SUPERSEDES EXAMPLE RELEASED 5/4/12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Where right of way is shown on a plan view sheet (layout, drainage, electrical), include this note. Typically, the right of way note is placed in the upper left corner of the sheet.

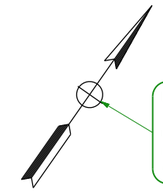
CTCELLIB.cel: AC=NOTE2,
TEXT: FT=3, TX=7, WT=1, LV=rd_RIGHT-OF-WAY-anno (23), Upper Case

Right of way shown on a plan view sheet must be depicted with a solid line.

INFORMATION ON THIS EXAMPLE APPLIES TO ALL PLAN VIEW SHEETS

GENERAL:
Both the named level and numbered level information are shown on this sheet
There is no direct one to one conversion for all cases between named levels and numbered levels
Numbered Level information is shown in parenthesis after the named level
e.g. LV = border_PROJ-ID-BLOCK-anno (10)

See "Generic Project Border Sheet" for basic border sheet information not shown on this sheet.



Use standard North Arrow for orientation.
The preferred location of the North Arrow is the upper right portion of the sheet within the maximum clip frame.
AC=NARR, WT=1, LV=pp_PRESENTATION (10), CO=0, AS=1

NOTES, LEGENDS, SYMBOLS, ACRONYMS AND ABBREVIATIONS:

- Notes, legends, symbols, acronyms and abbreviations applicable to each specific project are to be shown on the first sheet of the grouping of the plan sheet type (layouts, drainage, sign, pavement delineation, etc.). Do not duplicate standard plans acronyms, symbols or abbreviations in these listings.
- If a note(s) is specific to only one sheet of a single plan sheet type, use the heading; NOTE(S) (THIS SHEET ONLY): If the specific note is to appear only on the first sheet of a certain plan sheet type, DO NOT include it with the other notes that apply to all sheets of that plan type.

SCALES:

- For plan view sheets, a horizontal scale of 1" = 50′ (base scale) should typically be used. For projects in rural areas, a horizontal scale of 1" = 100′ may be used.
- A horizontal scale of 1" = 20" should be used where greater detail and clarity is required. These sheets would typically be used for road intersections, signal and lighting plans, etc.

STATIONING:

- For plan view sheets, stationing must be based on 100 feet per station with full annotation at 500 foot stations (multiple of 5). Annotation at 100 foot stations is a single digit number (the ones column). Station tick marks are centered on the alignment line. No minor tick marks. Annotation is placed below the alignment line. Annotation and length of station tick mark (in a MicroStation design file) is 2.8′ at 1" = 20′ scale, 7.0′ at 1" = 50′ scale and 14.0′ at 1" = 100′ scale.
- Do not include "+00" at full stations on any sheets (Layouts, Profiles, Superelevation Diagrams, Drainage, etc.).

ORIENTATION OF SHEETS:

- Plan view sheets are to be oriented to show mainline stationing progressing from left to right with increasing station values.
- Mainline stationing must not overlap from one sheet to another. Match lines must be shown with the callout of "MATCH LINE" on each sheet.
- Match Lines should occur at a +50 station and must be perpendicular to the alignment line where the work is occurring. If a match line occurs at a station other than +50, the station should be identified with the match line callout (i.e. "MATCH LINE +65").
- References to adjoining sheets at the match lines, identified such as "MATCH LINE (L-5)" is optional, but is advisable where many match lines are shown on a sheet (such as multiple sheets to show interchange areas or intersections of roads).
- If arrangement of the mainline alignment is such that "stacking" is necessary (mainline alignment stacked one above the other on the same plan view sheet), the sheet shall be arranged so that the stationing progresses from the top half of the sheet to the bottom half of the sheet using match lines. If stacking of alignment is used on any plan sheet, this configuration applies. Where profiles are "stacked" on full profile plan sheets, they shall be arranged so that the stationing progresses from the top half of the sheet to the bottom half of the sheet. If a plan view and profile or plan view, profile and superelevation diagram are shown on a single sheet, they shall be arranged on the sheet as shown in Figure 2-2J of Section 2-1.5 of the PPM.

COORDINATE VALUES:

- Coordinate values are to be maintained within the plan view sheets. This will allow retrieval of information by other functional units that do not have the base map and for reuse of this information to develop future projects. Sharing files with retained coordinate values allows for a quick positioning of information back to the reference file, base map or aerial photo mapping.

CURVE NUMBERING:

- Curve data numbers must be consecutive for each station line.
- Do not start curve data numbers over when going to the next layout sheet (or plan view sheet).
- Curve data numbers for different station lines should have gaps in the numbering from other station lines, thus allowing for possible last minute changes without having to renumber curve data from any other station line than the one changed.
- With the exception of curve data numbers assigned to curb returns at intersections that are shown on construction detail sheets, curve numbers are not to be duplicated within a project. This includes alignments for walls, temporary alignments for staging, and roadway alignment lines shown on Structures plan sheets.

Use DRAINAGE, SIGN, PAVEMENT DELINEATION, etc., in place of the words "CONTOUR GRADING" as appropriate for the work shown on each sheet.

AC=NOTE4 through AC=NOTE37 in the CTCELLIB_NAMEDLEVELS.cel or CTCELLIB.cel are available for use to specify the different types of work in the statement "APPROVED FOR..."

TEXT: FT=3, TX=8.75, WT=2, LV=border_INSIDE-BORDER-anno (10), Slant=20°, Upper Case.

Place statement as shown, center bottom of the sheet. This statement is not to be used on layout sheets (L-1, L-2, etc.). Layout sheets typically contain several types of work.

The word "APPROVED" in this statement clarifies the type of work (identified as bid items on the sheet) for which the Engineer is taking responsibility.

If subtitle or modifier is used, it must be placed beneath the main sheet title. Parenthesis is not required around subtitle or modifier.

Example:

STAGE CONSTRUCTION
STAGE 3

For subtitle or modifier use the following:
FT=43, TX=10, WT=0, LV=border_INSIDE-BORDER-anno (10), Upper Case

Use appropriate SHEET NAME AND ID CODE for the work shown. See CADD Users Manual Section 2.1.:

FT=43, TX=14.5, WT=0,
LV=border_INSIDE-BORDER-anno (10),
Upper Case. Use "Center Center" justification

Text may be reduced to a minimum of TX=12 for the long sheet names, e.g., STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN or space constraints.

For text sizes see CADD Users Manual Section 2.6.1.

Use appropriate scale for the work involved, see "SCALES" in section 2-1.3 of the PPM.

Use a colon after the word "SCALE"

FT=3, TX=8.75, WT=2,
LV=border_INSIDE-BORDER-anno (10),
Upper Case. Use "Center Center" justification

CONTOUR GRADING

SCALE: 1" = 50′

G-XX

GENERIC PROJECT PLAN VIEW SHEET, BASIC REQUIRED INFORMATION

APPROVED FOR CONTOUR GRADING WORK ONLY

GENERIC PROJECT PLAN VIEW SHEET RELEASED 12/11/2019

LAST REVISION 00-00-00 | DATE PLOTTED => 23-DEC-2019 | TIME PLOTTED => 15:47

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