CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT

Agenda Date: April 7, 2025
Reviewed by: NA

SUBJECT: Marin Avenue Pavement & Curb Ramp Rehabilitation Project – Phase 2 (CIP No. 23004)
Authorize Call for Bids (Contract No. C24-57)

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SUMMARY

The action requested from the Council is to receive a presentation on the Marin Avenue Pavement & Curb Ramp Rehabilitation Phase 2 Project and authorize advertisement of the project for construction. While initially set up as a paving and curb ramp project under the Annual Pavement Rehabilitation Program, the project scope was expanded to include bicycle and pedestrian safety improvements, a traffic signal renewal, and streetlighting enhancements as previously discussed and directed, which necessitated separating it into a standalone project (CIP Project No. 23004).

STAFF RECOMMENDATION

That the Council receive a presentation regarding Phase 2 of the Marin Avenue Pavement & Curb Ramp Rehabilitation Project (CIP Project No. 25020) and adopt Resolution No. 2025-21, authorizing the City Manager to approve a Call for Bids for Phase 2 of the Marin Avenue Pavement & Curb Ramp Rehabilitation Project (Contract No. C24-57).

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

This Project is categorically exempt from CEQA (California Environmental Quality Act) pursuant to CEQA Guidelines Section 15301 "Existing Facilities" of the CEQA Guidelines, which exempts the repair, maintenance, and minor alteration of streets, sidewalks, pedestrian crossings, and street trees.

BACKGROUND

The City of Albany currently maintains approximately 30 centerline miles of roads representing five million square feet of pavement. The Annual Street Rehabilitation Program (CIP No. 21000) was established as part of the City's Capital Improvement Plan (CIP) in order to formalize the City's annual investment into improving and maintaining pavement conditions throughout the City.

The Marin Avenue Pavement & Curb Ramp Rehabilitation Project (Marin Paving Project) started as a paving project in November 2020 based on the results of the 2019 Pavement Management Technical Assistance Program (PTAP) report under the City's Annual Streets Rehabilitation Program (CIP No. 21000) but has since grown to include necessary stormwater drainage rehabilitation and traffic signal renewal, along with enhancements to pedestrian and bicycle safety. Proposed intersection street lighting improvements are currently included as a bid alternative for evaluation when bid costs are received.

Due to the long and multipart project history, staff has provided a Marin Avenue Pavement & Curb Ramp Rehabilitation Project Report which describes the project history and background in more detail in **Attachment 1**. This Project Report includes a discussion of the following:

- Project initiation under the Annual Street Rehabilitation project
- Inclusion of Albany Active Transportation Plan elements which were feasible as part of delivery of a street rehabilitation project and staff recommended inclusion of an Rectangular Rapid Flashing Beacon (RRFB) between Peralta and City Limits based on collision data, downhill speeds, and visibility at turns
- Corridor design discussions at the City's Transportation Commission for feedback at multiple stages, including responses to Commission feedback
- Comments received from Councilmembers during project development and staff responses
- Phasing of the Marin Avenue Paving Project and coordination with EBMUD (East Bay Municipal Utility District) water pipeline renewal
- Incorporation of storm drain rehabilitation elements, traffic signal renewal, and proposed intersection safety lighting improvements.
- Challenges from existing conditions and Cost/Risk Analysis
- Original project approach and revised project approach
- Curb ramp considerations given revised project approach
- Opportunity for Pavement Rehabilitation by Cold-In-Place Recycling (CIPR)

DISCUSSION

Marin Avenue was initially constructed over a century ago using methods which predate modern design and construction standards. Since its original construction, Marin Avenue has been overlaid with layers of additional asphalt, creating a pavement section with a very high middle roadway crown – contributing to design and construction challenges to adjust roadways in a manner that meets modern accessibility requirements.

Furthermore, the original Marin Avenue also relied on deep gutters with shallow box-shaped cross drain pipes to convey storm water across intersections. Subsequent construction of a storm drain mainline in the 1930s along Marin Avenue did not include connections at all intersections and where connections were provided, the pipes were undersized. Drainage at many intersections along this corridor remains impeded by problems due to pipe corrosion,

flat slopes at shallow cross drains, pipe failures, and access difficulties. Today, intersections along the corridor commonly experience clogged or overwhelmed drains during storm events leading to water ponding at corners until the drain can be cleared by City crews.

The locations of these cross drains are also generally in conflict with the location of desired pedestrian crossings and the associated accessible curb ramps. Removal of the cross drains, particularly given the high center roadway crown, need to be done in unison with storm drain improvement at laterals. It should be noted that the storm drainage costs shown in this project are only for the storm drain laterals and do not include costs for a mainline, which already exists.

Marin Avenue Subgrade Challenges

Given the high crowns, the initial design approach to the Marin Paving Project was to lower the roadway crown for accessible crosswalks through full-depth reconstruction of all intersections along the Marin corridor. However, this was determined through a risk/cost assessment to be at high risk due to unstable ground beneath the existing roadway which was currently "bridged" by the high crown. Furthermore, at Peralta, lowering the crown within the roadway may have proved infeasible due to shallow bedrock. More information about Marin Avenue subgrade can be found in **Attachment 1, Page 5**.

Based on comparisons between initial design approach and a revised design approach described below, the revised design approach is expected to save approximately $900K in construction costs and significantly reduce project risk. Furthermore, the initial design approach was identified to have a higher impact to the community during construction, including potentially months long lane diversions, closures of side street closures up and down the corridor, and significant drop-offs at areas of work impacting pedestrian access.

Revised Design Approach

Based on the results of the risk/cost assessment work, staff worked with design engineers to minimize the need to lower intersections by instead adjusting sidewalk elevations upwards, including adding/improving the necessary storm drainage infrastructure improvements to manage storm water. The stormwater management approach also provided the drainage facilities necessary for design of curb ramps to account for atypical but ADA compliant ramp slopes at 7 of the 46 curb ramps on the project. Refer to **Attachment 1, Page 7**.

Additional Project Changes

In addition to the revised design approach, three scopes of work were added to the project: traffic signal renewal and operational needs identified by staff, the use of cold-in-place recycling in pavement rehabilitation which comes with sustainability benefits, and the inclusion of intersection safety lighting as a bid alternative stemming from the priorities identified in the 2024 Citywide Streetlight Assessment. Refer to **Attachment 1, Page 9** for more information.

Transportation Commission Feedback and Recommendation

On December 5, 2024, staff presented the Phase 2 Project 90% plans to the City's Transportation Commission for feedback. The Commission recommended that Council approve plans for the Phase 2 Project, including the addition of traffic signal improvements, intersection safety lighting, and traffic striping/marking revisions - including wayfinding signage for Marin Avenue from San Pablo Avenue to Tulare Street.

For more information, including response to questions raised, please refer to **Attachment 1, Page 11**.

Next Steps

Staff are currently working with the Phase 2 Project designer to revise the 100% Plans, Specifications, & Estimate (PS&E) into a final Bid Set PS&E for advertisement in April. Most PS&E modifications are minor plans/specification clarifications and minor adjustments for constructability purposes. Unless noted below, these modifications will not change the major design elements nor the geometry of the street and sidewalks as shown in the current plans.

Some key revisions that will be included in the Bid Set PS&E are:

1. One new, additional streetlight at the southwest Marin/Peralta intersection; and
2. Adjustment to the street light locations and orientations at Marin/Ventura, including modifying the northwest pedestrian streetlight to a roadway streetlight; and
3. Revisions to the traffic striping at the north Marin/Ordway intersection to a single southbound lane, to reduce approach and departure lane widths, increase median centerline width, and to add painted bulbouts along Ordway (no modifications to the physical curb line, truck turn movements will be confirmed); and
4. Minor refinements to select stormwater drain inlet types and underground alignments to improve drainage and reduce ponding risks at curb ramps; and
5. Exploring the feasibility of adjusting landscaping to remove the need for retaining curbs and drainage grates at northwest Marin/Neilson and northeast Marin/Peralta.

Upon completion of the public bidding process, staff will return to Council for final approval of the Conform Set plans, discussion on results of streetlighting bid alternate and trade-offs (refer to Financial Section for more information), and award Contract No. C24-57 to the lowest responsible bidder. The following are the tentative key dates for the project:

Council Authorization:	April 7, 2025
Bid Opening:	June 4, 2025
Contract Award:	June 16, 2025
Notice to Proceed:	September 2025
Estimated Completion:	Fall 2026

ENVIRONMENTAL CLEARANCE

This Project is categorically exempt from CEQA (California Environmental Quality Act) pursuant to CEQA Guidelines Section 15301 "Existing Facilities" of the CEQA Guidelines, which exempts the repair, maintenance, and minor alteration of streets, sidewalks, pedestrian crossings, and street trees.

SUSTAINABILITY CONSIDERATIONS

The City's Climate Action & Adaptation Plan serves as an instructional plan that identifies programs and projects that are intended to reduce greenhouse gas emissions, as well as measures to adapt to climate change impacts. Transportation is identified as the highest source of greenhouse gas emissions in Albany and increasing active transportation, such as walking, is a priority. The Phase 2 Project will install new curb ramps, improve sidewalk conditions, reduce intersection crossing distances, and improve intersection lighting, all of which enhances accessibility and walkability within the City.

In addition, the Marin Phase 2 Project supports continued maintenance of the City's roadway network, which will alleviate the need for more extensive and environmentally impactful street rehabilitation. Furthermore, paving delivery through CIPR has several sustainability benefits, including less emissions (via less trucking and less energy consumption for heating of typical asphalt concrete), the reuse of existing road material, and significantly less off haul and import of road material. Compared to typical paving operations (e.g. milling & overlay), CIPR demonstrates an average savings of 23% in energy consumption and carbon dioxide emissions and 20% in water consumption. CIPR also demonstrates an average reduction of virgin aggregate consumption by 37%.[1]

EQUAL OPPORTUNITY AND NON-DISCRIMINATION

The City of Albany promotes equal opportunity and non-discrimination on the basis of race, religion, creed, color, national origin, ancestry, sex, age, physical handicap, medical condition, marital status or other interests protected by state and federal law. The City strongly values contract participation by minority owned and women owned businesses. However, the City is unfortunately restricted in its ability to implement any form of preference program associated with those groups on City contracts based on limitations imposed under the California Constitution, which do not permit any public agency in the state to grant preferential treatment to any entity "on the basis of race, sex, color, ethnicity or national origin" in public contracting (Cal. Const., art. I, § 31.). This constitutional restriction, which is commonly referred to as Proposition 209, was approved by voters in 1996. An effort to overturn this restriction placed on the November 2020 ballot (Proposition 16) was not approved by voters. The only exception to the bar under Proposition 209 is for federally funded projects where the City has historically and will continue to fully and actively promote participation by minority owned and women owned businesses.

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[1] Pakes, A., Edil, T., Sanger, M., Olley, R., & Klink, T. (2018). Environmental Benefits of Cold-in-Place Recycling. *Transportation Research Record: Journal of the Transportation Research Board, 2672*(24), 11–19.

CITY COUNCIL STRATEGIC PLAN

This Project supports Goal 1 and Goal 3 of the City Council's Strategic Plan.

Goal 1: Reduce Greenhouse Gas Pollution and Adapt to Climate Change
As per Sustainability Considerations, above, the Marin Phase 2 Project supports continued maintenance of the City's roadway network, reducing the need for more impactful rehabilitation, and leverages CIPR methods for reusing roadway material and reducing emissions.

Goal 3: Promote Streets that Support Safety, Transportation & Mobility Options
The City's Local Roadway Safety Plan in connectivity with the Active Transportation Plan (ATP) help guide transportation and mobility enhancement projects within the City. The ATP identifies upgrading sidewalks and curb ramps, as is being performed under the Phase 2 Project. In addition, sidewalk improvements afford greater mobility by disabled persons, strollers, and able-bodied persons in general, promoting active transportation (i.e. non-motorized travel).

In addition, a major objective of Goal 3 of the Strategic Plan is to support development of a City program for maintaining and increasing streetlighting. Although the City of Albany does not have a dedicated streetlight improvement fund and respective program, the Phase 2 Project is proposing potential intersection streetlighting improvements along Marin Avenue from Key Route Boulevard to Ventura Avenue, contingent on costs.

ACTIVE TRANSPORTATION CONSIDERATIONS

This project supports the following Albany Active Transportation Plan (ATP) goal:

Goal 2: Accessibility
Provide the citizens of Albany with a Citywide network of trails and routes that are accessible to a wide variety of users.

Policy 2.1: Consider pedestrians and bicyclists in design and construction of land use and infrastructure projects.

- Action C: Require construction traffic management plans and ensure that those plans address bicyclists and pedestrians.
- Action E: Upgrade sidewalks and curb ramps to meet current ADA standards during routine construction projects that require substantial construction activity, including signal upgrades, utilities construction, or street rehabilitation.

Marin Avenue is a major route on the City's designated Sidewalk & Pathway and Bikeway Networks (Albany ATP). Among other benefits, the Marin Phase 2 Project addresses the intention stated in the ATP for increased crossing safety in the area.
The Marin Ave/Buchanan Street Corridor is on Albany's Local Bicycle and Pedestrian High Injury Networks, as documented in Alameda CTC's Countywide Active Transportation Plan (June 2019).

FINANCIAL SUMMARY

Phase 2 of the Marin Avenue Pavement & Curb Ramp Rehabilitation Project spans a number of different rehabilitation and improvement efforts, all with related funding sources.

Generally, a project consisting of purely pavement and curb ramp rehabilitation, addressed at improvement of the City's Pavement Condition Index (PCI) and associated ADA requirements, would be funded under the auspices of the City's Annual Street Rehabilitation Program (CIP No. 21000). As the project was developed, this project also incorporated bicycle & pedestrian safety improvements, traffic signal renewal, and streetlighting enhancements. As such, the project is budgeted separately from the Annual Street Rehabilitation Program, and paving funds will be reallocated as appropriate to the project and incorporated into the upcoming Capital Improvement Plan (CIP).

Project Element	**Estimated Cost**
Pavement & Curb Ramp Rehabilitation	$4,000,000
Storm Drain Improvements	$1,700,000
Bicycle & Pedestrian Safety Improvements	$575,000
Traffic Signal Renewal	$575,000
Streetlighting Enhancements	$1,150,000
Total Estimated Project Budget	**$8,000,000**

Funding sources for the project include the City's pass-through allocations from Alameda CTC (Measure BB, VRF) and the State of California (SB1/RMRA), as well as local tax revenues from Measure F-Street & Storm Drain Tax. Funding strategy has been forecasted and planned throughout the development process, and available funds are estimated to be sufficient for the project as estimated. Bids will inform the funding plan for the project, which will be proposed for appropriation by the Council at the time of project award.

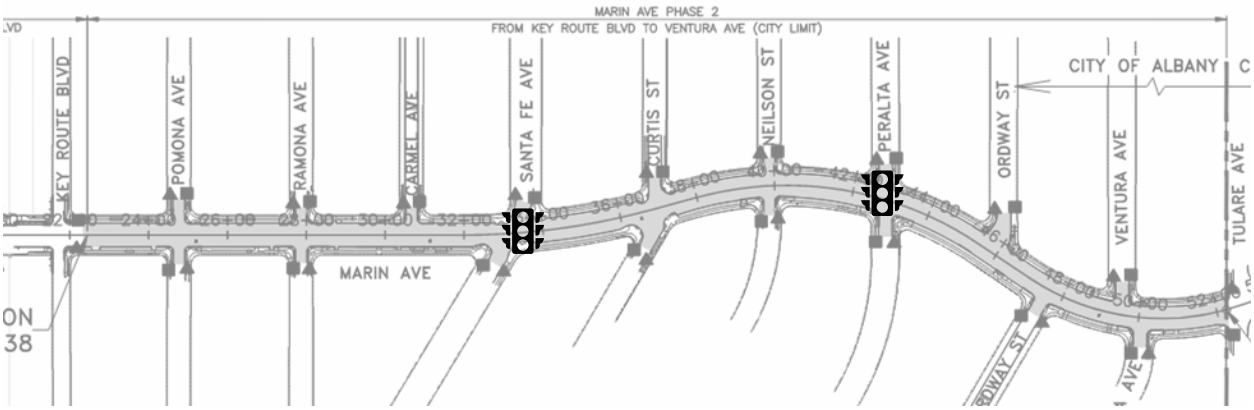
At this time, the City does not have a dedicated source of funding for future street lighting projects. Alameda CTC pass-through allocations have been confirmed with the County as an appropriate funding source for streetlighting as part of the Marin Phase 2 Project, but this comes with the trade-off of increased reliance on other funding sources for the active transportation and safety elements that are another primary use of these funds, as well as any other transportation-related CIP projects. Available funding will be considered based on bids for the project and recommended accordingly.

Attachments

1. Marin Avenue Pavement & Curb Ramp Rehabilitation Project Report, Dated April 2025
2. Marin Pavement and Curb Rehabilitation Project – Marin Ave Phase 2 Plans
3. Resolution No. 2025-21

Marin Avenue Pavement & Curb Ramp Rehabilitation Project

Phase 2 Background and Discussion



April 7, 2025

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Background

The City of Albany currently maintains approximately 30 centerline miles of roads representing five million square feet of pavement. The Annual Street Rehabilitation Program (CIP No. 21000) was established as part of the City's Capital Improvement Plan (CIP) in order to formalize the City's annual investment into improving and maintaining pavement conditions throughout the City.

The Marin Avenue Pavement & Curb Ramp Rehabilitation Project (Marin Paving Project) started as a paving project under the City's Annual Streets Rehabilitation Project (CIP No. 21000) but has since grown to include necessary stormwater rehabilitation and improvement work, traffic signal renewal, along with enhancements to pedestrian and bicycle safety and proposed intersection street lighting improvements as a bid alternative.

Project Limits Identified (Annual Street Rehabilitation Program)

On November 2, 2020, Council awarded Contract No. C21-10 for programmatic pavement and curb rehabilitation design, including for Marin Avenue from Masonic Avenue to the Berkeley city limit (Resolution No. 2020-105). Locations included were selected based on prioritizations in the 2019 Pavement Management Plan, in conjunction with other upcoming projects including East Bay Municipal Utility District (EBMUD) planned pipeline replacement.

The limits of pavement and curb rehabilitation on Marin Avenue were expanded in January 2021 (Resolution No. 2021-02) to add three additional blocks of Marin Avenue (Cornell Avenue to Masonic Avenue) and scoped under the Marin Paving Project.

Marin Paving Project Corridor

Recognizing Marin Avenue as a major transportation corridor of focus in the prior Active Transportation Plan (ATP) planning documents, staff reviewed project elements identified in the ATP and engaged with project designers to present proposed elements which could feasibly be incorporated into a paving project to the Transportation Commission for feedback.

On April 22, 2021, staff gathered feedback from the Transportation Commission for several design concepts for the Marin Paving Project. On May 27, 2021, staff returned to the Transportation Commission and presented revised design concepts to discuss challenges, receive public and commission feedback, and recommend elements to include in design. The Transportation Commission ultimately recommended:

1) Maintaining the existing street configuration of a single shoulder (parking lane), bicycle lane, and travel lane in each direction with a center turn lane; and
2) The reduction of the quarter crown along the curbside of the street[1]; and
3) The reduction of travel lanes to 10-feet wide; and
4) The inclusion of marked crossings at all four legs of the intersection; and
5) The inclusion of buffered bicycle lanes (2-feet on each side); and
6) The exclusion of curb (hardscaped) bulbouts; and
7) The evaluation of painted bulbouts; and
8) Deferring evaluation of "Complete Streets" elements' (e.g. protected bike lanes, cycletracks, etc.) to decisions to be made in future planning processes.

Marin Paving Project – Phased Approach

During design of the Marin Paving Project, East May Municipal Utilities District (EBMUD) communicated a need for waterline replacement on Marin Avenue from Key Route Boulevard to Tulare Avenue. This project was identified due to EBMUD's anticipated need for pipeline repair and renewal within a major corridor undergoing pavement rehabilitation and was not part of the Agency's original planned capital pipeline replacements.

To accommodate EBMUD acceleration of pipeline renewal, staff separated the Marin Paving Project into two phases ("Phase 1 Project": Cornell to Key Route and "Phase 2 Project": Key Route to City Limits). Phase 1 of the Marin Paving Project was accelerated to tie in with the overlapping Masonic Intersections (Ohlone Greenway Trail Improvement) Project, and was successfully completed in Summer 2023.

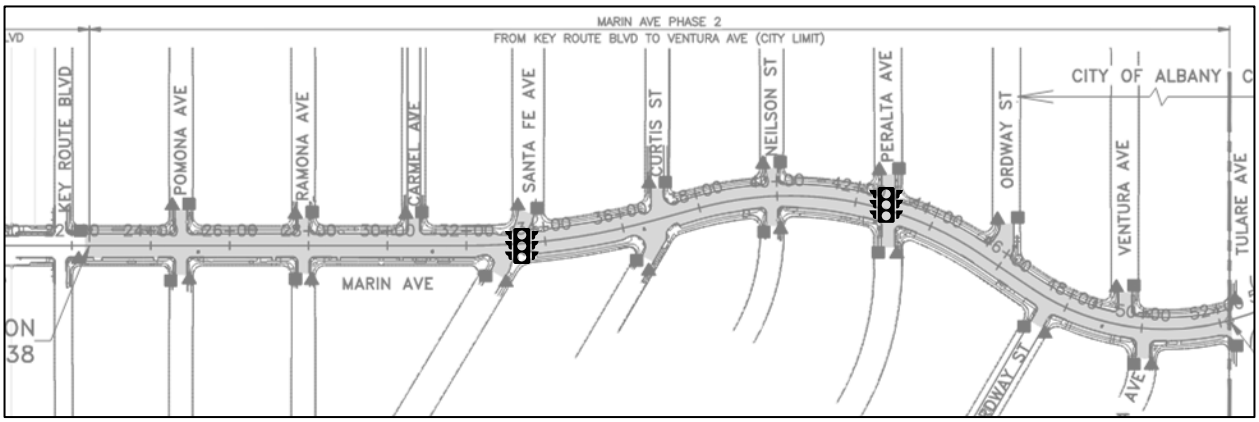


Figure 1. Marin Pavement and Curb Ramp Rehabilitation Project - Phase 2 Limits

[1] This recommendation is further discussed in a June 23, 2022 Transportation Commission presentation.

The planned sequence for construction of the Phase 2 Project was to resume following completion of the EBMUD waterline work. However, during 2023, staff identified significant amounts of work to be performed in 2024 by multiple agencies, including the City of Albany, along San Pablo Avenue, another major arterial, and adjusted project sequencing on Marin Paving Project accordingly.

Marin Paving Project, Phase 2 Project Development

On June 23, 2022, staff presented Phase 2 Project plans to the Transportation Commission for feedback. It was discussed with the Transportation Commission that their 2021 recommendation for a cross-slope adjustment (quarter crown reduction) would require significant expenditures while not directly contributing towards the goal of improving pavement condition, ultimately falling outside of the stated program purpose of the Street Rehabilitation Program. Future bicycle improvements, including cross-slope adjustments for a potential bikeway project, were recommended for deferral to future planning processes, such as the Active Transportation Plan (ATP). This would also ensure the City follows the processes necessary to be eligible for outside funding sources to augment costs, which has the additional benefit of preserving pavement management funds for projects which are less attractive for grant funding opportunities. The Transportation Commission agreed with the staff recommendation; additionally, the Transportation Commission recommended the Phase 2 Project plans for Council approval with inclusion of:

1) Painted bulbouts with plastic posts at intersections; and
2) A Rectangular Rapid Flashing Beacon (RRFB) at Ventura Avenue; and
3) Evaluation of bicycle priority zones (e.g. “bicycle boxes”) at signalized intersections.

Staff reviewed the three June 2022 recommendations by the Transportation Commission and included these in the Phase 2 Project plans.

Following the June 23, 2022 meeting, additional comments were received from Council Members regarding the following features:

1) The inclusion of curb (hardscaped) bulbouts at Peralta Avenue; and
2) Moving infrastructure, such as storm drain inlets, outside of a conceptual alignment for a Class IV bicycle facility adjacent to Marin sidewalks; and
3) Reduction of red curb at Santa Fe and Curtis intersections to align with the original Safe Routes to Schools project.

Staff evaluated these comments and provide the following response:

1) Due to the planned curb radii reduction and geometry of the intersection, three curb bulbouts along Marin Avenue at Peralta were not feasible due to grading or inhibiting truck turn movements, including the Albany Fire Department. While the southwest curb bulbout may be workable, staff do not recommend including it as

in conflict with Transportation Commission's recommendation to exclude curb bulbouts in the Phase 2 Project, the intersection is signalized allowing for timed pedestrian crossings, and the crossing distance has been significantly reduced with the proposed curb radii modifications.

2) Any potential adjustment of infrastructure, such as storm drains and curb ramps, would necessitate decisions on proceeding with a major change in alignment for the bicycle facility, which has also yet to undergo a feasibility study. As a design alignment currently does not exist, nor is there public consensus on whether the alignment is adjacent to the sidewalk or within the street itself, it is staff's recommendation not to incur the costs and potentially unnecessary adjustment of infrastructure under the Phase 2 Project.
3) Red curb along Marin Avenue at the northwest Santa Fe Avenue intersection will be adjusted in the Bid Set. The other red curb at intersections were not reduced due to visibility or storm drain conflicts.

On July 18, 2022, Council approved additional design for stormwater drainage improvements for the Phase 2 Project in order to improve curb ramp and crosswalk design (Resolution No. 2022-105).

On June 17, 2024, Council awarded design services Contract No. C24-35 to include recommended improvements and updates for traffic signal renewal and intersection safety lighting into a revised set of plans and specifications for the Marin Phase 2 Project (Resolution No. 2024-49). See Discussion Section below for more information.

Discussion

Marin Avenue was initially constructed over a century ago using methods which predate modern design and construction standards. At the time of original construction, equipment and vehicles weighed significantly less and paving techniques and traffic demand allowed for construction which would be slowly built up over poor soils in a manner which would not disturb the existing ground.

Figure 2. 1912 Photo Image, Courtesy of Berkeley Historical Society

Existing Marin Avenue Crown

Since its original construction, Marin Avenue has been overlaid with layers of additional asphalt, creating a pavement section that “bridges” over the poor soils below and has held up well to modern traffic loads. This type of pavement maintenance and rehabilitation was a common technique but also one that can contribute to a very high roadway crown, such as exists on Marin Avenue – contributing to design and construction challenges to adjust roadways in a manner that meets modern accessibility requirements.

Existing Marin Avenue Storm Drain

The original Marin Avenue also relied on deep gutters with shallow box-shaped cross drain pipes to convey storm water across intersections. The 1930s saw the construction of the Marin Storm Drain, extending from Berkeley and running through the City of Albany, but subsequent construction did not include connections to this storm drain main at all

intersections; drainage at many intersections along this corridor remains carried by cross drains which cause significant maintenance problems due to pipe corrosion, flat slopes, failures, and access difficulties. Intersections along the corridor commonly experience clogged or overwhelmed drains leading to water ponding at corners until the drain can be cleared. The locations of these cross drains are generally in conflict with the location of desired pedestrian crossings and the associated accessible curb ramps.

Marin Avenue Subgrade Challenges

Given the high crowns, the initial design approach to the Marin Paving Project was to lower the roadway crown for accessible crosswalks through full-depth reconstruction of all intersections along the Marin corridor. However, the existing ground surface beneath the pavement on Marin Avenue (the subgrade) is challenging to work within.

Clay Subgrade and Intersections

During design progress, geotechnical borings were used to determine the existing roadway cross sections. The results identified that the existing ground surface below the roadway consists of sandy clay to clay with an estimated R-value of 15 – considered a poor soil for the "foundation" of a street. R-value is used to measure resistance of a soil, with a value of 0 being similar to water (unstable) to a value of 100 being similar to steel. Staff took the opportunity to corroborate testing data with observations while utility work was being performed along Marin Avenue and the observations along utility trenches were generally consistent with geotechnical data.

In order to maintain a proper roadway foundation, the initial approach of lowering roadways crowns would have required higher risk/higher impact construction consisting of full removal and replacement of half an intersection at a time, including:

- Excavation up to 30+ inches below existing ground surface
- Trucking and disposal of excess soil
- Potential cement/lime treatment for the underlying clay soil requiring testing and application of treatment (further overexcavation, test to determine ratio of cement/lime, application of treatment, mix, roll, cure)
- Rebuilding of roadway to just under the final asphalt layer

All of this would need to occur before the roadway could be rebuilt at its final elevations. This would have been repeated two times at each intersection throughout the corridor, required month-long full closures on side streets, and be highly impacted by rain, all of which would have meant long periods of sidewalk closures, lane diversions, large parking impacts, and detours throughout construction. The Phase 1 Project benefited from a less extreme roadway crown within the segment resulting in less removal of existing roadway, and risks were partially mitigated by a smaller project and acceleration of the project to coincide with the Masonic Intersections (Ohlone Greenway Trail Improvement) Project,

which resulted in the work occurring in the summer when groundwater level is lower and subgrade more firm.

Bedrock

In addition, shallow bedrock was also observed at Peralta during PG&E's utility pole replacement work at the Marin/Peralta intersection. Bedrock is difficult to remove and typically requires blasting techniques or slow, highly disruptive digging methods. As a result, there are major limitations to being able to regrade the street to a lower depth than existing elevations.

Soil Pumping

In addition to challenges with subgrade at intersections, subgrade issues were observed between intersections in the Phase 1 Project following the removal of the top level of asphalt paving.

Modern paving techniques involve equipment and materials that are far heavier than what can be expected to occur during vehicle regular use (and that which were historically used). As fully loaded dump trucks were driven over the same area repeatedly during in areas requiring thicker restoration, and then again during reinstallation of new asphalt, large areas of the pavement base started to "pump"– that is, start to flex and lose structural stability.

Cost/Risk Analysis

With these considerations, Staff engaged with project designers to perform a cost analysis for raising the grading within the intersections and develop a risk management strategy for project construction. Geotechnical investigations and observations noted above, along with a strategy to minimize repeated loading on unprotected pavement base and subgrade during paving operations was incorporated into the project risk management strategy and design. Based on comparisons between initial design approach and a revised design approach described below, the revised design approach was expected to save approximately $900K in construction costs and significantly reduce project risk.

Revised Design Approach

For Marin Avenue, the initial approach would have significantly higher risks, impacts, and costs. To mitigate the risks of delays and cost increases due to challenges above, staff worked with design engineers to minimize the need to lower intersections by instead adjusting sidewalk elevations upwards, including adding/adjusting the necessary storm drainage infrastructure improvements in order to manage storm water. This was a more challenging design exercise but came with significant reductions in project construction risk and paving costs.

Curb Ramp Considerations

This approach is not without trade-offs. Due to the existing elevation constraints, 7 of the 46 of the curb ramps on the project (located within the Neilson, Peralta, Ordway, and Ventura intersections) required reversing the slope of the curb ramp. At these specific curb ramps, the ramp slopes toward the sidewalk and any water that is not intercepted by curb ramps is ultimately discharged across the corner into a planter strip. This is less common of a curb ramp design approach but is ADA compliant and manageable with the availability of sufficient stormwater infrastructure at Marin Avenue.

To mitigate risks to impacting pedestrian access and adjacent properties, the design has special attention toward providing greater stormwater capture upstream of curb ramps to avoid stormwater bypass to preserve pedestrian access during wet weather. Sidewalk grading also included a focus on the adjacent property grading and usage – including providing curbs behind the sidewalk at certain locations to control rainwater away from properties.

Ultimately, the proposed Phase 2 Project plans maintain directional perpendicular curb ramps that are compliant with both ADA accessibility standards and Public Right-of-Way Accessibility Guidelines (PROWAG) and follow the City of Albany's Curb Ramp Design Guidelines. In addition, the design team engaged with a California Certified Access Specialist and the U.S. Access Board to confirm that proposed curb ramp design meets accessibility requirements and that the proposed modifications were designed to the maximum extent feasible with existing physical constraints.

Additional Project Changes

In early 2024, staff identified several recommended improvements and updates to the Phase 2 Project regarding signal improvements and intersection safety lighting as summarized below.

Traffic Signal Renewal.

Renewal scope included in project plans are primarily intended to address visibility, reliability, and safety for existing traffic control systems along with optimizing adjustments to signal system which were triggered by curb ramps and curb radii reductions. Operational improvements are also included for minimize need for emergency crew responses during power outages at Peralta and Santa Fe. Changes to signal phasing or timing are not included but can be addressed operationally in the future should a need be identified.

- *Visibility Improvements.* Mitigate street tree impacts on traffic signal and pedestrian crossing signal visibility at Peralta, upgrade signal heads and include reflective back plates
- *Reliability:* Add battery backup systems to address intermittent power outages; add video detection system at Peralta; and rehabilitate existing conduit system to meet electrical code, including requirements for burial depth to mitigate accidental damages
- *Safety and ADA Updates:* Upgrade GPS based emergency preemption system, relocate pedestrian push buttons and upgrade to audible push buttons to meet current ADA standards

Cold-In-Place Recycling

With the transition to raising the roadway surface, another benefit could be realized in the form of Cold-In-Place Recycling, a newer pavement rehabilitation technique. CIPR is a method of paving in which only the topmost layer of existing asphalt surface is removed, and the lower layer (or portion of the lower layer) is pulverized in place, blended with an asphalt recycling agent, and replaced in the same location, followed by application of a smooth finish pavement surface.

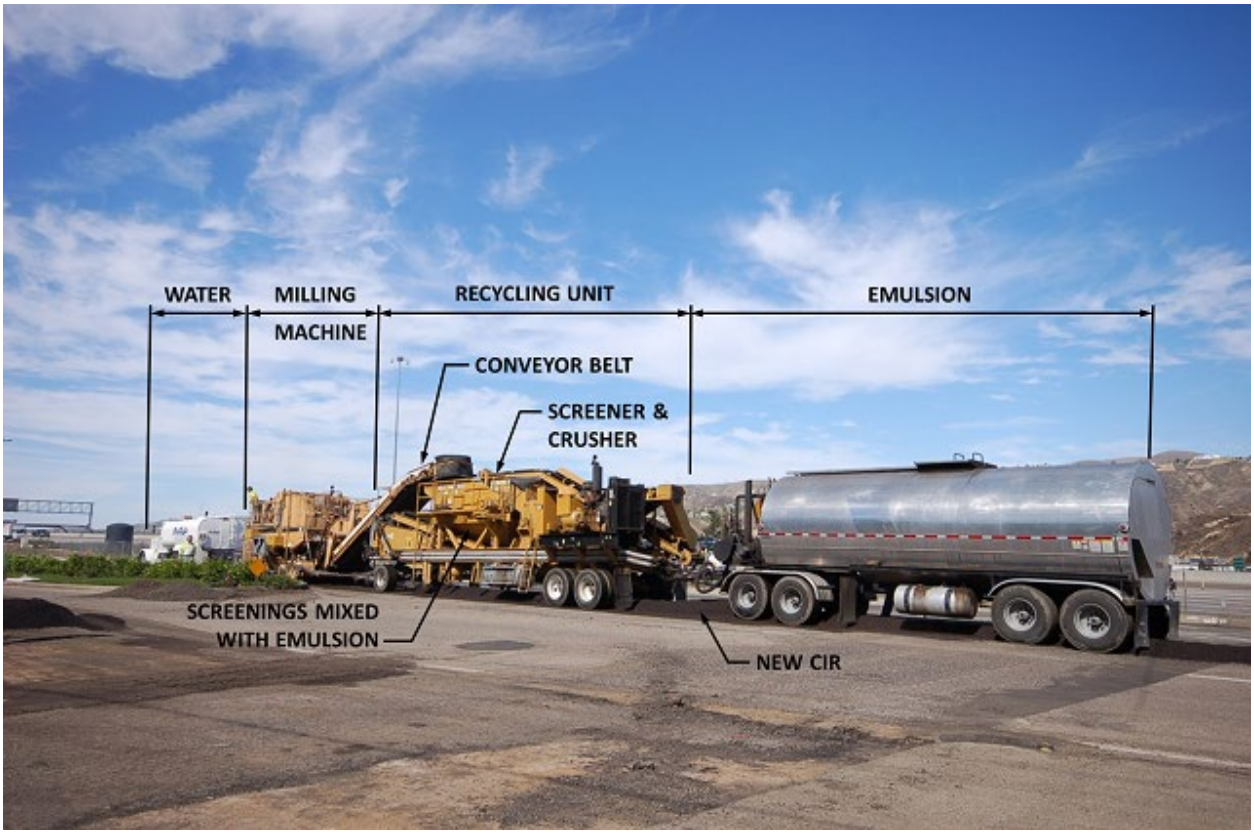


Figure 3. Cold-in-Place Recycling Equipment Train, Courtesy of Texas DOT

Limitations in the construction methodology make CIPR inefficient for streets with many bulbouts, major overexcavation or full depth reconstruction, and where significant underground utilities exist – making CIPR an approach mostly seen on County roads and wide streets without many intersections.

However, when an appropriate project is identified, CIPR allows for swifter paving delivery due to its construction methodology, is comparable in costs for the previously proposed paving techniques on this particular approach to the project, and is more sustainable due to the significant reduction in trucking and full reuse of materials involved in the CIPR process.

In the initial approach to Marin Avenue Phase 2, CIPR would not have been cost effective due to the need to fully rebuild intersections, particularly given the short distances between adjacent streets. With the revised approach, CIPR was now feasible and provides additional benefits in reducing repeated loading on thinner layers of pavement during construction.

Intersection Safety Lighting.

The City of Albany completed a Citywide Streetlight Assessment (Assessment) in early 2024. The Assessment identified conflicts along Marin Avenue, from Key Route Boulevard to Berkeley City Limits, between existing utility pole mounted streetlights and the large tree canopy – ultimately recommending intersection safety lighting as a high priority project.

It must be noted that, as a general matter, cities do not have a duty to light streets. The City of Albany also does not have a dedicated streetlight improvement fund or program to supplement the costs of street light capital improvements.

However, the Marin Paving Project included Transportation Commission recommendations for marked crossings at all four legs of the intersection – a departure from the current configuration of a single marked crossing across Marin Avenue per intersection. This is expected to increase the number of locations where pedestrians cross the roadway.

With the changes to the pedestrian crossings for Marin Avenue and the identified high-priority improvement under the SL Assessment for intersection lighting along upper Marin Avenue, staff are recommending that the proposed lighting improvement is added to the construction bid docs of the Phase 2 Project as a bid alternate for evaluation on costs and potential inclusion to the project to be evaluated at time of award.

The Assessment also included a recommended project for bikeway/sidewalk lighting along Marin Avenue. This additional lighting was not included in the current design of the Phase 2 Project as it is a lower priority improvement task per the Assessment and would be more appropriate to be included in a future project when the bikeway alignment is determined. Design and construction of this additional lighting would also require reprioritizing funding away from other identified City right-of-way priorities, and, as previously noted, the City of Albany does not have a dedicated streetlight improvement fund to supplement these costs.

However, recognizing that future streetlight capacity may be needed and that the location of the future bikeway does not impact the service size, the streetlighting electrical system proposed for the Phase 2 Project is appropriately sized to include future midblock lighting tie-ins when the specific alignment of the future bikeway is determined.

90% Design Feedback

On December 5, 2024, staff presented the Phase 2 Project 90% plans to the Transportation Commission for feedback. The Transportation Commission recommended that Council approve plans for the Phase 2 Project, including the addition of traffic signal improvements, intersection safety lighting, and traffic striping/marking revisions – including wayfinding signage for Marin Avenue from San Pablo Avenue to Tulare Street.

Following the December 5, 2024 meeting, Additional comments and questions were submitted by Council Members on December 10, 2024. Staff responded to the comments and questions on March 18, 2025. Most comments and questions were minor clarifications or were previously addressed by staff with the designer and were consistent with the project description and project background described above.

Next Steps

Staff are currently working with the Phase 2 Project designer to revise the 100% Plans, Specifications, & Estimate (PS&E) into a final Bid Set PS&E for advertisement in April. Most PS&E modifications are minor plans/specification clarifications and minor adjustments for constructability purposes. Unless noted below, these modifications will not change the major design elements nor the geometry of the street and sidewalks as shown in the current plans.

Some key revisions that will be included in the Bid Set PS&E are:

1. One new, additional streetlight at the southwest Marin/Peralta intersection; and
2. Adjustment to the street light locations and orientations at Marin/Ventura, including modifying the northwest pedestrian street light to a roadway street light; and
3. Revisions to the traffic striping at the north Marin/Ordway intersection to a single southbound lane, to reduce approach and departure lane widths, to increase median centerline width, and to add painted bulbouts along Ordway (no modifications to the physical curb line and truck turn movements will be confirmed); and
4. Further refinements to select stormwater drain inlet types and underground alignments to improve drainage and reduce ponding risks at curb ramps; and
5. Exploring the feasibility of adjusting landscaping to remove the need for retaining curbs and drainage grates at northwest Marin/Neilson and northeast Marin/Peralta.

CITY OF ALBANY

PUBLIC WORKS DEPARTMENT

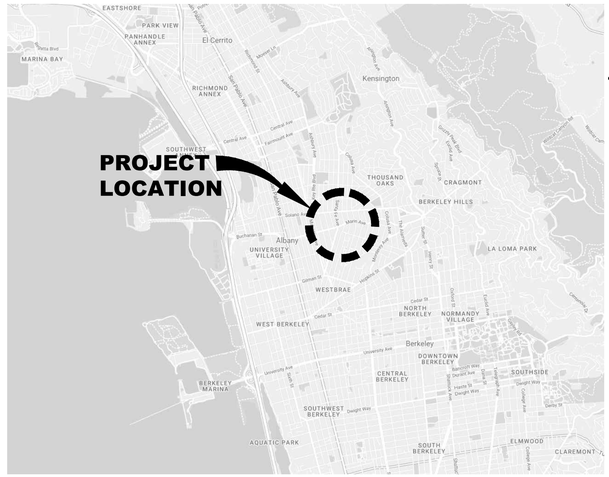
PLANS FOR

PAVEMENT AND CURB REHABILITATION PROJECT

MARIN AVENUE – PHASE 2

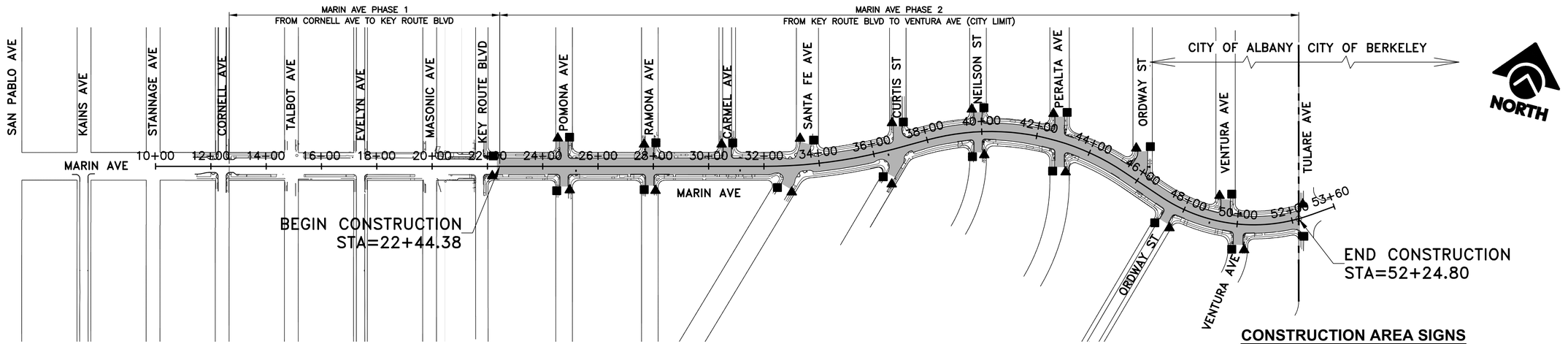
(FROM KEY ROUTE BOULEVARD TO TULARE AVENUE)

ALAMEDA COUNTY, CALIFORNIA



VICINITY MAP

NOT TO SCALE



LOCATION MAP

NOT TO SCALE

CONSTRUCTION AREA SIGNS

TYPE	QUANTITY	DESCRIPTION	DIMENSION (in)
● C30 (CA)	3 (MIN)	LANE CLOSED	36 x 36
■ G20–2	10	END ROAD WORK	60 x 24
▲ W20–1	10	ROAD WORK AHEAD	48 x 48

INDEX OF SHEETS

SHEET NO.	DRAWING NO.	SHEET DESCRIPTION
1	G1.0	COVER SHEET
2	G1.1	GENERAL NOTES, LEGEND, AND ABBREVIATIONS
3	G1.2	TYPICAL CROSS SECTIONS
4	G1.3	SURVEY CONTROL PLAN
5–6	G1.4 – G1.5	CONSTRUCTION DETAILS
7–13	C1.1 – C1.7	DEMOLITION PLAN
14–20	C2.1 – C2.7	IMPROVEMENT PLAN
21–27	C3.1 – C3.7	CURB RETURN GRADING PLAN
28–34	C4.1 – C4.7	CROSS SECTIONS & DRAINAGE PLAN
35–38	C5.1 – C5.4	DRAINAGE PROFILES
39–45	C6.1 – C6.7	SIGNING AND STRIPING PLAN
46	C6.8	WAYFINDING SIGN PLAN
47	C7.1	STAGING PLAN
48–49	C8.1 – C8.2	EROSION CONTROL PLAN
50	C9.1	POLLUTION PREVENTION PLAN
51–58	E–1 – E–8	ELECTRICAL PLANS
59–60	ED–1 – ED–2	ELECTRICAL SYSTEM DETAILS
61	GN–1	STREET LIGHTING GENERAL NOTES
62–67	SL–1 – SL–5	STREET LIGHTING PLAN

APPLICABLE STANDARD PLANS:

CITY STANDARD DETAILS (REVISED APRIL 2015):

ST 1	AC DIKE, CURB AND GUTTER DETAIL
ST 2	DRIVEWAY TYPE 1
ST 4.0	SIDEWALK: TYPE I AND II
ST 4.2	SIDEWALK (WHERE WIDTH ≥ 5FT) CURVATURE AROUND STREET TREE
ST 5	CURB AND SIDEWALK JOINTS
ST 6	CURB, GUTTER AND SIDEWALK REPAIRS
ST 8	LEGEND & NOTES – SIDEWALKS, DRIVEWAYS AND CURB & GUTTER
ST 11	STREET & TRAFFIC SIGN MOUNTING STANDARDS
ST 12	SIGN ANCHOR DETAIL
ST 13	TRENCH SURFACE RESTORATION DETAIL
ST 14	SIDEWALK DRAIN RESIDENTIAL LOTS
ST 16	SIDEWALK TRIP HAZARD REMOVAL
ST 17	NPDES MEDALLION
ST 21	CONCRETE MONUMENT SECTION WITH DISC
SS 1	STANDARD MANHOLE FRAME AND COVER
SS 3	RAISED MANHOLE RING AND COVER
SS 7	TYPICAL TRENCH SECTION
SD 1.1–1.2	TYPE "A" INLET AND NOTES
SD 4.1–4.2	TYPE "D" INLET AND NOTES
SD 6.1–6.2	INLET FRAME AND GRATE FOR TYPE "A", "B" & "C"
SD 7	PRECAST MANHOLE, TYPE I BASE, FRAME & COVER
SD 9	STANDARD INLET/MANHOLE PLAN GENERAL NOTES

ALAMEDA COUNTY STANDARD DETAILS:

SD–401	MANHOLE TYPE II
SD–509	LATERAL PIPE CONNECTION TYPE I

CALTRANS STANDARD PLANS (2024 VERSION):

A20A–F	PAVEMENT MARKERS AND TRAFFIC LINES, TYPICAL DETAILS
A24A–G	PAVEMENT MARKINGS, ARROWS, SYMBOLS, NUMERAL WORDS, LIMIT AND YIELD LINES
A88A	CURB RAMP DETAILS
D72A	CIP DRAINAGE INLETS – TYPES OS, OL, AND GOL
T62, T64	TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)
ES–7A	ELECTRICAL SYSTEMS (SIGNAL AND LIGHTING STANDARD, TYPE TS, AND TYPE 2 POST)
ES–7B	ELECTRICAL SYSTEMS (SIGNAL AND LIGHTING STANDARD, TYPE 1 AND EQUIPMENT IDENTIFICATION CHARACTERS)

CA MUTCD (LATEST EDITION):

FIGURE 3B–102(CA)	EXAMPLES OF FIRE HYDRANT LOCATION PAVEMENT MARKERS
FIGURE 3B–103(CA)	EXAMPLES OF INTERSECTION MARKINGS

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CITY OF ALBANY CONTRACT NO. C24-57

CITY COUNCIL

ROBIN D. LOPEZ, MAYOR
PEGGY MCQUAID, VICE MAYOR
JENNIFER HANSEN-ROMERO, COUNCIL MEMBER
JOHN ANTHONY MIKI, COUNCIL MEMBER
PRESTON JORDAN, COUNCIL MEMBER

NICOLE ALMAGUER, CITY MANAGER
MARK HURLEY, PUBLIC WORKS DIRECTOR/CITY ENGINEER
ALLISON CARRILLO, CIP MANAGER

APRIL 2025

REVIEWED FOR GENERAL CONFORMANCE WITH THE CITY OF ALBANY STANDARD SPECIFICATIONS AND ORDINANCES

MARK V. HURLEY
DIRECTOR OF PUBLIC WORKS,
CITY ENGINEER
DATE:

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

COVER SHEET

Submittal / Revision:	
1	
2	
3	
4	
5	
6	
7	

Designed By:	ES
Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number:

G1.0

1 of 67

GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF ALBANY STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CITY STANDARD DETAILS AND WITH 2024 CALTRANS STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED.

2. ALL EXISTING SURFACE FEATURES SHOWN HEREON REPRESENT SURFACE CONDITIONS OF THE PROJECT AREA FROM A FIELD SURVEY PERFORMED BETWEEN JANUARY 2021 THROUGH FEBRUARY 2021, BY QUIET RIVER LAND SERVICES OF DUBLIN, CALIFORNIA. SUPPLEMENTAL SURVEY WAS PERFORMED BY SANBELL NOVEMBER 2024.

3. DRAWING BASE MAP IS BASED ON BOUNDARY SURVEY PREFORMED BY QUIET RIVER LAND SERVICES, INC. OF DUBLIN, CALIFORNIA. PARCEL LINES ARE APPROXIMATE AND ARE FOR INFORMATION PURPOSE ONLY.

4. SPECIFIC NOTES AND DETAILS TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS.

5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO POTHOLE AND FIELD VERIFY LOCATIONS OF EXISTING FACILITIES AND TO IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY FIELD CONFLICTS.

6. CONTRACTOR IS RESPONSIBLE TO MAKE ALL ARRANGEMENTS FOR SITE INSPECTIONS AND ENSURE THAT ALL CURRENT STANDARDS FOR THE CITY OF ALBANY AND CALTRANS ARE FOLLOWED PRIOR TO BEGINNING ANY PHASE OF CONSTRUCTION WORK.

7. CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO START OF CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES OR INCONSISTENCIES.

8. CONSTRUCTION SHALL BE LIMITED TO BETWEEN THE HOURS OF 8:00 A.M. AND 5:00 P.M., MONDAY THROUGH FRIDAY AND INSPECTION REQUESTS SHALL BE LIMITED TO NORMAL CITY BUSINESS HOURS: 8:00 A.M. TO 5:00 P.M., MONDAY THROUGH FRIDAY. ARRANGEMENTS FOR ANY OVERTIME INSPECTION SERVICES AND PAYMENTS OF FEES FOR SAME SHOULD BE MADE 48 HOURS IN ADVANCE AND ARE SUBJECT TO INSPECTION AVAILABILITY AND APPROVAL BY THE ENGINEER.

9. THE CITY IS RESPONSIBLE FOR ARRANGEMENTS TO PAY FOR ALL MATERIAL TESTING REQUIRED FOR QUALITY ASSURANCE/ACCEPTANCE OF THIS PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SEE TO IT THAT ALL MATERIAL TESTING REQUIRED BY THE ENGINEER AND QUALITY CONTROL TESTING, PER THE TECHNICAL SPECIFICATIONS, IS PERFORMED. THE CITY WILL ONLY PERFORM QUALITY ASSURANCE TESTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CITY 24 HOURS IN ADVANCE OF QUALITY ASSURANCE TESTING TO ALLOW THE CITY TO SCHEDULE MATERIAL TESTING LAB SAMPLING OR TESTING.

10. DUST CONTROL DURING ALL PHASES OF CONSTRUCTION IS THE RESPONSIBILITY OF THE CONTRACTOR. IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN GOOD HOUSEKEEPING WITHIN THE CONSTRUCTION AREA AND STAGING AREA.

11. WATER FOR DUST CONTROL AND USE FOR COMPACTION MAY BE PURCHASED FROM THE APPROPRIATE AGENCY PRIOR TO THE START OF ANY WORK, AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PAY FOR ANY FEES OR DEPOSITS.

12. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL THE PROPOSED ROUTE(S) FOR ALL CONSTRUCTION TRAFFIC RELATED TO THE PROJECT. UPON APPROVAL, THE CONTRACTOR SHALL STRICTLY ADHERE TO THOSE ROUTE(S) ONLY, UNLESS WRITTEN PERMISSION IS OBTAINED TO CHANGE THE ROUTE(S). IN ADDITION TO THE CONTRACTOR'S PROPOSED ROUTE(S), A DETOUR PLAN SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER.

13. THE CONTRACTOR SHALL MAINTAIN ACCESS TO RESIDENCES AND BUSINESSES AFFECTED BY THE PROJECT THROUGHOUT THE LIFE OF THE CONTRACT AS SPECIFIED IN THE SPECIAL PROVISIONS.

14. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES.

15. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICES ALERT (U.S.A.) 800-227-2600 (OR DIAL 811) TWO (2) WORKING DAYS PRIOR TO START OF ANY EXCAVATION OR DEMOLITION OF IMPROVEMENTS. THE LOCATION OF SURFACE UTILITIES SHOWN ON THE PLANS IS APPROXIMATE ONLY. ATTENTION IS DIRECTED TO THE POSSIBLE EXISTENCE OF UNDERGROUND FACILITIES NOT KNOWN, OR THE FACILITY IS LOCATED IN A DIFFERENT LOCATION FROM THE POSITION THAT IS MARKED ON THE PLAN.

16. THE CONTRACTOR IS RESPONSIBLE TO NOTIFY ALL UTILITIES TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION SO THAT LINES CAN BE MARKED. CONTRACTOR SHALL EXERCISE CARE DURING EXCAVATION OR DEMOLITION, PARTICULARLY IN LOCATIONS WITH UTILITIES THAT WILL REMAIN IN SERVICE.

17. ANY DAMAGE TO THE EXISTING FACILITIES TO REMAIN (INCLUDING TREES, LANDSCAPING, IRRIGATION, FENCES, WALLS, SIDEWALK, MAILBOXES, UTILITIES, STRIPING, MARKINGS, MARKERS, AND OTHER PAVEMENT SURFACES) SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE. CONTRACTOR SHALL RESTORE ANY AND ALL PAVEMENT AND OTHER FACILITIES OUTSIDE LIMITS OF WORK AFFECTED BY THE CONSTRUCTION OPERATIONS AT NO ADDITIONAL COST. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VIDEOTAPE OR DOCUMENT EXISTING CONDITIONS PRIOR TO START OF WORK TO SUBSTANTIATE ANY PREVIOUS DAMAGE, ETC.; COPIES OF WHICH SHALL BE PROVIDED TO THE ENGINEER.

18. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THEIR WORK AREA FROM DAMAGE. TRENCH PLATES OR OTHER PROTECTION MAY BE REQUIRED FOR PCC WORK.

19. STRIPING AND MARKINGS IN ROADWAYS SHALL BE THERMOPLASTIC. BLUE REFLECTIVE FIRE HYDRANT MARKERS SHALL BE SET 6" OFF THE STREET CENTERLINE OR CENTERLINE STRIPING, UNLESS OTHERWISE NOTED.

20. TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGGERS, AND OTHER DEVICES TO PROVIDE FOR SAFE PASSAGE OF PUBLIC VEHICULAR, BICYCLE, AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH CA-MUTCD.

21. TYPICAL DETAILS REFERRED TO ON THESE DRAWINGS ARE FROM THE CITY STANDARD PLANS AND CALTRANS STANDARD PLANS.

22. CONTRACTOR SHALL PROTECT THE FULL DIAMETER OF CURB DRAIN OUTLETS DURING PAVEMENT AND CONCRETE WORK, UNLESS OTHERWISE NOTED. EXISTING CURB DRAINS SHALL REMAIN FUNCTIONAL DURING AND AFTER WORK IS COMPLETE. HANDWORK MAY BE REQUIRED TO PROTECT CURB DRAIN.

23. THE ENGINEER ASSUMES NO RESPONSIBILITY BEYOND ADEQUACY OF THE DESIGN CONTAINED HEREIN. CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OF ENGINEER.

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ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AS	ASPHALT
BCR	BOTTOM OF CURB RAMP
BOC	BACK OF CURB
BW	BACK OF WALK
BWL	BOTTOM OF WALL
C&G	CURB AND GUTTER
CJ	CONSTRUCTION JOINT
CL	CENTERLINE
CONC	CONCRETE
CW	CROSSWALK
DET	DETAIL
DI	DRAIN INLET
DH	DETECTOR HANDHOLE
DWS	DETECTABLE WARNING SURFACE
DWY	DRIVEWAY
(E)	EAST
ELEV	ELEVATION
EG	EXISTING GRADE
EP	EDGE OF PAVEMENT
EX	EXISTING
EW	EDGE OF WALK
FC	FACE OF CURB
FDAC	FULL DEPTH ASPHALT CONCRETE
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FO	FIBER OPTIC
G	GAS
GB	GRADE BREAK
GBL	GREEN BIKE LANE
GV	GAS VALVE
HMA	HOT MIX ASPHALT
HP	HIGH POINT
LG	LIP OF GUTTER
LL	LIMIT LINE
MON	MONUMENT
NE	NORTHEAST
NW	NORTHWEST
NTS	NOT TO SCALE
N	NEW
(N)	NORTH
O.P.	ON CENTER
PB	PULL BOX
PCC	PORTLAND CONCRETE CEMENT
PG&E	PACIFIC GAS AND ELECTRIC
PM	PAVEMENT
PPB	PEDESTRIAN PUSH BUTTON
PP	POWER POLE
PRC	POINT OF REVERSE CURVE
R	RADIUS
RC	RELATIVE COMPACTION
RHMA	RUBBERIZED HOT MIX ASPHALT
RSP	REVISED STANDARD PLANS
RCW	RECYCLED WATER VALVE
R&R	REMOVE & REPLACE
(S)	SOUTH
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
SVP	SILICON VALLEY POWER
SE	SOUTHEAST
SP	SIGNAL POLE
STA	STATION
SW	SIDEWALK, SOUTHWEST
STD	STANDARD
TBD	TO BE DETERMINED
TC	TOP OF CURB
TCR	TOP OF CURB RAMP
TG	TOP OF GRATE
TI	TRAFFIC INDEX
TS	TRAFFIC SIGNAL
TMH	TELEPHONE MANHOLE
TPB	TRAFFIC PULL BOX
TWL	TOP OF WALL
TYP	TYPICAL
YCW	YELLOW CROSSWALK
VG	VALLEY GUTTER
YL	YIELD LINE
(W)	WEST
WCW	WHITE CROSSWALK
WP	WOOD POLE
WV	WATER VALVE

GENERAL LEGEND

EXISTING SANITARY SEWER LINE

EXISTING STORM DRAIN LINE

EXISTING WATER LINE

EXISTING ABANDONED WATER LINE

EXISTING GAS LINE

EXISTING ABANDONED GAS LINE

EXISTING TELEPNONE LINE

EXISTING OVERHEAD LINE

EXISTING COMMUNICATIONS

EXISTING MANHOLE

EXISTING TREE IN PLANTER

EXISTING STREET LIGHT

EXISTING PULL BOX, CATV VAULT, PG&E, TRAFFIC SIGNAL VAULT, OR HIGH VOLTAGE ELECTRICAL VAULT

EXISTING FIRE HYDRANT

EXISTING CATCH BASIN INLET

EXISTING SIGN

EXISTING WATER METER

EXISTING WATER VALVE

ABANDONED WATER VALVE

EXISTING GATE VALVE

EXISTING CONTROL POINT

EXISTING MONUMENT

EXISTING TREE OR WOOD UTILITY POLE

EXISTING GUY POLE

EXISTING CONCRETE COLUMN

EXISTING BRASS DISC MONUMENT (PRESERVE)

EXISTING CURB, GUTTER & SIDEWALK

EXISTING CURB RAMP

CITY OF ALBANY — URBAN VILLAGE BY THE BAY — CALIFORNIA

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
GENERAL NOTES, LEGEND, AND ABBREVIATIONS

Submittal / Revision:	
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Designed By:	ES
Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number:

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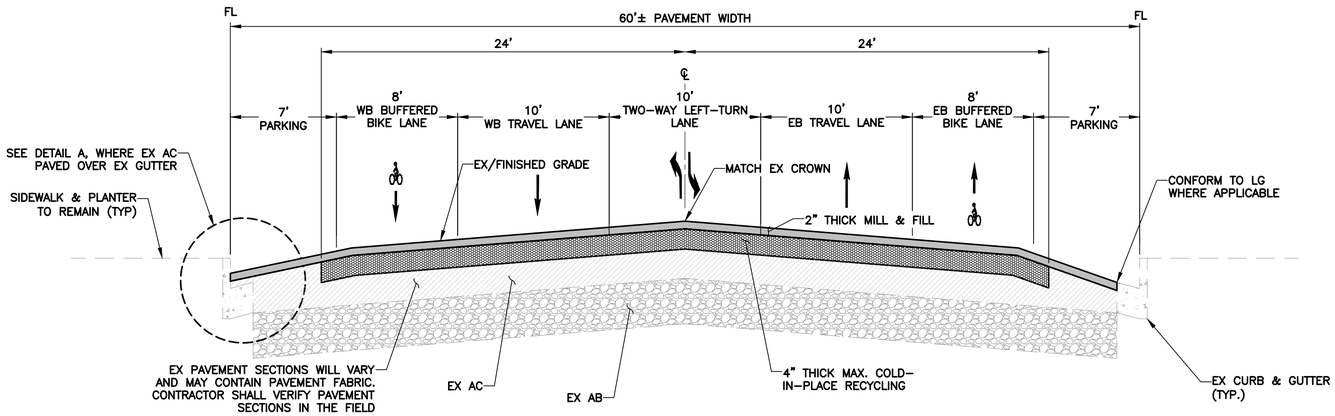
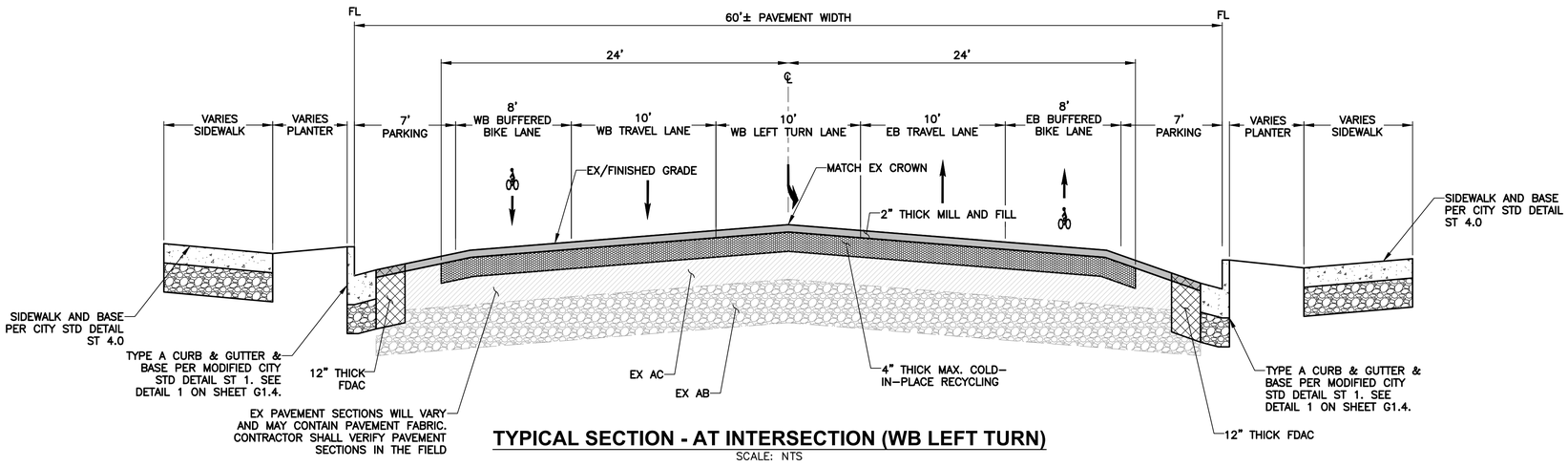


TYPICAL SECTION - BETWEEN INTERSECTIONS

SCALE: NTS

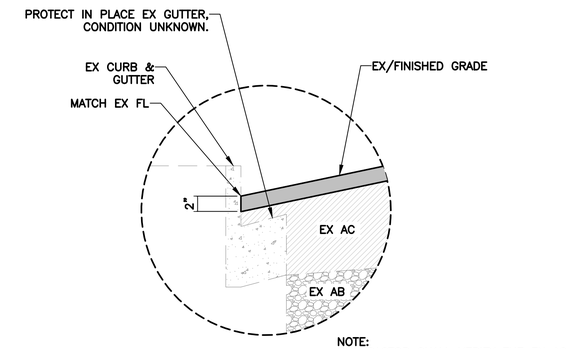
LEGEND

- MILL & FILL
- COLD-IN-PLACE RECYCLING
- FULL DEPTH ASPHALT CONCRETE (FDAC)
- NEW AGGREGATE BASE (AB)
- NEW PC CONCRETE SIDEWALK
- EX AGGREGATE BASE (AB)
- EX ASPHALT CONCRETE (AC)



TYPICAL SECTION - AT INTERSECTION (WB LEFT TURN)

SCALE: NTS



AC TREATMENT AT PAVING OVER EX GUTTER

SCALE: NTS

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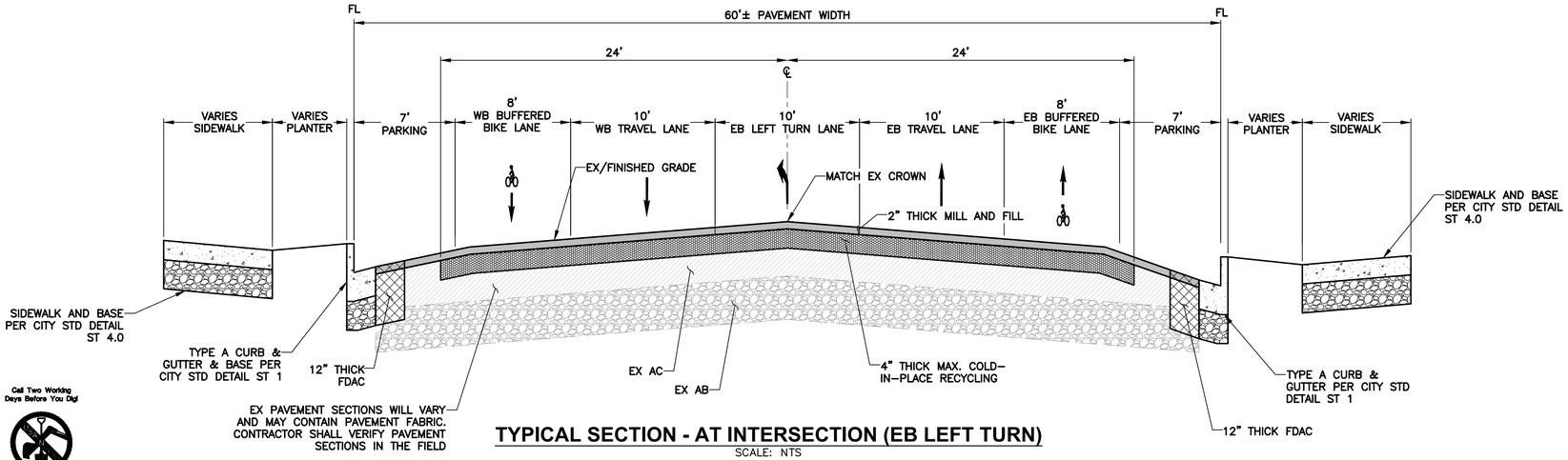

TYPICAL SECTION - AT INTERSECTION (EB LEFT TURN)

SCALE: NTS

CORING LOG				
CORE NO	LOCATION	AC	AB	R-VALUE
10	CENTER LANE	5.5"	12"	15
11	CENTER LANE	11"	2"	15
12	CENTER LANE	10.5	0"	15
13	CENTER LANE	8.5"	0"	15
14	WB PARKING	3"	9"	15
DEPTH MEASURED AT LOCATIONS SHOWN ON IMPROVEMENT PLANS				

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

TYPICAL CROSS SECTIONS

Submittal / Revision:	
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Designed By:	ES
Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number:

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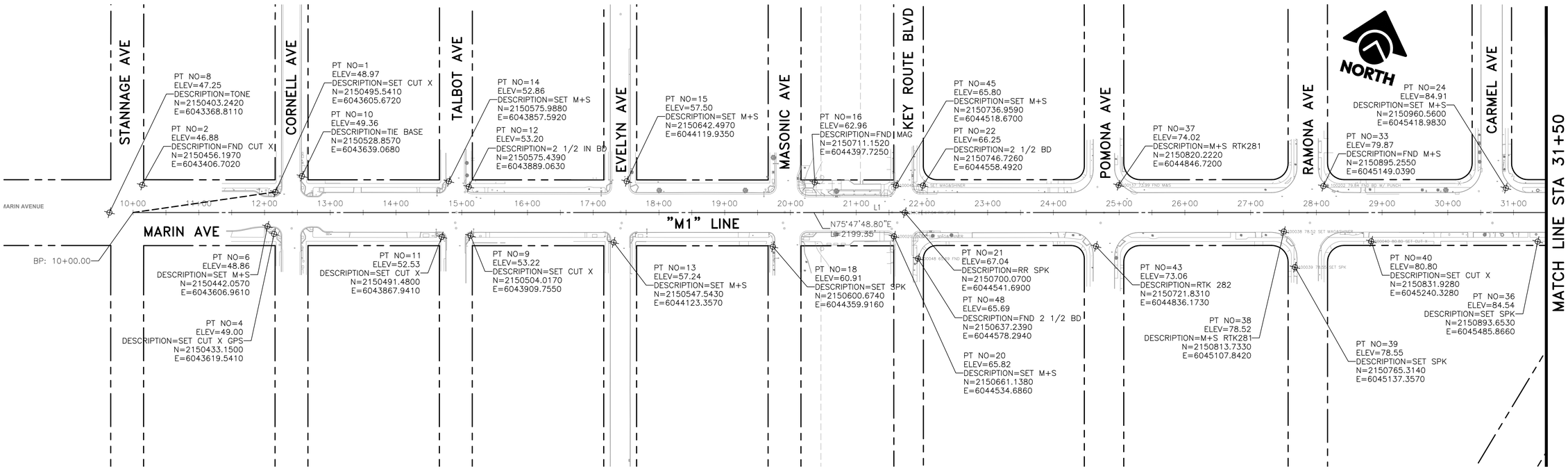

HORIZONTAL DATUM:
CITY OF ALBANY HORIZONTAL DATUM HOLDING BENCHMARK #513

BASIS OF BEARINGS:
CITY OF ALBANY MONUMENTATION MAP, T-4897, FILED IN THE RECORDS OF ALAMEDA COUNTY, AND MONUMENTS FOUND AS SHOWN

BASIS OF ELEVATIONS:
CITY OF ALBANY BENCHMARK #513 RAILROAD SPIKE LOCATED IN THE INTERSECTION OF MARIN AVENUE AND KEY ROUTE BOULEVARD. ELEVATION 67.04± (CITY OF ALBANY DATUM)

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LEGEND:

N	NORTHING
E	EASTING
BD	BASS DISK
FND	FOUND
M+S	MAGNEIL & SHINER
RTK	REAL TIME KINEMATIC
SPK	SPIKE

Line Table

Line #	Length	Direction	Alignment
L1	2199.350	N75° 47' 48.80"E	M1-LINE
L2	123.645	N60° 35' 12.85"E	M1-LINE
L3	159.194	S70° 25' 17.53"E	M1-LINE
L4	88.348	N55° 48' 11.98"E	M1-LINE

Curve Table: Alignments

Curve #	Radius	Length	Chord Direction	Chord Length	Delta	Alignment
C1	1800.00'	477.84'	N68°11'31"E	476.43'	15.210°	M1-LINE
C2	870.00'	743.91'	N85°04'58"E	721.45'	48.992°	M1-LINE
C3	605.00'	567.82'	N82°41'27"E	547.21'	53.775°	M1-LINE

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PROFESSIONAL ENGINEER
DAVID LIN
No. 78694
CIVIL
STATE OF CALIFORNIA
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NOT FOR CONSTRUCTION

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

SURVEY CONTROL PLAN

Submittal / Revision:

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Designed By: ES
Drawn By: SY
Checked By: DL
Date: 2/25/2025

Sheet Number:
G1.3
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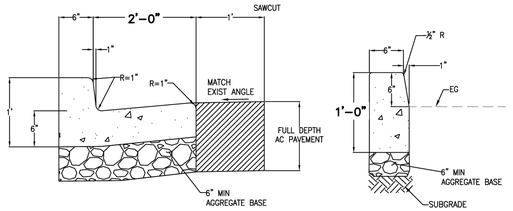
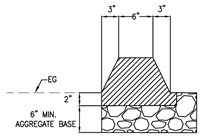


CURBS



AC BERM

NOTE:

1. CONSTRUCT TYPE "A" CURB AND GUTTER WITH 10' BUFFER TO CONFORM GUTTER TO EXISTING CONDITIONS.
2. SAWCUT APPROXIMATELY 1' FROM THE EDGE OF CURB ON THE ROADWAY SIDE TO ALLOW SPACE FOR CONSTRUCTION. PLUG GAP WITH NEW ASPHALT CONCRETE.
3. WHEN POSSIBLE USE TYPE "A" CURB AND GUTTER WITH SIDEWALK AND TYPE "B" CURB WHEN CONSTRUCTING MEDIANS AT CENTER OF ROADWAY. AC BERM USED AT THE APPROVAL OF THE CITY ENGINEER.

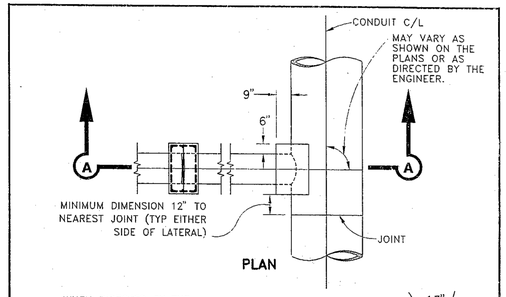
SCALE: NTS

CITY OF ALBANY, CALIFORNIA	STANDARD DETAIL	
APPROVED BY: Ray Chan DATE: DECEMBER 2015	AC DIKE, CURB AND GUTTER DETAIL	STD DETAIL No. ST 1

K:\Standard Specifications and details\Details\CAD Drawings\ST 1 AC Dike Curb and Gutter.dwg

MODIFIED CURB AND GUTTER 1 -

SCALE: NTS



NOTES:

1. LATERAL PIPE SIZE NOT TO EXCEED 18".
2. MAIN PIPE SIZE TO LATERAL PIPE SIZE SHALL BE AT LEAST 3:1 RATIO.
3. MINIMUM LATERAL PIPE SIZE NOT TO BE LESS THAN 12".

LATERAL SIZE	MIN MAIN SIZE
12"	36"
15"	45"
18"	54"

COUNTY OF ALAMEDA ★ PUBLIC WORKS AGENCY

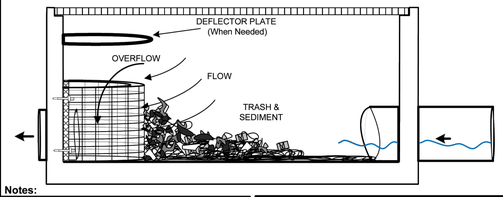
REVISIONS				ASSISTANT DEC. APPROVED	APPROVED COUNTY ENGINEER
LATERAL PIPE CONNECTION TYPE I					
DRAWN JC	CHECKED	DATE DEC 1994	SCALE NONE	FILE NO. SD-509	1 of 1

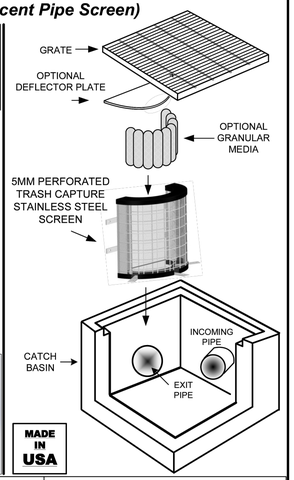
LATERAL PIPE CONNECTION 2 -

SCALE: NTS

REM TRITON PERF FTC-CPS (Full Trash Capture Device - Crescent Pipe Screen)

REM designed the TRITON PERF FTC-CPS Filter Series to provide a highly adaptable solution that allows the flexibility to maximize the filter treatment flow rates and TRASH capturing capacity. TRITON FTC-BFTG-CPS filters are designed to capture 100% of trash and debris 5mm or greater in size and may be utilized in new construction or retrofitted in existing catch basin structures. They are sized to spec or modified in the field for drains with unusual dimensions and unique frame and grates. PERF may be combined with granular media strategies to address specific pollutant concerns. Fabricated with 10 Gauge Type 304 Welded Stainless Steel, the REM CPS "arched" design provides superior strength and structural integrity compared to square or lateral devices.





Notes:

- *The TRITON - Crescent Series Filters are available in sizes to fit most industry standard pipes and catch basins. Custom sizes are also available to fit most applications.*
- *Filter cartridge housings are constructed utilizing 10 Gauge Type 304 Stainless Steel, with 2" welded square openings.*
- *Removable crescent tops are constructed utilizing over 90% recycled ABS Plastic.*
- *REM TRITON PERF-FTC uses 5mm perforated screen designed to capture debris, trash and sediment. The device is approved by the State Regional Water Control Board as a "Full Trash Capture" device. (Additional media options are available including mixed blends of granulated carbon [AC] and Zeolite [ZEO] expanded perlite (FOG), and Bioflex (BFTG).*
- *Filter designs include a high flow overflow bypass to eliminate pooling or flooding during heavy rain events.*
- *Optional Deflector Plate routes flow onto the filtering side of filter. Certain application may not need this option.*
- *See our Specifier Sheet for sizes, and flow rates.*
- *Maintenance information and replacement media packs are available upon request by contacting REM at sales@remfilters.com or (888) 526-4736.*

TRITON PERF FTC-CPS CRESCENT PIPE SCREEN SERIES FILTER
By REM Inc. (888.526.4736)

CPS size may vary by catch basin. Taller cartridge options provide greater volume capacity and increased treatment rates.

MADE IN USA

THE DESIGN AND DETAIL OF THIS DRAWING IS THE PROPERTY OF REM INC. AND IS NOT TO BE USED EXCEPT IN CONNECTION WITH OUR WORK. DESIGN AND INVENTION RIGHTS ARE RESERVED.

PATENT PENDING

PH: (888) 526-4736

DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

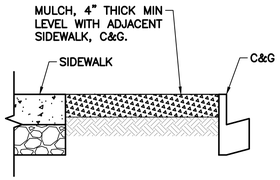
REM Inc.

TRITON PERF FTC-CPS SERIES
(Full Trash Capture System)
Crescent Pipe Screen

DRAWN BY: C.F.	FOR: Inline Filtering	REV
SCALE: 1/4 : 1	DATE: 3/1/2015	SHEET: 1 OF 1

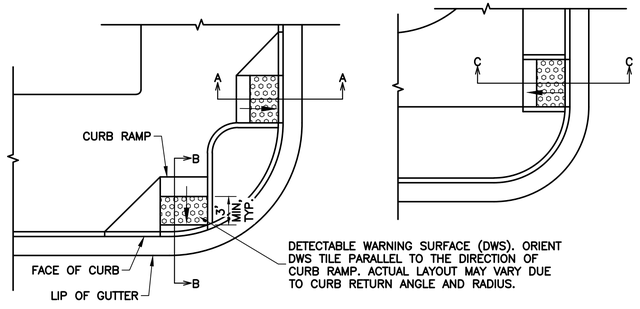
TRASH CAPTURE DEVICE 3 -

SCALE: NTS



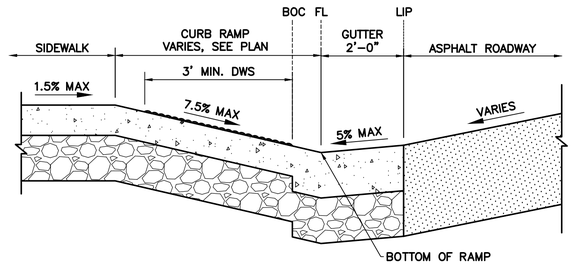
MULCH DETAIL 5 -

SCALE: NTS



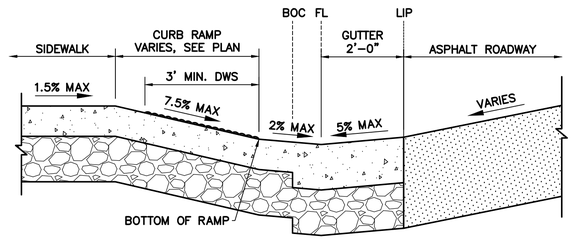
DWS ORIENTATION AT CURB RETURN 4 -

SCALE: NTS



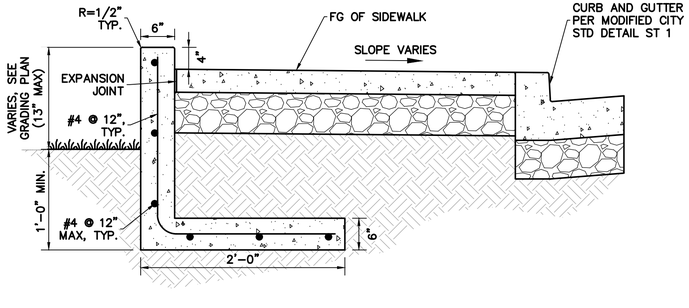
CURB RAMP CROSS SECTION RAMP PERPENDICULAR TO CURB FACE A -

SCALE: NTS



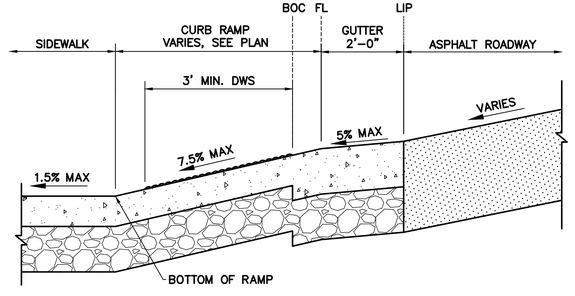
CURB RAMP CROSS SECTION RAMP NON-PERPENDICULAR TO CURB FACE B -

SCALE: NTS



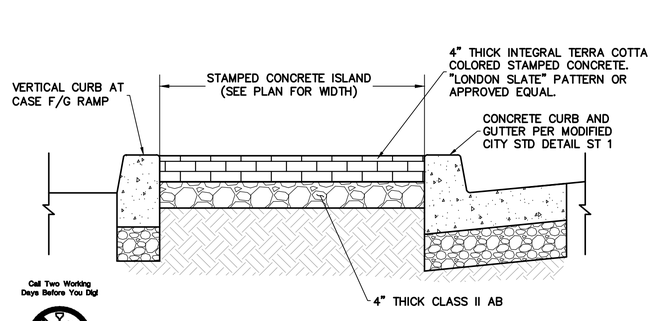
FILL WALL 7 -

SCALE: NTS



CURB RAMP CROSS SECTION REVERSE SLOPE C -

SCALE: NTS



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STAMPED CONCRETE ISLAND 6 -

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
CONSTRUCTION DETAILS

Submittal / Revision:	
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Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number: G1.4

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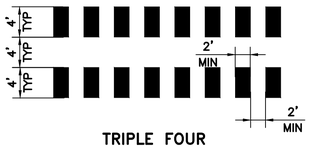
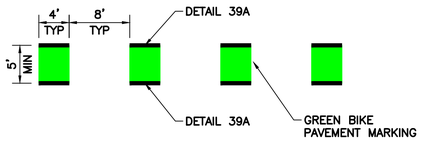


TRIPLE FOUR

1. COMPLY WITH CALTRANS STD PLAN A24F.
2. STAGGER STRIPE MARKING TO AVOID WHEEL PATHS.
3. MARKINGS SHALL BE YELLOW NEAR SCHOOL ZONES, AND WHITE EVERYWHERE ELSE.
4. FULL RAMP LANDING MUST BE WITHIN THE CROSSWALK AND ALIGNED TO THE CENTER OF CURB RAMP WHENEVER FEASIBLE. FINAL CROSSWALK LAYOUT SHALL BE APPROVED BY THE ENGINEER.

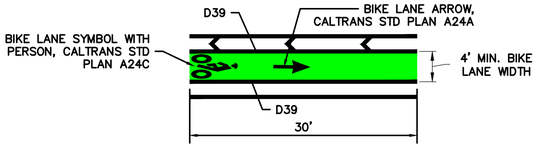
TYPICAL CROSSWALK MARKINGS 1

SCALE: NTS



GREEN BIKE LANE INTERSECTION PAVEMENT MARKING 2

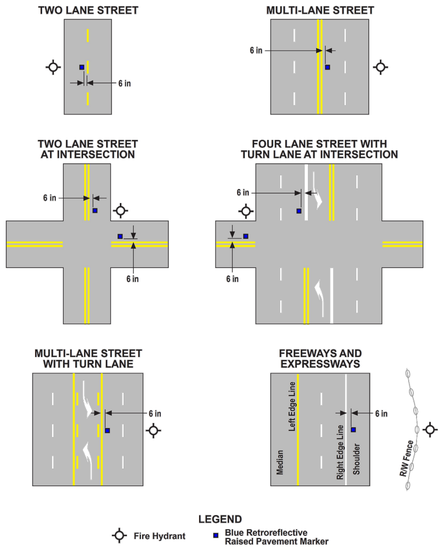
SCALE: NTS



GREEN BIKE LANE PAVEMENT MARKING 5

SCALE: NTS

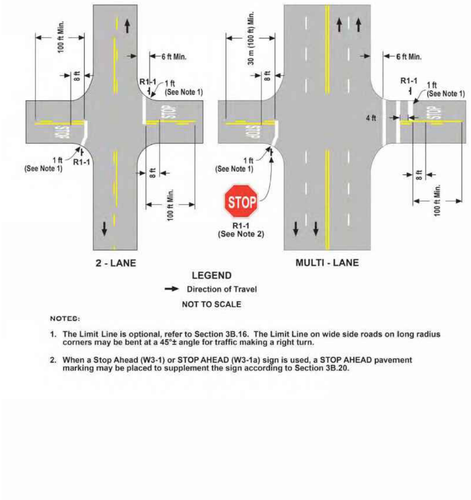
Figure 3B-102 (CA). Examples of Fire Hydrant Location Pavement Markers



TYPICAL FH MARKER LOCATION 3

SCALE: NTS

Figure 3B-103 (CA). Examples of Intersection Markings

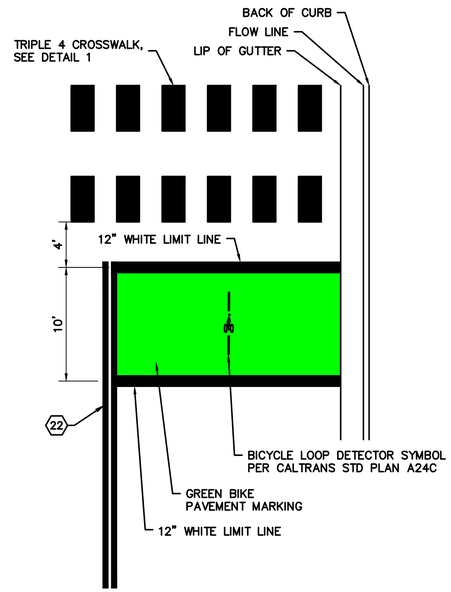


NOTES:

1. The Limit Line is optional, refer to Section 3B.16. The Limit Line on wide side roads on long radius corners may be bent at a 45°± angle for traffic making a right turn.
2. When a Stop Ahead (W3-1) or STOP AHEAD (W3-1a) sign is used, a STOP AHEAD pavement marking may be placed to supplement the sign according to Section 3B.20.

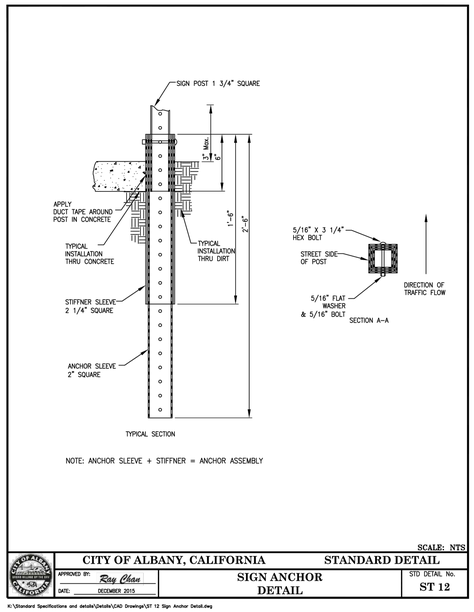
TYPICAL INTERSECTION MARKINGS 4

SCALE: NTS



BICYCLE BOX 9

SCALE: NTS



NOTE: ANCHOR SLEEVE + STIFFNER = ANCHOR ASSEMBLY

SCALE: NTS

CITY OF ALBANY, CALIFORNIA	STANDARD DETAIL	
APPROVED BY: Roy Chan DATE: DECEMBER 2015	SIGN ANCHOR DETAIL	STD DETAIL No. ST 12

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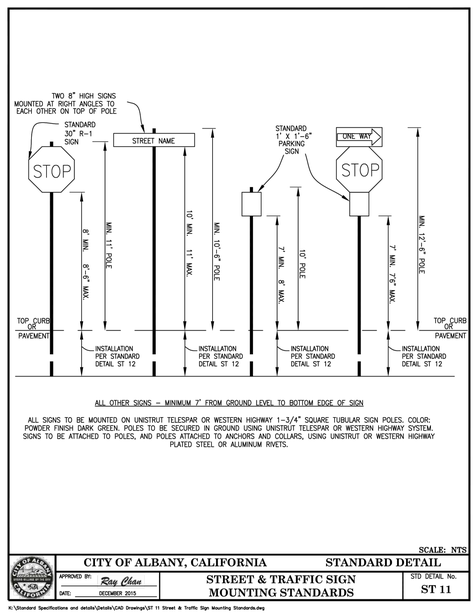
SIGN ANCHOR DETAIL 6

SCALE: NTS



ALL OTHER SIGNS – MINIMUM 7' FROM GROUND LEVEL TO BOTTOM EDGE OF SIGN

ALL SIGNS TO BE MOUNTED ON UNISTRUT TELESPAR OR WESTERN HIGHWAY 1-3/4" SQUARE TUBULAR SIGN POLES. COLOR: POWDER FINISH DARK GREEN. POLES TO BE SECURED IN GROUND USING UNISTRUT TELESPAR OR WESTERN HIGHWAY SYSTEM. SIGNS TO BE ATTACHED TO POLES, AND POLES ATTACHED TO ANCHORS AND COLLARS, USING UNISTRUT OR WESTERN HIGHWAY PLATED STEEL OR ALUMINUM RIVETS.

SCALE: NTS

CITY OF ALBANY, CALIFORNIA	STANDARD DETAIL	
APPROVED BY: Roy Chan DATE: DECEMBER 2015	STREET & TRAFFIC SIGN MOUNTING STANDARDS	STD DETAIL No. ST 11

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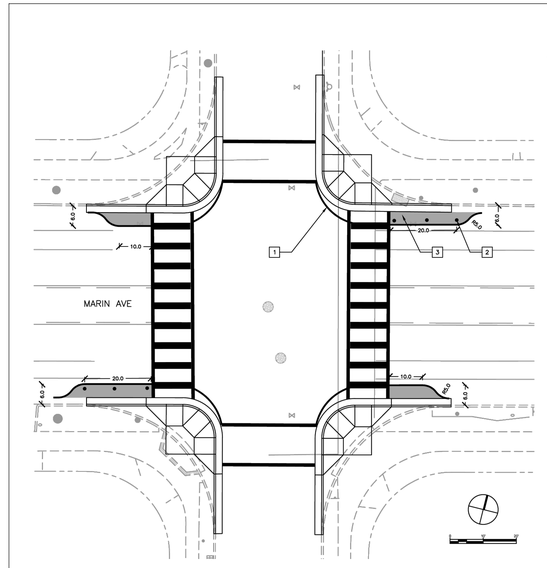
STREET & TRAFFIC SIGN MOUNTING STANDARDS 7

SCALE: NTS



GENERAL NOTES

1. IDENTIFY DESIGN VEHICLE AND VERIFY TURN MOVEMENT PRIOR TO SELECTING A BULB-OUT DESIGN.
2. INSTALL K-71/K-72 POSTS MIN 18" OFFSET FROM CENTER OF STRIPE TO CENTER OF POST.
3. DIMENSIONS SHOWN ARE FROM FACE OF CURB AND CENTER OF STRIPE.

CONSTRUCTION NOTES (THIS SHEET ONLY)

1. 6" WHITE STRIPE (PAINT OR THERMOPLASTIC)
2. K71 REFLECTIVE BOLLARD
3. COLORED PAVEMENT TREATMENT STREET BOND METHYL METHACRYLATE (MMA)

BULB OUT INTO MAJOR STREET 8

SCALE: NTS

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STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
CONSTRUCTION DETAILS

Submittal / Revision:	
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Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

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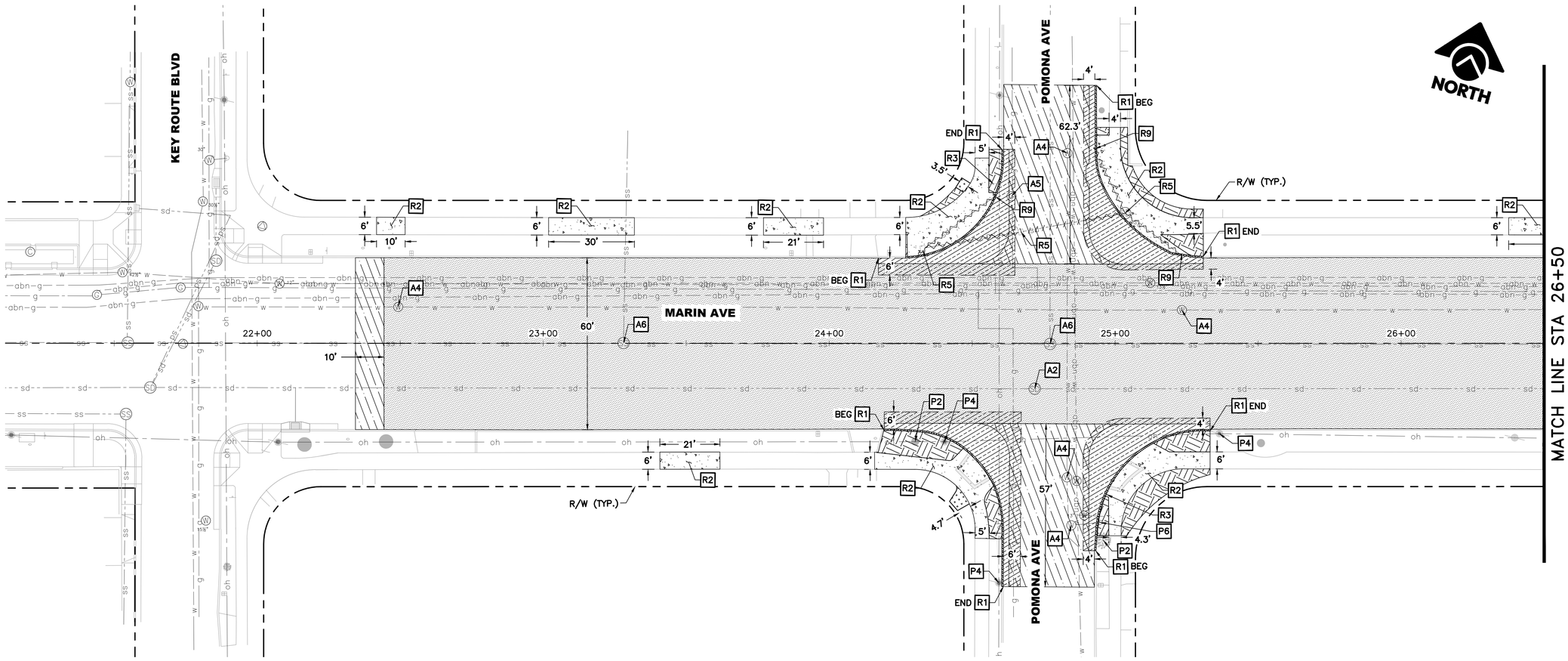

PLAN VIEW
SCALE: 1"= 20'

LEGEND

- SAWCUT AND REMOVE EX CONCRETE SIDEWALK, CURB RAMP, DRIVEWAY, AND BASE TO DESIGN SUBGRADE
- MILL EXISTING ASPHALT CONCRETE (2" THICK)
- MILL EXISTING ASPHALT CONCRETE (3" THICK)
- REMOVE EXISTING PLANTERS AND LANDSCAPING
- SAWCUT AND REMOVE EX PRIVATE PROPERTY PATH. PRIOR TO REMOVAL, PHOTOGRAPH AND DOCUMENT EXISTING PATH CONDITIONS.
- SAWCUT AND REMOVE AC PAVING AND BASE TO DESIGN SUBGRADE
- SAWCUT AND REMOVE CONCRETE CURB, GUTTER, AND BASE TO DESIGN SUBGRADE
- SAWCUT LINE
- ABANDON IN PLACE EX STORM DRAIN PIPE. CONTRACTOR TO FILL ABANDONED PIPE WITH SLURRY OR SAND FILL.
- REMOVE AND BACKFILL EX STORM DRAIN PIPE

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CONSTRUCTION NOTES:

- R1 REMOVE CURB, GUTTER, AND BASE TO DESIGN SUBGRADE
- R2 REMOVE CONCRETE SIDEWALK, CURB RAMP, DRIVEWAY, AND BASE TO DESIGN SUBGRADE
- R3 SEE SIGNING AND STRIPING PLAN FOR IMPACT TO EXISTING POLES AND SIGNS.
- R4 REMOVE EX STORM DRAIN INLET
- R5 REMOVE EX STORM DRAIN MANHOLE/JUNCTION BOX
- R6 SEE TRAFFIC SIGNAL PLANS FOR IMPACTS TO EXISTING SIGNAL POLES, BOXES, AND EQUIPMENT
- R7 REMOVE EXISTING TREE AND GRIND ROOTS
- R8 PRIOR TO DEMOLITION, CONTRACTOR SHALL REFERENCE EXISTING MONUMENT/RR SPIKE AND SUBMIT CORNER RECORD TO COUNTY SURVEYOR. AFTER CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL REESTABLISH THE MONUMENT AND SUBMIT FINAL CORNER RECORD TO COUNTY SURVEYOR. IN CONCRETE SIDEWALK, MONUMENT SHALL BE CITY-FURNISHED BRASS DISC. IN ASPHALT ROADWAY, MONUMENT SHALL BE PER CITY STD DETAIL ST 21.
- R9 REMOVE EX CURB DRAIN OPENING, INCL. CONCRETE APRON, AND FRAME & COVER.

- A1 ADJUST TO GRADE EX CLEANOUT BOX & COVER
- A2 ADJUST TO GRADE EX STORM DRAIN MANHOLE
- A3 ADJUST TO GRADE EX FIRE HYDRANT
- A4 ADJUST TO GRADE EX WATER VALVE
- A5 ADJUST TO GRADE EX GAS VALVE
- A6 ADJUST TO GRADE EX SANITARY SEWER MANHOLE
- A7 ADJUST TO GRADE EX AT&T MANHOLE (BY AT&T)
- A8 ADJUST TO GRADE EX WATER METER BOX & COVER

- P1 PROTECT IN PLACE EX PLANTER
- P2 PROTECT IN PLACE EX TREE
- P3 PROTECT IN PLACE EX BACKFLOW PREVENTER
- P4 PROTECT IN PLACE EX UTILITY POLE AND GUY WIRES
- P5 PROTECT IN PLACE EX STORM DRAIN INLET
- P6 PROTECT IN PLACE EX FIRE HYDRANT

GENERAL NOTES:

1. ALL EXISTING FACILITIES SHALL BE PROTECTED IN PLACE, WHETHER SHOWN ON PLAN OR NOT, UNLESS OTHERWISE NOTED.
2. EXISTING GUTTER IS OVERLAID WITH ASPHALT CONCRETE. APPROXIMATE GUTTER LOCATION IS SHOWN ON THE PLAN, BUT IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXISTING GUTTER LOCATIONS AND AVOID DAMAGING THE CURB AND GUTTER DURING MILLING AND COLD-IN-PLACE RECYCLING OPERATIONS.
3. CONTRACTOR SHALL LOWER THE COVER/LID OF ALL UTILITIES WITHIN THE ROADWAY PRIOR TO PAVING OPERATIONS.

20 0 10 20 40 80
(IN FEET)
1" = 20'

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No. 18694
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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
DEMOLITION PLAN

Submittal / Revision:
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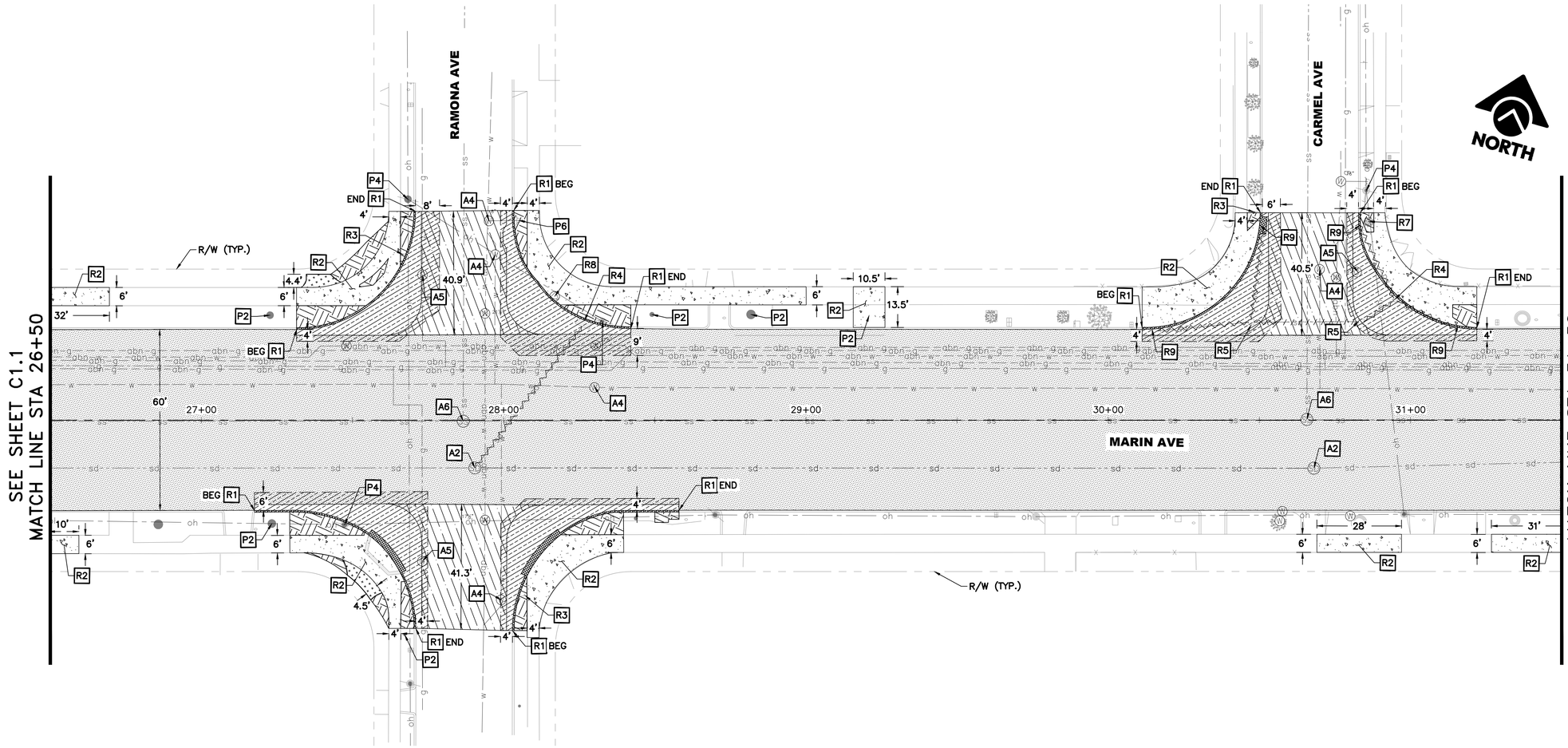

PLAN VIEW
SCALE: 1"= 20'

LEGEND

- SAWCUT AND REMOVE EX CONCRETE SIDEWALK, CURB RAMP, DRIVEWAY, AND BASE TO DESIGN SUBGRADE
- MILL EXISTING ASPHALT CONCRETE (2" THICK)
- MILL EXISTING ASPHALT CONCRETE (3" THICK)
- REMOVE EXISTING PLANTERS AND LANDSCAPING
- SAWCUT AND REMOVE EX PRIVATE PROPERTY PATH. PRIOR TO REMOVAL, PHOTOGRAPH AND DOCUMENT EXISTING PATH CONDITIONS.
- SAWCUT AND REMOVE AC PAVING AND BASE TO DESIGN SUBGRADE
- SAWCUT AND REMOVE CONCRETE CURB, GUTTER, AND BASE TO DESIGN SUBGRADE
- SAWCUT LINE
- ABANDON IN PLACE EX STORM DRAIN PIPE. CONTRACTOR TO FILL ABANDONED PIPE WITH SLURRY OR SAND FILL.
- REMOVE AND BACKFILL EX STORM DRAIN PIPE

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CONSTRUCTION NOTES:

- R1 REMOVE CURB, GUTTER, AND BASE TO DESIGN SUBGRADE
- R2 REMOVE CONCRETE SIDEWALK, CURB RAMP, DRIVEWAY, AND BASE TO DESIGN SUBGRADE
- R3 SEE SIGNING AND STRIPING PLAN FOR IMPACT TO EXISTING POLES AND SIGNS.
- R4 REMOVE EX STORM DRAIN INLET
- R5 REMOVE EX STORM DRAIN MANHOLE/JUNCTION BOX
- R6 SEE TRAFFIC SIGNAL PLANS FOR IMPACTS TO EXISTING SIGNAL POLES, BOXES, AND EQUIPMENT
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- P1 PROTECT IN PLACE EX PLANTER
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3. CONTRACTOR SHALL LOWER THE COVER/LID OF ALL UTILITIES WITHIN THE ROADWAY PRIOR TO PAVING OPERATIONS.

20 0 10 20 40 80
(IN FEET)
1" = 20'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
DEMOLITION PLAN

Submittal / Revision:
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Designed By:	ES
Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number:
C1.2
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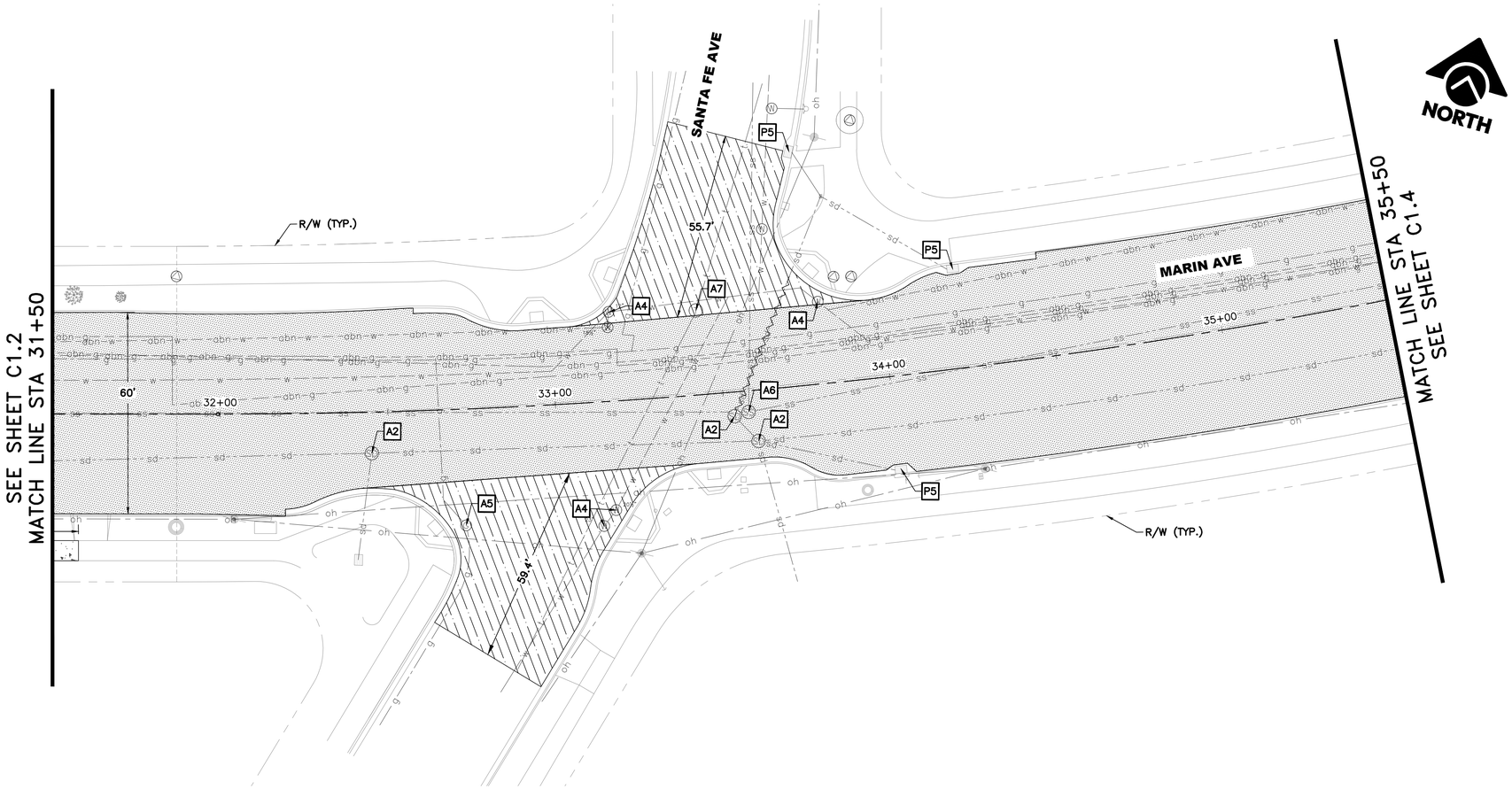

PLAN VIEW

SCALE: 1"= 20'

LEGEND

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

DEMOLITION PLAN

Submittal / Revision:
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Designed By:	ES
Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number:
C1.3
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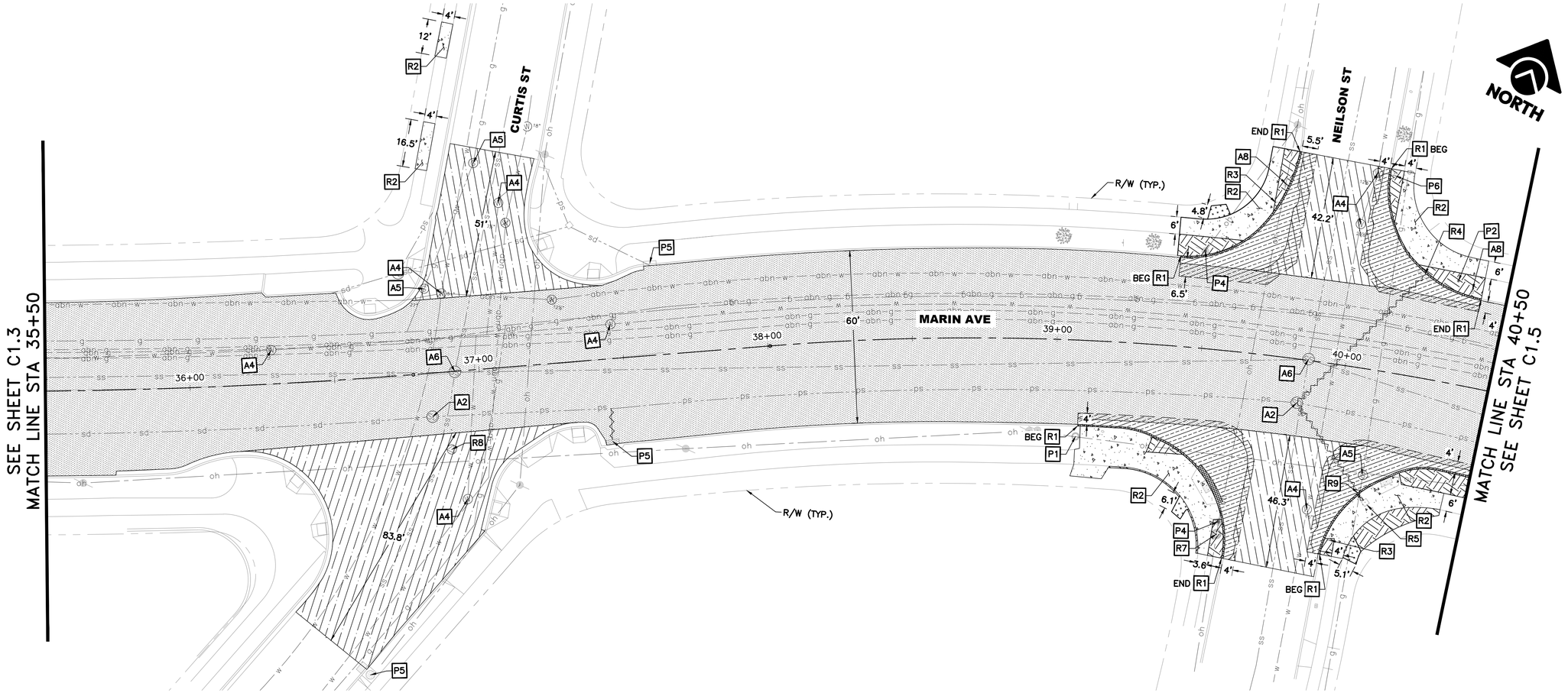

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
DEMOLITION PLAN

Submittal / Revision:
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Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number:

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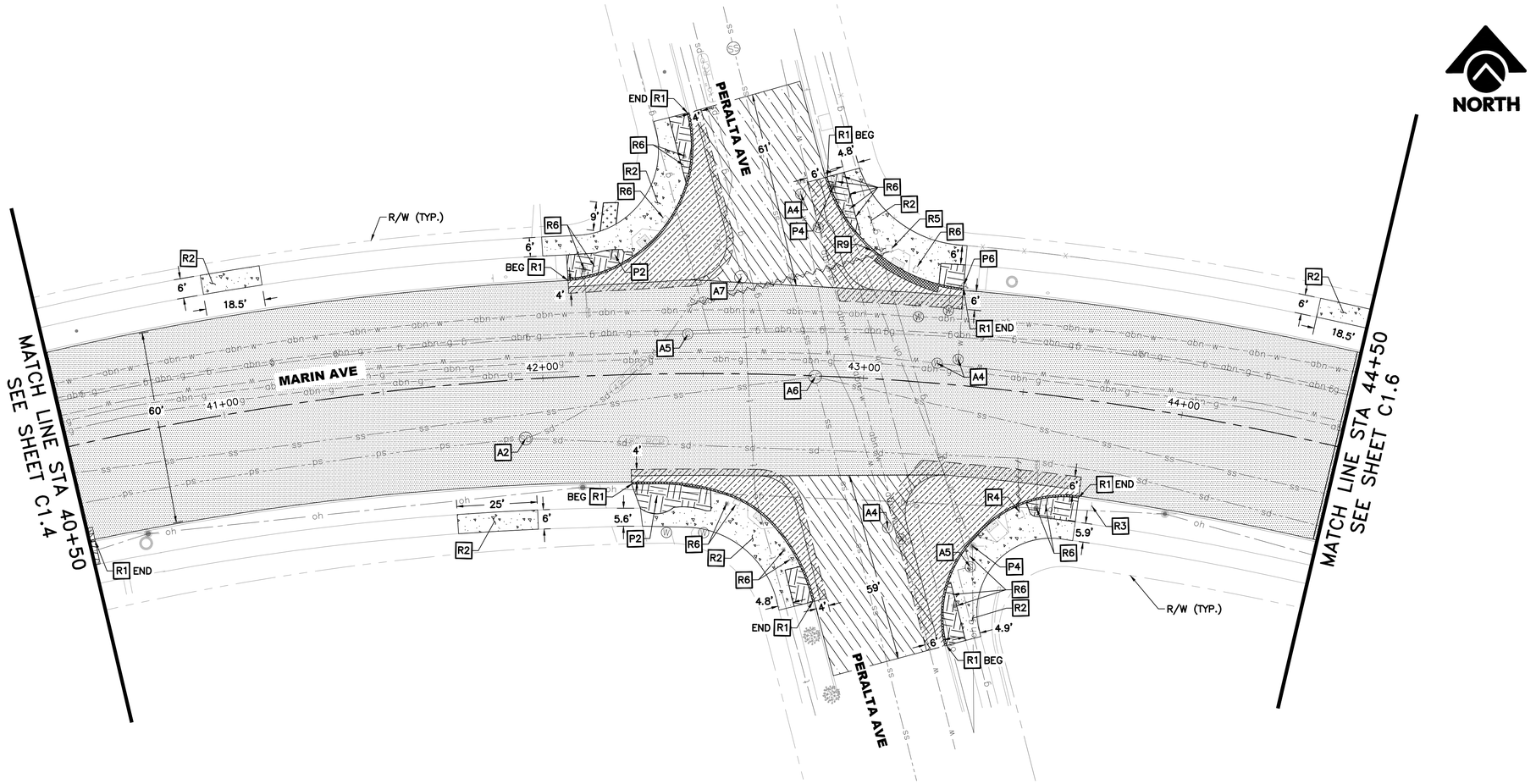

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(IN FEET)
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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

DEMOLITION PLAN

Submittal / Revision:	
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Designed By:	ES
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Checked By:	DL
Date:	2/25/2025

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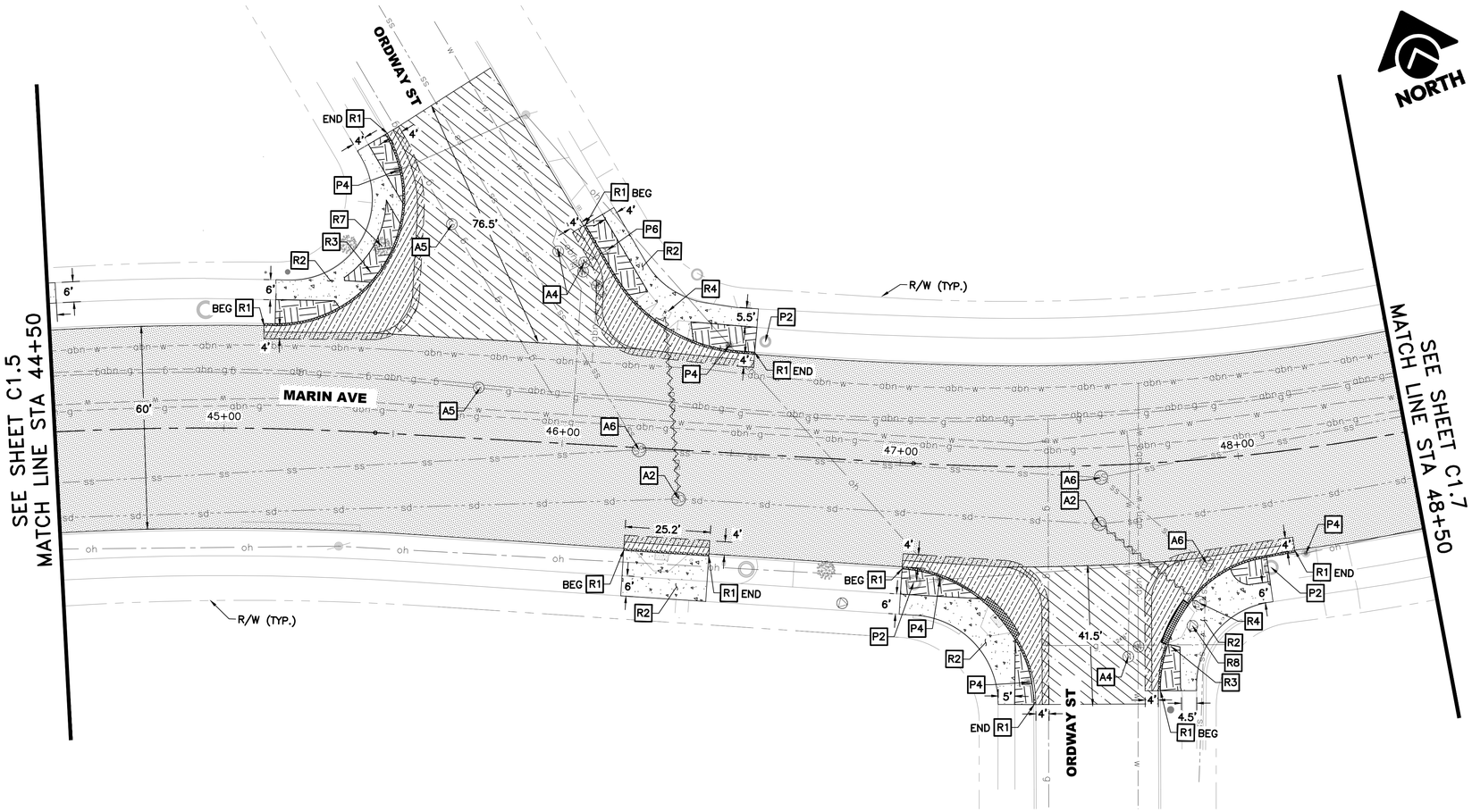

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
DEMOLITION PLAN

Submittal / Revision:

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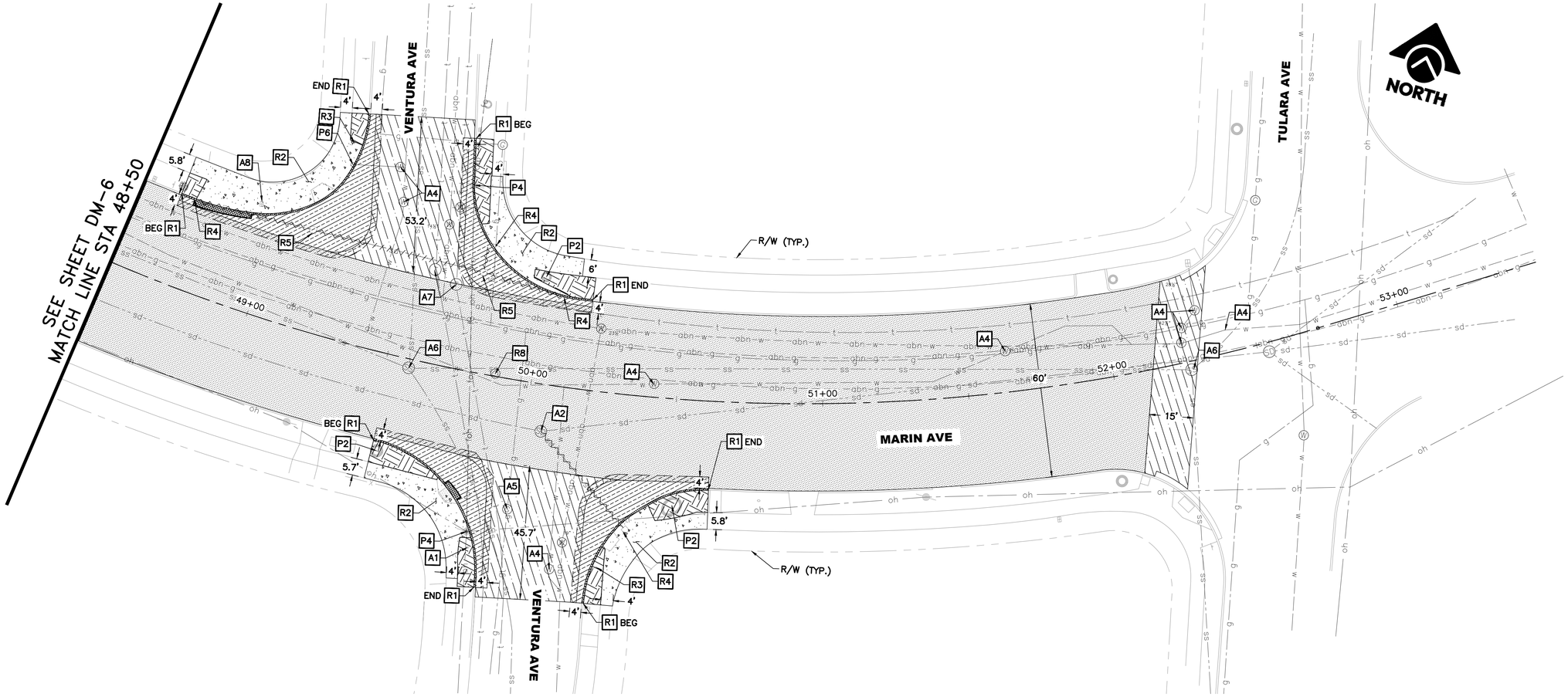

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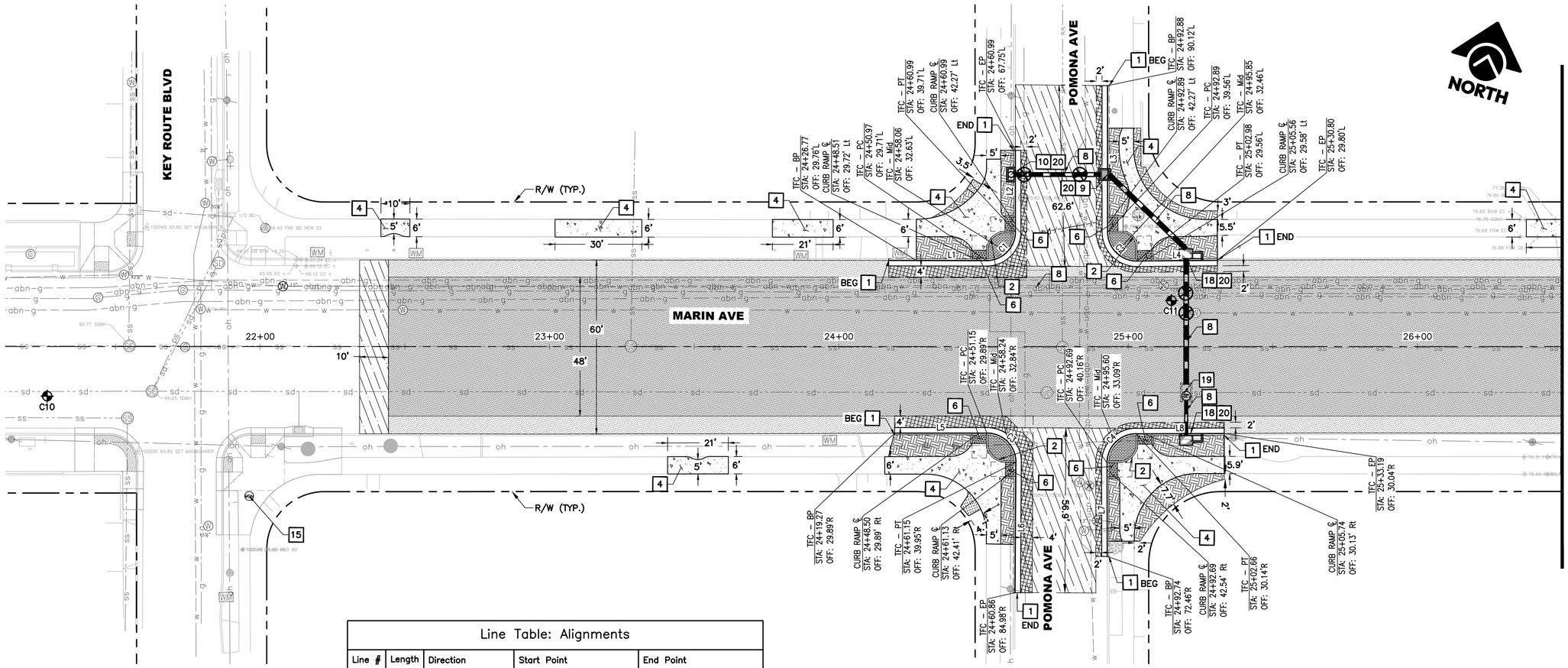
Designed By:	ES
Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number:
C1.7
13 of 67



PLAN VIEW

SCALE: 1"= 20'

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Chord Length	Delta
C1	10.00'	15.73'	N30°50'38"E	14.16'	90.121°
C2	10.00'	15.79'	S59°27'38"E	14.20'	90.488°
C3	10.00'	15.77'	S59°01'25"E	14.19'	90.359°
C4	10.00'	15.69'	N30°39'08"E	14.13'	89.886°

Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L1	24.20	N75° 54' 15.38"E	(6044779.37,2150791.10)	(6044802.84,2150797.00)
L2	28.04	N14° 12' 59.27"W	(6044810.10,2150809.15)	(6044803.22,2150836.33)
L3	50.56	S14° 12' 59.27"E	(6044828.64,2150865.84)	(6044841.06,2150816.82)
L4	27.82	N75° 17' 42.46"E	(6044853.29,2150809.61)	(6044880.21,2150816.67)
L5	31.87	N75° 47' 48.80"E	(6044786.74,2150731.44)	(6044817.64,2150739.26)
L6	45.03	S13° 50' 38.92"E	(6044829.80,2150731.96)	(6044840.57,2150688.23)
L7	32.30	N14° 17' 27.58"W	(6044868.40,2150708.20)	(6044860.43,2150739.50)
L8	30.53	N75° 35' 43.60"E	(6044867.63,2150751.65)	(6044897.21,2150759.25)

LEGEND

- PCC SIDEWALK AND BASE PER CITY STD DETAIL ST 4.0.
- PCC DRIVEWAY TYPE 1 AND BASE PER CITY STD DETAIL ST 2.
- 4" THICK COLD-IN-PLACE RECYCLING. SEE TYPICAL SECTIONS ON SHEET G1.2.
- 2" THICK AC INLAY. SEE TYPICAL SECTIONS ON SHEET G1.2.
- SAWCUT LINE
- STORM DRAIN PIPE
- RESTORE MISSING SURVEY MONUMENT
- POTHOLING LOCATION
- REPLACE/EXTEND EXISTING LANDSCAPE AND IRRIGATION (MULCH). SEE DETAIL 5 ON SHEET G1.4.
- INTEGRAL TERRA COTTA COLORED STAMPED CONCRETE. SEE DETAIL 6 ON SHEET G1.4.
- 12" THICK FULL DEPTH CONCRETE.
- DETECTABLE WARNING SURFACE PER CALTRANS STD PLAN A88A.
- 3" THICK AC INLAY
- PRIVATE PROPERTY PATHWAY CONFORM. MATCH EXISTING SURFACE.
- APPROXIMATE PAVEMENT CORING LOCATIONS COMPLETED BY SMITH-EMERY SAN FRANCISCO, DATED AUGUST 2021

Call Two Working Days Before You Dig
1-800-227-2600

CONSTRUCTION NOTES:

1. INSTALL TYPE 'A' CURB, GUTTER, AND BASE PER MODIFIED CITY STD DETAIL ST 1. SEE DETAIL 1 ON SHEET G1.4.
2. INSTALL TYPE 'B' VERTICAL CURB AND BASE PER MODIFIED CITY STD DETAIL ST 1. SEE DETAIL 1 ON SHEET G1.4.
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6. INSTALL CASE F CURB RAMP PER CALTRANS STD PLAN A88A.
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8. WATERTIGHT STORM DRAIN PIPE. TRENCH AND BACKFILL PER CITY STD DETAIL SS 7, RESTORE SURFACE PER CITY STD DETAIL ST 13. SEE SHEETS C4.1–C4.7 FOR STORM DRAIN PIPE SIZE AND PROFILE AND SHEETS C5.1–C5.4 FOR DRAINAGE PROFILES.
9. INSTALL TYPE A STORM DRAIN INLET PER CITY STD DETAIL SD 1.1–1.2.
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12. INSTALL FILL WALL, SEE DETAIL 7 ON SHEET G1.4.
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14. INSTALL CHRISTY V9 DRAIN BOX AND SIDEWALK DRAIN PER CITY STD DETAIL ST 14.
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16. TIE–IN TO EXISTING STORM DRAIN LINE WITH FLEXIBLE COUPLING. PROTECT IN PLACE EXISTING GUTTER.
17. REPLACE EXISTING MANHOLE FRAME AND COVER WITH NEW FRAME AND COVER PER CITY STD DETAIL SD 7.
18. INSTALL TYPE OL STORM DRAIN INLET PER CALTRANS STD PLAN D72A.
19. INSTALL TYPE II STORM DRAIN MANHOLE PER ALAMEDA COUNTY STD DETAIL SD–401.
20. INSTALL REM TRITON CPS–FTC FILTERS WITH DEFLECTOR PLATES. SEE DETAIL 3 ON SHEET G1.4.
21. CONNECT ROOF DOWNSPOUT TO NEW AREA DRAIN BOX

GENERAL NOTES:

1. ALL EXISTING FACILITIES SHALL BE PROTECTED IN PLACE, WHETHER SHOWN ON PLAN OR NOT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL HAND DIG AROUND ALL EXISTING UTILITIES DURING STORM DRAIN TRENCHING.
3. SEE SHEETS C3.1 – C3.7 FOR CURB RETURN GRADING.
4. SEE SHEETS C4.1 – C4.7 FOR STORM DRAIN IMPROVEMENTS AND CROSS SECTIONS.
5. SEE SHEETS C5.1 – C5.7 FOR STORM DRAIN PROFILES.
6. SEE SHEETS C.61–C6.7 FOR SIGNING AND STRIPING IMPROVEMENTS.

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(IN FEET)
1" = 20'

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URBAN VILLAGE BY THE BAY
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No. 78694
CIVIL
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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
IMPROVEMENT PLAN

Submittal / Revision:
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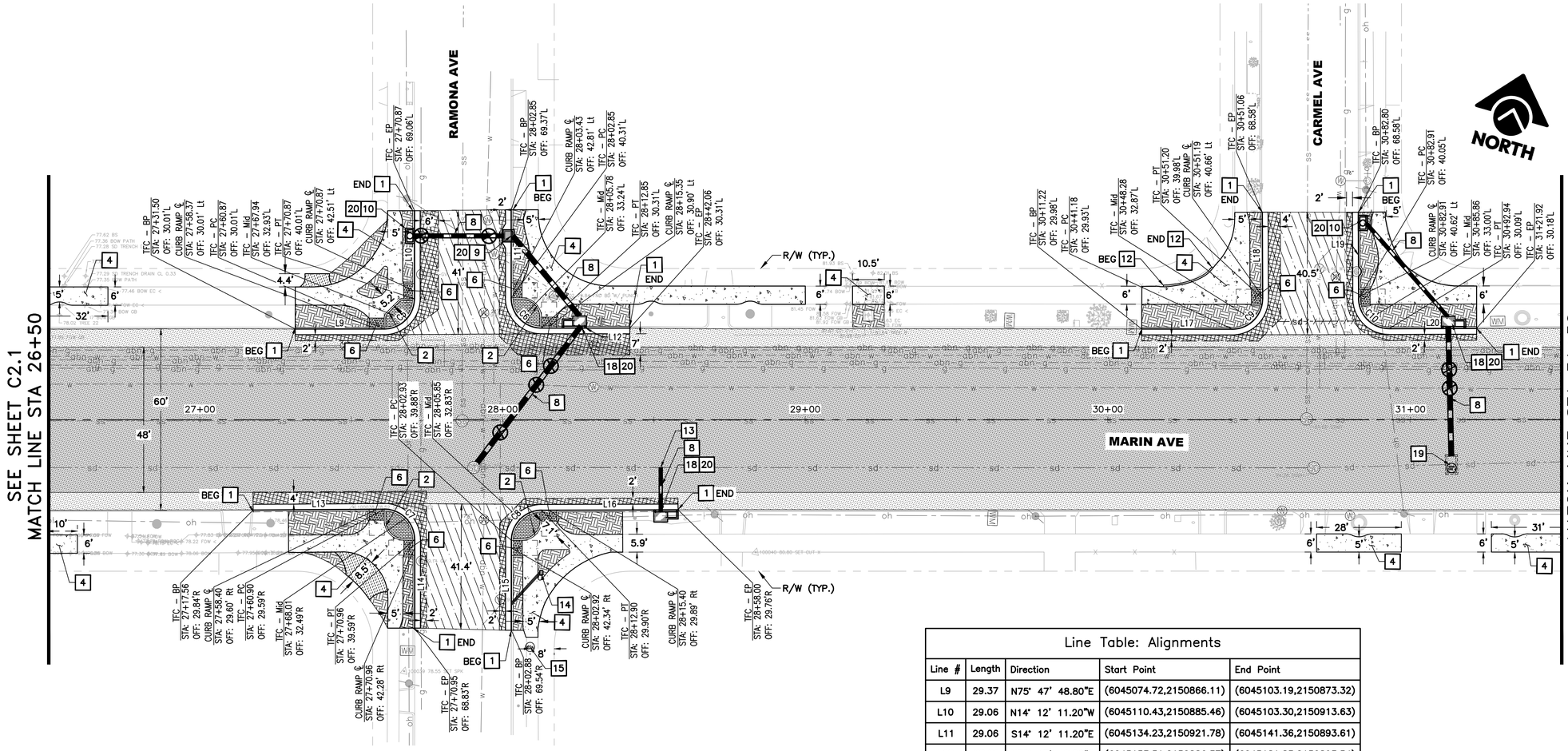

PLAN VIEW

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Line #	Length	Direction	Start Point	End Point
L9	29.37	N75° 47' 48.80"E	(6045074.72,2150866.11)	(6045103.19,2150873.32)
L10	29.06	N14° 12' 11.20"W	(6045110.43,2150885.46)	(6045103.30,2150913.63)
L11	29.06	S14° 12' 11.20"E	(6045134.23,2150921.78)	(6045141.36,2150893.61)
L12	29.21	N75° 47' 48.80"E	(6045153.51,2150886.37)	(6045181.83,2150893.54)
L13	43.34	N75° 27' 15.63"E	(6045075.90,2150804.67)	(6045117.84,2150815.56)
L14	29.24	S14° 10' 35.00"E	(6045130.05,2150808.33)	(6045137.21,2150779.98)
L15	29.66	N14° 06' 56.78"W	(6045168.35,2150787.12)	(6045161.12,2150815.89)
L16	45.10	N75° 37' 51.31"E	(6045168.33,2150828.01)	(6045212.02,2150839.21)
L17	29.96	N75° 53' 35.56"E	(6045345.90,2150934.72)	(6045374.96,2150942.02)
L18	28.60	N14° 28' 47.30"W	(6045382.20,2150954.22)	(6045375.05,2150981.92)
L19	28.53	S14° 25' 24.42"E	(6045405.82,2150989.70)	(6045412.93,2150962.07)
L20	28.98	N75° 36' 48.17"E	(6045425.10,2150954.88)	(6045453.16,2150962.08)

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Chord Length	Delta
C5	10.00'	15.71'	N30°47'49"E	14.14'	90.000°
C6	10.00'	15.71'	S59°12'11"E	14.14'	90.000°
C7	10.00'	15.77'	S59°21'40"E	14.19'	90.369°
C8	10.00'	15.66'	N30°45'27"E	14.11'	89.747°
C9	10.00'	15.77'	N30°42'24"E	14.19'	90.373°
C10	10.00'	15.70'	S59°24'18"E	14.14'	89.963°

LEGEND

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MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
IMPROVEMENT PLAN

Submittal / Revision:	
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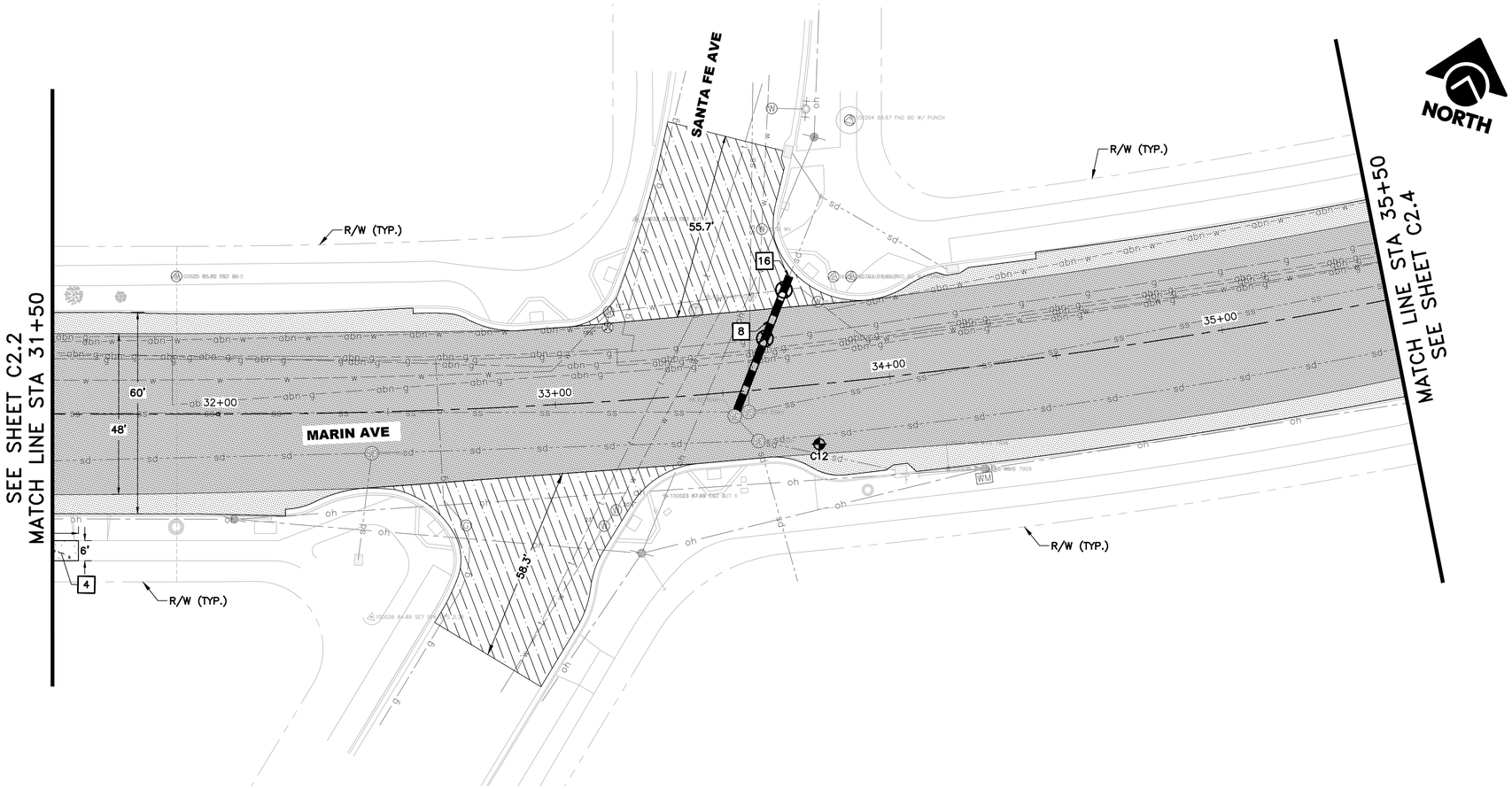

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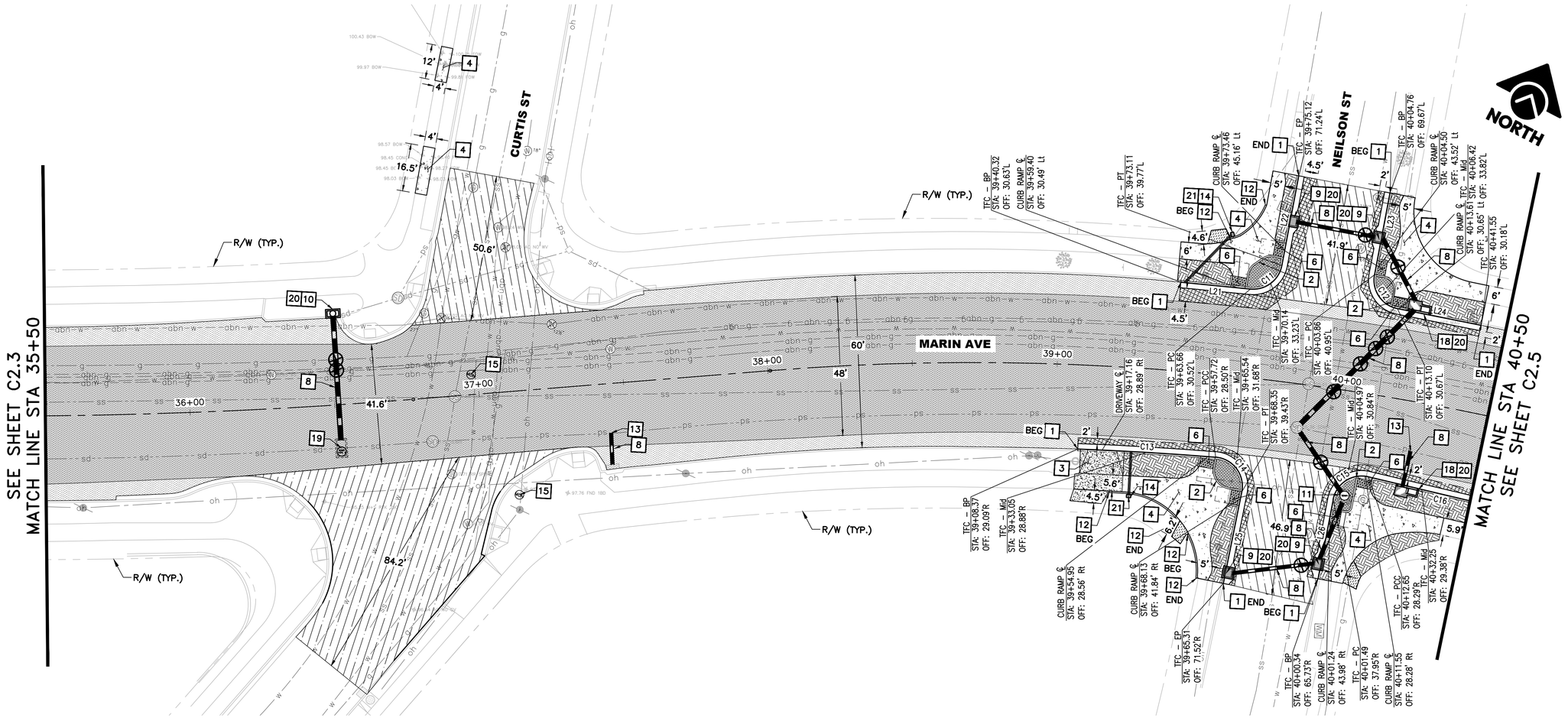

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Curve #	Radius	Length	Chord Direction	Chord Length	Delta
C11	10.00'	14.82'	N28°20'45"E	13.50'	84.908°
C12	10.00'	15.61'	S58°49'27"E	14.07'	89.454°
C13	1115.27'	47.71'	N68°35'25"E	47.71'	2.451°
C14	10.00'	16.89'	S61°48'03"E	14.95'	96.767°
C15	10.00'	16.14'	N32°13'20"E	14.44'	92.458°
C16	79433.23'	37.96'	N78°27'53"E	37.96'	0.027°

Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L21	24.16	N70° 48' 00.07"E	(6046201.56,2151276.76)	(6046224.37,2151284.71)
L22	31.53	N14° 06' 29.88"W	(6046230.78,2151296.59)	(6046223.10,2151327.17)
L23	28.74	S14° 05' 48.69"E	(6046254.20,2151335.02)	(6046261.20,2151307.15)
L24	29.45	N76° 26' 55.38"E	(6046273.25,2151299.86)	(6046301.88,2151306.76)
L25	32.22	S13° 25' 03.39"E	(6046251.03,2151219.87)	(6046258.51,2151188.53)
L26	27.80	N14° 00' 23.21"W	(6046287.55,2151203.72)	(6046280.82,2151230.69)

LEGEND

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15. RESTORE MISSING SURVEY MONUMENT. BRASS DISC TO BE PROVIDED BY CITY. MONUMENTS IN CONCRETE SIDEWALKS SHALL BE CITY-FURNISHED BRASS DISC. MONUMENTS IN ASPHALT ROADWAY SHALL BE PER CITY STD DETAIL ST 21. FILE ANY NECESSARY SURVEY RECORDS TO THE COUNTY SURVEYOR.
16. TIE-IN TO EXISTING STORM DRAIN LINE WITH FLEXIBLE COUPLING. PROTECT IN PLACE EXISTING GUTTER.
17. REPLACE EXISTING MANHOLE FRAME AND COVER WITH NEW FRAME AND COVER PER CITY STD DETAIL SD 7.
18. INSTALL TYPE OL STORM DRAIN INLET PER CALTRANS STD PLAN D72A.
19. INSTALL TYPE II STORM DRAIN MANHOLE PER ALAMEDA COUNTY STD DETAIL SD-401.
20. INSTALL REM TRITON CPS-FTC FILTERS WITH DEFLECTOR PLATES. SEE DETAIL 3 ON SHEET G1.4.
21. CONNECT ROOF DOWNSPOUT TO NEW AREA DRAIN BOX

GENERAL NOTES:

1. ALL EXISTING FACILITIES SHALL BE PROTECTED IN PLACE, WHETHER SHOWN ON PLAN OR NOT, UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL HAND DIG AROUND ALL EXISTING UTILITIES DURING STORM DRAIN TRENCHING.
3. SEE SHEETS C3.1 – C3.7 FOR CURB RETURN GRADING.
4. SEE SHEETS C4.1 – C4.7 FOR STORM DRAIN IMPROVEMENTS AND CROSS SECTIONS.
5. SEE SHEETS C5.1 – C5.7 FOR STORM DRAIN PROFILES.
6. SEE SHEETS C.61–C6.7 FOR SIGNING AND STRIPING IMPROVEMENTS.

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(IN FEET)
1" = 20'

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No. 18694
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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
IMPROVEMENT PLAN

Submittal / Revision:	
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Designed By:	ES
Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

Sheet Number:
C2.4
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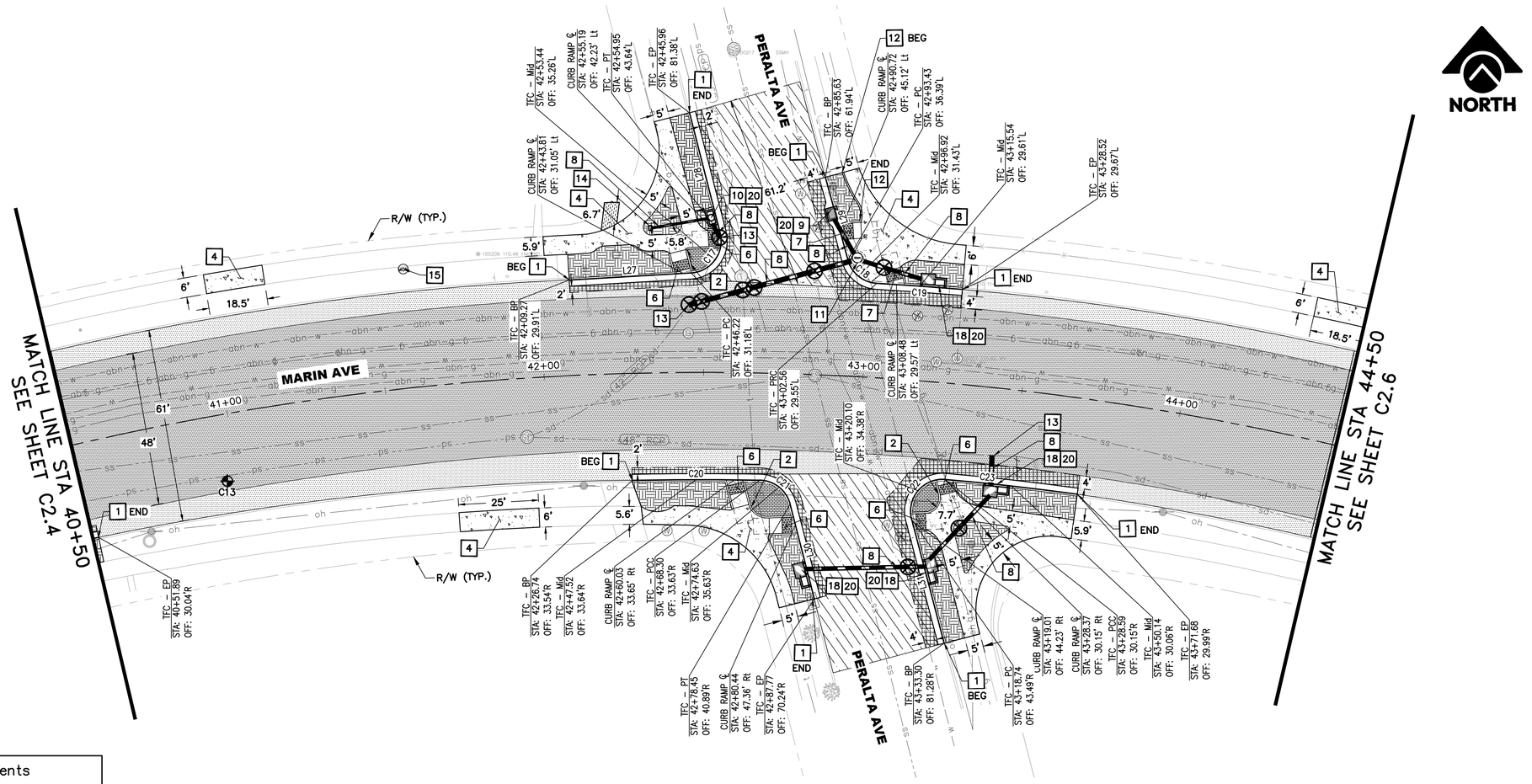

PLAN VIEW
SCALE: 1" = 20'

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Chord Length	Delta
C17	10.00'	17.61'	N36°20'37"E	15.42'	100.926°
C18	10.00'	12.48'	S50°51'21"E	11.68'	71.484°
C19	933.52'	26.84'	S85°46'27"E	26.84'	1.647°
C20	1095.49'	39.96'	S89°51'49"E	39.95'	2.090°
C21	10.00'	13.02'	S51°30'55"E	12.12'	74.607°
C22	10.00'	19.13'	N40°17'17"E	16.34'	109.586°
C23	816.30'	41.60'	S83°27'32"E	41.60'	2.920°

Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L27	38.27	N86° 48' 24.18"E	(6046473.46,2151330.72)	(6046511.67,2151332.85)
L28	38.95	N14° 07' 10.03"W	(6046520.81,2151345.28)	(6046511.31,2151383.05)
L29	26.85	S15° 06' 50.17"E	(6046553.82,2151362.71)	(6046560.82,2151336.80)
L30	30.62	S14° 12' 42.61"E	(6046542.47,2151260.26)	(6046549.99,2151230.57)
L31	40.13	N14° 30' 16.82"W	(6046590.64,2151216.56)	(6046580.59,2151255.41)

LEGEND

- PCC SIDEWALK AND BASE PER CITY STD DETAIL ST 4.0.
- PCC DRIVEWAY TYPE 1 AND BASE PER CITY STD DETAIL ST 2.
- 4" THICK COLD-IN-PLACE RECYCLING. SEE TYPICAL SECTIONS ON SHEET G1.2.
- 2" THICK AC INLAY. SEE TYPICAL SECTIONS ON SHEET G1.2.
- SAWCUT LINE
- STORM DRAIN PIPE
- RESTORE MISSING SURVEY MONUMENT
- POTHOLING LOCATION
- REPLACE/EXTEND EXISTING LANDSCAPE AND IRRIGATION (MULCH). SEE DETAIL 5 ON SHEET G1.4.
- INTEGRAL TERRA COTTA COLORED STAMPED CONCRETE. SEE DETAIL 6 ON SHEET G1.4.
- 12" THICK FULL DEPTH CONCRETE.
- DETECTABLE WARNING SURFACE PER CALTRANS STD PLAN A88A.
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- APPROXIMATE PAVEMENT CORING LOCATIONS COMPLETED BY SMITH-EMERY SAN FRANCISCO, DATED AUGUST 2021

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CONSTRUCTION NOTES:

1. INSTALL TYPE 'A' CURB, GUTTER, AND BASE PER MODIFIED CITY STD DETAIL ST 1. SEE DETAIL 1 ON SHEET G1.4.
2. INSTALL TYPE 'B' VERTICAL CURB AND BASE PER MODIFIED CITY STD DETAIL ST 1. SEE DETAIL 1 ON SHEET G1.4.
3. INSTALL NEW CONCRETE DRIVEWAY TYPE 1 AND BASE PER CITY STD DETAIL ST 2.
4. INSTALL NEW CONCRETE SIDEWALK AND BASE PER CITY STD DETAIL ST 4.0.
5. INSTALL CASE A CURB RAMP PER CALTRANS STD PLAN A88A.
6. INSTALL CASE F CURB RAMP PER CALTRANS STD PLAN A88A.
7. INSTALL CASE G CURB RAMP PER CALTRANS STD PLAN A88A.
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9. INSTALL TYPE A STORM DRAIN INLET PER CITY STD DETAIL SD 1.1–1.2.
10. INSTALL TYPE D STORM DRAIN INLET PER CITY STD DETAIL SD 4.1–4.2.
11. INSTALL STORM DRAIN MANHOLE PER CITY STD DETAIL SD 7.
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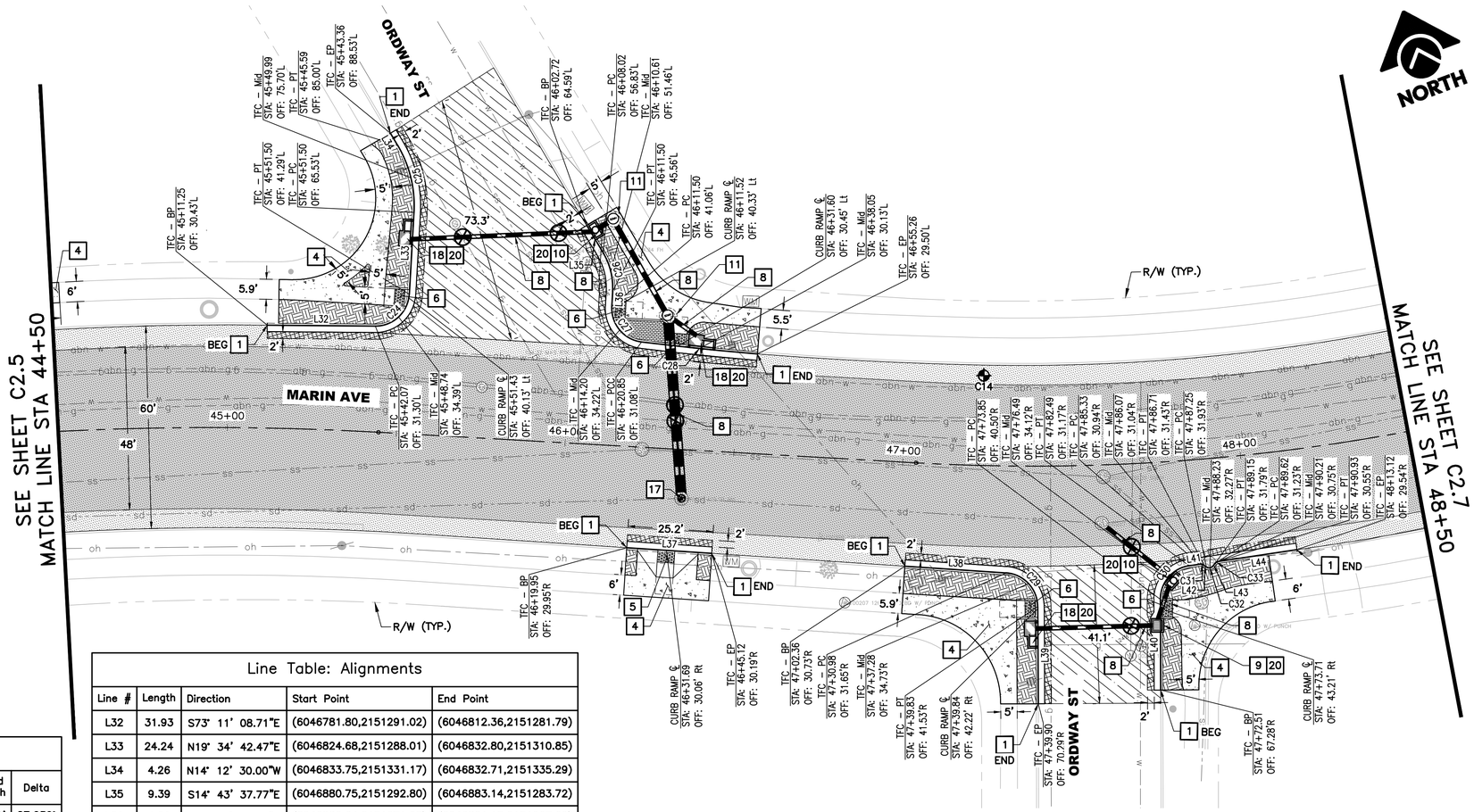

PLAN VIEW

SCALE: 1"= 20'

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Chord Length	Delta
C24	10.00'	15.23'	N63°11'47"E	13.80'	87.236°
C25	35.00'	20.64'	N02°41'06"E	20.34'	33.787°
C26	20.00'	11.97'	S02°25'32"W	11.80'	34.306°
C27	10.00'	15.06'	S23°34'15"E	13.68'	86.299°
C28	928.21'	34.45'	S67°47'00"E	34.44'	2.126°
C29	10.00'	14.99'	S26°55'42"E	13.63'	85.902°
C30	10.00'	14.25'	N56°57'45"E	13.08'	81.651°
C31	2.00'	1.57'	S59°42'42"E	1.53'	45.000°
C32	1.42'	2.23'	S82°12'43"E	2.00'	90.001°
C33	2.00'	1.57'	N75°17'18"E	1.53'	45.000°

Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L32	31.93	S73° 11' 08.71"E	(6046781.80,2151291.02)	(6046812.36,2151281.79)
L33	24.24	N19° 34' 42.47"E	(6046824.68,2151288.01)	(6046832.80,2151310.85)
L34	4.26	N14° 12' 30.00"W	(6046833.75,2151331.17)	(6046832.71,2151335.29)
L35	9.39	S14° 43' 37.77"E	(6046880.75,2151292.80)	(6046883.14,2151283.72)
L36	4.50	S19° 34' 42.47"W	(6046882.64,2151271.93)	(6046881.13,2151267.69)
L37	25.17	S69° 52' 44.59"E	(6046865.30,2151197.95)	(6046888.93,2151189.30)
L38	30.03	S69° 52' 44.59"E	(6046942.69,2151169.60)	(6046970.89,2151159.27)
L39	28.76	S16° 01' 20.99"W	(6046977.06,2151147.12)	(6046969.12,2151119.48)
L40	26.82	N16° 08' 12.18"E	(6047005.01,2151113.22)	(6047012.46,2151138.98)
L41	3.00	S82° 12' 42.49"E	(6047023.42,2151146.11)	(6047026.39,2151145.70)
L42	0.75	S37° 12' 42.49"E	(6047027.71,2151144.93)	(6047028.17,2151144.33)
L43	0.75	N52° 47' 17.51"E	(6047030.16,2151144.06)	(6047030.76,2151144.51)
L44	23.31	S82° 12' 42.49"E	(6047032.24,2151144.90)	(6047055.33,2151141.74)

LEGEND

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- 4" THICK COLD-IN-PLACE RECYCLING. SEE TYPICAL SECTIONS ON SHEET G1.2.
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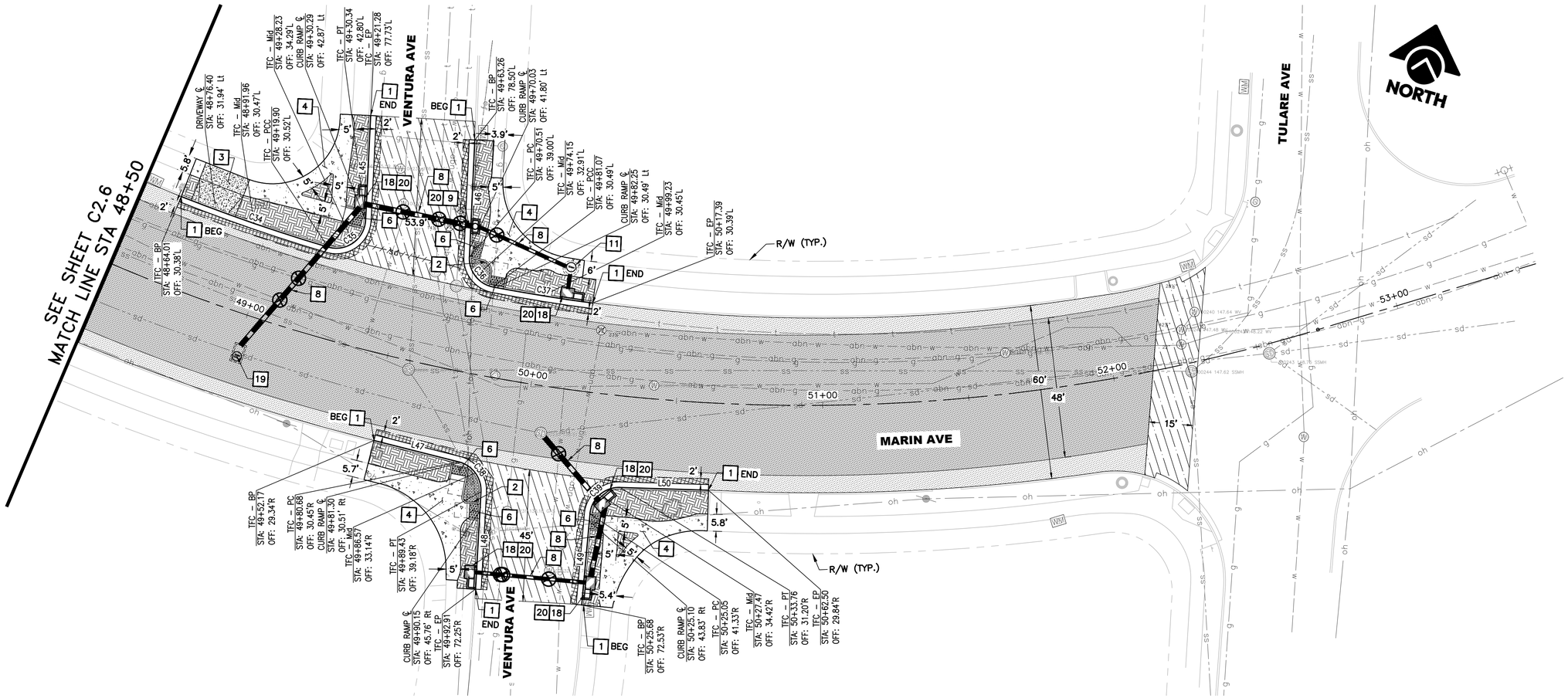

PLAN VIEW

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Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Chord Length	Delta
C34	592.62'	53.07'	S88°22'30"E	53.06'	5.131°
C35	10.00'	18.09'	N37°14'04"E	15.72'	103.650°
C36	10.00'	14.28'	S55°38'35"E	13.10'	81.826°
C37	592.62'	34.49'	N81°46'36"E	34.48'	3.334°
C38	10.00'	13.79'	S53°40'35"E	12.72'	78.994°
C39	10.00'	15.10'	N31°07'56"E	13.71'	86.525°

Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L45	35.87	N14° 35' 25.33"W	(6047175.48,2151206.15)	(6047166.45,2151240.86)
L46	40.03	S14° 43' 47.83"E	(6047202.91,2151243.54)	(6047213.09,2151204.82)
L47	29.94	N86° 49' 35.88"E	(6047200.68,2151135.20)	(6047230.58,2151136.85)
L48	33.28	S14° 10' 46.46"E	(6047240.82,2151129.32)	(6047248.98,2151097.05)
L49	31.21	N12° 07' 49.52"W	(6047285.22,2151102.73)	(6047278.67,2151133.24)
L50	30.21	N74° 23' 41.32"E	(6047285.75,2151144.97)	(6047314.85,2151153.10)

LEGEND

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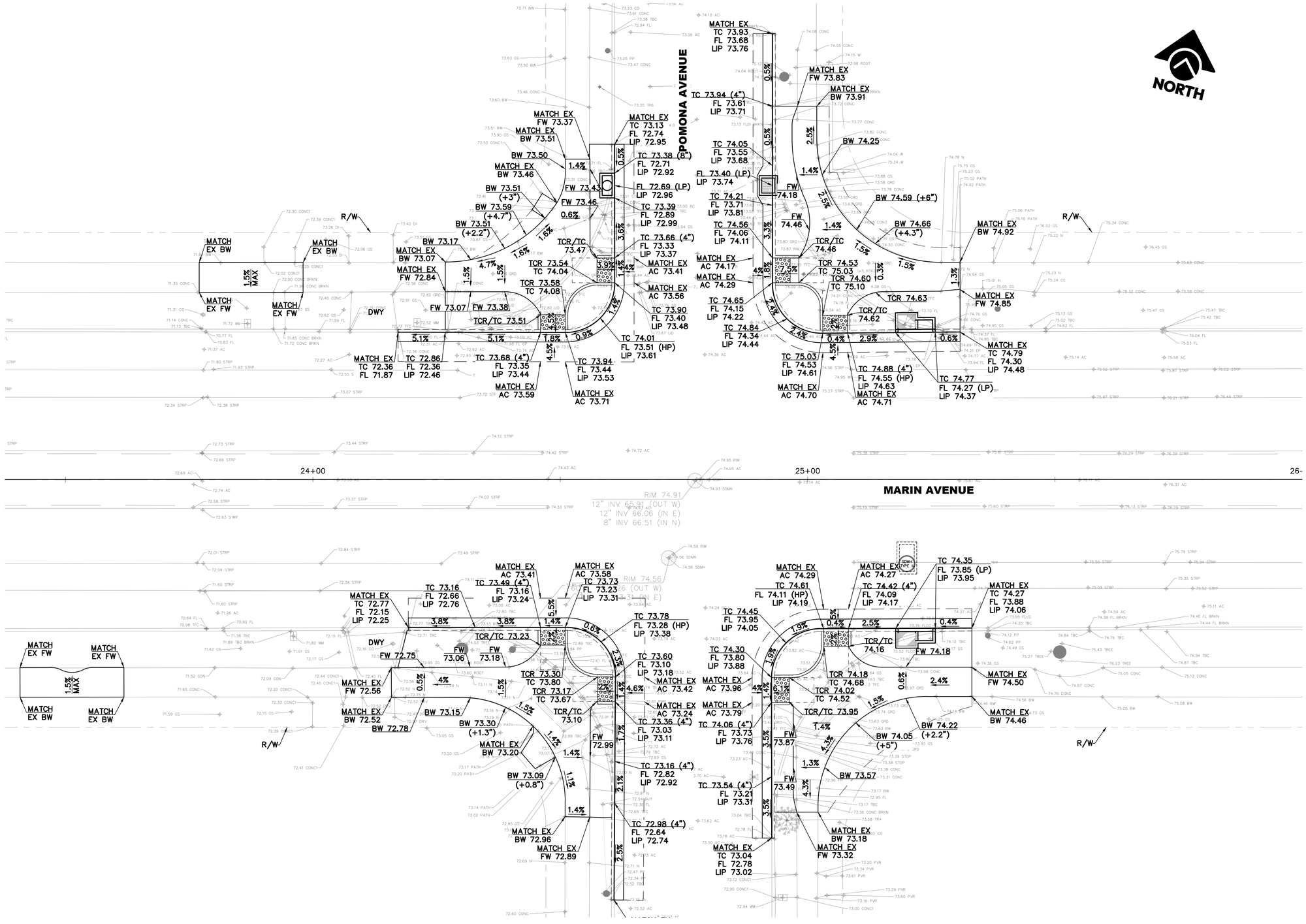

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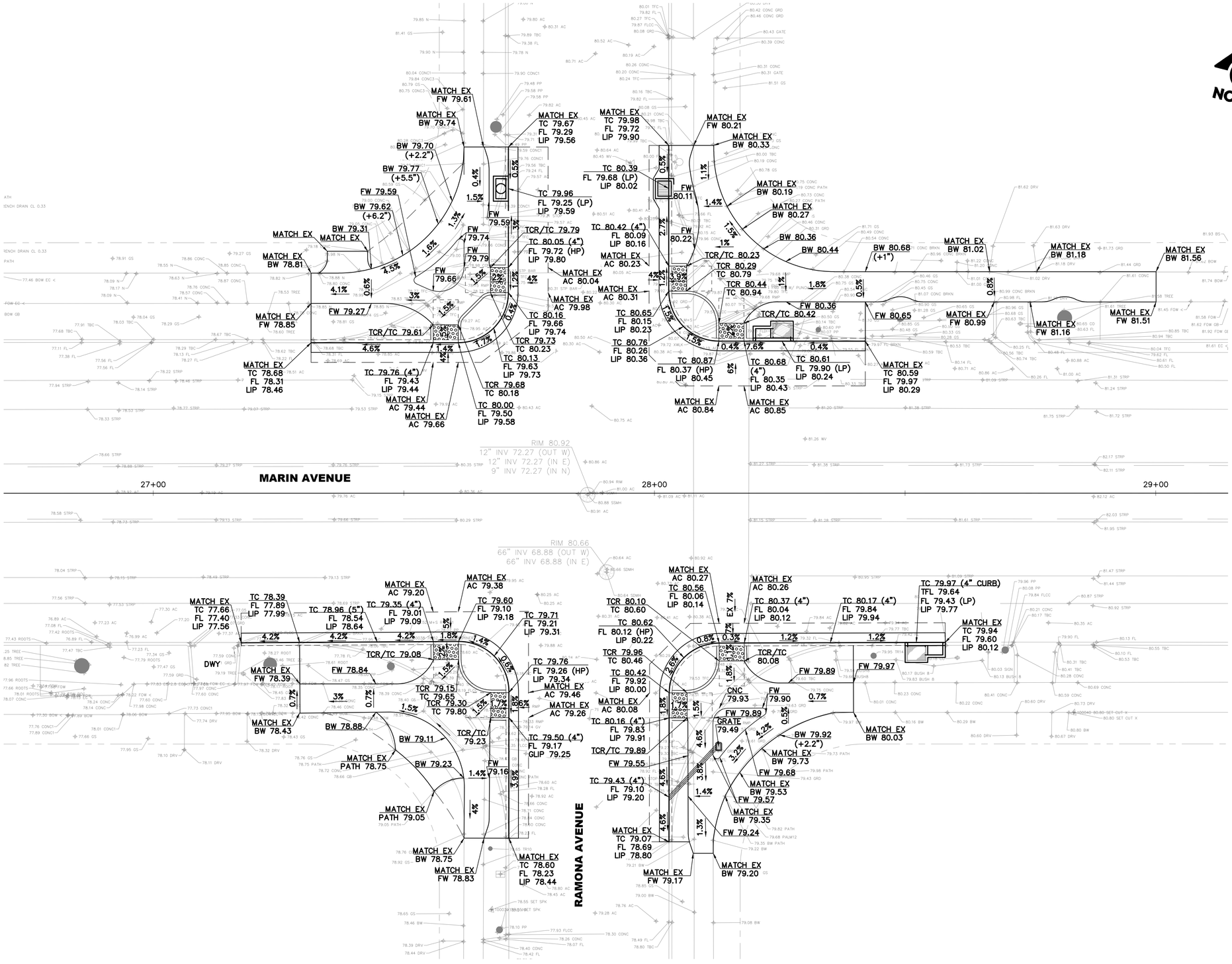

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
CURB RETURN GRADING PLAN

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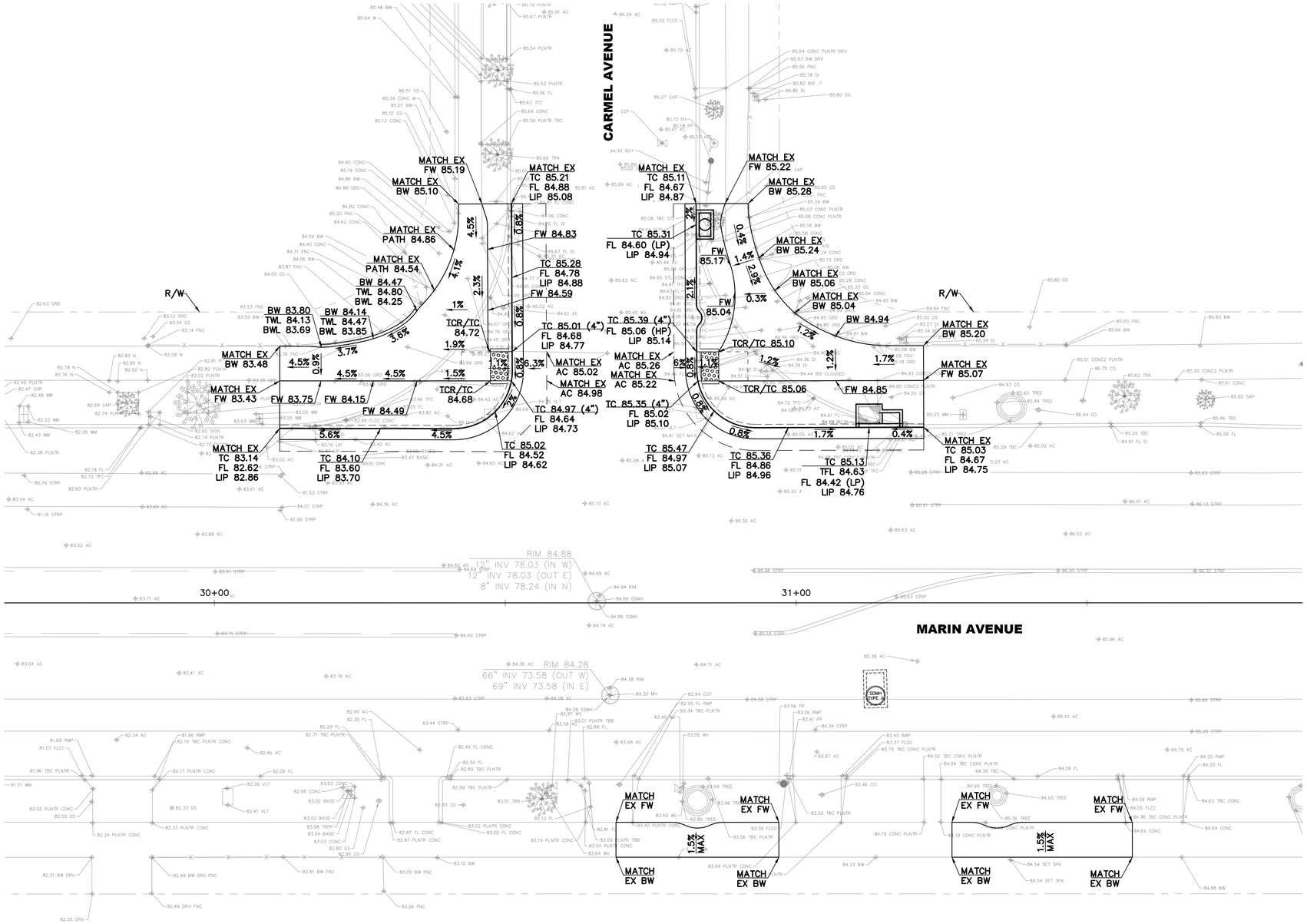

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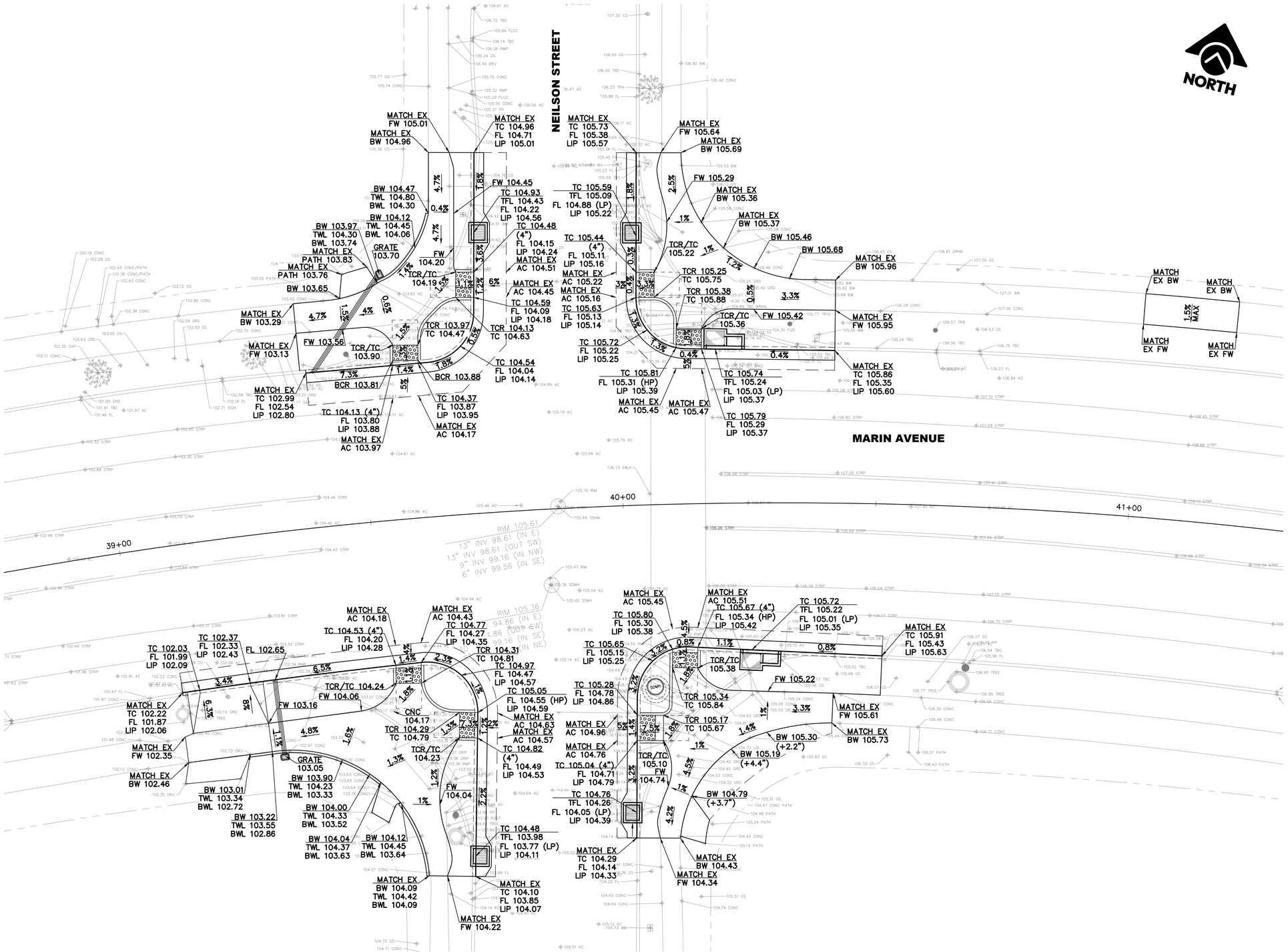

10 0 5 10 20 40

(IN FEET)
1" = 10'

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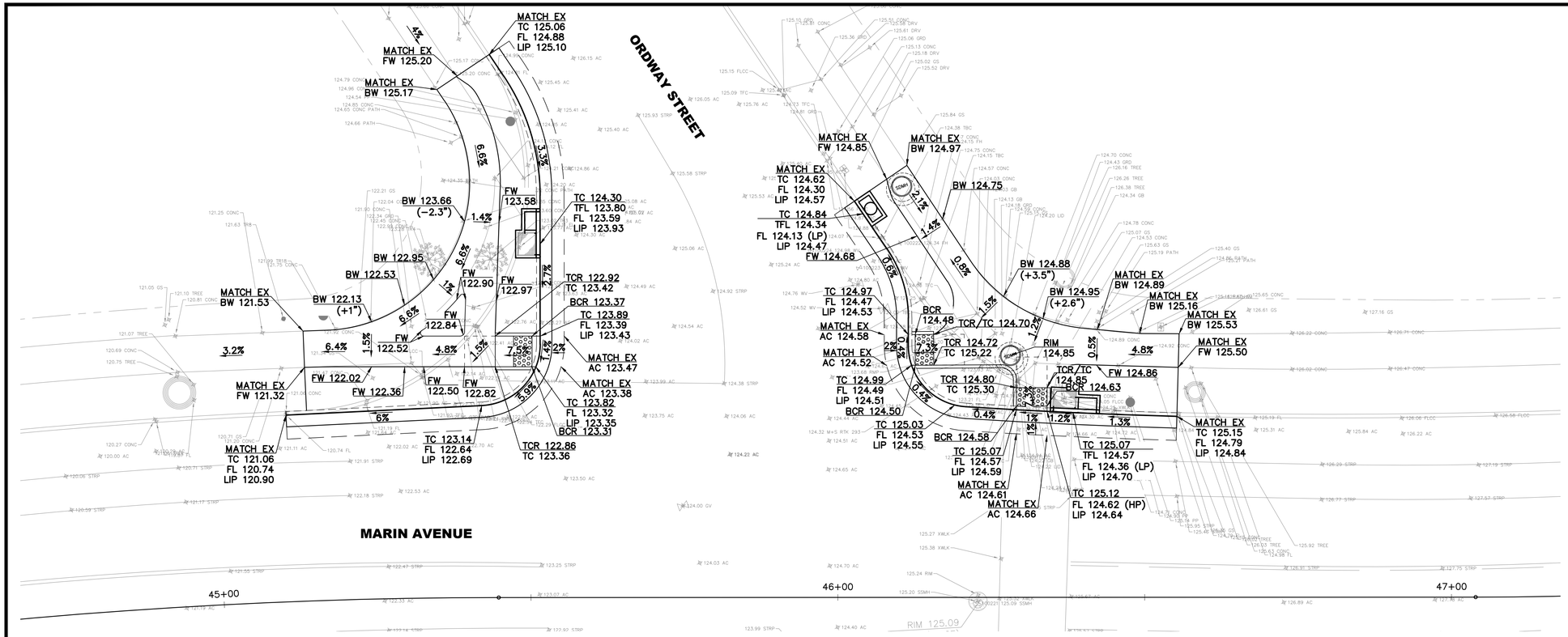

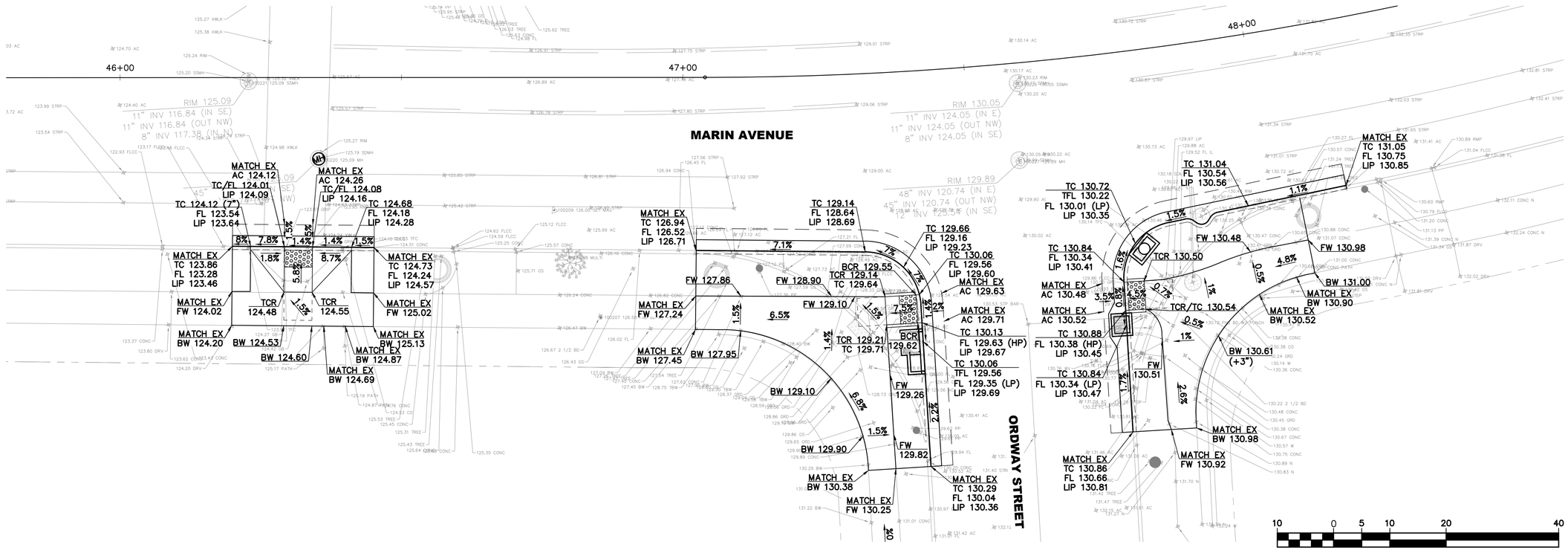

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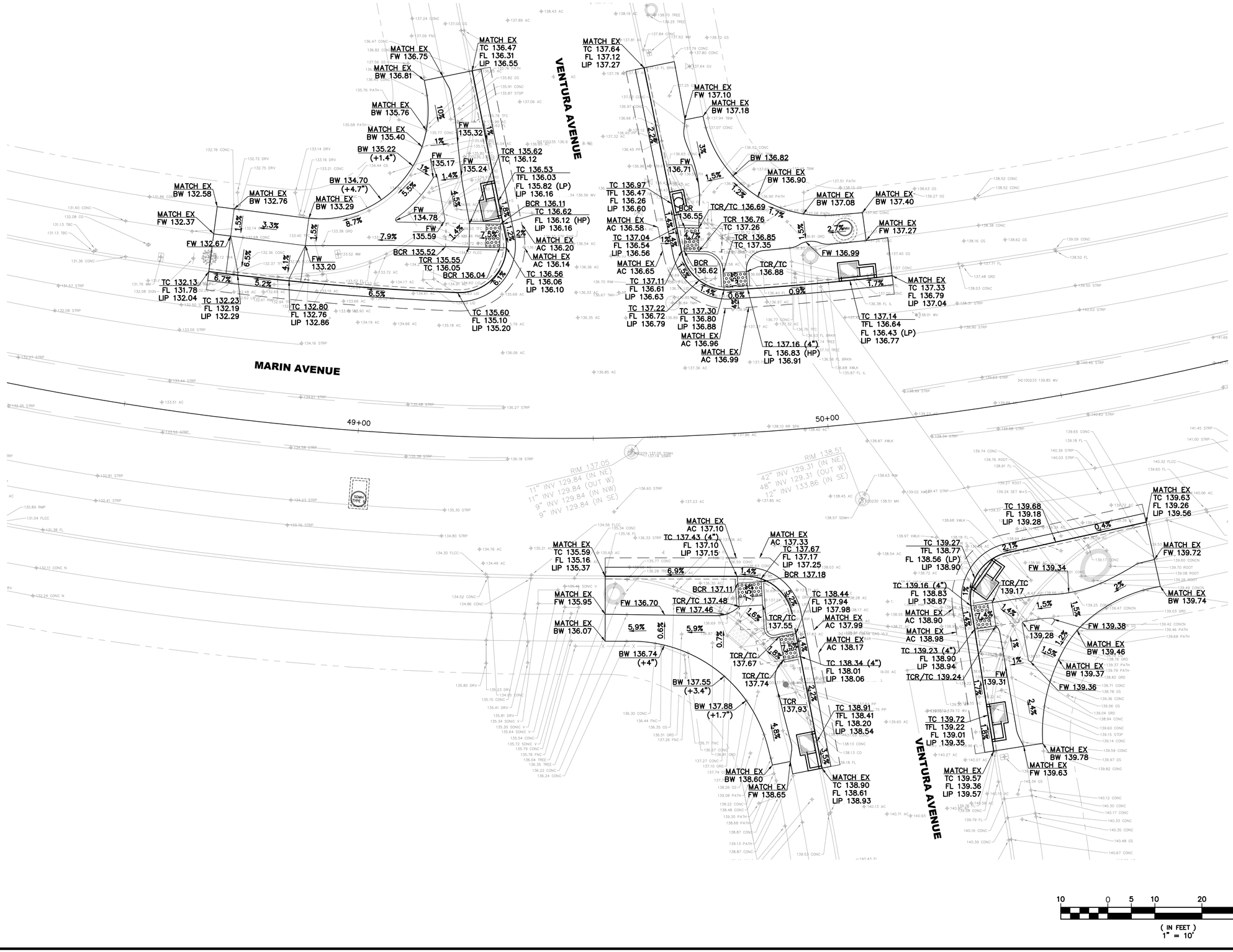

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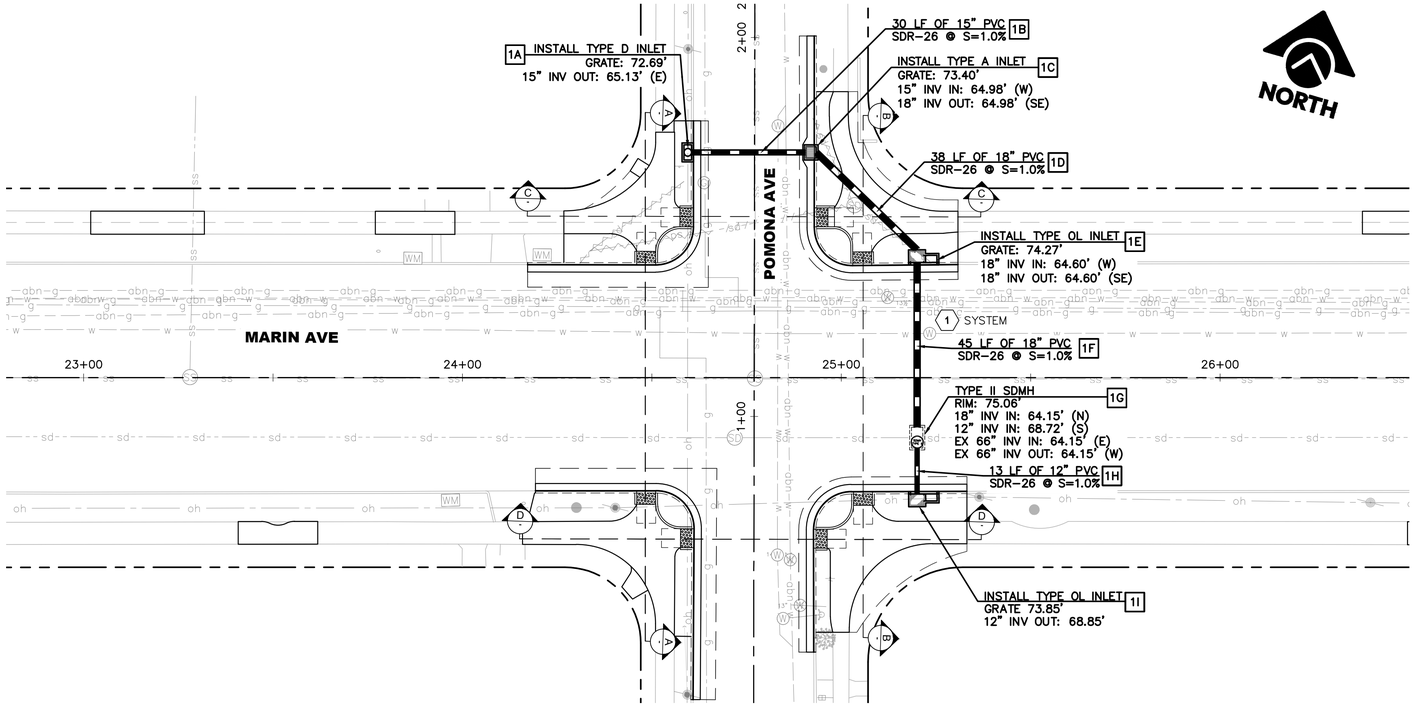
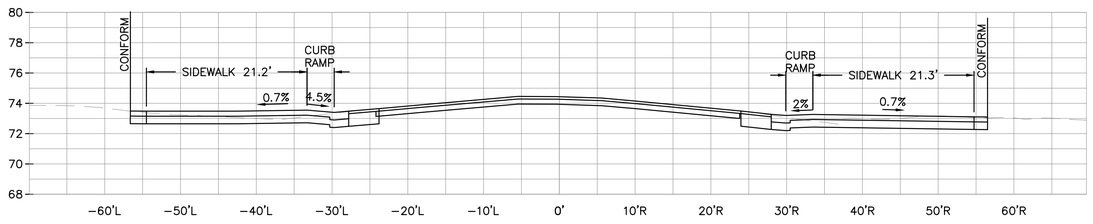


PLAN VIEW

SCALE: 1"= 20'

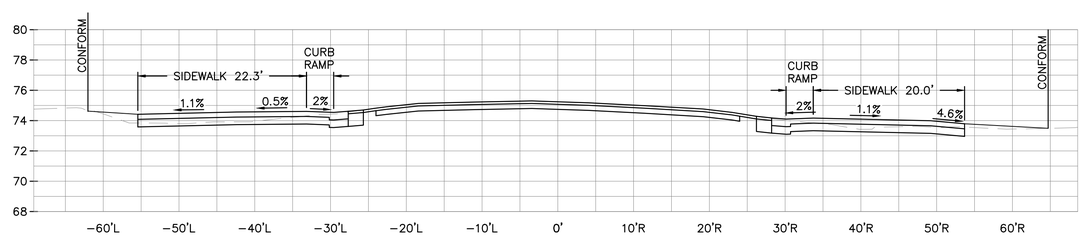
20 0 10 20 40 80

(IN FEET)
1" = 20'



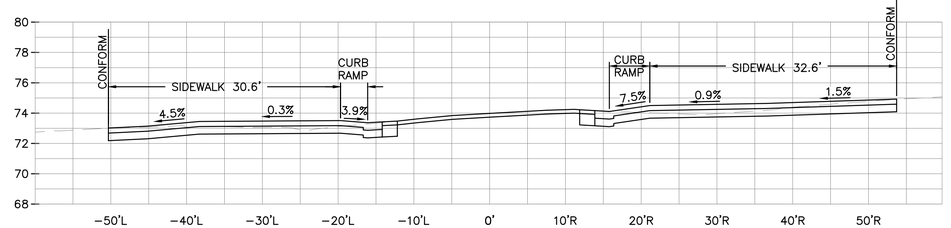
SECTION A-A

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



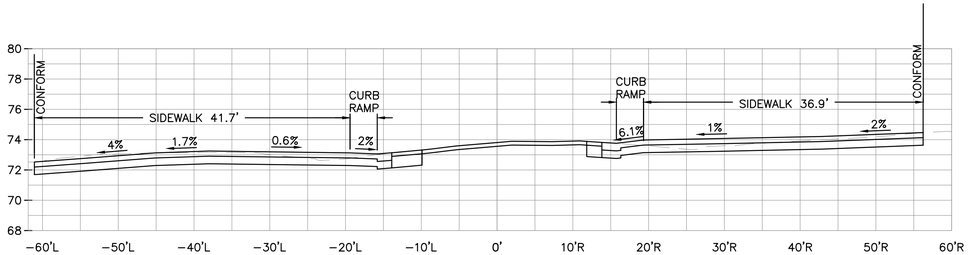
SECTION B-B

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION C-C

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION D-D

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
CROSS SECTIONS & DRAINAGE PLAN

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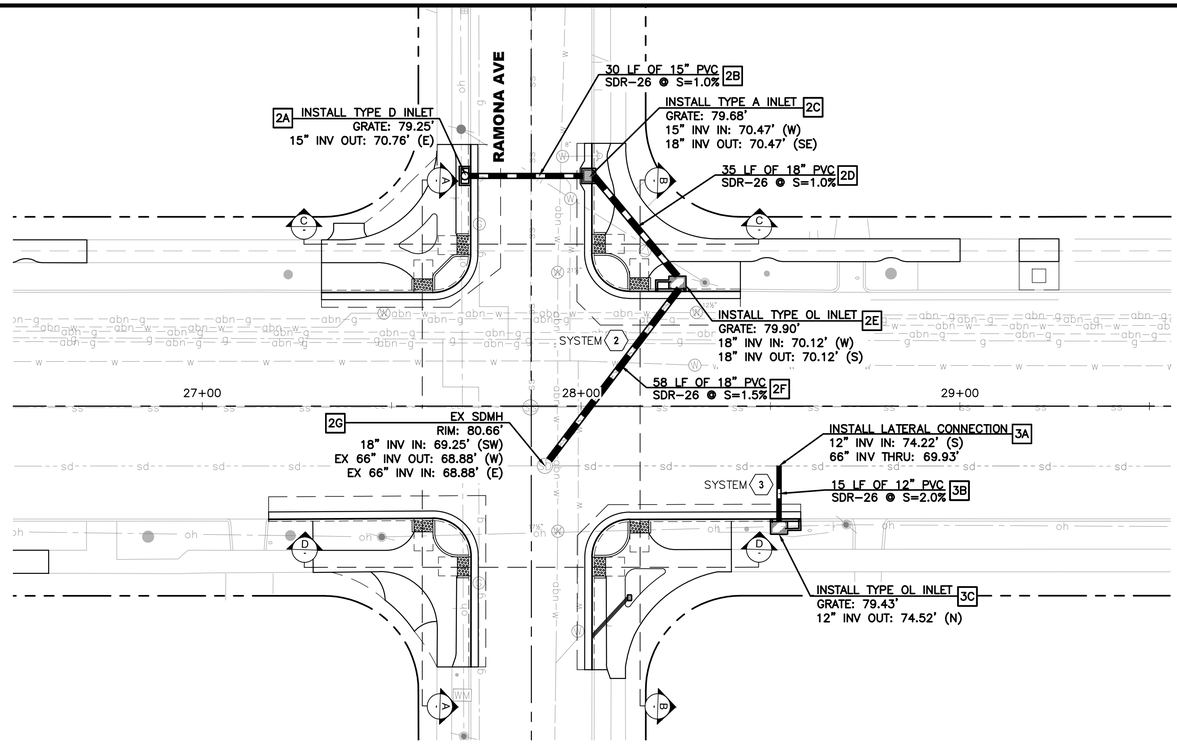


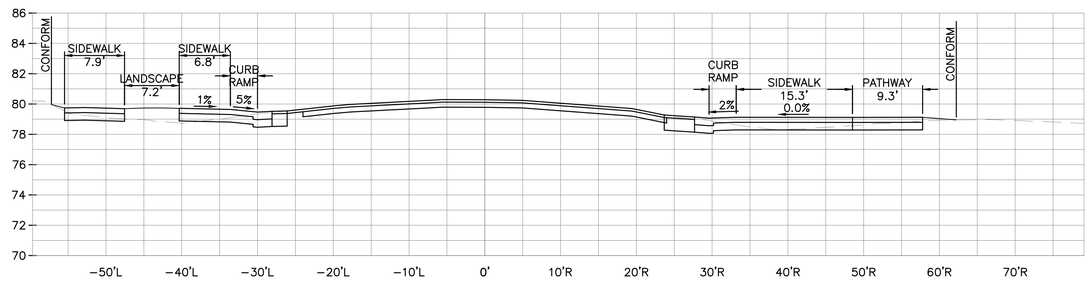
20 0 10 20 40 80

(IN FEET)
1" = 20'

PLAN VIEW

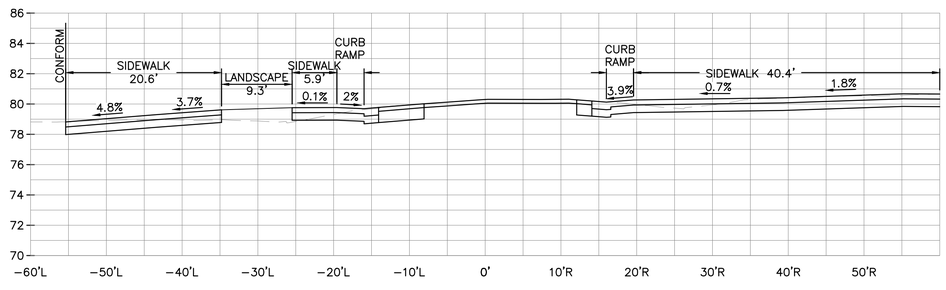
SCALE: 1"= 20'

NORTH



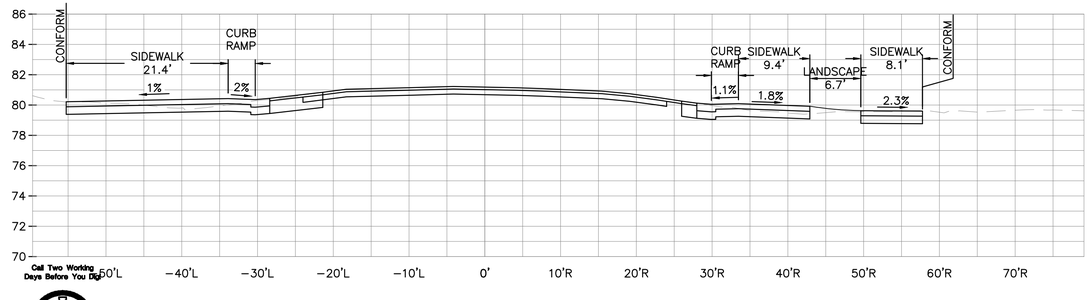
SECTION A-A

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION C-C

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



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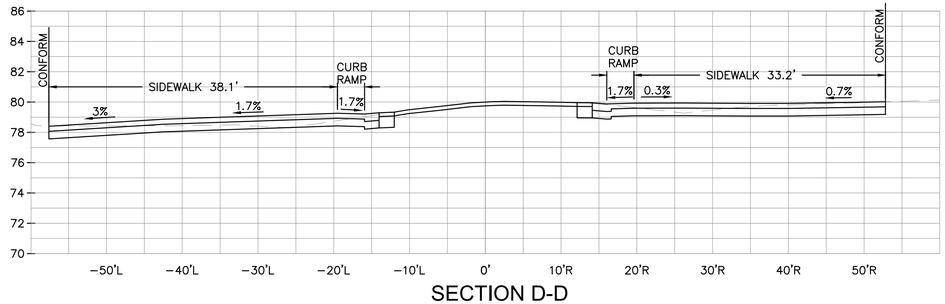
SECTION B-B

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION D-D

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
CROSS SECTIONS & DRAINAGE PLAN

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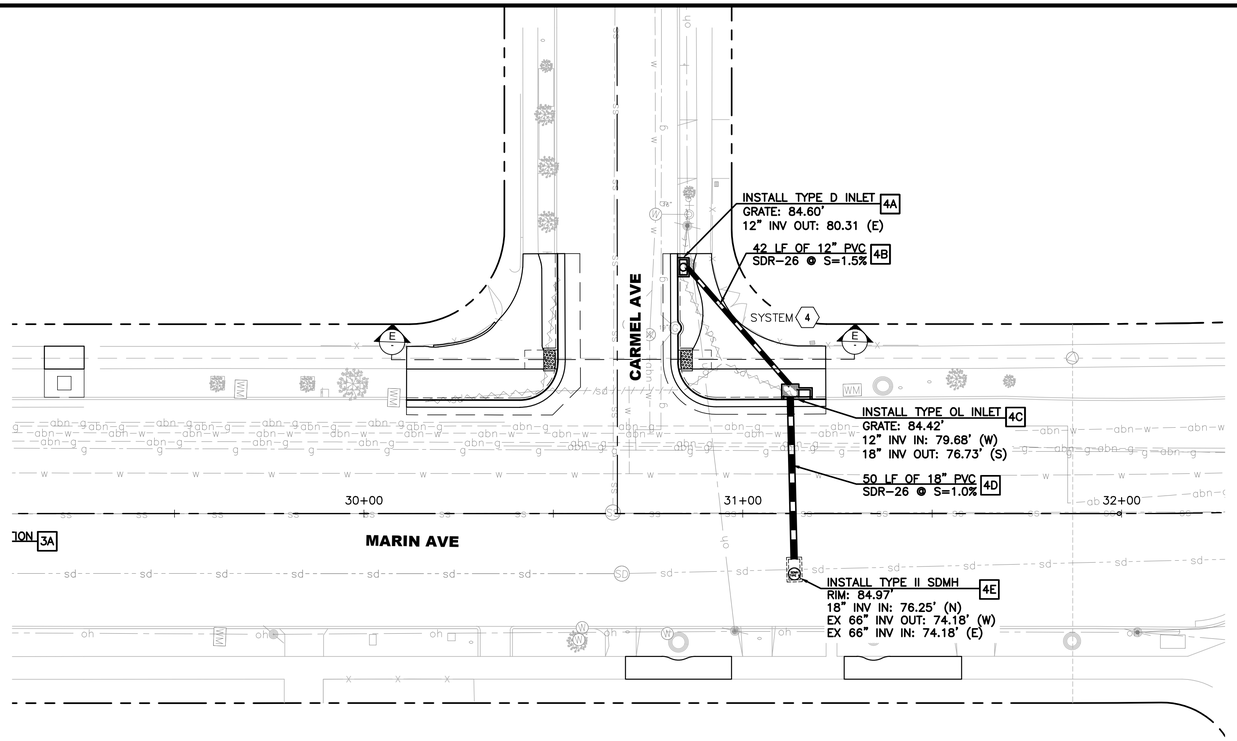
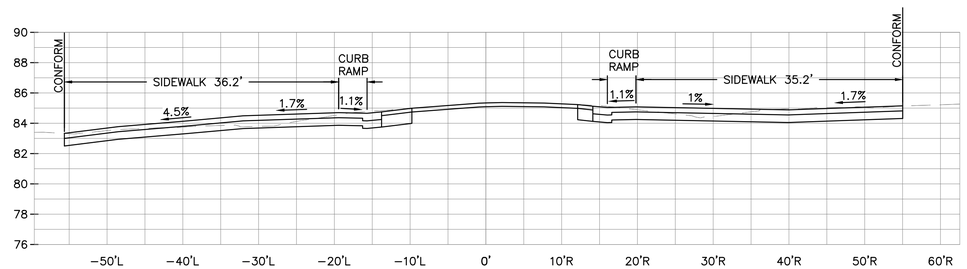


20 0 10 20 40 80

(IN FEET)
1" = 20'

PLAN VIEW

SCALE: 1"= 20'



SECTION E-E

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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NORTH

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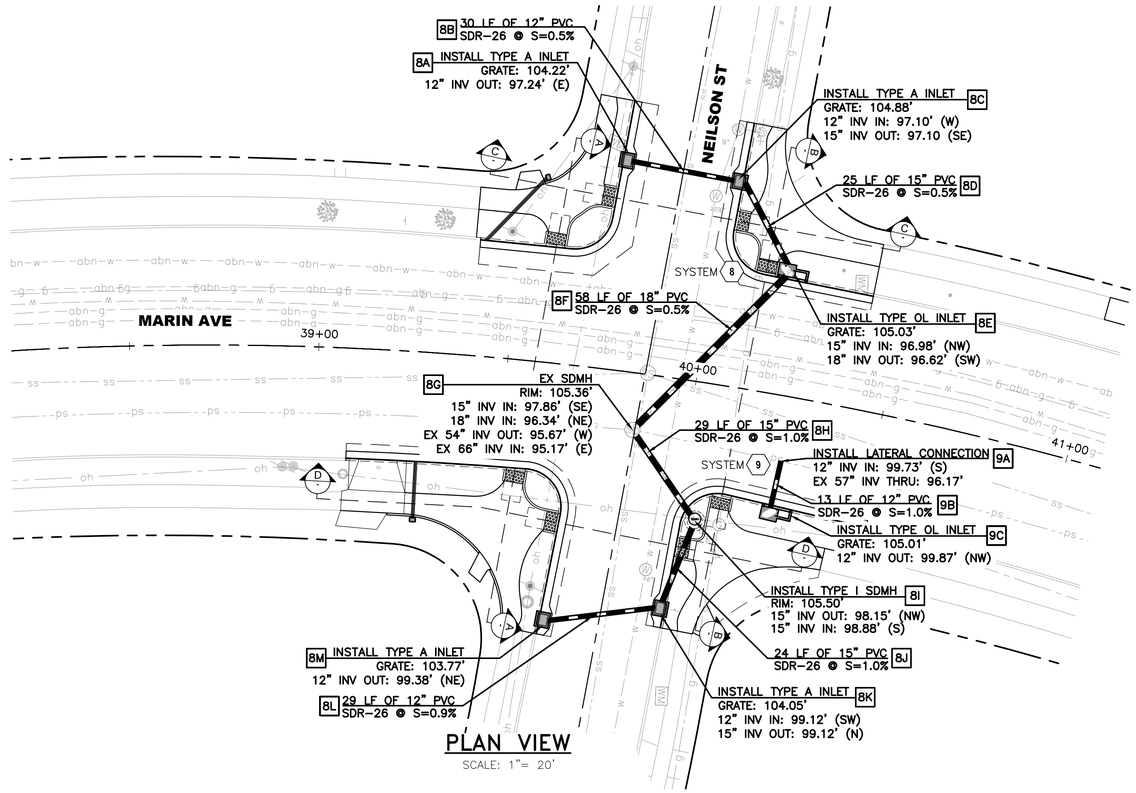
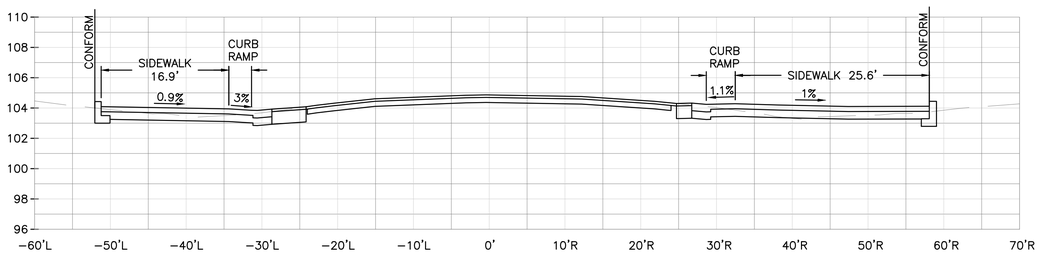


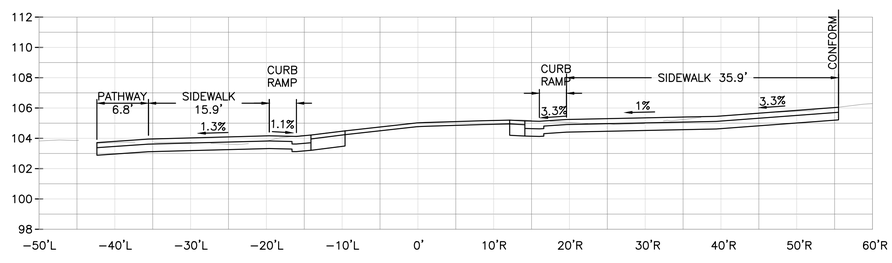
PLAN VIEW
SCALE: 1"= 20'

NORTH

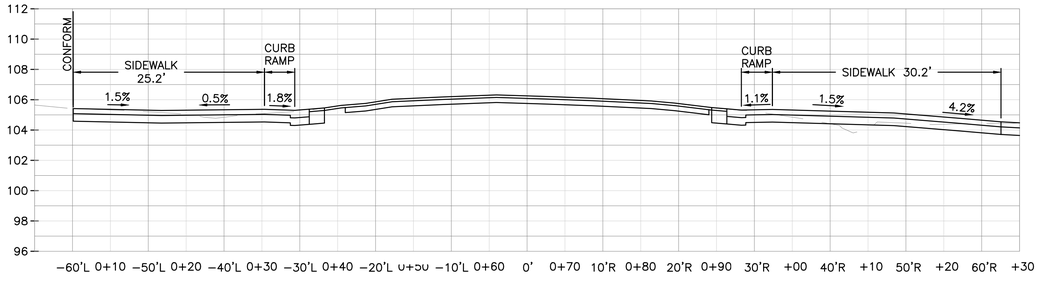
20 0 10 20 40 80
(IN FEET)
1" = 20'



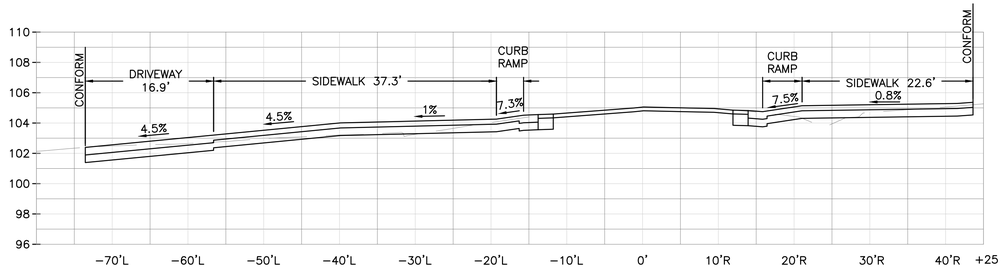
SECTION A-A
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION C-C
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION B-B
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION D-D
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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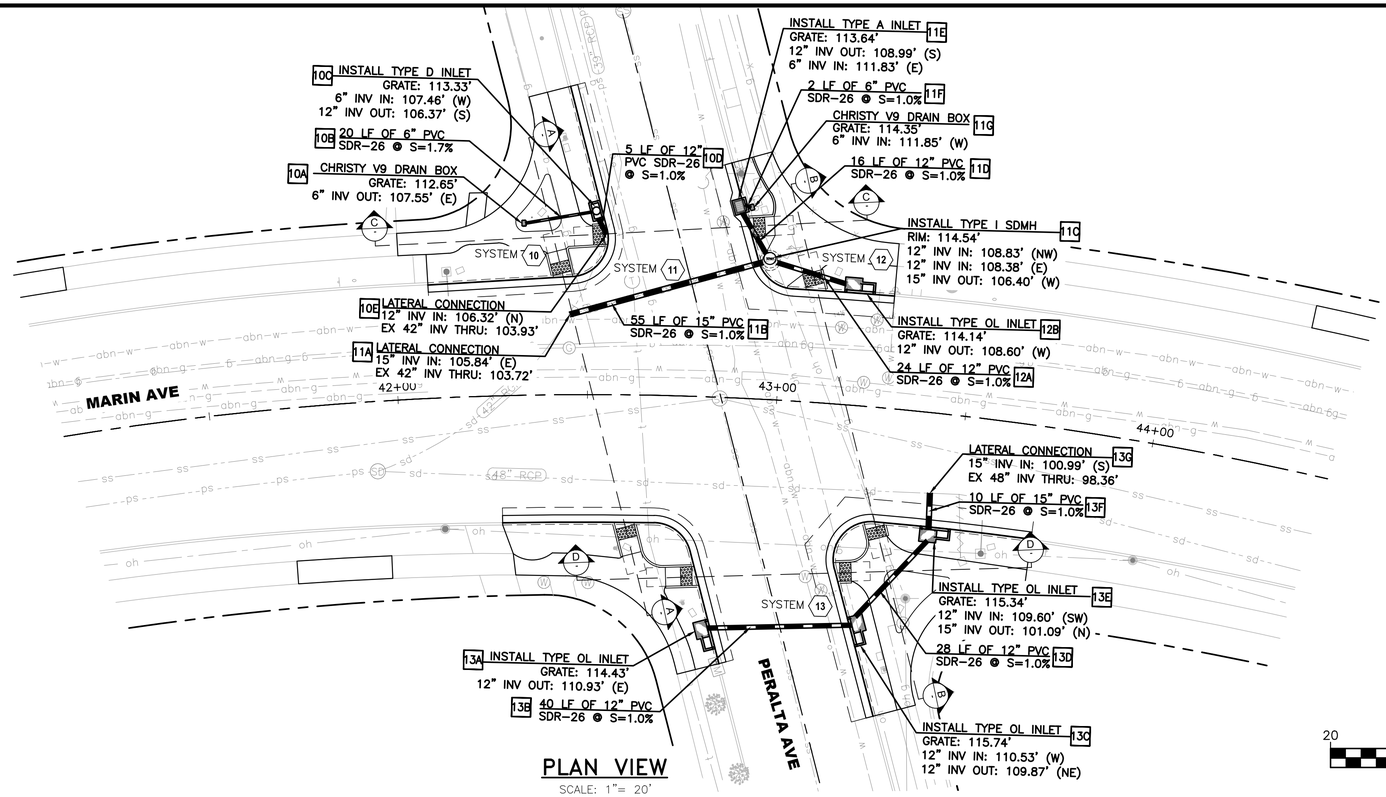


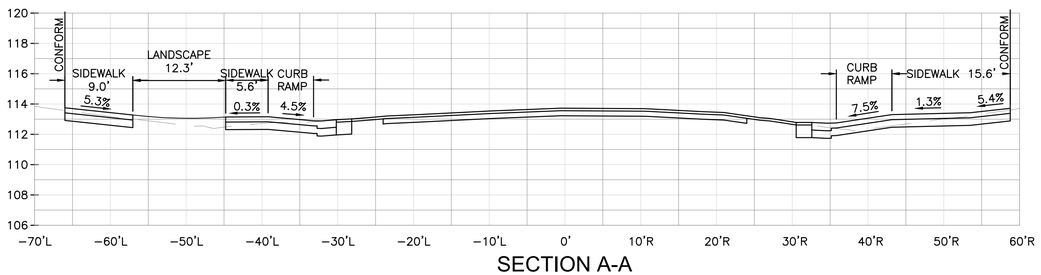
PLAN VIEW

SCALE: 1"= 20'

NORTH

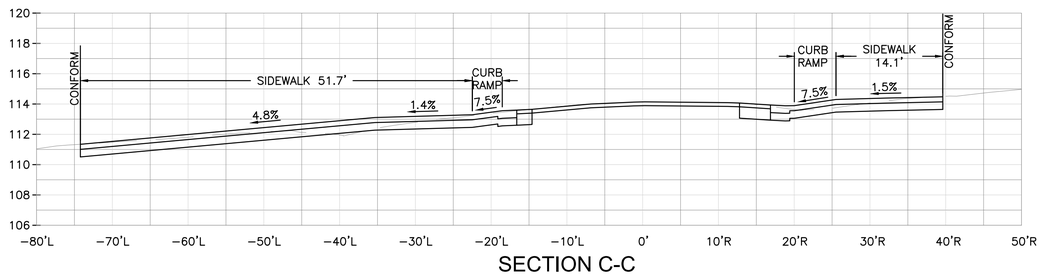
20 0 10 20 40 80

(IN FEET)
1" = 20'



SECTION A-A

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION C-C

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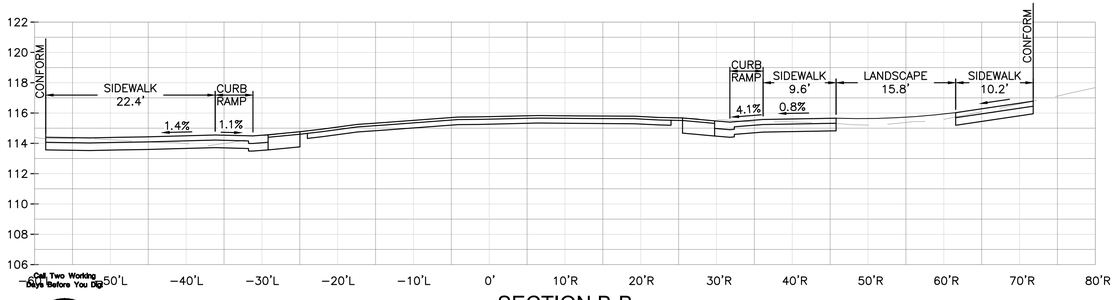
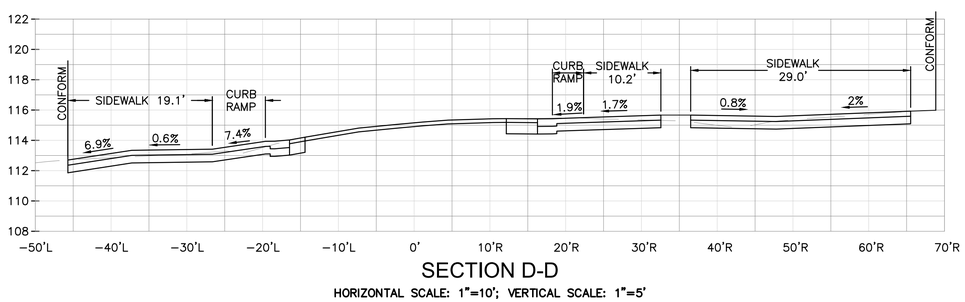


SECTION B-B

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION D-D

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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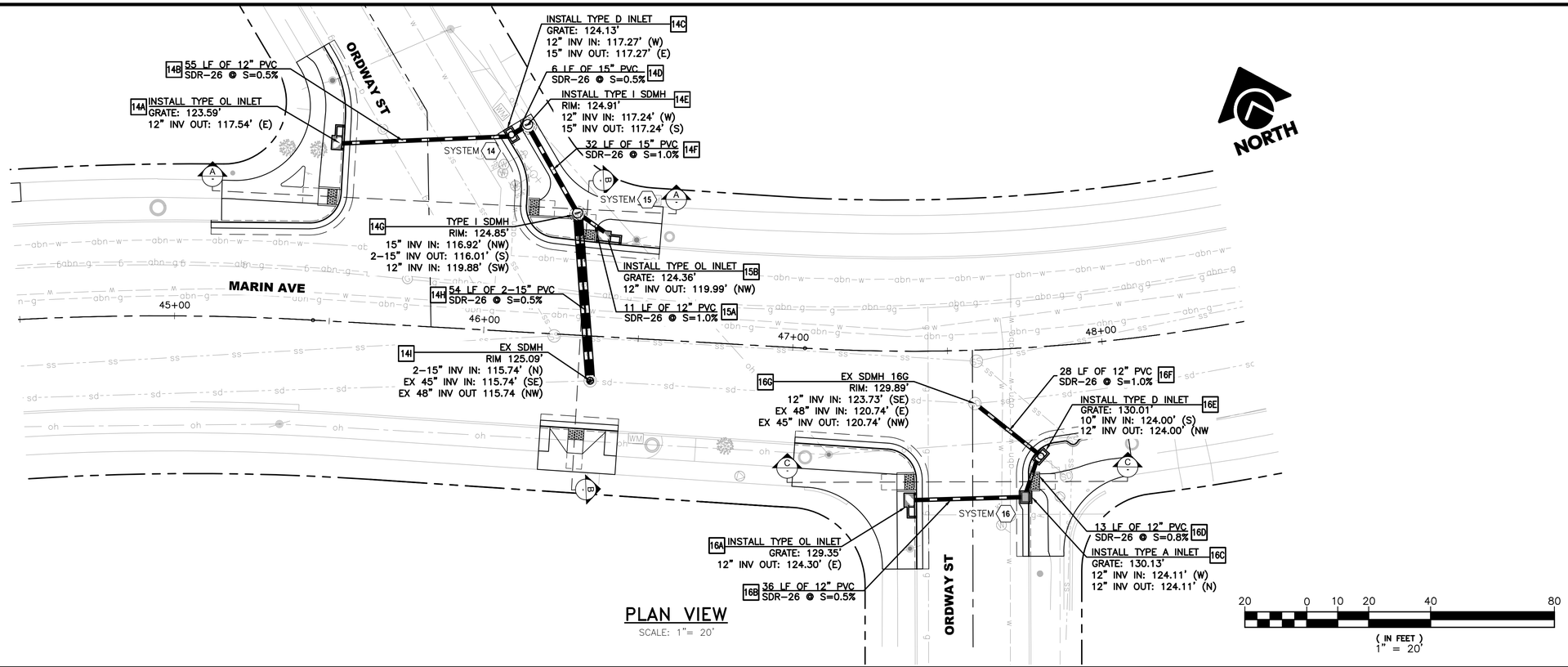
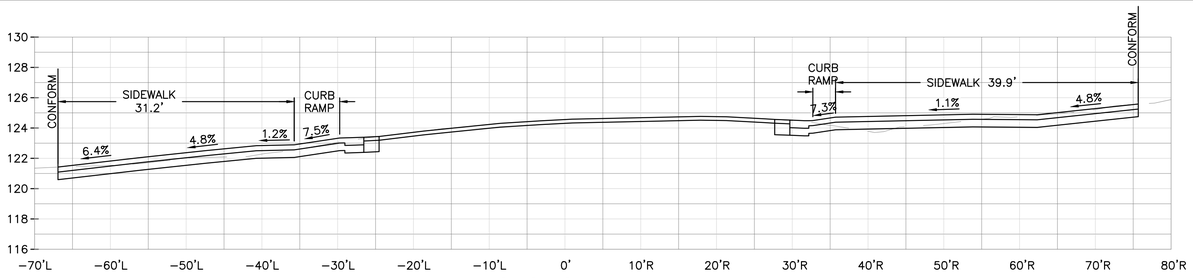
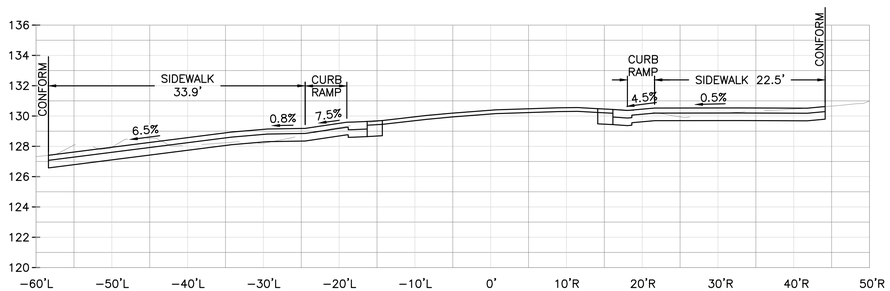


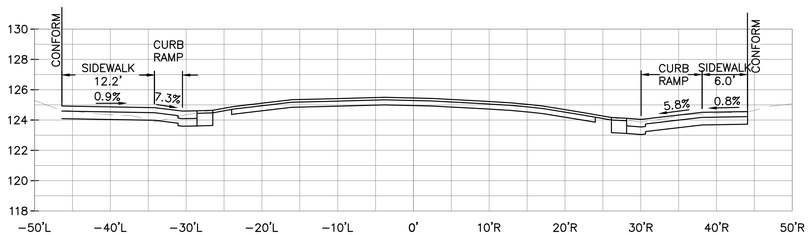
PLAN VIEW
SCALE: 1"= 20'



SECTION A-A
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION C-C
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION B-B
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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DAVID M. LAU
No. 78694
CIVIL
STATE OF CALIFORNIA
PRELIMINARY
NOT FOR CONSTRUCTION

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
CROSS SECTIONS & DRAINAGE PLAN

Submittal / Revision:	
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Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

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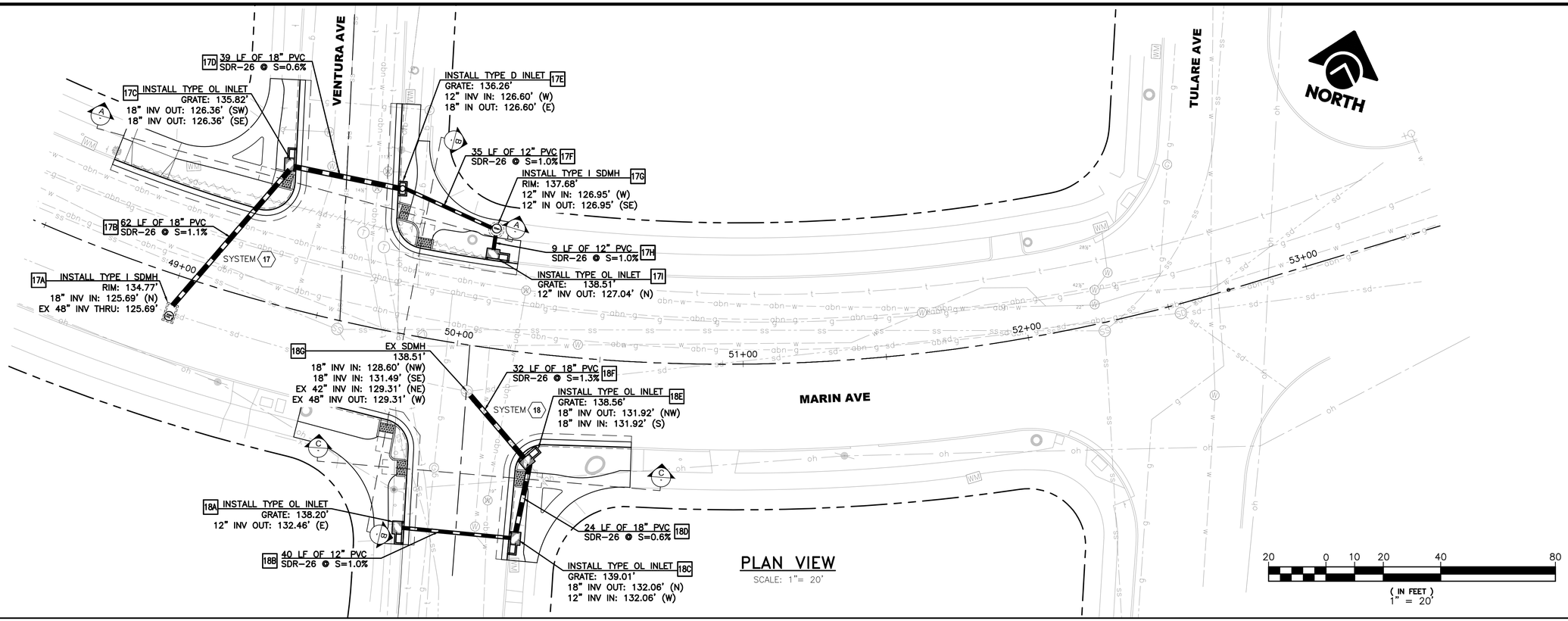
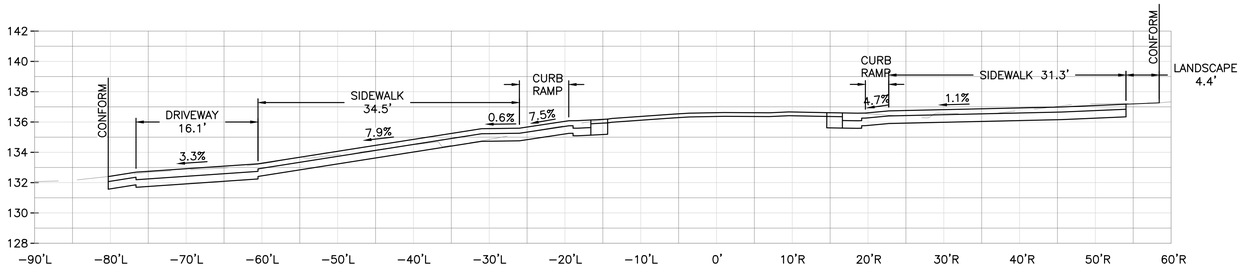
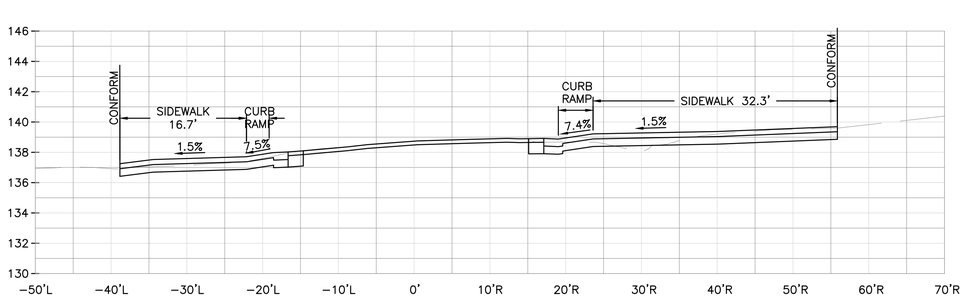


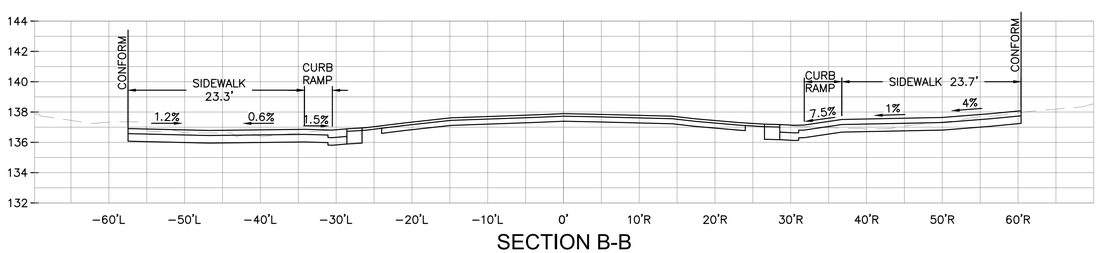
PLAN VIEW
SCALE: 1"= 20'



SECTION A-A
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION C-C
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SECTION B-B
HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
CROSS SECTIONS & DRAINAGE PLAN

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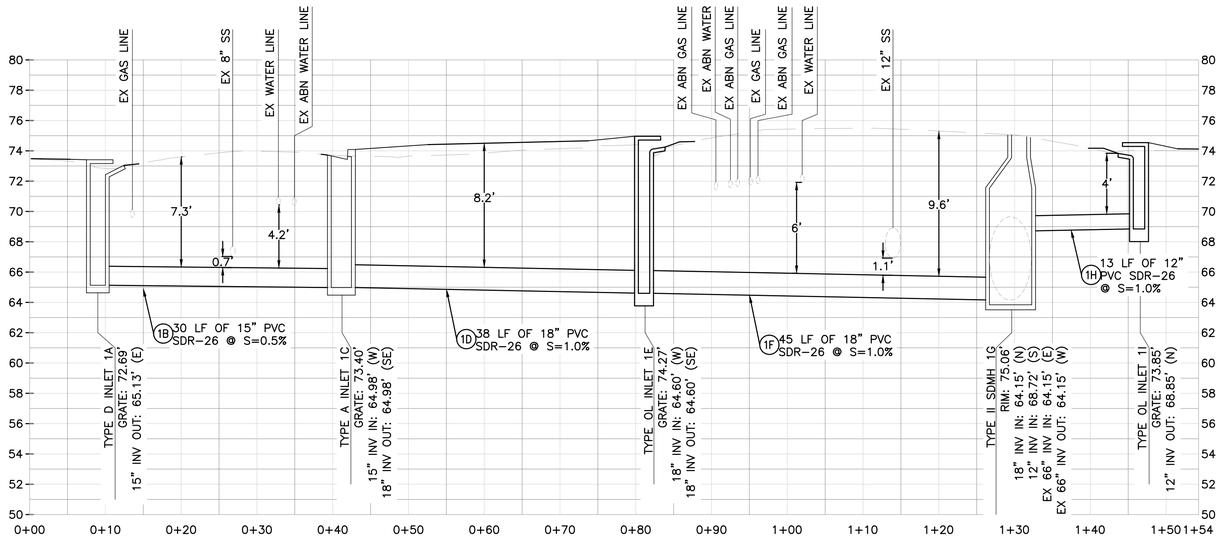
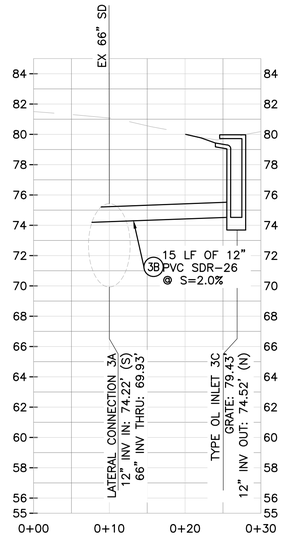


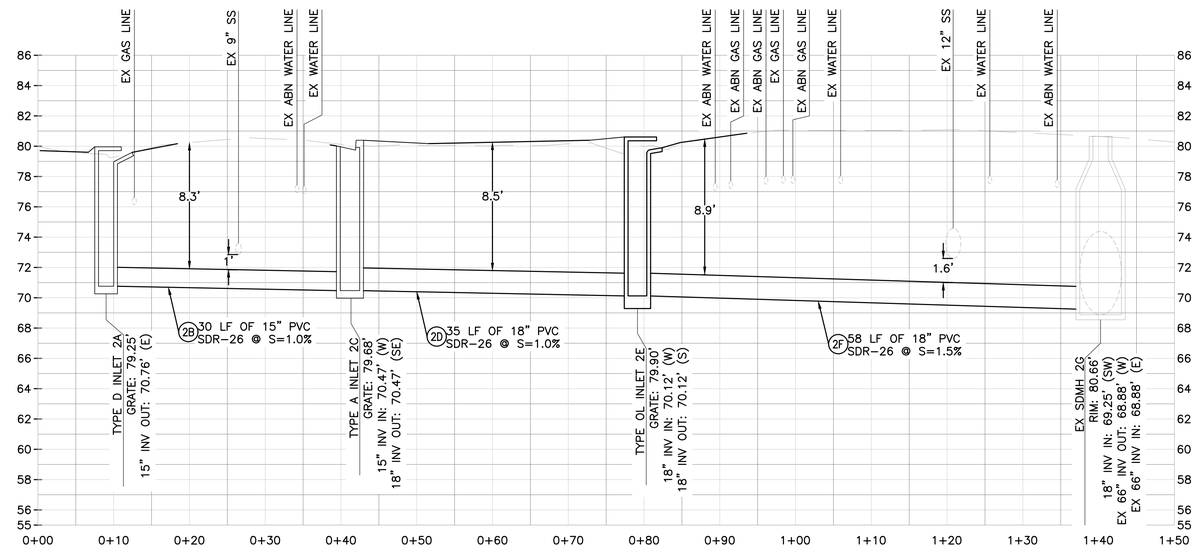
SD SYSTEM 1 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



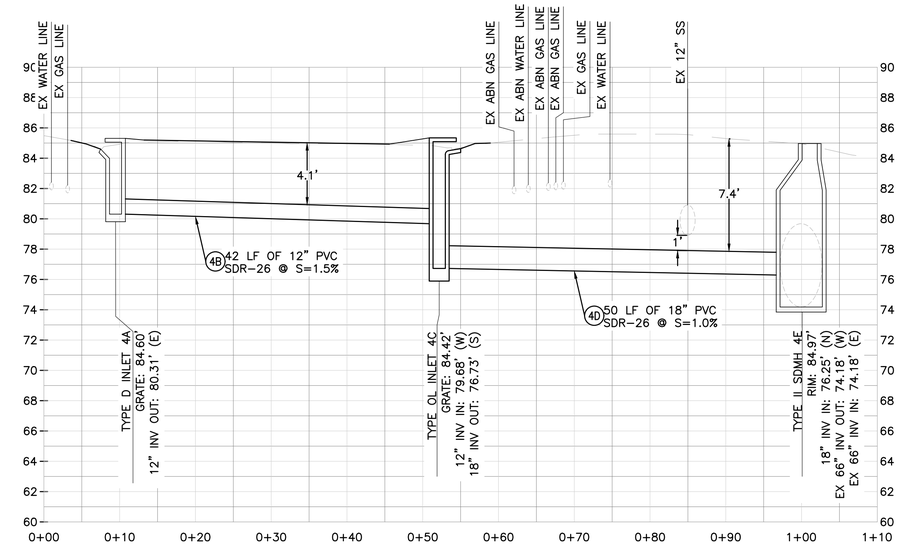
SD SYSTEM 3 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SD SYSTEM 2 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SD SYSTEM 4 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

DRAINAGE PROFILES

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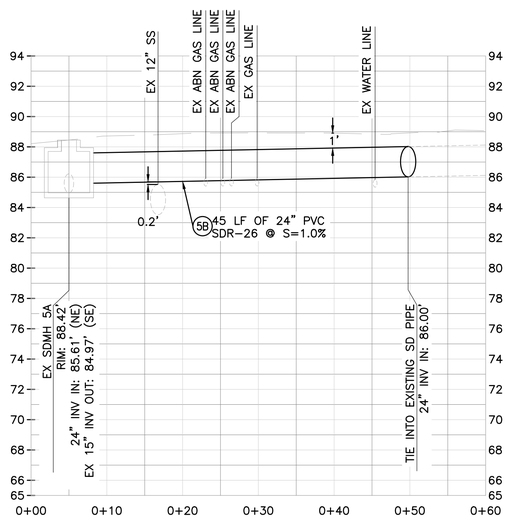
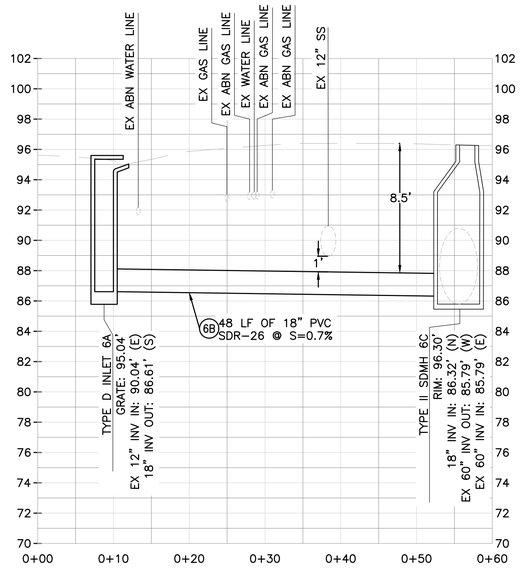


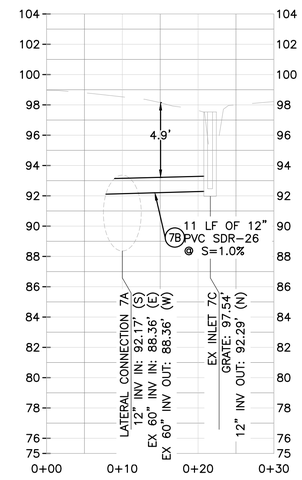
SD SYSTEM 5 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



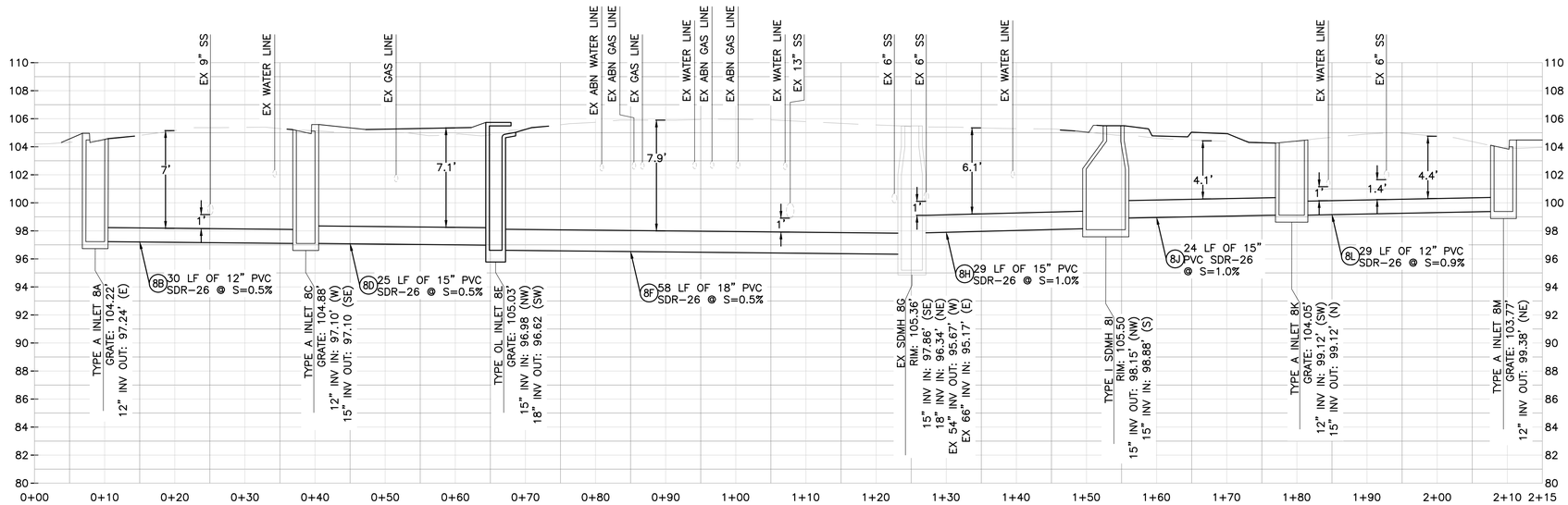
SD SYSTEM 6 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



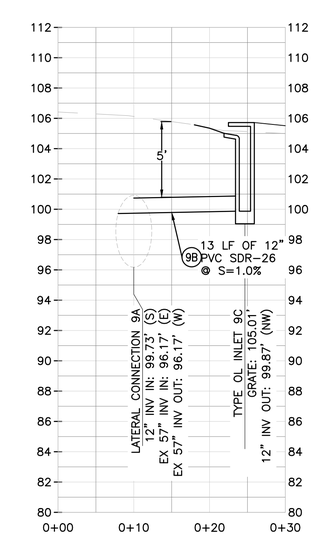
SD SYSTEM 7 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SD SYSTEM 8 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SD SYSTEM 9 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

DRAINAGE PROFILES

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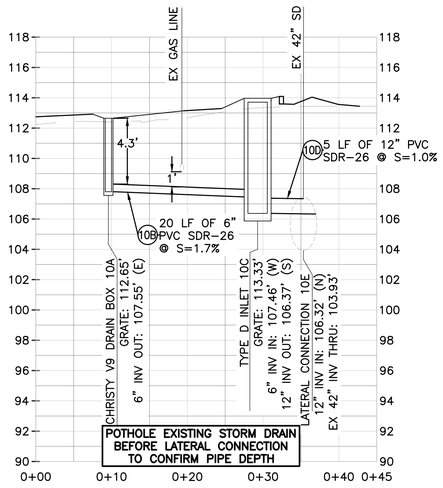
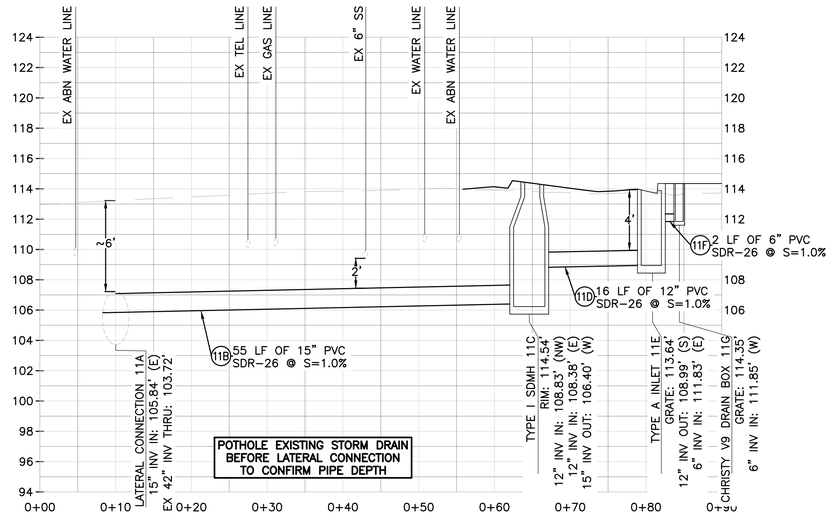


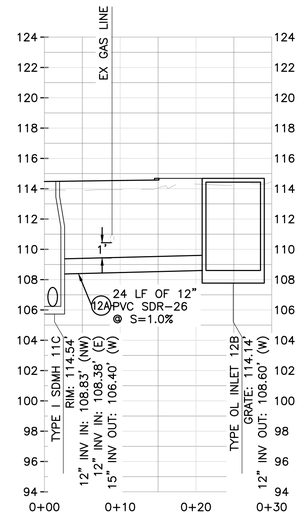
SD SYSTEM 10 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



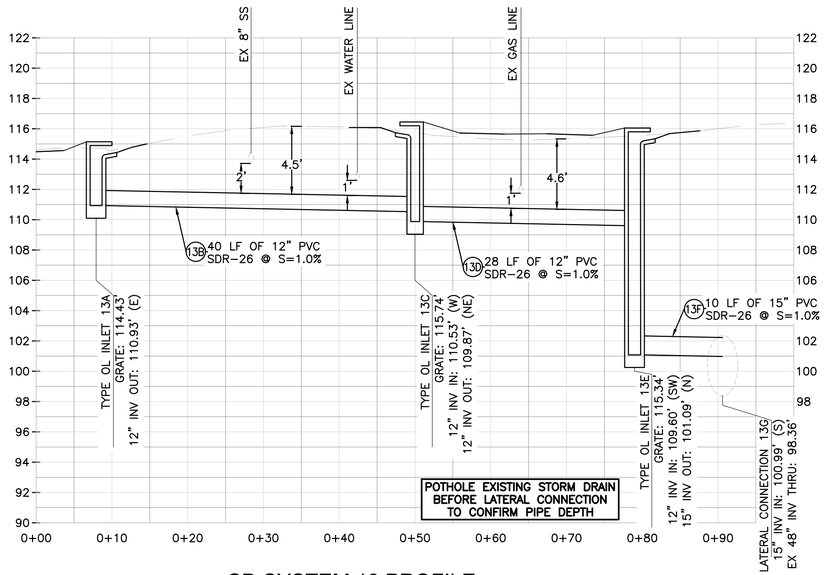
SD SYSTEM 11 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



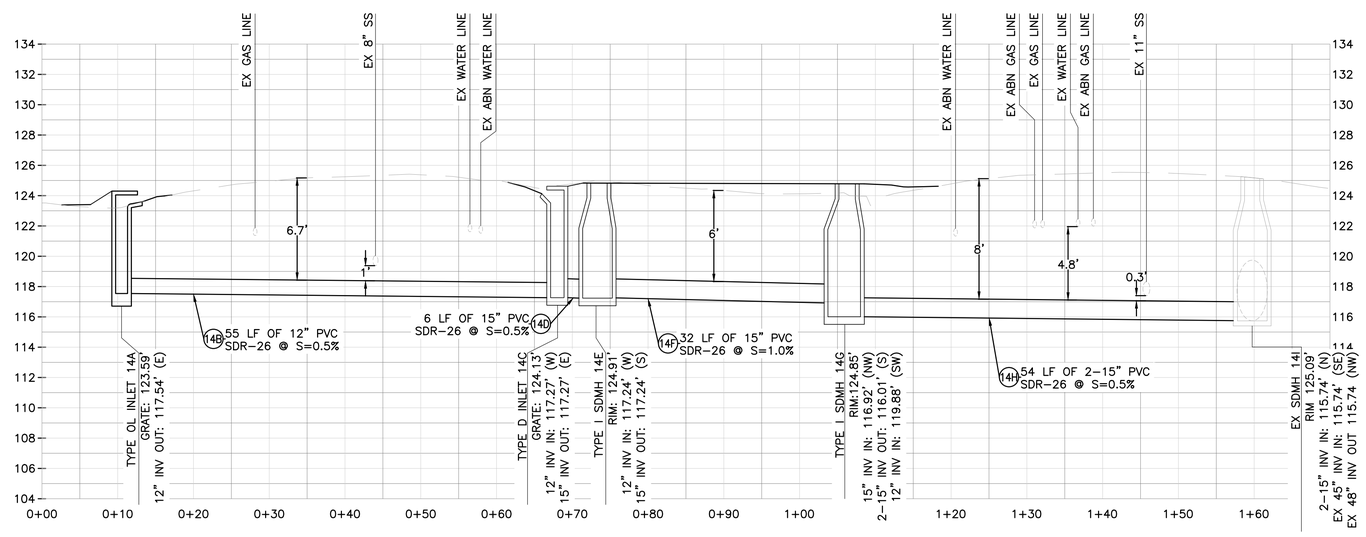
SD SYSTEM 12 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SD SYSTEM 13 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SD SYSTEM 14 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

DRAINAGE PROFILES

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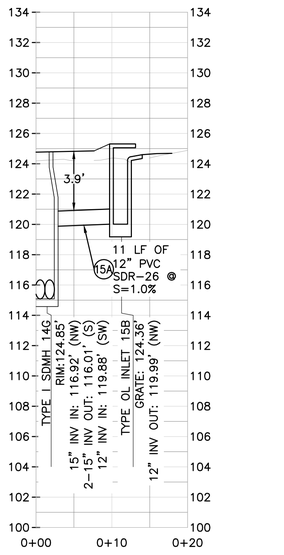
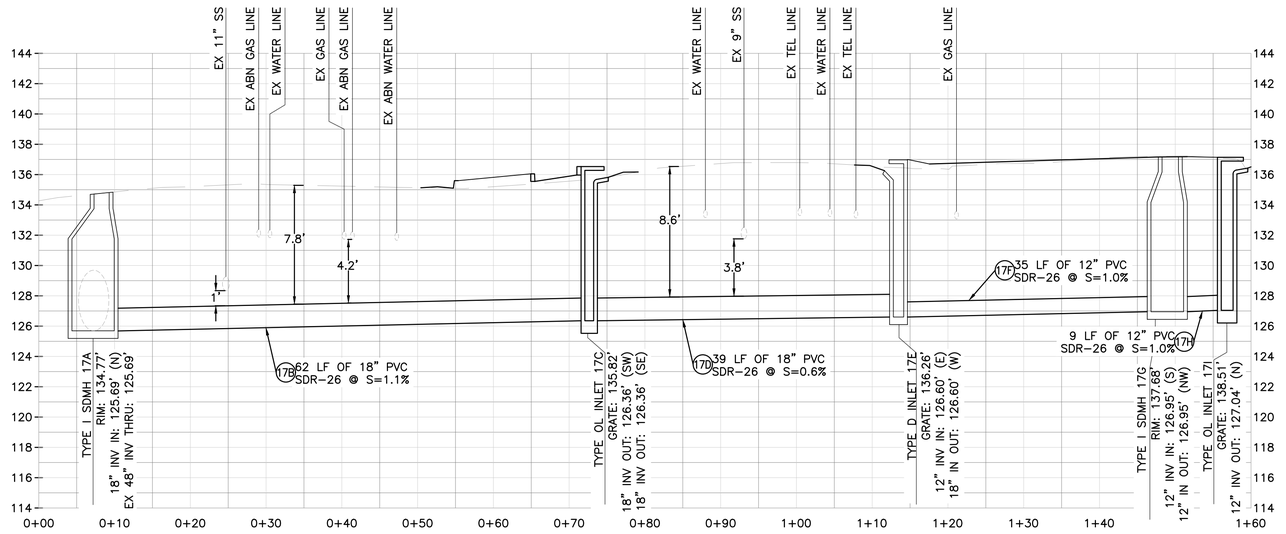


SD SYSTEM 15 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SD SYSTEM 17 PROFILE

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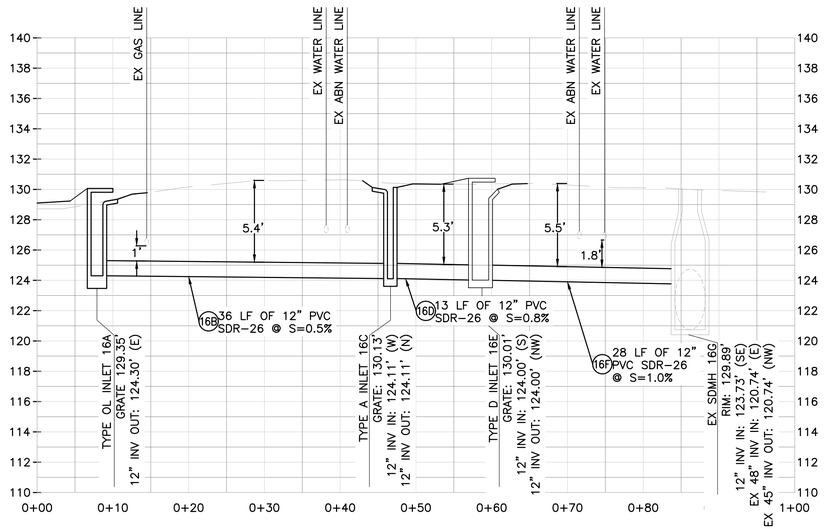
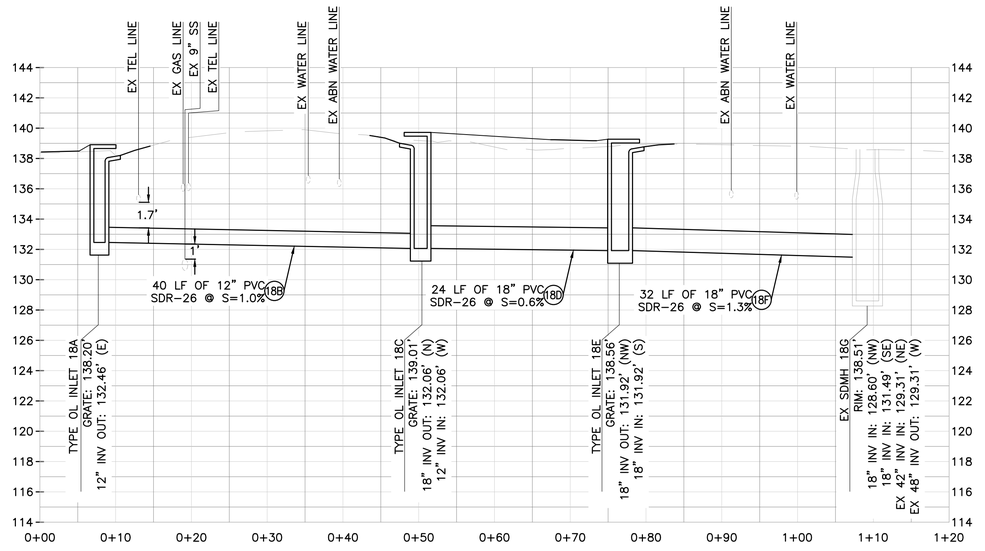


SD SYSTEM 16 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'



SD SYSTEM 18 PROFILE

HORIZONTAL SCALE: 1"=10'; VERTICAL SCALE: 1"=5'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

DRAINAGE PROFILES

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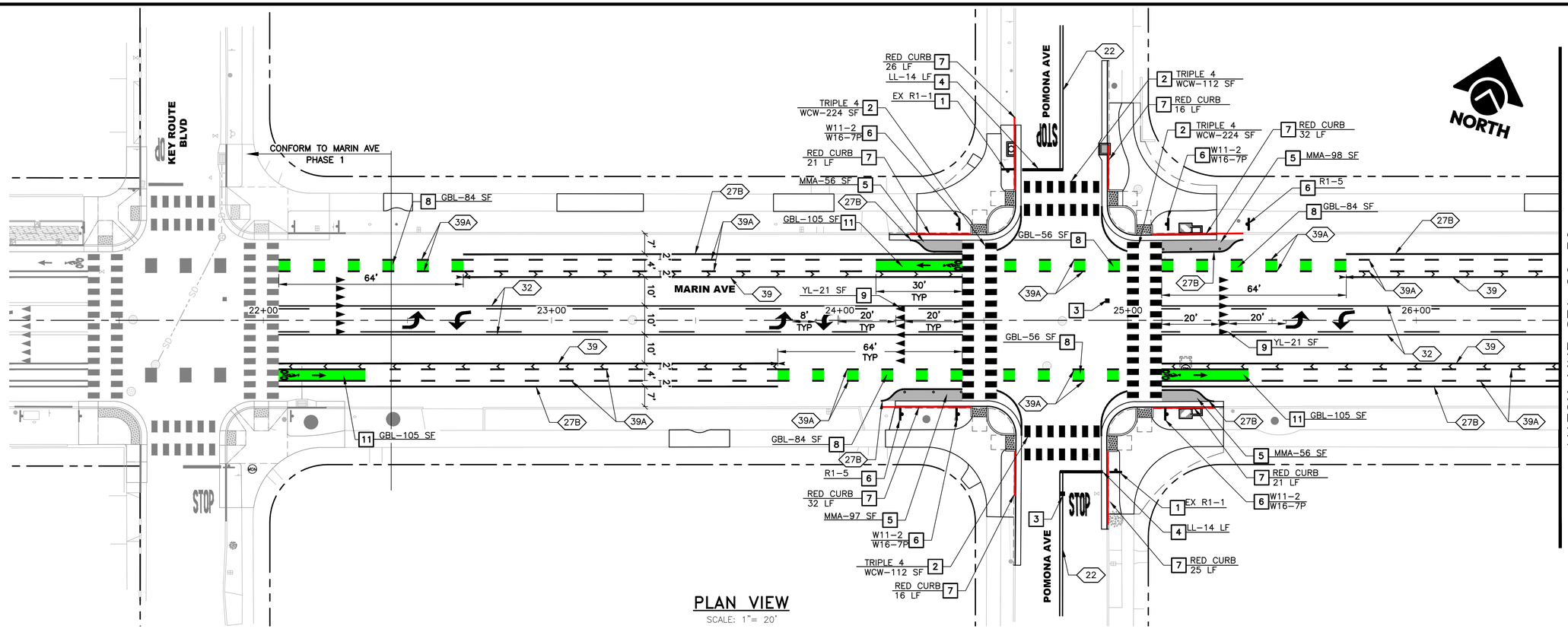
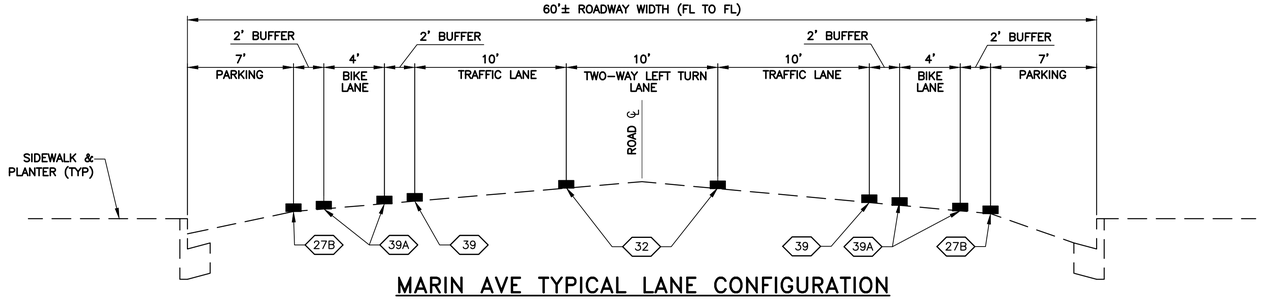
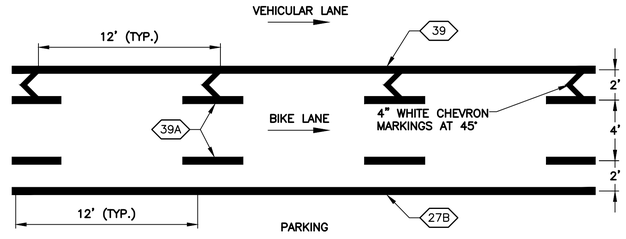


PLAN VIEW
SCALE: 1"= 20'



MARIN AVE TYPICAL LANE CONFIGURATION
NTS



TYPICAL BUFFERED BIKE LANE
NTS

LEGEND:

- 12" LIMIT LINE
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- FH BLUE MARKER
- CHANGE OF STRIPE DELINEATION
- EX /NEW TRAFFIC SIGN
- STRIPE DETAIL NUMBER
- BIKE LANE MARKING
- MEDIAN TURN LANE MARKING
- K-71/K-72 POST
- COLORED PAVEMENT TREATMENT STREET BOND METHYL METHACRYLATE (MMA)
- DETAIL 22
- DETAIL 27B
- DETAIL 29
- DETAIL 32
- DETAIL 38
- DETAIL 39
- DETAIL 39A
- GREEN BIKE LANE
- TRIPLE 4 CROSSWALK
- PAINT RED CURB
- YIELD LINE
- BIKE DETECTION MARKING

ABBREVIATIONS:

WCW	WHITE CROSSWALK
YCW	YELLOW CROSSWALK
GBL	GREEN BIKE LANE
MMA	COLORED PAVEMENT TREATMENT STREET BOND METHYL METHACRYLATE (MMA)
LL	LIMIT LINE
YL	YIELD LINE
LF	LINEAR FEET
SF	SQUARE FEET

PROJECT NOTES:

1. RELOCATE OR RESET SIGN PER CITY STANDARD DETAILS ST 11 & ST 12.
2. THERMOPLASTIC CROSSWALK PER DETAIL 1 ON SHEET G1.5.
3. TWO-WAY REFLECTIVE BLUE PAVEMENT MARKER PER DETAIL 3 ON SHEET G1.5.
4. SEE TYPICAL INTERSECTION MARKINGS PER DETAIL 4 ON SHEET G1.5.
5. INSTALL K-71/K-72 REFLECTIVE BOLLARD, 6" WHITE STRIPE AND COLORED PAVEMENT TREATMENT PER DETAIL 8 ON SHEET G1.5
6. TRAFFIC SIGN PER CITY STANDARD DETAILS ST 11.
7. PAINT TOP AND FACE OF CURB. COLOR AS SHOWN.
8. GREEN BIKE LANE INTERSECTION PAVEMENT MARKING PER DETAIL 2 ON SHEET G1.5.
9. YIELD LINE PER CALTRANS STD PLAN A24E.
10. YELLOW THERMOPLASTIC PAVEMENT MARKING.
11. GREEN BIKE LANE PAVEMENT MARKING PER DETAIL 5 ON SHEET G1.5
12. BICYCLE BOX PER DETAIL 9 ON SHEET G1.5

CONSTRUCTION NOTES:

1. ALL PAVEMENT MARKING SHALL BE WHITE, UNLESS OTHERWISE NOTED.
2. SEE TYPICAL LANE CONFIGURATION ON SHEET C6.1.

20 0 10 20 40 80
(IN FEET)
1" = 20'

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MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

SIGNING AND STRIPING PLAN

Submittal / Revision:
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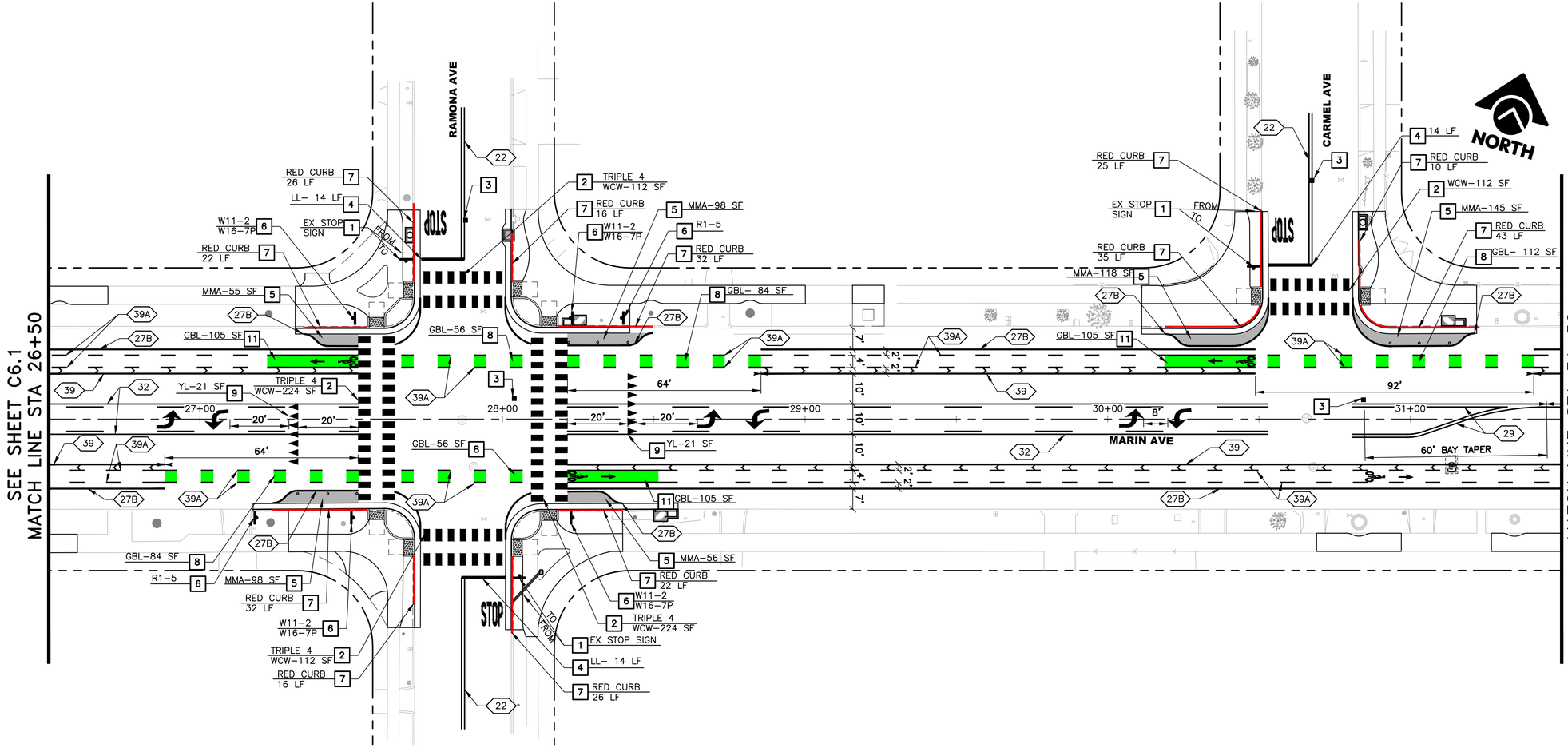

PLAN VIEW

SCALE: 1"= 20'

LEGEND:

- 12" LIMIT LINE
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- FH BLUE MARKER
- CHANGE OF STRIPE DELINEATION
- EX /NEW TRAFFIC SIGN
- STRIPE DETAIL NUMBER
- BIKE LANE MARKING
- MEDIAN TURN LANE MARKING
- K–71/K–72 POST
- COLORED PAVEMENT TREATMENT STREET BOND METHYL METHACRYLATE (MMA)

- DETAIL 22
- DETAIL 27B
- DETAIL 29
- DETAIL 32
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- DETAIL 39
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- GREEN BIKE LANE
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- BIKE DETECTION MARKING

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ABBREVIATIONS:

WCW	WHITE CROSSWALK
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GBL	GREEN BIKE LANE
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LL	LIMIT LINE
YL	YIELD LINE
LF	LINEAR FEET
SF	SQUARE FEET

PROJECT NOTES:

1. RELOCATE OR RESET SIGN PER CITY STANDARD DETAILS ST 11 & ST 12.
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3. TWO–WAY REFLECTIVE BLUE PAVEMENT MARKER PER DETAIL 3 ON SHEET G1.5.
4. SEE TYPICAL INTERSECTION MARKINGS PER DETAIL 4 ON SHEET G1.5.
5. INSTALL K–71/K–72 REFLECTIVE BOLLARD, 6" WHITE STRIPE AND COLORED PAVEMENT TREATMENT PER DETAIL 8 ON SHEET G1.5
6. TRAFFIC SIGN PER CITY STANDARD DETAILS ST 11.
7. PAINT TOP AND FACE OF CURB. COLOR AS SHOWN.
8. GREEN BIKE LANE INTERSECTION PAVEMENT MARKING PER DETAIL 2 ON SHEET G1.5.
9. YIELD LINE PER CALTRANS STD PLAN A24E.
10. YELLOW THERMOPLASTIC PAVEMENT MARKING.
11. GREEN BIKE LANE PAVEMENT MARKING PER DETAIL 5 ON SHEET G1.5
12. BICYCLE BOX PER DETAIL 9 ON SHEET G1.5

CONSTRUCTION NOTES:

1. ALL PAVEMENT MARKING SHALL BE WHITE, UNLESS OTHERWISE NOTED.
2. SEE TYPICAL LANE CONFIGURATION ON SHEET C6.1.

20 0 10 20 40 80
(IN FEET)
1" = 20'

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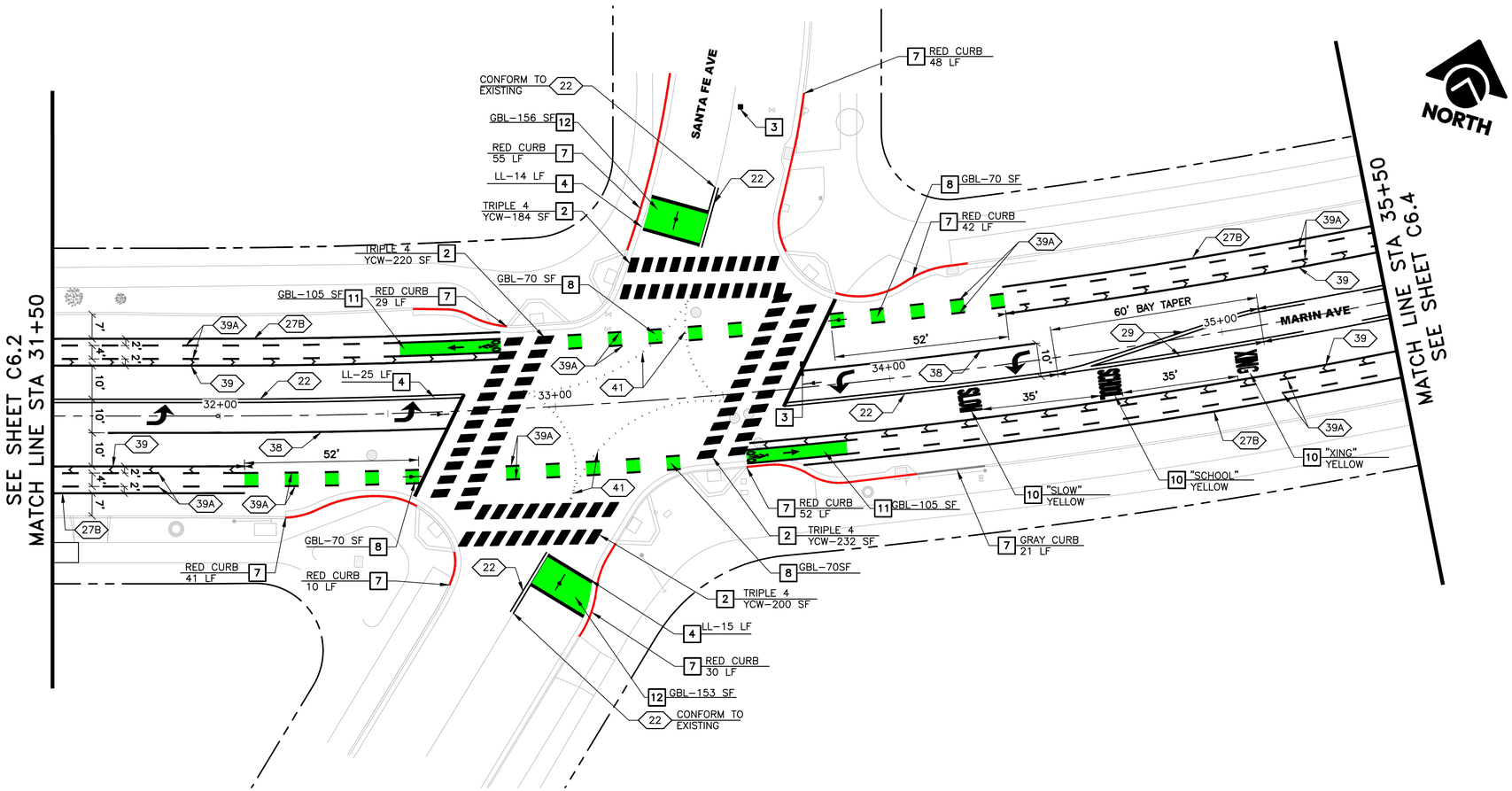

PLAN VIEW

SCALE: 1"= 20'

LEGEND:

- 12" LIMIT LINE
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- FH BLUE MARKER
- CHANGE OF STRIPE DELINEATION
- EX /NEW TRAFFIC SIGN
- STRIPE DETAIL NUMBER
- BIKE LANE MARKING
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- DETAIL 38
- DETAIL 39
- DETAIL 39A
- GREEN BIKE LANE
- TRIPLE 4 CROSSWALK
- PAINT RED CURB
- YIELD LINE
- BIKE DETECTION MARKING

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YCW	YELLOW CROSSWALK
GBL	GREEN BIKE LANE
MMA	COLORED PAVEMENT TREATMENT STREET BOND METHYL METHACRYLATE (MMA)
LL	LIMIT LINE
YL	YIELD LINE
LF	LINEAR FEET
SF	SQUARE FEET

PROJECT NOTES:

1. RELOCATE OR RESET SIGN PER CITY STANDARD DETAILS ST 11 & ST 12.
2. THERMOPLASTIC CROSSWALK PER DETAIL 1 ON SHEET G1.5.
3. TWO-WAY REFLECTIVE BLUE PAVEMENT MARKER PER DETAIL 3 ON SHEET G1.5.
4. SEE TYPICAL INTERSECTION MARKINGS PER DETAIL 4 ON SHEET G1.5.
5. INSTALL K-71/K-72 REFLECTIVE BOLLARD, 6" WHITE STRIPE AND COLORED PAVEMENT TREATMENT PER DETAIL 8 ON SHEET G1.5
6. TRAFFIC SIGN PER CITY STANDARD DETAILS ST 11.
7. PAINT TOP AND FACE OF CURB. COLOR AS SHOWN.
8. GREEN BIKE LANE INTERSECTION PAVEMENT MARKING PER DETAIL 2 ON SHEET G1.5.
9. YIELD LINE PER CALTRANS STD PLAN A24E.
10. YELLOW THERMOPLASTIC PAVEMENT MARKING.
11. GREEN BIKE LANE PAVEMENT MARKING PER DETAIL 5 ON SHEET G1.5
12. BICYCLE BOX PER DETAIL 9 ON SHEET G1.5

CONSTRUCTION NOTES:

1. ALL PAVEMENT MARKING SHALL BE WHITE, UNLESS OTHERWISE NOTED.
2. SEE TYPICAL LANE CONFIGURATION ON SHEET C6.1.

20 0 10 20 40 80
(IN FEET)
1" = 20'

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STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

SIGNING AND STRIPING PLAN

Submittal / Revision:

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Date:	2/25/2025

Sheet Number:

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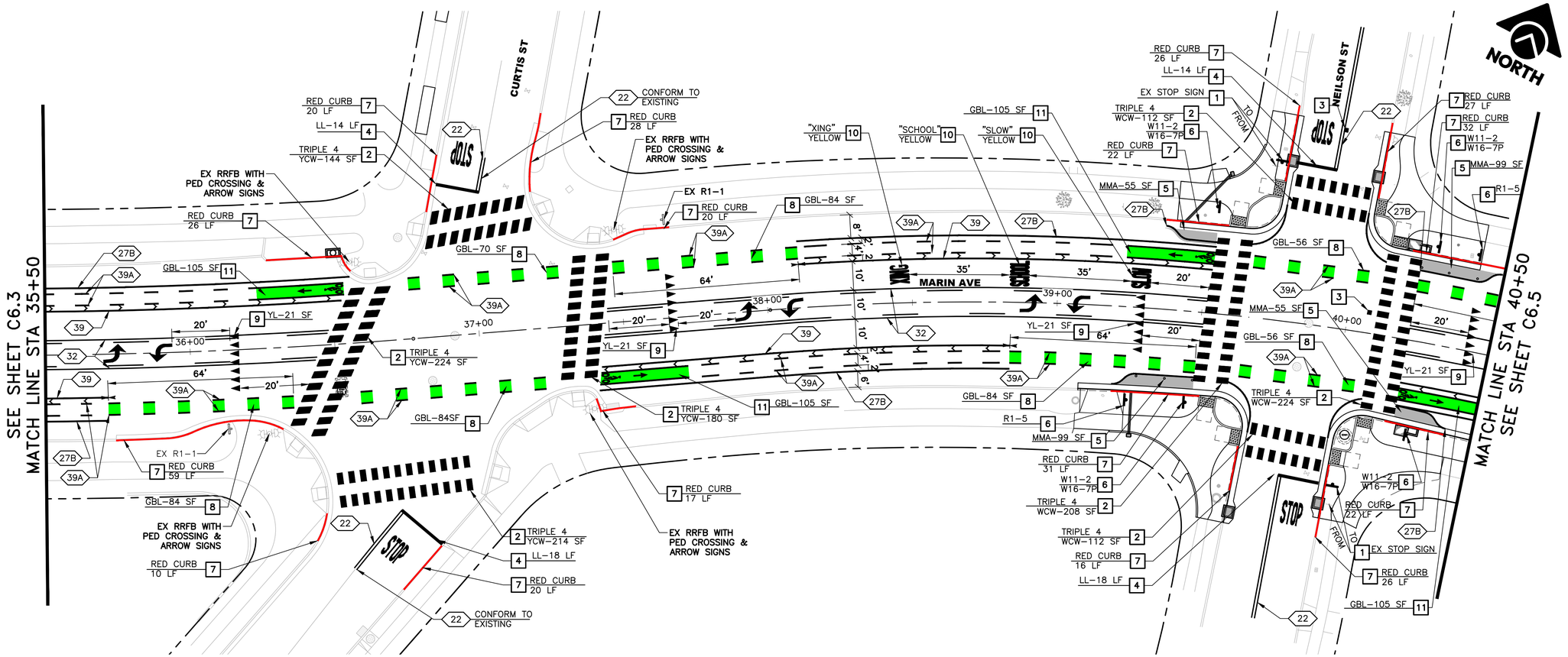

PLAN VIEW

SCALE: 1"= 20'

LEGEND:

- 12" LIMIT LINE
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- FH BLUE MARKER
- CHANGE OF STRIPE DELINEATION
- EX /NEW TRAFFIC SIGN
- STRIPE DETAIL NUMBER
- BIKE LANE MARKING
- MEDIAN TURN LANE MARKING
- K-71/K-72 POST
- COLORED PAVEMENT TREATMENT STREET BOND METHYL METHACRYLATE (MMA)

- DETAIL 22
- DETAIL 27B
- DETAIL 29
- DETAIL 32
- DETAIL 38
- DETAIL 39
- DETAIL 39A
- GREEN BIKE LANE
- TRIPLE 4 CROSSWALK
- PAINT RED CURB
- YIELD LINE
- BIKE DETECTION MARKING

ABBREVIATIONS:

WCW	WHITE CROSSWALK
YCW	YELLOW CROSSWALK
GBL	GREEN BIKE LANE
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LL	LIMIT LINE
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LF	LINEAR FEET
SF	SQUARE FEET

PROJECT NOTES:

1. RELOCATE OR RESET SIGN PER CITY STANDARD DETAILS ST 11 & ST 12.
2. THERMOPLASTIC CROSSWALK PER DETAIL 1 ON SHEET G1.5.
3. TWO-WAY REFLECTIVE BLUE PAVEMENT MARKER PER DETAIL 3 ON SHEET G1.5.
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CONSTRUCTION NOTES:

1. ALL PAVEMENT MARKING SHALL BE WHITE, UNLESS OTHERWISE NOTED.
2. SEE TYPICAL LANE CONFIGURATION ON SHEET C6.1.

20 0 10 20 40 80

(IN FEET)
1" = 20'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

SIGNING AND STRIPING PLAN

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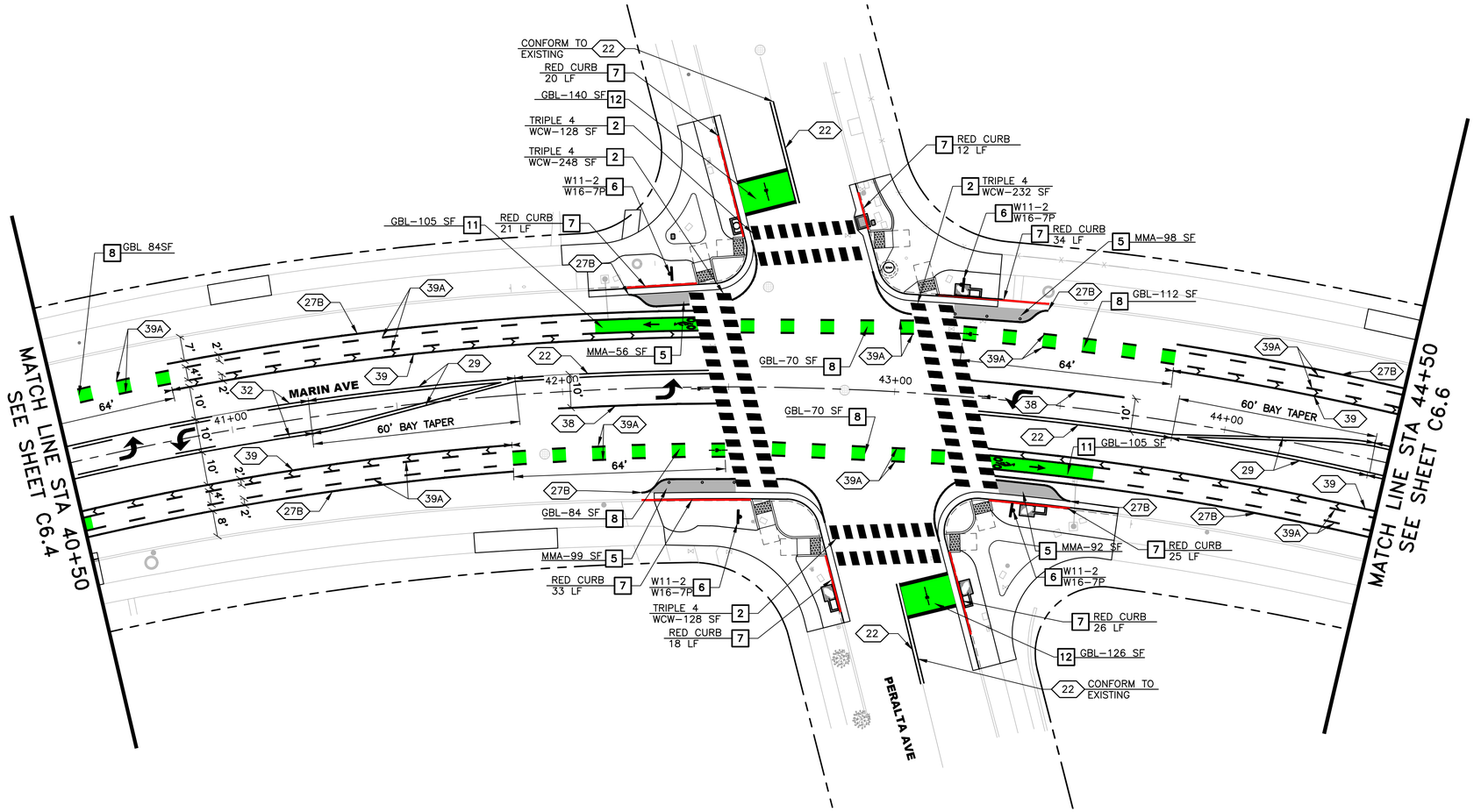

PLAN VIEW

SCALE: 1"= 20'

LEGEND:

- 12" LIMIT LINE
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- FH BLUE MARKER
- CHANGE OF STRIPE DELINEATION
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20 0 10 20 40 80
(IN FEET)
1" = 20'

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PAVEMENT AND CURB REHABILITATION PROJECT PHASE 2
MARIN AVE PEDESTRIAN IMPROVEMENTS
(FROM KEY ROUTE BLVD TO TULARE AVE)

SIGNING AND STRIPING PLAN

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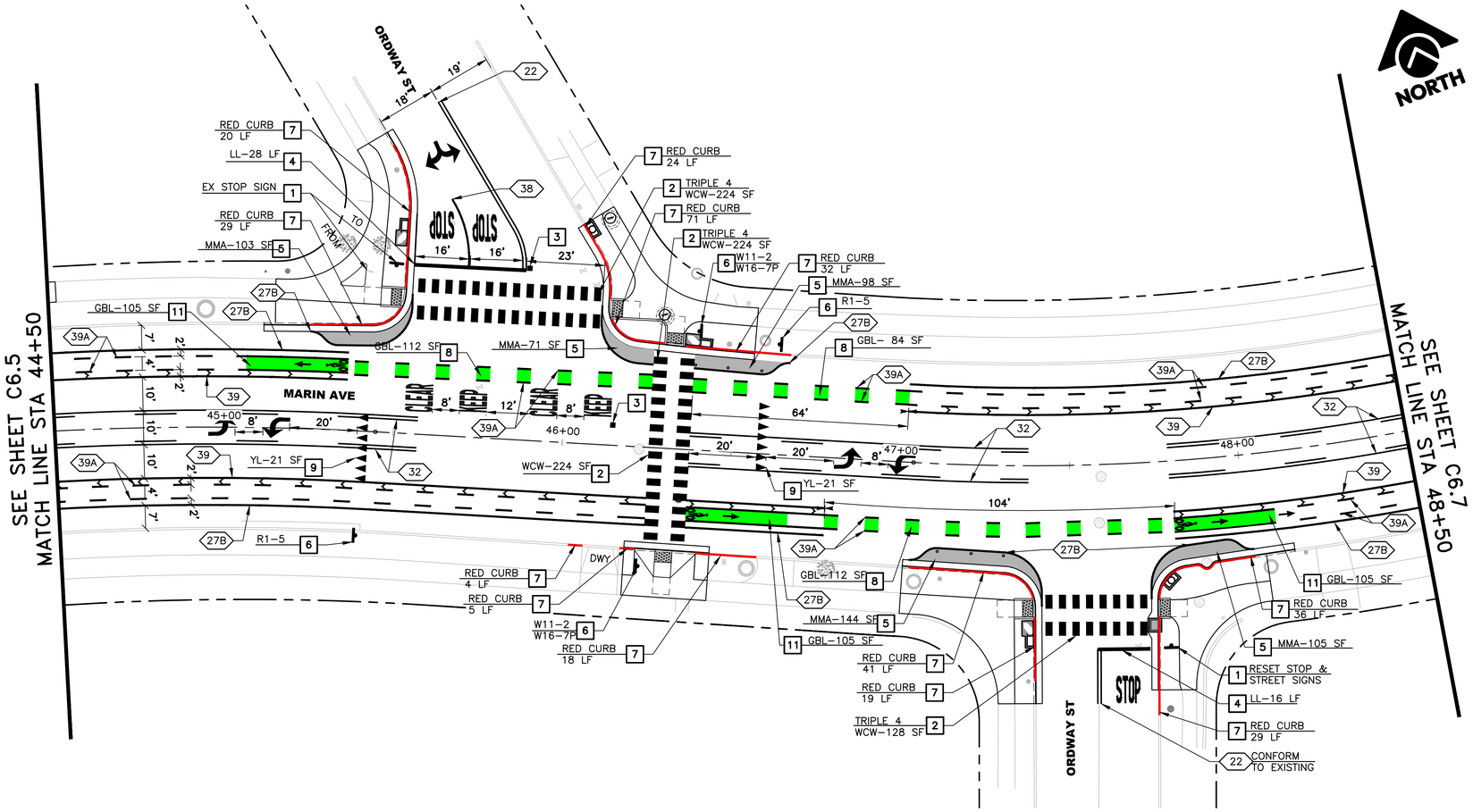

PLAN VIEW

SCALE: 1"= 20'

LEGEND:

- 12" LIMIT LINE
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
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20 0 10 20 40 80

(IN FEET)
1" = 20'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

SIGNING AND STRIPING PLAN

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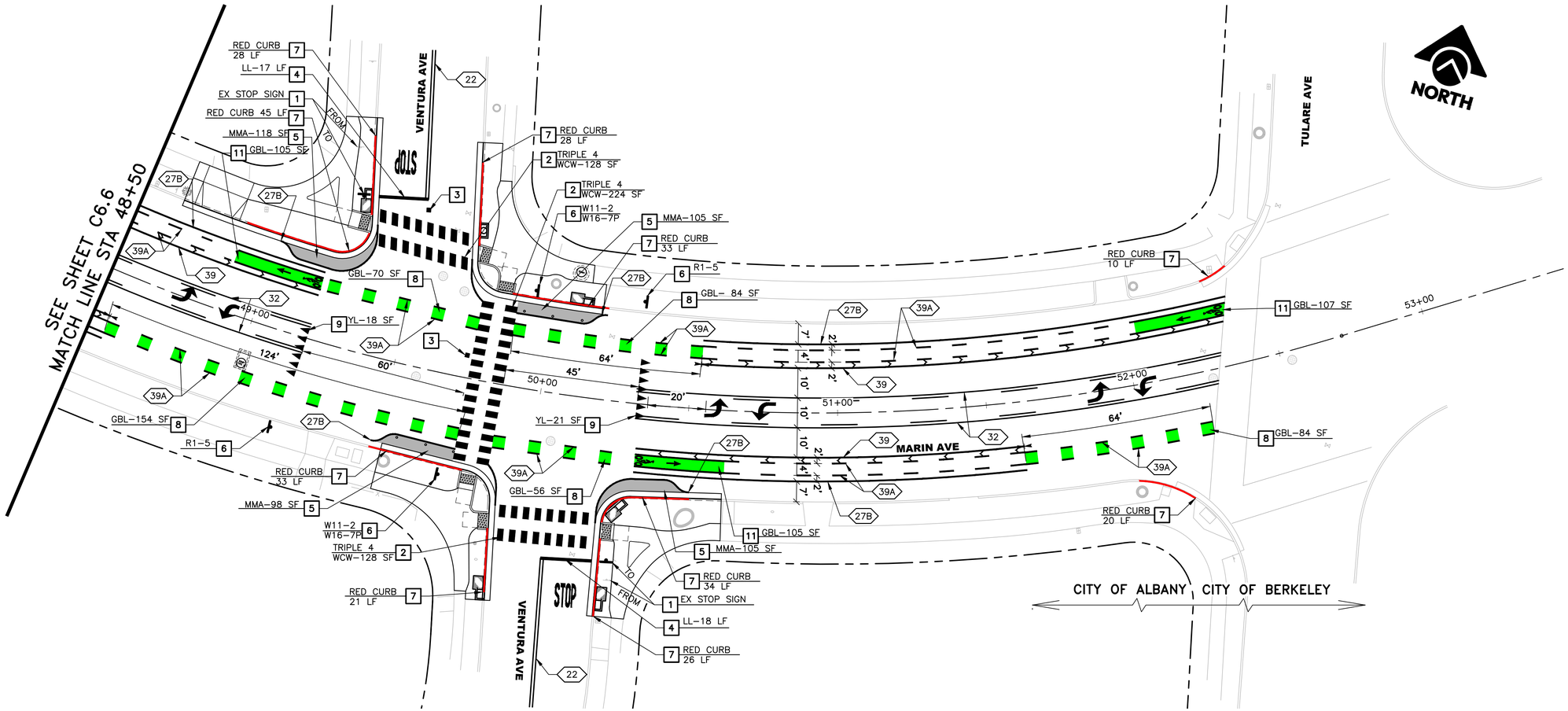

PLAN VIEW

SCALE: 1"= 20'

LEGEND:

- 12" LIMIT LINE
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- FH BLUE MARKER
- CHANGE OF STRIPE DELINEATION
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CONSTRUCTION NOTES:

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20 0 10 20 40 80
(IN FEET)
1" = 20'

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

SIGNING AND STRIPING PLAN

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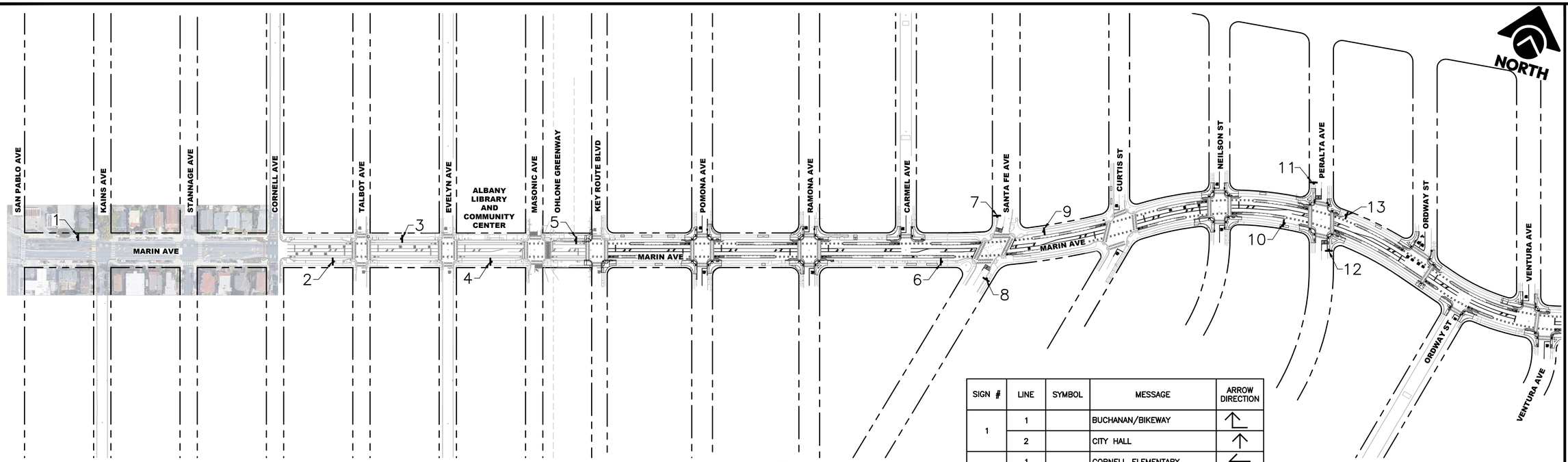
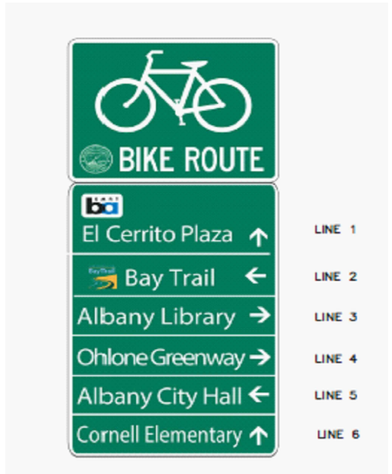


PLAN VIEW
SCALE: 1"= 150'

150 0 75 150 300 600
(IN FEET)
1" = 150'

SIGN #	LINE	SYMBOL	MESSAGE	ARROW DIRECTION
1	1		BUCHANAN/BIKEWAY	
	2		CITY HALL	
2	1		CORNELL ELEMENTARY	
	2		SOLANO AVENUE	
	3		DARTMOUTH TOT LOT	
	4		ALBANY LIBRARY	
	5		OHLONE GREENWAY	
3	1		CORNELL ELEMENTARY	
	2		SOLANO AVENUE	
	3		DARTMOUTH TOT LOT	
	4		ALBANY CITY HALL	
	5		BUCHANAN BIKEWAY	
4	1		ALBANY SENIOR CENTER	
	2		ALBANY HIGH SCHOOL	
	3		ALBANY MIDDLE SCHOOL	
	4	BART	EL CERRITO PLAZA	
	5		MARIN ELEMENTARY	
	6	BART	NORTH BERKELEY	
5	1	BART	EL CERRITO PLAZA	
	2		ALBANY HIGH SCHOOL	
	3		ALBANY MIDDLE SCHOOL	
	4	BART	NORTH BERKELEY	
	5		ALBANY LIBRARY	
	6		CORNELL ELEMENTARY	
6	1		MARIN ELEMENTARY	
	2		SOLANO AVENUE	
	3		COLUSA CIRCLE	
	4		BERKELEY	
7	1		OHLONE GREENWAY	
	2		ALBANY LIBRARY	
	3		BERKELEY	
	4		MARIN ELEMENTARY	
	5		JEWEL'S TERRACE PARK	

SIGN #	LINE	MESSAGE	ARROW DIRECTION
8	1	OHLONE GREENWAY	
	2	ALBANY LIBRARY	
	3	BERKELEY	
	4	SOLANO AVENUE	
	5	COLUSA CIRCLE	
9	1	MARIN ELEMENTARY	
	2	SOLANO AVENUE	
	3	COLUSA CIRCLE	
	4	OHLONE GREENWAY	
10	1	SOLANO AVENUE	
	2	JEWEL'S TERRACE PARK	
	3	SAINT MARY'S SCHOOL	
	4	BERKELEY	
11	1	MARIN ELEMENTARY	
	2	OHLONE GREENWAY	
	3	BERKELEY	
	4	JEWEL'S TERRACE PARK	
	5	SAINT MARY'S SCHOOL	
12	1	MARIN ELEMENTARY	
	2	OHLONE GREENWAY	
	3	BERKELEY	
	4	SOLANO AVENUE	
13	1	JEWEL'S TERRACE PARK	
	2	SAINT MARY'S SCHOOL	
	3	SOLANO AVENUE	
	4	MARIN ELEMENTARY	
	5	OHLONE GREENWAY	



WAYFINDING SIGN SAMPLE
SCALE: NTS

1

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
WAYFINDING SIGN PLAN

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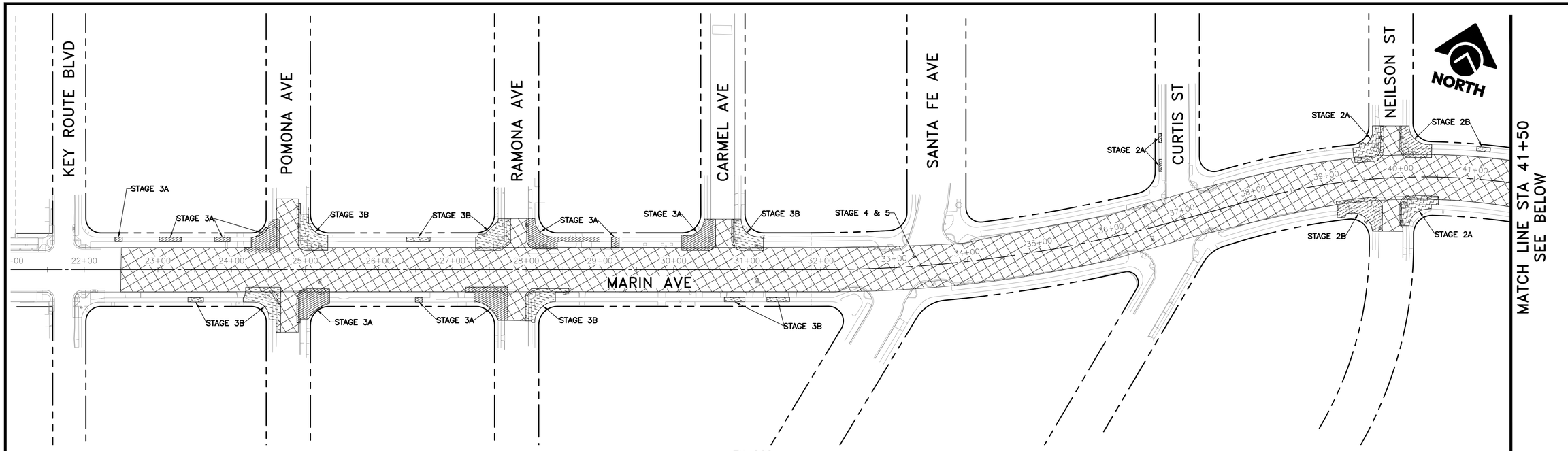
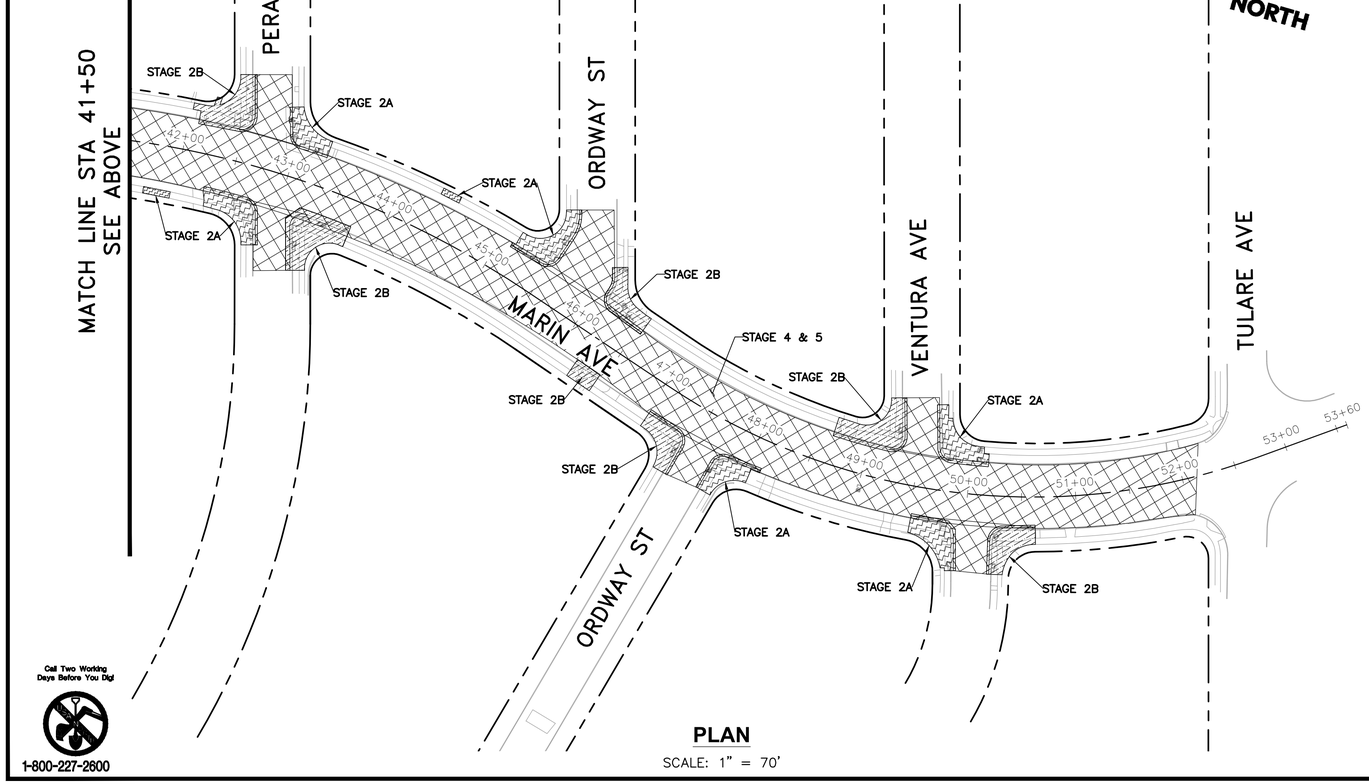


PLAN

SCALE: 1" = 70'

70 0 35 70 140 280

(IN FEET)
1" = 70'



PLAN

SCALE: 1" = 70'

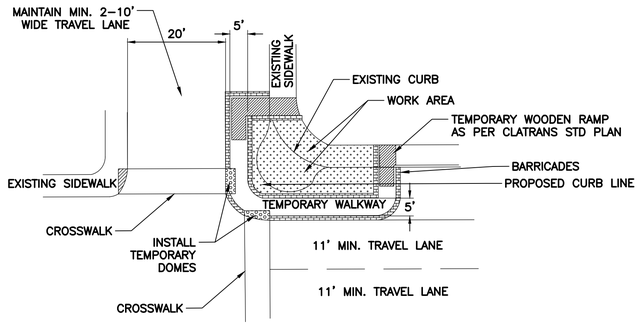
DESCRIPTION OF WORK

STAGE 1	MOBILIZATION, TRAFFIC CONTROL, USA MARKING, POTHOLING, WATER POLLUTION CONTROL MEASURES, SWPPP
STAGE 2A	DEMOLITION, CONCRETE WORK, DRAINAGE, SIGNAL IMPROVEMENTS, AND SIGNING
STAGE 2B	DEMOLITION, CONCRETE WORK, DRAINAGE, SIGNAL IMPROVEMENTS, AND SIGNING
STAGE 3A	DEMOLITION, CONCRETE WORK, DRAINAGE, SIGNAL IMPROVEMENTS, AND SIGNING
STAGE 3B	DEMOLITION, CONCRETE WORK, DRAINAGE, SIGNAL IMPROVEMENTS, AND SIGNING
STAGE 4	ASPHALT MILLING, COLD-IN-PLACE RECYCLING, ASPHALT INLAY, MAINTAIN MINIMUM TWO 11' WIDE TRAVEL LANES ON MARIN AVE & TWO 10' WIDE LANES ON SIDE STREETS
STAGE 5	STRIPING IMPROVEMENTS

NOTE: CONTRACTOR SHALL RE-OPEN ALL ON-STREET PARKING AT THE END OF EACH WORK SHIFT DURING PAVING OPERATIONS

LEGEND

- STAGE 2A
- STAGE 2B
- STAGE 3A
- STAGE 3B
- STAGE 4 & 5



TYPICAL CORNER STAGING 1 / -

SCALE: NTS

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

STAGING PLAN

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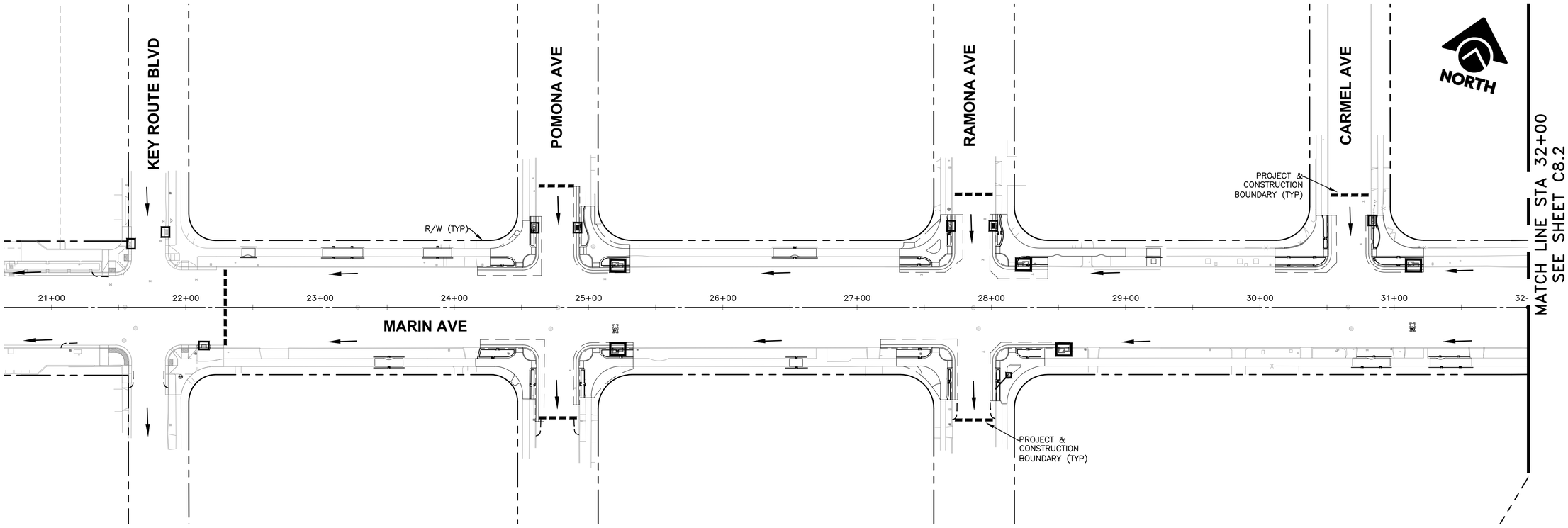

TEMPORARY PROJECT BMPS		
BMP ID	BMP NAME	LOCATION
EC-1	SCHEDULING	ENTIRE PROJECT
EC-2	PRESERVATION OF EXISTING VEGETATION	EXISTING LANDSCAPE AREAS
SE-10	STORM DRAIN INLET PROTECTION	AS SHOWN ON PLANS
TC-1	CONSTRUCTION ENTRANCE	AT POINT OF ENTRANCE/EXIT
TC-3	ENTRANCE OUTLET TIRE WASH	AT CONSTRUCTION ENTRANCE
WE-1	WIND EROSION CONTROL	DISTURBED SOIL AND STOCKPILE
NS-1	WATER CONTROL & CONSERVATION	ENTIRE PROJECT
NS-2	DEWATERING OPERATION	UTILITY TRENCHES
NS-3	PAVING AND GRADING OPERATIONS	ADJACENT TO PROJECT PAVEMENT
NS-6	ILLICIT CONNECTION & DISCHARGE REPORTING	ENTIRE PROJECT
NS-7	POTABLE WATER/IRRIGATION	ENTIRE PROJECT
NS-8-10	VEHICLE/EQUIP CLEANING, MAINTENANCE & FUELING	LOCATION TO BE DETERMINED
NS-12-13	CONCRETE CURING & FINISHING	ADJACENT TO PROJECT SIDEWALK
WM-1-3	MATERIAL DELIVERY, STORAGE & USE	LOCATION TO BE DETERMINED
WM-4	SPILL PREVENTION & CONTROL	ENTIRE PROJECT
WM-5	SOLID WASTE MANAGEMENT	MATERIALS STOCKPILE AREA & WASHOUT
WM-6	HAZARDOUS WASTE MANAGEMENT	ENTIRE PROJECT
WM-8	CONCRETE WASHOUT	AS SHOWN ON PLANS
WM-9	SEPTIC WASTE MANAGEMENT	LOCATION TO BE DETERMINED
WM-10	LIQUID WASTE MANAGEMENT	ENTIRE PROJECT

LEGEND

- PROJECT BOUNDARY
- DRAINAGE INLET PROTECTION PER CALTRANS STD PLAN T62 TYPE 3A
- DRAINAGE INLET PROTECTION PER CALTRANS STD PLAN T61, T62, AND T64
- DIRECTION OF FLOW
- TEMPORARY FIBER ROLL PER CALTRANS STD PLAN T53 AND T56

40 20 0 40 80 120

SCALE IN FEET

GENERAL NOTES:

1. CONTRACTOR SHALL STREET SWEEP AT THE END OF EACH WORK DAY.
2. CONTRACTOR SHALL IMPLEMENT BMP(S) APPLICABLE THROUGHOUT THE PROJECT LIMITS DURING CONSTRUCTION.
3. FIELD AND WEATHER CONDITIONS MAY NECESSITATE MODIFICATIONS TO THESE DRAWINGS.
4. REMOVE STORM DRAIN INLET PROTECTION ONCE THE DRAINAGE AREA IS STABILIZED OR AFTER THE EXISTING STORM DRAIN INLET IS REMOVED. CLEAN AND RE-GRADE AREA AROUND THE INLET AND CLEAN THE INSIDE OF THE STORM DRAIN INLET AS IT MUST BE FREE OF SEDIMENT AND DEBRIS AT THE TIME OF FINAL INSPECTION.
5. REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS WITHIN 24 HOURS.
6. STREET SWEEPING SHALL BE CONDUCTED WHERE SEDIMENT IS TRACKED FROM THE JOB SITE ONTO PAVED ROADS.
7. THE WATER POLLUTION CONTROL PLANS SHOWN HEREIN IS FOR BIDDING PURPOSES. CONTRACTOR WILL PREPARE A MORE DETAILED EROSION CONTROL PLAN FOR EACH STAGE OF CONSTRUCTION. THE LEVEL OF PROTECTION SHOWN ON THIS PLAN IS AN EXAMPLE OF THE MINIMUM PROTECTION TO BE PROVIDED.
8. TEMPORARY CONCRETE WASHOUT FACILITY TO BE CONSTRUCTED PER CALTRANS CONSTRUCTION SITE BEST MANAGEMENT PRACTICE (BMPs) MANUAL. CONTRACTOR SHALL REFER TO WEB SITE BELOW FOR THE DETAIL SPECIFICATIONS OF WM-8 https://dot.ca.gov/-/media/dot-media/programs/construction/documents/environmental-compliance/construction-site-bmps_final-march-2024_a11y.pdf
9. WATER POLLUTION CONTROL SHALL INCLUDE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS, TOOLS, EQUIPMENT INCLUDING ALL SIGNS AND INCIDENTALS, AND FOR DOING ALL THE WORK IN FURNISHING, REPAIRING, REPLACING, TRANSPORTING, RELOCATING, DISPOSING OF WATER POLLUTION CONTROL BMP'S AS DIRECTED BY THE CITY.

EROSION NOTES:

ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED PER THE LATEST EDITION OF THE CASQA CONSTRUCTION BMP HANDBOOK.

ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET AREA UPON STARTING OPERATIONS AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR. THIS MAY NEED TO BE ACCOMPLISHED THROUGH STREET SWEEPING AND VACUUMING. AT NO TIME SHALL LOOSE SOIL OR DEBRIS BE DISPOSED OF THROUGH THE STORM DRAIN SYSTEM BY ANY MEANS. STREET SWEEPING AND VACUUMING MEASURES SHALL BE PER SECTION SE-7 OF THE LATEST EDITION OF THE CASQA CONSTRUCTION BMP HANDBOOK.

LOCATE STOCKPILES A MINIMUM OF 50 FEET AWAY FROM CONCENTRATED FLOWS OF STORMWATER, DRAINAGE COURSES, AND INLETS. STOCKPILES SHALL BE COVERED AND PROTECTED WITH TEMPORARY PERIMETER SEDIMENT BARRIER PRIOR TO THE ONSET OF PRECIPITATION. COLD MIX STOCKPILES SHALL BE PLACED ON AND COVERED WITH PLASTIC OR COMPARABLE MATERIALS PRIOR TO THE ONSET OF PRECIPITATION.

TEMPORARY STORAGE AREA SHALL BE LOCATED AWAY FROM VEHICULAR TRAFFIC. EACH FACILITY SHALL BE COVERED DURING NON-WORKING DAYS AND PRIOR TO AND DURING RAIN EVENTS. SUFFICIENT SEPARATION SHALL BE PROVIDED BETWEEN STORED CONTAINERS TO ALLOW FOR SPILL CLEANUP AND EMERGENCY RESPONSE ACCESS. CONTAIN AND CLEAN-UP ANY SPILL IMMEDIATELY.

ALL MATERIALS SHALL BE STORED IN THEIR ORIGINAL CONTAINERS AND THE ORIGINAL PRODUCT LABELS SHALL BE MAINTAINED IN-PLACE IN A LEGIBLE CONDITION. BAGGED AND BOXED MATERIAL, AS WELL AS HAZARDOUS MATERIALS, SHALL BE STORED OFF THE GROUND AT ALL TIMES.

STAND-BY CREWS SHALL BE ALERTED BY THE PERMITTEE OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.

ALL CATCH BASINS IN UNPAVED STREETS TO BE SURROUNDED BY STRAW BALES. ALL CATCH BASINS IN PAVED STREETS SHALL HAVE FINISHED CATCH BASIN INLET PROTECTION.

ALL EROSION CONTROL MEASURES MUST MEET NPDES STANDARDS AND THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS.

LITTERING ON THE PROJECT SITE SHALL BE PROHIBITED AT ALL TIME. CONSTRUCTION DEBRIS AND LITTER WITHIN THE CONSTRUCTION LIMITS SHALL BE COLLECTED AND PLACED WITHIN WATERTIGHT DUMPSTERS, AT LEAST WEEKLY. FULL DUMPSTERS SHALL BE REMOVED FROM THE SITE IMMEDIATELY. CONSTRUCTION DEBRIS AND WASTE SHALL BE REMOVED FROM THE SITE EVERY TWO WEEKS OR AS OTHERWISE DIRECTED BY CITY.

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No. 16694
CIVIL
STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
EROSION CONTROL PLAN

Submittal / Revision:	
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Designed By:	ES
Drawn By:	SY
Checked By:	DL
Date:	2/25/2025

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C8.1
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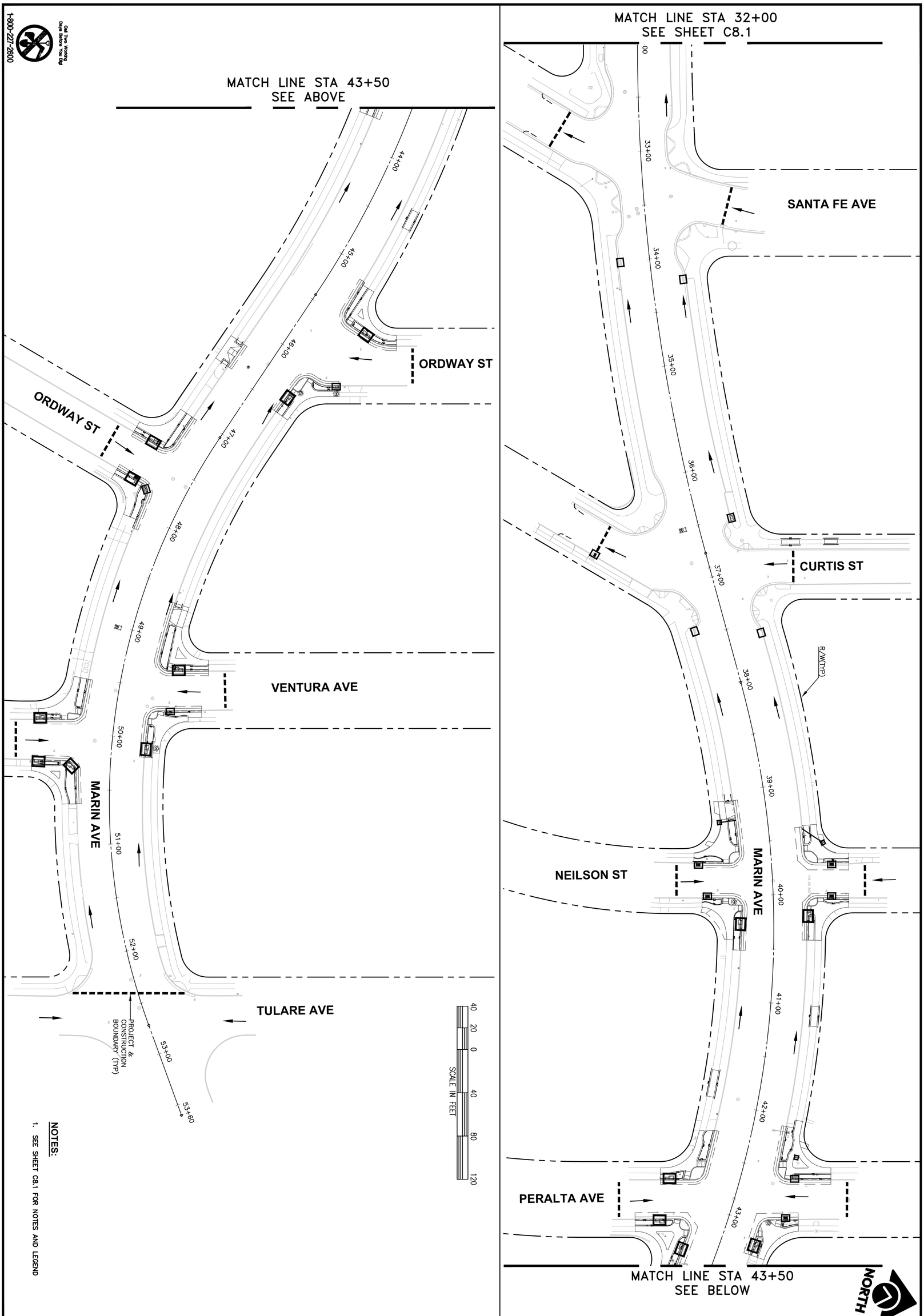

NOTES:

1. SEE SHEET C8.1 FOR NOTES AND LEGEND

Sheet Number: C8.2

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Designed By: ES
Drawn By: SY
Checked By: DL
Date: 2/25/2025

Submittal / Revision:

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)

EROSION CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

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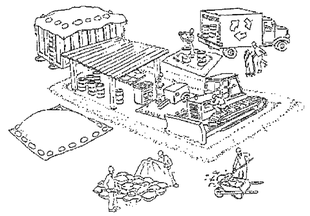
Pollution Prevention - It's Part of the Plan



Make sure your crews and subs do the job right!

Runoff from streets and other paved areas is a major source of pollution and damage to creeks and the San Francisco Bay. Construction activities can directly affect the health of creeks and the Bay unless contractors and crews plan ahead to keep dirt, debris, and other construction waste away from storm drains and local creeks. Following these guidelines and the project specifications will ensure your compliance with County of Alameda requirements.

Materials storage & spill cleanup

Non-hazardous materials management

- Sand, dirt, and similar materials must be stored at least 10 feet (3 meters) from catch basins. All construction material must be covered with a tarp and contained with a perimeter control during wet weather or when rain is forecasted or when not actively being used within 14 days.
- Use (but don't overuse) reclaimed water for dust control as needed.
- Sweep or vacuum streets and other paved areas daily. Do not wash down streets or work areas with water!
- Recycle all asphalt, concrete, and aggregate base material from demolition activities. Comply with Alameda County Ordinances for recycling construction materials, wood, gyp board, pipe, etc.
- Check dumpsters regularly for leaks and to make sure they are not overfilled. Repair or replace leaking dumpsters promptly.
- Cover all dumpsters with a tarp at the end of every work day or during wet weather.

Hazardous materials management

- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state, and federal regulations.
- Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecasted.
- Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecasted within 24 hours.
- Be sure to arrange for appropriate disposal of all hazardous wastes.

Spill prevention and control

- Keep a stockpile of spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
- When spills or leaks occur, contain them immediately and be particularly careful to prevent leaks and spills from reaching the gutter, street, or storm drain. Never wash spilled material into a gutter, street, storm drain, or creek!
- Dispose of all containment and cleanup materials properly.
- Report any hazardous materials spills immediately! Dial 911 or Alameda County Public Works Agency dispatch at (510) 670-5500

Construction Entrances and Perimeter

- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking.

Vehicle and equipment maintenance & cleaning

- Inspect vehicles and equipment for leaks frequently. Use drip pans to catch leaks until repairs are made; repair leaks promptly.
- Fuel and maintain vehicles on site only in a bermed area or over a drip pan that is big enough to prevent runoff.
- If you must clean vehicles or equipment on site, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or creeks.
- Do not clean vehicles or equipment on-site using soaps, solvents, degreasers, steam cleaning equipment, etc.

Earthwork & contaminated soils

- Keep excavated soil on the site where it will not collect in the street.
- Transfer to dump trucks should take place on the site, not in the street.
- Use fiber rolls, silt fences, or other control measures to minimize the flow of silt off the site.

- Earth moving activities are only allowed during dry weather by permit and as approved by the County Inspector in the Field.
- Mature vegetation is the best form of erosion control. Minimize disturbance to existing vegetation whenever possible.
- If you disturb a slope during construction, prevent erosion by securing the soil with erosion control fabric, or seed with fast-growing grasses as soon as possible. Place fiber rolls down-slope until soil is secure.
- If you suspect contamination (from site history, discoloration, odor, texture, abandoned underground tanks or pipes, or buried debris), call the Engineer for help in determining what should be done, and manage disposal of cntaminated soil according to their instructions.

Dewatering operations

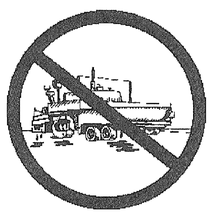
- Effectively manage all run-on, all runoff within the site, and all runoff that discharges from the site. Run-on from off site shall be directed away from all disturbed areas or shall collectively be in compliance.
- Reuse water for dust control, irrigation, or another on-site purpose to the greatest extent possible.

- Be sure to notify and obtain approval from the Engineer before discharging water to a street, gutter, or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the Engineer to determine what testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.

Saw cutting

- Always completely cover and barricade storm drain inlets when saw cutting. Use plastic sheeting (Visqueen) to keep slurry out of the storm drain system.
- Shovel, absorb, or vacuum saw-cut slurry and pick up all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- If saw cut slurry enters a catch basin, clean it up immediately.

Paving/asphalt work



- Always cover storm drain inlets and manholes when paving or applying seal coat, tack coat, slurry seal, or fog seal.
- Protect gutters, ditches, and drainage courses with sand/gravel bags, or earthen berms.
- Do not sweep or wash down excess sand from sand sealing into gutters, storm drains, or creeks. Collect sand and return it to the stockpile, or dispose of it as trash.
- Do not use water to wash down fresh asphalt concrete pavement.

Concrete, grout, and mortar storage & waste disposal

- Store concrete, grout, and mortar under cover, on pallets, and away from drainage areas. These materials must never reach a storm drain.
- Wash out concrete equipment/trucks off-site or into contained washout areas that will not allow discharge of wash water onto the underlying soil or onto the surrounding areas.

- Collect the wash water from washing exposed aggregate concrete and remove it for appropriate disposal off site.

Painting

- Never rinse paint brushes or materials in a gutter or street!
- Paint out excess water-based paint before rinsing brushes, rollers, or containers in a sink.
- Paint out excess oil-based paint before cleaning brushes in thinner.
- Filter paint thinners and solvents for reuse whenever possible. Dispose of oil-based paint sludge and unusable thinner as hazardous waste.

Landscape Materials

- Contain, cover, and store on pallets all stockpiled landscape materials (mulch, compost, fertilizers, etc.) during wet weather or when rain is forecasted or when not actively being used within 14 days.
- Discontinue the application of any erodible landscape material within 2 days of forecasted rain and during wet weather.

Storm drain polluters may be liable for fines of $10,000 or more per day!

For references and more detailed information:
www.cleanwaterprogram.org
www.cabmphandbooks.com

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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
POLLUTION PREVENTION PLAN

Submittal / Revision:

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Date:	2/25/2025

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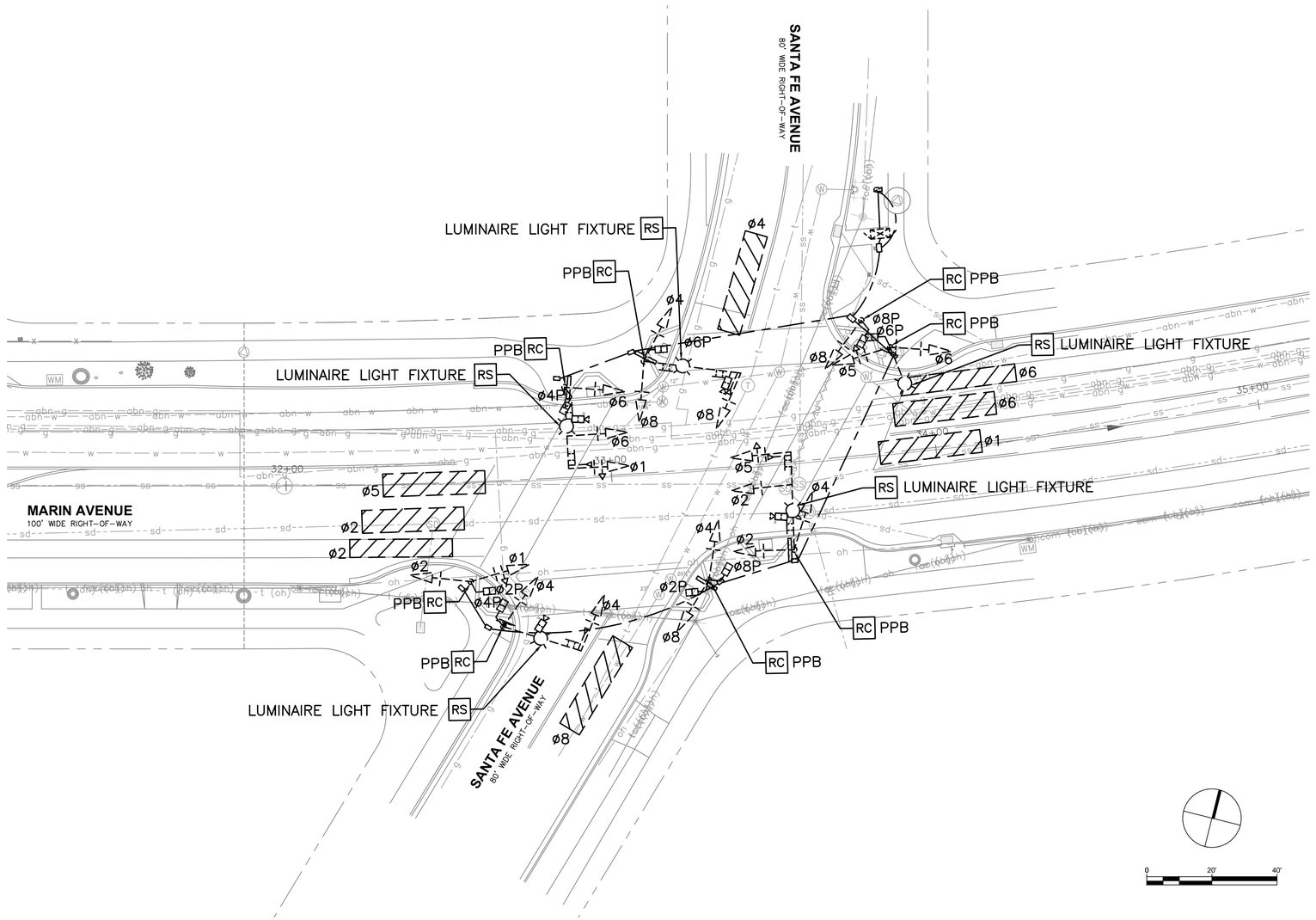


CONSTRUCTION NOTES (THIS SHEET ONLY)

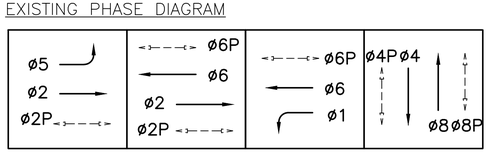
RC	EQUIPMENT OR MATERIAL TO BE REMOVED & BECOME PROPERTY OF THE CONTRACTOR
RS	REMOVE & SALVAGE

LEGEND (THIS SHEET ONLY)

	EXISTING TRAFFIC SIGNAL HEAD
	EXISTING VIDEO DETECTION ZONE
	EXISTING CONDUIT
	EXISTING VIDEO DETECTION CAMERA
	EXISTING R3-1 "NO RIGHT TURN" LED ACTIVATED BLANK OUT SIGN
	EXISTING LUMINAIRE
	EXISTING PED HEAD
	EXISTING EMERGENCY VEHICLE PREMPTION (EVP)
	EXISTING SIGN ON MAST ARM
	EXISTING POLE
	EXISTING PULLBOX
CTC	EXISTING CONTROLLER CABINET
	EXISTING SERVICE CABINET
	EXISTING SIGN ON POLE
	EXISTING PUSH BUTTON ASSEMBLY POST

0 20' 40'

EXISTING PHASE DIAGRAM



*RIGHT TURNS PROHIBITED BY ACTIVATED R3-1 "NO RIGHT TURN" BLANK OUT SIGNS DURING ASSOCIARED APPROACH RED PHASE DURING SCHOOL HOURS

GENERAL NOTES (THIS SHEET ONLY)

1. PROTECT IN PLACE EXISTING CONDUIT DURING CONSTRUCTION.
2. EXISTING CONDUIT RUN ALIGNMENTS ARE APPROXIMATE AND ARE SUBJECT TO REVISION UPON FIELD VERIFICATION.
3. CONTRACTOR SHALL POTHOLE TO VERIFY THE DEPTH OF ALL EXISTING SIGNAL CONDUITS. FOR BIDDING PURPOSES ASSUME SIGNAL CONDUITS ARE SHALLOW (6" OR LESS). ANY DISRUPTIONS TO SIGNAL SERVICE SHALL BE RESTORED ON THE SAME DAY IN KIND. CONTRACTOR SHALL PROTECT IN PLACE ALL SIGNAL CONDUITS WHEN NOT IN CONFLICT WITH NEW CONSTRUCTION.
4. CONTRACTOR IS RESPONSIBLE FOR COSTS ASSOCIATED WITH DAMAGE TO CONDUITS OR OTHER TRAFFIC SIGNAL EQUIPMENT. ANY CONDUITS THAT ARE IMPACTED WILL NEED TO BE SET LOWER AT 18" MINIMUM TO 24" MAXIMUM DEPTHS.

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100% PLANS
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CITY OF ALBANY
URBAN VILLAGE BY THE BAY
CALIFORNIA

ParametriX

REGISTERED PROFESSIONAL ENGINEER
ANDREW K. LEE
No. 86247
CIVIL
STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
SANTA FE AVE
EXISTING ELECTRICAL & DEMOLITION PLAN

Submittal / Revision:	
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Drawn By:	SC
Checked By:	AL, RW
Date:	02/25/25

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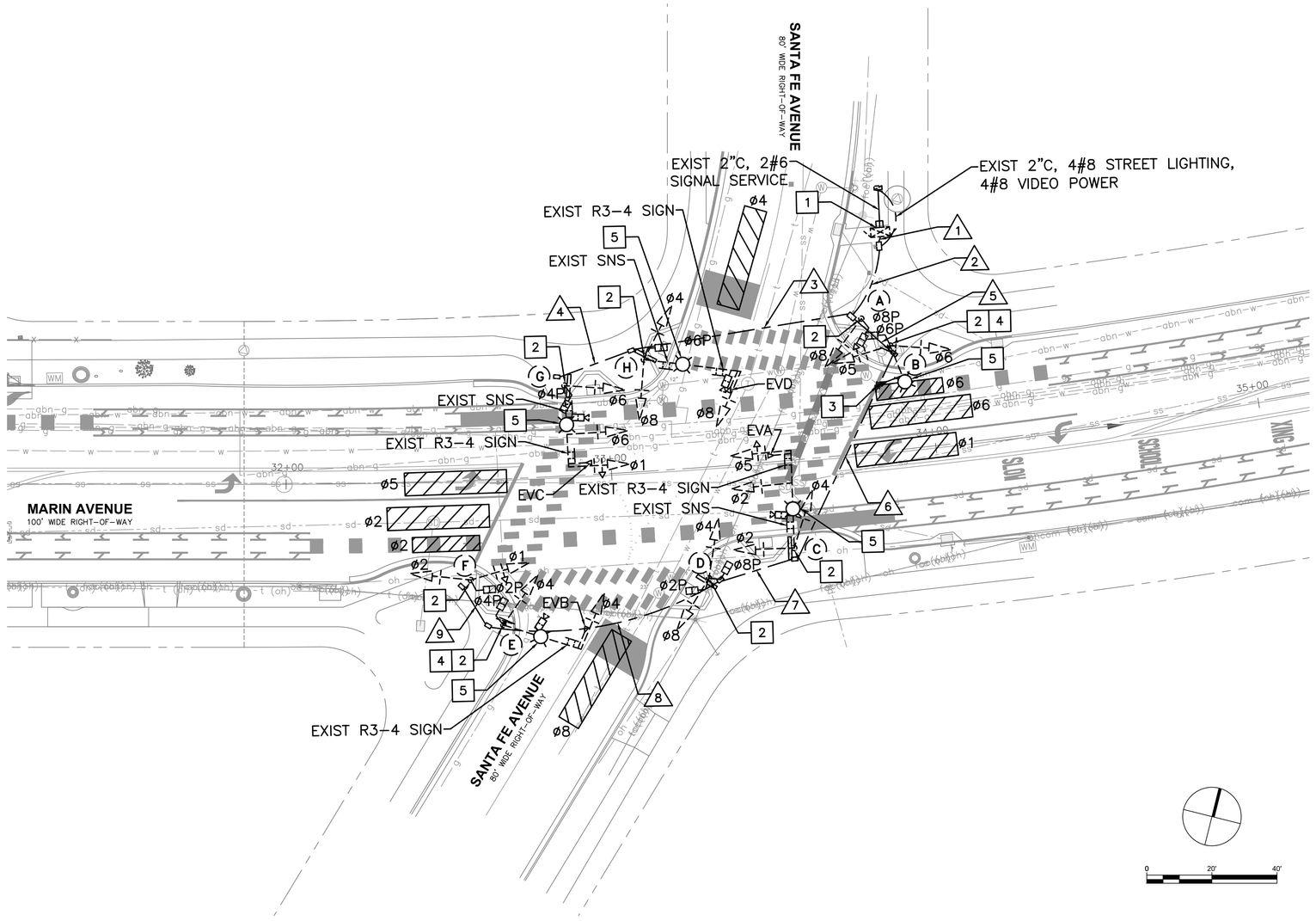


CONSTRUCTION NOTES (THIS SHEET ONLY)

1. FURNISH & INSTALL LX–BBS CABINET ON EXISTING MODEL 332 CABINET. INSTALL BATTERY BACKUP SYSTEM (BBS).
2. INSTALL TOUCHLESS APS WITH R10–3J (CA) SIGN ON EXISTING POLE
3. INSTALL OPTICOM GPS EMERGENCY VEHICLE PREEMPTION (EVP) SYSTEM. INSTALL GPS RADIO ANTENNA ON POLE. INSTALL MULTIMODE IR & GPS PHASE SELECTOR IN CONTROLLER CABINET.
4. INSTALL R13A (CA) "NO RIGHT TURN ON RED" SIGN ON SIGNAL POLE (24"X36")
5. FURNISH AND INSTALL NEW 134W LED LUMINAIRE LIGHT FIXTURE ON EXISTING MAST ARM

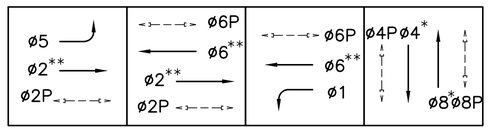
LEGEND (THIS SHEET ONLY)

	EXISTING TRAFFIC SIGNAL HEAD
	NEW VIDEO DETECTION ZONE
	EXISTING CONDUIT
	EXISTING VIDEO DETECTION CAMERA
	EXISTING R3–1 "NO RIGHT TURN" LED ACTIVATED BLANK OUT SIGN
	EXISTING SIGNAL CABINET WITH NEW BBS SYSTEM
	NEW GPS EVP
	NEW SIGN ON POLE
SNS	STREET NAME SIGN
	NEW LUMINAIRE

GENERAL NOTES (THIS SHEET ONLY)

1. INSTALL 2" REFLECTIVE TAPE ON ALL TRAFFIC SIGNAL HEAD BACKPLATES.
2. APS TO BE INSTALLED <10' FROM ADA TRAVELWAY AND 42–48" ABOVE FG.
3. CONTRACTOR SHALL ADJUST VIDEO DETECTION ZONES BASED ON NEW PAVEMENT DELINEATION. FINAL SIZE AND LOCATION TO BE DETERMINED BY THE ENGINEER.
4. CONTRACTOR SHALL ADJUST OPERATIONS OF R3–1 "NO RIGHT TURN" LED ACTIVATED BLANK OUT SIGNS ON POLE D AND POLE H TO PROHIBIT NORTHBOUND AND SOUTHBOUND RIGHT TURNS DURING ø2 AND ø6 FULL TIME.

PROPOSED PHASE DIAGRAMS



*EASTBOUND AND WESTBOUND RIGHT TURNS PROHIBITED BY ACTIVATED R3–1 "NO RIGHT TURN" BLANK OUT SIGNS ON POLE C AND POLE G DURING ø4 AND ø8 DURING SCHOOL HOURS.
**NORTHBOUND AND SOUTHBOUND RIGHT TURNS PROHIBITED BY ACTIVATED R3–1 "NO RIGHT TURN" BLANK OUT SIGNS ON POLE D AND POLE H DURING ø2 AND ø6 FULL TIME.

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CITY OF ALBANY
URBAN VILLAGE BY THE BAY
CALIFORNIA

Parametrix

REGISTERED PROFESSIONAL ENGINEER
ANDREW K. LEE
No. 86247
CIVIL
STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
SANTA FE AVE
PROPOSED ELECTRICAL PLAN

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Drawn By:	SC
Checked By:	AL, RW
Date:	02/25/25

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CONDUCTOR SCHEDULE

AWG OR CABLE	CONDUCTOR RUN	NUMBER OF CONDUCTORS — RUN NUMBER								
		EX	EX	EX	EX	EX	EX	EX	EX	EX
		1	2	3	4	5	6	7	8	9
#14	ø1	6	6	3	3	3	3	3	3	3
	ø2	3	3			3	3	3	3	3
	ø4	6	6	3		3	3	3	3	
	ø5	3	3			3	3			
	ø6	6	6	3	3	3				
	ø8	6	6	3		3	3	3		
	ø2P	2	2			2	2	2	2	2
	ø4P	4	4	2	2	2	2	2	2	
	ø6P	4	4	2		2				
	ø8P	2	2			2	2	2		
	ø2PPB	1	1			1	1	1	1	
	ø4PPB	2	2	1	1	1	1	1	1	1
	ø6PPB	1	1	1						
	ø8PPB	1	1			1	1			
	PPB COMMON	2	2	1	1	1	1	1	1	1
	R3-1 LED BLANKOUT	4	4	2	1	2	2	1		
	SPARES	–	–	–	–	–	–	–	–	–
TOTAL #14		54	54	21	11	32	27	22	16	10
#8	VIDEO POWER		4	2	2	2	2	2	2	
	LIGHTING		4	2	2	2	2	2	2	
	SIGNAL COMMON	6	6	3	3	3	3	3	3	3
TOTAL #8		6	14	7	7	7	7	7	7	3
VIDEO DETECTION COAXIAL CABLE	ø1	1	1	1	1					
	ø2	1	1			1	1			
	ø4	1	1			1	1	1	1	
	ø5	1	1			1	1			
	ø6	1	1	1	1					
	ø8	1	1	1						
TOTAL VIDEO DETECTION		6	6	3	2	3	3	1	1	
EMERGENCY PREEMPTION	EVA	1	1			1	1			
	EVB	1	1			1	1	1	1	
	EVC	1	1	1	1					
	EVD	1	1	1						
TOTAL PREEMPTION		4	4	2	1	2	2	1	1	
GPS EVP (NEW)		1(N)	1(N)			1(N)				
CONDUIT SIZE		2–3"	2–3"	3"	3"	3.5"	3.5"	3"	2"	2"
PERCENT FILL		18%	19%	26%	19%	21%	20%	14%	29%	13%

(N) NEW CONDUCTOR

NOTE: CONDUCTOR SCHEDULE DETERMINED BY DESIGNER'S VISUAL INSPECTION OF EXISTING EQUIPMENT AND DIFFERS FROM AS-BUILT RECORDS. CONDUCTOR SCHEDULE NOT FIELD VERIFIED.

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EQUIPMENT AND POLE SCHEDULE

LOCATION	STANDARD — TYPE	STANDARD — SIGNAL MAST ARM	STANDARD — LUMINAIRE MAST ARM	LED LUMINAIRE WATTAGE**	VEHICLE SIGNAL MOUNTING — MAST ARM	VEHICLE SIGNAL MOUNTING — POLE	PED SIGNAL MOUNT.	ACCESSIBLE PEDESTRIAN SIGNAL (APS)* — PHASE (ø)	ACCESSIBLE PEDESTRIAN SIGNAL (APS)* — ARROW	SPECIAL REQUIREMENTS
(A)	1–B	–	–	–	–	TV–1–T	SP–1–T	ø6P	◄	
(B)	15TS	–	12'	134W (N)	–	SV–2–TA	SP–1–T	ø8P	►	INSTALL OPTICOM GPS EMERGENCY VEHICLE PREEMPTION UNIT ON MAST ARM. INSTALL R13A (CA) "NO RIGHT TURN ON RED" SIGN (24"X36") ON POLE FACING SOUTH AT 15'± MOUNTING HEIGHT. EXIST R5–2 SIGN FACING EAST
(C)	19–4–100	30'	12'	134W (N)	MAS MAS	SV–3–TB	–	ø8P	◄	EXIST LPR CAMERA & SOLAR PANEL. EXIST R3–1 "NO RIGHT TURN" LED ACTIVATED BLANKOUT SIGN FACING WEST.. EXIST R5–2 SIGN FACING WEST
(D)	1–B	–	–	–	–	TV–3–T	SP–2–T	ø2P	◄	EXIST R3–1 "NO RIGHT TURN" LED ACTIVATED BLANKOUT SIGN SOUTH
(E)	19–3–100	25'	12'	134W (N)	MAS	SV–1–T	SP–1–T	ø2P	◄	INSTALL R13A (CA) "NO RIGHT TURN ON RED" SIGN (24"X36") ON POLE FACING NORTH AT 15'± MOUNTING HEIGHT. EXIST STREET NAME SIGN FACING NORTH
(F)	1–B	–	–	–	–	TV–2–T	SP–1–T	ø4P	►	
(G)	19–4–100	25'	12'	134W (N)	MAS MAS	SV–2–TB	SP–1–T	ø4P	◄	EXIST LPR CAMERA & SOLAR PANEL. EXIST R3–1 "NO RIGHT TURN" LED ACTIVATED BLANKOUT SIGN FACING EAST
(H)	24–4–100	30'	12'	134W (N)	MAS	SV–2–TA SV–1–T	SP–1–T	ø6P	◄	EXIST R3–1 "NO RIGHT TURN" LED ACTIVATED BLANKOUT SIGN FACING NORTH

(N) NEW EQUIPMENT

* ALL APS SHALL BE NEW. APS SHALL BE 3–WIRE TYPE CONNECTED TO THE CORRESPONDING PED HEAD, OR THE 2–WIRE TYPE CONNECTED TO AN APS CONTROL MODULE IN THE CONTROLLER CABINET PER MANUFACTURER GUIDANCE.

** ALL NEW LED LUMINAIRE LIGHT FIXTURES SHALL BE 14,000 LUMENS 2,700K, 134 WATT, TYPE III DISTRIBUTION 120V

100% PLANS

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CITY OF ALBANY — URBAN VILLAGE BY THE BAY — CALIFORNIA

ParametriX

REGISTERED PROFESSIONAL ENGINEER — ANDREW K. LEE — No. 86247 — CIVIL — STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
SANTA FE AVE
ELECTRICAL CONDUCTOR & EQUIPMENT SCHEDULE

Submittal / Revision:

1	
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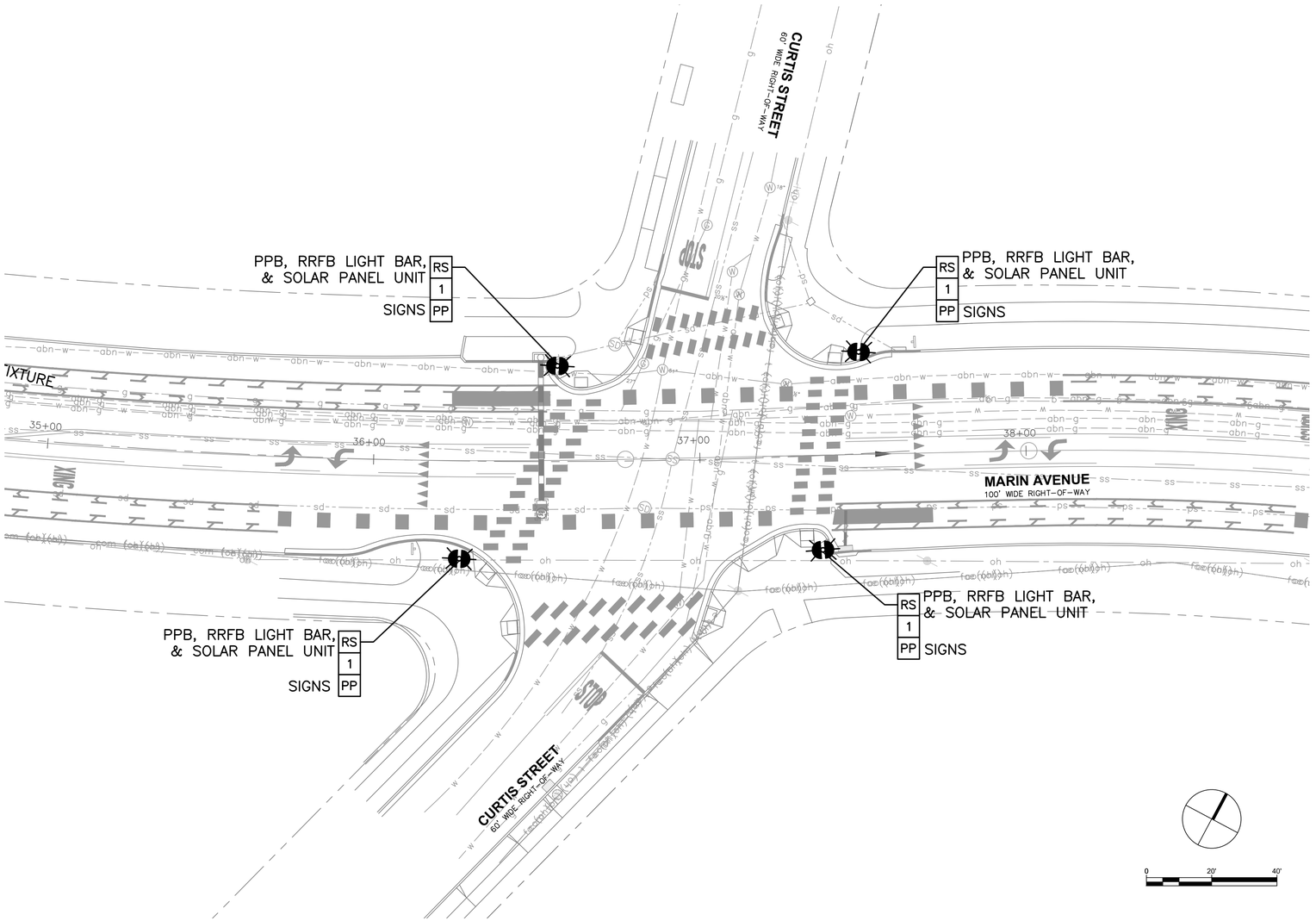
Designed By:	MG
Drawn By:	SC
Checked By:	AL, RW
Date:	02/25/25

Sheet Number: E–3



CONSTRUCTION NOTES (THIS SHEET ONLY)

- RS — REMOVE & SALVAGE
- PP — PROTECT IN PLACE
- 1 — INSTALL NEW SOLAR POWERED DOUBLE-SIDED WIRELESS RRFB ASSEMBLY WITH LIGHTBAR, SOLAR PANEL, CONTROL BOX, & TOUCHLESS APS WITH R10-25 SIGNS ON EXISTING TYPE 1 POLE. PROTECT IN PLACE EXISTING BACK-TO-BACK S1-1 & W16-7P SIGNS ON SAME POLE.

LEGEND (THIS SHEET ONLY)

- NEW RRFB ASSEMBLY

GENERAL NOTES (THIS SHEET ONLY)

1. APS TO BE INSTALLED <10' FROM ADA TRAVELWAY AND 42-48" ABOVE FG.
2. CONTRACTOR SHALL PROGRAM THE AUDIBLE APS MESSAGE AND BEACON FLASH INTERVAL ACCORDING TO SPECIFICATIONS.

0 20' 40'

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CITY OF ALBANY
URBAN VILLAGE BY THE BAY
CALIFORNIA

ParametriX

REGISTERED PROFESSIONAL ENGINEER
ANDREW K. LEE
No. 86247
CIVIL
STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
CURTIS ST
ELECTRICAL PLAN

Submittal / Revision:	
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Date:	02/25/25

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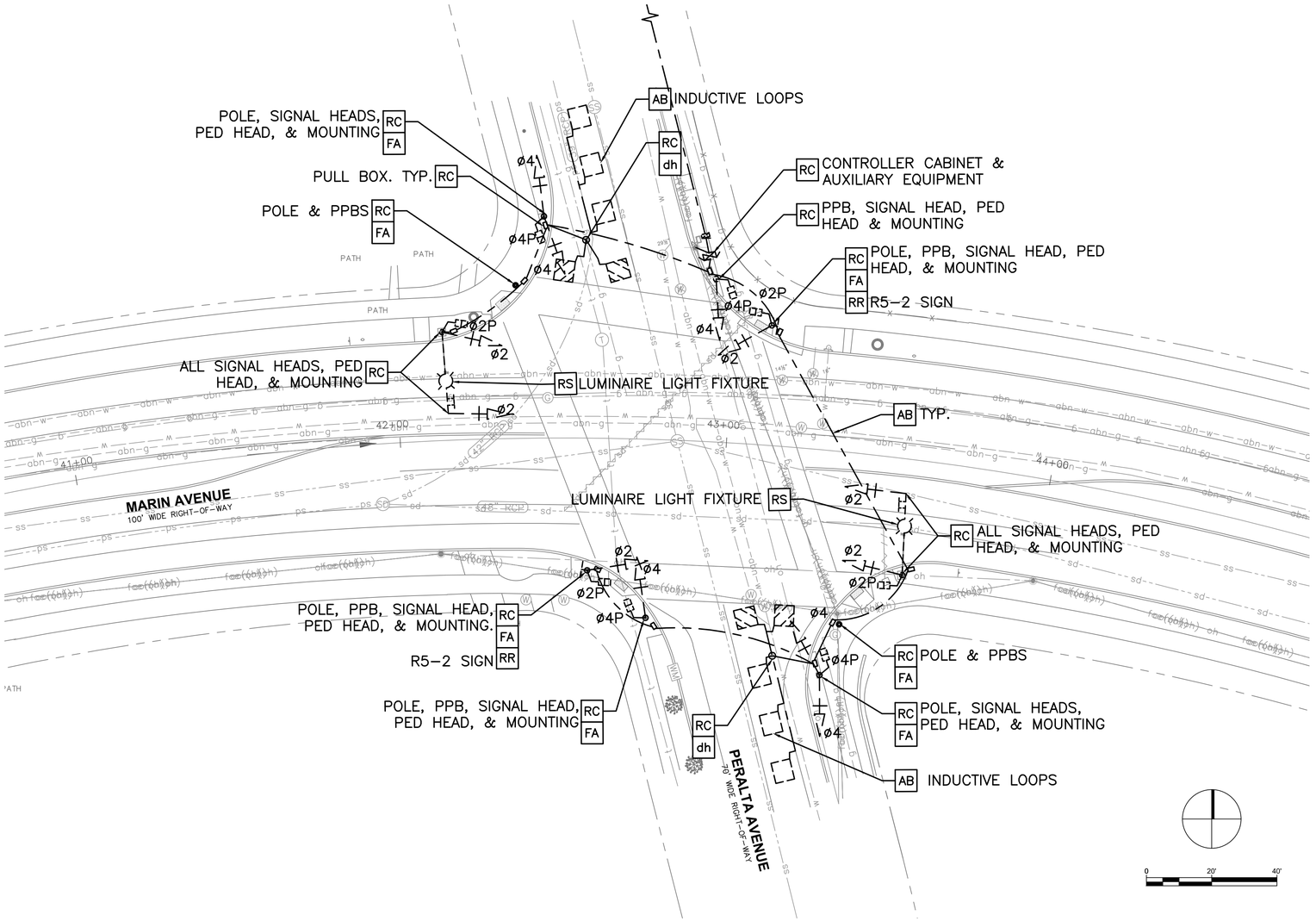


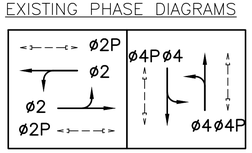
CONSTRUCTION NOTES (THIS SHEET ONLY)

RC	EQUIPMENT OR MATERIAL TO BE REMOVED & BECOME PROPERTY OF THE CONTRACTOR
RS	REMOVE & SALVAGE
AB	ABANDON. IF APPLIED TO CONDUIT, REMOVE CONDUCTORS
dh	DETECTOR HANDHOLE, EXISTING
FA	ABANDON FOUNDATION (REMOVE TO 1' BELOW FINISHED GRADE)
RR	REMOVE AND REUSE

LEGEND (THIS SHEET ONLY)

- EXISTING TRAFFIC SIGNAL HEAD
- EXISTING LOOP DETECTOR
- EXISTING CONDUIT
- EXISTING PPB POST
- EXISTING LUMINAIRE
- EXISTING PED HEAD
- EXISTING SIGN ON MAST ARM
- EXISTING POLE
- EXISTING PULLBOX
- EXISTING CONTROLLER CABINET
- EXISTING SERVICE CABINET
- EXISTING SIGN ON POLE

EXISTING PHASE DIAGRAMS



GENERAL NOTES (THIS SHEET ONLY)

1. PROTECT IN PLACE EXISTING CONDUIT DURING INSTALLATION OF NEW TRAFFIC SIGNAL.
2. EXISTING CONDUIT RUN ALIGNMENTS ARE APPROXIMATE AND ARE SUBJECT TO REVISION UPON FIELD VERIFICATION.
3. CONTRACTOR SHALL POTHOLE TO VERIFY THE DEPTH OF ALL EXISTING SIGNAL CONDUITS. FOR BIDDING PURPOSES ASSUME SIGNAL CONDUITS ARE SHALLOW (6" OR LESS). ANY DISRUPTIONS TO SIGNAL SERVICE SHALL BE RESTORED ON THE SAME DAY IN KIND. CONTRACTOR SHALL PROTECT IN PLACE ALL SIGNAL CONDUITS WHEN NOT IN CONFLICT WITH NEW CONSTRUCTION.
4. CONTRACTOR IS RESPONSIBLE FOR COSTS ASSOCIATED WITH DAMAGE TO CONDUITS OR OTHER TRAFFIC SIGNAL EQUIPMENT. ANY CONDUITS THAT ARE IMPACTED WILL NEED TO BE SET LOWER AT 18" MINIMUM TO 24" MAXIMUM DEPTHS.

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URBAN VILLAGE BY THE BAY
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REGISTERED PROFESSIONAL ENGINEER
ANDREW K. LEE
No. 86247
CIVIL
STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
PERALTA AVE
EXISTING ELECTRICAL & DEMOLITION PLAN

Submittal / Revision:	
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Date:	02/25/25

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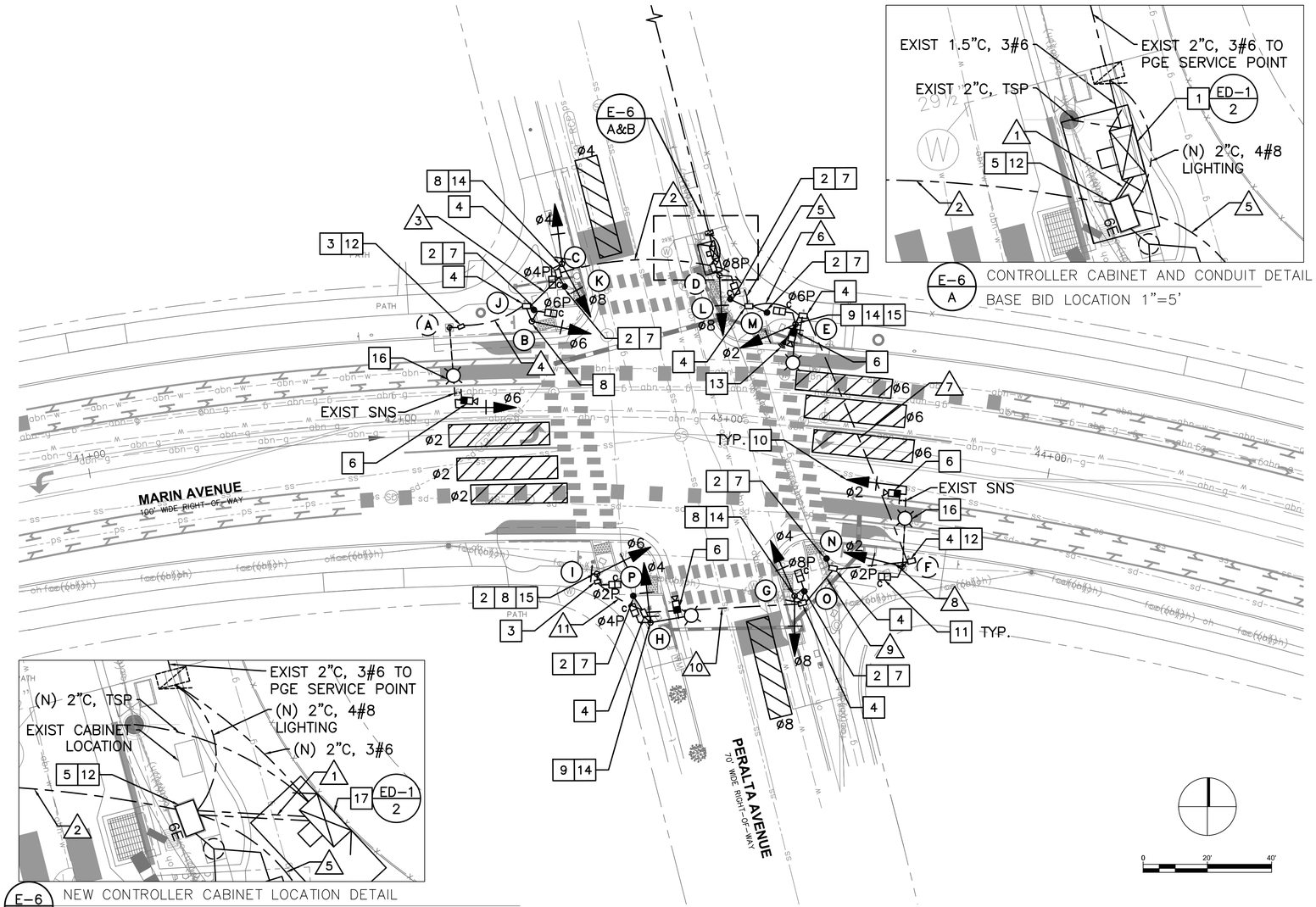


E-6 / A — CONTROLLER CABINET AND CONDUIT DETAIL
BASE BID LOCATION 1"=5'

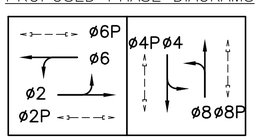
E-6 / B — NEW CONTROLLER CABINET LOCATION DETAIL
BID ALTERNATE LOCATION 1"=5'

0 20' 40'

CONSTRUCTION NOTES (THIS SHEET ONLY)

1. FURNISH & INSTALL MODEL 332LS CABINET WITH LX-BBS CABINET ON AN INTEGRATED FOUNDATION IN EXISTING CONTROLLER CABINET LOCATION. FURNISH & INSTALL A 2070M CONTROLLER WITH MCCAIN 2033 ICS. INSTALL BATTERY BACKUP SYSTEM (BBS). INSTALL VDC & EVP RECEIVERS INSIDE THE NEW CABINET. CONNECT RECEIVERS TO NEW DETECTORS & TRAFFIC SIGNAL CONTROLLER. PROGRAM THE NEW TRAFFIC SIGNAL CONTROLLER. SEE DETAIL B ON THIS SHEET AND NOTE [17] FOR ALTERNATE CABINET LOCATION.
2. INSTALL TOUCHLESS APS WITH R10-3J (CA) SIGN
3. INSTALL NEW NO. 5 PULL BOX
4. INSTALL NEW NO. 6 PULL BOX
5. INSTALL NEW NO. 6E PULL BOX
6. INSTALL VIDEO DETECTION CAMERAS (VDC) & MOUNTING HARDWARE. CONTRACTOR SHALL CONFIGURE THE VIDEO DETECTION ZONES. FINAL SIZE & LOCATION TO BE DETERMINED BY THE ENGINEER.
7. INSTALL NEW TYPE 2 POST & FOUNDATION
8. INSTALL NEW 1-B POLE & FOUNDATION
9. INSTALL NEW 15TS POLE & FOUNDATION
10. INSTALL NEW 3-SECTION 12" SIGNAL HEAD WITH BACKPLATE & REFLECTIVE TAPE ON NEW MOUNTING HARDWARE
11. INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL ON NEW MOUNTING HARDWARE
12. INSTALL NEW PULL BOX IN EXISTING PULL BOX LOCATION. PROTECT IN PLACE EXISTING CONDUIT & CONDUCTORS DURING CONSTRUCTION.
13. INSTALL OPTICOM GPS EMERGENCY VEHICLE PREEMPTION (EVP) SYSTEM
14. INSTALL R13A (CA) "NO RIGHT TURN ON RED" SIGN ON SIGNAL POLE. SIZE AS NOTED ON SHEET E-7.
15. INSTALL R5-2 SIGN ON POLE.
16. FURNISH AND INSTALL NEW 134W LED LUMINIARE LIGHT FIXTURE ON EXISTING MAST ARM
17. BID ALTERNATE: INSTALL CABINET FROM NOTE [1] IN ALTERNATE LOCATION AS SHOWN

PROPOSED PHASE DIAGRAMS



GENERAL NOTES (THIS SHEET ONLY)

1. PROTECT IN PLACE EXISTING CONDUIT DURING INSTALLATION OF NEW TRAFFIC SIGNAL.
2. INSTALL 2" REFLECTIVE TAPE ON ALL TRAFFIC SIGNAL HEAD BACKPLATES.
3. CONTRACTOR SHALL POTHOLE PRIOR TO EXCAVATING FOR A NEW FOUNDATION. ENGINEER SHALL CONFIRM FINAL POLE LOCATION.
4. CONNECT NEW CONDUIT IN NEW PULL BOXES TO EXISTING SIGNAL POLE CONDUIT. INSTALL THE NEW PULL BOX IN THE EXISTING PULL BOX LOCATION OR CONNECT THE NEW PULL BOX TO THE THE EXISTING SIGNAL POLE VIA AN EXTERNAL CONDUIT CONNECTION.
5. PATCH HOLES IN TRAFFIC SIGNAL STANDARDS LEFT BY RELOCATED PPB, PED HEADS, AND SIGNAL HEADS.
6. ALL EQUIPMENT ARE SHOWN IN THEIR APPROXIMATE LOCATION. FINAL LOCATIONS SHALL BE VERIFIED BY ENGINEER. CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO ENGINEER TO VERIFY EQUIPMENT LOCATIONS.

LEGEND (THIS SHEET ONLY)

- NEW TRAFFIC SIGNAL HEAD
- NEW COUNTDOWN PEDESTRIAN HEAD
- NEW PUSH BUTTON ASSEMBLY POST
- NEW CONDUIT
- NEW VIDEO DETECTION ZONE
- NEW VIDEO DETECTION CAMERA
- NEW GPS EVP
- NEW SIGN ON POLE
- NEW POLE
- NEW PULLBOX
- NEW CONTROLLER CABINET
- NEW LUMINAIRE
- EXISTING SERVICE CABINET

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CITY OF ALBANY — URBAN VILLAGE BY THE BAY — CALIFORNIA

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REGISTERED PROFESSIONAL ENGINEER — ANDREW K. LEE — No. 86247 — CIVIL — STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
PERALTA AVE
PROPOSED ELECTRICAL PLAN

Submittal / Revision:
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Drawn By:	SC
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Date:	02/25/25

Sheet Number: E-6

CONDUCTOR SCHEDULE

AWG OR CABLE	CONDUCTOR RUN	NUMBER OF CONDUCTORS RUN NUMBER										
		EX/NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW	NEW
		1	2	3	4	5	6	7	8	9	10	11
#14	ø2	6				6	6	3				
	ø4	9	3			6	6	6	6	6	3	
	ø6	9	6	6	3	3	3	3	3	3	3	3
	ø8	9	3			3	3	3	3	3		
	ø2P	4				4	4	4	2	2	2	2
	ø4P	4	2			2	2	2	2	2	2	
	ø6P	4	2	2		2	2					
	ø8P	4				2	2	2	2	2		
	ø2 APS	4				4	4	4	4	4	2	
	ø4 APS	4	2	2		2	2	2	2	2	2	2
	ø6 APS	4	2			2						
	ø8 APS	4				4	2	2	2			
	SPARES	6	3	3	3	3	3	3	3	3	3	3
TOTAL #14		71	23	13	6	43	39	34	29	27	17	10
#10	GROUND	1	1	1	1	1	1	1	1	1	1	1
#8	SIGNAL COMMON	1	1	1	1	1	1	1	1	1	1	1
	LUMINAIRES		2	2	2	2	2	2	2	2	2	
TOTAL #8		1	3	3	3	7	7	5	3	3	3	1
VIDEO DETECTION	CABLE	4	1	1	1	3	3	2	1	1	1	
EVP	CABLE	1				1	1					
PULL TAPE		1	1	1	1	1	1	1	1	1	1	1
CONDUIT SIZE		2–3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
PERCENT FILL		13%	11%	8%	6%	20%	18%	15%	12%	12%	9%	4%

NOTE:
#14 CONDUCTORS, VIDEO & EVP CABLES SHALL BE UNSPLICED FROM CONTROLLER TO POLE.
ALL CONDUITS AND CONDUCTORS SHALL BE NEW.

EQUIPMENT AND POLE SCHEDULE

LOCATION	STANDARD TYPE	STANDARD SIGNAL MAST ARM	STANDARD LUMINAIRE MAST ARM	LED LUMINAIRE WATTAGE**	VEHICLE SIGNAL MOUNTING*** MAST ARM	VEHICLE SIGNAL MOUNTING*** POLE	PED SIGNAL MOUNT.**	ACCESSIBLE PEDESTRIAN SIGNAL (APS)* PHASE (ø)	ACCESSIBLE PEDESTRIAN SIGNAL (APS)* ARROW	SPECIAL REQUIREMENTS
(A)	19A–1–70	25'	15'	134W (N)	MAS	–	–	–		INSTALL VDC ON MAST ARM
(B)	1–B (10') (N)	–	–	–	–	TV–1–T	SP–1–T	–		
(C)	1–B (10') (N)	–	–	–	–	TV–2–T	SP–1–T	–		INSTALL R13A (CA) "NO RIGHT TURN ON RED" SIGN (18"X30") ON POLE FACING NORTH AT 7' MIN MOUNTING HEIGHT
(D)	1–B	–	–	–	–	TV–1–T	SP–1–T	–		
(E)	15TS (N)	–	12'	134W (N)	–	SV–1–T	SP–1–T	–		INSTALL VDC & EVP ON POLE. INSTALL R13A (CA) "NO RIGHT TURN ON RED" SIGN (24"X36") ON POLE FACING SOUTH AT 15'± MOUNTING HEIGHT. INSTALL R5–2 SIGN (24"X24") ON POLE FACING EAST AT 7' MIN MOUNTING HEIGHT.
(F)	19A–1–70	25'	15'	134W (N)	MAS	SV–1–T	SP–1–T	–		INSTALL VDC ON MAST ARM
(G)	1–B (10') (N)	–	–	–	–	TV–2–T	SP–1–T	–		INSTALL R13A (CA) "NO RIGHT TURN ON RED" SIGN (18"X30") ON POLE FACING SOUTH AT 7' MIN MOUNTING HEIGHT
(H)	15TS (N)	–	12'	134W (N)	–	SV–1–T	SP–1–T	–		INSTALL VDC ON MAST ARM. INSTALL R13A (CA) "NO RIGHT TURN ON RED" SIGN (24"X36") ON POLE FACING NORTH AT 7' MIN MOUNTING HEIGHT.
(I)	1–B (10') (N)	–	–	–	–	TV–1–T	SP–1–T	ø4	→	INSTALL R5–2 SIGN (24"X24") ON POLE FACING EAST AT 7' MIN MOUNTING HEIGHT.
(J)	2 (N)	–	–	–	–	–	–	ø4	←	
(K)	2 (N)	–	–	–	–	–	–	ø6	→	
(L)	2 (N)	–	–	–	–	–	–	ø6	←	
(M)	2 (N)	–	–	–	–	–	–	ø8	→	
(N)	2 (N)	–	–	–	–	–	–	ø8	←	
(O)	2 (N)	–	–	–	–	–	–	ø2	→	
(P)	2 (N)	–	–	–	–	–	–	ø2	←	

(N) NEW EQUIPMENT
* ALL APS SHALL BE NEW 2–WIRE TYPE CONNECTED TO AN APS CONTROL MODULE IN THE CONTROLLER CABINET
** ALL NEW LED LUMINAIRE LIGHT FIXTURES SHALL BE 14,000 LUMENS 2,700K, 134 WATT, TYPE III DISTRIBUTION 120V
*** ALL SIGNAL HEADS & MOUNTING EQUIPMENT SHALL BE NEW

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CALIFORNIA

ParametriX

REGISTERED PROFESSIONAL ENGINEER
ANDREW K. LEE
No. 86247
CIVIL
STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
PERALTA AVE
ELECTRICAL CONDUCTOR & EQUIPMENT SCHEDULE

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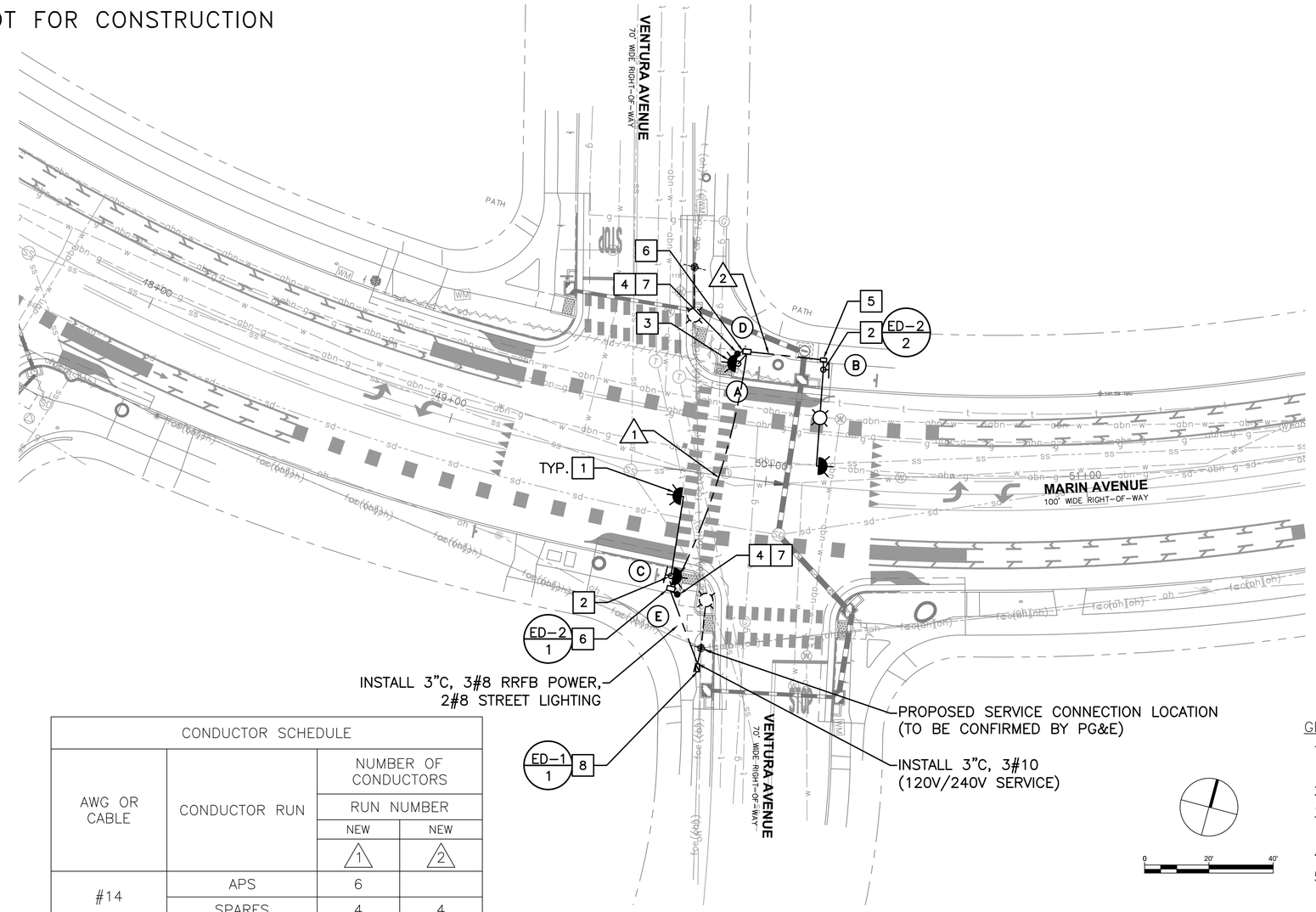

CONSTRUCTION NOTES (THIS SHEET ONLY)

1	INSTALL SINGLE-SIDED RRFB SYSTEM
2	INSTALL MAST ARM POLE & FOUNDATION
3	INSTALL 1-B POLE & FOUNDATION
4	INSTALL TYPE 2 POST & FOUNDATION
5	INSTALL NO. 5 PULL BOX
6	INSTALL NO. 6 PULL BOX
7	INSTALL NEW TOUCHLESS APS WITH R10-3K(CA) SIGN ON TYPE 2 POST WITH WIRED CONNECTION TO RRFB SYSTEM
8	FURNISH & INSTALL TYPE III-AF SERVICE EQUIPMENT ENCLOSURE. PROVIDE ITEMS 1-8, 10, 15-17, & 20-23 PER CALTRANS 2024 REVISED STANDARD PLANS ES-2D. INTEGRATED PEU SHALL BE TYPE V. PG&E TO CONFIRM SERVICE CONNECTION LOCATION & PROVIDE SERVICE CONNECTION. CITY ENGINEER SHALL COORDINATE WITH PG&E PRIOR TO INSTALLING CONDUCTOR FROM ELECTRICAL SERVICE TO SIGNAL EQUIPMENT.

LEGEND (THIS SHEET ONLY)

NEW RRFB	NEW POLE
NEW PULL BOX	NEW SERVICE CABINET
NEW PUSH BUTTON ASSEMBLY POST	NEW CONDUIT
EXISTING LUMINAIRE	NEW LUMINAIRE
NEW SIGN ON POLE	NEW SIGN ON POLE

GENERAL NOTES (THIS SHEET ONLY)

1. CONTRACTOR SHALL POTHOLE PRIOR TO EXCAVATING FOR A NEW FOUNDATION. ENGINEER SHALL CONFIRM FINAL POLE LOCATION.
2. ATTACH RRFB ASSEMBLY PER MANUFACTURER'S INSTRUCTIONS.
3. CONTRACTOR SHALL PROGRAM THE AUDIBLE APS MESSAGE AND BEACON FLASH INTERVAL ACCORDING TO SPECIFICATIONS.
4. APS TO BE INSTALLED <10' FROM ADA TRAVELWAY AND 42-48" ABOVE FG.
5. CONTRACTOR SHALL COORDINATE WITH CITY INSPECTOR AND TRIM TREE BRANCHES AS NEEDED.

CONDUCTOR SCHEDULE

AWG OR CABLE	CONDUCTOR RUN	NUMBER OF CONDUCTORS	
		RUN NUMBER	
		NEW	NEW
		1	2
#14	APS	6	
	SPARES	4	4
TOTAL #14		10	4
#10	GROUND	1	1
#8	SIGNAL COMMON	1	1
	STREET LIGHT	2	2
TOTAL #8		3	3
RRFB CABLE (4C18)		2	1
PULL TAPE		1	1
CONDUIT SIZE		3"	3"
PERCENT FILL		8%	6%

EQUIPMENT AND POLE SCHEDULE

LOCATION	STANDARD			LED LUMINAIRE WATTAGE	VEHICLE SIGNAL MOUNTING		ACCESSIBLE PEDESTRIAN SIGNAL (APS)	SPECIAL REQUIREMENTS
	TYPE	SIGNAL MAST ARM	LUMINAIRE MAST ARM		MAST ARM	POLE	ARROW	
(A)	1-B (10')	–	–	–	–	STRAP & BAND		INSTALL RRFB SYSTEM AND W11-2 & W16-7P SIGNS ON POLE FACING WEST.
(B)	19-3-100	30'	15'	134W	RRFB MAS	–		INSTALL RRFB SYSTEM WITH SIGNS ON MAST ARM FACING EAST. INSTALL W11-2 & W16-7P SIGNS ON POLE FACING EAST.
(C)	18-3-100	25'	–	–	RRFB MAS	STRAP & BAND		INSTALL RRFB SYSTEM WITH SIGNS ON MAST ARM FACING WEST. INSTALL RRFB SYSTEM WITH SIGNS ON POLE FACING EAST. INSTALL W11-2 & W16-7P SIGNS ON POLE FACING WEST.
(D)	2	–	–	–	–	–	→	INSTALL WIRED CONNECTION FROM APS TO RRFB SYSTEM
(E)	2	–	–	–	–	–	→	INSTALL WIRED CONNECTION FROM APS TO RRFB SYSTEM

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CITY OF ALBANY
URBAN VILLAGE BY THE BAY
CALIFORNIA

ParametriX

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CIVIL
STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
VENTURA AVE
ELECTRICAL PLAN

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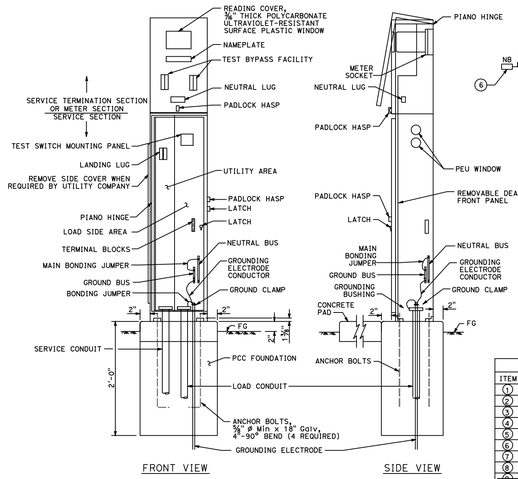
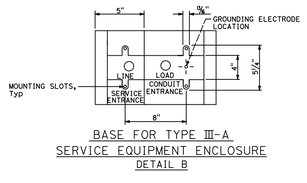


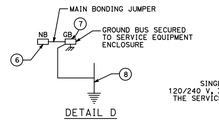
TYPE III-AF SERVICE EQUIPMENT ENCLOSURE (TYPICAL)

DETAIL A

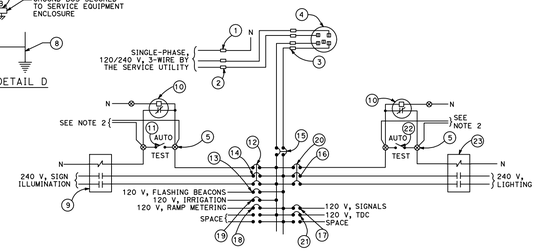


BASE FOR TYPE III-A SERVICE EQUIPMENT ENCLOSURE

DETAIL B



DETAIL D



120/240 V SERVICE WIRING DIAGRAM (TYPICAL)

DETAIL C

TYPE III-A SERVICE EQUIPMENT ENCLOSURE LEGEND (120/240 V)					
ITEM	COMPONENT	NAMEPLATE DESCRIPTION	ITEM	COMPONENT	NAMEPLATE DESCRIPTION
①	NEUTRAL LUG		~~⑫~~	~~15 A, 120 V, 1P, CB~~	~~FLASHING BEACON~~
②	LANDING LUG		~~⑬~~	~~30 A, 240 V, 2P, CB~~	~~SIGN ILLUMINATION~~
③	TEST BYPASS FACILITY		⑭	100 A, 240 V, 2P, CB	MAIN BREAKER
④	METER SOCKET AND SUPPORT		⑮	30 A, 240 V, 2P, CB	LIGHTING
⑤	TERMINAL BLOCKS		⑯	50 A, 120 V, 1P, CB	SIGNALS
⑥	NEUTRAL BUS		~~⑰~~	~~30 A, 120 V, 1P, CB~~	~~RAMP METERING~~
⑦	GROUND BUS		~~⑱~~	~~20 A, 120 V, 1P, CB~~	~~IRRIGATION~~
⑧	GROUNDING ELECTRODE		⑲	15 A, 120 V, 1P, CB	LIGHTING CONTROL
~~⑨~~	~~30 A, 2P, NO CONTACTOR~~	~~SIGN ILLUMINATION~~	⑳	20 A, 120 V, 1P, CB	TELEPHONE DEMARCATION CABINET
⑩	PHOTOELECTRIC UNIT (NOTE 4)	PEU	㉑	15 A, 1P, TEST SWITCH	LIGHTING TEST SWITCH
~~⑪~~	~~15 A, 1P, TEST SWITCH~~	~~SIGN ILLUMINATION TEST SWITCH~~	㉒	60 A, 2P, NO CONTACTOR	LIGHTING
~~⑫~~	~~15 A, 120 V, 1P, CB~~	~~SIGN ILLUMINATION CONTROL~~			

NOTES:

1. Unless otherwise indicated on the plans, service equipment items shall be provided for each service equipment enclosure as shown.
2. Connect to remote test switch mounted on lighting standards, sign post, or structure when required.
3. Items ① and ⑥ shall be isolated from the service equipment enclosure.
4. Type Y photoelectric control shall be used unless otherwise indicated on the plans.
5. Item ⑫ and ⑳ shall be ganged operated CB.
6. The plan shows the approximate location of devices within the enclosure. Components may be rearranged, however, the "working" clearances within the service equipment enclosure shall be maintained.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SERVICE EQUIPMENT ENCLOSURE AND TYPICAL WIRING DIAGRAM, TYPE III-A SERIES)

NO SCALE

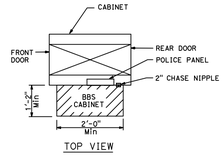
ED-1
1

CALTRANS STANDARD PLAN ES-2D

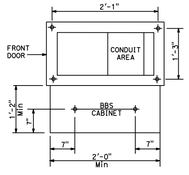
NTS

NOTES:

1. Where telephone interconnect is required, a minimum of 5" clear vertical space shall be provided inside the cabinet for the equipment.
2. Telephone interconnect conductors shall be enclosed in a ¾"ø or larger conduit through the foundation. Type 4 conduit shall be used to separate telephone and power conductors in cabinets.

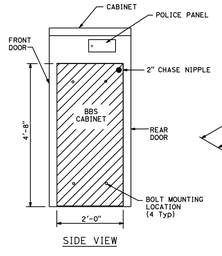


TOP VIEW



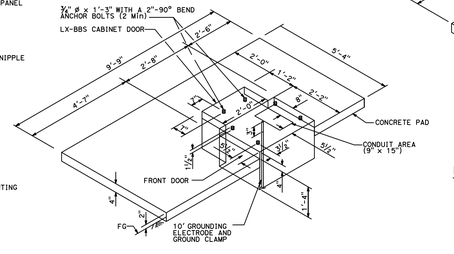
BASE PLAN FOR LX-BBS CABINET MOUNTED TO THE MODEL 332LS CABINET

(FOR DIMENSIONS AND DETAILS NOT SHOWN, SEE CABINET HOUSING DETAILS OF THE TRANSPORTATION ELECTRICAL EQUIPMENT SPECIFICATION (TEES))



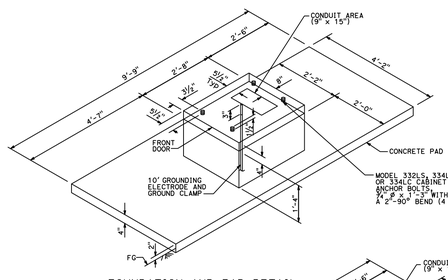
SIDE VIEW

LX-BBS CABINET MOUNTED TO THE MODEL 332LS CABINET



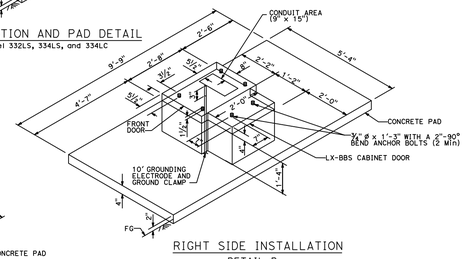
LEFT SIDE INSTALLATION

DETAIL A



FOUNDATION AND PAD DETAIL

Model 332LS, 334LS, and 334LC



RIGHT SIDE INSTALLATION

DETAIL B

MODEL 332LS CABINET

FOUNDATION DETAIL WITH LX-BATTERY BACKUP SYSTEM

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (CONTROLLER CABINET FOUNDATION AND PAD DETAILS)

NO SCALE

ED-1
2

CALTRANS STANDARD PLAN ES-3C

NTS

527

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LEGEND

SHEET No.

DETAIL No.

100% PLANS

NOT FOR CONSTRUCTION

CITY OF ALBANY
URBAN VILLAGE BY THE BAY
CALIFORNIA

ParametriX

REGISTERED PROFESSIONAL ENGINEER
ANDREW K. LEE
No. 86247
CIVIL
STATE OF CALIFORNIA

PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
ELECTRICAL SYSTEM DETAILS

Submittal / Revision:	
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Designed By:	MG
Drawn By:	SC
Checked By:	AL, RW
Date:	02/25/25

Sheet Number:

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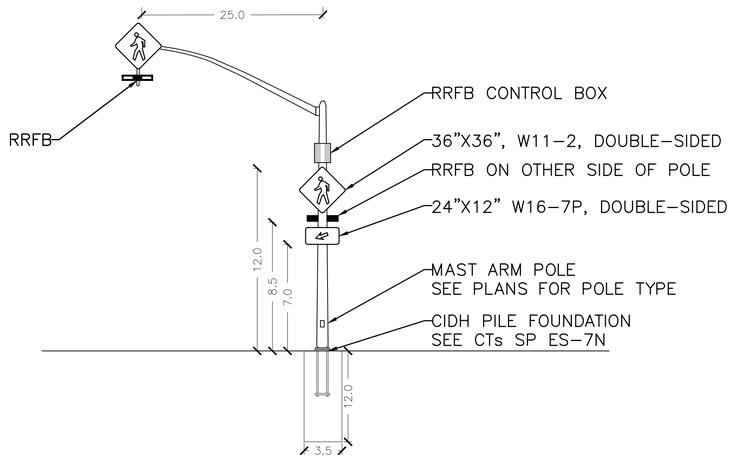


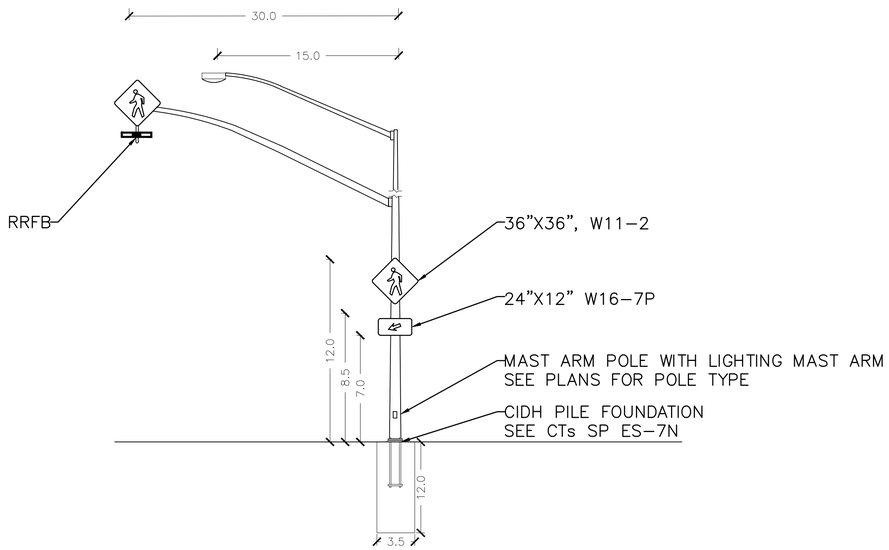
ED-2 / 1 MAST ARM POLE + RRFB SYSTEM

NTS

NOTE:
DETAIL SHOWS ONLY ONE SIDE OF ASSEMBLY. SIGNS AND LIGHT BAR SHALL BE INSTALLED PER PLANS.

W11-2 AND W16-7P SHALL BE RETROREFLECTIVE AND FLUORESCENT YELLOW-GREEN.

SIGN AND BEACON MOUNTING PER 2024 CALTRANS STANDARD PLAN AND MANUFACTURER SPECIFICATIONS.



ED-2 / 2 MAST ARM POLE W/ LIGHTING STANDARD + RRFB SYSTEM

NTS

NOTE:
DETAIL SHOWS ONLY ONE SIDE OF ASSEMBLY. SIGNS AND LIGHT BAR SHALL BE INSTALLED PER PLANS.

W11-2 AND W16-7P SHALL BE RETROREFLECTIVE AND FLUORESCENT YELLOW-GREEN.

SIGN AND BEACON MOUNTING PER 2024 CALTRANS STANDARD PLAN AND MANUFACTURER SPECIFICATIONS.

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100% PLANS

NOT FOR CONSTRUCTION

CITY OF ALBANY
URBAN VILLAGE BY THE BAY
CALIFORNIA

ParametriX

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ANDREW K. LEE
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PAVEMENT AND CURB REHABILITATION PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
ELECTRICAL SYSTEM DETAILS

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Designed By:	MG
Drawn By:	SC
Checked By:	AL, RW
Date:	02/25/25

Sheet Number:
ED-2
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STREET LIGHTING GENERAL NOTES:

1. ALL MATERIALS, METHODS, AND WORKMANSHIP SHALL CONFORM TO THE LATEST EDITIONS OF THE CITY OF ALBANY PUBLIC FACILITIES CONSTRUCTIONS STANDARDS, AND 2024 CALTRANS STANDARD PLANS AND SPECIFICATIONS. ALL WORK IS SUBJECT TO THE APPROVAL OF THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE. CERTIFICATION SHALL CONFORM WITH CITY SPECIFICATIONS AND WILL BE REQUIRED FOR ALL MATERIALS USED ON THE PROJECT UNLESS SPECIFICALLY WAIVED BY THE CITY ENGINEER.
2. EQUIPMENT AND MATERIALS SHALL BE NEW, UL LISTED AND LABELED.
3. CONTACT ALL UTILITY COMPANIES TO DETERMINE THE LOCATION OF UNDERGROUND FACILITIES.
4. ALL PULL BOX SHALL BE NO. 5 UNLESS NOTED OTHERWISE.
5. ALL LIGHTING EQUIPMENT SHALL BE LOCATED WITHIN THE RIGHT OF WAY.
6. THE CONTRACTOR IS RESPONSIBLE FOR THE CARE AND PROTECTION OF TREES, LANDSCAPING, AND UTILITIES FROM DAMAGE BY THEIR OPERATIONS. CONTRACTOR SHALL REPAIR, REPLACE OR CLEAN ANY PART OF THE ABOVE MENTIONED TO THE SATISFACTION OF THE OWNER, AT NO ADDITIONAL COST TO THE OWNER, AT HIS OR HER EXPENSE.
7. ALL CONDUITS SHALL BE INSTALLED USING DIRECTIONAL BORING OR OPEN TRENCH AS DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL DETERMINE CLEARANCE DEPTHS FOR UTILITY CROSSINGS PRIOR TO CONDUIT INSTALLATION.

LEGEND

134 W	NEW LED STREETLIGHT 14,000 LUMENS 2,700K, 134 WATT, TYPE III DISTRIBUTION 120V ON 30' TAPERED METAL POLE AND NEW CONCRETE FOUNDATION. SEE DETAILS ON SL–1
135 W	NEW LED STREETLIGHT 10,700 LUMENS 2,700K, 135 WATT TYPE II DISTRIBUTION, 120V ON 30' TAPERED METAL POLE AND NEW CONCRETE FOUNDATION. SEE DETAILS ON SL–1
	NEW LED PEDESTRIAN LIGHT 3,500 LUMENS 2,700K, TYPE II DISTRIBUTION, 30 WATT, 120V ON 14' TAPERED METAL POLE AND NEW CONCRETE FOUNDATION. SEE DETAILS ON SL–1
	PROPOSED PULL BOX
	PROPOSED CONDUIT
	EXISTING LUMINAIRE ARM ON O.H. POLE
	EXISTING PULLBOX
	EXISTING CONDUIT
	EXISTING OVERHEAD POLE

CONSTRUCTION NOTES:

1. REMOVE AND SALVAGE EXISTING LUMINAIRE FIXTURE LOCATED ON EXISTING OVERHEAD POLE AND DELIVER TO ALAMEDA COUNTY PUBLIC WORKS YARD. FURNISH AND INSTALL NEW LUMINAIRE FIXTURE ON EXISTING OVERHEAD POLE.
2. REMOVE AND SALVAGE EXISTING LUMINAIRE FIXTURE AND LUMINAIRE ARM LOCATED ON EXISTING OVERHEAD POLE AND DELIVER TO ALAMEDA COUNTY PUBLIC WORKS YARD. FURNISH AND INSTALL NEW 15' MAST ARM AND LUMINAIRE FIXTURE ON EXISTING OVERHEAD POLE.
3. FURNISH AND INSTALL 2"C, 2#8 (LIGHTING), 1#8 (GROUND).
4. SPLICE LIGHTING CONDUCTORS.
5. FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS. FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN POLE RISER.
6. REMOVE AND SALVAGE EXISTING LUMINAIRE FIXTURE AND LUMINAIRE ARM LOCATED ON EXISTING OVERHEAD POLE AND DELIVER TO ALAMEDA COUNTY PUBLIC WORKS YARD.
7. FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS UP EXISTING O.H. POLE TO CONNECT STREET LIGHTING CIRCUIT FROM PULL BOX AT BASE OF O.H. POLE TO LUMINAIRE FIXTURE ON EXISTING LUMINAIRE MAST ARM.
8. FURNISH AND INSTALL 30' TAPERED METAL POLE WITH 8' LUMINAIRE ARM AND NEW CONCRETE FOUNDATION.
9. FURNISH AND INSTALL 30' TAPERED METAL POLE WITH 15' LUMINAIRE ARM AND NEW CONCRETE FOUNDATION.
10. FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN EXISTING CONDUIT.
11. FURNISH AND INSTALL NEW 30 AMP BREAKER FOR PROPOSED STREET LIGHTING CIRCUIT IN SERVICE ENCLOSURE.
12. FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN CONDUIT.
13. FURNISH AND INSTALL 15' TAPERED METAL PEDESTRIAN POLE AND NEW CONCRETE FOUNDATION.

ABBREVIATION:

UL = UNDERWRITERS LABORATORIES

O.H. = OVERHEAD POLE

W = WATT

PB = PULL BOX

R/W = RIGHT OF WAY

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CALIFORNIA

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EXP. 6/30/25
CIVIL
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STREET LIGHTING IMPROVEMENT PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
STREET LIGHTING PLAN
MARIN AVE

Submittal / Revision:	
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Designed By:	PB
Drawn By:	PB
Checked By:	MM
Date:	2/25/2025

Sheet Number:

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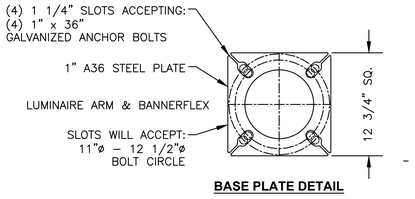
ROADWAY STREET LIGHT POLE MODEL AND SPECS TO BE INCLUDED IN BID SET UPDATE

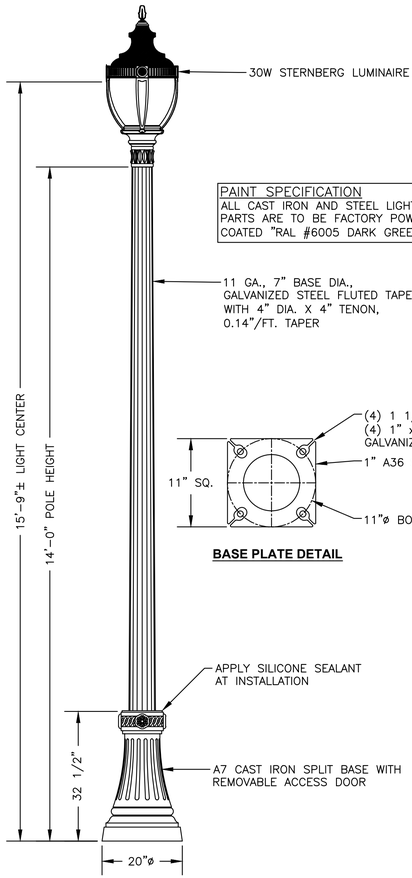
PAINT SPECIFICATION
ALL CAST IRON AND STEEL LIGHT POLE PARTS ARE TO BE FACTORY POWDER COATED "RAL #6005 DARK GREEN"

NOTES:
1. CONTRACTOR SHALL APPLY POLE NUMBERS AS DIRECTED BY COUNTY INSPECTOR.
2. BOLT PATTERN ON BASE PLATE TO MATCH ALAMEDA COUNTY STANDARD DETAIL.

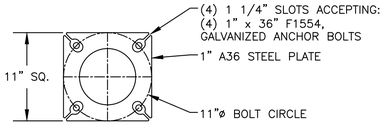
TOP VIEW OF BASE



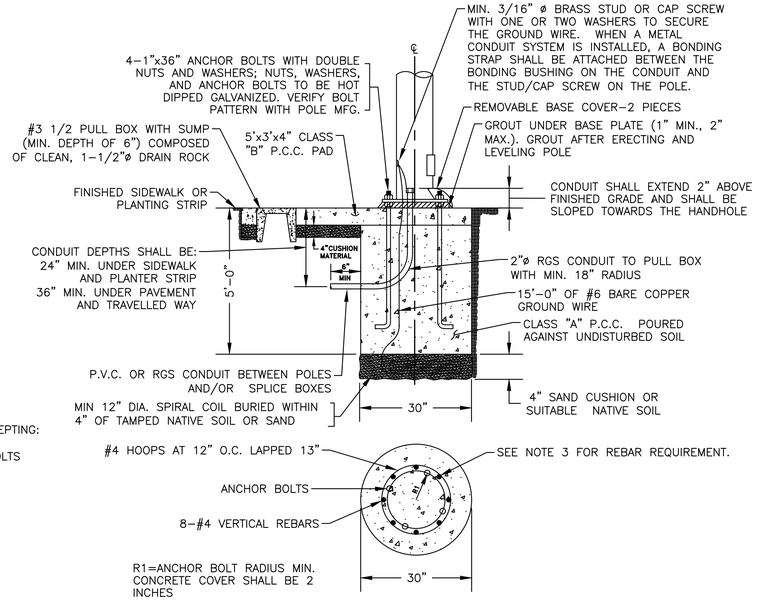
BASE PLATE DETAIL



POLE MODEL NO: VI–A7–1–F/14'



BASE PLATE DETAIL



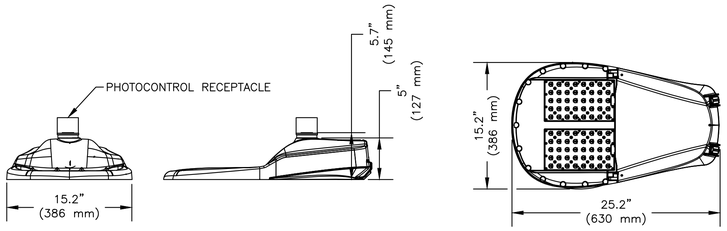
POLE FOUNDATION DETAIL — 4 / -
N.T.S.

POLE FOUNDATION NOTES:

1. ALL CONDUIT SHALL ENTER THE PULL BOXES FROM THE BOTTOM; SIDE ENTRY IS NOT ACCEPTABLE.
2. THE ENDS OF CONDUITS ENTERING OR EXITING THE PULL BOX SHALL BE SEALED WITH AN APPROVED DUCT SEALING COMPOUND AFTER CONDUCTORS HAVE BEEN INSTALLED.
3. FOUNDATION STEEL IS ONLY REQUIRED IF THE COUNTY INSPECTOR/ENGINEER DETERMINES IT IS NECESSARY DUE TO THE FOUNDATION EXCAVATION BEING LARGER THAN NEEDED AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED.

ROADWAY STREET LIGHT — 1 / -
N.T.S.

PEDESTRIAN STREET LIGHT — 2 / -
N.T.S.



134W OR 135W GREENCOBRA LIGHTING FIXTURE — 3 / -
N.T.S.

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STREET LIGHTING IMPROVEMENT PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
STREET LIGHTING PLAN
MARIN AVE

Submittal / Revision:
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Date:	2/25/2025

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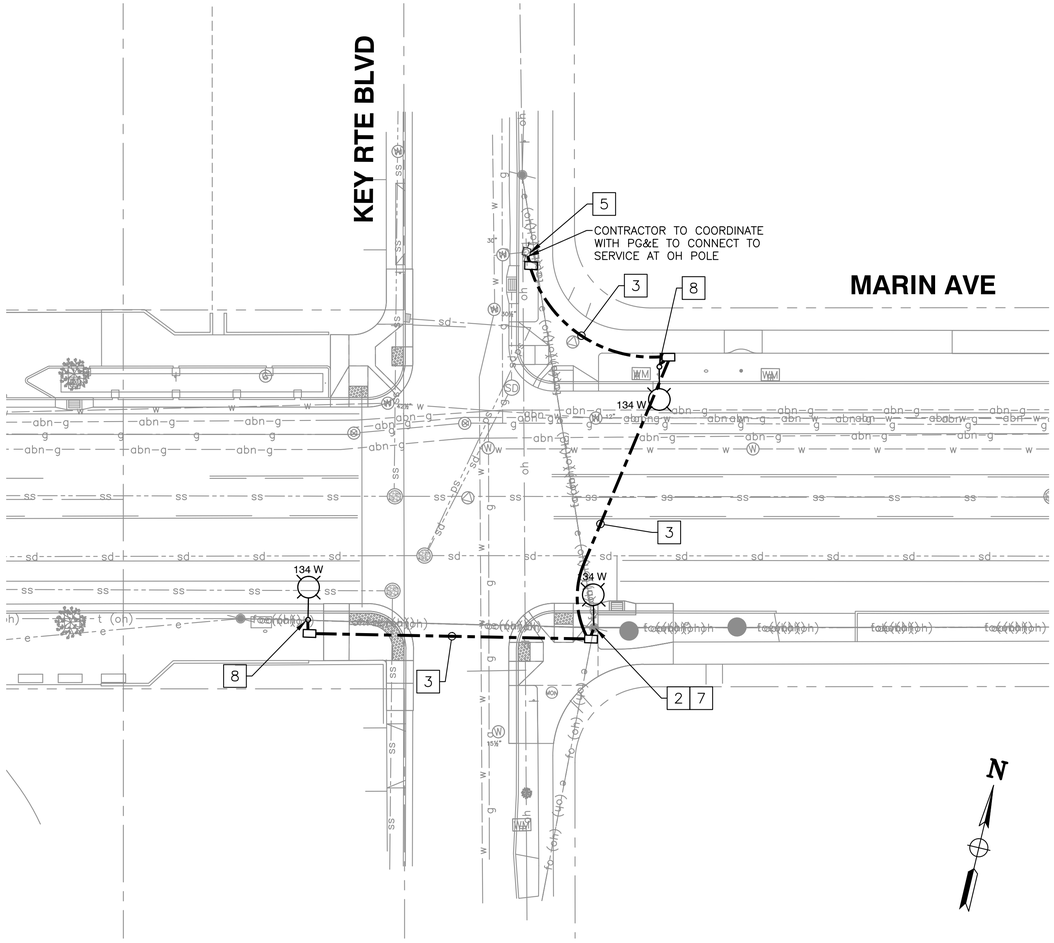
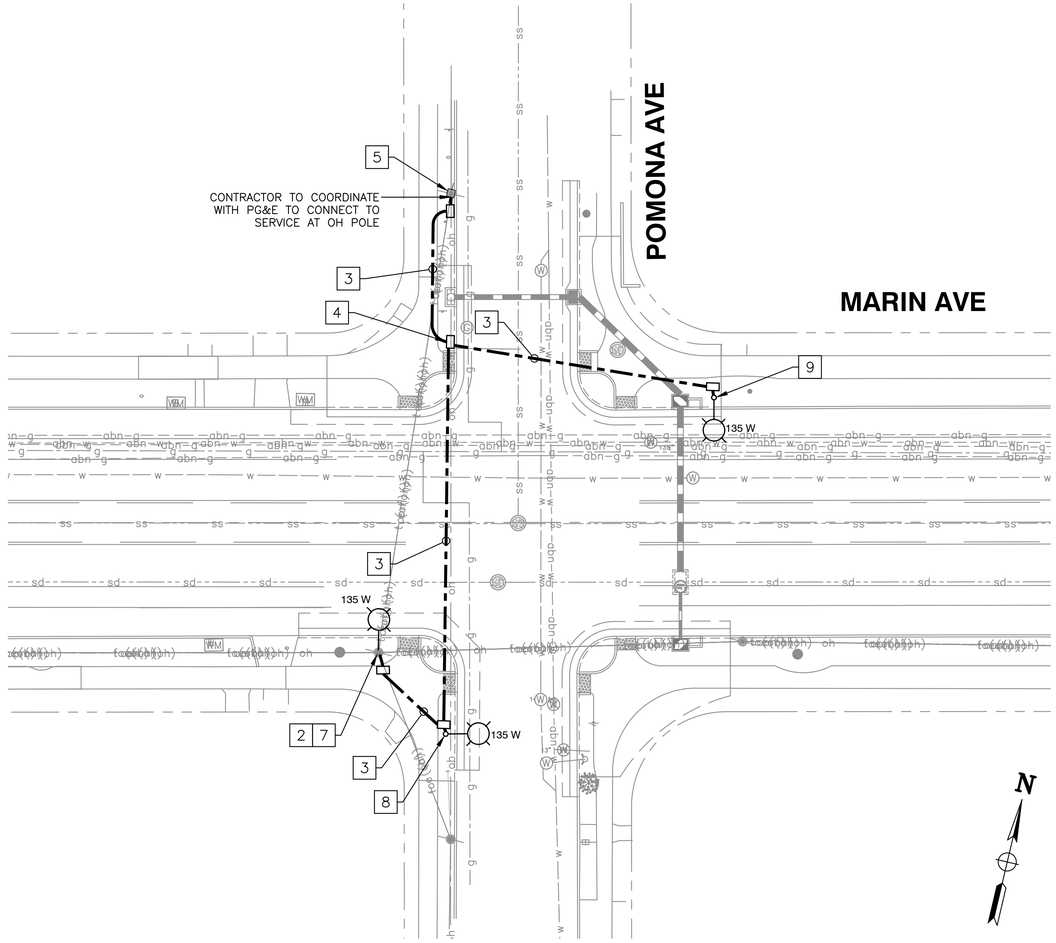


MARIN AVE AND KEY RTE BLVD
STREET LIGHTING PLAN
SCALE: 1" = 20'



MARIN AVE AND POMONA AVE
STREET LIGHTING PLAN
SCALE: 1" = 20'

CONSTRUCTION NOTES (FOR MARIN AVE AND KEY RTE BLVD):

2 REMOVE AND SALVAGE EXISTING LUMINAIRE FIXTURE AND LUMINAIRE ARM LOCATED ON EXISTING OVERHEAD POLE AND DELIVER TO ALAMEDA COUNTY PUBLIC WORKS YARD. FURNISH AND INSTALL NEW 15' MAST ARM AND LUMINAIRE FIXTURE ON EXISTING OVERHEAD POLE.

3 FURNISH AND INSTALL 2"C, 2#8 (LIGHTING), 1#8 (GROUND).

5 FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS. FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN POLE RISER.

7 FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS UP EXISTING O.H. POLE TO CONNECT STREET LIGHTING CIRCUIT FROM PULL BOX AT BASE OF O.H. POLE TO LUMINAIRE FIXTURE ON EXISTING LUMINAIRE MAST ARM.

8 FURNISH AND INSTALL 30' TAPERED METAL POLE WITH 8' LUMINAIRE ARM AND NEW CONCRETE FOUNDATION.

CONSTRUCTION NOTES (FOR MARIN AVE AND POMONA AVE):

2 REMOVE AND SALVAGE EXISTING LUMINAIRE FIXTURE AND LUMINAIRE ARM LOCATED ON EXISTING OVERHEAD POLE AND DELIVER TO ALAMEDA COUNTY PUBLIC WORKS YARD. FURNISH AND INSTALL NEW 15' MAST ARM AND LUMINAIRE FIXTURE ON EXISTING OVERHEAD POLE.

3 FURNISH AND INSTALL 2"C, 2#8 (LIGHTING), 1#8 (GROUND).

4 SPLICE LIGHTING CONDUCTORS.

5 FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS. FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN POLE RISER.

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8 FURNISH AND INSTALL 30' TAPERED METAL POLE WITH 8' LUMINAIRE ARM AND NEW CONCRETE FOUNDATION.

9 FURNISH AND INSTALL 30' TAPERED METAL POLE WITH 15' LUMINAIRE ARM AND NEW CONCRETE FOUNDATION.

0 20' 40'
SCALE: 1"=20'

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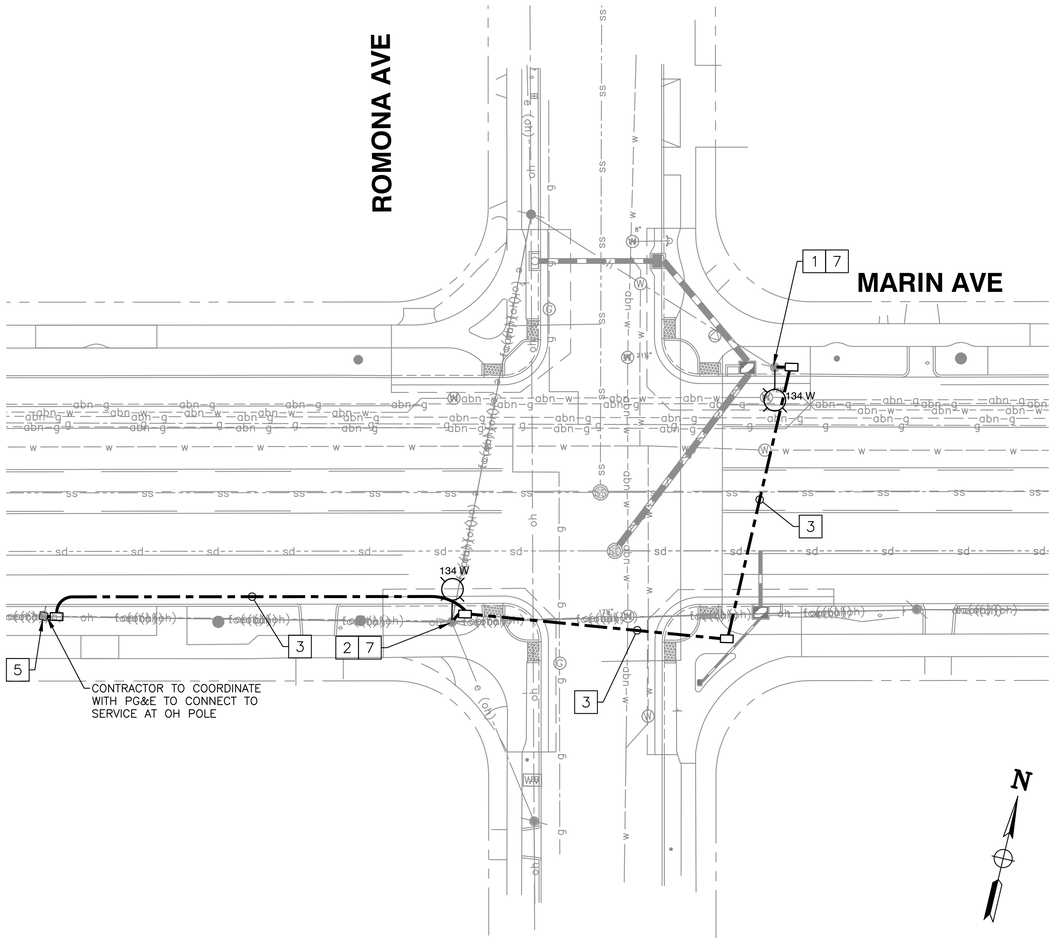
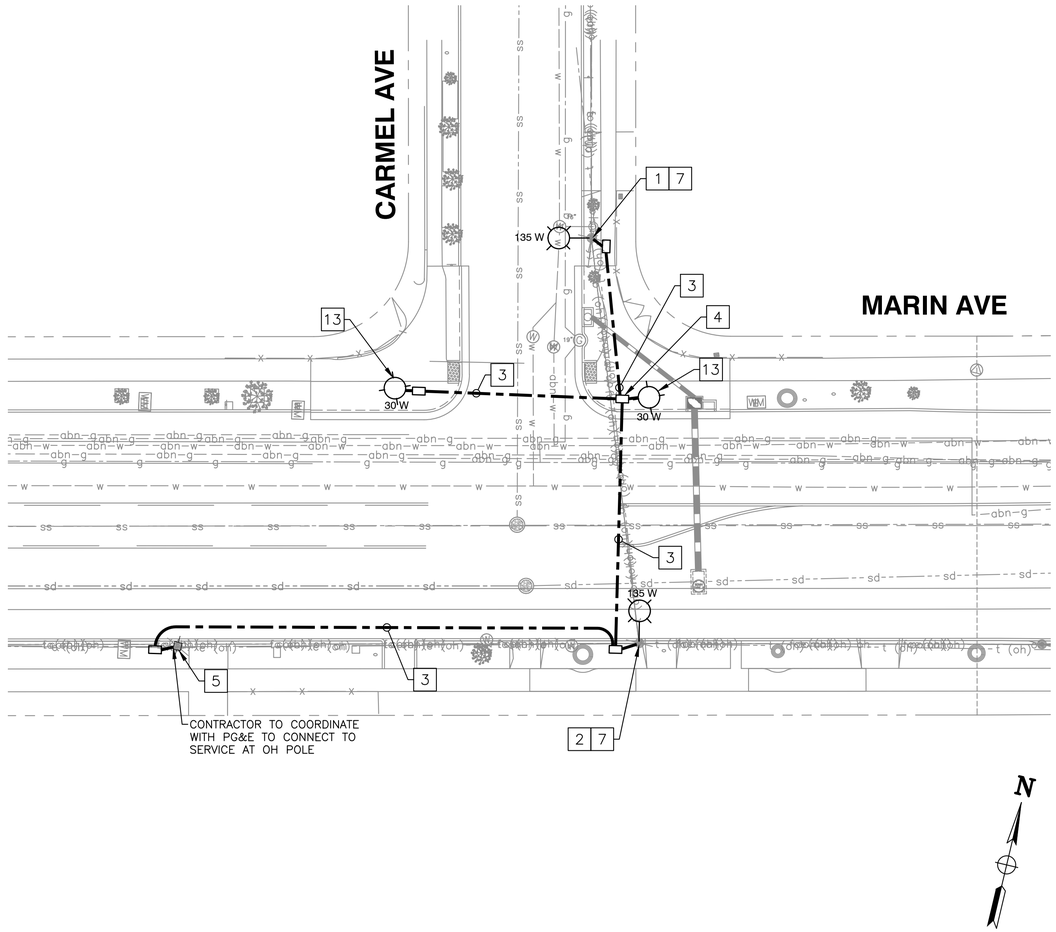


MARIN AVE AND ROMONA AVE
STREET LIGHTING PLAN
SCALE: 1" = 20'



MARIN AVE AND CARMEL AVE
STREET LIGHTING PLAN
SCALE: 1" = 20'

CONSTRUCTION NOTES (FOR MARIN AVE AND ROMONA AVE):

1 REMOVE AND SALVAGE EXISTING LUMINAIRE FIXTURE LOCATED ON EXISTING OVERHEAD POLE AND DELIVER TO ALAMEDA COUNTY PUBLIC WORKS YARD. FURNISH AND INSTALL NEW LUMINAIRE FIXTURE ON EXISTING OVERHEAD POLE.

2 REMOVE AND SALVAGE EXISTING LUMINAIRE FIXTURE AND LUMINAIRE ARM LOCATED ON EXISTING OVERHEAD POLE AND DELIVER TO ALAMEDA COUNTY PUBLIC WORKS YARD. FURNISH AND INSTALL NEW 15' MAST ARM AND LUMINAIRE FIXTURE ON EXISTING OVERHEAD POLE.

3 FURNISH AND INSTALL 2"C, 2#8 (LIGHTING), 1#8 (GROUND).

5 FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS. FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN POLE RISER.

7 FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS UP EXISTING O.H. POLE TO CONNECT STREET LIGHTING CIRCUIT FROM PULL BOX AT BASE OF O.H. POLE TO LUMINAIRE FIXTURE ON EXISTING LUMINAIRE MAST ARM.

CONSTRUCTION NOTES (FOR MARIN AVE AND CARMEL AVE):

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4 SPLICE LIGHTING CONDUCTORS.

5 FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS. FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN POLE RISER.

7 FURNISH AND INSTALL POLE RISER AS PER PG&E REQUIREMENTS UP EXISTING O.H. POLE TO CONNECT STREET LIGHTING CIRCUIT FROM PULL BOX AT BASE OF O.H. POLE TO LUMINAIRE FIXTURE ON EXISTING LUMINAIRE MAST ARM.

13 FURNISH AND INSTALL 15' TAPERED METAL PEDESTRIAN POLE AND NEW CONCRETE FOUNDATION.

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1-800-227-2600

0 20' 40'
SCALE: 1"=20'

CITY OF ALBANY
URBAN VILLAGE BY THE BAY
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No. C 78845
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STATE OF CALIFORNIA

STREET LIGHTING IMPROVEMENT PROJECT
MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
STREET LIGHTING PLAN
MARIN AVE

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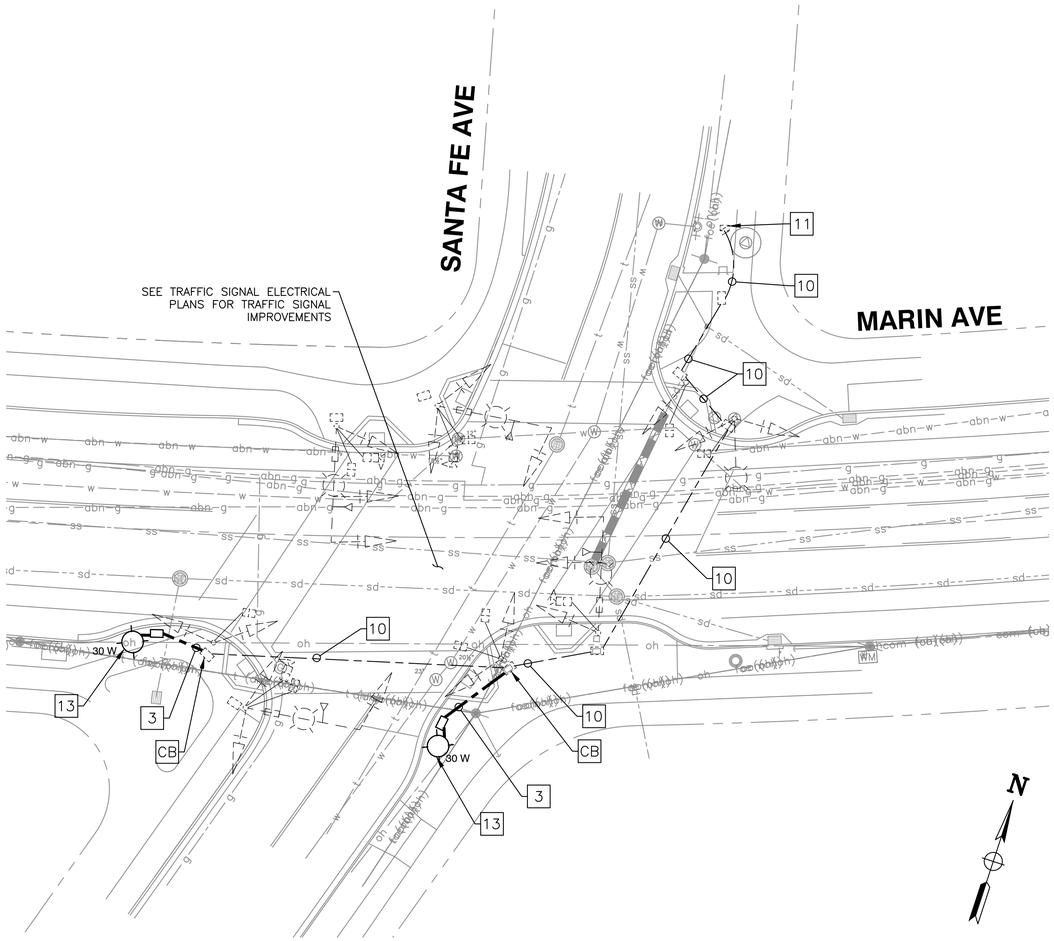
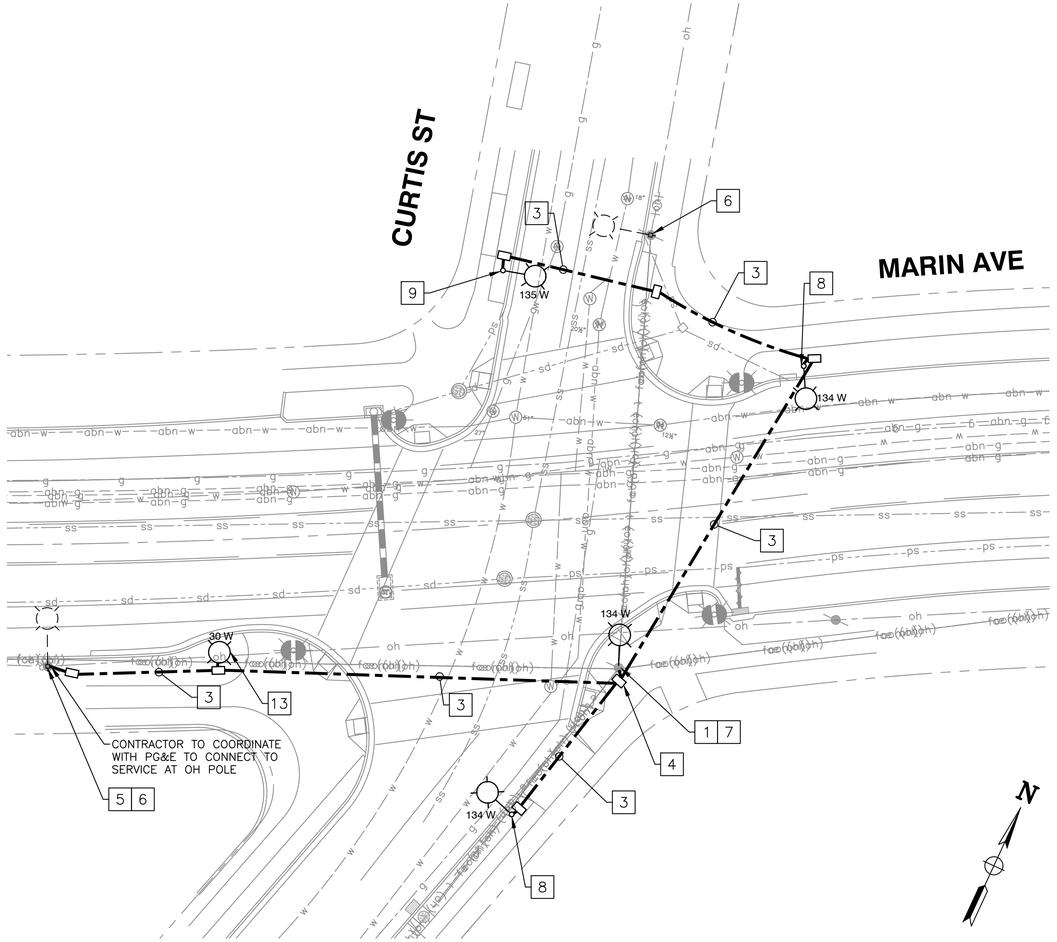


MARIN AVE AND SANTA FE AVE
STREET LIGHTING PLAN
SCALE: 1" = 20'



MARIN AVE AND CURTIS ST
STREET LIGHTING PLAN
SCALE: 1" = 20'

CONSTRUCTION NOTES (FOR MARIN AVE AND SANTA FE ST):

3 FURNISH AND INSTALL 2"C, 2#8 (LIGHTING), 1#8 (GROUND).

10 FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN EXISTING CONDUIT.

11 FURNISH AND INSTALL NEW 20 AMP BREAKER FOR PROPOSED STREET LIGHTING CIRCUIT IN SERVICE ENCLOSURE.

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8 FURNISH AND INSTALL 30' TAPERED METAL POLE WITH 8' LUMINAIRE ARM AND NEW CONCRETE FOUNDATION.

9 FURNISH AND INSTALL 30' TAPERED METAL POLE WITH 15' LUMINAIRE ARM AND NEW CONCRETE FOUNDATION.

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MARIN AVE PHASE 2
(FROM KEY ROUTE BLVD TO TULARE AVE)
STREET LIGHTING PLAN
MARIN AVE

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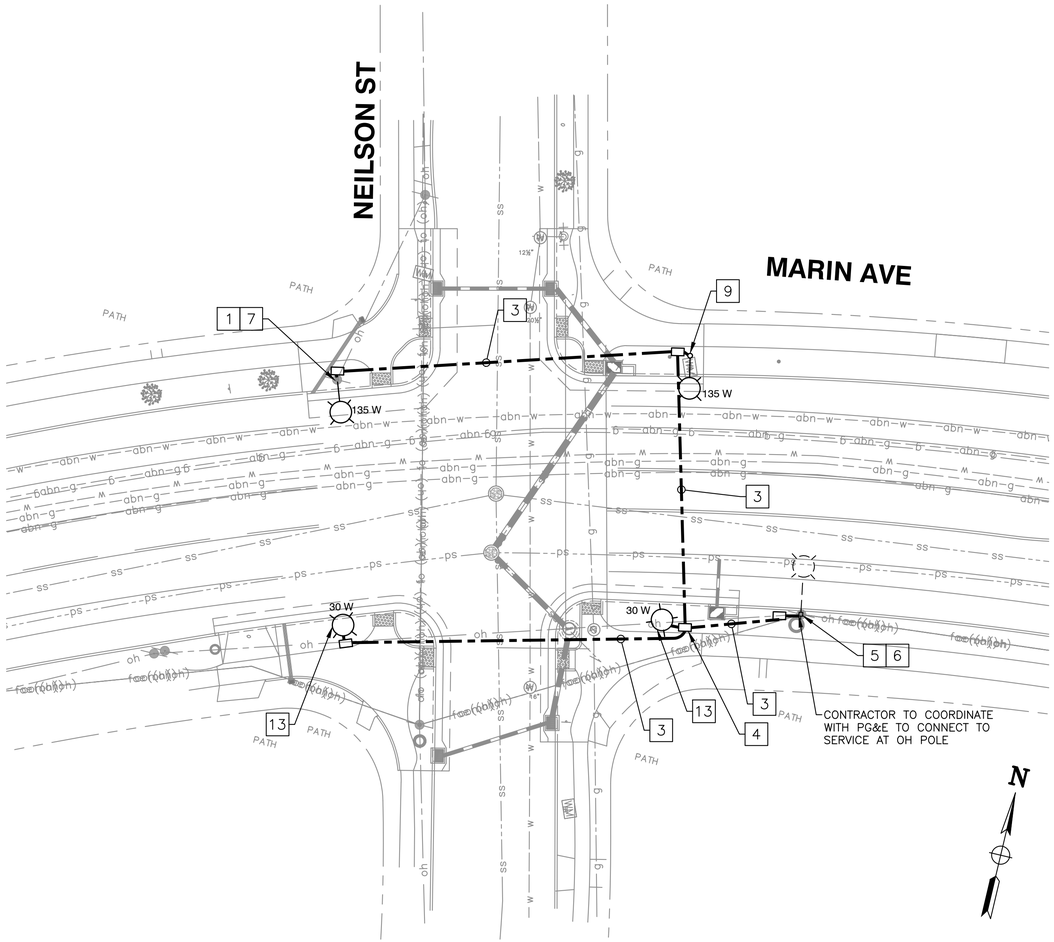
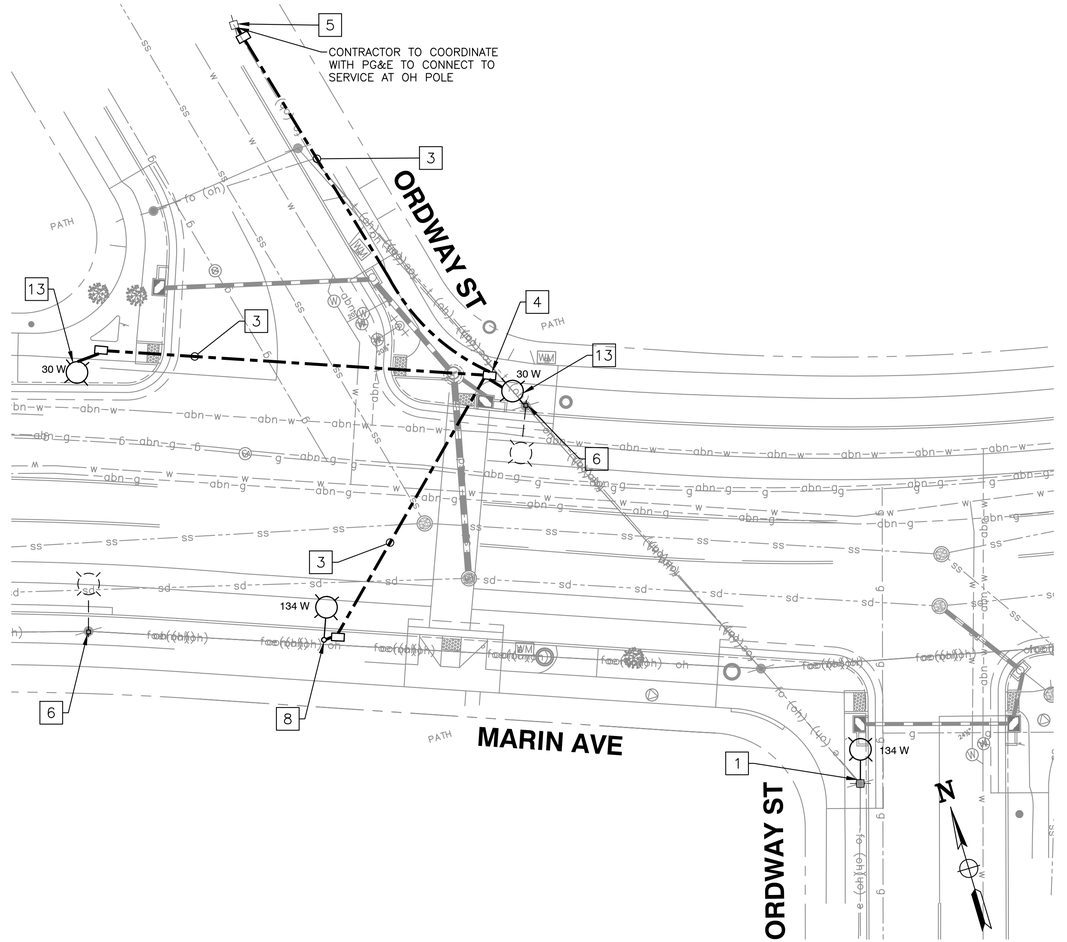


MARIN AVE AND NEILSON ST
STREET LIGHTING PLAN
SCALE: 1" = 20'



MARIN AVE AND ORDWAY ST
STREET LIGHTING PLAN
SCALE: 1" = 20'

CONSTRUCTION NOTES (FOR MARIN AVE AND NEILSON ST):

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9 FURNISH AND INSTALL 30' TAPERED METAL POLE WITH 15' LUMINAIRE ARM AND NEW CONCRETE FOUNDATION.

13 FURNISH AND INSTALL 15' TAPERED METAL PEDESTRIAN POLE AND NEW CONCRETE FOUNDATION.

CONSTRUCTION NOTES (FOR MARIN AVE AND ORDWAY ST):

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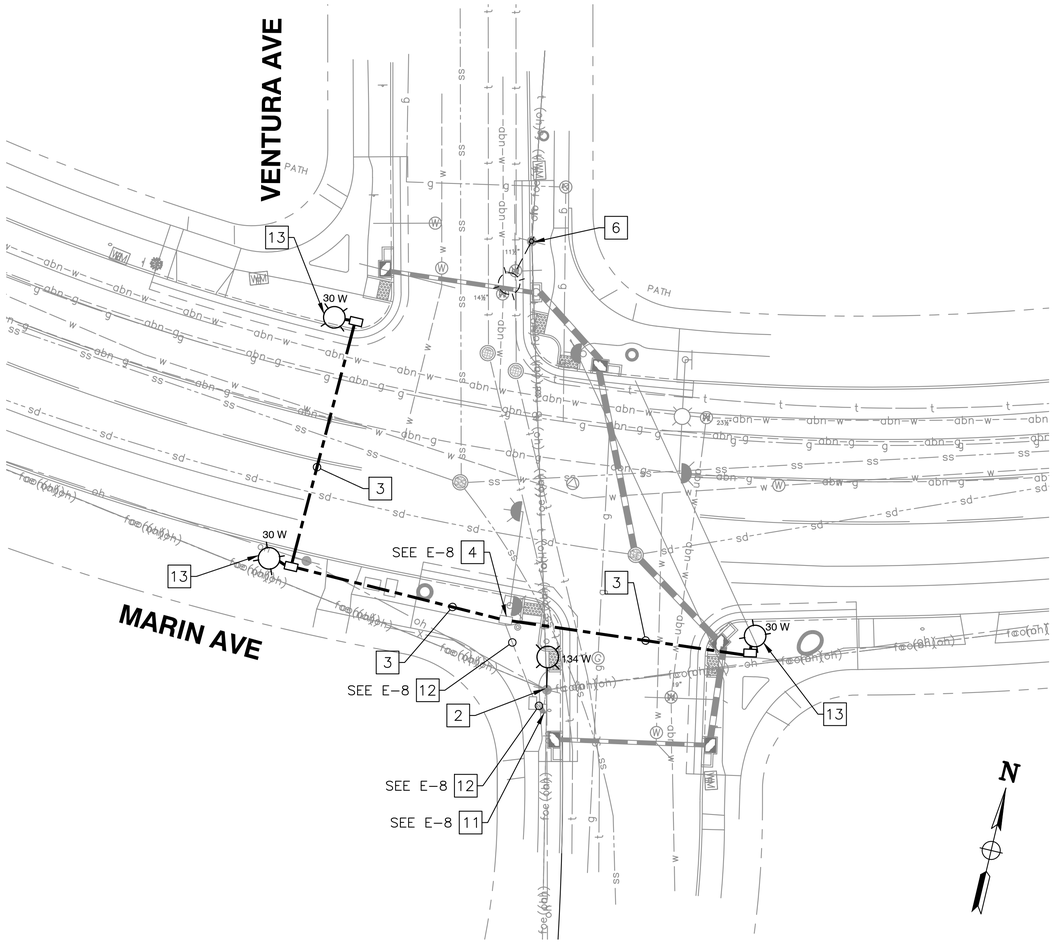

MARIN AVE AND VENTURA AVE
STREET LIGHTING PLAN
SCALE: 1" = 20'

CONSTRUCTION NOTES (FOR MARIN AVE AND VENTURA AVE):

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12 FURNISH AND INSTALL 2#8 (LIGHTING), 1#8 (GROUND) IN 3" CONDUIT.

13 FURNISH AND INSTALL 15' TAPERED METAL PEDESTRIAN POLE AND NEW CONCRETE FOUNDATION.

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RESOLUTION NO. 2025-21

A RESOLUTION OF THE ALBANY CITY COUNCIL AUTHORIZING THE CALL FOR BIDS FOR THE MARIN AVENUE PAVEMENT AND CURB RAMP REHABILITATION PROJECT – PHASE 2 (CIP NO. 23004)

WHEREAS, the City of Albany owns and maintains approximately 30 centerline miles of streets and roadways; and

WHEREAS, on November 16, 2020, the City Council adopted Resolution No. 2020-108 adopting the FY2019/20 – FY2023/24 Capital Improvement Plan (CIP) and appropriating funding for the first three years of the plan, including budget for the Annual Street Rehabilitation Program (CIP No. 21000); and

WHEREAS, the Annual Street Rehabilitation Program (CIP No. 21000) is included in the CIP, and reflects the City's commitment to ongoing investment into improving and maintaining City street conditions; and

WHEREAS, on July 18, 2022, the City Council adopted Resolution No. 2022-105 approving stormwater drainage improvements for the Marin Avenue Pavement and Curb Ramp Rehabilitation Project – Phase 2; and

WHEREAS, on June 17, 2024, the City Council adopted Resolution No. 2024-49 approving high priority improvement to intersection safety lighting and improvements to existing traffic signal infrastructure into a revised set of plans and specifications for the Marin Avenue Pavement and Curb Ramp Rehabilitation Project – Phase 2; and

WHEREAS, on December 5, 2024, the Transportation Commission recommended that the City Council approve the Marin Avenue Pavement & Curb Ramp Rehabilitation Project – Phase 2; and

WHEREAS, on April 7, 2025, City Council received a presentation regarding Phase 2 of the Marin Avenue Pavement & Curb Ramp Rehabilitation Project;

NOW, THEREFORE, BE IT RESOLVED, that the Albany City Council hereby authorizes a Call for Bids for Phase 2 of the Marin Avenue Pavement & Curb Ramp Rehabilitation Project (CIP No. 23004, Contract No. C24-57).

_____
ROBIN D. LÓPEZ, MAYOR