

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	TYPICAL CROSS SECTIONS
3	CONSTRUCTION DETAILS
4	CONSTRUCTION AREA SIGNS
5	PAVEMENT DELINEATION, SIGN DETAILS, AND SIGN QUANTITIES
6	PAVEMENT DELINEATION QUANTITIES
7	SUMMARY OF QUANTITIES
8-15	REVISED STANDARD PLANS

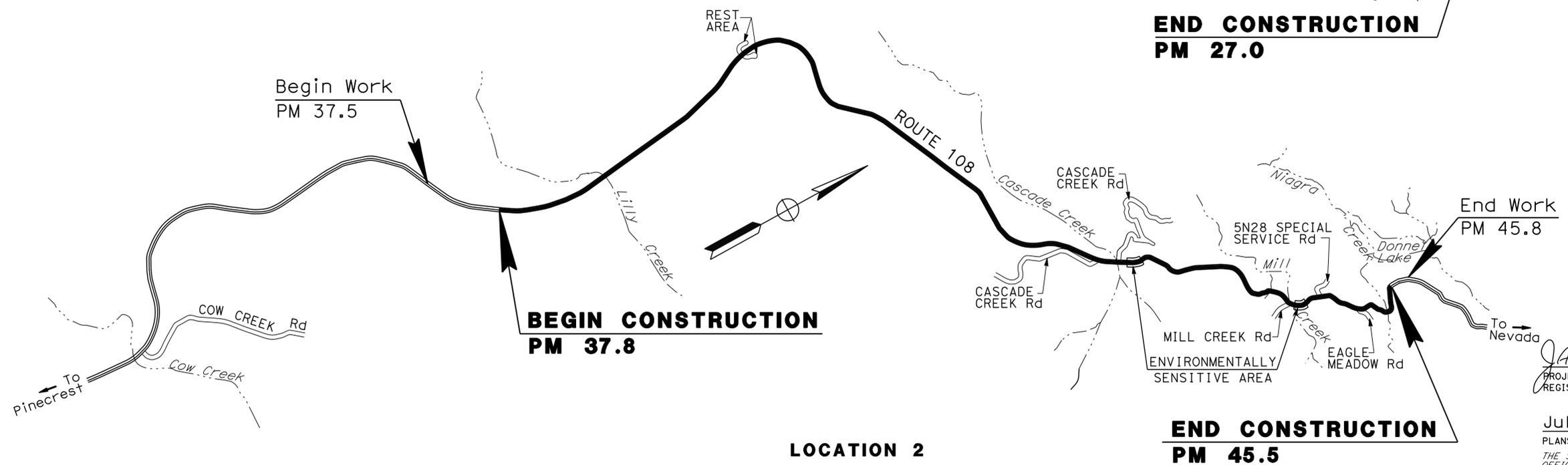
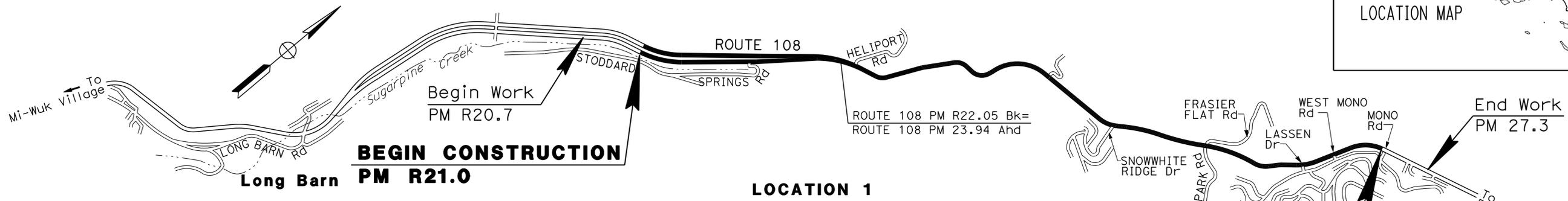
THIS STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO CONTRACTORS AND SPECIAL PROVISIONS BOOK

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN TUOLUMNE COUNTY
AT AND NEAR LONG BARN
FROM 0.6 MILE WEST OF STODDARD SPRINGS ROAD
TO 0.1 MILE WEST OF MONO ROAD
AND FROM 1.2 MILES EAST OF COW CREEK ROAD
TO 1.0 MILE EAST OF EAGLE MEADOW ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	1	15



PROJECT MANAGER
ALVIN MANGINDIN
DESIGN MANAGER
ALVIN MANGINDIN

PROJECT ENGINEER
 REGISTERED CIVIL ENGINEER
 DATE 6/8/15
 No. 64817
 Exp. 6/30/17
 CIVIL
 STATE OF CALIFORNIA

July 20, 2015
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

NO SCALE

NOTES:

1. DIMENSIONS OF PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
4. FOR COLD PLANE AC PAVEMENT AND HMA DIKE DIMENSIONS AND LOCATIONS, SEE SUMMARY OF QUANTITIES SHEETS.
5. ENVIRONMENTALLY SENSITIVE AREA (ESA), NO STAGING, WORK OR GROUND DISTURBANCE SHALL BE PERFORMED BEYOND SHOULDER BACKING.

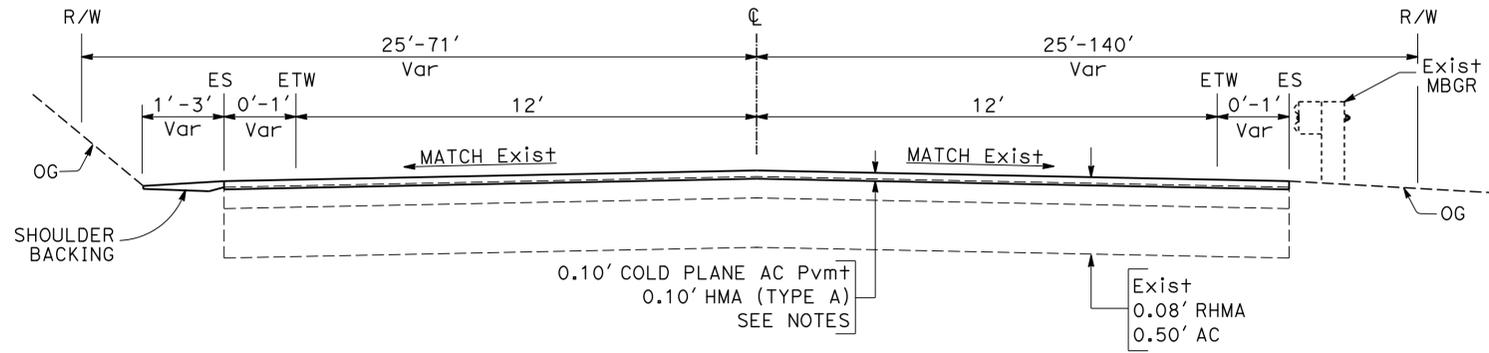
PAVEMENT CLIMATE REGION

HIGH MOUNTAIN

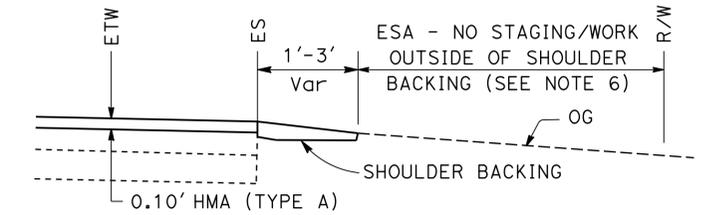
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	2	15

REGISTERED CIVIL ENGINEER: *Jose A. Alicea II* DATE: 6/8/15
 PLANS APPROVAL DATE: 7-20-15
 No. 64817 Exp. 6/30/17
 CIVIL
 STATE OF CALIFORNIA

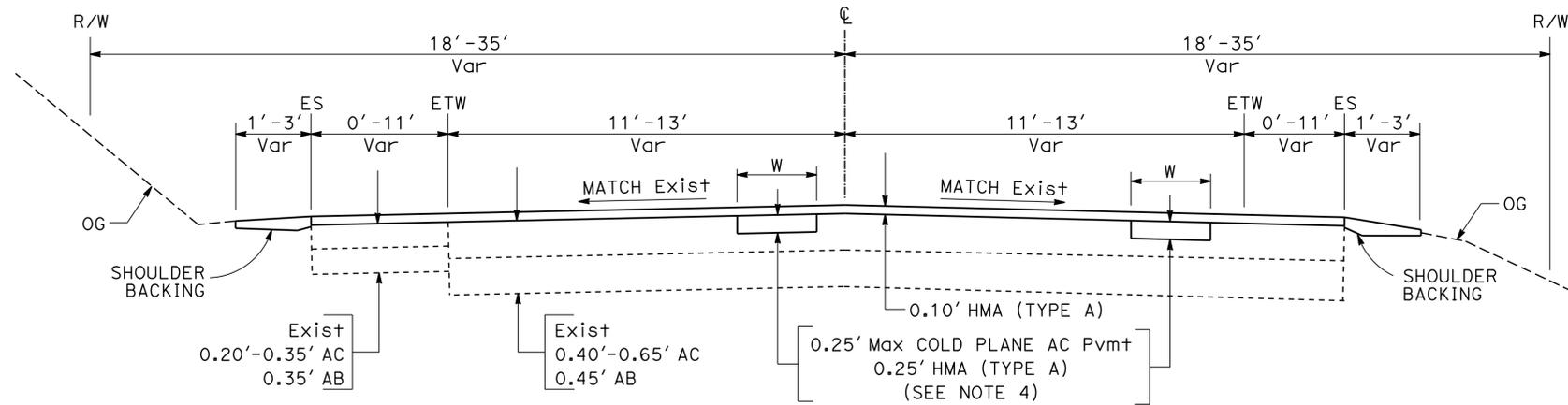
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Sta-PM 24.82/24.84
GUARDRAIL LOCATIONS



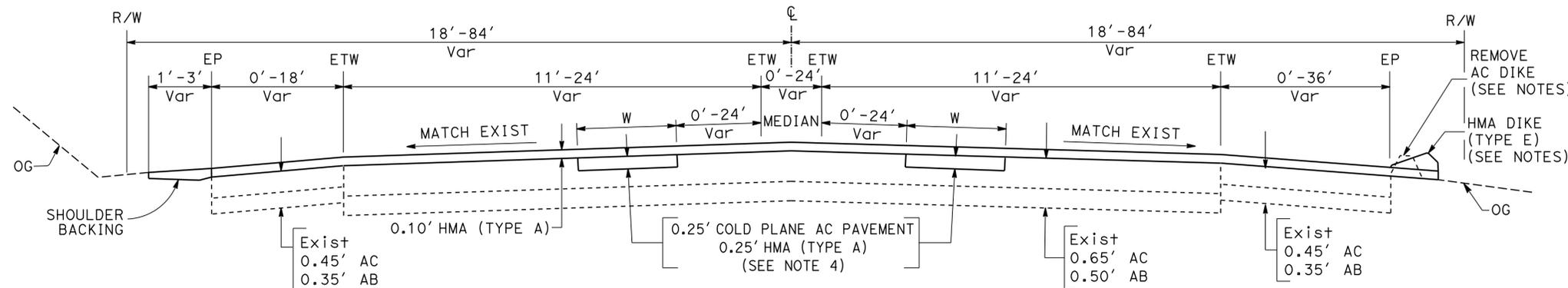
PM 40.26/40.41 (EB/WB)
PM 42.83/42.92 (EB/WB)
ESA LOCATIONS



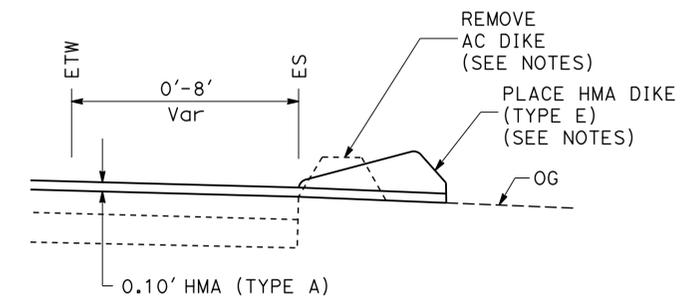
PM 37.8/45.5

HMA DIKE LOCATIONS

PM/PM	SIDE
R21.75/R22.06	R+
23.94/24.1	R+



PM R21.1/27.0
ROUTE 108



HMA DIKE

TYPICAL CROSS SECTIONS

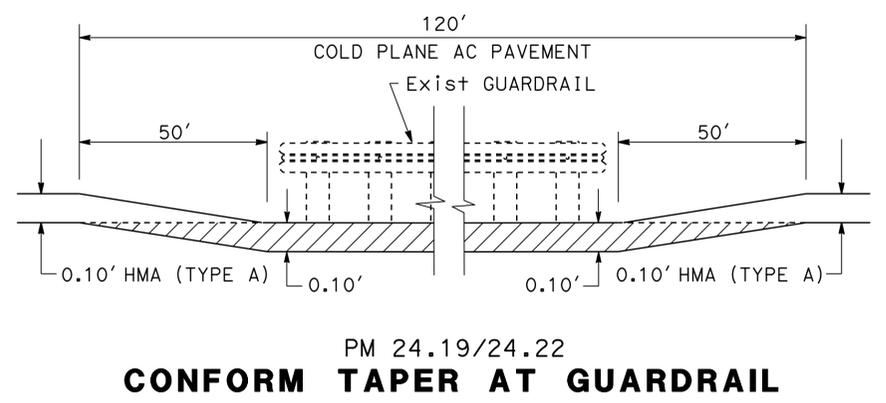
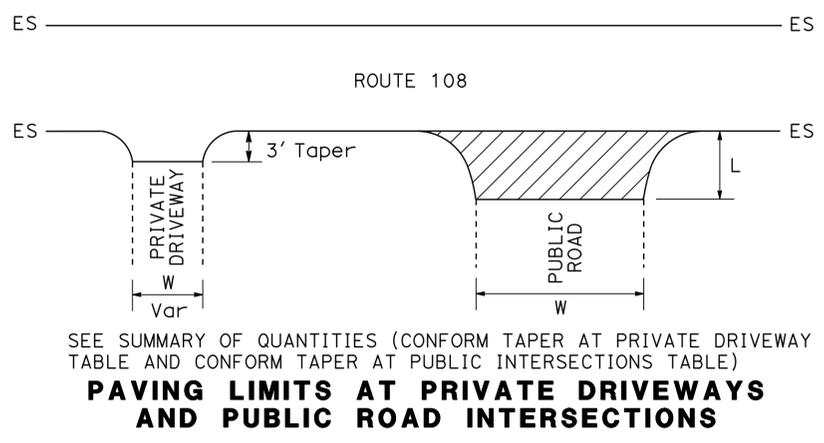
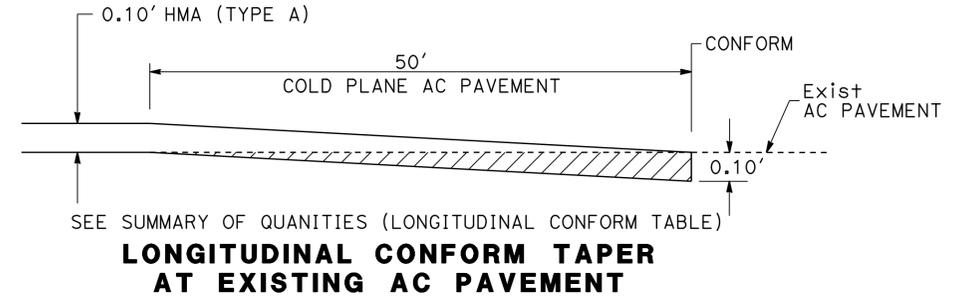
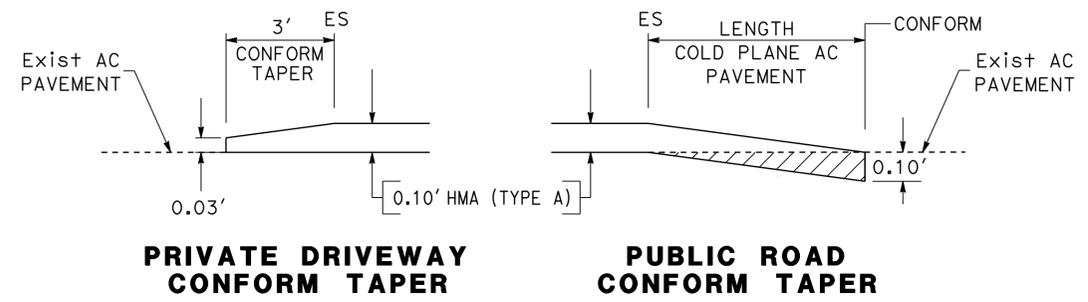
NO SCALE

X-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	3	15

REGISTERED CIVIL ENGINEER DATE 6/8/15
 JOSE A. ALICEA II
 No. 64817
 Exp. 6/30/17
 CIVIL
 STATE OF CALIFORNIA
 PLANS APPROVAL DATE 7-20-15
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.

LEGEND:
 - COLD PLANE AC PAVEMENT
 HMA (TYPE A)



CONSTRUCTION DETAILS

NO SCALE **C-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE

FUNCTIONAL SUPERVISOR: ALVIN MANGINDIN

CALCULATED/DESIGNED BY: JOSE A. ALICEA II

CHECKED BY: DONALD EMUKPOERUO

REVISOR BY: JAA

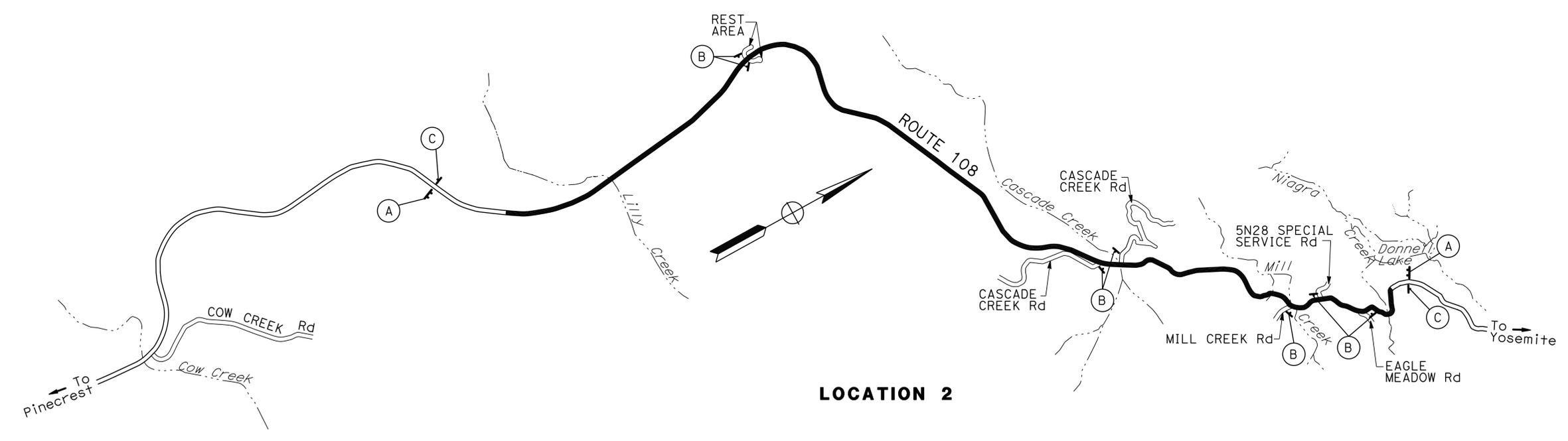
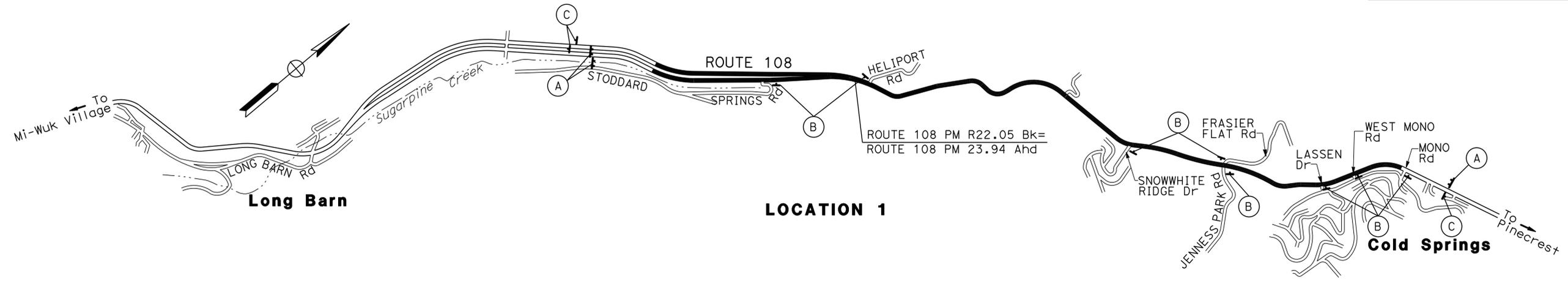
DATE REVISED: 06-18-15

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	4	15

REGISTERED CIVIL ENGINEER DATE 6/8/15
 JOSE A. ALICEA II
 No. 64817
 Exp. 6/30/17
 CIVIL
 STATE OF CALIFORNIA

7-20-15
 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.



STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

Loc	SIGN	SIGN CODE	PANEL SIZE	No. OF POSTS AND SIZE	No. OF SIGNS	SIGN MESSAGE
		FEDERAL				
1	(A)	G20-1	60" x 36"	2 - 4" x 6"	3	ROAD WORK NEXT 6 MILES
	(B)	W20-1	36" x 36"	1 - 4" x 6"	8	ROAD WORK AHEAD
	(C)	G20-2	36" x 18"	1 - 4" x 4"	3	END ROAD WORK
2	(A)	G20-1	60" x 36"	2 - 4" x 6"	2	ROAD WORK NEXT 8 MILES
	(B)	W20-1	36" x 36"	1 - 4" x 6"	7	ROAD WORK AHEAD
	(C)	G20-2	36" x 18"	1 - 4" x 4"	2	END ROAD WORK

NOTE: EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.

CONSTRUCTION AREA SIGNS

NO SCALE

CS-1

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE
 FUNCTIONAL SUPERVISOR: ALVIN MANGINDIN
 CALCULATED/DESIGNED BY: DONALD EMUKPOERUO
 CHECKED BY:
 REVISED BY: JAA
 DATE REVISED: 05-27-15
 USERNAME => s120300
 DGN FILE => a1e4101a001.dgn



UNIT 2593

PROJECT NUMBER & PHASE

10150000591

LAST REVISION DATE PLOTTED => 27-JUL-2015
 05-27-15 TIME PLOTTED => 13:58

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	5	15

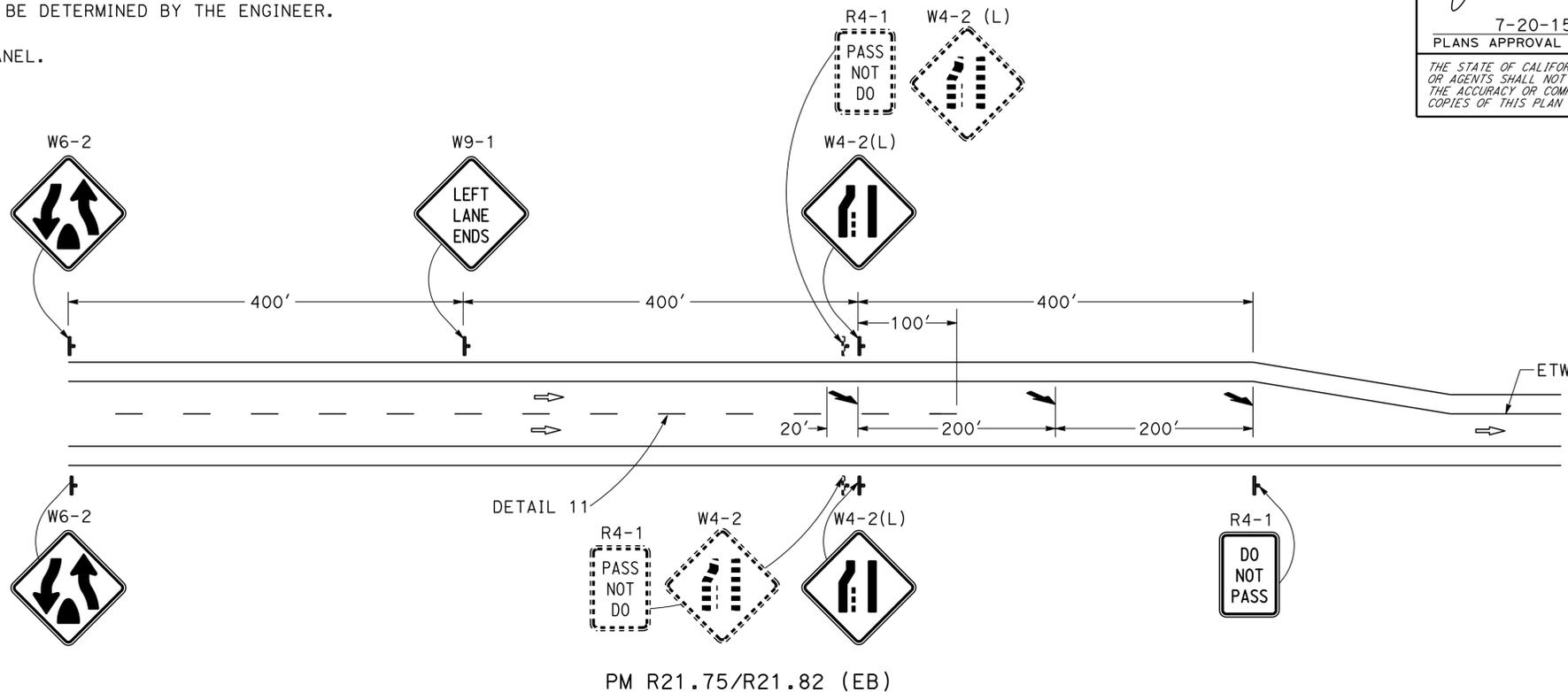
REGISTERED CIVIL ENGINEER
 DATE 6/8/15
 JOSE A. ALICEA II
 No. 64817
 Exp. 6/30/17
 CIVIL
 STATE OF CALIFORNIA
 7-20-15
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

NOTES:

1. A W9-1 SIGN SHOULD BE USED IN CONJUNCTION WITH THE W4-2 SIGN.
2. LANE REDUCTION ARROWS ARE PLACED IN GROUPS OF THREE.
3. EXACT LOCATION AND POSITION OF ROADSIDE SIGNS TO BE DETERMINED BY THE ENGINEER.
4. POST LENGTHS GIVEN ARE APPROXIMATE.
5. "C" DIM = VERTICAL CLEARANCE AT BOTTOM OF SIGN PANEL.

LEGEND:

- ⌵ - REMOVE ROADSIDE SIGN (WOOD POST)
- ▬ - DELINEATOR (CLASS 2) (TYPE F)



LANE-REDUCTION TRANSITION DETAIL

ROADSIDE SIGN QUANTITIES

LOCATION	SIDE	SIGN CODE	SIGN PANEL SIZE INCHES	SINGLE FACED	BACKGROUND		LEGEND		STANDARD	PREMIUM	SQFT	SQFT	SQFT	FT	POST LENGTH 4" X 6"	ROADSIDE SIGN - ONE POST EACH	REMOVE ROADSIDE SIGN (WOOD POST) EACH	TREATED WOOD WASTE LB	DESCRIPTION	
					SHEETING COLOR	RETROREFLECTIVE ASTM TYPE	SHEETING COLOR	RETROREFLECTIVE ASTM TYPE												
R21.75/R21.82	EB	W6-2	36 x 36	X	YELLOW	XI	BLACK	NONE		X		18	18	5	16'	2			LEFT LANE ENDS	
R21.75/R21.82	EB	W9-1R	36 x 36	X	YELLOW	XI	BLACK	NONE		X		9	9	5	16'	1			LEFT LANE ENDS	
R21.75/R21.82	EB	W4-2(L)	30 x 30	X	YELLOW	XI	BLACK	NONE		X		12.6	12.6	5	14'	2	2	90	LANE ENDS SYMBOL	
R21.75/R21.82	EB	R4-1	24 x 30	X	WHITE	IX	BLACK	NONE	X		5			5	14'	1			DO NOT PASS	
TOTAL												5	39.6	39.6			6	2	90	

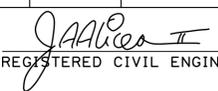
PAVEMENT DELINEATION, SIGN DETAILS AND SIGN QUANTITIES

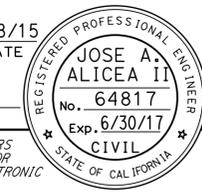
NO SCALE

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

PDD-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	6	15


 REGISTERED CIVIL ENGINEER DATE 6/8/15
 PLANS APPROVAL DATE 7-20-15



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.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE
 FUNCTIONAL SUPERVISOR ALVIN MANGINDIN
 CALCULATED-DESIGNED BY CHECKED BY
 JOSE A. ALICEA II DONALD EMUKPOERUO
 REVISED BY DATE REVISED
 JAA 06-18-15

PAVEMENT DELINEATION QUANTITIES

Loc	PM	REMOVE THERMOPLASTIC TRAFFIC STRIPE	PAINT TRAFFIC STRIPE (2-COAT)									REMOVE THERMOPLASTIC PAVEMENT MARKING		PAINT PAVEMENT MARKING (2-COAT)			
		8" WHITE	4" WHITE			4" YELLOW				8" WHITE	TYPE V ARROW	TYPE III (L) ARROW	LIMIT LINE	STOP	TYPE V ARROW	TYPE III (L) ARROW	
		DETAIL 38	DETAIL 11	DETAIL 27B	DETAIL 27C	DETAIL 5	DETAIL 18	DETAIL 21	DETAIL 24	DETAIL 28							DETAIL 38A
1	R21.0/27.0	LF 280	8743	42,720	480		3168	30,211	8743	2640	140	462	126	251	154	462	126
2	37.8/45.5			40,655	668	533	1690	78,576						185	110		
SUBTOTAL		280	8743	83,375	1148	533	4858	108,787	8743	2640	140	462	126	436	264	462	126
TOTAL		280	218,967									588		1288			

PAVEMENT DELINEATION QUANTITIES PDQ-1

LAST REVISION DATE PLOTTED => 27-JUL-2015
 06-18-15 TIME PLOTTED => 13:58

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	7	15

REGISTERED CIVIL ENGINEER DATE 6/8/15
 7-20-15
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 JOSE A. ALICEA II
 No. 64817
 Exp. 6/30/17
 CIVIL
 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.

NOTES:

- * - TOTAL INCLUDED IN ROADWAY QUANTITIES TABLE.
- (N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

DIKE QUANTITIES

LOCATION			REMOVE AC DIKE	PLACE HMA DIKE (TYPE E)	HMA (TYPE A)
Loc	PM/PM	SIDE	F+	F+	TON
1	R21.75/R22.06	R+	1600	1600	44
	23.9/24.1	R+	550	550	16
TOTAL			2150	2150	60*

NOTE: ACTUAL WIDTHS AND LOCATIONS MAY VARY IN THE FIELD AND WILL BE DETERMINED BY THE ENGINEER.

CONFORM TAPER AT PRIVATE DRIVEWAYS

LOCATION			LENGTH	WIDTH	HMA (TYPE A)
Loc	PM	SIDE	F+	F+	TON
1	R21.974	R+	3	40	1
	R21.974	L+	3	25	1
	25.07	L+	3	110	3
	26.84	L+	3	60	2
	26.88	L+	3	60	2
	26.97	L+	3	70	2
TOTAL					11*

NOTE: ACTUAL WIDTHS AND LOCATIONS MAY VARY IN THE FIELD AND WILL BE DETERMINED BY THE ENGINEER.

CONFORM TAPER AT GUARDRAIL

LOCATION		LENGTH	WIDTH	COLD PLANE AC Pvm+	HMA (TYPE A)
Loc	PM/PM	F+	F+	SQYD	TON
1	24.19/24.22	120	24	320 *	54 *

LONGITUDINAL CONFORM TAPERS

LOCATION			LENGTH	WIDTH	COLD PLANE AC Pvm+	HMA (TYPE A)
Loc	PM	DESCRIPTION	F+	F+	SQYD	TON
1	R21.0	BEGIN CONSTRUCTION	50	64	356	24
	27.0	END CONSTRUCTION	50	24	134	9
2	37.8	BEGIN CONSTRUCTION	50	24	134	9
	45.5	END CONSTRUCTION	50	24	134	9
TOTAL					758 *	51.0*

CONFORM TAPER AT PUBLIC ROAD INTERSECTIONS

LOCATION				LENGTH (N)	WIDTH (N)	COLD PLANE AC Pvm+	HMA (TYPE A)
Co	PM	SIDE	DESCRIPTION	F+	F+	SQYD	TON
1	R21.568	R+	STODDARD SPRINGS ROAD	24	44	118	8
	24.01	L+	HELIPORT ROAD	22	20	49	4
	25.56	R+	SNOWWHITE RIDGE ROAD	28	50	156	11
	26.08	L+	FRASIER FLAT ROAD	22	53	130	9
	26.08	R+	JENNESS PARK ROAD	23	44	113	8
	26.60	R+	LASSEN DRIVE	22	35	86	6
	26.77	R+	WEST MONO ROAD	27	70	210	15
	2	39.49	L+	COUNTY ROAD	25	46	128
40.38		L+	CASCADE CREEK ROAD	25	54	150	11
40.38		R+	CASCADE CREEK ROAD	26	57	165	12
42.74		L+	ROAD 5N26 (MILL CREEK)	24	52	139	10
43.54		L+	5N28 SPECIAL SERVICE ROAD	23	36	92	7
44.46		R+	EAGLE MEADOW ROAD	25	50	139	10
TOTAL						1675 *	120 *

PREPAVING GRINDING DAY

LOCATION		EA
Loc	PM/PM	
1	R21.0/27.0	4
2	37.8/45.5	4
TOTAL		8

ROADWAY QUANTITIES

LOCATION	COLD PLANE AC PAVEMENT	HOT MIX ASPHALT (TYPE A)	TACK COAT	SHOULDER BACKING
	SQYD	TON	TON	TON
Loc 1 - PM R21.0/27.0, Loc 2 - PM 37.8/45.5		13,165	24.37	8110
LONGITUDINAL CONFORM TAPERS	758	51	0.09	
REPAIR FAILED AREAS	6105	1036	0.76	
CONFORM TAPERS AT PUBLIC ROAD INTERSECTIONS	1675	120	0.21	
CONFORM TAPERS AT GUARDRAIL	320	54	0.04	
CONFORM TAPERS AT PRIVATE DRIVEWAYS		11	0.03	
DIKE		60	0.03	
TOTAL	8858	14,497	25.53	8110

REPAIR FAILED AREAS

LOCATION			LENGTH	WIDTH	COLD PLANE AC Pvm+	HMA (TYPE A)
Loc	PM	Dir			SQYD	TON
2	38.80	EB/WB	270'	20'	600	102
	38.98	WB	25'	10'	28	5
	38.99	WB	65'	10'	73	13
	40.90	WB	14'	4'	7	2
	40.91	WB	8'	4'	4	1
	41.60	WB	1100'	10'	1223	207
	41.67	EB	1780'	10'	1978	334
	41.98	WB	60'	10'	67	12
	42.30	WB	80'	10'	89	15
	42.65	WB	200'	10'	223	38
	43.05	EB	621'	10'	690	117
	43.10	WB	585'	10'	650	110
	44.90	EB	425'	10'	473	80
TOTAL					6105*	1036*

NOTE: ACTUAL WIDTHS AND LOCATIONS MAY VARY IN THE FIELD AND WILL BE DETERMINED BY THE ENGINEER.

SUMMARY OF QUANTITIES

Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - MAINTENANCE
 FUNCTIONAL SUPERVISOR: ALVIN MANGINDIN
 CALCULATED/DESIGNED BY: DONALD EMUKPOERUO
 CHECKED BY: JOSE A. ALICEA II
 REVISOR: JAA
 DATE REVISED: 07-27-15



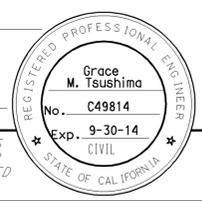
LAST REVISION DATE PLOTTED => 27-JUL-2015
 07-27-15 TIME PLOTTED => 1:3:58

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	8	15

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
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.



TO ACCOMPANY PLANS DATED 7-20-15

UNIT OF MEASUREMENT SYMBOLS:

Some of the symbols used in the project plan quantity tables and in the Bid Item List are:

TABLE A

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

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

TABLE B

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

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

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

REVISED STANDARD PLAN RSP A10B

2010 REVISED STANDARD PLAN RSP A10B

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

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

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

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

P continued

S

T continued

M

Q

R

U

V

W

X

Y

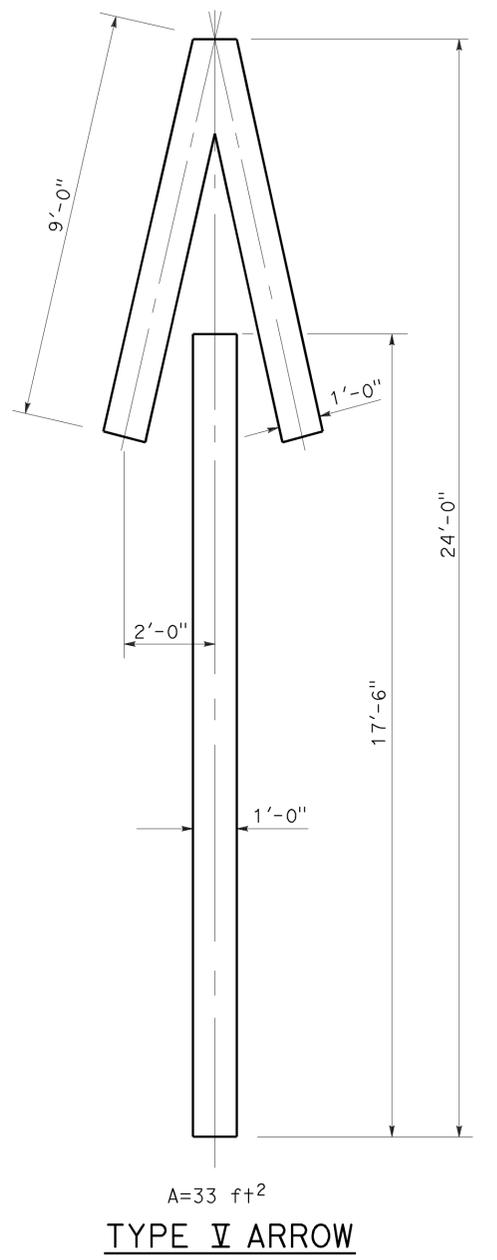
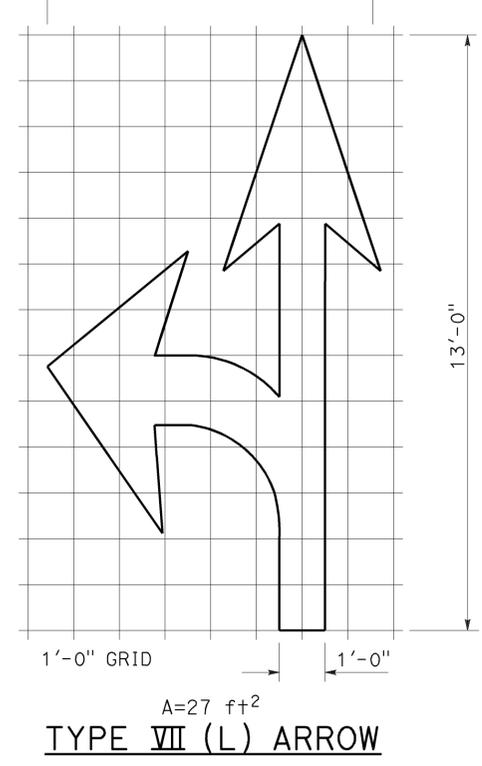
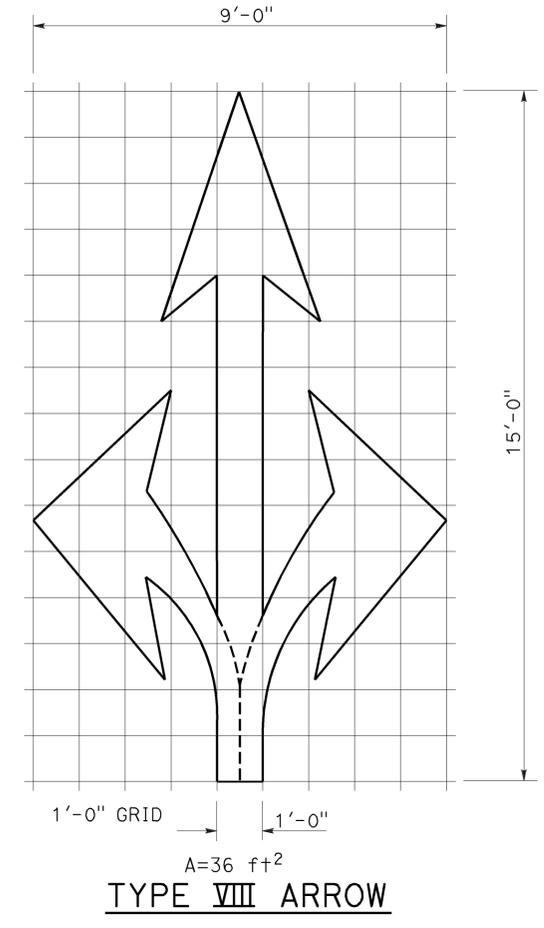
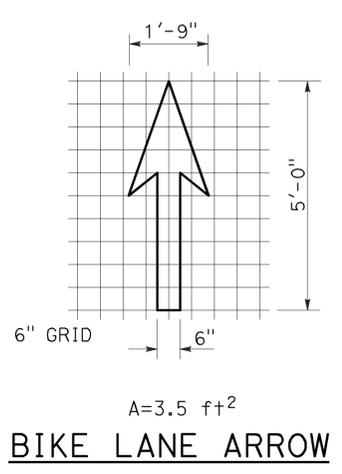
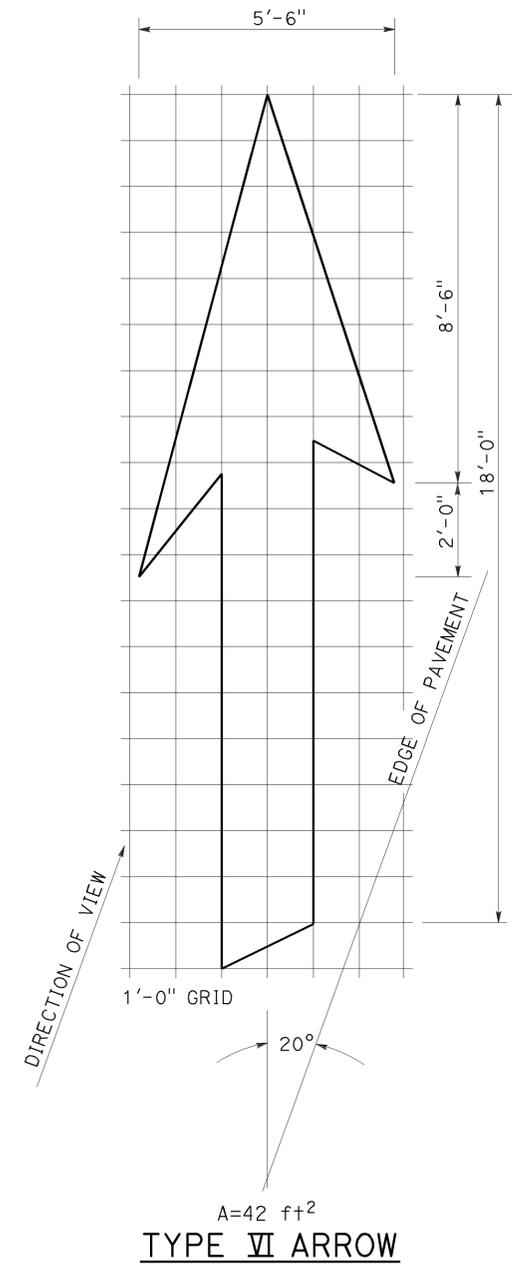
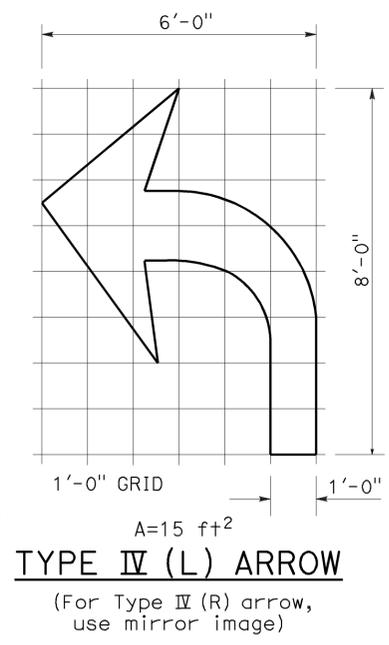
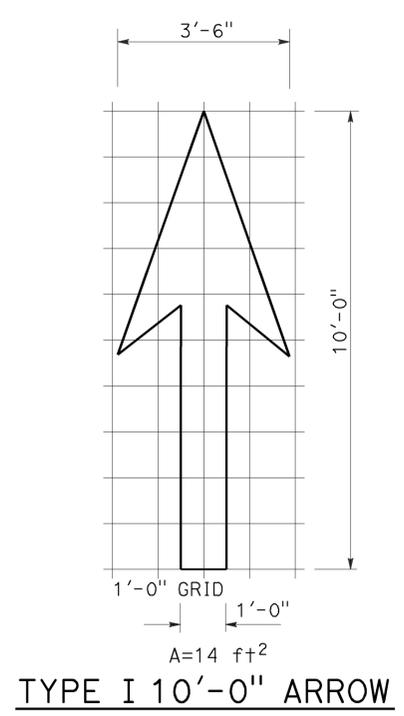
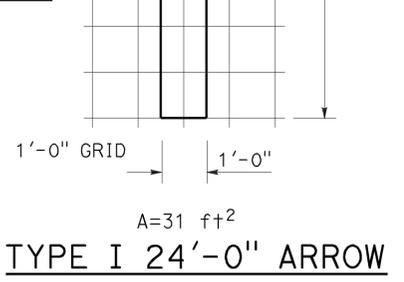
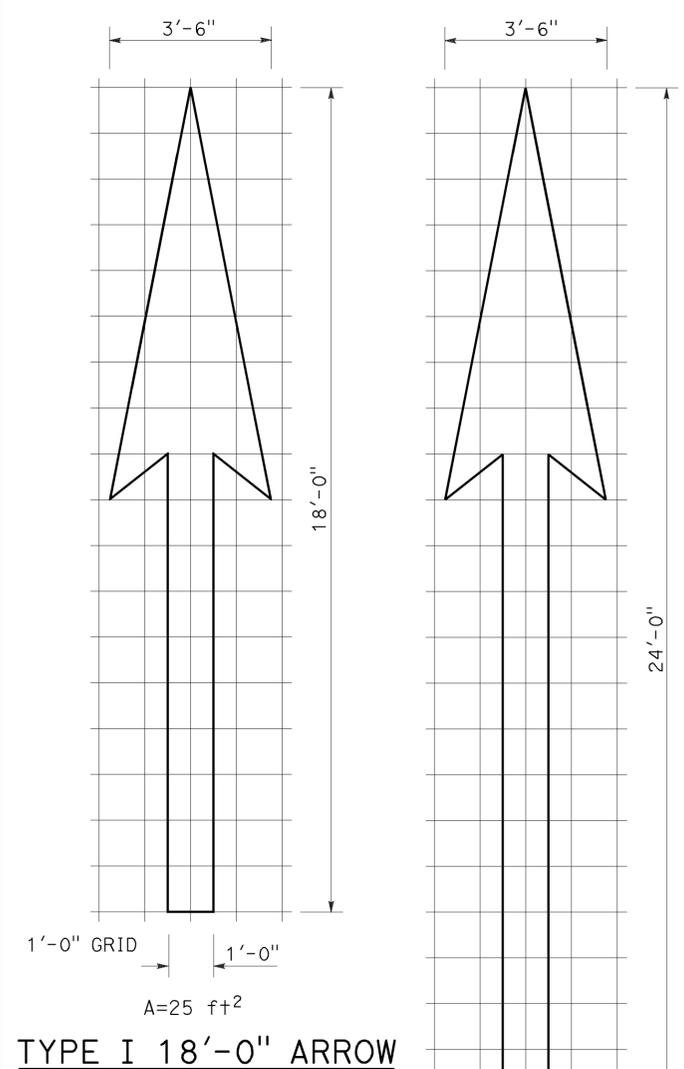
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	9	15

Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 April 20, 2012
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 Roberta L. McLaughlin
 No. C40375
 Exp. 3-31-13
 CIVIL
 STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED 7-20-15



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
ARROWS**
NO SCALE

NOTE:
Minor variations in dimensions may be accepted by the Engineer.

RSP A24A DATED APRIL 20, 2012 SUPERSEDES STANDARD PLAN A24A DATED MAY 20, 2011 - PAGE 13 OF THE STANDARD PLANS BOOK DATED 2010.

TO ACCOMPANY PLANS DATED 7-20-15

TABLE 1

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

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

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

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

TABLE 2

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

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

TABLE 3

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

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

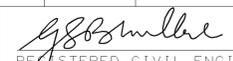
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM TABLES FOR LANE AND RAMP CLOSURES

NO SCALE

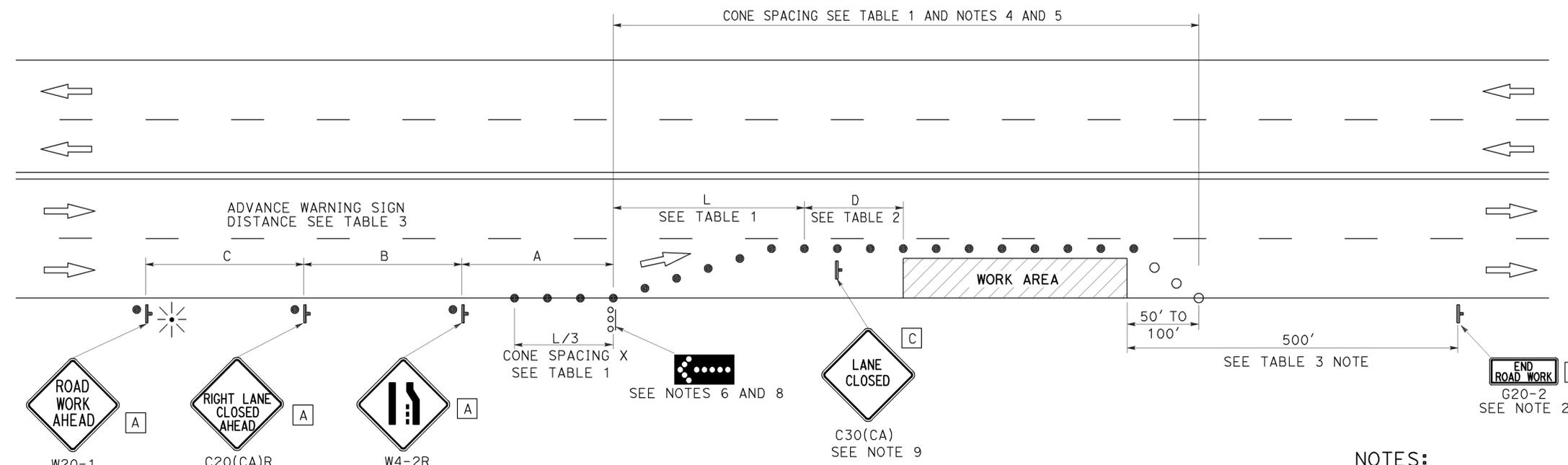
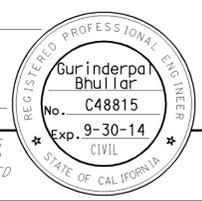
RSP T9 DATED JULY 19, 2013 SUPERSEDES RSP T9 DATED APRIL 19, 2013 THAT SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	11	15


 REGISTERED CIVIL ENGINEER
 April 19, 2013
 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.

TO ACCOMPANY PLANS DATED 7-20-15



TYPICAL LANE CLOSURE

NOTES:

See Revised Standard Plan RSP T9 for tables.

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

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

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

NOTES:

- Each advance warning sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
- A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious, or ends within a larger project's limits.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA) sign for the first advance warning sign.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Flashing arrow sign shall be either Type I or Type II.
- For approach speeds over 50 mph, use the "Traffic Control System for Lane Closure On Freeways And Expressways" plan for lane closure details and requirements.
- A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.
- Place a C30(CA) sign every 2000' throughout length of lane closure.
- Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
- At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closure unless, otherwise directed by the Engineer.

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- ⌋ TEMPORARY TRAFFIC CONTROL SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- ⊞ FAS SUPPORT OR TRAILER
- ⊞ PORTABLE FLASHING BEACON

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 36" x 18"
- C 30" x 30"

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
FOR LANE CLOSURE ON
MULTILANE CONVENTIONAL
HIGHWAYS**

NO SCALE

RSP T11 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T11 DATED MAY 20, 2011 - PAGE 239 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T11

2010 REVISED STANDARD PLAN RSP T11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Tuo	108	R21.0/27.0, 37.8/45.5	12	15

REGISTERED CIVIL ENGINEER
 Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

April 19, 2013
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
 THE ACCURACY OR COMPLETENESS OF SCANNED
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LEGEND

- TRAFFIC CONE
- ⌋ TEMPORARY TRAFFIC CONTROL SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- FAS SUPPORT OR TRAILER
- ☀ PORTABLE FLASHING BEACON

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 24" x 24"
- C 36" x 18"

NOTES:

See Revised Standard Plan RSP T9 for tables.

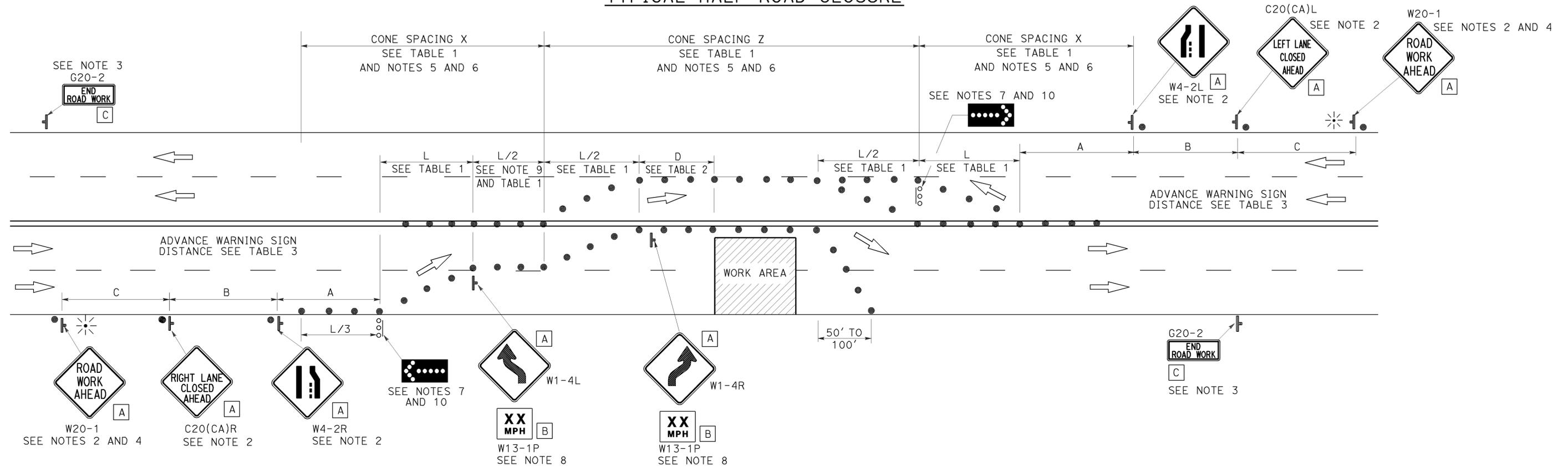
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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

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

TO ACCOMPANY PLANS DATED 7-20-15

TYPICAL HALF ROAD CLOSURE



NOTES:

1. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closure unless, otherwise directed by the Engineer.
2. Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
3. A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious, or ends within a larger project's limits.
4. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA) sign for the first advance warning sign.
5. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
6. Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
7. Flashing arrow signs shall be either Type I or Type II.
8. Advisory speed will be determined by the Engineer. The W13-1P Plaque will not be required when advisory speed is more than the posted or maximum speed limit.
9. Unless otherwise specified in the special provisions, the tangent (L/2) shall be used.
10. A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
FOR HALF ROAD CLOSURE ON
MULTILANE CONVENTIONAL
HIGHWAYS AND EXPRESSWAYS**

NO SCALE

RSP T12 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T12
DATED MAY 20, 2011 - PAGE 240 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T12

2010 REVISED STANDARD PLAN RSP T12

NOTES:

See Revised Standard Plan RSP T9 for tables.

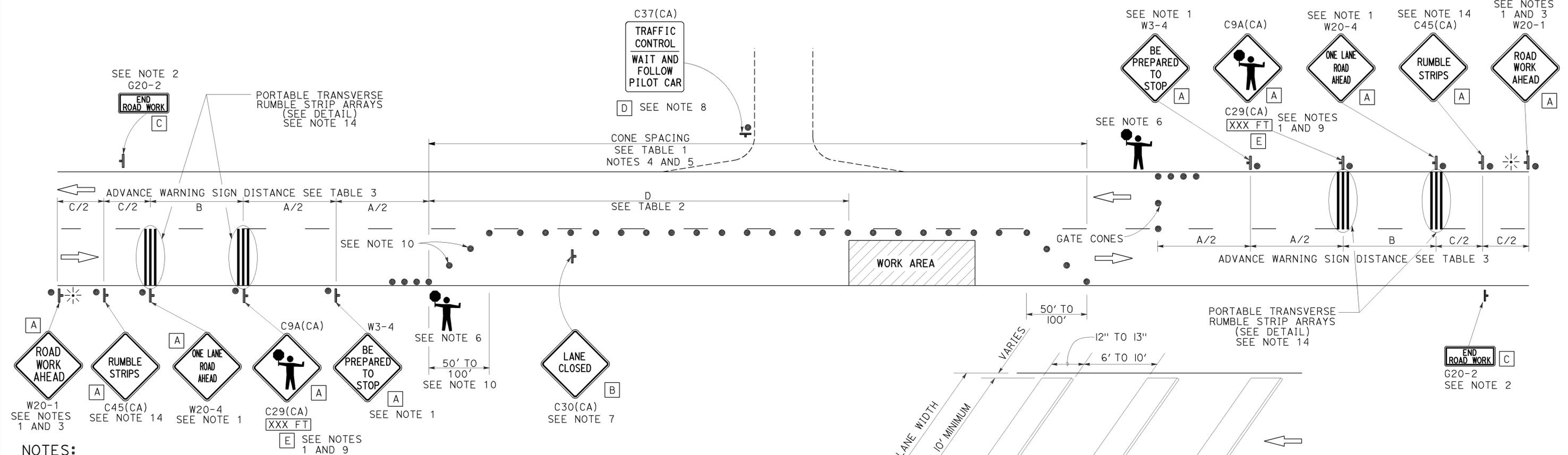
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.

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

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

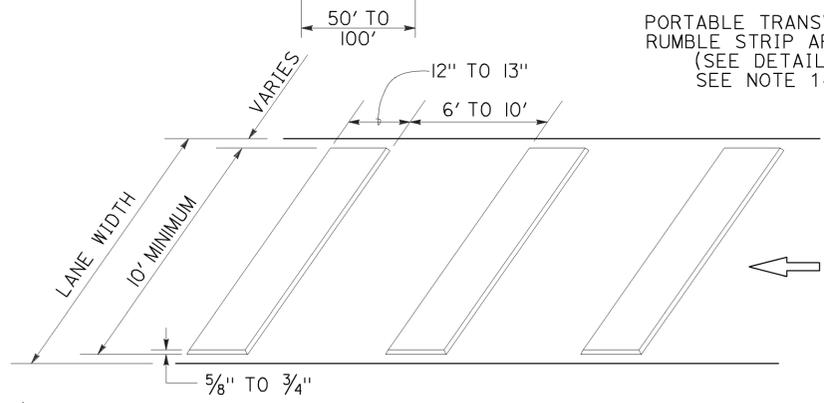
TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

TO ACCOMPANY PLANS DATED 7-20-15



- NOTES:**
- Each advance warning sign in each direction of travel shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
 - A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane control unless the end of work area is obvious, or ends within a larger project's limits.
 - If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a W20-4 sign for the first advance warning sign.
 - All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 - Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
 - Additional advance flaggers may be required. Flagger should stand in a conspicuous place, be visible to approaching traffic as well as approaching vehicles after the first vehicle has stopped. During the hours of darkness, the flagging-station and flagger shall be illuminated and clearly visible to approaching traffic. The illumination footprint of the lighting on the ground shall be at least 20' in diameter. Place a minimum of four cones at 50' intervals in advance of flagger station as shown.

- Place C30(CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work areas. They are optional if the work area is visible from the flagger station.
- When a pilot car is used, place a C37(CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign with black legend on white background at all intersections, driveways and alleys without a flagger within traffic control area. Signs shall be clean and visible at all times. Where traffic can not be effectively self-regulated, at least one flagger shall be used at each intersection within traffic control area.
- An optional C29(CA) sign may be placed below the C9A(CA) sign.
- Either traffic cones or barricades shall be placed on the taper. Barricades shall be Type I, II, or III.
- The color of the portable transverse rumble strips shall be black or orange. Use 2 arrays, each array shall consist of 3 rumble strips.
- Portable transverse rumble strips shall not be placed on sharp horizontal or vertical curves nor shall they be placed through pedestrian crossings.
- If the portable transverse rumble strips become out of alignment (skewed) by more than 6 inches, measured from one end to the other, they shall be readjusted to bring the placement back to the original location.
- Portable transverse rumble strips are not required if any one of the following conditions is satisfied:
 - Work duration occupies a location for four hours or less
 - Posted speed limit is below 45 MPH
 - Work is of emergency nature
 - Work zone is in snow or icy weather conditions



SIGN PANEL SIZE (Min)

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

LEGEND

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

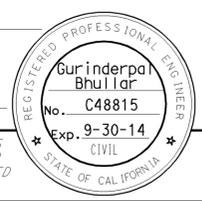
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

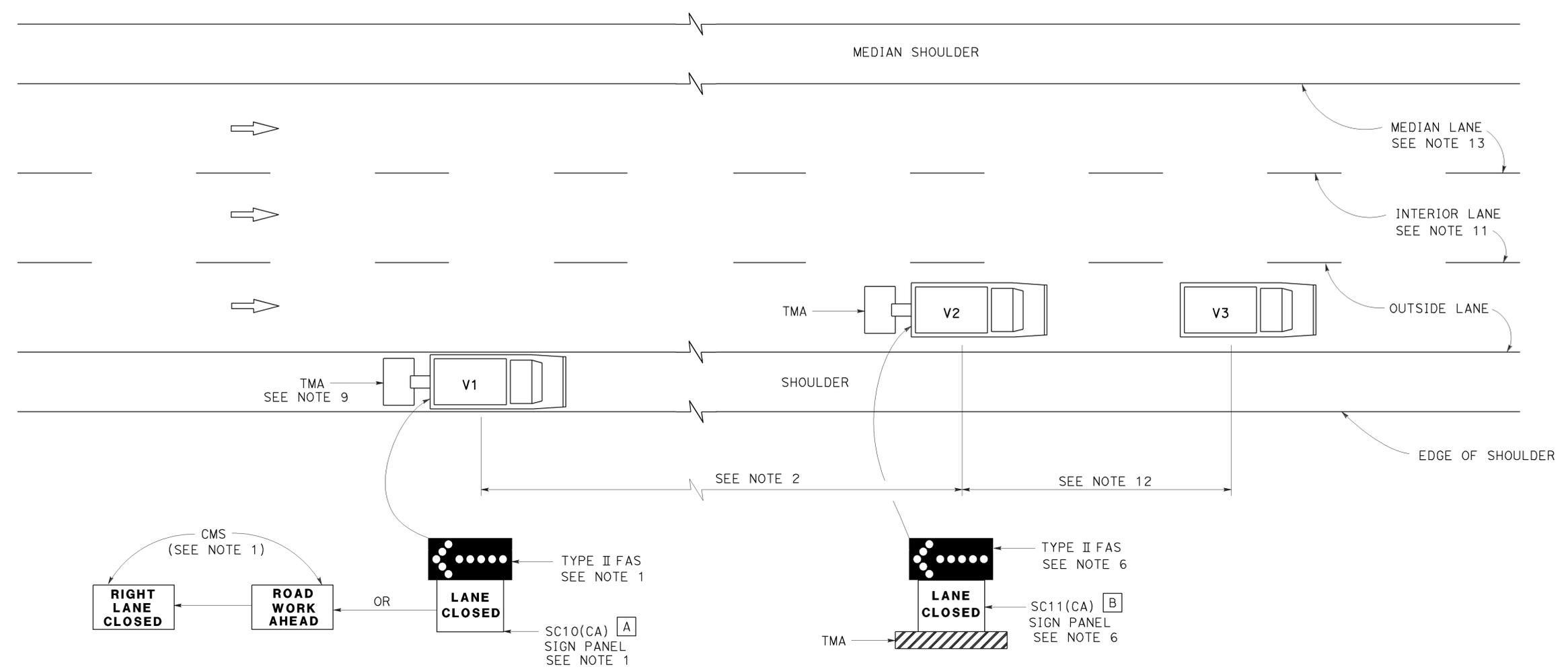
NO SCALE

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

2010 REVISED STANDARD PLAN RSP T13



TO ACCOMPANY PLANS DATED 7-20-15



SIGN PANEL SIZE (Min)

- A 66" x 36"
- B 54" x 42"

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
-  FLASHING ARROW SIGN (FAS)
- CMS CHANGEABLE MESSAGE SIGN
- TMA TRUCK-MOUNTED ATTENUATOR

MOVING LANE CLOSURE ON MEDIAN LANE OR OUTSIDE LANE OF MULTILANE HIGHWAYS

NOTES:

1. Either a changeable message sign or a SC10(CA) sign panel and a Type II flashing arrow sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "RIGHT LANE CLOSED" message. For median lane closure, the flashing arrow symbol shall be reversed with the arrowhead on the right and the changeable message sign shall show "LEFT LANE CLOSED".
2. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
3. A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
4. Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
5. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
6. Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2. For median lane closure the flashing arrow sign symbol shall be displayed with the arrowhead on the right.
7. All vehicles used for lane closures shall be equipped with two-way radios, and the vehicle operators shall maintain communication during the work or application operation.
8. All vehicles shall be equipped with flashing or rotating amber lights.
9. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.
10. Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11, etc., as applicable) shall be used instead of this plan.
11. For moving lane closure on interior lane of multilane highways, use Revised Standard Plan T16.
12. The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.
13. When the work/application vehicle V3 occupies the median lane, sign vehicle V1 should drive in the median shoulder and indicate left lane closed ahead.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

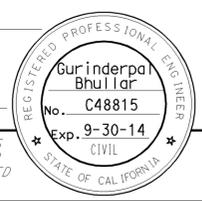
TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURE ON MULTILANE HIGHWAYS

NO SCALE

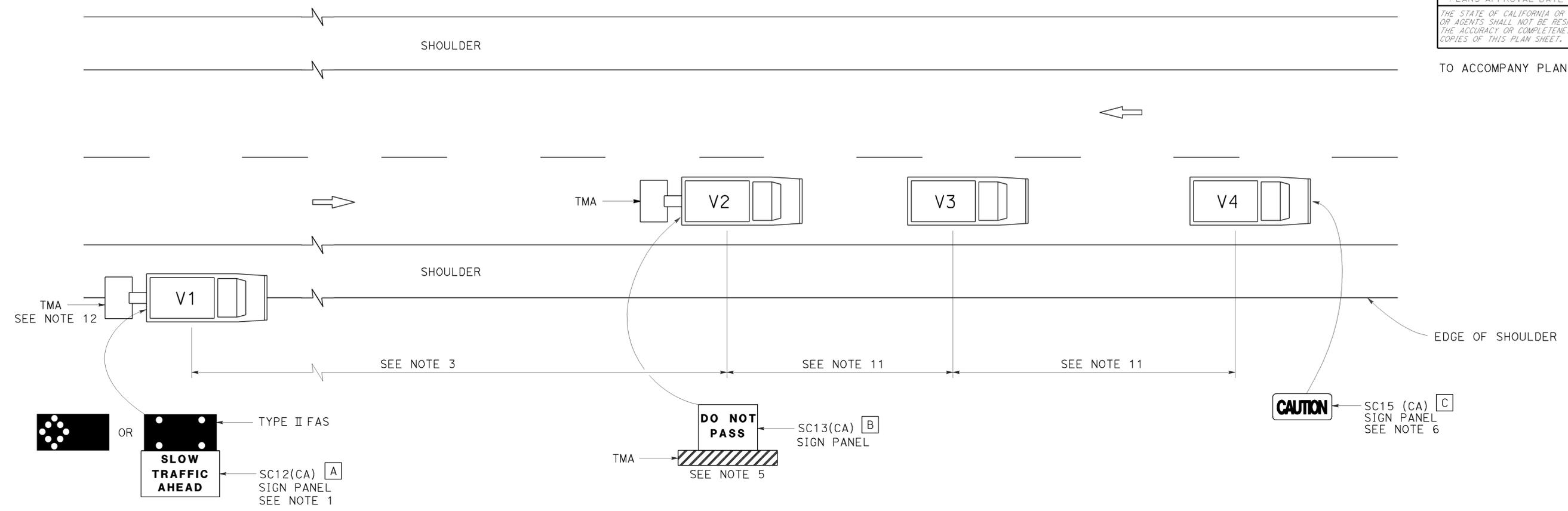
RSP T15 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T15 DATED MAY 20, 2011 - PAGE 243 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T15

2010 REVISED STANDARD PLAN RSP T15



TO ACCOMPANY PLANS DATED 7-20-15



NOTES:

1. Either a changeable message sign or a SC12(CA) "SLOW TRAFFIC AHEAD" sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "CAUTION" message first, follow by the "SLOW TRAFFIC AHEAD" message. A Type II flashing arrow sign may be used with the SC12(CA) sign panel.
2. Sign vehicle V1 should be positioned where highly visible when shoulders are not available.
3. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue.
4. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
5. Shadow vehicle shall be equipped with a truck-mounted attenuator. The sign panel shown shall be mounted on the rear of shadow vehicle V2. The message "LANE CLOSED" may be used in place of the "DO NOT PASS" message.
6. The sign panel shown shall be mounted on the front of sign vehicle V4, facing opposing traffic.

7. All vehicles shall be equipped with flashing or rotating amber lights.
8. Sign vehicle V4 will not be required when the work and vehicles V2 and V3 are 2' or more from the centerline of the highway during the work or application operations.
9. All vehicles used for lane closures shall be equipped with two-way radios and the vehicle operators shall maintain communication during the work or application operation.
10. This plan shall not be used where workers would be on foot in the work area. Use a stationary type lane closure (Revised Standard Plan T13) for this condition.
11. Minimize spacing between vehicles V2 and V3 and vehicles V3 and V4 to deter road users from driving in between them.
12. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
- V4 SIGN VEHICLE
- TMA TRUCK-MOUNTED ATTENUATOR
-  FLASHING ARROW SIGN (FAS) IN FLASHING CAUTION MODE
-  FLASHING ARROW SIGN (FAS) IN ALTERNATING DIAMOND CAUTION

SIGN PANEL SIZE (Min)

- A** 72" x 42"
- B** 54" x 42"
- C** 54" x 24"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON TWO LANE HIGHWAYS**
 NO SCALE

RSP T17 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T17
 DATED MAY 20, 2011 - PAGE 245 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T17

2010 REVISED STANDARD PLAN RSP T17