

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2-4	TYPICAL CROSS SECTIONS
5	LAYOUTS
6	PROFILE AND SUPERELEVATION DIAGRAM
7	EROSION CONTROL PLAN, DETAILS AND QUANTITIES
8	DRAINAGE PLANS, PROFILES, DETAILS AND QUANTITIES
9	CONSTRUCTION AREA SIGNS
10	SUMMARY OF QUANTITIES
11-27	REVISED AND NEW STANDARD PLANS

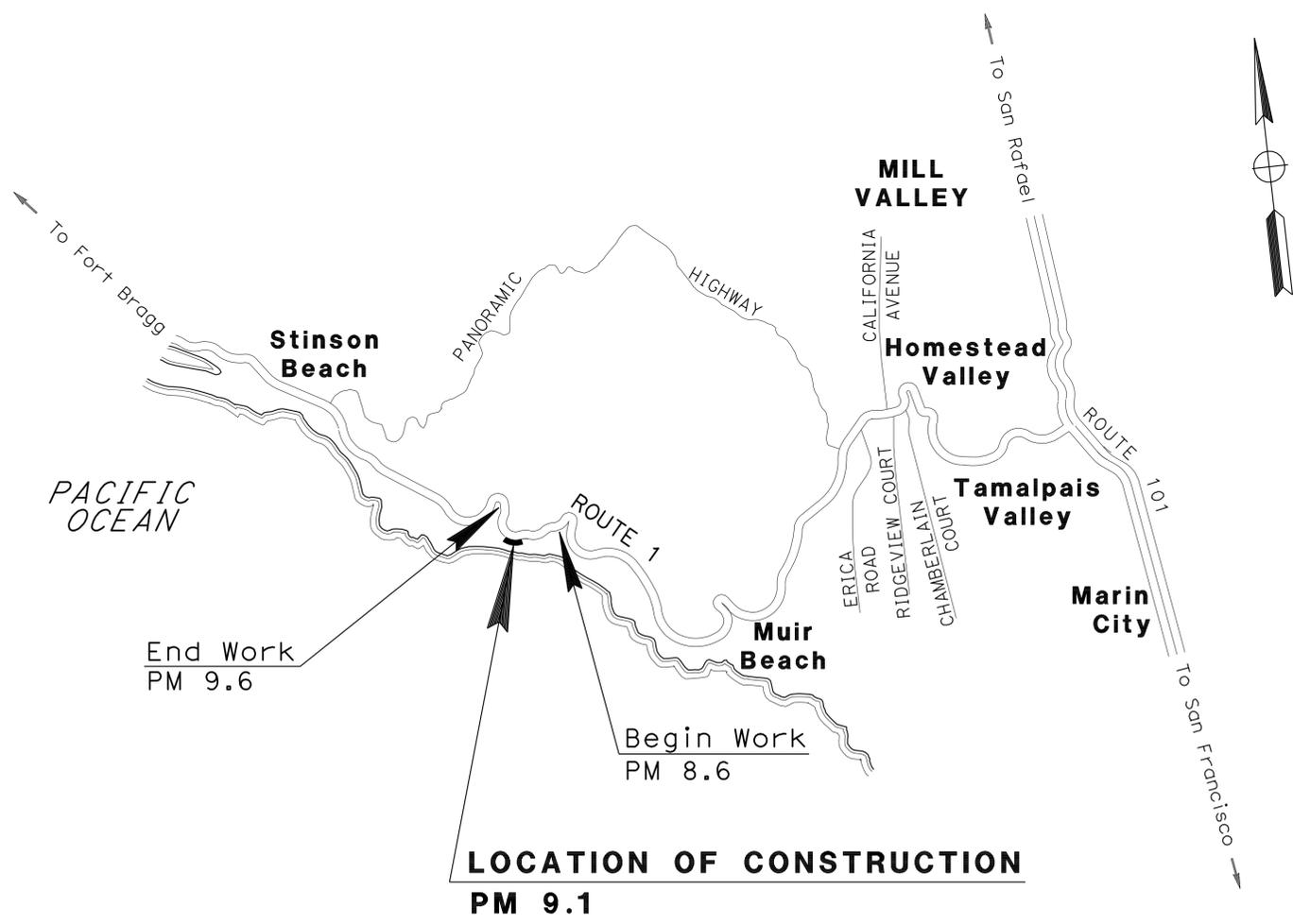
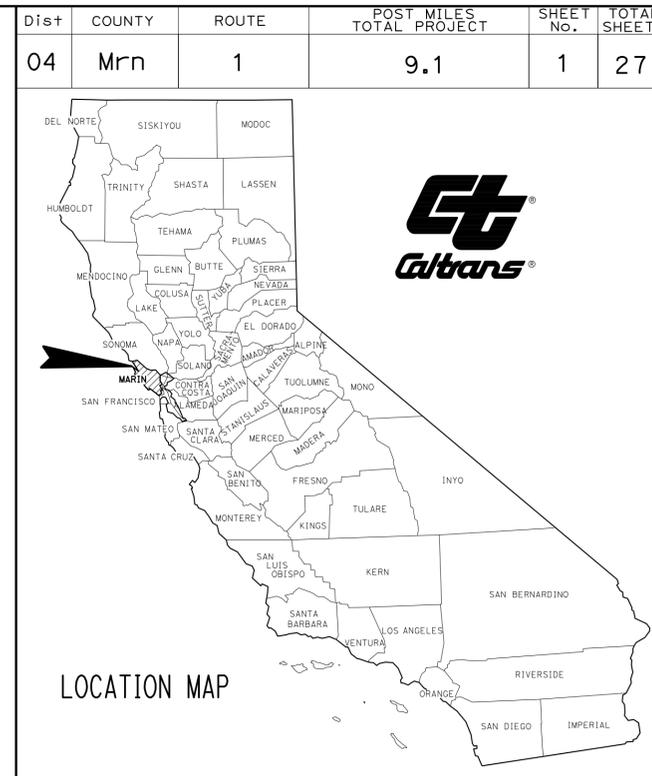
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ER-43J8(004)E

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN MARIN COUNTY
NEAR MUIR BEACH
ABOUT 3.2 MILES NORTH OF MUIR WOODS ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



LOCATION OF CONSTRUCTION
PM 9.1

NO SCALE

PROJECT MANAGER	BETCY JOSEPH
DESIGN ENGINEER	JASVIR SINGH

Jasvir Singh 11-02-09
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER



December 21, 2009
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.

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

CONTRACT No. **04-3S5624**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 06 - DESIGN
 EMAD ARAIM
 FUNCTIONAL SUPERVISOR
 GEORGE PANOS
 JASVIR SINGH
 REVISOR BY
 DATE REVISOR

NOTES:

- FOR ACCURATE RIGHT OF WAY AND ACCESS DATA CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTION) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

ABBREVIATION:

- CPR - CATCH POINT RIGHT
 CPL - CATCH POINT LEFT

DESIGN DESIGNATION

2009 ADT	1,888	D	54.20%
2015 ADT	1,933	T	1.52%
2020 ADT	1,970	TI ₅	6.0
2030 ADT	2,044	TI ₁₀	6.5
2030 DHV	381	TI ₂₀	7.0

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	9.1	2	27

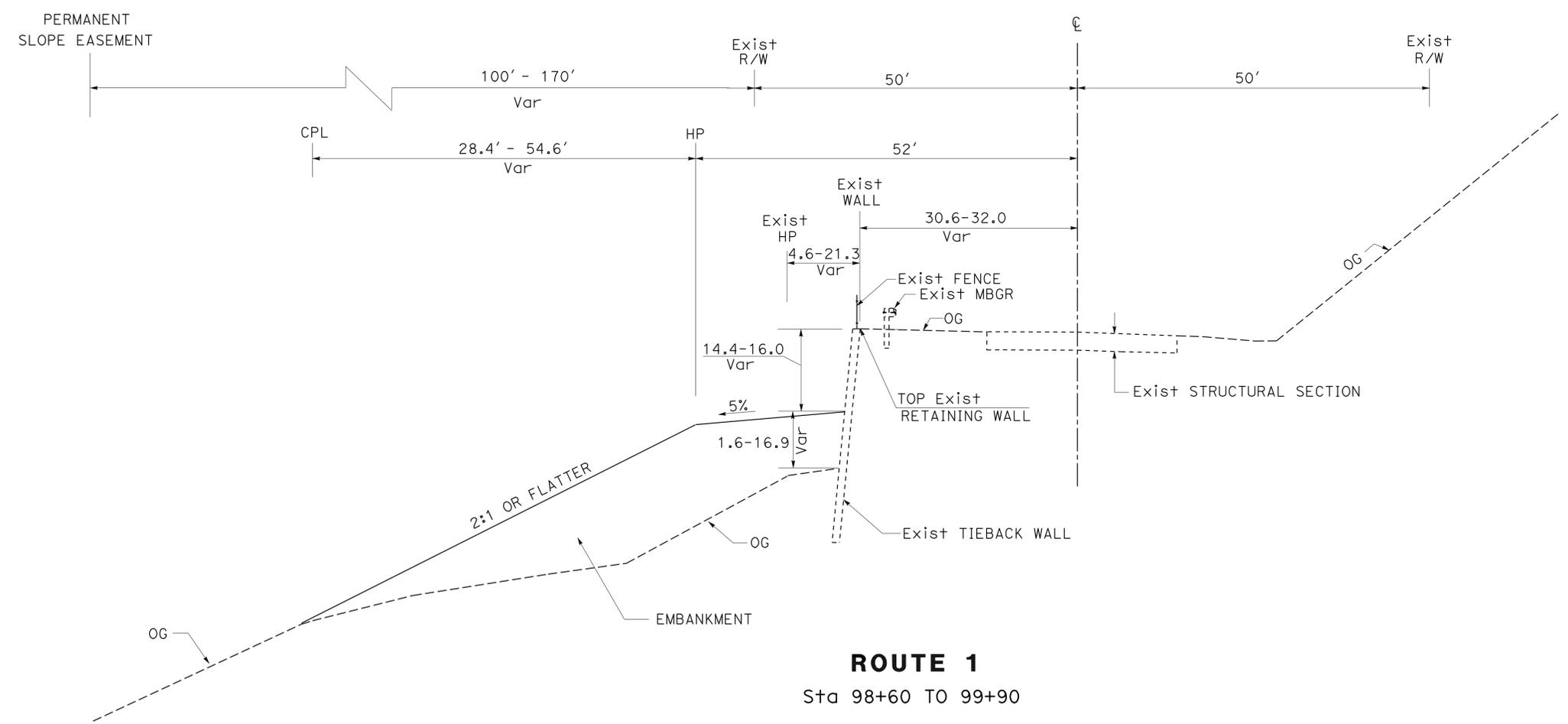
Jasvir Singh 11-02-09
 REGISTERED CIVIL ENGINEER DATE

12-21-09
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 JASVIR SINGH
 No. 52803
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA

LEGEND



ROUTE 1
 Sta 98+60 TO 99+90

TYPICAL CROSS SECTION
 NO SCALE
X-1

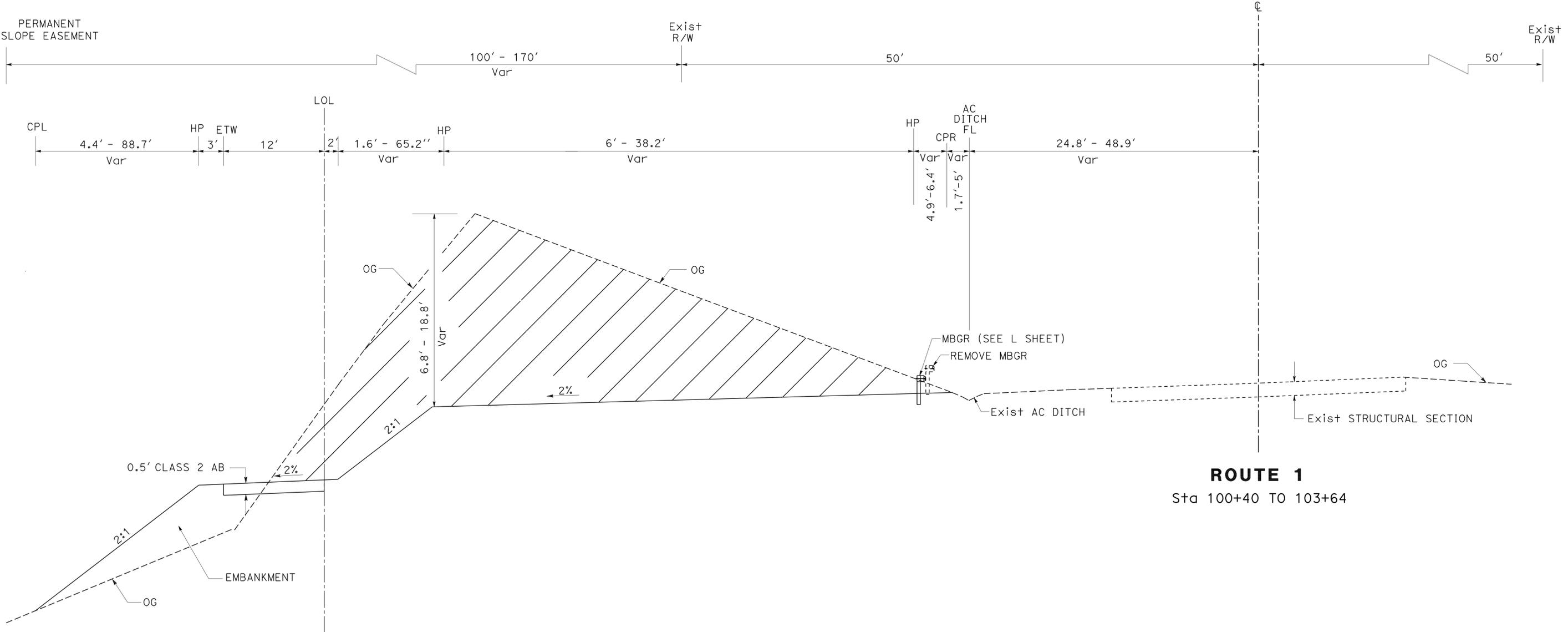
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	9.1	3	27

<i>Jasvir Singh</i>	11-02-09
REGISTERED CIVIL ENGINEER	DATE
12-21-09	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
JASVIR SINGH
No. 52803
Exp. 12-31-10
CIVIL

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 06-DESIGN
 EMAD ARAIM
 GEORGE PANOS
 JASVIR SINGH
 REVISIONS



CONSTRUCTION ACCESS ROAD
 Sta 2+70 TO 5+34.52

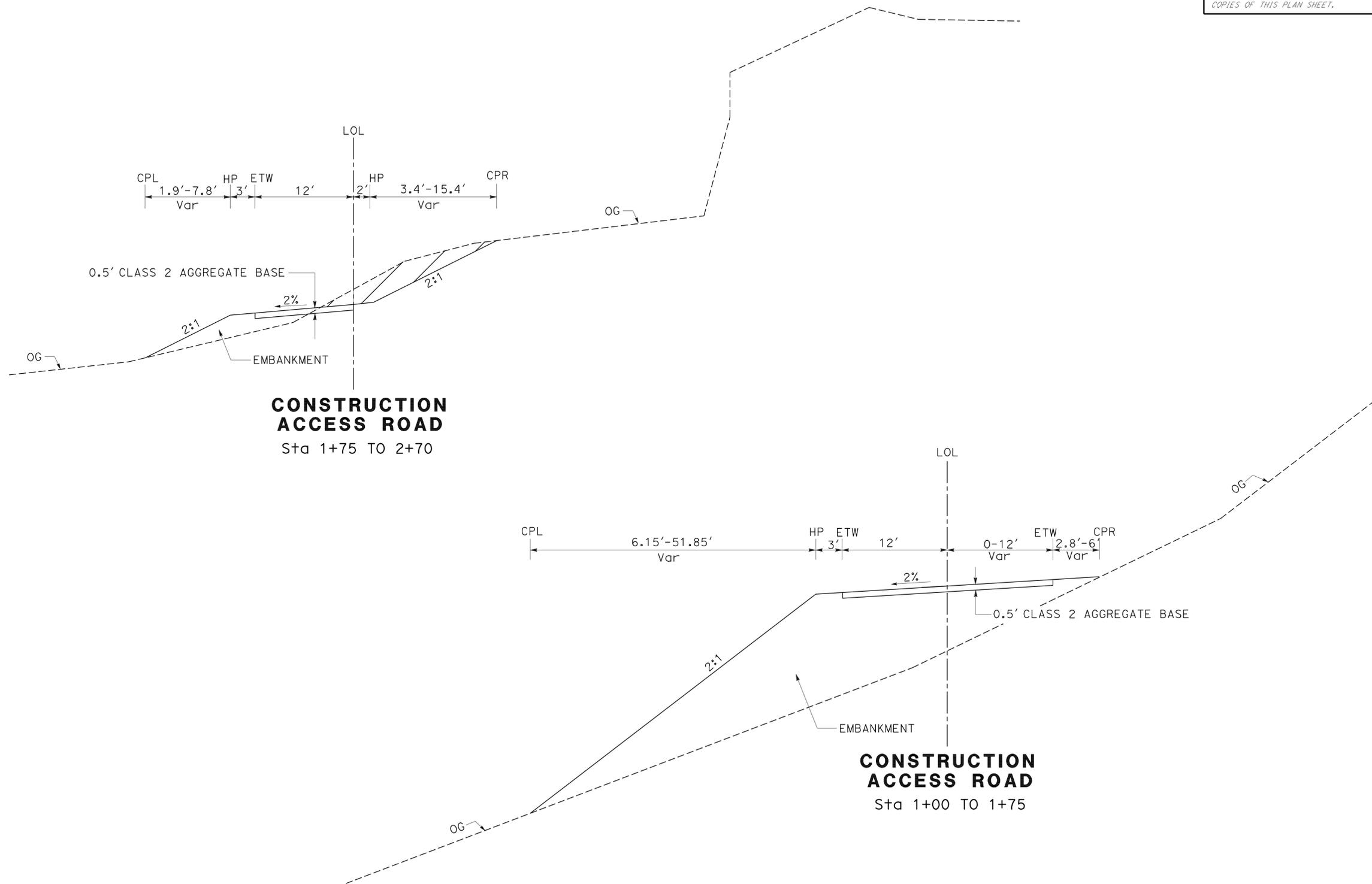
TYPICAL CROSS SECTION
 NO SCALE
X-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	9.1	4	27

<i>Jasvir Singh</i>	11-02-09
REGISTERED CIVIL ENGINEER	DATE
12-21-09	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
JASVIR SINGH
 No. 52803
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA

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TYPICAL CROSS SECTION
NO SCALE **X-3**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
06-DESIGN
FUNCTIONAL SUPERVISOR
EMAD ARAIM
CALCULATED-DESIGNED BY
CHECKED BY
GEORGE PANOS
JASVIR SINGH
REVISED BY
DATE REVISED

NOTES:

- FOR ACCURATE RIGHT OF WAY AND ACCESS DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- EXCAVATED MATERIAL TO BE USED FOR EMBANKMENT.
- FINAL ALIGNMENT AND PROFILE OF THE CONSTRUCTION ACCESS Rd TO BE ADJUSTED TO MEET FIELD CONDITIONS AS DETERMINED BY THE ENGINEER.

ABBREVIATION:

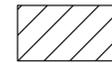
ESA - ENVIRONMENTALLY SENSITIVE AREA

LEGEND

TFESA - TEMPORARY FENCE (TYPE ESA)



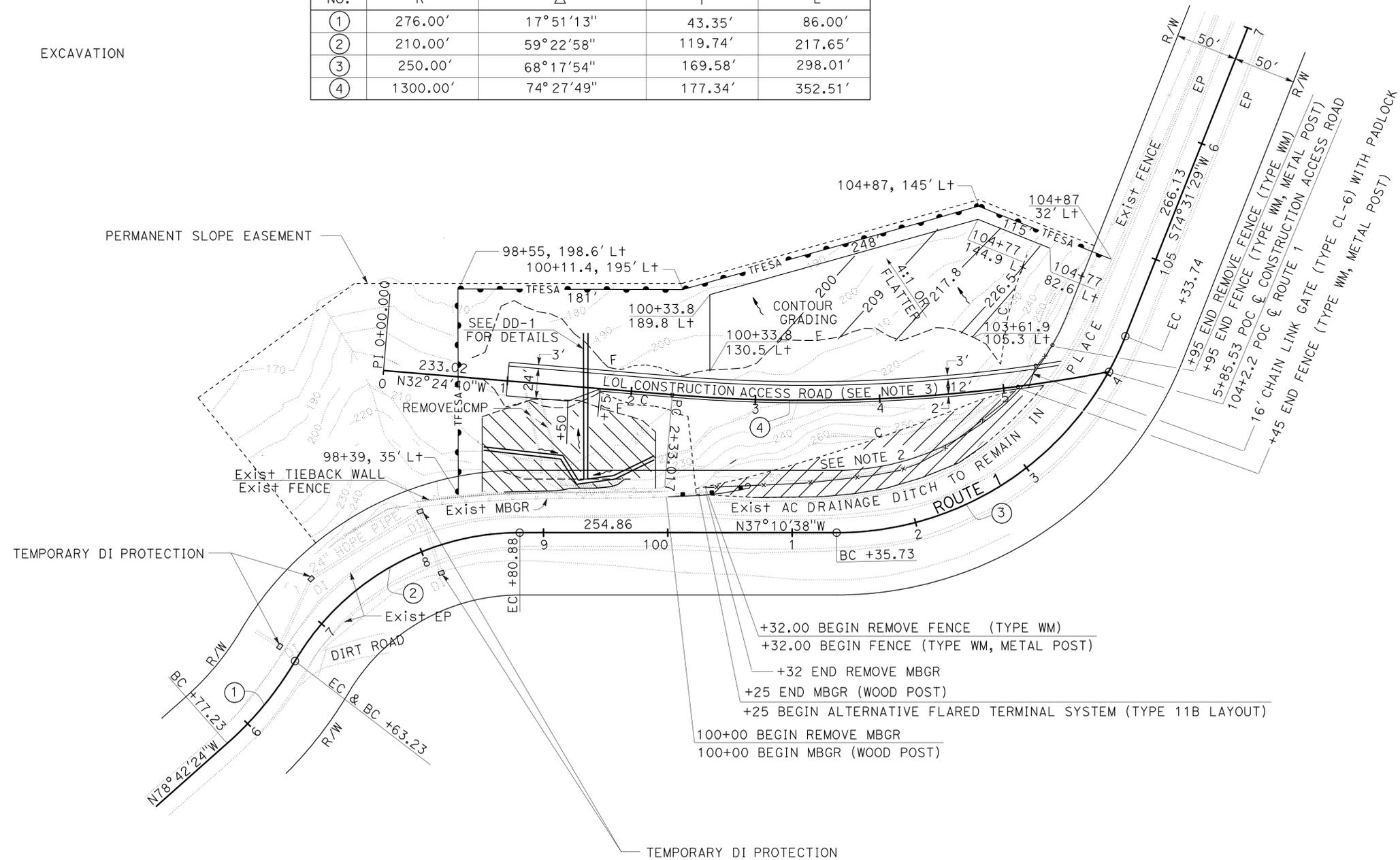
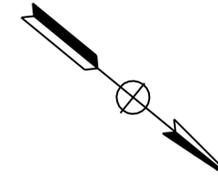
EMBANKMENT



EXCAVATION

CURVE DATA

No.	R	Δ	T	L
①	276.00'	17°51'13"	43.35'	86.00'
②	210.00'	59°22'58"	119.74'	217.65'
③	250.00'	68°17'54"	169.58'	298.01'
④	1300.00'	74°27'49"	177.34'	352.51'

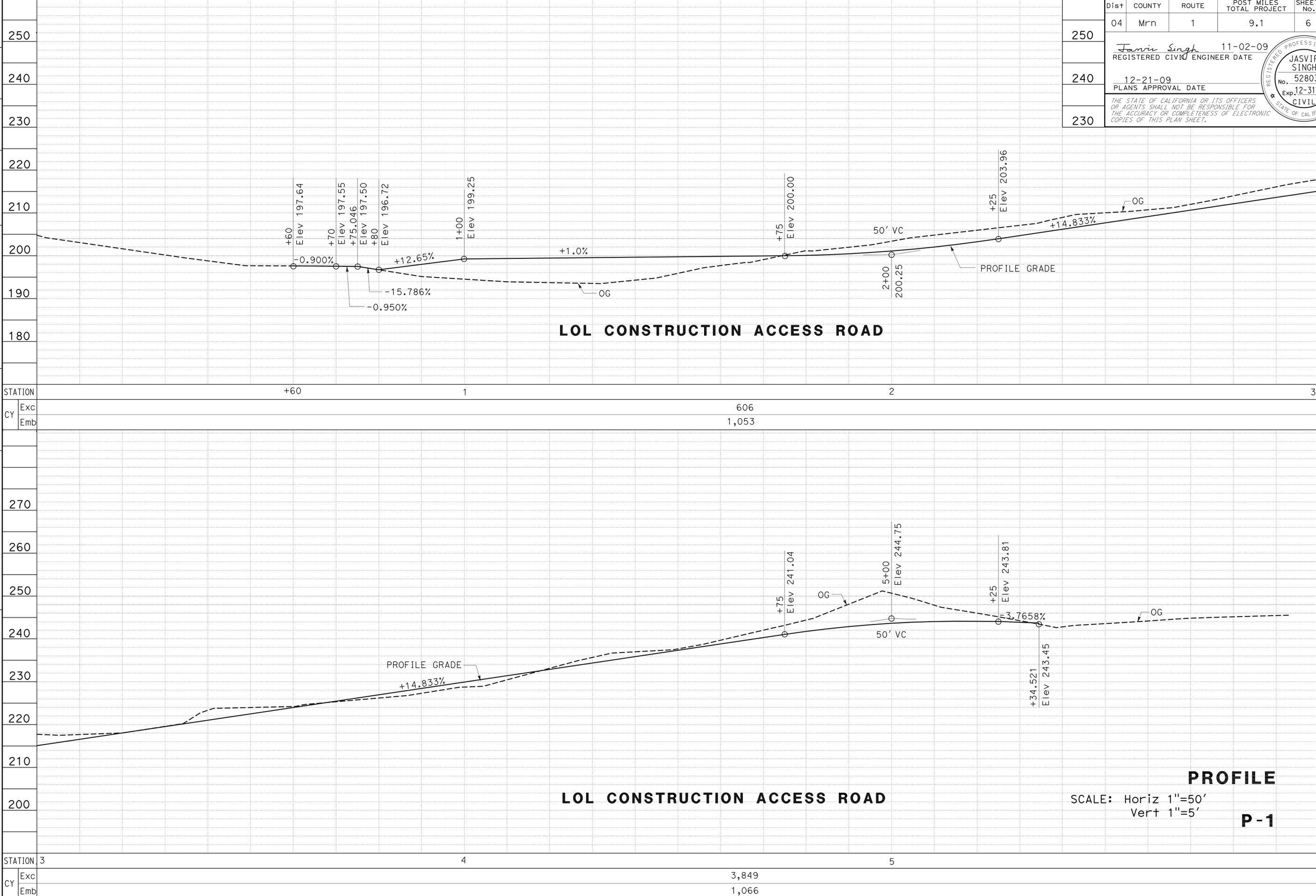


- +32.00 BEGIN REMOVE FENCE (TYPE WM)
- +32.00 BEGIN FENCE (TYPE WM, METAL POST)
- +32 END REMOVE MBGR
- +25 END MBGR (WOOD POST)
- +25 BEGIN ALTERNATIVE FLARED TERMINAL SYSTEM (TYPE 11B LAYOUT)
- 100+00 BEGIN REMOVE MBGR
- 100+00 BEGIN MBGR (WOOD POST)

LAYOUT

SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR: EMAD ARAM
 CALCULATED/DESIGNED BY: GEORGE PANOS
 CHECKED BY: JASVIR SINGH



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	9.1	6	27
250	JASVIR SINGH 11-02-09 REGISTERED CIVIL ENGINEER DATE				
240	12-21-09 PLANS APPROVAL DATE				
230	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.				

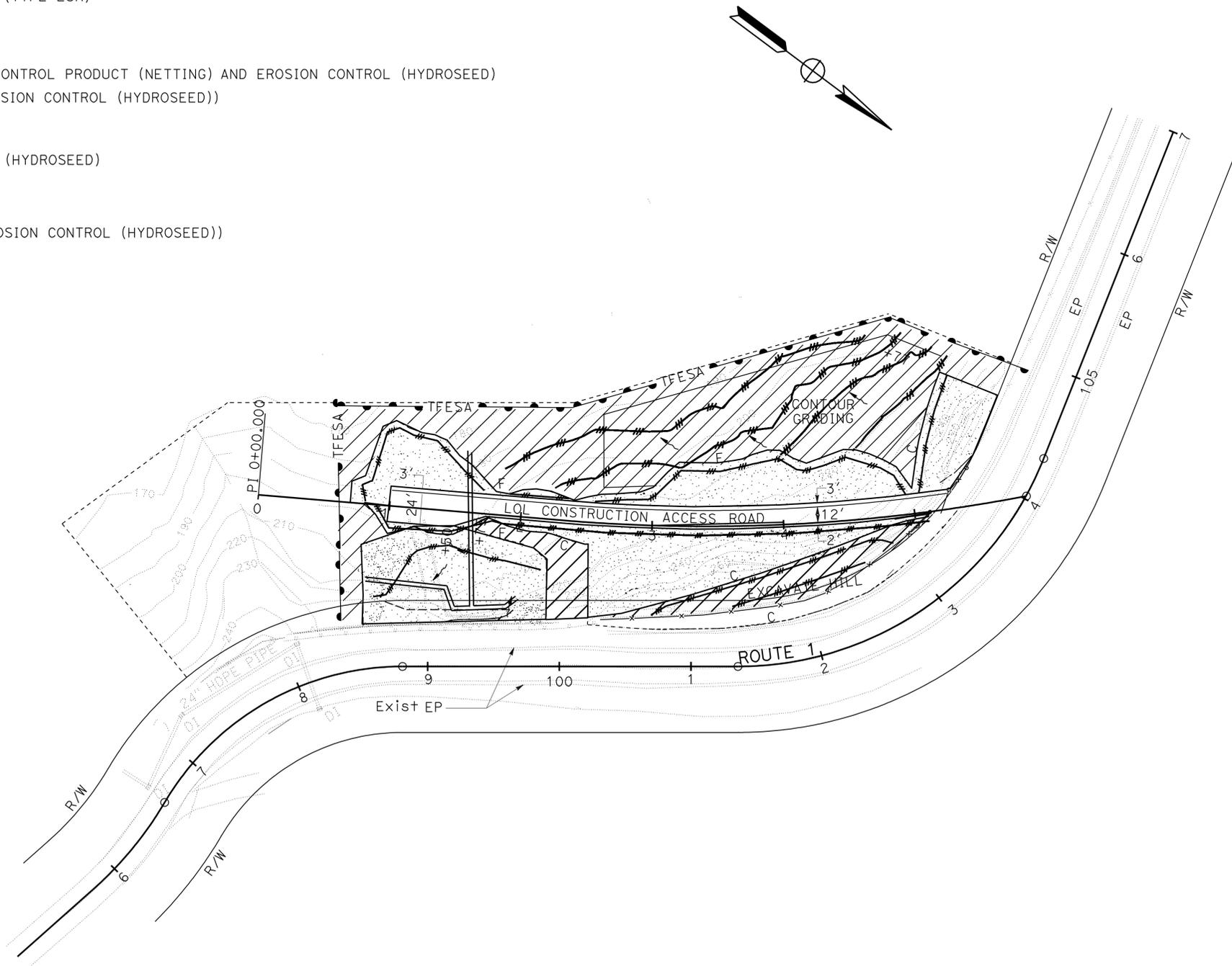


NOTES:

- FOR ACCURATE RIGHT OF WAY AND ACCESS DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- NETTING TYPE "A" SHALL BE USED.

LEGEND

- TFESA — TEMPORARY FENCE (TYPE ESA)
- EROSION CONTROL (TYPE 1)
 ROLLED EROSION CONTROL PRODUCT (NETTING) AND EROSION CONTROL (HYDROSEED)
 (0.8 ACRE OF EROSION CONTROL (HYDROSEED))
- EROSION CONTROL (TYPE 2)
 EROSION CONTROL (HYDROSEED)
-  FIBER ROLLS
 (1.2 ACRE OF EROSION CONTROL (HYDROSEED))



EROSION CONTROL PLAN
 NO SCALE
EC-1

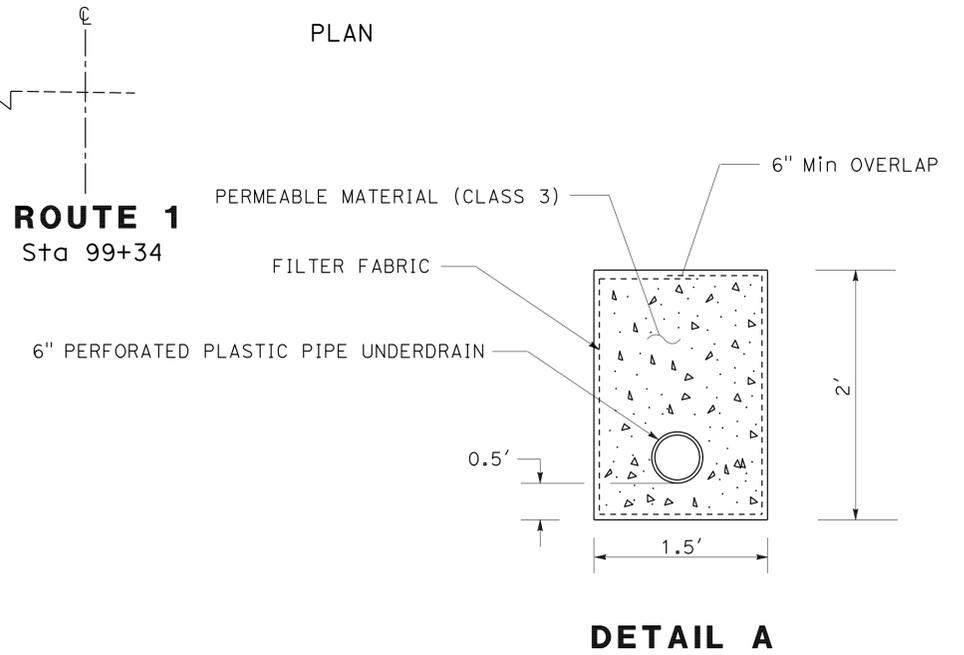
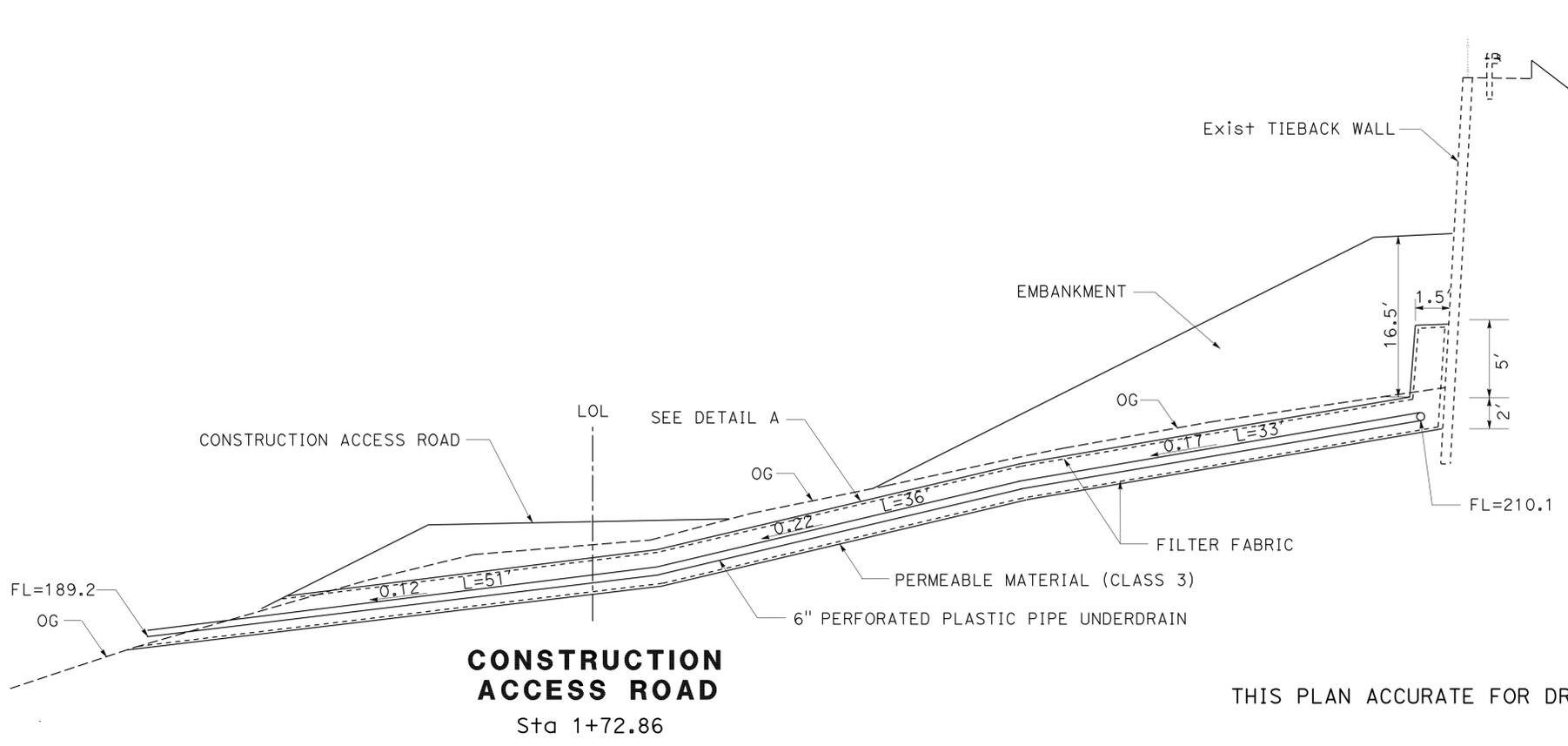
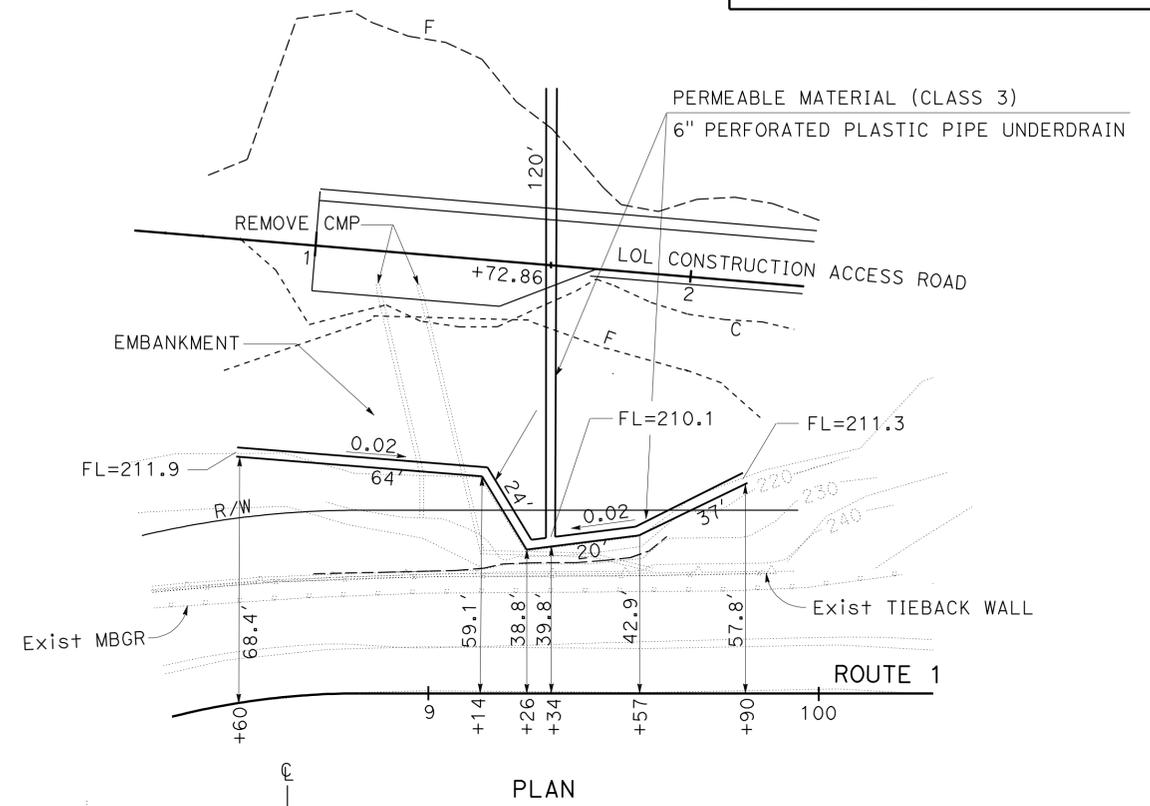
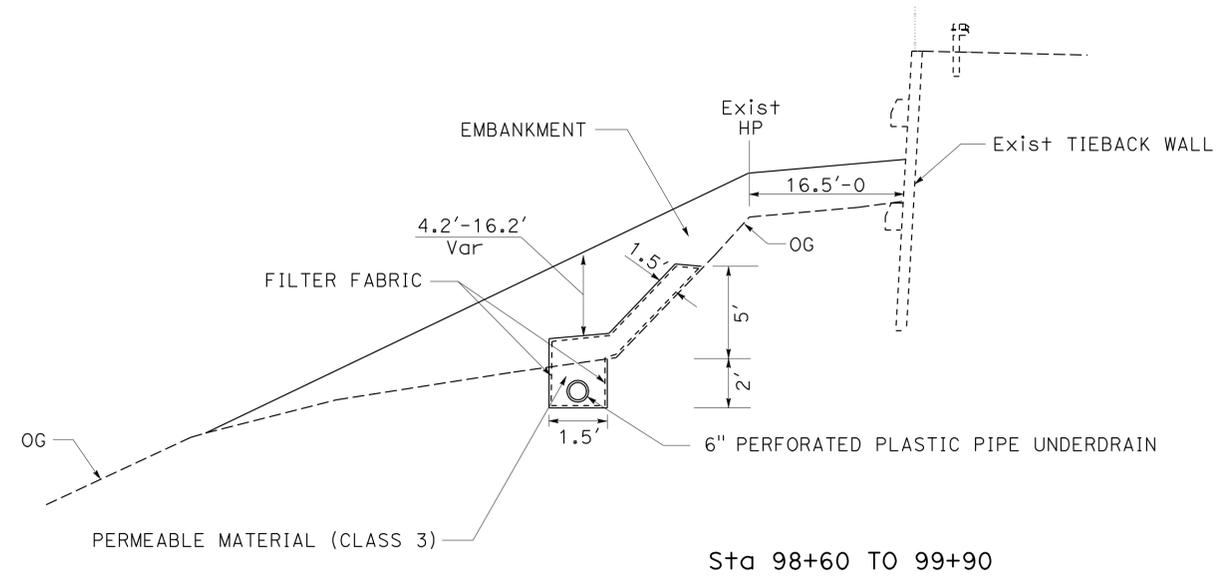
THIS PLAN ACCURATE FOR EROSION CONTROL WORK ONLY.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	9.1	8	27

Jasvir Singh	11-02-09
REGISTERED CIVIL ENGINEER	DATE
12-21-09	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
JASVIR SINGH
 No. 52803
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA

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CONSTRUCTION ACCESS ROAD
Sta 1+72.86

THIS PLAN ACCURATE FOR DRAINAGE ONLY

DRAINAGE DETAILS
NO SCALE **DD-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
Et Caltrans	EMAD ARAIM	GEORGE PANOS	
06-DESIGN		JASVIR SINGH	
		CHECKED BY	
		DESIGNED BY	

**STATIONARY MOUNTED
CONSTRUCTION AREA SIGNS**

SIGN No.	SIGN CODE	PANEL SIZE	SIGN MESSAGE	No. OF POSTS	POST SIZE	No. OF SIGNS
(A)	W20-1	48" x 48"	ROAD WORK AHEAD	1	6" x 6"	2
(B)	G20-2	48" x 24"	END ROAD WORK	1	4" x 6"	2

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	9.1	9	27

Sandy L Le 11-02-09
REGISTERED CIVIL ENGINEER DATE

12-21-09
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
SANDY LE
No. 67065
Exp. 09-30-10
CIVIL
STATE OF CALIFORNIA

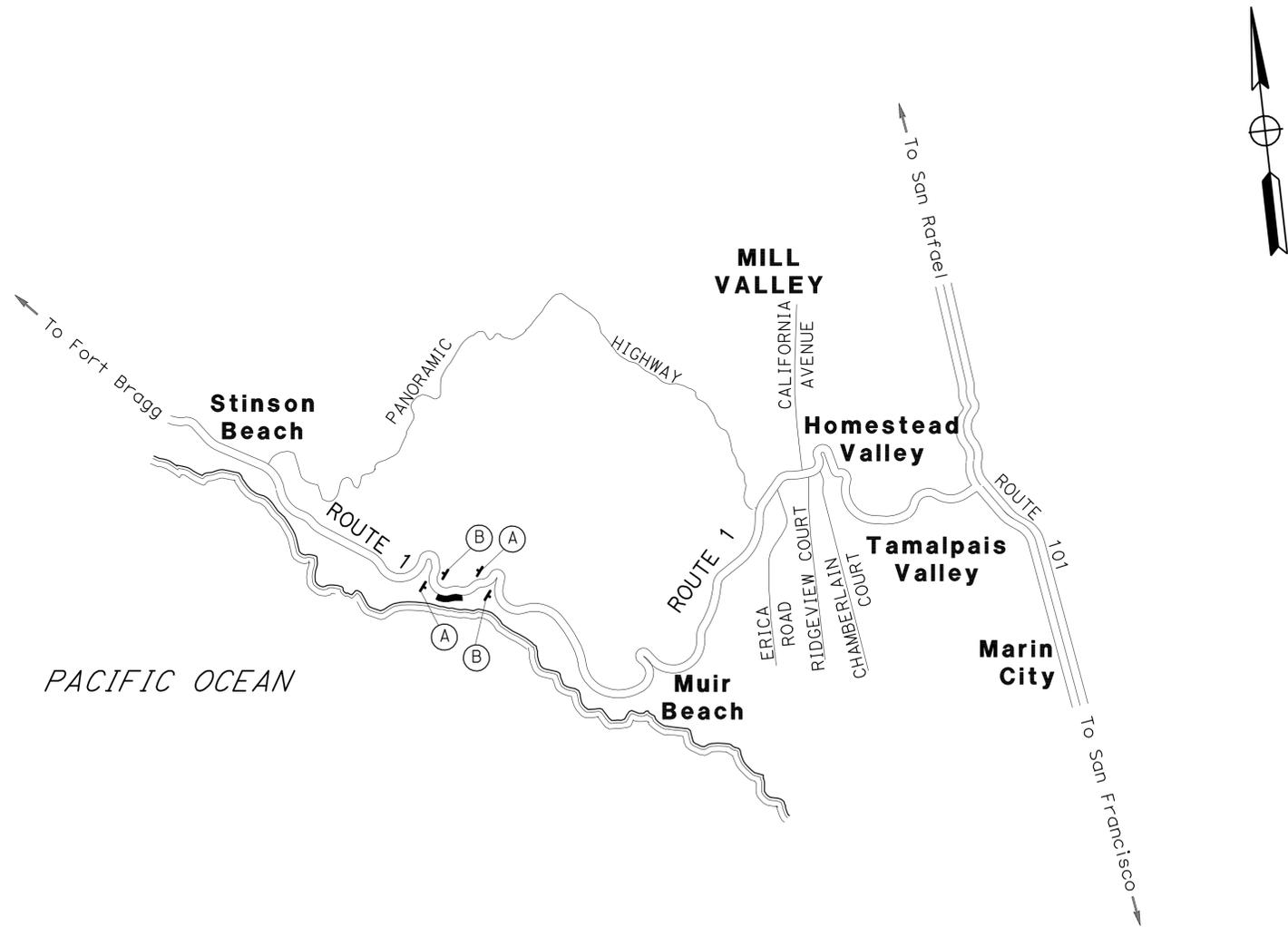
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans 06-TRAFFIC DESIGN

FUNCTIONAL SUPERVISOR
MOHAMMED OATAMI

REVISOR
SANDY LE
HASSAN TAHA

DESIGNER
CALCULATED-DESIGNED BY
CHECKED BY



THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGN WORK ONLY.

CONSTRUCTION AREA SIGNS
NO SCALE
CS-1

TEMPORARY WATER POLLUTION CONTROL

STATION	TEMPORARY CONSTRUCTION ENTRANCE	TEMPORARY FENCE (TYPE ESA)	TEMPORARY DI PROTECTION	TEMPORARY FIBER ROLL	TEMPORARY COVER
	EA	LF	EA	LF	SQYD
Sta 103+53	1				
Sta 98+47 TO 104+87		734		610	1000
Sta 60+67			1		
Sta 70+21			1		
Sta 80+09			2		
TOTAL	1	734	4	610	1000

EROSION CONTROL QUANTITIES

SHEET No.	FIBER ROLLS	ROLLED EROSION CONTROL PRODUCT (NETTING)	EROSION CONTROL (HYDROSEED)	MOVE IN/MOVE OUT (EROSION CONTROL)
	LF	SQFT	ACRE	EA
EC-1	2500	40500	2	3

METAL BEAM GUARD RAILING

STATION	MBGR LAYOUT TYPE	MBGR (WOOD POST)	REMOVE MBGR	ALTERNATIVE FLARED TERMINAL SYSTEM
	(N)	LF	LF	EA
Sta 100+00 TO Sta 100+25		25		
Sta 100+00 TO Sta 100+32			31.25	
Sta 100+25	11B			1
TOTAL		25	31.25	1

ROADWAY QUANTITIES

STATION	FENCE (TYPE WM, METAL POST)	16' CHAIN LINK GATE (TYPE CL-6)	REMOVE FENCE (TYPE WM)	6" PERFORATED PLASTIC PIPE UNDERDRAIN	REMOVE CMP	EMBANKMENT	ROADWAY EXCAVATION	CLASS 2 AGGREGATE BASE	CONTOUR GRADING
	LF	EA	LF	LF	LF	CY	CY	CY	SQYD
Sta 100+32 TO Sta 103+95	347				(N)	(N)			
Sta 100+45		1							
Sta 100+32 TO Sta 103+95			363						
Sta 98+60 TO Sta 99+90				265					
Sta 98+90 & Sta 99+60					190				
Sta 0+60 TO Sta 5+35 (CONSTRUCTION ACCESS ROAD)						2119	4455		
Sta 98+60 TO Sta 99+90						2336			
Sta 1+00 TO Sta 5+35 (CONSTRUCTION ACCESS ROAD)								115	
Sta 100+34 TO Sta 104+77									1966
TOTAL	347	1	363	265			4455	115	1966

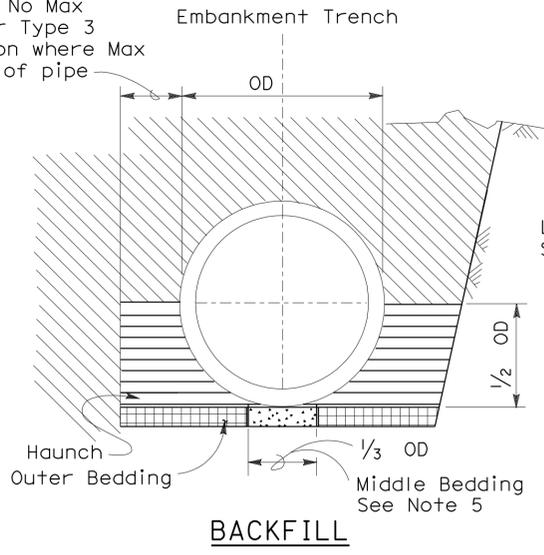
(N): NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

SUMMARY OF QUANTITIES

Q-1

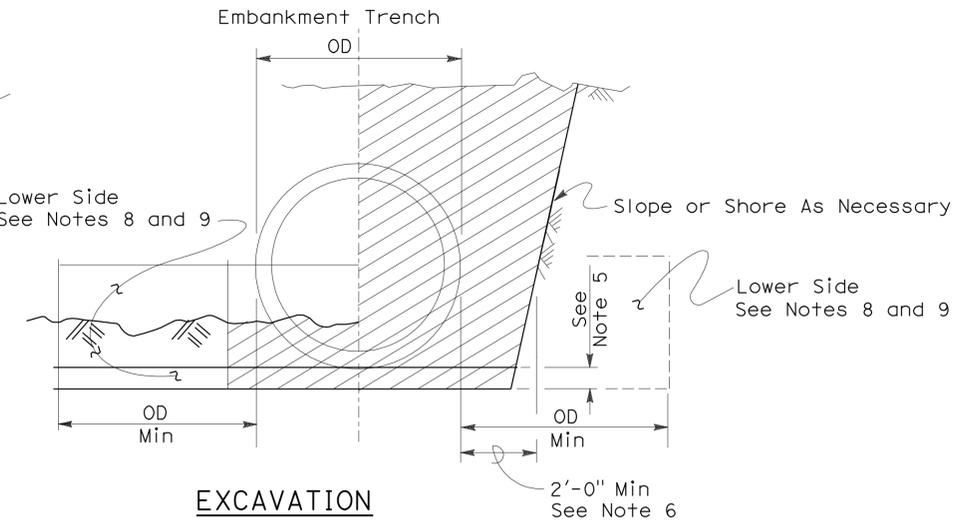
To accompany plans dated 12-21-09

2'-0" Min; No Max except for Type 3 Installation where Max Equals OD of pipe



BACKFILL

- Roadway Embankment
- Structure Backfill (Culvert) See Note 6
- Structure Backfill (Culvert) See Note 6
- Loose Backfill



EXCAVATION

- Excavation Structure (Culvert)

TYPE 1 INSTALLATION:

The haunch and outer bedding shall be compacted to a minimum 90 percent relative compaction. In addition, the minimum sand equivalent in these areas shall be 30 and the maximum percentage passing the 75 μm sieve size shall be 12.

TYPE 2 INSTALLATION:

The haunch and outer bedding shall be compacted to a minimum 90 percent relative compaction. In addition, the minimum sand equivalent in these areas shall be 25.

TYPE 3 INSTALLATION:

The haunch and outer bedding shall be compacted to a minimum 85 percent relative compaction. 90 percent relative compaction will be required where the fill over the pipe is less than 4'-0" or 1/2 OD.

NOTES:

- Unless otherwise shown on the plans or specified in the special provision, the Contractor shall have the option of selecting the class of RCP and the type of installation to be used, provided the height of cover does not exceed the value shown for the RCP selected.
 Example: 24" RCP culvert with maximum cover of 19'-0" the options are:
 a) Class III or stronger with Installation Type 1.
 b) Class III Special or stronger with Installation Type 2.
 c) Class IV Special or stronger with Installation Type 3.
 Cover is defined as the maximum vertical distance from top of the pipe to finished grade within the length of any given culvert.
- The class of RCP and Installation Type selected shall be the same throughout the length of any given culvert.
- The "length of any culvert" is defined as the culvert between:
 a) Successive drainage structure (inlets, junction boxes, headwalls, etc.).
 b) A drainage structure and the inlet or outlet end of the culvert.
 c) The inlet and outlet end of the culvert when there are no intervening drainage structures.
- Oval and arch shaped RCP shall not be used.
- 1/25 OD Min, not less than 3".
- Slurry cement backfill may be substituted for backfill in the outer bedding and haunch areas. If slurry is used the outer and middle beddings shall be omitted. Prior to installation the soil under the middle 1/3 of the outside diameter of the pipe shall be softened by scarifying or other means to a minimum depth of 1/25 OD, but not less than 3". Where slurry cement backfill is used clear distance to trench wall may be reduced as set forth in Section 19-3.062 of the Standard Specifications.
- Backfill shall be placed full width of excavation except where dimensions are shown for backfill width or thickness. Dimensions shown are minimums.
- Lower side shall be suitable material as determined by the Engineer. Otherwise it shall be considered unsuitable as set forth in Section 19-2.02 of the Standard Specifications. See Note 9.
- Where the pipe is placed in a trench, if the trench walls are sloped at 5 vertical to 1 horizontal or steeper for at least 90 percent of the trench height or up to not less than 12" from the grading plane, the firmness of the soil in the lower side need not be considered.
- Non-reinforced precast concrete pipe sizes 3'-0" or smaller may be placed under installation Types 1, 2 or 3.

INSTALLATION TYPE 1

MINIMUM CLASS AND D-LOAD	COVER	
	108" Dia AND SMALLER	OVER 108" Dia
Class II 1000D	14.9'	12.9'
Class III 1350D	15.0' - 20.9'	13.0' - 18.9'
Class III Special 1700D	21.0' - 26.9'	19.0' - 24.9'
Class IV 2000D	27.0' - 31.9'	25.0' - 29.9'
Class IV Special 2500D	32.0' - 40.9'	30.0' - 38.9'
Class V 3000D	41.0' - 49.9'	39.0' - 46.9'
Class V Special 3600D	50.0' - 59.0'	47.0' - 58.0'

INSTALLATION TYPE 2

MINIMUM CLASS AND D-LOAD	COVER
Class II 1000D	9.9'
Class III 1350D	10.0' - 14.9'
Class III Special 1700D	15.0' - 19.9'
Class IV 2000D	20.0' - 24.9'
Class IV Special 2500D	25.0' - 31.9'
Class V 3000D	32.0' - 38.9'
Class V Special 3600D	39.0' - 47.0'

INSTALLATION TYPE 3

MINIMUM CLASS AND D-LOAD	COVER	
	48" Dia AND SMALLER	OVER 48" Dia
Class II 1000D	7.9'	5.9'
Class III 1350D	8.0' - 10.9'	6.0' - 8.9'
Class III Special 1700D	11.0' - 14.9'	9.0' - 12.9'
Class IV 2000D	15.0' - 17.9'	13.0' - 15.9'
Class IV Special 2500D	18.0' - 21.9'	16.0' - 19.9'
Class V 3000D	22.0' - 26.9'	20.0' - 24.9'
Class V Special 3600D	30.0' - 33.0'	25.0' - 31.0'

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**EXCAVATION AND BACKFILL
CONCRETE PIPE CULVERTS**

NO SCALE

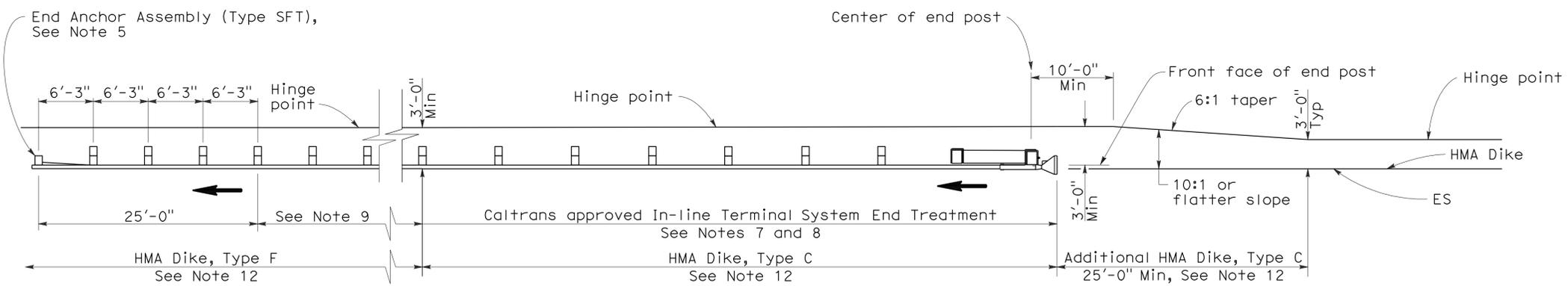
RSP A62DA DATED NOVEMBER 17, 2006 SUPERSEDES STANDARD PLAN A62DA
DATED MAY 1, 2006 - PAGE 20 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED STANDARD PLAN RSP A62DA

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	12	27

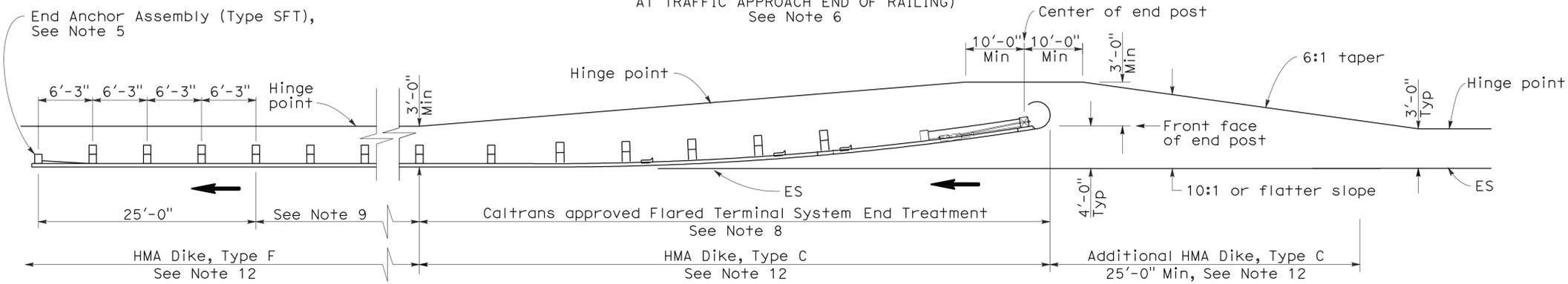
RANDALL D. HIATT
 REGISTERED CIVIL ENGINEER
 June 6, 2008
 PLANS APPROVAL DATE
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2006 REVISED STANDARD PLAN RSP A77E1



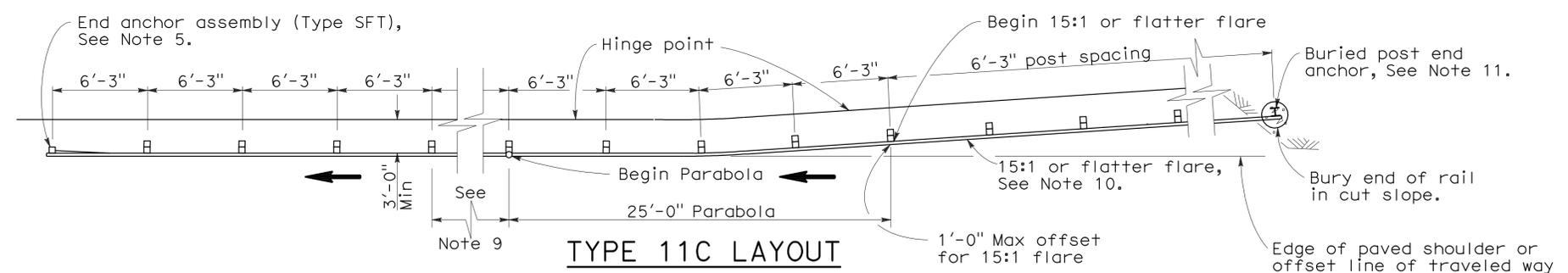
TYPE 11A LAYOUT

(EMBANKMENT GUARD INSTALLATION WITH IN-LINE END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Note 6



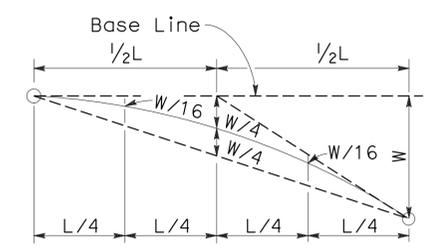
TYPE 11B LAYOUT

(EMBANKMENT GUARD RAILING INSTALLATION WITH FLARED END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Note 6

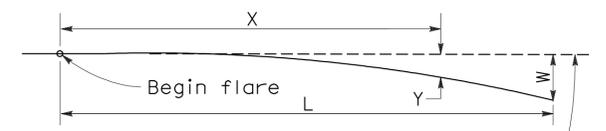


TYPE 11C LAYOUT

(EMBANKMENT GUARD RAILING INSTALLATION WITH BURIED END ANCHOR TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 6 and 12



TYPICAL PARABOLIC LAYOUT

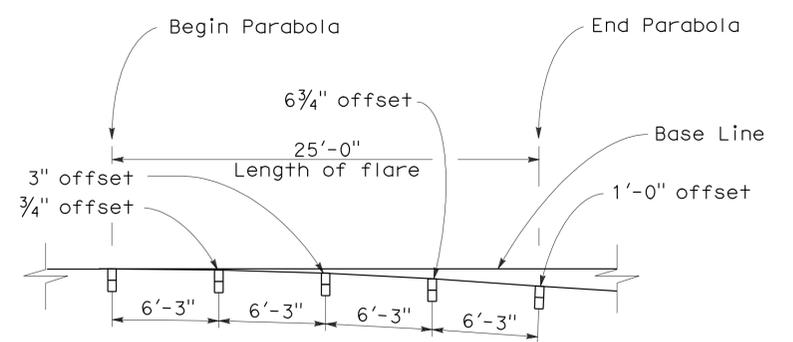


Base Line (Edge of paved shoulder or offset line of edge of traveled way)

$$Y = \frac{WX^2}{L^2}$$

Y = Offset from base line
 W = Maximum offset
 X = Distance along base line
 L = Length of flare

PARABOLIC FLARE OFFSETS



TYPICAL FLARE OFFSETS FOR 1 FOOT MAX END OFFSET

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1, and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or recycled plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by \rightarrow .
- For End Anchor Assembly (Type SFT) details, see Standard Plan A77H1.
- Layout Types 11A, 11B or 11C are typically used where guard railing is recommended to shield embankment slopes and a crashworthy end treatment is required for only one direction of traffic.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional guard railing (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- The 15:1 or flatter flare used with buried end anchors is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of guard railing within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 11C Layout, see Standard Plan A77I2.
- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.

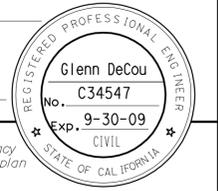
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR EMBANKMENTS
NO SCALE

RSP A77E1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77E1
DATED MAY 1, 2006 - PAGE 48 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77E1

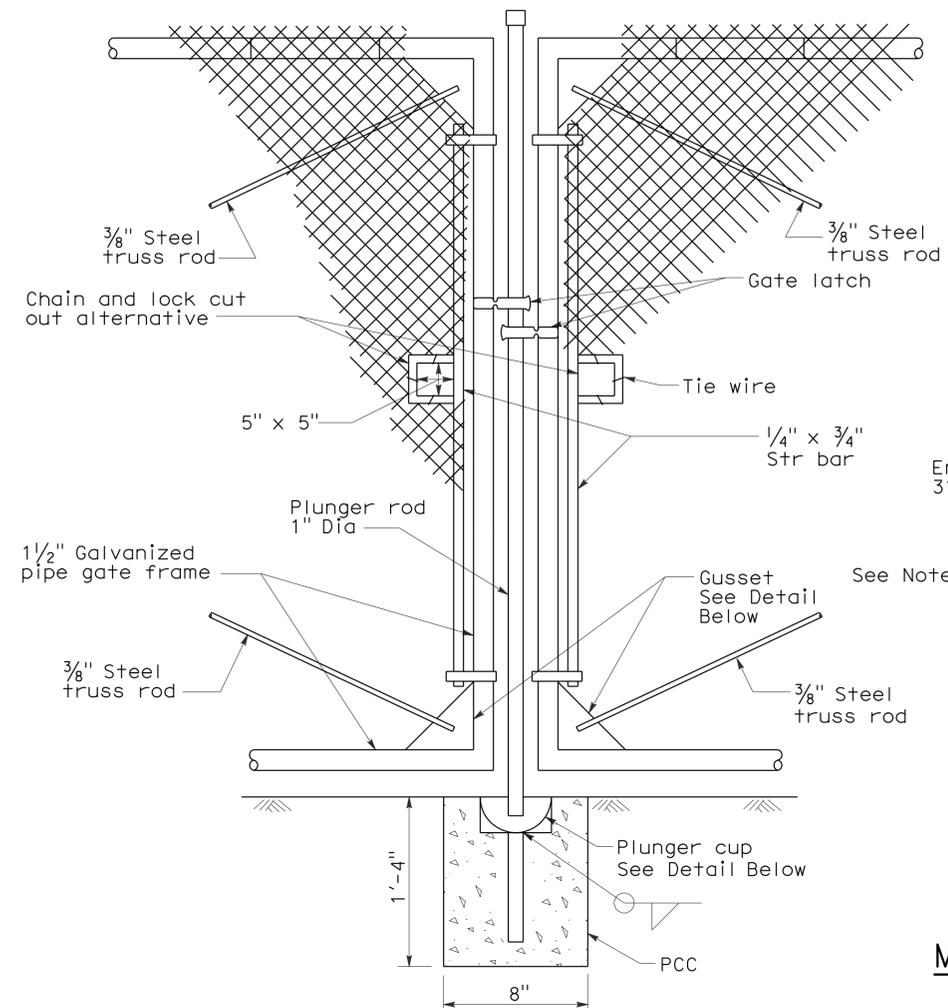
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	13	27

Glenn DeCou
 REGISTERED CIVIL ENGINEER
 June 5, 2009
 PLANS APPROVAL DATE
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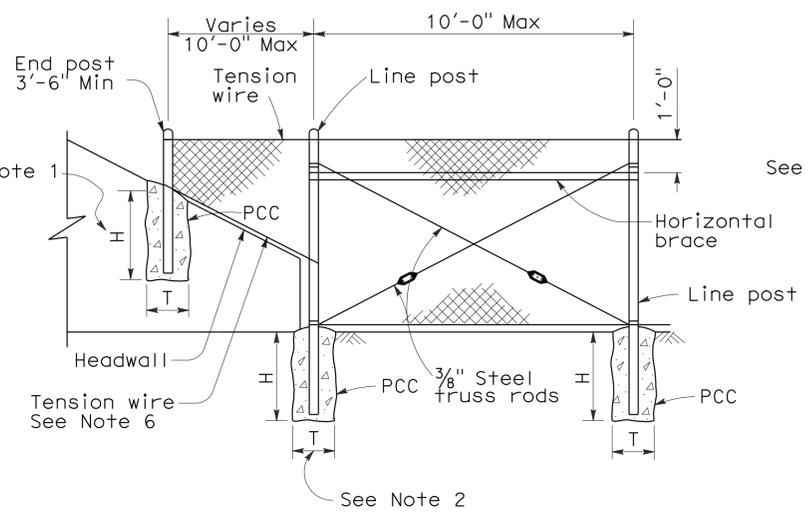


To accompany plans dated 12-21-09

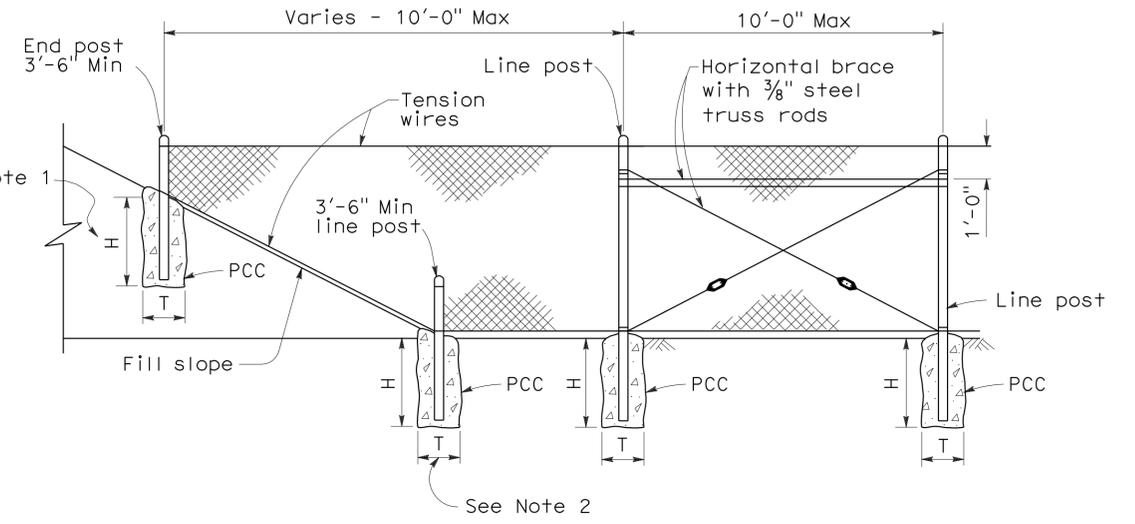
- NOTES:**
- H is 2'-6" for fabric less than 5'-0" high.
H is 3'-0" for fabric 5'-0" and over.
 - T is not less than 3 times maximum cross section of post with minimum of 8".
 - Arms with barbed wire to be used where shown on plans.
 - See Revised Standard Plan RSP A85 for Chain Link Fencing dimensions.
 - Reinforcing must comply with ASTM A 706.
 - See Detail A on New Standard Plan NSP A86B for connection at headwall.



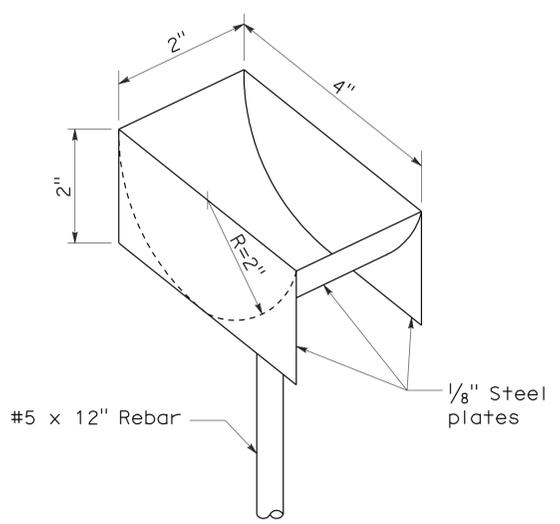
**TYPICAL DOUBLE GATE
REMOVABLE CENTER POST**



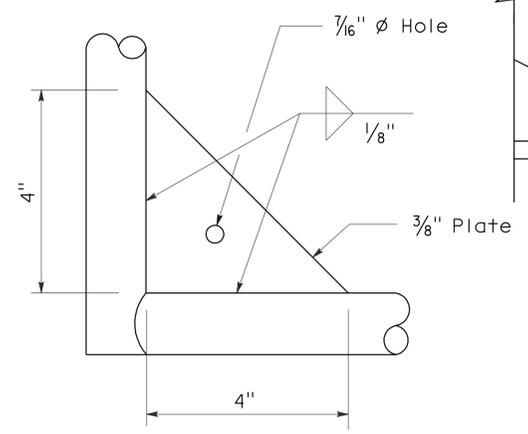
METHOD OF TYING FENCE TO HEADWALL



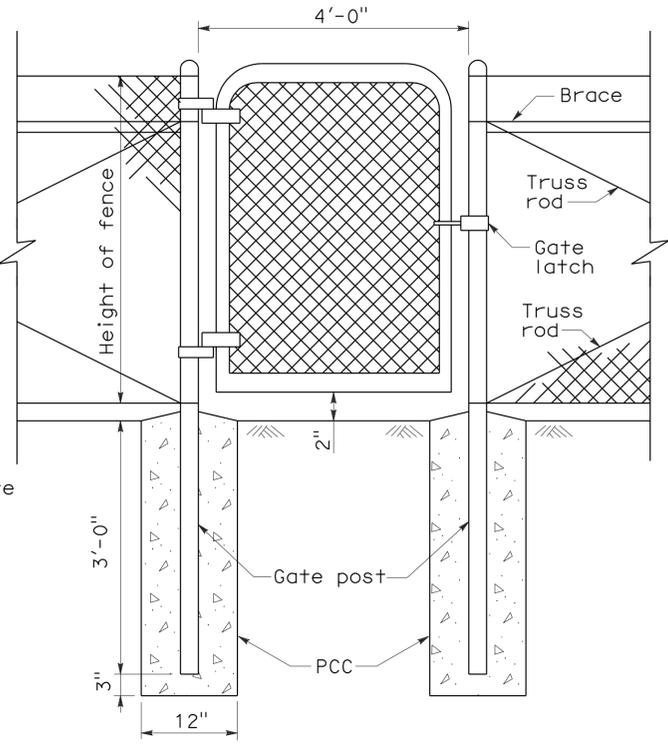
METHOD OF ERECTING FENCE FOR FILL SLOPE



PLUNGER CUP DETAIL



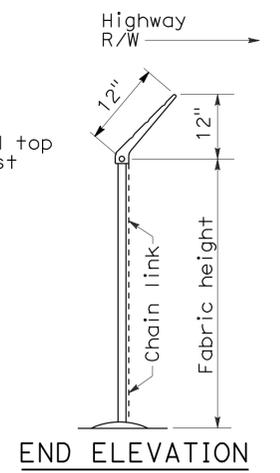
GUSSET DETAIL



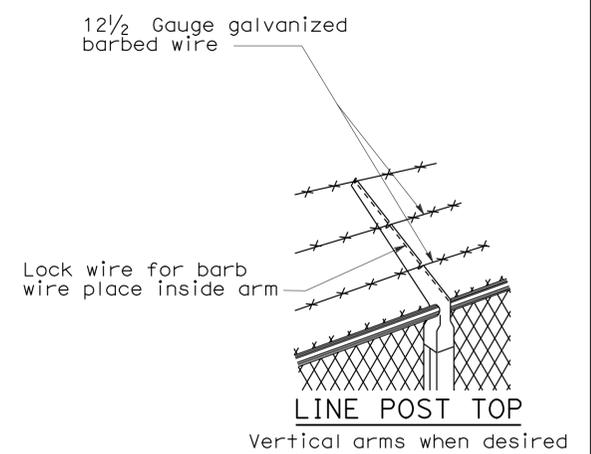
WALK GATE



POST TOP END



BARBED WIRE POST TOP
See Note 3



LINE POST TOP
Vertical arms when desired

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CHAIN LINK FENCE DETAILS
NO SCALE

NSP A85A DATED JUNE 5, 2009 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A85A

2006 NEW STANDARD PLAN NSP A85A

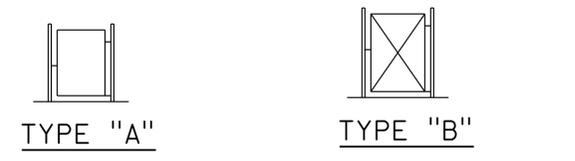
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	14	27

Glenn DeCou
 REGISTERED CIVIL ENGINEER
 No. C34547
 Exp. 9-30-09
 STATE OF CALIFORNIA

June 5, 2009
 PLANS APPROVAL DATE

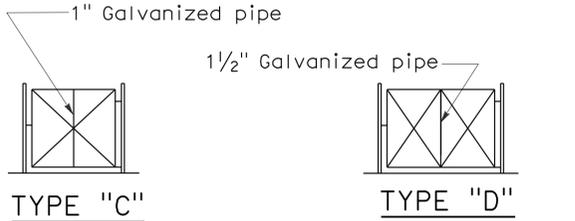
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 12-21-09



TYPE "A"
3' and 6' Single
6' and 12' Double

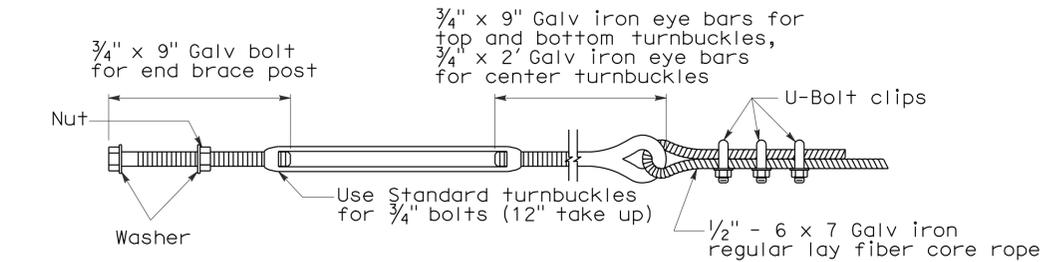
TYPE "B"
Over 6' to 12' Single.
Over 12' to 24' Double



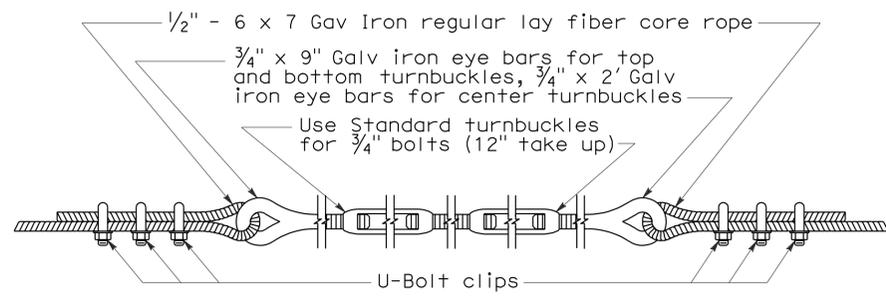
TYPE "C"
Over 12' to 18' Single
Over 24' to 36' Double.

TYPE "D"
Over 18' to 24' Single
Over 36' to 48' Double

TYPICAL FRAMEWORK SHOWING NUMBER OF BAYS IN GATE



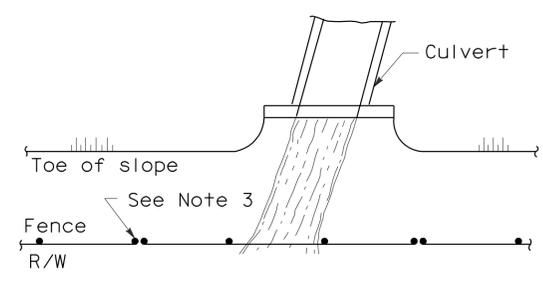
TURNBUCKLE A



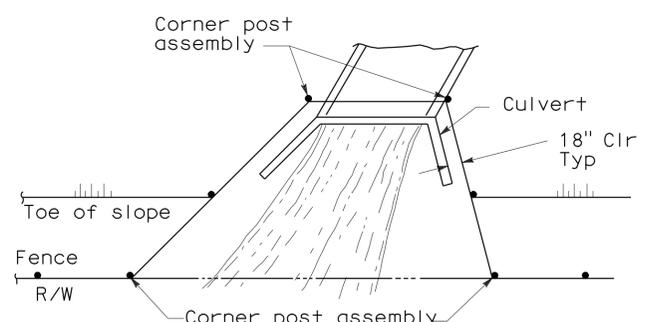
TURNBUCKLE B

NOTES:

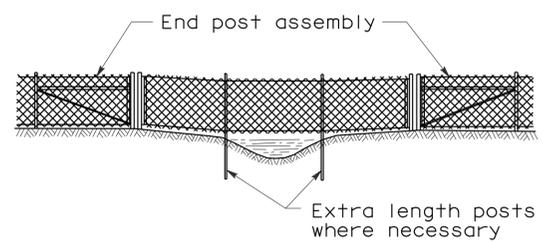
1. All material for abutment connection to be galvanized.
2. The chain link fabric shall be replaced by barbed wire strands at 12" maximum centers between the double posts.
3. When the width of the culvert makes it necessary to anchor a post to the top of the culvert, a cast iron shoe or other device approved by the Engineer shall be used.
4. Fencing over stream and around headwall may also use Barbed Wire or Wire Mesh fencing with either wood post or steel post installation.
5. See Revised Standard Plan RSP A85 for Chain Link fence dimensions. See Standard Plan A86 for Barbed Wire and Wire Mesh fence dimensions and for wood post and steel post installation.



PLAN

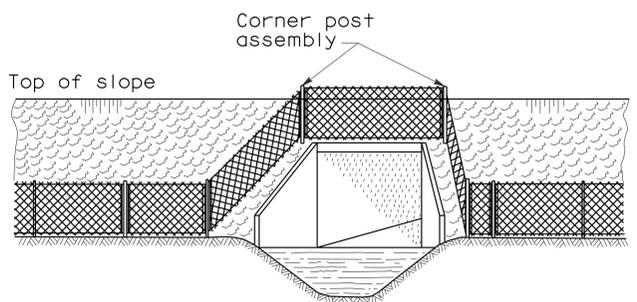


PLAN



ELEVATION

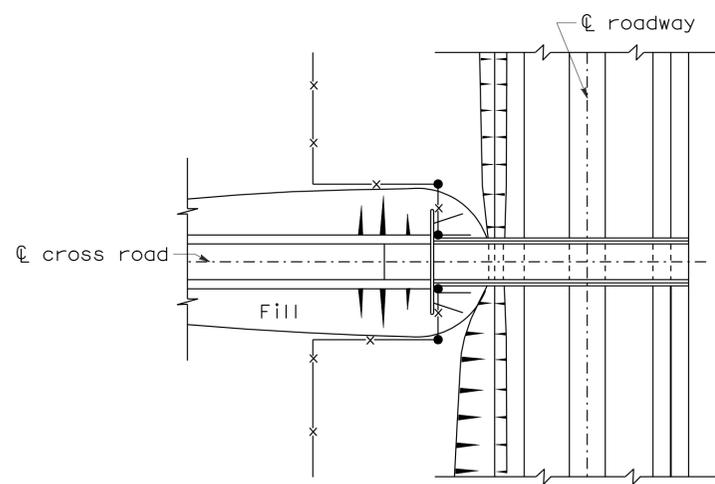
INSTALLATION OVER STREAM



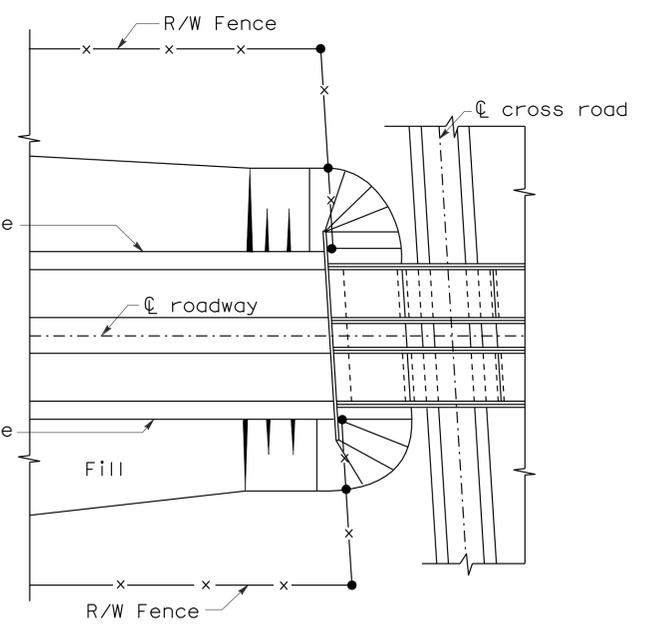
ELEVATION

INSTALLATION AROUND HEADWALL

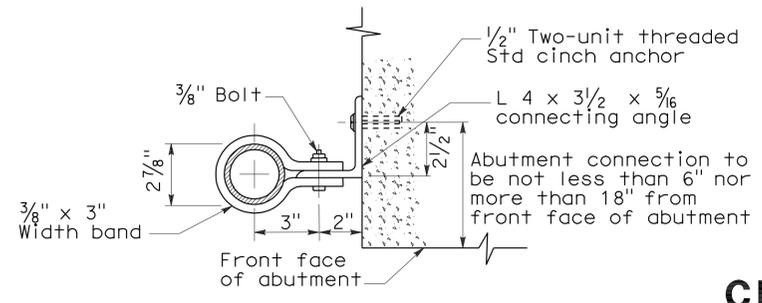
See Note 4



PLAN OF ROADWAY - UNDERPASS



PLAN OF ROADWAY - OVERPASS



ABUTMENT CONNECTION

TYPICAL INSTALLATION AT BRIDGES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CHAIN LINK FENCE DETAILS

NO SCALE

NSP A85B DATED JUNE 5, 2009 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A85B

2006 NEW STANDARD PLAN NSP A85B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	15	27

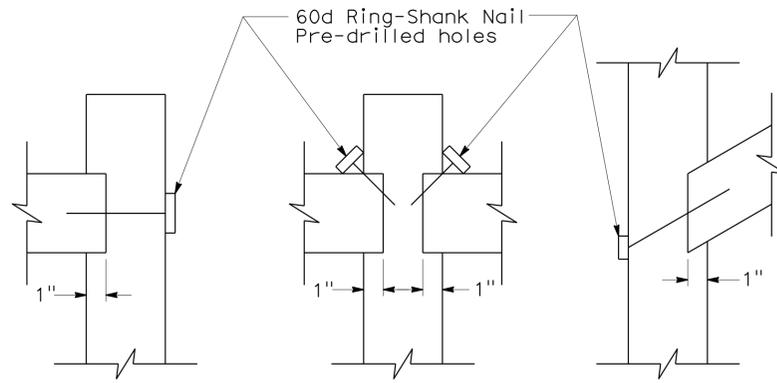
Glenn DeCou
 REGISTERED CIVIL ENGINEER
 June 5, 2009
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 Glenn DeCou
 No. C34547
 Exp. 9-30-09
 CIVIL
 STATE OF CALIFORNIA

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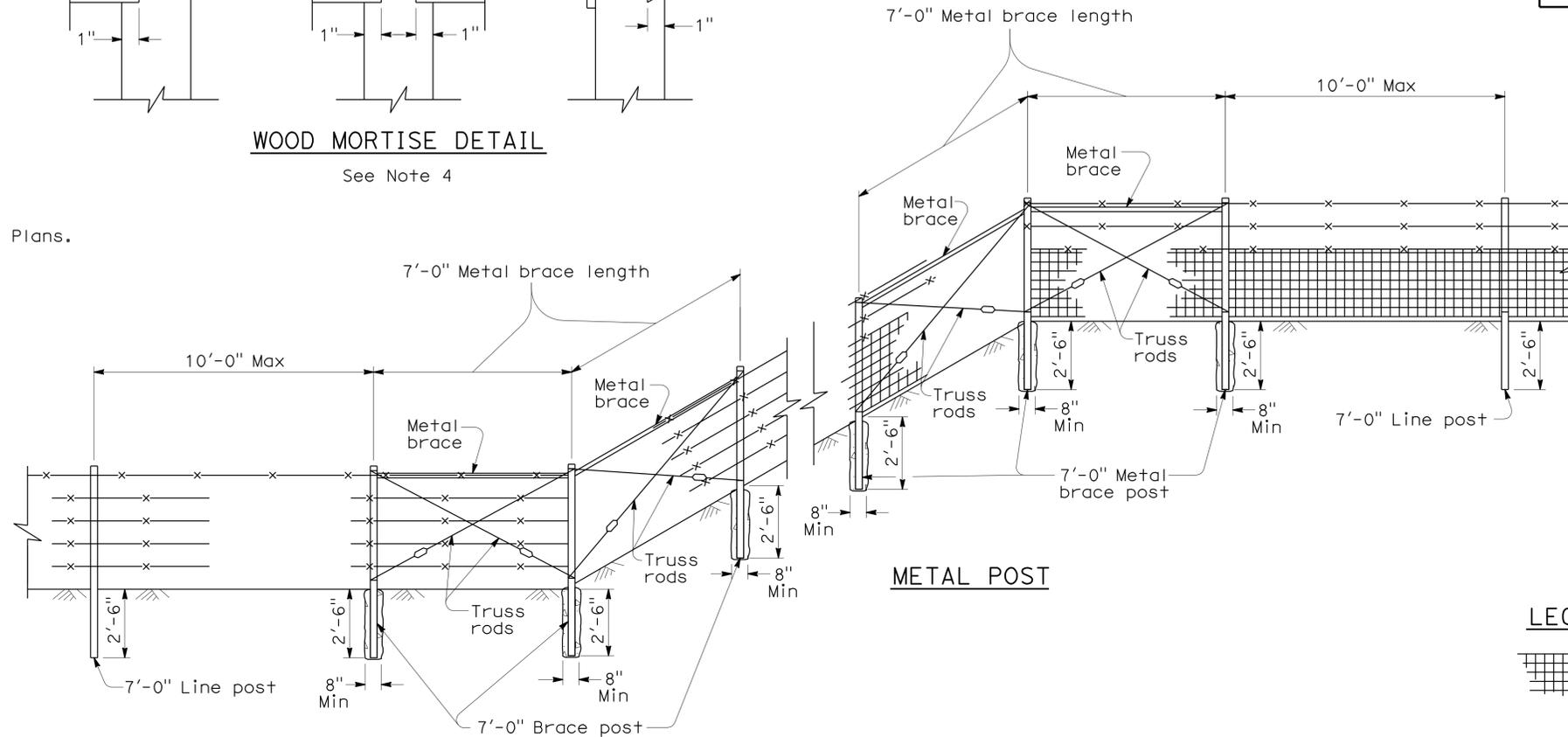
NOTES:

- Offset to be 2'-0" at monument locations, measured at right angles to R/W lines. Taper to achieve offset to be at least 20'-0" long.
- Line post spacing for wood post equals 12'-0" maximum. Line post spacing for metal post equals 10'-0" maximum.
- See Standard Plan A86 for Barbed Wire and Wire Mesh dimensions and for steel post and wood post dimensions and weight.
- Use wood posts when specified in the Special Provisions or shown on the Project Plans.



WOOD MORTISE DETAIL

See Note 4

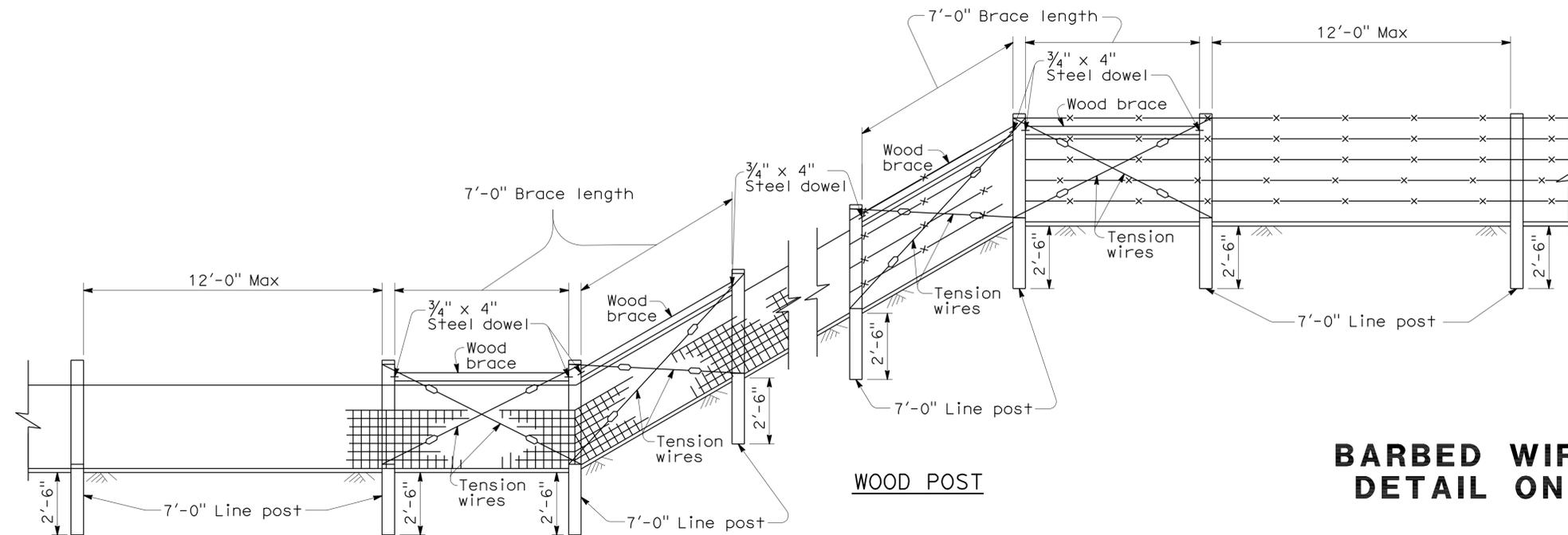


METAL POST

To accompany plans dated 12-21-09

LEGEND

-  Wire Mesh fencing
-  Barbed Wire fencing



WOOD POST

FENCE ON SHARP BREAK IN GRADE

**BARBED WIRE AND WIRE MESH FENCE
DETAIL ON SHARP BREAK IN GRADE**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

NO SCALE

NSP A86A DATED JUNE 5, 2009 SUPPLEMENTS THE
STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A86A

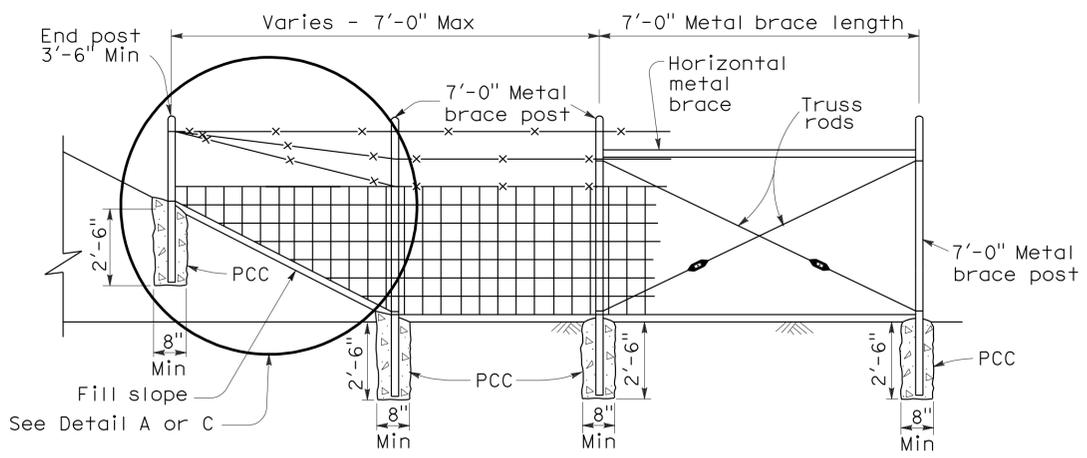
2006 NEW STANDARD PLAN NSP A86A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	16	27

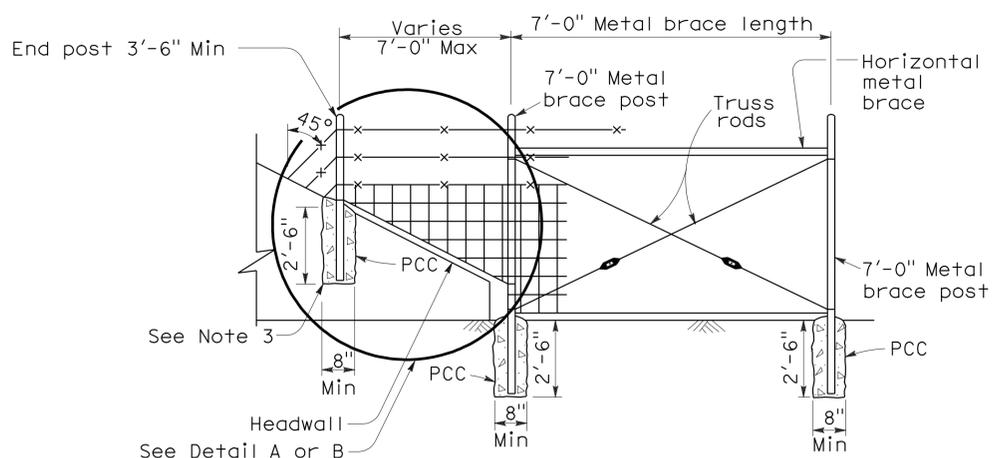
Glenn DeCou
 REGISTERED CIVIL ENGINEER
 June 5, 2009
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 Glenn DeCou
 No. C34547
 Exp. 9-30-09
 STATE OF CALIFORNIA

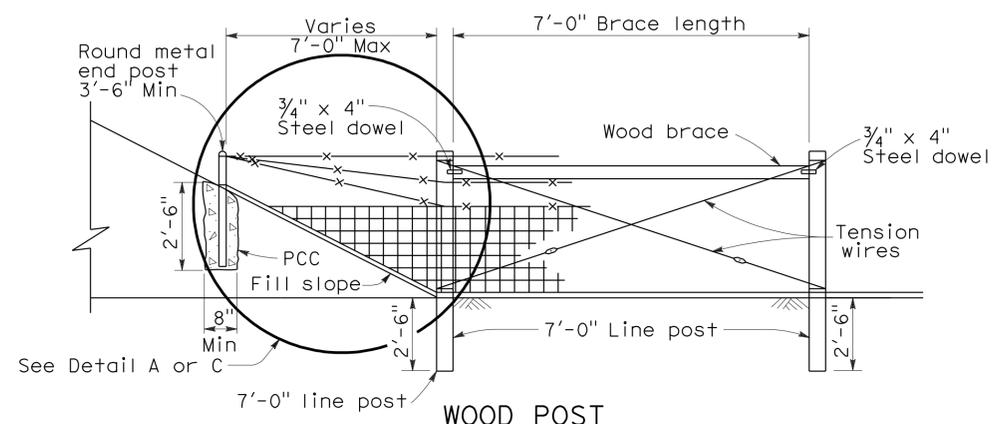
To accompany plans dated 12-21-09



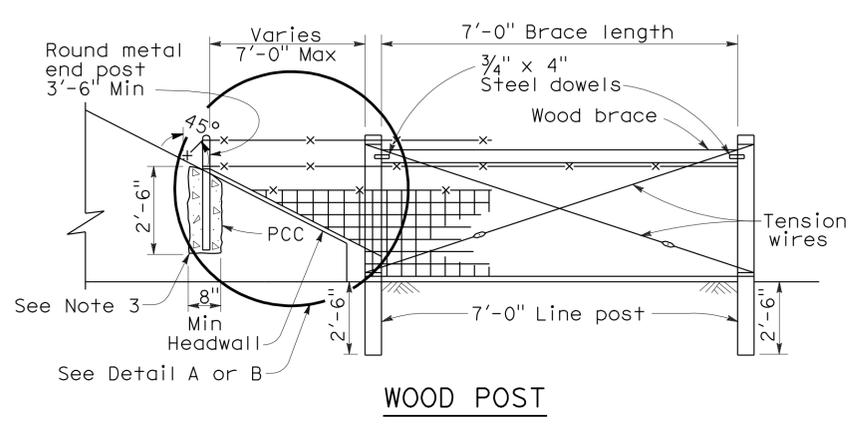
METAL POST



METAL POST



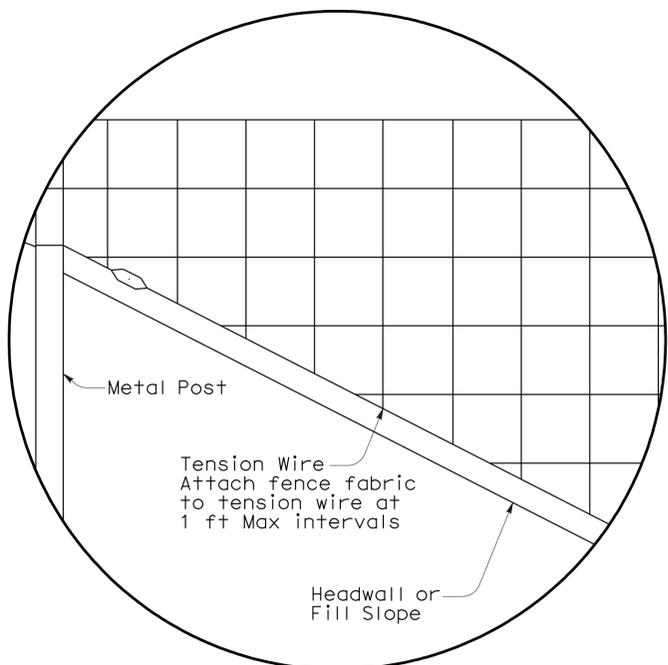
WOOD POST



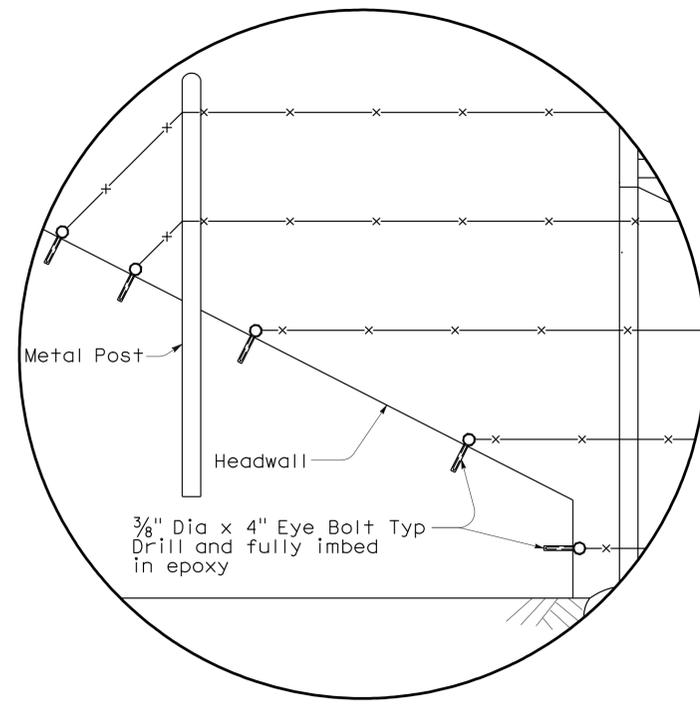
WOOD POST

METHOD OF ERECTING FENCE FOR FILL SLOPE

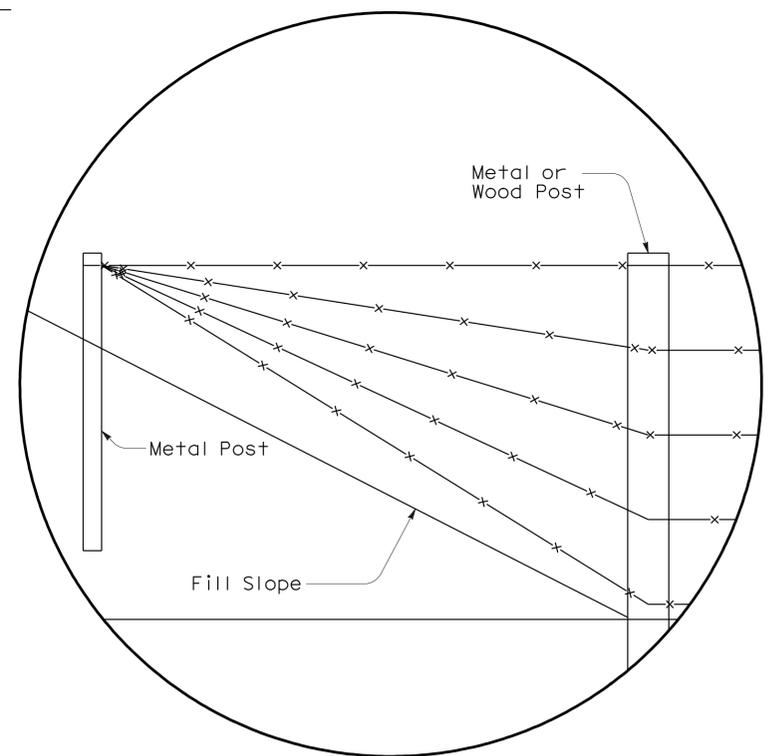
METHOD OF TYING FENCE TO HEADWALL



DETAIL A



DETAIL B



DETAIL C

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**BARBED WIRE AND WIRE MESH
FENCE DETAILS**

NSP A86B DATED JUNE 5, 2009 SUPPLEMENTS THE
STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A86B

2006 NEW STANDARD PLAN NSP A86B

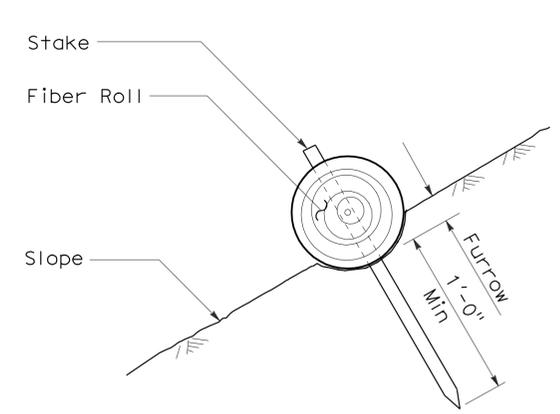
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	17	27

Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 April 3, 2009
 PLANS APPROVAL DATE
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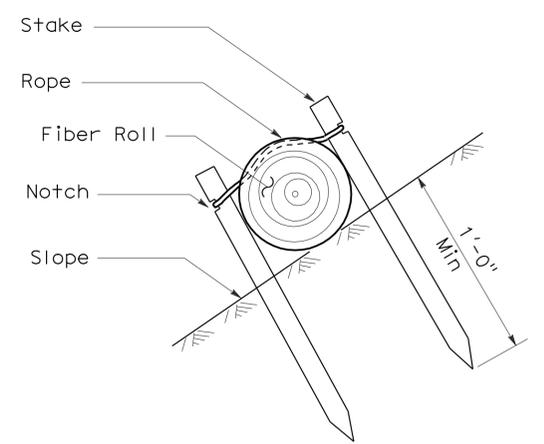
To accompany plans dated 12-21-09

NOTES:

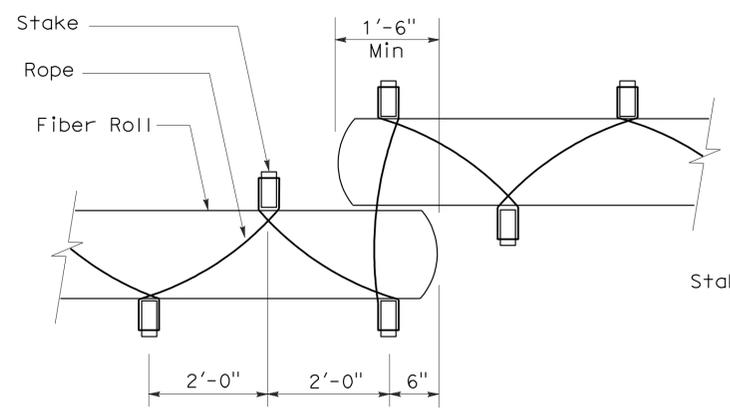
1. Fiber roll spacing varies depending upon slope inclination.
2. Installations shown in the perspectives are for slope inclination of 10:1 and steeper.



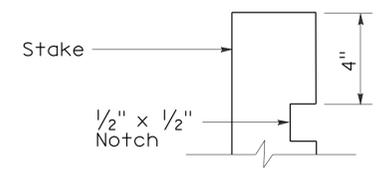
SECTION
FIBER ROLL
(TYPE 1)



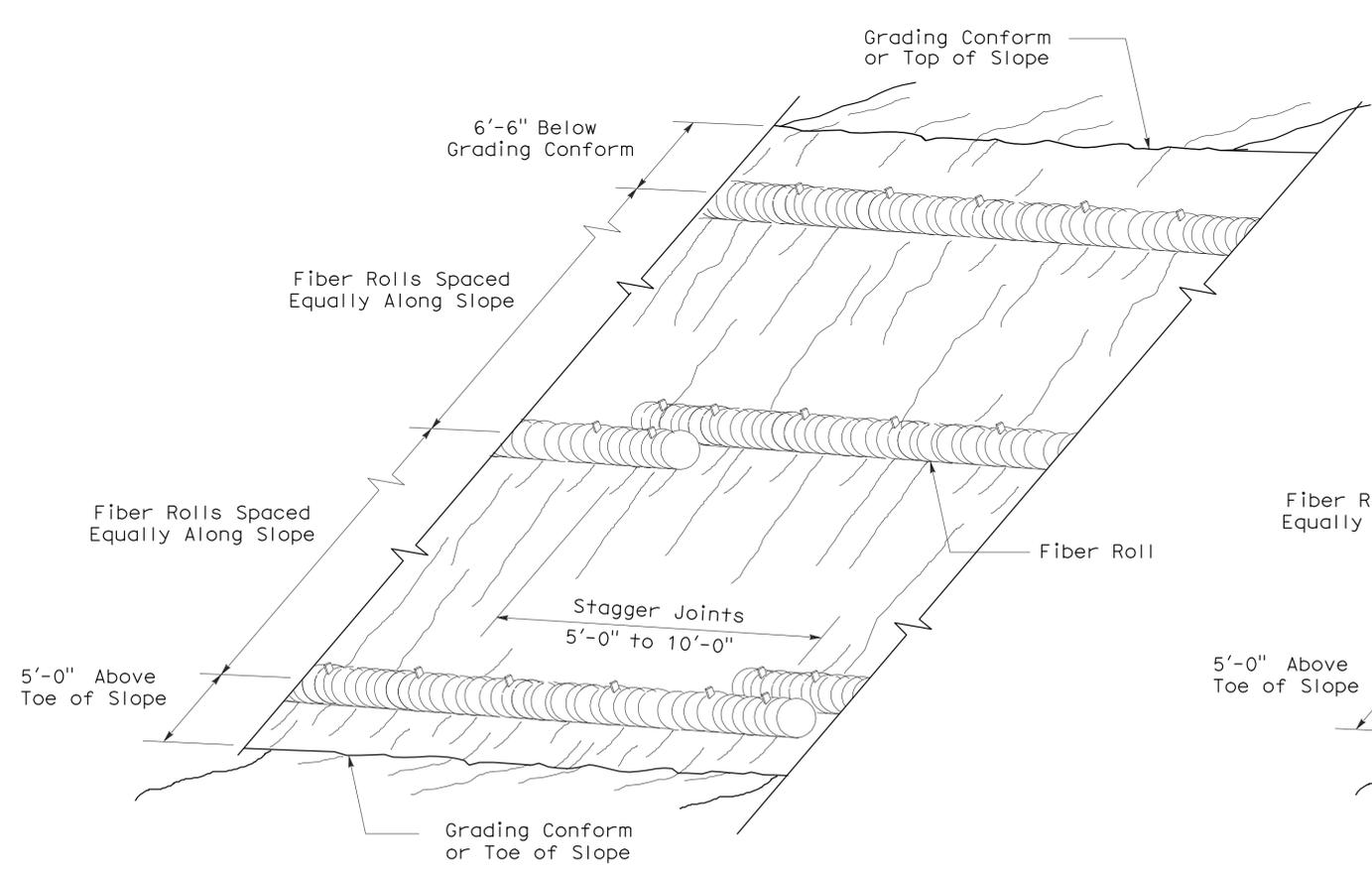
SECTION



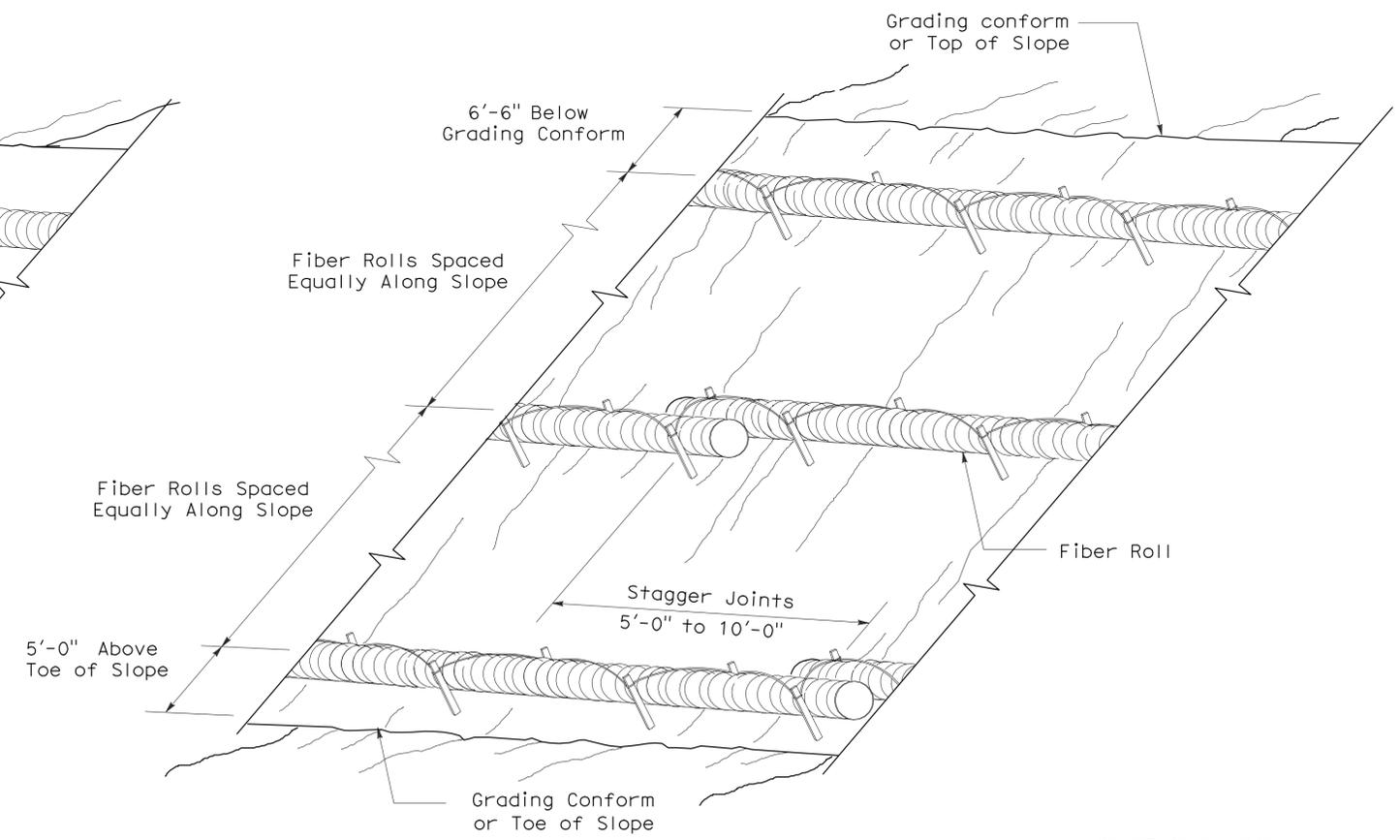
PLAN



ELEVATION
STAKE NOTCH DETAIL



PERSPECTIVE
FIBER ROLL (TYPE 1)



PERSPECTIVE
FIBER ROLL (TYPE 2)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
EROSION CONTROL DETAILS
(FIBER ROLL)

NO SCALE

RNSP H51 DATED APRIL 3, 2009 SUPERSEDES NSP H51 DATED DECEMBER 1, 2006 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

2006 REVISED NEW STANDARD PLAN RNSP H51

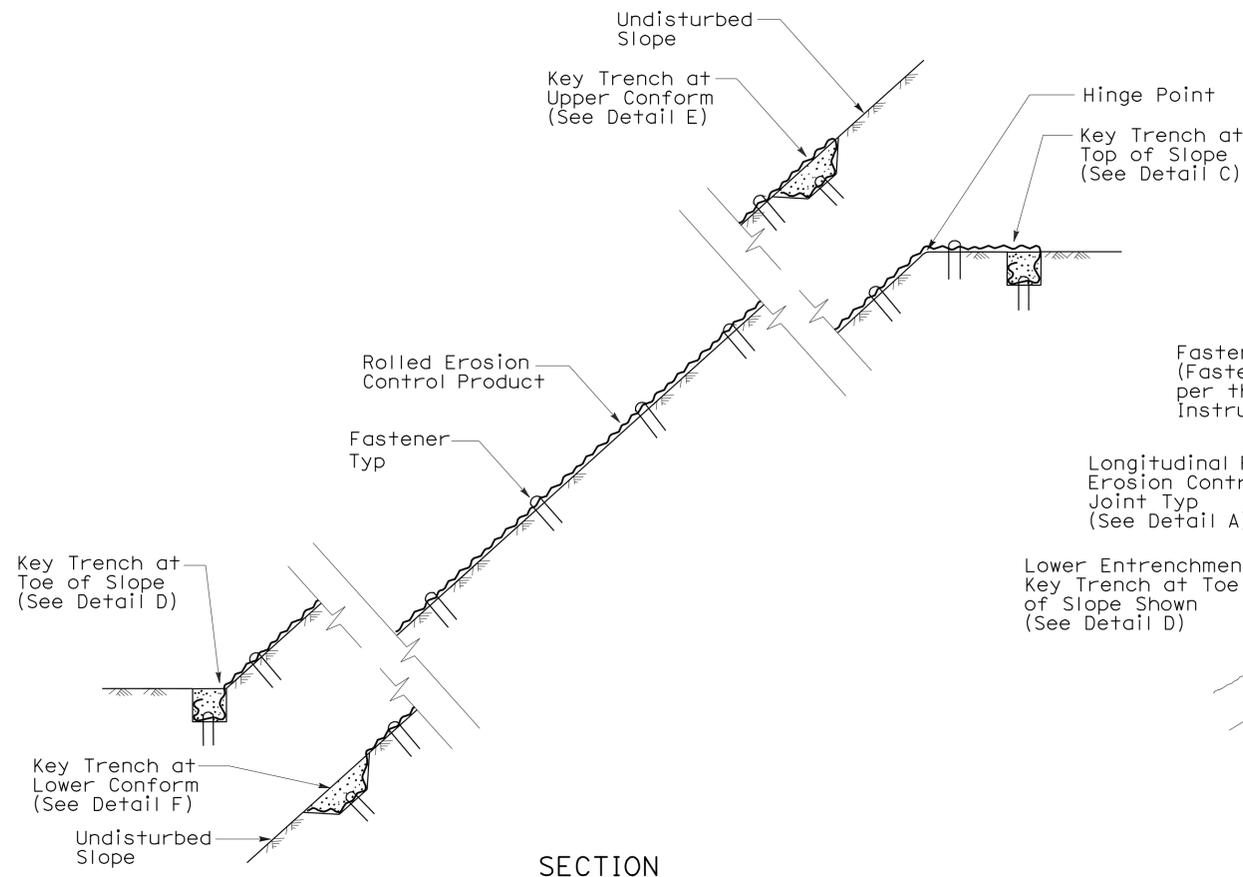
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	18	27

Gregory A. Balzer
 LICENSED LANDSCAPE ARCHITECT
 June 5, 2009
 PLANS APPROVAL DATE
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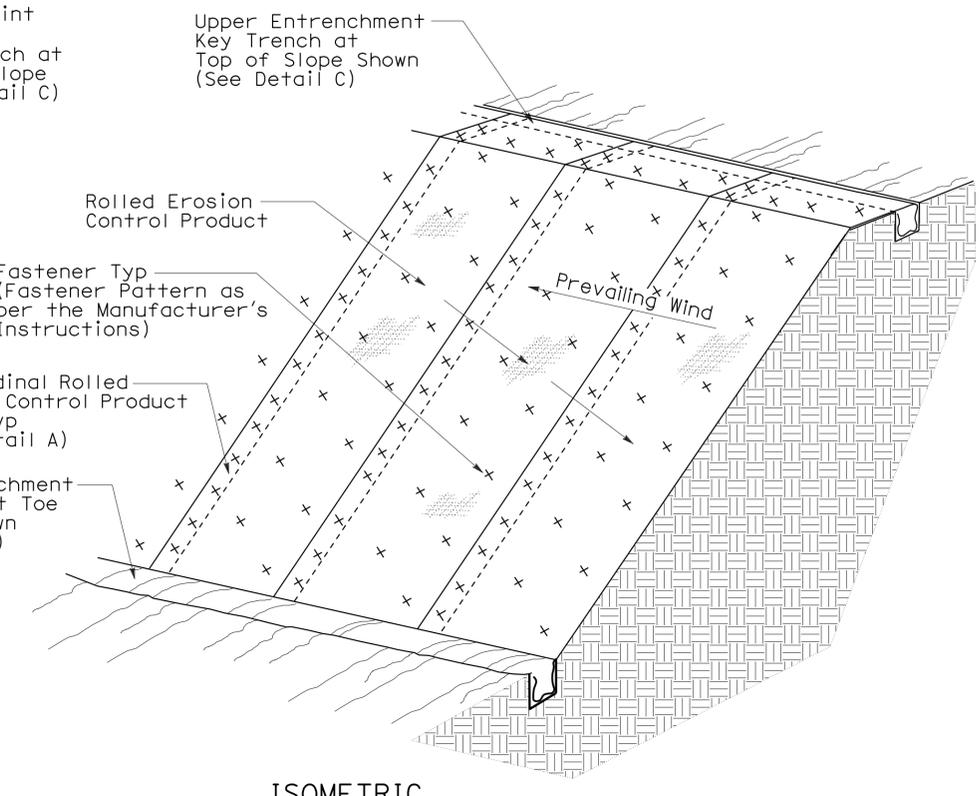


To accompany plans dated 12-21-09

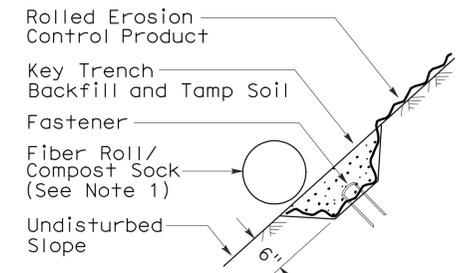
- NOTE:**
1. Fiber Roll/Compost Sock shown for reference purposes only.
 2. If transverse rolled erosion control product joints are required on slopes, see Detail B.



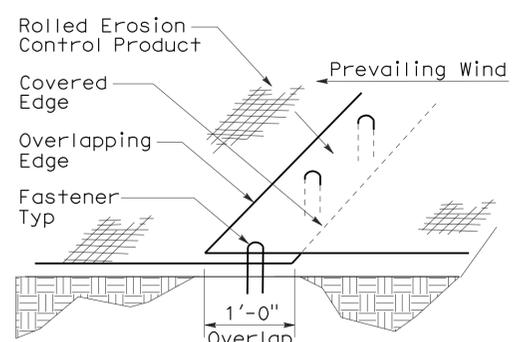
SECTION
ROLLED EROSION CONTROL PRODUCT
ON SLOPE WITH VARIOUS KEY ENTRENCHMENTS



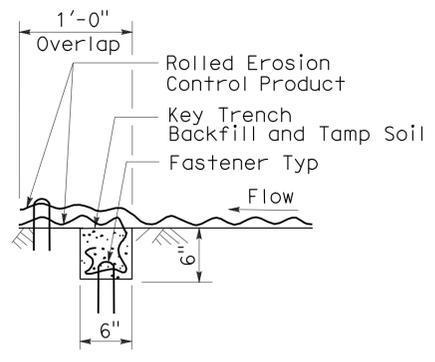
ISOMETRIC
ROLLED EROSION CONTROL PRODUCT
ON SLOPE



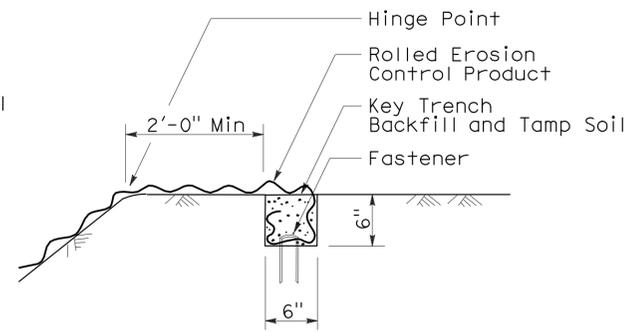
SECTION
DETAIL F
KEY TRENCH AT
LOWER CONFORM



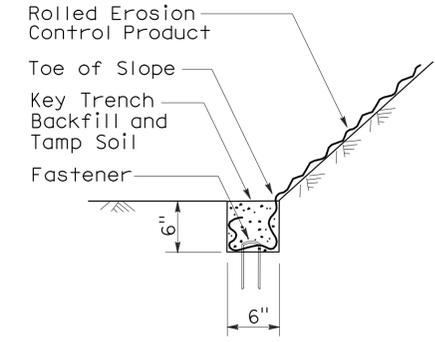
PERSPECTIVE
DETAIL A
LONGITUDINAL ROLLED EROSION
CONTROL PRODUCT JOINT



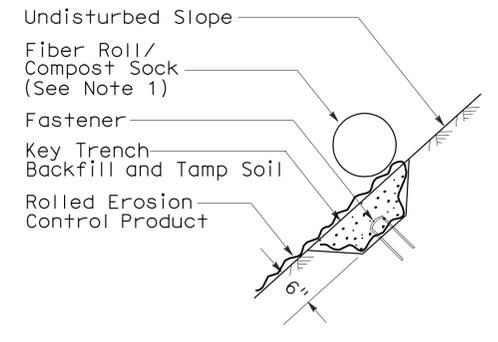
SECTION
DETAIL B
TRANSVERSE ROLLED EROSION
CONTROL PRODUCT JOINT



SECTION
DETAIL C
KEY TRENCH AT
TOP OF SLOPE



SECTION
DETAIL D
KEY TRENCH AT
TOE OF SLOPE



SECTION
DETAIL E
KEY TRENCH AT
UPPER CONFORM

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

ROLLED EROSION CONTROL PRODUCT

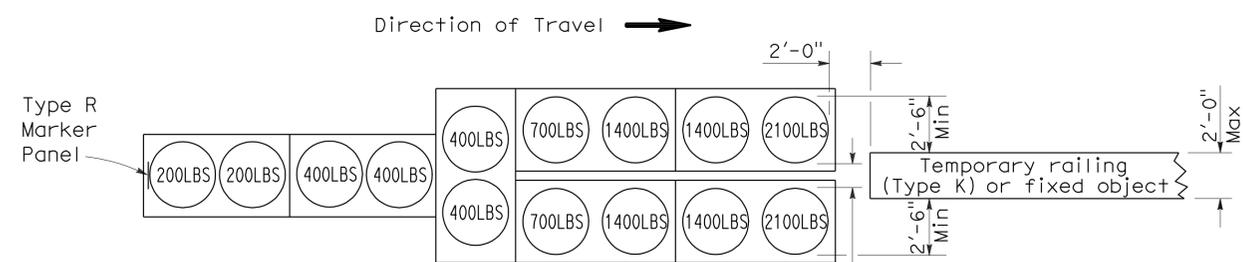
NO SCALE

NSP H53 DATED JUNE 5, 2009 SUPPLEMENTS
 THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP H53

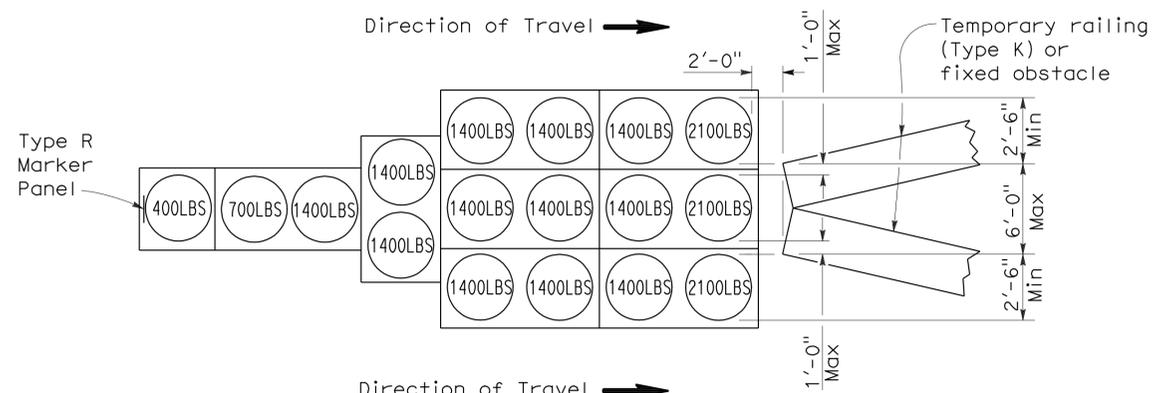
To accompany plans dated 12-21-09

2006 REVISED STANDARD PLAN RSP T1A



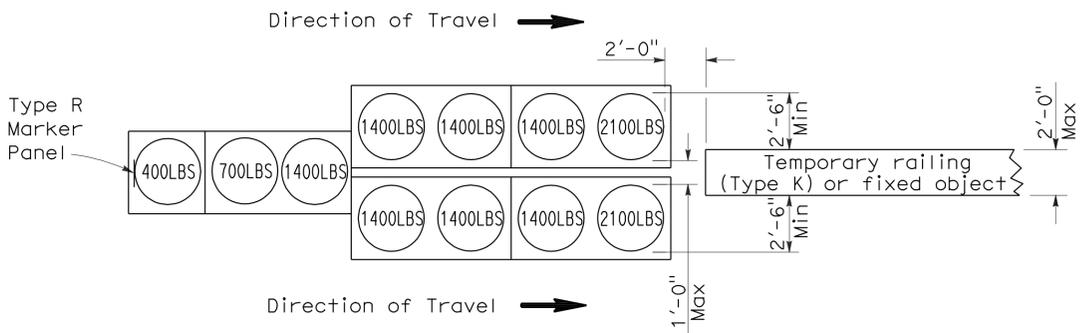
ARRAY 'TU14'

Approach speed 45 mph or more



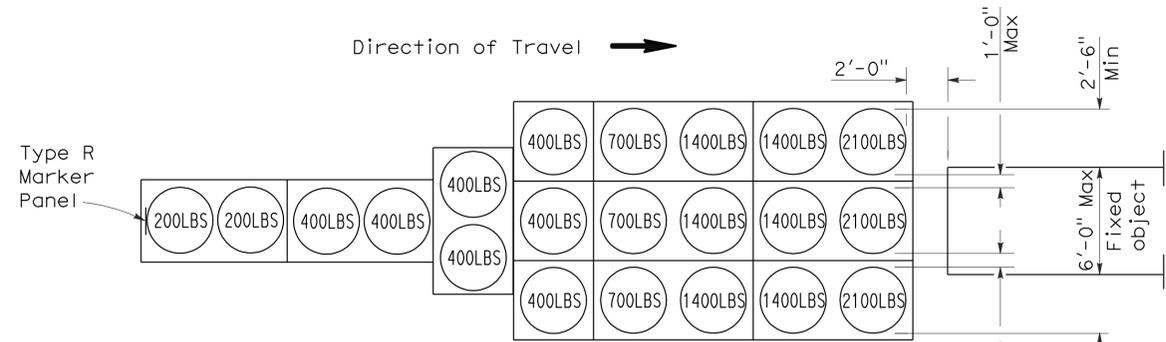
ARRAY 'TU17'

Approach speed less than 45 mph



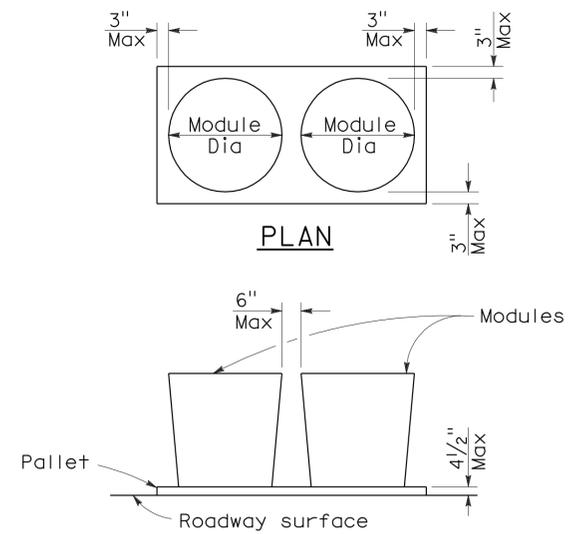
ARRAY 'TU11'

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	20	27

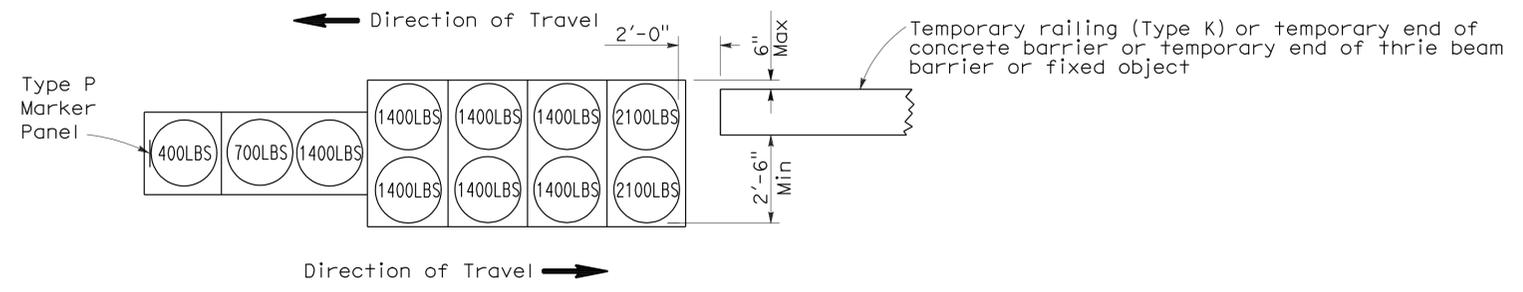
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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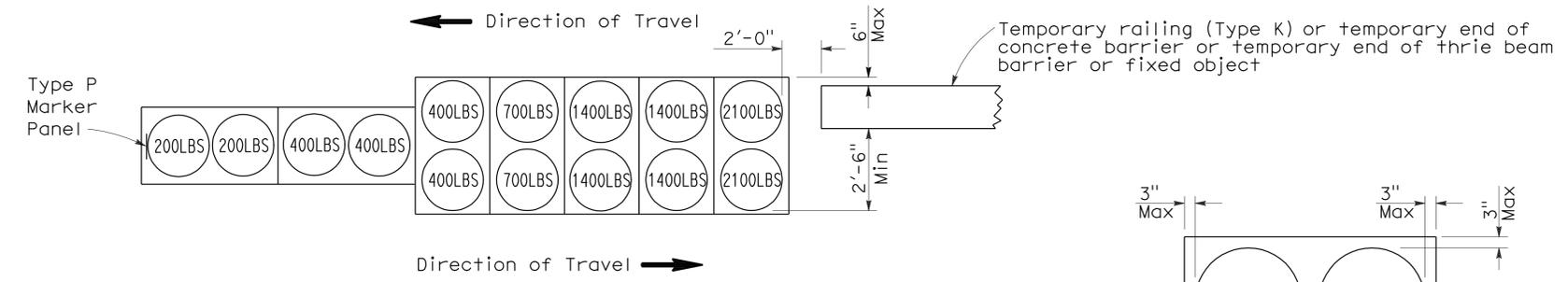
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 12-21-09



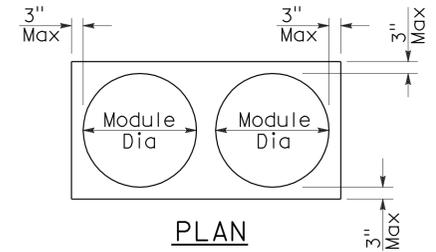
ARRAY 'TB11'

Approach speed less than 45 mph

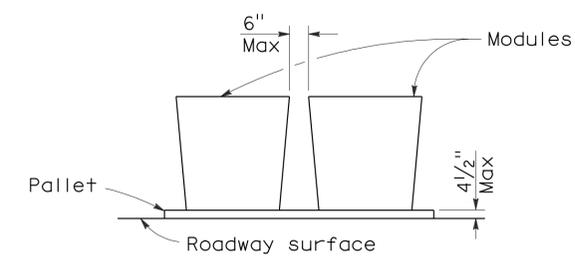


ARRAY 'TB14'

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
04	Mrn	1	9.1	21	27

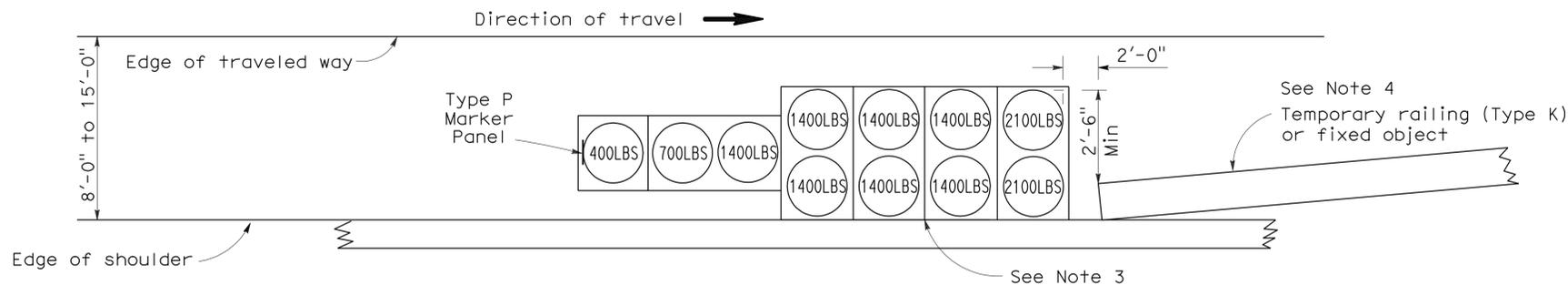
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

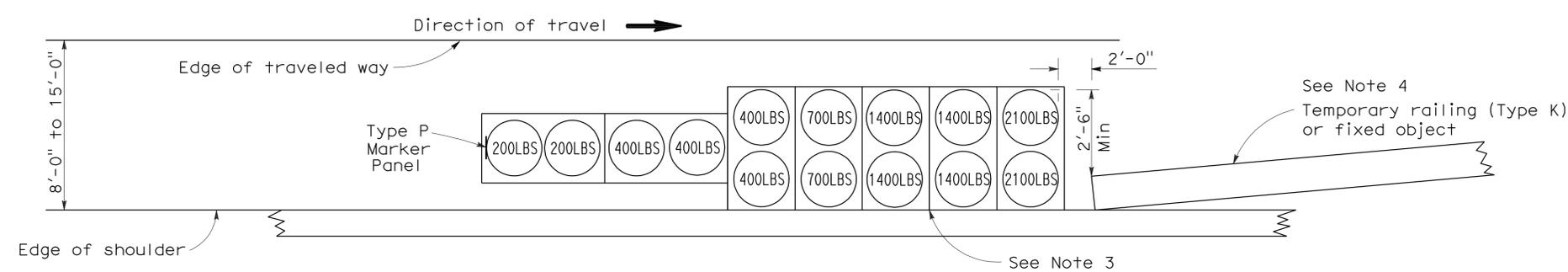
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

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

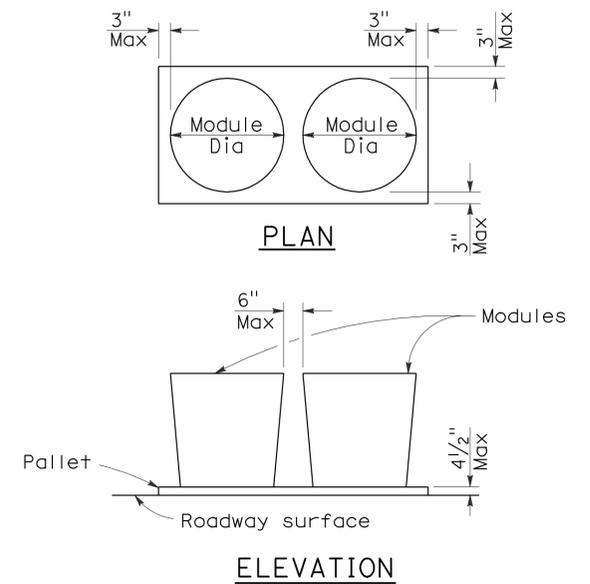
To accompany plans dated 12-21-09



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.

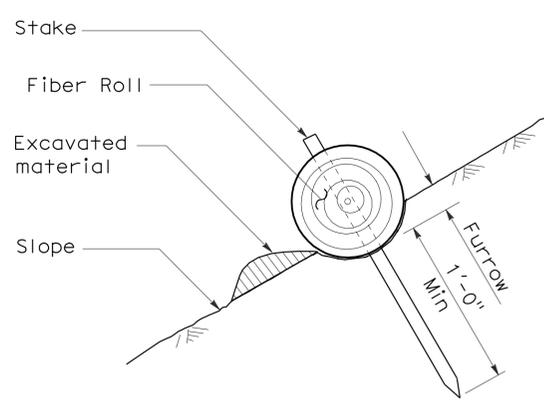
REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

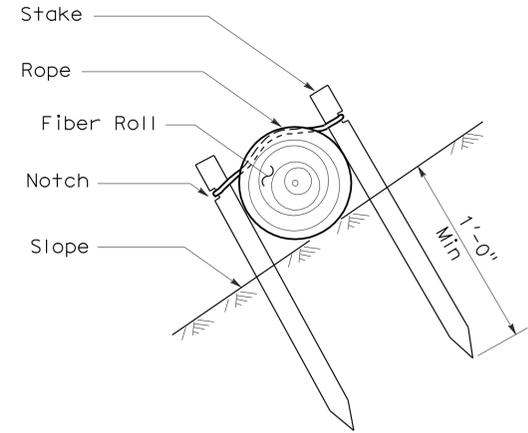
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	22	27

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 April 3, 2009
 PLANS APPROVAL DATE
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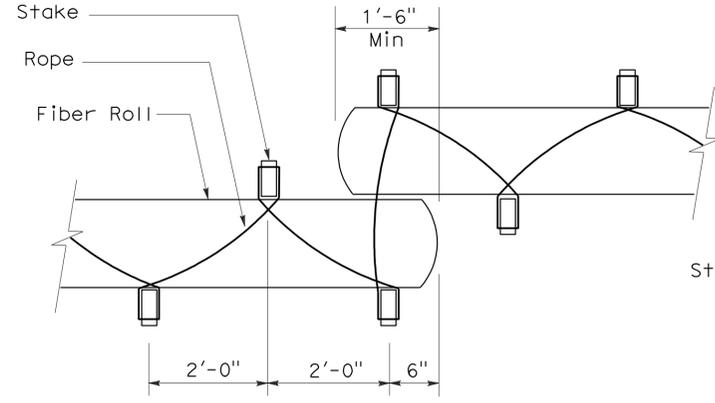
To accompany plans dated 12-21-09



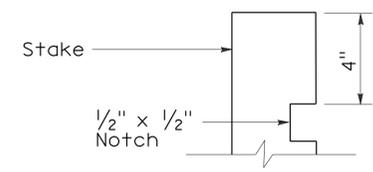
SECTION
TEMPORARY FIBER ROLL (TYPE 1)



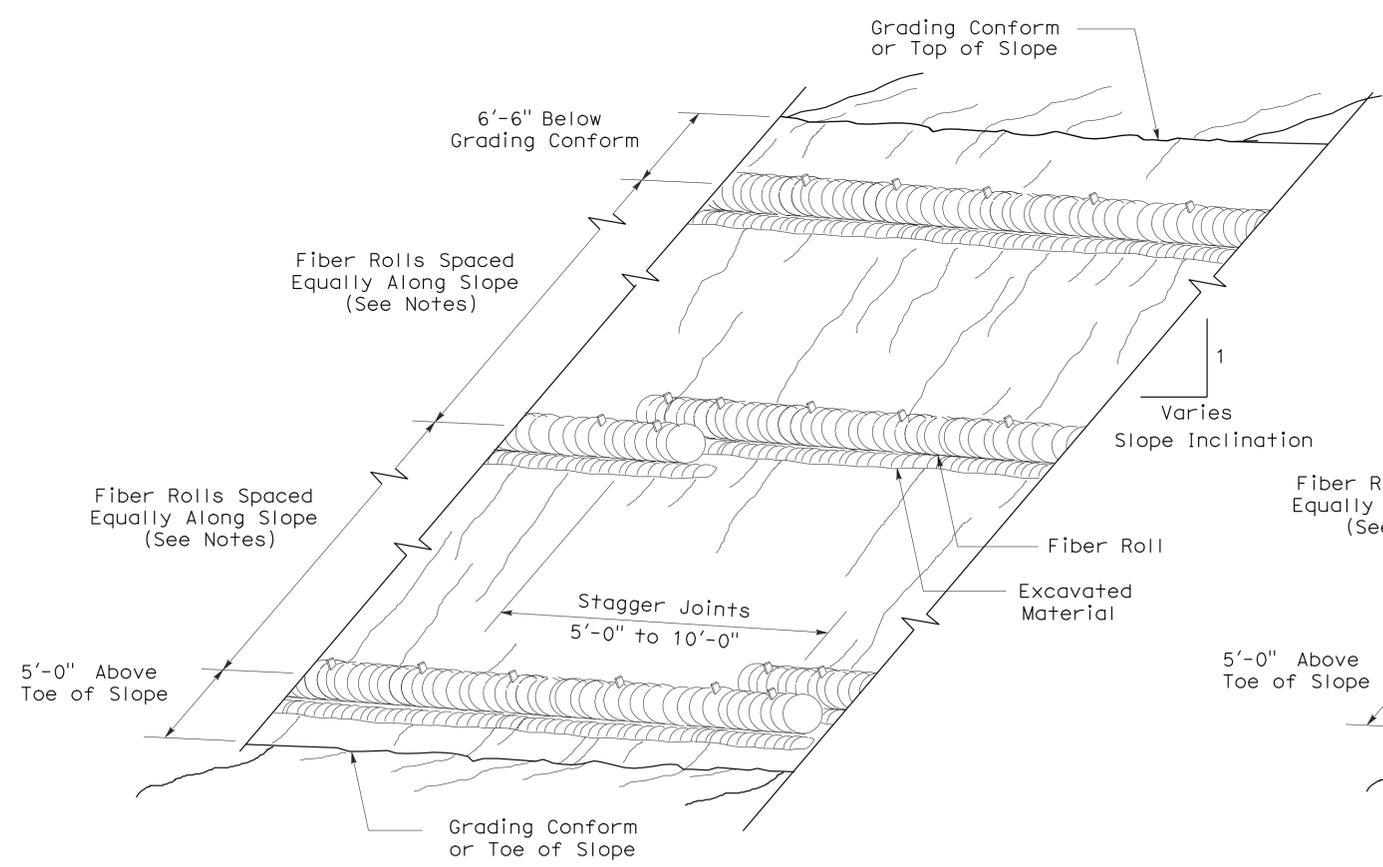
SECTION
TEMPORARY FIBER ROLL (TYPE 2)



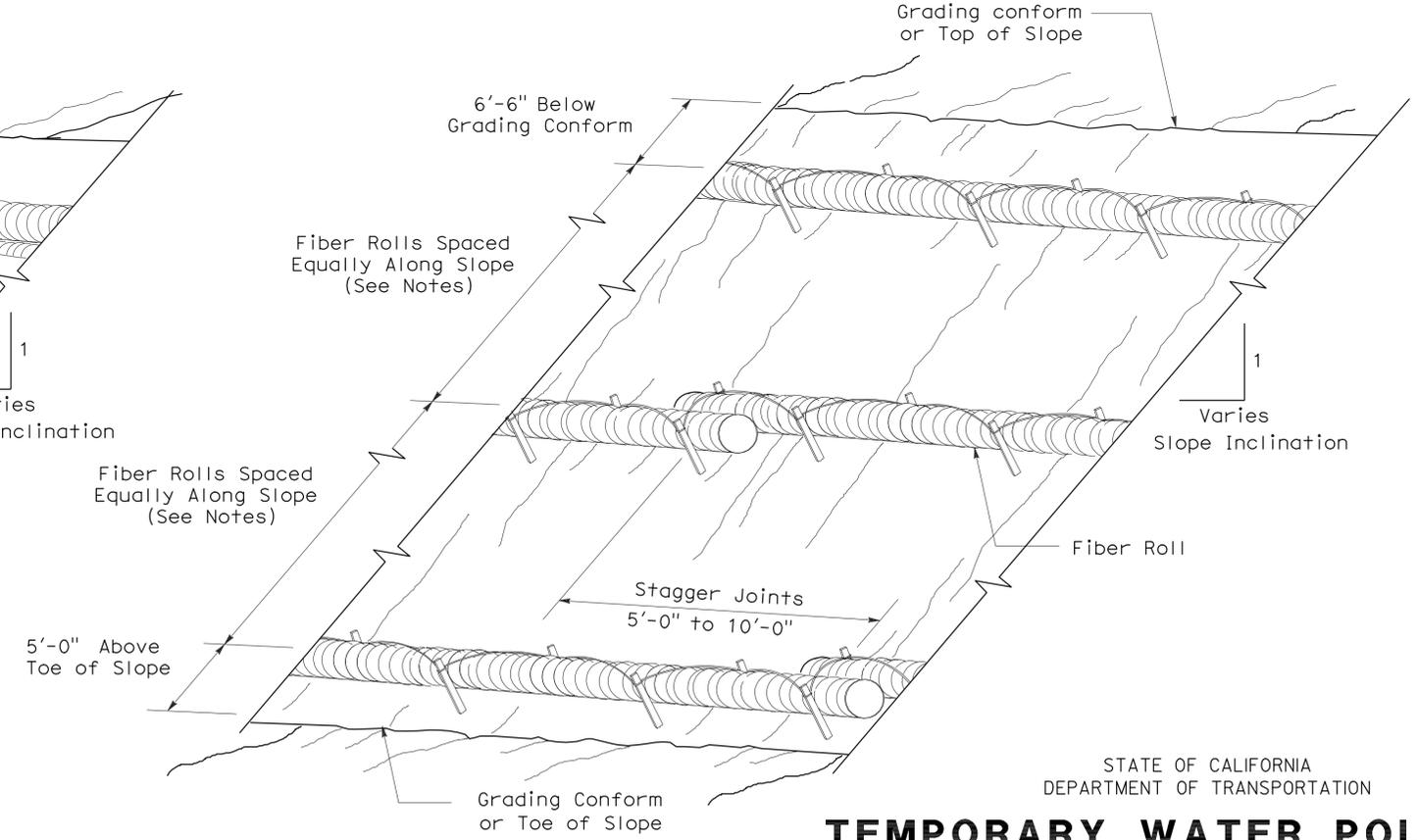
PLAN
ELEVATION
STAKE NOTCH DETAIL



- NOTES:**
1. Temporary fiber roll spacing varies depending upon slope inclination.
 2. Installations shown in the perspectives are for slope inclination of 10:1 and steeper.



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 1)



PERSPECTIVE
TEMPORARY FIBER ROLL (TYPE 2)

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY FIBER ROLL)

NO SCALE

RSP T56 DATED APRIL 3, 2009 SUPERSEDES STANDARD PLAN T56 DATED MAY 1, 2006 - PAGE 232 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T56

2006 REVISED STANDARD PLAN RSP T56

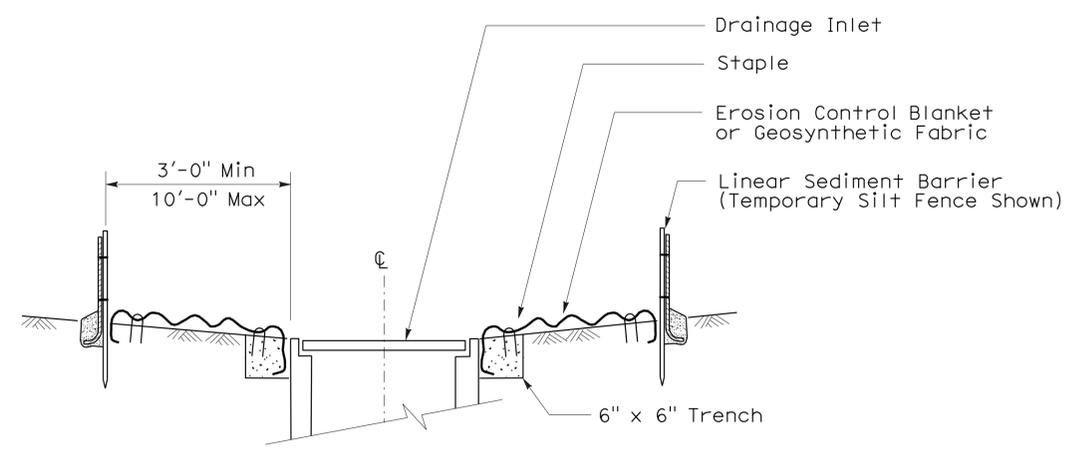
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	23	27

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS Approval DATE
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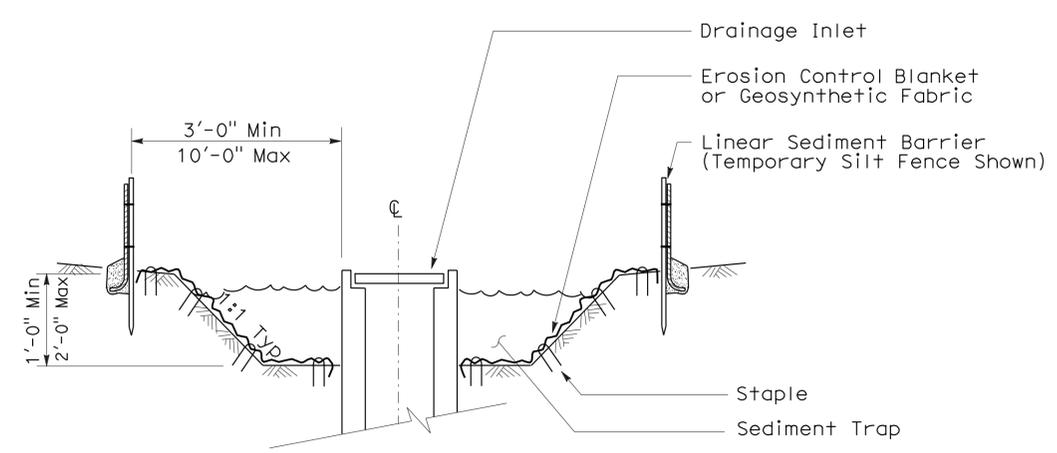


To accompany plans dated 12-21-09

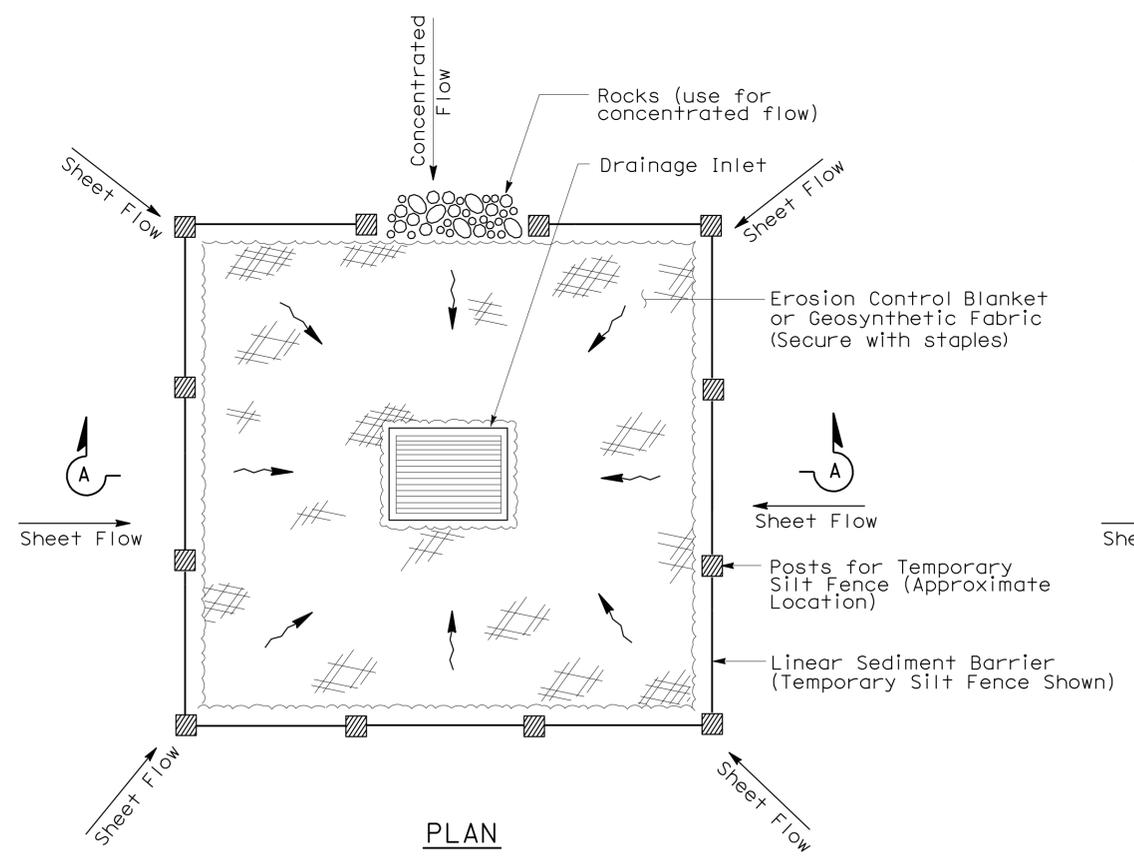
- NOTES:**
- See Standard Plan T51 for Temporary Silt Fence.
 - Dimensions may vary to fit field conditions.



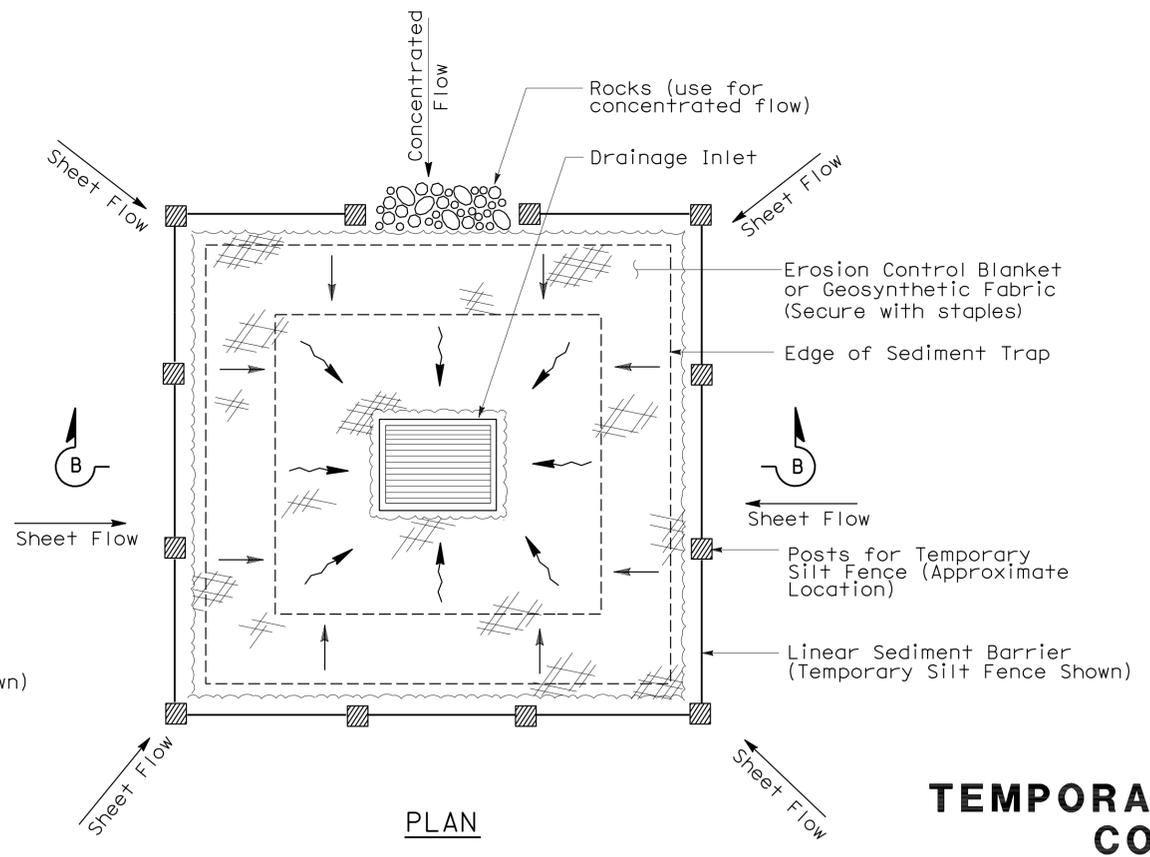
SECTION A-A



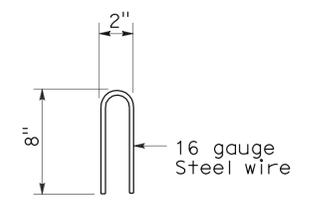
SECTION B-B



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 2) (EXCAVATED SEDIMENT TRAP)

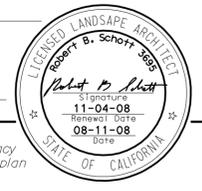


STAPLE DETAIL

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)
 NO SCALE

NSP T61 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP T61

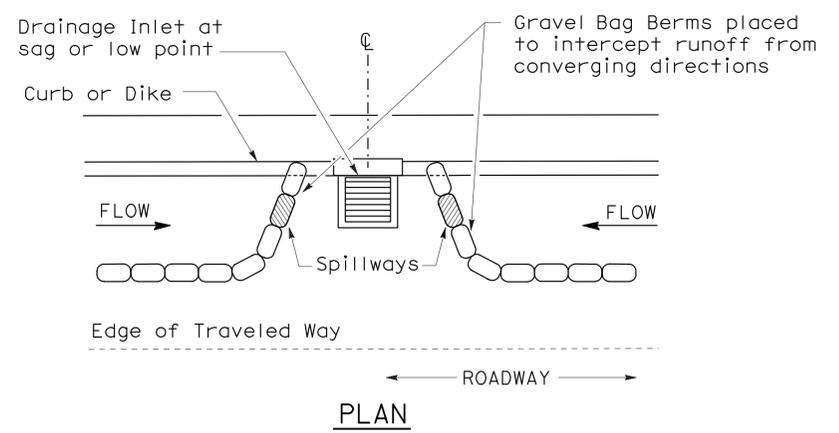


To accompany plans dated 12-21-09

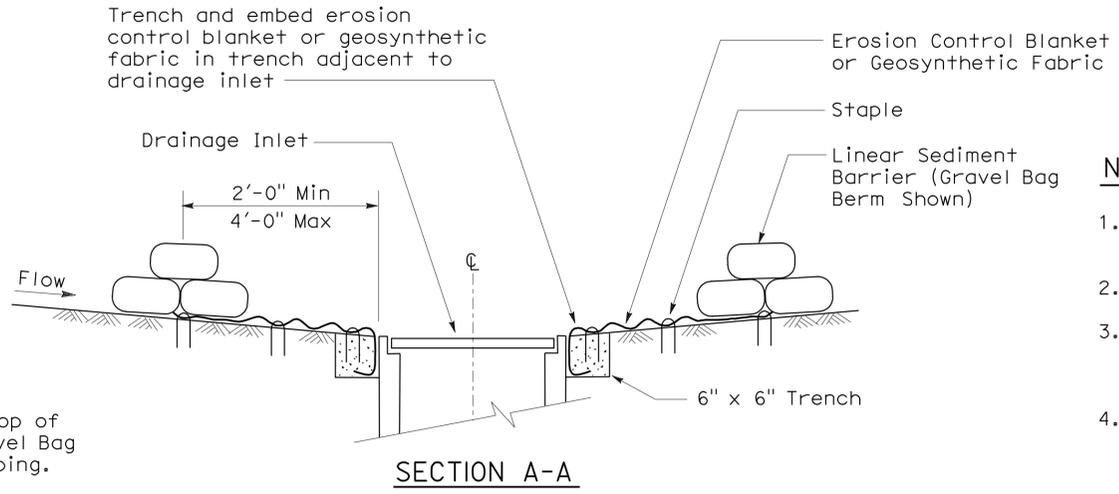
GRAVEL BAG BERM (TYPE 3A) SPACING TABLE

SLOPE OF ROADWAY (PERCENT)	1 to 3.9	4 to 5.9	6 to 7.9	8 to 10	10+
INTERVAL BETWEEN BERM	100'	75'	50'	25'	12'

For slope of less than 1%, install barriers only if erosion/sediment is prevalent



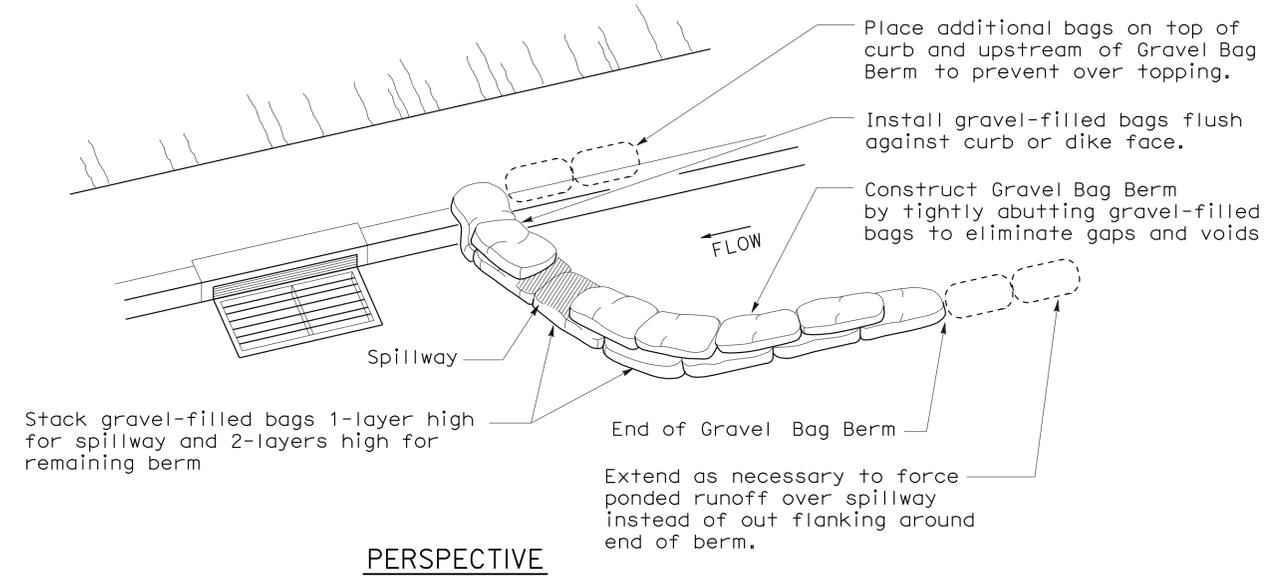
PLAN
CONFIGURATION FOR SAG POINT INLET (GRAVEL BAG BERM)



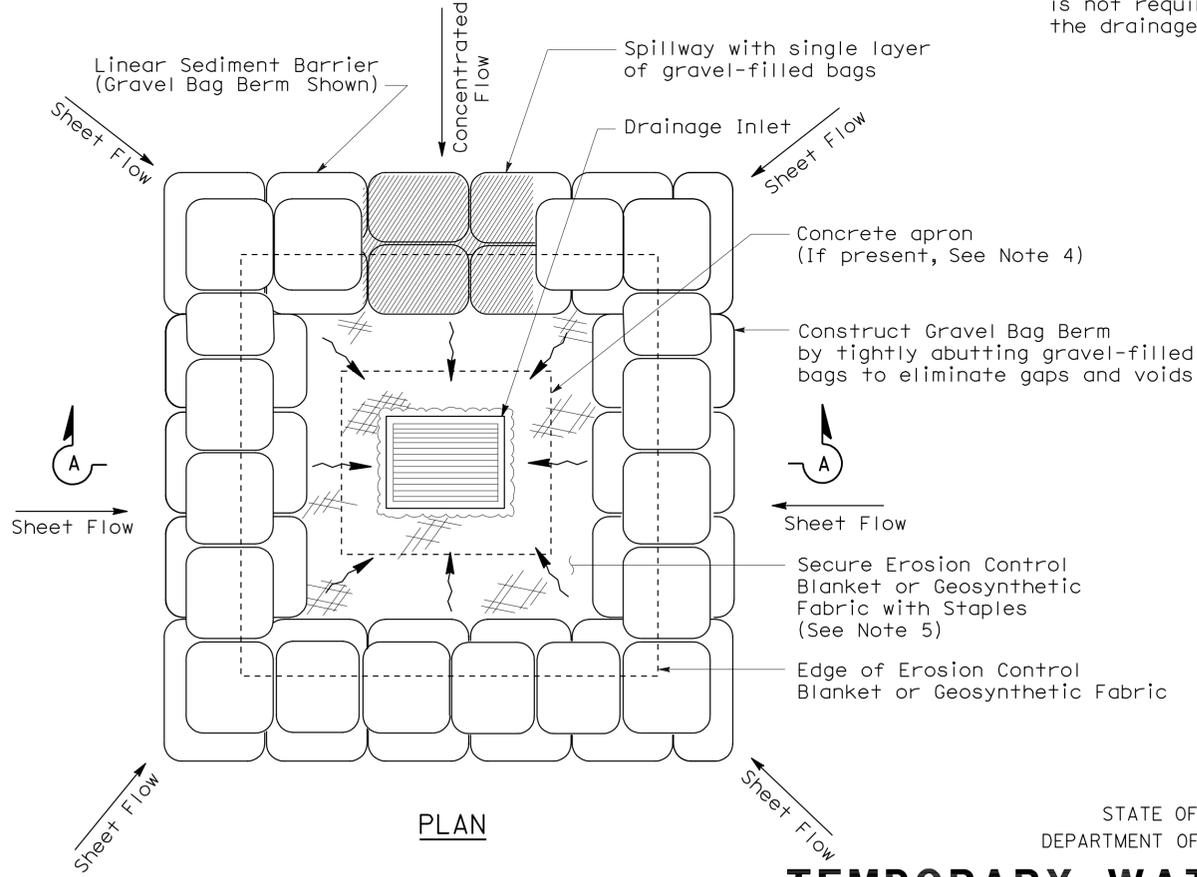
SECTION A-A

NOTES:

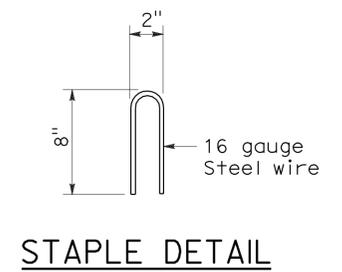
1. Place safety cones adjacent to drainage inlet protection.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 gravel bag berms upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.
5. Erosion control blanket or geosynthetic fabric is not required if the area adjacent to the drainage inlet is vegetated or paved.



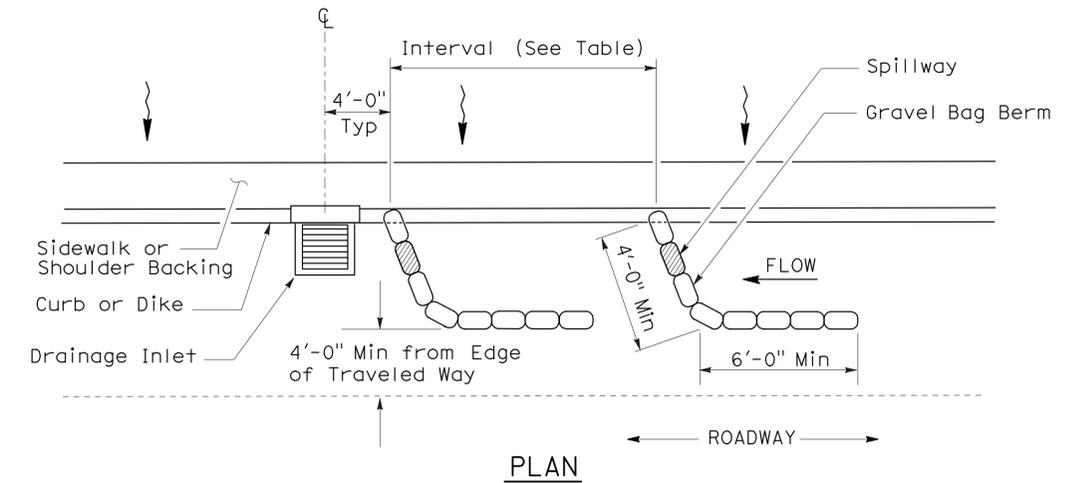
PERSPECTIVE



PLAN
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3B)



STAPLE DETAIL



PLAN
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3A) (GRAVEL BAG BERM)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)

NO SCALE
NSP T62 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

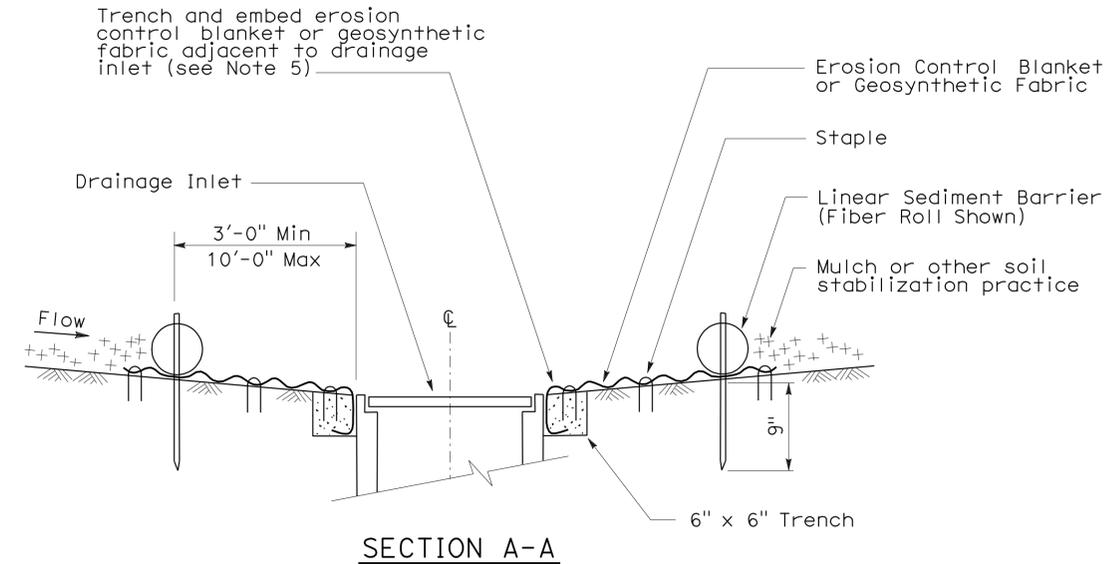
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	25	27

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS APPROVAL DATE
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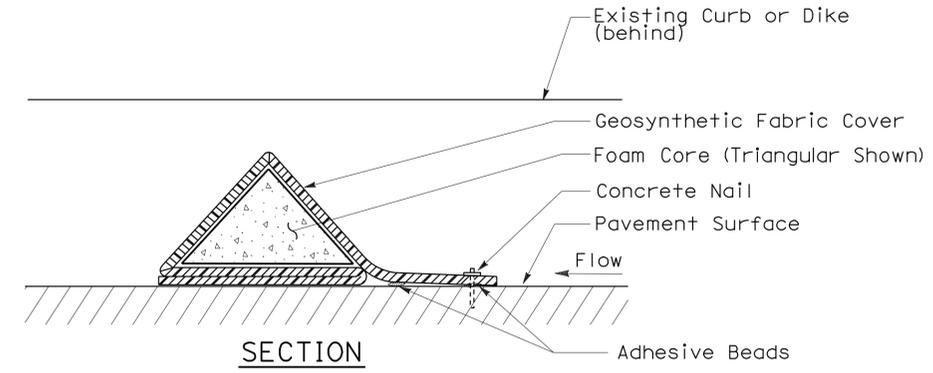
To accompany plans dated 12-21-09

FLEXIBLE SEDIMENT BARRIER SPACING TABLE

SLOPE OF ROADWAY (PERCENT)	0 to 0.9	1 to 1.9	2 to 2.9	3 to 4	5+
INTERVAL BETWEEN BARRIERS	50'	35'	30'	25'	20'
ANGLE FROM FACE OF CURB	70°	70°	70°	45°	45°
SUGGESTED BARRIER LENGTH	6'	6'	6'	6'	6'



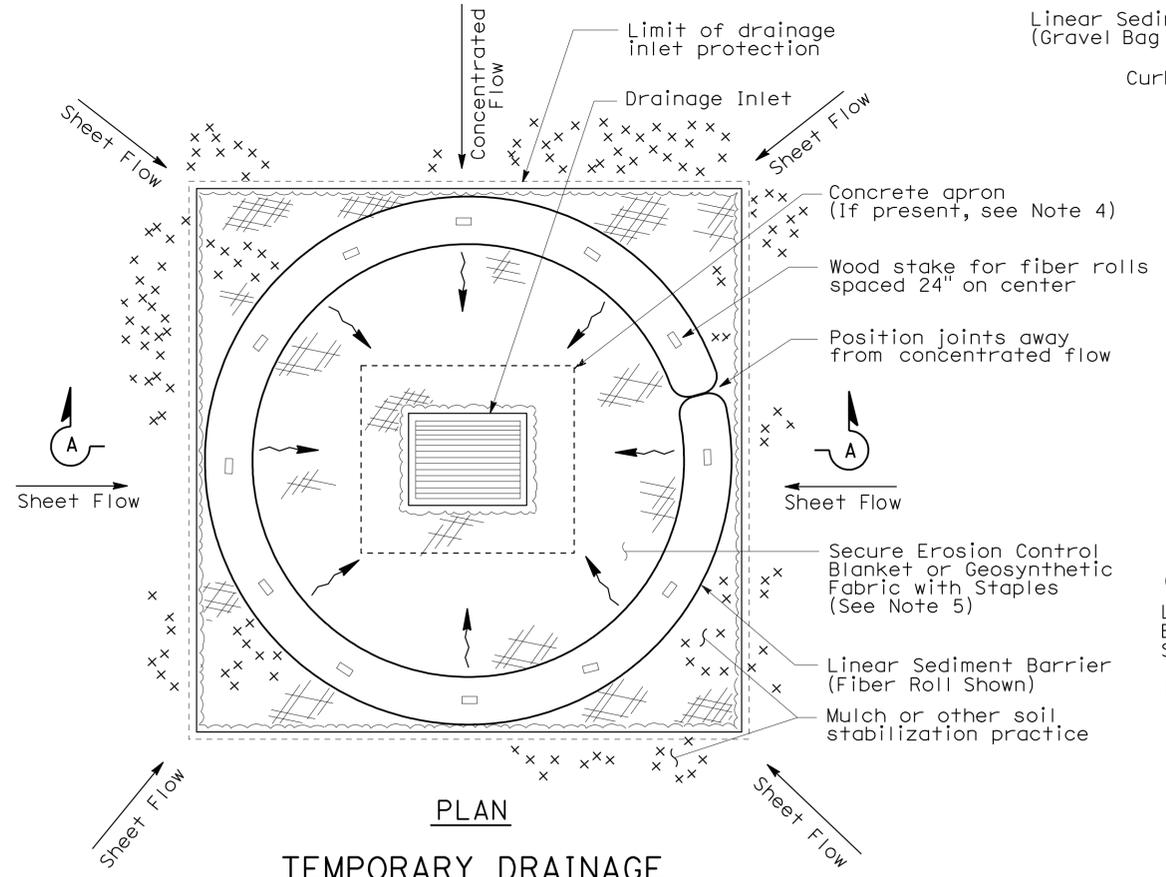
SECTION A-A



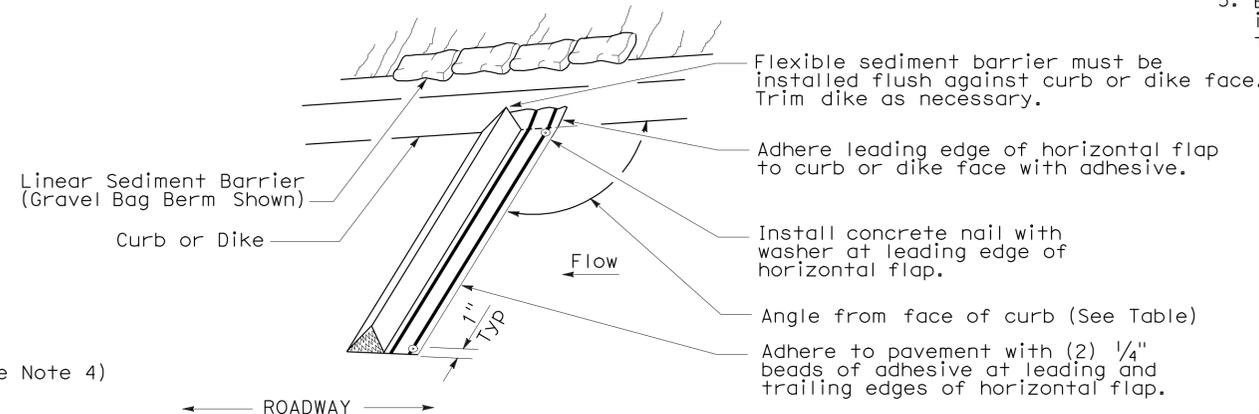
SECTION FLEXIBLE SEDIMENT BARRIER DETAIL (FOAM BARRIER SHOWN)

NOTES:

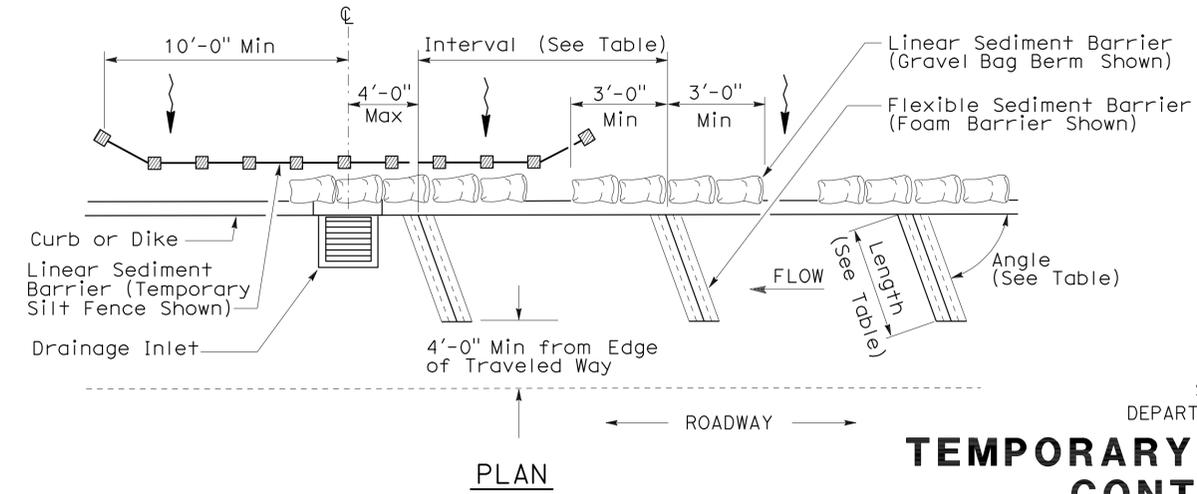
1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 flexible sediment barriers upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.
5. Erosion control blanket or geosynthetic fabric is not required if the area adjacent to the drainage inlet is vegetated.



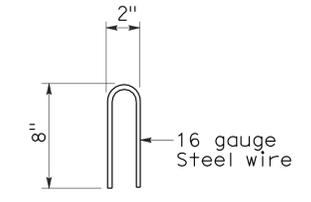
PLAN TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4A)



PERSPECTIVE



PLAN TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4B) FLEXIBLE SEDIMENT BARRIER



STAPLE DETAIL

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)
 NO SCALE
 NSP T63 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

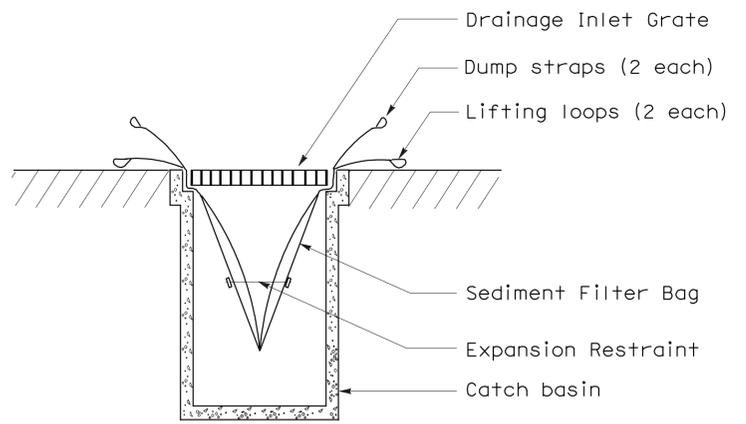
2006 NEW STANDARD PLAN NSP T63

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	26	27

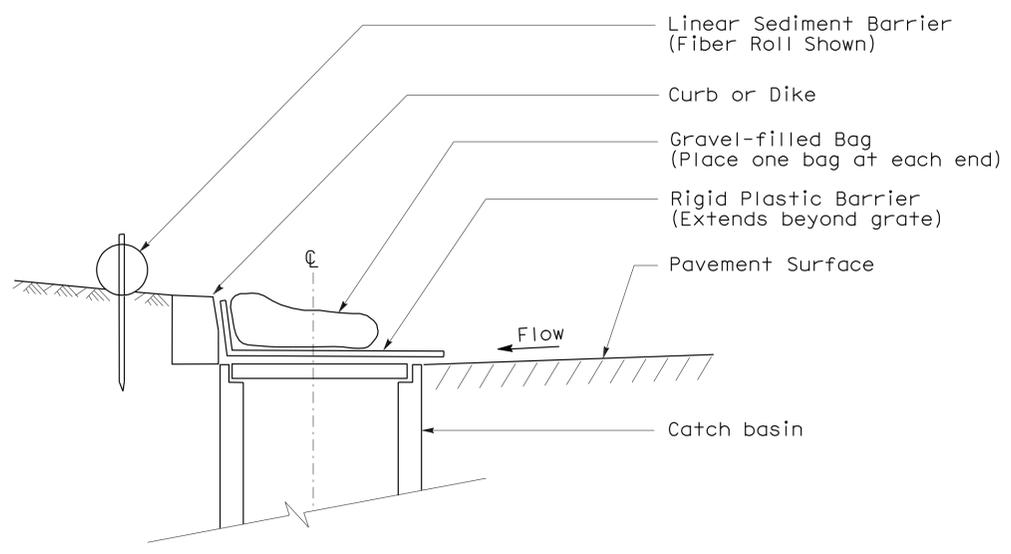
Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS APPROVAL DATE
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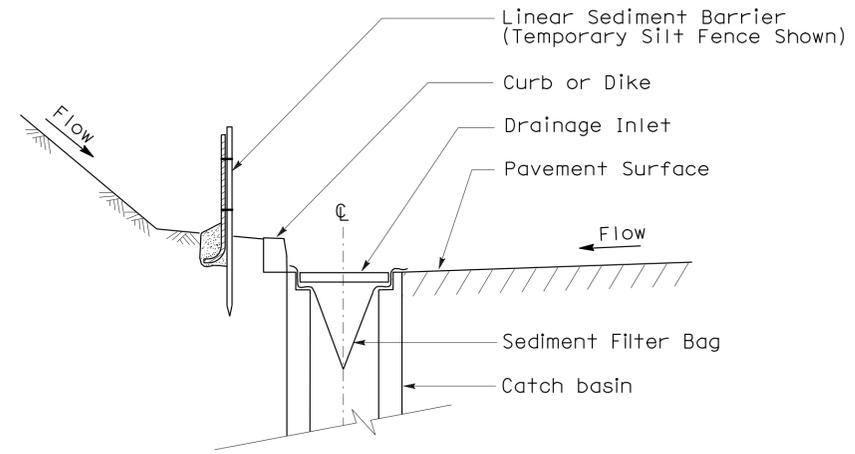
To accompany plans dated 12-21-09



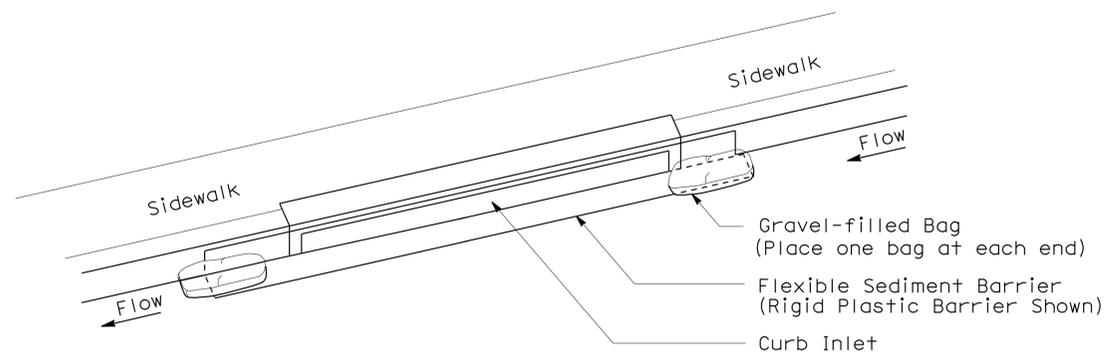
SECTION B-B
SEDIMENT FILTER BAG DETAIL



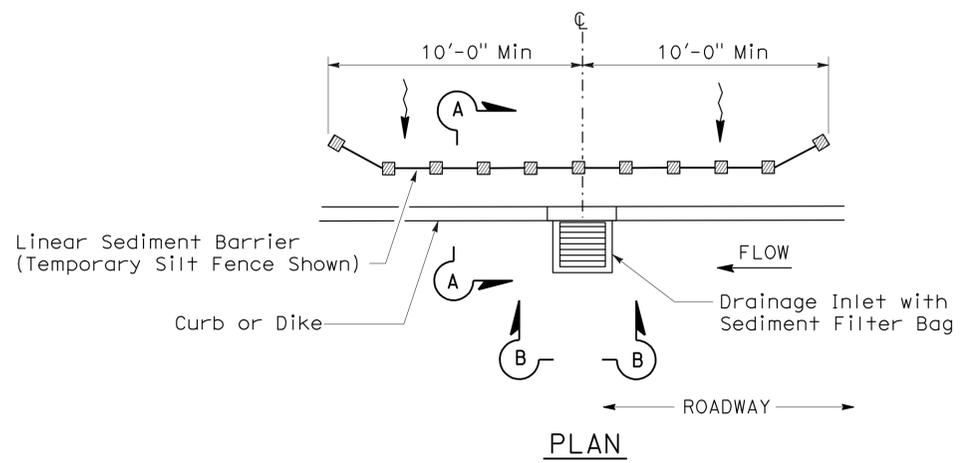
SECTION
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 6A)
(CATCH BASIN WITH GRATE)



SECTION A-A



PERSPECTIVE
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 6B)
(CURB INLET WITHOUT GRATE)



PLAN
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 5)
(SEDIMENT FILTER BAG)

NOTES:

1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.

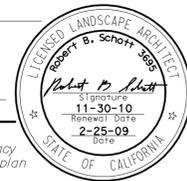
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)
NO SCALE

NSP T64 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

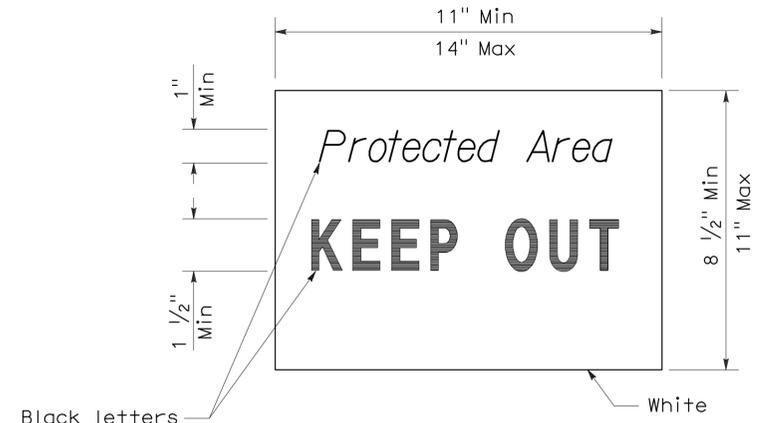
2006 NEW STANDARD PLAN NSP T64

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Mrn	1	9.1	27	27

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 April 3, 2009
 PLANS APPROVAL DATE
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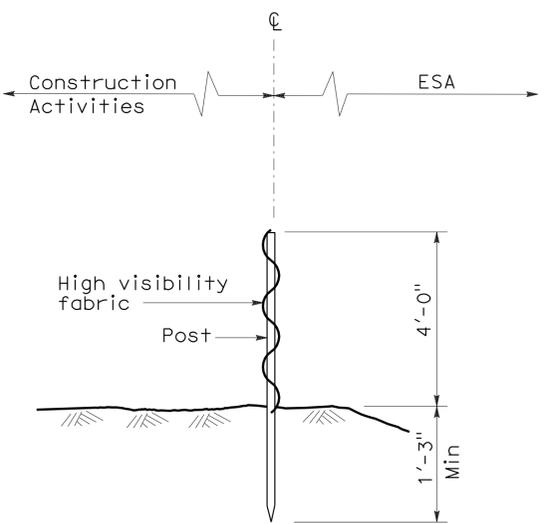
To accompany plans dated 12-21-09



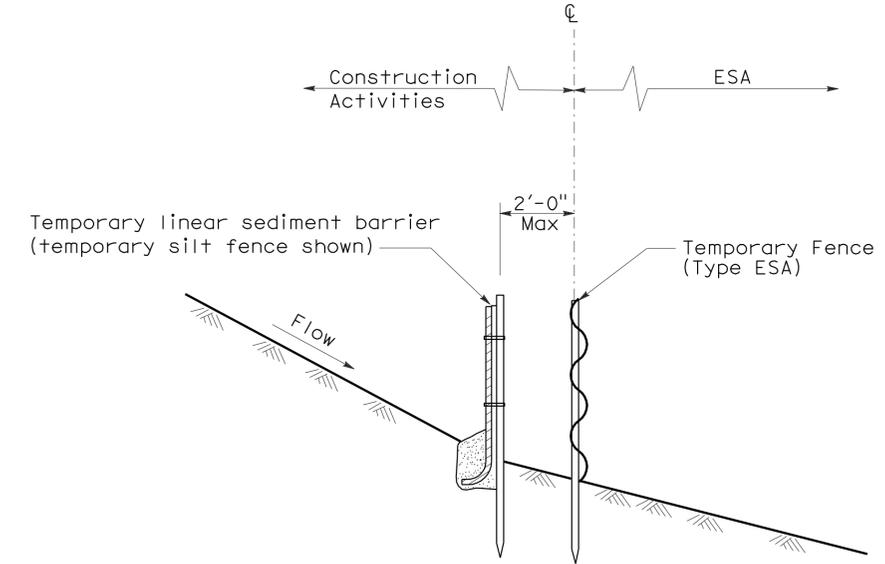
SIGN DETAIL

NOTE:

1. Temporary silt fence and temporary straw bale barrier shown for reference purposes only.

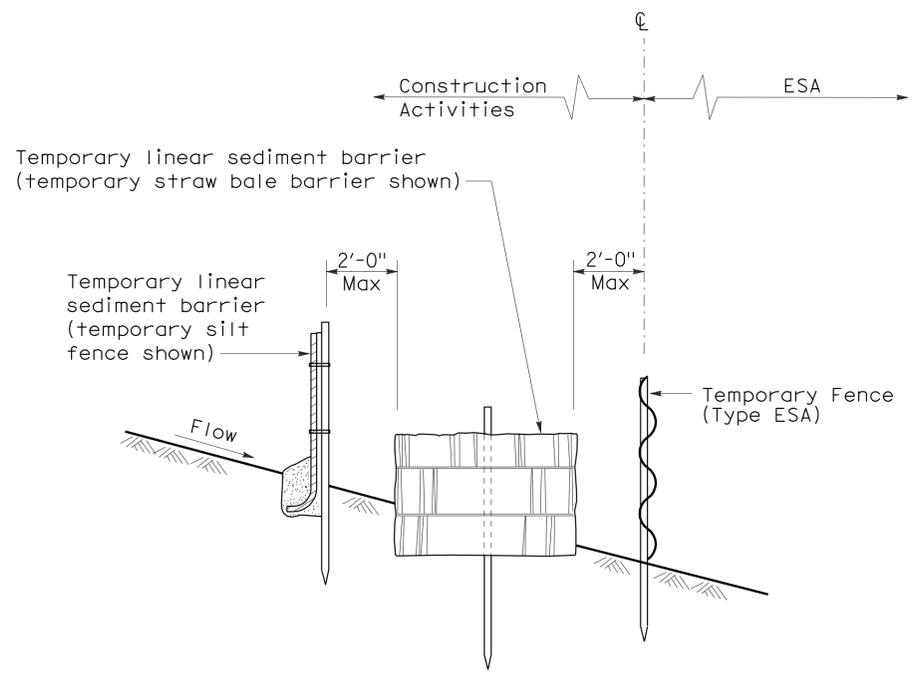


SECTION TEMPORARY FENCE (TYPE ESA)



SECTION PLACEMENT DETAIL FOR TEMPORARY LINEAR SEDIMENT BARRIER USED WITH TEMPORARY FENCE (TYPE ESA)

(See Note 1)



SECTION PLACEMENT DETAIL FOR TEMPORARY LINEAR SEDIMENT BARRIER AND TEMPORARY STRAW BALE BARRIER USED WITH TEMPORARY FENCE (TYPE ESA)

(See Note 1)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS [TEMPORARY FENCE (TYPE ESA)]

NO SCALE

NSP T65 DATED APRIL 3, 2009 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

2006 NEW STANDARD PLAN NSP T65