

**DEPARTMENT OF TRANSPORTATION**

ESC/OE  
1727 30TH STREET, 2ND FLOOR  
SACRAMENTO, CA 95816



TDD (916) 654-4014

Errata #2

**TO:** All holders of the July 1992 edition of the Standard Plans Book

**FROM:** Engineering Service Center-Office of Office Engineer

**SUBJECT:** Errata

**DATE:** September 16, 1996

The attached Revised Standard Plans (RSPs), New Standard Plans (NSPs) and Revised New Standard Plan (RNSPs) dated February 15, May 29, and August 28, 1996 contain revisions and additions to the July 1992 edition of the Standard Plans Book.

Revised Standard Plans (RSPs) are to replace the comparable sheets in the July 1992 edition of the book. New Standard Plans (NSPs) are to supplement the July 1992 edition of the book. Revised New Standard Plan (RNSPs) are to replace previously issued New Standard Plan sheets. Revised New Standard Plan (RNSPs) also supplements the July 1992 edition of the book.

The revisions or additions to the attached Revised Standard Plans (RSPs), New Standard Plans (NSPs) and Revised New Standard Plan (RNSPs) are:

RSP A24A, " Pavement Markings-Arrows", revises the configuration of the Type VI Arrow (Right Lane Drop Arrow) and includes a new details for the Bike Lane Arrow.

RSP A24C, " Pavement Markings-Symbols and Numerals", revises the details for the Bike Lane Symbol and the Handicapped Parking Symbol and includes a new detail for the Bike Loop Detector Symbol.

RSP A75B, " Concrete Barrier Type 50E", is revised to increase the thickness of the expanded polystyrene which encloses the columns to 4 inches.

RSP A77D, RSP A77E, RSP A77F, RSP A77G, RSP A78C and New Standard Plan NSP A77GA, provide for the use of new Type M breakaway end anchors for new Type 1M and Type 8M flares used with metal beam guard railing. Type M breakaway anchor assemblies replace Type A breakaway cable anchor assemblies. Type 1M and Type 8M flares replace Type 1 and Type 8 flares, respectively. In addition to the revisions on RSP A77D for the use of Type M breakaway anchor assemblies, the Type 2 flare has been deleted.

RSP A87, " Curbs, Dikes and Driveways", provides a new detail for Asphalt Concrete Dike, Type F. Type F dike is used when asphalt concrete dike is placed under metal beam guard railing.

RNSP A88, "Curb Ramp Details", provides curb ramp designs which comply with the Americans With Disabilities Act requirements and which have been approved by the Division of the State Architect. The curb ramp designs shown on RNSP A88 supersedes all prior curb ramp designs including those contained in NSP A88 dated 7-01-92 and the construction detail sheets issued by P.K. Griffin's memorandum of June 15, 1994.

NSP A90, "Accessible Parking", provides accessible parking details which comply with the Americans With Disabilities Act requirements and which have been approved by the Division of the State Architect. The accessible parking details shown on NSP A90 supersedes all prior accessible parking details including those contained in the construction detail sheets issued by P.K. Griffin's memorandum of June 15, 1994.

RSP T2, "Temporary Crash Cushion-Sand Filled", revises the plan sheet by deleting temporary crash cushion array "TT".

NSP T5, "Temporary Terminal Section (Type K)", provides details for attaching temporary railing (Type K) to concrete barrier (Type 50). It eliminates the need for sand barrel energy attenuators at the end of temporary railing (Type K) when used in conjunction with safety-shaped concrete barriers.

In addition to the attached 8-1/2" x 11" copies of the above listed Revised Standard Plans (RSPs), New Standard Plan (NSPs) and Revised New Standard Plan (RNSPs), also attached is a list of new and revised standard plans issued subsequent to the publication of the July, 1992 Standard Plans Book and the latest revised Standard Plans List for use with the July, 1992 edition of the Standard Plans Book.

Details from many of the plans of the July 1992 Standard Plans Book and details from Revised Standard Plans, New Standard Plans and Revised New Standard Plans issued subsequent to the publication of the July 1992 edition of the Standard Plans Book are available for access by Caltrans personnel from the following location:  
</net/trws004/drv4/stdplans/imperial/details/>.

STD. PLAN RSP A24A

CITY	COUNTY	ROUTE	POST MILE	PROJECT NO.	DATE

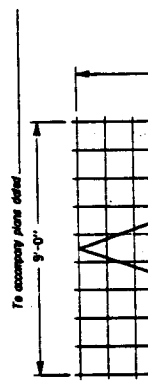
**TOTAL PROJECT MILES** \_\_\_\_\_

**REGISTERED CIVIL ENGINEER**

**Richard A. Durr**  
No. 61178  
Exp. 12-31-93  
CIVIL

**FEBRUARY 15, 1996**  
PLUS APPROVAL DATE

The State of California or its departments or agencies shall not be liable for the consequences of any reliance on the accuracy of the information contained in this plan.

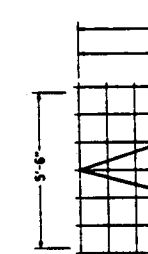


**A-33 SOFT**  
**TYPE V ARROW**

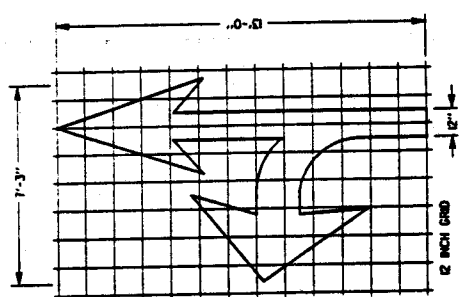
NOTE: MINOR VARIATIONS IN DIMENSIONS MAY BE ACCEPTED BY THE ENGINEER.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

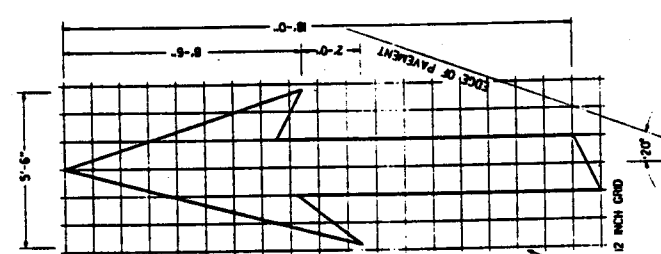
**PAVEMENT MARKINGS**  
**ARROWS**  
NO SCALE



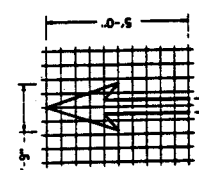
**TYPE VIII ARROW**



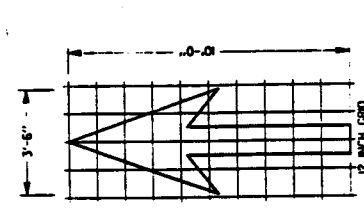
**A-27 SOFT**  
**TYPE VII (L) ARROW**  
(FOR TYPE VIII) ARROW,  
USE MIRROR IMAGE)



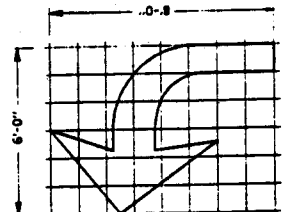
**A-42 SOFT**  
**TYPE VI ARROW**  
RIGHT LANE DROP ARROW  
(FOR LEFT LANE,  
USE MIRROR IMAGE)



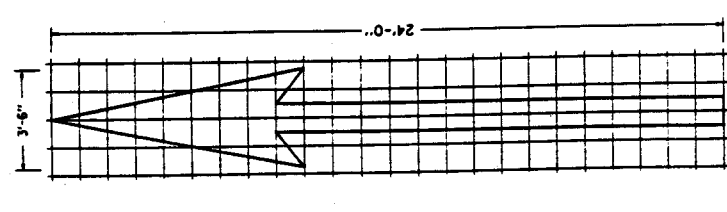
**A-27 SOFT**  
**TYPE IV (L) ARROW**  
(FOR TYPE IV(R) ARROW,  
USE MIRROR IMAGE)



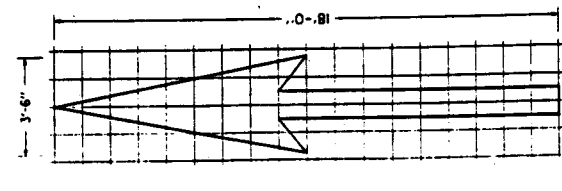
**TYPE I (110) ARROW**



**A-16 SOFT**  
**TYPE IV (L) ARROW**  
(FOR TYPE IV(R) ARROW,  
USE MIRROR IMAGE)



**TYPE I (24) ARROW**



**TYPE I (18) ARROW**

**BIKE LANE ARROW**

REVISED STANDARD PLAN RSP A24A

RSP A24A DATED FEBRUARY 5, 1996 SUCCEEDS STANDARD PLAN A24A  
DATED JULY 1, 1982-PAGE 7 OF THE STANDARD PLANS BOOK DATED JULY 1992.

STD. PLAN RSP A24C

DIST	COUNTY	ROUTE	FIRST SHEET	TOTAL SHEETS

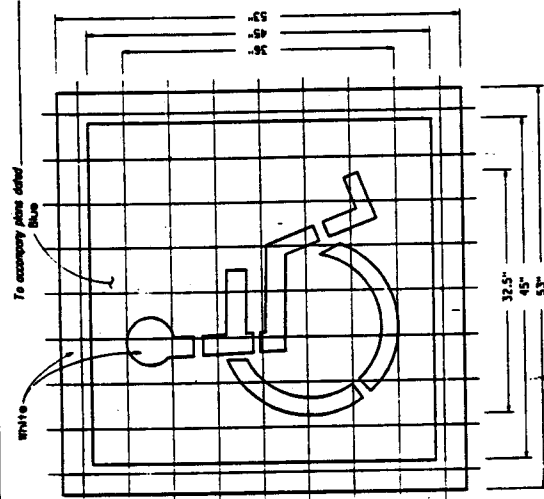
REGISTERED CIVIL ENGINEER

APPROVED FOR THE STATE OF CALIFORNIA

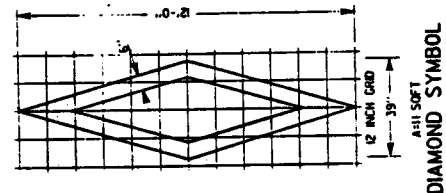
APPROVAL DATE: FEBRUARY 15, 1986

PROJECT: [Illegible]

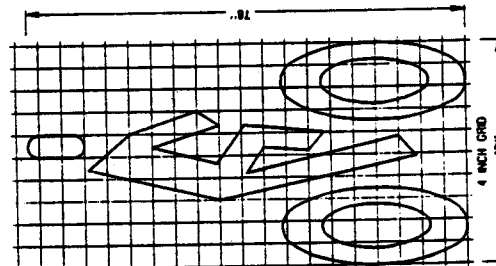
DATE: [Illegible]



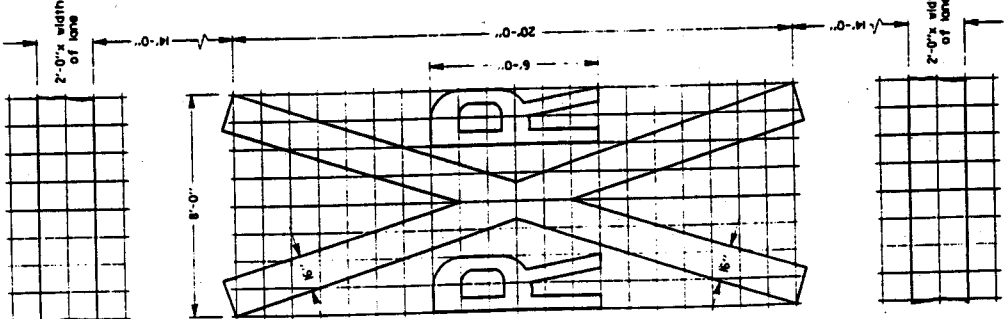
HANDICAPPED PARKING SYMBOL



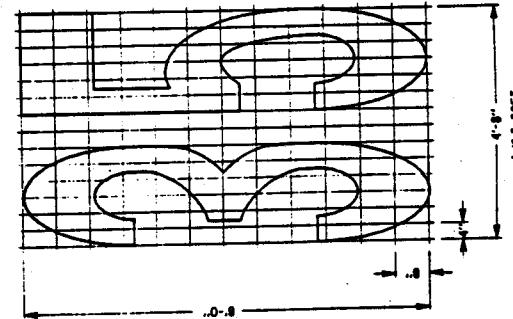
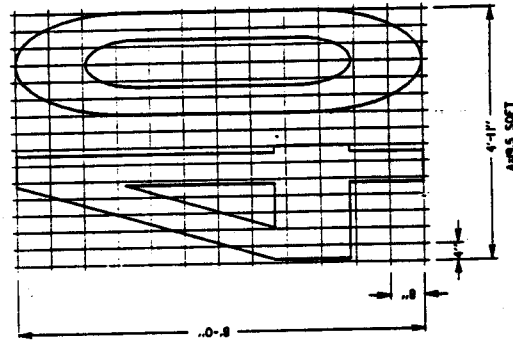
DIAMOND SYMBOL



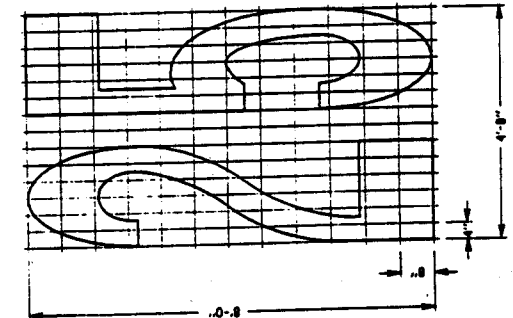
BIKE LANE SYMBOL



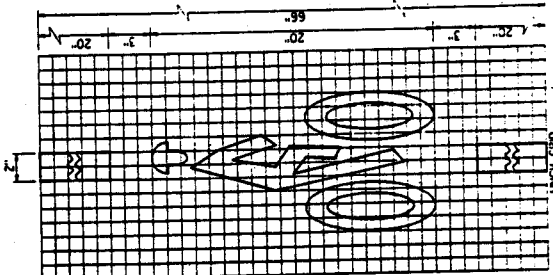
RAILROAD CROSSING SYMBOL



NUMERALS



BIKE LANE SYMBOL



BIKE LOOP DETECTOR SYMBOL

NOTE: MINOR VARIATIONS IN DIMENSIONS MAY BE ACCEPTED BY THE ENGINEER.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

PAYMENT MARKINGS SYMBOLS AND NUMERALS

NO SCALE

RP A24C DATED FEBRUARY 15, 1986 SUPERSEDES STANDARD PLAN A24C DATED JULY 1, 1982-PAGE 3 OF THE STANDARD PLANS BOOK DATED JULY 1982

REVISED STANDARD PLAN RSP A24C

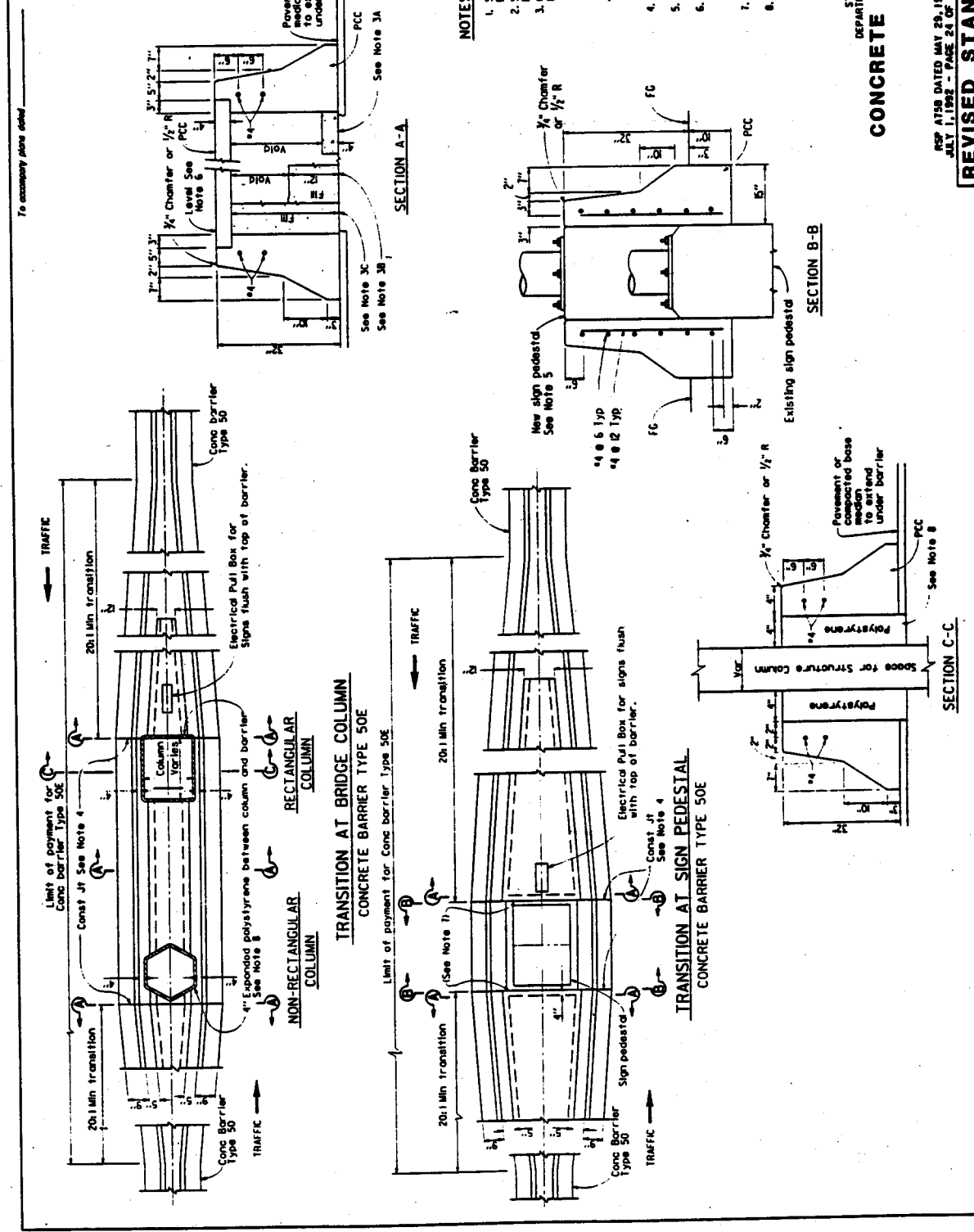
CITY	COUNTY	ROUTE	POST MILES	CHECK TOTAL
			TOTAL PROJECT	SHEET

**Donald E. Jeph**  
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE  
MAY 29, 1996

PLANS CHECKED BY  
MAY 29, 1996

THE STATE OF CALIFORNIA  
DIVISION OF HIGHWAYS  
DIVISION OF TRANSPORTATION



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**CONCRETE BARRIER TYPE 50E**  
NO SCALE

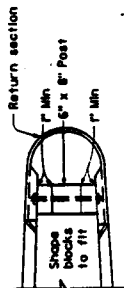
POST NO.	ROUTE	COUNTY	TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

**Donald E. Doyle**  
REGISTERED CIVIL ENGINEER

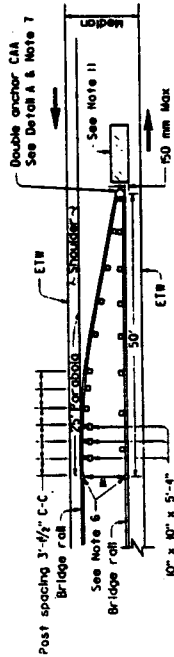
FEBRUARY 15, 1996  
PLANS APPROVAL DATE

STATE OF CALIFORNIA  
DIVISION OF HIGHWAYS  
DEPARTMENT OF TRANSPORTATION

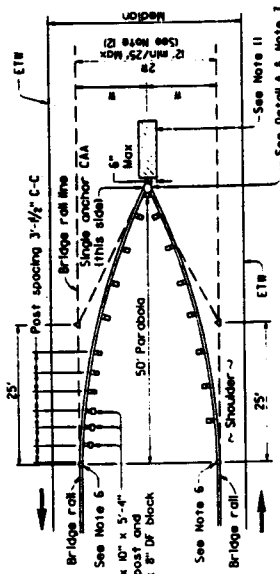
To company plans dated \_\_\_\_\_



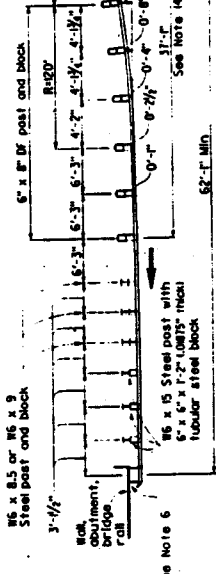
DETAIL A



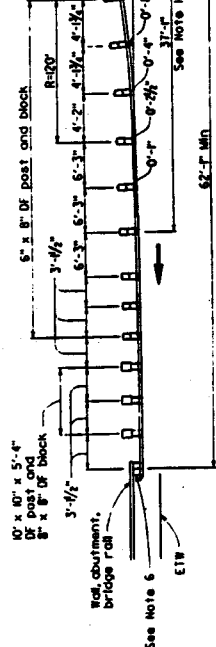
TYPE 4 FLARE  
See Note 3



TYPE 3 FLARE  
See Note 3



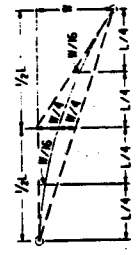
TYPE IM FLARE  
(STEEL POST INSTALLATION)  
See Notes 3 and 14



TYPE IM FLARE  
(WOOD POST INSTALLATION)  
See Notes 3 and 14

**NOTES**

1. Post, blocks and hardware to be used are shown on Standard Plans AT1B and AT1C.
2. Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
3. Except as noted, posts shown are 6" x 8" DF, W6 x 8.5 or W6 x 9 steel posts and blocks may be specified for 6" x 8" DF posts and blocks where applicable. Where 10" x 10" DF posts and 8" x 8" DF blocks are shown, W6 x 15 steel posts and tubular steel 6" x 6" x 1/2" (0.0175 inch thick) blocks may be specified where applicable.
4. Direction of traffic indicated by →
5. Top of roll to be 2" above ground line or shoulder surfacing under the roll element.
6. For connection details see Standard Plan AT1J or AT1K.
7. For end anchor details see Revised Standard Plan RSP AT1G and Standard Plan AT1L.
8. Terminal Sections not to be installed on trailing end of guard rail placed adjacent to one-way roadways.
9. The 37'-r flared portion of Type IM Flare is used at approach end of guard railing for embankment installations.
10. For embankment widening details to accommodate approach flares, see Revised Standard Plan RSP AT1F.
11. Solid FRB crash cushion, as shown on Standard Plan AB, or other crash cushion approved by the Engineer is required for Type 3 and 4 flares, when the end of the guard rail is within 30 feet of the edge of traveled way (ETW) of approaching traffic.
12. When width W exceeds 12 feet to calculate the length of parabolic flare use  $W = 12.38'$  and round to nearest 12'-6".
13. Type 2 Flare has been deleted.
14. For additional requirements for the Type IM flare installations see Revised Standard Plan RSP AT1G and the Special Provisions.



TYPICAL PARABOLIC LAYOUT

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**GUARD RAIL FLARES**  
NO SCALE

RSP AT1G DATED FEBRUARY 6, 1996 SUPersedes STANDARD PLAN AT1G DATED JULY 1984 AND RSP AT1G DATED JULY 1992 THE STANDARD PLANS BOOK DATED JULY 1992



