INDEX OF PLANS

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2-4	TYPICAL CROSS SECTIONS
5-8	CONSTRUCTION DETAILS
9-10	CONSTRUCTION AREA SIGNS
11-18	DETOUR PLANS
19-23	PAVEMENT DELINEATION QUANTITIES
24-26	SUMMARY OF QUANTITIES
27	ELECTRICAL PLAN
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64-67	ROUTE 80 BRIDGES

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

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

ACIM-80-2(357)E

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	1	67

PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN SOLANO COUNTY FROM 1.4 MILES WEST OF PEDRICK ROAD OVERCROSSING TO YOLO COUNTY LINE

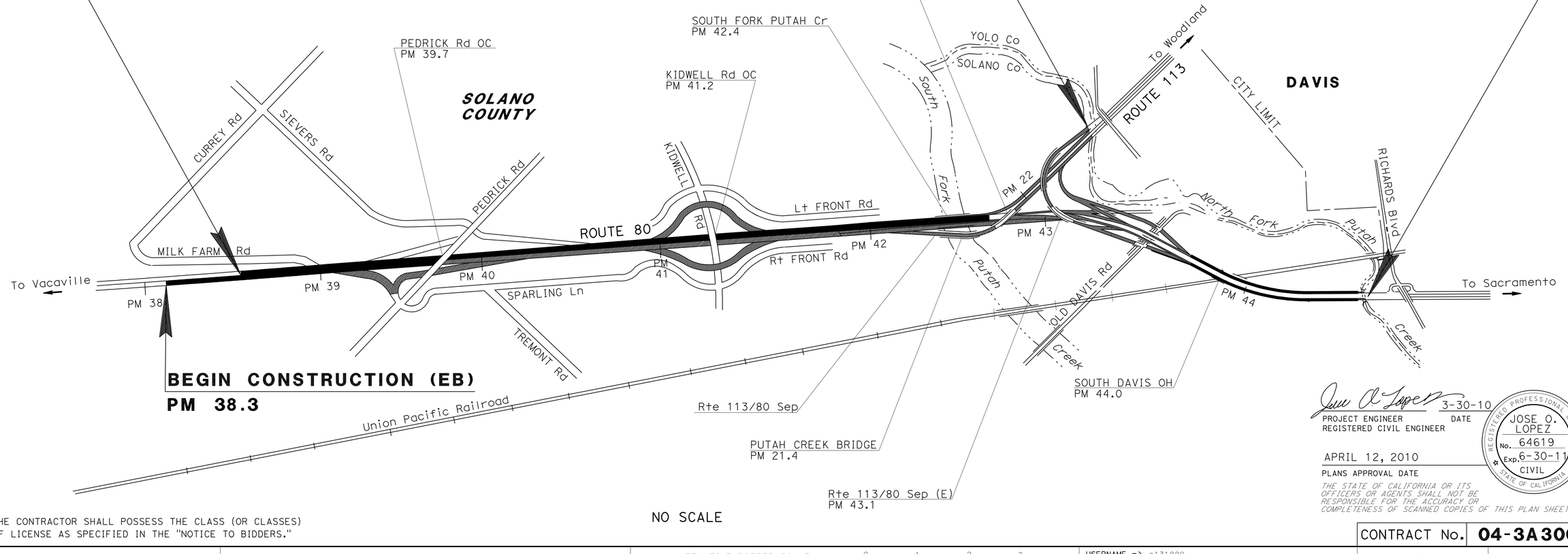
TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

LOCATION MAP

BEGIN CONSTRUCTION (WB)
PM 38.7

END CONSTRUCTION (NB)
PM 22.4 YOLO COUNTY LINE

END CONSTRUCTION (EB&WB)
PM 44.7 YOLO COUNTY LINE



BEGIN CONSTRUCTION (EB)
PM 38.3

NO SCALE

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

PROJECT MANAGER: SAMEER KHOURY
DESIGN ENGINEER: NESAR FORMOLI

Jose O. Lopez 3-30-10
PROJECT ENGINEER — DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER — JOSE O. LOPEZ — No. 64619 — Exp. 6-30-11 — CIVIL — STATE OF CALIFORNIA

APRIL 12, 2010
PLANS APPROVAL DATE

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

CONTRACT No. **04-3A3004**

LAST REVISION: 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:10

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	2	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

NOTES:

1. ALL PAVING LIMITS AS SHOWN OR AS DIRECTED BY ENGINEER.
2. EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THESE PLANS.

UTILITY	LOCATION
UNDERGROUND 3" LP GAS LINE	CROSSING ROUTE 80 AT PM 38.41
OVERHEAD ELECTRICAL POWER LINES	CROSSING ROUTE 80 AT PM 38.41
UNDERGROUND 6" AND 10" HP GAS LINE	CROSSING ROUTE 80 AT PM 43.94
OVERHEAD ELECTRICAL POWER LINES	CROSSING ROUTE 80 AT PM 43.94

DESIGN DESIGNATION (I-80)
2009 AADT = 130,000
2019 AADT = 153,000

10 YEARS TRAFFIC INDEX
MAIN LINES AND SHOULDER 13.00
RAMPS AND RAMP SHOULDERS 9.00

TRUCK TRAFFIC = 6.7 % OF AADT

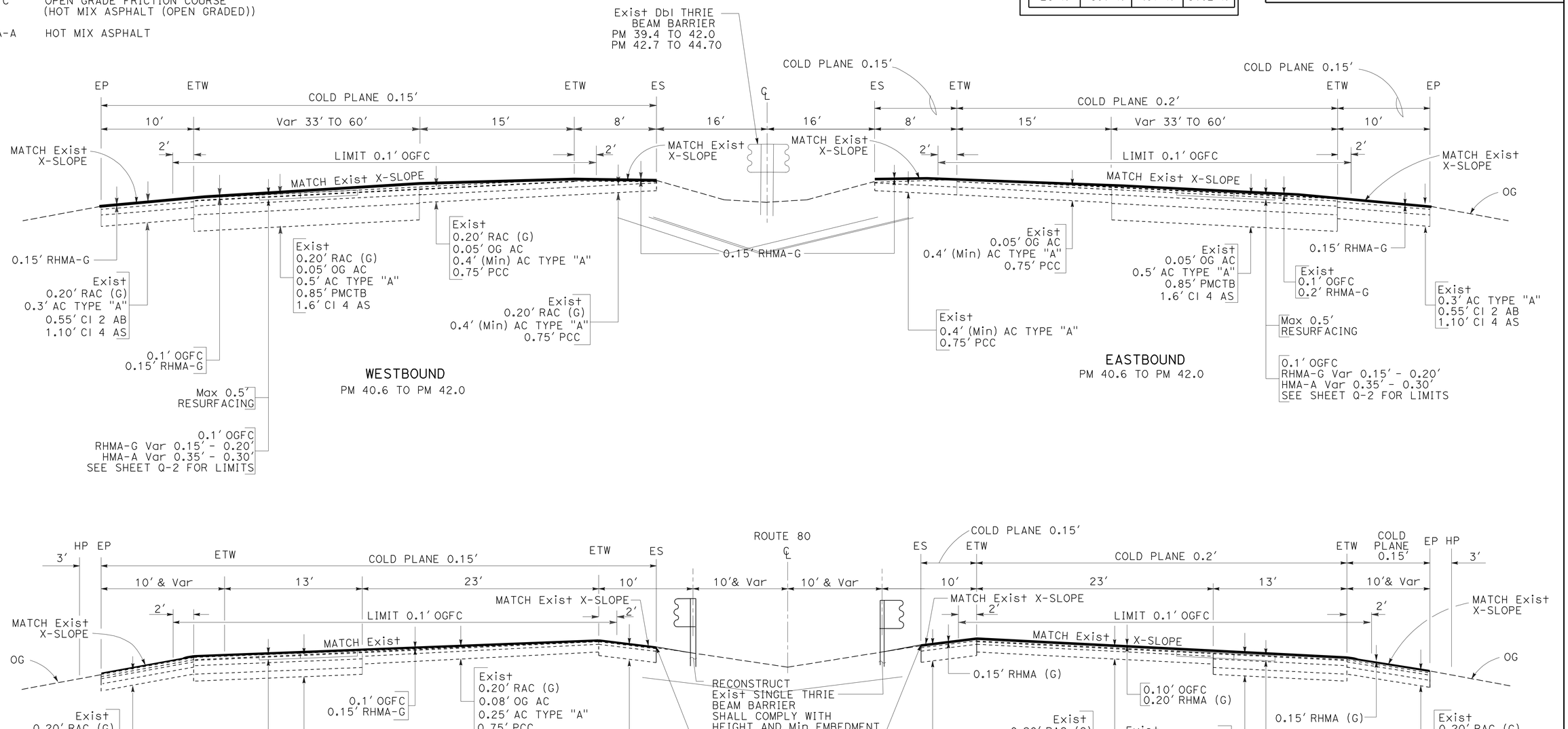
2-AXLE	3-AXLE	4-AXLE	5-AXLE
29 %	9.7 %	4.1 %	57.2 %

ABBREVIATIONS:

RHMA-G RUBBERIZED HOT MIX ASPHALT (GAP GRADED)

OGFC OPEN GRADE FRICTION COURSE (HOT MIX ASPHALT (OPEN GRADED))

HMA-A HOT MIX ASPHALT



TYPICAL CROSS SECTIONS

NO SCALE

X-1

ROUTE 80

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

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
N. FORMOLI	S. BALKIS	J. LOPEZ		

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:10

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s131880
DGN FILE => 43a300ca001.dgn

CU 03264

EA 3A3001

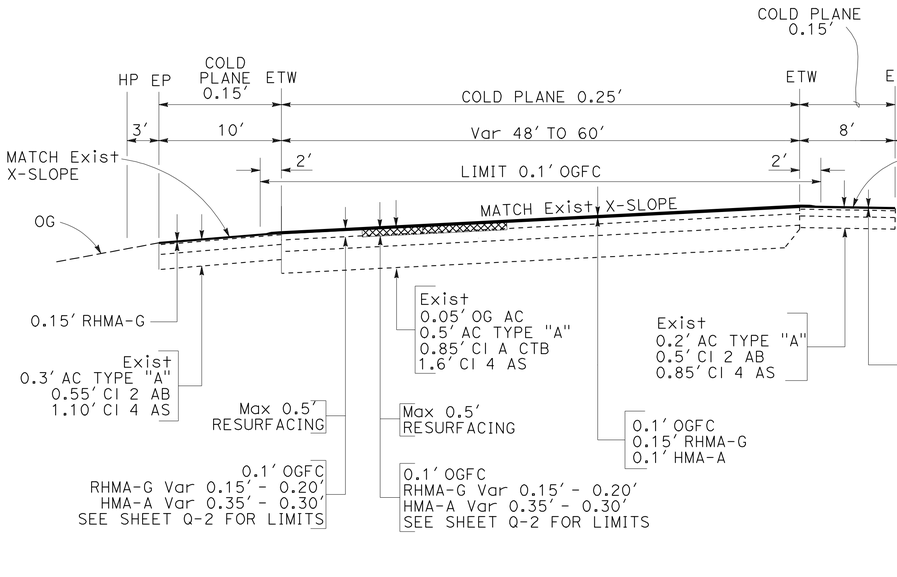
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	3	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

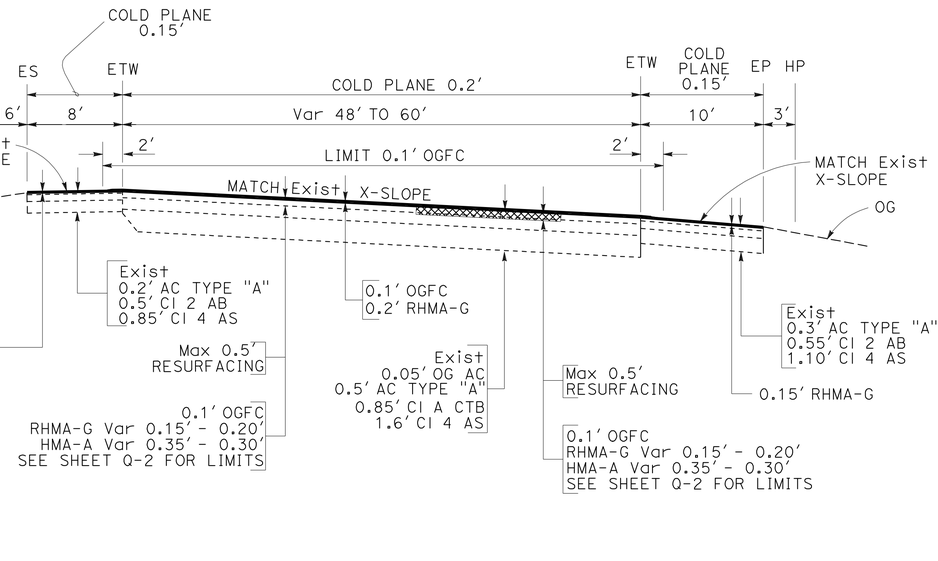
4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
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.



WESTBOUND
PM 42.0 TO PM 44.7 (COUNTY LINE)



EASTBOUND
PM 42.0 TO PM 44.7 (COUNTY LINE)

ROUTE 80

TYPICAL CROSS SECTIONS

NO SCALE

X-2

CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: N. FORMOLI

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

LAST REVISION
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:11
00-00-00

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300ca002.dgn
CU 03264
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	4	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

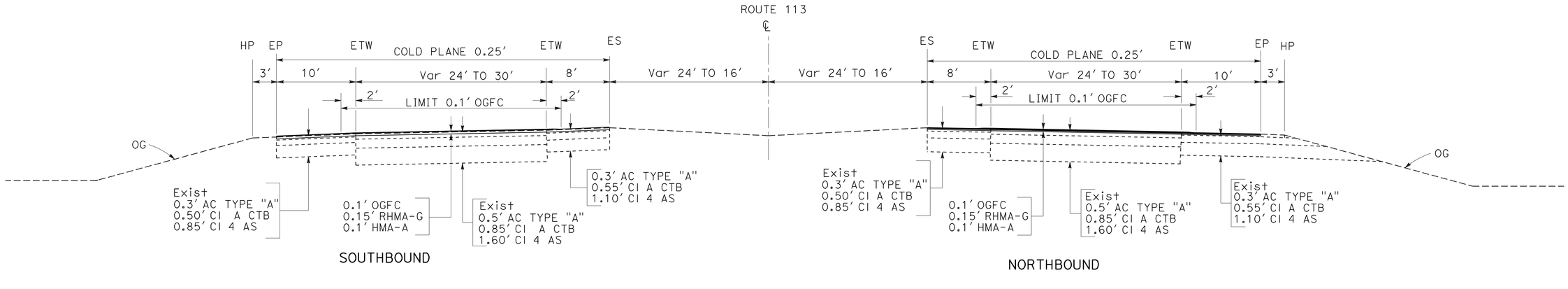
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

INTENT OF WORK

OLD DAVIS Rd RAMPS
COLD PLANE 0.25' Exist AC
PLACE 0.15' RHMA-G & 0.10' HMA-A
PLACE 0.10' OGFC ABOVE THE RHMA-G LAYER FROM
EP TO EP WITHIN RAMP LIMITS.

RAMPS: MILK FARM Rd, PEDRICK Rd AND KIDWELL Rd
COLD PLANE 0.15' Exist AC
PLACE 0.15' RHMA-A
PLACE 0.10' OGFC ABOVE THE RHMA-G LAYER FROM
EP TO EP WITHIN RAMP LIMITS.

ASPHALT CONCRETE RESURFACING (DIGOUTS)
REPLACE Max 0.50' OR TO THE TOP OF THE PCC OR CTB
PLACE 0.10' OR 0.20' RHMA-G AND
PLACE 0.35' TO 0.30' HMA-A.



CONNECTORS

WB ROUTE 80 - NB ROUTE 113 CONNECTOR
FROM OLD DAVIS Rd - NB ROUTE 113 CONNECTOR
SB ROUTE 113 - EB ROUTE 80 CONNECTOR
SB ROUTE 113 CONNECTOR - WB ROUTE 80
EB ROUTE 80 - NB ROUTE 113 CONNECTOR

ROUTE 113

TYPICAL CROSS SECTIONS

NO SCALE

X-3

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
FUNCTIONAL SUPERVISOR: N. FORMOLI

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

LAST REVISION: DATE PLOTTED => 23-APR-2010
00-00-00 TIME PLOTTED => 10:11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	5	67

REGISTERED CIVIL ENGINEER — 3-30-10 DATE

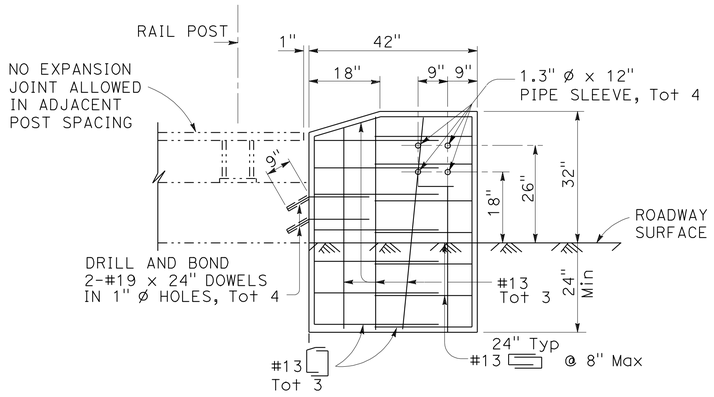
JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

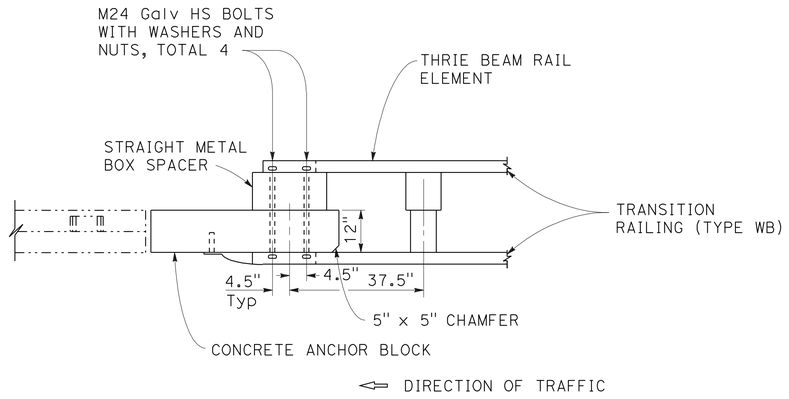
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

1. CUT AND REMOVE EXISTING METAL RAILING ELEMENTS TO OBTAIN SPECIFIED CLEARANCES.
2. FOR ADDITIONAL DETAILS OF TRANSITION RAILING (TYPE WB), SEE STANDARD PLAN A77J4. TRANSITION RAILING (TYPE WB) TRANSITIONS THE 12 GAGE W-BEAM STANDARD RAILING SECTION OF GUARD RAILING TO A HEAVIER GAGE NESTED THRIE BEAM RAILING SECTION WHICH IS CONNECTED TO THE CONCRETE ANCHOR BLOCK.

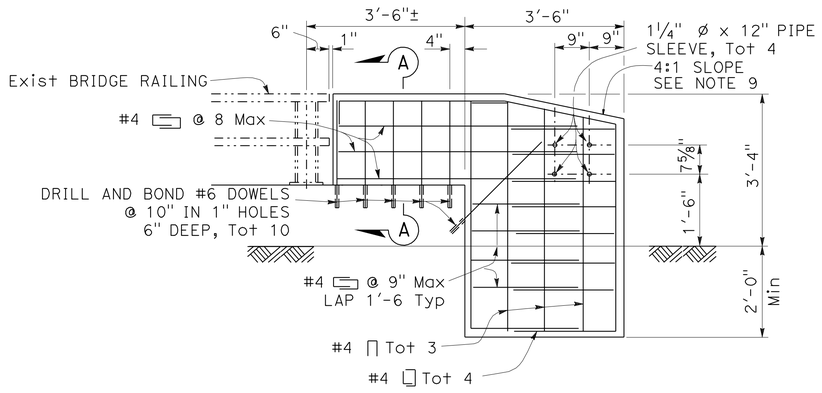


ELEVATION



PLAN

ANCHOR BLOCK FOR TRANSITION RAILING (TYPE WB) CONNECTION



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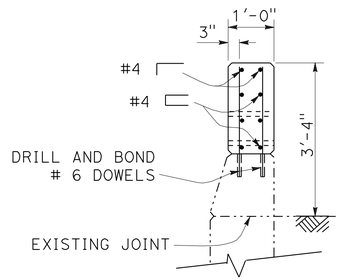


SECTION A-A

EXISTING BARRIER RAILING

CONSTRUCTION DETAILS

NO SCALE

C-1

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

FUNCTIONAL SUPERVISOR: N. FORMOLI
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:11

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300ga001.dgn
CU 03264
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	6	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

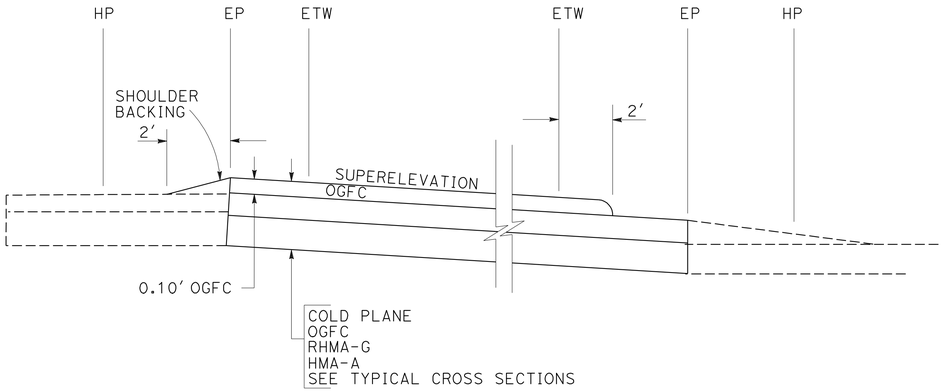
JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

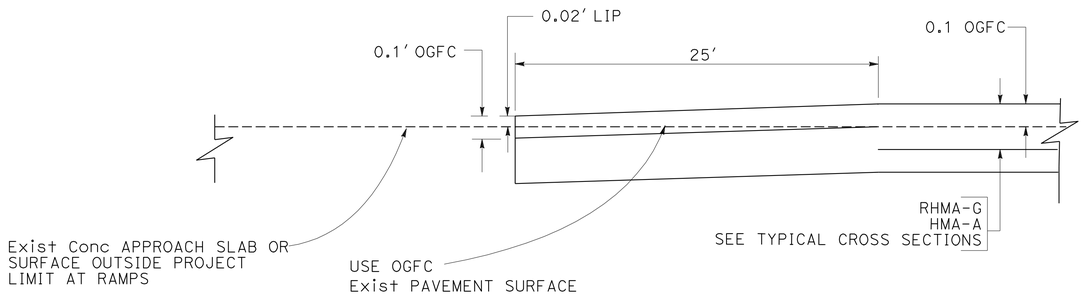
LEGEND

COLD PLANE AND PAVE
AS SHOWN IN THE TYPICAL CROSS SECTION

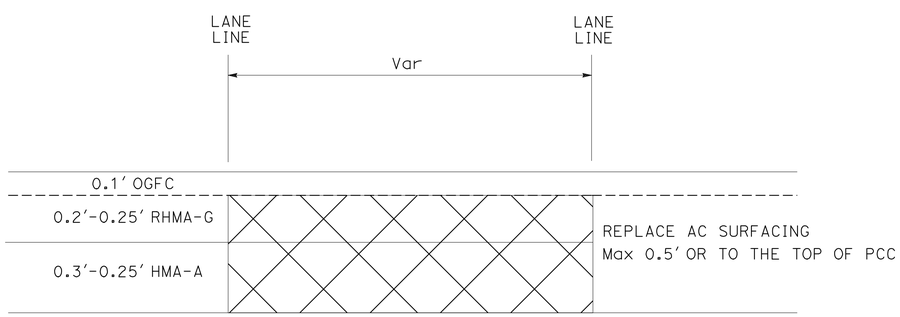
0.1′ OGFC
OPEN GRADE FRICTION COURSE
(HOT MIX ASPHALT (GAP GRADED))



TRANSITION OF OGFC AT SUPERELEVATION AREAS FOR ROUTE 80 AND ROUTE 113 MAINLINES



LONGITUDINAL OGFC TRANSITION TO Exist Conc APPROACH SLAB/DEPARTURE, RAMPS AND UNDER BRIDGES



REPLACE AC SURFACING

(SEE SHEET Q-2 FOR LIMITS)

OGFC SUPERELEVATION PAVING AND SHOULDER BACKING LIMITS

	PM TO PM	L+/R+	POST MILE OR BRIDGE APPROACH/DEPARTURE SLAB	LF
ROUTE 80 EB	38.67 TO 39.38	R+	Temp RAILING (TYPE K) TO PM 39.38	5081
	42.82 TO 43.48	L+	PM 42.82 TO APPROACH SLAB	3729
	43.52 TO 43.82	L+	DEPARTURE SLAB TO PM 43.81	1669
	43.74 TO 43.86	R+	PM 43.74 TO APPROACH SLAB	528
	43.93 TO 44.46	R+	DEPARTURE SLAB TO PM 44.46	2645
ROUTE 80 WB	38.30 TO 39.38	L+	PCC PAVEMENT TO PM 39.36	3588
	42.75 TO 43.22	L+	PM 42.75 TO GORE AREA AT PM 43.17	2365
	43.17 TO 43.45	L+	GORE AREA AT PM 43.17 TO GORE AREA AT PM 43.43	1242
	43.51 TO 43.68	L+	DEPARTURE SLAB TO GORE AREA	612
	43.72 TO 43.90	R+	PM 43.72 TO DEPARTURE SLAB	921
	43.96 TO 44.46	R+	APPROACH SLAB TO PM 44.46	2435

OGFC SUPERELEVATION PAVING AND SHOULDER BACKING LIMITS

	L+/R+	PM/BRIDGE No. TO PM/BRIDGE No.	LF
FROM SB ROUTE 113 TO EB ROUTE 80 CONNECTOR	R+	PM 22.33 TO APPROACH SLAB Br 23-0179	726
	R+	DEPARTURE SLAB Br 23-0179 TO APPROACH SLAB Br 23-0178	990
	R+	DEPARTURE SLAB Br 23-0178 TO PM 43.20	1025
FROM EB ROUTE 80 TO NB ROUTE 113 CONNECTOR	L+	PM 21.27 TO PM 21.45 APPROACH SLAB	980
	R+	PM 21.56 DEPARTURE SLAB TO PM 21.71 APPROACH SLAB	825
	R+	PM 21.82 DEPARTURE SLAB TO PM 21.86	360
FROM SB ROUTE 113 TO WB ROUTE 80 CONNECTOR	L+	PM 22.10 TO PM 21.65 GORE AREA	2364
FROM WB ROUTE 80 TO NB ROUTE 113 CONNECTOR	L+	PM 43.17 TO PM 22.30 GORE AREA	2391

EXACT LIMITS TO BE DETERMINED BY ENGINEER

CONSTRUCTION DETAILS

NO SCALE

C-2

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

CALCULATED-DESIGNED BY J. LOPEZ
CHECKED BY S. BALKIS
FUNCTIONAL SUPERVISOR N. FORMOLI
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:11

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300ga002.dgn
CU 03264
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	7	67

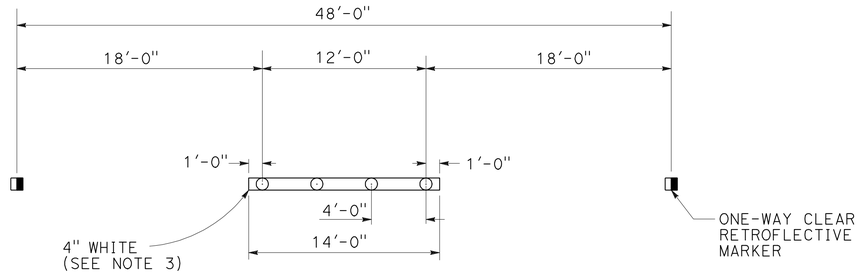
3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

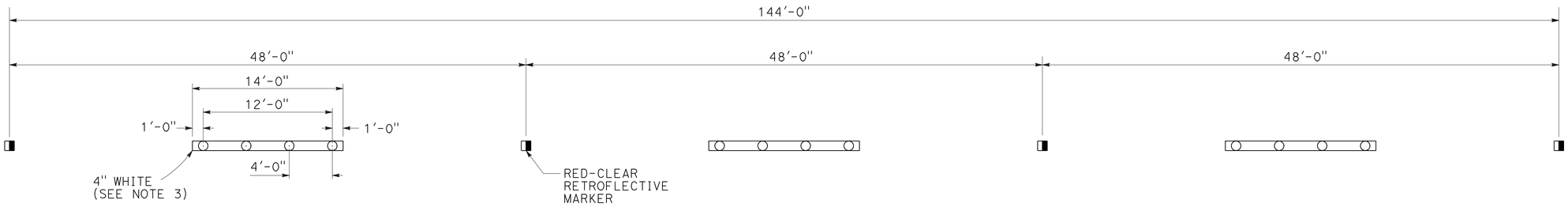
4-12-2010
PLANS APPROVAL DATE

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

NOTES:
1. DETAIL 13M IS MODIFIED PAVEMENT DELINEATION DETAIL 13.
2. FOR DETAILS NOT SHOWN, SEE STANDARD PLANS A20A.
3. INSTALL 4" WHITE AFTER INSTALLING PAVEWMENT MARKERS.



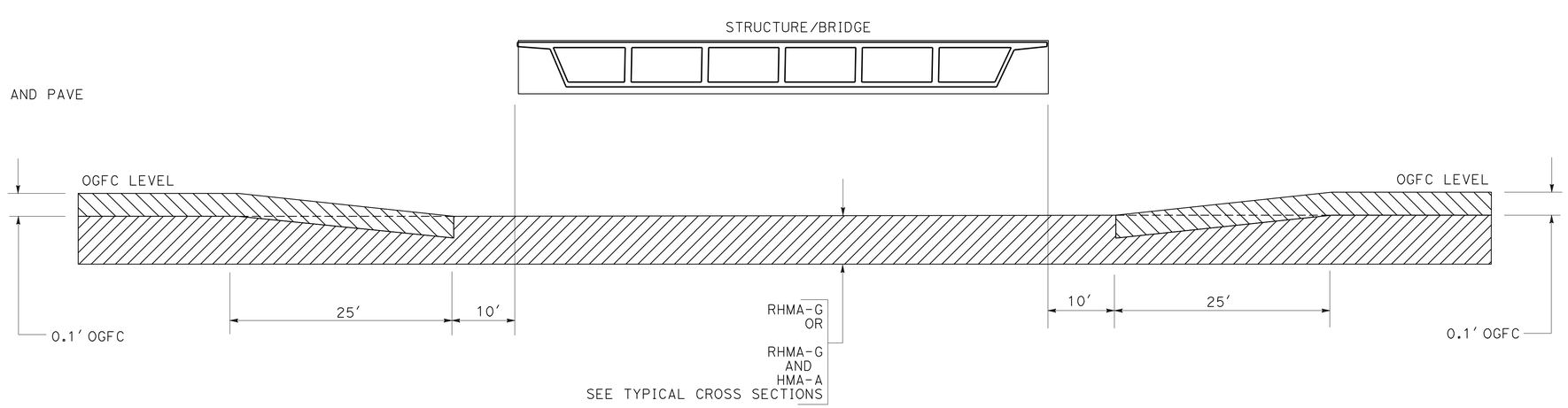
DETAIL 13M



DETAIL 14M

NOTES:
1. DETAIL 14M IS MODIFIED PAVEMENT DELINEATION DETAIL 14.
2. FOR DETAILS NOT SHOWN, SEE STANDARD PLAN A20A.
3. INSTALL 4" WHITE AFTER INSTALLING PAVEMENT MARKERS.

LEGEND
COLD PLANE AND PAVE
0.1' OGFC



PM 39.6 WB/EB ROUTE 80 AND PEDRICK Rd OC
PM 41.2 WB/EB ROUTE 80 AND KIDWELL Rd OC
PM 42.7 WB/EB ROUTE 80 AND NB 113 Conn FROM EB ROUTE 80
PM 43.1 WB/EB ROUTE 80 AND EB ROUTE 80 Conn FROM SB ROUTE 113
PM 43.3 OLD DAVIS Rd ON RAMP TO WB ROUTE 80 AND NB ROUTE 113 SEPARATION FROM WB ROUTE 80
PM 22.17 NB/SB ROUTE 113 AND EB ROUTE 80 Conn FROM SB ROUTE 113

TRANSITION UNDER EXISTING BRIDGE TO AVOID REDUCING VERTICAL CLEARANCE

CONSTRUCTION DETAILS

NO SCALE

C-3

REVISED BY | DATE REVISED
S. BALKIS | J. LOPEZ
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: N. FORMOLI

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

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:11

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300ga003.dgn
CU 03264
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	8	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
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.

NOTE:

FOR ACCURATE RIGHT OF WAY AND ACCESS DATA,
CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

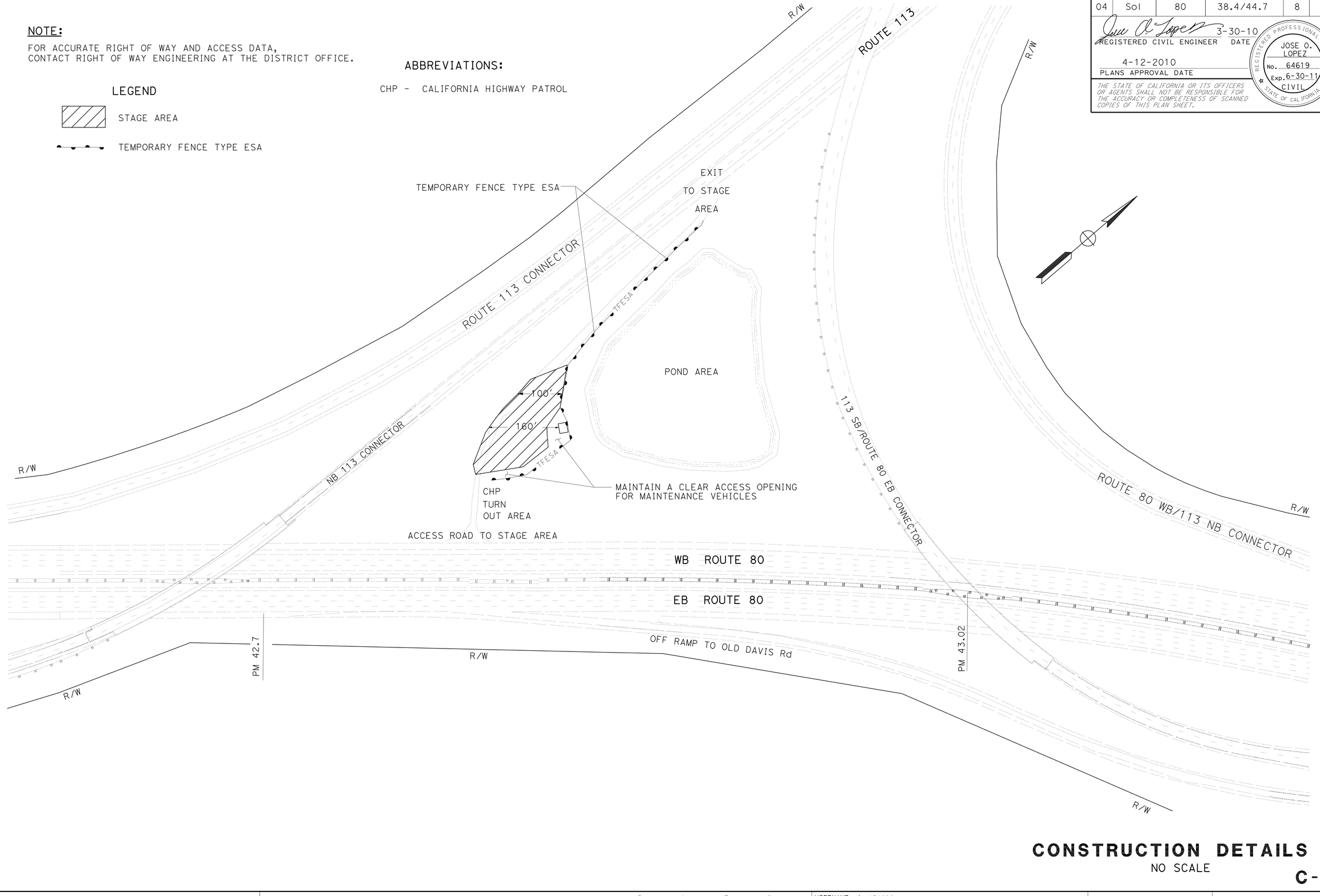
ABBREVIATIONS:

CHP - CALIFORNIA HIGHWAY PATROL

LEGEND

STAGE AREA

TEMPORARY FENCE TYPE ESA



CONSTRUCTION DETAILS

NO SCALE

C-4

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

FUNCTIONAL SUPERVISOR: N. FORMOLI
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:11

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s131880
DGN FILE => 43a300ga004.dgn

CU 03264

EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	9	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

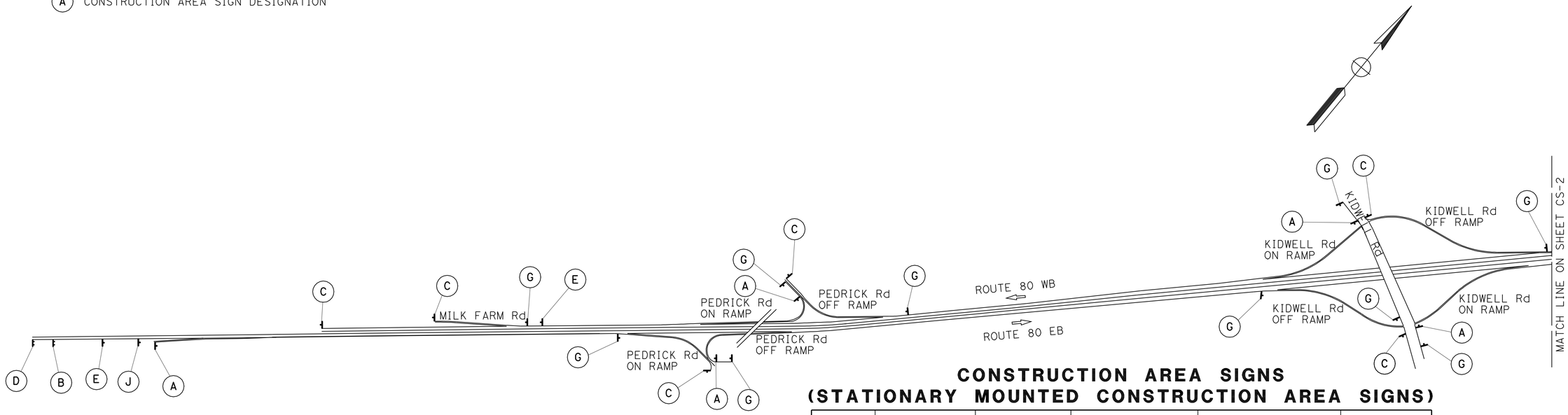
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

1. EXACT LOCATION OF CONSTRUCTION AREA SIGNS TO BE DETERMINED BY THE ENGINEER.
2. LOW SHOULDER SIGN SHOULD BE PLACED EACH MILE ON BOTH SIDES OF ROUTE 80 WHEN NEEDED OR AS DIRECTED BY THE ENGINEER.
3. SIGN (G) SHOULD BE INSTALLED ONE WEEK PRIOR TO CLOSING THE RAMP OR AS DIRECTED BY THE ENGINEER
4. SIGNS (H) (I) SHOULD BE INSTALLED AT THE TIME OF STARTING THE WORK ON ROUTE 113 CONNECTOR OR AS DIRECTED BY THE ENGINEER.

LEGEND:

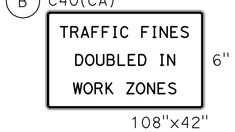
(A) CONSTRUCTION AREA SIGN DESIGNATION



CONSTRUCTION AREA SIGNS
(STATIONARY MOUNTED CONSTRUCTION AREA SIGNS)

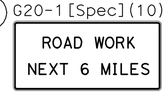
SIGN LETTER	SIGN CODE	PANEL SIZE	SIGN MESSAGE	NUMBER OF POST AND SIZE	NUMBER OF SIGNS
(A)	W20-1	48" x 48"	ROAD WORK AHEAD	1 - 4" x 6"	7
(B)	C40(CA)	108" x 42"	TRAFFIC FINES DOUBLED IN WORK ZONES	1 - 4" x 6"	3
(C)	G20-2	36" x 18"	END ROAD WORK	2 - 4" x 4"	10
(D)	G20-1 (Spec) (6)	60" x 30"	ROAD WORK NEXT 6 MILES	2 - 4" x 4"	3
(E)	W8-9	48" x 48"	LOW SHOULDER	1 - 4" x 6"	4
(F)	W20-5	48" x 48"	ONE LANE WORK AHEAD	1 - 4" x 6"	5
(G)	SC6-3(CA)	48" x 48"	RAMP CLOSED DAY MONTH TIME	1 - 4" x 6"	15
(I)	C31A(CA)	48" x 48"	NO SHOULDER	1 - 4" x 6"	4
(J)	W20-1	60" x 60"	ROAD WORK AHEAD	2 - 4" x 6"	4

(B) C40(CA)



RETROREFLECTIVE WHITE BACKGROUND WITH BLACK LEGEND AND BORDER.

(D) G20-1[Spec](10)



RETROREFLECTIVE ORANGE BACKGROUND WITH BLACK LEGEND AND BORDER.

THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGN WORK ONLY

CONSTRUCTION AREA SIGNS
NO SCALE

CS-1

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
FUNCTIONAL SUPERVISOR: N. FORMOLI

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

LAST REVISION: DATE PLOTTED => 23-APR-2010 TIME PLOTTED => 10:11
00-00-00

BORDER LAST REVISED 4/11/2008 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s131880 DGN FILE => 43a3001a001.dgn | CU 03264 | EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	10	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

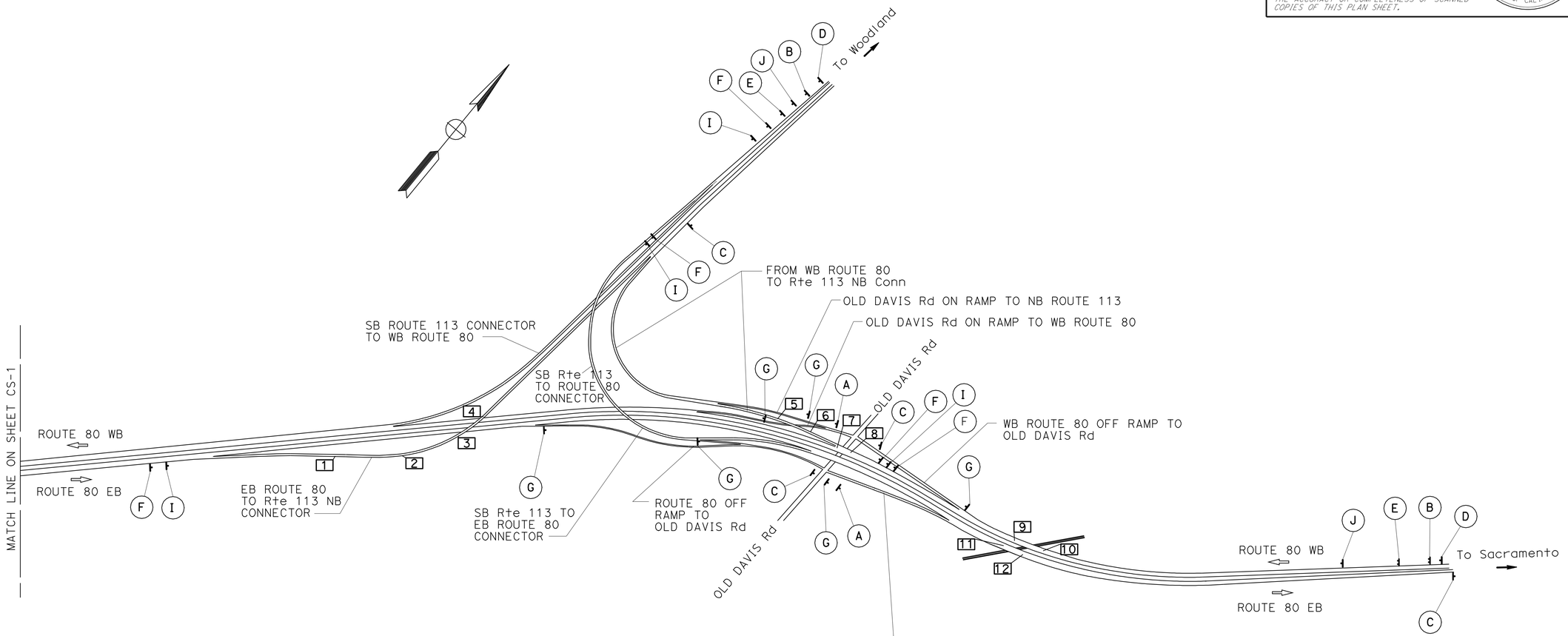
JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

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

LEGEND

[X] APPROACH/DEPARTURE SLAB LOCATIONS, SEE STRUCTURE PLANS



CONSTRUCTION AREA SIGNS

NO SCALE

CS-2

THIS PLAN ACCURATE FOR CONSTRUCTION AREA SIGN WORK ONLY

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

Caltrans

FUNCTIONAL SUPERVISOR: N. FORMOLI
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 23-APR-2010
00-00-00 TIME PLOTTED => 10:11

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s131880
DGN FILE => 43a3001a002.dgn

CU 03264

EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	11	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL — REGISTERED PROFESSIONAL ENGINEER — 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.

NOTES:

1. PRE-NOTIFICATION PCMS: PLACE NEAR RAMP AND ACTIVATE APPROXIMATELY 12 HOURS PRIOR TO RAMP CLOSURE.

EXIT WILL BE CLOSED	TODAY (OR TONIGHT) XX:XX PM-XX:XX AM
FRAME 1	FRAME 2

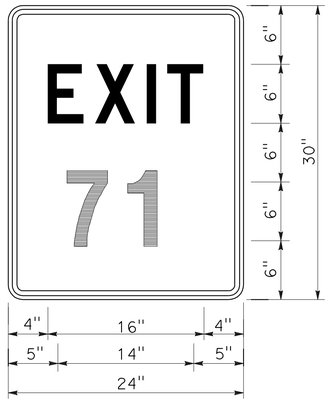
2. RAMP CLOSED PCMS: MOVE PRE-NOTIFICATION PCMS APPROXIMATELY 1000 FEET BEFORE RAMP AND ACTIVATE DURING RAMP CLOSURE.

EXIT XXX CLOSED	FOLLOW DETOUR
FRAME 1	FRAME 2

3. PLACE 7 DAYS PRIOR TO RAMP CLOSURE.
4. EXIT NUMBER SHOWN ON SIGN SHALL BE AS FOLLOWS:

EXIT NAME	WB/EB	EXIT NUMBER
PEDRICK ROAD	EB	67
KIDWELL ROAD	EB	69
U C DAVIS	EB	71
U C DAVIS	WB	71
KIDWELL ROAD	WB	69
PEDRICK ROAD	WB	67
MILK FARM ROAD	WB	66B

need uc davis from 113



EXIT NUMBER SIGN (SP1) DETAIL

LEGEND

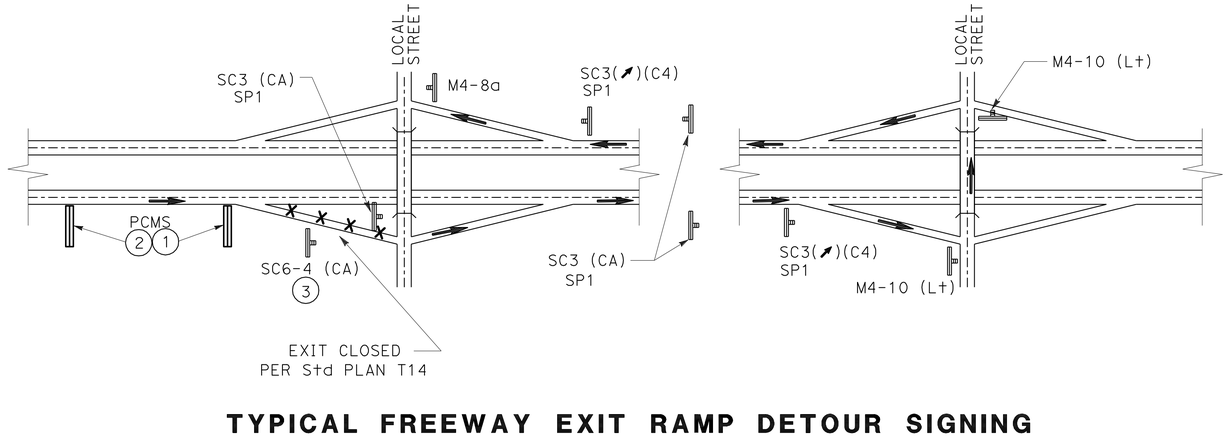
PCMS - PORTABLE CHANGEABLE MESSAGE SIGN

CONSTRUCTION AREA SIGNS (PORTABLE)

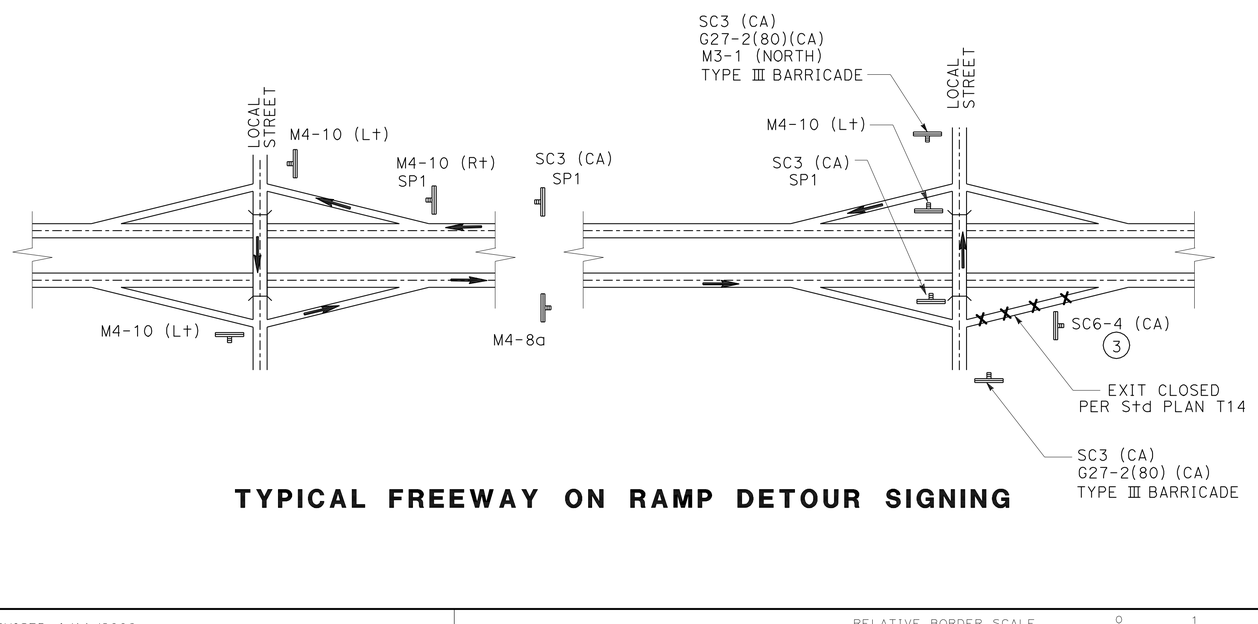
SIGN LETTER	CODE	PANEL SIZE	SIGN MESSAGE	NUMBER OF SIGNS	NUMBER OF POST AND SIZE
K	G27-2(80)(CA)	27" x 18"	80	4	1 - 4" x 4"
L	M3-1	24" x 18"	EAST OR WEST *	4	1 - 4" x 4"
M	M4-8A	30" x 18"	END DETOUR	16	1 - 4" x 4"
N	M4-10 (L†)	35" x 12"	DETOUR (L† ARROW)	25	1 - 4" x 4"
O	M4-10 (R†)	35" x 12"	DETOUR (R† ARROW)	25	1 - 4" x 4"
P	SC3(↑) (CA)	35" x 12"	DETOUR WITH UP ARROW	15	1 - 4" x 4"
Q	SC6-4 (CA)	47" x 60"	RAMP CLOSED - DATE TIME	24	2 - 4" x 6"
R	SP1	18" x 18"	EXIT NUMBER (SEE NOTE 4)	20	1 - 4" x 4"
S	SC3(↗) (CA)	48" x 18"	DETOUR(↗)	30	1 - 4" x 4"
T	SC3(↖) (CA)	48" x 18"	DETOUR(↖)	5	1 - 4" x 4"

* EAST OR WEST DEPENDS ON DIRECTION OF RAMP CLOSURE

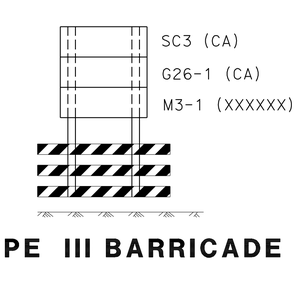
FOR DETAILS NOT SHOWN SEE Std PLAN A73C



TYPICAL FREEWAY EXIT RAMP DETOUR SIGNING



TYPICAL FREEWAY ON RAMP DETOUR SIGNING



TYPE III BARRICADE

DETOUR PLAN

NO SCALE

DE-1

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

CALCULATED-DESIGNED BY	CHECKED BY	FUNCTIONAL SUPERVISOR	REVISED BY	DATE REVISED
S. BALKIS	J. LOPEZ	N. FORMOLI		

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:12

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s131880
DGN FILE => 43a300mg001.dgn

CU 03264

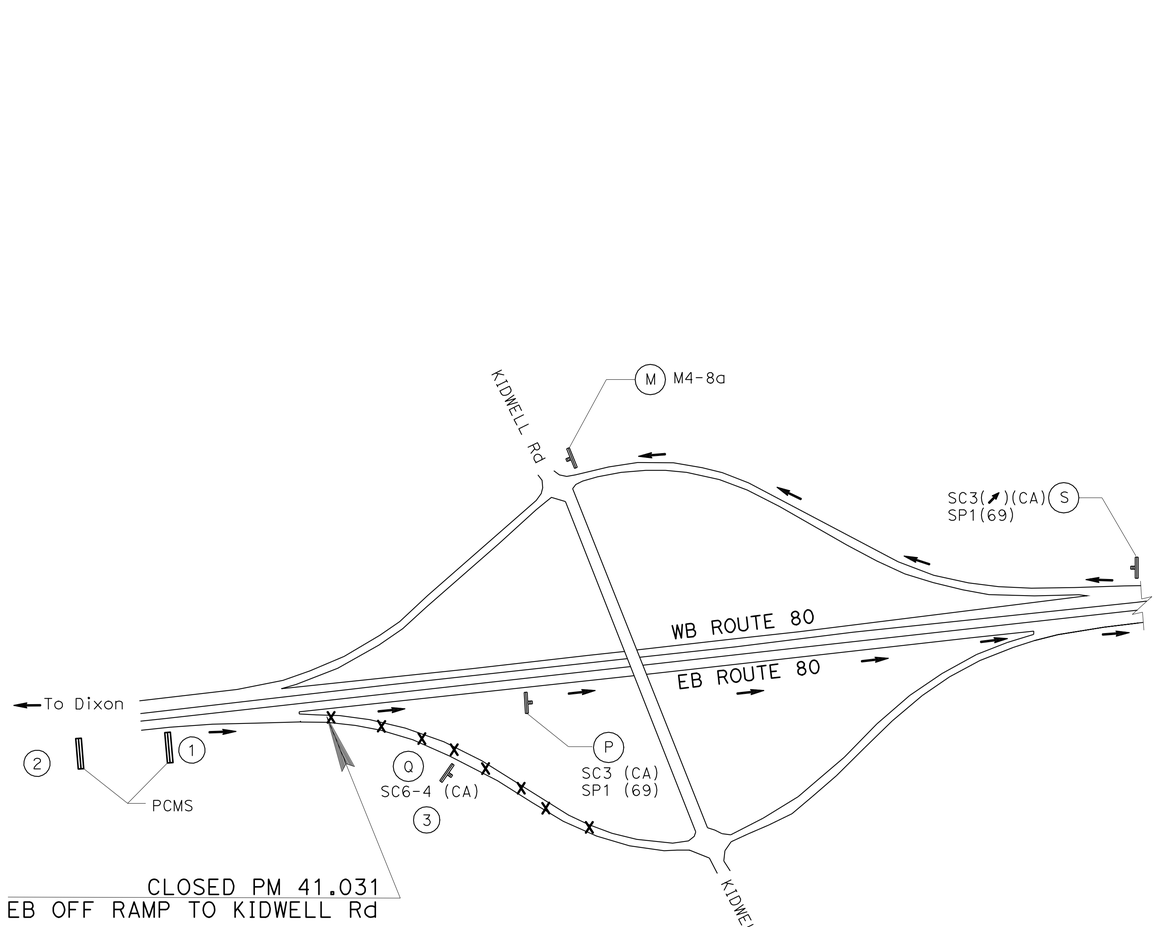
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	12	67

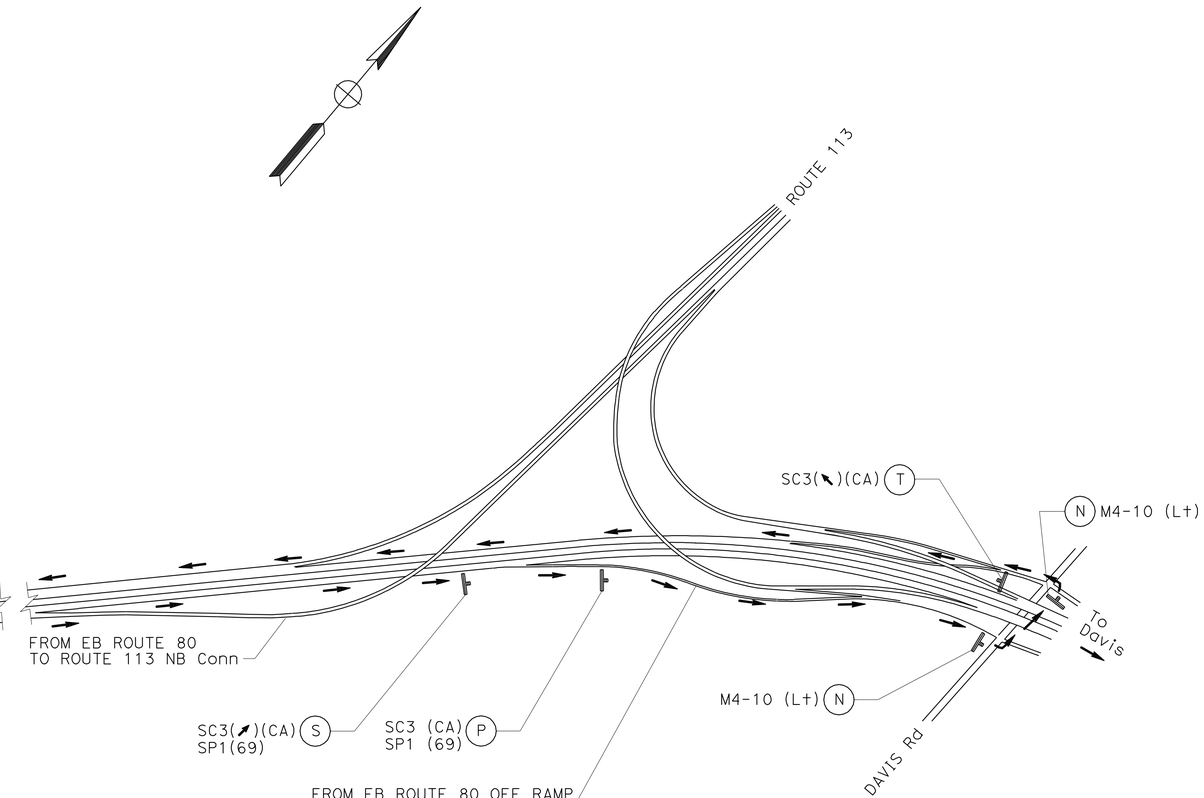
3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE



CLOSED PM 41.031
EB OFF RAMP TO KIDWELL Rd



DETOUR VIA

CONTINUE ON EB Rte 80
EB OFF RAMP TO OLD DAVIS Rd
LEFT ON OLD DAVIS Rd
WB ON RAMP FROM OLD DAVIS Rd
CONTINUE WB Rte 80
WB OFF RAMP TO KIDWELL Rd

THIS PLAN ACCURATE FOR DETOUR CONSTRUCTION WORK ONLY

DETOUR PLAN

NO SCALE

DE-2

CALCULATED-
DESIGNED BY S. BALKIS

CHECKED BY J. LOPEZ

REVISED BY	DATE REVISED

FUNCTIONAL SUPERVISOR N. FORMOLI

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

Caltrans

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:12

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s131880
DGN FILE => 43a300mg002.dgn

CU 03264

EA 3A3001

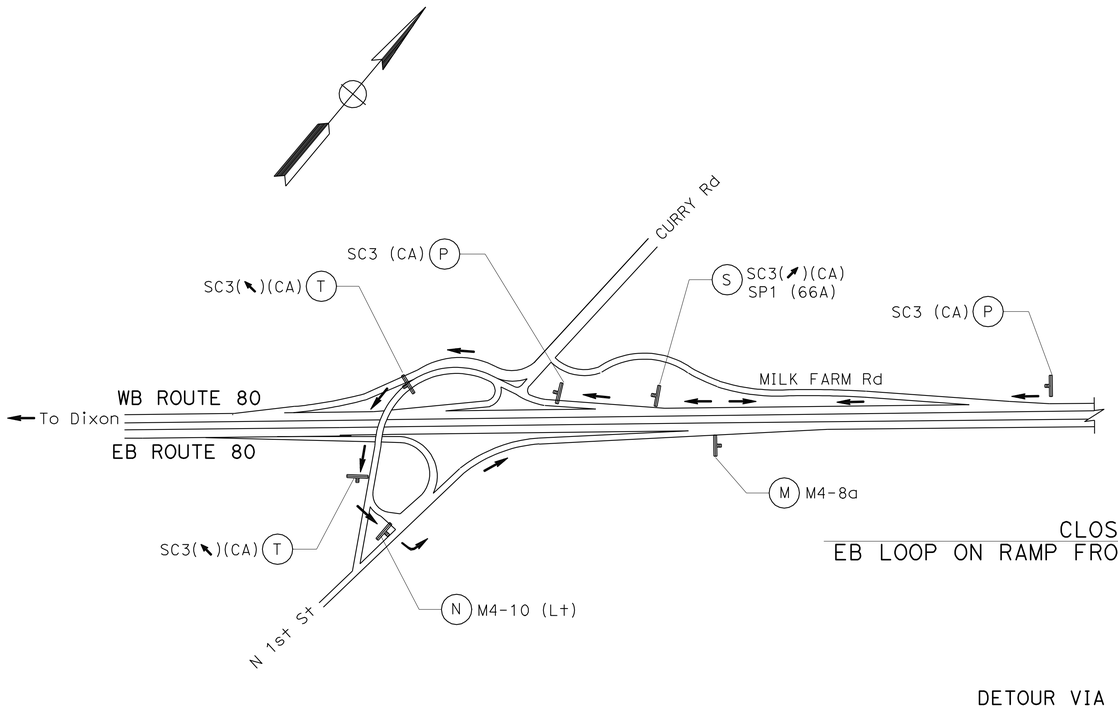
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	13	67

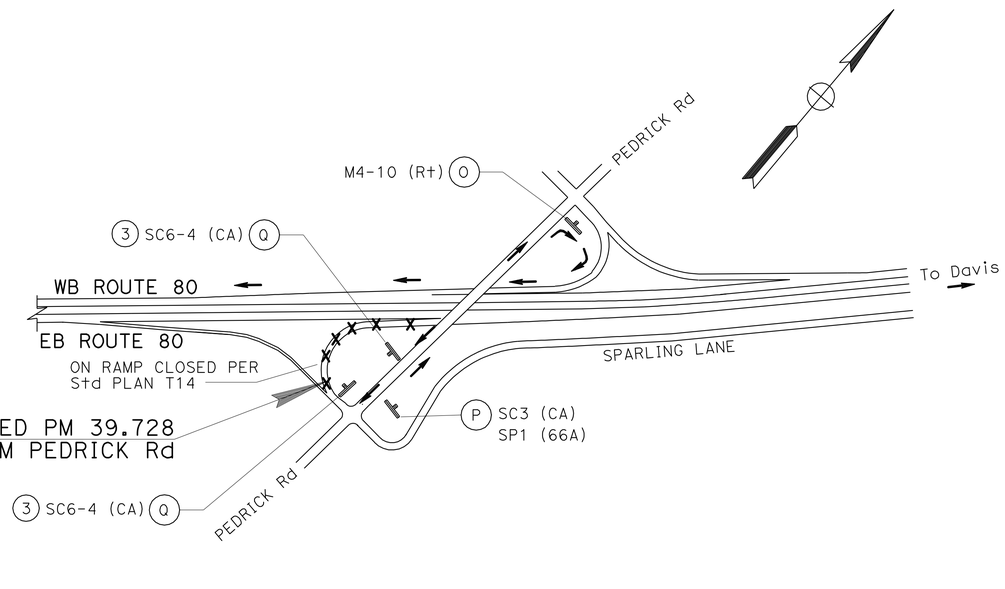
REGISTERED CIVIL ENGINEER — 3-30-10 DATE

4-12-2010
PLANS APPROVAL DATE

JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL — REGISTERED PROFESSIONAL ENGINEER — 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.





DETOUR VIA

CONTINUE ON NB PEDRICK Rd
WB LOOP ON RAMP FROM PEDRICK Rd
CONTINUE ON WB Rte 80
WB OFF RAMP TO Rte 113 SOUTH
VEER LEFT AT FORK INTO NORTH 1ST St
LEFT ON NORTH 1ST St (AT STOP SIGN)
EB ON RAMP FROM NB Rte 113 SOUTH.

THIS PLAN ACCURATE FOR DETOUR CONSTRUCTION WORK ONLY

DETOUR PLAN

NO SCALE

DE-3

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

Caltrans

FUNCTIONAL SUPERVISOR: N. FORMOLI

CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ

REVISED BY	DATE REVISED

LAST REVISION — DATE PLOTTED => 23-APR-2010 — TIME PLOTTED => 10:12 — 00-00-00

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s131880
DGN FILE => 43a300mg003.dgn

CU 03264

EA 3A3001

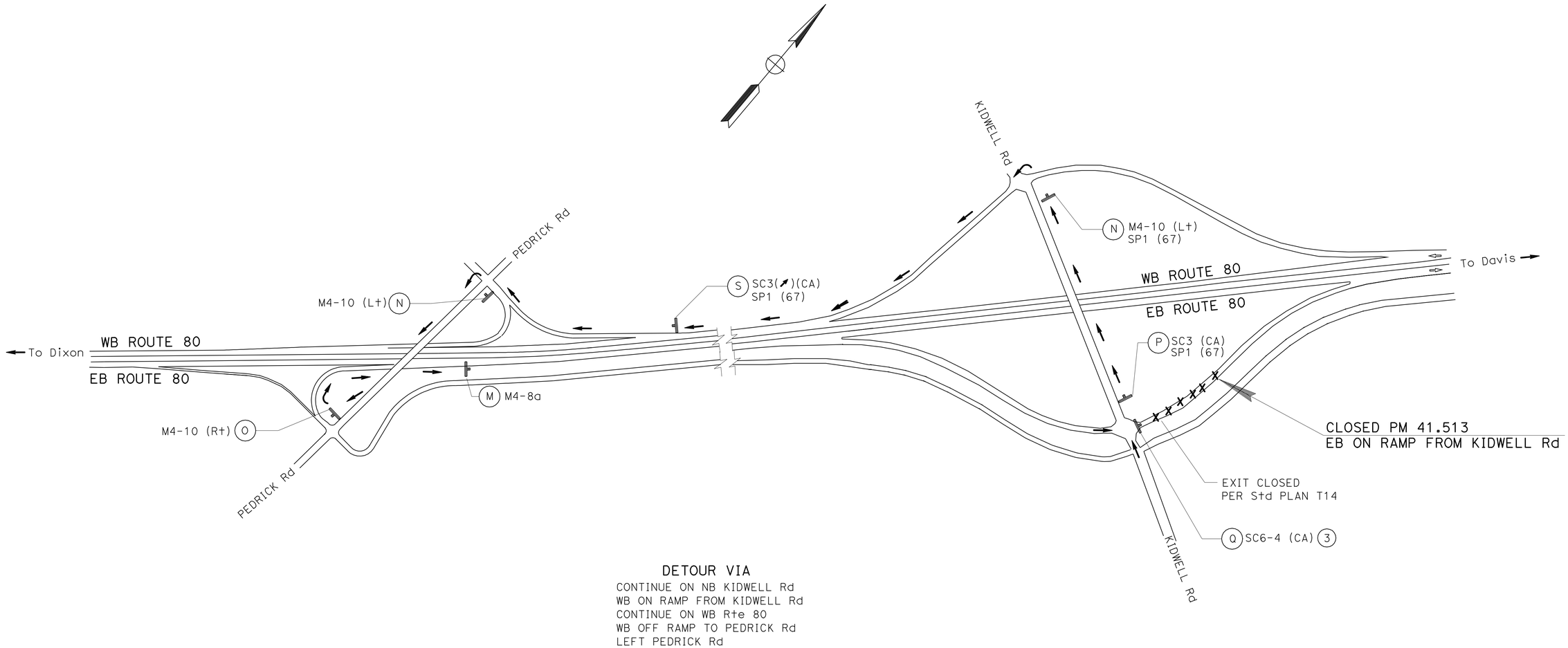
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	14	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

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



DETOUR VIA

CONTINUE ON NB KIDWELL Rd
WB ON RAMP FROM KIDWELL Rd
CONTINUE ON WB Rte 80
WB OFF RAMP TO PEDRICK Rd
LEFT PEDRICK Rd
EB LOOP ON RAMP FROPM PEDRICK Rd.

THIS PLAN ACCURATE FOR DETOUR CONSTRUCTION WORK ONLY

DETOUR PLAN

NO SCALE

DE-4

CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: N. FORMOLI

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

LAST REVISION
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:12
00-00-00

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300mg004.dgn
CU 03264
EA 3A3001

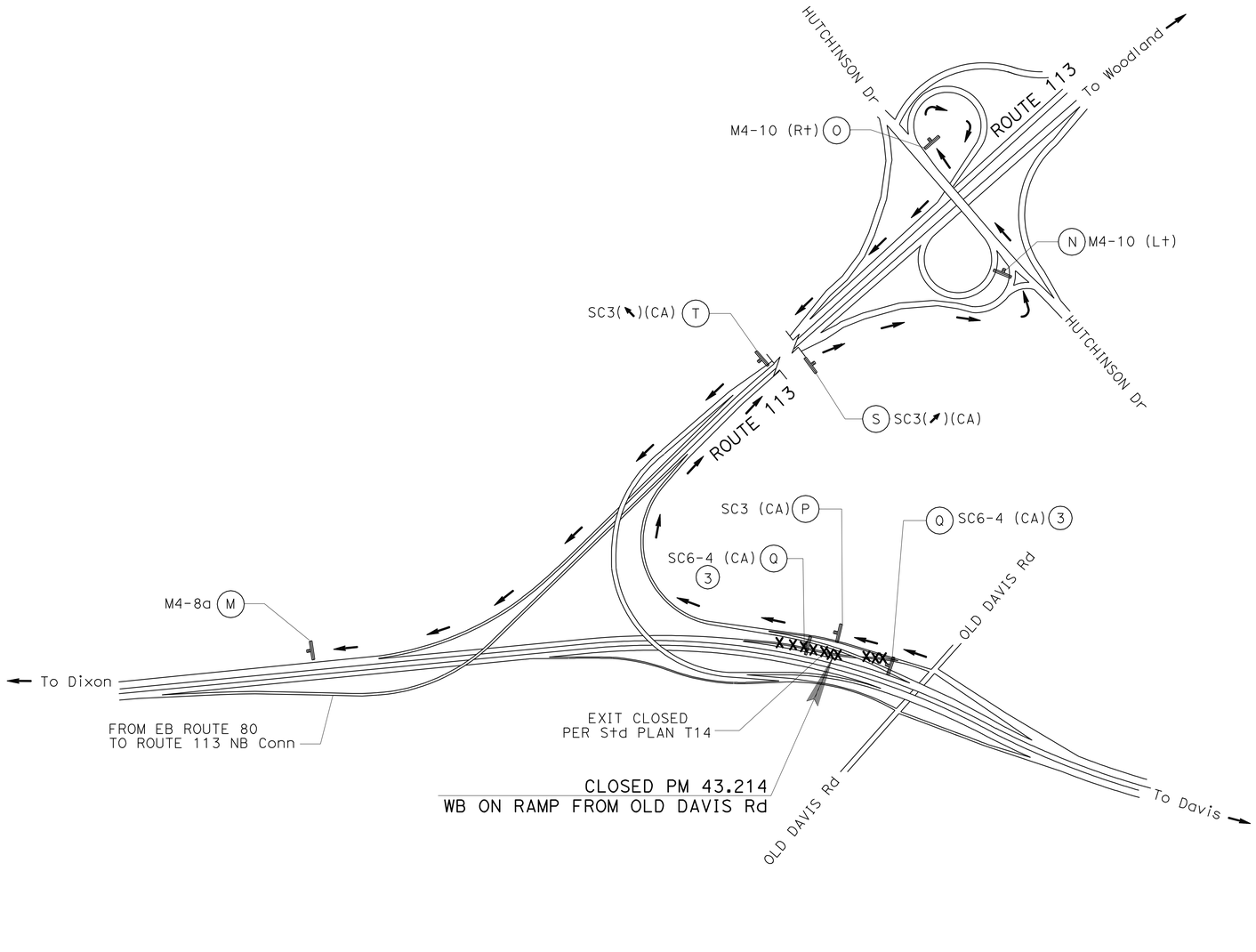
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	15	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
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.



DETOUR VIA

TAKE WB Rte 80 TO Rte 113 NORTH CONNECTOR
CONTINUE ON NB Rte 113 NORTH
NB OFF RAMP TO HUTCHINSON Dr
LEFT HUTGHINSON Dr
SB LOOP ON RAMP FROM WB HUTCHINSON Dr
CONTINUE ON SB Rte 113 NORTH
TAKE SB Rte 113 SOUTH TO WB Rte 80 CONNECTOR RAMP.

DETOUR PLAN

NO SCALE

DE-5

THIS PLAN ACCURATE FOR DETOUR CONSTRUCTION WORK ONLY

CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
FUNCTIONAL SUPERVISOR: N. FORMOLI
REVISED BY | DATE REVISED

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

LAST REVISION | DATE PLOTTED => 23-APR-2010
00-00-00 | TIME PLOTTED => 10:12

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300mg005.dgn
CU 03264
EA 3A3001

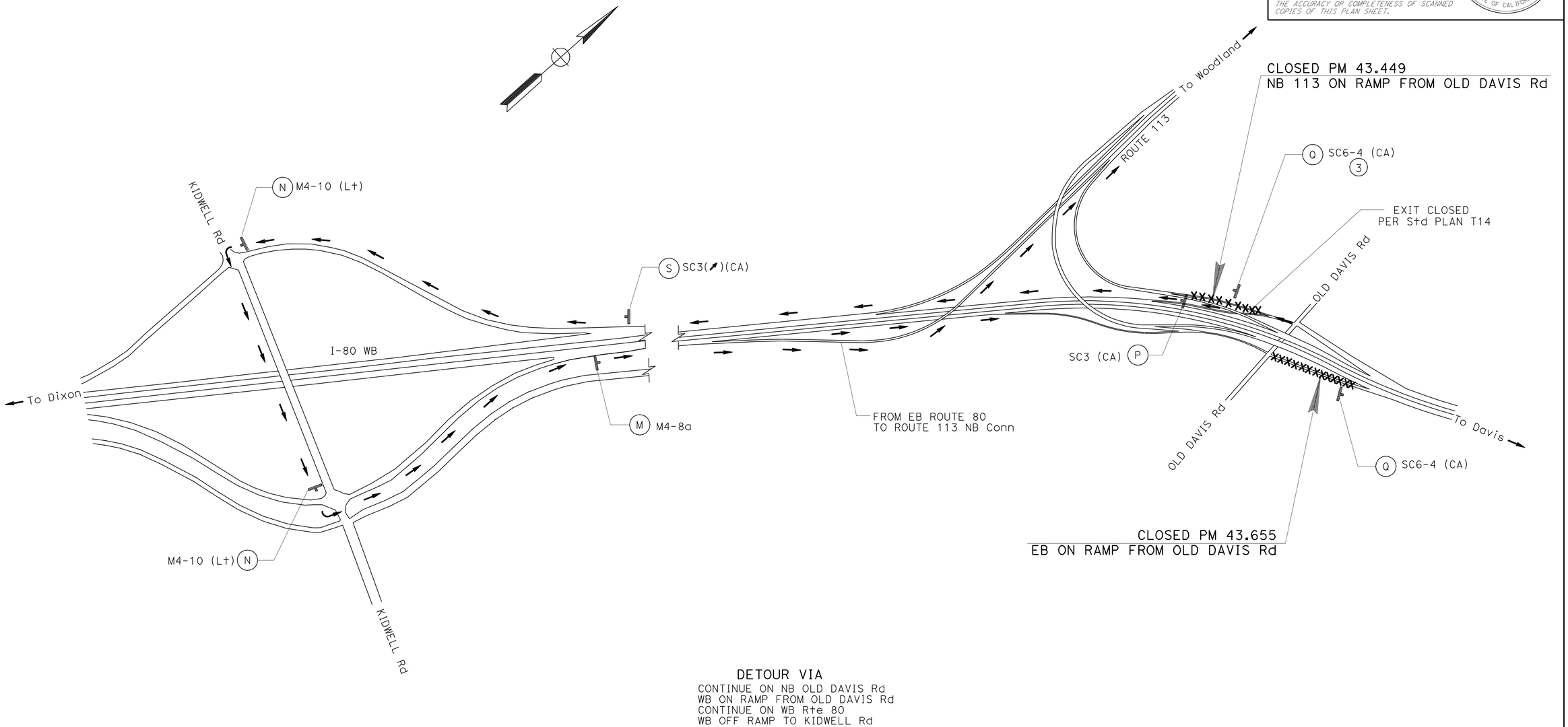
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	16	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

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



DETOUR VIA
CONTINUE ON NB OLD DAVIS Rd
WB ON RAMP FROM OLD DAVIS Rd
CONTINUE ON WB Rte 80
WB OFF RAMP TO KIDWELL Rd
LEFT KIDWELL Rd
EB ON RAMP FROM KIDWELL Rd

THIS PLAN ACCURATE FOR DETOUR CONSTRUCTION WORK ONLY

DETOUR PLAN

NO SCALE

DE-6

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

FUNCTIONAL SUPERVISOR: N. FORMOLI
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 23-APR-2010
00-00-00 TIME PLOTTED => 10:12

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s131880
DGN FILE => 43a300mg006.dgn

CU 03264

EA 3A3001

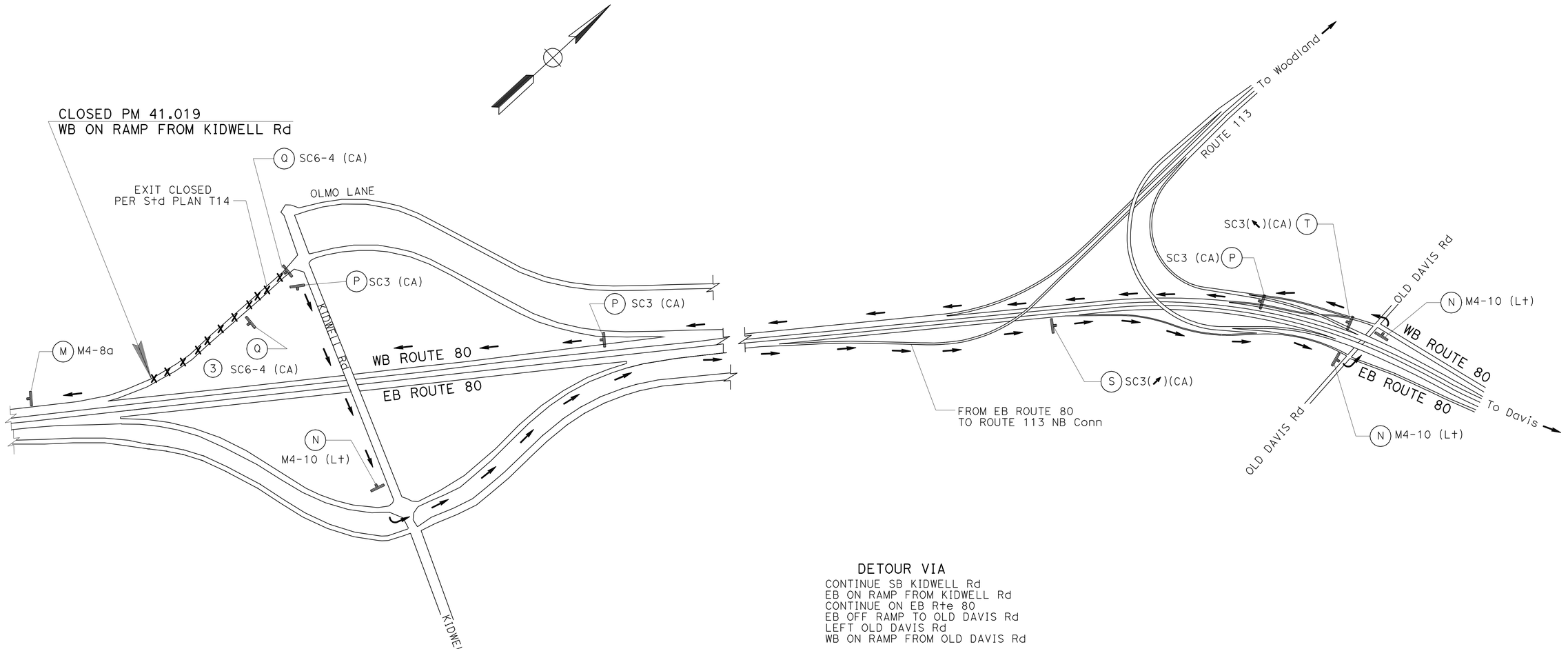
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	17	67

Jose O. Lopez 3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
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.



DETOUR VIA

CONTINUE SB KIDWELL Rd
EB ON RAMP FROM KIDWELL Rd
CONTINUE ON EB Rte 80
EB OFF RAMP TO OLD DAVIS Rd
LEFT OLD DAVIS Rd
WB ON RAMP FROM OLD DAVIS Rd

THIS PLAN ACCURATE FOR DETOUR CONSTRUCTION WORK ONLY

DETOUR PLAN

NO SCALE

DE-7

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

FUNCTIONAL SUPERVISOR: N. FORMOLI
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED

LAST REVISION: DATE PLOTTED => 23-APR-2010
00-00-00 TIME PLOTTED => 10:12

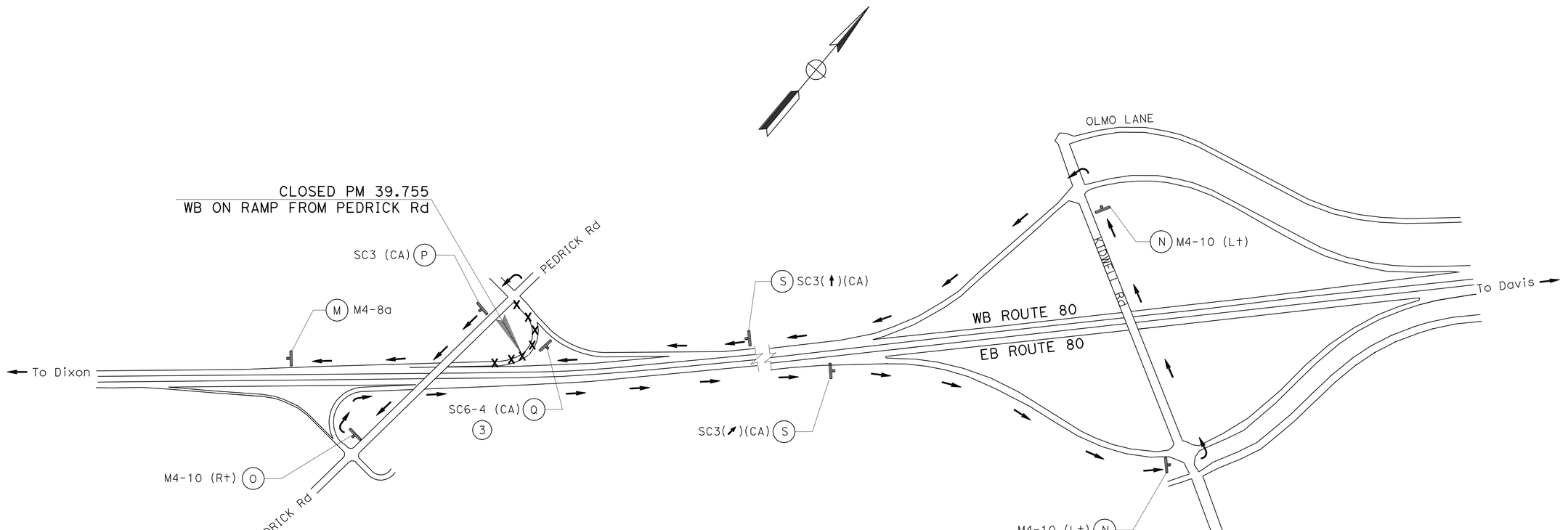
BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300mg007.dgn
CU 03264
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	18	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE



DETOUR VIA

CONTINUE ON SB PEDRICK Rd
EB LOOP ON RAMP FROM PEDRICK Rd
CONTINUE ON EB Rte 80
EB OFF RAMP TO KIDWELL Rd
LEFT KIDWELL Rd
WB ON RAMP FROM KIDWELL Rd

THIS PLAN ACCURATE FOR DETOUR CONSTRUCTION WORK ONLY

DETOUR PLAN

NO SCALE

DE-8

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

FUNCTIONAL SUPERVISOR: N. FORMOLI
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:12

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300mg008.dgn
CU 03264
EA 3A3001

LOCATION	PM TO PM RAMP CONNECTOR	DET.No.	PAVEMENT MARKER				THERMOPLASTIC TRAFFIC STRIPE							THERMOPLASTIC PAVEMENT MARKINGS			
			NON-REFLECTIVE	RETRO-REFLECTIVE			9	22	25,25A	27B	13M,14M	36,36A 38	37	DESCRIPTION	(N)		REMOVE 4" YELLOW SOLID
			TYPE A	TYPE C	TYPE G	TYPE H	4" WHITE BROKEN 17'/7'	4" YELLOW SOLID	4" YELLOW SOLID	4" WHITE SOLID	4" WHITE BROKEN 48'/12'	8" WHITE SOLID	8" WHITE BROKEN 12'/3'				
			EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	EA	EA	SQFT	LF
ROUTE 80 EB	38.35 TO 38.80	13M	398		99						4,773						
	38.35 TO 38.41	27B								316							
	38.35 TO 44.72	25				2,102			33,638								33,639
	38.43 TO 39.38	27B								4,996							
	38.80 TO 38.83	14M	24	6							288						
	38.83 TO 39.33	13M	440		110						5,281						
	39.00											10		POST MILE MARK			
	39.33 TO 39.36	14M	24	6							288						
	39.36 TO 39.85	13M	430		108						5,164						
	39.45 TO 39.81	27B								1,674	1,674						
	39.85 TO 39.87	14M	24	6							288						
	39.85 TO 40.95	27B								5,776	5,776						
	39.87 TO 40.37	13M	440		110						5,280						
	40.00											10		POST MILE MARK			
	40.37 TO 40.40	14M	24	6							288						
	40.40 TO 40.70	13M	265		66						3,179						
	40.70 TO 41.67	13M	1281		320						15,368						
	41.00											10		POST MILE MARK			
	41.02 TO 41.59	27B								2,983	2,983						
	41.64 TO 41.99	37		122							1,827		1,827				
	41.64 TO 41.99	27B								1,827	1,827						
	41.67 TO 41.70	14M	36	9							432						
	41.70 TO 42.20	13M	660		165						7,923						
	42.00											10		POST MILE MARK			
	42.20 TO 42.23	14M	36	9							432						
	42.23 TO 42.75	27B								2,761	2,761						
	42.23 TO 42.73	13M	660		165						7,920						
	42.73 TO 42.75	14M	36	9							432						
	42.75 TO 43.40	13M	858		214						10,293						
	42.91 TO 43.40	27B								2,598	2,598						
	43.00											10		POST MILE MARK			
	43.40 TO 43.40													TYPE VI ARROW	1	42	
	43.40 TO 43.75	27B								1,832	1,832						
	43.40 TO 43.73	13M	577		144						6,922						
	43.43 TO 43.43													TYPE VI ARROW	1	42	
	43.46 TO 43.46													TYPE VI ARROW	1	42	
	43.72 TO 43.72													TYPE VI ARROW	1	42	
	43.73 TO 43.75	14M	33	8							395						
	43.73 TO 43.76	14M	36	9							432						
	43.75 TO 43.76	14M	19	5							227						
	43.75 TO 44.72	27B								5,122	5,122						
	43.76 TO 44.00	13M	532		133						6,381						
	43.76 TO 44.28	13M	692		173						8,303						
	43.77 TO 43.77													TYPE VI ARROW	1	42	
	43.80 TO 43.80													TYPE VI ARROW	1	42	
	44.00											10		POST MILE MARK			
	44.00 TO 44.51	13M	892		223						10,708						
	44.09 TO 44.09													TYPE VI ARROW	1	42	
	44.13 TO 44.13													TYPE VI ARROW	1	42	
	44.17 TO 44.17													TYPE VI ARROW	1	42	
	44.28 TO 44.31	14M	36	9							432						
	44.31 TO 44.51	13M	261		65						3,135						
	44.41 TO 44.41													TYPE VI ARROW	1	42	
	44.43 TO 44.43													TYPE VI ARROW	1	42	
	44.47 TO 44.47													TYPE VI ARROW	1	42	
	44.51 TO 44.72	13M	188		47						2,253						
	SHEET SUBTOTAL		8,901	204	2,143	2,102			33,639	29,886	133,217	60	1,827		12	504	33,639
SEE ROADWAY QUANTITY SUMMARY (CONTINUE)																	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	19	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
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.

REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
FUNCTIONAL SUPERVISOR: N. FORMOLI

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

PAVEMENT DELINEATION QUANTITIES

PDQ-1

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:12

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300nc001.dgn
CU 03264
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	20	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

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

LOCATION	PM TO PM RAMP CONNECTOR	Det No.	PAVEMENT MARKER				THERMOPLASTIC TRAFFIC STRIPE							THERMOPLASTIC PAVEMENT MARKINGS			
			NON-REFLECTIVE	RETRO-REFLECTIVE			9	22	25,25A	27B	13M,14M	36,36A 38	37	DESCRIPTION	(N)		REMOVE 4" YELLOW SOLID
			TYPE A	TYPE C	TYPE G	TYPE H	4" WHITE BROKEN 17'/7'	4" YELLOW SOLID	4" YELLOW SOLID	4" WHITE SOLID	4" WHITE BROKEN 48'/12'	8" WHITE SOLID	8" WHITE BROKEN 12'/3'				
			EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	EA	EA	SQFT	LF
ROUTE 80 WB	38.71 TO 39.10							27B		2,070							
	38.71 TO 39.25		473		118			13M			5,673						
	39.00											10		POST MILE MARK			
	38.71 TO 44.72					1,984		25	31,738				8,901				31,738
	39.23 TO 39.63							27B		2,107							
	39.25 TO 39.27		24	6				14M			288						
	39.27 TO 39.65		332		83			13M			3,982						
	39.65 TO 39.68		24	6				14M			288						
	39.68 TO 40.17		431		108			13M			5,175						
	39.69 TO 40.00							27B		1,663	1,663						
	40.00											10		POST MILE MARK			
	40.15 TO 40.96							27B		4,261	4,261						
	40.17 TO 40.20		24	6				14M			288						
	40.20 TO 40.70		424		106			13M			5,086						
	40.70 TO 40.70		25		6			13M			297						
	40.70 TO 40.70													TYPE VI ARROW	1	42	
	40.70 TO 40.72		36	9				14M			432						
	40.72 TO 40.72													TYPE VI ARROW	1	42	
	40.72 TO 41.18		605		151			13M			7,263						
	41.00											10		POST MILE MARK			
	40.76 TO 40.76													TYPE VI ARROW	1	42	
	41.00 TO 41.60							27B		3,221	3,221						
	41.18 TO 41.21		36	9				14M			432						
	41.21 TO 41.70		593		148			13M			7,119						
	41.70 TO 41.70		36	9				14M			432						
	41.70 TO 42.39							27B		3,828	3,828						
	41.70 TO 42.39			255				37			3,828		3,828				
	41.70 TO 42.19		662		166			13M			7,947						
	42.00											10		POST MILE MARK			
	42.19 TO 42.22		36	9				14M			432						
	42.22 TO 42.76		715		179			13M			8,584						
	42.53 TO 43.13							27B		3,168	3,168						
	42.76 TO 42.79		36	9				14M			432						
	42.79 TO 43.88		1,440		360			13M			17,286						
	43.00											10		POST MILE MARK			
	43.17 TO 43.45							27B		1,469	1,469						
	43.54 TO 43.67							27B		692	692						
	43.54 TO 44.00			161				37			2,413		2,413				
	43.77 TO 44.72							27B		5,027	5,027						
	43.88 TO 43.90		36	9				14M			432						
	43.90 TO 44.46		730		183						8,765						
	44.00													POST MILE MARK			
	44.46 TO 44.48		36	9				14M			432	10					
	44.48 TO 44.72		313		78			13M			3,757						
SHEET SUBTOTAL			7,069	497	1,686	1,984			31,738	27,505	114,393	60	15,142		3	126	31,738
SEE SUMMARY (CONTINUE)																	

PAVEMENT DELINEATION QUANTITIES

PDQ-2

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

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY
CHECKED BY

S. BALKIS
J. LOPEZ

FUNCTIONAL SUPERVISOR
N. FORMOLI

LAST REVISION 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:13

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s131880
DGN FILE => 43a300nc002.dgn

CU 03264

EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	21	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

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

LOCATION	PM TO PM RAMP CONNECTOR	Det No.	PAVEMENT MARKER				THERMOPLASTIC TRAFFIC STRIPE							THERMOPLASTIC PAVEMENT MARKINGS			
			NON-REFLECTIVE	RETRO-REFLECTIVE			9	22	25,25A	27B	13M,14M	36,36A 38	37	DESCRIPTION	(N)		REMOVE 4" YELLOW SOLID
			TYPE A	TYPE C	TYPE G	TYPE H	4" WHITE BROKEN 17'/7'	4" YELLOW SOLID	4" YELLOW SOLID	4" WHITE SOLID	4" WHITE BROKEN 48'/12'	8" WHITE SOLID	8" WHITE BROKEN 12'/3'				
			EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	EA	EA	SQFT	LF
ROUTE 80 WB	PEDRICK Rd OFF RAMP	27B								1,590							
		25A				39			945								945
		36A			23							550					
														STOP	3	66	
														AHEAD	1	31	
														TYPE V ARROW	2	66	
														LIMIT LINE	1	60	
	PEDRICK Rd ON RAMP	22															240
		27B				15		120		1,380							
		25A				121			970								970
		38A										80		ENT ISLAND			
												285		TYPE V ARROW	2	66	
		36A			12		200										
		9			4												
	KIDWELL Rd OFF RAMP	27B								1,925							
		25A				63			1,500								1,500
		36			19							465					
														STOP	2	44	
														AHEAD	1	31	
														TYPE V ARROW	2	66	
														LIMIT LINE	1	40	
	KIDWELL Rd ON RAMP	27B								1,850							
		25A				56			1,345								1,345
														TYPE V ARROW	1	33	
		36A			10		275					230					
		9			6		125										
	U C DAVIS (OLD DAVIS Rd OFF RAMP)	9			3												
		13M	74		19						890						
		27B								4,055							
		25A				121			2,910								2,910
		36			29							695					
														STOP	5	110	
														AHEAD	2	62	
														TYPE V ARROW	2	66	
														LIMIT LINE	1	62	
														TYPE III (L,R) ARROW	2	84	
	U C DAVIS (FROM ROUTE 113 SB TO OLD DAVIS Rd OFF RAMP)	27B								245							
		25A				11			255								255
		36			55							1,325					
	U C DAVIS (OLD DAVIS Rd ON RAMP)	13M	121		30						1,455						
		27B								1,490							1,275
		25A				53			1,275					TYPE I ARROW 18 FT	2	50	
												185					
		36A			8		200										
		9			4												
	ROUTE 80 EB TO ROUTE 113 NB Conn	13M	557		139						6,685						
		27B								6,580							
		25A				127			6,100								6,100
		36			48							1,140					
		38B			41							490					
	ROUTE 113 SB TO ROUTE 80 EB Conn	13M	457		114						5,480						
		27B								5,160							
		25A				97			4,635								4,635
		36			56							1,340					
		36A			8							190					
SHEET SUBTOTAL			1,209		627	703	800	120	19,935	24,275	14,510	6,975			30	937	20,175
SEE SUMMARY (CONTINUE)																	

PAVEMENT DELINEATION QUANTITIES

PDQ-3

REVISED BY | DATE REVISED
S. BALKIS | J. LOPEZ
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: N. FORMOLI

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

LAST REVISION | DATE PLOTTED => 23-APR-2010
00-00-00 | TIME PLOTTED => 10:13

BORDER LAST REVISED 4/11/2008 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s131880 | DGN FILE => 43a300nc003.dgn | CU 03264 | EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	22	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL — STATE OF CALIFORNIA

LOCATION	PM TO PM RAMP CONNECTOR	Det No.	PAVEMENT MARKER				THERMOPLASTIC TRAFFIC STRIPE							THERMOPLASTIC PAVEMENT MARKINGS			
			NON-REFLECTIVE	RETRO-REFLECTIVE			9	22	25,25A	27B	13M,14M	36,36A 38	37	DESCRIPTION	(N)		REMOVE 4" YELLOW SOLID
			TYPE A	TYPE C	TYPE G	TYPE H	4" WHITE BROKEN 17'/7'	4" YELLOW SOLID	4" YELLOW SOLID	4" WHITE SOLID	4" WHITE BROKEN 48'/12'	8" WHITE SOLID	8" WHITE BROKEN 12'/3'				
			EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	EA	EA	SQFT	LF
ROUTE 80 WB	MILK FARM Rd OFF RAMP	27B								1,300							
		25A				27			640								640
		36			23							555					
														TYPE V ARROW	2	66	
	PEDRICK Rd OFF RAMP	27B								1,585							
		25A				39			940			550					940
		36			23							120					
		38A												EX ISLAND	3	66	
														STOP	3	66	
														AHEAD	1	31	
														TYPE V ARROW	2	66	
														LIMIT LINE	1	36	
	PEDRICK Rd ON RAMP	22				15		120									240
		27B								1,585							
		25A				115			920								920
		38A										60		ENT ISLAND			
														TYPE V ARROW	2	66	
		36A			18							420					
		9			6		9										
	KIDWELL Rd OFF RAMP	27B								2,600							
		25A				80			1,915								1,915
		36			30							725					
		38B			27												
												320		STOP	2	44	
														AHEAD	1	31	
														TYPE V ARROW	2	66	
														LIMIT LINE	1	40	
	KIDWELL Rd ON RAMP	27B								1,500							
		25A				50			1,210								1,210
														TYPE V ARROW	1	33	
		36A			8							200					
		9			3		125										
	U C DAVIS (OLD DAVIS Rd OFF RAMP)	13M	118		29						1,410						
		27B								1,420							
		25A				38			910								910
		36			42							1,005					
														STOP	5	110	
														AHEAD	2	62	
														TYPE V ARROW	4	132	
														LIMIT LINE	1	70	
	U C DAVIS (OLD DAVIS Rd ON RAMP)	13M															
		27B								1,895							
		25A				68			1,630								1,630
														TYPE I ARROW 18 FT	2	50	
		36A			13							305					
		9			5			220									
	U C DAVIS (OLD DAVIS Rd ON RAMP TO ROUTE 113 NB)	27B				33				1,640							
		25A							790								
		36A			15							360					
		9			5			245									
	ROUTE 80 WB TO ROUTE 113 NB Conn	13M	428		107						5,140						
		27B								5,010							
		25A				81			3,900								3,900
		36			46							1,110					
		36A			6							145					
		37		20									305				
		38B			12							140					
	ROUTE 113 SB TO ROUTE 80 WB Conn	13M	380		95						4,555						
		27B								4,545							
		25A				173			4,160								4,160
		36A			8							180					
														TYPE VI ARROW	3	126	
SHEET SUBTOTAL			925	20	519	719	599	120	17,015	23,080	11,105	6,195	305		38	1,161	16,465
SEE SUMMARY (CONTINUE)																	

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

FUNCTIONAL SUPERVISOR: N. FORMOLI

CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ

REVISED BY | DATE REVISED

PAVEMENT DELINEATION QUANTITIES

PDQ-4

LAST REVISION | DATE PLOTTED => 23-APR-2010
00-00-00 | TIME PLOTTED => 10:13

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	23	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

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SHEET No.	PAVEMENT MARKER				THERMOPLASTIC TRAFFIC STRIPE							THERMOPLASTIC PAVEMENT MARKINGS	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)
	(NON-REFLE-CTIVE)	(RETRO-REFLECTIVE)			9	22	25,25A	27B	13M,14M	36,36A 38	37		
	TYPE A	TYPE C	TYPE G	TYPE H	4" WHITE BROKEN 17'/7'	4" YELLOW SOLID	4" YELLOW SOLID	4" WHITE SOLID	4" WHITE BROKEN 36'/12'	8" WHITE SOLID	8" WHITE BROKEN 12'/3'		
	EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	SQFT	LF
SHEET PDQ-1	8,901	204	2,143	2,102			33,639	29,886	133,217	60	1,827	504	33,639
SHEET PDQ-2	7,069	497	1,686	1,984			31,738	27,505	114,393	60	15,142	126	31,738
SHEET PDQ-3	1,209		627	703	800	120	**19,935**	24,275	14,510	6,975	305	937	20,175
SHEET PDQ-4	925	20	519	719	599	120	**17,015**	23,080	11,105	6,195		1,161	16,465
SUBTOTAL PAVEMENT DELINEATION QUANTITY	18,104	721	4,975	5,508	1,399	240	102,327	104,746	273,225	13,290	17,274	2,728	102,017
TOTAL	18,104	11,204			1,399	207,313			273,225	13,290	17,274	2,728	102,017

TEMPORARY PAVEMENT MARKERS (REFLECTIVE)		REMOVE PAVEMENT MARKER	TEMPORARY TRAFFIC STRIPE (PAINT)							TEMPORARY PAVEMENT MARKING (PAINT)
			9	22	25,25A	27B	13	36,36A 38	37	
EA		EA	4" WHITE BROKEN 17'/7'	4" YELLOW SOLID	4" YELLOW SOLID	4" WHITE SOLID	4" WHITE BROKEN 36'/12'	8" WHITE SOLID	8" WHITE BROKEN 12'/3'	
			LF	LF			LF	LF	LF	SQFT
SUBTOTAL	29,308	29,308	2,789	414,626			546,450	26,340	34,548	5,456
TOTAL	29,308	29,308	1,024,753							5,456

PAVEMENT DELINEATION QUANTITIES

PDQ-5

S. BALKIS | J. LOPEZ | N. FORMOLI
REVISED BY | DATE REVISED | CALCULATED-DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR

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

LAST REVISION | DATE PLOTTED => 23-APR-2010 | 00-00-00 | TIME PLOTTED => 10:13

BORDER LAST REVISED 4/11/2008 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s131880 | DGN FILE => 43a300nc005.dgn | CU 03264 | EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	24	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL
REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

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ROADWAY QUANTITY SUMMARY

LOCATION	PM TO PM	COLD PLANE ASPHALT CONCRETE PAVEMENT			HOT MIX ASPHALT	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	HOT MIX ASPHALT (OPEN GRADED)	TACK COAT	IMPORTED MATERIAL (SHOULDER BACKING)*
		SQYD 0.15′	SQYD 0.2′	SQYD 0.25′	TON	TON	TON	TON	TON
Rte 80 EB	38.35 TO 38.58	2,145	5,526			975	418	3	14
	38.58 TO 38.83	3,450	6,072			1,185	515	4	13
	38.83 TO 39.11	2,675	5,922			1,085	467	3	13
	39.11 TO 39.41	2,530	5,972			1,080	464	3	13
	39.41 TO 39.71	7,815	6,926			1,755	789	6	
	39.71 TO 39.97	4,985	5,979			1,335	591	4	
	39.97 TO 40.25	4,845	6,129			1,290	592	4	
	40.25 TO 40.54	3,015	6,075			1,140	493	3	
	40.54 TO 40.84	3,350	7,605			1,385	589	4	
	40.84 TO 41.12	4,565	7,952			1,560	672	5	
	41.12 TO 41.42	3,450	8,158			1,470	624	4	
	41.42 TO 41.73	3,525	9,366			1,645	695	5	
	41.73 TO 41.94	3,575	14,615			2,370	962	7	
	41.94 TO 42.16	3,945	13,066			2,195	693	7	
	42.16 TO 42.45	3,995	6,926			1,320	383	4	
	42.45 TO 42.80	3,540	8,097			1,475	448	4	
	42.80 TO 43.07	2,240	9,359			1,530	576	4	16
	43.07 TO 43.37	3,430	8,535			1,425	538	5	16
	43.37 TO 43.63	1,165	10,221			1,520	620	4	16
	43.63 TO 43.91	2,115	10,961			1,715	661	5	16
	43.91 TO 44.20	2,440	10,081			1,630	617	5	16
	44.20 TO 44.45	2,635	8,616		65	1,450	539	4	16
	44.45 TO 44.72	3,065	6,045		110	1,145	406	3	16
	NB Rte 113 Conn			21,050	1,440	2,160	1,284	11	29
	SB Rte 113 Conn			21,060	1,445	2,165	1,280	12	29
Rte 80 WB	38.71 TO 38.83	3,380				350	185	1	13
	38.83 TO 39.11	10,620				1,090	572	4	13
	39.11 TO 39.41	9,505				975	519	4	13
	39.41 TO 39.71	9,250				950	504	4	
	39.71 TO 39.97	17,320				1,775	916	7	
	39.97 TO 40.25	12,015				1,235	647	5	
	40.25 TO 40.54	9,030				930	493	4	
	40.54 TO 40.84	10,745				1,105	579	4	
	40.84 TO 41.12	13,005				1,335	697	5	
	41.12 TO 41.42	11,585				1,190	624	5	
	41.42 TO 41.73	13,555				1,390	725	6	
	41.73 TO 41.94	9,735				1,000	522	4	
	41.94 TO 42.16	6,780		8,890	610	1,615	828	8	
	42.16 TO 42.45	3,250		10,000	685	1,360	708	6	
	42.45 TO 42.80	3,265		8,400	575	1,200	633	7	
	42.80 TO 43.07	3,540		8,255	565	1,220	689	6	12
	43.07 TO 43.37	3,600		8,535	585	1,160	541	6	12
	43.37 TO 43.63	3,025		9,755	670	1,300	728	7	12
	43.63 TO 43.91	2,905		10,495	805	1,480	779	7	12
	43.91 TO 44.20	3,150		7,170	595	1,030	595	5	12
	44.20 TO 44.45	2,875		7,215	610	975	622	5	12
	44.45 TO 44.72	3,345		6,505	445	995	522	5	
	NB Rte 113 Conn			19,370	1,325	1,990	1,261	7	24
	SB Rte 113 Conn			19,440	1,330	1,995	1,178	11	25
	OLD DAVIS NB 113 Conn			13,445	920	1,380	776	7	15
	OLD DAVIS Rd RAMPS			18,880	1,290	1,940	1,475	10	129
	KIDWELL Rd RAMPS	18,860				1,935	1,423	10	136
SUBTOTAL		262,835	188,204	198,465					
SEE ROADWAY QUANTITY SUMMARY(CONTINUE)		649,504			14,070	72,905	35,657	290	609

ROADWAY QUANTITY SUMMARY (CONTINUE)

LOCATION	PM TO PM	COLD PLANE ASPHALT CONCRETE PAVEMENT			HOT MIX ASPHALT	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	HOT MIX ASPHALT (OPEN GRADED)	TACK COAT	IMPORTED MATERIAL (SHOULDER BACKING)*
		SQYD 0.15′	SQYD 0.2′	SQYD 0.25′	TON	TON	TON	TON	TON
	CONTINUE	649,504			14,070	72,905	35,657	290	609
ROUTE 80 WB	MILK FARM Rd OFF RAMP	1,813				186	190	1	11
ROUTE 80 WB	PEDRICK Rd OFF/ON RAMP	5,860				600	562	3	39
ROUTE 80 EB	PEDRICK Rd OFF/ON RAMP	5,253				539	516	3	38
TOTAL		662,430			14,070	74,230	36,925	297	697

* SEE CONSTRUCTION DETAILS FOR SHOULDER BACKING PLACEMENT LIMITS.

DATA CORE

DESCRIPTION	QUALITY (LS)
SAMPLE CORE TEST	1

SUMMARY OF QUANTITIES

Q-1

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

FUNCTIONAL SUPERVISOR: N. FORMOLI
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 23-APR-2010
00-00-00 TIME PLOTTED => 10:13

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300pa001.dgn
CU 03264
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	25	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

JOSE O. LOPEZ No. 64619 Exp. 6-30-11 CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

4-12-2010
PLANS APPROVAL DATE

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

PLACE HMA DIKE (TYPE C), (TYPE F)

No.	LOCATION	RAMP ON/OFF	PM	TYPE C	TYPE F	(N) PLACE HMA-A
				LF	LF	TON
1B	PEDRICK Rd EB	ON	39.65 TO 39.67 Rt		65	0.8
5	NB Rte 113 FROM Rte 80 EB	ON	42.30 TO 42.31 Rt	25	65	0.9
9	Rte 80 EB		43.41 TO 43.43 Rt	25	65	0.9
17	Rte 80 WB		42.41 TO 42.42 Rt	25	65	0.9
22	Rte 80 WB		43.52 TO 43.53 Rt	25	88	1.02
23	Rte 80 WB		43.78 TO 43.79 Rt	25	65	0.9
24	Rte 80 WB		43.98 TO 44.00 Rt	25	65	0.9
26A	SB Rte 113 TO Rte 80 SACRAMENTO EB	Conn	Br No. 23-0179 Lt	25	65	0.9
TOTAL				175	543	7.22

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

REMOVE ASPHALT CONCRETE DIKE

No.	LOCATION	RAMP ON/OFF	PM	TYPE F
				LF
1B	PEDRICK Rd EB	ON	39.65 TO 39.67 Lt	90
5	NB Rte 113 FROM Rte 80 EB	ON	42.30 TO 42.31 Rt	90
9	Rte 80 EB		43.41 TO 43.43 Rt	90
17	Rte 80 WB		42.41 TO 42.42 Rt	90
22	Rte 80 WB		43.52 TO 43.53 Rt	138
23	Rte 80 WB		43.48 TO 43.79 Rt	88
24	Rte 80 WB		43.98 TO 44.00 Rt	88
26A	SB Rte 113 TO Rte 80 SACRAMENTO	ON	Br No. 23-0179 Lt	90
TOTAL				764

REPLACE ASPHALT CONCRETE SURFACING

LOCATION	LANE No.	PM TO PM		(N) LENGTH	(N) WIDTH	VOLUME
		FROM	TO	LF	LF	CY
Rte 80 WB	3 & 4	43.941	43.947	35	12	24
	1	44.243	44.243	4	5	1
	3 & 4	44.555	44.558	20	12	13
	3	44.663	44.666	20	6	7
	3	44.673	44.669	30	6	10
	4	44.703	44.706	20	12	14
Rte 80 EB	3	38.402	38.403	5	6	2
	3	38.534	38.540	30	6	10
	3	38.695	38.696	5	6	2
	3	38.748	38.749	5	6	2
	3	38.922	38.923	5	6	2
	3	39.096	39.097	5	6	2
	3	40.387	40.388	5	6	2
	3	40.587	40.588	5	6	2
	4	41.065	41.066	5	6	2
	3	41.312	41.313	5	6	2
	4	41.326	41.327	5	6	2
	3	42.851	42.852	5	6	2
	4	42.939	42.940	5	6	2
	5	43.350	43.351	5	6	2
	4	43.373	43.374	5	6	2
	4	43.383	43.384	5	6	2
	4	43.440	43.441	5	6	2
	4	43.636	43.637	5	6	2
	3	43.694	43.695	5	6	2
	3	43.182	43.183	5	6	2
	3	43.197	43.198	5	6	2
TOTAL						119

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

TEMPORARY FENCE (TYPE ESA)

LOCATION	LF
STAGE AREA	850
PM 43.0	

SUMMARY OF QUANTITIES

Q-2

REVISED BY | DATE REVISED
S. BALKIS | J. LOPEZ
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: N. FORMOLI
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
NORTH REGION
OFFICE OF DESIGN, SOUTH
DESIGN BRANCH 14

LAST REVISION 00-00-00 | DATE PLOTTED => 23-APR-2010 | TIME PLOTTED => 10:13

BORDER LAST REVISED 4/11/2008 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s131880 | DGN FILE => 43a300pa002.dgn | CU 03264 | EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	26	67

3-30-10
REGISTERED CIVIL ENGINEER DATE

4-12-2010
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JOSE O. LOPEZ
No. 64619
Exp. 6-30-11
CIVIL
STATE OF CALIFORNIA

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ROADWAY QUANTITIES

No.	LOCATION	Conn OR RAMP ON/OFF	PM	TYPE 16B/12B/12D	RECONSTRUCT METAL BEAM GUARD RAILING	ALTERNATE FLARED TERMINAL SYSTEM	TERMINAL ANCHOR ASSEMBLY (SFT)	TRANSITION RAILING (TYPE WB)	MINOR CONCRETE (MINOR STRUCTURE)**	OBJECT MARKER (TYPE L-1)	REMOVE METAL BEAM GUARD RAILING	VEGETATION CONTROL (MINOR CONCRETE)	RECONSTRUCT DOUBLE THRIE BEAM BARRIER
					LF	EA	EA	EA	CY	LF	LF	SQYD	LF
1	Rte 80 EB (MEDIAN)		38.35 TO 39.25 Lt		4750								
2	PEDRICK RD EB OC		39.65 TO 39.67 Rt	12B	15	1		1		1	62	39	
3	Rte 80 EB (CANTILEVER SIGN)		41.67 TO 41.68 Rt	16B	45	1	1			1	38	41	
4	Rte 80 EB (MAIN LINE)		42.30 TO 42.32 Rt	12B	10	1		1	1	1	62	36	
5	NB Rte 113 FROM Rte 80 EB	Conn	42.30 TO 42.31 Lt	12B	10	1		1	1	1	62	36	
6	NB Rte 113 FROM Rte 80 EB	Conn	42.30 TO 42.31 Rt	12B	10	1		1	1	1	62	36	
7	Rte 80 EB (MEDIAN)		42.98 TO 43.02 Rt		210								
8	EB Rte 80 TO OLD DAVIS Rd (UC DAVIS)	OFF	43.42 TO 43.43 Rt	12B	10	1		1	1	1	62	36	
9	EB Rte 80 TO OLD DAVIS Rd (UC DAVIS)	OFF	43.42 TO 43.43 Lt	12B	10	1		1	1	1	62	36	
10	Rte 80 EB		43.41 TO 43.43 Rt	12B	10	1		1	1	1	62	36	
11	Rte 80 EB (MEDIAN)		43.38 TO 43.44 Lt		280								
12	Rte 80 EB (MEDIAN CANTILEVER SIGN)		43.76 TO 43.80 Lt										240
13	Rte 80 EB		43.82 TO 43.84 Rt	12B	10	1		1	1	1	62	36	
14	Rte 80 EB		44.62 TO 44.66 Rt	12B	120	1		1		1	62	90	
15	Rte 80 WB		38.68 TO 39.25		3000								
16	PEDRICK Rd WB OC		39.72 TO 39.73 Rt	12B	15	1		1		1	62	38	
17	Rte 80 WB		42.41 TO 42.42 Rt	12B	10	1		1	1	1	62	36	
18	OLD DAVIS Rd (UC DAVIS) TO WB Rte 80	ON	43.34 TO 43.35 Lt	16B	25	1	1			1	38	30	
19	OLD DAVIS Rd (UC DAVIS) TO WB Rte 80	ON	43.34 TO 43.35 Rt	16B	25	1	1			1	38	30	
20	OLD DAVIS Rd (UC DAVIS) WB *(OH SIGN)	ON	43.46 TO 43.47 Lt	16B	25	1	1		1	1	38	30	
21	OLD DAVIS Rd (UC DAVIS) WB *(OH SIGN)	ON	43.46 TO 43.47 Rt	16B	25	1	1			1	38	30	
22	Rte 80 WB (BRIDGE APPROACH/CANTILEVER SIGN)		43.52 TO 43.53 Rt	12B	60	1		1	1	1	62	60	
23	Rte 80 WB (OH SIGN)		43.78 TO 43.79 Rt	16B	30	1	1			1	38	34	
24	Rte 80 WB (BRIDGE APPROACH/CANTILEVER SIGN)		43.98 TO 44.00 Rt	12B	30	1		1	1	1	62	34	
25	NB 113 Conn FROM EB Rte 80 (Rte 113/80 Sep)		BETWEEN Br No. 23-0054G AND Br No. 23-177G	12D	775			1				388	
26	SB Rte 113 TO Rte 80 SACRAMENTO EB	Conn	Br No. 23-0179 Lt	12B	10	1		1	1	1	62	36	
27	SB Rte 113 TO Rte 80 SACRAMENTO EB	Conn	Br No. 23-0179 Rt	12B	10	1		1	1	1	62	36	
28	SB Rte 113 TO Rte 80 SACRAMENTO EB	Conn	N/O Br No. 23-0178	12D	922			1	1			460	
29	SB Rte 113 TO Rte 80 SACRAMENTO EB	Conn	E/O Br No. 23-0178	12D	800		1	1	1			400	
30	SB Rte 113 TO Rte 80 EB (OH SIGN Struc)	Conn	43.15 Lt	16B	30	1	1			1	38	34	
31	Rte 80 WB (MEDIAN)		43.97 TO 44.00 Lt										130
32	Rte 80 WB (MEDIAN)		39.78		25								
33	Rte 80 WB (MEDIAN)		39.88		25								
34	Rte 80 WB (MEDIAN)		39.94		50								
35	Rte 80 WB (MEDIAN)		40.00		25								
36	Rte 80 WB (MEDIAN)		42.58		25								
37	Rte 80 WB (MEDIAN)		44.28		50								
			TOTAL		11,482	22	8	18	15	22	1196	2098	370

* SEE NOTE # 4 ON THE Std PLN MAY 2006 A77G3
** TYPE OF DETAIL TO BE DETERMINED BY THE ENGINEER
*** INSTALL BARRIER TYPE 66

SEE CONSTRUCTION DETAILS

SUMMARY OF QUANTITIES

Q-3

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

FUNCTIONAL SUPERVISOR: N. FORMOLI
CALCULATED-DESIGNED BY: S. BALKIS
CHECKED BY: J. LOPEZ
REVISED BY
DATE REVISED

LAST REVISION: 00-00-00
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:13

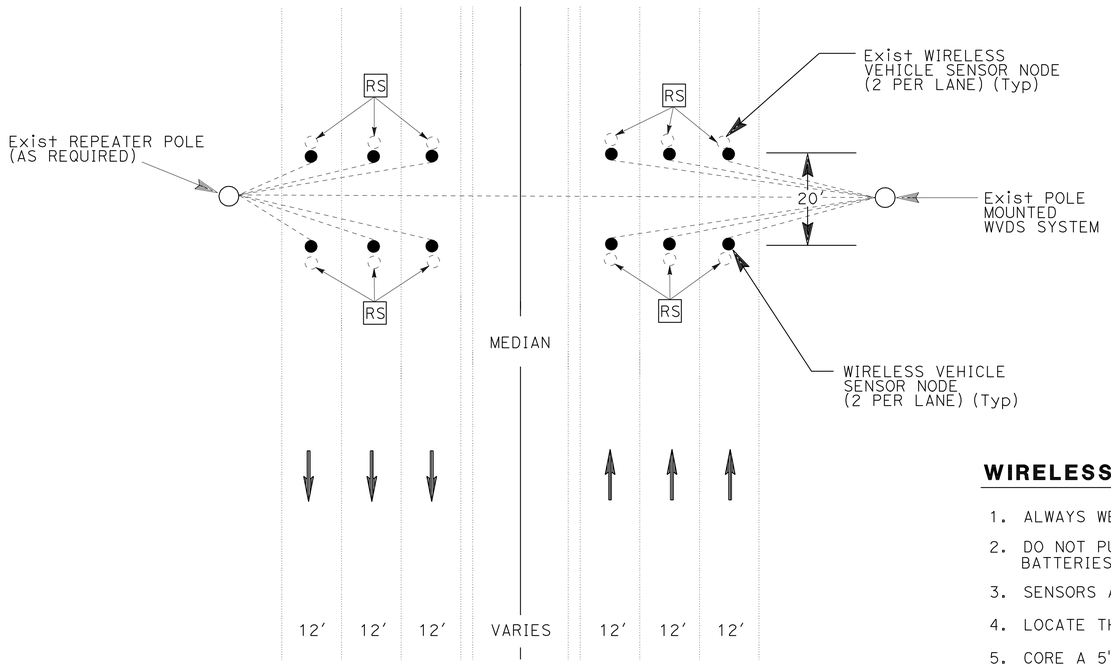
BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300pa003.dgn
CU 03264
EA 3A3001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	27	67

REGISTERED ELECTRICAL ENGINEER — 3-30-10 DATE

4-12-10
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — MARY ANN HUDSPETH No. E17245 Exp. 6-30-10 ELECTRICAL — STATE OF CALIFORNIA



DETAIL 'D'

VEHICLE SENSOR NODE PLACEMENT DETAIL

VEHICLE SENSOR NODE LOCATION TABLE

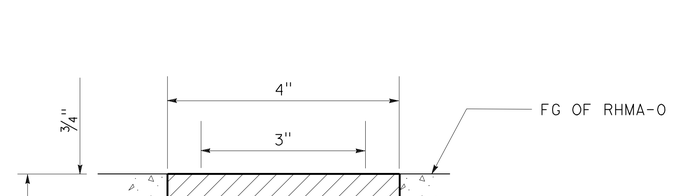
Loc No.	Approx POST MILE	No. OF LANES/ DIRECTION
1	39.0	3/WB, 3/EB
2	39.6	3/EB
3	39.78	3/WB
4	40.0	3/EB
5	40.5	3/WB, 3/EB
6	41.4	4/EB
7	41.46	5/WB
8	41.9	5/EB
9	42.0	5/WB

WIRELESS VEHICLE DETECTOR SENSOR NODE REMOVAL PROCEDURE

1. ALWAYS WEAR SAFETY GLASSES, GLOVES, AND OBSERVE OTHER PRECAUTIONS WHEN REMOVING SENSORS.
2. DO NOT PUNCTURE OR CRUSH SENSOR WHEN DRILLING, PRYING, OR REMOVING. DOING SO MAY SUBJECT SENSOR BATTERIES TO ADVERSE SHOCK RESULTING IN EXPLOSION AND RELEASE OF HARMFUL GASES.
3. SENSORS ARE TO BE REMOVED BEFORE GRINDING ON ROADWAY.
4. LOCATE THE SENSOR TO BE REMOVED.
5. CORE A 5" DIAMETER HOLE INTO THE ROAD AROUND THE SENSOR TO A DEPTH OF APPROXIMATELY 2½".
6. PERMANENTLY MARK THE DIRECTION OF TRAFFIC ONTO THE TOP OF THE SENSOR/EPOXY PLUG.
7. USE STEEL PRY BAR AS NEEDED TO WORK THE SENSOR/EPOSY PLUG FREE FROM THE BOTTOM OF THE HOLE.
8. PULL THE SENSOR/EPOXY PLUG FREE FROM THE HOLE.

WIRELESS VEHICLE DETECTOR SENSOR NODE INSTALLATION PROCEDURE

1. PRIOR TO INSTALLATION, IDENTIFY SENSOR'S ID, LANE NUMBER, AND LOCATION IN LANE.
2. CORE A HOLE AT LEAST 3" DEEP SO THAT WHEN INSTALLED THE TOP OF THE SENSOR IS AT LEAST ¾" BELOW THE SURFACE.
3. MAKE SURE THE SENSOR INSTALLS FLAT IN THE CORED HOLE AND IS NOT TILTED.
4. USE THE HEAT-GUN OR HOT COMPRESSED AIR TO DRY THE INSIDE OF THE CORED HOLE. THERE MUST BE ABSOLUTELY NO MOISTURE ON THE APPLIED SURFACE.
5. FILL THE HOLE ABOUT ¼ FULL OF THE SENSOR EPOXY/ADHESIVE.
6. PLACE SENSOR IN THE HOLE WITH ARROW POINTING IN THE DIRECTION OF TRAFFIC. THE EPOXY SHOULD STILL HAVE WORK TIME, SO THE SENSOR CAN BE ROTATED TO THE RIGHT POSITION. PUSH SENSOR DOWN SO IT LAYS FLAT ON THE BOTTOM OF THE HOLE. THIS ASSURES THAT THERE IS A BOND UNDERNEATH THE SENSOR WITH THE EPOXY.
7. FILL THE HOLE WITH THE REMAINING EPOXY TO COVER THE SENSOR. LEVEL EPOXY WITH THE SURFACE OF THE ROAD.
8. AFTER THE FIRST APPLICATION, DO NOT LET THE EPOXY SIT FOR MORE THAN 30 SECONDS BEFORE THE NEXT APPLICATION.
9. THE INSTALLATION PAVEMENT TEMPERATURE SHOULD BE GREATER THAN 20°F.
10. DEPENDING ON AMBIENT TEMPERATURE AND HUMIDITY, ADHESIVE DRYING TIME WILL VARY FROM 5 MINUTES TO 15 MINUTES. VERIFY HARDNESS OF EPOXY BEFORE REOPENING THE LANE FOR TRAFFIC.
11. RECORD DISTANCES BETWEEN EACH SENSOR PAIR.



DETAIL 'E'

VEHICLE SENSOR NODE
INSTALLED IN ROADWAY

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

WIRELESS VEHICLE DETECTION SYSTEM (VEHICLE SENSOR NODE INSTALLATION DETAIL)

NO SCALE

E-1

REVISED BY	DATE REVISED
MARY ANN HUDSPETH	MARY ANN HUDSPETH

CALCULATED-DESIGNED BY: MARY ANN HUDSPETH
CHECKED BY:
FUNCTIONAL SUPERVISOR: STEVEN BLOCK

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
TRAFFIC ELECTRICAL DESIGN, MARYSVILLE

s131880 P:\dist04\04-3a3001\43a300ua001.dgn

LAST REVISION 02-28-10
DATE PLOTTED => 23-APR-2010
TIME PLOTTED => 10:13

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => s131880
DGN FILE => 43a300ua001.dgn
CU 03390
EA 3A3001

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	28	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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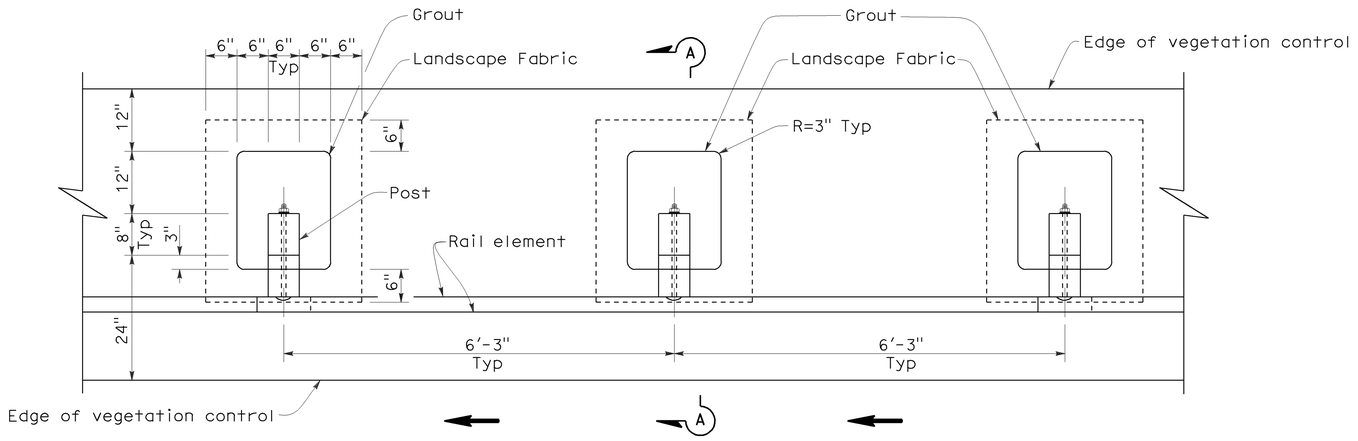
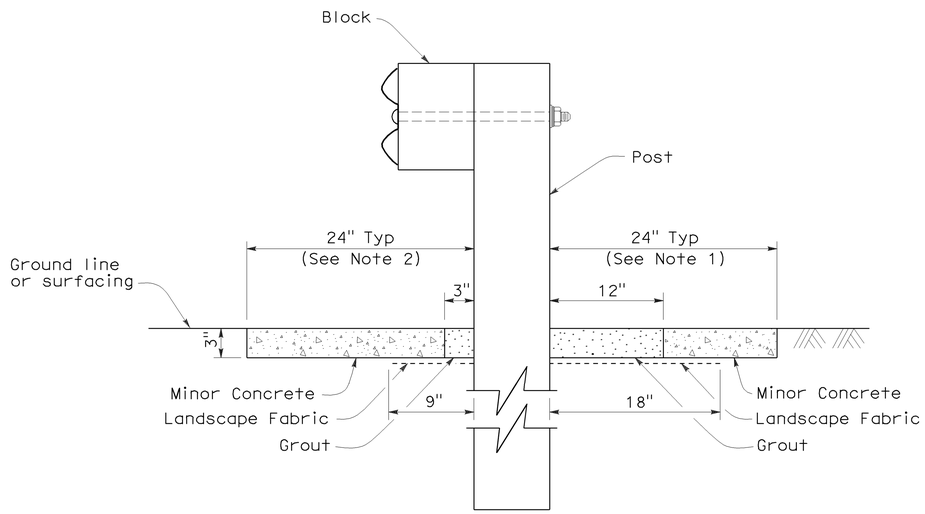
To accompany plans dated 4-12-10



PLAN

NOTES:

1. Where the distance between back of post and hinge point is less than 24", vegetation control to be constructed flush with the back edge of the post.
2. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
3. Direction of adjacent traffic indicated by ← .



SECTION A-A

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING
TYPICAL VEGETATION CONTROL
STANDARD RAILING SECTION

NO SCALE

NSP A77C5 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A77C5

2006 NEW STANDARD PLAN NSP A77C5

7-17-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	29	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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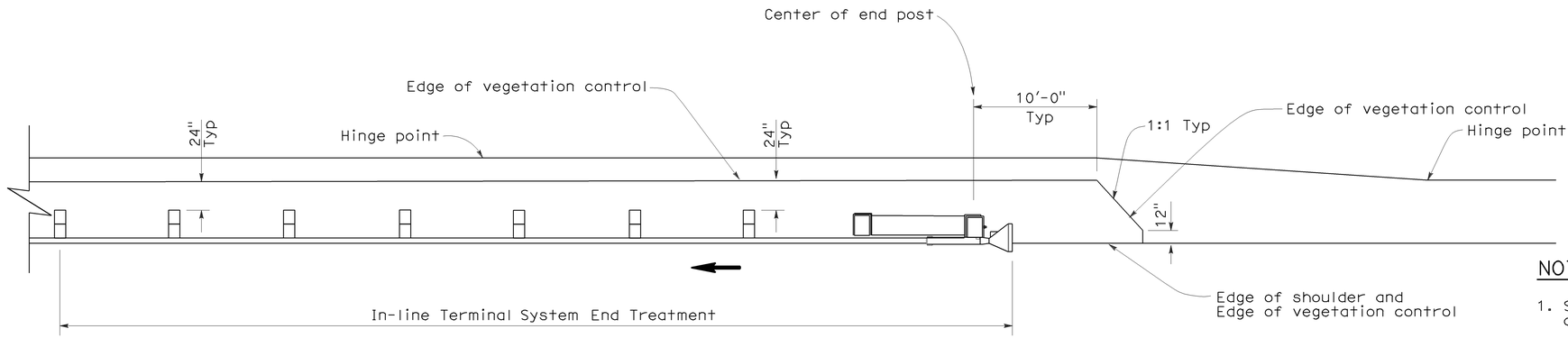
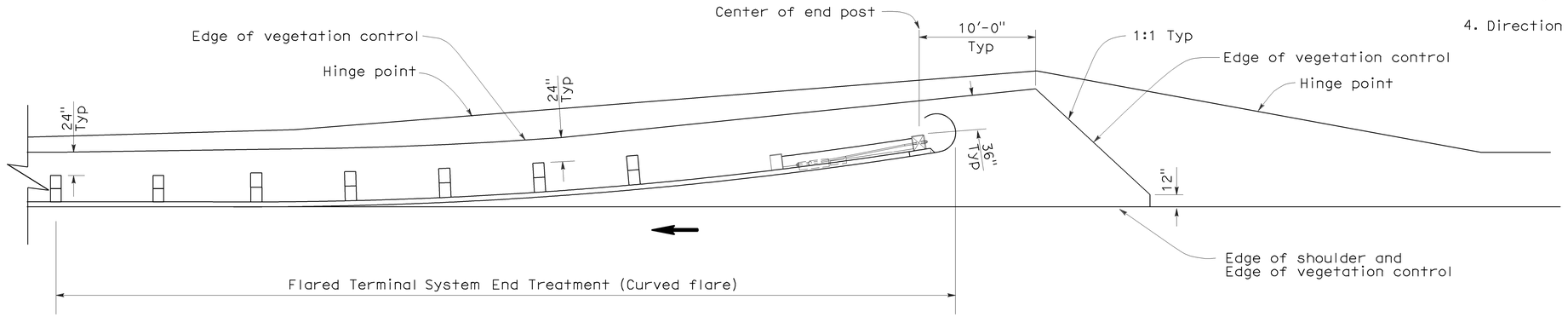
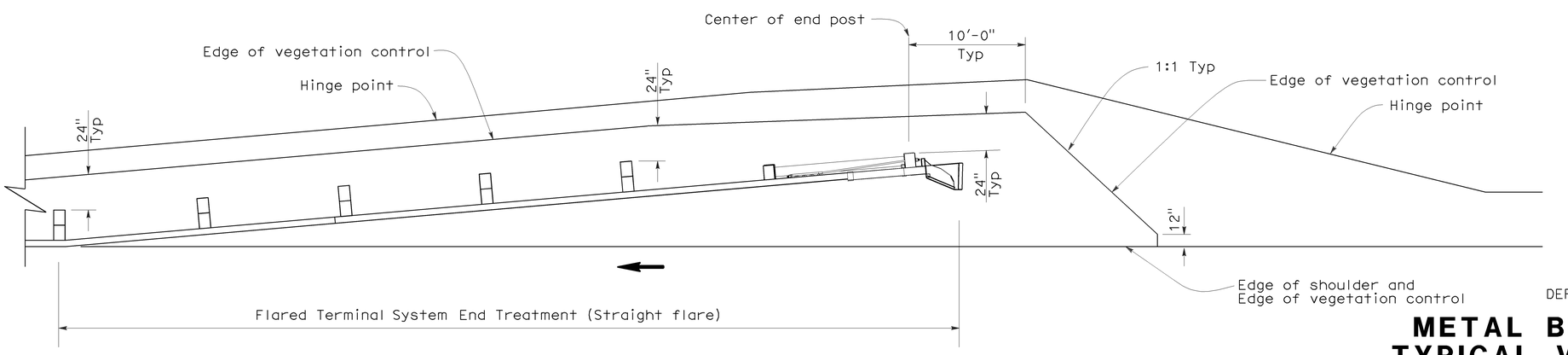
To accompany plans dated 4-12-10



PLAN



PLAN



PLAN

NOTES:

1. See New Standard Plan NSP A77C5 for additional vegetation control details.
2. Where the distance between back of post and hinge point is less than 24", vegetation control to be constructed flush with the back edge of the post.
3. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
4. Direction of adjacent traffic indicated by ←.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING
TYPICAL VEGETATION CONTROL
FOR TERMINAL SYSTEM END TREATMENTS

NO SCALE

NSP A77C6 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A77C6

2006 NEW STANDARD PLAN NSP A77C6

7-17-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	30	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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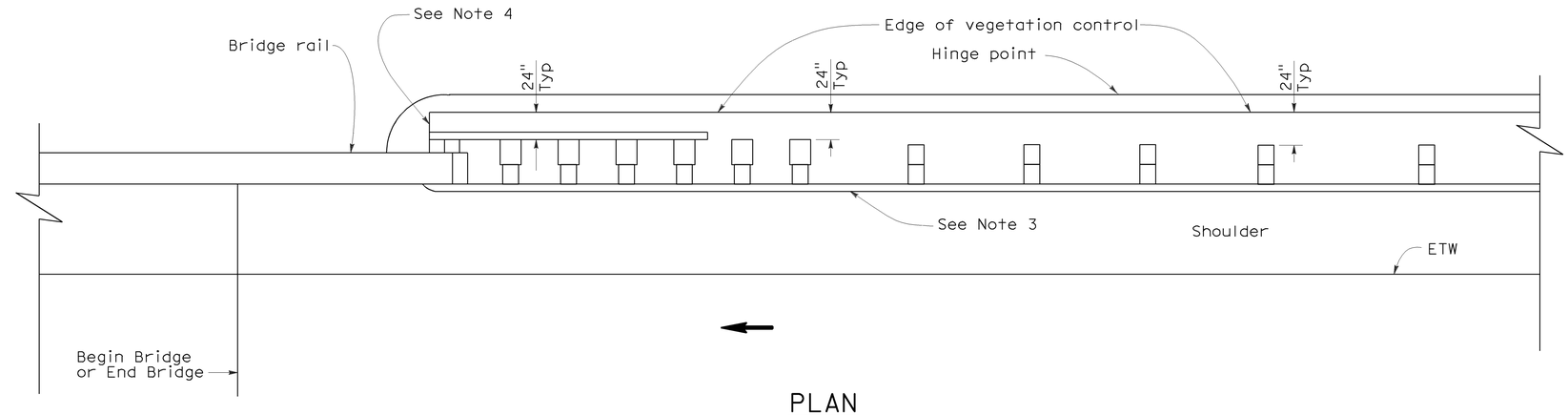
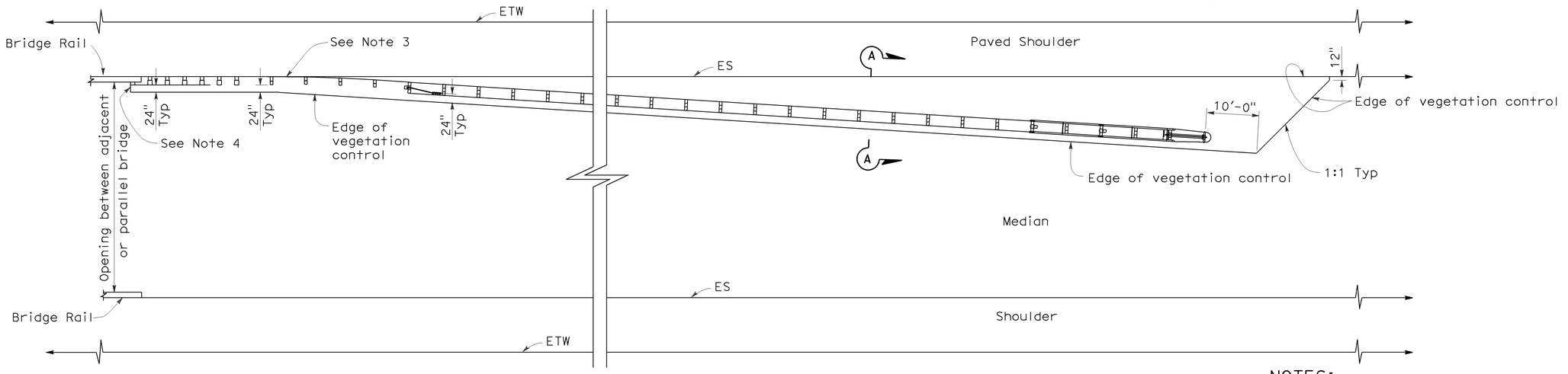
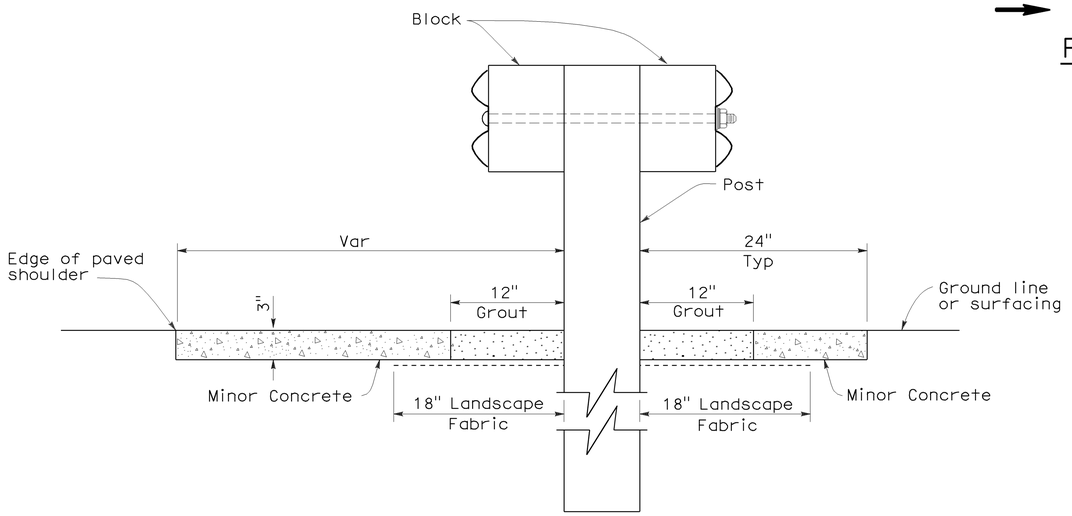
To accompany plans dated 4-12-10



PLAN



PLAN



SECTION A-A

NOTES:

1. See New Standard Plan NSP A77C5 for additional vegetation control details.
2. Where the distance between back of post and hinge point is less than 24", vegetation control to be constructed flush with the back edge of the post.
3. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
4. End vegetation control at end of backside rail element.
5. Direction of adjacent traffic indicated by ←.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TYPICAL VEGETATION CONTROL AT STRUCTURE APPROACH AND DEPARTURE

NO SCALE

NSP A77C7 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A77C7

2006 NEW STANDARD PLAN NSP A77C7

7-17-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	31	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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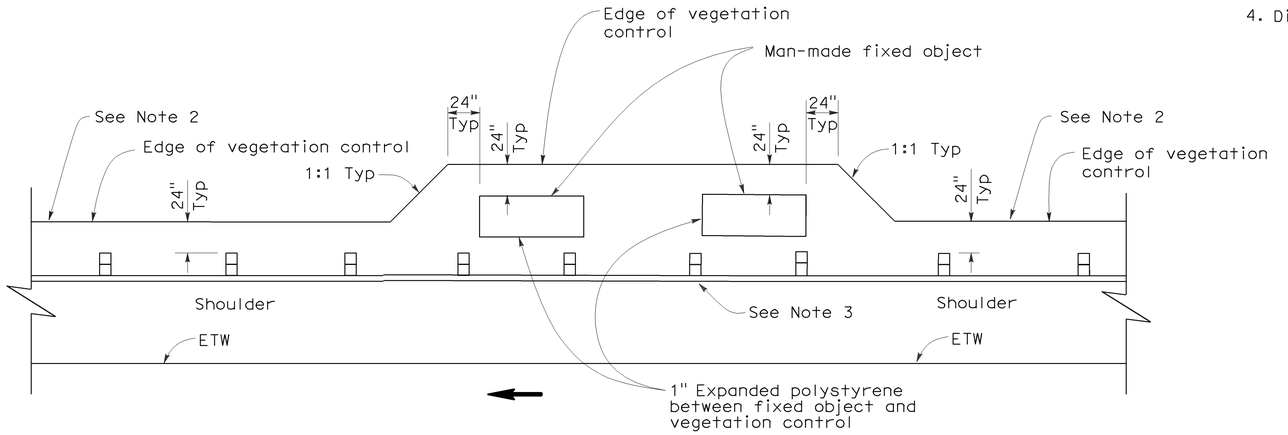
To accompany plans dated 4-12-10

NOTES:

1. See New Standard Plan NSP A77C5 for additional vegetation control details.
2. Where the distance between back of post and hinge point is less than 24", vegetation control to be constructed flush with the back edge of the post.
3. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
4. Direction of adjacent traffic indicated by ←.



PLAN

FIXED OBJECT(S) ON SHOULDER

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING
TYPICAL VEGETATION CONTROL AT FIXED OBJECT

NO SCALE

NSP A77C8 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A77C8

2006 NEW STANDARD PLAN NSP A77C8

7-17-06

NOTES:

1. See New Standard Plan NSP A77C5 for additional vegetation control details.
2. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
3. Direction of adjacent traffic indicated by ← .

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	32	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Randell D. Hiatt — No. C50200 — Exp. 6-30-07 — CIVIL — STATE OF CALIFORNIA

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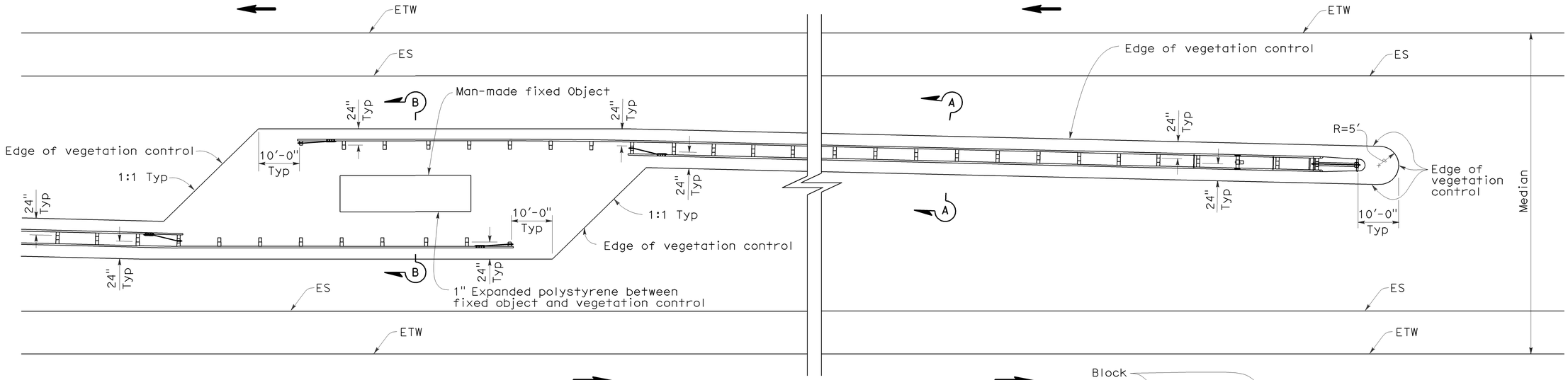
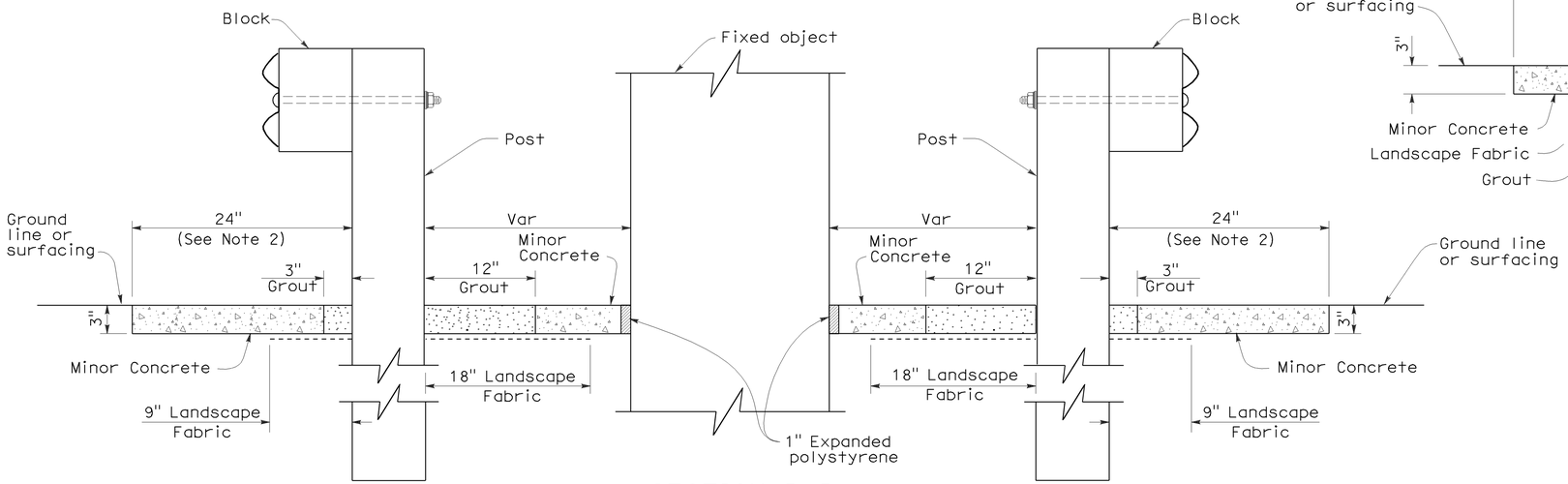
To accompany plans dated 4-12-10

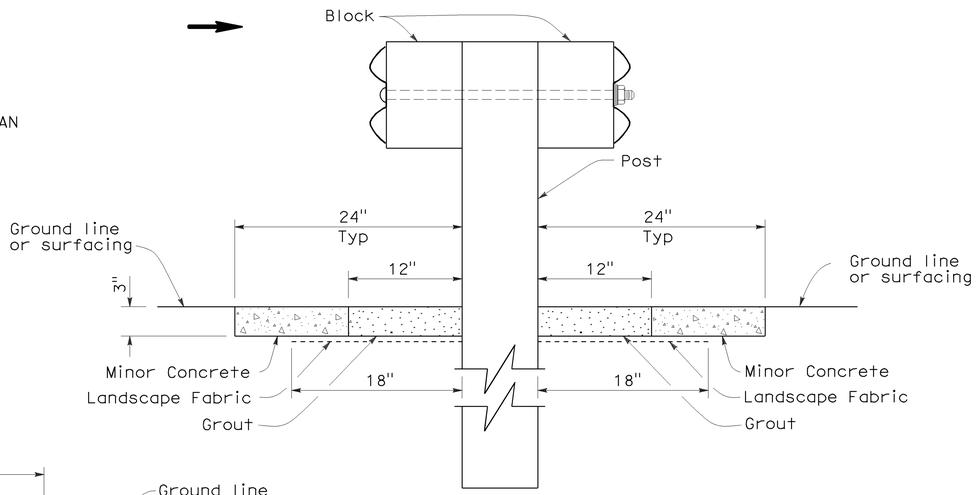


PLAN

FIXED OBJECT(S) IN MEDIAN



SECTION B-B



SECTION A-A

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TYPICAL VEGETATION CONTROL AT FIXED OBJECT

NO SCALE

NSP A77C9 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A77C9

2006 NEW STANDARD PLAN NSP A77C9

7-17-06

NOTES:

1. See New Standard Plan NSP A77C5 for additional vegetation control details.
2. Where dike is constructed under railing, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
3. Direction of adjacent traffic indicated by ⟵.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	33	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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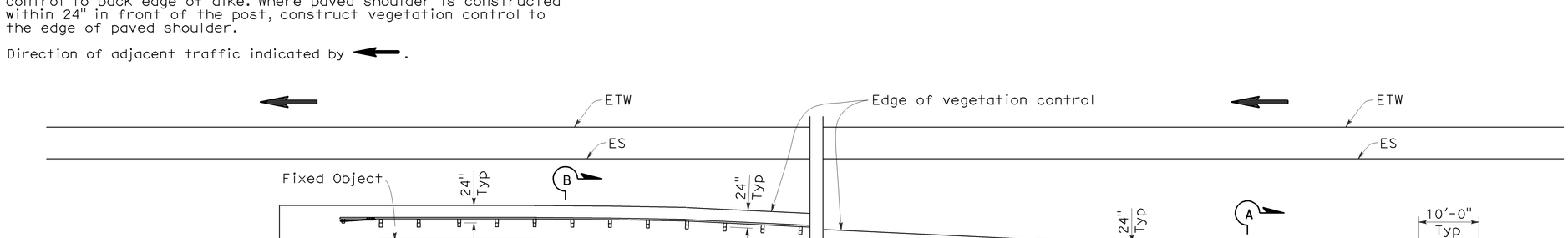
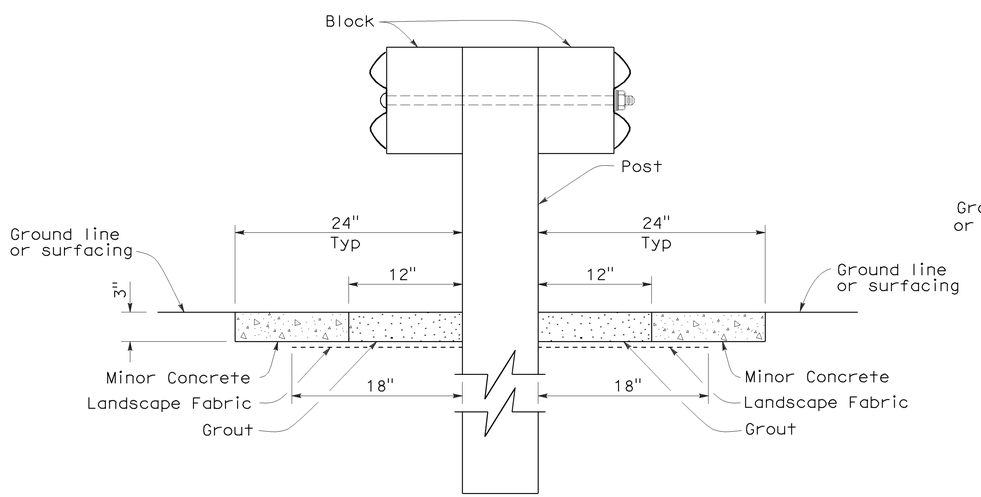
To accompany plans dated 4-12-10

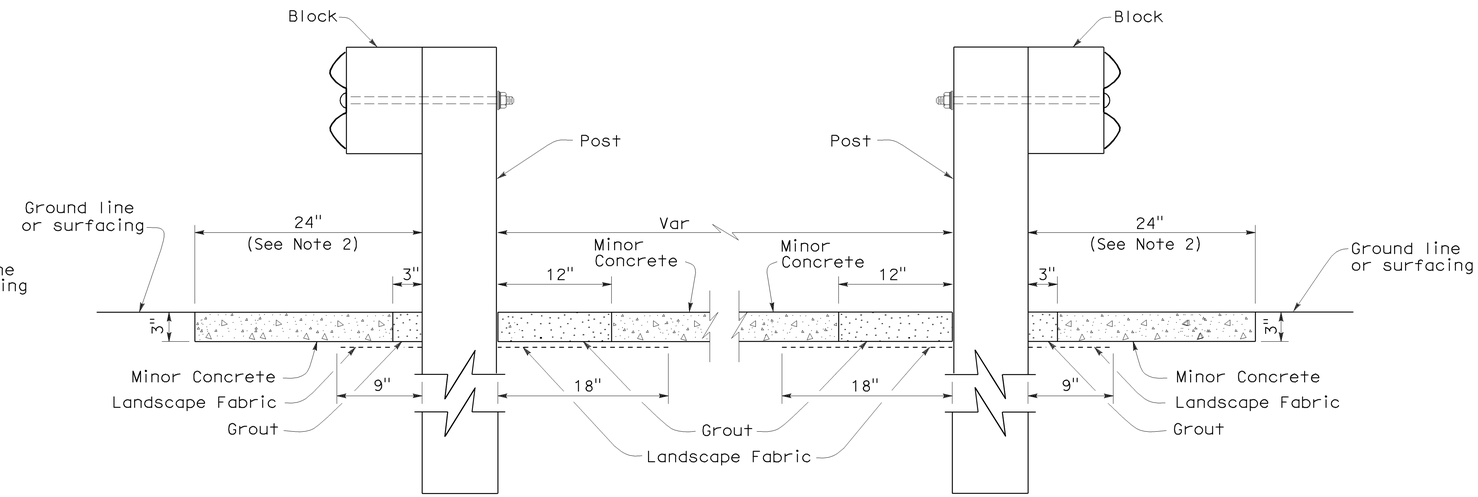


PLAN

FIXED OBJECT(S) BETWEEN SEPARATE ROADBEDS
(ONE-WAY TRAFFIC)



SECTION A-A



SECTION B-B

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TYPICAL VEGETATION CONTROL AT FIXED OBJECT

NO SCALE

NSP A77C10 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A77C10

2006 NEW STANDARD PLAN NSP A77C10

7-17-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	34	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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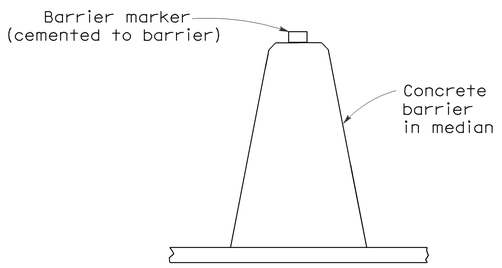
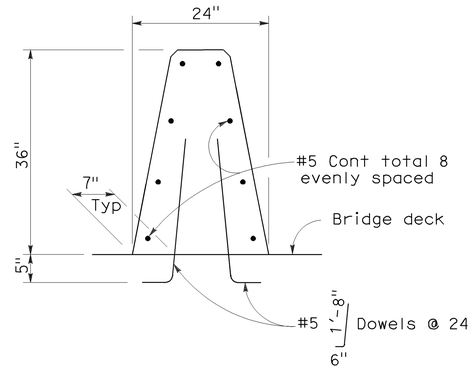
To accompany plans dated 4-12-10



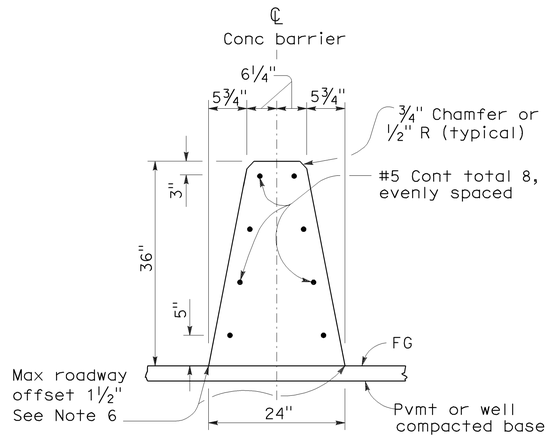
CONCRETE BARRIER TYPE 60 DELINEATION

See Notes 7 and 8



CONCRETE BARRIER TYPE 60A

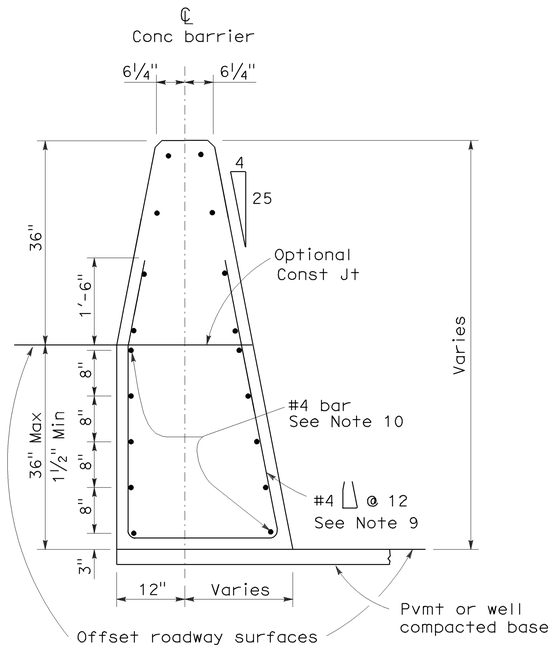
Details similar to Type 60 except as noted.



CONCRETE BARRIER TYPE 60

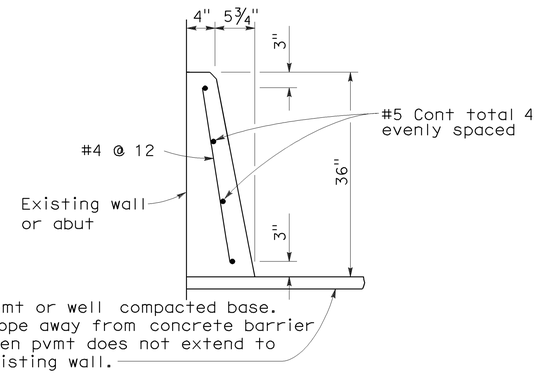
NOTES:

1. See Standard Plan A76B for details of Concrete Barrier Type 60 end anchors, connection to structures and transitions to Concrete Barrier Type 50 and Concrete Barrier Type 60S.
2. See Standard Plan A76C for Concrete Barrier Type 60 transitions at bridge column and sign pedestals.
3. Where glare screen is required on Concrete Barrier Type 60, use Concrete Barrier Type 60G.
4. Where the concrete barrier is added to the face of existing concrete structure, match existing weep holes.
5. Expansion joints in concrete barrier shall be located at all deck, pavement and principal wall joints. Expansion joint filler material shall be the same size as joint or ½" minimum.
6. Where roadway offset is greater than 1½", see Concrete Barrier Type 60C.
7. Barrier delineation to be used when required by the Special Provisions.
8. Spacing of barrier markers to match spacing of raised pavement markers on the adjacent median edgeline pavement delineation.
9. Reinforcing stirrup not required for roadway offsets less than 1'-0".
10. For roadway surfaces offset greater than 1½" to 3", no rebars required. For roadway surfaces offset greater than 3" to 8" use two #4 rebars at 3" above the lower roadway surface. For roadway surfaces offset greater than 8" to 12", use two #4 rebars at 3" above the lower roadway surface and two #4 rebars at 8" above the lower roadway surface. For roadway surfaces offset greater than 12" to 36", use two #4 rebars at 3" above the lower roadway surface and two #4 rebars at every 8" increment vertical spacing above the first two #4 rebars.



CONCRETE BARRIER TYPE 60C

Details similar to Type 60 except as noted.
Concrete barrier end anchor when necessary.
36" roadway surfaces offset shown.



CONCRETE BARRIER TYPE 60D

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER TYPE 60

NO SCALE

RSP A76A DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A76A
DATED MAY 1, 2006 - PAGE 29 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A76A

2006 REVISED STANDARD PLAN RSP A76A

5-21-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	35	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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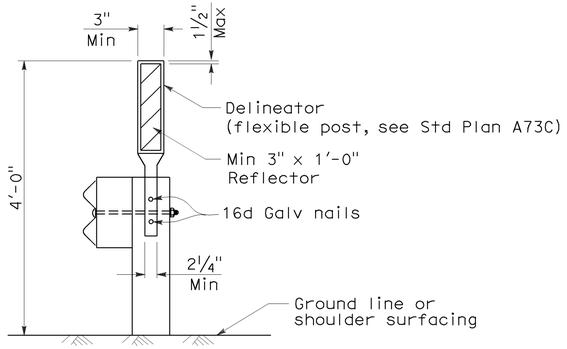
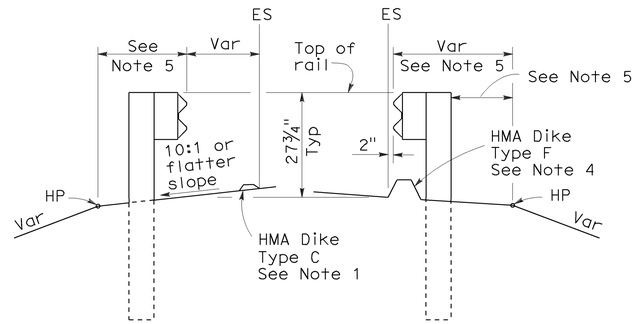
To accompany plans dated 4-12-10

NOTES:

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



GUARD RAILING DELINEATION
See Note 3



DIKE POSITIONING
See Note 1

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TYPICAL RAILING DELINEATION AND DIKE POSITIONING DETAILS

NO SCALE

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

REVISED STANDARD PLAN RSP A77C4

2006 REVISED STANDARD PLAN RSP A77C4

12-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	36	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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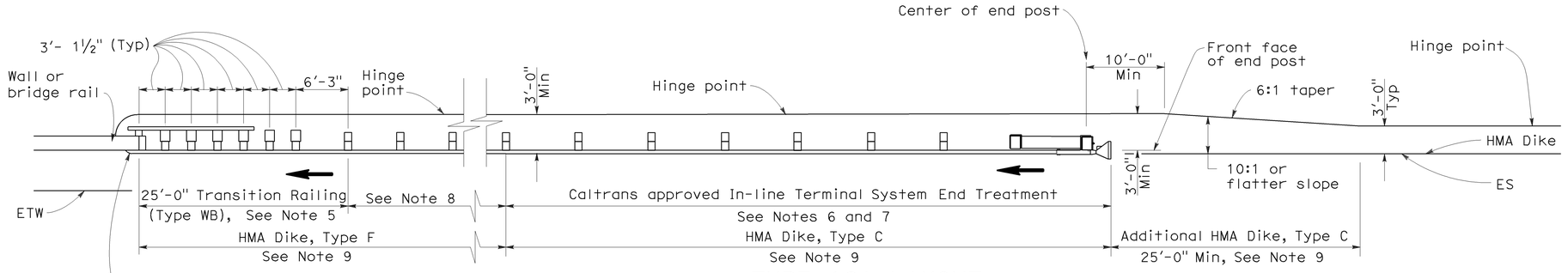
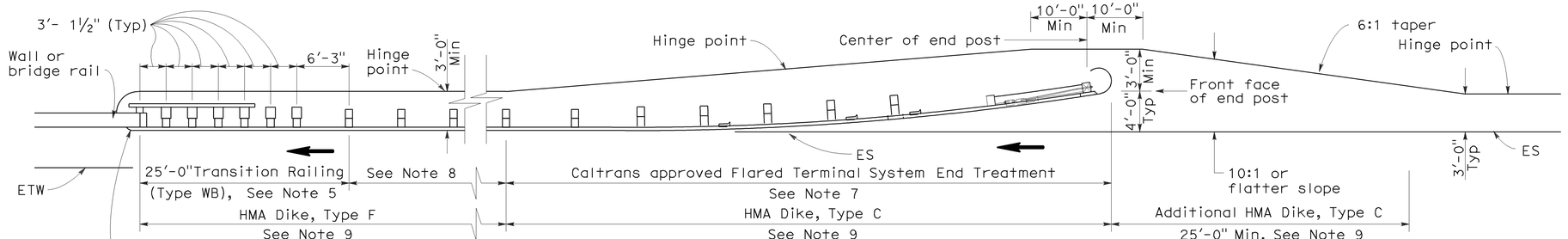
To accompany plans dated 4-12-10



TYPE 12A LAYOUT

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



TYPE 12B LAYOUT

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

NOTES:

1. Line post, blocks and hardware to be used are shown on Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
2. Guard rail 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 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
4. Direction of adjacent traffic indicated by →.
5. For Transition Railing (Type WB) details for Types 12A and 12B Layouts, see Standard Plan A77J4.
6. In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
7. The type of terminal system end treatment to be used will be shown on the Project Plans.
8. 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.
9. Where placement of dike is required with guard railing installations, see Revised Standard Plan RSP A77C4 for dike positioning details.
10. Type 12A or Type 12B Layouts are typically used:
    a. 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.
    b. 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.
    c. To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
    d. To the right of approaching traffic at the end of the structure on multilane freeways or expressways with decked median on the bridge.
11. See Revised Standard Plan RSP A77F3 for typical layout used left of approaching traffic at the ends of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
12. For additional details of typical connections to bridge rail, see Connection Detail AA on Revised Standard Plans RSP A77J1 and RSP A77J2 and Connection Detail FF on Standard Plans A77K1 and A77K2.
13. For additional details of a typical connection to walls or abutments, see Standard Plan A77J3.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TYPICAL LAYOUTS FOR STRUCTURE APPROACH

NO SCALE

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

REVISED STANDARD PLAN RSP A77F1

2006 REVISED STANDARD PLAN RSP A77F1

12-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04		80	38.4/44.7	37	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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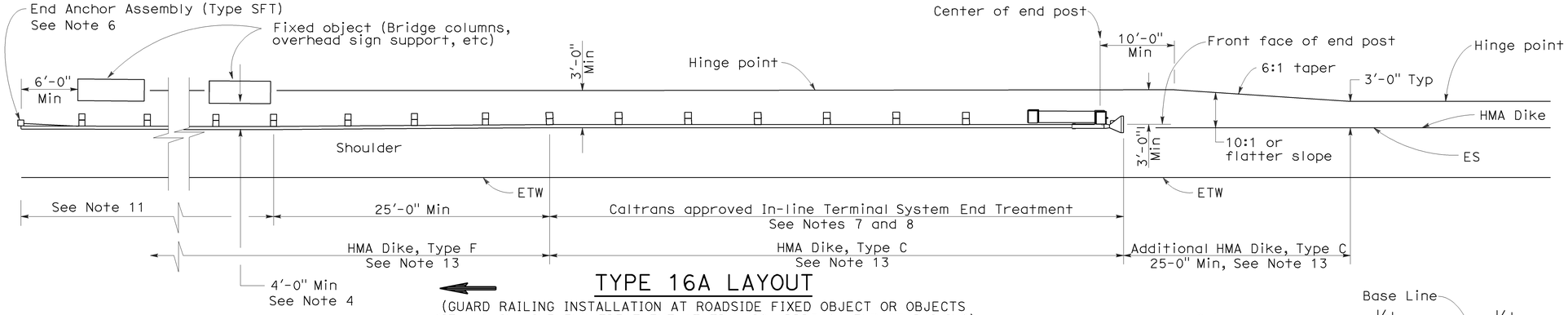
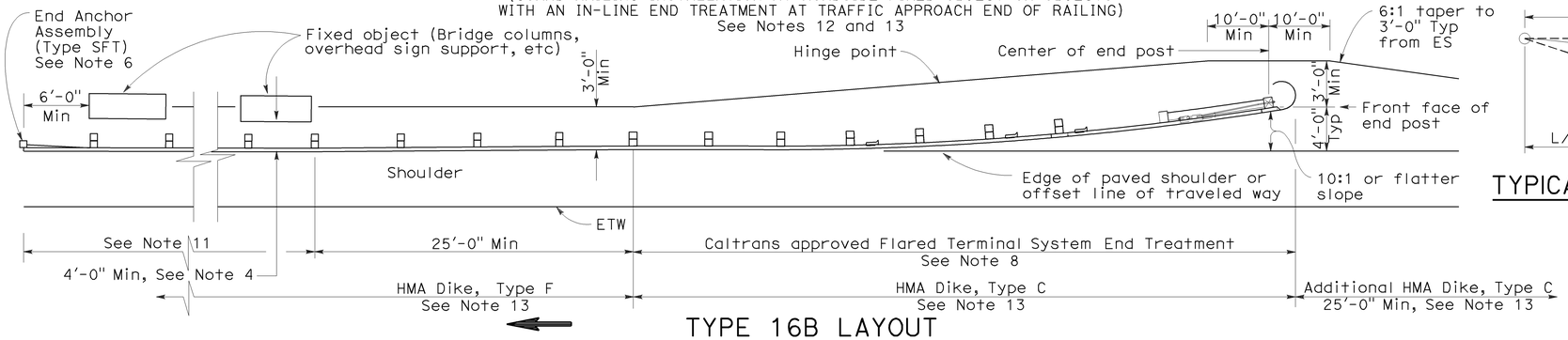
To accompany plans dated 4-12-10



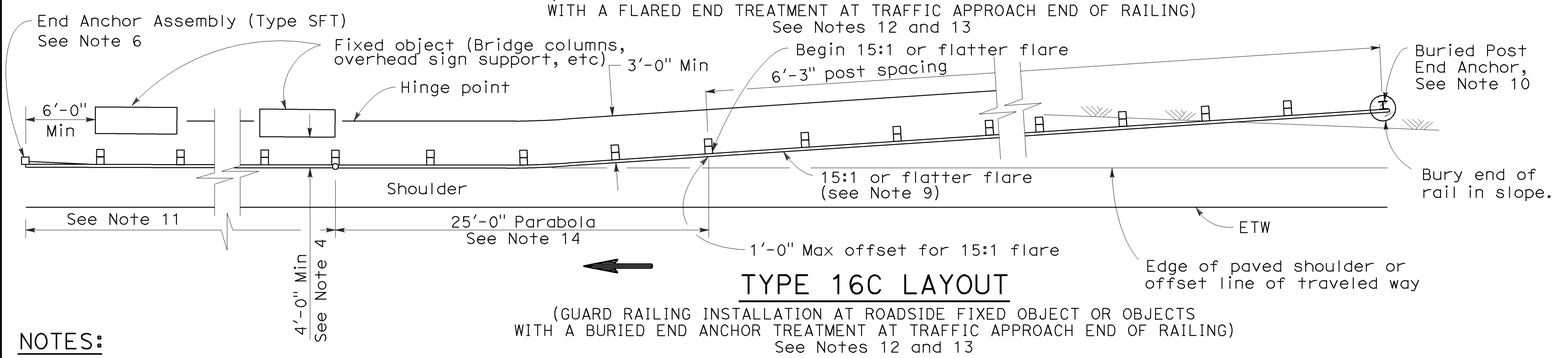
TYPE 16A LAYOUT

(GUARD RAILING INSTALLATION AT ROADSIDE FIXED OBJECT OR OBJECTS WITH AN IN-LINE END TREATMENT AT TRAFFIC APPROACH END OF RAILING)
See Notes 12 and 13



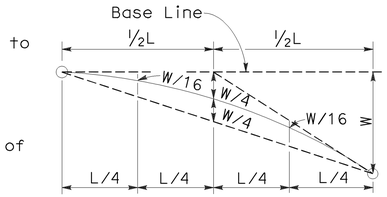
TYPE 16B LAYOUT

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

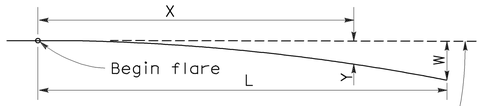


TYPE 16C LAYOUT

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



TYPICAL PARABOLIC LAYOUT

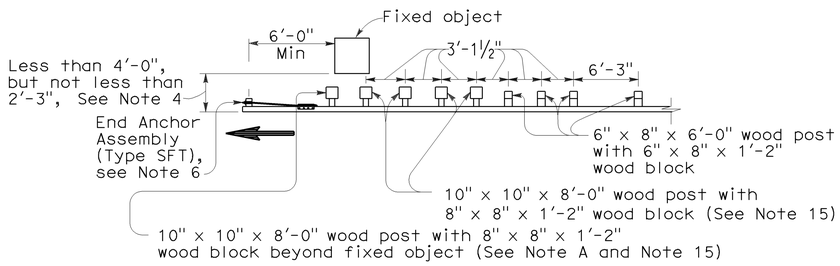


Base Line (Edge of paved shoulder or offset line of edge of traveled way)

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

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

PARABOLIC FLARE OFFSETS



NOTE A: For a series of fixed objects (bridge columns, overhead sign supports, etc.) additional 10" x 10" x 8'-0" wood post with 8" x 8" x 1'-2" wood blocks at 3'-1½" center to center spacing are to be used between fixed objects.

STRENGTHENED RAILING SECTIONS FOR FIXED OBJECT

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

NOTES:

1. Line post, blocks and hardware to be used are shown on Revised Standard Plans A77A1, A77A2, A77B1, A77C1 and A77C2.
2. Guard railing 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 8" x 1'-2" wood blocks. W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood line posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
4. A 4'-0" minimum clearance is required between the face of the railing and the face of a fixed object located directly behind standard guard railing sections with post spacing of 6'-3". Construct guard railing as shown in the detail "Strengthened Railing Sections for Fixed Objects" on this plan, where the clearance between the face of the railing and the face of a fixed object is less than 4'-0", but not less than 2'-3". Where the clearance is less than 2'-3", a concrete wall or barrier should be constructed to shield the fixed object(s).
5. Direction of adjacent traffic indicated by ⟶.
6. For End Anchor Assembly (Type SFT) details, see Standard Plan A77H1.
7. In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment.
8. The type of terminal system to be used will be shown on the Project Plans.
9. The 15:1 or flatter flare used with Type 16C Layout is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of guard railing within the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
10. For details of the Buried Post End Anchor used with Type 16C Layout, see Standard Plan A77I2.
11. As site conditions dictate, construct additional guard railing to shield fixed object(s). Additional guard railing length equal to multiples of 12'-6". Post spacing at 6'-3" except as specified in Note 4.
12. Layout Types 16A, 16B or 16C are typically used where guard railing is recommended to shield roadside fixed object(s) and a crashworthy end treatment is required for only one direction of traffic.
13. Where placement of dike is required with guard railing, see Revised Standard Plan RSP A77C4 for dike positioning details.
14. For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Revised Standard Plan RSP A77E1.
15. W6 x 15 steel post, 8'-0" in length, with 8" x 8" x 1'-2" notched wood block or notched recycled plastic blocks may be used in place of the 10" x 10" x 8'-0" wood post with 8" x 8" x 1'-2" wood block shown in the "Strengthened Railing Sections Detail".

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TYPICAL LAYOUTS FOR ROADSIDE FIXED OBJECTS

NO SCALE

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

REVISED STANDARD PLAN RSP A77G3

2006 REVISED STANDARD PLAN RSP A77G3

12-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	38	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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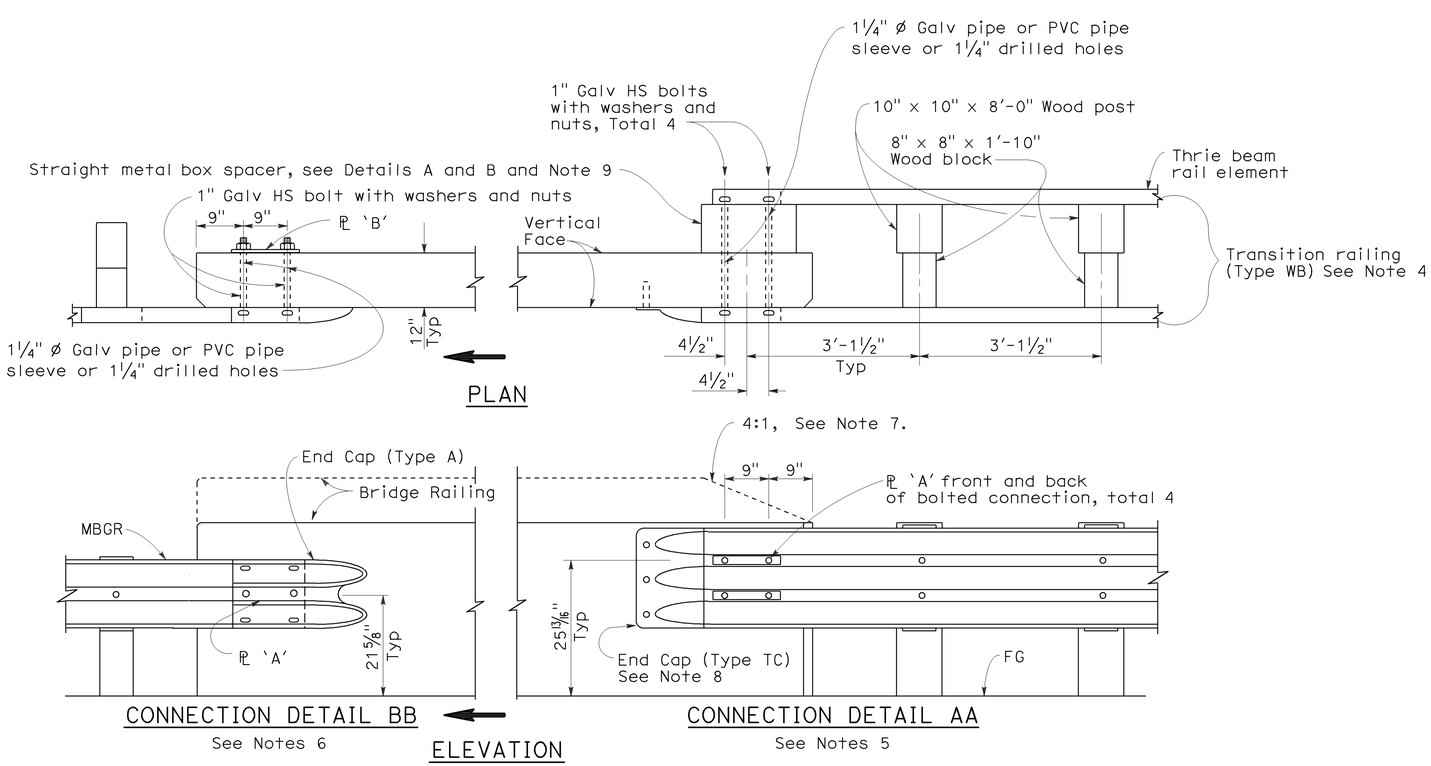
To accompany plans dated 4-12-10



GUARD RAILING CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK

NOTES:

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

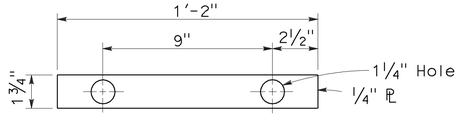


PLATE 'A'

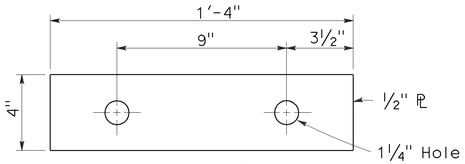
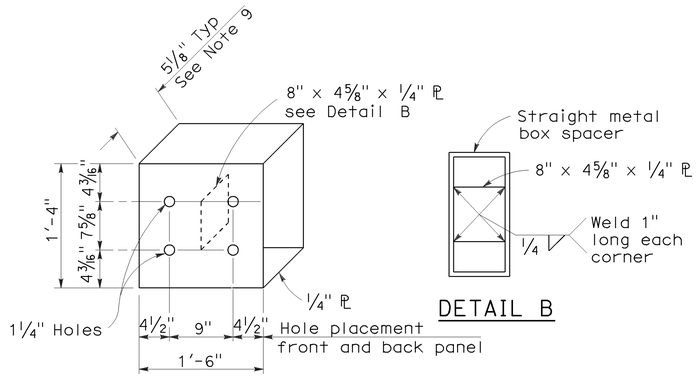


PLATE 'B'
(For backside of connection BB)



DETAIL A

STRAIGHT METAL BOX SPACER

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING CONNECTIONS TO BRIDGE RAILINGS WITHOUT SIDEWALKS DETAILS No.1

NO SCALE

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

REVISED STANDARD PLAN RSP A77J1

2006 REVISED STANDARD PLAN RSP A77J1

12-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	39	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 5, 2009
PLANS APPROVAL DATE

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

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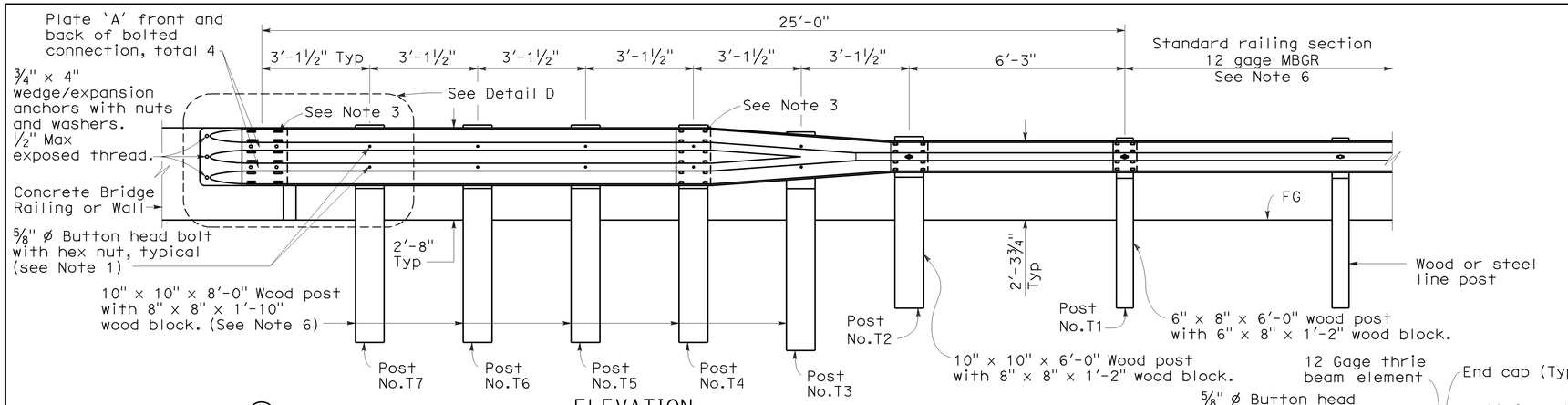
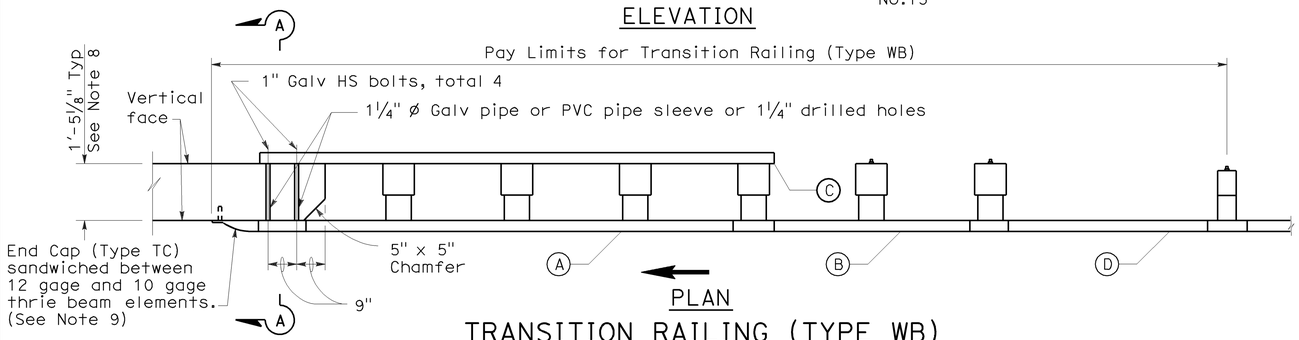


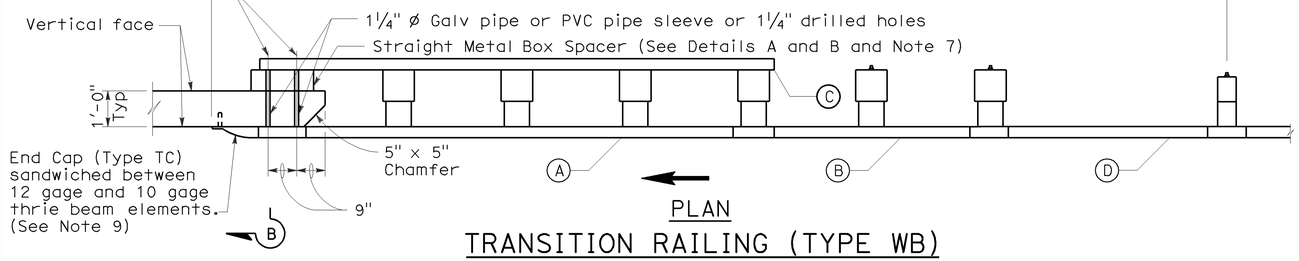
ELEVATION



PLAN

TRANSITION RAILING (TYPE WB)

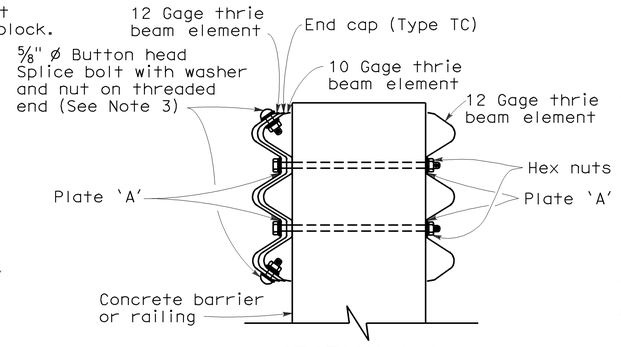
(No Blockout Attachment)



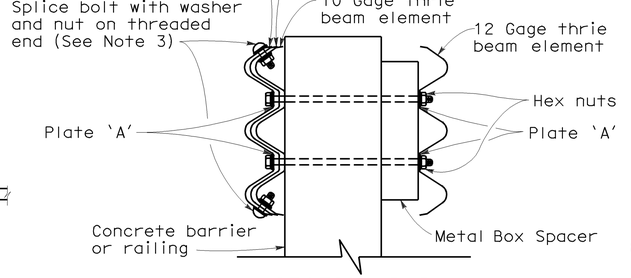
PLAN

TRANSITION RAILING (TYPE WB)

(Blockout Attachment)



SECTION A-A



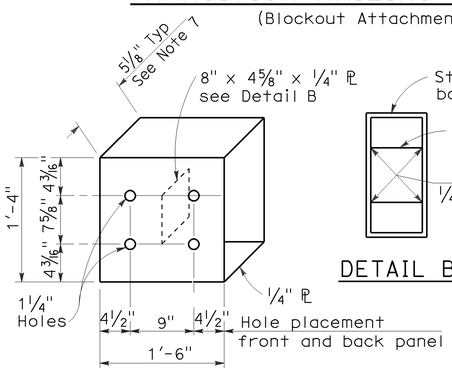
SECTION B-B

LEGEND

- (A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).
- (B) One 10 gage "W" beam to thrie beam element.
- (C) One 12 gage thrie beam element.
- (D) One 10 gage "W" beam rail element (7'-3½" length)

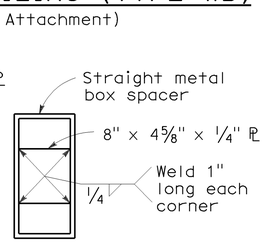
10 gage = 0.135" thick

12 gage = 0.108" thick

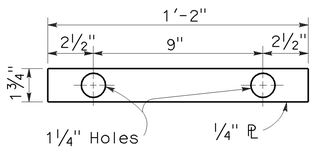


DETAIL A

STRAIGHT METAL BOX SPACER

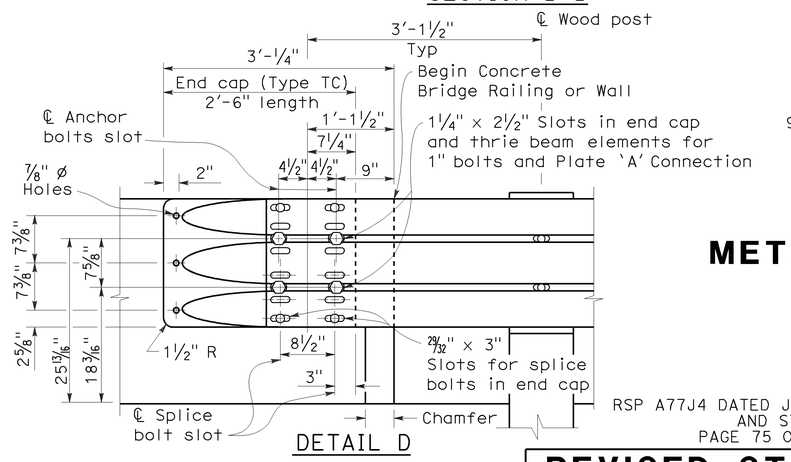


DETAIL B



DETAIL C

PLATE 'A'



DETAIL D

NOTES:

To accompany plans dated 4-12-10

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TRANSITION RAILING (TYPE WB)

NO SCALE

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

REVISED STANDARD PLAN RSP A77J4

2006 REVISED STANDARD PLAN RSP A77J4

5-14-09

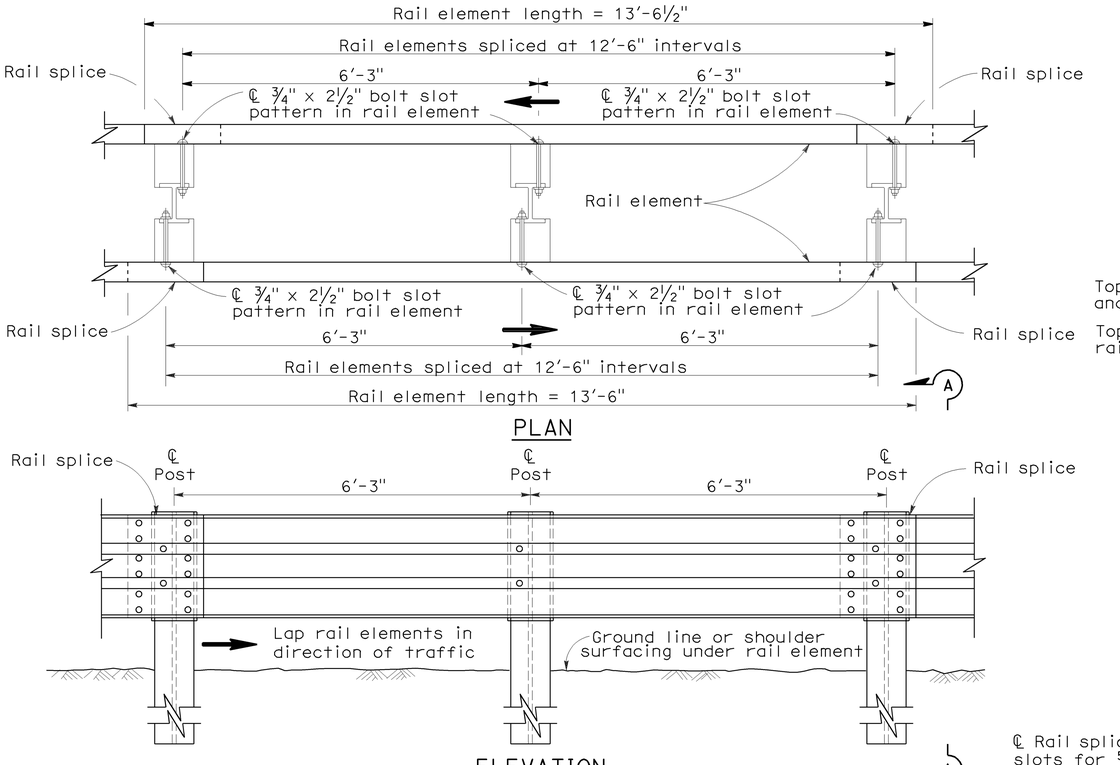
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	40	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

To accompany plans dated 4-12-10

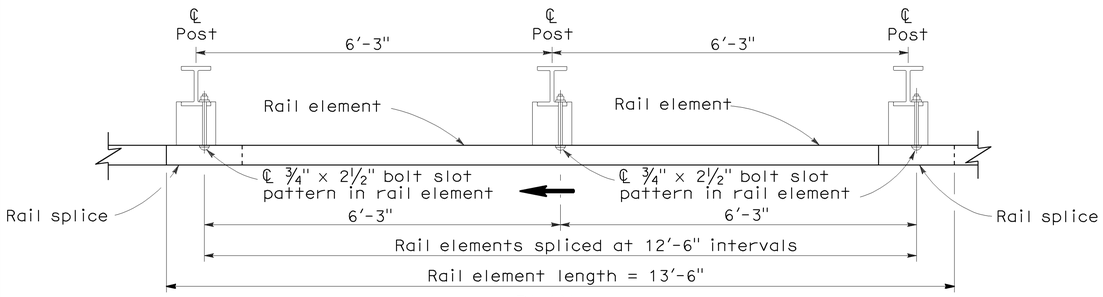


PLAN

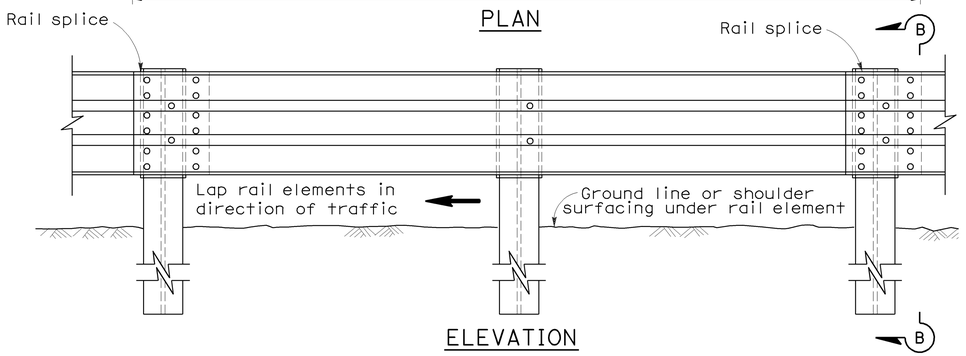
ELEVATION

DOUBLE THRIE BEAM BARRIER

(Steel post with notched wood or notched plastic blocks)
See Note 1



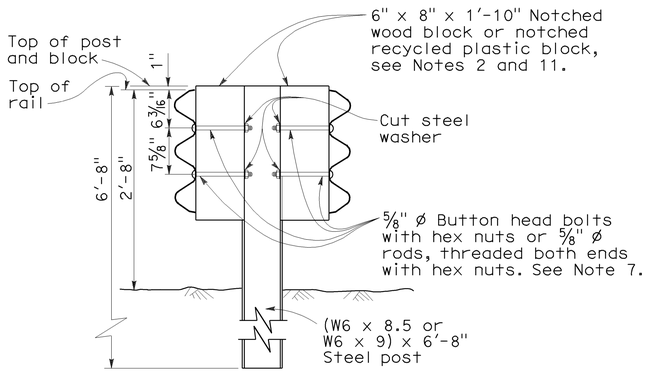
PLAN



ELEVATION

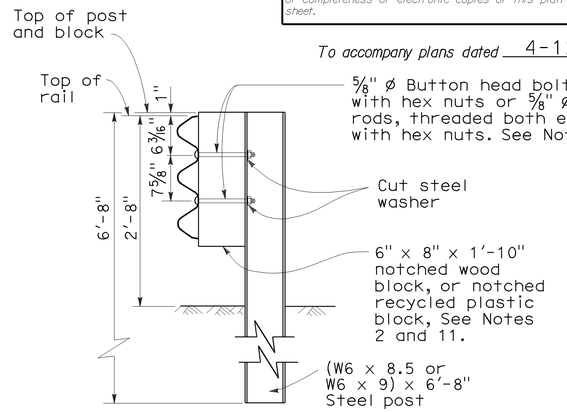
SINGLE THRIE BEAM BARRIER

(Steel post with notched wood or notched plastic blocks)
See Note 1



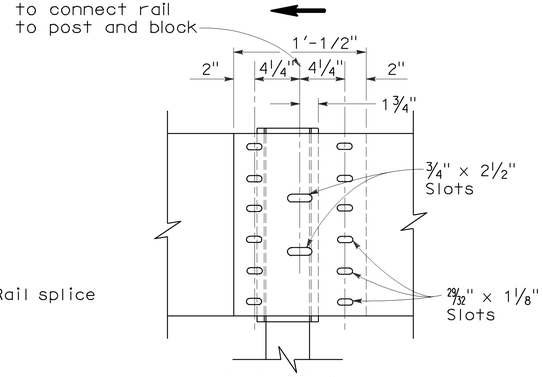
SECTION A-A

TYPICAL STEEL LINE POST INSTALLATION



SECTION B-B

TYPICAL STEEL LINE POST INSTALLATION



ELEVATION

RAIL ELEMENT SPLICE DETAIL

a) Connect the overlapped ends of the thrie beam rail elements with ⅝" ø x 1⅛" button head oval shoulder bolts inserted into the 29/32" x 1⅛" slots and bolted together with ⅝" ø x 1⅛" recessed hex nuts. Recess of hex nut points toward rail element. A total of 12 bolts and nuts are to be used at each rail splice connection.

b) The ends of the rail elements are to be overlapped in the direction of traffic (see details).

c) 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. Where a return cap is to be attached to the ends of rail elements, a total of 8 of the above described splice bolts and nuts are to be used.

NOTES:

1. For details of the cross section of the thrie beam rail element and details for wood post with wood block installations, see Standard Plan A78A.
2. For details of standard hardware, posts and blocks used to construct thrie beam barrier, see Revised Standard Plan RSP A78C1 and Standard Plan A78C2.
3. Thrie beam barrier post spacing to be 6′-3" center to center, except as otherwise noted.
4. Top of barrier rail to be 2′-8" above ground line or shoulder surfacing under the rail element.
5. For barrier end treatments and barrier connections, see Standard Plans A78E1, A78E2 and A78E3, Revised Standard Plans RSPs A78F1 and A78F2, Standard Plan A78G and Revised Standard Plan RSP A78H.
6. For connection to Concrete Barrier, see Revised Standard Plan RSP A78I.
7. Attach rail element to block and steel post with 2 bolts or rods on approaching traffic side of block and post web. No washer on rail face for rod or bolted connections to line post.
8. For details of thrie beam barrier on bridges, see Standard Plan A78D2. For details of thrie beam barrier at fixed objects, see Standard Plan A78D1.
9. Direction of traffic indicated by ⟶.
10. Notched face of block faces steel post.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

THRIE BEAM BARRIER STANDARD BARRIER RAILING SECTION (STEEL POST WITH NOTCHED WOOD BLOCK OR NOTCHED RECYCLED PLASTIC BLOCK)

NO SCALE

RSP A78B DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78B
DATED MAY 1, 2006 - PAGE 84 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A78B

2006 REVISED STANDARD PLAN RSP A78B

5-14-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	80	38.4/44.7	41	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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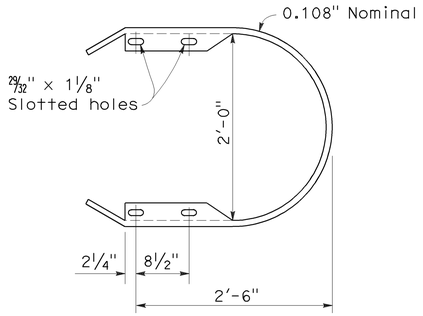
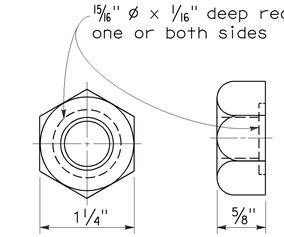
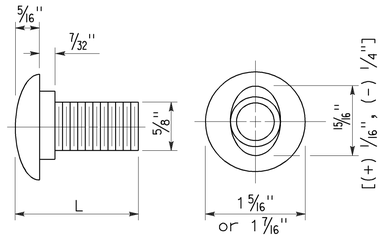
To accompany plans dated 4-12-10



RETURN CAP
(TYPE TA)

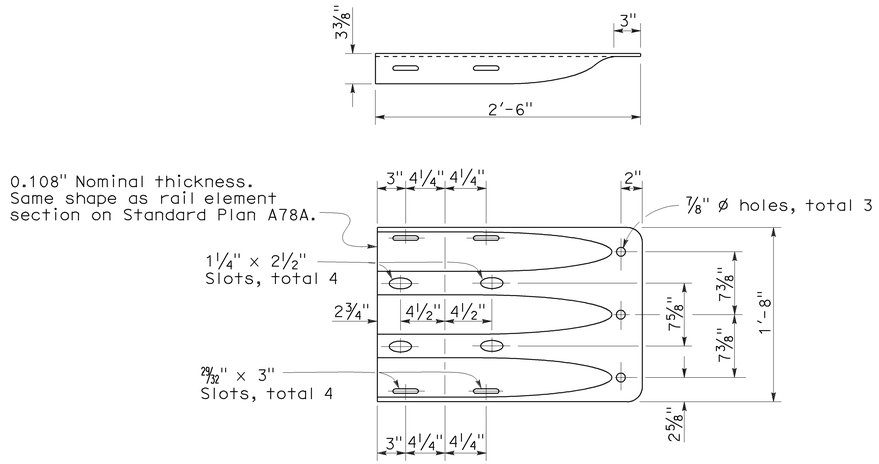


5/8" ø RECESS NUT



5/8" ø BUTTON HEAD BOLT

L	THREAD LENGTH
1 1/4"	full thread length
2"	full thread length
9 1/2"	4" Min thread length
18"	4" Min thread length



END CAP
(TYPE TC)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

THRIE BEAM BARRIER
STANDARD HARDWARE DETAILS

NO SCALE

RSP A78C1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78C1
DATED MAY 1, 2006 - PAGE 85 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A78C1

2006 REVISED STANDARD PLAN RSP A78C1

4-21-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	42	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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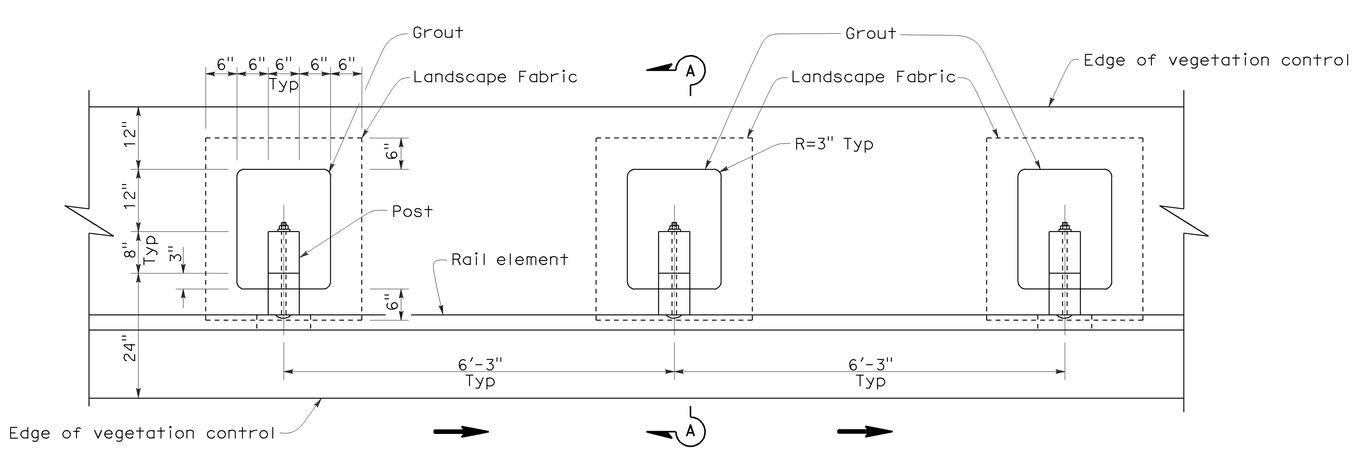
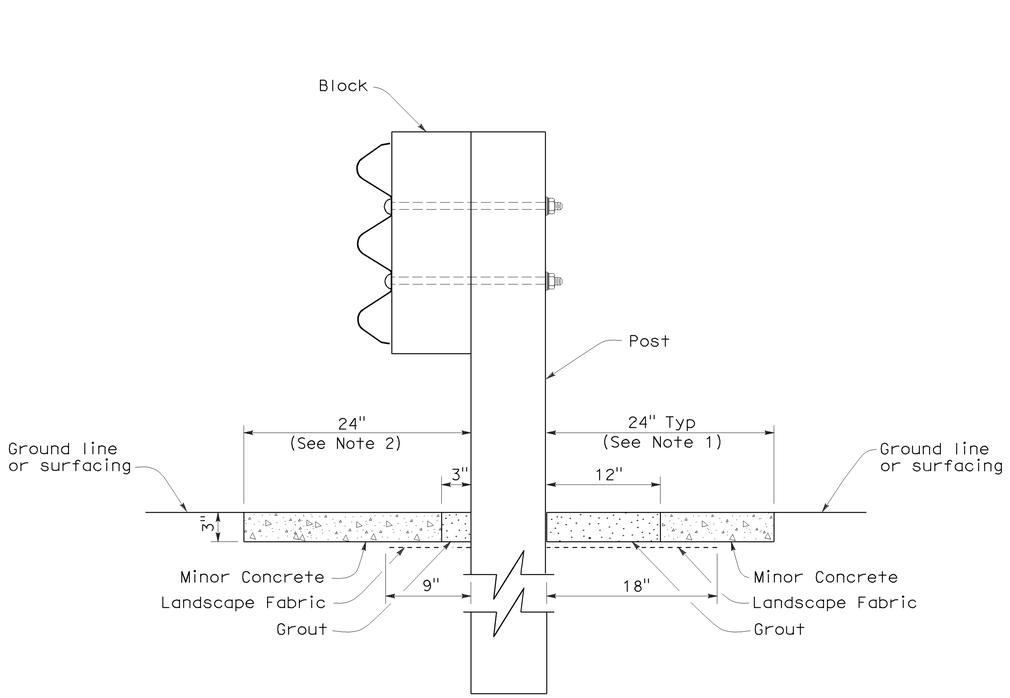
To accompany plans dated 4-12-10



PLAN



SECTION A-A

NOTES:

1. Where the distance between back of post and hinge point is less than 24", vegetation control to be constructed flush with the back edge of the post.
2. Where dike is constructed under barrier, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
3. Direction of adjacent traffic indicated by ➞.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SINGLE THRIE BEAM BARRIER
TYPICAL VEGETATION CONTROL
STANDARD BARRIER RAILING SECTION

NO SCALE

NSP A78C3 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A78C3

2006 NEW STANDARD PLAN NSP A78C3

7-17-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	43	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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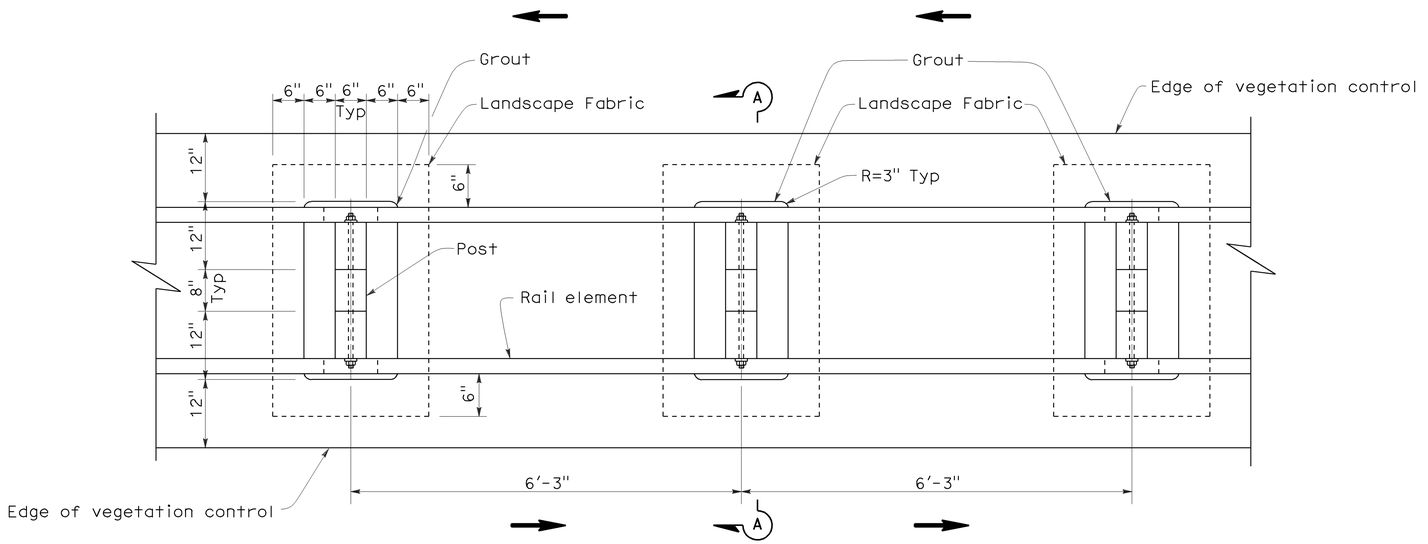
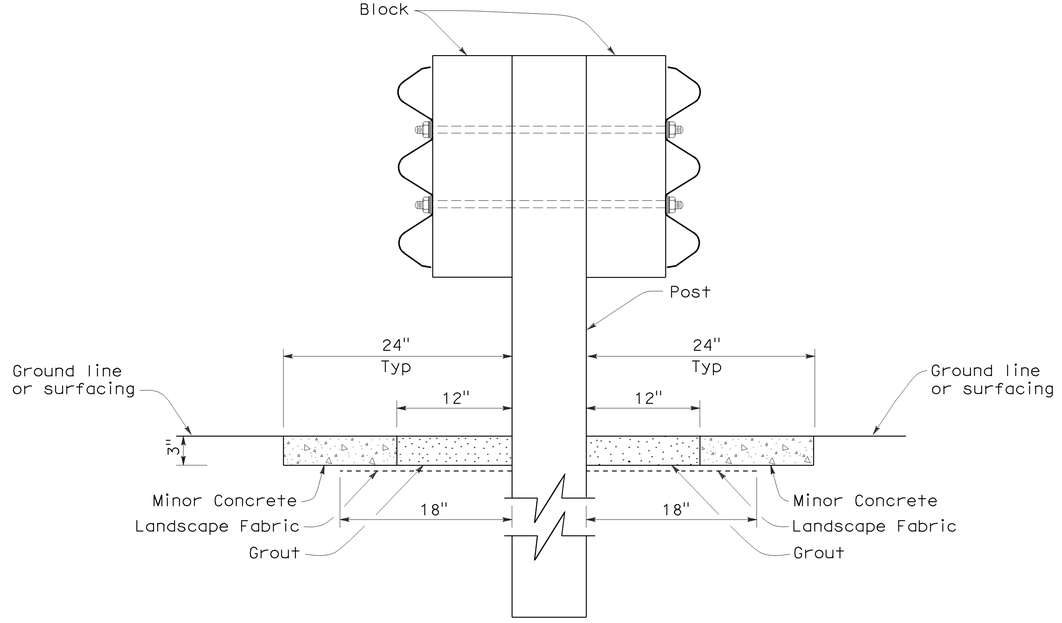
To accompany plans dated 4-12-10



PLAN



SECTION A-A

NOTE:

1. Direction of adjacent traffic indicated by →.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DOUBLE THRIE BEAM BARRIER
TYPICAL VEGETATION CONTROL
STANDARD BARRIER RAILING SECTION

NO SCALE

NSP A78C4 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A78C4

2006 NEW STANDARD PLAN NSP A78C4

7-17-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	44	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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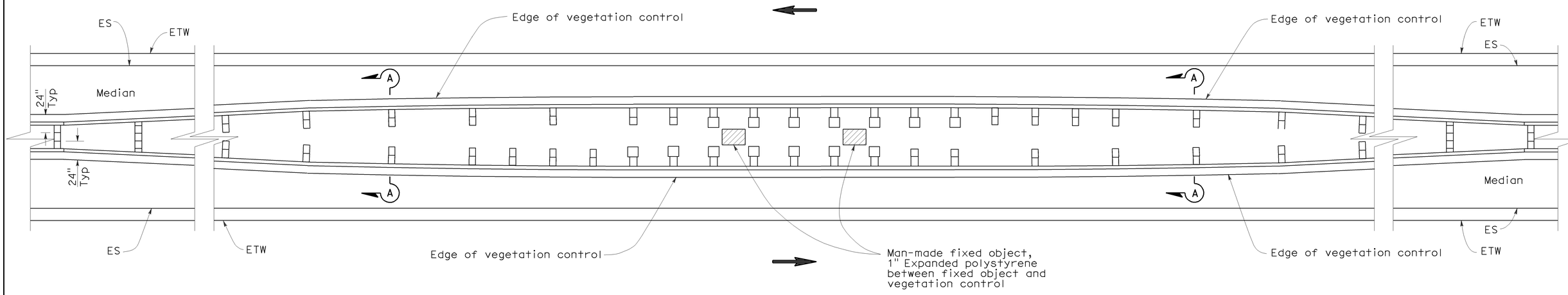
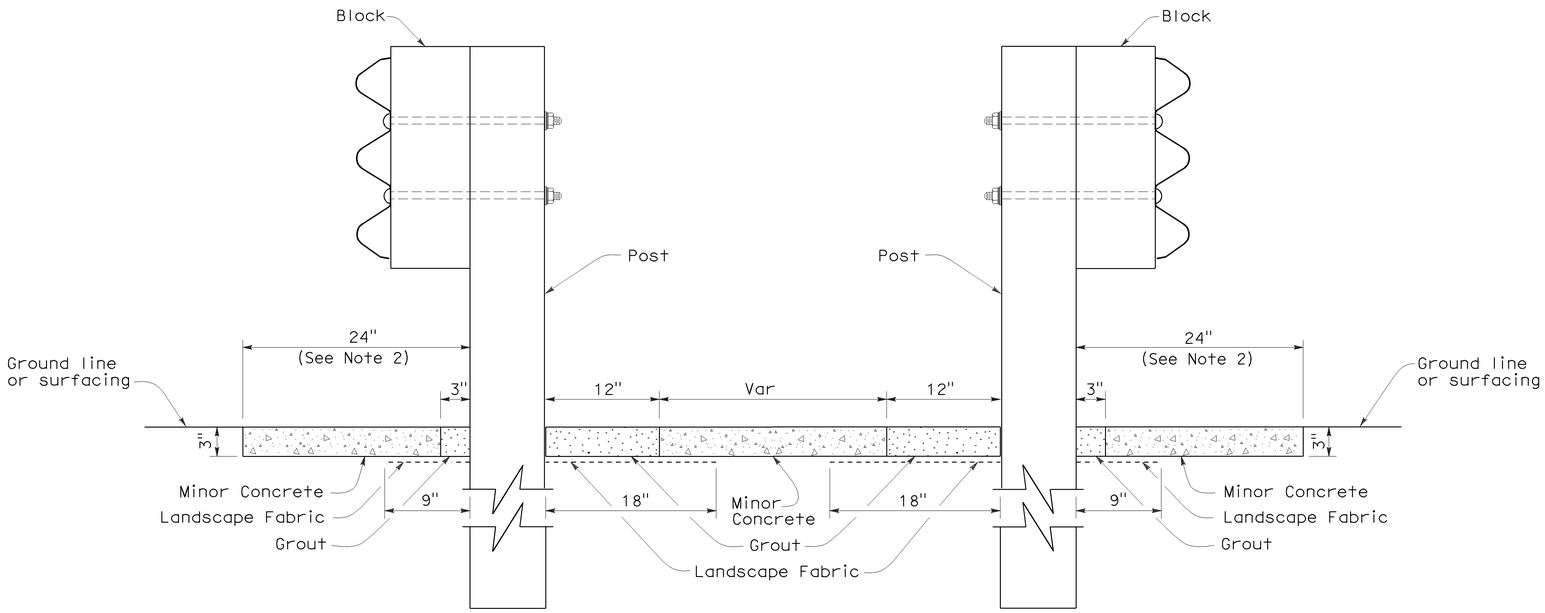


PLAN



SECTION A-A

NOTES:

1. See New Standard Plan NSP A78C3 for additional vegetation control.
2. Where dike is constructed under barrier, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
3. Direction of adjacent traffic indicated by ←.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

THRIE BEAM BARRIER TYPICAL VEGETATION CONTROL AT FIXED OBJECTS IN MEDIAN

NO SCALE

NSP A78C5 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A78C5

2006 NEW STANDARD PLAN NSP A78C5

7-17-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	45	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

October 20, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
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STATE OF CALIFORNIA

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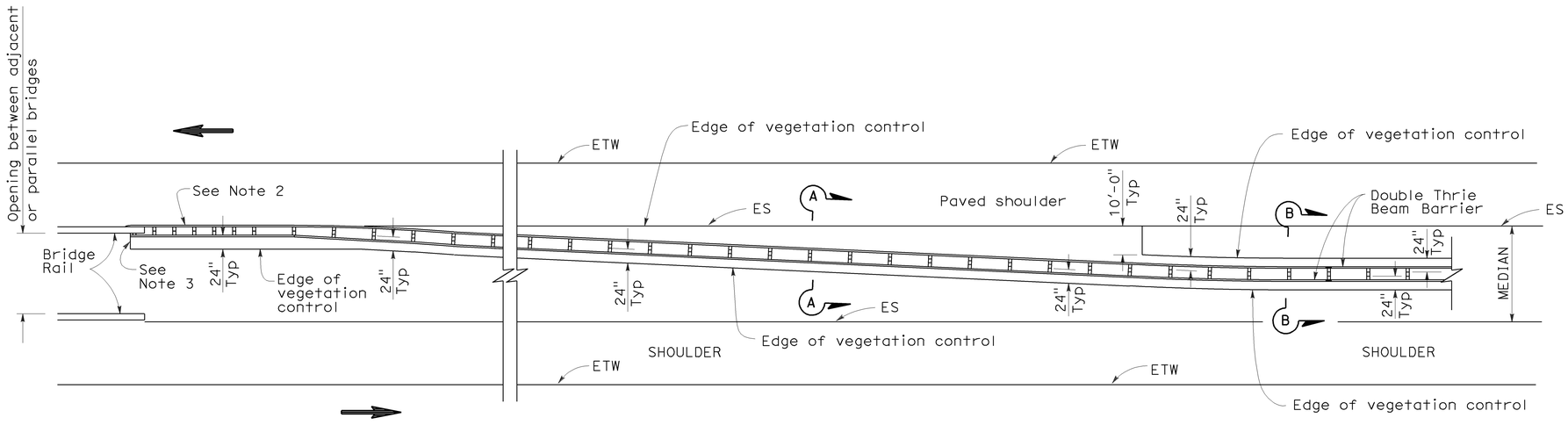
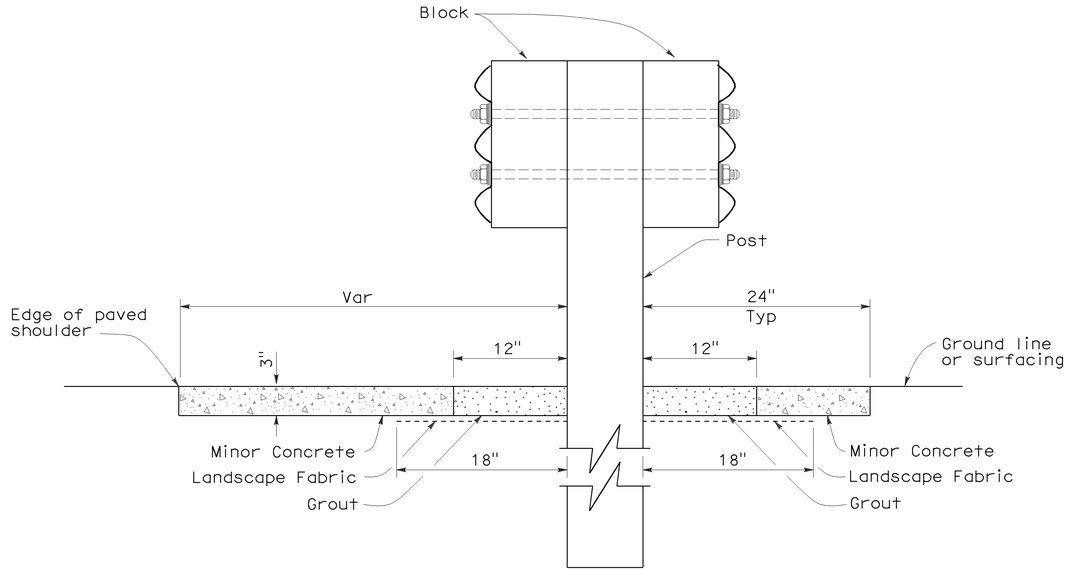
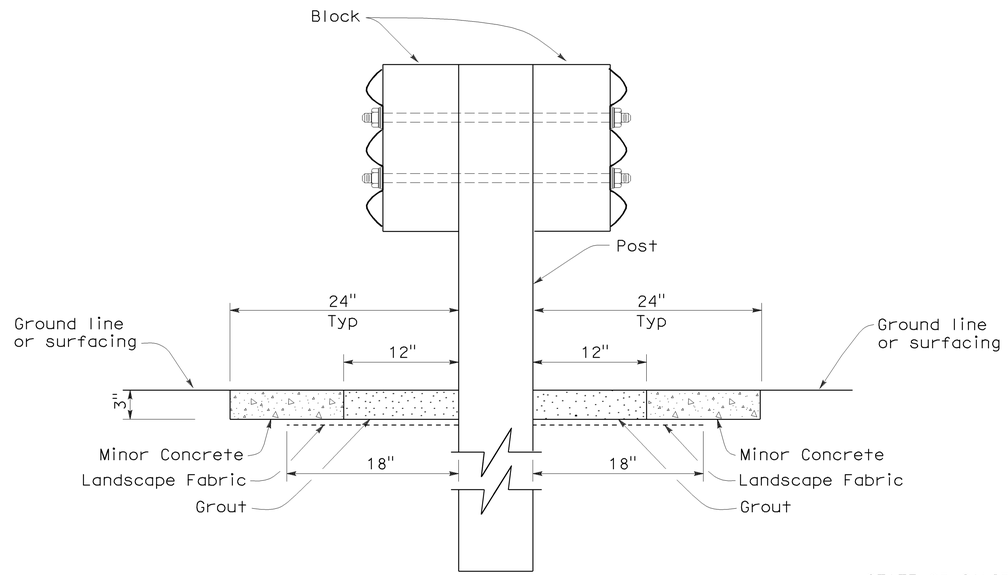


PLAN



SECTION A-A



SECTION B-B

NOTES:

1. See New Standard Plan NSP A78C4 for additional vegetation control details.
2. Where dike is constructed under barrier, construct vegetation control to back edge of dike. Where paved shoulder is constructed within 24" in front of the post, construct vegetation control to the edge of paved shoulder.
3. End vegetation control at end of backside rail element attached to bridge railing.
4. Direction of adjacent traffic indicated by ←.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

THRIE BEAM BARRIER TYPICAL VEGETATION CONTROL AT STRUCTURE APPROACH

NO SCALE

NSP A78C6 DATED OCTOBER 20, 2006 SUPPLEMENTS THE STANDARD PLANS BOOK DATED MAY 2006.

NEW STANDARD PLAN NSP A78C6

2006 NEW STANDARD PLAN NSP A78C6

7-17-06

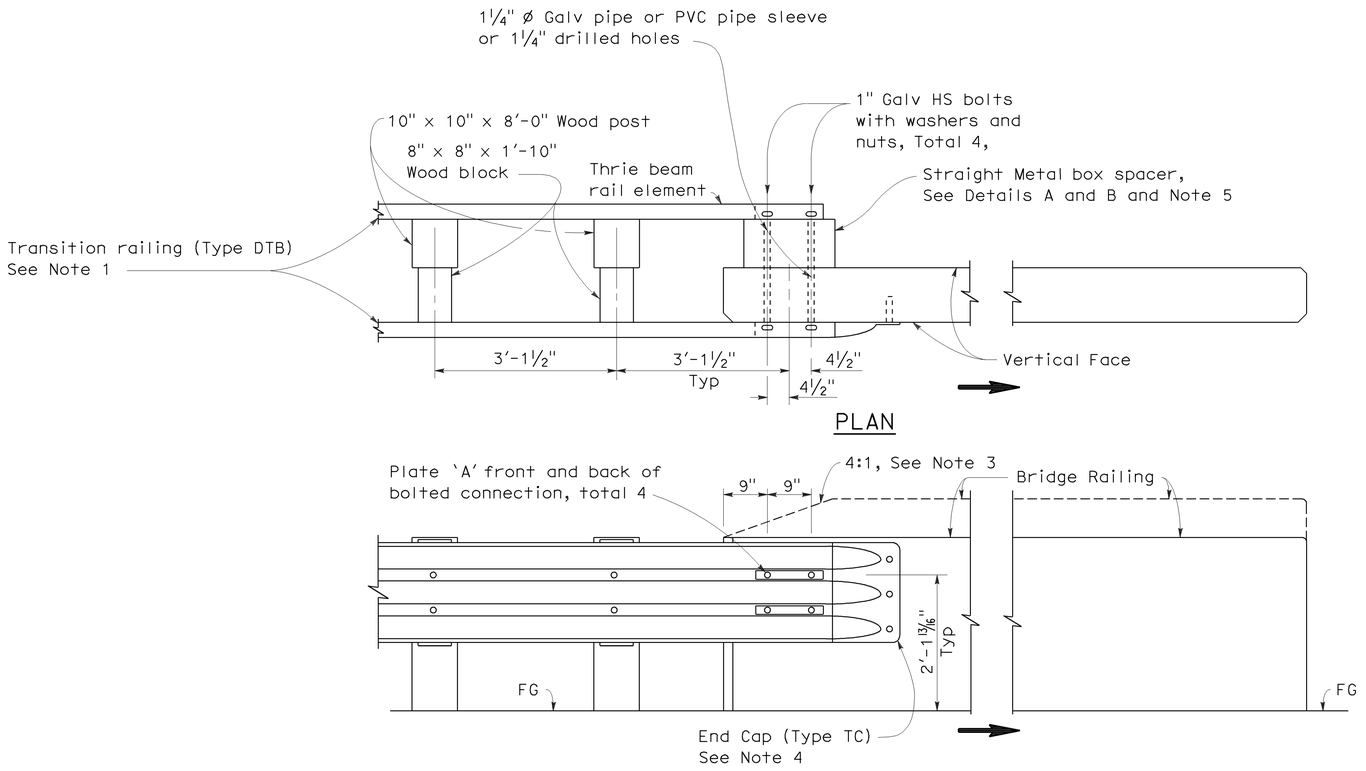
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	46	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

To accompany plans dated 4-12-10

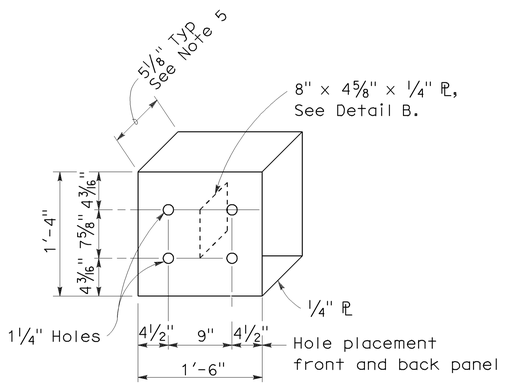


CONNECTION DETAIL 1A
See Note 2

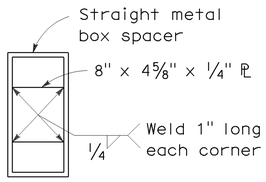
DOUBLE THRIE BEAM BARRIER CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK

NOTES:

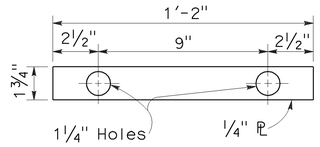
1. For additional details of Transition Railing (Type DTB), see Standard Plans A78K. Transition Railing (Type DTB) transitions the standard 12 gage double thrie beam barrier to a heavier gage double thrie beam railing section then to a heavier gage nested double thrie beam barrier section which then is connected to the concrete bridge railing.
2. For typical use of Connection Detail 1A, see Type 25A Connection Layout on Revised Standard Plan RSP A78H.
3. Where the height of the bridge railing exceeds the height of the thrie beam railing by more than 1" at Connection Detail 1A, taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam railing.
4. For details of End Cap (Type TC), see Standard Plan A78C1.
5. See Standard Plan A78K for additional details regarding depth dimension for straight metal box spacer.
6. Direction of adjacent traffic indicated by ⟹.



DETAIL A



DETAIL B



DETAIL C

STRAIGHT METAL BOX SPACER

PLATE 'A'

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DOUBLE THRIE BEAM BARRIER CONNECTION TO BRIDGE RAILINGS WITHOUT SIDEWALKS

NO SCALE

RSP A78F1 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78F1
DATED MAY 1, 2006 - PAGE 92 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A78F1

2006 REVISED STANDARD PLAN RSP A78F1

12-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	47	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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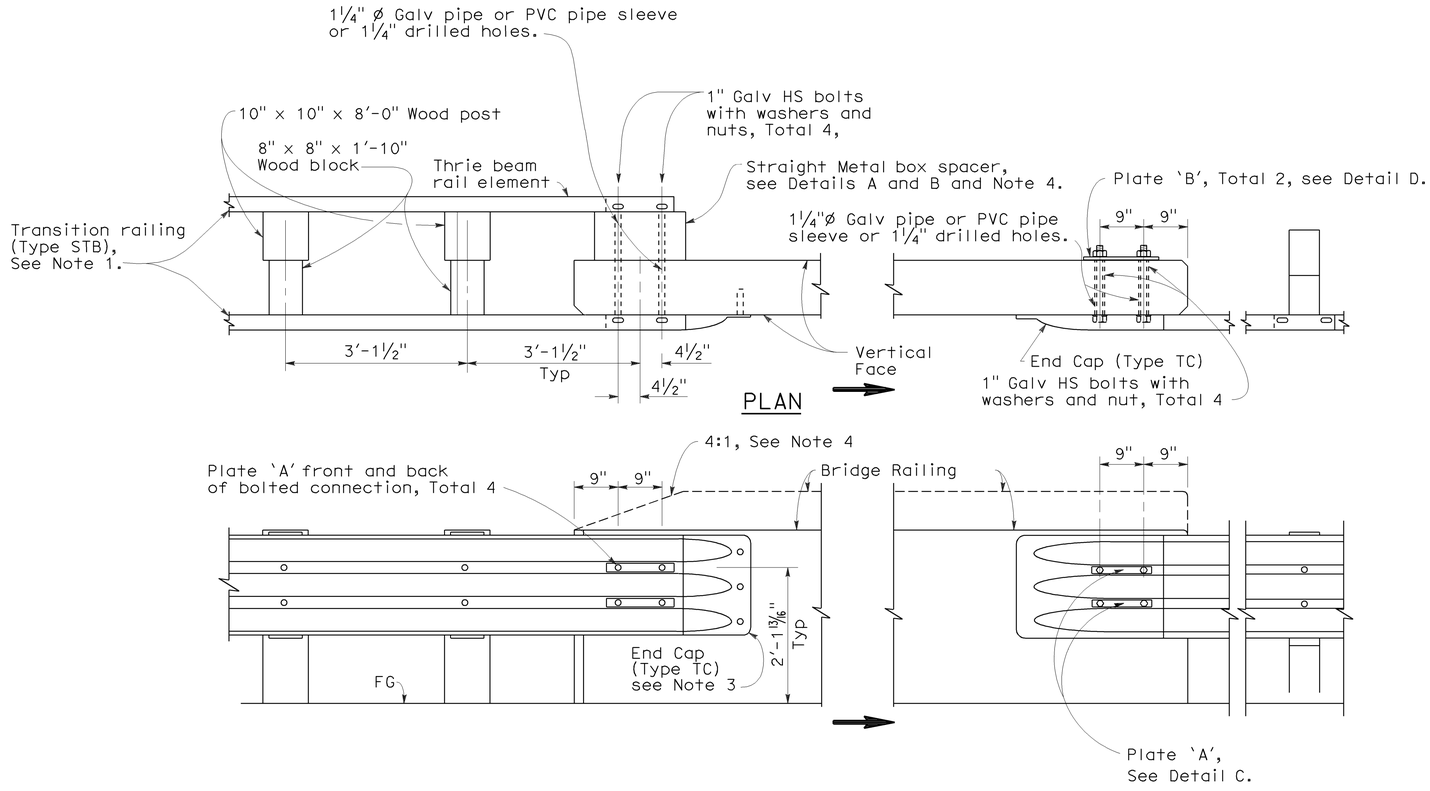
To accompany plans dated 4-12-10

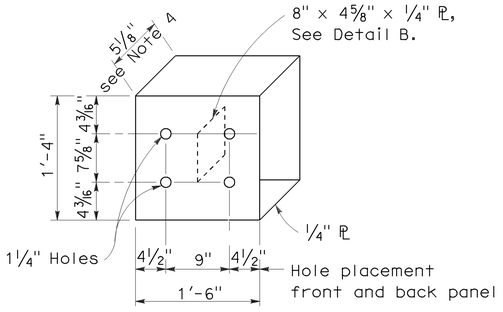


CONNECTION DETAIL 2A

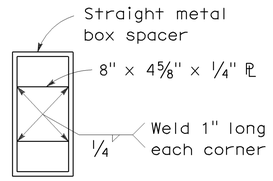
CONNECTION DETAIL 3A

ELEVATION

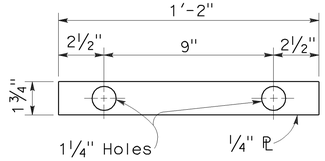
SINGLE THRIE BEAM BARRIER CONNECTION TO BRIDGE RAILING WITHOUT SIDEWALK



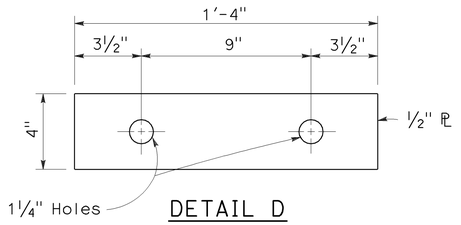
DETAIL A



DETAIL B



DETAIL C



DETAIL D

STRAIGHT METAL BOX SPACER

PLATE 'A'

PLATE 'B'

NOTES:

1. For additional details of Transition Railing (Type STB), see Standard Plans A78J. Transition Railing (Type STB) transitions the standard 12 gage single thrie beam barrier to a heavier gage single thrie beam railing section then to a heavier gage nested double thrie beam barrier section which then is connected to the concrete bridge railing.
2. Where the height of the bridge railing exceeds the height of the thrie beam railing by more than 1" at Connection Detail 2A, taper the top of the end of the bridge railing at 4:1 to match the top elevation of the thrie beam railing.
3. For details of End Cap (Type TC), see Standard Plan A78C1.
4. See Standard Plan A78J for additional details regarding depth dimension for straight metal box spacer.
5. Direction of adjacent traffic indicated by ⟶.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SINGLE THRIE BEAM BARRIER CONNECTIONS TO BRIDGE RAILINGS WITHOUT SIDEWALKS

NO SCALE

RSP A78F2 DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78F2 DATED MAY 1, 2006 - PAGE 93 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A78F2

2006 REVISED STANDARD PLAN RSP A78F2

12-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	48	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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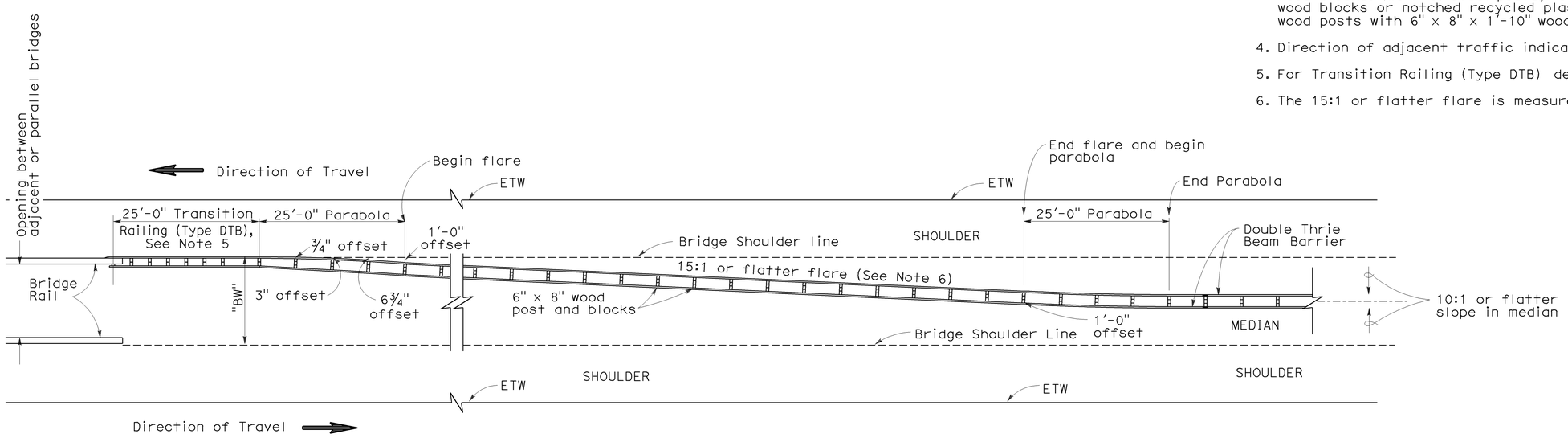
To accompany plans dated 4-12-10

NOTES:

1. Line post, blocks and hardware to be used are shown on Standard Plans A78A, A78B, A78C1, and A78C2.
2. 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 8" x 1'-10" wood blocks. (W6 x 9) steel posts, 6'-8" in length, with 6" x 8" x 1'-10" notched wood blocks or notched recycled plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-10" wood blocks where applicable and when specified.
4. Direction of adjacent traffic indicated by ➡.
5. For Transition Railing (Type DTB) details, see Standard Plan A78K.
6. The 15:1 or flatter flare is measured off of the edge of traveled way.



TYPE 25A CONNECTION LAYOUT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

THRIE BEAM BARRIER TYPICAL LAYOUT FOR CONNECTION TO BRIDGE RAILING

RSP A78H DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78H
DATED MAY 1, 2006 - PAGE 95 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A78H

2006 REVISED STANDARD PLAN RSP A78H

12-10-07

To accompany plans dated 4-12-10

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	49	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
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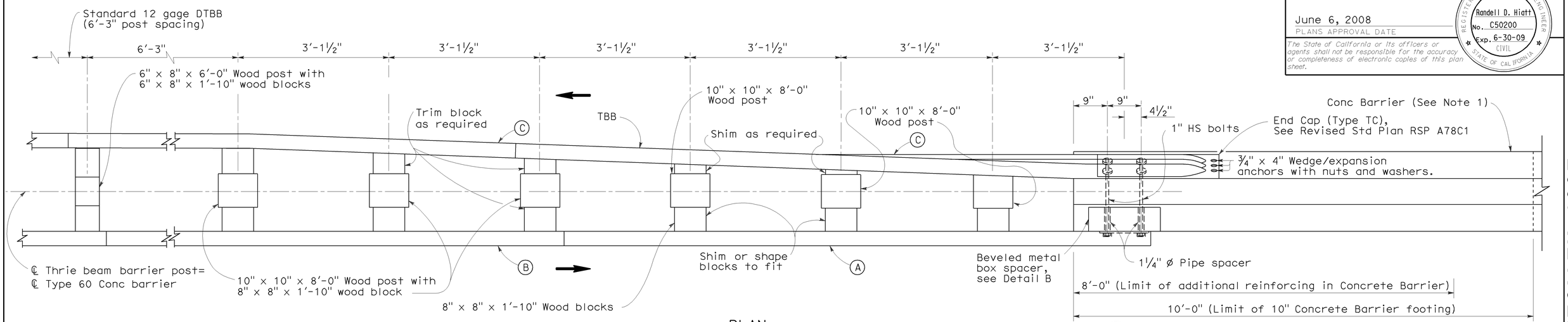
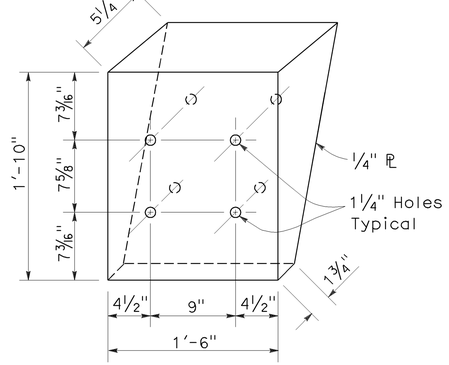
2006 REVISED STANDARD PLAN RSP A78I

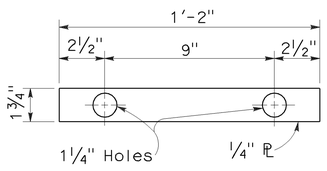


PLAN

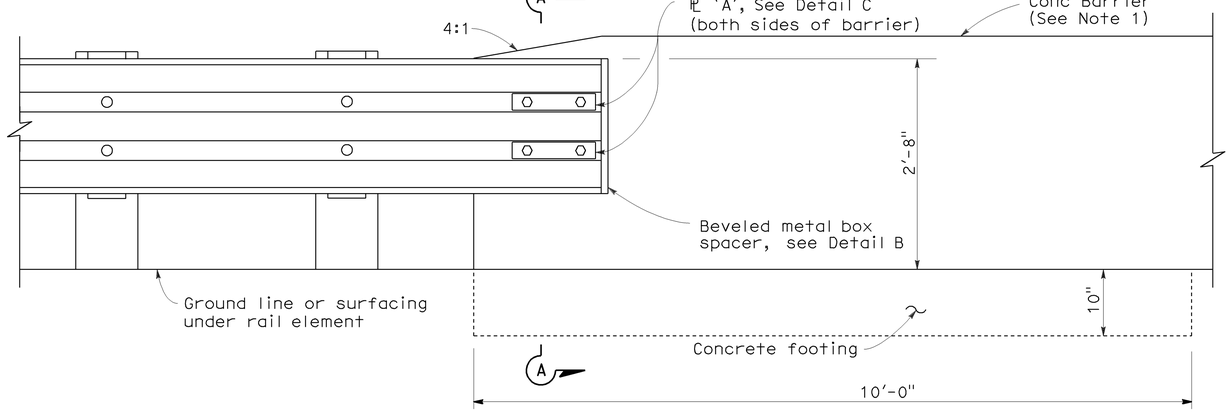


DETAIL B

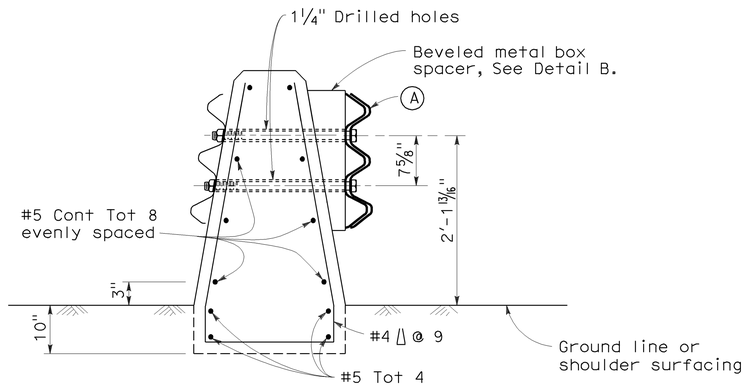
Beveled metal box spacer
See Note 3



DETAIL C
PLATE 'A'



ELEVATION



SECTION A-A
(Type 60 Conc Barrier shown)

LEGEND

- (A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).
- (B) One 10 gage thrie beam element.
- (C) One 12 gage thrie beam element.

  10 gage = 0.135" thick

  12 gage = 0.108" thick

NOTES:

1. For details of Concrete Barrier Type 60, see Revised Standard Plan RSP A76A. Thrie beam barrier connections to Concrete Barrier Type 60S and Type 60G are similar to details shown on this plan.
2. For additional thrie beam barrier details, see Standard Plan A78A, Revised Standard Plans RSPs A78B and A78C1, and Standard Plan A78C2.
3. Where beveled metal box spacer is installed, place 1¼" ø x 3¼" and 1¼" ø x 2" pipe spacers on 1" HS bolts passing through interior of box.
4. Direction of traffic indicated by ➡.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

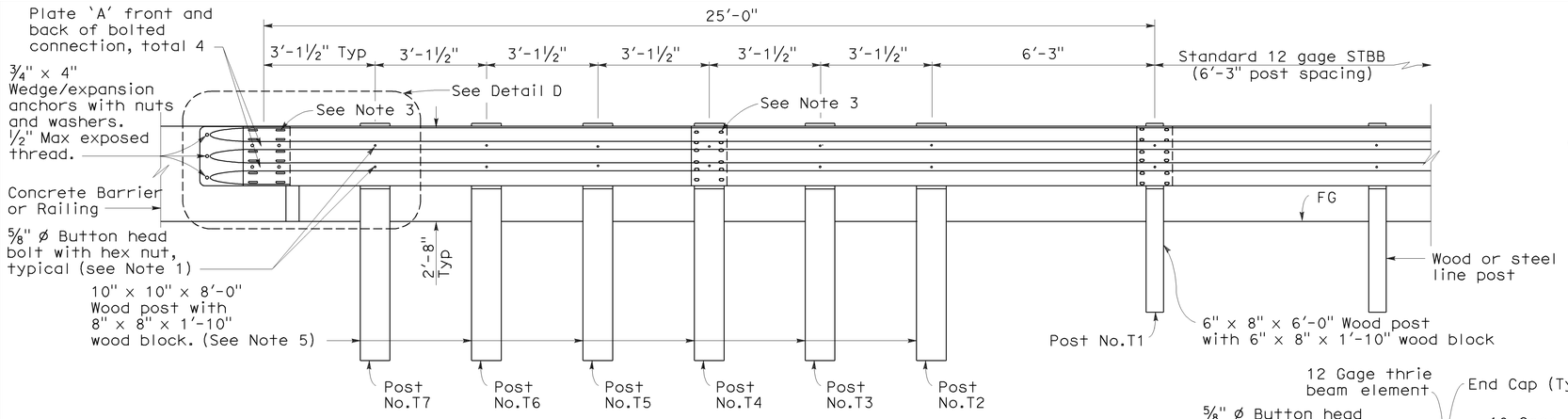
DOUBLE THRIE BEAM BARRIER CONNECTION TO CONCRETE BARRIER

NO SCALE

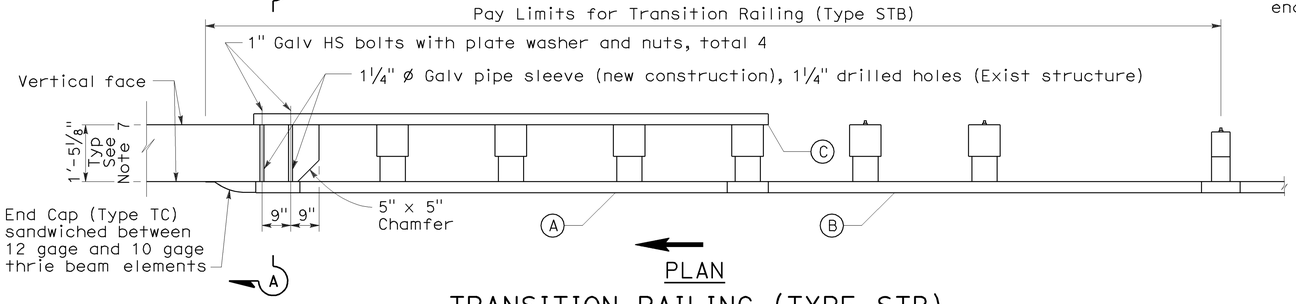
RSP A78I DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78I
DATED MAY 1, 2006 - PAGE 96 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A78I

5-1-08



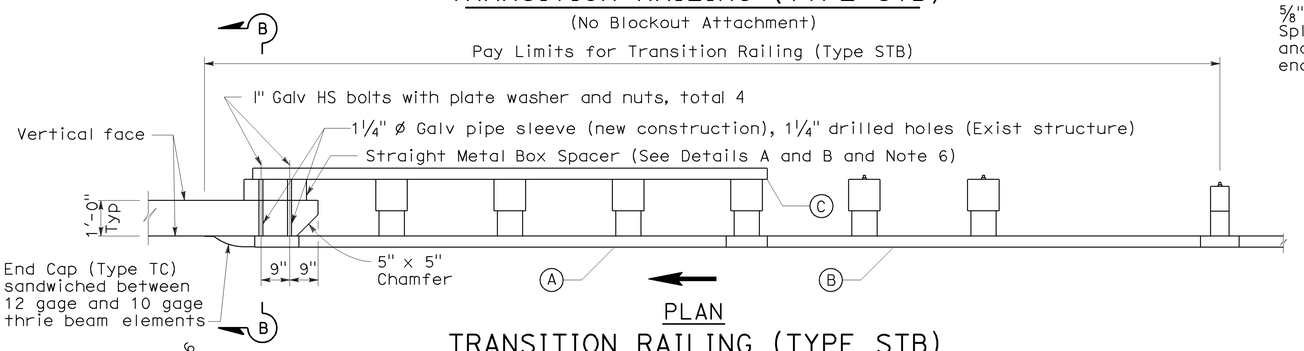
ELEVATION



PLAN

TRANSITION RAILING (TYPE STB)

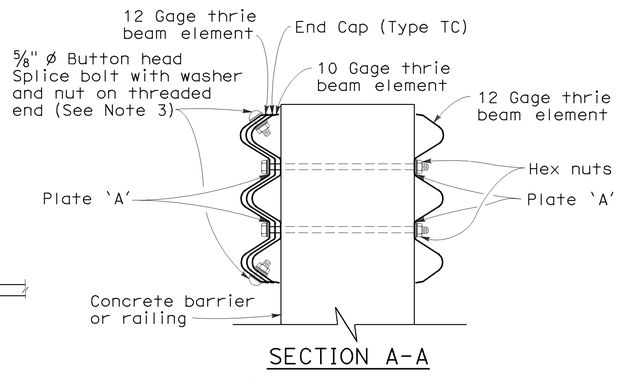
(No Blockout Attachment)



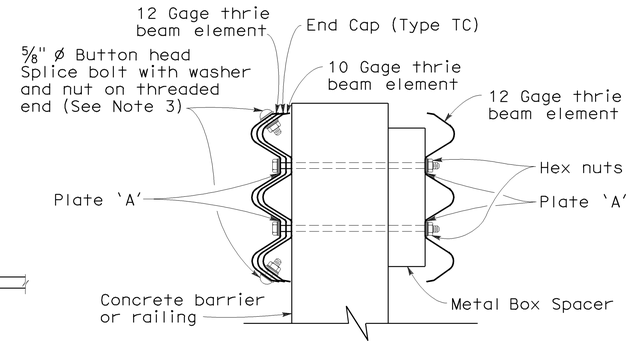
PLAN

TRANSITION RAILING (TYPE STB)

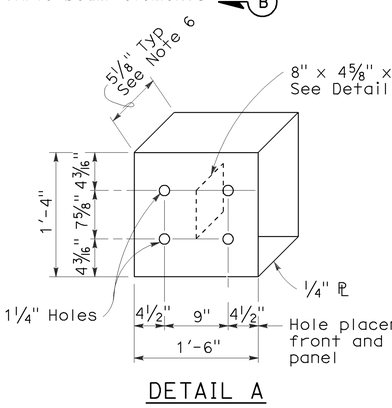
(Blockout Attachment)



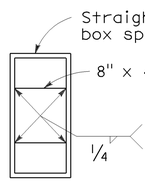
SECTION A-A



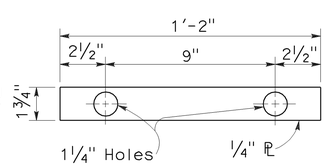
SECTION B-B



DETAIL A



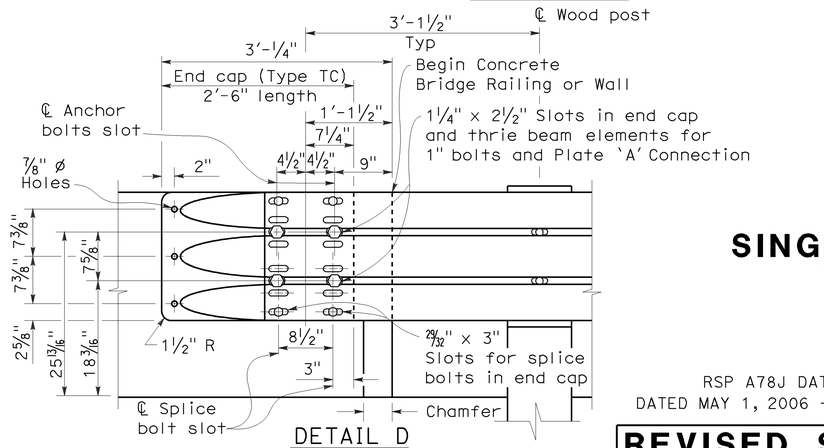
DETAIL B



DETAIL C

STRAIGHT METAL BOX SPACER

PLATE 'A'



DETAIL D

LEGEND

(A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).

(B) One 10 gage thrie beam element.

(C) One 12 gage thrie beam element.

10 gage = 0.135" thick

12 gage = 0.108" thick

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	50	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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To accompany plans dated 4-12-10

NOTES:

1. Use ⅝" ø Button head bolts and hex nuts for connection to posts. No washer on rail face for bolted connections to post.
2. The nested rail elements, end cap and single 10 gage 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.T4 and the connection to the concrete barrier or railing shall be the standard ²⁹⁄₃₂" x 1⅛" slot size. Interior splice bolt holes at these locations may be increased up to 1¼" ø. Only the top 2 and the bottom 2 splice bolts with washers and nuts are required for rail splices at Post No.T4 and the connection to the concrete barrier or railing.
4. Direction of adjacent traffic indicated by ⟶.
5. The top elevation of Post Nos.T2 through T7 shall not project more than 1" above the top elevation of the rail element.
6. The depth of the metal box spacer varies from the 5⅛" to 1½" 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 17⅛". Where the space between the backside of the concrete railing or wall and the rear thrie beam element is less than 1½" 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 17⅛", wood blocks are to be used to fill the space created between the backside of Post No.4 through No.7 and the rear thrie beam element. These wood blocks shall be 8" in width and 1'-2" in length. The dimension between the front thrie beam element and the rear thrie beam element is to match the width of the concrete railing or wall.
8. For details of End Cap (Type TC), see Revised Standard Plan RSP A78C1.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SINGLE THRIE BEAM BARRIER TRANSITION RAILING (TYPE STB)

NO SCALE

RSP A78J DATED JUNE 6, 2008 SUPERSEDES STANDARD PLAN A78J
DATED MAY 1, 2006 - PAGE 97 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A78J

2006 REVISED STANDARD PLAN RSP A78J

5-1-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	51	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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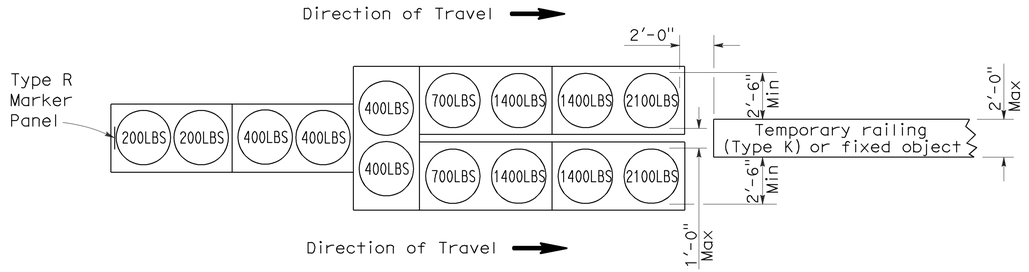
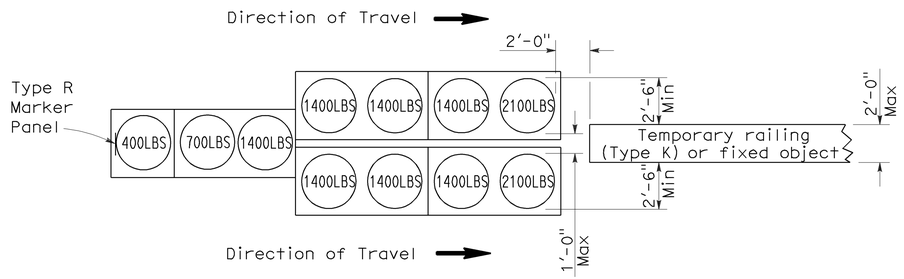
To accompany plans dated 4-12-10



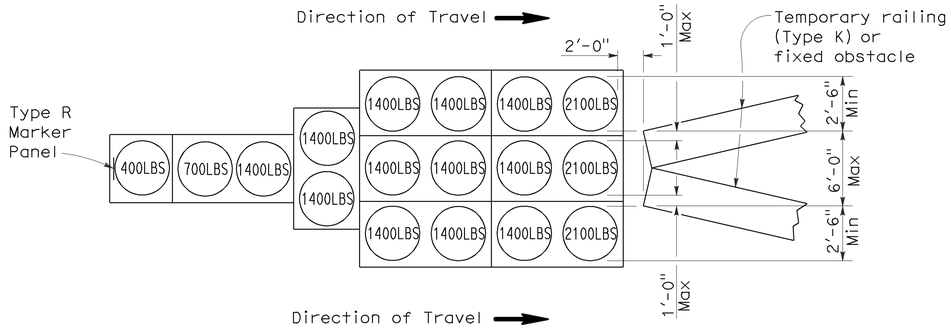
ARRAY 'TU14'

Approach speed 45 mph or more



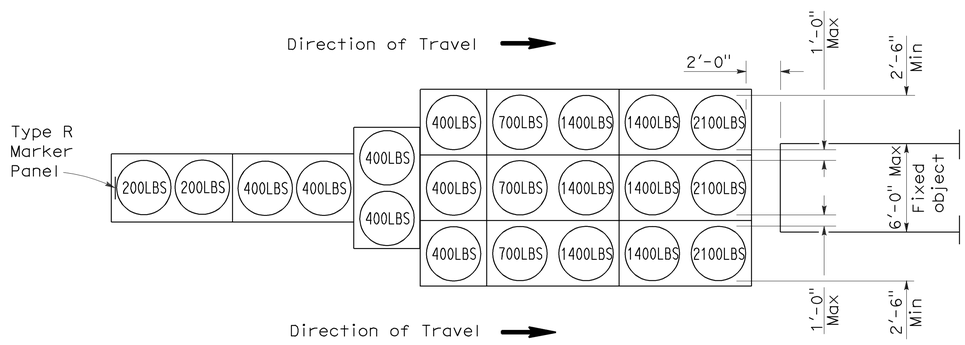
ARRAY 'TU11'

Approach speed less than 45 mph



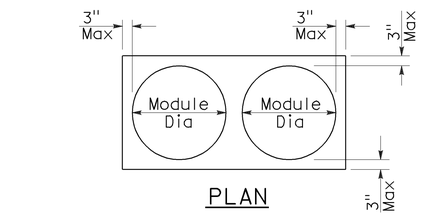
ARRAY 'TU17'

Approach speed less than 45 mph

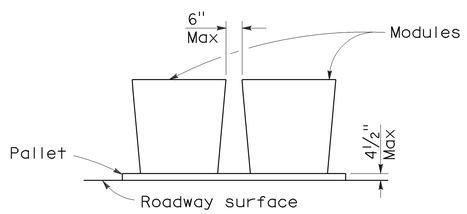


ARRAY 'TU21'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY CRASH CUSHION, SAND FILLED (UNIDIRECTIONAL)

NO SCALE

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

REVISED STANDARD PLAN RSP T1A

2006 REVISED STANDARD PLAN RSP T1A

5-15-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	52	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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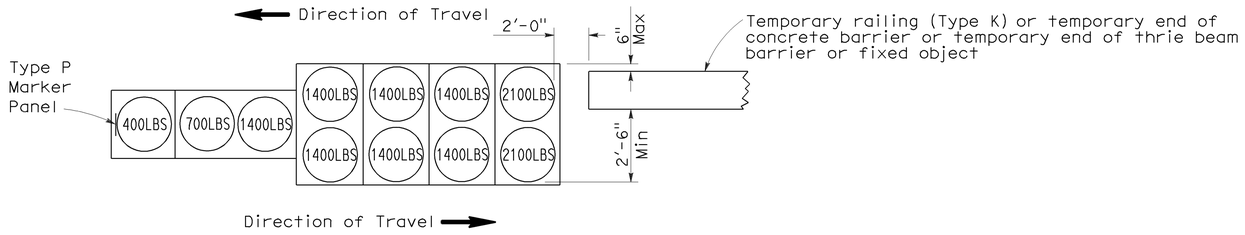
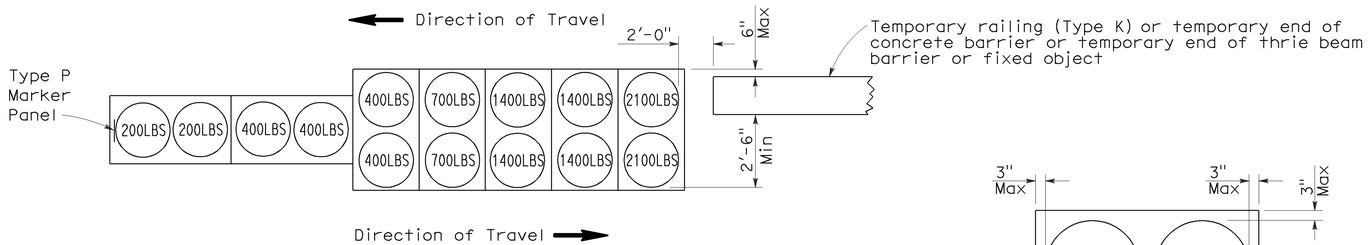
To accompany plans dated 4-12-10



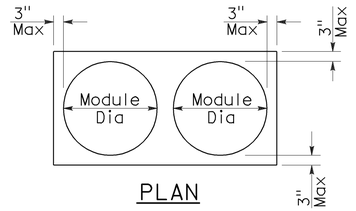
ARRAY 'TB11'

Approach speed less than 45 mph

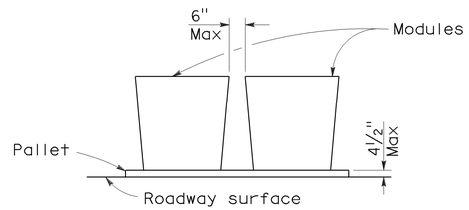


ARRAY 'TB14'

Approach speed 45 mph or more



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 7

NOTES:

1. (XXX) Indicates sand filled module location and weight of sand in pounds for each module. Module spacing is based on the greater diameter of the module.
2. All sand weights are nominal.
3. Temporary crash cushion arrays shall not encroach on the traveled way.
4. Place the 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

5-15-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	53	67

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

June 6, 2008
PLANS APPROVAL DATE

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

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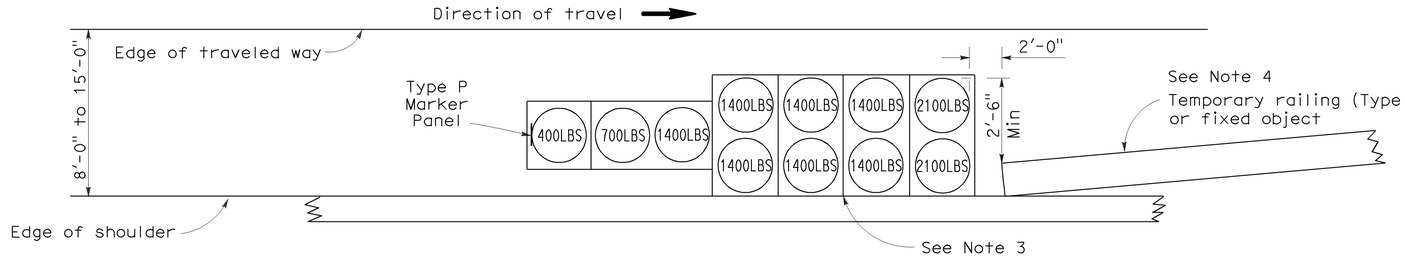
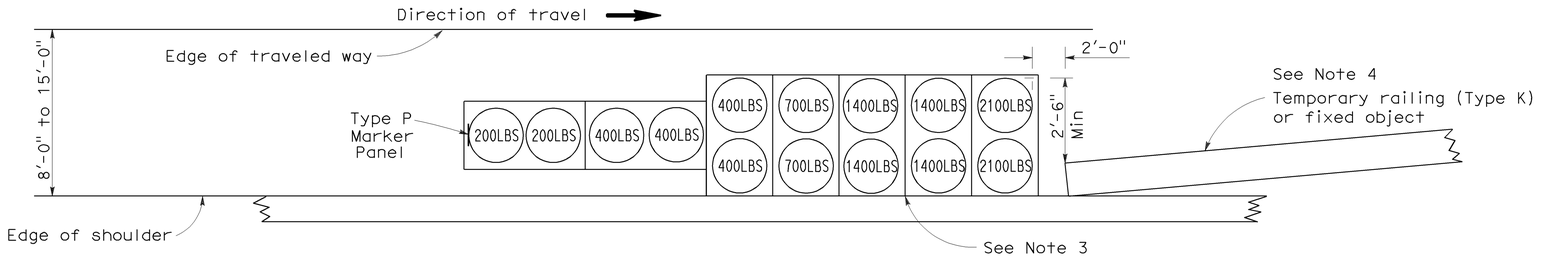
To accompany plans dated 4-12-10



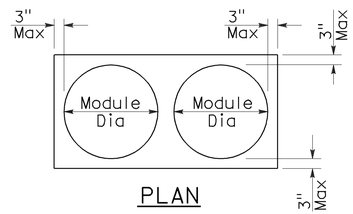
ARRAY 'TS11'

Approach speed less than 45 mph
See Note 9

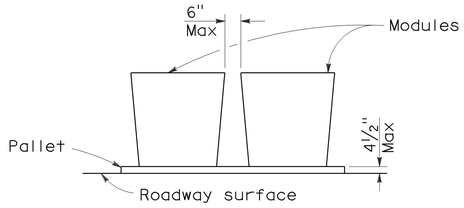


ARRAY 'TS14'

Approach speed 45 mph or more
See Note 9



PLAN



ELEVATION

CRASH CUSHION PALLET DETAIL

See Note 11

NOTES:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY CRASH CUSHION, SAND FILLED (SHOULDER INSTALLATIONS)

NO SCALE

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

REVISED STANDARD PLAN RSP T2

2006 REVISED STANDARD PLAN RSP T2

5-15-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	54	67

Greg W. Edwards
REGISTERED CIVIL ENGINEER

November 17, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Greg W. Edwards — No. C36386 — Exp. 6-30-08 — CIVIL — STATE OF CALIFORNIA

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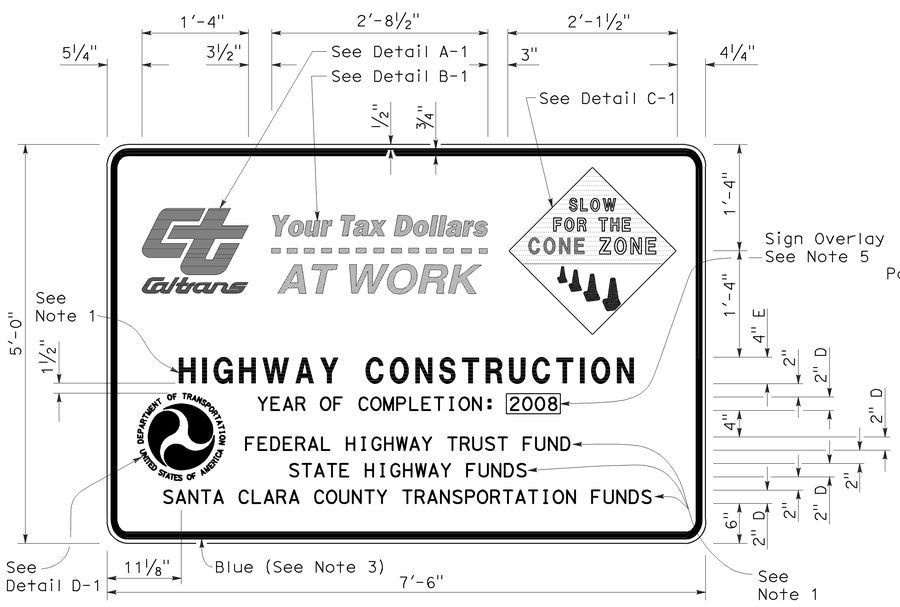
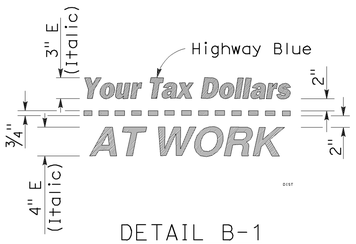
To accompany plans dated 4-12-10

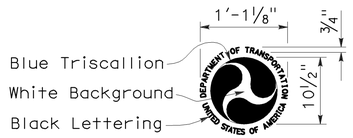


TYPE 1

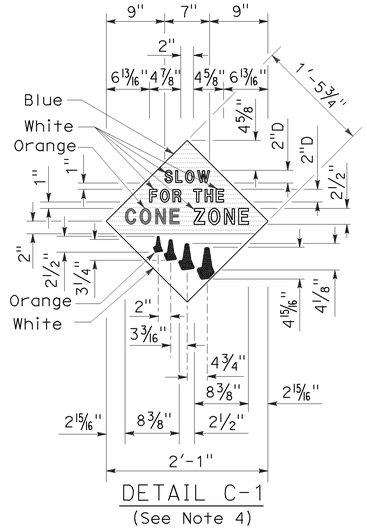
DETAIL A-1



DETAIL B-1
(See Note 3)



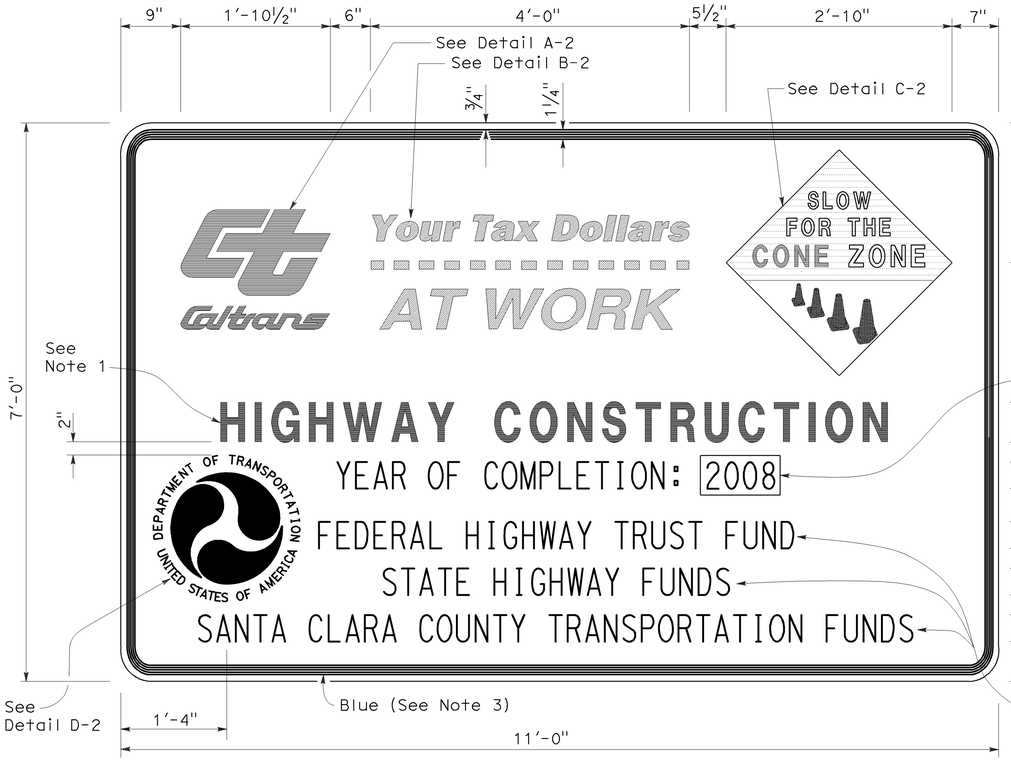
DETAIL D-1
(See Note 6)



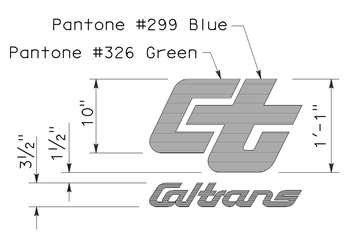
DETAIL C-1
(See Note 4)

NOTES:

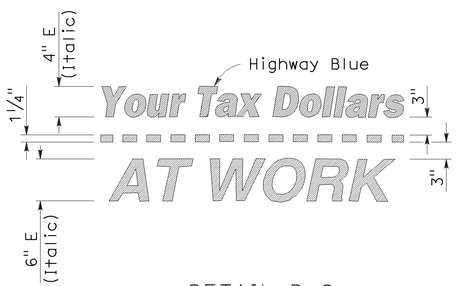
1. The sign messages shown for type of project and fund types are examples only. See the Special Provisions for the applicable type of project and fund type messages to be used.
2. Except as otherwise shown, the legend of sign shall be black on a white background (non-reflective).
3. The border of the signs and details "B-1" and "B-2" shall be blue (non-reflective).
4. The diamond in details "C-1" and "C-2" shall be blue for the background of message, " SLOW FOR THE CONE ZONE", and white background for the orange cones. The color and type of font for the "SLOW FOR THE CONE ZONE" message shall be: "SLOW" white D; "FOR THE" white D; "CONE" orange Arial font; "ZONE" white Arial font.
5. Year of completion of project construction shown on the overlay is an example only. See the Special Provisions.
6. Use when the Project involves Federal Highway Trust Fund.



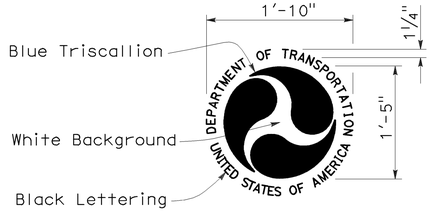
TYPE 2



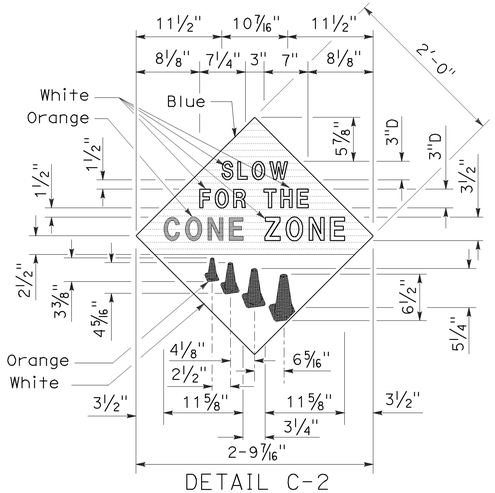
DETAIL A-2



DETAIL B-2
(See Note 3)



DETAIL D-2
(See Note 6)



DETAIL C-2
(See Note 4)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PROJECT FUNDING IDENTIFICATION SIGNS

NO SCALE

RSP T7 DATED NOVEMBER 17, 2006 SUPERSEDES STANDARD PLAN T7
DATED MAY 1, 2006 - PAGE 217 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T7

2006 REVISED STANDARD PLAN RSP T7

9-7-06

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	55	67

Robert B Schott
LICENSED LANDSCAPE ARCHITECT

April 3, 2009
PLANS APPROVAL DATE

LICENSED LANDSCAPE ARCHITECT — Robert B. Schott 3835 — Renewal Date 11-30-10 — Date 2-25-09 — STATE OF CALIFORNIA

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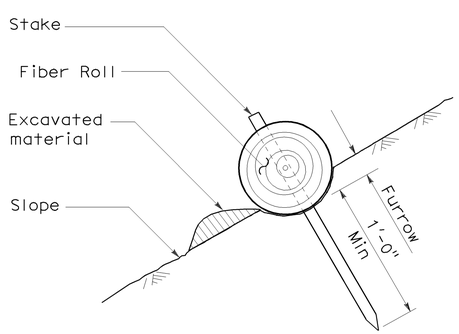
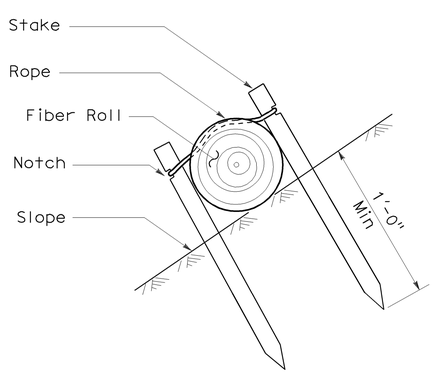
To accompany plans dated 4-12-10

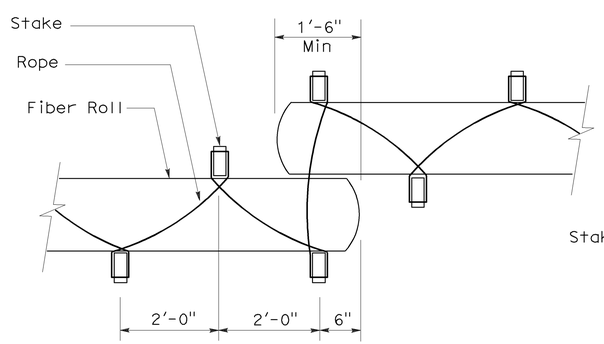


SECTION

TEMPORARY FIBER ROLL (TYPE 1)

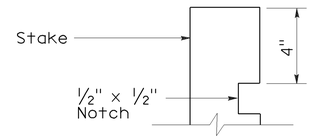


SECTION



PLAN

TEMPORARY FIBER ROLL (TYPE 2)

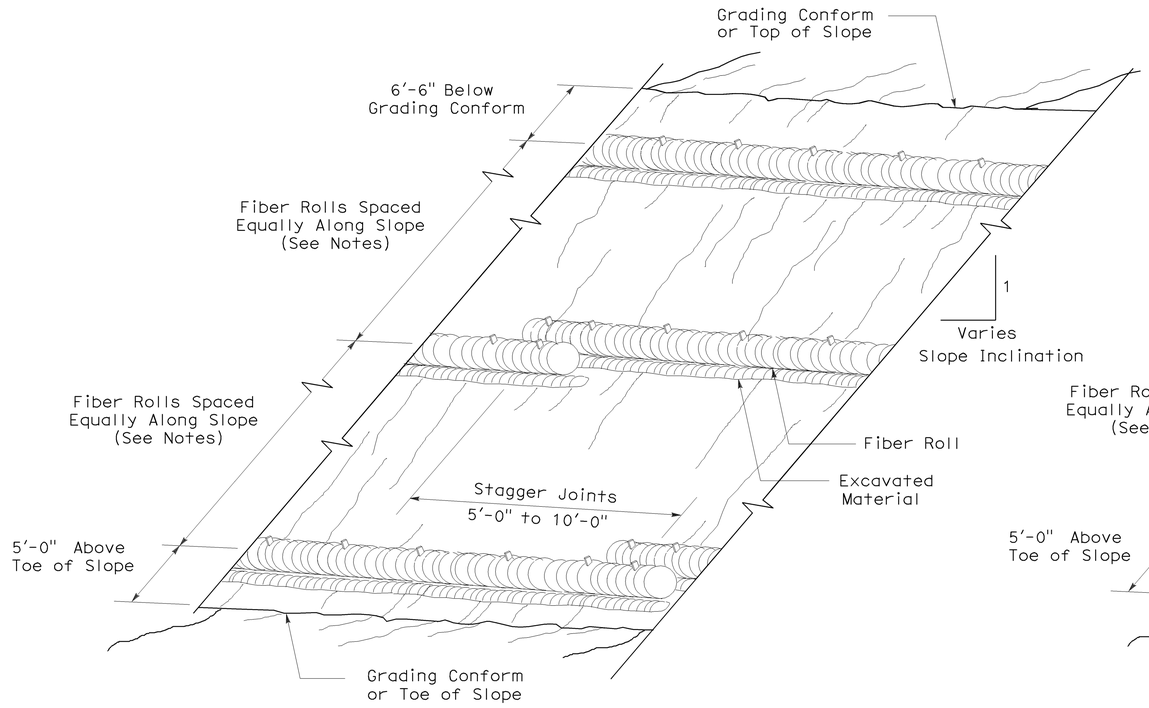


ELEVATION

STAKE NOTCH DETAIL

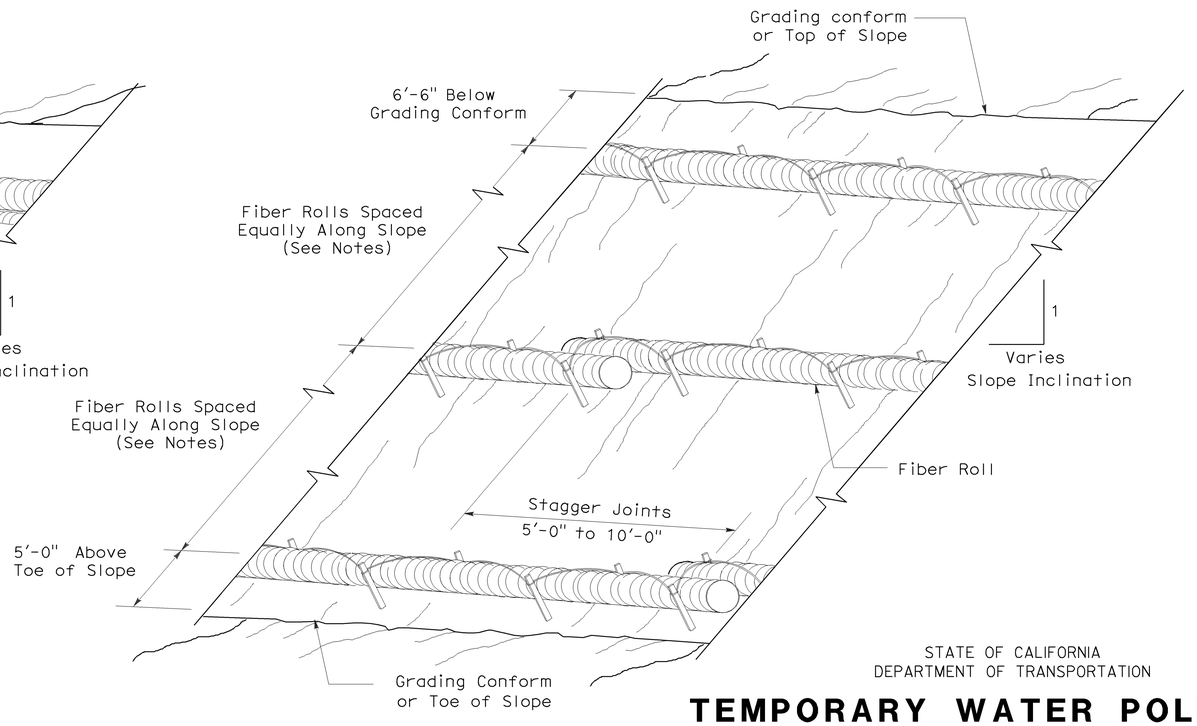
NOTES:

1. Temporary fiber roll spacing varies depending upon slope inclination.
2. Installations shown in the perspectives are for slope inclination of 10:1 and steeper.



PERSPECTIVE

TEMPORARY FIBER ROLL (TYPE 1)



PERSPECTIVE

TEMPORARY FIBER ROLL (TYPE 2)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY FIBER ROLL)

NO SCALE

RSP T56 DATED APRIL 3, 2009 SUPERSEDES STANDARD PLAN T56
DATED MAY 1, 2006 - PAGE 232 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP T56

2006 REVISED STANDARD PLAN RSP T56

2-23-09

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	56	67

Robert B Schott
LICENSED LANDSCAPE ARCHITECT

August 15, 2008
PLANS Approval DATE

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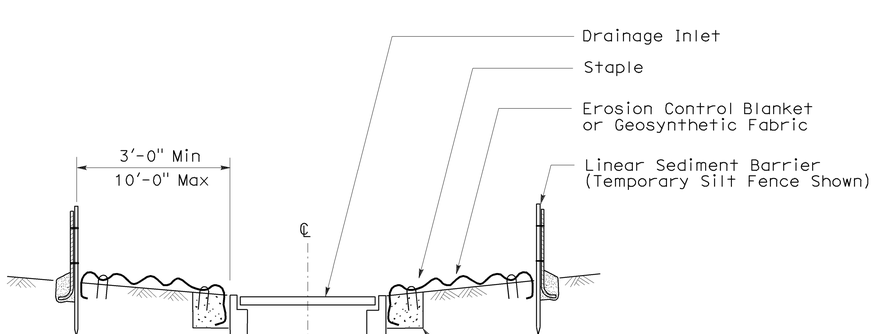
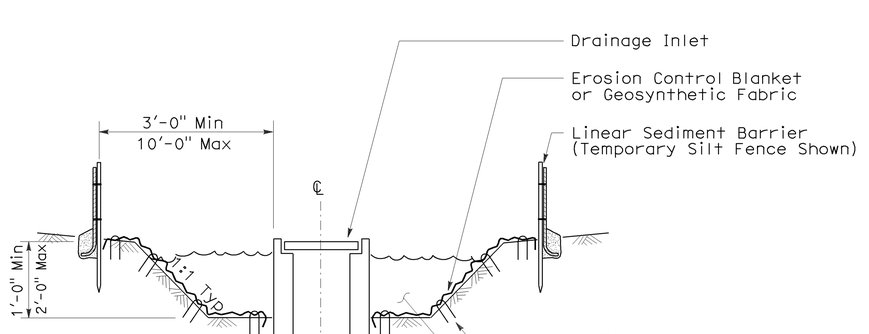
LICENSED LANDSCAPE ARCHITECT — Robert B. Schott 3695 — Signature 11-04-08 Renewal Date — 08-11-08 Date — STATE OF CALIFORNIA

To accompany plans dated 4-12-10



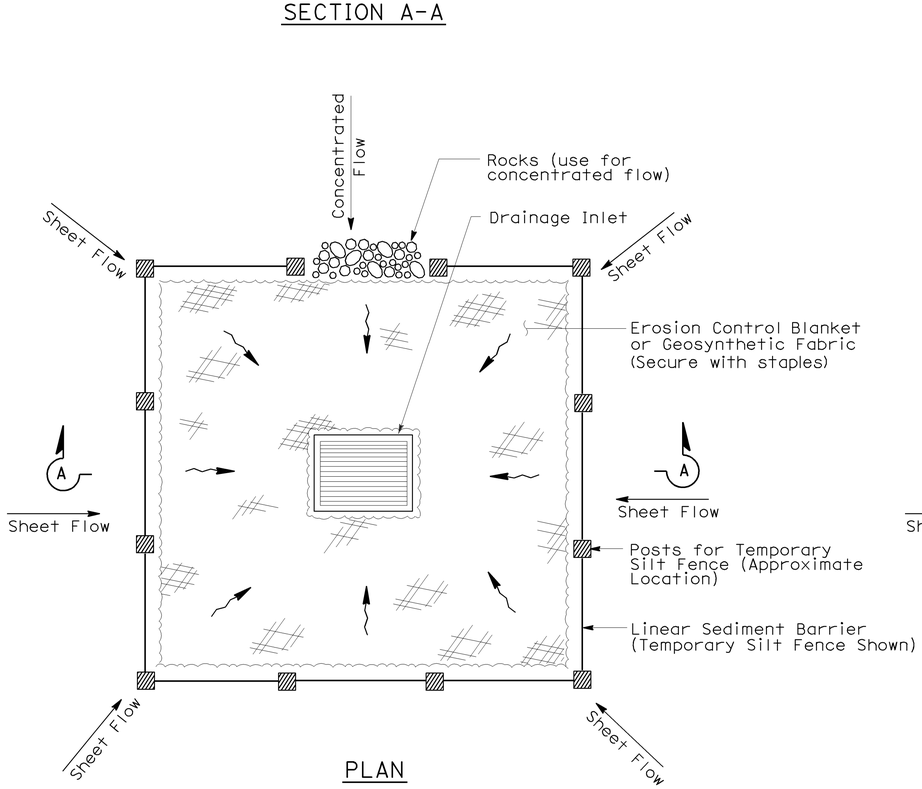
SECTION A-A



SECTION B-B

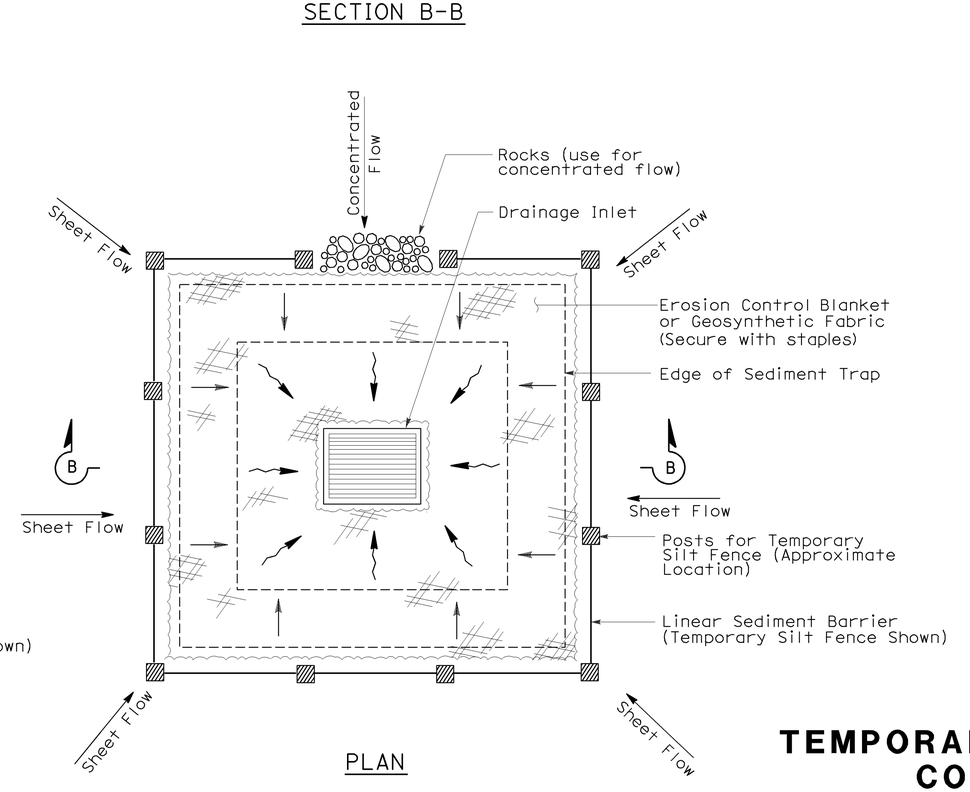
NOTES:

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



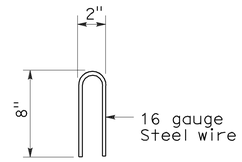
PLAN

TEMPORARY DRAINAGE INLET PROTECTION (TYPE 1)



PLAN

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)

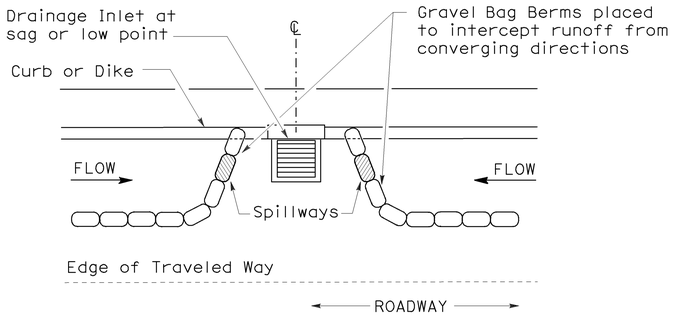
NO SCALE

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

7-11-08



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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	57	67

Robert B Schott
LICENSED LANDSCAPE ARCHITECT

August 15, 2008
PLANS APPROVAL DATE

LICENSED LANDSCAPE ARCHITECT — Robert B. Schott 3695 — Signature — 11-04-08 Renewal Date — 08-11-08 Date — STATE OF CALIFORNIA

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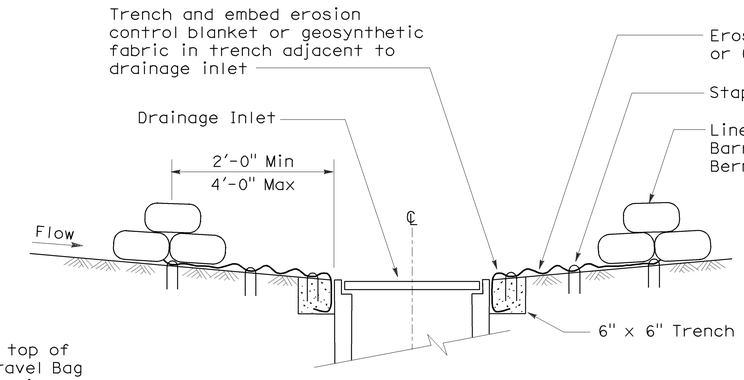
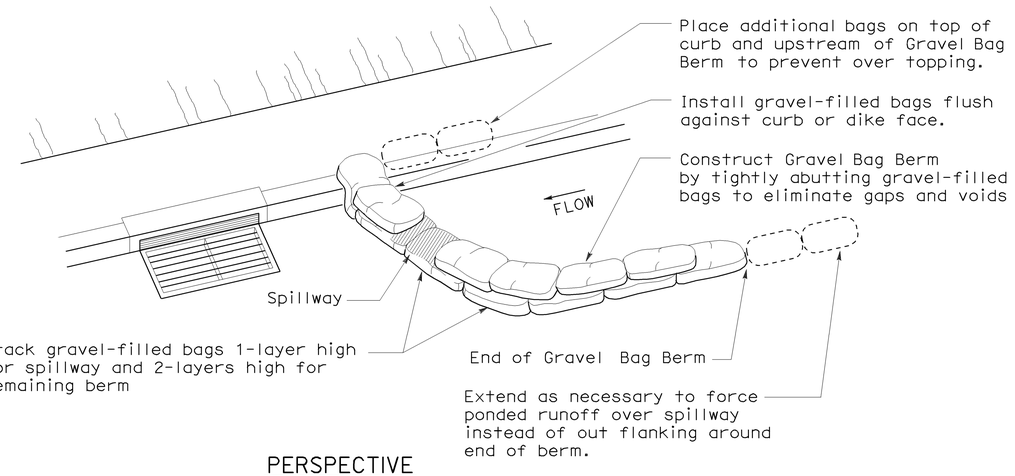
To accompany plans dated 4-12-10



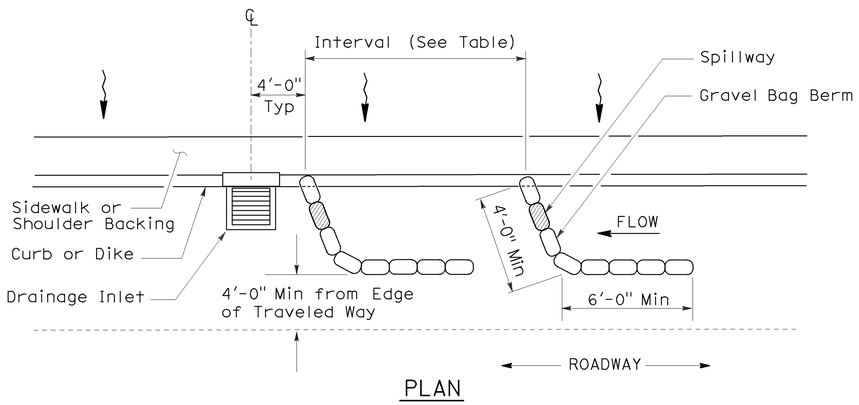
SECTION A-A

NOTES:

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

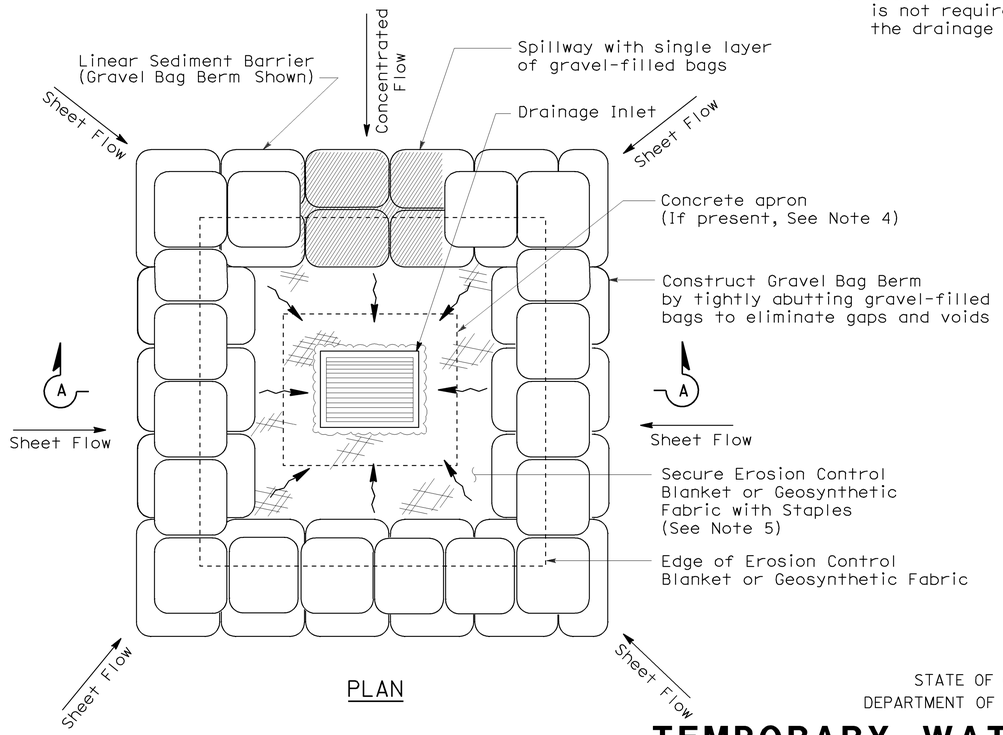


PERSPECTIVE



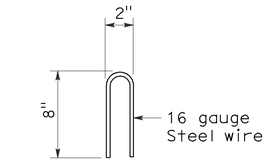
PLAN

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



PLAN

TEMPORARY DRAINAGE INLET PROTECTION (TYPE 3B)



STAPLE DETAIL

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

7-11-08

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	Sol	80	38.4/44.7	58	67

Robert B Schott
LICENSED LANDSCAPE ARCHITECT

August 15, 2008
PLANS APPROVAL DATE

LICENSED LANDSCAPE ARCHITECT — Robert B. Schott 3845 — Signature — 11-04-08 Renewal Date — 08-11-08 Date — STATE OF CALIFORNIA

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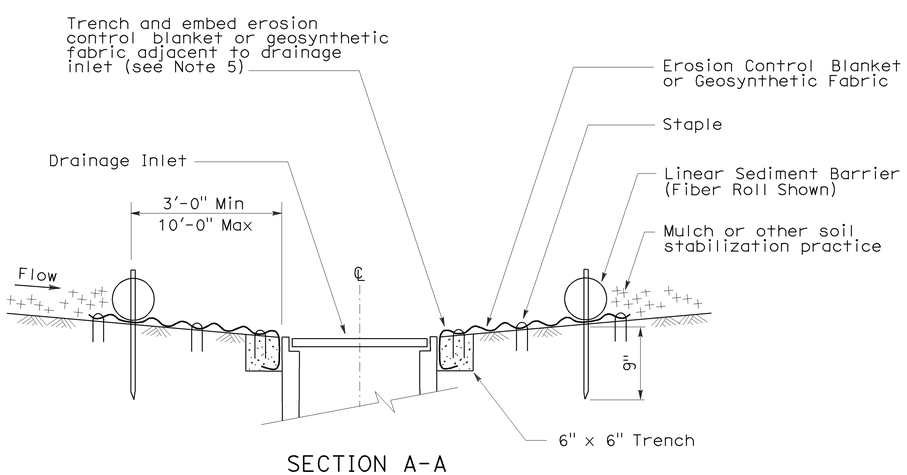
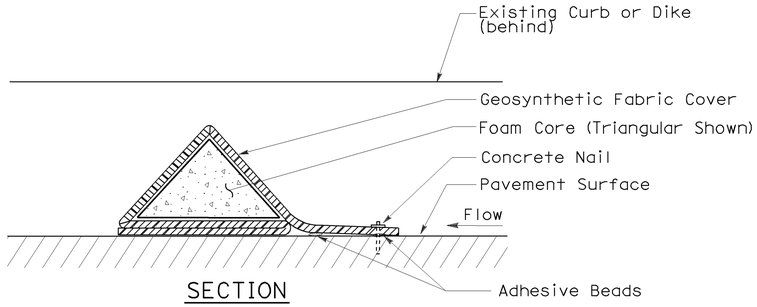
To accompany plans dated 4-12-10

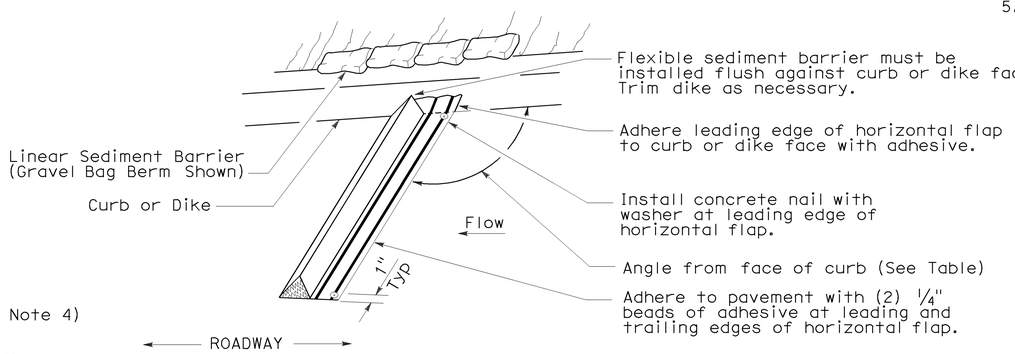


SECTION A-A

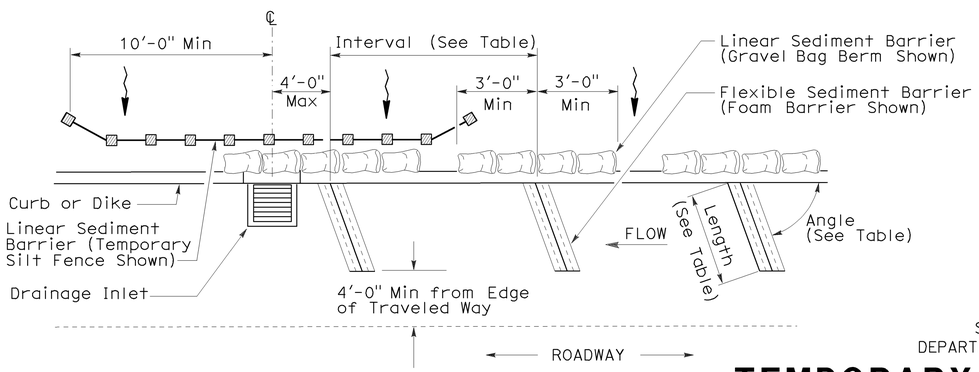


SECTION

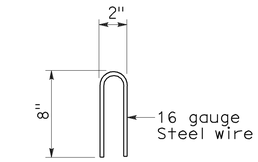
FLEXIBLE SEDIMENT BARRIER DETAIL (FOAM BARRIER SHOWN)



PERSPECTIVE



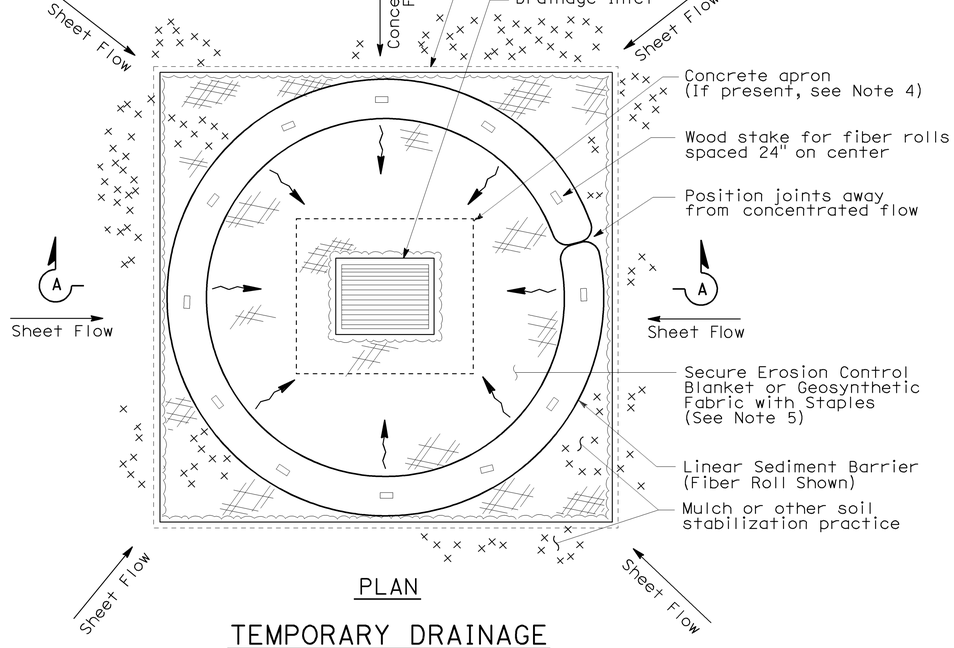
PLAN



STAPLE DETAIL

NOTES:

1. See Standard Plan T51 for Temporary Silt Fence.
2. Dimensions may vary to fit field conditions.
3. Install a minimum of 3 flexible sediment barriers 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.



PLAN

TEMPORARY DRAINAGE INLET PROTECTION (TYPE 4A)

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

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

7-11-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	59	67

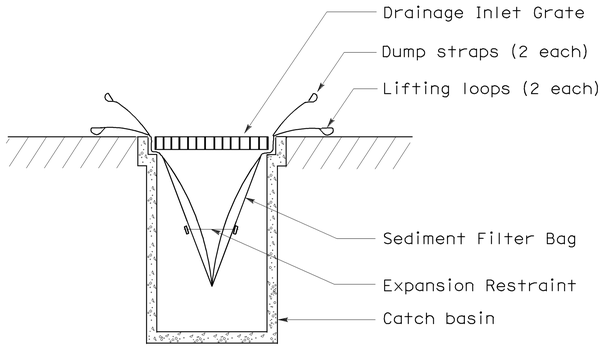
Robert B Schott
LICENSED LANDSCAPE ARCHITECT

August 15, 2008
PLANS APPROVAL DATE

LICENSED LANDSCAPE ARCHITECT — Robert B. Schott 3695 — Signature — 11-04-08 Renewal Date — 08-11-08 Date — STATE OF CALIFORNIA

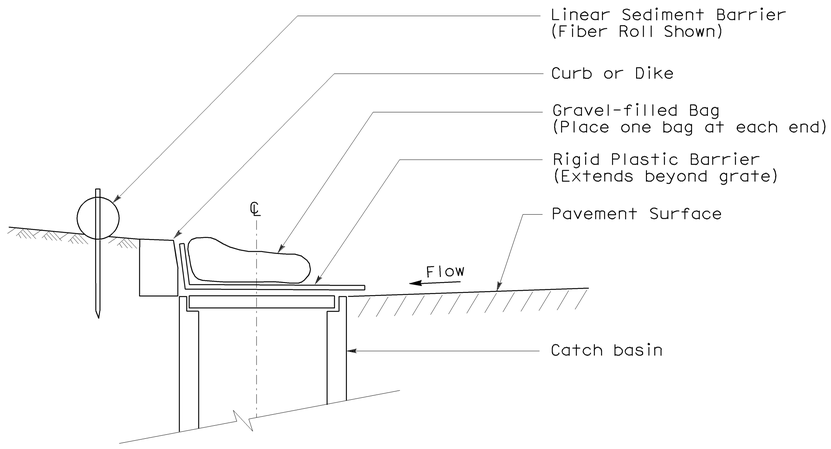
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To accompany plans dated 4-12-10



SECTION B-B

SEDIMENT FILTER BAG DETAIL

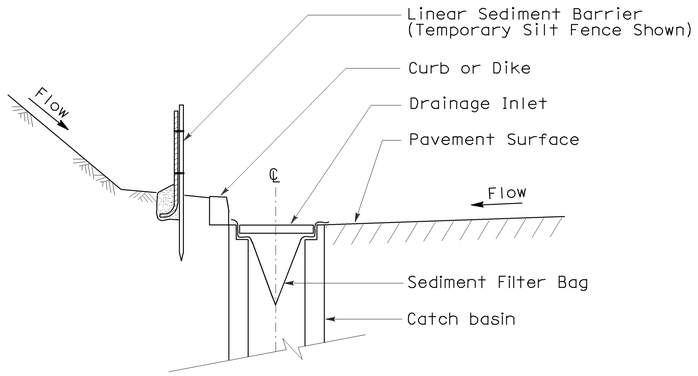


SECTION

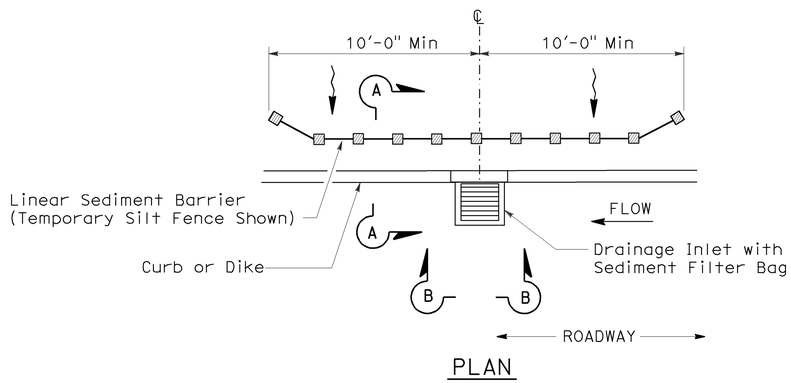
TEMPORARY DRAINAGE INLET PROTECTION (TYPE 6A) (CATCH BASIN WITH GRATE)

NOTES:

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

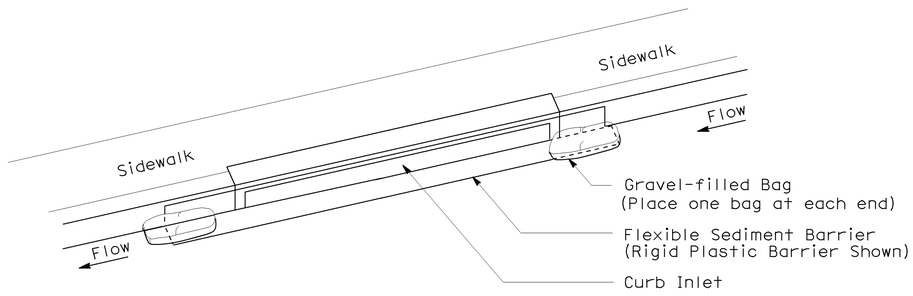


SECTION A-A



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

7-11-08

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	60	67

Robert B Schott
LICENSED LANDSCAPE ARCHITECT

April 3, 2009
PLANS APPROVAL DATE

LICENSED LANDSCAPE ARCHITECT — Robert B. Schott 3695 — Signature — 11-30-10 Renewal Date — 2-25-09 Date — STATE OF CALIFORNIA

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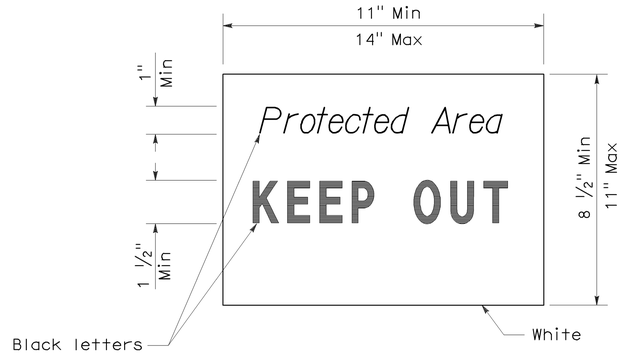
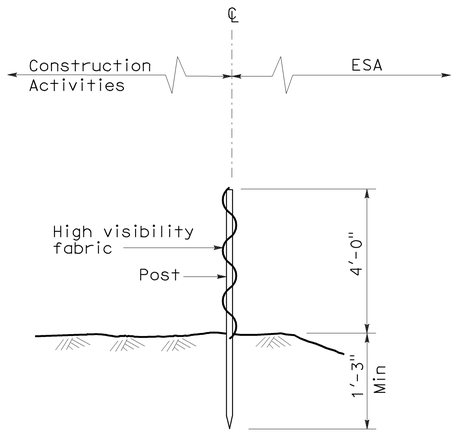
To accompany plans dated 4-12-10



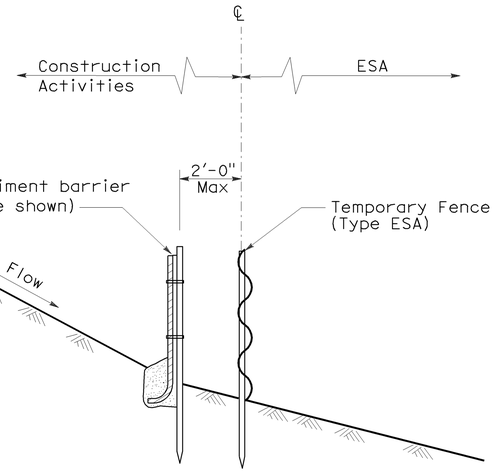
SIGN DETAIL

NOTE:

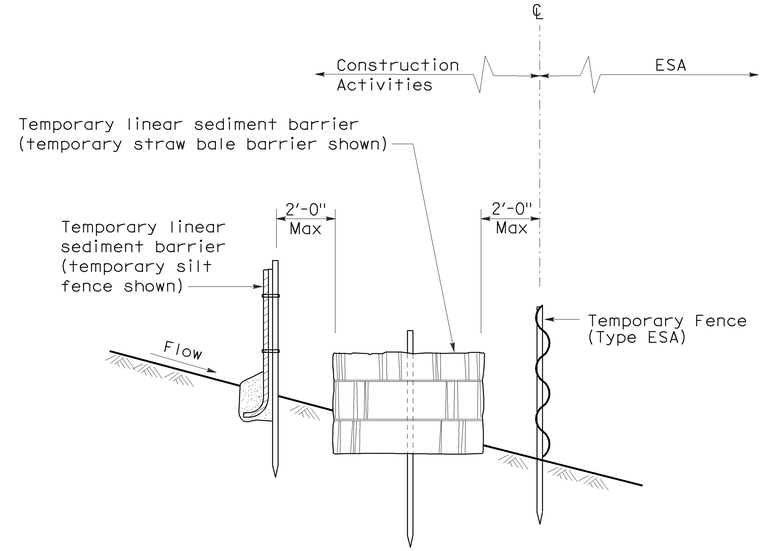
1. Temporary silt fence and temporary straw bale barrier shown for reference purposes only.



SECTION
TEMPORARY FENCE (TYPE ESA)



SECTION
PLACEMENT DETAIL
FOR TEMPORARY LINEAR SEDIMENT BARRIER
USED WITH TEMPORARY
FENCE (TYPE ESA)
(See Note 1)



SECTION
PLACEMENT DETAIL
FOR TEMPORARY SILT FENCE
AND TEMPORARY STRAW BALE BARRIER
USED WITH TEMPORARY FENCE (TYPE ESA)
(See Note 1)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY WATER POLLUTION CONTROL DETAILS [TEMPORARY FENCE (TYPE ESA)]

NO SCALE

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

NEW STANDARD PLAN NSP T65

2006 NEW STANDARD PLAN NSP T65

1-7-09

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	61	67

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

October 5, 2007
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Jeffery G. McRae
No. E14512
Exp. 6-30-08
ELECTRICAL
STATE OF CALIFORNIA

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 4-12-10

ELECTROLIERS

STANDARD TYPES
15, 15D
15 STRUCTURE
21, 21D STRUCTURE
30
31
32
35
36-20A

High mast light pole

Double Arm lighting standard

Existing electrolier

Electrolier foundation (Future installation)

NOTES:

1. Luminaires shall be 310 W HPS when installed on Type 21, 21D, 30, 31, 32, 35 and 36-20A Standards, unless otherwise specified. Luminaires shall be 200 W HPS when installed on other type standards or poles, unless otherwise specified.
2. Luminaires shall be the cutoff type, ANSI Type III medium cutoff lighting distribution, unless otherwise specified.
3. Variations noted adjacent to symbol on project plans.

Electrolier (see project notes or project plans)

Luminaire on wood pole

STANDARD NOTES:

- AB Abandon. If applied to conduit, remove conductors.
- BC Install pull box in existing conduit run.
- BP Pedestrian barricade, type as indicated on plan.
- CB Install conduit into existing pull box.
- CC Connect new and existing conduit. Remove existing conductors and install conductors as indicated.
- CF Conduit to remain for future use. Remove conductors. Install pull wire or rope.
- DH Detector handhole.
- FA Foundation to be abandoned.
- IS Install sign on signal mast arm.
- NS No slip base on standard.
- PEC Photoelectric control.
- PEU Photoelectric unit.
- RC Equipment or material to be removed and become the property of the Contractor.
- RE Remove electrolier, fuses and ballast. Tape ends of conductors.
- RL Relocate equipment.
- RR Remove and reuse equipment.
- RS Remove and salvage equipment.
- SC Splice new to existing conductors.
- SD Service disconnect.
- SF Standard to remain for future use. Remove luminaire, pole conductors, fuses and ballast.
- TSP Telephone service point.

ABBREVIATIONS AND EQUIPMENT DESIGNATIONS

PROPOSED	EXISTING	
BBS	bbs	Battery backup system
BC	bc	Bolt circle
C	C	Conduit
CCTV	cctv	Closed circuit television
CKT	ckt	Circuit
CMS	cms	Changeable message sign
DLC	dlc	Loop detector lead-in cable
EMS	ems	Extinguishable message sign
EVC	evc	Emergency vehicle cable
EVD	evd	Emergency vehicle detector
FB	fb	Flashing beacon
FBCA	fbca	Flashing beacon control assembly
FBS	fbs	Flashing beacon with slip base
FO	fo	Fiber optic
G	G	Ground (Equipment Grounding Conductor)
GFCI	GFCI	Ground fault circuit interrupt
HAR	har	Highway advisory radio
HEX	hex	Hexagonal
HPS	hps	High pressure sodium
IISNS	iisns	Internally illuminated street name sign
ISL	isl	Induction sign lighting
LED	led	Light emitting diode
LMA	lma	Luminaire mast arm
LPS	lps	Low pressure sodium
LTG	ltg	Lighting
LUM	lum	Luminaire
MAT	mat	Mast arm mounting vehicle signal faces, top attachment
MAS	mas	Mast arm mounting vehicle signal faces, side attachment
MAS-4A	mas-4A	Mast arm mounting vehicle signal faces,
MAS-4B	mas-4B	side attachment - 4 signal section
MAS-4C	mas-4C	
MAS-5A	mas-5A	Mast arm mounting vehicle signal faces,
MAS-5B	mas-5B	side attachment - 5 signal section
MC	mc	Mercury contactor
M/M	m/m	Multiple to multiple transformer
MT	mt	Conduit with pull wire or rope only
MTG	mtg	Mounting
	mv	Mercury vapor lighting fixture
N	N	Neutral (Grounded Conductor)
NC	NC	Normally closed
NO	NO	Normally open
PB	pb	Pull box
PEC	pec	Photoelectric control (Type I, II, III, IV or V as shown)
PED	ped	Pedestrian
PEU	peu	Photoelectric unit
PPB	ppb	Pedestrian push button
RL		Relocated equipment
RM	rm	Ramp metering
SB	sb	Slip base
SIC	sic	Signal interconnect cable
SIG	sig	Signal
SMA	sma	Signal mast arm
SNS	sns	Street name sign
SP	sp	Service point
TDC	tdc	Telephone demarcation cabinet
TMS	tms	Traffic monitoring station
TOS	tos	Traffic Operations System
VEH	veh	Vehicle
XFMR	xfmr	Transformer
COMM	comm	Communication
RWIS	rwis	Roadway weather information system

SOFFIT AND WALL MOUNTED LUMINAIRES

Pendant, 70 W HPS unless otherwise specified.

Flush, 70 W HPS unless otherwise specified.

Wall surface, 70 W HPS unless otherwise specified.

Existing soffit or wall luminaire to remain unmodified.

Existing soffit or wall luminaire to be modified as specified.

NOTE:
Arrow indicates "street side" of luminaire.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1A DATED OCTOBER 5, 2007 SUPERSEDES STANDARD PLAN ES-1A
DATED MAY 1, 2006 - PAGE 400 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1A

2006 REVISED STANDARD PLAN RSP ES-1A

7-10-07

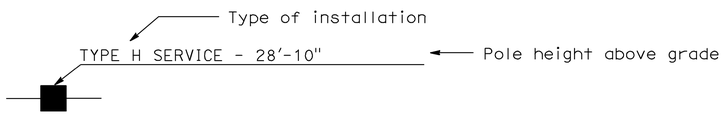
CONDUIT

PROPOSED	EXISTING	
— — —	— — —	Lighting Conduit, unless otherwise indicated or noted
— - — - —	— - — - —	Traffic signal conduit
—C— —	—c— —	Communication conduit
—T— —	—t— —	Telephone conduit
—F— —	—f— —	Fire alarm conduit
—FO— —	—fo— —	Fiber optic conduit
— — —]	— — —]	Conduit termination (RSP ES-9A C)
R	r	Conduit riser in/on structure or service pole

SERVICE EQUIPMENT

PROPOSED	EXISTING	
—OH—	—oh—	Overhead lines
U	U	Wood pole "U" indicates utility owned
		Pole guy with anchor
		Utility transformer - ground mounted
III		Service equipment enclosure type
		Service equipment enclosure door indicates front of enclosure
T	t	Telephone demarcation cabinet

POLE-MOUNTED SERVICE DESIGNATION



ILLUMINATED OVERHEAD SIGN

PROPOSED	EXISTING	
		Overhead sign - Single post
		Overhead sign - Two post
		Overhead sign - Mounted on structure
		Overhead sign with electrolier

SIGNAL EQUIPMENT

PROPOSED	EXISTING	
		Pedestrian signal face
		Pedestrian push button post
		Pedestrian barricade
		Vehicle signal face (with backplate, 3-Section: red, yellow and green)
		Vehicle signal face with angle visors
PV	PV	Modifications of basic symbols: "L" Indicates all non-arrow sections louvered "LG" Indicates louvered green section only "PV" Indicates 12" programmed visibility sections "8" indicates all 8" sections (only when specified)
		Type 15TS and Vehicle signal face
		Vehicle signal face with red, yellow and green left arrow sections
		Vehicle signal face with red and yellow sections and up green arrow
		Vehicle signal face (5 Section) with red, yellow and green sections and yellow and green right arrows
		Type 1 Standard and attached vehicle signal faces
		Standard with signal mast arm only and attached vehicle signal faces and internally illuminated street name sign
		Type 33 Standard, Left-turn vehicle signal face and sign
		Standard with luminaire and signal mast arms and attached vehicle signal faces
		Cantilever flashing beacon Type 9 Frame, with a sign unless otherwise specified or indicated
		Type 15-FBS Standard with two vehicle signal face sections with lens, backplate and visor with a sign
R	Y	Flashing beacon. One vehicle signal face section with lens, backplate and visor. "R" indicates red indication, "Y" indicates yellow indication
		Controller assembly. Door indicates front of cabinet

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	62	67

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
Jeffery G. McRae
No. E14512
Exp. 6-30-08
ELECTRICAL
STATE OF CALIFORNIA

October 5, 2007
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 4-12-10

SIGNAL EQUIPMENT Cont

PROPOSED	EXISTING	
●	○	Guard post
		Type 1 Standard with "Meter On" sign
		Emergency Vehicle detector

NOTES:

1. All signal sections shall be 12" unless shown otherwise.
2. Signal heads shall be provided with backplates unless shown otherwise.
3. Signal indication shall be LED.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1B DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1B
DATED MAY 1, 2006 - PAGE 401 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1B

2006 REVISED STANDARD PLAN RSP ES-1B

7-10-07

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	63	67

Jeffery G. McRae
REGISTERED ELECTRICAL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
Jeffery G. McRae
No. E14512
Exp. 6-30-08
ELECTRICAL
STATE OF CALIFORNIA

October 5, 2007
PLANS APPROVAL DATE

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To accompany plans dated 4-12-10

EQUIPMENT IDENTIFICATION

ILLUMINATED SIGN IDENTIFICATION NUMBER:

Sign No. 12345 — Sign number - Place on post or structure

10 ISL SCI 1.0
- 1.0 — Transformer rating (kVA)
- SCI — Lighting control type
- ISL — Number and type of fixtures

Do NOT place on standard or structure

ELECTROLIER OR EQUIPMENT IDENTIFICATION NUMBER:

12345 - 15'-0"
- 15'-0" — Mast arm length, if shown. Do not place on standard or structure.
- 12345 — Equipment number - Place on standard or structure. Existing equipment numbers are shown in parenthesis

CONDUIT AND CONDUCTOR IDENTIFICATION:

1½"C, 2#10, 15#14, 2 DLC
- 2#10, 15#14, 2 DLC — Number and size of conductors and cables
- 1½"C, — Size of conduit in inches

ø1, ø2, ø2P, etc. — Traffic phase identification for signal faces, detectors and phase diagrams

[1] [2] [3] — Project note numbers

Ⓐ Ⓑ Ⓒ — Equipment description, installation or item numbers

△1 △2 △3 — Conduit run numbers

SIGNAL AND LIGHTING STANDARD (TYPICAL DESIGNATION):

19A - 3 - 100
- 100 — Wind velocity = 100 mph
- 3 — Case 3 arm loading
- 19A — Standard type
- Standard Plan sheet number
- Detail number or letter

MISCELLANEOUS EQUIPMENT

PROPOSED	EXISTING	
CMS	cms	Changeable message sign
		Closed circuit television camera
		Highway advisory radio pole and antenna
EMS	ems	Extinguishable message sign
M V	m v	Detection device M = Microwave sensor V = Video image sensor

WIRING DIAGRAM LEGEND

P	Pole
CB	Circuit breaker
A	Ampere
V	Volt
M	Metered
UM	Unmetered
NB	Neutral bus
GB	Ground bus
G	Equipment grounding conductor
N	Grounded conductor (Neutral)

- External conductor
- Conductor or bus
- Tie point
- Contactor coil
- Contactor, Contact NO
- Terminal blocks
- Contactor, Contact NC
- Enclosure bond
- Grounding electrode
- Circuit breaker
- Receptacle

PULL BOXES

PROPOSED	EXISTING	
		Pull box-No. 5 unless otherwise indicated or noted.
3	9A(21)	Pull box-Additional designations or descriptions

3 = No. 3½ pull box
5 = No. 5 pull box
6 = No. 6 pull box
7 = No. 7 (Ceiling pull box)
8 = No. 8 (Pendant soffit pull box)
9 = No. 9 pull box
9A = No. 9A pull box

(C) = Communications pull box
(E) = Pull box with extension
(S) = Sprinkler control pull box
(21) = Anchor bolts and conduit for future installation of Type 21 Standard
(T) = Traffic pull box

VEHICLE DETECTORS

5 J 9 U
- Vehicle detector designation
- U = Upper, L = Lower
- Slot number in input file
- Input file (I or J)
- Phase

PROPOSED	EXISTING	
		Type A detector loop. Outline of sawcut shown.
		Type B detector loop. Outline of sawcut shown.
		Type C detector loop. Outline of sawcut shown.
		Type D detector loop. Outline of sawcut shown.
		Type E detector loop. Outline of sawcut shown.
		Type Q detector loop. Outline of sawcut shown.
		Magnetic detector
DH	dh	Detector handhole
		Microwave or video detection zone

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SYMBOLS AND ABBREVIATIONS)

NO SCALE

RSP ES-1C DATED OCTOBER 5, 2007 SUPERCEDES STANDARD PLAN ES-1C
DATED MAY 1, 2006 - PAGE 402 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP ES-1C

2006 REVISED STANDARD PLAN RSP ES-1C

7-10-07

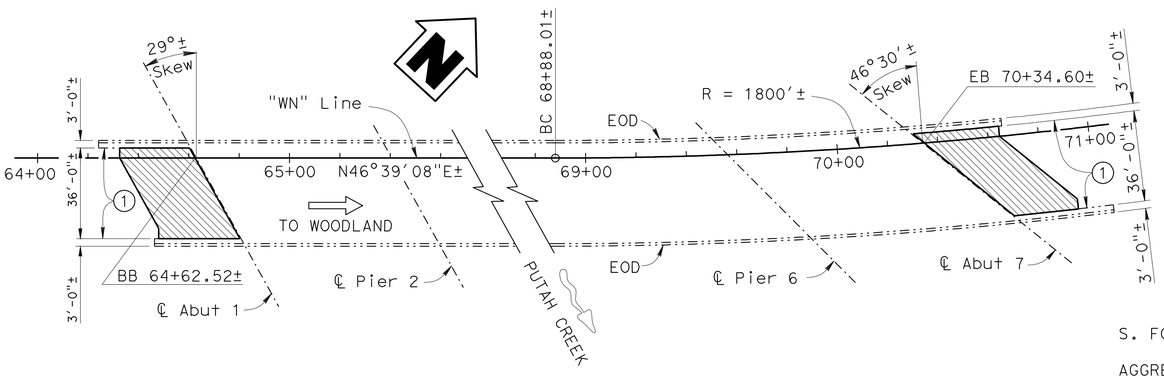
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	Sol	80	38.4/44.7	64	67

Robert G Jones 03/25/10
REGISTERED CIVIL ENGINEER DATE

4-12-10
PLANS APPROVAL DATE

Robert G. Jones No. 65676 Exp. 9-30-11 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

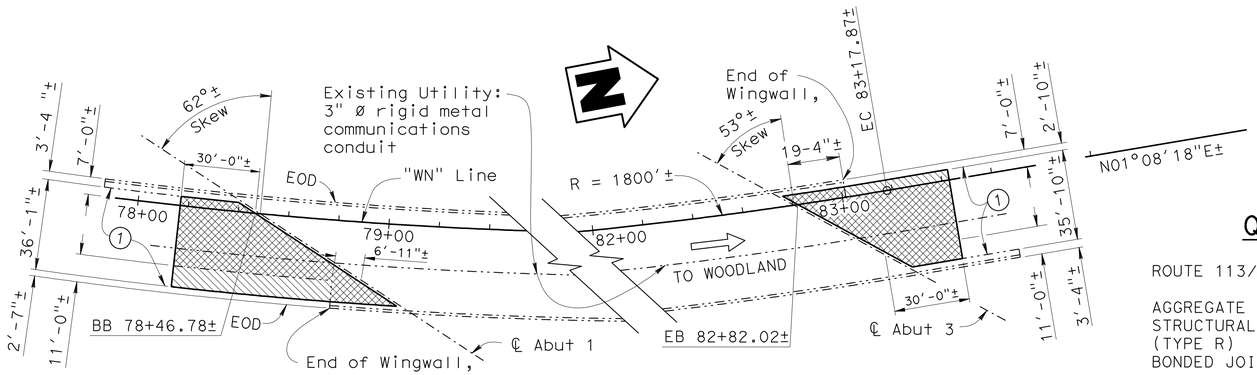
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



S. FORK PUTAH CREEK BRIDGE (E80-N113)

1" = 30′

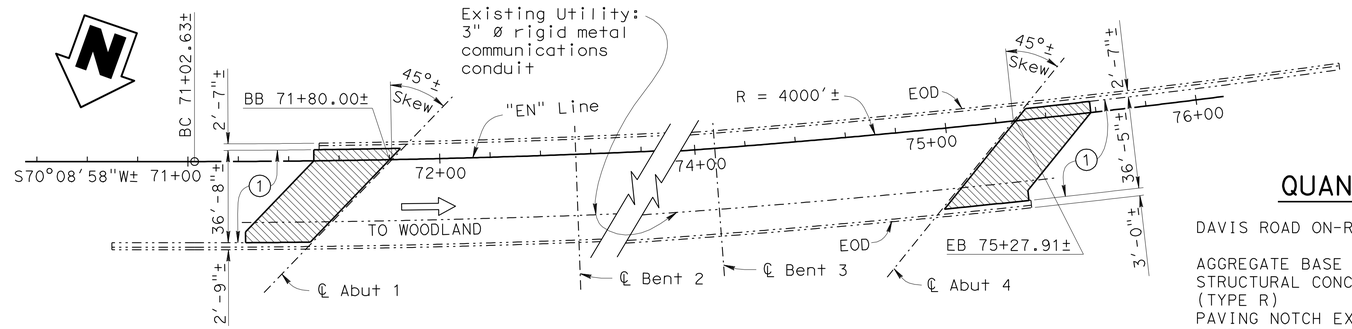
Br No. 23-0054G, Route 80, PM 42.37



ROUTE 113/80 SEPARATION (WEST)

1" = 30′

Br No. 23-0177G, Route 80, PM 42.67



NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DAVIS ROAD ON-RAMP UNDERCROSSING

1" = 30′

Br No. 23-0154F, Route 80, PM 43.48

Note:

① Indicates inside face of existing retaining or wing wall.

QUANTITIES

S. FORK PUTAH CREEK BRIDGE (23-0054G)

AGGREGATE BASE (APPROACH SLAB)	8	CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	80	CY
PAVING NOTCH EXTENSION	70	CF
BONDED JOINT SEAL (MR 2½")	94	LF

QUANTITIES

ROUTE 113/80 SEP. (WEST) (23-0177G)

AGGREGATE BASE (APPROACH SLAB)	14	CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	141	CY
BONDED JOINT SEAL (MR 2")	137	LF

QUANTITIES

DAVIS ROAD ON-RAMP UC (23-0154F)

AGGREGATE BASE (APPROACH SLAB)	8	CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	80	CY
PAVING NOTCH EXTENSION	35	CF
BONDED JOINT SEAL (MR 1½")	52	LF
BONDED JOINT SEAL (MR 2")	52	LF

Legend:

- Existing Structure
- Remove existing approach slabs
- New Structure Approach Type R(30D)

INDEX TO PLANS

JOINT SEAL TABLE

Bridge No.	Location	Min "MR" (in)	Approx Length (ft)	Seal Type
23-0054G	Abut 1	2.5	41	BJS
	Abut 7	2.5	52	BJS
23-177G	Abut 1	2	77	BJS
	Abut 3	2	60	BJS
23-154F	Abut 1	1.5	52	BJS
	Abut 4	2	52	BJS
23-155L	Abut 1	1	107	A
	Abut 3	1	96	A
23-156L	Abut 1	1.5	137	BJS
	Abut 4	1.5	137	BJS
23-156R	Abut 1	1.5	167	BJS
	Abut 4	1.5	155	BJS

Joint Seal Type:
A = Type A Seal, Silicone
BJS = Bonded Joint Seal

Jeff Sims
DESIGN ENGINEER

DESIGN	BY Greg Jones	CHECKED Mark Simonsen				
DETAILS	BY Jie Tang	CHECKED Mark Simonsen	LAYOUT	BY Greg Jones	CHECKED Mark Simonsen	
QUANTITIES	BY Greg Jones	CHECKED Mark Simonsen	SPECIFICATIONS	BY Iwa Huang	PLANS AND SPECS COMPARED Iwa Huang	

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 1

CU 04
EA 3A3001

BRIDGE NO. Varies
POST MILE Varies

ROUTE 80/113 APPROACH SLABS
GENERAL PLAN NO. 1

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 10/25/05)

To get to the Caltrans web site, go to: http://www.dot.ca.gov

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES: 01/24/10 | 02/03/10 | 02/04/10 | 02/12/10 | 02/26/10 | 03/03/10 | 03/23/10 | 03/25/10

SHEET 1 OF 4

FILE => 04-3a3001-a-gp01.dgn

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV.07-24-06)

USERNAME = s1131880 DATE PLOTTED => 23-APR-2010 TIME PLOTTED => 13:51

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	Sol	80	38.4/44.7	65	67

Robert G Jones 03/25/10
REGISTERED CIVIL ENGINEER DATE

4-12-10
PLANS APPROVAL DATE

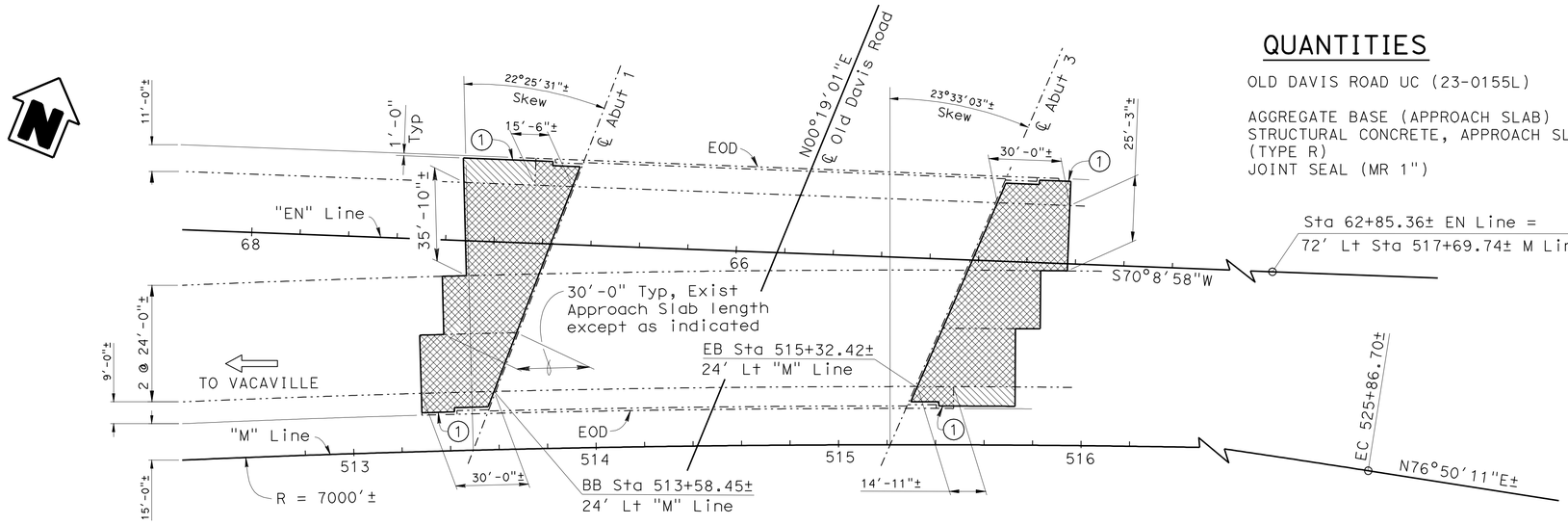
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER
Robert G. Jones
No. 65676
Exp. 9-30-11
CIVIL
STATE OF CALIFORNIA

QUANTITIES

OLD DAVIS ROAD UC (23-0155L)

AGGREGATE BASE (APPROACH SLAB)	26	CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	257	CY
JOINT SEAL (MR 1")	203	LF



OLD DAVIS ROAD UNDERCROSSING

1" =30'

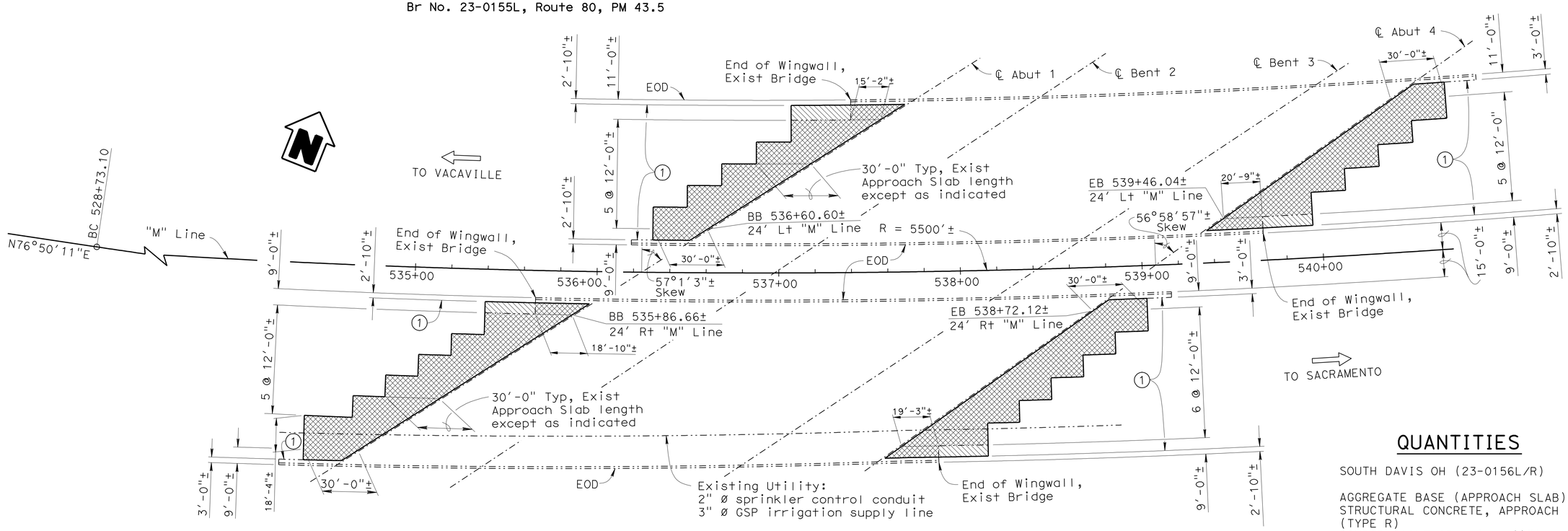
Br No. 23-0155L, Route 80, PM 43.5

Note:

① Indicates inside face of existing retaining or wing wall.

Legend:

- Existing Structure
- Remove existing approach slabs
- New Structure Approach Type R(30D)



QUANTITIES

SOUTH DAVIS OH (23-0156L/R)

AGGREGATE BASE (APPROACH SLAB)	47	CY
STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	475	CY
BONDED JOINT SEAL (MR 1½")	595	LF

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

SOUTH DAVIS OVERHEAD

1" =30'

Br No. 23-0156L/R, Route 80, PM 44.00

Jeff Sims
DESIGN ENGINEER

DESIGN	BY Greg Jones	CHECKED Mark Simonsen				
DETAILS	BY Jie Tang/Jinrong Zhou	CHECKED Mark Simonsen	LAYOUT	BY Greg Jones	CHECKED Mark Simonsen	
QUANTITIES	BY Greg Jones	CHECKED Mark Simonsen	SPECIFICATIONS	BY Iwa Huang	PLANS AND SPECS COMPARED Iwa Huang	

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 1

BRIDGE NO. Varies
POST MILE Varies

ROUTE 80/113 APPROACH SLABS
GENERAL PLAN NO. 2

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 10/25/05)

To get to the Caltrans web site, go to: http://www.dot.ca.gov

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

CU 04
EA 3A3001

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES										SHEET	OF
02/08/10	02/12/10	02/26/10	03/04/10	03/23/10						2	4

FILE => 04-3a3001-a-gp02.dgn

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV.07-24-06)

USERNAME => s1313880 DATE PLOTTED => 23-APR-2010 TIME PLOTTED => 13:51

DIST.	COUNTY	ROUTE	MILE POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	80	38.4/44.7	66	67

Robert G. Jones 03/25/10
REGISTERED ENGINEER - CIVIL

4-12-10
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Robert G. Jones — No. 65676 — Exp. 9-30-11 — CIVIL — STATE OF CALIFORNIA

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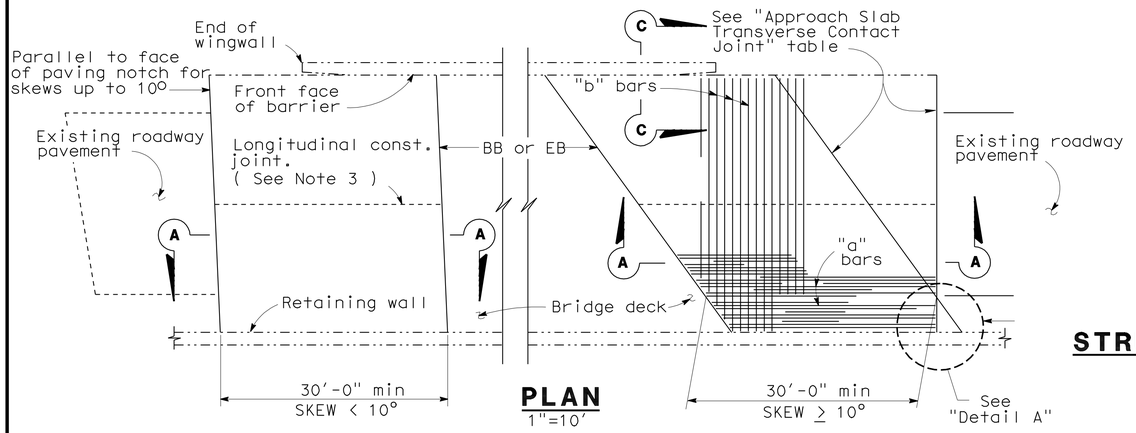
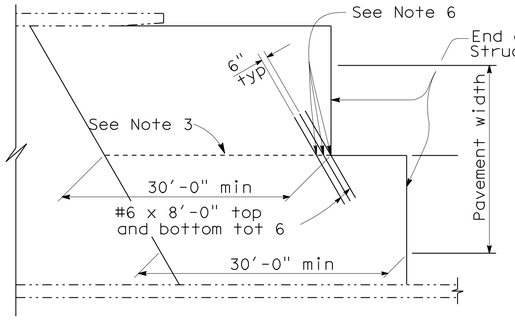
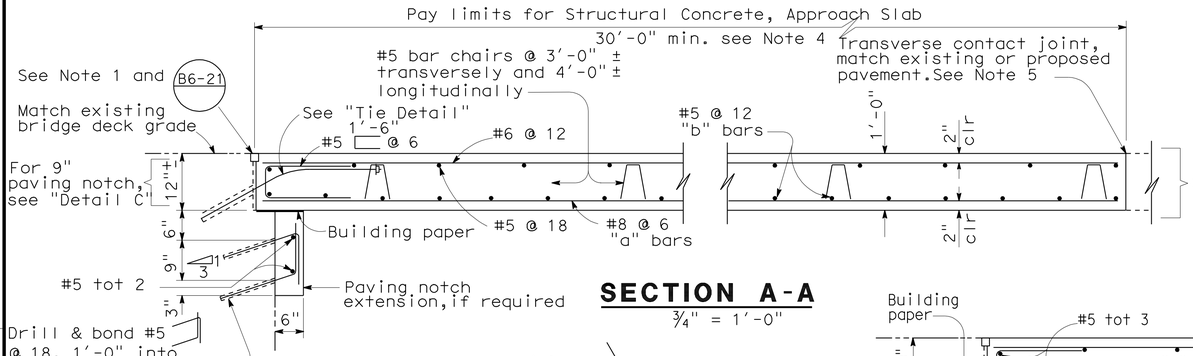


PLAN
1"=10'

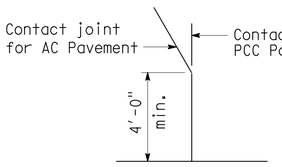


STRUCTURE APPROACH - END STAGGER DETAIL
No Scale

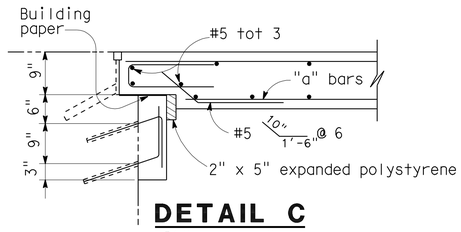
APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 10°	Parallel to face of paving notch	Parallel to face of paving notch
10° - 45°	Parallel to face of P N use (Detail A)	Stagger lines 24' to 36' apart
> 45°	Parallel to face of P N use (Detail A)	Stagger at each lane line



SECTION A-A
¾" = 1'-0"

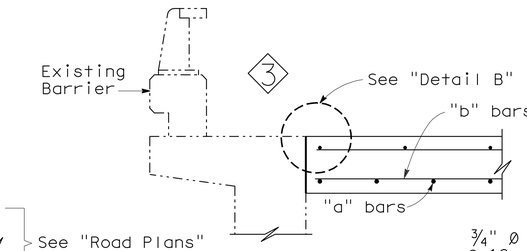


DETAIL A
No Scale

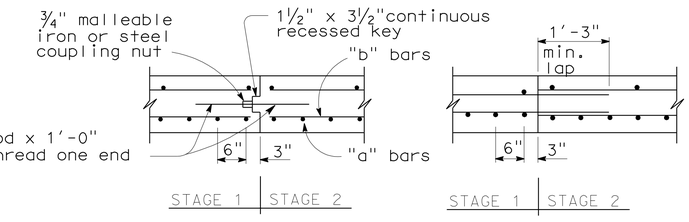


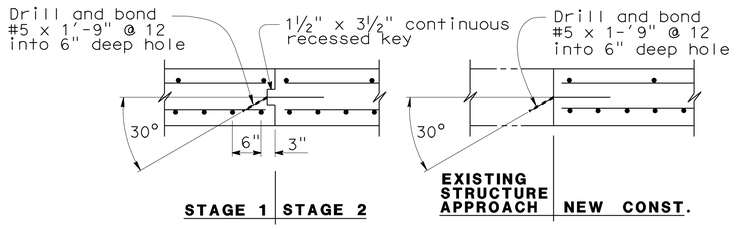
DETAIL C
¾" = 1'-0"

NOTE: For details not shown,see "Section A-A".

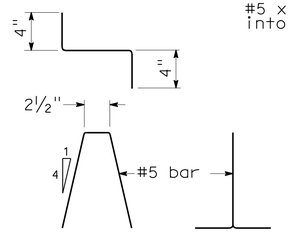


SECTION C-C
¾" = 1'-0"

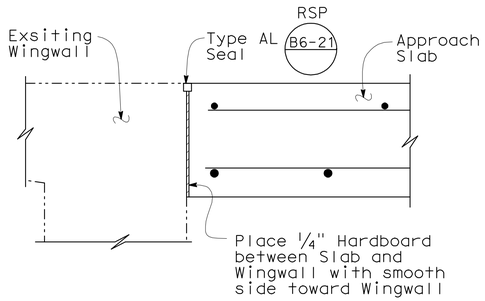




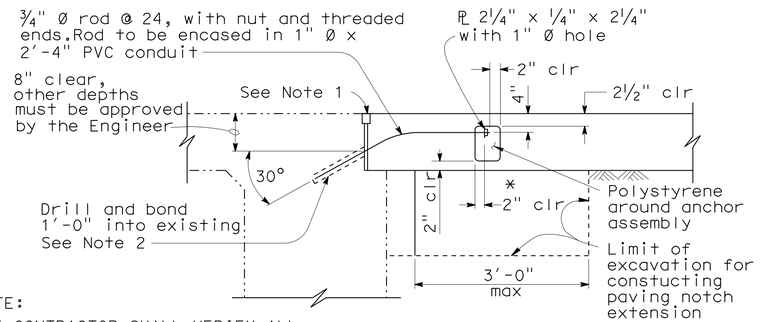
LONGITUDINAL CONSTRUCTION JOINT ALTERNATIVES
¾" = 1'-0"



BAR CHAIR DETAIL
1½" = 1'-0"



DETAIL B
1½" = 1'-0"



TIE DETAIL
¾" = 1'-0"

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

① * 2½" Clr For Tie detail for Bridge 23-0054G,

① Note added for bridge 23-0054G
② Detail B modified for project consistancy
③ Section C-C modified for project consistancy

NOTES:

1. For details not shown or noted,see Structure Plans. Adjust bar reinforcement to clear a sawcut for sealed joint,when required.
2. Space to avoid existing prestress anchorages and main reinforcement.
3. Longitudinal construction joints,when permitted by the Engineer,shall be located on lane lines.
4. Transverse contact joint shall be a minimum of 5'-0" from an existing or constructed weakened plane joint.
5. For transverse contact joint with new PCC paving. refer to Standard Plan P10.
6. Couplers are required for stage construction.
7. End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach as applicable.

STANDARD DRAWING				
RELEASE DATE 3/14/05	DESIGN	BY M.TRAFFALIS	CHECKED E.THORKILDSEN	RELEASED BY
FILE NO. xs3-140e	DETAILS	BY R.YEE	CHECKED E.THORKILDSEN	OFFICE CHIEF
	SUBMITTED	BY M.HA	DRAWING DATE 8/92	

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 1

BRIDGE NO. Varies
MILE POST Varies

ROUTE 80/113 APPROACH SLABS
STRUCTURE APPROACH TYPE R(30D)

DS OSD 2147A (ENGLISH) (REV. X/XX/XX)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

CU 04
EA 3A3001

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY): 02/04/10 | 02/16/10 | 02/24/10 | 03/23/10

SHEET 3 OF 4

USERNAME => s131880

04-3a3001-b-sa.dgn

DATE PLOTTED => 23-APR-2010 TIME PLOTTED => 13:51

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	Sol	80	38.4/44.7	67	67

Robert G Jones 03/25/10
REGISTERED CIVIL ENGINEER DATE

4-12-10
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Robert G. Jones
No. 65676
Exp. 9-30-11
CIVIL
STATE OF CALIFORNIA

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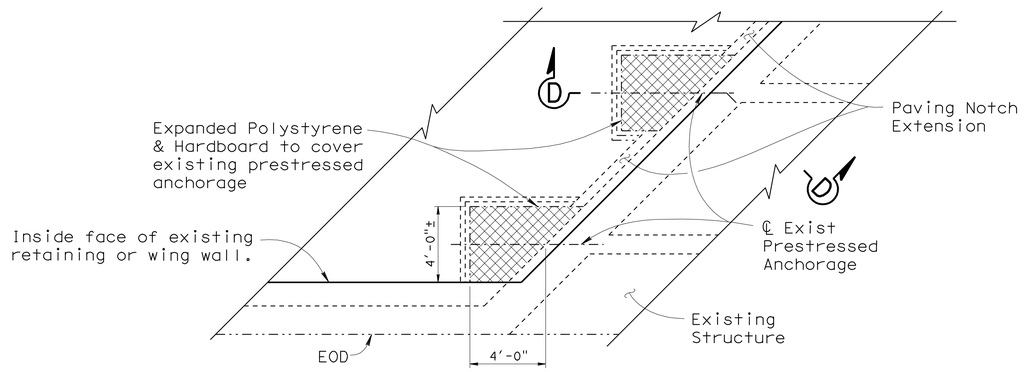


For details not shown, see "STRUCTURE APPROACH TYPE R(30D)" sheet

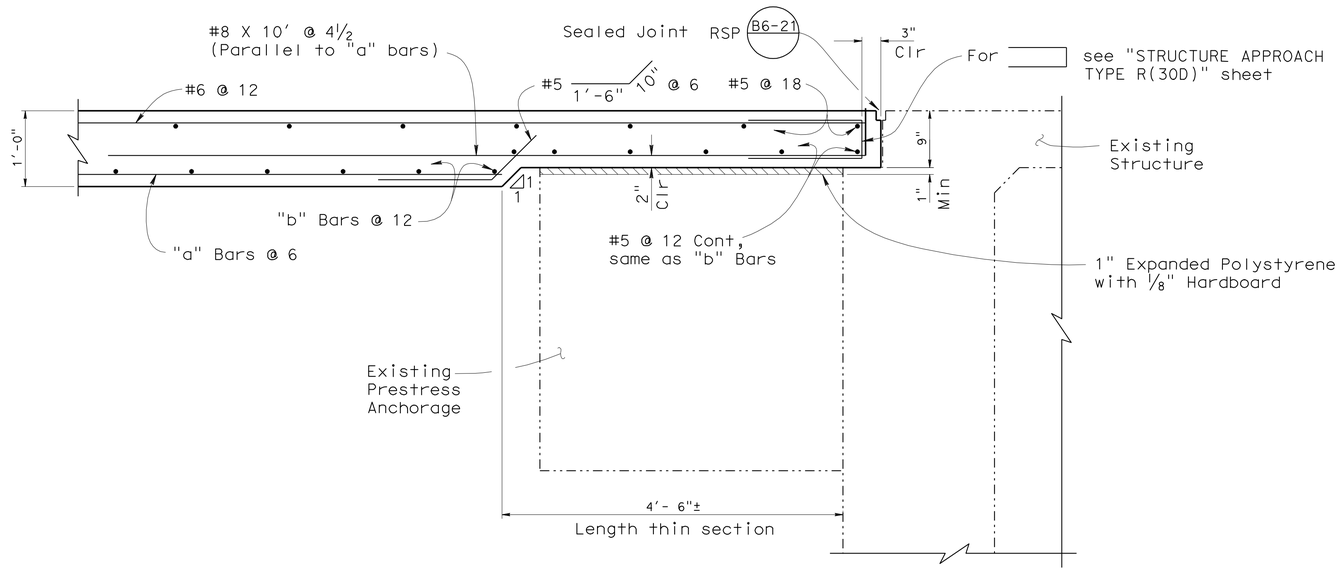
(Bridges: 23-0177G, 23-154F, 23-155L & 23-156L/R)

Table

Bridge No.	Hardboard Quantity at each Abutment
23-0177G	5
23-0154F	5
23-0155L	13
23-0156L	10
23-0156R	12

APPROACH SLAB MODIFICATION FOR PRESTRESS ANCHORAGE DETAILS

1/4" = 1'-0"



SECTION D-D

(At center line of Exist prestress Anchorage)

1" = 1'-0"

Joint information for Br No. 23-0054G

Joint Information		"a" Dimensions			
Location	Movement Rating (MR)	Skew	Winter	Spring & Fall	Summer
A1	2.5	29°±	2½	1⅞	1¼
A7	2.5	46°30'±	2½	1⅞	1¼

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGN	BY Greg Jones	CHECKED Mark Simonsen	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
DETAILS	BY Jie Tang	CHECKED Mark Simonsen	
QUANTITIES	BY Greg Jones	CHECKED Mark Simonsen	

DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN
DESIGN BRANCH 1

BRIDGE NO. Varies
POST MILE Varies

ROUTE 80/113 APPROACH SLABS
STRUCTURE APPROACH TYPE R(30D) DETAILS

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REV. 10/25/05)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

CU 04
EA 3A3001

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES									SHEET	OF
02/19/10	02/12/10	02/26/10	03/24/10						4	4

FILE => 04-3a3001-c-modsa.dgn

USERNAME => s131880 DATE PLOTTED => 23-APR-2010 TIME PLOTTED => 13:52