

**ENCROACHMENT PERMIT RIDER**

TR-0122 (REV. 6/99)

Collected By <b>SM</b>	Permit No. <b>11-13-6UF-0115R1</b>
Rider Fee Paid <b>\$ 3,116.00 (CHARGE)</b>	Dist/Co/Rte/PM <b>11-SD-163/4.45</b>
Date <b>OCTOBER 22, 2013</b>	Rider Number

**11 63 RW**  
**130607**

**TO:** [ ]  
 SAN DIEGO GAS & ELECTRIC COMPANY  
 735 33<sup>RD</sup> STREET, MS SD1104  
 SAN DIEGO CA, 92102-3341

ATTN: BETTY BLANFORD  
 PHONE: (619) 636-3982

[ ] , PERMITTEE

In compliance with your request of September 17, 2013, we are hereby amending the above numbered encroachment permit as follows:

Date of completion extended to: **NO CHANGE.**

ADD THE INSTALLATION AND REMOVAL OF TEMPORARY GUARD STRUCTURES TO ALLOW FOR CONTINUOUS CONDUCTOR REPLACEMENT, AS SHOWN ON THE ATTACHED PLANS DATED AS APPROVED OCTOBER 22, 2013.

REVISE THE SECOND PARAGRAPH ON PAGE ONE TO READ: The State's Inspector shall be notified seven working days prior to starting work. Permittee shall also call Angela Vasconcellos, telephone number (619) 718-7898, at least seven working days prior to starting work and arrange for landscape inspection. Caltrans landscaping and irrigation facilities may be affected by this permit work.

REVISE THE THIRD PARAGRAPH ON PAGE ONE TO READ: Working hours for the installation and removal of guard structures requiring ramp lane closures shall be 9:00 p.m. to 5:00 a.m., Sunday through Thursday or as directed or approved by the State's Inspector. Working hours for the installation and removal of netting and netting support cables shall be sunrise to 8:30 a.m on Sundays. No work shall be performed on any Sunday which falls within a three day holiday period. Working hours for replacing aerial conductors with guard structures and netting in place shall be 8:00 a.m. to 4:00 p.m., Monday through Friday, or as directed and approved by the State's Inspector.

REVISE THE FIRST PARAGRAPH ON PAGE TWO TO READ: For the installation and removal of netting and netting support cables, Permittee shall make all necessary arrangements with the California Highway Patrol (CHP) San Diego Office, telephone number (619) 220-5492, five working days in advance of the work, for the required traffic control. Traffic control on Route 163 shall, in general, consist of creating gaps in the traffic flow through the use of CHP cars to slow and delay traffic.

ADD THE FOLLOWING PROVISION: No trees are to be removed as part of this permit work. Any impacted landscaping or irrigation shall be replaced in kind as directed by the State's Landscape Inspector. (CONTINUED)

Except as amended, all other terms and provisions of the original permit shall remain in effect.

SM:sm cc: Permits Parent Permit BStinnett, Reg. Mgr. RYanzon, Inspector AVasconcellos, LS Inspect. CHP, San Diego Area STse, Utilities	Permittee	APPROVED:  Laurie Berman, District Director
		BY: John M. Markey, District Permit Engineer

**SAN DIEGO GAS & ELECTRIC COMPANY**  
**11-13-6RW-0607**  
**OCTOBER 22, 2013**  
**PAGE TWO**

ADD THE FOLLOWING PROVISION: Traffic control for the installation and removal of guard structures when permitted or directed by the State's Inspector, shall consist of closing ramp lanes in accordance with Part 6 of the January, 2012 edition of the California Manual on Uniform Traffic Control Devices (California MUTCD), the provisions of Section 12, "Temporary Traffic Control," of the Standard Specifications, and these special provisions, including the attached TRAFFIC CONTROL SYSTEMS: RSP T9, RSP T10, RSP T11, RSP T14, and the attached TRAFFIC CONTROL PLANS.

ADD THE FOLLOWING PROVISION: Permittee shall implement and maintain the attached SWPPP, dated as approved September 26, 2013, and as directed and approved by the State's Inspector.

INCREASE THE INSPECTION DEPOSIT AMOUNT FROM \$328.00 TO \$2,624.00.

STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION  
ENCROACHMENT PERMIT GENERAL PROVISIONS  
TR-0045 (REV. 05/2007)

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1. **AUTHORITY:** The Department's authority to issue encroachment permits is provided under, Div. 1, Chpt. 3, Art. 1, Sect. 660 to 734 of the Streets and Highways Code.
2. **REVOCACTION:** Encroachment permits are revocable on five days notice unless otherwise stated on the permit and except as provided by law for public corporations, franchise holders, and utilities. These General Provisions and the Encroachment Permit Utility Provisions are subject to modification or abrogation at any time. Permittees' joint use agreements, franchise rights, reserved rights or any other agreements for operating purposes in State highway right of way are exceptions to this revocation.
3. **DENIAL FOR NONPAYMENT OF FEES:** Failure to pay permit fees when due can result in rejection of future applications and denial of permits.
4. **ASSIGNMENT:** No party other than the permittee or permittee's authorized agent is allowed to work under this permit.
5. **ACCEPTANCE OF PROVISIONS:** Permittee understands and agrees to accept these General Provisions and all attachments to this permit, for any work to be performed under this permit.
6. **BEGINNING OF WORK:** When traffic is not impacted (see Number 35), the permittee shall notify the Department's representative, two (2) days before the intent to start permitted work. Permittee shall notify the Department's Representative if the work is to be interrupted for a period of five (5) days or more, unless otherwise agreed upon. All work shall be performed on weekdays during regular work hours, excluding holidays, unless otherwise specified in this permit.
7. **STANDARDS OF CONSTRUCTION:** All work performed within highway right of way shall conform to recognized construction standards and current Department Standard Specifications, Department Standard Plans High and Low Risk Facility Specifications, and Utility Special Provisions. Where reference is made to "Contractor and Engineer," these are amended to be read as "Permittee and Department representative."
8. **PLAN CHANGES:** Changes to plans, specifications, and permit provisions are not allowed without prior approval from the State representative.
9. **INSPECTION AND APPROVAL:** All work is subject to monitoring and inspection. Upon completion of work, permittee shall request a final inspection for acceptance and approval by the Department. The local agency permittee shall not give final construction approval to its contractor until final acceptance and approval by the Department is obtained.
10. **PERMIT AT WORKSITE:** Permittee shall keep the permit package or a copy thereof, at the work site and show it upon request to any Department representative or law enforcement officer. If the permit package is not kept and made available at the work site, the work shall be suspended.
11. **CONFLICTING ENCROACHMENTS:** Permittee shall yield start of work to ongoing, prior authorized, work adjacent to or within the limits of the project site. When existing encroachments conflict with new work, the permittee shall bear all cost for rearrangements, (e.g., relocation, alteration, removal, etc.).
12. **PERMITS FROM OTHER AGENCIES:** This permit is invalidated if the permittee has not obtained all permits necessary and required by law, from the Public Utilities Commission of the State of California (PUC), California Occupational Safety and Health Administration (Cal-OSHA), or any other public agency having jurisdiction.
13. **PEDESTRIAN AND BICYCLIST SAFETY:** A safe minimum passageway of 4' shall be maintained through the work area at existing pedestrian or bicycle facilities. At no time shall pedestrians be diverted onto a portion of the street used for vehicular traffic. At locations where safe alternate passageways cannot be provided, appropriate signs and barricades shall be installed at the limits of construction and in advance of the limits of construction at the nearest crosswalk or intersection to detour pedestrians to facilities across the street. Attention is directed to Section 7-1.09 Public Safety of the Department Standard Specifications.
14. **PUBLIC TRAFFIC CONTROL:** As required by law, the permittee shall provide traffic control protection warning signs, lights, safety devices, etc., and take all other measures necessary for traveling public's safety. While providing traffic control, the needs and control of all road users [motorists, bicyclists and pedestrians, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA)] shall be an essential part of the work activity.  
  
Day and night time lane closures shall comply with the California Manual on Uniform Traffic Control Devices (Part 6, Temporary Traffic Control), Standard Plans, and Standard Specifications for traffic control systems. These General Provisions are not intended to impose upon the permittee, by third parties, any duty or standard of care, greater than or different from, as required by law.
15. **MINIMUM INTERFERENCE WITH TRAFFIC:** Permittee shall plan and conduct work so as to create the least possible inconvenience to the traveling public; traffic shall not be unreasonably delayed. On conventional highways, permittee shall place properly attired flagger(s) to stop or warn the traveling public in compliance with the California Manual on Uniform Traffic Control Devices (Chapter 6E, Flagger Control).
16. **STORAGE OF EQUIPMENT AND MATERIALS:** The storage of equipment or materials is not allowed within State highway right-of-way, unless specified within the Special Provisions of this specific encroachment permit. If Encroachment Permit Special Provisions allow for the storage of equipment or materials within the State right of way, the equipment and material storage shall comply with Standard Specifications, Standard Plans, Special Provisions, and the Highway Design Manual. The clear recovery zone widths must be followed and are the minimum desirable for the type of facility indicated below: freeways and expressways - 30', conventional highways (no curbs) - 20', conventional highways (with curbs) - 1.5'. If a fixed object cannot be eliminated, moved outside the clear recovery zone, or modified to be made yielding, it should be shielded by a guardrail or a crash cushion.
17. **CARE OF DRAINAGE:** Permittee shall provide alternate drainage for any work interfering with an existing drainage facility in compliance with the Standard Specifications, Standard Plans and/or as directed by the Department's representative.
18. **RESTORATION AND REPAIRS IN RIGHT OF WAY:** Permittee is responsible for restoration and repair of State highway right of way resulting from permitted work (State Streets and Highways Code, Sections 670 et. seq.).



19. **RIGHT OF WAY CLEAN UP:** Upon completion of work, permittee shall remove and dispose of all scraps, brush, timber, materials, etc. off the right of way. The aesthetics of the highway shall be as it was before work started.
20. **COST OF WORK:** Unless stated in the permit, or a separate written agreement, the permittee shall bear all costs incurred for work within the State right of way and waives all claims for indemnification or contribution from the State.
21. **ACTUAL COST BILLING:** When specified in the permit, the Department will bill the permittee actual costs at the currently set hourly rate for encroachment permits.
22. **AS-BUILT PLANS:** When required, permittee shall submit one (1) set of folded as-built plans within thirty (30) days after completion and approval of work in compliance with requirements listed as follows:
1. Upon completion of the work provided herein, the permittee shall send one vellum or paper set of As-Built plans, to the State representative. Mylar or paper sepia plans are not acceptable.
  2. All changes in the work will be shown on the plans, as issued with the permit, including changes approved by Encroachment Permit Rider.
  3. The plans are to be stamped or otherwise noted AS-BUILT by the permittee's representative who was responsible for overseeing the work. Any original plan that was approved with a State stamp, or Caltrans representative signature, shall be used for producing the As-Built plans.
  4. If As-Built plans include signing or striping, the dates of signing or striping removal, relocation, or installation shall be shown on the plans when required as a condition of the permit. When the construction plans show signing and striping for staged construction on separate sheets, the sheet for each stage shall show the removal, relocation or installation dates of the appropriate staged striping and signing.
  5. As-Built plans shall contain the Permit Number, County, Route, and Post Mile on each sheet.
  6. Disclaimer statement of any kind that differ from the obligations and protections provided by Sections 6735 through 6735.6 of the California Business and Professions Code, shall not be included on the As-Built plans. Such statements constitute non-compliance with Encroachment Permit requirements, and may result in the Department of Transportation retaining Performance Bonds or deposits until proper plans are submitted. Failure to comply may also result in denial of future permits, or a provision requiring a public agency to supply additional bonding.
23. **PERMITS FOR RECORD PURPOSES ONLY:** When work in the right of way is within an area under a Joint Use Agreement (JUA) or a Consent to Common Use Agreement (CCUA), a fee exempt permit is issued to the permittee for the purpose of providing a notice and record of work. The Permittee's prior rights shall be preserved without the intention of creating new or different rights or obligations. "Notice and Record Purposes Only" shall be stamped across the face of the permit.
24. **BONDING:** The permittee shall file bond(s), in advance, in the amount set by the Department. Failure to maintain bond(s) in full force and effect will result in the Department stopping of all work and revoking permit(s). Bonds are not required of public corporations or privately owned utilities, unless permittee failed to comply with the provision and conditions under a prior permit. The surety company is responsible for any latent defects as provided in California Code of Civil Procedures, Section 337.15. Local agency permittee shall comply with requirements established as follows: In recognition that project construction work done on State property will not be directly funded and paid by State, for the purpose of protecting stop notice claimants and the interests of State relative to successful project completion, the local agency permittee agrees to require the construction contractor furnish both a payment and performance bond in the local agency's name with both bonds complying with the requirements set forth in Section 3-1.02 of State's current Standard Specifications before performing any project construction work. The local agency permittee shall defend, indemnify, and hold harmless the State, its officers and employees from all project construction related claims by contractors and all stop notice or mechanic's lien claimants. The local agency also agrees to remedy, in a timely manner and to State's satisfaction, any latent defects occurring as a result of the project construction work.
25. **FUTURE MOVING OF INSTALLATIONS:** Permittee understands and agrees to relocate a permitted installation upon notice by the Department. Unless under prior property right or agreement, the permittee shall comply with said notice at his sole expense.
26. **ARCHAEOLOGICAL/HISTORICAL:** If any archaeological or historical resources are revealed in the work vicinity, the permittee shall immediately stop work, notify the Department's representative, retain a qualified archaeologist who shall evaluate the site, and make recommendations to the Department representative regarding the continuance of work.
27. **PREVAILING WAGES:** Work performed by or under a permit may require permittee's contractors and subcontractors to pay appropriate prevailing wages as set by the Department of Industrial Relations. Inquiries or requests for interpretations relative to enforcement of prevailing wage requirements are directed to State of California Department of Industrial Relations, 525 Golden Gate Avenue, San Francisco, California 94102.
28. **RESPONSIBILITY FOR DAMAGE:** The State of California and all officers and employees thereof, including but not limited to the Director of Transportation and the Deputy Director, shall not be answerable or accountable in any manner for injury to or death of any person, including but not limited to the permittee, persons employed by the permittee, persons acting in behalf of the permittee, or for damage to property from any cause. The permittee shall be responsible for any liability imposed by law and for injuries to or death of any person, including but not limited to the permittee, persons employed by the permittee, persons acting in behalf of the permittee, or for damage to property arising out of work, or other activity permitted and done by the permittee under a permit, or arising out of the failure on the permittee's part to perform his obligations under any permit in respect to maintenance or any other obligations, or resulting from defects or obstructions, or from any cause whatsoever during the progress of the work, or other activity or at any subsequent time, work or other activity is being performed under the obligations provided by and contemplated by the permit.
- The permittee shall indemnify and save harmless the State of California, all officers, employees, and State's contractors, thereof, including but not limited to the Director of Transportation and the Deputy Director, from all claims, suits or actions of every name, kind and description brought for or on account of injuries to or death of any person, including but not limited to the permittee, persons employed by the permittee, persons acting in behalf of the permittee and the public, or damage to property resulting from the performance of work or other activity under the permit, or arising out of the failure on the permittee's part to perform his obligations under any permit in respect to maintenance or any other obligations, or resulting from defects or obstructions, or from any cause whatsoever during the progress of the work, or other activity or at any subsequent time, work or other activity is being performed under the obligations provided by and contemplated by the permit, except as otherwise provided by statute.



The duty of the permittee to indemnify and save harmless includes the duties to defend as set forth in Section 2778 of the Civil Code. The permittee waives any and all rights to any type of expressed or implied indemnity against the State, its officers, employees, and State contractors. It is the intent of the parties that the permittee will indemnify and hold harmless the State, its officers, employees, and State's contractors, from any and all claims, suits or actions as set forth above regardless of the existence or degree of fault or negligence, whether active or passive, primary or secondary, on the part of the State, the permittee, persons employed by the permittee, or acting on behalf of the permittee.

For the purpose of this section, "State's contractors" shall include contractors and their subcontractors under contract to the State of California performing work within the limits of this permit.

29. **NO PRECEDENT ESTABLISHED:** This permit is issued with the understanding that it does not establish a precedent.

30. **FEDERAL CIVIL RIGHTS REQUIREMENTS FOR PUBLIC ACCOMMODATION:**

A. The permittee, for himself, his personal representative, successors in interest, and assigns as part of the consideration hereof, does hereby covenant and agree that:

1. No person on the grounds of race, color, or national origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

2. That in connection with the construction of any improvements on said lands and the furnishings of services thereon, no discrimination shall be practiced in the selection and retention of first-tier subcontractors in the selection of second-tier subcontractors.

3. That such discrimination shall not be practiced against the public in their access to and use of the facilities and services provided for public accommodations (such as eating, sleeping, rest, recreation), and operation on, over, or under the space of the right of way.

4. That the permittee shall use the premises in compliance with all other requirements imposed pursuant to Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A. Office of the Secretary of Commerce, Part 8 (15 C.F.R. Part 8) and as said Regulations may be amended.

5. That in the event of breach of any of the above nondiscrimination covenants, the State shall have the right to terminate the permit and to re-enter and repossess said land and the land and the facilities thereon, and hold the same as if said permit had never been made or issued.

31. **MAINTENANCE OF HIGHWAYS:** The permittee agrees, by acceptance of a permit, to properly maintain any encroachment. This assurance requires the permittee to provide inspection and repair any damage, at permittee's expense, to State facilities resulting from the encroachment.

32. **SPECIAL EVENTS:** In accordance with subdivision (a) of Streets and Highways Code Section 682.5, the Department of Transportation shall not be responsible for the conduct or operation of the permitted activity, and the applicant agrees to defend, indemnify, and hold harmless the State and the city or county against any and all claims arising out of any activity for which the permit is issued.

The permittee understands and agrees to comply with the obligations of Titles II and III of the Americans with Disabilities Act of 1990 in the conduct of the event, and further agrees to indemnify and save harmless the State of California, all officers and employees thereof, including but not limited to the Director of Transportation, from any claims or liability arising out of or by virtue of said Act.

33. **PRIVATE USE OF RIGHT OF WAY:** Highway right of way shall not be used for private purposes without compensation to the State.

The gifting of public property use and therefore public funds is prohibited under the California Constitution, Article 16.

34. **FIELD WORK REIMBURSEMENT:** Permittee shall reimburse State for field work performed on permittee's behalf to correct or remedy hazards or damaged facilities, or clear debris not attended to by the permittee.

35. **NOTIFICATION OF DEPARTMENT AND TMC:** The permittee shall notify the Department's representative and the Transportation Management Center (TMC) at least 7 days before initiating a lane closure or conducting an activity that may cause a traffic impact. A confirmation notification should occur 3 days before closure or other potential traffic impacts. In emergency situations when the corrective work or the emergency itself may affect traffic, TMC and the Department's representative shall be notified as soon as possible.

36. **SUSPENSION OF TRAFFIC CONTROL OPERATION:** The permittee, upon notification by the Department's representative, shall immediately suspend all lane closure operations and any operation that impedes the flow of traffic. All costs associated with this suspension shall be borne by the permittee.

37. **UNDERGROUND SERVICE ALERT (USA) NOTIFICATION:** Any excavation requires compliance with the provisions of Government Code Section 4216 et. seq., including, but not limited to notice to a regional notification center, such as Underground Service Alert (USA). The permittee shall provide notification at least 48 hours before performing any excavation work within the right of way.

DIST COUNTY ROUTE TOTAL PROJECT SHEET NO. TOTAL SHEETS

REGISTERED CIVIL ENGINEER

APRIL 19, 2013

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS OR FOR THE CONSEQUENCES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED \_\_\_\_\_

TABLE 3

ROAD TYPE	DISTANCE BETWEEN SIGNS *		
	A	B	C
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 adjusted by the Engineer for field conditions. These distances should be adjusted by the Engineer for field conditions, if necessary, by increasing or decreasing the recommended distances.

TABLE 2

SPEED *	Min D **	DOWNGRADE Min D ***		
		-3%	-6%	-9%
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 and longer than 1 mile.

\*\*\* - Use on sustained downgrade steeper than -3 percent

TABLE 1

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 ***
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).

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM  
FOR LANE CLOSURE ON  
FREEWAYS AND EXPRESSWAYS**

NO SCALE

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

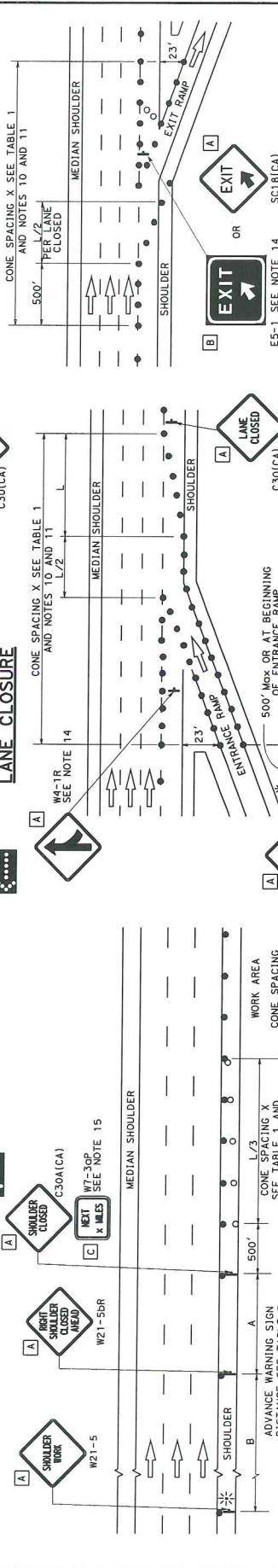
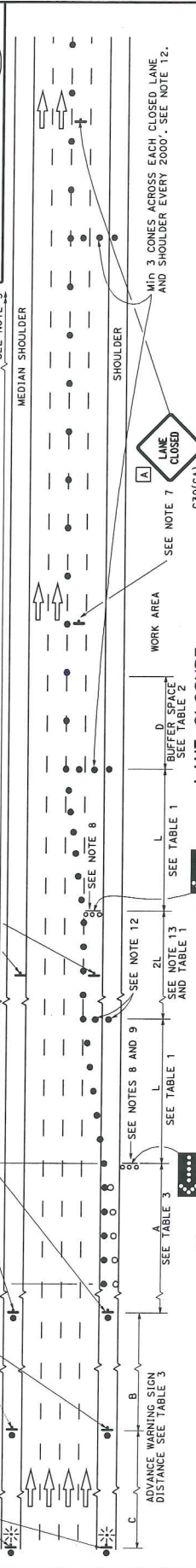
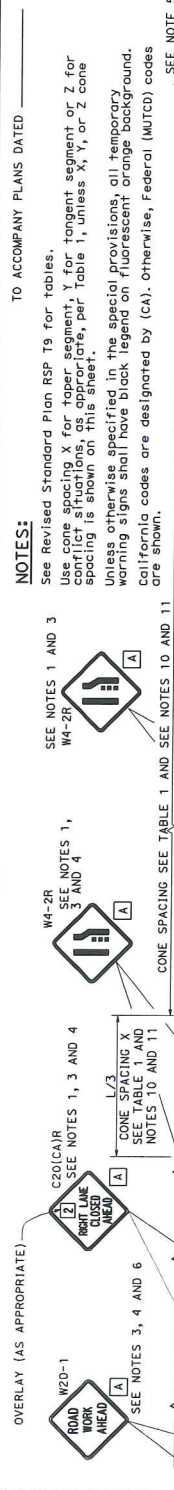
**REVISED STANDARD PLAN RSP T9**



TO ACCOMPANY PLANS DATED \_\_\_\_\_

PROJECT NO. \_\_\_\_\_ COUNTY ROUTE \_\_\_\_\_ SHEET TOTAL SHEETS \_\_\_\_\_

REGISTERED CIVIL ENGINEER  
 APRIL 19, 2013  
 PLANS APPROVED DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
 COPIES OF THIS PLAN SHEET.



**NOTES:**

- 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 closures.
- Duplicate sign installations are not required:
  - Opposite shoulder installations at least remain open to traffic.
  - In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
- Each advance warning sign on each side of the roadway shall be equipped with at least two flags for daytime closure. Each sign 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, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the closure unless the end of work or its obvious or ends within a larger project's limits.
- Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed across a traffic lane ends and every 2000' as shown on the "LANE CLOSURE" plan view. The cones shall be placed in the transverse alignment of the closed shoulder may be used from the transverse alignment to provide access to the work.
  - One flashing arrow sign for each lane closure.
  - A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the flashing arrow sign. Lane closures shall not be on a horizontal crest vertical curve or on a horizontal curve.
  - 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.
- If the W20-1 sign would follow within 2000' of a station W20-1, use a C20(CA) sign for the first advance warning sign.
  - Place a C30(CA) sign every 2000' throughout length of lane closure.
  - One flashing arrow sign for each lane closure.
  - A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the flashing arrow sign. Lane closures shall not be on a horizontal crest vertical curve or on a horizontal curve.
  - 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.
- Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed across a traffic lane ends and every 2000' as shown on the "LANE CLOSURE" plan view. The cones shall be placed in the transverse alignment of the closed shoulder may be used from the transverse alignment to provide access to the work.
  - Traffic cone
  - Flashing arrow sign (FAS)
  - FAS support or trailer
  - Portable flashing beacon
- Unless otherwise specified in the special provisions, the 2L tangent shown along the taper shall be used for each closed traffic lane.
  - Unless otherwise specified in the special provisions, the E, S, U(CA) and W4-1 signs shall be used as shown.
  - A W7-30P "NEXT MILES" plaque must be used if the shoulder closure is placed at a 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"

**LANE CLOSURE AT ENTRANCE RAMP**  
 W20-1 SEE NOTE 4  
 W4-TR SEE NOTE 14  
 C30(CA)  
 500' Max OR AT BEGINNING OF ENTRANCE RAMP

**LANE CLOSURE AT EXIT RAMP**  
 E5-1 SEE NOTE 14  
 SCL8(CA)

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS**

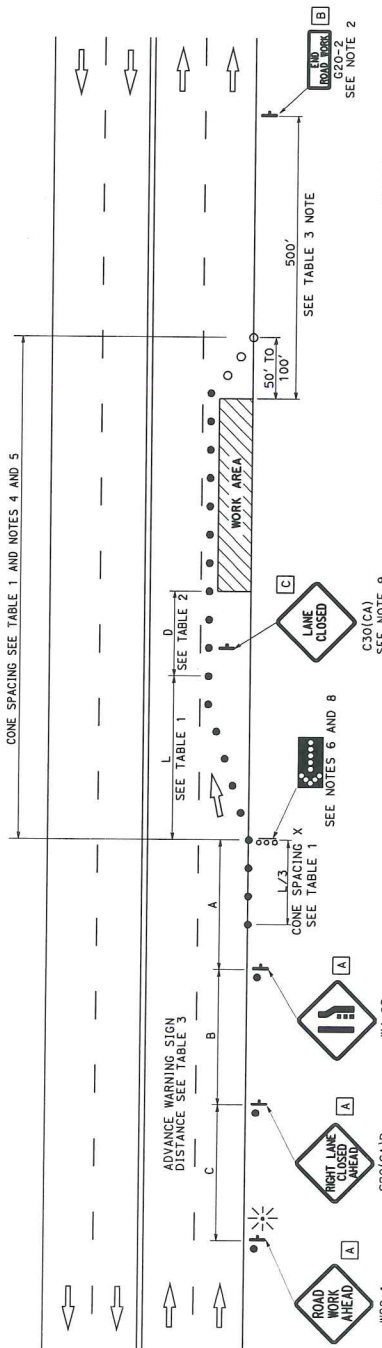
NO SCALE

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**

PROJECT COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER APRIL 19, 2013 PLANS APPROVED FOR THE STATE OF CALIFORNIA ON ITS OFFICIAL RECORDS OF THIS PLAN SHEET. OR ADVISOR SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE DATA OR THE RESULTS OF THE WORK.				

TO ACCOMPANY PLANS DATED \_\_\_\_\_



**NOTES:**

See Revised Standard Plan RSP T9 for Tables. Use cone spacing X for taper segment, Y for tangent segment or Z for cone spacing as 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**

C30(CA) SEE NOTE 9

SEE NOTES 6 AND 8

W4-2R SEE NOTES 1 AND 10

C20(CA)R SEE NOTES 1 AND 10

W20-1 SEE NOTES 1 AND 3

**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 neon-orange in color. Flashing arrow signs 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 where 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 AHEAD" sign, 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) 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**



PROJECT NO.	ROUTE	SHEET NO.	TOTAL SHEETS
1000	100	10	100

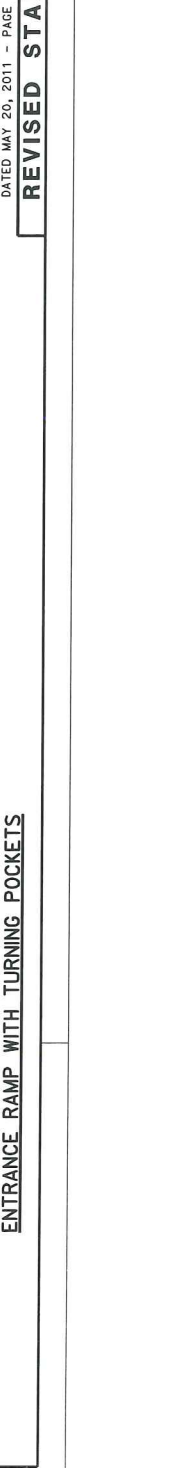
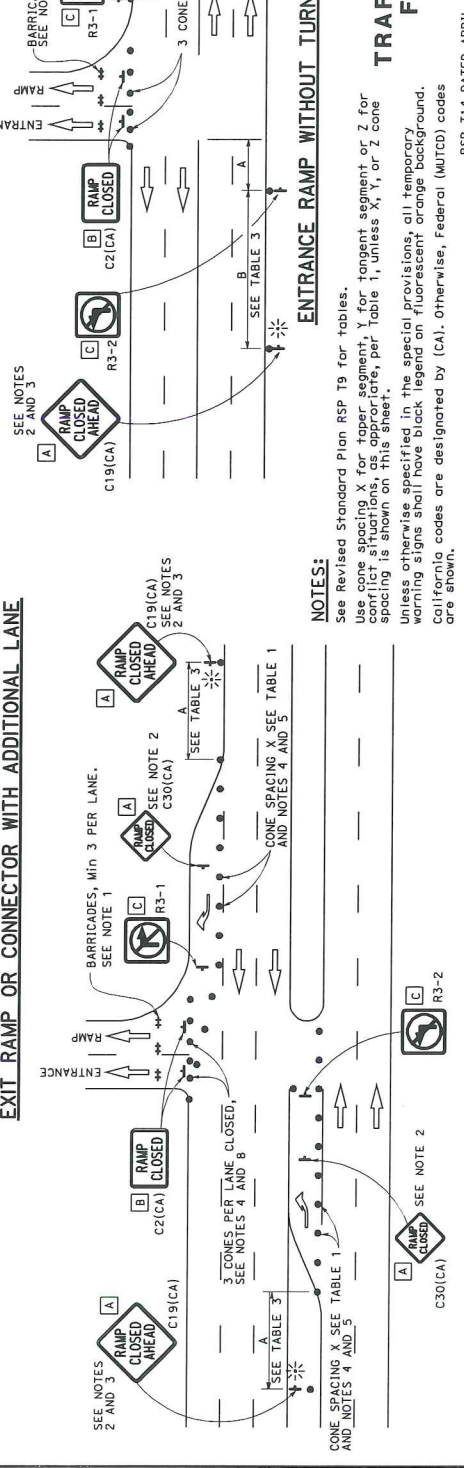
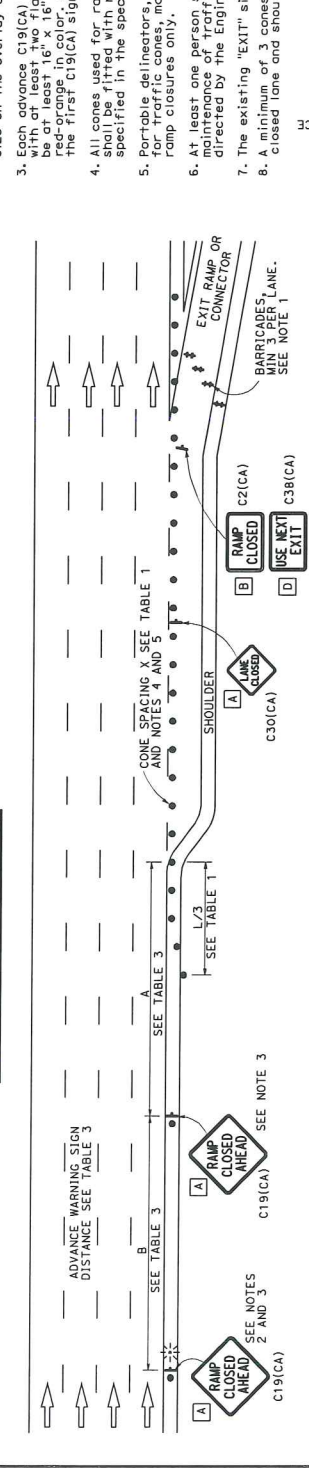
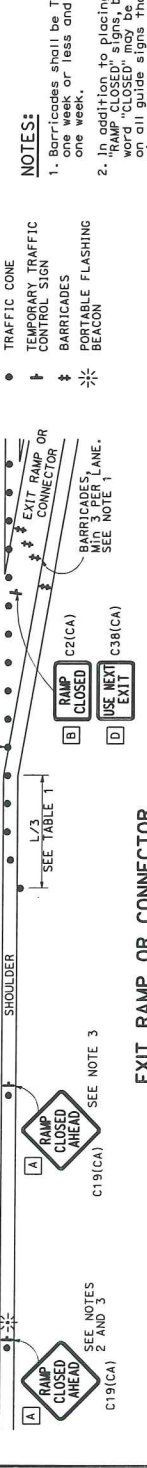
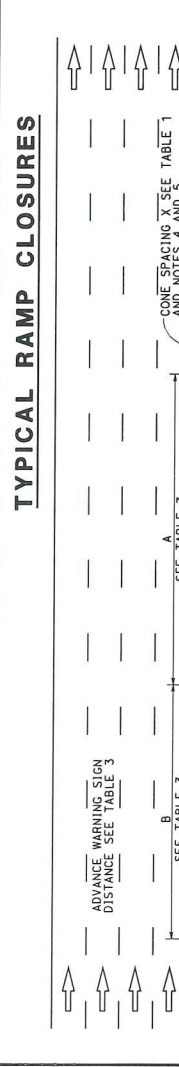
REGISTERED CIVIL ENGINEER  
 APRIL 19, 2013  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 THE OCCASION FOR WHICH THIS PLAN SHEET IS ISSUED  
 COPIES OF THIS PLAN SHEET.

**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



**NOTES:**

- Barricades shall be Type I, II, or III for closures lasting longer than one week or less and Type IV 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 inches in size and shall be orange or fluorescent red-orange in color. At least one flag 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 reflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated in the specifications, 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.

**TO ACCOMPANY PLANS DATED**

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.

**ENTRANCE RAMP WITHOUT TURNING POCKETS**

SEE NOTES 2 AND 3

SEE NOTE 2

SEE NOTE 1

SEE NOTE 2

SEE NOTE 3

SEE NOTE 4

SEE NOTE 5

**ENTRANCE RAMP WITH TURNING POCKETS**

SEE NOTES 2 AND 3

SEE NOTE 2

SEE NOTE 1

SEE NOTE 2

SEE NOTE 3

SEE NOTE 4

SEE NOTE 5



# N-E-A-T™ SYSTEM

## THE NON-REDIRECTIVE ENERGY ABSORBING TERMINAL



### OVERVIEW

The N-E-A-T System is an end treatment solution for temporary work zones. This Non-Redirective, Energy-Absorbing Terminal provides impact protection for speeds up to 70 km/h (45 mph). It meets NCHRP 350, Test Level 2 criteria for Non-Redirective Crash Cushions. The N-E-A-T System's cartridge is lightweight, weighing less than 135 kg (297 lbs.). It is compact, as well, measuring less than 3.0 meters (10 ft.) in length. The system can be installed in less than 15 minutes without the use of special tools or heavy equipment.

The N-E-A-T System consists of a unique configuration of aluminum cells encased in an aluminum shell that withstands harsh weather and environmental conditions. The basic components of the system are:

- ▶ A one piece, aluminum cartridge
- ▶ Steel backup and attachment hardware
- ▶ Steel transition panels

The system's unique design allows for easy attachment to the end of concrete barrier utilizing the barrier's existing pin and loop connection. The nose of the system is equipped with a chevron sign, which is reversible for unidirectional or bi-directional traffic. The cartridge features integrated caster wheels to aid in repositioning and resetting.

### FEATURES AND BENEFITS

- ▶ Easy installation due to very few components – takes less than 15 minutes!
- ▶ Lightweight design means superior portability – weighs less than 135 kg (297 lbs.)
- ▶ No special tools or heavy equipment required for installation.
- ▶ Integrated caster wheels aid in positioning and resetting.
- ▶ Meets NCHRP 350, Test Level 2 criteria for Non-Redirective Crash Cushions.
- ▶ Self-contained cartridge eliminates post-impact debris for easy clean-up and refurbishment.
- ▶ Anchors to portable barrier – ground anchorage not required.

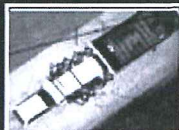
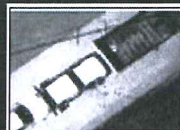


Available in Concrete Grey or Standard Safety Yellow



Durashell® Nose available to protect against nuisance impacts.

### SAVING LIVES BY DESIGN



ENERGY ABSORPTION  
SYSTEMS, INC.

WWW.ENERGYABSORPTION.COM



## EASY INSTALLATION & MAINTENANCE

The N-E-A-T System's lightweight design and few components make it ideal for temporary work zone applications. The system does not require a concrete pad. In fact, it is not even anchored to the ground. Rather, it is anchored to the concrete barrier using the barrier's own connection for attachment. The N-E-A-T System is installed using four easy steps:



Steel brackets and backup plates are attached to the loops at the end of the concrete barrier with a unique wedge and threaded rod connection.



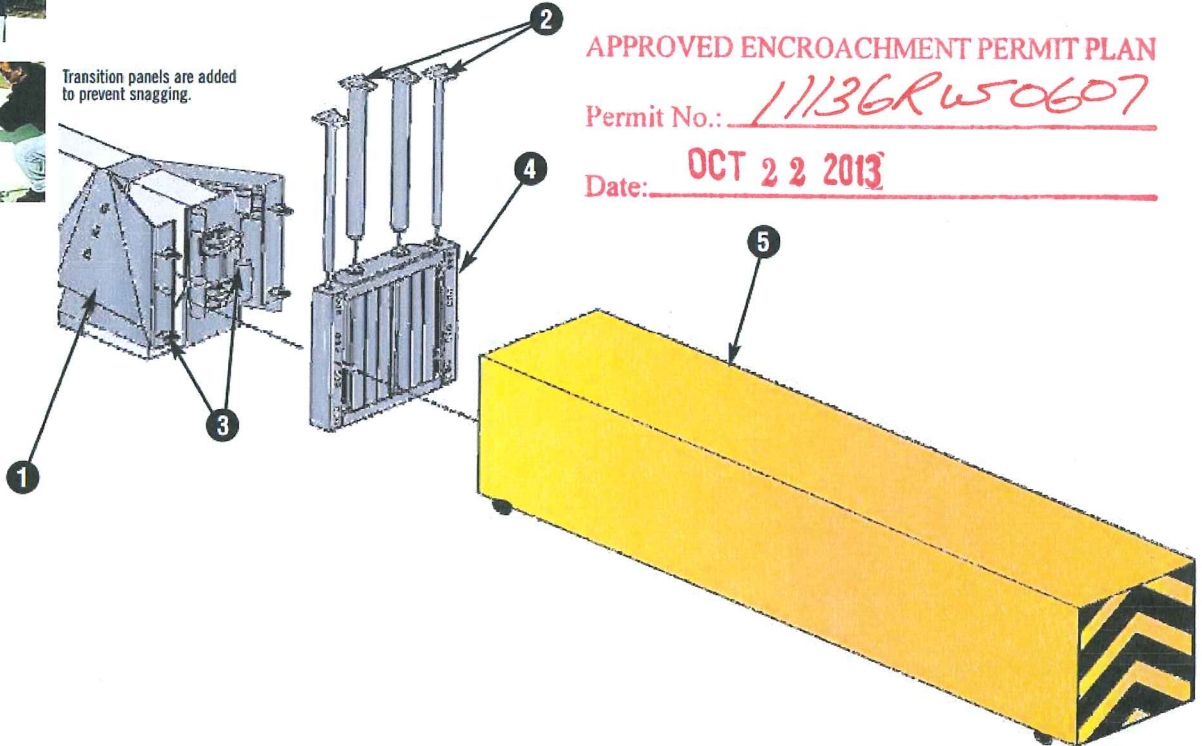
A steel collar is placed over the barrier end.



The aluminum cartridge is wheeled into position and steel pins are used to secure it.



Transition panels are added to prevent snagging.



## SPECIFICATIONS

Length	2960 mm (116- 7/16 in.)
Width	570 mm (22-1/2 in.)
Height	810 mm (32 in.)
Weight	135 kg (297 lbs.)

- 1 TRANSITION PANELS
- 2 CONNECTING PINS
- 3 ATTACHMENT HARDWARE
- 4 BACKUP
- 5 CARTRIDGE

APPROVED ENCROACHMENT PERMIT PLAN

Permit No.: 11136Rw50607

Date: OCT 22 2013



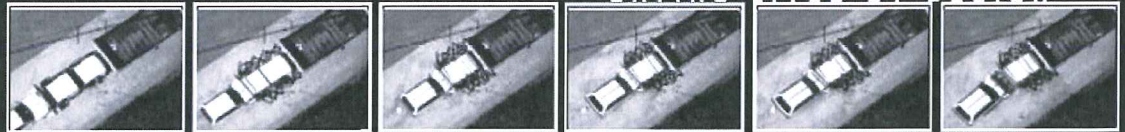
WWW.QUIXTRANS.COM



ENERGY ABSORPTION  
SYSTEMS, INC.

35 East Wacker Drive • Chicago, IL 60601  
Tel: (312) 467-6750 • Fax: (312) 467-9625  
www.energyabsorption.com

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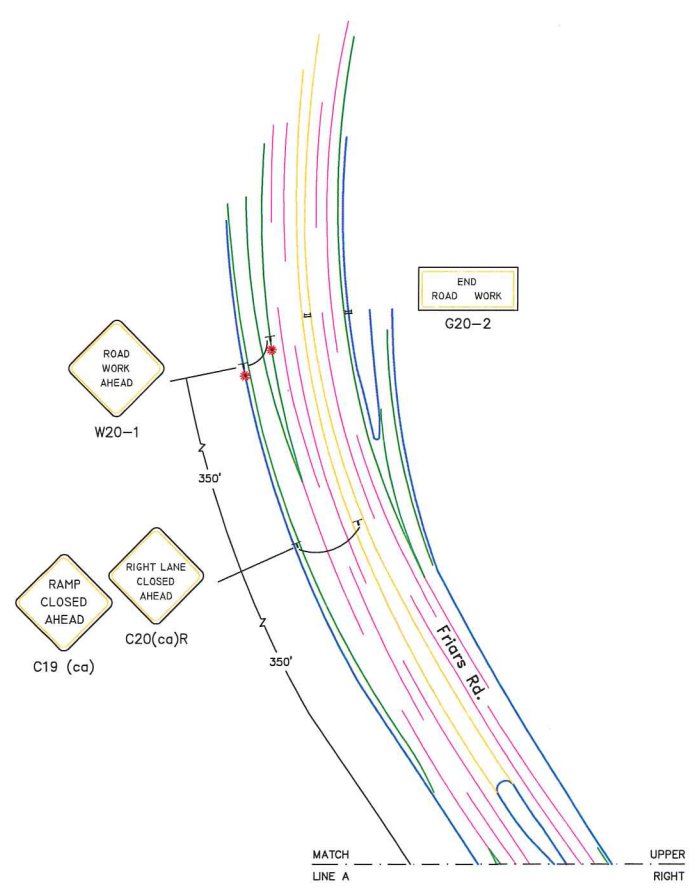
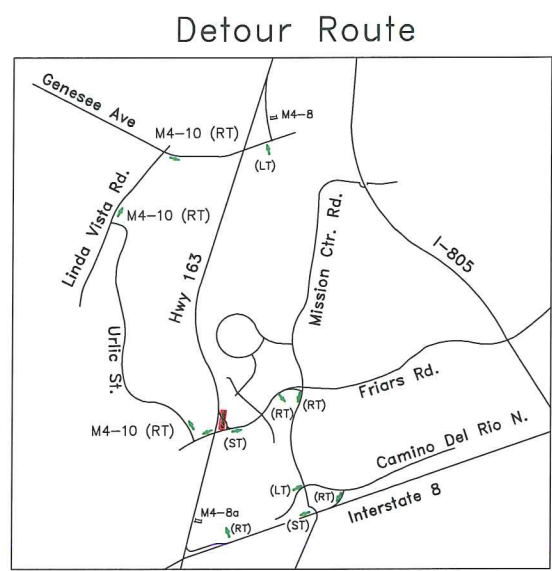
Distributed By:

General specifications for the N-E-A-T System are subject to change without notice to reflect improvements and upgrades. Additional information is available in the Product Manual for this system. Contact Energy Absorption Systems for details.



# Phase A

Night Time Hours:  
 Sunday - Thursday  
 Ramp Closures - 10pm-5am  
 Lane Closures - 9pm-5am

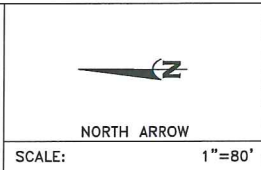


**\* Additional Note \***  
 Once the K-rail's been installed, the lane closures will be removed.

**\*\* NOTES \*\***  
 W20-1 & G20-2 SIGNS SHALL BE PLACED ON ANY AFFECTED CROSS STREETS 150' FROM INTERSECTION, OR WITHIN THE AVAILABLE DISTANCES. CONTRACTOR TO PROVIDE ACCESS TO DRIVEWAYS, PEDS. & BICYCLISTS AT ALL TIMES.  
 C30 (LANE CLOSED) SIGNS WILL BE PLACED JUST PAST EACH INTERSECTION AND OR MID-BLOCK IN INCREMENTS OF 1000'.  
 TEMPORARY NO PARKING SIGNS SHALL BE POSTED A MIN. OF 72 HOURS IN ADVANCE.  
 ALL TRAVEL LANES ARE TO BE A MIN. OF 12' WIDE; 14' WIDE W/BIKE LANE USE SAME TYPICAL TOP FOR BOTH SIDES OF THE ROAD.  
 ALL TRAFFIC PLANS CONFORM TO THE LATEST EDITIONS OF THE 2012 MUTCD + CA SUPPLEMENT  
 Eye Contact shall be maintained between flagmen, or use 2-way radio communications at all times.

APPROVED ENCROACHMENT PERMIT PLAN  
 Permit No.: 11136R50607  
 Date: OCT 22 2013

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**LEGEND**

FLASHING BEACON	✱
DIRECTION OF TRAVEL	→
PORTABLE SIGN	□
TRAFFIC CONE	○
BARRICADE	■
FLAGGER	⚠
FLASHING ARROW SIGN	↔
WORKING AREA	▨
TRAFFIC SIGNAL	Ⓢ

UNION & NON-UNION OPERATED  
**Pro Traffic Services & So cal Elite Traffic Services**  
 263 E. CLAREMONT ST. SAN MARCOS, CA 92078  
 (760) 744-7056 (760) 744-7422  
 Let the power of 2 work for you!

PLANS PREPARED BY:  
 NAME: JASON TODD DATE: 9.14.2013  
 AGENCY: PRO TRAFFIC SERVICES PHONE: 760.744.7056  
 REVISION DATE: 10.8.2013 JT  
 REVISION DATE: 10.9.2013 JT  
 REVISION DATE: 10.20.2013 JT

**Caltrans & City of San Diego**  
 WORKSITE TRAFFIC CONTROL PLAN  
 FRIARS RD. & HWY. 163  
 WIRE STRINGING OPERATION  
 TRAFFIC CONTROL PLAN

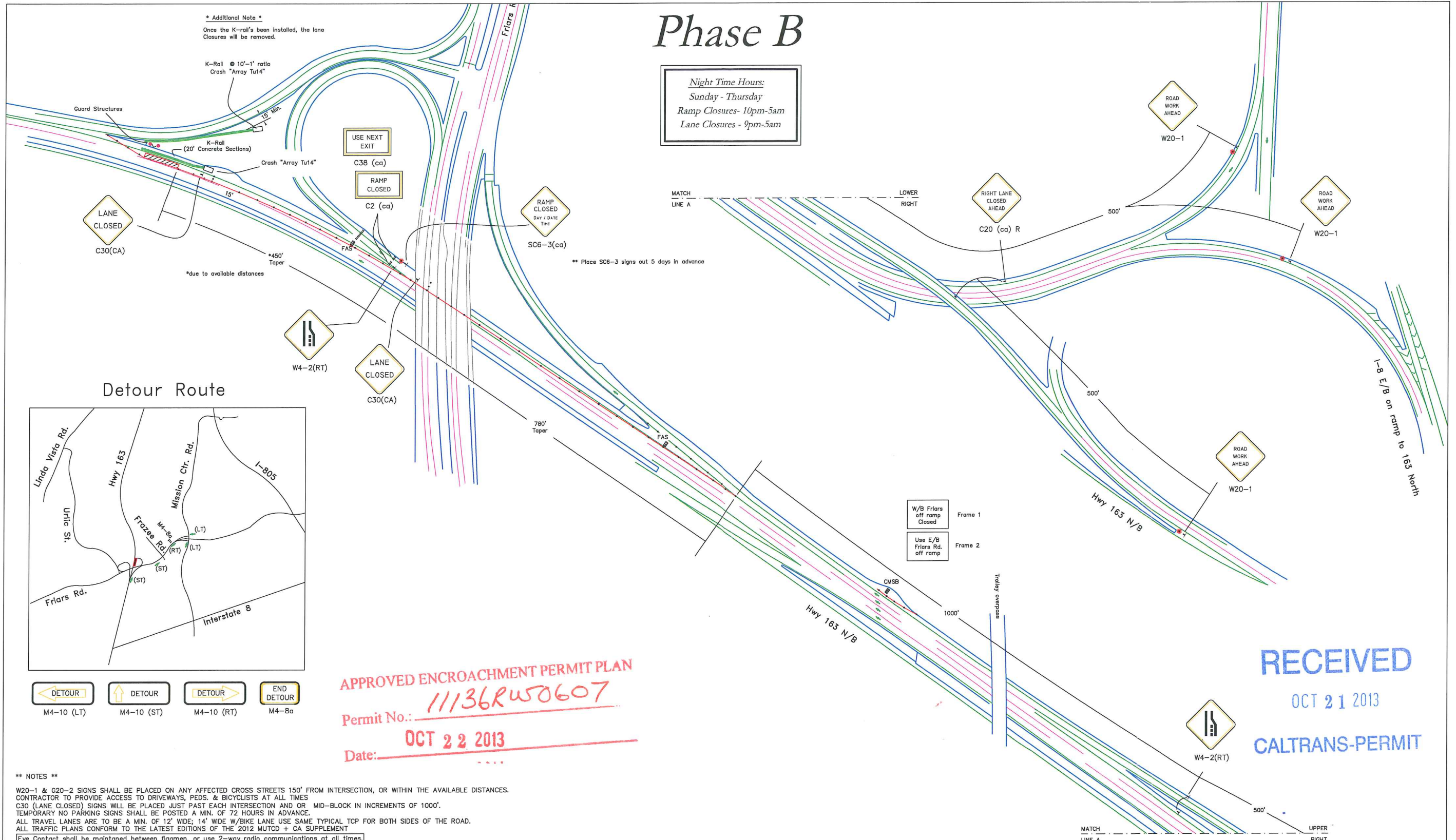
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 WORK ORDER: 2982355  
 PROJECT #: 156960-090  
 TCP# 2430  
 PERMIT #  
 SHEET: 1 OF 2



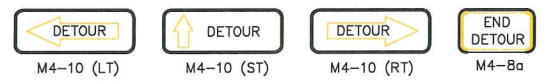
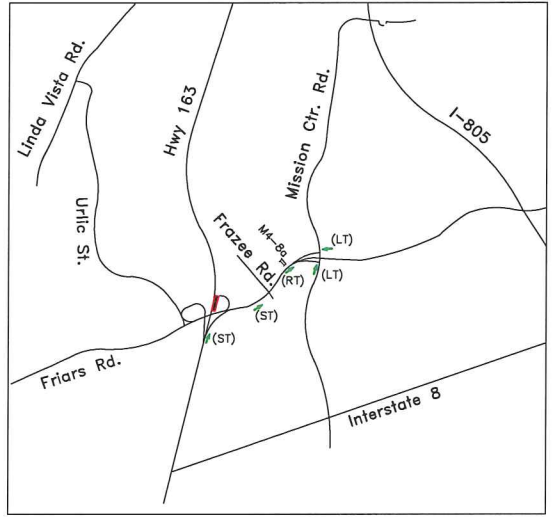
# Phase B

**Night Time Hours:**  
 Sunday - Thursday  
 Ramp Closures - 10pm-5am  
 Lane Closures - 9pm-5am

**\* Additional Note \***  
 Once the K-roll's been installed, the lane Closures will be removed.



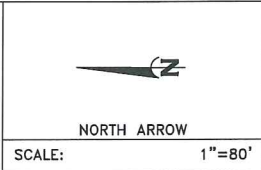
## Detour Route



**APPROVED ENCROACHMENT PERMIT PLAN**  
 Permit No.: 11136RW50607  
 Date: OCT 22 2013

**RECEIVED**  
 OCT 21 2013  
**CALTRANS-PERMIT**

**\*\* NOTES \*\***  
 W20-1 & G20-2 SIGNS SHALL BE PLACED ON ANY AFFECTED CROSS STREETS 150' FROM INTERSECTION, OR WITHIN THE AVAILABLE DISTANCES.  
 CONTRACTOR TO PROVIDE ACCESS TO DRIVEWAYS, Peds. & BICYCLISTS AT ALL TIMES  
 C30 (LANE CLOSED) SIGNS WILL BE PLACED JUST PAST EACH INTERSECTION AND OR MID-BLOCK IN INCREMENTS OF 1000'.  
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 ALL TRAVEL LANES ARE TO BE A MIN. OF 12' WIDE; 14' WIDE W/BIKE LANE USE SAME TYPICAL TOP FOR BOTH SIDES OF THE ROAD.  
 ALL TRAFFIC PLANS CONFORM TO THE LATEST EDITIONS OF THE 2012 MUTCD + CA SUPPLEMENT  
 [Eye Contact shall be maintained between flagmen, or use 2-way radio communications at all times.]



LEGEND	
FLASHING BEACON	⊛
DIRECTION OF TRAVEL	→
PORTABLE SIGN	□
TRAFFIC CONE	○
BARRICADE	■
FLAGGER	⚡
FLASHING ARROW SIGN	↔
WORKING AREA	▨
TRAFFIC SIGNAL	⊠

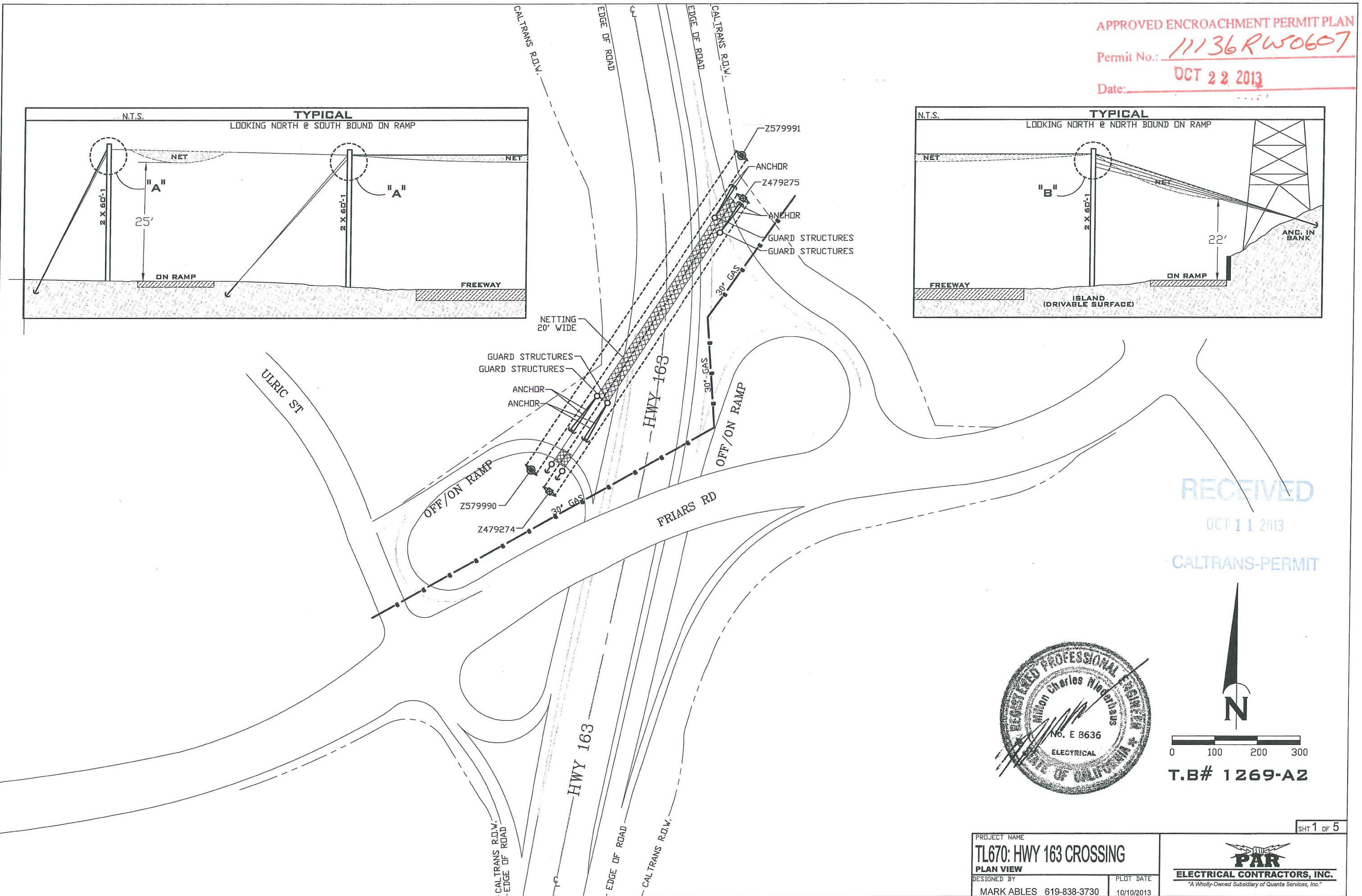
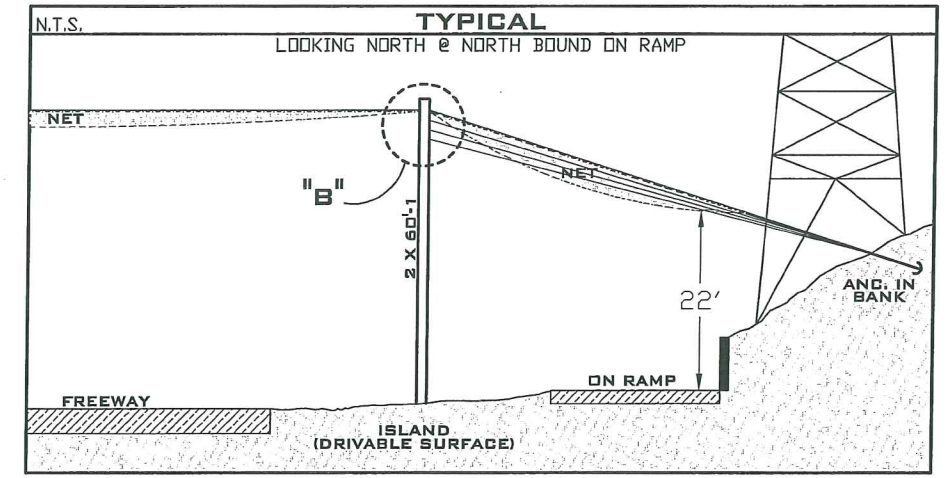
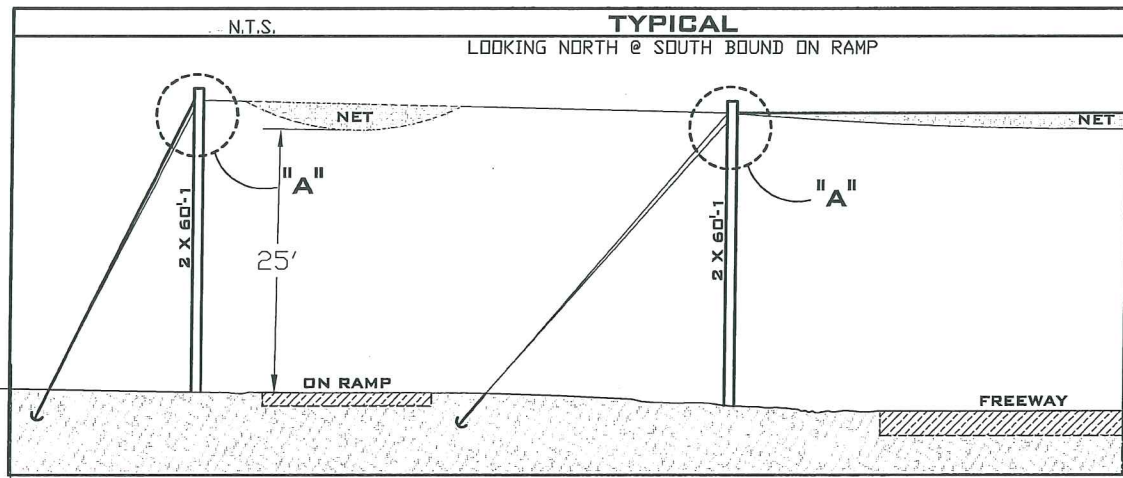
UNION & NON-UNION OPERATED  
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 203 E. CARMEL ST. SAN MARCOS, CA 92078  
 (760) 744-7056 (760) 744-7022  
 Let the power of 2 work for you!

PLANS PREPARED BY:  
 NAME: JASON TODD DATE: 9.14.2013  
 AGENCY: PRO TRAFFIC SERVICES PHONE: 760.744.7056  
 REVISION DATE: 10.8.2013 JT  
 REVISION DATE: 10.9.2013 JT  
 REVISION DATE: 10.20.2013 JT

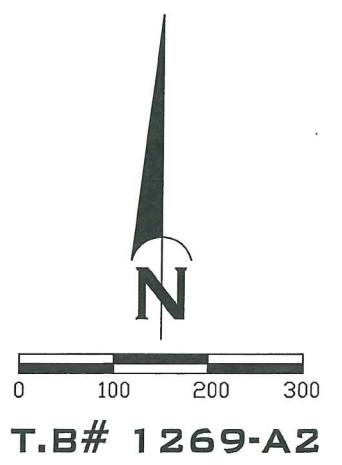
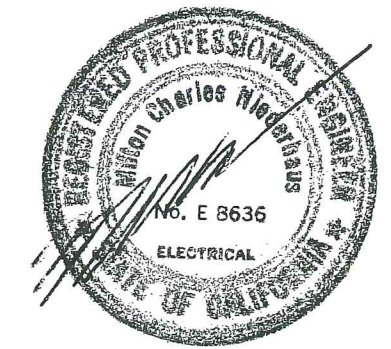
**Caltrans & City of San Diego**  
 WORKSITE TRAFFIC CONTROL PLAN  
 FRIARS RD. & HWY. 163  
 WIRE STRINGING OPERATION  
 TRAFFIC CONTROL PLAN

PAR: # 0532798  
 WORK ORDER: 2982355  
 PROJECT #: 156960-090  
 TCP# 2430  
 PERMIT #  
 SHEET: 2 OF 2





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T.B# 1269-A2

PROJECT NAME <b>TL670: HWY 163 CROSSING</b>
PLAN VIEW
DESIGNED BY MARK ABLES 619-838-3730
PLLOT DATE 10/10/2013

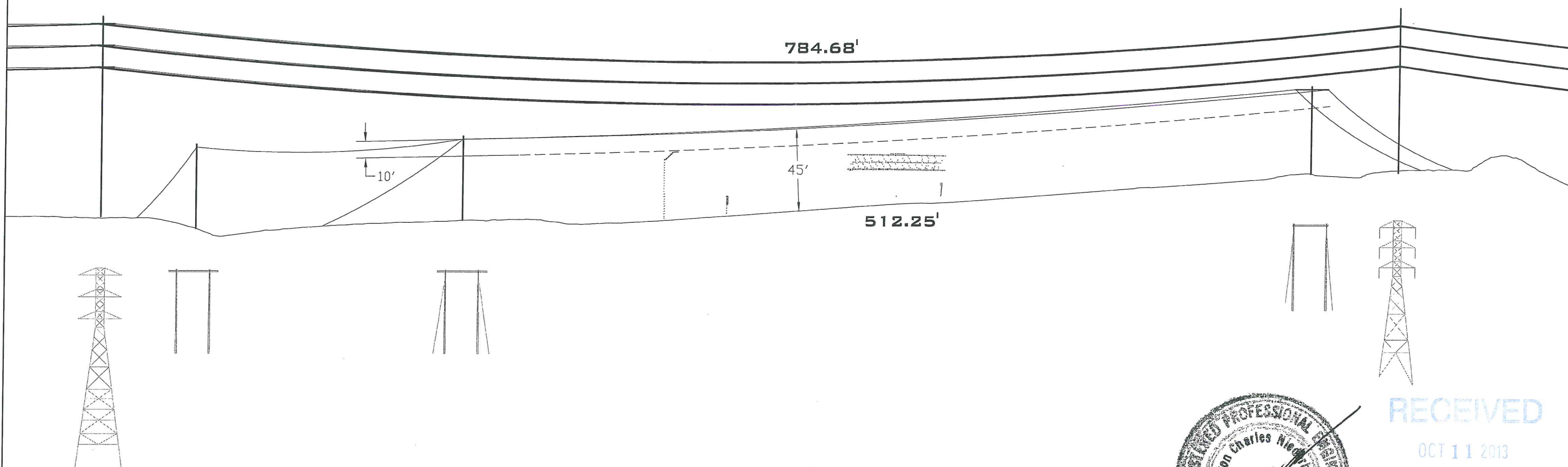
**PAR**  
ELECTRICAL CONTRACTORS, INC.  
\*A Wholly-Owned Subsidiary of Quanta Services, Inc.\*



APPROVED ENCROACHMENT PERMIT PLAN

Permit No.: 11136RW0607

Date: OCT 22 2013




LOOKING NORTH

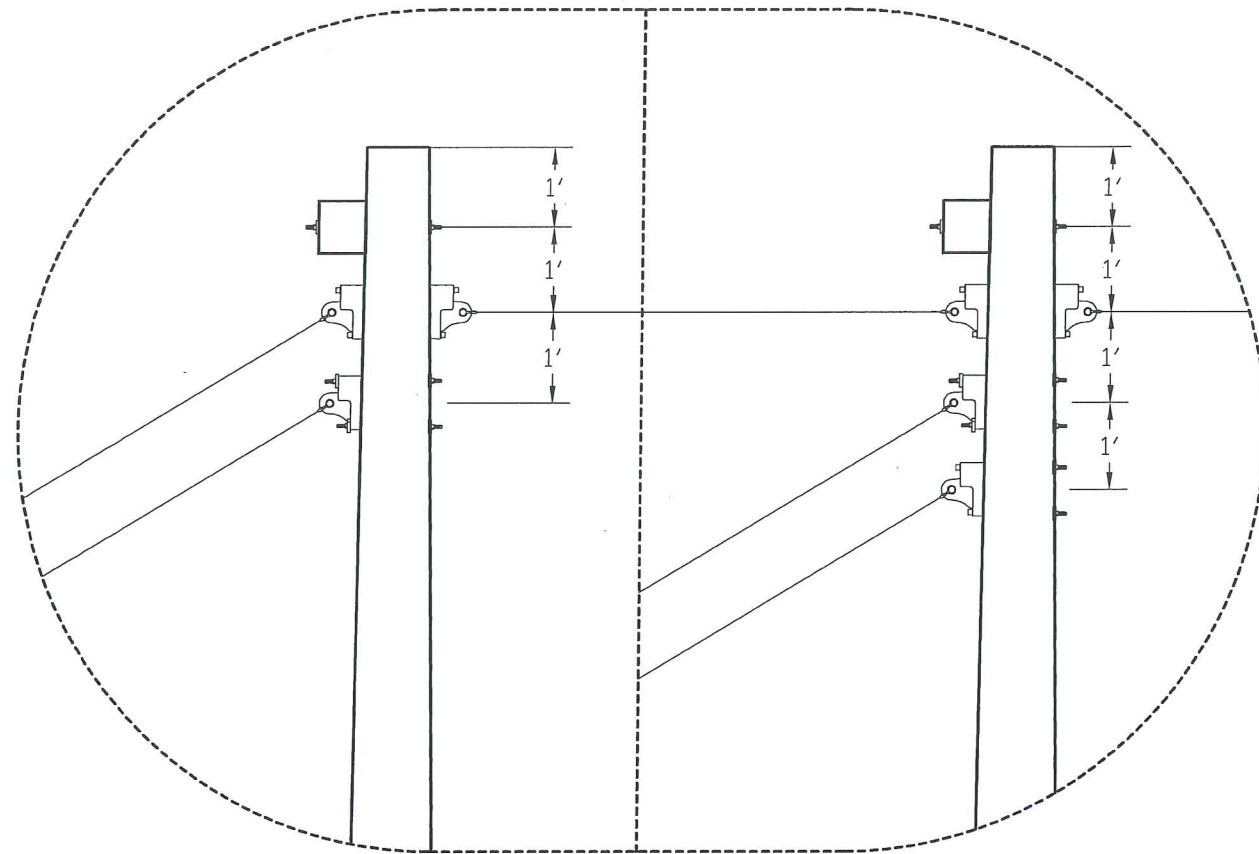


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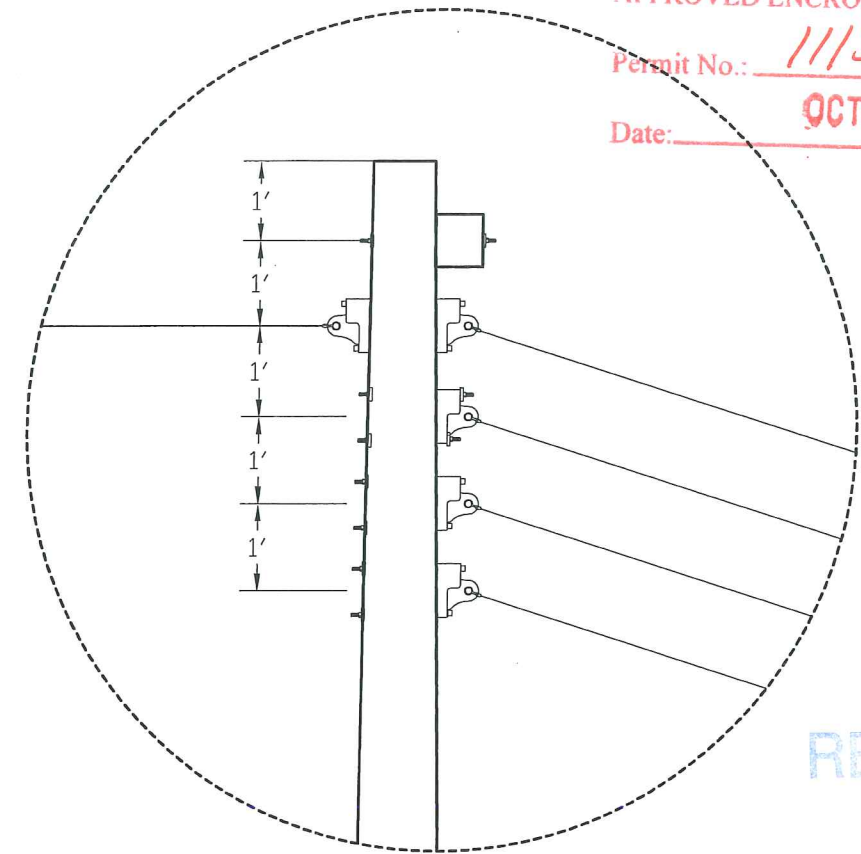


SHT 2 OF 5

PROJECT NAME <b>TL670: HWY 163 CROSSING</b>		 <b>PAR</b> ELECTRICAL CONTRACTORS, INC. <small>"A Wholly-Owned Subsidiary of Quanta Services, Inc."</small>
DESIGNED BY MARK ABLES 619-838-3730	PLOT DATE 10/10/2013	



**PROFILE "A" DETAIL**

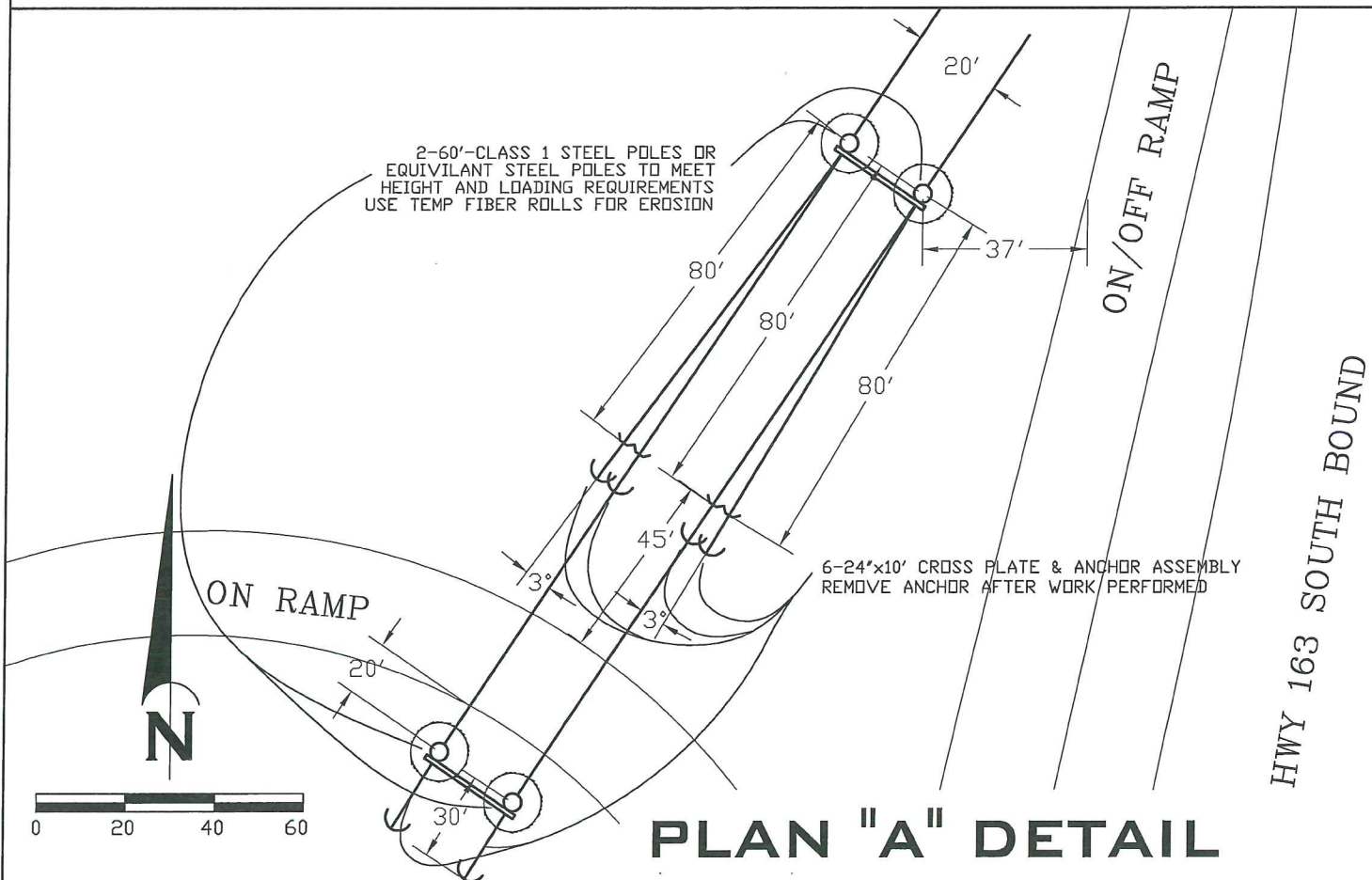


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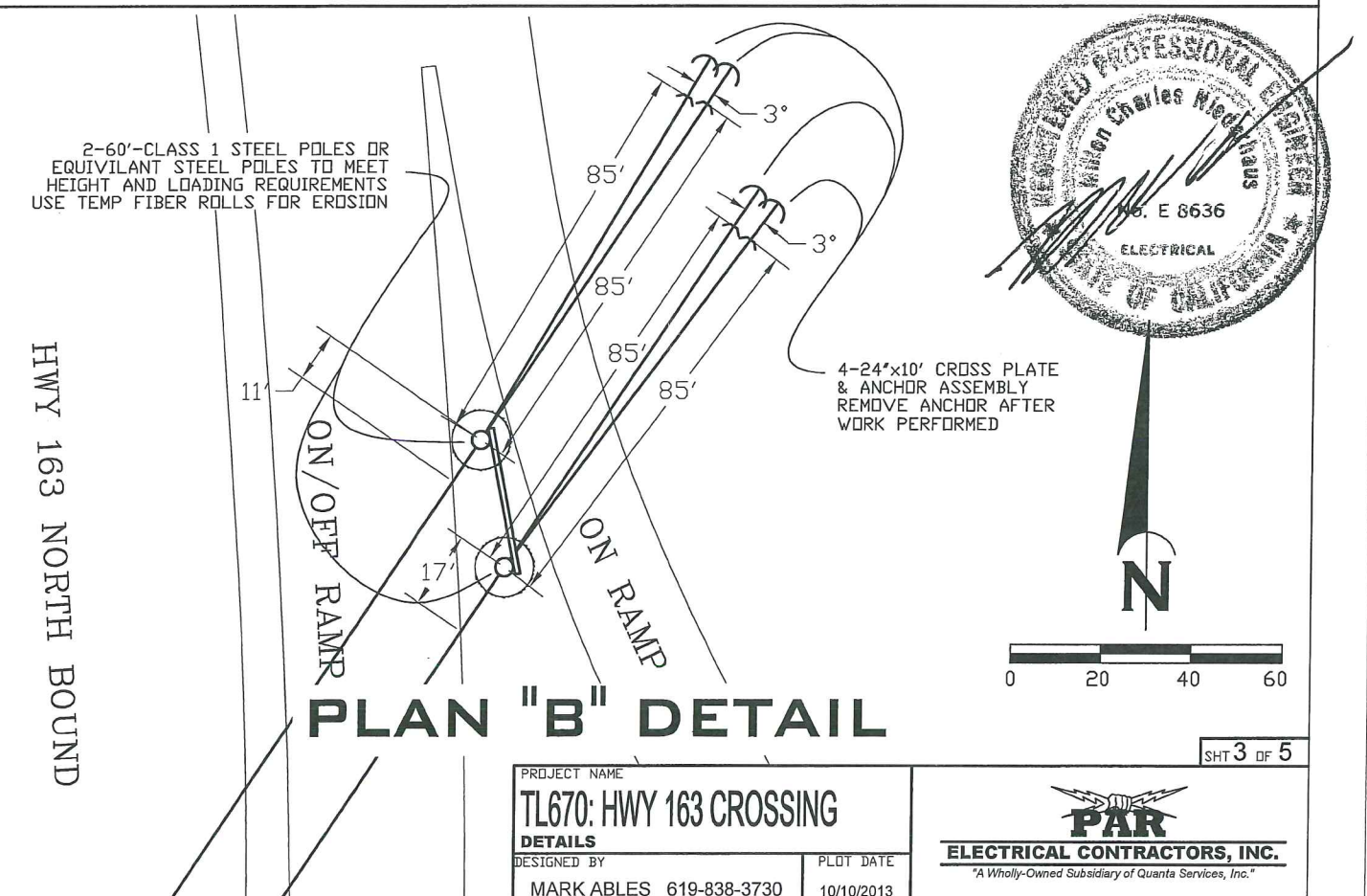
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OCT 11 2013

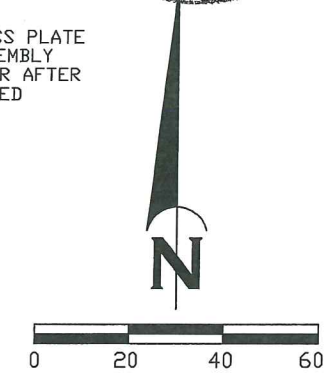
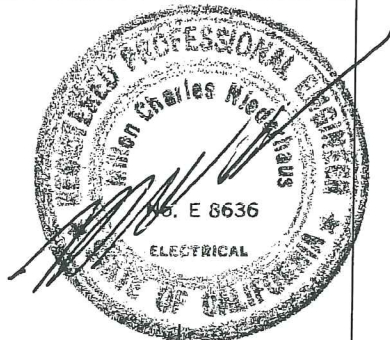
CALTRANS-PERMIT




**PLAN "A" DETAIL**

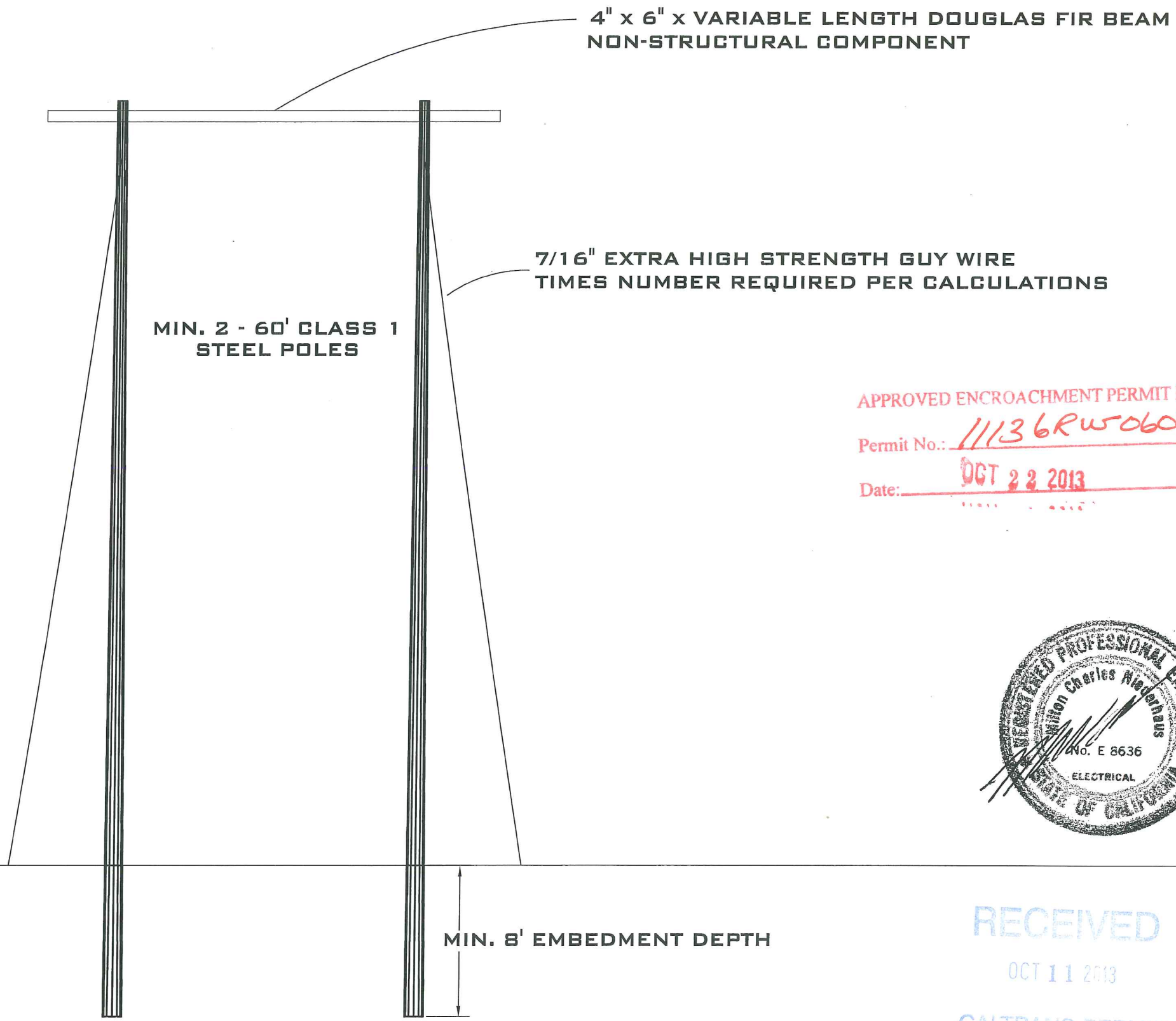


**PLAN "B" DETAIL**



PROJECT NAME <b>TL670: HWY 163 CROSSING</b>		 <b>PAR</b> <b>ELECTRICAL CONTRACTORS, INC.</b> <small>"A Wholly-Owned Subsidiary of Quanta Services, Inc."</small>
DESIGNED BY MARK ABLES 619-838-3730	PLOT DATE 10/10/2013	






APPROVED ENCROACHMENT PERMIT PLAN  
 Permit No.: 11136RW0607  
 Date: OCT 22 2013



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 OCT 11 2013  
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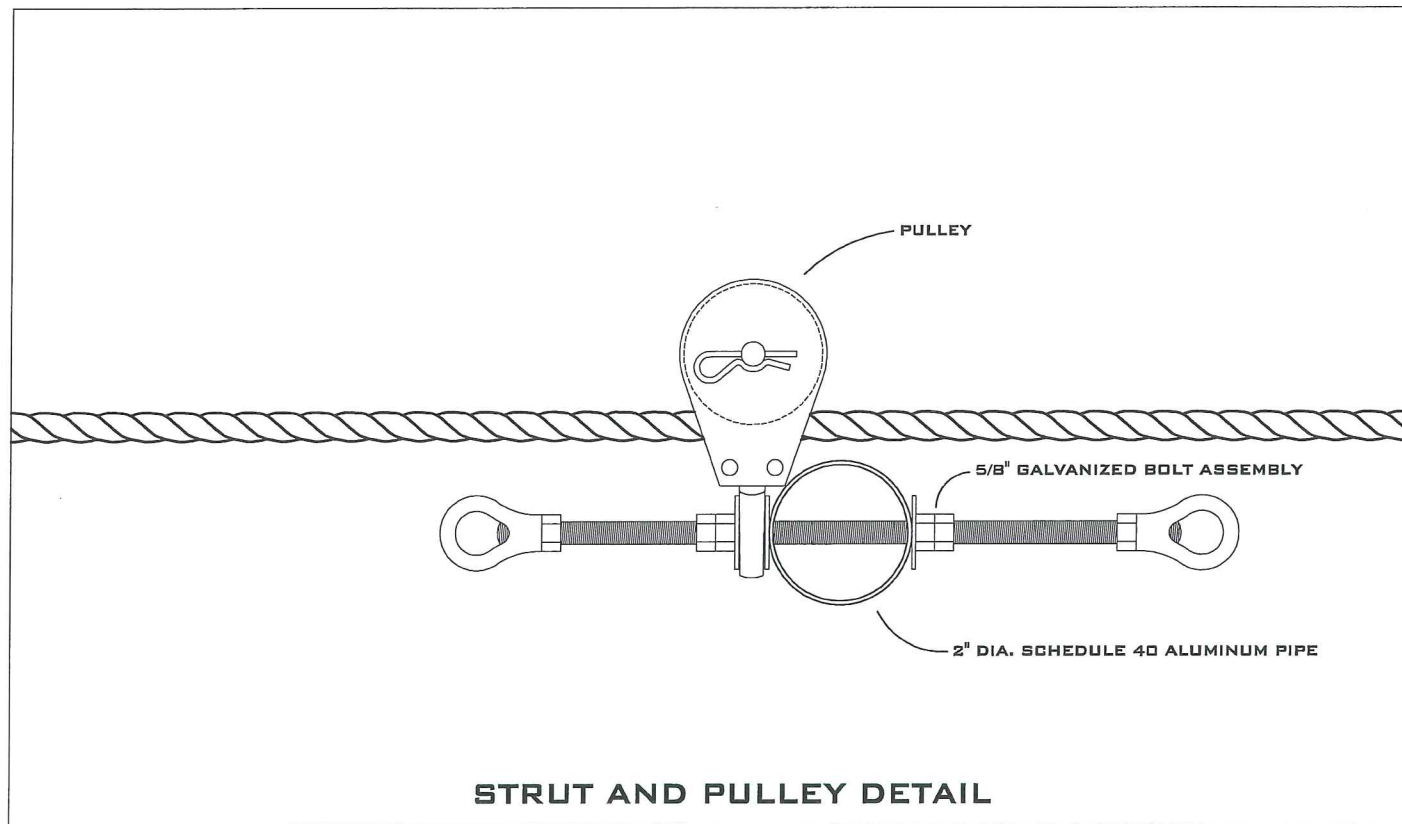
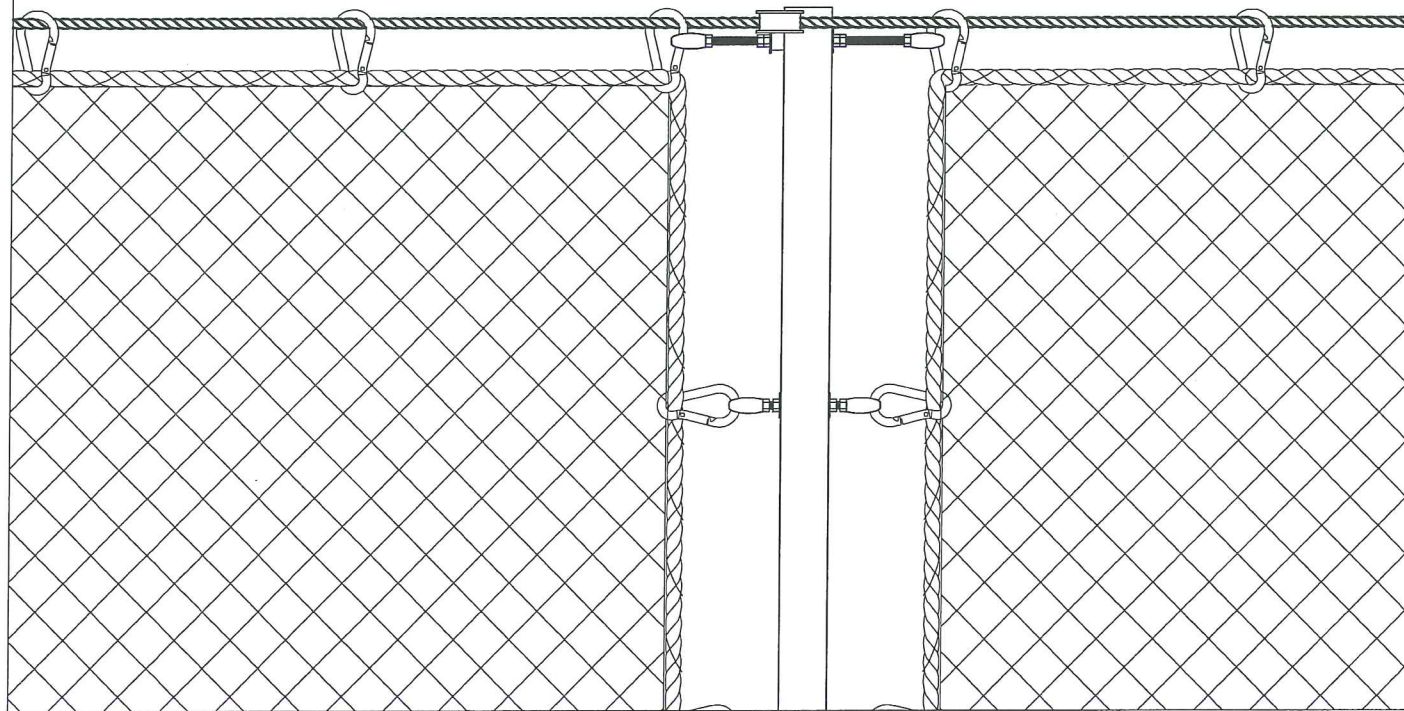
**STRUCTURE TYPICAL**

PROJECT NAME <b>TL670: HWY 163 CROSSING</b>		 <b>ELECTRICAL CONTRACTORS, INC.</b> <small>"A Wholly-Owned Subsidiary of Quanta Services, Inc."</small>
DESIGNED BY MARK ABLES 619-838-3730	PROFILE VIEW PLOT DATE 10/10/2013	



**STRUT WITH NETTING**

INSERT STRUT EVERY 100'



**STRUT AND PULLEY DETAIL**

**NETTING AND STRUT DETAIL**

**NETTING DETAIL AND FASTENING  
NETTING SECTIONS 20' X 20'**

APPROVED ENCROACHMENT PERMIT PLAN

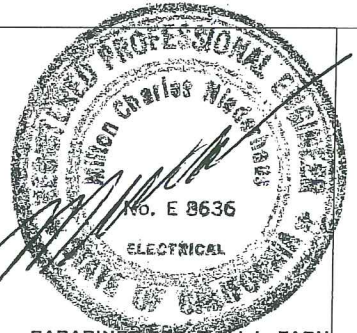
Permit No.: 11136RW0607

Date: OCT 22 2013

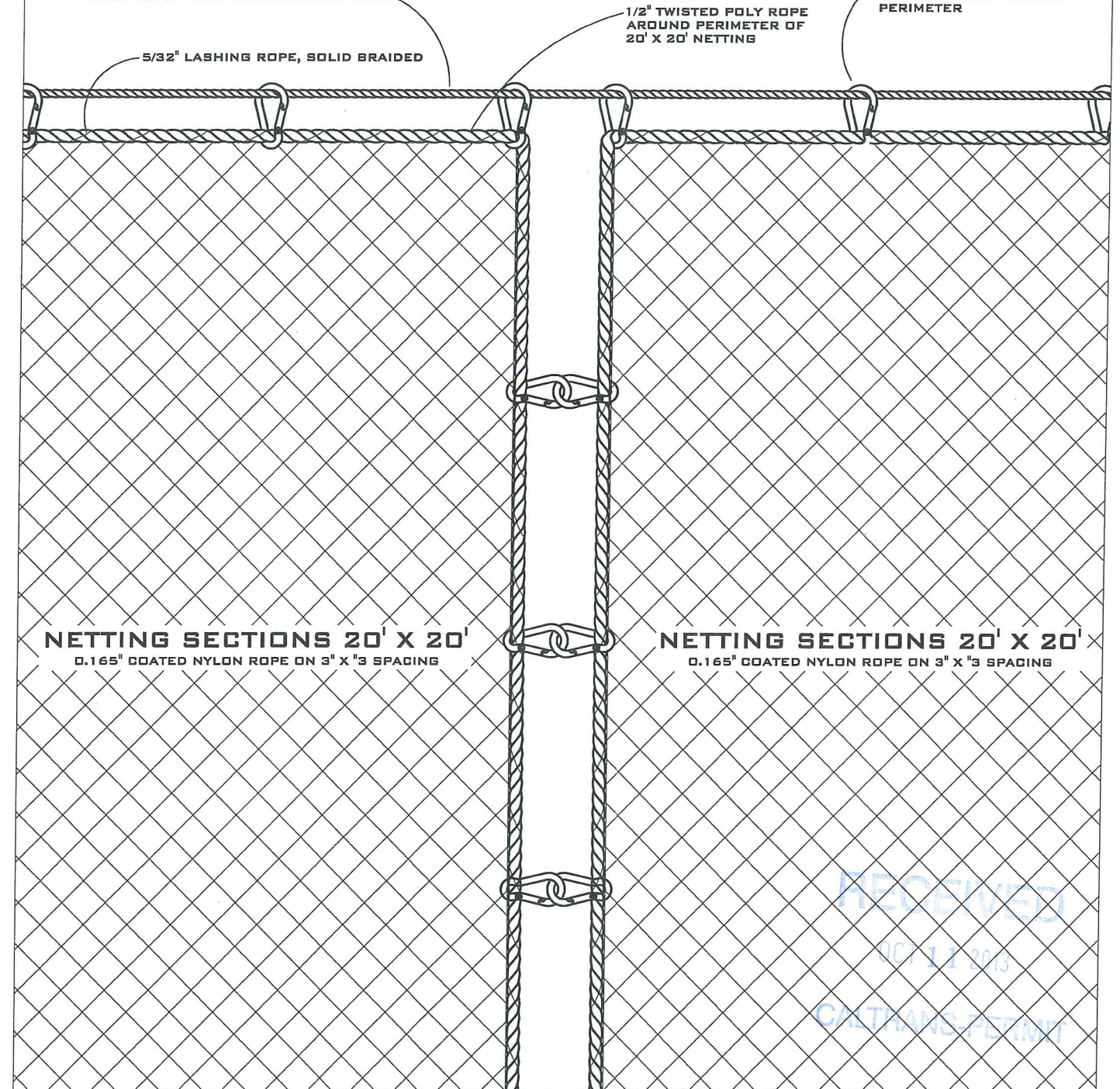
7/16" EXTRA HIGH STRENGTH GUY WIRE

5/32" LASHING ROPE, SOLID BRAIDED

1/2" TWISTED POLY ROPE  
AROUND PERIMETER OF  
20' X 20' NETTING




CARABINER 600 LB W.L.L. EACH  
INSTALL EVERY 2' ALONG  
PERIMETER

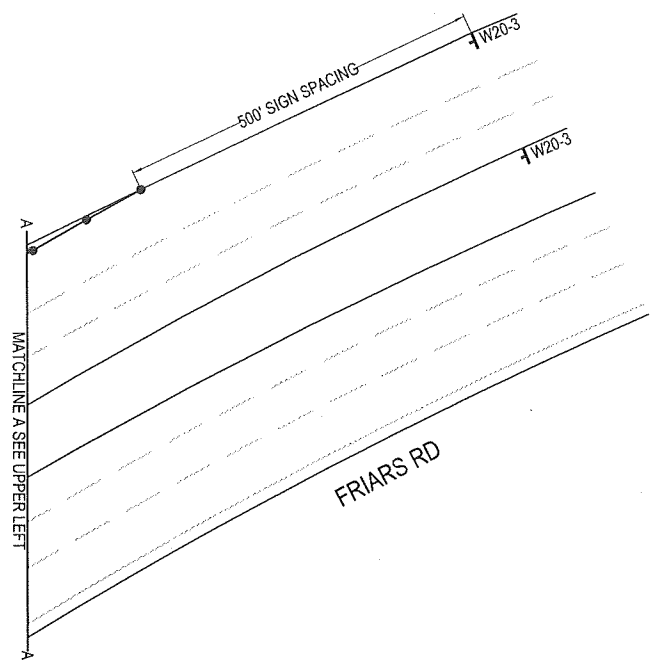
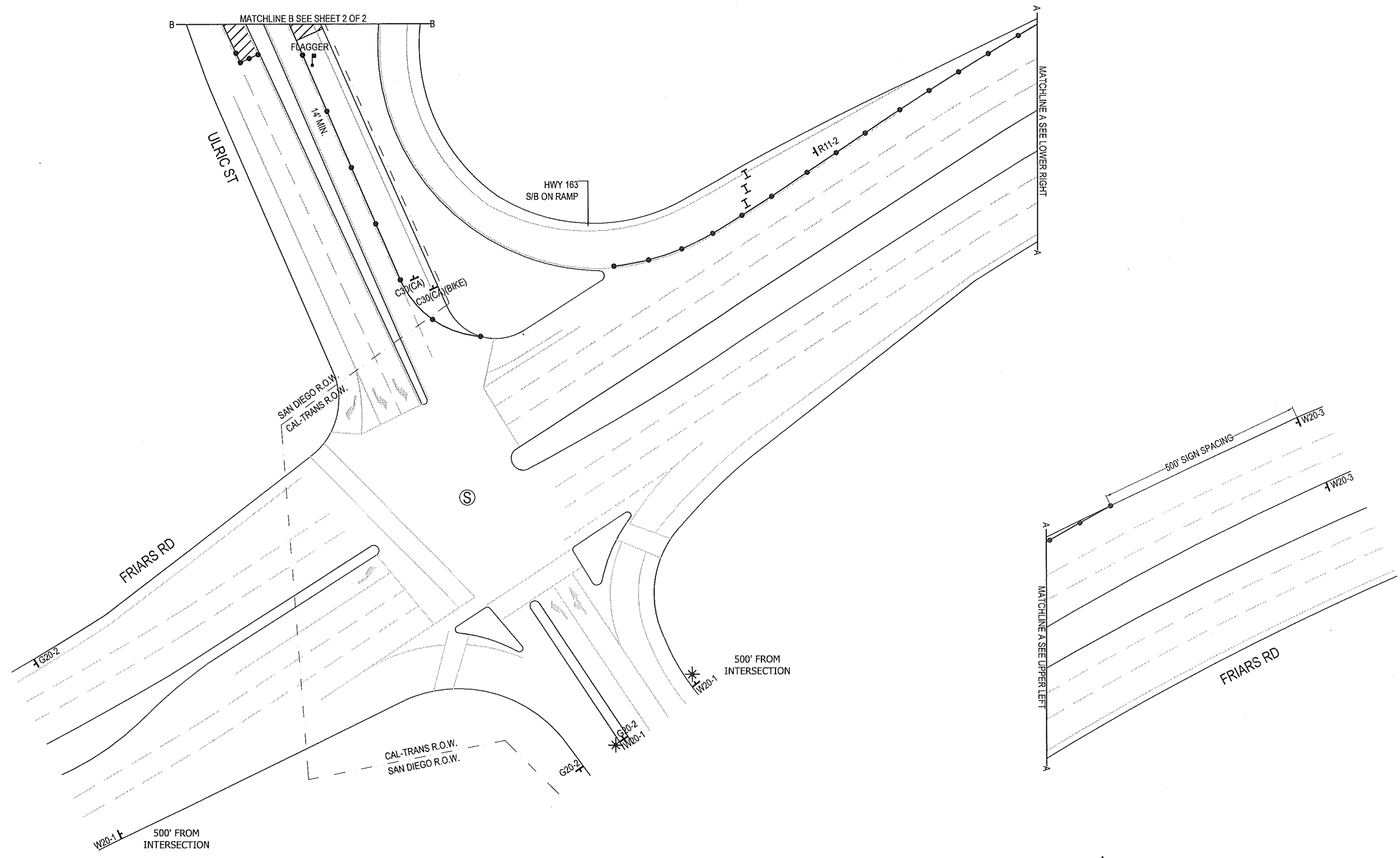
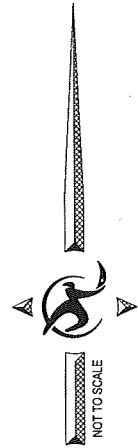



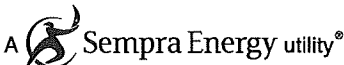
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OCT 11 2013  
CALTRANS PERMIT

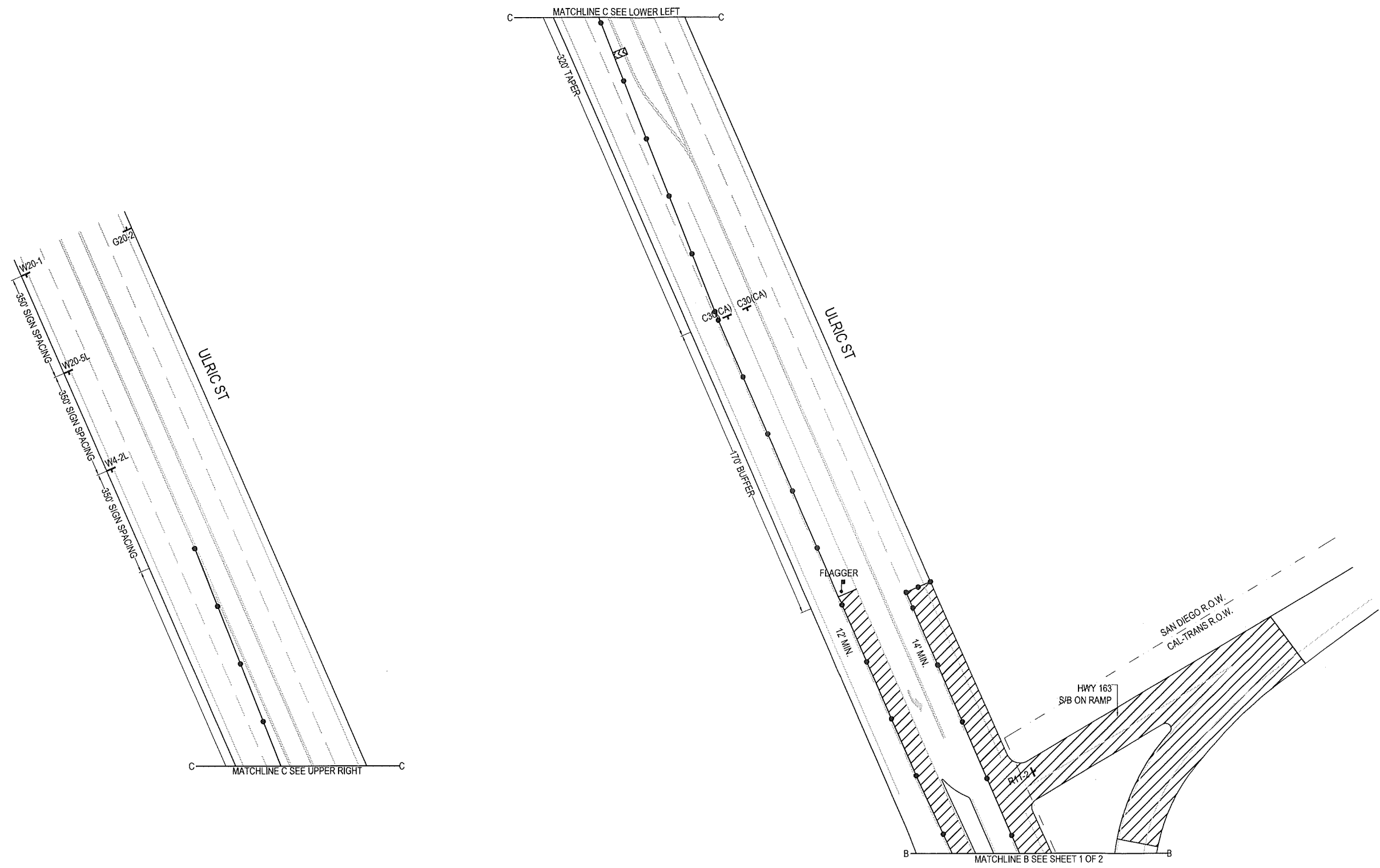
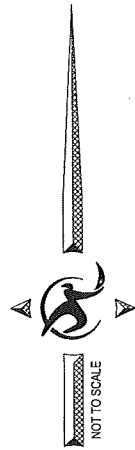
SHT 5 OF 5



PROJECT NAME <b>TL670: HWY 163 CROSSING</b>		 <b>PAR</b> <b>ELECTRICAL CONTRACTORS, INC.</b> <small>"A Wholly-Owned Subsidiary of Quanta Services, Inc."</small>
PROFILE VIEW DESIGNED BY MARK ABLES 619-838-3730	PLOT DATE 10/10/2013	



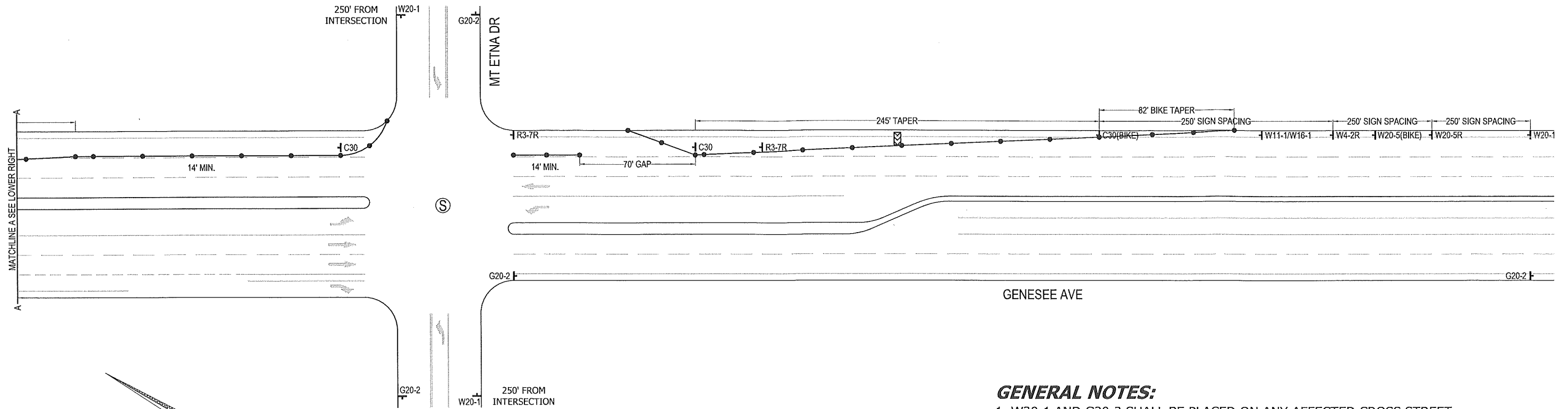


LEGEND							 			TRAFFIC CONTROL PLANS	
CONE	•	SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE	CONE SPACING				SDG&E DPSS# 156960 - 010	
SIGN	T	25 MPH	150'	125'	55'	25'					
FLAGGER	F	30 MPH	200'	180'	85'	30'					
WORKING AREA	▨	35 MPH	250'	245'	120'	35'					
TRAFFIC DIRECTION	→	40 MPH	350'	320'	170'	40'					
SIGNALIZED INTERSECTION	⊙	45 MPH	500'	540'	220'	45'	CREATED BY	PHONE #	DATE DRAWN		
FLASHING ARROW SIGN (FAS)	⊞	50 MPH	500'	600'	280'	50'	JUAN FIERRO	(858) 636-5589	10-29-12		
PORTABLE FLASHING BEACON	*	55 MPH	500'	660'	335'	55'				TB 1269 - A2	SHEET 1 OF 2



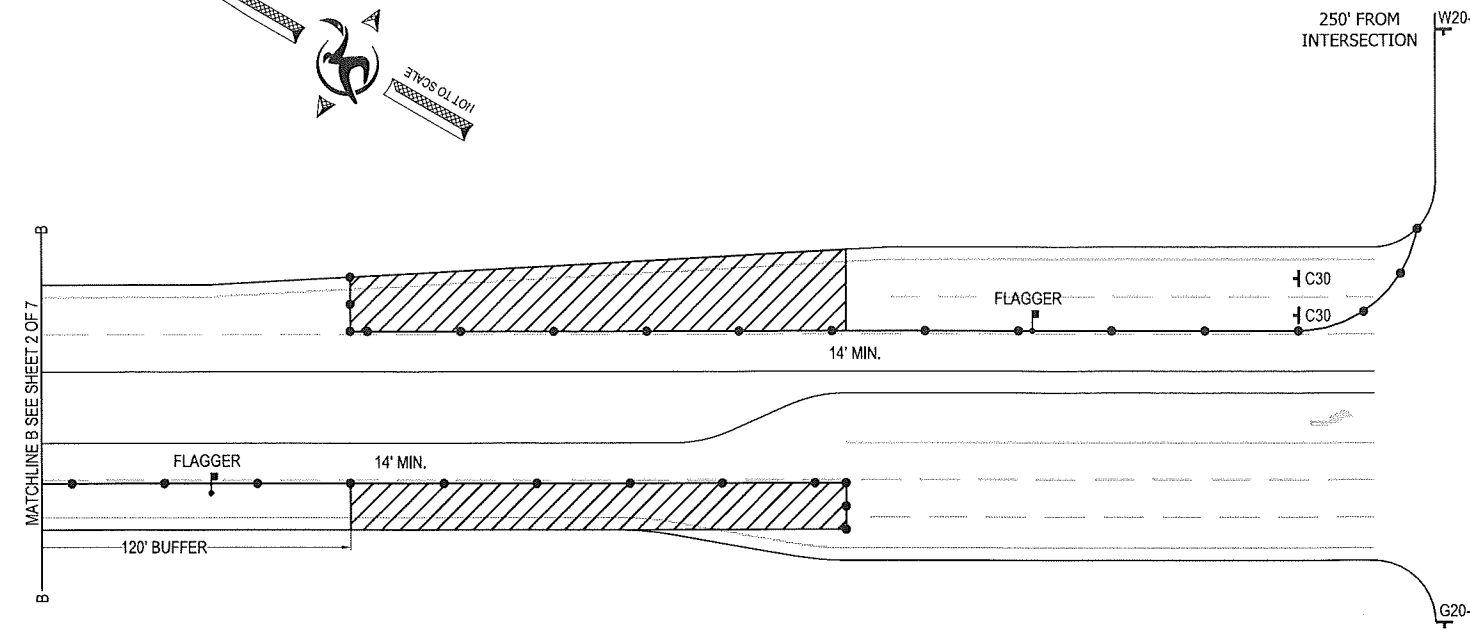
LEGEND		SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE	CONE SPACING	 			TRAFFIC CONTROL PLANS	
CONE	•	25 MPH	150'	125'	55'	25'				SDG&E DPSS# 156960 - 010	
SIGN	T	30 MPH	200'	180'	85'	30'					
FLAGGER	F	35 MPH	250'	245'	120'	35'	CREATED BY JUAN FIERRO		TB 1269 - A2		
WORKING AREA	▨	40 MPH	350'	320'	170'	40'					PHONE # (858) 636-5589
TRAFFIC DIRECTION	→	45 MPH	500'	540'	220'	45'	SHEET 2 OF 2				
SIGNALIZED INTERSECTION	⊙	50 MPH	500'	600'	280'	50'					
FLASHING ARROW SIGN (FAS)	⊞	55 MPH	500'	660'	335'	55'					
PORTABLE FLASHING BEACON	*										



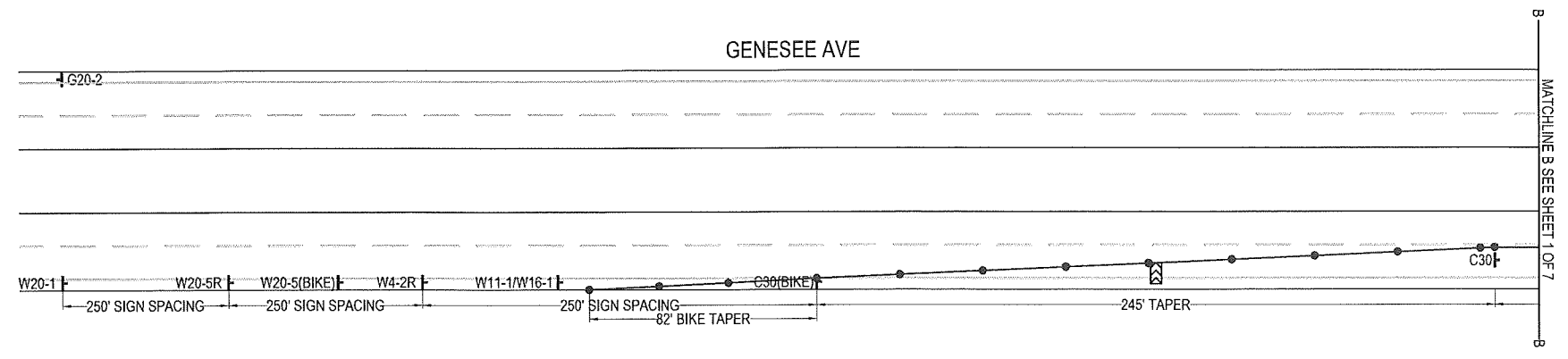
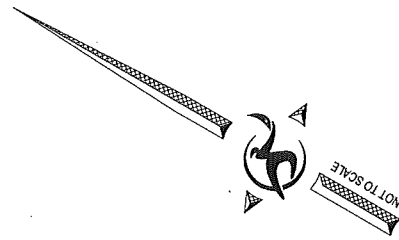


**GENERAL NOTES:**

1. W20-1 AND G20-2 SHALL BE PLACED ON ANY AFFECTED CROSS STREET ACCORDING TO CROSS STREETS SPEED LIMIT.
2. CONTRACTOR SHALL PROVIDE ACCESS TO DRIVEWAYS AT ALL TIMES.



LEGEND		SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE	CONE SPACING	SDGE A Sempra Energy utility®			TRAFFIC CONTROL PLANS	
CONE	•	25 MPH	150'	125'	55'	25'	SDG&E DPSS# 156960 - 010			CITY OF SAN DIEGO	
SIGN	⊥	30 MPH	200'	180'	85'	30'					
FLAGGER	⊥	35 MPH	250'	245'	120'	35'	CREATED BY	PHONE #	DATE DRAWN	TB 1248 - G2	SHEET 1 OF 7
BARRICADE	I	40 MPH	350'	320'	170'	40'	JUAN FIERRO	(858) 636-5589	10-23-12		
WORKING AREA	▨	45 MPH	500'	540'	220'	45'					
TRAFFIC DIRECTION	↔	50 MPH	500'	600'	280'	50'					
SIGNALIZED INTERSECTION	⊙	55 MPH	500'	660'	335'	55'					
FLASHING ARROW SIGN (FAS)	⊥										

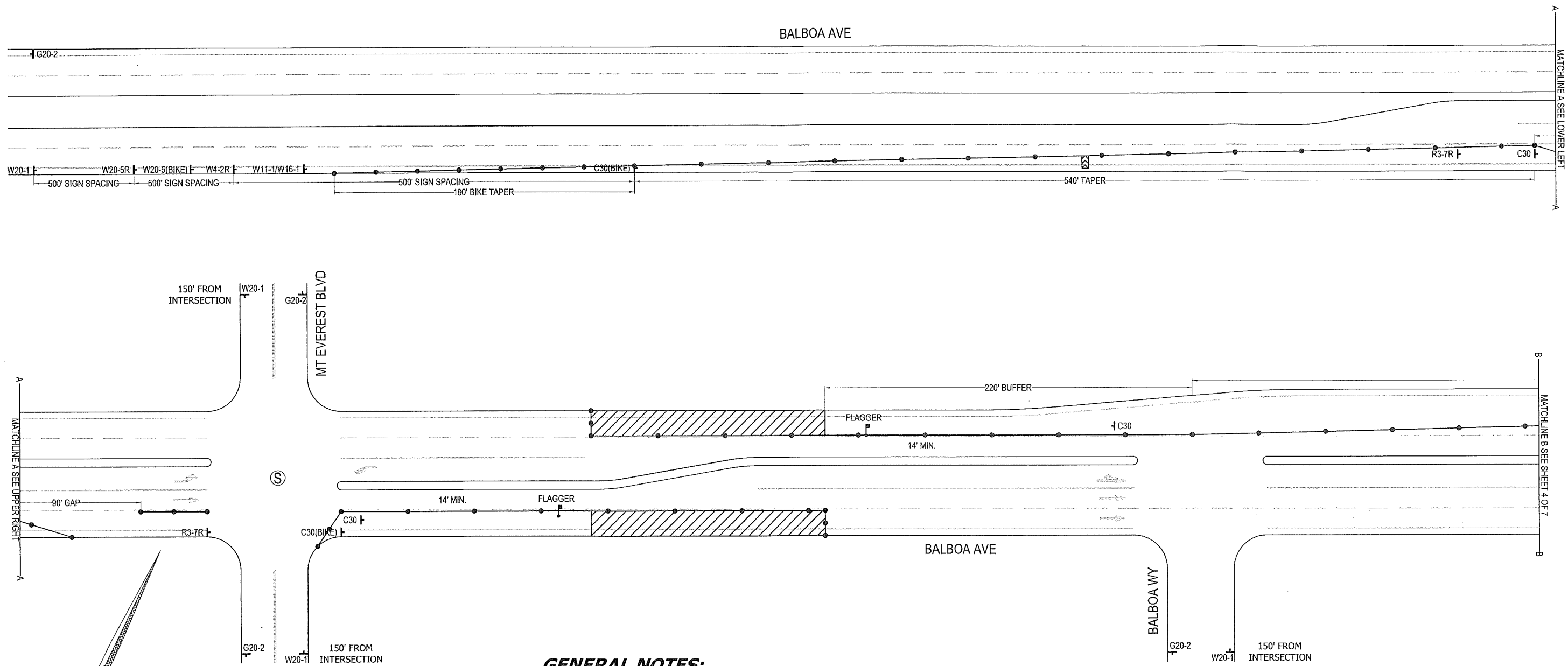


**GENERAL NOTES:**

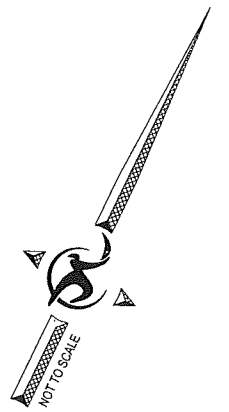
1. W20-1 AND G20-2 SHALL BE PLACED ON ANY AFFECTED CROSS STREET ACCORDING TO CROSS STREETS SPEED LIMIT.
2. CONTRACTOR SHALL PROVIDE ACCESS TO DRIVEWAYS AT ALL TIMES.

LEGEND		SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE	CONE SPACING	TRAFFIC CONTROL PLANS		
CONE	•	25 MPH	150'	125'	55'	25'	A  Sempra Energy utility®		
SIGN	T	30 MPH	200'	180'	85'	30'			
FLAGGER	F	35 MPH	250'	245'	120'	35'	SDG&E DPSS# 156960 - 010		
BARRICADE	I	40 MPH	350'	320'	170'	40'			
WORKING AREA	[Hatched Box]	45 MPH	500'	540'	220'	45'	CITY OF SAN DIEGO		
TRAFFIC DIRECTION	→	50 MPH	500'	600'	280'	50'			
SIGNALIZED INTERSECTION	Ⓢ	55 MPH	500'	660'	335'	55'	CREATED BY	PHONE #	DATE DRAWN
FLASHING ARROW SIGN (FAS)	Ⓢ				JUAN FIERRO	(858) 636-5589	10-23-12	TB 1248 - G2	SHEET 2 OF 7


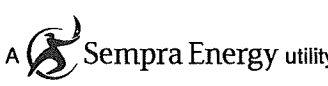




**GENERAL NOTES:**  
 1. W20-1 AND G20-2 SHALL BE PLACED ON ANY AFFECTED CROSS STREET ACCORDING TO CROSS STREETS SPEED LIMIT.  
 2. CONTRACTOR SHALL PROVIDE ACCESS TO DRIVEWAYS AT ALL TIMES.



LEGEND		SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE	CONE SPACING
CONE	•	25 MPH	150'	125'	55'	25'
SIGN	⊥	30 MPH	200'	180'	85'	30'
FLAGGER	⊥	35 MPH	250'	245'	120'	35'
BARRICADE	⊥	40 MPH	350'	320'	170'	40'
WORKING AREA	▨	45 MPH	500'	540'	220'	45'
TRAFFIC DIRECTION	→	50 MPH	500'	600'	280'	50'
SIGNALIZED INTERSECTION	⊙	55 MPH	500'	660'	335'	55'
FLASHING ARROW SIGN (FAS)	⊞					

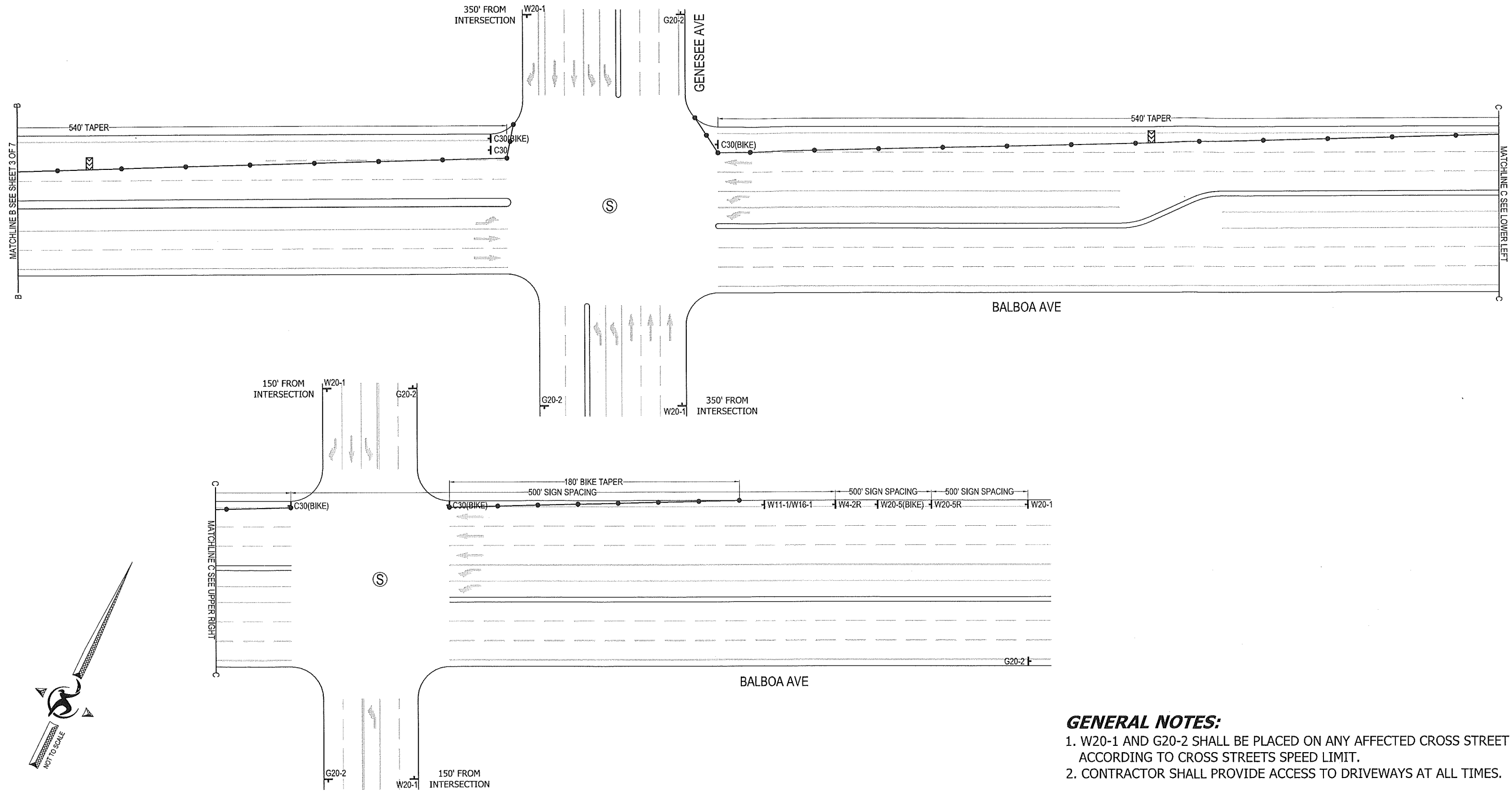
SDG&E DPSS# 156960 - 010

CREATED BY JUAN FIERRO	PHONE # (858) 636-5589	DATE DRAWN 10-24-12
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TRAFFIC CONTROL PLANS



CITY OF SAN DIEGO

TB 1248 - G3	SHEET 3 OF 7
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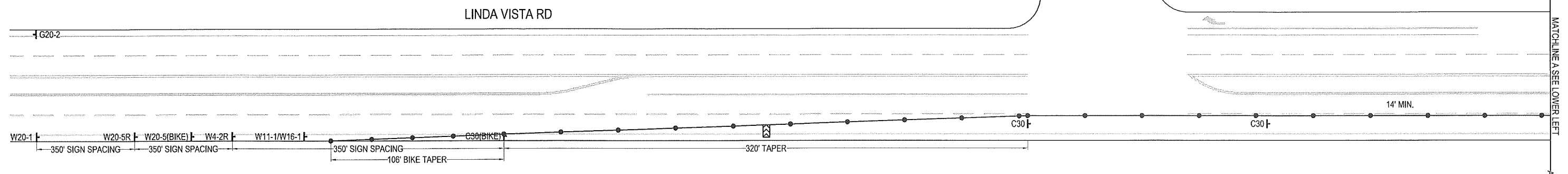
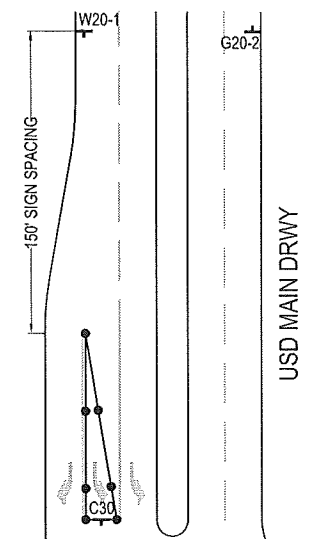
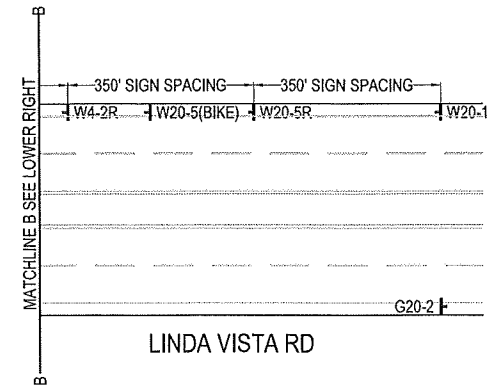
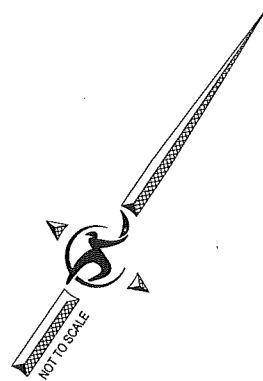


**GENERAL NOTES:**

1. W20-1 AND G20-2 SHALL BE PLACED ON ANY AFFECTED CROSS STREET ACCORDING TO CROSS STREETS SPEED LIMIT.
2. CONTRACTOR SHALL PROVIDE ACCESS TO DRIVEWAYS AT ALL TIMES.

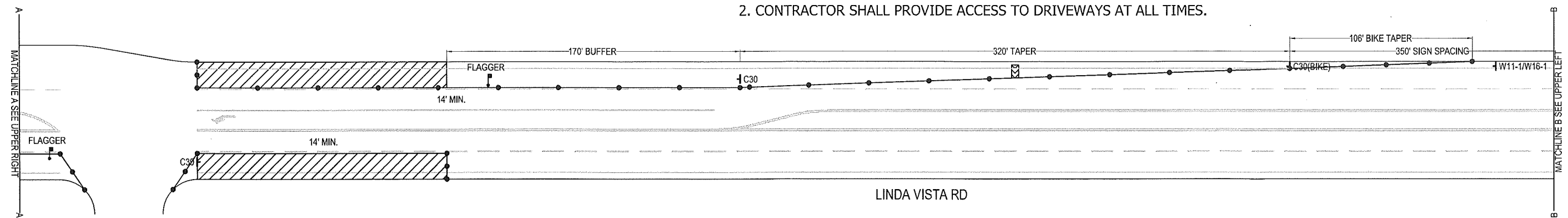
LEGEND						 			TRAFFIC CONTROL PLANS	
CONE	•	SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE				CONE SPACING	CITY OF SAN DIEGO
SIGN	⊥	25 MPH	150'	125'	55'	25'				
FLAGGER	⊥	30 MPH	200'	180'	85'	30'	SDG&E DPSS# 156960 - 010			
BARRICADE	I	35 MPH	250'	245'	120'	35'				
WORKING AREA	▨	40 MPH	350'	320'	170'	40'	CREATED BY	PHONE #	DATE DRAWN	
TRAFFIC DIRECTION	↔	45 MPH	500'	540'	220'	45'	JUAN FIERRO	(858) 636-5589	10-24-12	
SIGNALIZED INTERSECTION	Ⓢ	50 MPH	500'	600'	280'	50'	TB 1248 - G3			
FLASHING ARROW SIGN (FAS)	Ⓢ	55 MPH	500'	660'	335'	55'	SHEET 4 OF 7			





**GENERAL NOTES:**

1. W20-1 AND G20-2 SHALL BE PLACED ON ANY AFFECTED CROSS STREET ACCORDING TO CROSS STREETS SPEED LIMIT.
2. CONTRACTOR SHALL PROVIDE ACCESS TO DRIVEWAYS AT ALL TIMES.



LEGEND	
CONE	•
SIGN	⊥
FLAGGER	⊥
BARRACADE	I
WORKING AREA	▨
TRAFFIC DIRECTION	↔
SIGNALIZED INTERSECTION	⊙
FLASHING ARROW SIGN (FAS)	⊞

SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE	CONE SPACING
25 MPH	150'	125'	55'	25'
30 MPH	200'	180'	85'	30'
35 MPH	250'	245'	120'	35'
40 MPH	350'	320'	170'	40'
45 MPH	500'	540'	220'	45'
50 MPH	500'	600'	280'	50'
55 MPH	500'	660'	335'	55'

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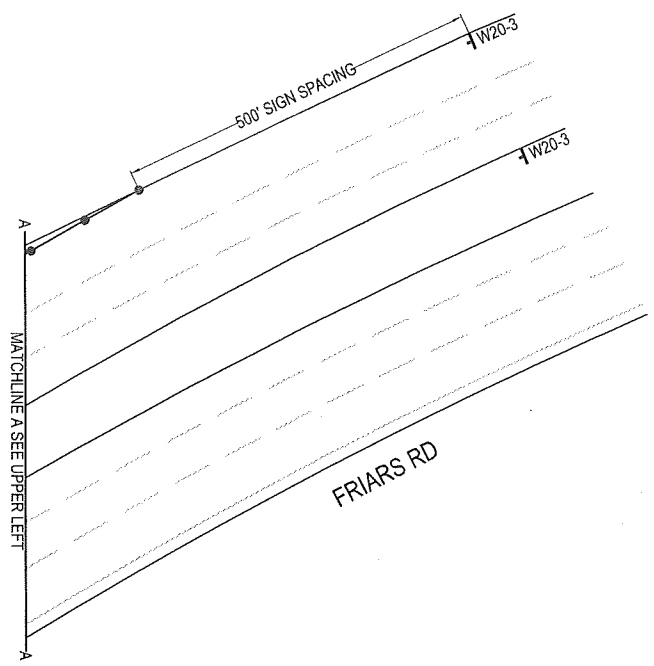
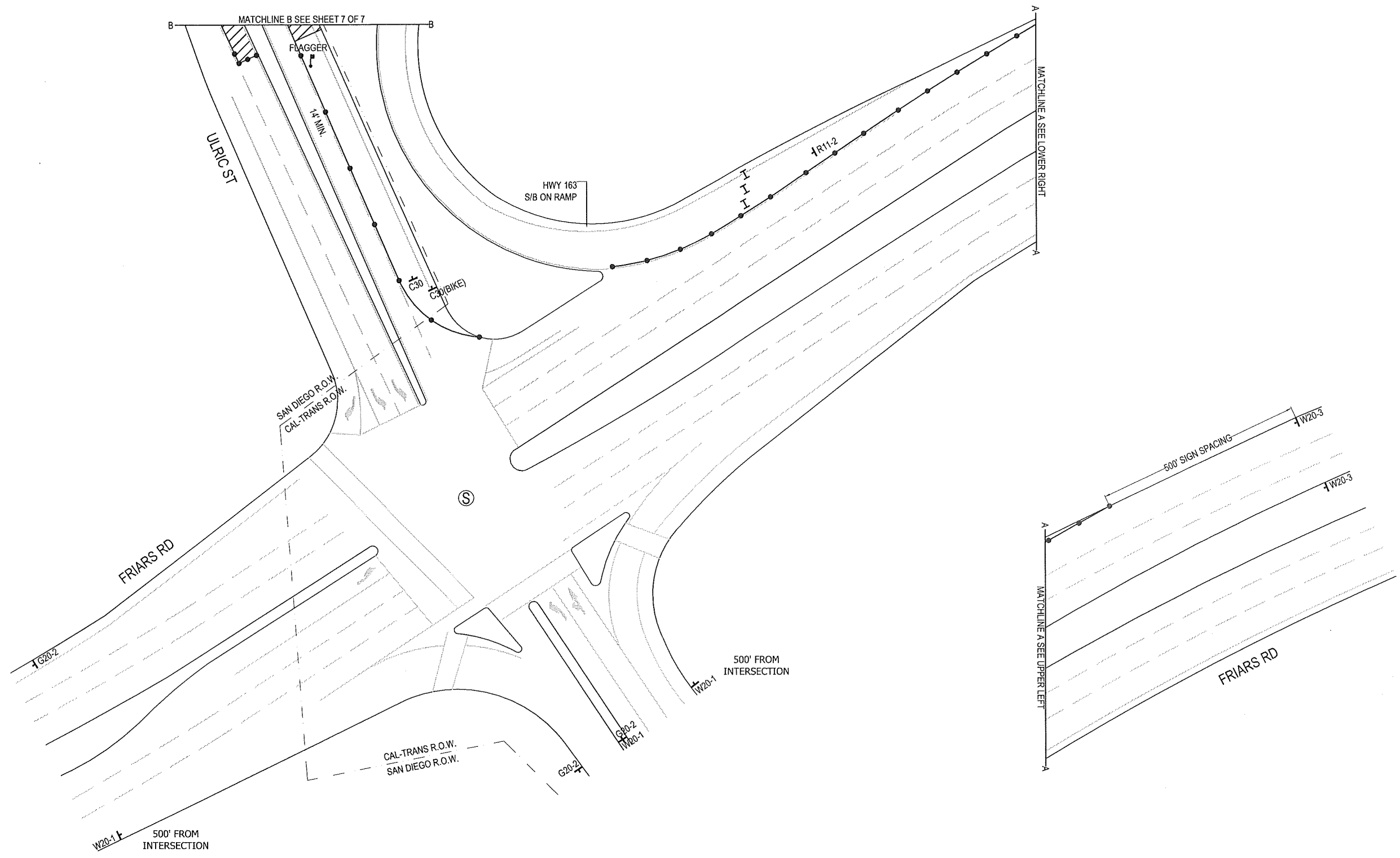
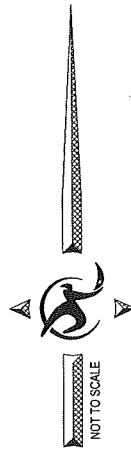
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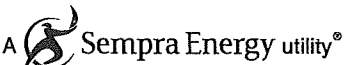
CREATED BY JUAN FIERRO	PHONE # (858) 636-5589	DATE DRAWN 10-24-12
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TRAFFIC CONTROL PLANS

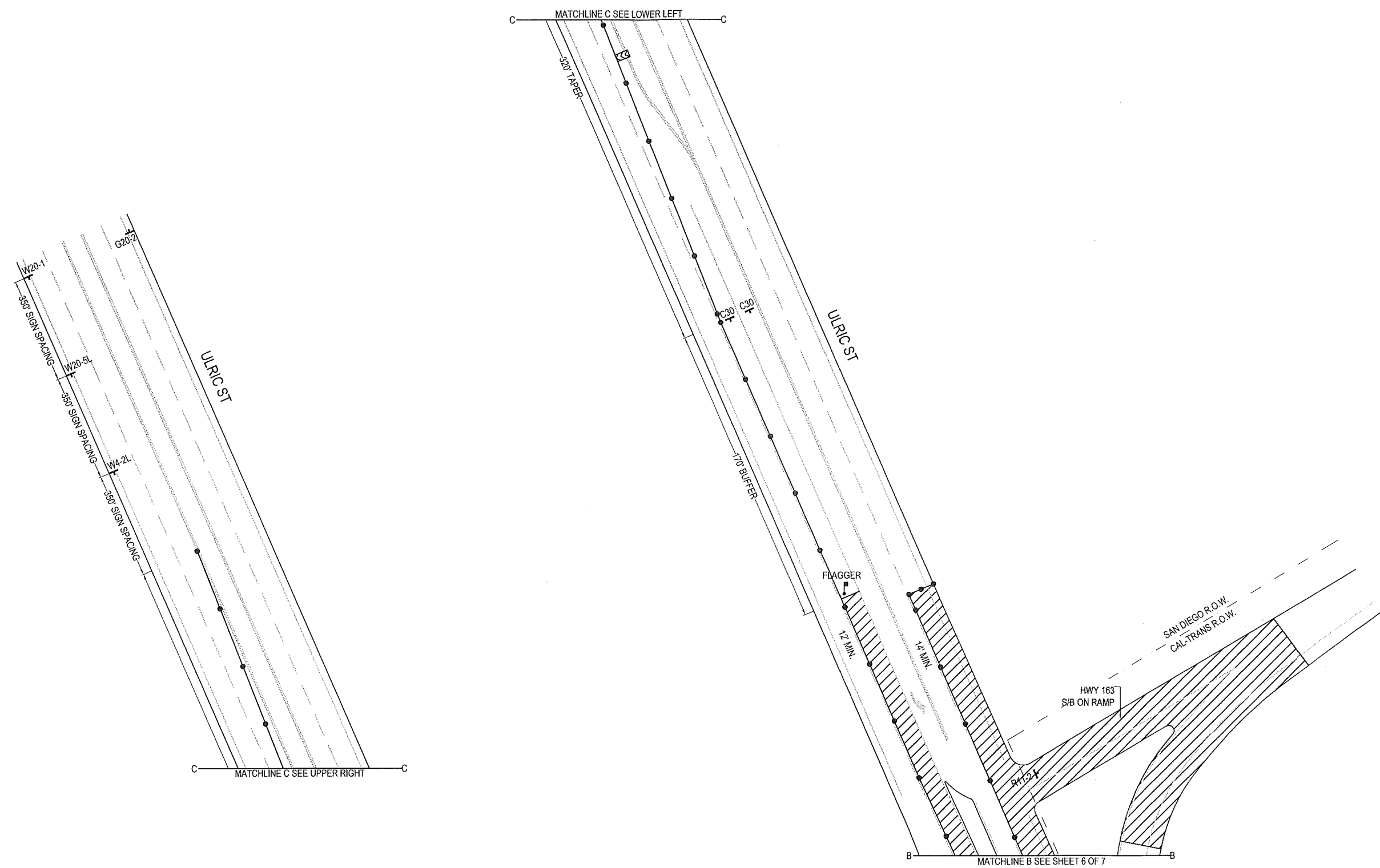
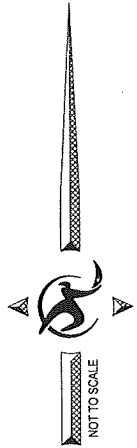
CITY OF SAN DIEGO



TB 1268 - G2	SHEET 5 OF 7
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LEGEND							 			TRAFFIC CONTROL PLANS	
CONE	•	SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE	CONE SPACING				SDG&E DPSS# 156960 - 010	
SIGN	⊥	25 MPH	150'	125'	55'	25'					
FLAGGER	⊥	30 MPH	200'	180'	85'	30'					
BARRICADE	I	35 MPH	250'	245'	120'	35'					
WORKING AREA	▨	40 MPH	350'	320'	170'	40'					
TRAFFIC DIRECTION	→	45 MPH	500'	540'	220'	45'					
SIGNALIZED INTERSECTION	⊙	50 MPH	500'	600'	280'	50'	CREATED BY	PHONE #	DATE DRAWN	TB 1269 - A2	SHEET 6 OF 7
FLASHING ARROW SIGN (FAS)	⊥	55 MPH	500'	660'	335'	55'	JUAN FIERRO	(858) 636-5589	10-29-12		





LEGEND		SPEED LIMIT	SIGN SPACING	TAPER LENGTH	BUFFER SPACE	CONE SPACING	TRAFFIC CONTROL PLANS		
CONE	•	25 MPH	150'	125'	55'	25'	 		
SIGN	↑	30 MPH	200'	180'	85'	30'			
FLAGGER	↓	35 MPH	250'	245'	120'	35'	SDG&E DPSS# 156960 - 010		
BARRICADE	I	40 MPH	350'	320'	170'	40'			
WORKING AREA	▨	45 MPH	500'	540'	220'	45'	CREATED BY	PHONE #	DATE DRAWN
TRAFFIC DIRECTION	↔	50 MPH	500'	600'	280'	50'	JUAN FIERRO	(858) 636-5589	10-29-12
SIGNALIZED INTERSECTION	⊙	55 MPH	500'	660'	335'	55'	CITY OF SAN DIEGO		TB 1269 - A2
FLASHING ARROW SIGN (FAS)	⊞							SHEET 7 OF 7	