

PROJECT NO.  
C16102147



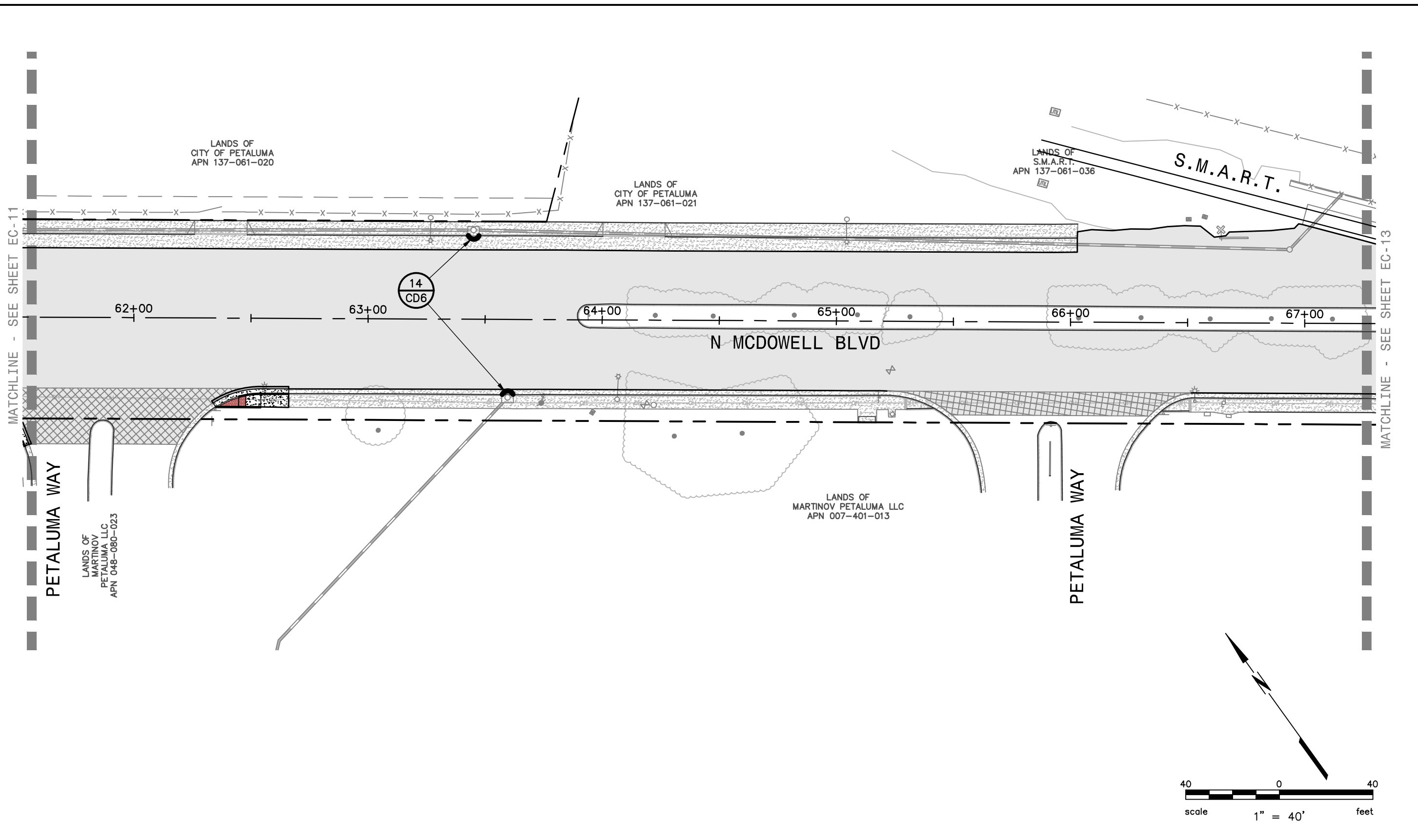
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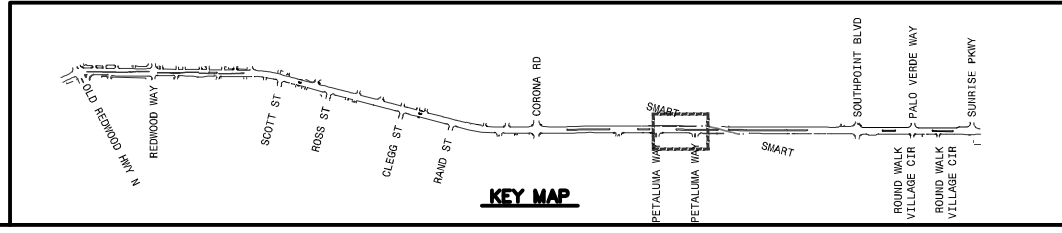
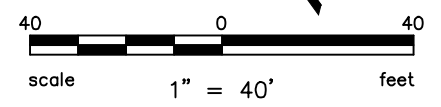
**NORTH MCDOWELL BLVD. - COMPLETE STREETS  
OLD REDWOOD HWY. TO SUNRISE PKWY.  
EROSION AND SEDIMENT CONTROL PLAN  
STA 56+00 TO STA 61+50**

SHEET  
**EC-11**  
103 OF 135

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202209\_01\_EC.dwg  
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14  
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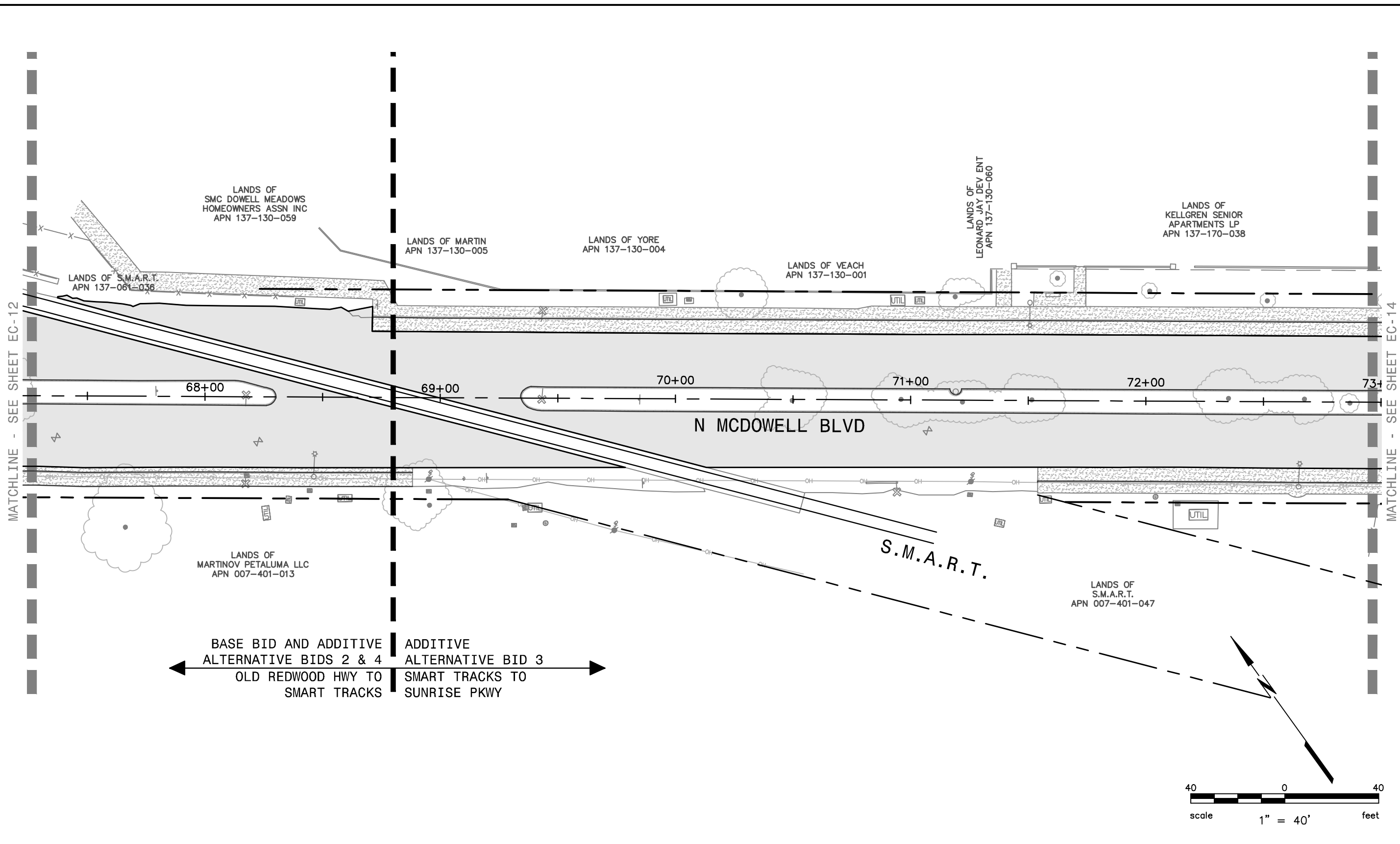
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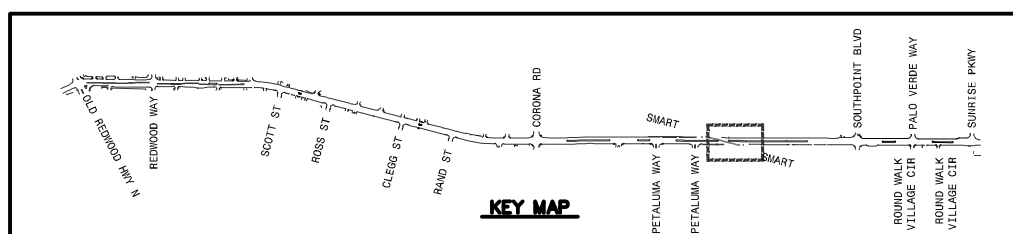
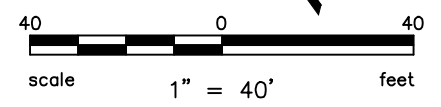
**NORTH MCDOWELL BLVD. - COMPLETE STREETS  
OLD REDWOOD HWY. TO SUNRISE PKWY.  
EROSION AND SEDIMENT CONTROL PLAN  
STA 61+50 TO STA 67+00**

SHEET  
**EC-12**  
104 OF 135

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← BASE BID AND ADDITIVE ALTERNATIVE BIDS 2 & 4 OLD REDWOOD HWY TO SMART TRACKS →  
 ← ADDITIVE ALTERNATIVE BID 3 SMART TRACKS TO SUNRISE PKWY →



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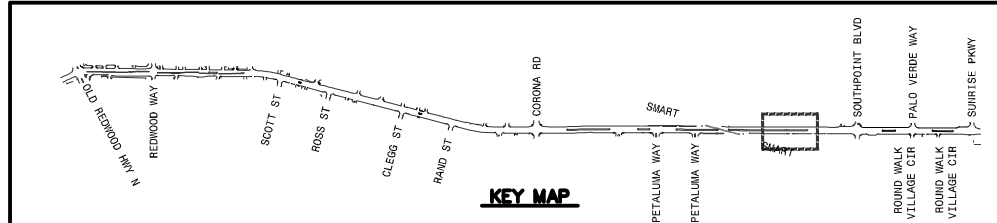
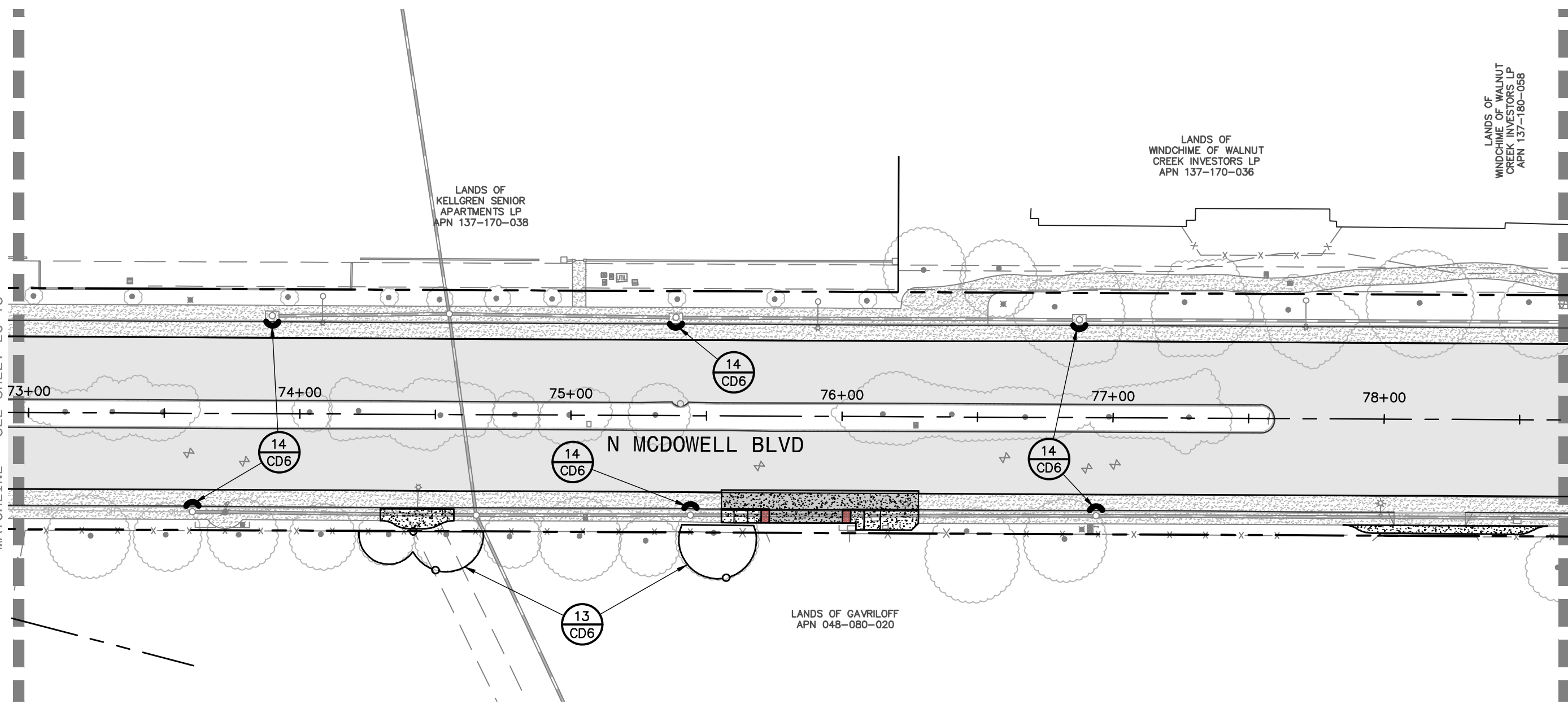
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 OLD REDWOOD HWY. TO SUNRISE PKWY.  
 EROSION AND SEDIMENT CONTROL PLAN  
 STA 67+00 TO STA 73+00

SHEET  
**EC-13**  
 105 OF 135

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MATCHLINE - SEE SHEET EC-13

MATCHLINE - SEE SHEET EC-15



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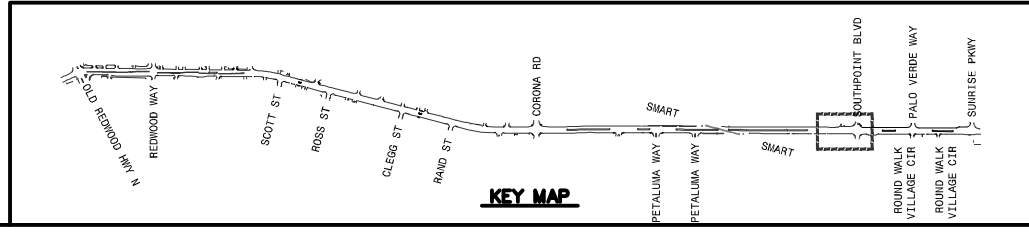
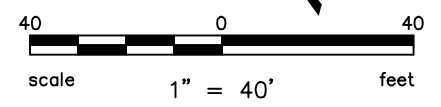
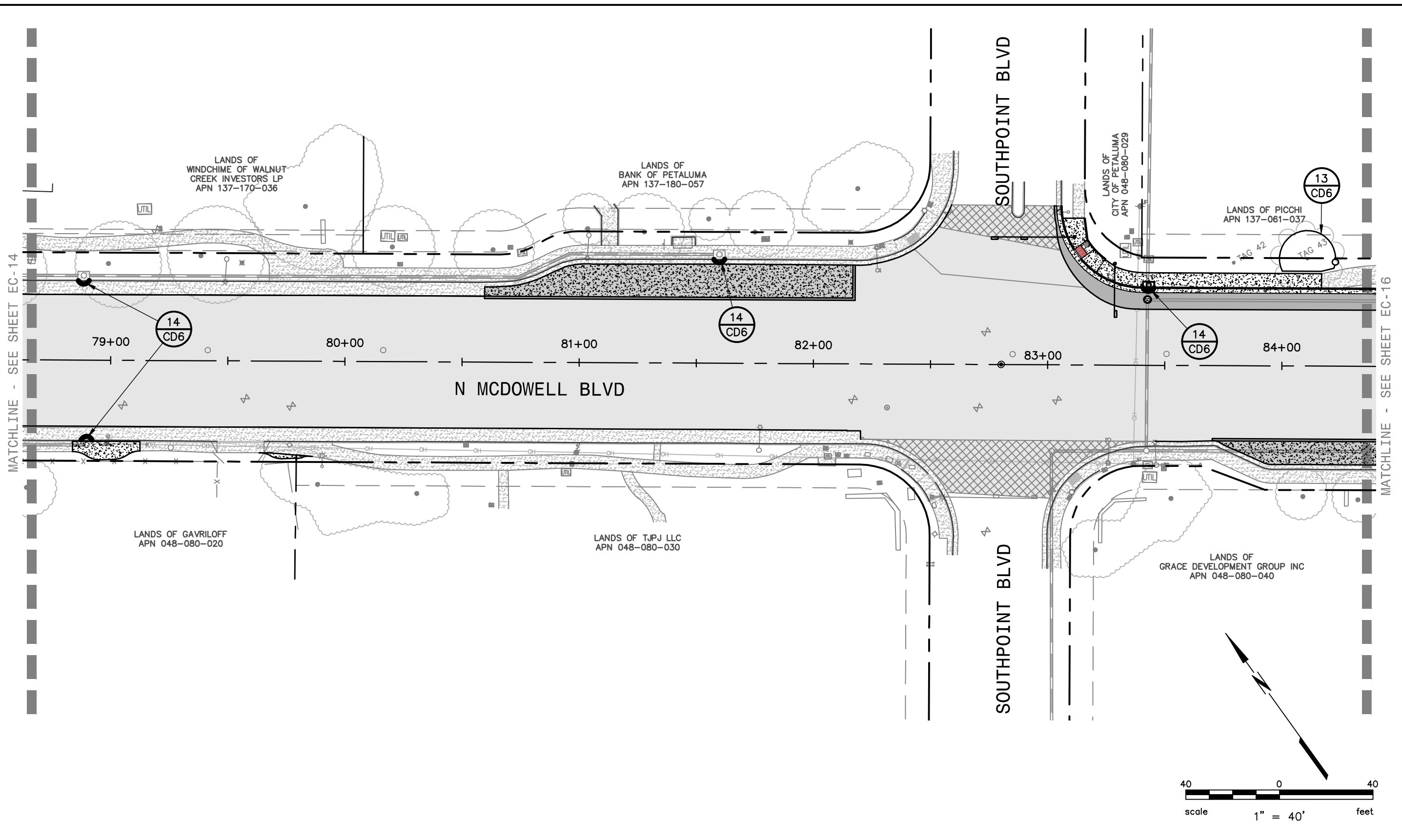


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 EROSION AND SEDIMENT CONTROL PLAN  
 STA 73+00 TO STA 78+50**

SHEET  
**EC-14**  
 106 OF 135



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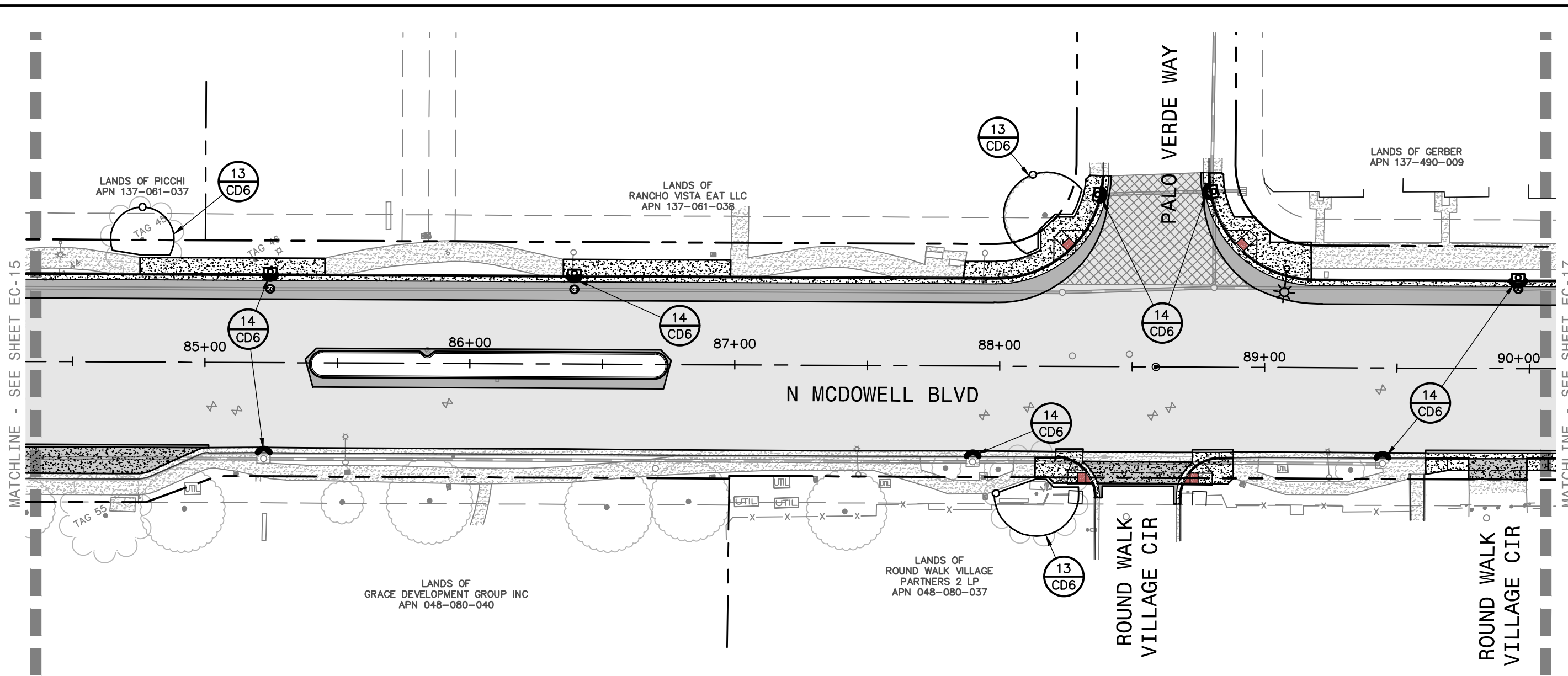
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 OLD REDWOOD HWY. TO SUNRISE PKWY.  
 EROSION AND SEDIMENT CONTROL PLAN  
 STA 78+50 TO STA 84+50**

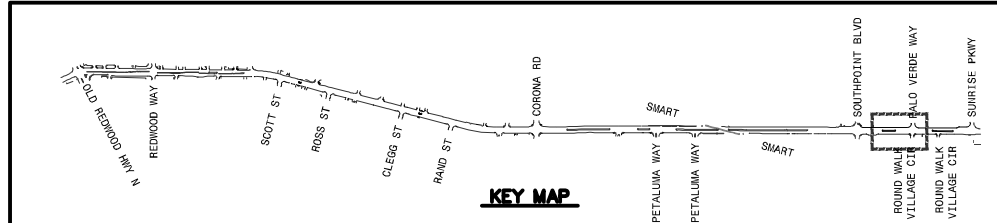
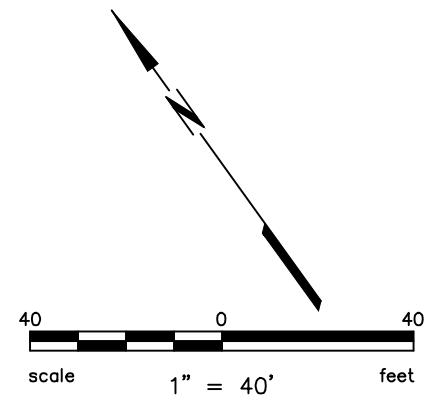
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MATCHLINE - SEE SHEET EC-15

MATCHLINE - SEE SHEET EC-17



**KEY MAP**

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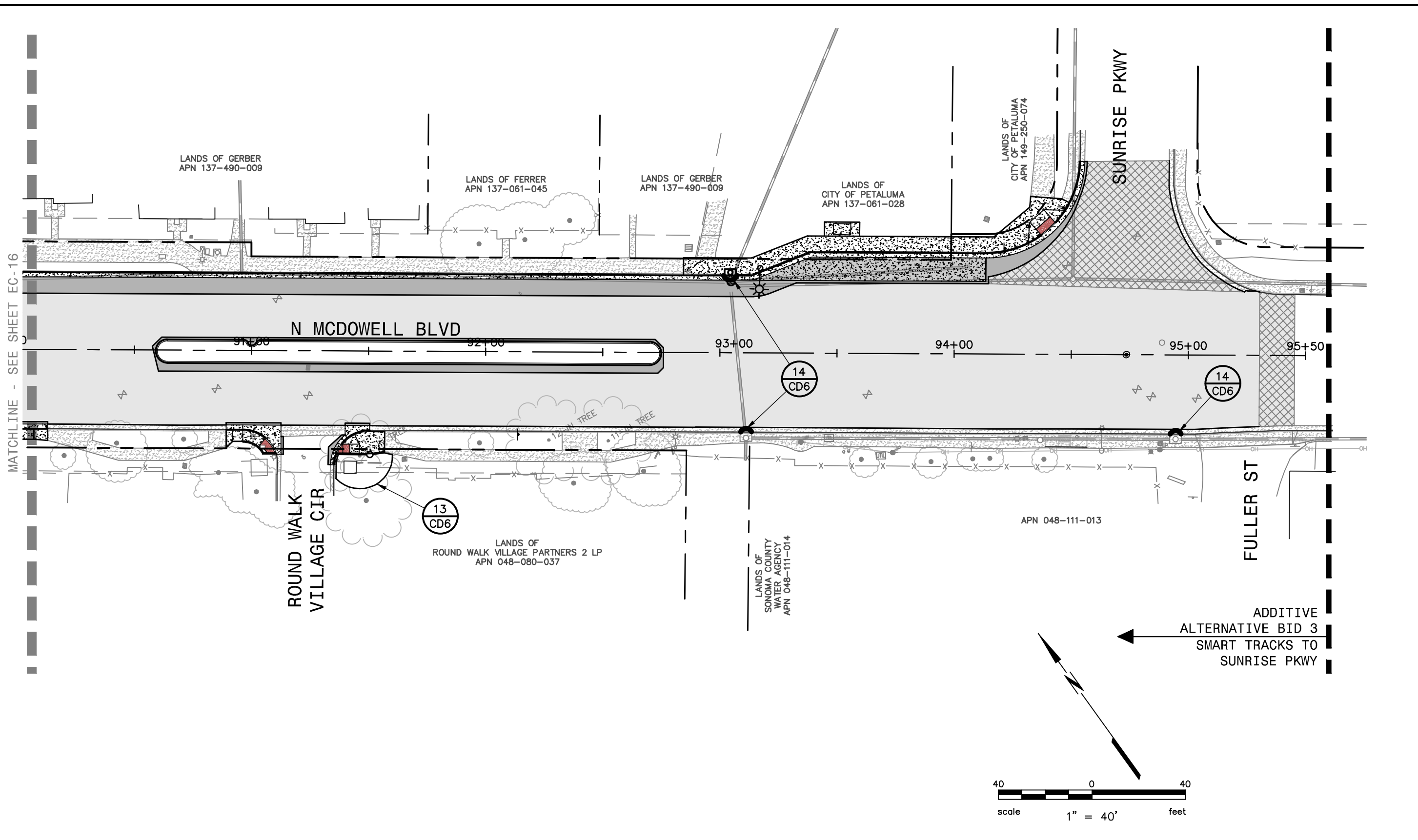
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 OLD REDWOOD HWY. TO SUNRISE PKWY.  
 EROSION AND SEDIMENT CONTROL PLAN  
 STA 84+50 TO STA 90+00**

SHEET  
**EC-16**  
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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

SUNRISE PKWY

N MCDOWELL BLVD

ROUND WALK  
VILLAGE CIR

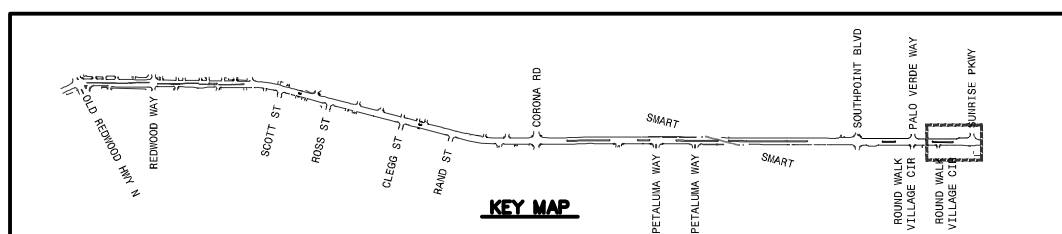
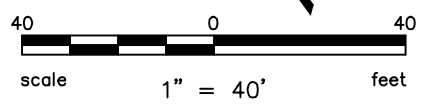
FULLER ST

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

ADDITIVE  
ALTERNATIVE BID 3  
SMART TRACKS TO  
SUNRISE PKWY



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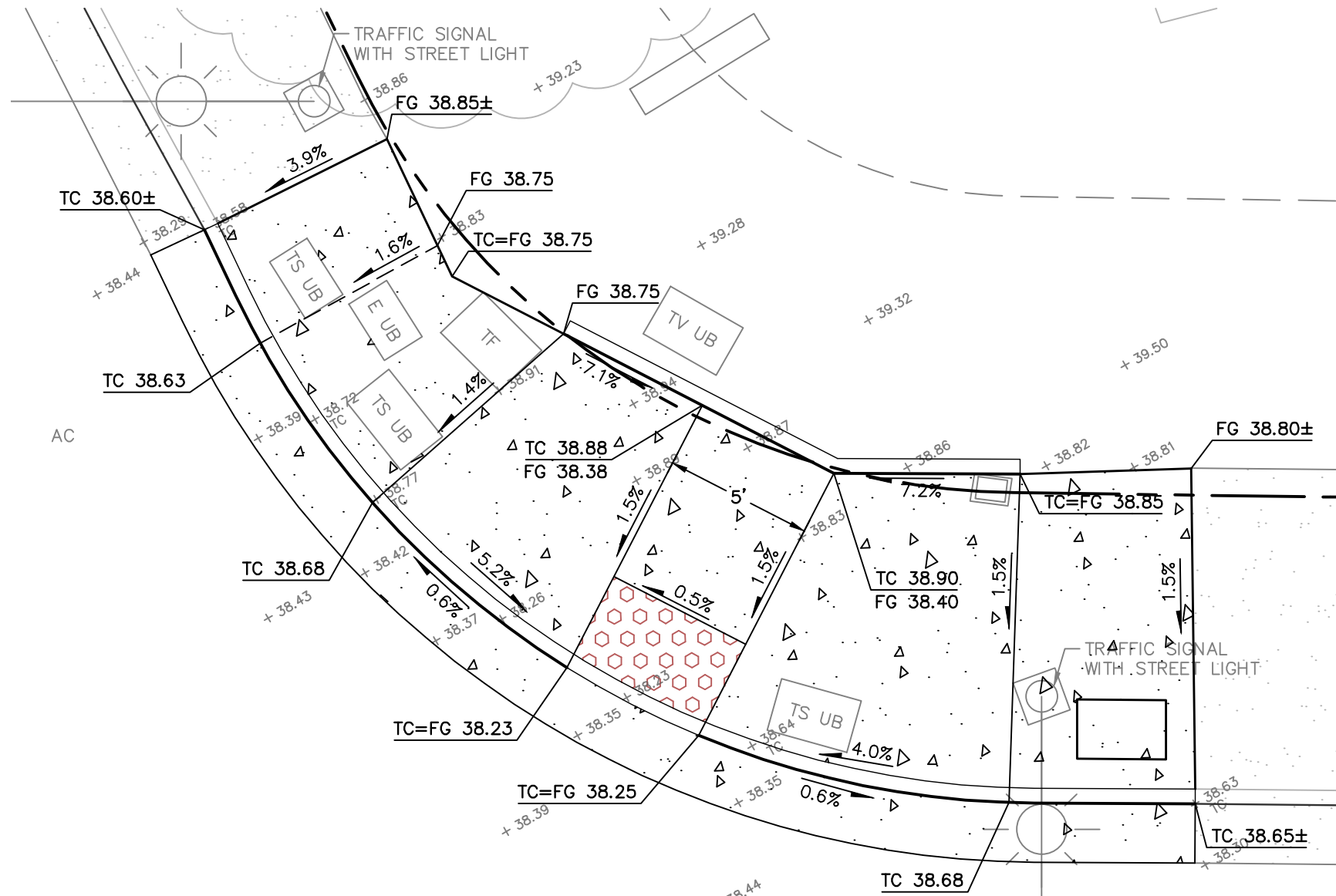
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OLD REDWOOD HWY. TO SUNRISE PKWY.  
EROSION AND SEDIMENT CONTROL PLAN  
STA 90+00 TO 95+00

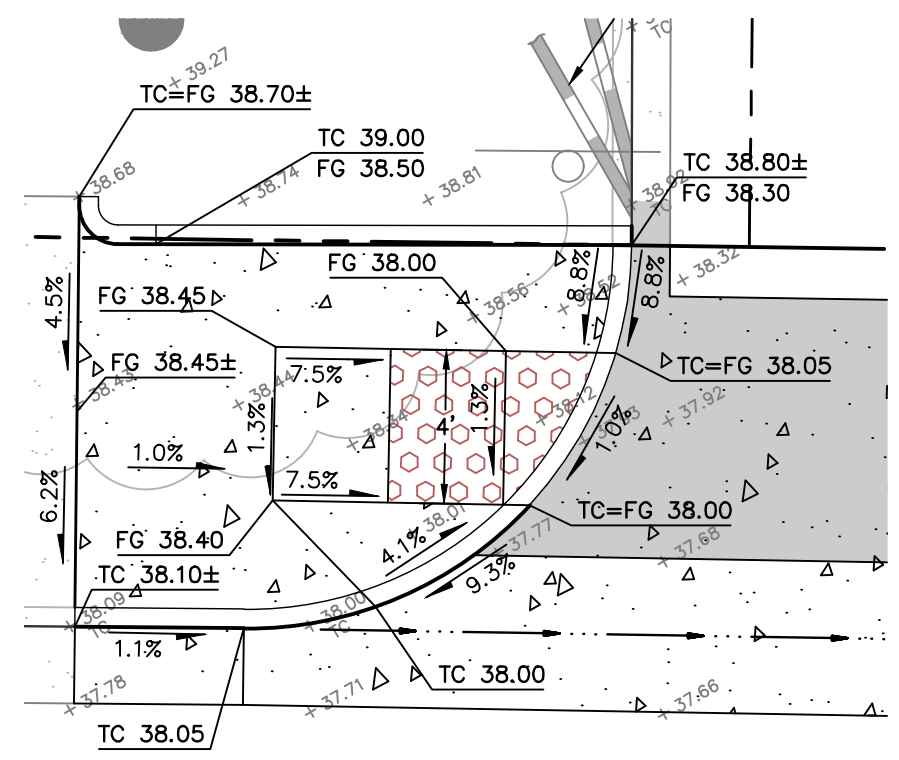
SHEET  
**EC-17**  
109 OF 135

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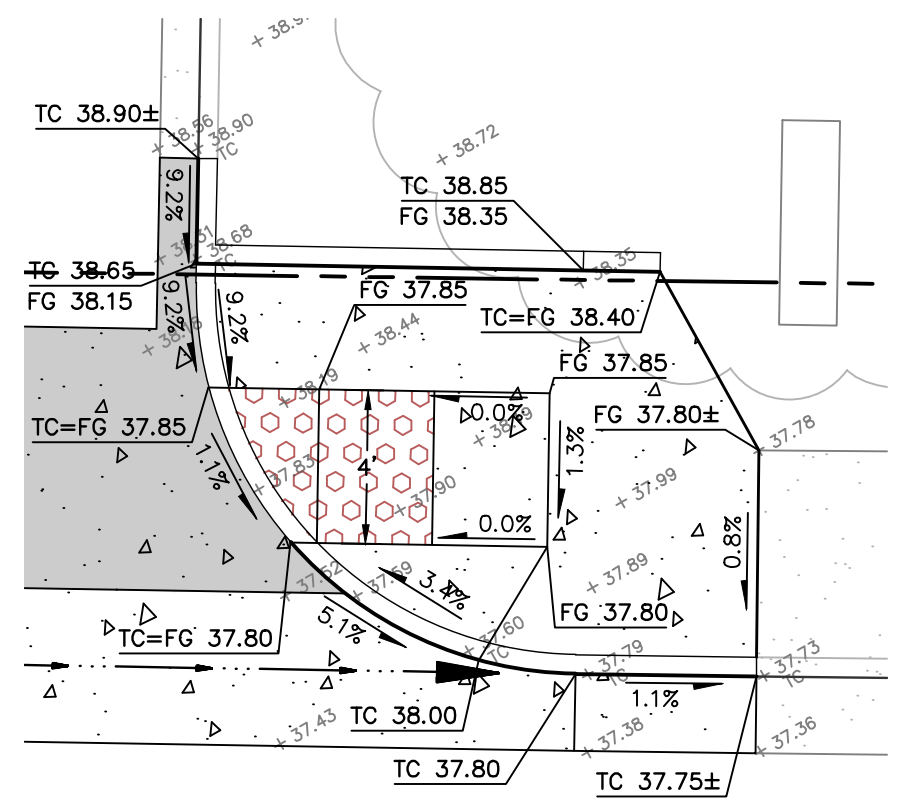
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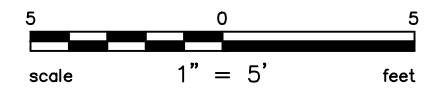
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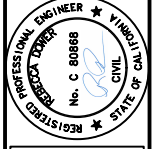


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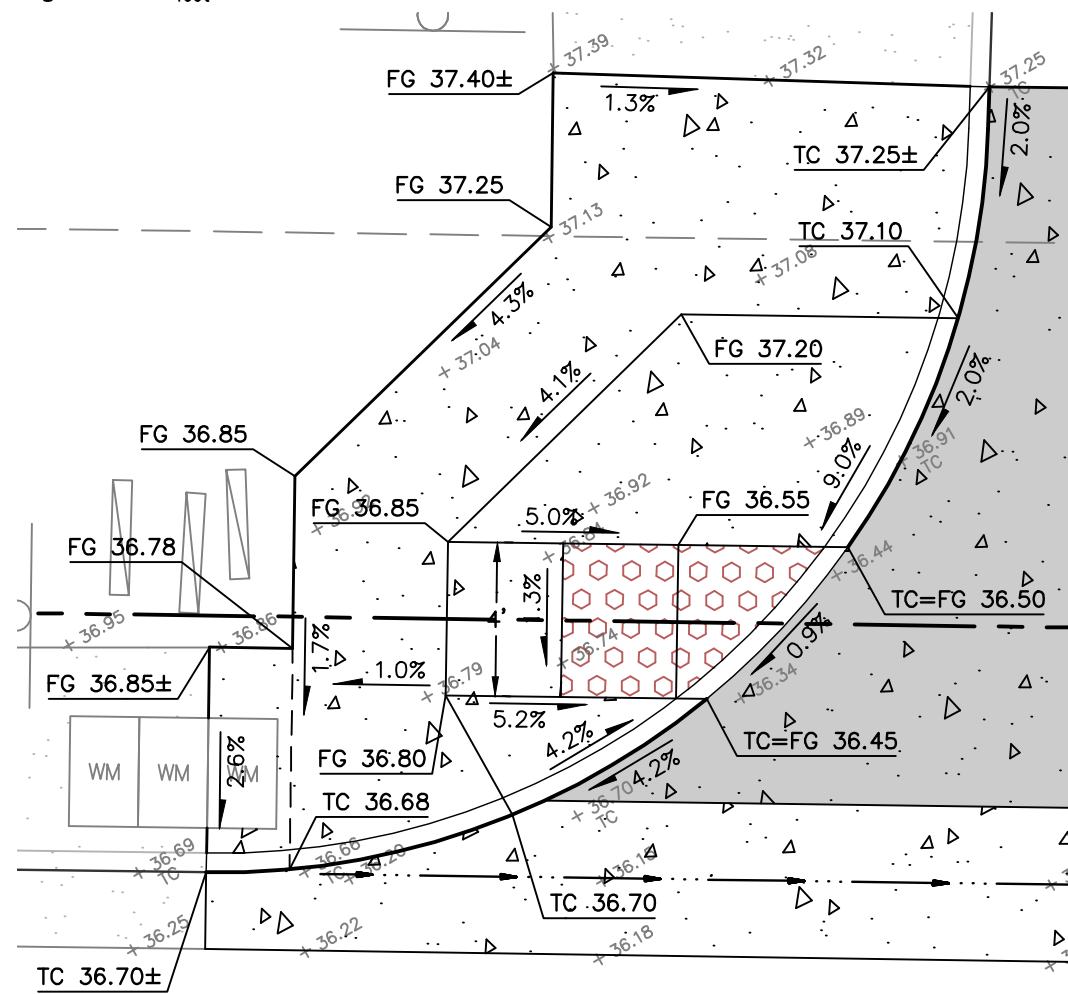
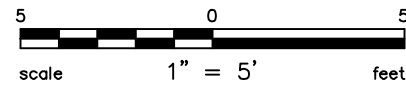
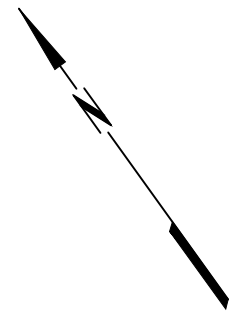
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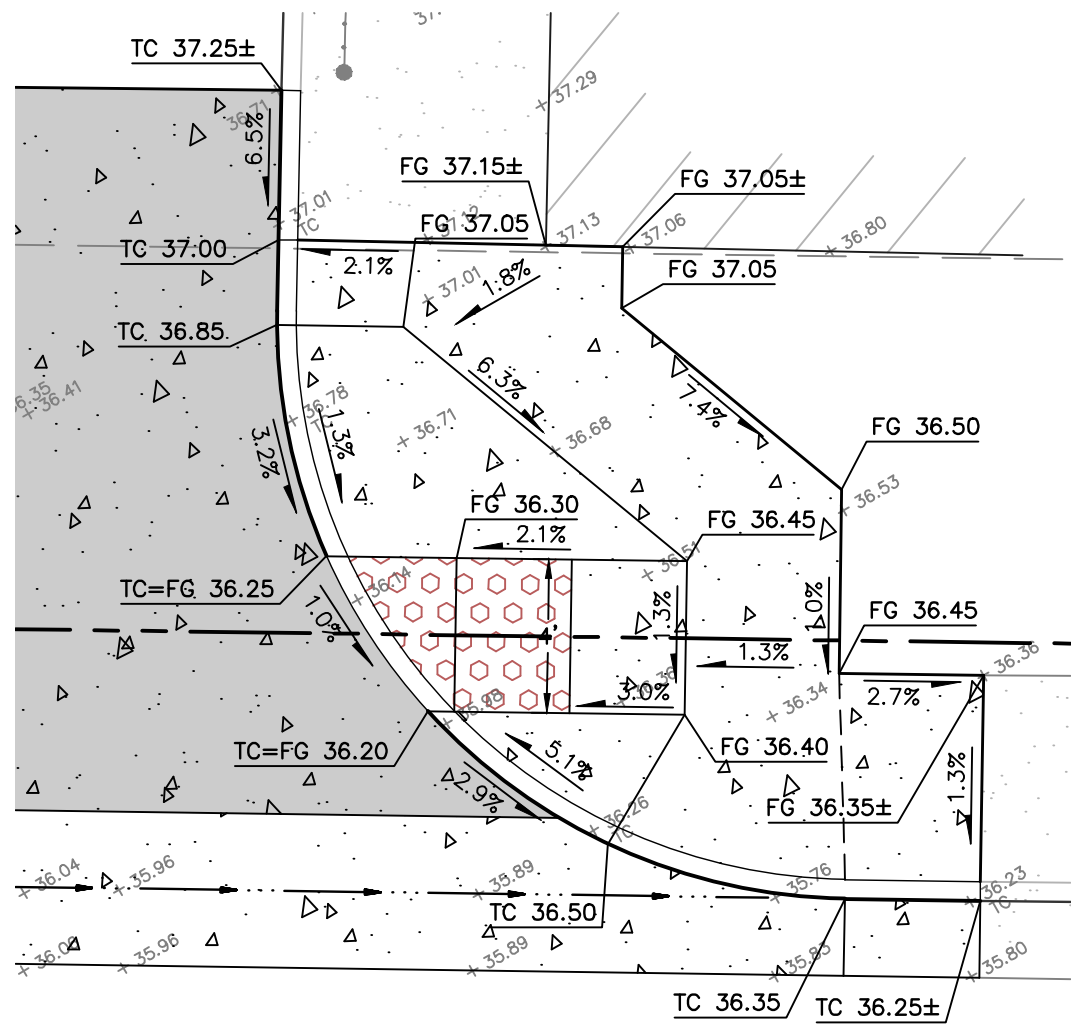
NORTH MCDOWELL BLVD. - COMPLETE STREETS  
OLD REDWOOD HWY. TO SUNRISE PKWY.  
**CURB RAMP ENLARGEMENTS**

SHEET  
**CR-1**  
110 OF 135



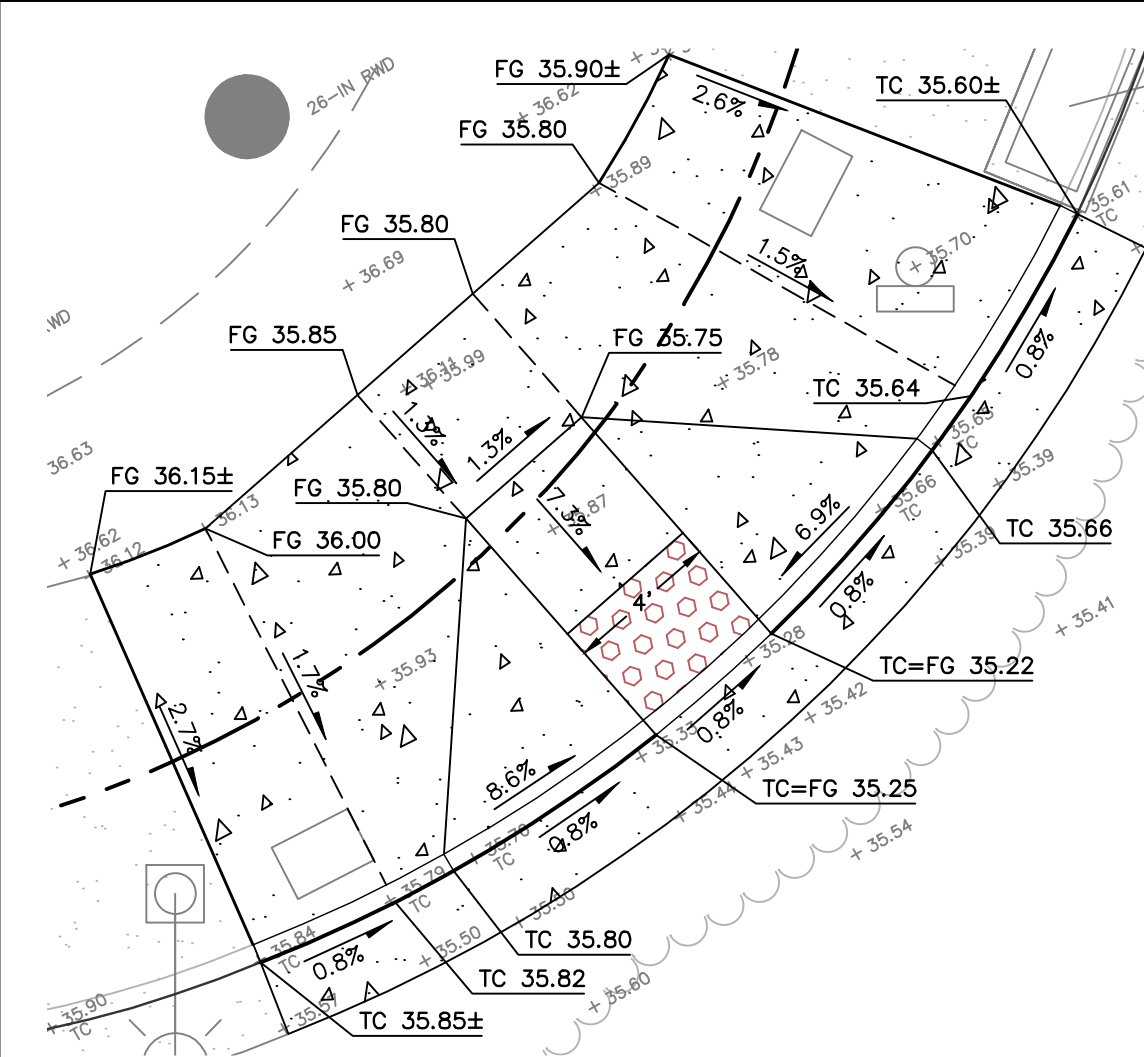


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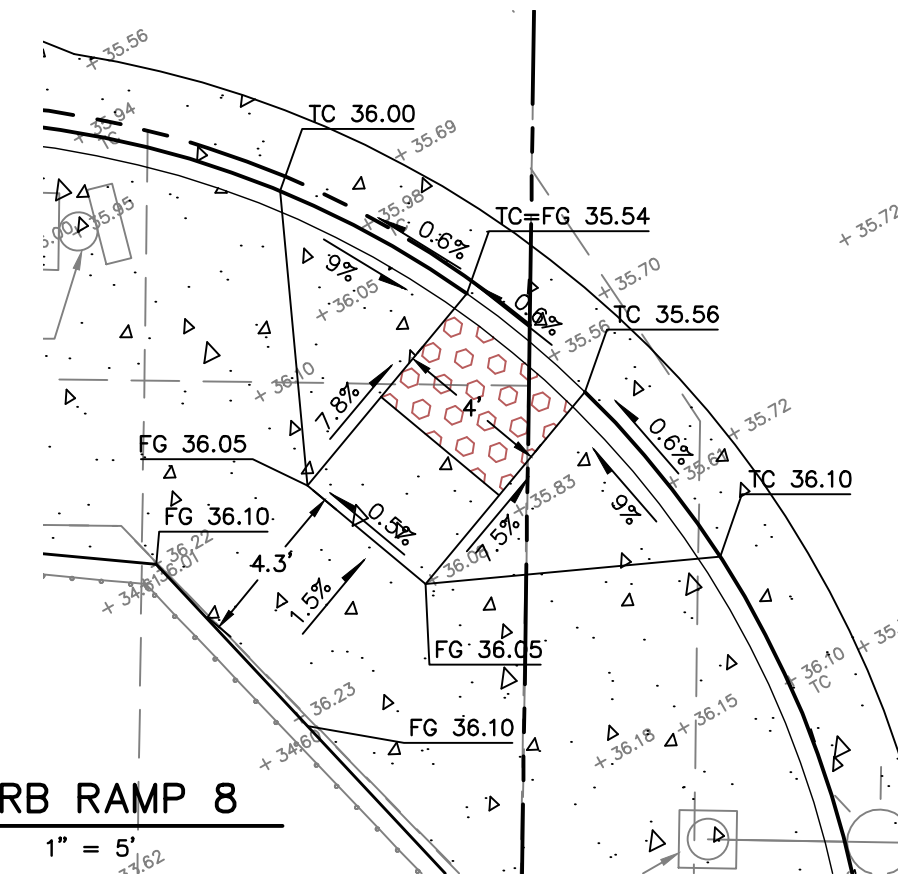


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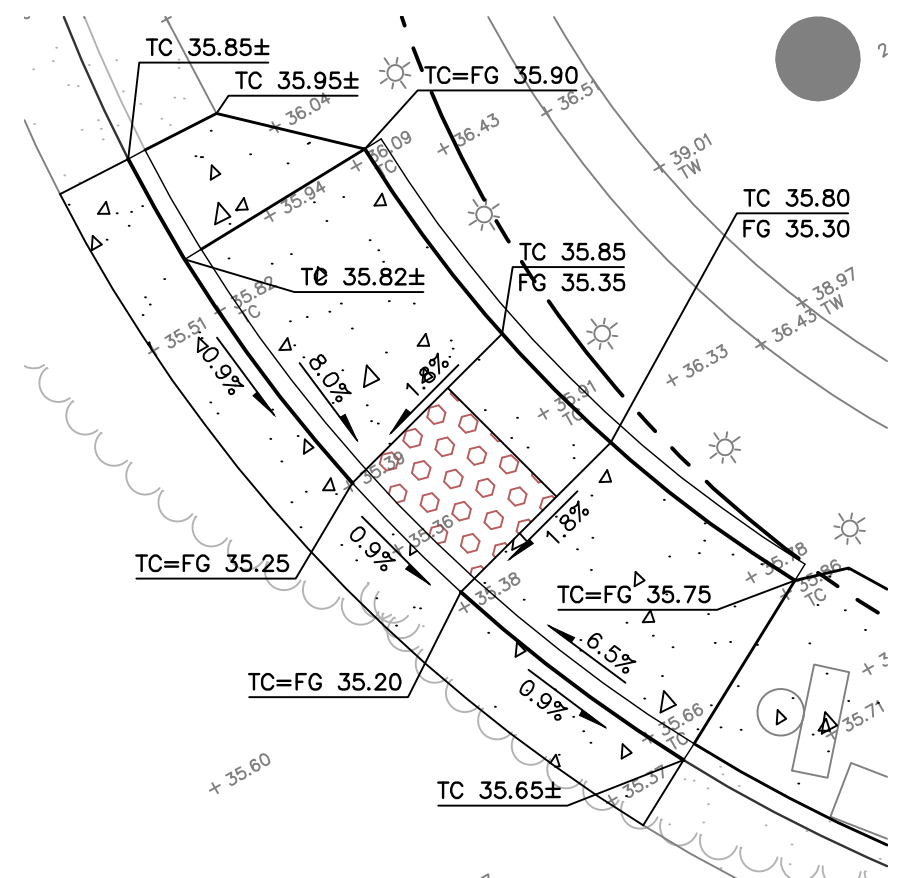
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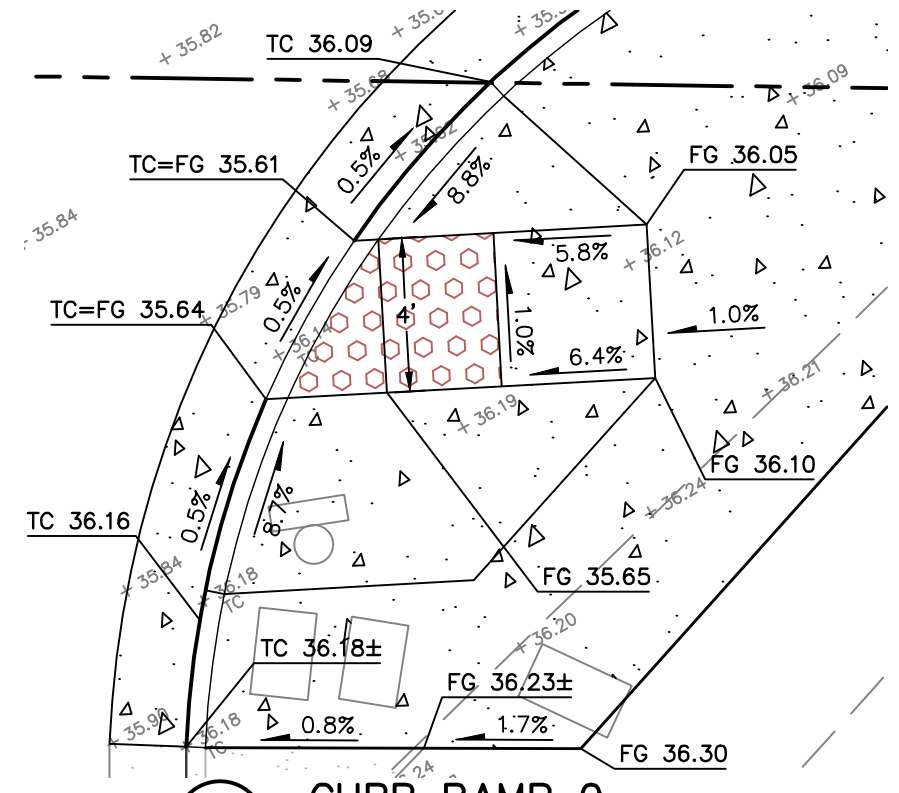
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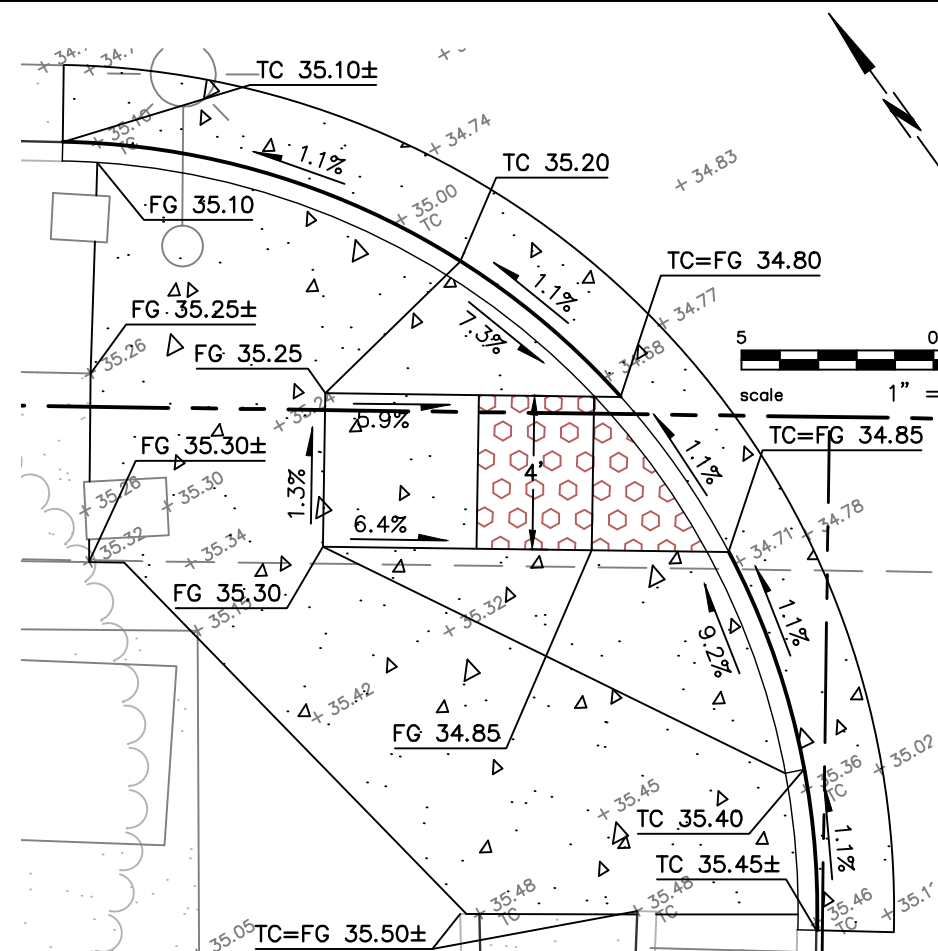
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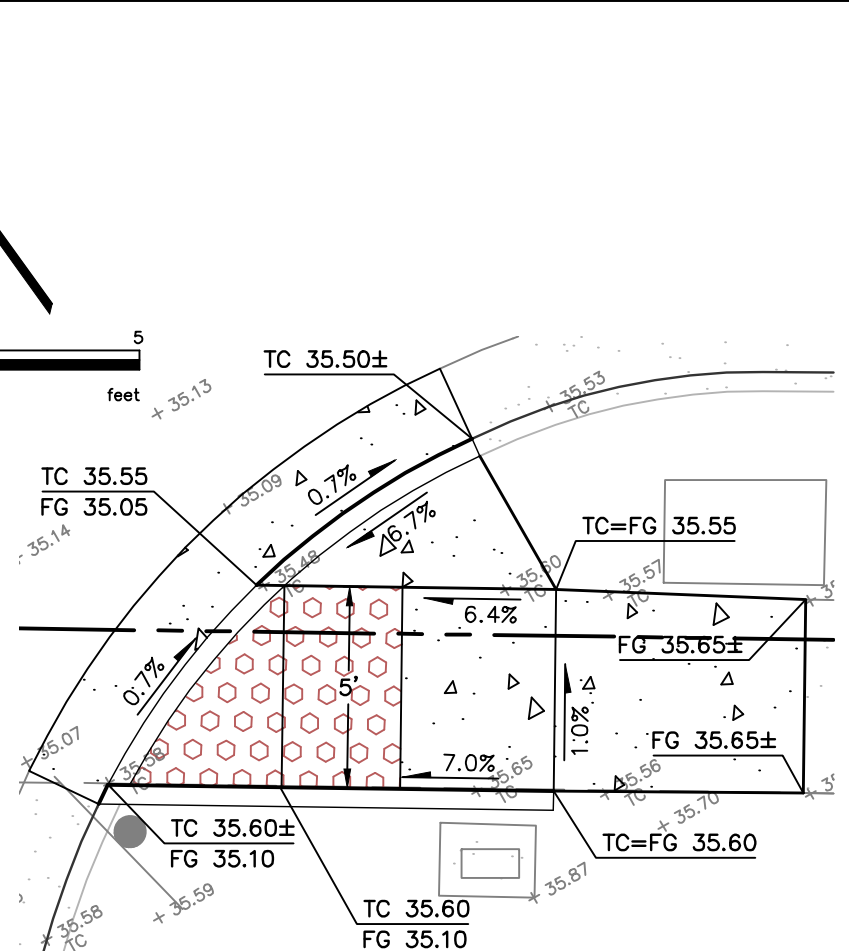
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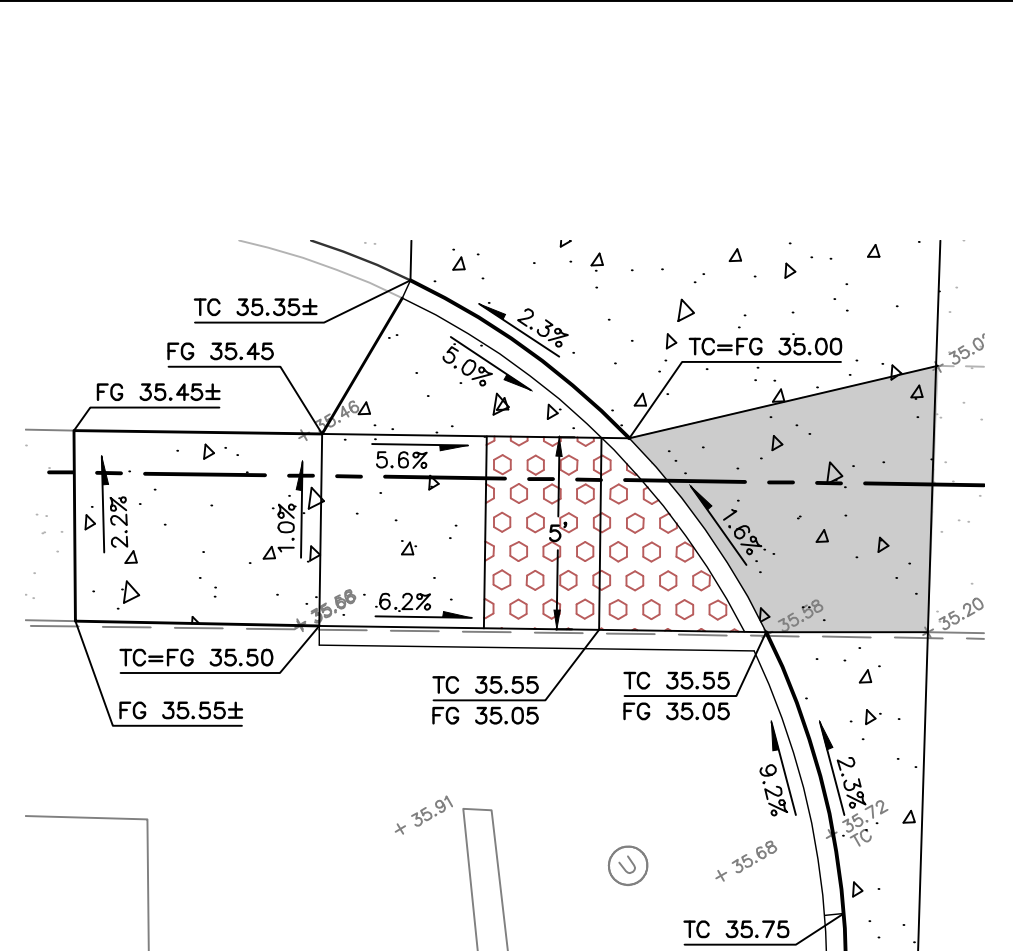
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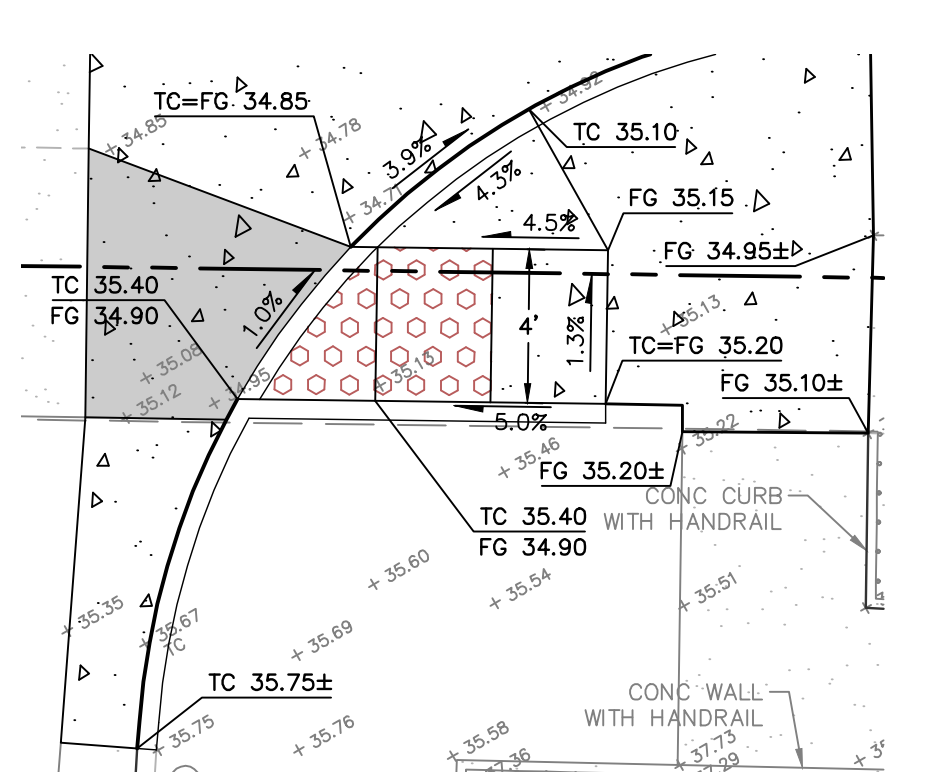
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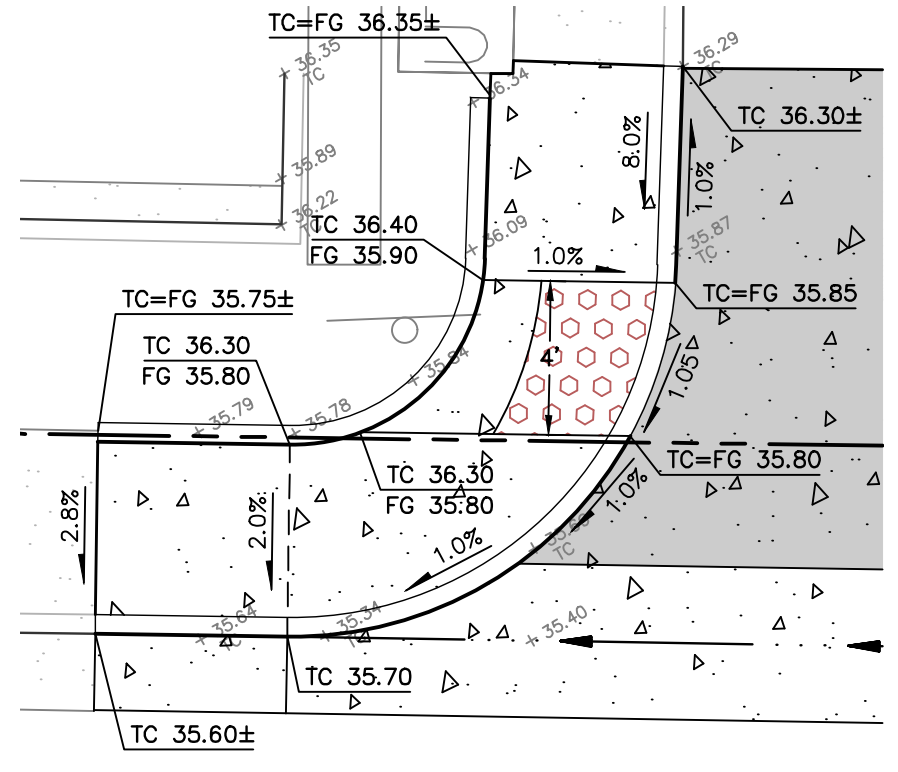
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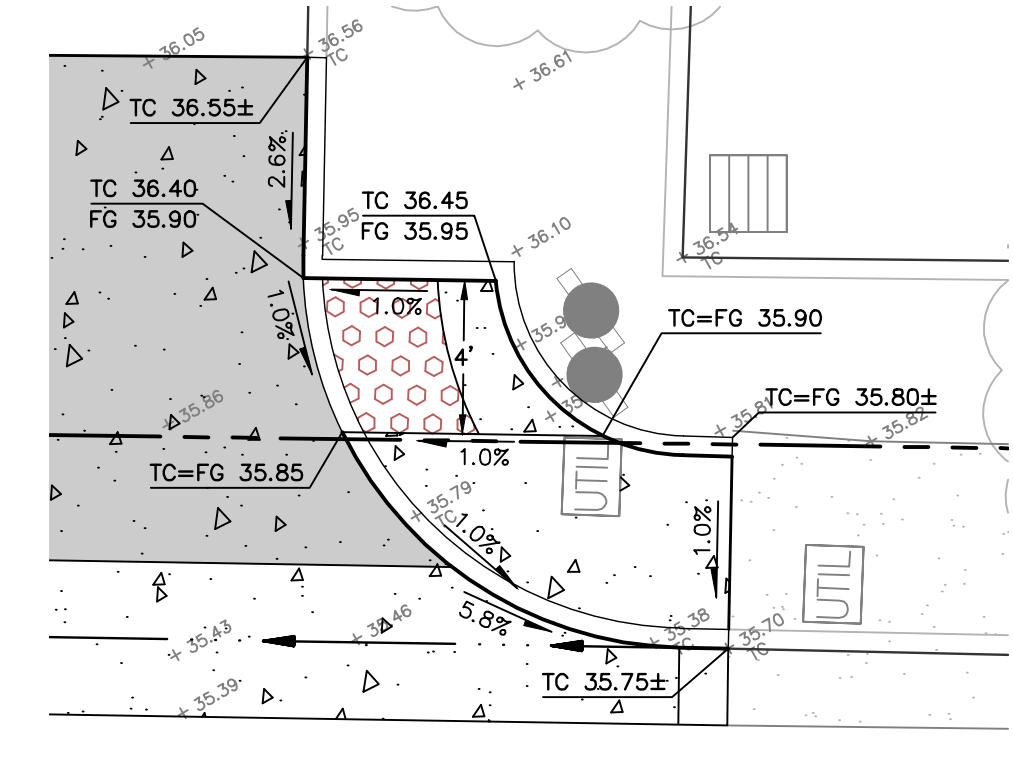
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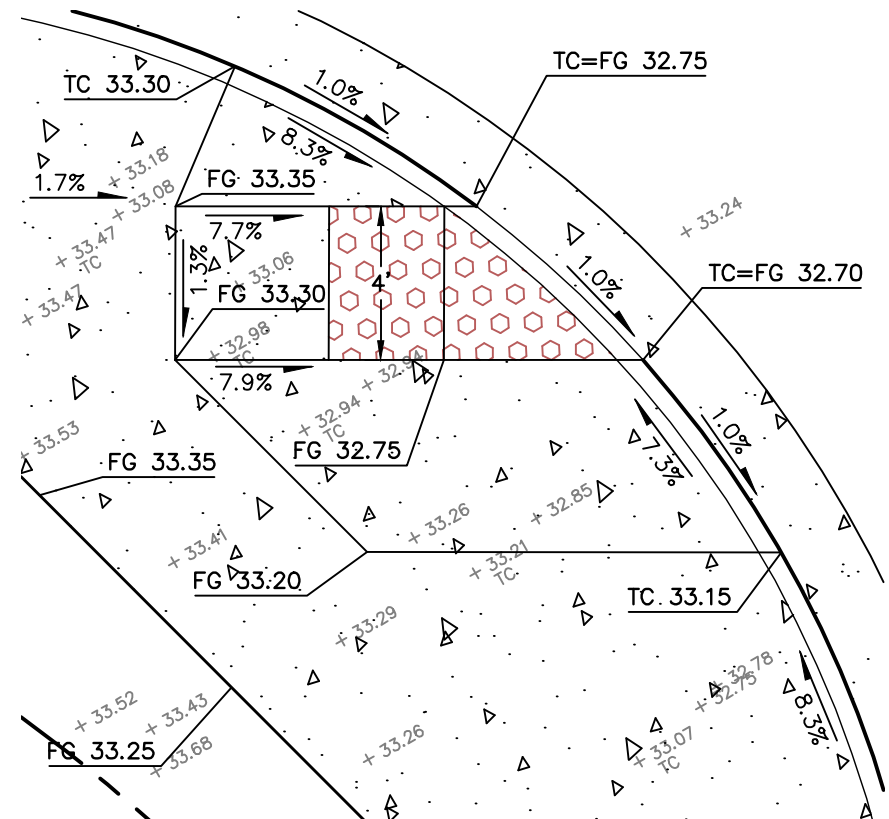
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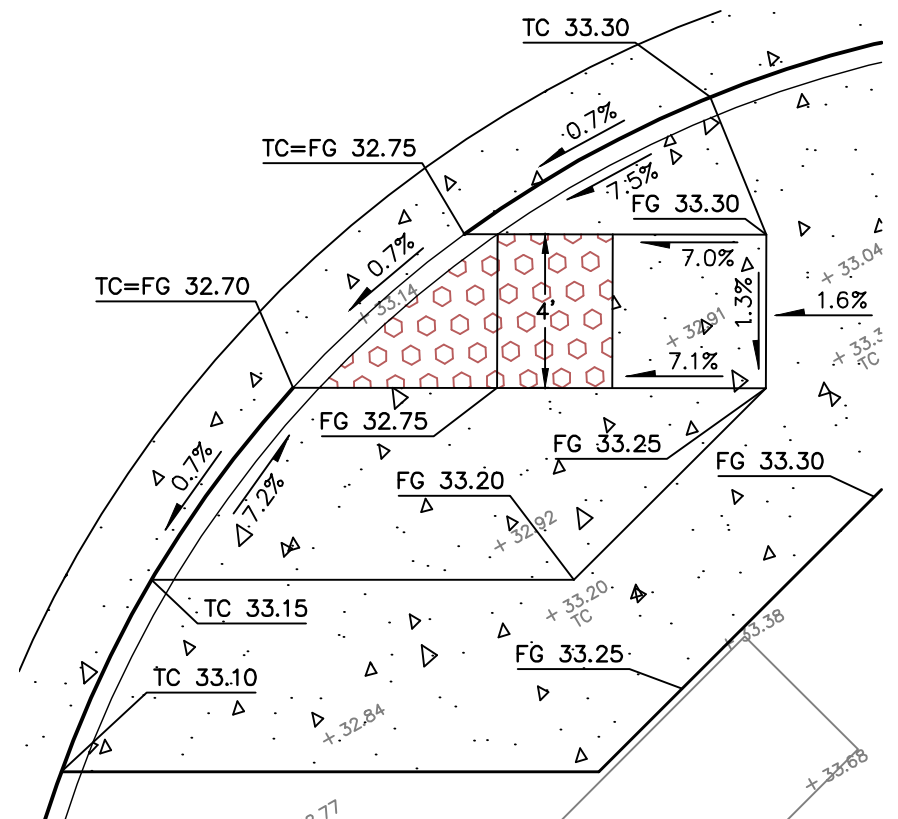
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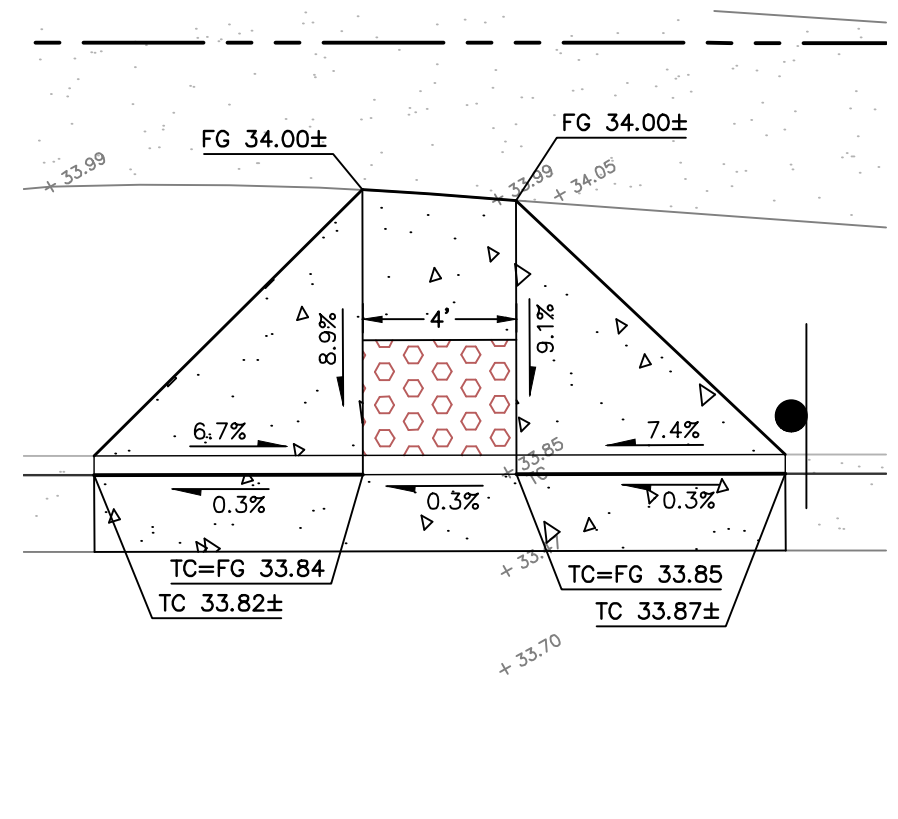
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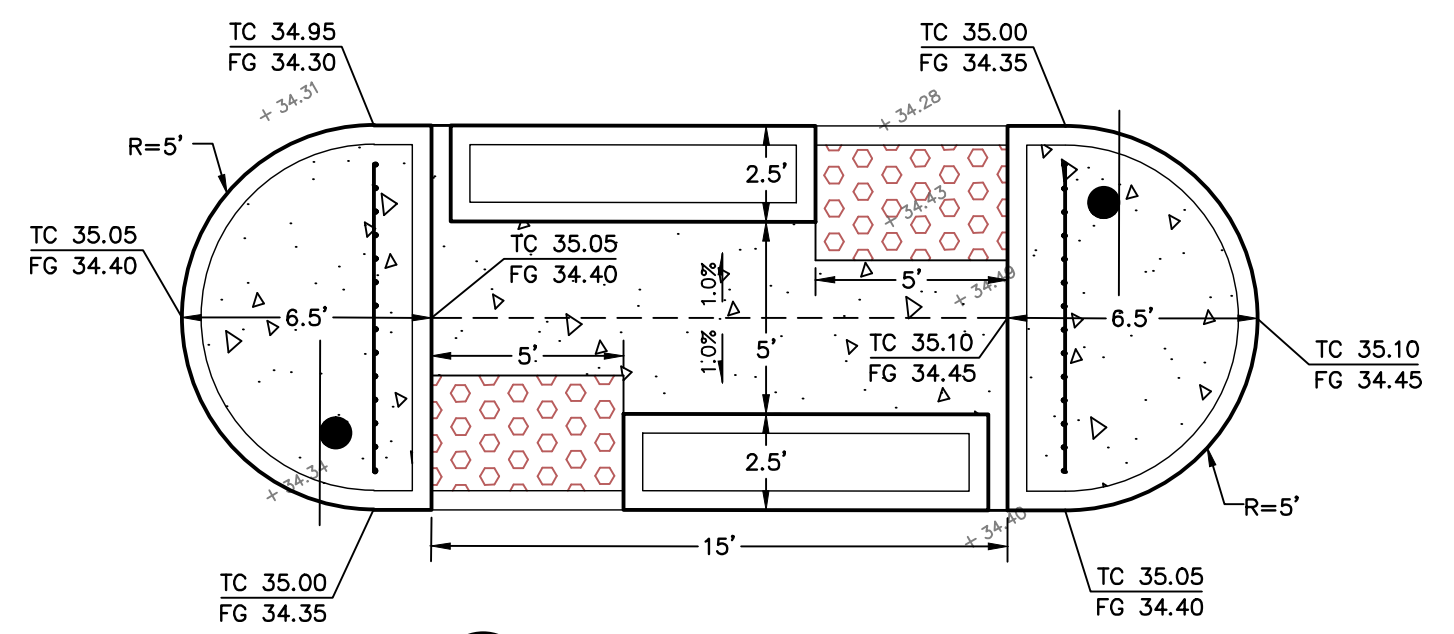
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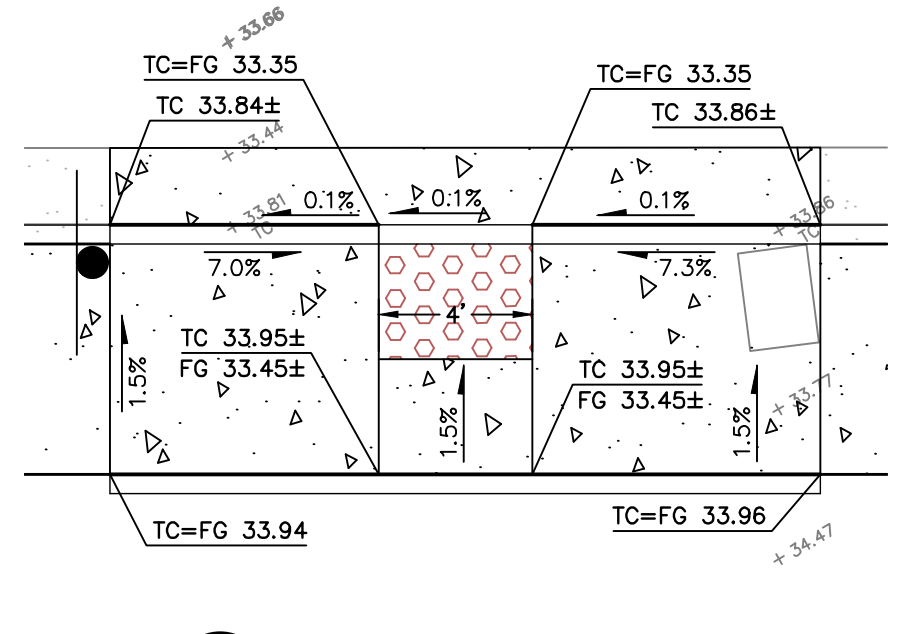
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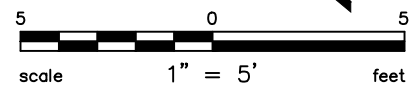
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CR19 CURB RAMP 19  
1" = 5'



CR20 CURB RAMP 20  
1" = 5'



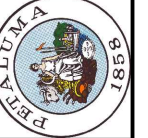
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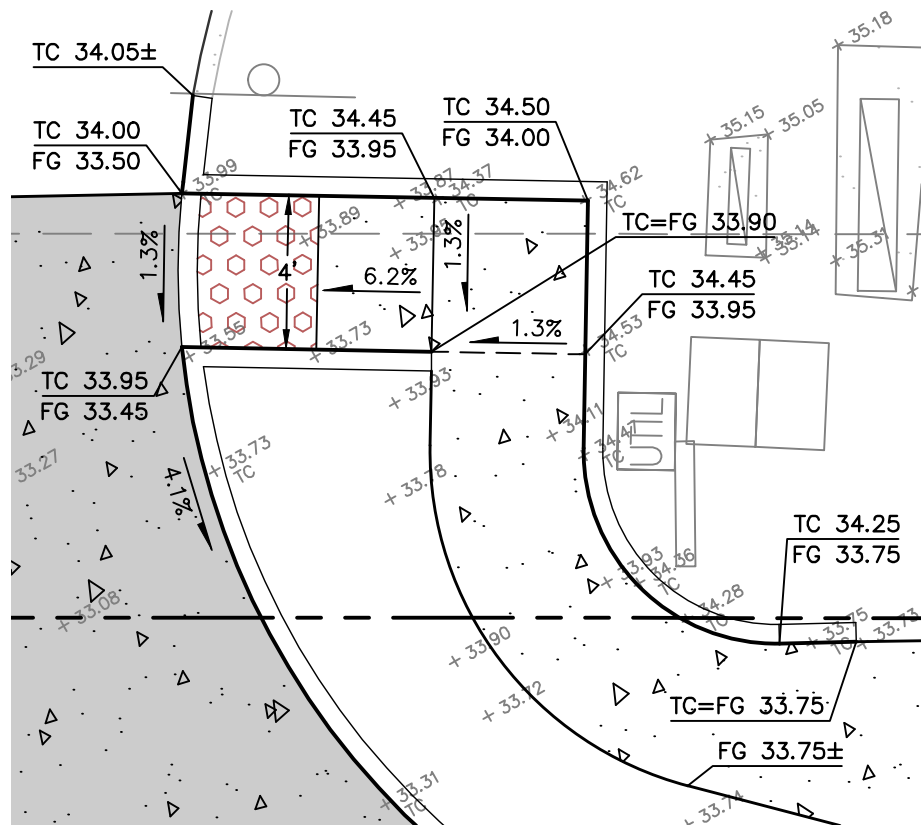
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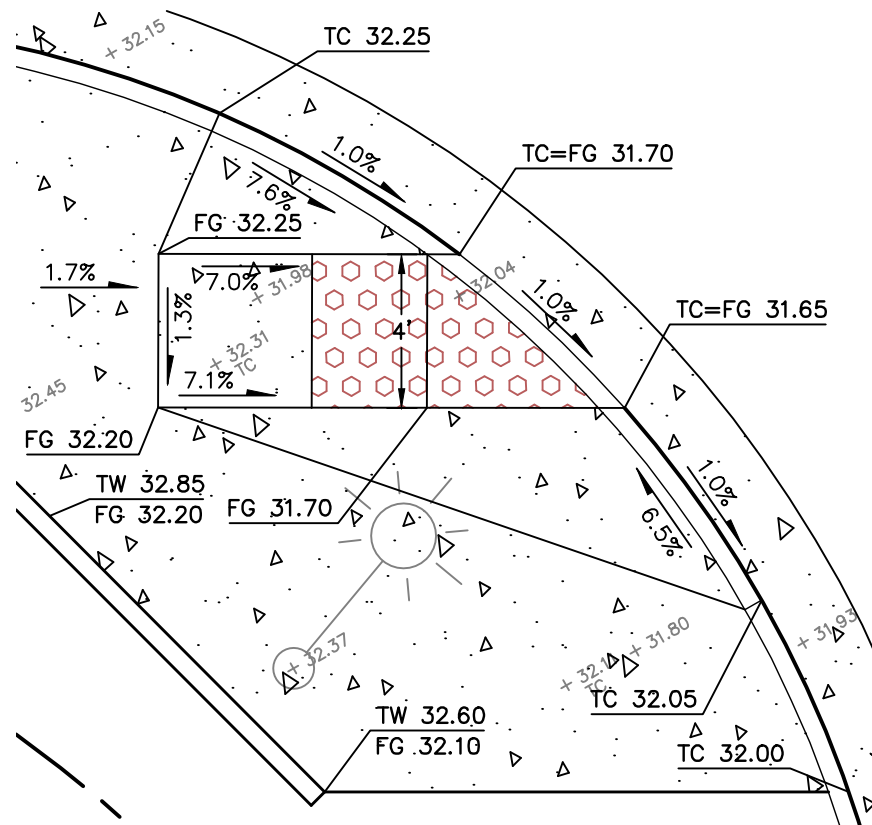
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**CR-5**  
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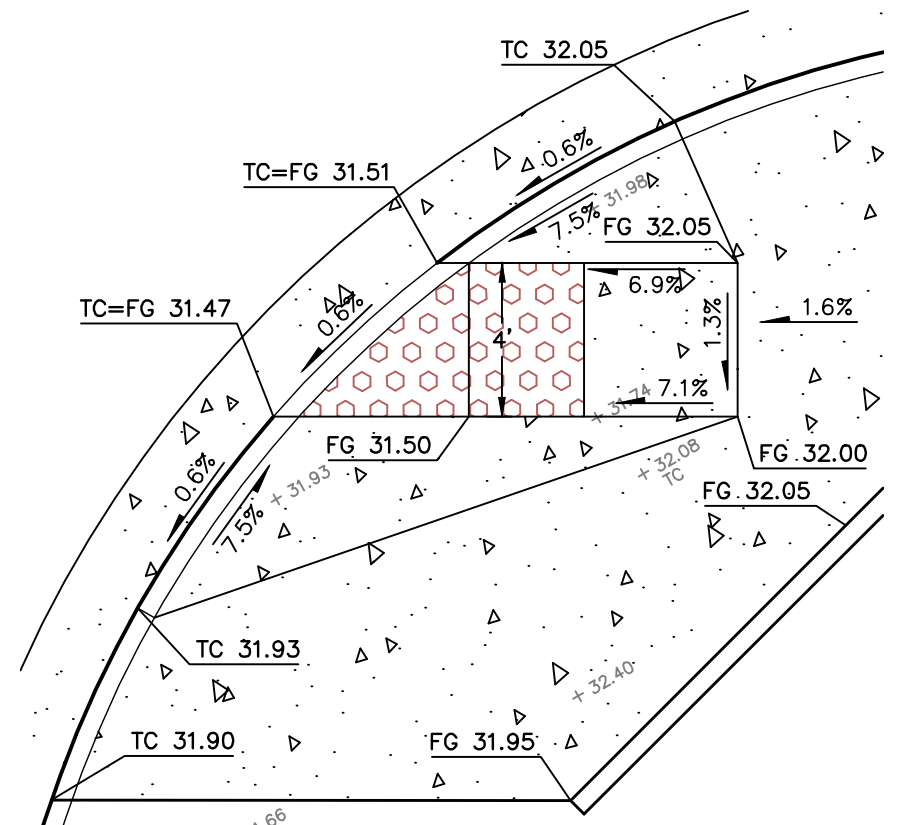
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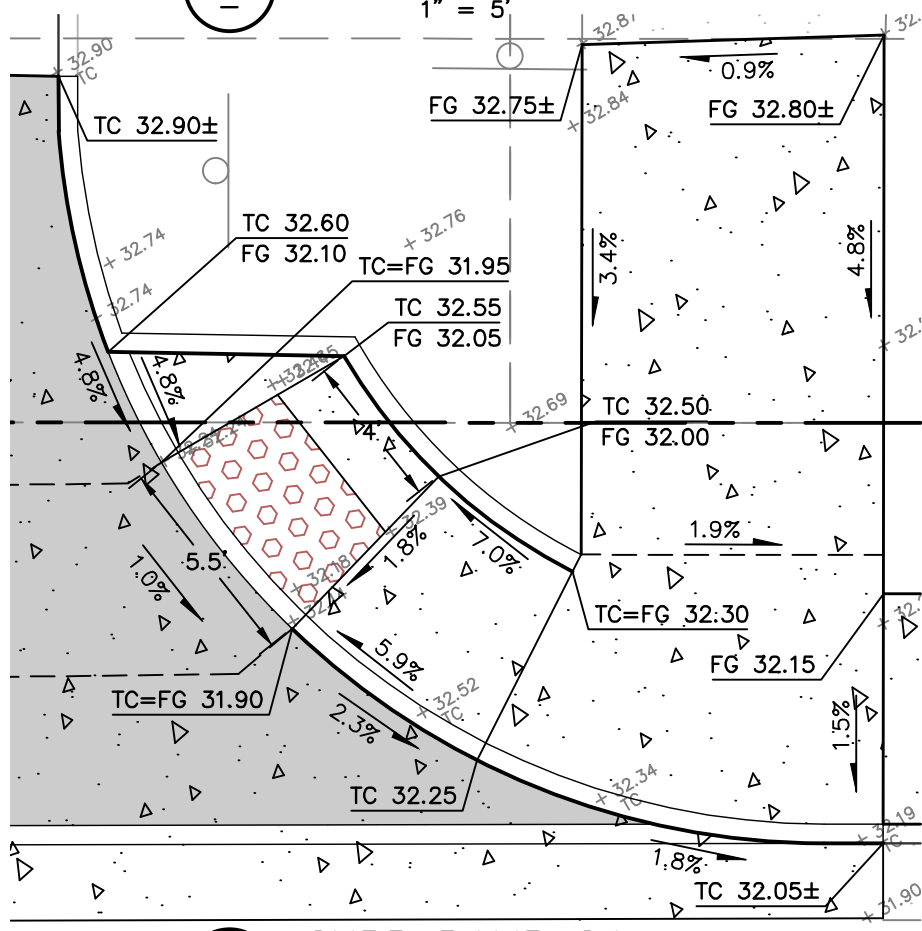
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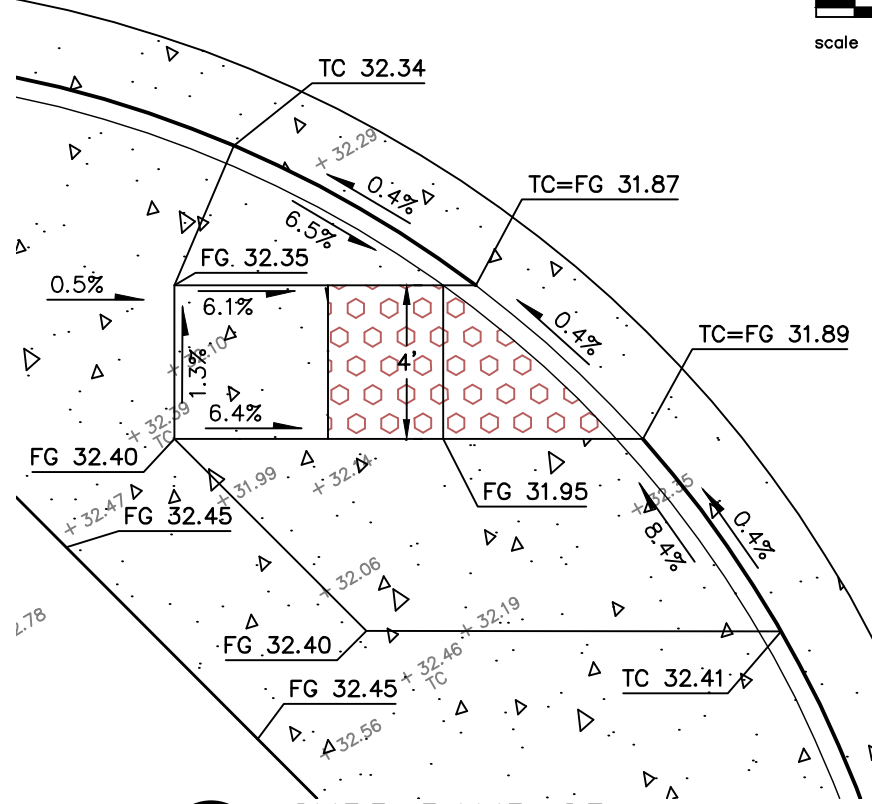
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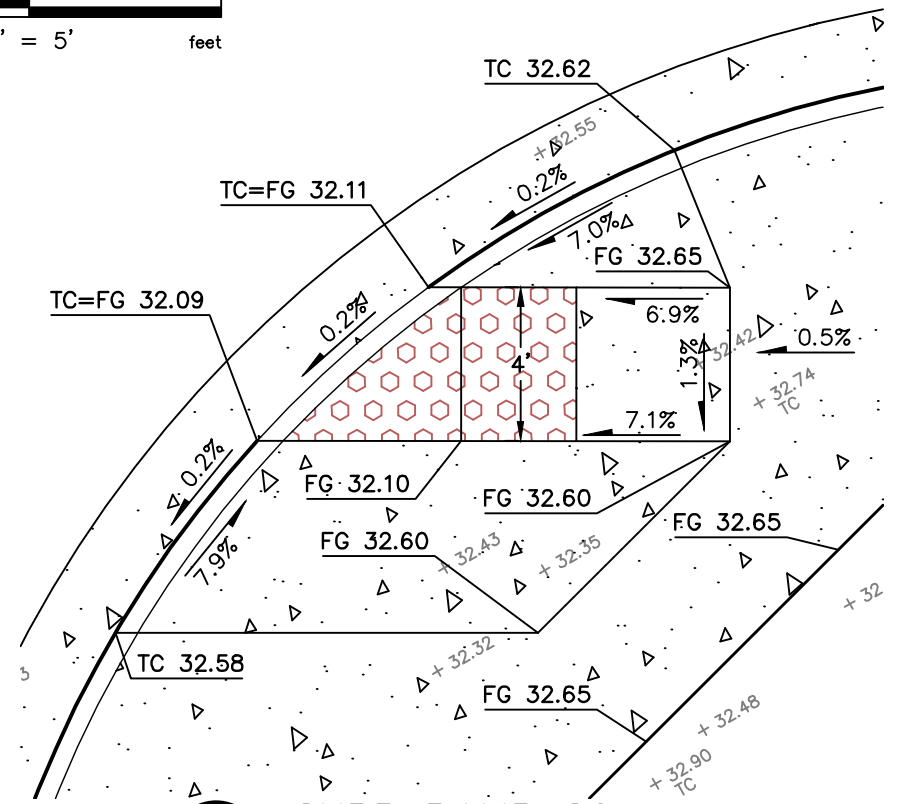
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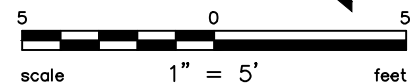
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CR26 CURB RAMP 26

1" = 5'



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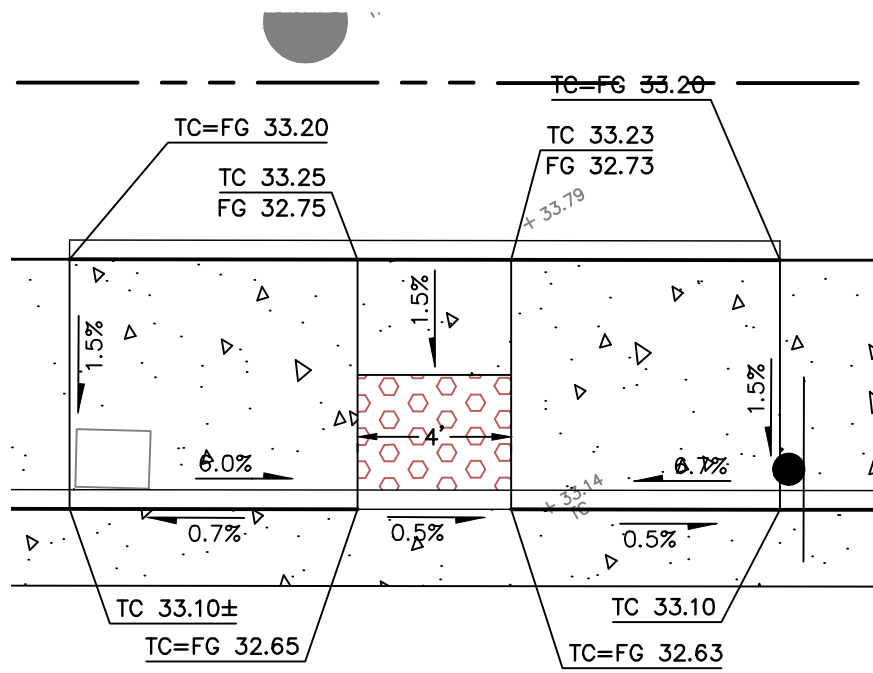
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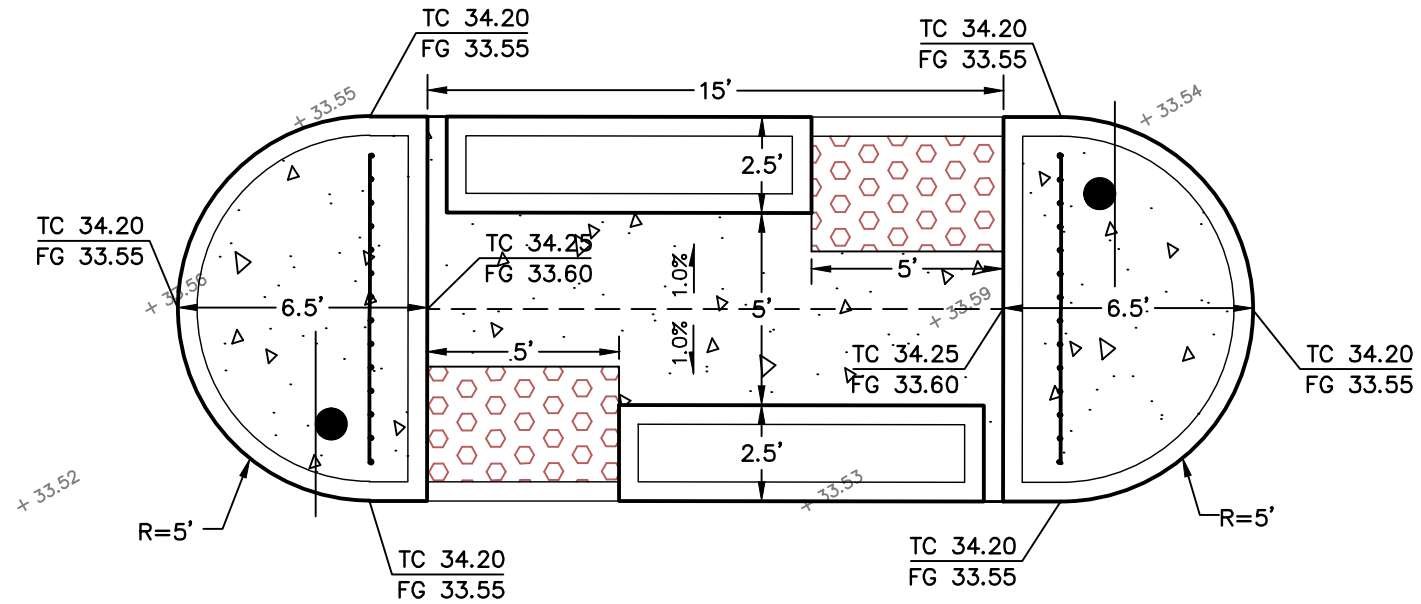
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OLD REDWOOD HWY. TO SUNRISE PKWY.

SHEET  
**CR-6**  
115 OF 135

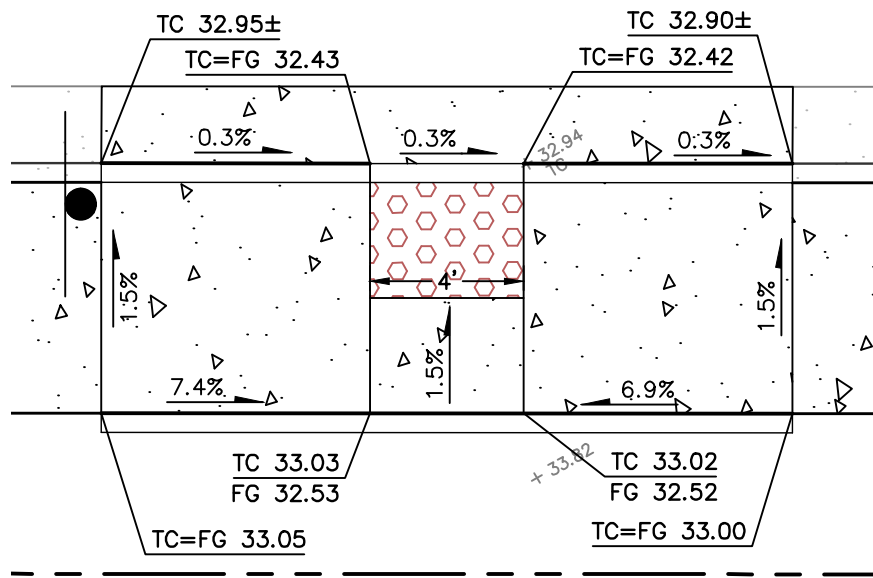
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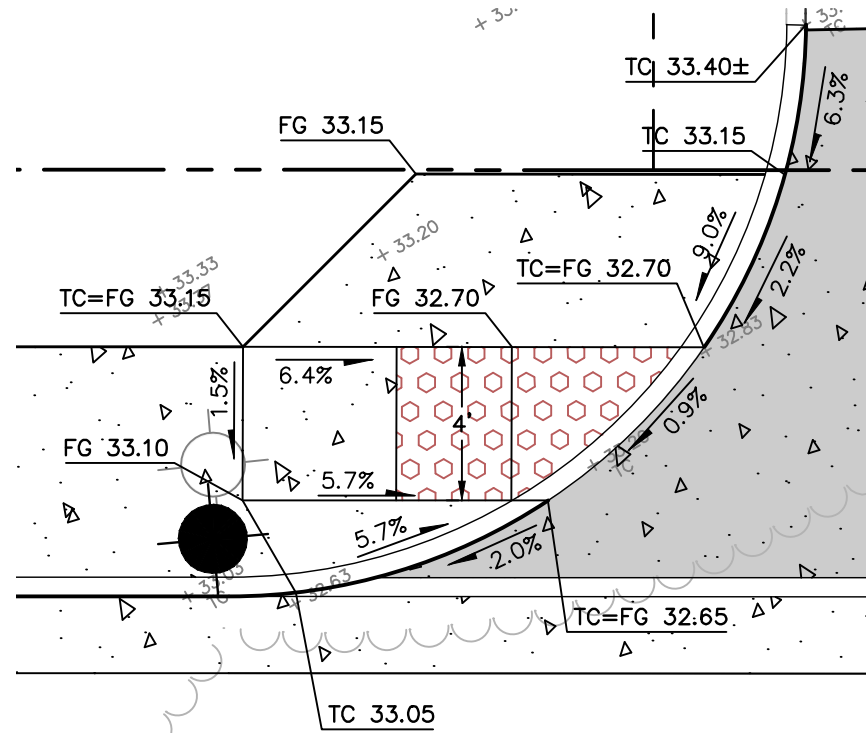
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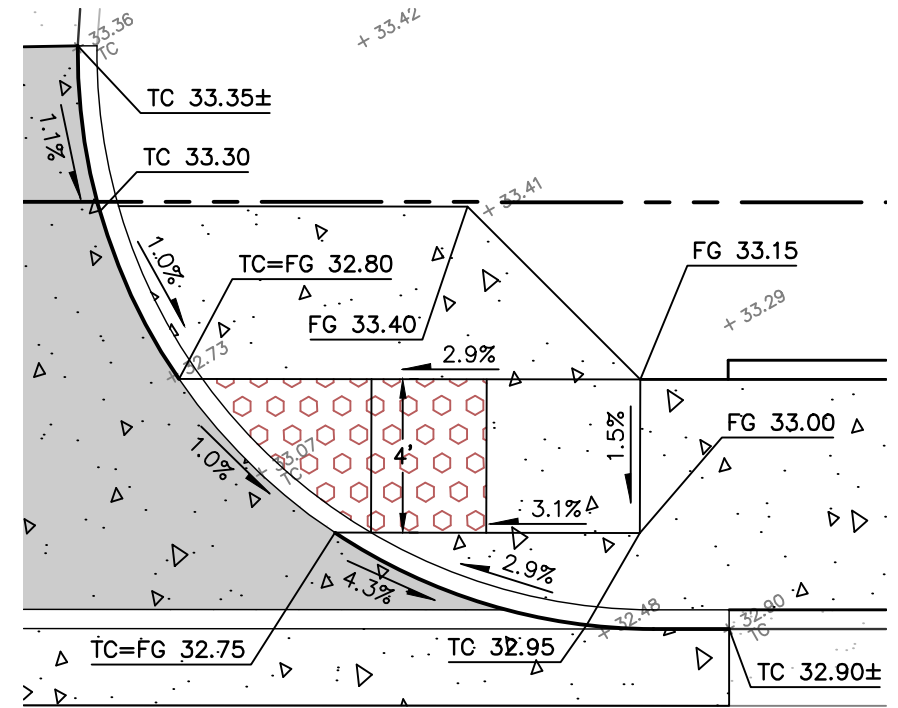
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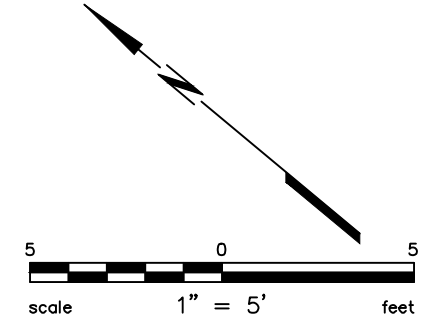
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CR30 CURB RAMP 30  
1" = 5'



CR31 CURB RAMP 31  
1" = 5'



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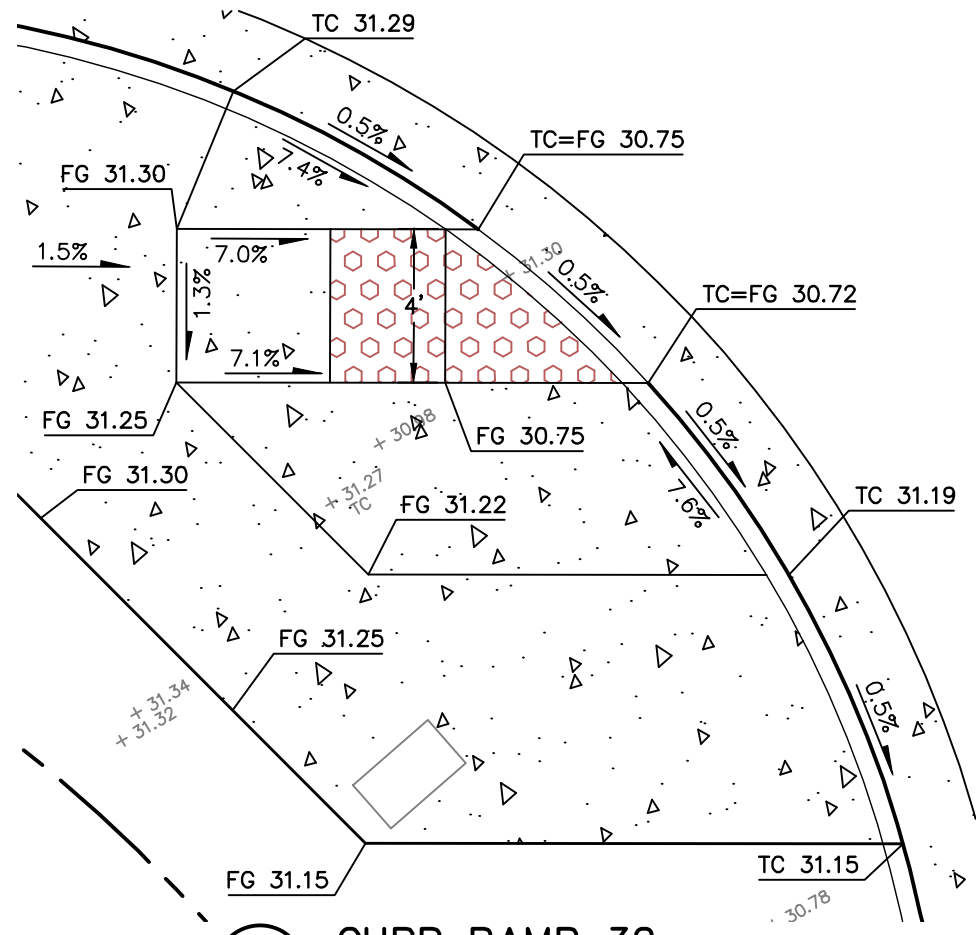
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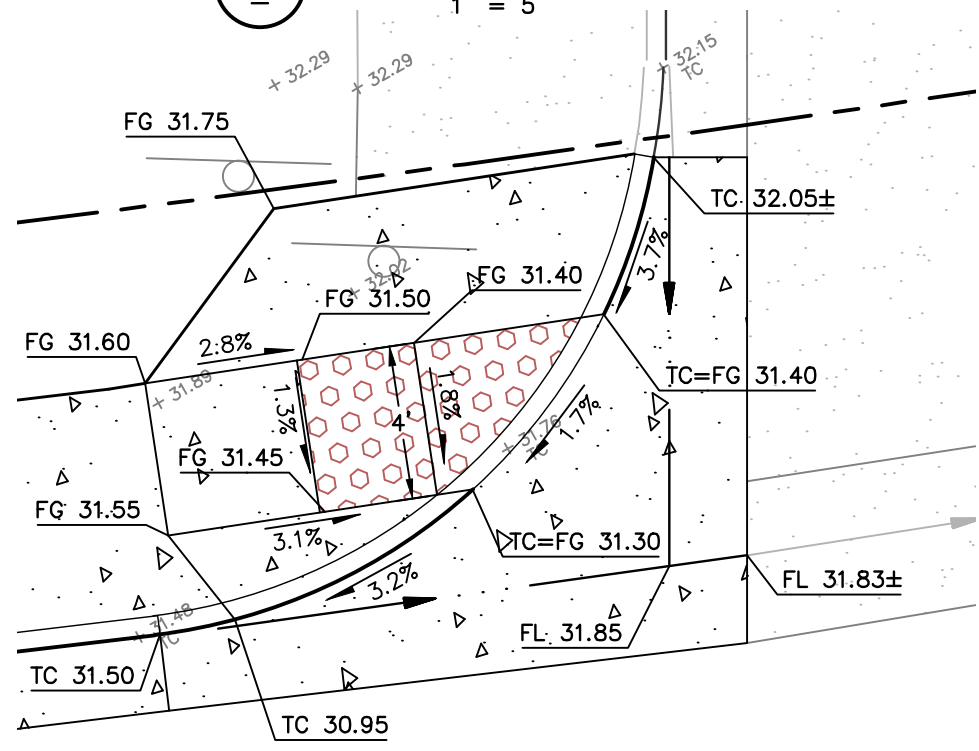
NORTH MCDOWELL BLVD. - COMPLETE STREETS  
OLD REDWOOD HWY. TO SUNRISE PKWY.

SHEET  
CR-7

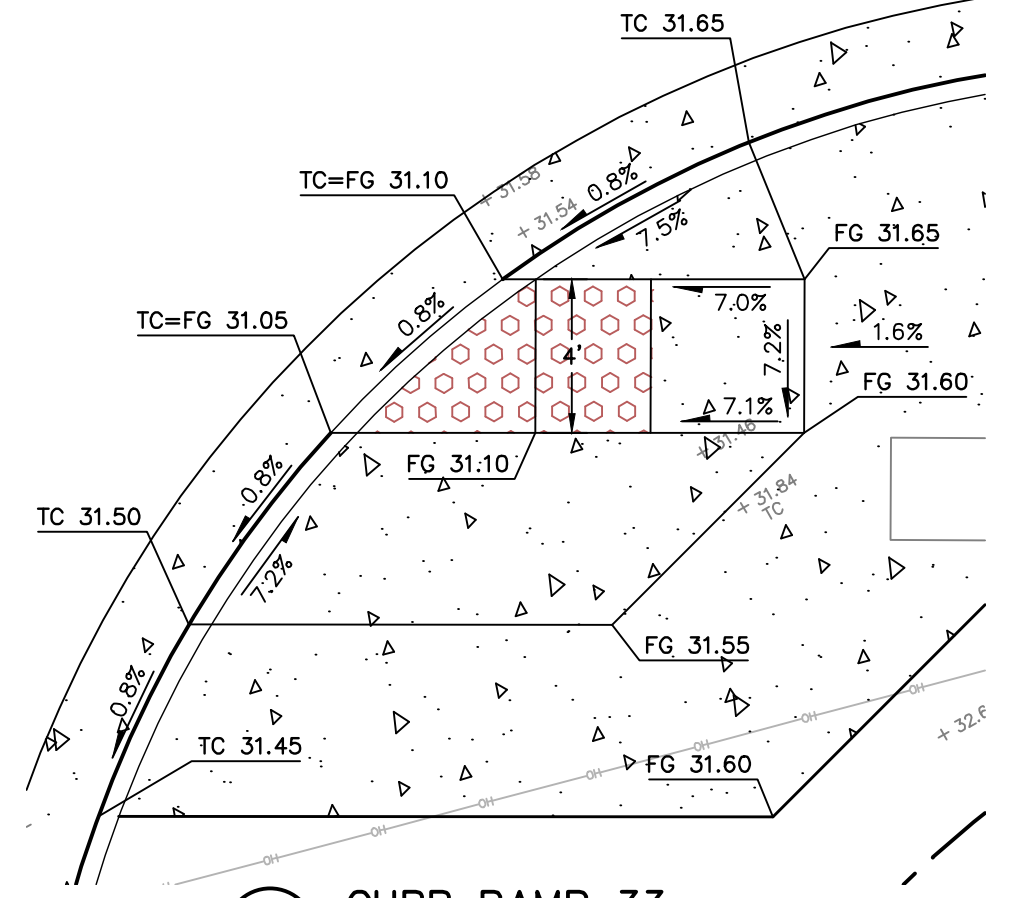
116 OF 135



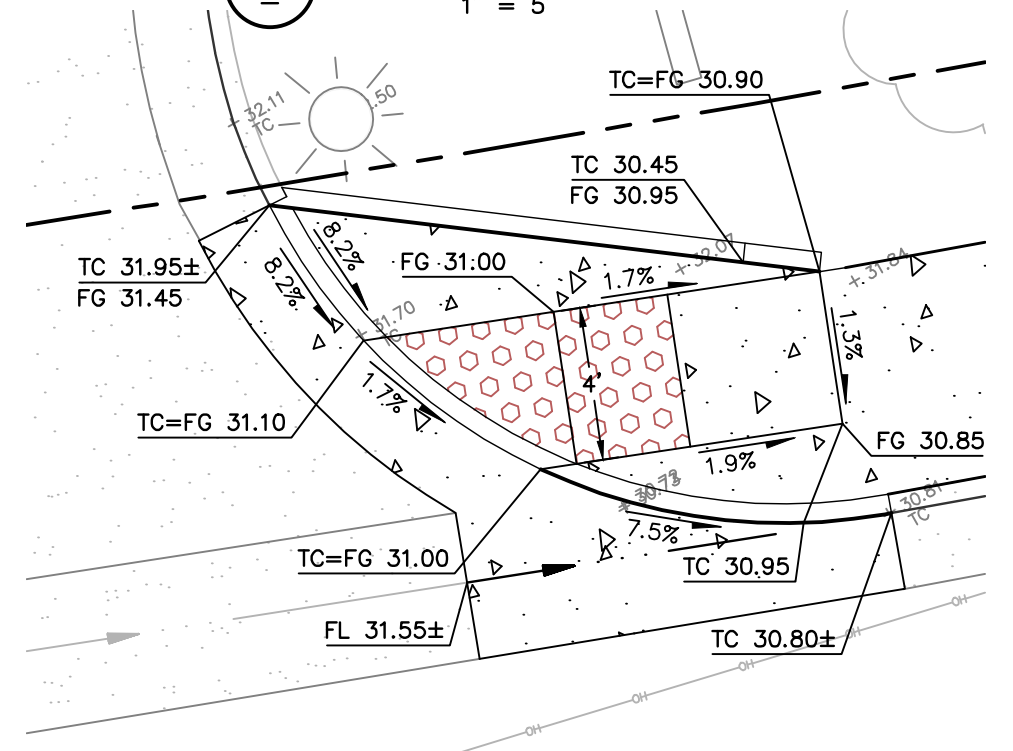
**CR32 CURB RAMP 32**  
1" = 5'



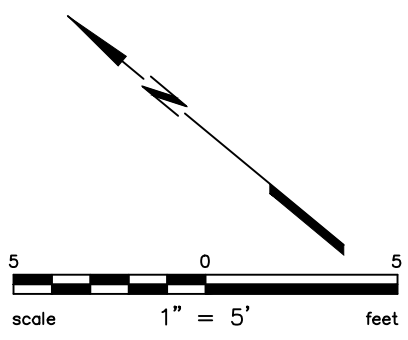
**CR34 CURB RAMP 34**  
1" = 5'



**CR33 CURB RAMP 33**  
1" = 5'

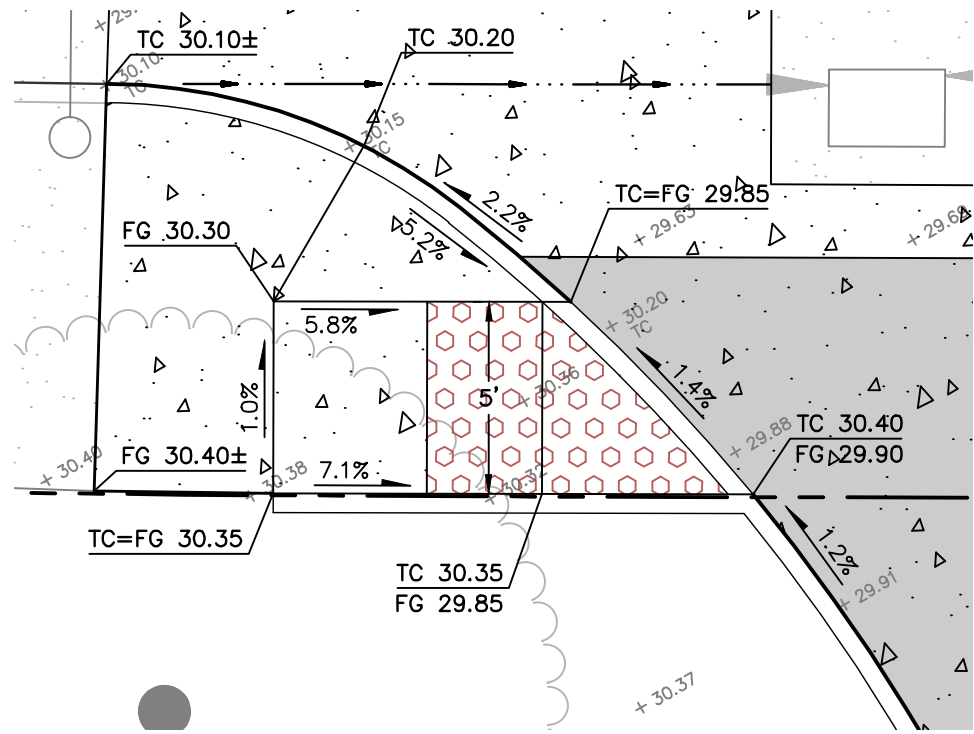


**CR35 CURB RAMP 35**  
1" = 5'

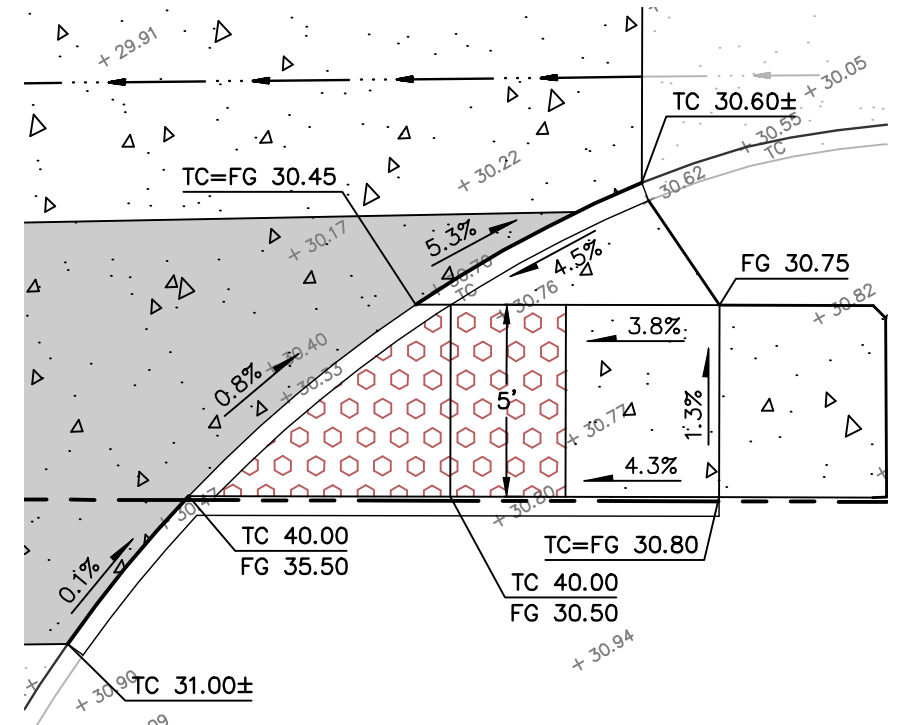


Proj: 11. 2022.11.dwg

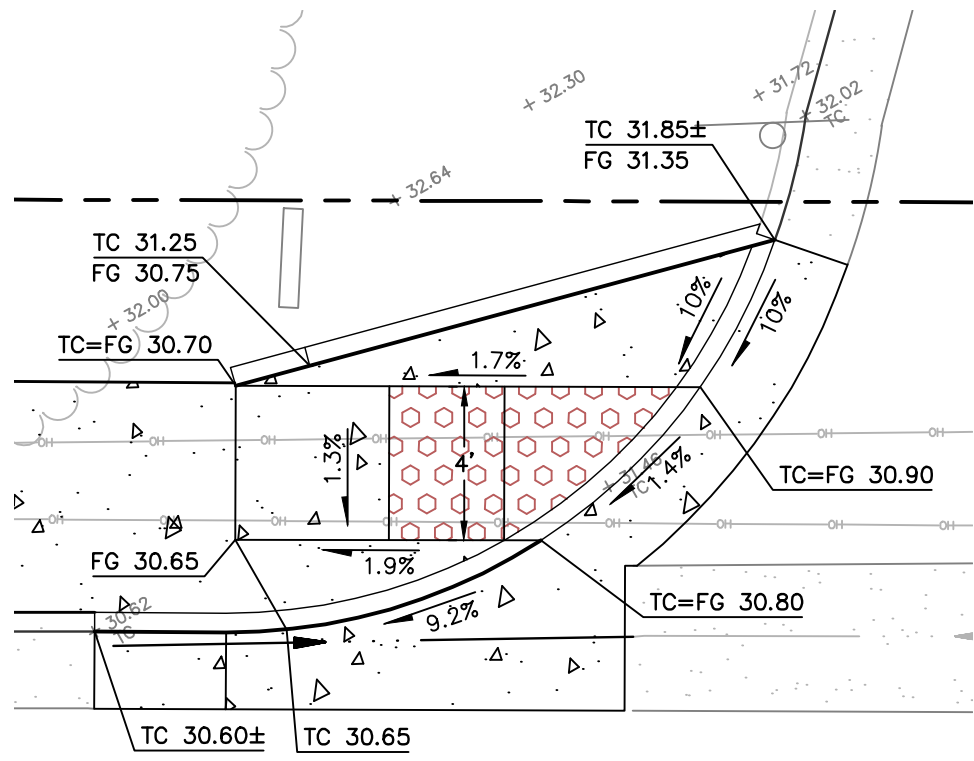
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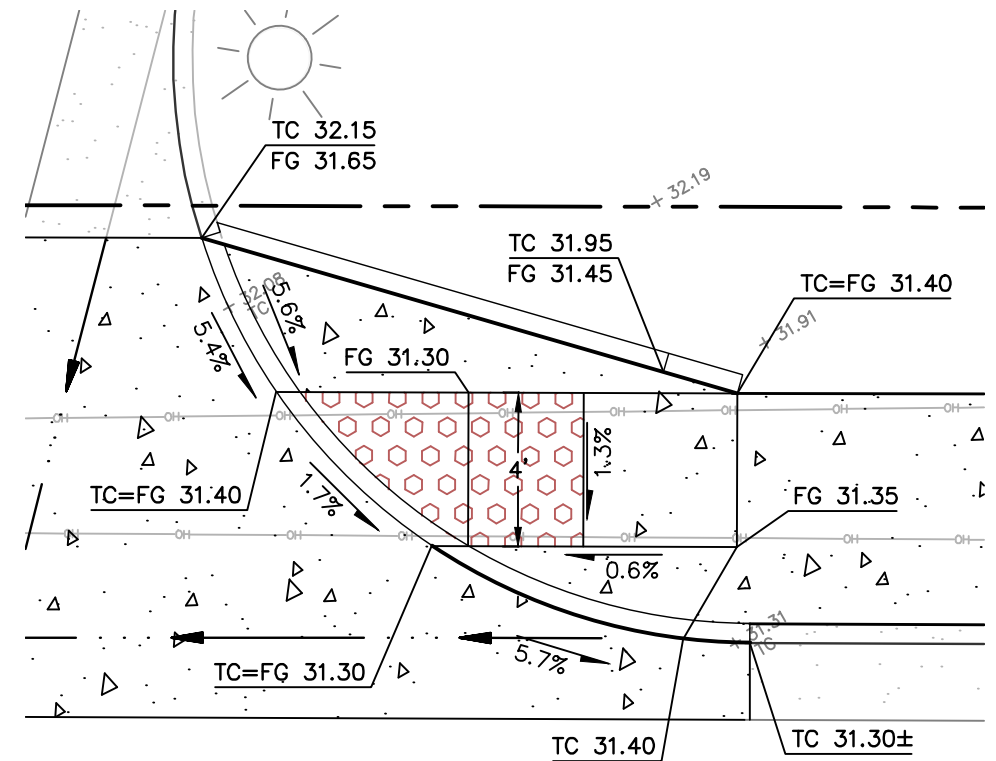
**CR36 CURB RAMP 36**  
1" = 5'



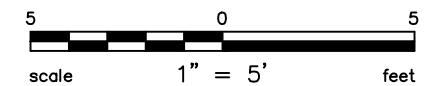
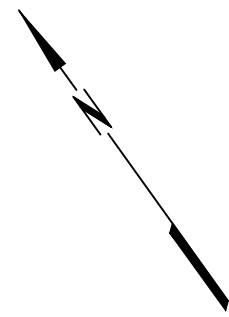
**CR37 CURB RAMP 37**  
1" = 5'



**CR38 CURB RAMP 38**  
1" = 5'



**CR39 CURB RAMP 39**  
1" = 5'



202005\_10\_CR.dwg

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C16102147



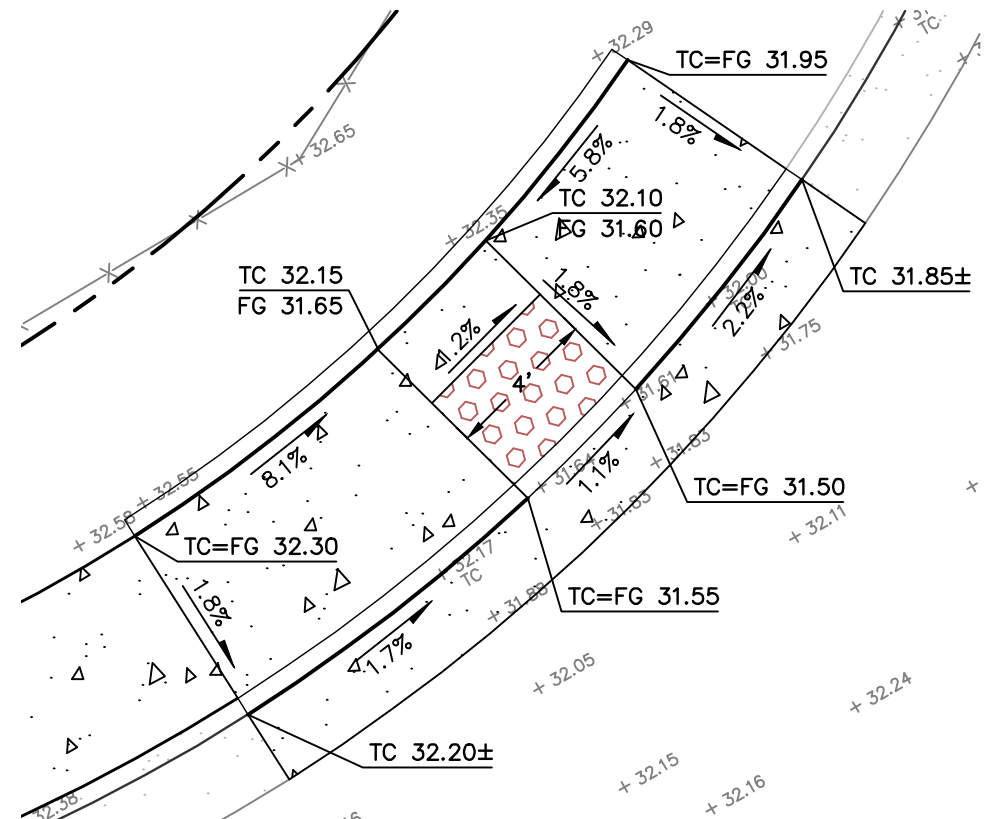
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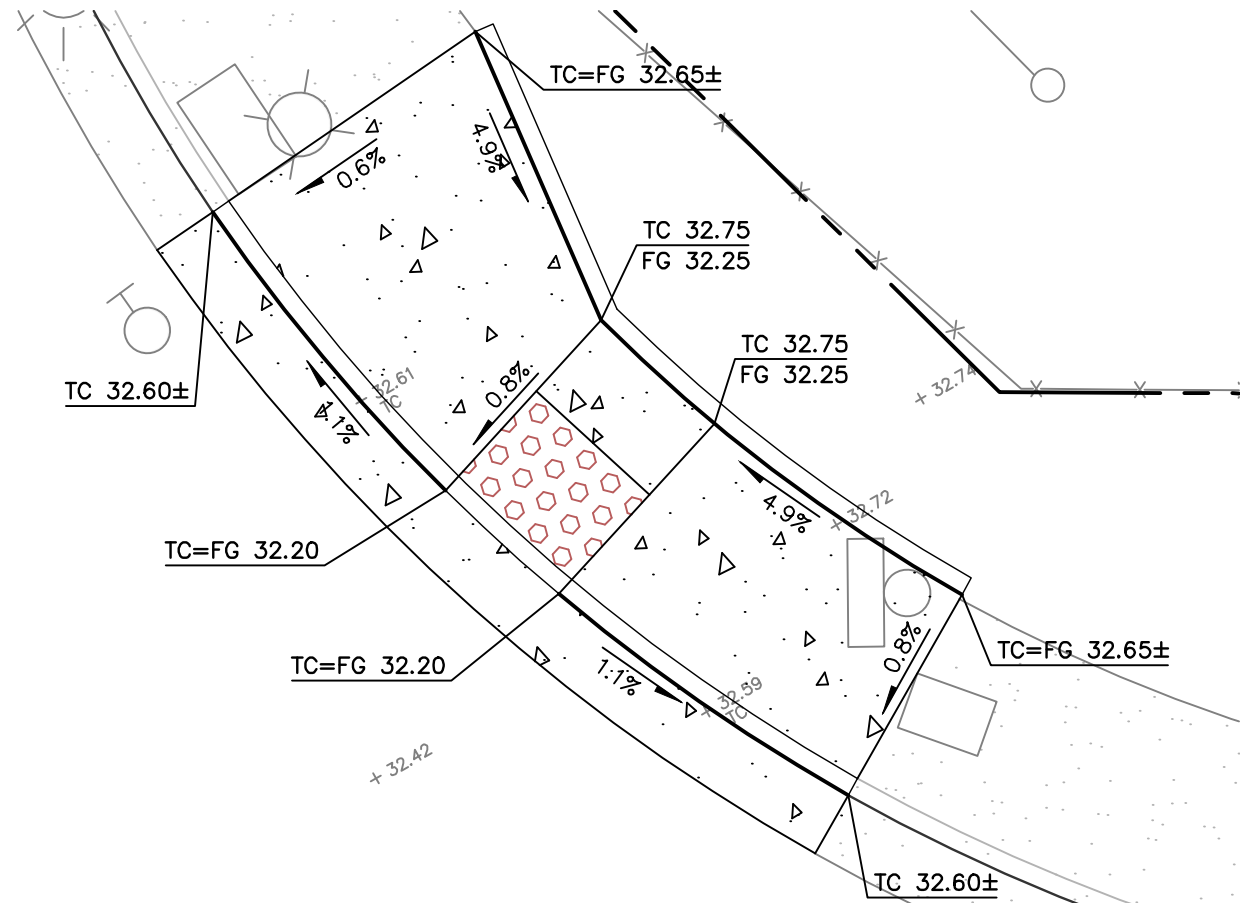
**CURB RAMP DETAILS**  
NORTH MCDOWELL BLVD. - COMPLETE STREETS  
OLD REDWOOD HWY. TO SUNRISE PKWY.

SHEET  
**CR-9**  
118 OF 135

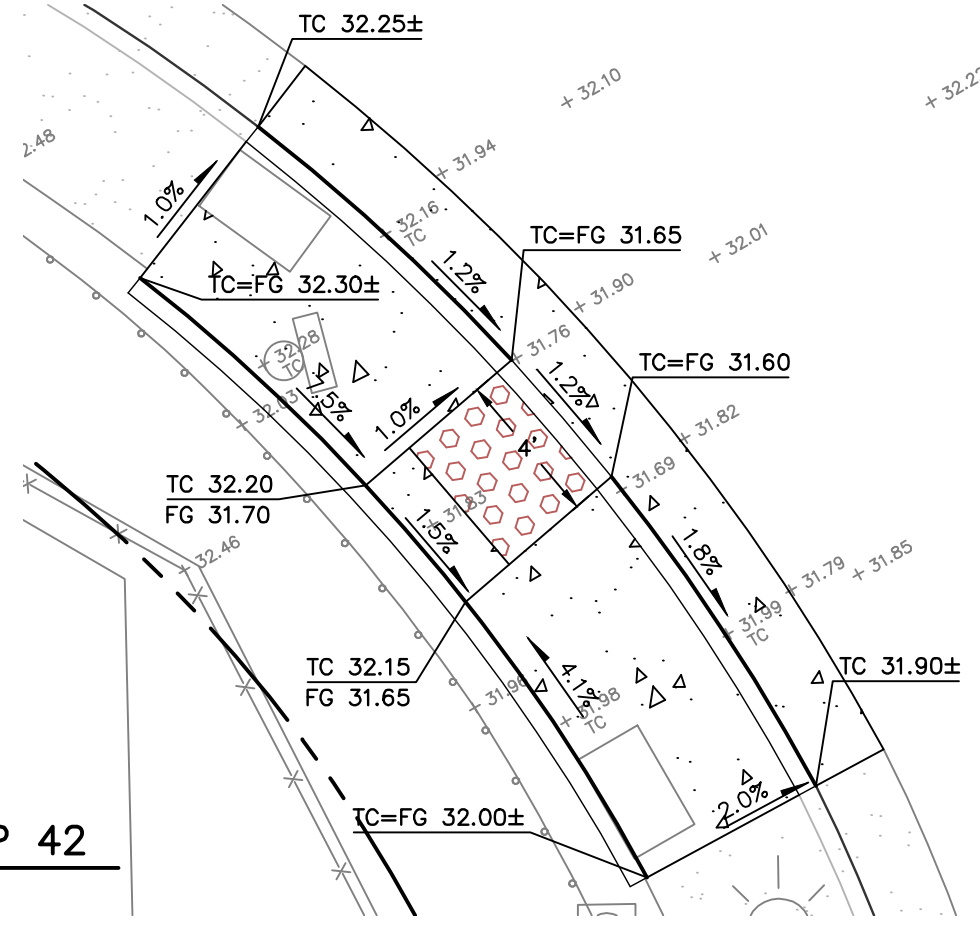




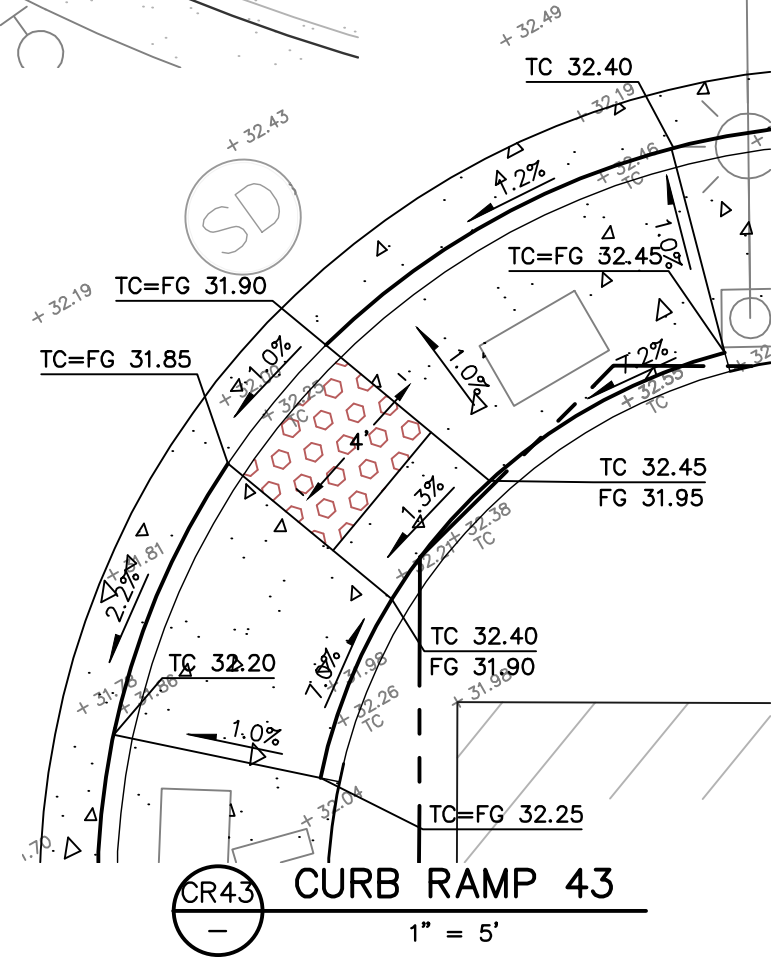
**CR40 CURB RAMP 40**  
1" = 5'



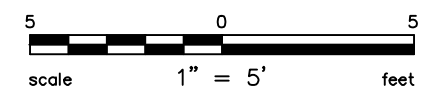
**CR41 CURB RAMP 41**  
1" = 5'



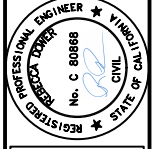
**CR42 CURB RAMP 42**  
1" = 5'



**CR43 CURB RAMP 43**  
1" = 5'



PROJECT NO.  
C16102147



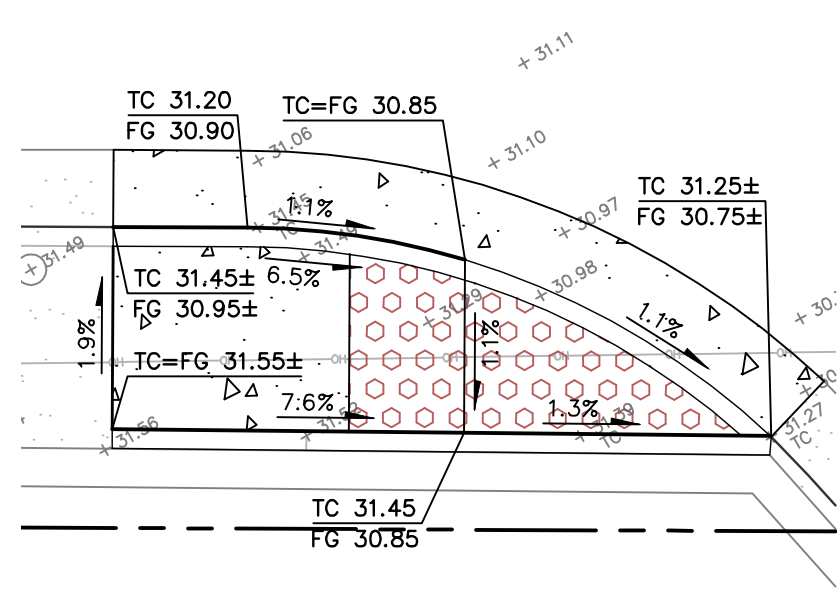
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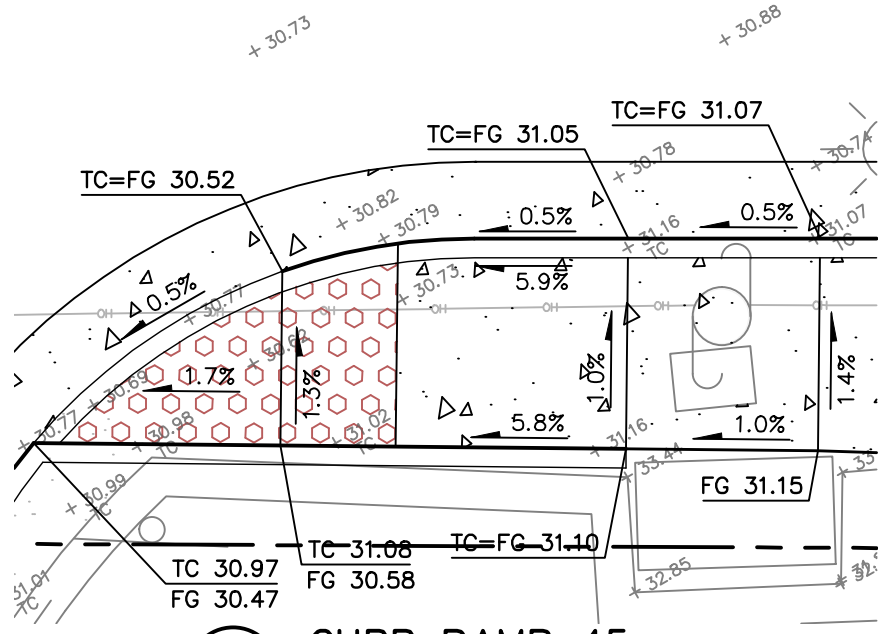
**NORTH MCDOWELL BLVD. - COMPLETE STREETS  
OLD REDWOOD HWY. TO SUNRISE PKWY.**

SHEET  
**CR-10**  
119 OF 135

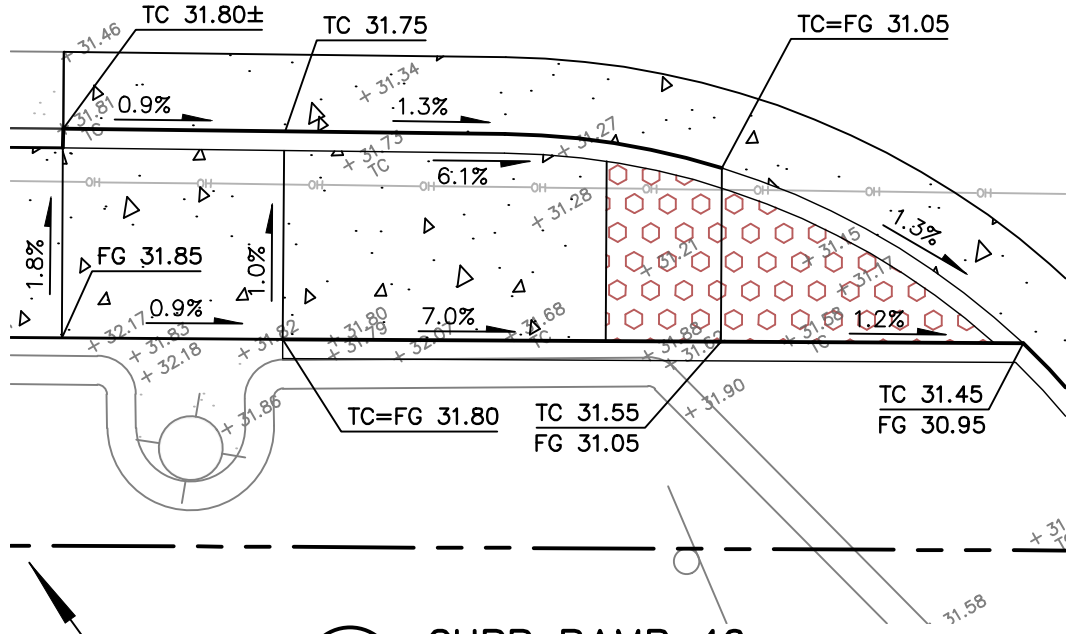
CURB RAMP DETAILS



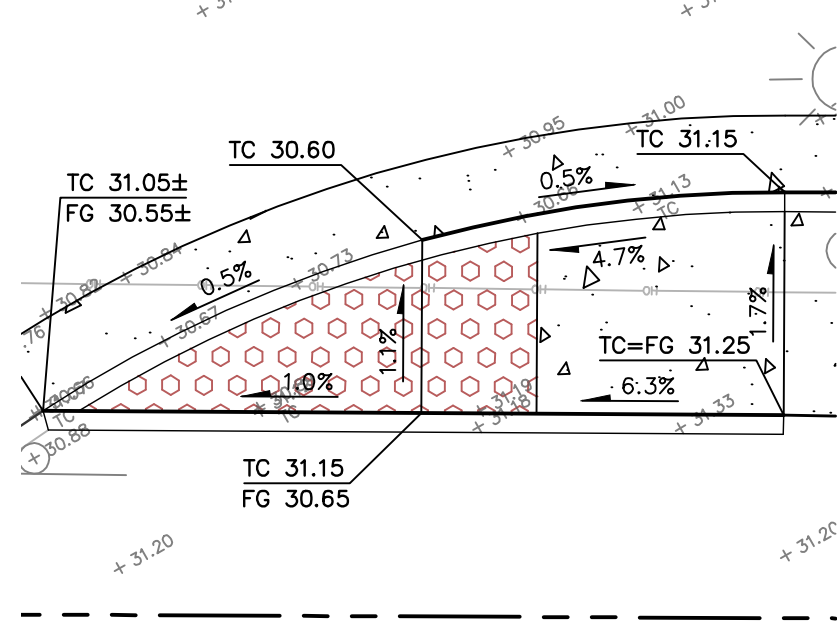
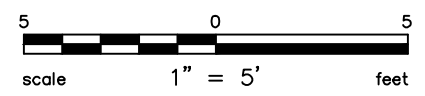
**CR44 CURB RAMP 44**  
1" = 5'



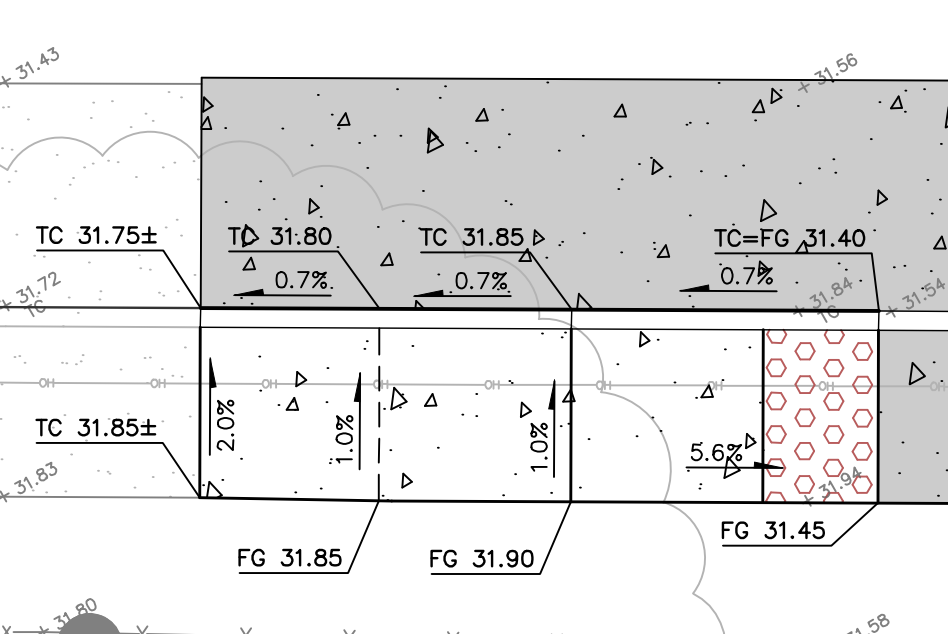
**CR45 CURB RAMP 45**  
1" = 5'



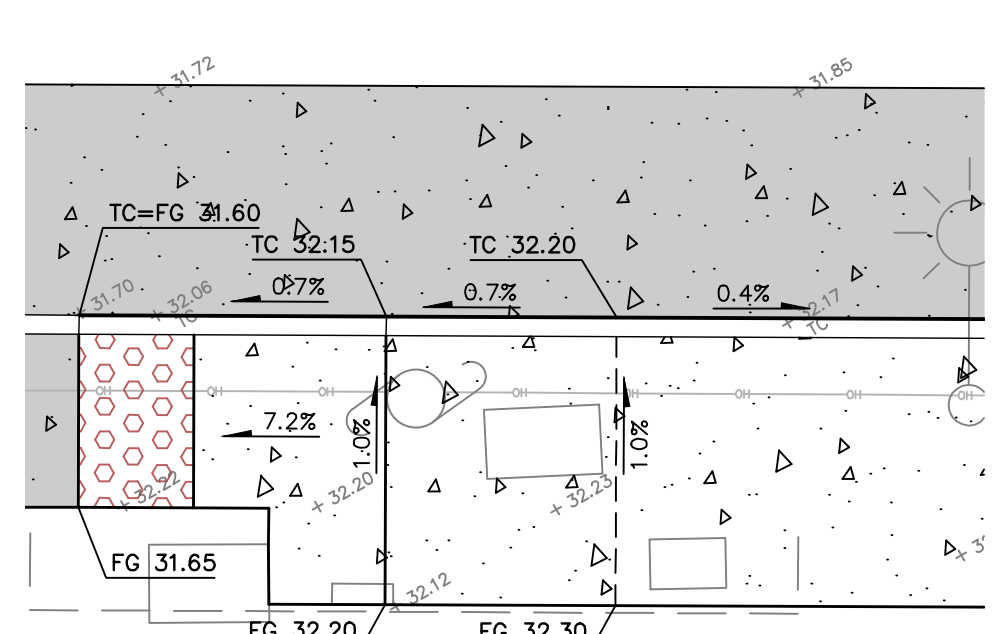
**CR46 CURB RAMP 46**  
1" = 5'



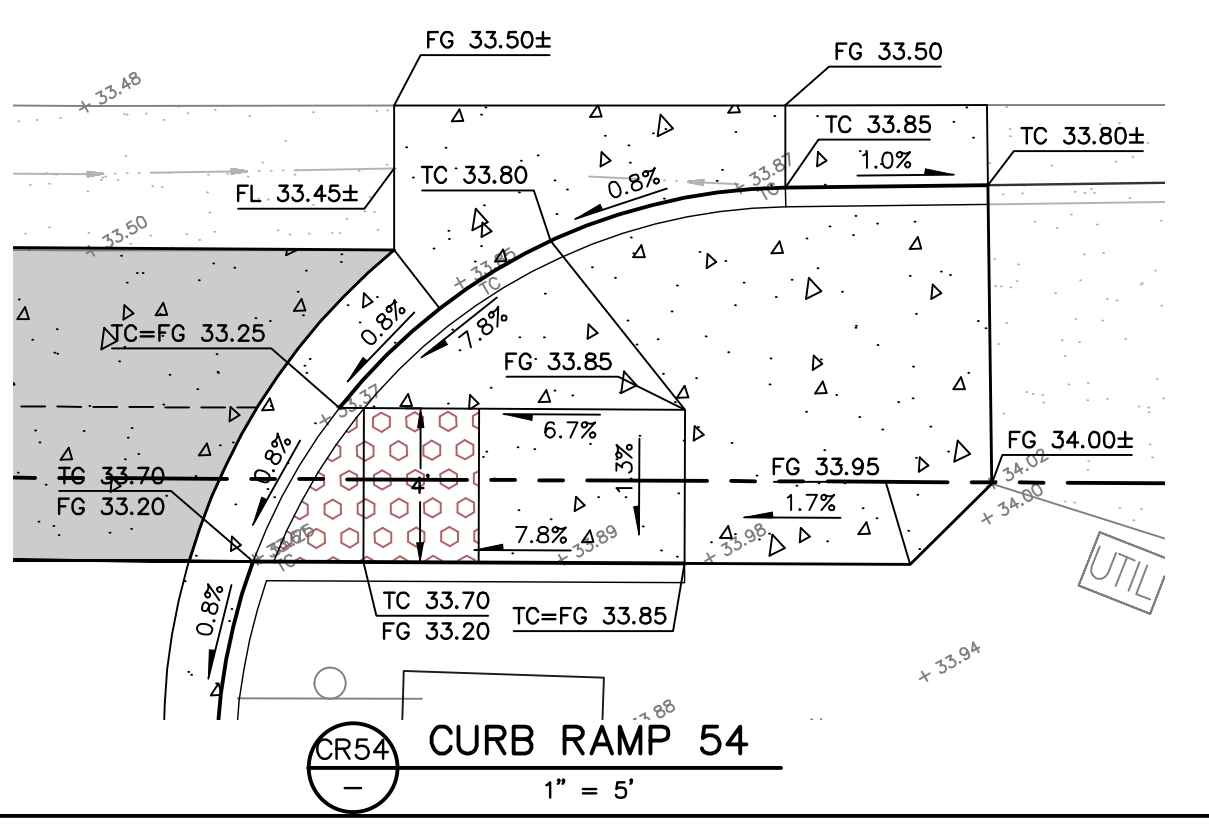
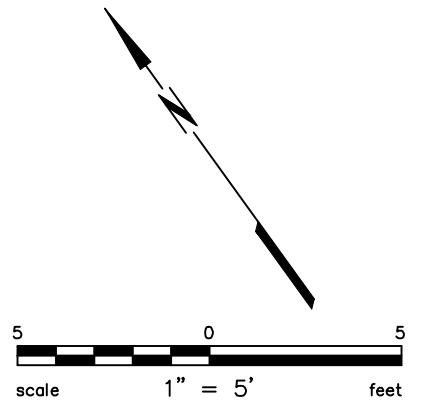
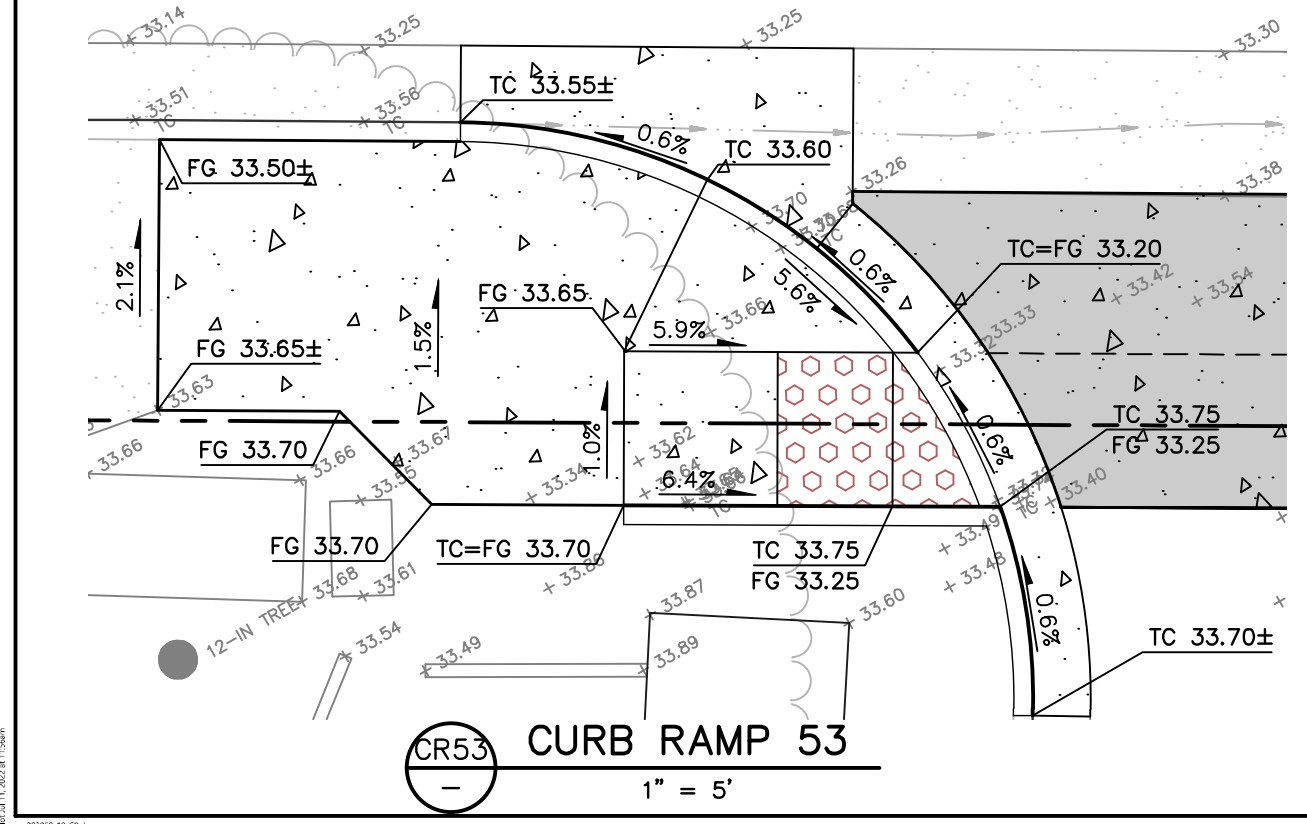
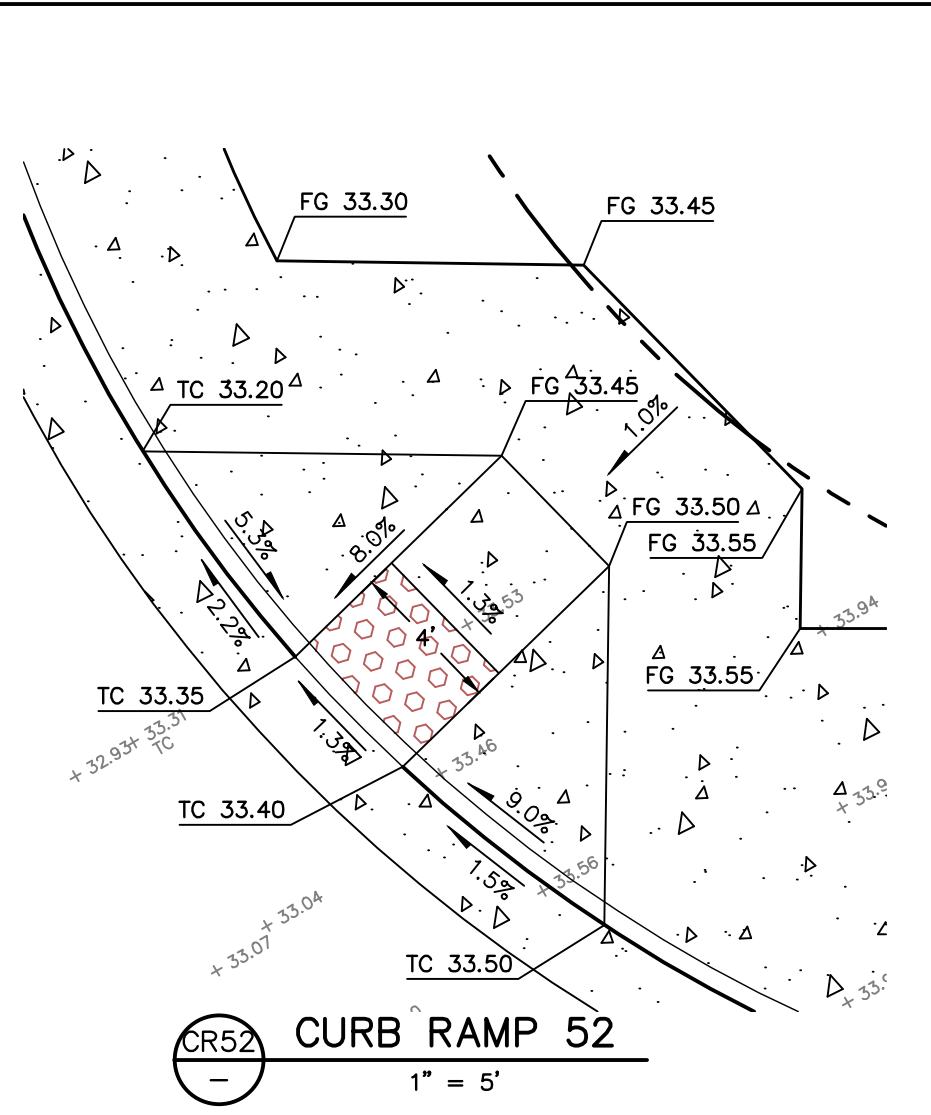
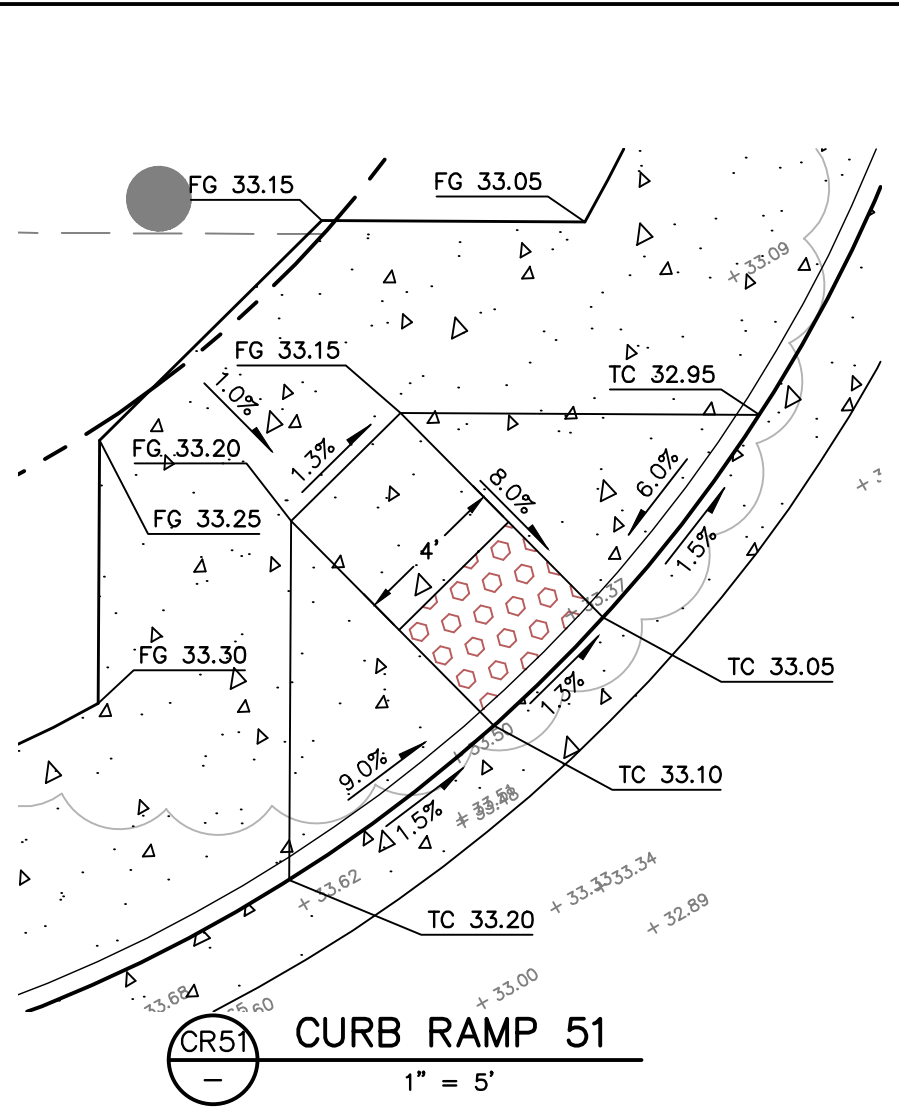
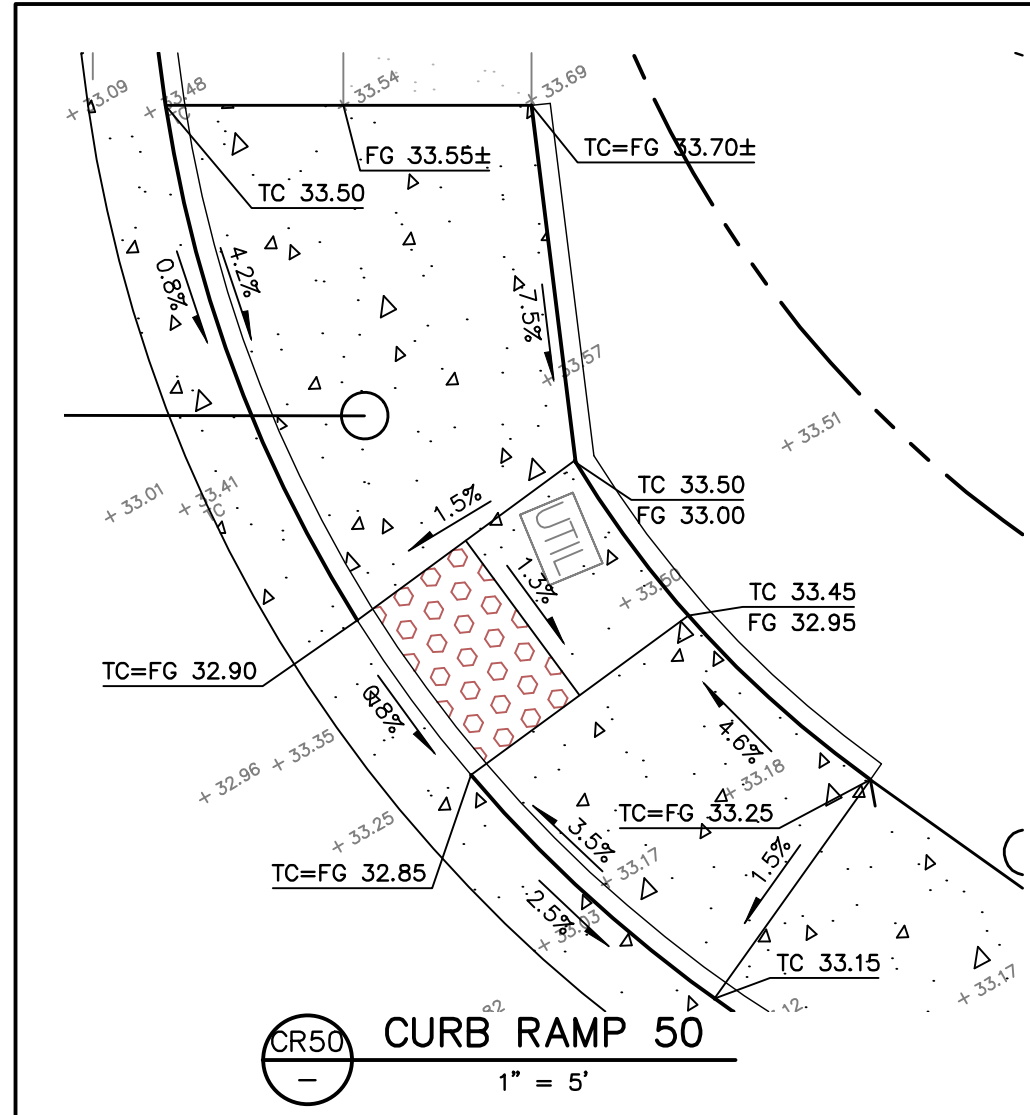
**CR47 CURB RAMP 47**  
1" = 5'



**CR48 CURB RAMP 48**  
1" = 5'



**CR49 CURB RAMP 49**  
1" = 5'



**BKF ENGINEERS**  
 200 4th STREET  
 SUITE 300  
 SANTA ROSA, CA 95401  
 (707) 588-8500  
 www.bkf.com

**BKF**

PROJECT NO.  
 C16102147

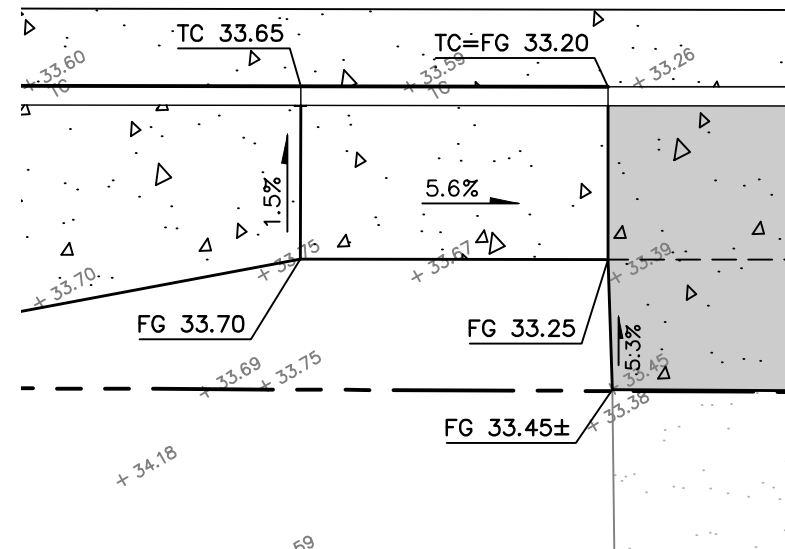
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 202 N. McDowell Blvd., PETALUMA, CALIFORNIA, 94954  
 PH. 707-778-4546 FAX. 707-778-4508

**CURB RAMP DETAILS**

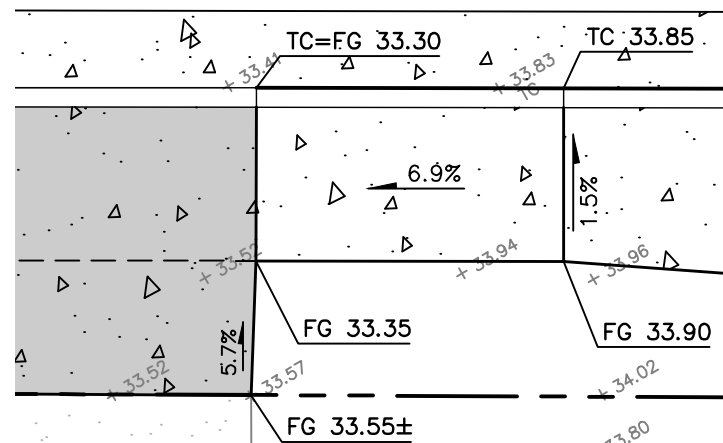
NORTH MCDOWELL BLVD. - COMPLETE STREETS  
 OLD REDWOOD HWY. TO SUNRISE PKWY.

SHEET  
**CR-12**  
 121 OF 135

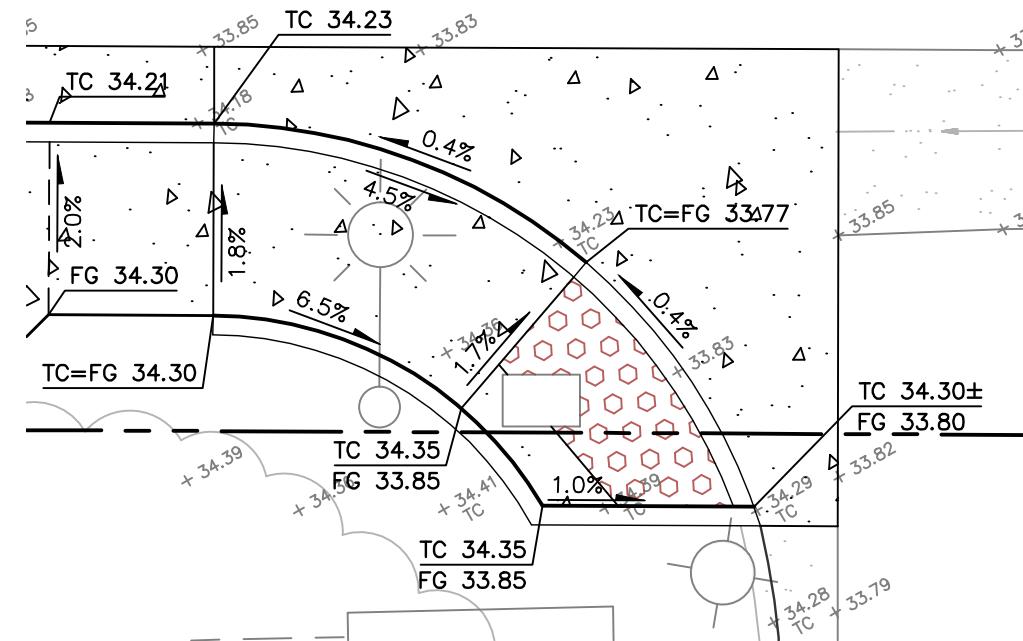
BID DOCUMENTS



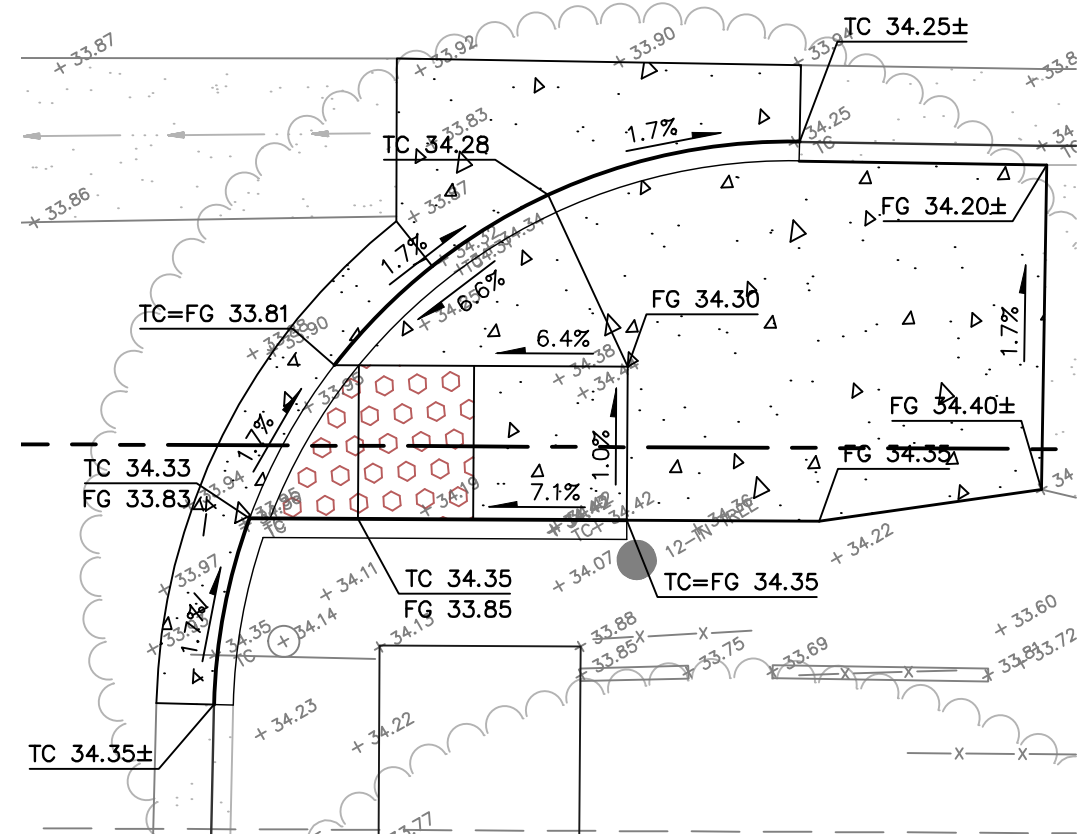
**CR55 CURB RAMP 55**  
1" = 5'



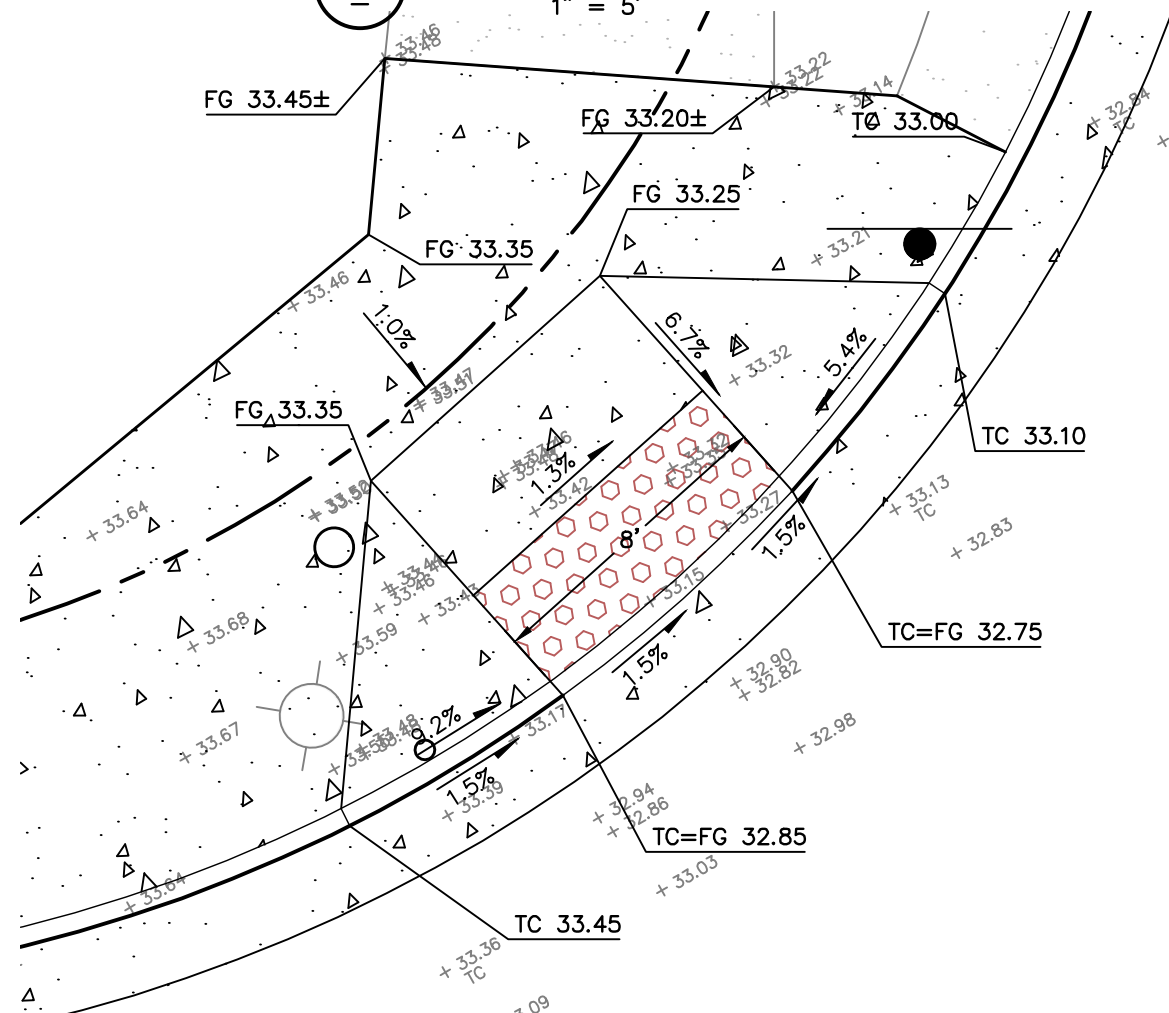
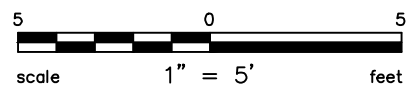
**CR56 CURB RAMP 56**  
1" = 5'



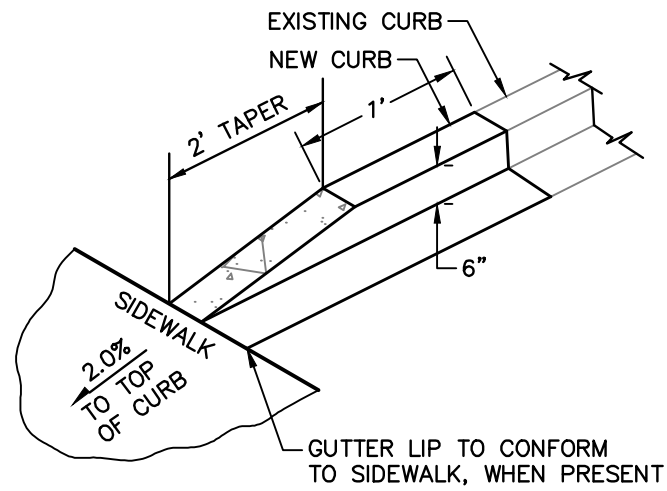
**CR57 CURB RAMP 57**  
1" = 5'



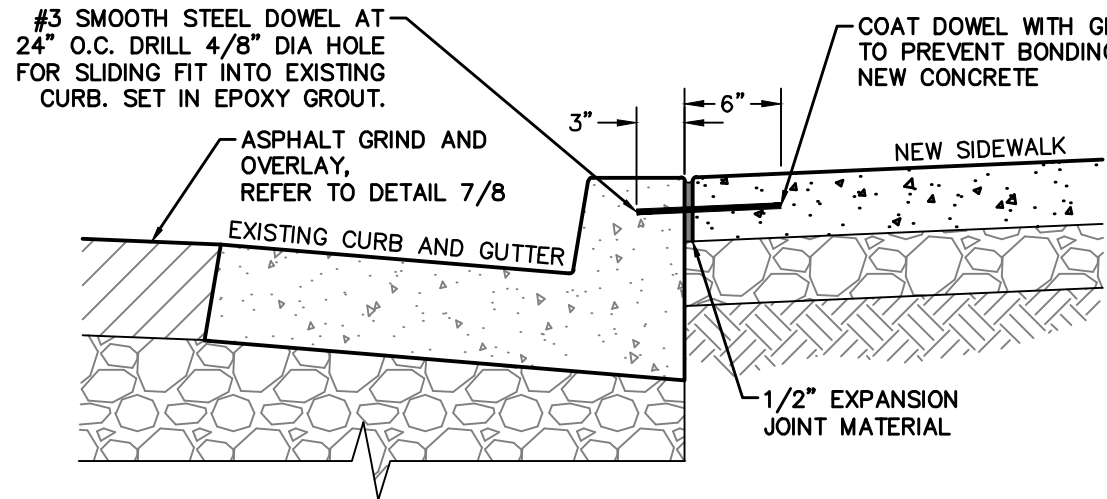
**CR58 CURB RAMP 58**  
1" = 5'



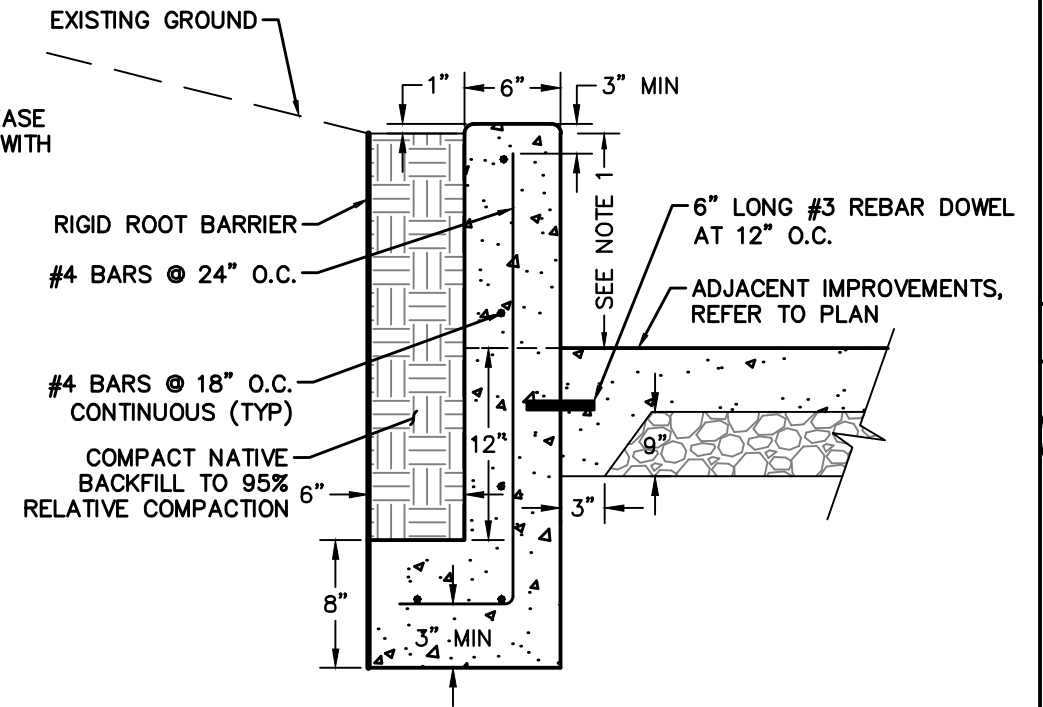
**CR59 CURB RAMP 59**  
1" = 5'



1 CURB TAPER  
NO SCALE

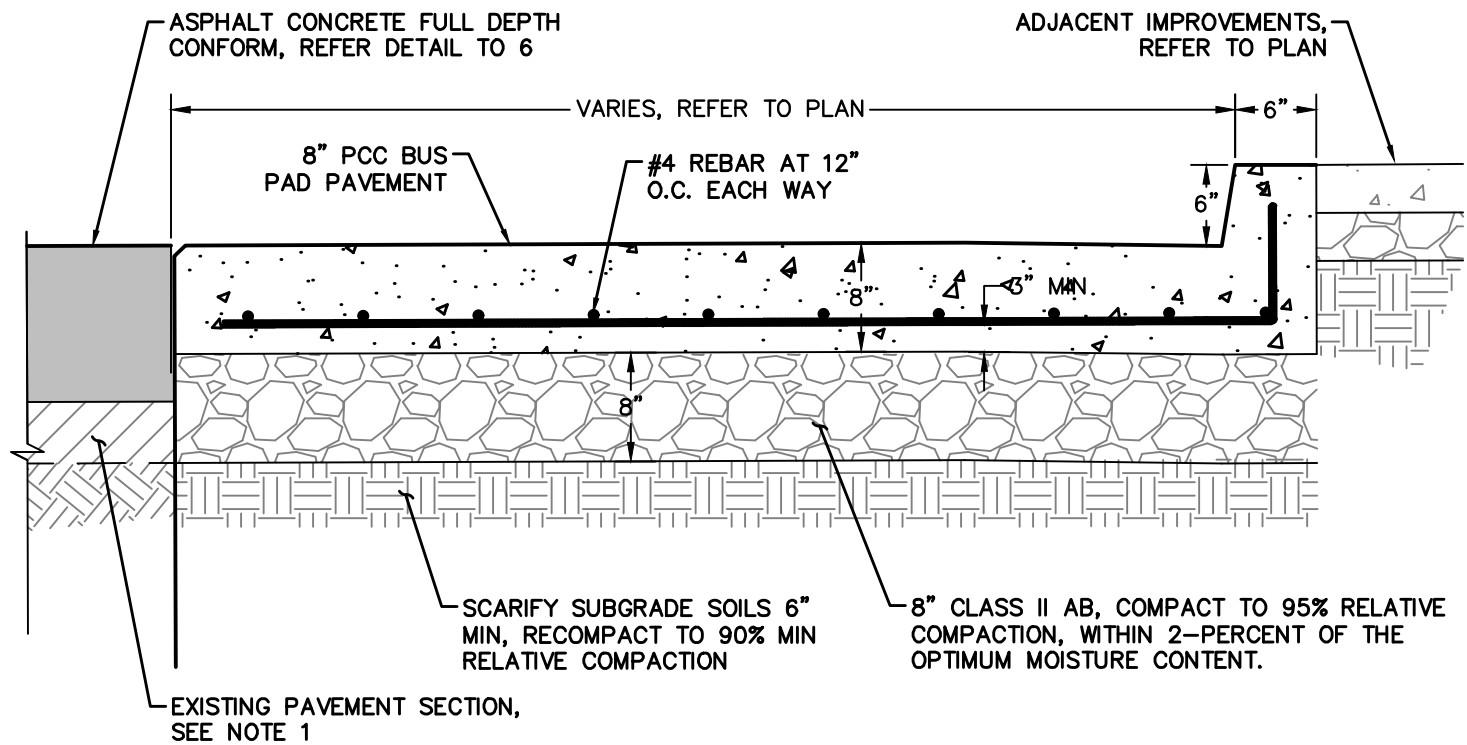


2 CURB DOWELING  
NO SCALE



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

3 RETAINING CURB  
NO SCALE



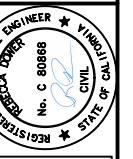
NOTES:  
1. EXISTING PAVEMENT SECTION THICKNESSES VARY. REFER TO THE PROJECT GEOTECHNICAL REPORT.  
2. WEAKENED PLANE JOINTS AT LEAST 3/4-INCH DEEP SHALL BE PLACED AT A MINIMUM 10- FEET ON CENTER.  
3. 3/8-INCH THICK EXPANSION JOINTS SHALL BE EQUALLY SPACED AND CONSTRUCTED AT A MAXIMUM SPACING OF EVERY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

4 CONCRETE BUS PAD  
NO SCALE

BKF ENGINEERS  
200 4th STREET  
SUITE 300  
SANTA ROSA, CA 95401  
(707) 583-8500  
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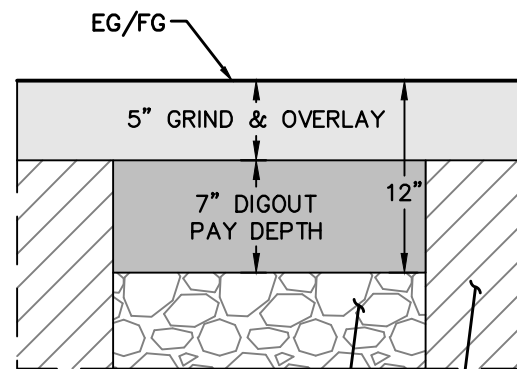


NORTH MCDOWELL BLVD. - COMPLETE STREETS  
OLD REDWOOD HWY. TO SUNRISE PKWY.  
CONSTRUCTION DETAILS

SHEET

CD-1

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

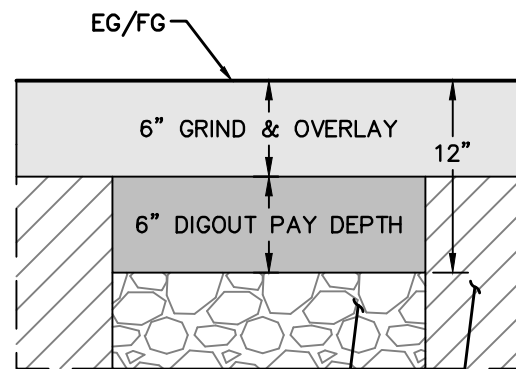
EXISTING PAVEMENT SECTION, SEE NOTE 1

**5" GRIND DIGOUT SECTIONS**

**NOTES:**

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

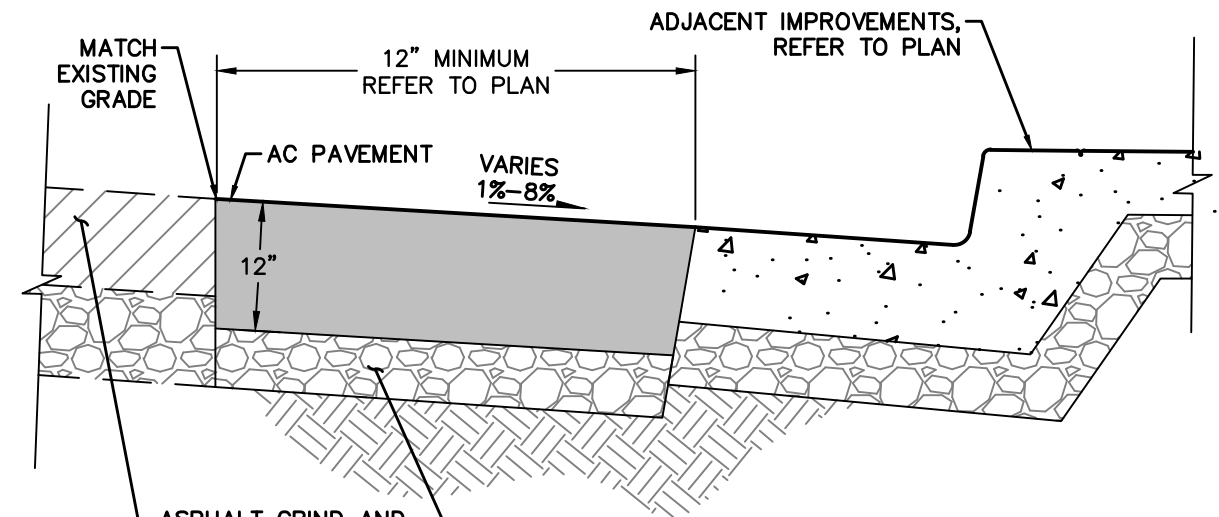
**5** ASPHALT CONCRETE DIGOUT SECTIONS  
NO SCALE



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

EXISTING PAVEMENT SECTION, SEE NOTE 1

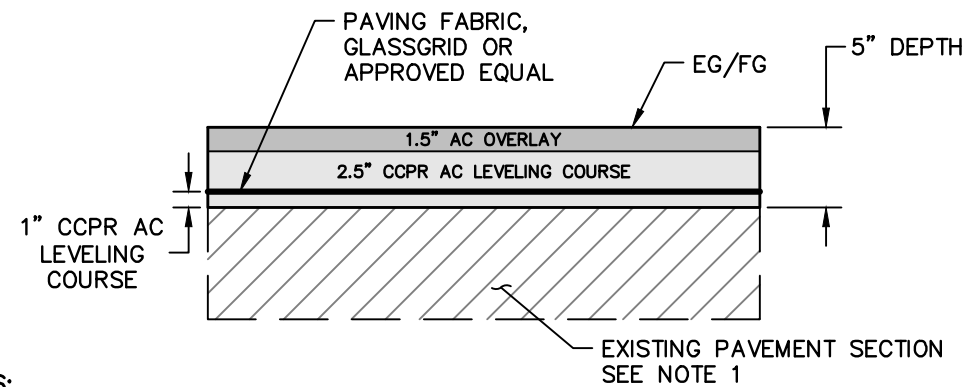
**6" GRIND DIGOUT SECTIONS**



**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

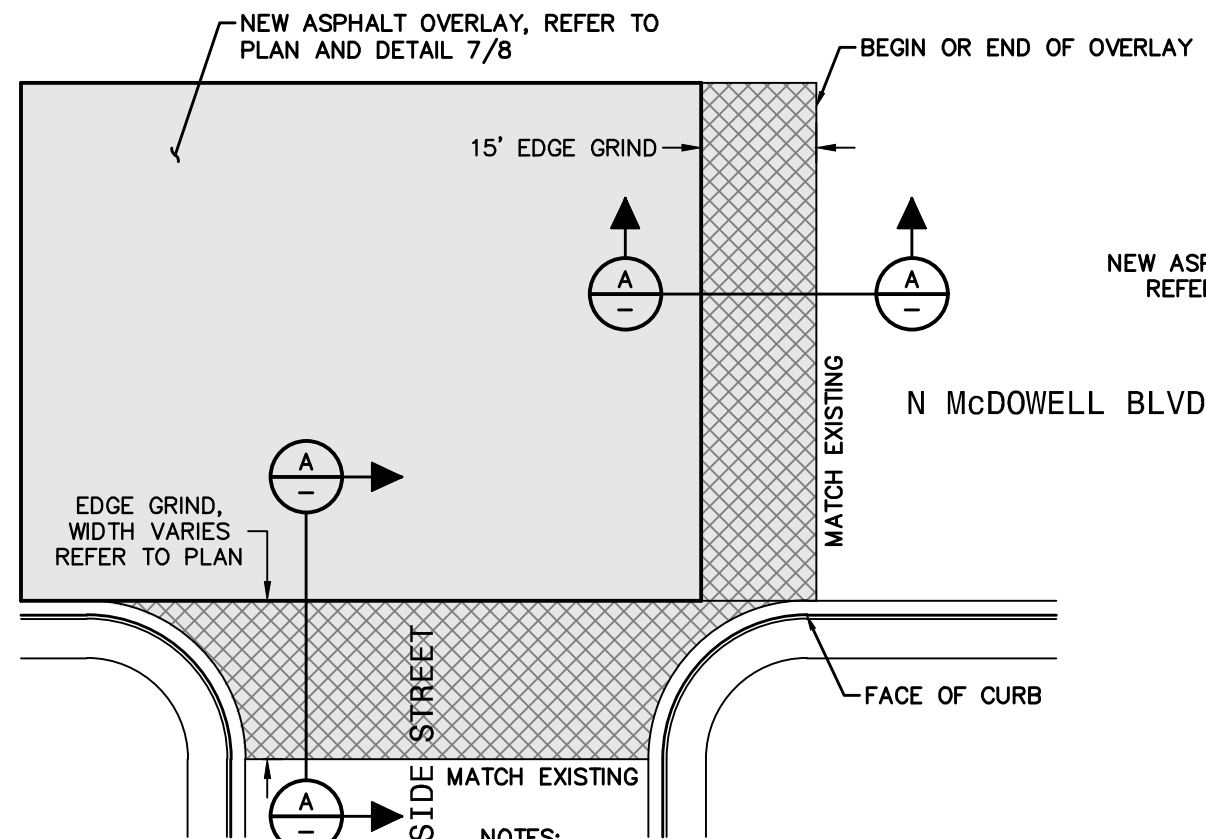
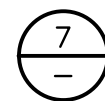


**NOTES:**

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

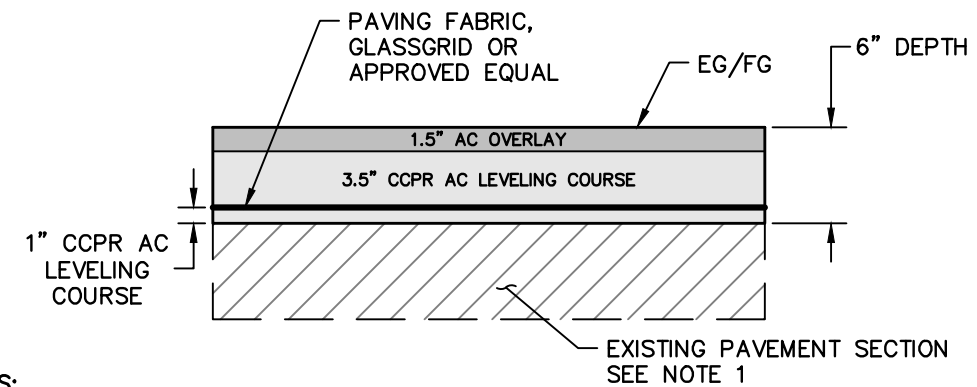
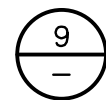


**NOTES:**

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

## END OF PAVEMENT REHABILITATION CONFORM

NO SCALE

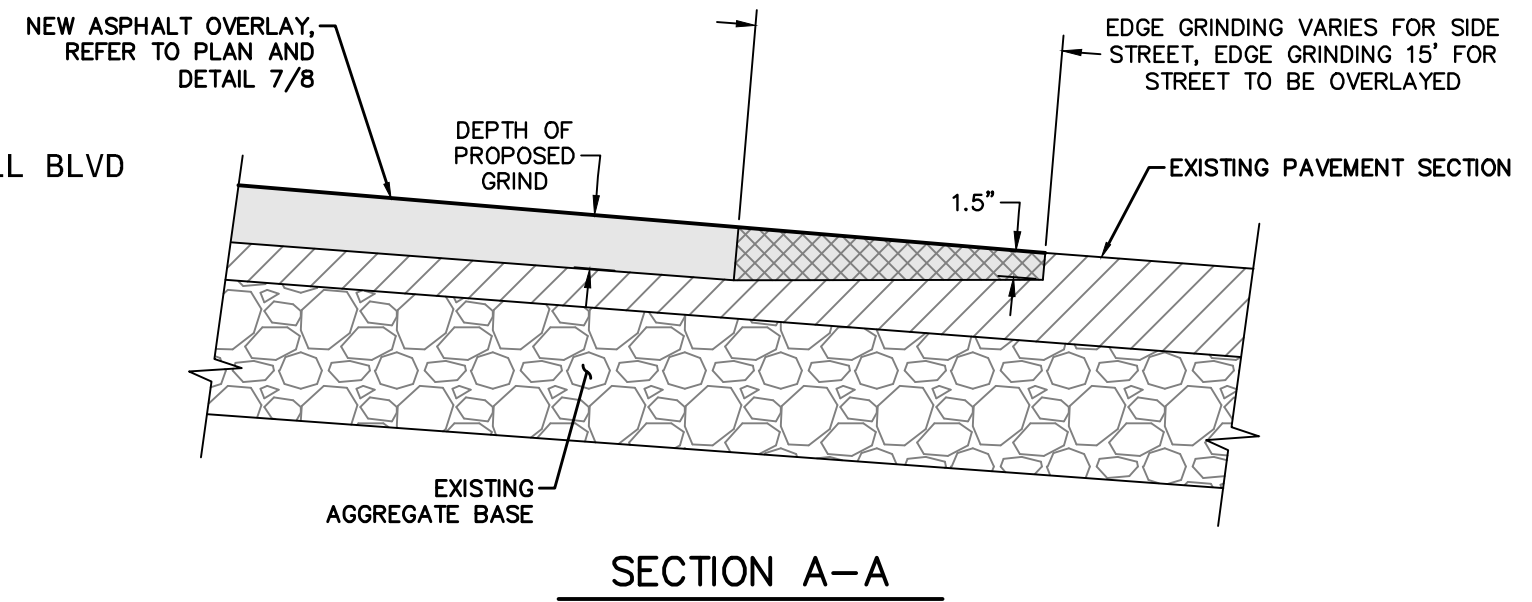
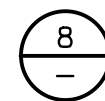


**NOTES:**

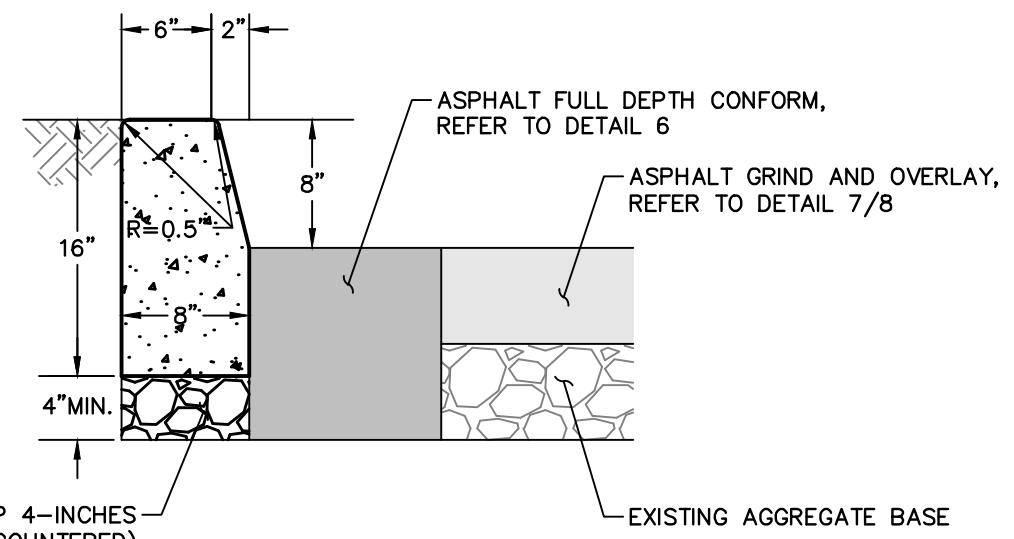
1. EXISTING PAVEMENT SECTION THICKNESSES VARY. REFER TO THE PROJECT GEOTECHNICAL REPORT.
2. PAVEMENT FAILURES MUST BE REPAIRED IN COMPLIANCE WITH THE PROJECT SPECIFICATIONS PRIOR TO EXECUTING GRIND AND OVERLAY WORK.
3. THOROUGHLY SWEEP SURFACE BEFORE APPLICATION OF TACK COAT AND ASPHALT OVERLAY TO ENSURE 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

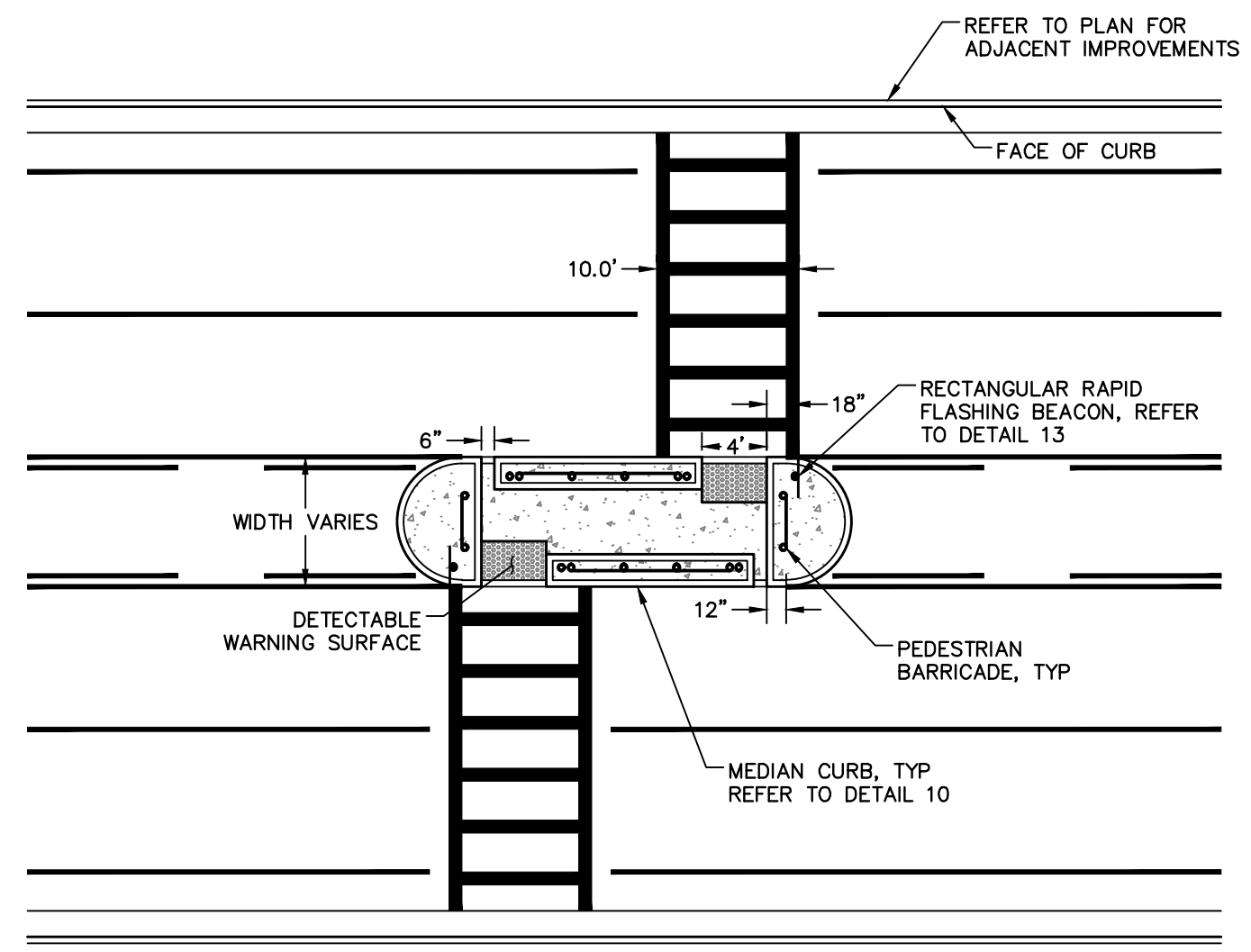


### SECTION A-A



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

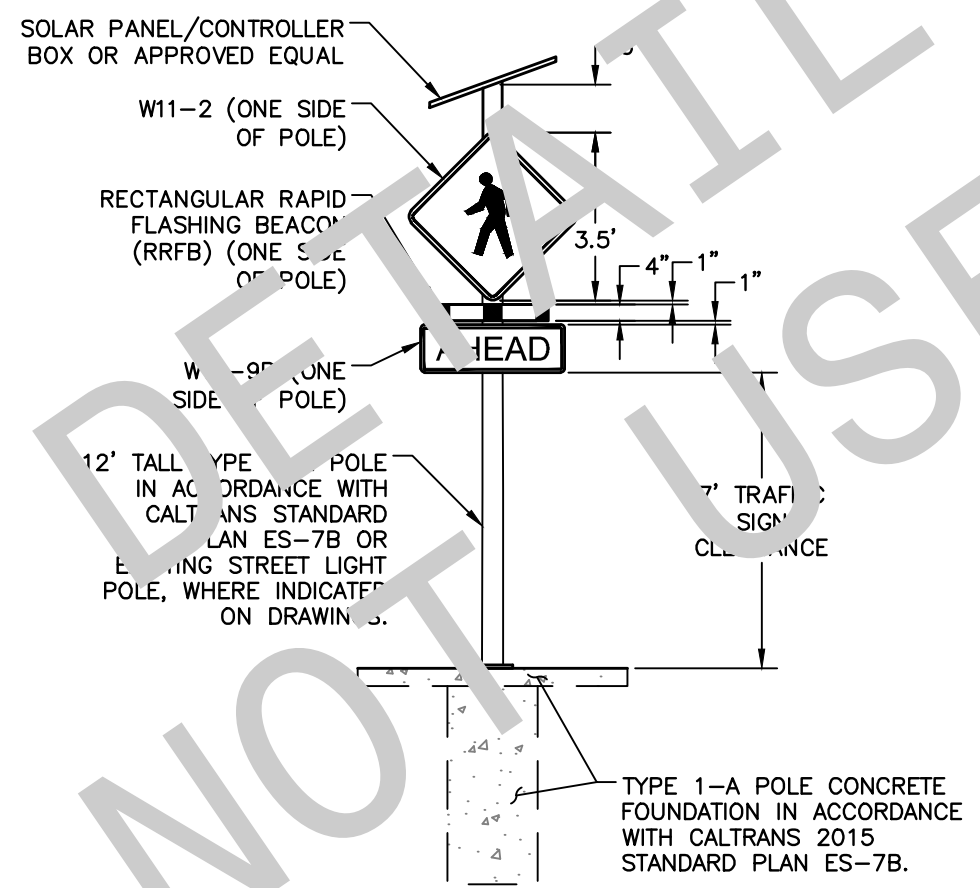


**NOTES:**

1. REFER TO CR SHEETS FOR GRADING INFORMATION.

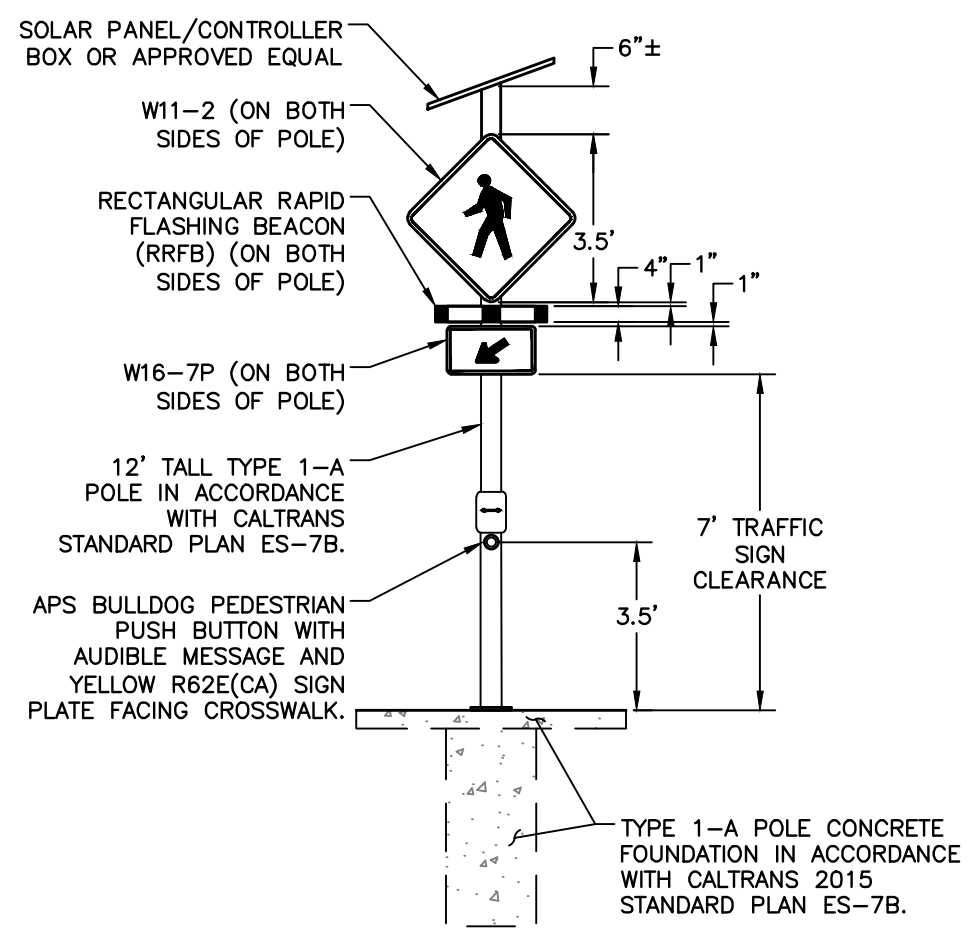
11 **Z-CROSSING**  
 NO SCALE





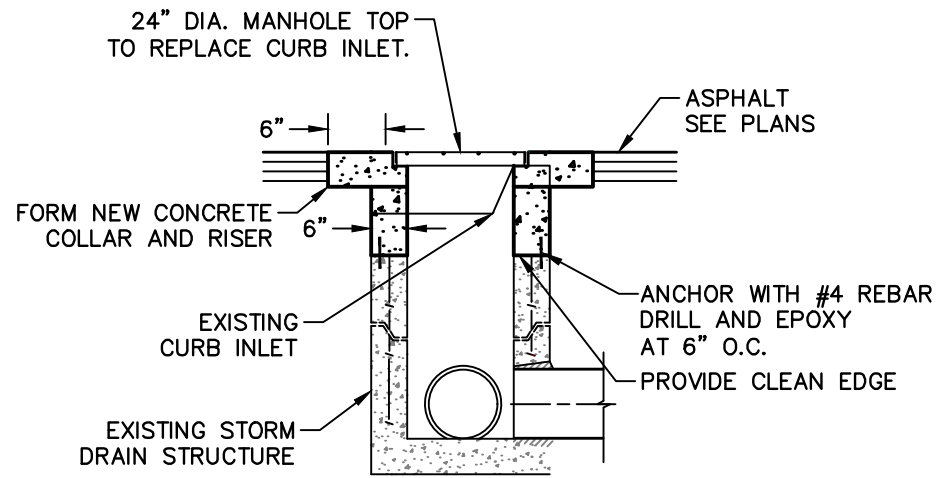
**ADVANCED WARNING RECTANGULAR RAPID FLASHING BEACON**  
 NO SCALE

12  
 -



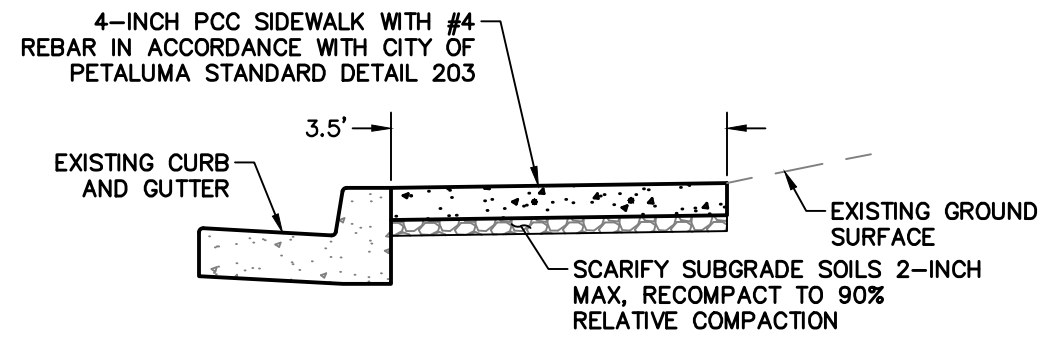
**RECTANGULAR RAPID FLASHING BEACON**  
 NO SCALE

13  
 -



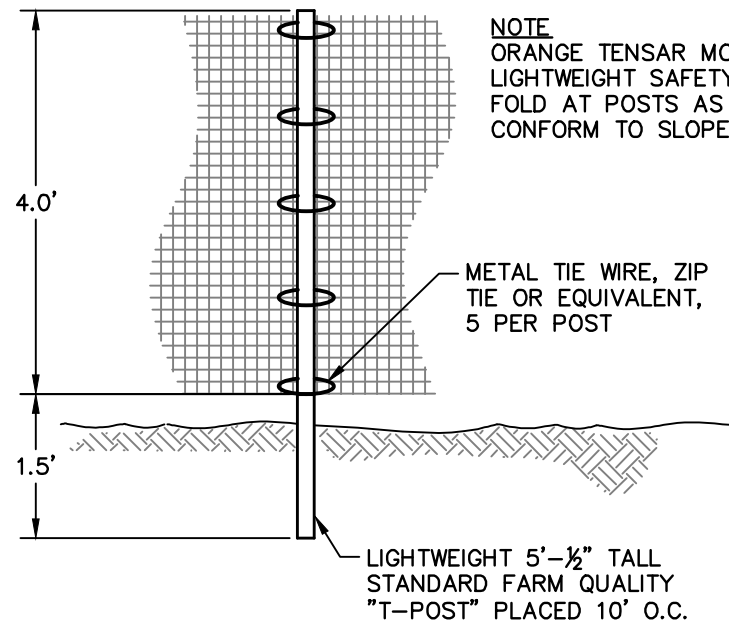
### 16 CONVERT EXISTING CATCH BASIN TO SDMH AND RAISE LID TO GRADE

NO SCALE



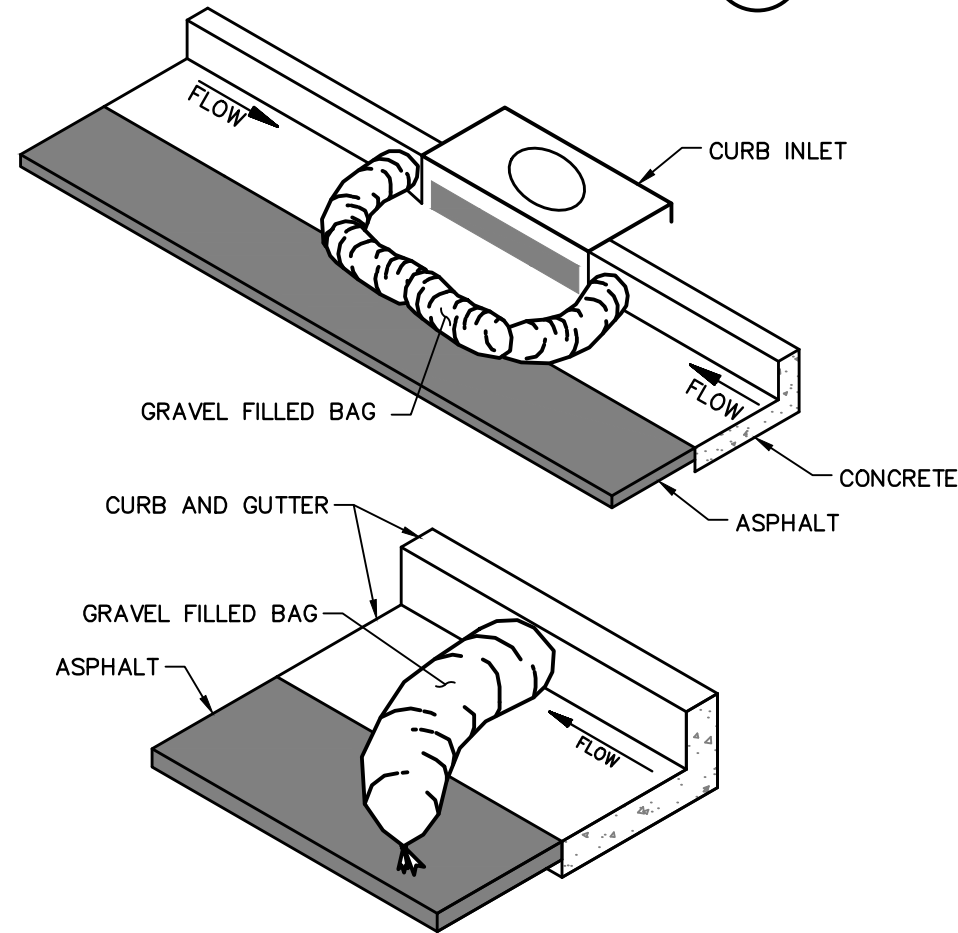
### 17 REINFORCED CONCRETE SIDEWALK AND SPECIAL TRENCHING ZONE

NO SCALE



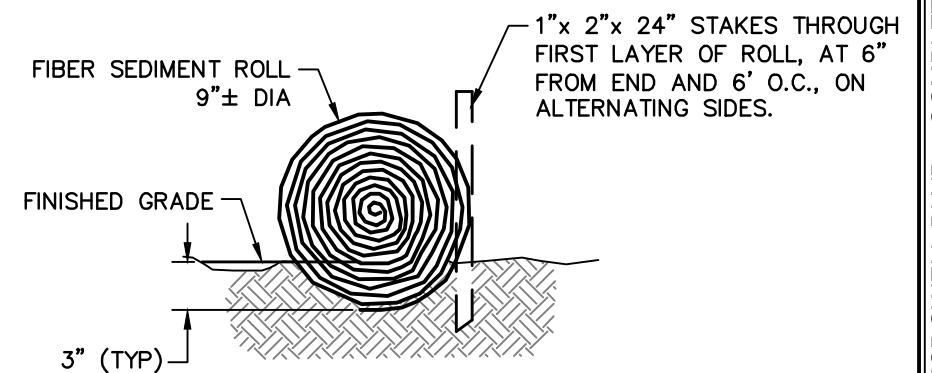
### 13 TREE PROTECTION FENCE

NO SCALE



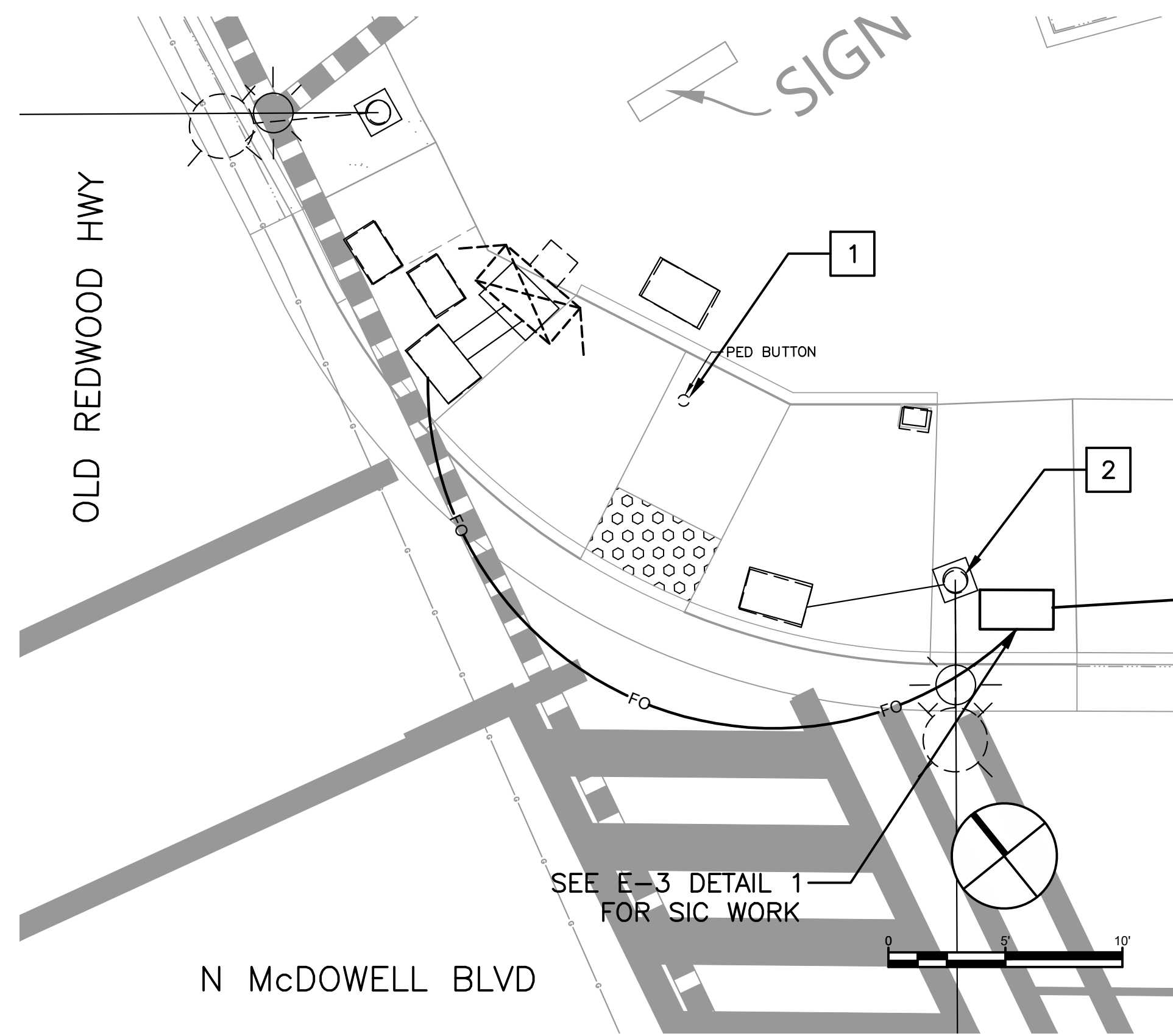
### 14 GRAVEL BAGS

NO SCALE

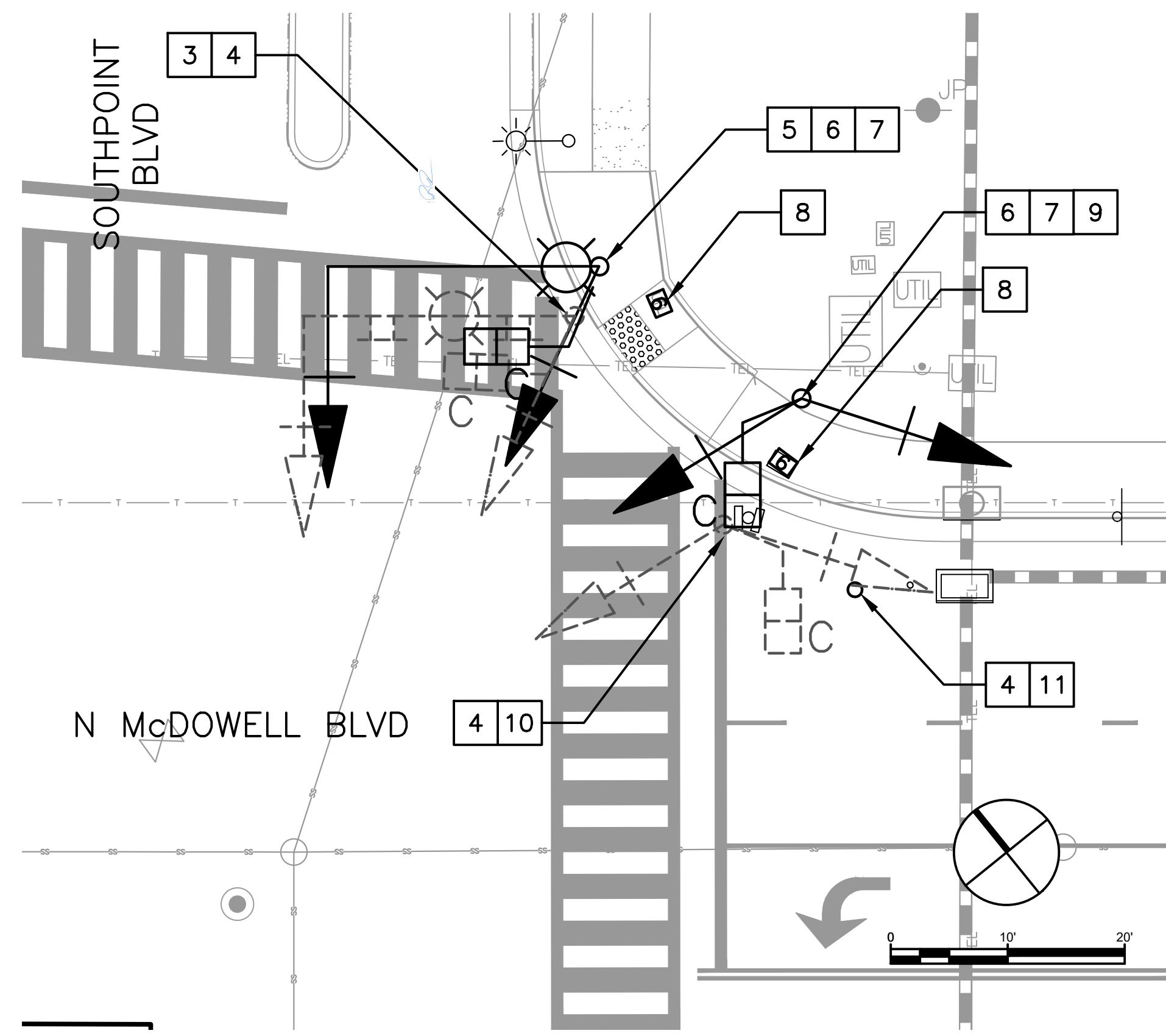


### 15 FIBER ROLL

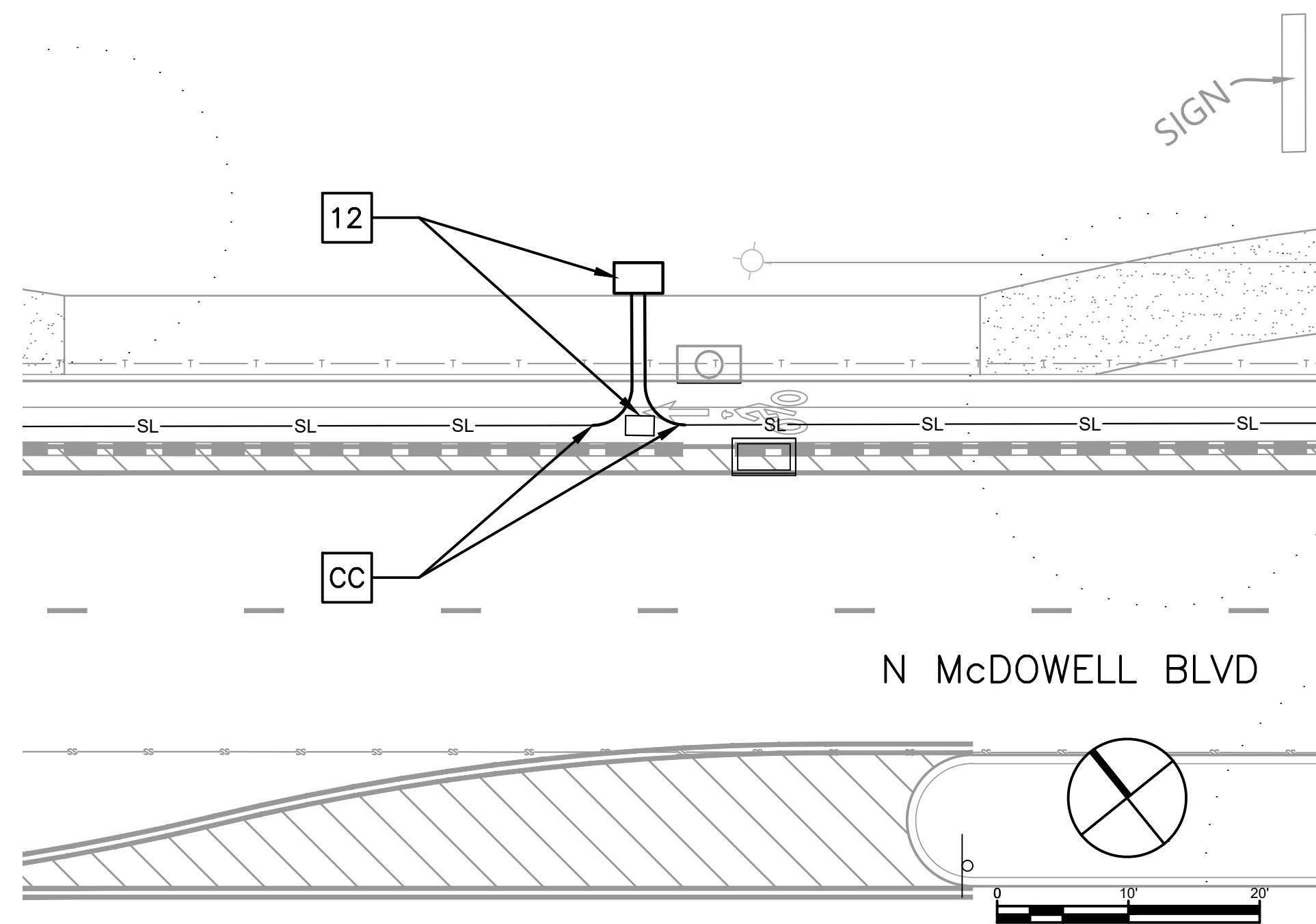
NO SCALE



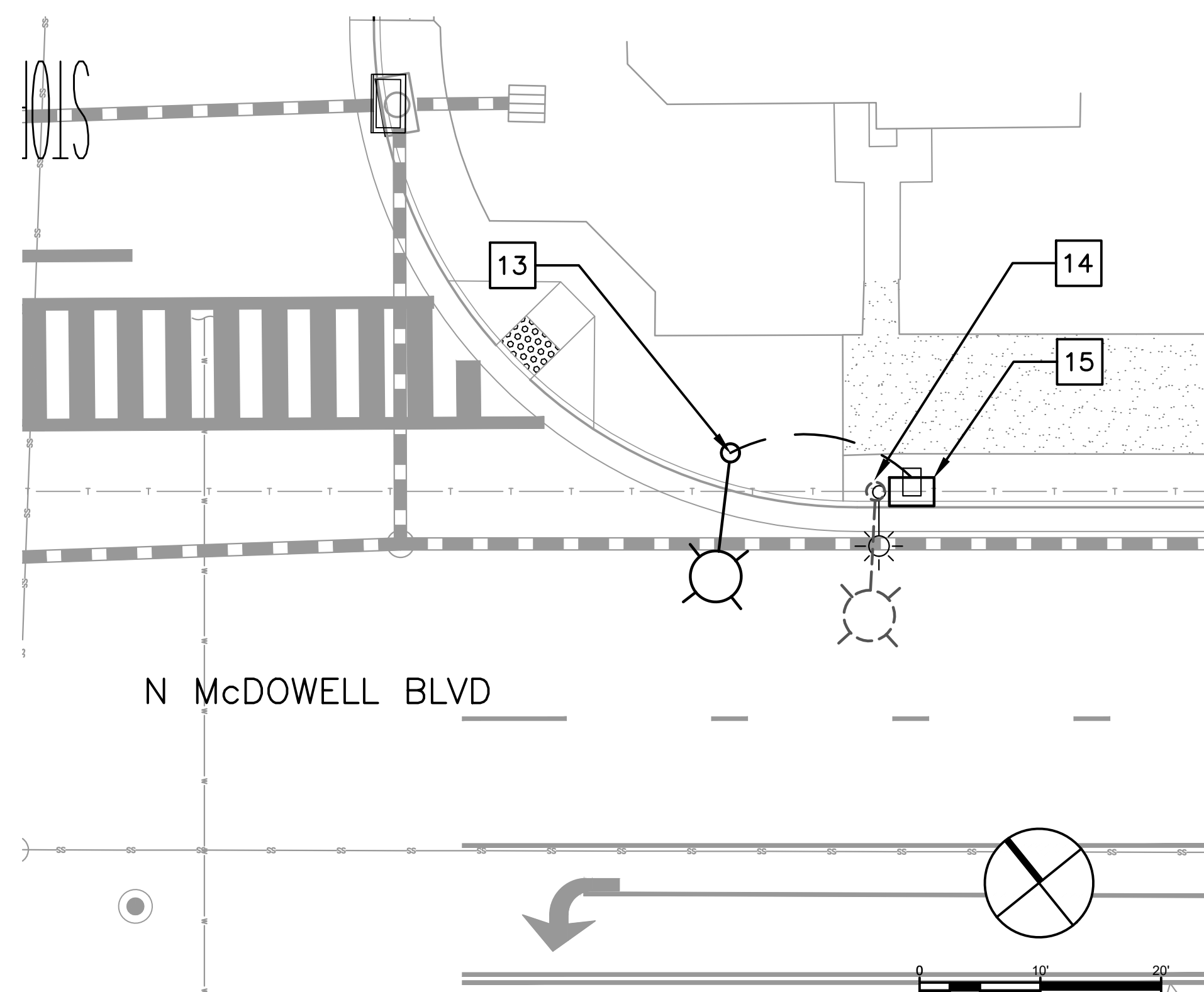
DETAIL A  
STA 01+25



DETAIL B  
STA 83+00



DETAIL C  
STA 85+25



DETAIL D  
STA 89+00

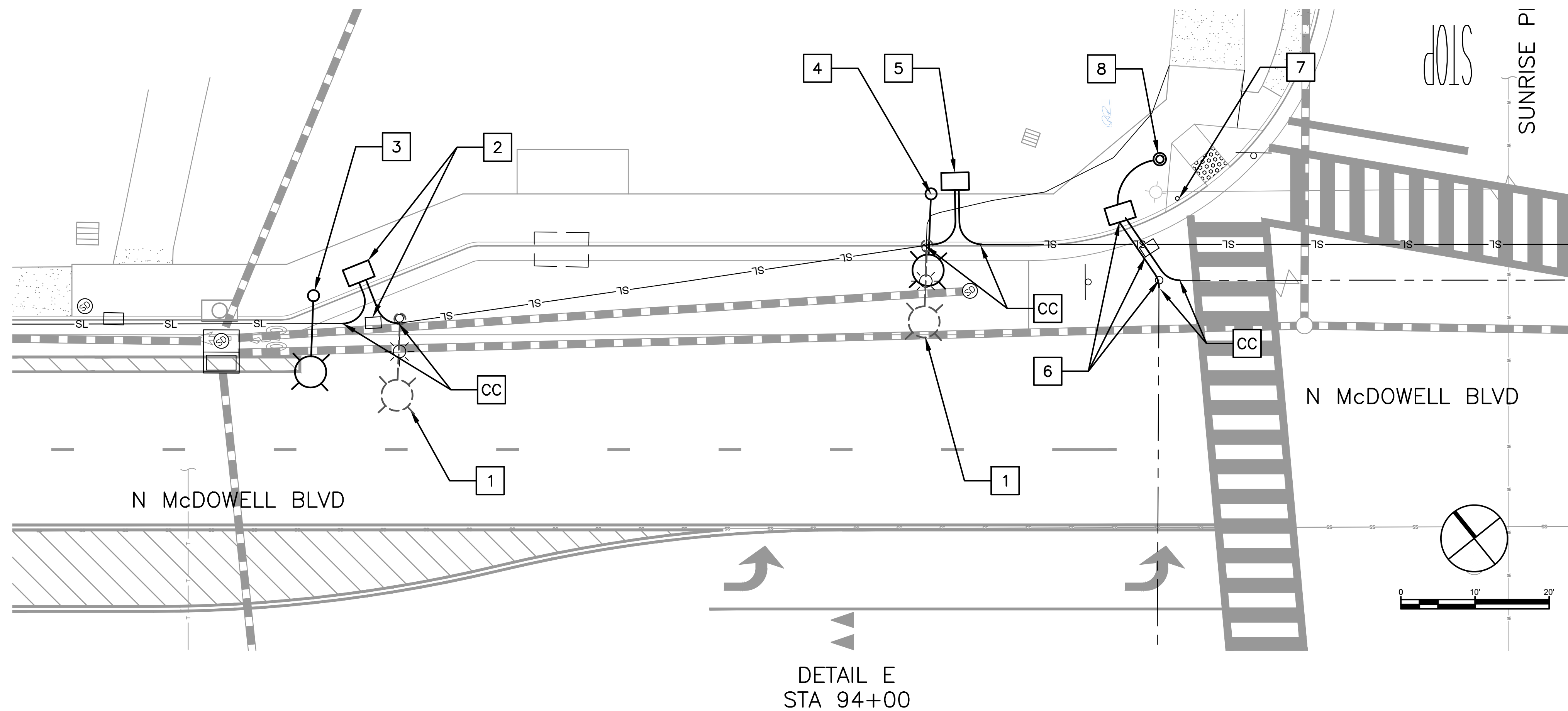
**GENERAL NOTES**

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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**GENERAL NOTES**

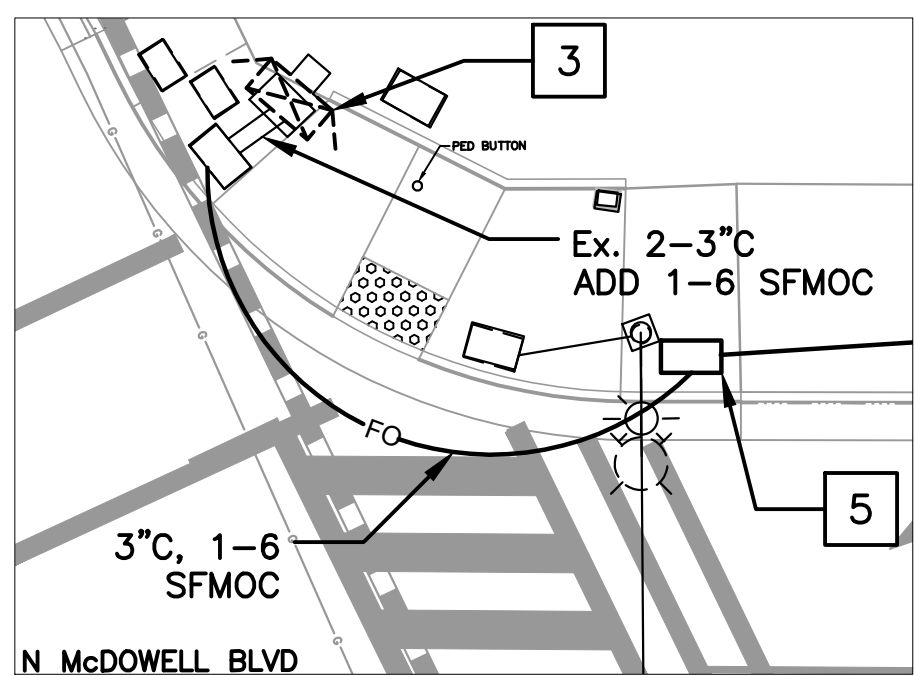
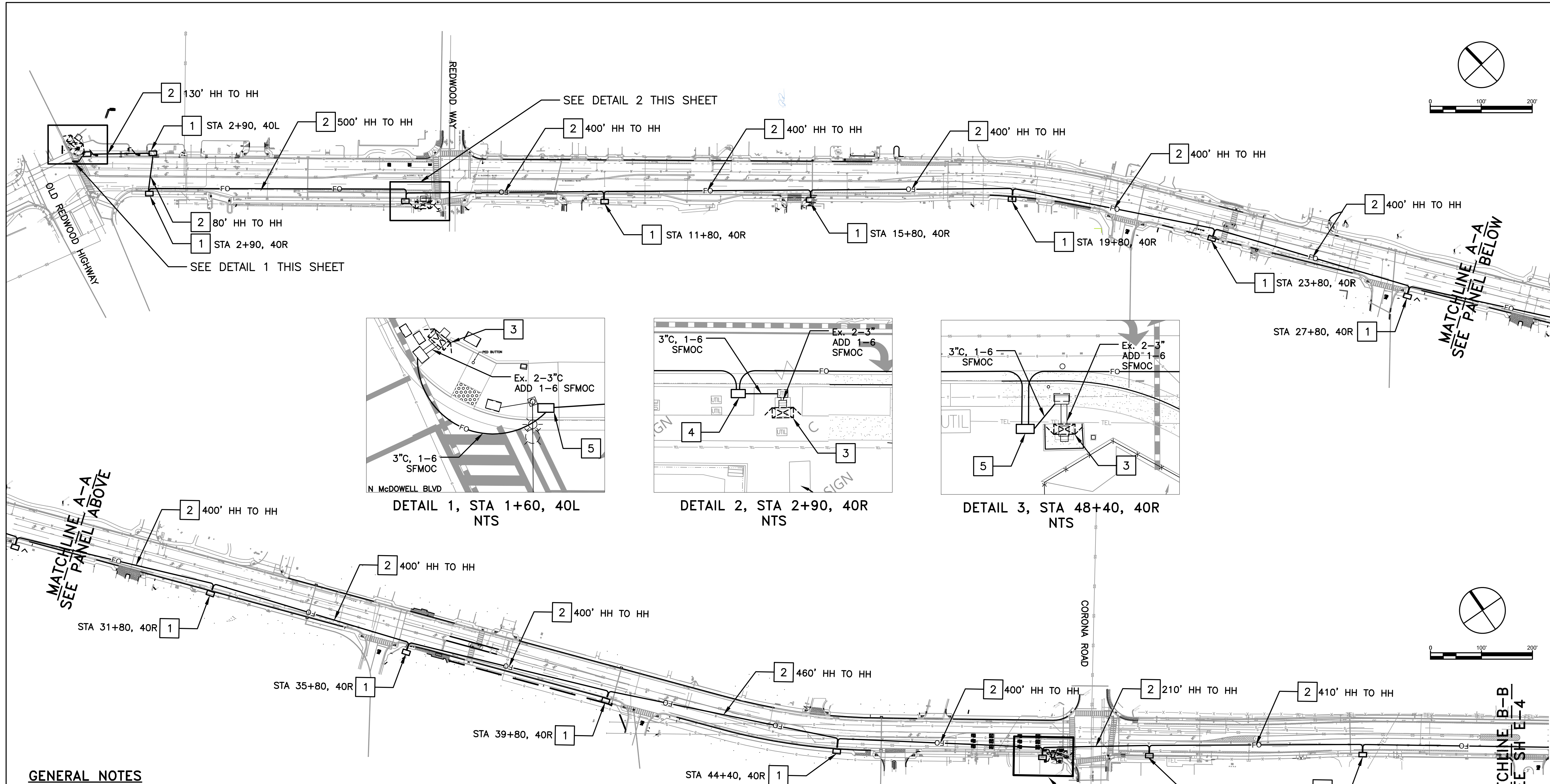
1. CONTRACTOR SHALL POTHOLE ALL NEW POLE FOUNDATIONS. ENGINEER SHALL CONFIRM FINAL POLE LOCATIONS.
2. CONTRACTOR SHALL MATCH THE BOLT PATTERN OF THE EXISTING SIGNAL POLE TO BE RELOCATED PRIOR TO POURING NEW FOUNDATIONS.

**CONSTRUCTION NOTES**

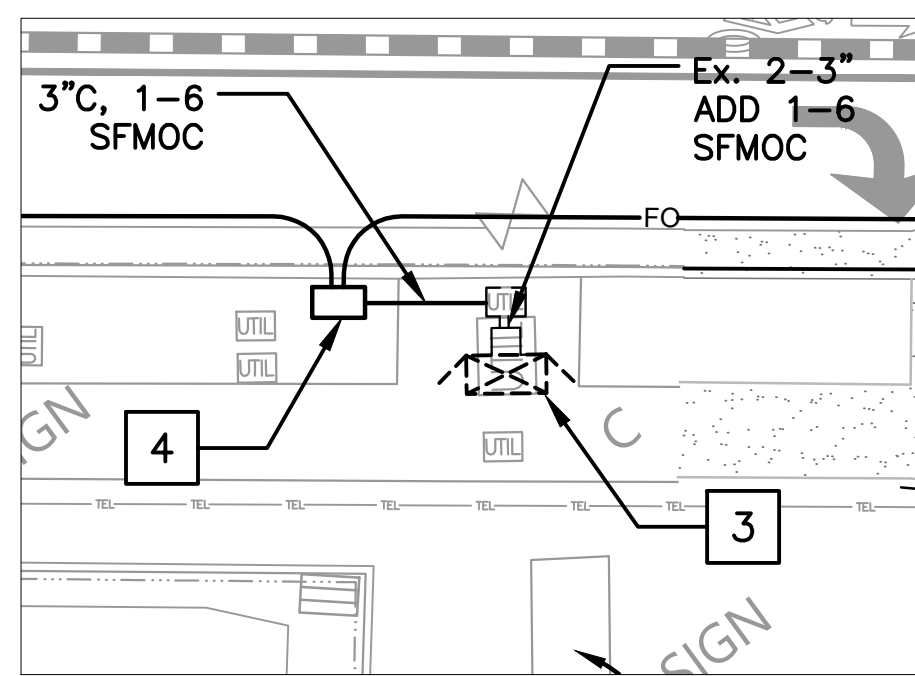
- CC** CONNECT NEW AND EXISTING CONDUIT. REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED.
- 1** REMOVE FOR REUSE TYPE 15 LIGHTING STANDARD. ABANDON Exist POLE FOUNDATION. REMOVE ANCHOR BOLTS AND CONCRETE TO MIN 1" BELOW NEW FG.
- 2** REMOVE AND DISPOSE OF Exist PULL BOX, REMOVE EXISTING 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.



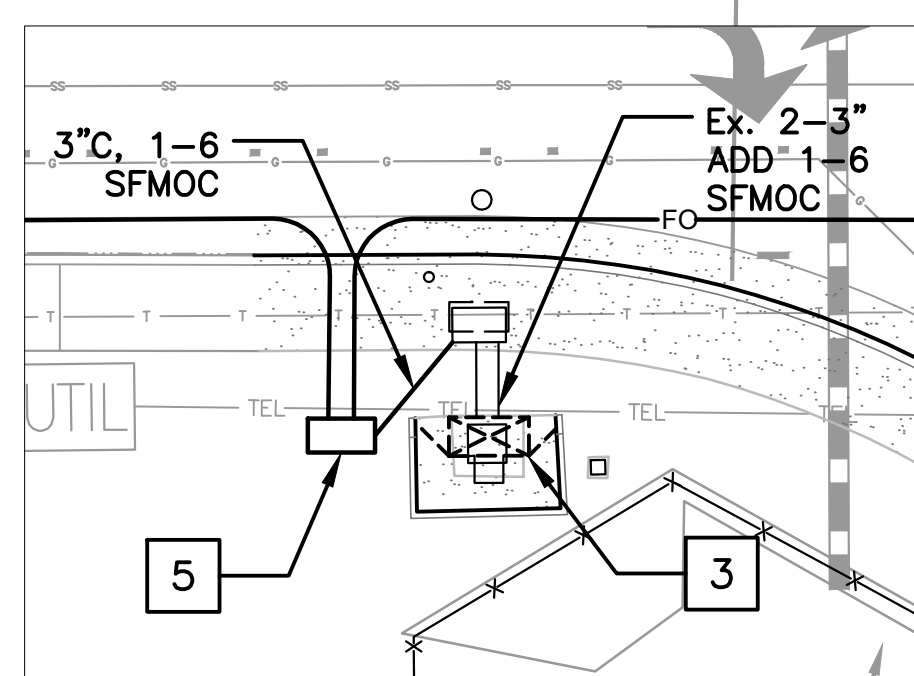
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DETAIL 1, STA 1+60, 40L  
NTS



DETAIL 2, STA 2+90, 40R  
NTS



DETAIL 3, STA 48+40, 40R  
NTS

**GENERAL NOTES**

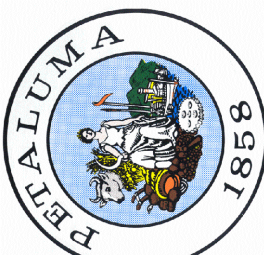
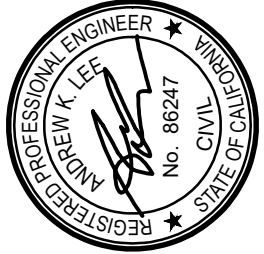
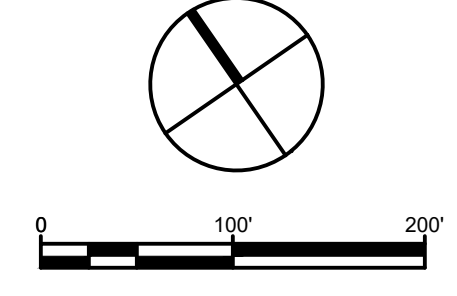
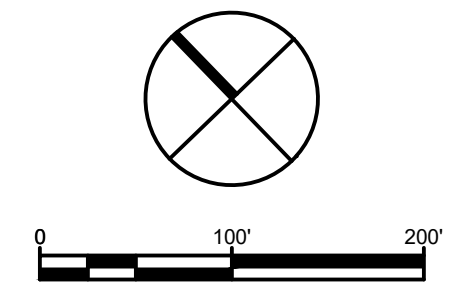
1. CONDUIT RUNS ARE SHOWN ON THE PLANS IN SCHEMATIC FORM ONLY. DISTANCES SHOWN ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL MEASURE ACTUAL DISTANCES AND MAKE ALLOWANCE FOR SLACK BEFORE CUTTING FIBER OPTIC CABLE.
2. PULL BOX LOCATIONS BETWEEN INTERSECTIONS ARE APPROXIMATE AND MAY BE FIELD LOCATED BY 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**

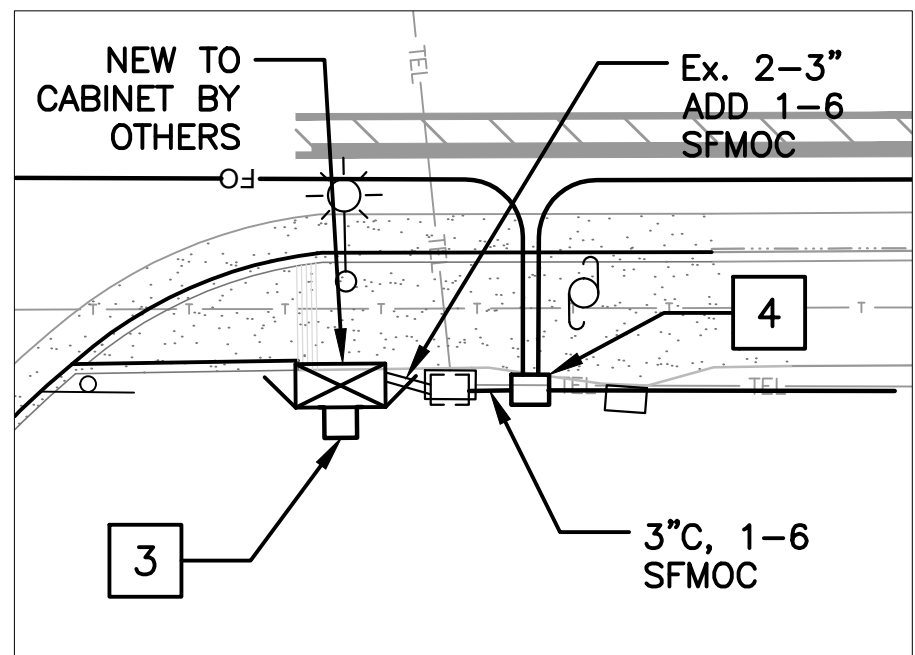
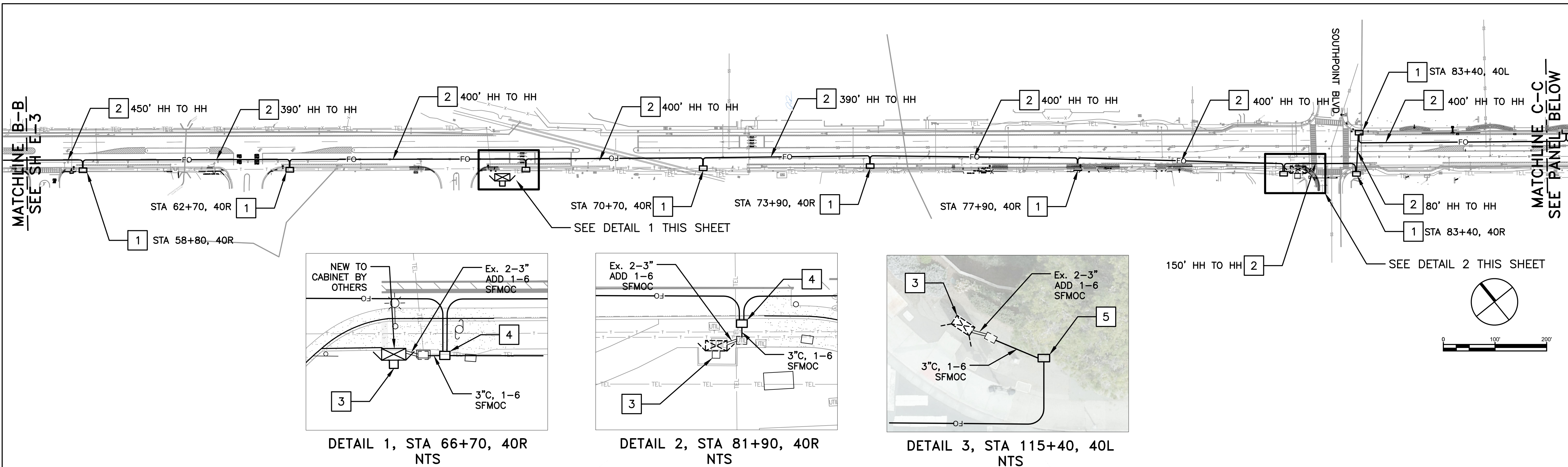
1. INSTALL No. 6 PULL BOX. SEE ED-3 DETAIL C.
2. INSTALL 3" PVC SCHEDULE 80 CONDUIT VIA DIRECTIONAL BORE METHOD, SEE ED-1, DETAIL 2. INSTALL SIC CABLE PER THE TECHNICAL SPECIFICATIONS.
3. CONNECT SIC TO SIGNAL CONTROLLER. SEE ED-3 DETAIL F AND TECHNICAL SPECIFICATIONS FOR REQUIRED EQUIPMENT.
4. INSTALL 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**

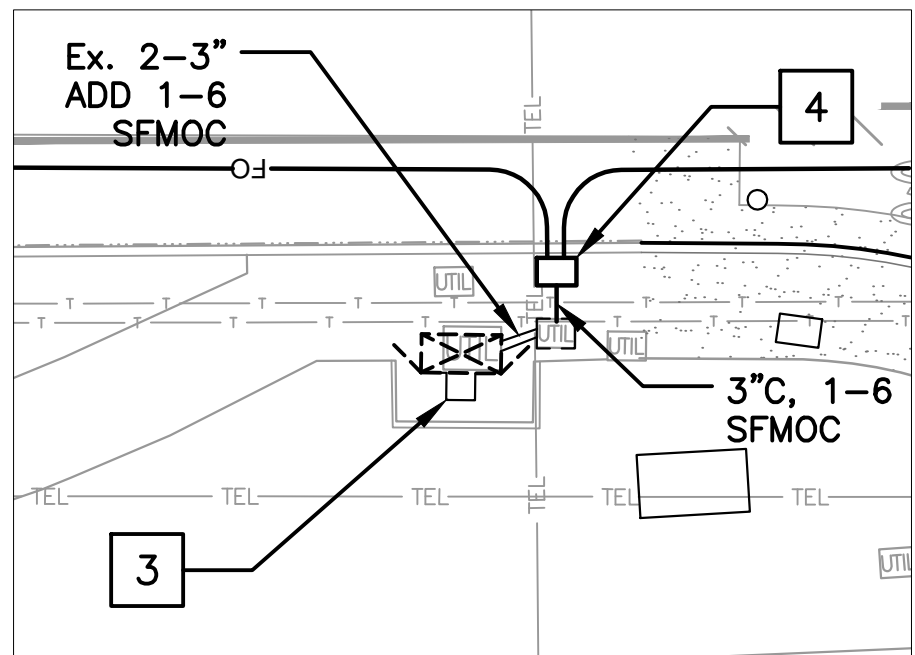
- TRAFFIC SIGNAL CONTROLLER CABINET (E)
- No. 6 SIC PULL BOX (NEW)
- SIC CONDUIT (NEW), SINGLE MODE FIBER OPTIC CABLE (SMFOC).



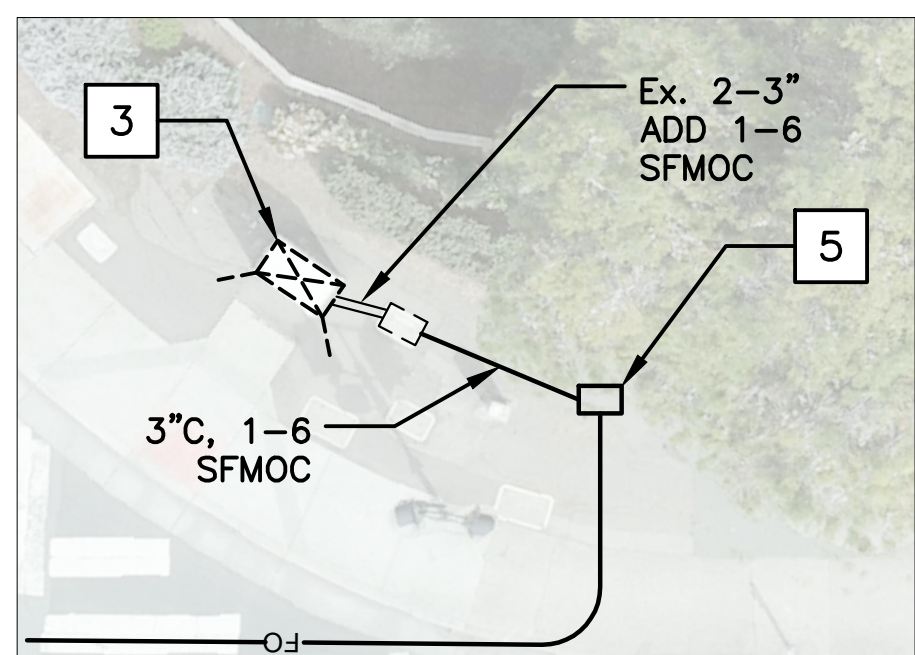
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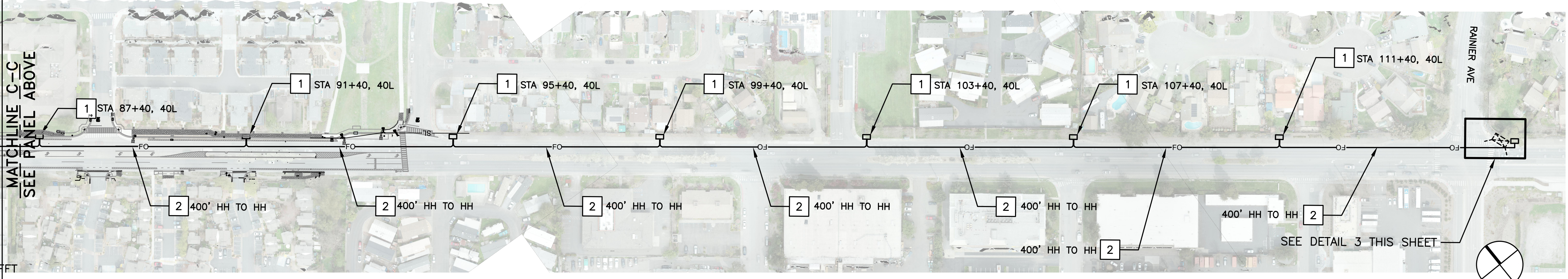
DETAIL 1, STA 66+70, 40R  
NTS



DETAIL 2, STA 81+90, 40R  
NTS



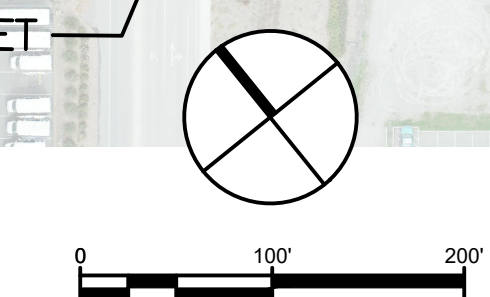
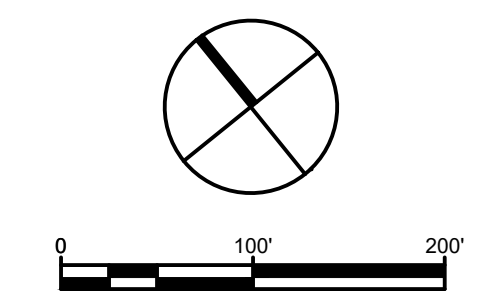
DETAIL 3, STA 115+40, 40L  
NTS



- 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.

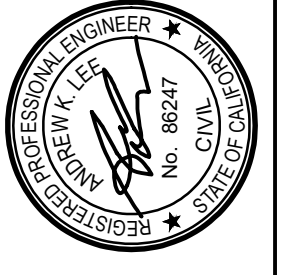
- GENERAL NOTES**
1. CONDUIT RUNS ARE SHOWN ON THE PLANS IN SCHEMATIC FORM ONLY. DISTANCES SHOWN ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL MEASURE ACTUAL DISTANCES AND MAKE ALLOWANCE FOR SLACK BEFORE CUTTING FIBER OPTIC CABLE.
  2. PULL BOX LOCATIONS BETWEEN INTERSECTIONS ARE APPROXIMATE AND MAY BE FIELD LOCATED BY THE CONTRACTOR WITH APPROVAL OF THE CITY ENGINEER TO AVOID OBSTRUCTIONS. PULL BOXES SHALL BE SPACED NO MORE THAN 500' 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.



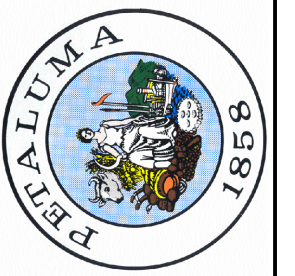
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TRANSPORTATION CONSULTING

PROJECT NO.  
C16102147



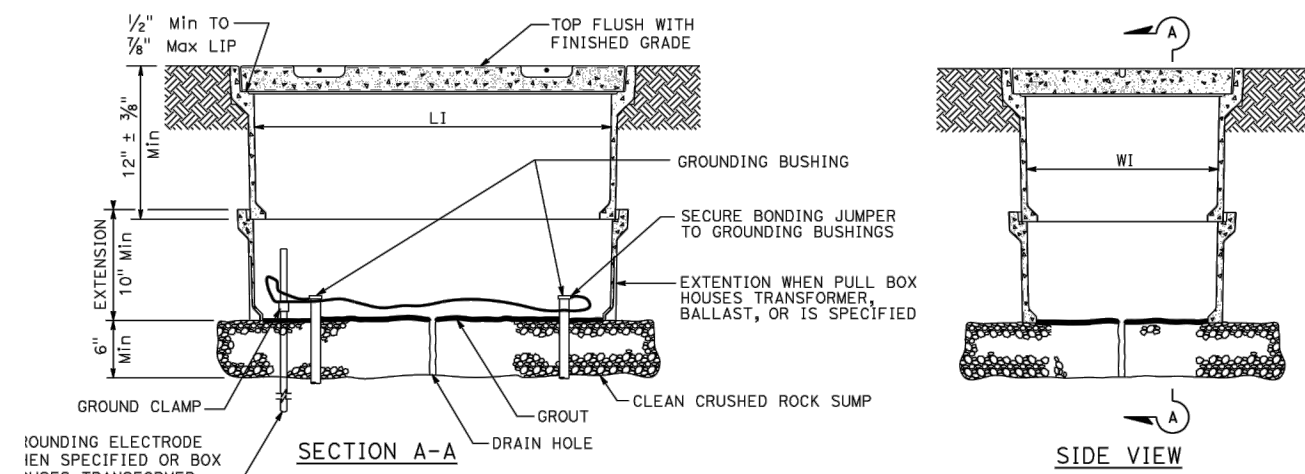
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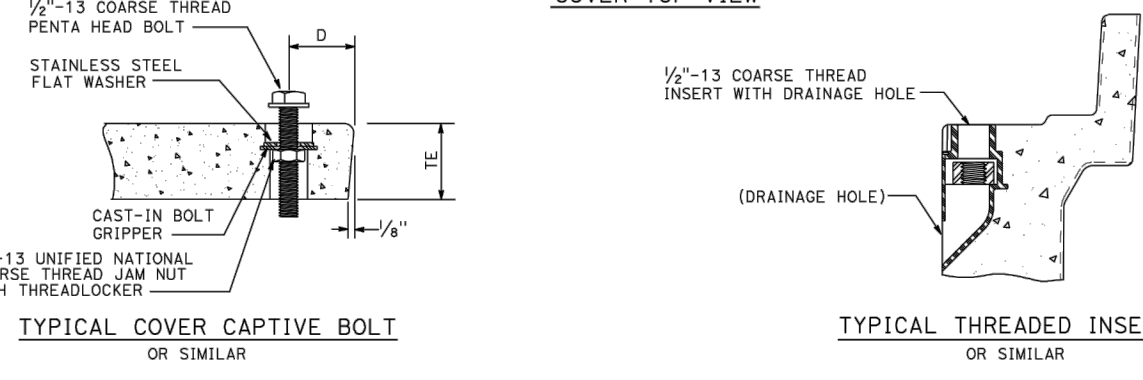
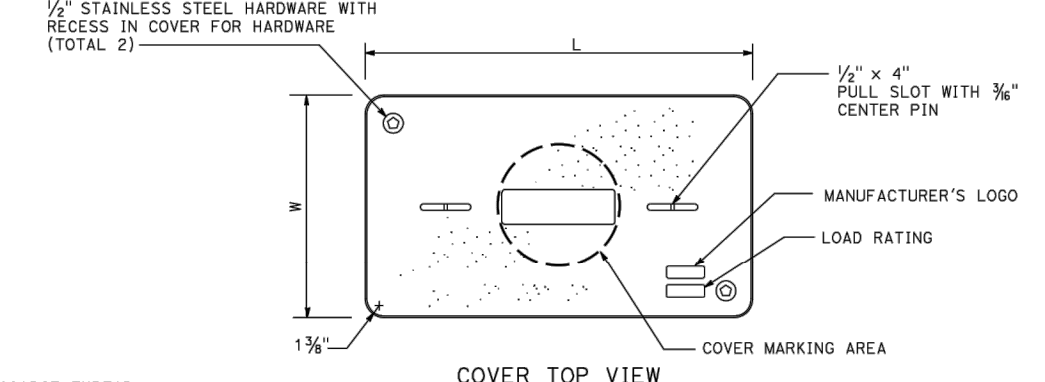
NORTH MCDOWELL BLVD. - COMPLETE STREETS  
OLD REDWOOD HWY. TO SUNRISE PKWY.  
SIGNAL INTERCONNECT PLAN,  
SOUTHPOINT BLVD TO RAINIER AVE

SHEET  
**E-4**

132 OF 135

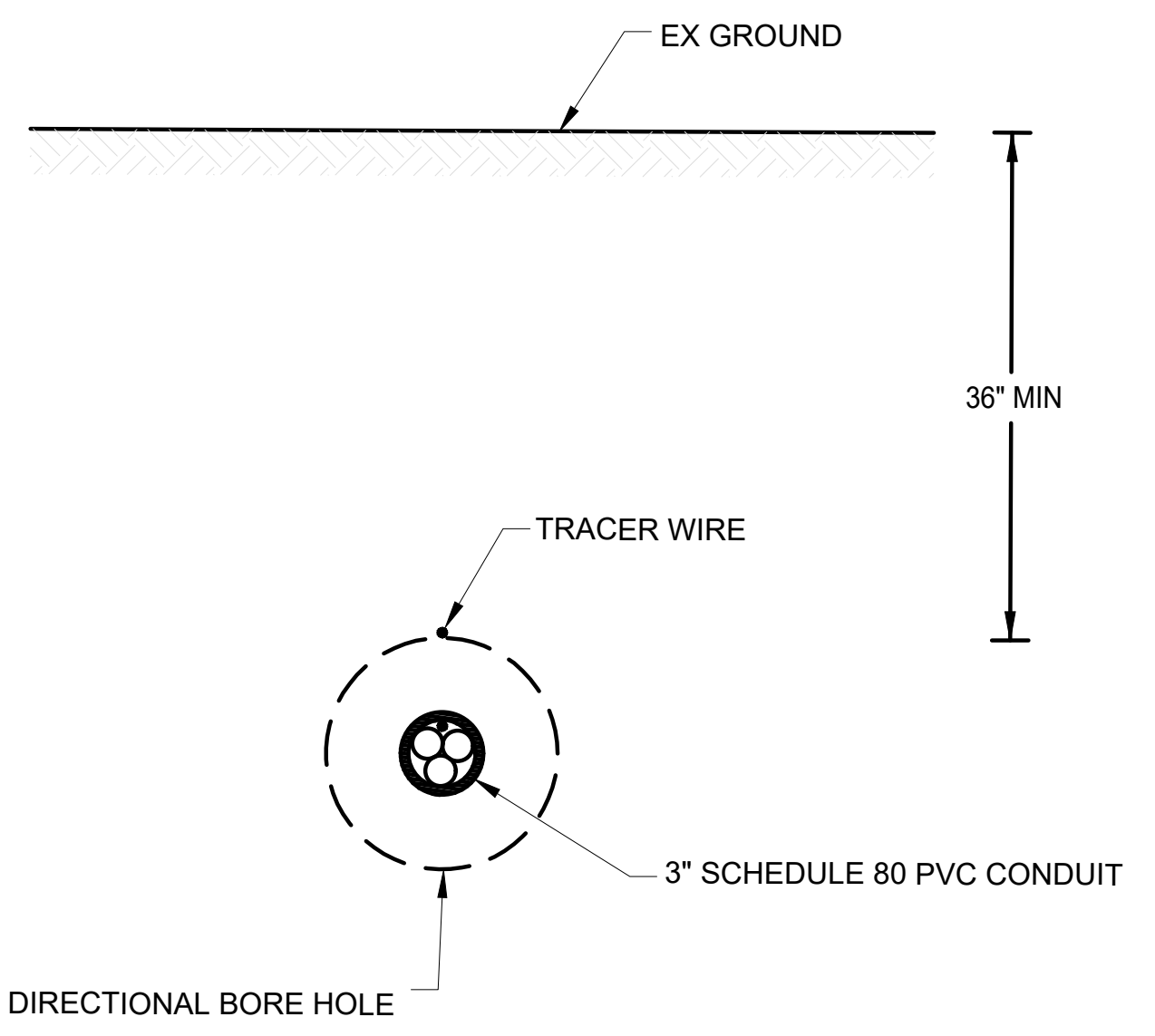


INSTALLATION DETAILS  
DETAIL A

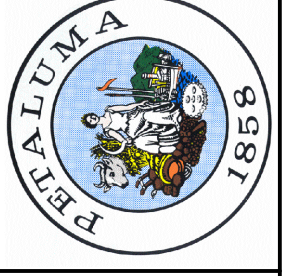
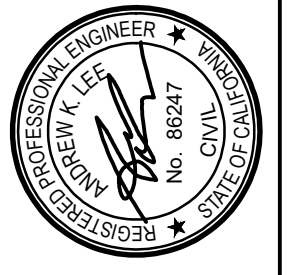


DIMENSION TABLE											
PULL BOX	PULL BOX					COVER					
	MINIMUM DEPTH BOX	MINIMUM DEPTH EXTENSION	MINIMUM WEIGHT	L1 Min	W1 Min	TE	D	L	W	MINIMUM WEIGHT	
No. 3 1/2	12"	N/A	40 lb	1' - 3"	9"	1 3/4"	1 3/4"	1' - 3 1/4" - 1' - 3 3/8"	10" - 10 1/4"	30 lb	
No. 5	12"	10"	55 lb	1' - 8"	11"	2"	1 3/4"	1' - 11 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' - 5 1/2"	85 lb	

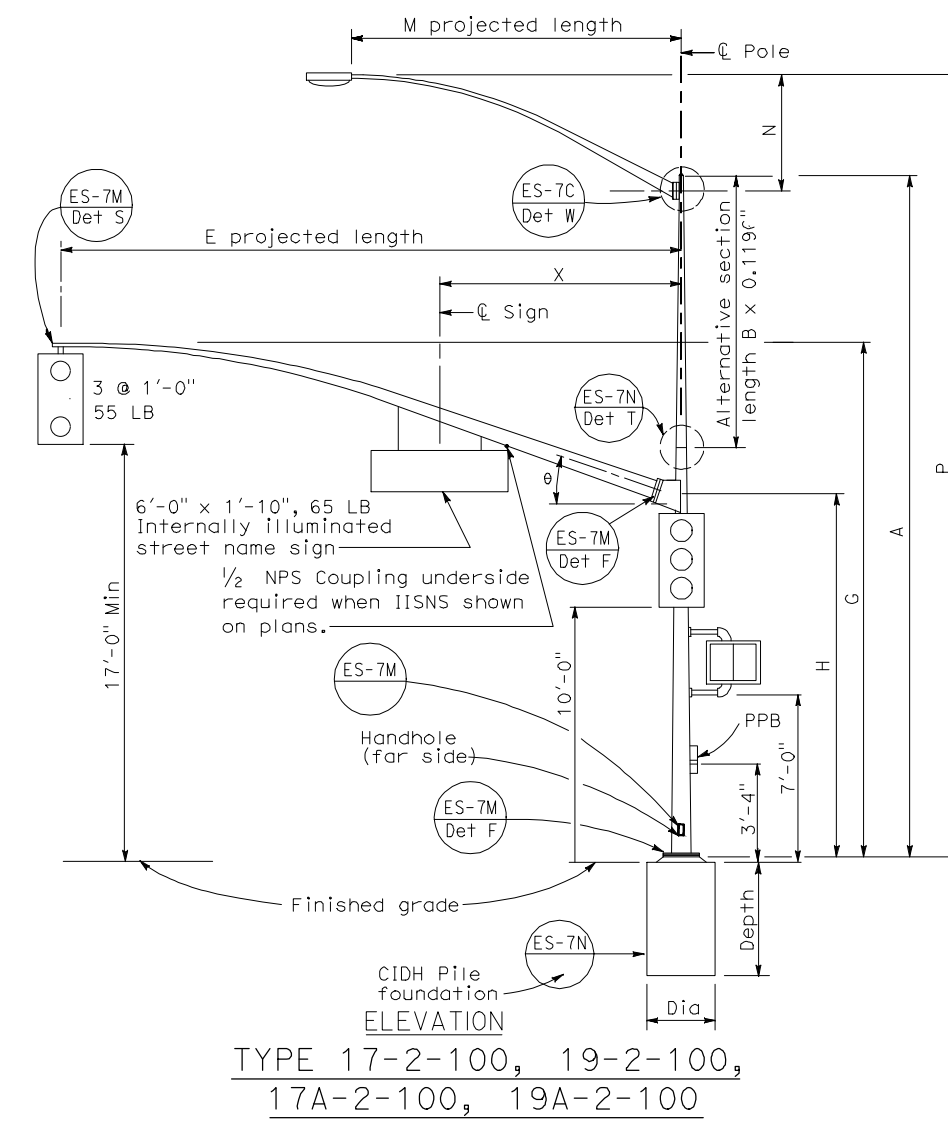
ED-1  
1 NON-TRAFFIC PULL BOX  
CALTRANS STANDARD PLAN ES-8A  
NTS



ED-1  
2 DIRECTIONAL BORE  
NTS



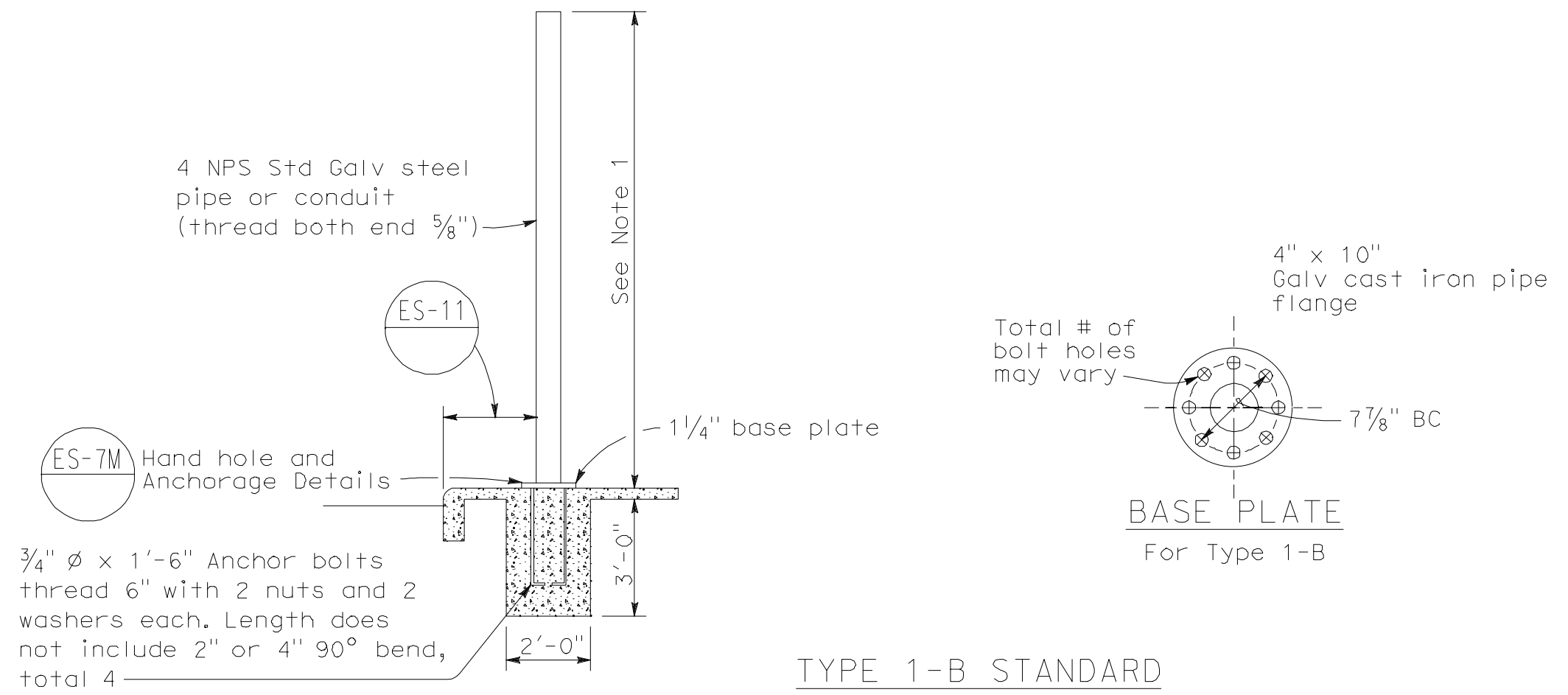
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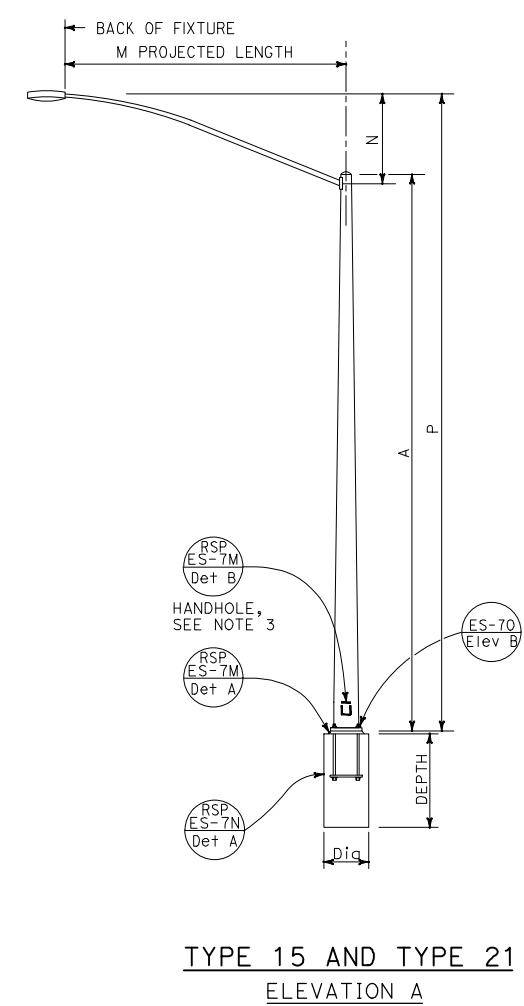
Pole Type	Load Case	Wind Velocity mph	POLE DATA				BASE PLATE DATA				Luminaire Arm	Signal Arm	CIDH PILE FOUNDATION		
			A Height	Min OD	Thickness	Alternative Section	B Length	C	D1 Bolt Circle	Thickness			Anchor Bolts Size	Diameter	Depth
16-2-100	2	100	18'-6"	8 1/4"	None	None	1'-6"	1'-5 1/2"	1 1/2"	2"ø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



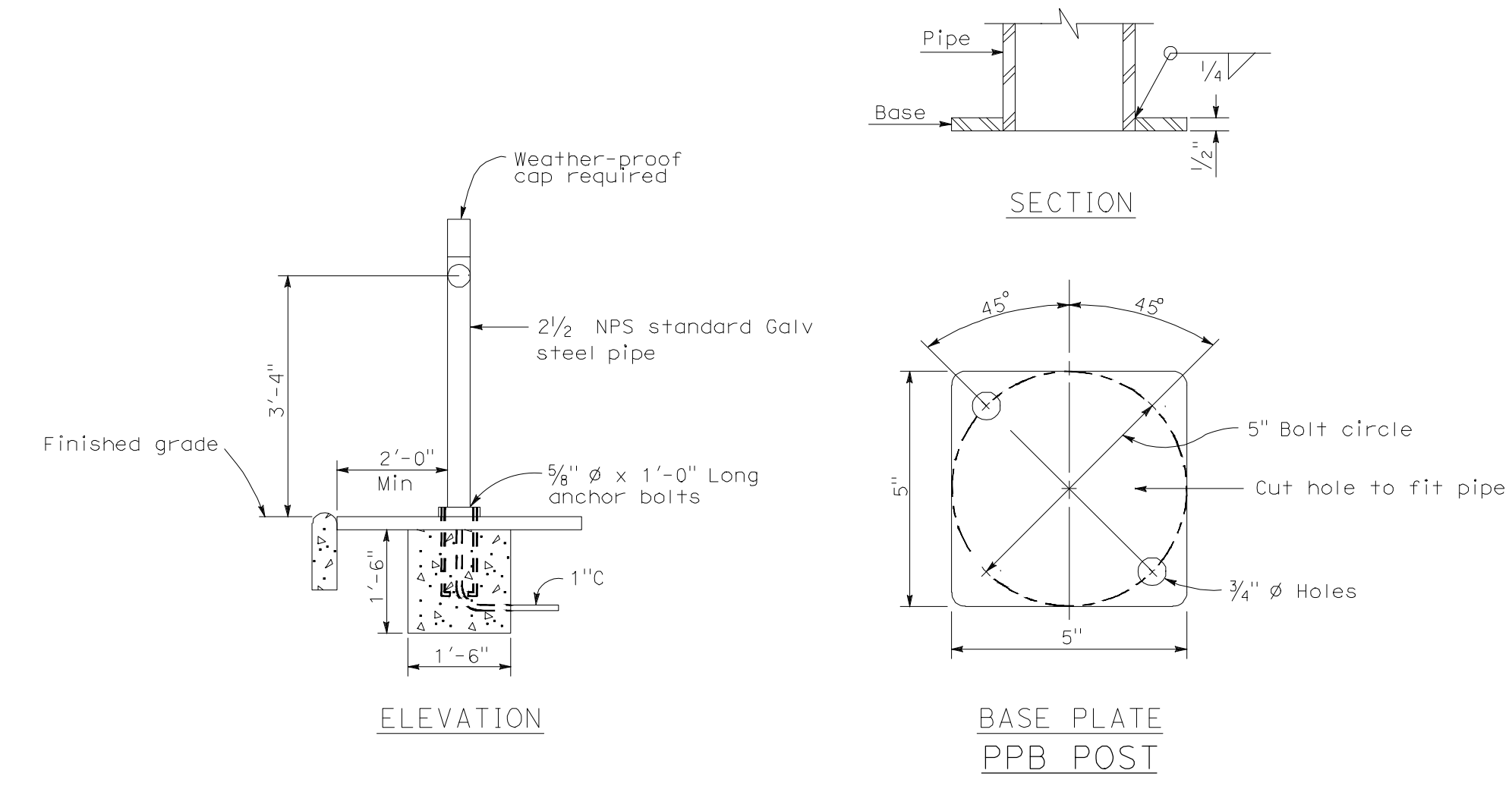
**ED-2** TYPE 1-B, 2006 STANDARD  
**2** CALTRANS STANDARD PLAN ES-7B NTS



POLE TYPE	A HEIGHT	POLE DATA		BASE PLATE DATA		CIDH PILE FOUNDATION
		Min OD	WALL THICKNESS	Anchor Bolt Size	Depth	
15	30'-0"	8"	3 3/4"	1 1/2"	2'-6"	6'-0"
21	35'-0"	8 3/4"	3 3/4"	2"	2'-6"	7'-0"

- 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



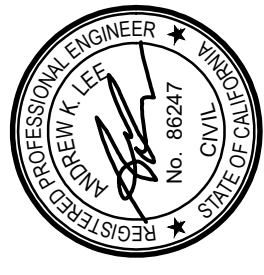
**ED-2** PB POST, 2006 STANDARD  
**4** CALTRANS STANDARD PLAN ES-7A NTS



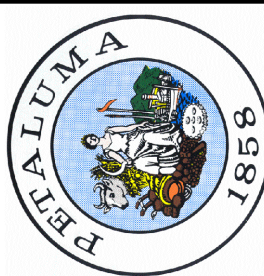
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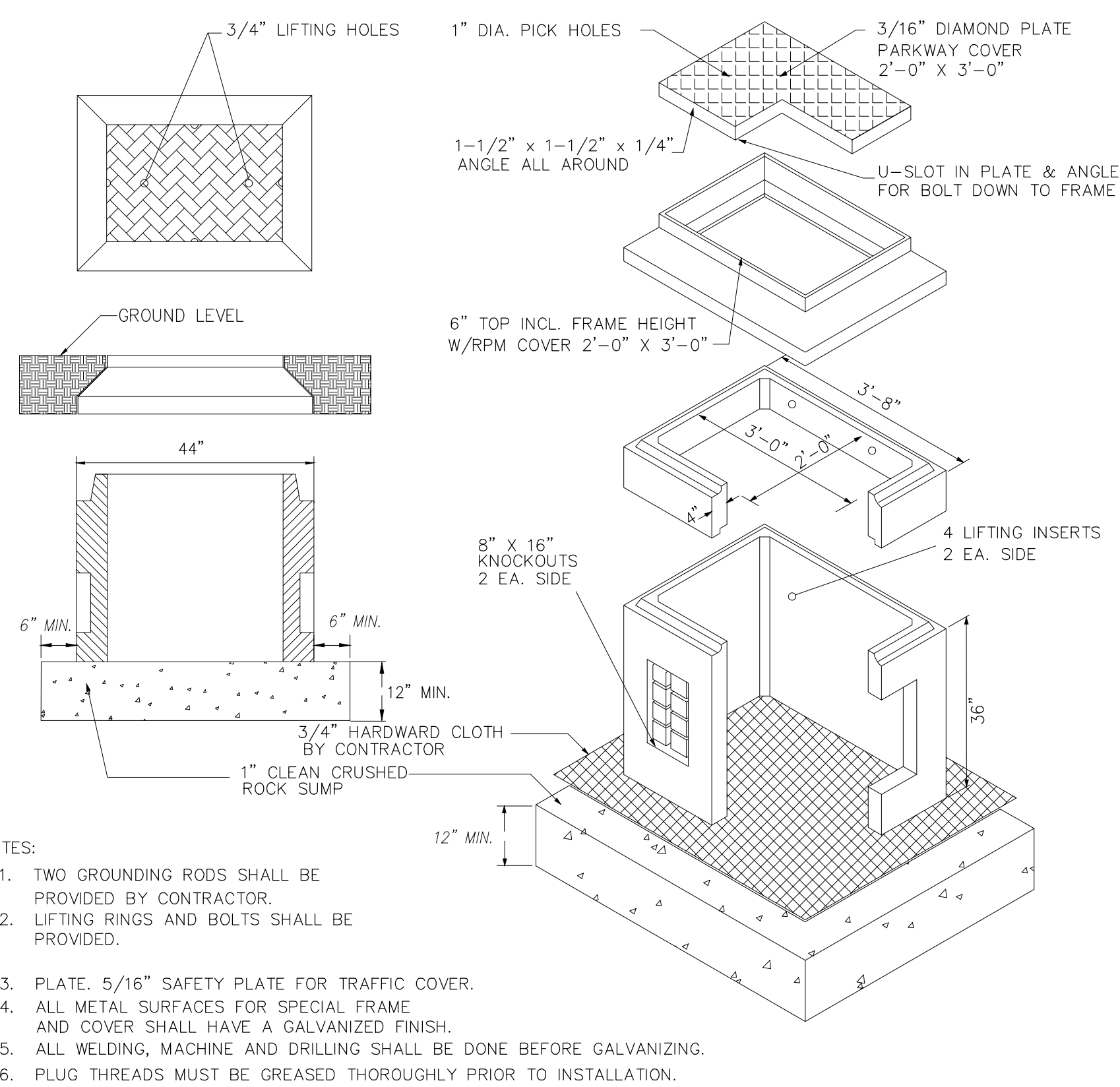


NORTH MCDOWELL BLVD. - COMPLETE STREETS  
 OLD REDWOOD HWY. TO SUNRISE PKWY.  
 TRAFFIC SIGNAL & INTERCONNECT DETAILS

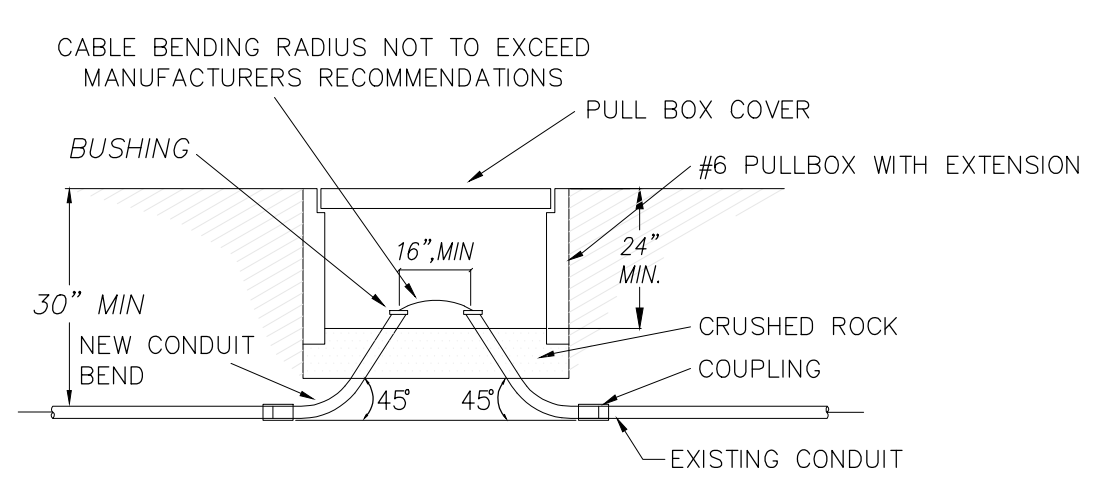
SHEET  
**ED-2**

134 OF 135

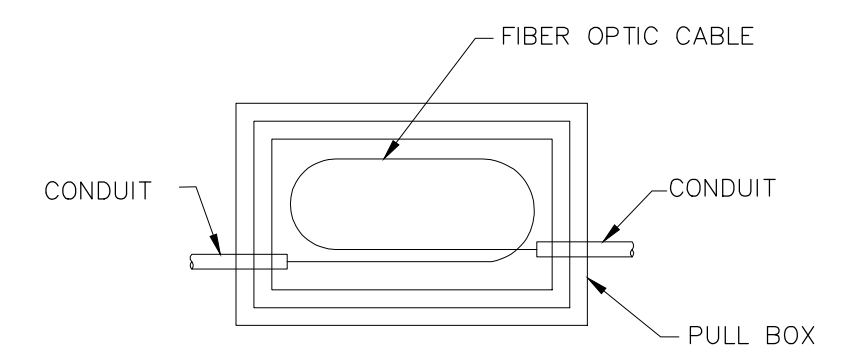




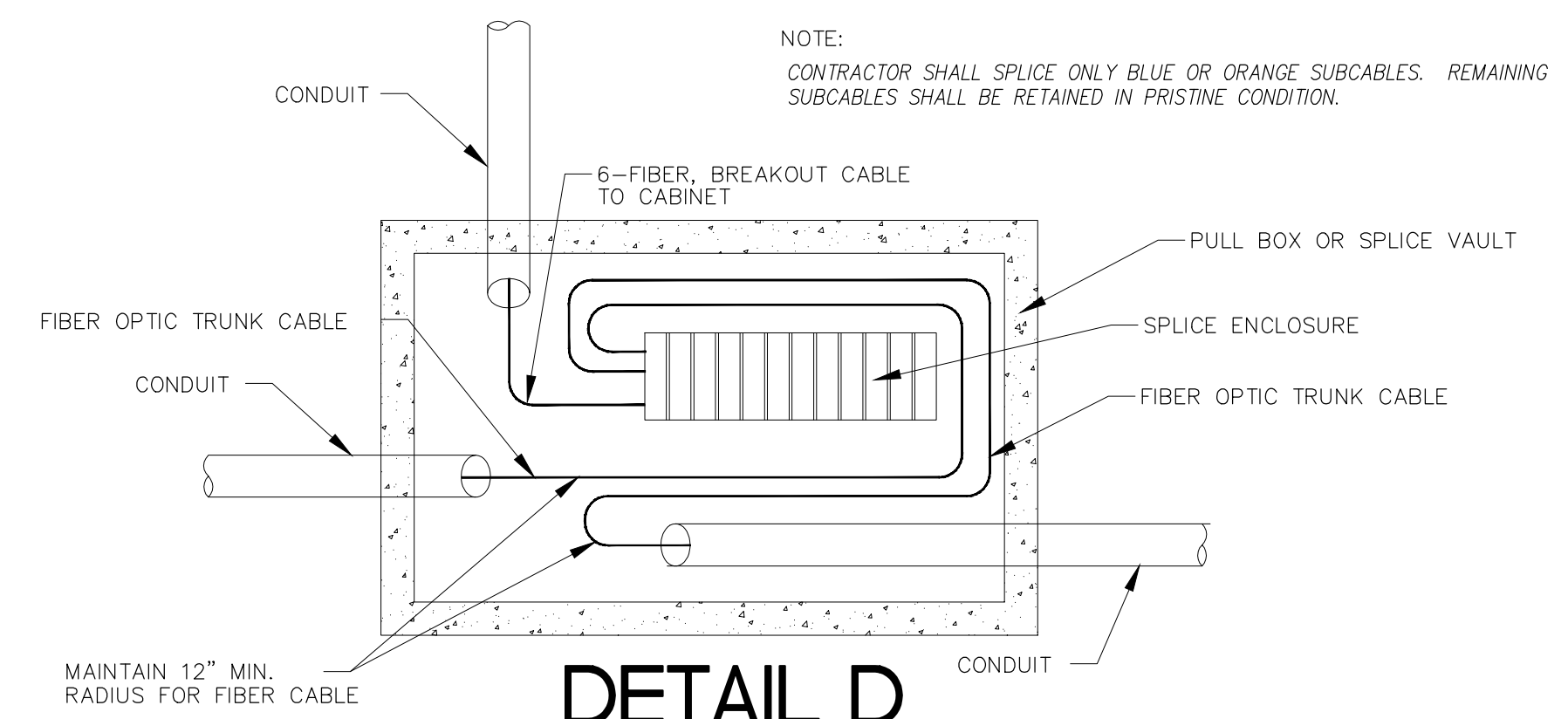
- NOTES:
1. TWO GROUNDING RODS SHALL BE PROVIDED BY CONTRACTOR.
  2. LIFTING RINGS AND BOLTS SHALL BE PROVIDED.
  3. PLATE, 5/16" SAFETY PLATE FOR TRAFFIC COVER.
  4. ALL METAL SURFACES FOR SPECIAL FRAME AND COVER SHALL HAVE A GALVANIZED FINISH.
  5. ALL WELDING, MACHINE AND DRILLING SHALL BE DONE BEFORE GALVANIZING.
  6. PLUG THREADS MUST BE GREASED THOROUGHLY PRIOR TO INSTALLATION.



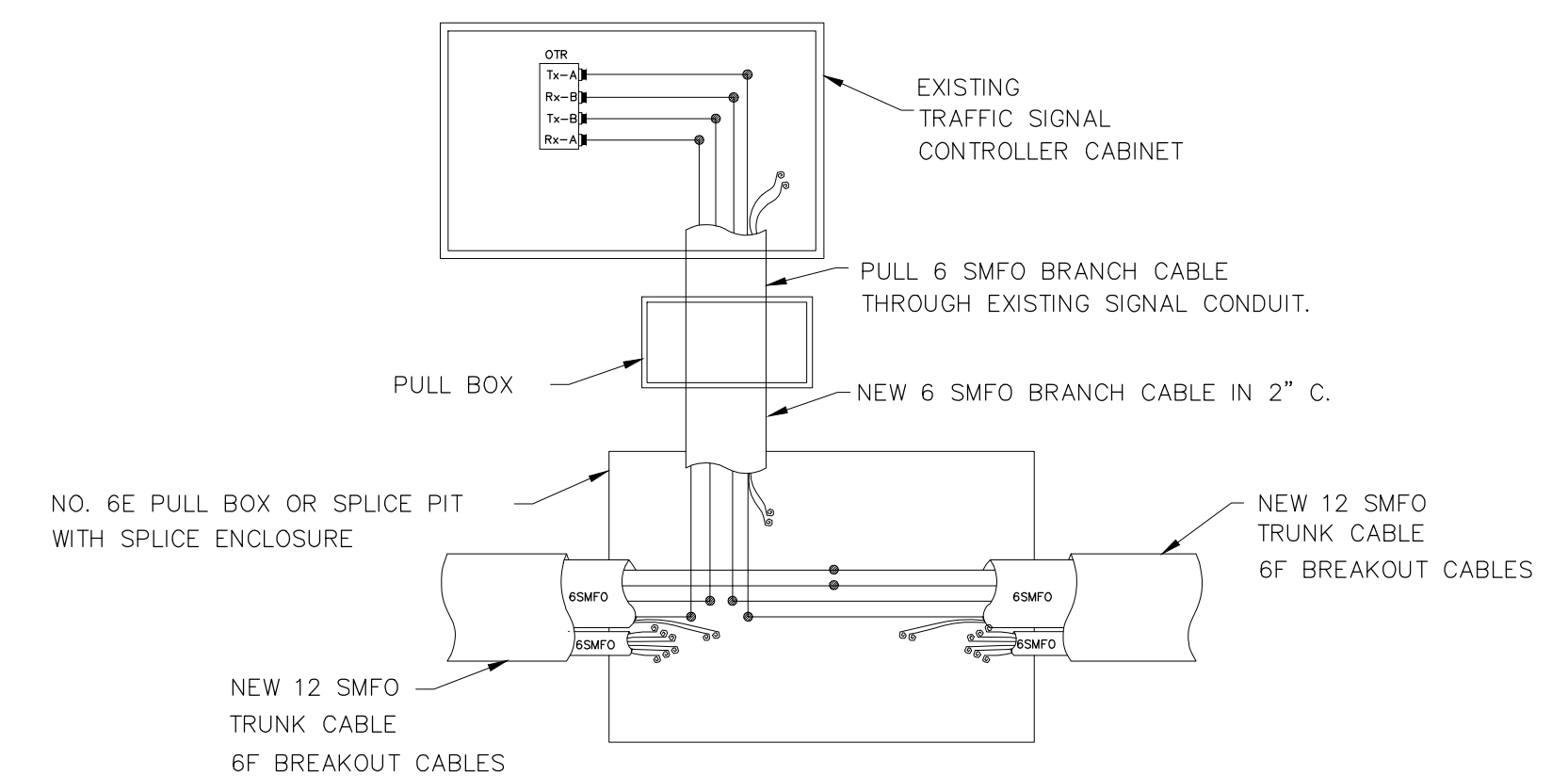
NOT TO SCALE



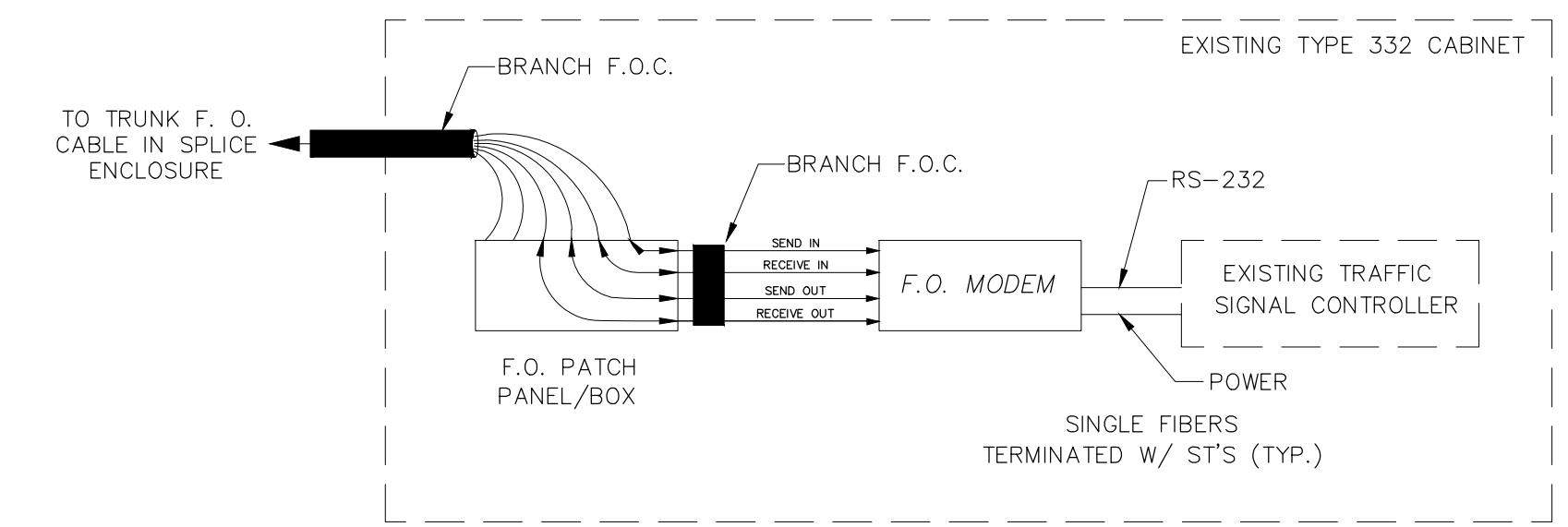
**DETAIL C**  
PULL BOX WITH NO SPLICE



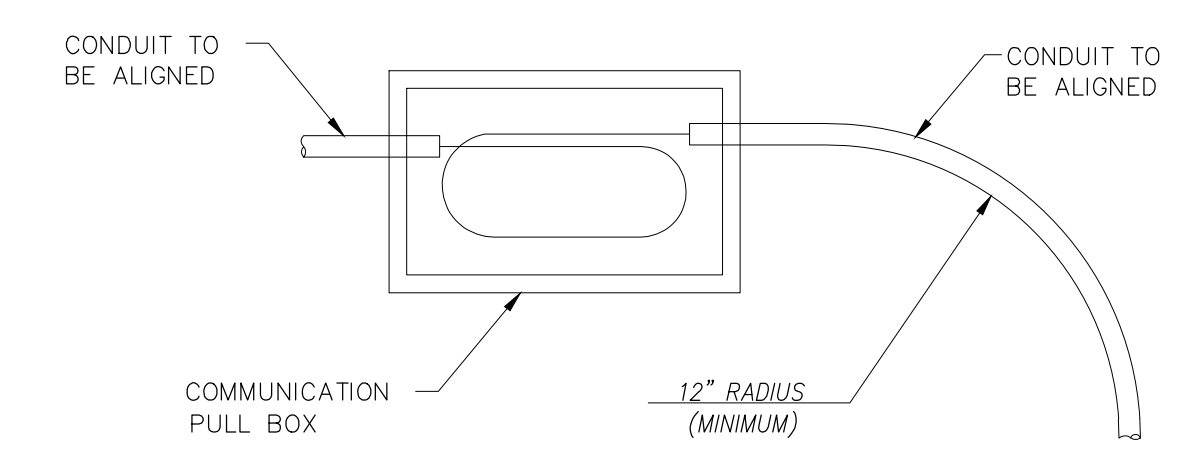
**DETAIL D**  
SPLICE ENCLOSURE



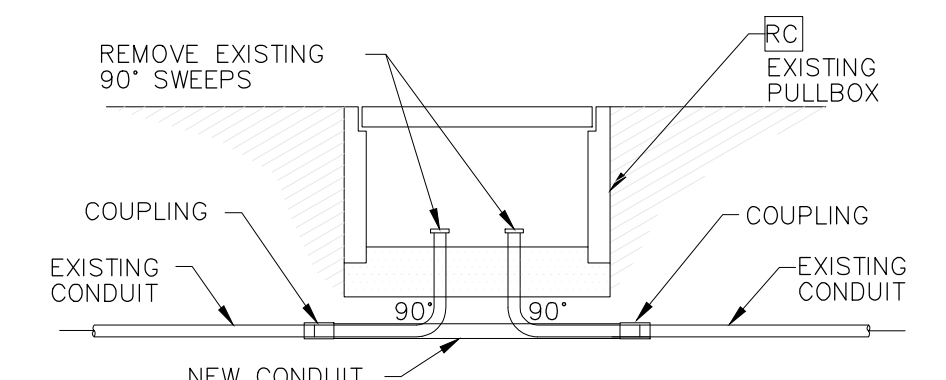
**DETAIL E**  
TYPICAL SPLICE BETWEEN FIBER OPTIC TRUNK AND BRANCH



**DETAIL F**  
TYPICAL CABINET BI-TRAN QUICNET SYSTEM



**DETAIL G**  
TYPICAL MINIMUM BENDING RADIUS  
NO LOOPS SHALL BE PLACED FOR NO. 3 PULL BOX



**DETAIL H**  
EXISTING PULL BOX BYPASS  
NOT TO SCALE



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