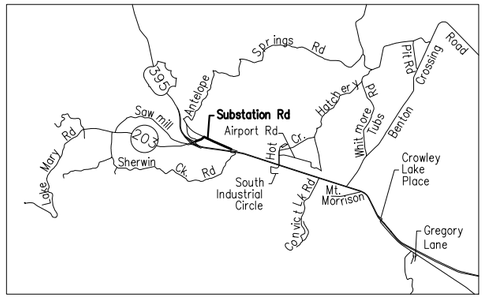
LONG VALLEY STREETS PROJECT

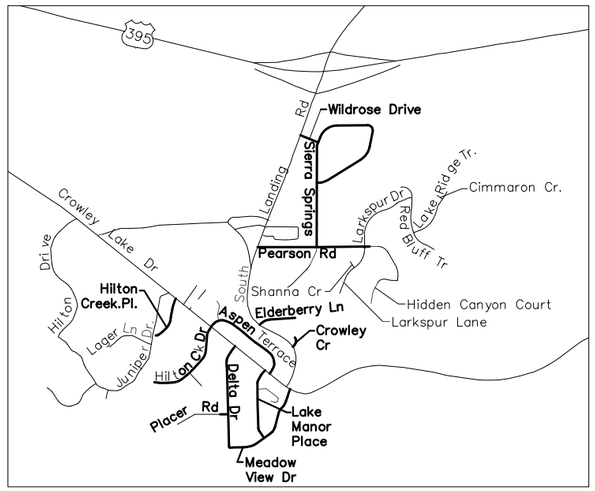
COUNTY PROJECT NO. 9116

STATE PROJECT NO. RPSTPL-5947(063)



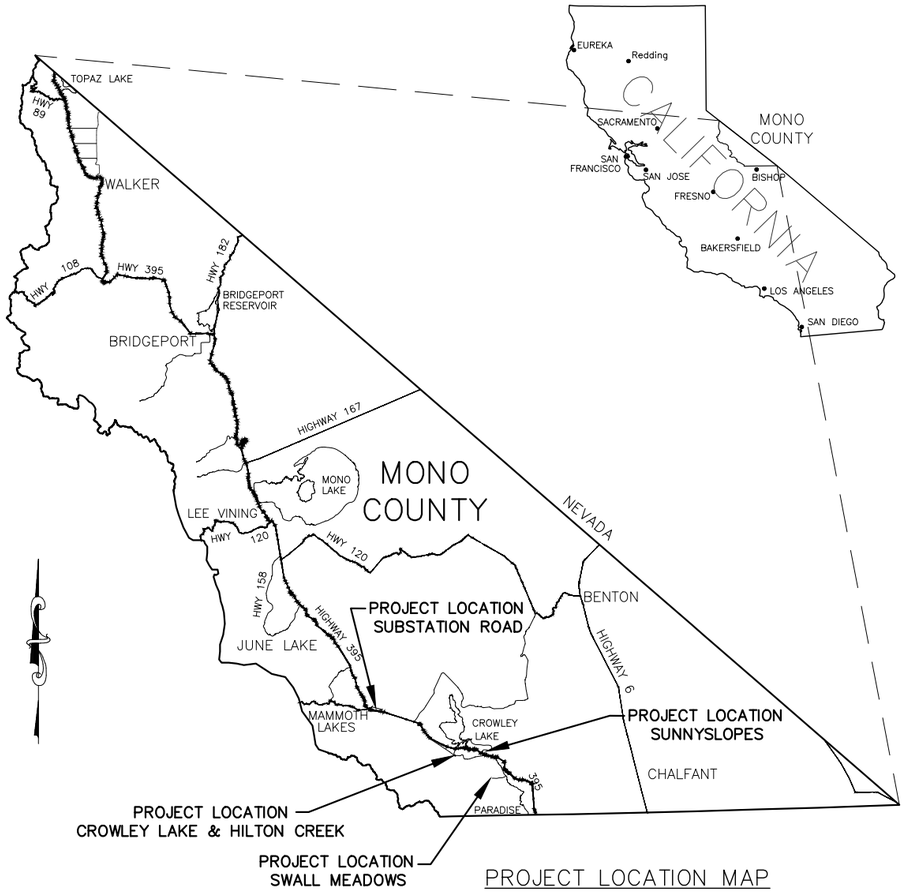
SUBSTATION ROAD LOCATION MAP

NO SCALE



CROWLEY LAKE & HILTON CREEK LOCATION MAP

NO SCALE



PROJECT LOCATION MAP

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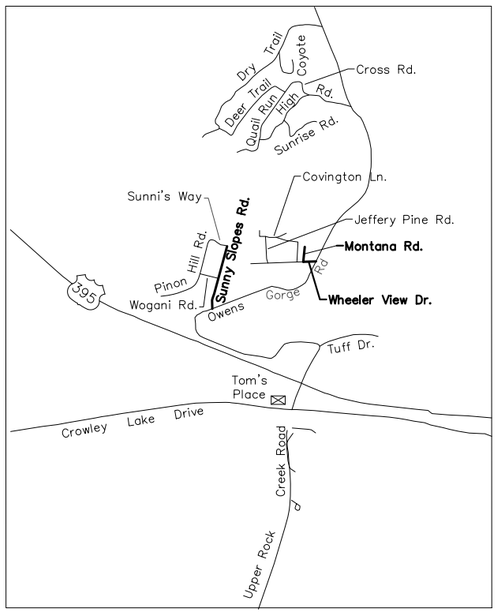
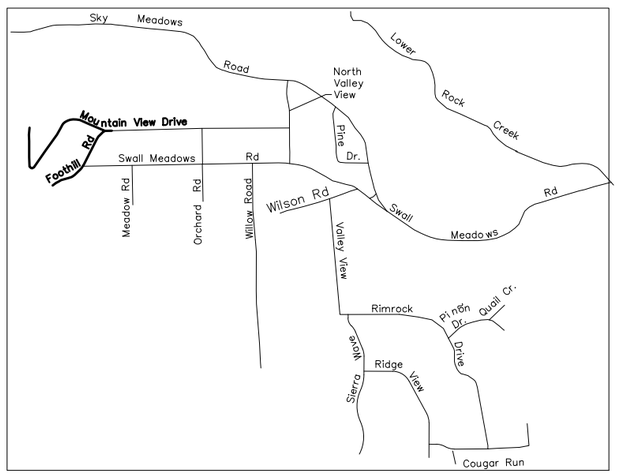


SUNNY SLOPES LOCATION MAP

NO SCALE



SWALL MEADOWS LOCATION MAP

NO SCALE

SHEET & PLAN SET INDEX

T1 : TITLE SHEET AND PROJECT LOCATION MAP
T2: GENERAL CONSTRUCTION NOTES

CROWLEY LAKE AREA ROADS:
S1: CROWLEY LAKE - SHEET INDEX
C1: WILDROSE DR PLAN & PROFILE STA 1+62.55 TO 2+80
C2: PEARSON RD PLAN & PROFILE STA 0+21.66 TO 5+50
C3: PEARSON RD PLAN & PROFILE STA 5+50 TO 11+00
C4: PEARSON RD PLAN & PROFILE STA 11+00 TO 16+06
C5: SIERRA SPRINGS DR PLAN & PROFILE STA 0+00 TO 5+50
C6: SIERRA SPRINGS DR PLAN & PROFILE STA 5+50 TO 11+00
C7: SIERRA SPRINGS DR PLAN & PROFILE STA 11+00 TO 16+50
C8: SIERRA SPRINGS DR PLAN & PROFILE STA 16+50 TO 22+00
C9: SIERRA SPRINGS DR PLAN & PROFILE STA 22+00 TO 27+50
C10: SIERRA SPRINGS DR PLAN & PROFILE STA 27+50 TO 31+50
C11: SIERRA SPRINGS DR PLAN & PROFILE STA 31+50 TO 34+53.13
C12: ELDERBERRY LANE PLAN & PROFILE
C13: CROWLEY LAKE CIRCLE PLAN & PROFILE
C14: ASPEN TERRACE STA 0+16 T0 STA 5+50
C15: ASPEN TERRACE STA 5+50 TO 14+24.13
C16: HILTON CREEK PLACE STA 0+16 TO 5+25.06
C17: HILTON CREEK DRIVE STA 0+16 TO 10+00
C18: HILTON CREEK DRIVE STA 10+00 TO 11+73.67
C19: DELTA DRIVE STA 0+16 TO 5+50
C20: DELTA DRIVE STA 5+50 TO 11+00 AND PLACER ROAD STA 0+00 TO 2+40.81
C21: DELTA DRIVE STA 11+00 TO 14+11.20 AND MEADOW VIEW DRIVE STA 0+00 TO 3+00
C22: MEADOW VIEW DRIVE STA 3+00 TO 9+00
C23: MEADOW VIEW DRIVE STA 9+00 TO 12+27.53
C24: LAKE MANOR PLACE STA 0+16 TO 5+50
C25: LAKE MANOR PLACE STA 5+50 TO 9+26.31

SUNNY SLOPES ROADS:
S2: SUNNY SLOPES - SHEET INDEX
C26: SUNNY SLOPES ROAD STA 0+41.46 TO STA 9+01.86
C27: WHEELER VIEW ROAD / MONTANA ROAD STA 0+22.23 TO STA 3+75

SWALL MEADOWS ROADS:
S3: SWALL MEADOW - SHEET INDEX
C28: MOUNTAIN VIEW DRIVE STA 0+00 TO STA 11+00
C29: MOUNTAIN VIEW DRIVE STA 11+00 TO STA 21+10.50
C30: FOOTHILL ROAD STA 0+00 TO STA 11+48.77

SUBSTATION ROAD:
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C31: SUBSTATION ROAD STA 0+28.25 TO STA 8+50
C32: SUBSTATION ROAD STA 8+50 TO STA 17+00
C33: SUBSTATION ROAD STA 17+00 TO STA 25+50
C34: SUBSTATION ROAD STA 25+50 TO STA 34+00
C35: SUBSTATION ROAD STA 34+00 TO STA 42+50
C36: SUBSTATION ROAD STA 42+50 TO STA 51+00
C37: SUBSTATION ROAD STA 51+00 TO STA 59+50
C38: SUBSTATION ROAD STA 59+50 TO STA 68+00
C39: SUBSTATION ROAD STA 68+00 TO STA 71+38.33
C40: SUBSTATION ROAD CONNECTION TO HWY 395 STA 0+32.16 TO STA 2+77.93

DETAILS:
C41: ROAD CONSTRUCTION DETAILS
C42: PAINT MARKING AND SIGNAGE DETAILS

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev.#	Date	Revision

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LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

TITLE SHEET AND PROJECT LOCATION MAPS

SHEET
T1

GENERAL CONSTRUCTION AND SITEWORK SPECIFICATIONS

GENERAL:

1. ALL WORK SHALL CONFORM TO THESE PLANS, PROJECT SPECIFICATIONS, MONO COUNTY ORDINANCES AND STANDARDS, AND "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" (2018 GREEN BOOK) ISSUED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO). RELEVANT PLAN DETAILS AND SPECIFICATIONS ARE ADOPTED FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS AND STANDARD PLANS (2018 EDITION). IN THE EVENT OF A CONFLICT BETWEEN THE PRECEDING DOCUMENTS, THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER IMMEDIATELY. THE MONO COUNTY ENGINEERING DEPARTMENT WILL DECIDE WHICH DOCUMENT APPLIES TO THE CONFLICT.

2. CONTRACTOR SHALL CONDUCT ALL GRADING OPERATIONS IN CONFORMANCE WITH THE CONSTRUCTION SAFETY ORDERS OF THE STATE OF CALIFORNIA, DEPARTMENT OF INDUSTRIAL RELATIONS, DIVISION OF INDUSTRIAL SAFETY. CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF GENERAL OSHA STANDARDS FOR THE PROTECTION OF WORKMEN AND THE GENERAL PUBLIC.

3. CONTRACTOR SHALL CALL USA ALERT AT (800) 642-2444 AT LEAST 48 HOURS PRIOR TO STARTING WORK. UTILITIES SHOWN ON THESE PLANS ARE LOCATED BASED ON AVAILABLE RECORDS AND FIELD MEASUREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXACT LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.

4. ANY EVIDENCE OF THE HISTORICAL PRESENCE OF MAN FOUND DURING CONSTRUCTION SHALL BE BROUGHT TO THE ATTENTION OF THE THE MONO COUNTY PUBLIC WORKS DEPARTMENT AND ALL CONSTRUCTION ACTIVITIES SHALL CEASE UNTIL AUTHORIZED BY THAT DEPARTMENT.

5. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO COMMENCING ANY SITE ACTIVITIES. MONO COUNTY PUBLIC WORKS DEPARTMENT WILL COORDINATE THIS MEETING WITH THE CONTRACTOR AND OTHER RELEVANT PARTIES.

6. CONSTRUCTION ACTIVITIES SHALL BE LIMITED TO THE HOURS OF 7:00 AM TO 7:00 PM MONDAY THROUGH SATURDAY (NO OPERATIONS ALLOWED ON SUNDAY). CONTRACTOR SHALL KEEP NOISE LEVELS OF CONSTRUCTION EQUIPMENT TO A MINIMUM, USING SOUND MUFFLING DEVICES IN ACCORDANCE WITH PREVAILING REQUIREMENTS. SITE PREPARATION AND CONSTRUCTION SHALL BE CONDUCTED SO AS TO MINIMIZE EXCESSIVE NOISE, DUST, DEBRIS AND DISTURBANCE TO BUSINESSES OR RESIDENTS.

7. THE LIMITS OF CONSTRUCTION SPECIFIED ON THESE PLANS SHALL BE CAREFULLY AND FULLY FLAGGED PRIOR TO START OF CONSTRUCTION IN A MANNER TO PREVENT DAMAGE TO VEGETATION AND DISTURBANCE TO SOILS OUTSIDE THE CONSTRUCTION AREA. SITE-DISTURBING ACTIVITIES SHALL BE RESTRICTED TO THE IDENTIFIED BOUNDARIES OF THE PROJECT.

8. RESTRICTIONS ON THE MOVEMENTS OF HEAVY EQUIPMENT SHALL BE ACCOMPLISHED THROUGH THE ESTABLISHMENT OF DESIGNATED TRAVEL ROUTES AND BARRIERS WHICH PREVENT CUTTING, SCARRING AND ROOT DAMAGE TO TREES AND SHRUBS NOT BEING REMOVED.

9. CONTRACTOR SHALL BE RESPONSIBLE FOR, AND WILL BEAR THE COST OF, RESETTING ANY SURVEY STAKES OR MONUMENTS DESTROYED BY HIS OPERATIONS.

GRADING:

10. AREAS TO BE GRADED SHALL BE CLEARED OF BRUSH, VEGETATION, LARGE BOULDERS, AND OTHER DELETERIOUS MATERIALS. WASTE MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR TO A LOCATION APPROVED AND PERMITTED TO RECEIVE SUCH MATERIAL.

11. TOPSOIL REMOVED DURING CLEARING ACTIVITIES SHALL BE STOCKPILED WITHIN THE APPROVED LIMITS OF CONSTRUCTION FOR RE-APPLICATION TO SLOPES AND DISTURBED AREAS UPON PROJECT COMPLETION. STOCKPILE LOCATION SHALL BE IN ACCORDANCE WITH THE APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP).

12. SURPLUS OR WASTE MATERIAL SHALL NOT BE PLACED IN DRAINAGE WAYS.

13. CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO CONTROL DUST IN CONSTRUCTION AREAS AND ON SITE ACCESS ROADS. SUFFICIENT WATER SHALL BE MADE AVAILABLE FOR DUST CONTROL PURPOSES. ALL EXPOSED SOIL SURFACES WILL BE MOISTENED AS REQUIRED TO AVOID NUISANCE CONDITIONS AND INCONVENIENCES FOR LOCAL RESIDENTS, BUSINESSES, AND TRAVELERS OF NEARBY ROADWAYS.

14. ROAD CUT AND FILL SLOPES SHALL NOT EXCEED A STEEPNESS OF 3:1. OTHER FINAL CUT AND FILL SLOPES SHALL NOT EXCEED A STEEPNESS OF 2:1 UNLESS OTHERWISE NOTED ON THESE PLANS.

15. FINISHED GRADES IN ALL AREAS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THESE PLANS. NO AREAS SHALL BE LEFT SUCH THAT A PONDING CONDITION OCCURS, EXCEPT WHERE NOTED.

EROSION CONTROL:

16. CONSTRUCTION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP). STOCKPILED MATERIALS AND EQUIPMENT STORAGE AREAS SHALL BE LOCATED AS SPECIFIED IN THE APPROVED REPORT. TEMPORARY EROSION CONTROL FACILITIES SHALL BE IN PLACE PRIOR TO COMMENCING ANY GRADING OPERATIONS. UPON COMPLETION OF CONSTRUCTION, PERMANENT EROSION CONTROL FACILITIES SHALL BE PLACED AS DESIGNATED IN THE APPROVED REPORT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN A COPY OF THE SWPPP ON-SITE AT ALL TIMES DURING CONSTRUCTION.

17. DURING CONSTRUCTION, TEMPORARY EROSION CONTROL MEASURES SUCH AS BERMS, SILT FENCES, FIBER ROLLS, EROSION CONTROL BLANKETS, OR OTHER METHODS SHALL BE INSTALLED AS NECESSARY TO PREVENT DISCHARGE OF EARTHEN MATERIALS FROM THE SITE DURING PERIODS OF PRECIPITATION OR RUNOFF. SIMILAR MEASURES SHALL BE INSTALLED ON OR AROUND ANY SOIL STOCKPILE LOCATED ADJACENT TO PUBLIC ROADWAYS, RESIDENCES, OR BUSINESSES, IN THE VICINITY OF BODIES OF WATER, OR WHEN REMAINING ON-SITE FOR AN EXTENDED PERIOD.

18. CONTRACTOR SHALL TAKE ALL SUCH MEASURES NECESSARY TO RETAIN SOIL AND SEDIMENT ON-SITE AND TO PREVENT TRACKING OF MUD AND DIRT ONTO PUBLIC ROADWAYS.

19. ALL EXPOSED SOIL SURFACES TO REMAIN SHALL BE STABILIZED AND/OR RE-SEEDED IN ACCORDANCE WITH THE APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP). SEEDED SLOPES SHALL BE PROTECTED BY INSTALLATION OF AN EROSION CONTROL BLANKET, SECURED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

20. AT NO TIME SHALL THE CONTRACTOR DEWATER THE PROJECT SITE BY PUMPING INTO BODIES OF WATER, STORM DRAINS, OR A SUBDRAIN SYSTEM.

MATERIALS:

21. COMPACTION TESTING SHALL BE PERFORMED BY THE GEOTECHNICAL ENGINEER AS REQUIRED IN THE PROJECT SPECIFICATIONS AND MONO COUNTY'S QUALITY ASSURANCE PROGRAM. SHOULD ANY COMPACTION TEST FAIL TO MEET THE SPECIFIED MINIMUM DENSITY, THE DEFICIENCY SHALL BE CORRECTED AT THE EXPENSE OF THE CONTRACTOR PRIOR TO ANY ADDITIONAL WORK.

22. BOTTOM SUBGRADE IN AREAS TO RECEIVE FILL SHALL BE SCARIFIED, MOISTURE-CONDITIONED, AND COMPACTED TO A MINIMUM OF 95% OF THE MATERIAL'S MAXIMUM DRY DENSITY FOR THE UPPER 12 INCHES.

23. STRUCTURAL FILL MATERIAL SHALL BE PLACED IN MAXIMUM 8-INCH LIFTS AND COMPACTED TO A MINIMUM OF 95% OF THE MATERIAL'S MAXIMUM DRY DENSITY. SUBGRADE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY FOR THE UPPER 12 INCHES. EXISTING SLOPES OF 5:1 OR STEEPER TO RECEIVE FILL SHALL BE KEYED WITH EQUIPMENT-WIDTH BENCHES PRIOR TO COMPACTION AND FILL PLACEMENT.

24. EARTHEN MATERIAL IMPORTED OR EXCAVATED ON THE PROPERTY MAY BE UTILIZED IN THE FILL, PROVIDED THAT EACH MATERIAL HAS BEEN DETERMINED TO BE SUITABLE BY THE GEOTECHNICAL AND RESIDENT ENGINEER. ALL FILL MATERIAL SHALL BE FREE OF ROCKS GREATER THAN 3-INCHES IN DIAMETER AND ORGANIC DELETERIOUS MATERIAL. SOILS OF POOR GRADATION, EXPANSION POTENTIAL, OR STRENGTH CHARACTERISTICS SHALL BE PLACED IN AREAS DESIGNATED BY THE ENGINEER OR SHALL BE MIXED WITH OTHER SOILS TO SERVE AS SATISFACTORY FILL MATERIAL AS DETERMINED BY THE GEOTECHNICAL ENGINEER.

25. AGGREGATE BASE SHALL BE CLASS 2, 0.75" MAXIMUM GRADING, AND CONFORM TO THE PROVISIONS OF SECTION 26 OF THE CALTRANS STANDARD SPECIFICATIONS (2018). ASPHALT GRINDINGS, IF APPROVED BY THE COUNTY ENGINEER, MAY BE SUBSTITUTED FOR AGGREGATE BASE. AGGREGATE BASE AND ASPHALT GRINDINGS SHALL BE MOISTURE-CONDITIONED AND COMPACTED TO A MINIMUM OF 95% OF THE MATERIAL'S MAXIMUM DENSITY.

26. ASPHALT CONCRETE PAVING SHALL BE GRADE PG 64-28 OR 58-32 WITH 0.75" MAXIMUM GRADING, CONFORMING TO THE PROVISIONS OF SECTION 39, OF THE PROJECT SPECIFICATIONS AND CALTRANS STANDARD SPECIFICATIONS (2018). ASPHALT MAY CONTAIN UP TO 15% RAP. AN ASPHALT CONCRETE MIX DESIGN SHALL BE SUBMITTED BY THE CONTRACTOR AND APPROVED BY MONO COUNTY PRIOR TO THE START OF PAVING. PAVEMENT LIFTS SHALL BE COMPACTED AS SPECIFIED IN SECTION 39 OF THE PROJECT SPECIFICATIONS. SEAL COAT AND TACK COAT MATERIALS AND APPLICATION SHALL CONFORM TO THE PROVISIONS OF SECTION 94, "ASPHALTIC EMULSIONS", OF THE 2018 CALTRANS STANDARD SPECIFICATIONS.

27. CONCRETE SHALL BE TYPE II OR V CONFORMING TO THE SPECIFICATIONS OF SECTION 90, "PORTLAND CEMENT CONCRETE", OF THE 2018 CALTRANS STANDARD SPECIFICATIONS. CONCRETE SHALL CONTAIN 5.0% ± 1.0% ENTRAINED AIR AND SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 5,000 PSI, UNLESS OTHERWISE NOTED. IF FLY ASH OR OTHER NATURAL POZZOLAN IS USED, THE COMPRESSIVE STRENGTH AT 42 DAYS OR 52 DAY MAY BE USED, DEPENDING ON MIX DESIGN. REINFORCING STEEL SHALL BE DEFORMED BILLET-STEEL BARS CONFORMING TO SPECIFICATIONS OF ASTM A 615 GRADE 60.

LEGEND

- APPROXIMATE ROAD RIGHT-OF-WAY
- EXISTING ROAD CENTERLINE
- 5400 EXISTING GROUND CONTOUR & ELEV.
- WV EXISTING WATER VALVE
- MH EXISTING MANHOLE WITH CONCRETE COLLAR
- PROPOSED ASPHALT REPAIR AREA
- PROPOSED MILL/CONFORM GRIND AREA
- PROPOSED ASPHALT CONCRETE PAVING AREA

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
BTM	BOTTOM
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
CMP	CORRUGATED METAL PIPE
CY	CUBIC YARDS
CT	CALTRANS
EG	EXISTING GRADE
ELEV	ELEVATION
EPS	EDGE OF PAVEMENT SURFACE
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
ETW	EDGE OF TRAVELED WAY
EXIST	EXISTING
FG	FINISH GRADE
FL	FLOW LINE
FS	FINISH SURFACE
GB	GRADE BREAK
HMA	HOT MIX ASPHALT
HP	HIGH POINT
INV	INVERT
K	RATE OF VERTICAL CURVATURE
LF	LINEAR FEET
LP	LOW POINT
LVC	LENGTH OF VERTICAL CURVE
MAX	MAXIMUM
MIN	MINIMUM
NBL	NORTHBOUND LANE
PVI	POINT OF VERTICAL INTERSECTION
R/W	RIGHT-OF-WAY
SBL	SOUTHBOUND LANE
SQYD	SQUARE YARDS
STA	STATION
STD	STANDARD
SDP	STORM DRAIN PIPE
TYP	TYPICAL
VC	VERTICAL CURVE

REFERENCED CALTRANS STANDARD PLANS (2018):

1. A20A: PAVEMENT MARKERS AND TRAFFIC LINES - TYPICAL DETAILS
2. A20B: PAVEMENT MARKERS AND TRAFFIC LINES - TYPICAL DETAILS
3. A20D: PAVEMENT MARKERS AND TRAFFIC LINES - TYPICAL DETAILS
4. A24C: PAVMENT MARKINGS - SYMBOLS AND NUMERALS
5. A24D: PAVEMENT MARKINGS - WORDS
6. A24E: PAVEMENT MARKINGS - WORDS, LIMIT AND YIELD LINES
7. A87B: HOT MIX ASPHALT DIKES

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STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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LONG VALLEY STREETS PROJECT
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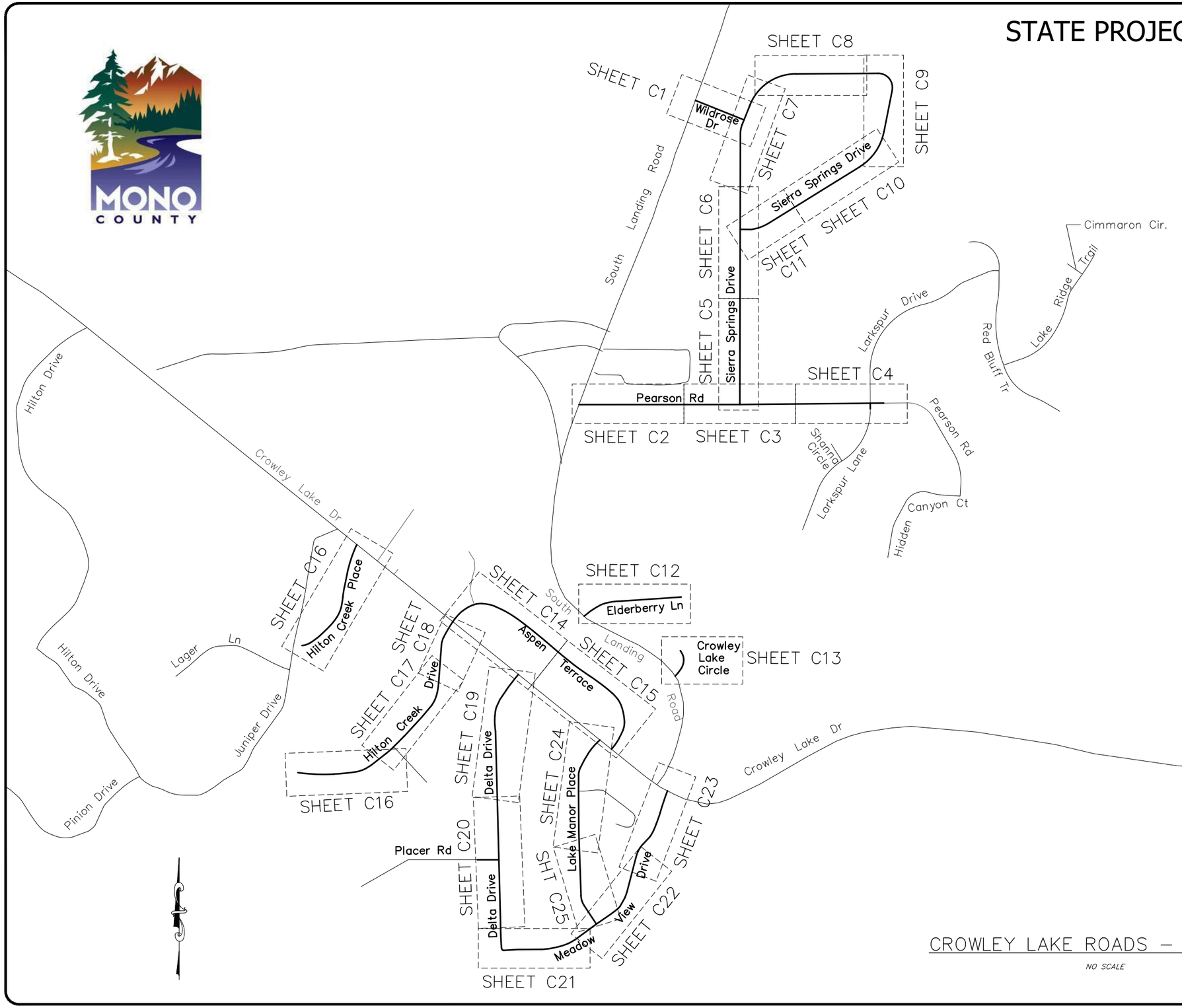
GENERAL CONSTRUCTION AND SITEWORK SPECIFICATIONS

SHEET
T2

STATE PROJECT NO. RPSTPL-5947(063)



LEGEND

- APPROXIMATE ROAD RIGHT-OF-WAY
- EXISTING ROAD CENTERLINE
- 5400 EXISTING GROUND CONTOUR & ELEV.
- WV EXISTING WATER VALVE
- MH EXISTING MANHOLE WITH CONCRETE COLLAR
- PROPOSED ASPHALT REPAIR AREA
- PROPOSED MILL/CONFORM GRIND AREA
- PROPOSED ASPHALT CONCRETE PAVING AREA

CROWLEY LAKE ROADS – SHEET INDEX

NO SCALE

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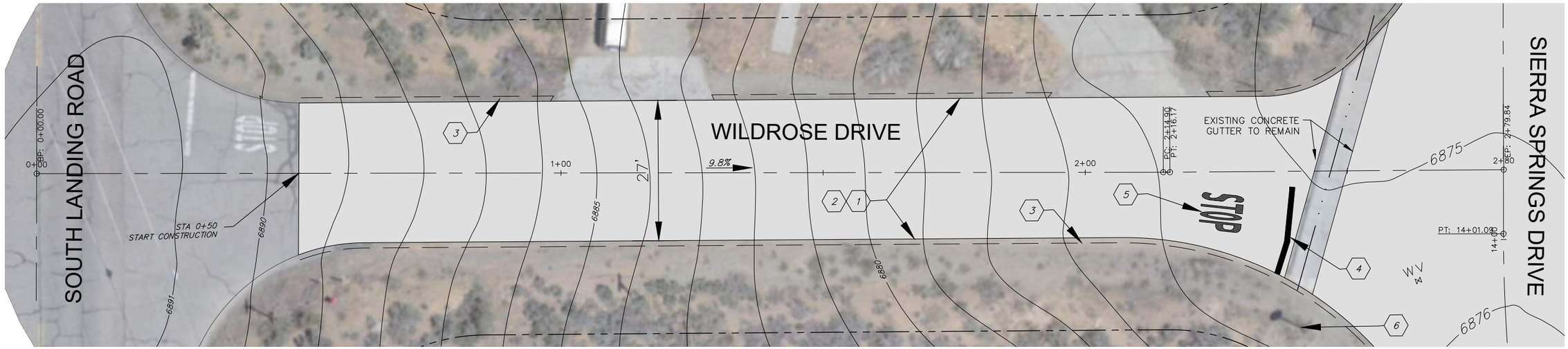
CROWLEY LAKE ROADS
SHEET INDEX

SHEET
S1

SEE SHEET C7



SEE SHEET C7

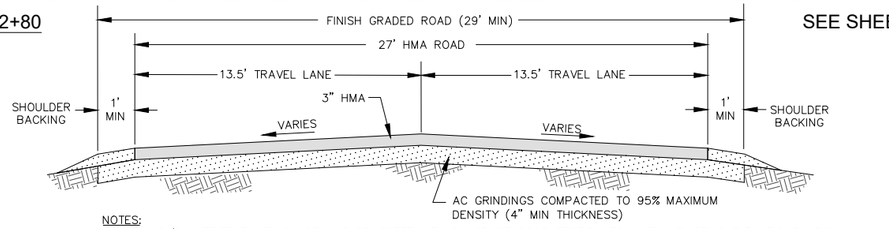
10 0 10 20

Scale (full size): 1 inch = 10 feet
(half size: 1 inch = 20 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

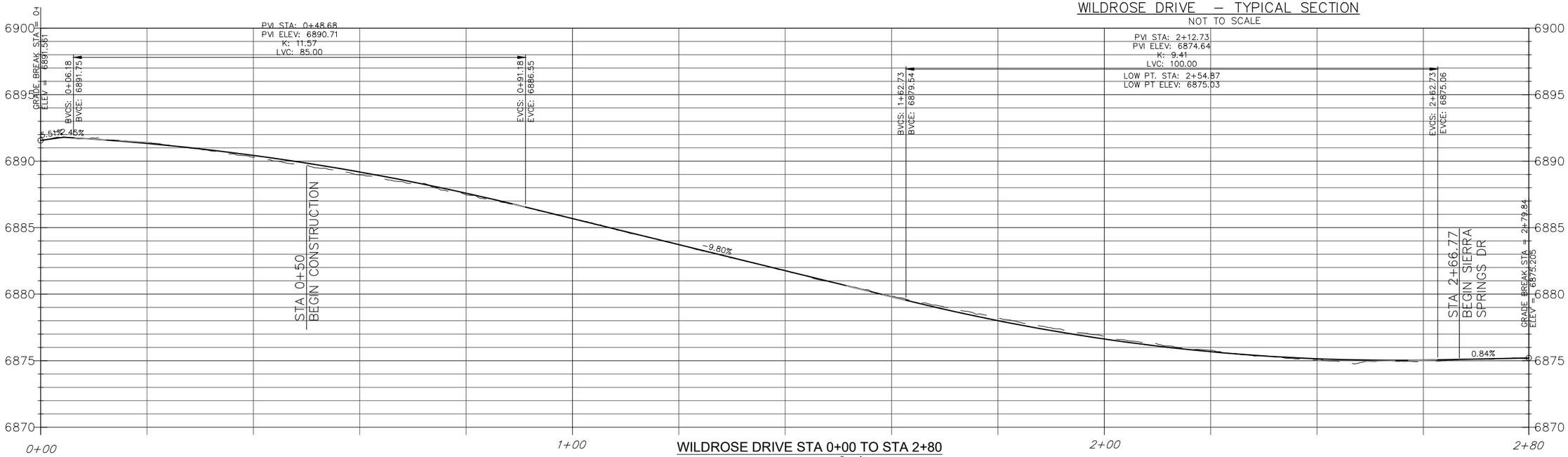
WILDROSE DRIVE STA 0+00 TO STA 2+80

1. *GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.*
2. *PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
4. *PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.*
5. *PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.*
6. *REMOVE EXISTING WOOD POST ROAD NAME SIGN AND STOP SIGN. INSTALL STEEL-POST STOP SIGN WITH ROAD NAME SIGNS "WILDROSE DR" AND "SIERRA SPRINGS DR" ABOVE PER DETAIL ON SHEET C42; REUSE EXISTING SIGN PANELS.*



NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
2. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS SHOWN PER PLAN; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

WILDROSE DRIVE – TYPICAL SECTION
NOT TO SCALE



WILDROSE DRIVE STA 0+00 TO STA 2+80
HORIZONTAL SCALE: 1"=10'
VERTICAL SCALE: 1"=8'

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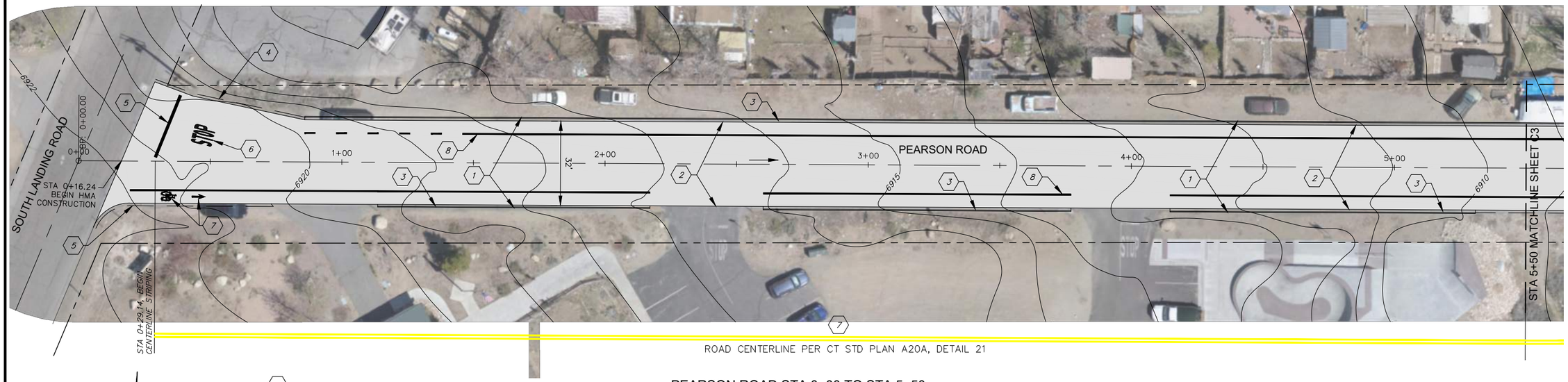
WILD ROSE DRIVE - PLAN AND PROFILE
STA 0+00 TO STA 2+80

SHEET
C1



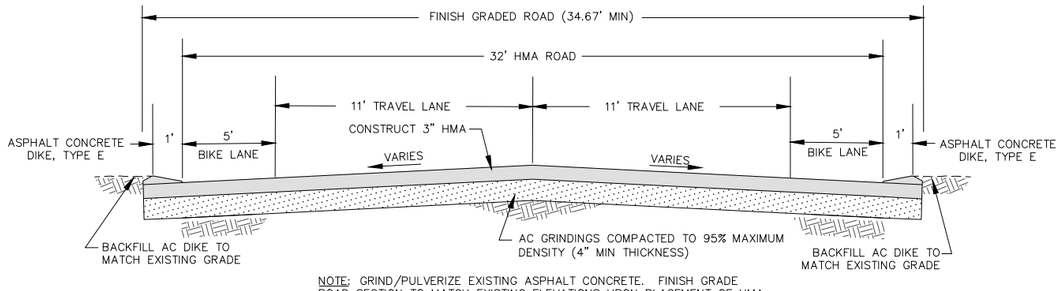
CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. FINISH GRADED ROAD WIDTH SHALL INCLUDE MINIMUM SHOULDER BACKING WIDTH AND ASPHALT DIKE WIDTH. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. CONSTRUCT ASPHALT CONCRETE DIKE, TYPE E, PER CALTRANS STANDARD PLAN A87B, TYPICAL ROAD SECTION HEREON, AND DETAIL ON SHEET C41. PLACE AND COMPACT BACKFILL TO MATCH EXISTING GRADE BEHIND CURB.
4. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
5. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
6. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
7. PAINT 6' CENTERLINE PER CALTRANS STANDARD PLAN A20A AND CENTERLINE – NO PASSING DETAIL ON SHEET C42.
8. PAINT 6" BIKE LANE LINE PER CALTRANS STANDARD PLAN A20D AND BIKE LANE LINE DETAILS ON SHEET C42.
7. PAINT BIKE LANE SYMBOL WITHOUT PERSON PER CALTRANS STANDARD PLAN A24C AND DETAIL ON SHEET C42. PAINT BIKE LANE ARROW PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.

PEARSON ROAD STA 0+00 TO STA 5+50

20 0 20 40

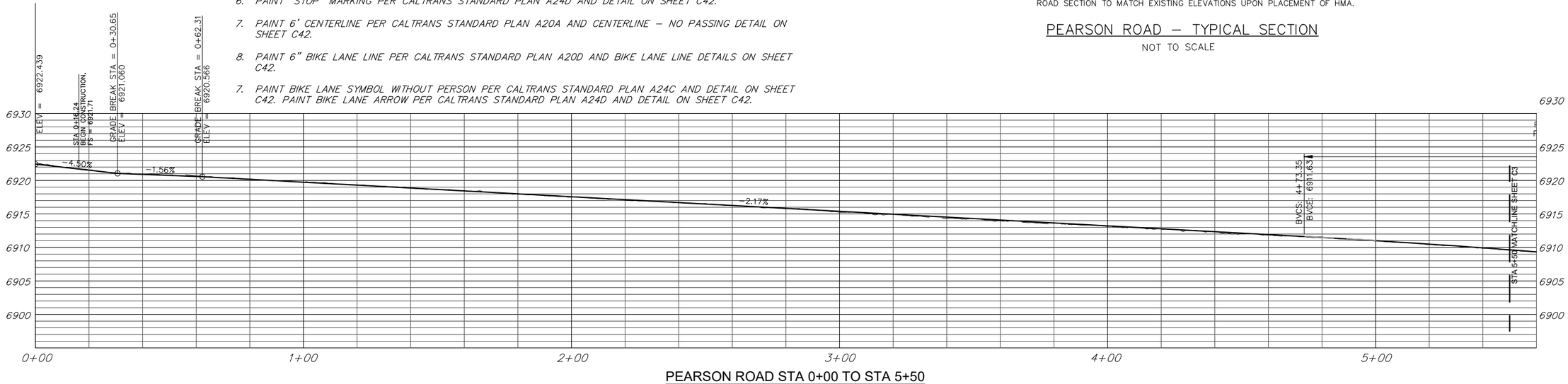
Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'



NOTE: GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA.

PEARSON ROAD – TYPICAL SECTION

NOT TO SCALE



PEARSON ROAD STA 0+00 TO STA 5+50

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev #	Date	Revision

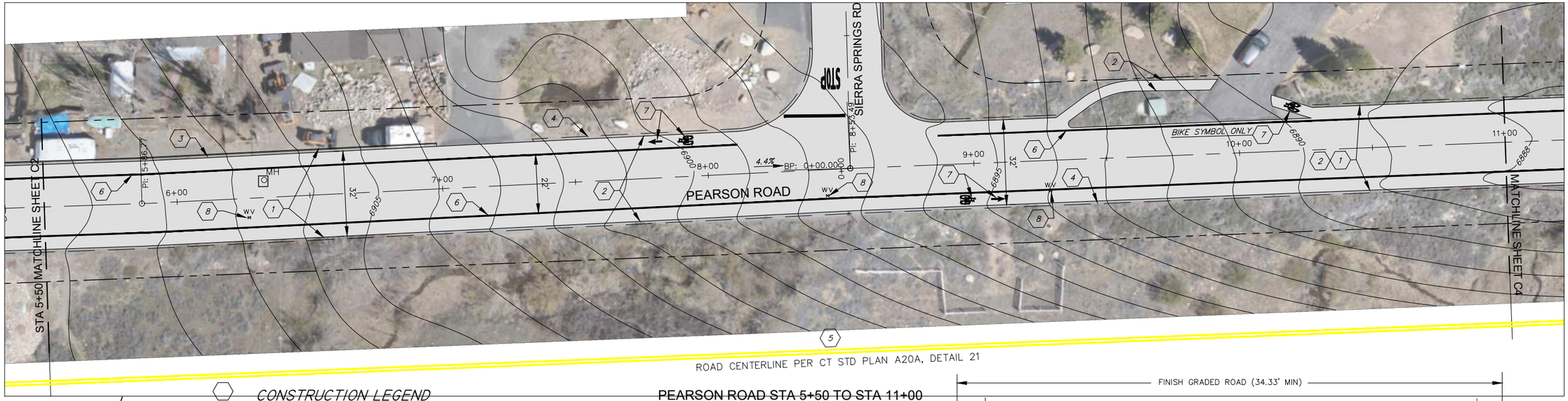
Drawing Date: 05/27/21
Prepared By: CS
Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

PEARSON ROAD - PLAN AND PROFILE
STA 0+00 TO STA 5+50

SHEET
C2

SEE SHEET C5

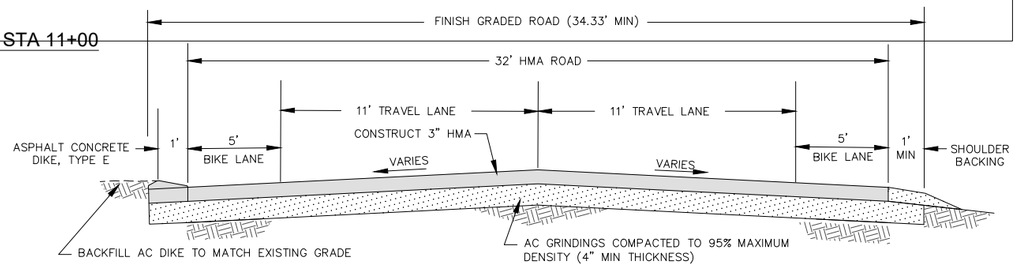


CONSTRUCTION LEGEND

PEARSON ROAD STA 5+50 TO STA 11+00

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. CONSTRUCT ASPHALT CONCRETE DIKE, TYPE E, PER CALTRANS STANDARD PLAN A87B, TYPICAL ROAD SECTION HEREON, AND DETAIL ON SHEET C41.
4. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
5. PAINT 6' CENTERLINE PER CALTRANS STANDARD PLAN A20A AND CENTERLINE – NO PASSING DETAIL ON SHEET C42.
6. PAINT 6" BIKE LANE LINE PER CALTRANS STANDARD PLAN A20D AND BIKE LANE LINE DETAILS ON SHEET C42.
7. PAINT BIKE LANE SYMBOL WITHOUT PERSON PER CALTRANS STANDARD PLAN A24C AND DETAIL ON SHEET C42. PAINT BIKE LANE ARROW PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
5. RESET EXISTING WATER VALVE CAP TO GRADE PER DETAIL ON SHEET C41.

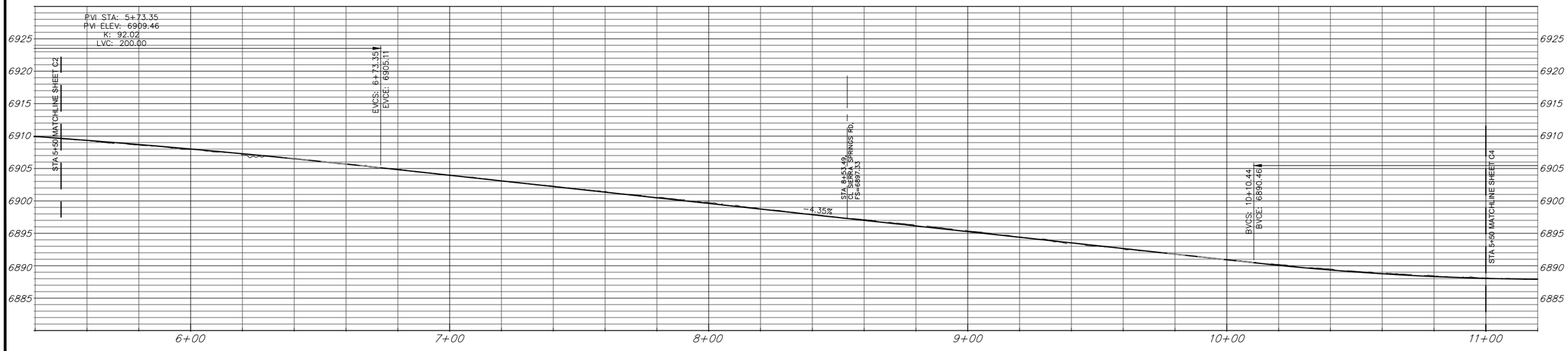
20 0 20 40
Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'



NOTE: GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACMENT OF HMA. FINISH GRADED ROAD WIDTH SHALL INCLUDE SHOULDER BACKING WIDTH AND AC DIKE WIDTH.

PEARSON ROAD – TYPICAL SECTION

NOT TO SCALE



PEARSON ROAD STA 5+50 TO STA 11+00

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

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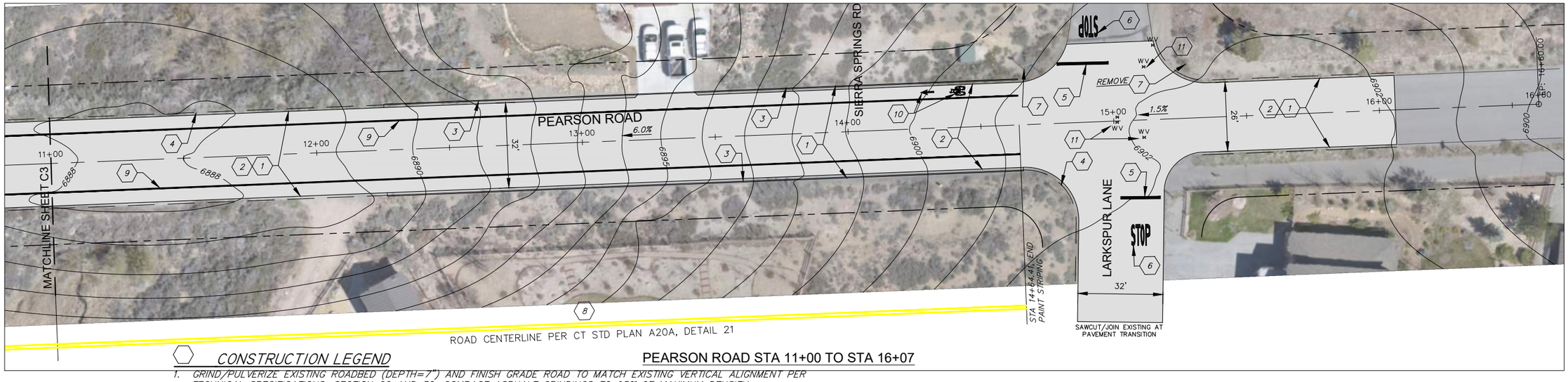
PEARSON ROAD - PLAN AND PROFILE
STA 5+50 TO STA 11+00

SHEET
C3



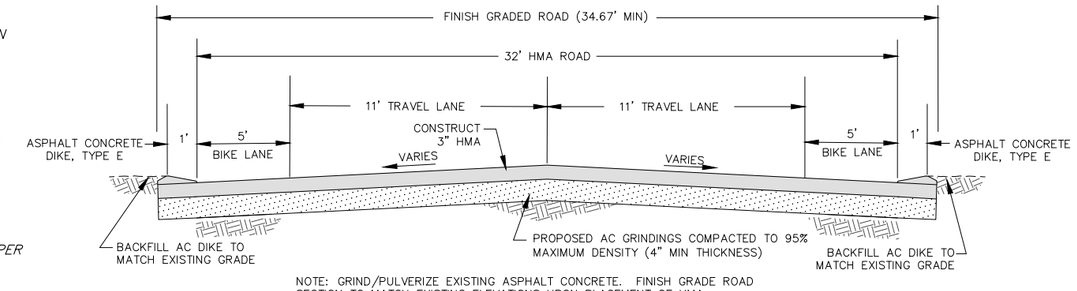
CONSTRUCTION LEGEND

PEARSON ROAD STA 11+00 TO STA 16+07

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. CONSTRUCT ASPHALT CONCRETE DIKE, TYPE E, PER CALTRANS STANDARD PLAN A87B, TYPICAL ROAD SECTION HEREON, AND DETAIL ON SHEET C41.
4. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
5. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
6. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
7. REMOVE EXISTING WOOD POST ROAD SIGN AND STOP SIGN. INSTALL STEEL-POST STOP SIGN WITH ROAD NAME SIGNS ABOVE PER DETAIL ON SHEET C42. REUSE EXISTING SIGNS.
8. PAINT 6' CENTERLINE PER CALTRANS STANDARD PLAN A20A AND CENTERLINE – NO PASSING DETAIL ON SHEET C42.
9. PAINT 6" BIKE LANE LINE PER CALTRANS STANDARD PLAN A20D AND BIKE LANE LINE DETAILS ON SHEET C42.
10. PAINT BIKE LANE SYMBOL WITHOUT PERSON PER CALTRANS STANDARD PLAN A24C AND DETAIL ON SHEET C42. PAINT BIKE LANE ARROW PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
11. RESET EXISTING WATER VALVE CAP TO GRADE PER DETAIL ON SHEET C41..

20 0 20 40

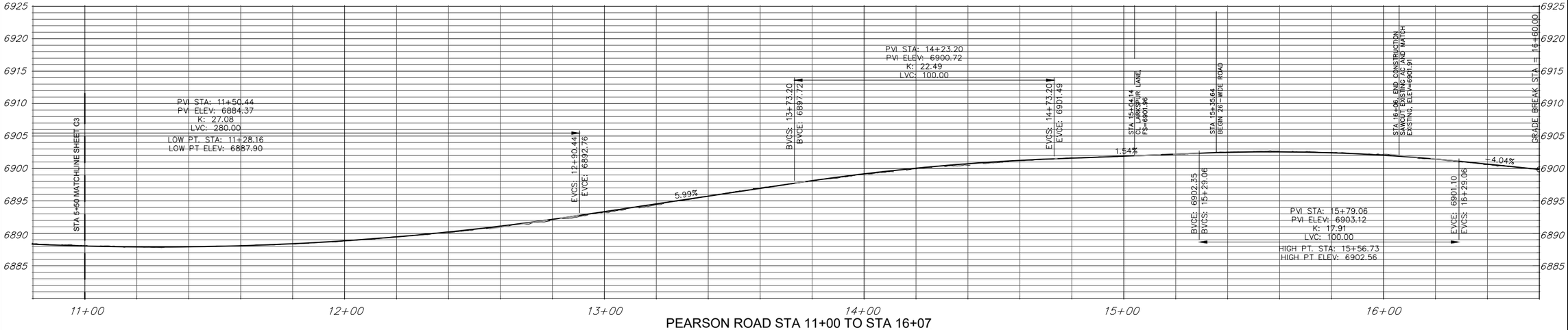
Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'



NOTE: GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA.

PEARSON ROAD – TYPICAL SECTION

NOT TO SCALE



PEARSON ROAD STA 11+00 TO STA 16+07

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

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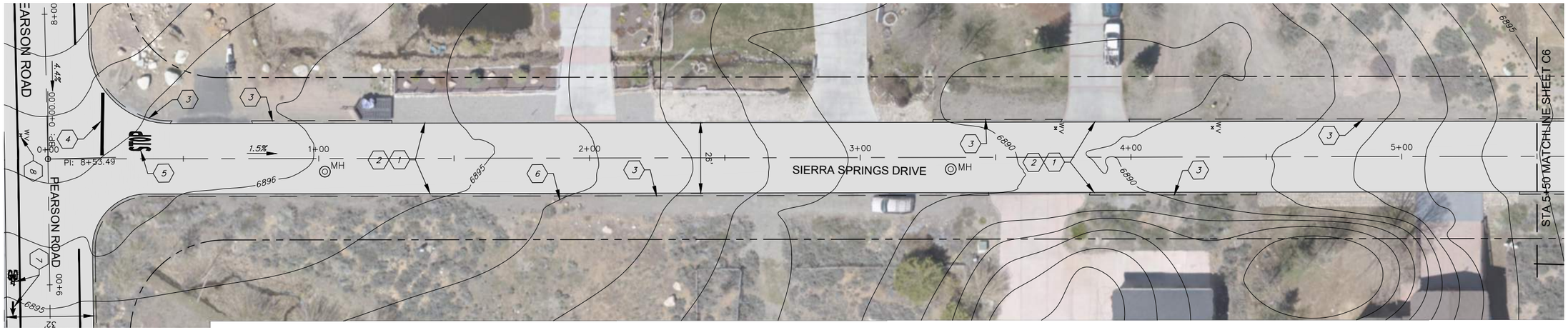
PROJECT NO. 9116
PEARSON ROAD - PLAN AND PROFILE
STA 11+00 TO STA 16+07

SHEET
C4



SIERRA SPRINGS DRIVE STA 0+00 TO STA 5+50

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
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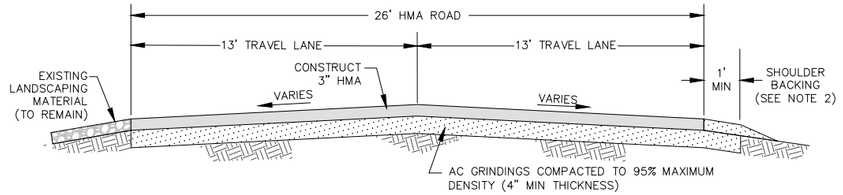
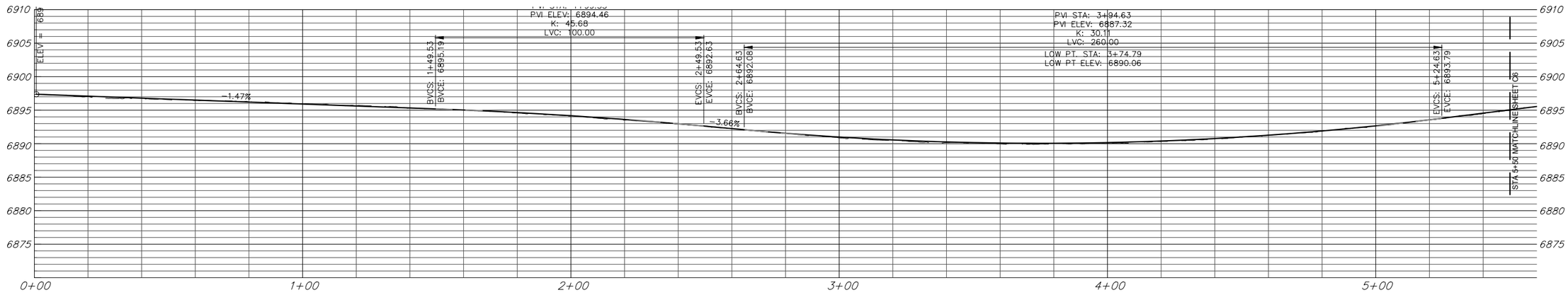
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. NOTE, SHOULDER BACKING IS ONLY REQUIRED AT LOCATIONS WITH NATIVE SOIL ADJACENT TO THE ROADWAY. WHERE RESIDENTS HAVE PLACED LANDSCAPING, IMPORTED MATERIAL, RIP-RAP, ETC., THE IN-PLACE MATERIAL SHALL BE PRESERVED DURING CONSTRUCTION AND REPAIRED TO EXISTING CONDITION AFTER PAVING. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
5. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
6. REMOVE EXISTING WOOD POST 25 MPH SIGN. INSTALL STEEL-POST 25 MPH SIGN PER SIGN DETAILS ON SHEET C42. REUSE EXISTING SIGN PANEL.



NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
2. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS SHOWN PER PLAN; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

SIERRA SPRINGS DRIVE – TYPICAL SECTION
NOT TO SCALE



SIERRA SPRINGS DRIVE STA 0+00 TO STA 5+50

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

REGISTERED PROFESSIONAL ENGINEER
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SIERRA SPRINGS DRIVE - PLAN AND PROFILE
STA 0+00 TO STA 5+50

SHEET
C5

SEE SHEET C11

SIERRA SPRINGS DRIVE STA 5+50 TO STA 11+00

20 0 20 40

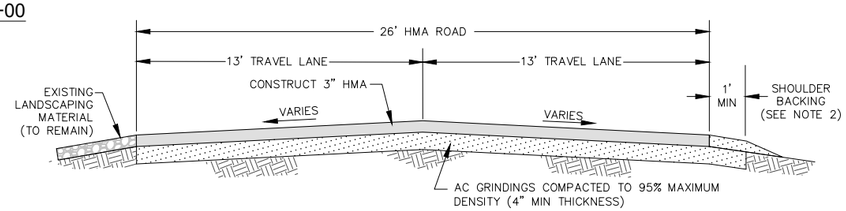
Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. *GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.*

2. *PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.*

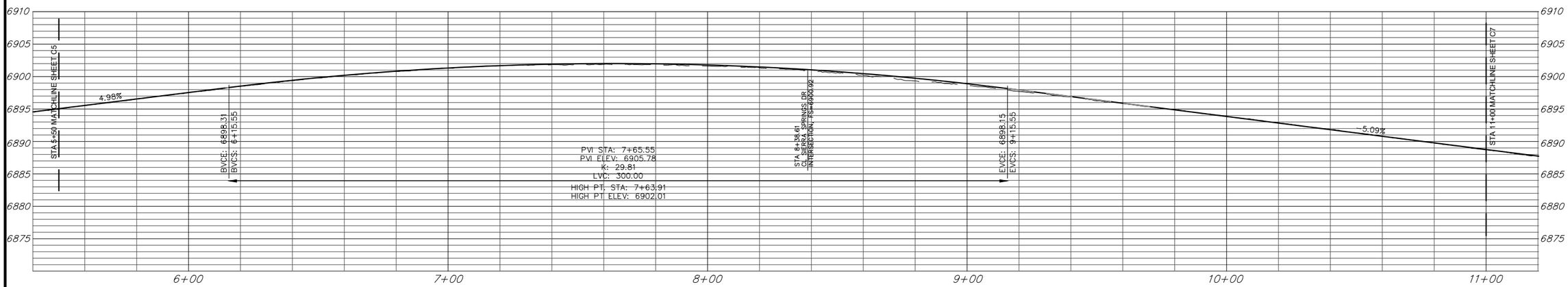
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. NOTE, SHOULDER BACKING IS ONLY REQUIRED AT LOCATIONS WITH NATIVE SOIL ADJACENT TO THE ROADWAY. WHERE RESIDENTS HAVE PLACED LANDSCAPING, IMPORTED MATERIAL, RIP-RAP, ETC., THE IN-PLACE MATERIAL SHALL BE PRESERVED DURING CONSTRUCTION AND REPAIRED TO EXISTING CONDITION AFTER PAVING. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*



NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
2. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS SHOWN PER PLAN; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

SIERRA SPRINGS DRIVE – TYPICAL SECTION

NOT TO SCALE



SIERRA SPRINGS DRIVE STA 5+50 TO STA 11+00

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

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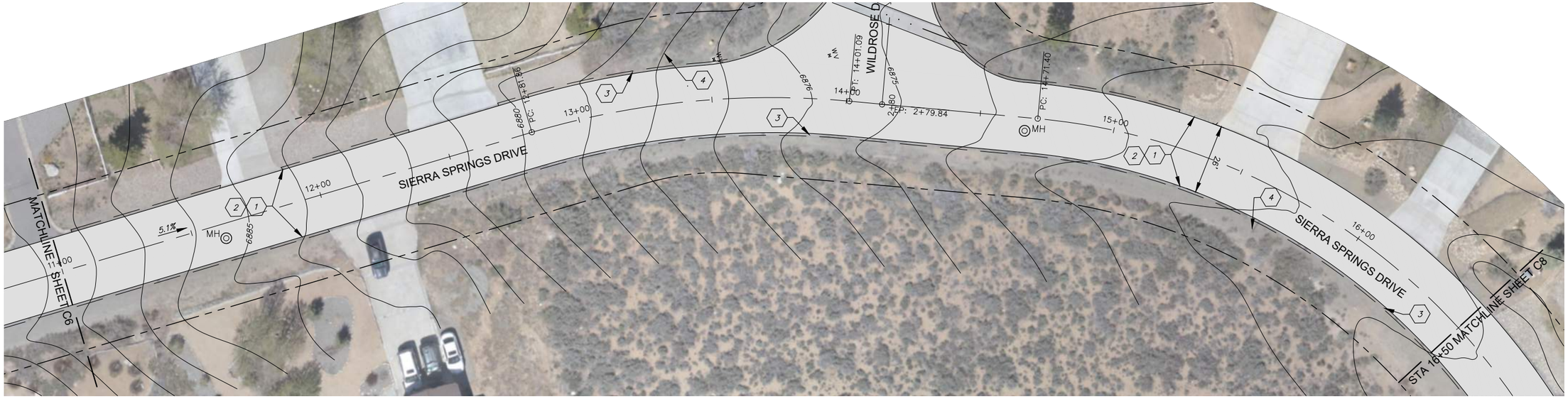
LONG VALLEY STREETS PROJECT

SIERRA SPRINGS DRIVE - PLAN AND PROFILE
STA 5+50 TO STA 11+00

SHEET
C6

SEE SHEET C1



CONSTRUCTION LEGEND

SIERRA SPRINGS DRIVE STA 11+00 TO STA 16+50

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
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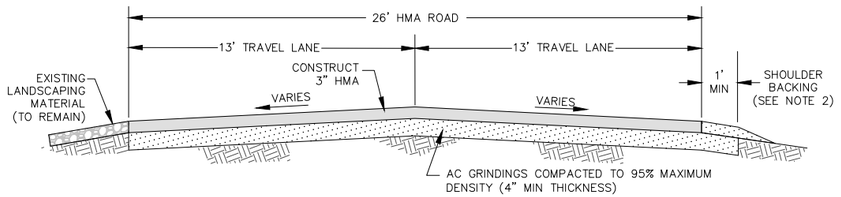
4. REMOVE EXISTING 25 MPH WOOD POST SIGN. INSTALL STEEL-POST 25 MPH SIGN PER SIGN DETAILS ON SHEET C42. REUSE EXISTING SIGN PANEL.



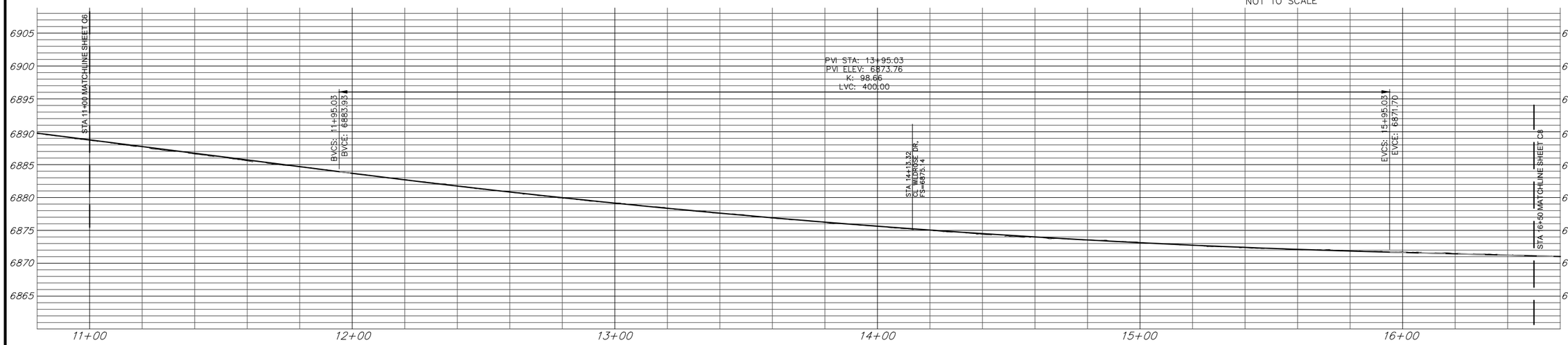
NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
2. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS SHOWN PER PLAN; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

SIERRA SPRINGS DRIVE – TYPICAL SECTION

NOT TO SCALE

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'



SIERRA SPRINGS DRIVE STA 11+00 TO STA 16+50

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

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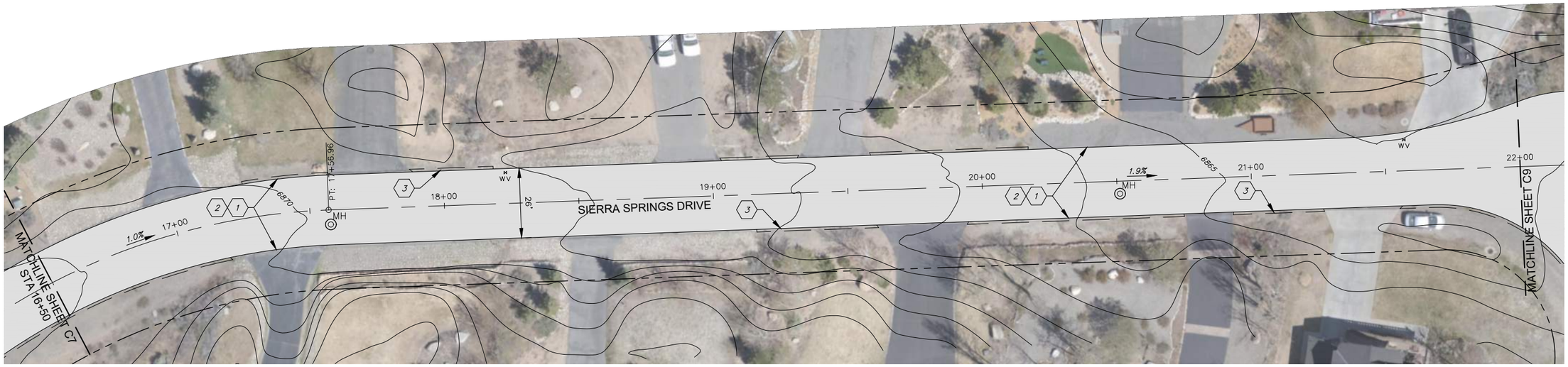
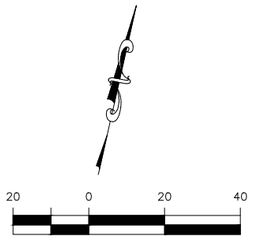
SIERRA SPRINGS DRIVE - PLAN AND PROFILE
STA 11+00TO STA 16+50

SHEET
C7



SIERRA SPRINGS DRIVE STA 16+50 TO STA 22+00



Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.

2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.

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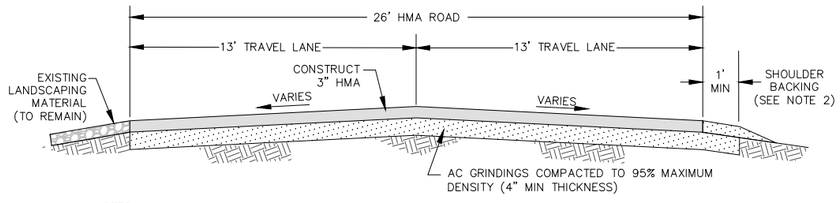
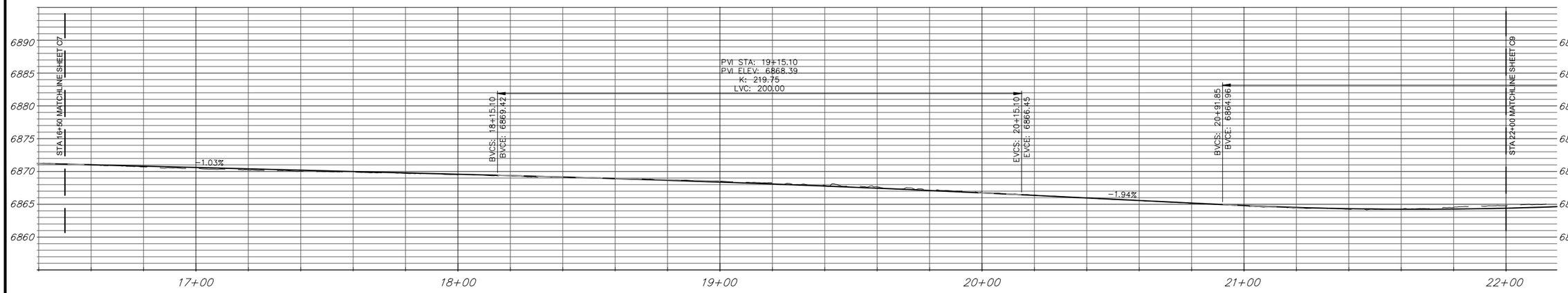


NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
2. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS SHOWN PER PLAN; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

SIERRA SPRINGS DRIVE – TYPICAL SECTION

NOT TO SCALE



SIERRA SPRINGS DRIVE STA 16+50 TO STA 22+00

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

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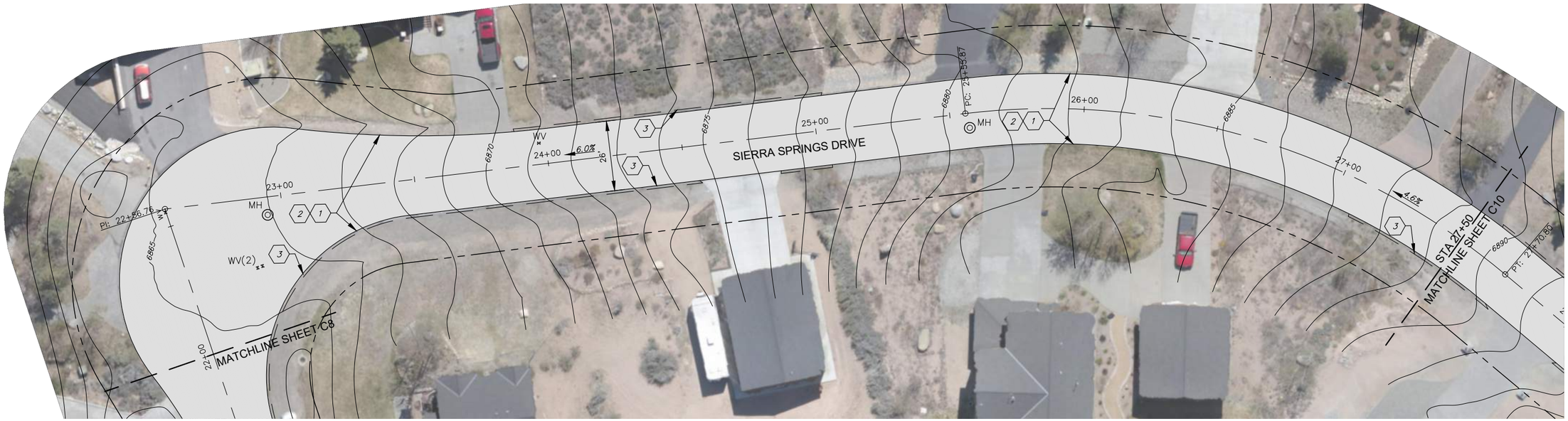
SIERRA SPRINGS DRIVE - PLAN AND PROFILE
STA 16+50TO STA 22+00

SHEET
C8



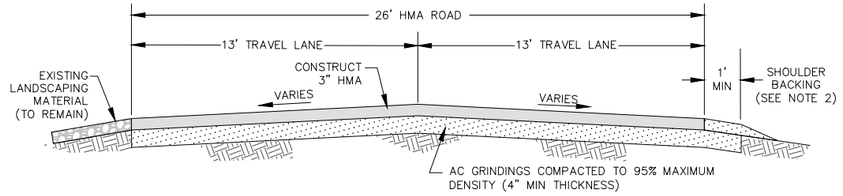
SIERRA SPRINGS DRIVE STA 22+00 TO STA 27+50

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

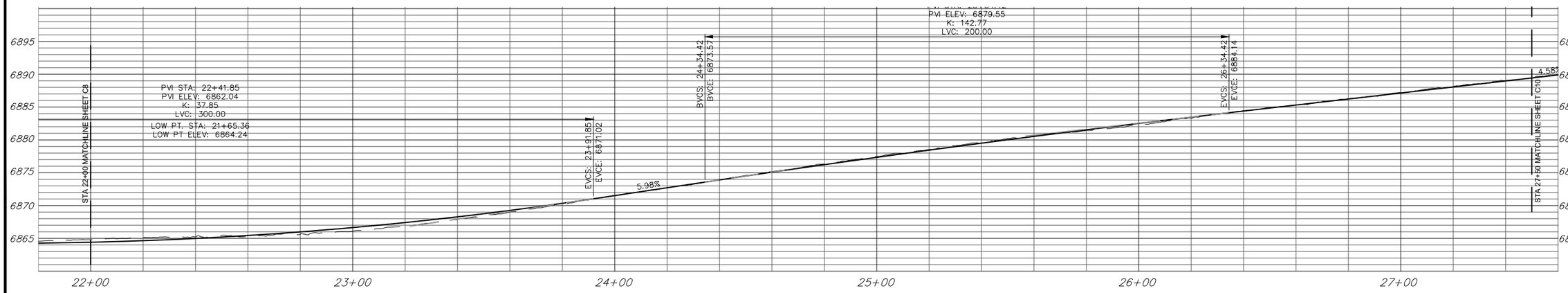
1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. NOTE, SHOULDER BACKING IS ONLY REQUIRED AT LOCATIONS WITH NATIVE SOIL ADJACENT TO THE ROADWAY. WHERE RESIDENTS HAVE PLACED LANDSCAPING, IMPORTED MATERIAL, RIP-RAP, ETC., THE IN-PLACE MATERIAL SHALL BE PRESERVED DURING CONSTRUCTION AND REPAIRED TO EXISTING CONDITION AFTER PAVING. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.



NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
2. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS SHOWN PER PLAN; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

SIERRA SPRINGS DRIVE – TYPICAL SECTION

NOT TO SCALE



SIERRA SPRINGS DRIVE STA 22+00 TO STA 27+50

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

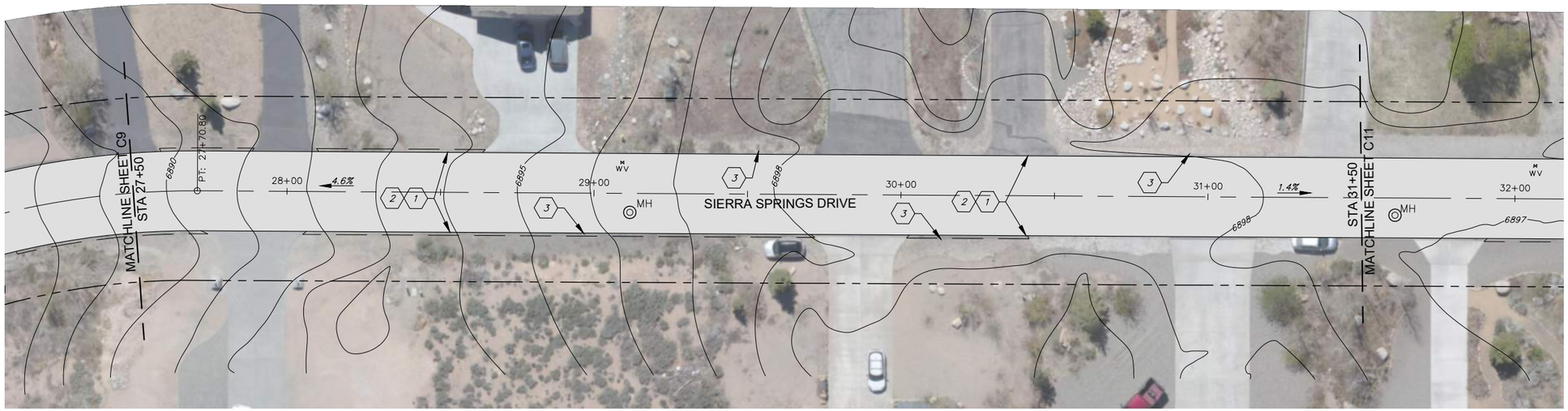
MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev. #	Date	Revision

Drawing Date: 05/27/21
Prepared By: CS
Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116
SIERRA SPRINGS DRIVE - PLAN AND PROFILE
STA 22+00 TO STA 27+50

SHEET
C9



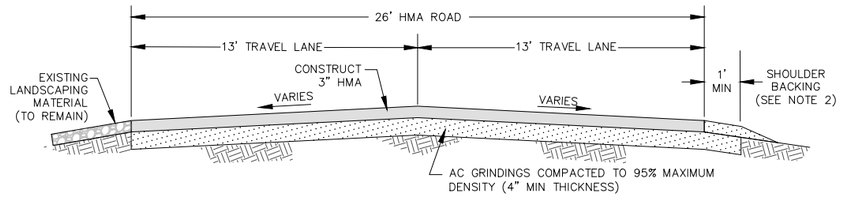
SIERRA SPRINGS DRIVE STA 27+50 TO STA 31+50

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. NOTE, SHOULDER BACKING IS ONLY REQUIRED AT LOCATIONS WITH NATIVE SOIL ADJACENT TO THE ROADWAY. WHERE RESIDENTS HAVE PLACED LANDSCAPING, IMPORTED MATERIAL, RIP-RAP, ETC., THE IN-PLACE MATERIAL SHALL BE PRESERVED DURING CONSTRUCTION AND REPAIRED TO EXISTING CONDITION AFTER PAVING. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.



NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
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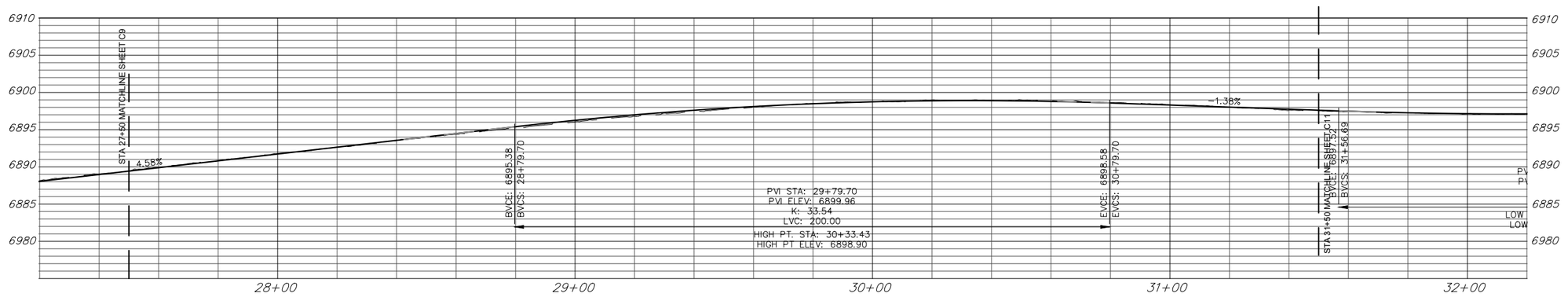
SIERRA SPRINGS DRIVE – TYPICAL SECTION

NOT TO SCALE



SIERRA SPRINGS DRIVE STA 27+50 TO STA 31+50

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

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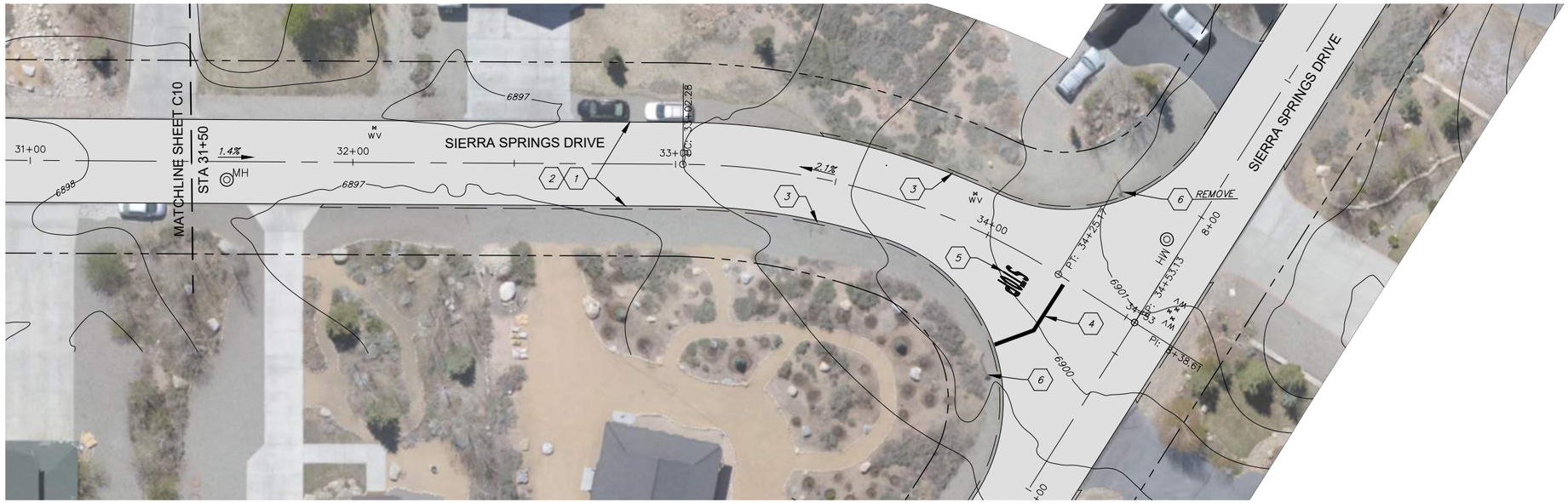
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

SIERRA SPRINGS DRIVE - PLAN AND PROFILE
STA 22+00 TO STA 27+50

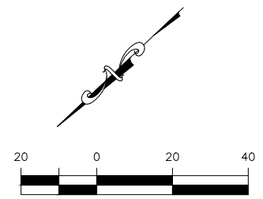
SHEET
C10

SEE SHEET C6



SEE SHEET C6

SIERRA SPRINGS DRIVE STA 31+50 TO STA 34+53.13



CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
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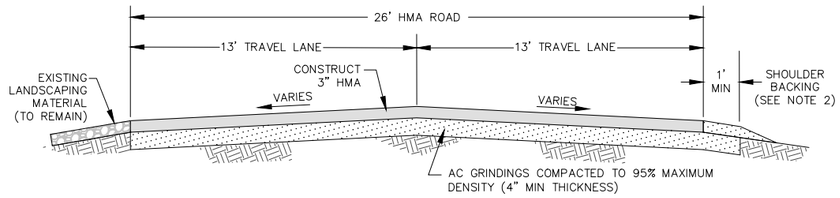
4. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
5. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
6. REMOVE EXISTING WOOD POST STOP SIGN AND ROAD NAME SIGN. INSTALL STEEL-POST STOP SIGN WITH ROAD NAMES ABOVE PER SIGN DETAIL ON SHEET C42. REUSE EXISTING SIGN PANELS.



NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
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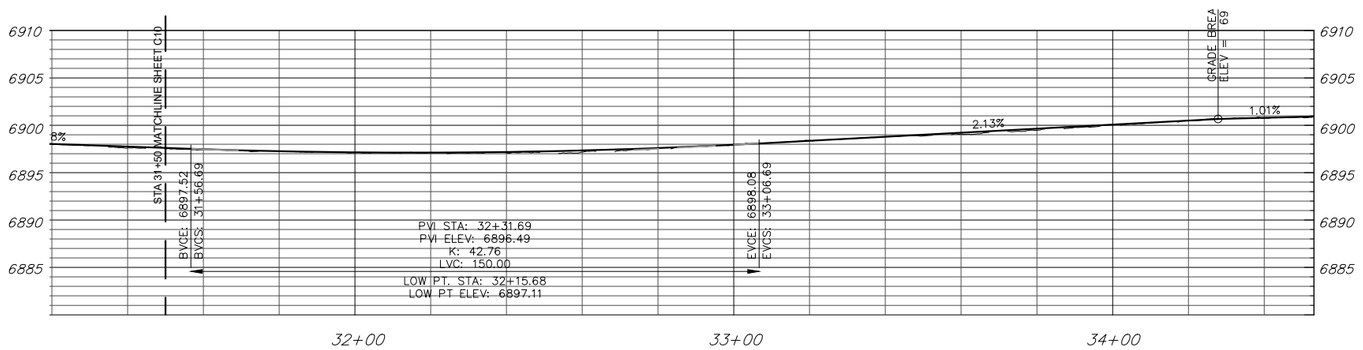
SIERRA SPRINGS DRIVE – TYPICAL SECTION

NOT TO SCALE



SIERRA SPRINGS DRIVE STA 31+50 TO STA 34+53.13

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev.#	Date	Revision

Drawing Date: 05/27/21
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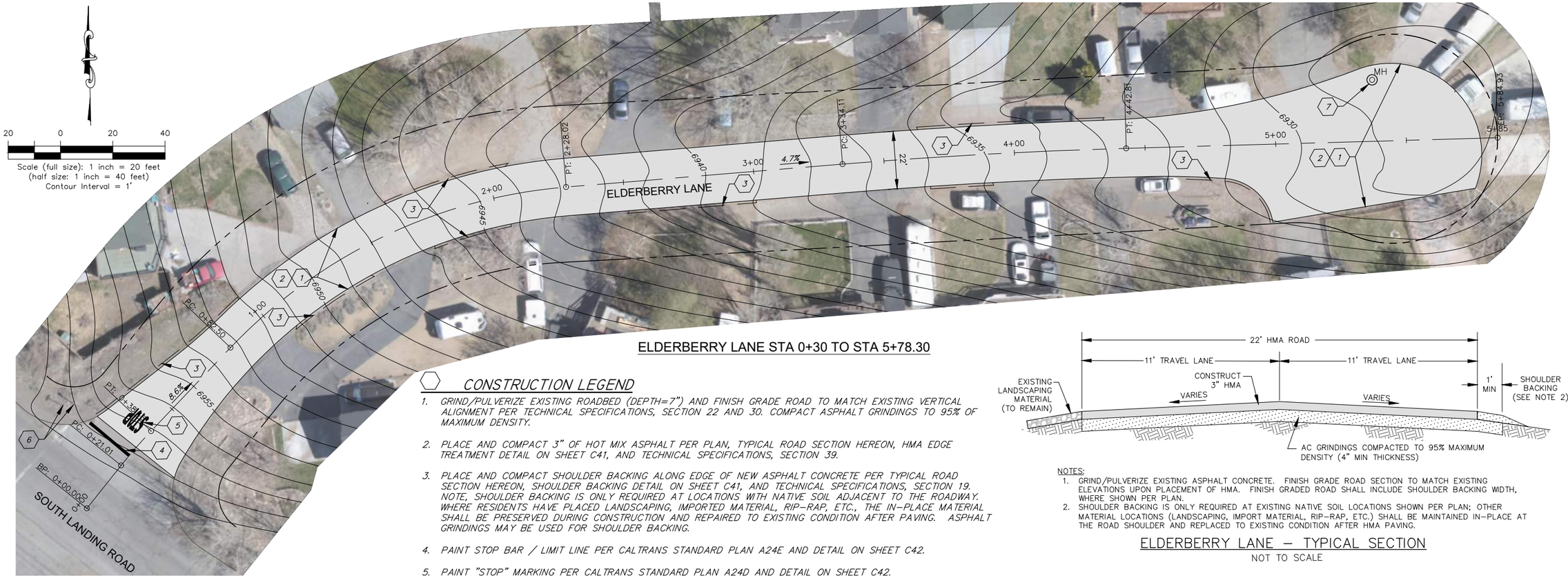
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116
SIERRA SPRINGS DRIVE - PLAN AND PROFILE
STA 31+50 TO STA 34+53.13

SHEET
C11



ELDERBERRY LANE STA 0+30 TO STA 5+78.30

CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. NOTE, SHOULDER BACKING IS ONLY REQUIRED AT LOCATIONS WITH NATIVE SOIL ADJACENT TO THE ROADWAY. WHERE RESIDENTS HAVE PLACED LANDSCAPING, IMPORTED MATERIAL, RIP-RAP, ETC., THE IN-PLACE MATERIAL SHALL BE PRESERVED DURING CONSTRUCTION AND REPAIRED TO EXISTING CONDITION AFTER PAVING. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
5. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
6. REMOVE EXISTING WOOD POST ROAD NAME SIGN AND STOP SIGN. INSTALL STEEL-POST STOP SIGN WITH ROAD NAME SIGNS ABOVE PER DETAIL ON SHEET C42. REUSE EXISTING SIGN PANELS.
7. CONSTRUCT CONCRETE MANHOLE COLLAR PER DETAIL ON SHEET C41.

NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
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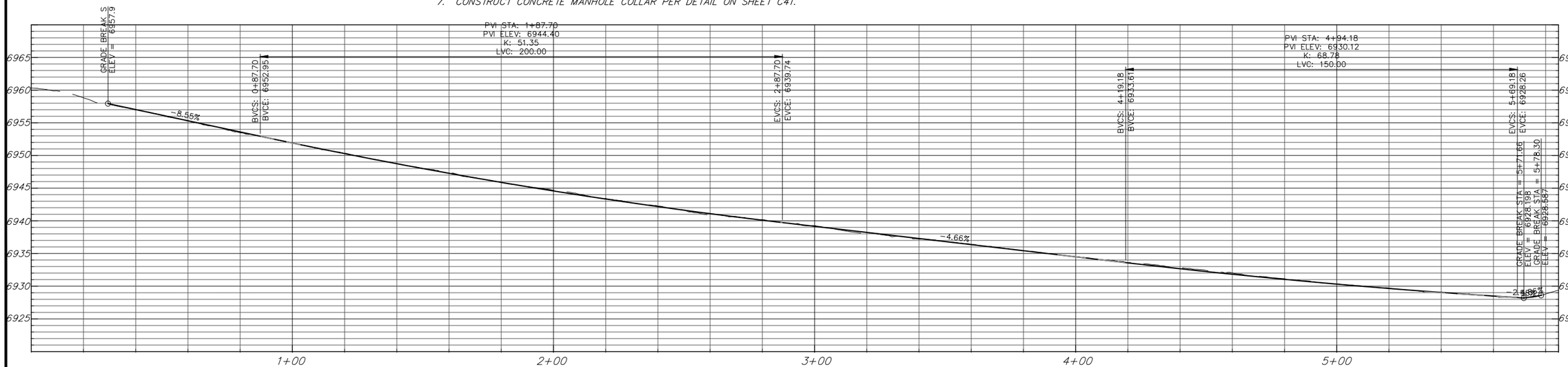
ELDERBERRY LANE – TYPICAL SECTION
NOT TO SCALE



ELDERBERRY LANE PROFILE STA 0+30 TO STA 5+78.30
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=8'

REGISTERED PROFESSIONAL ENGINEER
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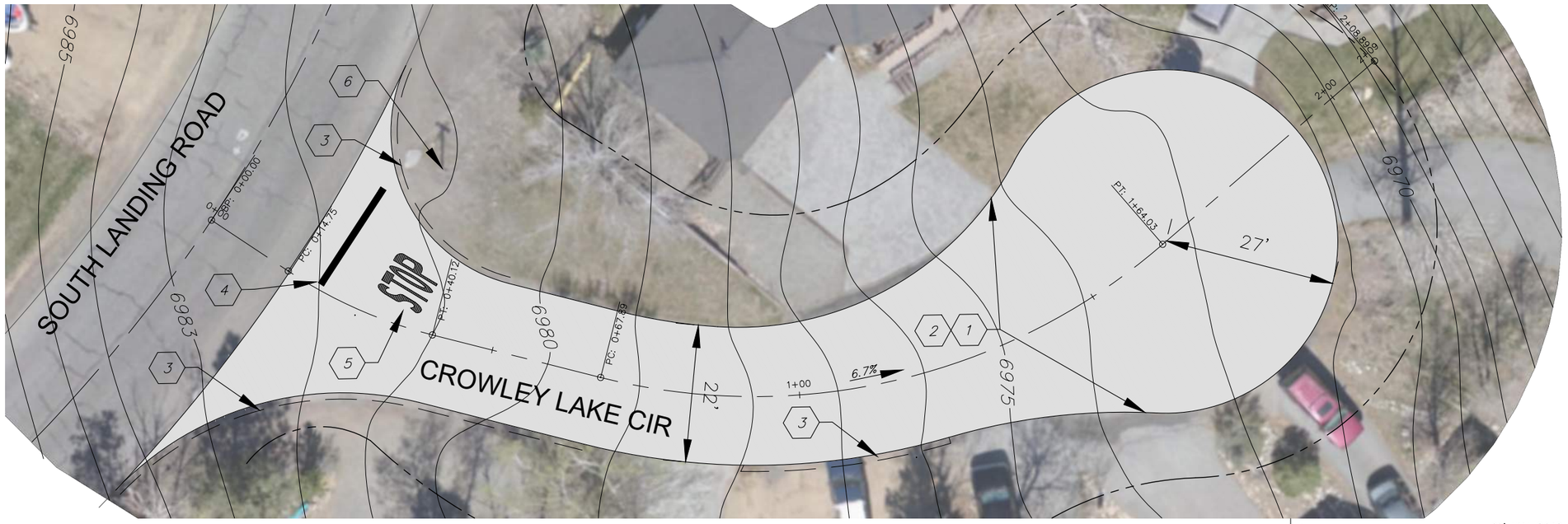
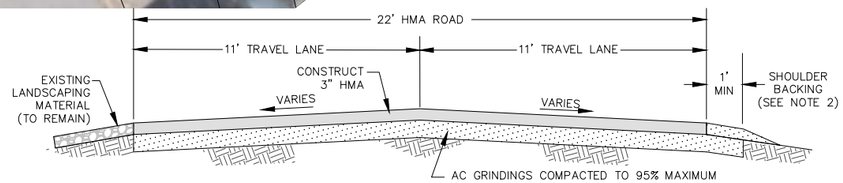
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116
ELDERBERRY LANE - PLAN AND PROFILE
STA 0+00 TO STA 5+78.30

SHEET
C12



CROWLEY LAKE CIRCLE STA 0+30 TO STA 5+78.30



NOTES:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.
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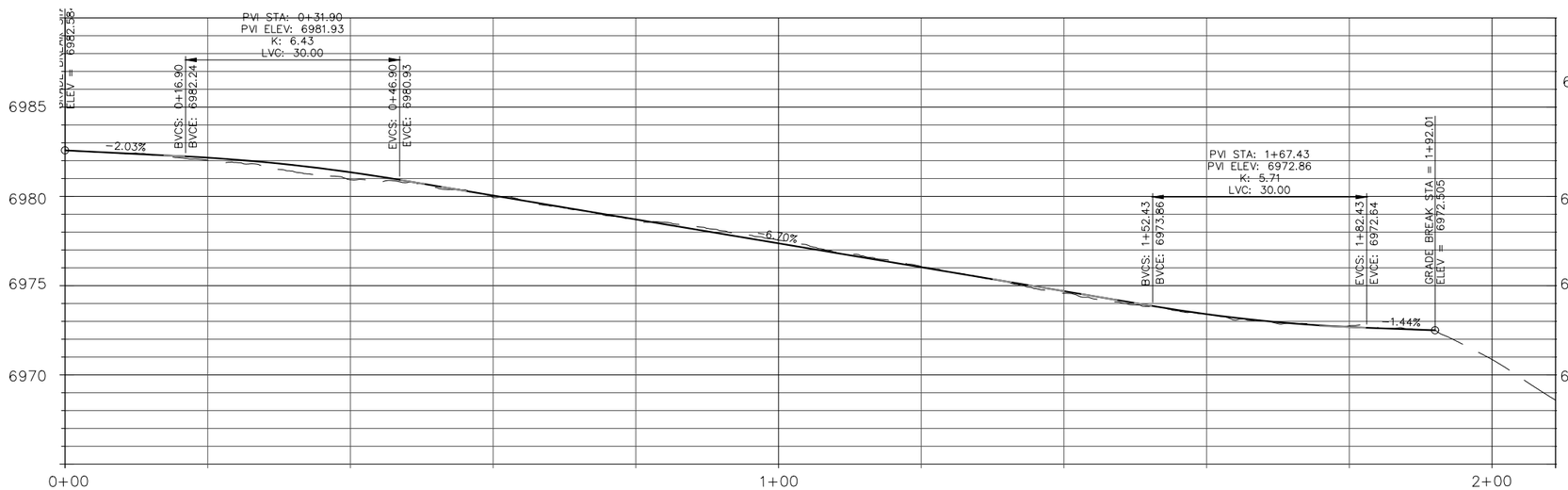
CROWLEY LAKE CIRCLE – TYPICAL SECTION

NOT TO SCALE



CROWLEY LAKE CIRCLE PROFILE STA 0+15 TO STA 1+92.23

HORIZONTAL SCALE: 1"=10'

VERTICAL SCALE: 1"=8'

CONSTRUCTION LEGEND

1. *GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.*
2. *PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE AT LOCATIONS SHOWN PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
4. *PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.*
5. *PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.*
6. *REMOVE EXISTING WOOD POST ROAD NAME SIGN. INSTALL STEEL-POST STOP SIGN (NEW R1-1) WITH ROAD NAME SIGNS ABOVE PER SIGN DETAILS ON SHEET C42. REUSE EXISTING SIGN PANELS.*

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
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STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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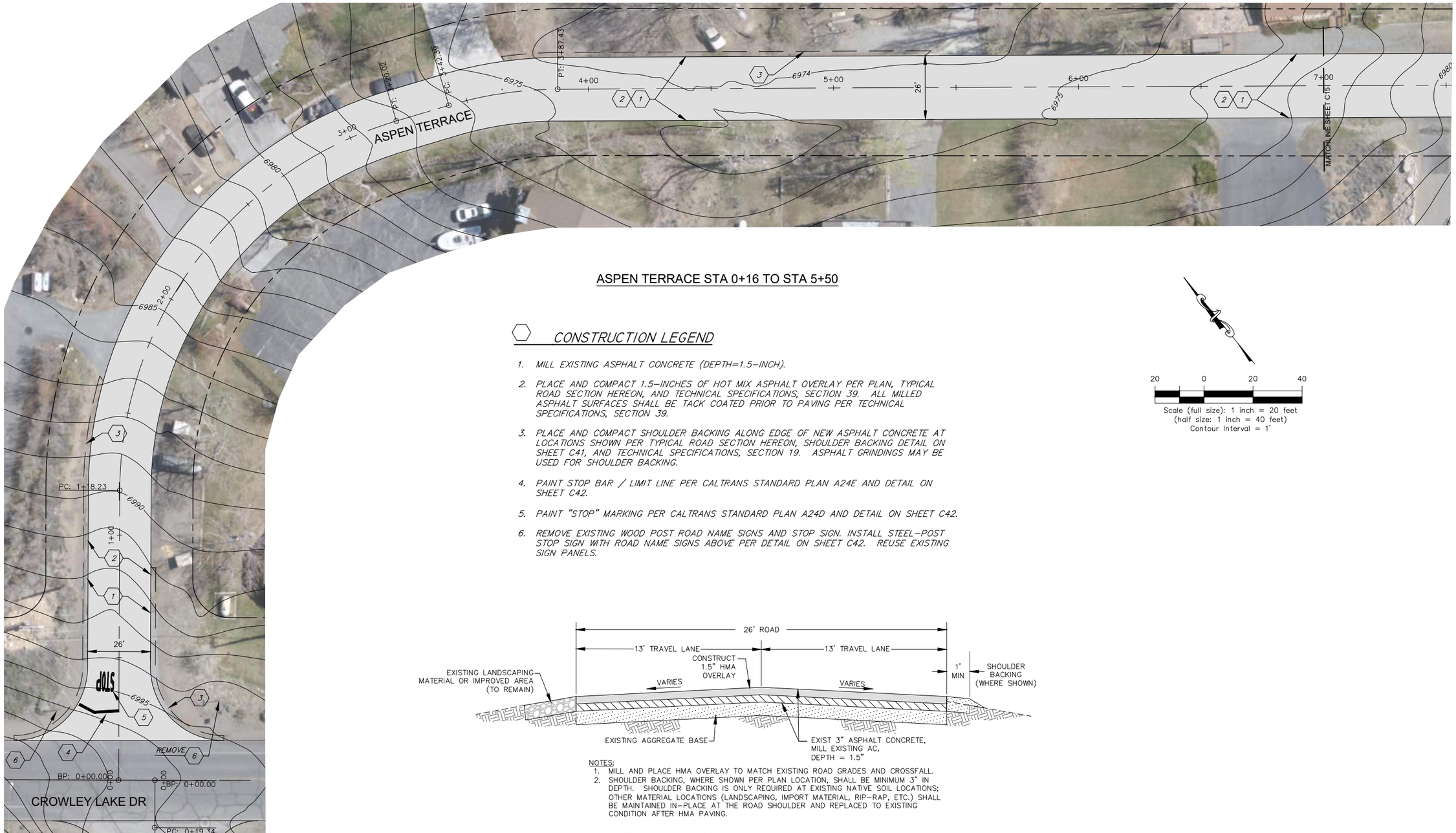
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

CROWLEY LAKE CIRCLE - PLAN AND PROFILE
STA 0+30 TO STA 5+78.30

SHEET
C13



ASPEN TERRACE STA 0+16 TO STA 5+50

CONSTRUCTION LEGEND

1. MILL EXISTING ASPHALT CONCRETE (DEPTH=1.5–INCH).
2. PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE AT LOCATIONS SHOWN PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
5. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
6. REMOVE EXISTING WOOD POST ROAD NAME SIGNS AND STOP SIGN. INSTALL STEEL–POST STOP SIGN WITH ROAD NAME SIGNS ABOVE PER DETAIL ON SHEET C42. REUSE EXISTING SIGN PANELS.

NOTES:
1. MILL AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND CROSSFALL.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP–RAP, ETC.) SHALL BE MAINTAINED IN–PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

ASPEN TERRACE – TYPICAL ROAD SECTION
NOT TO SCALE

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

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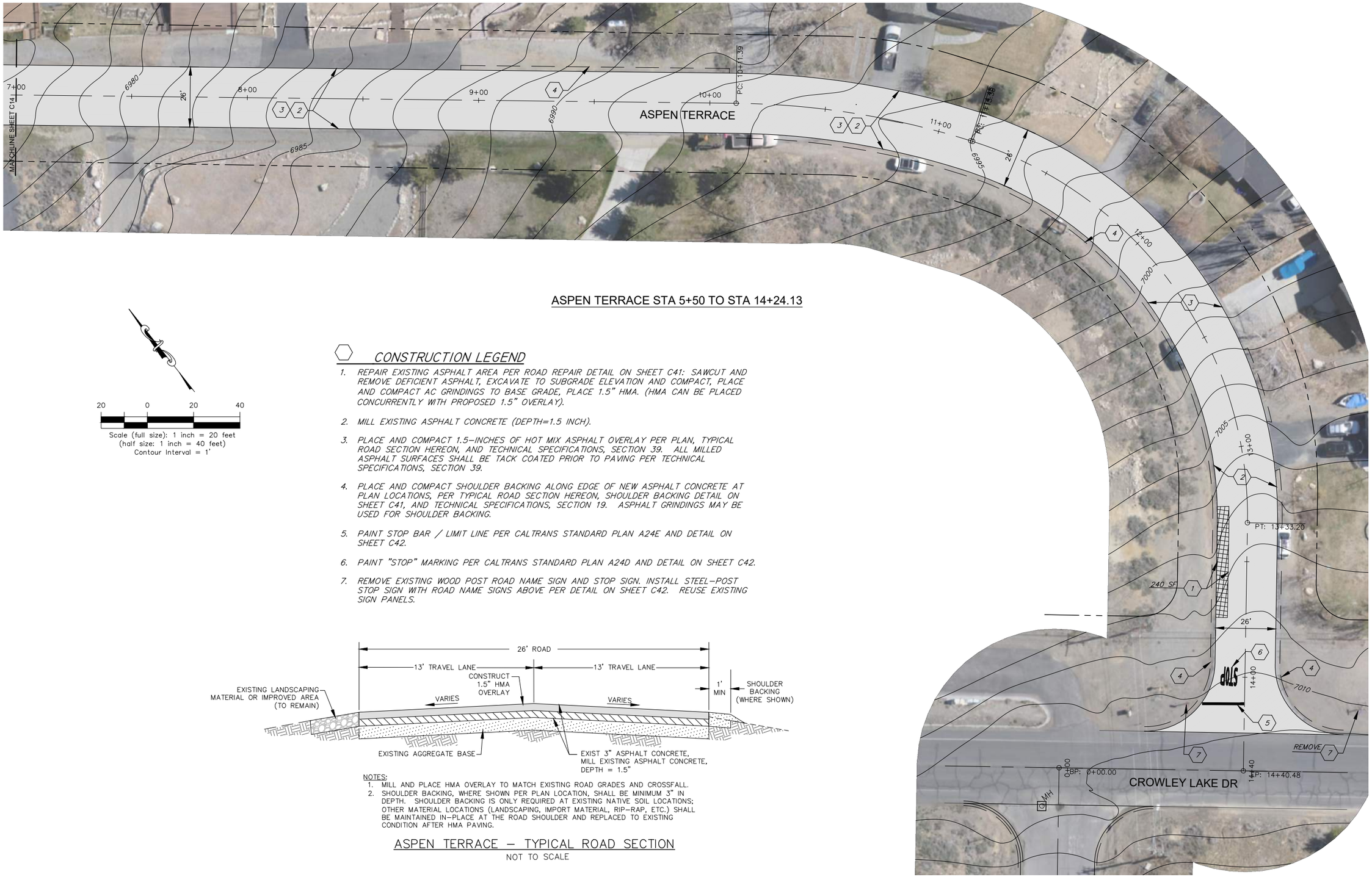
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116
ASPEN TERRACE
STA 0+16 TO STA 5+50

SHEET
C14



ASPEN TERRACE STA 5+50 TO STA 14+24.13

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. REPAIR EXISTING ASPHALT AREA PER ROAD REPAIR DETAIL ON SHEET C41: SAWCUT AND REMOVE DEFICIENT ASPHALT, EXCAVATE TO SUBGRADE ELEVATION AND COMPACT, PLACE AND COMPACT AC GRINDINGS TO BASE GRADE, PLACE 1.5" HMA. (HMA CAN BE PLACED CONCURRENTLY WITH PROPOSED 1.5" OVERLAY).
2. MILL EXISTING ASPHALT CONCRETE (DEPTH=1.5 INCH).
3. PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.
4. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE AT PLAN LOCATIONS, PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
5. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
6. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
7. REMOVE EXISTING WOOD POST ROAD NAME SIGN AND STOP SIGN. INSTALL STEEL–POST STOP SIGN WITH ROAD NAME SIGNS ABOVE PER DETAIL ON SHEET C42. REUSE EXISTING SIGN PANELS.

NOTES:
1. MILL AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND CROSSFALL.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP–RAP, ETC.) SHALL BE MAINTAINED IN–PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

ASPEN TERRACE – TYPICAL ROAD SECTION
NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

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Project No. 9116

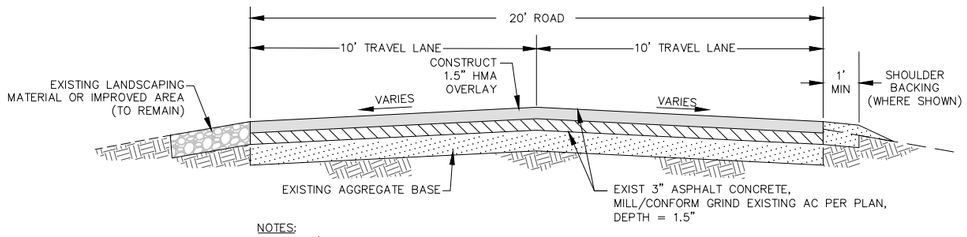
ASPEN TERRACE
STA 5+50 TO STA 14+24.13

SHEET
C15

HILTON CREEK PLACE STA 0+16 TO STA 5+25.06

CONSTRUCTION LEGEND

1. *REPAIR EXISTING ASPHALT PER ROAD REPAIR DETAIL ON SHEET C41: SAWCUT AND REMOVE DEFICIENT ASPHALT, EXCAVATE TO SUBGRADE ELEVATION AND COMPACT, PLACE AND COMPACT AC GRINDINGS TO BASE GRADE, PLACE 1.5" HMA. (HMA CAN BE PLACED CONCURRENTLY WITH PROPOSED 1.5" OVERLAY).*
2. *MILL / CONFORM GRIND EXISTING ASPHALT CONCRETE AT LOCATIONS SHOWN PER PLAN (DEPTH=1.5-INCH).*
3. *PLACE AND COMPACT 1.5-INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.*
4. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
5. *PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.*
6. *PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.*
7. *REMOVE EXISTING WOOD POST ROAD NAMES SIGN AND STOP SIGN. INSTALL STEEL-POST STOP SIGN WITH ROAD NAMES ABOVE PER DETAIL ON SHEET C42. REUSE EXISTING SIGN PANELS.*



NOTES:
1. MILL/CONFORM GRIND AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND DRAINAGE PATTERNS.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

HILTON CREEK PLACE – TYPICAL ROAD SECTION
NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
STATE OF CALIFORNIA

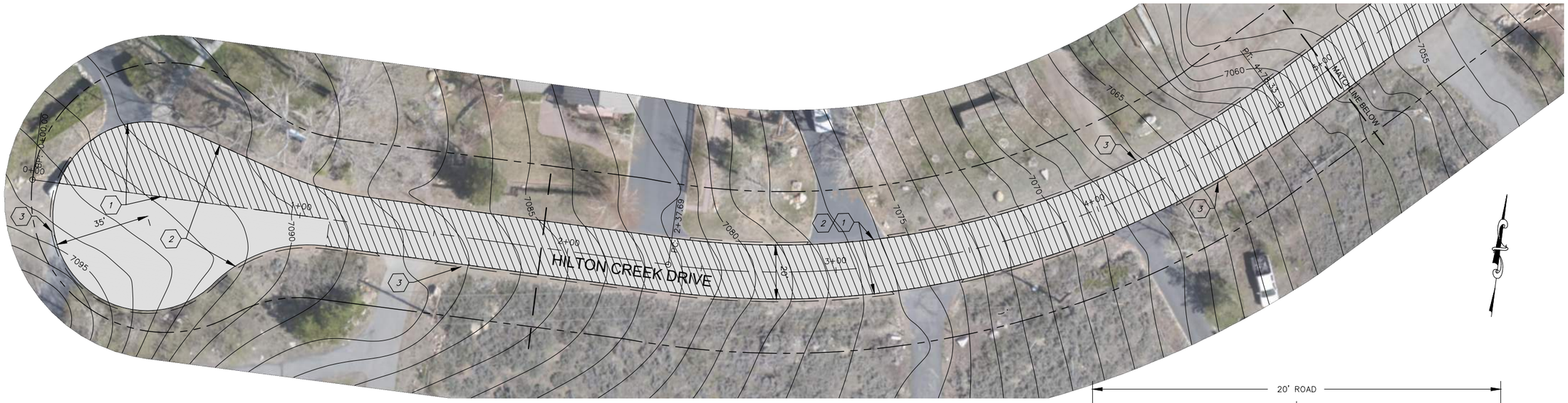
MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev.#	Date	Revision

Drawing Date: 05/27/21
Prepared By: CS
Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116
HILTON CREEK PLACE
STA 0+16 TO STA 5+25.06

SHEET
C16



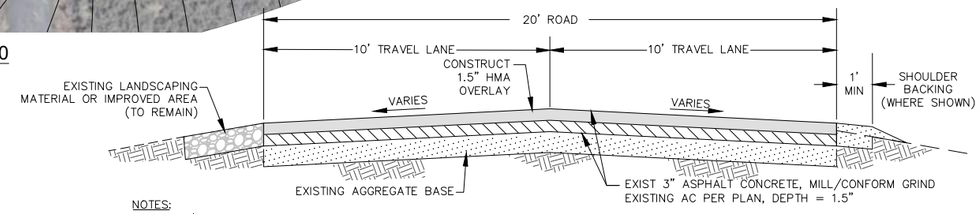
HILTON CREEK DRIVE STA 0+9.86 TO STA 5+00

CONSTRUCTION LEGEND

1. *MILL / CONFORM GRIND EXISTING ASPHALT CONCRETE AT LOCATIONS PER PLAN (DEPTH=1.5–INCH).*
2. *PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, SHOULDER BACKING DETAILS ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*

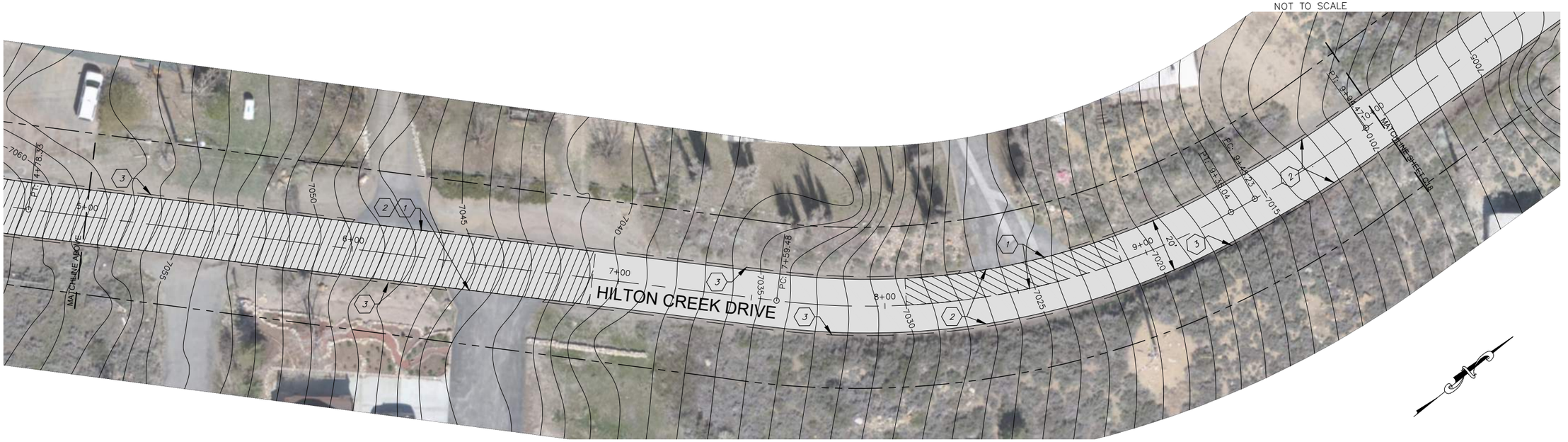
20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'



NOTES:
1. MILL/CONFORM GRIND AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND DRAINAGE PATTERNS.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP–RAP, ETC.) SHALL BE MAINTAINED IN–PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

HILTON CREEK DRIVE – TYPICAL ROAD SECTION
NOT TO SCALE



HILTON CREEK DRIVE STA 5+00 TO STA 10+00

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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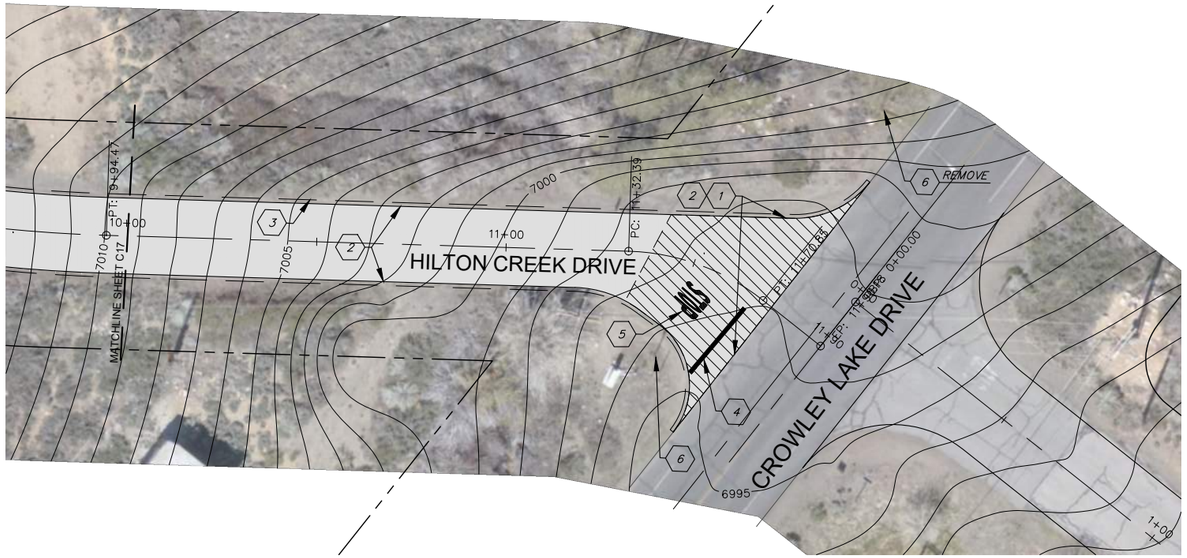
Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116
HILTON CREEK DRIVE
STA 0+9.86 TO STA 10+00

SHEET
C17



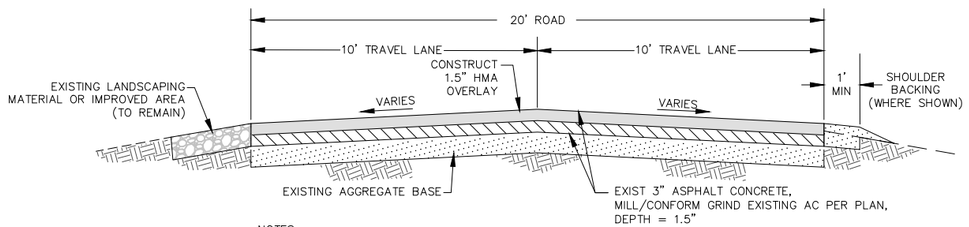
HILTON CREEK DRIVE STA 10+00 TO STA 11+73.67

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. *MILL / CONFORM GRIND EXISTING ASPHALT CONCRETE AT LOCATIONS PER PLAN (DEPTH=1.5–INCH).*
2. *PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, SHOULDER BACKING DETAILS ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
4. *PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.*
5. *PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.*
6. *REMOVE EXISTING WOOD POST ROAD NAMES SIGN AND STOP SIGN. INSTALL STEEL–POST STOP SIGN WITH ROAD NAMES ABOVE PER DETAIL ON SHEET C42. REUSE EXISTING SIGN PANELS.*



NOTES:
1. MILL/CONFORM GRIND AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND DRAINAGE PATTERNS.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP–RAP, ETC.) SHALL BE MAINTAINED IN–PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

HILTON CREEK DRIVE – TYPICAL ROAD SECTION

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev.#	Date	Revision

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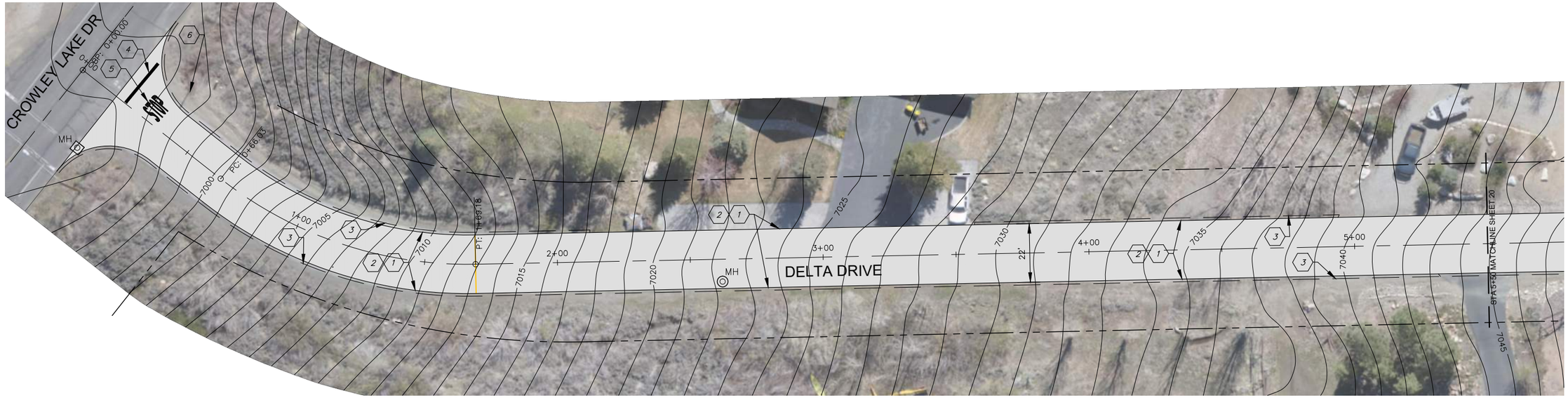
Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

HILTON CREEK DRIVE
STA 10+00 TO STA 11+73.67

SHEET
C18



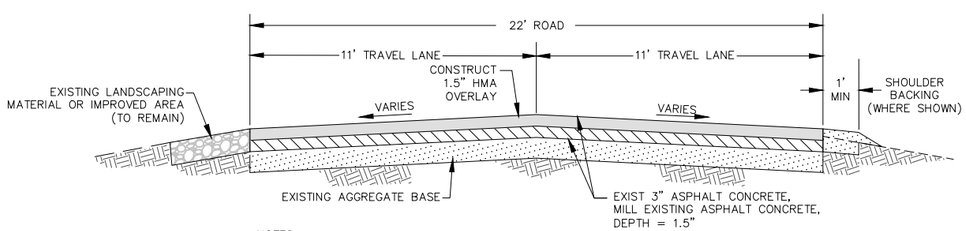
DELTA DRIVE STA 0+16 TO STA 5+50

CONSTRUCTION LEGEND

1. MILL EXISTING ASPHALT CONCRETE ROAD (DEPTH=1.5–INCH).
2. PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, SHOULDER BACKING DETAILS ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
5. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
6. REMOVE EXISTING WOOD POST ROAD NAMES SIGN AND STOP SIGN. INSTALL STEEL–POST STOP SIGN WITH ROAD NAMES ABOVE PER DETAIL ON SHEET C42. REUSE EXISTING SIGN PANELS.

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'



NOTES:
1. MILL AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND CROSSFALL.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP–RAP, ETC.) SHALL BE MAINTAINED IN–PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

DELTA DRIVE – TYPICAL ROAD SECTION
STA 0+16 TO STA 7+17.14
NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

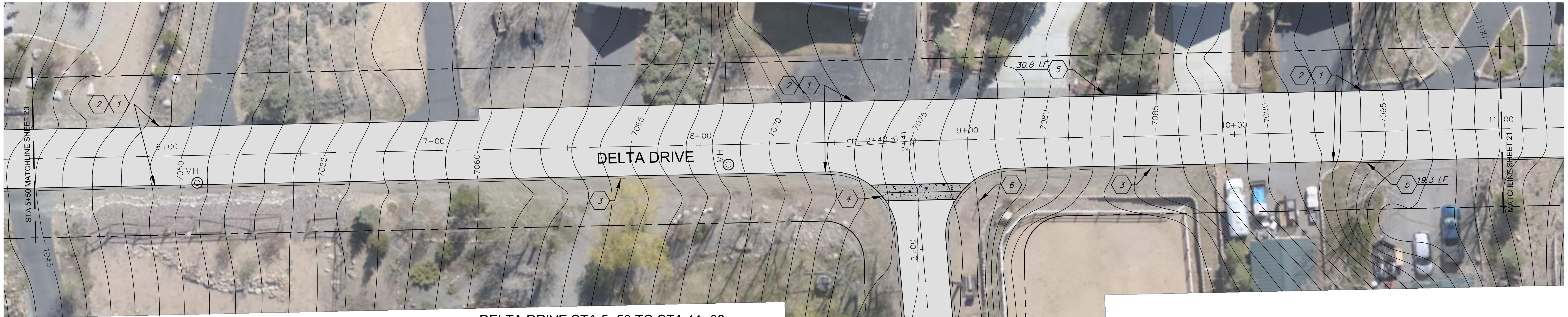
MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev.#	Date	Revision

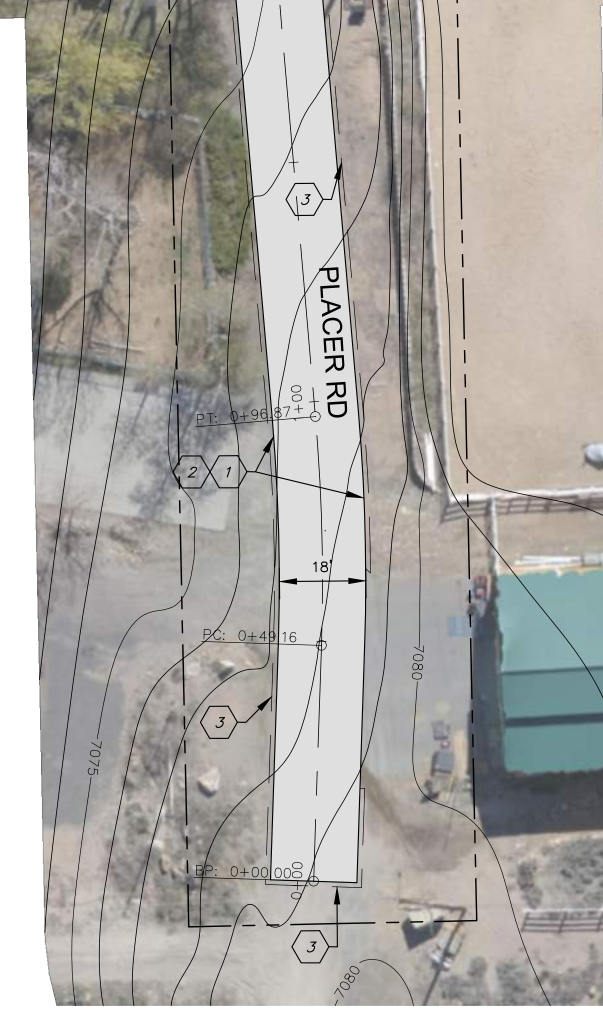
Drawing Date: 05/27/21
Prepared By: CS
Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116
DELTA DRIVE
STA 0+16 TO STA 5+50

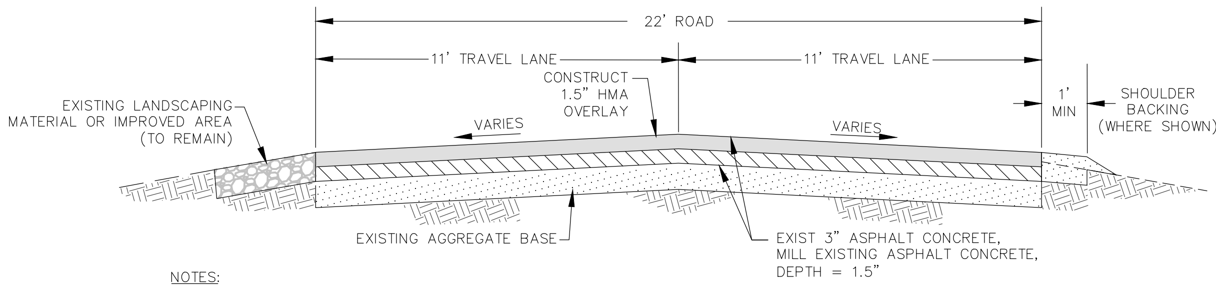
SHEET
C19



DELTA DRIVE STA 5+50 TO STA 11+00



PLACER ROAD STA 0+00 TO STA 2+29.79



NOTES:
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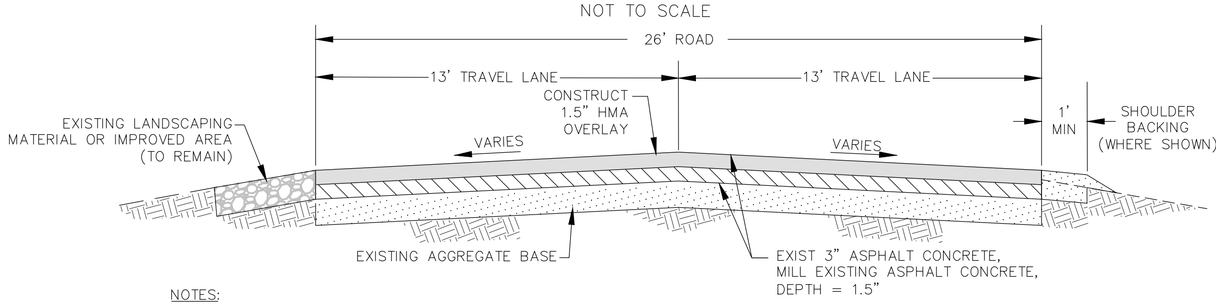
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

DELTA DRIVE – TYPICAL ROAD SECTION

STA 0+16 TO STA 7+17.14
NOT TO SCALE



NOTES:
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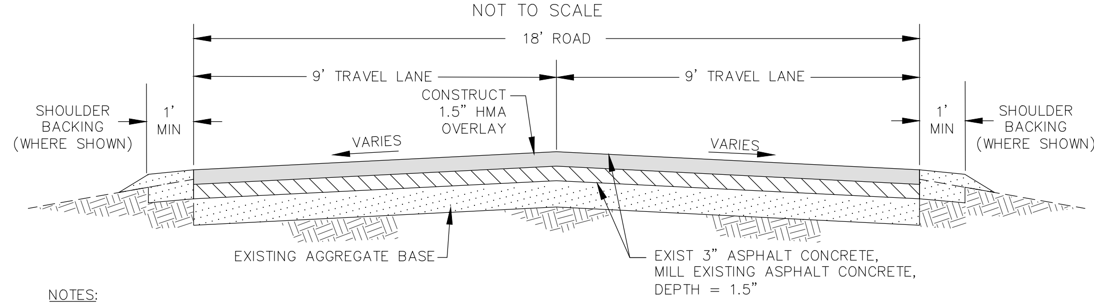
DELTA DRIVE – TYPICAL ROAD SECTION

STA 7+17.14 TO STA 13+09.39
NOT TO SCALE



NOTES:
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2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

PLACER ROAD – TYPICAL ROAD SECTION

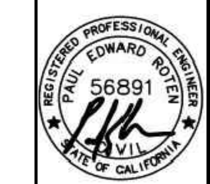
NOT TO SCALE

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. *MILL EXISTING ASPHALT CONCRETE ROAD (DEPTH=1.5–INCH).*
2. *PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, SHOULDER BACKING DETAILS ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
4. *CONSTRUCT 6'–WIDE CONCRETE CROSS GUTTER PER DETAIL ON SHEET C41.*
5. *CONSTRUCT 6" HOT MIX ASPHALT DIKE (TYPE A) PER CT STANDARD PLAN A87B AND DETAIL ON SHEET C41.*
6. *REMOVE EXISTING WOOD POST ROAD NAME SIGN. INSTALL STEEL–POST STOP SIGN (NEW R1–1) WITH ROAD NAME SIGN ABOVE PER SIGN DETAILS ON SHEET C42. REUSE EXISTING ROAD NAME SIGN PANEL.*



MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev.#	Date	Revision

Drawing Date: 05/27/21
Prepared By: CS
Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

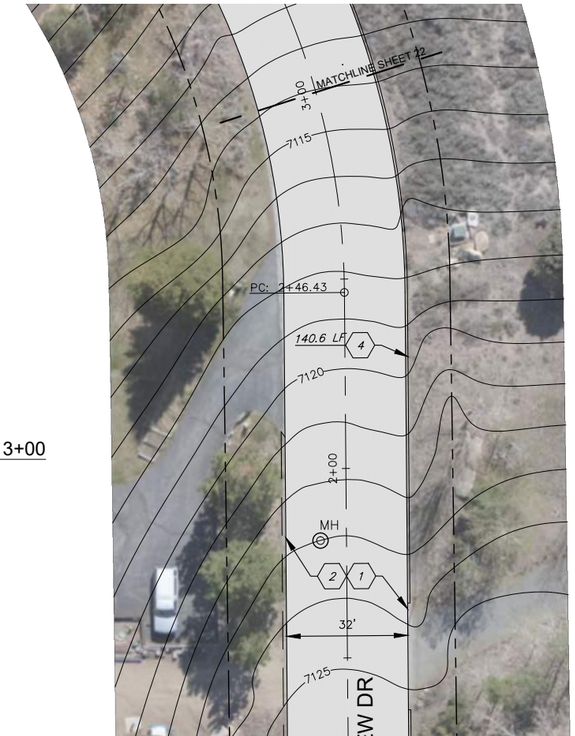
DELTA DRIVE STA 5+50 TO 11+00
PLACER ROAD STA 0+00 TO STA 2+29.79

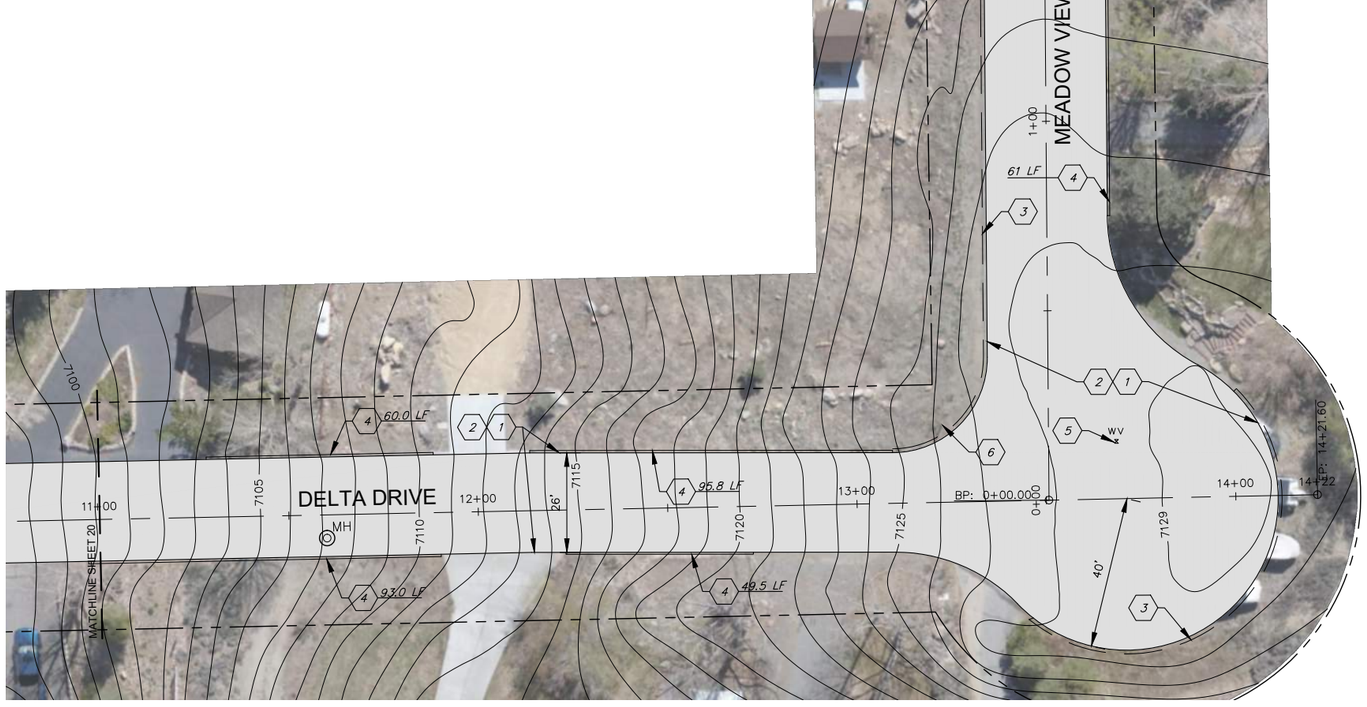
SHEET
C20

20 0 20 40

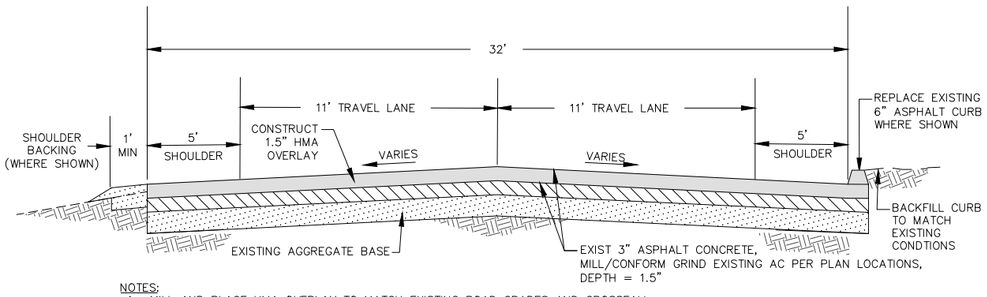
Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

MEADOW VIEW DRIVE STA 0+00 TO STA 3+00





DELTA DRIVE STA 11+00 TO STA 14+11.20



NOTES:
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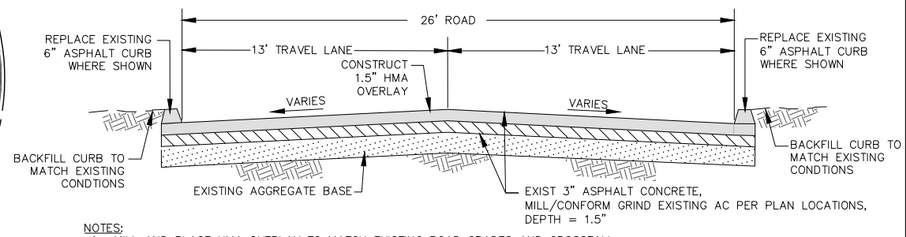
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

MEADOW VIEW DRIVE – TYPICAL ROAD SECTION

NOT TO SCALE

CONSTRUCTION LEGEND

1. *MILL EXISTING ASPHALT CONCRETE ROAD (DEPTH=1.5-INCH).*
2. *PLACE AND COMPACT 1.5-INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, SHOULDER BACKING DETAILS ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
4. *CONSTRUCT 6" HOT MIX ASPHALT DIKE (TYPE A) PER CT STANDARD PLAN A87B AND DETAIL ON SHEET C41.*
5. *RESET EXISTING WATER VALVE CAP TO GRADE PER DETAIL ON SHEET C41.*
6. *REMOVE EXISTING WOOD POST ROAD NAME SIGN. INSTALL STEEL-POST ROAD NAME SIGN PER SIGN DETAILS ON SHEET C41. REUSE EXISTING SIGNS.*



NOTES:
1. MILL AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND CROSSFALL.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

DELTA DRIVE – TYPICAL ROAD SECTION

STA 7+17.14 TO STA 13+09.39
NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

DELTA DRIVE - STA 11+00 TO 14+11.20
MEADOW VIEW DRIVE - STA 0+00 TO 3+00

SHEET
C21

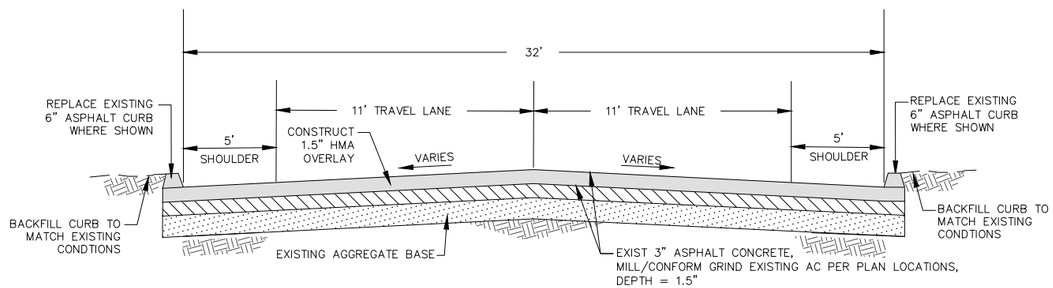
MEADOW VIEW DRIVE STA 3+00 TO STA 9+00

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. MILL EXISTING ASPHALT CONCRETE ROAD (DEPTH=1.5–INCH).
2. PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.
3. CONSTRUCT 6" HOT MIX ASPHALT DIKE (TYPE A) PER CT STANDARD PLAN A87B AND DETAIL ON SHEET C41.
4. RESET EXISTING WATER VALVE CAP TO GRADE PER DETAIL ON SHEET C41.



NOTE:
1. MILL AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND CROSSFALL.

MEADOW VIEW DRIVE – TYPICAL ROAD SECTION

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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Prepared By: CS
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Rev.#	Date	Revision

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

MEADOW VIEW DRIVE
STA 3+00 TO 9+00

SHEET
C22

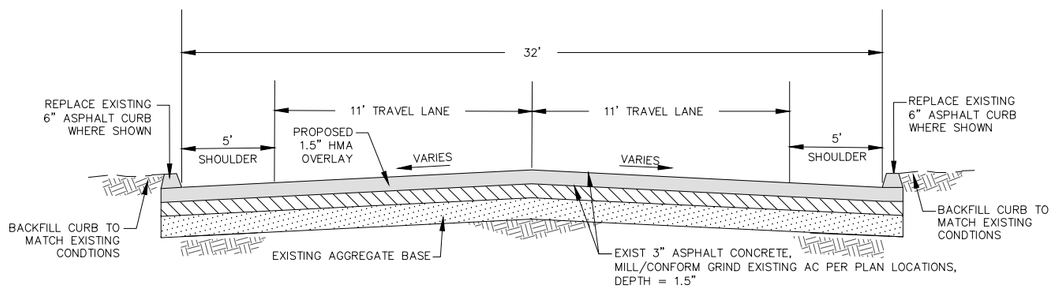
MEADOW VIEW DRIVE STA 9+00 TO STA 12+27.53

CONSTRUCTION LEGEND

1. MILL EXISTING ASPHALT CONCRETE ROAD (DEPTH=1.5–INCH).
2. PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, SHOULDER BACKING DETAILS ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. CONSTRUCT 6" HOT MIX ASPHALT DIKE (TYPE A) PER CT STANDARD PLAN A87B AND DETAIL ON SHEET C41.
5. REMOVE FAILING ASPHALT CONCRETE SWALE. RE–CONSTRUCT ASPHALT CONCRETE SWALE TO EXISTING DRAIN INLET. SWALE SHALL BE EXTENDED TO AROUND EXISTING INLET AND SLOPED TO THE GRATE. REPAIR SUBGRADE AND BASE MATERIAL AS NECESSARY TO PROVIDE COMPETENT BOTTOM.
6. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
7. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
8. REMOVE EXISTING WOOD POST ROAD NAMES SIGN AND STOP SIGN. INSTALL STEEL–POST STOP SIGN WITH "4–WAY" SIGN AND ROAD NAME SIGNS ABOVE PER DETAIL ON SHEET C42. REUSE EXISTING SIGN PANELS.

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'



NOTES:
1. MILL AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND CROSSFALL.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH.

MEADOW VIEW DRIVE – TYPICAL ROAD SECTION

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
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CIVIL
STATE OF CALIFORNIA

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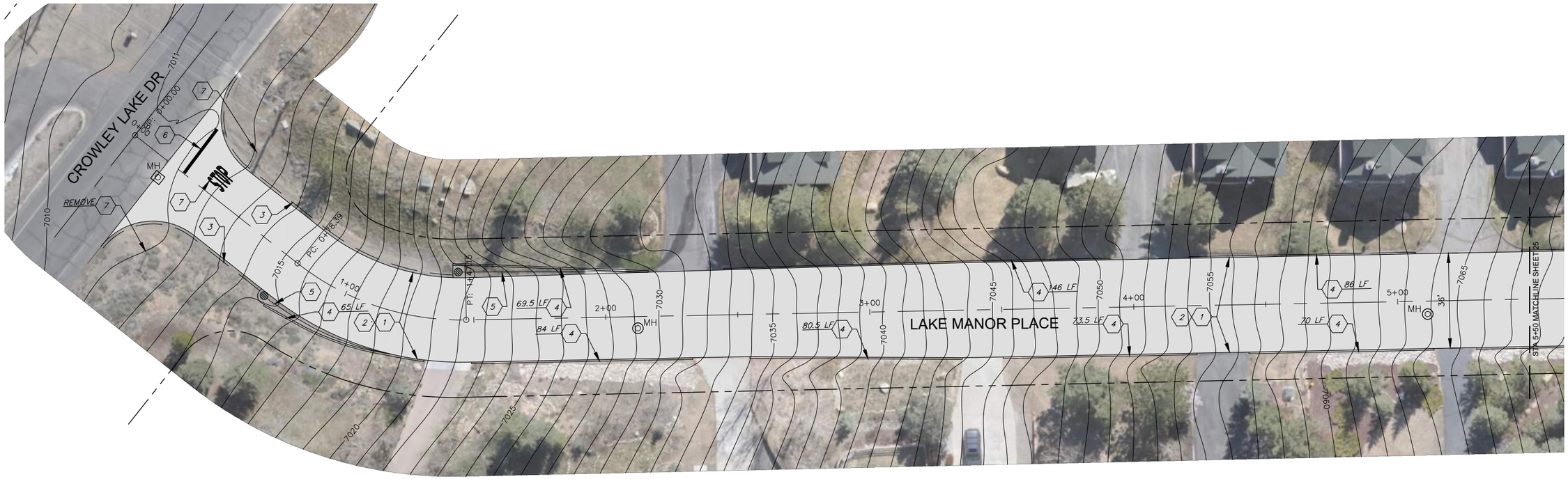
Prepared By:	CS			
Checked By:	PR			

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

MEADOW VIEW DRIVE
STA 9+00 TO 12+27.53

SHEET
C23



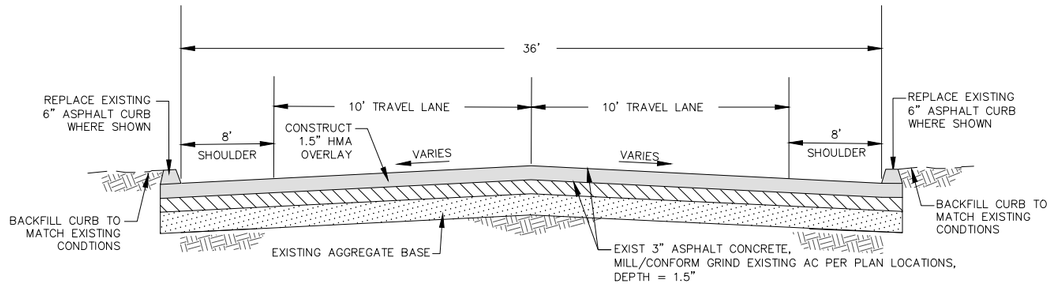
LAKE MANOR PLACE STA 0+16 TO STA 5+50

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. MILL EXISTING ASPHALT CONCRETE ROAD (DEPTH=1.5–INCH).
2. PLACE AND COMPACT 1.5–INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, SHOULDER BACKING DETAILS ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. CONSTRUCT 6" HOT MIX ASPHALT DIKE (TYPE A) PER CT STANDARD PLAN A87B AND DETAIL ON SHEET C41.
5. CONSTRUCT ASPHALT CONCRETE SWALE TO EXISTING DRAIN INLET. SWALE SHALL BE EXTENDED TO AROUND EXISTING INLET AND SLOPED TO THE GRATE. REPAIR SUBGRADE AND BASE, AS NECESSARY, TO PROVIDE COMPETENT BOTTOM.
6. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
7. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
8. REMOVE EXISTING WOOD POST ROAD NAMES SIGN AND STOP SIGN. INSTALL STEEL–POST STOP SIGN WITH ROAD NAME SIGNS ABOVE PER SIGN DETAILS ON SHEET C42. REUSE EXISTING SIGN PANELS.



NOTES:
1. MILL AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND CROSSFALL.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH.

LAKE MANOR PLACE – TYPICAL ROAD SECTION

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

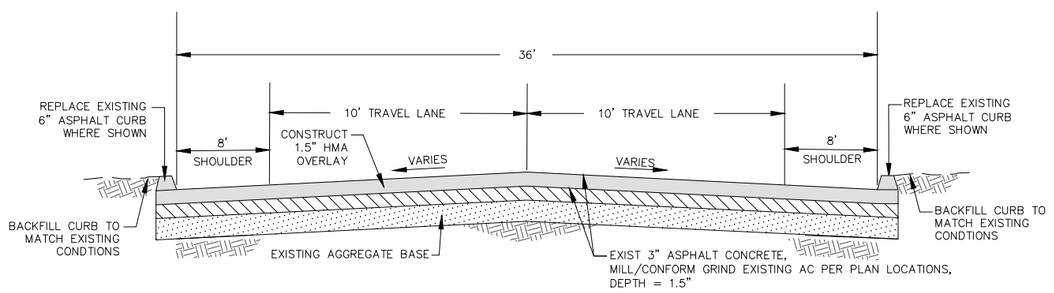
LAKE MANOR PLACE
STA 0+16 TO STA 5+50

SHEET
C24

LAKE MANOR PLACE STA 5+50 TO STA 9+26.31

CONSTRUCTION LEGEND

1. MILL EXISTING ASPHALT CONCRETE ROAD (DEPTH=1.5-INCH).
2. PLACE AND COMPACT 1.5-INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.
3. CONSTRUCT 6" HOT MIX ASPHALT DIKE (TYPE A) PER CT STANDARD PLAN A87B AND DETAIL ON SHEET C41.
4. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
5. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
6. REMOVE EXISTING WOOD POST ROAD NAMES SIGN. INSTALL STEEL-POST STOP SIGN (NEW R1-1)) WITH ROAD NAME SIGNS ABOVE PER SIGN DETAILS ON SHEET C42. REUSE EXISTING ROAD NAME SIGN PANELS.



NOTE:
1. MILL AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND CROSSFALL.

LAKE MANOR PLACE – TYPICAL ROAD SECTION

NOT TO SCALE

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PROJECT NO. 9116

LAKE MANOR PLACE
STA 5+50 TO STA 9+26.31

SHEET
C25

STATE PROJECT NO. RPSTPL-5947(063)

SUNNYSLOPES LOCATION MAP

NO SCALE

LEGEND

- *APPROXIMATE ROAD RIGHT-OF-WAY*
- *EXISTING ROAD CENTERLINE*
- 5400 *EXISTING GROUND CONTOUR & ELEV.*
- W.V. *EXISTING WATER VALVE*
- *PROPOSED MILL/CONFORM GRIND AREA*
- *PROPOSED ASPHALT CONCRETE PAVING AREA*

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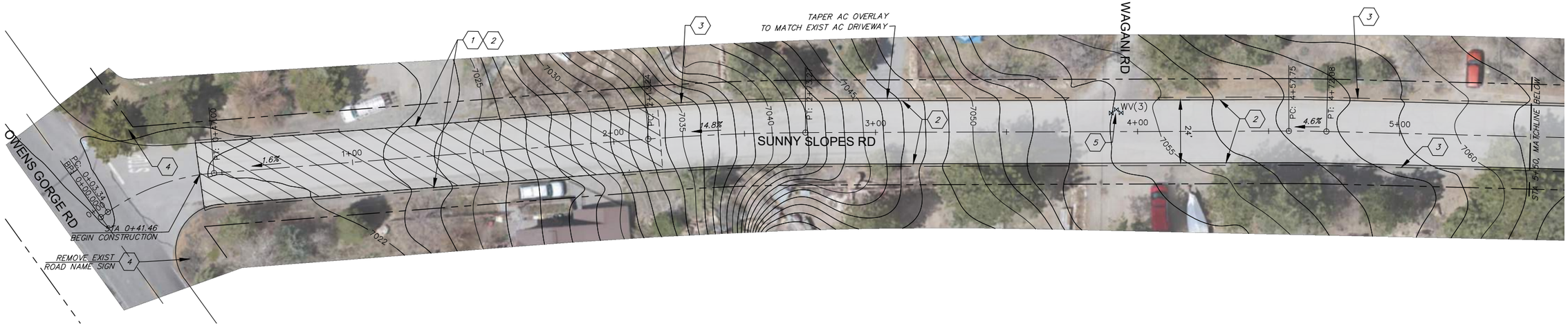
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

SUNNY SLOPES ROADS
SHEET INDEX

SHEET
S2



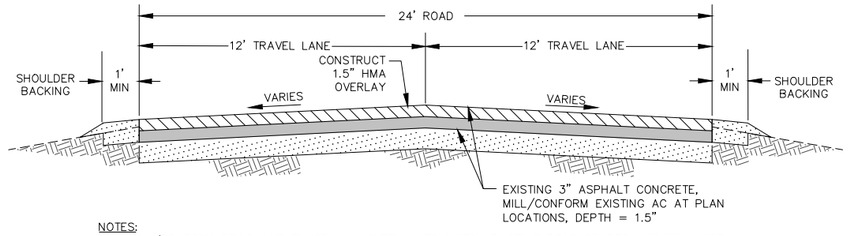
SUNNY SLOPES ROAD STA 0+41.46 TO STA 5+50

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

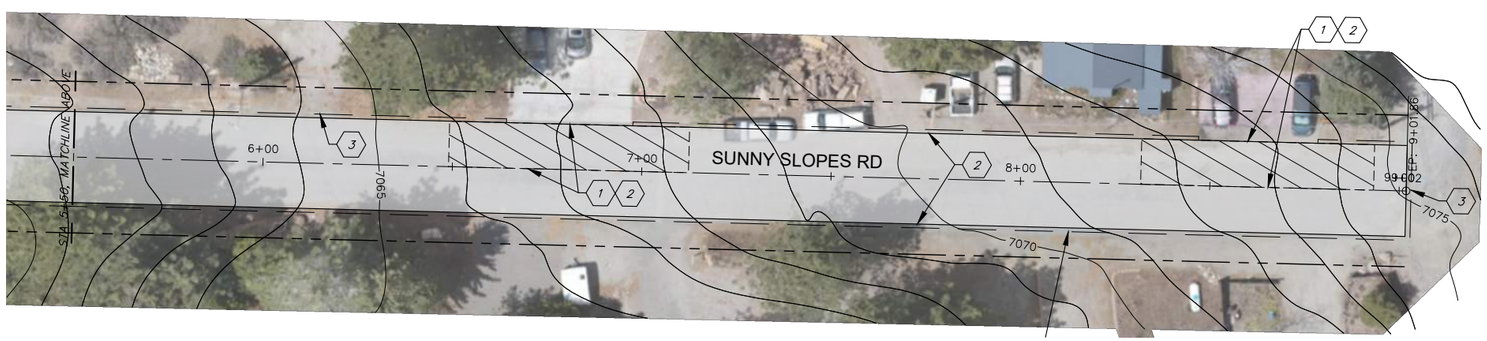
CONSTRUCTION LEGEND

1. MILL/CONFORM GRIND EXISTING ASPHALT CONCRETE AT LOCATIONS PER PLAN (DEPTH=1.5-INCH).
2. PLACE AND COMPACT 1.5-INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER SHOULDER BACKING DETAIL ON SHEET C41 AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. REMOVE EXISTING WOOD POST ROAD NAME SIGN AND STOP SIGN. INSTALL STEEL-POST STOP SIGN (NEW R1-1) WITH "SUNNY SLOPES RD" SIGN (NEW) AND "OWENS GORGE RD" (NEW) ABOVE PER DETAIL ON SHEET C42.
5. RESET EXISTING WATER VALVE CAPS TO GRADE PER DETAIL ON SHEET C41.



NOTES:
1. MILL/CONFORM GRIND AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND DRAINAGE PATTERNS.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

SUNNY SLOPES ROAD – TYPICAL ROAD SECTION
NOT TO SCALE



SUNNY SLOPES ROAD STA 5+50 TO STA 9+01.86

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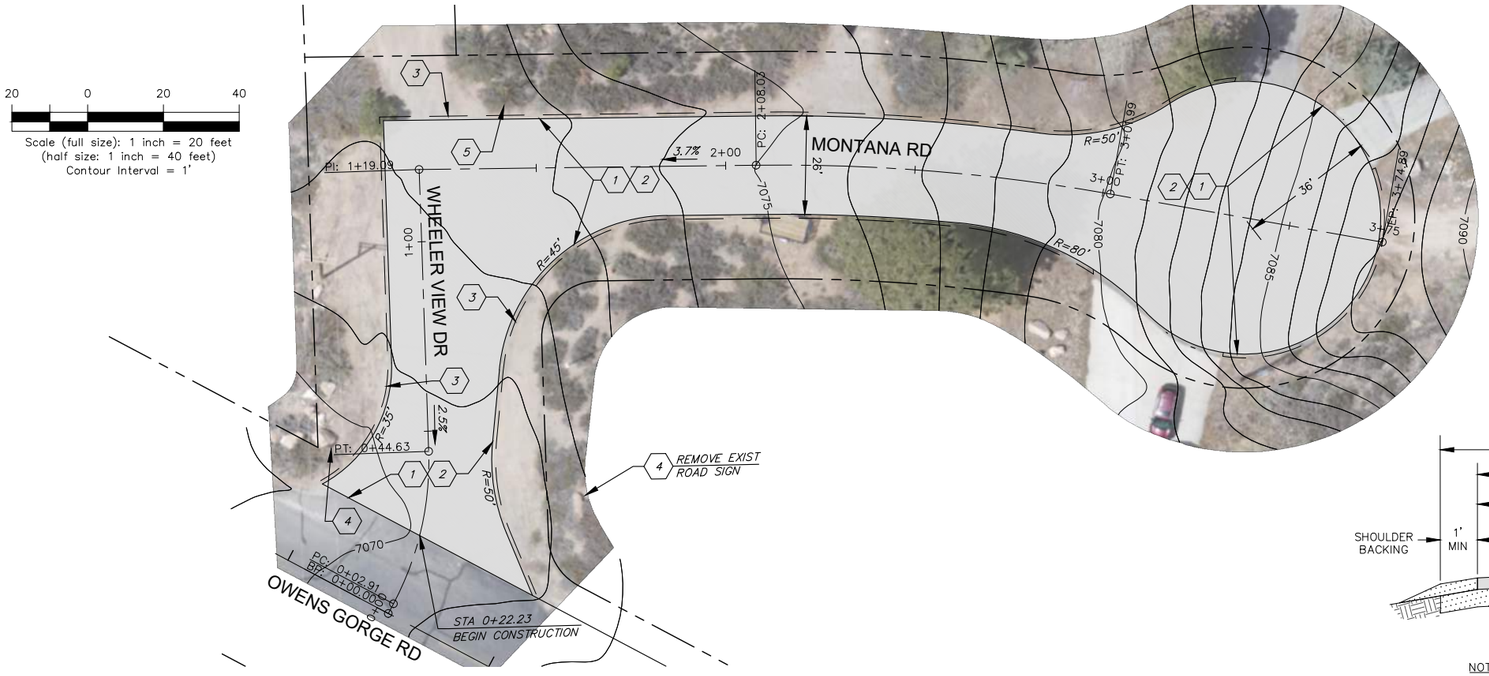
SUNNY SLOPES ROAD
STA 0+41.46 TO STA 9+01.86

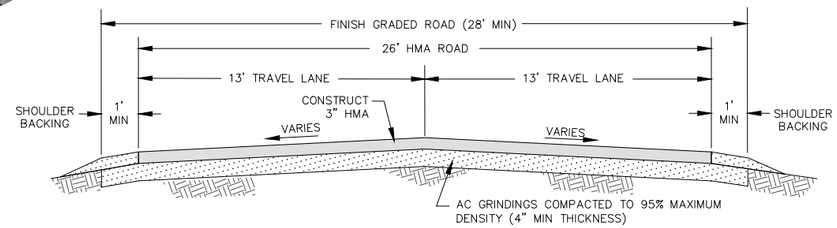
SHEET
C26



WHEELER VIEW DR / MONTANA ROAD STA 0+00 TO STA 3+75

CONSTRUCTION LEGEND

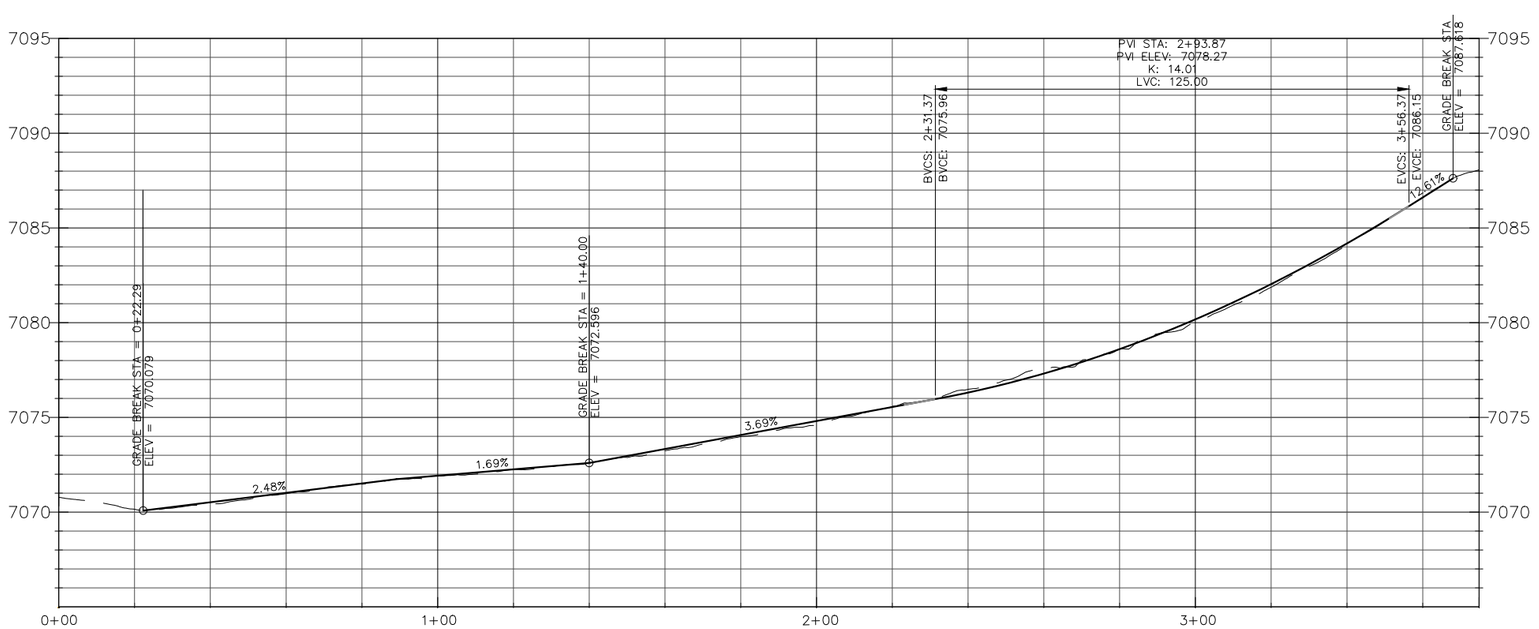
1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER SHOULDER BACKING DETAIL ON SHEET C41 AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. REMOVE EXISTING WOOD POST ROAD NAMES SIGN. INSTALL STEEL-POST STOP SIGN (NEW R1-1) WITH "WHEELER VIEW RD" SIGN (NEW) AND "OWENS GORGE RD" (NEW) ABOVE PER SIGN DETAILS ON SHEET C42.
5. REMOVE EXISTING WOOD POST ROAD SIGN. INSTALL STEEL-POST ROAD SIGN "MONTANA RD" (NEW) PER SIGN DETAILS ON SHEET C41.



NOTE:
1. GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

WHEELER VIEW/ MONTANA ROAD – TYPICAL SECTION

NOT TO SCALE



WHEELER VIEW DR / MONTANA ROAD PROFILE STA 0+00 TO STA 3+75

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=4'

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STATE OF CALIFORNIA

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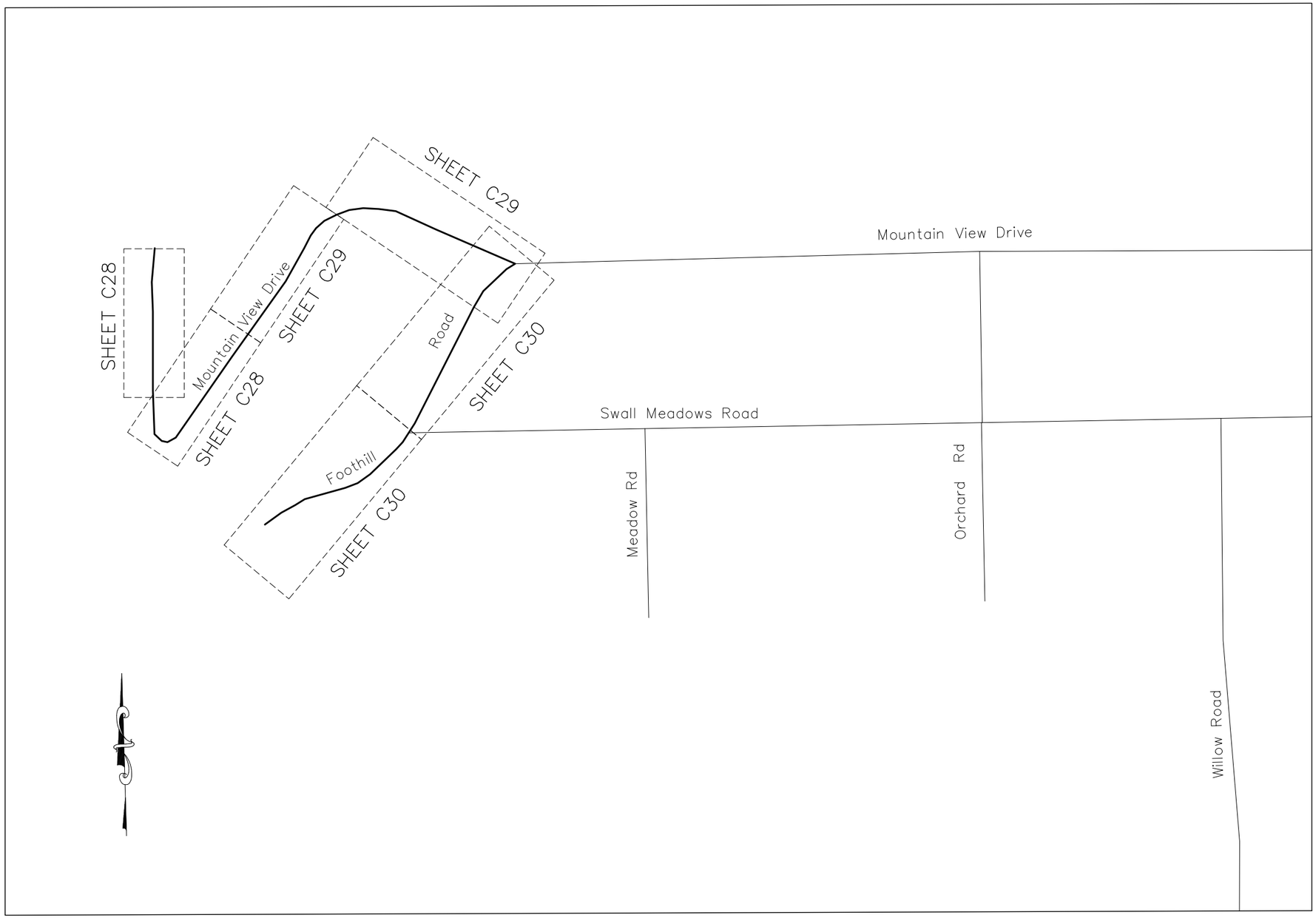
PROJECT NO. 9116

WHEELER VIEW DR / MONTANA ROAD
STA 0+22.23 TO STA 3+75

SHEET
C27

STATE PROJECT NO. RPSTPL-5947(063)



SWALL MEADOWS SHEET INDEX

NO SCALE

LEGEND

- EXISTING ROAD CENTERLINE
- 5400 EXISTING GROUND CONTOUR & ELEV.
- PROPOSED ASPHALT REPAIR AREA
- PROPOSED MILL/CONFORM GRIND AREA
- PROPOSED ASPHALT CONCRETE PAVING AREA

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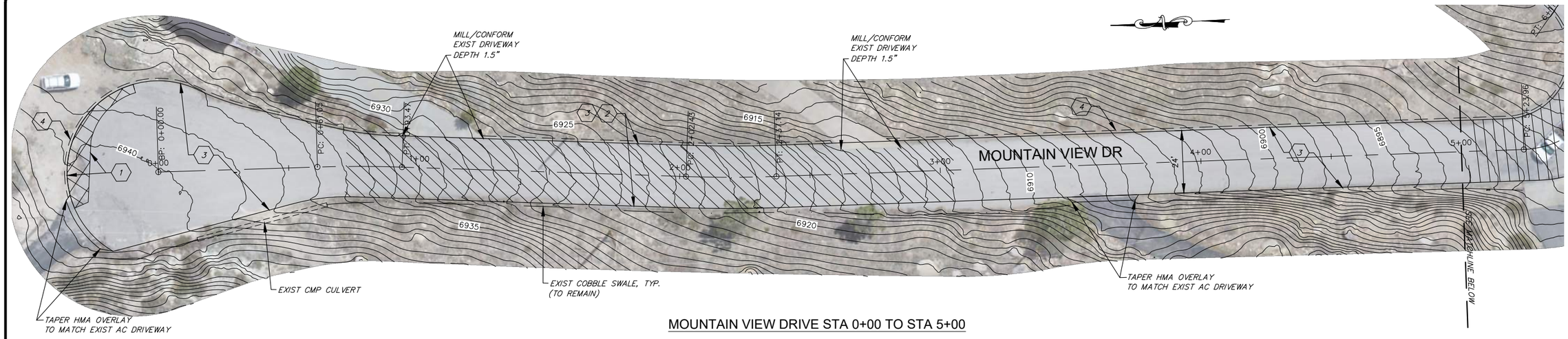
SWALL MEADOWS
MOUNTAIN VIEW DR & FOOTHILL RD SHEET INDEX

SHEET
S3



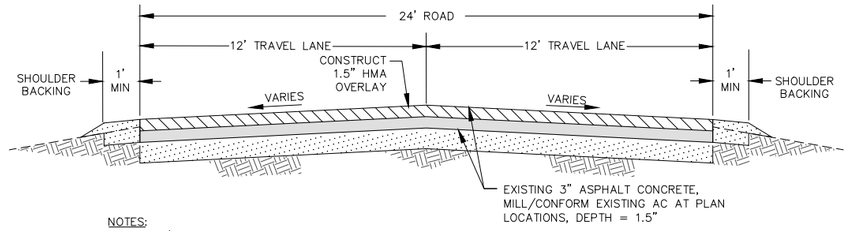
MOUNTAIN VIEW DRIVE STA 0+00 TO STA 5+00

20 0 20 40

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

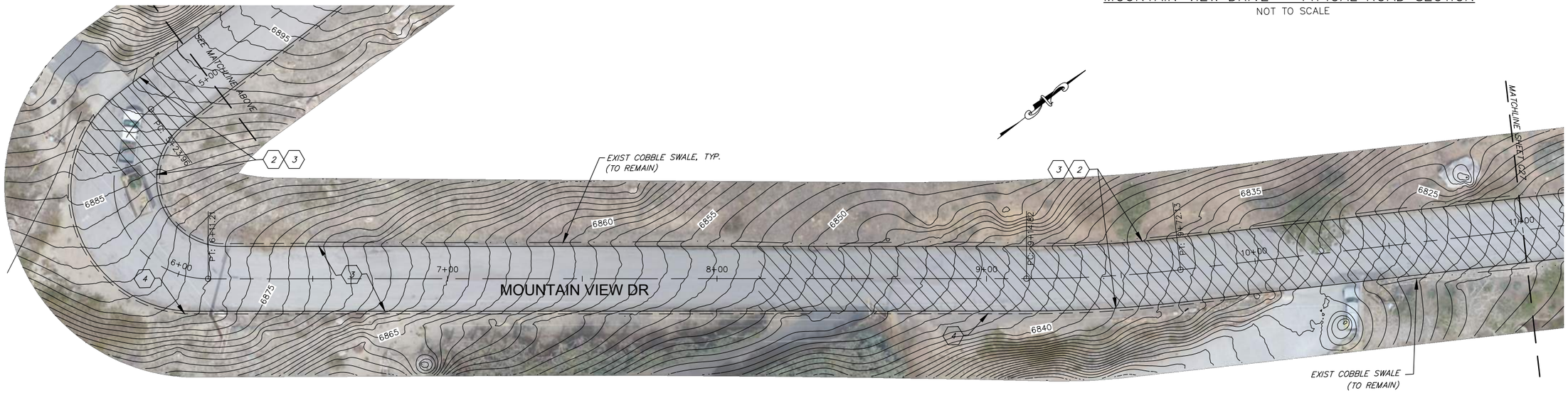
1. *REPAIR EXISTING ASPHALT PER ROAD REPAIR DETAIL ON SHEET C41: SAWCUT AND REMOVE DEFICIENT ASPHALT, EXCAVATE TO SUBGRADE ELEVATION AND COMPACT, PLACE AND COMPACT AC GRINDINGS TO BASE GRADE, PLACE 1.5" HMA. (HMA CAN BE PLACED CONCURRENTLY WITH PROPOSED 1.5" OVERLAY).*
2. *MILL/CONFORM GRIND EXISTING ASPHALT CONCRETE AT LOCATIONS PER PLAN (DEPTH=1.5-INCH).*
3. *PLACE AND COMPACT 1.5-INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.*
4. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*



NOTES:
1. MILL/CONFORM GRIND AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND DRAINAGE PATTERNS.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

MOUNTAIN VIEW DRIVE – TYPICAL ROAD SECTION

NOT TO SCALE



MOUNTAIN VIEW DRIVE STA 5+00 TO STA 11+00

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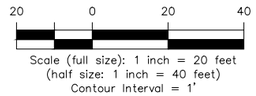
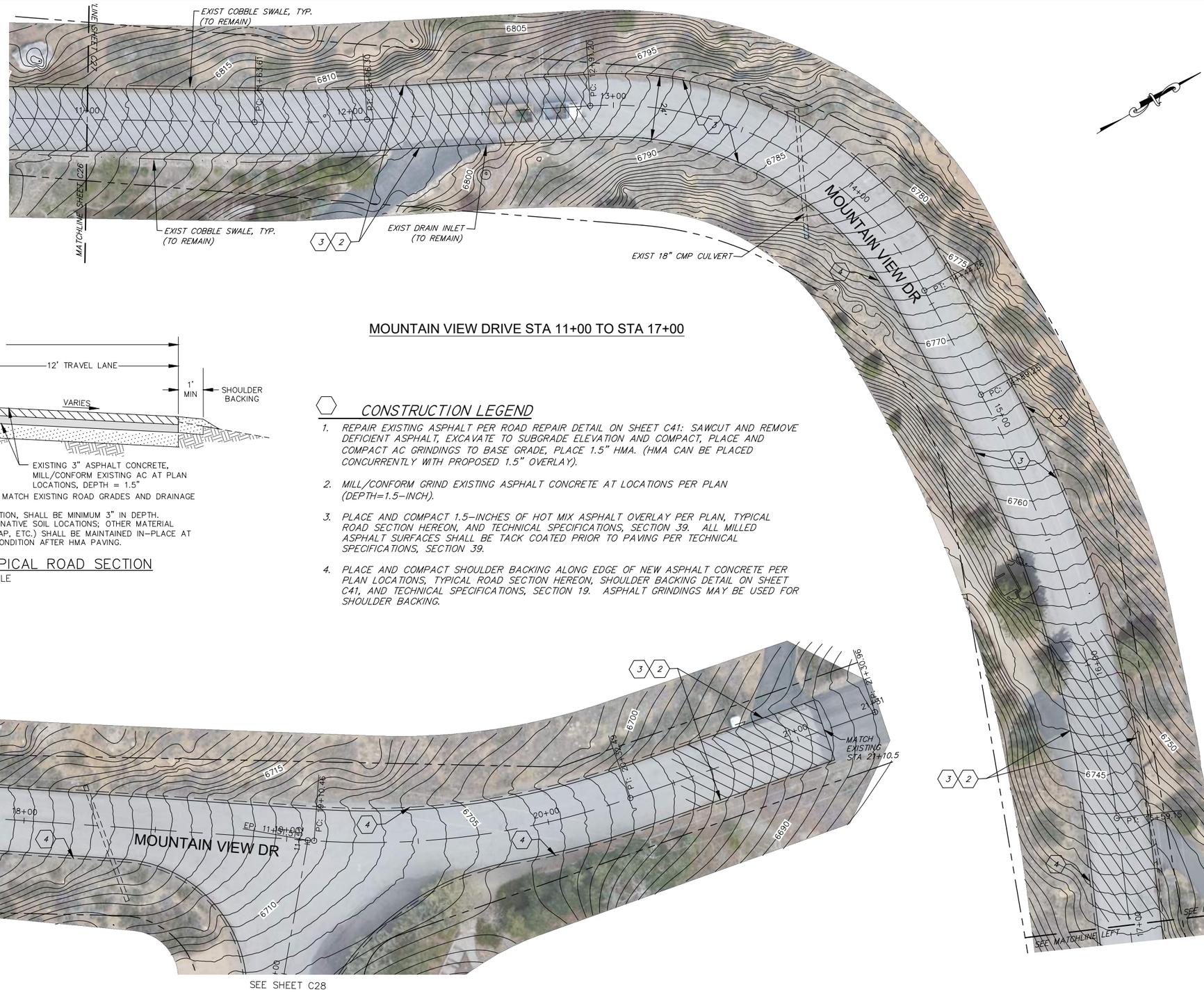
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

MOUNTAIN VIEW DRIVE
STA 0+00 TO STA 11+00

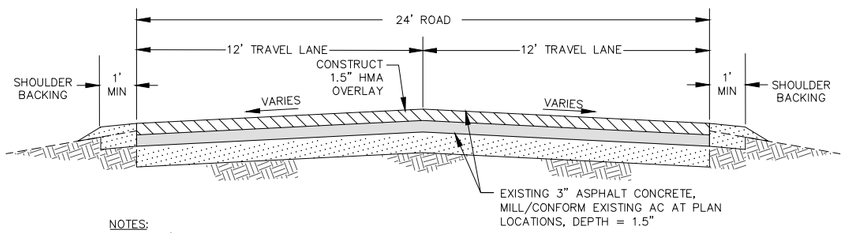
SHEET
C28





MOUNTAIN VIEW DRIVE STA 11+00 TO STA 17+00

MOUNTAIN VIEW DRIVE STA 5+00 TO STA 21+10.50



NOTES:

1. MILL/CONFORM GRIND AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND DRAINAGE PATTERNS.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

MOUNTAIN VIEW DRIVE – TYPICAL ROAD SECTION

NOT TO SCALE

CONSTRUCTION LEGEND

1. *REPAIR EXISTING ASPHALT PER ROAD REPAIR DETAIL ON SHEET C41: SAWCUT AND REMOVE DEFICIENT ASPHALT, EXCAVATE TO SUBGRADE ELEVATION AND COMPACT, PLACE AND COMPACT AC GRINDINGS TO BASE GRADE, PLACE 1.5" HMA. (HMA CAN BE PLACED CONCURRENTLY WITH PROPOSED 1.5" OVERLAY).*
2. *MILL/CONFORM GRIND EXISTING ASPHALT CONCRETE AT LOCATIONS PER PLAN (DEPTH=1.5-INCH).*
3. *PLACE AND COMPACT 1.5-INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39.*
4. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*

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STATE OF CALIFORNIA

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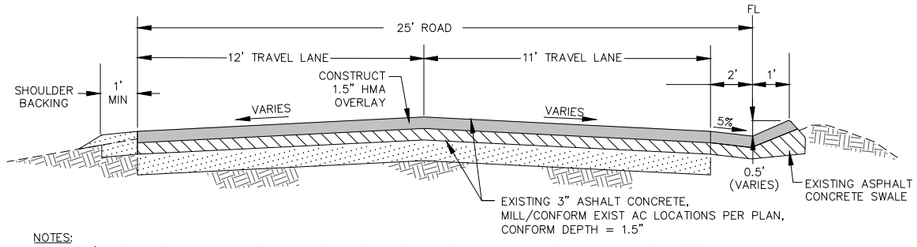
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

MOUNTAIN VIEW DRIVE
STA 11+00 TO STA 21+10.50

SHEET
C29



NOTES:
1. MILL/CONFORM GRIND AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND DRAINAGE PATTERNS.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

FOOTHILL ROAD – TYPICAL ROAD SECTION
STA 0+45.89 TO STA 4+63.61

NOT TO SCALE

NOTES:
1. MILL/CONFORM GRIND AND PLACE HMA OVERLAY TO MATCH EXISTING ROAD GRADES AND DRAINAGE PATTERNS.
2. SHOULDER BACKING, WHERE SHOWN PER PLAN LOCATION, SHALL BE MINIMUM 3" IN DEPTH. SHOULDER BACKING IS ONLY REQUIRED AT EXISTING NATIVE SOIL LOCATIONS; OTHER MATERIAL LOCATIONS (LANDSCAPING, IMPORT MATERIAL, RIP-RAP, ETC.) SHALL BE MAINTAINED IN-PLACE AT THE ROAD SHOULDER AND REPLACED TO EXISTING CONDITION AFTER HMA PAVING.

FOOTHILL ROAD – TYPICAL ROAD SECTION
STA 4+63.61 TO STA 11+48.77

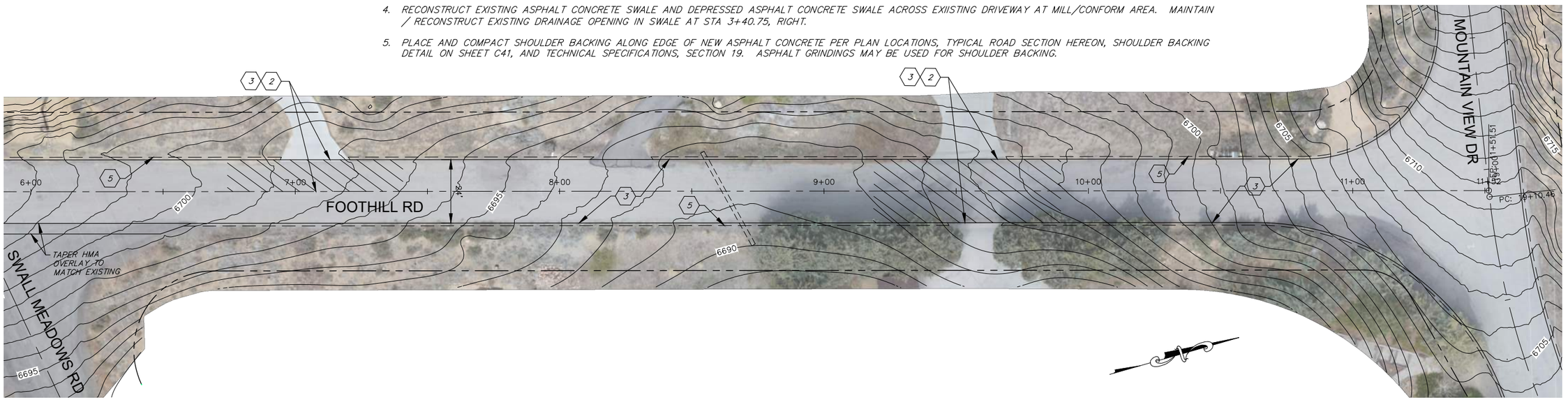
NOT TO SCALE

FOOTHILL ROAD STA 0+00 TO STA 6+00

CONSTRUCTION LEGEND

1. *REPAIR EXISTING ASPHALT PER ROAD REPAIR DETAIL ON SHEET C41: SAWCUT AND REMOVE DEFICIENT ASPHALT, EXCAVATE TO SUBGRADE ELEVATION AND COMPACT, PLACE AND COMPACT AC GRINDINGS TO BASE GRADE, PLACE 1.5" HMA. (HMA CAN BE PLACED CONCURRENTLY WITH PROPOSED OVERLAY).*
2. *MILL/CONFORM GRIND EXISTING ASPHALT CONCRETE AT LOCATIONS PER PLAN (DEPTH=1.5-INCH).*
3. *PLACE AND COMPACT 1.5-INCHES OF HOT MIX ASPHALT OVERLAY PER PLAN, TYPICAL ROAD SECTION HEREON, AND TECHNICAL SPECIFICATIONS, SECTION 39. ALL MILLED ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PAVING PER TECHNICAL SPECIFICATIONS, SECTION 39. OVERLAY SHALL INCLUDE EXISTING ASPHALT CONCRETE SWALE WHERE SHOWN.*
4. *RECONSTRUCT EXISTING ASPHALT CONCRETE SWALE AND DEPRESSED ASPHALT CONCRETE SWALE ACROSS EXIISTING DRIVEWAY AT MILL/CONFORM AREA. MAINTAIN / RECONSTRUCT EXISTING DRAINAGE OPENING IN SWALE AT STA 3+40.75, RIGHT.*
5. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER PLAN LOCATIONS, TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*

Scale (full size): 1 inch = 20 feet
(half size: 1 inch = 40 feet)
Contour Interval = 1'



FOOTHILL ROAD STA 6+00 TO STA 11+48.77

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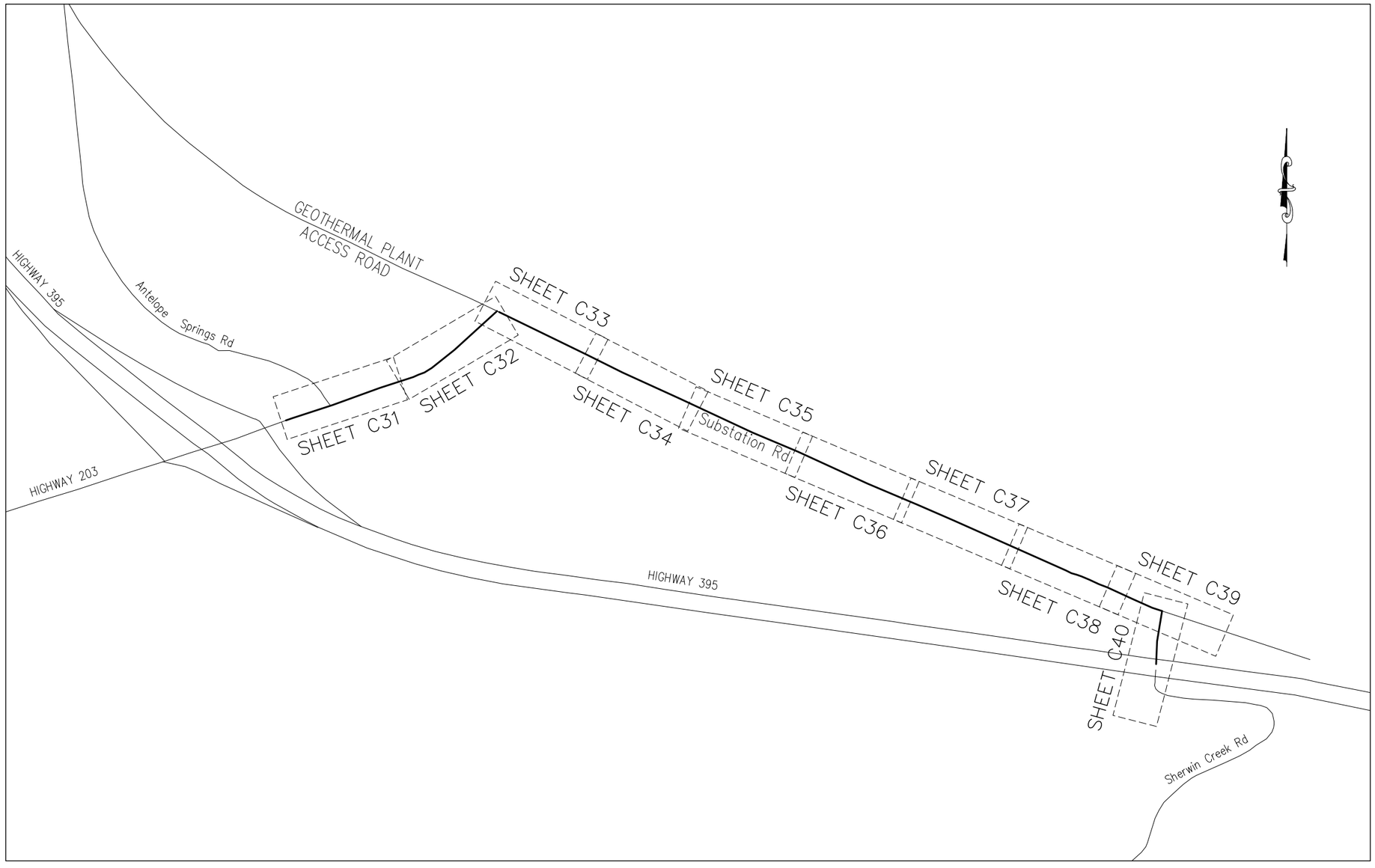
FOOTHILL ROAD
STA 0+00 TO STA 11+48.77

SHEET
C30

STATE PROJECT NO. RPSTPL-5947(063)



LEGEND

- APPROXIMATE ROAD RIGHT-OF-WAY
- EXISTING ROAD CENTERLINE
- 5400 EXISTING GROUND CONTOUR & ELEV.
- PROPOSED ASPHALT CONCRETE PAVING AREA

SUBSTATION ROAD SHEET INDEX

NO SCALE

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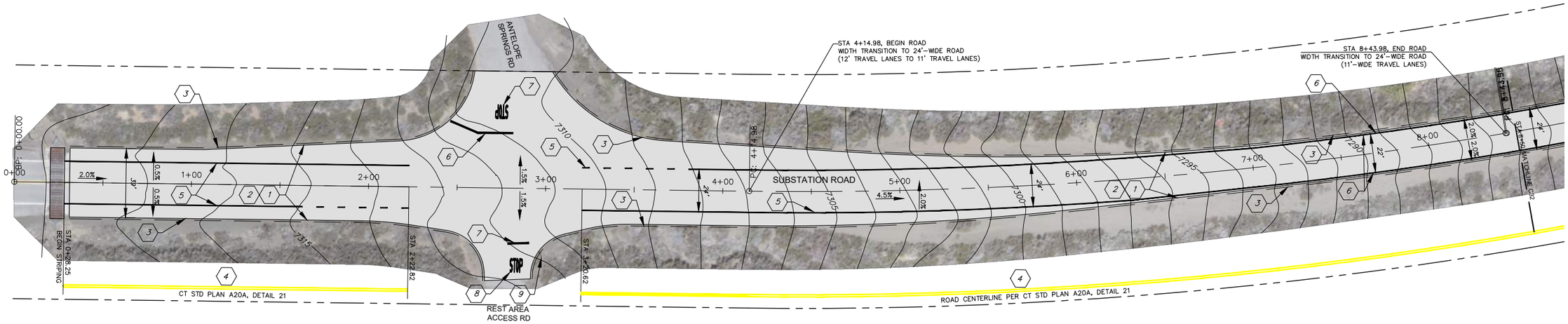
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116
SUBSTATION ROAD
SHEET INDEX

SHEET
S4



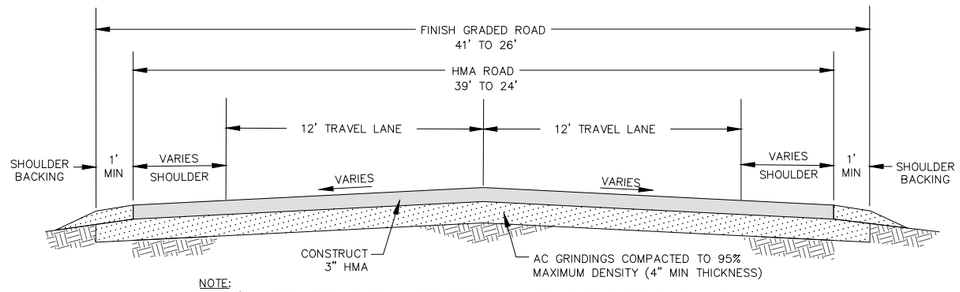
SUBSTATION ROAD STA 0+00 TO STA 8+50

CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. FINISH GRADED ROAD WIDTH SHALL INCLUDE MINIMUM SHOULDER BACKING WIDTH. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A AND DETAIL ON SHEET C42.
5. PAINT 6" BIKE LANE LINE PER CALTRANS STANDARD PLAN A20D AND DETAILS ON SHEET C42.
6. PAINT 6" RIGHT-EDGELINE PER CALTRANS STANDARD PLAN A20B AND DETAIL ON SHEET C42.
7. PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.
8. PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.
9. REMOVE EXISTING WOOD POST STOP SIGN. INSTALL STEEL-POST STOP SIGN PER SIGN DETAILS ON SHEET C42. REUSE EXISTING SIGN PANEL.

30 0 30 60

Scale (full size): 1 inch = 30 feet
(half size: 1 inch = 60 feet)
Contour Interval = 1'

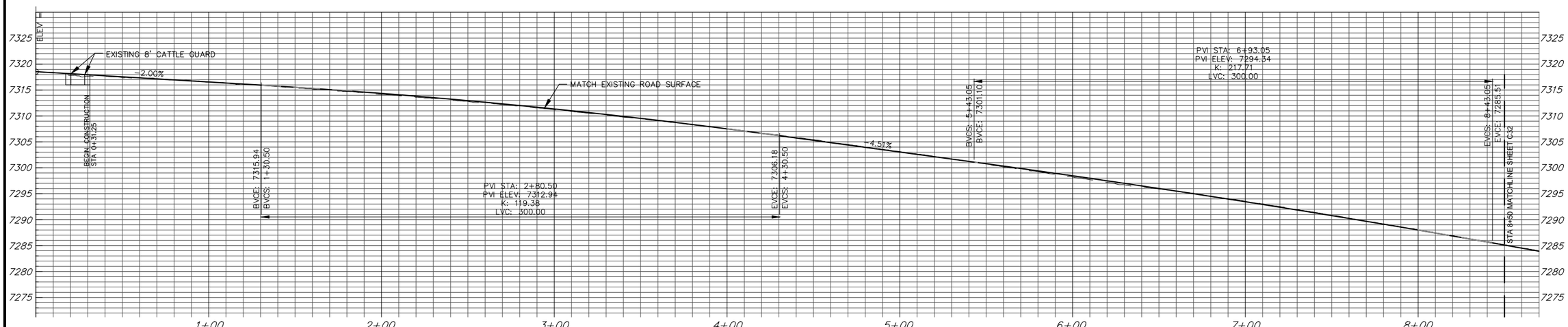


NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 0+28.25 TO STA 8+43.90

NOT TO SCALE



SUBSTATION ROAD PROFILE STA 0+00 TO STA 8+50

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

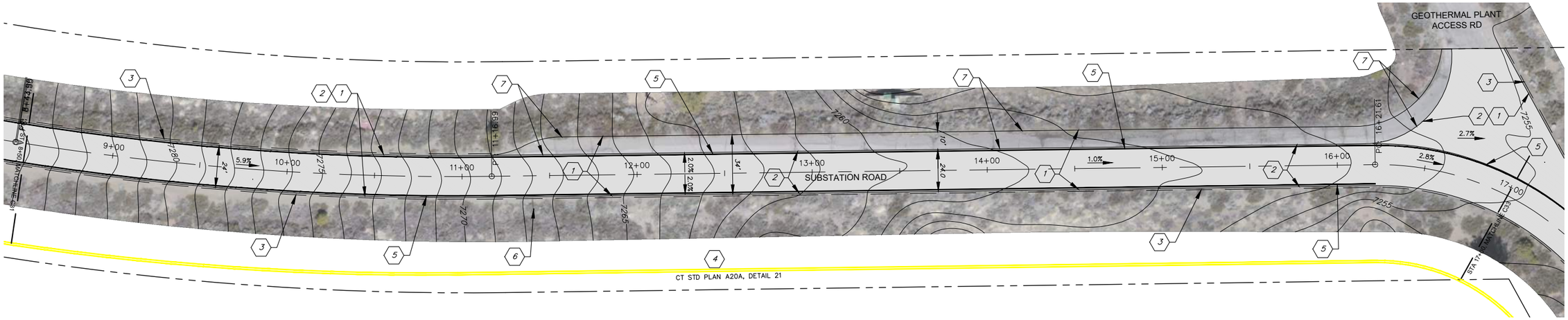
Rev.#	Date	Revision

Drawing Date: 05/27/21
Prepared By: CS
Checked By: PR

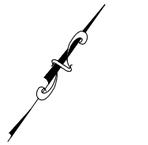
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

SUBSTATION ROAD PLAN AND PROFILE
STA 0+00 TO STA 8+50

SHEET
C31



SUBSTATION ROAD STA 8+50 TO STA 17+00

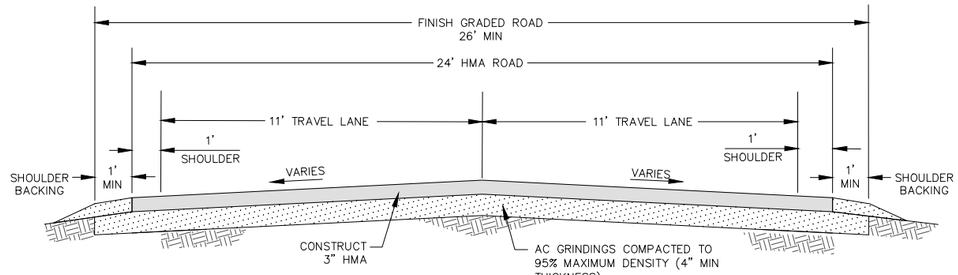


30 0 30 60

Scale (full size): 1 inch = 30 feet
(half size: 1 inch = 60 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A AND DETAIL ON SHEET C42.
5. PAINT 6" RIGHT-EDGELINE PER CALTRANS STANDARD PLAN A20B AND DETAIL ON SHEET C42.
6. REMOVE EXISTING WOOD POST CURVE WARNING SIGN. INSTALL STEEL-POST CURVE WARNING SIGN PER SIGN DETAILS ON SHEET C42. REUSE EXISTING SIGN PANEL.
7. GRADE AND COMPACT 10'-WIDE ROAD SHOULDER TO FINISH GRADE WITH AC GRINDINGS (NO HMA PAVING).

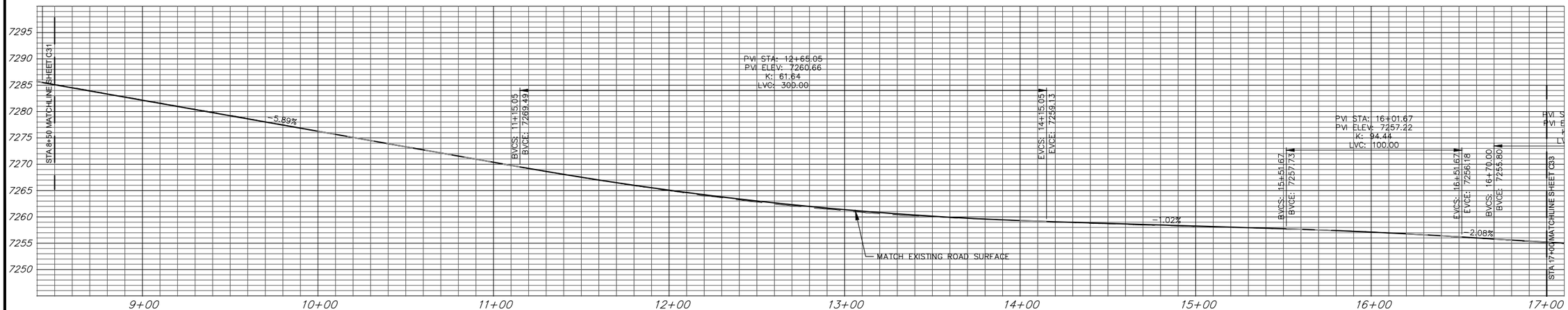


NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 8+43.90 TO STA 16+21.61

NOT TO SCALE



SUBSTATION ROAD PROFILE STA 8+50 TO STA 17+00

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

REGISTERED PROFESSIONAL ENGINEER
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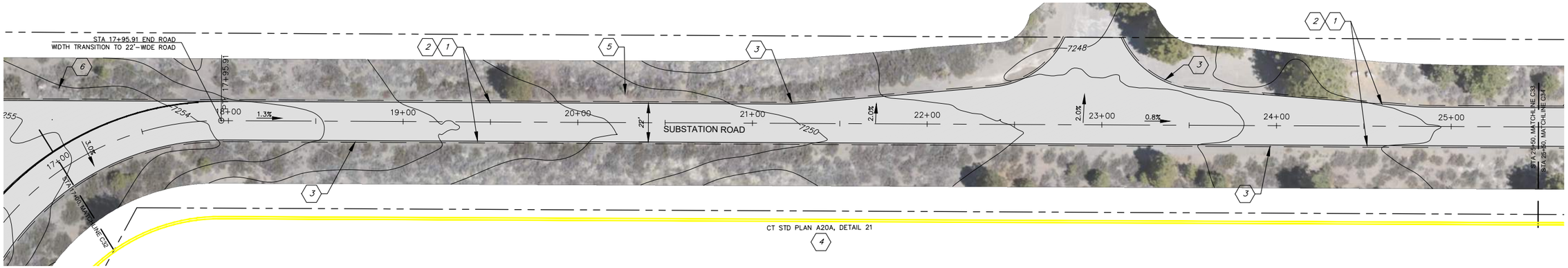
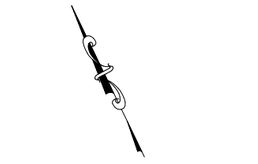
SUBSTATION ROAD PLAN AND PROFILE
STA 8+50 TO STA 17+00

SHEET
C32



SUBSTATION ROAD STA 17+00 TO STA 25+50



Scale (full size): 1 inch = 30 feet
(half size: 1 inch = 60 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
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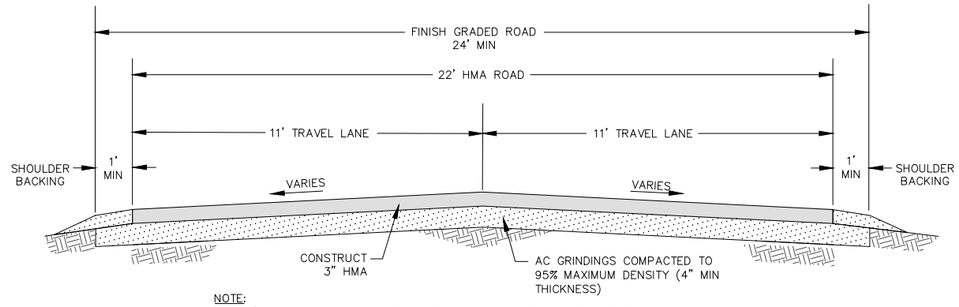
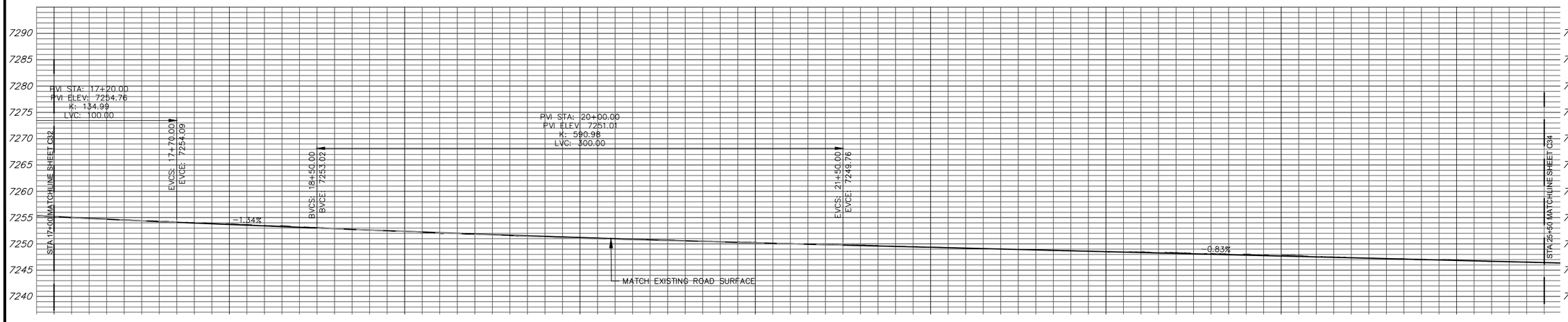
4. PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A AND DETAIL ON SHEET C42.
5. REMOVE EXISTING WOOD POST CURVE WARNING SIGN. INSTALL STEEL-POST CURVE WARNING SIGN PER SIGN DETAILS ON SHEET C42. REUSE EXISTING SIGN PANEL.
6. REMOVE EXISTING CHEVRON SIGN. INSTALL STEEL-POST CHEVRON SIGN, W1-6R (NEW) PER SIGN DETAIL ON SHEET C42.



NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 17+95.81 TO STA 71+38.73
NOT TO SCALE



SUBSTATION ROAD PROFILE STA 17+00 TO STA 25+50

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

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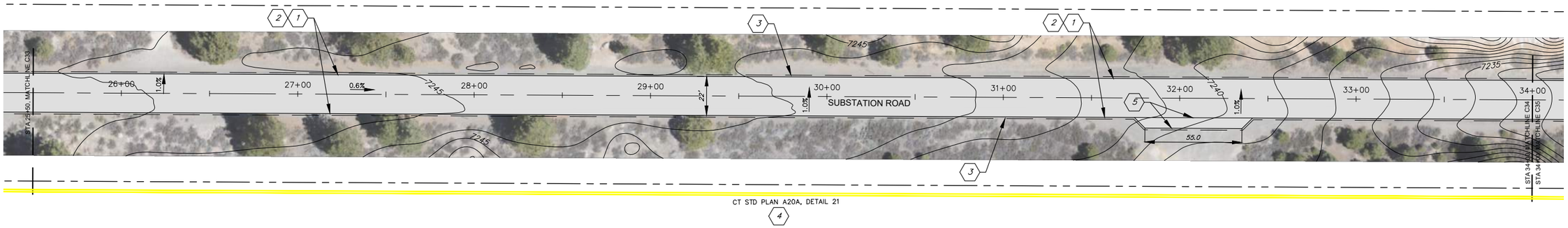
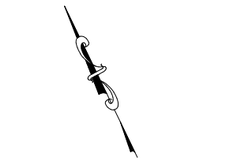
SUBSTATION ROAD PLAN AND PROFILE
STA 17+00 TO STA 25+50

SHEET
C33



SUBSTATION ROAD STA 25+50 TO STA 34+00

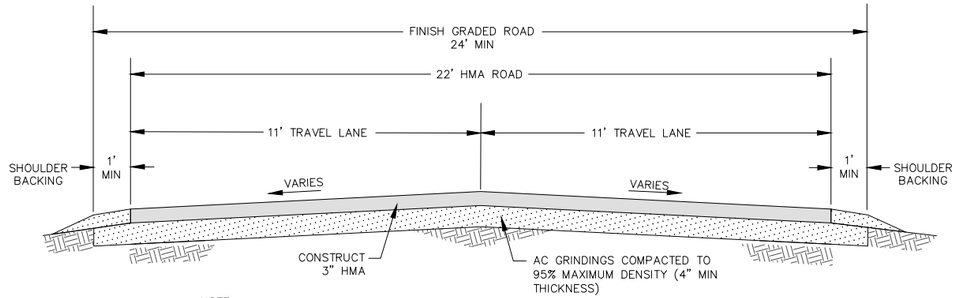


30 0 30 60

Scale (full size): 1 inch = 30 feet
(half size: 1 inch = 60 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

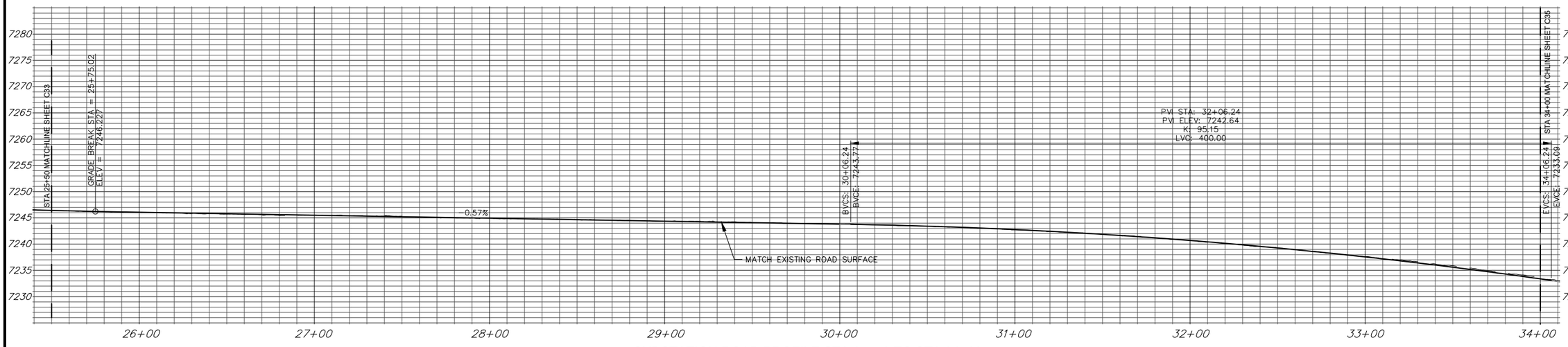
1. *GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.*
2. *PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
4. *PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A AND DETAIL ON SHEET C42.*
5. *PREPARE SUBGRADE AND BASE FOR NEW ROAD APRON. EXCAVATE TO SUBGRADE AND COMPACT FINISH SUBGRADE TO 95% MAXIMUM DRY DENSITY FOR THE UPPER 12 INCHES; PLACE AND COMPACT AC GRINDINGS TO BASE GRADE (4" MINIMUM THICKNESS).*



NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 17+95.81 TO STA 71+38.73
NOT TO SCALE



SUBSTATION ROAD PROFILE STA 25+50 TO STA 34+00

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

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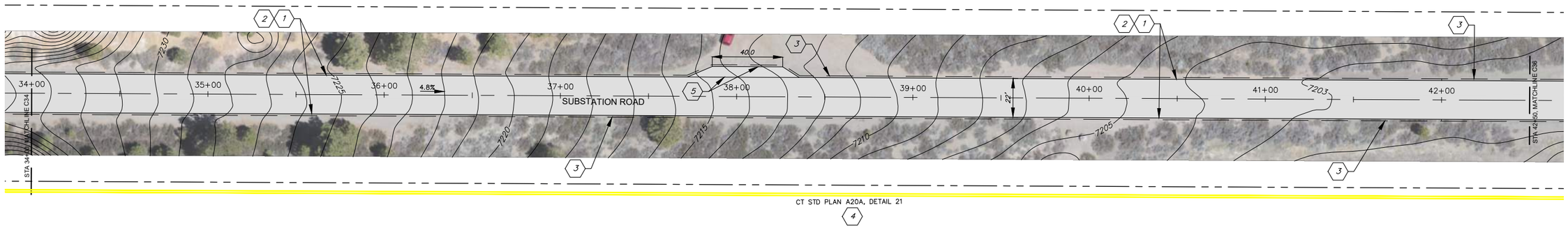
SUBSTATION ROAD PLAN AND PROFILE
STA 25+50 TO STA 34+00

SHEET
C34



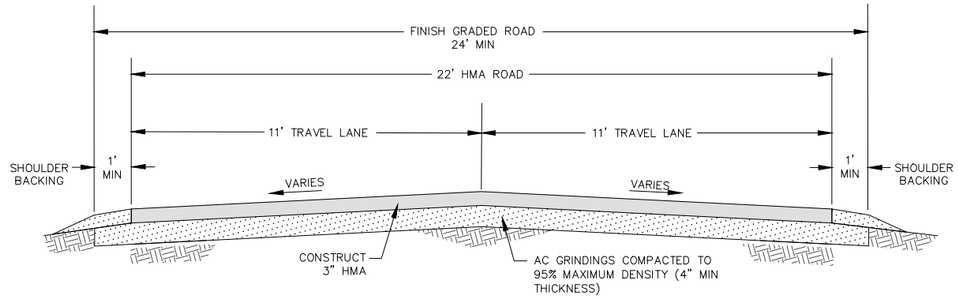
SUBSTATION ROAD STA 34+00 TO STA 42+50

30 0 30 60

Scale (full size): 1 inch = 30 feet
(half size: 1 inch = 60 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

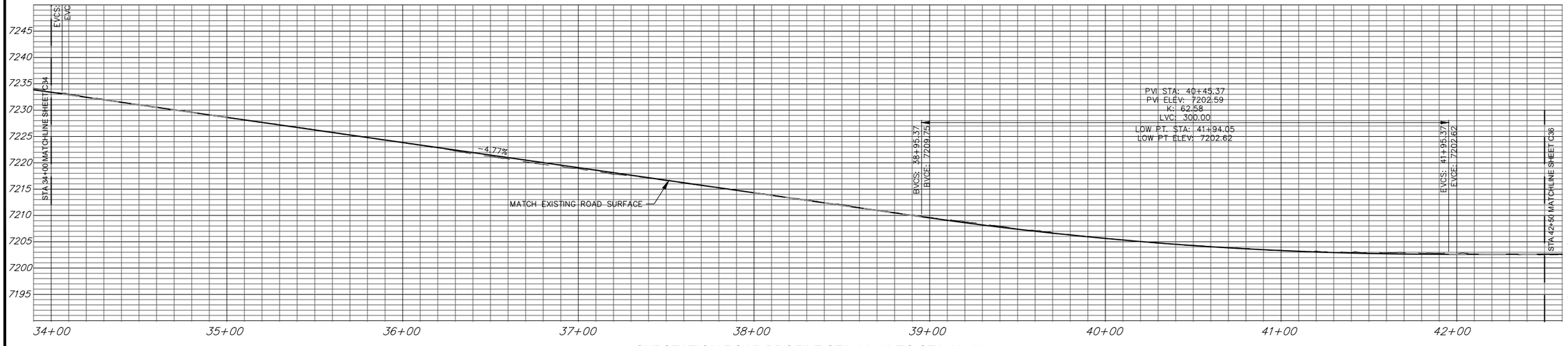
1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING EXCEPT STA 40+00 TO STA 46+00 SHALL BE IMPORTED SHOULDER BACKING MATERIAL.
4. PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A AND DETAIL ON SHEET C42.
5. PREPARE SUBGRADE AND BASE FOR NEW ROAD APRON. EXCAVATE TO SUBGRADE AND COMPACT FINISH SUBGRADE TO 95% MAXIMUM DRY DENSITY FOR THE UPPER 12 INCHES; PLACE AND COMPACT AC GRINDINGS TO BASE GRADE (4" MIN THICKNESS).



NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 17+95.81 TO STA 71+38.73
NOT TO SCALE



SUBSTATION ROAD PROFILE STA 34+00 TO STA 42+50

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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LONG VALLEY STREETS PROJECT
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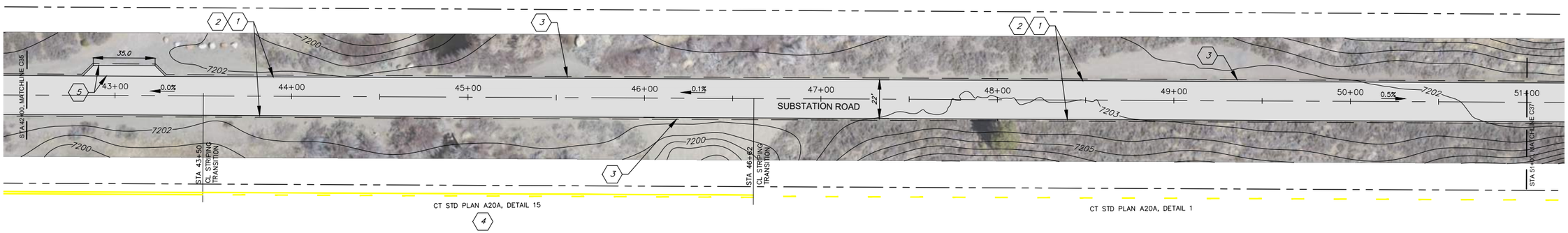
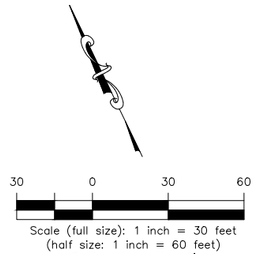
SUBSTATION ROAD PLAN AND PROFILE
STA 34+00 TO STA 42+50

SHEET
C35

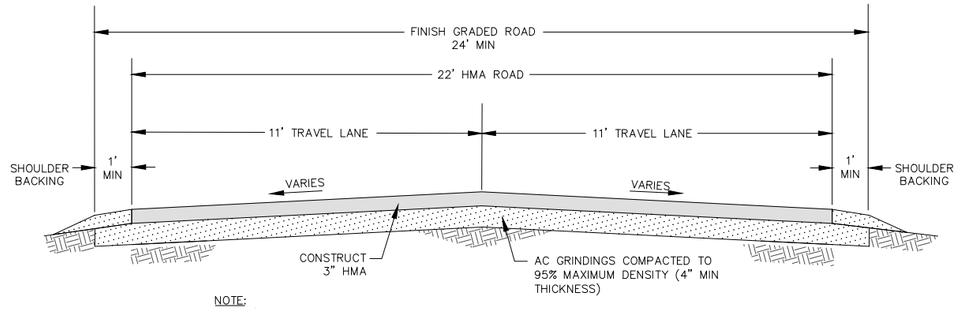


SUBSTATION ROAD STA 42+50 TO STA 51+00



CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING EXCEPT FROM STA 40+00 TO STA 46+00 SHALL BE IMPORTED SHOULDER BACKING MATERIAL.
4. PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A (DETAIL 1 AND 15) AND DETAILS ON SHEET C42.
5. PREPARE SUBGRADE AND BASE FOR NEW ROAD APRON. EXCAVATE TO SUBGRADE AND COMPACT FINISH SUBGRADE TO 95% MAXIMUM DRY DENSITY FOR THE UPPER 12 INCHES; PLACE AND COMPACT AC GRINDINGS TO BASE GRADE (4" MINIMUM THICKNESS).

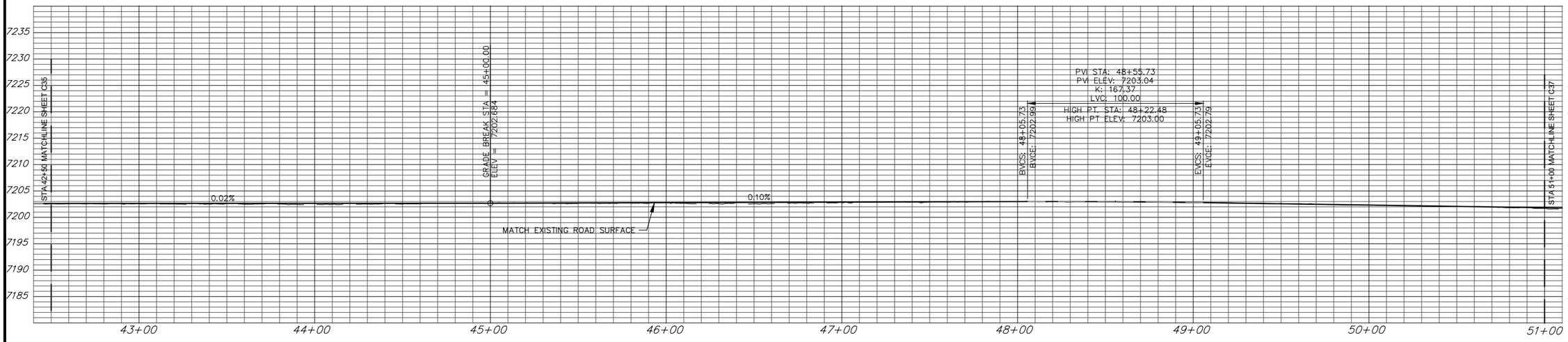


NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 17+95.81 TO STA 71+38.73

NOT TO SCALE



SUBSTATION ROAD PROFILE STA 42+50 TO STA 51+00

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

REGISTERED PROFESSIONAL ENGINEER
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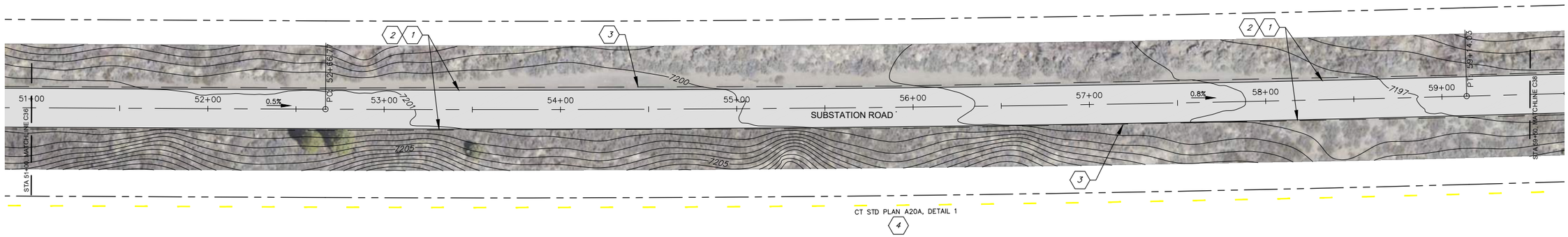
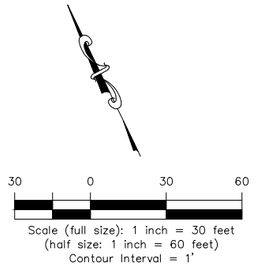
SUBSTATION ROAD PLAN AND PROFILE
STA 42+50 TO STA 51+00

SHEET
C36



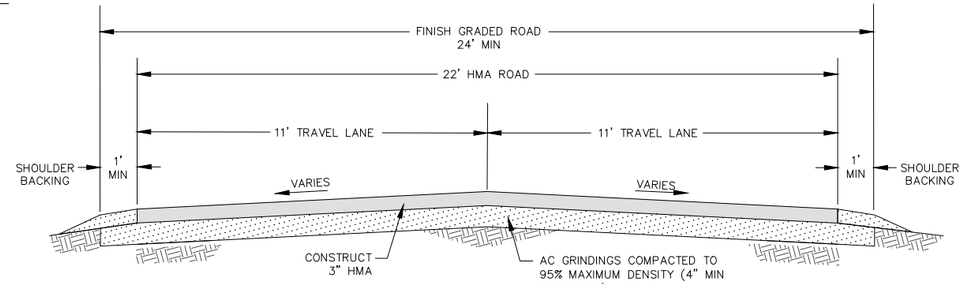
SUBSTATION ROAD STA 51+00 TO STA 59+50



Scale (full size): 1 inch = 30 feet
(half size: 1 inch = 60 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. *GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.*
2. *PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
4. *PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A (DETAIL 1) AND CENTERLINE DETAIL ON SHEET C42.*

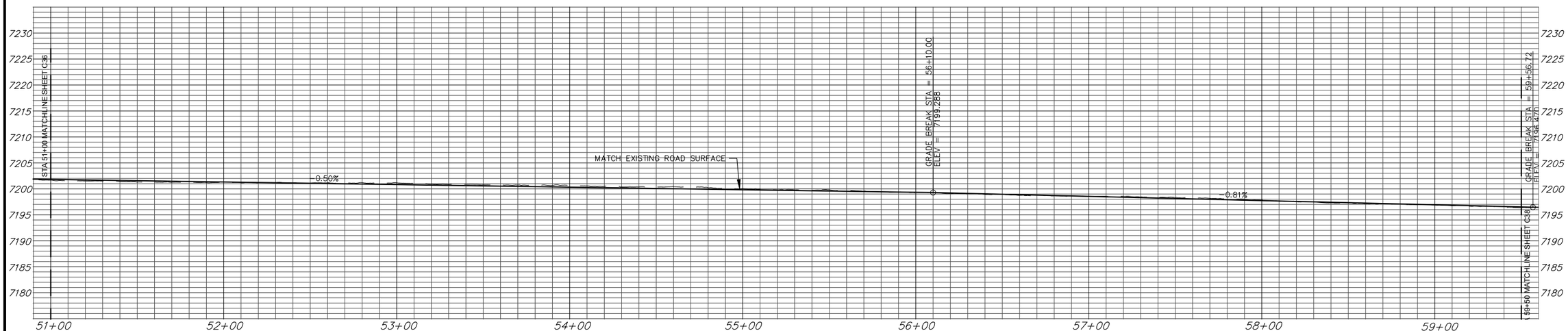


NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 17+95.81 TO STA 71+38.73

NOT TO SCALE



SUBSTATION ROAD PROFILE STA 51+00 TO STA 59+50

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

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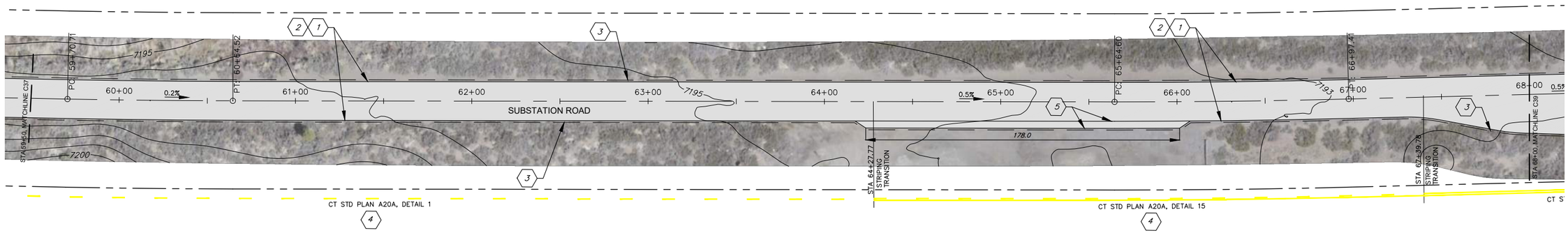
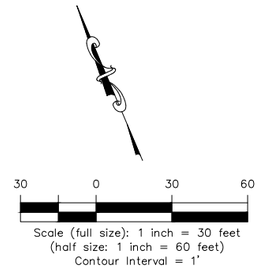
SUBSTATION ROAD PLAN AND PROFILE
STA 51+00 TO STA 59+50

SHEET
C37

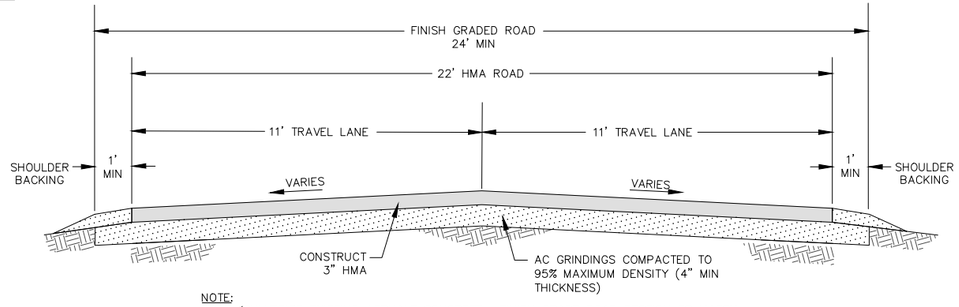


SUBSTATION ROAD STA 59+50 TO STA 68+00



CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A (DETAIL 1 AND 15) AND CENTERLINE DETAILS ON SHEET C42.
5. PREPARE SUBGRADE AND BASE FOR NEW ROAD APRON. EXCAVATE TO SUBGRADE AND COMPACT FINISH SUBGRADE TO 95% MAXIMUM DRY DENSITY FOR THE UPPER 12 INCHES; PLACE AND COMPACT AC GRINDINGS TO BASE GRADE (4" MINIMUM THICKNESS).

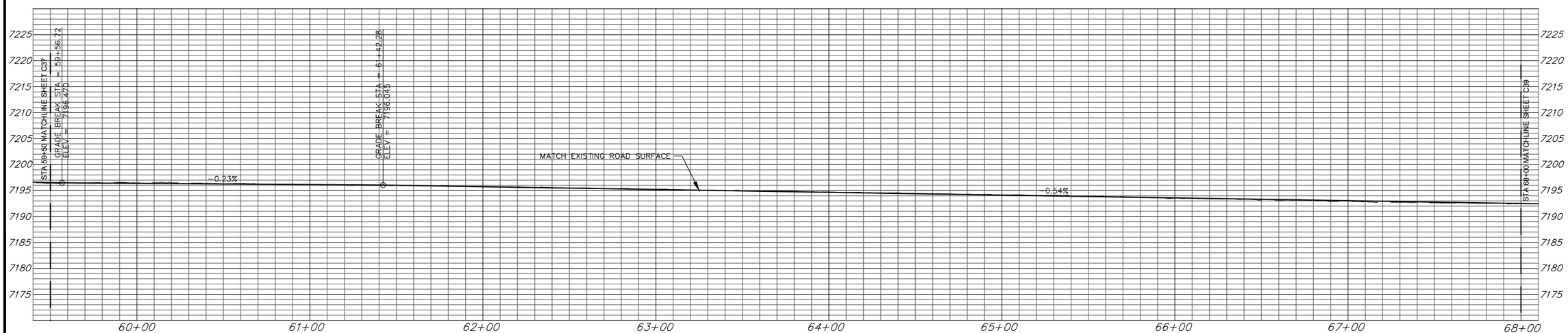


NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 17+95.81 TO STA 71+38.73

NOT TO SCALE



SUBSTATION ROAD PROFILE STA 59+50 TO STA 68+00

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

Rev.#	Date	Revision

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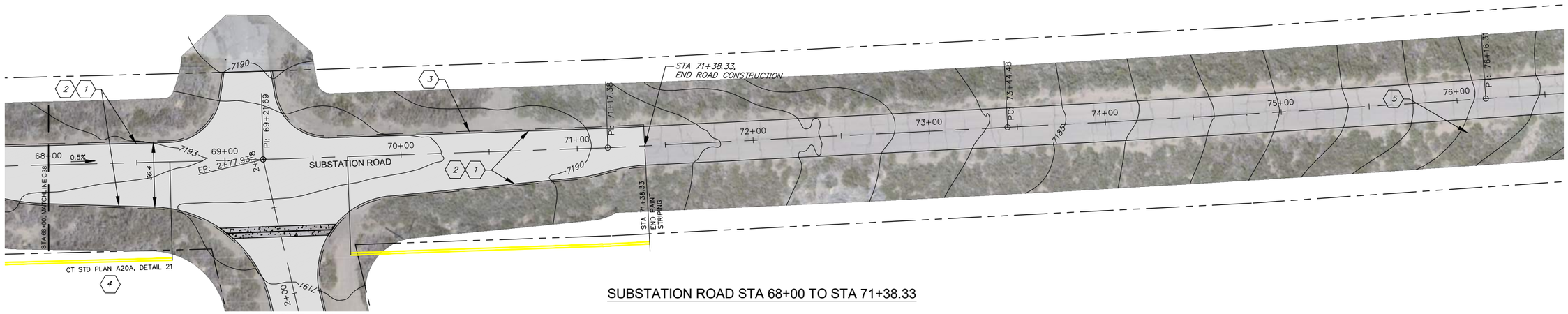
Prepared By: CS
Checked By: PR

LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

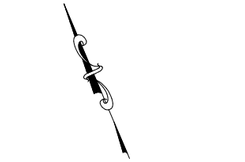
SUBSTATION ROAD PLAN AND PROFILE
STA 59+50 TO STA 68+00

SHEET
C38



SEE SHEET C40
SUBSTATION RD CONNECTION TO HWY 395

SUBSTATION ROAD STA 68+00 TO STA 71+38.33

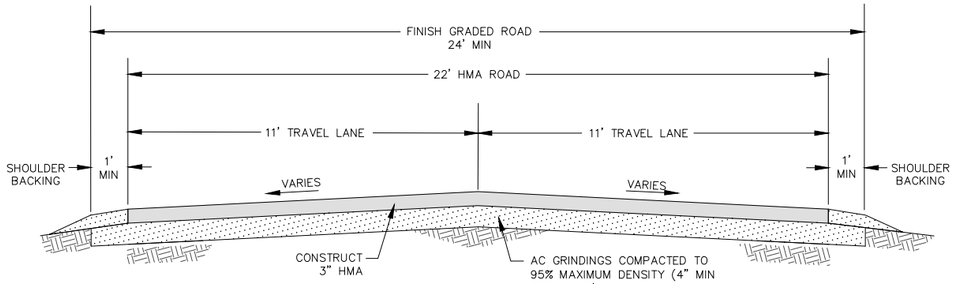


30 0 30 60

Scale (full size): 1 inch = 30 feet
(half size: 1 inch = 60 feet)
Contour Interval = 1'

CONSTRUCTION LEGEND

1. GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.
2. PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39. PROPOSED HMA SHALL END AT STA 71+38.33.
3. PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.
4. PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A (DETAIL 21) AND CENTERLINE DETAIL ON SHEET C42.
5. REMOVE EXIST "ROAD ENDS 500 FT" WARNING SIGN. INSTALL STEEL–POST SIGN, W31A–CA (NEW) PER SIGN DETAILS ON SHEET C42.
6. REMOVE EXISTING END OF ROAD SIGN AT THE EASTERLY TERMINUS OF SUBSTATION ROAD (STA 84+00). INSTALL NEW END OF ROADWAY STEEL–POST WARNING SIGN (OM4–1) PER SIGN DETAILS ON SHEET C42.

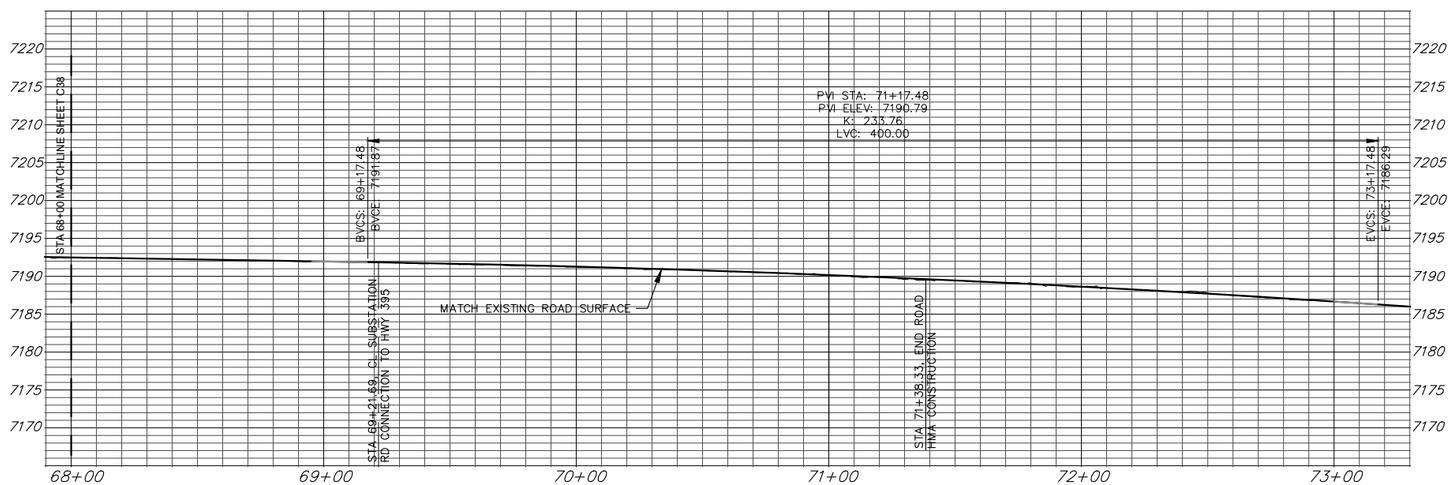


NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD – TYPICAL SECTION

STA 17+95.81 TO STA 71+38.73

NOT TO SCALE



SUBSTATION ROAD PROFILE STA 68+00 TO STA 73+30

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
STATE OF CALIFORNIA

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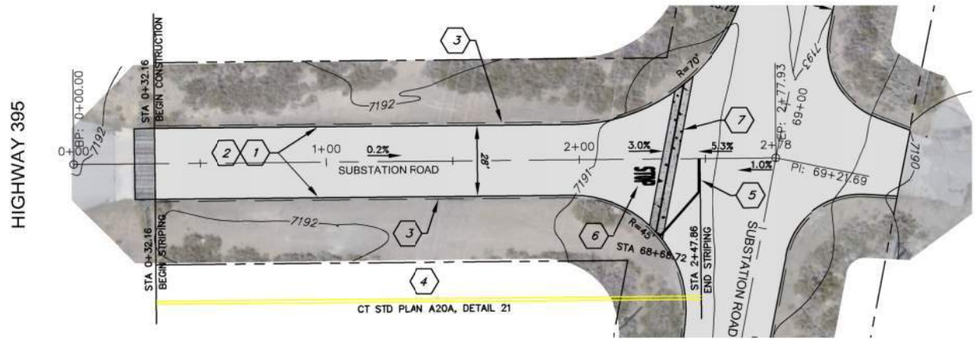
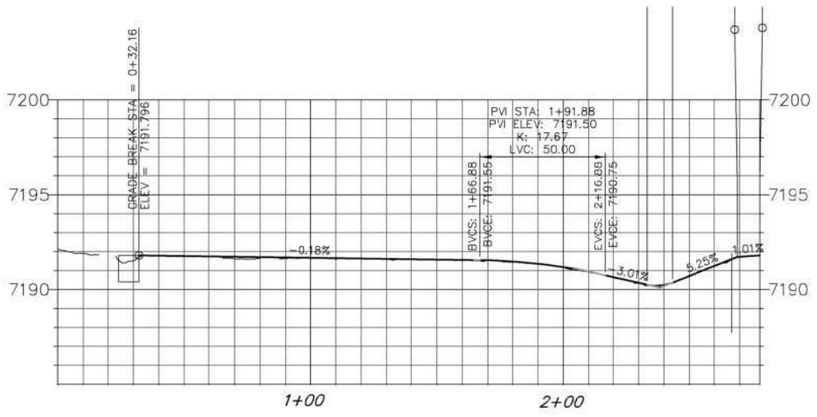
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

SUBSTATION ROAD PLAN AND PROFILE
STA 68+00 TO STA 76+50

SHEET
C39

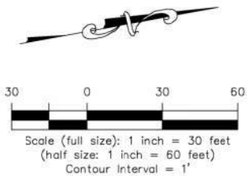


SUBSTATION ROAD CONNECTION TO HWY 395 - STA 0+32.16 TO STA 2+78



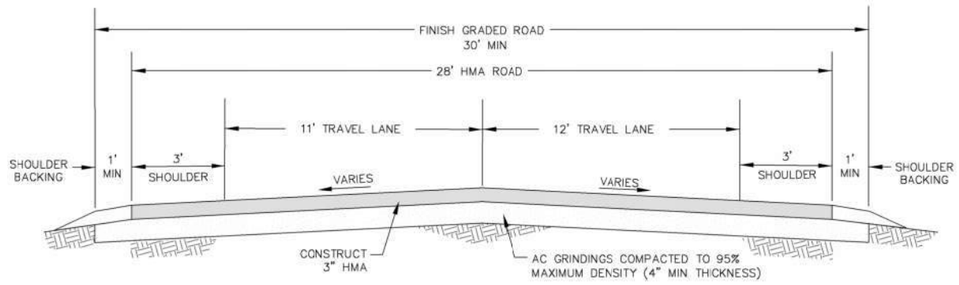
SUBSTATION ROAD CONNECTION TO HWY 395 PROFILE STA 68+00 TO STA 76+50

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=4'



CONSTRUCTION LEGEND

1. *GRIND/PULVERIZE EXISTING ROADBED (DEPTH=7") AND FINISH GRADE ROAD TO MATCH EXISTING VERTICAL ALIGNMENT PER TECHNICAL SPECIFICATIONS, SECTION 22 AND 30. COMPACT ASPHALT GRINDINGS TO 95% OF MAXIMUM DENSITY.*
2. *PLACE AND COMPACT 3" OF HOT MIX ASPHALT PER PLAN, TYPICAL ROAD SECTION HEREON, HMA EDGE TREATMENT DETAIL ON SHEET C41, AND TECHNICAL SPECIFICATIONS, SECTION 39.*
3. *PLACE AND COMPACT SHOULDER BACKING ALONG EDGE OF NEW ASPHALT CONCRETE PER TYPICAL ROAD SECTION HEREON, SHOULDER BACKING DETAIL ON SHEET 41, AND TECHNICAL SPECIFICATIONS, SECTION 19. ASPHALT GRINDINGS MAY BE USED FOR SHOULDER BACKING.*
4. *PAINT CENTERLINE PER CALTRANS STANDARD PLAN A20A (DETAIL 21) AND CENTERLINE DETAIL ON SHEET C42.*
5. *PAINT STOP BAR / LIMIT LINE PER CALTRANS STANDARD PLAN A24E AND DETAIL ON SHEET C42.*
6. *PAINT "STOP" MARKING PER CALTRANS STANDARD PLAN A24D AND DETAIL ON SHEET C42.*
7. *CONSTRUCT 6"-WIDE CONCRETE CROSS GUTTER PER DETAIL ON SHEET C41.*



NOTE:
GRIND/PULVERIZE EXISTING ASPHALT CONCRETE. FINISH GRADE ROAD SECTION TO MATCH EXISTING ELEVATIONS UPON PLACEMENT OF HMA. FINISH GRADED ROAD SHALL INCLUDE SHOULDER BACKING WIDTH, WHERE SHOWN PER PLAN.

SUBSTATION ROAD CONNECTION TO HWY 395 – TYPICAL SECTION

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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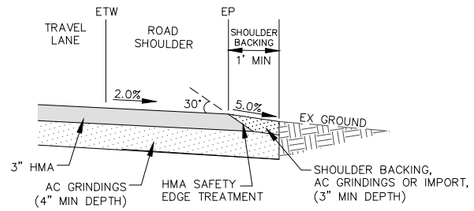
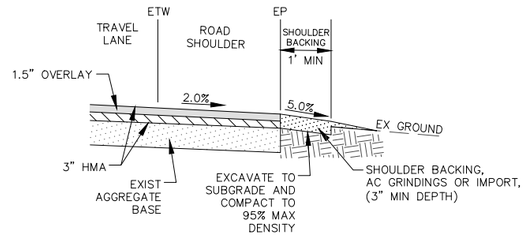
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

SUBSTATION ROAD PLAN AND PROFILE
CONNECTION TO HWY 395, STA 0+32.16 TO STA 2+69.06

SHEET
C40



FULL DEPTH ASPHALT REPLACEMENT

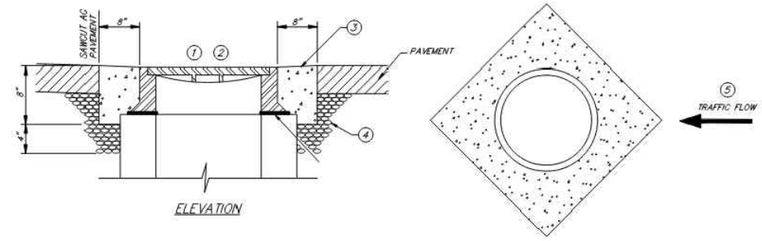


HOT MIX ASPHALT OVERLAY

3" HMA EDGE TREATMENT & SHOULDER BACKING DETAILS

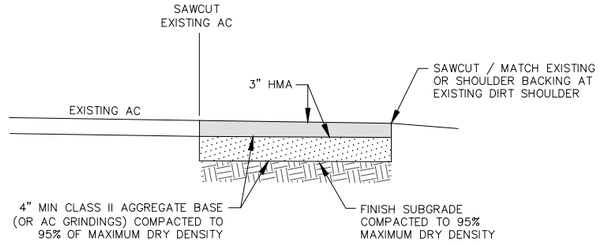
NOT TO SCALE

REFER TO CALTRANS STD PLAN P73 AND P76

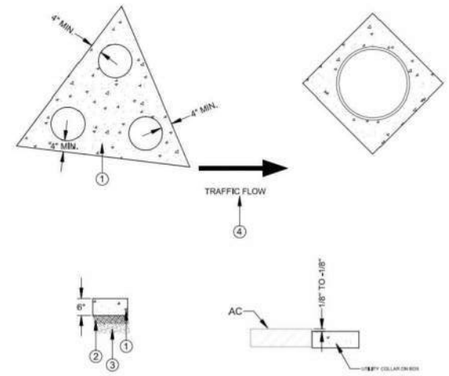


MANHOLE–UTILITY CONCRETE COLLAR DETAIL

NOT TO SCALE

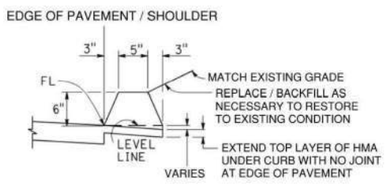


ROAD REPAIR DETAIL



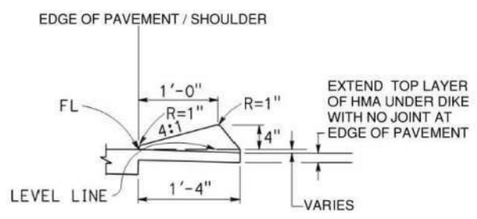
NOTES:
1. CLASS I CONCRETE COLLAR.
2. 6" CLASS II AGGREGATE BASE (OR ASPHALT GRINDINGS AS APPROVED BY ENGINEER) COMPACTED TO 95% MAXIMUM DENSITY.
3. SUBGRADE COMPACTED TO 95% OF MAXIMUM DRY DENSITY.
4. PLACE CONCRETE SUCH THAT NO EDGES ARE PERPENDICULAR TO THE DIRECTION OF TRAFFIC FLOW.

UTILITY VALVE CONCRETE COLLAR DETAIL



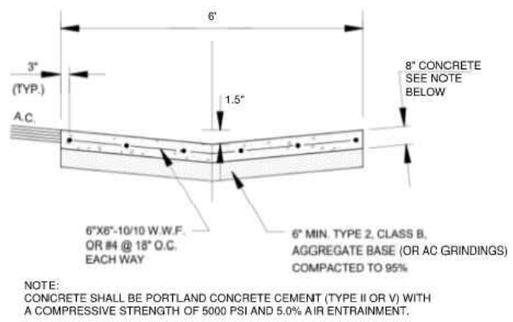
HOT MIX ASPHALT DIKE (TYPE A) DETAIL

CT STD PLAN A87B



HOT MIX ASPHALT DIKE (TYPE E) DETAIL

CT STD PLAN A87B



NOTE:
CONCRETE SHALL BE PORTLAND CONCRETE CEMENT (TYPE II OR V) WITH A COMPRESSIVE STRENGTH OF 5000 PSI AND 5.0% AIR ENTRAINMENT.

CONCRETE CROSS GUTTER DETAIL

DETAILS NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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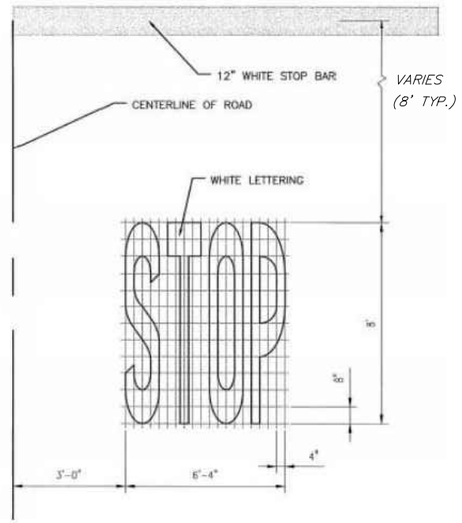
LONG VALLEY STREETS PROJECT
PROJECT NO. 9116

CONSTRUCTION DETAILS

SHEET
C41

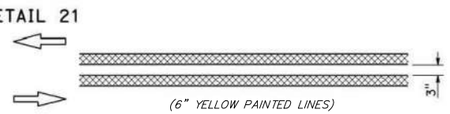


"STOP" MARKING AND LIMIT LINE DETAILS

CT STD PLAN A24E
CT STD PLAN A24D

NO PASSING ZONES-TWO DIRECTION

DETAIL 21

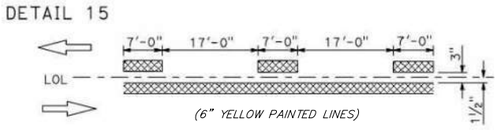


(6" YELLOW PAINTED LINES)

CENTERLINE - NO PASSING ZONE

CT STD PLAN A20A

DETAIL 15

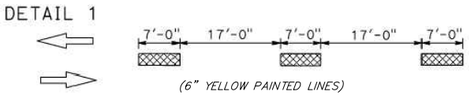


(6" YELLOW PAINTED LINES)

CENTERLINE - PASSING ONE DIRECTION

CT STD PLAN A20A

DETAIL 1

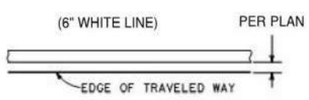


(6" YELLOW PAINTED LINES)

CENTERLINE - PASSING ZONE

CT STD PLAN A20A

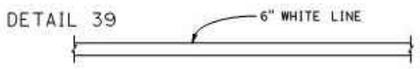
DETAIL 27B

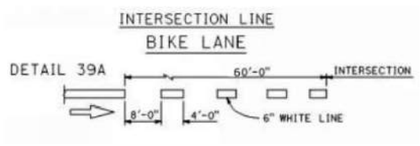


RIGHT EDGELINE DETAIL

CT STD PLAN A20B

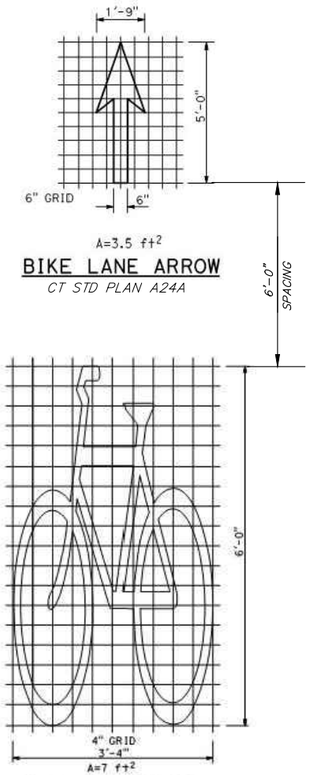
DETAIL 39





BIKE LANE LINE

CT REVISED STD PLAN A20D
CA MUTCD FIGURE 9C-101 (CA)

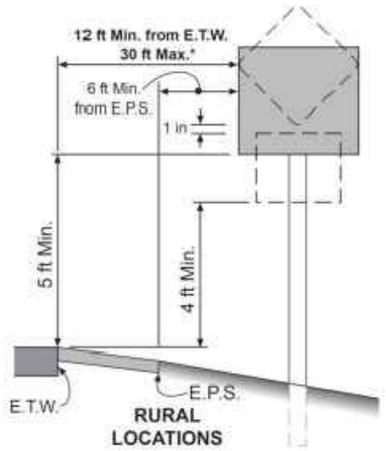


BIKE LANE ARROW

CT STD PLAN A24A

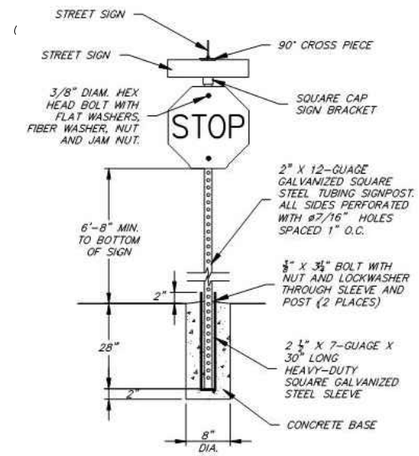
BIKE LANE SYMBOL WITHOUT PERSON

CT STD PLAN A24C
CA MUTCD FIGURE 9C-3



ROADWAY SIGN PLACEMENT DETAIL

CA MUTCD



NOTES:

1. SIGN MATERIALS, CONSTRUCTION AND PLACEMENT SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. SIGNS SHALL BE MOUNTED WITH TAMPER PROOF HARDWARE.

REUSING EXISTING SIGN PANELS.

STREET NAME SIGNS ABOVE SHALL BE REFLECTIVE WITH WHITE LETTERS AND BROWN BACKGROUND. THE ENGINEER SHALL APPROVE STREET NAME SIGNS PRIOR TO ORDERING AND PLACEMENT.

STEEL-POST ROAD SIGN DETAIL

DETAILS NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
PAUL EDWARD ROTEN
56891
CIVIL
STATE OF CALIFORNIA

MONO COUNTY PUBLIC WORKS DEPARTMENT

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LONG VALLEY STREETS PROJECT
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PAINT MARKING & SIGNAGE DETAILS

SHEET
C42