

INDEX OF PLANS

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

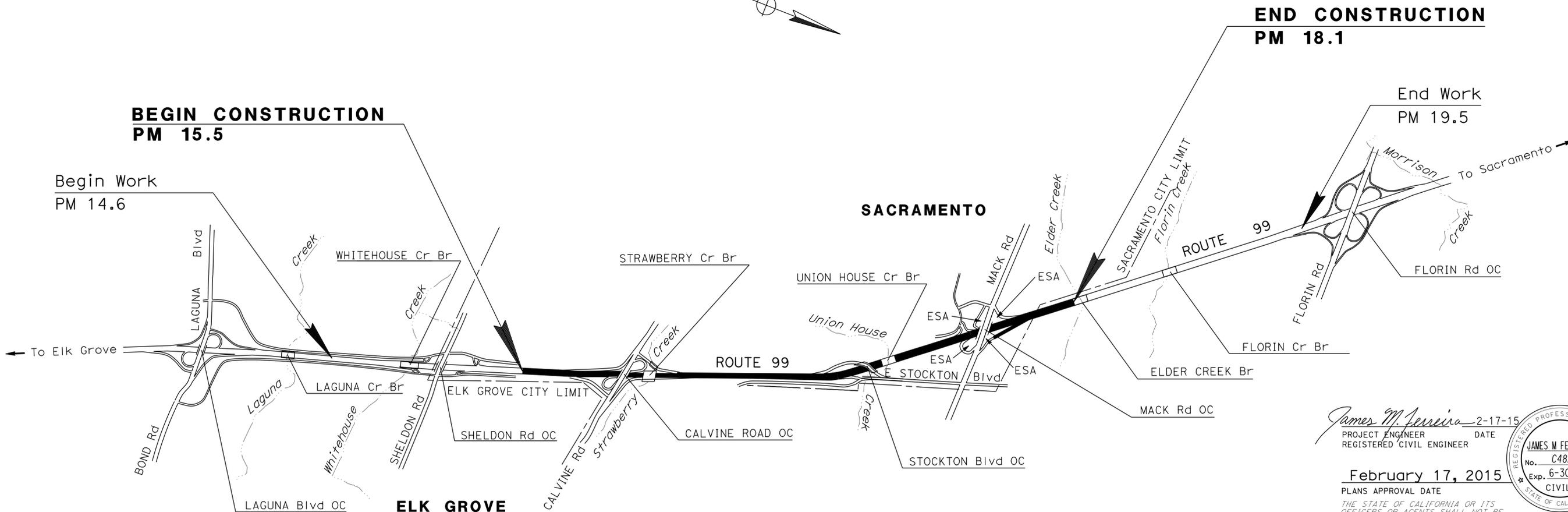
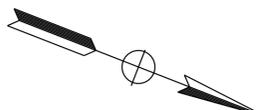
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SACRAMENTO COUNTY
IN AND NEAR ELK GROVE AND SACRAMENTO
FROM 0.3 MILE SOUTH OF CALVINE ROAD OVERCROSSING
TO ELDER CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	1	19

LOCATION MAP



NO SCALE

PROJECT MANAGER
RONALD S. SYKES

DESIGN MANAGER
RONALD S. SYKES

James M. Ferreira 2-17-15
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

February 17, 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."

DATE PLOTTED => 24-FEB-2015
TIME PLOTTED => 11:08
00-00-00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	2	19

<i>James M. Ferreira</i>		2-17-15
REGISTERED CIVIL ENGINEER	DATE	
2-17-15		
PLANS APPROVAL DATE		

No. C48257	
Exp. 6-30-16	
CIVIL	

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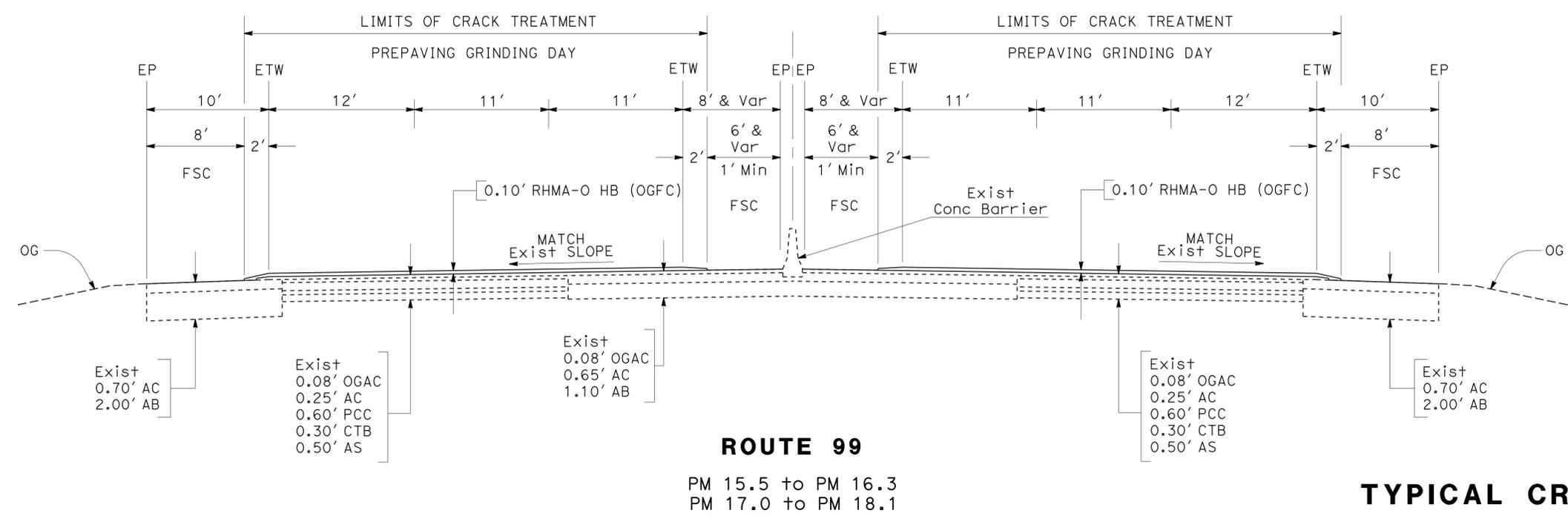
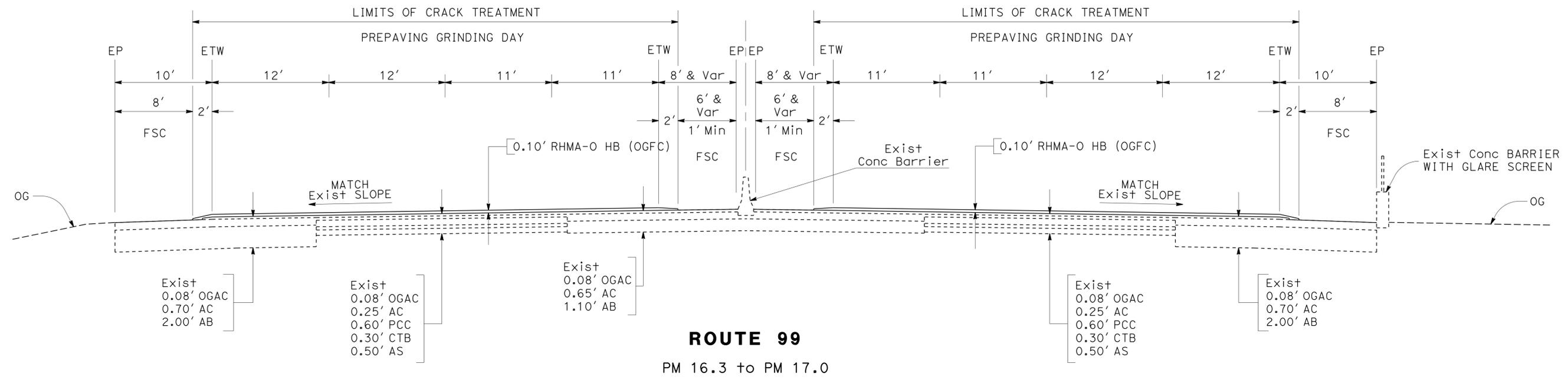
NOTES:

- EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- NO WORK ON BRIDGE DECKS OR APPROACH/DEPARTURE SLABS.

ABBREVIATIONS:

- RHMA-O HB (OGFC) - RUBBERIZED HOT MIX ASPHALT-OPEN GRADED HIGH BINDER (OPEN GRADED FRICTION COURSE)
 FSC - ASPHALTIC EMULSION (FOG SEAL COAT)

PAVEMENT CLIMATE REGION
 INLAND VALLEY



TYPICAL CROSS SECTIONS
 NO SCALE
X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

FUNCTIONAL SUPERVISOR: RONALD S. SYKES
 CHECKED BY: JIM FERREIRA, RONALD S. SYKES
 REVISIONS: (None shown)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	3	19

James M. Ferreira 2-17-15
REGISTERED CIVIL ENGINEER DATE

2-17-15
PLANS APPROVAL DATE

JAMES M FERREIRA
No. C48257
Exp. 6-30-16
CIVIL
STATE OF CALIFORNIA

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NOTE:

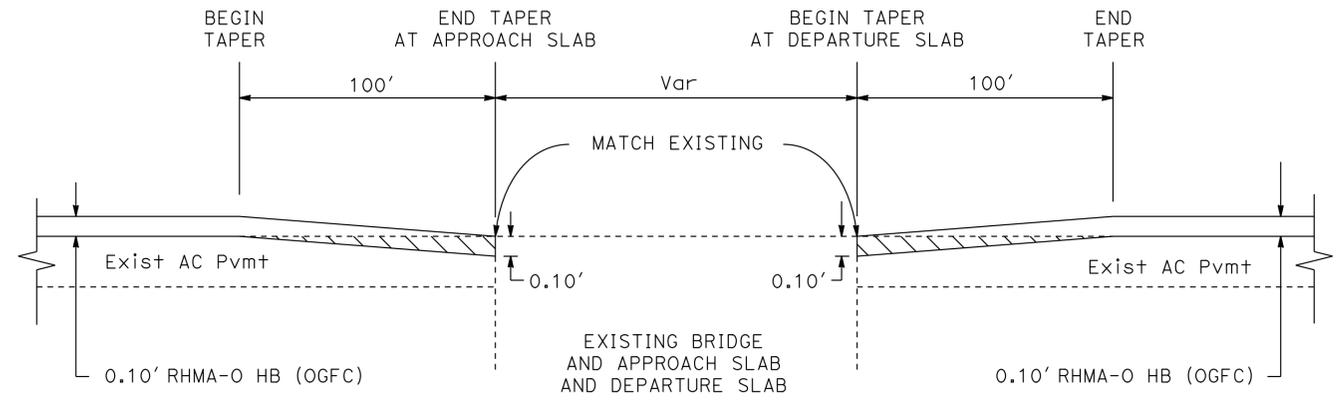
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ABBREVIATION:

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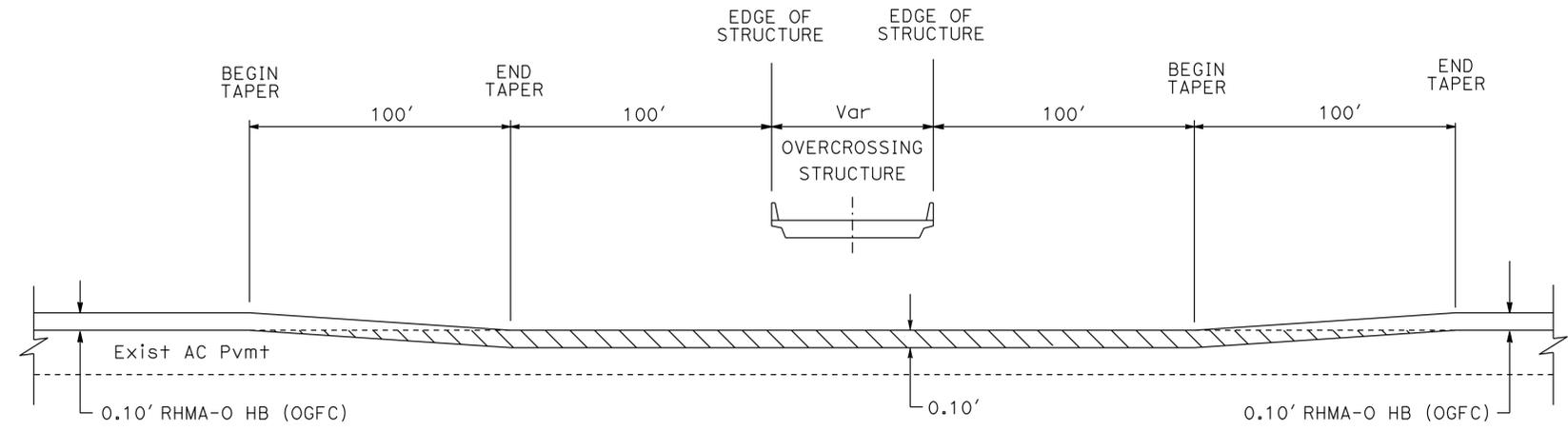
LEGEND:

 COLD PLANE ASPHALT CONCRETE PAVEMENT (0.10' Max)



PAVING CONFORM AT BRIDGES

NB & SB	MAINLINE	PM 16.3	STRAWBERRY CREEK BRIDGE
NB	ON-RAMP	PM 16.3	STRAWBERRY CREEK BRIDGE
NB & SB	MAINLINE	PM 17.3	UNION HOUSE CREEK BRIDGE
NB & SB	MAINLINE	PM 18.1	ELDER CREEK BRIDGE



NB & SB	MAINLINE	PM 16.2	CALVINE ROAD OVERCROSSING
NB & SB	MAINLINE	PM 17.2	STOCKTON BOULEVARD OVERCROSSING

CONSTRUCTION DETAILS

NO SCALE

C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

REVISOR
DATE

JIM FERREIRA
RONALD S. SYKES

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR
RONALD S. SYKES

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	4	19

James M. Ferreira 2-17-15
 REGISTERED CIVIL ENGINEER DATE
 2-17-15
 PLANS APPROVAL DATE
 No. C48257
 Exp. 6-30-16
 CIVIL
 STATE OF CALIFORNIA

NOTE:

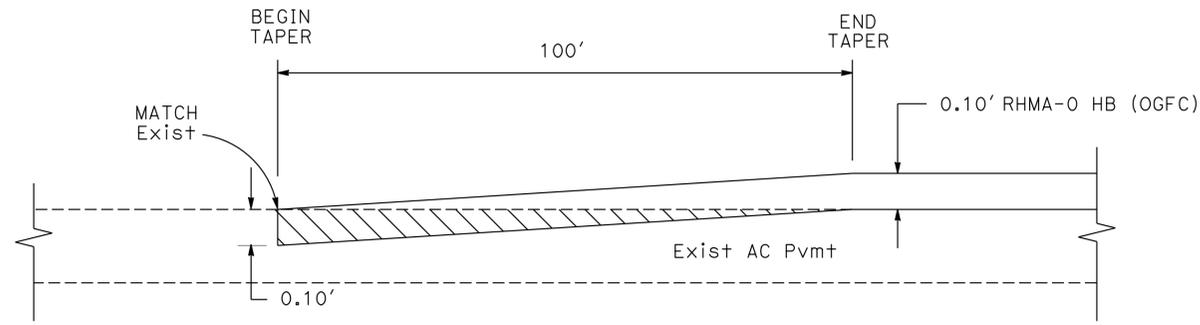
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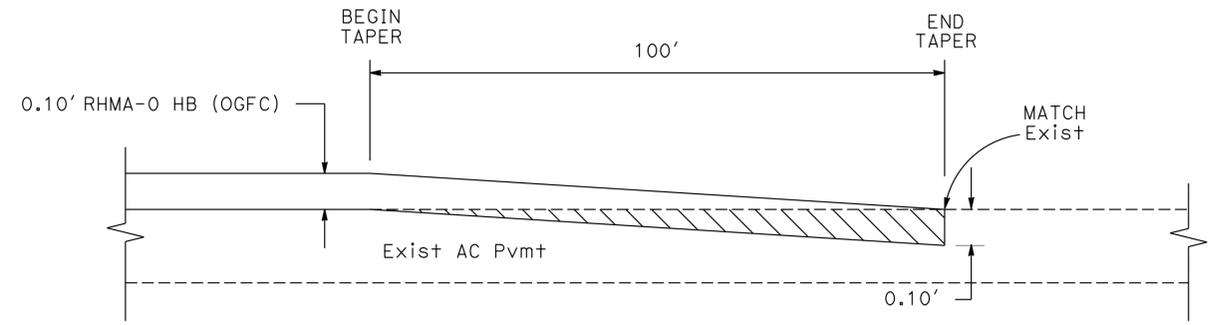
LEGEND:

-  COLD PLANE ASPHALT CONCRETE PAVEMENT (0.10' Max)
-  0.10' RHMA-O HB (OGFC)

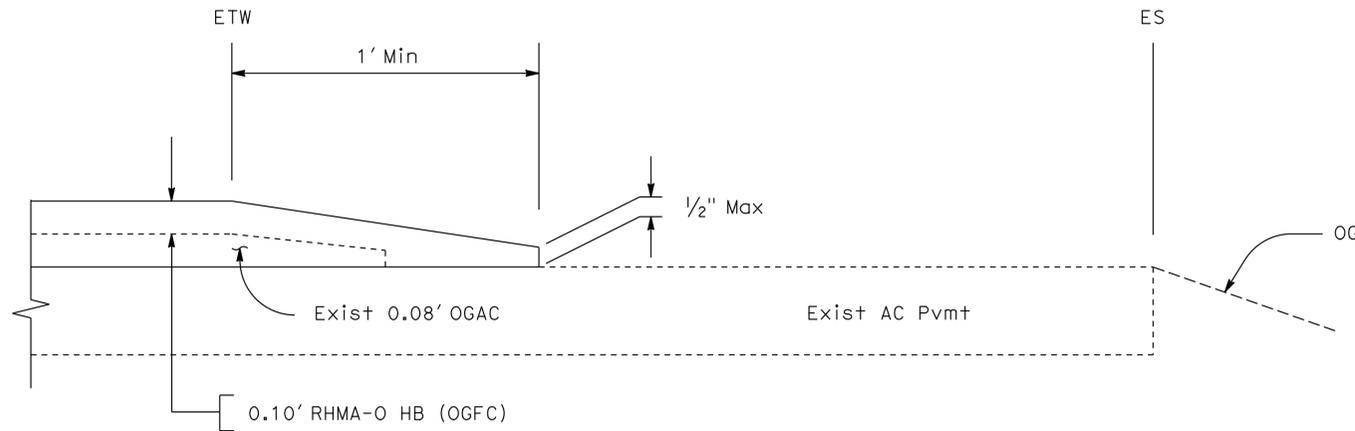


MAINLINE PAVING CONFORM

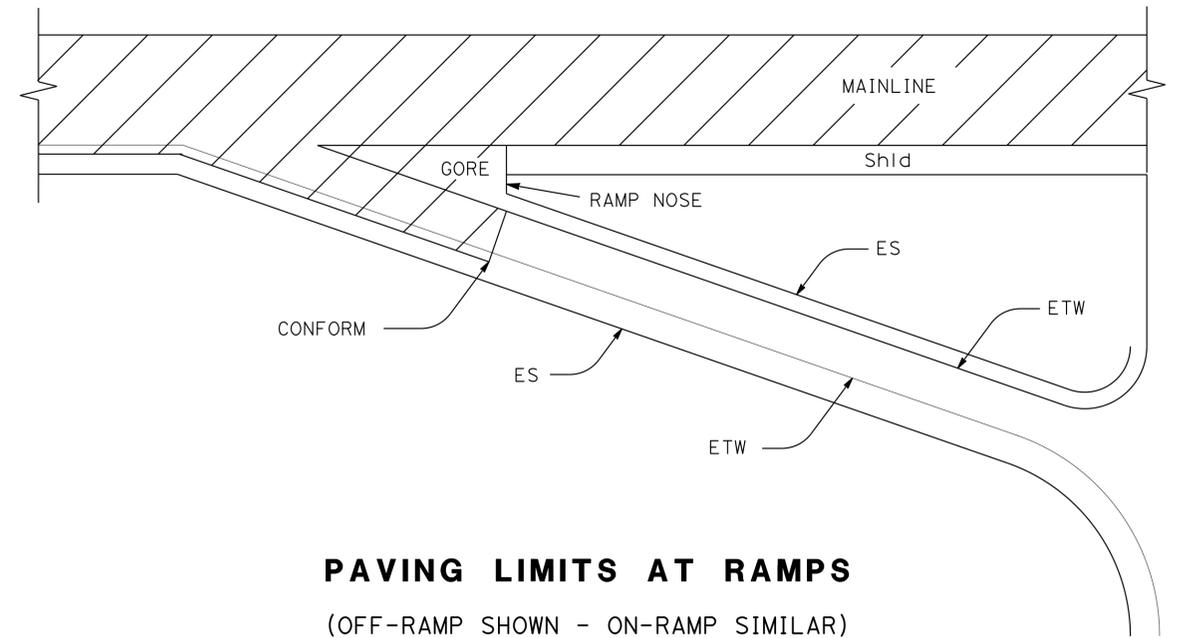
NB PM 15.50	SB PM 15.50
NB PM 17.64	SB PM 17.65
NB PM 17.66	SB PM 17.67



RAMP PAVING CONFORM



OVERLAY EDGE TAPER



PAVING LIMITS AT RAMPS

(OFF-RAMP SHOWN - ON-RAMP SIMILAR)

CONSTRUCTION DETAILS

NO SCALE

C-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: RONALD S. SYKES
 CALCULATED/DESIGNED BY: JIM FERREIRA
 CHECKED BY: RONALD S. SYKES
 REVISED BY: JIM FERREIRA
 DATE REVISED:

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

FUNCTIONAL SUPERVISOR
 RONALD S. SYKES

CALCULATED/DESIGNED BY
 CHECKED BY

JIM FERREIRA
 RONALD S. SYKES

REVISED BY
 DATE REVISED

NOTE:

1. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

ABBREVIATION:

RHMA-0 HB (OGFC) - RUBBERIZED HOT MIX ASPHALT-OPEN GRADED HIGH BINDER (OPEN GRADED FRICTION COURSE)

LEGEND:

 0.10' RHMA-0 HB (OGFC)

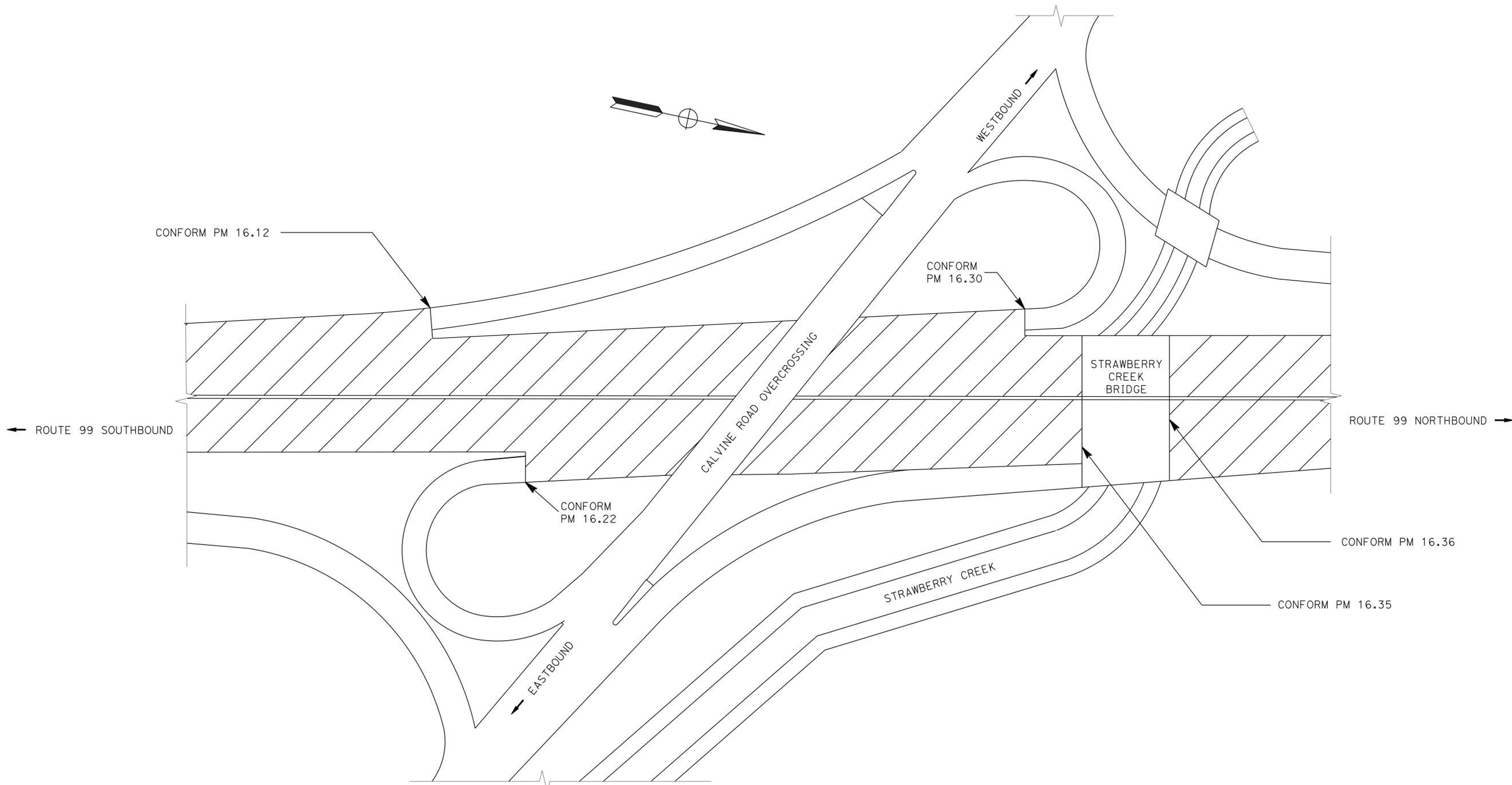
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	5	19

James M. Ferreira 2-17-15
 REGISTERED CIVIL ENGINEER DATE

2-17-15
 PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
 JAMES M FERREIRA
 No. C48257
 Exp. 6-30-16
 CIVIL
 STATE OF CALIFORNIA



PAVING LIMITS AT CALVINE ROAD

CONSTRUCTION DETAILS

NO SCALE

C-3

LAST REVISION DATE PLOTTED => 24-FEB-2015 00-00-00 TIME PLOTTED => 11:08

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	6	19

<i>James M. Ferreira</i>	2-17-15
REGISTERED CIVIL ENGINEER	DATE
2-17-15	
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
JAMES M FERREIRA
No. C48257
Exp. 6-30-16
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:

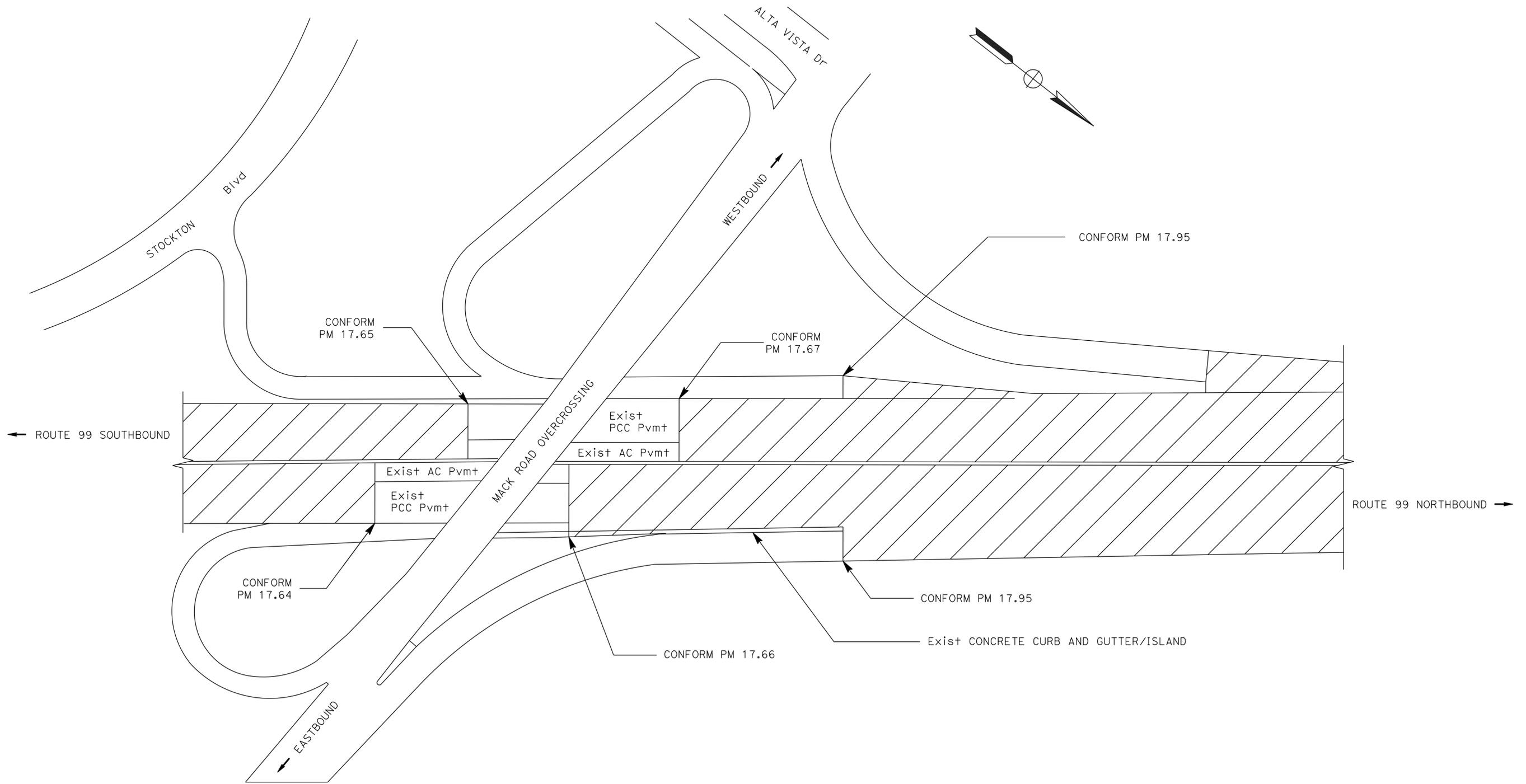
1. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.

ABBREVIATION:

RHMA-0 HB (OGFC) - RUBBERIZED HOT MIX ASPHALT-OPEN GRADED HIGH BINDER (OPEN GRADED FRICTION COURSE)

LEGEND:

 0.10' RHMA-0 HB (OGFC)



PAVING LIMITS AT MACK ROAD

CONSTRUCTION DETAILS

NO SCALE

C-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR
Caltrans MAINTENANCE DESIGN	RONALD S. SYKES	JIM FERREIRA	RONALD S. SYKES
		CHECKED BY	DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	7	19

<i>James M. Ferreira</i>	2-17-15
REGISTERED CIVIL ENGINEER	DATE
2-17-15	
PLANS APPROVAL DATE	

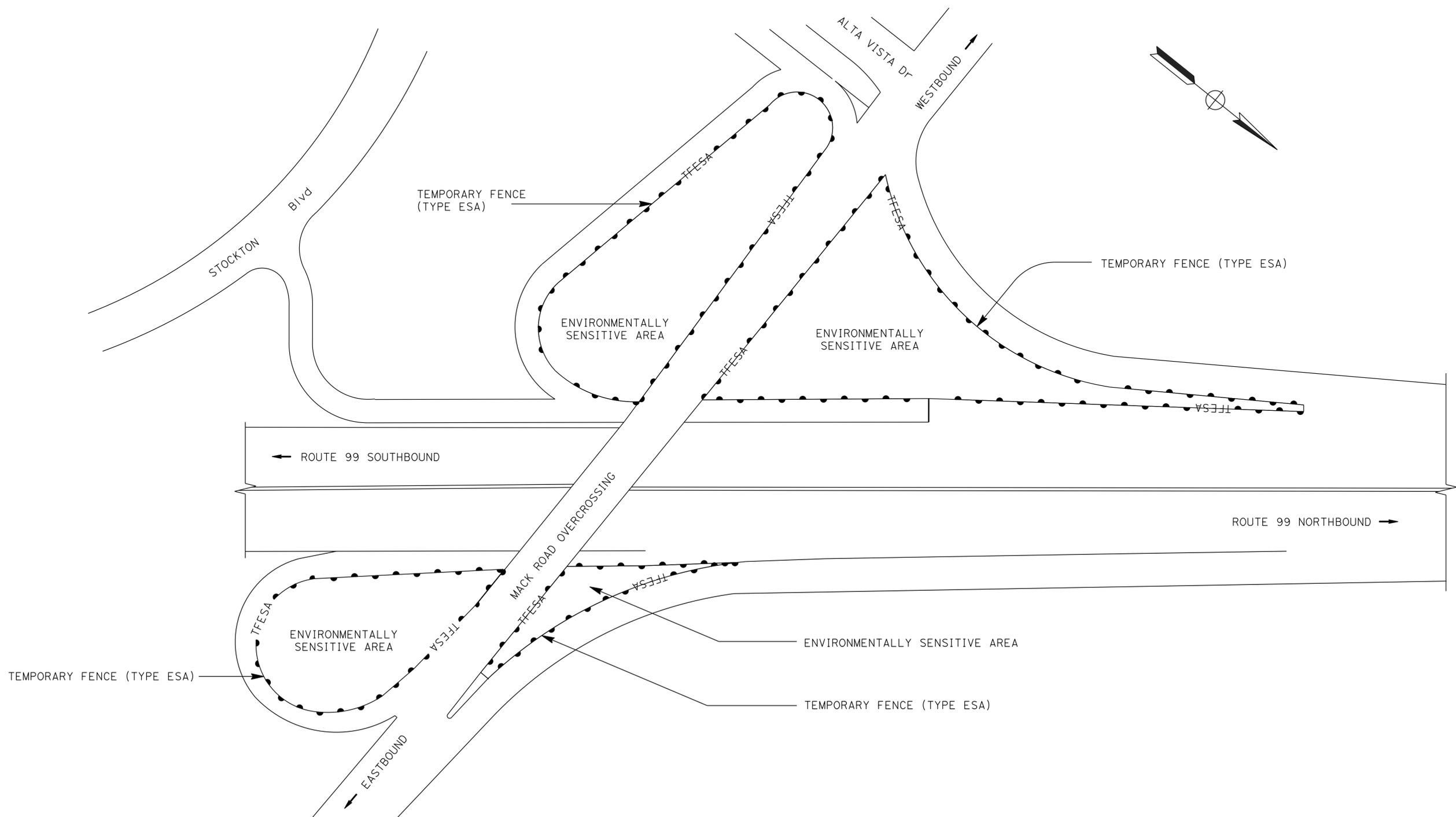
REGISTERED PROFESSIONAL ENGINEER
JAMES M FERREIRA
No. C48257
Exp. 6-30-16
CIVIL
STATE OF CALIFORNIA

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NOTES:

- EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.
- EXACT LOCATIONS OF TEMPORARY FENCE (TYPE ESA) TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CHECKED BY	REVISOR
Caltrans MAINTENANCE DESIGN	RONALD S. SYKES	RONALD S. SYKES	JIM FERREIRA
			REVISOR
			DATE REVISED



ENVIRONMENTALLY SENSITIVE AREAS
MACK ROAD OVERCROSSING
PM 17.7

CONSTRUCTION DETAILS
NO SCALE
C-5

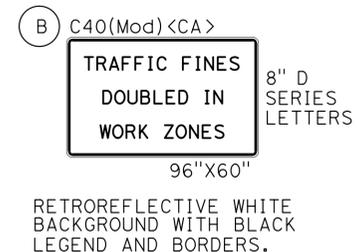
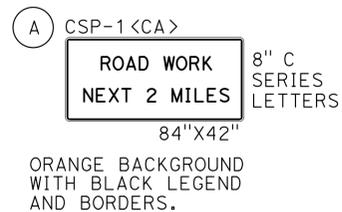
STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN LETTER	SIGN CODE	PANEL SIZE	SIGN MESSAGE	NUMBER OF POST AND SIZE	NUMBER OF SIGNS
A	CSP-1<CA>	84" x 42"	ROAD WORK NEXT 2 MILES	2 - 4" x 6"	2
B	C40(Mod)<CA>	96" x 60"	TRAFFIC FINES DOUBLED IN WORK ZONES	2 - 6" x 6"	2
C	W20-1	48" x 48"	ROAD WORK AHEAD	1 - 6" x 6"	8
D	C14<CA>	48" x 24"	END ROAD WORK	1 - 4" x 6"	2
E	G20-2	36" x 18"	END ROAD WORK	1 - 4" x 4"	6

NOTES:

- EXACT SIGN LOCATION TO BE DETERMINED BY THE ENGINEER.
- ALL SIGN CODES SHOWN ARE FEDERAL SIGN CODES UNLESS OTHERWISE DESIGNATED AS A CALIFORNIA SIGN CODE.
- <CA> = CALIFORNIA SIGN CODE.

SIGN DETAILS



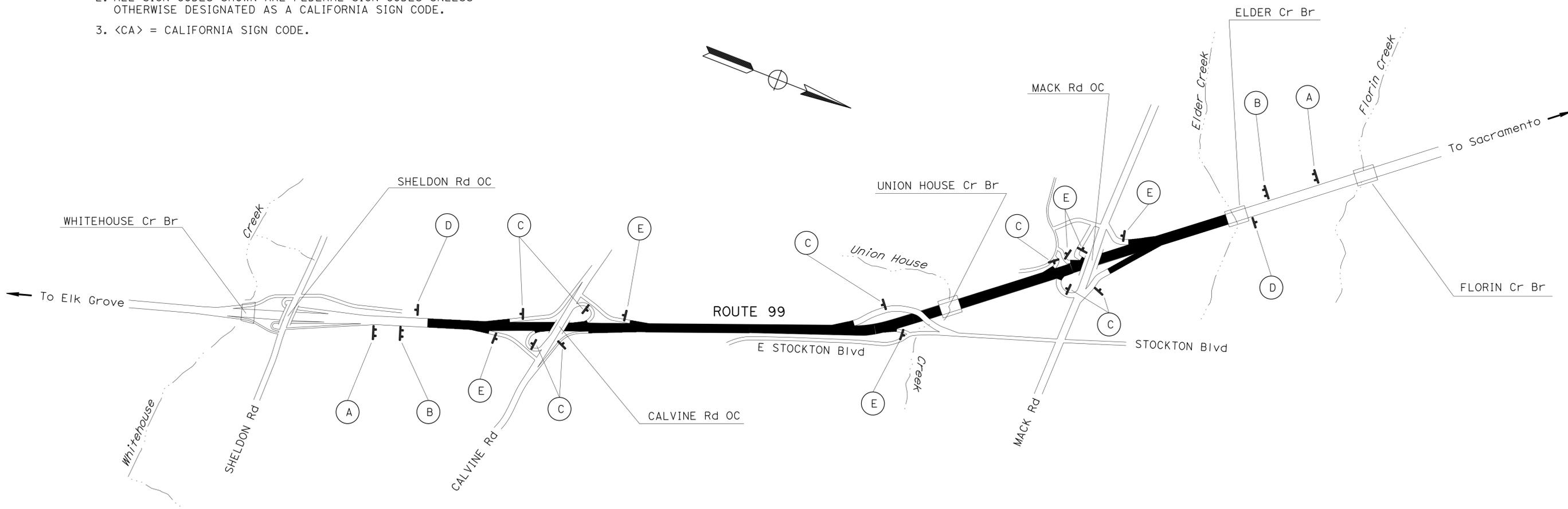
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	8	19

Kris M. Albers 2-17-15
 REGISTERED CIVIL ENGINEER DATE

2-17-15
 PLANS APPROVAL DATE

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KRIS M. ALBERS
 No. 49986
 Exp. 6-30-15
 CIVIL
 STATE OF CALIFORNIA



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR: SERGIO ACEVES
 TRAFFIC
 CALCULATED/DESIGNED BY: CHUCK COOK
 CHECKED BY: KRIS ALBERS
 REVISED BY: DATE REVISED

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

CONSTRUCTION AREA SIGNS
 NO SCALE

CS-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	9	19

Kris M. Albers 2-17-15
REGISTERED CIVIL ENGINEER DATE

2-17-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
KRIS M. ALBERS
No. 49986
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

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REMOVE THERMOPLASTIC TRAFFIC STRIPE

DESCRIPTION	LF
GORE TREATMENT	8,498
LANE DROP LINE	493
CHANNELIZING LINE	5,530
TOTAL	14,521

4" THERMOPLASTIC TRAFFIC STRIPE (EWNV) (BROKEN 17-7)

DETAIL NUMBER	LF
9	2,495
TOTAL	2,495

REMOVE THERMOPLASTIC PAVEMENT MARKING

DESCRIPTION	NUMBER	SQFT
DIAMOND SYMBOL	43 @ 11 SQFT	473
"CAR"	2 @ 17 SQFT	34
"POOL"	2 @ 23 SQFT	46
"LANE"	2 @ 24 SQFT	48
LIMIT LINE	1 @ 12 SQFT	12
TOTAL		613

4" THERMOPLASTIC TRAFFIC STRIPE (EWNV) (BROKEN 36-12)

DETAIL NUMBER	LF
12	64,879
14A	3,312
TOTAL	68,191

PAVEMENT MARKER

DETAIL NUMBER	RETROREFLECTIVE		
	TYPE C EA	TYPE G EA	TYPE H EA
9		53	
12		1,353	
14A	92		
25			561
25A			60
36		94	
36A		46	
37	16	236	
38		59	
38B		118	
SUBTOTAL	108	1,959	621
TOTAL		2,688	

THERMOPLASTIC PAVEMENT MARKING (EWNV)

DESCRIPTION	NUMBER	SQFT
DIAMOND SYMBOL	43 @ 11 SQFT	473
"CAR"	2 @ 17 SQFT	34
"POOL"	2 @ 23 SQFT	46
"LANE"	2 @ 24 SQFT	48
LIMIT LINE	1 @ 12 SQFT	12
TOTAL		613

8" THERMOPLASTIC TRAFFIC STRIPE (EWNV)

DETAIL NUMBER	LF
36	2,218
36A	2,031
38	1,375
38B	1,390
TOTAL	7,014

4" THERMOPLASTIC TRAFFIC STRIPE (EWNV)

DETAIL NUMBER	LF
25	26,859
25A	1,415
27B	30,326
TOTAL	58,600

8" THERMOPLASTIC TRAFFIC STRIPE (EWNV) (BROKEN 12-3)

DETAIL NUMBER	LF
37	3,675
TOTAL	3,675

PAVEMENT DELINEATION QUANTITIES

PDQ-1

EWNV = ENHANCED WET NIGHT VISIBILITY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR: SERGIO ACEVES
 CALCULATED/DESIGNED BY: CHUCK COOK
 CHECKED BY: KRIS ALBERS
 REVISED BY: DATE REVISIONS



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	10	19

James M. Ferreira 2-17-15
 REGISTERED CIVIL ENGINEER DATE

2-17-15
 PLANS APPROVAL DATE

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TEMPORARY FENCE (TYPE ESA)

PM	DESCRIPTION	TEMPORARY FENCE (TYPE ESA)
		LF
17.6 TO 17.7	SOUTHBOUND MACK ROAD LOOP OFF-RAMP	850
17.7 TO 17.9	SOUTHBOUND MACK ROAD SLIP OFF-RAMP	1,600
17.6 TO 17.7	NORTHBOUND MACK ROAD LOOP ON-RAMP	580
17.7 TO 17.8	NORTHBOUND MACK ROAD SLIP ON-RAMP	570
TOTAL		3,600

TEMPORARY DRAINAGE INLET PROTECTION

NB OR SB	PM	SIDE	TEMPORARY DRAINAGE INLET PROTECTION
			EA
SB	16.1	MEDIAN SHOULDER	1
NB	16.1	MEDIAN SHOULDER	2
NB	16.2	MEDIAN SHOULDER	2
SB	16.3	MEDIAN SHOULDER	1
NB	17.1	MEDIAN SHOULDER	2
NB	17.2	MEDIAN SHOULDER	2
NB	17.5	MEDIAN SHOULDER	2
NB	17.7	MEDIAN SHOULDER	2
NB	17.7	RIGHT SHOULDER	2
TOTAL			16

ROADWAY QUANTITIES

NB/SB	PM	DESCRIPTION	COLD PLANE ASPHALT CONCRETE PAVEMENT	ASPHALTIC EMULSION (FOG SEAL COAT)	CRACK TREATMENT	PREPAVING GRINDING DAY	RUBBERIZED HOT MIX ASPHALT-OPEN GRADED HIGH BINDER (OPEN GRADED FRICTION COURSE)	TACK COAT
			SQYD	TON	LNMI	EA	TON	TON
NB	15.5 TO 17.6	MAINLINE	6,400	9.0	9.1	3.0	5,100	44.0
NB	17.7 TO 18.1	MAINLINE	1,600	1.5	1.7	0.5	1,000	8.0
SB	15.5 TO 17.6	MAINLINE	6,400	9.0	9.1	3.0	5,100	44.0
SB	17.7 TO 18.1	MAINLINE	1,600	1.5	1.7	0.5	1,000	8.0
TOTAL			16,000	21.0	21.6	7.0	12,200	104.0

SUMMARY OF QUANTITIES

Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: RONALD S. SYKES
 CALCULATED/DESIGNED BY: JIM FERREIRA
 CHECKED BY: RONALD S. SYKES
 REVISED BY: JIM FERREIRA
 DATE REVISED:

	M	
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	
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	
	O	
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	
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	

	P continued	
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	
	Q	
Qty	QUANTITY	
	R	
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	
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	
ℒ	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	
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	

	T continued	
TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL	
Typ	TYPICAL	U
UC	UNDERCROSSING	
UD	UNDERDRAIN	
UG	UNDERGROUND	
UON	UNLESS OTHERWISE NOTED	
UP	UNDERPASS	V
V	VALVE, DESIGN SPEED	
Var	VARIABLE, VARIES	
VC	VERTICAL CURVE	
VCP	VITRIFIED CLAY PIPE	
Vert	VERTICAL	
Via	VIADUCT	
Vol	VOLUME	W
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
X Sec	CROSS SECTION	
Xing	CROSSING	Y
Yr	YEAR	
Yrs	YEARS	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	11	19

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
 Grace M. Tsushima
 No. C49814
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

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 2-17-15

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

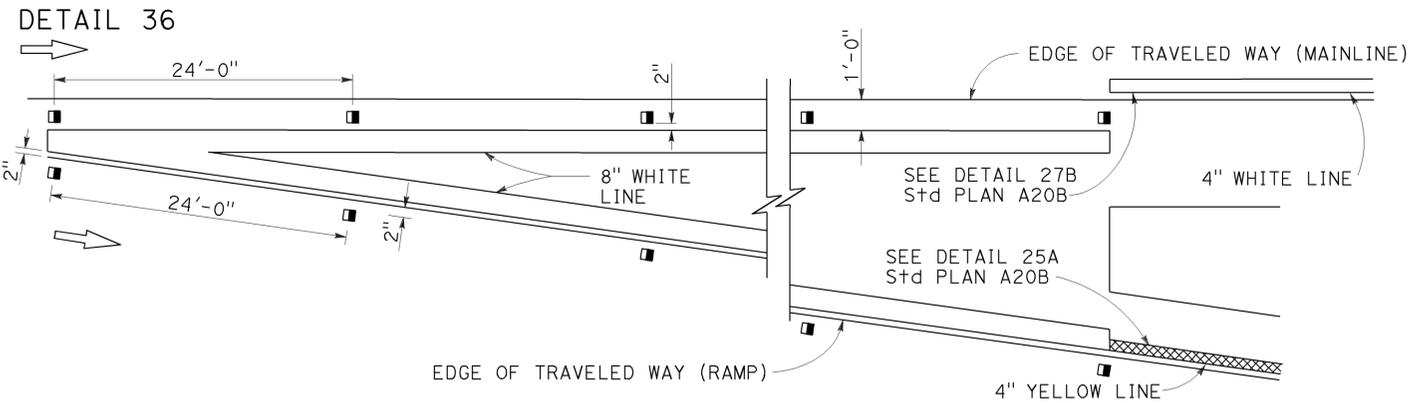
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ABBREVIATIONS
(SHEET 2 OF 2)**

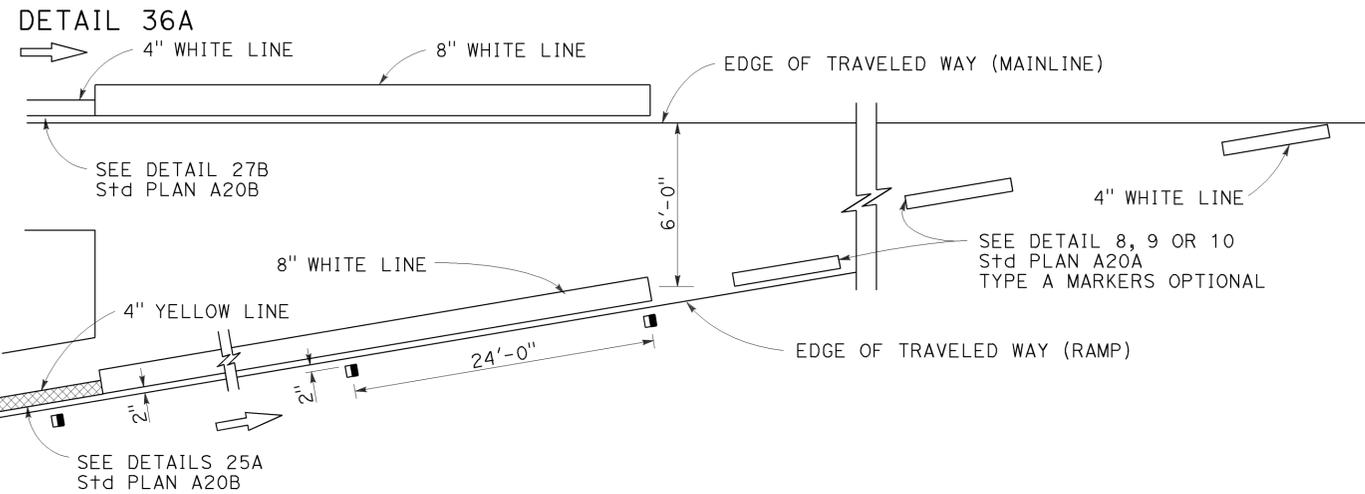
NO SCALE

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

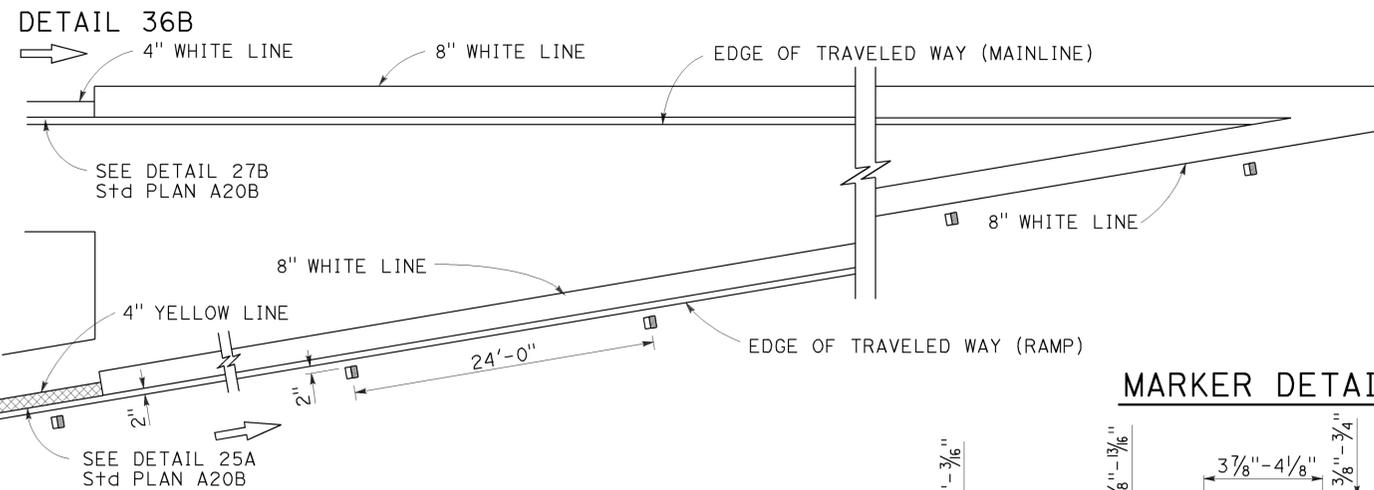
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT

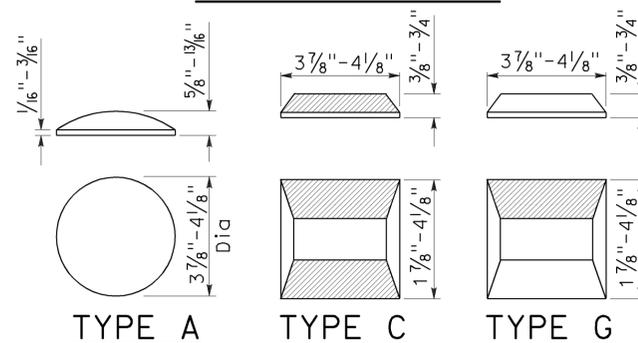


MARKER DETAILS

LEGEND:

MARKERS

- TYPE A WHITE NON-REFLECTIVE
- ◻ TYPE C RED-CLEAR RETROREFLECTIVE
- TYPE G ONE-WAY CLEAR RETROREFLECTIVE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	12	19

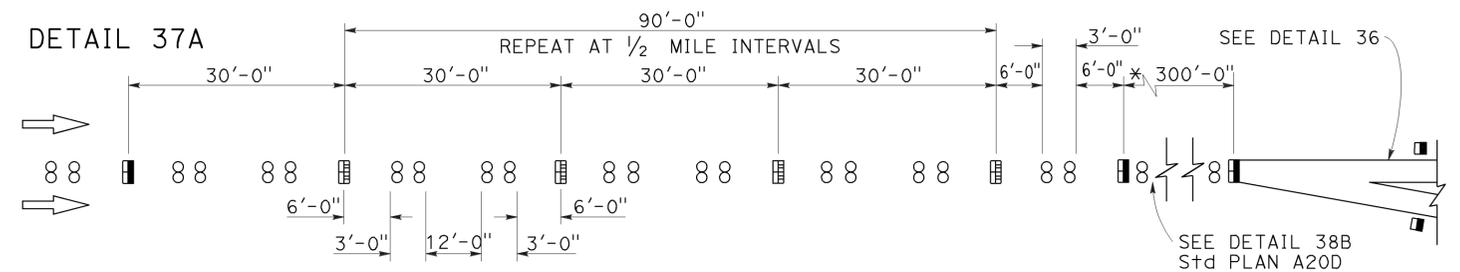
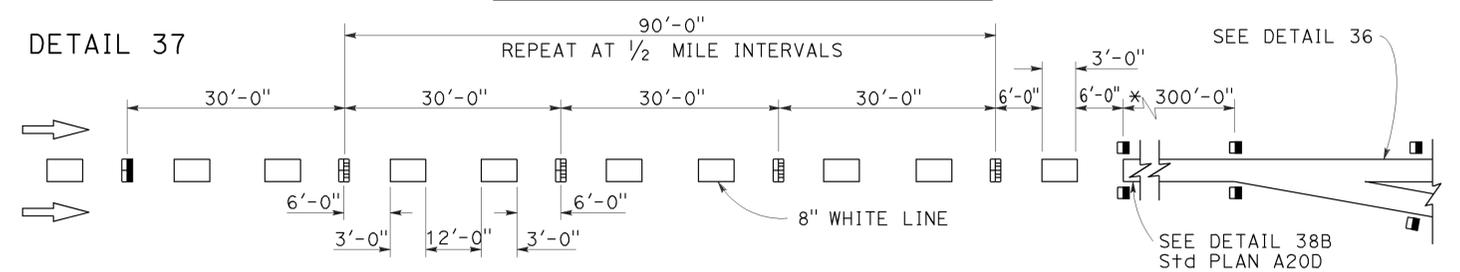
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 No. C40375
 Exp. 3-31-15
 CIVIL
 STATE OF CALIFORNIA

July 19, 2013
 PLANS APPROVAL DATE

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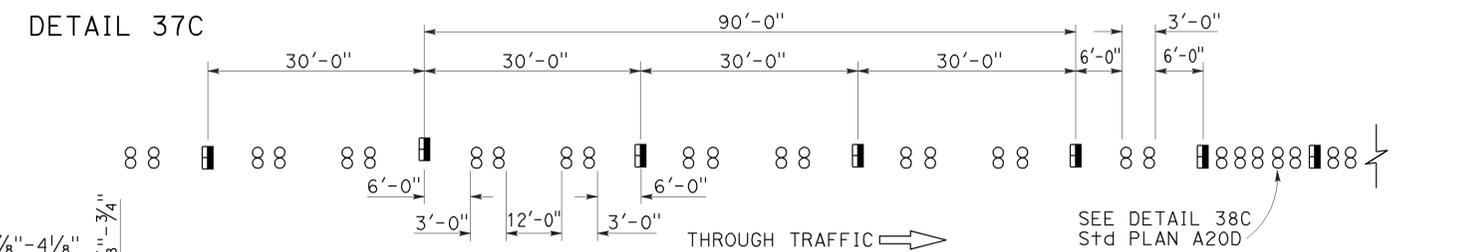
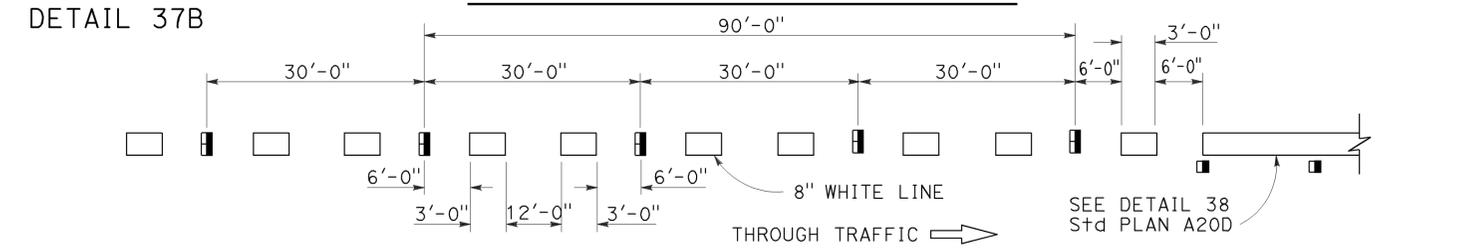
TO ACCOMPANY PLANS DATED 2-17-15

LANE DROP AT EXIT RAMP



* The solid channelizing line shown may be omitted on short auxiliary lanes where weaving length is critical.

LANE DROP AT INTERSECTIONS



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKERS AND TRAFFIC LINE TYPICAL DETAILS
 NO SCALE

RSP A20C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A20C DATED MAY 20, 2011 - PAGE 11 OF THE STANDARD PLANS BOOK DATED 2010.

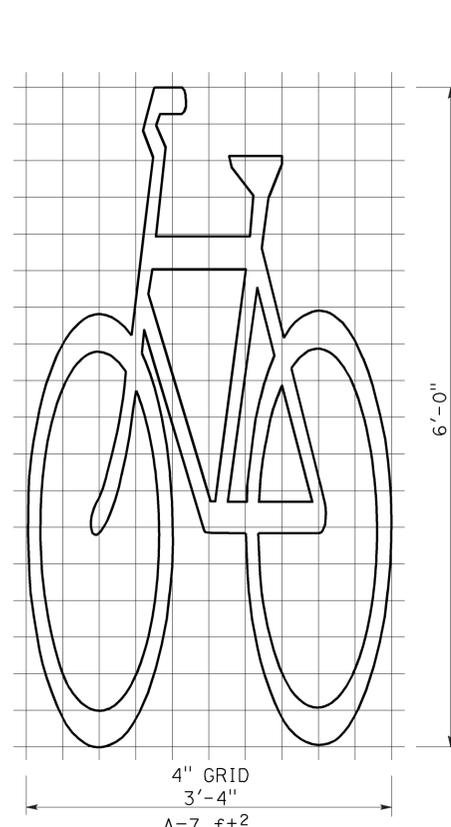
REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

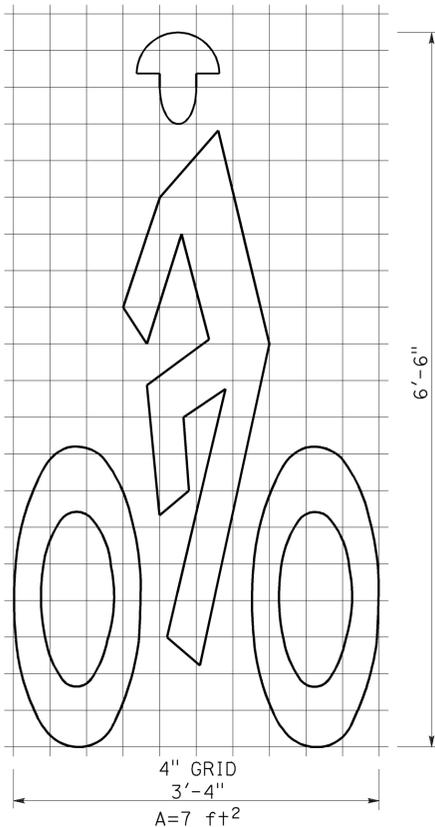
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	13	19

Robert L. McLaughlin
 REGISTERED CIVIL ENGINEER
 October 19, 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.

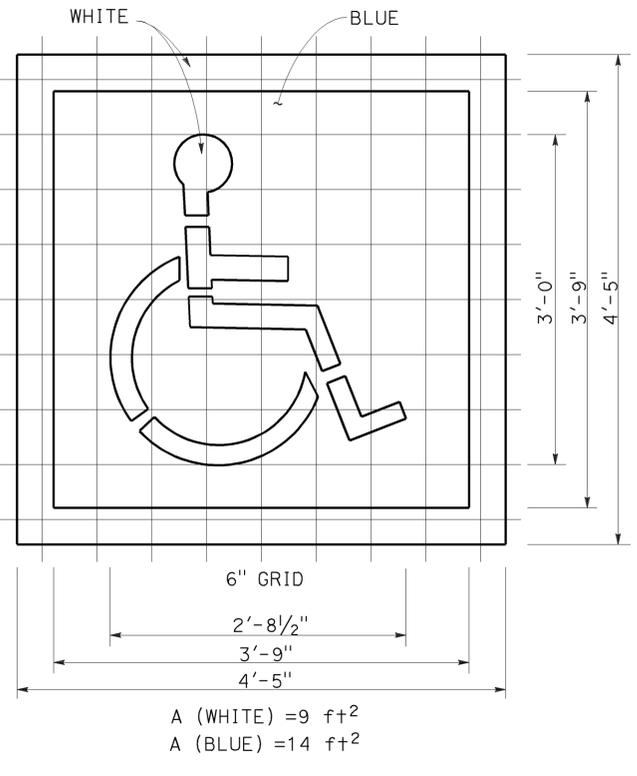
NOTE: TO ACCOMPANY PLANS DATED 2-17-15
 Minor variations in dimensions may be accepted by the Engineer.



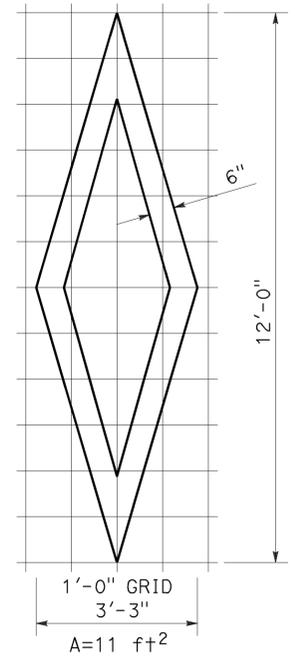
**BIKE LANE SYMBOL
WITHOUT PERSON**



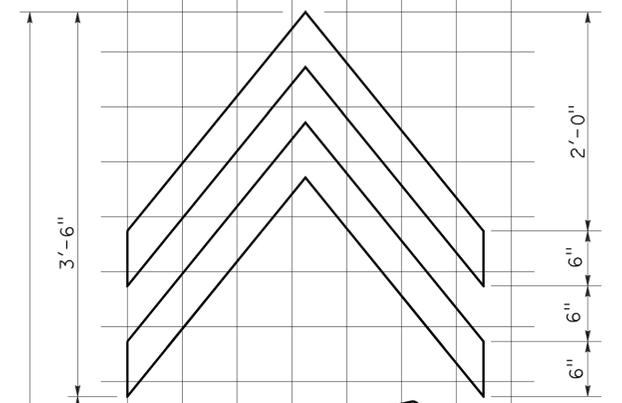
**BIKE LANE SYMBOL
WITH PERSON**



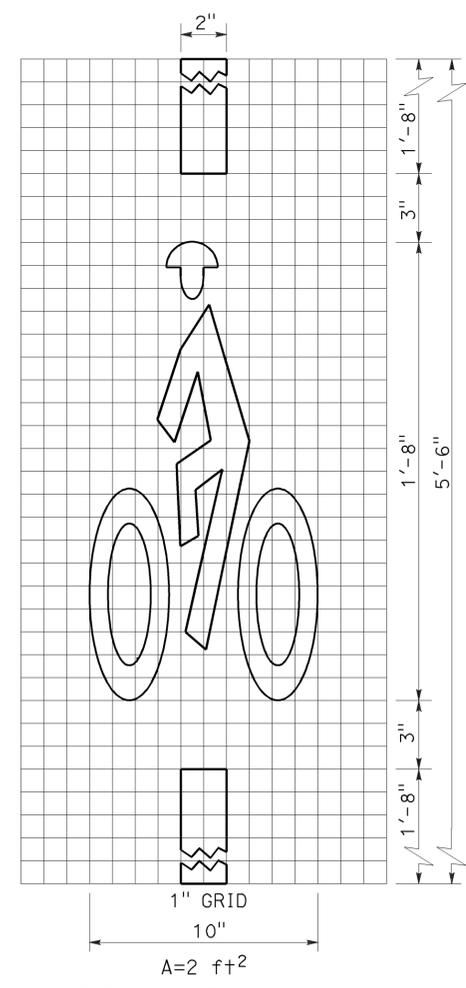
**INTERNATIONAL SYMBOL
OF ACCESSIBILITY (ISA) MARKING**



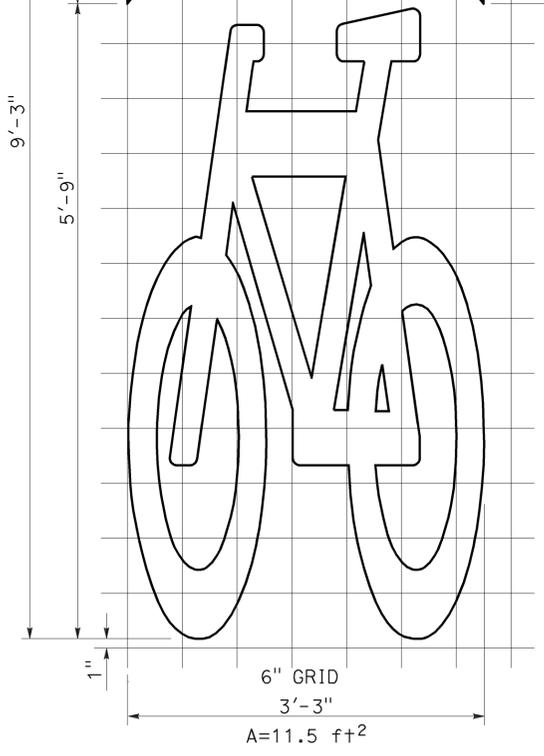
DIAMOND SYMBOL



SHARED ROADWAY BICYCLE MARKING

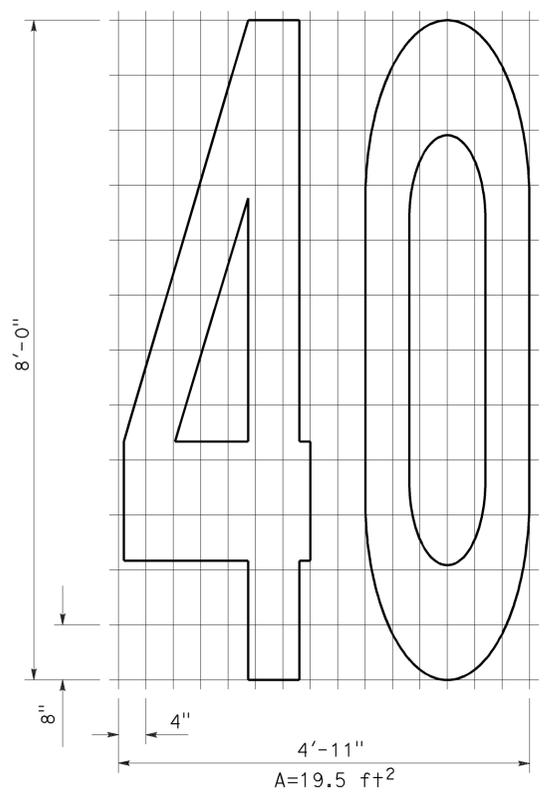
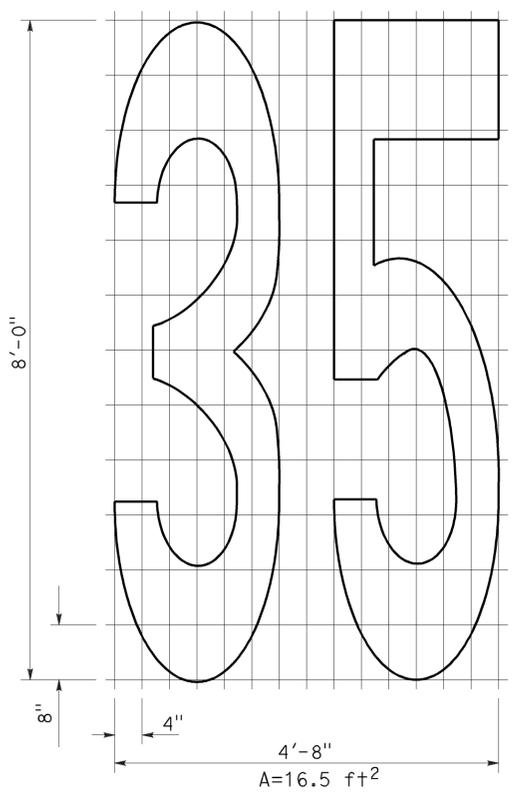
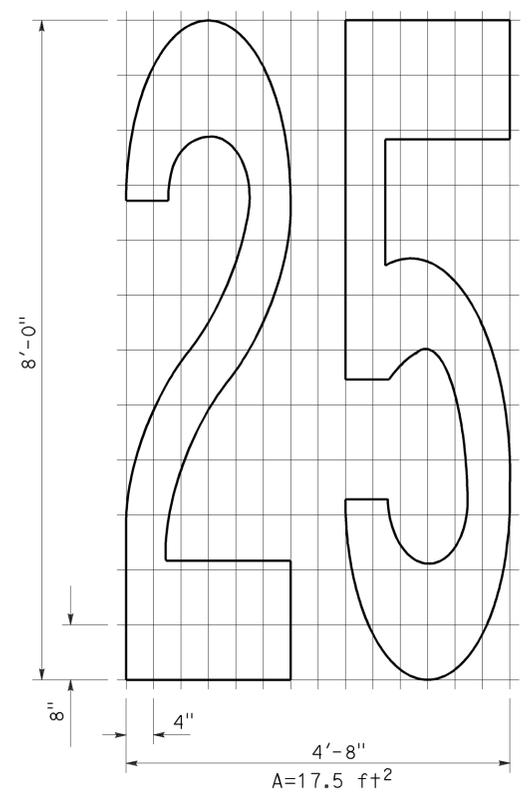


**BICYCLE LOOP
DETECTOR SYMBOL**



**PAVEMENT MARKINGS
SYMBOLS AND NUMERALS**

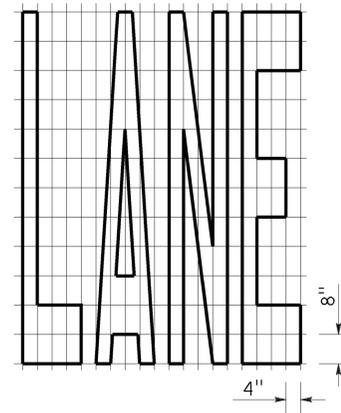
RSP A24C DATED OCTOBER 19, 2012 SUPERSEDES STANDARD PLAN A24C DATED MAY 20, 2011 - PAGE 15 OF THE STANDARD PLANS BOOK DATED 2010.



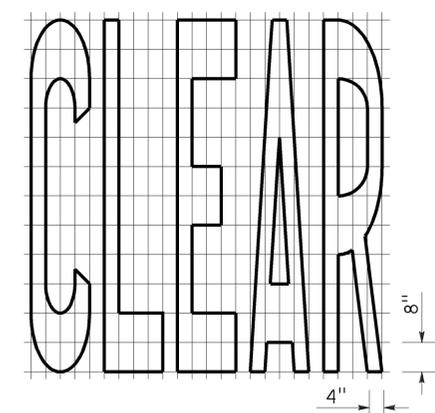
NUMERALS

TO ACCOMPANY PLANS DATED 2-17-15

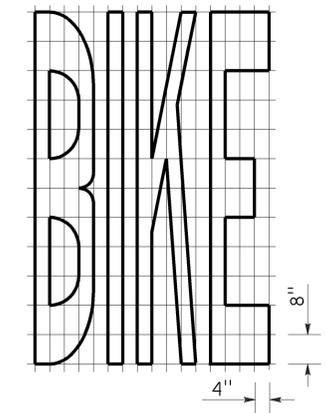
2010 REVISED STANDARD PLAN RSP A24E



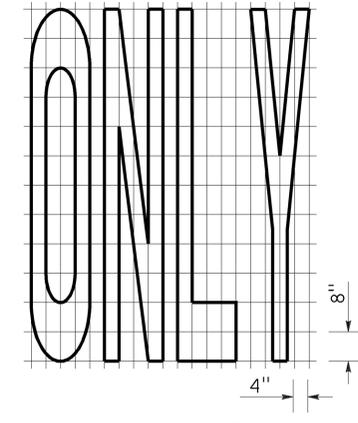
A=24 ft²



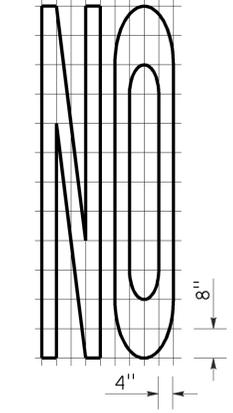
A=27 ft²



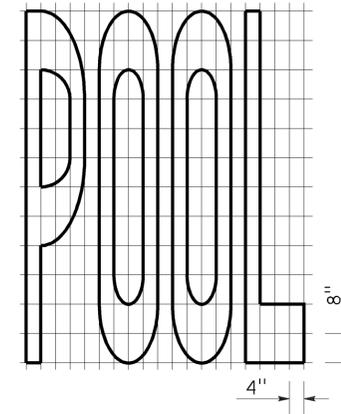
A=21 ft²



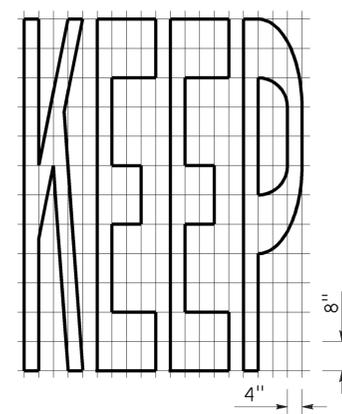
A=22 ft²



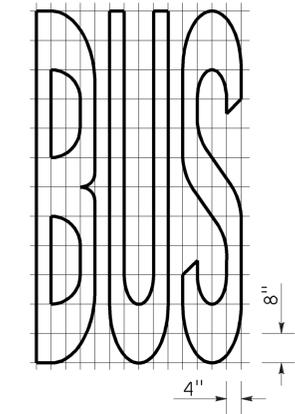
A=14 ft²



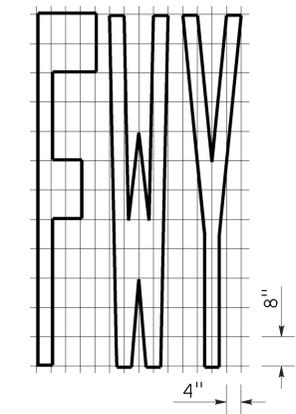
A=23 ft²



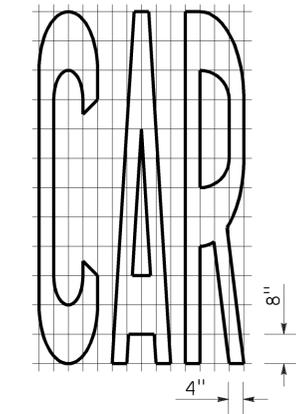
A=24 ft²



A=20 ft²

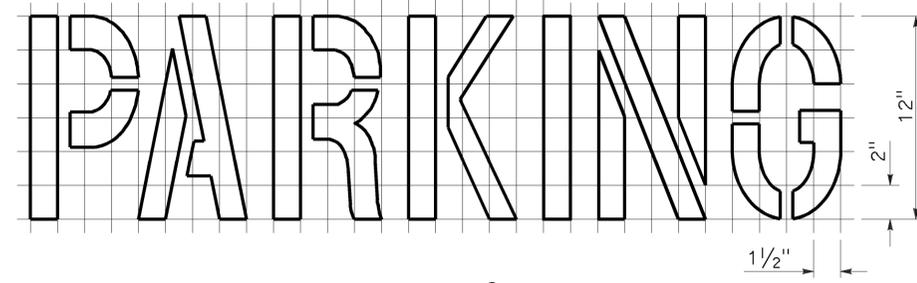
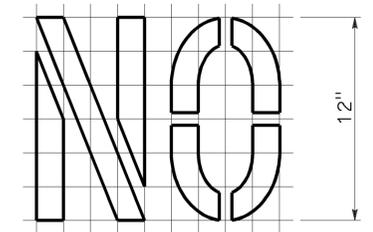


A=16 ft²

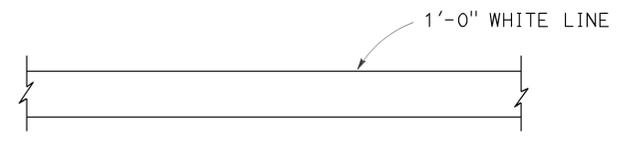


A=17 ft²

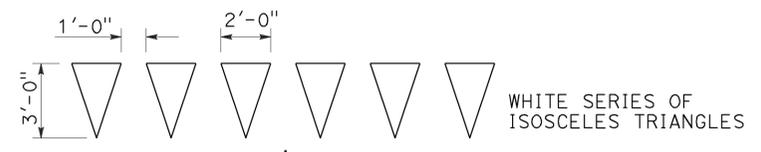
WORD MARKINGS			
ITEM	ft ²	ITEM	ft ²
LANE	24	NO	14
POOL	23	BIKE	21
CAR	17	BUS	20
CLEAR	27	ONLY	22
KEEP	24	FWY	16



A=2 ft²
See Notes 6 and 7



LIMIT LINE (STOP LINE)



DIRECTION OF TRAVEL
YIELD LINE

NOTES:

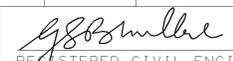
1. If a message consists of more than one word, it should read "UP", i.e., the first word should be nearest the driver.
2. The space between words should be at least four times the height of the characters for low speed roads, but not more than ten times the height of the characters. The space may be reduced appropriately where there is limited space because of local conditions.
3. Minor variations in dimensions may be accepted by the Engineer.
4. Portions of a letter, number or symbol may be separated by connecting segments not to exceed 2" in width.
5. The words "NO PARKING" pavement marking is to be used for parking facilities. For typical locations of markings, see Standard Plans A90A and A90B.
6. The words "NO PARKING", shall be painted in white letters no less than 1'-0" high on a contrasting background and located so that it is visible to traffic enforcement officials.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
WORDS, LIMIT AND YIELD LINES**

NO SCALE

RSP A24E DATED JULY 20, 2012 SUPERSEDES STANDARD PLAN A24E
DATED MAY 20, 2011 - PAGE 17 OF THE STANDARD PLANS BOOK DATED 2010.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	15	19


 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 2-17-15

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.

REVISED STANDARD PLAN RSP T9

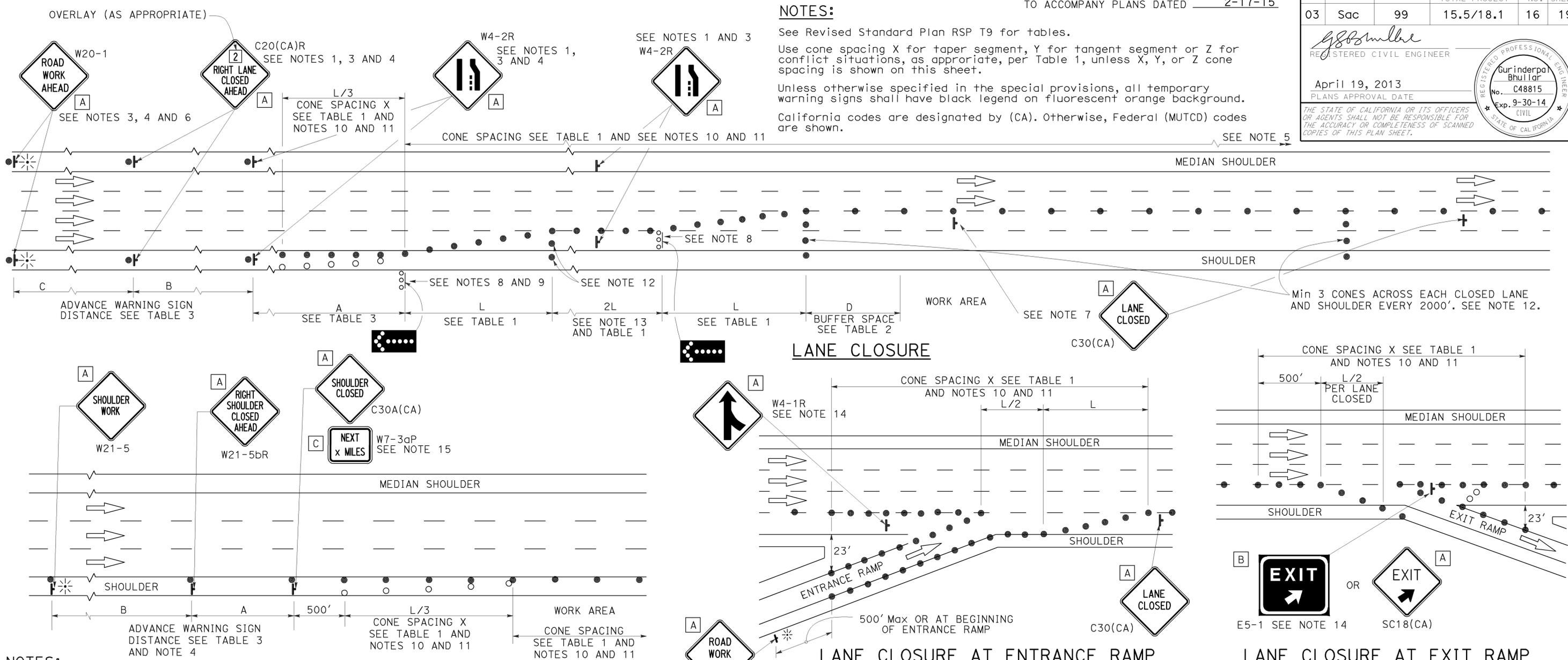
2010 REVISED STANDARD PLAN RSP T9

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	16	19

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.

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



- NOTES:**
1. Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
 2. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
 3. Duplicate sign installations are not required:
 - a) On opposite shoulder if at least one-half of the available lanes remain open to traffic.
 - b) In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
 4. Each advance warning sign on each side of the roadway 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.
 5. A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" 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.

- SHOULDER CLOSURE**
6. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT x MILES", use a C20(CA) sign for the first advance warning sign.
 7. Place a C30(CA) sign every 2000' throughout length of lane closure.
 8. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
 9. 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 top of crest vertical curve or on a horizontal curve.
 10. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
 11. Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.

- LANE CLOSURE AT ENTRANCE RAMP**
12. Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
 13. Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
 14. Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
 15. A W7-3aP "NEXT x MILES" plaque must be used if the shoulder closure extends beyond the distance that can be perceived by road users.

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	72" x 60"
C	36" x 30"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS

NO SCALE

RSP T10 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10 DATED MAY 20, 2011 - PAGE 237 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10

2010 REVISED STANDARD PLAN RSP T10

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

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

LEGEND

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ‡ BARRICADES
- ⚡ PORTABLE FLASHING BEACON

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	17	19

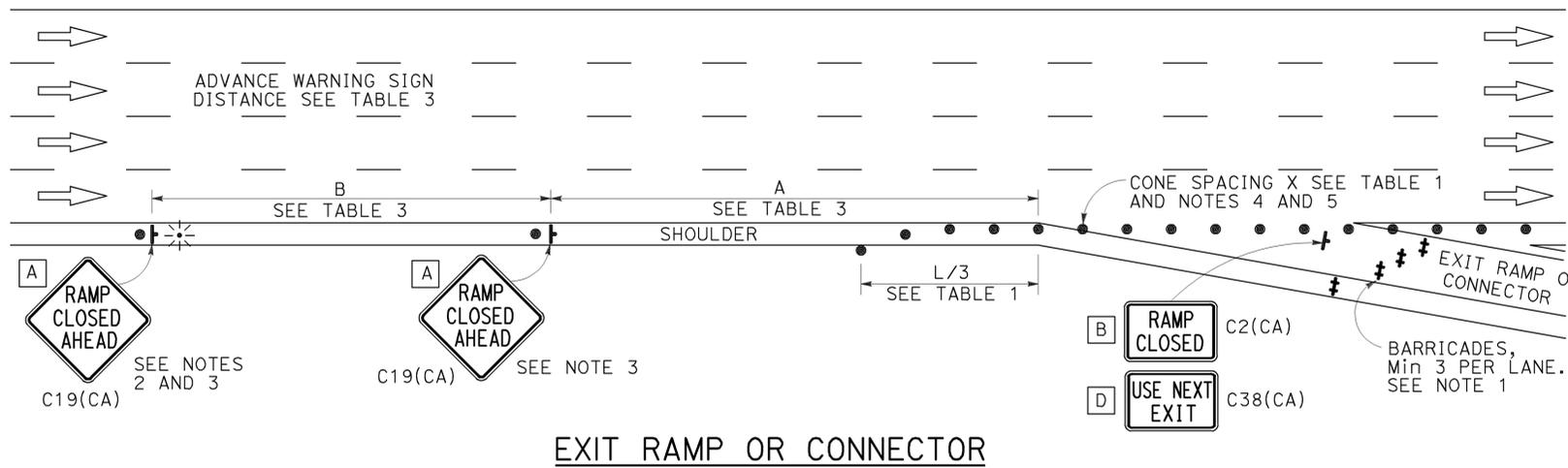
Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

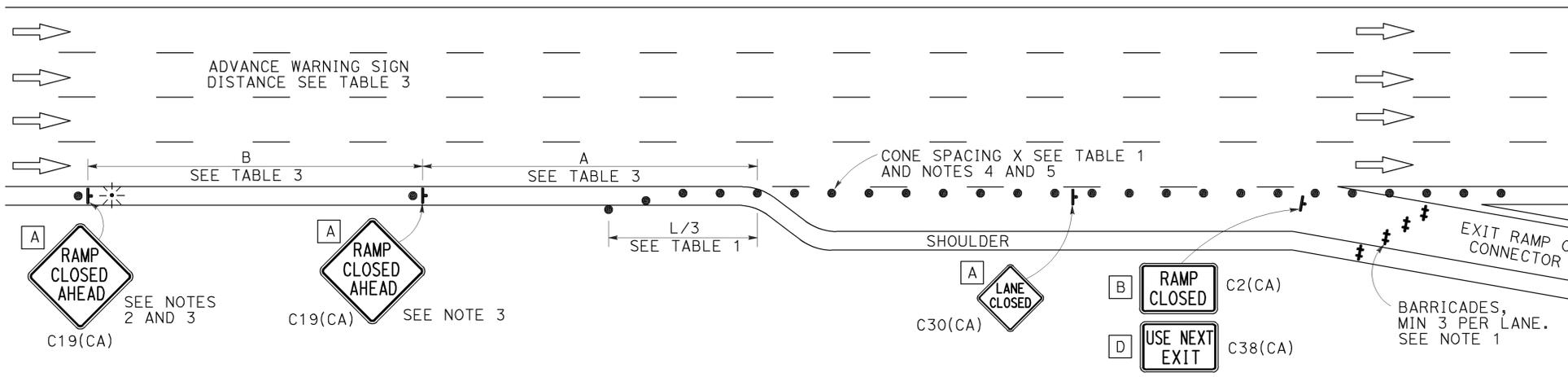
TO ACCOMPANY PLANS DATED 2-17-15

NOTES:

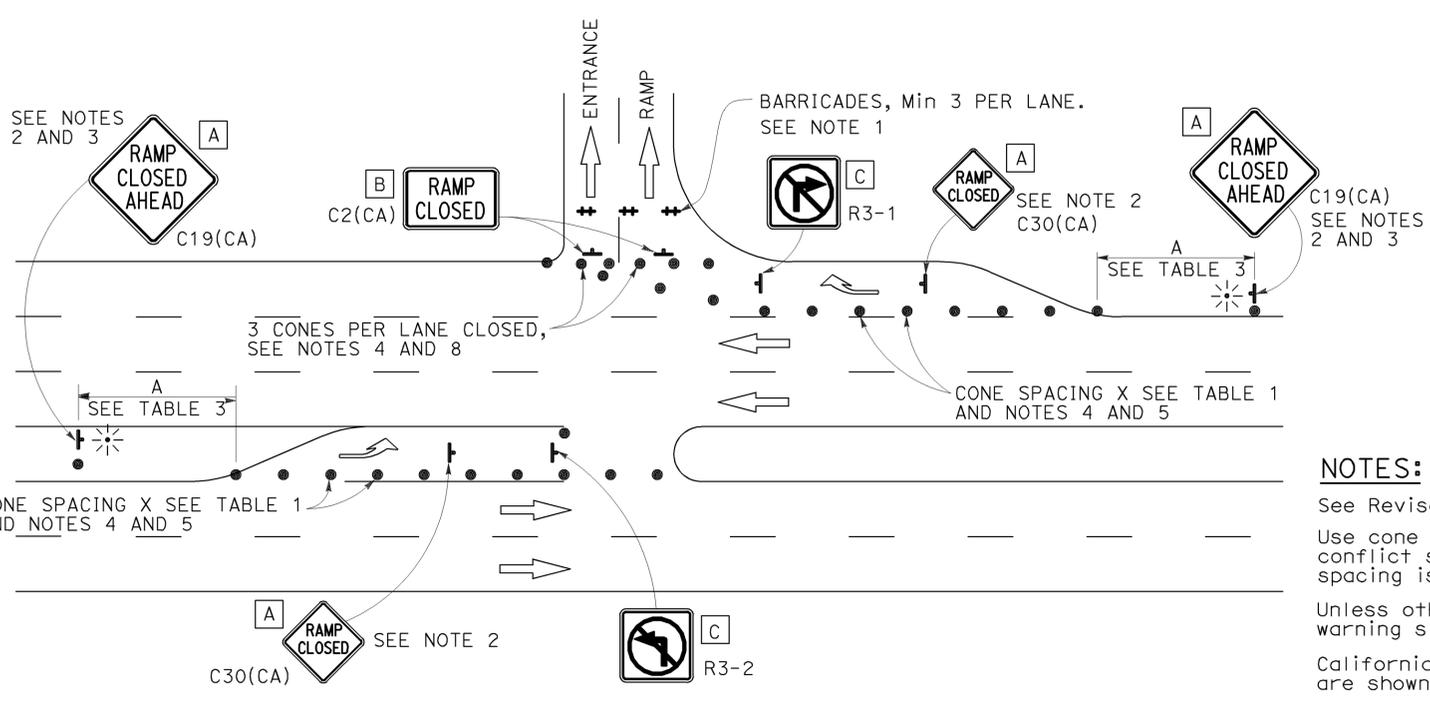
- Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
- In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "RAMP CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed by the Engineer, on all guide signs that refer to the closed ramp. The letter size on the overlay shall be the same as the guide sign.
- Each advance C19(CA) "RAMP CLOSED AHEAD" 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. A flashing beacon shall be placed on top of the first C19(CA) sign during hours of darkness.
- All cones used for ramp 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 ramp closures only.
- At least one person shall be assigned to provide full time maintenance of traffic control devices, unless otherwise directed by the Engineer.
- The existing "EXIT" signs shall be covered during ramp closures.
- A minimum of 3 cones shall be placed transversely across each closed lane and shoulder.



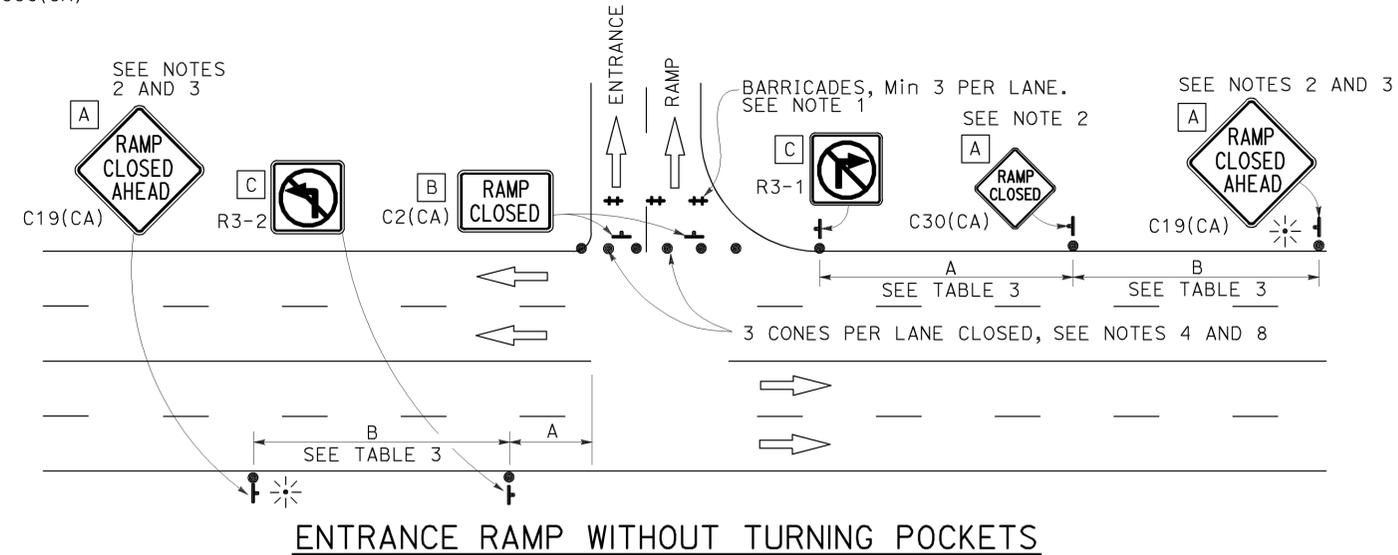
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

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.

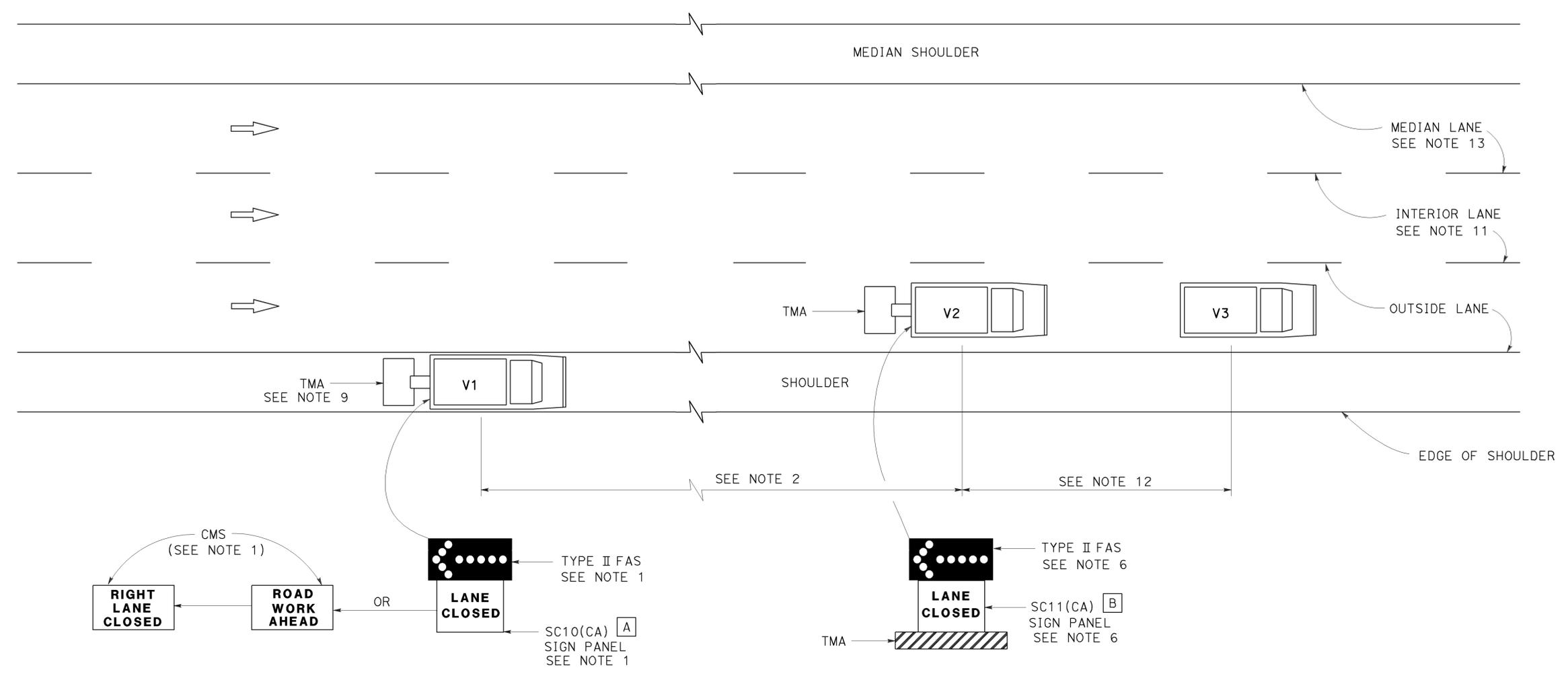
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURE**
 NO SCALE

RSP T14 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T14
 DATED MAY 20, 2011 - PAGE 242 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T14

2010 REVISED STANDARD PLAN RSP T14

TO ACCOMPANY PLANS DATED 2-17-15



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:

- 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".
- 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.
- A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
- 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'.
- 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.
- 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.
- 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.
- All vehicles shall be equipped with flashing or rotating amber lights.
- 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.
- 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.
- For moving lane closure on interior lane of multilane highways, use Revised Standard Plan T16.
- 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.
- 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.

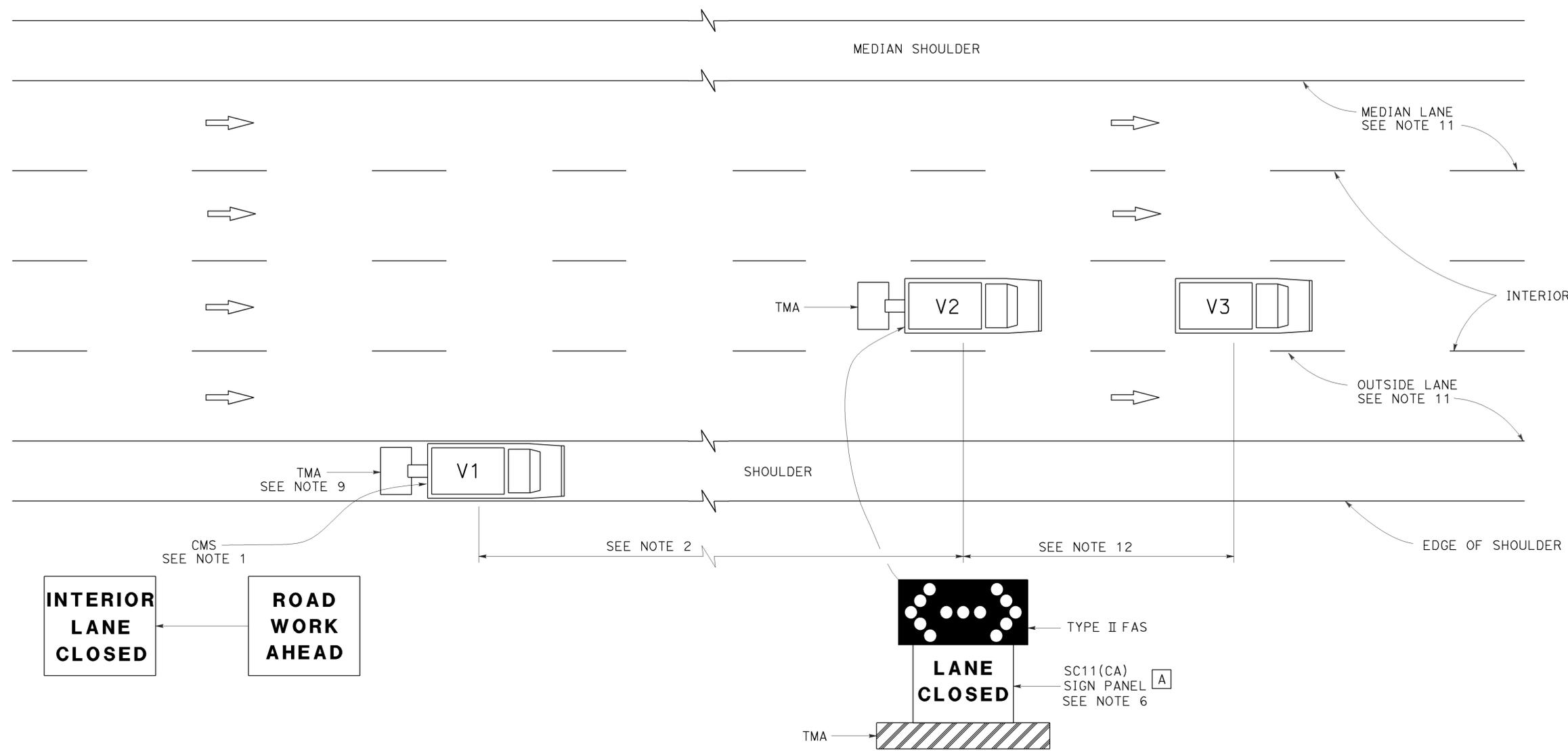
REVISED STANDARD PLAN RSP T15

2010 REVISED STANDARD PLAN RSP T15

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	99	15.5/18.1	19	19

Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
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TO ACCOMPANY PLANS DATED 2-17-15



SIGN PANEL SIZE (Min)

A 54" x 42"

LEGEND

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

MOVING LANE CLOSURE ON INTERIOR LANE OF MULTILANE HIGHWAYS

NOTES:

1. A changeable message 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 "INTERIOR LANE CLOSED" message. The message "CENTER LANE CLOSED" may be used in place of the "INTERIOR LANE CLOSED" message.
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.
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 median lane or outside lane of multilane highways, use Revised Standard Plan T15.
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.

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

RSP T16 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T16 DATED MAY 20, 2011 - PAGE 244 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T16

2010 REVISED STANDARD PLAN RSP T16