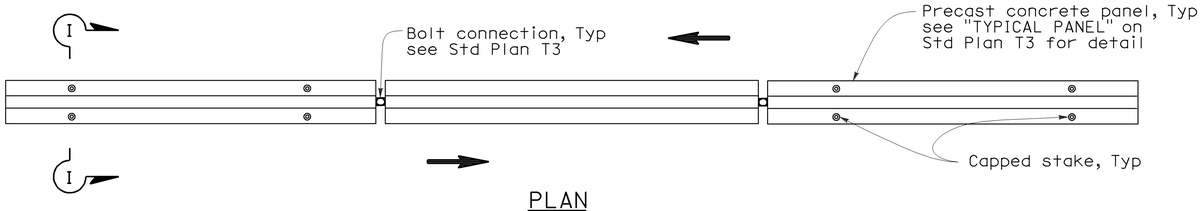
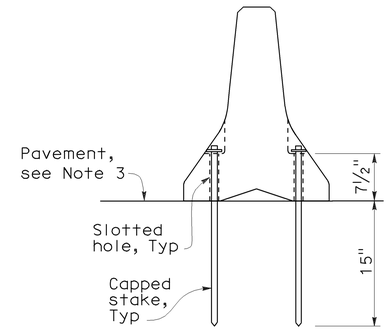
*To accompany plans dated* December 13, 2011




PLAN

RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC

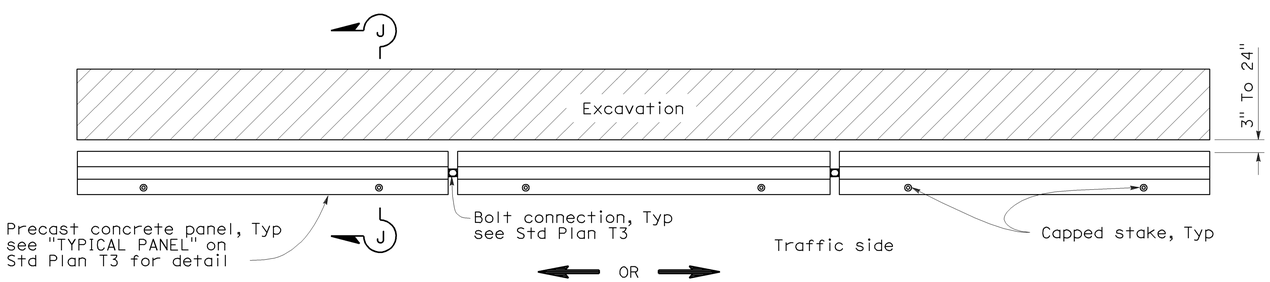
See Note 1




SECTION I-I

NOTES:

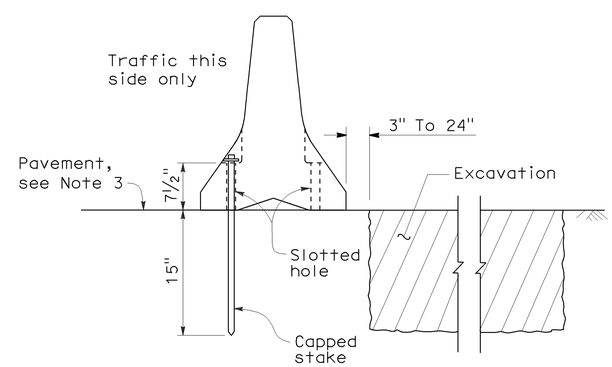
1. Where Type K Temporary Railing is placed as a temporary or long term barrier in two-way traffic on highways with less than 24" from the edge of traveled way, use four capped stakes per every other panel with end panels staked.
2. Where Type K Temporary Railing is placed 3" to 24" from the edge of 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 ⟹.



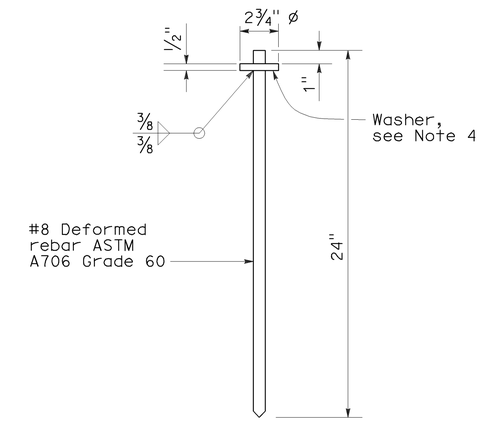

PLAN

RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION

See Note 2




SECTION J-J




CAPPED STAKE DETAIL

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**

2006 NEW STANDARD PLAN NSP T3A