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

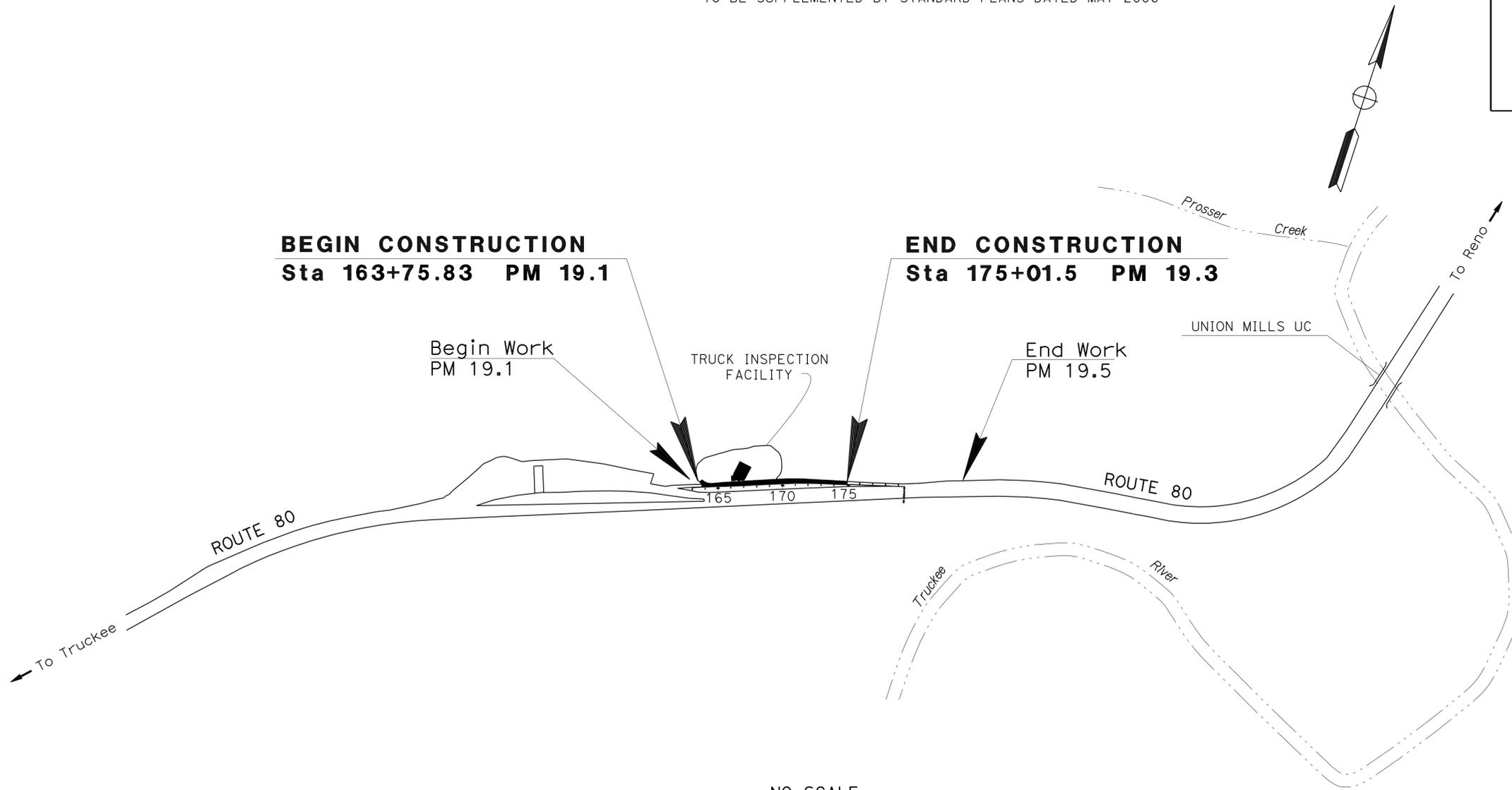
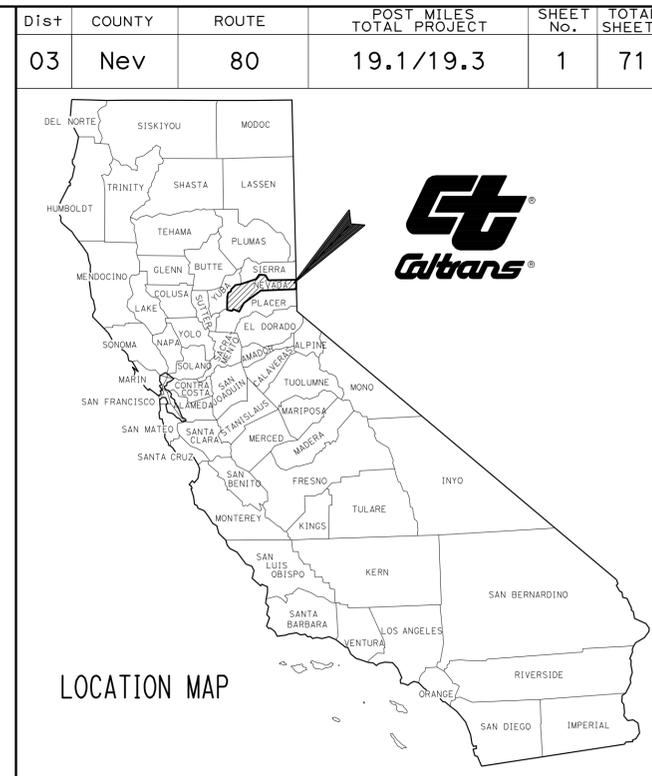


STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ACIM-080-4(193)E

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN NEVADA COUNTY NEAR TRUCKEE
FROM 0.9 MILE WEST OF UNION MILLS UNDERCROSSING
TO 1.1 MILES WEST OF UNION MILLS UNDERCROSSING
AT DONNER PASS TRUCK INSPECTION FACILITY
AT 12800 HIGHWAY 80

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



NO SCALE



REVISED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009

PROJECT MANAGER
MIKE PANCHESSON

DESIGN ENGINEER
KEVIN ESPINOZA

M.A. Panchesson 4-01-09
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

July 27, 2009
PLANS APPROVAL DATE



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

CONTRACT No. 03-4C2204



2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Nev	80	19.1/19.3	34A	71

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

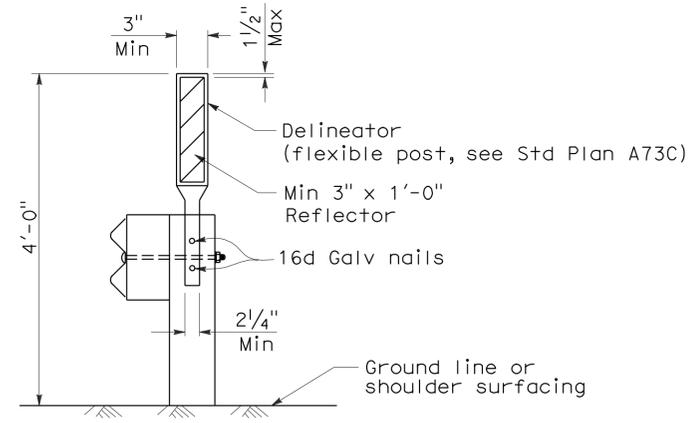
Randell D. Hiatt
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

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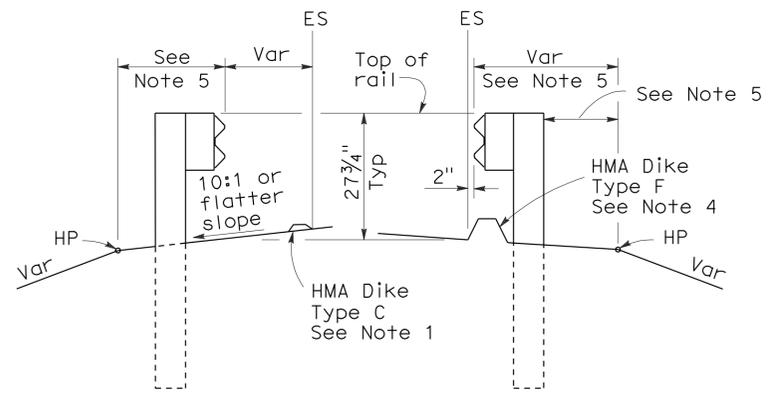
To accompany plans dated 7-27-09

NOTES:

1. When necessary to place dike in front of face of guard railing, only Type C dike may be used. For dike details, see Standard Plan A87B.
2. For standard railing post embedment, see Standard Plans A77C3.
3. Guard railing delineation to be used where shown on the Project Plans.
4. When dike or curb is placed under guard railing, the maximum height of the dike or curb shall be 4". Mountable dike should not be used. For dike and curb details, see Revised Standard Plans RSP A87A and Standard Plan A87B.
5. For details of typical distance between the face of rail and hinge point, see Standard Plan A77C3.



GUARD RAILING DELINEATION
See Note 3



DIKE POSITIONING
See Note 1

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**METAL BEAM GUARD RAILING
TYPICAL RAILING DELINEATION
AND DIKE POSITIONING DETAILS**

NO SCALE

RSP A77C4 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77C4
DATED MAY 1, 2006 - PAGE 47 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2

ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009

REVISED STANDARD PLAN RSP A77C4

2006 REVISED STANDARD PLAN RSP A77C4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Nev	80	19.1/19.3	34B	71

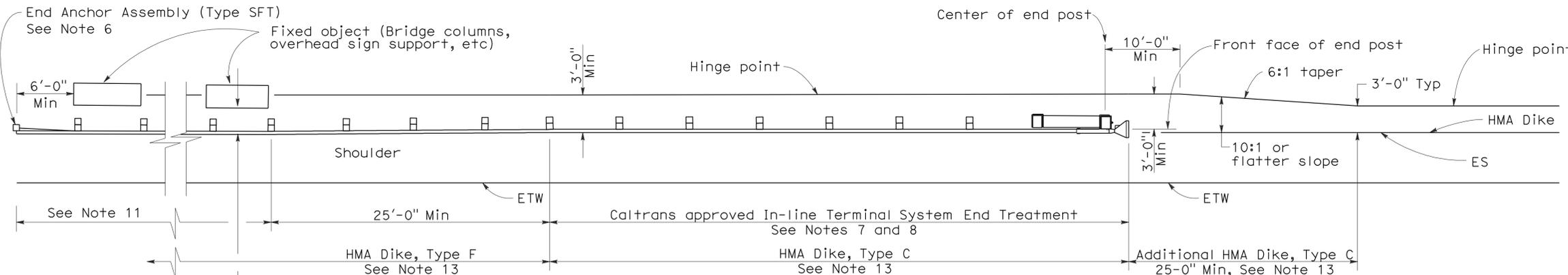
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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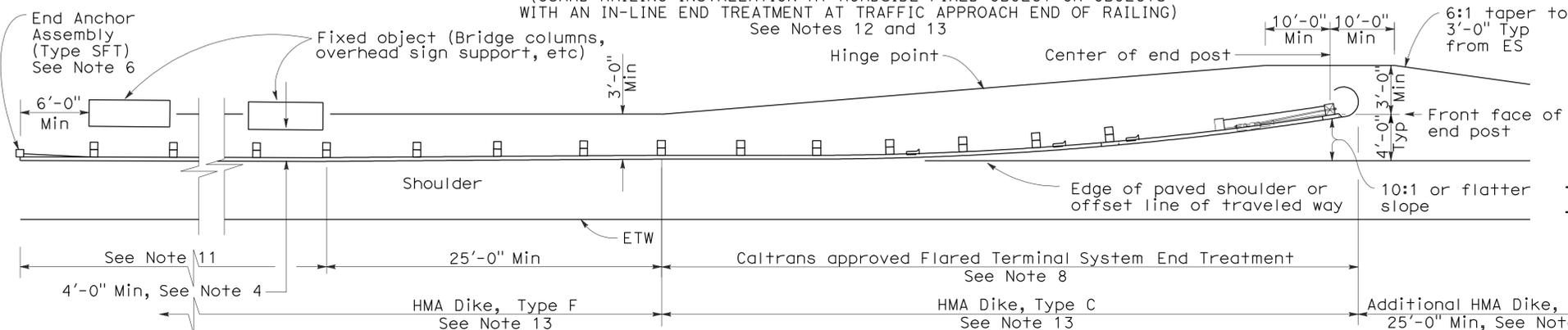
REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

2



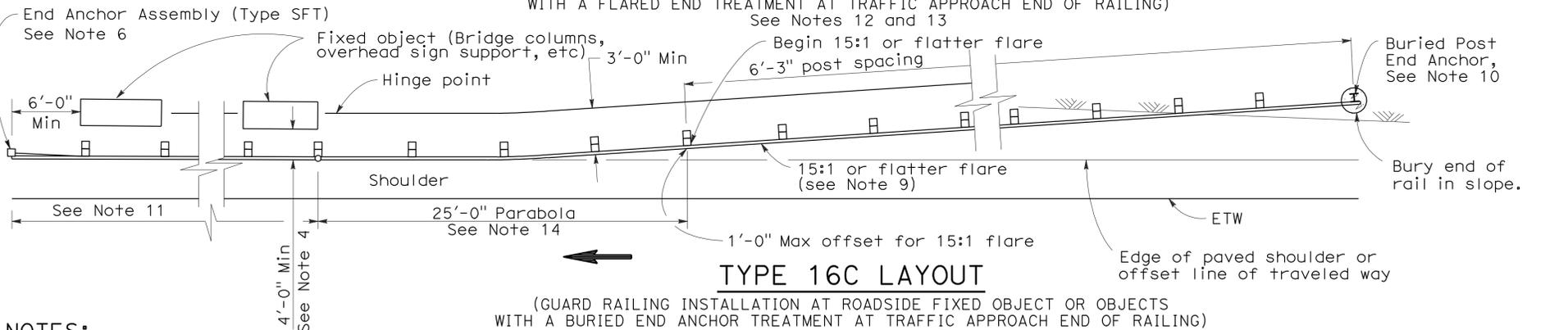
TYPE 16A LAYOUT

(GUARD RAILING INSTALLATION AT ROADSIDE FIXED OBJECT OR OBJECTS WITH AN IN-LINE END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 7 and 8



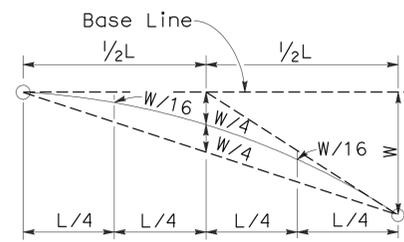
TYPE 16B LAYOUT

(GUARD RAILING INSTALLATION AT ROADSIDE FIXED OBJECT OR OBJECTS WITH A FLARED END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 12 and 13

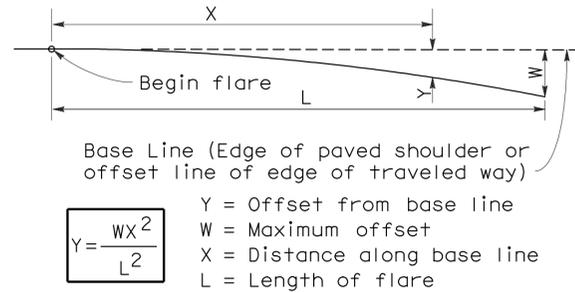


TYPE 16C LAYOUT

(GUARD RAILING INSTALLATION AT ROADSIDE FIXED OBJECT OR OBJECTS WITH A BURIED END ANCHOR TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 12 and 13



TYPICAL PARABOLIC LAYOUT



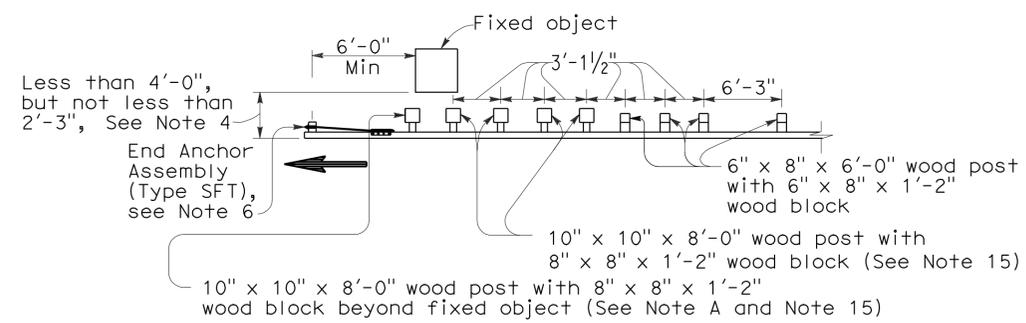
PARABOLIC FLARE OFFSETS

2

ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009

NOTES:

- Line post, blocks and hardware to be used are shown on Revised Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
- Guard railing 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 notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood line posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
- A 4'-0" minimum clearance is required between the face of the railing and the face of a fixed object located directly behind standard guard railing sections with post spacing of 6'-3". Construct guard railing as shown in the detail "Strengthened Railing Sections for Fixed Objects" on this plan, where the clearance between the face of the railing and the face of a fixed object is less than 4'-0", but not less than 2'-3". Where the clearance is less than 2'-3", a concrete wall or barrier should be constructed to shield the fixed object(s).
- Direction of adjacent traffic indicated by \rightarrow .
- For End Anchor Assembly (Type SFT) details, see Standard Plan A77H1.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
- The type of terminal system to be used will be shown on the Project Plans.
- The 15:1 or flatter flare used with Type 16C Layout is based on the edge of the paved shoulder or offset line 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 16C Layout, see Standard Plan A77I2.
- As site conditions dictate, construct additional guard railing to shield fixed object(s). Additional guard railing length equal to multiples of 12'-6". Post spacing at 6'-3" except as specified in Note 4.
- Layout Types 16A, 16B or 16C are typically used where guard railing is recommended to shield roadside fixed object(s) and a crashworthy end treatment is required for only one direction of traffic.
- Where placement of dike is required with guard railing, see Revised Standard Plan RSP A77C4 for dike positioning details.
- For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77E1.
- W6 x 15 steel post, 8'-0" in length, with 8" x 8" x 1'-2" notched wood block or notched recycled plastic blocks may be used in place of the 10" x 10" x 8'-0" wood post with 8" x 8" x 1'-2" wood block shown in the "Strengthened Railing Sections Detail".



NOTE A: For a series of fixed objects (bridge columns, overhead sign supports, etc.) additional 10" x 10" x 8'-0" wood post with 8" x 8" x 1'-2" wood blocks at 3'-1/2" center to center spacing are to be used between fixed objects.

STRENGTHENED RAILING SECTIONS FOR FIXED OBJECT

Use strengthened railing sections with Types 16A, 16B or 16C Layouts where minimum clearance between the face of the guard railing and fixed object(s) is less than 4'-0", but not less than 2'-3". See Note 4

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TYPICAL LAYOUTS FOR ROADSIDE FIXED OBJECTS

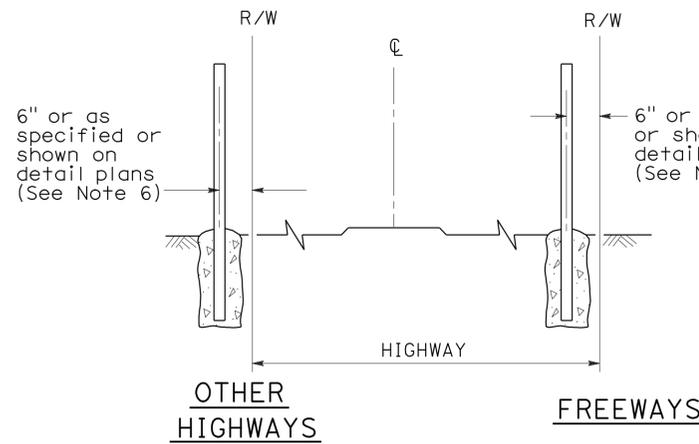
NO SCALE

RSP A77G3 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A77G3 DATED MAY 1, 2006 - PAGE 61 OF THE STANDARD PLANS BOOK DATED MAY 2006.

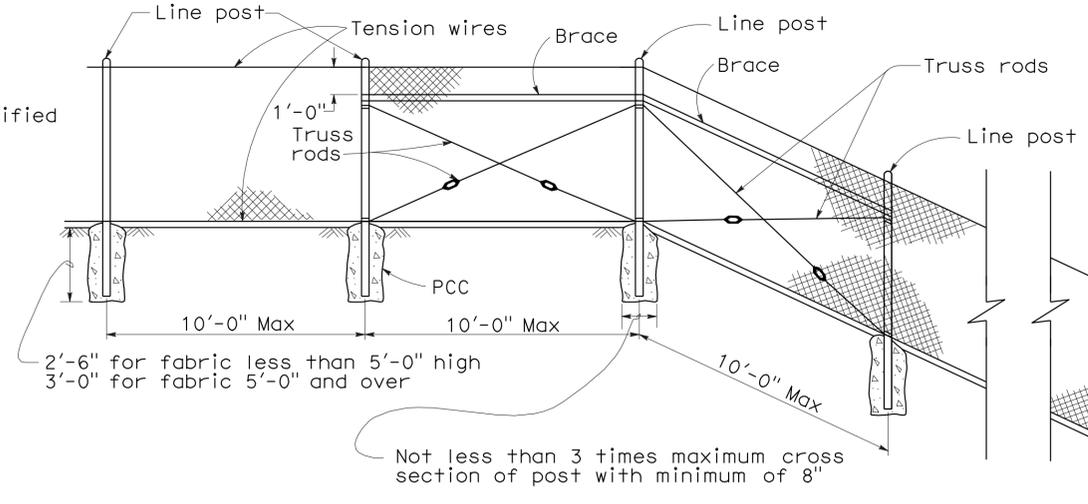
REVISED STANDARD PLAN RSP A77G3

2006 REVISED STANDARD PLAN RSP A77G3

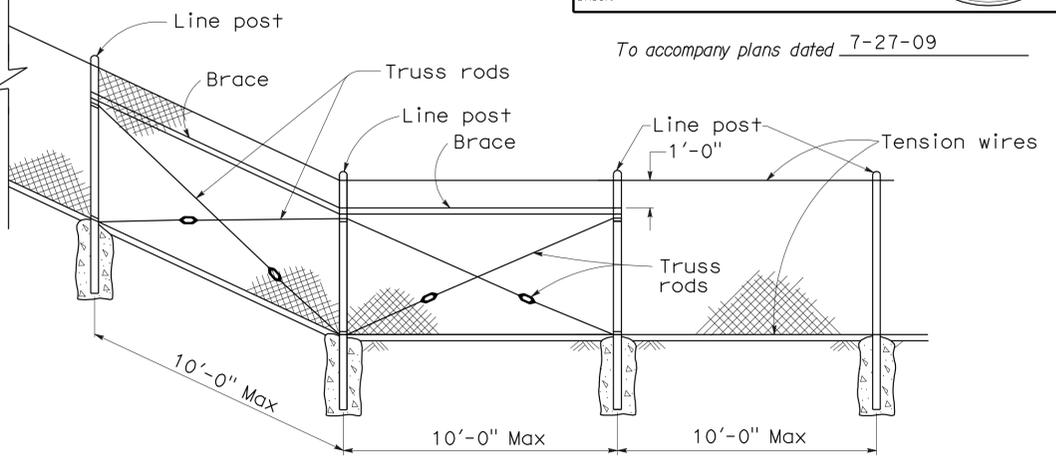
2



FENCE LOCATION

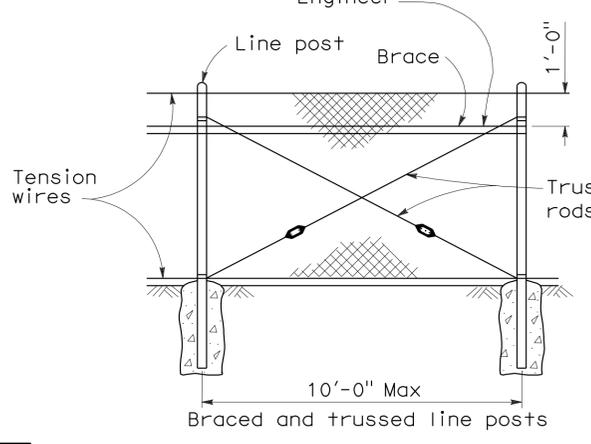


CHAIN LINK FENCE ON SHARP BREAK IN GRADE

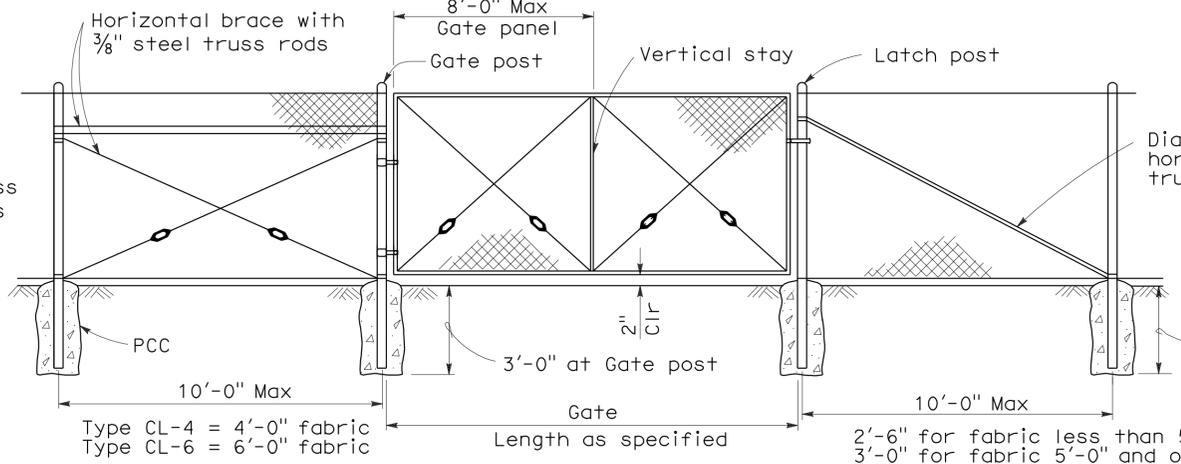


To accompany plans dated 7-27-09

Brace to be removed after all other fence construction is completed unless otherwise directed by the Engineer



Braced and trussed line posts



Type CL-4 = 4'-0" fabric
Type CL-6 = 6'-0" fabric

CHAIN LINK GATE INSTALLATION

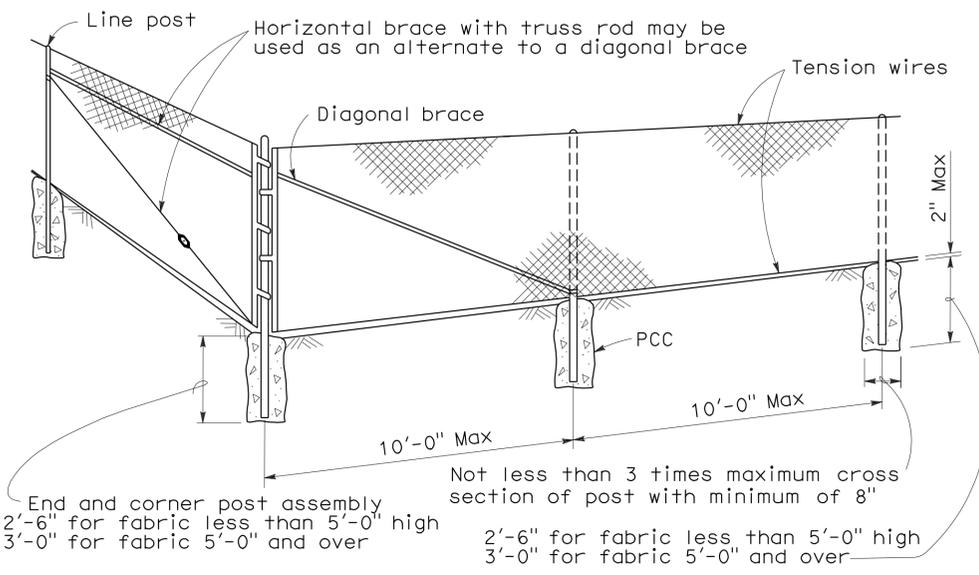
GATE POST			
FENCE HEIGHT	GATE WIDTHS	NOMINAL ID	WEIGHT PER FOOT
6'-0" and Less	Up thru 6'-0"	2 1/2"	4.95 LB
	Over 6'-0" thru 12'-0"	4"	10.79 LB
	Over 12'-0" thru 18'-0"	5"	14.62 LB
	Over 18'-0" to 24'-0" Max	6"	18.97 LB
Over 6'-0"	Up thru 6'-0"	3"	7.58 LB
	Over 6'-0" thru 12'-0"	5"	14.62 LB
	Over 12'-0" thru 18'-0"	6"	18.97 LB
	Over 18'-0" to 24'-0" Max	8"	28.55 LB

Above post dimensions and weights are minimums. Larger sizes may be used on approval of the Engineer.

2 ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009

NOTES:

- The below table shows examples of post and brace sections which may comply with the Specifications.
- Sections shown in the tables must also comply with the strength requirements and other provisions of the Specifications.
- Other sections which comply with the strength requirements and other provisions of the Specifications may be used on approval of the Engineer.
- Options exercised shall be uniform on any one project.
- Dimensions shown are nominal.
- Offset to be 2'-0" at monument locations, measured at right angles to R/W lines. Taper to achieve offset to be at least 20'-0" long.



CORNER POST

End and corner post assembly
2'-6" for fabric less than 5'-0" high
3'-0" for fabric 5'-0" and over

Not less than 3 times maximum cross section of post with minimum of 8"

2'-6" for fabric less than 5'-0" high
3'-0" for fabric 5'-0" and over

FENCE HEIGHT	TYPICAL MEMBER DIMENSIONS (See Notes)									
	LINE POSTS			END, LATCH & CORNER POSTS			BRACES			
	ROUND ID	H	ROLL FORMED	ROUND ID	ROLL FORMED		ROUND ID	H	ROLL FORMED	
6' & less	1 1/2"	1 7/8" x 1 5/8"	1 7/8" x 1 5/8"	2"	3 1/2" x 3 1/2"	2" x 1 3/4"	1 1/4"	1 1/2" x 1 5/16"	1 5/8" x 1 1/4"	1 3/4" x 1 1/4"
Over 6'	2"	2 1/4" x 2"	2" x 1 3/4"	2 1/2"	3 1/2" x 3 1/2"	2 1/2" x 2 1/2"	1 1/4"	1 1/2" x 1 5/16"	1 5/8" x 1 1/4"	1 3/4" x 1 1/4"

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CHAIN LINK FENCE
NO SCALE

RSP A85 DATED JUNE 5, 2009 SUPERSEDES STANDARD PLAN A85
DATED MAY 1, 2006 - PAGE 111 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A85

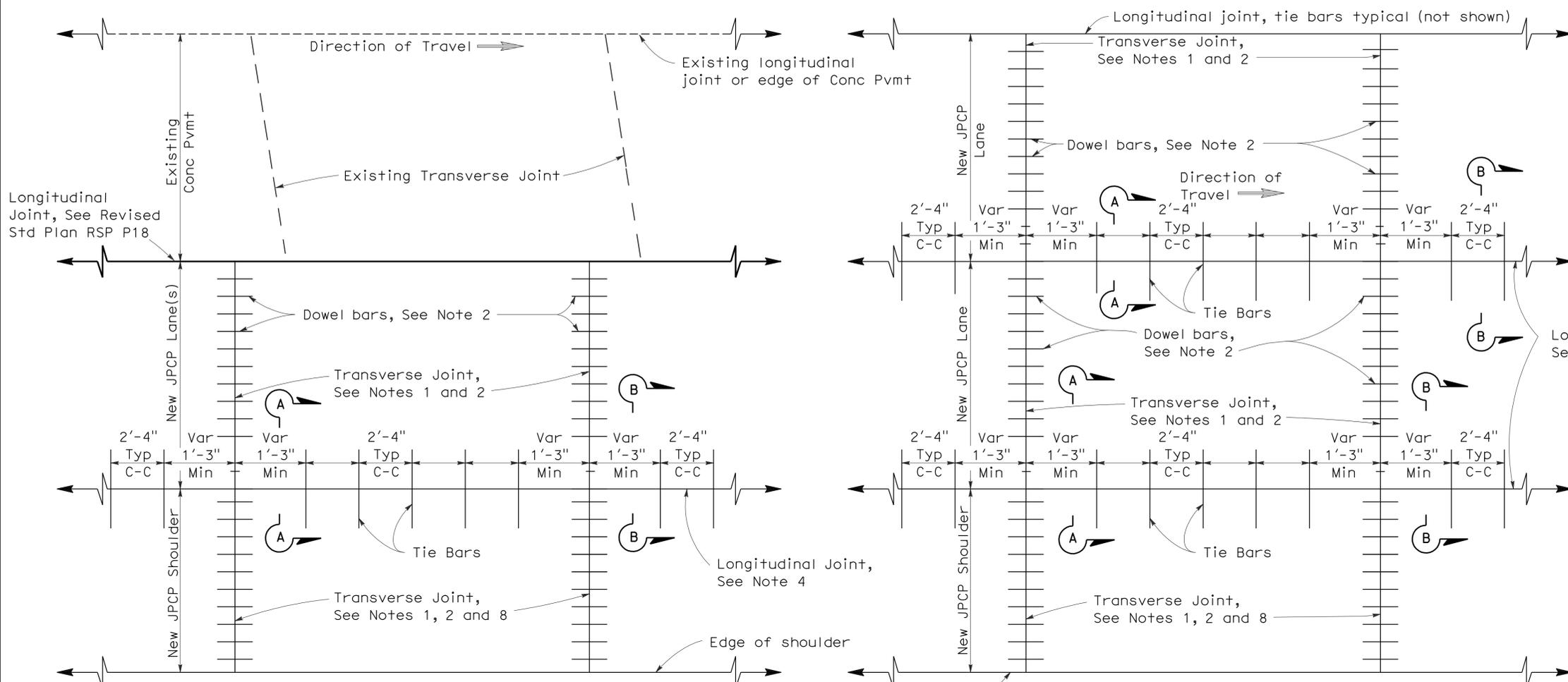
2006 REVISED STANDARD PLAN RSP A85

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Neu	80	19.1/19.3	34D	71

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 William K. Farnbach
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

To accompany plans dated 7-27-09



PLAN
LANE/SHOULDER ADDITION OR RECONSTRUCTION

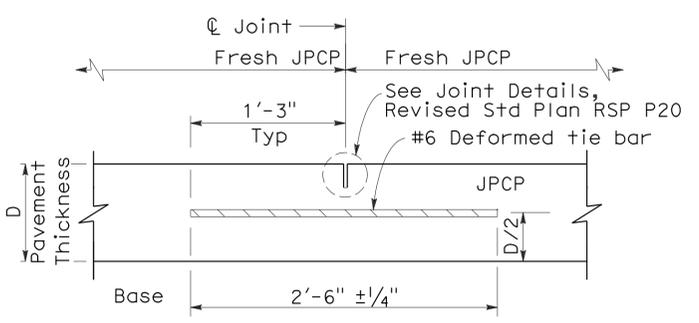
See Notes 6 and 7

PLAN
NEW CONSTRUCTION

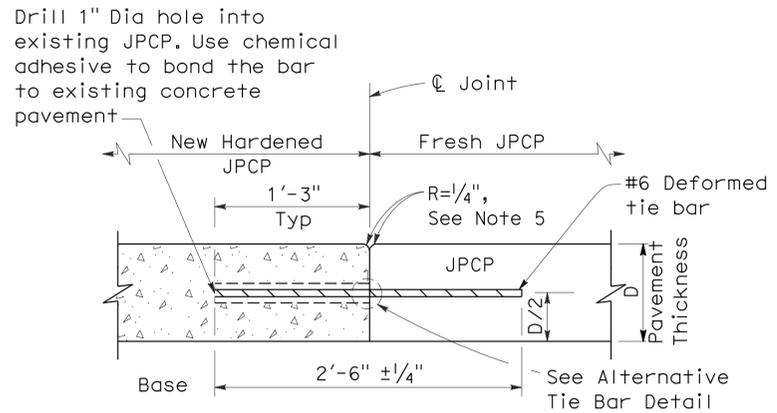
See Notes 6 and 7

NOTES:

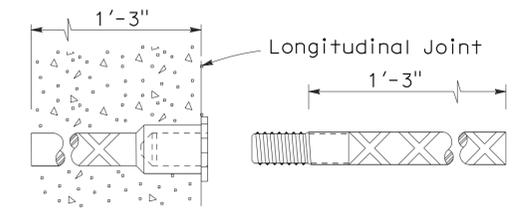
1. Transverse joints shall be constructed at right angles to the longitudinal pavement joints in new jointed plain concrete pavement and spaced at successive repeated intervals of 12', 15', 13' and 14'.
2. For transverse joint and dowel bar details not shown, See Revised Standard Plan RSP P10.
3. Construct longitudinal contraction joints as shown in Section A-A when more than one lane or shoulder widths are placed at one time. If constructing one lane at a time, use longitudinal construction joint, as shown in Section B-B.
4. For additional longitudinal joint details, see Revised Standard Plan RSP P18.
5. If fresh concrete is placed adjacent to existing concrete, the top corner of the new hardened concrete does not need to be rounded to the 1/4" radius as shown.
6. Joint spacing patterns do not apply to intersections.
7. Details can also apply to inside widening.
8. Dowel bars may be omitted from shoulders when the shoulder cross slope is not the same as the adjacent traffic lane.



SECTION A-A
LONGITUDINAL CONTRACTION JOINT



SECTION B-B
LONGITUDINAL CONSTRUCTION JOINT



ALTERNATIVE TIE BAR SPLICE DETAIL
(Splice Coupler)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**JOINTED PLAIN
CONCRETE PAVEMENT**

NO SCALE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Nev	80	19.1/19.3	34E	71

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 June 5, 2009
 PLANS APPROVAL DATE
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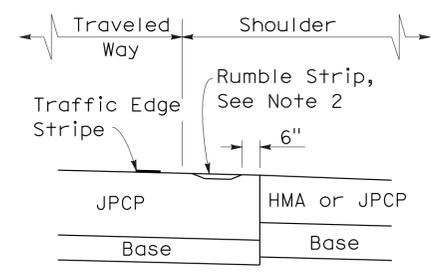
REGISTERED PROFESSIONAL ENGINEER
 William K. Farnbach
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

2

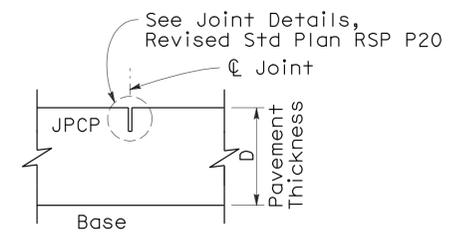
To accompany plans dated 7-27-09

NOTES:

1. Transverse joints shall be constructed at right angles to the longitudinal pavement joints in new Jointed Plain Concrete Pavement and spaced at successive repeated intervals of 12', 15', 13' and 14'.
2. For locations of rumble strips, see project plans. For rumble strip details not shown, see Standard Plans A40A and A40B.
3. Joint spacing patterns do not apply to intersections.



DETAIL "A"



**SECTION C-C
TRANSVERSE/LONGITUDINAL JOINT**

(no dowel bars/tie bars)

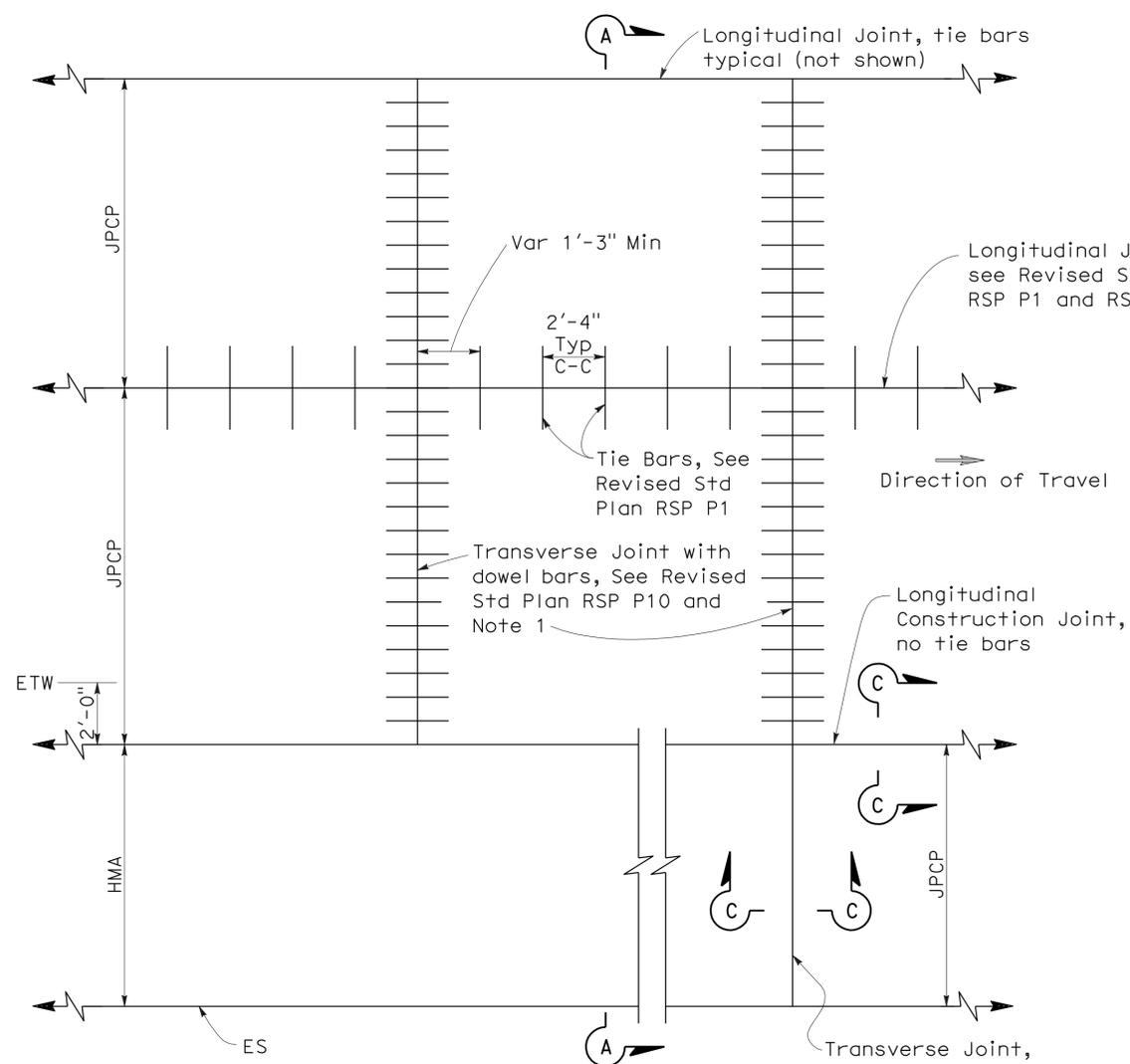
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**JOINTED PLAIN CONCRETE
PAVEMENT-WIDENED SLAB DETAILS**

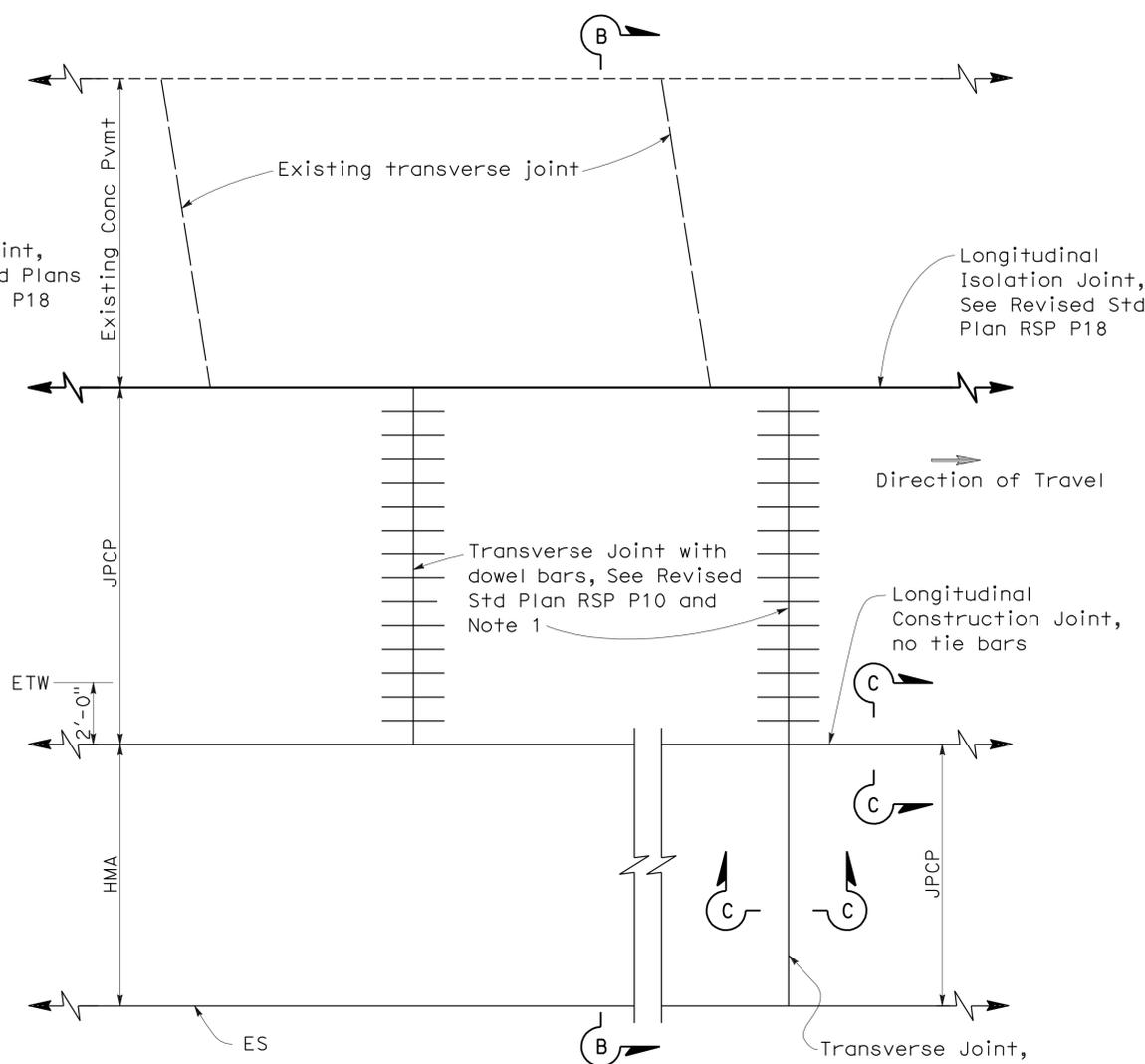
NO SCALE

RSP P2 DATED JUNE 5, 2009 SUPERCEDES STANDARD PLAN P2
DATED MAY 1, 2006 - PAGE 120 OF THE STANDARD PLANS BOOK DATED MAY 2006.

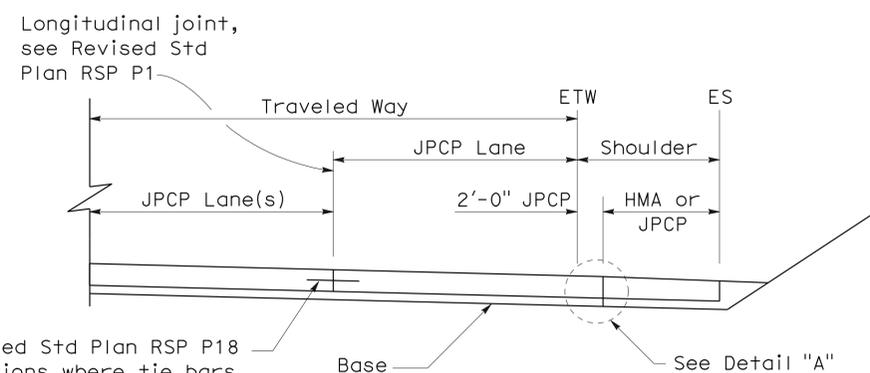
REVISED STANDARD PLAN RSP P2



PLAN
NEW CONSTRUCTION



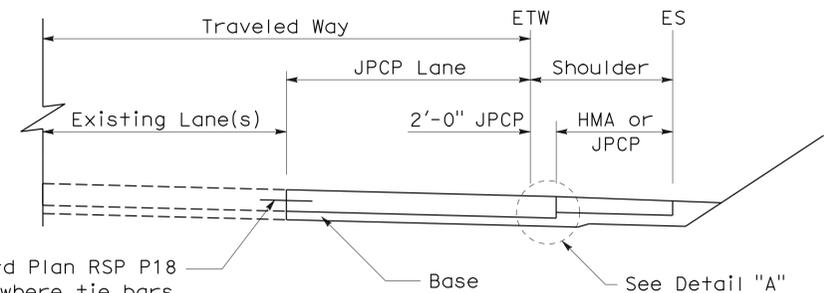
PLAN
LANE/SHOULDER ADDITION OR RECONSTRUCTION



SECTION A-A

See Revised Std Plan RSP P18 for locations where tie bars are used at longitudinal joint

See Detail "A"



SECTION B-B

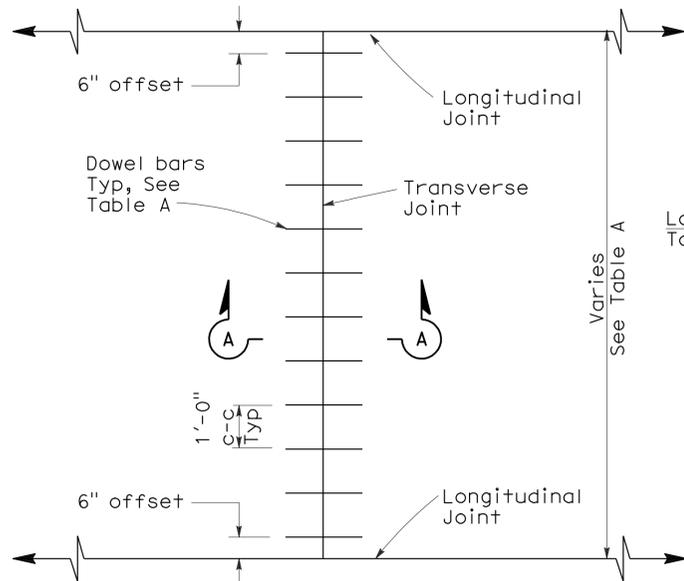
See Revised Std Plan RSP P18 for locations where tie bars are used at longitudinal joint

See Detail "A"

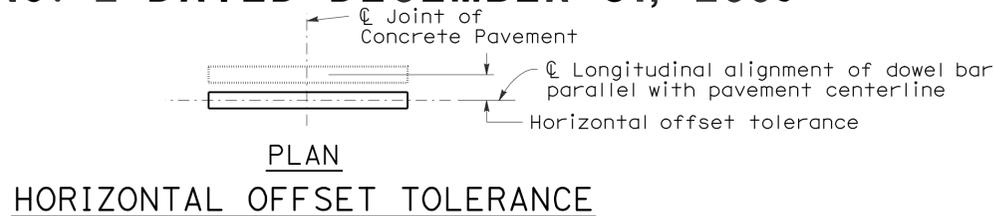
2 ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009

2006 REVISED STANDARD PLAN RSP P2

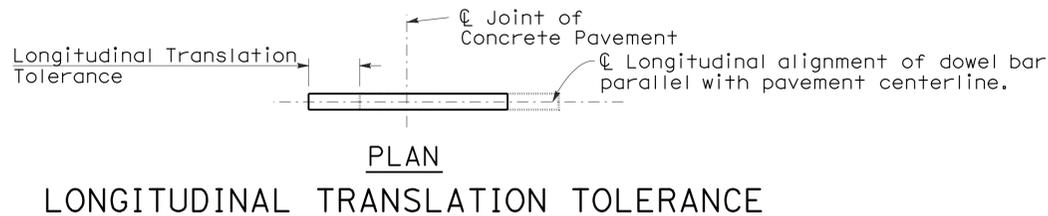
2 ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009



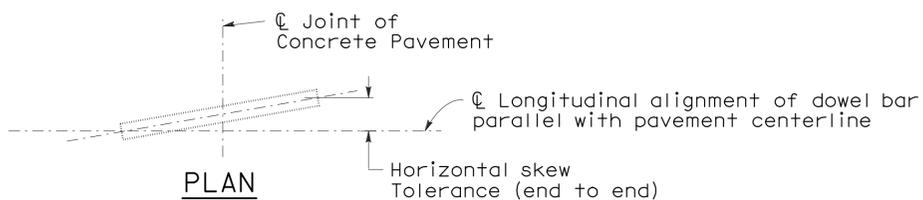
**TRANSVERSE JOINT
DOWEL BAR LAYOUT**



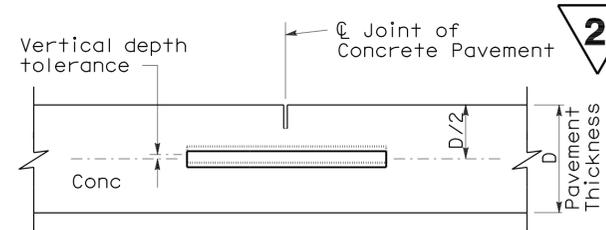
HORIZONTAL OFFSET TOLERANCE



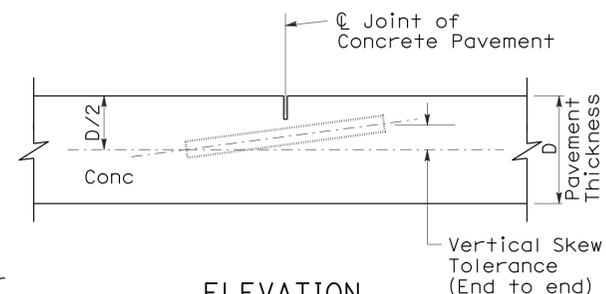
LONGITUDINAL TRANSLATION TOLERANCE



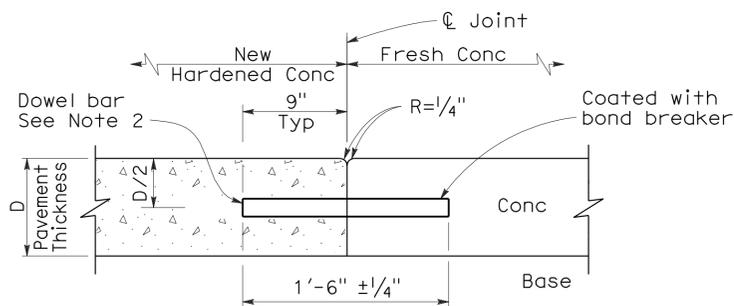
HORIZONTAL SKEW TOLERANCE



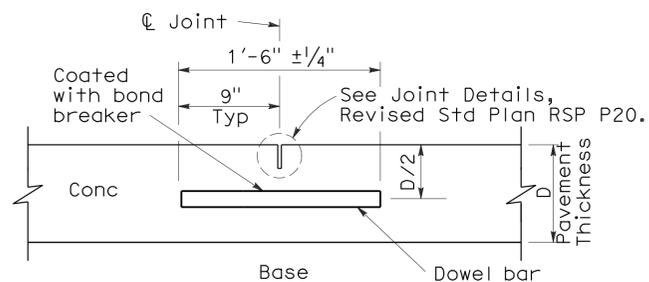
**ELEVATION
VERTICAL DEPTH TOLERANCE**



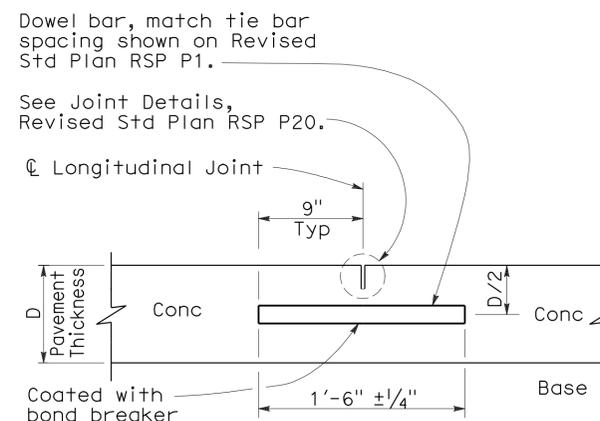
**ELEVATION
VERTICAL SKEW TOLERANCE**



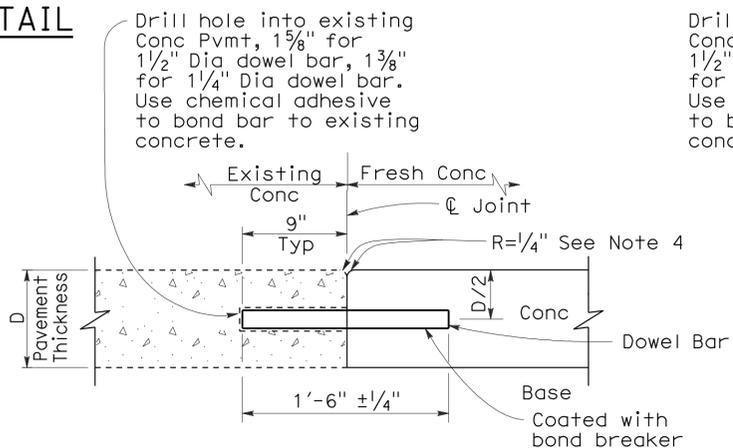
**SECTION A-A
TRANSVERSE
CONSTRUCTION JOINT DETAIL**



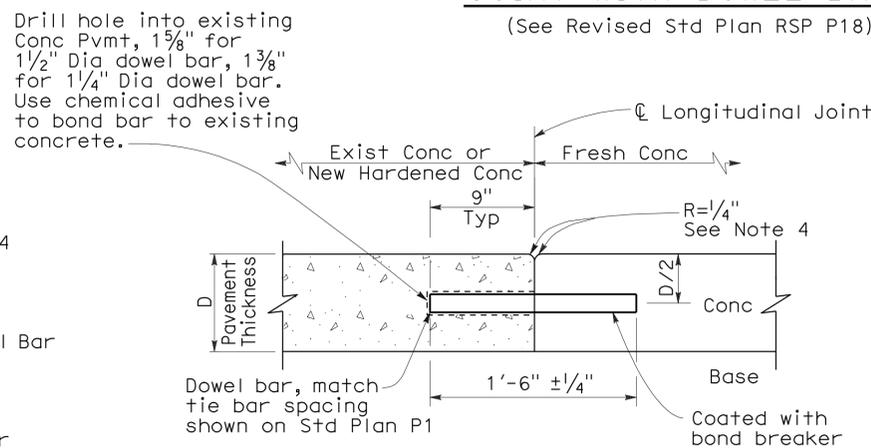
TRANSVERSE CONTRACTION JOINT



**LONGITUDINAL CONTRACTION
JOINT WITH DOWEL BARS**
(See Revised Std Plan RSP P18)



**TRANSVERSE CONSTRUCTION JOINT
FOR EXISTING CONCRETE PAVEMENT**
(Drill and bond locations)



**LONGITUDINAL CONSTRUCTION JOINT
WITH DOWEL BARS**
(See Revised Std Plan RSP P18)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Nev	80	19.1/19.3	34F	71

William K. Farnbach
REGISTERED CIVIL ENGINEER

May 15, 2009
PLANS APPROVAL DATE

STATE OF CALIFORNIA
REGISTERED PROFESSIONAL ENGINEER
William K. Farnbach
No. C49042
Exp. 9-30-10
CIVIL

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To accompany plans dated 7-27-09

NOTES:

- See Revised Standard Plan RSP P1 for typical dowel bar placement and locations.
- 1 1/2" Dia smooth dowel bars are to be used with a pavement thickness, D, equal to or greater than 0.70 feet. For pavement thickness, D, less than 0.70 feet, use 1 1/4" Dia smooth dowel bars.
- For widths not shown, see Project Plans.
- If fresh concrete pavement is placed adjacent to existing concrete pavement, the top corner of the existing concrete pavement does not need to be rounded to the 1/4" radius, as shown.

TABLE A (See Note 3)

Dowel Bar Transverse Spacing Table	
Width between Longitudinal Joints	Number of Dowels between Longitudinal Joints
14'-0"	14
13'-0"	13
12'-0"	12
11'-0"	11
10'-0"	10
8'-0"	8
5'-0"	5
4'-0"	4

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT-
DOWEL BAR
DETAILS**
NO SCALE

RSP P10 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P10
DATED MAY 1, 2006 - PAGE 124 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P10

2006 REVISED STANDARD PLAN RSP P10

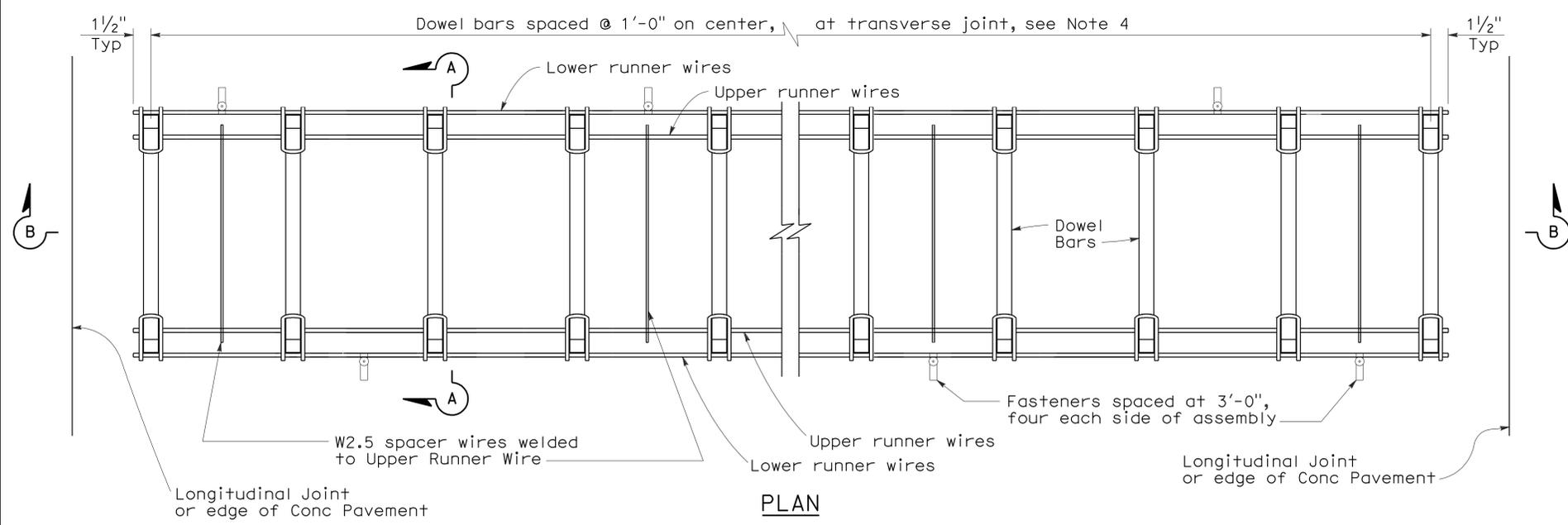
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Nev	80	19.1/19.3	34G	71

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE
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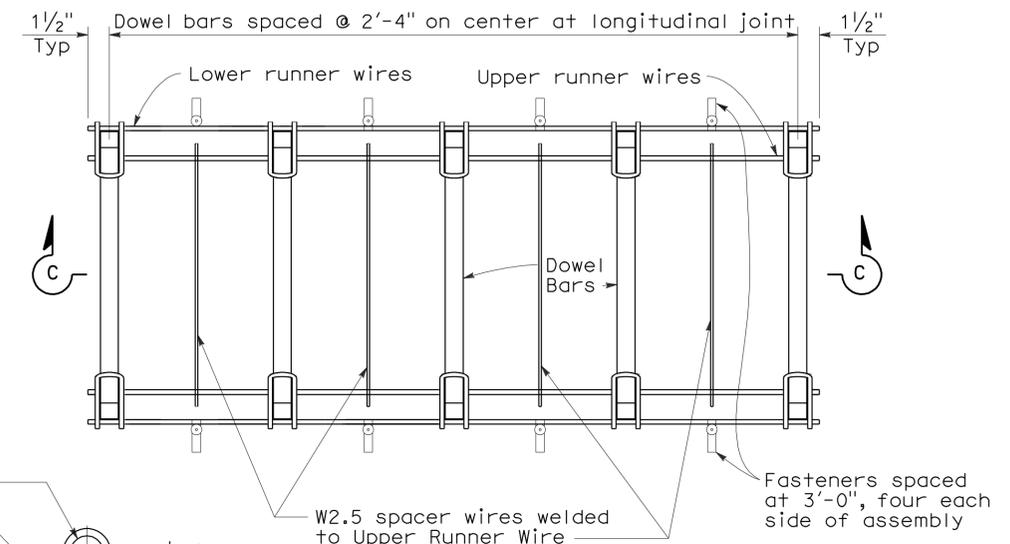
REGISTERED PROFESSIONAL ENGINEER
 William K. Farnbach
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

2

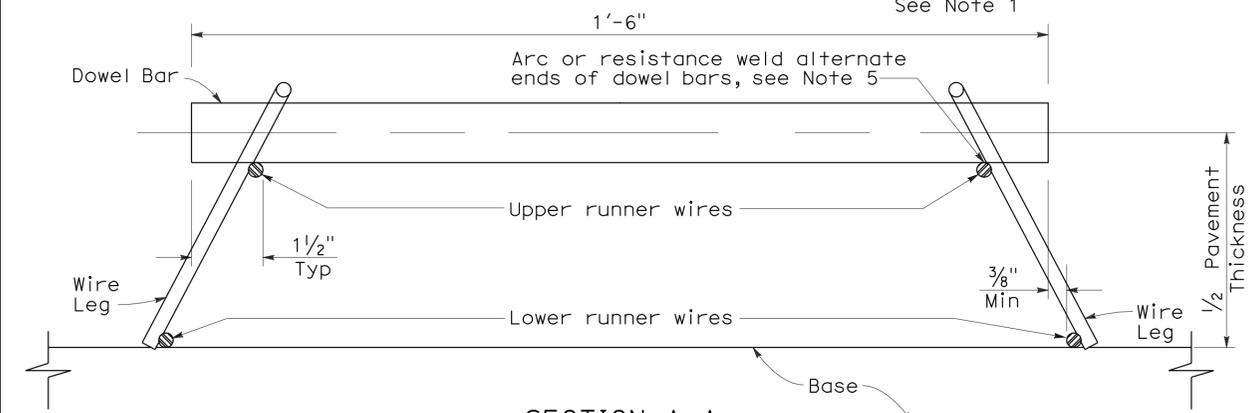
To accompany plans dated 7-27-09



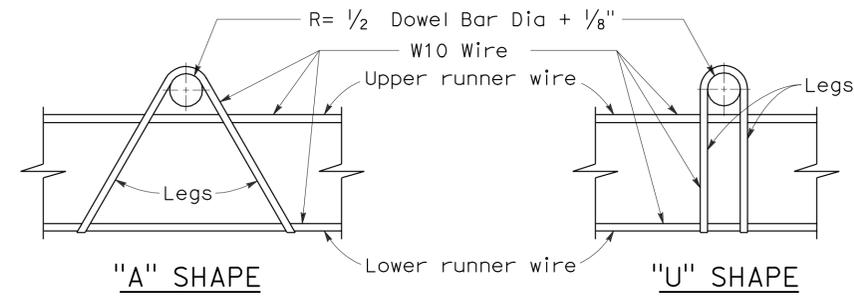
**PLAN
DOWEL BAR BASKET
(TRANSVERSE JOINT)**
See Note 1



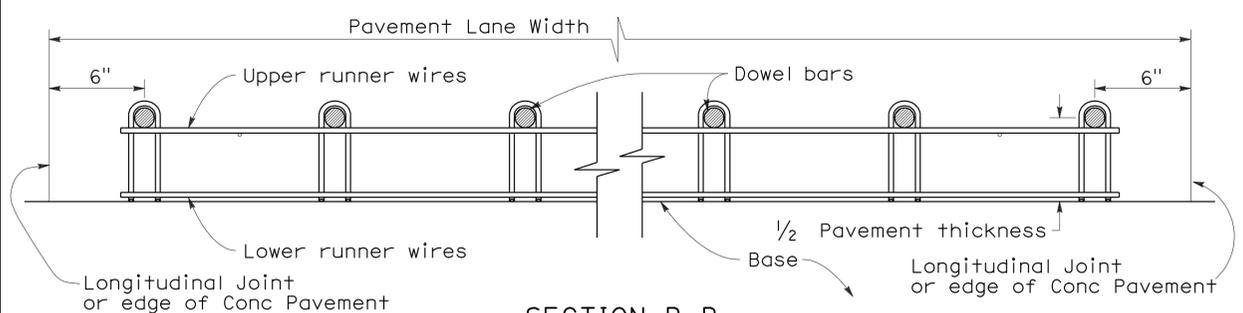
**PLAN
DOWEL BAR BASKET
(LONGITUDINAL JOINT)**
See Note 1



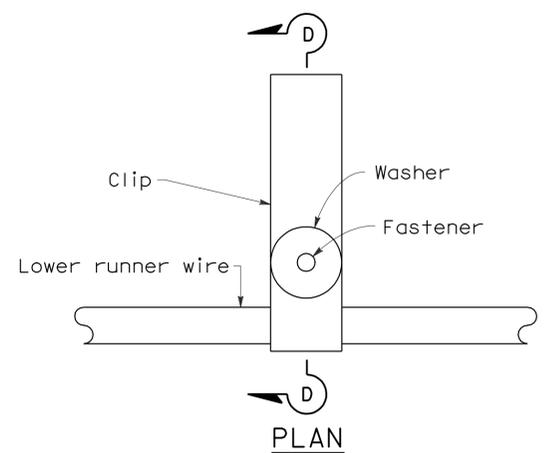
SECTION A-A



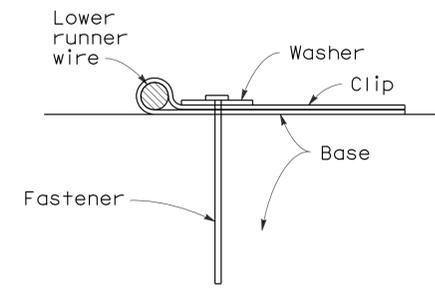
ASSEMBLY FRAME DETAILS



SECTION B-B
See Note 1



FASTENER DETAIL



SECTION D-D

NOTES:

- "U" frame shape assembly shown. "U" frame shape or "A" frame shape are acceptable.
- Wire sizes shown are minimum required.
- All wire intersections are to be resistance welded.
- Use tie bar spacing for longitudinal dowel bar locations. See Revised Std Plans RSPs P1, P2, and P3 for tie bar requirements.
- Weld may be at top or bottom of dowel bar.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**CONCRETE PAVEMENT-
DOWEL BAR BASKET
DETAILS**

NO SCALE

ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009

RSP P12 DATED MAY 15, 2009 SUPERSEDES RSP P12 DATED NOVEMBER 17, 2006 AND STANDARD PLAN P12 DATED MAY 1, 2006 - PAGE 125 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P12

2

2006 REVISED STANDARD PLAN RSP P12

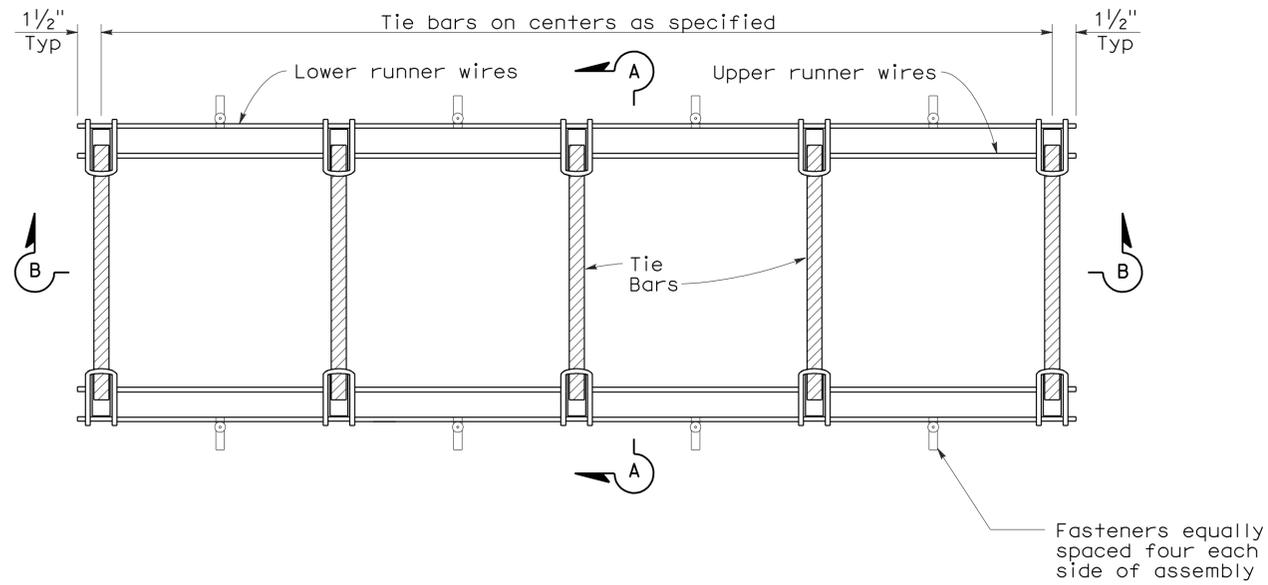
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Nev	80	19.1/19.3	34H	71

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 May 15, 2009
 PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
 William K. Farnbach
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

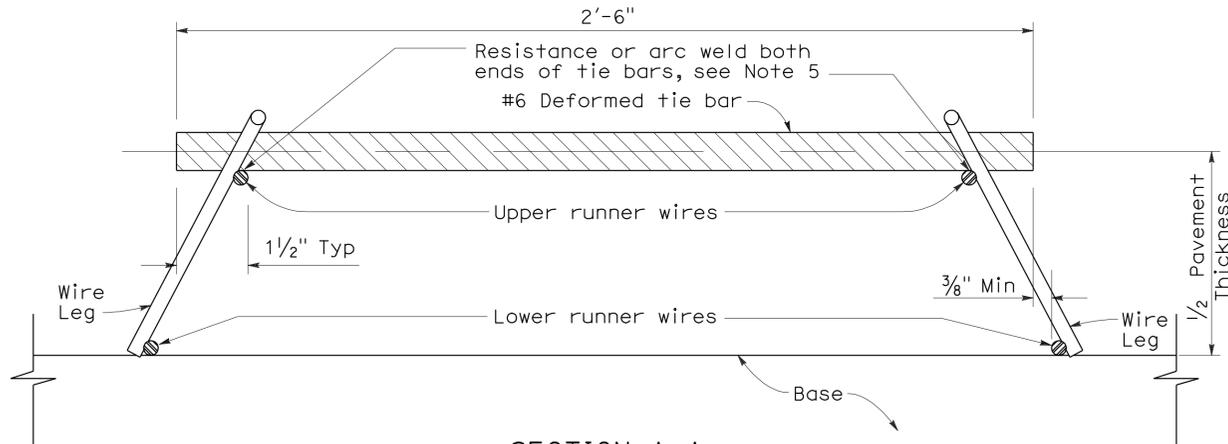
To accompany plans dated 7-27-09



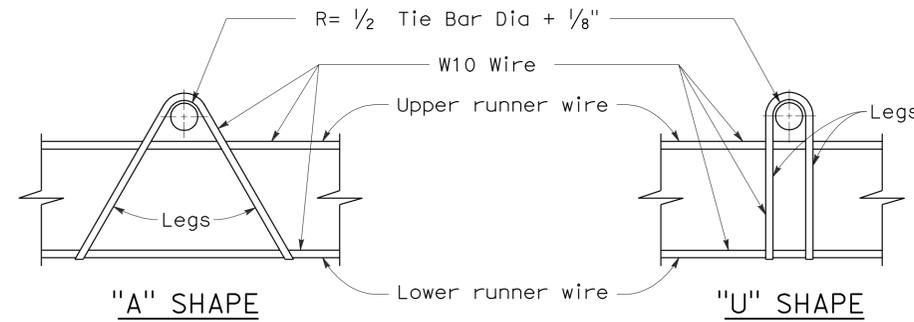
PLAN
TIE BAR BASKET
 (TIE BARS AT LONGITUDINAL JOINT)
 See Note 1

NOTES:

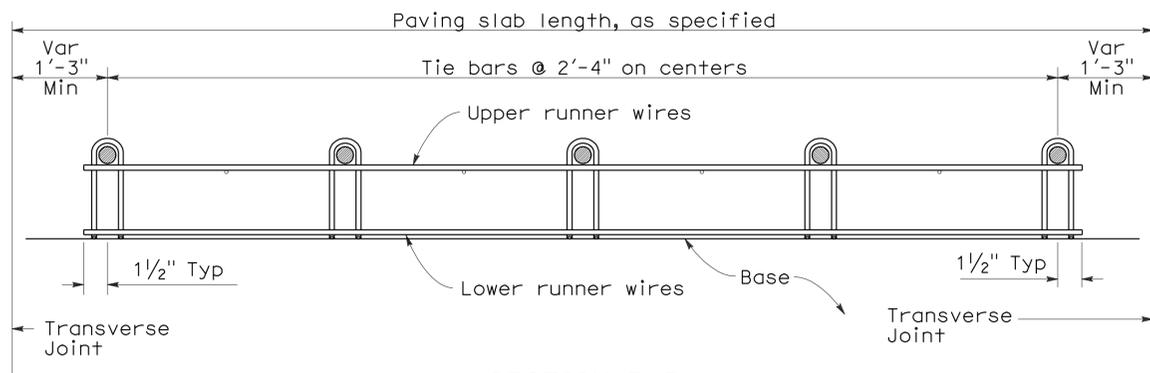
- "U" frame shape assembly shown. "U" frame shape or "A" frame shape are acceptable.
- Wire sizes shown are minimum required.
- All wire intersections are to be resistance welded.
- Not for use on nondoweled skewed jointed plain concrete pavement.
- Weld may be at top or bottom of tie bar.



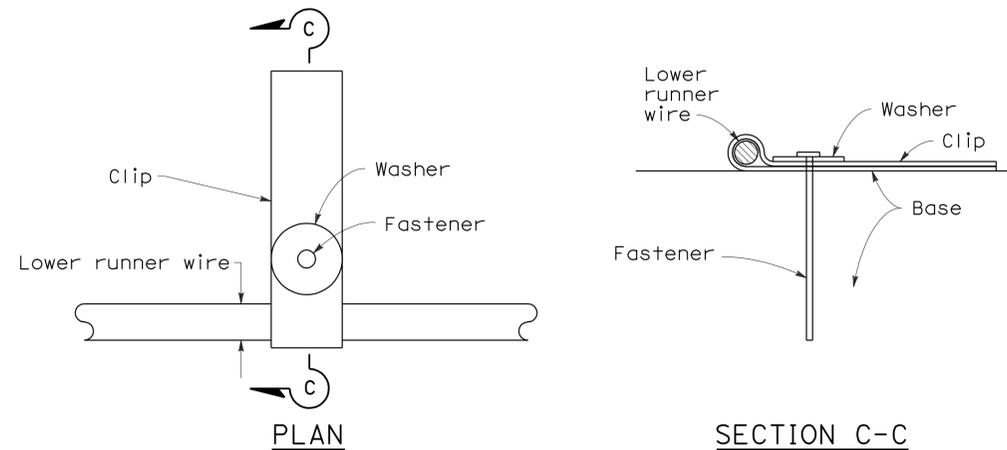
SECTION A-A



ASSEMBLY FRAME DETAILS



SECTION B-B
See Note 1



FASTENER DETAIL

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT -
 TIE BAR BASKET
 DETAILS**

NO SCALE

2 ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009

RSP P17 DATED MAY 15, 2009 SUPERSEDES RSP P17 DATED NOVEMBER 17, 2006 AND STANDARD PLAN P17 DATED MAY 1, 2006 - PAGE 126 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P17

2006 REVISED STANDARD PLAN RSP P17

2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Nev	80	19.1/19.3	341	71

William K. Farnbach
 REGISTERED CIVIL ENGINEER
 June 5, 2009
 PLANS APPROVAL DATE

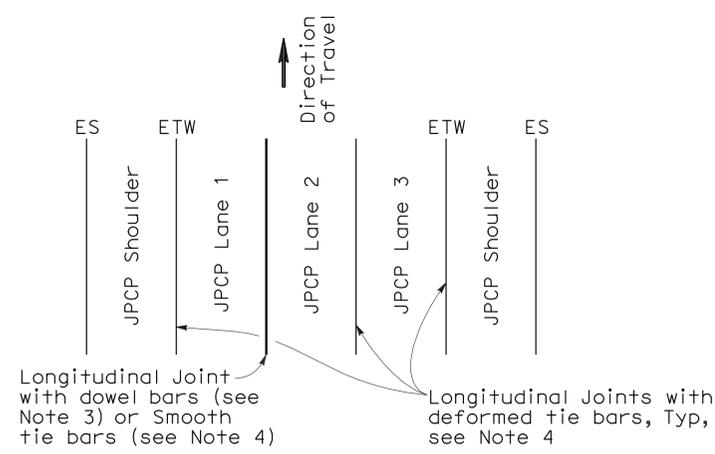
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 William K. Farnbach
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 CIVIL
 STATE OF CALIFORNIA

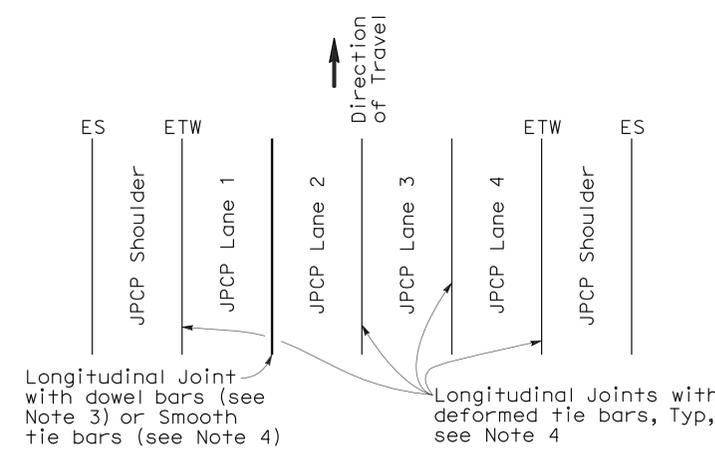
To accompany plans dated 7-27-09

NOTES:

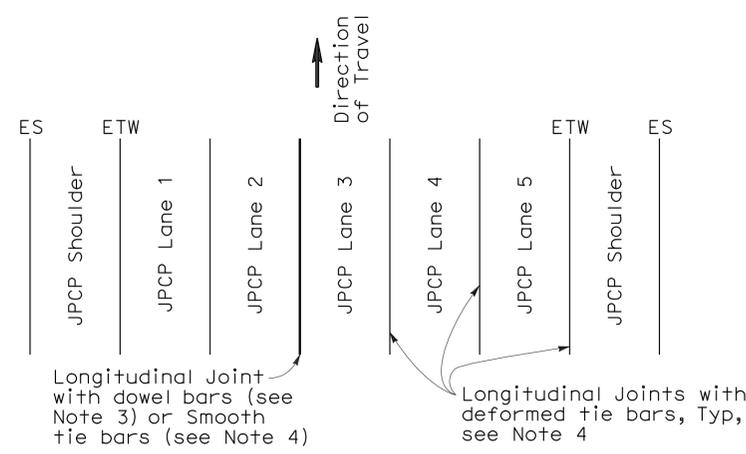
- Where Lean Concrete Base is not used as base material, the joint filler material used for the longitudinal isolation joint shall only extend to the bottom of the new concrete slab. See Detail A.
- Use $\frac{5}{8}'' \pm \frac{1}{16}''$ dimension for silicone sealant.
- See Revised Standard Plan RSP P10 for longitudinal joint with dowel bars.
- See Revised Standard Plan RSP P1.
- See Revised Standard Plan RSP P2.



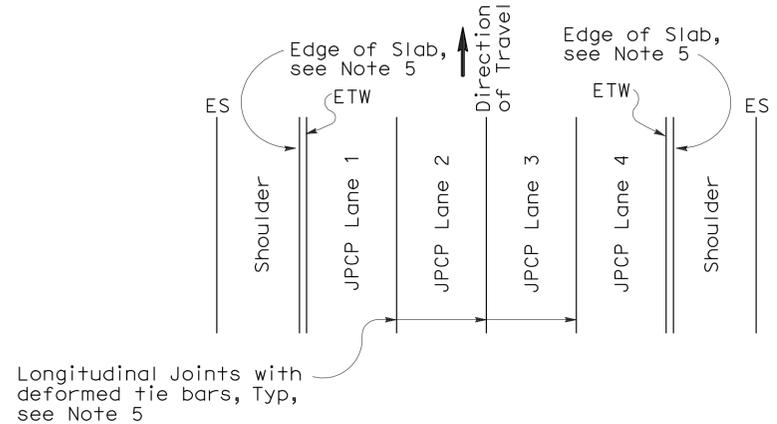
3 LANES WITH TIED CONCRETE SHOULDERS
PLAN



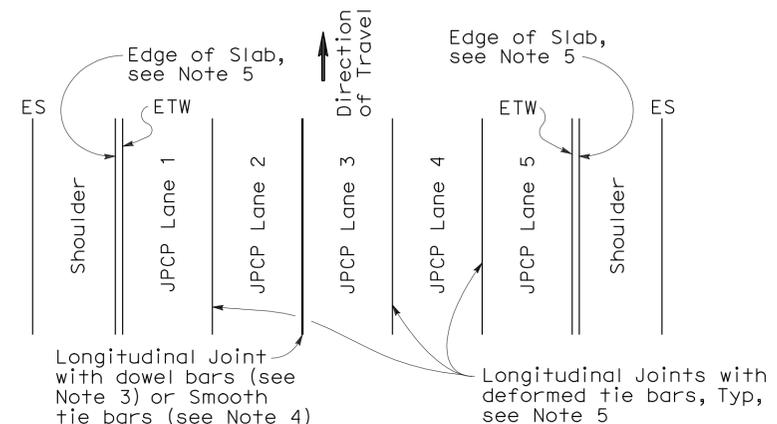
4 LANES WITH TIED CONCRETE SHOULDERS
PLAN



5 LANES WITH TIED CONCRETE SHOULDERS
PLAN



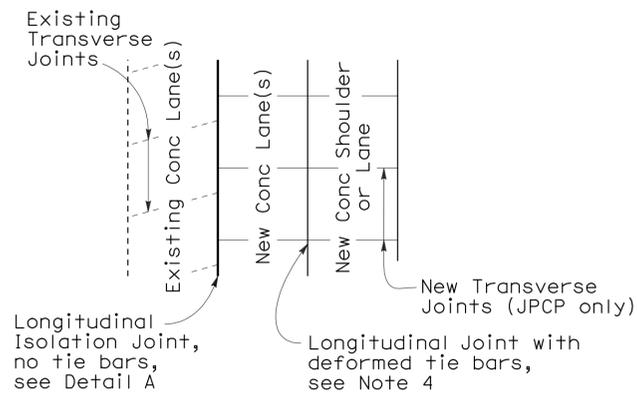
4 LANES OR LESS WITH WIDENED SLAB
PLAN



5 LANES WITH WIDENED SLAB
PLAN

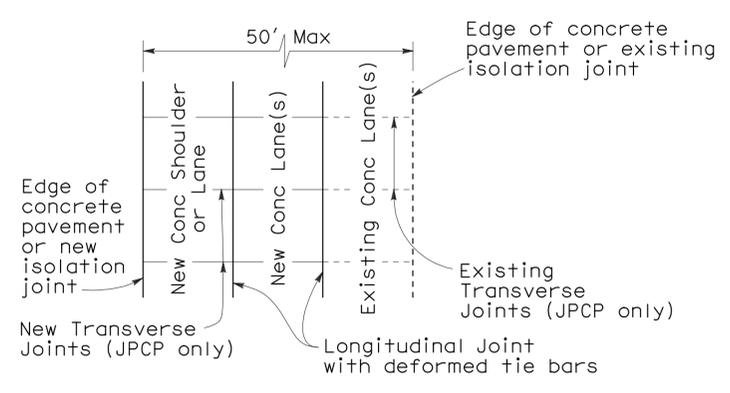
NEW CONSTRUCTION

Location of Longitudinal Joints (For JPCP)



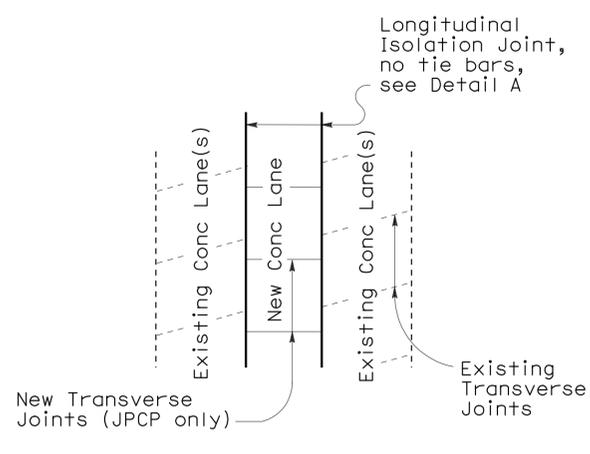
CASE 1
PLAN

Transverse Joints do not align between new and existing



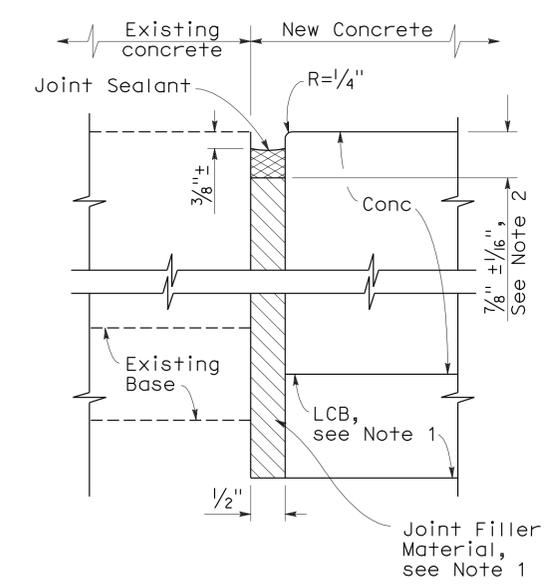
CASE 2
PLAN

Transverse Joints align between new and existing



CASE 3 (INTERIOR LANE REPLACEMENT)
PLAN

Transverse Joints do not align between new and existing



DETAIL A
ISOLATION JOINT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT-
LANE SCHEMATICS
AND ISOLATION JOINT DETAIL**

NO SCALE

LANE/SHOULDER ADDITION OR RECONSTRUCTION

(For JPCP and CRCP)

RSP P18 DATED JUNE 5, 2009 SUPERSEDES RSP P18 DATED MAY 15, 2009, RSP P18 DATED NOVEMBER 17, 2006 AND STANDARD PLAN P18 DATED MAY 1, 2006 - PAGE 127 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2 **ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009**

REVISED STANDARD PLAN RSP P18

2006 REVISED STANDARD PLAN RSP P18

NOTE:

1. Tie bars, dowel bars, and reinforcement are not shown in joint seal details, see Revised Standard Plans RSP P1, RSP P3, RSP P10, RSP P35, RSP P45, or RSP P46 as applicable.

2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Nev	80	19.1/19.3	34J	71

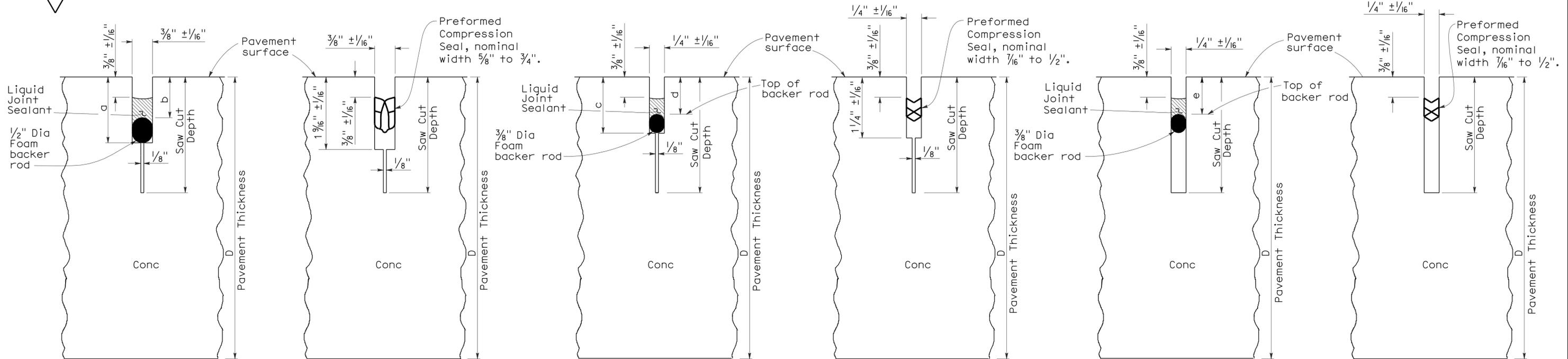
William K. Farnbach
REGISTERED CIVIL ENGINEER

May 15, 2009
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
William K. Farnbach
No. C49042
Exp. 9-30-10
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STATE OF CALIFORNIA

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2 ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009



LIQUID SEALANT **COMPRESSION SEAL** **LIQUID SEALANT** **COMPRESSION SEAL** **LIQUID SEALANT** **COMPRESSION SEAL**

TYPE A1 **TYPE A2** **TYPE B**

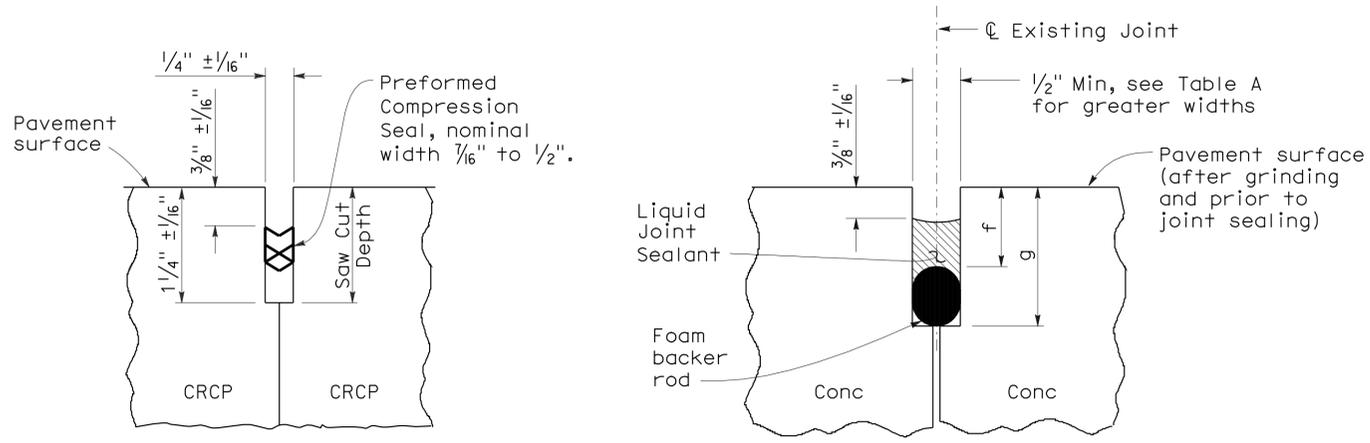
Transverse Contraction Joints Longitudinal Contraction Joints Longitudinal or Transverse Contraction Joint

LIQUID SEALANT RESERVOIR DEPTH

LIQUID SEALANT MATERIAL	3/8" Joint Width Type A1		1/4" Joint Width Type A2		1/4" Joint Width Type B
	DIMENSION		DIMENSION		DIMENSION
	a	b	c	d	e
SILICONE	1" ± 1/16"	5/8" ± 1/16"	15/16" ± 1/16"	9/16" ± 1/16"	9/16" ± 1/16"
ASPHALT RUBBER	1 3/16" ± 1/16"	3/4" ± 1/16"	1 1/16" ± 1/16"	11/16" ± 1/16"	11/16" ± 1/16"

TABLE A (TYPE R JOINT)

Sawn Joint Width	Backer Rod Diameter ± 1/16"	DIMENSION "f"	DIMENSION "g"
1"	1 5/16"	7/8"	2 1/4"
7/8"	1 3/16"	13/16"	2"
3/4"	1"	3/4"	1 3/4"
5/8"	7/8"	11/16"	1 1/2"
1/2"	11/16"	5/8"	1 1/4"



COMPRESSION SEAL **LIQUID SEALANT**

TYPE C **TYPE R**

Transverse and Longitudinal Construction Joints (For CRCP) Retrofit Transverse and Longitudinal Joints

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CONCRETE PAVEMENT-JOINT DETAILS
NO SCALE

RSP P20 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P20
DATED MAY 1, 2006 - PAGE 128 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP P20

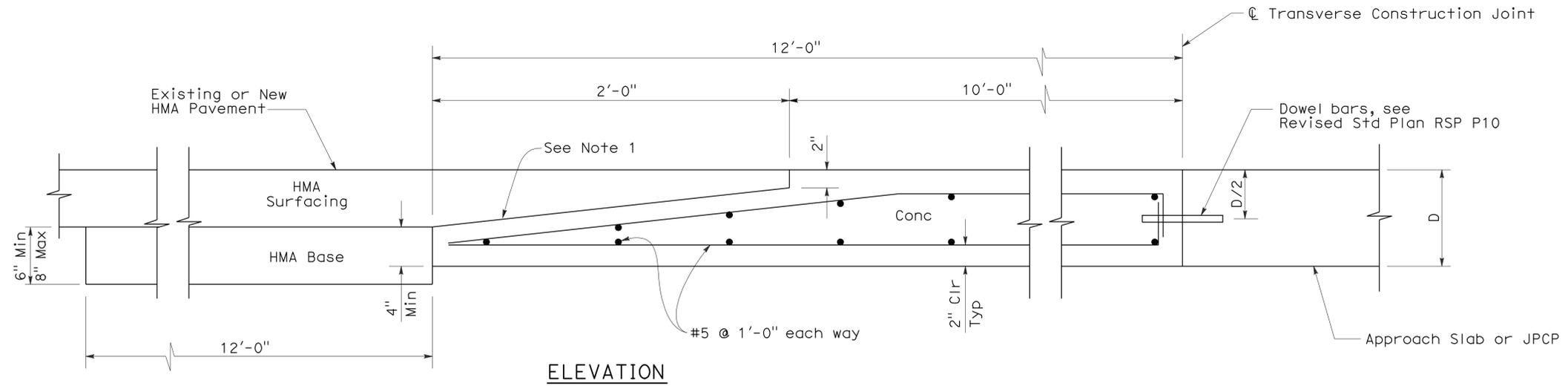
2006 REVISED STANDARD PLAN RSP P20

2	DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
	03	Neu	80	19.1/19.3	34K	71

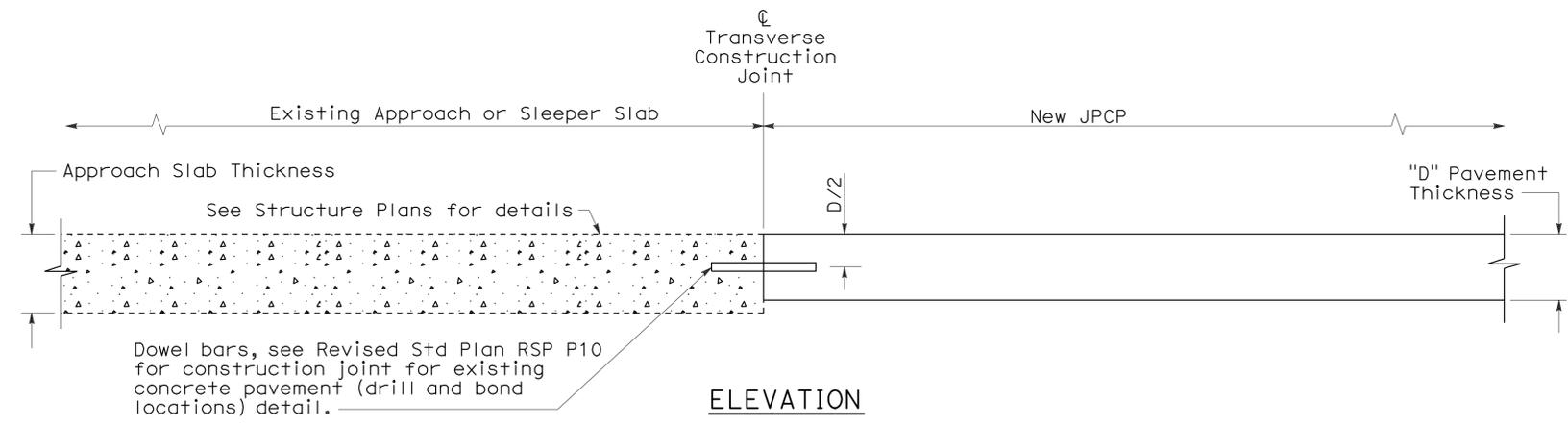
William K. Farnbach
 REGISTERED CIVIL ENGINEER
 No. C49042
 Exp. 9-30-10
 CIVIL
 STATE OF CALIFORNIA

May 15, 2009
 PLANS APPROVAL DATE

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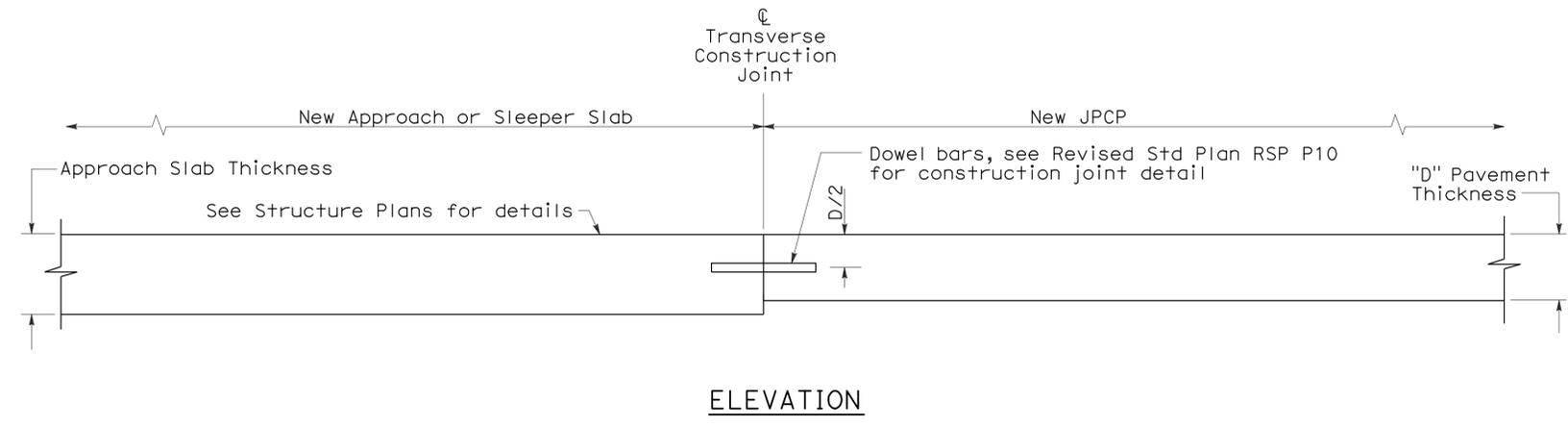


CONCRETE PAVEMENT TO HOT MIXED ASPHALT PAVEMENT TRANSITION PANEL



PAVEMENT END ANCHOR

NOTE:
1. Heavy broom finish.



CONCRETE PAVEMENT TRANSITION TO APPROACH OR SLEEPER SLAB

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**JOINTED PLAIN CONCRETE PAVEMENT-
 END PANEL
 PAVEMENT TRANSITIONS**
 NO SCALE

RSP P30 DATED MAY 15, 2009 SUPERSEDES STANDARD PLAN P30
 DATED MAY 1, 2006 - PAGE 129 OF THE STANDARD PLANS BOOK DATED MAY 2006.

2 ADDED PER ADDENDUM No. 2 DATED DECEMBER 31, 2009

REVISED STANDARD PLAN RSP P30

2006 REVISED STANDARD PLAN RSP P30