

INDEX OF PLANS

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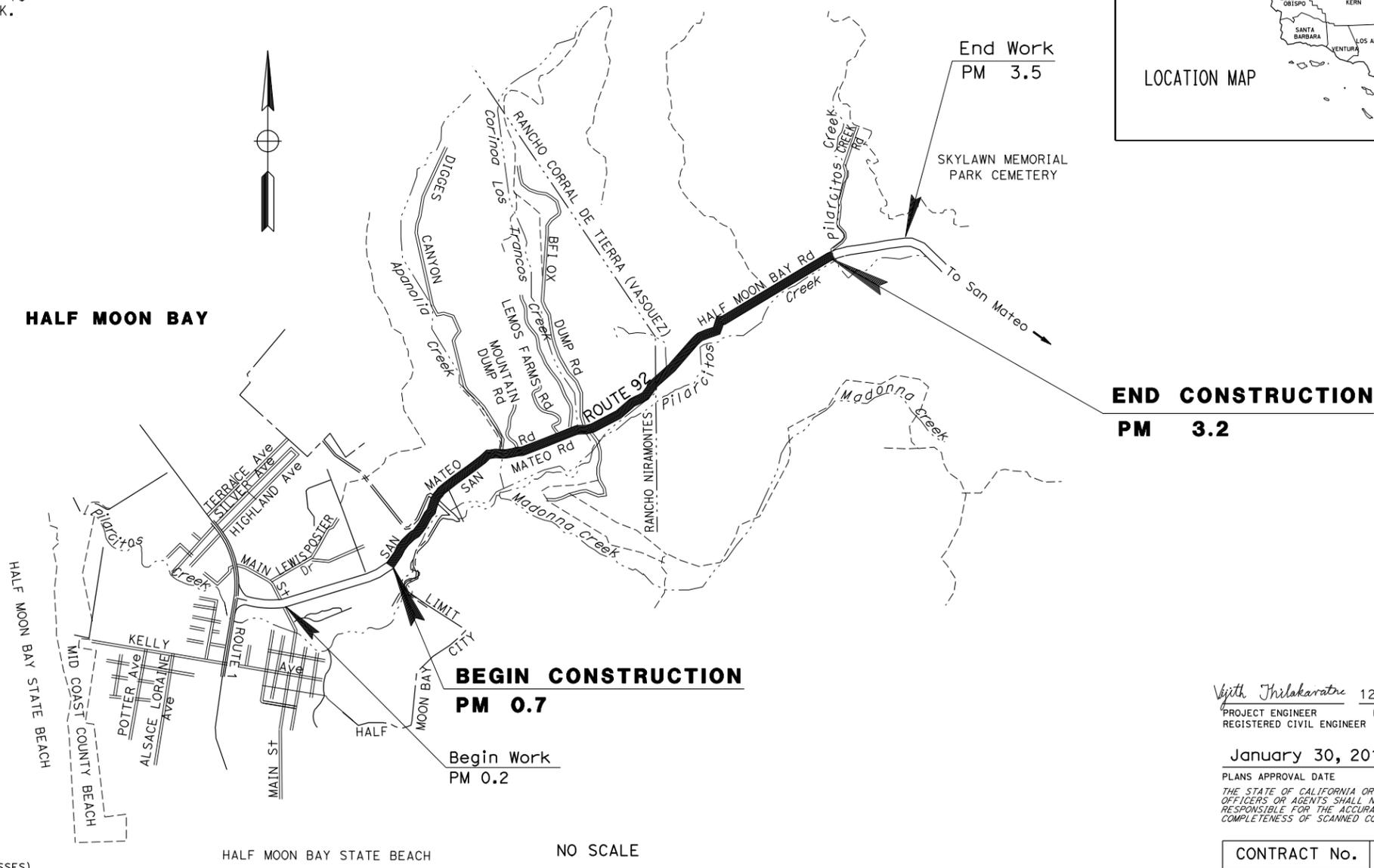
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN SAN MATEO COUNTY
IN AND NEAR HALF MOON BAY
FROM 0.7 MILE EAST OF ROUTE 1 TO PILARCITOS CREEK ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

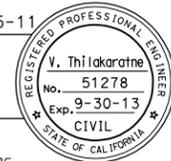
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	0.7/3.2	1	15



DESIGN ENGINEER
VIJITH THILAKARATNE

PROJECT MANAGER
RAMSES SARGISS

Vijith Thilakarathne 12-15-11
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER
January 30, 2012
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONTRACT No.	04-2E4804
PROJECT ID	0400021097

LAST REVISION 12-12-11
DATE PLOTTED => 02-FEB-2012
TIME PLOTTED => 11:27

NOTES:

1. DIMENSIONS OF PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. THE EXISTING PAVEMENT DELINEATION WILL BE REPLACED AT THE SAME LOCATION PER DETAIL SHOWN ON SHEET C-2.
4. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
5. FOR LOCATION AND DIMENSIONS OF COLD PLANE AC PAVEMENT, SEE SHEETS Q-1, X-1 AND AS DIRECTED BY THE ENGINEER.
6. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
7. SHOULDER BACKING SHALL BE PLACED PER DIRECTION OF ENGINEER.

ABBREVIATION:

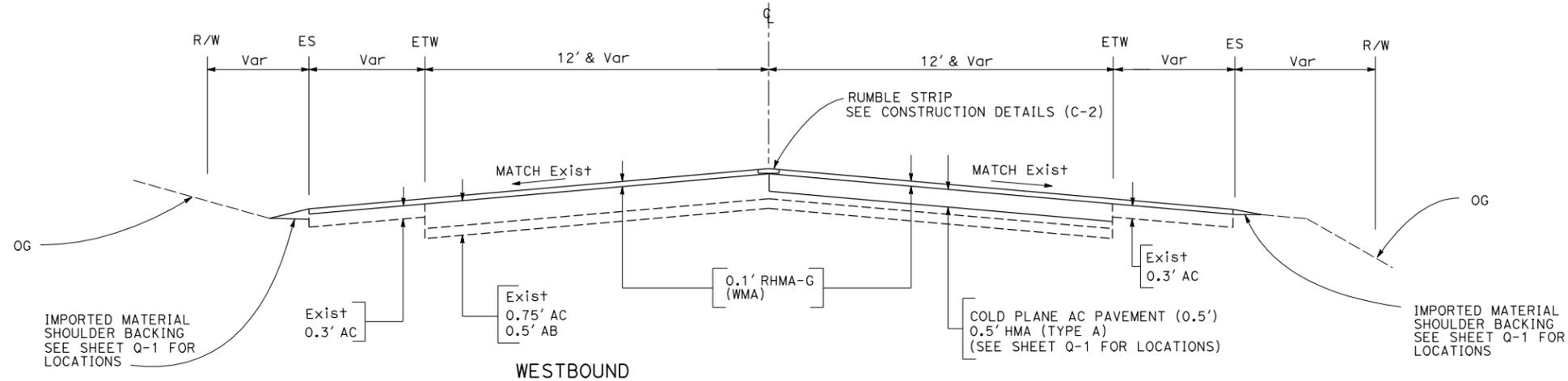
RHMA-G (WMA): RUBBERIZED HOT MIX ASPHALT (GAP GRADED) WITH WARM MIX ASPHALT TECHNOLOGIES

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	0.7/3.2	2	15

Vijith Thilakarathne	12-15-11
REGISTERED CIVIL ENGINEER	DATE
1-30-12	
PLANS APPROVAL DATE	

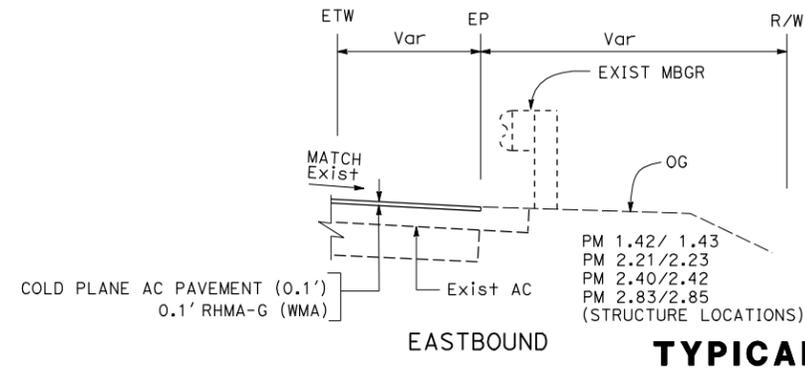
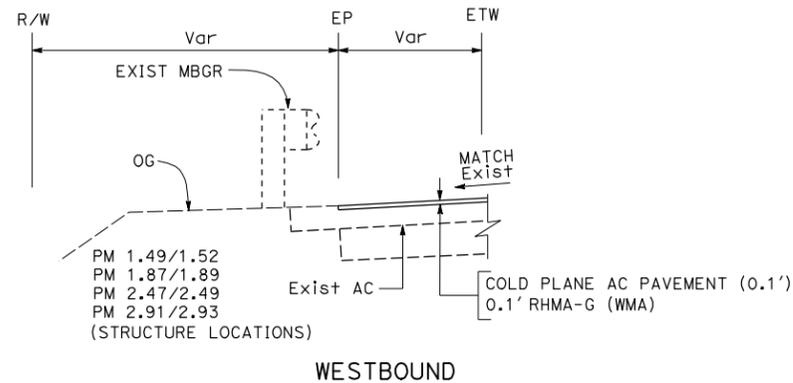
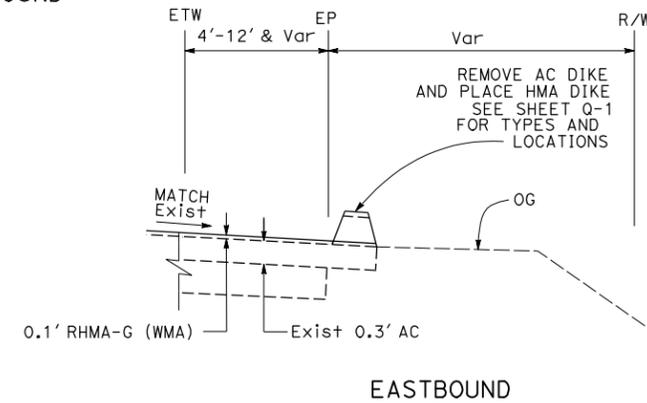
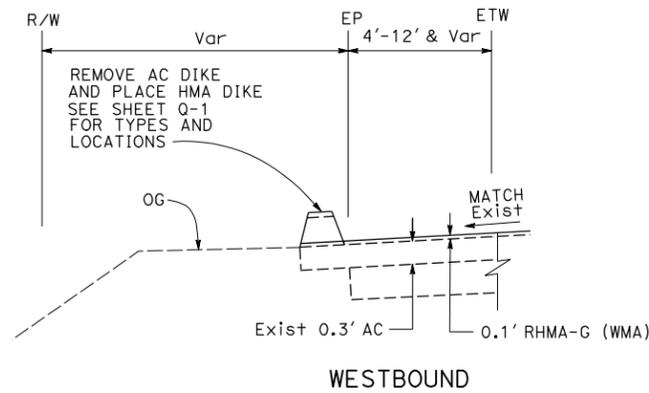
V. Thilakarathne
REGISTERED PROFESSIONAL ENGINEER
No. 51278
Exp 9-30-13
CIVIL
STATE OF CALIFORNIA

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.



TYPICAL CROSS SECTION

ROUTE 92
PM 0.7 TO PM 3.2



TYPICAL CROSS SECTIONS

NO SCALE

X-1

DATE PLOTTED => 02-FEB-2012
TIME PLOTTED => 11:27
LAST REVISION 12-23-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DESIGN

FUNCTIONAL SUPERVISOR: VIJITH THILAKARATNE

DESIGNED BY: CHAO - HUN TANG

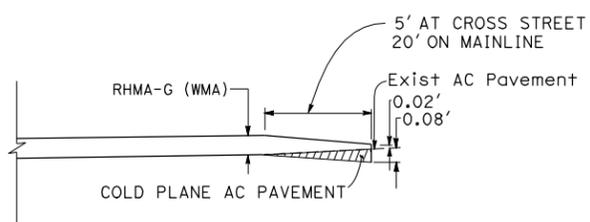
CHECKED BY: DEEPTHI MADABUSHI

REVISOR: []

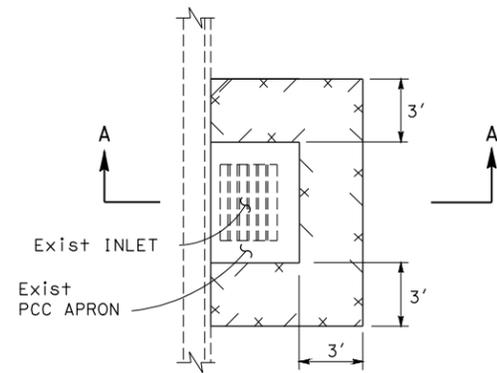
DATE REVISED: []

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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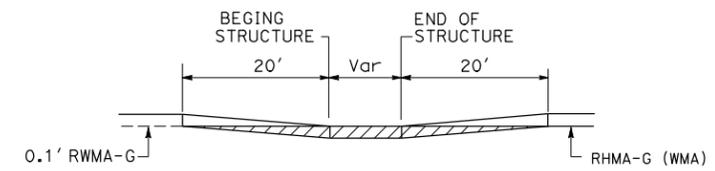
Vjith Thilakarath 12-15-11
 REGISTERED CIVIL ENGINEER DATE
 1-30-12
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



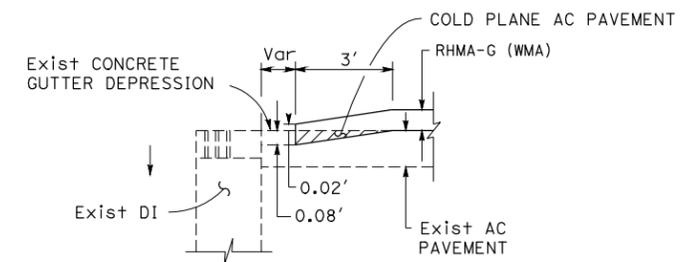
**PAVING CONFORM
DETAIL A**



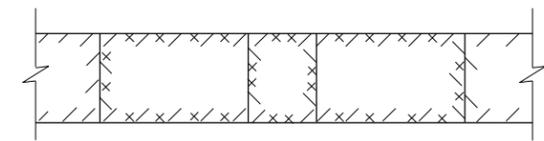
PLAN



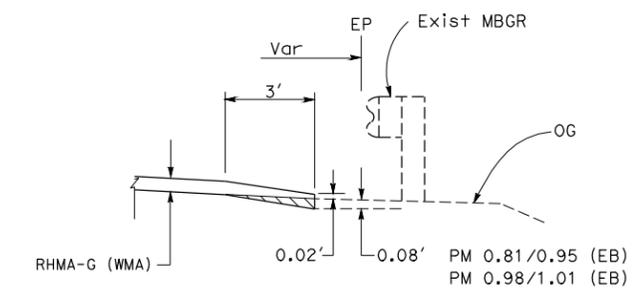
ELEVATION VIEW



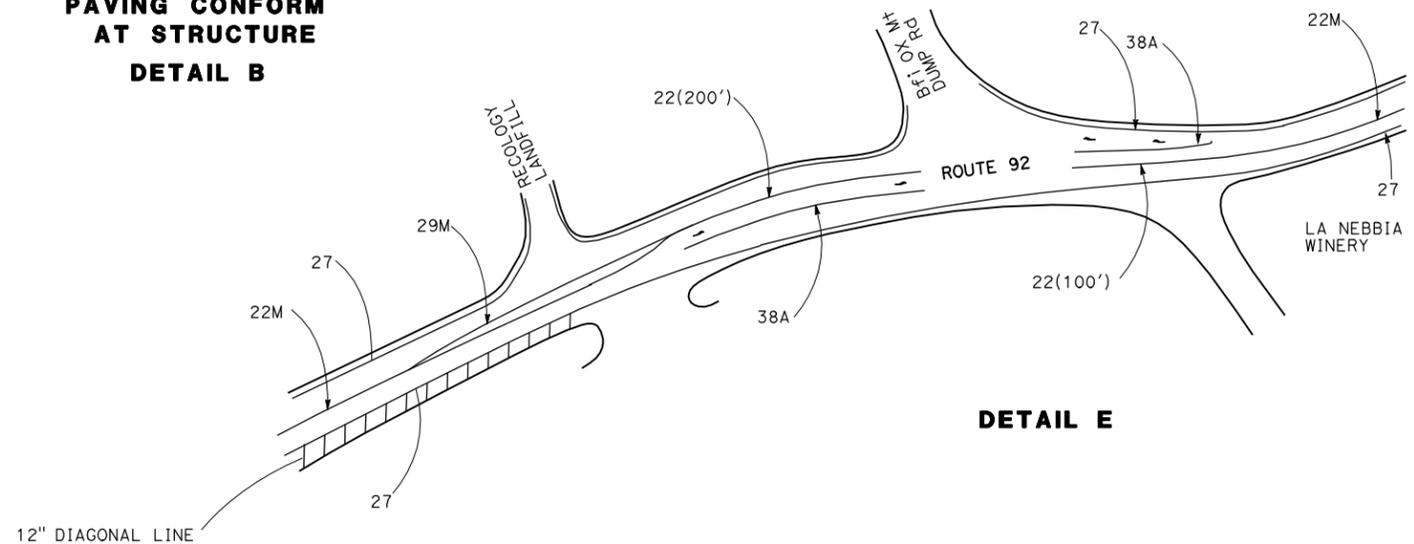
**SECTION A-A
PAVING CONFORM
AT DRAINAGE INLET
DETAIL C**



**PLAN VIEW
PAVING CONFORM
AT STRUCTURE
DETAIL B**



**PAVING CONFORM AT MBGR
DETAIL D**



DETAIL E

CONSTRUCTION DETAILS
NO SCALE

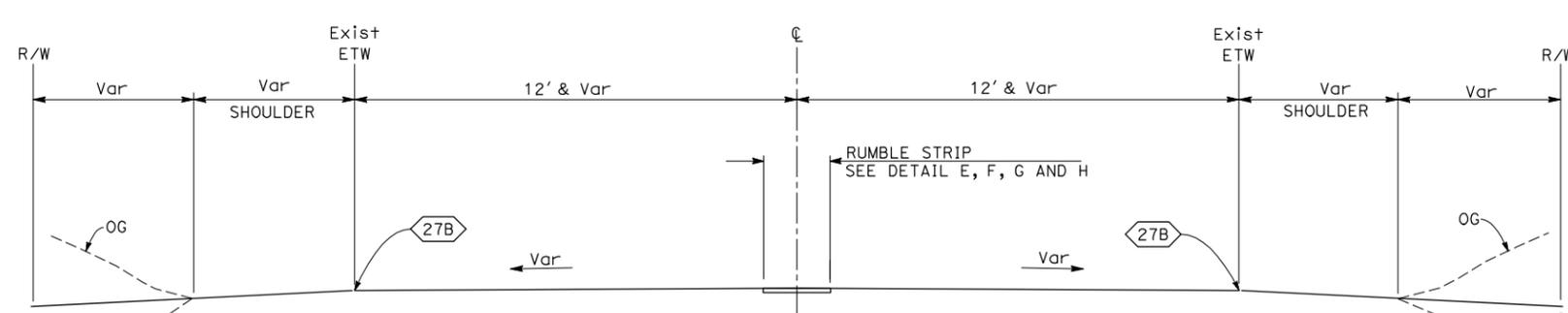
C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	VIJITH THILAKARATNE
CALCULATED-DESIGNED BY	CHECKED BY
CHAO - HUN TANG	DEEPTHI MADABUSHI
REVISOR	DATE

LAST REVISION DATE PLOTTED => 02-FEB-2012
 01-26-12 TIME PLOTTED => 11:27

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	0.7/3.2	4	15

V. Thilakarathne 12-15-11
 REGISTERED CIVIL ENGINEER DATE
 1-30-12
 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.

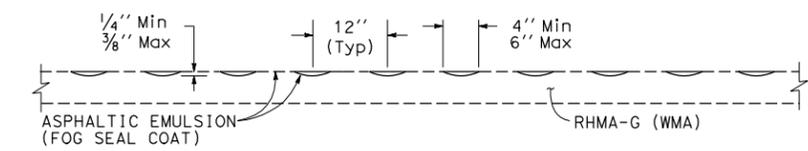
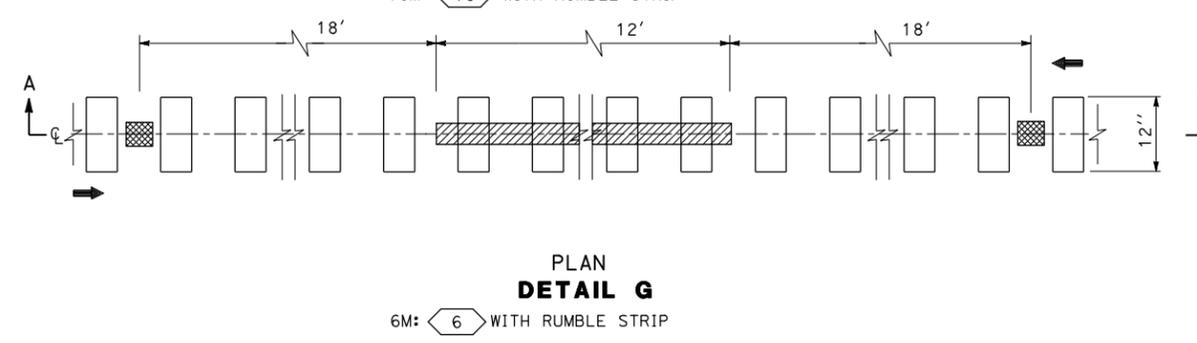
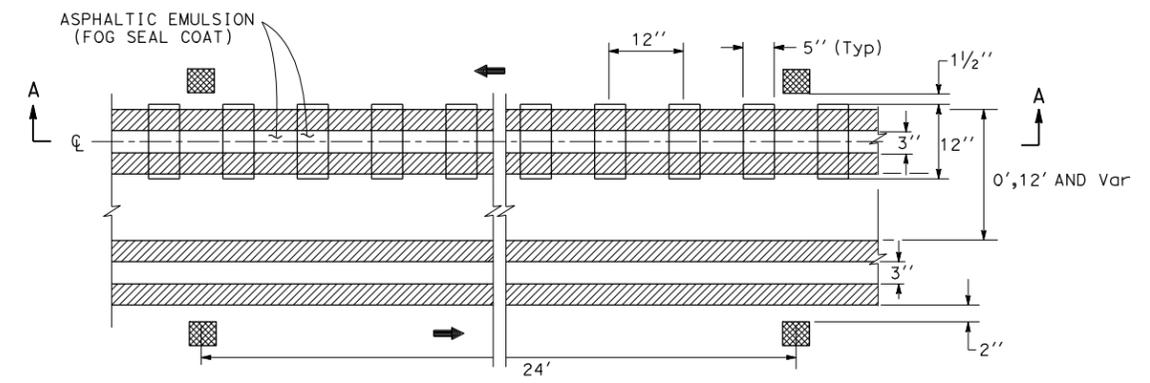
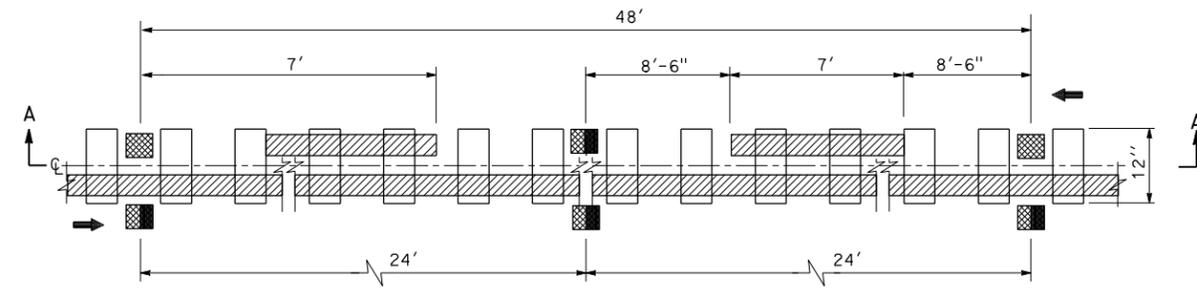
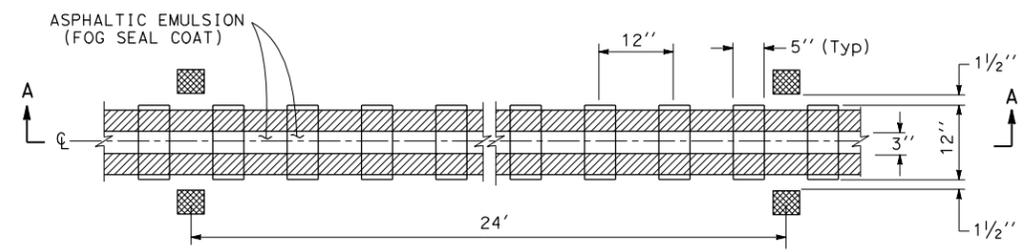


NOTES

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. Exist UTILITY FACILITIES ARE NOT PLOTTED ON THESE PLANS.
3. REMOVE Exist THERMOPLASTIC TRAFFIC STRIPE PAVEMENT AND MARKERS PRIOR TO PLACING THE RUMBLE STRIP.
4. APPLY FOG SEAL COAT AFTER CONSTRUCTING RUMBLE STRIP AND PRIOR TO RESTRIPIING. ASPHALTIC EMULSION (FOG SEAL COAT) SHALL BE EITHER GRADE SS1h OR CSS1h.
5. SEE SHEET C-1 FOR DETAILS BETWEEN INTERSECTIONS.

LEGEND

- ➔ DIRECTION OF TRAFFIC
- ▨ 4" YELLOW LINE
- ▭ RUMBLE STRIP
- ▣ PAVEMENT MARKER TYPE D
- ▣ PAVEMENT MARKER TYPE H
- ⬡ No. PAVEMENT DELINEATION DETAIL NUMBER



CONSTRUCTION DETAILS
NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR: VIJITH THILAKARATNE
 REVISIONS: 3/15/11
 REVISIONS: DEEPTHI MADABUSHI
 REVISIONS: CHAO HUN TANG
 REVISIONS: HK

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	0.7/3.2	7	15

Vijith Thilakarathne 12-15-11
REGISTERED CIVIL ENGINEER DATE
1-30-12
PLANS APPROVAL DATE

V. Thilakarathne
No. 51278
Exp 9-30-13
CIVIL
STATE OF CALIFORNIA

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.

SUMMARY OF QUANTITIES

LOCATION	PM	LEFT TURN POCKET	THROUGH LANE	RIGHT TURN POCKET	COLD PLANE AC PAVEMENT (0.1')	COLD PLANE AC PAVEMENT (0.08' MAX)	RHMA-G (WMA)	TACK COAT	IMPORTED MATERIAL SHOULDER BACKING	CENTERLINE RUMBLE STRIP
		LENGTH (N)	LENGTH (N)	LENGTH (N)	AT STRUCTURE LOCATIONS	CONFORM				
		FT			SQYD		TON		STATION	
EB	0.7/3.2	500	13200		622	1000	1697	7.67	148.5	
CENTER-LINE										127
WB	0.7/3.2	0	13200	350	622	1000	1683	7.61	148.5	
SUB TOTAL					1244	2000	3380	15.28	297.00	127
SUB TOTAL COLD PLANE AC PAVEMENT AND HMA (TYPE A)					966			0.6		
TOTAL					4210			15.88		

(N) - FOR INFORMATION ONLY, NOT A PAID ITEM

COLD PLANE AC PAVEMENT AND HMA (TYPE A)

LOCATION	PM	EASTBOUND				
		LANE 1		COLD PLANE AC PAVEMENT	HMA(A)	TACK COAT
		LENGTH	WIDTH	0.5'		
		FT		SQYD	TON	
1	1.73	675	11	825	278	0.491
2	2.42	115	11	141	47	0.084
TOTAL				966	326	0.6

HMA DIKE

LOCATYION		REMOVE AC DIKE	PLACE HMA DIKE (TYPE D)	MINOR HMA
PM	DIRECTION	LF		TON
0.7/3.2	EB	100	100	6
0.7/3.2	WB	50	50	3
TOTAL (EB+WB)		150	150	9

SUMMARY OF QUANTITIES

Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Gilberts
DESIGN

FUNCTIONAL SUPERVISOR
VIJITH THILAKARATNE

CALCULATED-DESIGNED BY
CHECKED BY

CHAO HUN TANG
DEEPTHI MADABUSHI

REVISED BY
DATE REVISED

CT
10/13/09

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SM	92	0.7/3.2	8	15

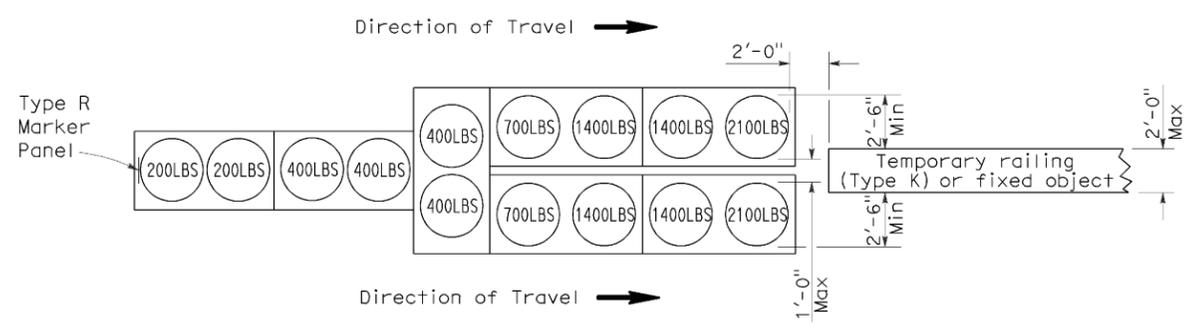
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

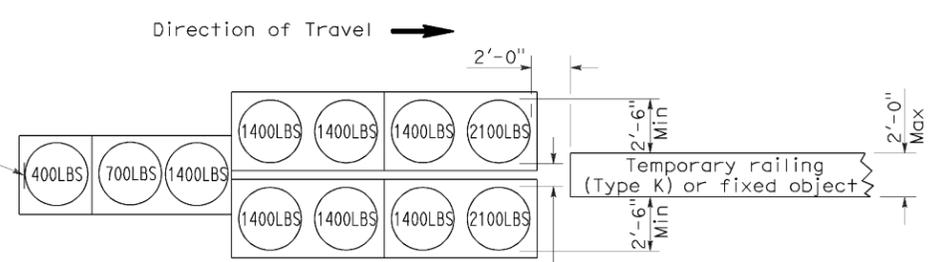
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Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

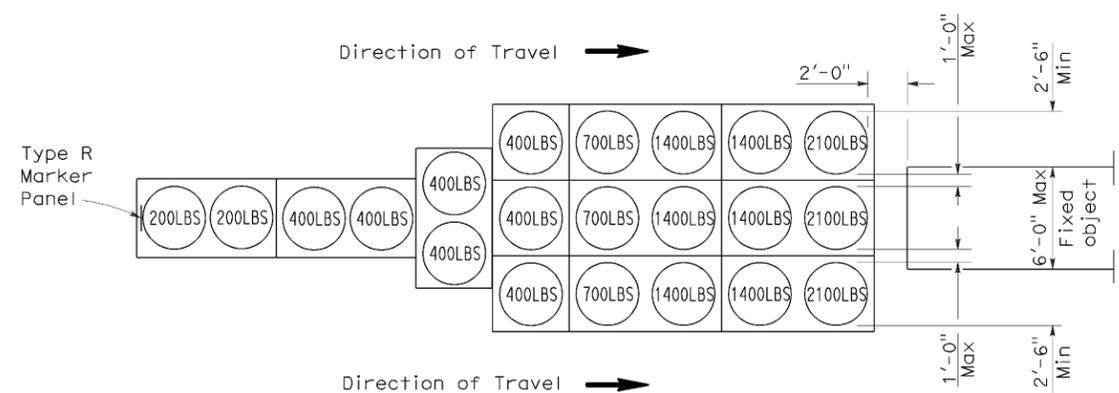
To accompany plans dated 1-30-12



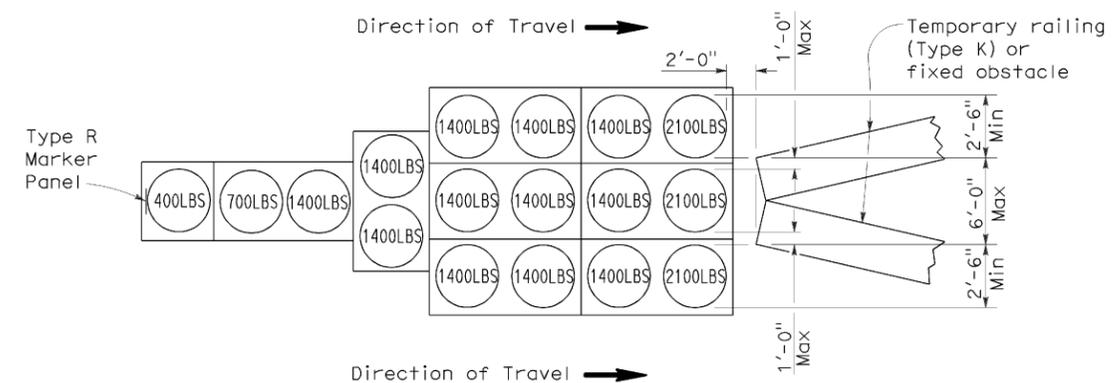
ARRAY 'TU14'
Approach speed 45 mph or more



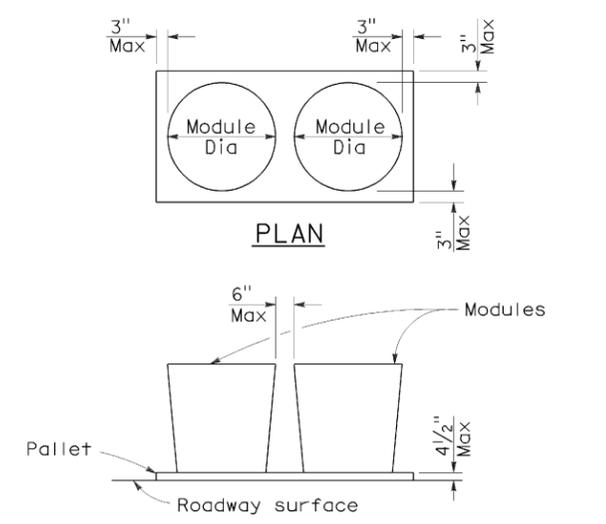
ARRAY 'TU11'
Approach speed less than 45 mph



ARRAY 'TU21'
Approach speed 45 mph or more



ARRAY 'TU17'
Approach speed less than 45 mph



CRASH CUSHION PALLET DETAIL
See Note 7

NOTES:

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

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1A

2006 REVISED STANDARD PLAN RSP T1A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SM	92	0.7/3.2	9	15

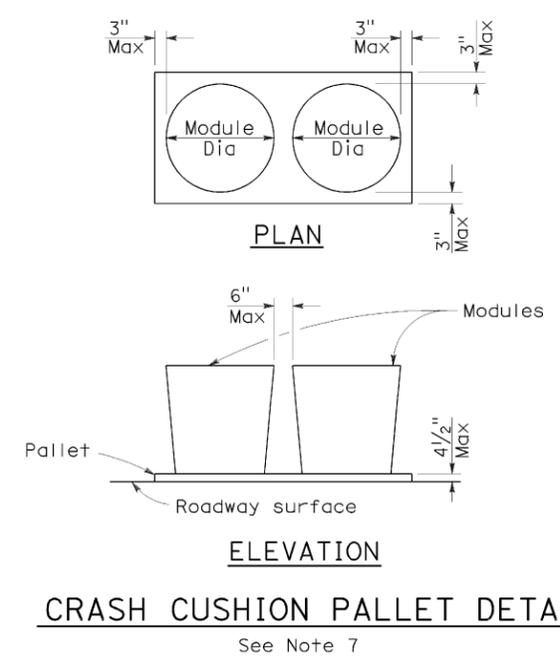
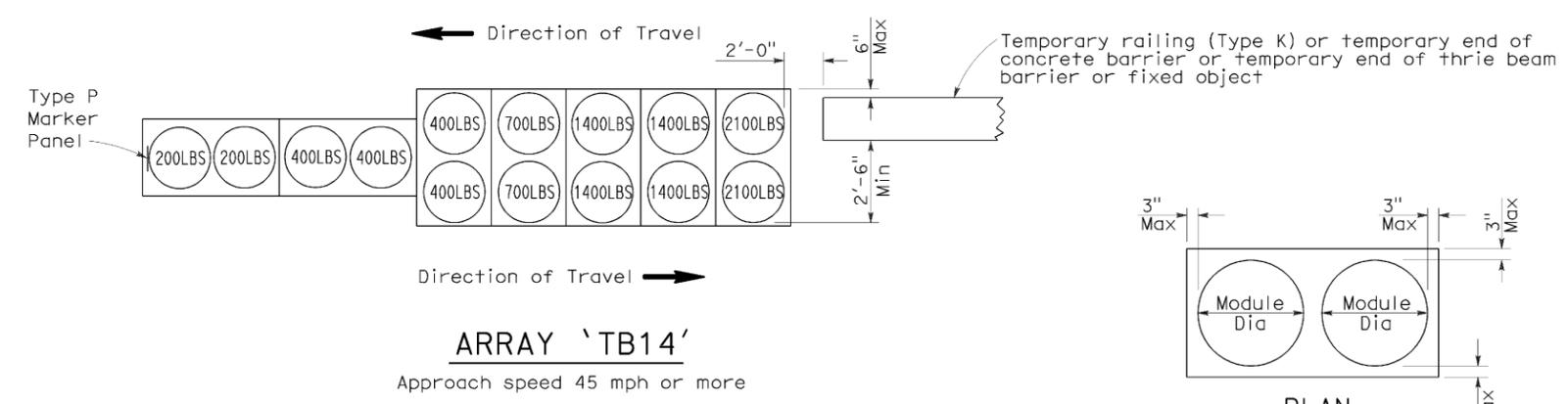
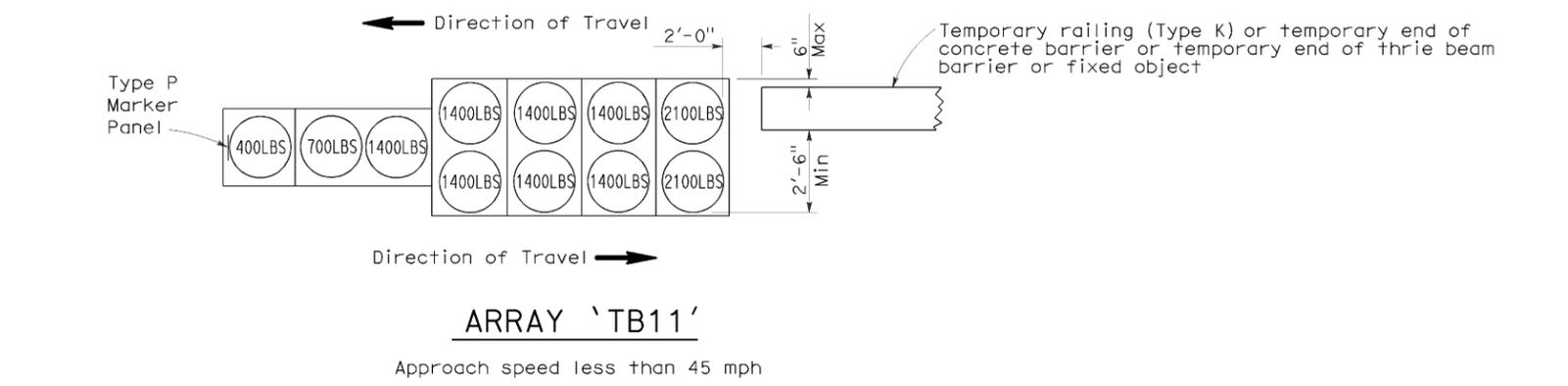
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

To accompany plans dated 1-30-12



NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

NO SCALE

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

REVISED STANDARD PLAN RSP T1B

2006 REVISED STANDARD PLAN RSP T1B

FLEXIBLE SEDIMENT BARRIER SPACING TABLE

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

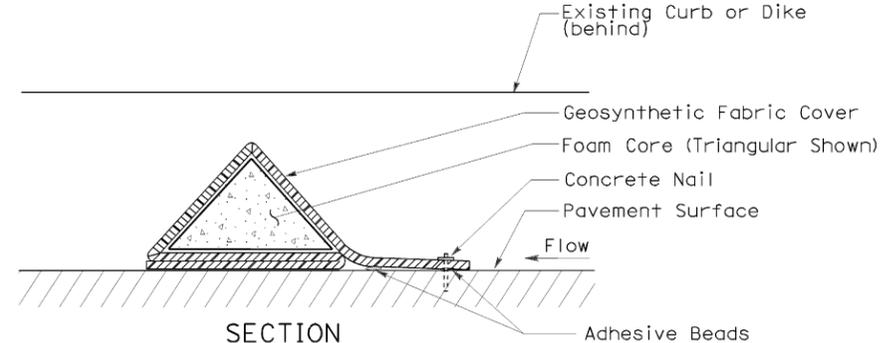
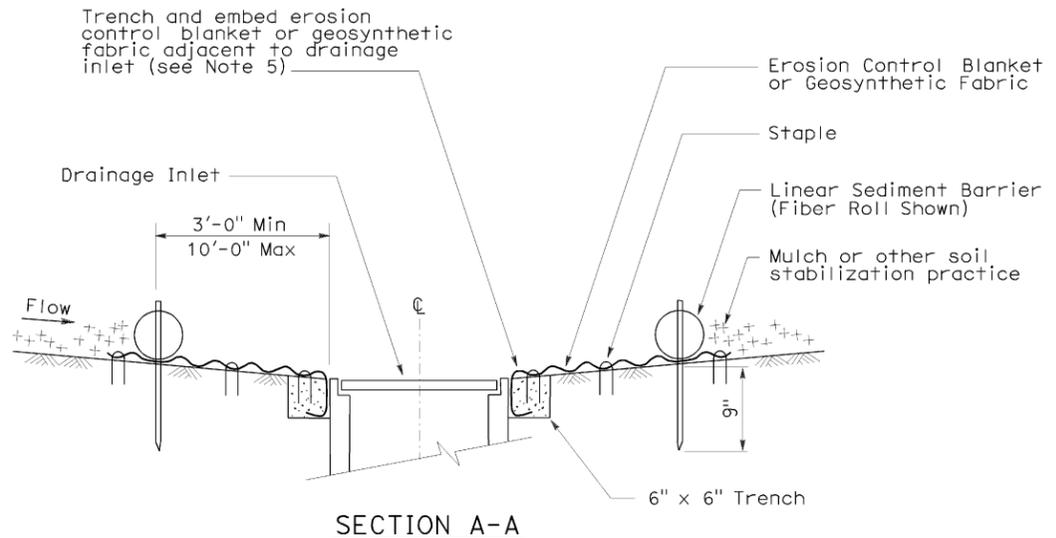
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SM	92	0.7/3.2	14	15

Robert B. Schott
LICENSED LANDSCAPE ARCHITECT

August 15, 2008
PLANS APPROVAL DATE

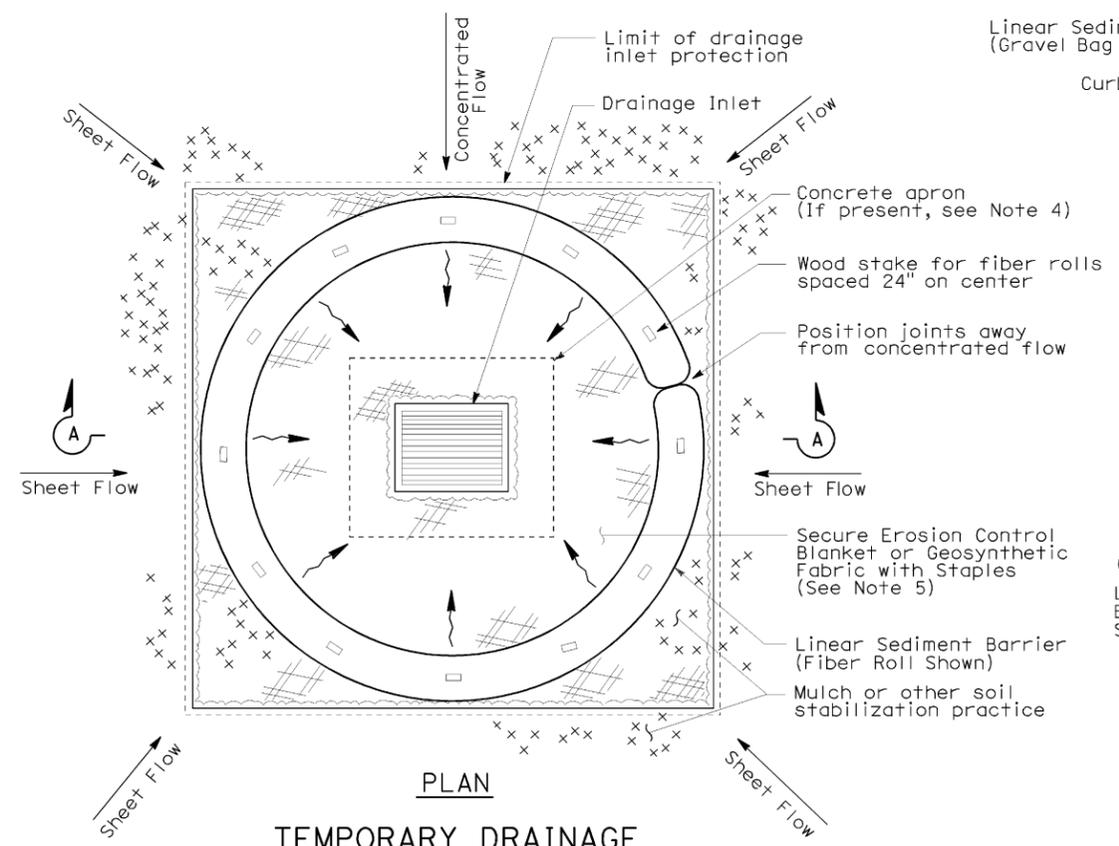
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 1-30-12

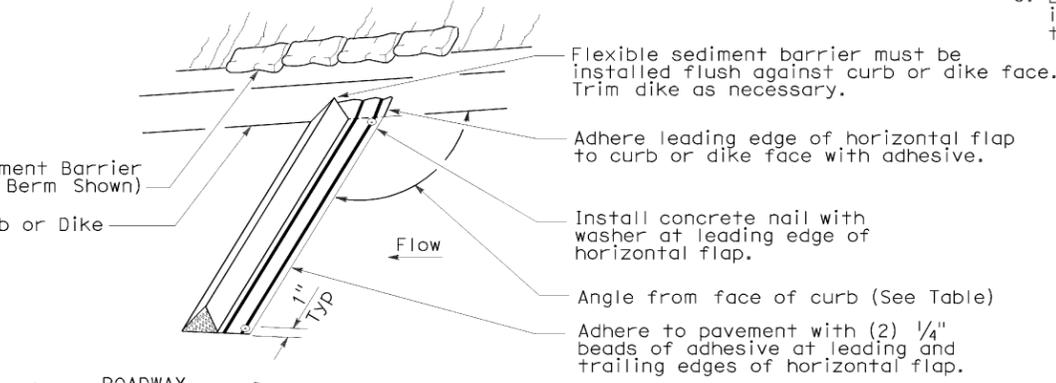


SECTION
FLEXIBLE SEDIMENT BARRIER DETAIL
(FOAM BARRIER SHOWN)

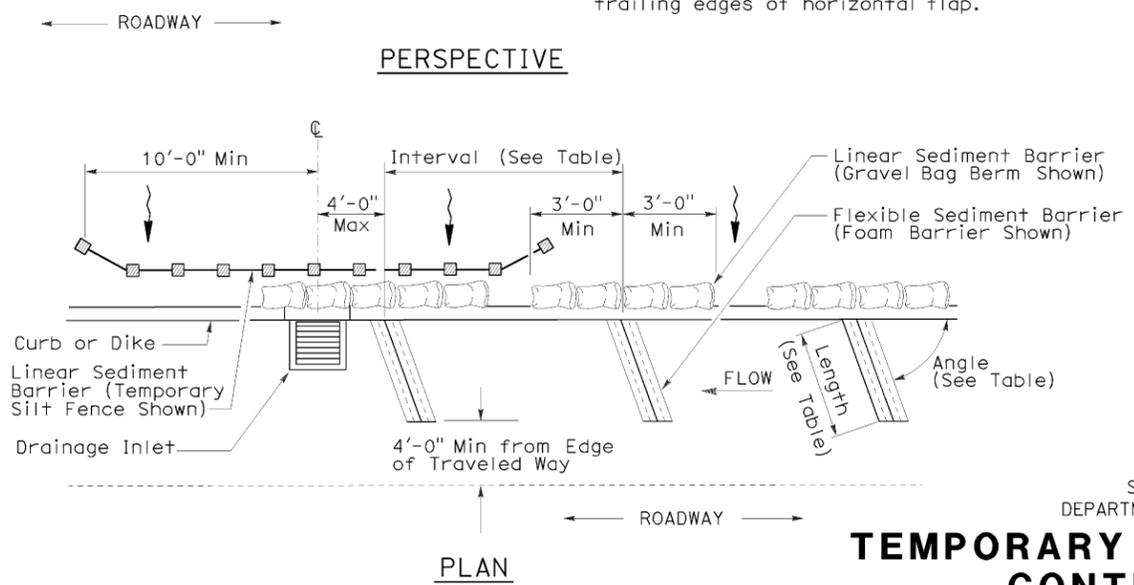
- NOTES:
- See Standard Plan T51 for Temporary Silt Fence.
 - Dimensions may vary to fit field conditions.
 - Install a minimum of 3 flexible sediment barriers upstream of each drainage inlet to be protected.
 - Position erosion control blanket or geosynthetic fabric at edge of concrete apron and secure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



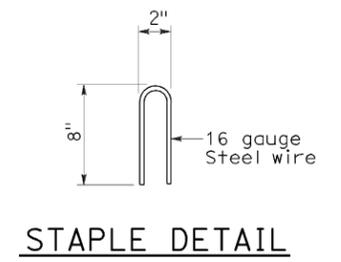
PLAN
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 4A)



PERSPECTIVE



PLAN
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 4B)
FLEXIBLE SEDIMENT BARRIER



STAPLE DETAIL

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TEMPORARY WATER POLLUTION
CONTROL DETAILS
(TEMPORARY DRAINAGE
INLET PROTECTION)**

NO SCALE

NSP T63 DATED AUGUST 15, 2008 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T63

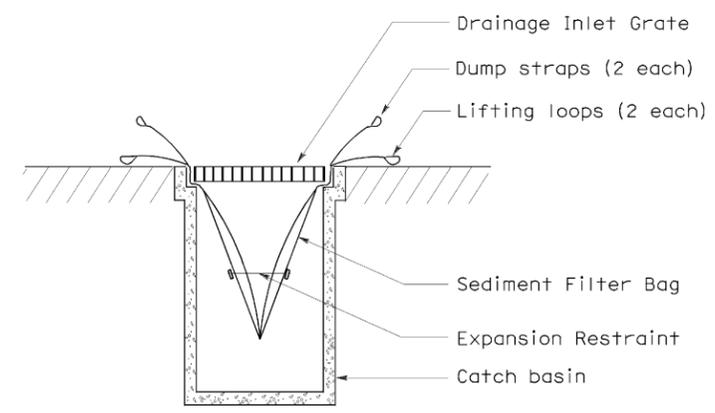
2006 NEW STANDARD PLAN NSP T63

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SM	92	0.7/3.2	15	15

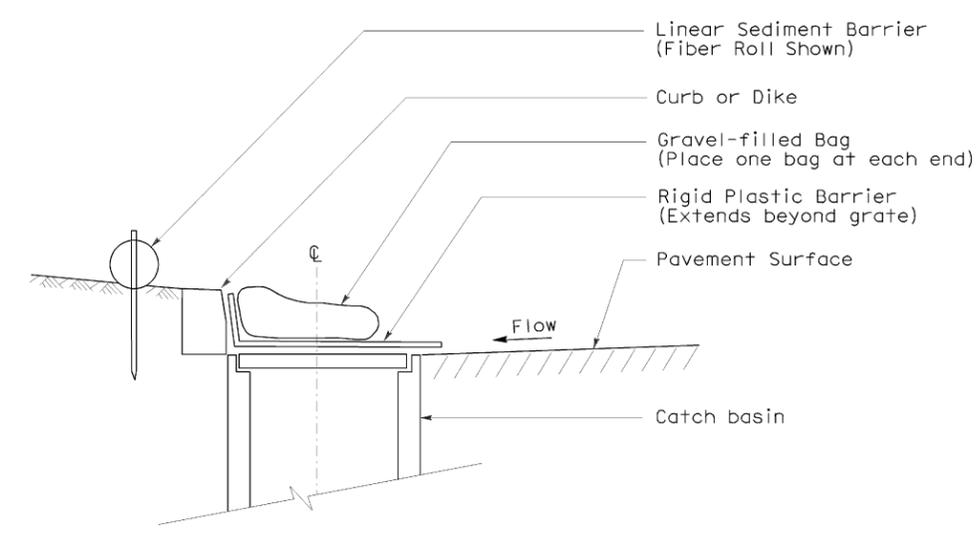
Robert B Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



To accompany plans dated 1-30-12



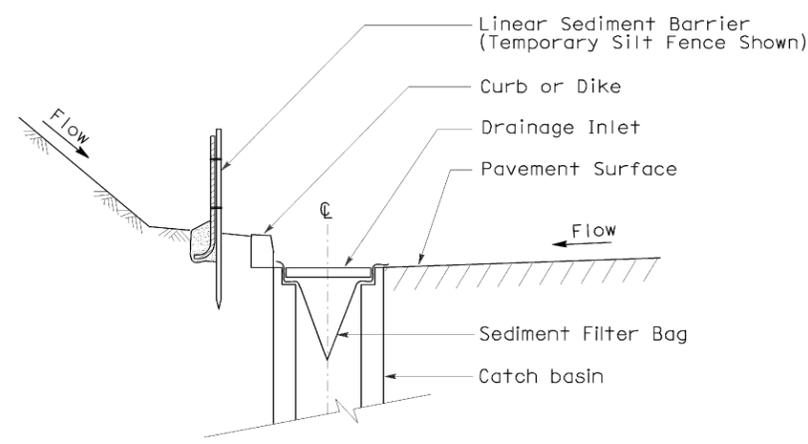
SECTION B-B
SEDIMENT FILTER BAG DETAIL



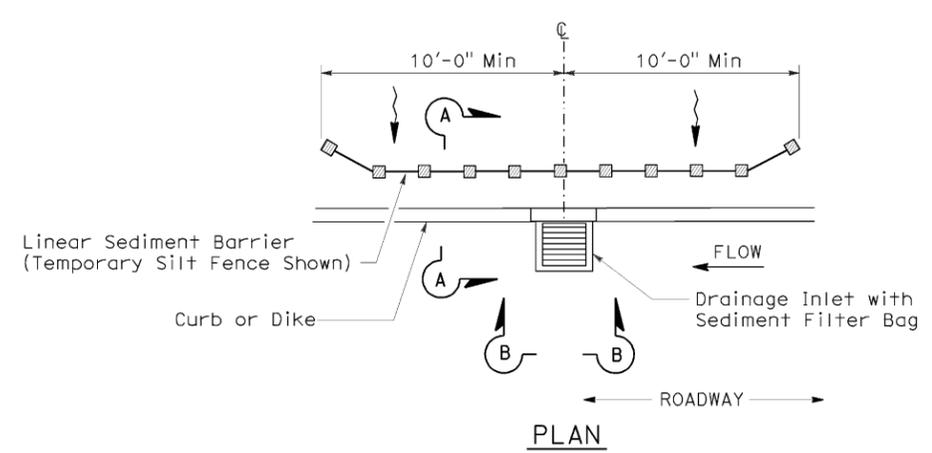
SECTION
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 6A)
(CATCH BASIN WITH GRATE)

NOTES:

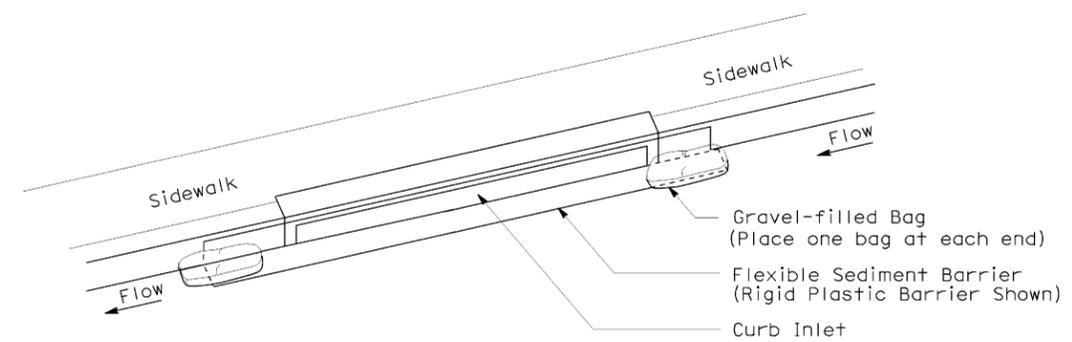
1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.



SECTION A-A
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 5)
(SEDIMENT FILTER BAG)



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



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

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

NO SCALE
NSP T64 DATED AUGUST 15, 2008 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T64

2006 NEW STANDARD PLAN NSP T64

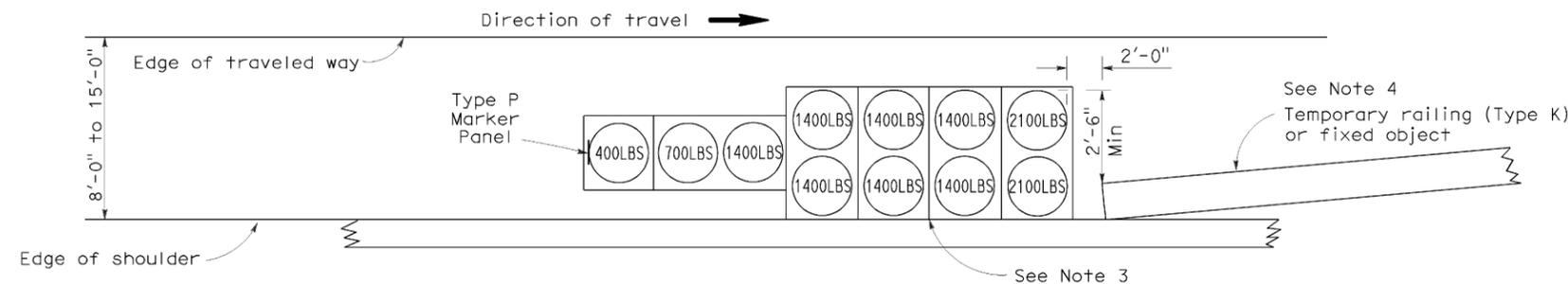
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SM	92	0.7/3.2	10	15

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

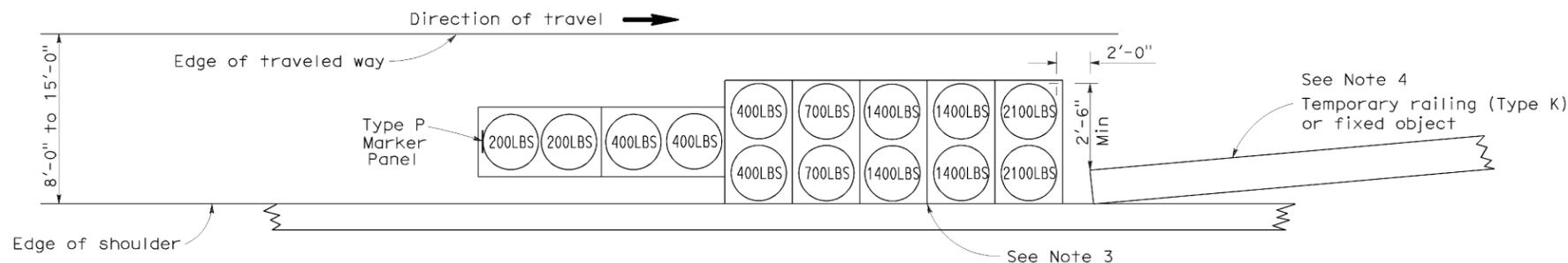
June 6, 2008
PLANS APPROVAL DATE

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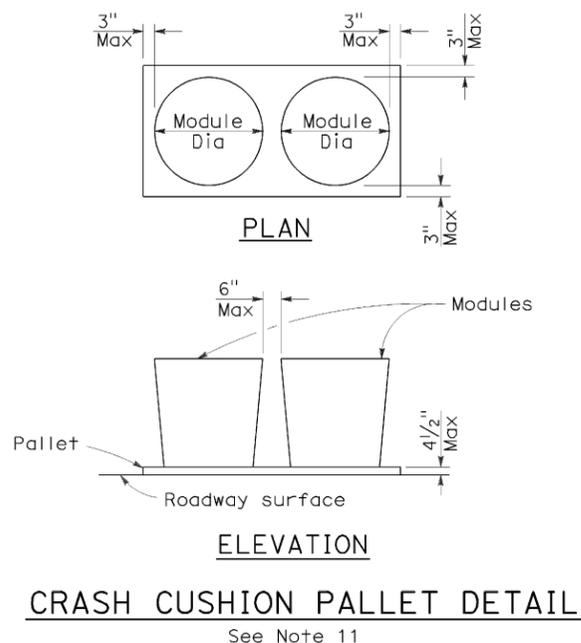
Randell D. Hiatt
No. C50200
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA



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



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



NOTES:

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

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

NO SCALE
RSP T2 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN T2
DATED MAY 1, 2006 - PAGE 213 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SM	92	0.7/3.2	11	15

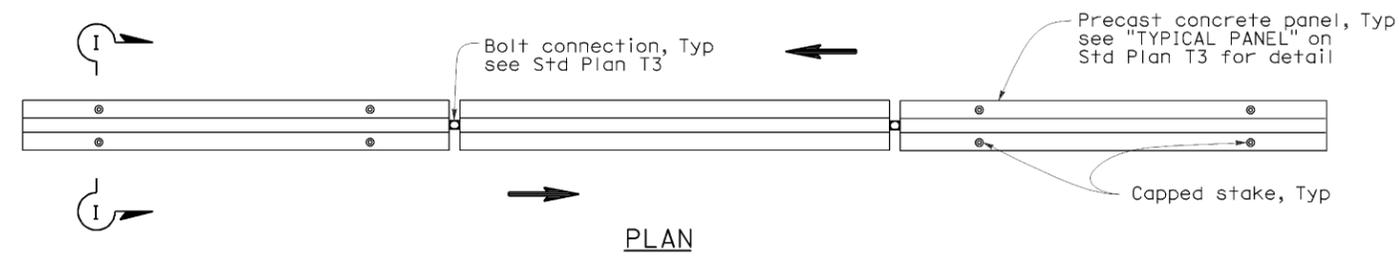
Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

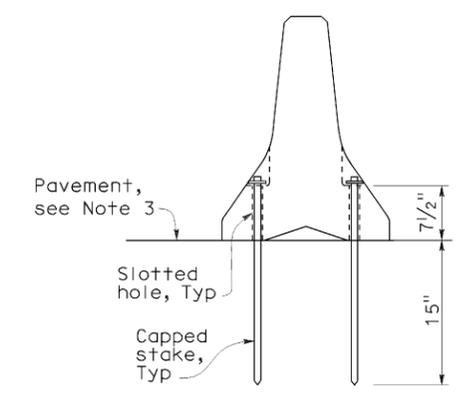
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REGISTERED PROFESSIONAL ENGINEER
No. C50200
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

To accompany plans dated 1-30-12



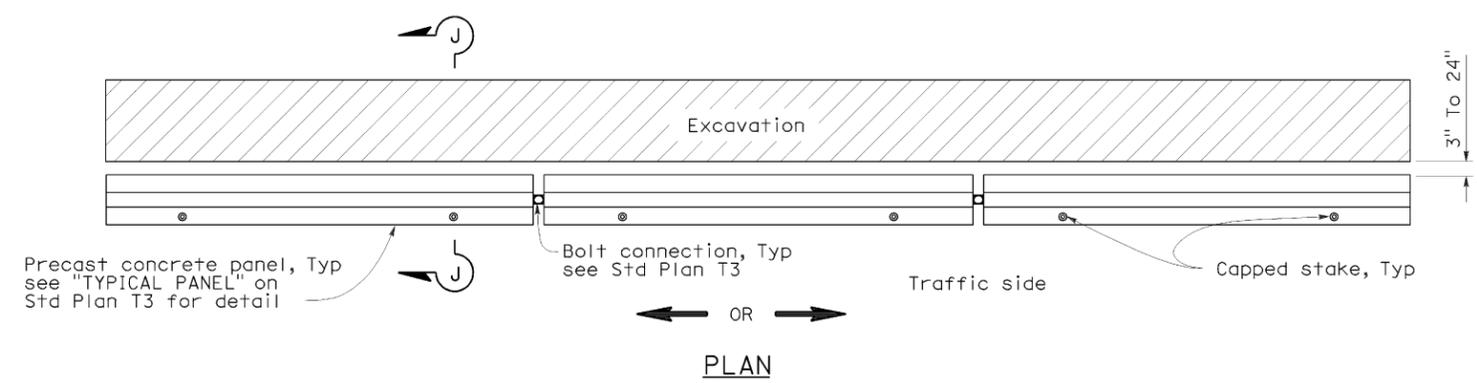
RAILING STAKING CONFIGURATION FOR TWO-WAY TRAFFIC
See Note 1



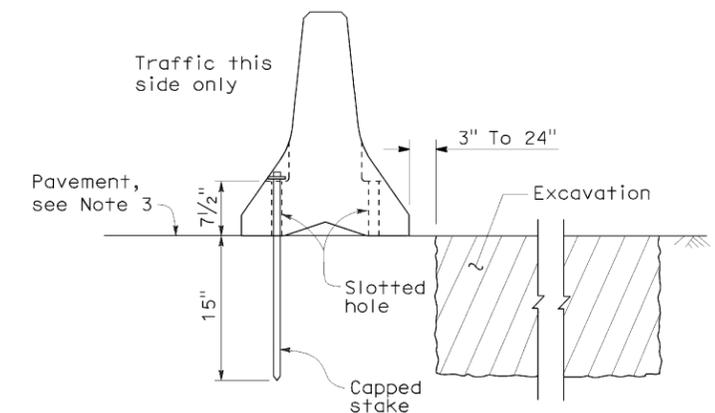
SECTION I-I

NOTES:

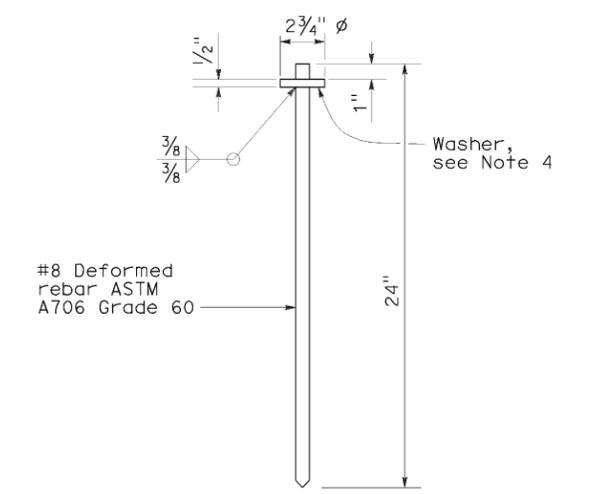
1. Where Type K Temporary Railing is placed as a temporary or long term barrier in two-way traffic on highways with less than 24" from the edge of traveled way, use four capped stakes per every other panel with end panels staked.
2. Where Type K Temporary Railing is placed 3" to 24" from the edge of an excavation on highways, use two capped stakes per panel along the traffic side.
3. Staked Type K Temporary Railing must be supported by at least 4" thick concrete, hot mix asphalt or existing asphalt concrete pavement.
4. The minimum yield strength for the washer must be 60,000 psi.
5. Direction of adjacent traffic indicated by



RAILING STAKING CONFIGURATION ADJACENT TO AN EXCAVATION
See Note 2



SECTION J-J



CAPPED STAKE DETAIL

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TEMPORARY RAILING
(TYPE K)**
NO SCALE

NSP T3A DATED MAY 20, 2011 SUPPLEMENTS
THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP T3A

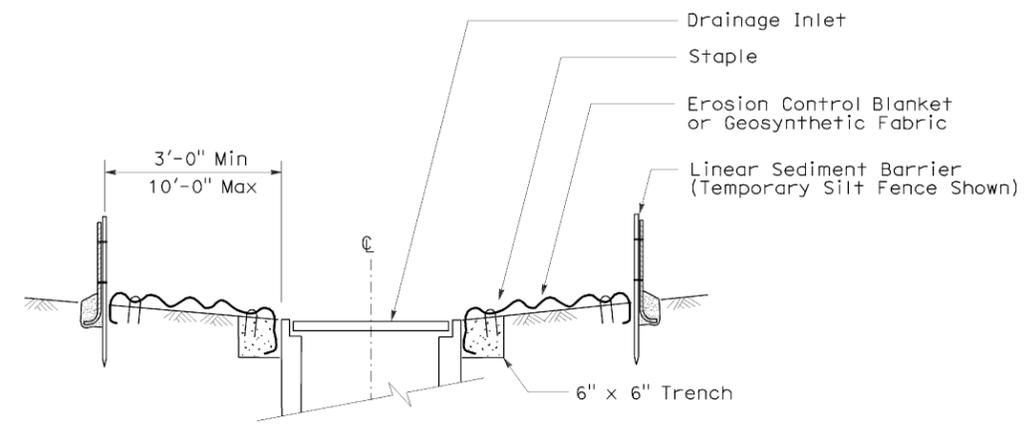
2006 NEW STANDARD PLAN NSP T3A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SM	92	0.7/3.2	12	15

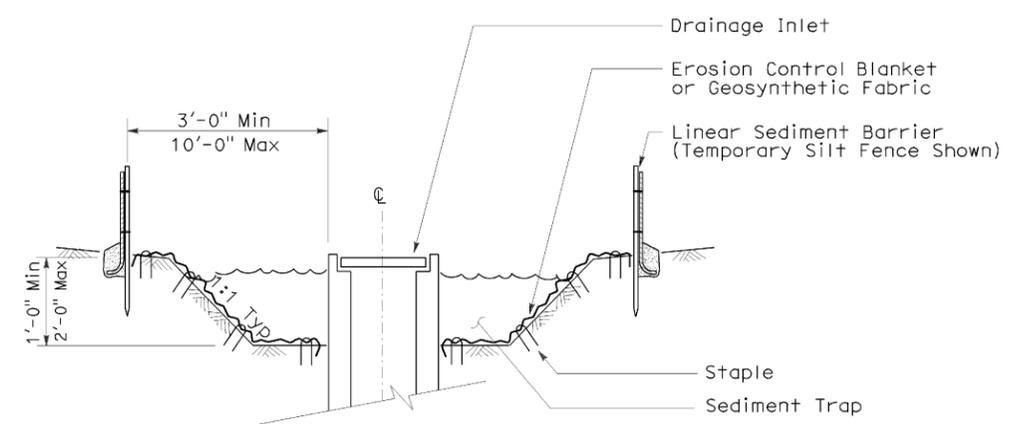
Robert B. Schott
 LICENSED LANDSCAPE ARCHITECT
 August 15, 2008
 PLANS Approval DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



To accompany plans dated 1-30-12



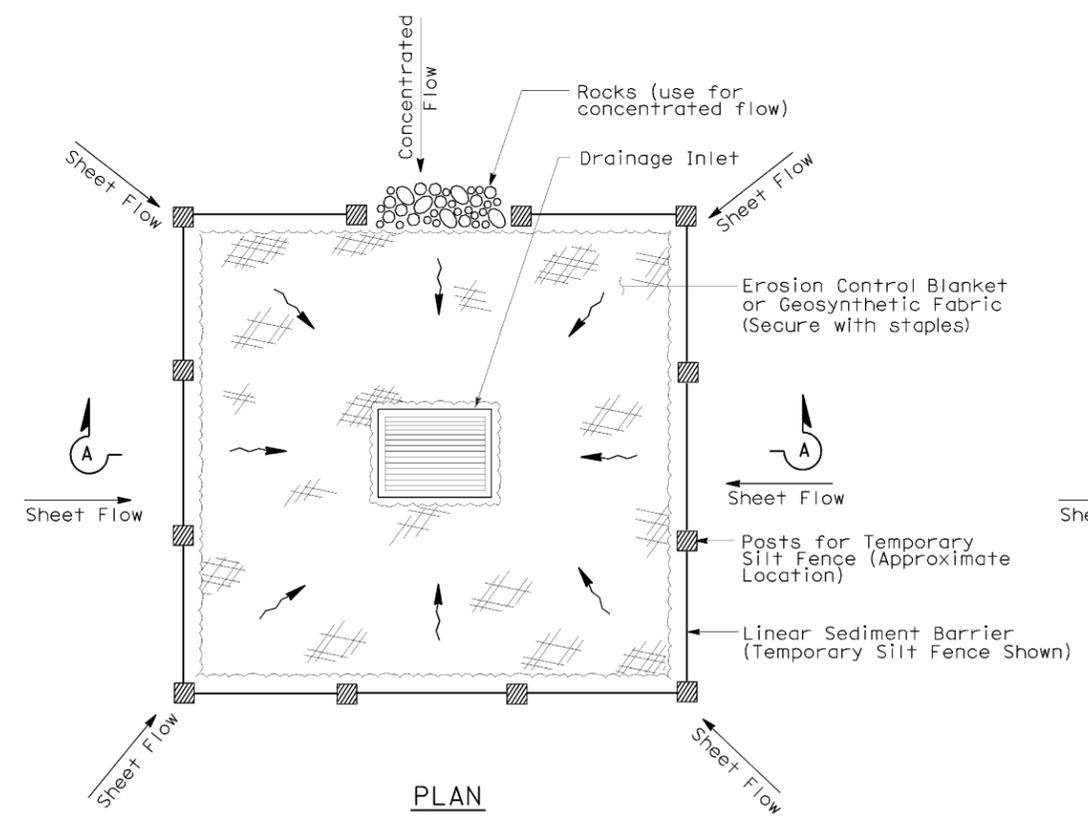
SECTION A-A



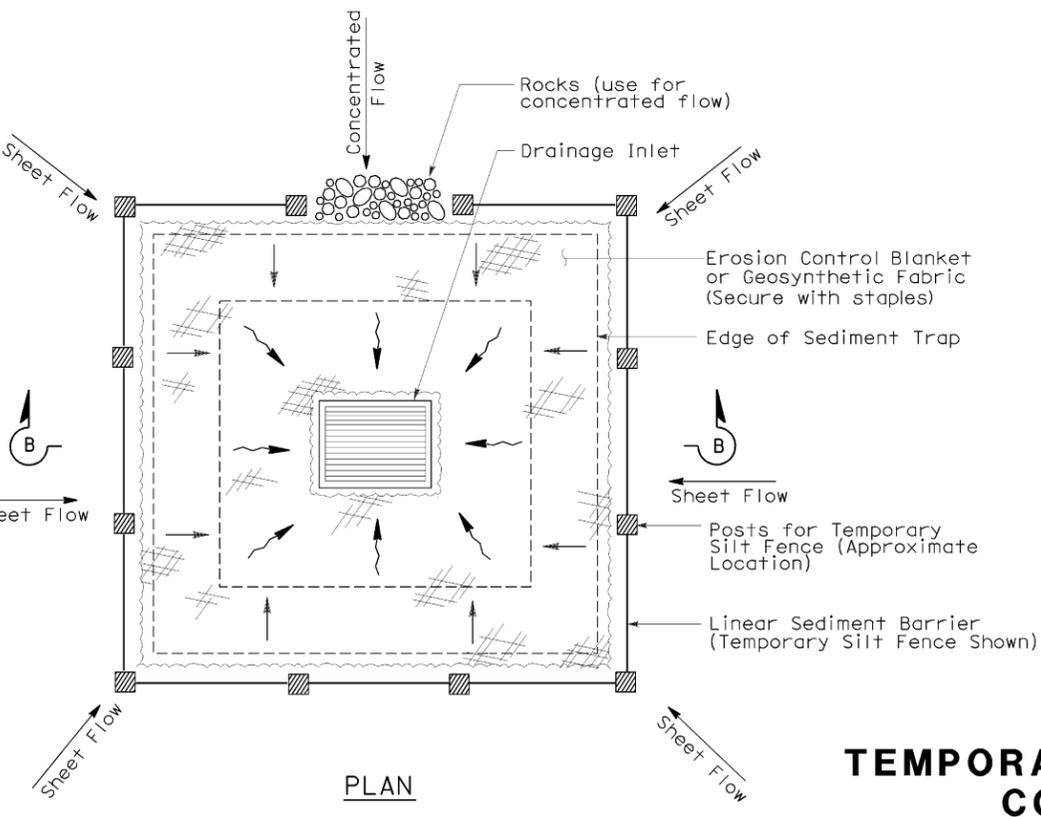
SECTION B-B

NOTES:

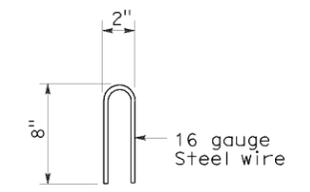
1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.



TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)



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



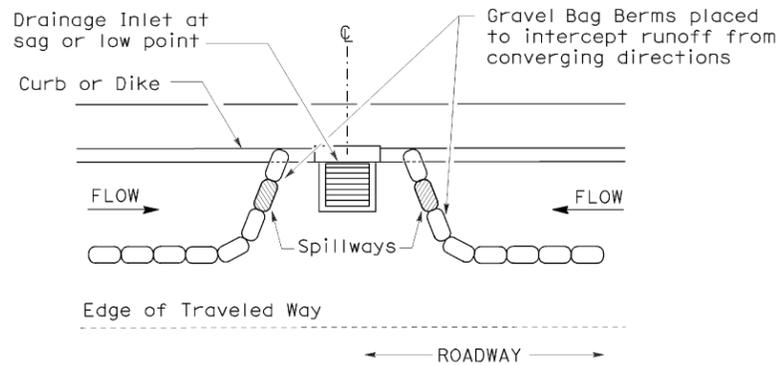
STAPLE DETAIL

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

Nsp t61 dated august 15, 2008 supplements the standard plans book dated may 2006.

NEW STANDARD PLAN NSP T61

2006 NEW STANDARD PLAN NSP T61

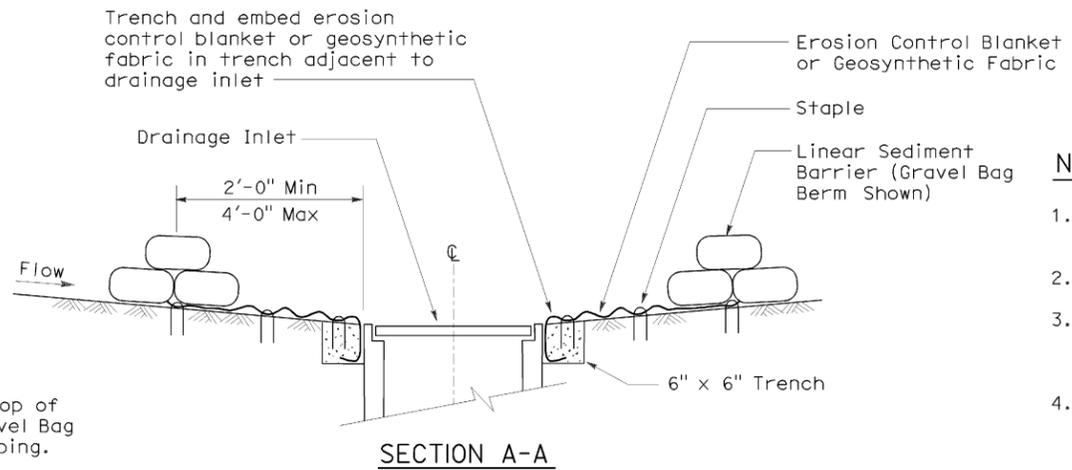


PLAN
CONFIGURATION FOR SAG POINT INLET
(GRAVEL BAG BERM)

GRAVEL BAG BERM (TYPE 3A) SPACING TABLE

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

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



SECTION A-A

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SM	92	0.7/3.2	13	15

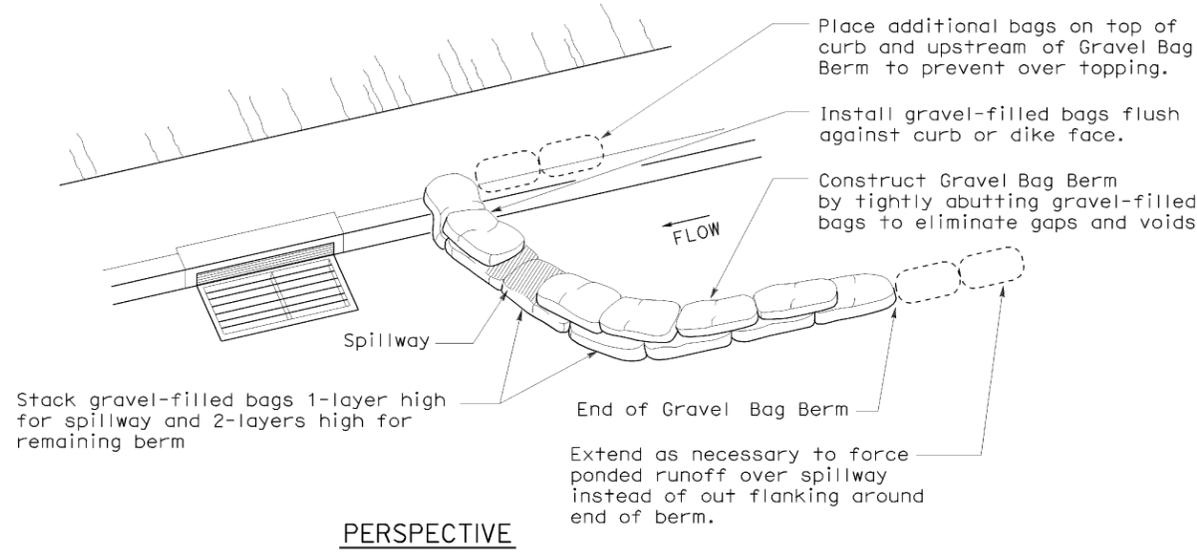
Robert B. Schott
LICENSED LANDSCAPE ARCHITECT

August 15, 2008
PLANS APPROVAL DATE

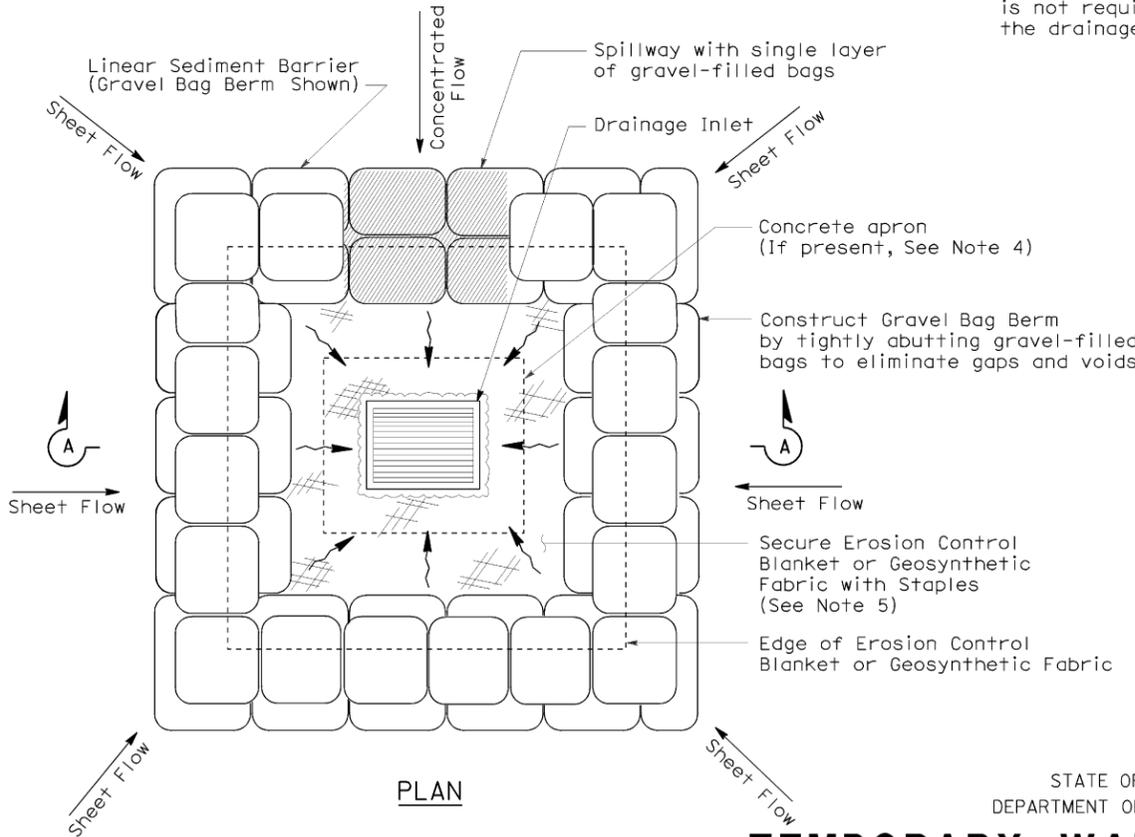
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To accompany plans dated 1-30-12

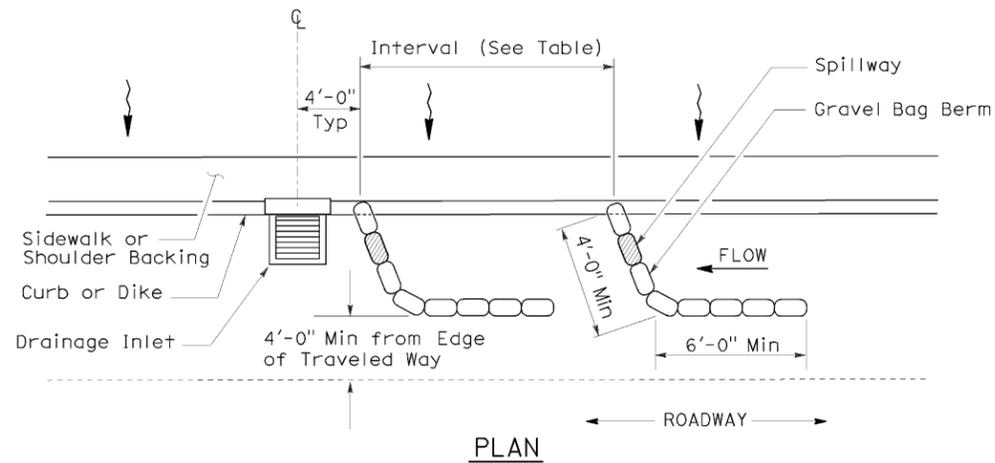
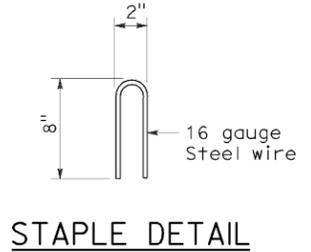
- NOTES:**
1. Place safety cones adjacent to drainage inlet protection.
 2. Dimensions may vary to fit field conditions.
 3. Install a minimum of 3 gravel bag berms upstream of each drainage inlet to be protected.
 4. Position erosion control blanket or geosynthetic fabric at edge of concrete apron and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



PERSPECTIVE



PLAN
TEMPORARY DRAINAGE
INLET PROTECTION (TYPE 3B)



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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION
CONTROL DETAILS
(TEMPORARY DRAINAGE
INLET PROTECTION)

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

NEW STANDARD PLAN NSP T62

2006 NEW STANDARD PLAN NSP T62