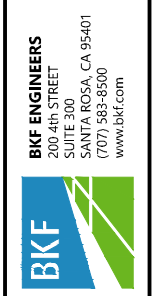
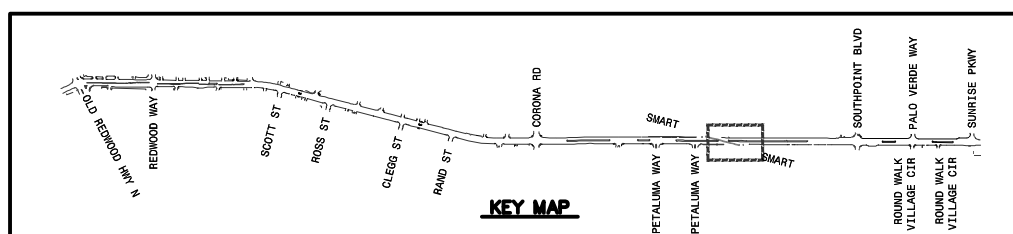
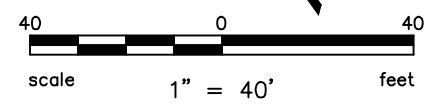


← BASE BID AND ADDITIVE ALTERNATIVE BID 2 OLD REDWOOD HWY TO SMART TRACKS →
 ← ADDITIVE ALTERNATIVE BID 3 SMART TRACKS TO SUNRISE PKWY →



PROJECT NO.
C16102147



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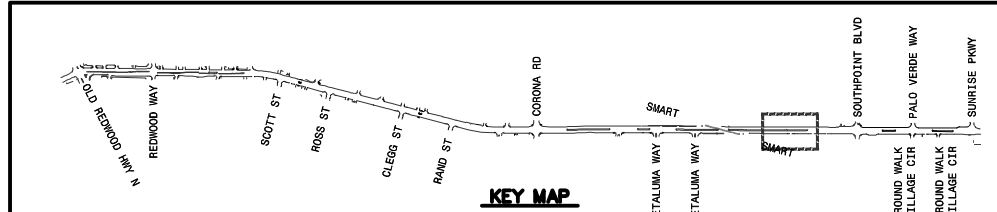
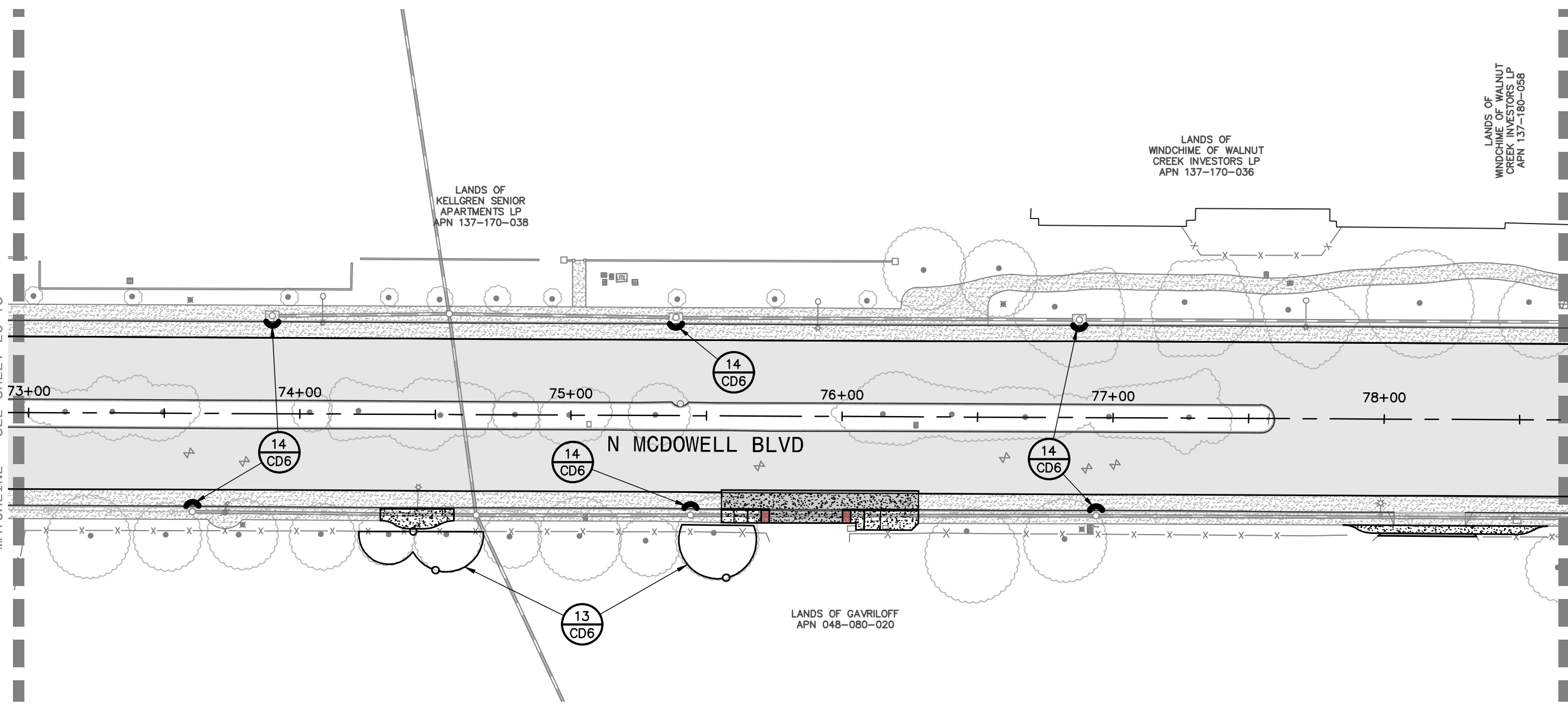
**NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.
EROSION AND SEDIMENT CONTROL PLAN
STA 67+00 TO STA 73+00**

SHEET
EC-13
105 OF 135

Proj: May 08, 2022 at 3:20pm
 202205_03_EC.dwg
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MATCHLINE - SEE SHEET EC-13

MATCHLINE - SEE SHEET EC-15



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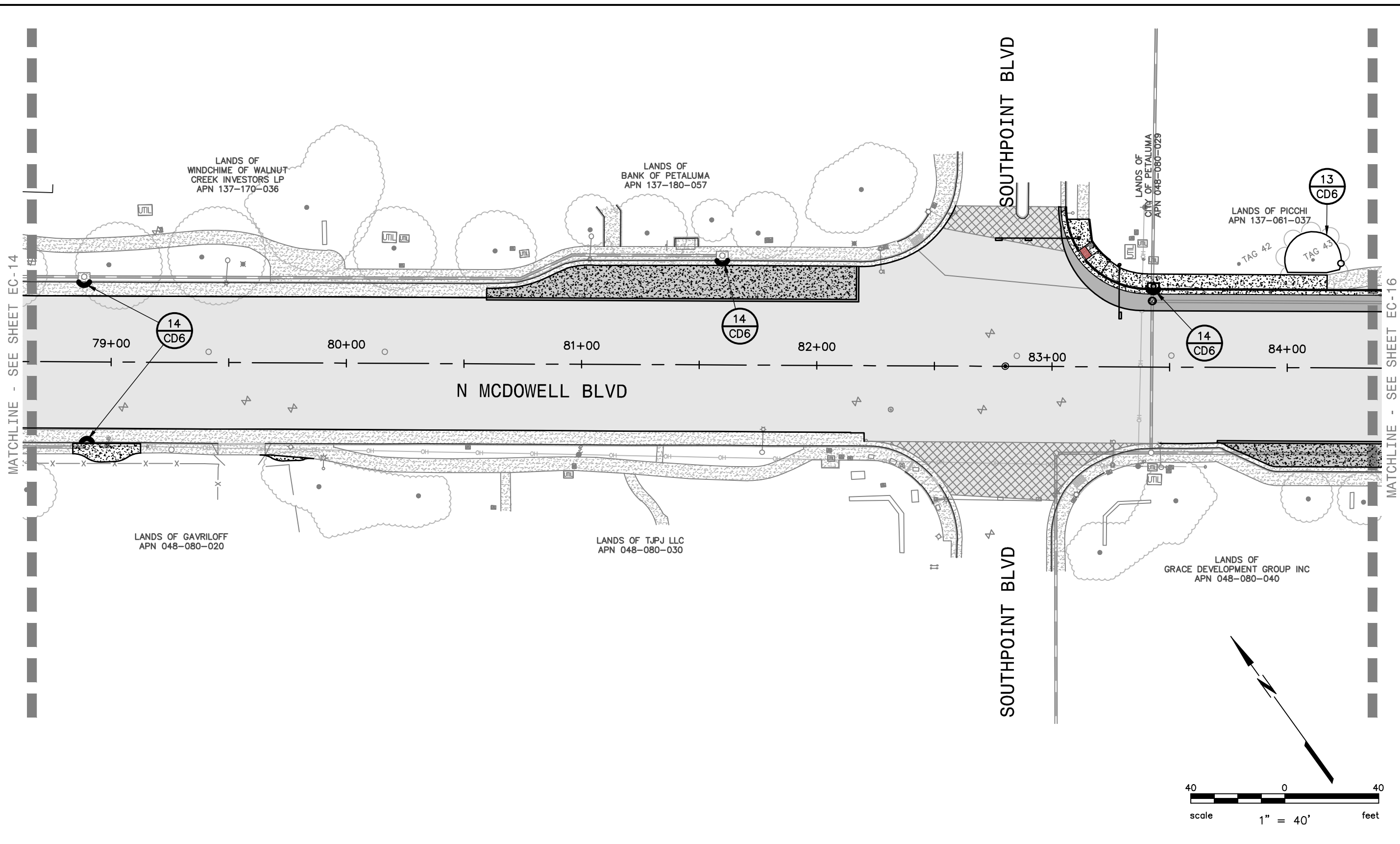
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**NORTH MCDOWELL BLVD. - COMPLETE STREETS
 OLD REDWOOD HWY. TO SUNRISE PKWY.
 EROSION AND SEDIMENT CONTROL PLAN
 STA 73+00 TO STA 78+50**

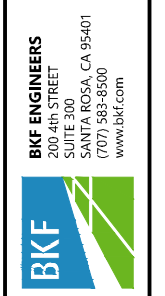
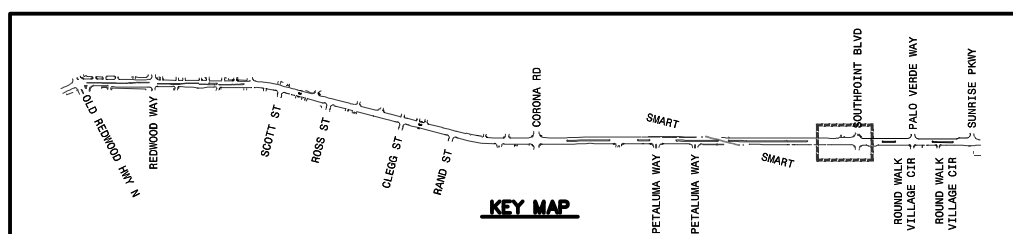
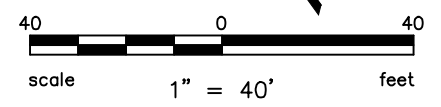
SHEET
EC-14
 106 OF 135

Plot: May 08, 2022, at 3:20pm
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MATCHLINE - SEE SHEET EC-14

MATCHLINE - SEE SHEET EC-16



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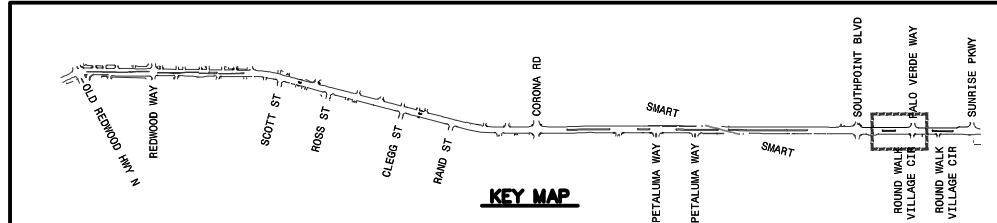
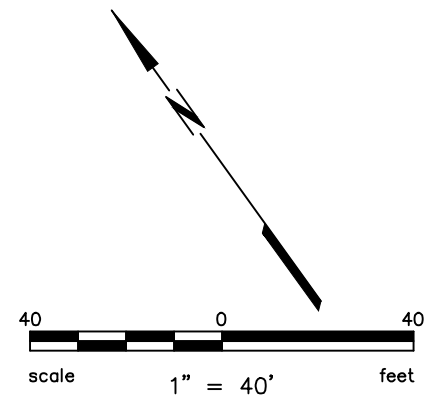
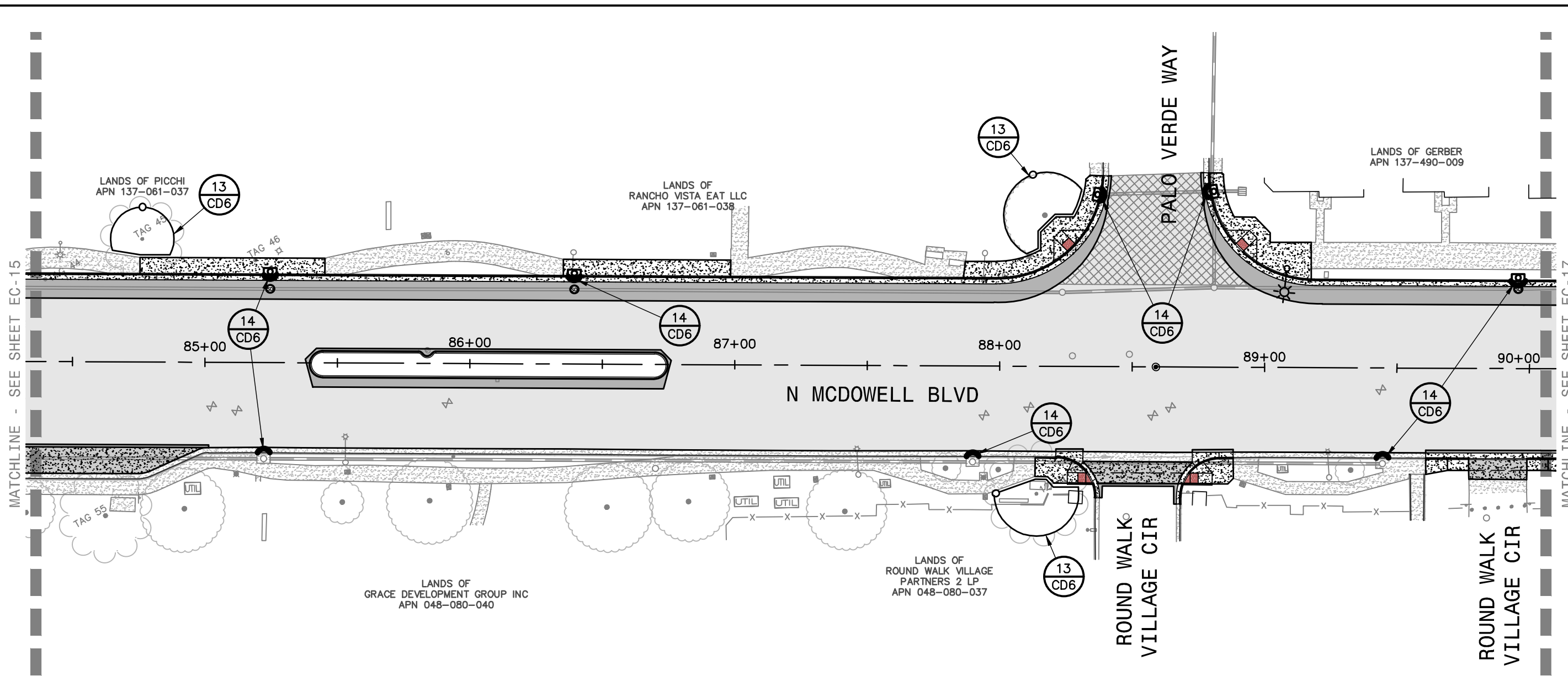
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EROSION AND SEDIMENT CONTROL PLAN
STA 78+50 TO STA 84+50

SHEET
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107 OF 135

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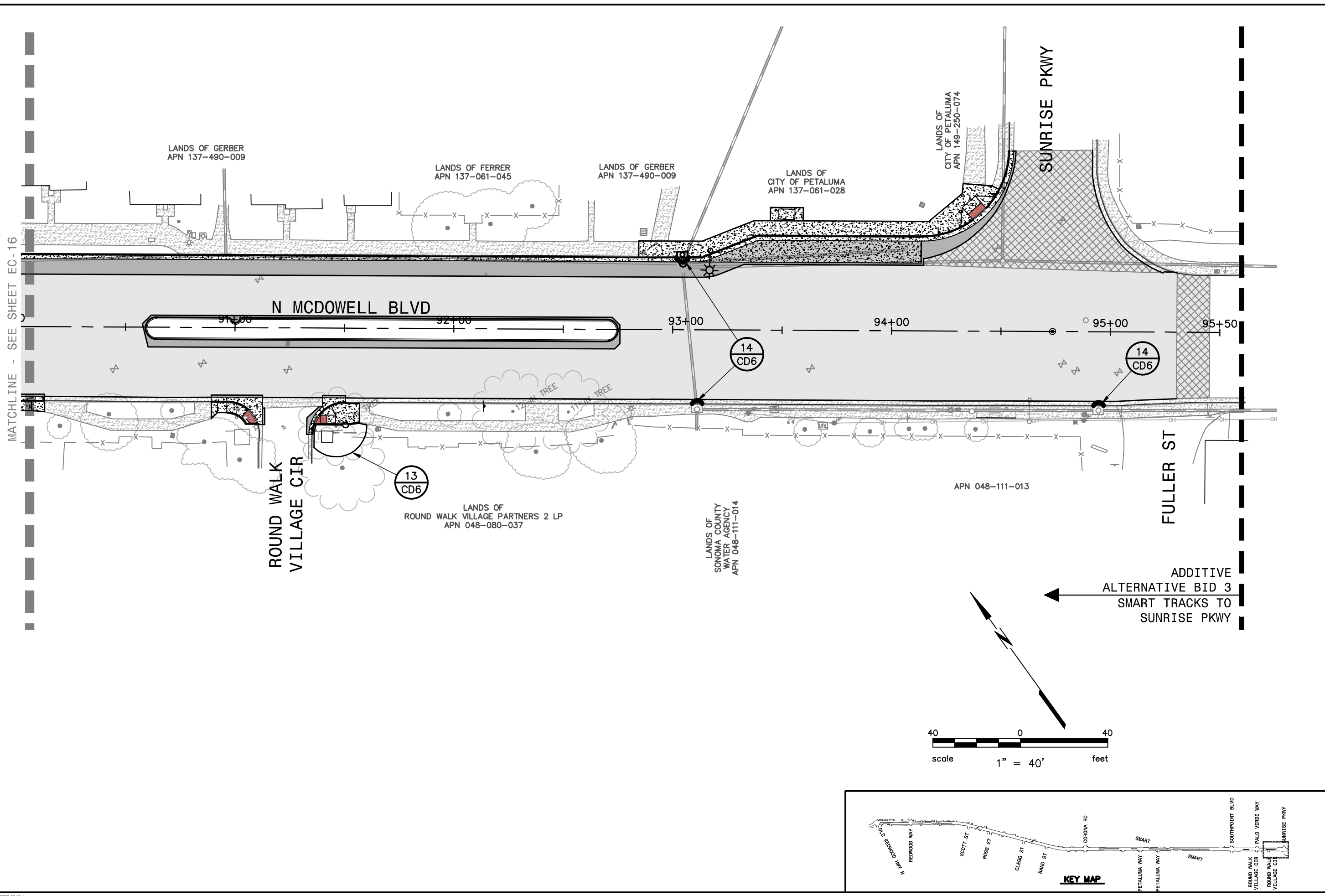


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**NORTH MCDOWELL BLVD. - COMPLETE STREETS
 OLD REDWOOD HWY. TO SUNRISE PKWY.
 EROSION AND SEDIMENT CONTROL PLAN
 STA 84+50 TO STA 90+00**

SHEET
EC-16
 108 OF 135



MATCHLINE - SEE SHEET EC-16

LANDS OF GERBER
APN 137-490-009

LANDS OF FERRER
APN 137-061-045

LANDS OF GERBER
APN 137-490-009

LANDS OF
CITY OF PETALUMA
APN 137-061-028

LANDS OF
CITY OF PETALUMA
APN 149-250-074

ROUND WALK
VILLAGE CIR

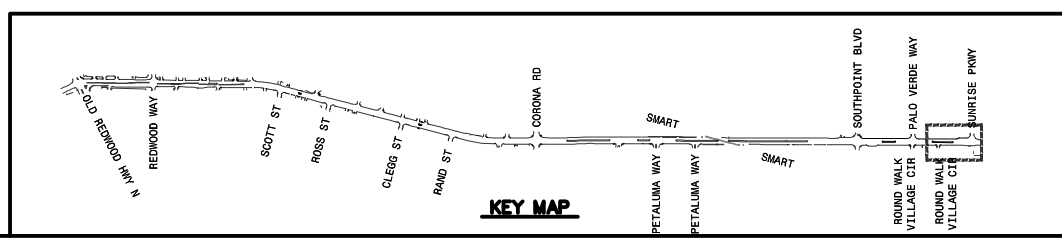
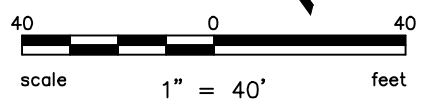
LANDS OF
ROUND WALK VILLAGE PARTNERS 2 LP
APN 048-080-037

LANDS OF
SONOMA COUNTY
WATER AGENCY
APN 048-111-014

APN 048-111-013

FULLER ST

ADDITIVE
ALTERNATIVE BID 3
SMART TRACKS TO
SUNRISE PKWY



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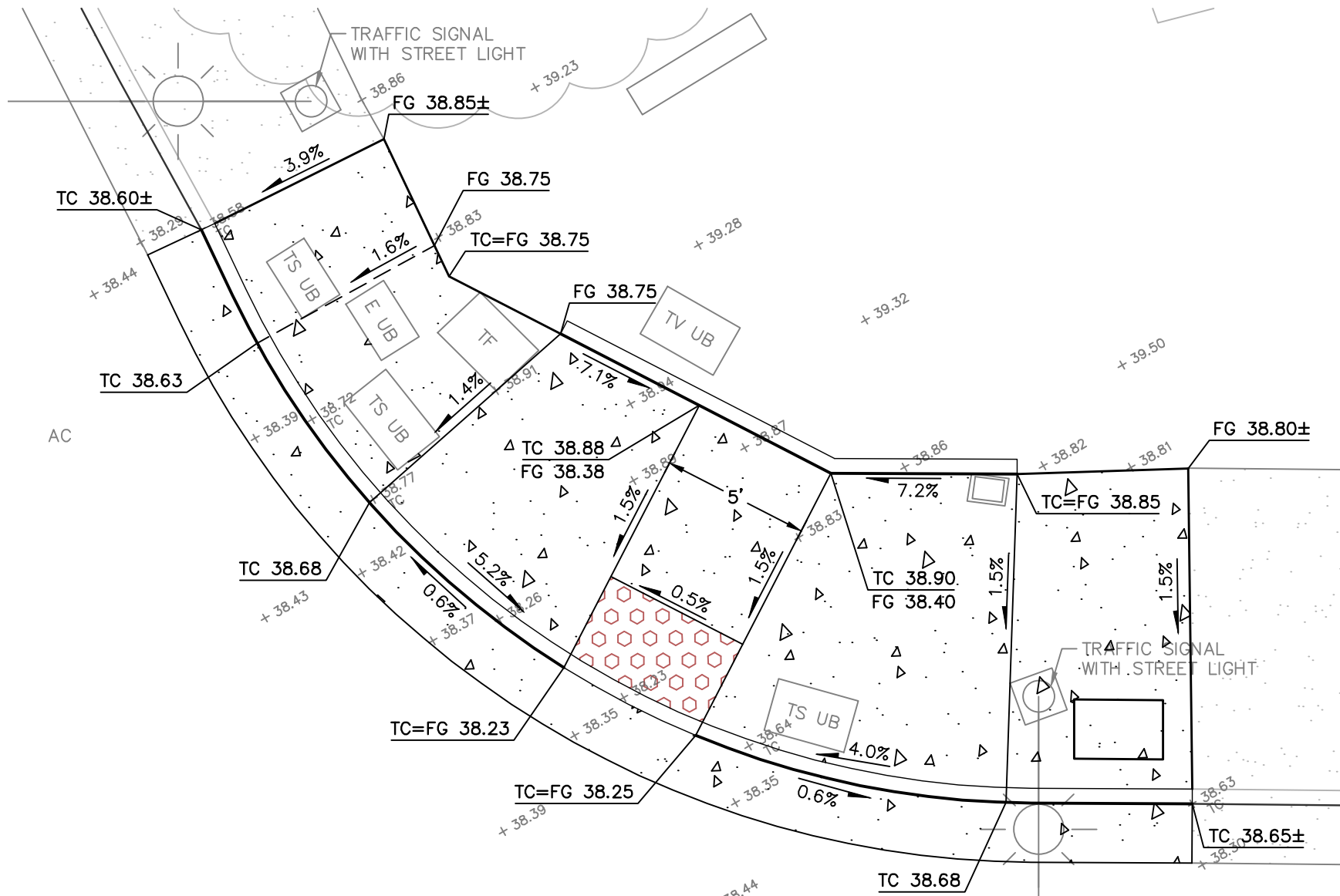


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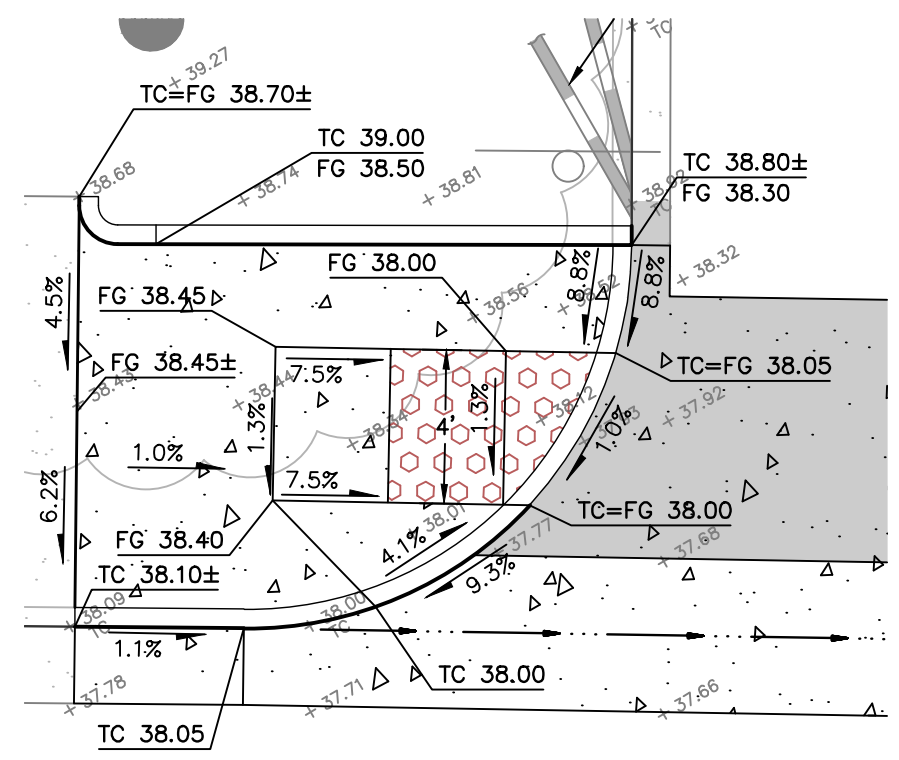


**NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.
EROSION AND SEDIMENT CONTROL PLAN
STA 90+00 TO 95+00**

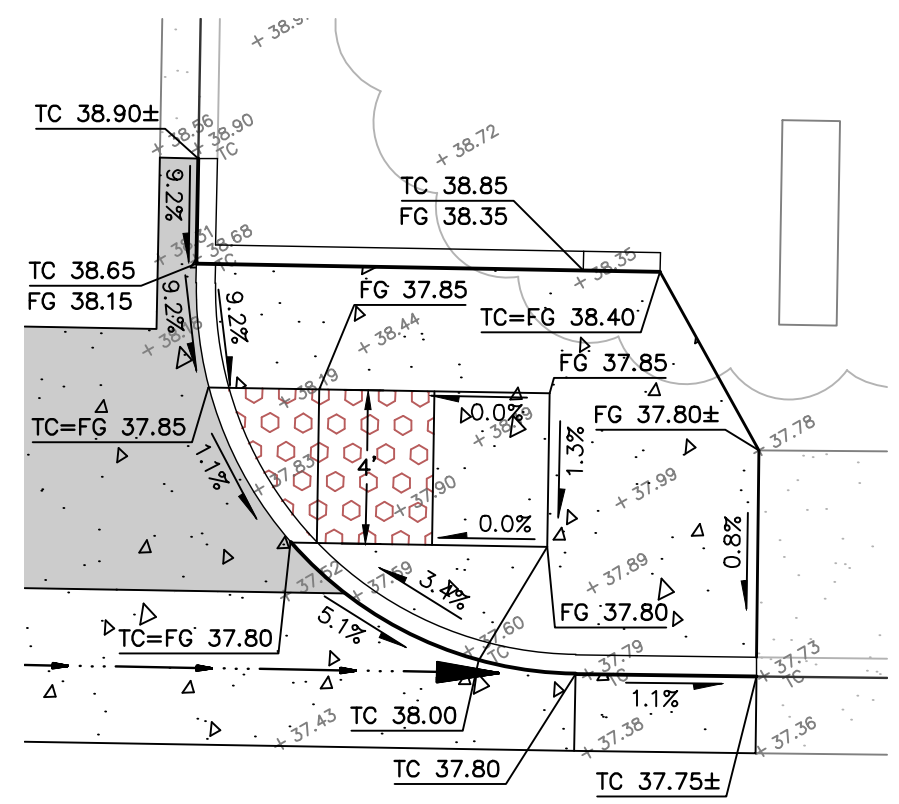
SHEET
EC-17
109 OF 135



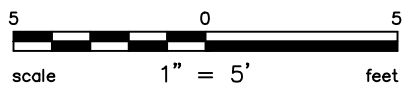
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1" = 5'



CR2 CURB RAMP 2
1" = 5'



CR3 CURB RAMP 3
1" = 5'



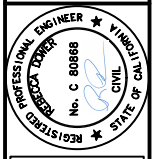
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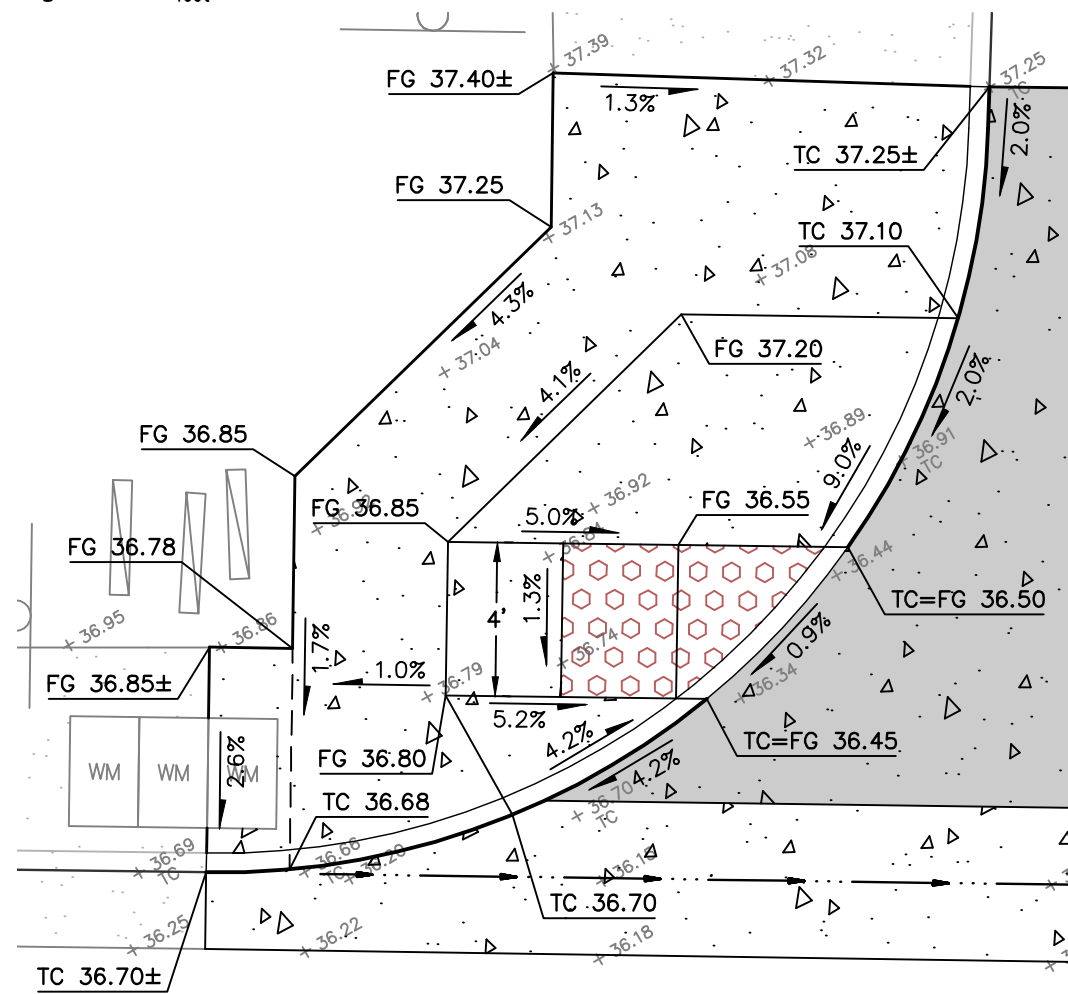
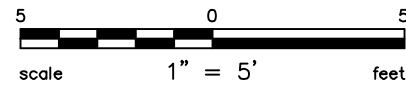
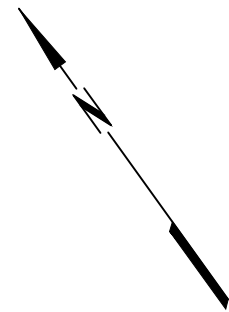
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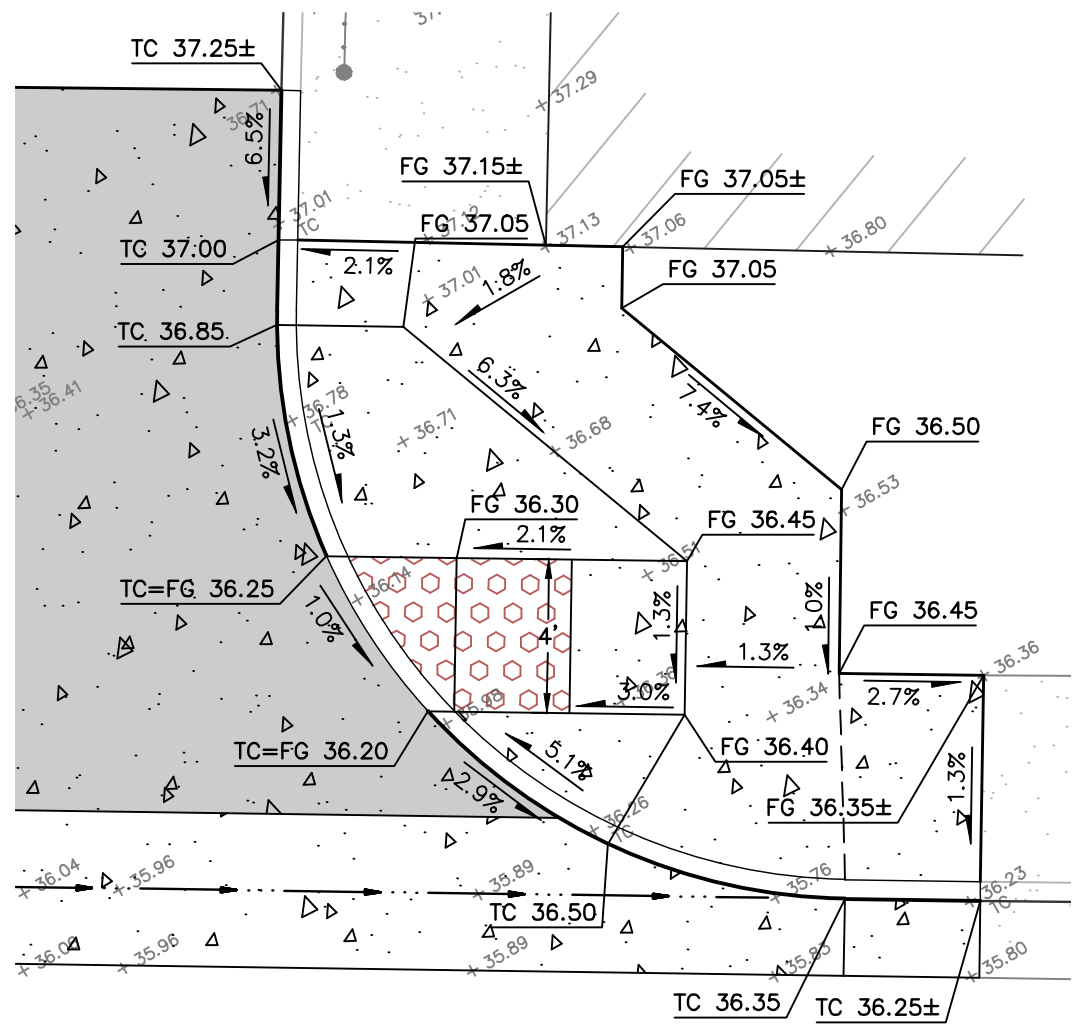
**NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.**

SHEET
CR-1
110 OF 135

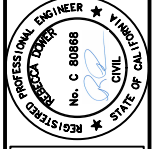
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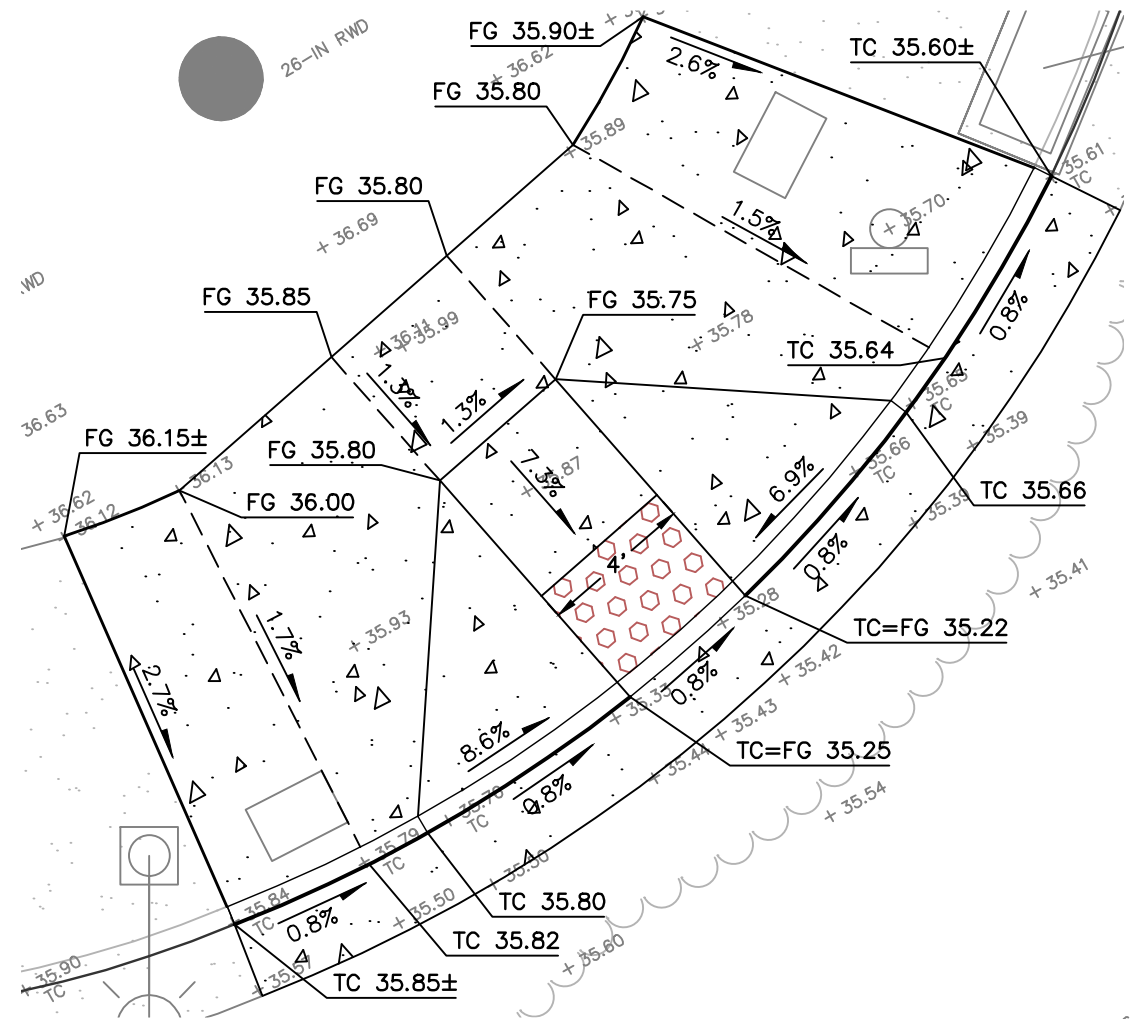


CR4 CURB RAMP 4
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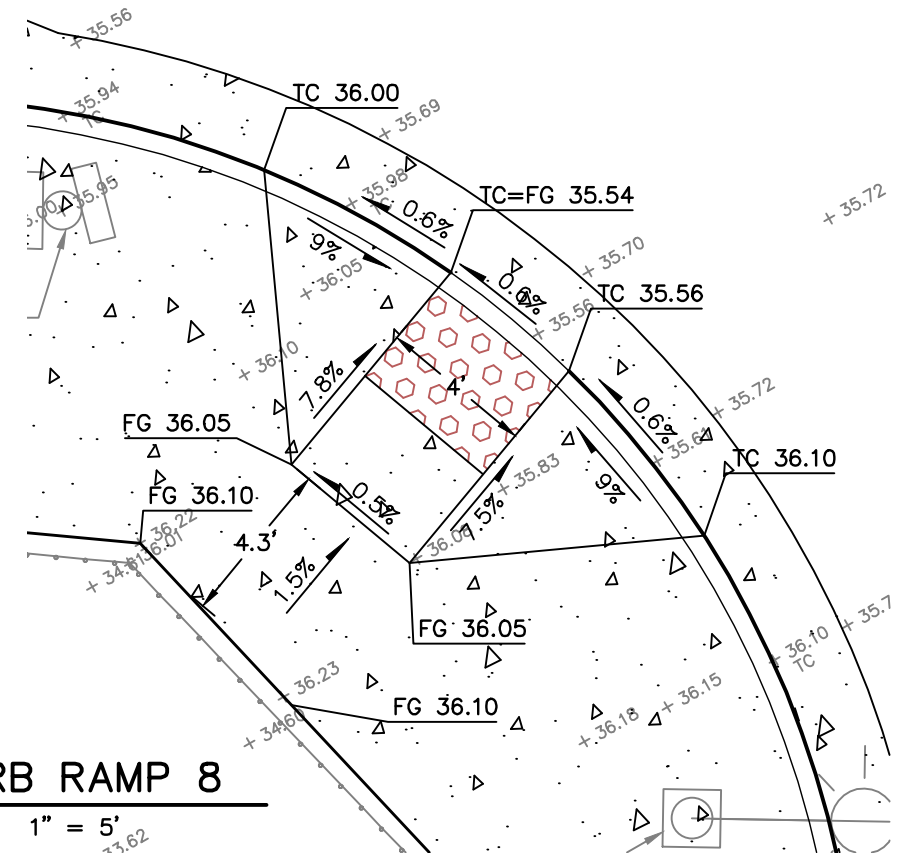


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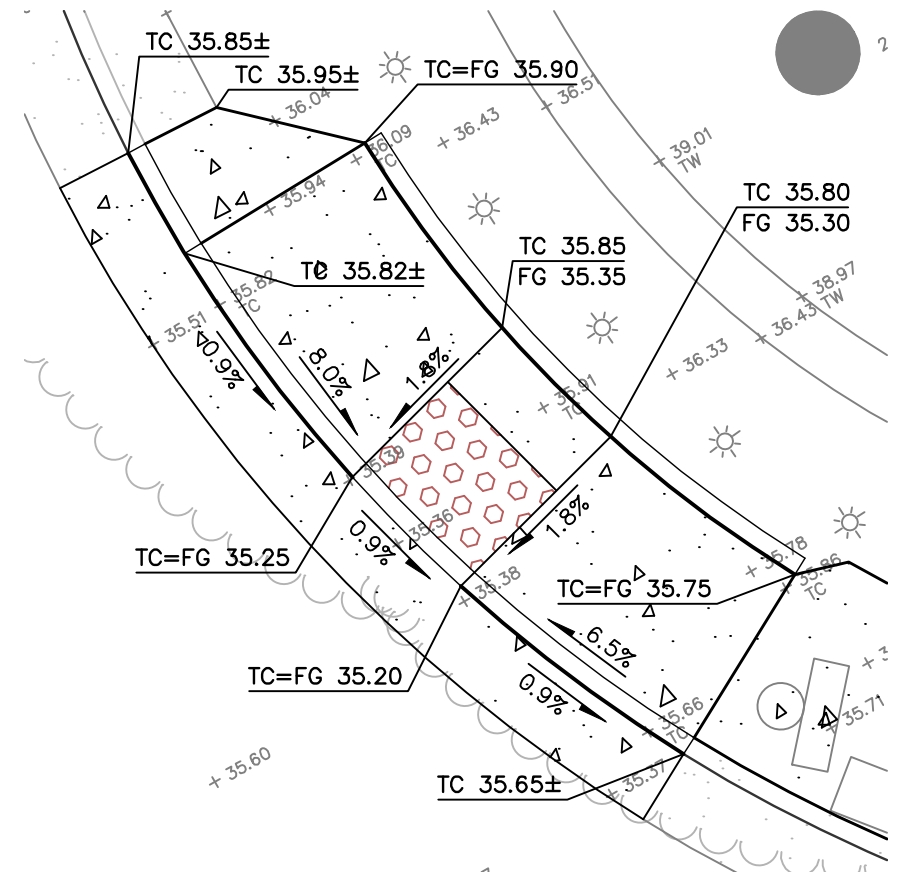




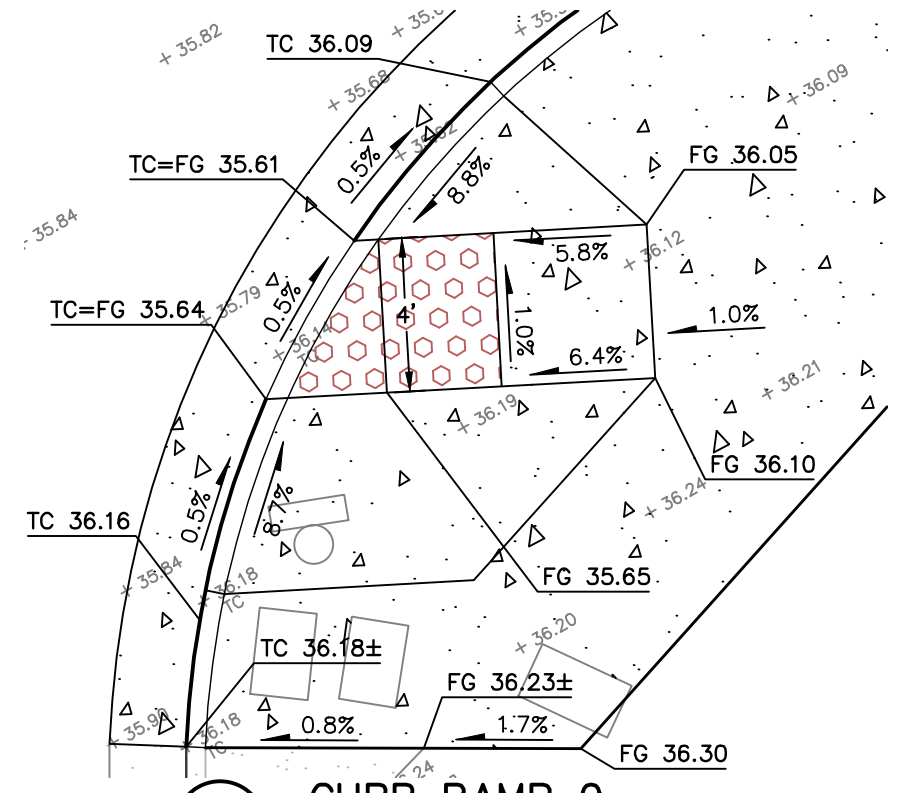
CR6 CURB RAMP 6
1" = 5'



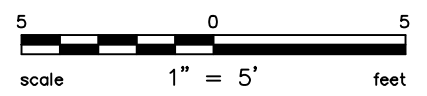
CR8 CURB RAMP 8
1" = 5'



CR7 CURB RAMP 7
1" = 5'



CR9 CURB RAMP 9
1" = 5'



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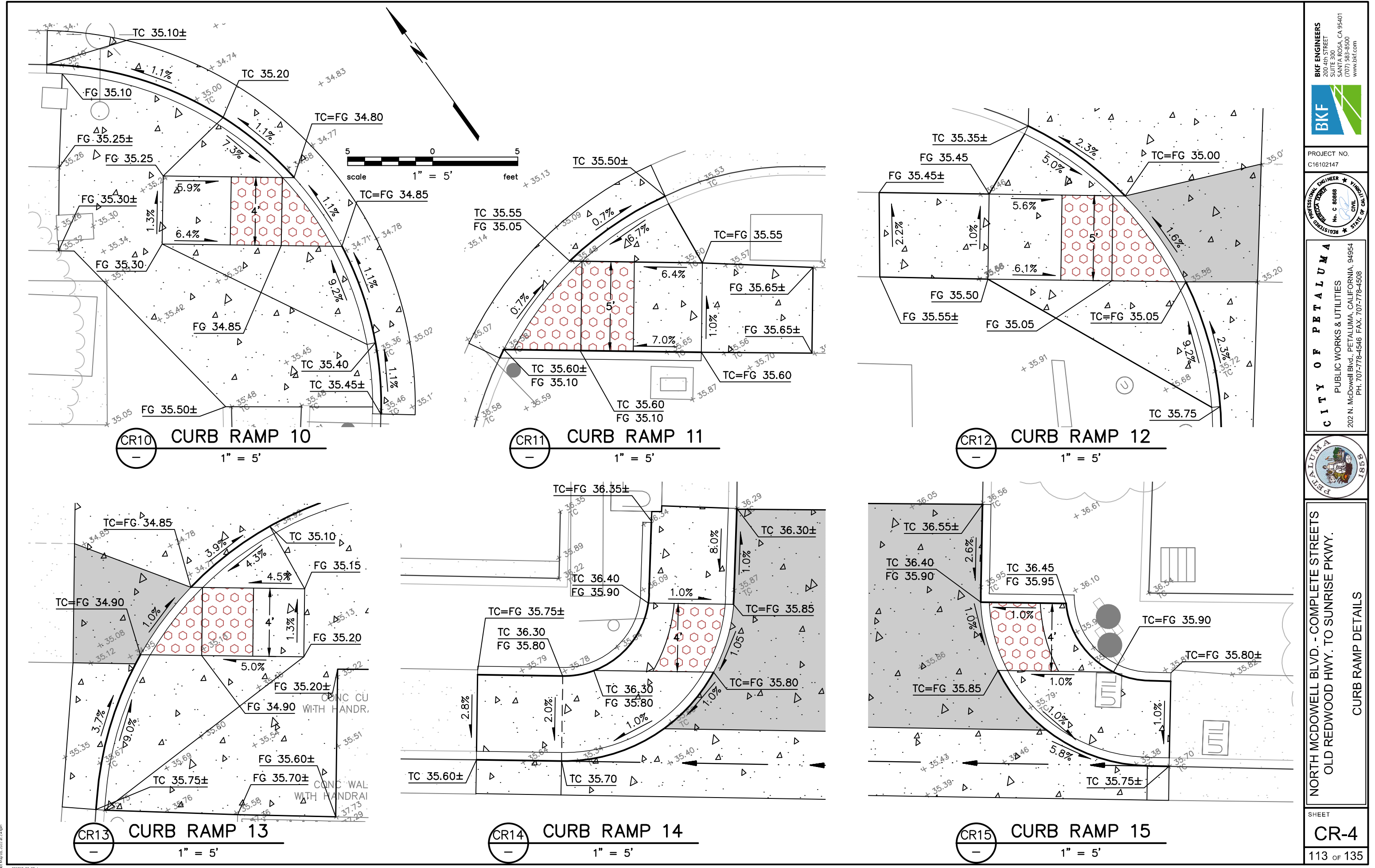


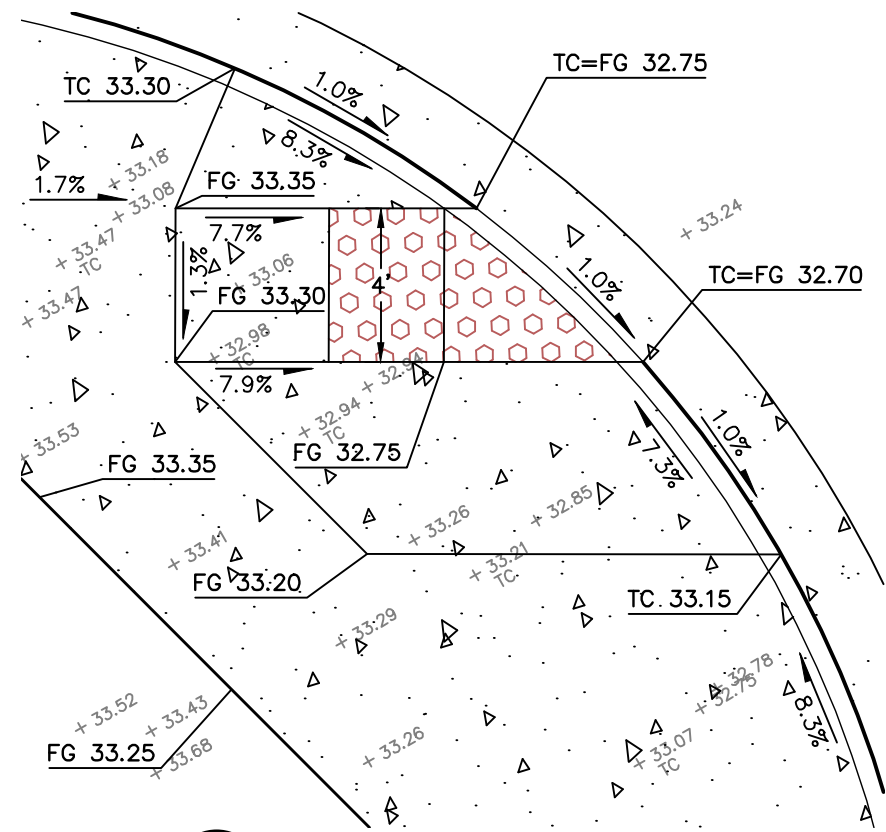
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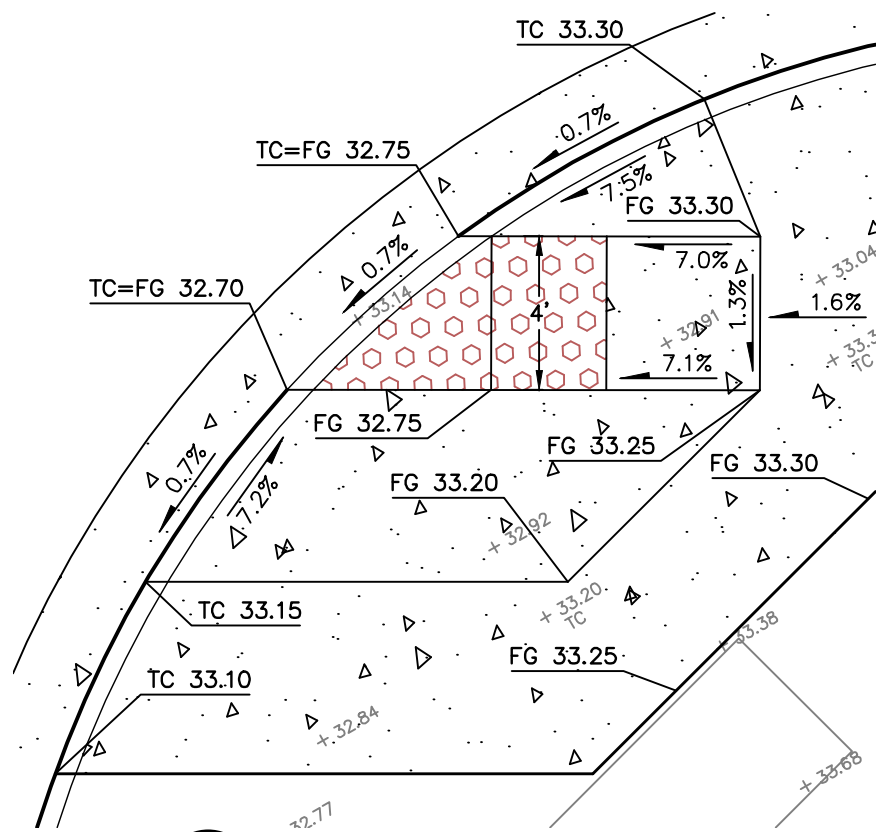
CURB RAMP ENLARGEMENTS
NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.

SHEET
CR-3
112 OF 135

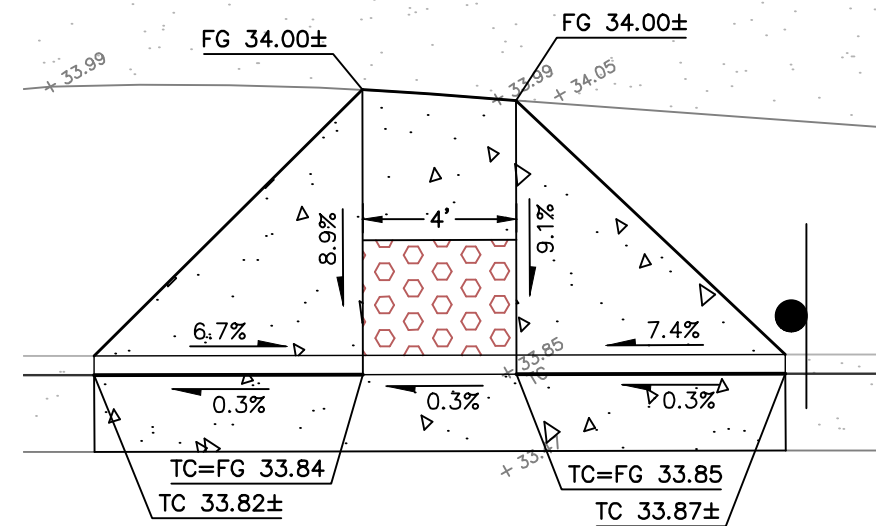




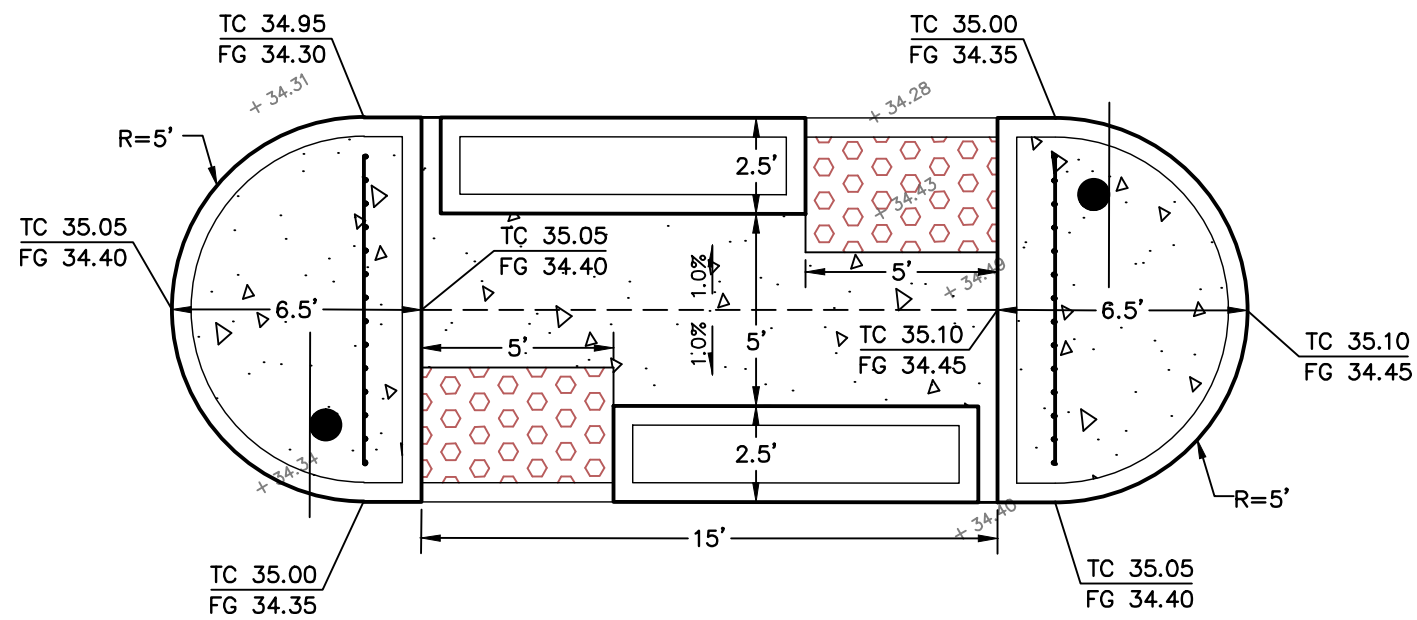
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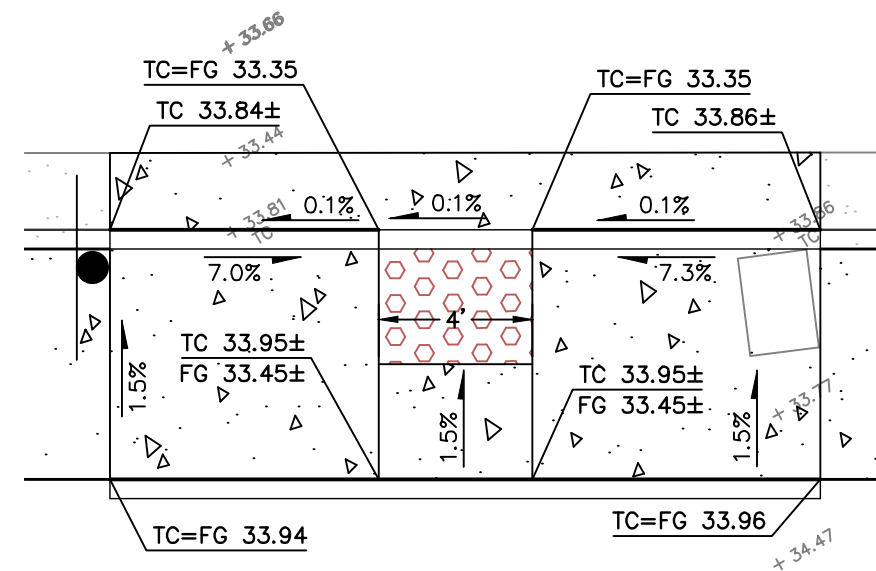
CR17 CURB RAMP 17
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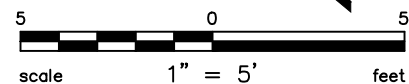
CR18 CURB RAMP 18
1" = 5'



CR19 CURB RAMP 19
1" = 5'



CR20 CURB RAMP 20
1" = 5'



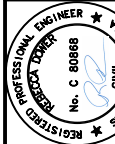
Plot Date: 08/20/2022 10:24:29am

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OLD REDWOOD HWY. TO SUNRISE PKWY.

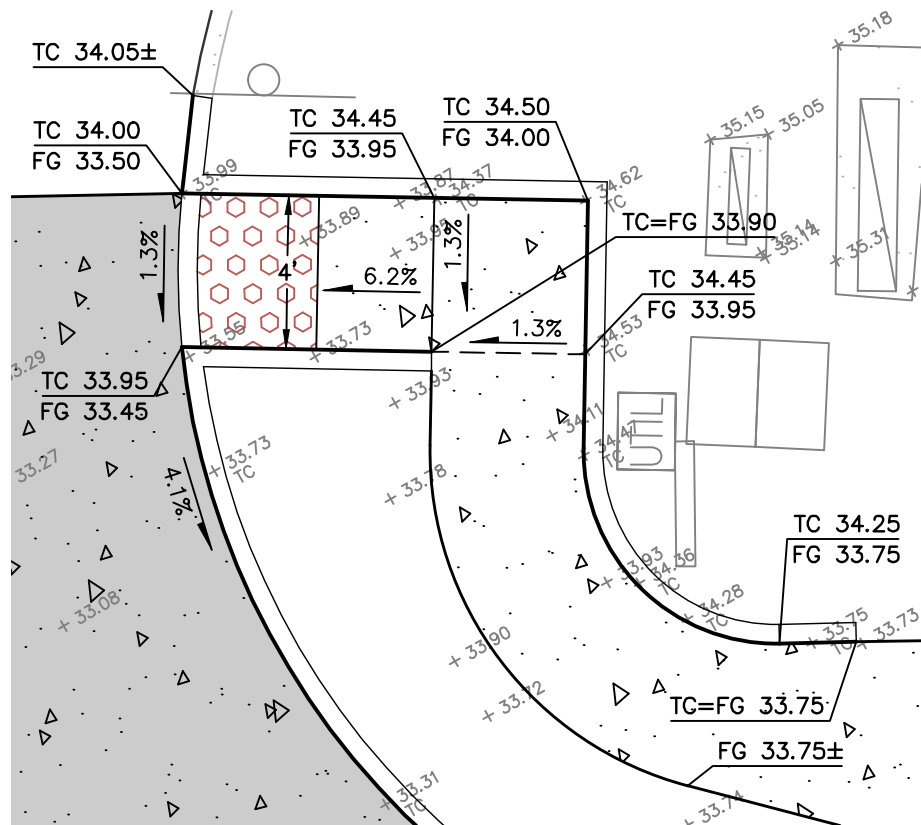
CURB RAMP DETAILS

SHEET

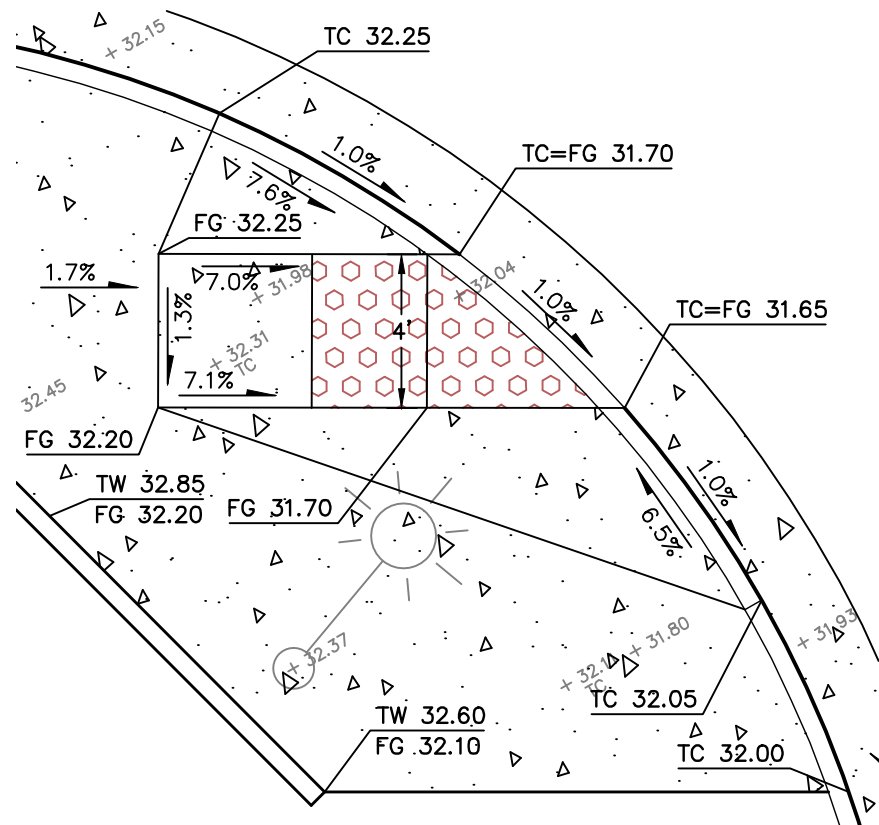
CR-5

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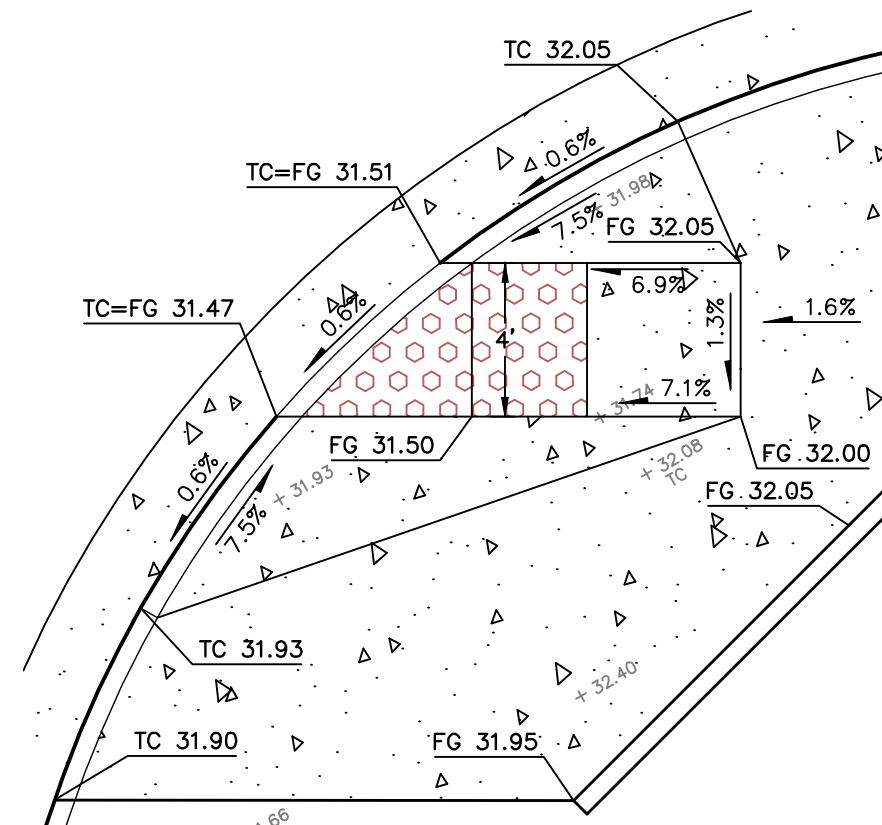
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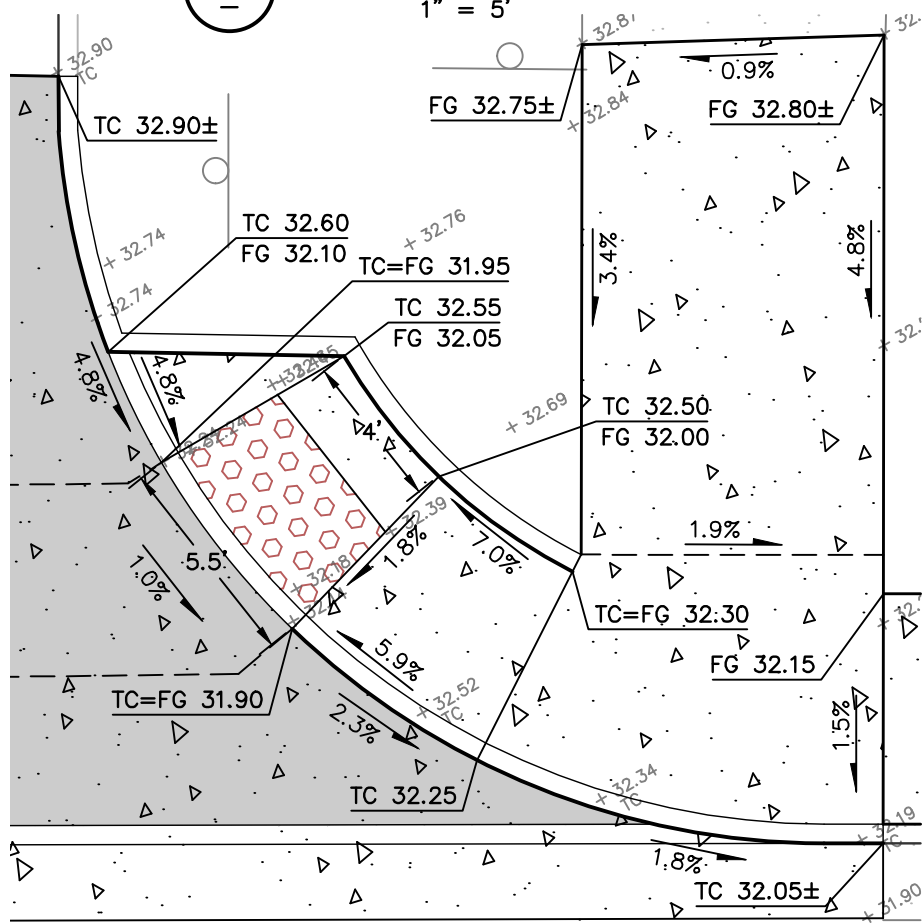
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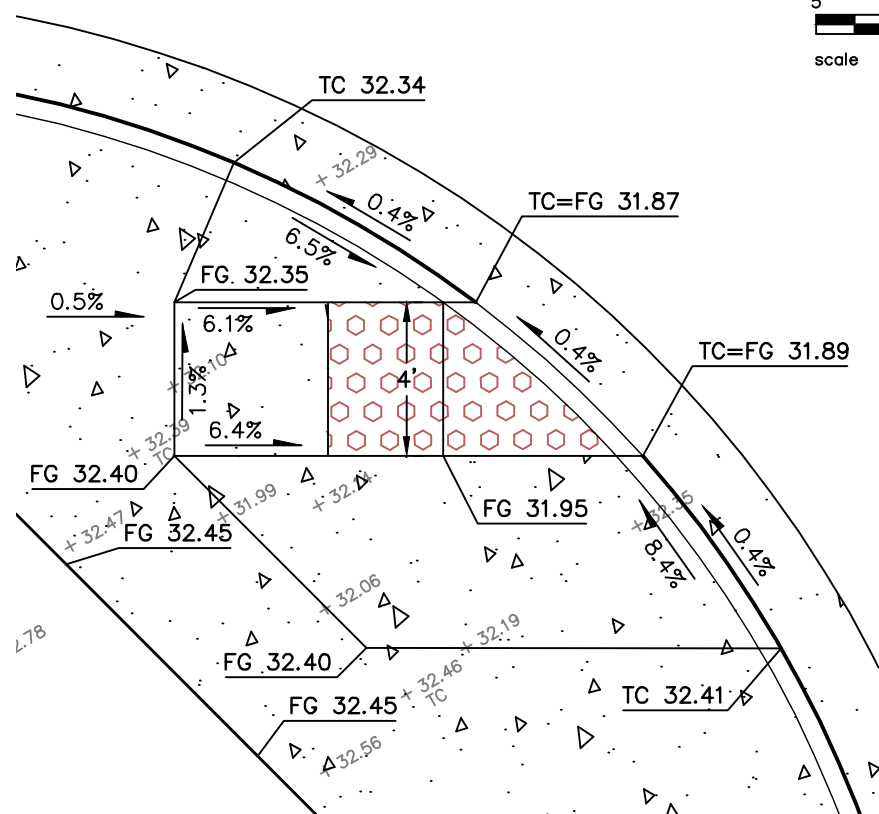
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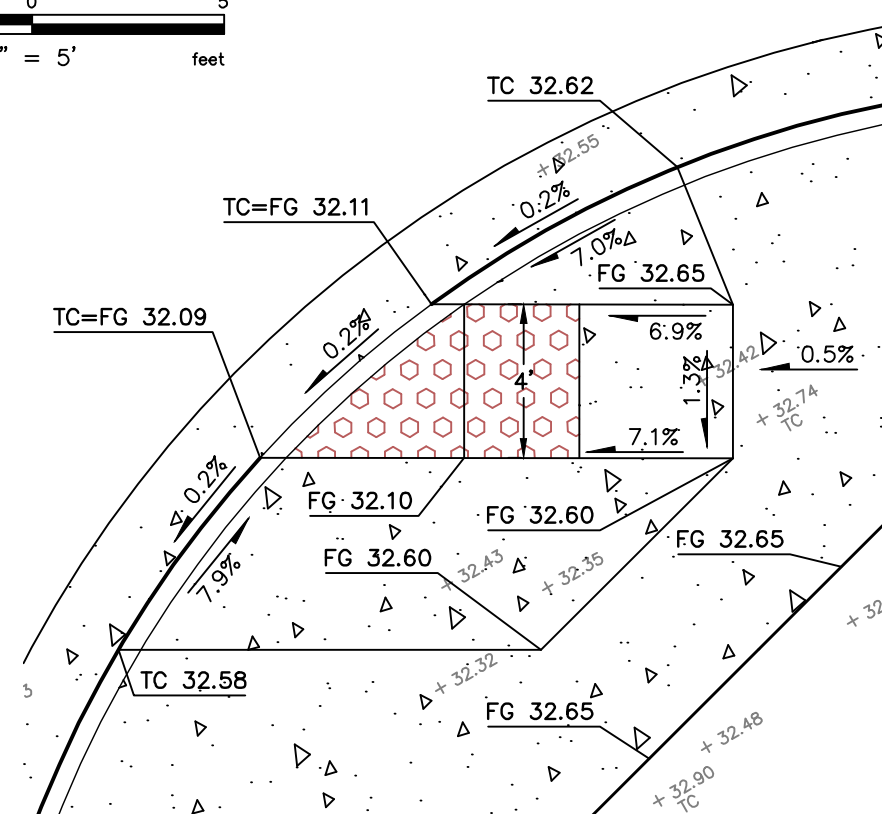
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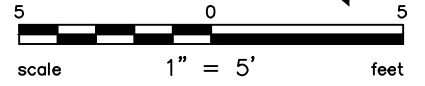
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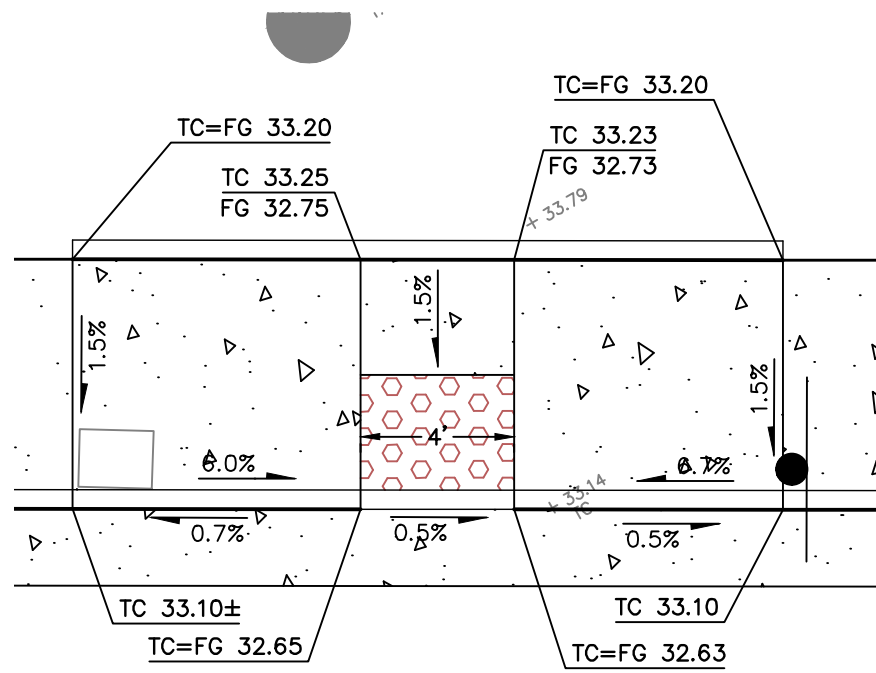


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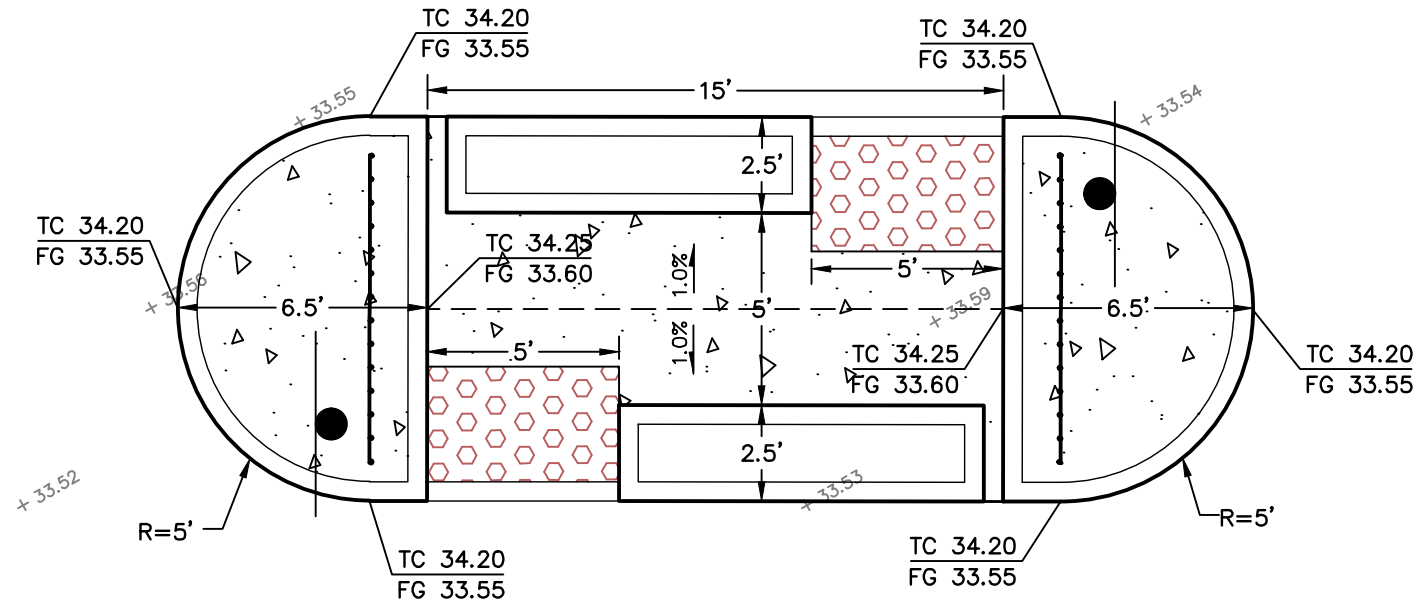


CR26 CURB RAMP 26
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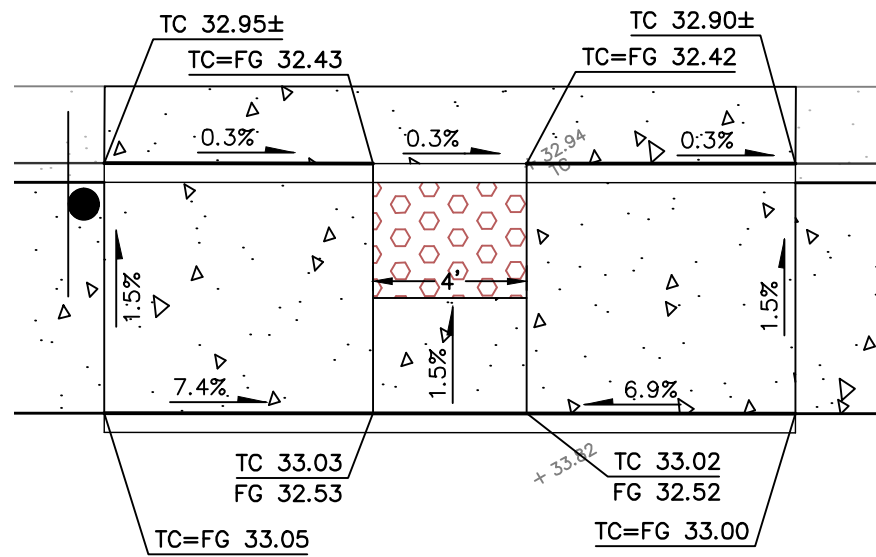




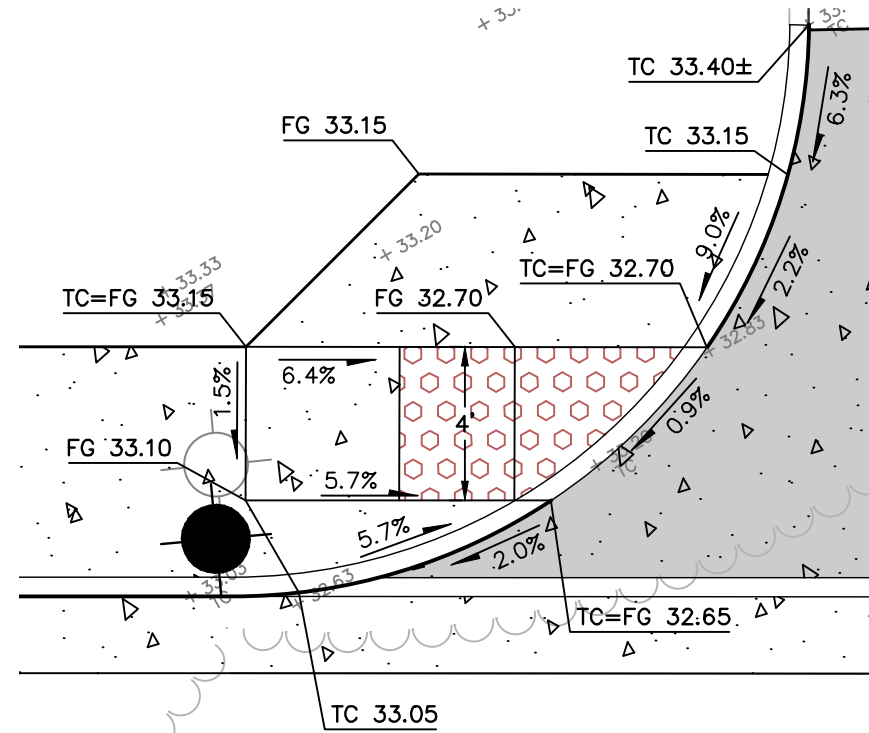
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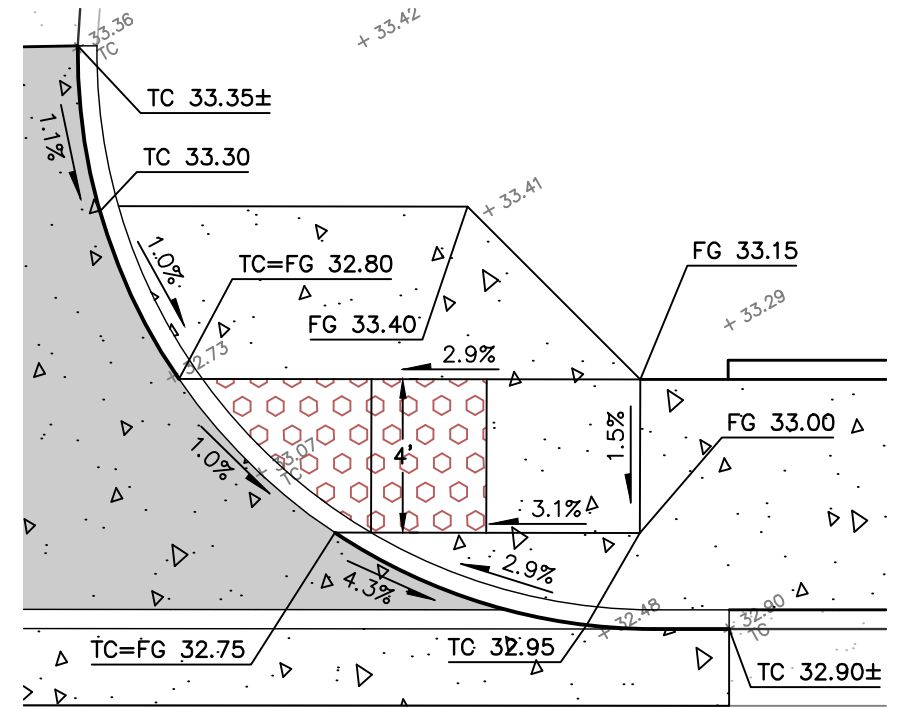
CR28 CURB RAMP 28
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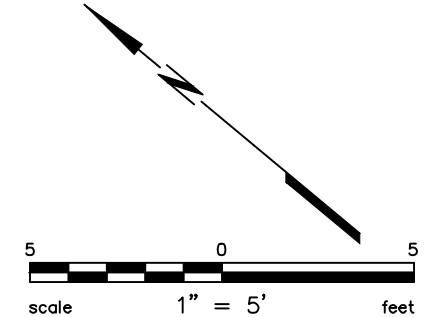
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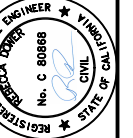
CR30 CURB RAMP 30
1" = 5'



CR31 CURB RAMP 31
1" = 5'



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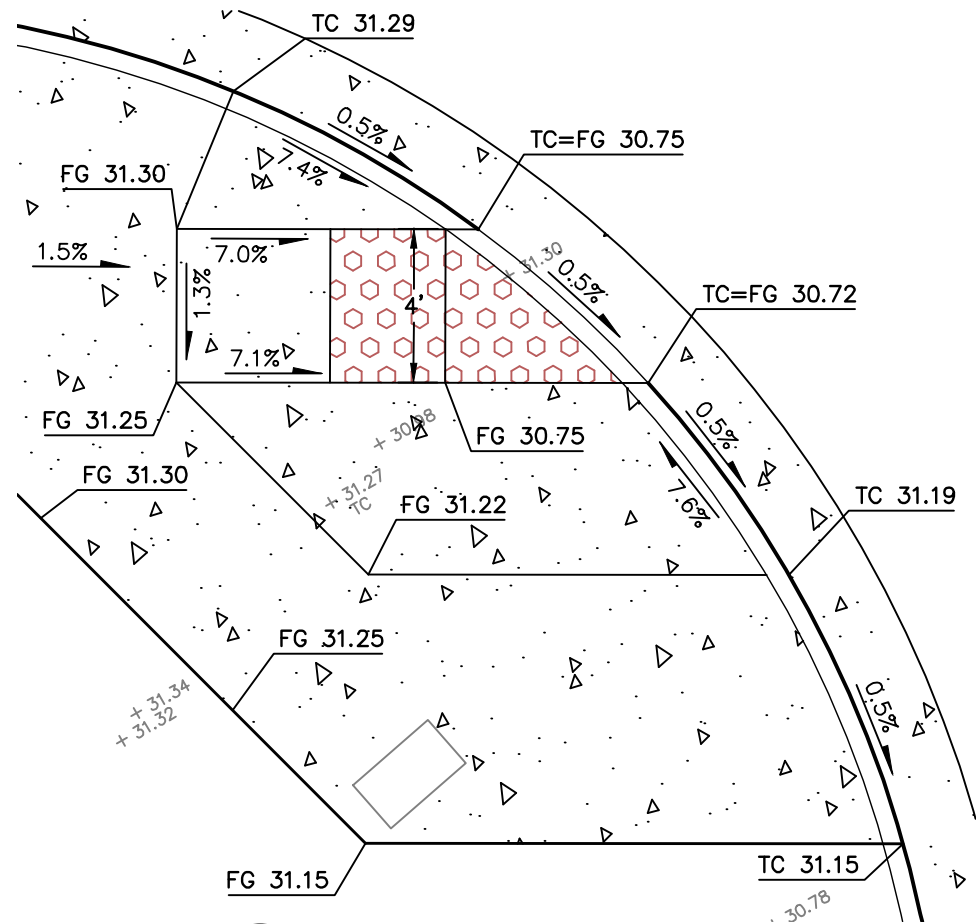


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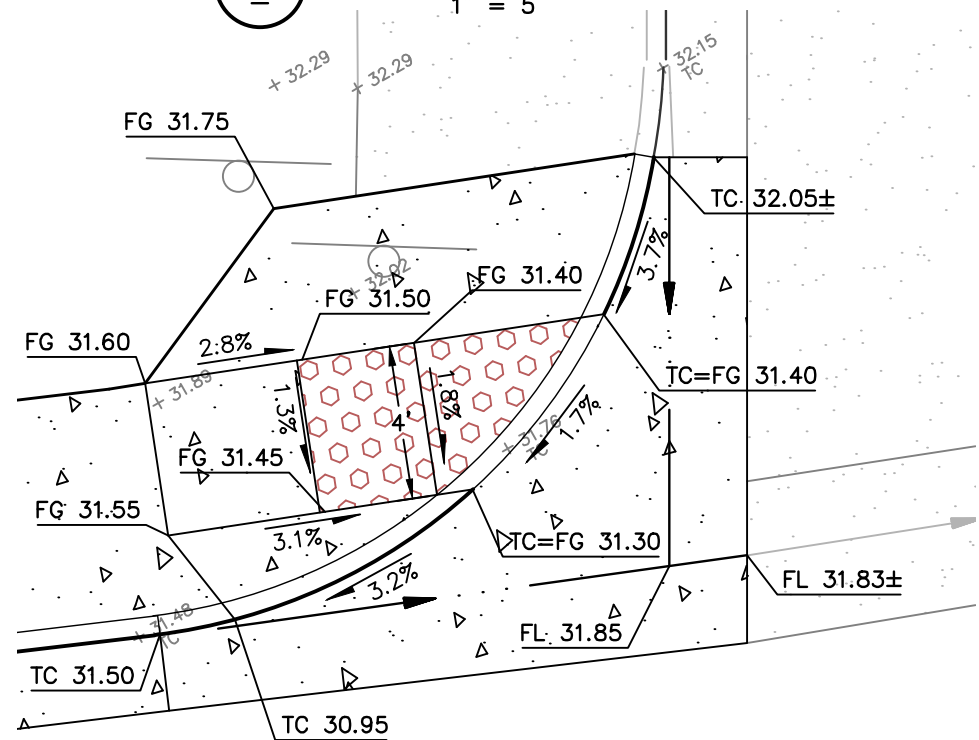


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NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.

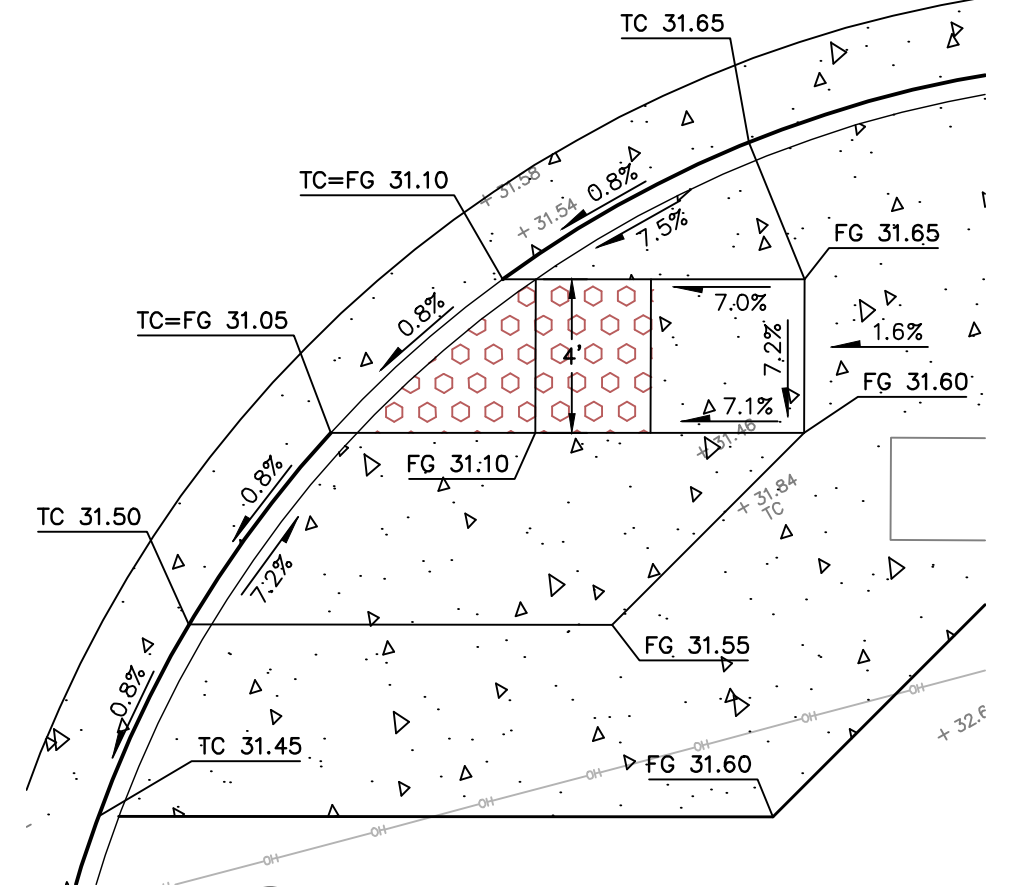
SHEET
CR-7
116 OF 135



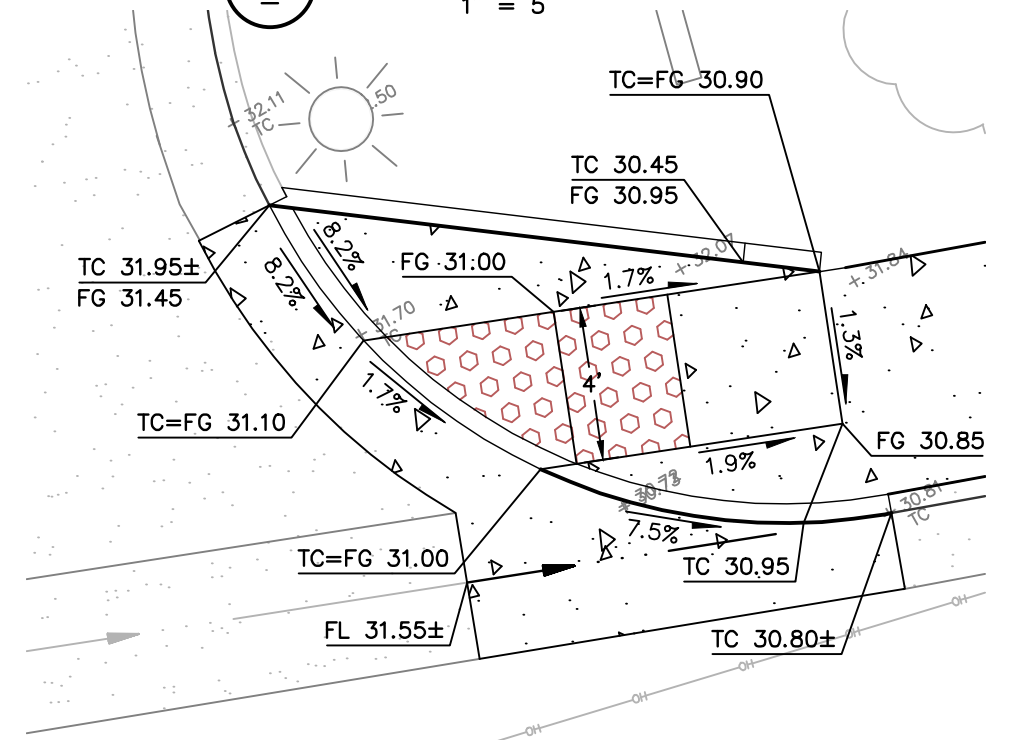
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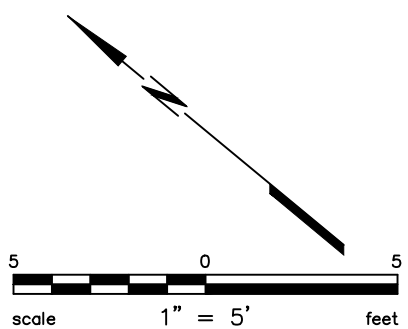
CR34 CURB RAMP 34
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CR33 CURB RAMP 33
1" = 5'

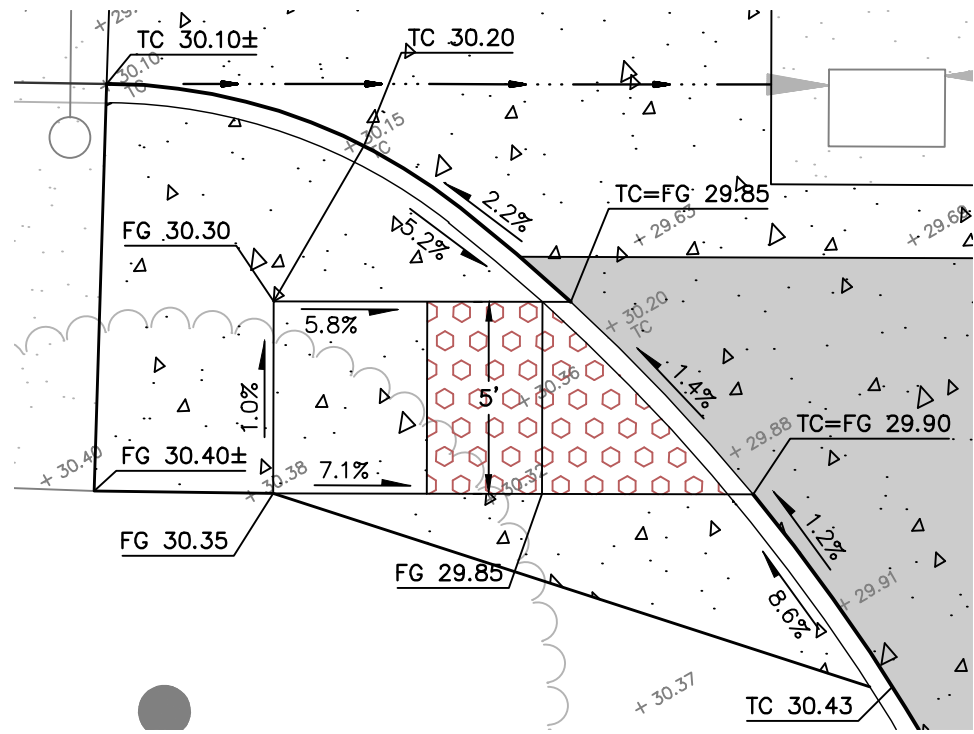


CR35 CURB RAMP 35
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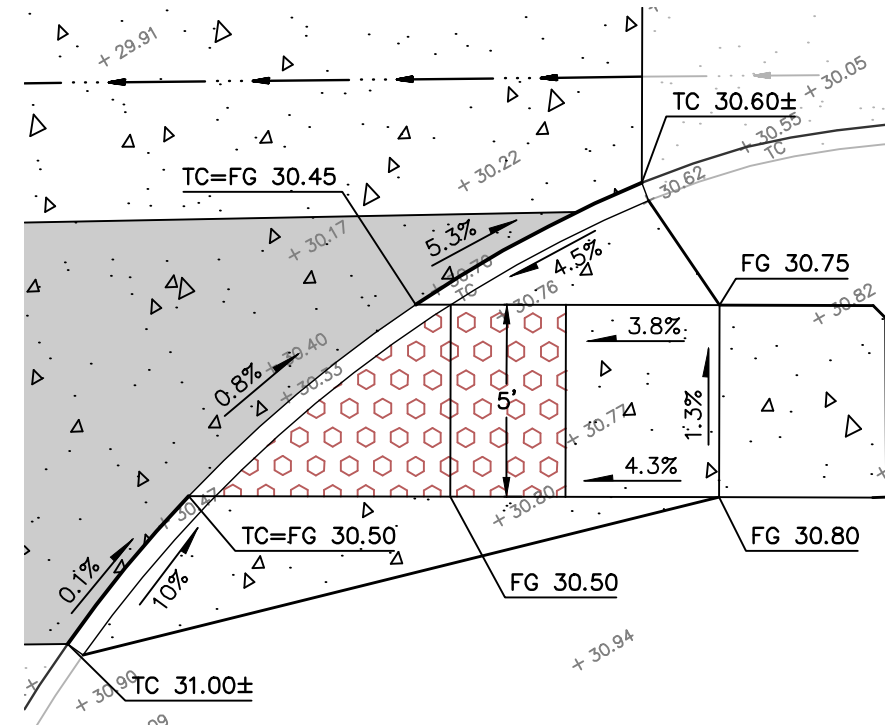


Plot Date: 08/2022 at 2:27pm

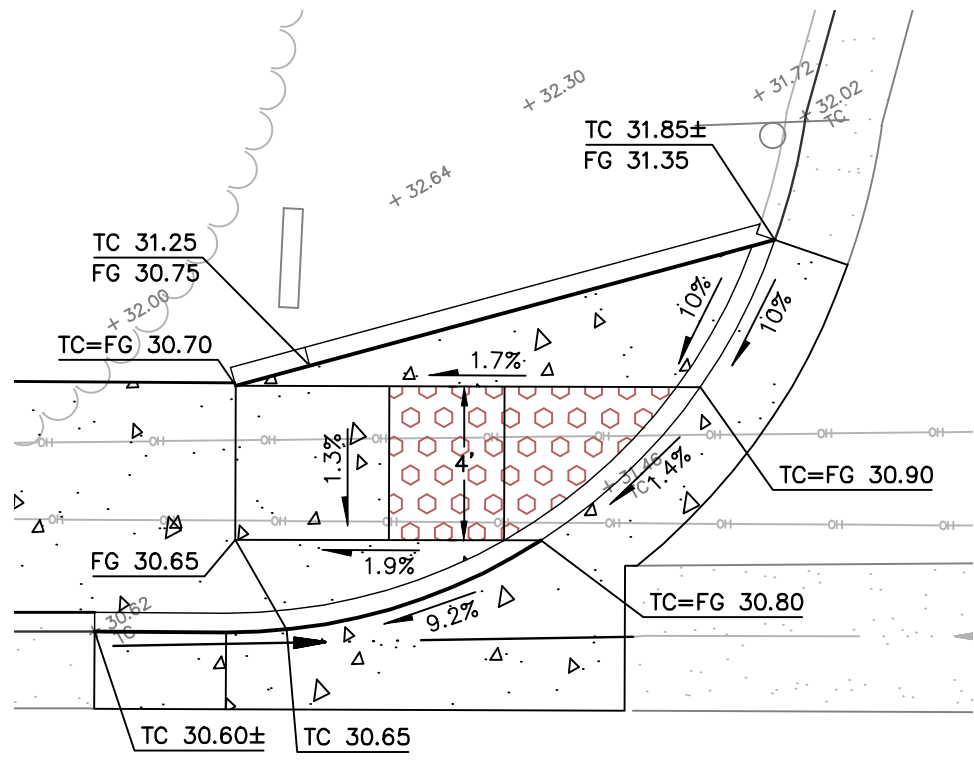
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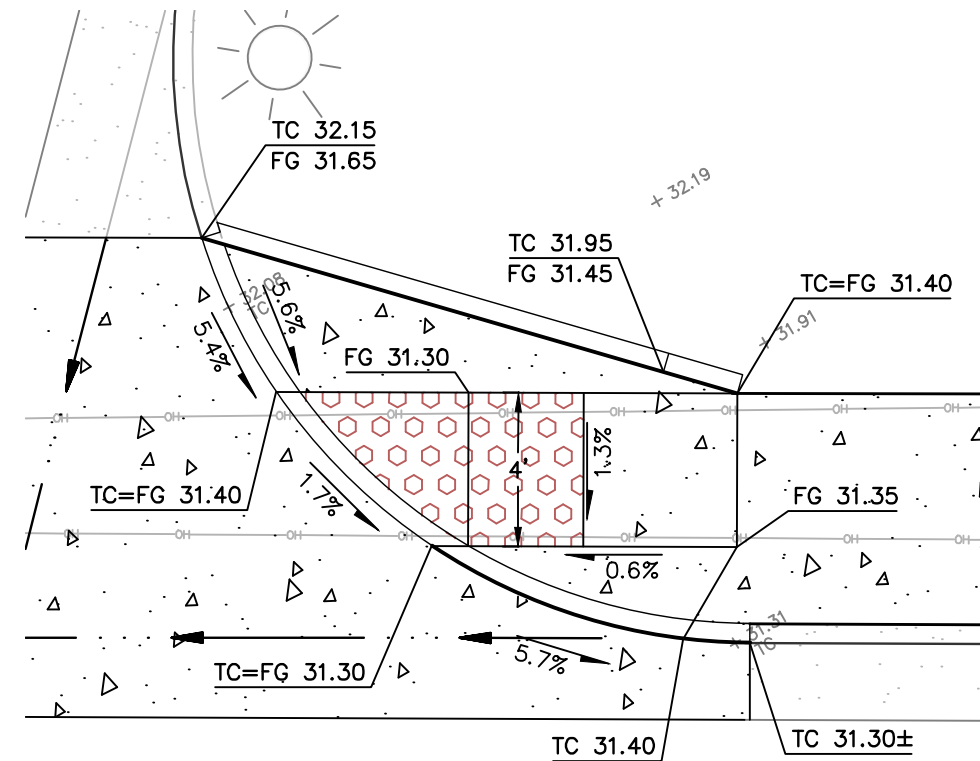
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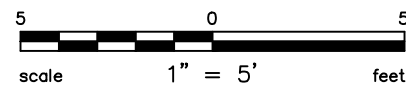
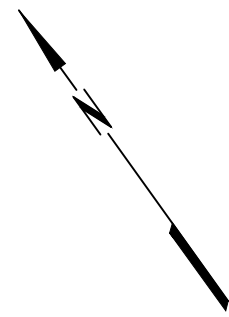
CR37 CURB RAMP 37
1" = 5'



CR38 CURB RAMP 38
1" = 5'



CR39 CURB RAMP 39
1" = 5'



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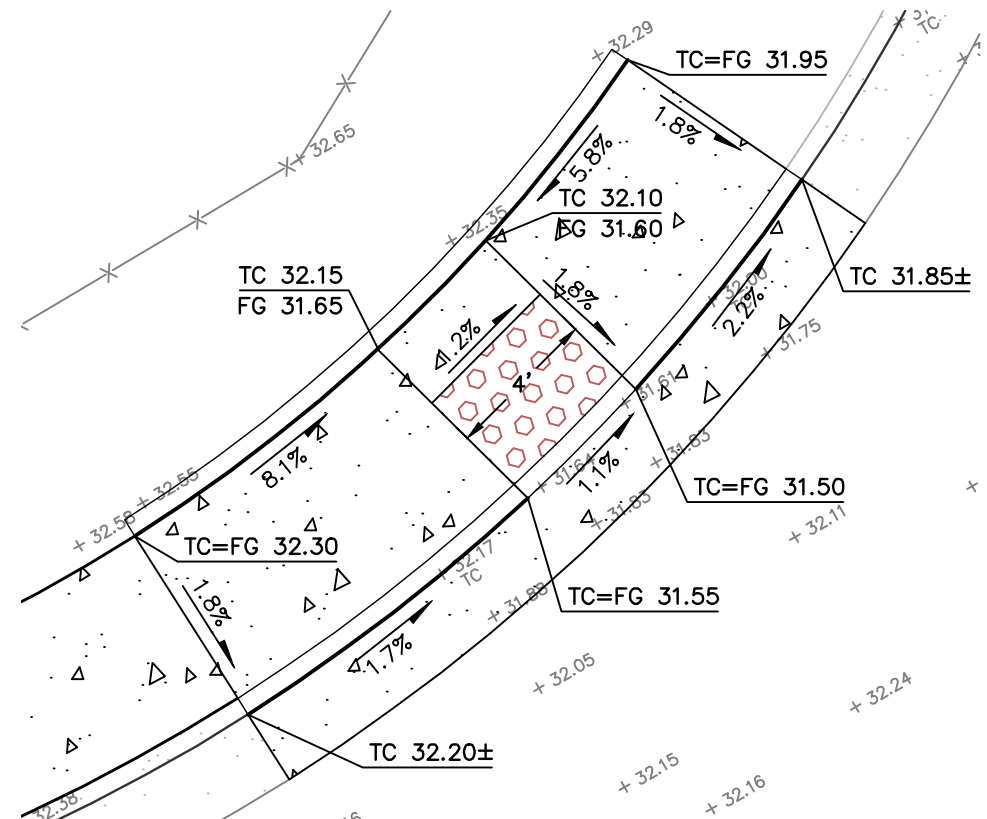
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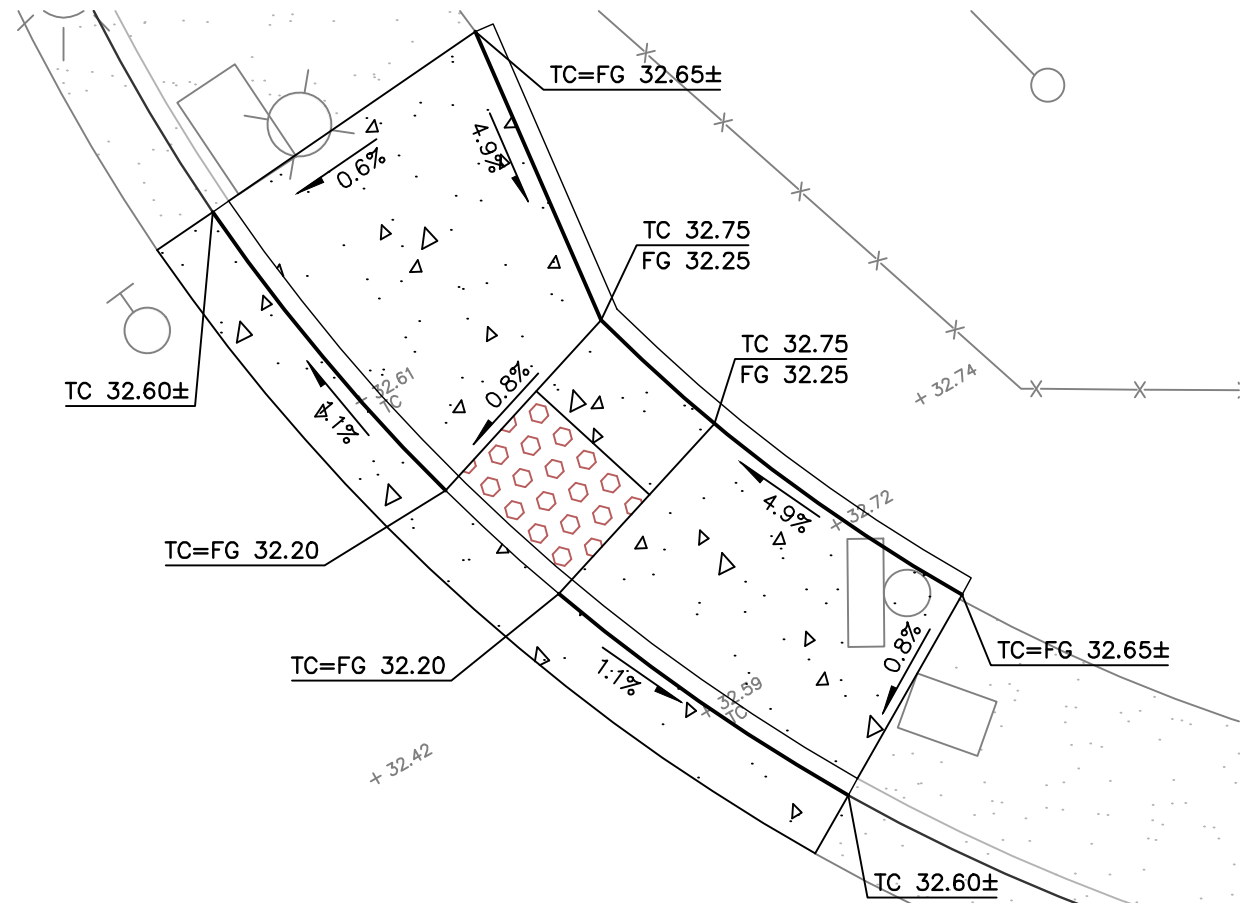


CURB RAMP DETAILS
NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.

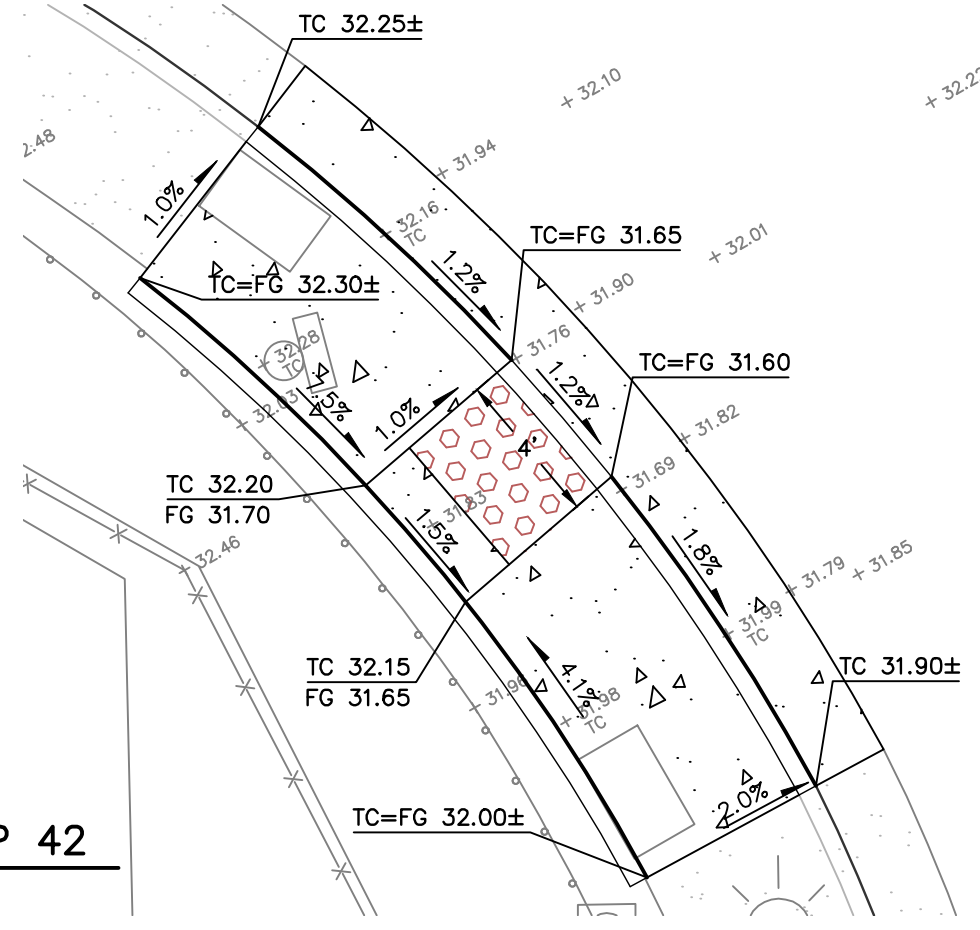
SHEET
CR-9
118 OF 135



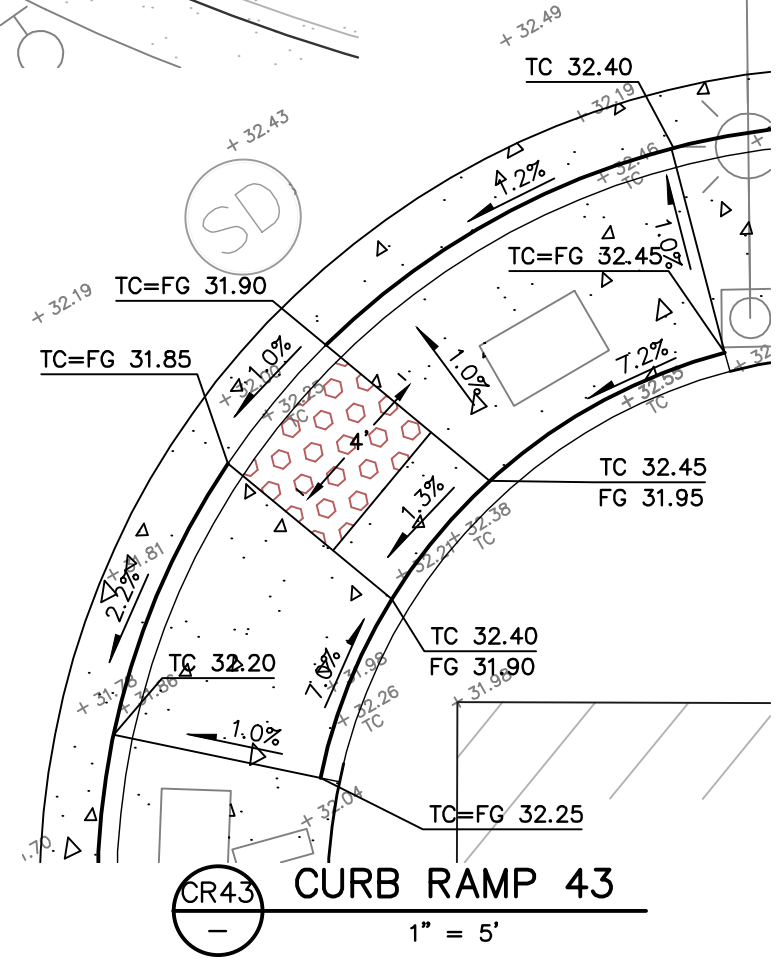
CR40 CURB RAMP 40
1" = 5'



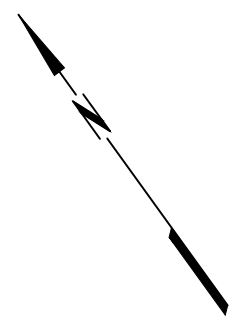
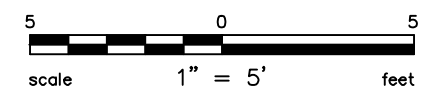
CR41 CURB RAMP 41
1" = 5'



CR42 CURB RAMP 42
1" = 5'



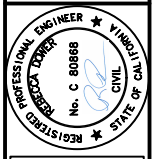
CR43 CURB RAMP 43
1" = 5'



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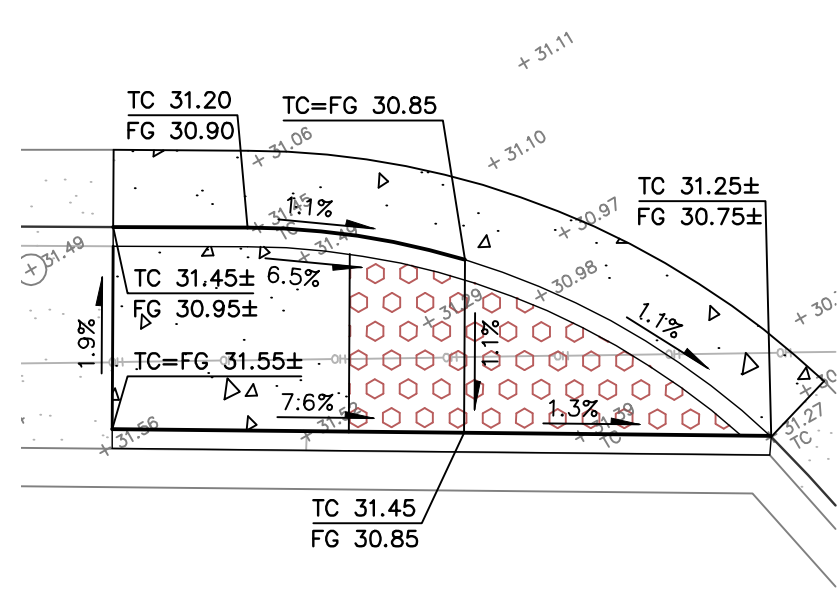
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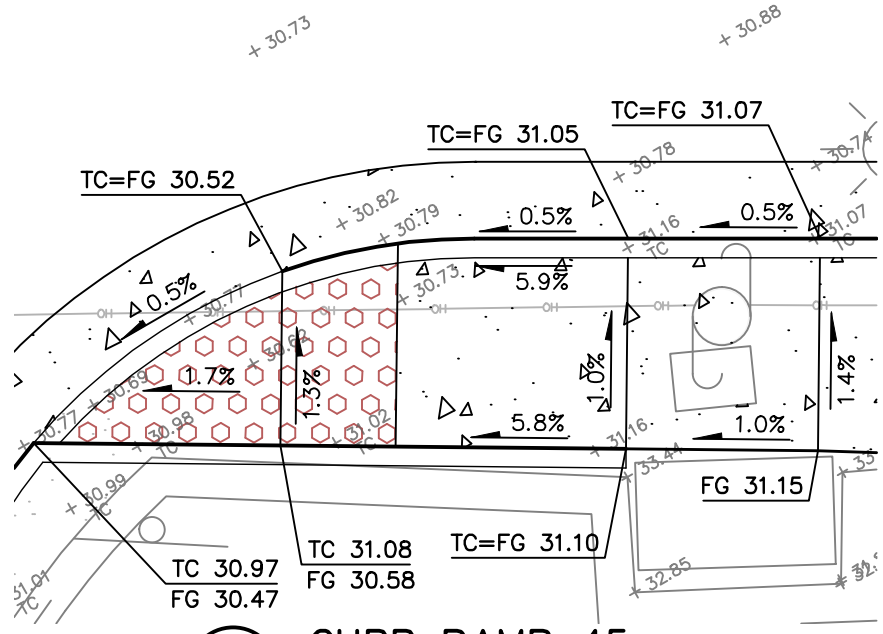
**NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.**

SHEET
CR-10
119 OF 135

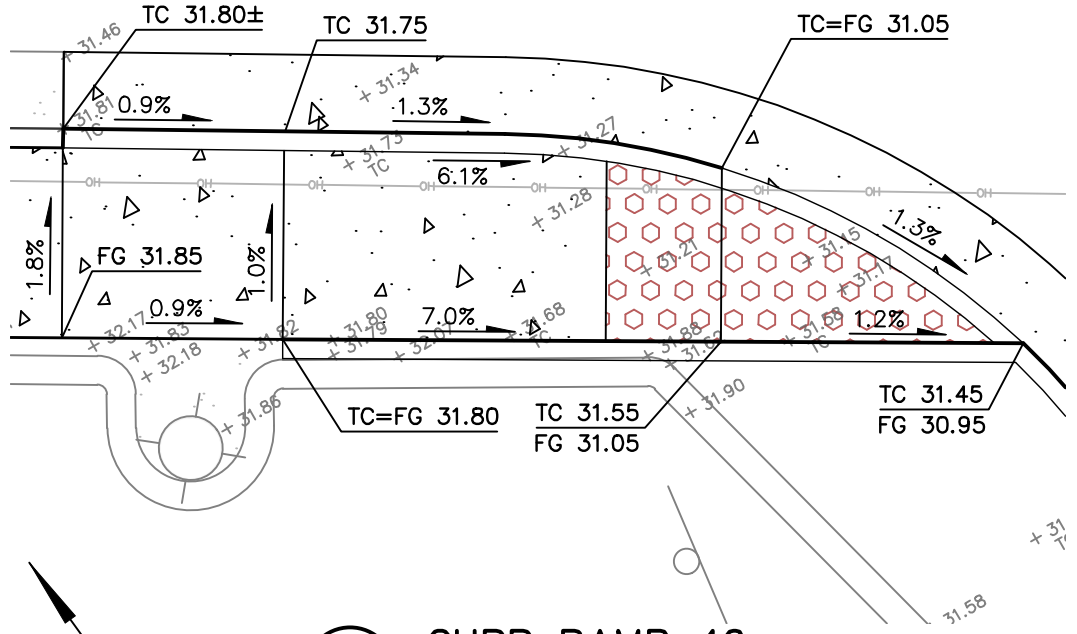
CURB RAMP DETAILS



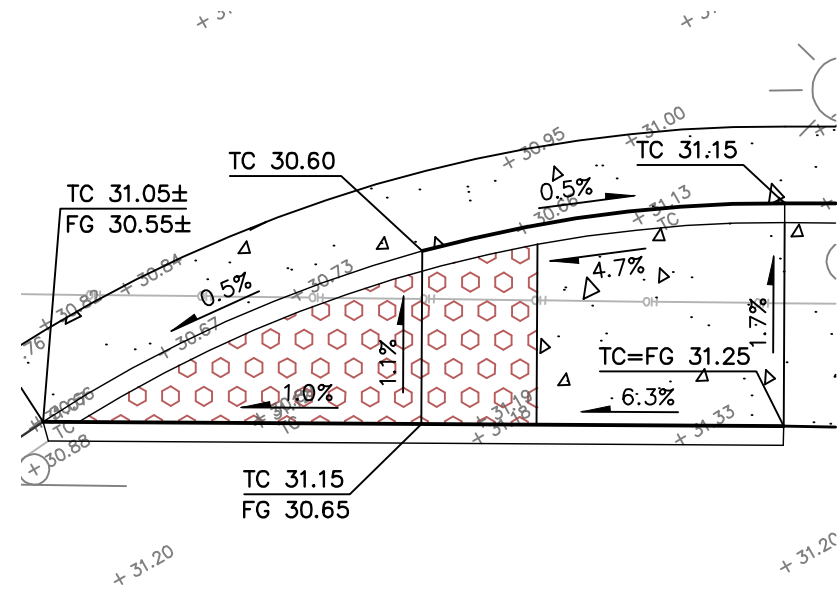
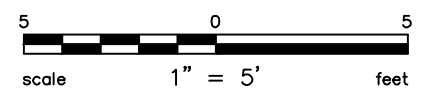
CR44 CURB RAMP 44
1" = 5'



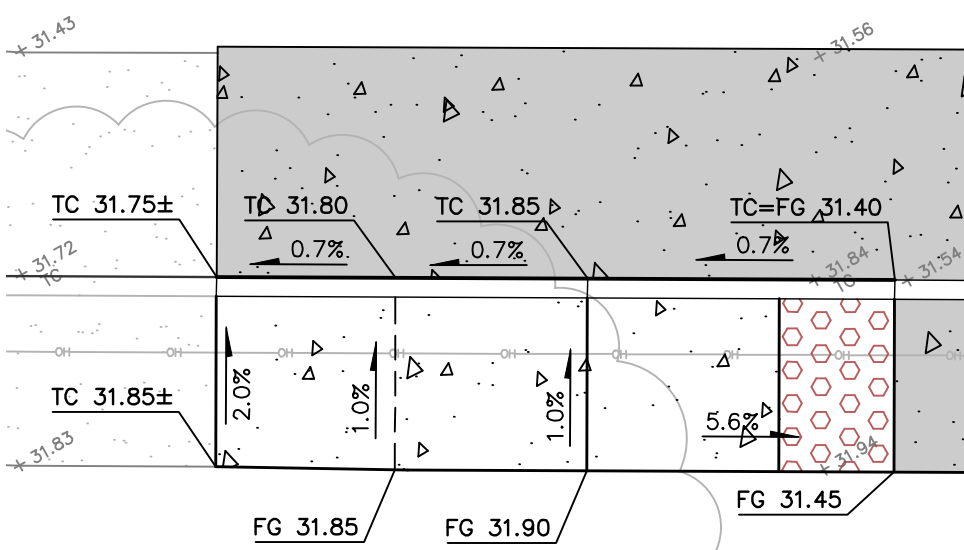
CR45 CURB RAMP 45
1" = 5'



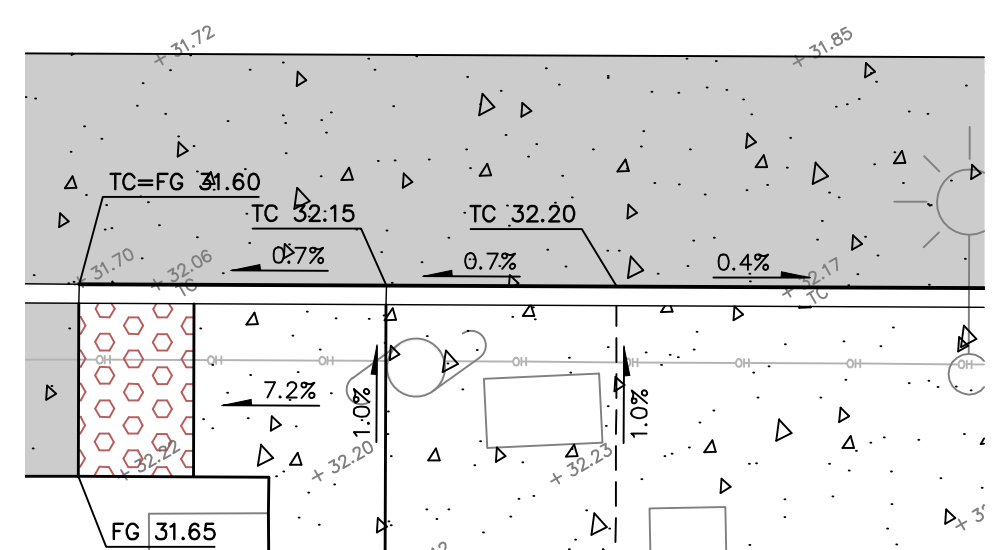
CR46 CURB RAMP 46
1" = 5'



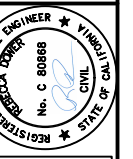
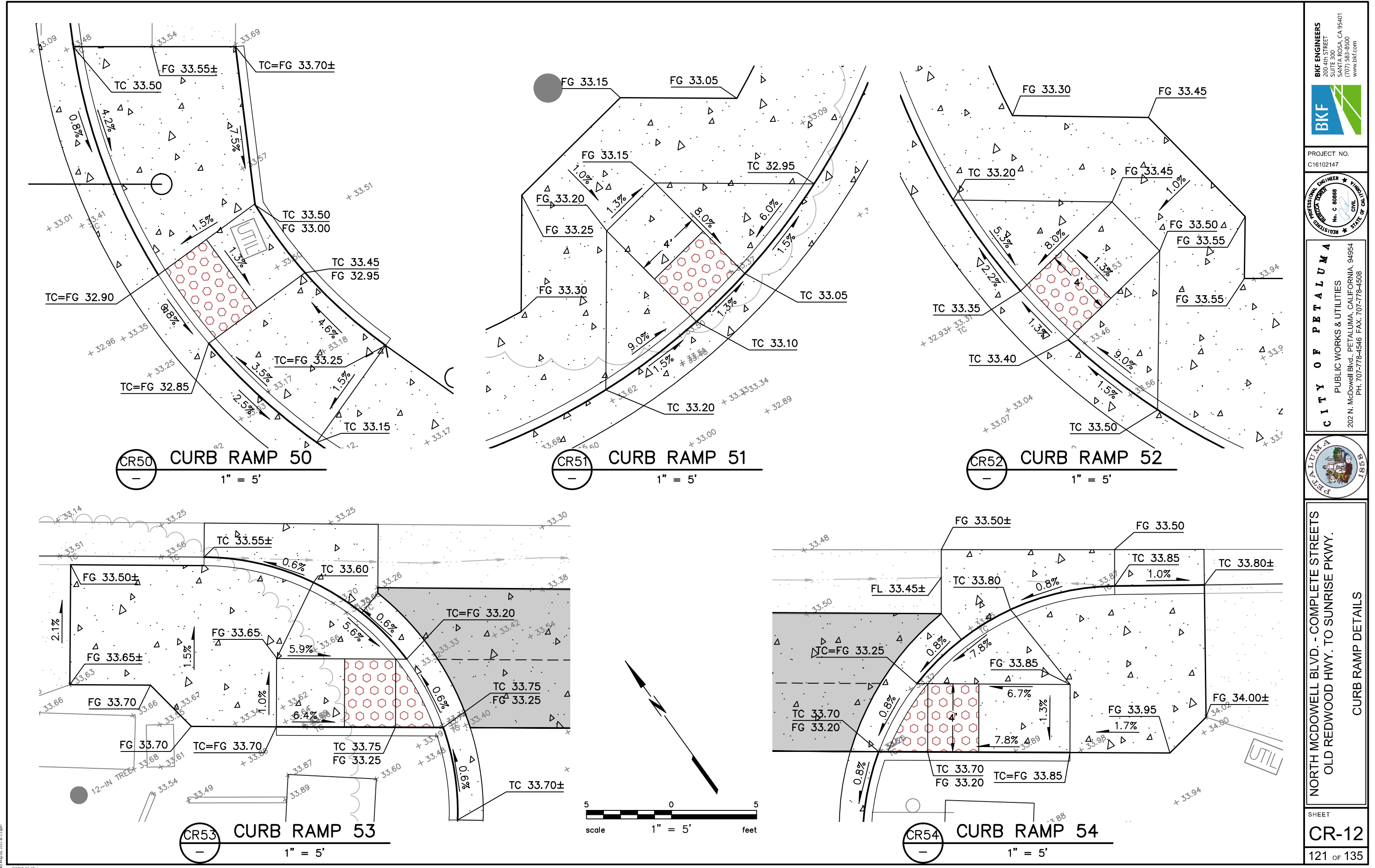
CR47 CURB RAMP 47
1" = 5'

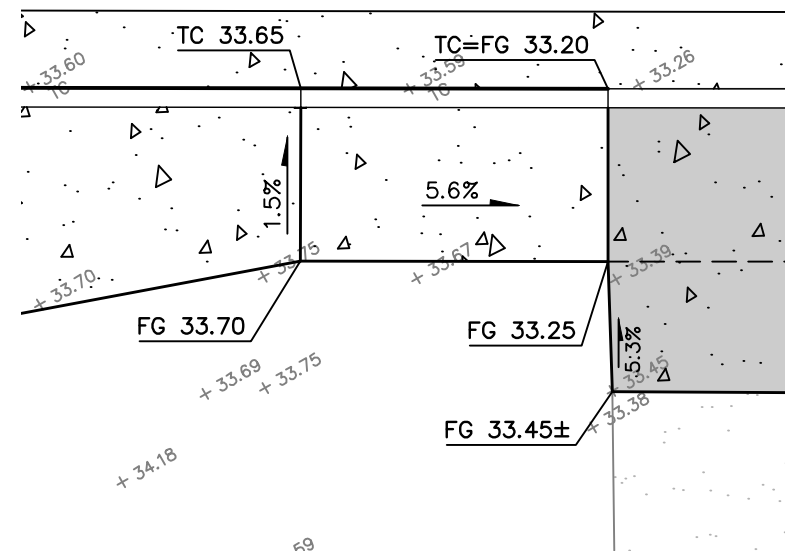


CR48 CURB RAMP 48
1" = 5'

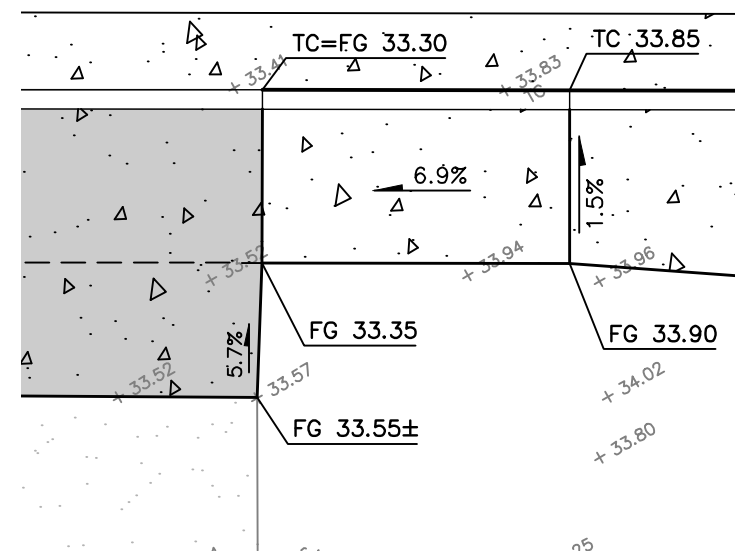


CR49 CURB RAMP 49
1" = 5'

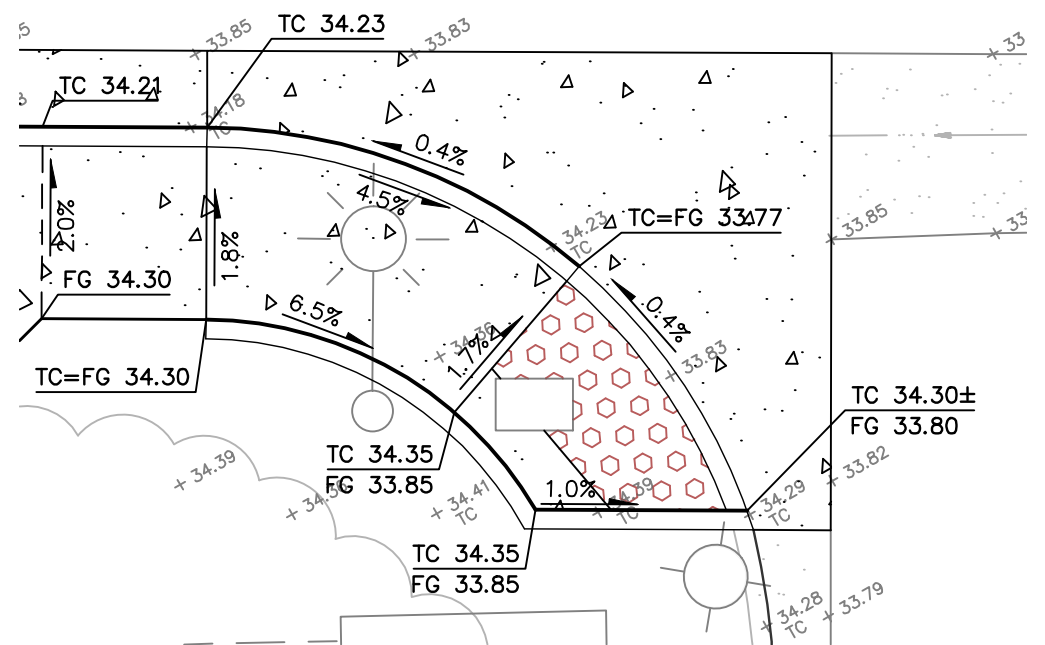




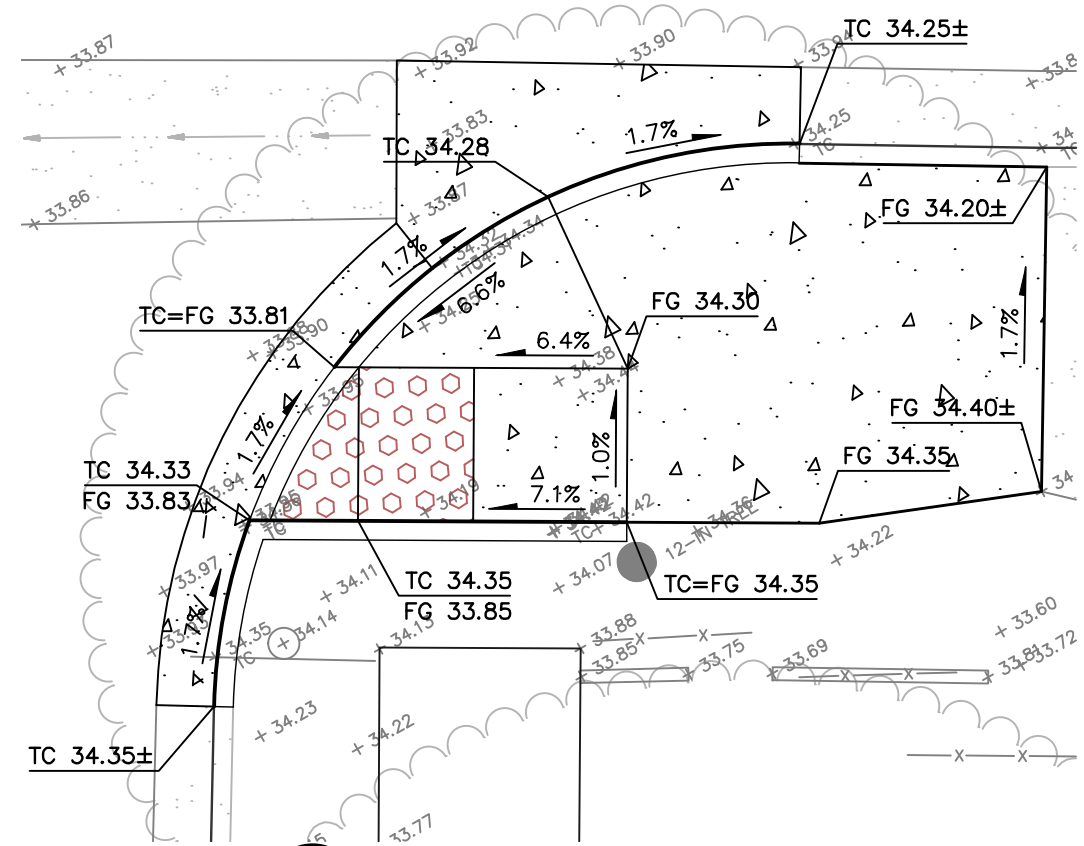
CR55 CURB RAMP 55
1" = 5'



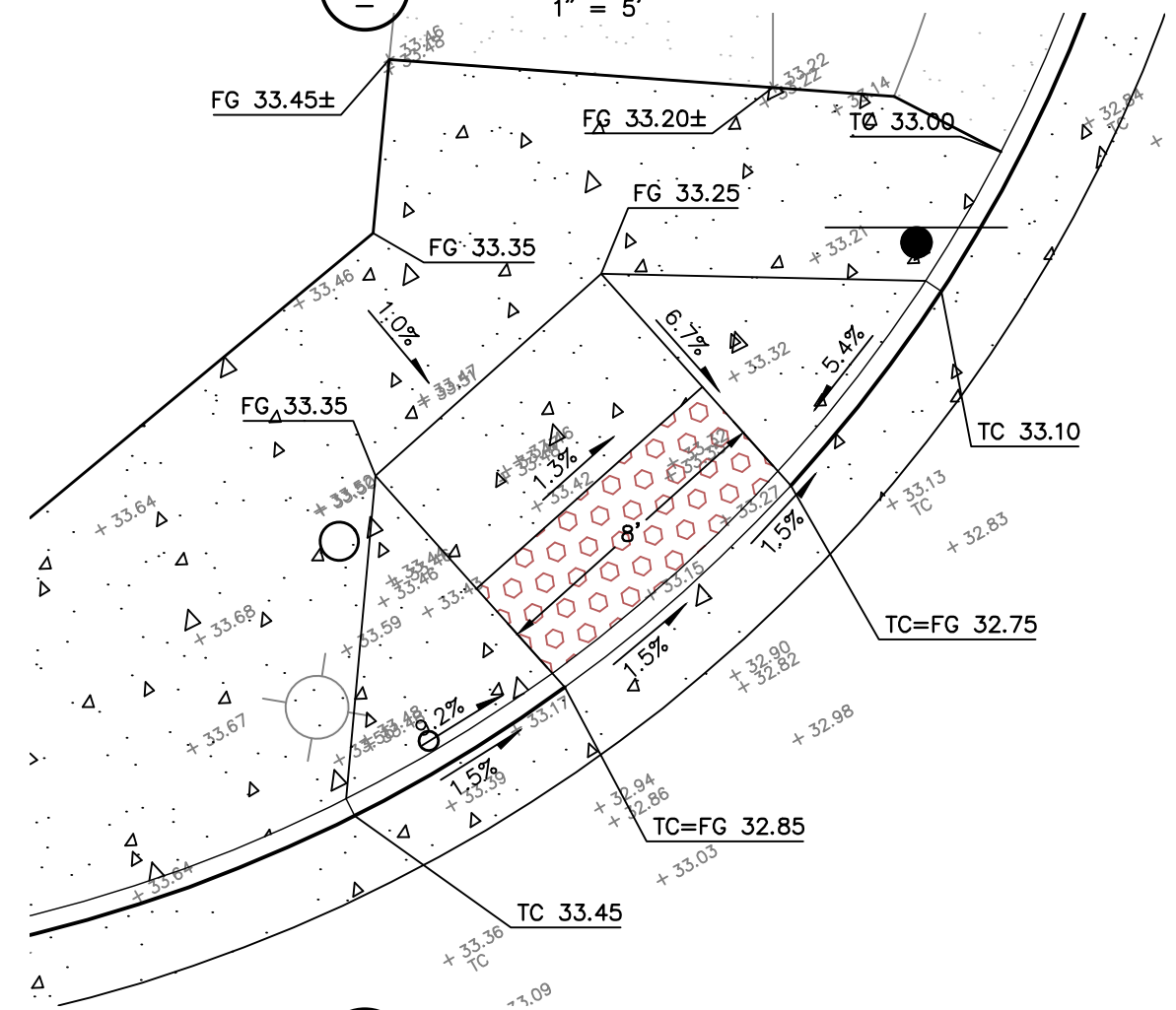
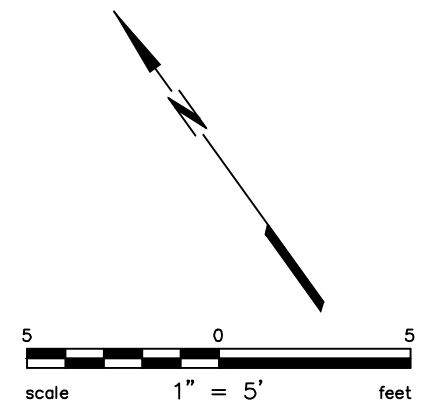
CR56 CURB RAMP 56
1" = 5'



CR57 CURB RAMP 57
1" = 5'



CR58 CURB RAMP 58
1" = 5'

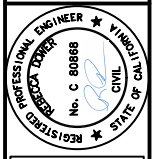


CR59 CURB RAMP 59
1" = 5'

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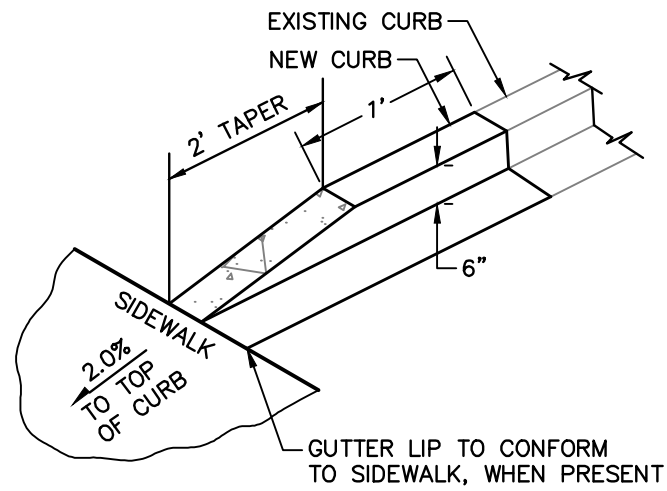


**NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.**
CURB RAMP ENLARGEMENTS

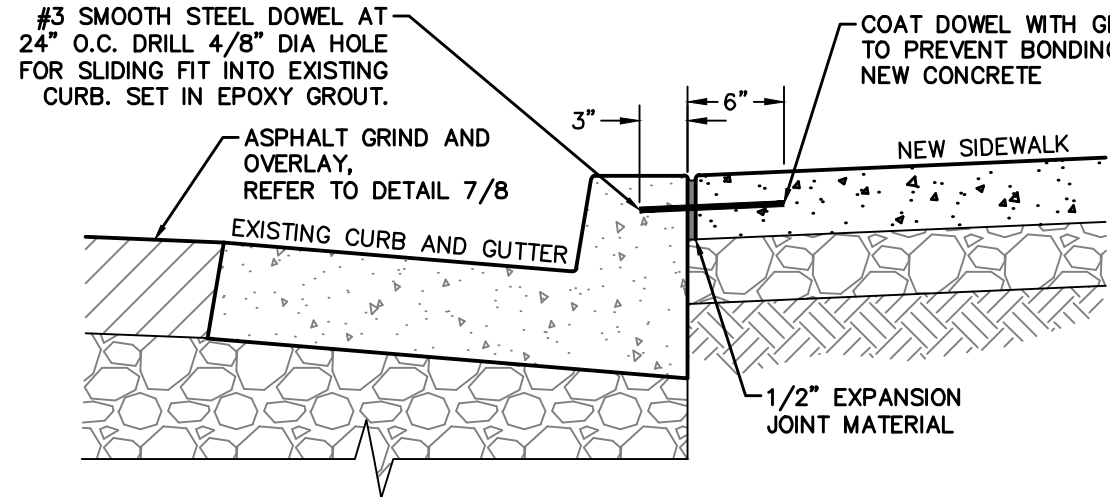
SHEET

CR-13

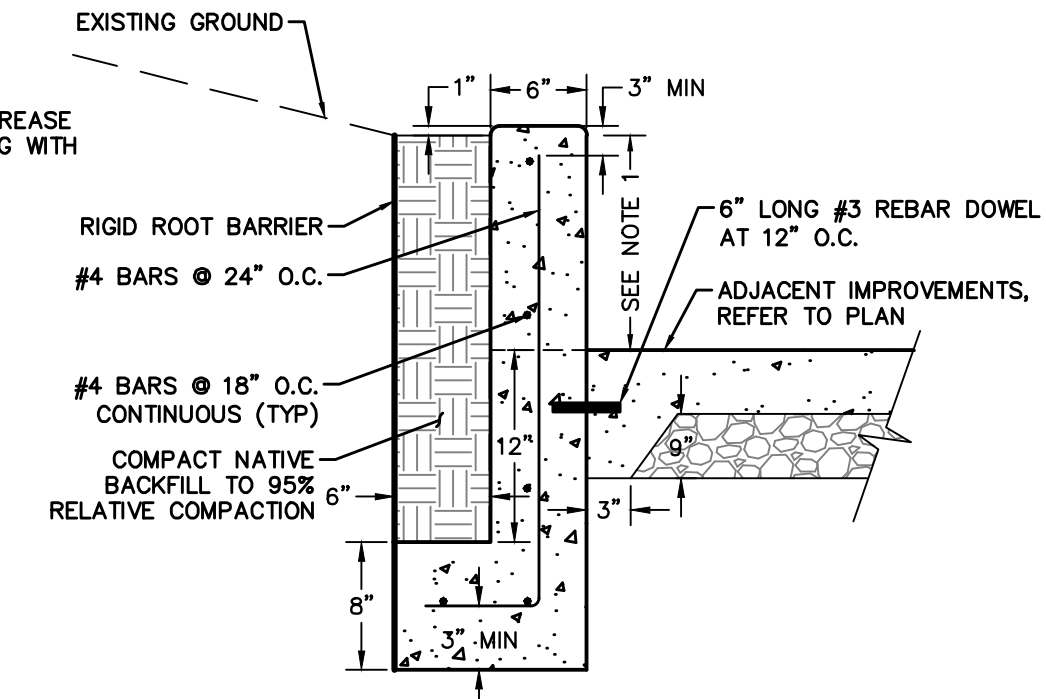
122 OF 135



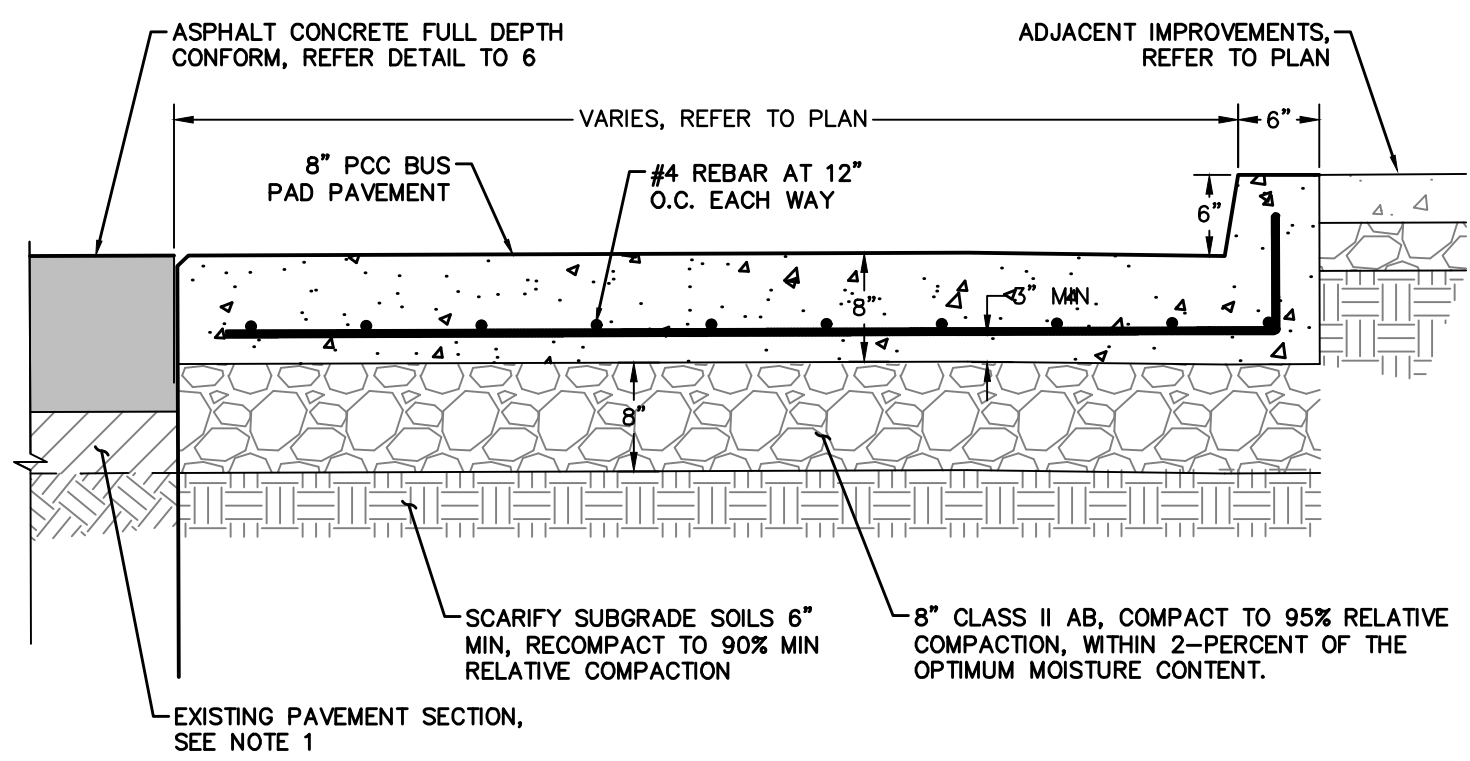
1 CURB TAPER
NO SCALE



2 CURB DOWELING
NO SCALE



3 RETAINING CURB
NO SCALE



4 CONCRETE BUS PAD
NO SCALE

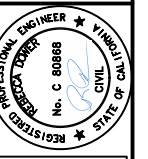
- NOTES:**
1. EXISTING PAVEMENT SECTION THICKNESSES VARY. REFER TO THE PROJECT GEOTECHNICAL REPORT.
 2. WEAKENED PLANE JOINTS AT LEAST 3/4-INCH DEEP SHALL BE PLACED AT A MINIMUM 10- FEET ON CENTER.
 3. 3/8-INCH THICK EXPANSION JOINTS SHALL BE EQUALLY SPACED AND CONSTRUCTED AT A MAXIMUM SPACING OF EVERY 20 FEET.

- NOTES:**
1. WALL HEIGHT VARIES, REFER TO PLAN.

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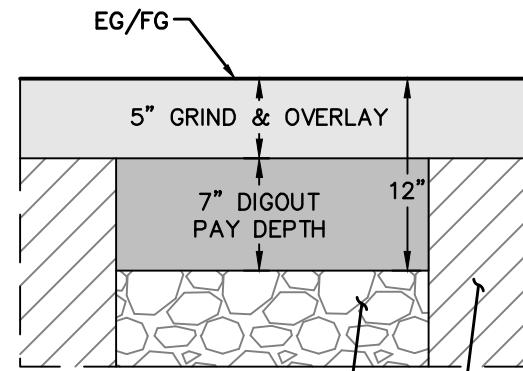


NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.
CONSTRUCTION DETAILS

SHEET

CD-1

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SCARIFY AND RECOMPACT TOP 6" OF AGGREGATE BASE (WHERE ENCOUNTERED) TO 95% MIN RELATIVE COMPACTION

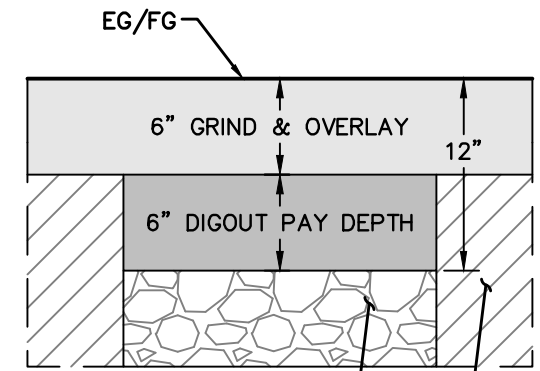
EXISTING PAVEMENT SECTION, SEE NOTE 1

5" GRIND DIGOUT SECTIONS

NOTES:

- 1. EXISTING PAVEMENT SECTION THICKNESSES VARY. REFER TO THE PROJECT GEOTECHNICAL REPORT.

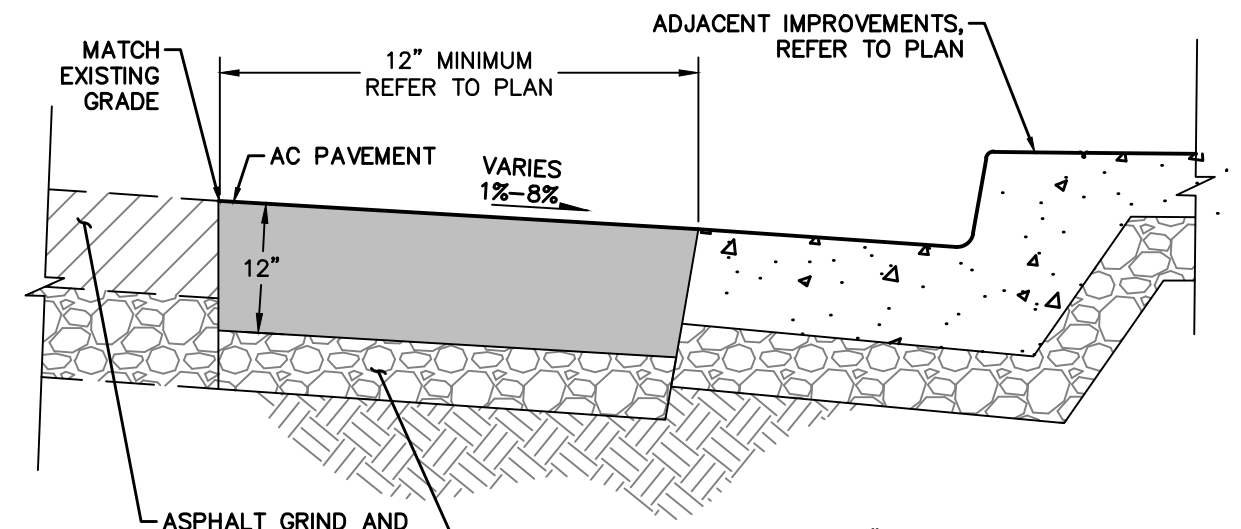
5 ASPHALT CONCRETE DIGOUT SECTIONS
NO SCALE



SCARIFY AND RECOMPACT TOP 6" OF AGGREGATE BASE (WHERE ENCOUNTERED) TO 95% MIN RELATIVE COMPACTION

EXISTING PAVEMENT SECTION, SEE NOTE 1

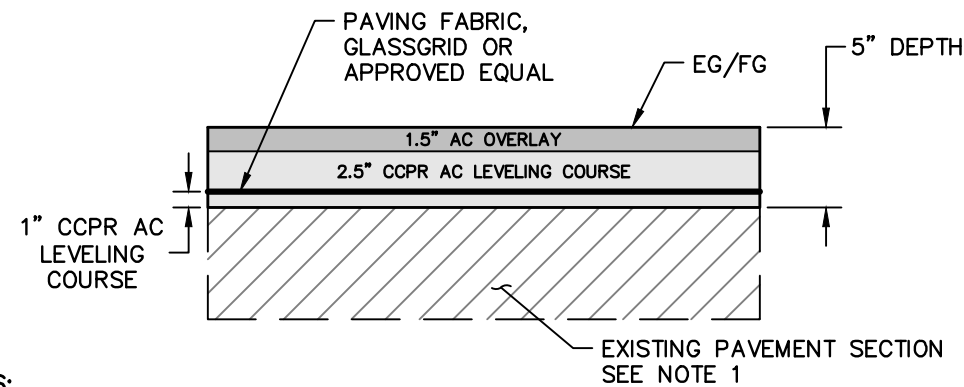
6" GRIND DIGOUT SECTIONS



NOTES:

- 1. EXISTING PAVEMENT SECTION THICKNESSES VARY. REFER TO THE PROJECT GEOTECHNICAL REPORT.
- 2. 12-IN WIDE AC PLUG UNLESS OTHERWISE NOTED ON PLANS.

6 ASPHALT CONCRETE FULL DEPTH CONFORM
NO SCALE

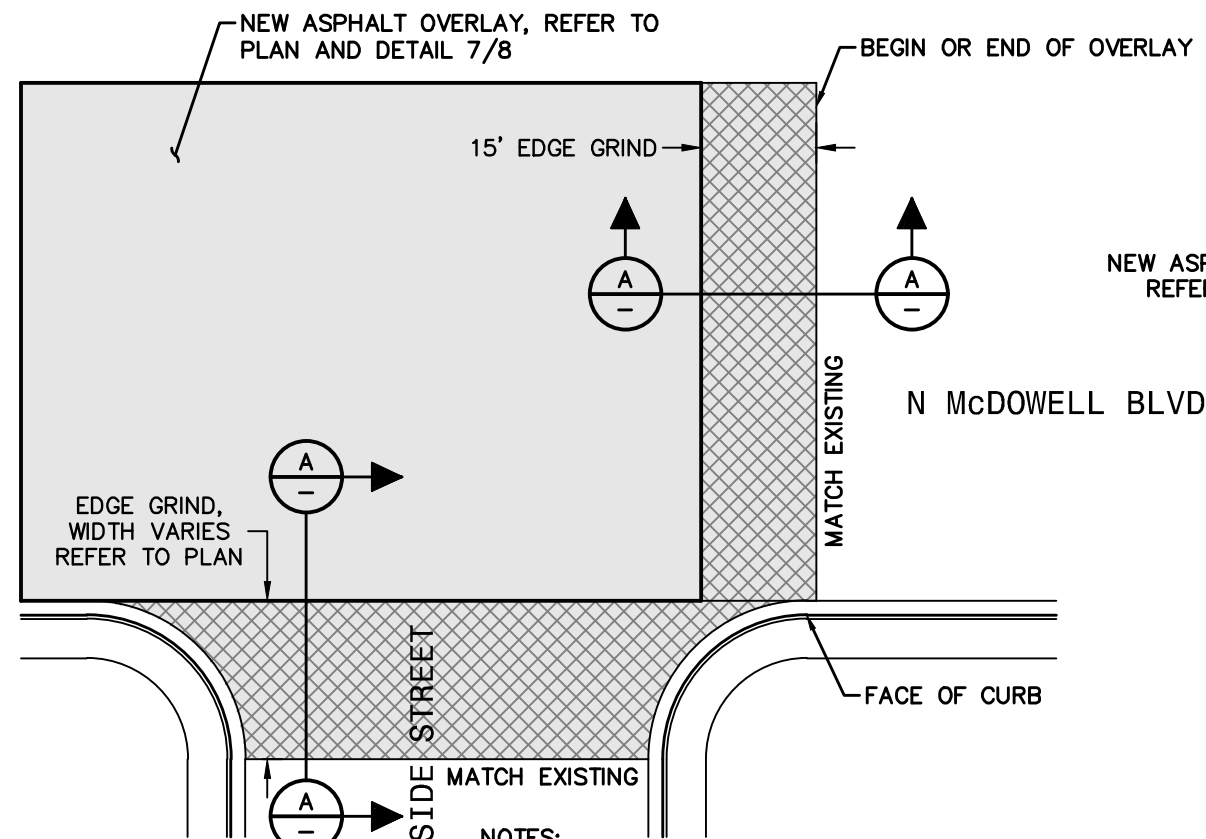
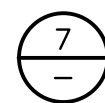


NOTES:

1. EXISTING PAVEMENT SECTION THICKNESSES VARY. REFER TO THE PROJECT GEOTECHNICAL REPORT.
2. PAVEMENT FAILURES MUST BE REPAIRED IN COMPLIANCE WITH THE PROJECT SPECIFICATIONS PRIOR TO EXECUTING GRIND AND OVERLAY WORK.
3. THOROUGHLY SWEEP SURFACE BEFORE APPLICATION OF TACK COAT AND ASPHALT OVERLAY TO ENSURE A GOOD BOND BETWEEN THE EXISTING PAVEMENT AND THE ASPHALT OVERLAY.
4. APPLY TACK COAT TO EXISTING ASPHALT PRIOR TO PLACING NEW ASPHALT OVERLAY.
5. ALL HMA MATERIAL, METHODS, AND TOLERANCES SHALL BE IN COMPLIANCE WITH THE PROJECT SPECIFICATIONS.

5" GRIND AND OVERLAY WITH GRID

NO SCALE

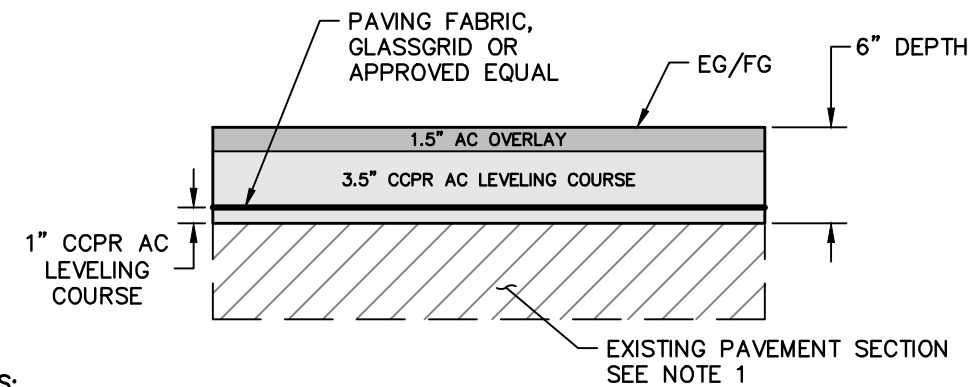
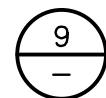


NOTES:

1. EXISTING PAVEMENT SECTION THICKNESSES VARY. REFER TO THE PROJECT GEOTECHNICAL REPORT.

END OF PAVEMENT REHABILITATION CONFORM

NO SCALE

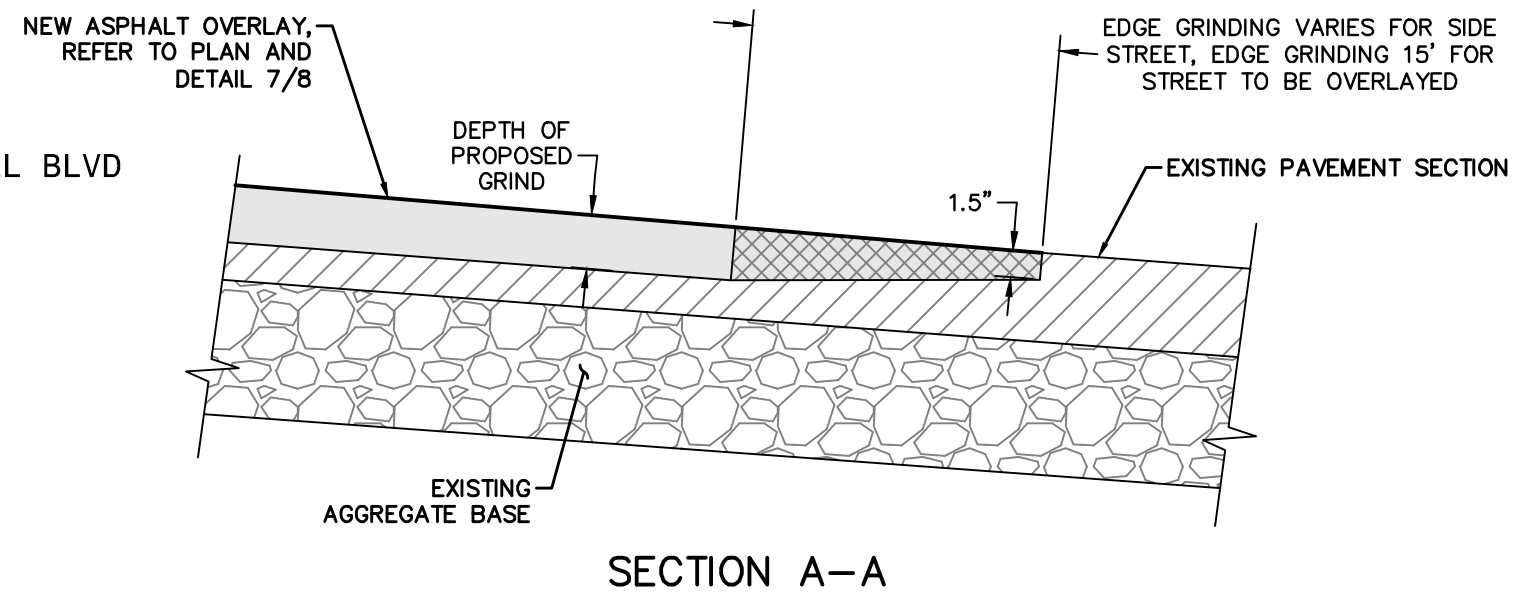
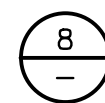


NOTES:

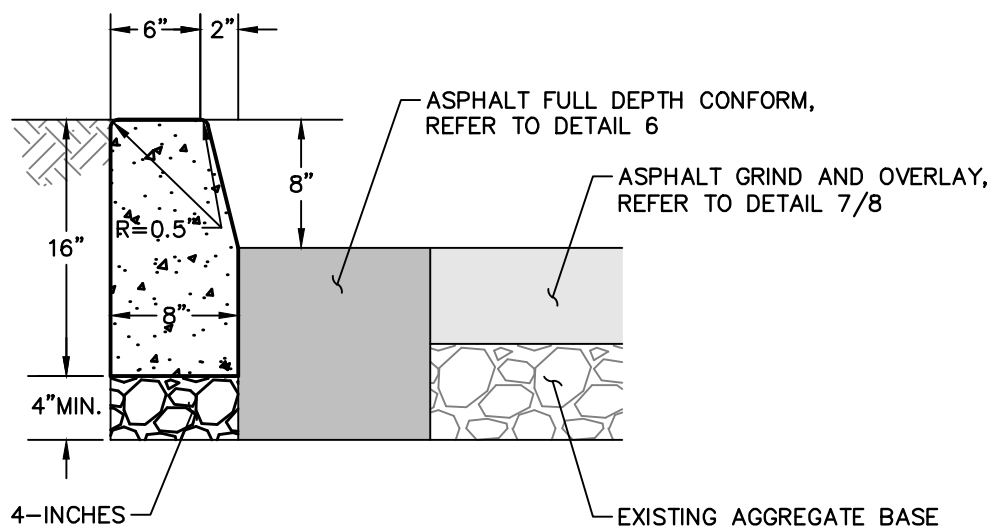
1. EXISTING PAVEMENT SECTION THICKNESSES VARY. REFER TO THE PROJECT GEOTECHNICAL REPORT.
2. PAVEMENT FAILURES MUST BE REPAIRED IN COMPLIANCE WITH THE PROJECT SPECIFICATIONS PRIOR TO EXECUTING GRIND AND OVERLAY WORK.
3. THOROUGHLY SWEEP SURFACE BEFORE APPLICATION OF TACK COAT AND ASPHALT OVERLAY TO ENSURE A GOOD BOND BETWEEN THE EXISTING PAVEMENT AND THE ASPHALT OVERLAY.
4. APPLY TACK COAT TO EXISTING ASPHALT PRIOR TO PLACING NEW ASPHALT OVERLAY.
5. ALL HMA MATERIAL, METHODS, AND TOLERANCES SHALL BE IN COMPLIANCE WITH THE PROJECT SPECIFICATIONS.

6" GRIND AND OVERLAY WITH GRID

NO SCALE

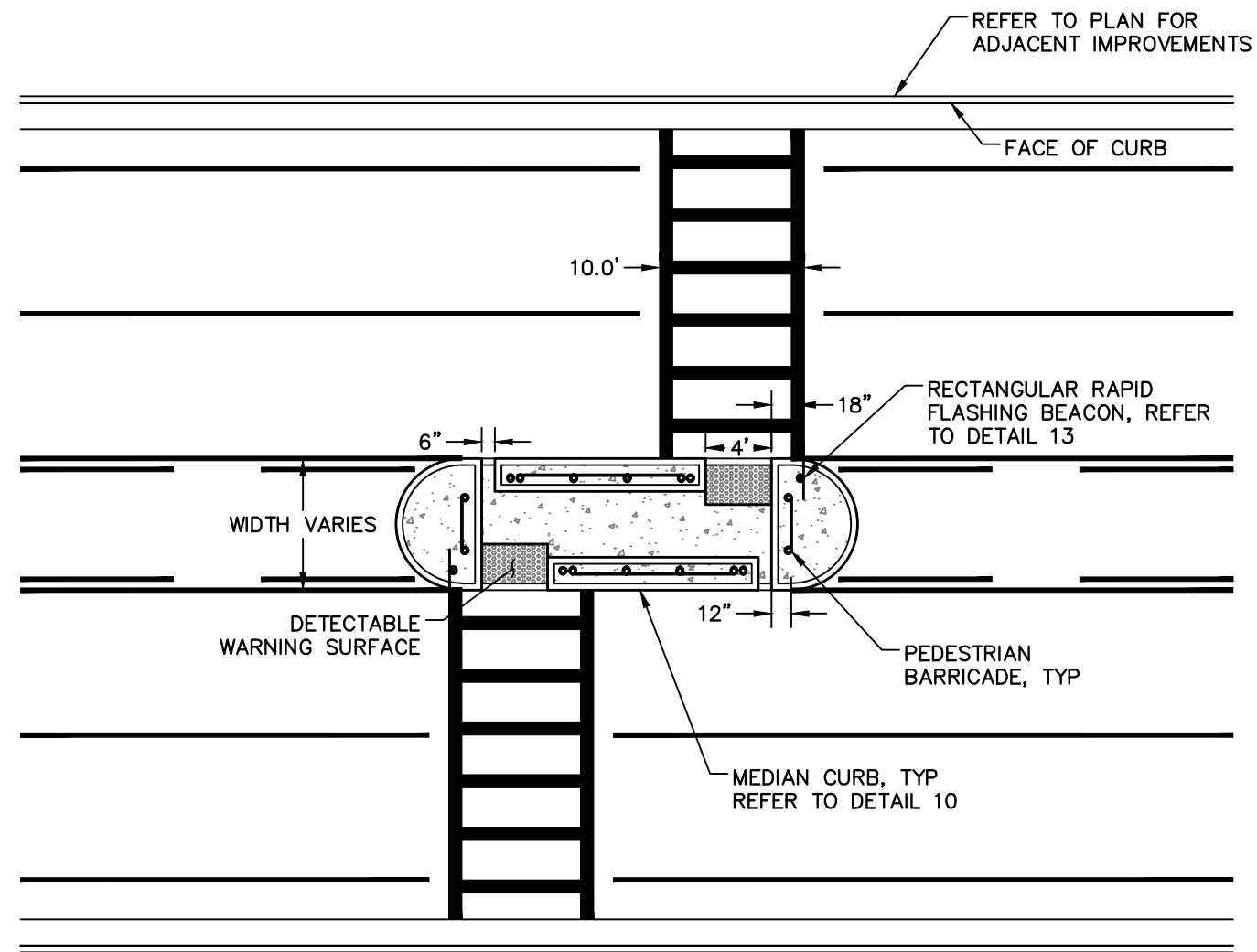


SECTION A-A



SCARIFY AND RECOMPACT THE TOP 4-INCHES OF AGGREGATE BASE (WHERE ENCOUNTERED) OR PLACE NEW CLASS 2 AGGREGATE BASE, COMPACTED TO 95% RELATIVE COMPACTION

10 MEDIAN CURB
NO SCALE



NOTES:

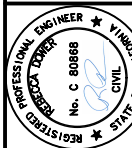
1. REFER TO CR SHEETS FOR GRADING INFORMATION.

11 Z-CROSSING
NO SCALE

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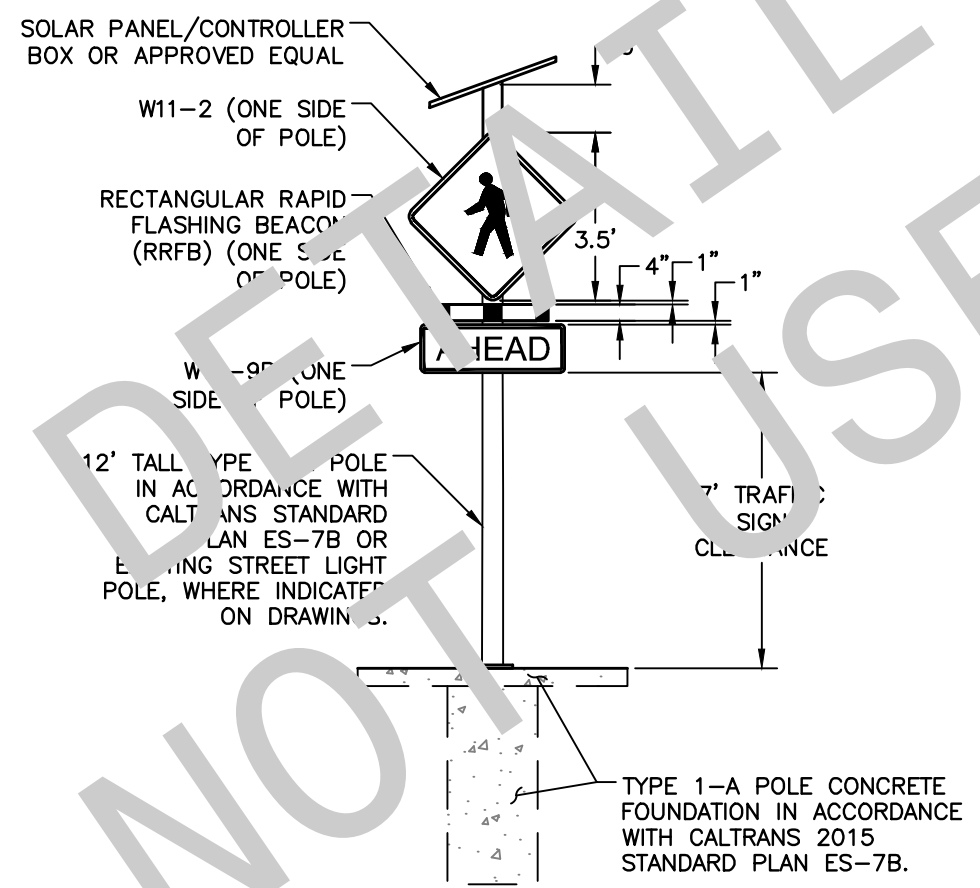


NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.
CONSTRUCTION DETAILS

SHEET

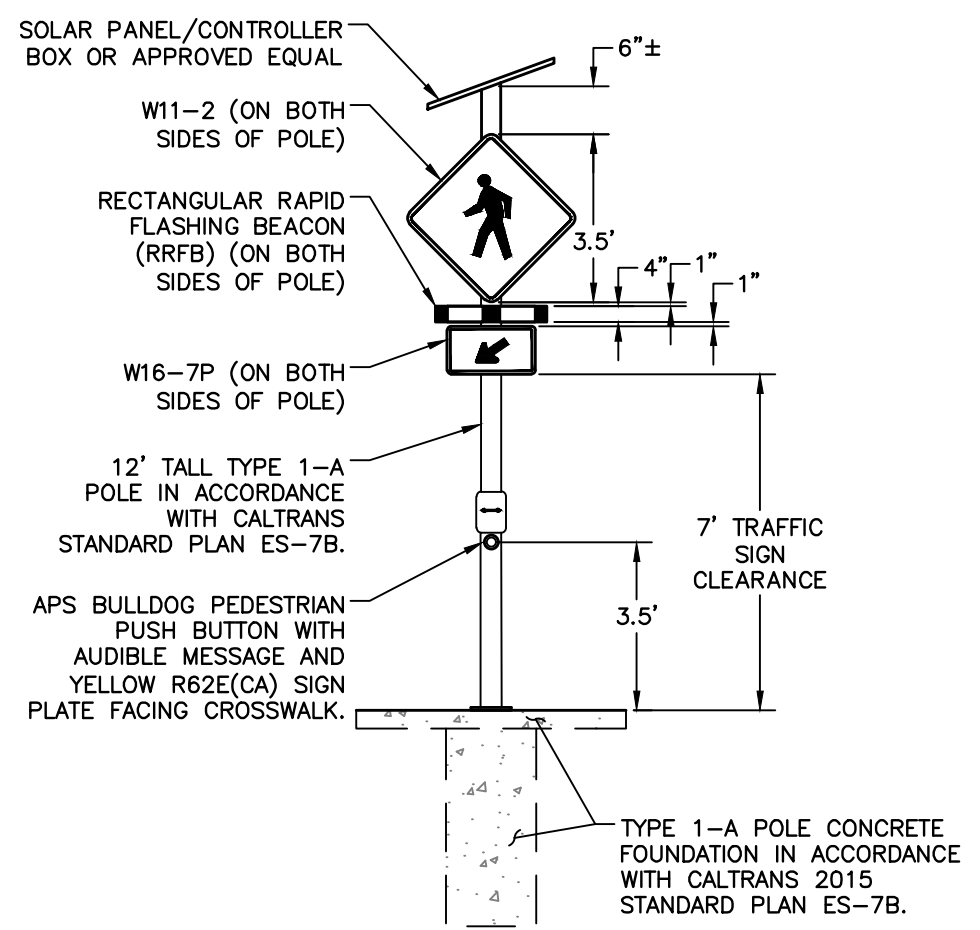
CD-4

126 OF 135



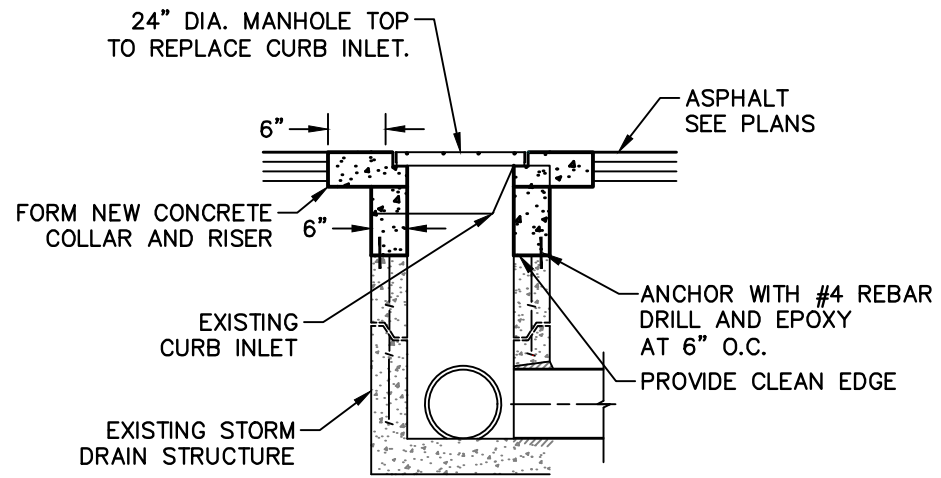
ADVANCED WARNING RECTANGULAR RAPID FLASHING BEACON
 NO SCALE

12
 -



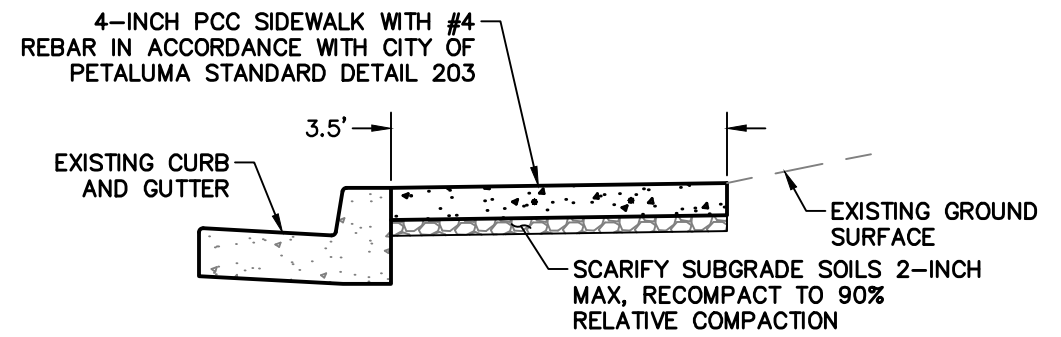
RECTANGULAR RAPID FLASHING BEACON
 NO SCALE

13
 -



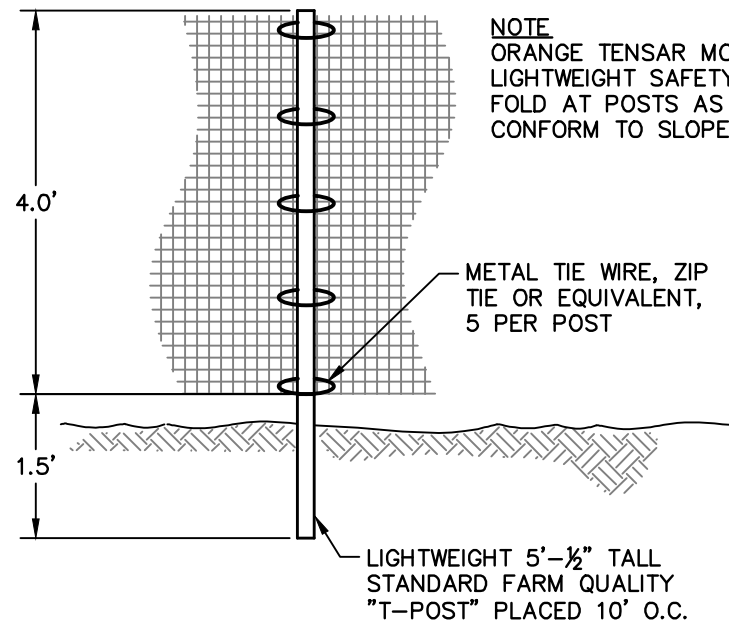
16 CONVERT EXISTING CATCH BASIN TO SDMH AND RAISE LID TO GRADE

NO SCALE



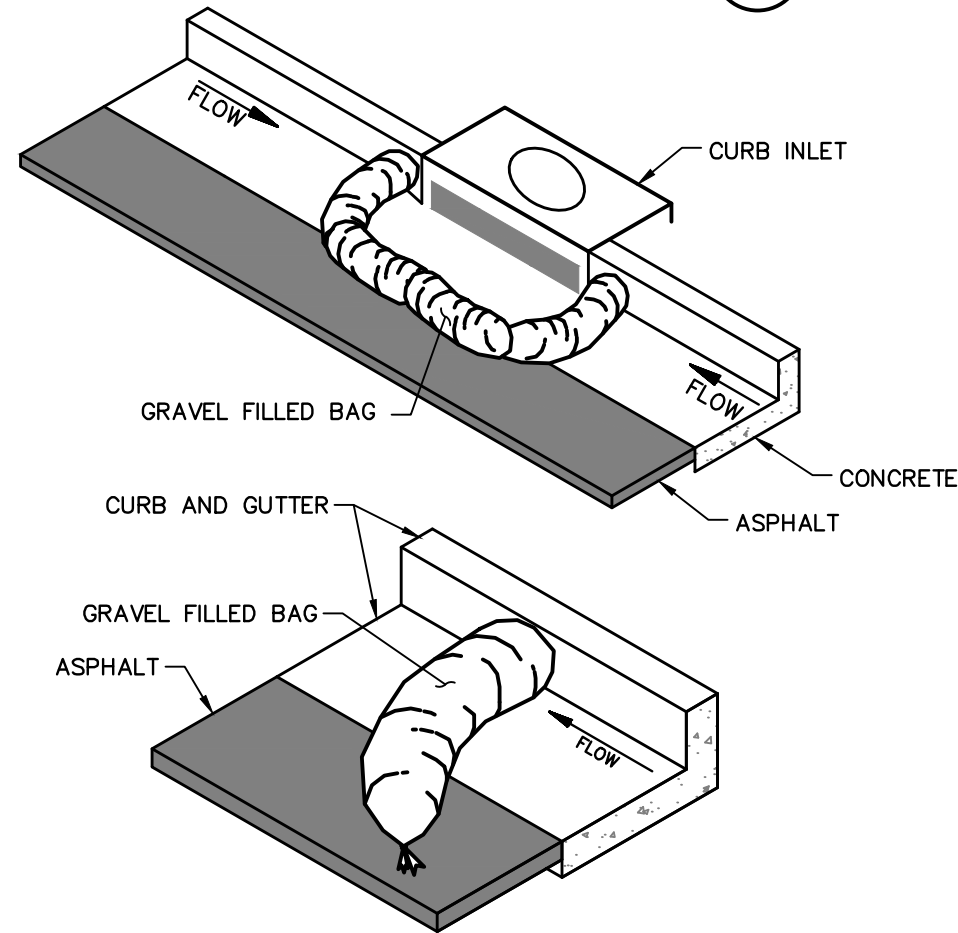
17 REINFORCED CONCRETE SIDEWALK AND SPECIAL TRENCHING ZONE

NO SCALE



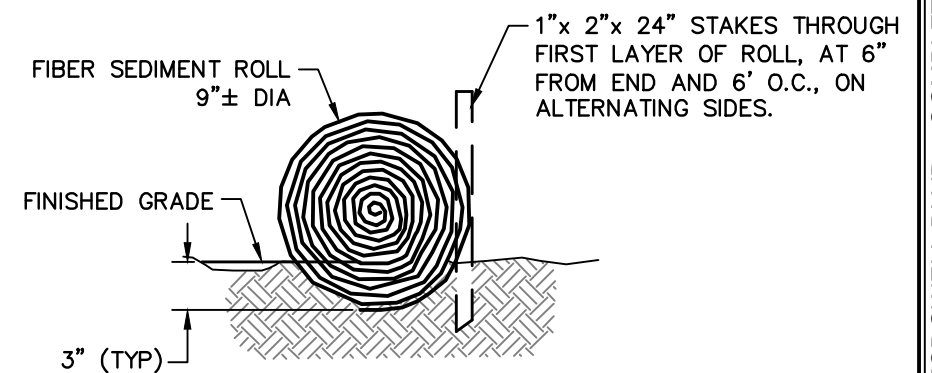
13 TREE PROTECTION FENCE

NO SCALE



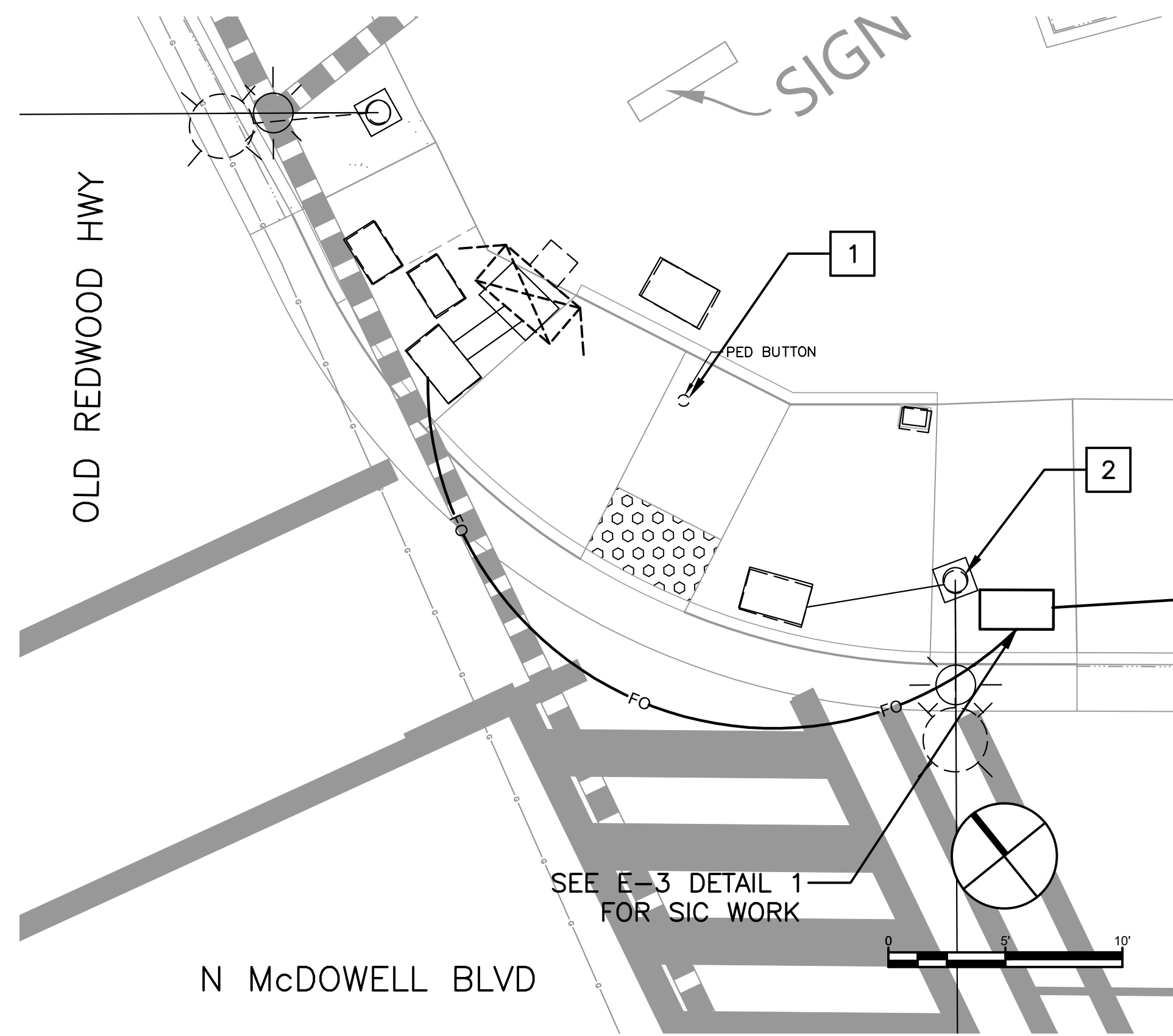
14 GRAVEL BAGS

NO SCALE

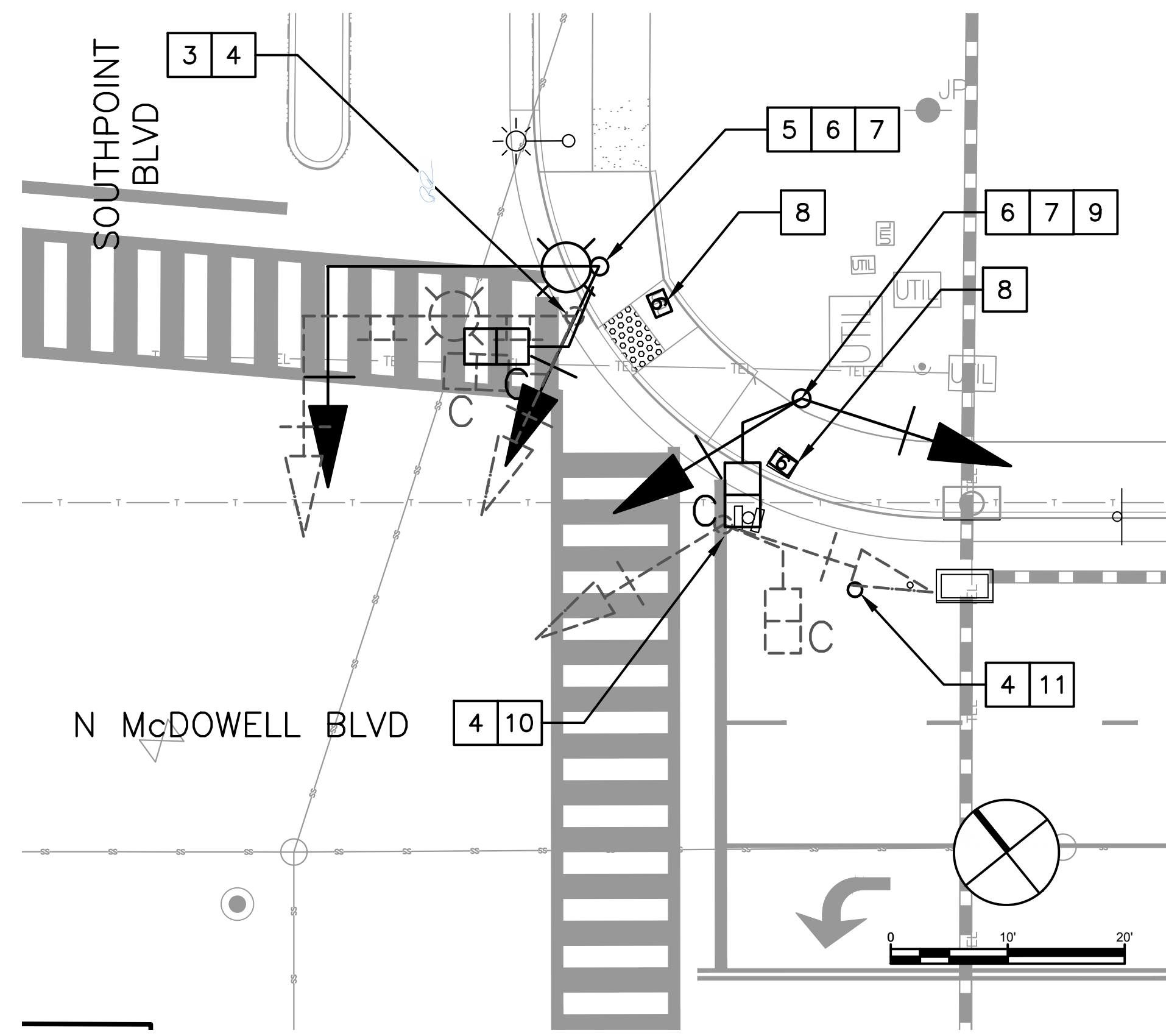


15 FIBER ROLL

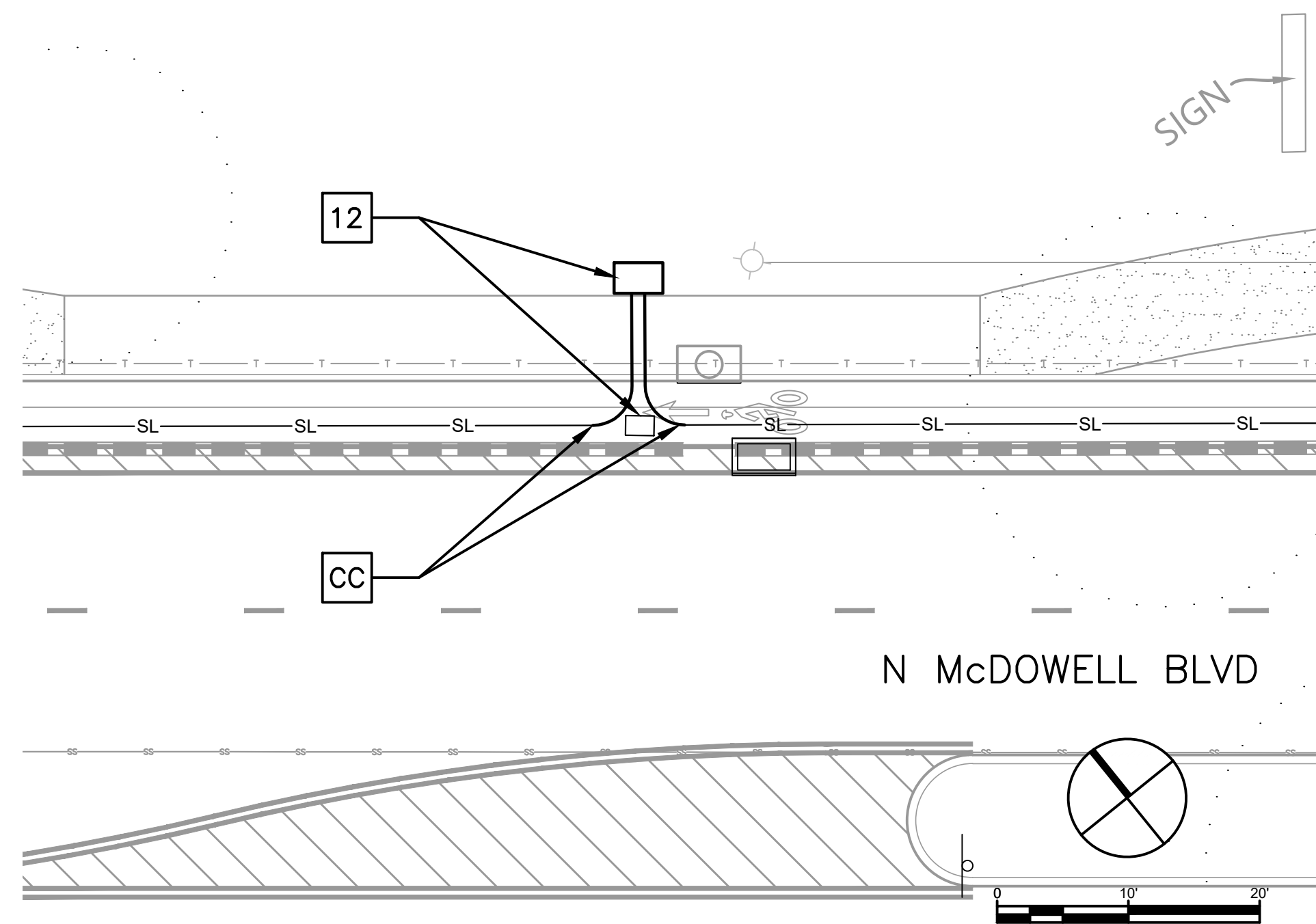
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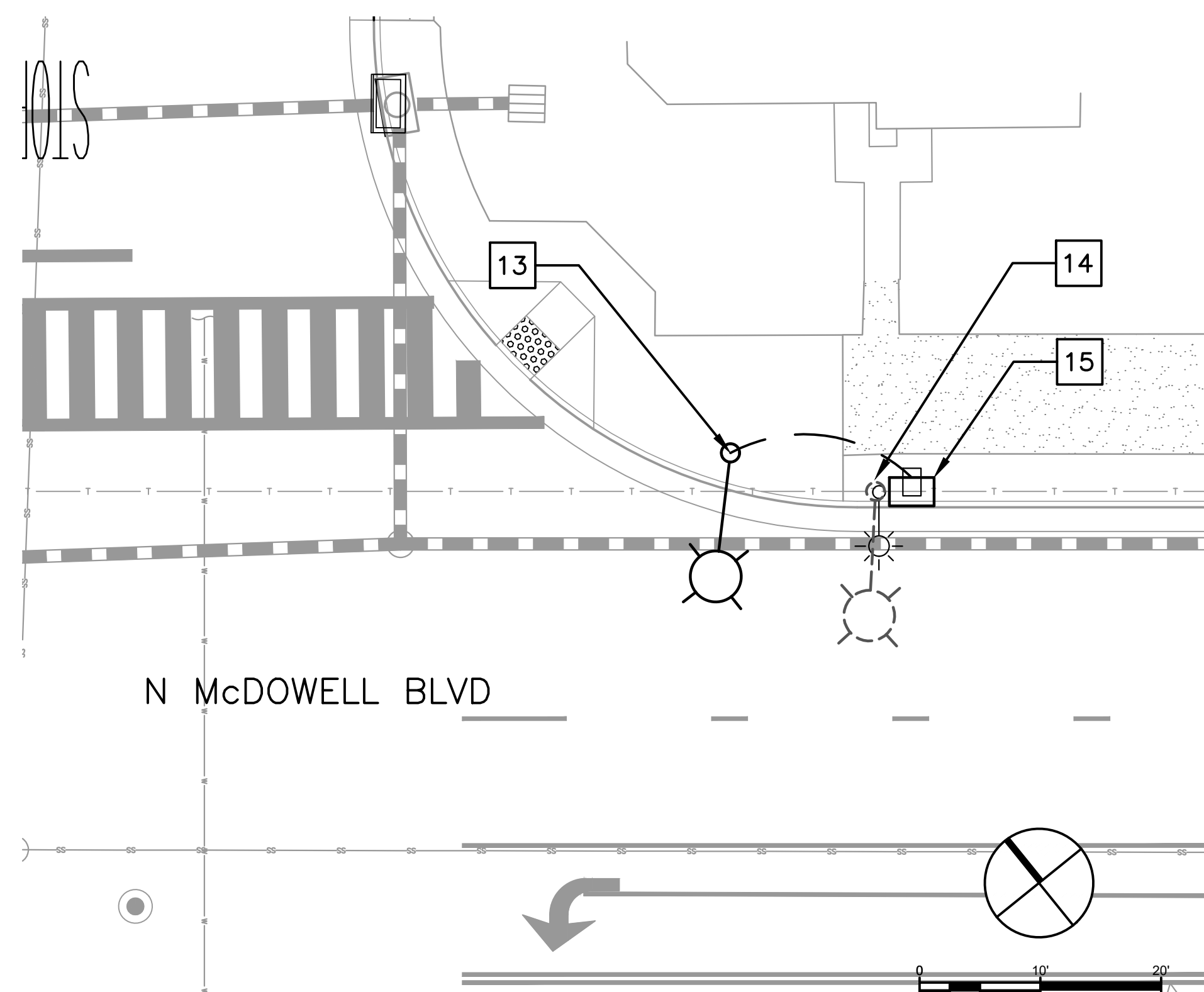
DETAIL A
STA 01+25



DETAIL B
STA 83+00



DETAIL C
STA 85+25



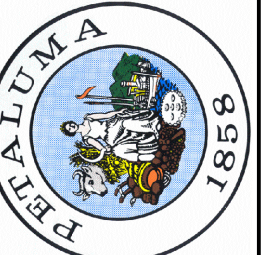
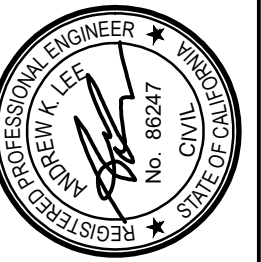
DETAIL D
STA 89+00

GENERAL NOTES

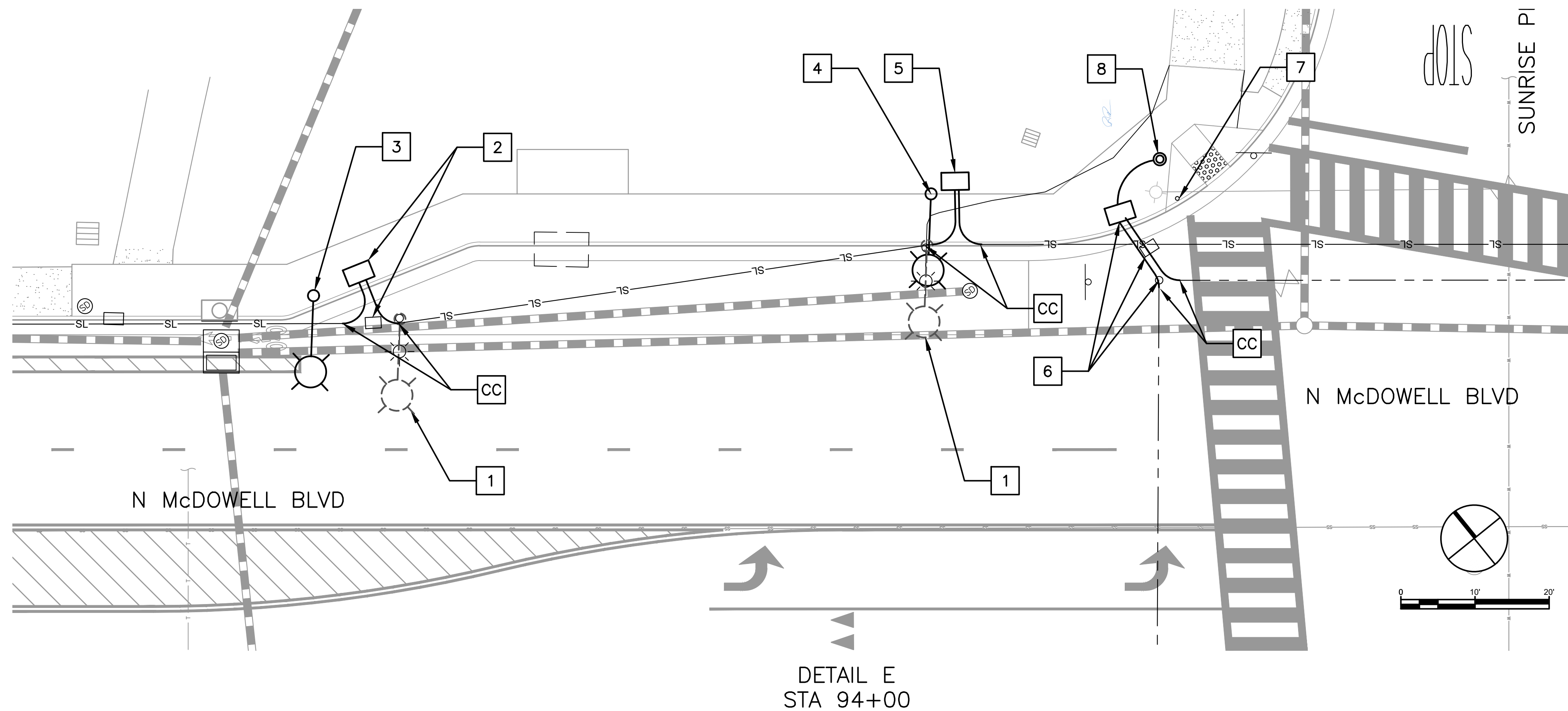
1. CONTRACTOR SHALL POTHOLE ALL NEW POLE FOUNDATIONS. ENGINEER SHALL CONFIRM FINAL POLE LOCATIONS.
2. CONTRACTOR SHALL MATCH THE BOLT PATTERN OF THE EXISTING SIGNAL POLE TO BE RELOCATED PRIOR TO POURING NEW FOUNDATIONS.

CONSTRUCTION NOTES

- CC** CONNECT NEW AND EXISTING CONDUIT. REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED.
- 1** REMOVE FOR REUSE EXIST APS SERVING THE XWALK CROSSING N. McDOWELL. COVER HOLES IN THE PBA POST RESULTING FROM THE APS REMOVAL.
- 2** INSTALL THE REMOVED APS ONTO THE EXIST TRAFFIC SIGNAL POLE. SPLICE APS CONDUCTORS AS NEEDED AND CONNECT THE APS TO SIGNAL CONTROLLER.
- 3** REMOVE FOR REUSE SIGNAL HEADS, LUMINAIRES, MAST ARMS, SIGNS, 19-2-100 SIGNAL POLE, AND OTHER AUXILIARY EQUIPMENT
- 4** ABANDON EXIST POLE FOUNDATION. REMOVE ANCHOR BOLTS AND CONCRETE TO MIN 1' BELOW NEW FG.
- 5** INSTALL NEW 19-2-100 FOUNDATION (2006 STATE STANDARD). FACE OF POLE TO BE NO CLOSER THAN 18" TO FACE OF NEW CURB. SEE ED-2 DETAIL 1.
- 6** INSTALL 2" CONDUIT FROM THE NEW FOUNDATION INTO THE EXIST PULL BOX.
- 7** RELOCATE EXIST SIGNAL POLE ONTO NEW FOUNDATION AND REINSTALL SIGNAL EQUIPMENT. CONNECT CONDUCTORS BETWEEN RELOCATED POLE AND MODIFIED PULL BOX.
- 8** REMOVE AND DISPOSE OF EXIST PULL BOX. INSTALL NEW No. 6 "TRAFFIC SIGNAL" PULL BOX IN EXIST PULL BOX LOCATION AT THE NEW FINISHED GRADE. SEE ED-1 DET 1.
- 9** INSTALL NEW 1-B FOUNDATION (2006 STATE STANDARD) SEE ED-2 DETAIL 2.
- 10** REMOVE FOR REUSE SIGNAL HEADS AND SIGNAL POLE.
- 11** REMOVE AND DISPOSE OF PBA POST AND PPB.
- 12** REMOVE AND DISPOSE OF EXIST PULL BOX, REMOVE EXISTING CONDUCTORS TO THE ADJACENT NORTH AND SOUTH PULL BOXES AND CLEAN CONDUITS. INSTALL NEW No. 5 PULL BOX AND NEW 2" CONDUITS AT THE NEW FINISHED GRADE. CONNECT NEW AND EXISTING CONDUITS WITH MIN 3' RADIUS. INSTALL NEW CONDUCTORS BETWEEN NEW AND EXIST PULL BOXES (MIN 2#8). BACKFILL EXIST PULL BOX WITH AC.
- 13** INSTALL NEW TYPE 15 FOUNDATION (2015 STATE STANDARD). SEE ED-2 DETAIL 3. INSTALL 2" CONDUIT FROM THE NEW FOUNDATION INTO THE EXISTING PULL BOX LOCATION. RELOCATE EXIST LIGHTING STANDARD ONTO NEW FOUNDATION. CONNECT CONDUCTORS BETWEEN RELOCATED POLE AND MODIFIED PULL BOX.
- 14** REMOVE FOR REUSE TYPE 15 LIGHTING STANDARD. ABANDON EXIST POLE FOUNDATION. REMOVE ANCHOR BOLTS AND CONCRETE TO MIN 1" BELOW NEW FG.
- 15** REMOVE AND DISPOSE OF PULL BOX. INSTALL NEW No. 5 NON-TRAFFIC "STREET LIGHTING" PULL BOX IN EXIST PULL BOX LOCATION AT THE NEW FINAL GRADE. SEE ED-1 DETAIL 1.



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Call before you dig.



GENERAL NOTES

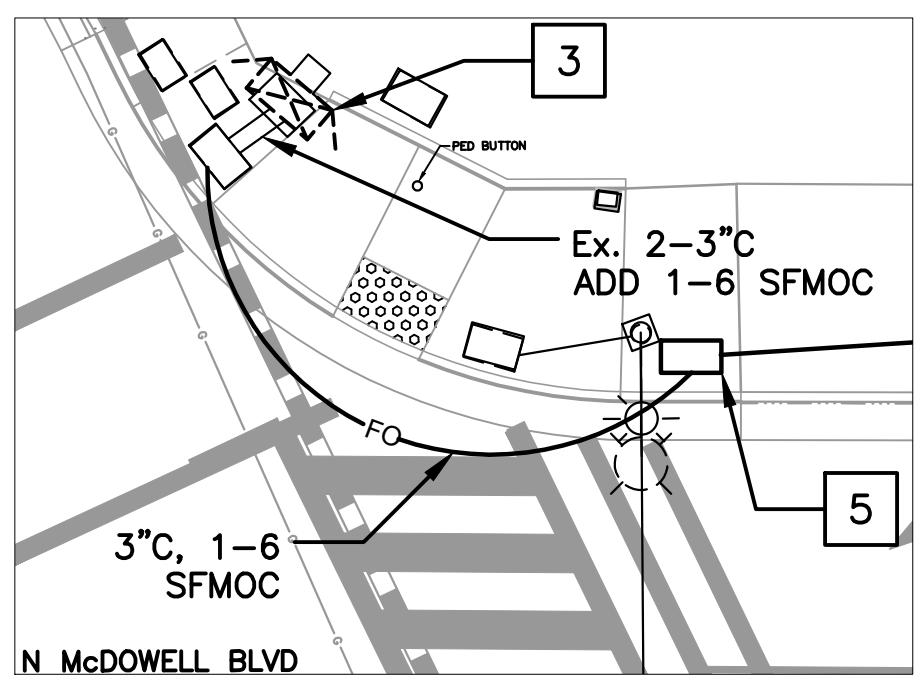
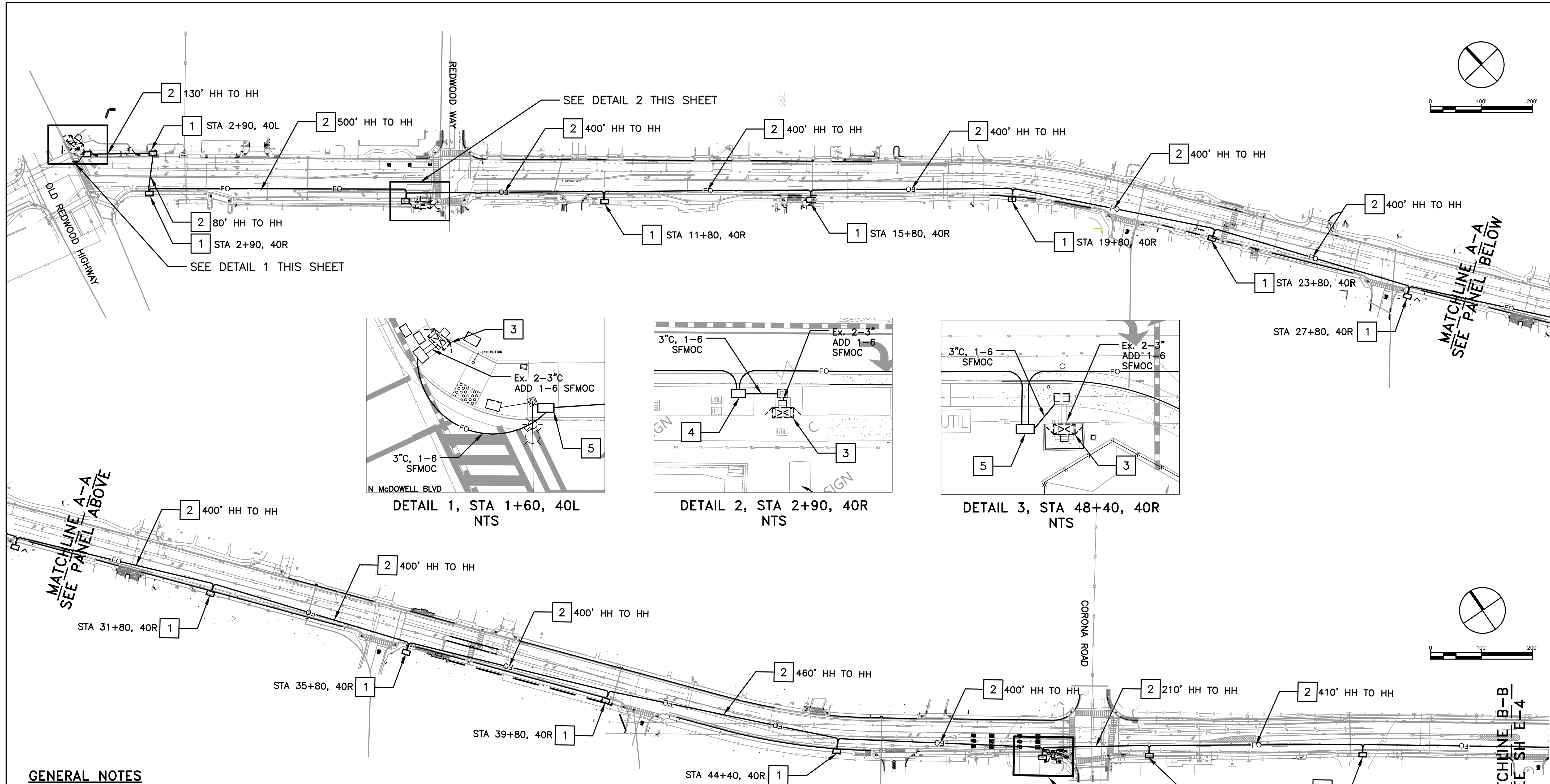
1. CONTRACTOR SHALL POTHOLE ALL NEW POLE FOUNDATIONS. ENGINEER SHALL CONFIRM FINAL POLE LOCATIONS.
2. CONTRACTOR SHALL MATCH THE BOLT PATTERN OF THE EXISTING SIGNAL POLE TO BE RELOCATED PRIOR TO POURING NEW FOUNDATIONS.

CONSTRUCTION NOTES

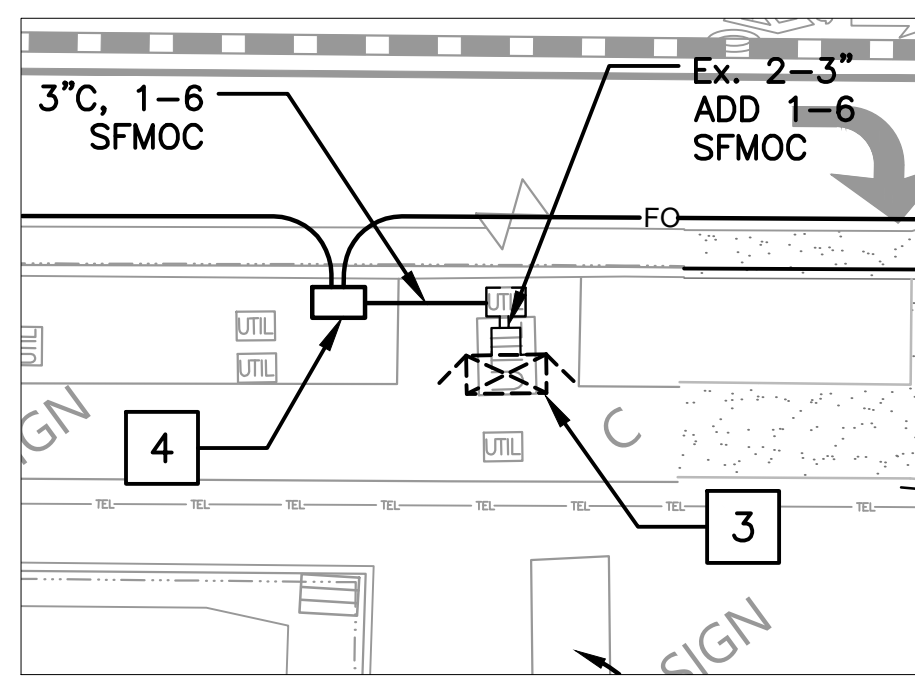
- CC** CONNECT NEW AND EXISTING CONDUIT. REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED.
- 1** REMOVE FOR REUSE TYPE 15 LIGHTING STANDARD. ABANDON Exist POLE FOUNDATION. REMOVE ANCHOR BOLTS AND CONCRETE TO MIN 1" BELOW NEW FG.
- 2** REMOVE AND DISPOSE OF Exist PULL BOX, REMOVE EXISTING CONDUCTORS TO THE ADJACENT NORTH AND SOUTH PULL BOXES OR POLES AND CLEAN CONDUITS. INSTALL NEW No. 5 PULL BOX AND NEW 2" CONDUITS AT THE NEW FINISHED GRADE. CONNECT NEW AND EXISTING CONDUITS WITH MIN 3' RADIUS. INSTALL NEW CONDUCTORS BETWEEN NEW AND Exist PULL BOXES (MIN 2#8). BACKFILL Exist PULL BOX WITH AC.
- 3** INSTALL NEW TYPE 15 FOUNDATION (2015 STATE STANDARD). FACE OF POLE TO BE NO CLOSER THAN 18" TO FACE OF NEW CURB. SEE ED-2 DETAIL 3. INSTALL 2" CONDUIT FROM THE NEW FOUNDATION INTO THE NEW PULL BOX LOCATION. RELOCATE Exist LIGHTING STANDARD ONTO NEW FOUNDATION. CONNECT CONDUCTORS BETWEEN RELOCATED POLE AND NEW PULL BOX.
- 4** INSTALL NEW TYPE 15 FOUNDATION (2006 STATE STANDARD). INSTALL 2" CONDUIT FROM THE NEW FOUNDATION INTO THE NEW PULL BOX. RELOCATE Exist LIGHTING STANDARD ONTO NEW FOUNDATION. CONNECT CONDUCTORS BETWEEN RELOCATED POLE AND NEW PULL BOX.
- 5** INSTALL NEW No. 5 PULL BOX AND NEW 2" CONDUITS AT THE NEW FINISHED GRADE. CONNECT NEW AND EXISTING CONDUITS WITH MIN 3' RADIUS. INSTALL NEW CONDUCTORS BETWEEN NEW AND Exist PULL BOXES (MIN 2#8). CONNECT CONDUCTORS BETWEEN RELOCATED POLE AND NEW PULL BOX.
- 6** REMOVE AND DISPOSE OF Exist PULL BOX AND DETECTOR HAND HOLE, REMOVE EXISTING CONDUCTORS TO THE ADJACENT WEST AND SOUTH PULL BOXES. INSTALL NEW No. 5 PULL BOX AND NEW 2" CONDUITS AT THE NEW FINISHED GRADE. CONNECT NEW AND EXISTING CONDUITS WITH MIN 3' RADIUS. INSTALL NEW CONDUCTORS BETWEEN NEW AND Exist PULL BOXES (MIN 2 X 3#14). BACKFILL Exist PULL BOX AND HAND HOLE WITH AC.
- 7** REMOVE FOR REUSE PBA POST. ABANDON Exist. POLE FOUNDATION. REMOVE ANCHOR BOLTS AND CONCRETE TO MIN 1" BELOW NEW FG.
- 8** INSTALL NEW PBA POST FOUNDATION (NEW 2006 STATE STANDARD). SEE ED-2 DETAIL 4. INSTALL 1" CONDUIT FROM THE NEW FOUNDATION INTO THE Exist PULL BOX LOCATION. RELOCATE Exist PBA POST ONTO NEW FOUNDATION. CONNECT CONDUCTORS.



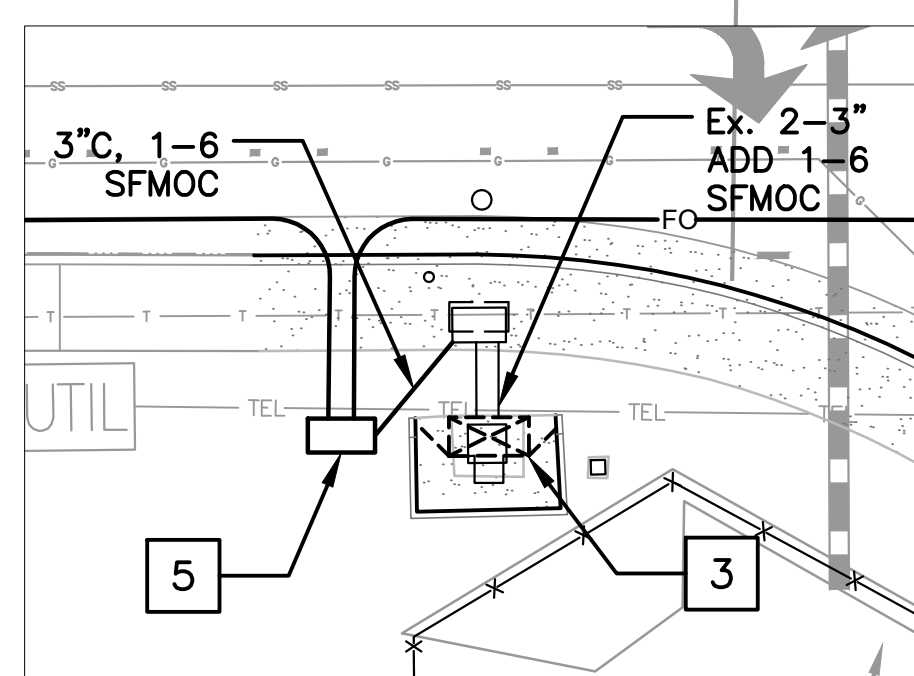
Know what's below.
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DETAIL 1, STA 1+60, 40L
NTS



DETAIL 2, STA 2+90, 40R
NTS



DETAIL 3, STA 48+40, 40R
NTS

GENERAL NOTES

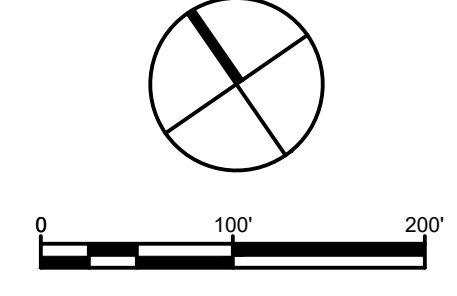
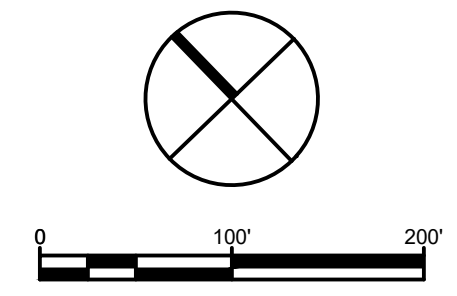
1. CONDUIT RUNS ARE SHOWN ON THE PLANS IN SCHEMATIC FORM ONLY. DISTANCES SHOWN ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL MEASURE ACTUAL DISTANCES AND MAKE ALLOWANCE FOR SLACK BEFORE CUTTING FIBER OPTIC CABLE.
2. PULL BOX LOCATIONS BETWEEN INTERSECTIONS ARE APPROXIMATE AND MAY BE FIELD LOCATED BY THE CONTRACTOR WITH APPROVAL OF THE CITY ENGINEER TO AVOID OBSTRUCTIONS. PULL BOXES SHALL BE SPACED NO MORE THAN 500' APART, WITHIN 3' OF THE FACE OF CURB, NO CLOSER THAN 3' TO DRIVEWAYS, AND NO CLOSER THAN 1' TO CURB RAMPS.
3. ALL CONDUIT BENDS ARE TO BE FACTORY MADE.
4. AN AS-BUILT DRAWING SHOWING THE ACTUAL LOCATIONS OF THE SIC COMPONENTS SHALL BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL BY THE CITY ENGINEER PRIOR TO ACCEPTANCE OF THE IMPROVEMENTS.

CONSTRUCTION NOTES

1. INSTALL No. 6 PULL BOX. SEE ED-3 DETAIL C.
2. INSTALL 3" PVC SCHEDULE 80 CONDUIT VIA DIRECTIONAL BORE METHOD, SEE ED-1, DETAIL 2. INSTALL SIC CABLE PER THE TECHNICAL SPECIFICATIONS.
3. CONNECT SIC TO SIGNAL CONTROLLER. SEE ED-3 DETAIL F AND TECHNICAL SPECIFICATIONS FOR REQUIRED EQUIPMENT.
4. INSTALL No. 6E PULL BOX WITH SPLICE ENCLOSURE. SEE ED-3 DETAIL B, D, & E.
5. INSTALL FO SPLICE BOX. SEE ED-3 DETAIL A, D & E.

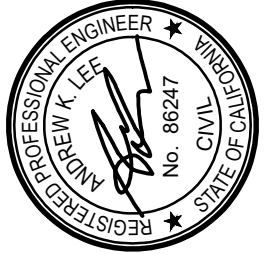
LEGEND

- TRAFFIC SIGNAL CONTROLLER CABINET (E)
- No. 6 SIC PULL BOX (NEW)
- SIC CONDUIT (NEW), SINGLE MODE FIBER OPTIC CABLE (SMFOC).

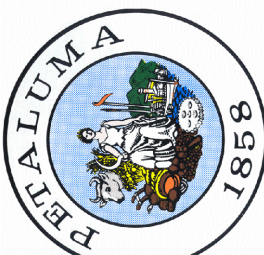


Parisi
TRANSPORTATION CONSULTING

PROJECT NO.
C16102147



CITY OF PETALUMA
PUBLIC WORKS & UTILITIES
202 N. McDowell Blvd., PETALUMA, CALIFORNIA, 94954
PH. 707-778-4546 FAX. 707-778-4508



NORTH MCDOWELL BLVD. - COMPLETE STREETS
OLD REDWOOD HWY. TO SUNRISE PKWY.
SIGNAL INTERCONNECT PLAN,
OLD REDWOOD HWY BLVD TO CORONA ROAD

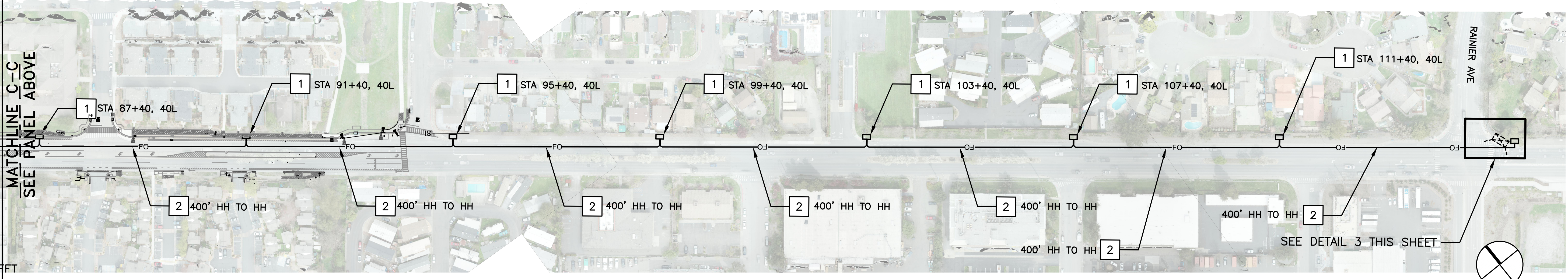
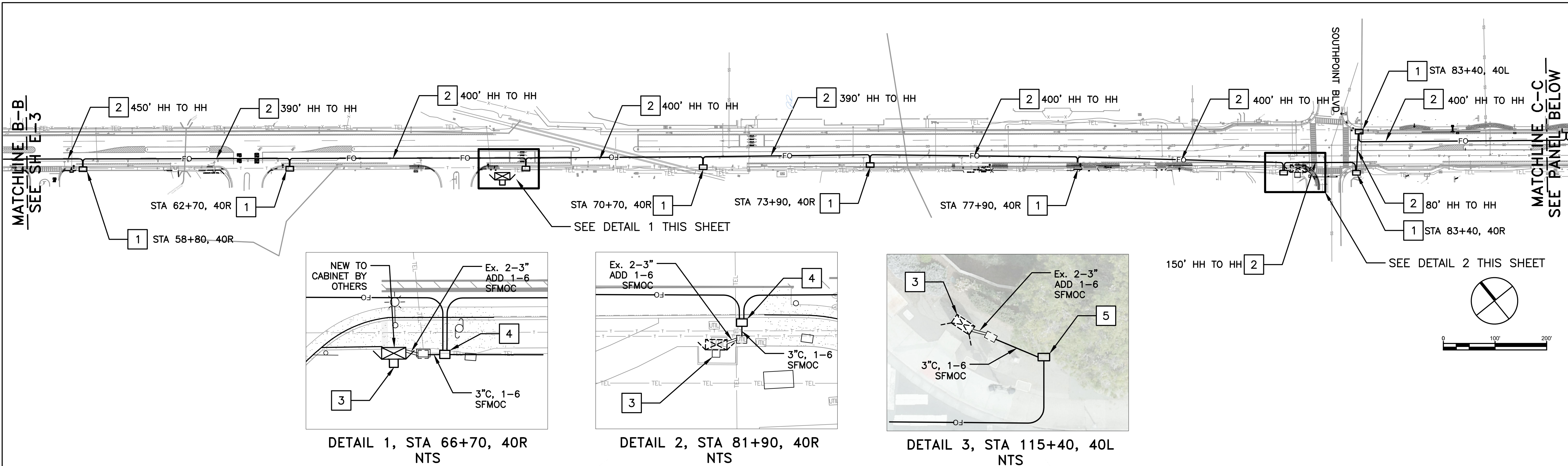
SHEET
E-3

131 OF 135



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BID DOCUMENTS



LEGEND

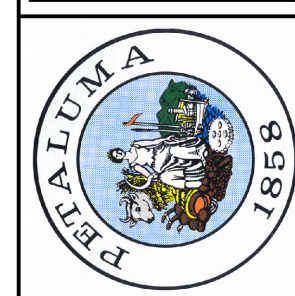
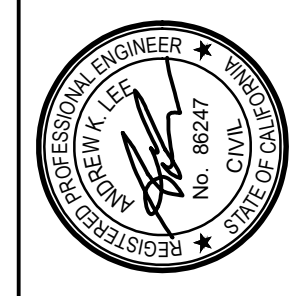
- TRAFFIC SIGNAL CONTROLLER CABINET (E)
- TRAFFIC SIGNAL CONTROLLER CABINET (N)
- No. 6 SIC PULL BOX (NEW)
- SIC CONDUIT (NEW). SINGLE MODE FIBER OPTIC CABLE (SFMOC).

CONSTRUCTION NOTES

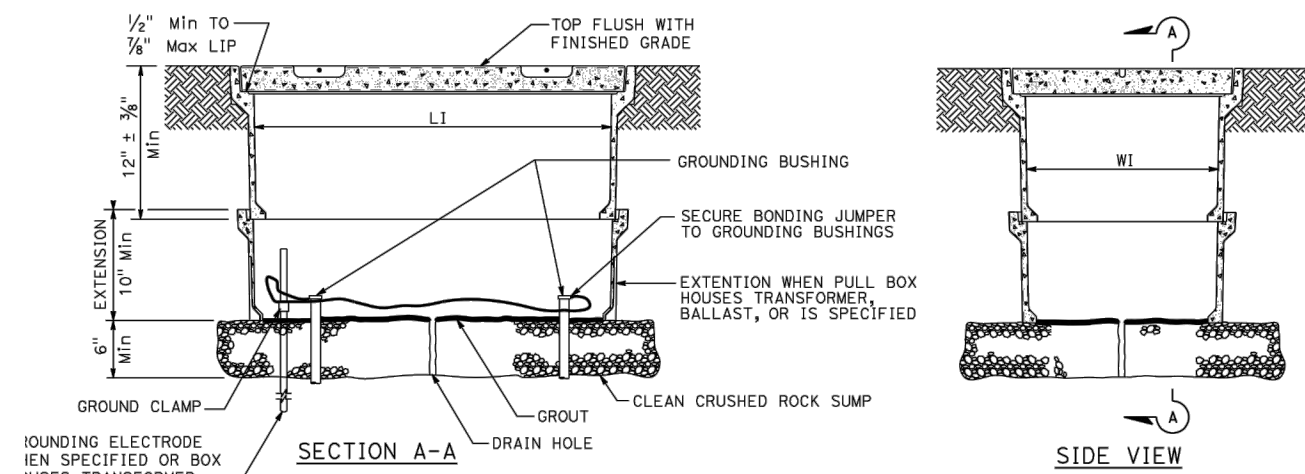
- 1 INSTALL No. 6 PULL BOX, SEE ED-3, DETAIL C.
- 2 INSTALL 3" PVC SCHEDULE 80 MULTICELL CONDUIT VIA DIRECTIONAL BORE METHOD, SEE ED-1, DETAIL 2. INSTALL CABLE PER THE TECHNICAL SPECIFICATIONS.
- 3 CONNECT SIC TO SIGNAL CONTROLLER. SEE ED-3 DETAIL F AND TECHNICAL SPECIFICATIONS FOR REQUIRED EQUIPMENT.
- 4 INSTALL No. 6E PULL BOX WITH SPLICE ENCLOSURE. SEE ED-3 DETAIL B, D & E.
- 5 INSTALL FO SPLICE BOX, SEE ED-3 DETAIL A, D & E.

GENERAL NOTES

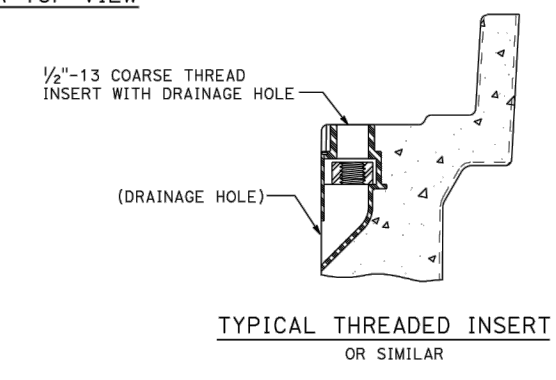
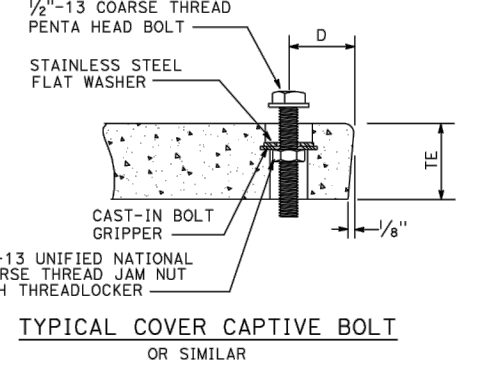
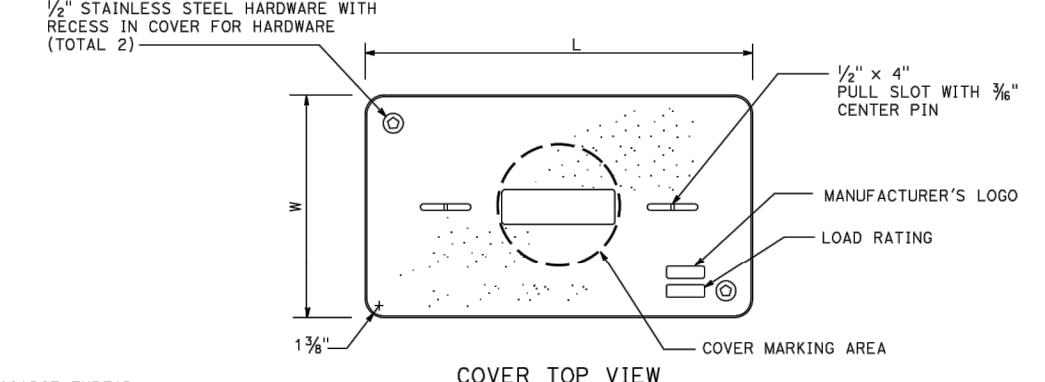
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2. PULL BOX LOCATIONS BETWEEN INTERSECTIONS ARE APPROXIMATE AND MAY BE FIELD LOCATED BY THE CONTRACTOR WITH APPROVAL OF THE CITY ENGINEER TO AVOID OBSTRUCTIONS. PULL BOXES SHALL BE SPACED NO MORE THAN 500' FEET APART, WITHIN 3' OF THE FACE OF THE CURB, NO CLOSER THAN 3' TO DRIVEWAYS, AND NO CLOSER THAN 1' TO CURB RAMPS.
3. ALL CONDUIT BENDS ARE TO BE FACTORY MADE.
4. PROVIDE APPROXIMATELY 50' SIC SLACK INSIDE EACH SPLICE BOX, 20' SIC SLACK INSIDE EACH PULL BOX, AND 20' SIC SLACK INSIDE EACH CONTROLLER CABINET.
5. AN AS-BUILT DRAWING SHOWING THE ACTUAL LOCATIONS OF THE SIC COMPONENTS SHALL BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL BY THE CITY ENGINEER PRIOR TO ACCEPTANCE OF THE IMPROVEMENTS.



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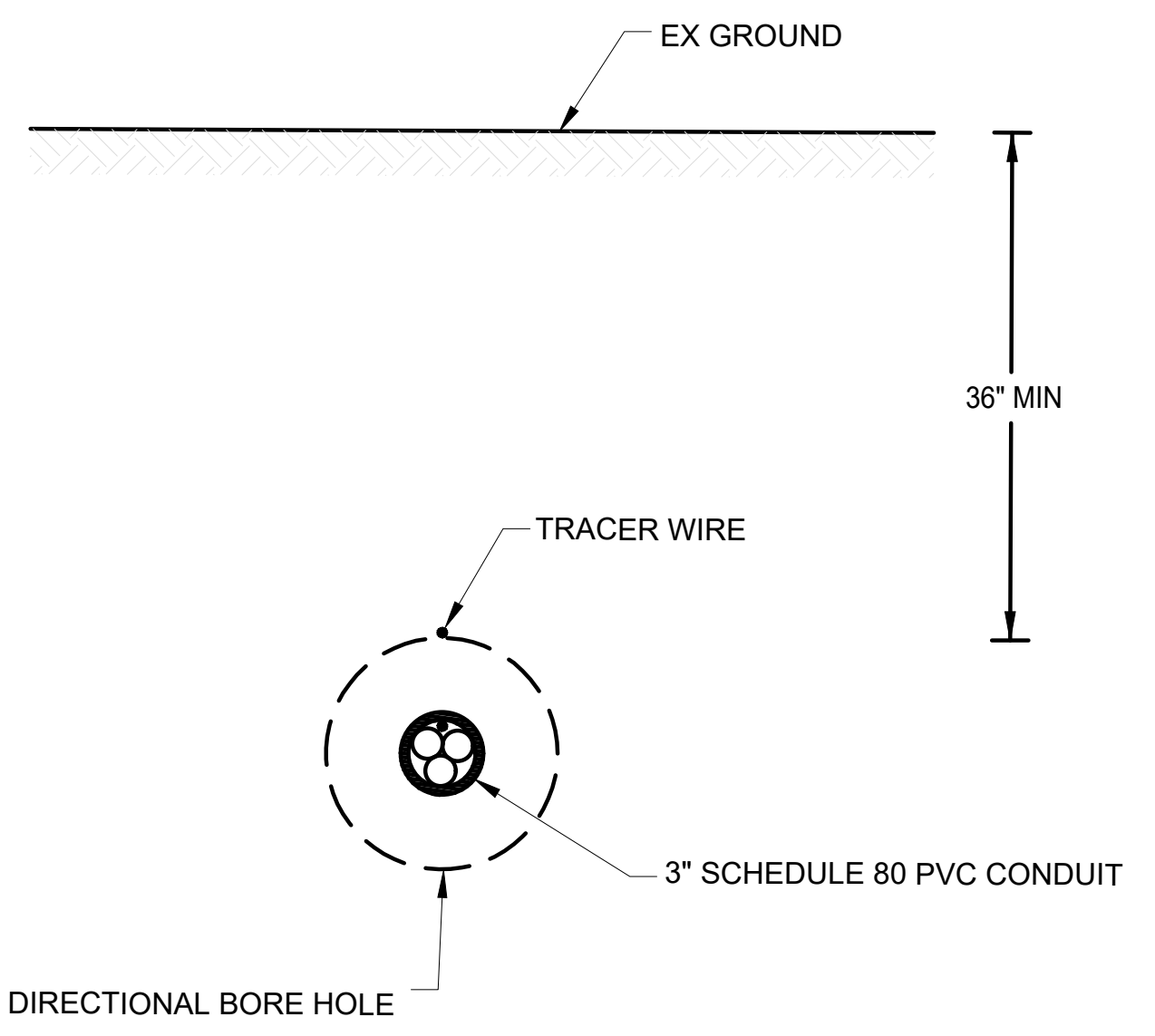


INSTALLATION DETAILS
DETAIL A

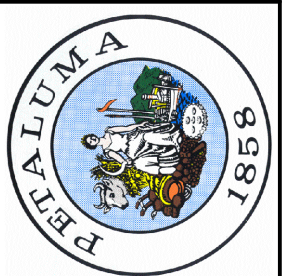
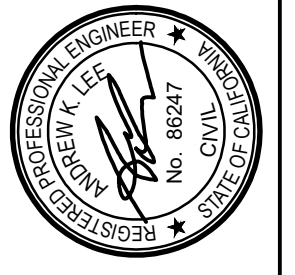


DIMENSION TABLE											
PULL BOX						COVER					
PULL BOX	MINIMUM DEPTH BOX	MINIMUM DEPTH EXTENSION	MINIMUM WEIGHT	LI Min	WI Min	TE	D	L	W	MINIMUM WEIGHT	
No. 3/2	12"	N/A	40 lb	1' - 3"	9"	1 3/4"	1 3/4"	1' - 3 3/4" - 1' - 3 3/8"	10" - 10 1/4"	30 lb	
No. 5	12"	10"	55 lb	1' - 8"	11"	2"	1 3/4"	1' - 11 1/4"	1' - 1 3/4"	60 lb	
No. 6	12"	10"	70 lb	2' - 4 1/4"	1' - 3 1/4"	2"	2"	2' - 6 1/4"	1' - 3 1/2"	85 lb	

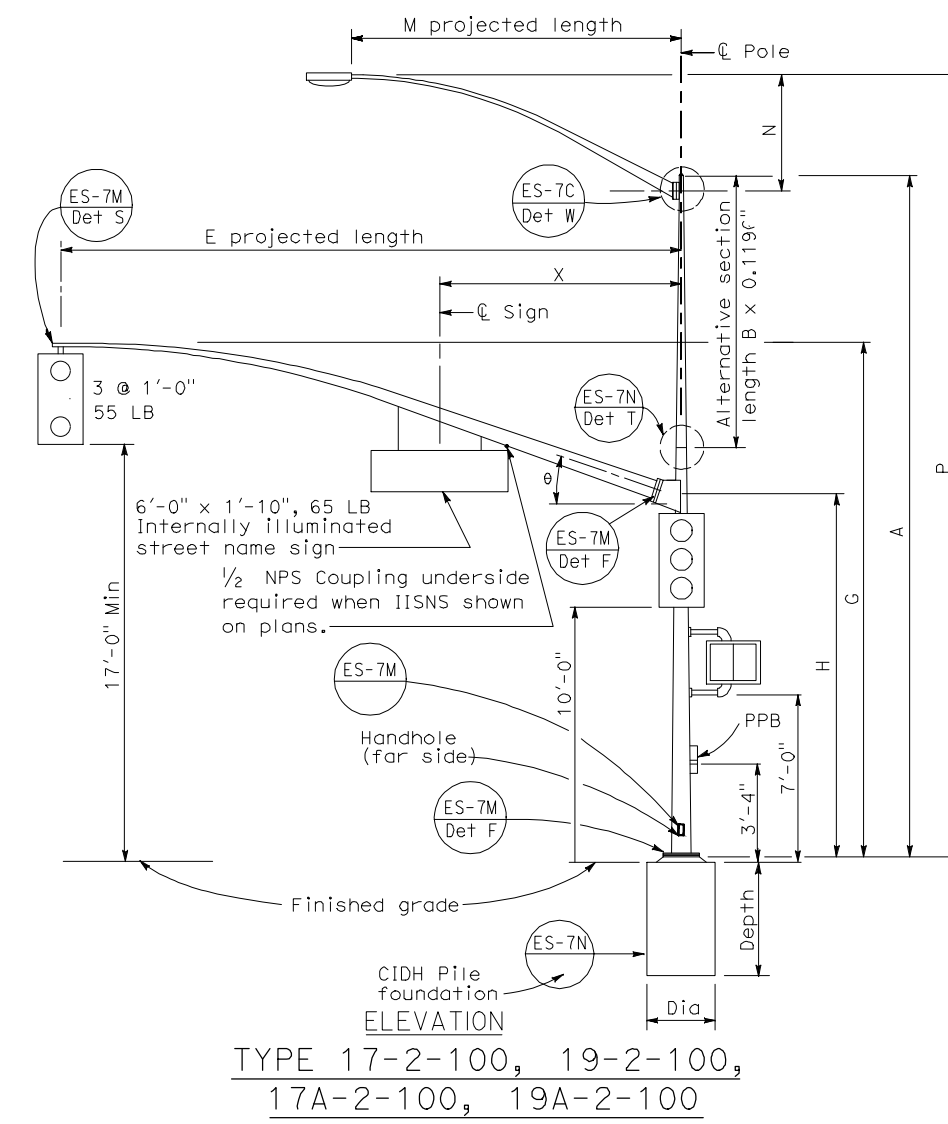
ED-1
1 NON-TRAFFIC PULL BOX
CALTRANS STANDARD PLAN ES-8A
NTS



ED-1
2 DIRECTIONAL BORE
NTS



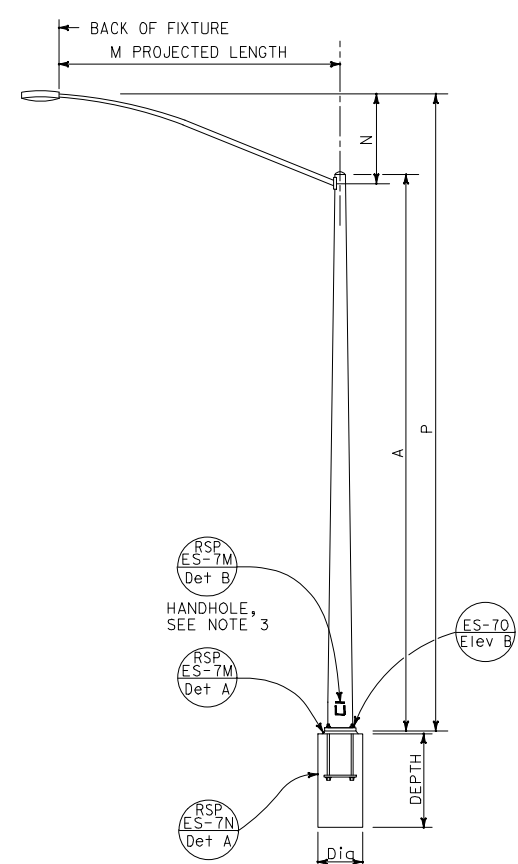
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Pole Type	Load Case	Wind Velocity mph	POLE DATA				BASE PLATE DATA				Luminaire Arm	Signal Arm	CIDH PILE FOUNDATION			
			A Height	Min OD	Thickness	Alternative Section	B Length	C	D1 Bolt Circle	Thickness			Anchor Bolts Size	Diameter	Depth	Reinforced
16-2-100	2	100	18'-6"	8 1/4"	None	None	1'-6"	1'-5 1/2"	1 1/2"	2"ø x 42" x 6"	6'-15" [2'-0"]	15'-0", 20'-0"	2'-6"	7'-0"	Yes	
17-2-100			30'-0"	6 3/4"	10'-0"	11'-0"	1'-6"	1'-5 1/2"	1 1/2"	2"ø x 42" x 6"	6'-15" [2'-0"]	15'-0", 20'-0"	2'-6"	7'-0"	Yes	
17A-2-100			35'-0"	5 3/4"	0.1793"	11'-0"	11'-0"	1'-6"	1'-5 1/2"	1 1/2"	2"ø x 42" x 6"	6'-15" [2'-0"]	15'-0", 20'-0"	2'-6"	7'-0"	Yes
18-2-100			17'-0"	8 1/4"	None	None	1'-6"	1'-5 1/2"	1 1/2"	2"ø x 42" x 6"	6'-15" [2'-0"]	25'-0", 30'-0"	2'-6"	7'-0"	Yes	
19-2-100			30'-0"	6 3/4"	0.2391"	10'-0"	11'-0"	1'-6"	1'-5 1/2"	1 1/2"	2"ø x 42" x 6"	6'-15" [2'-0"]	15'-0", 20'-0"	2'-6"	7'-0"	Yes
19A-2-100	35'-0"	5 3/4"	0.2391"	15'-0"	15'-0"	1'-6"	1'-5 1/2"	1 1/2"	2"ø x 42" x 6"	6'-15" [2'-0"]	15'-0", 20'-0"	2'-6"	7'-0"	Yes		

□ indicates arm length to be used unless otherwise noted on plans.

ED-2 TYPE 19-2-100, 2006 STANDARD
1 CALTRANS STANDARD PLAN ES-7D NTS

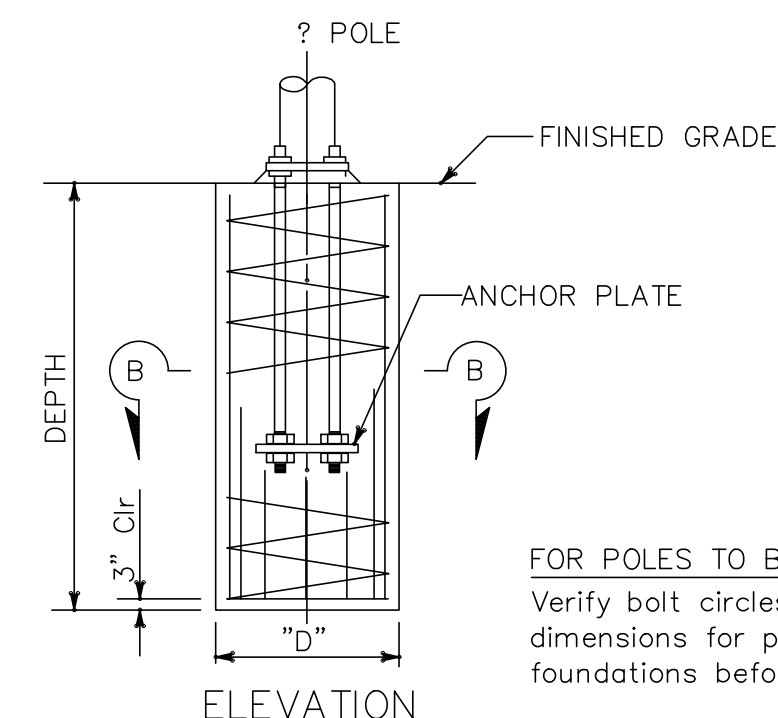


TYPE 15 AND TYPE 21 ELEVATION A

POLE TYPE	POLE DATA			BASE PLATE DATA			CIDH PILE FOUNDATION
	A HEIGHT	Min OD	WALL THICKNESS	C	RC = BOLT CIRCLE	THICKNESS	
15	30'-0"	8"	3 3/4"	0.1196"	1'-0"	1 1/2"	2'-6"
21	35'-0"	8 1/2"	3 3/4"	0.1793"	1'-0"	2"	2'-6"

- NOTES:
 1. □ indicates most arm length to be used unless otherwise noted on the plans.
 2. For Type 15-SB, use Type 15 standard with Type 30 sfp base plate details, see Standard Plan ES-6F.
 3. Handhole shall be located on the downstream side of traffic.
 4. For additional notes and details, see Revised Standard Plans RSP ES-7M and RSP ES-7N.

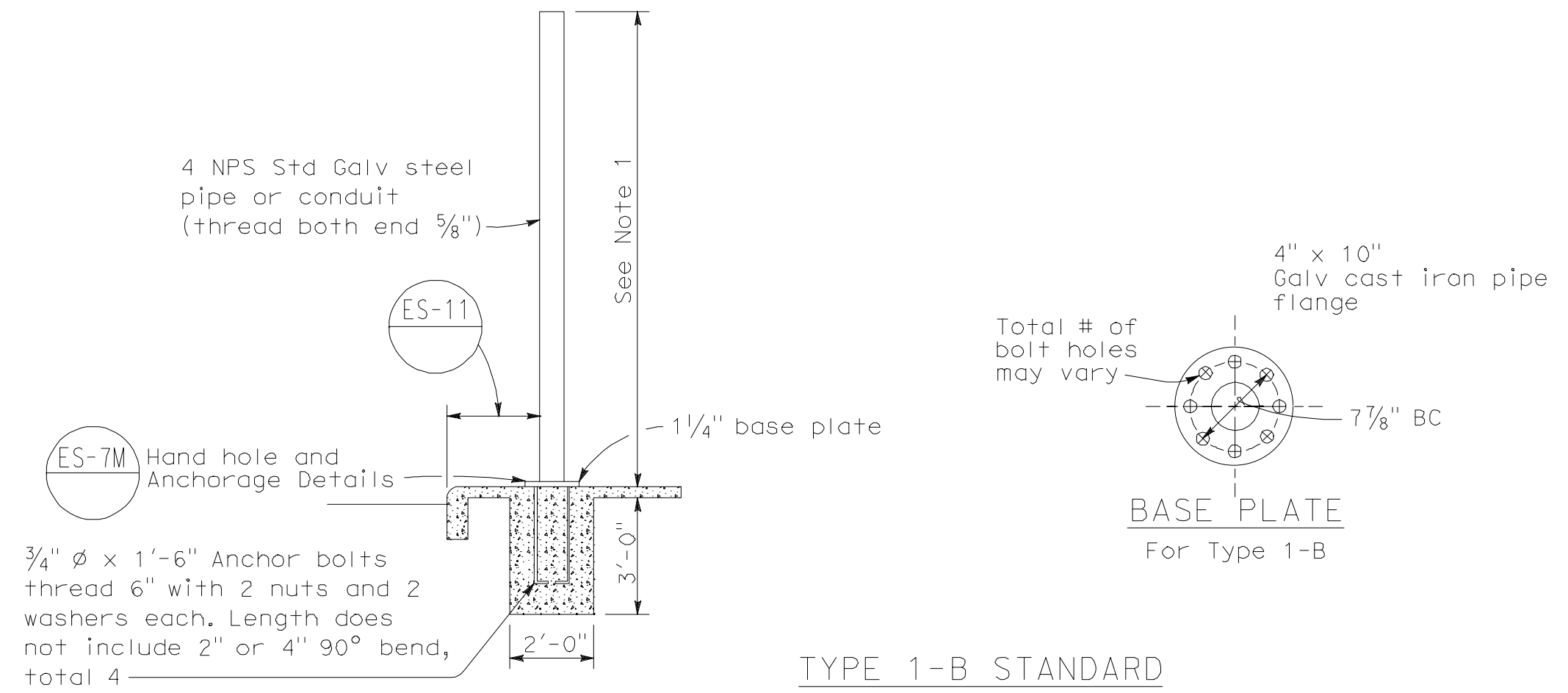
ED-2 TYPE 15, 2015 STANDARD
3 CALTRANS STANDARD PLAN ES-6A & CALTRANS RSP 2015 ES-7N SIGNAL DETAILS NTS



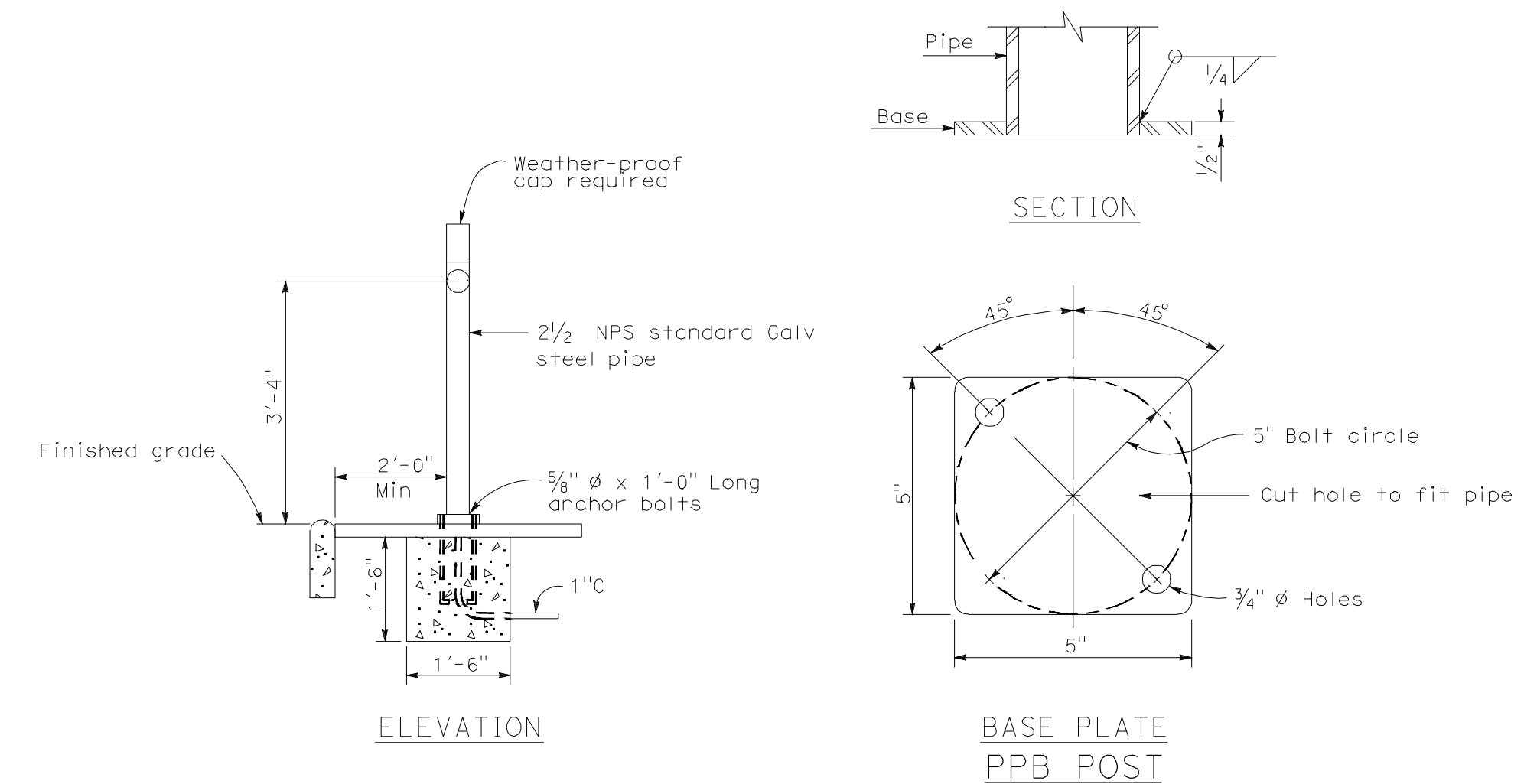
CAST-IN-DRILLED-HOLE PILE FOUNDATION, REINFORCED PILE DETAIL A

FOR POLES TO BE INSTALLED ON EXISTING FOUNDATION: Verify bolt circles, anchor bolt sizes and dependent dimensions for poles to be installed on existing foundations before fabricating the poles.

ED-2 TYPE 1-B, 2006 STANDARD
2 CALTRANS STANDARD PLAN ES-7B NTS



TYPE 1-B STANDARD



PEDESTRIAN PUSH BUTTON POST

ED-2 PB POST, 2006 STANDARD
4 CALTRANS STANDARD PLAN ES-7A NTS



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