

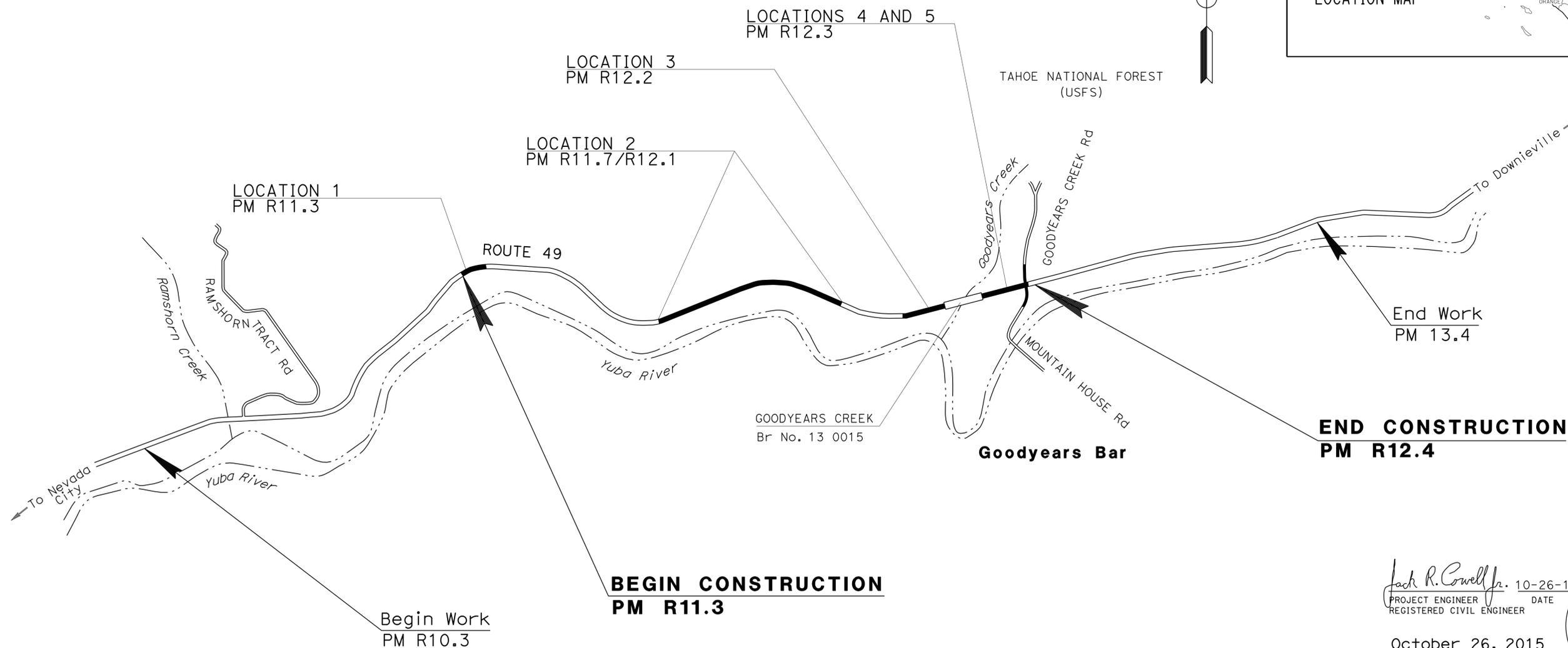
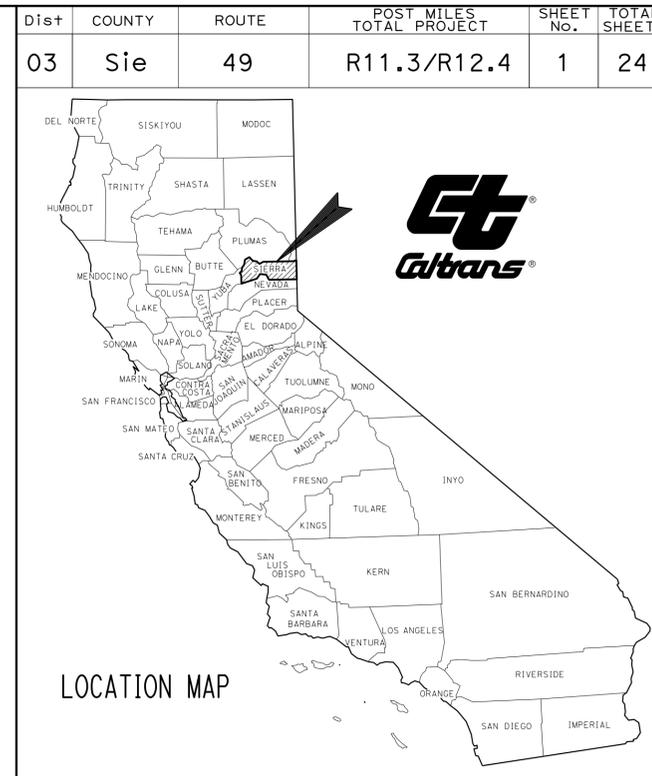
INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2-5	CONSTRUCTION DETAILS
6	CONSTRUCTION AREA SIGNS
7	STAGE CONSTRUCTION PLAN
8	SUMMARY OF QUANTITIES
9-24	REVISED STANDARD PLANS

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

STATE OF CALIFORNIA  
**DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY**  
**IN SIERRA COUNTY AT GOODYEARS BAR**  
**AT VARIOUS LOCATIONS FROM 0.8 MILE EAST OF RAMSHORN TRACT ROAD TO GOODYEARS CREEK ROAD**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



PROJECT MANAGER  
PATRICK D. BISHOP

DESIGN MANAGER  
PATRICK D. BISHOP

*Jack R. Cowell Jr.* 10-26-15  
 PROJECT ENGINEER DATE  
 REGISTERED CIVIL ENGINEER

October 26, 2015  
 PLANS APPROVAL DATE

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



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

NO SCALE

DATE PLOTTED => 30-OCT-2015 TIME PLOTTED => 11:53 00-00-00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**MAINTENANCE DESIGN**

FUNCTIONAL SUPERVISOR  
 PATRICK D. BISHOP

CALCULATED/DESIGNED BY  
 CHECKED BY

JACK COWELL  
 SARJU PATEL

REVISED BY  
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	2	24

Jack R. Cowell Jr. 10-26-15  
 REGISTERED CIVIL ENGINEER DATE

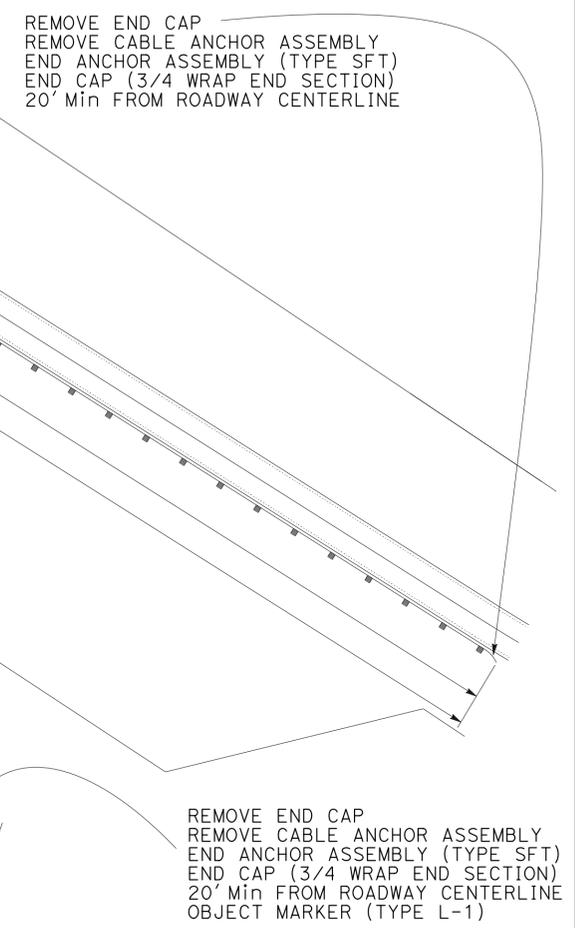
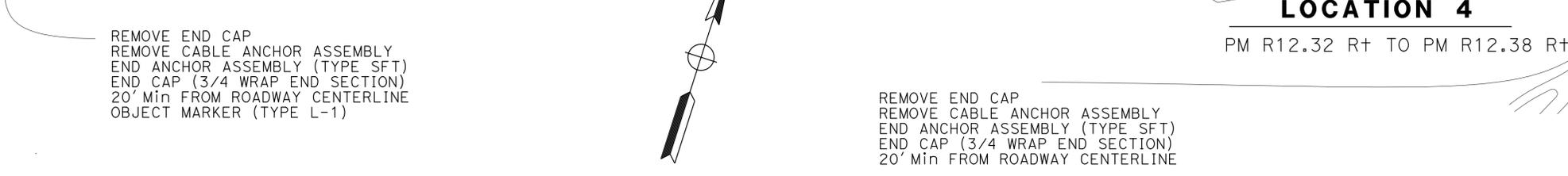
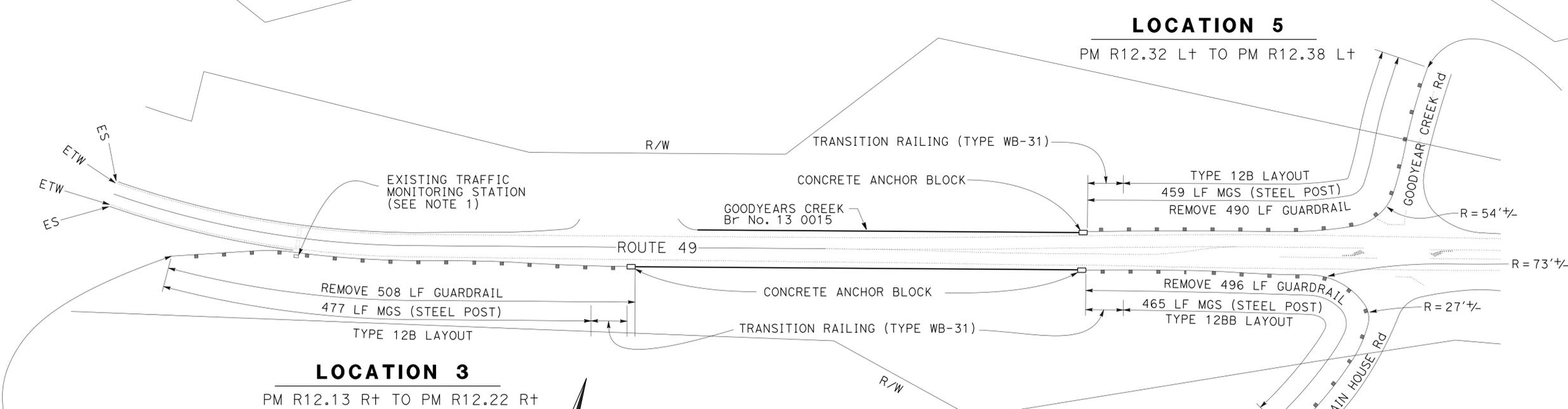
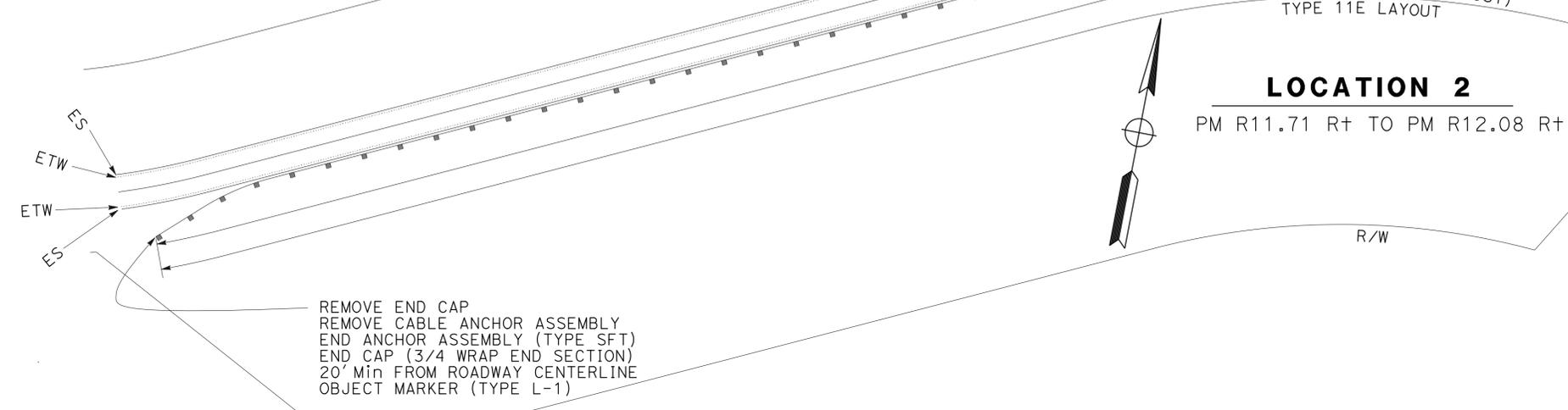
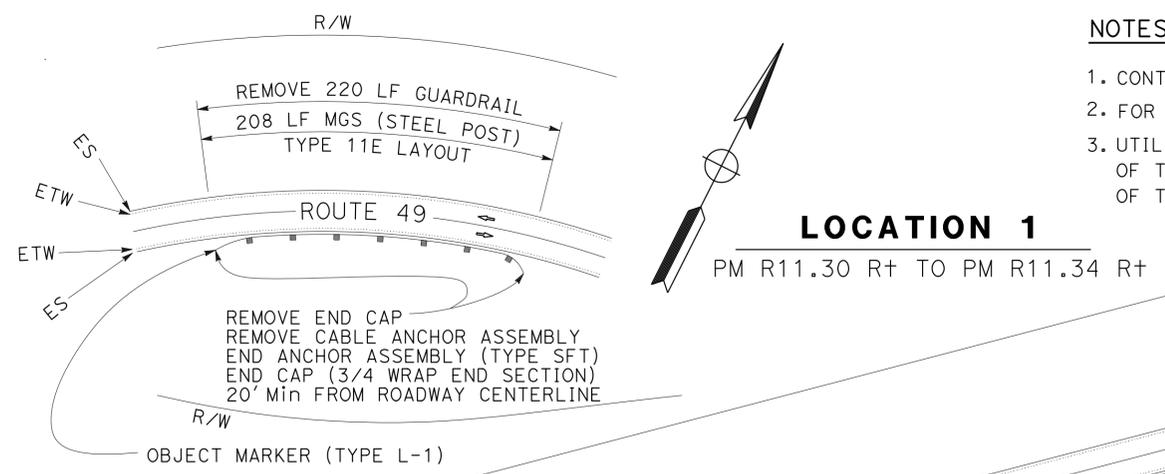
10-26-15  
 PLANS APPROVAL DATE

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

JACK COWELL  
 No. C65521  
 Exp. 9-30-17  
 CIVIL  
 STATE OF CALIFORNIA

**NOTES:**

1. CONTRACTOR TO VERIFY UNDERGROUND CONDUIT PRIOR TO SETTING GUARDRAIL POST.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. UTILITY INVESTIGATIONS HAVE BEEN COMPLETED AND NO UTILITIES WERE FOUND WITHIN 10 FEET OF THE OUTER LIMIT OF WORK FOR EACH CONCRETE BLOCK LOCATION. EXISTING UTILITIES BEYOND 10 FEET OF THE CONCRETE BLOCK LOCATIONS ARE NOT INCLUDED ON THESE PLANS.



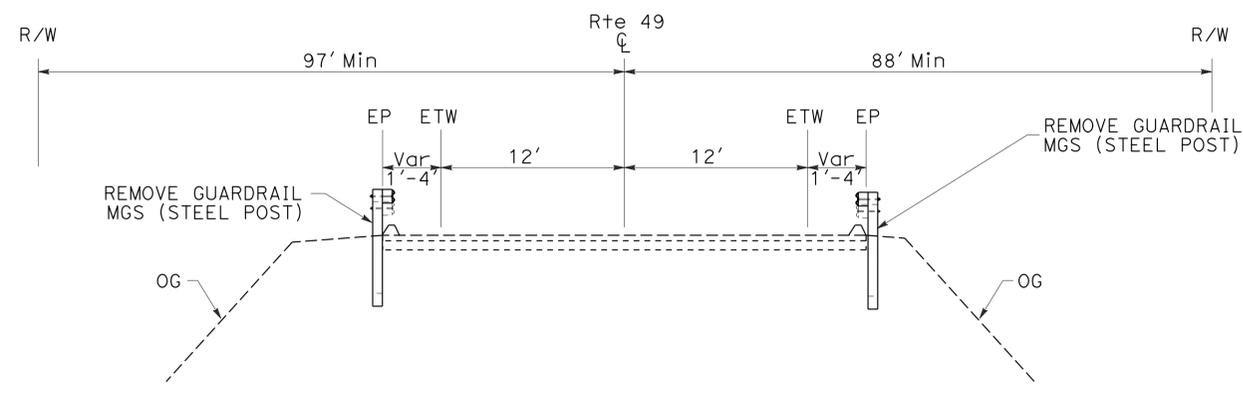
**CONSTRUCTION DETAILS**

NO SCALE

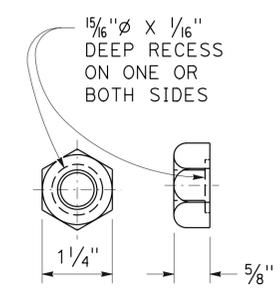
**C-1**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	3	24
<i>Jack R. Cowell Jr.</i> REGISTERED CIVIL ENGINEER			10-26-15 DATE	JACK COWELL No. C65521 Exp. 9-30-17 CIVIL	
10-26-15 PLANS APPROVAL DATE			THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.		

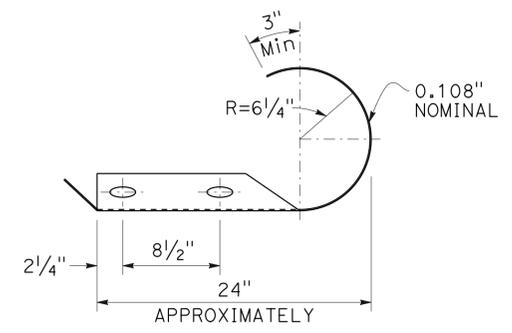
**NOTE:**  
 1. UTILITY INVESTIGATIONS HAVE BEEN COMPLETED AND NO UTILITIES WERE FOUND WITHIN 10 FEET OF THE OUTER LIMIT OF WORK FOR EACH CONCRETE BLOCK LOCATION. EXISTING UTILITIES BEYOND 10 FEET OF THE CONCRETE BLOCK LOCATIONS ARE NOT INCLUDED ON THESE PLANS.



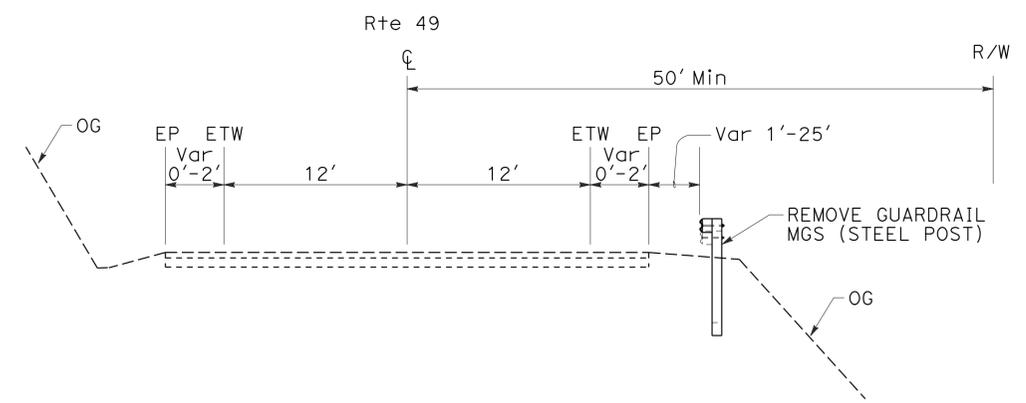
TYPICAL CROSS SECTION  
 PM R12.3/R12.4



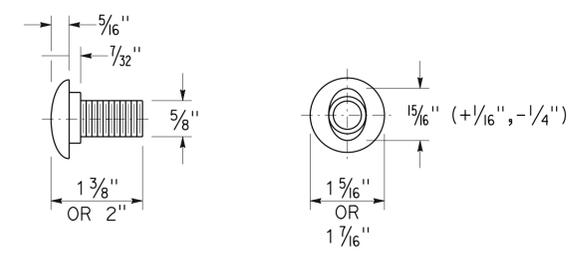
5/8" RECESS NUT



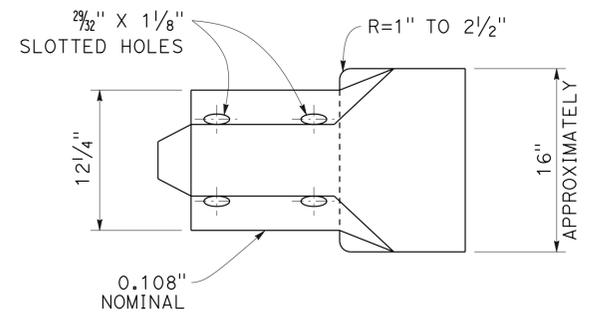
END CAP (3/4 WRAP END SECTION)



TYPICAL CROSS SECTION  
 PM R11.3/R12.2



5/8"Ø BUTTON HEAD BOLT



**CONSTRUCTION DETAILS**

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**MAINTENANCE DESIGN**

JACK COWELL  
 SARJU PATEL  
 REVISOR BY DATE  
 JACK COWELL  
 SARJU PATEL  
 REVISOR BY DATE  
 JACK COWELL  
 SARJU PATEL  
 REVISOR BY DATE

FUNCTIONAL SUPERVISOR  
 PATRICK D. BISHOP

DESIGNED BY  
 CHECKED BY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	4	24

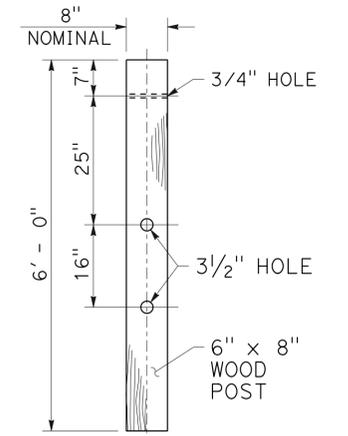
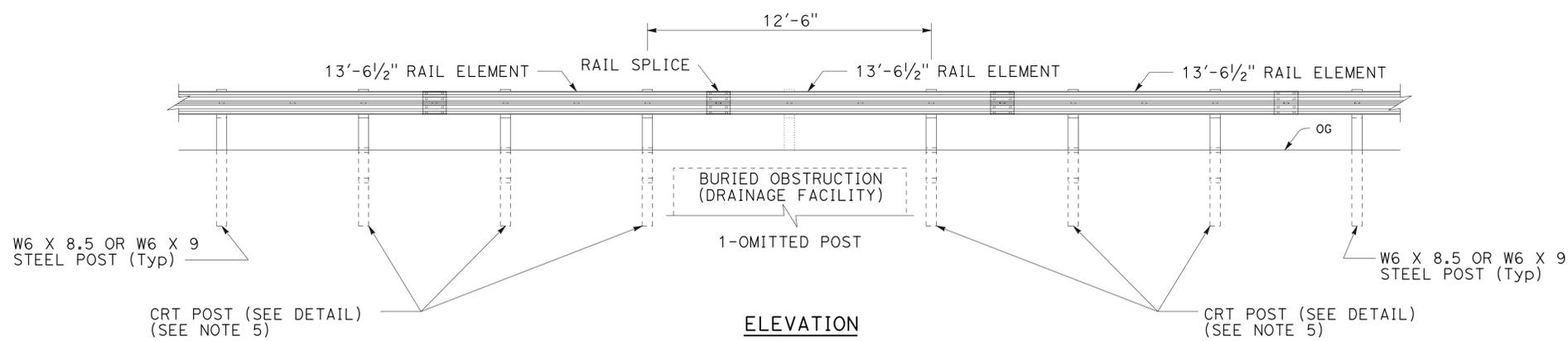
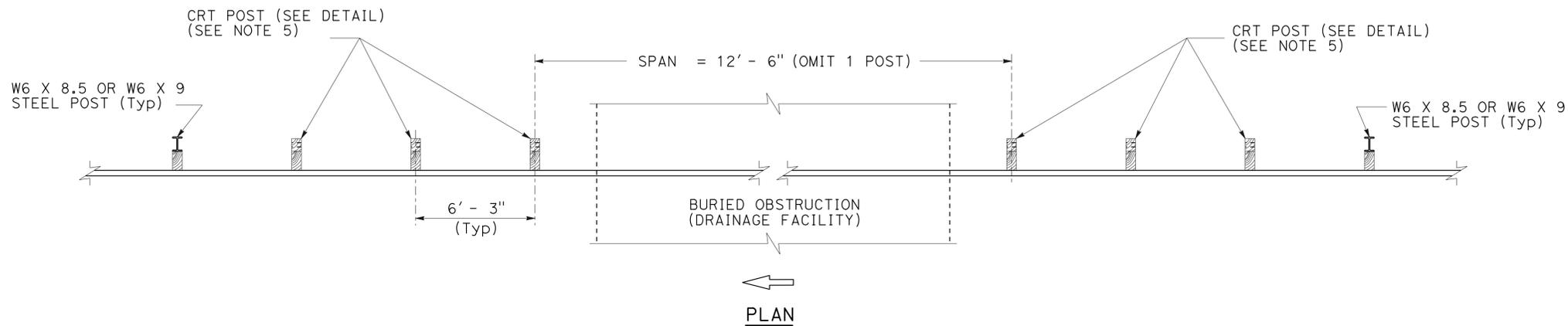
  

<i>Jack R. Cowell Jr.</i> REGISTERED CIVIL ENGINEER No. C65521 Exp. 9-30-17 CIVIL STATE OF CALIFORNIA	10-26-15 DATE 10-26-15 PLANS APPROVAL DATE
--	---

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

**NOTES:**

- ALL RAIL ELEMENTS ARE MIDWEST GUARDRAIL SYSTEM.
- FOR DETAILS OF STANDARD HARDWARE USED TO CONSTRUCT MIDWEST GUARDRAIL SYSTEM SEE REVISED STANDARD PLAN RSP A77M1.
- FOR DETAILS OF RAIL ELEMENT SPLICE SEE REVISED STANDARD PLAN RSP A77L1.
- MIDWEST GUARDRAIL SYSTEM POST SPACINGS TO BE 6'-3" CENTER TO CENTER EXCEPT OTHERWISE NOTED.
- CONTROLLED RELEASING TERMINAL (CRT) POST TO BE WOOD ONLY.
- UTILITY INVESTIGATIONS HAVE BEEN COMPLETED AND NO UTILITIES WERE FOUND WITHIN 10 FEET OF THE OUTER LIMIT OF WORK FOR EACH CONCRETE BLOCK LOCATION. EXISTING UTILITIES BEYOND 10 FEET OF THE CONCRETE BLOCK LOCATIONS ARE NOT INCLUDED ON THESE PLANS.



**POST OMISSION DETAILS**

**CONTROLLED RELEASING TERMINAL (CRT) POST DETAIL**

**CONSTRUCTION DETAILS**

NO SCALE

**C-3**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**MAINTENANCE DESIGN**  
 Jack Cowell  
 Sarju Patel  
 Patrick D. Bishop  
 Functional Supervisor  
 Calculated/Designed By  
 Checked By  
 Revised By  
 Date Revised  
 USERNAME => s119538  
 DGN FILE => 0313000210ga003.dgn  
 BORDER LAST REVISED 7/2/2010  
 RELATIVE BORDER SCALE IS IN INCHES  
 UNIT 0484  
 PROJECT NUMBER & PHASE 03130002101

LAST REVISION | DATE PLOTTED => 30-OCT-2015  
 00-00-00 | TIME PLOTTED => 11:53

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	5	24

<i>Jack R. Cowell Jr.</i>	10-26-15
REGISTERED CIVIL ENGINEER	DATE
10-26-15	
PLANS APPROVAL DATE	

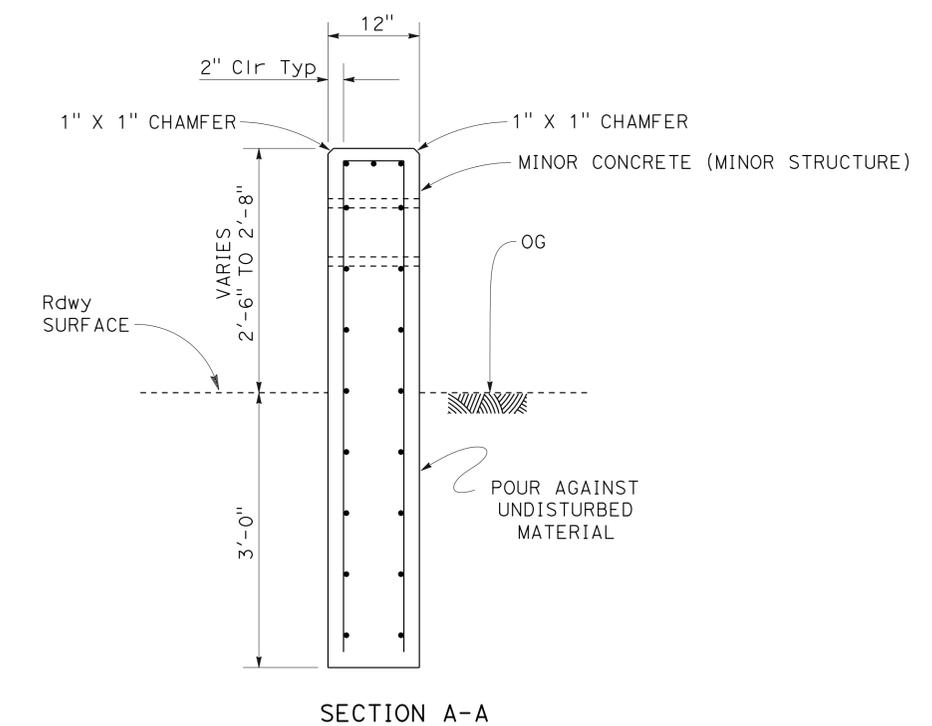
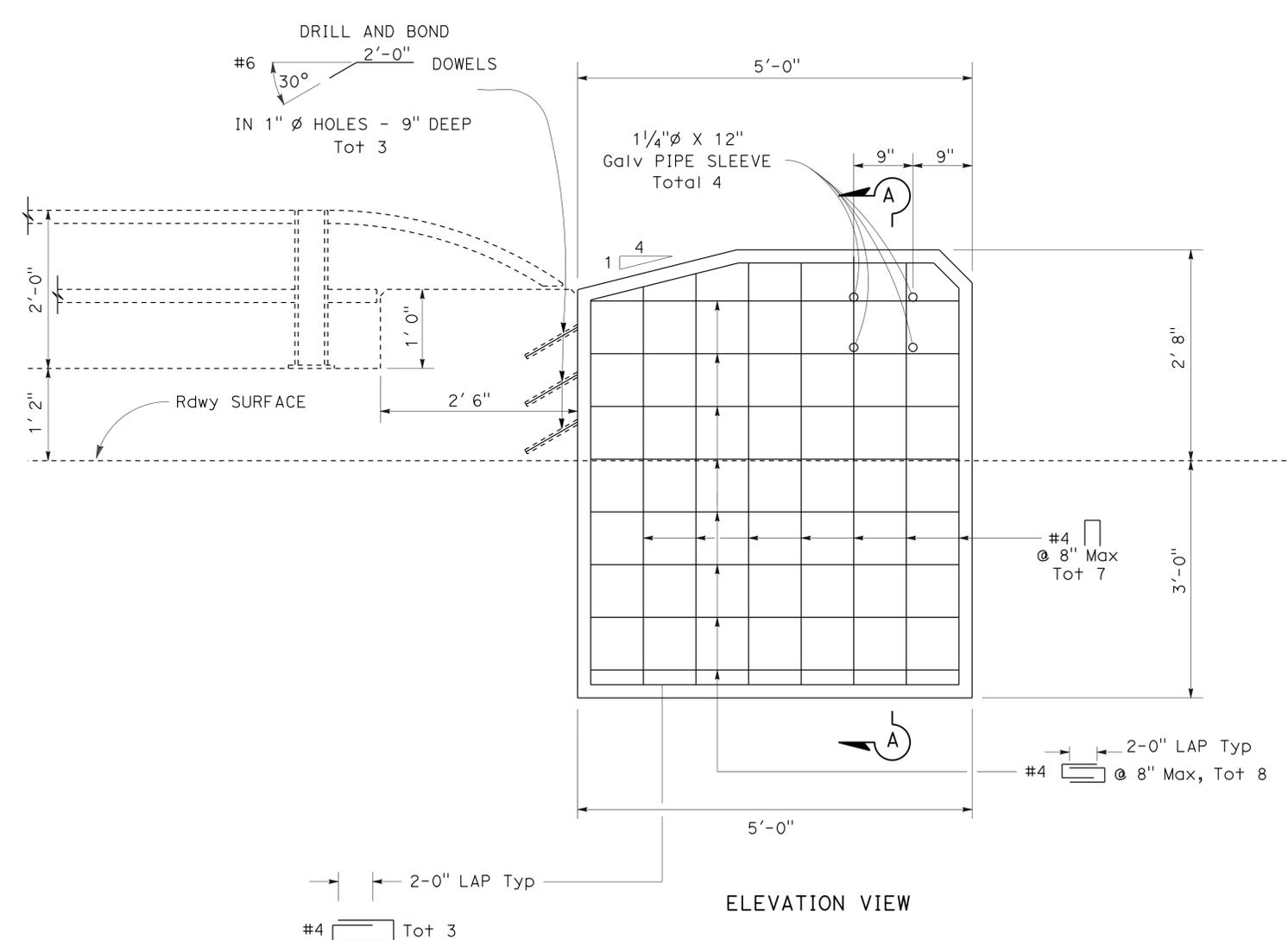
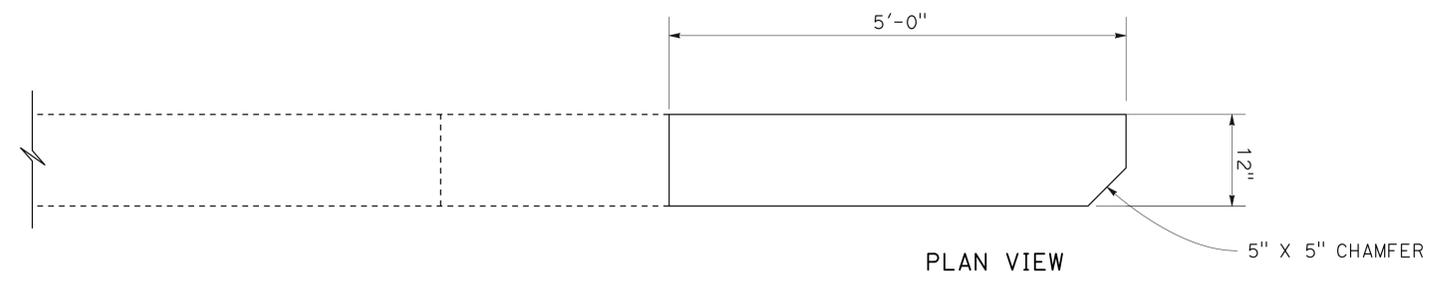
  

REGISTERED PROFESSIONAL ENGINEER	JACK COWELL
No. C65521	
Exp. 9-30-17	
CIVIL	

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.

**NOTE:**

1. UTILITY INVESTIGATIONS HAVE BEEN COMPLETED AND NO UTILITIES WERE FOUND WITHIN 10 FEET OF THE OUTER LIMIT OF WORK FOR EACH CONCRETE BLOCK LOCATION. EXISTING UTILITIES BEYOND 10 FEET OF THE CONCRETE BLOCK LOCATIONS ARE NOT INCLUDED ON THESE PLANS.



**CONCRETE ANCHOR BLOCK FOR WB-31 TRANSITION**  
LOCATION 3, 4, 5

**CONSTRUCTION DETAILS**  
NO SCALE **C-4**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
MAINTENANCE DESIGN  
FUNCTIONAL SUPERVISOR: PATRICK D. BISHOP  
DESIGNED BY: JACK COWELL  
CHECKED BY: SARJU PATEL  
REVISOR: JACK COWELL  
DATE: 10-26-15

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	6	24

*Jack R. Cowell Jr.* 10-26-15  
 REGISTERED CIVIL ENGINEER DATE

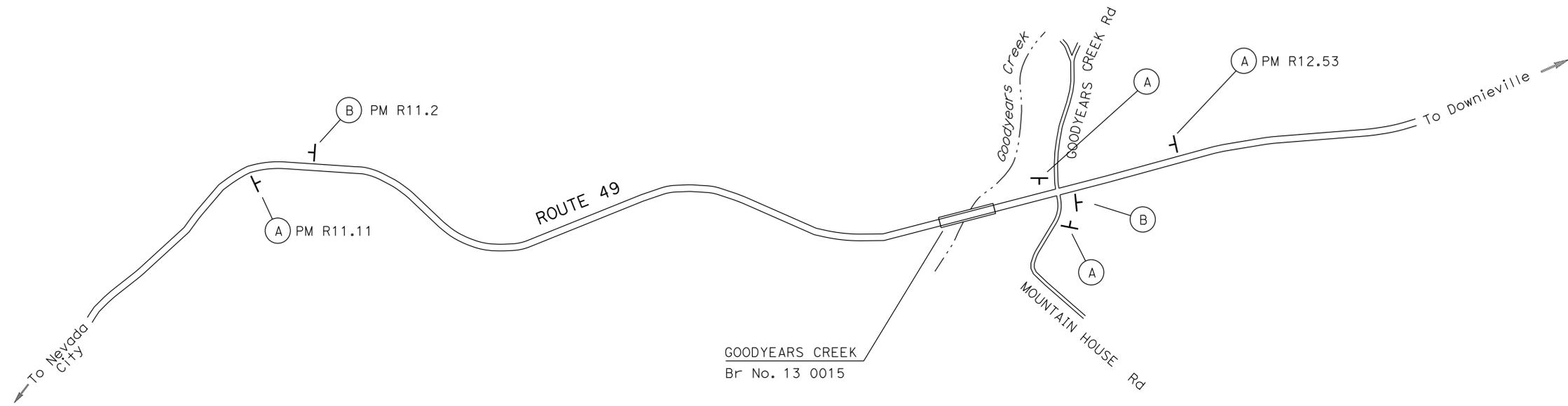
10-26-15  
 PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER  
**JACK COWELL**  
 No. C65521  
 Exp. 9-30-17  
 CIVIL  
 STATE OF CALIFORNIA

**NOTES:**

- UTILITY INVESTIGATIONS HAVE BEEN COMPLETED AND NO UTILITIES WERE FOUND WITHIN 10 FEET OF THE OUTER LIMIT OF WORK FOR EACH CONCRETE BLOCK LOCATION. EXISTING UTILITIES BEYOND 10 FEET OF THE CONCRETE BLOCK LOCATIONS ARE NOT INCLUDED ON THESE PLANS.
- EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.



**STATIONARY MOUNTED CONSTRUCTION AREA SIGNS**

SIGN No. (X)	SIGN CODE		PANEL SIZE	SIGN MESSAGE	NUMBER OF POSTS AND SIZE	NUMBER OF SIGNS
	FEDERAL	CALIFORNIA				
A	W20-1		48" x 48"	ROAD WORK AHEAD	1 - 6" x 6"	4
B	G20-2		36" x 18"	END ROAD WORK	1 - 4" x 4"	2

**CONSTRUCTION AREA SIGNS**

NO SCALE

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

**CS-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**MAINTENANCE DESIGN**

JACK COWELL  
 SARJU PATEL

REVISOR  
 DATE

FUNCTIONAL SUPERVISOR  
 PATRICK D. BISHOP

CALCULATED/DESIGNED BY  
 CHECKED BY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	7	24

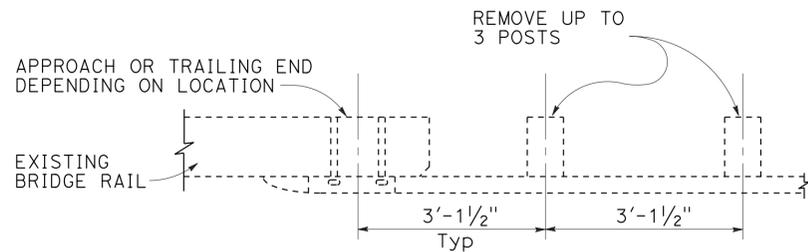
  

<i>Jack R. Cowell Jr.</i> REGISTERED CIVIL ENGINEER No. C65521 Exp. 9-30-17 CIVIL STATE OF CALIFORNIA	10-26-15 DATE 10-26-15 PLANS APPROVAL DATE
--	---

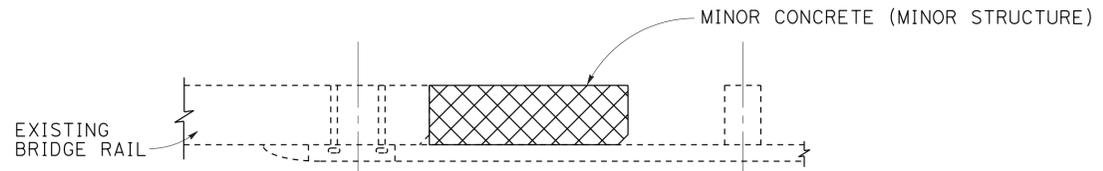
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTES:**

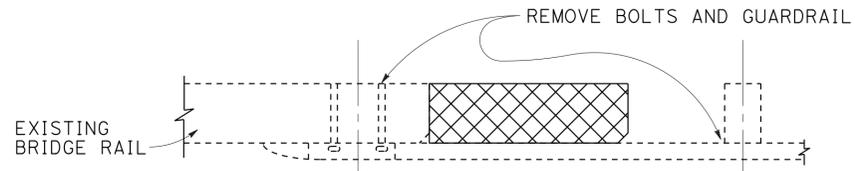
1. REMOVE UP TO 3 EXISTING POSTS AT ONE TIME.
2. DURING CONSTRUCTION, GUARDRAIL MUST BE NESTED IN ABSENCE OF POSTS AT CONCRETE ANCHOR BLOCK.
3. UTILITY INVESTIGATIONS HAVE BEEN COMPLETED AND NO UTILITIES WERE FOUND WITHIN 10 FEET OF THE OUTER LIMIT OF WORK FOR EACH CONCRETE BLOCK LOCATION. EXISTING UTILITIES BEYOND 10 FEET OF THE CONCRETE BLOCK LOCATIONS ARE NOT INCLUDED ON THESE PLANS.



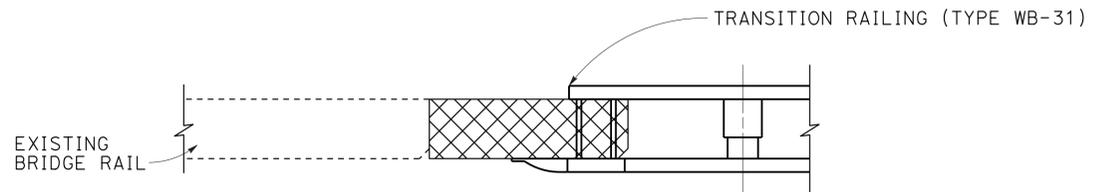
OR  
**PLAN VIEW  
 STAGE 1**



OR  
**PLAN VIEW  
 STAGE 2**



OR  
**PLAN VIEW  
 STAGE 3**



OR  
**PLAN VIEW  
 STAGE 4**

**STAGE CONSTRUCTION PLAN**

NO SCALE

**SC-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
<b>Caltrans</b>	PATRICK D. BISHOP	JACK COWELL	
<b>MAINTENANCE DESIGN</b>		SARJU PATEL	
	CALCULATED-DESIGNED BY	CHECKED BY	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	8	24

*Jack R. Cowell Jr.* 10-26-15  
 REGISTERED CIVIL ENGINEER DATE  
 10-26-15  
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER  
**JACK COWELL**  
 No. C65521  
 Exp. 9-30-17  
 CIVIL  
 STATE OF CALIFORNIA

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**MIDWEST GUARDRAIL SYSTEM**

LOCATION No.	LOCATION/ DESCRIPTION		(N)	(N)	REMOVE END CAP	REMOVE CABLE ANCHOR ASSEMBLY	REMOVE GUARDRAIL	MIDWEST GUARDRAIL SYSTEM (STEEL POST)	MIDWEST GUARDRAIL SYSTEM	(N)	(N)	CONCRETE ANCHOR BLOCK	MINOR CONCRETE (MINOR STRUCTURE)	TRANSITION RAILING (TYPE WB-31)	END ANCHOR ASSEMBLY (TYPE SFT)	END CAP (3/4 WRAP END SECTION)	OBJECT MARKER (TYPE L-1)	END CAP (TYPE TC)	(N)	TREATED WOOD WASTE
	POST MILE	L+/R+																		
1	R11.30 - R11.34	R+	2	2	220	208	11E								2	2	1			4,700
2	R11.71 - R12.08	R+	2	2	1,960	1,948	11E								2	2	1			41,000
3	R12.13 - R12.22	R+	1	1	508	477	12B			1	1.1	1	1	1	1	1	1	1	1	10,800
4	R12.32 - R12.38	R+	1	1	496	465	12BB			1	1.1	1	1	1	1	1	1	1	1	10,500
5	R12.32 - R12.38	L+	1	1	490	459	12B			1	1.1	1	1	1	1	1	1	1	1	10,400
SUBTOTAL			7	7	3,674	3,557				3	3.3	3	7	7	7	4	3			77,400
TOTAL					3,674	3,557					3.3	3	7	7	4					77,400

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

**TEMPORARY DRAINAGE INLET PROTECTION**

LOCATION	TEMPORARY DRAINAGE INLET PROTECTION	DESCRIPTION OF INLET		
			DESCRIPTION	L+/R+
PM R11.78		DRAINAGE INLET	R+	1
MOUNTAIN HOUSE Rd		DOWNDRAIN PIPE INLET IN AC DIKE	R+	1
GOODYEARS CREEK Rd		DOWNDRAIN PIPE INLET IN AC DIKE	L+	1
TOTAL				3

**SUMMARY OF QUANTITIES**

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

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

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

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	9	24
<i>Grace M. Tsushima</i> REGISTERED CIVIL ENGINEER					
July 19, 2013 PLANS APPROVAL DATE					
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TO ACCOMPANY PLANS DATED 10-26-15

**UNIT OF MEASUREMENT SYMBOLS:**  
Some of the symbols used in the project plan quantity tables and in the Bid Item List are:

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

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

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

\* For use on a sign panel only

STATE OF CALIFORNIA  
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**ABBREVIATIONS  
(SHEET 2 OF 2)**

NO SCALE

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

**REVISED STANDARD PLAN RSP A10B**

2010 REVISED STANDARD PLAN RSP A10B

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	10	24

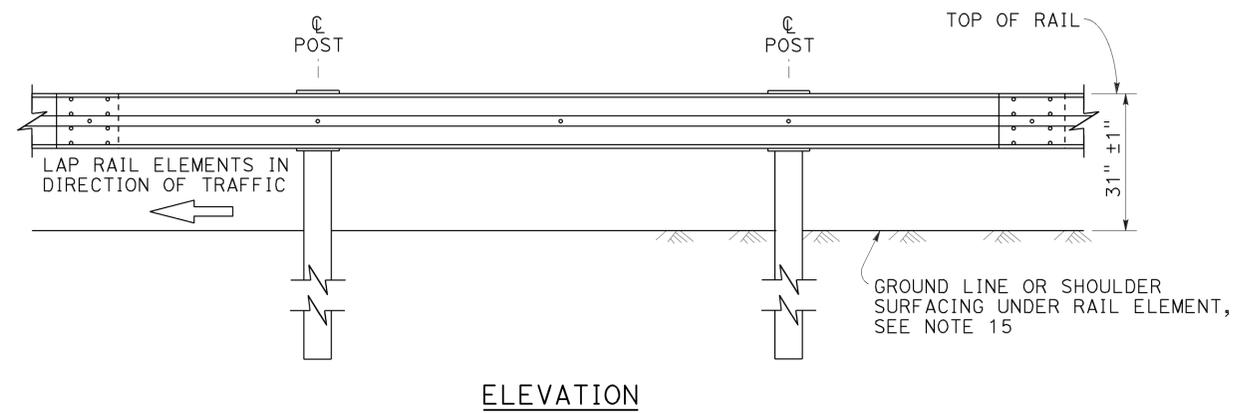
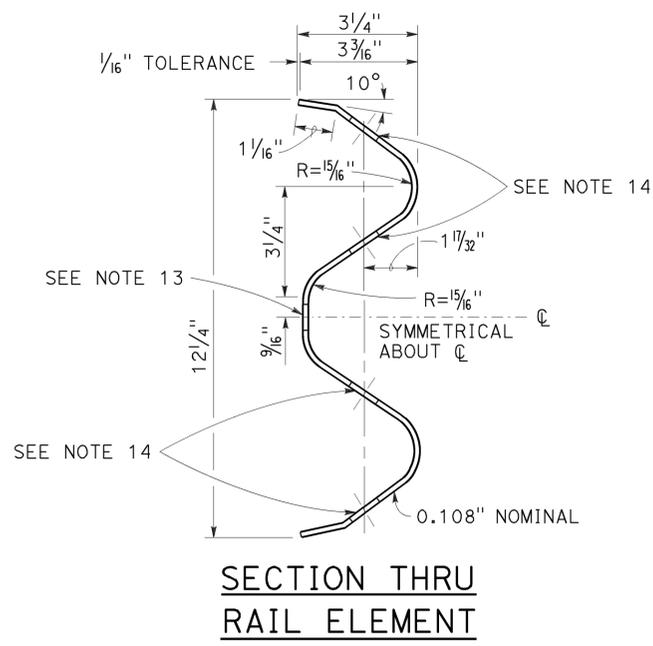
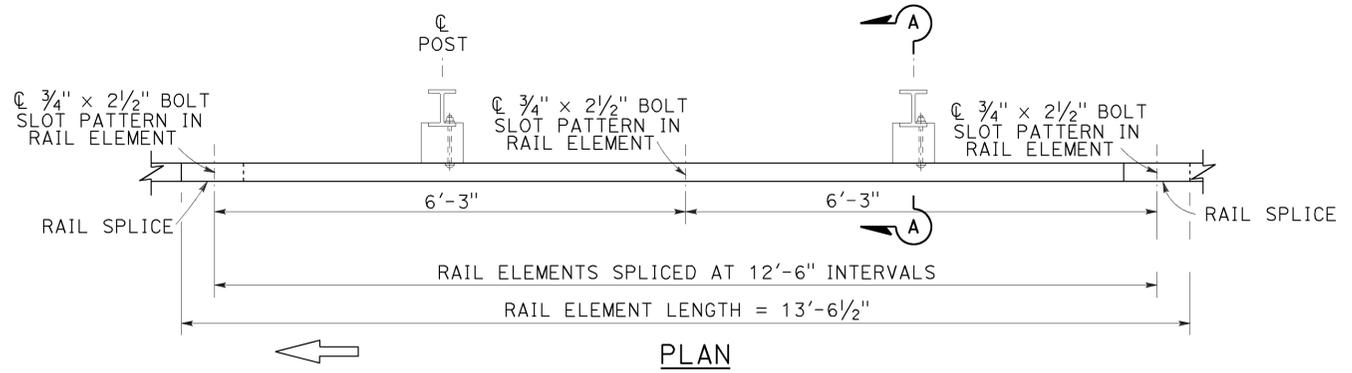
**Randell D. Hiatt**  
REGISTERED CIVIL ENGINEER

July 19, 2013  
PLANS APPROVAL DATE

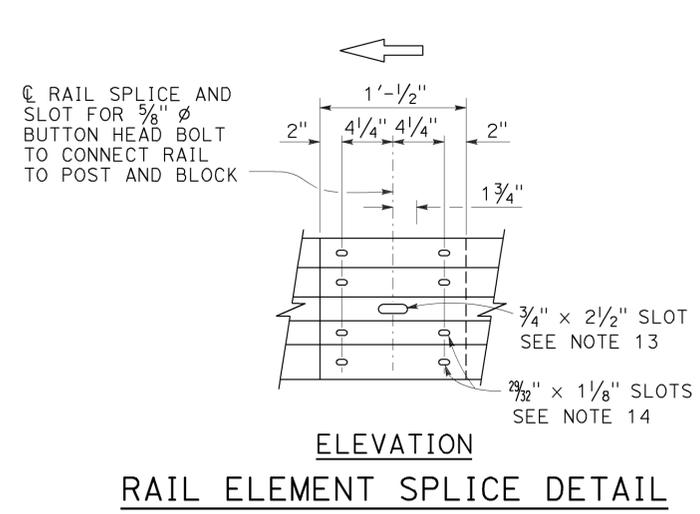
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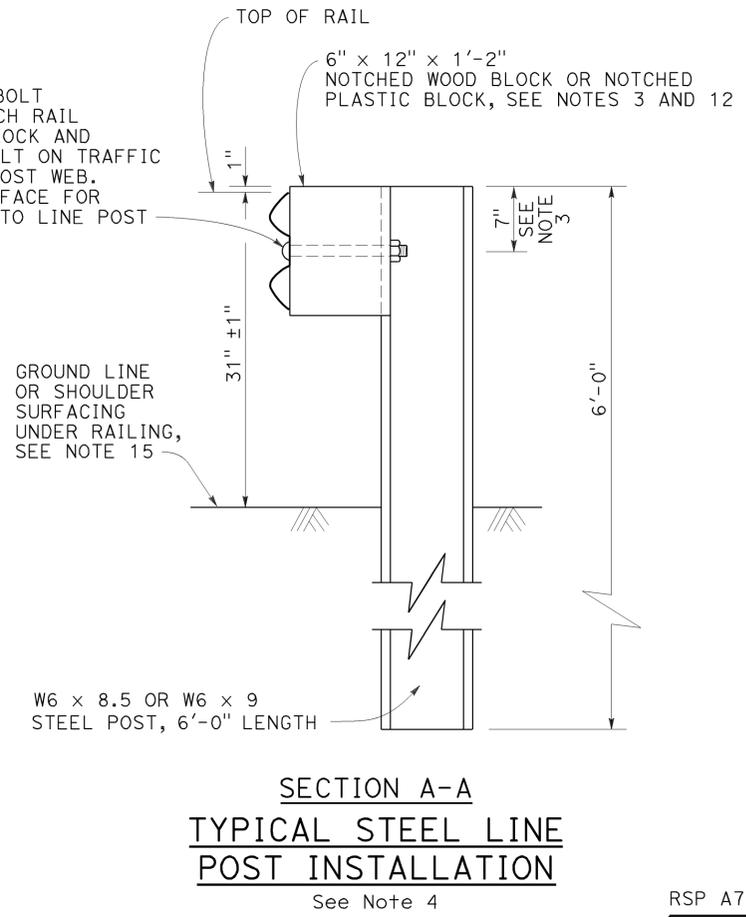
**Randell D. Hiatt**  
REGISTERED PROFESSIONAL ENGINEER  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA



**MIDWEST GUARDRAIL SYSTEM WITH STEEL POSTS AND NOTCHED WOOD OR NOTCHED RECYCLED PLASTIC BLOCKS**



- Connect the overlapped end of the rail elements with 5/8"  $\phi$  x 1 3/8" button head oval shoulder splice bolts inserted into the 7/32" x 1 1/8" slots and bolted together with 5/8"  $\phi$  recessed hex nuts. Recess of hex nut points toward rail element. A total of 8 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used.



**NOTES:**

- For details of wood post installations, see Revised Standard Plan RSP A77L1.
- For details of standard hardware used to construct MGS, see Revised Standard Plan RSP A77M1.
- For details of steel posts and notched wood blocks used to construct MGS, see Revised Standard Plan RSP A77N2.
- For additional installation details, see Revised Standard Plan RSP A77N3.
- MGS post spacing to be 6'-3" center to center, except as otherwise noted.
- For MGS typical layouts, see the A77P, A77Q and A77R Series of Standard Plans.
- If railing is connected to terminal system end treatment, use 31" height terminal system end treatment.
- For MGS end anchor details, see Revised Standard Plans RSP A77S1 and RSP A77T2.
- For details of MGS transition to bridge railing, see Revised Standard Plan RSP A77U4.
- For additional details of MGS connection to bridge railings, see Revised Standard Plans RSP A77U1, RSP A77U2 and RSP A77V1.
- For dike positioning and MGS delineation details, see Revised Standard Plan RSP A77N4.
- Notched face of block faces steel post.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Install posts in soil.

STATE OF CALIFORNIA  
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**MIDWEST GUARDRAIL SYSTEM  
STANDARD RAILING SECTION  
(STEEL POST WITH NOTCHED  
WOOD OR NOTCHED  
RECYCLED PLASTIC BLOCK)**

NO SCALE

RSP A77L2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77L2**

2010 REVISED STANDARD PLAN RSP A77L2

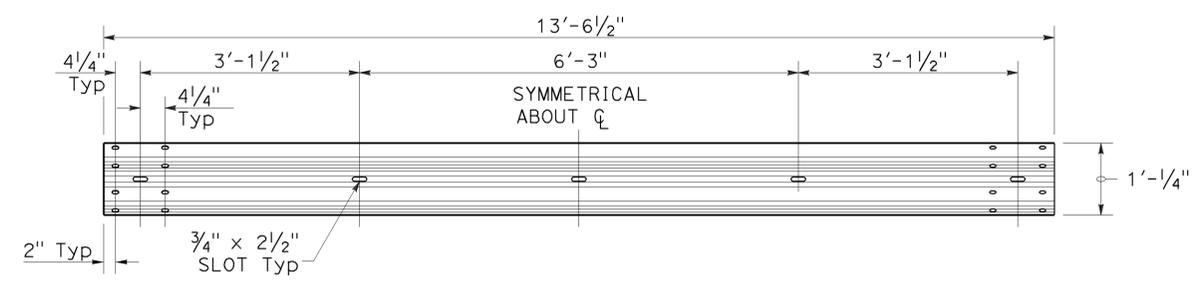
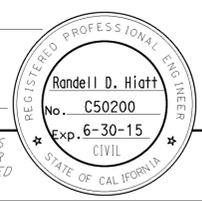
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	11	24

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

July 19, 2013  
PLANS APPROVAL DATE

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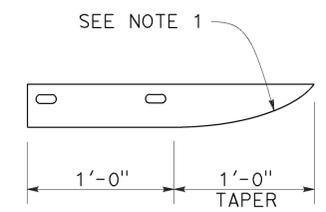
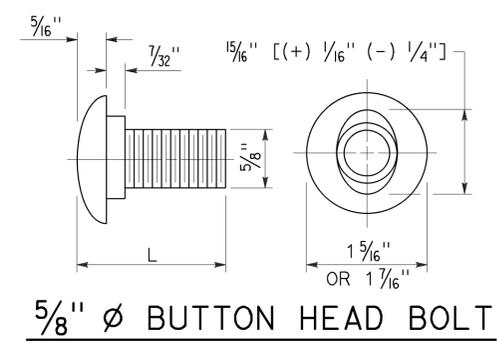
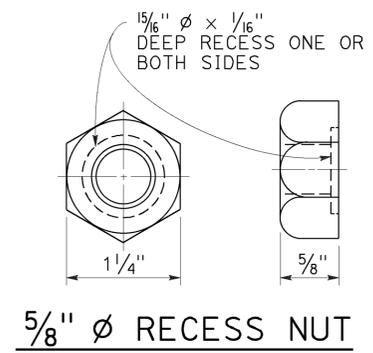
TO ACCOMPANY PLANS DATED 10-26-15



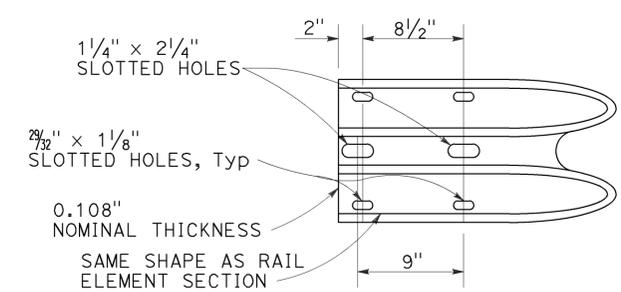
**TYPICAL RAIL ELEMENT**

**NOTE:**

1. Slotted holes for splice bolts to overlap ends of rail element.



**PLAN**



**ELEVATION  
END CAP  
(TYPE A)**

**BUTTON HEAD BOLT**

L	THREAD LENGTH
1 3/8"	FULL THREAD LENGTH
2"	FULL THREAD LENGTH
10"	4" Min THREAD LENGTH
18"	4" Min THREAD LENGTH
20"	4" Min THREAD LENGTH
22"	4" Min THREAD LENGTH
26"	4" Min THREAD LENGTH
36"	4" Min THREAD LENGTH
** 2 3/4"	2" Min THREAD LENGTH
** 19"	4" Min THREAD LENGTH

\*\* For nested rail applications.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
STANDARD HARDWARE**

NO SCALE

RSP A77M1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77M1**

2010 REVISED STANDARD PLAN RSP A77M1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	12	24

Randell D. Hiatt  
REGISTERED CIVIL ENGINEER

November 15, 2013  
PLANS APPROVAL DATE

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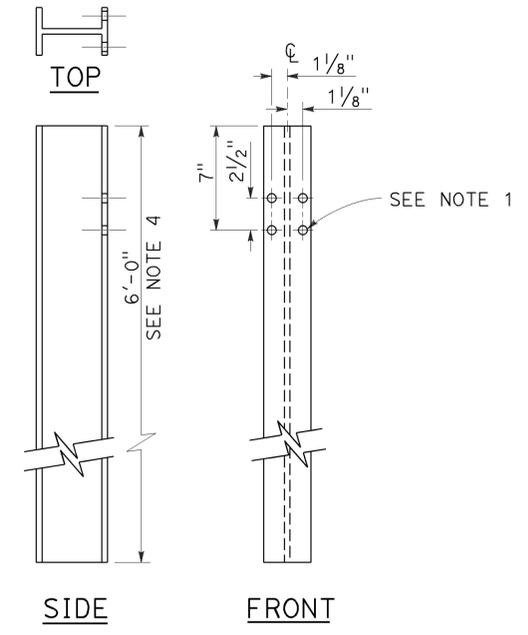
REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiatt  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 10-26-15

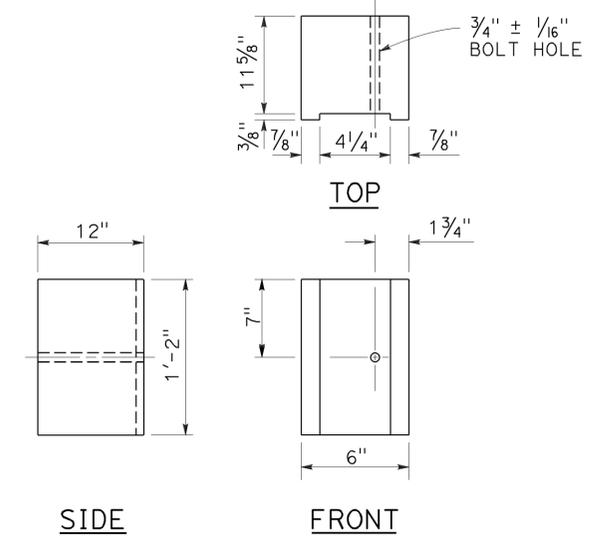
**NOTES:**

1. All holes in steel post shall be  $\frac{13}{16}$ " Dia maximum.
2. Dimensions shown for wood block are nominal.
3. Notched face of block faces steel post.
4. 6'-0" length posts to be used for typical roadway installation. See Revised Standard Plan RSP A77N3.
5. See Revised Standard Plan RSP A77L3 for use of 6" x 8" and 8" x 8" notched wood blocks.
6. This post and 8" x 12" block combination to be used for line post sections of MGS on narrow roadways and where strengthened line post sections of MGS are warranted to shield fixed objects.

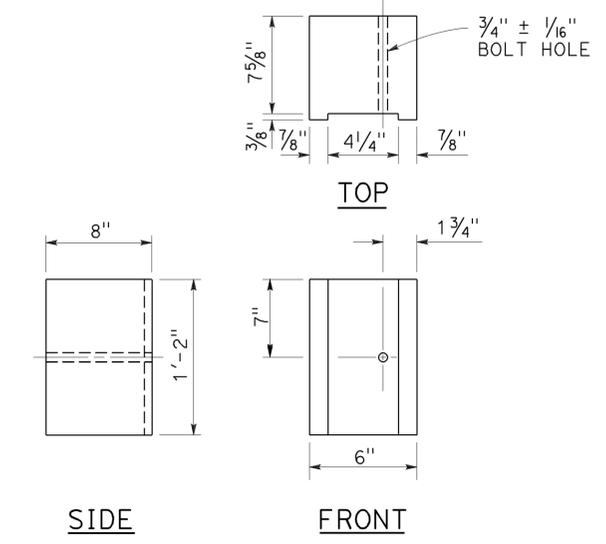
2010 REVISED STANDARD PLAN RSP A77N2



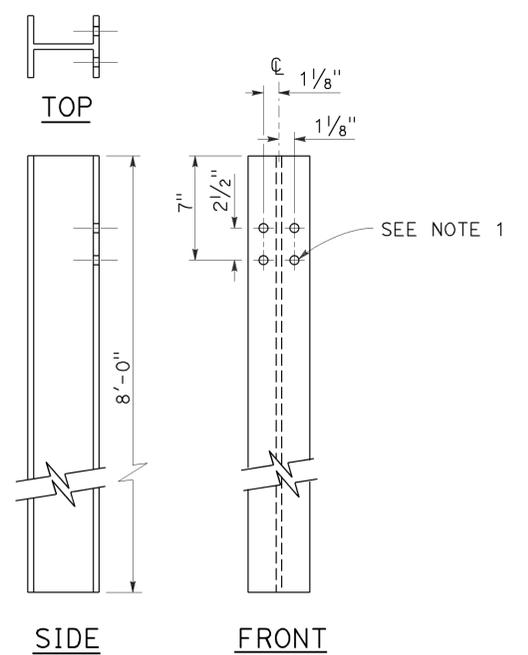
**W6 x 9 OR W6 x 8.5  
STEEL POST**  
See Note 4



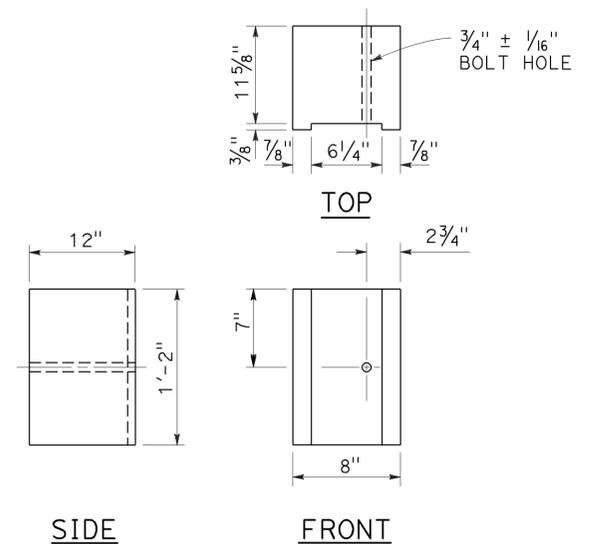
**6" x 12"  
NOTCHED WOOD BLOCK**  
See Notes 2 and 3



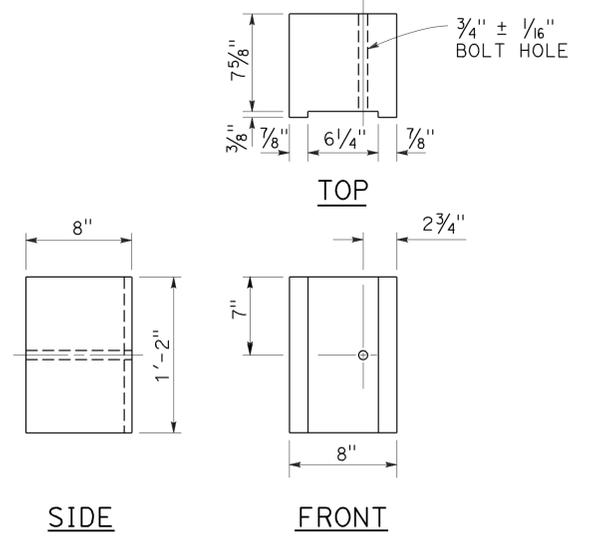
**6" x 8"  
NOTCHED WOOD BLOCK**  
Only for use with metal beam guard railing. See Note 5



**W6 x 15  
STEEL POST**  
See Note 6



**8" x 12"  
NOTCHED WOOD BLOCK**  
See Notes 2 and 3



**8" x 8"  
NOTCHED WOOD BLOCK**  
Only for use with metal beam guard railing. See Note 5

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
STEEL POST AND  
NOTCHED WOOD BLOCK DETAILS**

NO SCALE

RSP A77N2 DATED NOVEMBER 15, 2013 SUPERSEDES RSP A77N2  
DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N2**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	13	24

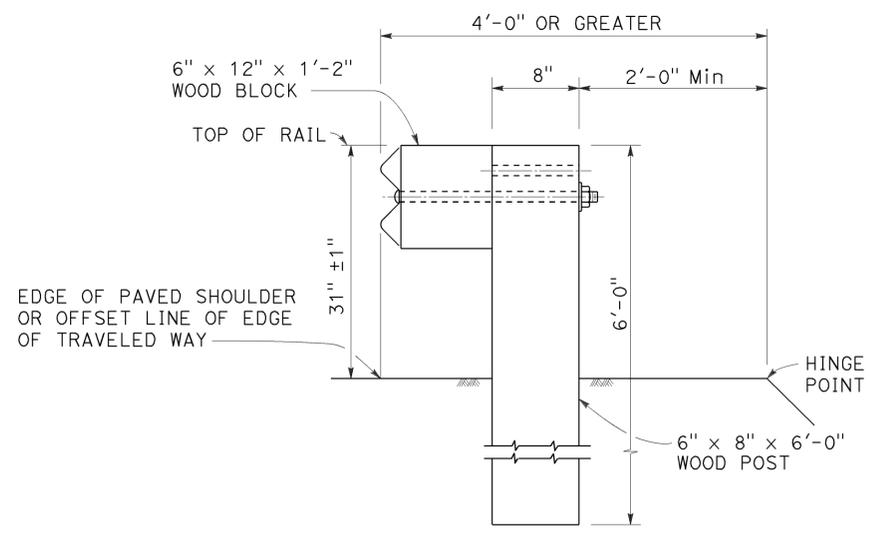
Randell D. Hiatt  
REGISTERED CIVIL ENGINEER

November 15, 2013  
PLANS APPROVAL DATE

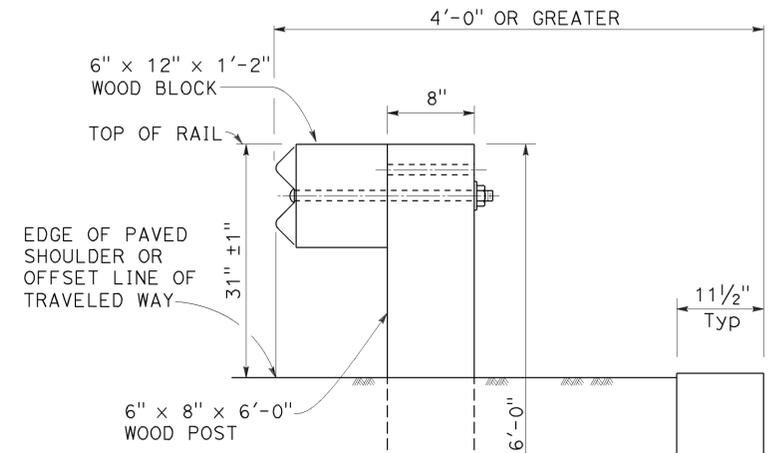
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REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiatt  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA

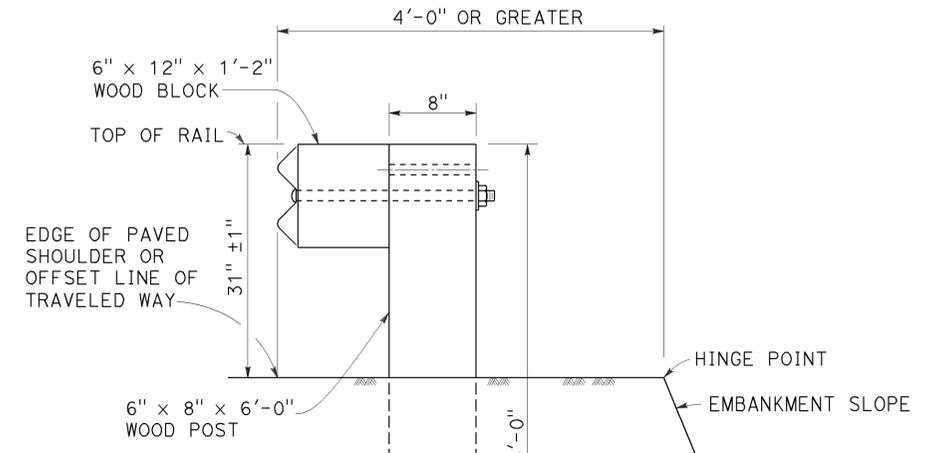
TO ACCOMPANY PLANS DATED 10-26-15



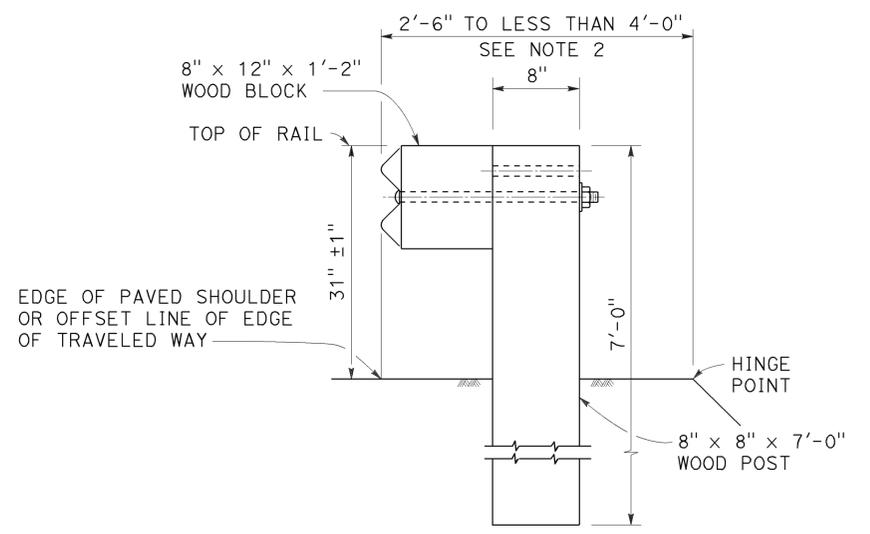
**DETAIL A**  
**TYPICAL ROADWAY**  
**INSTALLATION**  
See Note 1



**DETAIL C**



**DETAIL D**



**DETAIL B**  
**NARROW ROADWAY**  
**INSTALLATION**  
See Note 1

**POST EMBEDMENT**

**INSTALLATION AT EARTH RETAINING WALLS**

**NOTES:**

1. These installation details also applicable to steel line post installations. For Detail A, C, and D, where steel line post installations are constructed, W6 x 8.5 or W6 x 9 steel post, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks are to be used in place of the size of wood post and wood block shown. For Detail B, where steel line post installations are constructed, W6 x 15 steel post, 8'-0" in length, with 8" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks are to be used in place of the size of wood post and wood block shown. For additional installation details, see Revised Standard Plan RSP A77L1 and RSP A77L2.
2. Where the distance between the face of the rail and the hinge point is less than 2'-6", see the Project Plans for special details.
3. For dike positioning with MGS installations, see Revised Standard Plan RSP A77N4.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM**  
**TYPICAL LINE POST**  
**EMBEDMENT AND**  
**HINGE POINT OFFSET DETAILS**

NO SCALE

RSP A77N3 DATED NOVEMBER 15, 2013 SUPERSEDES RSP A77N3  
DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N3**

2010 REVISED STANDARD PLAN RSP A77N3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	14	24

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

July 19, 2013  
PLANS APPROVAL DATE

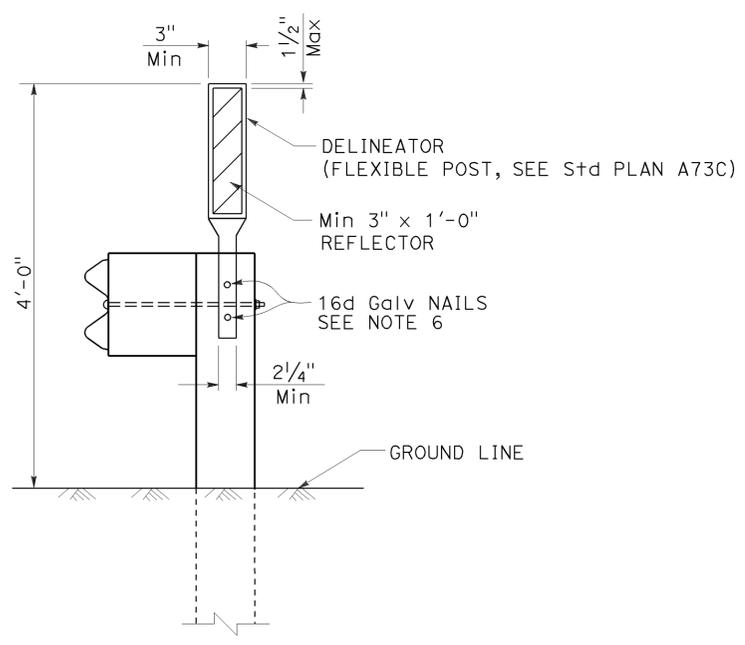
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No. C50200  
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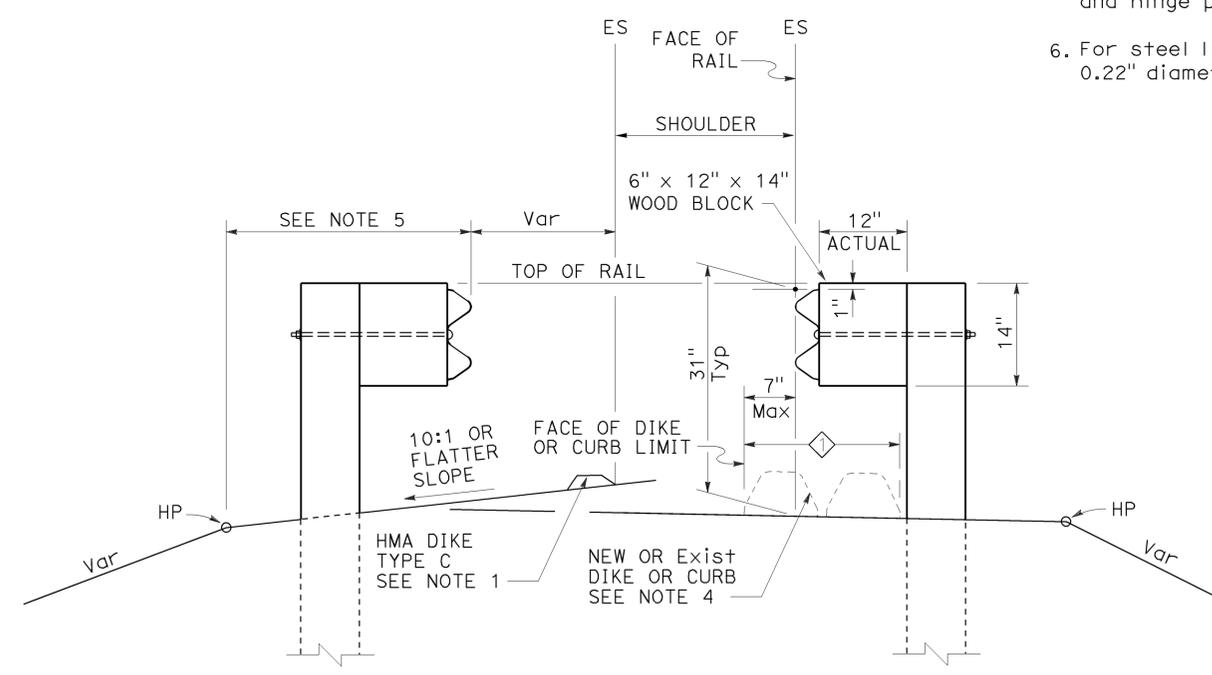
TO ACCOMPANY PLANS DATED 10-26-15

**NOTES:**

1. When necessary to place dike more than 7" in front of face of MGS, only Type C dike may be used. For dike details, see Revised Standard Plan RSP A87B.
2. For standard railing post embedment, see Revised Standard Plan RSP A77N3.
3. MGS delineation to be used where shown on the Project Plans.
4. When dike or curb is placed under MGS, the maximum height of the dike or curb shall be 6". Mountable dike should not be used. For dike and curb details, see Revised Standard Plans RSP A87A and RSP A87B.
5. For details of typical distance between the face of rail and hinge point, see Revised Standard Plan RSP A77N3.
6. For steel line posts, use 1/4" - 20 self-tapping screws in 0.22" diameter holes or 1/4" bolts in 3/32" diameter holes.



**MGS DELINEATION**  
See Note 3



**DIKE POSITIONING**  
See Note 1

◇ PERMISSIBLE DIKE OR CURB PLACEMENT AREA

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TYPICAL RAILING DELINEATION  
AND DIKE POSITIONING DETAILS**  
NO SCALE

RSP A77N4 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77N4**

2010 REVISED STANDARD PLAN RSP A77N4

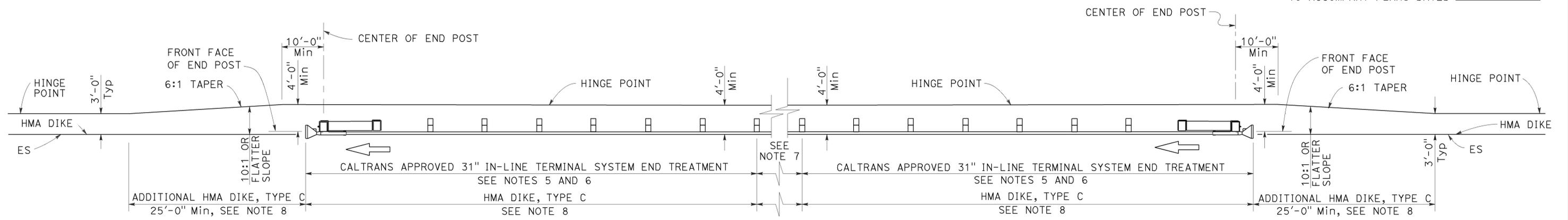
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	15	24

**Randell D. Hiatt**  
REGISTERED CIVIL ENGINEER

July 19, 2013  
PLANS APPROVAL DATE

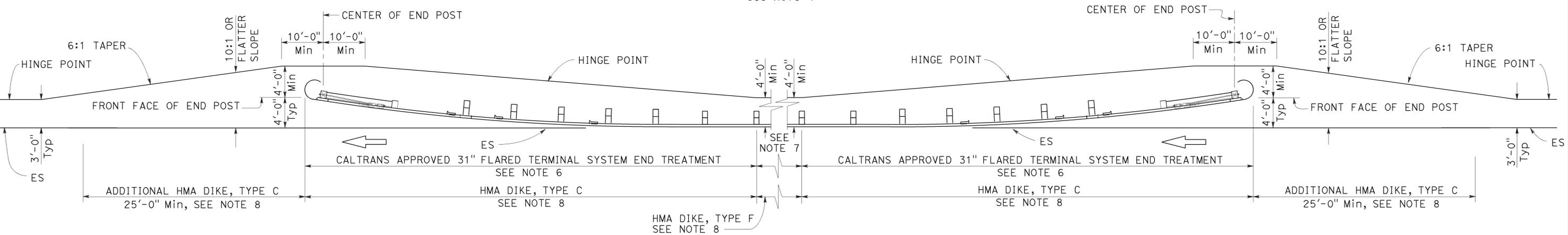
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TO ACCOMPANY PLANS DATED 10-26-15



**TYPE 11D LAYOUT**

(Embankment MGS installation with 31" in-line end treatment at each end of railing)  
See Note 4



**TYPE 11E LAYOUT**

(Embankment MGS installation with 31" flared end treatment at each end of railing)  
See Note 4

**NOTES:**

1. Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
2. MGS post spacing to be 6'-3" center to center, except as otherwise noted.
3. Except as noted, line posts are 6" x 8" x 6'-0" wood with 6" x 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood post with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
4. Layout Types 11D through 11L, shown on the A77P Series of Standard Plans, are typically used where MGS is recommended to shield embankment slopes and a crashworthy 31" end treatment is required for both directions of traffic.
5. 31" in-line terminal system end treatments are used where site conditions will not accommodate a flared end treatment.
6. The type of 31" terminal system end treatment to be used will be shown on the Project Plans.
7. Dependent on site conditions (embankment height and side slope), construction of additional MGS (length equal to multiples of 12'-6" with 6'-3" post spacing) may be advisable.
8. Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
EMBANKMENTS**

NO SCALE

RSP A77P2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP A77P2

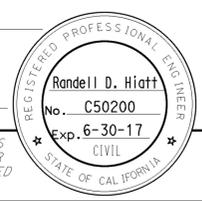
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	16	24

Randell D. Hiatt  
REGISTERED CIVIL ENGINEER

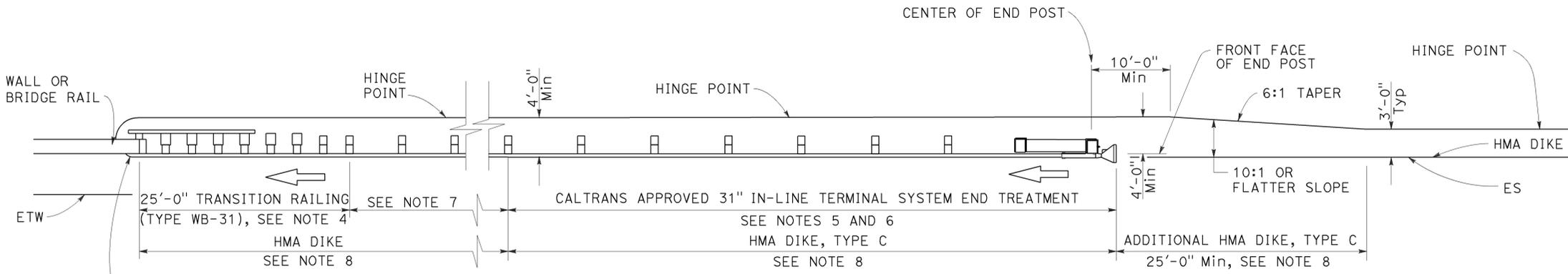
August 14, 2015  
PLANS APPROVAL DATE

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TO ACCOMPANY PLANS DATED 10-26-15

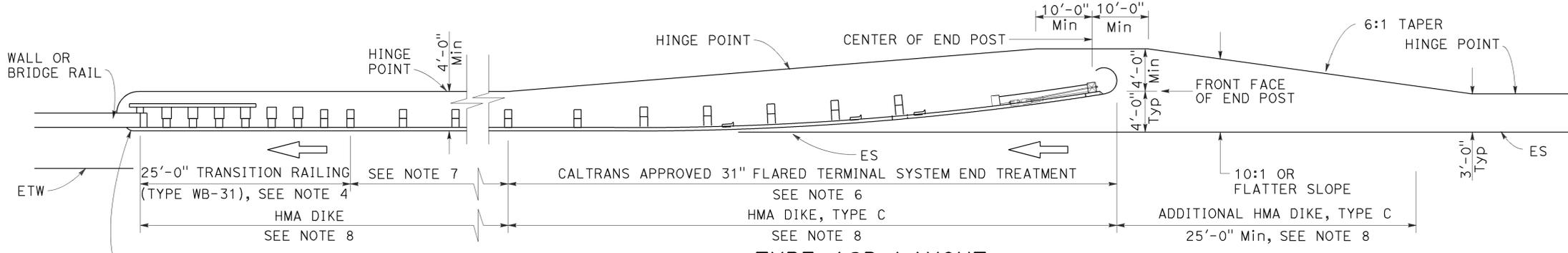


2010 REVISED STANDARD PLAN RSP A77Q1



**TYPE 12A LAYOUT**

(MGS installation at structure approach with 31" in-line end treatment at traffic approach end of railing)  
See Note 9



**TYPE 12B LAYOUT**

(MGS installation at structure approach with 31" Flared end treatment at traffic approach end of railing)  
See Note 9

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- For Transition Railing (Type WB-31) details for Types 12A and 12B Layouts, see Revised Standard Plan RSP A77U4.
- 31" in-line terminal system end treatments are used where site conditions will not accommodate a 31" flared end treatment.
- The type of 31" 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. A 12.5 degree angle of departure can be drawn on the Project Plans from the edge of traveled way through the outer most point of the fixed object to determine the additional length of railing needed.
- Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77N4 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 A77Q3 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 A77U1 and RSP A77U2 and Connection Detail FF on Revised Standard Plans RSP A77V1 and RSP A77V2.
- For additional details of a typical connection to walls or abutments, see Revised Standard Plan RSP A77U3.

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**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
STRUCTURE APPROACH**

NO SCALE

RSP A77Q1 DATED AUGUST 14, 2015 SUPERSEDES RSP A77Q1 DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77Q1**

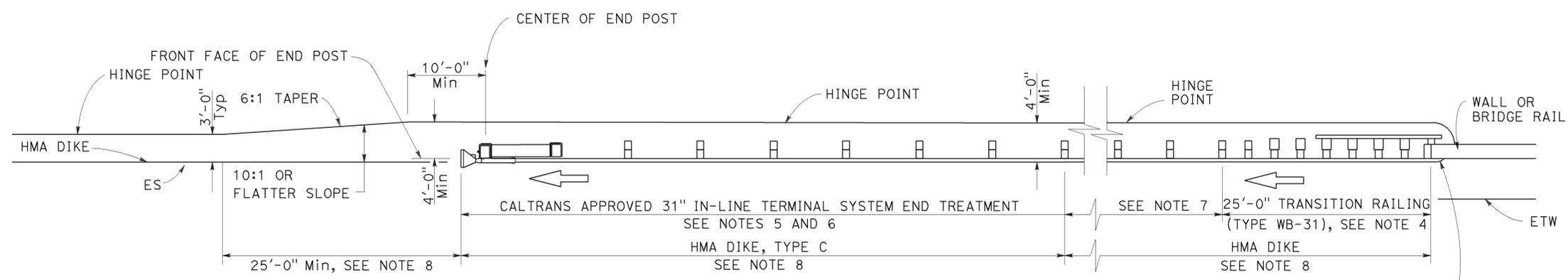
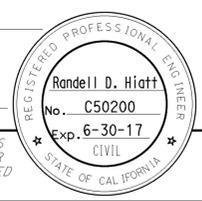
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	17	24

Randell D. Hiatt  
REGISTERED CIVIL ENGINEER

August 14, 2015  
PLANS APPROVAL DATE

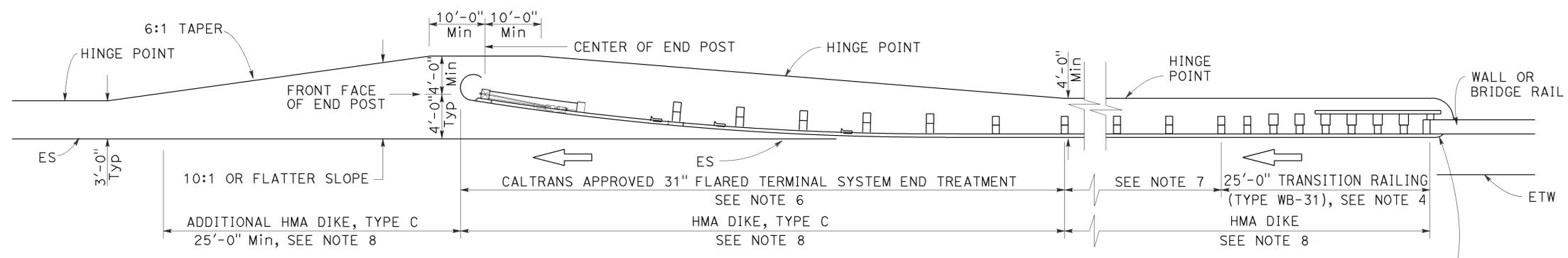
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TO ACCOMPANY PLANS DATED 10-26-15



**TYPE 12AA LAYOUT**

(MGS installation at structure departure with 31" in-line end treatment at trailing end of railing)  
See Notes 8 and 9



**TYPE 12BB LAYOUT**

(MGS installation at structure departure with 31" flared end treatment at trailing end of railing)  
See Notes 8 and 9

**NOTES:**

- Line post, blocks and hardware to be used are shown on Revised Standard Plans RSP A77L1, RSP A77L2, RSP A77M1, RSP A77N1 and RSP A77N2.
- MGS 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 12" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 12" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 12" x 1'-2" wood blocks where applicable and when specified.
- For Transition Railing (Type WB-31) details for Types 12AA and 12BB Layouts, see Revised Standard Plan RSP A77U4.
- 31" in-line terminal system treatments are used where site conditions will not accommodate a 31" flared end treatment.
- The type of 31" terminal system to be used will be shown on the Project Plans.
- Dependent on site conditions (embankment height, side slopes, other fixed objects), it may be advisable to construct additional MGS (a length equal to multiples of 12'-6" with 6'-3" post spacing) between the transition railing and 31" end treatments.
- Where placement of dike is required with MGS installations, see Revised Standard Plan RSP A77N4 for dike positioning details.
- Type 12AA or Type 12BB Layouts are typically used to the right of traffic departing a structure on two-way conventional highways where the roadbed width across the structure is less than 40 feet.
- For additional details of typical connections to bridge rail, see Connection Detail CC on Revised Standard Plan RSP A77U2 and Connection Detail HH on Revised Standard Plan RSP A77V2.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM  
TYPICAL LAYOUTS FOR  
STRUCTURE DEPARTURE**  
NO SCALE

RSP A77Q4 DATED AUGUST 14, 2015 SUPERSEDES RSP A77Q4 DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP A77Q4

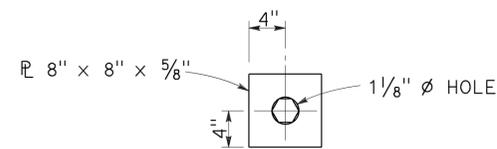
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	18	24

**Randell D. Hiatt**  
REGISTERED CIVIL ENGINEER

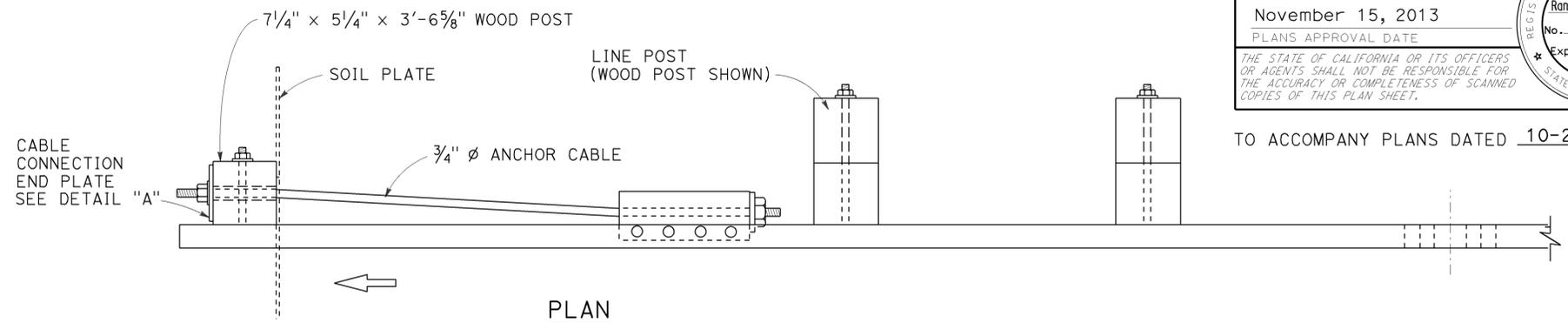
November 15, 2013  
PLANS APPROVAL DATE

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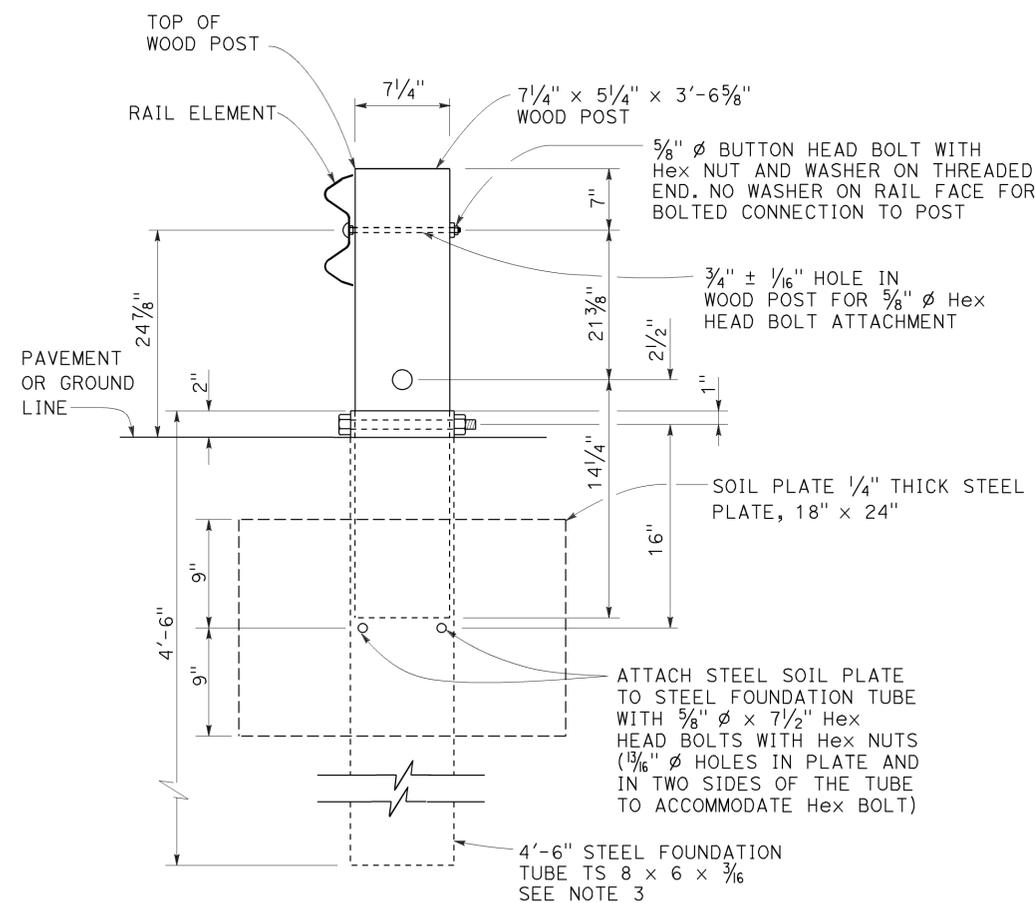
TO ACCOMPANY PLANS DATED 10-26-15



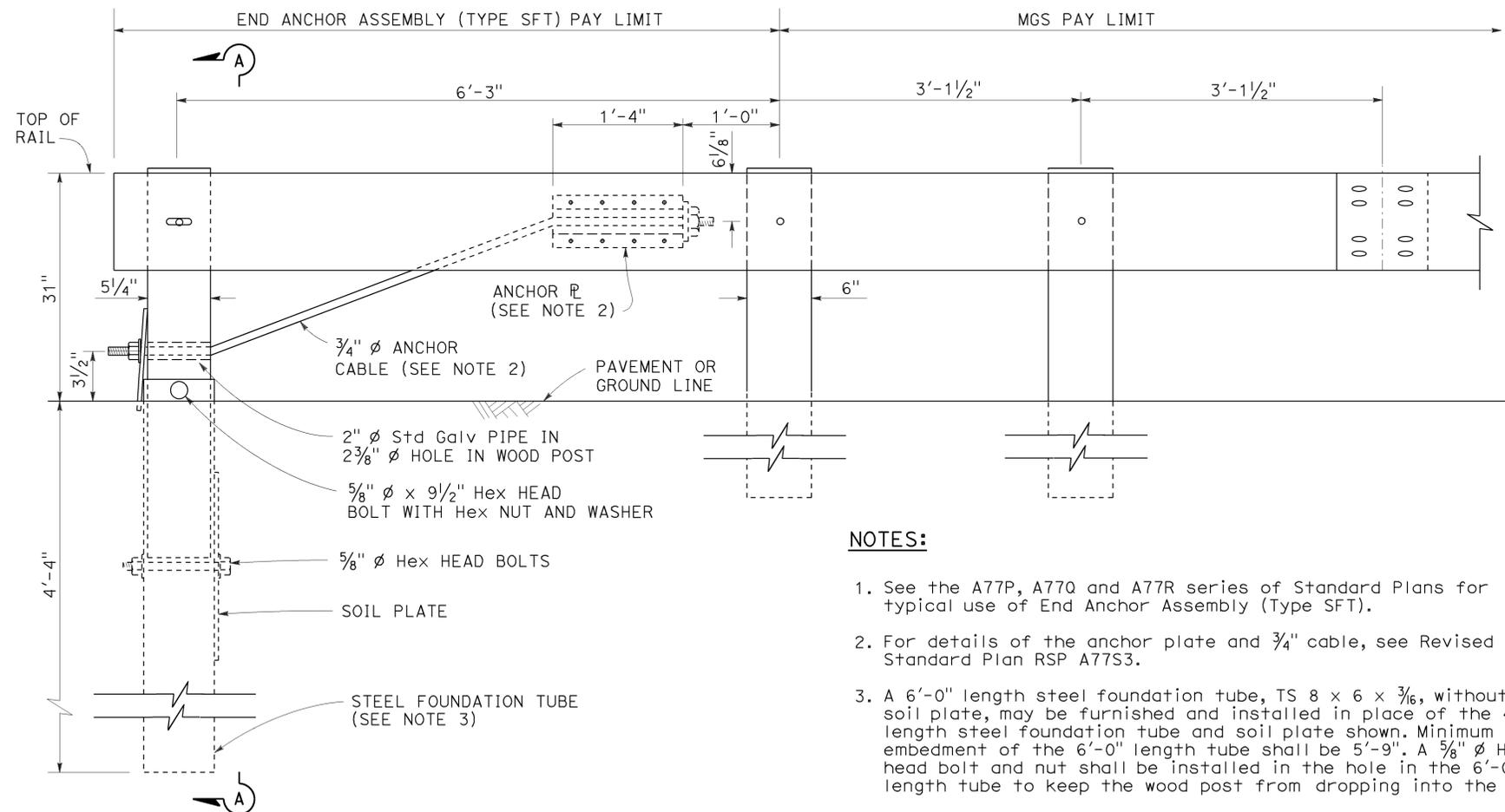
**DETAIL "A"**  
**CABLE CONNECTION**  
**END PLATE**



**PLAN**



**SECTION A-A**



**ELEVATION**

**END ANCHOR**  
**ASSEMBLY (TYPE SFT)**

See Note 1

**NOTES:**

1. See the A77P, A77Q and A77R series of Standard Plans for typical use of End Anchor Assembly (Type SFT).
2. For details of the anchor plate and 3/4" cable, see Revised Standard Plan RSP A77S3.
3. A 6'-0" length steel foundation tube, TS 8 x 6 x 3/16, without a soil plate, may be furnished and installed in place of the 4'-6" length steel foundation tube and soil plate shown. Minimum embedment of the 6'-0" length tube shall be 5'-9". A 5/8" diameter hex head bolt and nut shall be installed in the hole in the 6'-0" length tube to keep the wood post from dropping into the tube.
4. Install line post, steel foundation tube and soil plate in soil.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM**  
**END ANCHOR ASSEMBLY**  
**(TYPE SFT)**

NO SCALE

RSP A77S1 DATED NOVEMBER 15, 2013 SUPERSEDES RSP A77S1  
DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77S1**

2010 REVISED STANDARD PLAN RSP A77S1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	19	24

*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

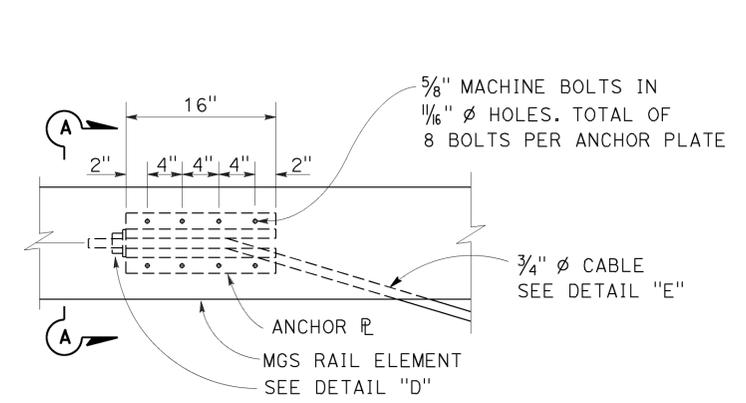
November 15, 2013  
PLANS APPROVAL DATE

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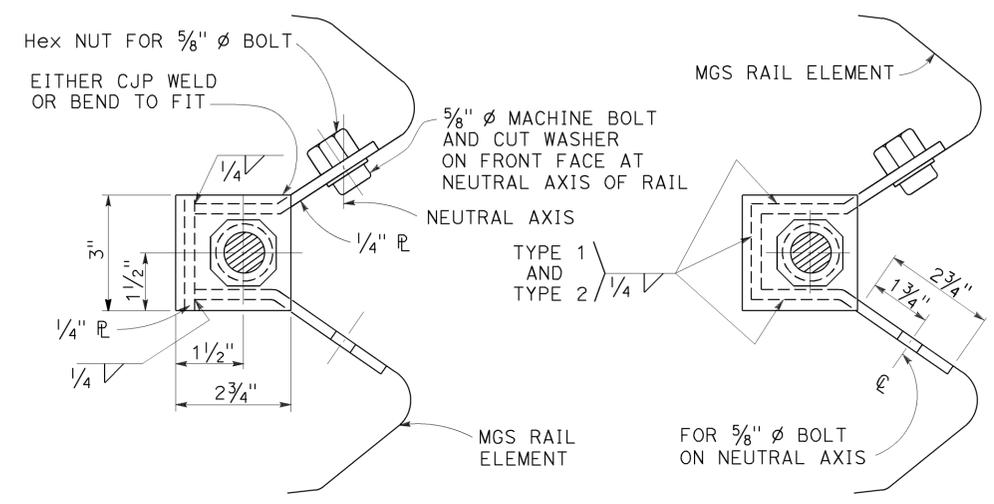
REGISTERED PROFESSIONAL ENGINEER  
Randell D. Hiatt  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 10-26-15

**NOTE:**  
See Revised Standard Plans RSP A77S1, RSP A77S2 and RSP A77T1 for typical use of anchor cable and anchor plate.



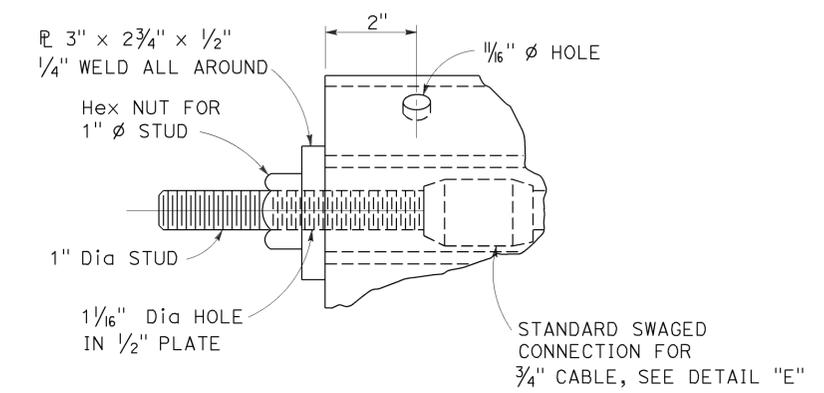
**ANCHOR PLATE DETAIL**  
(MGS shown, TBB similar)



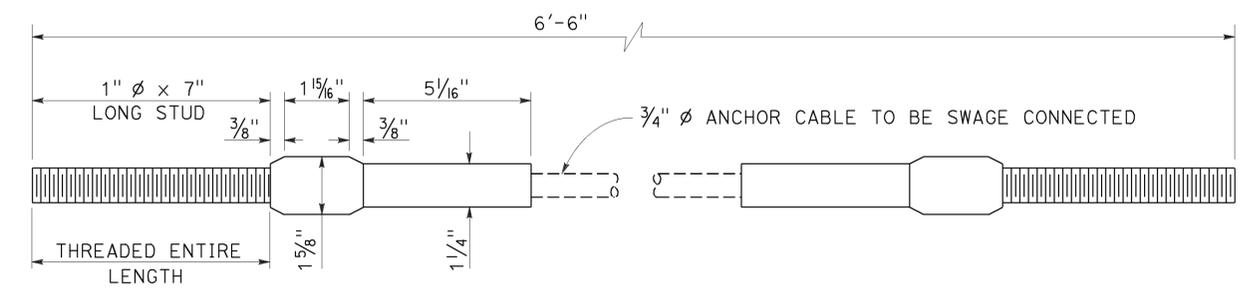
**SECTION A-A**  
(ALTERNATIVE TYPE 1)

**SECTION A-A**  
(ALTERNATIVE TYPE 2)

**NOTE:**  
Dimensioning applies to both types.



**DETAIL "D"**



**ANCHOR CABLE WITH  
SWAGED FITTING AND STUD**  
DETAIL "E"

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**METAL RAILING  
ANCHOR CABLE AND  
ANCHOR PLATE DETAILS**

NO SCALE  
RSP A77S3 DATED NOVEMBER 15, 2013 SUPERSEDES RSP A77S3  
DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

2010 REVISED STANDARD PLAN RSP A77S3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	20	24

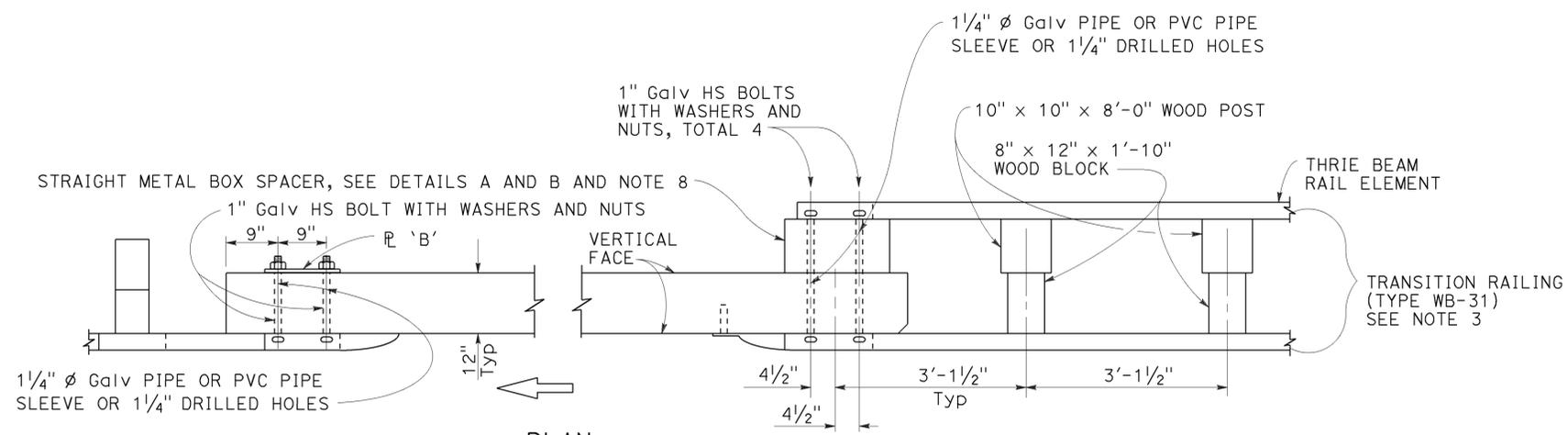
*Randell D. Hiatt*  
REGISTERED CIVIL ENGINEER

July 19, 2013  
PLANS APPROVAL DATE

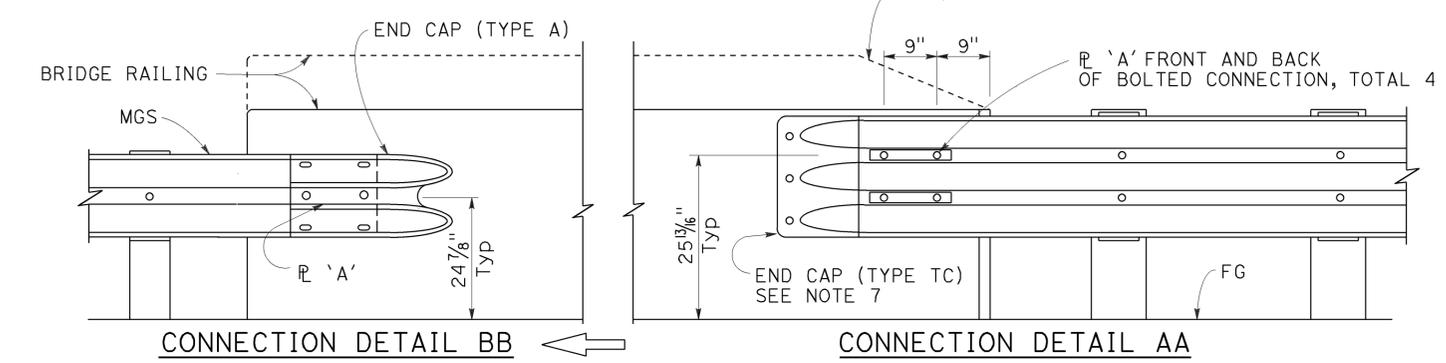
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REGISTERED PROFESSIONAL ENGINEER  
*Randell D. Hiatt*  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 10-26-15



PLAN

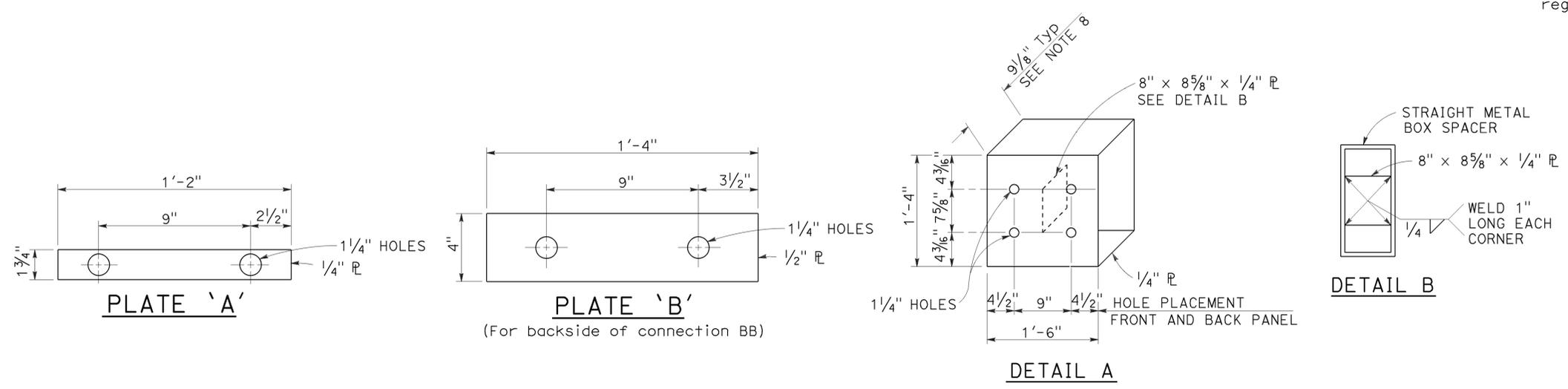


ELEVATION

**MIDWEST GUARDRAIL SYSTEM CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK**

**NOTES:**

1. See Revised Standard Plan RSP A77U2 for additional connection details to bridges without sidewalks.
2. Additional details of posts, blocks and hardware are shown on Revised Standard Plans RSP A77M1, RSP A77N1 and RSP A77N2.
3. For additional details of Transition Railing (Type WB-31), see Revised Standard Plan RSP A77U4. Transition Railing (Type WB-31) transitions the 12 gauge MGS railing section to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
4. For typical use of Connection Detail AA, see Layout Types 12A and 12B on Revised Standard Plan RSP A77Q1, Layout Types 12C and 12D on Revised Standard Plan RSP A77Q2, and Layout Type 12E on Revised Standard Plan RSP A77Q3.
5. For typical use of Connection Detail BB, see Layout Type 12D (structure departure railing connection) on Revised Standard Plan RSP A77Q2 and Layout Type 12DD on Revised Standard Plan RSP A77Q5.
6. 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.
7. For details of End Cap (Type TC), see Revised Standard Plan RSP A77U4.
8. See Revised Standard Plan RSP A77U4 for additional details regarding depth dimension for straight metal box spacer.



**STRAIGHT METAL BOX SPACER**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**MIDWEST GUARDRAIL SYSTEM CONNECTIONS TO BRIDGE RAILINGS WITHOUT SIDEWALKS**  
**DETAILS No. 1**

NO SCALE

RSP A77U1 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77U1**

2010 REVISED STANDARD PLAN RSP A77U1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	21	24

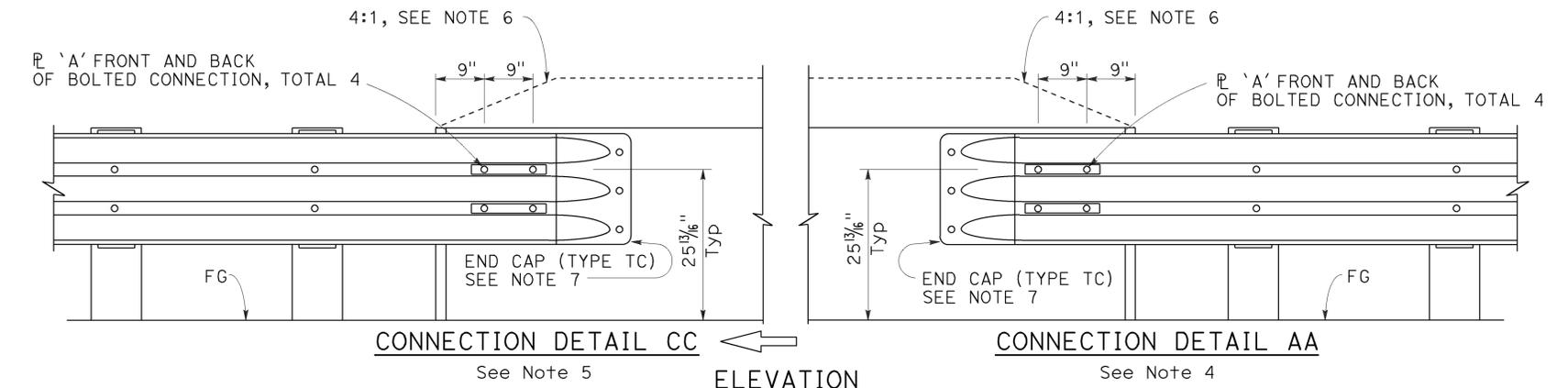
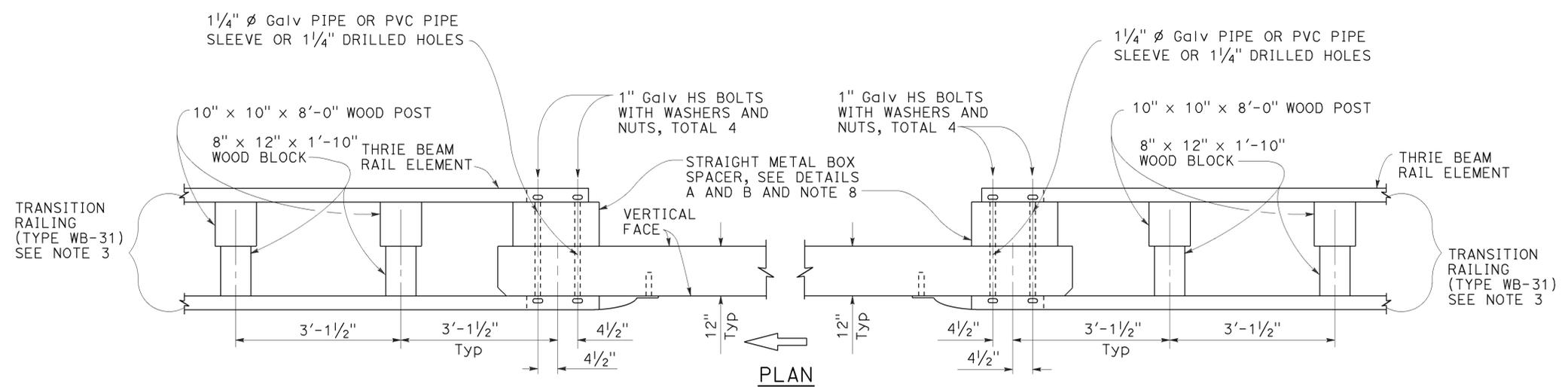
Randell D. Hiatt  
REGISTERED CIVIL ENGINEER

July 19, 2013  
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA

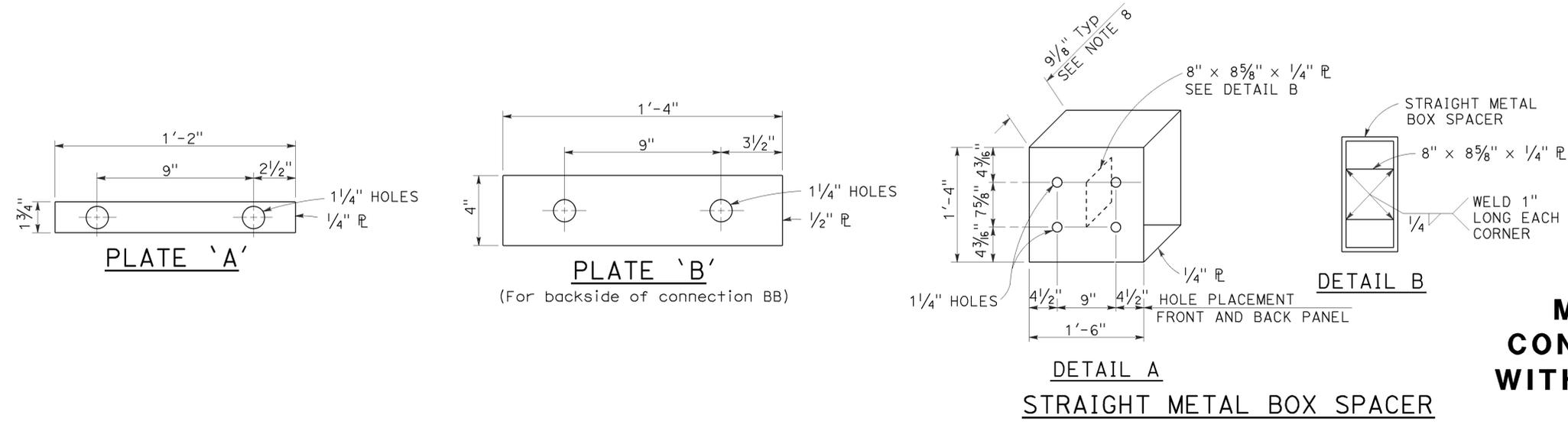
TO ACCOMPANY PLANS DATED 10-26-15



**MIDWEST GUARDRAIL SYSTEM CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK**

**NOTES:**

1. See Revised Standard Plan RSP A77U1 for additional connection details to bridges without sidewalks.
2. Additional details of posts, blocks and hardware are shown on Revised Standard Plans RSP A77M1, RSP A77N1 and RSP A77N2.
3. For additional details of Transition Railing (Type WB-31), see Revised Standard Plan RSP A77U4. Transition Railing (Type WB-31) transitions the 12 gauge MGS railing section to a heavier gage nested thrie beam railing section which is connected to the concrete bridge railing.
4. For typical use of Connection Detail AA, see Layout Types 12A and 12B on Revised Standard Plan RSP A77Q1, Layout Types 12C and 12D on Revised Standard Plan RSP A77Q2, and Layout Type 12E on Revised Standard Plan RSP A77Q3.
5. For typical use of Connection Detail CC, see Layout Types 12AA and 12BB on Revised Standard Plan RSP A77Q4 and Layout Type 12CC on Revised Standard Plan RSP A77Q5.
6. Where the height of the bridge railing exceeds the height of the thrie beam railing by more than 1" at Connection Detail AA and connection Detail CC, taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam railing.
7. For details of End Cap (Type TC), see Revised Standard Plan RSP A77U4.
8. See Revised Standard Plan RSP A77U4 for additional details regarding depth dimension for straight metal box spacer.



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
CONNECTIONS TO BRIDGE RAILINGS  
WITHOUT SIDEWALKS DETAILS No. 2**

NO SCALE

RSP A77U2 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77U2**

2010 REVISED STANDARD PLAN RSP A77U2

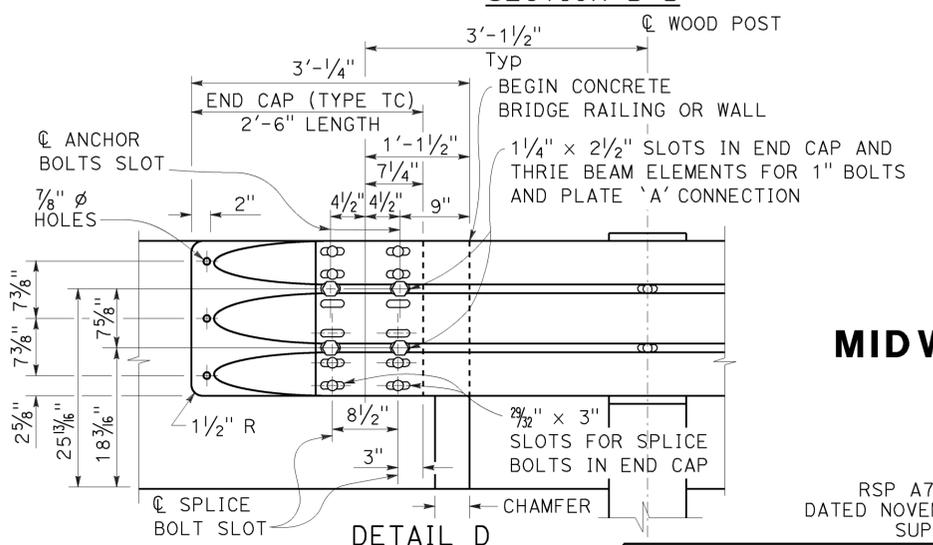
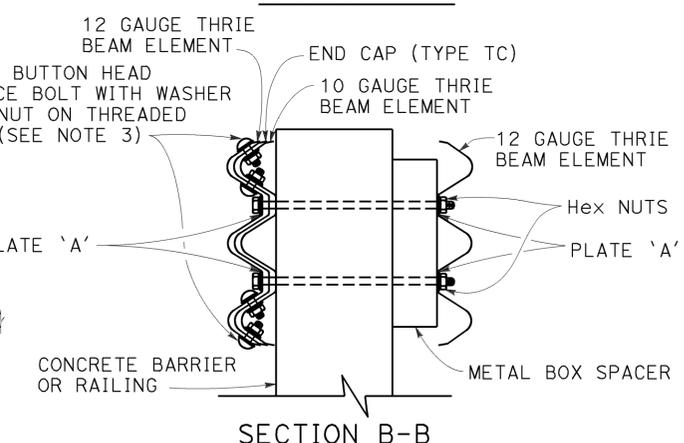
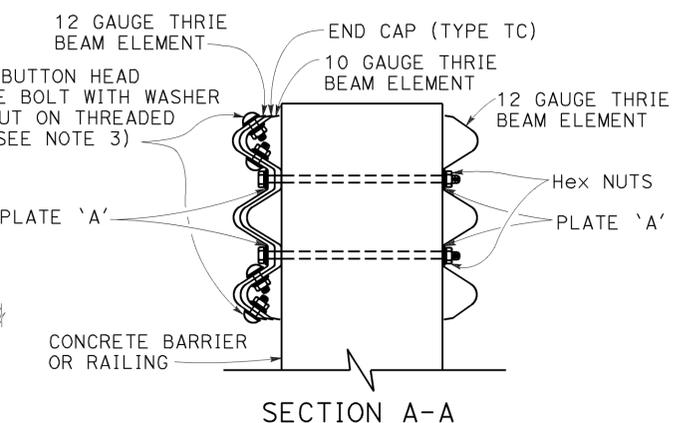
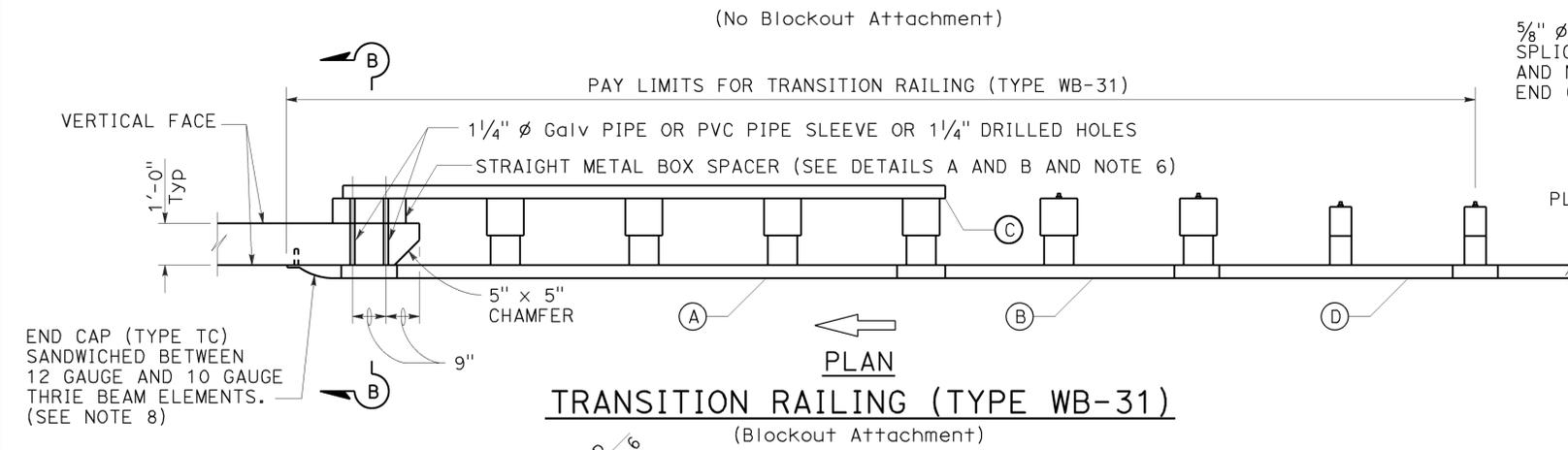
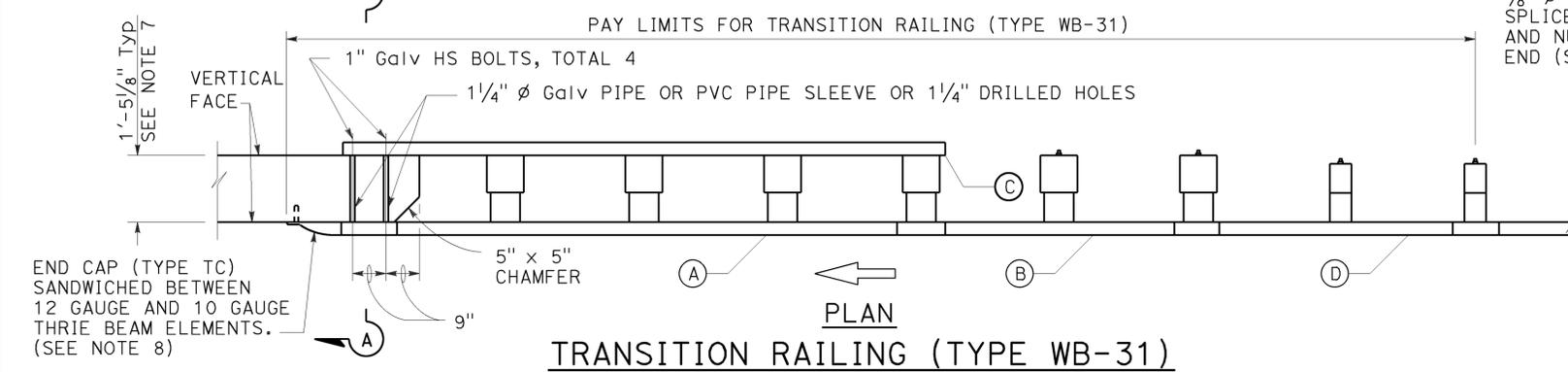
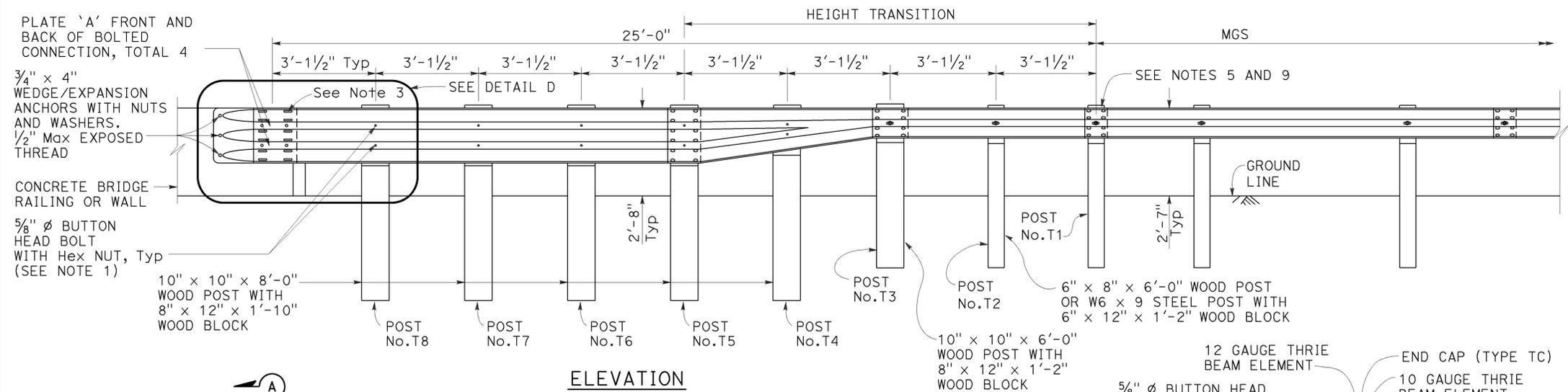
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	22	24

**Randell D. Hiatt**  
REGISTERED CIVIL ENGINEER

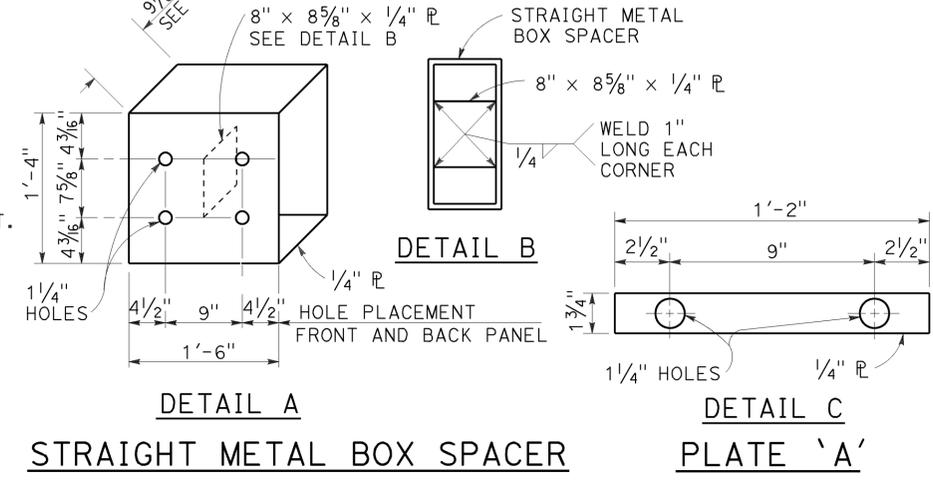
January 23, 2015  
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
No. C50200  
Exp. 6-30-15  
CIVIL  
STATE OF CALIFORNIA



- LEGEND:**
- (A) NESTED THRIE BEAM ELEMENTS (ONE 12 GAUGE ELEMENT NESTED OVER ONE 10 GAUGE ELEMENT).
  - (B) ONE ASYMMETRICAL 10 GAUGE "W" BEAM TO THRIE BEAM ELEMENT.
  - (C) ONE 12 GAUGE THRIE BEAM ELEMENT.
  - (D) ONE 10 GAUGE "W" BEAM RAIL ELEMENT (7'-3/2" LENGTH)
- 10 GAUGE = 0.138" THICK  
12 GAUGE = 0.108" THICK



- NOTES:** TO ACCOMPANY PLANS DATED 10-26-15
1. Use 5/8" Ø Button head bolts and hex nuts for connections to posts. No washer on rail face for bolted connections to post.
  2. 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.
  3. Exterior splice bolt holes for rail element splices at Post No. T5 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" Ø. Only the top 4 and the bottom 4 splice bolts with washers and nuts are required for rail splices at Post No. T5 and the connection to the concrete barrier or railing.
  4. The top elevation of Posts No. T2 through No. T7 shall not project more than 1" above the top elevation of the rail element.
  5. Typically, the railing connected to Transition Railing (Type WB-31) will be either standard railing section of MGS with height transition ratio of 150:1 or a Caltrans approved 31" end treatment attached to Post No. T1.
  6. The depth of the metal box spacer varies from the 9/8" 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 21 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.
  7. 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. T5 through No. T8 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.
  8. End cap may be installed over 12 gauge and 10 gauge thrie beam elements where transition railing is installed on the departure end of bridge railing.
  9. Conform standard railing section height to 31" at Post No. T1 using height transition ratio of 150:1.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**MIDWEST GUARDRAIL SYSTEM  
TRANSITION RAILING  
(TYPE WB-31)**

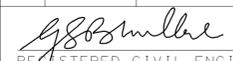
NO SCALE

RSP A77U4 DATED JANUARY 23, 2015 SUPERSEDES RSP A77U4 DATED NOVEMBER 15, 2013 AND RSP A77U4 DATED JULY 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP A77U4**

2010 REVISED STANDARD PLAN RSP A77U4

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	23	24

  
 REGISTERED CIVIL ENGINEER  
 July 19, 2013  
 PLANS APPROVAL DATE



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TO ACCOMPANY PLANS DATED 10-26-15

TABLE 1

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

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

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

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

TABLE 2

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

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

TABLE 3

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

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

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

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

**REVISED STANDARD PLAN RSP T9**

2010 REVISED STANDARD PLAN RSP T9

**NOTES:**

See Revised Standard Plan RSP T9 for tables.

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

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

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sie	49	R11.3/R12.4	24	24

*Devinder Singh*  
REGISTERED CIVIL ENGINEER

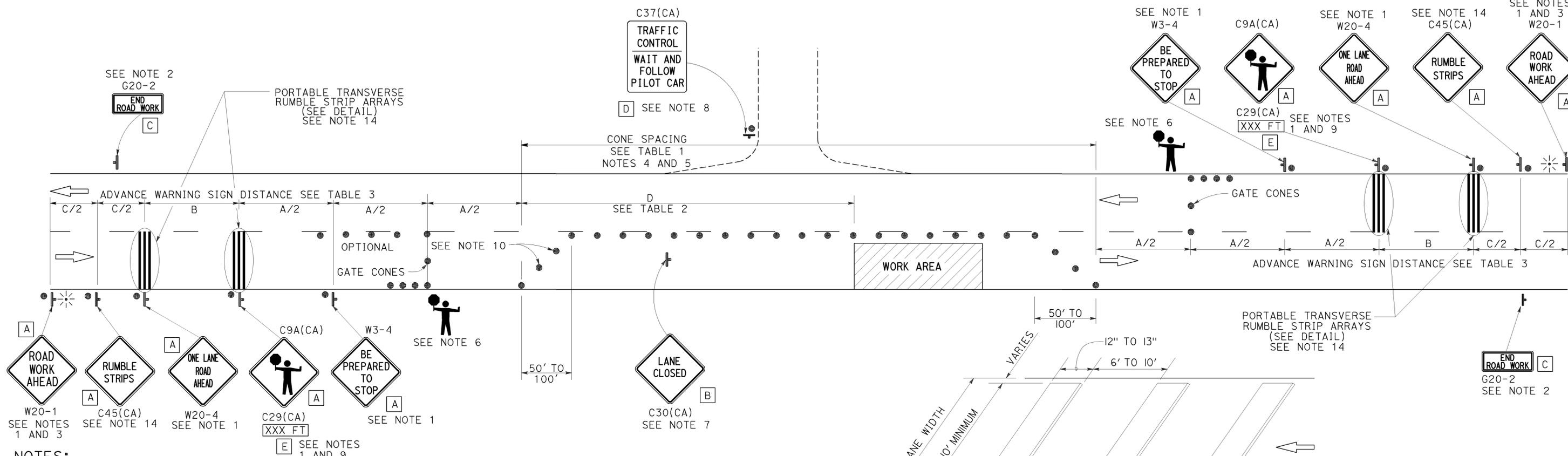
October 30, 2015  
PLANS APPROVAL DATE

Devinder Singh  
No. C50470  
Exp. 6-30-17  
CIVIL  
STATE OF CALIFORNIA

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**TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL**

TO ACCOMPANY PLANS DATED 10-26-15



**NOTES:**

- Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
- A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT \_\_\_\_\_ MILES", use a W20-4 sign for the first advance warning sign.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Additional advance flaggers may be required. Flagger should stand in a conspicuous place, be visible to approaching traffic as well as approaching vehicles after the first vehicle has stopped. During the hours of darkness, the flagging-station and flagger shall be illuminated and clearly visible to approaching traffic. The illumination footprint of the lighting on the ground shall be at least 20' in diameter. Place a minimum of four cones at 50' intervals in advance of flagger station as shown.
- Place C30(CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work areas. They are optional if the work area is visible from the flagger station.
- When a pilot car is used, place a C37(CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign with black legend on white background at all intersections, driveways and alleys without a flagger within traffic control area. Signs shall be clean and visible at all times. Where traffic can not be effectively self-regulated, at least one flagger shall be used at each intersection within traffic control area.
- An optional C29(CA) sign may be placed below the C9A(CA) sign.
- Either traffic cones or barricades shall be placed on the taper. Barricades shall be Type I, II, or III.
- The color of the portable transverse rumble strips shall be black or orange. Use 2 arrays, each array shall consist of 3 rumble strips.
- Portable transverse rumble strips shall not be placed on sharp horizontal or vertical curves nor shall they be placed through pedestrian crossings.
- If the portable transverse rumble strips become out of alignment (skewed) by more than 6 inches, measured from one end to the other, they shall be readjusted to bring the placement back to the original location.
- Portable transverse rumble strips are not required if any one of the following conditions is satisfied:
  - Work duration occupies a location for four hours or less
  - Posted speed limit is below 45 MPH
  - Work is of emergency nature
  - Work zone is in snow or icy weather conditions

**LEGEND**

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

**PORTABLE TRANSVERSE RUMBLE STRIP ARRAY DETAIL**

LANE WIDTH 10' MINIMUM

VARIES

12" TO 13"

6' TO 10'

5/8" TO 3/4"

50' TO 100'

**SIGN PANEL SIZE (Min)**

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

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

NO SCALE

RSP T13 DATED OCTOBER 30, 2015 SUPERSEDES RSP T13 DATED OCTOBER 17, 2014, RSP T13 DATED JULY 18, 2014 AND RSP T13 DATED APRIL 19, 2013 AND STANDARD PLAN T13 DATED MAY 20, 2011 - PAGE 241 OF THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP T13**

2010 REVISED STANDARD PLAN RSP T13