

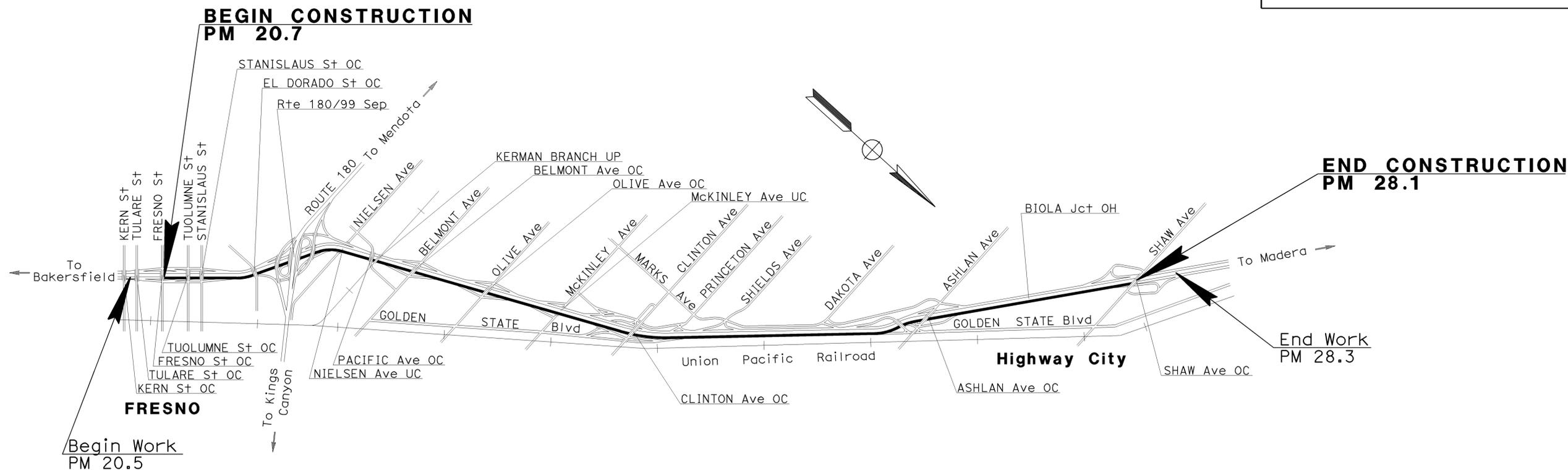
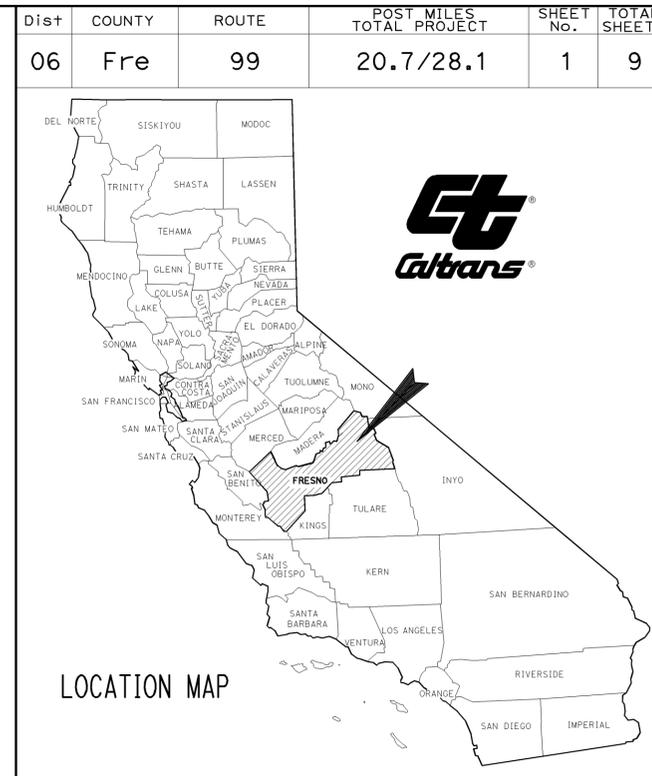
INDEX OF PLANS

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

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN FRESNO COUNTY IN FRESNO
FROM FRESNO STREET OVERCROSSING
TO SHAW AVENUE OVERCROSSING

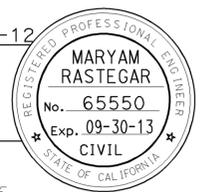
TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



PROJECT MANAGER
VICTOR SHAW

DESIGN ENGINEER
RENE SANCHEZ

PROJECT ENGINEER
 REGISTERED CIVIL ENGINEER
 DATE 03-08-12
March 12, 2012
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONTRACT No.	06-OP5404
PROJECT ID	0612000161

NO SCALE

DATE PLOTTED => 19-MAR-2012 TIME PLOTTED => 12:33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	99	20.7/28.1	2	9

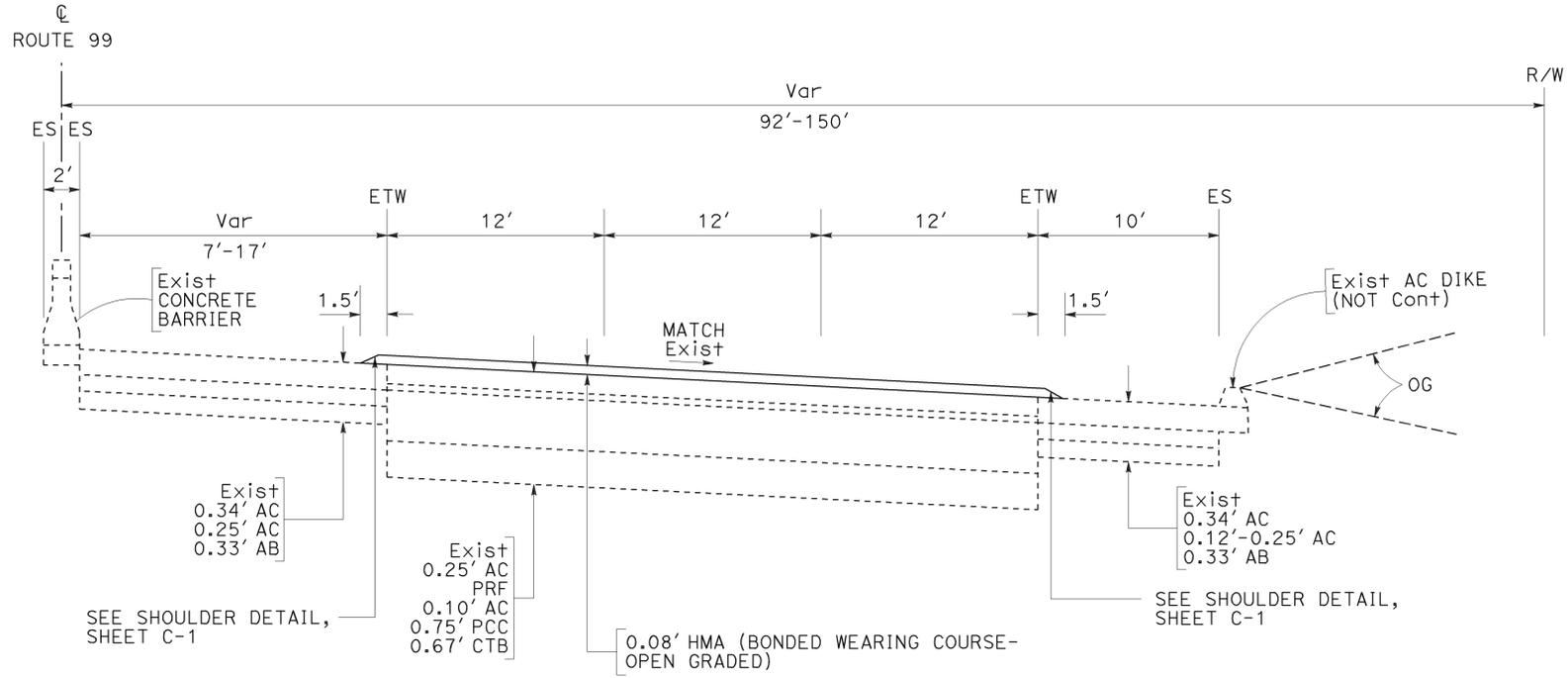
REGISTERED CIVIL ENGINEER	DATE	03-08-12
PLANS APPROVAL DATE		
3-12-12		

REGISTERED PROFESSIONAL ENGINEER MARYAM RASTEGAR No. 65550 Exp. 09-30-13 CIVIL

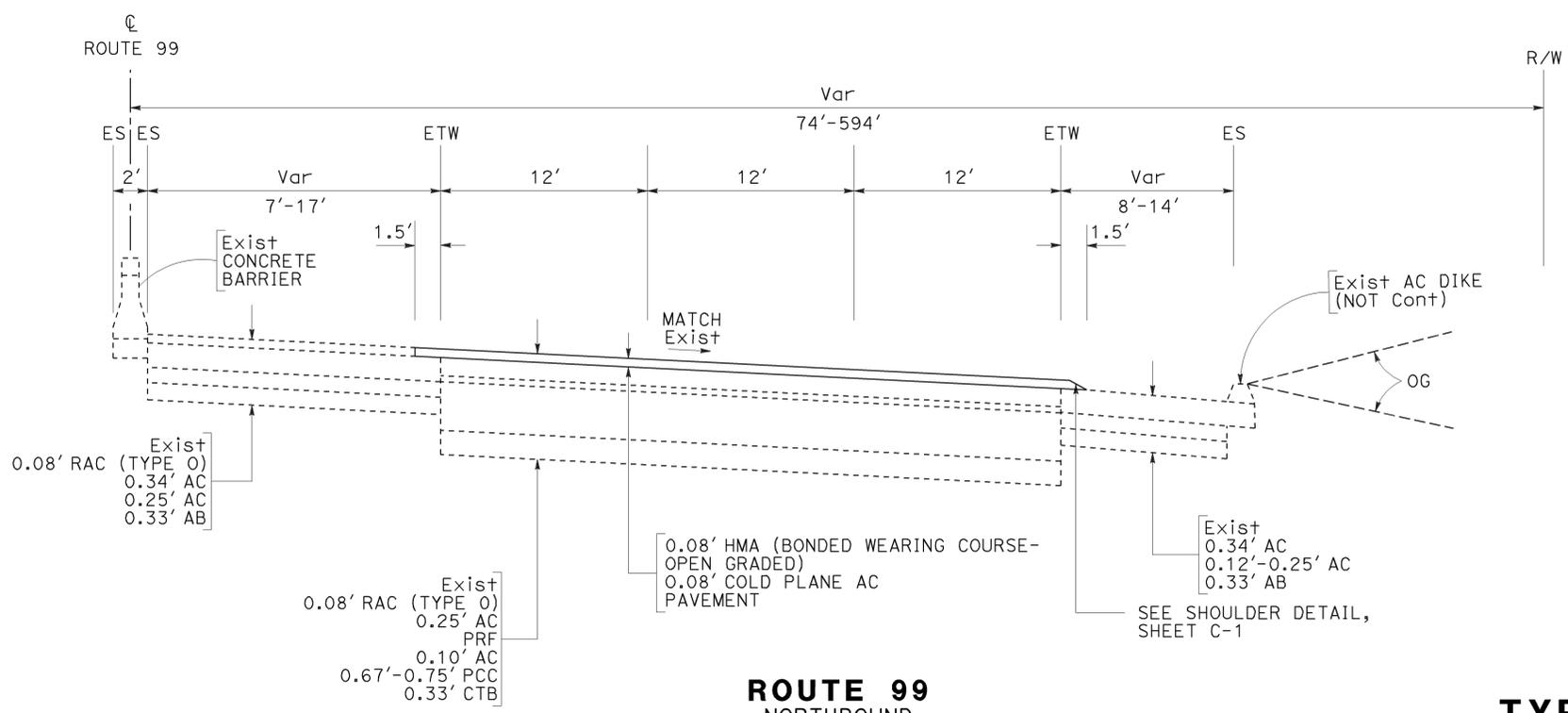
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

- DIMENSIONS OF PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- FOR ACCURATE RIGHT OF WAY AND ACCESS DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- EXACT LOCATION OF COLD PLANE ASPHALT CONCRETE PAVEMENT AS DIRECTED BY THE ENGINEER. SEE SHEET Q-1 FOR QUANTITIES.



ROUTE 99
NORTHBOUND
PM 27.3 TO PM 28.1



ROUTE 99
NORTHBOUND
PM 20.7 TO PM 27.3

TYPICAL CROSS SECTIONS
NO SCALE
X-1

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

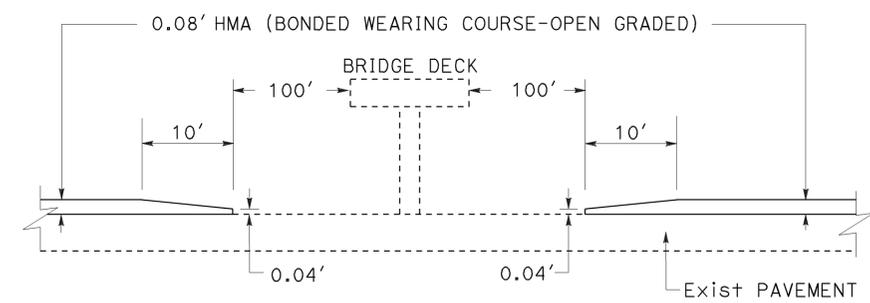
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	RENE SANCHEZ
Caltrans PAVEMENT PRESERVATION	CHECKED BY	MARYAM RASTEGAR
	DESIGNED BY	ADAM WELLS
	REVISOR	ADAM WELLS
	DATE	
	REVISOR	
	DATE	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	99	20.7/28.1	3	9

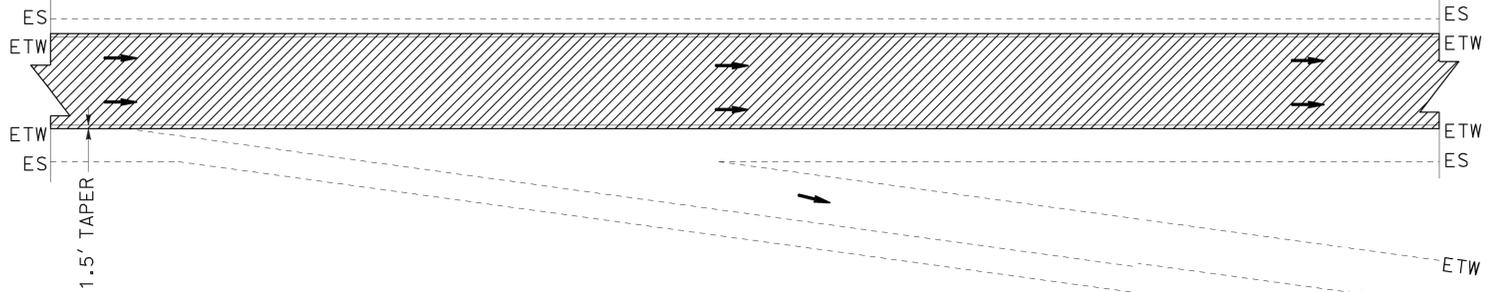
REGISTERED CIVIL ENGINEER	DATE
MARYAM RASTEGAR	03-08-12
PLANS APPROVAL DATE	
	3-12-12

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.

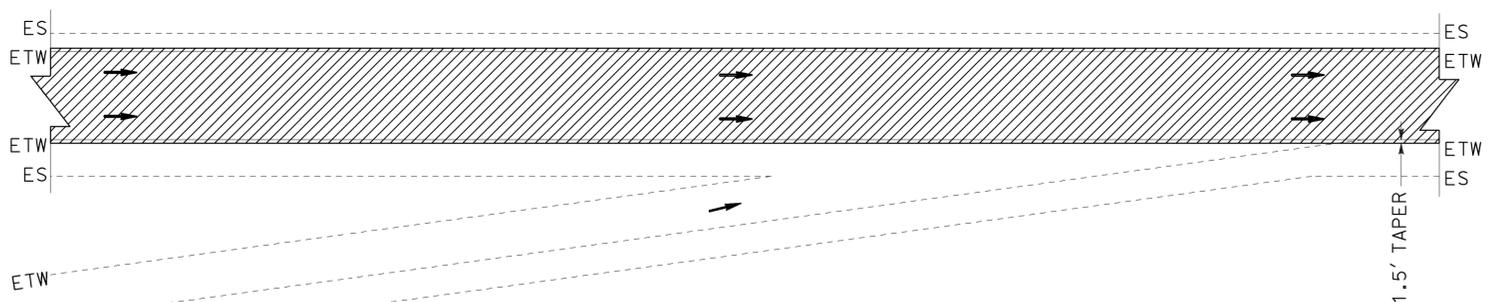
LEGEND:
 HMA (BONDED WEARING COURSE-OPEN GRADED)
 DIRECTION OF TRAFFIC



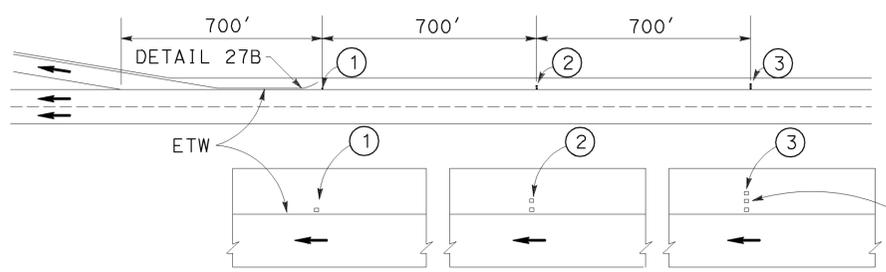
TYPICAL TAPER AT OVERCROSSING
 FRESNO STREET
 TUOLUMNE STREET
 STANISLAUS STREET
 EL DORADO STREET
 PACIFIC AVENUE
 KERMAN BRANCH UP
 BELMONT AVENUE
 OLIVE AVENUE
 DAKOTA AVENUE
 ASHLAN AVENUE



TYPICAL OFF RAMP

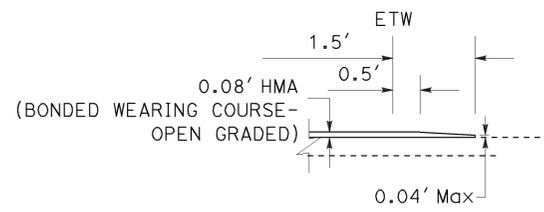


TYPICAL ON RAMP

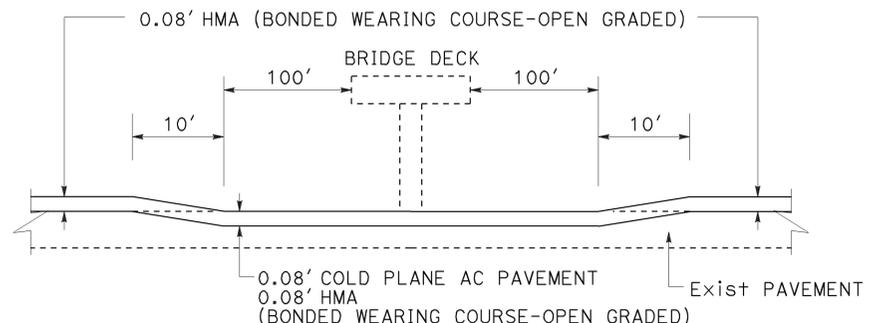


ADVANCE MARKER DETAIL

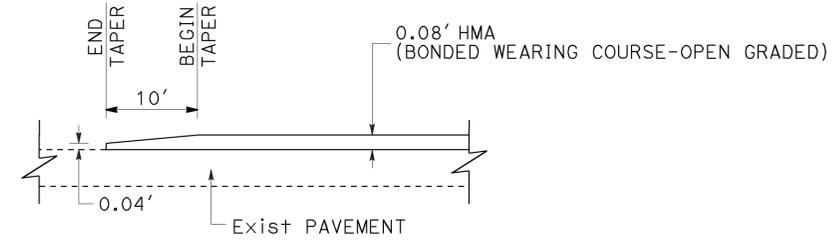
CLEAR RETROREFLECTIVE TYPE G PAVEMENT MARKERS AT 6" SPACING CENTER TO CENTER AND 8" FROM CENTER OF RUMBLE STRIP.



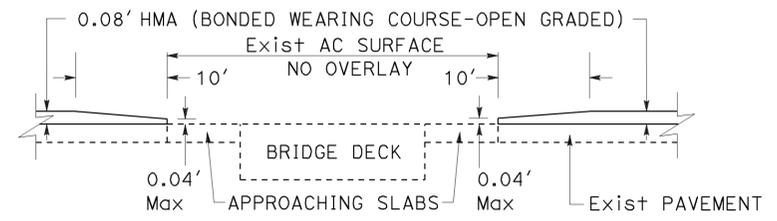
**ROUTE 99
 SHOULDER DETAIL**



TYPICAL TAPER AT OVERCROSSING
 SHAW AVENUE
 CLINTON AVENUE



TYPICAL LONGITUDINAL PAVEMENT TRANSITION



TYPICAL TAPER AT BRIDGE APPROACH
 NIELSEN AVENUE
 MCKINLEY AVENUE
 NORTH FRESNO
 BIOLA JUNCTION

CONSTRUCTION DETAILS
 NO SCALE
C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PAVEMENT PRESERVATION
FUNCTIONAL SUPERVISOR	RENE SANCHEZ
CALCULATED/DESIGNED BY	CHECKED BY
ADAM WELLS	MARYAM RASTEGAR
REVISOR	DATE
ADAM WELLS	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	99	20.7/28.1	4	9

REGISTERED CIVIL ENGINEER DATE 03-08-12
 PLANS APPROVAL DATE 3-12-12

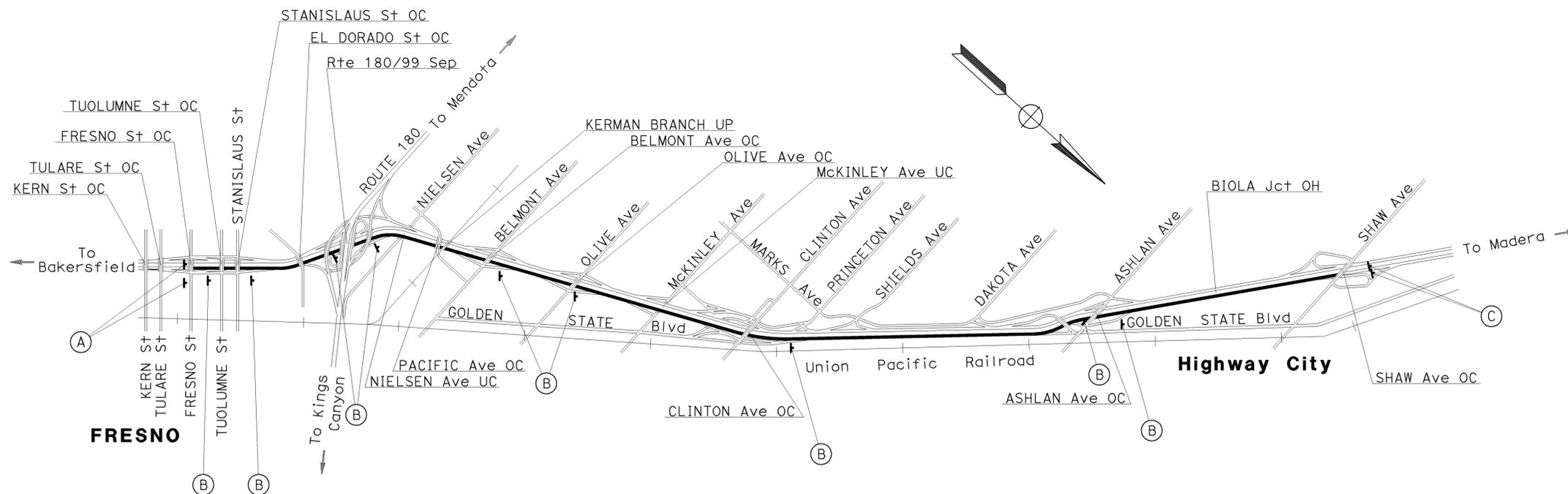
REGISTERED PROFESSIONAL ENGINEER
MARYAM RASTEGAR
 No. 65550
 Exp. 09-30-13
 CIVIL

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

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN	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)	W20-1	36" x 36"	ROAD WORK AHEAD	1-4" x 6"	9
(C)	G20-2	36" x 18"	END ROAD WORK	1-4" x 4"	2

NOTE: EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® PAVEMENT PRESERVATION

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

CONSTRUCTION AREA SIGNS
NO SCALE
CS-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	99	20.7/28.1	5	9

03-08-12
 REGISTERED CIVIL ENGINEER DATE
 3-12-12
 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.

ROADWAY QUANTITIES

LOCATION	COLD PLANE ASPHALT CONCRETE PAVEMENT	HMA (BONDED WEARING COURSE-OPEN GRADED)	ASPHALTIC EMULSION MEMBRANE (BONDED WEARING COURSE)
	SQYD	TON	TON
ROUTE 99 PM 20.7 TO PM 28.1	124,925	6965	132

PAVEMENT DELINEATION QUANTITIES

LOCATION	DETAIL No.	PAVEMENT MARKER (RETROREFLECTIVE)			THERMOPLASTIC TRAFFIC STRIPE					THERMOPLASTIC PAVEMENT MARKING		REMOVE THERMOPLASTIC TRAFFIC STRIPE	REMOVE PAVEMENT MARKER (N)	
		TYPE C RED-CLEAR	TYPE G ONE-WAY CLEAR	TYPE H ONE-WAY YELLOW	4"	8"	8" (BROKEN 12-3)	4" (BROKEN 17-7)	4" (BROKEN 36-12)	DESCRIPTION	AREA			
														EA
ROUTE 99 PM 20.7 TO PM 27.3	12		1454							69,696	3 - TYPE VI ARROW	126		
	25			727	34,848									
	27B				34,848									
	36		65			1400								
	36A				2218			2165						
	37	28	2				422							
ROUTE 99 PM 27.3 TO PM 28.1	38B		11			210								
	12		178					8448					2112	
	25			89	4224								4224	
	27B				4224								4224	
SUBTOTAL		28	1710	816									10,560	
TOTAL			2554		80,362	1610	422	2165	78,144		126		10,560	

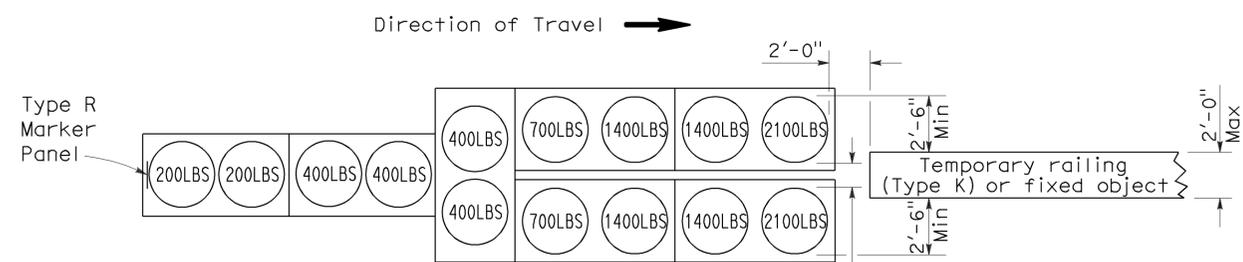
(N) = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

SUMMARY OF QUANTITIES
Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PAVEMENT PRESERVATION
 FUNCTIONAL SUPERVISOR: RENE SANCHEZ
 CALCULATED/DESIGNED BY: ADAM WELLS
 CHECKED BY: MARYAM RASTEGAR
 REVISED BY: ADAM WELLS
 DATE REVISED: MARYAM RASTEGAR

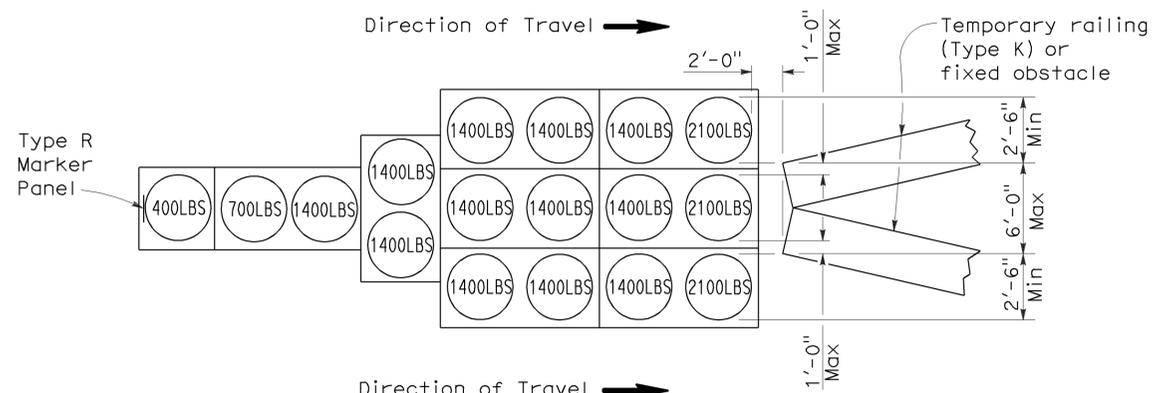
To accompany plans dated 3-12-12

2006 REVISED STANDARD PLAN RSP T1A



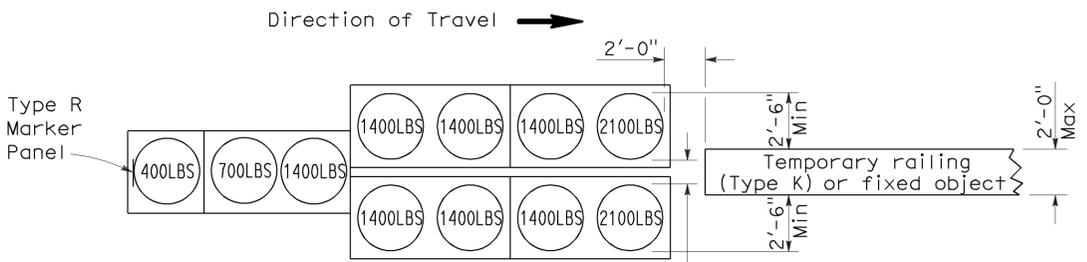
ARRAY 'TU14'

Approach speed 45 mph or more



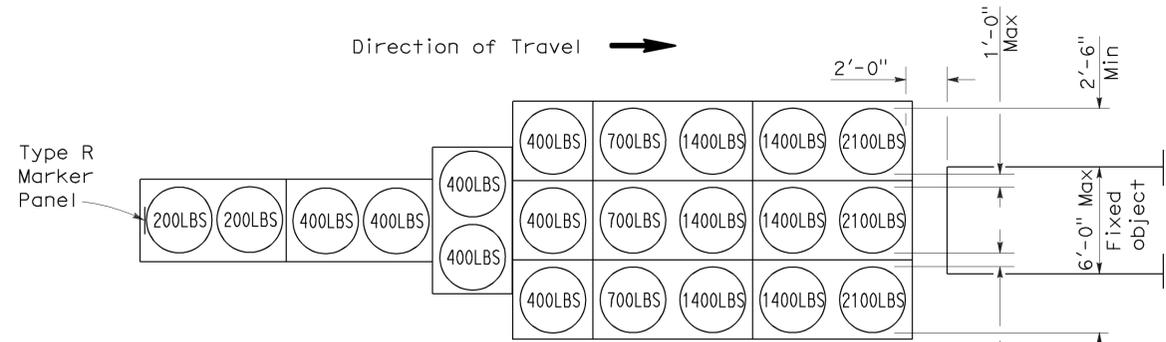
ARRAY 'TU17'

Approach speed less than 45 mph



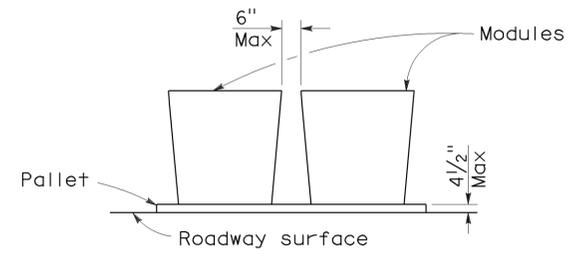
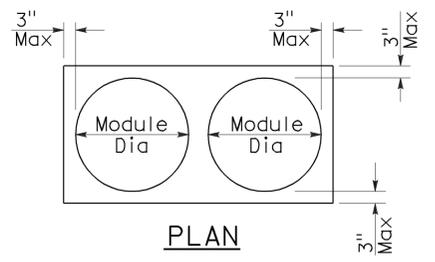
ARRAY 'TU11'

Approach speed less than 45 mph



ARRAY 'TU21'

Approach speed 45 mph or more



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
06	Fre	99	20.7/28.1	7	9

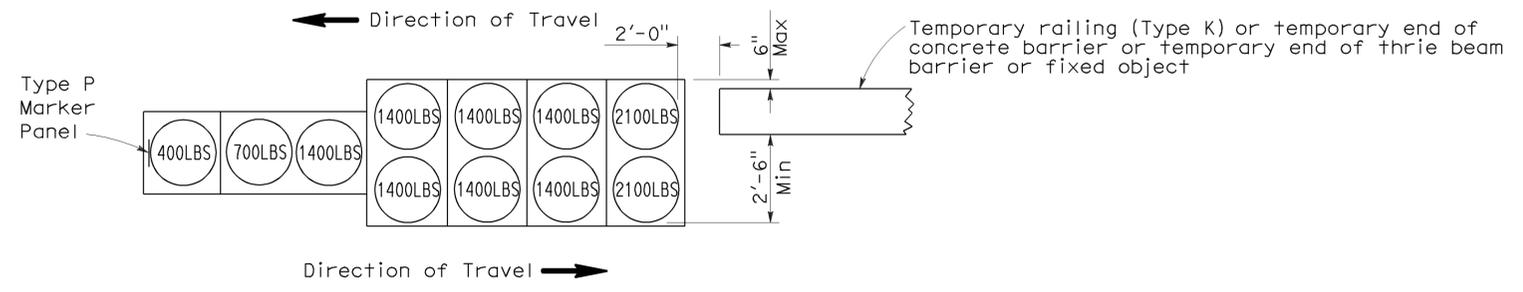
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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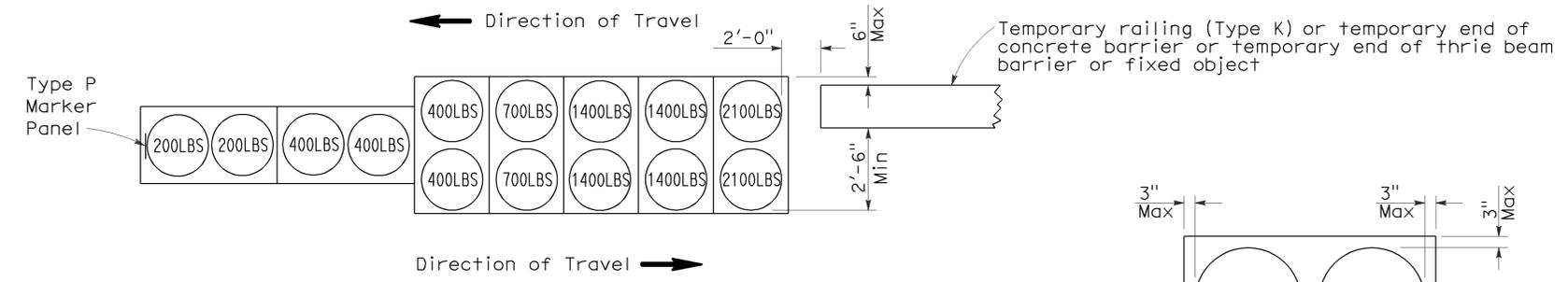
REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 3-12-12



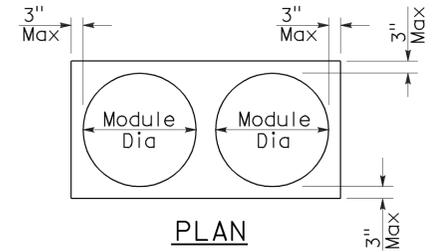
ARRAY 'TB11'

Approach speed less than 45 mph

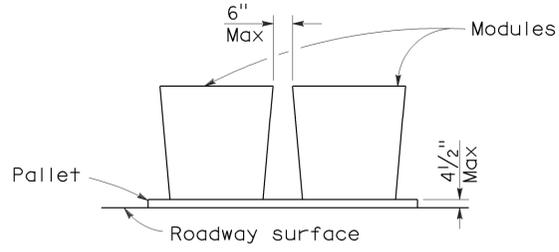


ARRAY 'TB14'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Fre	99	20.7/28.1	8	9

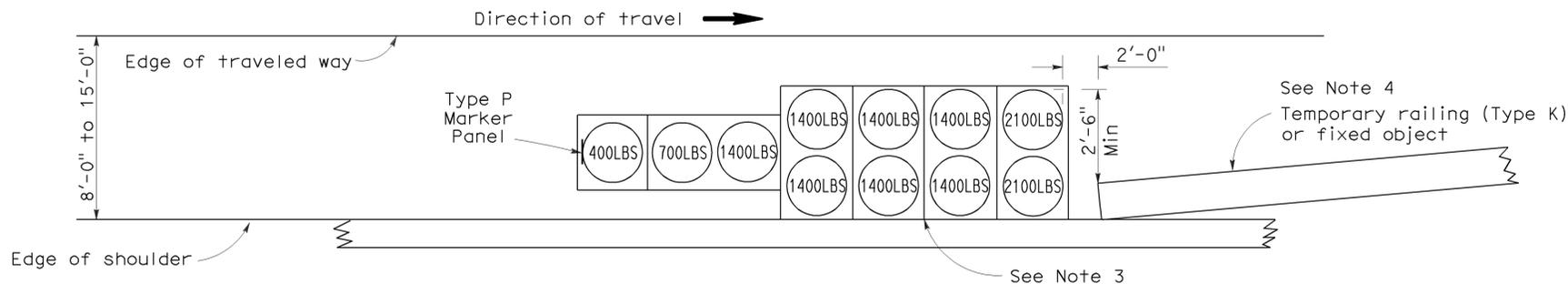
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

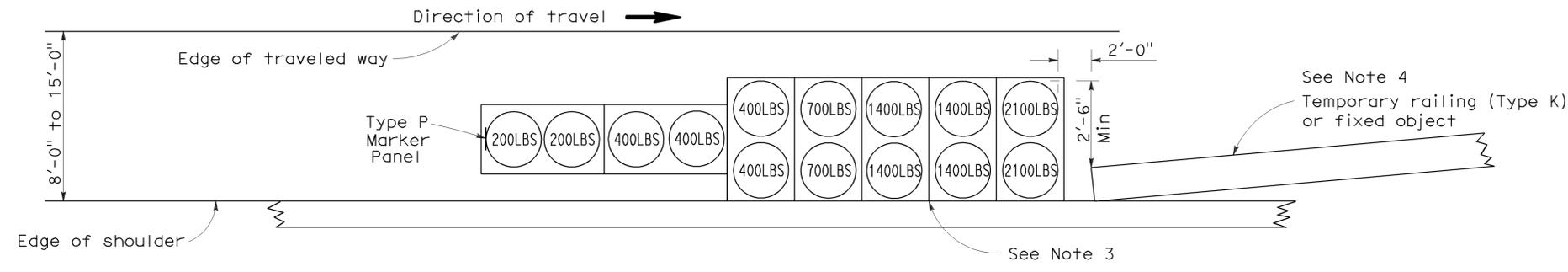
Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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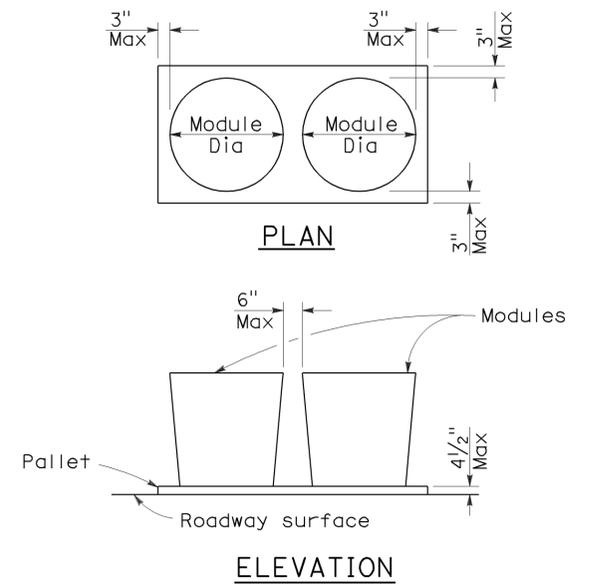
To accompany plans dated 3-12-12



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



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



CRASH CUSHION PALLET DETAIL
See Note 11

NOTES:

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

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

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

REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

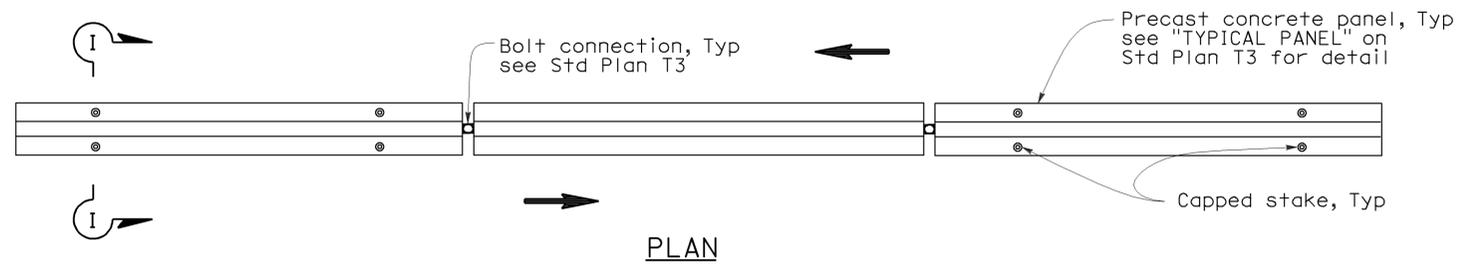
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre	99	20.7/28.1	9	9

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

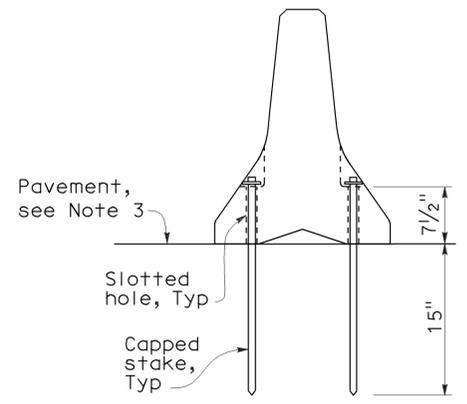
May 20, 2011
PLANS APPROVAL DATE

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 3-12-12

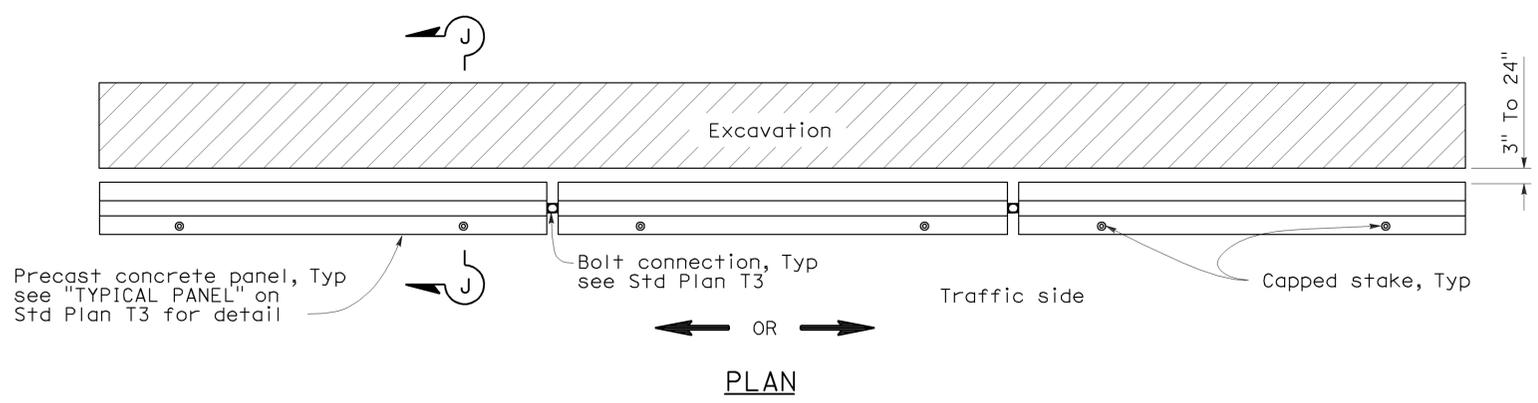


RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1

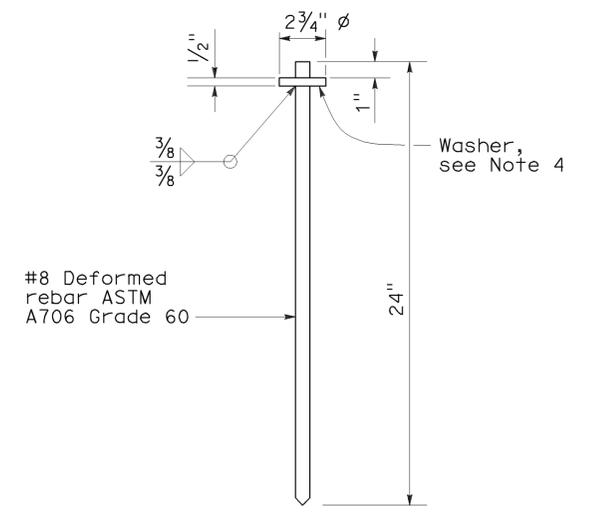
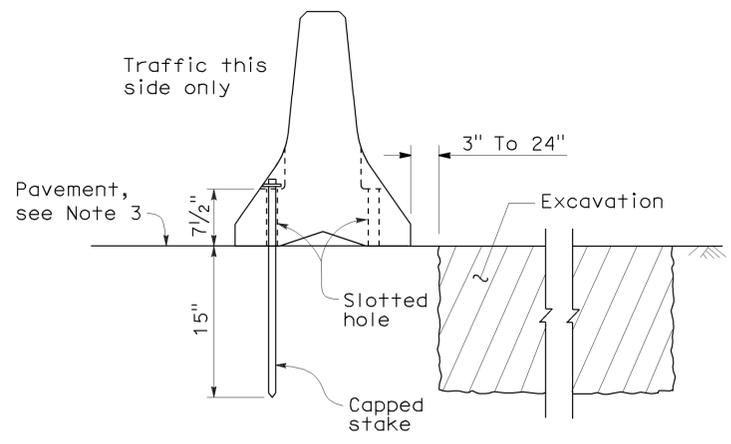


NOTES:

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



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY RAILING
(TYPE K)**

NO SCALE

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

2006 NEW STANDARD PLAN NSP T3A