

INDEX OF PLANS

Sheet No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTION AND CONSTRUCTION DETAILS
3	CONSTRUCTION AREA SIGNS
4	SUMMARY OF QUANTITIES
5-8	REVISED AND NEW STANDARD PLANS

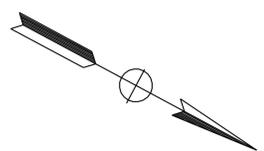
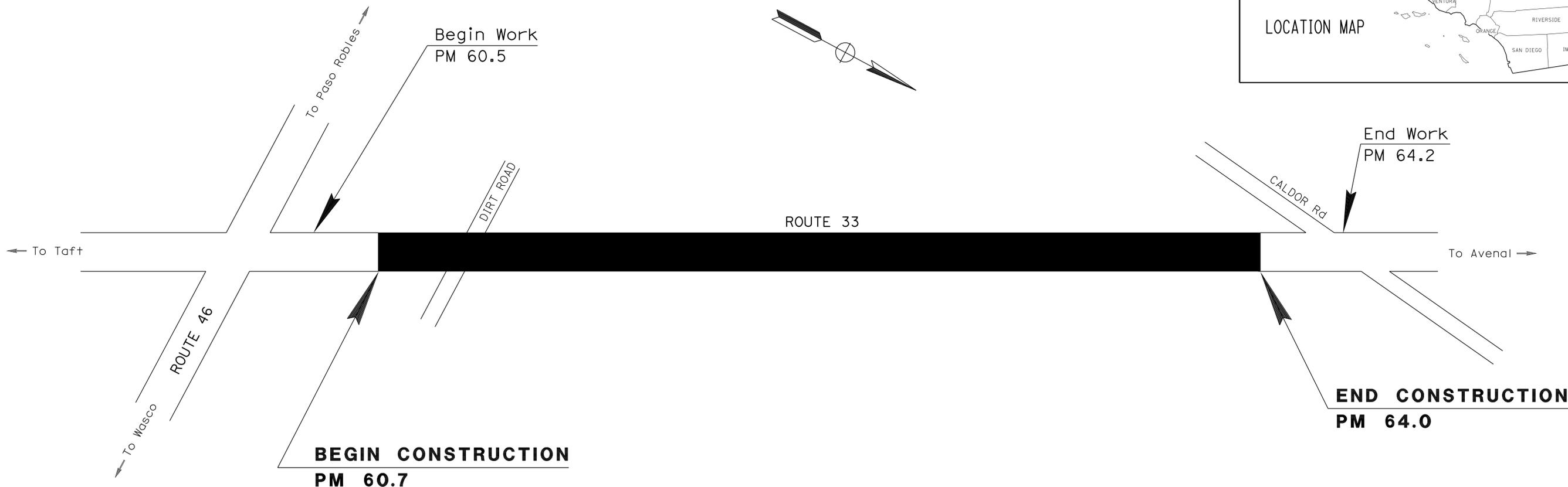
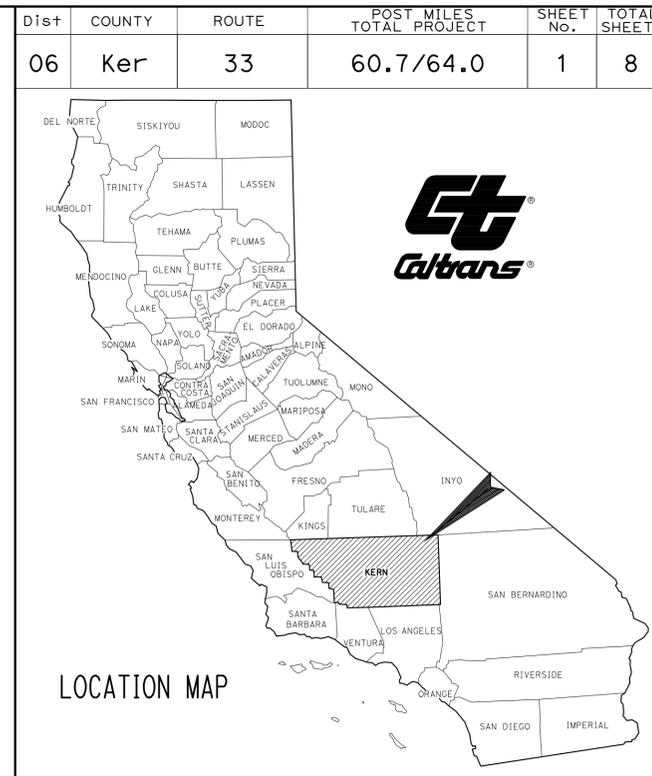
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN KERN COUNTY ABOUT 28 MILES SOUTH
OF AVENAL FROM 0.6 MILE NORTH OF
ROUTE 46 TO 3.9 MILES NORTH OF ROUTE 46

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



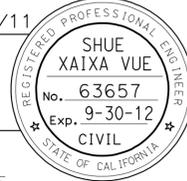
PROJECT MANAGER
BILL MOSES

DESIGN ENGINEER
FRANK GONZALEZ

Shue 10/24/11
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

November 7, 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.



NO SCALE

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

CONTRACT No.	06-ON2304
PROJECT ID	0600020495

DATE PLOTTED => 28-NOV-2011
TIME PLOTTED => 09:02
LAST REVISION 10-24-11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	33	60.7/64.0	2	8

REGISTERED CIVIL ENGINEER	DATE
10-24-11	
PLANS APPROVAL DATE	
11-7-11	

REGISTERED PROFESSIONAL ENGINEER
SHUE XAIXA VUE
No. 63657
Exp. 9-30-12
CIVIL
STATE OF CALIFORNIA

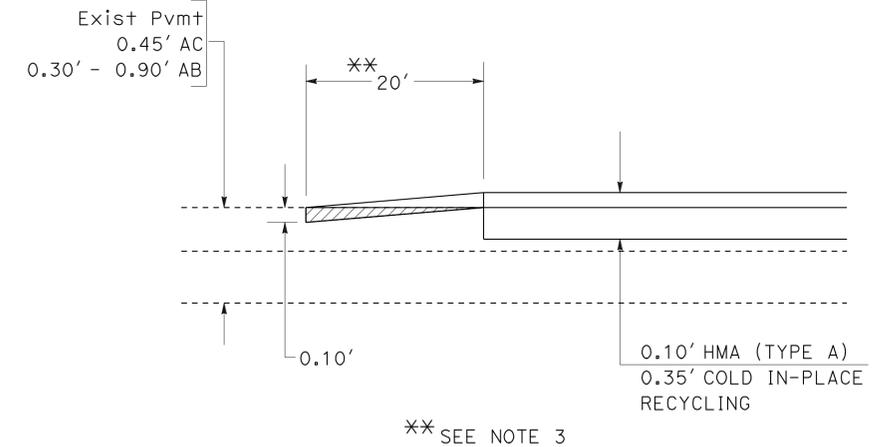
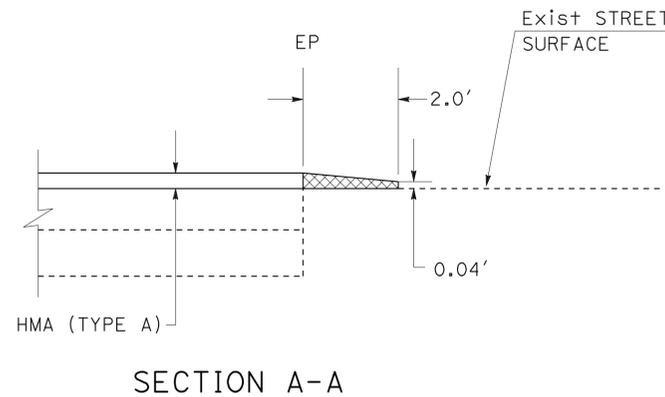
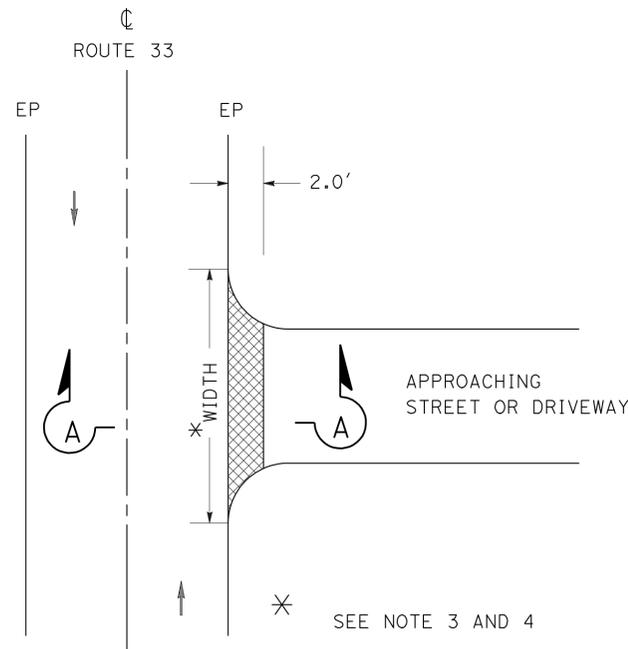
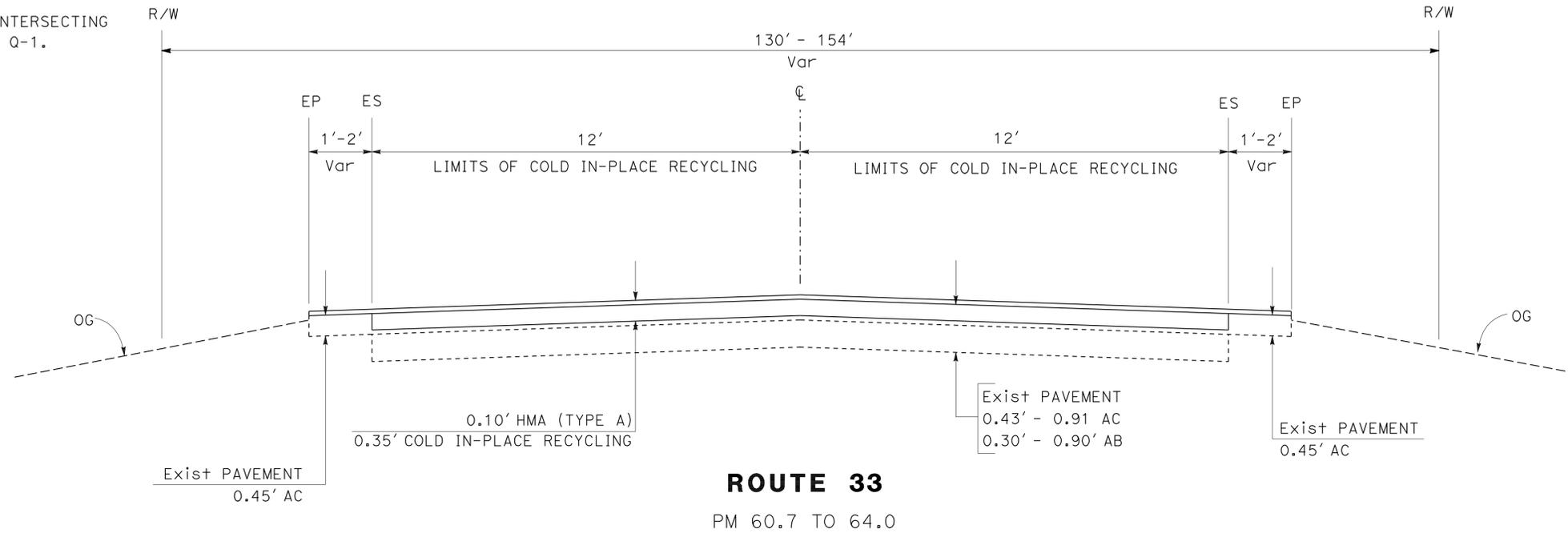
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR COMPLETE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. FOR LOCATION OF HMA (MISCELLANEOUS AREA) AND COLD PLANING AC PAVEMENT SEE PLAN SHEET Q-1.
4. FOR MEASUREMENT OF WIDTH OF THE INTERSECTING STREET OR DRIVEWAY SEE PLAN SHEET Q-1.

LEGEND

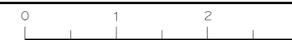
-  PLACE HMA (MISCELLANEOUS AREA)
-  COLD PLANE AC PAVEMENT



TYPICAL CROSS SECTIONS AND CONSTRUCTION DETAILS

NO SCALE

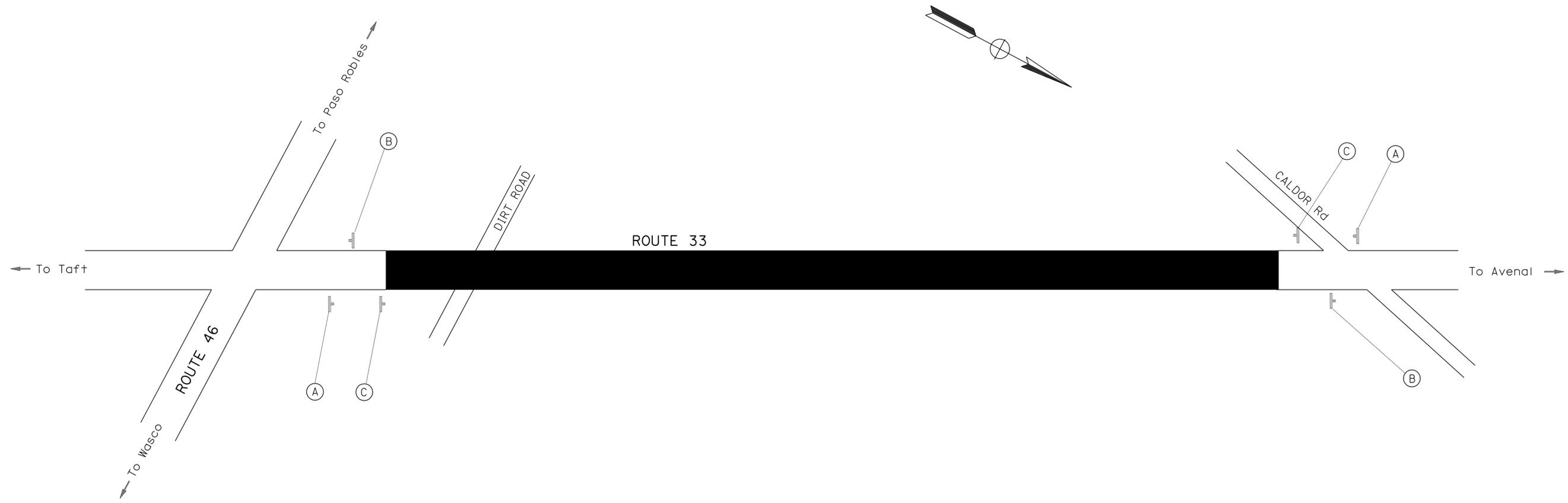
X-1



STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

	SIGN CODE	PANEL SIZE	SIGN MESSAGE	No. OF POST AND SIZE	No. OF SIGNS
(A)	W20-1	48" x 48"	ROAD WORK AHEAD	1- 4" x 6"	2
(B)	G20-2	36" x 18"	END ROAD WORK	1- 4" x 4"	2
(C)	G20-1	36" x 18"	ROAD WORK THE NEXT 5 MILES	1- 4" x 4"	2

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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: FRANK GONZALEZ
 CALCULATED/DESIGNED BY: TONY VAZQUEZ
 CHECKED BY: SHUE VUE
 REVISED BY: DATE REVISED:

CONSTRUCTION AREA SIGNS

NO SCALE

CS-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	33	60.7/64.0	4	8

 10-24-11
 REGISTERED CIVIL ENGINEER DATE
 11-7-11
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 SHUE
 XAIXA VUE
 No. 63657
 Exp. 9-30-12
 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.

ROADWAY QUANTITIES

LOCATION	COLD IN-PLACE RECYCLING	EMULSIFIED RECYCLING AGENT	RECYCLING ADDITIVE (CEMENT)	TACK COAT	HMA (TYPE A)	SAND COVER	ASPHALTIC EMULSION (FOG SEAL COAT)
PM TO PM	SQYD	TON	TON	TON	TON	TON	TON
60.7 TO 64.0	51,343	410	88	19	3,608	51	24
TOTAL	51,343	410	88	19	3,608	51	24

COLD PLANE AC PAVEMENT

LOCATION	AREA
PM	SQYD
60.7	60
64.0	60
TOTAL	120

PAVEMENT DELINEATION QUANTITIES

LOCATION	DETAIL No.	THERMOPLASTIC TRAFFIC STRIPE		PAVEMENT MARKER (RETROREFLECTIVE)	REMOVE PAVEMENT MARKER (N)	Temp TRAFFIC STRIPE (PAINT)
		4"	4" (BROKEN 36-12)	TYPE D (ONE-WAY YELLOW)		
PM TO PM	LF	LF	LF	EA	EA	LF
60.7-64.0	6		17,424	364	364	
	1					17,424
	27B	34,848				34,848
TOTAL		34,848	17,424	364	364	52,272

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

PLACE HMA (MISCELLANEOUS AREA)

DIRECTION	LOCATION	WIDTH	AREA
NB/SB	PM	FT	SQYD
NB	62.200	29	6.4
NB	62.500	91	20.2
NB	62.800	84	18.7
NB	62.816	64	14.2
NB	62.900	70	15.6
NB	62.913	105	23.3
NB	62.950	35	7.8
NB	63.200	160	35.6
NB	63.300	79	17.6
NB	63.315	100	22.2
TOTAL			181.6

SUMMARY OF QUANTITIES Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: FRANK GONZALEZ
 TONY VAZQUEZ
 SHUE VUE
 CALCULATED-DESIGNED BY: CHECKED BY:
 REVISED BY: DATE REVISED:

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Ker	33	60.7/64.0	5	8

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

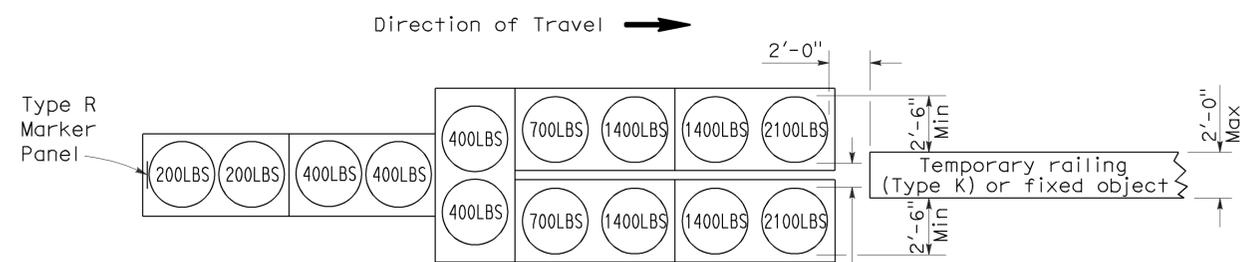
June 6, 2008
PLANS APPROVAL DATE

Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
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.

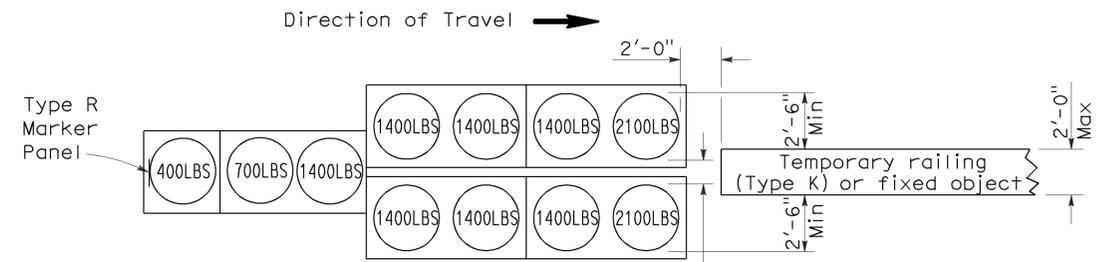
To accompany plans dated 11-7-11

2006 REVISED STANDARD PLAN RSP T1A



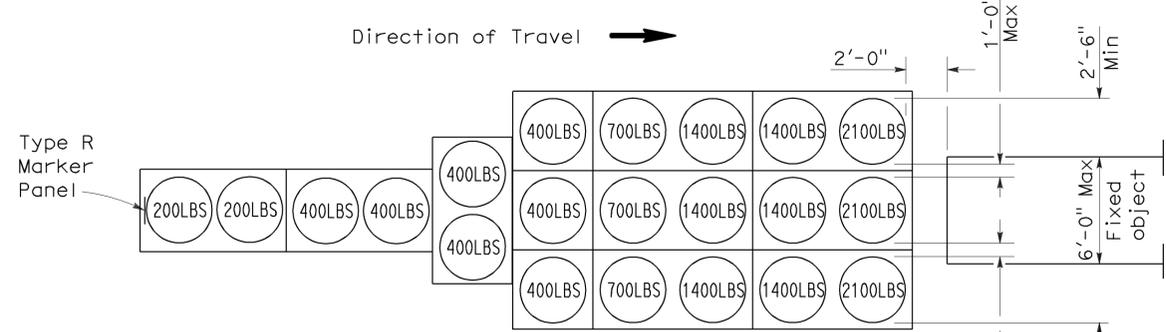
ARRAY 'TU14'

Approach speed 45 mph or more



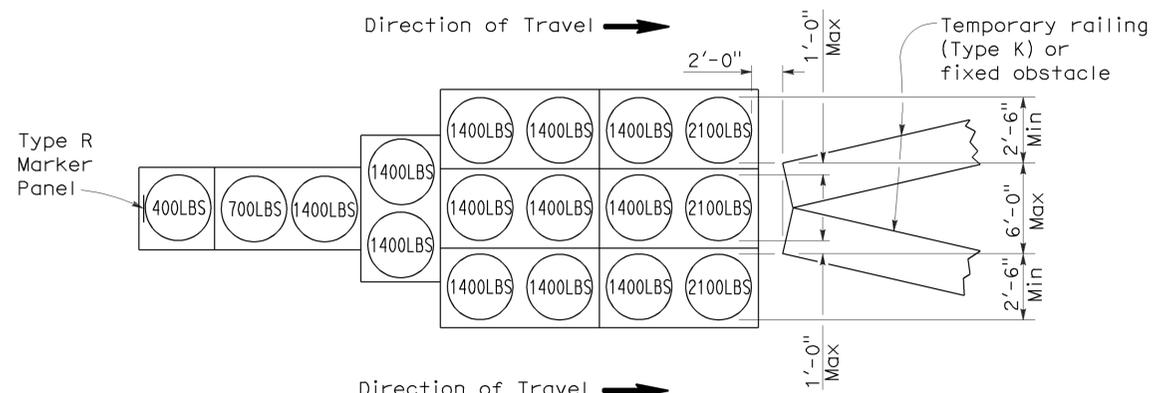
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

Approach speed 45 mph or more

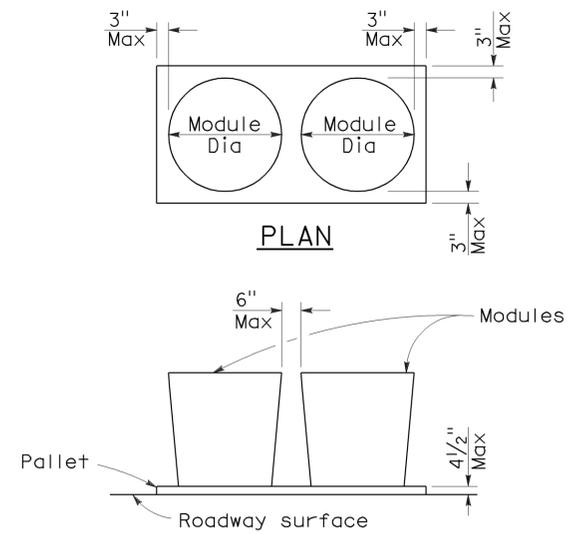


ARRAY 'TU17'

Approach speed less than 45 mph

NOTES:

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



CRASH CUSHION PALLET DETAIL
See Note 7

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Ker	33	60.7/64.0	6	8

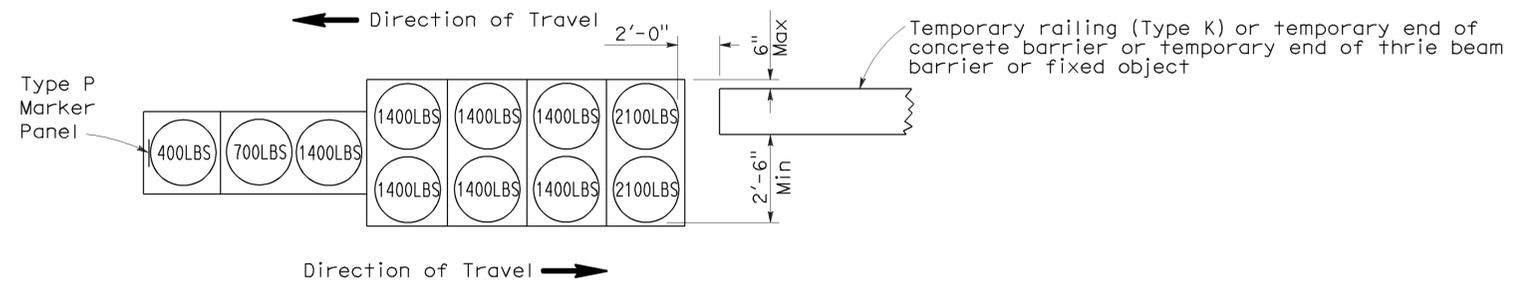
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

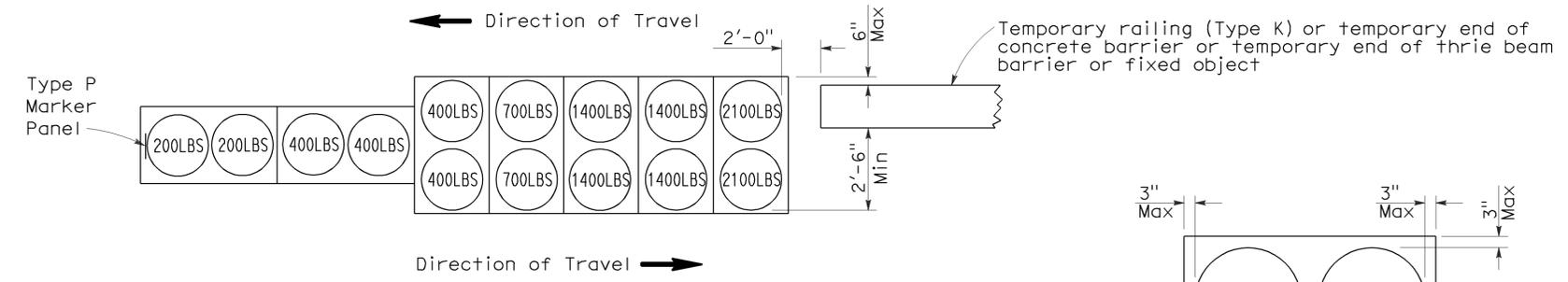
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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.

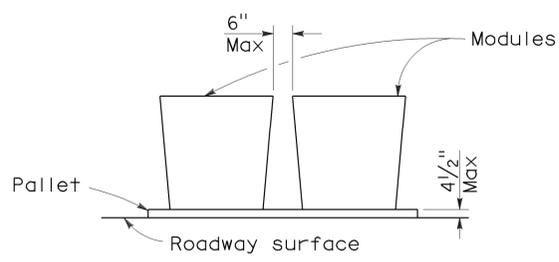
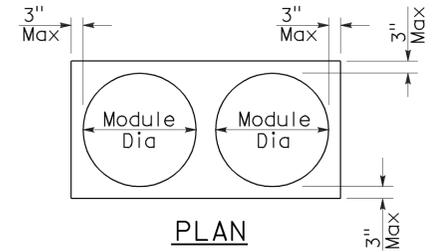
To accompany plans dated 11-7-11



ARRAY 'TB11'
Approach speed less than 45 mph



ARRAY 'TB14'
Approach speed 45 mph or more



CRASH CUSHION PALLET DETAIL
See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Ker	33	60.7/64.0	7	8

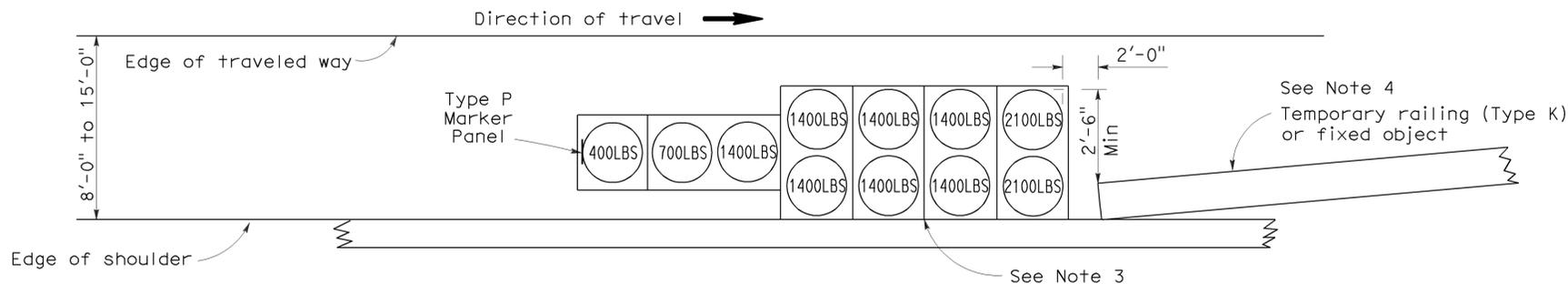
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

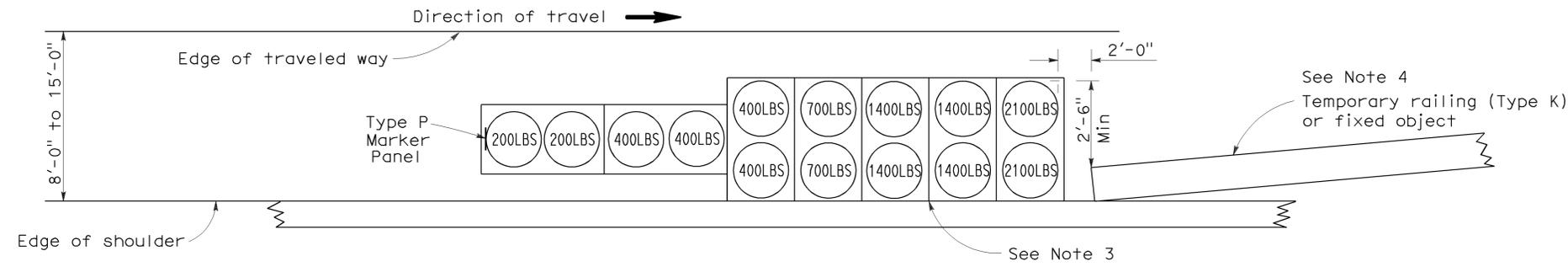
Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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 11-7-11



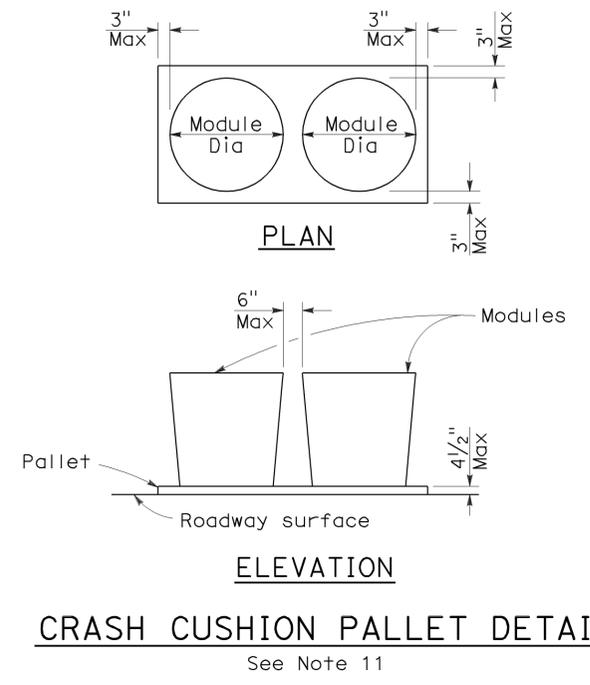
ARRAY 'TS11'
Approach speed less than 45 mph
See Note 9



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

NOTES:

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



CRASH CUSHION PALLET DETAIL
See Note 11

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY CRASH CUSHION,
SAND FILLED
(SHOULDER INSTALLATIONS)**

NO SCALE

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

REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

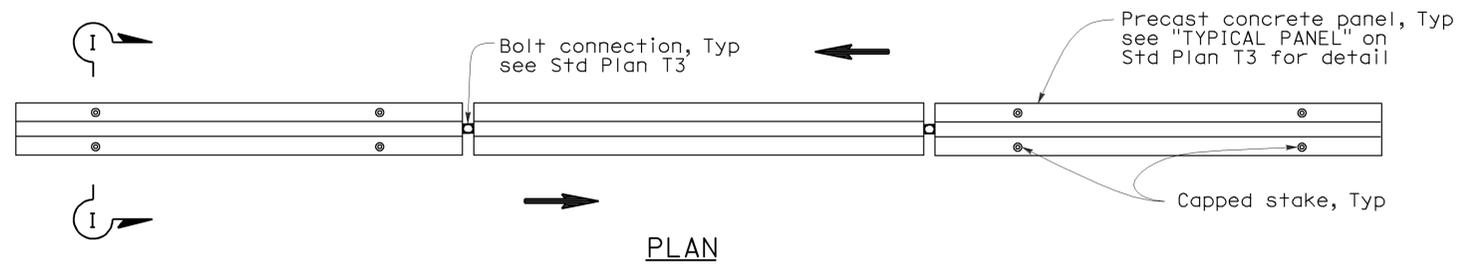
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	33	60.7/64.0	8	8

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

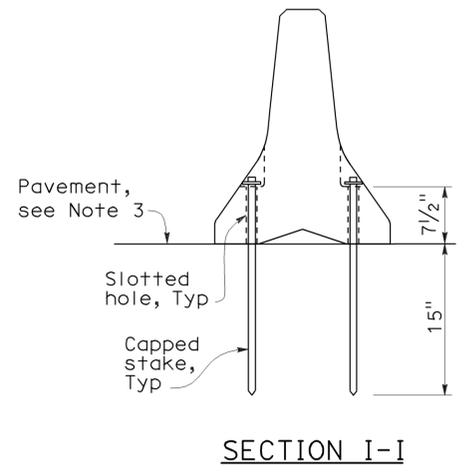
May 20, 2011
PLANS APPROVAL DATE

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 11-7-11

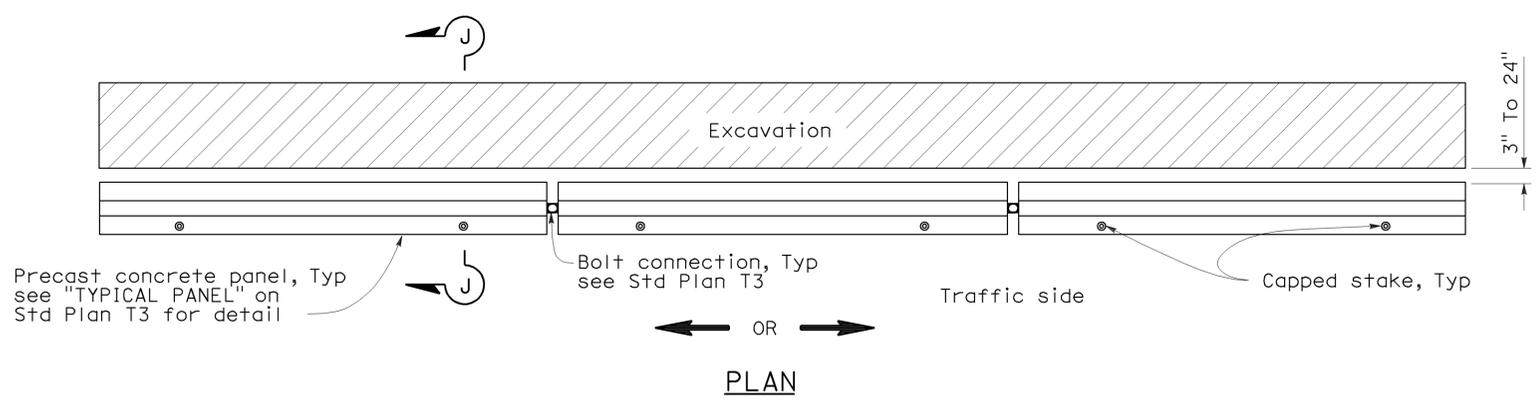


RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1

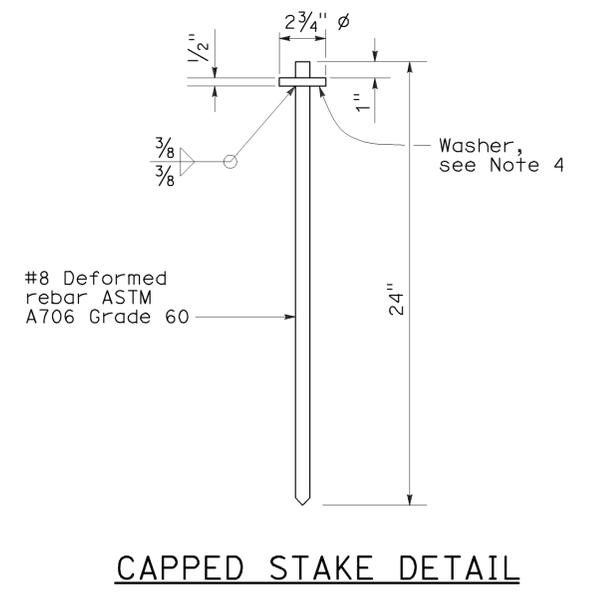
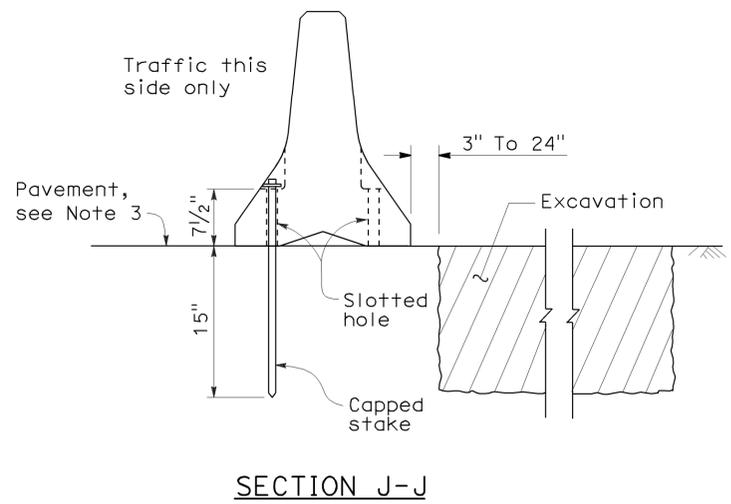


NOTES:

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



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY RAILING
(TYPE K)**

NO SCALE

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

2006 NEW STANDARD PLAN NSP T3A