

COUNTY OF MONO
DEPARTMENT OF PUBLIC WORKS

SHEET INDEX

TITLE & LOCATION SKETCH
 INDEX & STANDARD DETAILS
 STA. 0+00 to END
 DETAILS

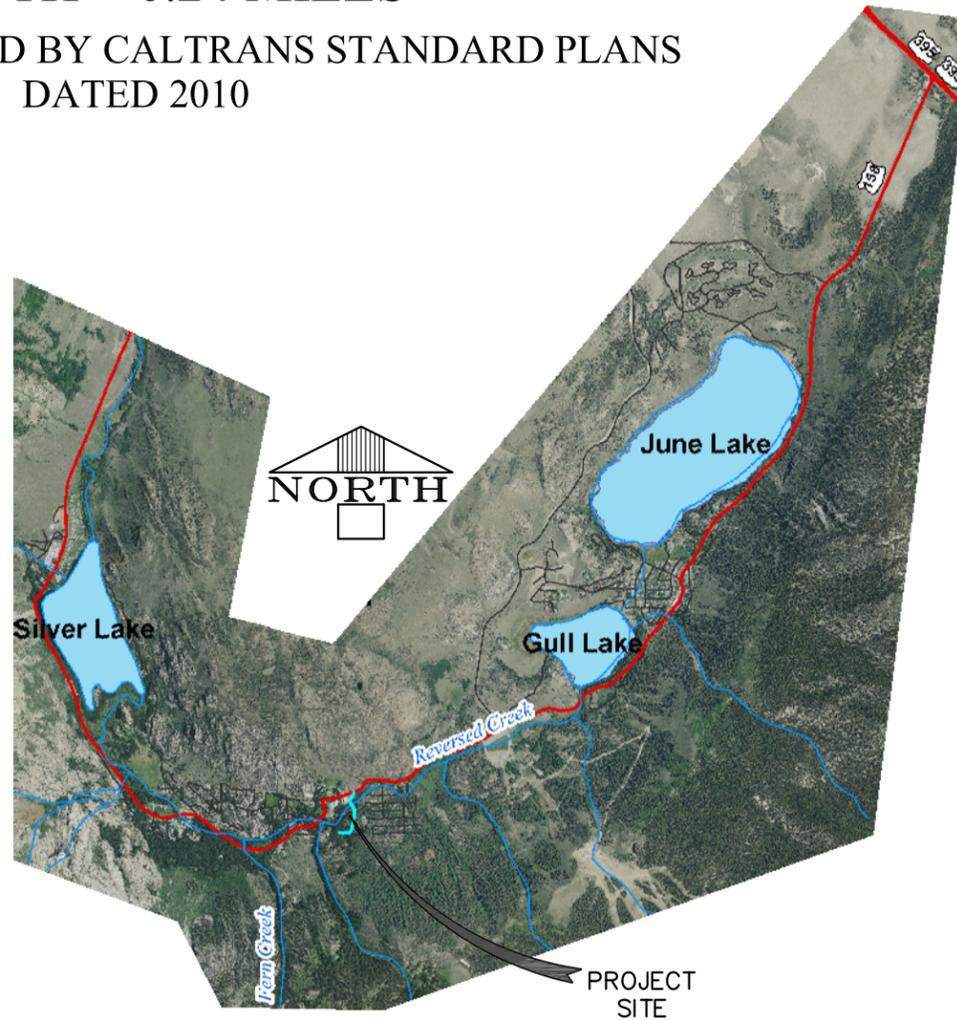
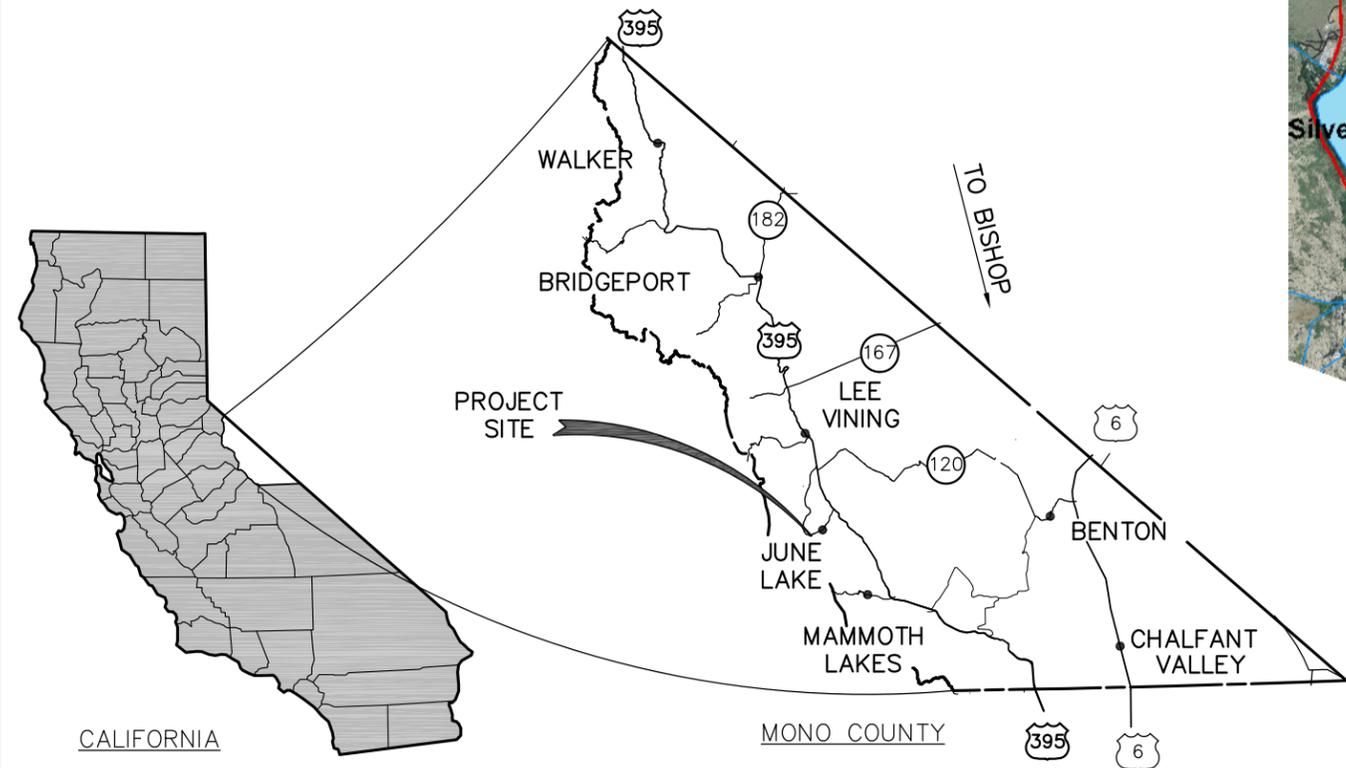
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**PROJECT PLANS FOR CONSTRUCTION ON
 ASPEN ROAD
 U.S. HIGHWAY 158 TO END
 IN MONO COUNTY, CALIFORNIA
 LENGTH = 0.24 MILES**

TO BE SUPPLEMENTED BY CALTRANS STANDARD PLANS
 DATED 2010



Revisions	
Date	



Garrett Higerd

JUNE 5, 2013
 DATE

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**2013 PROP 1B PROJECT
 PROJECT NO. 9098**

County of Mono - Department of Public Works
 ASPEN ROAD
 PAVING PROJECT
 TITLE & LOCATION SKETCH



Drawn By:	GRH
Checked By:	GRH
Approved By:	GRH
Date:	6/05/13
Scale:	NOT TO SCALE
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GENERAL NOTES:

- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, AND PROJECT PLANS AND CONSTRUCTION DETAILS, THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS (CALTRANS 2010) AND SHALL BE SUBJECT TO THE APPROVAL THE ENGINEER. ALL SPECIFICATIONS REFERENCED HEREIN REFER TO THE PROJECT SPECIFICATIONS SECTION UNLESS INDICATED OTHERWISE.
- ANY SIDEWALK, CURB, GUTTERS OR ANY OTHER CONCRETE STRUCTURES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- UTILITY LOCATIONS SHOWN ON THE DRAWING ARE APPROXIMATE. WHERE EXCAVATION IS NECESSARY, THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA) AND ALL AFFECTED UTILITY COMPANIES TO LOCATE ALL BURIED UTILITIES AT LEAST 48 HOURS TO EXCAVATION. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR RELOCATION OF UTILITIES AS REQUIRED BY THE WORK. EXISTING UTILITY TYPE, LOCATION, MATERIAL AND SIZE ARE BASED ON A SEARCH OF EXISTING RECORDS. WHENEVER A CONNECTION TO OR CLEARANCE FROM AN EXISTING UTILITY IS REQUIRED, THE CONTRACTOR SHALL POT HOLE TO VERIFY THE LOCATION, SIZE AND MATERIAL OF THE UTILITY PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO EXISTING ROADS, BUILDINGS OR OTHER STRUCTURES RESULTING FROM HIS CONSTRUCTION ACTIVITIES. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE OWNER.
- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES BETWEEN THE INFORMATION SHOWN ON THESE DRAWINGS AND THE CONDITIONS EXISTING IN THE FIELD. THE CONTRACTOR SHALL COMPARE ALL DRAWINGS AND VERIFY THE FIGURES BEFORE LAYING OUT THE WORK AND WILL BE RESPONSIBLE FOR ANY ERRORS WHICH MIGHT HAVE BEEN AVOIDED THEREBY. IF THE CONTRACTOR FAILS TO NOTIFY THE ENGINEER IN A TIMELY MANNER OF ANY APPARENT ERROR OR OMISSION ON THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING WORK INCORRECTLY DONE AT THE CONTRACTOR'S OWN EXPENSE.
- PAYMENT FOR WORK SHOWN ON THESE PLANS EITHER SPECIFIED OR INFERRED, BUT NOT IN THE BID PROPOSAL, SHALL BE CONSIDERED AS INCLUDED IN THE PRICE PAID FOR OTHER ITEMS OF WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LEGALLY ENSURING THAT ALL MANHOLE RIMS AND ANY EXISTING UTILITY COVERS WITHIN THE CONSTRUCTION LIMITS ARE SET TO THE FINISH GRADE ACCORDING TO THE DETAILS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING CONSTRUCTION WATER FOR HIS NEEDS, AS WELL AS STAGING AREA LOCATIONS.
- DURING THE ENTIRE DURATION OF THIS CONSTRUCTION CONTRACT, THE CONTRACTOR SHALL IMPLEMENT STRINGENT DUST CONTROL MEASURES IN ACCORDANCE WITH THE STATE OF CALIFORNIA RULES AND REGULATIONS. THE CONTRACTOR IS REQUIRED TO SUPPRESS DUST AT ALL TIMES, 24 HOURS A DAY, REGARDLESS OF WHEN CONSTRUCTION ACTIVITIES ARE OCCURRING.
- CONSTRUCTION TRAFFIC CONTROL SHALL CONFORM TO THE CURRENT EDITION OF THE MUTCD.
- CONTRACTOR SHALL PROTECT EXISTING SIGNS, MARKERS AND DELINEATORS AS WELL AS NON-HIGHWAY FACILITIES SUCH AS MAILBOXES AND FENCES. SUCH ITEMS SHALL BE REMOVED AND RESET TO ORIGINAL CONDITION IF REQUIRED TO FACILITATE CONSTRUCTION.
- IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS OF THE JOB SITE, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND IS NOT LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF PROPER SHORING OF TRENCHES IN ACCORDANCE WITH OCCUPATIONAL SAFETY LAWS.
- THE RIGHT-OF-WAY LIMITS SHOWN ON THESE PLANS IS APPROXIMATE FOR REFERENCE ONLY. NO CONSTRUCTION ACTIVITY IS TO OCCUR OUTSIDE THE EXISTING ROAD AND DRAINAGE FACILITIES.
- WHERE CONTRACTOR IS INSTALLING CONCRETE, HMA PAVING, OR GRADING ADJACENT TO EXISTING SURFACES, INCLUDING DRIVEWAYS, THE CONTRACTOR IS REQUIRED TO MATCH EXISTING GRADE AND EDGE OF EXISTING SURFACES AND PROVIDE POSITIVE DRAINAGE TO ROADSIDE DRAINAGE COURSES OR OTHER ESTABLISHED DRAINAGES. WHERE EXISTING DRAINAGE IS DIRECTED TOWARDS DRIVEWAYS WHICH ARE BEING REMOVED AND REPLACED, THE CONTRACTOR SHALL PROVIDE A SWALE IN NEW CONSTRUCTION TO PERPETUATE THE DRAINAGE.

ROADSIDE SIGNS
 R1-1 STOP
 W14-2 NO OUTLET
 W20-4 ONE LANE ROAD 150'

TRAFFIC NOTES:

- REFERENCE SECTION "MAINTAINING TRAFFIC/TRAFFIC CONTROL" OF THE TECHNICAL SPECIFICATIONS.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DETAILED TRAFFIC CONTROL PLAN, PREPARED BY PROFESSIONAL TRAFFIC OPERATIONS ENGINEER (PTOE) OR A TRAFFIC CONTROL SUPERVISOR (TCS) CERTIFIED BY THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA), CONFORMING TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- THE CONTRACTOR SHALL ALWAYS MAINTAIN ONE ELEVEN (11) FOOT TRAVEL LANE. AT INTERSECTIONS, MAINTAIN ONE THRU LANE AT ALL TIMES. ONLY ONE SIDE OF AN INTERSECTION MAY BE CLOSED AT ANY ONE TIME.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN NECESSARY TEMPORARY PEDESTRIAN & SAFETY CONTROL DEVICES.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY HOT/COLD MIX (OR AC GRINDINGS WHERE APPROVED BY THE ENGINEER) RAMPS AT DRIVEWAYS, ALLEYS, INTERSECTIONS AND AT THE BEGINNING AND ENDING OF GRADE DROP-OFFS WITHIN THE TRAVEL LANE. RAMPS SHALL BE SUFFICIENTLY SLOPED TO ELIMINATE HAZARDOUS DRIVING CONDITIONS AND SHALL BE NO STEEPER THAN 5%. (NO DIRECT PAYMENT)
- THE CONTRACTOR SHALL CONSTRUCT SAFETY SLOPES WHERE PUBLIC TRAFFIC IS EXPOSED TO DROP-OFFS GREATER THAN 4 INCHES DURING NON-WORKING HOURS. DELINEATORS SHALL BE PLACED AT ALL DROP-OFF LOCATIONS AND BARRIER RAILS SHALL BE PLACED WHERE DROP-OFFS EXCEED 18 INCHES. (NO DIRECT PAYMENT)

CALTRANS STANDARD PLANS DATED 2010

A10A	ACRONYMS AND ABBREVIATIONS
A10B	ACRONYMS AND ABBREVIATIONS
A62F	EXCAVATION AND BACKFILL - METAL AND PLASTIC CULVERTS
A73A	MARKERS
A73B	MARKERS
D90	PIPE CULVERT HEADWALLS, ENDWALLS AND WINGWALLS - TYPES A, B AND C
D94A	METAL AND PLASTIC FLARED END SECTIONS
D97C	CORRUGATED METAL PIPE COUPLING DETAILS
T13	TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON TWO LANE CONVENTIONAL HIGHWAYS
RS1	ROADSIDE SIGNS, TYPICAL INSTALLATION DETAILS NO. 1
RS2	ROADSIDE SIGNS, WOOD POSTS, TYPICAL INSTALLATION DETAILS NO. 2
RS4	ROADSIDE SIGNS, TYPICAL INSTALLATION DETAILS NO. 4

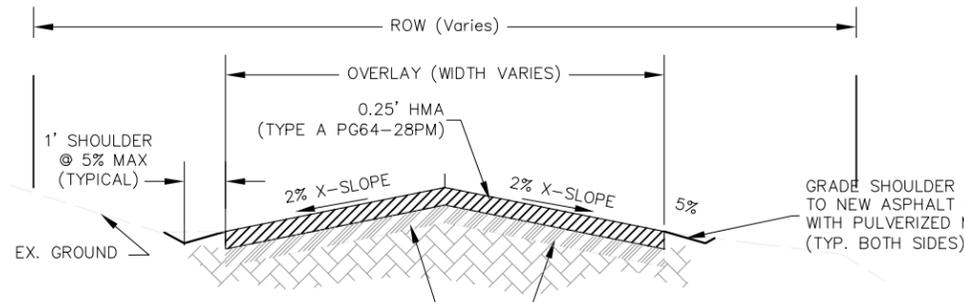
ABBREVIATIONS

(IN ADDITION TO STANDARD PLAN A10A)

AC	ASPHALT CONCRETE
AGG	AGGREGATE
AP	ANGLE POINT
APP	APPROACH
CMP	CORRUGATED METAL PIPE
DW	DRIVEWAY
E.G.	EXISTING GRADE
EL	ELEVATION
EP	EDGE OF PAVEMENT
EX.	EXISTING
FL	FLOW LINE
HMAC	HOT MIX ASPHALT CONCRETE
HP	HIGH POINT
INST	INSTALL
INV	INVERT
LP	LOW POINT
M.D.D	MAXIMUM DRY DENSITY
MFR.	MANUFACTURER
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
N.T.S.	NOT TO SCALE
PERF.	PERFORATED
PULV.	PULVERIZE
R	RADIUS, RIGHT
R&R	REMOVE & REPLACE
REM	REMOVE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
TF	TOP OF FOOTING
TOP	TOP OF PIPE
TW	TOP OF WALL
U.G.A.	UNDERGROUND TELEPHONE
U.N.O.	UNLESS NOTED OTHERWISE
W	WATER
WV	WATER VALVE

LEGEND

	STREET LIGHT
	POWER POLE
	EXISTING CONTOURS
	EDGE OF PAVEMENT
	WATER VALVE
	SURVEY MONUMENTS
	28" DIAMETER SEWER MANHOLE
	WATER METER VAULT



OVERLAY WIDTH TABLE

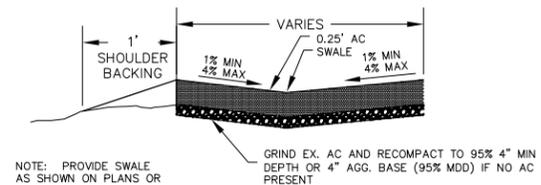
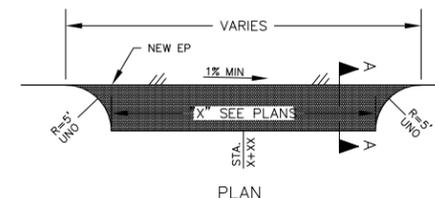
STATION RANGE	WIDTH
0+00 to 0+45	TRANSITION
0+45 to 4+80	22'
4+80 to 5+75	TRANSITION
5+75 to 11+74	14'

ROADWAY SECTION - ASPEN ROAD GRIND AND OVERLAY

N.T.S.

PROPOSED FEATURES

	LIMITS OF PAVEMENT REPAIR
	0.25' HMA
	HMA DRIVEWAY TRANSITION



SEC A-A

AC APRON DETAIL

N.T.S.



County of Mono - Department of Public Works
 ASPEN ROAD
 PAVING PROJECT
 NOTES, ROADWAY SECTION & DETAILS



Drawn By: GRH
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