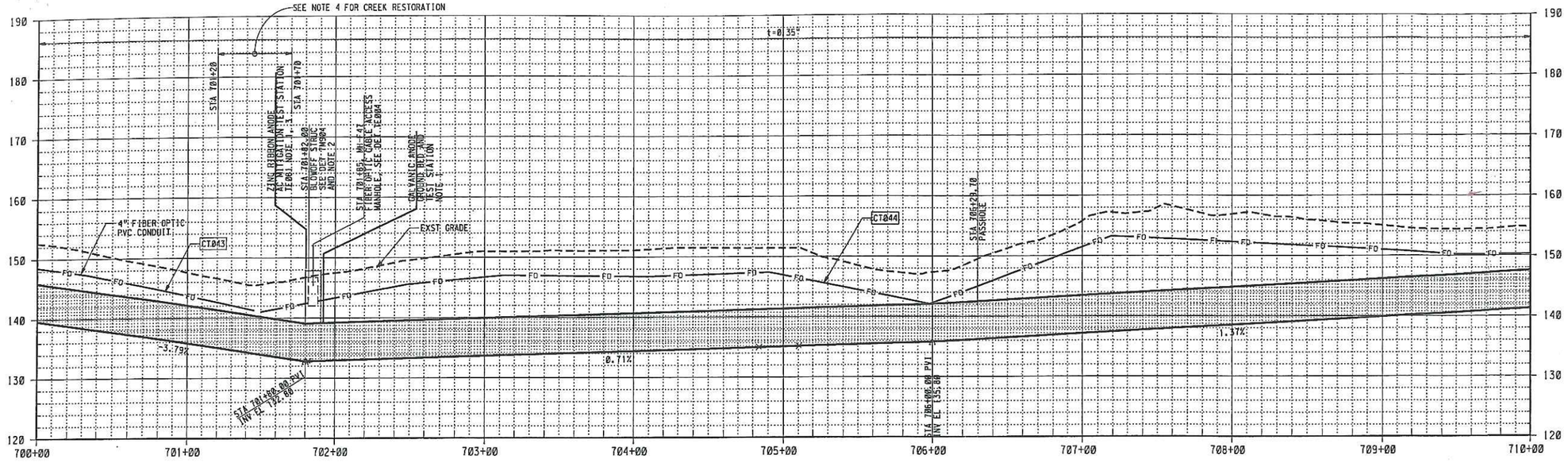
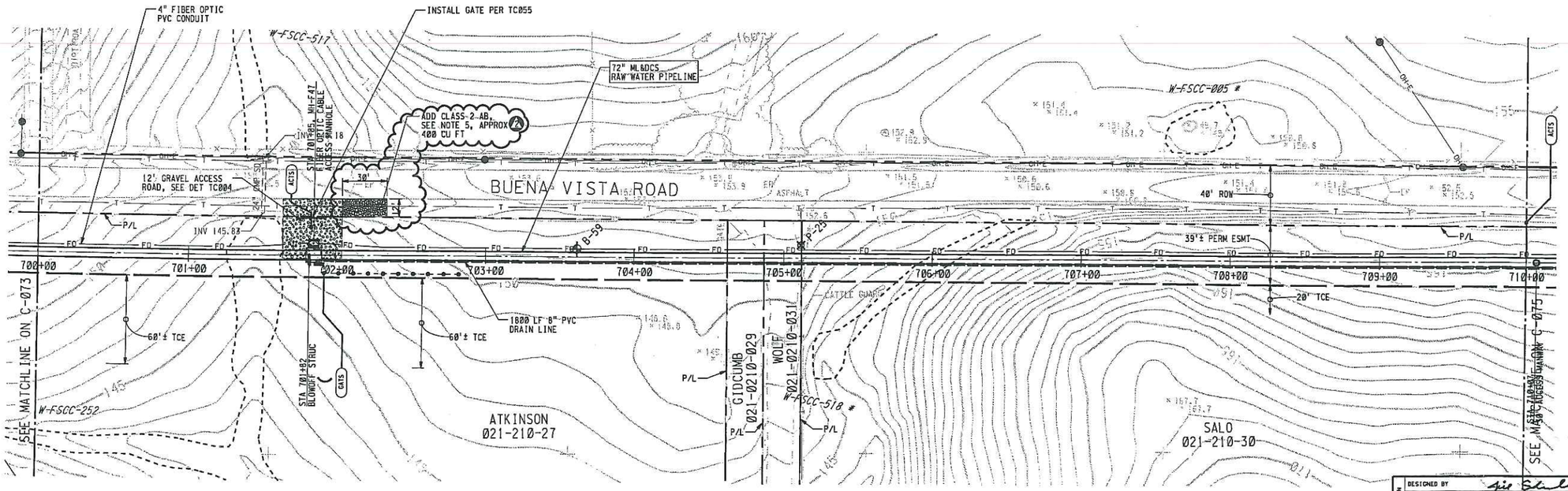


PROFILE

1"=40' (H); 1"=10' (V)



PLAN

1"=40'

3" ON ORIGINAL DOCUMENT

0 1 2 3

NOTES

1. PROVIDE SPIRAL GRADIENT CONTROL MAT AROUND TEST STATION PER TE062.
2. PROVIDE GROUND GRID AROUND VAULT PER TE033.
3. LOCATE ACTS AND GATS ON GRAVEL ACCESS ROAD.
4. HYDROSEED PER SPECS.
5. INSTALL CLASS 2 AGGREGATE BASE. SEE TC004.

NO.	DATE	REVISION	BY	REC.	APP.
2	07AUG2012	REVISED PER SPEC 2058	RB	MDK	MDK
1	11JUL2007	REVISED PER ADDENDUM NO. 1	JS	RB	DP

DESIGN
DESIGNED BY
DESIGN CHECKED BY
DRAWN BY PBC

REVIEW
PROJECT MGR. R.P.E. NO. M 29694
PROJECT ENGR. R.P.E. NO. C 52111
RECOMMENDED SR. CIVIL ENGR. R.P.E. NO. C 32298
APPROVED MGR. OF DESIGN R.P.E. NO. C 39851

EAST BAY MUNICIPAL UTILITY DISTRICT
OAKLAND, CALIFORNIA

FOLSOM SOUTH CANAL CONNECTION PIPELINE
CIVIL
PIPELINE PLAN AND PROFILE
STA 700+00 TO STA 710+00

PROJ NO. Z-003
SCALE AS SHOWN
DATE 08JUN2007

2089-C-074 02
STRUCT. DISC. NUMBER REV.

REGISTERED PROFESSIONAL ENGINEER DANIEL T. WAGNER No. C32298 Exp. 12/31/08 CIVIL STATE OF CALIFORNIA

E B M U D

SHOULDER CLOSURE w/MINOR ENCROACHEMENT(TC26):
PEDESTRIAN CONTROL(see NOTE 7):
Gravel Improvements.

DAYLIGHT HOURS
7:00 AM to 5:00 PM

TCP - CSR1

REMOVE OR REDUCE CONTROL ZONE WHEN WORK AREA NO LONGER AFFECTS THAT AREA OF THE ROADWAY

THIS PLAN IS REVERSIBLE FOR EITHER SIDE OF CLAY STATION ROAD

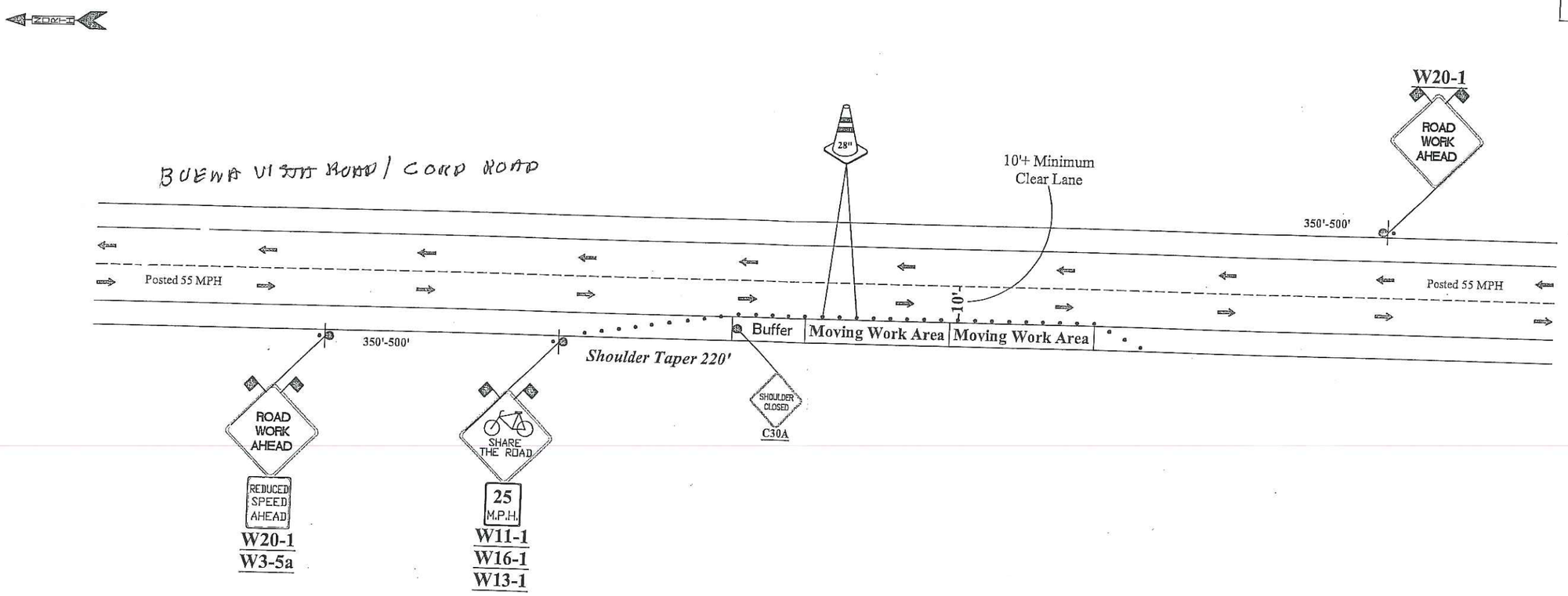


CHART A - CA/MUTCD - based upon 10'-11'-12' offset. Adjust if different.

Speed MPH	Sign Spacing	Merging Taper 10' - 11' - 12'	Shifting Taper 10' - 11' - 12'	Shoulder Taper 10' - 11' - 12'	Buffer Space	Cone Spacing Taper	Cone Spacing Conflict
40	250'	267'-294'-320'	134'-147'-160'	89'-98'-107'	305'	40'	20'
45	350'	450'-495'-540'	225'-248'-270'	150'-165'-180'	360'	45'	22'
50	350'	500'-550'-600'	250'-275'-300'	167'-184'-200'	425'	50'	25'
✻ 55	350'-500'	550'-605'-660'	275'-303'-330'	184'-202'-220'	495'	50'	25' ✻
60	1000'	600'-660'-720'	300'-330'-360'	200'-220'-240'	570'	50'	25'
65	1000'	650'-715'-780'	325'-360'-390'	215'-235'-260'	645'	50'	25'
70	1000'	700'-770'-840'	350'-385'-420'	235'-255'-280'	730'	50'	25'

CROSSWALKS, SIDEWALKS & BICYCLES:

R9-10 SIDEWALK CLOSED USE OTHER SIDE · R9-11L SIDEWALK CLOSED AHEAD CROSS HERE · R9-3a · W11-1 W16-1 C17 SHARE THE ROAD 25 · R81(CA) BIKE LANE · R9-9 SIDEWALK CLOSED · R9-11R SIDEWALK CLOSED AHEAD CROSS HERE · R9-3 NO PEDESTRIAN CROSSING · EDGE WORK BOOK (SET) · G20-2 END ROAD WORK

NOTE: Place pedestrian & bike signage as needed or directed by the Controlling Agency at specific appropriate locations.

R3-1 R3-2

Place no right/left turn signage at all affected driveways and side streets in traffic control zone.

LEGEND...

Sign.

Reflective Channelizer.

ALTERNATE (TA13)...

C9A W3-4 BE PREPARED TO STOP 350'-500' 350'-500'

NOTE: Use single or multiple flaggers with C9A & W3-4 signage spaced at 350'-500' in all directions from the work area in addition to this plan to slow or stop traffic. Flaggers to be competent, trained and qualified per Cal/Osha regulations. Flaggers to maintain visual and/or radio contact at all times.

GENERAL NOTES...

NOTE 1: One 10'+ minimum clear lane each direction, access for emergency vehicles, public services, business & residents maintained at all times. All lanes open during non-working hrs.
NOTE 2: Sign spacing and tapers based on 55 MPH = 350'-500'; refer to and use CA/MUTCD 01/13/12, Caltrans Standard Plans and be in compliance with local County requirements as a minimum standard. Monitor and maintain traffic control zone at all times.
NOTE 3: All signage and channelizers to be visible to approaching motorists for a minimum of 1,000'. NIGHT WORK: All signage and channelizers to be night visible retroreflective to approaching motorists for a minimum of 1,000'. Signage should be flagged and/or lighted.
NOTE 4: The location of the signs as shown on this illustration are guidelines and actual locations will depend upon alignment, grade, location of street intersections and 85th percentile / posted speed limits / prima facie. Remove or cover existing conflicting signage. Temporary traffic control signage to be removed or covered during non-working hours.
NOTE 5: All open excavations to be steel plated and pinned or backfilled during non-working hours. Place bump/steel plate ahead/open trench signs as needed. Shoulders to have 4:1 slope.
NOTE 6: Post No Parking signs 48 hours prior to start of work. Remove or reduce control zone when work area no longer affects that area of the roadway.
NOTE 7: Pedestrians to be detoured around work area in a safe ADA compliant manner, in accordance with Section 6-12.02 of the Sacramento County Standard Const Specifications and in a fashion whereas they do not traverse private property or are directed into travelway.

PACIFIC INFRASTRUCTURE
435 Boulder Court
Pleasanton, CA. 94566
925.249.0011 Fax:925.249.0009
www.pac-infra.com

EMERGENCY CONTACT: Dan Prewitt 925.200.1304 danp@pac-infra.com PO#

EQUIPMENT: Sign Symbol · HIGH-LEVEL · TUBES, CONES, BARRELS · TYPE I'S · TYPE II'S · TYPE III'S · ARROW PANEL

PRE-WARNING SIGNS: 36' X 36' · 48' X 48' · Stand. Ints. · SUPER ENGINEER GRADE · 'A' Lights · 'B' Lights · 'C' Lights

START DATE:
TIME: 7:00 AM to 5:00 PM
DURATION:
DWG: Shoulder Closure
DATE: 04/15/13
DRAWING NOT TO SCALE

TRAFFIC CONTROL PLAN NO. CSR1
CONTRACTOR: Pacific Infrastructure Inc
AGENCY: County of Sacramento
LOCATION: Clay Station Rd--Borden to Angrave

Prepared by Philip M. Sponable ATSSA #00225176 exp. 12/19/16

AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION

THIS PLAN IS A DRAFT FOR AND AT THE DIRECTION OF THE OWNER/CONTRACTOR. DRAFTSMAN ACKNOWLEDGES NO RESPONSIBILITY IN THE CASE OF ANY ACCIDENT, INJURY OR DEATH OCCURRING DURING THE USE OF THIS UNAPPROVED DRAFT. REFERENCE CA/MUTCD & CALTRANS STANDARD PLANS. THIS PLAN HAS NOT BEEN REVIEWED BY A REGISTERED