

INDEX OF PLANS

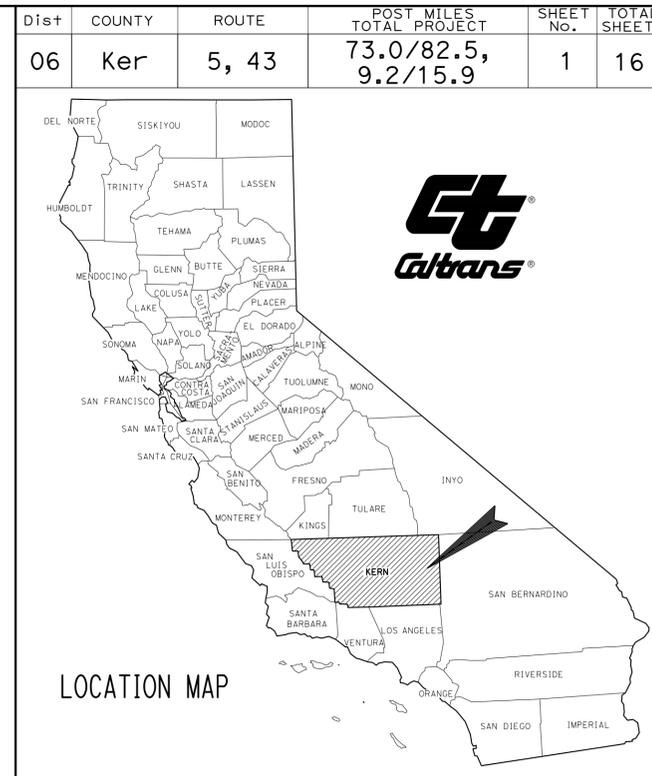
SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3	CONSTRUCTION DETAILS
4	CONSTRUCTION AREA SIGNS
5-7	SUMMARY OF QUANTITIES
8-16	REVISED STANDARD PLANS

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

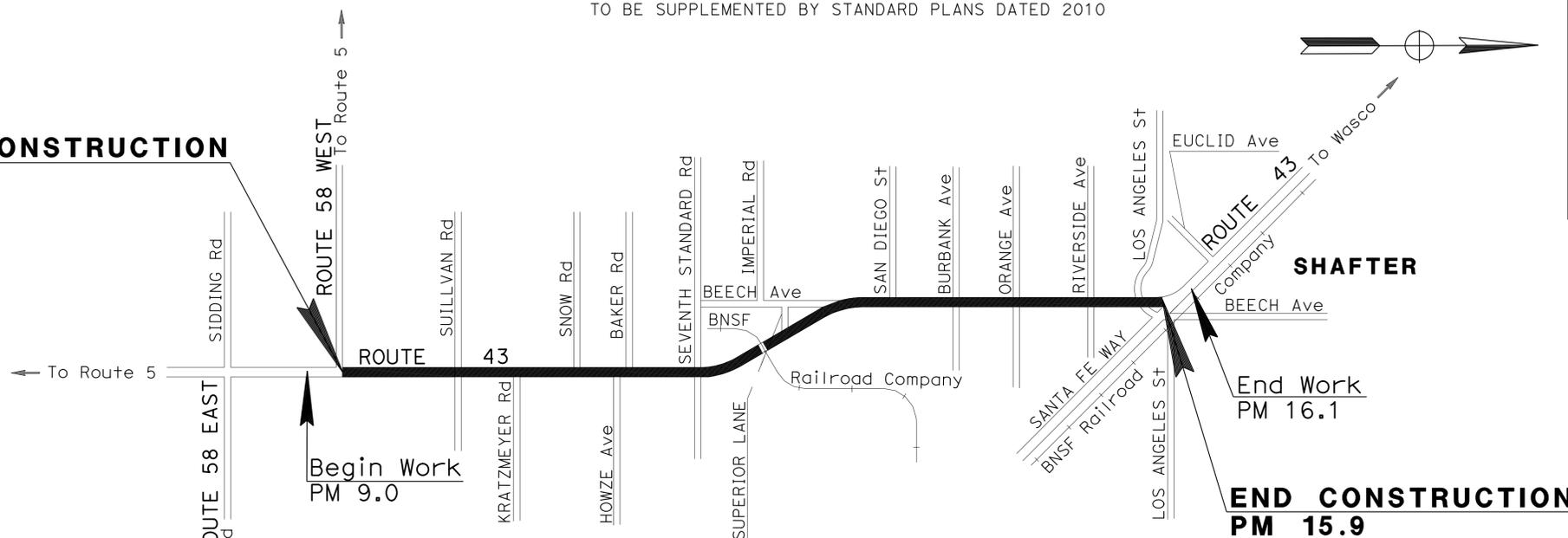
STATE OF CALIFORNIA ACSTP-X029(123)E
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN KERN COUNTY
IN AND NEAR LOST HILLS
ON ROUTE 5 FROM ROUTE 5/46 SEPARATION
TO 0.2 MILE NORTH OF TWISSELMAN ROAD OVERCROSSING
AND IN AND NEAR SHAFTER ON ROUTE 43
FROM ROUTE 58 WEST TO 0.6 MILE NORTH OF RIVERSIDE AVENUE
TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



BEGIN CONSTRUCTION
PM 9.2



End Work
PM 16.1

END CONSTRUCTION
PM 15.9

BEGIN CONSTRUCTION
PM 73.0



END CONSTRUCTION
PM 82.5

End Work
PM 82.8

PROJECT MANAGER
VICTOR SHAW
DESIGN ENGINEER
RENE SANCHEZ

Zhi Zhan 6-25-15
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER



August 31, 2015
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-OT6004
PROJECT ID	0615000197

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

NO SCALE

DATE PLOTTED => 04-NOV-2015 TIME PLOTTED => 11:08

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	2	16

<i>Zhi Zhan</i>	6-25-15
REGISTERED CIVIL ENGINEER	DATE
8-31-15	
PLANS APPROVAL DATE	

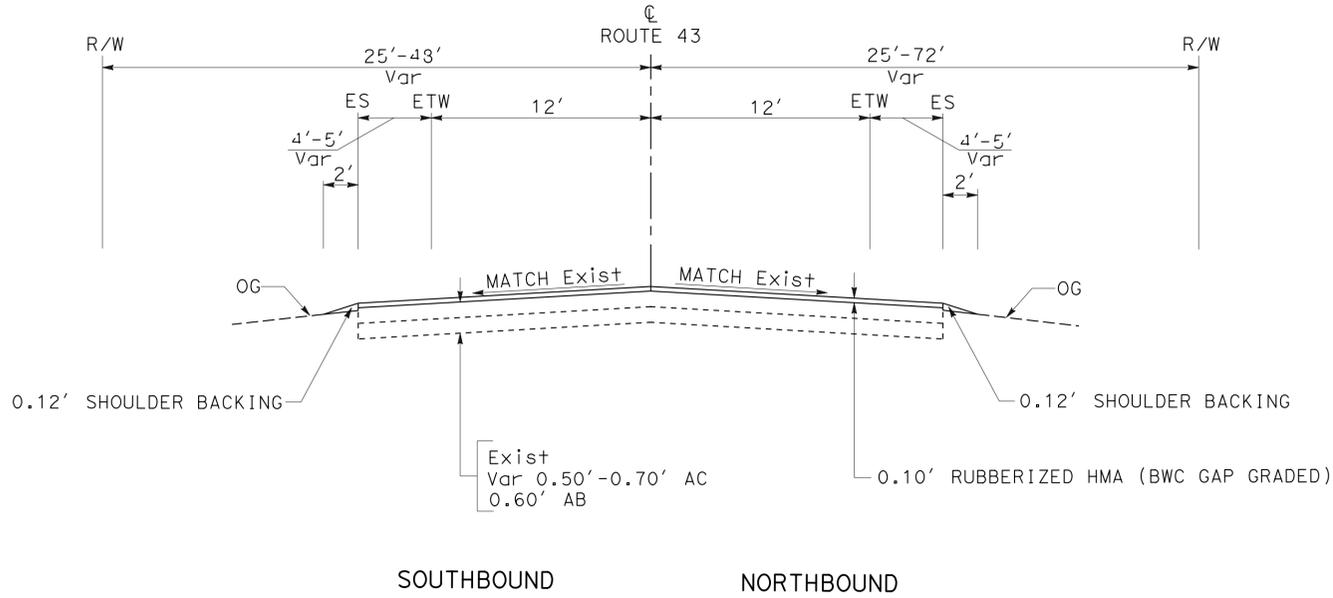
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	
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NOTES:

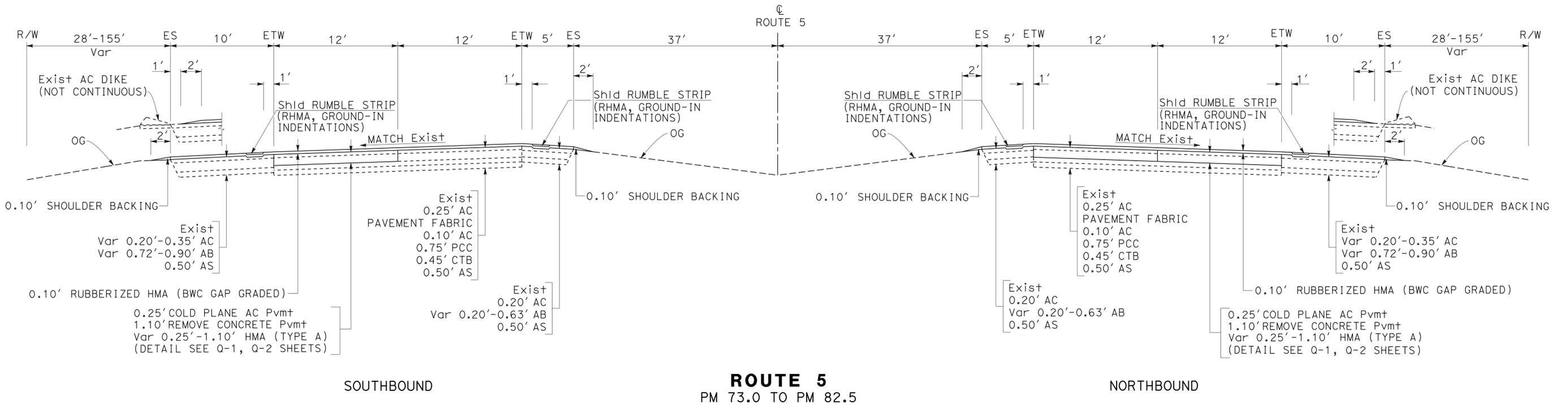
- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTION) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

PAVEMENT CLIMATE REGION:

INLAND VALLEY



ROUTE 43
PM 9.2 TO PM 15.9



ROUTE 5
PM 73.0 TO PM 82.5

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 PAVEMENT PRESERVATION
 FUNCTIONAL SUPERVISOR: RENE SANCHEZ
 CALCULATED/DESIGNED BY: RENE SANCHEZ
 CHECKED BY:
 REVISIONS:
 ZHI ZHAN LIN
 RENE SANCHEZ
 REVISED BY: DATE REVISED:
 USERNAME => s115755
 DGN FILE => 060T600ca001.dgn
 BORDER LAST REVISED 7/2/2010
 RELATIVE BORDER SCALE IS IN INCHES
 UNIT 1594
 PROJECT NUMBER & PHASE 06150001971

LAST REVISION DATE PLOTTED => 29-SEP-2015
 06-25-15 TIME PLOTTED => 17:04

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	3	16

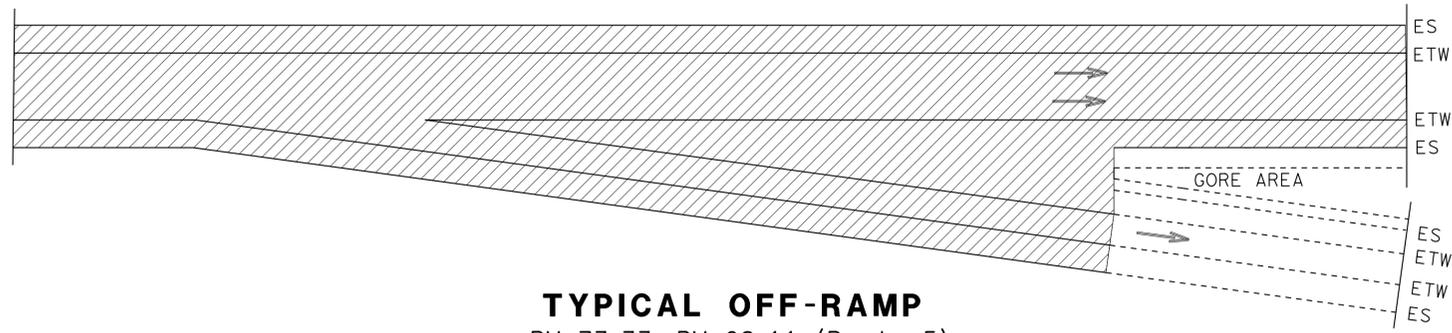
<i>Zhi Zhan Lin</i>	6-25-15
REGISTERED CIVIL ENGINEER	DATE
8-31-15	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER	ZHI ZHAN LIN
No. 60881	Exp. 12-31-16
CIVIL	

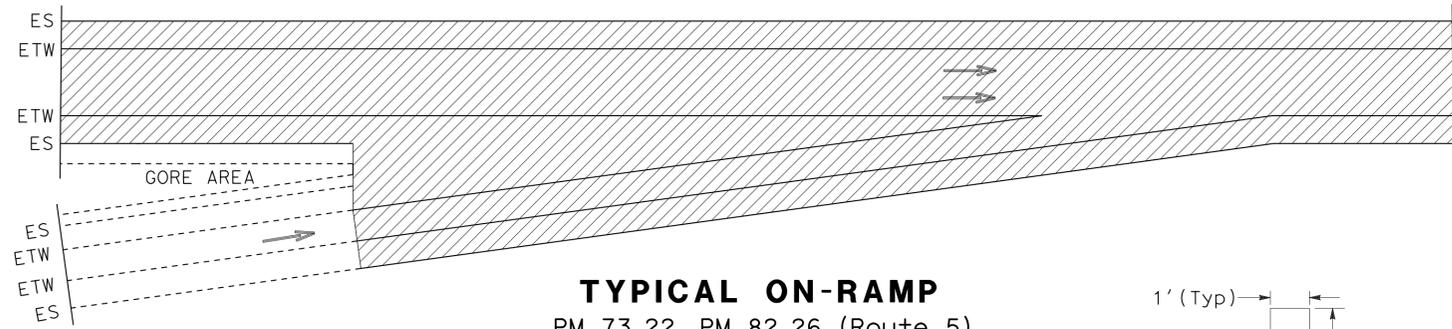
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LEGEND:

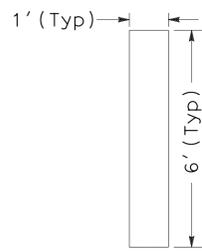
 0.10' RUBBERIZED HOT MIX ASPHALT (BWC GAP GRADED)



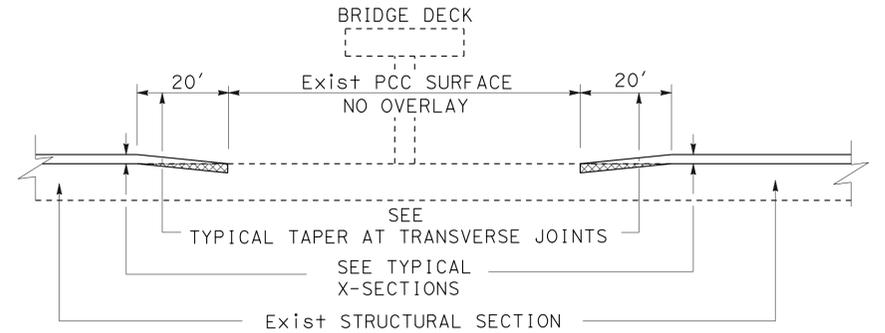
TYPICAL OFF-RAMP
PM 73.33, PM 82.11 (Route 5)



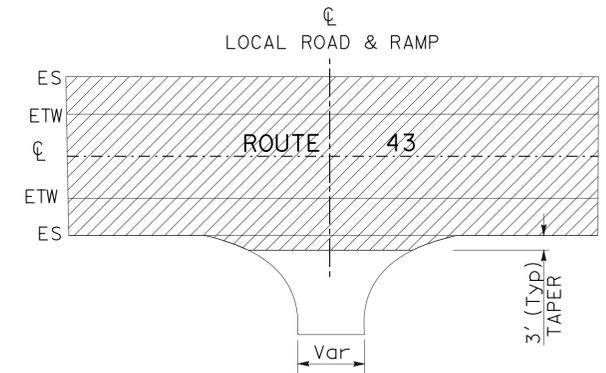
TYPICAL ON-RAMP
PM 73.22, PM 82.26 (Route 5)



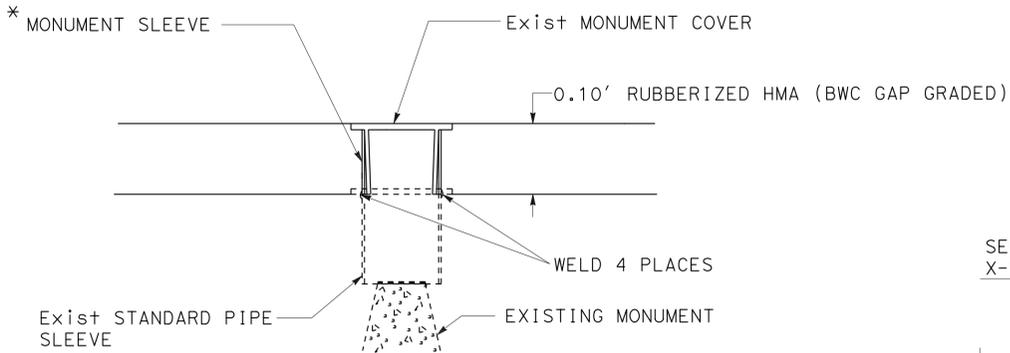
CHP MARKING DETAIL



TYPICAL BRIDGE APPROACH CONSTRUCTION DETAIL
PM 73.0, PM 77.1, PM 80.0, PM 82.3 (Route 5)



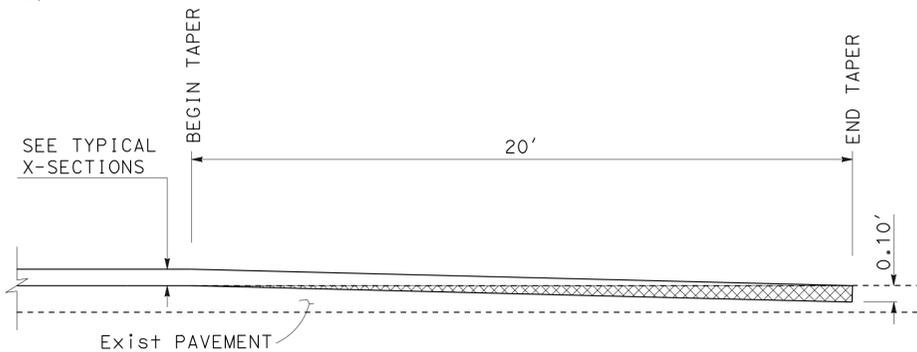
TYPICAL INTERSECTION WORK
PM 10.16, PM 10.63, PM 11.16, PM 11.55, PM 11.68, PM 12.19, PM 13.22, PM 13.82, PM 14.32, PM 14.82, PM 15.32, PM 15.83 (ROUTE 43)



ADJUST MONUMENT COVER

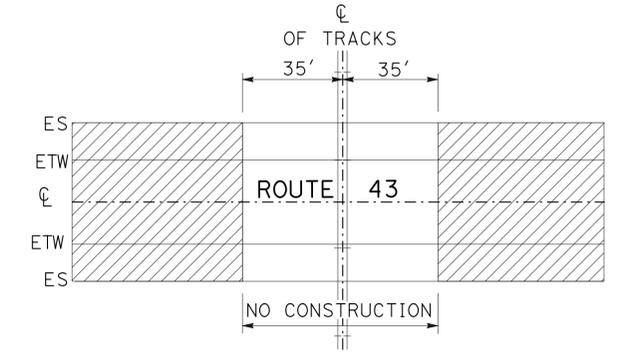
* HEIGHT OF MONUMENT SLEEVE TO BE DETERMINED AFTER PLACING RUBBERIZED HMA (BWC GAP GRADED)

PM 10.15, PM 11.16, PM 11.66, PM 12.16, PM 13.27, PM 13.80, PM 14.30, PM 14.80, PM 15.30, (ROUTE 43)



TYPICAL TAPER AT TRANSVERSE JOINTS

PM 73.0, PM 77.1, PM 80.0, PM 82.3, PM 82.5 (ROUTE 5)
PM 9.2, PM 12.8, PM 13.5, PM 15.9 (ROUTE 43)



RAILROAD CROSSING DETAIL
PM 12.8 (ROUTE 43)

CONSTRUCTION DETAILS

NO SCALE

C-1

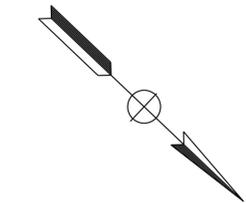
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Pavement Preservation
Caltrans

FUNCTIONAL SUPERVISOR: RENE SANCHEZ
CALCULATED/DESIGNED BY: ZHI ZHAN LIN
CHECKED BY: RENE SANCHEZ
REVISED BY: ZHI ZHAN LIN
DATE REVISED: RENE SANCHEZ

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No.	SIGN CODE	PANEL SIZE	SIGN MESSAGE	No. OF POST AND SIZE	No. OF SIGNS
(A)	W20-1	48" x 48"	ROAD WORK AHEAD	1- 6" x 6"	6
(B)	W20-1	36" x 36"	ROAD WORK AHEAD	1- 4" x 6"	23
(C)	G20-2	36" x 18"	END ROAD WORK	1- 4" x 4"	4

NOTE: EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	4	16

Zhi Zhan 6-25-15
REGISTERED CIVIL ENGINEER DATE

8-31-15
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.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
PAVEMENT PRESERVATION
 FUNCTIONAL SUPERVISOR: RENE SANCHEZ
 CALCULATED/DESIGNED BY: CHECKED BY:
 ZHI ZHAN LIN RENE SANCHEZ
 REVISED BY: DATE REVISED:

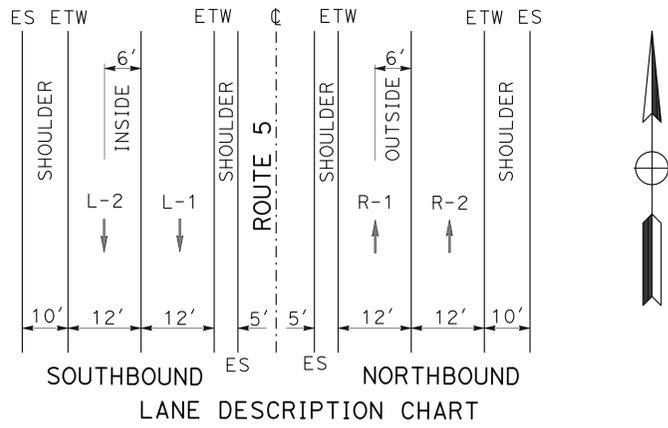
APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

CONSTRUCTION AREA SIGNS
NO SCALE
CS-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	5	16

Lin Zhi Zhan 6-25-15
 REGISTERED CIVIL ENGINEER DATE
 8-31-15
 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.



REPAIR FAILED AREA

LOCATION	BEGIN POST MILE	END POST MILE	LENGTH	R-1	R-2	THICKNESS	COLD PLANE ASPHALT CONCRETE PAVEMENT	HOT MIX ASPHALT (TYPE A)
							SQYD	TON
ROUTE 5 PM 73.0/82.5 NORTHBOUND	73.228	73.394	876'		** 6.0'	0.25'	584	96
	74.885	74.923	201'		** 6.0'	0.25'	134	22
	77.040	77.045	26'		12.0'	0.25'	35	6
	80.032	80.043	58'	** 6.0'		0.25'	39	6
SUBTOTAL 1							792	130

* INSIDE ** OUTSIDE

REPAIR FAILED AREA

LOCATION	BEGIN POST MILE	END POST MILE	LENGTH	SHOULDER (ON RAMP)	L-2	THICKNESS	COLD PLANE ASPHALT CONCRETE PAVEMENT	HOT MIX ASPHALT (TYPE A)
							SQYD	TON
ROUTE 5 PM 73.0/82.5 SOUTHBOUND	81.516	81.512	21'		** 6.0'	0.25'	14	2
	81.344	81.332	63'		** 6.0'	0.25'	42	7
	81.220	81.213	37'		** 6.0'	0.25'	25	4
	81.185	81.174	58'		** 6.0'	0.25'	39	6
	81.154	81.150	21'		* 6.0'	0.25'	14	2
	78.817	78.814	16'		* 6.0'	0.25'	11	2
	75.328	75.323	26'		* 6.0'	0.25'	26	4
	75.295	75.283	63'		* 6.0'	0.25'	42	7
	75.276	75.273	16'		** 6.0'	0.25'	11	2
	75.038	75.032	32'		* 6.0'	0.25'	21	4
	74.966	74.962	21'		* 6.0'	0.25'	14	2
	74.834	74.817	90'		* 6.0'	0.25'	60	10
	74.212	74.204	42'		** 6.0'	0.25'	28	5
	73.440	73.376	338'		** 6.0'	0.25'	225	37
73.427	73.376	269'	4.0'		0.25'	120	20	
SUBTOTAL 2							692	114
TOTAL (SUBTOTAL1+SUBTOTAL2)							*** 1484	*** 244

* INSIDE ** OUTSIDE
 *** INCLUDED IN THE ROADWAY QUANTITY TABLE.
 EXACT LOCATIONS AS DIRECTED BY THE ENGINEER.

SUMMARY OF QUANTITIES
 NO SCALE
Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Pavement Preservation
 Et Caltrans
 FUNCTIONAL SUPERVISOR
 RENE SANCHEZ
 CALCULATED-DESIGNED BY
 CHECKED BY
 ZHI ZHAN LIN
 RENE SANCHEZ
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	6	16

Zhi Zhan 6-25-15
 REGISTERED CIVIL ENGINEER DATE

8-31-15
 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.

REPAIR FAILED AREA

LOCATION	BEGIN POST MILE	LENGTH	R-1	R-2	THICKNESS	**** REMOVE CONCRETE PAVEMENT	HOT MIX ASPHALT (TYPE A)	
						SQYD	TON	
ROUTE 5 PM 73.0/82.5 NORTHBOUND	73.759	15'		6.0'	1.10'	10	7	
	73.798	15'		12.0'	1.10'	20	15	
	73.801	15'		12.0'	1.10'	20	15	
	74.992	15'		6.0'	1.10'	10	7	
	75.880	15'		6.0'	1.10'	10	7	
	76.243	15'		12.0'	1.10'	20	15	
	78.213	15'		12.0'	1.10'	20	15	
	78.245	15'		6.0'	1.10'	10	7	
	78.453	15'		6.0'	1.10'	10	7	
	78.755	15'		6.0'	1.10'	10	7	
	79.349	15'		12.0'	1.10'	20	15	
	79.425	15'		12.0'	1.10'	20	15	
	79.455	15'		6.0'	1.10'	10	7	
	79.829	15'		6.0'	1.10'	10	7	
	79.839	15'		12.0'	1.10'	20	15	
	79.844	15'		12.0'	1.10'	20	15	
	79.889	15'		12.0'	1.10'	20	15	
	79.985	15'		12.0'	1.10'	20	15	
	79.986	15'	12.0'			1.10'	20	15
	79.988	15'	6.0'			1.10'	10	7
	79.993	15'	6.0'			1.10'	10	7
	80.002	15'		6.0'		1.10'	10	7
	80.014	15'		12.0'		1.10'	20	15
	80.021	15'	6.0'	12.0'		1.10'	30	22
	82.295	15'		12.0'		1.10'	20	15
	82.323	15'		12.0'		1.10'	20	15
	82.326	15'		12.0'		1.10'	20	15
	SUBTOTAL 3						440	324

* INSIDE ** OUTSIDE
 **** INCLUDED TOP LAYER OF ASPHALT CONCRETE

REPAIR FAILED AREA

LOCATION	BEGIN POST MILE	LENGTH	L-2	THICKNESS	**** REMOVE CONCRETE PAVEMENT	HOT MIX ASPHALT (TYPE A)	
					SQYD	TON	
ROUTE 5 PM 73.0/82.5 SOUTHBOUND	82.487	15'	6.0'	1.10'	10	7	
	82.476	15'	12.0'	1.10'	20	15	
	82.368	15'	6.0'	1.10'	10	7	
	82.366	15'	12.0'	1.10'	20	15	
	82.363	15'	12.0'	1.10'	20	15	
	82.342	15'	12.0'	1.10'	20	15	
	82.339	15'	12.0'	1.10'	20	15	
	82.328	15'	12.0'	1.10'	20	15	
	81.351	15'	12.0'	1.10'	20	15	
	80.704	15'	6.0'	1.10'	10	7	
	80.611	15'	6.0'	1.10'	10	7	
	79.779	15'	6.0'	1.10'	10	7	
	79.380	15'	12.0'	1.10'	20	15	
	79.264	15'	6.0'	1.10'	10	7	
	79.221	15'	12.0'	1.10'	20	15	
	79.169	15'	12.0'	1.10'	20	15	
	78.760	15'	6.0'	1.10'	10	7	
	77.038	15'	12.0'	1.10'	20	15	
	SUBTOTAL 4					290	214
	TOTAL (SUBTOTAL3+SUBTOTAL4)					**** 730	**** 538

* INSIDE ** OUTSIDE
 *** INCLUDED IN THE ROADWAY QUANTITY TABLE.
 EXACT LOCATIONS AS DIRECTED BY THE ENGINEER.
 **** INCLUDED TOP LAYER OF ASPHALT CONCRETE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PAVEMENT PRESERVATION
 Et Caltrans®
 FUNCTIONAL SUPERVISOR: RENE SANCHEZ
 CALCULATED-DESIGNED BY: CHECKED BY:
 ZHI ZHAN LIN
 RENE SANCHEZ
 REVISED BY: DATE REVISED:

SUMMARY OF QUANTITIES
 NO SCALE
Q-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	7	16

Zhi Zhan 6-25-15
 REGISTERED CIVIL ENGINEER DATE
 8-31-15
 PLANS APPROVAL DATE

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ROADWAY QUANTITIES

LOCATION	ASPHALTIC EMULSION MEMBRANE (BONDED WEARING COURSE)	RUBBERIZED HOT MIX ASPHALT-GAP GRADED (BONDED WEARING COURSE)	TACK COAT	HOT MIX ASPHALT (TYPE A)	COLD PLANE ASPHALT CONCRETE PAVEMENT		SHOULDER BACKING	SHOULDER RUMBLE STRIP (HMA, GROUND-IN INDENTATIONS)	ADJUST MONUMENT COVER	REMOVE CONCRETE PAVEMENT
	TON	TON	TON	TON	FROM SHEET Q-1 SQYD	TAPER AT TRANSVERSE JOINTS SQYD				
ROUTE 5 PM 73.0/82.5	500	27,730	2	782	1484	1390	1070	2006		730
ROUTE 43 PM 9.2/15.9	155	8520				380	468		9	
TOTAL	655	36,250	2	782	3254		1538	2006	9	730

TRAFFIC MANAGEMENT SYSTEM ELEMENT (EXISTING)

PM	DIRECTION	LOCATION	TYPE
ROUTE 43 PM 10.131	NB/SB	NORTH OF ROUTE 58 WEST	LOOPS
ROUTE 43 PM 15.675	NB/SB	SOUTH OF CENTRAL VALLEY HIGHWAY	LOOPS
ROUTE 5 PM 73.223	NB	NORTHBOUND ON RAMP FROM ROUTE 46	LOOP
ROUTE 5 PM 77.095	NB/SB	NORTH OF LOST HILLS OVERCROSSING	PIEZOS

PAVEMENT DELINEATION QUANTITIES

LOCATION	DETAIL	THERMOPLASTIC TRAFFIC STRIPE						PAVEMENT MARKER (RETROREFLECTIVE)			REMOVE PAVEMENT MARKER	REMOVE THERMOPLASTIC PAVEMENT MARKING	THERMOPLASTIC PAVEMENT MARKING			
		4" YELLOW	4" WHITE	4" (BROKEN 36-12)	4" (BROKEN 12-3)	4" (BROKEN 17-7)	8" WHITE	TYPE D TWO-WAY YELLOW	TYPE G ONE-WAY CLEAR	TYPE H ONE-WAY YELLOW			EA	SQFT	DESCRIPTION	SQFT
		LF	LF	LF	LF	LF	LF	EA	EA	EA			EA			
ROUTE 5 PM 73.0/82.5	8					520						108	18-CHP MARKING	108		
	12			100,320					2100		2100					
	25	100,320									2100					
	27B		100,320													
	36 36A					2520 640			108 28		108 28					
ROUTE 43 PM 9.2/15.9	6			20,344				433			433	166	166'-LIMIT LINE	166		
	19	11,172		11,172				237		470	707	212	4-STOP AHEAD	212		
	22	6380						274			274	44	2-STOP	44		
	27B		70,240									70	2-SCHOOL	70		
	27C				500							84	2-TYPE III (R) ARROW	84		
SUBTOTAL		117,872	170,560					944	2236	2570		140	2-RAILROAD CROSSING SYMBOL	140		
TOTAL		288,432	170,560	131,836	500	520	3160		5750		5750	824		824		

SUMMARY OF QUANTITIES Q-3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	8	16

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
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.

TO ACCOMPANY PLANS DATED 8-31-15

UNIT OF MEASUREMENT SYMBOLS:

Some of the symbols used in the project plan quantity tables and in the Bid Item List are:

TABLE A

SYMBOL USED	DEFINITIONS
ACRE	ACRE
CF	CUBIC FOOT
CY	CUBIC YARD
EA	EACH
GAL	GALLON
LB	POUND
LF	LINEAR FOOT
SQFT	SQUARE FOOT
SQYD	SQUARE YARD
STA	100 FEET
TAB	TABLET
TON	2,000 POUNDS

Some of the symbols used in the plans other than in the project plan quantity tables are:

TABLE B

SYMBOL USED	DEFINITIONS
ksi	KIPS PER SQUARE INCH
ksf	KIPS PER SQUARE FOOT
psi	POUNDS PER SQUARE INCH
psf	POUNDS PER SQUARE FOOT
lb/ft ³ , pcf	POUNDS PER CUBIC FOOT
tsf	TONS PER SQUARE FOOT
mph, MPH *	MILES PER HOUR
∅	NOMINAL DIAMETER
oz	OUNCE
lb	POUND
kíp	1,000 POUNDS
cal	CALORIE
ft	FOOT OR FEET
gal	GALLON

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

RSP A10B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A10B
DATED MAY 20, 2011 - PAGE 2 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A10B

Maint	MAINTENANCE
Max	MAXIMUM
MB	METAL BEAM
MBB	METAL BEAM BARRIER
MBGR	METAL BEAM GUARD RAILING
Med	MEDIAN
MGS	MIDWEST GUARDRAIL SYSTEM
MH	MANHOLE
Min	MINIMUM
Misc	MISCELLANEOUS
Misc I & S	MISCELLANEOUS IRON AND STEEL
Mkr	MARKER
Mod	MODIFIED, MODIFY
Mon	MONUMENT
MP	METAL PLATE
MPGR	METAL PLATE GUARD RAILING
MR	MOVEMENT RATING
MSE	MECHANICALLY STABILIZED EMBANKMENT
Mt	MOUNTAIN, MOUNT
MtI	MATERIAL
MVP	MAINTENANCE VEHICLE PULLOUT
N	
N	NORTH
NB	NORTHBOUND
No.	NUMBER (MUST HAVE PERIOD)
Nos.	NUMBERS (MUST HAVE PERIOD)
NPS	NOMINAL PIPE SIZE
NS	NEAR SIDE
NSP	NEW STANDARD PLAN
NTS	NOT TO SCALE
O	
Obir	OBLITERATE
OC	OVERCROSSING
OD	OUTSIDE DIAMETER
OF	OUTSIDE FACE
OG	ORIGINAL GROUND
OGAC	OPEN GRADED ASPHALT CONCRETE
OGFC	OPEN GRADED FRICTION COURSE
OH	OVERHEAD
OHWM	ORDINARY HIGH WATER MARK
O-O	OUT TO OUT
Opp	OPPOSITE
OSD	OVERSIDE DRAIN
P	
p	PAGE
PAP	PERFORATED ALUMINUM PIPE
PB	PULL BOX
PC	POINT OF CURVATURE, PRECAST
PCC	POINT OF COMPOUND CURVE, PORTLAND CEMENT CONCRETE
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
PCP	PERFORATED CONCRETE PIPE, PRESTRESSED CONCRETE PIPE
PCVC	POINT OF COMPOUND VERTICAL CURVE
PEC	PERMIT TO ENTER AND CONSTRUCT
Ped	PEDESTRIAN
Ped OC	PEDESTRIAN OVERCROSSING
Ped UC	PEDESTRIAN UNDERCROSSING
Perm MtI	PERMEABLE MATERIAL

P continued	
PG	PROFILE GRADE
PI	POINT OF INTERSECTION
PJP	PARTIAL JOINT PENETRATION
Pkwy	PARKWAY
PL, PL	PLATE
P/L	PROPERTY LINE
PM	POST MILE, TIME FROM NOON TO MIDNIGHT
PN	PAVING NOTCH
POC	POINT OF HORIZONTAL CURVE
POT	POINT OF TANGENT
POVC	POINT OF VERTICAL CURVE
PP	PIPE PILE, PLASTIC PIPE, POWER POLE
PPL	PREFORMED PERMEABLE LINER
PPP	PERFORATED PLASTIC PIPE
PRC	POINT OF REVERSE CURVE
PRF	PAVEMENT REINFORCING FABRIC
PRVC	POINT OF REVERSE VERTICAL CURVE
PS&E	PLANS, SPECIFICATIONS AND ESTIMATES
PS, P/S	PRESTRESSED
PSP	PERFORATED STEEL PIPE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
Pvmt	PAVEMENT
Q	
Qty	QUANTITY
R	
R	RADIUS
R & D	REMOVE AND DISPOSE
R & S	REMOVE AND SALVAGE
R/C	RATE OF CHANGE
RCA	REINFORCED CONCRETE ARCH
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
RCPA	REINFORCED CONCRETE PIPE ARCH
Rd	ROAD
Reinf	REINFORCED, REINFORCEMENT, REINFORCING
Rel	RELOCATE
Repl	REPLACEMENT
Ret	RETAINING
Rev	REVISED, REVISION
Rdwy	ROADWAY
RHMA	RUBBERIZED HOT MIX ASPHALT
Riv	RIVER
RM	ROAD-MIXED
RP	RADIUS POINT, REFERENCE POINT
RR	RAILROAD
RSP	ROCK SLOPE PROTECTION, REVISED STANDARD PLAN
Rt	RIGHT
Rte	ROUTE
RW	REDWOOD, RETAINING WALL
R/W	RIGHT OF WAY
Rwy	RAILWAY

S	
S	SOUTH, SUPPLEMENT
SAE	STRUCTURE APPROACH EMBANKMENT
Salv	SALVAGE
SAPP	STRUCTURAL ALUMINUM PLATE PIPE
SB	SOUTHBOUND
SC	SAND CUSHION
SCSP	SLOTTED CORRUGATED STEEL PIPE
SD	STORM DRAIN
Sec	SECOND, SECTION
Sep	SEPARATION
SG	SUBGRADE
Shld	SHOULDER
Sht	SHEET
Sim	SIMILAR
SL	STATION LINE
SM	SELECTED MATERIAL
Spec	SPECIAL, SPECIFICATIONS
SPP	SLOTTED PLASTIC PIPE
SS	SLOPE STAKE
SSBM	STRAP AND SADDLE BRACKET METHOD
SSD	STRUCTURAL SECTION DRAIN
SSPA	STRUCTURAL STEEL PLATE ARCH
SSPP	STRUCTURAL STEEL PLATE PIPE
SSPPA	STRUCTURAL STEEL PLATE PIPE ARCH
SSRP	STEEL SPIRAL RIB PIPE
St	STREET
Sta	STATION
STBB	SINGLE THRIE BEAM BARRIER
Std	STANDARD
Str	STRUCTURE
Surf	SURFACING
SW	SIDEWALK, SOUND WALL
Swr	SEWER
Sym	SYMMETRICAL
S4S	SURFACE 4 SIDES
T	
T	SEMI-TANGENT
Tan	TANGENT
TBB	THRIE BEAM BARRIER
Tbr	TIMBER
TC	TOP OF CURB
TCB	TRAFFIC CONTROL BOX
TCE	TEMPORARY CONSTRUCTION EASEMENT
TeI	TELEPHONE
Temp	TEMPORARY
TG	TOP OF GRADE
Tot	TOTAL
TP	TELEPHONE POLE
TPB	TREATED PERMEABLE BASE
TPM	TREATED PERMEABLE MATERIAL
Trans	TRANSITION

T continued	
TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL
Typ	TYPICAL
U	
UC	UNDERCROSSING
UD	UNDERDRAIN
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
UP	UNDERPASS
V	
V	VALVE, DESIGN SPEED
Var	VARIABLE, VARIES
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
Vert	VERTICAL
Via	VIADUCT
Vol	VOLUME
W	
W	WEST, WIDTH
WB	WESTBOUND
WH	WEEP HOLE
WM	WIRE MESH
WS	WATER SURFACE
WSP	WELDED STEEL PIPE
Wt	WEIGHT
WV	WATER VALVE
WW	WINGWALL
WWLOL	WINGWALL LAYOUT LINE
X	
X Sec	CROSS SECTION
Xing	CROSSING
Y	
Yr	YEAR
Yrs	YEARS

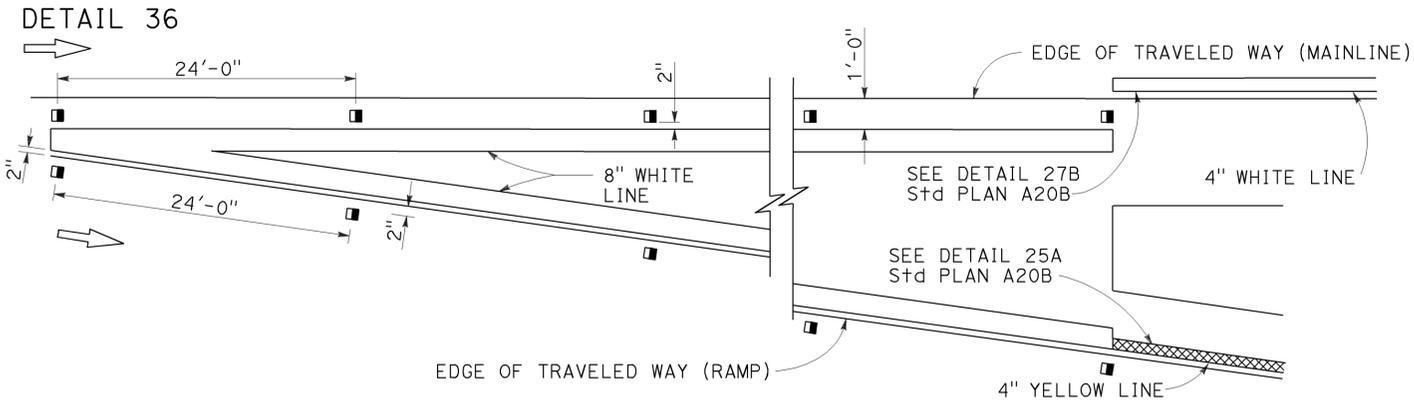
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	9	16

Registered Professional Engineer
 Roberta L. McLaughlin
 No. C40375
 Exp. 3-31-15
 CIVIL
 STATE OF CALIFORNIA

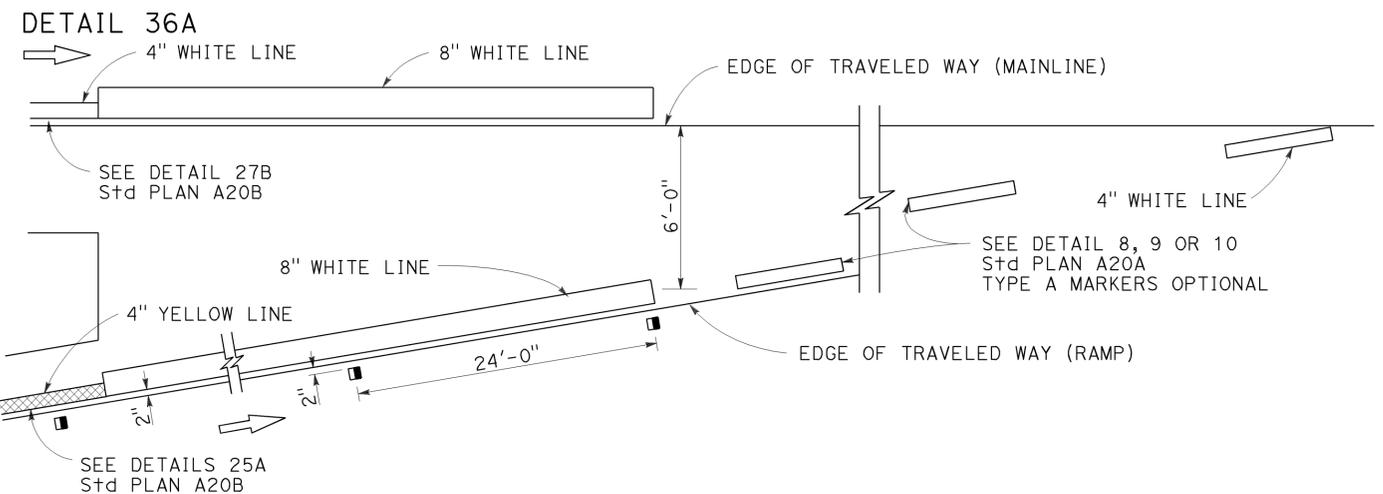
July 19, 2013
 PLANS APPROVAL DATE

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.

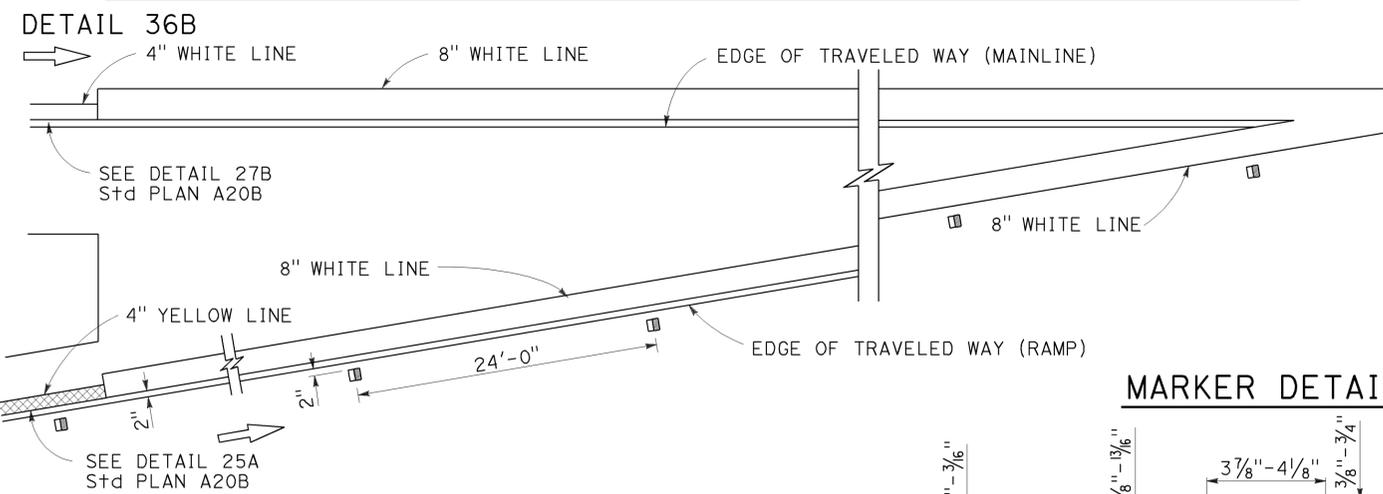
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT

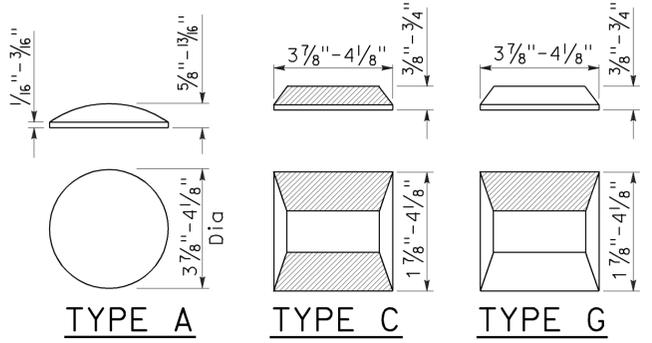


ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT



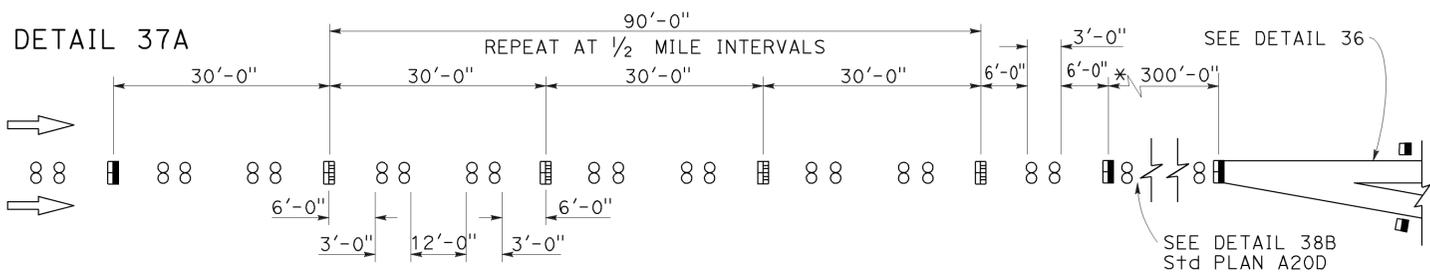
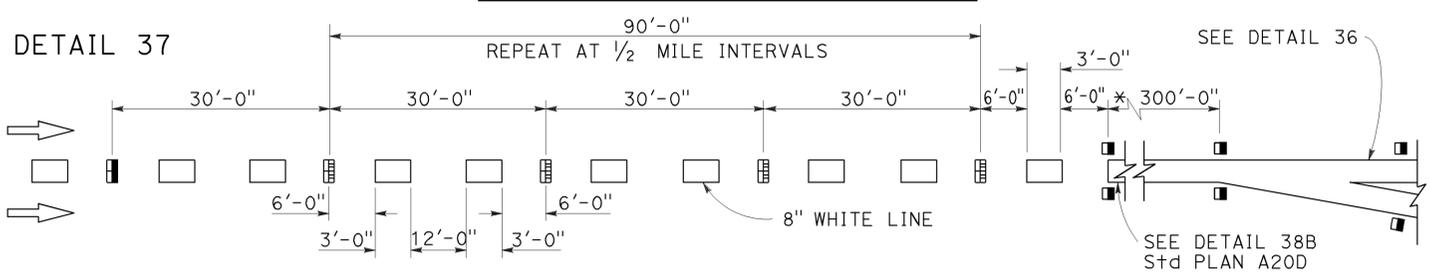
MARKER DETAILS

- LEGEND:**
- MARKERS**
- TYPE A WHITE NON-REFLECTIVE
 - ◻ TYPE C RED-CLEAR RETROREFLECTIVE
 - TYPE G ONE-WAY CLEAR RETROREFLECTIVE



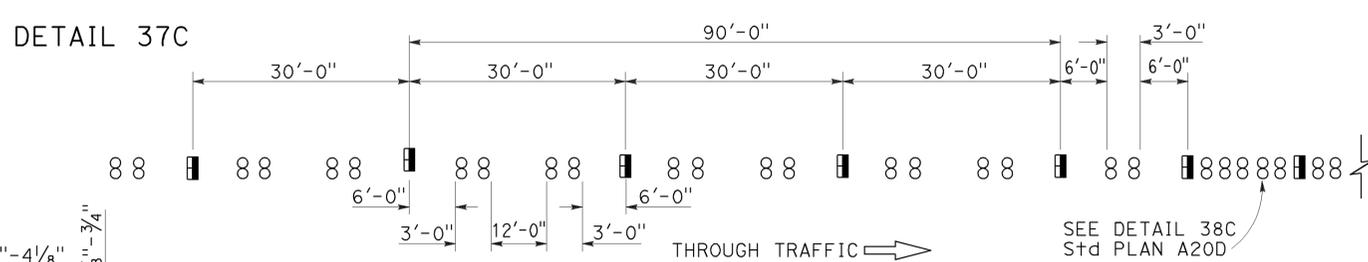
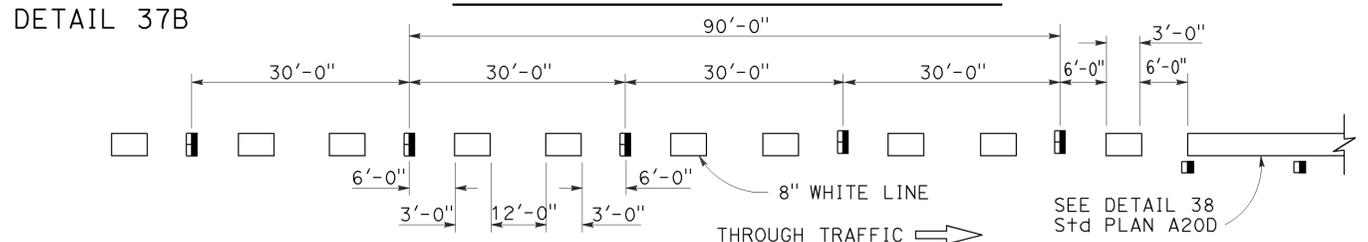
RETROREFLECTIVE FACE

LANE DROP AT EXIT RAMPS



* The solid channelizing line shown may be omitted on short auxiliary lanes where weaving length is critical.

LANE DROP AT INTERSECTIONS



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKERS AND TRAFFIC LINE TYPICAL DETAILS

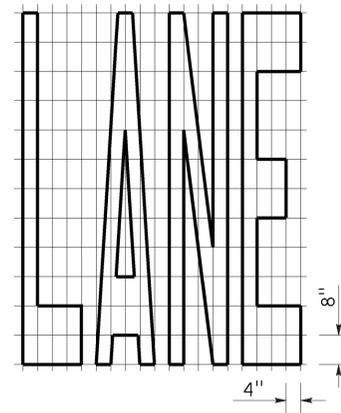
NO SCALE

RSP A20C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A20C DATED MAY 20, 2011 - PAGE 11 OF THE STANDARD PLANS BOOK DATED 2010.

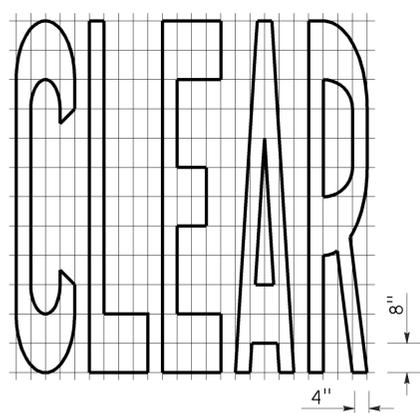
REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

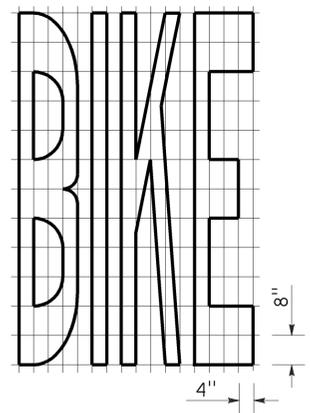
TO ACCOMPANY PLANS DATED 8-31-15



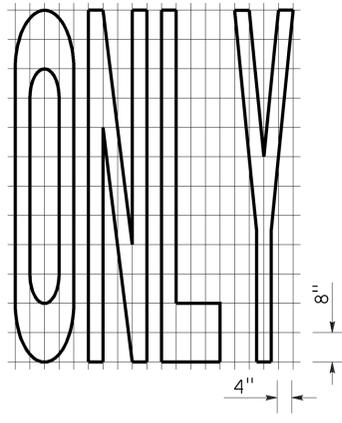
A=24 ft²



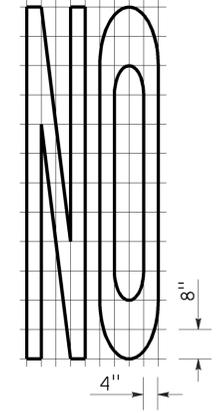
A=27 ft²



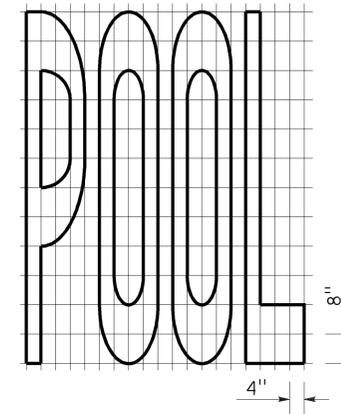
A=21 ft²



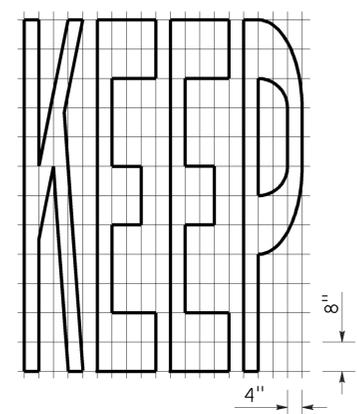
A=22 ft²



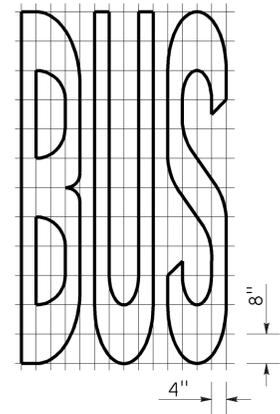
A=14 ft²



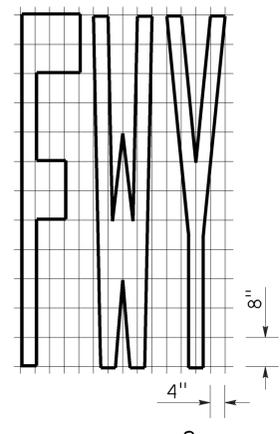
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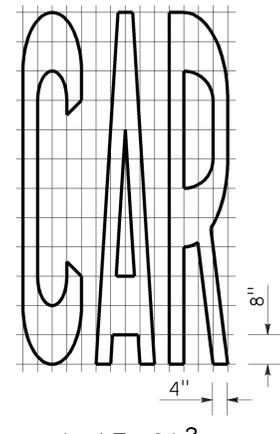
A=24 ft²



A=20 ft²

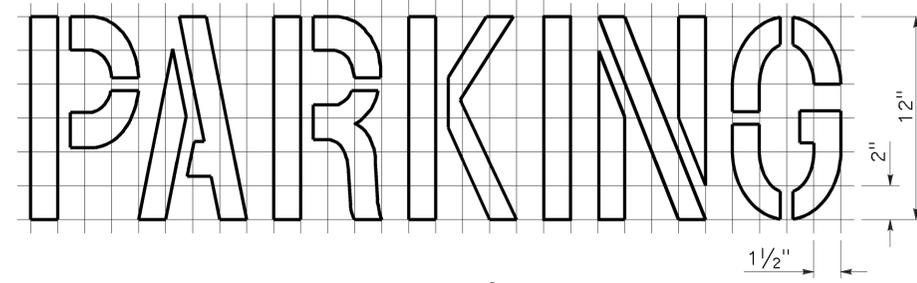
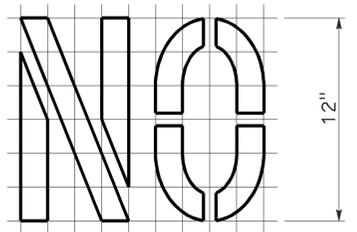


A=16 ft²

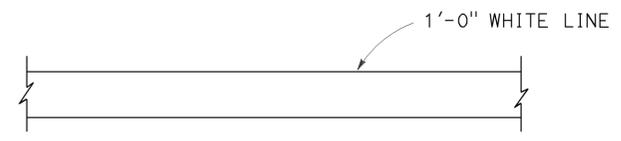


A=17 ft²

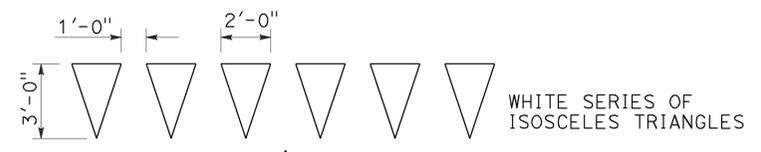
WORD MARKINGS			
ITEM	ft ²	ITEM	ft ²
LANE	24	NO	14
POOL	23	BIKE	21
CAR	17	BUS	20
CLEAR	27	ONLY	22
KEEP	24	FWY	16



A=2 ft²
See Notes 6 and 7



LIMIT LINE (STOP LINE)



↑
DIRECTION OF TRAVEL
YIELD LINE

NOTES:

1. If a message consists of more than one word, it should read "UP", i.e., the first word should be nearest the driver.
2. The space between words should be at least four times the height of the characters for low speed roads, but not more than ten times the height of the characters. The space may be reduced appropriately where there is limited space because of local conditions.
3. Minor variations in dimensions may be accepted by the Engineer.
4. Portions of a letter, number or symbol may be separated by connecting segments not to exceed 2" in width.
5. The words "NO PARKING" pavement marking is to be used for parking facilities. For typical locations of markings, see Standard Plans A90A and A90B.
6. The words "NO PARKING", shall be painted in white letters no less than 1'-0" high on a contrasting background and located so that it is visible to traffic enforcement officials.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
WORDS, LIMIT AND YIELD LINES**
NO SCALE

RSP A24E DATED JULY 20, 2012 SUPERSEDES STANDARD PLAN A24E
DATED MAY 20, 2011 - PAGE 17 OF THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP A24E

TO ACCOMPANY PLANS DATED 8-31-15

TABLE 1

TAPER LENGTH CRITERIA AND CHANNELIZING DEVICE SPACING							
SPEED (S)	MINIMUM TAPER LENGTH * FOR WIDTH OF OFFSET 12 FEET (W)				MAXIMUM CHANNELIZING DEVICE SPACING		
	TANGENT 2L	MERGING L	SHIFTING L/2	SHOULDER L/3	X	Y	Z **
					TAPER	TANGENT	CONFLICT
mph	ft	ft	ft	ft	ft	ft	ft
20	160	80	40	27	20	40	10
25	250	125	63	42	25	50	12
30	360	180	90	60	30	60	15
35	490	245	123	82	35	70	17
40	640	320	160	107	40	80	20
45	1080	540	270	180	45	90	22
50	1200	600	300	200	50	100	25
55	1320	660	330	220	55	110	27
60	1440	720	360	240	60	120	30
65	1560	780	390	260	65	130	32
70	1680	840	420	280	70	140	35

* - For other offsets, use the following merging taper length formula for L:
 For speed of 40 mph or less, $L = WS^2/60$
 For speed of 45 mph or more, $L = WS$

Where: L = Taper length in feet
 W = Width of offset in feet
 S = Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

** - Use for taper and tangent sections where there are no pavement markings or where there is a conflict between existing pavement markings and channelizers (CA).

TABLE 2

LONGITUDINAL BUFFER SPACE AND FLAGGER STATION SPACING				
SPEED *	Min D **	DOWNGRADE Min D ***		
		-3%	-6%	-9%
		ft	ft	ft
mph	ft	ft	ft	ft
20	115	116	120	126
25	155	158	165	173
30	200	205	215	227
35	250	257	271	287
40	305	315	333	354
45	360	378	400	427
50	425	446	474	507
55	495	520	553	593
60	570	598	638	686
65	645	682	728	785
70	730	771	825	891

* - Speed is posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph
 ** - Longitudinal buffer space or flagger station spacing
 *** - Use on sustained downgrade steeper than -3 percent and longer than 1 mile.

TABLE 3

ADVANCE WARNING SIGN SPACING			
ROAD TYPE	DISTANCE BETWEEN SIGNS *		
	A	B	C
	ft	ft	ft
URBAN - 25 mph OR LESS	100	100	100
URBAN - MORE THAN 25 mph TO 40 mph	250	250	250
URBAN - MORE THAN 40 mph	350	350	350
RURAL	500	500	500
EXPRESSWAY / FREEWAY	1000	1500	2640

* - The distances are approximate, are intended for guidance purposes only, and should be applied with engineering judgment. These distances should be adjusted by the Engineer for field conditions, if necessary, by increasing or decreasing the recommended distances.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM TABLES
 FOR LANE AND RAMP CLOSURES**
 NO SCALE

RSP T9 DATED JULY 19, 2013 SUPERSEDES RSP T9 DATED APRIL 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP T9

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9'	12	16

REGISTERED CIVIL ENGINEER
Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

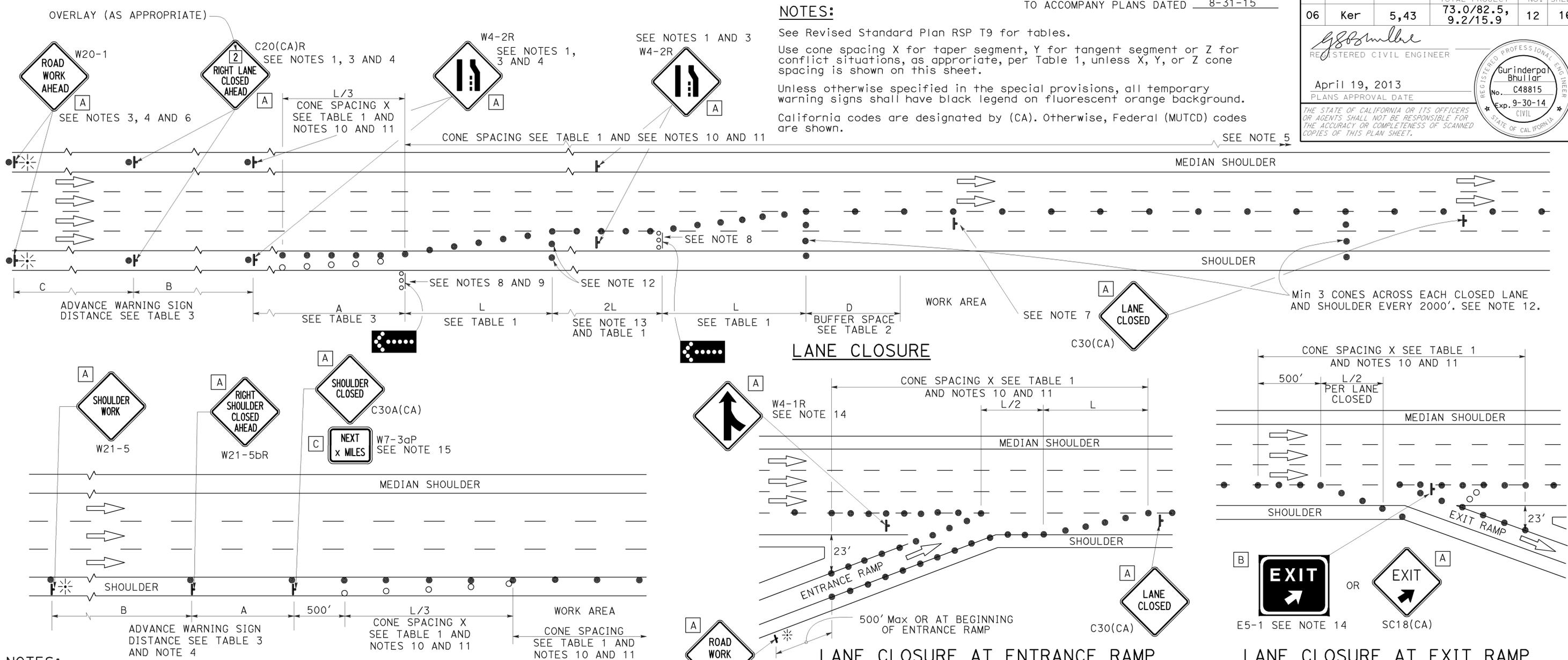
April 19, 2013
 PLANS APPROVAL DATE

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.

TO ACCOMPANY PLANS DATED 8-31-15

NOTES:

See Revised Standard Plan RSP T9 for tables.
 Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
 Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
 California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.



NOTES:

1. Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
2. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
3. Duplicate sign installations are not required:
 - a) On opposite shoulder if at least one-half of the available lanes remain open to traffic.
 - b) In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
4. Each advance warning sign on each side of the roadway shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
5. A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious or ends within a larger project's limits.

SHOULDER CLOSURE

6. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA)L and W4-2L signs shall be used.
7. Place a C30(CA) sign every 2000' throughout length of lane closure.
8. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
9. A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at top of crest vertical curve or on a horizontal curve.
10. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
11. Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.

W20-1 SEE NOTE 4

12. Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
13. Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
14. Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
15. A W7-3aP "NEXT _____ MILES" plaque must be used if the shoulder closure extends beyond the distance that can be perceived by road users.

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- † TEMPORARY TRAFFIC CONTROL SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- ⬢ FAS SUPPORT OR TRAILER
- ⚡ PORTABLE FLASHING BEACON

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 72" x 60"
- C 36" x 30"

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS

NO SCALE

RSP T10 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10 DATED MAY 20, 2011 - PAGE 237 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10

2010 REVISED STANDARD PLAN RSP T10

NOTES:

See Revised Standard Plan RSP T9 for tables.

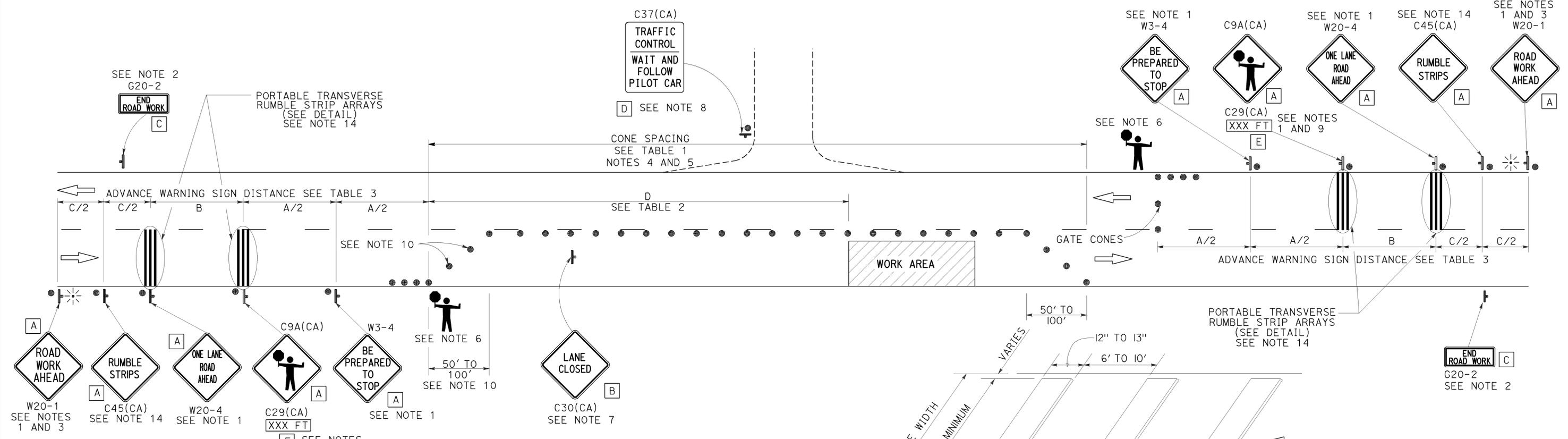
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.

California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

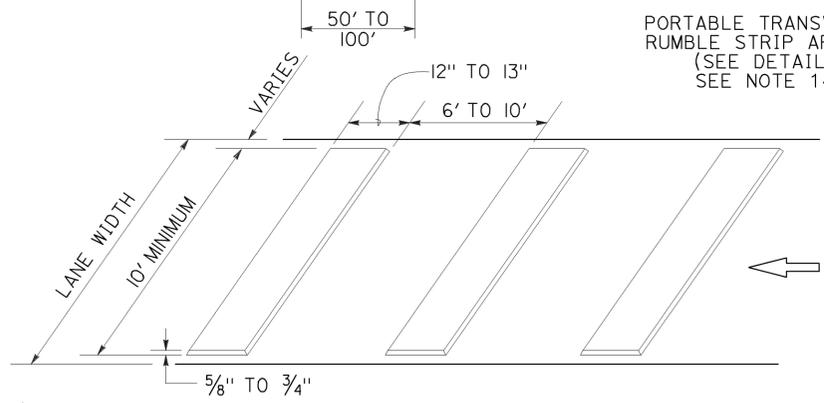
TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 8-31-15



- NOTES:**
- Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 - A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
 - If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a W20-4 sign for the first advance warning sign.
 - All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 - Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
 - Additional advance flaggers may be required. Flagger should stand in a conspicuous place, be visible to approaching traffic as well as approaching vehicles after the first vehicle has stopped. During the hours of darkness, the flagging-station and flagger shall be illuminated and clearly visible to approaching traffic. The illumination footprint of the lighting on the ground shall be at least 20' in diameter. Place a minimum of four cones at 50' intervals in advance of flagger station as shown.

- Place C30(CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work areas. They are optional if the work area is visible from the flagger station.
- When a pilot car is used, place a C37(CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign with black legend on white background at all intersections, driveways and alleys without a flagger within traffic control area. Signs shall be clean and visible at all times. Where traffic can not be effectively self-regulated, at least one flagger shall be used at each intersection within traffic control area.
- An optional C29(CA) sign may be placed below the C9A(CA) sign.
- Either traffic cones or barricades shall be placed on the taper. Barricades shall be Type I, II, or III.
- The color of the portable transverse rumble strips shall be black or orange. Use 2 arrays, each array shall consist of 3 rumble strips.
- Portable transverse rumble strips shall not be placed on sharp horizontal or vertical curves nor shall they be placed through pedestrian crossings.
- If the portable transverse rumble strips become out of alignment (skewed) by more than 6 inches, measured from one end to the other, they shall be readjusted to bring the placement back to the original location.
- Portable transverse rumble strips are not required if any one of the following conditions is satisfied:
 - Work duration occupies a location for four hours or less
 - Posted speed limit is below 45 MPH
 - Work is of emergency nature
 - Work zone is in snow or icy weather conditions



SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 30" x 30"
- C 36" x 18"
- D 36" x 42"
- E 20" x 7"

LEGEND

- TRAFFIC CONE
- ⊥ TEMPORARY TRAFFIC CONTROL SIGN
- ⚡ PORTABLE FLASHING BEACON
- 🚧 FLAGGER

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
FOR LANE CLOSURE ON
TWO LANE CONVENTIONAL
HIGHWAYS**

NO SCALE

RSP T13 DATED OCTOBER 17, 2014 SUPERSEDES RSP T13 DATED JULY 18, 2014
AND RSP T13 DATED APRIL 19, 2013 AND STANDARD PLAN T13 DATED
MAY 20, 2011 - PAGE 241 OF THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP T13

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 48" x 30"
- C 36" x 36"
- D 48" x 36"

LEGEND

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ‡ BARRICADES
- ⚡ PORTABLE FLASHING BEACON

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5,43	73.0/82.5, 9.2/15.9	14	16

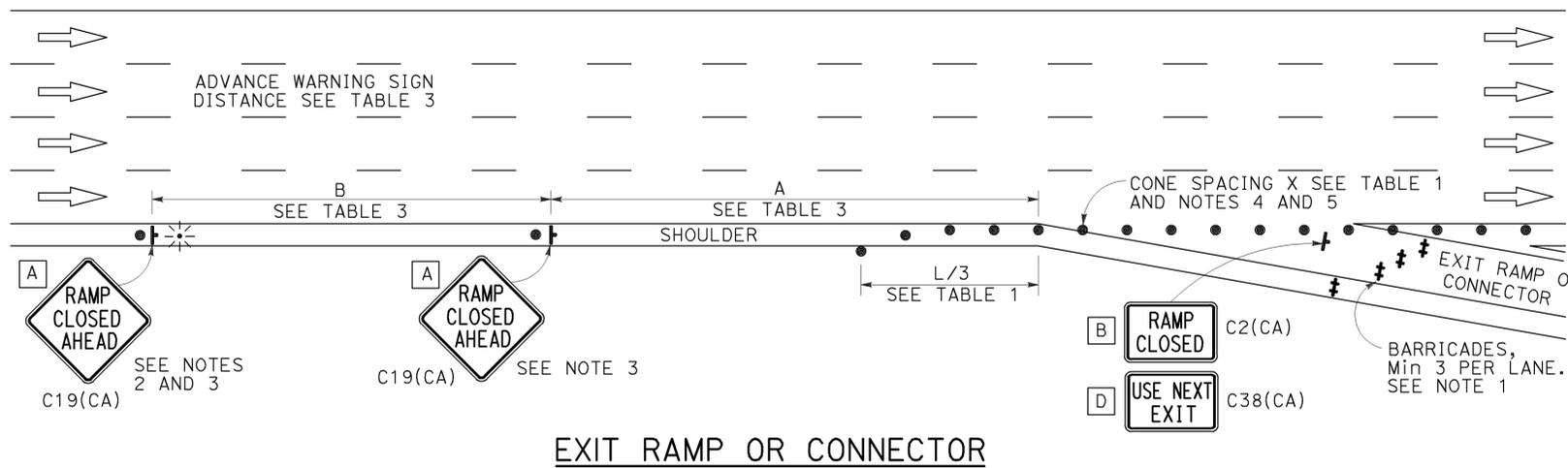
Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

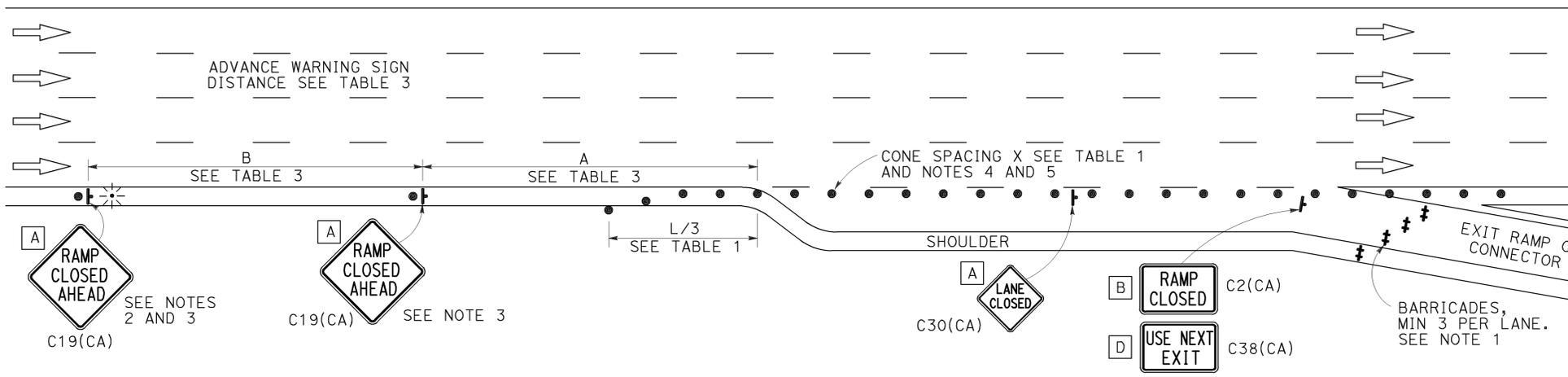
TO ACCOMPANY PLANS DATED 8-31-15

NOTES:

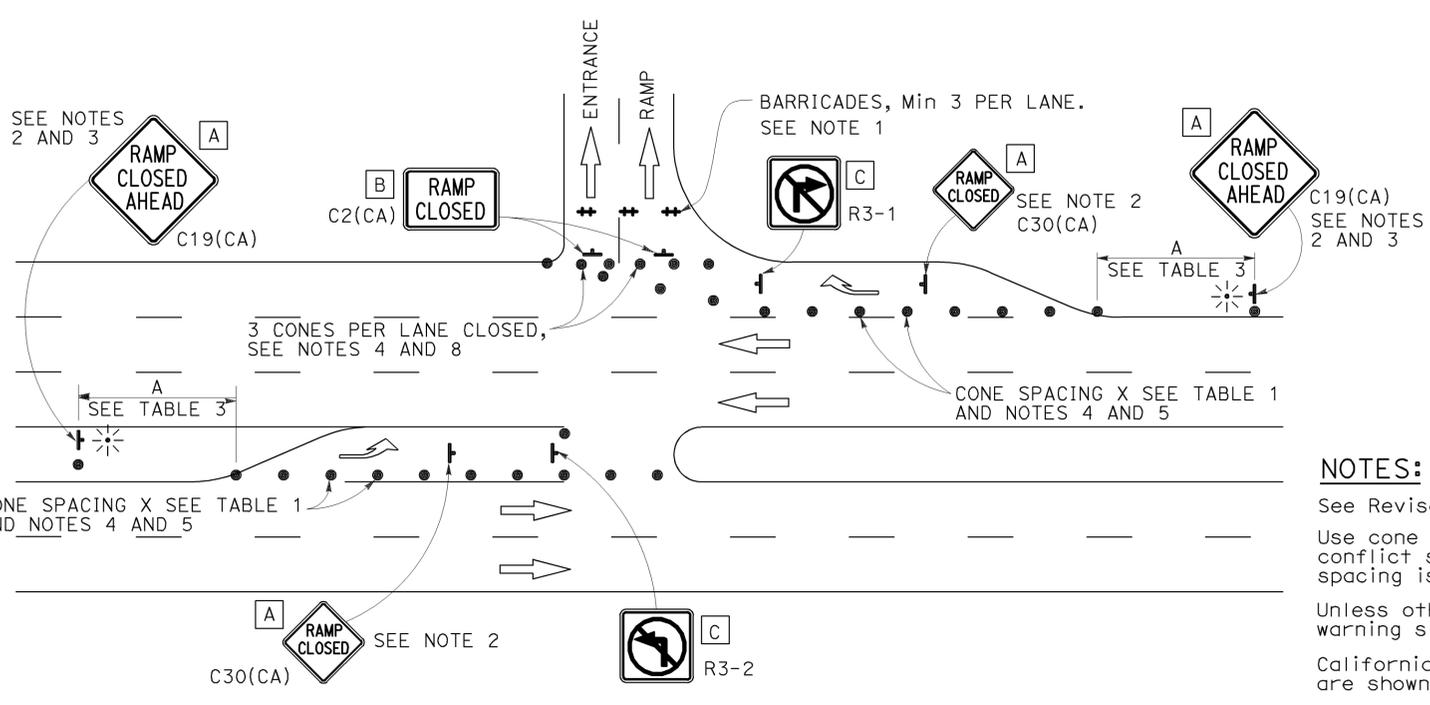
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed by the Engineer, on all guide signs that refer to the closed ramp. The letter size on the overlay shall be the same as the guide sign.
- Each advance C19(CA) "RAMP CLOSED AHEAD" sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. A flashing beacon shall be placed on top of the first C19(CA) sign during hours of darkness.
- All cones used for ramp closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime ramp closures only.
- At least one person shall be assigned to provide full time maintenance of traffic control devices, unless otherwise directed by the Engineer.
- The existing "EXIT" signs shall be covered during ramp closures.
- A minimum of 3 cones shall be placed transversely across each closed lane and shoulder.



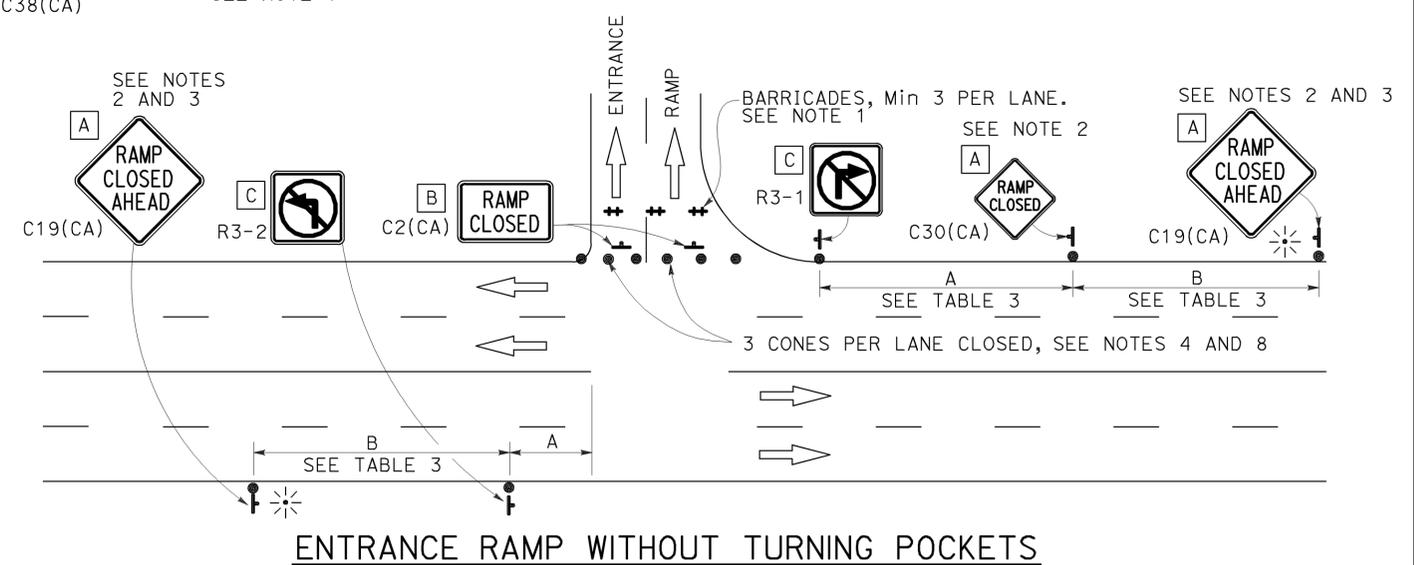
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

- See Revised Standard Plan RSP T9 for tables.
- Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
- Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
- California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

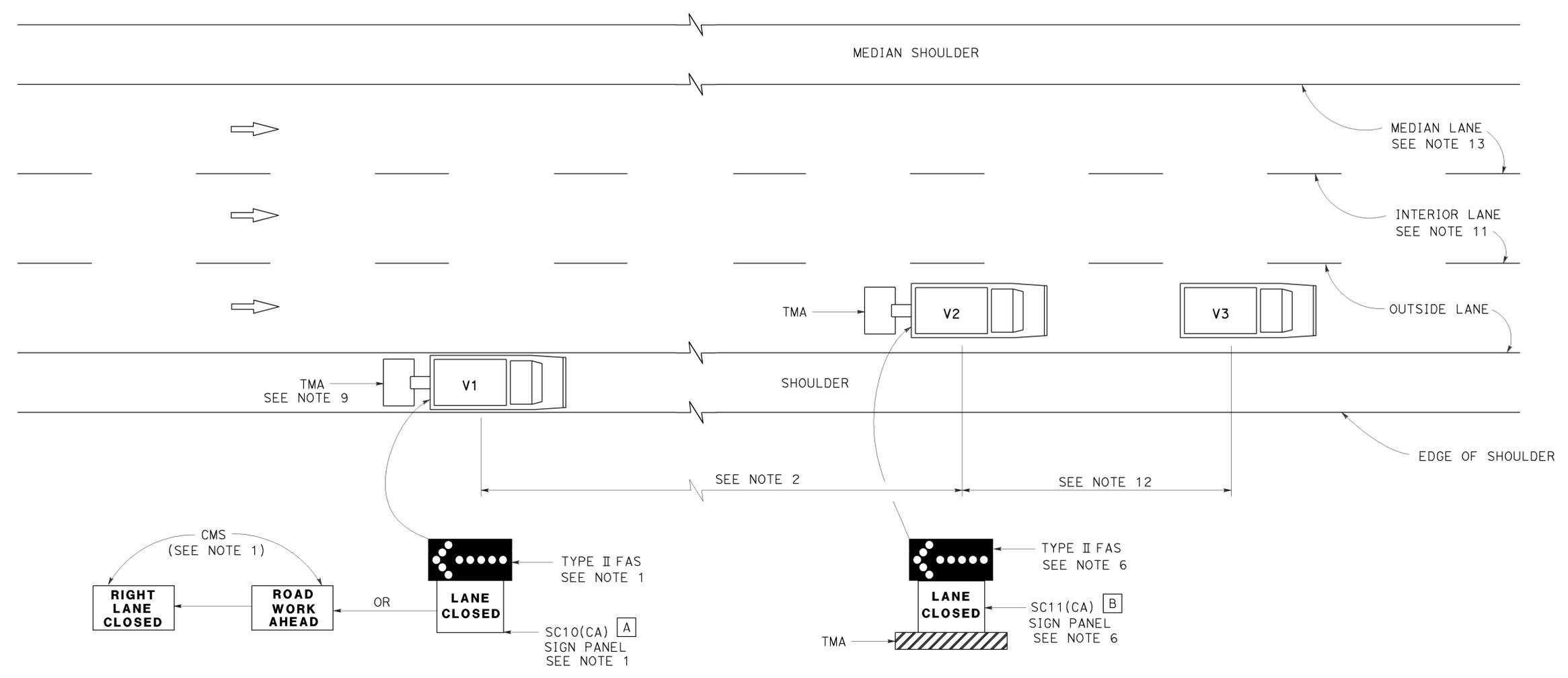
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURE**
 NO SCALE

RSP T14 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T14
 DATED MAY 20, 2011 - PAGE 242 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T14

2010 REVISED STANDARD PLAN RSP T14

TO ACCOMPANY PLANS DATED 8-31-15



SIGN PANEL SIZE (Min)

- A 66" x 36"
- B 54" x 42"

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
-  FLASHING ARROW SIGN (FAS)
- CMS CHANGEABLE MESSAGE SIGN
- TMA TRUCK-MOUNTED ATTENUATOR

**MOVING LANE CLOSURE ON MEDIAN LANE OR
OUTSIDE LANE OF MULTILANE HIGHWAYS**

NOTES:

1. Either a changeable message sign or a SC10(CA) sign panel and a Type II flashing arrow sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "RIGHT LANE CLOSED" message. For median lane closure, the flashing arrow symbol shall be reversed with the arrowhead on the right and the changeable message sign shall show "LEFT LANE CLOSED".
2. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
3. A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
4. Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
5. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
6. Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2. For median lane closure the flashing arrow sign symbol shall be displayed with the arrowhead on the right.
7. All vehicles used for lane closures shall be equipped with two-way radios, and the vehicle operators shall maintain communication during the work or application operation.
8. All vehicles shall be equipped with flashing or rotating amber lights.
9. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.
10. Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11, etc., as applicable) shall be used instead of this plan.
11. For moving lane closure on interior lane of multilane highways, use Revised Standard Plan T16.
12. The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.
13. When the work/application vehicle V3 occupies the median lane, sign vehicle V1 should drive in the median shoulder and indicate left lane closed ahead.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
FOR MOVING LANE CLOSURE
ON MULTILANE HIGHWAYS**
NO SCALE

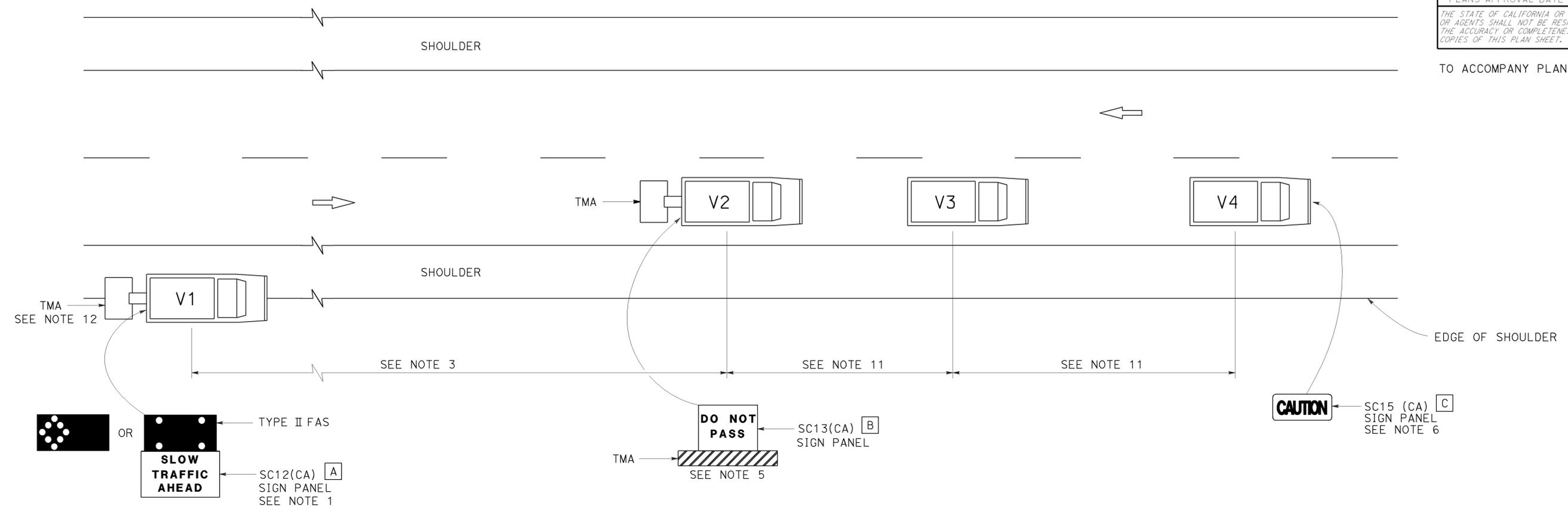
RSP T15 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T15
DATED MAY 20, 2011 - PAGE 243 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T15

2010 REVISED STANDARD PLAN RSP T15



TO ACCOMPANY PLANS DATED 8-31-15



NOTES:

1. Either a changeable message sign or a SC12(CA) "SLOW TRAFFIC AHEAD" sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "CAUTION" message first, follow by the "SLOW TRAFFIC AHEAD" message. A Type II flashing arrow sign may be used with the SC12(CA) sign panel.
2. Sign vehicle V1 should be positioned where highly visible when shoulders are not available.
3. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue.
4. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
5. Shadow vehicle shall be equipped with a truck-mounted attenuator. The sign panel shown shall be mounted on the rear of shadow vehicle V2. The message "LANE CLOSED" may be used in place of the "DO NOT PASS" message.
6. The sign panel shown shall be mounted on the front of sign vehicle V4, facing opposing traffic.
7. All vehicles shall be equipped with flashing or rotating amber lights.
8. Sign vehicle V4 will not be required when the work and vehicles V2 and V3 are 2' or more from the centerline of the highway during the work or application operations.
9. All vehicles used for lane closures shall be equipped with two-way radios and the vehicle operators shall maintain communication during the work or application operation.
10. This plan shall not be used where workers would be on foot in the work area. Use a stationary type lane closure (Revised Standard Plan T13) for this condition.
11. Minimize spacing between vehicles V2 and V3 and vehicles V3 and V4 to deter road users from driving in between them.
12. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
- V4 SIGN VEHICLE
- TMA TRUCK-MOUNTED ATTENUATOR
-  FLASHING ARROW SIGN (FAS) IN FLASHING CAUTION MODE
-  FLASHING ARROW SIGN (FAS) IN ALTERNATING DIAMOND CAUTION

SIGN PANEL SIZE (Min)

- A 72" x 42"
- B 54" x 42"
- C 54" x 24"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON TWO LANE HIGHWAYS**
 NO SCALE

RSP T17 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T17
 DATED MAY 20, 2011 - PAGE 245 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T17

2010 REVISED STANDARD PLAN RSP T17