



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR  
 JOSEPH D. DAGGETT  
 CALCULATED-DESIGNED BY  
 CHECKED BY

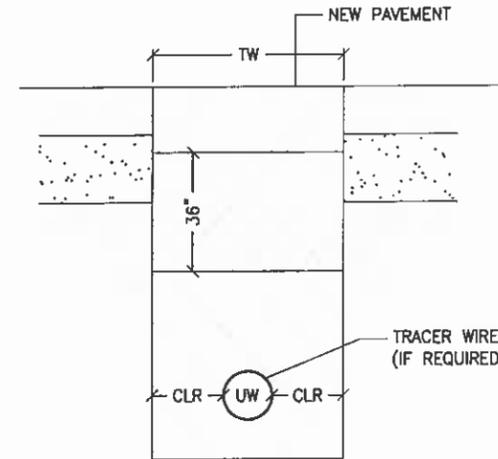
**CVIN GENERAL CONSTRUCTION NOTES:**

- ALL MATERIAL TO BE PICKED UP BY CONTRACTOR AT CVIN STORAGE YARD AT FRIANT, CA. (NO FORKLIFT IN YARD).
- MATERIAL TO BE INSPECTED BY CONTRACTOR AND CVIN REPRESENTATIVE TO ENSURE QUALITY OF MATERIALS.
- CONTRACTOR TO WALK PROJECT AND CONFIRM TRENCH LOCATIONS, BORE LOCATIONS AND HANDHOLE/MANHOLE LOCATION PRIOR TO THE START OF CONSTRUCTION. CONFIRM ANY PROPOSED CHANGES IN WRITING WITH CVIN REPRESENTATIVE.
- CONTRACTOR TO INSTALL PER CVIN SPECIFICATIONS AND DETAILS ATTACHED.
- CVIN REPRESENTATIVE TO BE PRESENT TO INSPECT WORK PERFORMED FOR CVIN AT CALTRANS AND RAILROAD CROSSINGS.
- UPON COMPLETION OF CONSTRUCTION, CONTRACTOR TO CLEAN AND PROOF ALL DUCTS TO ENSURE PROPER INSTALLATION.
- CONTRACTOR TO PLUG ALL CONDUITS PLACED USING SUPPLIED CONDUIT PLUGS.
- CONTRACTOR SHALL SUPPLY AND INSTALL (1) 16AWG SOLID COPPER TRACER WIRE (RED INSULATION) WITH 1.25" CONDUIT (IF NOT INCLUDED WITH FUTURE PATH CONDUIT). SPLICE AS REQUIRED WITH GEL-FILLED WIRE NUTS TO ASSURE CONTINUITY.
- CONTRACTOR SHALL SUPPLY AND INSTALL MULE TAPE IN 1.25" HDPE DUCT CONTINUOUS FROM FROM BEGINNING TO END. PROVIDE 30' SLACK AT BEGINNING AND END HANDHOLES.
- CONTRACTOR SHALL PROVIDE COMPLETE AS-BUILT PLANS TO IDENTIFY RUNNING LINE LOCATION. PROVIDE GPS COORDINATES IN NAD-83 FORMAT, WITH SUB-METER ACCURACY (N000.00000000, W000.00000000) FOR ALL CONDUIT SPLICE POINTS, HANDHOLES, CHANGES IN DIRECTION AND ROAD CROSSING LOCATIONS, PER CVIN SPECIFICATIONS.
- CONTRACTOR SHALL PROVIDE CERTIFICATION LETTER STATING THAT ALL CONDUITS AND HANDHOLES HAVE BEEN INSTALLED, CLEANED AND TESTED PER CVIN SPECIFICATIONS.
- CONTRACTOR SHALL PROVIDE CERTIFICATION LETTER STATING THAT TRACER WIRE HAS BEEN INSTALLED PER CVIN SPECIFICATIONS AND TESTED TO CONFIRM CONTINUITY FROM BEGINNING TO END.
- ALL WORK WITHIN THE STATE RIGHT OF WAY SHALL CONFORM TO CALTRANS 2015 STANDARD PLANS AND SPECIFICATION.
- SIGNING AND STRIPING SHALL CONFORM TO THE 2012 CALIFORNIA MUTCD, STANDARD PLANS AND SPECIFICATION.
- ALL SIGNS SHALL BE REFLECTORIZED.
- CONTRACTOR SHALL HAVE ALL SIGNS, DELINEATORS, BARRICADES, ETC., PROPERLY INSTALLED PRIOR TO COMMENCING CONSTRUCTION.
- NO EQUIPMENT OR MATERIALS SHALL BE STORED ON THE ROAD SURFACE DURING NON-WORKING PERIODS UNLESS IT IS ALLOWED BY A CALTRANS ENGINEER IN WRITING.
- NO EQUIPMENT OR MATERIALS SHALL BE STORED ON THE SIDEWALK AT ANY TIME
- EXCAVATION MATERIALS SHALL BE STORED AWAY FROM PAVED ROADWAY WHENEVER POSSIBLE. ALL SPILLED MATERIAL IS ABANDON IN PLACE TO AVOID SLIPPERY CONDITIONS.
- EXISTING SIGNS, DELINEATORS, GUARDRAILS, MARKERS, TREES, SHRUBS, FENCES, WALKS, STEPS, ETC. THAT ARE DISTURBED BY THIS CONSTRUCTION SHALL BE PLACED OR RESTORED TO THEIR ORIGINAL CONDITION OR TO THE SATISFACTION OF THE ADJACENT PROPERTY OWNERS AND THE CALTRANS ENGINEER.
- PERMITTEE SHALL SECURE A STREET OPENING PERMIT FROM CALTRANS PRIOR TO COMMENCEMENT OF WORK. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE DONE UNDER A SINGLE STREET OPENING PERMIT.
- SLURRY SEAL SHALL BE REQUIRED ON ALL NEW PAVEMENT FOR TRENCHES AND SHALL EXCEED TWELVE INCHES BEYOND THE LIMIT OF PAVEMENT RECONSTRUCTION UNLESS IT IS NOT REQUIRED BY CALTRANS ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPLACE ALL STREET MONUMENTS, LOT CORNER PIPES, AND GRADE STAKES DISTURBED DURING THE PROCESS OF CONSTRUCTION AT THE REGULAR ENGINEER'S FEE.
- CONTRACTORS SHALL PROVIDE ADEQUATE DUST CONTROL AND KEEP MUD AND DEBRIS OFF THE PUBLIC RIGHT OF WAY AT ALL TIMES.
- ALL SIDEWALK, CURB AND GUTTER SHALL BE REMOVED AND REPLACED TO THE NEAREST SCORE MARK OR AS DIRECTED BY THE CALTRANS ENGINEER. INSTALLATION OF NEW SIDEWALK, CURB AND GUTTER AGAINST EXISTING IMPROVEMENTS MAY REQUIRE A SIDEWALK CONTACT JOINT (DOWELS REQUIRED) IF DIRECTED BY CALTRANS ENGINEER.
- ALL TRENCHES AND EXCAVATIONS SHALL BE CONSTRUCTED IN STRICT COMPLIANCE WITH THE APPLICABLE SECTIONS OF CALIFORNIA AND FEDERAL O.S.H.A. REQUIREMENTS AND OTHER APPLICABLE SAFETY ORDINANCES. CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR TRENCH SHORING DESIGN AND INSTALLATION.

- ALL TEMPORARY TRAFFIC CONTROL DEVICES AND WARNING SIGNS SHALL BE INSTALLED PURSUANT TO THE LATEST EDITIONS OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, SIGN SPECIFICATION SHEETS, AND THE 2012 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- 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"x16" IN SIZE AND SHALL BE ORANGE OR FLUORESCENT RED-ORANGE IN COLOR.
- FLASHING BEACONS SHALL BE PLACED AT LOCATIONS INDICATED FOR LANE CLOSURE DURING HOURS OF DARKNESS.
- 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.
- FLAGGER SHOULD STAND IN A CONSPICUOUS PLACE, BE VISIBLE TO APPROACHING TRAFFIC AS WELL AS APPROACHING VEHICLES AFTER THE FIRST VEHICLES HAVE 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.
- SIGNS THAT WILL BE IN PLACE FOR MORE THAN 5 (FIVE) CALENDAR DAYS SHALL BE INSTALLED ON METAL OR WOOD POSTS.

**GENERAL NOTES:**

- THE LOCATIONS OF EXISTING UTILITIES, RIGHTS-OF-WAY AND EASEMENTS SHOWN ON THESE PLANS ARE BASED ON AVAILABLE RECORDS AND ARE APPROXIMATE IN NATURE. WHERE CONFLICTS EXIST WITHIN THE RECORDS OR BETWEEN THE RECORDS AND THE FIELD OBSERVATIONS, THE ENGINEER OF WORK ASSUMES NO RESPONSIBILITY FOR THE CORRECTNESS OF THAT INFORMATION AS DEPICTED.
- PRIOR TO COMMENCING IMPROVEMENT OPERATIONS, THE CONTRACTOR SHALL VERIFY THE LOCATION, BOTH HORIZONTALLY AND VERTICALLY, OF ALL EXISTING FACILITIES AFFECTED BY THE PROPOSED WORK, WHETHER OR NOT THOSE FACILITIES ARE DEPICTED CORRECTLY ON THE PLANS.
- IF EXISTING FACILITIES VARY SIGNIFICANTLY IN LOCATION OR DEPTH FROM THESE PLANS, THE ENGINEER OF WORK SHOULD BE NOTIFIED TO MAKE ANY DESIGN CHANGES REQUIRED.
- THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR COMPLIANCE WITH THE PROVISIONS OF THE STATE OF CALIFORNIA SAFETY ORDERS.
- THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS RESPONSIBILITY SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND ENGINEER OF WORK HARMLESS.
- THE BORE UNITS INDICATED ON THE PLANS ARE THE ENGINEER'S BEST ESTIMATE OF LOCATION AND LENGTH AS REQUIRED TO MEET JURISDICTIONAL REQUIREMENTS AND/OR TO AVOID SURFACE OR OTHER DAMAGE THAT MAY BE ASSOCIATED WITH TRADITIONAL TRENCHING OR FLOWING METHODS. INSPECTOR & CONTRACTOR SHALL REVIEW ALL FIELD CONDITIONS PRIOR TO CONSTRUCTION AND VERIFY THAT THE INDICATED BORE UNITS ARE ACCURATELY IDENTIFIED, APPROPRIATELY LOCATED AND ACTUALLY REQUIRED (NOTIFY ENGINEER AND/OR OWNER OF ANY DISCREPANCIES). IF A BORE UNIT CAN BE ELIMINATED, WITH THE APPROVAL OF THE PERMITTING AUTHORITY AND WITH AN ASSOCIATED NET COST SAVINGS, THEN THE BORE UNIT SHALL BE ELIMINATED. ALSO, NOTIFY ENGINEER AND/OR OWNER OF ADDITIONAL BORES THAT ARE REQUIRED, BUT ARE NOT INDICATED ON THE PLANS.
- THE HANDHOLE/VAULT UNITS (UHF) INDICATED ON THE PLANS ARE THE ENGINEERS BEST ESTIMATE OF LOCATION FOR PLACING THE UNIT AS REQUIRED TO MEET CVIN, JURISDICTIONAL, AND/OR SAFETY REQUIREMENTS AND TO PROVIDE AN APPROPRIATE LOCATION THAT WILL ALLOW FOR PARKING, EASE OF ACCESS AND ADEQUATE SPACE TO PERFORM INSTALLATION AND MAINTENANCE WORK. IN HIGHWAY LOCATIONS WHERE THE CONDUIT RUNNING LINE IS INDICATED TO BE IN THE ROAD SHOULDER NEAR THE EDGE OF ASPHALT, THE HANDHOLES SHALL BE PLACED AT LEAST 20 FEET AWAY FROM THE FOG LINE (BEYOND THE CLEAR RECOVERY ZONE), IN A SAFE LOCATION AWAY FROM BIOLOGICAL OR CULTURAL AVOIDANCE AREAS. CONDUIT SHALL ENTER AND EXIT THE HANDHOLE USING SEPARATE TRENCHES AT 45-DEGREES TO THE ROADWAY TO MAINTAIN ROUTE DIVERSITY. INSPECTOR AND CONTRACTOR SHALL REVIEW ALL FIELD CONDITIONS PRIOR TO CONSTRUCTION AND VERIFY THAT ALL INDICATED UHF UNITS ARE APPROPRIATELY LOCATED. FINAL POSITION OF UHF MAY BE RELOCATED IF A MORE APPROPRIATE POSITION CAN BE IDENTIFIED NEARBY. CALTRANS DISTRICT PERMIT ENGINEER OR THEIR DESIGNEE MUST REVIEW AND APPROVE ALL ADJUSTMENTS PRIOR TO INSTALLATION. (NOTIFY ENGINEER AND/OR OWNER OF ANY DISCREPANCIES AND ADJUSTMENTS). ALSO, NOTIFY ENGINEER AND/OR OWNER OF ADDITIONAL UHF UNITS THAT MAY BE REQUIRED, BUT ARE NOT INDICATED ON THE PLANS.
- NO STOCK PILING WILL BE ALLOWED WITHIN STATE RIGHT OF WAY.



- NEW PAVEMENT (NEW HMA PAVEMENT) MATCH EXISTING + 1" (MAX 7')
- EXISTING PAVEMENT (EXISTING HMA PAVEMENT)
- EXISTING BASE
- EXISTING SUBGRADE
- NEW PAVEMENT BASE
- NEW SUBGRADE

**NOTES:**

UW - WIDTH OF UTILITY OR CULVERT  
 HMA - HOT MIX ASPHALT  
 CLR - CLEARANCE BETWEEN PRODUCT AND TRENCH WALL  
 TW - TRENCH MIDTH

**EXISTING STREET TRENCH SECTIONS FOR CONDUITS**

- STRUCTURE BACKFILL SHALL CONFORM TO SECTION 19-3.02C OF THE STANDARD SPECIFICATIONS
- SLURRY CEMENT BACKFILL SHALL CONFORM TO SECTION 19-3.02E OF THE STANDARD SPECIFICATIONS
- HMA SHALL CONFORM TO SECTION 26 OF THE STANDARD SPECIFICATIONS
- ALL METHODS OF COMPACTION SHALL BE BY MECHANICAL MEANS. PONDING, JETTING OR FLOODING SHALL NOT BE ALLOWED.
- AGGREGATE BASE SHALL CONFORM TO SECTION 26 OF THE STANDARD SPECIFICATIONS
- WHEN CLSM IS UTILIZED THE MIX DESIGN AND TEST RESULTS SHALL BE SUBMITTED TO THE STATE'S REPRESENTATIVE.
- ALL WORK SHALL BE AS AUTHORIZED BY THE APPROVED ENCROACHMENT PERMIT PLANS, AND/OR AS DIRECTED BY THE STATE'S REPRESENTATIVE.
- WHEN THE UW IS LESS THAN OR EQUAL TO 6-INCHES THEN THE MINIMUM CLR SHALL BE 6-INCHES.
- COLD PLANING AND RE-SURFACING OVERLAY SHALL BE PARALLEL TO THE ROADWAY AND TO THE NEAREST LANE LINE FOR THE ENTIRE LENGTH OF THE TRENCHES/DISTURBED AREAS, AND/OR AS DIRECTED BY THE STATE'S REPRESENTATIVE
- WHEN COLD PLANING IS REQUIRED, THE MINIMUM SHALL BE 0.10 FEET OR AS DIRECTED BY THE STATE'S REPRESENTATIVE TO ACCOMMODATE FIELD CONDITIONS.
- COLD PLANING MAY BE REQUIRED AT THE DIRECTION OF THE STATE'S REPRESENTATIVE TO ACCOMMODATE THE PLACEMENT OF STEEL PLATES.
- WHEN TRENCH PLACEMENT IS WITHIN 4 FEET OF CURB AND GUTTER, ADDITIONAL COLD PLANING MAY BE REQUIRED AT THE DISCRETION OF THE STATE'S REPRESENTATIVE.
- ANY PAVEMENT MARKINGS AND/OR STRIPING REMOVED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AS DIRECTED BY THE STATE'S REPRESENTATIVE.
- A TRACER WIRE SHALL BE PLACED ON TOP OF THE FACILITY, WHEN REQUIRED BY THE STATE'S REPRESENTATIVE.
- OTHER TRENCH RELATED DETAILS ARE SHOWN IN FIGURE 6.1, CHAPTER 6 OF THE ENCROACHMENT PERMITS MANUAL.
- A PAINT BINDER (TACK COAT) OF ASPHALTIC EMULSION CONFORMING TO SECTION 94-1.02, PRIME COAT AND PAINT BINDER (TACK COAT) SHALL BE FURNISHED AND APPLIED.
- NEW PAVEMENT BASE SHALL CONSIST OF EITHER CLASS II AGGREGATE BASE, 2-SACK SLURRY CEMENT, OR CLSM. WHEN THE TRENCH WIDTH IS LESS THAN 24-INCHES, CLASS II AGGREGATE BASE IS NOT RECOMMENDED FOR BACKFILL.
- NEW SUBGRADE SHALL CONSIST OF EITHER CLASS II AGGREGATE BASE, 2-SACK SLURRY CEMENT, OR CLSM. WHEN THE TRENCH WIDTH IS LESS THAN 24-INCHES, CLASS II AGGREGATE BASE IS NOT RECOMMENDED FOR BACKFILL.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49	23.6/24.5	189	202

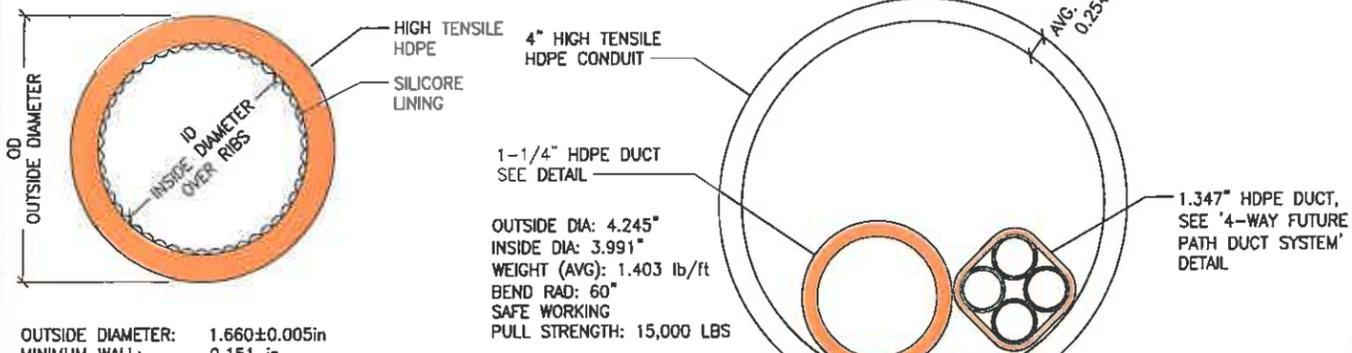
REGISTERED CIVIL ENGINEER: *J.D.*  
 DATE: 7/16/16  
 5/9/16  
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER  
 JOSEPH D. DAGGETT  
 No. 71,873  
 Civil  
 STATE OF CALIFORNIA

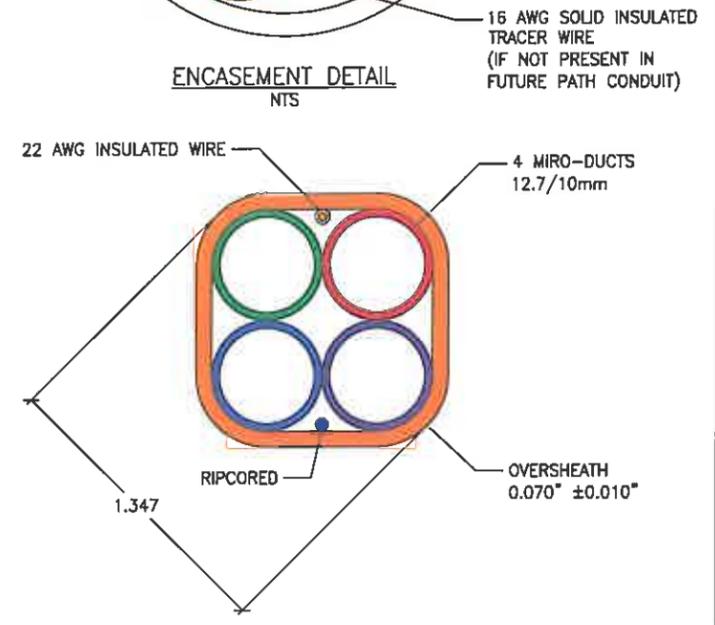
GATEWAY ENGINEERING INC.  
 5811 E. PRINCETON AVE.  
 FRESNO, CA, 93727  
 (559)320-0344

CVIN: 9479 N. FORT WASHINGTON RD.  
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 LAST REVISION 2/22/16



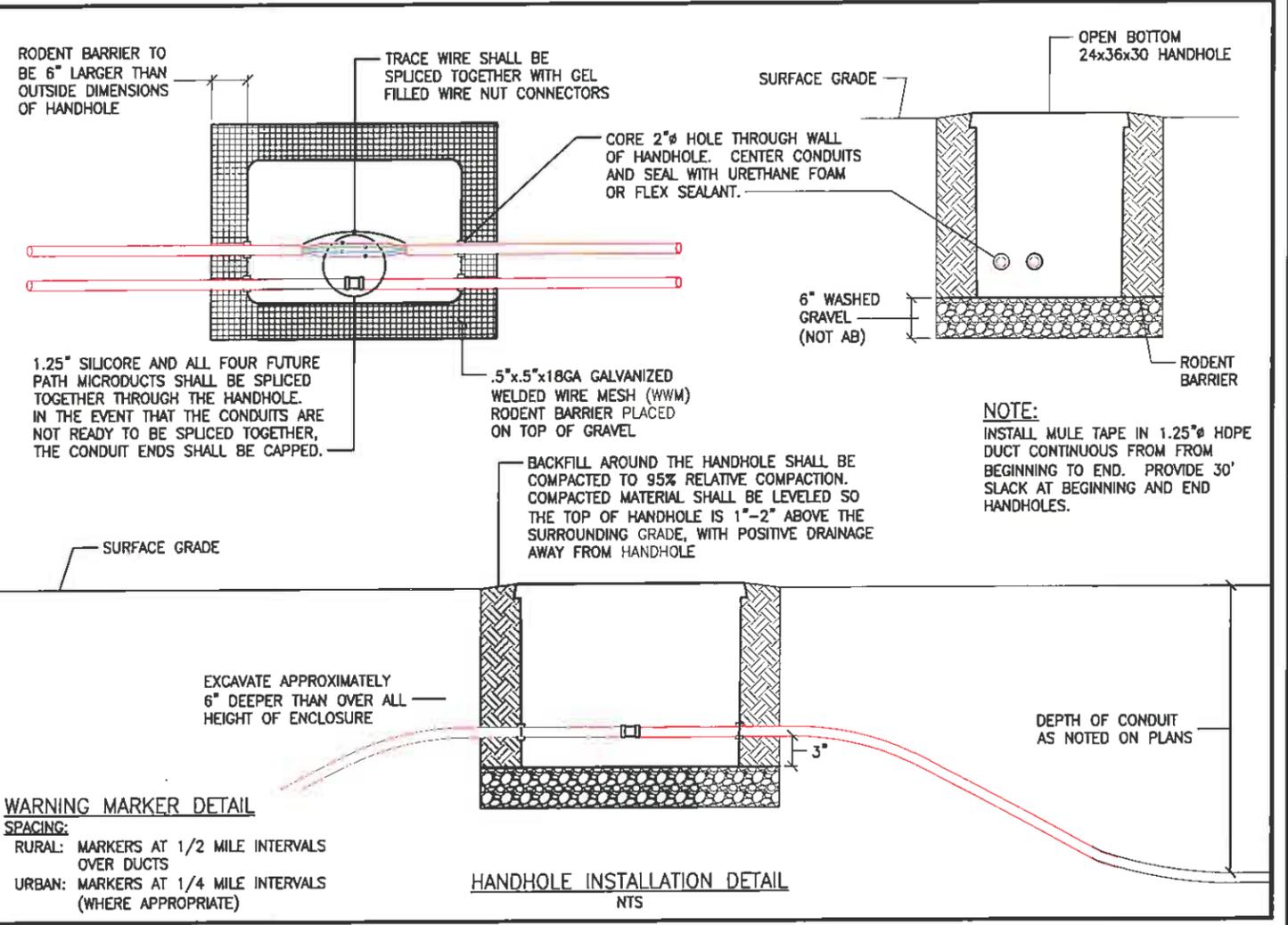
OUTSIDE DIAMETER: 1.660±0.005in  
 MINIMUM WALL: 0.151 in  
 MAXIMUM WALL: 0.171 in  
 INSIDE DIAMETER: 1.283 in (min.)  
 SAFE WORKING PULL STRENGTH: 1,989 lbs  
 WEIGHT: 0.319 lb/ft (avg.)  
 BEND RADIUS: 17 in  
 OVALITY: <5%  
 BRITTLENESS TEMP.: -75° C  
 \* WALLS ARE ASTM SPECIFICATIONS. OTHER DATA MODIFIED TO INCLUDE RIBS.



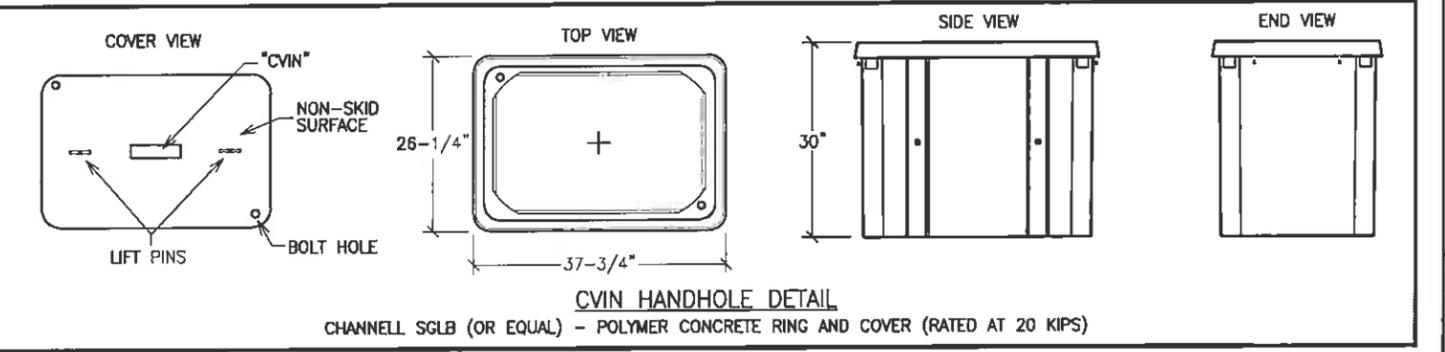
**MATERIALS:**  
 1.1 PERMA-GUARD CONDUIT SHALL BE MADE FROM HIGH-DENSITY POLYETHYLENE (HDPE). THE HDPE SHALL MEET OR EXCEED THE PROPERTIES LISTED IN ASTM D-3350 FOR MINIMUM CELL CLASSIFICATION OF 335480 C (MINIMUM 2% CARBON BLACK) OR E (COLOR WITH UV STABILIZER). PROPERTIES ARE LISTED BELOW IN TABLE 1.1

TABLE 1-1 Material Requirements			
Cell	Properties	Requirements	Test Method
3	Density	>0.940-0.947	ASTM D 792 or 1505
3	Melt Flow Index (190/2.160)	<0.4-0.15g/10 minutes max	ASTM D 1238
5	Flexural Modulus	110,000 to 160,000 psi	ASTM D 790
4	Tensile Strength at Yield	3000-<3500 psi	ASTM D 638
8	Environmental Stress Crack Resistance	Condition B, F Max, 10% Igepal, 96hrs, minimum	ASTM D 1693
0	Hydrostatic Design Basis	Not Pressure Rated	ASTM D 2837
--	Brittleness Temperature	-75° C	ASTM D 746
--	Elongation	400% minimum	ASTM D 638
C	Class C	Minimum 2% Carbon Black	ASTM D 3350
E	Class E	Colored with UV Stabilizer	ASTM D 3350

CONDUIT DATA



**WARNING MARKER DETAIL SPACING:**  
 RURAL: MARKERS AT 1/2 MILE INTERVALS OVER DUCTS  
 URBAN: MARKERS AT 1/4 MILE INTERVALS (WHERE APPROPRIATE)



**NOTES:**

- THE RHINO HYBRID 3-RAIL SPECIALLY DESIGNED REINFORCING FIBERS ARE BLENDED WITH UV STABLE PLASTIC TO CREATE A FLAT POST WITH THE BRIGHT COLOR OF PLASTIC AND THE IMPACT RESISTANCE OF THE COMBINED FIBERGLASS AND PLASTIC. IT'S DESIGN ALLOWS THE POST TO BEND OVER WHEN HIT, THEN SNAP BACK INTO IT'S NORMAL UPRIGHT POSITION.
- CONTRACTOR IS RESPONSIBLE FOR POSTING OF THESE RHINO FIBER 3-RAIL WARNING SIGNS PER MANUFACTURER'S INSTALLATION STANDARDS, EVERY ±2640 FEET (1/2-MILE) IN RURAL AREAS AND IN THE URBAN AREAS EVERY ±1320 FEET (1/4-MILE), AND AT EVERY HANDHOLE AND ANY CONDUIT SPLICE LOCATED BETWEEN HANDHOLES (EXCEPT IN SIDEWALKS OR OTHER IMPRACTICAL URBAN AREAS), TO ENSURE THE FIBER AND STRUCTURE CAN BE LOCATED AND IS NOT DAMAGED IN THE FUTURE.
- WARNING SIGNS AND DECALS SHALL BE SUPPLIED BY OWNER. CONTRACTOR SHALL NOTIFY OWNER OF ALL MID PAN CONDUIT SPLICES AS THAT QUANTITY IS NOT ACCOUNTED FOR IN THE BID UNIT QUANTITY SUMMARY.

WARNING SIGN - RHINO 3 RAIL FIBER OPTIC CABLE MARKER NTS

REVISIONS: REVISED BY DATE REVISED  
 CALCULATED-DRAWN BY CHECKED BY  
 CONSULTANT SUPERVISOR: JOSEPH D. DAGGETT  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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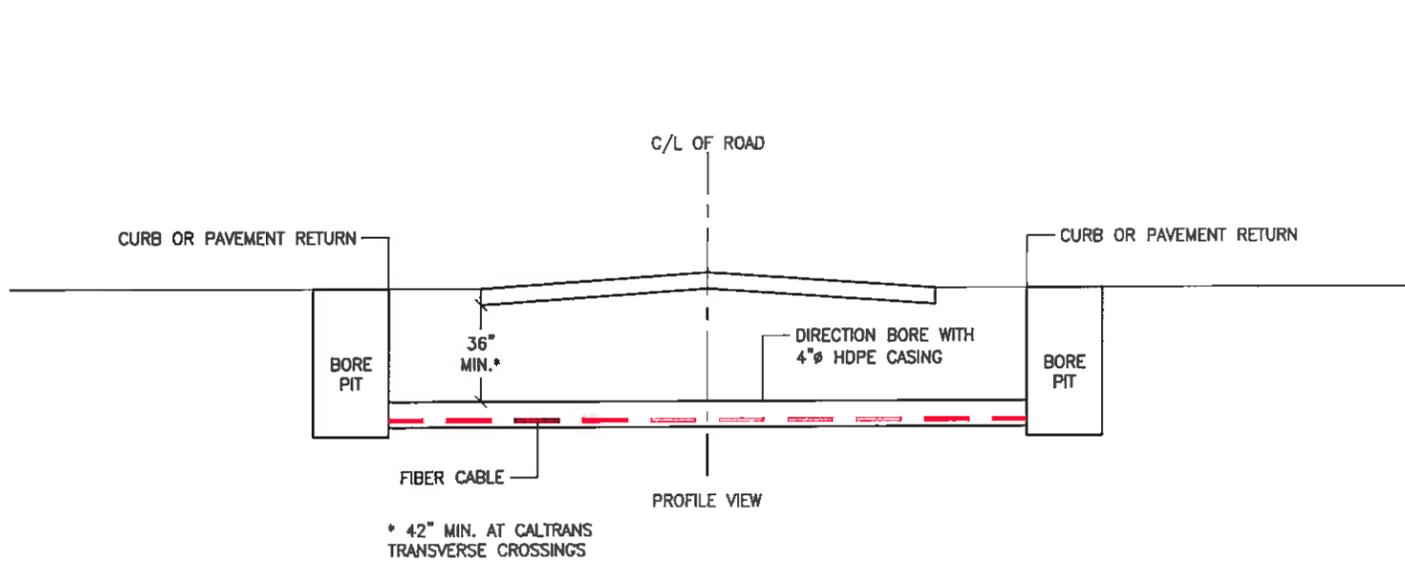
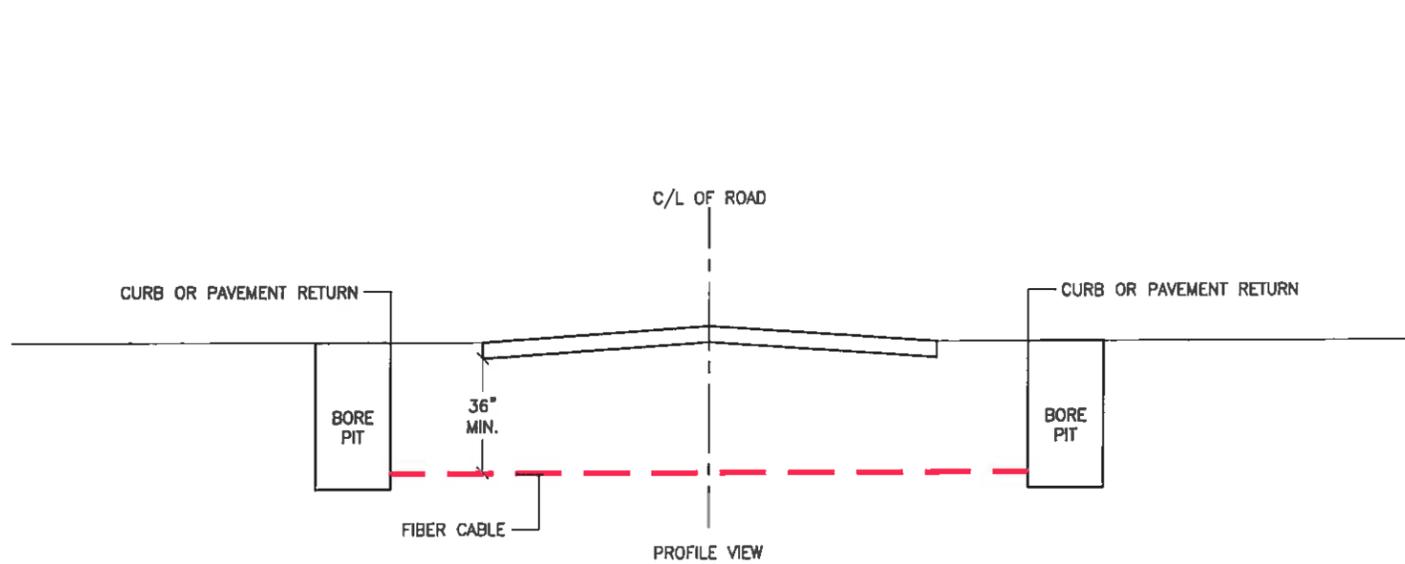
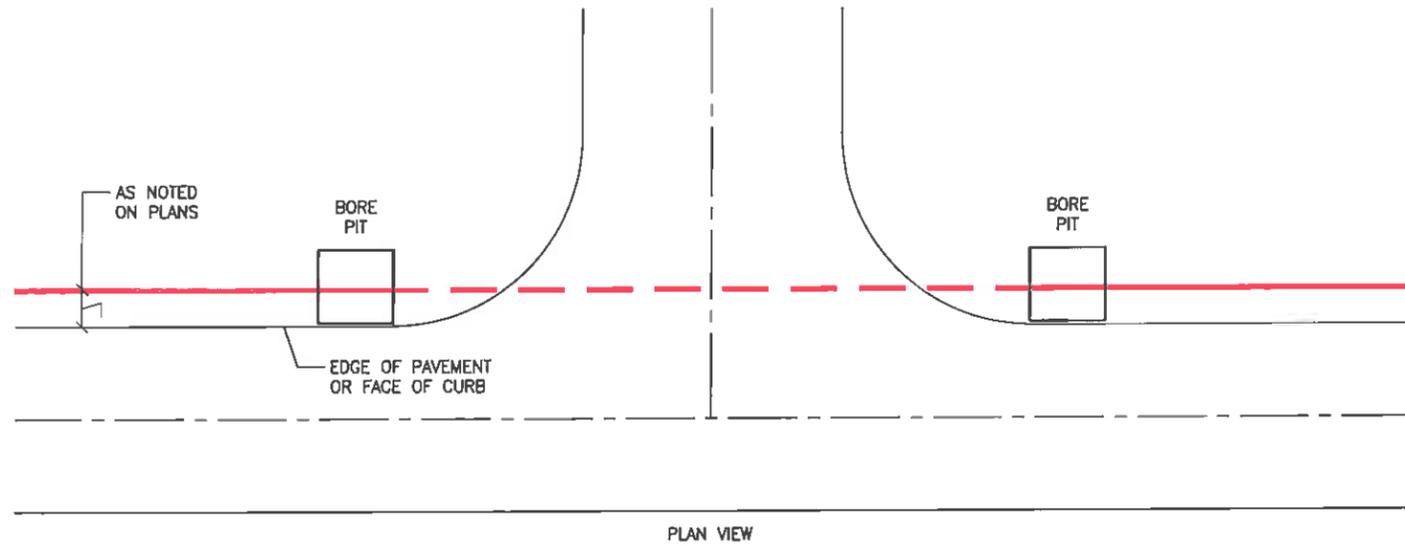
*JD7* 7/7/16  
 REGISTERED CIVIL ENGINEER DATE  
 5/9/16  
 PLANS APPROVAL DATE

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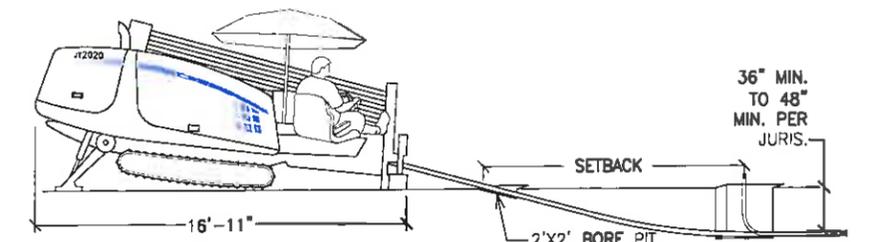
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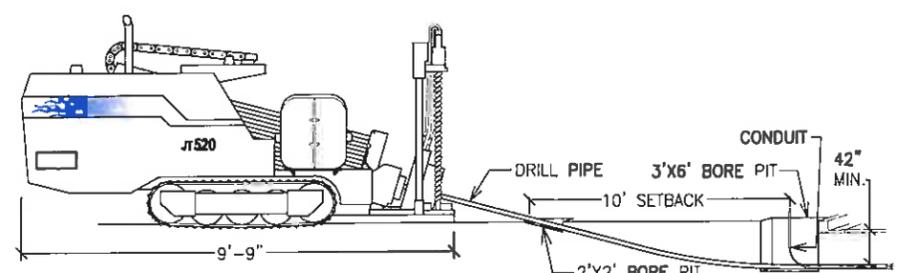
REGISTERED PROFESSIONAL ENGINEER  
 JOSEPH D. DAGGETT  
 No. 71,873  
 CIVIL  
 STATE OF CALIFORNIA



TYPICAL BORE DETAIL AT STREET INTERSECTION  
NOT TO SCALE



LONGITUDINAL HDD METHOD  
NTS



TRANSVERSE HDD METHOD  
NTS

**BORE PITS / RECEIVING PITS**

1. ALL BORE/RECEIVING PITS SHALL BE STEEL PLATED WHEN NOT IN USE.
2. ALL BORE/RECEIVING PITS THAT ARE WITHIN THE CLEAR RECOVERY ZONE NEED TO BE PROTECTED BY K-RAIL AND CRASH CUSHIONS.
3. BORE/RECEIVING PITS SHALL ONLY BE OPEN FOR 2-3 HOURS MAXIMUM AND FILLED IN COMPLETELY BEFORE THE END OF EACH WORK DAY.
4. BORE PITS ARE A STANDARD 1-FT WIDE BY 4-FT LONG AND 4-FT DEEP.
5. RECEIVING PITS ARE A STANDARD 3-FT WIDE BY 3-FT LONG AND 4-FT DEEP.
6. ALL BORE/RECEIVING PITS SHALL BE SURROUNDED BY CONTINUOUS STRAW WATTLES AS REQUIRED PER SWPPP.

REVISOR: [ ]  
 DATE: [ ]  
 REVISOR: [ ]  
 DATE: [ ]  
 CALCULATED/DESIGNED BY: [ ]  
 CHECKED BY: [ ]  
 CONSULTANT FUNCTIONAL SUPERVISOR: JOSEPH D. DAGGETT  
 DEPARTMENT OF TRANSPORTATION  
 STATE OF CALIFORNIA - Caltrans

DATE PLOTTED => 7/7/2016 8:23 AM  
 TIME PLOTTED => 2/22/16

CALTRANS CONSTRUCTION SCHEDULE (ITEMS IN RED = CVIN RELOCATION STAGES)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49	23.6/24.5	192	202


 REGISTERED CIVIL ENGINEER DATE 7/7/16

5/9/16  
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STAGE 1, PHASE 1:

1. RELOCATE WATER LINE EXCEPT ON NEW BRIDGE
2. INSTALL DRAINAGE (DRAINAGE SHEETS)
3. INSTALL TEMPORARY WATER CONNECTIONS AT EXISTING BRIDGE
4. KEEP WATERLINE IN SERVICE EXCEPT FOR CONTROLLED TIE INS
5. ~~RELOCATE FIBER OPTIC LINE EXCEPT ON NEW BRIDGE~~

STAGE 1, PHASE 2:

1. BEGIN NORTHSIDE OF BRIDGE
2. CONSTRUCT SOIL NAIL RETAINING WALL STA "CCN1" 46+15 LT TO 48+70 LT
- 2.a. **INSTALL CVIN RELOCATION STA "CCN1" 46+00 TO 49+00**
3. CONSTRUCT EMBANKMENT STA "CCN1" 49+75 LT TO 61+00 LT
- 3.a. **INSTALL CVIN RELOCATION STA "CCN1" 49+00 TO 57+55**
4. CONSTRUCT EMBANKMENT STA "CCN1" 58+40 RT TO 61+00 RT
5. BEGIN EMBANKMENT AT SOUTH FORK AMERICAN RIVER BRIDGE ABUTMENTS INCLUDES NEW CVIN INSTALLATION STA "CCN1" 44+76 TO 46+00

STAGE 1, PHASE 3:

1. CONTINUE WORK ON NORTHSIDE OF BRIDGE
2. CONTINUE WORK ON SOIL NAIL WALL
3. CONSTRUCT TEMPORARY WIDENING STA "CCN1" 57+25 RT TO 59+25 RT (SEE CROSS SECTION)
4. CONSTRUCT TEMPORARY WIDENING STA "CCN1" 60+83.74 RT TO 63+25 RT (SEE CROSS SECTION)
5. REMOVE EXISTING TRAFFIC DELINEATION STA "CCN1" 45+00 TO 61+00 RT
6. PLACE TEMPORARY TRAFFIC DELINEATION STA "CCN1" 45+00 TO 61+00 RT FOR ONE WAY TRAFFIC
7. PLACE AND PIN TEMPORARY RAILING (TYPE K) STA "CCN1" 46+82 TO 61+63
8. CONSTRUCT NB STRUCTURAL SECTION STA "CCN1" 45+40 LT TO 61+00 LT (SEE CROSS SECTION)
9. PLACE TEMPORARY TRAFFIC DELINEATION ON NEW NB STRUCTURAL SECTION STA "CCN1" 45+40 L T TO 64+93 LT
10. CONSTRUCT STRUCTURAL SECTION "LIR" STA 10+20 TO STA 1 1+05.55 L T (SEE CROSS SECTION)

STAGE 1, PHASE 4:

1. REMOVE TEMPORARY RAILING (TYPE K) STA "CCN1" 46+83.94 TO 61+63.42
2. CONSTRUCT LOTUS ROAD INTERSECTION STA "CCN1" 45+45 RI" TO 48+00 RI"
3. PLACE TEMPORARY STRIPING STA "CCN1" 45+45 TO 47+50
4. CONSTRUCT ROADWAY STA "CCN1" 48+00 RI" TO 61+50 RI"
5. CONSTRUCT LOTUS ROAD INTERSECTION "CCN1" 45+45 TO 48+00 AS SHOWN PRIOR TO SHIFTING TRAFFIC ONTO ROADWAY CONSTRUCTED IN STAGE 1 PHASE 3

STAGE 1, PHASE 5:

1. REMOVE EXISTING MEDIAN ISLAND STA "CCN1" 25+36.72 TO 25+83.91
2. REMOVE EXISTING MEDIAN ISLAND STA "CCN1" 29+63.12 TO 30+55.38
3. REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS STA "CCN1" 21+50 TO 39+63
4. PLACE TEMPORARY PAINT PAVEMENT MARKINGS STA "CCN1" 21+50 TO 36+63
5. PLACE CHANNELIZERS (SURFACE MOUNTED) <A 25' OC STA "CCN1" 21+50 TO 39+63
6. SHIFT TRAFFIC ONTO TEMPRARY 11' LANES
7. CONSTRUCT RETAINING WALL STA "CCN1" 29+90 LT TO 33+00 L T
- 7.a. **INSTALL CVIN RELOCATION STA "CCN1" 28+15 TO 39+61**
8. CONSTRUCT CURB, GUTTER, SIDEWALK STA "CCN1" 21+50 L T TO 38+50 LT
9. CONSTRUCT NB STRUCTURAL SECTION (SEE CROSS SECTION THIS SHEET) STA "CCN1" 21+50 L T TO 38+50 LT

STAGE 1, PHASE 6:

1. SHIFT PLASTIC TRAFFIC DRUMS
2. CONSTRUCT SB STRUCTURAL SECTION "CCN1" 21+50 LT TO 36+42 LT
3. INSTALL NEW WATERLINE THROUGH BRIGE
4. INSTALL NEW FIBER OPTIC LINE THROUGH BRIDGE

STAGE 2

1. PRIOR TO SHIFTING TRAFFIC ONTO BRIDGE SEGMENT CONSTRUCTED IN STAGE 1 THE FOLLOWING WORK SHALL BE COMPLETED:
2. COMPLETE STAGE 1 APPROACH SLAB AT EB
3. COMPLETE NB STRUCTURAL SECTION TO STAGE 1 APPROACH SLAB
4. COMPLETE NB STRUCTURAL SECTION FROM STA "CCN1" 38+00 TO BB
5. PLACE TEMPORARY RAILING (TYPE K) FROM STA "CCN1" 39+00 TO 45+00
6. PLACE TEMPORARY CRASH CUSHIONS AT ENDS OF TEMPORARY RAILING (TYPE K)
7. PLACE TEMPORARY STRIPING ON STAGE 1 BRIDGE SEGMENT WITH 11' LANES
8. COMPLETE TEMPORARY PEDESTRIAN WALKWAY ON STAGE 1 BRIDGE SEGMENT
9. COMPLETE TEMPORARY PEDESTRIAN PATHWAYS TO CONNECT SIDEWALKS TO TEMP. PEDESTRIAN WALKWAY ON BRIDGE
10. COMPLETE WATER AND FIBER OPTIC CONNECTIONS ONTO BRIDGE
11. REMOVE EXISTING S.F. AMERICAN RIVER BRIDGE
12. BEGIN ABUTMENTS FOR SECOND SEGMENT OF S.F. AMERICAN RIVER BRIDGE
13. CONSTRUCT SECOND SEGMENT S.F. AMERICAN RIVER BRIDGE
14. CONSTRUCT MEDIAN ISLAND STA "CCN1" 30+54 TO 33+66

STAGE 3:

1. REMOVE TEMPORARY STRIPING "CCN1" 34+00 TO BB AND EB TO 45+45
2. PLACE TEMPORARY STRIPING "CCN1" 34+00 TO 45+45
3. SHIFT TEMPORARY RAILING (TYPE K) AND TEMPORARY CRASH CUSHIONS 39+00 TO 45+00
4. CONSTRUCT CURB, GUTTER, SIDEWALK, AND DRIVEWAYS FROM STA "CCN1" 37+00 TO 3960.20 AND FROM STA "CCN1" 45+1 0.20 TO 45+60
5. CONSTRUCT SIDEWALK, BARRIERS, AND RAILINGS ON NORTH SIDE OF BRIDGE
6. COMPLETE FINAL RHMA-G PAVING (0.1 5') THROUGHOUT PROJECT AREA
7. PLACE FINAL PAVEMENT DELINEATION

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 JOSEPH D. DAGGETT  
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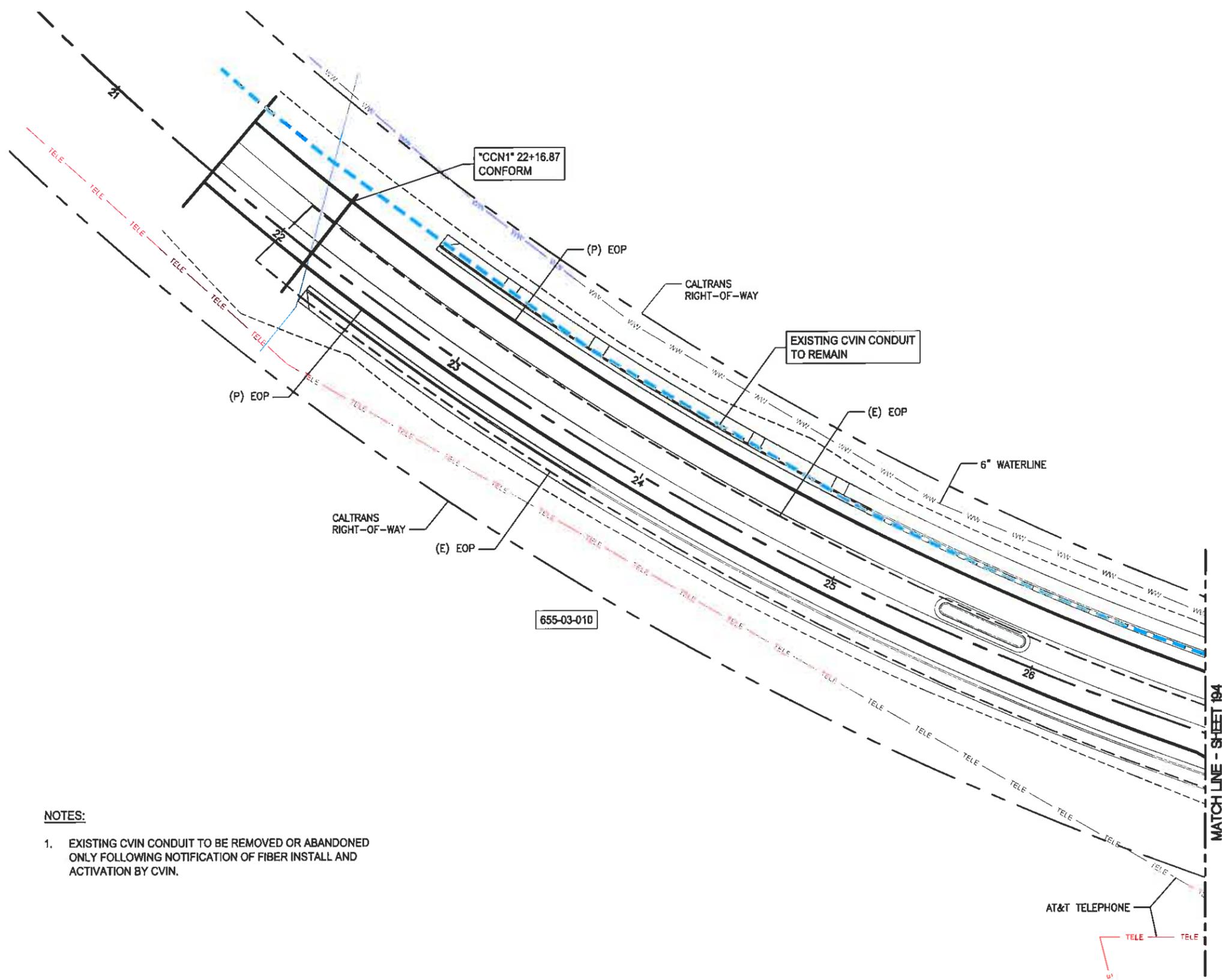
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 DATE PLOTTED => 7/7/2016  
 TIME PLOTTED => 8:25 AM

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49	23.6/24.5	193	202

**OUT 7** 7/7/16  
 REGISTERED CIVIL ENGINEER DATE  
 5/9/16  
 PLANS APPROVAL DATE  
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 SUITE 105 - FRESNO, CA. 93730  
 (559)554-9100



**LEGEND:**  
 EXISTING CVIN CONDUIT TO REMAIN ———



**NOTES:**

- EXISTING CVIN CONDUIT TO BE REMOVED OR ABANDONED ONLY FOLLOWING NOTIFICATION OF FIBER INSTALL AND ACTIVATION BY CVIN.

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 REVISIONS: (Empty table)  
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USERNAME => Richard Kyle Anderson  
 DGN FILE => CVIN\_Colama Rd Bridge\_CT-D3.dwg

RELATIVE BORDER SCALE IS IN INCHES  
 0 1 2 3

UNIT 0334

PROJECT NUMBER & PHASE 0300000781, RESP UNIT 0334

DATE PLOTTED => 7/7/2016  
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 2/22/16



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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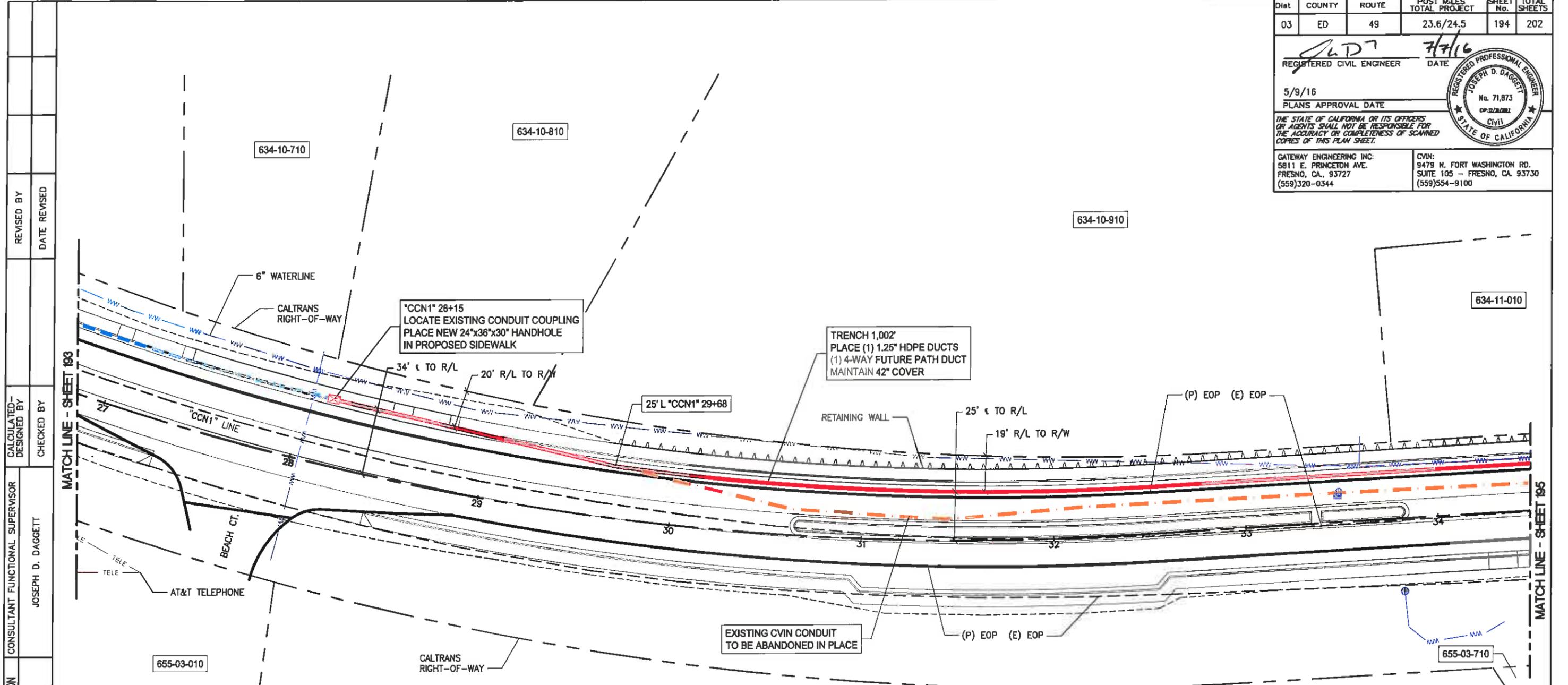
  

REGISTERED CIVIL ENGINEER	DATE
5/9/16	7/7/16
PLANS APPROVAL DATE	

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- NOTES:**
- EXISTING CVIN CONDUIT TO BE REMOVED OR ABANDONED ONLY FOLLOWING NOTIFICATION OF FIBER INSTALL AND ACTIVATION BY CVIN.
  - REMOVE EXISTING MEDIAN ISLAND STA "CCN1" 25+36.72 TO 25+83.91
  - REMOVE EXISTING MEDIAN ISLAND STA "CCN1" 29+63.12 TO 30+55.38
  - REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS STA "CCN1" 21+50 TO 39+63
  - PLACE TEMPORARY PAINT PAVEMENT MARKINGS STA "CCN1" 21+50 TO 38+63
  - PLACE CHANNELIZERS (SURFACE MOUNTED) <A 25' OC STA "CCN1" 21+50 TO 39+63
  - SHIFT TRAFFIC ONTO TEMPORARY 11' LANES
  - CONSTRUCT RETAINING WALL STA "CCN1" 29+90 L T TO 33+00 L T
  - INSTALL CVIN RELOCATION STA "CCN1" 28+15 TO 39+61
  - CONSTRUCT CURB, GUTTER, SIDEWALK STA "CCN1" 21+50 L T TO 38+50 L T
  - CONSTRUCT NB STRUCTURAL SECTION (SEE CROSS SECTION THIS SHEET) STA "CCN1" 21+50 L T TO 38+50 L T. INCLUDES REMOVAL EXISTING CVIN STA "CCN1" 28+15 TO 38+50

**LEGEND:**

EXISTING CVIN CONDUIT TO REMAIN	
EXISTING CVIN CONDUIT ABANDON IN PLACE	
PROPOSED NEW CVIN CONDUIT ROUTE	

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49	23.6/24.5	195	202

J.D.P. 7/7/16  
 REGISTERED CIVIL ENGINEER DATE  
 5/9/16  
 PLANS APPROVAL DATE  
 REGISTERED PROFESSIONAL ENGINEER  
 JOSEPH D. DAGGETT  
 No. 71,873  
 Civil  
 STATE OF CALIFORNIA

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634-10-910

634-11-010

TRENCH 1,002' (CONT)  
 PLACE (1) 1.25" HDPE DUCTS  
 (1) 4-WAY FUTURE PATH DUCT  
 MAINTAIN 42" COVER

TRENCH 132'  
 PLACE (1) 1.25" HDPE DUCTS  
 (1) 4-WAY FUTURE PATH DUCT  
 MAINTAIN 42" COVER

STA. CCN1 38+24  
 INSTALL NEW CVIN 24"x36"x30"  
 HANDHOLE IN PROPOSED SIDEWALK

STATE CONTRACTOR TO REMOVE EXISTING CVIN  
 24"x36"x12" HANDHOLE,  
 38+10 (APPROX.)

STATE CONTRACTOR TO INSTALL 527' OF  
 (2) 1.25" HDPE DUCTS, (2) 4-WAY FUTURE PATH DUCT  
 INSIDE CASING IN CONTINUOUS LENGTH TO NEW  
 CVIN HANDHOLE

BEGINNING OF NEW BRIDGE

"CCN1" 39+61.2  
BEGIN BRIDGE CASING

CALTRANS RIGHT-OF-WAY

"CCN1" LINE

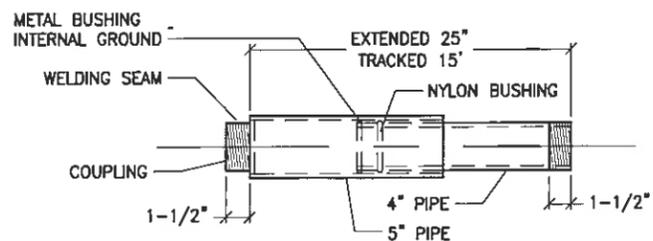
TRENCH 15'  
 INSTALL 1.25" HDPE DUCT FOR TEMPORARY  
 CVIN CONNECTION. TRENCH AND  
 REALIGN/EXTEND 1.25" CONDUIT FROM  
 EXISTING 12" HANDHOLE TO NEW LOCATION  
 IN SIDEWALK

FOLLOWING STAGE 1 PHASE 5 ITEM 7a.  
 BUT PRIOR TO STAGE 1 PHASE 5 ITEM 9:  
 CVIN CREWS TO INSTALL NEW FIBER AND  
 RING CUT INTO EXISTING FIBER TO  
 MAINTAIN CONNECTIVITY PRIOR TO NEW  
 BRIDGE COMPLETION.

LOCATE EXISTING CONDUIT COUPLING,  
 INSTALL NEW (TEMP) CVIN 24"x36"x30"  
 HANDHOLE TO PROVIDE ACCESS TO  
 COUPLING AND 1.25" CONDUIT.

EXISTING CVIN CONDUIT AS BRIDGE ATTACHMENT TO BE REMOVED

STAGE 2 ITEM 1.(I): ON COMPLETION OF BRIDGE  
 AND CONDUIT FROM 39+61 TO 44+76 CVIN TO  
 INSTALL NEW FIBER AND CUT OVER SPLICES AT  
 STA "CCN1" 28+15 AND 57+55.  
 PREREQUISITE TO STAGE 2 ITEM 2 REMOVE  
 EXISTING S.F. AMERICAN RIVER BRIDGE



- NOTES:
- TWO EXPANSION JOINTS TO BE INSTALLED, SPACED EVENLY.
  - JOINT MATERIALS TO BE HOT DIP GALVANIZED STEEL.
  - SEE CALTRANS STRUCTURAL PLANS FOR ATTACHMENT DETAILS.

TYPICAL STEEL EXPANSION JOINT DETAIL N.T.S.

- LEGEND:
- EXISTING CVIN CONDUIT TO REMAIN (Blue dashed line)
  - EXISTING CVIN CONDUIT ABANDON IN PLACE (Red dashed line)
  - PROPOSED NEW CVIN CONDUIT ROUTE (Red solid line)
  - PROPOSED NEW CVIN BRIDGE ATTACHMENT (Red dashed line)



NOTES:

- STATE CONTRACTOR TO PROVIDE 4"Ø CASING PER "GENERAL\_PLAN\_REPLACEMENT\_BRIDGE FROM 60% PLANS" STATE CONTRACTOR TO INSTALL (1) 1.25" HDPE DUCTS, (1) 4-WAY FUTURE PATH DUCT INSIDE CASING IN CONTINUOUS LENGTH.
- EXISTING CVIN CONDUIT TO BE REMOVED OR ABANDONED ONLY FOLLOWING NOTIFICATION OF FIBER INSTALL AND ACTIVATION BY CVIN.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 CONSULTANT SUPERVISOR  
 JOSEPH D. DAGGETT  
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BORDER LAST REVISED 2/19/16

USERNAME => Richard Kyle Anderson  
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RELATIVE BORDER SCALE  
 15 IN INCHES

UNIT 0334

PROJECT NUMBER & PHASE 0300000781, RESP UNIT 0334

LAST REVISION  
 DATE PLOTTED => 7/7/2016  
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 2/22/16

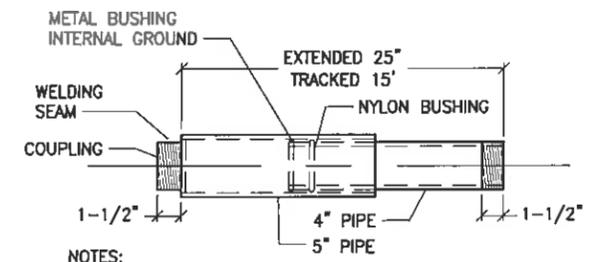
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49	23.6/24.5	196	202

J.D. DAGGETT  
 REGISTERED CIVIL ENGINEER  
 DATE 7/2/16  
 5/9/16  
 PLANS APPROVAL DATE  
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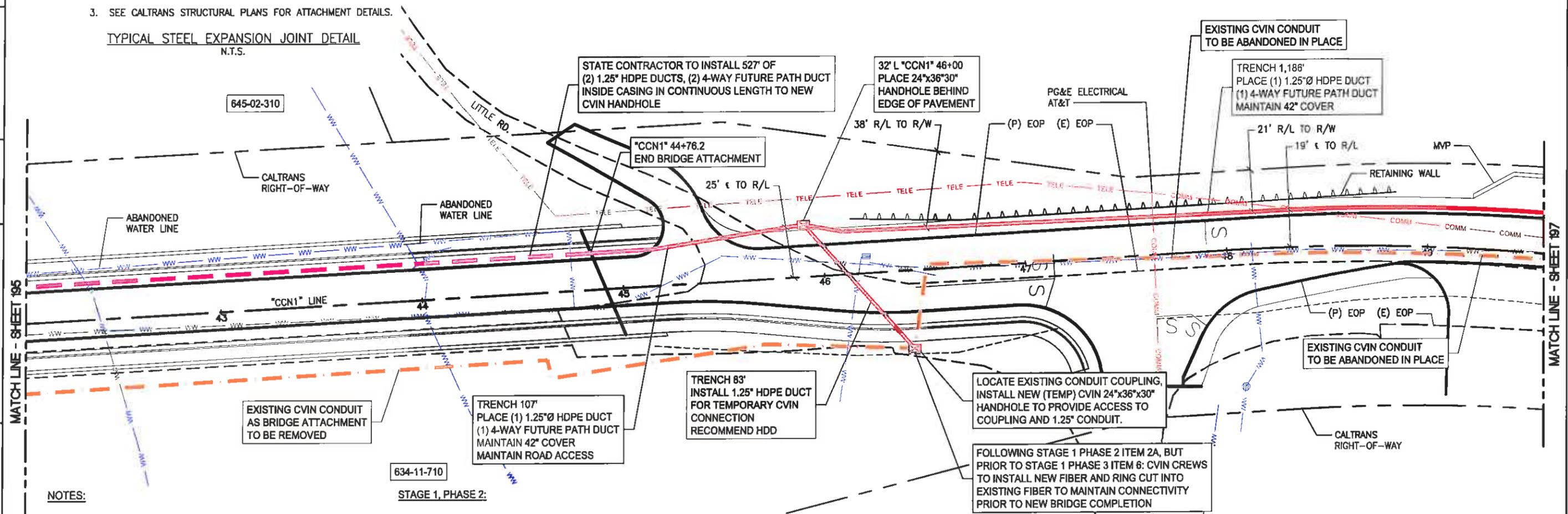


- NOTES:
- TWO EXPANSION JOINTS TO BE INSTALLED, SPACED EVENLY.
  - JOINT MATERIALS TO BE HOT DIP GALVANIZED STEEL.
  - SEE CALTRANS STRUCTURAL PLANS FOR ATTACHMENT DETAILS.

TYPICAL STEEL EXPANSION JOINT DETAIL  
N.T.S.

STAGE 2 ITEM 1.(i): ON COMPLETION OF BRIDGE AND CONDUIT FROM 39+61 TO 44+76 CVIN TO INSTALL NEW FIBER AND CUT OVER SPLICES AT STA "CCN1" 28+15 AND 57+55. PREREQUISITE TO STAGE 2 ITEM 2 REMOVE EXISTING S.F. AMERICAN RIVER BRIDGE

645-02-410



- NOTES:
- STATE CONTRACTOR TO PROVIDE 4"Ø CASING PER "GENERAL PLAN REPLACEMENT BRIDGE FROM 60% PLANS" STATE CONTRACTOR TO INSTALL (1) 1.25" HDPE DUCTS, (1) 4-WAY FUTURE PATH DUCT INSIDE CASING IN CONTINUOUS LENGTH.
  - EXISTING CVIN CONDUIT TO BE REMOVED OR ABANDONED ONLY FOLLOWING NOTIFICATION OF FIBER INSTALL AND ACTIVATION BY CVIN.

- STAGE 1, PHASE 2:
- BEGIN NORTHSIDE OF BRIDGE
  - CONSTRUCT SOIL NAIL RETAINING WALL STA "CCN1" 46+15 LT TO 48+70 LT
    - INSTALL CVIN RELOCATION STA "CCN1" 46+00 TO 49+00
  - CONSTRUCT EMBANKMENT STA "CCN1" 49+75 LT TO 61+00 LT
    - INSTALL CVIN RELOCATION STA "CCN1" 49+00 TO 57+55
  - CONSTRUCT EMBANKMENT STA "CCN1" 58+40 RT TO 61+00 RT
  - BEGIN EMBANKMENT AT SOUTH FORK AMERICAN RIVER BRIDGE ABUTMENTS INCLUDES NEW CVIN INSTALLATION STA "CCN1" 44+76 TO 46+00

- LEGEND:
- EXISTING CVIN CONDUIT TO REMAIN (Blue dashed line)
  - EXISTING CVIN CONDUIT ABANDON IN PLACE (Orange dashed line)
  - PROPOSED NEW CVIN CONDUIT ROUTE (Red solid line)
  - PROPOSED NEW CVIN BRIDGE ATTACHMENT (Red dashed line)

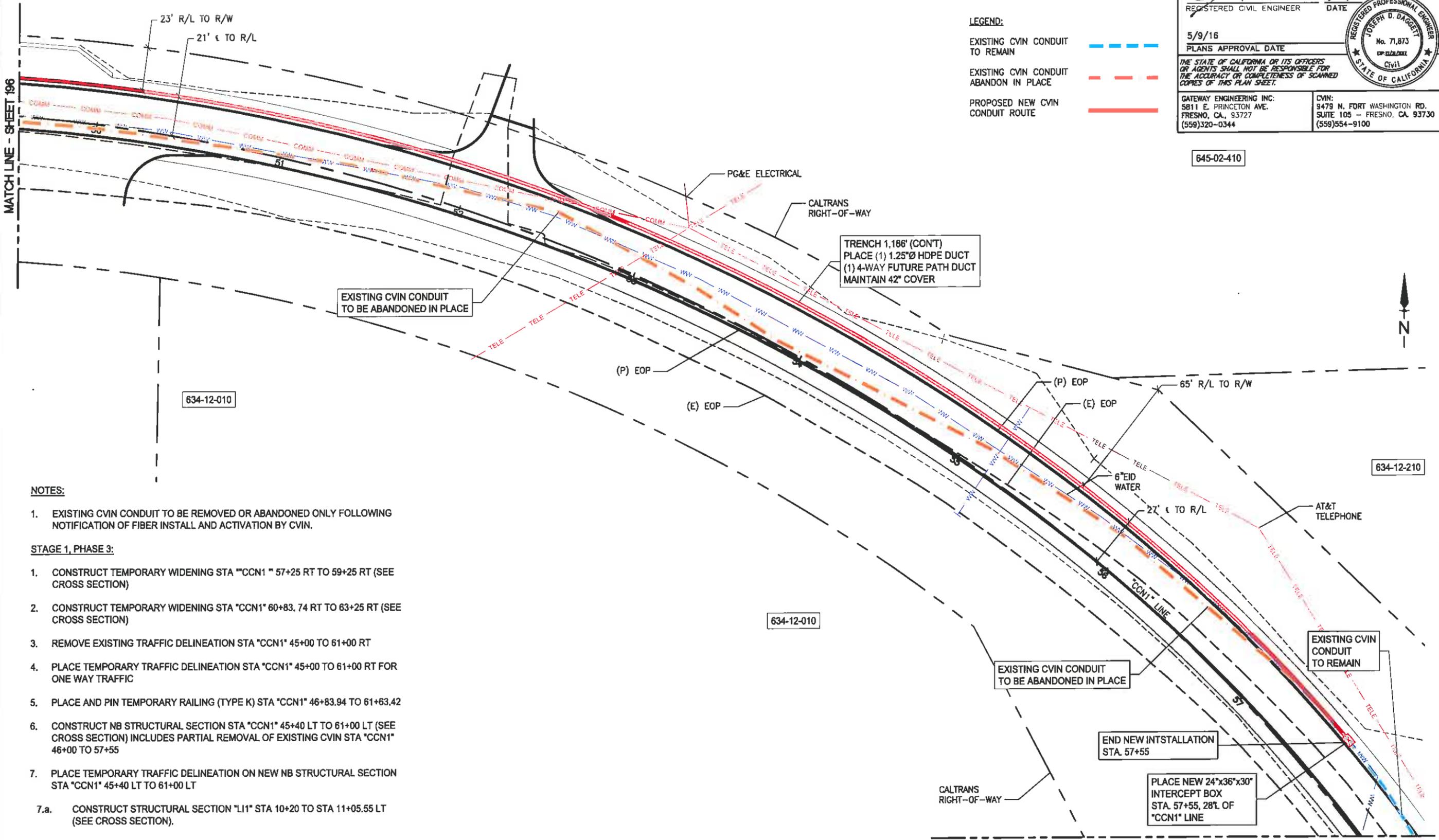
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 CALCULATED/DESIGNED BY: [ ] CHECKED BY: [ ]  
 CONSULTANT SUPERVISOR: JOSEPH D. DAGGETT  
 DEPARTMENT OF TRANSPORTATION  
 STATE OF CALIFORNIA

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49	23.6/24.5	197	202

REGISTERED CIVIL ENGINEER **7/1/16** DATE  
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**5/9/16** PLANS APPROVAL DATE  
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 CIVIL  
 No. 71,873  
 CIVIL  
 9479 N. FORT WASHINGTON RD.  
 SUITE 105 - FRESNO, CA. 93730  
 (559)554-9100

- LEGEND:**
- EXISTING CVIN CONDUIT TO REMAIN ---
  - EXISTING CVIN CONDUIT ABANDON IN PLACE ---
  - PROPOSED NEW CVIN CONDUIT ROUTE ---



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 DESIGNED BY: JOSEPH D. DAGGETT  
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 CONSULTANT FUNCTIONAL SUPERVISOR: JOSEPH D. DAGGETT  
 DEPARTMENT OF TRANSPORTATION  
 STATE OF CALIFORNIA - Caltrans

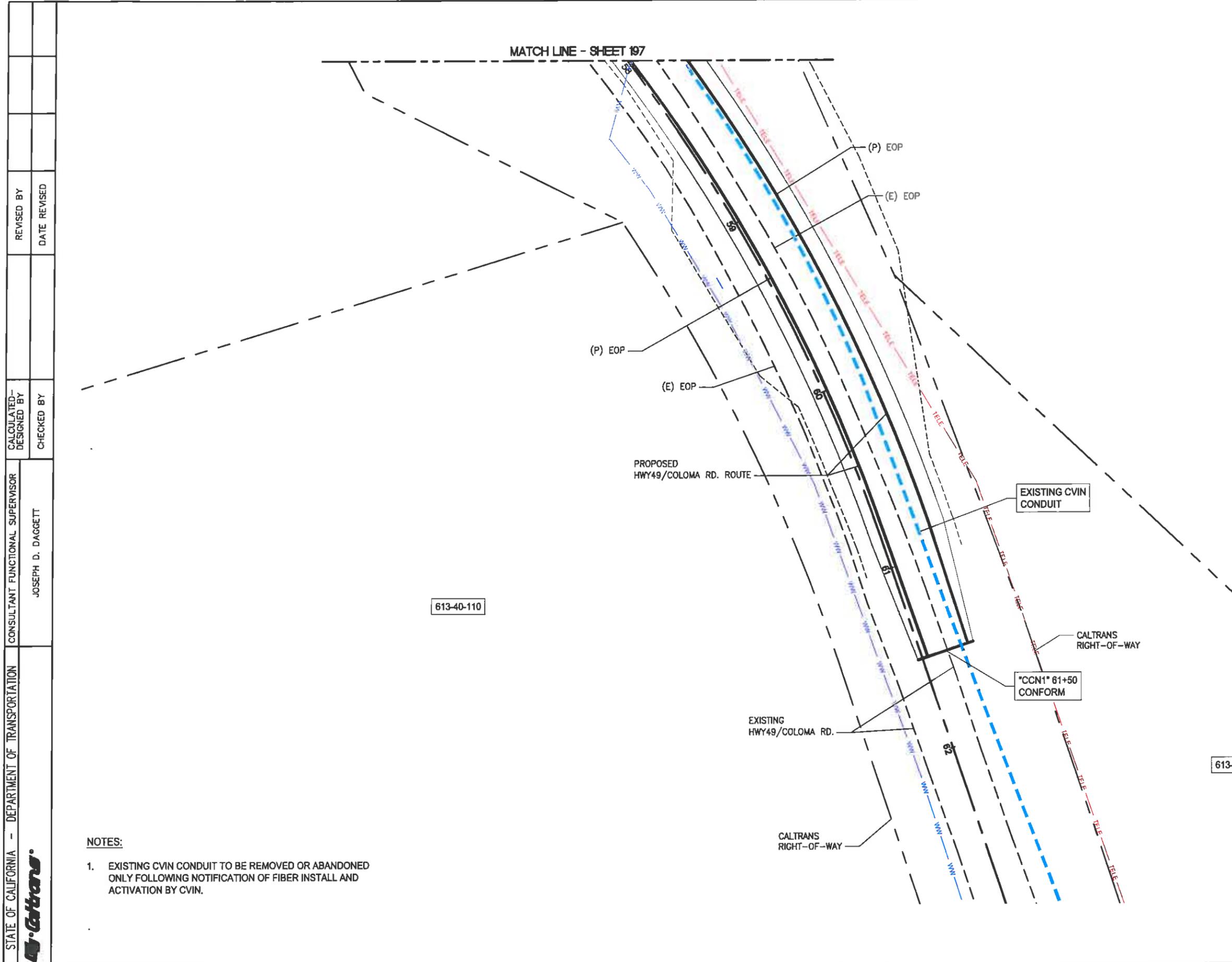
**NOTES:**

1. EXISTING CVIN CONDUIT TO BE REMOVED OR ABANDONED ONLY FOLLOWING NOTIFICATION OF FIBER INSTALL AND ACTIVATION BY CVIN.
- STAGE 1, PHASE 3:**
1. CONSTRUCT TEMPORARY WIDENING STA "CCN1" 57+25 RT TO 59+25 RT (SEE CROSS SECTION)
  2. CONSTRUCT TEMPORARY WIDENING STA "CCN1" 60+83.74 RT TO 63+25 RT (SEE CROSS SECTION)
  3. REMOVE EXISTING TRAFFIC DELINEATION STA "CCN1" 45+00 TO 61+00 RT
  4. PLACE TEMPORARY TRAFFIC DELINEATION STA "CCN1" 45+00 TO 61+00 RT FOR ONE WAY TRAFFIC
  5. PLACE AND PIN TEMPORARY RAILING (TYPE K) STA "CCN1" 46+83.94 TO 61+63.42
  6. CONSTRUCT NB STRUCTURAL SECTION STA "CCN1" 45+40 LT TO 61+00 LT (SEE CROSS SECTION) INCLUDES PARTIAL REMOVAL OF EXISTING CVIN STA "CCN1" 46+00 TO 57+55
  7. PLACE TEMPORARY TRAFFIC DELINEATION ON NEW NB STRUCTURAL SECTION STA "CCN1" 45+40 LT TO 61+00 LT
- 7.a. CONSTRUCT STRUCTURAL SECTION "L11" STA 10+20 TO STA 11+05.55 LT (SEE CROSS SECTION).

MATCH LINE - SHEET 198

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49	23.6/24.5	198	202

9-27  
 REGISTERED CIVIL ENGINEER  
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 REGISTERED PROFESSIONAL ENGINEER  
 JOSEPH D. DAGGETT  
 No. 71,873  
 Civil  
 STATE OF CALIFORNIA  
 CVIN:  
 9478 N. FORT WASHINGTON RD.  
 SUITE 105 - FRESNO, CA. 93730  
 (559)554-9100



**NOTES:**

- EXISTING CVIN CONDUIT TO BE REMOVED OR ABANDONED ONLY FOLLOWING NOTIFICATION OF FIBER INSTALL AND ACTIVATION BY CVIN.

**LEGEND:**

EXISTING CVIN CONDUIT TO REMAIN

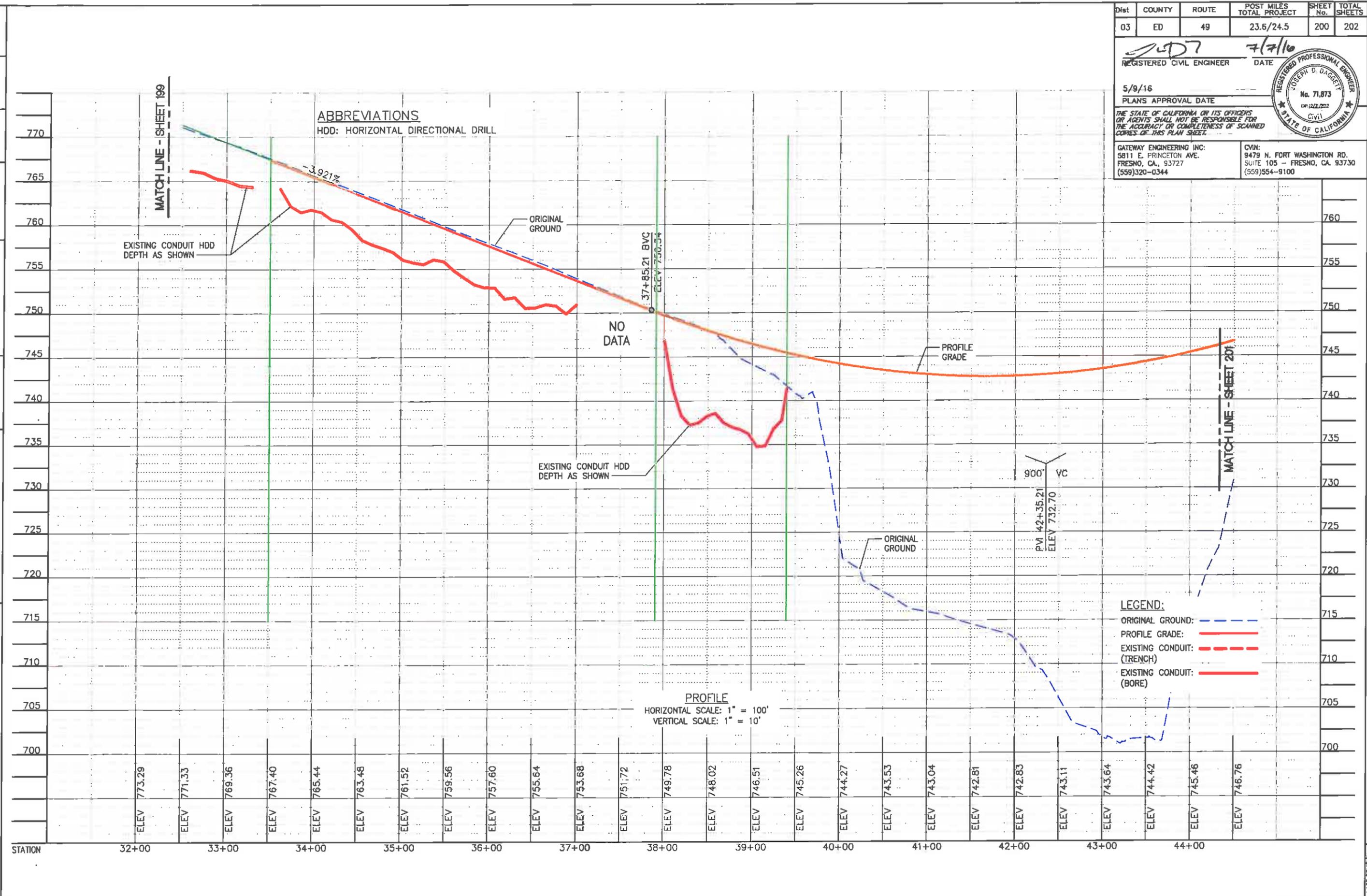
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	REVISOR	DATE
JOSEPH D. DAGGETT			

LAST REVISION  
 DATE PLOTTED => 7/7/2016  
 TIME PLOTTED => 8:25 AM  
 2/22/16



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**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR  
 JOSEPH D. DAGGETT  
 CALCULATED-DESIGNED BY  
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49	23.6/24.5	200	202

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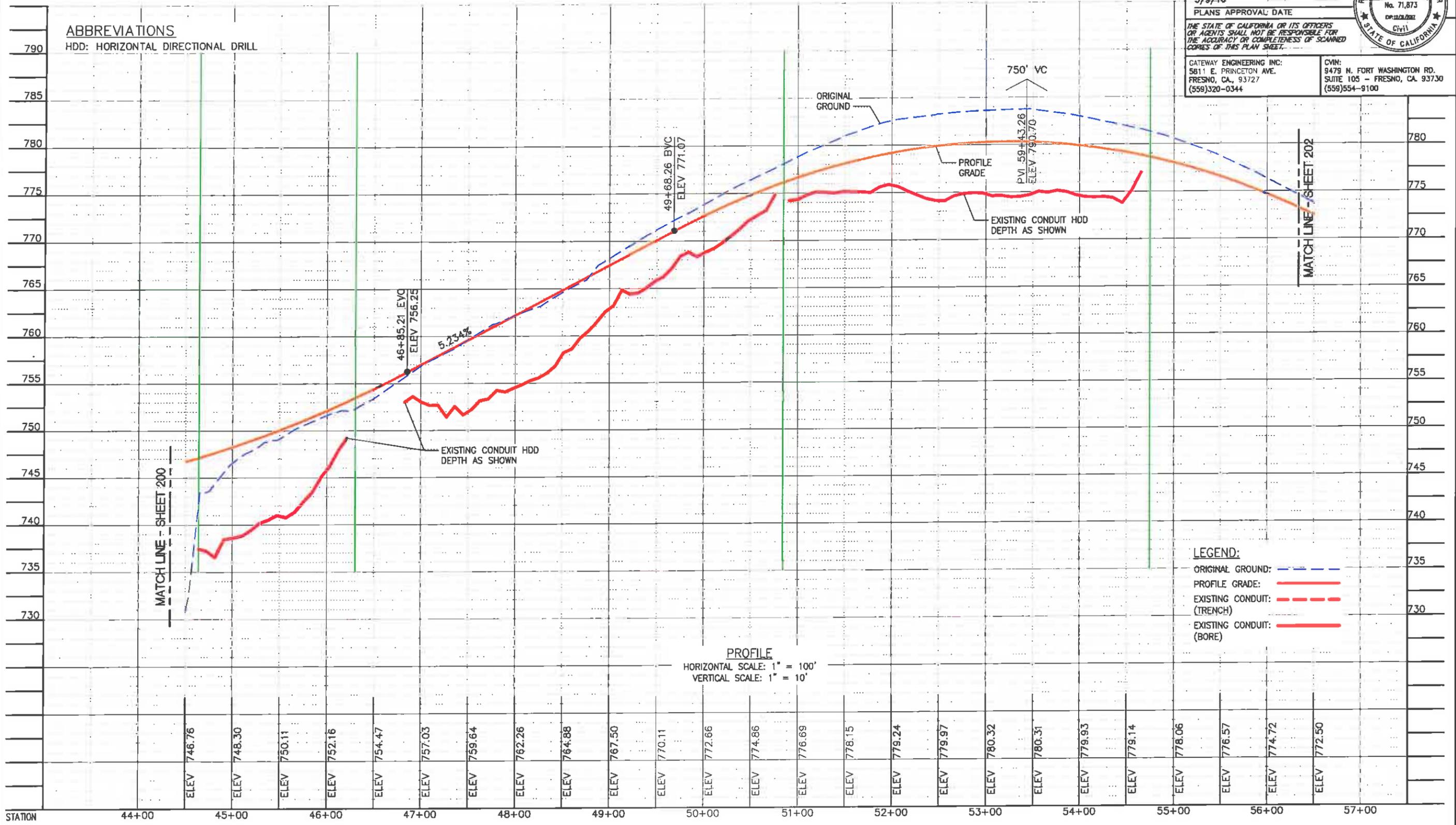
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03	ED	49	23.6/24.5	201	202

JDT 7/7/16  
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**ABBREVIATIONS**  
 HDD: HORIZONTAL DIRECTIONAL DRILL



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
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 DATE REVISED: [Blank]



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03	ED	49	23.6/24.5	202	202

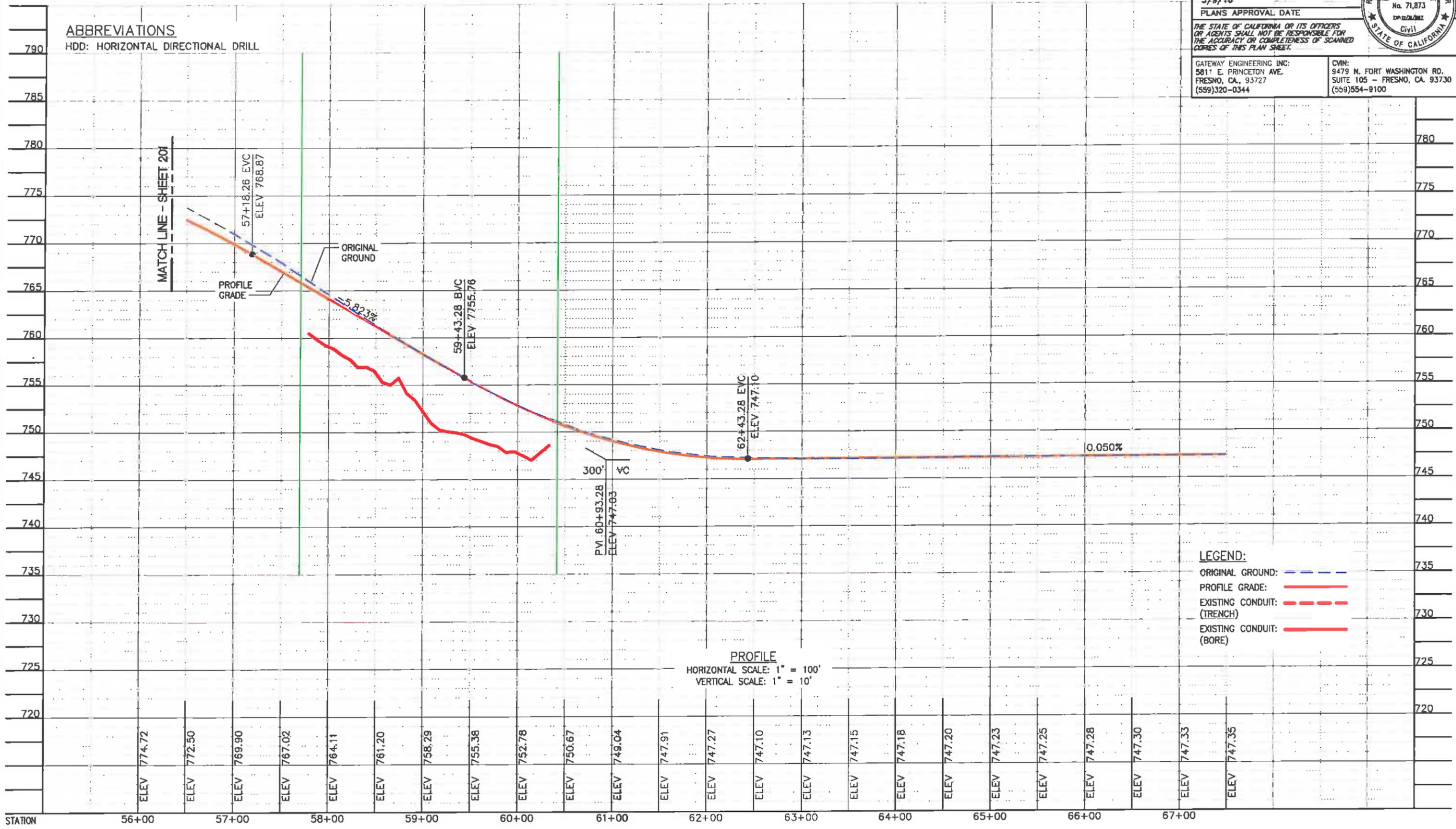
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**ABBREVIATIONS**  
 HDD: HORIZONTAL DIRECTIONAL DRILL



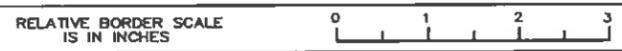
**LEGEND:**  
 ORIGINAL GROUND: - - - -  
 PROFILE GRADE: ————  
 EXISTING CONDUIT: - - - -  
 (TRENCH)  
 EXISTING CONDUIT: ————  
 (BORE)

**PROFILE**  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 10'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 CONSULTANT FUNCTIONAL SUPERVISOR: JOSEPH D. DAGGETT  
 REVISIONS BY: [ ] DATE REVISED: [ ]  
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 GATEWAY ENGINEERING INC.

BORDER LAST REVISED 2/19/16

USERNAME => Richard Kyle Anderson  
 DGN FILE => CVIN\_Colama Rd Bridge\_CT-D3.dwg



UNIT 0334

PROJECT NUMBER & PHASE 0300000781, RESP UNIT 0334

DATE PLOTTED => 7/7/2016  
 TIME PLOTTED => 8:23 AM  
 2/22/16