WALL LAYOUT PLAN
AND ELEVATION

NOTES:
1. CONTRACTOR TO VERIFY ALL CONTROLLING FIELD DIMENSIONS
   BEFORE ORDERING OR FABRICATING ANY MATERIAL.

GENERAL NOTES:
1. FOR SPOILER DETAILS SEE STRUCTURAL DETAILS NO. 1 SHEET.
2. CONTRACTOR TO VERIFY ALL CONTROLLING FIELD DIMENSIONS
   BEFORE ORDERING OR FABRICATING ANY MATERIAL.

WALL ELEVATION
SCALE 1:50

END PLAN NO. 1
STA 1462.00 (BML) 16.74' RM

REMOVING WALL NO. 1

END PLAN NO. 2
STA 2449.00 (BML) 16.74' RM

REMOVING WALL NO. 2

SCALE 1:2000

WALL LAYOUT PLAN
AND ELEVATION

GENERAL NOTES:
- SPOILER PILE NO.
  - RETAINING WALL DISCHARGE OUTLET
  - SPOILER

CONCRETE
- F = 4000 PSI

WALL LAYOUT PLAN
AND ELEVATION

LEGEND:
- RETAINING WALL DISCHARGE OUTLET
- SPOILER

GENERAL NOTES:
- SPOILER PILE NO.

CONCRETE
- F = 4000 PSI

WALL LAYOUT PLAN
AND ELEVATION

CONTROL LINE DATA (IN WAL)
LEGEND:
- MOS: SOIL EMBANKMENT WALL
- E: EROSION AND SEDIMENT CONTROL PLAN
- F: FLOWLINE
- R: RIGHT-OF-WAY
- R: ROADWAY RECONSTRUCTION
- S: SHOULDER RECONSTRUCTION
- C: CONTROL POINT
- T: TREE ON POTENCY

NOTES:
1. CONTRACTOR SHALL INSTALL PERMANENT CHANNEL DAMS AS DIRECTED BY ENGINEER (OPTIONAL). CHANNEL DAMS TO BE 2' x 2' x 4' HIGH, CEMENTED WITH 5/8" x 5/8" LONG STEEL STAKES. EXACT LOCATION OF BOARDS AND STAKES AS DIRECTED BY ENGINEER.
2. CONTRACTOR SHALL INSTALL TEMPORARY SILT FENCING AS SHOWN AND AS PER CALTRANS STD PLAN T65.
3. CONTRACTOR SHALL INSTALL TEMPORARY SILT FENCING AS SHOWN AND AS PER CALTRANS STD PLAN T65.
4. CONTRACTOR SHALL INSTALL TEMPORARY SILT FENCING AS SHOWN AND AS PER CALTRANS STD PLAN T65.
5. CONTRACTOR SHALL INSTALL TEMPORARY SILT FENCING AS SHOWN AND AS PER CALTRANS STD PLAN T65.
6. CONTRACTOR SHALL INSTALL SILT FENCING AS SHOWN AND SIMILAR TO CALTRANS STD PLAN T65.
7. ALL EXISTING UTILITIES SHALL BE PROTECTED IN PLACE DURING CONSTRUCTION.
8. EXISTING Utility LOCATION SHOWN ARE APPROXIMATE. VERIFY LOCATION OF ALL OVERHEAD AND UNDERGROUND UTILITY LINES AND PILES PRIOR TO CONSTRUCTION.
Concrete Lagging
Scale: 1" = 1'-0"

Concrete Lagging
Scale: 1" = 1'-0"

Plan Facing Panel
Scale: 1" = 1'-0"

Panel Section
Scale: 1" = 1'-0"

NOTES:
1. FC OF CONCRETE TO BE 4000 PSI MINIMUM AT 28 DAYS.
2. ALLOW SUFFICIENT CURE TIME BEFORE LIFTING MEMBERS. 2,500 PSI STRENGTH IS RECOMMENDED.
3. DESIGN IS BASED ON 45 PSF ACTIVE PRESSURE AND 200 PSF SURFACE LOAD WITH MAXIMUM HEIGHT OF 15'.
4. PLACE 1" THICK NON-ORGANIC SPACERS BETWEEN LAGGING FOR DRAINAGE (PLASTIC SHIM OR STEEL WASHERS). USE 2 SPACERS PER PANEL FOR EACH LAGGING.
5. PLACE WEIGHTY LAGGING ON REMAINING SIDE OF LAGGING AND BACKFILL AND VINES BETWEEN FABRIC AND SOIL WITH SEA GRAVEL OR CRUSHED ROCK.
6. LAGGING SHALL Lay AT 4" MINIMUM ON STEEL BEAMS.
TEMPORARY TRAFFIC CONTROL PLAN

1. Contractor to post two variable electronic message sign boards on up and down hill sides.
2. One week prior to construction informing the community regarding proposed construction work.
3. Construction schedule timing, noise, traffic delays, detouring, and contractor contact information.
4. Advance warning signs shall be placed with a flag for 24 hour closure. Flags shall be at least 10’ x 10’ in size and shall be orange or fluorescent (orange in color).
5. Roadway shall not be opened until safe for public use. All open trenches must be backfilled prior to public usage.
6. Permanent closure shall remain open all the time, maintain a minimum of 11’ wide roadway for emergency vehicles and local and emergency access shall be maintained at all times.
7. The contractor is responsible for compiling with the traffic control plan in compliance with the latest California MUTCD standards and as approved by the County Traffic Engineer. In case of non-compliance, the County reserves the right to shut down and/or stop all work.
8. Only (3) (3) changeable message sign boards to be placed at on, near the intersection of Orchard Ave and Dry Creek, and at or near the intersection of Orchard Ave and Dry Creek.

PROPOSED TRAFFIC CONTROL PLAN is tentatively approved as noted for road closure at daytime only.

This traffic control plan is subject to minor modification due to site conditions and as approved by the county engineer and/or inspector.