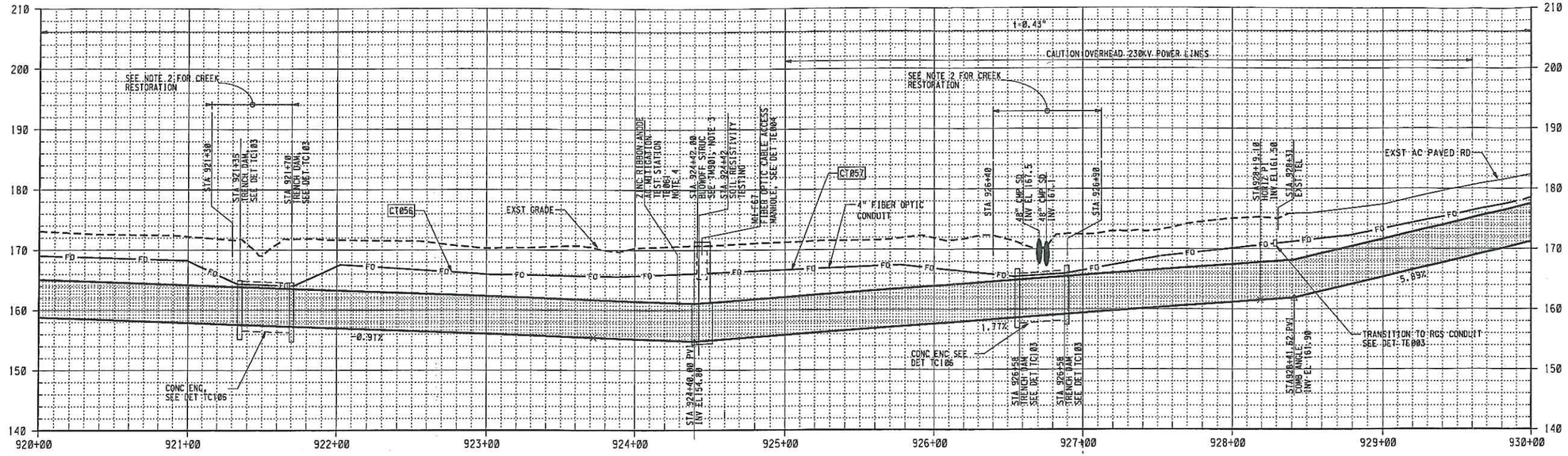
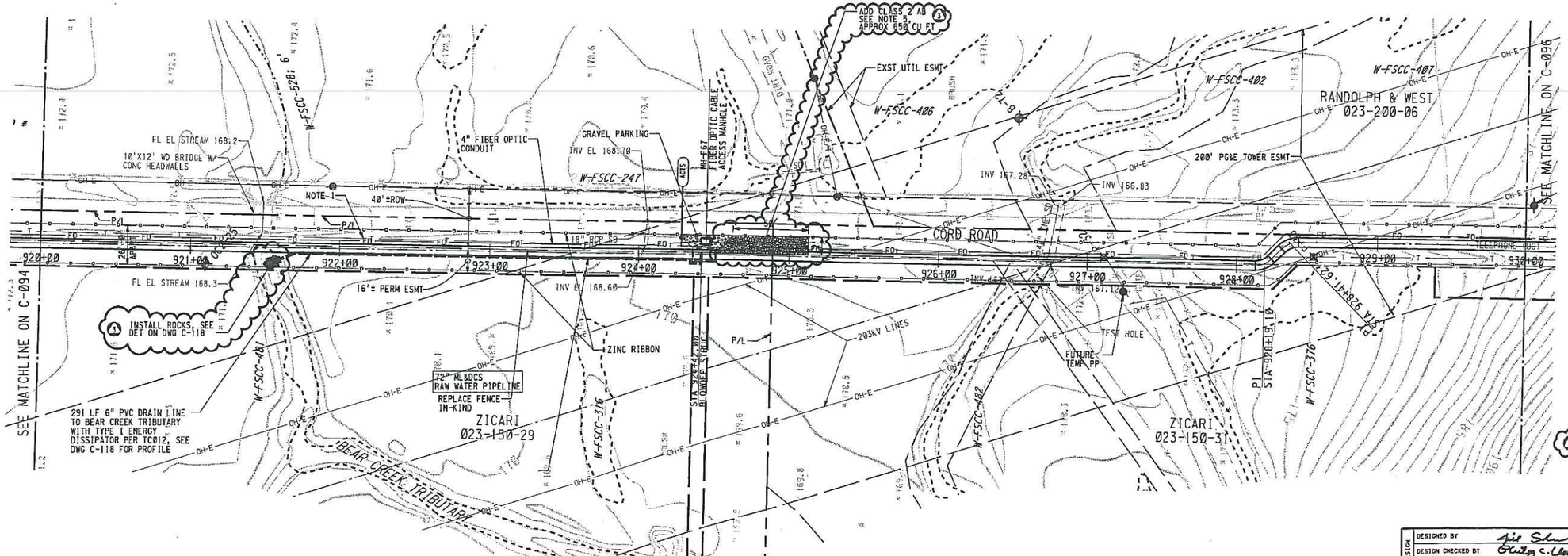


PROFILE

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



PLAN

1"=40'

3" ON ORIGINAL DOCUMENT

0 1 2 3

NOTES

1. VERIZON/GTE SHALL RELOCATE TELEPHONE LINE TO OTHER SIDE OF ROAD BETWEEN STA 907+90 AND STA 935+00 PRIOR TO CONSTRUCTION.
2. HYDROSEED PER SPECS.
3. PROVIDE GROUND GRID AROUND VAULT PER TE033.
4. PROVIDE SPIRAL GRADIENT CONTROL MAT AROUND TEST STATION PER TE062.
5. INSTALL CLASS 2 AGGREGATE BASE. SEE TC004.

NO.	DATE	REVISION	BY	REC.	APP.
3	07AUG2012	REVISED PER SPEC 2058 & AS-BUILT	RB	MOK	MOK
2	24AUG2007	ADDITIONAL TCE PER COR#1	JS	DLD	DLP
1	10APR2007	REVISED PER ADDENDUM NO. 1	JS	DLD	DLP

DESIGN: DESIGNED BY; DESIGN CHECKED BY; DRAWN BY PBC

REVIEW: PROJECT MGR. R.P.E. NO. C 38862; 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 920+00 TO STA 930+00

PROJ NO. Z-002
SCALE AS SHOWN
DATE 07MAR2007

2089-C-095 (STRUCT. DISC. NUMBER) 03 (REV.)

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

EBMUD

DAYLIGHT HOURS

7:00 AM to 5:00 PM

TCP - CSR1

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

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

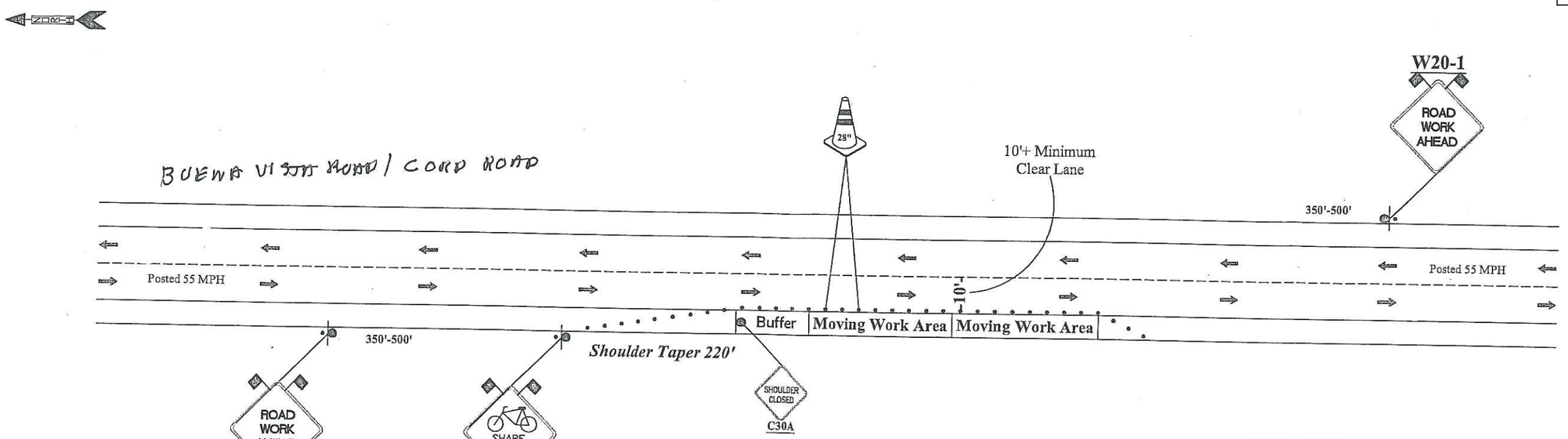
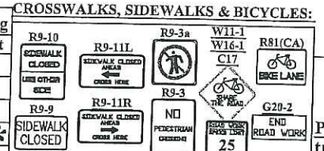


CHART A - CA/MUTCD - based upon 10'-11'-12' offset. Adjust if different.

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:



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

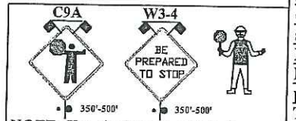
Place no right/left turn signage at all affected driveways and side streets in traffic control zone.

LEGEND...

Sign.

Reflective Channelizer.

ALTERNATE (TA13)...



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' 'A' Lights
48' X 48' 'B' Lights
Stand. Ints. 'C' Lights
SUPER ENGINEER GRADE

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 CALIFORNIA REGISTERED ENGINEER.