

INDEX OF PLANS

| SHEET No. | DESCRIPTION |
|-----------|--------------------------------|
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| 9 | PAVEMENT DELINEATION DETAIL |
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| 12-23 | REVISED AND NEW STANDARD PLANS |

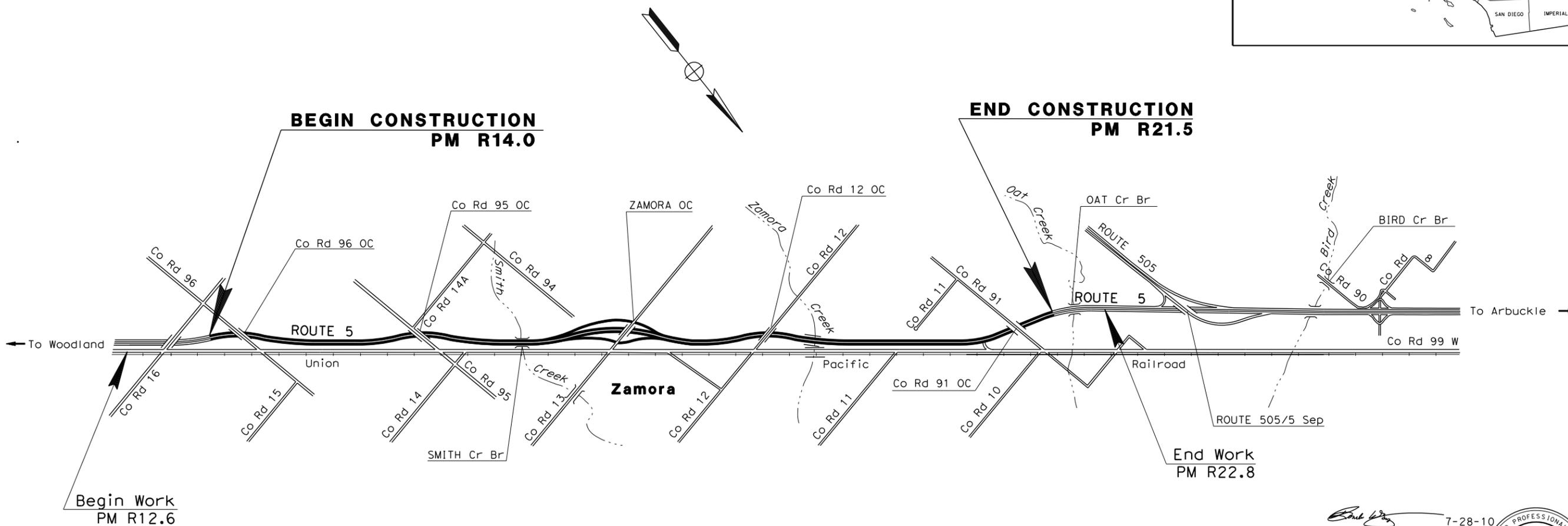
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO CONTRACTORS AND SPECIAL PROVISIONS BOOK

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN YOLO COUNTY
ABOUT 6 MILES NORTH OF WOODLAND
FROM 0.3 MILE SOUTH OF COUNTY ROAD 96 OVERCROSSING
TO 0.3 MILE SOUTH OF OAT CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 03 | Yolo | 5 | R14.0/R21.5 | 1 | 23 |



NO SCALE

PROJECT MANAGER
M. MILLARD

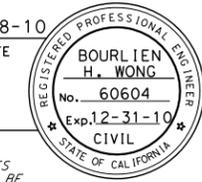
DESIGN ENGINEER
B. WONG

Bourlien 7-28-10
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

August 16, 2010
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. | 03-1F4804 |
| PROJECT ID | 0300020029 |



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

NOTES:

- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- ALL OVERLAYS TO MATCH EXISTING PAVEMENT CROSS SLOPE, OR AS DIRECTED BY THE ENGINEER.
- SEE CONSTRUCTION DETAILS AND QUANTITIES FOR COLD PLANE ASPHALT CONCRETE PAVEMENT DIMENSIONS AND LOCATIONS.
- RWMA-O TO EXTEND TO EP ON HIGH SIDE OF SUPERELEVATION. FOR LOCATION SEE SHEET C-1.
- SEE CONSTRUCTION DETAILS FOR LIMITS OF WORK ON RAMPS.
- FOR CONCRETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.
- FOR LOCATION AND TYPE OF AC DIKE, SEE SHEET Q-2 AND SHEET C-1.
- MBGR NOT SHOWN, FOR LOCATIONS SEE SHEET Q-2.
- FOR COLD PLANE DEPTHS AT RAMPS AND BRIDGE APPROACHES, SEE SHEETS C-1 AND C-2.

LEGEND

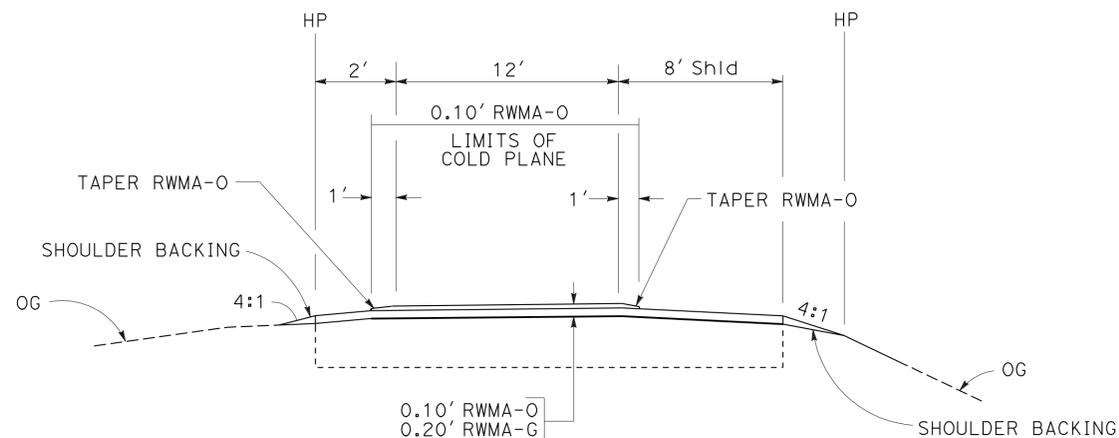
- RWMA-O RUBBERIZED WARM MIX ASPHALT (TYPE O)
 RWMA-G RUBBERIZED WARM MIX ASPHALT (TYPE G)
 HMA-A HOT MIX ASPHALT (TYPE A)

DESIGN DESIGNATION (I-5)

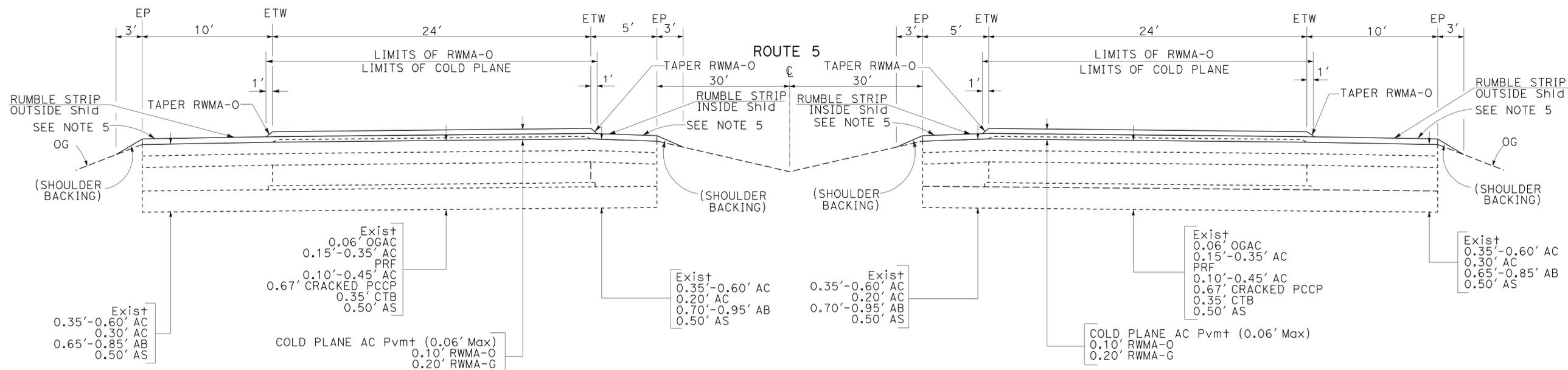
- 2011 ADT= 24,500 D=55%
 2031 ADT= 35,000 T=21%
 2011 DHV= 2,840 V=70 MPH
 TI₂₀ = 14

RAMPS EXISTING STRUCTURAL SECTION

| OUTSIDE SHLD | TRAVELED WAY | INSIDE SHLD |
|--------------------|--------------|--------------------|
| 0.03'-0.06' OGAC | 0.06' OGAC | 0.20' AC |
| 0.30' AC | 0.7' PCC | 0.70'-0.75' Var AB |
| 0.65'-0.85' Var AB | 0.45' CTB | 1.0' AS |
| 1.0' AS | 1.0' AS | |



RAMPS



SOUTHBOUND

ROUTE 5
YOLO COUNTY
PM R14.0 TO 21.5

NORTHBOUND

TYPICAL CROSS SECTIONS

NO SCALE

X-1

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 03 | Yol | 5 | R14.0/R21.5 | 3 | 23 |

7-28-10
 REGISTERED CIVIL ENGINEER DATE
 8-16-10
 PLANS APPROVAL DATE

BOURLIEN WONG
 No. 60604
 Exp 12-31-10
 CIVIL

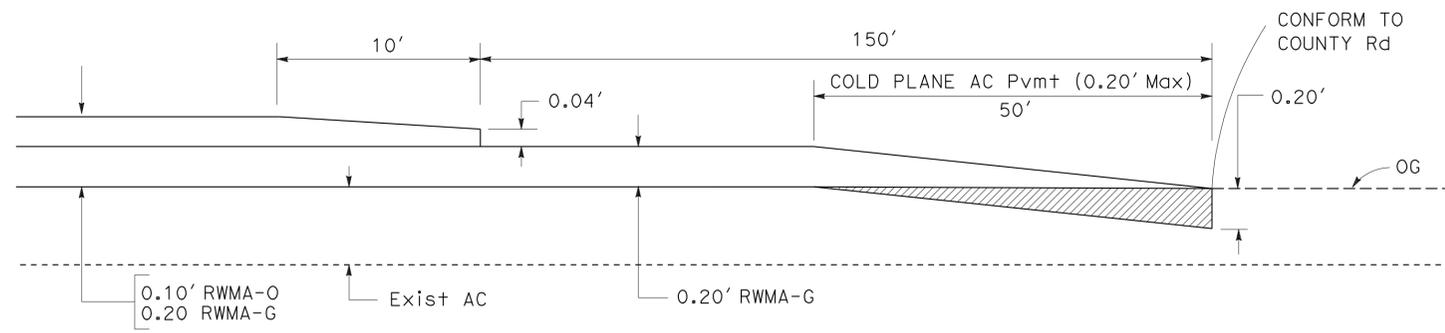
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LEGEND:

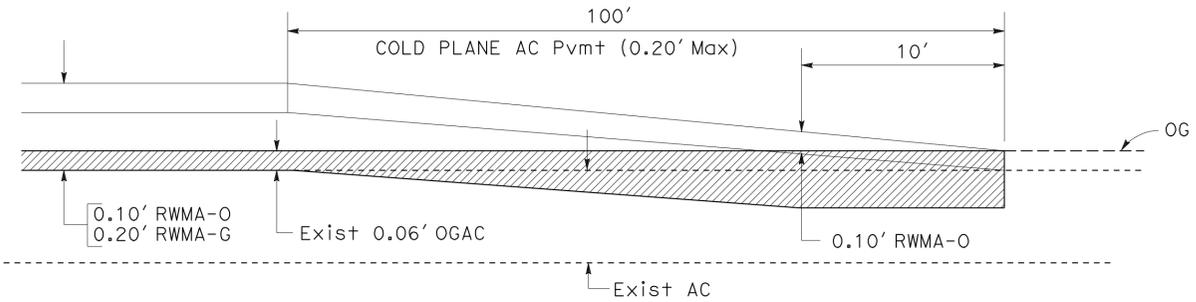
- COLD PLANE AC PAVEMENT
- REPLACE AC SURFACING

NOTE:

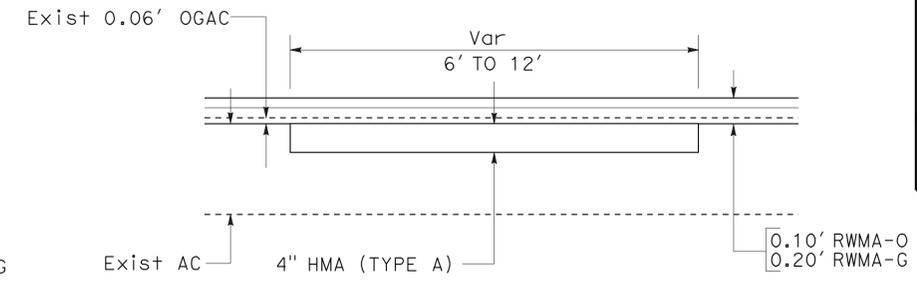
EXACT CONFORM LIMITS TO BE DETERMINED BY ENGINEER.



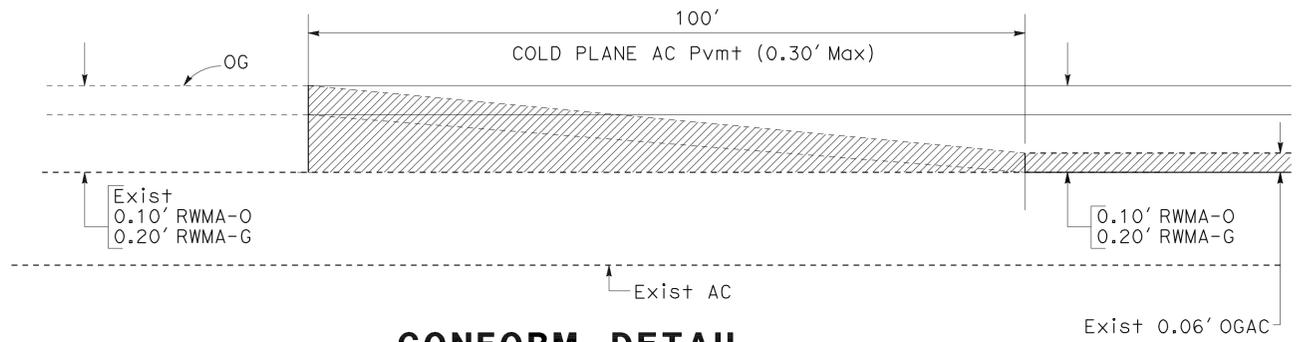
RAMP PAVEMENT TAPER PROFILE



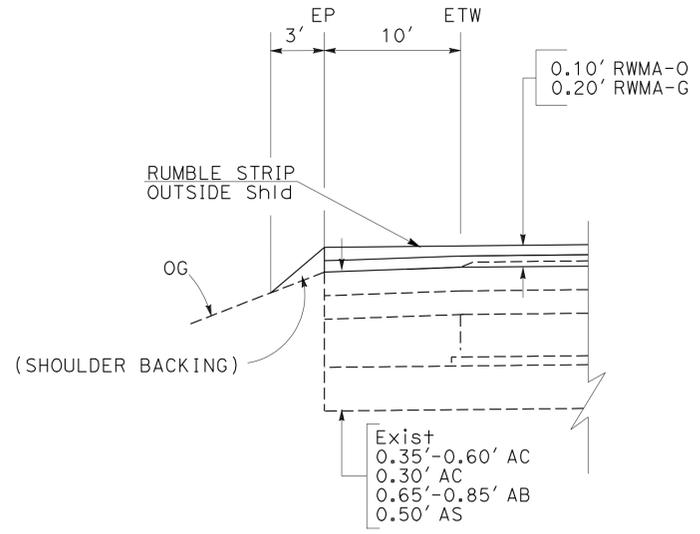
CONFORM DETAIL
NB/SB ROUTE 5, PM R14.0



REPLACE AC SURFACING



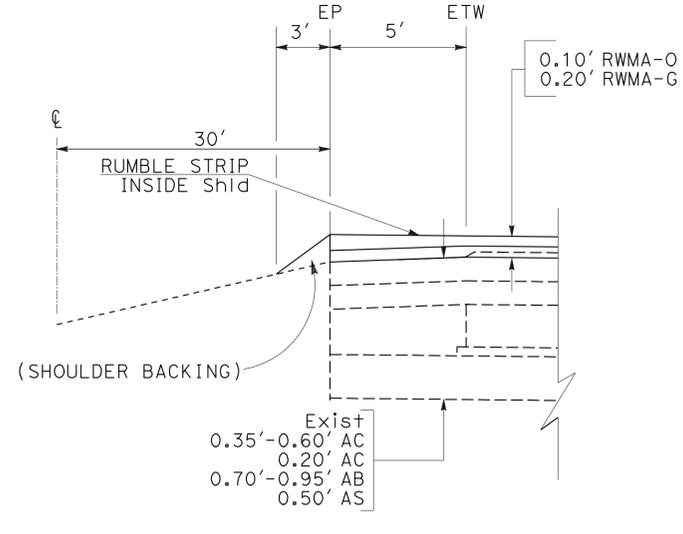
CONFORM DETAIL
NB/SB ROUTE 5, PM R21.5



OUTSIDE SHOULDER

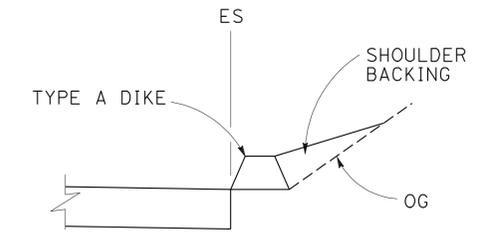
- PM R14.04 TO R14.49, SB
- PM R15.22 TO R15.47, NB
- PM R15.63 TO R16.08, SB
- PM R16.23 TO R16.48, NB
- PM R16.85 TO R17.10, NB
- PM R17.23 TO R17.67, SB

ROUTE 5



INSIDE SHOULDER

- PM R14.04 TO R14.49, NB
- PM R15.22 TO R15.47, SB
- PM R15.63 TO R16.08, NB
- PM R16.23 TO R16.48, SB
- PM R16.85 TO R17.10, SB
- PM R17.23 TO R17.67, NB
- PM R17.70 TO R17.94, NB
- PM R18.36 TO R18.62, NB
- PM R18.75 TO R19.20, SB
- PM R19.45 TO R19.71, NB
- PM R20.91 TO R21.36, NB



DIKE PLACEMENT
PM R17.44 TO R17.64, NB

EXTEND RWMA-O TO EDGE OF PAVEMENT

CONSTRUCTION DETAILS

NO SCALE

C-1

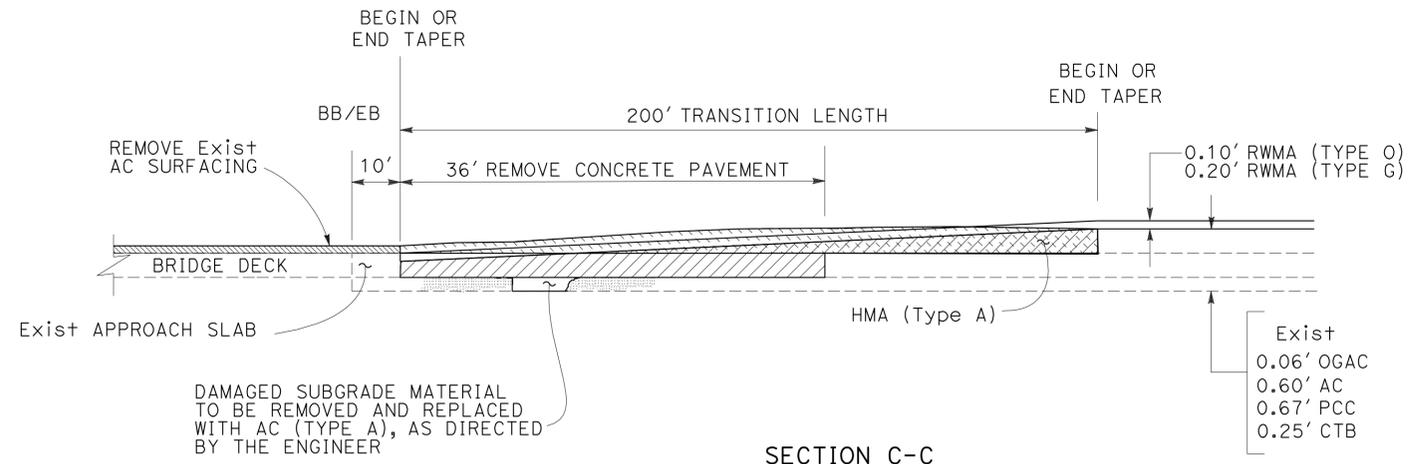
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 NORTH REGION
 OFFICE OF DESIGN, SOUTH DESIGN BRANCH 14
 FUNCTIONAL SUPERVISOR
 NESAR FORMOLI
 CALCULATED/DESIGNED BY
 BOURLIEN WONG
 CHECKED BY
 BOURLIEN WONG
 REVISED BY
 DATE REVISED

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 03 | Yol | 5 | R14.0/R21.5 | 4 | 23 |

7-28-10
 REGISTERED CIVIL ENGINEER DATE
 8-16-10
 PLANS APPROVAL DATE

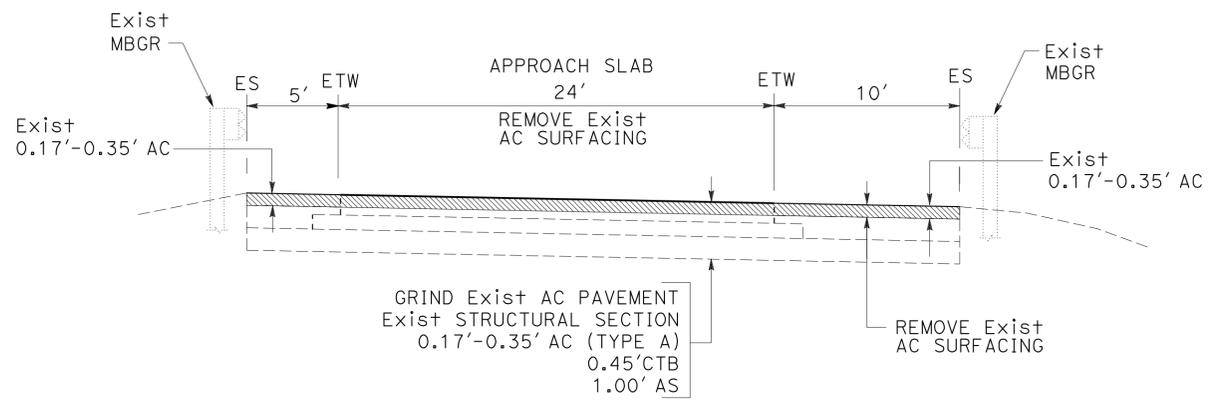
BOURLIEN WONG
 No. 60604
 Exp 12-31-10
 CIVIL

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.

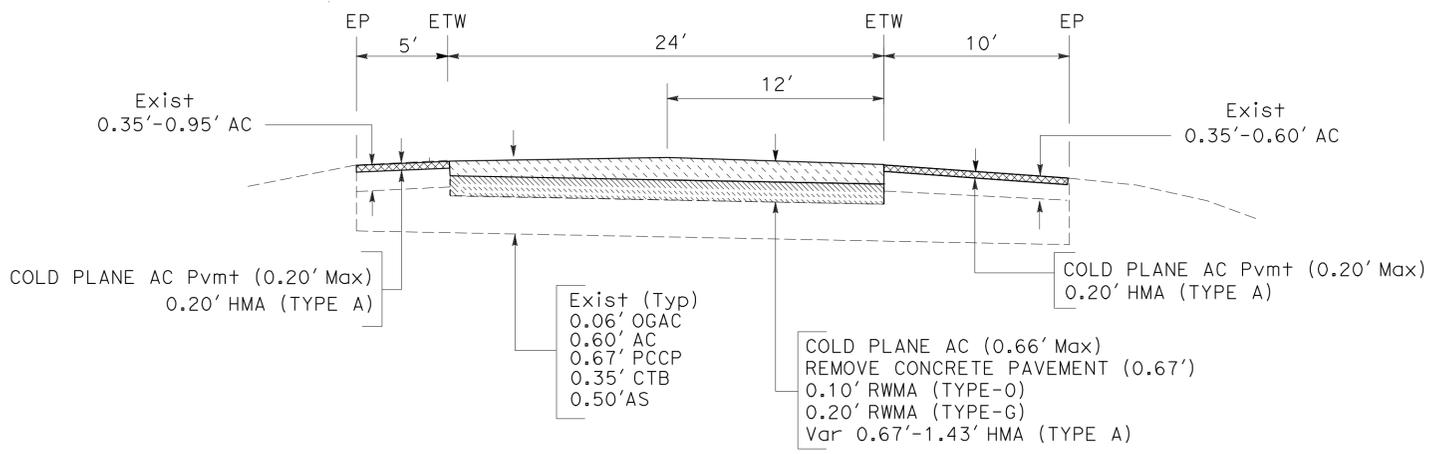


SECTION C-C
TRANSITION TAPER - PROFILE

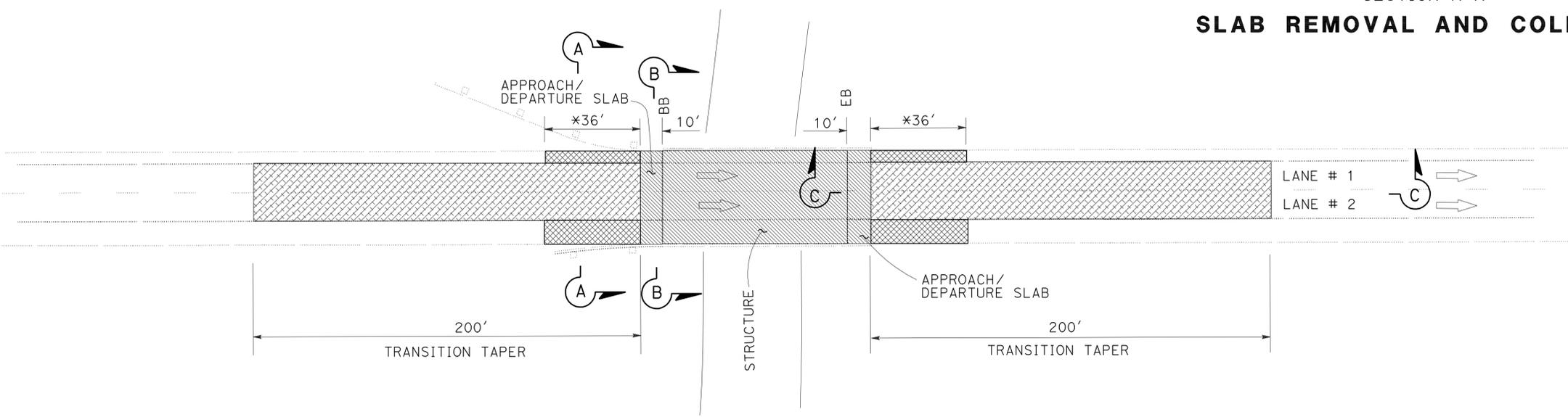
- LEGEND:**
- REMOVE CONCRETE PAVEMENT
 - COLD PLANE AC Pvm+
 - COLD PLANE AC Pvm+ And RWMA (TYPE G)
 - REMOVE Exist AC SURFACING
 - HMA (TYPE A)
 - DIRECTION OF TRAFFIC



SECTION B-B
REMOVE Exist AC SURFACING



SECTION A-A
SLAB REMOVAL AND COLD PLANE



* LENGTH OF REMOVE CONCRETE PAVEMENT
SMITH CREEK Br 22-009 L/R

CONSTRUCTION DETAILS
NO SCALE
C-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 NORTH REGION
 OFFICE OF DESIGN, SOUTH
 DESIGN BRANCH 14
 FUNCTIONAL SUPERVISOR
 NESAR FORMOLI
 CALCULATED/DESIGNED BY
 BOURLIEN WONG
 CHECKED BY
 BOURLIEN WONG
 REVISED BY
 DATE REVIS

| | | | | | |
|--|--------|-------|-----------------------------|--------------|-----------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 03 | Yol | 5 | R14.0/R21.5 | 6 | 23 |
|  REGISTERED CIVIL ENGINEER | | | 7-28-10 | DATE | |
| PLANS APPROVAL DATE | | | 8-16-10 | | |
| <small>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.</small> | | | | | |

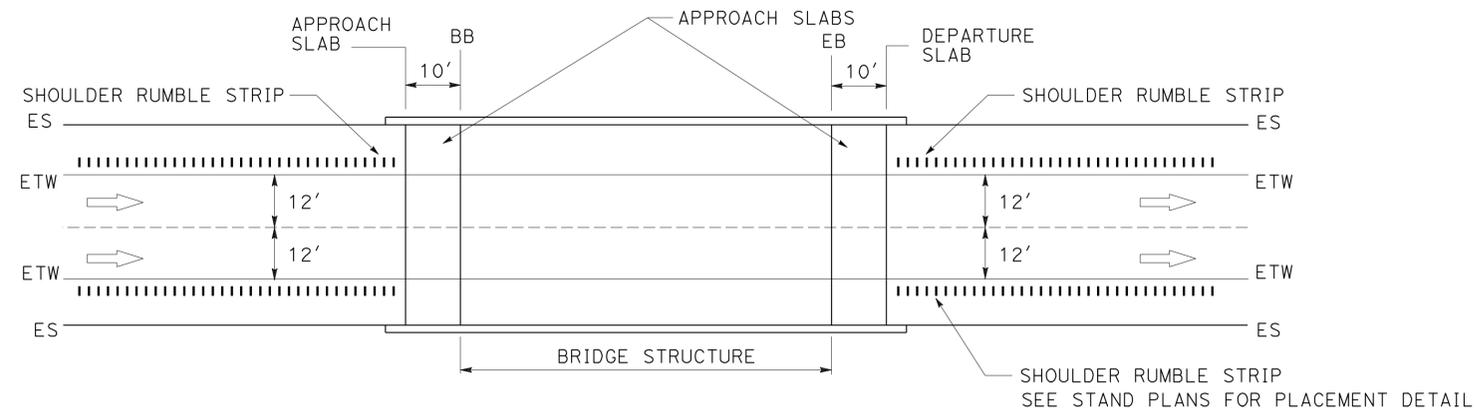


NOTES:

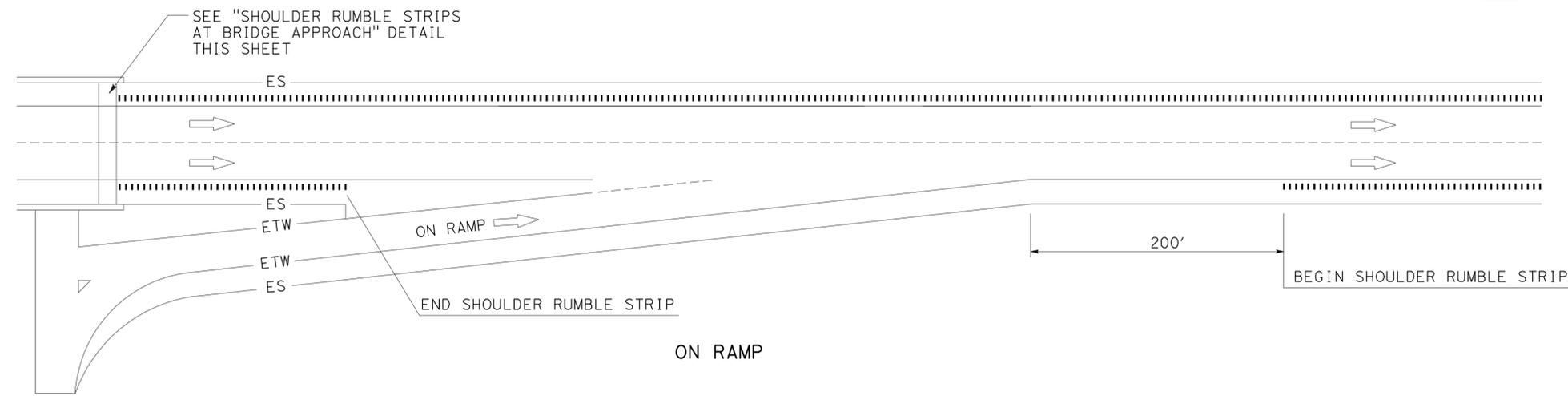
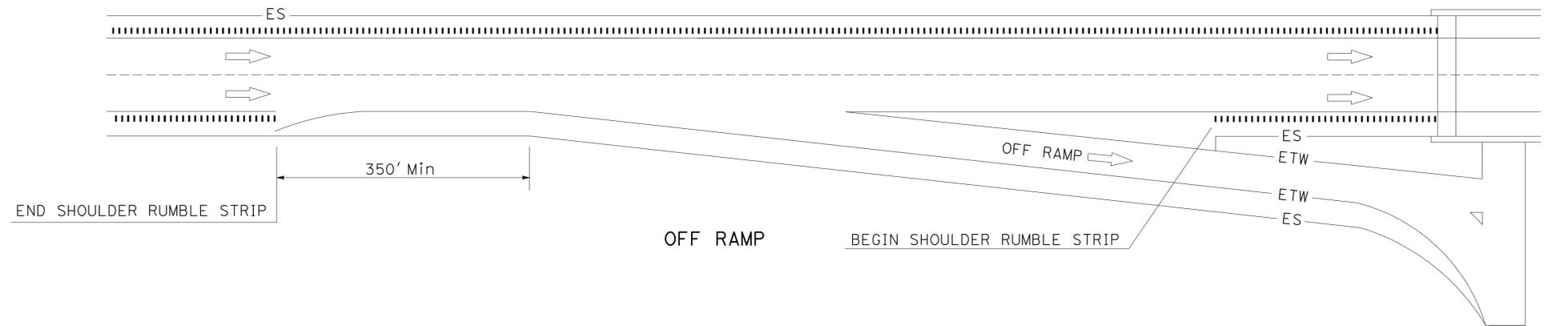
1. RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGE STRUCTURES OR APPROACH SLABS.

LEGEND

-  DIRECTION OF TRAVEL
-  SHOULDER RUMBLE STRIP (AC, GROUND-IN INDENTATIONS)



**SHOULDER RUMBLE STRIPS
AT BRIDGE APPROACH**



**SHOULDER RUMBLE STRIPS
AT RAMP LOCATIONS**

CONSTRUCTION DETAILS
NO SCALE

| | | | |
|---|-----------------------|---------------|------|
| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | REVISOR | DATE |
| Caltrans | NESAR FORMOLI | BOURLIEN WONG | |
| NORTH REGION OFFICE OF DESIGN, SOUTH DESIGN BRANCH 14 | | BOURLIEN WONG | |
| | | | |

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 NORTH REGION
 OFFICE OF DESIGN, SOUTH
 DESIGN BRANCH 14

FUNCTIONAL SUPERVISOR
 NESAR FORMOLI

CALCULATED/DESIGNED BY
 CHECKED BY

BOURLIEN WONG
 BOURLIEN WONG

REVISED BY
 DATE REVISED

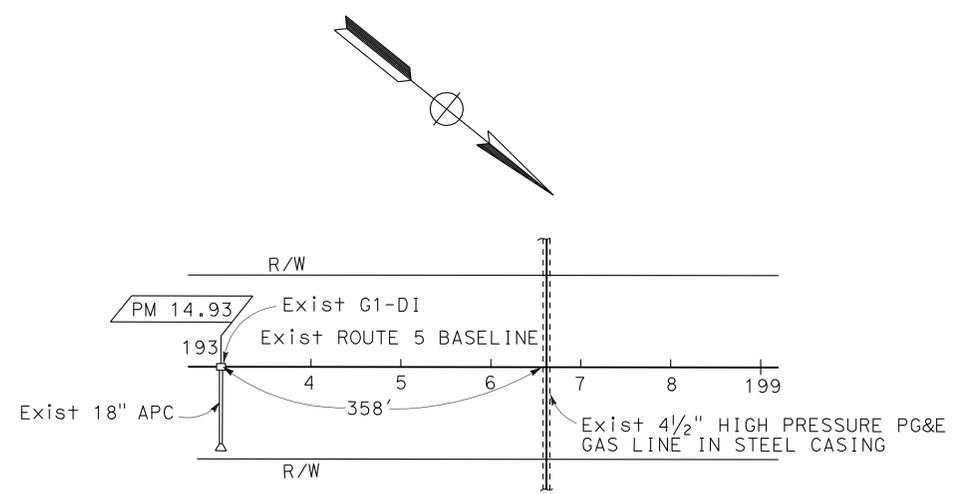
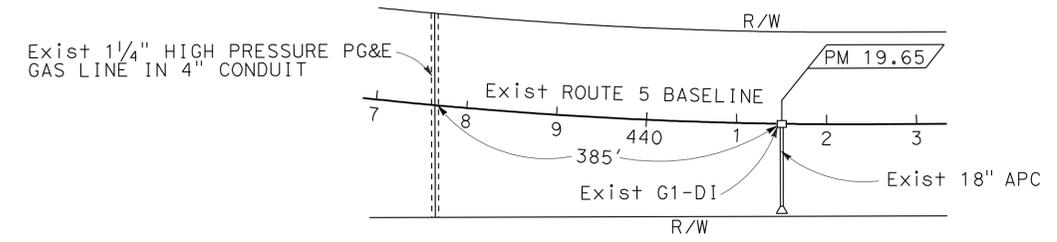
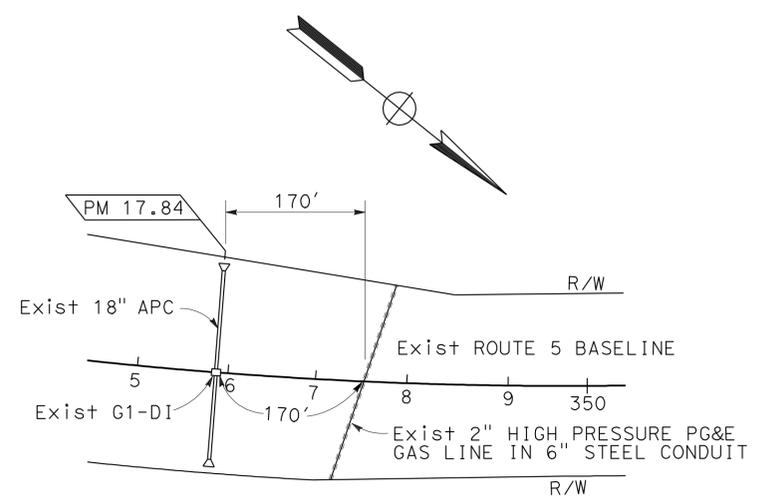
NOTE:
 UTILITIES TO BE EXPOSED AND PROTECTED DURING CONSTRUCTION.
 (SEE STANDARD SPECIAL PROVISION.)

| | | | | | |
|------|--------|-------|-----------------------------|--------------|-----------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 03 | Yol | 5 | R14.0/R21.5 | 7 | 23 |

7-28-10
 REGISTERED CIVIL ENGINEER DATE
 8-16-10
 PLANS APPROVAL DATE

BOURLIEN WONG
 No. 60604
 Exp 12-31-10
 CIVIL
 STATE OF CALIFORNIA

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



UTILITY PLAN
 SCALE: 1"=100'
U-1

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 03 | Yol | 5 | R14.0/R21.5 | 10 | 23 |

7-28-10
 REGISTERED CIVIL ENGINEER DATE
 8-16-10
 PLANS APPROVAL DATE

BOURLIEN WONG
 No. 60604
 Exp. 2-31-10
 CIVIL
 STATE OF CALIFORNIA

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ROADWAY QUANTITIES

| LOCATION/DESCRIPTION | COLD PLANE AC PAVEMENT | | | RUBBERIZED WARM MIX ASPHALT | | HOT MIX ASPHALT | IMPORTED MATERIAL (SHOULDER BACKING) | REMOVE CONCRETE PAVEMENT | REPLACE ASPHALT CONCRETE SURFACING | TACK COAT | SHOULDER RUMBLE STRIP (AC, GROUND-IN INDENTATION) | REMOVE AC SURFACING | CRACK TREATMENT |
|-----------------------------|------------------------|------------------|--------------|-----------------------------|---------------|-----------------|--------------------------------------|--------------------------|------------------------------------|------------|---|---------------------|-----------------|
| | 0.06 Max | 0.20 Max | 0.67 Max | TYPE O | TYPE G | TYPE A | TON | CY | CY | TON | STA | SOFT | LNMI |
| | SOYD | SOYD | SOYD | TON | TON | TON | TON | CY | CY | TON | STA | SOFT | LNMI |
| MAINLINE SB | 114,217 | | | 7,314 | 22,820 | | 12,320 | | 1385.1 | 68 | 807 | | 5 |
| MAINLINE NB | 114,217 | | | 7,314 | 22,820 | | 12,320 | | 15.6 | 68 | 807 | | 5 |
| SB ZAMORA ON-RAMP | 150 | 122.2 | | 253 | 856 | | | | | 3 | | | |
| SB ZAMORA OFF-RAMP | 150 | 122.2 | | 166 | 562 | | | | | 2.0 | | | |
| NB ZAMORA ON-RAMP | 150 | 122.2 | | 231 | 782 | | | | | 2.3 | | | |
| NB ZAMORA OFF-RAMP | 150 | 122.2 | | 173 | 587 | | | | | 1.7 | | | |
| STRUCTURE APPROACHES | | 1,226.7 | 1,536 | | | | | 86 | | | | 3,560 | |
| MAINLINE CONFORM SB | | 144.5 | | | | | | | | | | | |
| MAINLINE CONFORM NB | | 144.5 | | | | | | | | | | | |
| DIKE PM R17.44 TO R17.64 NB | | | | | | | | | | 15 | | | |
| SUBTOTAL | 229,034 | 2,004.5 | 1,536 | | | | | | | | | | |
| TOTAL | | 232,574.5 | | 15,451 | 48,427 | 139 | 24,640 | 86 | 1400.7 | 145 | 1,614 | 3,560 | 10 |

REMOVE PAVEMENT MARKING

| LOCATION | DESCRIPTION | | | | |
|---------------------|-------------|-----------|--------------|--------------|------------|
| | STOP | AHEAD | TYPE I ARROW | TYPE V ARROW | LIMIT LINE |
| | SOFT | SOFT | SOFT | SOFT | SOFT |
| NB ZAMORA OFF-RAMP | 66 | 31 | | 66 | 75 |
| NB ZAMORA ON-RAMP | | | 31 | | |
| SB ZAMORA OFF-RAMP | 66 | 31 | | 66 | 75 |
| SB ZAMORA ON-RAMP | | | 31 | | |
| SUBTOTAL (N) | 132 | 62 | 62 | 132 | 150 |
| TOTAL (N) | | | 538 | | |

DELINEATORS AND HIGHWAY POST MARKERS

| LOCATION | HIGHWAY POST MARKER | | DELINEATOR | |
|--------------------|---------------------|-----------|----------------|----------------|
| | FNBT | FSBT | CLASS 1 TYPE F | CLASS 1 TYPE G |
| | EA | EA | EA | EA |
| PM R14.00 | 1 | 1 | | |
| PM R14.26 | 1 | 1 | | |
| PM R15.00 | 1 | 1 | | |
| PM R15.84 | | 1 | | |
| PM R15.86 | 1 | | | |
| PM R16.00 | 1 | 1 | | |
| PM R17.00 | 1 | 1 | | |
| PM R17.63 | 1 | 1 | | |
| PM R18.00 | 1 | 1 | | |
| PM R18.98 | 1 | 1 | | |
| PM R19.00 | 1 | 1 | | |
| PM R20.00 | 1 | 1 | | |
| PM R21.00 | 1 | 1 | | |
| PM R21.38 | 1 | 1 | | |
| NB ZAMORA OFF-RAMP | | | 5 | 4 |
| NB ZAMORA ON-RAMP | | | 7 | |
| SB ZAMORA OFF-RAMP | | | 5 | 5 |
| SB ZAMORA ON-RAMP | | | 6 | |
| SUBTOTAL | 13 | 13 | 23 | 9 |
| TOTAL | 26 | 26 | 32 | 32 |

TEMPORARY CONSTRUCTION BMPS

| ITEM/DESCRIPTION | UNIT | QUANTITY |
|---------------------------------------|------|----------|
| TEMPORARY DRAINAGE INLET PROTECTION | EA | 27 |
| TEMPORARY CONCRETE WASHOUT (PORTABLE) | LS | 1 |
| TEMPORARY FENCE (TYPE ESA) | LF | 150 |
| TEMPORARY SILT FENCE | LF | 230 |

THERMOPLASTIC PAVEMENT MARKING

| LOCATION | DESCRIPTION | | | | | | | | | | |
|--------------------|-------------|------------|----------|-----------|--------------|------------|--------------|------------|------------|-----------|------------|
| | STOP | | AHEAD | | TYPE I ARROW | | TYPE V ARROW | | LIMIT LINE | | |
| | No. | SOFT | No. | SOFT | No. | SOFT | No. | SOFT | No. | SOFT | |
| NB ZAMORA OFF-RAMP | 3 | 66 | 1 | 31 | 1 | | 2 | 66 | 75 | LF | 75 |
| NB ZAMORA ON-RAMP | | | | | | 31 | | | | | |
| SB ZAMORA OFF-RAMP | 3 | 66 | 1 | 31 | 1 | | 2 | 66 | 75 | LF | 75 |
| SB ZAMORA ON-RAMP | | | | | | 31 | | | | | |
| SUBTOTAL | 6 | 132 | 2 | 62 | 2 | 62 | 4 | 132 | 150 | LF | 150 |
| TOTAL | | | | | | 538 | | | | | |

PAVEMENT MARKERS

| LOCATION/DESCRIPTION | DETAIL NUMBER | RETRO REFLECTIVE | | |
|----------------------|---------------|------------------|--------------|--------------|
| | | TYPE C | TYPE G | TYPE H |
| | | EA | EA | EA |
| MAINLINE SB | 12, 14A, 25 | 12 | 813 | 856 |
| MAINLINE NB | 12, 14A, 25 | 12 | 813 | 856 |
| NB ZAMORA OFF-RAMP | 25A, 36 | | 22 | 44 |
| NB ZAMORA ON-RAMP | 9, 25A, 36A | | 20 | 34 |
| SB ZAMORA OFF-RAMP | 25A, 36 | | 22 | 38 |
| SB ZAMORA ON-RAMP | 9, 25A, 36A | | 22 | 46 |
| SUBTOTAL | | 24 | 1,712 | 1,874 |
| TOTAL | | | 3,610 | |

PAVEMENT DELINEATION

| LOCATION/DESCRIPTION | 4" THERMOPLASTIC TRAFFIC STRIPE | | | | | | 8" THERMOPLASTIC TRAFFIC STRIPE | |
|----------------------|---------------------------------|--------------------|------------|----------------|--------------|--------------------|---------------------------------|------------|
| | BROKEN (17-7) | DETAIL NUMBER (LF) | | | | DETAIL NUMBER (LF) | | |
| | | BROKEN (36-12) | SOLID | | SOLID | | | |
| | 9 | 12 | 14A | 25 | 25A | 27B | 36 | 36A |
| MAINLINE SB | | 9,760 | 144 | 41,210 | | 43,550 | | |
| MAINLINE NB | | 9,760 | 144 | 41,210 | | 43,550 | | |
| NB ZAMORA OFF-RAMP | | | | | 1,050 | 1,275 | 500 | |
| NB ZAMORA ON-RAMP | 280 | | | | 800 | 1,375 | | 300 |
| SB ZAMORA OFF-RAMP | | | | | 900 | 1,130 | 500 | |
| SB ZAMORA ON-RAMP | 280 | | | | 1,100 | 1,700 | | 350 |
| SUBTOTAL | 560 | 19,520 | 288 | 82,420 | 3,850 | 92,580 | 1,000 | 650 |
| TOTAL | 560 | 19,808 | | 178,850 | | 1,650 | | |

(N) NOT A SEPERATE ITEM, FOR INFORMATION ONLY

SUMMARY OF QUANTITIES Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 NORTH REGION
 OFFICE OF DESIGN, SOUTH
 DESIGN BRANCH 14

FUNCTIONAL SUPERVISOR
 NESAR FORMOLI

BOURLIEN WONG
 BOURLIEN WONG

REVISOR BY
 DATE REVISED

CALCULATED-DESIGNED BY
 CHECKED BY

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
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7-28-10
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8-16-10
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 BOURLIEN WONG
 No. 60604
 Exp. 12-31-10
 CIVIL
 STATE OF CALIFORNIA

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METAL BEAM GUARD RAILING

| POST MILE | LOCATION | RECONSTRUCT MBGR | MBGR (WOOD POST) | ALTERNATIVE FLARED TERMINAL SYSTEM | (N) MBGR TYPICAL LAYOUT | TRANSITION RAILING (TYPE WB) * | TERMINAL ANCHOR ASSEMBLY (TYPE SFT) | OBJECT MARKER (TYPE L-1) |
|--------------------|--------------|------------------|------------------|------------------------------------|----------------------------|--------------------------------|-------------------------------------|--------------------------|
| | | | | | | | | |
| NORTH BOUND | | | | | | | | |
| R16.77 | OUTSIDE SHLD | 62.5 | | 1 | 12B | 1 | | 1 |
| R16.77 | MEDIAN SHLD | 150.0 | | 1 | 12B | 1 | | 1 |
| R21.07 | OUTSIDE SHLD | 112.5 | | 1 | 11B | | 1 | 1 |
| SOUTH BOUND | | | | | | | | |
| R16.77 | MEDIAN SHLD | 150.0 | | 1 | 12B | 1 | | 1 |
| R16.77 | OUTSIDE SHLD | 62.5 | | 1 | 12B | 1 | | 1 |
| R18.00 | OUTSIDE SHLD | | 500 | 1 | 12B | | 1 | 1 |
| R21.07 | OUTSIDE SHLD | 112.5 | | 1 | 11B | | 1 | |
| MEDIAN | | | | | | | | |
| R14.26 | | 175.0 | | 2 | | | 2 | |
| R15.84 | | 175.0 | | 2 | | | 2 | |
| R17.63 | | 150 | | 2 | | | 2 | |
| R18.98 | | 150 | | 2 | | | 2 | |
| R21.38 | | 150 | | 2 | | | 2 | |
| TOTAL | | 1,450 | 500 | 17 | | 4 | 13 | 6 |

(N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.
 * SEE STANDARD PLANS FOR METAL GUARD RAILING CONNECTION TO BRIDGE RAILING.

DIKE

| BEGIN POST MILE | END POST MILE | DIRECTION | PLACE HMA DIKE (TYPE A) | HOT MIX ASPHALT (N) (TYPE A) TON |
|-----------------|---------------|-----------|-------------------------|-------------------------------------|
| R17.44 | R17.64 | NB | 1056 | 15 |
| TOTAL | | | 1056 | 15 |

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

REPLACE ASPHALT CONCRETE SURFACING

| LOCATION/DESCRIPTION | DIRECTION | POST MILE | | LANE No. | (N) REPLACE ASPHALT CONCRETE SURFACING |
|----------------------|-----------|-----------|--------|----------|---|
| | | BEGIN | END | | CY |
| MAINLINE | SB | R18.46 | R18.95 | 2 | 382.9 |
| MAINLINE | NB | R18.95 | R18.97 | 2 | 15.6 |
| MAINLINE | SB | R18.96 | R19.22 | 2 | 203.2 |
| MAINLINE | SB | R19.26 | R19.85 | 2 | 461.0 |
| MAINLINE | SB | R21.36 | R21.50 | 2 | 338.0 |

* SEE SHEET 0-1 FOR TOTAL QUANTITY

ADJUST DRAINAGE INLET

| LOCATION | DIRECTON | ADJUST INLET |
|----------|----------|--------------|
| | | EA |
| 17.49 | NB | 1 |
| TOTAL | | 1 |

SUMMARY OF QUANTITIES

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 03 | YoI | 5 | R14.0/R21.5 | 12 | 23 |

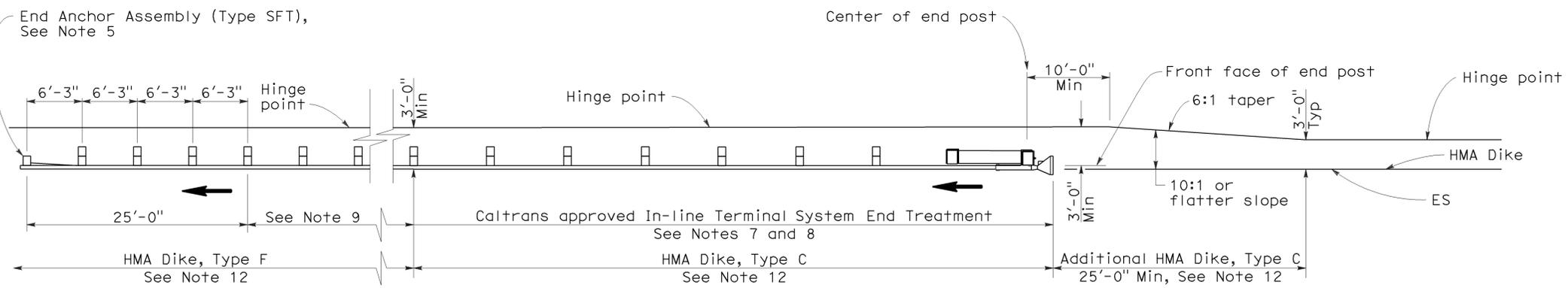
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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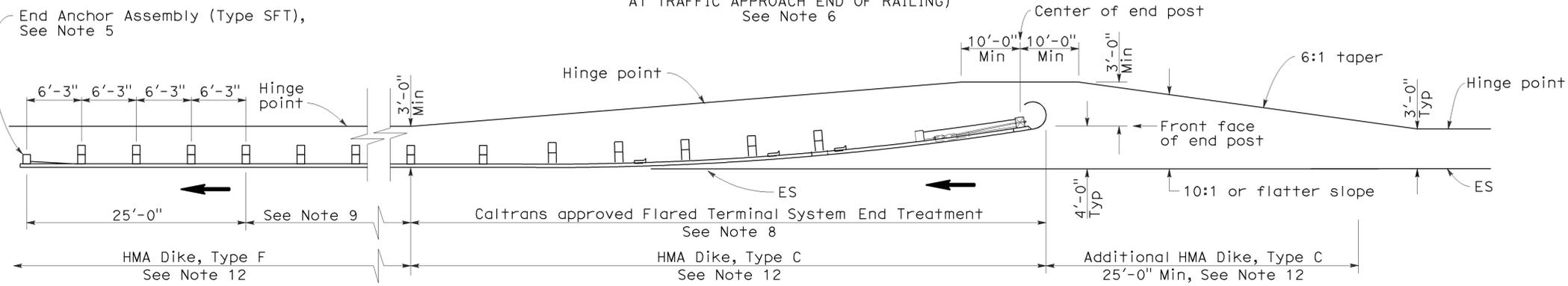
To accompany plans dated 8-16-10

2006 REVISED STANDARD PLAN RSP A77E1



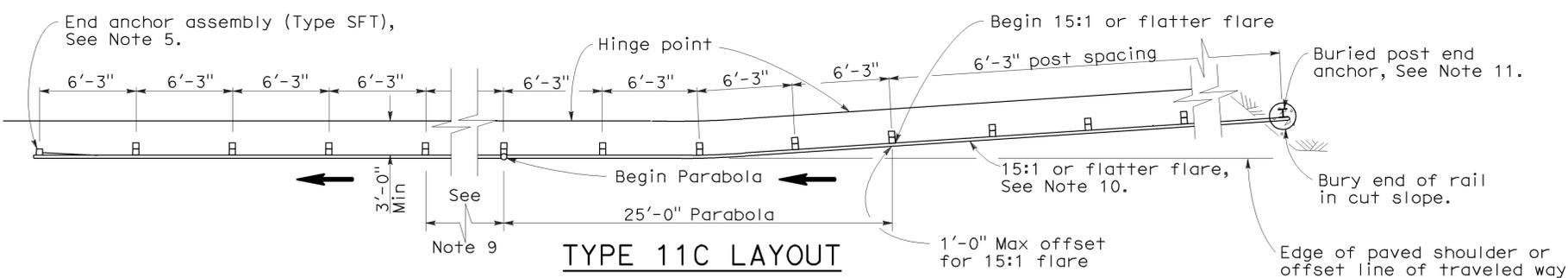
TYPE 11A LAYOUT

(EMBANKMENT GUARD INSTALLATION WITH IN-LINE END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Note 6



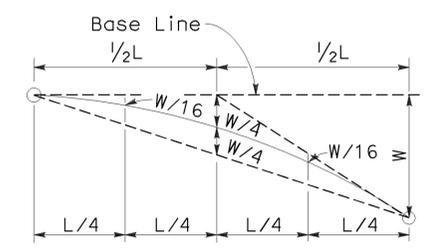
TYPE 11B LAYOUT

(EMBANKMENT GUARD RAILING INSTALLATION WITH FLARED END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Note 6

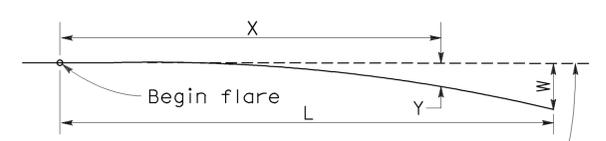


TYPE 11C LAYOUT

(EMBANKMENT GUARD RAILING INSTALLATION WITH BURIED END ANCHOR TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 6 and 12



TYPICAL PARABOLIC LAYOUT

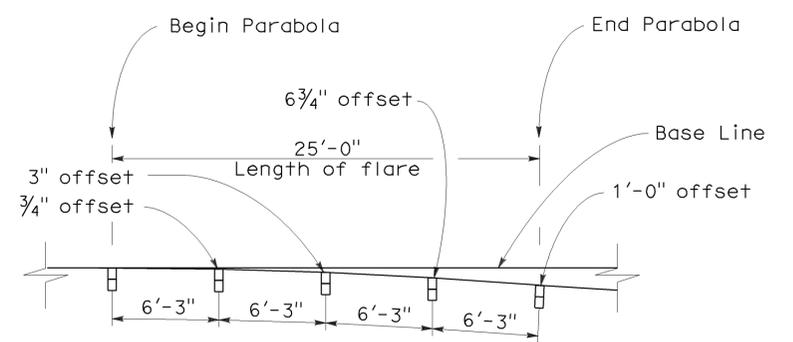


Base Line (Edge of paved shoulder or offset line of edge of traveled way)

$Y = \frac{WX^2}{L^2}$

Y = Offset from base line
W = Maximum offset
X = Distance along base line
L = Length of flare

PARABOLIC FLARE OFFSETS



TYPICAL FLARE OFFSETS FOR 1 FOOT MAX END OFFSET

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1, and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or recycled plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by \rightarrow .
- For End Anchor Assembly (Type SFT) details, see Standard Plan A77H1.
- Layout Types 11A, 11B or 11C are typically used where guard railing is recommended to shield embankment slopes and a crashworthy end treatment is required for only one direction of traffic.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height and side slope), construction of additional guard railing (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
- The 15:1 or flatter flare used with buried end anchors is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of guard railing within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
- For details of the buried post end anchor used with Type 11C Layout, see Standard Plan A77I2.
- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR EMBANKMENTS
NO SCALE

RSP A77E1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77E1
DATED MAY 1, 2006 - PAGE 48 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77E1

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | YoI | 5 | R14.0/R21.5 | 13 | 23 |

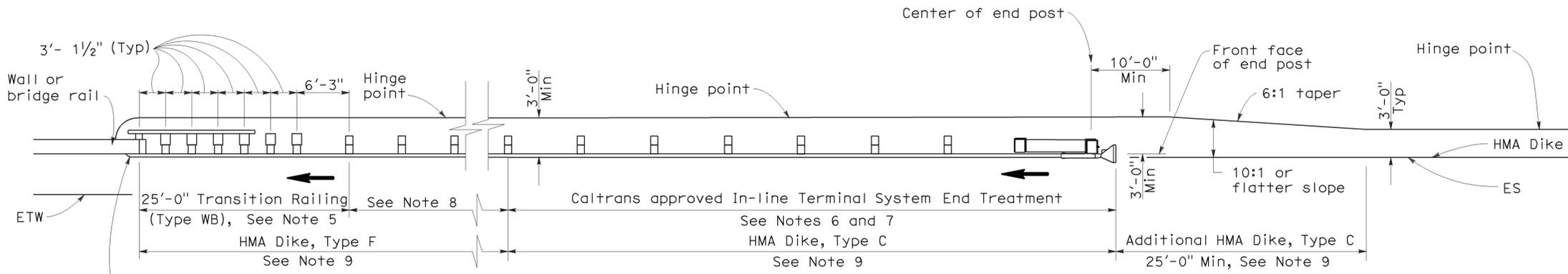
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

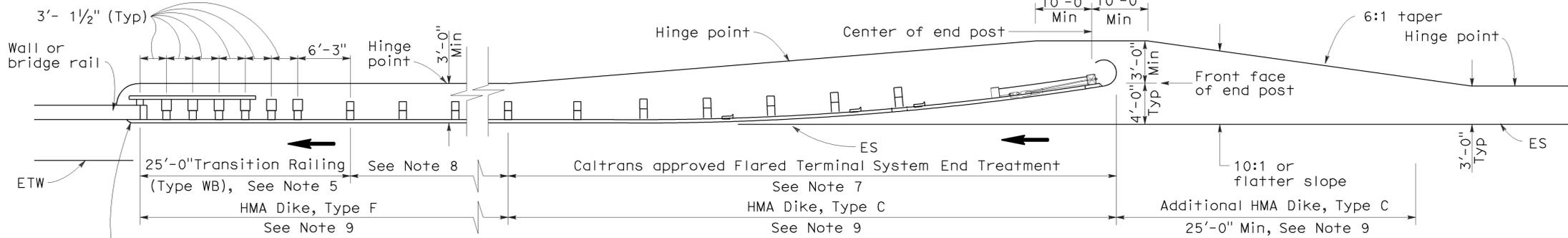
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To accompany plans dated 8-16-10



TYPE 12A LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE APPROACH WITH AN IN-LINE END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 10



TYPE 12B LAYOUT

(GUARD RAILING INSTALLATION AT STRUCTURE APPROACH WITH A FLARED END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 10

NOTES:

- Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard rail post spacing to be 6'-3" center to center, except as otherwise noted.
- Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- Direction of adjacent traffic indicated by \rightarrow .
- For Transition Railing (Type WB) details for Types 12A and 12B Layouts, see Standard Plan A77J4.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system end treatment to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, or other fixed objects), it may be advisable to construct additional guard railing (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and end treatment.

- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
- Type 12A or Type 12B Layouts are typically used:
 - To the right of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
 - To the left of approaching traffic, at the end of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
 - To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
 - To the right of approaching traffic at the end of the structure on multilane freeways or expressways with decked median on the bridge.
- See Revised Standard Plan RSP A77F3 for typical layout used left of approaching traffic at the ends of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.

- For additional details of typical connections to bridge rail, see Connection Detail AA on Revised Standard Plans RSP A77J1 and RSP A77J2 and Connection Detail FF on Standard Plans A77K1 and A77K2.
- For additional details of a typical connection to walls or abutments, see Standard Plan A77J3.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL LAYOUTS FOR
STRUCTURE APPROACH**

NO SCALE

RSP A77F1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77F1
DATED MAY 1, 2006 - PAGE 54 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77F1

2006 REVISED STANDARD PLAN RSP A77F1

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | YoI | 5 | R14.0/R21.5 | 14 | 23 |

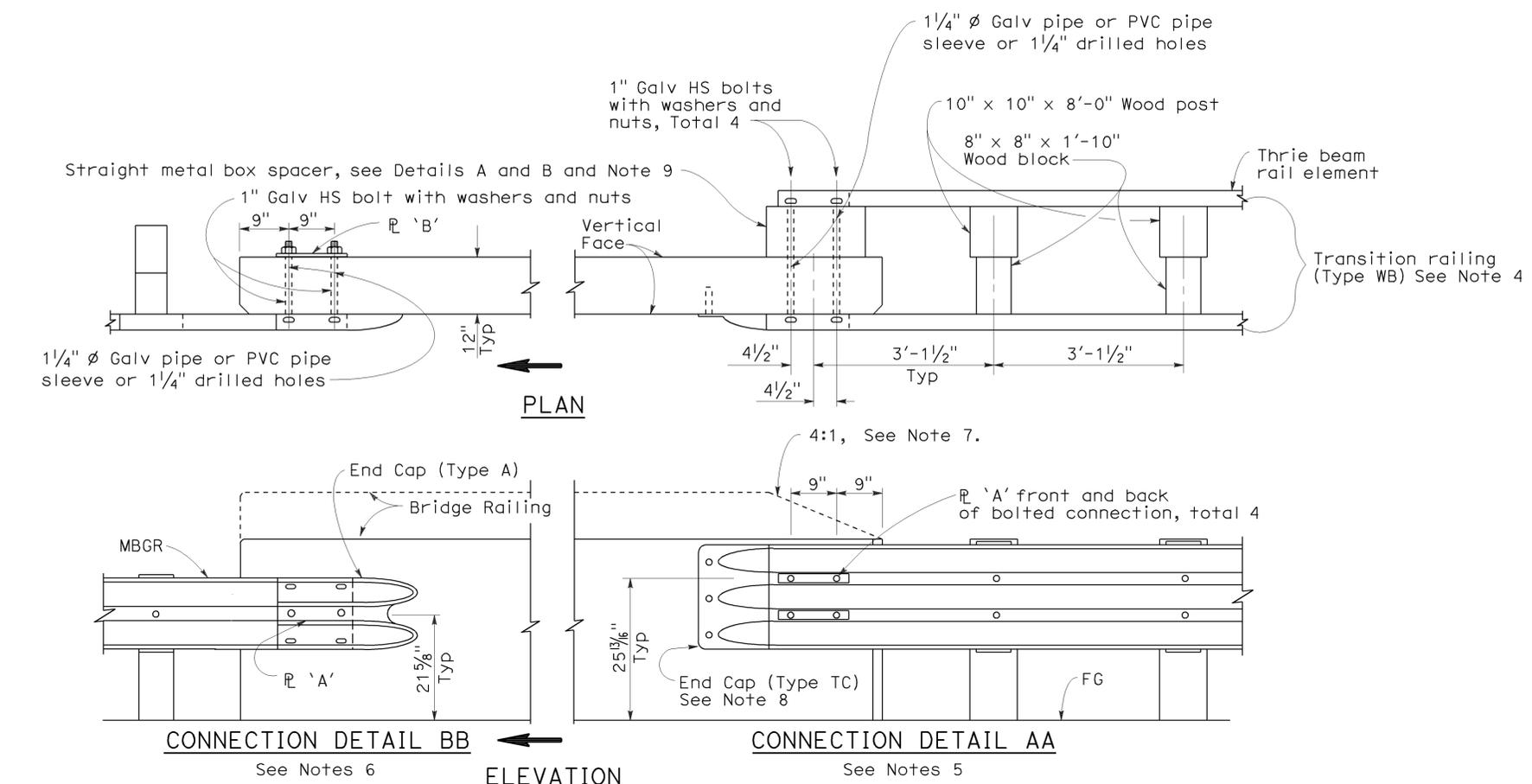
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
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Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

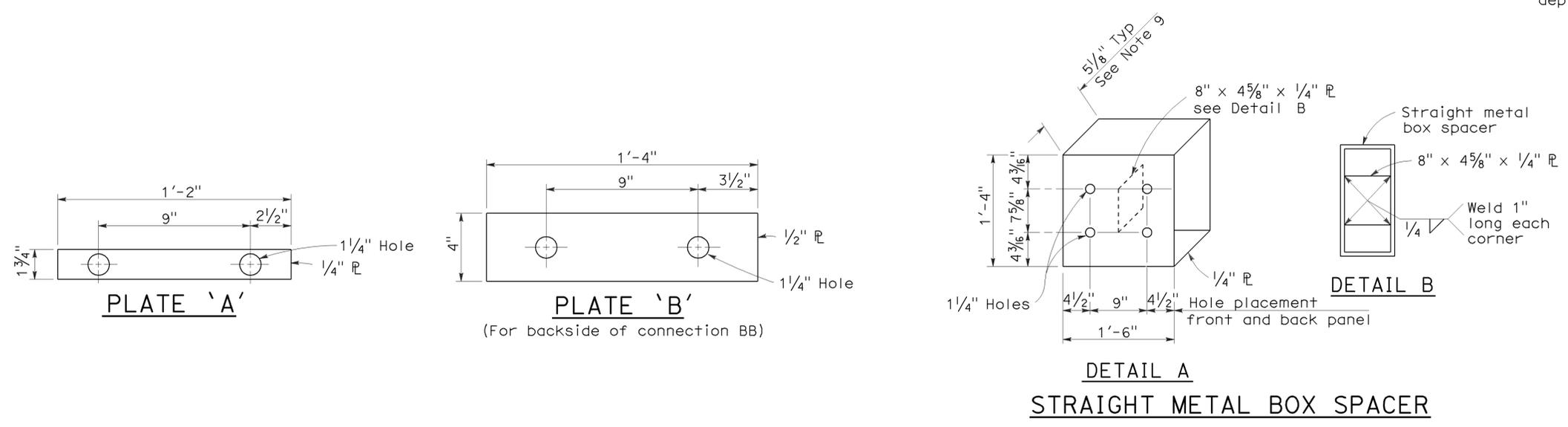
To accompany plans dated 8-16-10



NOTES:

1. See Revised Standard Plan RSP A77J2 for additional connection details to bridges without sidewalks.
2. Additional details of posts, blocks and hardware are shown on Standard Plan A77B1, A77C1 and A77C2.
3. Direction of adjacent traffic indicated by \rightarrow .
4. For additional details of Transition Railing (Type WB), see Standard Plan A77J4. Transition Railing (Type WB) transitions the 12 gage w-beam standard railing section of guard railing to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
5. For typical use of Connection Detail AA, see Layout Types 12A and 12B on Revised Standard Plan RSP A77F1, Layout Types 12C and 12D on Standard Plan A77F2, and Layout Type 12E on Revised Standard Plan RSP A77F3.
6. For typical use of Connection Detail BB, see Layout Type 12D (structure departure railing connection) on Standard Plan A77F2 and Layout Type 12DD on Standard Plan A77F5.
7. Where the height of the bridge railing exceeds the height of the thrie beam railing by more than 1" at Connection Detail AA, taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam rail.
8. For details of End Cap (Type TC), see Standard Plan A77J4.
9. See Standard Plan A77J4 for additional details regarding depth dimension for straight metal box spacer.

GUARD RAILING CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
METAL BEAM GUARD RAILING CONNECTIONS TO BRIDGE RAILINGS WITHOUT SIDEWALKS DETAILS No.1

NO SCALE

RSP A77J1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77J1 DATED MAY 1, 2006 - PAGE 72 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77J1

2006 REVISED STANDARD PLAN RSP A77J1

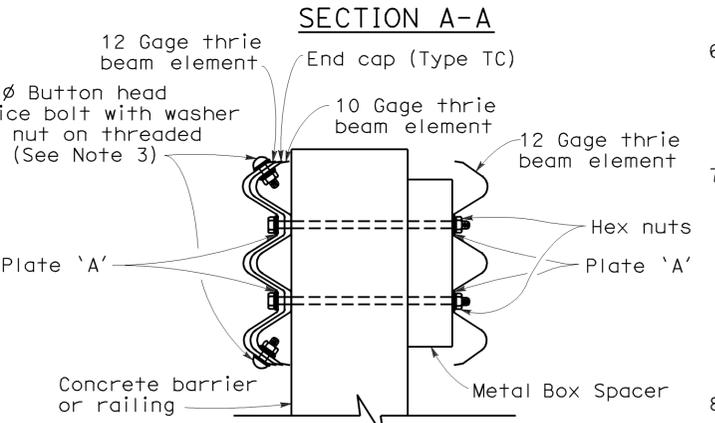
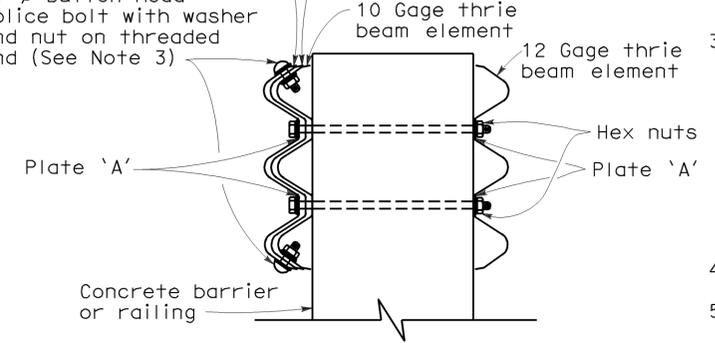
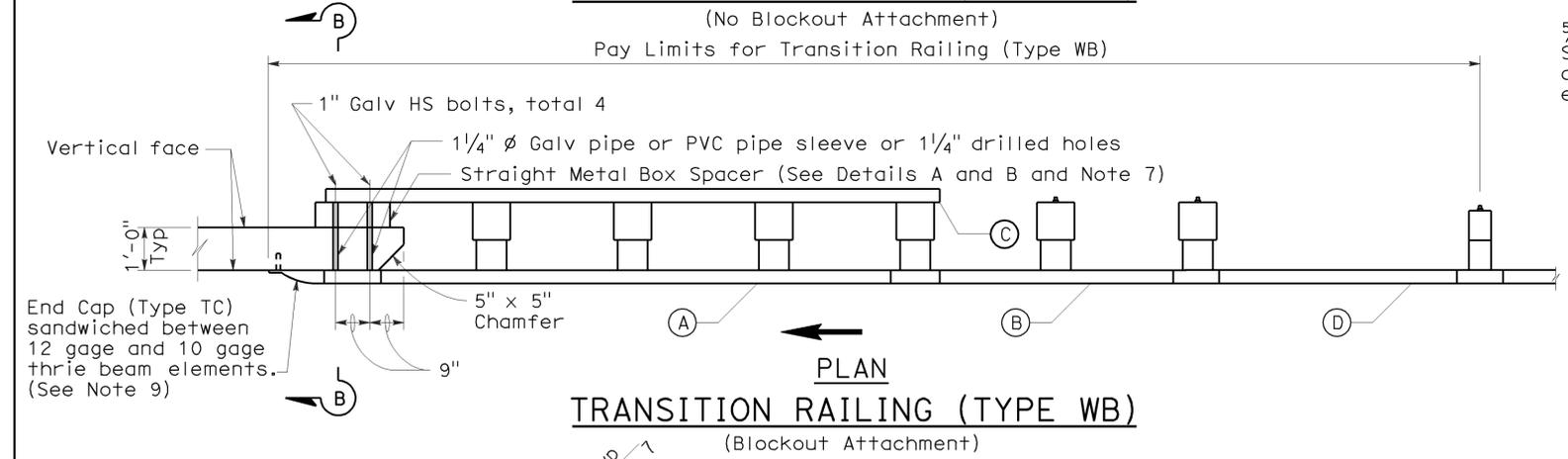
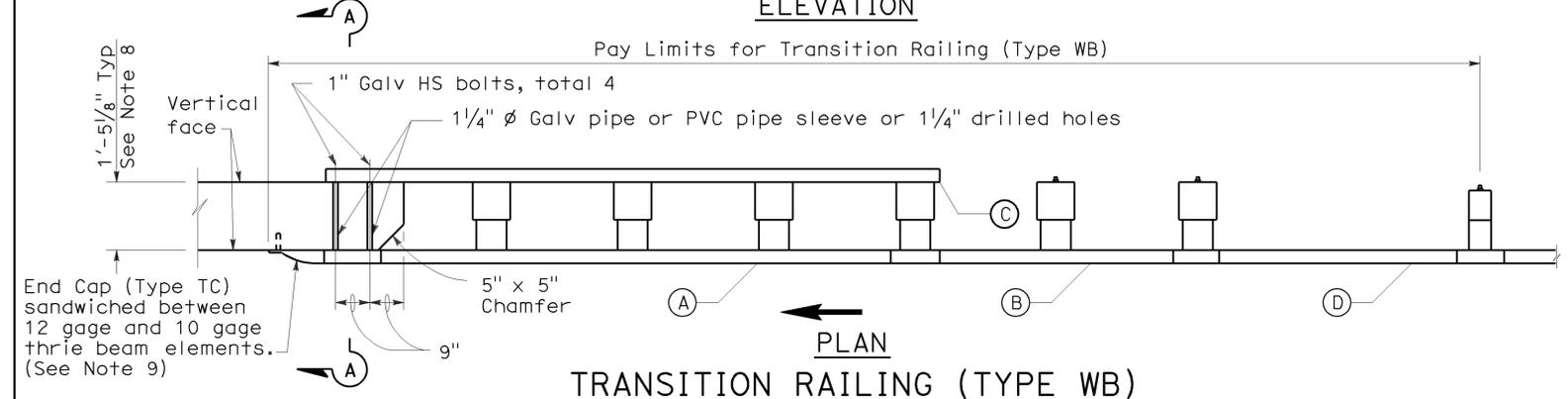
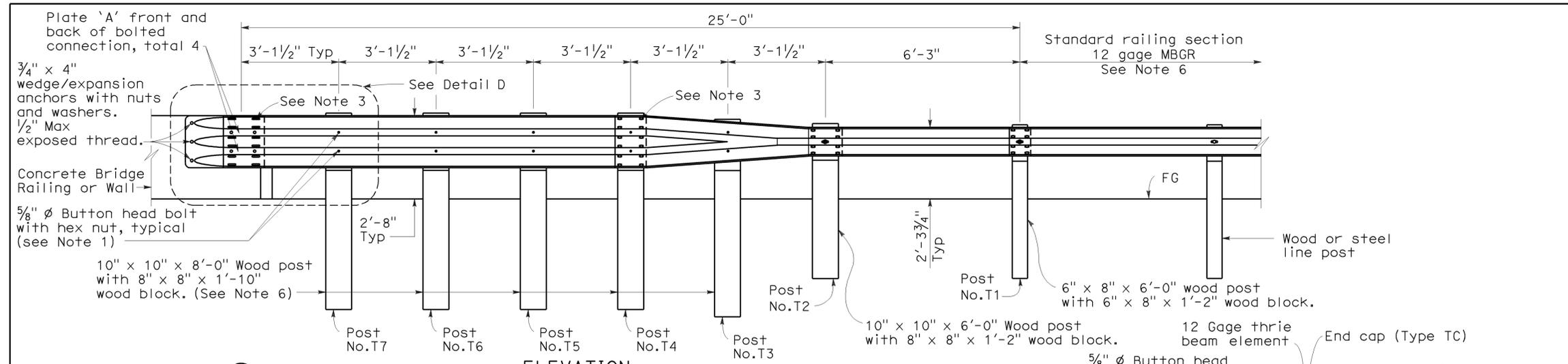
| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | YoI | 5 | R14.0/R21.5 | 15 | 23 |

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 5, 2009
PLANS APPROVAL DATE

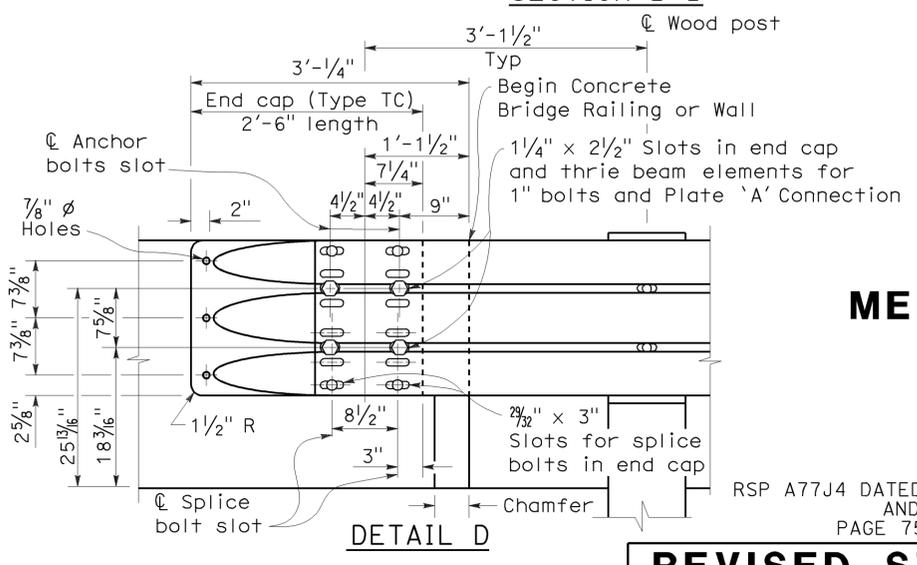
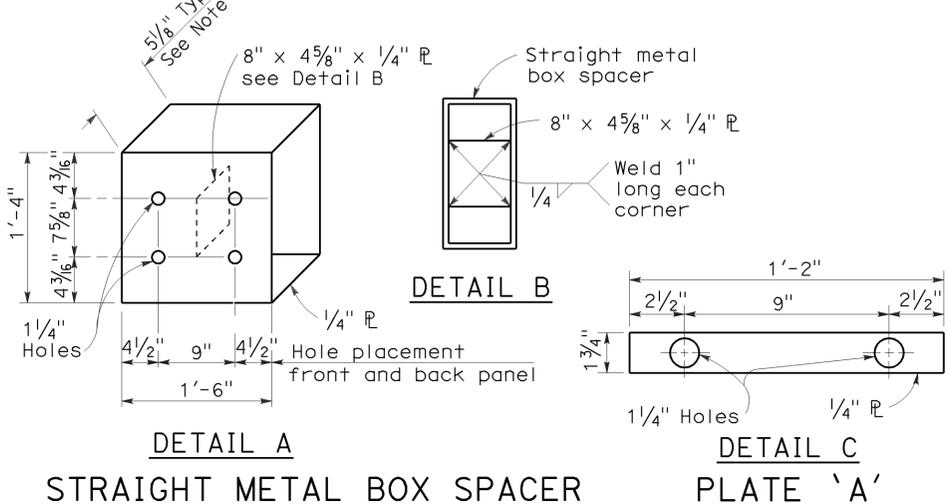
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No. C50200
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STATE OF CALIFORNIA



- NOTES:** To accompany plans dated 8-16-10
- Use 5/8 " ϕ Button head bolts and hex nuts for connections to posts. No washer on rail face for bolted connections to post.
 - The nested rail elements, end cap, and 'W' beam to thrie beam element may be spliced together prior to bolting the elements to the wood post and concrete barrier or railing.
 - Exterior splice bolt holes for rail element splices at Post No.T4 and the connection to the concrete barrier or railing shall be the standard 29/32 " x 1 1/8 " slot size. Interior splice bolt holes at these locations may be increased up to 1 1/4 " ϕ . Only the top 2 and the bottom 2 splice bolts with washers and nuts are required for rail splices at Post No.T4 and the connection to the concrete barrier or railing.
 - Direction of adjacent traffic indicated by \rightarrow .
 - The top elevation of Post Nos.T2 through T7 shall not project more than 1" above the top elevation of the rail element.
 - Typically, the railing connected to Transition Railing (Type WB) will be either standard railing section of metal beam guard railing or an approved Caltrans end treatment attached to Post No.T1.
 - The depth of the metal box spacer varies from the 5 1/8 " to 1 1/2 " and is dependent on the width of the concrete railing or wall. The combined dimension for the depth of the metal box spacer plus the width of railing or wall is typically 17 1/8 ". Where the space between the backside of the concrete railing or wall and the rear thrie beam element is less than 1 1/2 ", metal plates similar to Plate 'A' are to be used as spacers.
 - Where the width of the concrete railing or wall is greater than 17 1/8 ", wood blocks are to be used to fill the space created between the backside of Posts No.4 through No.7 and the rear thrie beam element. These wood blocks shall be 8" in width and 1'-2" in length. The dimension between the front thrie beam element and the rear thrie beam element is to match the width of the concrete railing or wall.
 - End cap may be installed over 12 gage and 10 gage thrie beam elements where transition railing is installed on the departure end of bridge railing.

- LEGEND**
- (A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).
 - (B) One 10 gage "W" beam to thrie beam element.
 - (C) One 12 gage thrie beam element.
 - (D) One 10 gage "W" beam rail element (7'-3 1/2" length)
- 10 gage = 0.135" thick
12 gage = 0.108" thick



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TRANSITION RAILING
(TYPE WB)**

NO SCALE

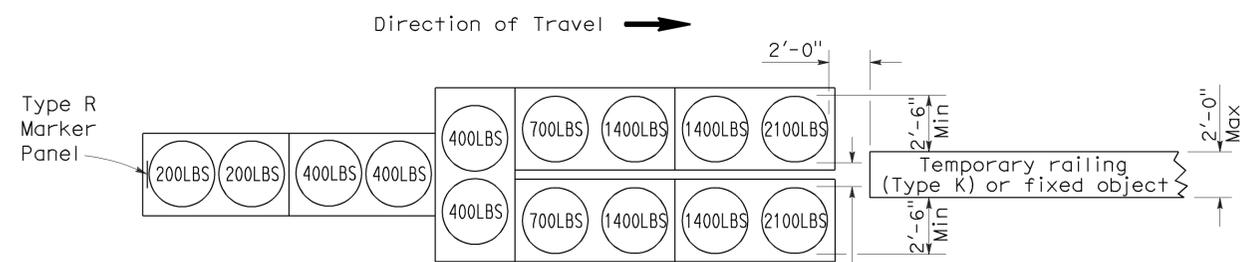
RSP A77J4 DATED JUNE 5, 2009 SUPERSEDES RSP A77J4 DATED JUNE 6, 2008
AND STANDARD PLAN A77J4 DATED MAY 1, 2006 -
PAGE 75 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77J4

2006 REVISED STANDARD PLAN RSP A77J4

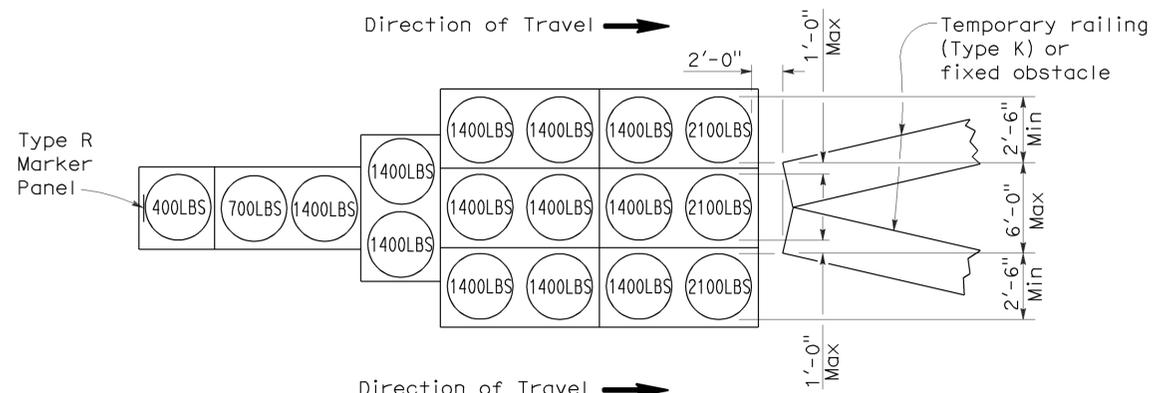
To accompany plans dated 8-16-10

2006 REVISED STANDARD PLAN RSP T1A



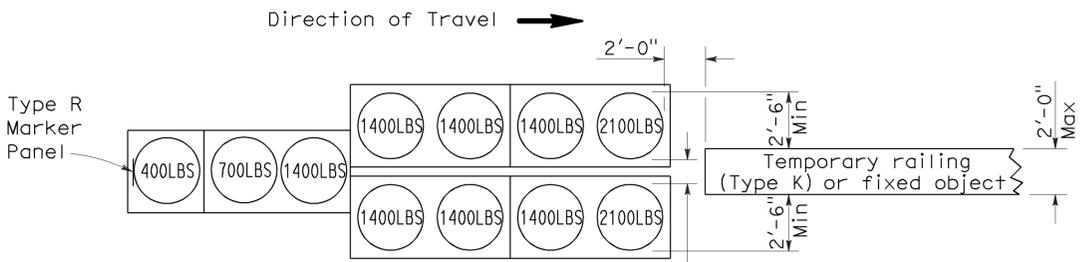
ARRAY 'TU14'

Approach speed 45 mph or more



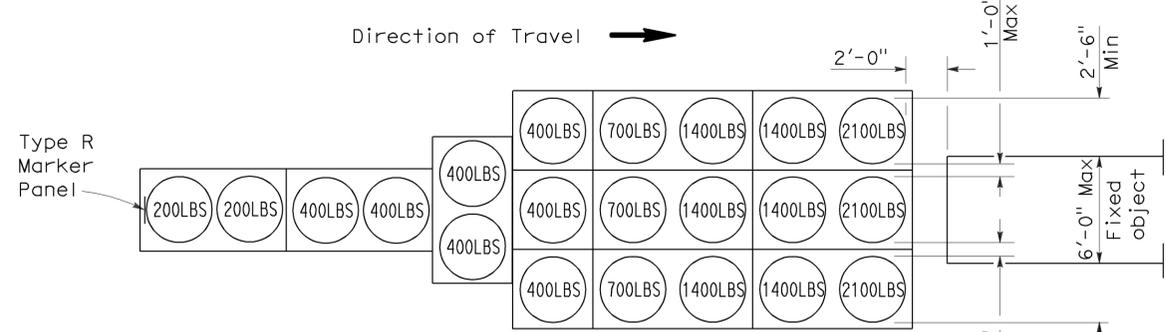
ARRAY 'TU17'

Approach speed less than 45 mph



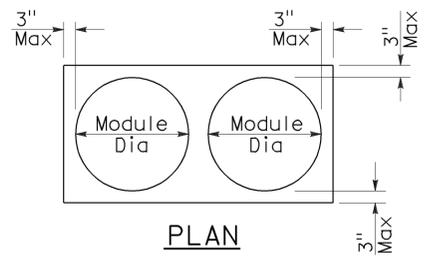
ARRAY 'TU11'

Approach speed less than 45 mph

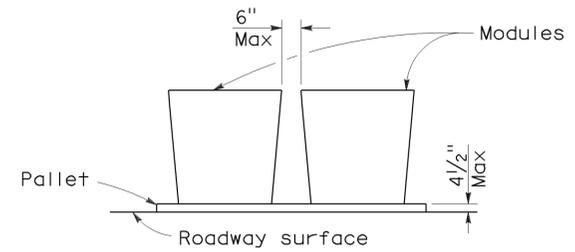


ARRAY 'TU21'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

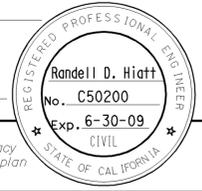
**TEMPORARY CRASH CUSHION,
SAND FILLED
(UNIDIRECTIONAL)**

NO SCALE

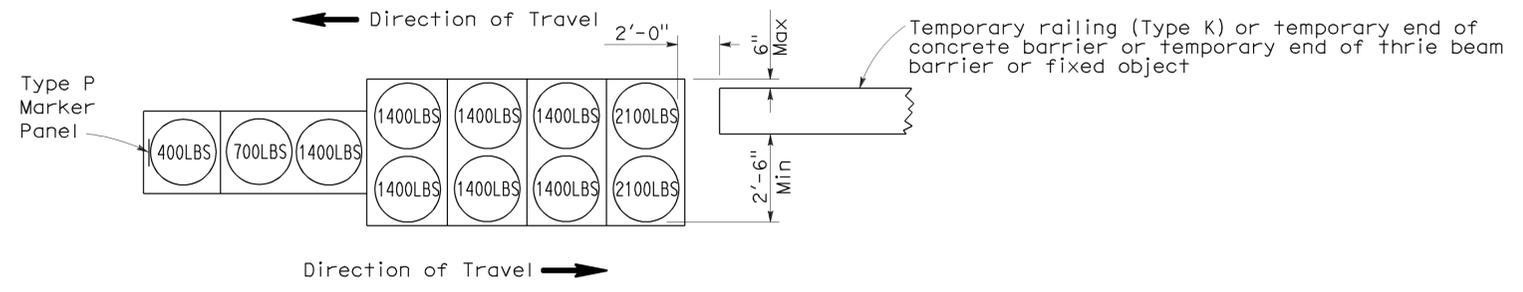
RSP T1A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T1A
DATED MAY 1, 2006 - PAGE 211 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T1A

| | | | | | |
|---|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | YoI | 5 | R14.0/R21.5 | 17 | 23 |
| <i>Randell D. Hiatt</i> REGISTERED CIVIL ENGINEER | | | | | |
| June 6, 2008 PLANS APPROVAL DATE | | | | | |
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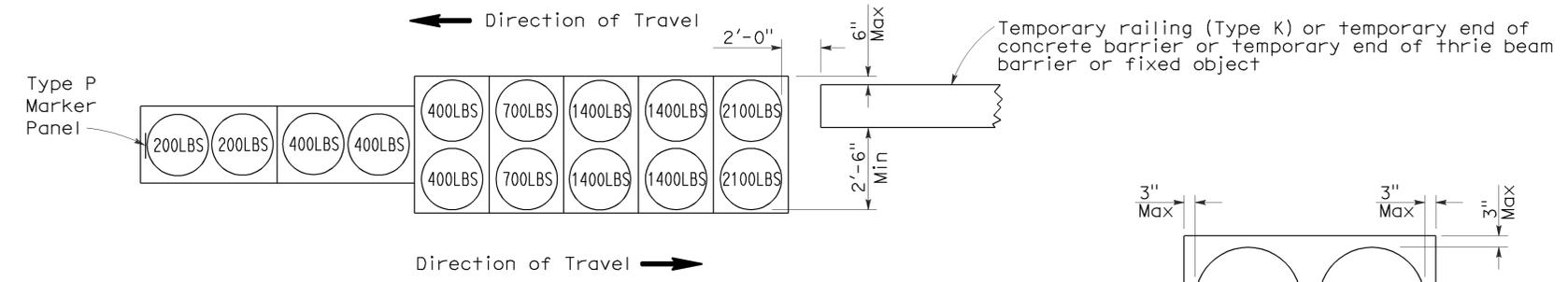


To accompany plans dated 8-16-10



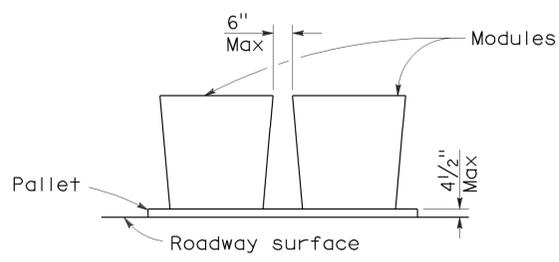
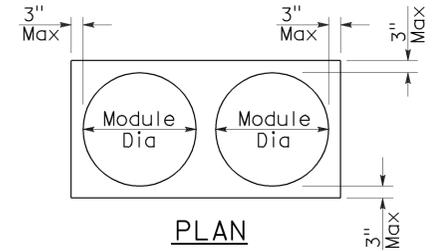
ARRAY 'TB11'

Approach speed less than 45 mph



ARRAY 'TB14'

Approach speed 45 mph or more



CRASH CUSHION PALLET DETAIL
See Note 7

NOTES:

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

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

| | | | | | |
|------|--------|-------|-----------------------------|--------------|-----------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | YoI | 5 | R14.0/R21.5 | 18 | 23 |

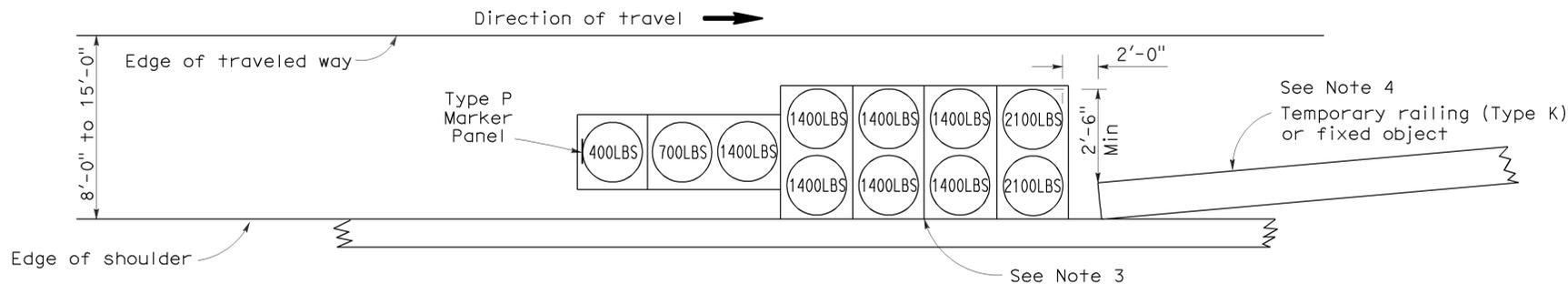
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

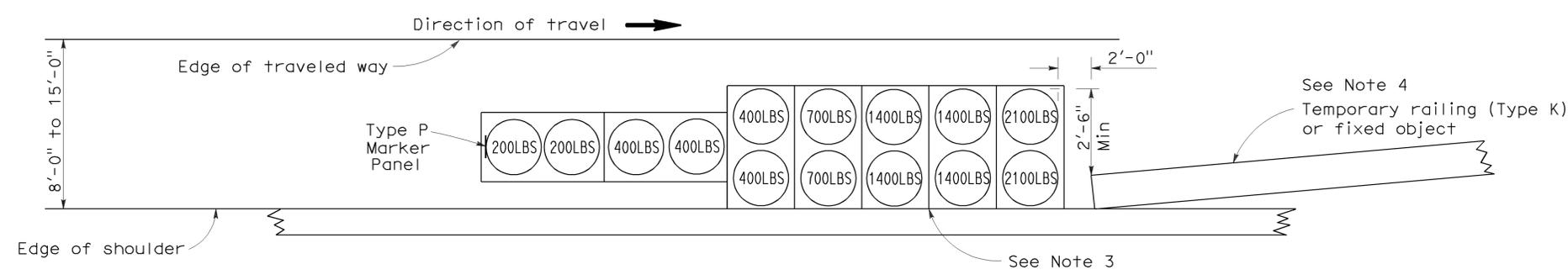
Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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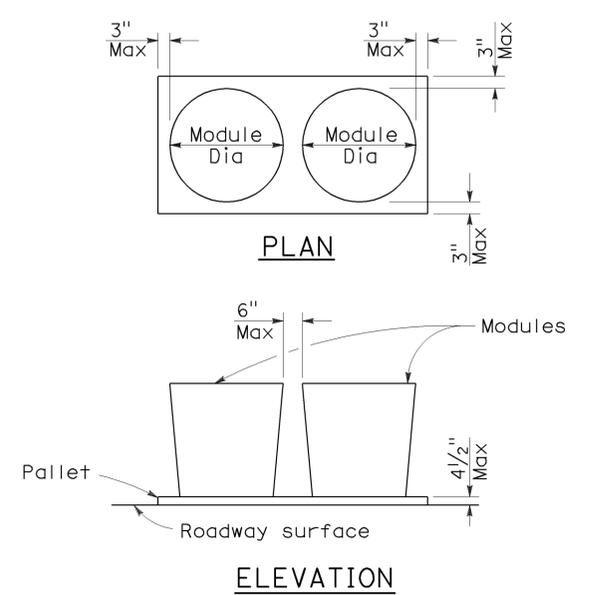
To accompany plans dated 8-16-10



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



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



CRASH CUSHION PALLET DETAIL
See Note 11

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

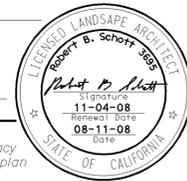
REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

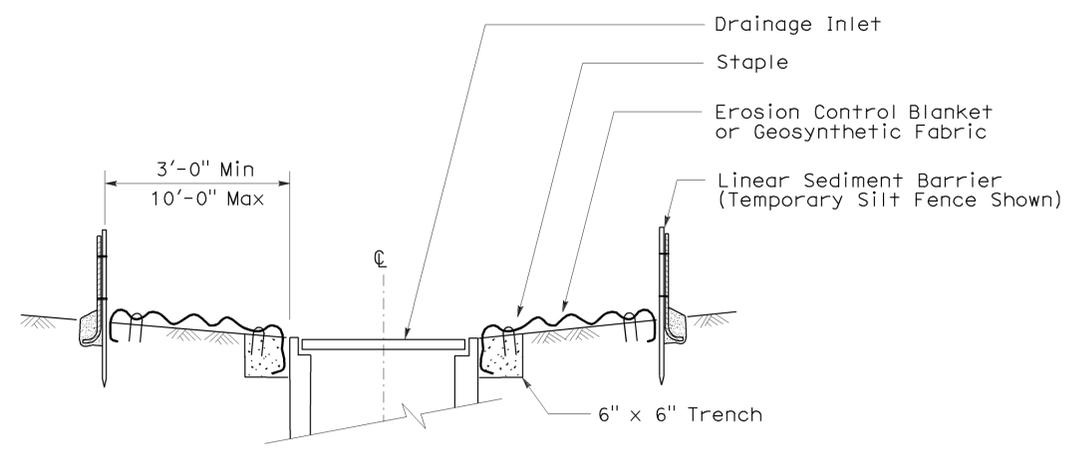
| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | YoI | 5 | R14.0/R21.5 | 19 | 23 |

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS Approval DATE

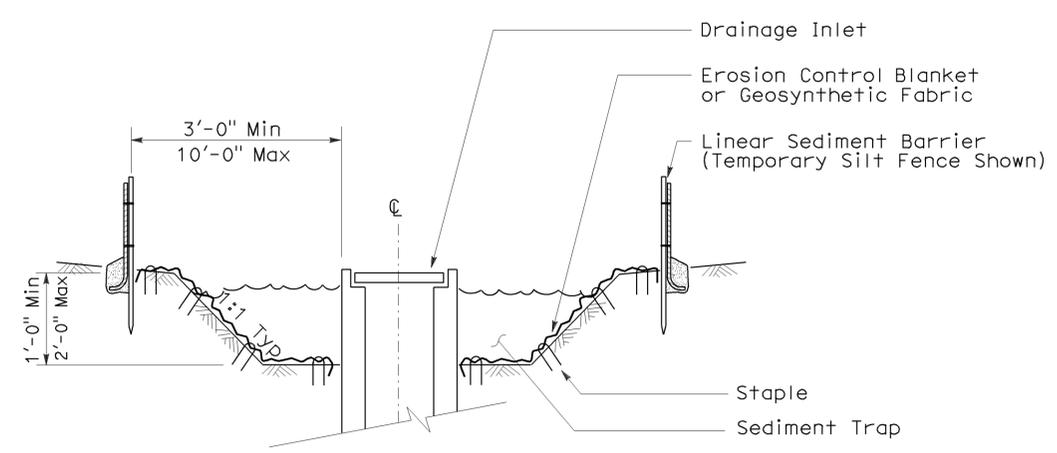
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To accompany plans dated 8-16-10



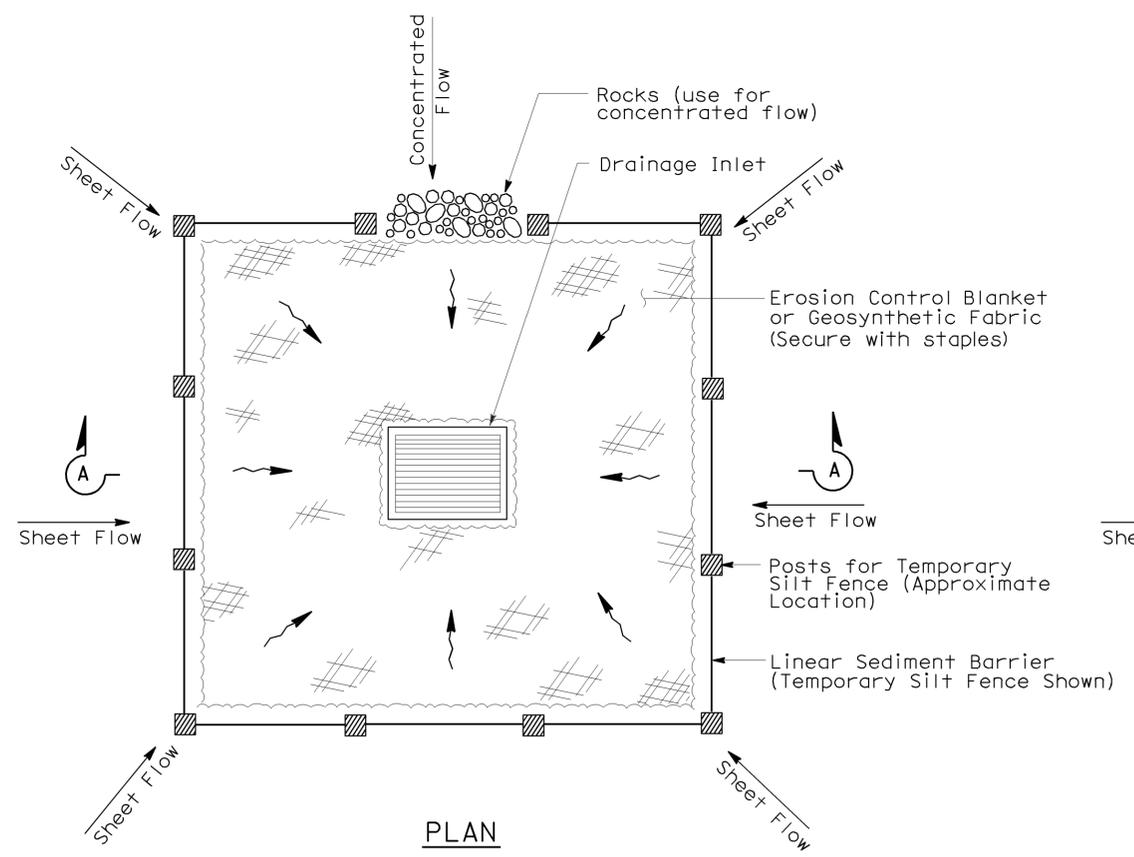
SECTION A-A



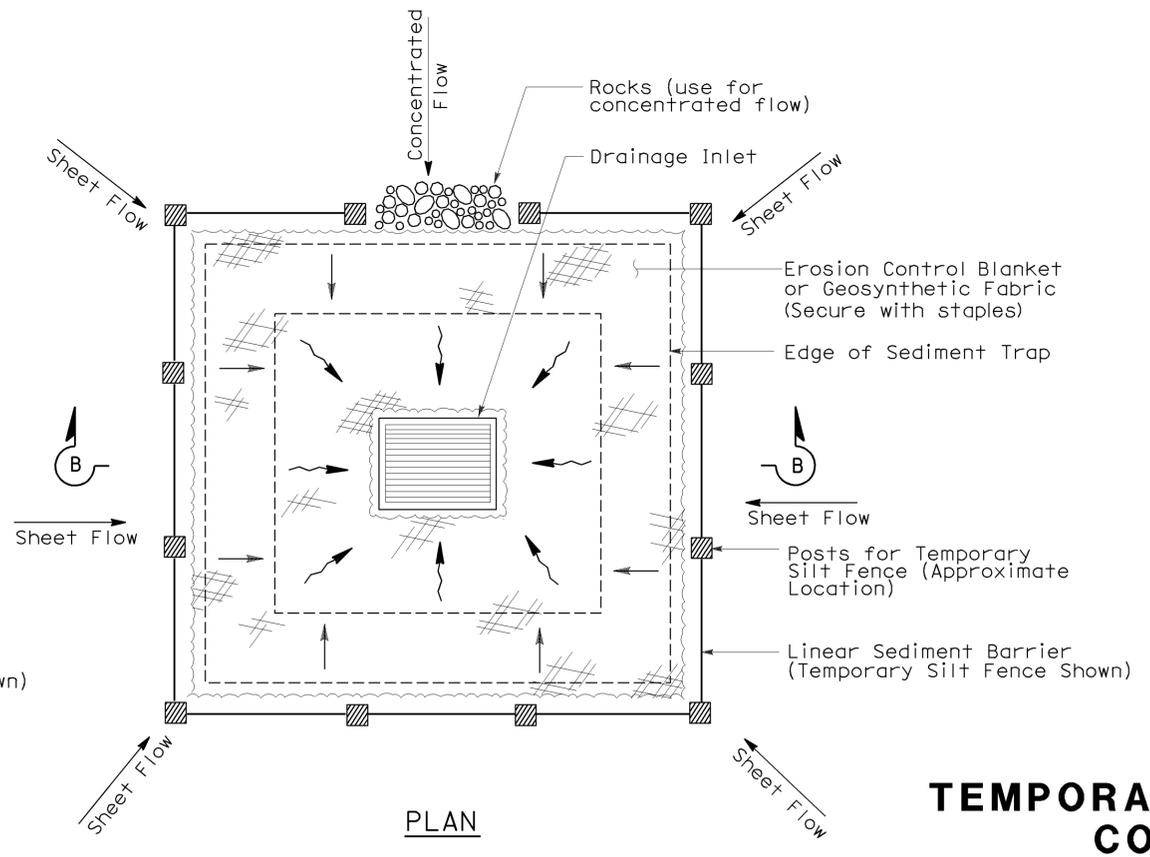
SECTION B-B

NOTES:

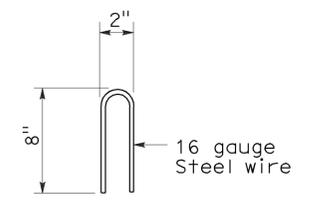
1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 2) (EXCAVATED SEDIMENT TRAP)



STAPLE DETAIL

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS
(TEMPORARY DRAINAGE INLET PROTECTION)
 NO SCALE

Nsp +61 dated august 15, 2008 supplements the standard plans book dated may 2006.

2006 NEW STANDARD PLAN NSP T61

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | Yo1 | 5 | R14.0/R21.5 | 20 | 23 |

Robert B. Schott
LICENSED LANDSCAPE ARCHITECT

August 15, 2008
PLANS APPROVAL DATE

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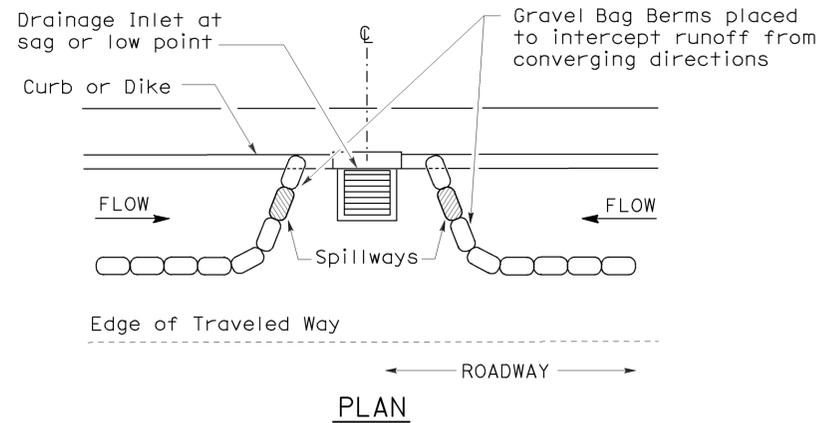
To accompany plans dated 8-16-10

2006 NEW STANDARD PLAN NSP T62

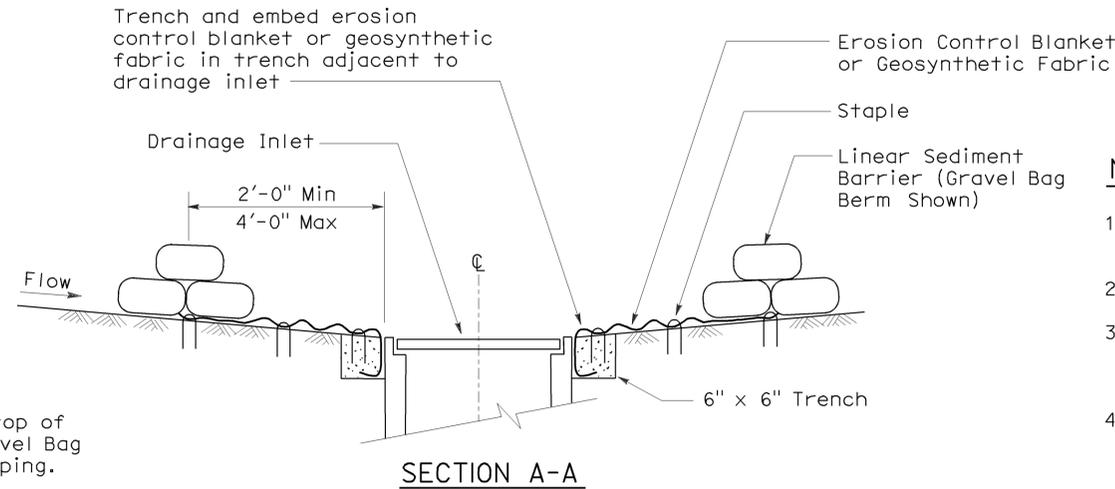
GRAVEL BAG BERM (TYPE 3A) SPACING TABLE

| | | | | | |
|----------------------------|----------|----------|----------|---------|-----|
| SLOPE OF ROADWAY (PERCENT) | 1 to 3.9 | 4 to 5.9 | 6 to 7.9 | 8 to 10 | 10+ |
| INTERVAL BETWEEN BERM | 100' | 75' | 50' | 25' | 12' |

For slope of less than 1%, install barriers only if erosion/sediment is prevalent



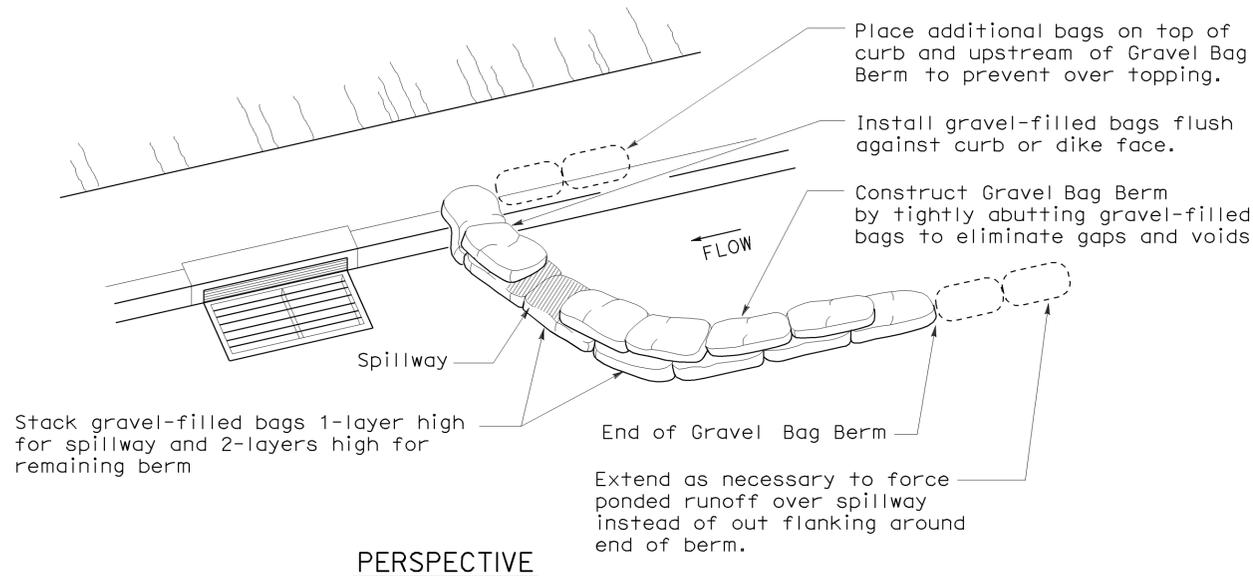
PLAN
CONFIGURATION FOR SAG POINT INLET (GRAVEL BAG BERM)



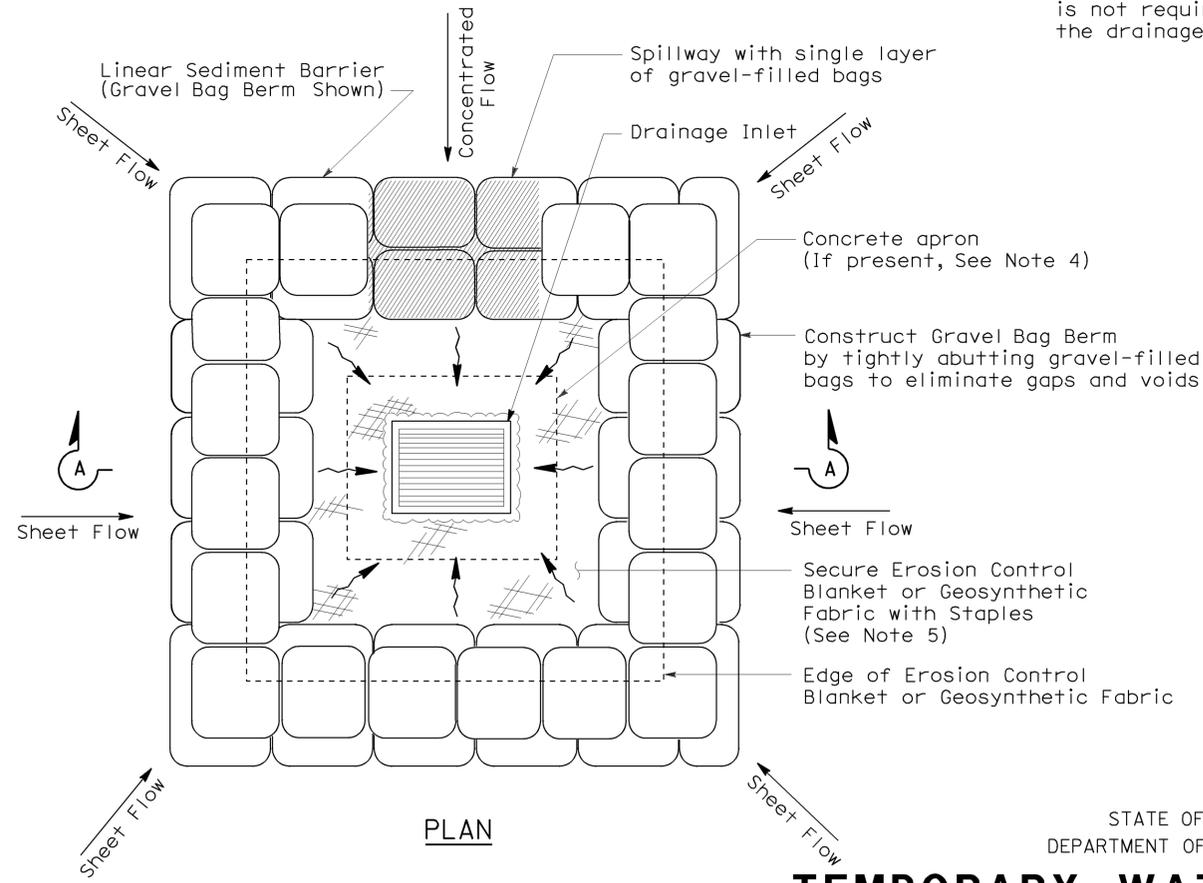
SECTION A-A

NOTES:

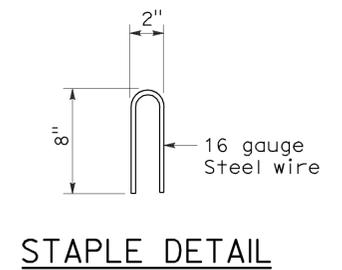
1. Place safety cones adjacent to drainage inlet protection.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 gravel bag berms upstream of each drainage inlet to be protected.
4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.
5. Erosion control blanket or geosynthetic fabric is not required if the area adjacent to the drainage inlet is vegetated or paved.



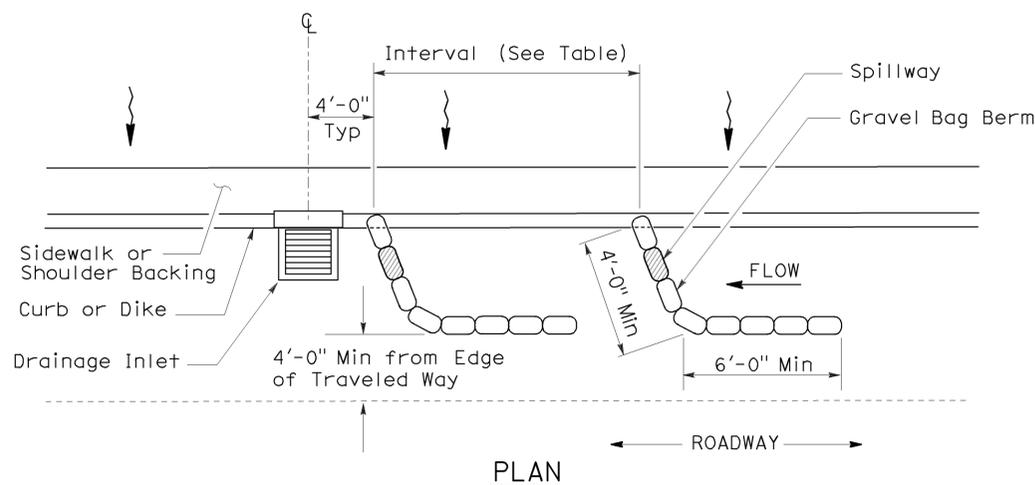
PERSPECTIVE



PLAN
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3B)



STAPLE DETAIL



PLAN
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3A) (GRAVEL BAG BERM)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)

NO SCALE
NSP T62 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

FLEXIBLE SEDIMENT BARRIER SPACING TABLE

| SLOPE OF ROADWAY (PERCENT) | 0 to 0.9 | 1 to 1.9 | 2 to 2.9 | 3 to 4 | 5+ |
|----------------------------|----------|----------|----------|--------|-----|
| INTERVAL BETWEEN BARRIERS | 50' | 35' | 30' | 25' | 20' |
| ANGLE FROM FACE OF CURB | 70° | 70° | 70° | 45° | 45° |
| SUGGESTED BARRIER LENGTH | 6' | 6' | 6' | 6' | 6' |

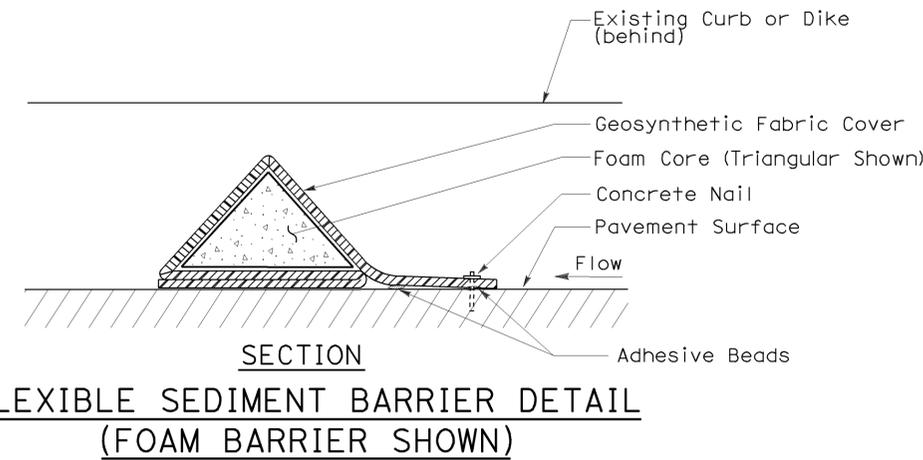
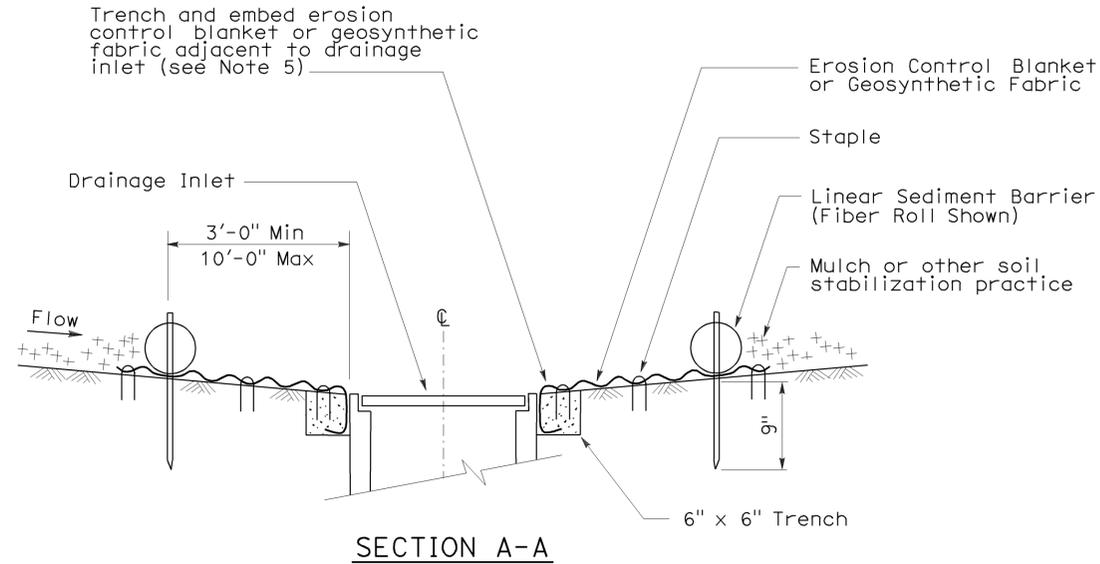
| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | YoI | 5 | R14.0/R21.5 | 21 | 23 |

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 LICENSED LANDSCAPE ARCHITECT

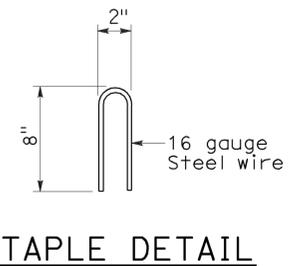
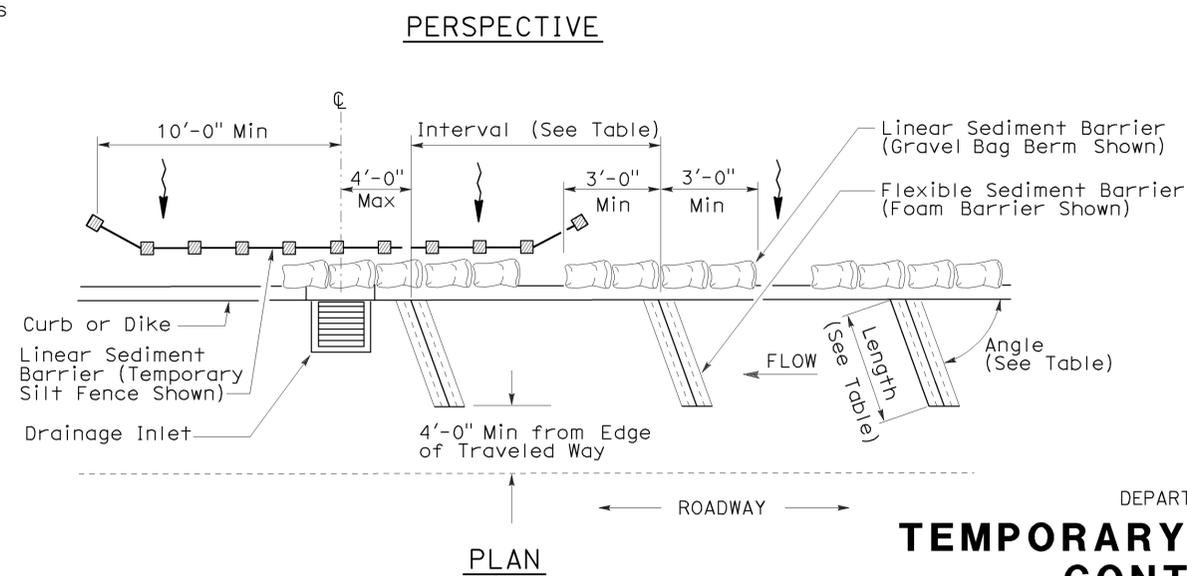
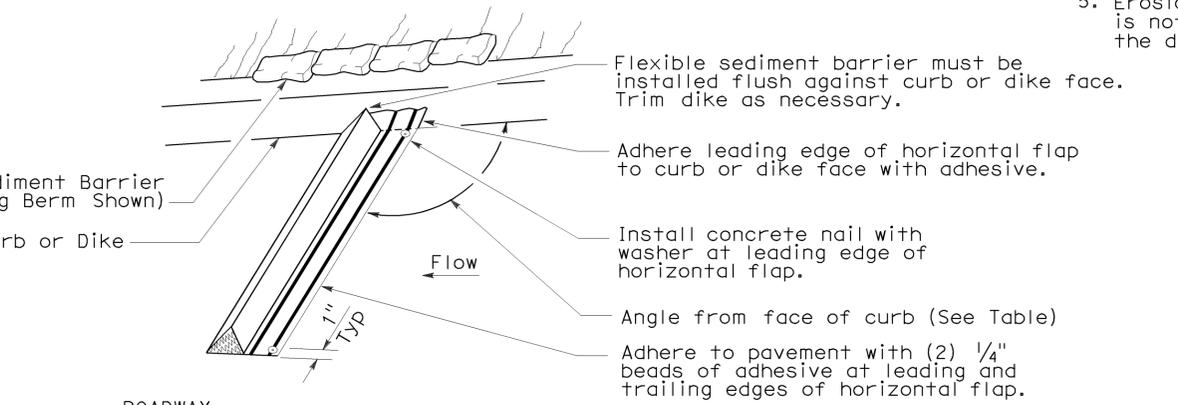
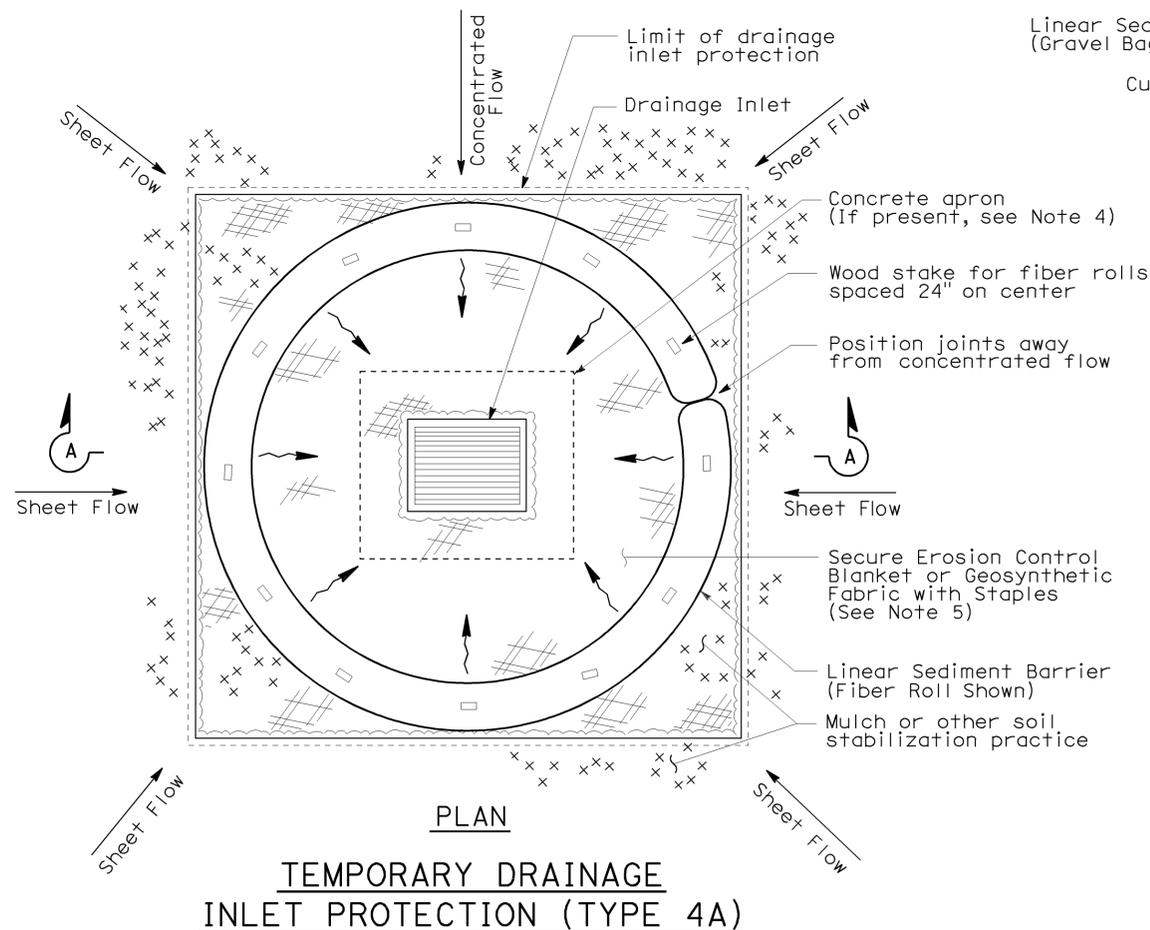
August 15, 2008
 PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 8-16-10



- NOTES:**
- See Standard Plan T51 for Temporary Silt Fence.
 - Dimensions may vary to fit field conditions.
 - Install a minimum of 3 flexible sediment barriers upstream of each drainage inlet to be protected.
 - Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure in trench.
 - Erosion control blanket or geosynthetic fabric is not required if the area adjacent to the drainage inlet is vegetated.



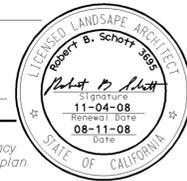
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)

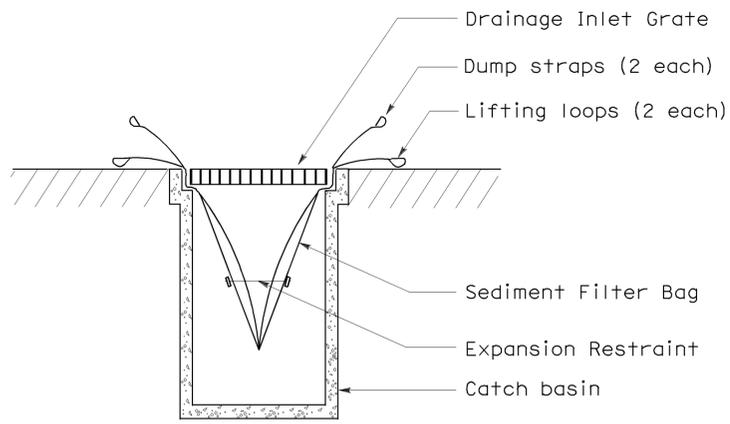
NO SCALE
 NSP T63 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 03 | YoI | 5 | R14.0/R21.5 | 22 | 23 |

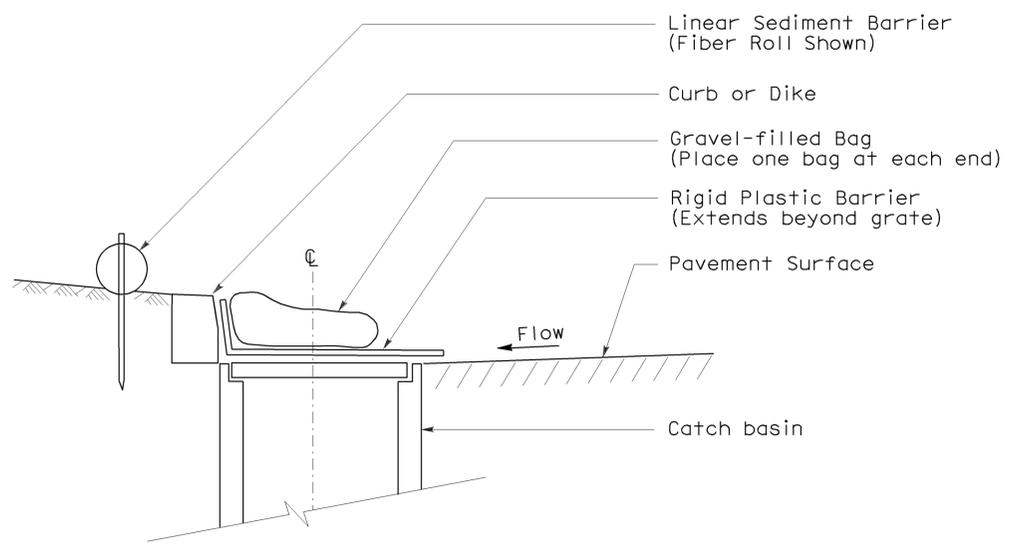
Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS APPROVAL DATE
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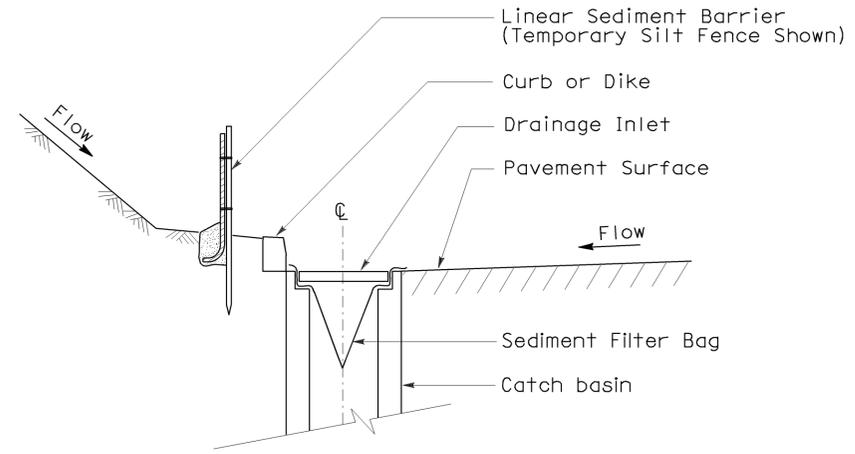
To accompany plans dated 8-16-10



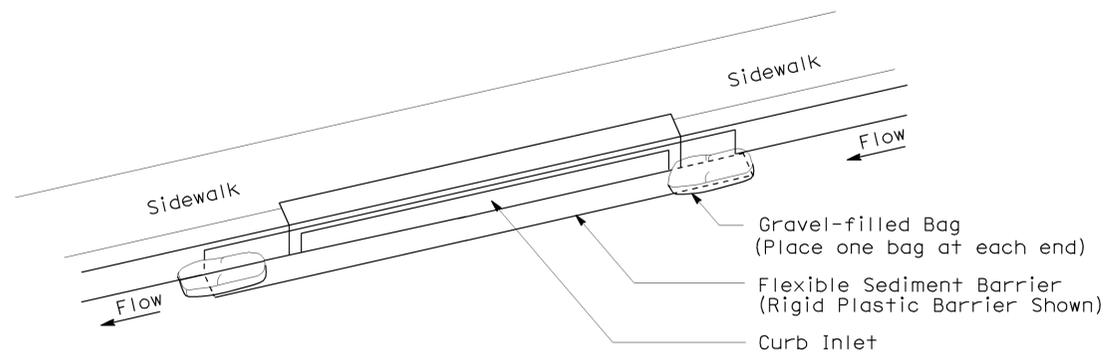
SECTION B-B
SEDIMENT FILTER BAG DETAIL



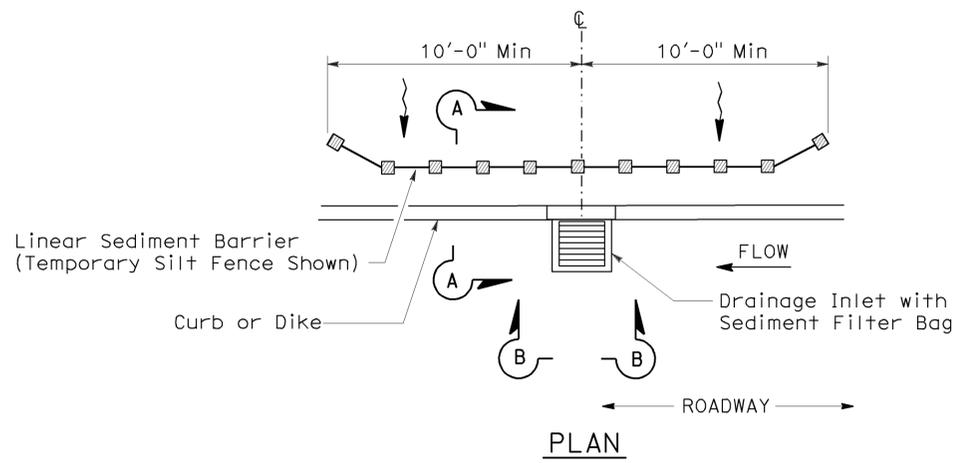
SECTION
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 6A)
(CATCH BASIN WITH GRATE)



SECTION A-A



PERSPECTIVE
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 6B)
(CURB INLET WITHOUT GRATE)



PLAN
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 5)
(SEDIMENT FILTER BAG)

NOTES:

1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)

NO SCALE

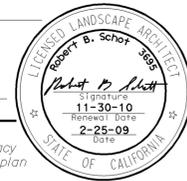
NSP T64 DATED AUGUST 15, 2008 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T64

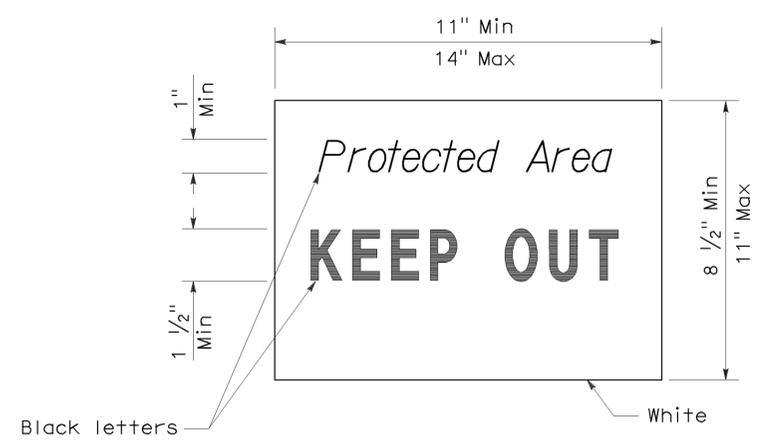
2006 NEW STANDARD PLAN NSP T64

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 03 | Yol | 5 | R14.0/R21.5 | 23 | 23 |

Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 April 3, 2009
 PLANS APPROVAL DATE
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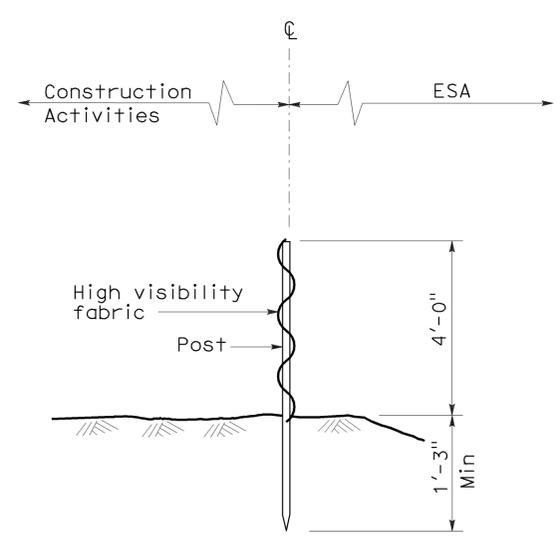
To accompany plans dated 8-16-10



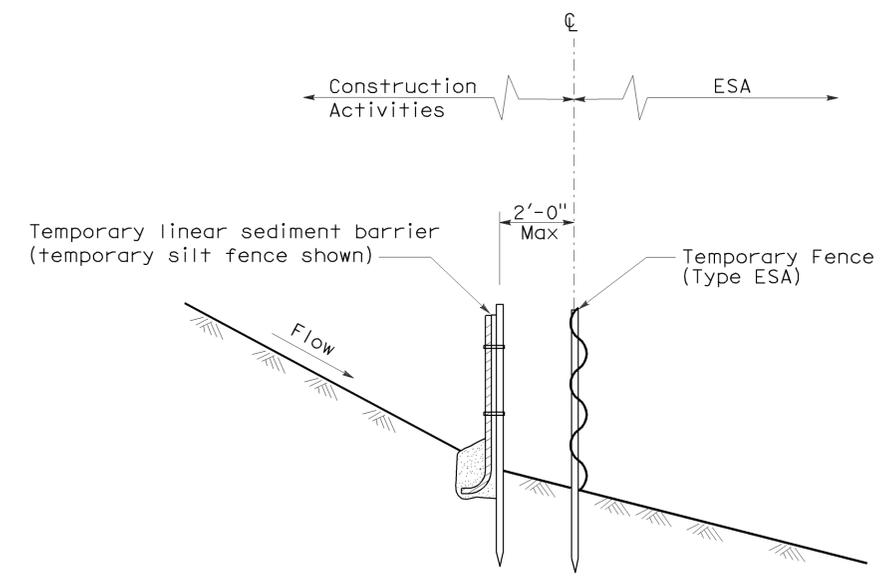
SIGN DETAIL

NOTE:

1. Temporary silt fence and temporary straw bale barrier shown for reference purposes only.

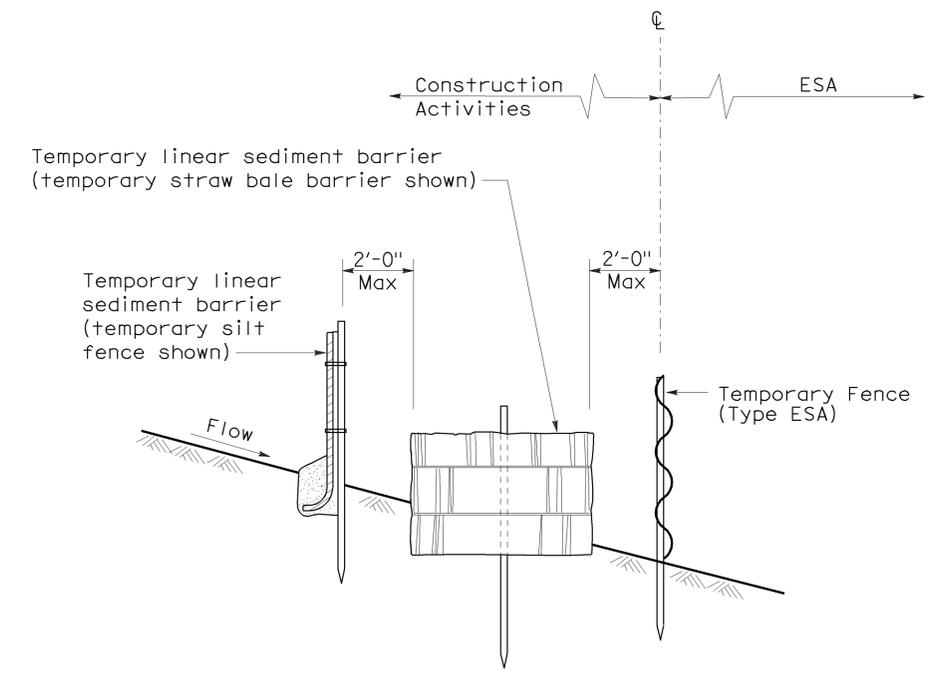


SECTION TEMPORARY FENCE (TYPE ESA)



SECTION PLACEMENT DETAIL FOR TEMPORARY LINEAR SEDIMENT BARRIER USED WITH TEMPORARY FENCE (TYPE ESA)

(See Note 1)



SECTION PLACEMENT DETAIL FOR TEMPORARY LINEAR SEDIMENT BARRIER AND TEMPORARY STRAW BALE BARRIER USED WITH TEMPORARY FENCE (TYPE ESA)

(See Note 1)

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
TEMPORARY WATER POLLUTION CONTROL DETAILS
[TEMPORARY FENCE (TYPE ESA)]
 NO SCALE

NSP T65 DATED APRIL 3, 2009 SUPPLEMENTS
 THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T65

2006 NEW STANDARD PLAN NSP T65