



Office of the City Manager

CONSENT CALENDAR
November 19, 2024

To: Honorable Mayor and Members of the City Council
 From: Paul Buddenhagen, City Manager
 Submitted by: Terrance Davis, Director, Department of Public Works
 Subject: Contract: Sposeto Engineering, Inc. for Southwest Berkeley Bikeway and Bus Stop Improvements Project

RECOMMENDATION

Adopt a Resolution, as a condition of receiving grant funding from the State of California Affordable Housing and Sustainable Communities (AHSC) program:

1. Approving plans and specifications for the Southwest Berkeley Bikeway and Bus Stop Improvements Project ("Project"), Specification Nos. 24-11640-C & 24-11666-C;
2. Accepting the bid of Sposeto Engineering, Inc., the lowest responsive and responsible bidder; and
3. Authorizing the City Manager to execute a contract with Sposeto Engineering, Inc., and any amendments, extensions, and/or change orders until completion of the Project in accordance with the approved plans and specifications, in an amount not to exceed \$2,390,000, which includes a 10 percent contingency for unforeseen circumstances.

SUMMARY

In 2019, the City partnered with Satellite Affordable Housing Associates (SAHA), the developer of the Grinnell Apartments (formerly known as Blake Apartments) affordable housing residences at 2527 San Pablo Avenue, to design and construct pedestrian, bicycle, and bus transit transportation improvements as a condition of receiving grant funding from the State of California Affordable Housing and Sustainable Communities (AHSC) program for both SAHA's and the City's work.

In early 2020, the City and SAHA entered into an agreement, which defined the City's work that was formalized as the following two projects:

- Parker Street to Addison Street Bikeway
- University West Bus Stop Improvements

This agreement allows the City to obtain grant funds for its work via a reimbursement process, as grant funds from the AHSC program must be passed directly to the housing

developer (SAHA) and would then reach the City via the agreement between the City and SAHA. SAHA's grant from the AHSC program is \$11.7 million and the City's grant is \$1.422 million, of which \$1.069 million is budgeted for construction of the Parker Street to Addison Street Bikeway and University West Bus Stop Improvements projects. The City's work and receipt of final grant reimbursement monies must be complete by June 30, 2026, or the City will be liable for the grant costs and risk loss of grant funding for SAHA's and the City's work.

The Parker Street to Addison Street Bikeway fills a key gap in the existing Citywide bicycle network by connecting San Pablo Park to Strawberry Creek Park and the adjacent West Street Pathway and begins a new bikeway along Parker Street toward the existing Ninth Street Bicycle Boulevard, as per the Berkeley Bicycle Plan.

The University West Bus Stop Improvements makes improvements at the University Avenue/Bonar Street and University Avenue/Acton Street intersections to create safer pedestrian crossings as per the Berkeley Pedestrian Plan and to improve bus stop amenities and service reliability as per the City General Plan.

City Staff engaged engineering and design consultant teams to assist in several key tasks: developing design concepts, conducting public outreach, reviewing and evaluating public feedback, and finalizing the design with plans and specifications. Additionally, the teams evaluated the proposed transportation improvements to assist staff in determining the appropriate California Environmental Quality Act (CEQA) compliance pathway.

The City's design team expended considerable effort in (a) preparing various initial and revised design concepts and (b) advertising and conducting three public engagement meetings to explain the concepts and receive public input to balance such input and the project goals in a synthesized and comprehensive design.

The Parker Street to Addison Street Bikeway and University West Bus Stop Improvements projects were merged into a single construction bid package, titled Southwest Berkeley Bikeway and Bus Stop Improvements Project (Project), so that City staff could more easily administer and oversee the construction contract and to streamline the grant reimbursement process.

The Project construction was bid via an open competitive bid process. Bids were opened on October 22, 2024, and Sposeto Engineering, Inc. was found to be the lowest bidder, with a bid of \$2,165,360.80, which is within the Project budget.

To keep the Project on schedule, the City should enter into a construction contract and begin construction in early 2025.

FISCAL IMPACTS OF RECOMMENDATION

The construction budget for the Southwest Berkeley Bikeway and Bus Stops Improvement Project is \$2,947,823, including contingency. The construction contract for this Project consists of two individual projects that are funded in part by a California Affordable Housing and Sustainable Communities (“AHSC”) infrastructure pass-through grant via Satellite Affordable Housing Associates’ (“SAHA”) Grinnell Apartments, located at 2527 San Pablo Avenue. Funds are available in the FY 2025 budget in the funding sources indicated below.

Project	AHSC Capital Grant-State (Fund 306)	Alameda County Measure BB Local Streets & Roads (Fund 134)	Alameda County Measure BB Bicycle and Pedestrian (Fund 135)	State Transportation Tax (Fund 127)
Parker Street to Addison Street Bikeway, Specification No. 24-11640-C	\$880,814	\$269,786	--	--
University West Bus Stop Improvements, Specification No. 24-11666-C	\$188,651	\$497,072	\$161,500	\$950,000
Total funding for Project construction: \$2,947,823	\$1,069,465	\$766,858	\$161,500	\$950,000

Low Bid by Sposeto Engineering, Inc.	\$2,165,360.80
10% Contingency	\$224,639.20
Total Not-To-Exceed Construction Cost	\$2,390,000.00

CURRENT SITUATION AND ITS EFFECTS

On October 22, 2024, four bids were opened for the Project, with bids ranging from \$2,165,360.80 to \$2,576,678.00. The determination of the lowest responsive and responsible bidder was based on the total bid price, as described in the bid documents. The lowest bidder is Sposeto Engineering, Inc., with a bid of \$2,165,360.80. Staff have identified funding to cover the total bid price of the low bidder, plus a 10 percent contingency, as indicated above. Staff have verified that Sposeto Engineering, Inc. is the lowest responsive and responsible bidder.

The Living Wage Ordinance does not apply to this Project as Department of Public Works construction contracts are, pursuant to City policy, subject to State prevailing wage laws. Sposeto Engineering, Inc. has submitted a Certification of Compliance with the Equal Benefits Ordinance. The Community Workforce Agreement applies to this

project because the estimated construction cost exceeds \$500,000. As a result, the successful bidder and all subcontractors will be required to sign an agreement to be bound by the terms of the Community Work Force Agreement.

The Southwest Berkeley Bikeway and Bus Stop Improvements Project is a Strategic Plan Priority Project, advancing our goals to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities via construction of the Parker Street to Addison Street Bikeway and the University West Bus Stop Improvements, and creating affordable housing and housing support service for our most vulnerable community members via SAHA's Grinnell Apartments affordable housing development.

BACKGROUND

Project Origins and Scope & Grant Funding

On December 10, 2019, via Resolution No. 69,231-N.S., *Approval of the 2019 Housing Trust Fund Request for Proposals Reservations*, Council reserved City funds to support four affordable housing developments, including SAHA's Grinnell Apartments, located at 2527 San Pablo Avenue. The Grinnell Apartments is funded in part by the State of California's AHSC program, which has a goal of reducing greenhouse gas emissions and requires associated transportation improvements as a condition of funding. The transportation improvements would focus on sustainable forms of transportation, such as biking, walking, and mass transit. SAHA requested that the City partner with them, as the City has a history of successfully delivering such projects. The following two transportation improvement projects are now ready for approval:

- **Parker Street to Addison Street Bikeway.** This project originated in the 2017 Berkeley Bicycle Plan (Bicycle Plan), which envisions a Citywide network of low-stress bikeways along particular streets which were specifically chosen in large part to connect major destinations. A primary goal in designing low stress bikeways is for all portions, including intersections, to have consistently low levels of traffic stress as perceived by bicyclists in order to improve safety and encourage more people to bike.

The Parker Street to Addison Street Bikeway will construct a new north-south Bicycle Boulevard connecting San Pablo Park to Strawberry Creek Park and the adjacent West Street Pathway via Mabel Street (between Ward Street and Dwight Way), Dwight Way (between Mabel Street and Bonar Street), and Bonar Street (between Dwight Way and Addison Street), in addition to beginning a new east-west Bicycle Boulevard on Parker Street (between Mabel Street and San Pablo Avenue), which would eventually be extended westward as part of a separate, yet-to-be funded future Bicycle Plan project to connect into the existing Ninth Street Bicycle Boulevard. Bicycle Boulevards would include standard bicycle boulevard signage and pavement markings and wayfinding signage. New bicycle access improvements at Strawberry Creek Park would also be constructed, including improved curb ramps and a new bicycle ramp onto West

Street. This project would fill an important gap in the existing Citywide bicycle network.

In addition, this project will also construct new sidewalks where none currently exist on the east side of Acton Street, between Parker Street and Carleton Street, as supported by the Berkeley Pedestrian Plan, which aims to maintain an accessible path of travel for all pedestrians at all times.

The work of the Parker Street to Addison Street Bikeway is within the public right of way.

- **University West Bus Stop Improvements**, aim to improve pedestrian crossings and bus stops at the University Avenue/Bonar Street and University Avenue/Acton Street intersections. These two intersections were identified in the 2021 Berkeley Pedestrian Plan as needing pedestrian crossing safety improvements. Improving the pedestrian crossings also provides opportunities to improve the four bus stops along University Avenue at these two intersections, as efficiencies in sidewalk widening also provide space for new bus shelters and associated amenities.

Specifically, pedestrian improvements at the two intersections will consist of:

- a. sidewalk bulbouts, which would shorten crossing distances across University Avenue, Bonar Street, and Acton Street,
- b. new accessible directional curb ramps with adjacent pedestrian push buttons and improved traffic signal infrastructure, and
- c. repaved intersections with new crosswalk markings.

Bus stop improvements at the two intersections will include constructing:

- a. new bus bulbs which would allow buses to stop in the vehicle lane rather than pulling out of the lane, thereby increasing efficiency and reliability of bus service,
- b. concrete bus pads, and
- c. bus shelters and associated benches and trash receptacles.

Bus shelters will be solar-powered where feasible, depending on the amount of sunlight that can reach the bus shelter beneath tree canopies.

The bus stop improvements follow City General Plan Policy T-2 which calls on the City to “implement improvements to make transit more convenient, dependable, and attractive”, and General Plan Policy T-4 which establishes the City’s Transit-First Policy concerning identified Primary and Secondary Transit Routes.

The work of the University West Bus Stop Improvements project is within the public right of way.

These two projects were submitted to the State's AHSC program as part of SAHA's grant funding application for the Grinnell Apartments affordable housing development in 2019. SAHA's application was successful, and the Grinnell Apartments project received housing funds for approximately \$11.7 million. As part of the AHSC's funding, the City will receive \$1.422 million for the Parker Street to Addison Street Bikeway and University West Bus Stop Improvements projects via a side agreement with SAHA in order to receive AHSC funding that would be passed through the Grinnell Apartments project to these City projects.

The side agreement compels the City to complete the Parker Street to Addison Street Bikeway and University West Bus Stop Improvements projects by the end of January 2026. Completion of the transportation projects in a timely way will be necessary for the Grinnell Apartments developments to receive AHSC housing funds; the City's default would mean the loss of AHSC funds for the Grinnell Apartments. For that reason, the City will need to prioritize completion of those projects or it will expose the City to liability for those losses.

On January 21, 2020, via Resolution No. 69,252-N.S., *California Affordable Housing and Sustainable Communities Infrastructure Grant Applications and Agreements with Proposed Blake Apartments and Maudelle Miller Shirek Community Projects*, Council authorized the City Manager to negotiate, enter into, and cause the City to perform its obligations under an agreement with SAHA relating to its grant agreement with the AHSC program for the Grinnell Apartments (formerly known as Blake Apartments) project-related transportation and infrastructure improvements, and to accept and perform grants if awarded.

On January 29, 2020, the City executed a contract with SAHA not to exceed \$1.422 million for transportation infrastructure improvements related to the Grinnell Apartments development.

Public Outreach

City staff conducted three public outreach meetings for the Southwest Berkeley Bikeway and Bus Stop Improvements Project, which were intended to provide information to and solicit input from the public. The meetings were advertised and conducted as per the Department of Public Works' Public Participation Policy.

- December 1, 2022 – First meeting for **Parker Street to Addison Street Bikeway**. Initial design concepts were presented. Public input was received during and after this meeting, which necessitated refined/revised concepts for the proposed bikeway on Dwight Way, leading to a second meeting.

- April 13, 2023 - **University West Bus Stop Improvements.** Initial design concepts were presented, and no significant public input was received during or after this meeting. The design was subsequently refined and finalized after this meeting.
- November 9, 2023 – Second meeting for **Parker Street to Addison Street Bikeway.** A refined concept and a new concept were presented for the proposed bikeway on Dwight Way, which considered public comments from the first meeting. Additional comments were received during and after this meeting, which guided the City staff's decision to proceed with finalizing the design of a two-way cycletrack along the north side of Dwight Way.

At the conclusion of the public outreach process, the design team reviewed comments from the public including residents and businesses, Staff reviewers, and external stakeholders including AC Transit and utility companies, and evaluated these comments in the context of project goals, grant funding obligations, Citywide goals and policies, engineering design practice, management of the public right of way, safety, and cost. Detailed design documents were prepared by the design team in accordance with these factors. City staff believes the Project design documents consisting of engineering plans and specifications best achieves these objectives.

Design Options and Considerations

Following staff turnover and staffing shortages in the Public Works Department, in late 2021, the City solicited proposals from design consultants under its on-call engineering services contracts. Separate consultant teams were procured for the Parker Street to Addison Street Bikeway and University West Bus Stop Improvements work to obtain needed expertise and distribute work to different on-call consultants. Selected consultants were issued work authorizations and began preparing conceptual design options in spring 2022. During the course of preparing and evaluating different conceptual design options, a few scope items were addressed in detail:

1. **Traffic calming on Bonar Street, between Allston Way and Addison Street.**
In response to a neighborhood petition requesting traffic calming measures on this block, the City gathered and evaluated traffic data and will include two speed tables as part of the Parker Street to Addison Street Bikeway project. The speed tables contribute to the overall efficacy of a new Bike Boulevard by slowing vehicles on a route where bicycles would share the roadway with vehicles.
2. **Traffic circles at the Parker Street/Ninth Street and Bonar Street/Channing Way intersections.** These locations are at the intersections of future and existing Bicycle Boulevards and, in keeping with City design practice for such intersections, traffic circles will be installed as part of the Parker Street to Addison Street Bikeway project. Traffic circles are a secondary measure at these intersections, which will remain all-way stop controlled, to keep vehicle

speeds low, and also reduce the number of potential conflict points between vehicles and bicycles thereby improving the overall safety.

3. **New sidewalk along east side of Acton Street, between Parker Street and Carleton Street.** The Parker Street to Addison Street Bikeway project includes installation of approximately 200 feet of new sidewalk along the east side of Acton Street, immediately south of Parker Street, where no sidewalk currently exists. This work includes the necessary removal of a Monterey Pine tree that has been evaluated by the City's Urban Forestry Division of the Parks, Recreation, and Waterfront Department and found to be in poor condition, with fungus and beetle infestations. The new sidewalk will include tree wells for planting six new trees.
4. **Offset Intersection at Dwight Way, between Mabel Street and Bonar Street.** The scope of work for the Parker Street to Addison Street Bikeway project, as described in the agreement between the City and SAHA, includes pedestrian and bicycle crossing improvements at the Dwight Way/Mabel Street intersection consisting of a roadway median and an associated rectangular rapid flashing beacon (RRFB). However, based on a detailed survey and review of existing site conditions, a roadway median on Dwight Way was deemed infeasible due to insufficient roadway width and a desire to maintain vehicle circulation patterns and on-street parking. An RRFB was considered at this intersection, but based on engineering judgment, staff believes all-way stop controls at this intersection would result in a safer crossing for pedestrians and bicycles.

The Parker-Addison Bikeway project would connect San Pablo Park to Strawberry Creek Park and the West Street Pathway via a new north-south bicycle boulevard on Mabel Street and Bonar Street, which have relatively low vehicle volumes. Because these streets are discontinuous at Dwight Way, offset by about 100 feet, they would be joined by constructing a low-stress bikeway on a street with high vehicle volumes (Dwight Way) with associated traffic controls, including an all-way stop at the Dwight Way/Mabel Street intersection.

In order to provide maximum roadway space for potential options, City staff coordinated with AC Transit, which runs regular bus service on Dwight Way, to remove the existing eastbound bus stop at the Dwight Way/Mabel Street intersection, resulting in bus stop spacing that would be closer to (but less than) the ideal spacing of 1,000 feet outside of downtown areas, as per AC Transit's Multimodal Corridor Guidelines.

City staff considered several options for the bikeway connector on Dwight Way, which included different kinds/sizes of bikeways on the north, south, or both sides of the roadway and varying traffic controls at the Dwight Way/Mabel Street and/or Dwight Way/Bonar Street intersections, in an effort to reduce the potential

loss of on-street parking and changes to curbside planter areas (which were expressed concerns from the public during the public outreach process, described below), as well as improving safety for bicyclists, pedestrians, and vehicles. Based on detailed analyses, which included consideration of public comments, City staff recommends the bikeway option with a two-way cycletrack along the north side of Dwight Way.

This recommendation includes the following:

1. **Two-way cycletrack.** In accordance with the Berkeley Bicycle Plan, “A cycletrack connector is proposed for offset major intersection crossings along the Bicycle Boulevard network. This treatment provides a protected, low-stress crossing on the bikeway approach, and a low stress two-way facility on the cross-street parallel to the bikeway approach.” As a result of the Bicycle Plan’s focus on two-way cycletracks at offset intersection crossings, City staff carefully studied the two options as described below. Both options would provide protection for bicyclists via a concrete buffer between the cycletrack and the adjacent vehicle lane. On-street parking would need to be removed to provide space for a cycletrack.

- **Along north side of Dwight Way.** An approximately 55-foot long, 8.5-foot wide two-way cycletrack, with a one-foot wide concrete buffer, would be installed along the north side of Dwight Way. All way stop controls would be implemented at the Dwight Way/Mabel Street intersection to provide a safer crossing for pedestrians at the existing crosswalk across Dwight Way and for bicycles traversing to/from the cycletrack and Mabel Street. Hardened centerlines consisting of low-profile mountable rubber, would be installed on Dwight Way at the uncontrolled intersection (Bonar Street) to reduce vehicle turning speeds to/from Bonar Street.

This option utilizes the existing sidewalk bulbout, on the north side of Dwight Way at Mabel Street, to protect the cycletrack from approaching westbound vehicles; this configuration also reduces shifting of lanes on Dwight Way. It preserves the curbside planter area alongside the north side of Dwight Way, which the adjacent homeowner expressed interest in maintaining, and retains on-street parking to the extent feasible along the south side of Dwight Way by paving over its curbside planter area and installing a rolled curb and adding an additional on-street parking space via the removal of the AC Transit bus stop. Net on-street parking change: -1 (-2 along north side, +1 along south side).

The path of travel for northbound bicycles would be approximately colinear with the driveway for a residence along the north side of Dwight Way at the intersection of Mabel Street. This path of travel would need to be kept clear, meaning the residents would be able to use their driveway but would not be able to park a passenger vehicle on the roadway. City staff explored various alternatives to enable a passenger vehicle to park at this location, including one-way bicycle lanes and a shared roadway (described below), as well as shortening the proposed cycletrack. The latter alternative is problematic from a safety standpoint, as eastbound bicycle riders in a shortened cycletrack would enter the Dwight Way/Mabel Street intersection outside of the eastbound drivers' direct line of sight, thereby increasing the risk of a collision between vehicles and bicycles. Also, northbound bicycle riders on Mabel Street would enter the shortened cycletrack at a skewed angle, which would introduce a risk of collision with a parked vehicle and a difficult entry into the cycletrack; this would also make the cycletrack vulnerable to closure if a larger or improperly parked vehicle is too close to the eastern end of the cycletrack.

A roadway diverter could be analyzed at a later date after traffic patterns have been established, which would prohibit vehicles from entering Bonar Street from Dwight Way and would enhance bicyclist safety when entering and existing the two-way cycletrack at Bonar Street.

City staff recognize that this is the best bikeway option for improving safety, providing a key link in the Citywide bicycle network that is in accordance with the intent of the Bicycle Plan, and balancing the roadway needs and desires of residents, vehicular travelers, pedestrians, and bicycles.

- **Along south side of Dwight Way.** In contrast, cycletrack on the south side of Dwight Way would necessitate all-way stop controls at the Dwight Way/Bonar Street intersection, instead of the Dwight Way/Mabel Street intersection, to allow bikes to cross Dwight Way more safely to/from the cycletrack. This would involve construction of new curb ramps, a crosswalk, and a bicycle crossing at this intersection. However, potential crosswalk locations appear to conflict with or would be too close in proximity to existing driveways, which would likely result in detailed and costly crosswalk design and construction.

A cycletrack on the south side of Dwight Way would also shift lanes on Dwight Way toward the north, likely requiring removal of the existing

sidewalk bulbout on the north side of Dwight, and remove and pave over the curbside planter area along the north side of Dwight Way in order to maintain on-street parking along this side of the roadway. Net on-street parking change: -1 (0 along north side, -1 along south side).

2. **One-way bicycle lanes.** This concept would install five-foot wide, one-way bicycle lanes along the north and south sides of Dwight Way. For equitable distribution of traffic controls, westbound traffic on Dwight Way would stop at Mabel Street, whereas eastbound traffic on Dwight Way would stop at Bonar Street. This would leave one uncontrolled direction of traffic on Dwight Way at each of the intersections' bikeway crossings and at the existing crosswalk, which would remain, which could result in collisions between vehicles and pedestrians/bicycles, as the latter may not realize that both directions of traffic along Dwight Way would not be stop controlled. This option would also eliminate almost all of the on-street parking along both the north and south sides of Dwight Way, which is prohibitive to the residents' parking needs.

City staff attempted to develop this option to allow on-street parking at (a) the eastern end of the westbound bicycle lane, in front of the driveway for the residence along the north side of Dwight Way) and (b) the western end of the eastbound bicycle lane along the south side of Dwight Way. Analysis indicates that preserving these on-street areas is possible, but would result in a skewed approach angle for bicycles into the cycletrack, which would lead bicycles to make a longer angled crossing across Dwight Way and expose bicyclists to increased risk of collision with a moving vehicle, as well as a risk of collision with a parked vehicle, especially if the vehicle is parked too close to the bike lane.

Two variations of this option were considered:

- **Protected via a concrete buffer.** The bicycle lanes would be separated from the vehicle lanes via approximately 1.5-foot wide concrete buffers. This would provide protection for bicycles in the lanes but would leave insufficient width to allow the City's mechanical street sweepers from cleaning the gutters, thereby increasing the risk of clogged storm drains and associated maintenance issues. Net on-street parking change: -1 to -2, depending on length of bike lanes and turn movements of bicycles (-2 along north side, 0 to -1 along south side).
- **Unprotected via pavement markings.** To allow street sweepers to clean the gutters, the bicycle lanes could be constructed without concrete buffers and instead implement pavement markings as visual buffers. This would introduce real and perceived safety issues to

bicyclists, as vehicle speeds on Dwight Way are significantly higher than bicycle speeds, and an unprotected bikeway runs counter to the Bicycle Plan's goal to provide low-stress bikeway crossings. Net on-street parking change: -1 to -2, depending on length of bike lanes and turn movements of bicycles (-2 along north side, 0 to -1 along south side).

3. **Shared roadway.** This option would require bicycle and vehicles to share the existing lanes on Dwight Way, and the roadway would be signed and marked with arrows to emphasize the shared use. The same distribution of traffic controls as the previous option for one-way bicycle lanes would apply: westbound traffic on Dwight Way would stop at Mabel Street, whereas eastbound traffic on Dwight Way would stop at Bonar Street. It follows that bicycles and pedestrians crossing Dwight Way would encounter similar challenges as described above (namely, real and perceived safety issues to bicyclists), although these challenges may be greater because bicycles would not have a dedicated lane on Dwight Way to separate them from faster-moving vehicles. On-street parking would increase under this option, as the existing parking would remain and the existing eastbound bus stop would be removed. Net on-street parking change: +1 (0 along north side, +1 along south side).

All of the studied options were found to be in compliance with the operational requirements for the Berkeley Fire Department.

Construction Documents

City staff combined the separate design packages for the Parker Street to Addison Street Bikeway and University West Bus Stop Improvements work into a single construction bid package, titled **Southwest Berkeley Bikeway and Bus Stop Improvements Project**, to more easily administer and oversee the construction contract and to streamline the grant reimbursement process, especially since the work of both packages is funded by one AHSC grant under a single set of schedule deadlines.

Environmental Documentation

City staff have determined that the Project is statutorily exempt from the California Environmental Quality Act (CEQA), as per the State of California Public Resources Code, Division 13 *Environmental Quality*, Chapter 2.6 *General*, §21080.25, under the following exemptions:

- (b)(1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way,
- (b)(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way, and

- (b)(3) Transit prioritization projects.

“Transit prioritization projects” include signal and sign changes and transit stop access and safety improvements including the installation of transit bulbs. Public Resources Code §21080.25(a)(11)(A & E).

Upon Council’s adoption of a resolution approving this Project, City staff will file a Notice of Exemption with the Office of Planning and Research and the Alameda County Clerk as per California Public Resources Code §21080.25(h).

Project Schedule

The City’s agreement with SAHA stipulates that the City must be reimbursed for all grant-funded expenditures by June 30, 2026. Because the Project closeout and grant reimbursement process typically takes several months, the City estimates that construction activities should be complete by the end of January 2026 to meet the deadline. The Project construction includes the purchase of items that typically have relatively long manufacturing times, including traffic signal poles and equipment and bus shelters, which can take approximately ½ year to procure.

Project construction is estimated to have an 8-month duration, which is scheduled to begin in spring 2025 after a construction contract is executed and conclude in late 2025/early 2026.

For this reason, it is imperative that Council issue a resolution covering the items in this report during the November 19, 2024 Council meeting.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The purpose of the AHSC program is to reduce greenhouse gas emissions in California, and all of the projects identified for the funding will help accomplish that goal. Increasing cycling and walking in the City would help the City achieve the Berkeley Climate Action Plan greenhouse gas emission reduction targets of 80% below year 2000 levels by 2050.

The Climate Action Plan states that, in order to meet these targets, “Transportation modes such as public transit, walking and bicycling must become the primary means of fulfilling our mobility needs.”

RATIONALE FOR RECOMMENDATION

Approving the plans and specifications, accepting the bid of Sposeto Engineering, Inc. as the lowest responsive and responsible bidder, and authorizing the City Manager to execute a contract with Sposeto Engineering, Inc., all for the Southwest Berkeley Bikeway and Bus Stop Improvements Project, will keep the Project on schedule in accordance with the grant funding agreement.

ALTERNATIVE ACTIONS CONSIDERED

If City Council chose not to take the proposed actions at this time and instead defer the item to a future Council agenda, such an action could increase the risk of the City defaulting on its obligations to deliver this Project and liability for a potential loss of grant funding for SAHA's Grinnell Apartments affordable housing development if the Project is not completed on time.

CONTACT PERSON

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Hamid Mostowfi, Transportation Manager, 510-981-6403

Kenneth Jung, Supervising Civil Engineer, Public Works, 510-981-7028

Attachments:

1: Resolution

2: Site Map

3: Abstract of Bids

4: Project Plans: Parker Street to Addison Street Bikeway (Specification No. 24-11640-C) & University West Bus Stop Improvements (Specification No. 24-11666-C)

RESOLUTION NO. ##,###-N.S.

CONTRACT: SPOSETO ENGINEERING, INC., FOR SOUTHWEST BERKELEY
BIKEWAY AND BUS STOP IMPROVEMENTS PROJECT

WHEREAS, the Southwest Berkeley Bikeway and Bus Stop Improvements Project consists of two subprojects:

- Parker Street to Addison Street Bikeway (Specification No. 24-11640-C) and
- University West Bus Stop Improvements (Specification No. 24-11666-C); and

WHEREAS, the work of the Parker Street to Addison Street Bikeway fills a key gap in the existing Citywide bicycle network by connecting San Pablo Park to Strawberry Creek Park and the adjacent West Street Pathway and begins a new bikeway along Parker Street toward the existing Ninth Street Bicycle Boulevard, as per the Berkeley Bicycle Plan; and

WHEREAS, the work of the University West Bus Stop Improvements makes improvements at the University Avenue/Bonar Street and University Avenue/Acton Street intersections to create safer pedestrian crossings as per the Berkeley Pedestrian Plan and to improve bus stop amenities and service reliability as per the City General Plan; and

WHEREAS, the City has received \$1.422 million in grant funding for these transportation improvements from the State of California Affordable Housing and Sustainability Communities program through a side agreement with Satellite Affordable Housing Associates, the developer of the Grinnell Apartments affordable housing development at 2527 San Pablo Avenue, which stipulates that the City must complete these transportation improvements and receive final grant reimbursement by June 30, 2026 or be liable for the loss of funding for the City's work and the \$11.7 million grant funding for the Grinnell Apartments; and

WHEREAS, with the support of an engineering and design consultant team, City staff identified conceptual design options, obtained public input on, and analyzed the conceptual design options; selected recommended conceptual designs that balanced comments and concerns from the public with project goals; completed the final design documents in the form of plans and specifications for the Project which were prepared in substantial conformance with the selected conceptual designs; and

WHEREAS, with the support of an environmental consultant, City staff have determined that the Project is statutorily exempt from the California Environmental Quality Act (CEQA), pursuant to the State of California Public Resources Code, Division 13 *Environmental Quality*, Chapter 2.6 *General*, §21080.25(b)(1), (b)(2), and (b)(3); and

WHEREAS, the City has neither the staff nor the equipment needed to undertake the construction of this Project; and

WHEREAS, on September 12, 2024, the City released an Invitation for Bids (Specification Nos. 24-11640-C & 24-11666-C) for the work of this Project; and

WHEREAS, Sposeto Engineering, Inc., was found to be the lowest responsive and responsible bidder; and

WHEREAS, funds are available in the FY 2025 and planned FY 2026 budgets in the State Capital Grants (Fund 306), Alameda County Measure BB Local Streets & Roads (Fund 134), Alameda County Measure BB Bicycle and Pedestrian (Fund 135), and State Transportation Tax (Fund 127); and

WHEREAS, no other funding is required, and no other project from the Public Works Department will be delayed due to this expenditure.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that Plans and Specifications for the Southwest Berkeley Bikeway and Bus Stop Improvements Project (Specification Nos. 24-11640-C & 24-11666-C) are approved.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley accepts the bid of Contractor as the lowest responsive and responsible bidder.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley authorizes the City Manager to execute a contract and any amendments, extensions, and/or change orders until completion of the Project in accordance with the approved Plans and Specifications with Sposeto Engineering, Inc., in an amount not to exceed \$2,390,000, which includes a 10 percent contingency for unforeseen circumstances. A record signature copy of said agreement and any amendments will be on file in the Office of the City Clerk.

ATTACHMENT 2

SITE MAP

SOUTHWEST BERKELEY BIKEWAY AND BUS STOP IMPROVEMENTS



LEGEND:

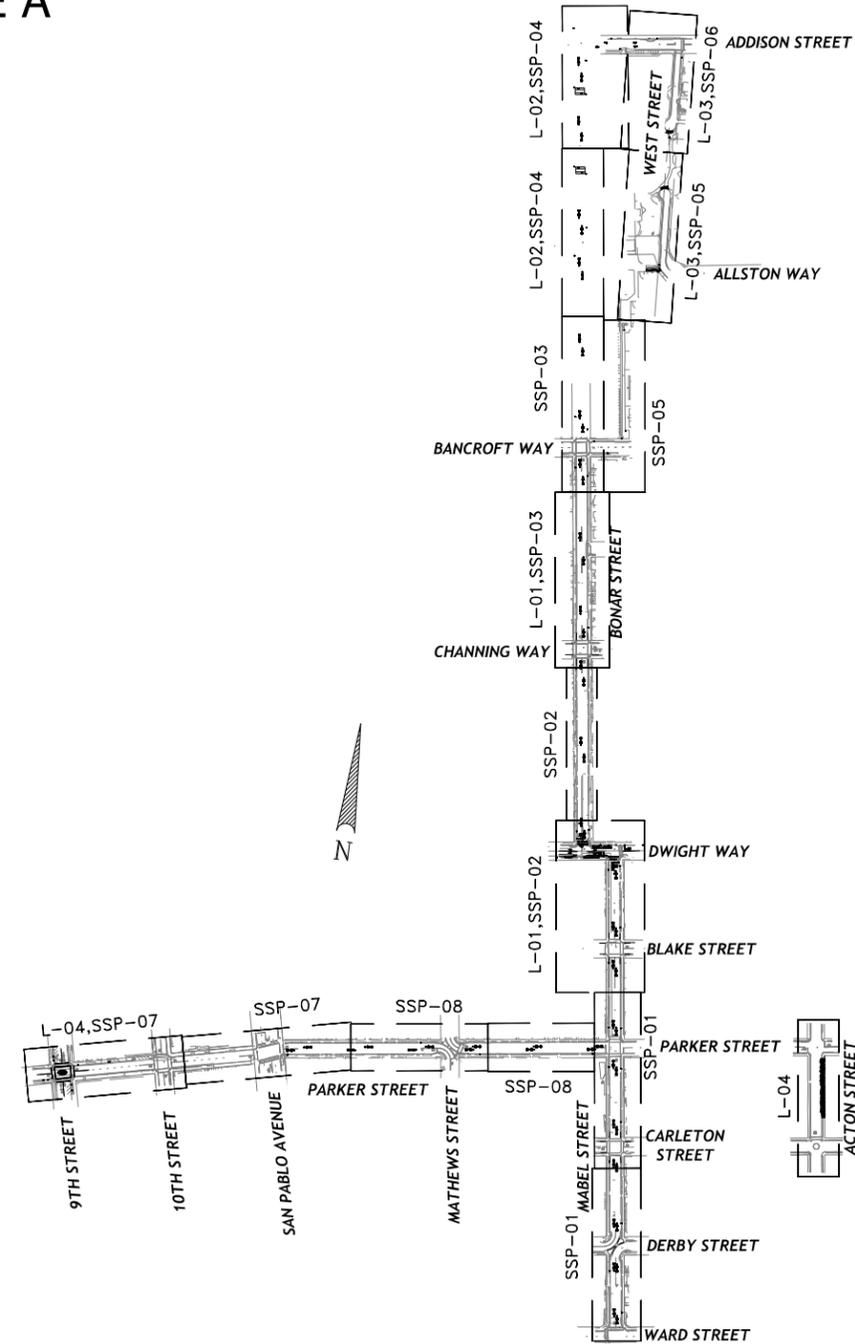
-  PARKER ST TO ADDISON ST BIKEWAY
-  UNIVERSITY WEST BUS STOP IMPROVEMENTS
-  2527 SAN PABLO AVE (BLAKE APARTMENTS DEVELOPMENT)

CITY OF BERKELEY
ALAMEDA COUNTY, CALIFORNIA

PARKER STREET TO ADDISON STREET BIKEWAY

SPECIFICATION NO. 24-11640-C

PACKAGE A



SHEET INDEX

SHEET NO.	SHEET TITLES	SHEET TITLE
01	T-01	TITLE SHEET
02	GN-01	GENERAL NOTES AND LEGEND
03	XS-01	TYPICAL CROSS SECTION
04	SC-01	SURVEY CONTROL
05 - 08	L-01 TO L-04	LAYOUT PLAN
09 - 15	CD-01 TO CD-07	CIVIL DETAILS
16 - 23	SSP-01 TO SSP-08	SIGNING AND STRIPING PLANS
24 - 27	D-01 TO D-04	STRIPING DETAILS

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PROJECT MANAGER <i>Vernita</i>	DATE 9/10/24	DEPICTION OF MONUMENTS DATE 09/12/24	SUBMITTED DATE 9/10/24	DESIGN E.K.	HORIZ. _____	CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS PARKER ST. TO ADDISON ST. BIKEWAY TITLE SHEET	PLAN 8282 FILE 503-639 T-01 SHEET 1 OF 27
SURVEY PARTY CHIEF <i>David Barton</i>	DATE 9/12/24	WATERSHED REVIEW DATE 9/12/24	REGISTERED ENGINEER REG. NO. 60704 EXP. 12/31/24	VERT. _____	DATE 9/5/2024		
MANAGER OF ENGINEERING <i>Vernita</i>			APPROVED DATE 9/12/24	CHECK A.H.			
			R.C.E. 62524 EXP. 9/30/25	AS BUILT _____			
				BOOK _____			
				DATE 9/5/2024			

N:\Shared\PROJECTS\2022\00-2022-025 berkeley, ca parker to addison bikeway\CAD\01_Plans\2022-025_G-COV.dwg [T-01] 9-05-24 12:45:24 PM emmakatz

GENERAL NOTES:

- THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICES ALERT (USA) AT 811 AT LEAST 2 WORKING DAYS BEFORE EXCAVATING. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING UTILITIES IN ACCORDANCE WITH THE GENERAL SPECIFICATIONS.
- THE CONTRACTOR SHALL COMPLY WITH ALL STATE, COUNTY, AND CITY LAWS AND ORDINANCES, REGULATIONS OF THE DEPARTMENT OF INDUSTRIAL RELATIONS, STATE CONSTRUCTION SAFETY ORDERS, AND CAL/OSHA. THIS REQUIREMENT SHALL BE MADE TO APPLY AT ALL TIMES.
- THE CONTRACTOR SHALL RESTORE ALL DAMAGED, REMOVED, OR OTHERWISE DISTURBED WALLS, FENCES, SERVICES, UTILITIES, IMPROVEMENTS OR FEATURES OF WHATEVER NATURE, DUE TO CONTRACTOR'S WORK.
- PEDESTRIAN, PUBLIC ACCESSES, AND WHEELCHAIR ACCESSES SHALL BE MAINTAINED DURING THE CONSTRUCTION AND CONFORM TO THE REQUIREMENTS OF THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) AND THE SATISFACTION OF THE ENGINEER.
- NO TRENCHES OR HOLES SHALL BE LEFT OPEN OVERNIGHT; USE STEEL PLATING OR HOT MIX ASPHALT AS REQUIRED TO PROTECT OPEN TRENCHES OVERNIGHT.
- THE CONTRACTOR SHALL CONTROL DUST AT ALL TIMES AND SWEEP STREETS AS OFTEN AS NECESSARY DURING CONSTRUCTION AS REQUIRED BY THE CITY ENGINEER.
- ALL REVISIONS TO THE DESIGN, SPECIFICATIONS, AND ESTIMATE MUST BE REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION AND SHALL BE ACCURATELY SHOWN ON REVISED PLANS STAMPED AND SIGNED BY CITY ENGINEER PRIOR TO THE INSTALLATION OF THE IMPROVEMENTS.
- ALL CONSTRUCTION STAKING FOR CURB, GUTTER, SIDEWALK, SANITARY SEWERS, STORM DRAINS, WATER LINES, FIRE HYDRANTS, ELECTROLIERS, ETC. SHALL BE DONE BY A LICENSED LAND SURVEYOR.
- THE CONTRACTOR SHALL PROVIDE FOR CONTINUOUS INGRESS AND EGRESS TO ALL PRIVATE PROPERTIES ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION UNLESS OTHERWISE SHOWN.
- THE CONTRACTOR SHALL NOTIFY ALL TRANSIT AGENCIES, TRASH COLLECTION AGENCY, AND EMERGENCY SERVICES OF THE CONSTRUCTION SCHEDULE TO ALLOW COORDINATION. AC TRANSIT SHALL BE NOTIFIED AT LEAST 2 WEEKS PRIOR TO THE START OF WORK AT LOCATIONS THAT INCLUDE EXISTING OR PROPOSED BUS STOP LOCATIONS.
- CONTRACTOR TO INSTALL A CONSTRUCTION INFORMATION SIGN PER THE PROJECT SPECIFICATIONS AT THE BEGINNING BLOCK AND THE END BLOCK OF THE SITE.
- CONTRACTOR SHALL PREPARE AND SUBMIT CONSTRUCTION PHASING PLAN AND TRAFFIC CONTROL PLANS FOR EACH PHASE TO CITY FOR APPROVAL PER THE SPECIFICATIONS.
- CONTRACTOR SHALL PREPARE AND SUBMIT A STORMWATER POLLUTANT PREVENTION PLAN (SWPPP) PER THE SPECIFICATIONS.
- ALL CITY OF BERKELEY MONUMENTS LOCATED WITHIN THE PROJECT AREA MUST BE REFERENCED, PRIOR TO WORK COMMENCING, BY A LICENSED LAND SURVEYOR AS REQUIRED BY SECTION 8771 OF THE BUSINESS AND PROFESSIONS CODE AND PER THE CITY OF BERKELEY MONUMENT REFERENCE GUIDELINES. CORNER RECORDS OF THIS WORK MUST BE SUBMITTED FOR FILING TO BOTH THE COUNTY SURVEYOR OF ALAMEDA COUNTY, AND THE CITY OF BERKELEY, PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION, SURVEY SECTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF EXISTING SURVEY MONUMENTS, BENCHMARKS, REFERENCE POINTS AND STAKES. SHOULD ANY SURVEY MONUMENTS, BENCHMARKS, REFERENCE POINTS, OR STAKES BE DAMAGED OR DESTROYED DURING THE PERFORMANCE OF THIS WORK, THE CONTRACTOR SHALL REPLACE SAID ITEMS PER CITY STANDARDS IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND CONTACT A CITY OF BERKELEY, SURVEY SECTION, CHIEF OF PARTY FOR FINAL INSPECTION AND ACCEPTANCE OF THE WORK.
- CONTRACTOR SHALL CONTACT CITY ARBORIST IN ADVANCE OF ANY DEMOLITION. CONTRACTOR SHALL ADHERE TO CITY SPECIFICATIONS AND RECOMMENDATIONS FOR TREE PRESERVATION.
- TREE PROTECTION - PROVIDE FOR WRAPPING TREES, KEEPING EXPOSED ROOTS MOIST, AND USE OF AIR TOOLS FOR EXCAVATING. MEET WITH CITY ARBORIST BEFORE ANY WORK IS DONE.
- UTILITIES AS SHOWN CONFORM TO AVAILABLE RECORD DATA. THE EXISTENCE, LOCATION AND CHARACTERISTICS OF UNDERGROUND UTILITY INFORMATION SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM A REVIEW OF AVAILABLE RECORD DATA. NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID UTILITY INFORMATION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATION AND DEPTHS BY POTHOLING OF ALL UTILITIES WITH APPROPRIATE AGENCIES, AND TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS. ANY CONFLICTS SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.

SIGNING AND STRIPING GENERAL NOTES:

- SIGNING AND STRIPING INSTALLATIONS SHALL CONFORM TO THE MOST RECENT CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), THE MOST RECENT STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND SPECIFICATIONS, AND ALL ADDENDUMS THERETO, AND THE CITY OF BERKELEY PUBLIC WORKS DEPARTMENT STANDARD DETAILS, CURRENT EDITION.
- ALL STRIPING, MARKINGS, AND LEGENDS SHALL BE REFLECTORIZED THERMOPLASTIC UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL PROVIDE AND INSTALL RAISED PAVEMENT MARKERS FOR ALL STRIPING. STRIPING, MARKINGS AND LEGENDS SHALL CONFORM TO THE LATEST CALTRANS STANDARD PLANS A20A THRU A20D AND A24A THRU A24E.
- PRIOR TO FINAL ACCEPTANCE OF STREET IMPROVEMENTS, ALL PAVEMENT STRIPING AND STENCILING WITHIN THE PERIMETER OF THE CONSTRUCTION AREA SHALL BE RESTORED TO LIKE NEW CONDITION, IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
- THE CONTRACTOR SHALL RE-STRIPING EXISTING STRIPING AND CURB MARKINGS OBLITERATED BY NEW CONSTRUCTION, WHETHER OR NOT SHOWN ON THE PLANS FOR REPLACEMENT, AT NO COST TO THE CITY.
- AT LOCATIONS WHERE EXISTING PAINTED CURB IS TO BE RECONSTRUCTED, THE CONTRACTOR SHALL PAINT THE NEW CURB AS SHOWN ON THE PLANS WITHIN 10 WORKING DAYS OF CURB CONSTRUCTION OR AS DIRECTED BY ENGINEER. THE PAINT SHALL BE WATER-BASED WITH 2-YEAR GUARANTEE AGAINST COLOR FADING. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE CITY WRITTEN PROOF OF THE MANUFACTURER'S 2-YEAR GUARANTEE.
- ALL NEW STRIPING SHALL BE "CAT TRACKED" AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AFTER COMPLETING LAYOUT AND AT LEAST 3 WORKING DAYS BEFORE COMMENCING INSTALLATION OF STRIPING, MARKINGS AND MARKERS.
- TRAFFIC SIGN FACE SHALL BE 3M DIAMOND GRADE DG3 REFLECTIVE SHEETING (ASTM XI) OR APPROVED EQUAL WITH PROTECTIVE GRAFFITI OVERLAY FILM OR AS OTHERWISE NOTED. ALL WARNING SIGNS SHALL HAVE A FLUORESCENT YELLOW BACKGROUND AND SCHOOL SIGNS NOTED SHALL HAVE A FLUORESCENT YELLOW-GREEN BACKGROUND.
- SIGNS SHALL BE STANDARD SIZE UNLESS NOTED OTHERWISE. PRIOR TO INSTALLATION, NEW SIGNS SHALL BE APPROVED BY THE ENGINEER. EXACT LOCATIONS OF SIGNS SHALL BE DETERMINED BY THE CITY ENGINEER.
- ALL EXISTING SIGNS AND POSTS TO BE REMOVED SHALL BE PROPERLY DISPOSED OF.
- ALL CONFLICTING STRIPING, PAVEMENT MARKINGS, LEGENDS, AND RAISED PAVEMENT MARKERS SHALL BE REMOVED EVEN IF NOT SHOWN ON PLANS. REMOVALS OF PAINTED STRIPING, PAVEMENT MARKINGS AND LEGENDS SHALL BE DONE BY GRINDING. REMOVALS OF THERMOPLASTIC STRIPING, PAVEMENT MARKINGS AND LEGENDS SHALL BE REMOVED BY GRINDING OR OTHER APPROVED METHOD AND SHALL NOT DAMAGE THE PAVEMENT. "BLACK OUT" OF EXISTING DELINEATION IS NOT PERMITTED. ALL DAMAGED PAVEMENT DUE TO REMOVALS SHALL BE REPAIRED AS NECESSARY TO MAINTAIN A SMOOTH AND UNIFORM SURFACE OR AS DIRECTED BY THE ENGINEER. ALL STRIPING REMOVALS AND LEGENDS SHALL BE SLURRY SEALED.
- PROTECT IN PLACE ALL SIGNAGE NOT IDENTIFIED IN THIS PLAN.



TEMPORARY EROSION CONTROL NOTE:

CONTRACTOR SHALL PROVIDE TEMPORARY STORM WATER POLLUTION CONTROL DURING CONSTRUCTION PER CALTRANS STD. PLAN T62. CONTRACTOR TO PROVIDE DRAINAGE INLET PROTECTION AT ALL STORM DRAINS LOCATED WITHIN 500' OF PROJECT EXTENTS. CONTRACTOR TO VERIFY ALL STORM WATER DRAIN INLET LOCATIONS. CONTRACTOR SHALL PROVIDE EROSION CONTROL MEASURES DURING CONSTRUCTION. EROSION CONTROL MEASURES SHALL CONFORM TO THE REQUIREMENTS OF THE REGIONAL WATER QUALITY CONTROL BOARD (RWQCB).

ABBREVIATIONS:

(X.XX)	INDICATES EXISTING ELEVATION
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
ADA	AMERICAN WITH DISABILITIES ACT
BC	BEGINNING OF CURVE
BEG	BEGIN
BW	BACK OF WALK
CA	CALIFORNIA
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION
CF	CURB FACE
C&G	CURB AND GUTTER
CL	CENTERLINE
CLR.	CLEAR
CONC.	CONCRETE
E	EASTING
EC	END OF CURVE
ELEV.	ELEVATION
ETW	EDGE OF TRAVELED WAY
EX.	EXISTING
FL	FLOW LINE
FOC	FACE OF CURB
FS	FINISHED SURFACE
GO	GUTTER OUT
JP	JOINT POLE
L	LEFT
LF	LINEAR FOOT
LIP	LIP OF GUTTER
MAX.	MAXIMUM
MIN.	MINIMUM
MON.	SURVEY MONUMENT
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
(N.)	NORTH
N	NORTHING
O.C	ON CENTER
OFF	OFFSET
PC	POINT OF CURVE
PCC	PORTLAND CEMENT CONCRETE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENT
R	RIGHT
R.C	RELATIVE COMPACTION
R/W	RIGHT OF WAY
SF	SQUARE FEET (FOOT)
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MAINTENANCE HOLE
STA	STATION
STD.	STANDARD
SW	SIDEWALK
TC	TOP OF CURB
TYP.	TYPICAL
U.S.	UNITED STATES
VAR.	VARIES
XS	CROSS SECTION

SURVEY LEGEND

	BUILDING OVERHANG
	EDGE OF PAVEMENT
	CURB LINE
	CURB & GUTTER LINE
	CONTOURS
	STEPS
	GAS LINE
	STORM DRAIN
	SANITARY SEWER
	TELEPHONE LINE
	WATER LINE
	FLOW LINE
	FENCE LINE, TYPE / HEIGHT AS INDICATED
	STORM DRAIN MAINTENANCE HOLE
	STORM DRAIN CLEANOUT
	DRAIN INLET
	DRAIN INLET ON CURB
	CURB INLET WITHOUT GRATE
	SANITARY SEWER MAINTENANCE HOLE
	SANITARY SEWER CLEANOUT
	WATER METER / BOX
	WATER VALVE
	FIRE HYDRANT
	FIRE DEPARTMENT CONNECTION
	GAS VALVE
	ELECTRIC VAULT / PULLBOX
	HARDSCAPE ELECTRIC LIGHT
	ELECTROLIER WITH MAST ARM
	JOINT POLE
	GUY WIRE ANCHOR
	STREET LIGHT PULLBOX
	STEAM MAINTENANCE HOLE
	MISCELLANEOUS MAINTENANCE HOLE
	MISCELLANEOUS PULLBOX
	SIGN
	BOLLARD
	SURVEY DISK MONUMENT
	SURVEY WELL MONUMENT
	SPOT ELEVATION
	TREE WITH DRIPLINE, SIZE AS INDICATED

CONSTRUCTION LEGEND:

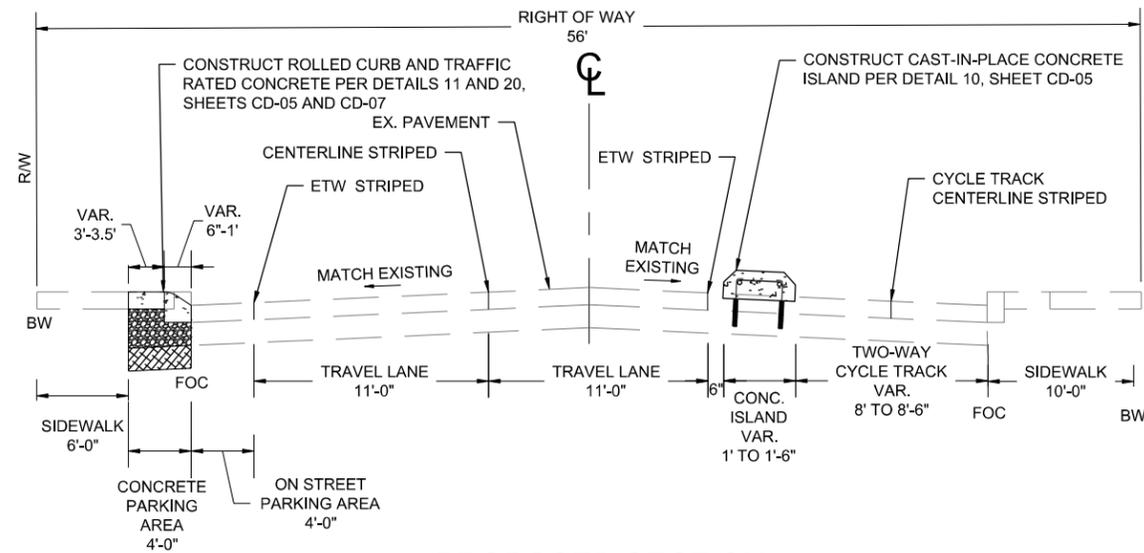
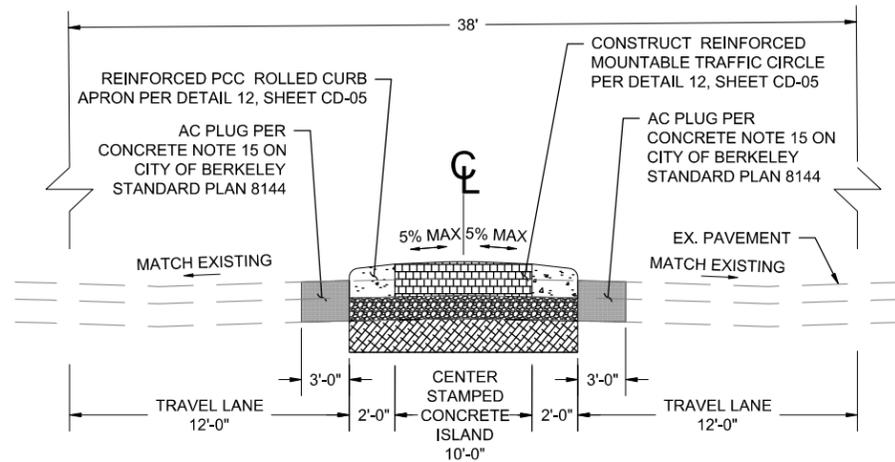
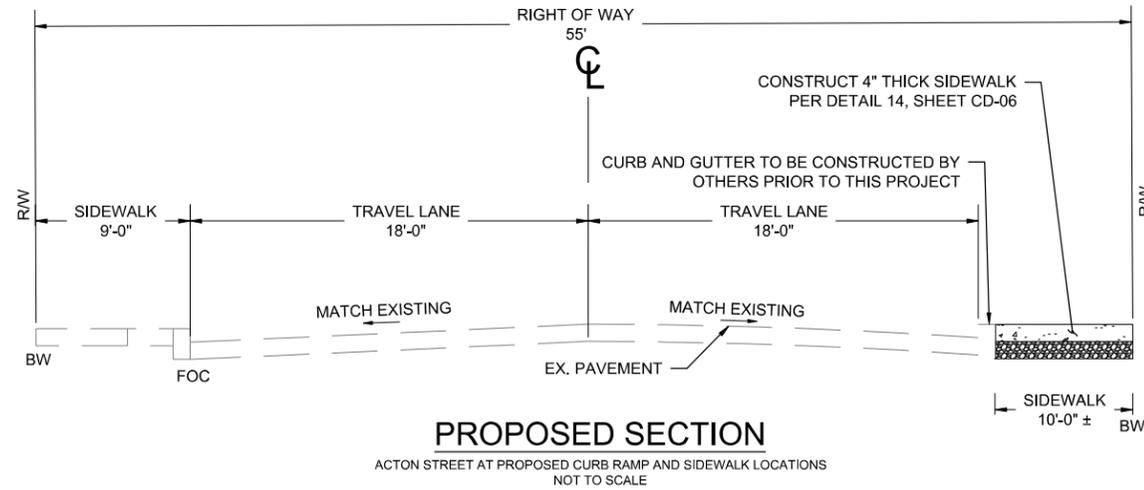
	PCC CONCRETE SECTIONS
	GENERAL LANDSCAPING SOIL INSTALLED AT ±3" BELOW SIDEWALK GRADE
	DETECTABLE WARNING SURFACE PER CALTRANS STD PLAN A88A
	REMOVE EXISTING STRIPING BY SANDBLASTING
	AC PLUG PER CONCRETE NOTE 15 ON CITY OF BERKELEY STANDARD PLAN 8144
	CLASS 2 AGGREGATE BASE, DEPTH PER CITY OF BERKELEY SAWCUT TRENCH, CURB AND GUTTER, SIDEWALK, AND TRAFFIC CIRCLE DETAILS.
	SCARIFY AND RECOMPACT SUBGRADE TO 95% R.C. OR AS APPROVED BY THE ENGINEER
	STAMPED CONCRETE PAVER BRICK PATTERN WITH COATING
	SAWCUT LINE



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PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS:	DATE	SUBMITTED:	DATE	DESIGN	EK	HORIZ.		CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS	PARKER ST. TO ADDISON ST. BIKEWAY GENERAL NOTES	PLAN	8282
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.				FILE	503-639
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	AH	BOOK				GN-01	
				MANAGER OF ENGINEERING	EXP.	AS BUILT		DATE	9/5/2024			SHEET	2 OF 27

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CONSTRUCTION LEGEND:

- PCC CONCRETE SECTIONS
- AC PLUG PER CONCRETE NOTE 15 ON CITY OF BERKELEY STANDARD PLAN 8144
- CLASS 2 AGGREGATE BASE. DEPTH PER CITY OF BERKELEY SAWCUT TRENCH, CURB AND GUTTER, SIDEWALK, AND TRAFFIC CIRCLE DETAILS.
- SCARIFY AND RECOMPACT SUBGRADE TO 95% R.C. OR AS APPROVED BY THE ENGINEER
- STAMPED CONCRETE PAVER BRICK PATTERN WITH COATING



PROPOSED SECTION

DWIGHT WAY (MABEL STREET TO BONAR STREET) - PROPOSED
NOT TO SCALE

PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS:	DATE	SUBMITTED:	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.	
		WATERSHED REVIEW:		APPROVED:		CHECK	AH	BOOK	
				MANAGER OF ENGINEERING		AS BUILT		DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

PARKER ST. TO ADDISON ST. BIKEWAY
TYPICAL SECTIONS

PLAN 8282
FILE 503-639
XS-01
SHEET 3 OF 27



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Alignment Data

Number	Radius	Length	Delta/Bearing	Beg. STA	End STA
C1	10.00	9.77'	55.9991°	13+71.39	13+81.16
C2	10.00	9.91'	56.7673°	13+94.33	14+04.23
C3	10.00	8.53'	48.8628°	14+84.25	14+92.77
C4	10.00	8.53'	48.8900°	15+15.99	15+24.52
C5	20.00	32.16'	92.1338°	15+90.01	16+22.17
L1		1588.31'	N8° 10' 28.48"W	10+00.00	25+88.31
L2		301.02'	N81° 47' 52.69"E	9+50.00	12+51.02
L3		1321.52'	N8° 13' 03.20"W	10+00.00	23+21.52
L4		630.10'	N8° 11' 16.20"W	23+21.52	29+51.62
L5		705.60'	N8° 13' 53.80"W	29+51.62	36+57.22
L6		244.83'	N81° 37' 01.52"E	10+00.00	12+44.83
L7		371.39'	N8° 06' 10.21"W	10+00.00	13+71.39
L8		13.17'	N47° 53' 46.72"E	13+81.16	13+94.33
L9		80.01'	N8° 52' 15.56"W	14+04.23	14+84.25
L10		23.21'	N39° 59' 30.48"E	14+92.77	15+15.99
L11		65.49'	N8° 53' 53.43"W	15+24.52	15+90.01
L12		67.66'	N83° 14' 08.16"E	16+22.17	16+89.83
L13		75.87'	N5° 56' 14.30"W	10+00.00	10+75.87
L14		420.47'	N3° 26' 57.65"W	10+75.87	14+96.35
L15		233.32'	N3° 38' 10.74"W	14+96.35	17+29.67
L16		359.78'	N81° 51' 58.86"E	10+00.00	13+59.78
L17		716.18'	N76° 50' 01.12"E	10+00.00	17+16.18
L18		110.93'	N70° 36' 08.70"E	17+16.18	18+27.11
L19		1089.04'	N81° 49' 09.65"E	18+27.11	29+16.15
L20		488.97'	N8° 09' 15.96"W	10+00.00	14+88.97

BENCHMARK:

THE ELEVATION REFERENCE FOR THIS SURVEY IS A BERKELEY MONUMENT B0452. DESCRIBED AS 2 INCH DIAMETER BRASS DISC CITY WELL MONUMENT, STAMPED B0452 PLS6392 AT THE ALLSTON WAY AND BONAR STREET INTERSECTION.

ELEV.=71.07 FEET CITY OF BERKELEY DATUM

BASIS OF BEARINGS:

HORIZONTAL CONTROL WAS BASED ON A GPS SURVEY USING GNSS RTK METHODS CONNECTED TO THE LEICA SMARTNET REAL TIME NETWORK TIED INTO CALIFORNIA STATE PLANE COORDINATES NAD83, EPOCH 2022.250.

SURVEY HORIZONTAL DATUM IS NAD83 AND CITY OF BERKELEY VERTICAL ELEVATION IS 71.07 FEET .

SURVEY NOTES:

1. ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
2. DATES OF FIELD SURVEY: 5/4/2022 - 5/17/2022.
3. OVERHEAD ELECTRIC LINES ARE NOT SHOWN ON THIS MAP.

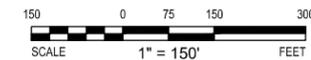
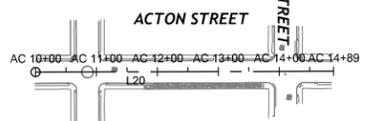
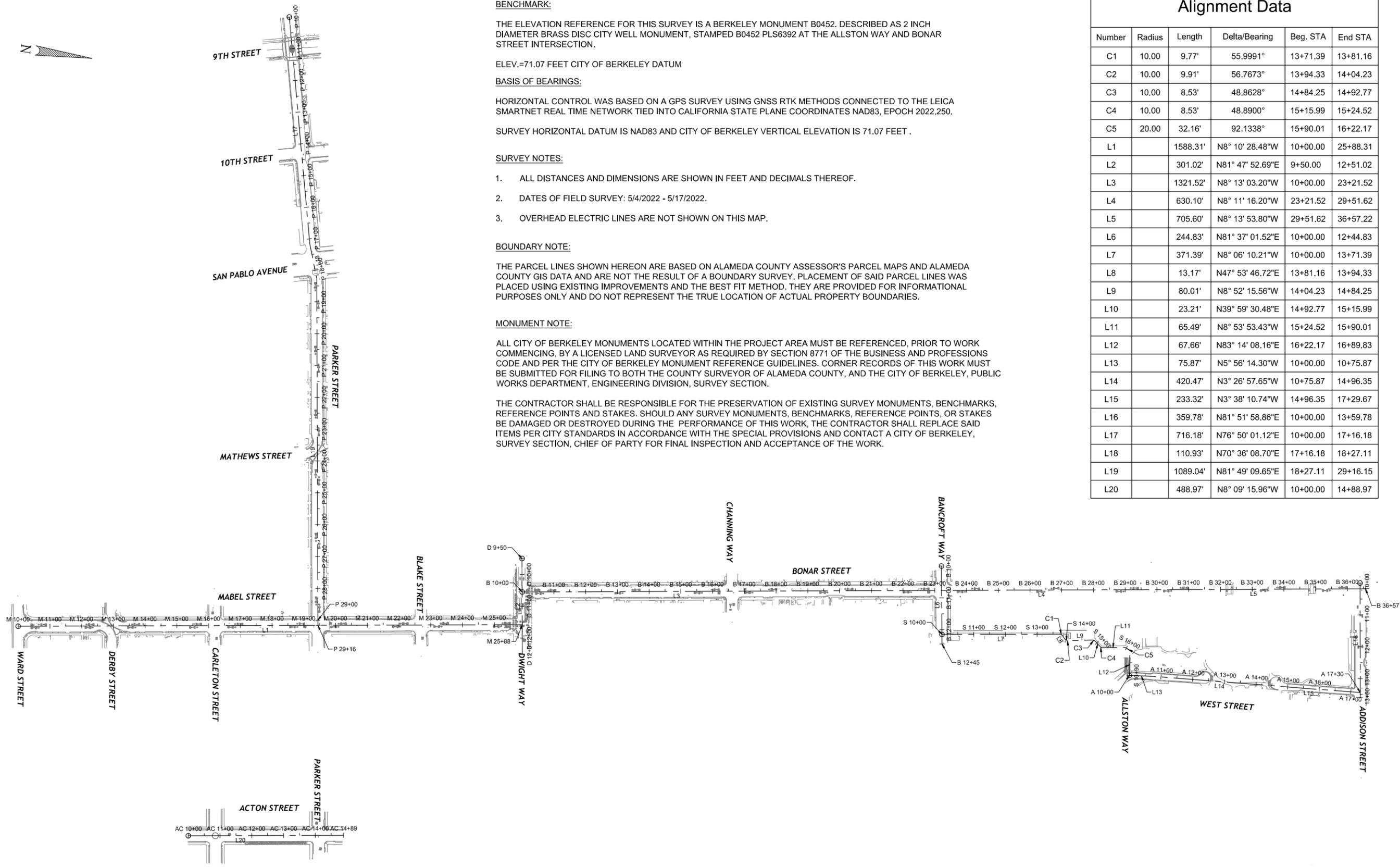
BOUNDARY NOTE:

THE PARCEL LINES SHOWN HEREON ARE BASED ON ALAMEDA COUNTY ASSESSOR'S PARCEL MAPS AND ALAMEDA COUNTY GIS DATA AND ARE NOT THE RESULT OF A BOUNDARY SURVEY. PLACEMENT OF SAID PARCEL LINES WAS PLACED USING EXISTING IMPROVEMENTS AND THE BEST FIT METHOD. THEY ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND DO NOT REPRESENT THE TRUE LOCATION OF ACTUAL PROPERTY BOUNDARIES.

MONUMENT NOTE:

ALL CITY OF BERKELEY MONUMENTS LOCATED WITHIN THE PROJECT AREA MUST BE REFERENCED, PRIOR TO WORK COMMENCING, BY A LICENSED LAND SURVEYOR AS REQUIRED BY SECTION 8771 OF THE BUSINESS AND PROFESSIONS CODE AND PER THE CITY OF BERKELEY MONUMENT REFERENCE GUIDELINES. CORNER RECORDS OF THIS WORK MUST BE SUBMITTED FOR FILING TO BOTH THE COUNTY SURVEYOR OF ALAMEDA COUNTY, AND THE CITY OF BERKELEY, PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION, SURVEY SECTION.

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PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS:	DATE	SUBMITTED:	DATE	DESIGN	KB	HORIZ.		CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS	PARKER ST. TO ADDISON ST. BIKEWAY SURVEY CONTROL	PLAN 8282 FILE 503-639 SC-01 SHEET 4 OF 27
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	KB	VERT.				
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	NB	BOOK				
				MANAGER OF ENGINEERING	EXP.	AS BUILT		DATE	9/5/2024			

N:\Shared\PROJECTS\2022\00-2022-025 berkeley, ca parker to addison bikeway\CAD\01_Plans\2022-025_G-COV.dwg [SC-01] 9-05-24 01:41:49 PM emmakatz

CONSTRUCTION NOTES:

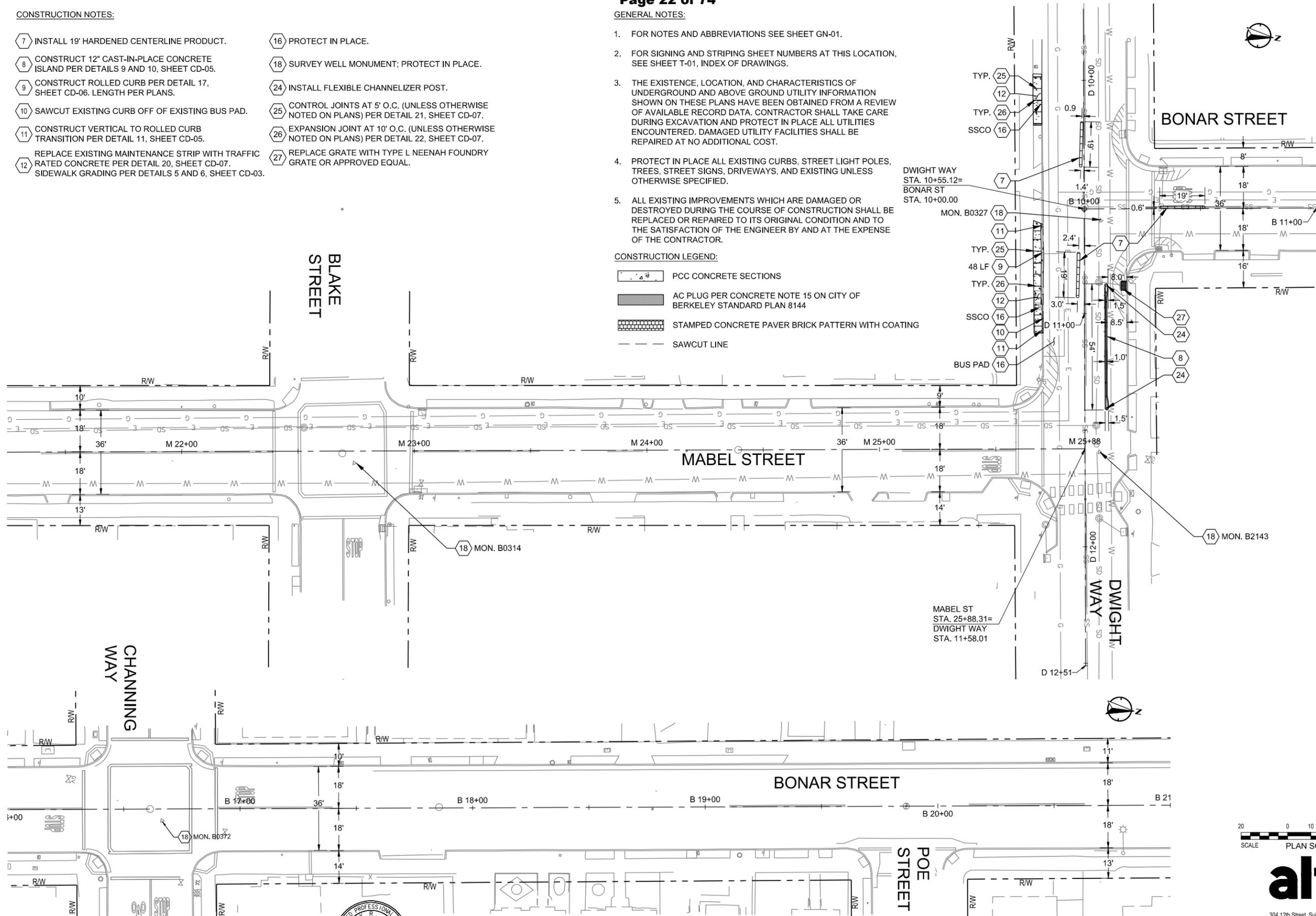
- 7 INSTALL 19' HARDENED CENTERLINE PRODUCT.
- 8 CONSTRUCT 12" CAST-IN-PLACE CONCRETE ISLAND PER DETAILS 9 AND 10, SHEET CD-05.
- 9 CONSTRUCT ROLLED CURB PER DETAIL 17, SHEET CD-06. LENGTH PER PLANS.
- 10 SAWCUT EXISTING CURB OFF OF EXISTING BUS PAD.
- 11 CONSTRUCT VERTICAL TO ROLLED CURB TRANSITION PER DETAIL 11, SHEET CD-05.
- 12 REPLACE EXISTING MAINTENANCE STRIP WITH TRAFFIC RATED CONCRETE PER DETAIL 20, SHEET CD-07. SIDEWALK GRADING PER DETAILS 5 AND 6, SHEET CD-03.
- 16 PROTECT IN PLACE.
- 18 SURVEY WELL MONUMENT; PROTECT IN PLACE.
- 24 INSTALL FLEXIBLE CHANNELIZER POST.
- 25 CONTROL JOINTS AT 5' O.C. (UNLESS OTHERWISE NOTED ON PLANS) PER DETAIL 21, SHEET CD-07.
- 26 EXPANSION JOINT AT 10' O.C. (UNLESS OTHERWISE NOTED ON PLANS) PER DETAIL 22, SHEET CD-07.
- 27 REPLACE GRATE WITH TYPE L NEENAH FOUNDRY GRATE OR APPROVED EQUAL.

GENERAL NOTES:

- 1. FOR NOTES AND ABBREVIATIONS SEE SHEET GN-01.
- 2. FOR SIGNING AND STRIPING SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
- 3. THE EXISTENCE, LOCATION, AND CHARACTERISTICS OF UNDERGROUND AND ABOVE GROUND UTILITY INFORMATION SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM A REVIEW OF AVAILABLE RECORD DATA. CONTRACTOR SHALL TAKE CARE DURING EXCAVATION AND PROTECT IN PLACE ALL UTILITIES ENCOUNTERED. DAMAGED UTILITY FACILITIES SHALL BE REPAIRED AT NO ADDITIONAL COST.
- 4. PROTECT IN PLACE ALL EXISTING CURBS, STREET LIGHT POLES, TREES, STREET SIGNS, DRIVEWAYS, AND EXISTING UNLESS OTHERWISE SPECIFIED.
- 5. ALL EXISTING IMPROVEMENTS WHICH ARE DAMAGED OR DESTROYED DURING THE COURSE OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED TO ITS ORIGINAL CONDITION AND TO THE SATISFACTION OF THE ENGINEER BY AND AT THE EXPENSE OF THE CONTRACTOR.

CONSTRUCTION LEGEND:

-  PCC CONCRETE SECTIONS
-  AC PLUG PER CONCRETE NOTE 15 ON CITY OF BERKELEY STANDARD PLAN 8144
-  STAMPED CONCRETE PAVER BRICK PATTERN WITH COATING
-  SAWCUT LINE



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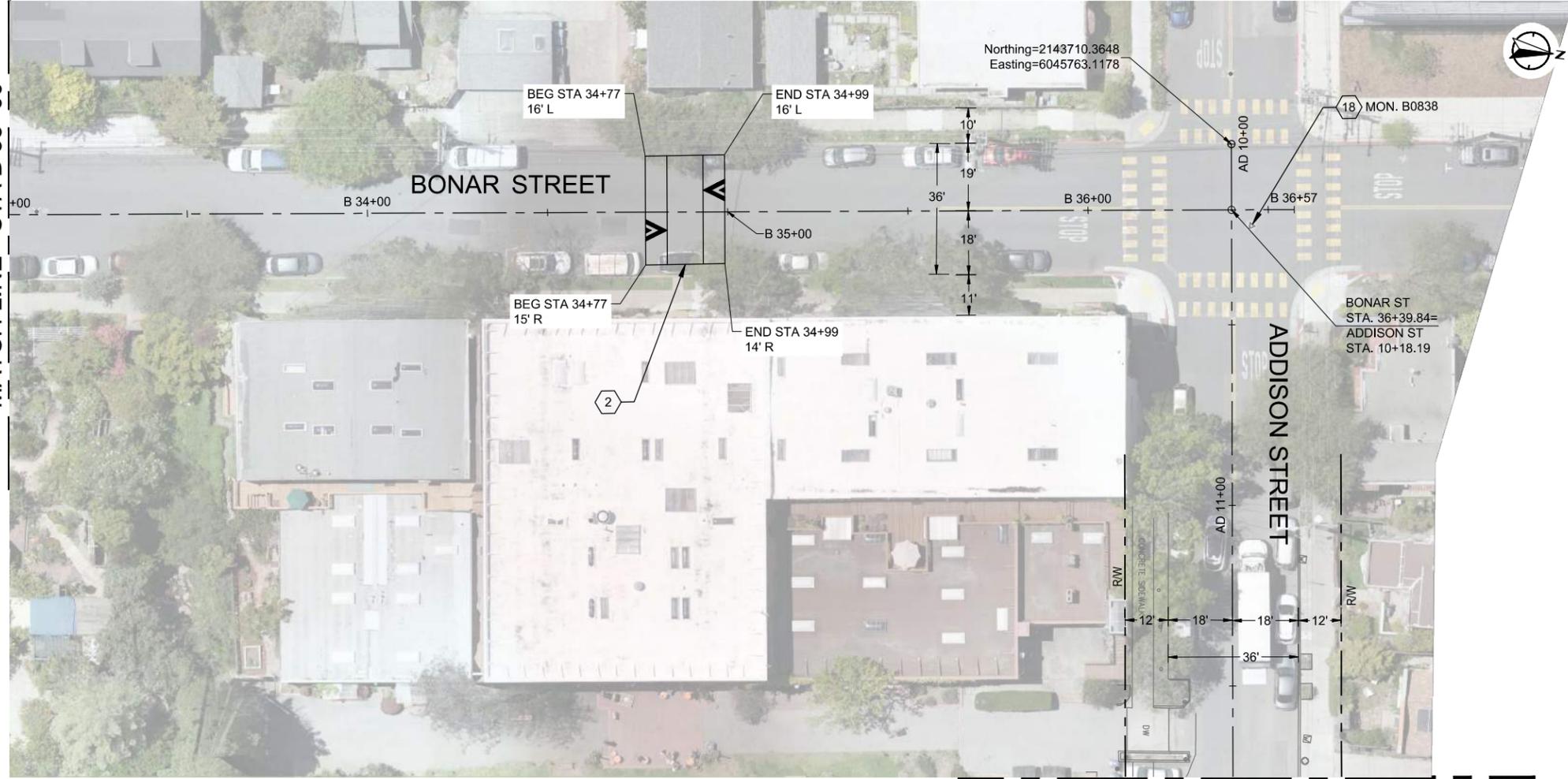
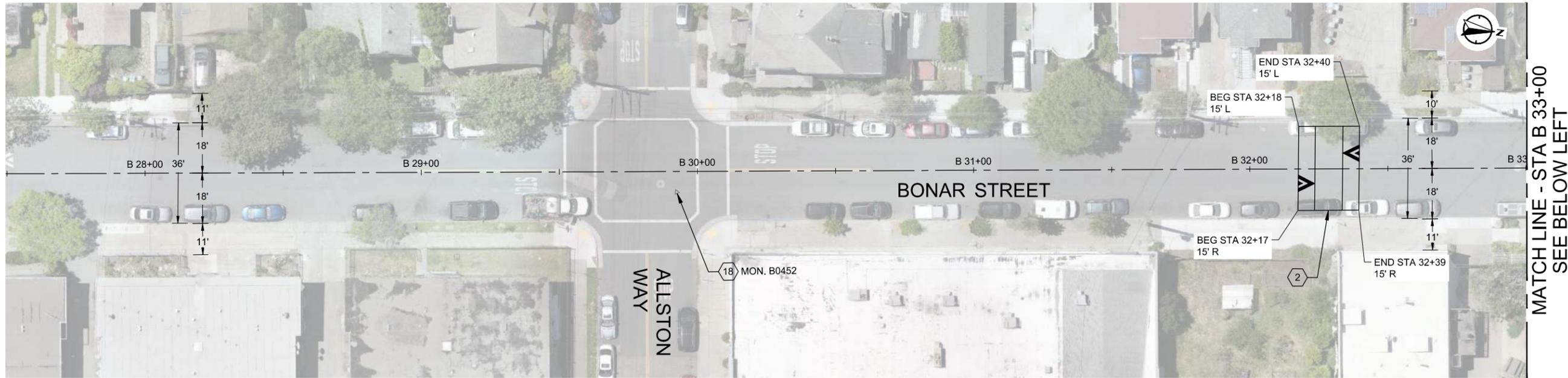


<p>PROJECT MANAGER _____ DATE _____</p> <p>SURVEY PARTY CHIEF _____ DATE _____</p> <p>WATERSHED REVIEW: _____ DATE _____</p>	<p>DEPICTION OF MONUMENTS: _____ DATE _____</p> <p>SUBMITTED: _____ DATE _____</p> <p>SUPERVISING ENGINEER _____ DATE _____</p> <p>APPROVED: _____ DATE _____</p> <p>MANAGER OF ENGINEERING _____ DATE _____</p>	<p>DESIGN: EK</p> <p>DRAWN: EK</p> <p>CHECK: AH</p> <p>AS BUILT: _____</p> <p>HORIZ. _____</p> <p>VERT. _____</p> <p>BOOK _____</p> <p>DATE: 9/5/2024</p>	<p>CITY OF BERKELEY</p> <p>DEPARTMENT OF PUBLIC WORKS</p> <p>PARKER ST. TO ADDISON ST. BIKEWAY</p> <p>LAYOUT PLANS</p>
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REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
L-01
SHEET 5 OF 27

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CONSTRUCTION NOTES:

- 2 INSTALL SPEED TABLE PER CITY MIDBLOCK SPEED TABLE DETAIL (SEE DETAIL 13, SHEET CD-05). LOCATION TO BE CONFIRMED BY CITY ENGINEER PRIOR TO INSTALLATION.
- 18 SURVEY WELL MONUMENT; PROTECT IN PLACE.

GENERAL NOTES:

1. FOR NOTES AND ABBREVIATIONS SEE SHEET GN-01.
2. FOR SIGNING AND STRIPING SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
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SEE ABOVE RIGHT
MATCH LINE - STA B 33+00

MATCH LINE - STA B 33+00
SEE BELOW LEFT

MATCH LINE - STA AD 11+75
SEE SHEET L-03



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PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS:	DATE	SUBMITTED:	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER	EXP.	DRAWN	EK	VERT.	
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	AH	BOOK	
				MANAGER OF ENGINEERING	EXP.	AS BUILT		DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
LAYOUT PLANS

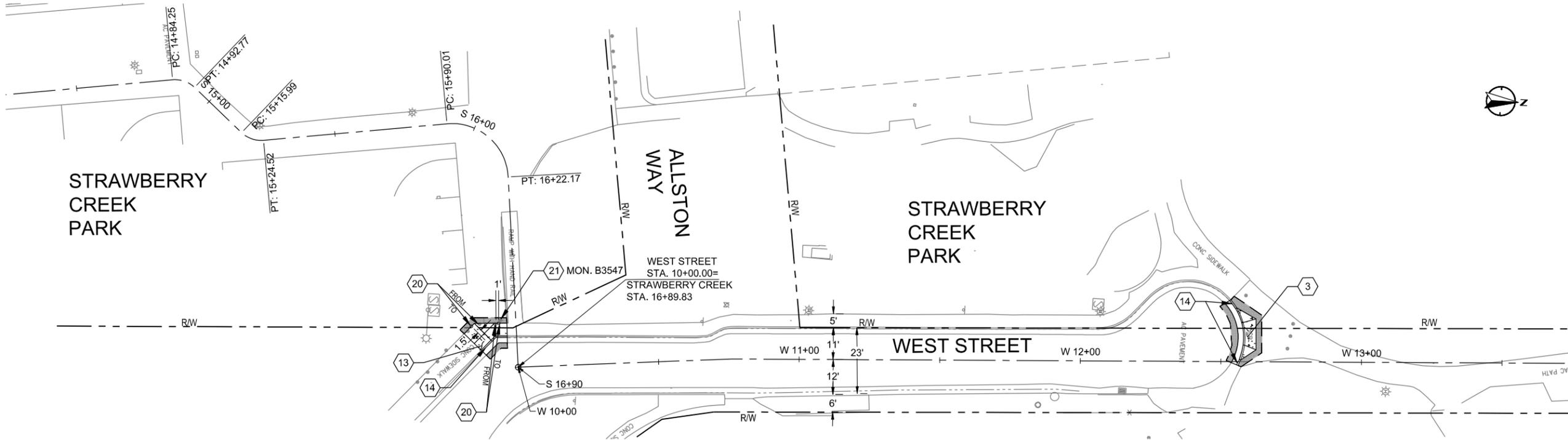
REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
L-02
SHEET 6 OF 27

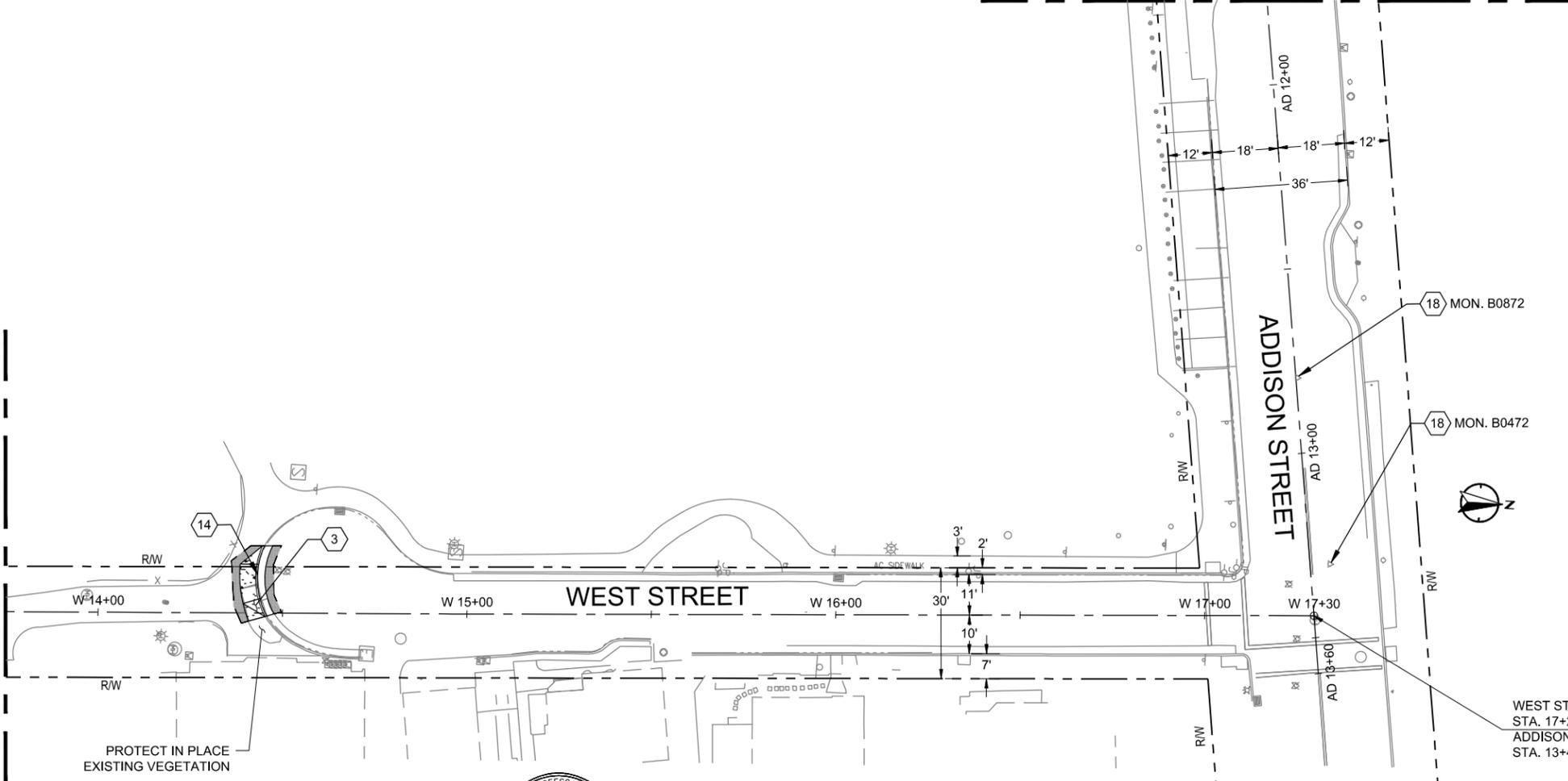


MATCH LINE - STA A 13+75
SEE BELOW LEFT

SEE ABOVE RIGHT
MATCH LINE - STA A 13+75



SEE SHEET L-02
MATCH LINE - STA AD 11+75



CONSTRUCTION NOTES:

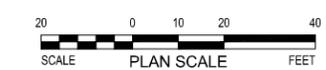
- 3 REMOVE AND RECONSTRUCT EXISTING RAMP PER DETAILS 7 AND 8, SHEET CD-04.
- 13 REMOVE AND RECONSTRUCT SIDEWALK SECTION PER DETAIL 4, SHEET CD-03.
- 14 CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF BERKELEY STANDARDS, DETAIL 16, SHEET CD-06, OR MATCH EXISTING CURB HEIGHT.
- 18 SURVEY WELL MONUMENT; PROTECT IN PLACE.
- 20 RELOCATE EXISTING BOLLARD AS SHOWN.
- 21 SURVEY DISK MONUMENT; REMOVE AND REPLACE PER DETAIL 23, SHEET CD-07.

GENERAL NOTES:

1. FOR NOTES AND ABBREVIATIONS SEE SHEET GN-01.
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CONSTRUCTION LEGEND:

- PCC CONCRETE SECTIONS
- AC PLUG PER CONCRETE NOTE 15 ON CITY OF BERKELEY STANDARD PLAN 8144
- SAWCUT LINE



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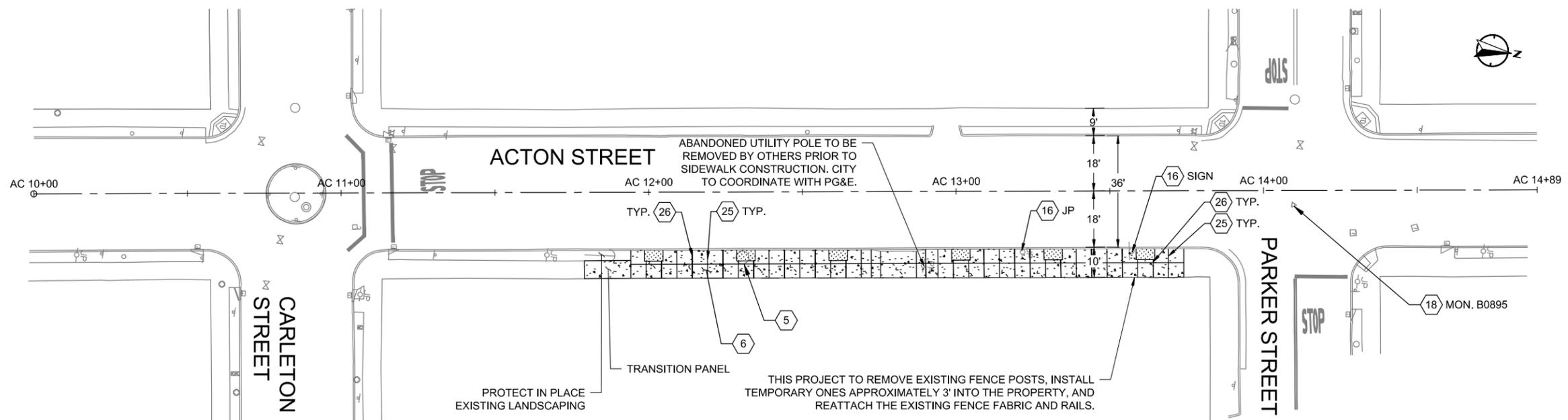
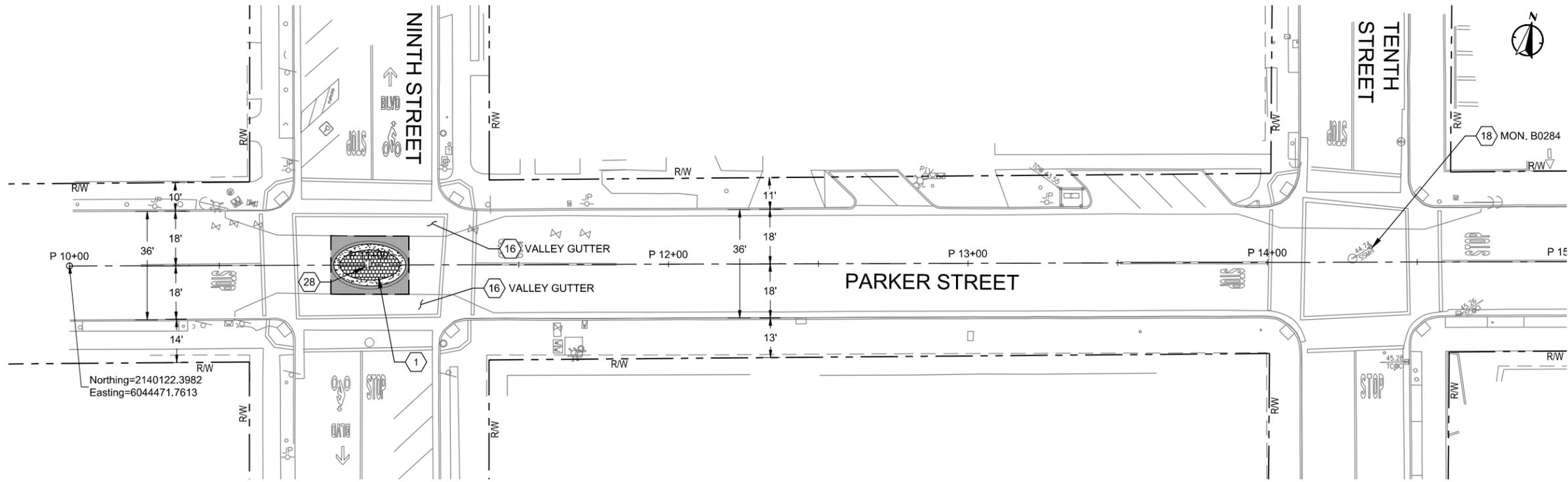
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		SURVEY PARTY CHIEF		SUPERVISING ENGINEER	REGISTR.	DRAWN	EK	VERT.	
		WATERSHED REVIEW:	DATE	APPROVED:	EXP.	CHECK	EK	BOOK	
				MANAGER OF ENGINEERING	R.C.E.	AS BUILT		DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
LAYOUT PLANS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
L-03
SHEET 7 OF 27

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CONSTRUCTION NOTES:

- 1 INSTALL TRAFFIC CIRCLE PER DETAIL 12, SHEET CD-05. GRADING PER DETAIL 1, SHEET CD-01.
- 4 CONSTRUCT SHARED USE PATH RAMP PER DETAILS 4 AND 5, SHEET CD-03.
- 5 REMOVE EXISTING TREE.
- 6 CONSTRUCT CONCRETE SIDEWALK PER CITY OF BERKELEY STANDARDS, DETAIL 14, SHEET CD-06. GRADING PER DETAIL 3, SHEET CD-02.
- 16 PROTECT IN PLACE.

- 18 SURVEY WELL MONUMENT; PROTECT IN PLACE.
- 22 CONSTRUCT CURB TRANSITION PER DETAIL 11, SHEET CD-05.
- 23 CONSTRUCT REINFORCED CONCRETE DRIVEWAY PER CITY OF BERKELEY STANDARDS, DETAIL 18, SHEET CD-07. EXISTING CURB AND GUTTER TO REMAIN.
- 25 CONTROL JOINTS AT 5' O.C. (UNLESS OTHERWISE NOTED ON PLANS) PER DETAIL 21, SHEET CD-07.
- 26 EXPANSION JOINT AT 10' O.C. (UNLESS OTHERWISE NOTED ON PLANS) PER DETAIL 22, SHEET CD-07.
- 28 ADJUST MANHOLE TO GRADE PER DETAIL 24, SHEET CD-07.

GENERAL NOTES:

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CONSTRUCTION LEGEND:

- PCC CONCRETE SECTIONS
- GENERAL LANDSCAPING SOIL INSTALLED AT ±3" BELOW SIDEWALK GRADE.
- AC PLUG PER CONCRETE NOTE 15 ON CITY OF BERKELEY STANDARD PLAN 8144
- STAMPED CONCRETE PAVER BRICK PATTERN WITH COATING
- SAWCUT LINE



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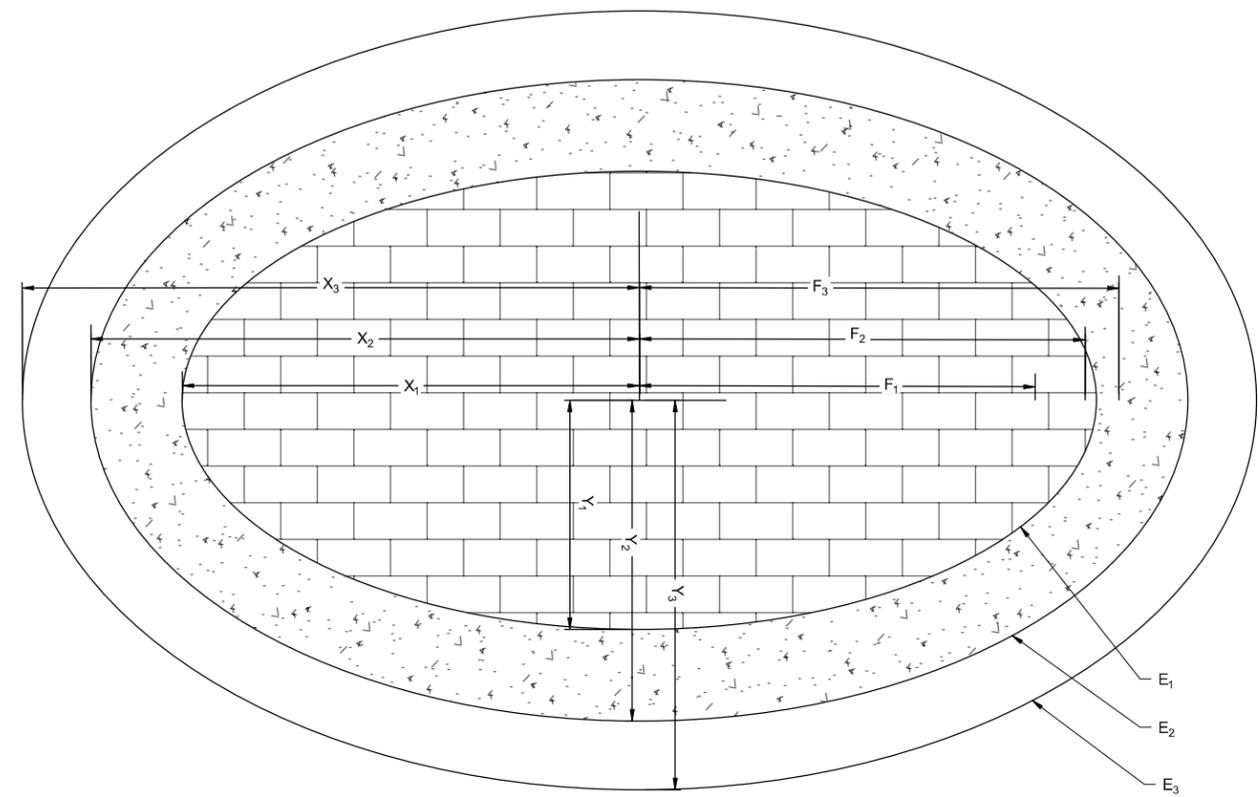
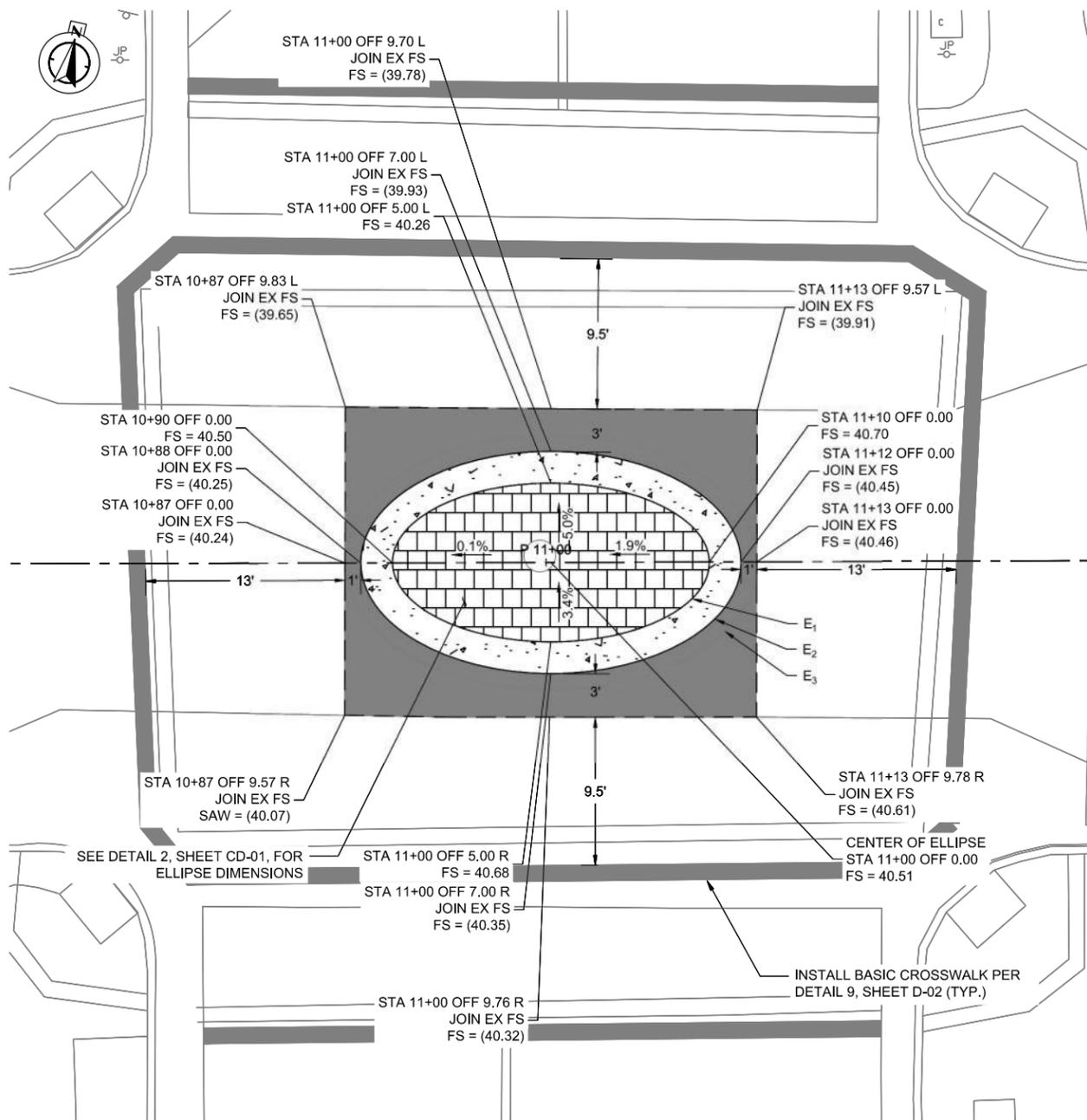
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		SURVEY PARTY CHIEF		SUPERVISING ENGINEER	REGISTR.	EXP.	REGISTR.	VERT.	
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	R.C.E.	BOOK	DATE
				MANAGER OF ENGINEERING	EXP.	AS BUILT	EXP.		9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
LAYOUT PLANS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
L-04
SHEET 8 OF 27

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ELLIPSE DIMENSIONS	
E ₁	X ₁ = 10'; Y ₁ = 5'; F ₁ = 8.66'
E ₂	X ₂ = 12'; Y ₂ = 7'; F ₂ = 9.75'
E ₃	X ₃ = 13'; Y ₃ = 8'; F ₃ = 10.25'

1 PARKER STREET AT NINTH STREET
SCALE: 1" = 5'

2 ELLIPSE DIMENSIONS
NTS

GENERAL NOTES:

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UNCLASSIFIED EXCAVATION NOTES:

- EXCAVATE EXISTING ASPHALT CONCRETE AND BASE WITHIN PAVEMENT TRENCH AREA.

CONSTRUCTION LEGEND:

- PCC CONCRETE SECTIONS
- AC PLUG PER CONCRETE NOTE 15 ON CITY OF BERKELEY STANDARD PLAN 8144
- STAMPED CONCRETE PAVER BRICK PATTERN WITH COATING
- SAWCUT LINE
- DIAMETER



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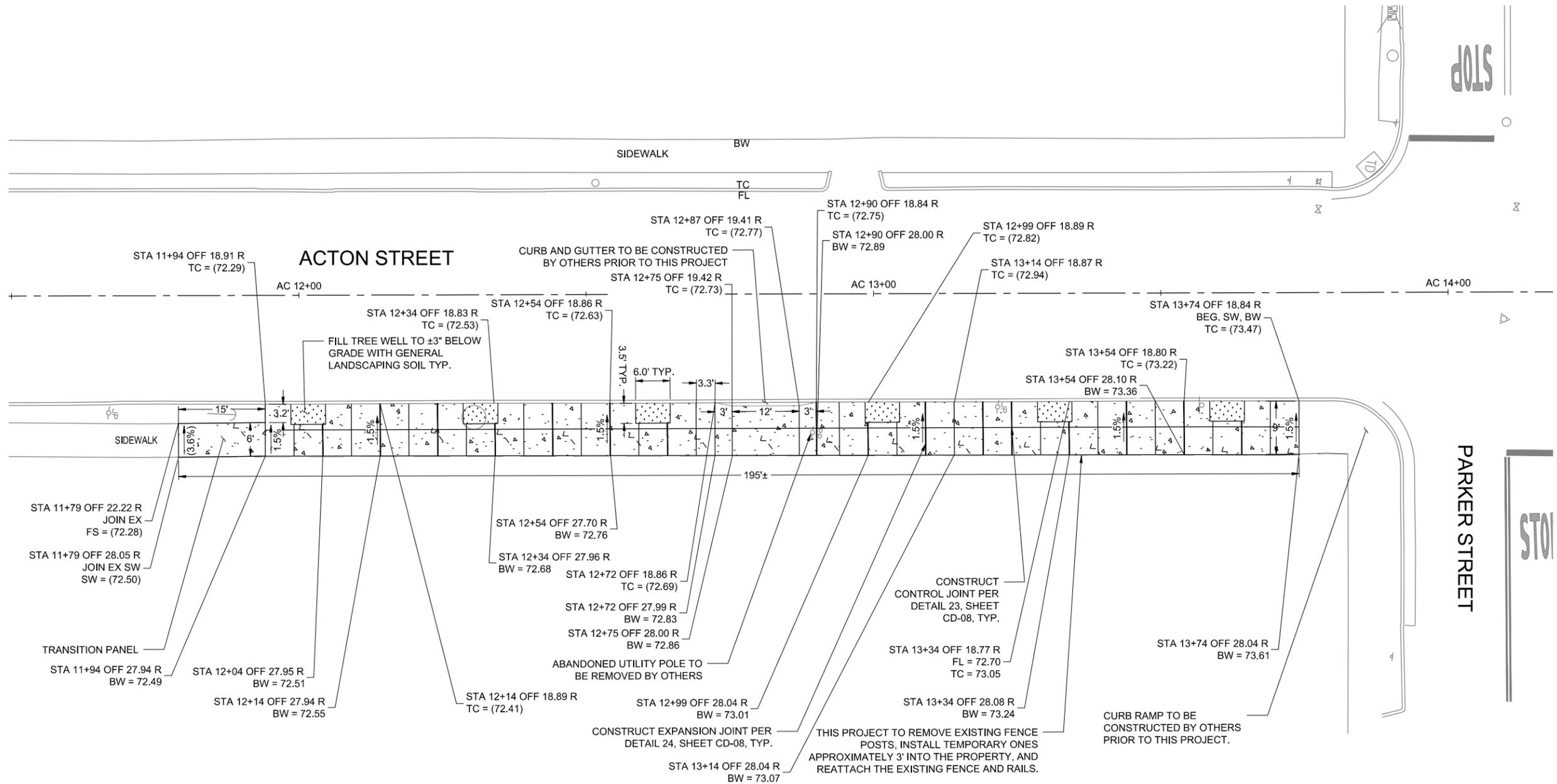
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		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.	
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				MANAGER OF ENGINEERING		AS BUILT		DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
CIVIL DETAILS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
CD-01
SHEET 9 OF 27

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3 ACTON STREET SIDEWALK REPAIR
SCALE: 1" = 10'

GENERAL NOTES:

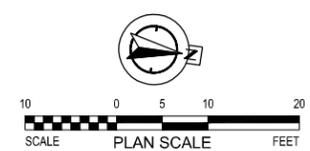
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UNCLASSIFIED EXCAVATION NOTES:

- EXCAVATE EXISTING SIDEWALK AND BASE WITHIN NEW CONSTRUCTION LIMITS.

CONSTRUCTION LEGEND:

- PCC CONCRETE SECTIONS
- GENERAL LANDSCAPING SOIL INSTALLED AT ±3" BELOW SIDEWALK GRADE.



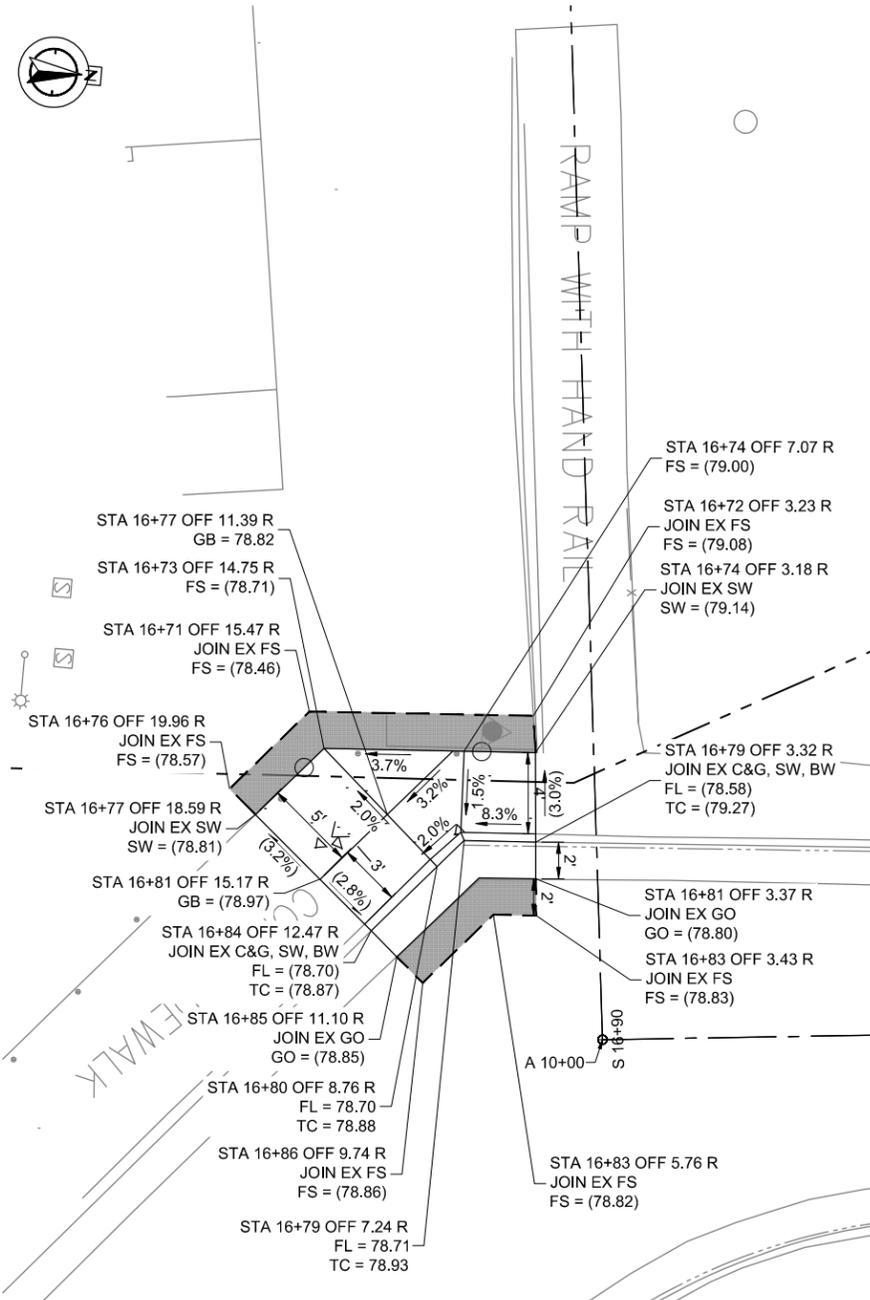
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		SURVEY PARTY CHIEF		REGISTERED ENGINEER		DRAWN	EK	VERT.	
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	SS	BOOK	
				MANAGER OF ENGINEERING	EXP.	AS BUILT		DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
CIVIL DETAILS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
CD-02
SHEET 10 OF 27

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4 ALLSTON WAY AT WEST STREET
SCALE: 1" = 5'

GENERAL NOTES:

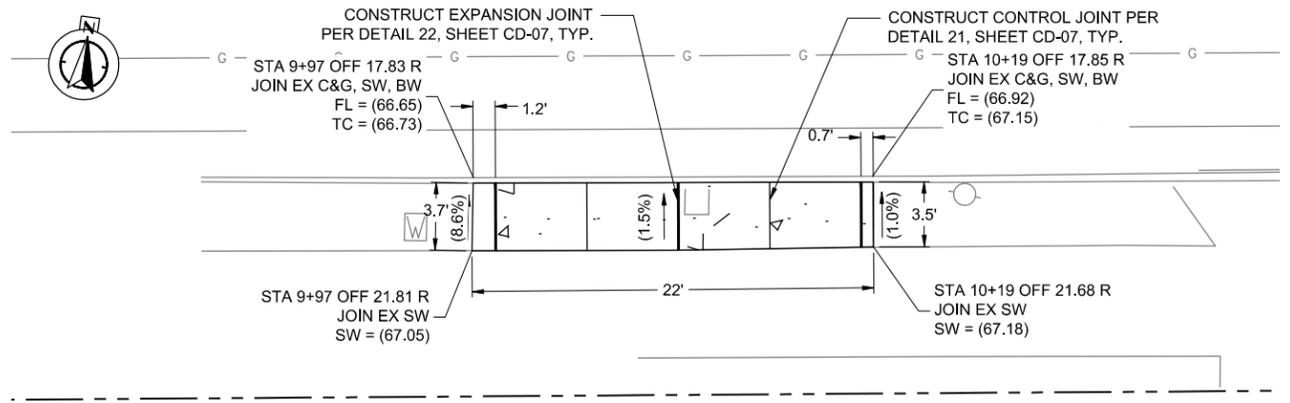
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CONSTRUCTION LEGEND:

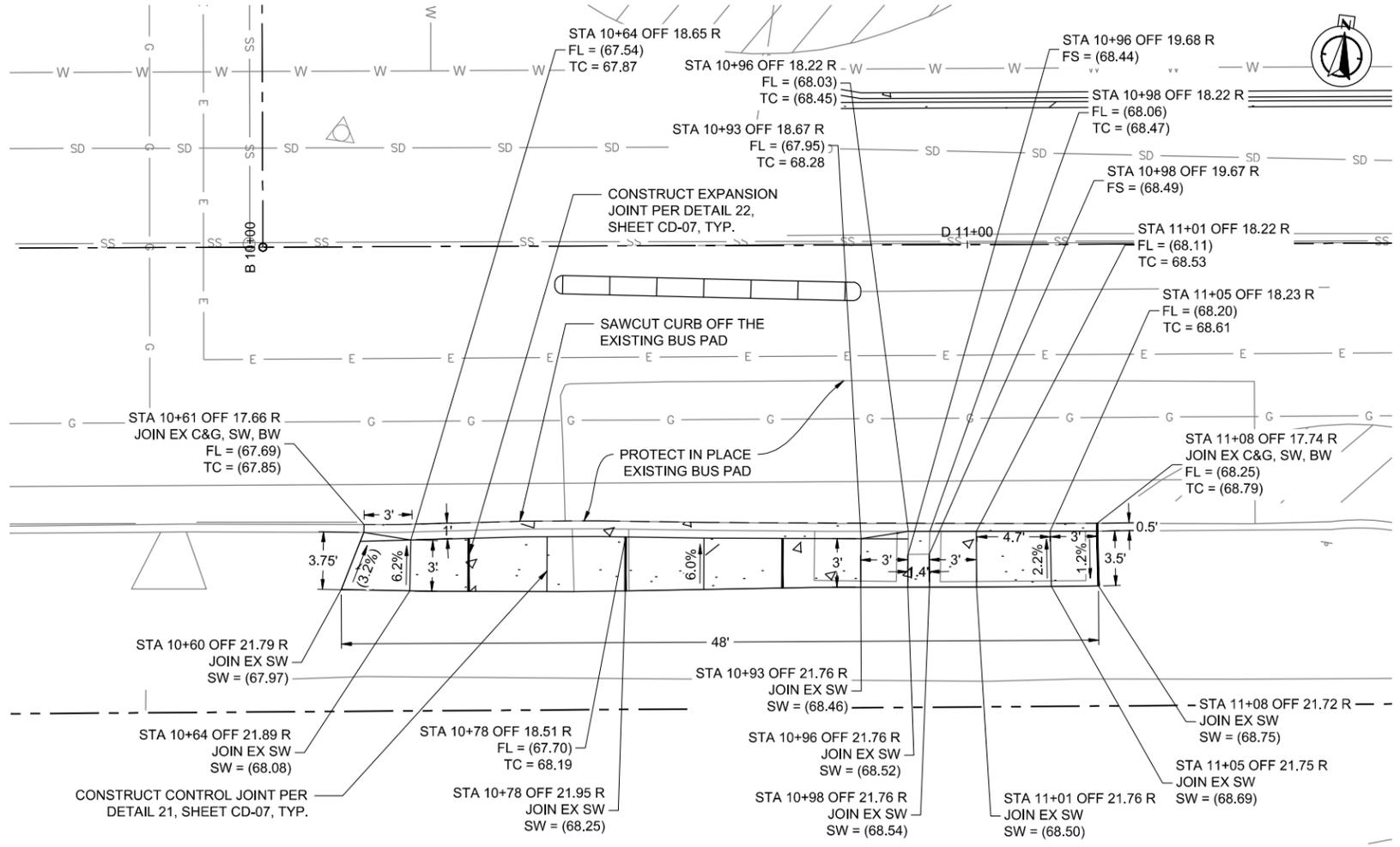
- PCC CONCRETE SECTIONS
- GENERAL LANDSCAPING SOIL INSTALLED AT ±3" BELOW SIDEWALK GRADE.
- AC PLUG PER CONCRETE NOTE 15 ON CITY OF BERKELEY STANDARD PLAN 8144
- SAWCUT LINE

UNCLASSIFIED EXCAVATION NOTES:

- EXCAVATE EXISTING ASPHALT CONCRETE AND BASE WITHIN PAVEMENT TRENCH AREA.
- EXCAVATE EXISTING SIDEWALK AND BASE WITHIN NEW CONSTRUCTION LIMITS.



5 DWIGHT WAY CONCRETE MAINTENANCE STRIP REPAVING WEST OF BONAR ST
SCALE: 1" = 5'



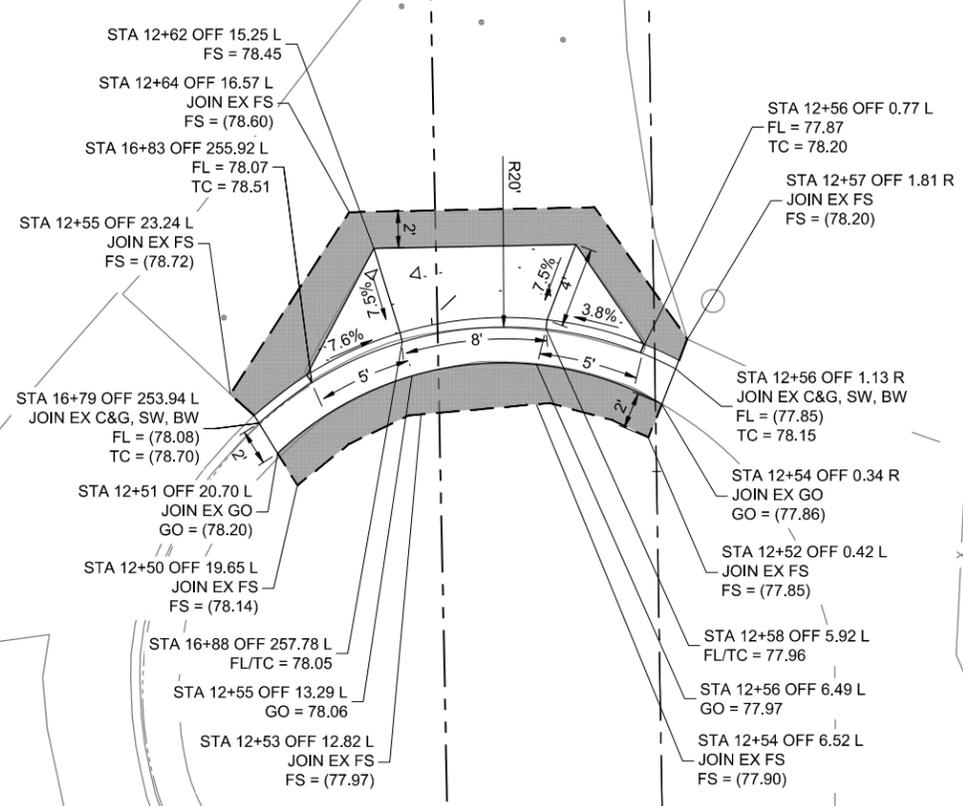
6 DWIGHT WAY CONCRETE MAINTENANCE STRIP REPAVING EAST OF BONAR ST
SCALE: 1" = 5'



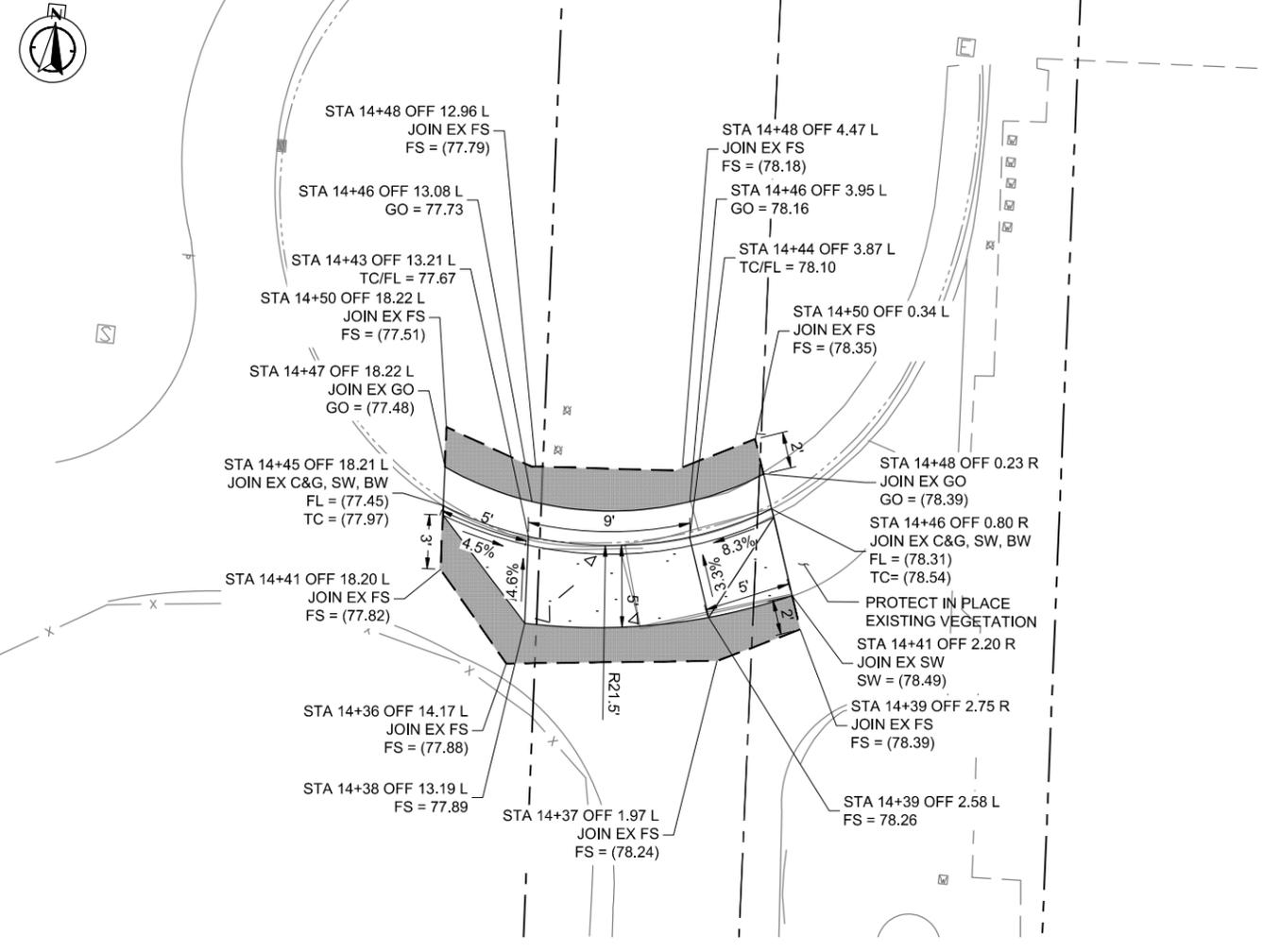
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FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES		SURVEY PARTY CHIEF	DATE	APPROVED:	DATE	DRAWN	DATE	VERT.	DATE			
		WATERSHED REVIEW:	DATE	MANAGER OF ENGINEERING	DATE	CHECK	DATE	BOOK	DATE			

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7 WEST STREET AT SHARED USE PATH SOUTH RAMP
SCALE: 1" = 5'



8 WEST STREET AT SHARED USE PATH NORTH RAMP
SCALE: 1" = 5'

GENERAL NOTES:

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UNCLASSIFIED EXCAVATION NOTES:

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- EXCAVATE EXISTING SIDEWALK AND BASE WITHIN NEW CONSTRUCTION LIMITS.

CONSTRUCTION LEGEND:

- PCC CONCRETE SECTIONS
- GENERAL LANDSCAPING SOIL INSTALLED AT ±3" BELOW SIDEWALK GRADE.
- AC PLUG PER CONCRETE NOTE 15 ON CITY OF BERKELEY STANDARD PLAN 8144
- SAWCUT LINE



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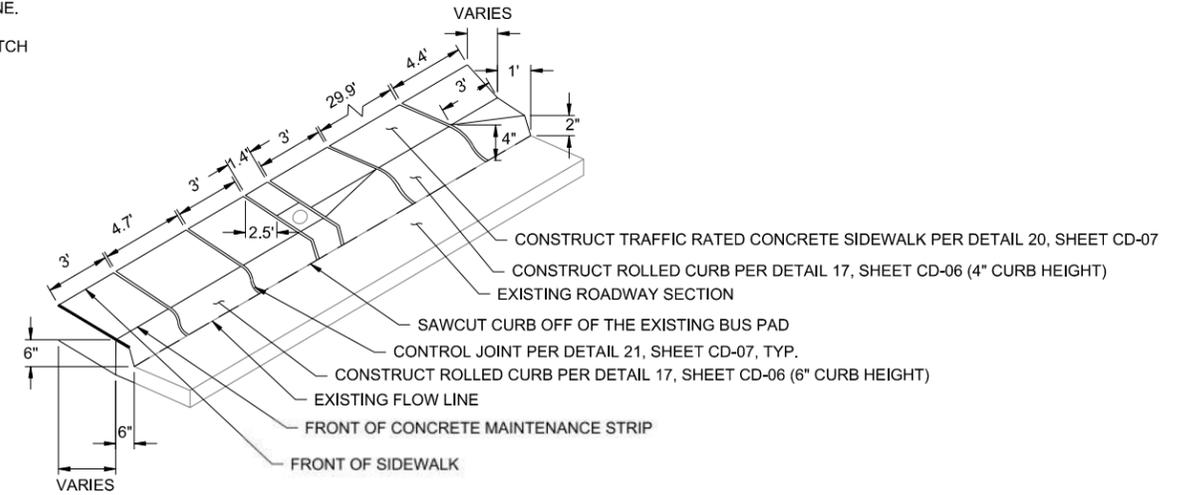
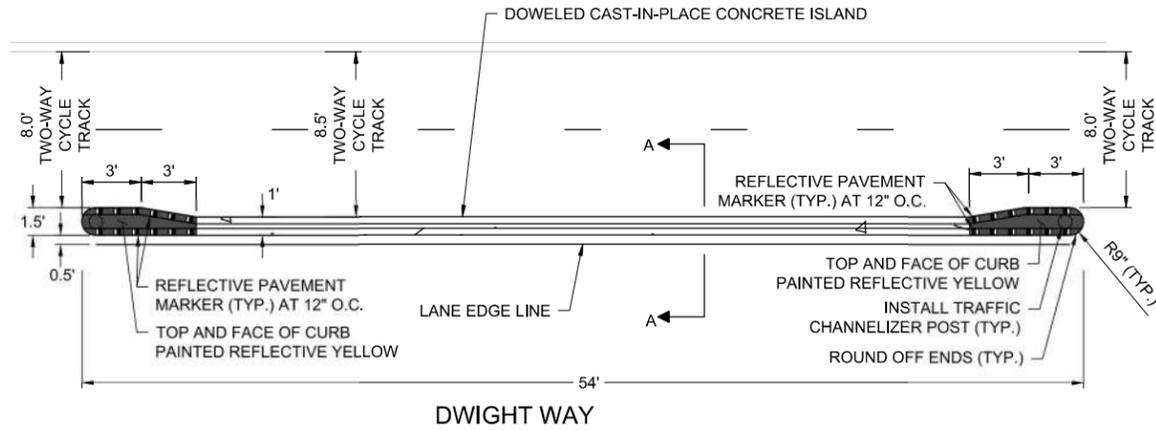
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		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.				
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	SS	BOOK				
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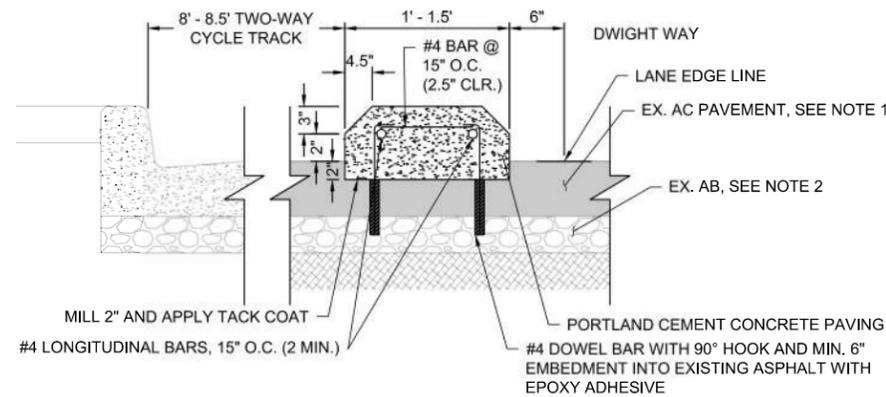
REVISION	MARK	DATE	DESCRIPTION	APPROVAL

NOTES:

1. ALIGN FRONT OF VERTICAL, TRANSITION, AND ROLLED CURB PARALLEL TO FLOW LINE.
2. BOTH SIDES OF ROLLED CURB TO MATCH EXISTING.



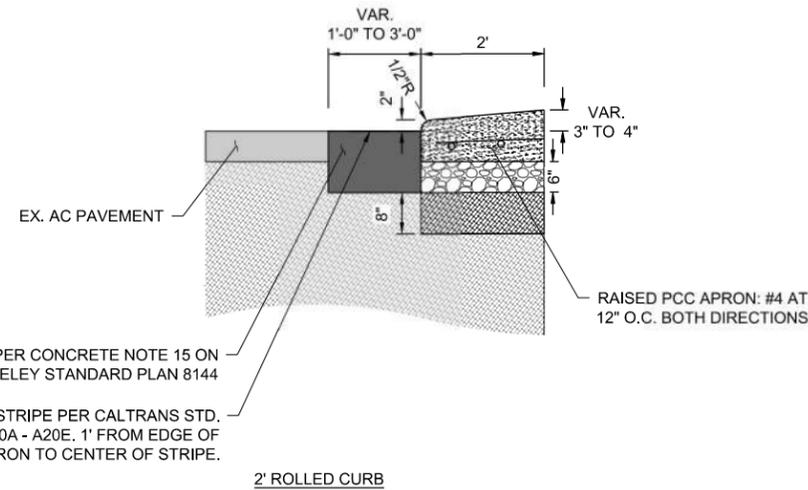
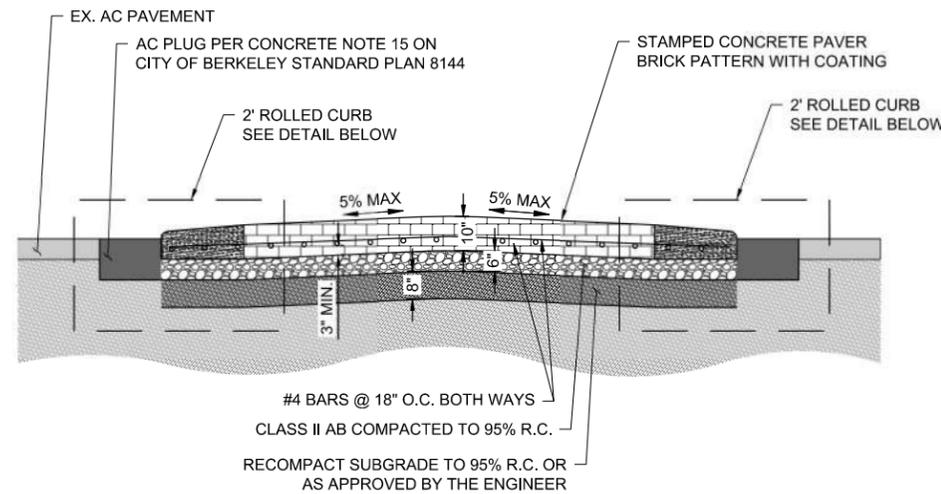
9 DOWELED CAST-IN-PLACE CONCRETE ISLAND
NTS



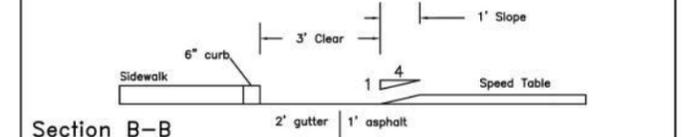
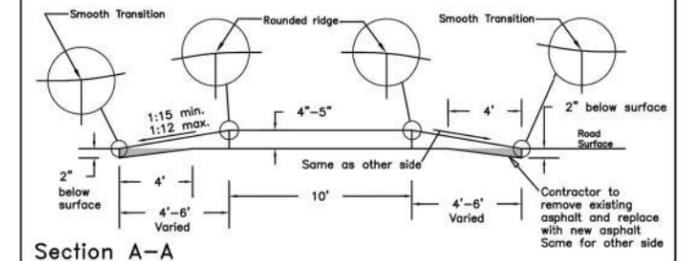
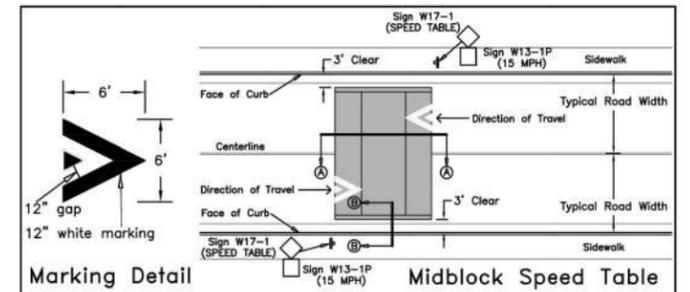
- NOTES:
1. EX. AC PAVEMENT SHALL BE CLEANED AND CLEAR OF ANY VEGETATION OR DEBRIS AS APPROVED BY THE ENGINEER.
 2. EX. BASE ROCK TO REMAIN.
 3. INSTALL REBAR AT 2.5" MIN. CLEAR FROM TOP EDGE OF CONCRETE. INSTALL TWO (2) AS INDICATED AT 3' O.C.
 4. INSTALL CONTROL JOINTS AT 5' O.C. AND EXPANSION JOINTS AT 10' O.C. PER DETAIL 21 AND 22 RESPECTIVELY, ON SHEET CD-07.
 5. ROUND OFF ENDS AS SHOWN ON PLANS.

10 A-A CAST-IN-PLACE CONCRETE ISLAND
NTS

11 VERTICAL TO ROLLED CURB TRANSITION
NTS



12 MOUNTABLE TRAFFIC CIRCLE
NTS



- General Notes:
1. Speed tables shall not be placed over manholes, water gates, etc.
 2. Edge of speed table shall be at least 4' away from edge of driveway.
 3. Whenever possible speed table should be placed at extension of property lines instead of mid lot.
 4. Whenever possible speed table should be placed adjacent to street lights.
 5. All markings and signs shall be reflective.

DESIGN: HM	DATE: 11/2021	PLAN: 8208	CITY OF BERKELEY
DRAWN: ZT	SCALE: N.T.S.	FILE: 208-171	DEPARTMENT OF PUBLIC WORKS
CHECK: HM			STANDARD DETAIL
APPROVED: <i>Hamid Mostoufi</i>	DATE: 11/17/2021		MIDBLOCK SPEED TABLE
CITY TRAFFIC ENGINEER			

13 CITY OF BERKELEY SPEED TABLE
NTS



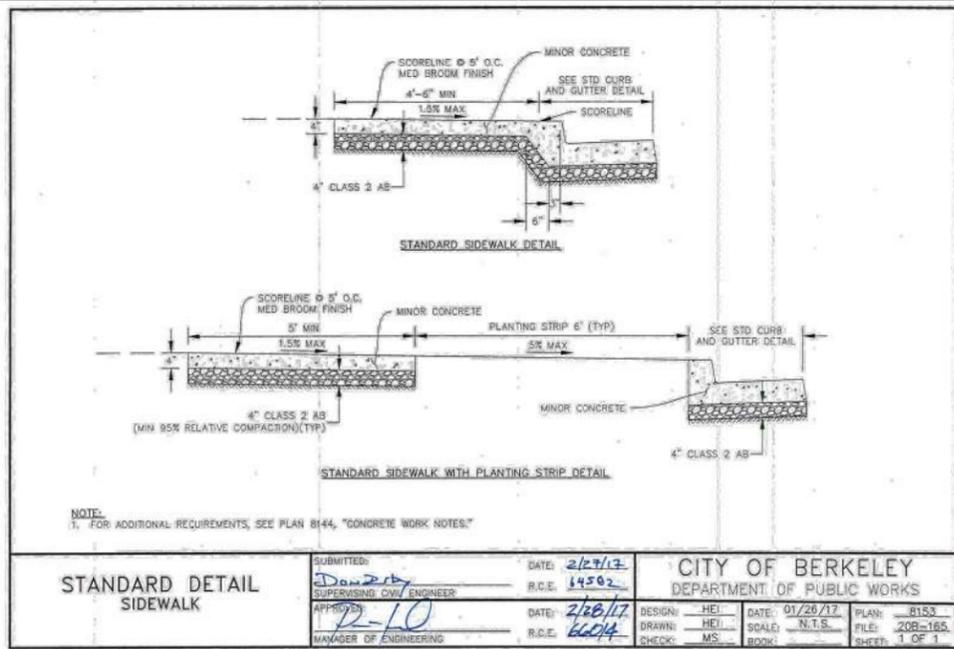
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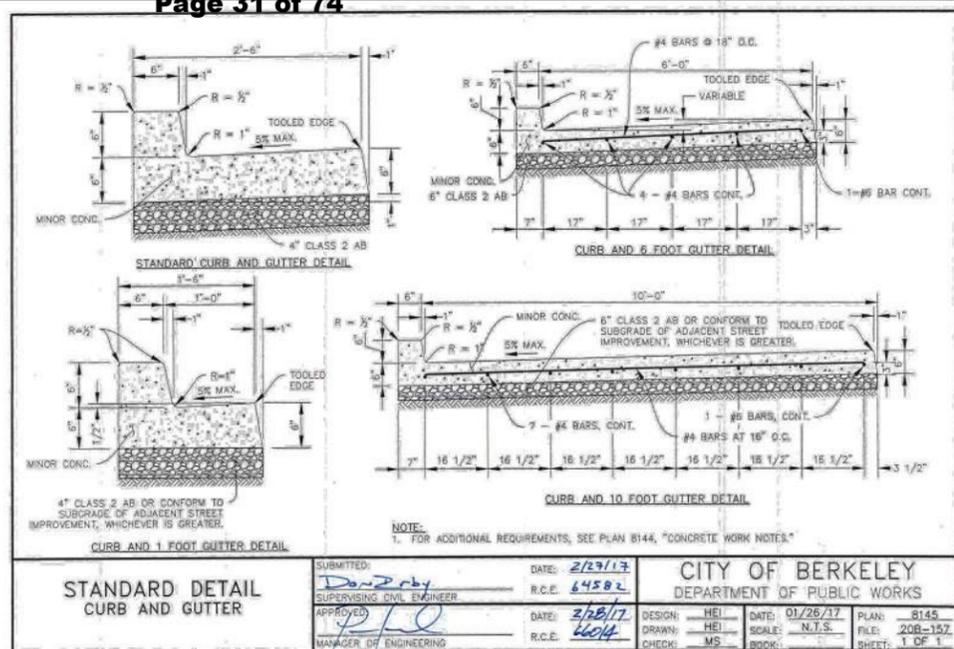
PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS	DATE	SUBMITTED	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER	EXP.	DRAWN	EK	VERT.	
		WATERSHED REVIEW	DATE	APPROVED:	DATE	CHECK	SS	BOOK	
				MANAGER OF ENGINEERING	EXP.	AS BUILT		DATE	9/5/2024

CITY OF BERKELEY	PARKER ST. TO ADDISON ST. BIKEWAY	PLAN 8282
DEPARTMENT OF PUBLIC WORKS	CIVIL DETAILS	FILE 503-639
		CD-05
		SHEET 13 OF 27

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14 CITY OF BERKELEY STANDARD SIDEWALK
NTS

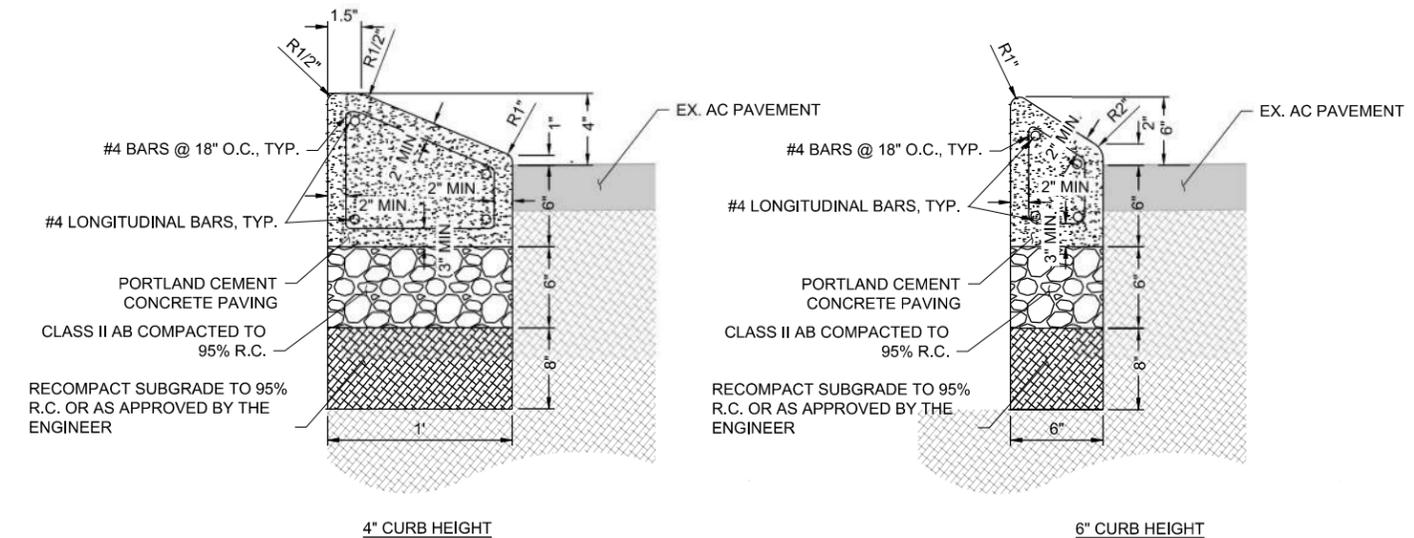


16 CITY OF BERKELEY STANDARD CURB AND GUTTER
NTS

- GENERAL NOTES FOR CONCRETE FLAT WORK**
- CURB RAMPS SHALL CONFORM TO THE LATEST EDITION AND REVISED STANDARD PLAN (RSP) OF THE (CALIFORNIA DEPARTMENT OF TRANSPORTATION) STANDARD SPECIFICATIONS AND STANDARD PLAN AB8A AND AB8B.
 - PORTLAND CEMENT CONCRETE FOR SIDEWALK, CURB, DRIVEWAY, GUTTER AND VALLEY GUTTER SHALL BE MINOR CONCRETE CONFORMING TO THE REQUIREMENTS OF SECTION 90-2 "MINOR CONCRETE" OF THE (CALIFORNIA DEPARTMENT OF TRANSPORTATION) STANDARD SPECIFICATIONS. NO BAGGED MIX IS PERMITTED.
 - BUS PAD CONCRETE SHALL BE DESIGNED WITH A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AND SHALL BE SAMPLED (3 CYLINDERS REQ'D) AND TESTED.
 - EXISTING SUBGRADE SURFACE SHALL BE RE-GRADED (IF NECESSARY) AND RE-COMPACTED (MIN 95% RELATIVE COMPACTION) TO CONFORM TO THE GRADES SHOWN ON THE PLANS.
 - NEW CONCRETE WORK SHALL MATCH EXISTING IN FINISH, SCORE PATTERN, AND COLOR, OR AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
 - a) ROSE-COLORED CONCRETE SHALL CONTAIN 6 POUNDS OF DAVIS #160 (ROSE) PER CUBIC YARD.
 - b) ALL OTHER CONCRETE SHALL CONTAIN 1.5 POUND OF LAMPBLACK PER CUBIC YARD.
 - NO ADMIXTURES SHALL BE USED WITHOUT APPROVAL OF THE ENGINEER.
 - CURBS, SIDEWALKS, DRIVEWAYS, AND CURB RAMPS SHALL HAVE FORMS REMOVED AND BE BACKFILLED WITHIN 3 DAYS AFTER PLACING CONCRETE. CONCRETE SHALL BE ALLOWED TO CURE FOR AT LEAST 48 HOURS PRIOR TO BACKFILLING.
 - MAXIMUM SLUMP OF FRESH CONCRETE PERMITTED IN THESE ITEMS SHALL BE 4 INCHES. SLUMP SHALL BE DETERMINED BY EITHER ASTM C-143 OR CALIFORNIA TEST METHOD NO. 520 AT THE ENGINEER'S DISCRETION. CONCRETE SHALL BE TRANSPORTED IN TRUCK MIXERS OR AGITATORS AND DISCHARGED WITHIN 70 MINUTES OF LEAVING THE PLANT.
 - WEAKENED PLANE JOINTS AT LEAST 1-1/2 INCHES DEEP AND 1/8 INCHES WIDE SHALL BE PLACED AT 10 FEET MAXIMUM SPACING.
 - EXPANSION JOINT FILLER FOR CONCRETE (BITUMINOUS TYPE) MUST BE IN COMPLIANCE WITH ASTM D 994.
 - ALL NEW CURB, SIDEWALK, VALLEY GUTTER AND DRIVEWAYS CONSTRUCTED ADJACENT TO EXISTING CONCRETE CURB OR SIDEWALK SHALL BE DOWELED TO THE EXISTING CONCRETE. THE DOWELS SHALL BE #4 REBAR, 18 INCHES LONG AT 18 INCHES MAXIMUM SPACING. DOWELS SHALL BE EMBEDDED A MINIMUM OF 3-INCHES IN A 5/8 INCH DRILLED HOLE (EXIST. CONC.).
 - SIDEWALK SHALL BE CONSTRUCTED WITH EXPANSION JOINTS AT EACH BEGINNING OF CURVE (BC) AND END OF CURVE (EC).
 - CURB AND GUTTER, SIDEWALKS AND DRIVEWAYS SHALL BE GIVEN A MEDIAN BROOM FINISH. THE SURFACE SHALL FIRST BE GIVEN A FLOATED FINISH AND FINAL TROWELING SHALL BE DONE WITH A STEEL TROWEL. THE FINISHED SURFACE SHALL BE FREE OF ALL TROWEL MARKS AND SHALL BE UNIFORM IN TEXTURE AND APPEARANCE. BROOM TEXTURE SHALL BE IN THE LONGITUDINAL DIRECTION.
 - CLASS 2 AGGREGATE BASE (CL 2 AB) SHALL CONFORM TO THE CALTRANS STANDARD SPECIFICATIONS (LATEST EDITION) AND SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% RELATIVE COMPACTION.
 - EXISTING ASPHALT CONCRETE SHALL BE SAWCUT, REMOVED AND RECONSTRUCTED FOR A MINIMUM OF 2- FEET WITHIN EDGES OF CONCRETE WORK. HOT MIX ASPHALT SHALL BE A MINIMUM THICKNESS OF 8" AND CL 2 AB SHALL MATCH EXISTING THICKNESS. AS APPROVED BY THE CITY ENGINEER. SEE PLAN 8148 "CURB AND GUTTER RETROFIT" FOR ADDITIONAL REQUIREMENTS.

CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS		STANDARD DETAIL CONCRETE WORK NOTES	
SUBMITTED: <i>Don Raby</i>	DATE: 2/27/17	DESIGN: HEI	DATE: 01/26/17
SUPERVISING CIVIL ENGINEER	R.C.E. 64582	DRAWN: HEI	SCALE: N.T.S.
APPROVED: <i>R. T. O.</i>	DATE: 2/28/17	CHECK: MS	BOOK:
MANAGER OF ENGINEERING	R.C.E. 66014		SHEET: 1 OF 1

15 CITY OF BERKELEY CONCRETE WORK NOTES
NTS



NOTES:

- TO BE USED ONLY WITH SPECIAL PERMISSION FROM THE CITY ENGINEER.
- FOR ADDITIONAL REQUIREMENTS, SEE CITY OF BERKELEY PLAN 8144, "CONCRETE WORK NOTES."

17 MODIFIED ROLLED CURB (4" AND 6" CURB HEIGHT)
NTS



PROJECT MANAGER	DATE	DESIGN: EK	DATE REGIST.:	DESIGN: EK	HORIZ.:	CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS	PARKER ST. TO ADDISON ST. BIKEWAY CIVIL DETAILS	PLAN 8282 FILE 503-639 CD-06 SHEET 14 OF 27
DATE	DEPICTION OF MONUMENTS:	DATE	SUBMITTED:	DRAWN: EK	VERT.:			
DATE	SURVEY PARTY CHIEF:	DATE	SUPERVISING ENGINEER:	CHECK: AH	BOOK:			
DATE	WATERSHED REVIEW:	DATE	APPROVED:	AS BUILT:	DATE 9/5/2024			



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NOTES:
 1. REFER TO GENERAL NOTES FOR CONCRETE WORK.
 2. RESIDENTIAL DRIVEWAYS SHALL BE 6 INCHES THICK PORTLAND CEMENT CONCRETE (PCC). COMMERCIAL AND INDUSTRIAL DRIVEWAYS SHALL BE 8 INCHES THICK REINFORCED CONCRETE. REINFORCEMENT SHALL BE 5/8" WELDED WIRE FABRIC, #10 GAUGE MESH OR #4 BARS AT 18 INCH O.C. EACH WAY. THE REQUIRED STRUCTURAL SECTION FOR ANY DRIVEWAY SHALL BE CONTIGUOUS FROM THE CURB TO THE BACK OF SIDEWALK.
 3. DEPTH OF GUTTER FLOWS SHALL BE CALCULATED AND COMPARED TO PROPOSED SIDEWALK ELEVATIONS DURING DESIGN TO ENSURE GUTTER FLOWS ARE CONTAINED AND RUNOFF WITHIN THE PUBLIC RIGHT OF WAY DOES NOT DRAIN ONTO PRIVATE PROPERTY.
 4. RETAINING CURBS AND DRIVEWAY CONFORMS AS REQUIRED.
 5. FOR ADDITIONAL REQUIREMENTS, SEE PLAN B-44, "CONCRETE WORK NOTES."

Dimension	Commercial & Industrial	Residential
Y	5' MIN	2' MIN
W	12' MIN	8' MIN

TABLE OF DRIVEWAY DIMENSIONS

STANDARD DETAIL DRIVEWAY

SUBMITTED: *[Signature]* DATE: 2/23/17
 SUPERVISING CIVIL ENGINEER R.C.E. 64582
 APPROVED: *[Signature]* DATE: 2/28/17
 MANAGER OF ENGINEERING R.C.E. 6604

DESIGN: HEL DATE: 01/26/17 PLAN: 8151
 DRAWN: HEL SCALE: N.T.S. FILE: 20B-163
 CHECK: MS BOOK: SHEET: 1 OF 1

18 CITY OF BERKELEY STANDARD DRIVEWAY NTS

NOTES:
 1. If construction involves replacement of non-standard casings, the existing lid shall be salvaged and returned to the COB Corporation Yard.

CITY OF BERKELEY CITY MONUMENT INSTALLATION IN NEW SIDEWALK OR DRIVEWAY

PROFESSIONAL ENGINEER
 SEAN R. ROBERTS
 064314
 EXP. 06/30/17
 CIVIL
 STATE OF CALIFORNIA

NOTE: This Drawing Supersedes COB Plan 7987, File: 20-B-150 9/2-12/2010

DOME BRASS MARKER TO BE FURNISHED BY THE CITY DATE: 11/2010
 REVISED DETAIL TO INCLUDE NEW STANDARD CHRISTY G05T BOX & LID DATE: 12/2013
 UPDATE STANDARD SETTING AND REVISED TITLE BLOCK DATE: 12/2015

DESIGN: EC/MCT DATE: 12/2015 PLAN: 8091
 DRAWN: EC/MCT SCALE: N.T.S. FILE: 20-B-154
 CHECK: SRR
 APPROVED: *[Signature]* DATE: 1-23-16
 CITY ENGINEER

CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS STANDARD DETAIL CITY MONUMENT REHAB IN NEW SIDEWALK OR DRIVEWAY

23 CITY OF BERKELEY CITY MONUMENT INSTALLATION IN NEW SIDEWALK OR DRIVEWAY NTS

NOTES:
 Brass Marker shall be SURV-KAP INC. MODEL M/A-82D or equal, and shall be furnished by the City.
 Concrete shall be cherted so all is below the disc.
 If construction involves replacement of non-standard boxes, the existing lid shall be salvaged and returned to the COB Corporation Yard.

STANDARD CITY MONUMENT

SUBMITTED: *[Signature]* DATE: 11/2017
 SUPERVISING CIVIL ENGINEER R.C.E. 8090
 APPROVED: *[Signature]* DATE: 11-17-17
 CITY ENGINEER

DESIGN: MCT DATE: 11/2017 PLAN: 8090
 DRAWN: MCT SCALE: N.T.S. FILE: 20-B-153
 CHECK: NAP
 APPROVED: *[Signature]* DATE: 11-17-17
 CITY ENGINEER

CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS STANDARD DETAIL

19 CITY OF BERKELEY STANDARD CITY MONUMENT NTS

PROVIDE EXPANSION JOINT WHERE ADJACENT TO STRUCTURE OR 1" MAX HEIGHT TO ADJACENT LANDSCAPE

PER PLAN

PORTLAND CEMENT CONCRETE PAVING
 CLASS II AB

#4 BARS @ 18" O.C. BOTH WAYS

RECOMPACT SUBGRADE TO 95% R.C. OR AS APPROVED BY THE ENGINEER

NOTES:
 1. ALL TREAD SURFACES SHALL BE SLIP RESISTANT.

TRAFFIC RATED CONCRETE SIDEWALK

20 TRAFFIC RATED CONCRETE SIDEWALK NTS

1/4" MAX. SAWCUT
 1/4" DEPTH
 PORTLAND CEMENT CONCRETE PAVING

(1) PER CONC. DETAIL

NOTES:
 1. CONTROL JOINTS SHALL BE CONSTRUCTED AT 5' ON CENTER.
 2. CONSTRUCT SAWCUT CONTROL JOINTS WITHIN 24 HOURS OF POUR.
 3. SEE LAYOUT PLANS FOR LOCATION OF CONTROL JOINTS.

CONTROL JOINT FOR PEDESTRIAN AND TRAFFIC RATED CONCRETE PAVEMENT

21 CONTROL JOINT FOR PEDESTRIAN AND TRAFFIC RATED CONCRETE PAVEMENT NTS

REMOVE OR CUT EXISTING RISER SECTION AND ADJUST UTILITY FRAME TO NEW GRADE.
 FILL VOID WITH CLASS 10 CONCRETE. CONSTRUCT CONCRETE COLLAR AS SHOWN. CONE MAY BE CUT AS REQUIRED. REFER TO STANDARD DETAIL PLAN NO. 8194.

2" MAX. IF MORE THAN 2" INSTALL NEW GRADE RING.

SEE NOTE 5

#4 HOOP

STRAIGHT EDGES

FRAME, COVER AND AC LIP TO BE WITHIN 1/8" OF THE ELEVATION OF SURROUNDING PAVEMENT. TO BE DETERMINED WITH STRAIGHT EDGE AS SHOWN.

1/4 D 1/2 D 1/4 D
 PARALLEL TO DIRECTION OF TRAVEL OR AS DIRECTED BY THE CITY ENGINEER

NOTES:
 1. ALL SURFACE STRUCTURES EXTENDING 2" ABOVE THE NEW SUBGRADE OR MILLING PLANE SHALL BE LOWERED BY CONTRACTOR OR UTILITY OWNER TO THE NEW SUBGRADE BEFORE PAVING. STRUCTURES PROJECTING LESS THAN 2" ABOVE THE SUBGRADE MAY BE PAVED OVER AND LATER ADJUSTED TO GRADE.
 2. ADJUST FRAME AND COVER TO FINISHED GRADE AFTER FINAL LIFT OF PAVING.
 3. TRAFFIC CONTROL APPROVAL IS REQUIRED PRIOR TO ANY TRAFFIC LANE OBSTRUCTION.
 4. PLACE TEMPORARY AG (GUT BACK) AROUND UTILITY FRAME UNTIL PERMANENT PAVING IS IN PLACE.
 5. CAST-IN-PLACE CONCRETE COLLARS SHALL CONFORM TO STANDARD SPECIFICATIONS (GREENBOOK) SECTION 201-1.1.2 AND BE CLASS 560-B-3250.

CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS STANDARD DETAIL MANHOLE FRAME & COVER ADJUSTMENT

DESIGN: TP DATE: 5/23 PLAN: 8193
 DRAWN: LG SCALE: N.T.S. FILE: 20B-169
 CHECK: KE
 APPROVED: *[Signature]* DATE: 5-23-18
 CITY ENGINEER

24 CITY OF BERKELEY MANHOLE COVER ADJUSTMENT NTS

PORTLAND CEMENT CONCRETE PAVING
 ELASTOMERIC JOINT SEALER
 1/4" ASPHALTIC STRIP

±[1/2] DEPTH

(1) PER CONC. DETAIL

FOR TRAFFIC RATED CONCRETE USE #4 X 18" LONG SMOOTH DOWEL @ 18" O.C., EMBED 8" MIN. INTO EX. CONC. AT CONFORM

NOTES:
 1. EXPANSION JOINTS TO BE INSTALLED AT 10' ON CENTER.
 2. PROVIDE DOWEL CAP IN NEW CONCRETE END TO ALLOW MOVEMENT IN JOINT.

EXPANSION JOINT FOR PEDESTRIAN AND TRAFFIC RATED CONCRETE PAVEMENT

22 EXPANSION JOINT FOR PEDESTRIAN AND TRAFFIC RATED CONCRETE PAVEMENT NTS



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19 CITY OF BERKELEY STANDARD CITY MONUMENT NTS

PROFESSIONAL ENGINEER
 ANTHONY R. RAY
 No. 81212
 CIVIL
 STATE OF CALIFORNIA

DATE _____

PROJECT MANAGER _____

DEPICTION OF MONUMENTS: DATE _____

SURVEY PARTY CHIEF _____

WATERSHED REVIEW: DATE _____

SUBMITTED: DATE _____

SUPERVISING ENGINEER _____

APPROVED: DATE _____

MANAGER OF ENGINEERING _____

DATE REGISTR. _____

EXP. _____

DESIGN: EK _____

DRAWN: EK _____

CHECK: AH _____

AS BUILT _____

HORIZ. _____

VERT. _____

BOOK _____

DATE 9/5/2024

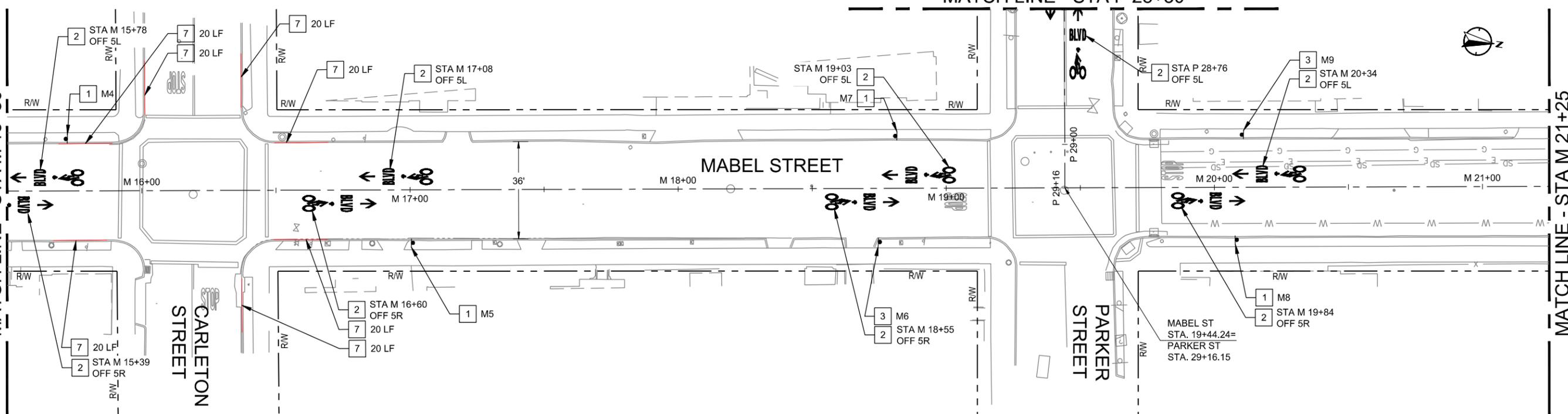
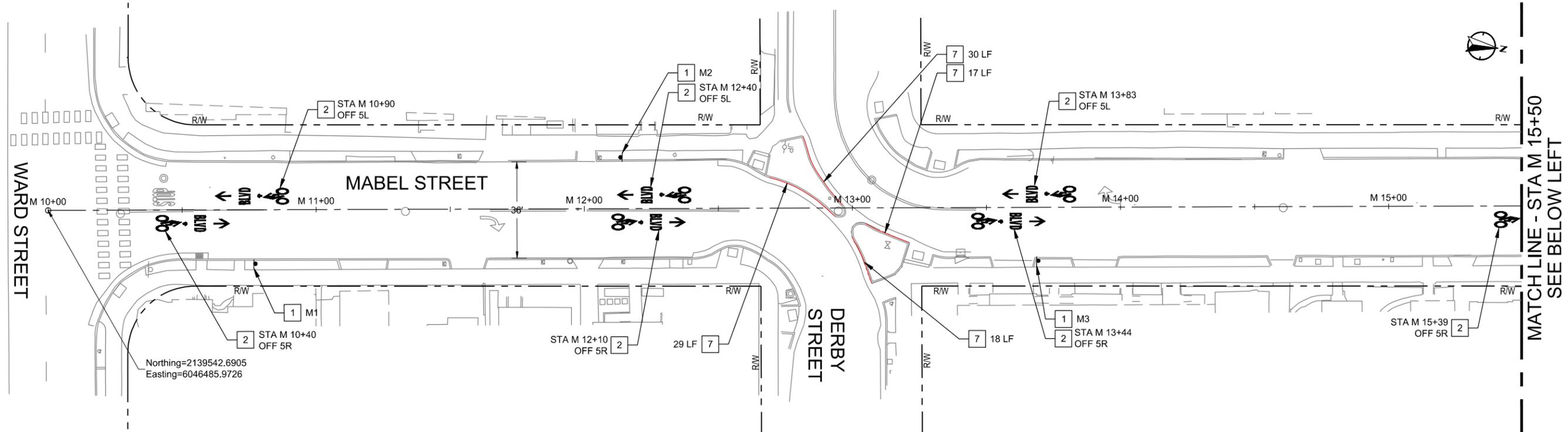
CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS

PARKER ST. TO ADDISON ST. BIKEWAY CIVIL DETAILS

FILE 503-639 CD-07

SHEET 15 OF 27

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STRIPING NOTES:

- 1 FURNISH AND INSTALL TYPE 1A SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-03 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 2 INSTALL BICYCLE BOULEVARD MARKING PER DETAIL 1, SHEET D-01.

- 3 FURNISH AND INSTALL TYPE 1C SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-04 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 7 INSTALL RED CURB PAINT ON EXISTING CURB, LENGTH PER PLANS.

GENERAL NOTES:

- 1. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 2. FOR LAYOUT SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
- 3. ALL NEW SIGNS INSTALLED PER DETAIL 14, SHEET D-03.

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PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS	DATE	SUBMITTED	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.	
		WATERSHED REVIEW	DATE	APPROVED		CHECK	AH	BOOK	
				MANAGER OF ENGINEERING		AS BUILT		DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
SIGNING & STRIPING PLANS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
SSP-01
SHEET 16 OF 27

STRIPING NOTES:

- ⊗ INSTALL STRIPING DETAIL NUMBER PER CALTRANS STD. PLANS A20A - A20E.
- INSTALL ROMAN NUMERAL ARROW PAVEMENT MARKINGS PER CALTRANS STD. PLAN A24A.
- 1 FURNISH AND INSTALL TYPE 1A SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-03 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 2 INSTALL BICYCLE BOULEVARD MARKING PER DETAIL 1, SHEET D-01.
- 3 FURNISH AND INSTALL TYPE 1C SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-04 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 5 FURNISH AND INSTALL NEW SIGN PER MUTCD STANDARDS, DETAIL 14, SHEET D-03.
- 6 INSTALL TWO-WAY CLASS IV BIKE LANE PER DETAIL 3, SHEET D-01.
- 7 INSTALL RED CURB PAINT ON EXISTING CURB, LENGTH PER PLANS.
- 8 INSTALL INTERSECTION CONFLICT MARKINGS PER DETAIL 4, SHEET D-01. WIDTH PER PLANS.
- 9 INSTALL 12" ADVANCED LIMIT LINE WITH STOP MARKING PER DETAIL 5, SHEET D-01.
- 14 INSTALL TRIPLE FOUR CROSSWALK PER DETAIL 9, SHEET D-02.
- 15 INSTALL TWO STAGE TURN QUEUE BOX PER DETAIL 10, SHEET D-02.
- 16 REMOVE EXISTING SIGN.
- 17 INSTALL WHITE DIAGONAL PAVEMENT STRIPING @ 20' O.C.
- 18 INSTALL LEFT TURN BICYCLE BOULEVARD MARKING PER DETAIL 2, SHEET D-01.
- 19 BEGIN OR END LANE TAPER. LOCATION AND LENGTH PER PLANS.
- 22 INSTALL DIRECTIONAL BIKE MARKING PER DETAIL 12, SHEET D-02.
- 23 FURNISH AND INSTALL "MOUNT CURB TO PARK" SIGN PER DETAIL 13, SHEET D-02.

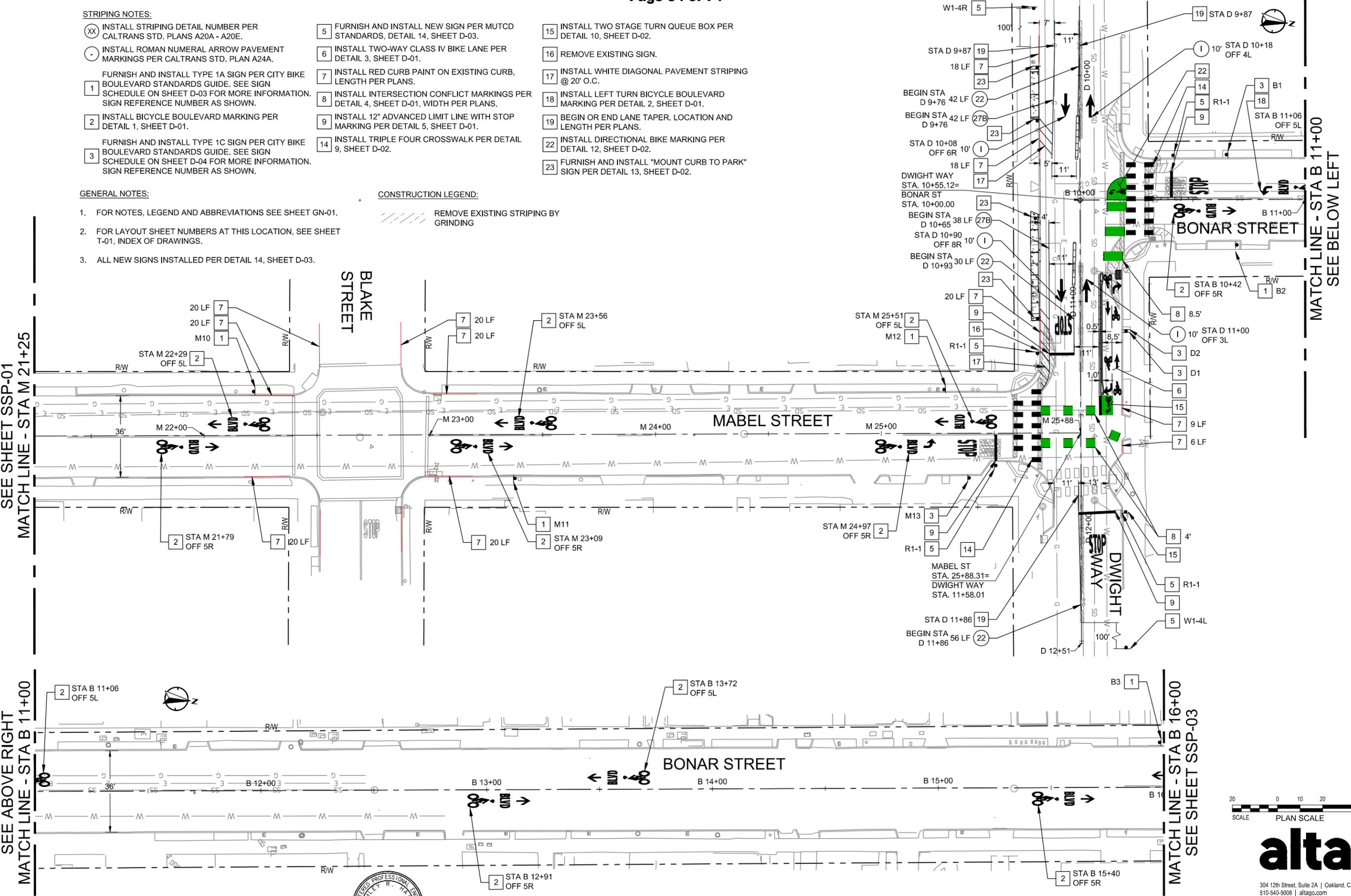
GENERAL NOTES:

1. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
2. FOR LAYOUT SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
3. ALL NEW SIGNS INSTALLED PER DETAIL 14, SHEET D-03.

CONSTRUCTION LEGEND:

REMOVE EXISTING STRIPING BY GRINDING

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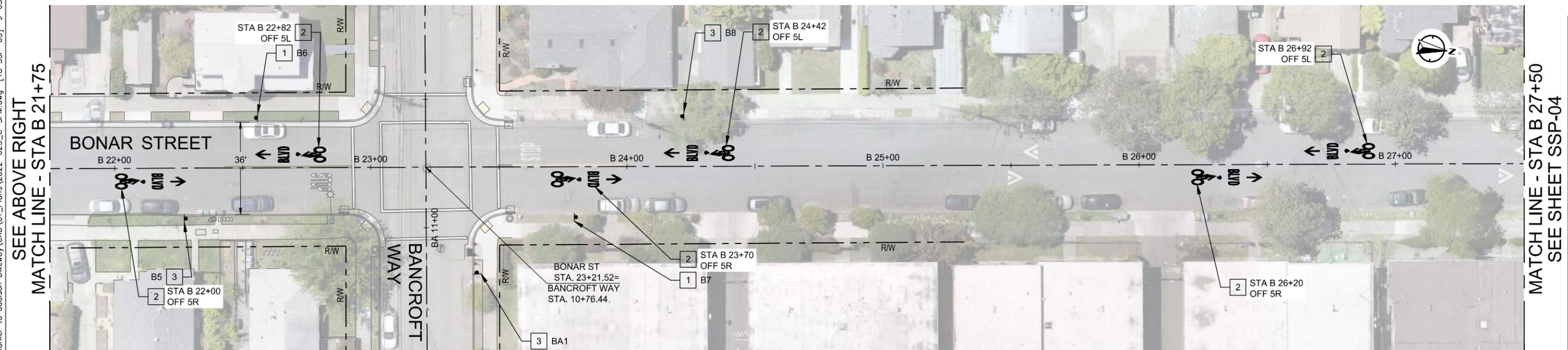
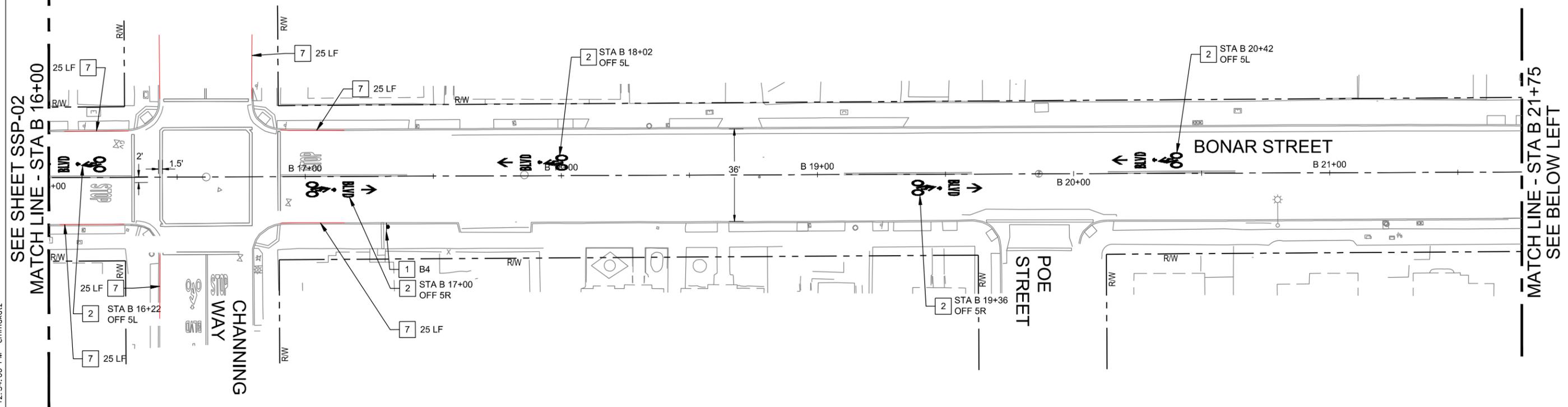


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<p>PROJECT MANAGER _____ DATE _____</p> <p>SURVEY PARTY CHIEF _____ DATE _____</p> <p>WATERSHED REVIEW: _____ DATE _____</p> <p>FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES</p>	<p>DEPICTION OF MONUMENTS: _____ DATE _____</p> <p>SUBMITTED: _____ DATE _____</p> <p>SUPERVISING ENGINEER _____ DATE _____</p> <p>APPROVED: _____ DATE _____</p> <p>MANAGER OF ENGINEERING _____ DATE _____</p>	<p>DESIGN: EK</p> <p>DRAWN: EK</p> <p>CHECK: AH</p> <p>AS BUILT: _____</p> <p>HORIZ. _____</p> <p>VERT. _____</p> <p>BOOK _____</p> <p>DATE: 9/5/2024</p>	<p>CITY OF BERKELEY</p> <p>DEPARTMENT OF PUBLIC WORKS</p> <p>PARKER ST. TO ADDISON ST. BIKEWAY</p> <p>SIGNING & STRIPING PLANS</p>	<p>PLAN 8282</p> <p>FILE 503-639</p> <p>SSP-02</p> <p>SHEET 17 OF 27</p>
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MATCH LINE - STA BA 11+50
SEE SHEET SSP-05

STRIPING NOTES:

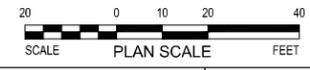
- 1 FURNISH AND INSTALL TYPE 1A SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-03 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 2 INSTALL BICYCLE BOULEVARD MARKING PER DETAIL 1, SHEET D-01.

GENERAL NOTES:

- 3 FURNISH AND INSTALL TYPE 1C SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-04 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 7 INSTALL RED CURB PAINT ON EXISTING CURB, LENGTH PER PLANS.

GENERAL NOTES:

- 1. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 2. FOR LAYOUT SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
- 3. ALL NEW SIGNS INSTALLED PER DETAIL 14, SHEET D-03.



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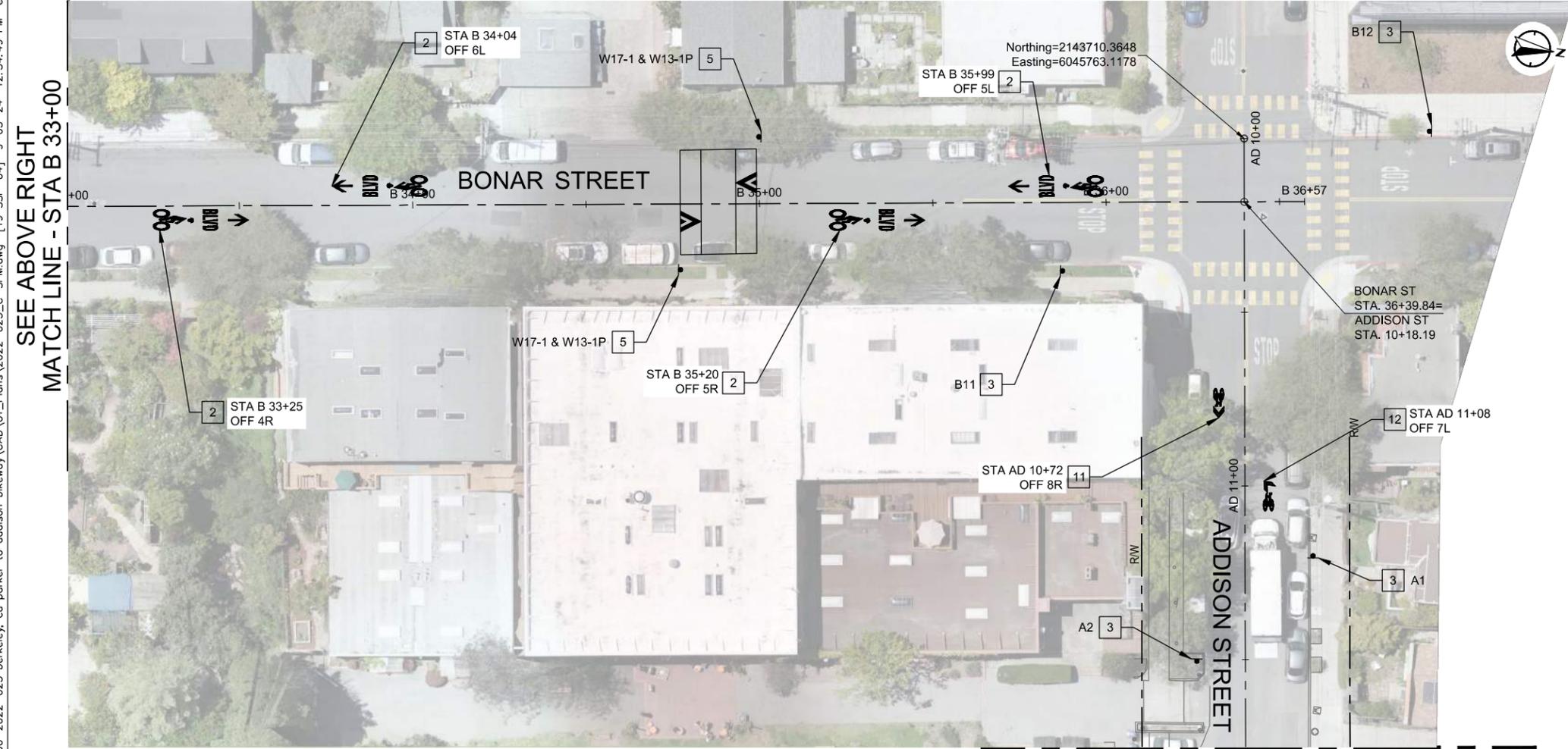
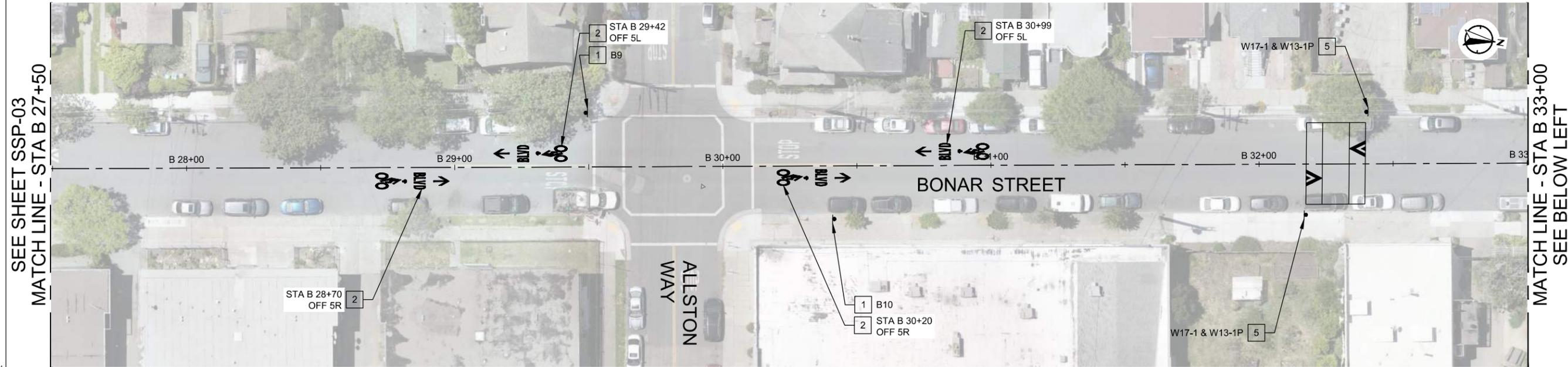
PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS	DATE	SUBMITTED	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.	
		WATERSHED REVIEW	DATE	APPROVED		CHECK	AH	BOOK	
				MANAGER OF ENGINEERING		AS BUILT		DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
SIGNING & STRIPING PLANS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
SSP-03
SHEET 18 OF 27

N:\Shared\PROJECTS\2022-00-2022-025 berkeley, ca parker to addison bikeway\CAD\01_Plans\2022-025_C-SPM.dwg [19 SSP-04] 9-05-24 12:54:49 PM emmakatz

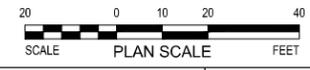


STRIPING NOTES:

- 1 FURNISH AND INSTALL TYPE 1A SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-03 FOR MORE INFORMATION SIGN REFERENCE NUMBER AS SHOWN.
- 2 INSTALL BICYCLE BOULEVARD MARKING PER DETAIL 1, SHEET D-01.
- 3 FURNISH AND INSTALL TYPE 1C SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-04 FOR MORE INFORMATION SIGN REFERENCE NUMBER AS SHOWN.
- 5 FURNISH AND INSTALL NEW SIGN PER MUTCD STANDARDS, DETAIL 14, SHEET D-03.
- 11 INSTALL SHARED LANE MARKING PER DETAIL 6, SHEET D-01.
- 12 INSTALL TURNING SHARED LANE MARKING PER DETAIL 7, SHEET D-01.

GENERAL NOTES:

- 1. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 2. FOR LAYOUT SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
- 3. ALL NEW SIGNS INSTALLED PER DETAIL 14, SHEET D-03.



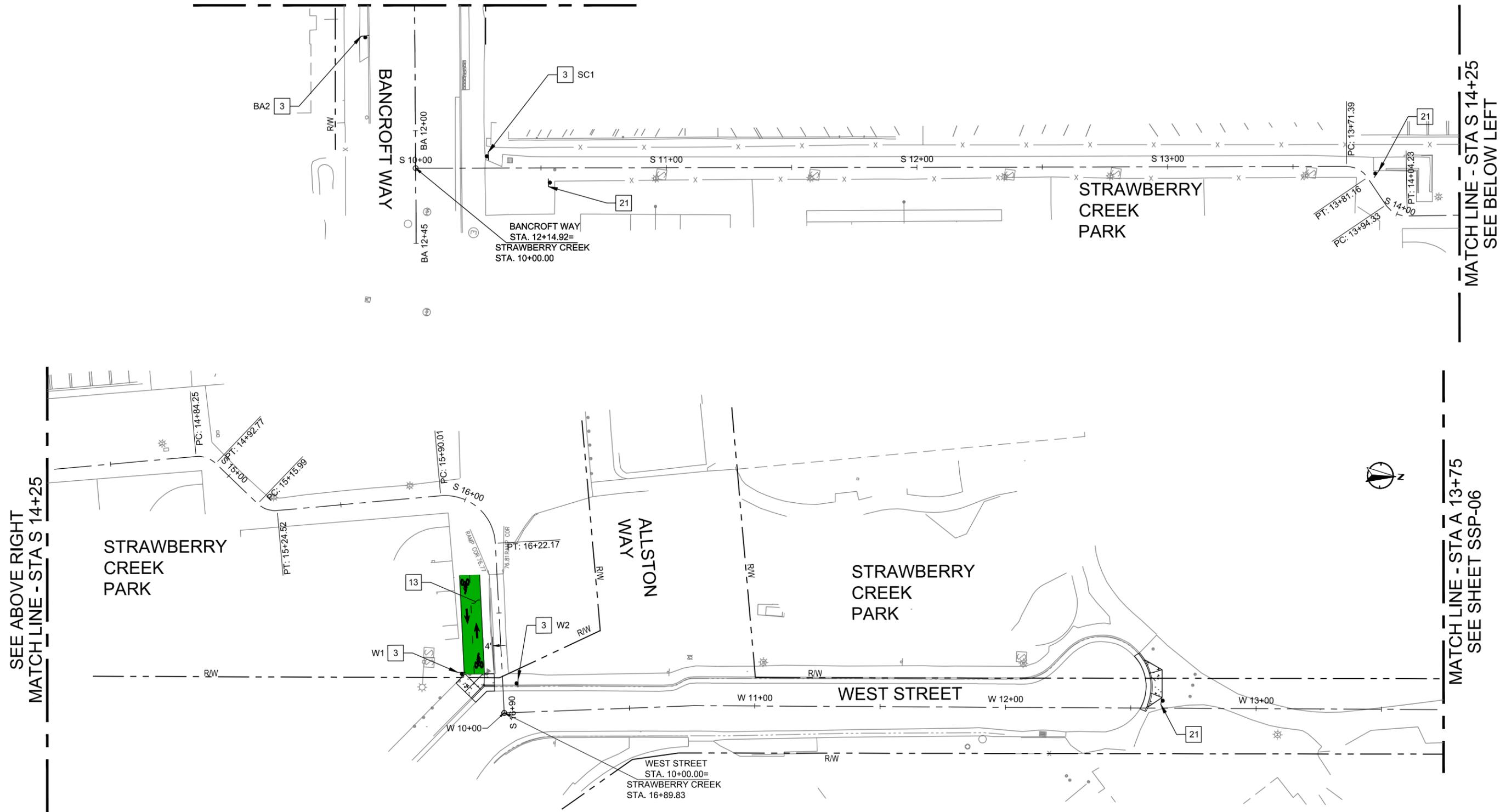
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		SURVEY PARTY CHIEF		SUPERVISING ENGINEER	REGISTR.	DRAWN	EK	VERT.	
		WATERSHED REVIEW	DATE	APPROVED	EXP.	CHECK	AH	BOOK	
				MANAGER OF ENGINEERING	DATE	AS BUILT			9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
SIGNING & STRIPING PLANS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
SSP-04
SHEET 19 OF 27

SEE SHEET SSP-03
MATCH LINE - STA BA 11+50



SEE ABOVE RIGHT
MATCH LINE - STA S 14+25

MATCH LINE - STA A 13+75
SEE SHEET SSP-06

MATCH LINE - STA S 14+25
SEE BELOW LEFT

STRIPING NOTES:

- 3 FURNISH AND INSTALL TYPE 1C SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-04 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 13 INSTALL GREEN PAINT WITH BIKE SYMBOLS PER DETAIL 8, SHEET D-01.
- 21 FURNISH AND INSTALL "PEDESTRIAN TRAFFIC" WARNING SIGN PER DETAIL 11, SHEET D-02.

GENERAL NOTES:

- 1. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 2. FOR LAYOUT SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
- 3. ALL NEW SIGNS INSTALLED PER DETAIL 14, SHEET D-03.



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PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS	DATE	SUBMITTED	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF			REGISTR.	DRAWN	EK	VERT.	
		WATERSHED REVIEW	DATE	APPROVED	EXP.	CHECK	AH	BOOK	
				MANAGER OF ENGINEERING	DATE	AS BUILT			9/5/2024

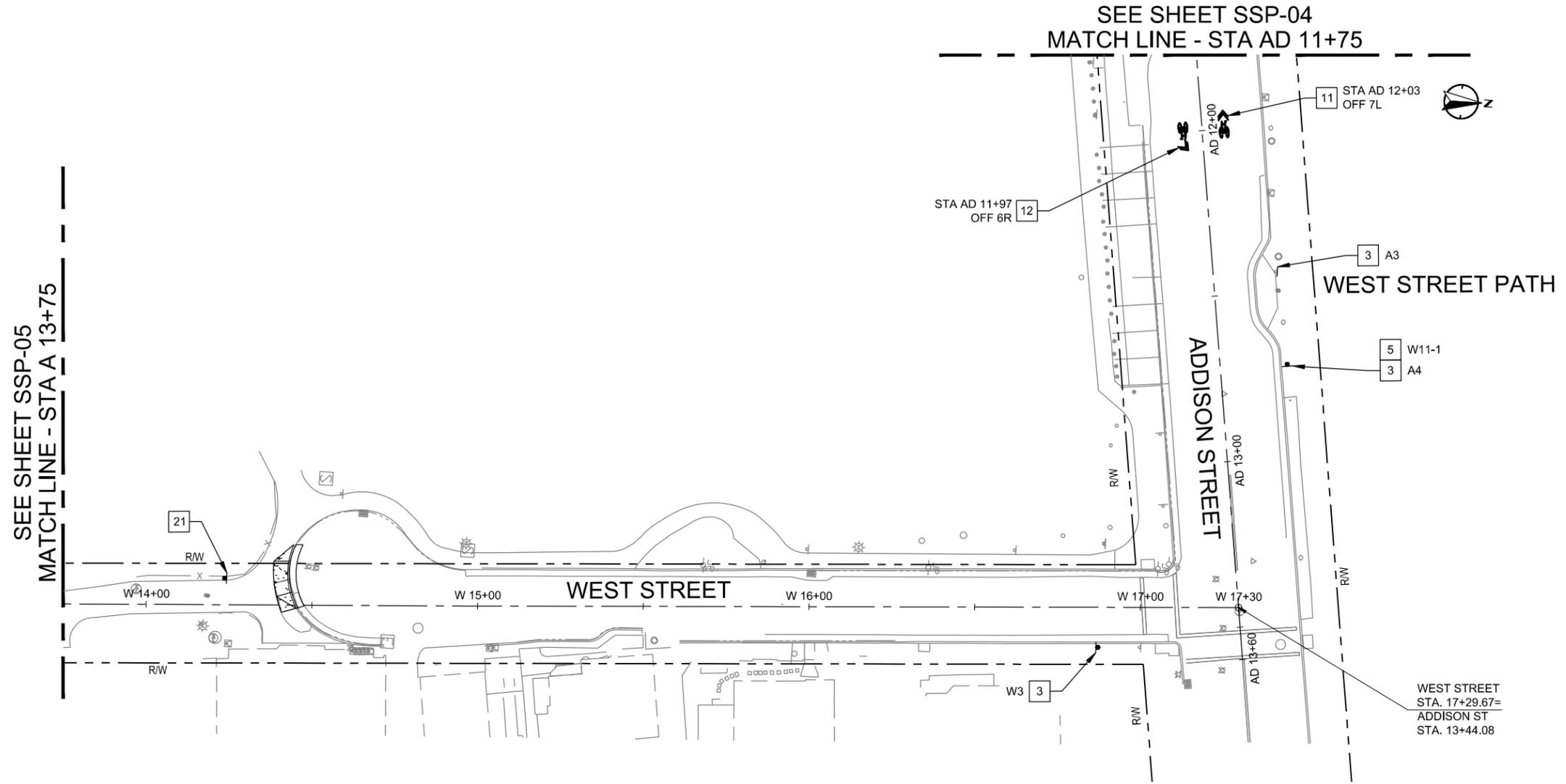
CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
SIGNING & STRIPING PLANS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
SSP-05
SHEET 20 OF 27

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STRIPING NOTES:

- 3 FURNISH AND INSTALL TYPE 1C SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-04 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 5 FURNISH AND INSTALL NEW SIGN PER MUTCD STANDARDS, DETAIL 14, SHEET D-03.
- 11 INSTALL SHARED LANE MARKING PER DETAIL 6, SHEET D-01.
- 12 INSTALL TURNING SHARED LANE MARKING PER DETAIL 7, SHEET D-01.
- 21 FURNISH AND INSTALL "PEDESTRIAN TRAFFIC" WARNING SIGN PER DETAIL 11, SHEET D-02.

GENERAL NOTES:

- 1. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 2. FOR LAYOUT SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
- 3. ALL NEW SIGNS INSTALLED PER DETAIL 14, SHEET D-03.



PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS	DATE	SUBMITTED	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER	REGISTR.	DRAWN	EK	VERT.	
		WATERSHED REVIEW	DATE	APPROVED	DATE	CHECK	AH	BOOK	
				MANAGER OF ENGINEERING	DATE	AS BUILT			9/5/2024

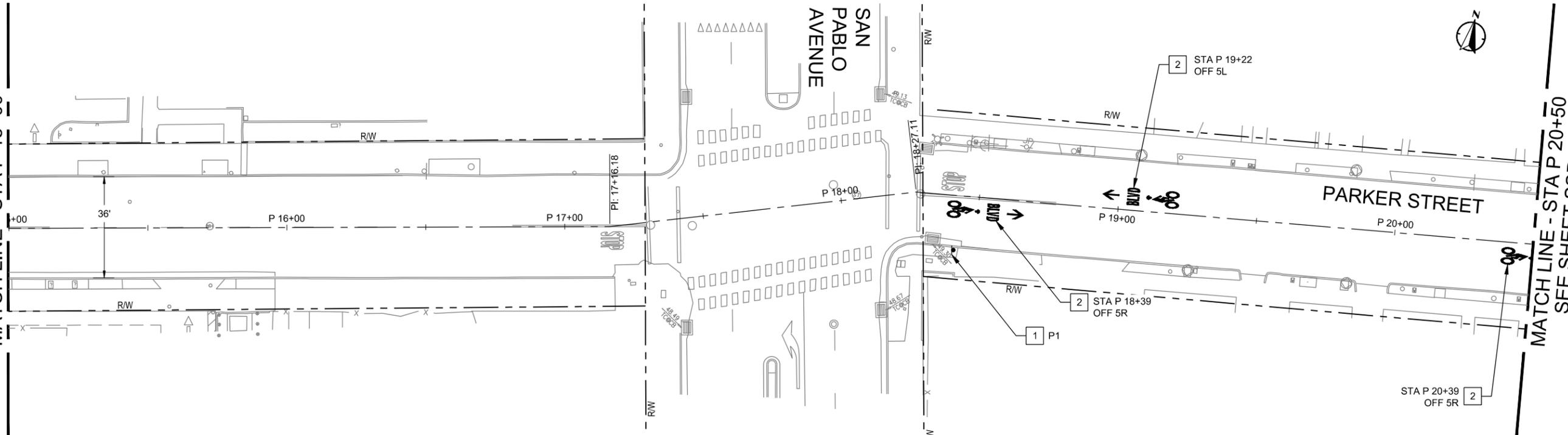
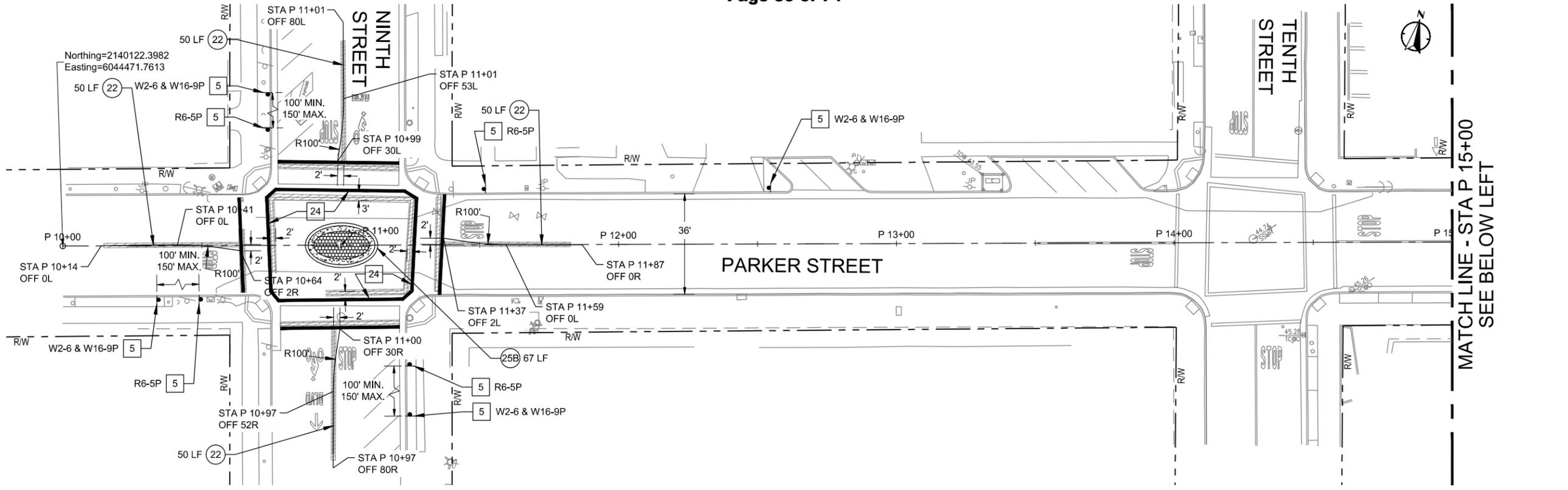
CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
SIGNING & STRIPING PLANS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
SSP-06
SHEET 21 OF 27



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SEE ABOVE RIGHT
MATCH LINE - STA P 15+00

MATCH LINE - STA P 20+50
SEE SHEET SSP-08

- STRIPING NOTES:**
- (XX) INSTALL STRIPING DETAIL NUMBER PER CALTRANS STD. PLANS A20A - A20E.
 - 1 FURNISH AND INSTALL TYPE 1A SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-03 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
 - 2 INSTALL BICYCLE BOULEVARD MARKING PER DETAIL 1, SHEET D-01.
 - 5 FURNISH AND INSTALL NEW SIGN PER MUTCD STANDARDS, DETAIL 14, SHEET D-03.
 - 24 INSTALL BASIC CROSSWALK PER DETAIL 9, SHEET D-02.

- GENERAL NOTES:**
1. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
 2. FOR LAYOUT SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
 3. ALL NEW SIGNS INSTALLED PER DETAIL 14, SHEET D-03.

CONSTRUCTION LEGEND:

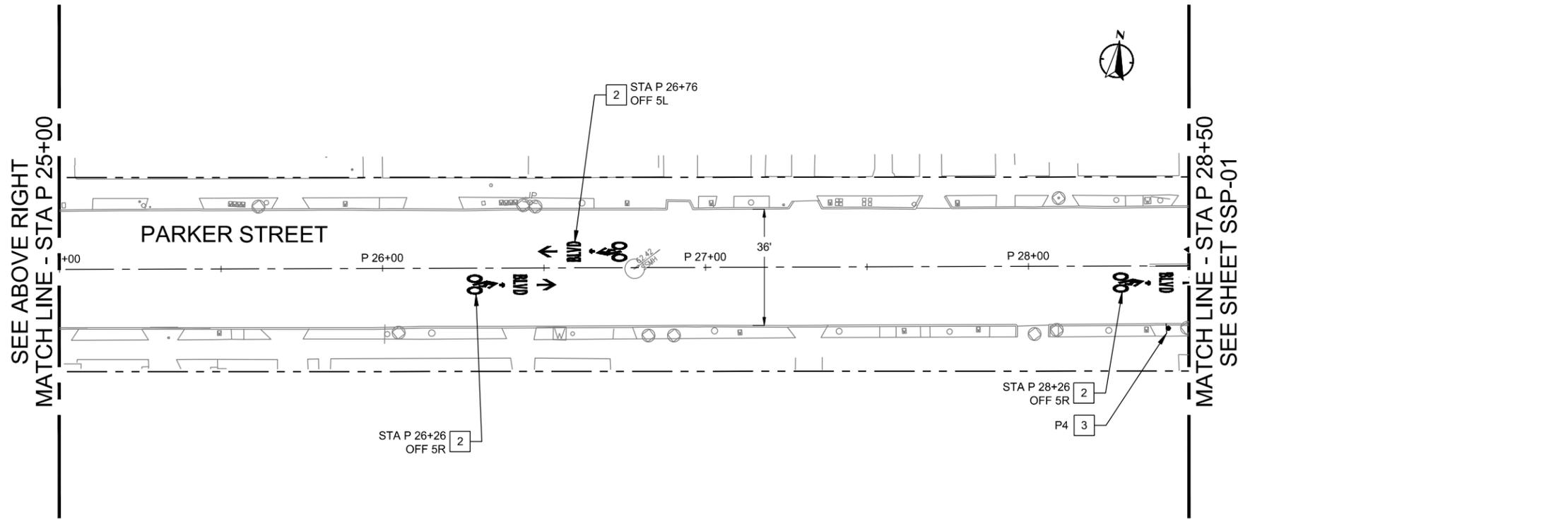
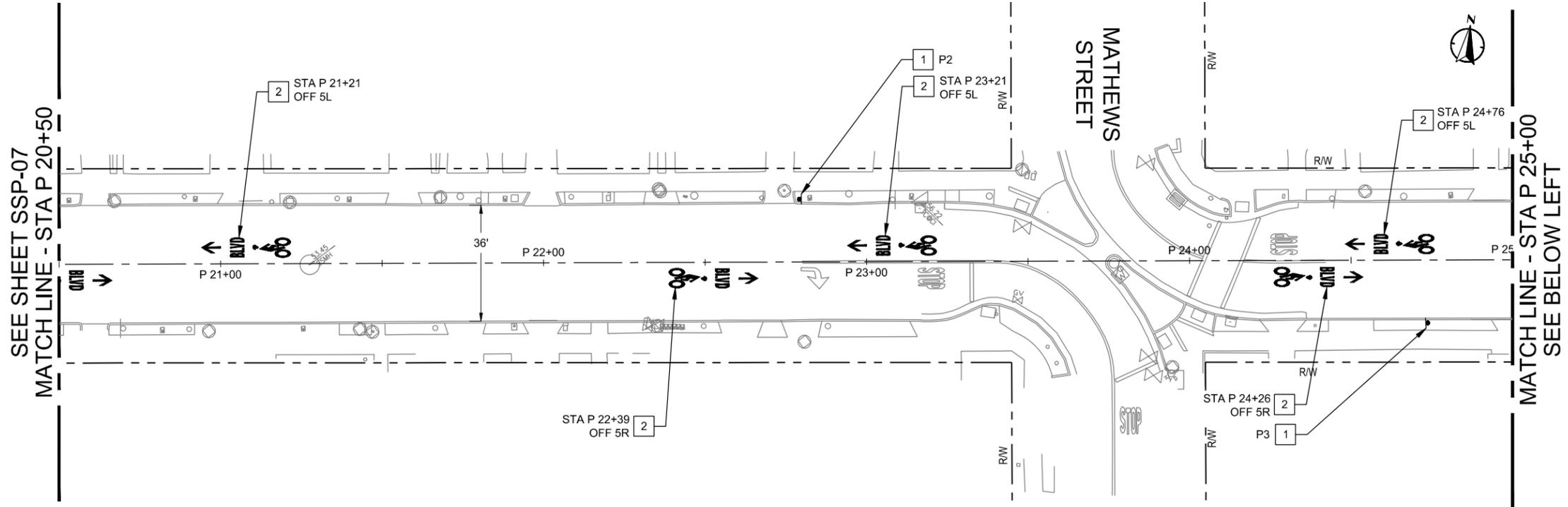
REMOVE EXISTING STRIPING BY GRINDING



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510-540-5008 | alta.co

PROJECT MANAGER		DATE		DEPICTION OF MONUMENTS:		DATE		SUBMITTED:		DATE		DESIGN		E.K.		HORIZ.		CITY OF BERKELEY		PARKER ST. TO ADDISON ST. BIKEWAY		PLAN 8282	
SURVEY PARTY CHIEF		DATE		WATERSHED REVIEW:		DATE		SUPERVISING ENGINEER		DATE		DRAWN		E.K.		VERT.		DEPARTMENT OF PUBLIC WORKS		SIGNING & STRIPING PLANS		FILE 503-639	
FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES								APPROVED:		DATE		CHECK		A.H.		BOOK						SSP-07	
								MANAGER OF ENGINEERING		EXP.		AS BUILT				DATE		9/5/2024				SHEET 22 OF 27	

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STRIPING NOTES:

- 1 FURNISH AND INSTALL TYPE 1A SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-03 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.
- 2 INSTALL BICYCLE BOULEVARD MARKING PER DETAIL 1, SHEET D-01.
- 3 FURNISH AND INSTALL TYPE 1C SIGN PER CITY BIKE BOULEVARD STANDARDS GUIDE. SEE SIGN SCHEDULE ON SHEET D-04 FOR MORE INFORMATION. SIGN REFERENCE NUMBER AS SHOWN.

GENERAL NOTES:

- 1. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 2. FOR LAYOUT SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-01, INDEX OF DRAWINGS.
- 3. ALL NEW SIGNS INSTALLED PER DETAIL 14, SHEET D-03.



PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS	DATE
SURVEY PARTY CHIEF	DATE	SUBMITTED	DATE
WATERSHED REVIEW	DATE	SUPERVISING ENGINEER	DATE
		APPROVED	DATE
		MANAGER OF ENGINEERING	DATE

DESIGN	EK	HORIZ.	
DRAWN	EK	VERT.	
CHECK	AH	BOOK	
AS BUILT		DATE	9/5/2024

FILE	503-639
PLAN	8282
SHEET	23 OF 27

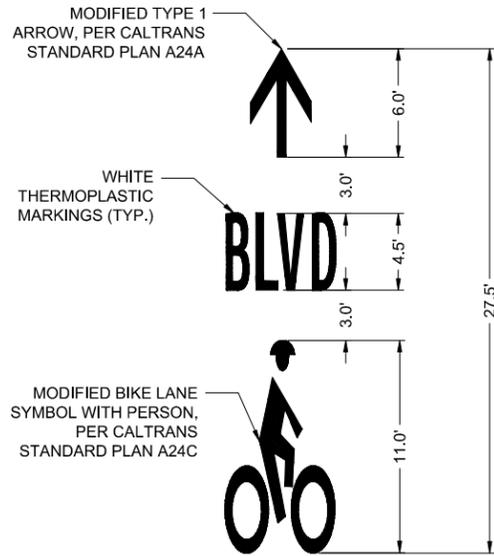


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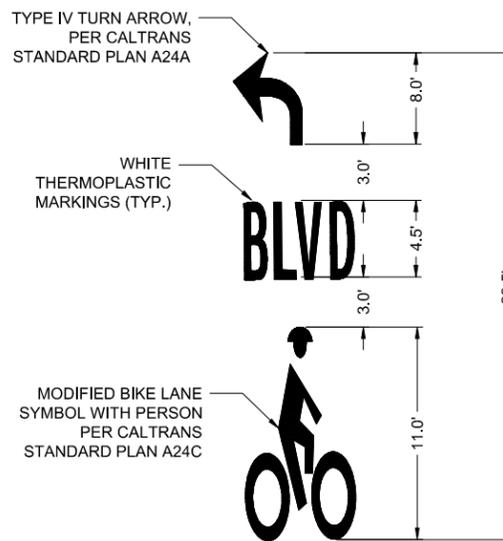
CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
SIGNING & STRIPING PLANS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

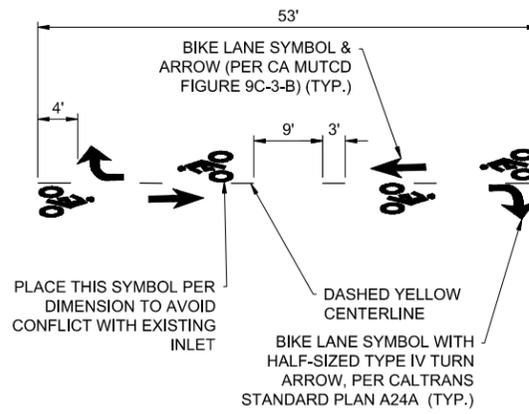
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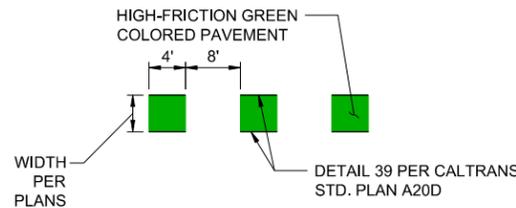
1 BICYCLE BLVD PAVEMENT MARKING
NTS



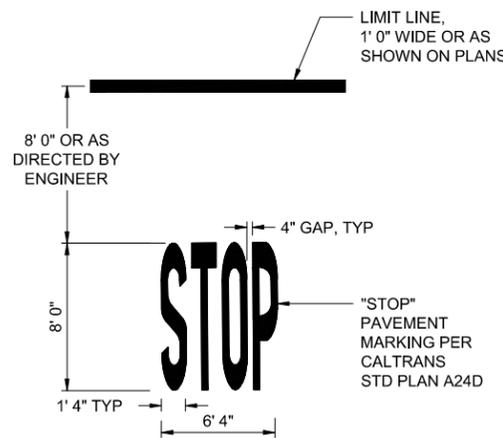
2 LEFT TURN BICYCLE BLVD PAVEMENT MARKING
NTS



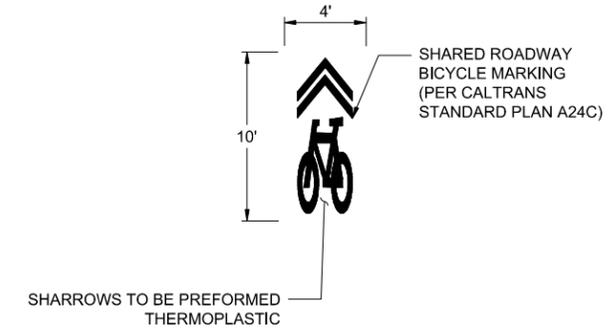
3 TWO-WAY CLASS IV BIKE LANE
NTS



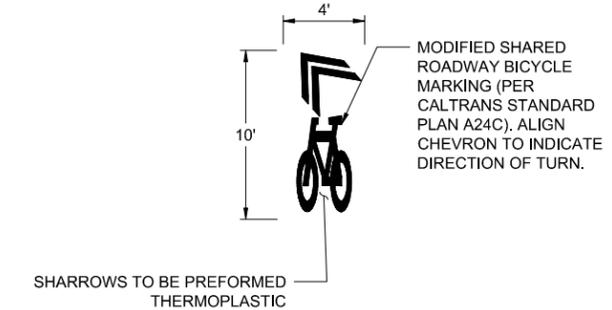
4 INTERSECTION CONFLICT MARKINGS
NTS



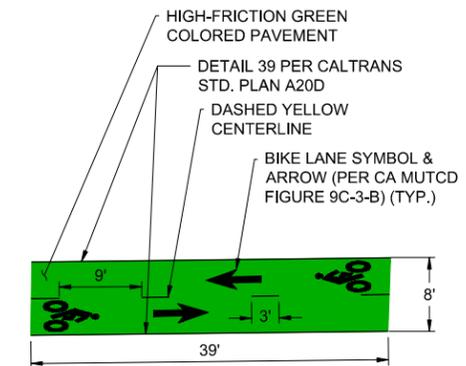
5 ADVANCED LIMIT LINE WITH STOP MARKING
NTS



6 SHARED LANE MARKING
NTS



7 TURNING SHARED LANE MARKING
NTS



8 GREEN BACKED TWO-WAY BIKE FACILITY
NTS



PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS:	DATE
0 1 2 3		SURVEY PARTY CHIEF	
FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES		WATERSHED REVIEW:	DATE

SUBMITTED:	DATE	DESIGN	EK
SUPERVISING ENGINEER	REGISTR.	DRAWN	EK
APPROVED:	DATE	CHECK	AH
MANAGER OF ENGINEERING	R.C.E.	AS BUILT	

HORIZ.		HORIZ.	
VERT.		VERT.	
BOOK		BOOK	
DATE	9/5/2024	DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
PARKER ST. TO ADDISON ST. BIKEWAY
SIGNING & STRIPING DETAILS

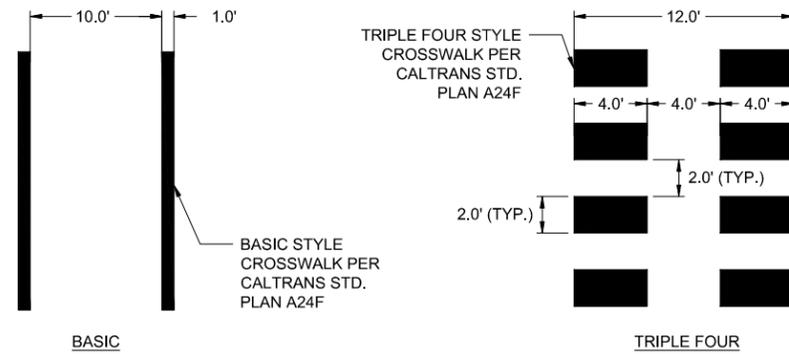


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REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
D-01
SHEET 24 OF 27

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NOTES:

- CROSSWALK MARKINGS SHALL BE THERMOPLASTIC, UNLESS OTHERWISE NOTED.
- CROSSWALK MARKINGS SHALL BE WHITE IN COLOR, UNLESS NOTED OTHERWISE.

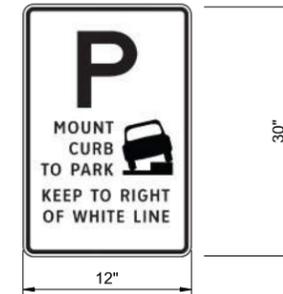
9 HIGH VISIBILITY CROSSWALK
NTS



NOTES:

- CONTRACTOR TO SUBMIT SHOP DRAWINGS WITH TEXT SIZE, COLOR AND DIMENSIONS FOR ENGINEER APPROVAL PRIOR TO CONSTRUCTION

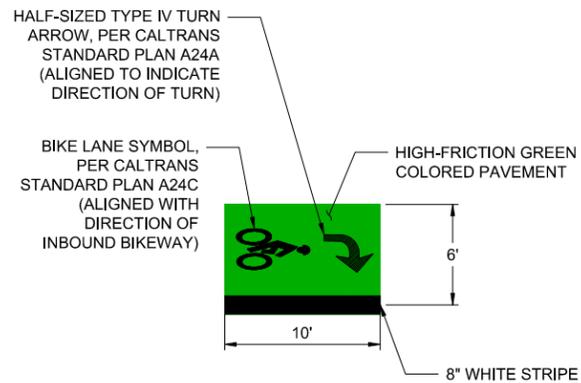
11 PEDESTRIAN TRAFFIC WARNING SIGN
NTS



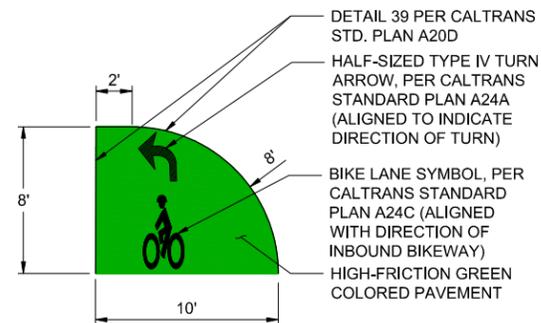
NOTES:

- CONTRACTOR TO SUBMIT SHOP DRAWINGS WITH TEXT SIZE, COLOR AND DIMENSIONS FOR ENGINEER APPROVAL PRIOR TO CONSTRUCTION

13 MOUNT CURB TO PARK SIGN
NTS



10 TWO STAGE QUEUE BOX
NTS



12 DIRECTIONAL BIKE MARKING
NTS



PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS:	DATE	SUBMITTED:	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.	
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	AH	BOOK	
				MANAGER OF ENGINEERING	EXP.	AS BUILT		DATE	9/5/2024

PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS:	DATE	SUBMITTED:	DATE	DESIGN	EK	HORIZ.	
		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.	
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	AH	BOOK	
				MANAGER OF ENGINEERING	EXP.	AS BUILT		DATE	9/5/2024

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

PARKER ST. TO ADDISON ST. BIKEWAY
SIGNING & STRIPING DETAILS



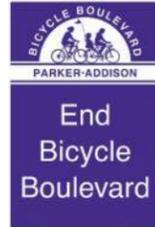
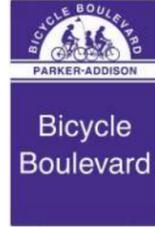
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REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8282
FILE 503-639
D-02
SHEET 25 OF 27

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REGULATORY SIGN SCHEDULE		
KEY	SIZE	SIGN & COLOR
R1-1	30" X 30"	 BACKGROUND: RED BORDER: WHITE LEGEND: WHITE
R6-5P	30" X 30"	 BACKGROUND: WHITE BORDER: BLACK LEGEND: BLACK

WAYFINDING KEY - TYPE 1A		
KEY	DETAIL	SYMBOL & TEXT
M2	SEE DETAIL 14, SHEET D-03 20" X 30"	
M1, M3, M4, M5, M7, M8, M10, M11, M12, B2, B3, B4, B6, B7, B9, B10, P1, P2, P3	SEE DETAIL 14, SHEET D-03 20" X 30"	

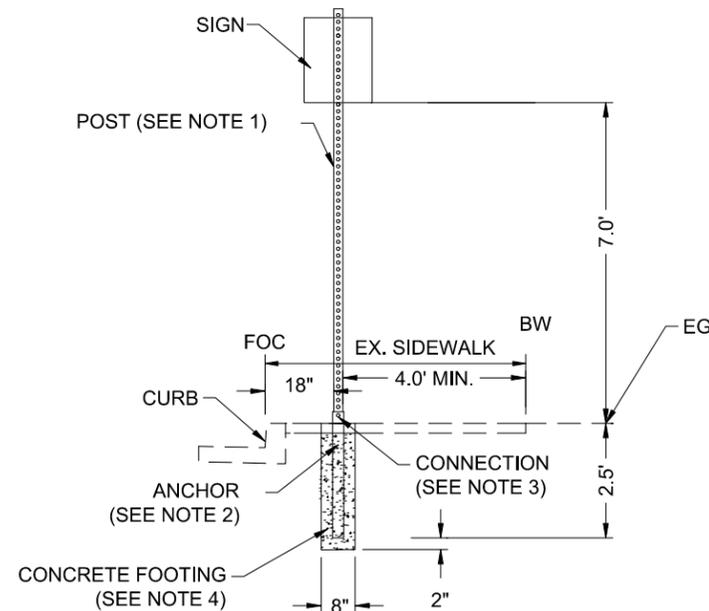
WARNING SIGN SCHEDULE		
KEY	SIZE	SIGN & COLOR
W1-4L	30" X 30"	 BACKGROUND: YELLOW BORDER: BLACK LEGEND: BLACK
W1-4R	30" X 30"	 BACKGROUND: YELLOW BORDER: BLACK LEGEND: BLACK
W2-6	30" X 30"	 BACKGROUND: YELLOW BORDER: BLACK LEGEND: BLACK
W11-1	30" X 30"	 BACKGROUND: YELLOW BORDER: BLACK LEGEND: BLACK
W13 -1P	18" X 18"	 BACKGROUND: YELLOW BORDER: BLACK LEGEND: BLACK
W16 -9P	24" X 12"	 BACKGROUND: YELLOW BORDER: BLACK LEGEND: BLACK
W17-1	30" X 30"	 BACKGROUND: YELLOW BORDER: BLACK LEGEND: BLACK

NOTE:

SIGNS TYPE 1A AND TYPE 3 SHALL BE INSTALLED ON OLIVE GREEN POSTS AND MOUNTED IN ACCORDANCE WITH THE CITY OF BERKELEY BICYCLE BOULEVARD SIGNAGE PROGRAM STANDARDS GUIDE. ALL OTHER NEW SIGNS SHALL BE POSTED AND MOUNTED ON STANDARD POSTS (SEE DETAIL 14, THIS SHEET).

NOTES:

- POSTS SHALL BE TELES PAR OR APPROVED EQUAL PERFORATED 1 3/4" SQUARE, FOURTEEN (14) GAUGE STEEL POSTS AND MINIMUM 10 FEET IN LENGTH. POSTS SHALL BE MANUFACTURED FROM HOT-DIPPED GALVANIZED STEEL CONFORMING TO ASTM A 653, G-90, STRUCTURAL QUALITY, L CLASS 1. THE CORNER WELD SHALL BE ZINC COATED AFTER SCARFING OPERATION. THE POST SHALL ALSO BE COATED WITH A CHROMATE CONVERSION COATING AND CLEAR ORGANIC POLYMER TOPCOAT. BOTH THE INTERIOR AND THE EXTERIOR OF THE POST SHALL BE GALVANIZED. POST SHALL BE HUNTER GREEN POWDER COATING COLOR.
- ANCHORS SHALL BE TELES PAR OR APPROVED EQUAL PERFORATED 2" SQUARE, TWELVE (12) GAUGE HOT-DIPPED GALVANIZED STEEL ANCHORS. A TWO-PIECE BREAKAWAY ANCHOR SYSTEM (ANCHOR ASSEMBLY) SHALL BE USED BY WELDING AN EIGHTEEN INCH (18") LONG, TWELVE (12) GAUGE OUTER SLEEVE OF THE NEXT LARGER SIZE PERFORATED TUBE TO THE ORIGINAL 2" SQUARE PERFORATED ANCHOR BASE.
- CONNECTION BETWEEN ANCHOR SLEEVE AND POST SHALL BE MADE BY ANCHOR BOLTS IN COMPLIANCE WITH SECTION 56-2 OF THE STATE STANDARD SPECIFICATIONS.
- CONTRACTOR TO FIELD VERIFY THERE ARE NO CONFLICTS WITH EXISTING UTILITIES AND PROPOSED SIGN.
- IF PROPOSED SIGN FOUNDATION IS WITHIN EXISTING SIDEWALK PANEL, SIDEWALK PANEL TO BE REPLACED IN KIND.



14 NEW SIGN AND POST
NTS



PROJECT MANAGER	DATE	DEPICTION OF MONUMENTS	DATE	SUBMITTED:	DATE	DESIGN	EK	HORIZ.		CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS	PARKER ST. TO ADDISON ST. BIKEWAY SIGNING & STRIPING DETAILS	PLAN	8282
0 1 2 3 FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES		SURVEY PARTY CHIEF		SUPERVISING ENGINEER		DRAWN	EK	VERT.				FILE	503-639 D-03
		WATERSHED REVIEW:	DATE	APPROVED:	DATE	CHECK	AH	BOOK					
				MANAGER OF ENGINEERING	EXP.	AS BUILT		DATE	9/5/2024				



304 12th Street, Suite 2A | Oakland, CA 94607
510-540-5008 | alta.com

N:\Shared\PROJECTS\2022\00-2022-025 berkeley, ca parker to addison bikeway\CAD\01_Plans\2022-025_T-DET.dwg [26 D-03] 9-05-24 12:58:02 PM emmakatz

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

WAYFINDING KEY - TYPE 1C

KEY	DETAIL	SYMBOL & TEXT	KEY	DETAIL	SYMBOL & TEXT	KEY	DETAIL	SYMBOL & TEXT
M6	SEE DETAIL 14, SHEET D-03		B8	SEE DETAIL 14, SHEET D-03		A2	SEE DETAIL 14, SHEET D-03	
M9	SEE DETAIL 14, SHEET D-03		B11	SEE DETAIL 14, SHEET D-03		A3	SEE DETAIL 14, SHEET D-03	
M13	SEE DETAIL 14, SHEET D-03		B12	SEE DETAIL 14, SHEET D-03		A4	SEE DETAIL 14, SHEET D-03	
D1	SEE DETAIL 14, SHEET D-03		BA1	SEE DETAIL 14, SHEET D-03		W1	SEE DETAIL 14, SHEET D-03	
D2	SEE DETAIL 14, SHEET D-03		BA2	SEE DETAIL 14, SHEET D-03		W2	SEE DETAIL 14, SHEET D-03	
B1	SEE DETAIL 14, SHEET D-03		SC1	SEE DETAIL 14, SHEET D-03		W3	SEE DETAIL 14, SHEET D-03	
B5	SEE DETAIL 14, SHEET D-03		A1	SEE DETAIL 14, SHEET D-03		P4	SEE DETAIL 14, SHEET D-03	

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DATE _____
 PROJECT MANAGER _____
 0 1 2 3
 FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

DEPICTION OF MONUMENTS: DATE _____
 SURVEY PARTY CHIEF _____
 WATERSHED REVIEW: DATE _____

SUBMITTED: DATE _____
 SUPERVISING ENGINEER _____
 APPROVED: DATE _____
 MANAGER OF ENGINEERING _____

DESIGN: EK
 DRAWN: EK
 CHECK: AH
 AS BUILT: _____
 HORIZ. _____
 VERT. _____
 BOOK _____
 DATE 9/5/2024

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

PARKER ST. TO ADDISON ST. BIKEWAY
 SIGNING & STRIPING DETAILS



304 12th Street, Suite 2A | Oakland, CA 94607
 510-540-5008 | alta.com

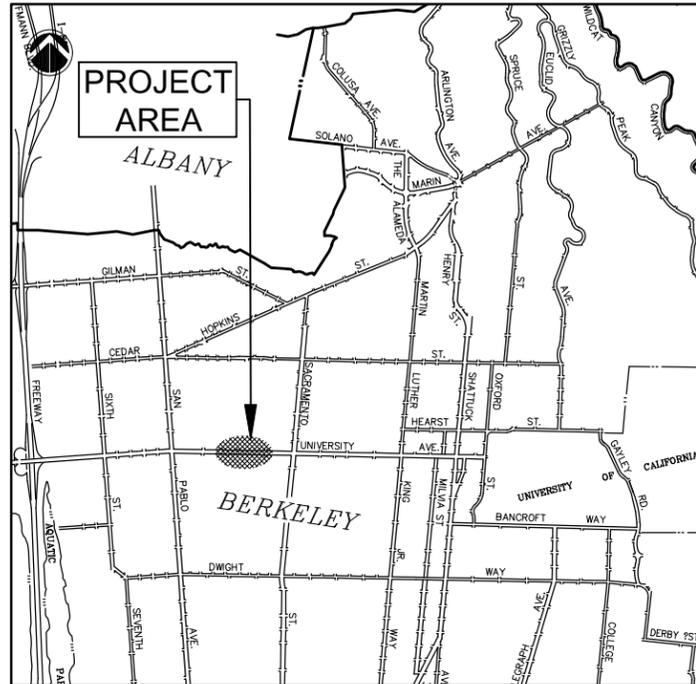
REVISION	MARK	DATE	DESCRIPTION	APPROVAL

CITY OF BERKELEY, CALIFORNIA

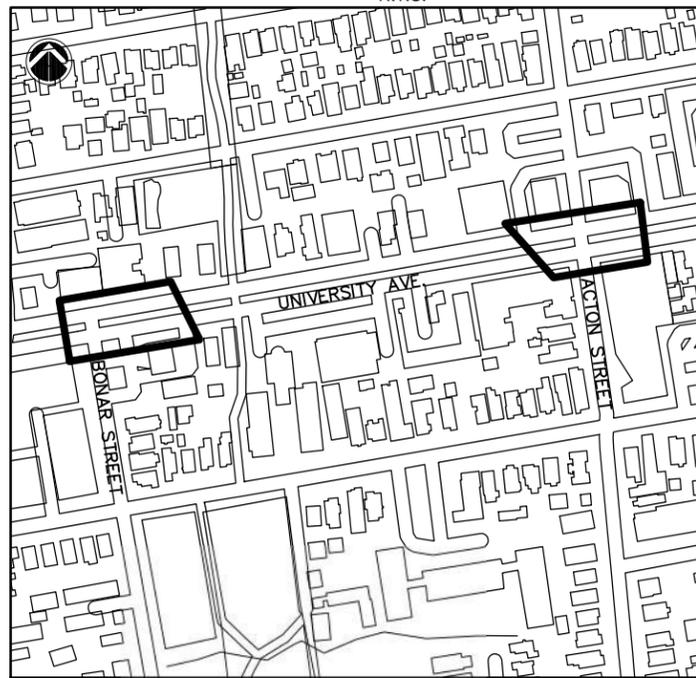
UNIVERSITY WEST BUS STOP IMPROVEMENTS

SPECIFICATION NO. 24-11666-C

PACKAGE B



LOCATION MAP
N.T.S.



KEY MAP
N.T.S.

CONSULTANT TEAM

LANDSCAPE ARCHITECT/URBAN DESIGNER
 COMMUNITY DESIGN + ARCHITECTURE
 610 16TH STREET, SUITE 305
 OAKLAND, CA 94612
 T: (510) 839-4568

CIVIL ENGINEER
 DIABLO ENGINEERING GROUP
 1300 CLAY STREET, SUITE 600
 OAKLAND, CA 94612
 T: (510) 550-8959

TRANSPORTATION ENGINEER
 FEHR & PEERS
 2201 BROADWAY, SUITE 602
 OAKLAND, CA 94612
 T: (510) 834-3200

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 KRISTINA ZUNIGA
 KRISTINA.ZUNIGA@ebmud.com
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PACIFIC GAS & ELECTRIC (PG&E)
 KEVIN LIM (GAS)
 KWL7@pge.com
 T: (915) 808-8309

CEDRICKE DENNIS (ELECTRIC)
 CMD5@pge.com
 T: (510) 385-6211

COMCAST
 CHRIS MORRISON
 christopher_morrison@cable.comcast.com
 T: (510) 377-5421

AT&T
 ALICE CHEN
 sc4379@att.com
 T: (510) 331-3967

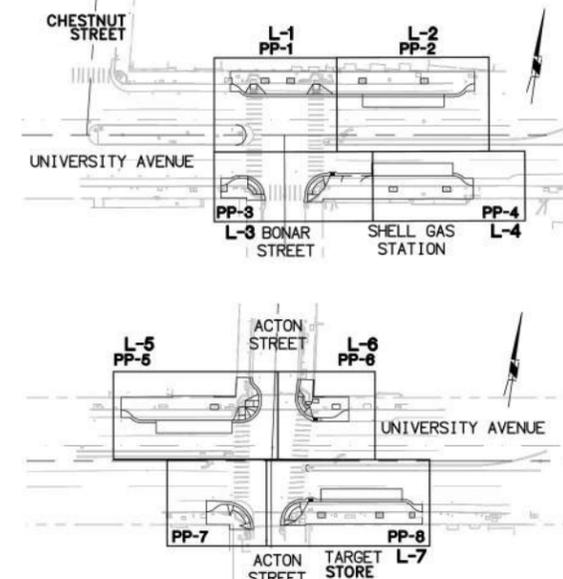
SHEET INDEX

SHEET	SHEET NO.	SHEET TITLE
1	P-01	COVER - SHEET INDEX
2	P-02	SURVEY CONTROL PLAN - UNIVERSITY AVE/BONAR ST
3	P-03	SURVEY CONTROL PLAN - UNIVERSITY AVE/ACTON ST
4	TX-01	TYPICAL CROSSING SECTIONS - UNIVERSITY AVE
5	DM-01	EXISTING UTILITY AND DEMOLITION PLAN - UNIVERSITY AVE/BONAR ST
6	DM-02	EXISTING UTILITY AND DEMOLITION PLAN - UNIVERSITY AVE/ACTON ST
7	PP-01	STREET IMPROVEMENTS PLAN AND PROFILE - UNIVERSITY AVE/BONAR ST
8	PP-02	STREET IMPROVEMENTS PLAN AND PROFILE - UNIVERSITY AVE/BONAR ST
9	PP-03	STREET IMPROVEMENTS PLAN AND PROFILE - UNIVERSITY AVE/BONAR ST
10	PP-04	STREET IMPROVEMENTS PLAN AND PROFILE - UNIVERSITY AVE/BONAR ST
11	PP-05	STREET IMPROVEMENTS PLAN AND PROFILE - UNIVERSITY AVE/ACTON ST
12	PP-06	STREET IMPROVEMENTS PLAN AND PROFILE - UNIVERSITY AVE/ACTON ST
13	PP-07	STREET IMPROVEMENTS PLAN AND PROFILE - UNIVERSITY AVE/ACTON ST
14	PP-08	STREET IMPROVEMENTS PLAN AND PROFILE - UNIVERSITY AVE/ACTON ST
15	SD-01	STORM DRAIN IMPROVEMENTS PLAN AND PROFILE
16	SS-01	SIGNING AND STRIPING PLAN
17	TS-01	TRAFFIC SIGNAL GENERAL NOTES
18	TS-02	TRAFFIC SIGNAL PLAN - UNIVERSITY AVE/BONAR ST
19	TS-03	TRAFFIC SIGNAL PLAN - UNIVERSITY AVE/ACTON ST
20	L-01	LANDSCAPE PLAN - UNIVERSITY AVE/BONAR ST
21	L-02	LANDSCAPE PLAN - UNIVERSITY AVE/BONAR ST
22	L-03	LANDSCAPE PLAN - UNIVERSITY AVE/BONAR ST
23	L-04	LANDSCAPE PLAN - UNIVERSITY AVE/BONAR ST
24	L-05	LANDSCAPE PLAN - UNIVERSITY AVE/ACTON ST
25	L-06	LANDSCAPE PLAN - UNIVERSITY AVE/ACTON ST
26	L-07	LANDSCAPE PLAN - UNIVERSITY AVE/ACTON ST
27	L-08	LANDSCAPE DETAILS
28	L-09	LANDSCAPE DETAILS

GENERAL NOTES

- REFER TO PARKER STREET TO ADDISON STREET BIKEWAY PROJECT, SPECIFICATION NO. 24-11640-C FOR ABBREVIATIONS AND NOTES ON SHEET GN-01.
- AREA OF FIELD SURVEY, AS INDICATED IN PLAN SHEETS P-2 THROUGH P-3, WAS PERFORMED IN JULY 2022 AND JUNE 2023.

SHEET MAPS - N.T.S.



COMMUNITY DESIGN + ARCHITECTURE
 Phillip Erickson, Architect
 610 16TH STREET, SUITE 305
 OAKLAND, CA 94612
 (510) 839-4568

PROJECT MANAGER: *[Signature]* DATE 9/10/24
 DEPICTION OF MONUMENTS: *[Signature]* DATE 09/12/24
 SURVEY PARTY CHIEF: *[Signature]*
 WATERSHED REVIEW: *[Signature]* DATE 9/12/24

DATE 9/10/24
 REGISTR. 60704
 EXP. 12/31/24
 DATE 9/12/24
 R.I.E. 62524
 EXP. 9/30/25

DESIGN CG
 DRAWN SY
 CHECK CG
 AS BUILT
 HORIZ. NTS
 VERT. NTS
 BOOK
 DATE 8/22/24

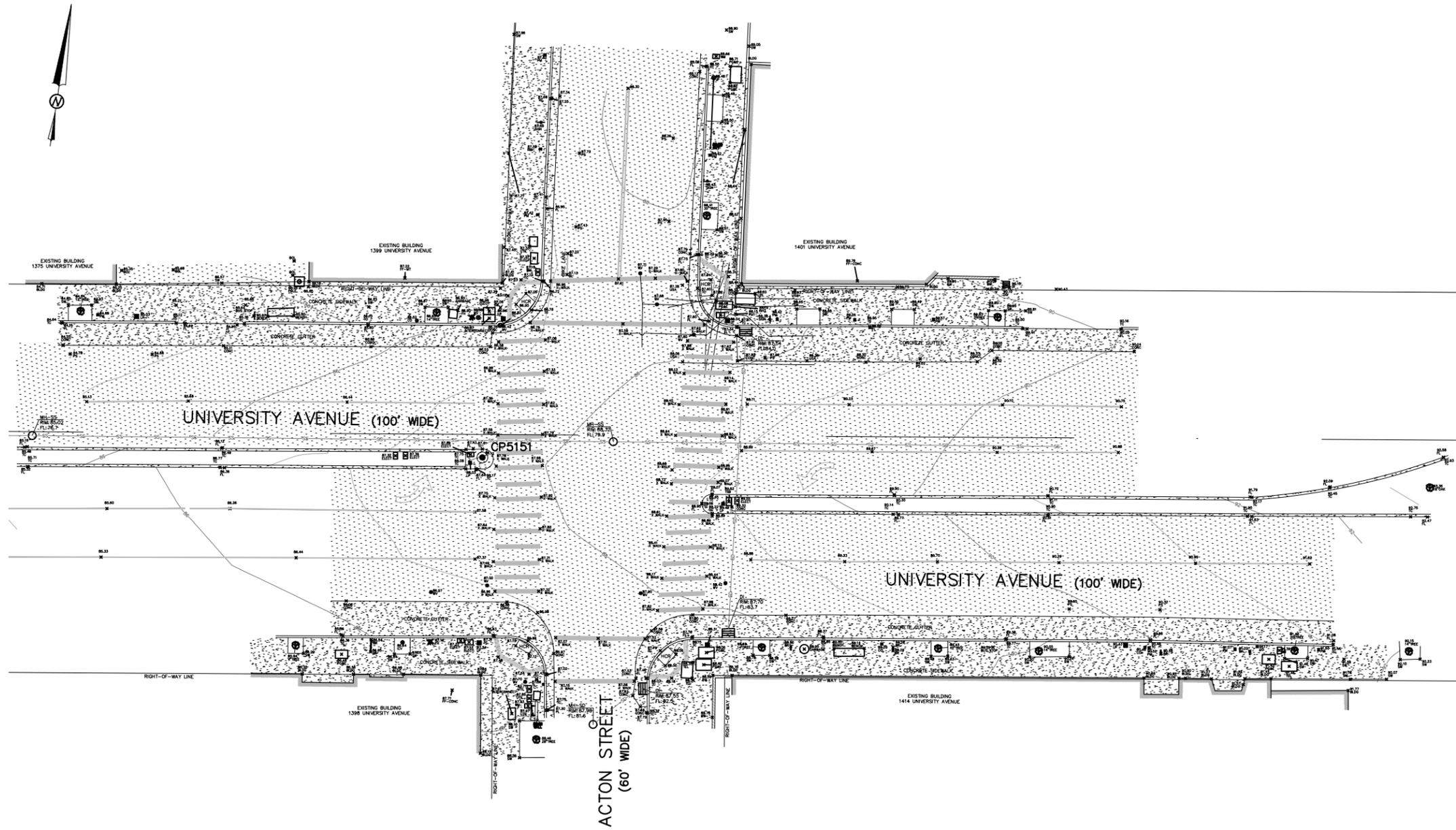
CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
 COVER - SHEET INDEX

PLAN 8283
 FILE 503-640
 P-01
 SHEET 1 OF 28

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

/Users/soulbyyoon/Desktop/Desktop - Soulbys MacBook Pro/CDA WORK/Project/University West-100% Landscape Plans /University West Bus Stops_CDA_Cover Sheet-01sy - Standard/University West Bus Stops_CDA_Cover Sheet.dwg
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LEGEND

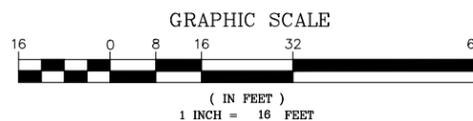
AT&T	AT&T UNDERGROUND MARK
BL	BIKE LANE
BLDG	BUILDING
BOL	BOLLARD
BR	BIKE RACK
BW	BASE OF WALL
CO	CLEANOUT
CONC	CONCRETE
DI	DRAIN INLET
E	ELECTRIC UNDERGROUND MARK
ELECT	ELECTRIC
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FL	FLOWLINE
G	GAS UNDERGROUND MARK
GV	GAS VALVE
HCR	HANDICAP RAMP
HV	HIGH VOLTAGE
ICV	IRRIGATION CONTROL VALVE
JP	JOINT POLE
LH	LAMP HOLE
LP	LIGHT POLE
MH	MAINTENANCE HOLE
MT	METAL THRESHOLD
PG&E	PACIFIC GAS AND ELECTRIC
PH#	POTHOLE DESIGNATION
PM	PARKING METER
PS	PARKING STRIPE
SD	STORM DRAIN
SS	SANITARY SEWER
SW	SIDEWALK
TC	TOP OF CURB
TEL	TELECOMMUNICATIONS
TL	TRAFFIC LIGHT
TSB	TRAFFIC SIGNAL BOX
UTIL	UNKNOWN UTILITY
W	WATER UNDERGROUND MARK
WM	WATER METER
WV	WATER VALVE
X-WALK	CROSSWALK
[Pattern]	ASPHALT
[Pattern]	BUILDING LINE
[Pattern]	CONCRETE
[Pattern]	CONCRETE WALL
[Symbol]	CITY OF BERKELEY SURVEY CONTROL

GENERAL NOTES:
DIMENSIONS ARE IN FEET AND DECIMAL FEET.

RIGHT-OF-WAYS ARE SHOWN AS APPROXIMATE.

BENCHMARK:
ELEVATIONS ARE BASED ON CITY OF BERKELEY DATUM.
CONTROL POINT CP5150 ON THE MEDIAN STRIP NEAR WEST STREET WAS TAKEN AS
ELEVATION = 75.15 FEET PER CITY OF BERKELEY ENGINEERING RECORDS.

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP5149	2144049.7142	6045580.4612	66.70	CDCP8P-COB_MedIslF
CP5150	2144109.7749	6046011.0118	75.15	CDCP8P-COB_MedIslF
CP5151	2144201.6528	6046633.1500	88.12	CDCP8P-COB_MedIslF



TOPOGRAPHIC SURVEY
LOCATED ON UNIVERSITY AVENUE AT BONAR AND ACTON STREETS
CITY OF BERKELEY, COUNTY OF ALAMEDA, CALIFORNIA

JUNE 2023 SCALE: 1" = 16'

MORAN ENGINEERING, INC.

CIVIL ENGINEERS \ LAND SURVEYORS
1930 SHATTUCK AVENUE, SUITE A
BERKELEY, CALIFORNIA 94704
(510) 848-1930

F.B. NO. 1890 UNIVERSITY AT BONAR & ACTON-TOPO.DWG JOB NO. 22-10936

cd COMMUNITY DESIGN + ARCHITECTURE
Phillip Erickson, Architect
610 16TH STREET, SUITE 305
OAKLAND, CA 94612
(510) 839-4568

PROJECT MANAGER: _____	DATE _____	DEPICTION OF MONUMENTS: _____	DATE _____
0 1 2 3 FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES		SURVEY PARTY CHIEF _____	DATE _____
		WATERSHED REVIEW: _____	DATE _____

SUBMITTED: _____	DATE _____	DESIGN _____	HORIZ. _____
SUPERVISING ENGINEER _____	REGISTR. _____	DRAWN _____	VERT. _____
APPROVED: _____	EXP. _____	CHECK _____	BOOK _____
CITY ENGINEER _____	DATE _____	AS BUILT _____	DATE 8/22/24

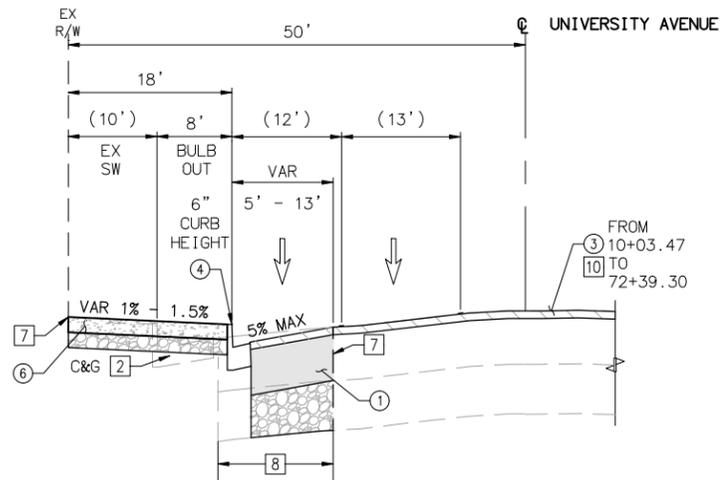
CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS SURVEY CONTROL PLAN - UNIVERSITY AVE/ACTON ST

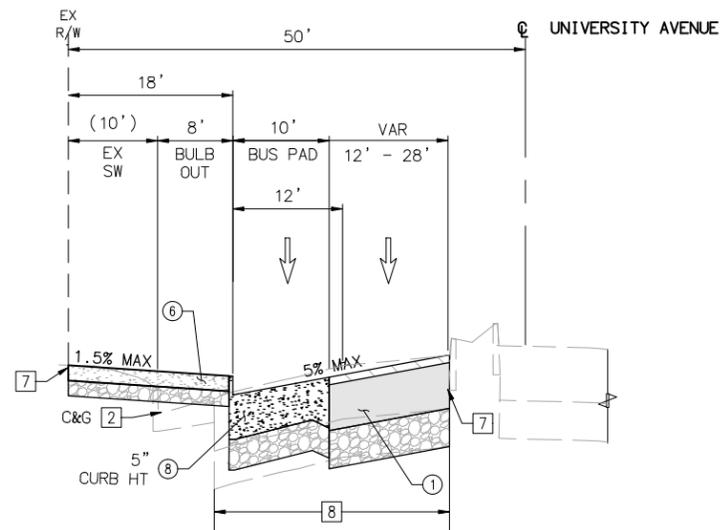
PLAN 8283
FILE 503-640
P-03
SHEET 3 OF 30

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

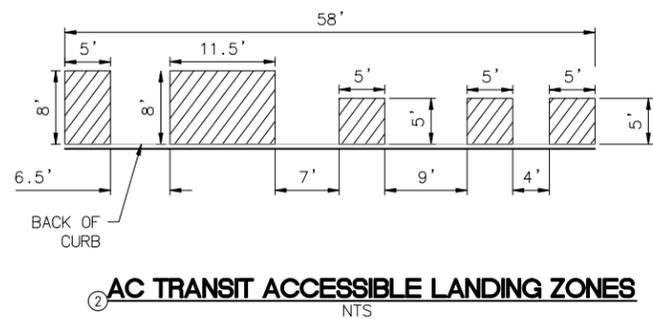
/Users/sonnyyouni/Desktop/Desktop - sonny's macbook Pro/004 WUNY/F/Project/University West/University West-100% Landscape Plans /survey control plan/UNIVERSITY AT BONAR AND ACTON ST SURVEY CONTROL PLAN.dwg
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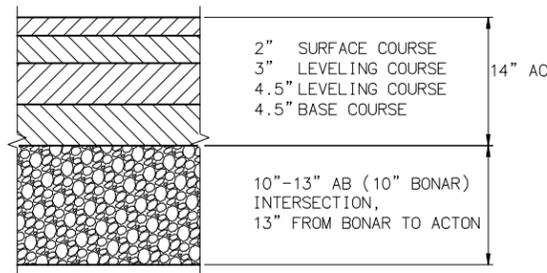
SECTION A-A PEDESTRIAN & BUS BULB OUT AT BONAR STREET FROM STA 10+25.11 TO STA 10+89.87



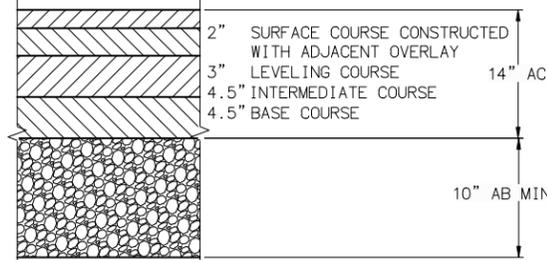
SECTION B-B BUS BULB OUT AT ACTON STREET FROM STA 10+63.34 TO STA 11+23.34



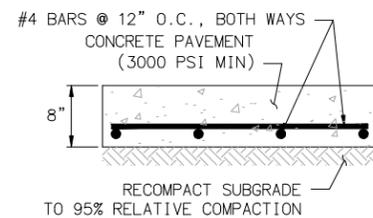
AC TRANSIT ACCESSIBLE LANDING ZONES



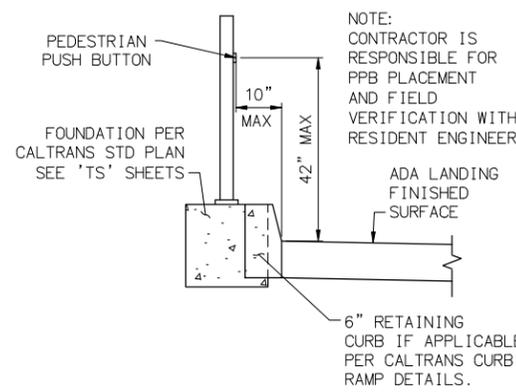
EXISTING PAVEMENT SECTION



MINIMUM PAVEMENT SECTION



BUS SHELTER PAD DETAIL



PEDESTRIAN PUSH BUTTON REACH RANGE DETAIL

IMPROVEMENT KEYNOTES

- ① CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
- ② AC TRANSIT ACCESSIBLE LANDING ZONES.
- ③ CONSTRUCT 2" AC OVERLAY.
- ④ CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
- ⑥ CONSTRUCT SIDEWALK PER CITY OF BERKELEY STANDARD PLAN 8153.
- ⑧ CONSTRUCT BUS PAD PER CITY OF BERKELEY STANDARD PLAN 8150 (CURB HEIGHT PER PLAN).
- ⑮ INSTALL BUS SHELTER PAD PER DETAIL ON TX-01 SHEET.
- ⑰ SEE TRAFFIC SIGNAL PLANS AND PEDESTRIAN PUSH BUTTON REACH RANGE DETAIL ON TX-01 SHEET.

DEMOLITION KEYNOTES

- ② REMOVE EXISTING IMPROVEMENT.
- ⑦ SAWCUT EXISTING AC PAVEMENT OR EXISTING CONCRETE SIDEWALK (AT THE CLOSEST JOINT).
- ⑧ REMOVE ASPHALT CONCRETE AND AGGREGATE BASE.
- ⑩ COLDMILL EX AC PAVEMENT.



1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959

PROJECT MANAGER:	DATE
DEPICTION OF MONUMENTS:	DATE
SURVEY PARTY CHIEF:	DATE
WATERSHED REVIEW:	DATE

SUBMITTED:	DATE
SUPERVISING ENGINEER:	DATE
APPROVED:	DATE
CITY ENGINEER:	DATE

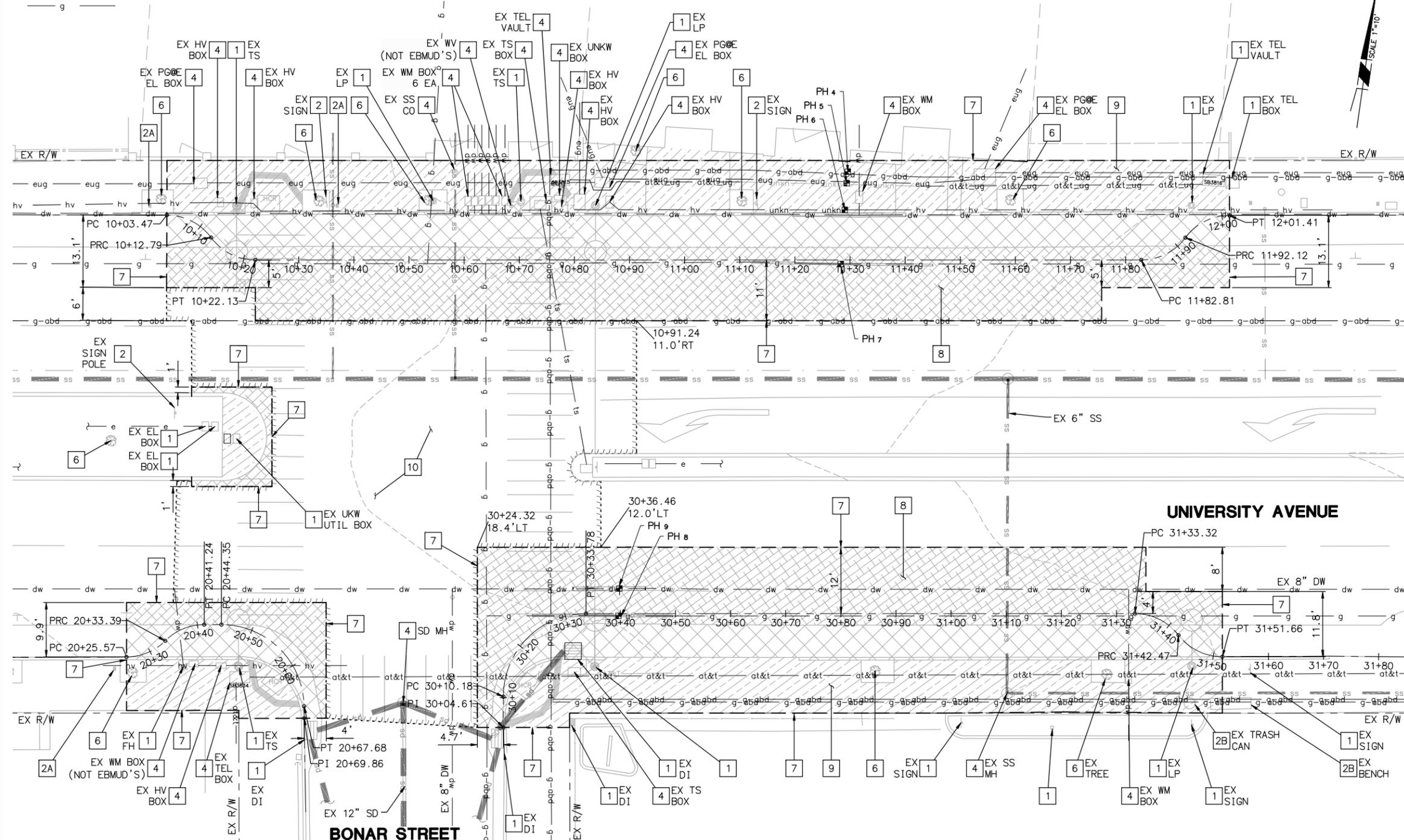
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CHECK	JAH	BOOK	
AS BUILT		DATE	08/22/24

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP
IMPROVEMENTS
TYPICAL CROSS SECTIONS
UNIVERSITY AVE

PLAN 8283
FILE 503-640
TX-01
SHEET 4 OF 28

REVISION	MARK	DATE	DESCRIPTION	APPROVAL



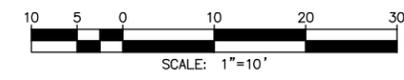
- ### DEMOLITION KEYNOTES
- 1 PROTECT EXISTING IMPROVEMENT IN PLACE.
 - 2 REMOVE EXISTING IMPROVEMENT.
 - 2A SALVAGE FULL LENGTH PARKING METER POSTS AND DELIVER TO CITY CORPORATION YARD.
 - 2B SALVAGE EXISTING STREET FURNITURE PER LANDSCAPE PLANS.
 - 3 RELOCATE EXISTING IMPROVEMENT.
 - 3A RELOCATE EX. SIGN PER SHEET SS-01.
 - 4 PROTECT EXISTING UTILITY BOX/COVER TO BE ADJUSTED PER PP SHEETS.
 - 6 PROTECT TREE. SEE LANDSCAPE PLANS.
 - 7 SAWCUT EXISTING AC PAVEMENT OR EXISTING CONCRETE SIDEWALK (AT THE CLOSEST JOINT).
 - 8 REMOVE ASPHALT CONCRETE AND AGGREGATE BASE.
 - 9 REMOVE CONCRETE & BASEROCK.
 - 10 COLDMILL EX AC PAVEMENT.

- ### DEMOLITION NOTES
- 1. ALL EXISTING TREES TO BE PROTECTED IN PLACE.

- ### UTILITY NOTES
- 1. ALL EXISTING UTILITIES TO BE PROTECTED IN PLACE.

- ### LEGEND
- catv — EX. CABLE/TV
 - dw — EX. DOMESTIC WATER
 - eug — EX. PG&E ELECTRIC
 - g — EX. PG&E GAS
 - sd — EX. STORM DRAIN
 - ss — EX. SANITARY SEWER
 - t — EX. TELEPHONE
 - unkn — EX UNKNOWN UT
 - SAWCUT, REMOVE AND DISPOSE CONCRETE SIDEWALK
 - SAWCUT, REMOVE AND DISPOSE CONCRETE CURB & GUTTER
 - SAWCUT, REMOVE AND DISPOSE AC PAVEMENT SECTION
 - SAWCUT
 - ~~~~~ COLDMILL LIMITS
 - POTHOLE PERFORMED BY THE CITY. SEE DATA CHART HEREON.

PH #	Street	Cut Size	Asph	Conc.	Soil	Utility	Utility Size	Material	Depth	Location Reference / Notes
4	1275 University Ave	1' x 1'		4"	Dirt, Rocks				Dry Hole	Cleared 5', looking for AT&T. 15" S from front door step of 1275 University Ave. 15" W from water valve.
5	1275 University Ave	1' x 1'		4"	Dirt, Rocks	Electric; Unknown	2 - 3"; Duct	PVC; Concrete	29"; 32"	44" S from front door step of 1275 University Ave. 15" W from water meter.
6	1275 University Ave	1' x 1'		4"	Dirt, Rocks	Unknown; Water	2 - 1.5"; 8"	PVC; AC	T:8", B:12"; 36"	186" S from front door step of 1275 University Ave. 24" W from water meter.
7	1275 University Ave	1' x 1'	16"		Dirt, Rocks	Gas	4"	Steel	48"	111" S from face of curb. 41" W from water valve.
8	University Ave & Bonar St	1' x 1'	12"		Dirt, Rocks	Gas	4"	Steel	52"	100" N from face of curb. 92" E from storm drain grate.
9	University Ave & Bonar St	1' x 1'	14"		Dirt, Rocks	DW	8"	Cast Iron	58"	149" N from face of curb. 92" E from storm drain grate.



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DIABLO ENGINEERING GROUP
 1300 CLAY STREET, SUITE 600
 OAKLAND, CA 94612
 (510) 550-8959

PROJECT MANAGER: _____ DATE _____
 SURVEY PARTY CHIEF: _____ DATE _____
 WATERSHED REVIEW: _____ DATE _____

DEPICTION OF MONUMENTS: _____ DATE _____
 SUBMITTED: _____ DATE _____
 SUPERVISING ENGINEER: _____ DATE _____
 APPROVED: _____ DATE _____
 CITY ENGINEER: _____ DATE _____

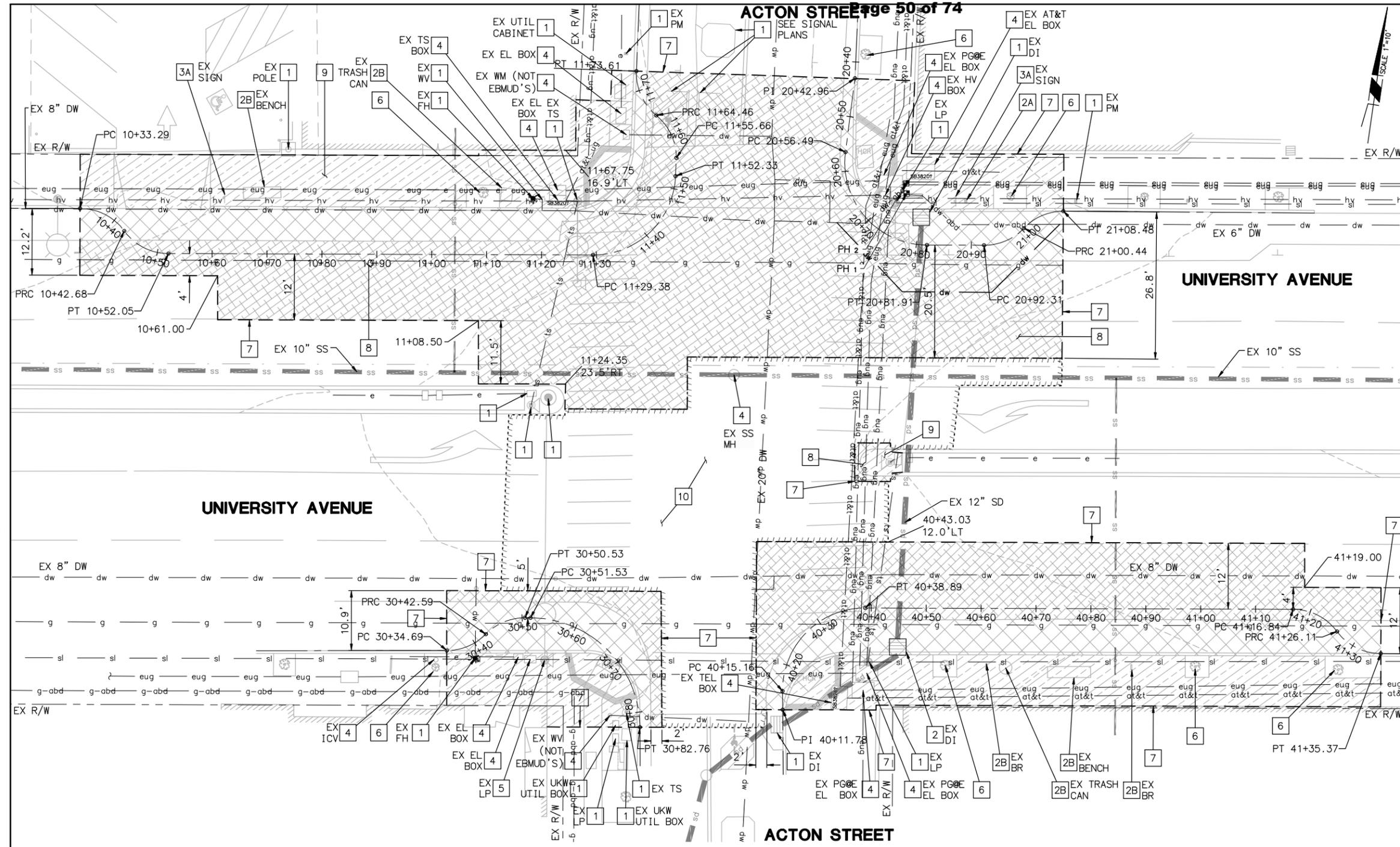
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 CHECK: JAH _____ DATE _____
 AS BUILT: _____ DATE _____

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
 EXISTING UTILITY AND DEMOLITION PLAN

PLAN 8283
 FILE 503-640
 DM-01
 SHEET 5 OF 28

REVISION	MARK	DATE	DESCRIPTION	APPROVAL



DEMOLITION KEYNOTES

- 1 PROTECT EXISTING IMPROVEMENT IN PLACE.
- 2 REMOVE EXISTING IMPROVEMENT.
- 2A SALVAGE FULL LENGTH PARKING METER POSTS AND DELIVER TO CITY CORPORATION YARD.
- 2B SALVAGE EXISTING STREET FURNITURE PER LANDSCAPE PLANS.
- 3 RELOCATE EXISTING IMPROVEMENT.
- 3A RELOCATE EX. SIGN PER SHEET SS-01.
- 4 PROTECT EXISTING UTILITY BOX/COVER TO BE ADJUSTED PER PP SHEETS.
- 6 PROTECT TREE. SEE LANDSCAPE PLANS.
- 7 SAWCUT EXISTING AC PAVEMENT OR EXISTING CONCRETE SIDEWALK (AT THE CLOSEST JOINT).
- 8 REMOVE ASPHALT CONCRETE AND AGGREGATE BASE.
- 9 REMOVE CONCRETE & BASEROCK.
- 10 COLDMILL EX AC PAVEMENT.

DEMOLITION NOTES

- 1. ALL EXISTING TREES TO BE PROTECTED IN PLACE.

UTILITY NOTES

- 1. ALL EXISTING UTILITIES TO BE PROTECTED IN PLACE.

LEGEND

- catv EX. CABLE/TV
- dw EX. DOMESTIC WATER
- eug EX. PG&E ELECTRIC
- g EX. PG&E GAS
- sd EX. STORM DRAIN
- ss EX. SANITARY SEWER
- t EX. TELEPHONE
- unkn EX UNKNOWN UT
- SAWCUT, REMOVE AND DISPOSE CONCRETE SIDEWALK
- SAWCUT, REMOVE AND DISPOSE CONCRETE CURB & GUTTER
- SAWCUT, REMOVE AND DISPOSE AC PAVEMENT SECTION
- SAWCUT
- COLDMILL LIMITS
- POTHOLE PERFORMED BY THE CITY. SEE DATA CHART HEREON.

PH #	Street	Cut Size	Asph	Conc.	Soil	Utility	Utility Size	Material	Depth	Location Reference / Notes
1	University Ave & Acton St	1' x 1'		4"	Dirt, Rocks	DW	6"	Cast Iron	T:14" B:23"	37" N from face of curb. 22" E from traffic signal pole.
2	University Ave & Acton St	1' x 1'		4"	Dirt, Rocks	Electric	2 - 2"	PVC	34"	64" N from face of curb. 22" E from traffic signal pole.



PROJECT MANAGER: _____ DATE _____
 SURVEY PARTY CHIEF _____ DATE _____
 WATERSHED REVIEW: _____ DATE _____

DEPICTION OF MONUMENTS: _____ DATE _____
 SURVEY PARTY CHIEF _____ DATE _____
 WATERSHED REVIEW: _____ DATE _____

SUBMITTED: _____ DATE _____
 SUPERVISING ENGINEER _____
 APPROVED: _____ DATE _____
 CITY ENGINEER _____

DESIGN AT _____
 DRAWN AT _____
 CHECK JAH _____
 AS BUILT _____

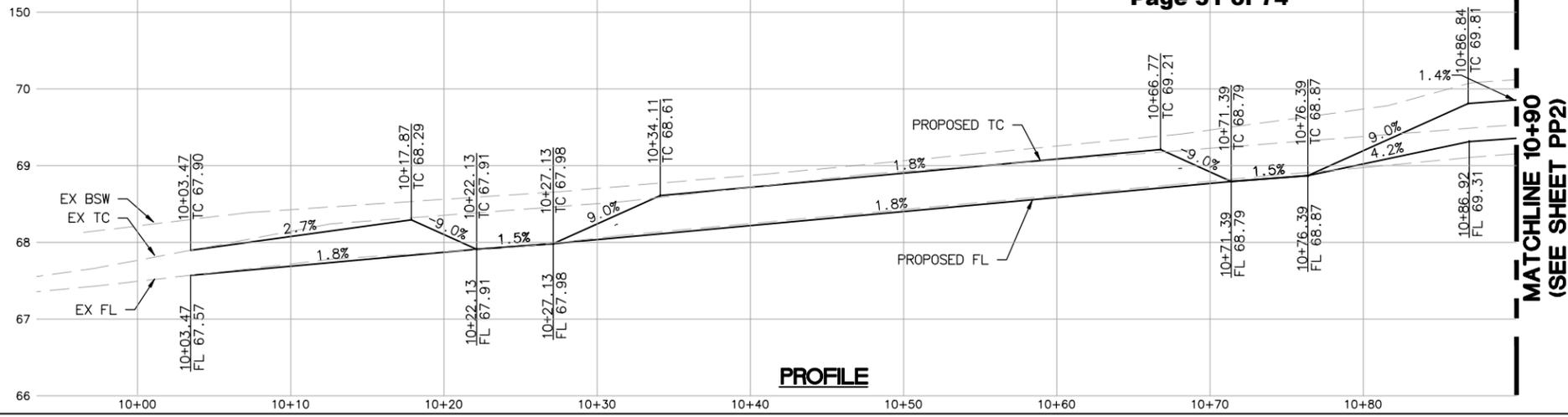
HORIZ. _____
 VERT. _____
 BOOK _____
 DATE 08/22/24

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
 EXISTING UTILITY AND DEMOLITION PLAN

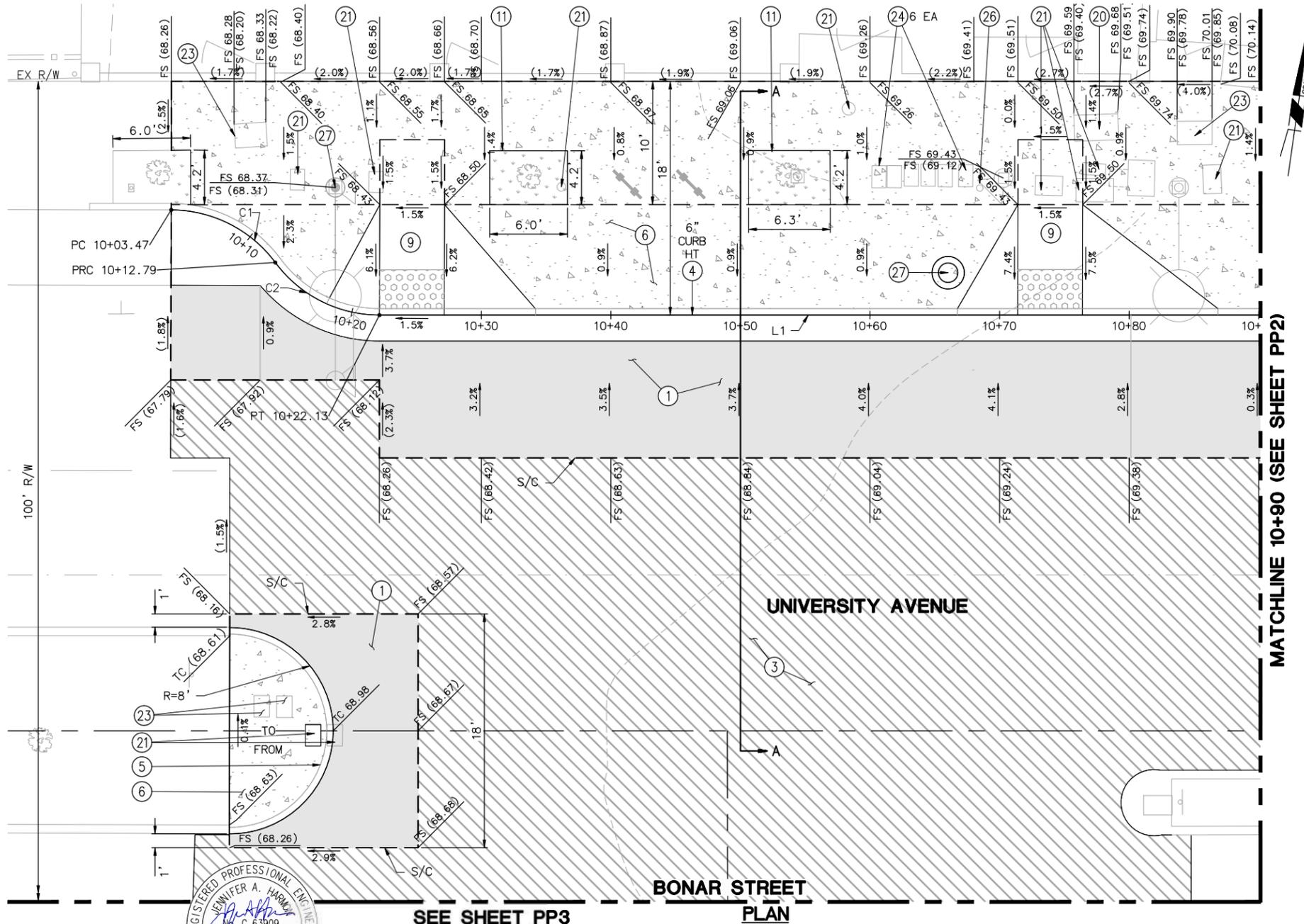
PLAN 8283
 FILE 503-640
 DM-02
 SHEET 6 OF 28

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PROFILE

MATCHLINE 10+90
(SEE SHEET PP2)



BONAR STREET
PLAN

MATCHLINE 10+90 (SEE SHEET PP2)

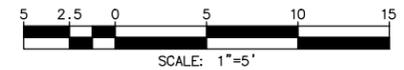
Bonar-N							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C1	10+03.47	2144100.59	6045680.49	S71°18'34"E	10.00'	9.32'	5.03'
C2	10+12.79	2144097.71	6045689.00	S71°20'45"E	10.00'	9.34'	5.04'
L1	10+22.13	2144094.83	6045697.53	N81°54'26"E	--	160.68'	--

IMPROVEMENT KEYNOTES

- ① CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
- ③ CONSTRUCT 2" AC OVERLAY.
- ④ CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
- ⑤ CONSTRUCT MEDIAN CURB PER CITY OF BERKELEY STANDARD PLAN 8146.
- ⑥ CONSTRUCT SIDEWALK PER CITY OF BERKELEY STANDARD PLAN 8153.
- ⑨ CONSTRUCT CASE "A" CURB RAMP PER CALTRANS STANDARD PLAN A88A.
- ⑪ CONSTRUCT TREE WELL, DIMENSIONS PER PLAN.
- ⑳ ADJUST UTILITY BOX TO GRADE (AT&T).
- ㉑ ADJUST UTILITY BOX, VALVE & CLEANOUT TO GRADE (CITY).
- ㉓ ADJUST UTILITY BOX TO GRADE (PG&E).
- ㉔ ADJUST WATER METER BOX TO GRADE (EBMUD).
- ㉖ ADJUST WATER VALVE BOX TO GRADE (EBMUD).
- ㉗ SEE TRAFFIC SIGNAL PLANS AND PEDESTRIAN PUSH BUTTON REACH RANGE DETAIL ON TX-01 SHEET.

LEGEND

- NEW CONCRETE SIDEWALK
- NEW BUS STOP PAD
- NEW PAVEMENT SECTION
- TREE WELL
- 2" AC OVERLAY
- SAWCUT



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DIABLO ENGINEERING GROUP
1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959

PROJECT MANAGER: _____ DATE _____
DEPICTION OF MONUMENTS: _____ DATE _____
SURVEY PARTY CHIEF _____ DATE _____
WATERSHED REVIEW: _____ DATE _____

SUBMITTED: _____ DATE _____
REGISTR. _____
EXP. _____
SUPERVISING ENGINEER _____
APPROVED: _____ DATE _____
R.C.E. _____
CITY ENGINEER _____

DESIGN AT _____ DATE _____
DRAWN AT _____ DATE _____
CHECK JAH _____ DATE _____
AS BUILT _____ DATE _____

HORIZ. 1" = 5'
VERT. 1" = 1'
BOOK _____
DATE 08/22/24

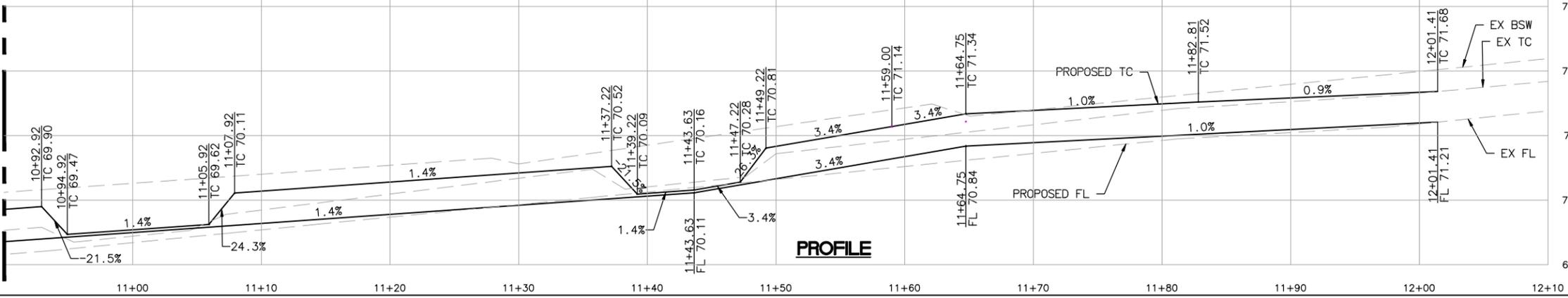
CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP
IMPROVEMENTS
STREET PLAN AND PROFILE
UNIVERSITY AVE/BONAR ST

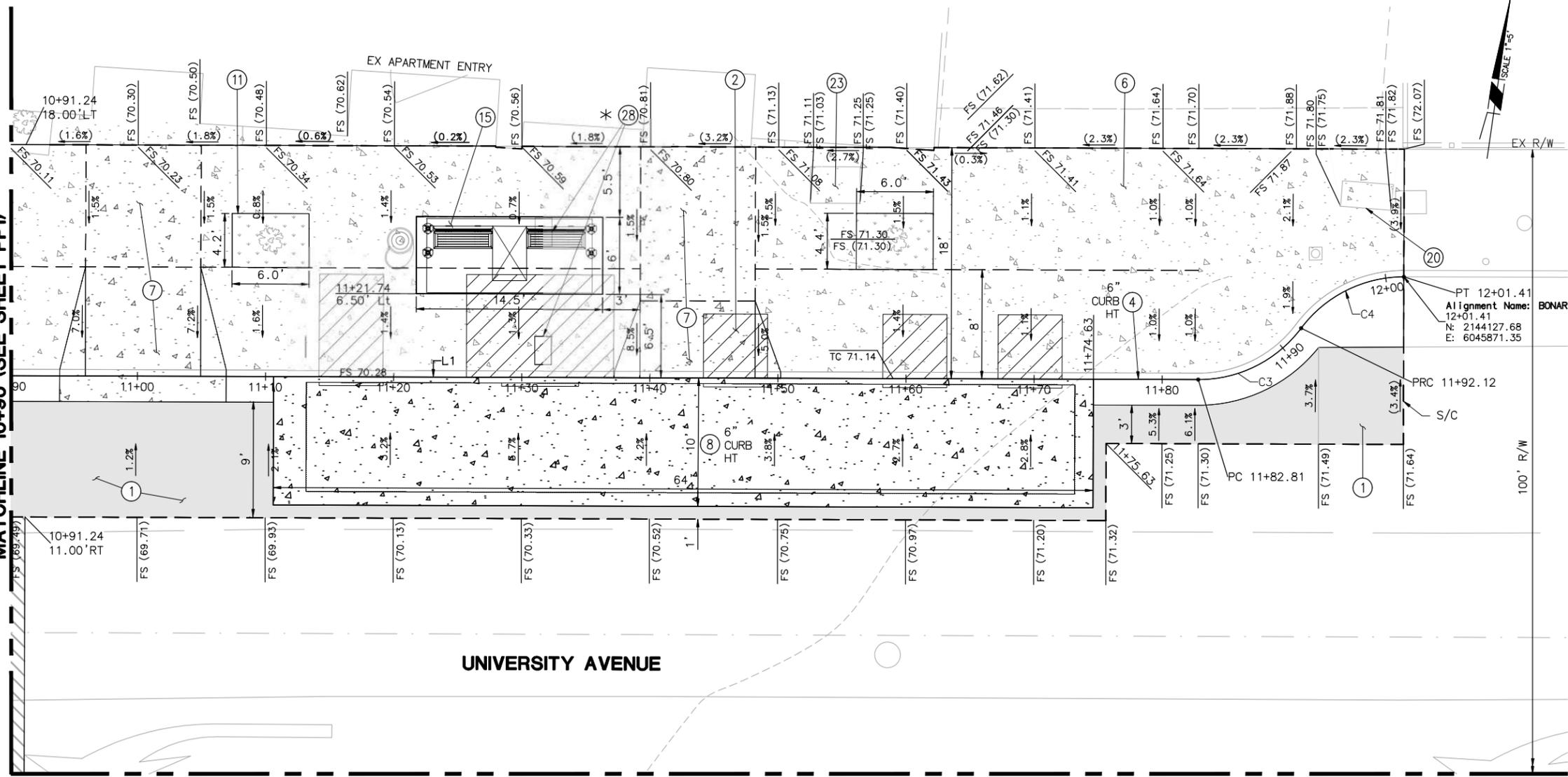
PLAN 8283
FILE 503-640
PP-01
SHEET 7 OF 28

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

MATCHLINE 10+90
(SEE SHEET PP1)



MATCHLINE 10+90 (SEE SHEET PP1)



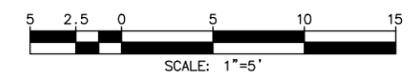
IMPROVEMENT KEYNOTES

- ① CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
- ② AC TRANSIT ACCESSIBLE LANDING ZONES.
- ④ CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
- ⑥ CONSTRUCT SIDEWALK PER CITY OF BERKELEY STANDARD PLAN 8153.
- ⑦ CONSTRUCT DRIVEWAY PER CITY OF BERKELEY STANDARD PLAN 8151.
- ⑧ CONSTRUCT BUS PAD PER CITY OF BERKELEY STANDARD PLAN 8150 (CURB HEIGHT PER PLAN).
- ⑪ CONSTRUCT TREE WELL, DIMENSIONS PER PLAN.
- ⑮ INSTALL BUS SHELTER PAD PER DETAIL ON TX-01 SHEET.
- ⑳ ADJUST UTILITY BOX TO GRADE (AT&T).
- ㉓ ADJUST UTILITY BOX TO GRADE (PG&E).
- ㉘ EBMUD TO RELOCATE WATER METER. CONTRACTOR TO CONNECT PRIVATE WATER LINE INTO THE NEW EBMUD METER.

LEGEND

- NEW CONCRETE SIDEWALK
- NEW BUS STOP PAD
- NEW PAVEMENT SECTION
- TREE WELL
- 2" AC OVERLAY
- SAWCUT
- AC TRANSIT ACCESSIBLE LANDING ZONE, REAR CLEAR ZONE, AND OTHER REAR DOOR ACCESS ROUTES.

* CONTRACTOR TO COORDINATE METER BOX RELOCATION WITH EBMUD



SEE SHEET PP4

Bonar-N							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C3	11+82.81	2144117.45	6045856.61	N55°14'45"E	10.00'	9.31'	5.02'
C4	11+92.12	2144122.57	6045863.99	N55°12'45"E	10.00'	9.29'	5.01'
L1	10+22.13	2144094.83	6045697.53	N81°54'26"E	--	160.68'	--



DIABLO ENGINEERING GROUP
1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959

PROJECT MANAGER: _____ DATE _____
DEPICTION OF MONUMENTS: _____ DATE _____
SURVEY PARTY CHIEF: _____ DATE _____
WATERSHED REVIEW: _____ DATE _____

SUBMITTED: _____ DATE _____
SUPERVISING ENGINEER: _____
APPROVED: _____ DATE _____
CITY ENGINEER: _____

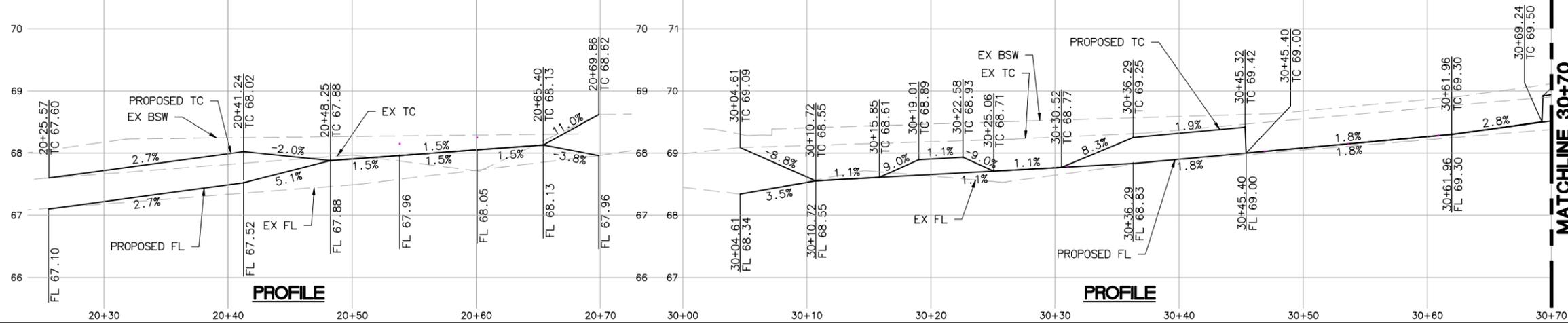
DESIGN: AT
DRAWN: AT
CHECK: JAH
AS BUILT: _____
HORIZ. 1" = 5'
VERT. 1" = 1'
BOOK: _____
DATE: 08/22/24

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
STREET PLAN AND PROFILE
UNIVERSITY AVE/BONAR ST

PLAN 8283
FILE 503-640
PP-02
SHEET 8 OF 28

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MATCHLINE 30+70
(SEE SHEET PP4)

Bonar--SW							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C5	20+25.57	2144020.40	6045684.49	N59°18'03"E	10.00'	7.81'	4.12'
C6	20+33.39	2144024.29	6045691.04	N59°24'38"E	10.00'	7.85'	4.14'
C7	20+44.35	2144028.62	6045700.71	S53°31'41"E	15.00'	23.33'	14.77'
L2	20+41.24	2144028.18	6045697.63	N81°54'26"E	--	3.11'	--

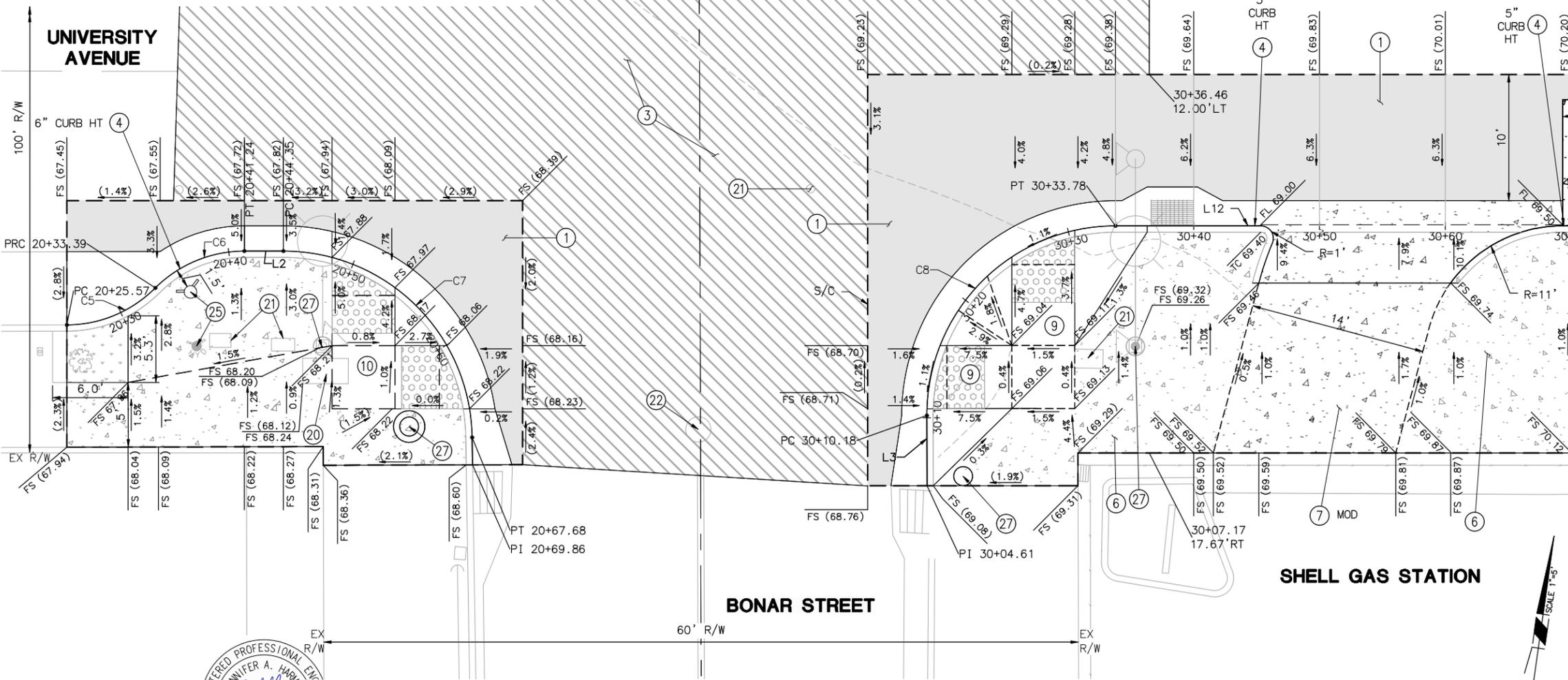
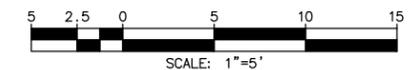
Bonar--SE							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C8	30+10.18	2144022.91	6045753.19	N36°49'43"E	15.00'	23.60'	15.04'
L3	30+04.61	2144017.40	6045753.99	N8°14'59"W	--	5.57'	--
L12	30+33.78	2144039.91	6045765.92	N81°54'26"E	--	99.54'	--

IMPROVEMENT KEYNOTES

- ① CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
- ③ CONSTRUCT 2" AC OVERLAY.
- ④ CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
- ⑥ CONSTRUCT SIDEWALK PER CITY OF BERKELEY STANDARD PLAN 8153.
- ⑦ CONSTRUCT DRIVEWAY PER CITY OF BERKELEY STANDARD PLAN 8151.
- ⑨ CONSTRUCT CASE "A" CURB RAMP PER CALTRANS STANDARD PLAN A88A.
- ⑩ CONSTRUCT BLENDED TRANSITION.
- ⑫ ADJUST UTILITY BOX TO GRADE (AT&T).
- ⑬ ADJUST UTILITY BOX, VALVE & CLEANOUT TO GRADE (CITY).
- ⑭ ADJUST MAINTENANCE HOLE TO GRADE (CITY).
- ⑮ CONTRACTOR SHALL COORDINATE WITH EBMUD'S CREWS FOR RELOCATION OF FIRE HYDRANT.
- ⑯ SEE TRAFFIC SIGNAL PLANS AND PEDESTRIAN PUSH BUTTON REACH RANGE DETAIL ON TX-01 SHEET.

LEGEND

- NEW CONCRETE SIDEWALK
- NEW BUS STOP PAD
- NEW PAVEMENT SECTION
- TREE WELL
- 2" AC OVERLAY
- SAWCUT



MATCHLINE 30+70 (SEE SHEET PP4)

PLAN



1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959

PROJECT MANAGER:	DATE:	DEPICTION OF MONUMENTS:	DATE:	SUBMITTED:	DATE:
		SURVEY PARTY CHIEF:		REGISTR. EXP.:	
		WATERSHED REVIEW:	DATE:	DESIGN AT:	
				DRAWN AT:	
				CHECK JAH:	
				AS BUILT:	

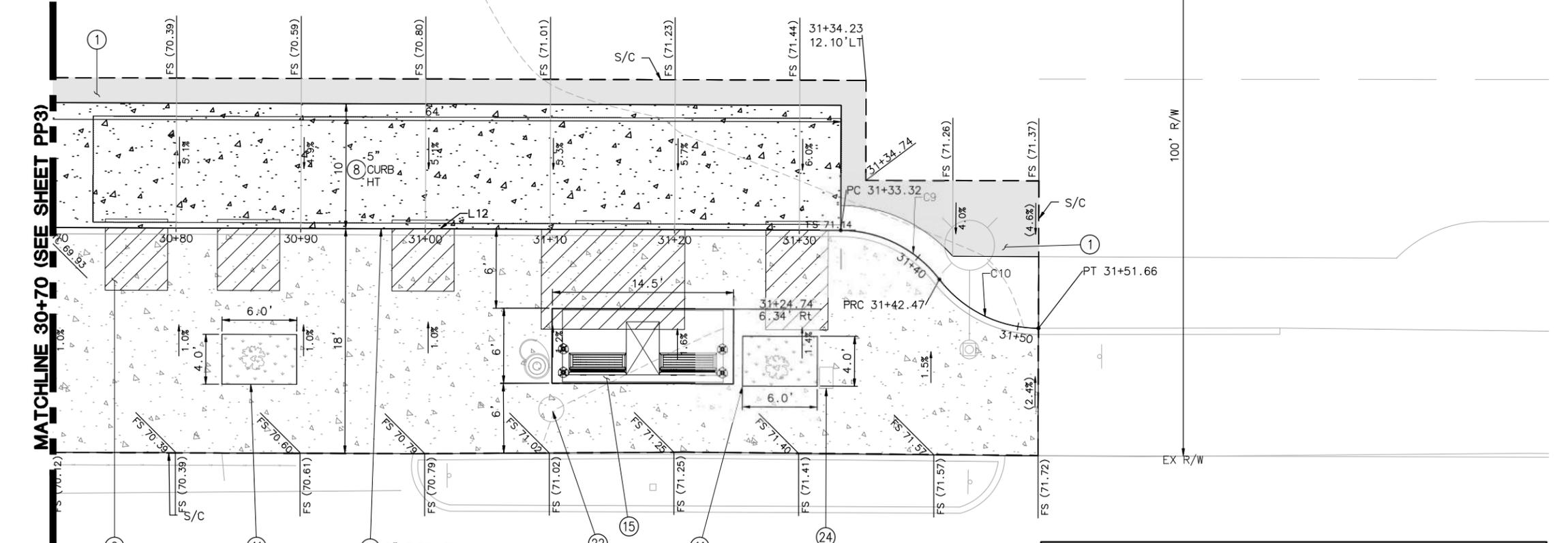
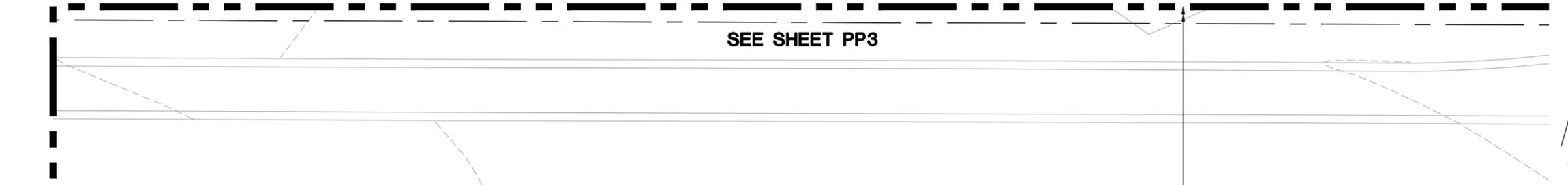
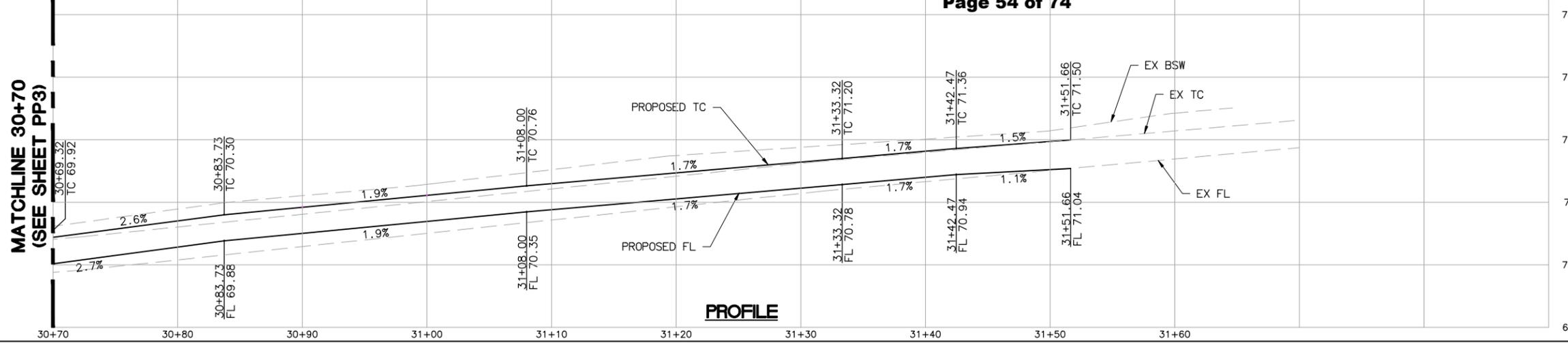
APPROVED:	DATE:	HORIZ. 1" = 5'
CITY ENGINEER:		VERT. 1" = 1'
		BOOK:
		DATE 08/22/24

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP
IMPROVEMENTS
STREET PLAN AND PROFILE
UNIVERSITY AVE/BONAR ST

PLAN 8283
FILE 503-640
PP-03
SHEET 9 OF 28

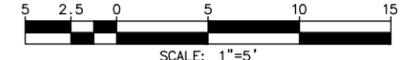
REVISION	MARK	DATE	DESCRIPTION	APPROVAL



- IMPROVEMENT KEYNOTES**
- ① CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
 - ② AC TRANSIT ACCESSIBLE LANDING ZONES.
 - ④ CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
 - ⑧ CONSTRUCT BUS PAD PER CITY OF BERKELEY STANDARD PLAN 8150 (CURB HEIGHT PER PLAN).
 - ⑪ CONSTRUCT TREE WELL, DIMENSIONS PER PLAN.
 - ⑮ INSTALL BUS SHELTER PAD PER DETAIL ON TX-01 SHEET.
 - ⑳ ADJUST MAINTENANCE HOLE TO GRADE (CITY).
 - ㉔ ADJUST WATER METER BOX TO GRADE (EBMUD).

- LEGEND**
- NEW CONCRETE SIDEWALK
 - NEW BUS STOP PAD
 - NEW PAVEMENT SECTION
 - TREE WELL
 - 2" AC OVERLAY
 - SAWCUT
 - AC TRANSIT ACCESSIBLE LANDING ZONE, REAR CLEAR ZONE, AND OTHER REAR DOOR ACCESS ROUTES.

Bonar - SE							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C9	31+33.32	2144053.92	6045864.47	S71°53'04"E	10.00'	9.15'	4.92'
C10	31+42.47	2144051.18	6045872.86	S72°00'32"E	10.00'	9.19'	4.95'
L12	30+33.78	2144039.91	6045765.92	N81°54'26"E	--	99.54'	--



PLAN

PROJECT MANAGER: _____	DATE: _____	DEPICTION OF MONUMENTS: _____	DATE: _____	SUBMITTED: _____	DATE: _____	DESIGN: AT _____	HORIZ. 1" = 5'
_____	_____	SURVEY PARTY CHIEF: _____	_____	SUPERVISING ENGINEER: _____	_____	DRAWN: AT _____	VERT. 1" = 1'
_____	_____	WATERSHED REVIEW: _____	DATE: _____	APPROVED: _____	DATE: _____	CHECK: JAH _____	BOOK: _____
_____	_____	_____	_____	CITY ENGINEER: _____	DATE: _____	AS BUILT: _____	DATE: 08/22/24

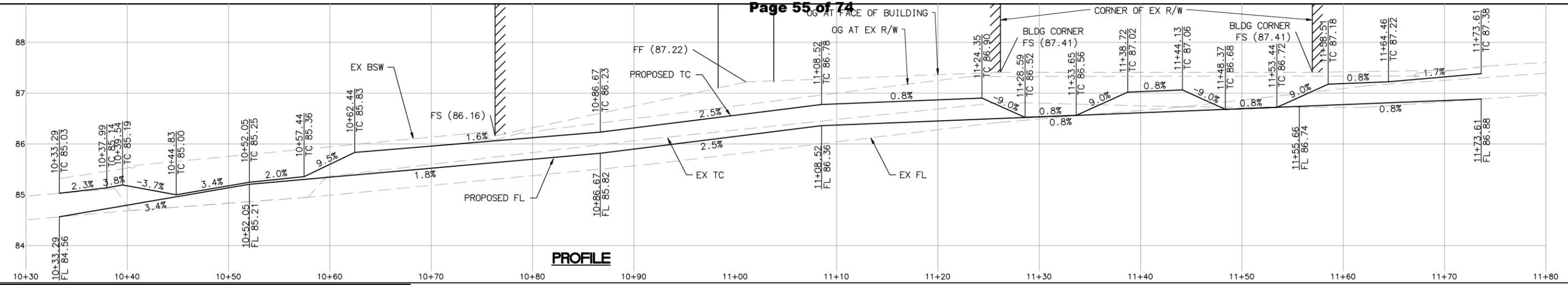
CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
STREET PLAN AND PROFILE
UNIVERSITY AVE/BONAR ST

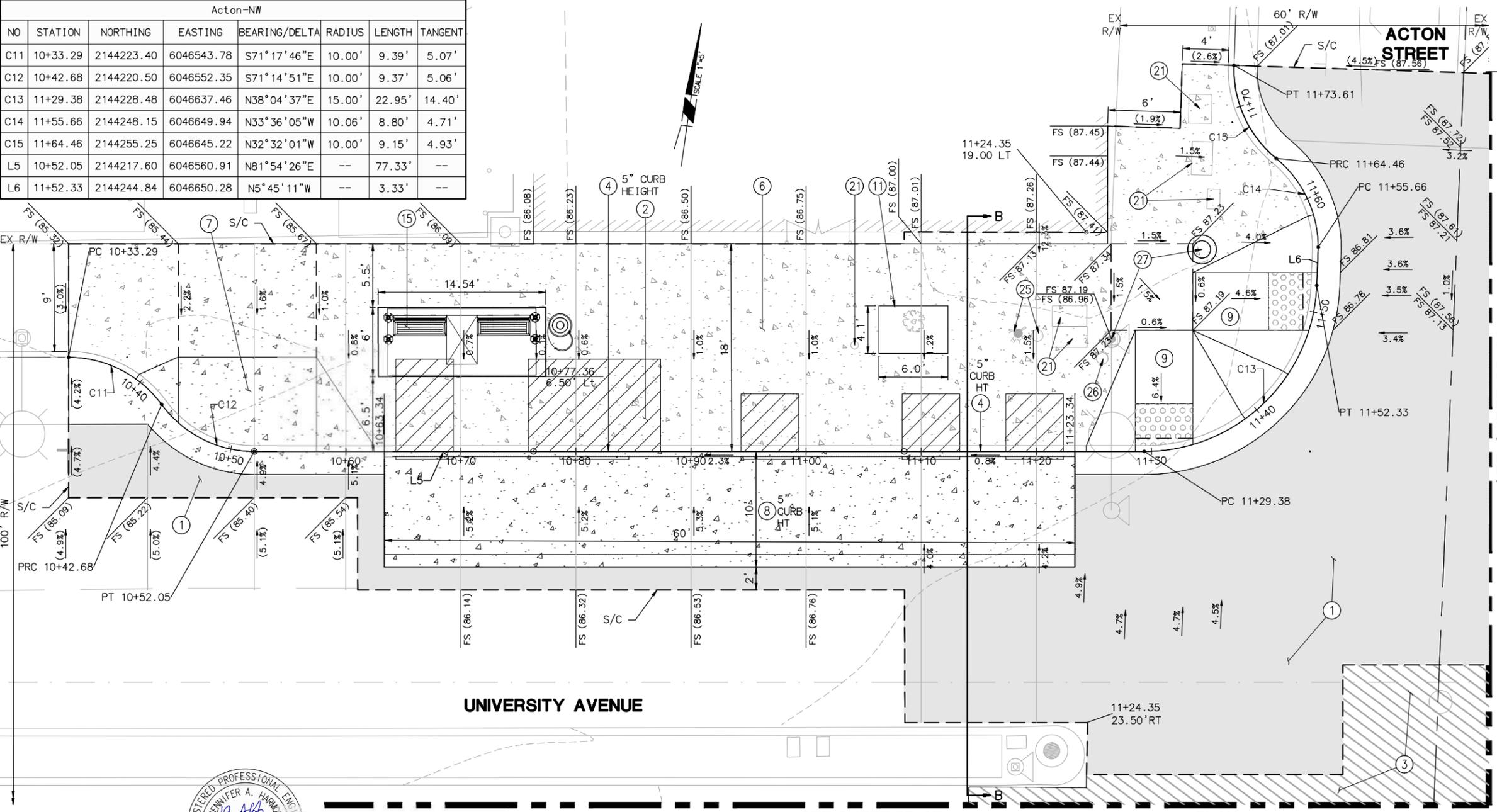
PLAN 8283
FILE 503-640
PP-04
SHEET 10 OF 28

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

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Action-NW							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C11	10+33.29	2144223.40	6046543.78	S71°17'46"E	10.00'	9.39'	5.07'
C12	10+42.68	2144220.50	6046552.35	S71°14'51"E	10.00'	9.37'	5.06'
C13	11+29.38	2144228.48	6046637.46	N38°04'37"E	15.00'	22.95'	14.40'
C14	11+55.66	2144248.15	6046649.94	N33°36'05"W	10.06'	8.80'	4.71'
C15	11+64.46	2144255.25	6046645.22	N32°32'01"W	10.00'	9.15'	4.93'
L5	10+52.05	2144217.60	6046560.91	N81°54'26"E	--	77.33'	--
L6	11+52.33	2144244.84	6046650.28	N5°45'11"W	--	3.33'	--

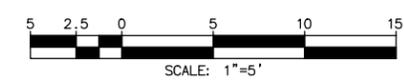


IMPROVEMENT KEYNOTES

- 1 CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
- 2 AC TRANSIT ACCESSIBLE LANDING ZONES.
- 3 CONSTRUCT 2" AC OVERLAY.
- 4 CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
- 6 CONSTRUCT SIDEWALK PER CITY OF BERKELEY STANDARD PLAN 8153.
- 7 CONSTRUCT DRIVEWAY PER CITY OF BERKELEY STANDARD PLAN 8151.
- 8 CONSTRUCT BUS PAD PER CITY OF BERKELEY STANDARD PLAN 8150 (CURB HEIGHT PER PLAN).
- 9 CONSTRUCT CASE "A" CURB RAMP PER CALTRANS STANDARD PLAN A88A.
- 11 CONSTRUCT TREE WELL, DIMENSIONS PER PLAN.
- 15 INSTALL BUS SHELTER PAD PER DETAIL ON TX-01 SHEET.
- 21 ADJUST UTILITY BOX, VALVE & CLEANOUT TO GRADE (CITY).
- 25 CONTRACTOR SHALL COORDINATE WITH EBMUD'S CREWS FOR RELOCATION OF FIRE HYDRANT.
- 26 ADJUST WATER VALVE BOX TO GRADE (EBMUD).
- 27 SEE TRAFFIC SIGNAL PLANS AND PEDESTRIAN PUSH BUTTON REACH RANGE DETAIL ON TX-01 SHEET.

LEGEND

- NEW CONCRETE SIDEWALK
- NEW BUS STOP PAD
- NEW PAVEMENT SECTION
- TREE WELL
- 2" AC OVERLAY
- SAWCUT
- AC TRANSIT ACCESSIBLE LANDING ZONE, REAR CLEAR ZONE, AND OTHER REAR DOOR ACCESS ROUTES.



PROJECT MANAGER:	DATE:	DEPICTION OF MONUMENTS:	DATE:	SUBMITTED:	DATE:
		SURVEY PARTY CHIEF:		SUPERVISING ENGINEER:	
		WATERSHED REVIEW:		APPROVED:	
				CITY ENGINEER:	

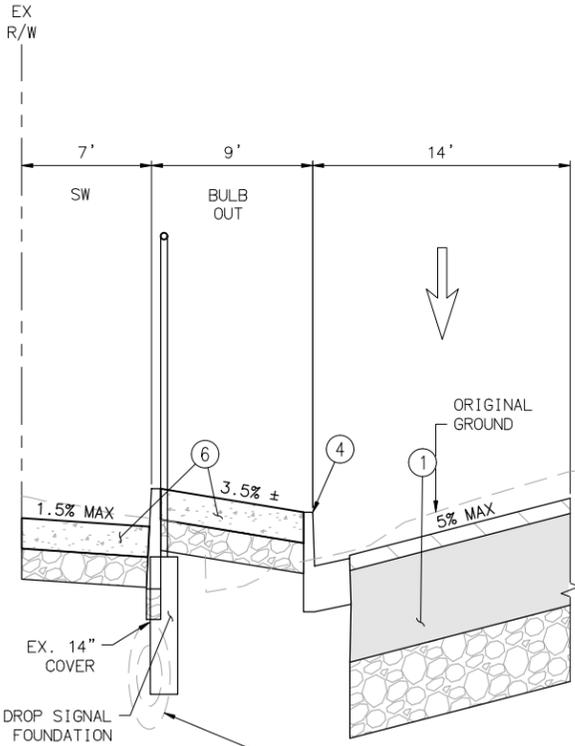
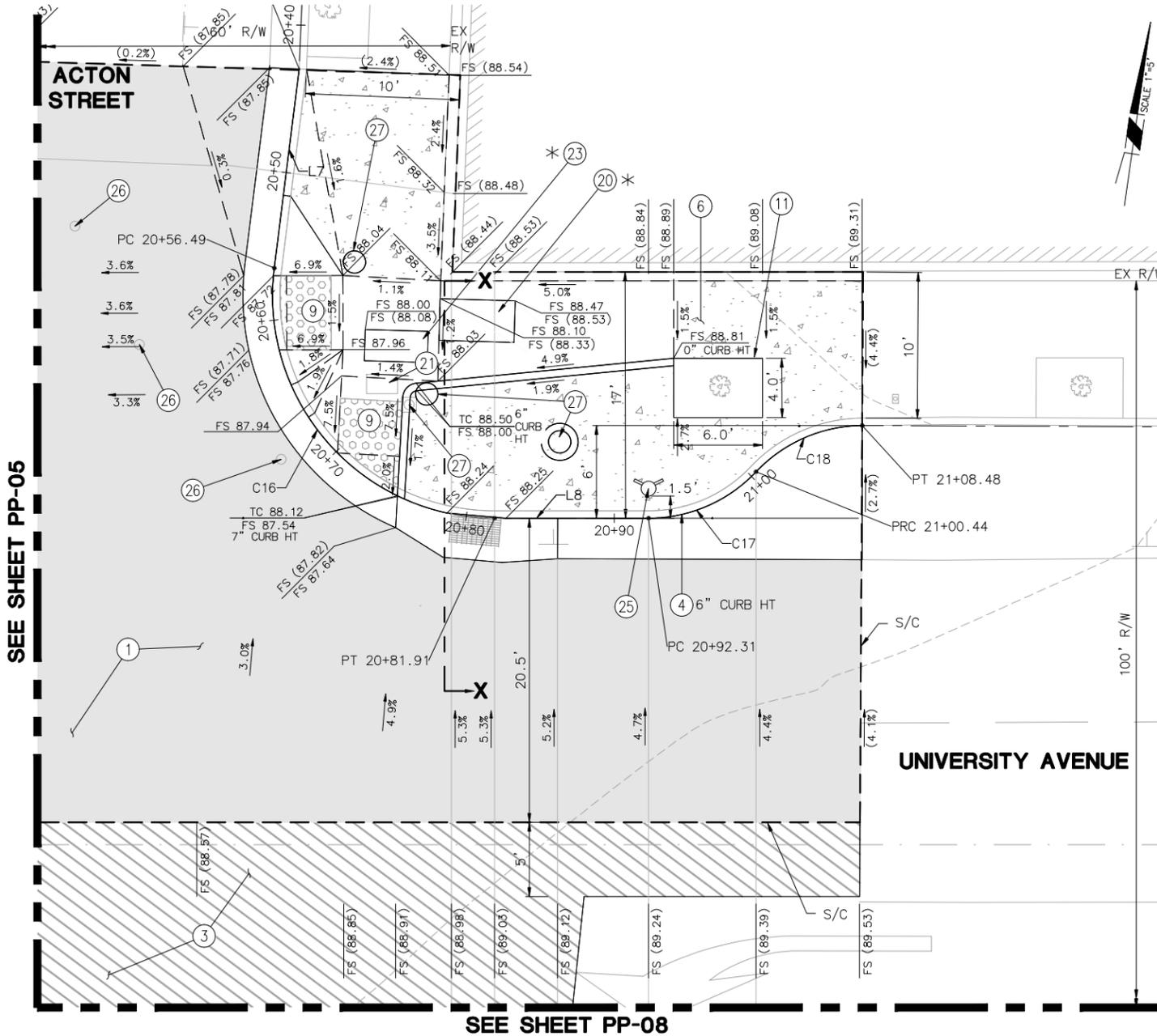
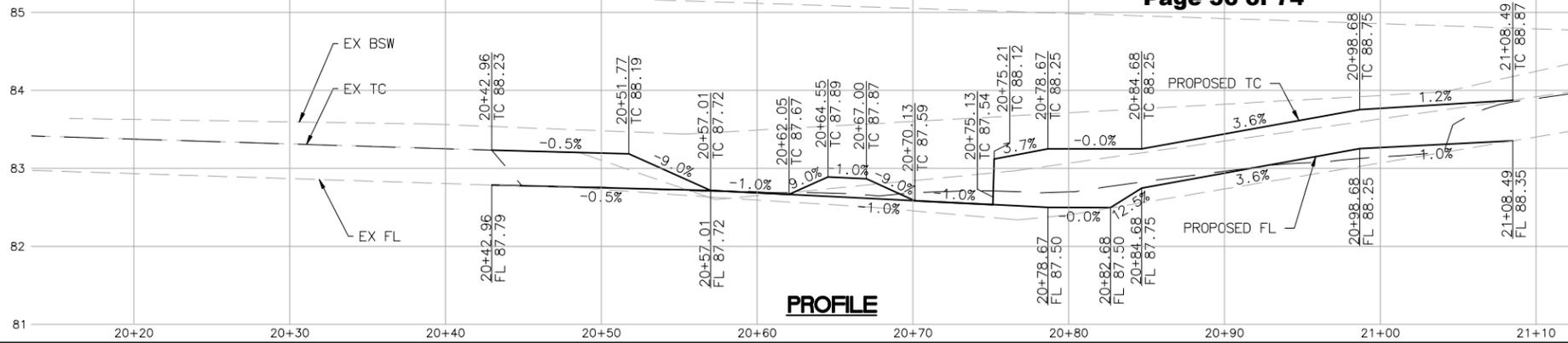
DESIGN:	AT	HORIZ.:	1" = 5'
DRAWN:	AT	VERT.:	1" = 1'
CHECK:	JAH	BOOK:	
AS BUILT:		DATE:	08/22/24

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
STREET PLAN AND PROFILE
UNIVERSITY AVE/ACTON ST

PLAN 8283
FILE 503-640
PP-05
SHEET 11 OF 28

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NOTE:
 VARIABLE HEIGHT VERTICAL CURB BETWEEN SIDEWALKS PER CITY OF BERKELEY STANDARD PLAN 8146. WORK INCLUDED IN COST OF CURB RAMP.

EX 6" CAST IRON EBMUD PIPE TO BE RELOCATED BY EBMUD PRIOR TO PROJECT CONSTRUCTION. CONTRACTOR TO REMOVE ANY ABANDONED PORTION AS NEEDED FOR CONSTRUCTING OTHER ITEMS OF WORK AT NO ADDITIONAL COST TO THE CITY.

DROP SIGNAL FOUNDATION AS NEEDED TO MAINTAIN MAX REACH

**SECTION X-X
 AT STA 20+78.50**



PROJECT MANAGER:	DATE:	DEPICTION OF MONUMENTS:	DATE:	SUBMITTED:	DATE:	DESIGN:	AT	HORIZ.:	1" = 5'
		SURVEY PARTY CHIEF:		SUPERVISING ENGINEER:	REGISTR.:	DRAWN:	AT	VERT.:	1" = 1'
		WATERSHED REVIEW:	DATE:	APPROVED:	EXP.:	CHECK:	JAH	BOOK:	
				CITY ENGINEER:	EXP.:	AS BUILT:		DATE:	08/22/24

Acton-NE_ex vault							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C16	20+56.49	2144253.62	6046680.28	S49°31'58"E	15.00'	25.43'	16.99'
C17	20+92.31	2144240.49	6046707.68	N58°37'00"E	10.00'	8.13'	4.30'
C18	21+00.44	2144244.61	6046714.43	N58°21'43"E	10.00'	8.04'	4.25'
L7	20+42.96	2144267.14	6046680.05	S0°56'31"E	--	13.52'	--
L8	20+81.91	2144239.02	6046697.39	N81°54'26"E	--	10.40'	--

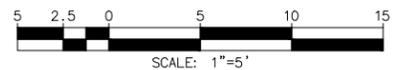
IMPROVEMENT KEYNOTES

- ① CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
- ③ CONSTRUCT 2" AC OVERLAY.
- ④ CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
- ⑥ CONSTRUCT SIDEWALK PER CITY OF BERKELEY STANDARD PLAN 8153.
- ⑨ CONSTRUCT CASE "A" CURB RAMP PER CALTRANS STANDARD PLAN A88A.
- ⑪ CONSTRUCT TREE WELL, DIMENSIONS PER PLAN.
- ⑫ ADJUST UTILITY BOX TO GRADE (AT&T).
- ⑬ ADJUST UTILITY BOX, VALVE & CLEANOUT TO GRADE (CITY).
- ⑭ ADJUST UTILITY BOX TO GRADE (PG&E).
- ⑮ CONTRACTOR SHALL COORDINATE WITH EBMUD'S CREWS FOR RELOCATION OF FIRE HYDRANT.
- ⑯ ADJUST WATER VALVE BOX TO GRADE (EBMUD).
- ⑰ SEE TRAFFIC SIGNAL PLANS AND PEDESTRIAN PUSH BUTTON REACH RANGE DETAIL ON TX-01 SHEET.

* CONTRACTOR TO COORDINATE UTILITY BOX ADJUSTMENT WITH PG&E /AT&T

LEGEND

- NEW CONCRETE SIDEWALK
- NEW BUS STOP PAD
- NEW PAVEMENT SECTION
- TREE WELL
- 2" AC OVERLAY
- SAWCUT

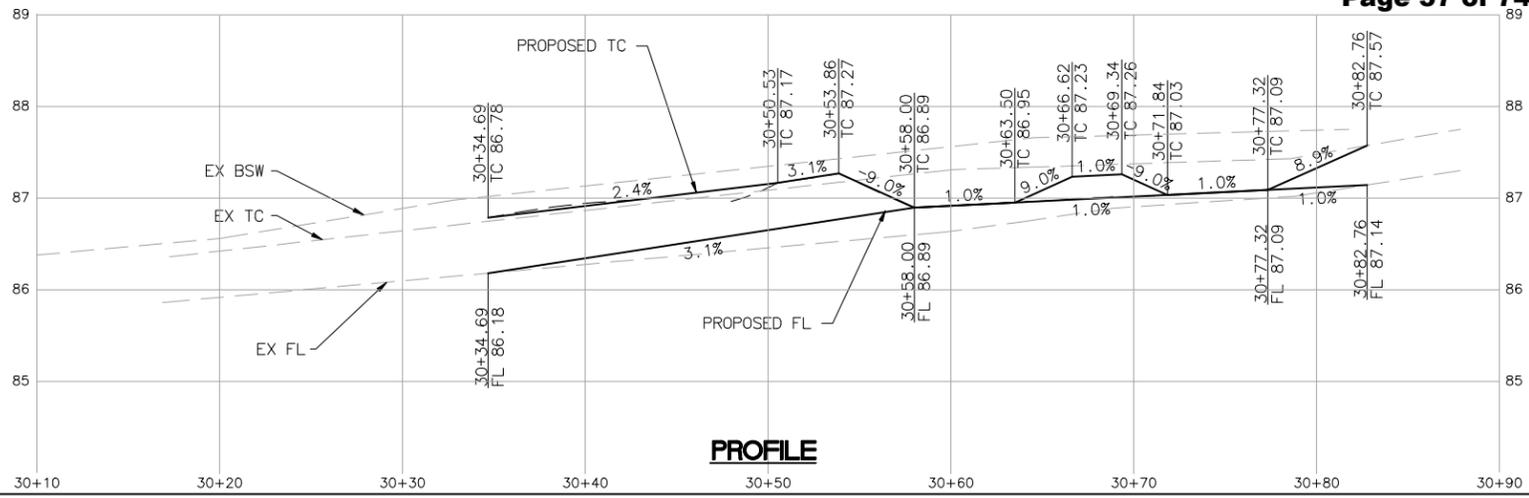


CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
 STREET PLAN AND PROFILE
 UNIVERSITY AVE/ACTON ST

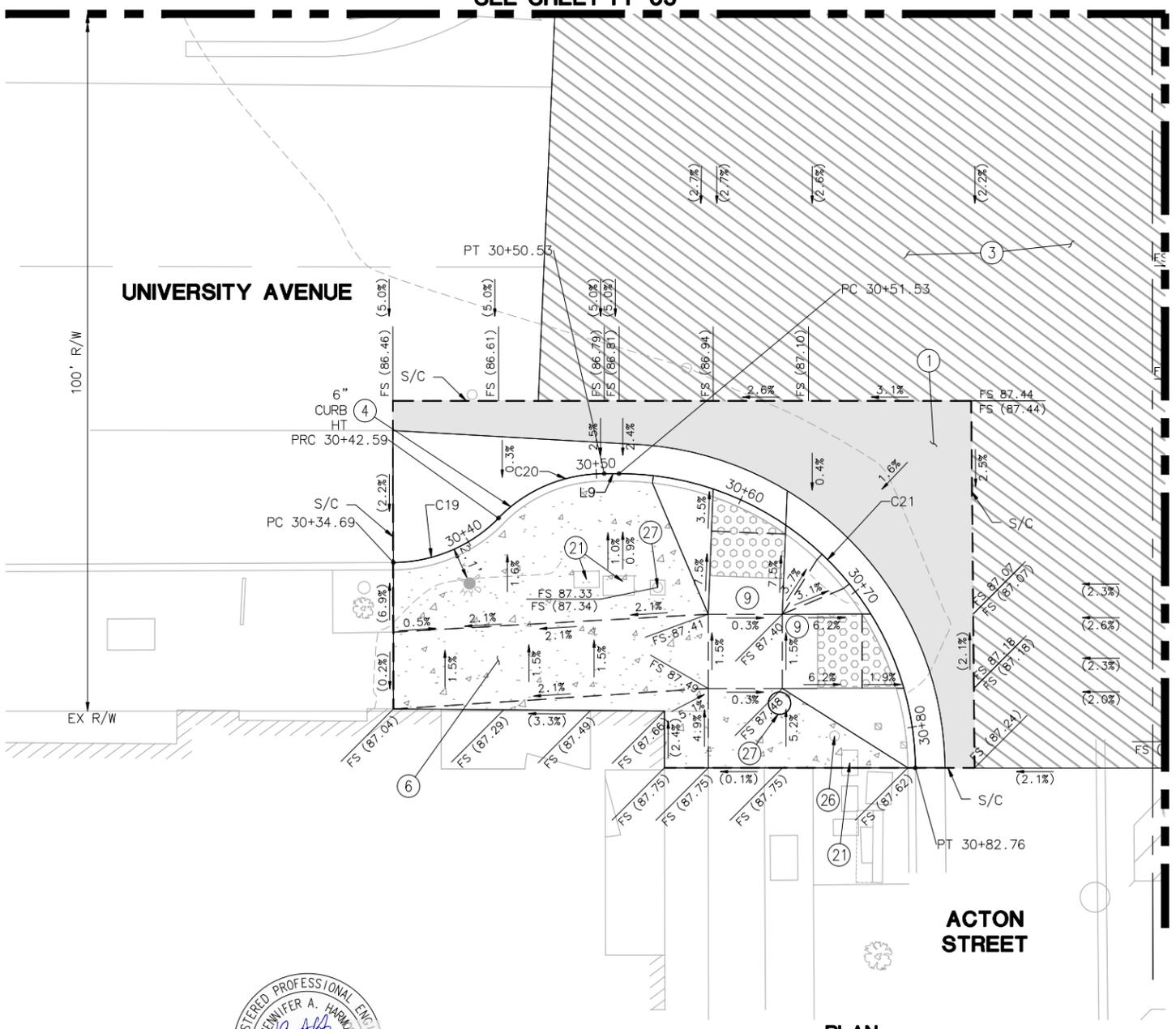
PLAN 8283
 FILE 503-640
 PP-06
 SHEET 12 OF 28

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 8/22/2024 5:00 PM Aleksandra Torbica



PROFILE

SEE SHEET PP-05



PLAN

SEE SHEET PP-08

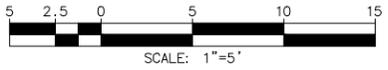
Acton-SW							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C19	30+34.69	2144153.50	6046621.47	N59°01'00"E	10.00'	7.90'	4.17'
C20	30+42.59	2144157.46	6046628.07	N59°08'42"E	10.00'	7.95'	4.20'
C21	30+51.53	2144161.57	6046635.69	S53°21'31"E	20.00'	31.23'	19.82'
L9	30+50.53	2144161.43	6046634.71	N81°54'26"E	--	1.00'	--

IMPROVEMENT KEYNOTES

- ① CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
- ③ CONSTRUCT 2" AC OVERLAY.
- ④ CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
- ⑥ CONSTRUCT SIDEWALK PER CITY OF BERKELEY STANDARD PLAN 8153.
- ⑨ CONSTRUCT CASE "A" CURB RAMP PER CALTRANS STANDARD PLAN A88A.
- ⑳ ADJUST UTILITY BOX, VALVE & CLEANOUT TO GRADE (CITY).
- ㉑ ADJUST WATER VALVE BOX TO GRADE (EBMUD).
- ㉒ SEE TRAFFIC SIGNAL PLANS AND PEDESTRIAN PUSH BUTTON REACH RANGE DETAIL ON TX-01 SHEET.

LEGEND

- NEW CONCRETE SIDEWALK
- NEW BUS STOP PAD
- NEW PAVEMENT SECTION
- TREE WELL
- 2" AC OVERLAY
- SAWCUT



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1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959

PROJECT MANAGER:	DATE:
DEPICTION OF MONUMENTS:	DATE:
SURVEY PARTY CHIEF:	DATE:
WATERSHED REVIEW:	DATE:

SUBMITTED:	DATE:
SUPERVISING ENGINEER:	EXP.:
APPROVED:	DATE:
CITY ENGINEER:	R.C.E. EXP.:

DESIGN:	AT
DRAWN:	AT
CHECK:	JAH
AS BUILT:	

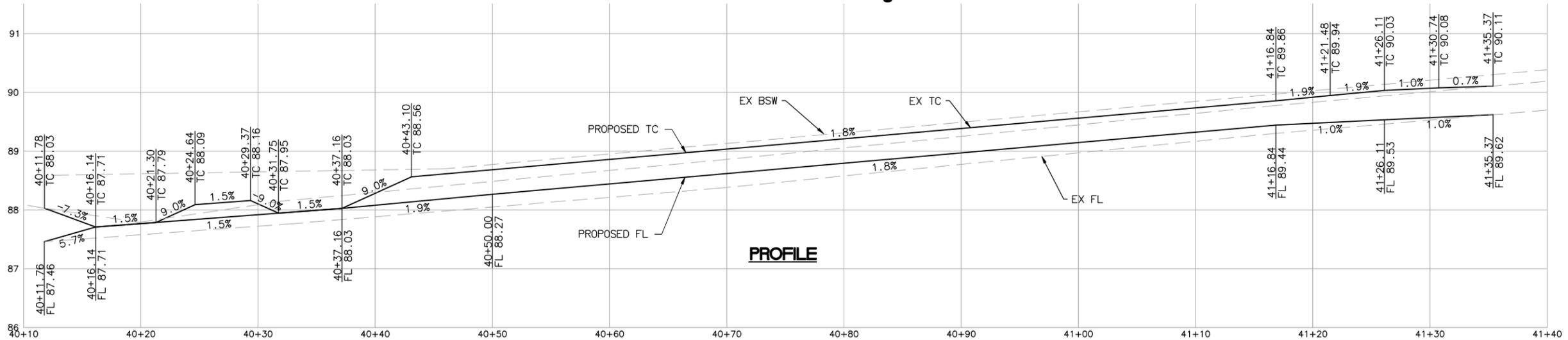
HORIZ.:	1" = 5'
VERT.:	1" = 1'
BOOK:	
DATE:	08/22/24

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP
IMPROVEMENTS
STREET PLAN AND PROFILE
UNIVERSITY AVE/ACTON ST

PLAN	8283
FILE	503-640
PP-07	
SHEET	13 OF 28

REVISION	MARK	DATE	DESCRIPTION	APPROVAL



SEE SHEET PP-06

Acton-SE							
NO	STATION	NORTHING	EASTING	BEARING/DELTA	RADIUS	LENGTH	TANGENT
C22	40+15.16	2144155.00	6046683.05	N36°34'48"E	15.00'	23.73'	15.17'
C23	41+16.84	2144183.10	6046772.94	S71°32'34"E	10.00'	9.27'	5.00'
C24	41+26.11	2144180.27	6046781.42	S71°31'37"E	10.00'	9.26'	4.99'
L10	40+11.78	2144151.66	6046683.56	N8°44'49"W	--	3.38'	--

UNIVERSITY AVENUE

IMPROVEMENT KEYNOTES

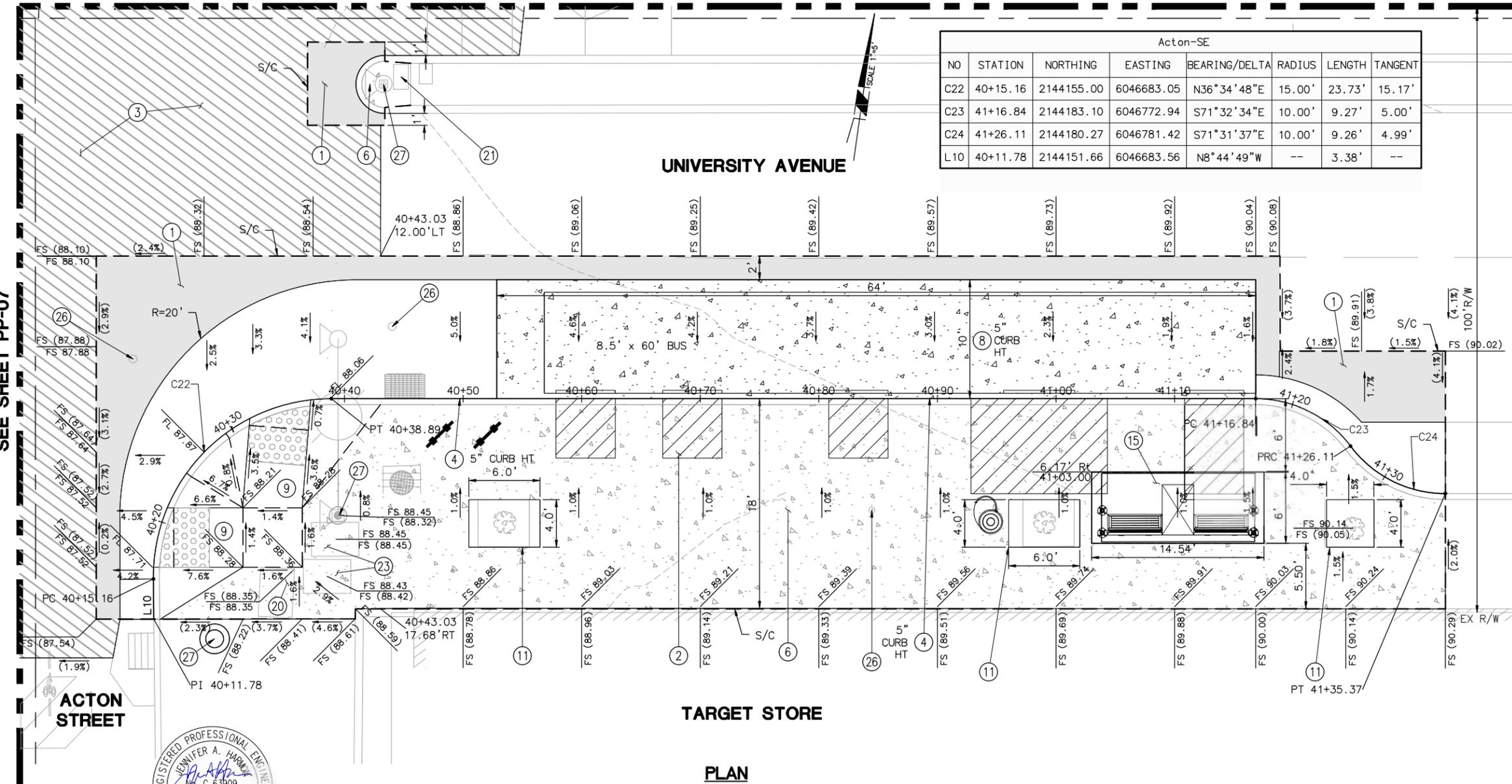
- ① CONSTRUCT MINIMUM PAVEMENT SECTION PER DETAIL ON TX-01 SHEET.
- ② AC TRANSIT ACCESSIBLE LANDING ZONES.
- ③ CONSTRUCT 2" AC OVERLAY.
- ④ CONSTRUCT CURB AND GUTTER PER CITY OF BERKELEY STANDARD PLAN 8145 (CURB HEIGHT AND GUTTER WIDTH/CROSS SLOPE PER PLAN).
- ⑥ CONSTRUCT SIDEWALK PER CITY OF BERKELEY STANDARD PLAN 8153.
- ⑧ CONSTRUCT BUS PAD PER CITY OF BERKELEY STANDARD PLAN 8150 (CURB HEIGHT PER PLAN).
- ⑨ CONSTRUCT CASE "A" CURB RAMP PER CALTRANS STANDARD PLAN A88A.
- ⑪ CONSTRUCT TREE WELL, DIMENSIONS PER PLAN.
- ⑮ INSTALL BUS SHELTER PAD PER DETAIL ON TX-01 SHEET.
- ⑳ ADJUST UTILITY BOX TO GRADE (AT&T).
- ㉑ ADJUST UTILITY BOX, VALVE & CLEANOUT TO GRADE (CITY).
- ㉒ ADJUST UTILITY BOX TO GRADE (PG&E).
- ㉔ ADJUST WATER VALVE BOX TO GRADE (EBMUD).
- ㉗ SEE TRAFFIC SIGNAL PLANS AND PEDESTRIAN PUSH BUTTON REACH RANGE DETAIL ON TX-01 SHEET.

LEGEND

- NEW CONCRETE SIDEWALK
- NEW BUS STOP PAD
- NEW PAVEMENT SECTION
- TREE WELL
- 2" AC OVERLAY
- SAWCUT
- AC TRANSIT ACCESSIBLE LANDING ZONE, REAR CLEAR ZONE, AND OTHER REAR DOOR ACCESS ROUTES.



SEE SHEET PP-07



TARGET STORE

PLAN



DIABLO ENGINEERING GROUP
 1300 CLAY STREET, SUITE 600
 OAKLAND, CA 94612
 (510) 550-8959

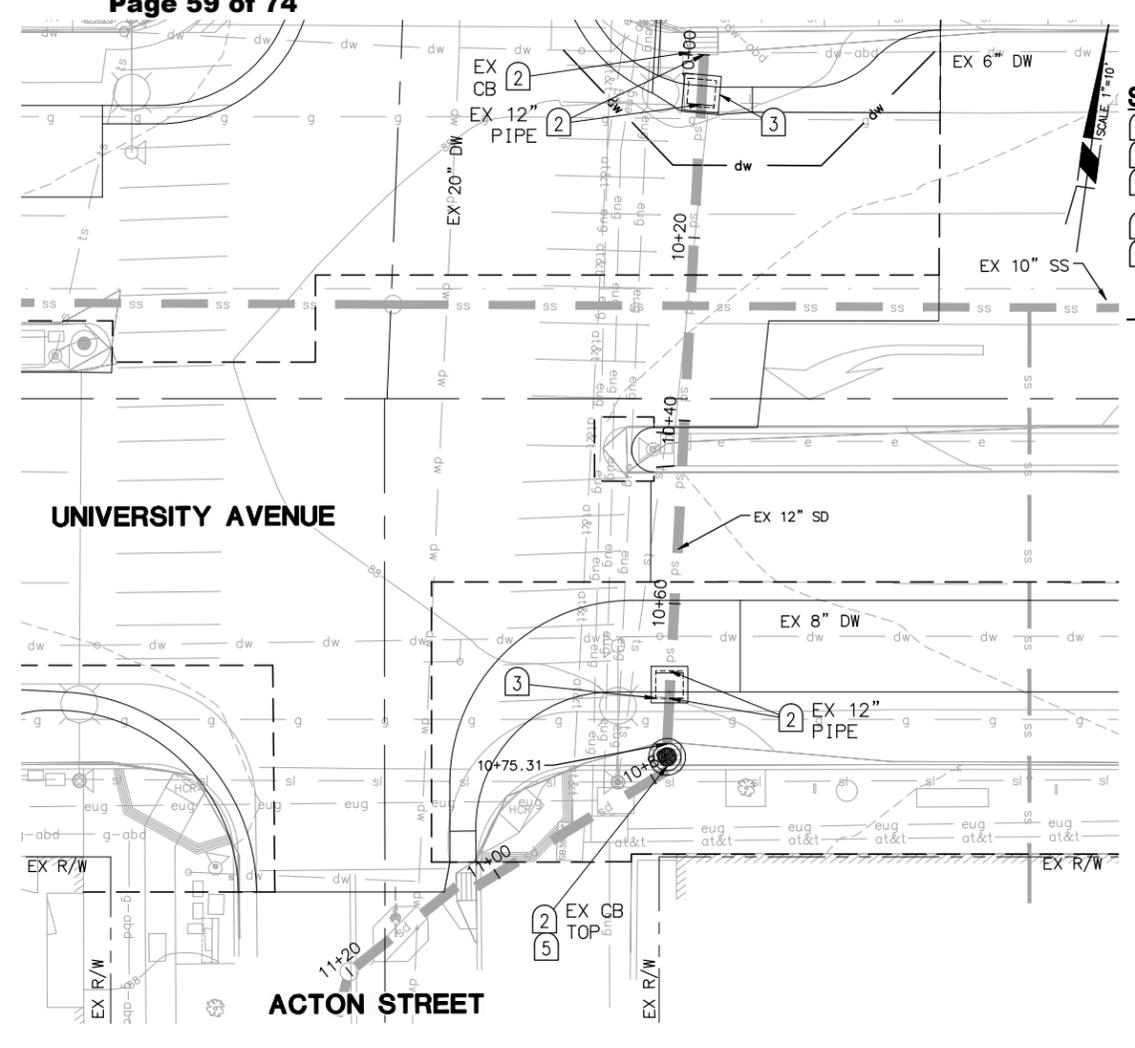
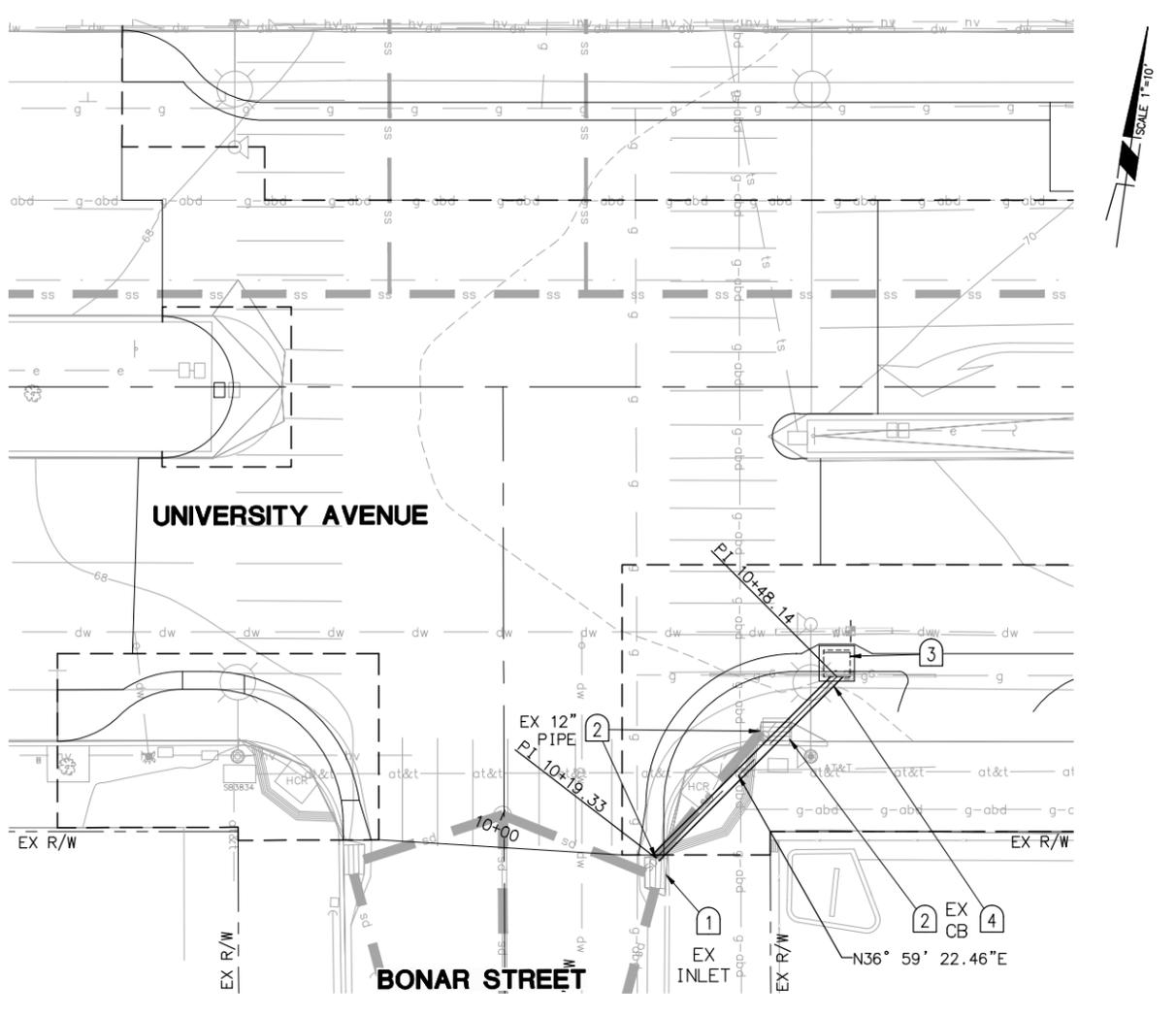
PROJECT MANAGER:	DATE	DEPICTION OF MONUMENTS:	DATE	SUBMITTED:	DATE	DESIGN:	AT	HORIZ.:	1" = 5'
		SURVEY PARTY CHIEF:		SUPERVISING ENGINEER:	REGISTR. EXP.	DRAWN:	AT	VERT.:	1" = 2'
		WATERSHED REVIEW:	DATE	APPROVED:	R.C.E. EXP.	CHECK:	JAH	BOOK:	
				CITY ENGINEER:		AS BUILT:		DATE:	08/22/24

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
 STREET PLAN AND PROFILE
 UNIVERSITY AVE/ACTON ST

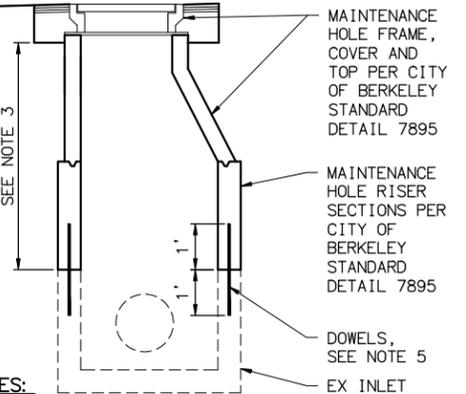
PLAN 8283
 FILE 503-640
 PP-08
 SHEET 14 OF 28

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STORM DRAIN IMPROVEMENT NOTES

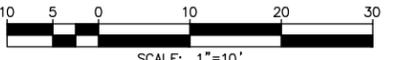
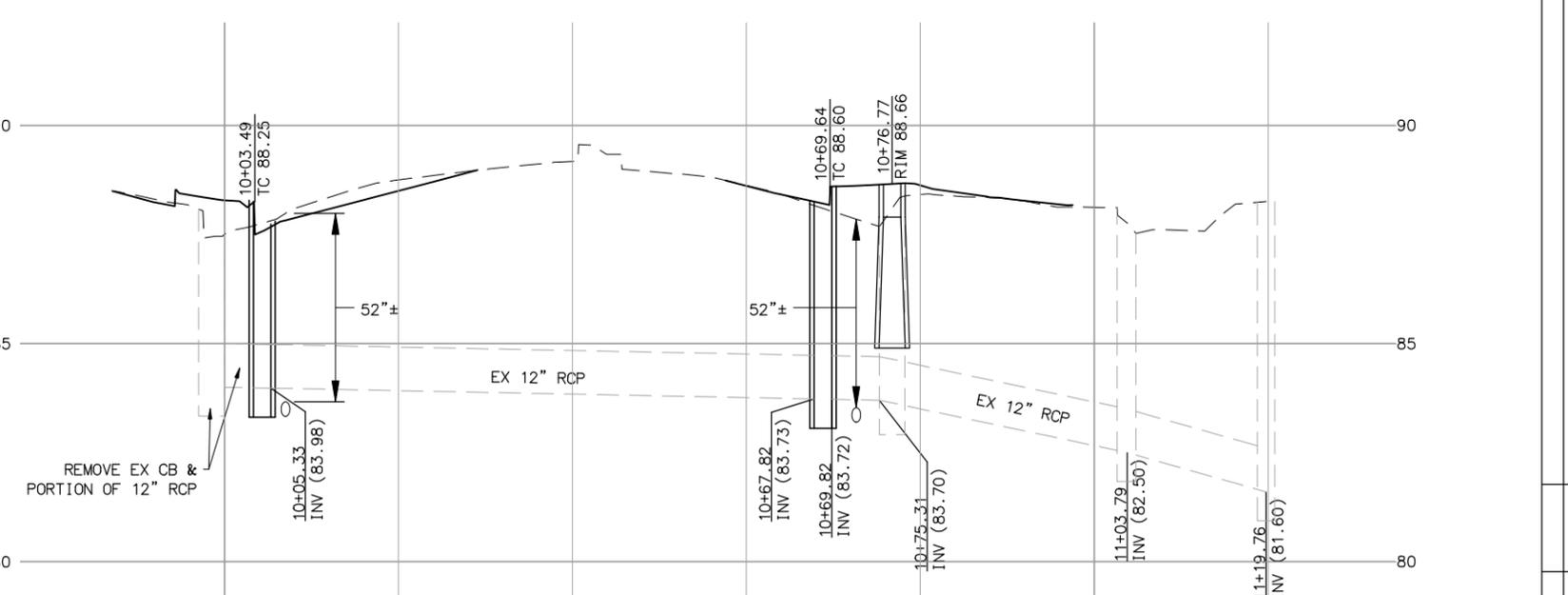
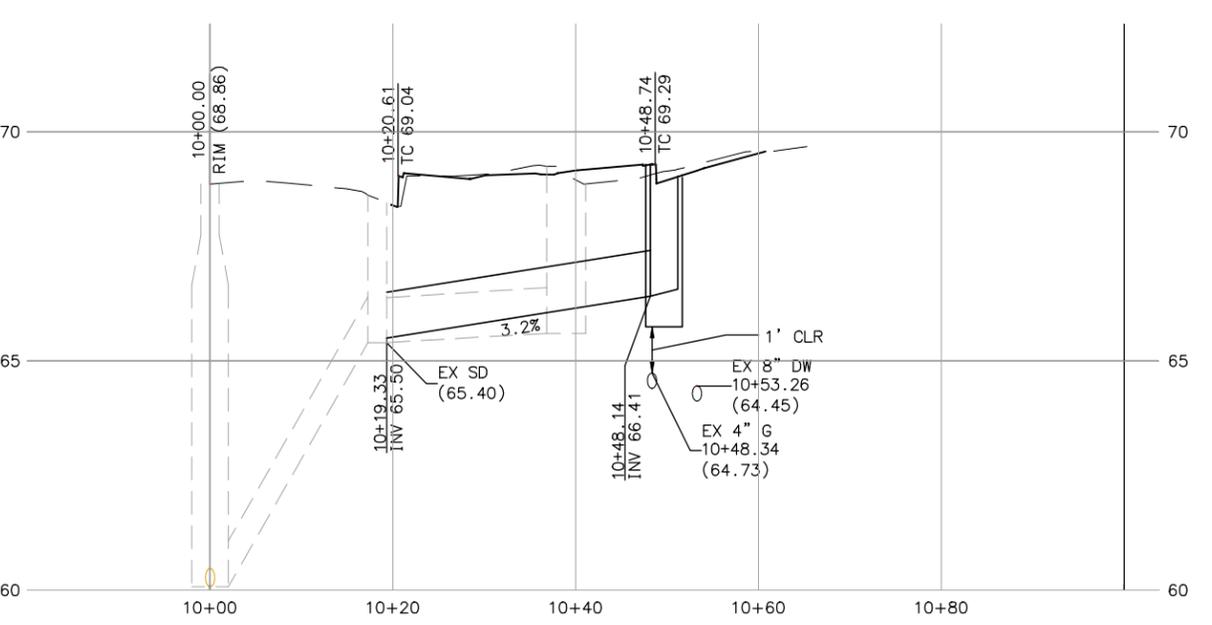
- 1 PROTECT EXISTING IMPROVEMENT AS NOTED.
- 2 REMOVE EXISTING IMPROVEMENT AS NOTED.
- 3 INSTALL CATCH BASIN WITH CURB INLET PER CITY OF BERKELEY STANDARD PLAN 6166 & TRASH CAPTURE SCREEN.
- 4 INSTALL 12" RCP.
- 5 INSTALL MAINTENANCE HOLE ON TOP OF EXISTING CATCH BASIN BASE PER CITY OF BERKELEY STANDARD DETAIL 7895 AND DETAIL HEREON.



NOTES:

1. ALL REINFORCED CONCRETE SHALL BE CLASS 2 (590LBS. PORTLAND CEMENT PER CUBIC YARD).
2. SEE CITY OF BERKELEY STANDARD DETAIL 7895 FOR MAINTENANCE HOLE FRAME AND COVER DETAIL.
3. DISTANCE VARIES DEPENDING ON SIDE OPENING DIMENSION.
4. MAINTENANCE HOLE COVER FRAME SHALL BE ADJUSTED TO CONFORM TO GRADE AND CROSS SLOPE OF PAVEMENT.
5. DOWELS SHALL BE #4@8" O.C. INTO EACH EX. WALL. DOWELS SHALL BE PLACED IN 3/4" DIA. DRILLED HOLES WITH 1:1 SAND CEMENT GROUT.

5 MAINTENANCE HOLE ON EX CATCH BASIN BASE
N.T.S.



PROJECT MANAGER:	DATE
SURVEY PARTY CHIEF:	DATE
WATERSHED REVIEW:	DATE

DEPICTION OF MONUMENTS:	DATE
SUBMITTED:	DATE
SUPERVISING ENGINEER:	DATE
APPROVED:	DATE
CITY ENGINEER:	DATE

DESIGN AT	HORIZ. 1" = 10'
DRAWN AT	VERT. 1" = 2'
CHECK JAH	BOOK
AS BUILT	DATE 08/22/24

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
STORM DRAIN PLAN AND PROFILE

PLAN 8283
FILE 503-640
SD-01
SHEET 15 OF 28

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

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GENERAL NOTES (THIS SHEET ONLY):

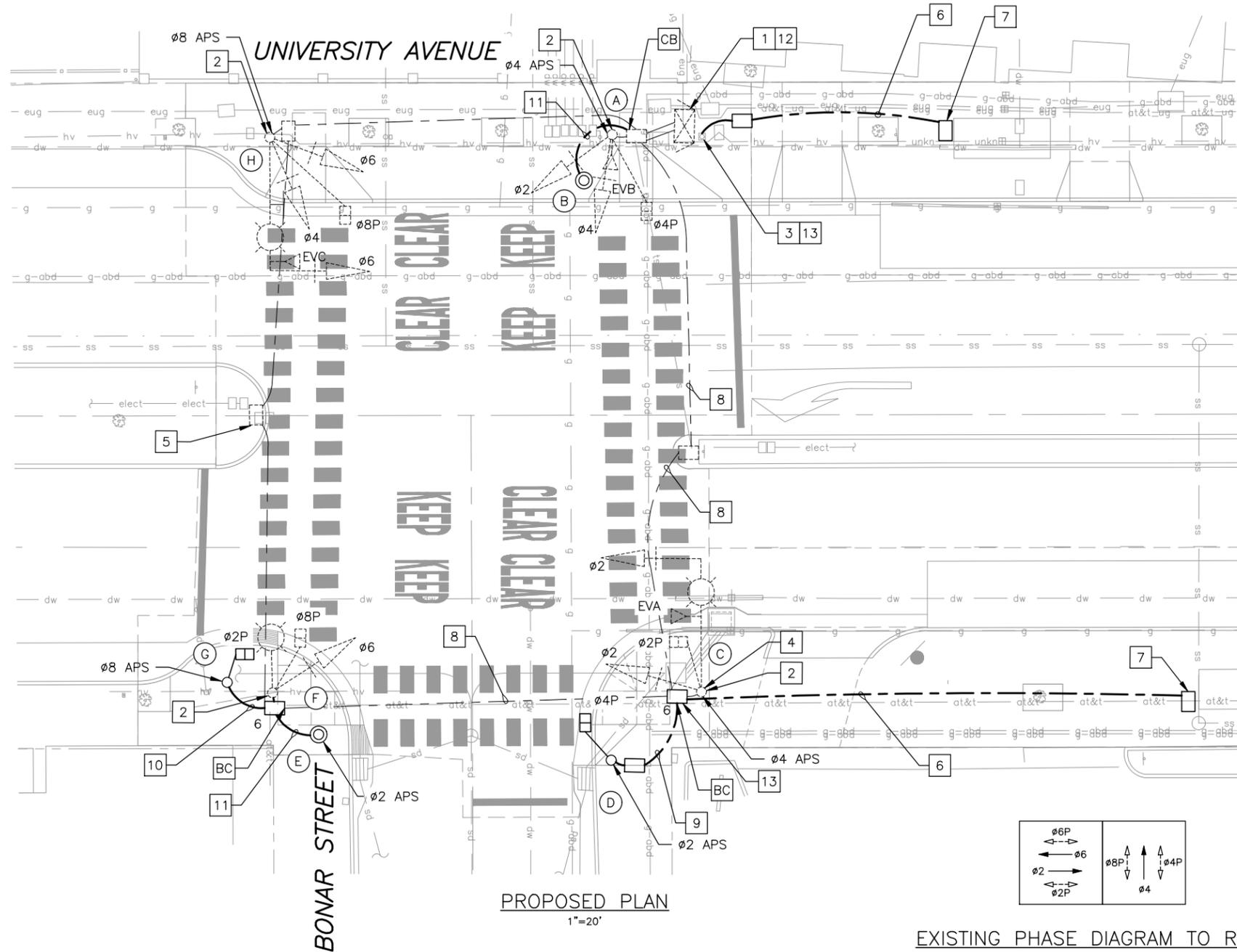
1. SEE SHEET TS-01 FOR TRAFFIC SIGNAL GENERAL NOTES

PROJECT NOTES (THIS SHEET ONLY):

- 1 PROTECT IN PLACE EXISTING TRAFFIC SIGNAL CABINET AND ELECTRICAL SERVICE EQUIPMENT ENCLOSURE.
- 2 PROTECT IN PLACE EXISTING TRAFFIC SIGNAL POLE AND EQUIPMENT.
- 3 INTERCEPT EXISTING STREETLIGHT CONDUCTORS AT BASE OF POLE OR ADJACENT.
- 4 ROTATE EXISTING PEDESTRIAN SIGNAL HEAD AND MODIFY WIRING TO RECONFIGURE AS PHASE 8 PEDESTRIAN SIGNAL PHASE.
- 5 INSTALL NEW PULL BOX AND RECONNECT CONDUITS TO PULL BOX IN MODIFIED MEDIAN.

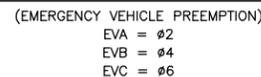
- 6 INSTALL 2"C, 3#10 (STREETLIGHT).
- 7 INSTALL PULL BOX ADJACENT TO TRANSIT SHELTER. CONNECT STREETLIGHT CONDUCTORS TO TRANSIT SHELTER LIGHTING SYSTEM PER MANUFACTURERS RECOMMENDATIONS.
- 8 INSTALL 3#14 INTO EXISTING CONDUIT FOR PHASE 2 PEDESTRIAN SIGNAL HEADS.
- 9 INSTALL 2"C, 2#14 (PEDESTRIAN SIGNAL), 2#14 (APS, APS NEUTRAL).
- 10 INSTALL 2"C, 2#14 (PEDESTRIAN SIGNAL).
- 11 INSTALL 2"C, 2#14 (APS, APS NEUTRAL).

- 12 REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON CONTROL UNIT. INSTALL NEW PUSH BUTTON CONTROL COMMUNICATION CONTROL UNIT.
- 13 SPLICE NEW TO EXISTING CONDUCTORS FOR NEW BUS SHELTER LIGHTING.



PROPOSED PLAN
1"=20'

EXISTING PHASE DIAGRAM TO REMAIN



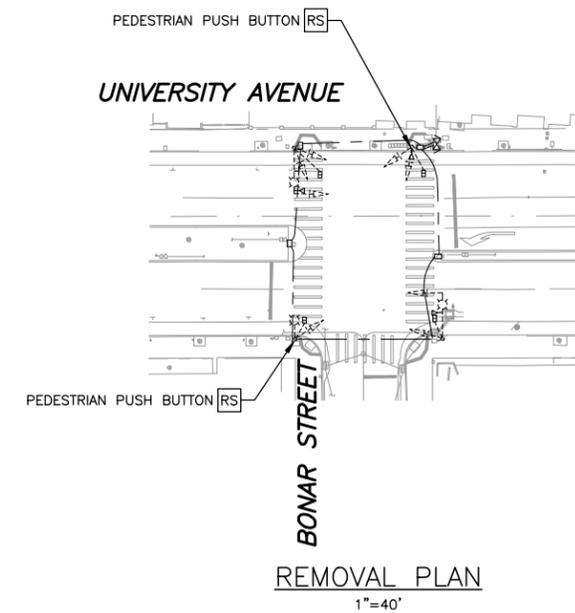
THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

POLE AND EQUIPMENT SCHEDULE									
	STANDARD		VEH SIG MTG		PED SIGNAL MTG	APS		LED LUM WATTAGE	SPECIAL REQUIREMENTS
	TYPE	SIG MA	LUM ARM	MAST		POLE	Ø		
(A)	1-B (E)	-	-	-	TV-2-T (E)	SP-1-T (E)	-	-	-
(B)	PBA TYPE 2 POST	-	-	-	-	-	4	←	-
(C)	17A-2-100 (E)	20' (E)	12' (E)	MAS (E)	SV-1-T (E)	SP-1-T	4	←	74 (E)
(D)	1-B (7')	-	-	-	-	TP-1-T	2	→	-
(E)	PBA TYPE 2 POST	-	-	-	-	-	2	←	-
(F)	1-B (E)	-	-	-	TV-1-T (E)	SV-1-T (E)	-	-	74 (E)
(G)	1-B (7')	-	-	-	-	TP-1-T	8	→	-
(H)	17A-2-100 (E)	20' (E)	12' (E)	MAS (E)	SV-2-T (E)	SP-1-T (E)	8	←	74 (E)

NOTES:

ALL EQUIPMENT IS NEW, UNLESS OTHERWISE NOTED.

(E) DENOTES EXISTING EQUIPMENT



REMOVAL PLAN
1"=40'



Underground Service Alert
Call: TOLL FREE 811/800 227-2600
TWO WORKING DAYS BEFORE YOU DIG



FEHR PEERS
2201 Broadway Suite 602 Oakland, CA 94612 (510) 834-3200

PROJECT MANAGER: _____ DATE _____
DEPICTION OF MONUMENTS: _____ DATE _____
SURVEY PARTY CHIEF: _____ DATE _____
WATERSHED REVIEW: _____ DATE _____

SUBMITTED: _____ DATE _____
SUPERVISING ENGINEER: _____ DATE _____
APPROVED: _____ DATE _____
CITY ENGINEER: _____ DATE _____

DESIGN: EG _____
DRAWN: EG _____
CHECK: GR _____
AS BUILT: _____
HORIZ.: _____
VERT.: _____
BOOK: _____
DATE: 08/22/24

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
TRAFFIC SIGNAL PLAN
UNIVERSITY AVENUE/BONAR STREET

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN _____
FILE _____
TS-02
SHEET 18 OF 28

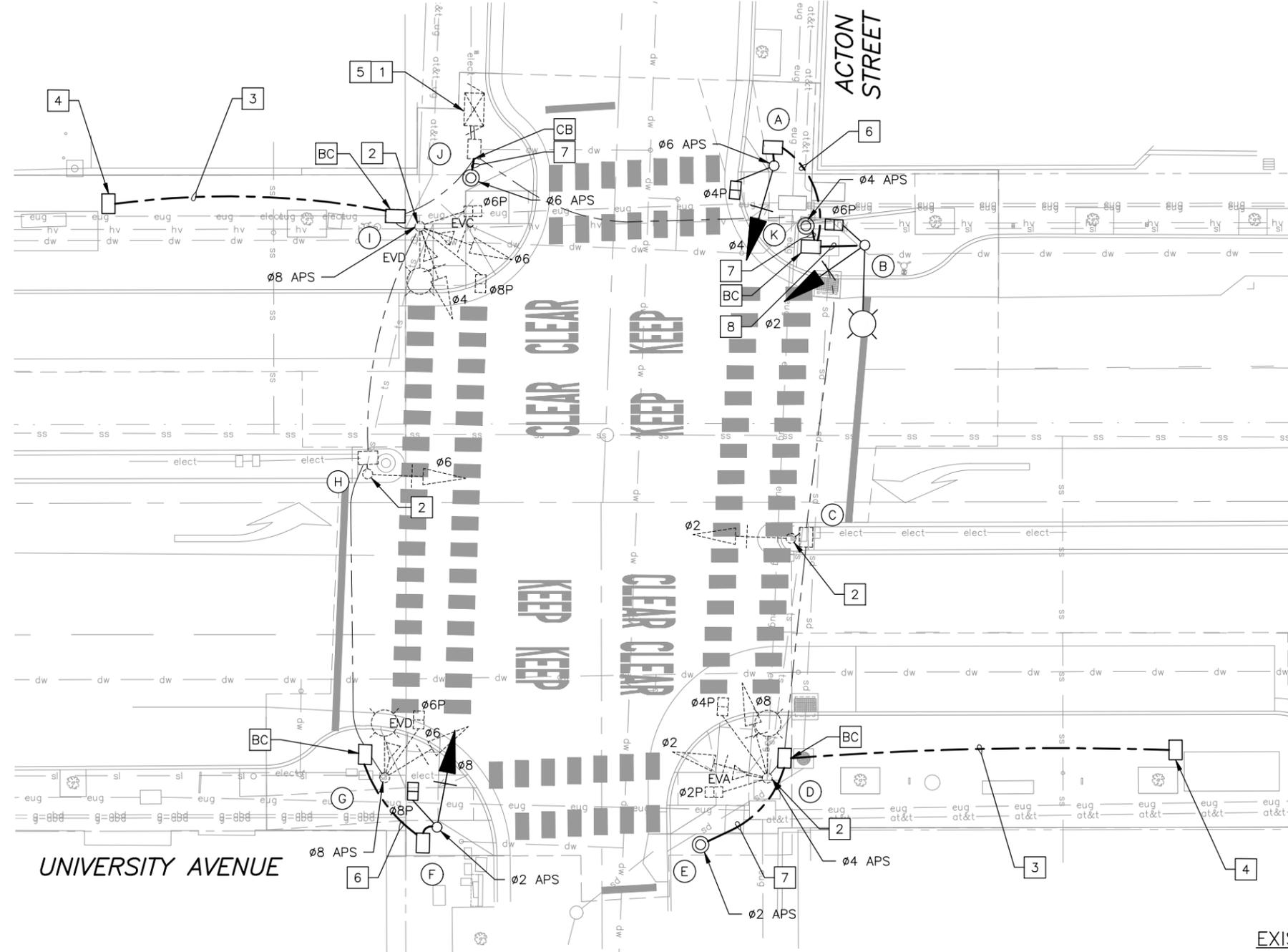
GENERAL NOTES (THIS SHEET ONLY):

1. SEE SHEET TS-01 FOR TRAFFIC SIGNAL GENERAL NOTES

PROJECT NOTES (THIS SHEET ONLY):

- 1 PROTECT IN PLACE EXISTING TRAFFIC SIGNAL CABINET AND ELECTRICAL SERVICE EQUIPMENT ENCLOSURE.
- 2 PROTECT IN PLACE EXISTING TRAFFIC SIGNAL POLE AND EQUIPMENT.
- 3 INSTALL 2" C, 3#10 (STREETLIGHT).
- 4 INSTALL PULL BOX ADJACENT TO TRANSIT SHELTER. CONNECT STREETLIGHT CONDUCTORS TO TRANSIT SHELTER LIGHTING SYSTEM PER MANUFACTURERS RECOMMENDATIONS.
- 5 INSTALL NEW PUSH BUTTON CENTRAL COMMUNICATION CONTROL UNIT.

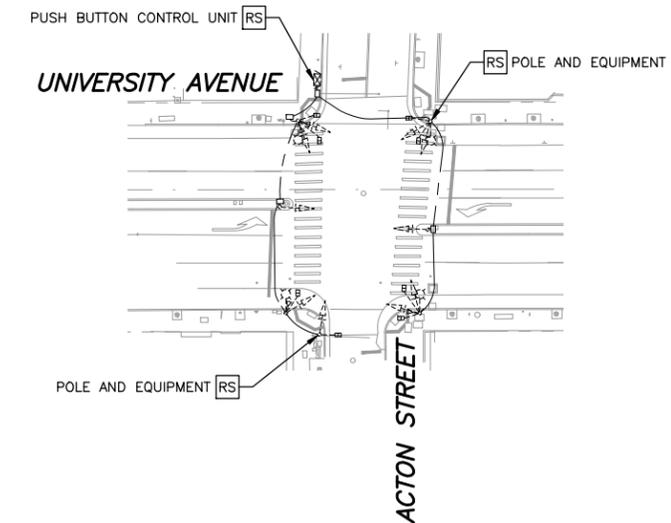
- 6 INSTALL 3" C, 3#14 (VEHICLE SIGNAL), 2#14 (PEDESTRIAN SIGNAL), 1#14 (APS), (3#14 SPARE), 1#14 (NEUTRAL).
- 7 INSTALL 2" C, 1#14 (APS), 1#14 (NEUTRAL).
- 8 INSTALL 3" C, 3#14 (VEHICLE SIGNAL), 2#14 (PEDESTRIAN SIGNAL), 1#14 (NEUTRAL).



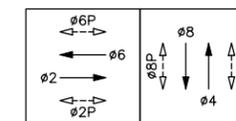
POLE AND EQUIPMENT SCHEDULE										
	STANDARD		VEH SIG MTG		PED SIGNAL MTG	APS		LED LUM WATTAGE	SPECIAL REQUIREMENTS	
	TYPE	SIG MA	LUM ARM	MAST		POLE	Ø			
(A)	1-B	-	-	-	TV-1-T	SP-1-T	6	←	-	-
(B)	15-TS	-	12'	-	SV-1-T	SP-1-T	-	-	74	-
(C)	1-B (E)	-	-	-	TV-1-T (E)	-	-	-	-	-
(D)	15-TS (E)	-	12' (E)	-	SV-2-T (E)	SP-2-T (E)	4 (E)	←	74 (E)	-
(E)	PBA TYPE 2 POST	-	-	-	-	-	2	→	-	-
(F)	1-B	-	-	-	TV-1-T	SP-1-T	2	←	-	-
(G)	15-TS (E)	-	12' (E)	-	SV-1-T (E)	SP-1-T (E)	8 (E)	→	74	-
(H)	1-B (E)	-	-	-	TV-1-T (E)	-	-	-	-	-
(I)	15-TS (E)	-	12' (E)	-	SV-2-T (E)	SP-2-T (E)	8 (E)	←	-	-
(J)	PBA TYPE 2 POST	-	-	-	-	-	6	→	-	-
(K)	TYPE 2	-	-	-	-	-	4	→	-	-

NOTES:

ALL EQUIPMENT IS NEW, UNLESS OTHERWISE NOTED.



REMOVAL PLAN
1"=40'



EXISTING PHASE DIAGRAM TO REMAIN

(EMERGENCY VEHICLE PREEMPTION)

- EVA = Ø2
- EVB = Ø4
- EVC = Ø6
- EVB = Ø8

Underground Service Alert
Call: TOLL FREE 811/800 227-2600
TWO WORKING DAYS BEFORE YOU DIG



FEHR PEERS
2201 Broadway Suite 602 Oakland, CA 94612 (510) 834-3200

PROJECT MANAGER: _____ DATE _____
DEPICTION OF MONUMENTS: _____ DATE _____
SURVEY PARTY CHIEF: _____ DATE _____
WATERSHED REVIEW: _____ DATE _____

THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.

SUBMITTED: _____ DATE _____
REGISTR. EXP. _____
DESIGN: EG _____
DRAWN: EG _____
HORIZ. _____
VERT. _____
CHECK: GR _____
BOOK _____
AS BUILT _____
APPROVED: _____ DATE 08/22/24
CITY ENGINEER

DATE _____
REGISTR. EXP. _____
DESIGN: EG _____
DRAWN: EG _____
HORIZ. _____
VERT. _____
CHECK: GR _____
BOOK _____
AS BUILT _____
DATE 08/22/24

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
TRAFFIC SIGNAL PLAN
UNIVERSITY AVENUE/ACTON STREET

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN _____
FILE _____
TS-03
SHEET 19 OF 28

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ABBREVIATIONS

CL CENTER LINE
 Ø DIAMETER

KEY

⊠ WHEELCHAIR RESTING SPACE
 AC TRANSIT ACCESSIBLE LANDING ZONE, REAR CLEAR ZONE

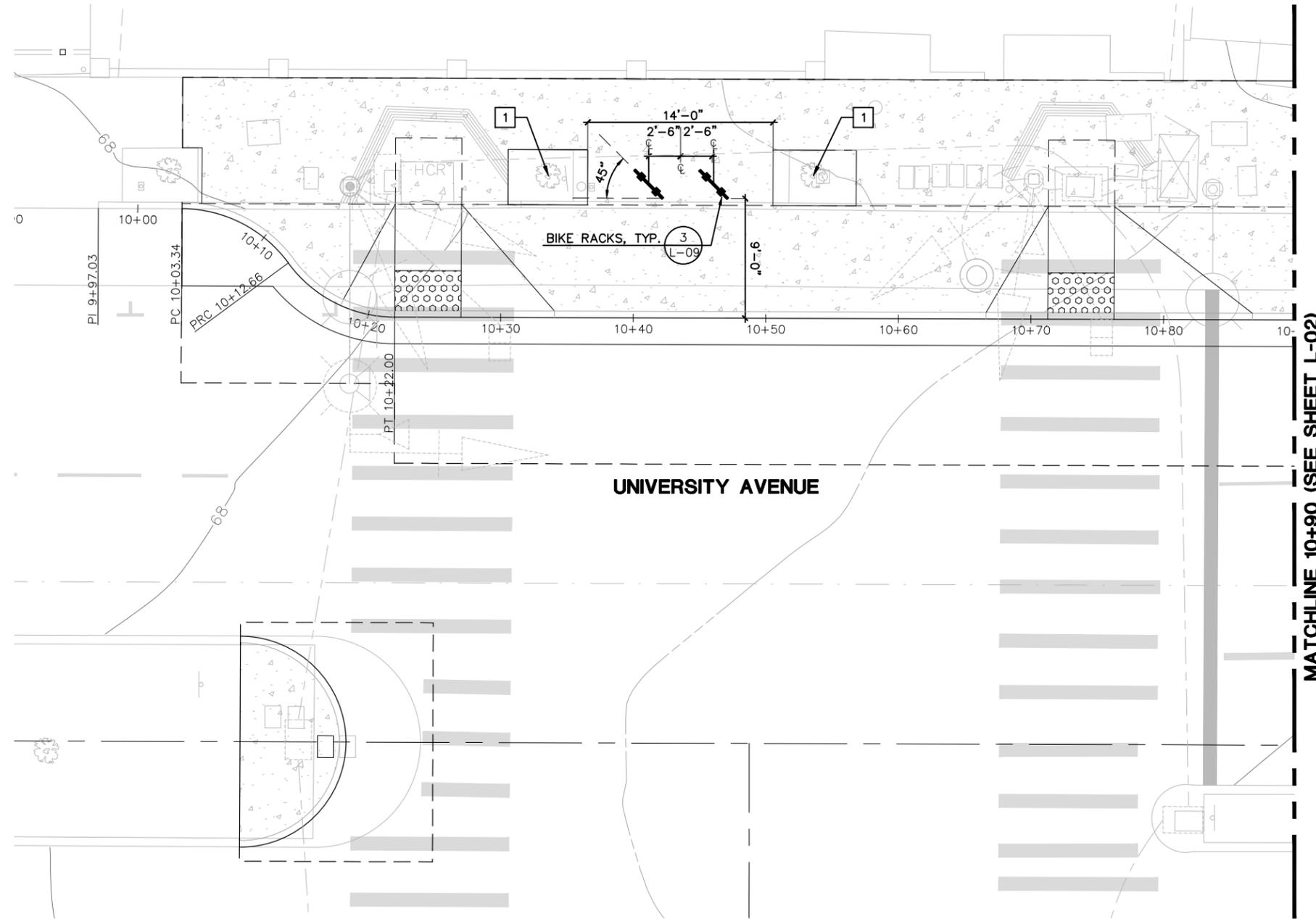


GENERAL LANDSCAPE NOTES

1. CONTRACTOR SHALL EXERCISE DUE CAUTION DURING CONSTRUCTION TO PROTECT ANY EXISTING LANDSCAPING, FIXTURES, SIGNS, EQUIPMENT, CONCRETE SIDEWALK, CONCRETE DRIVEWAY, CONCRETE CURB AND GUTTER, A.C. PAVING, UTILITIES, ETC. TO REMAIN. ANY DAMAGE RESULTING FROM CONTRACTOR OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE CITY.
2. CONTRACTOR SHALL RESTORE ALL EXISTING PRIVATE AND PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION TO THEIR EXISTING CONDITION OR BETTER. THIS INCLUDES BUT IS NOT LIMITED TO ALL LANDSCAPING, IRRIGATION, FENCING, DRIVEWAYS, SIGNS, A.C. PAVING, CONCRETE WORK, UTILITIES, SITE FURNITURE, LIGHTING, ETC. UNLESS NOTED OR DIRECTED OTHERWISE BY ENGINEER.
3. THE CONTRACTOR SHALL REMOVE ALL OBSTRUCTIONS, BOTH ABOVE-GROUND AND UNDERGROUND, INCLUDING VEGETATION, ROOTS AND DELETERIOUS MATERIALS, AS NECESSARY FOR THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. TREE ROOTS AND BRANCHES SHALL ONLY BE TRIMMED, CUT AND/OR REMOVED IN COORDINATION WITH AND WITH APPROVAL OF CITY OF BERKELEY ARBORIST. TREES AND THEIR ROOTS SHALL BE PROTECTED AS PER THE SPECIFICATIONS AND PLANS.
4. WHERE NO SPECIFIC DETAIL IS SHOWN, THE CONSTRUCTION SHALL BE SIMILAR TO THAT INDICATED OR NOTED FOR SIMILAR CONDITIONS AND CASES OF CONSTRUCTION ON THIS PROJECT. REFERENCES OF NOTES AND DETAILS TO SPECIFICATIONS AND LOCATION SHALL NOT LIMIT THEIR APPLICABILITY.
5. ALL TREES IN PROJECT AREA TO HAVE TRUNK PROTECTION AND ROOT PRUNING AS NEEDED. LOWEST SCAFFOLD LIMBS MAY ALSO REQUIRE THIS PROTECTION AS DIRECTED BY THE CITY ARBORIST OR ENGINEER.
6. PROJECT ARBORIST IS RESPONSIBLE FOR PROJECT TREE CANOPY PRUNING AND CLEARING. CONTRACTOR SHALL NOTIFY ENGINEER OF NEEDED TREE PRUNING AND CLEARING TO INSTALL BUS SHELTER AND OTHER POTENTIAL CONSTRUCTION ACTIVITIES AT LEAST TWO WEEKS PRIOR TO PRUNING AND CLEARING TAKING PLACE.

LAYOUT NOTES

1. HORIZONTAL AND VERTICAL DIMENSIONS PROVIDED ON THE DRAWINGS ARE APPROXIMATE. FIELD MEASUREMENTS MAY VARY FROM THOSE ON THE DRAWINGS. ADJUSTMENTS TO LINE AND GRADE MAY BE MADE BY ENGINEER DURING CONSTRUCTION.



CONSTRUCTION NOTES

- 1 PROTECT TREE, TYP



MATCHLINE 10+90 (SEE SHEET L-02)



610 16TH STREET, SUITE 305
 OAKLAND, CA 94612
 (510) 839-4568



PROJECT MANAGER:	DATE
FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES	

DEPICTION OF MONUMENTS:	DATE
SURVEY PARTY CHIEF	
WATERSHED REVIEW:	DATE

SUBMITTED:	DATE
SUPERVISING ENGINEER	REGISTR. EXP.
APPROVED:	DATE
CITY ENGINEER	R.C.E. EXP.

DESIGN	CG	HORIZ.	1" = 5'
DRAWN	SY	VERT.	
CHECK	CG	BOOK	
AS BUILT		DATE	8/22/24

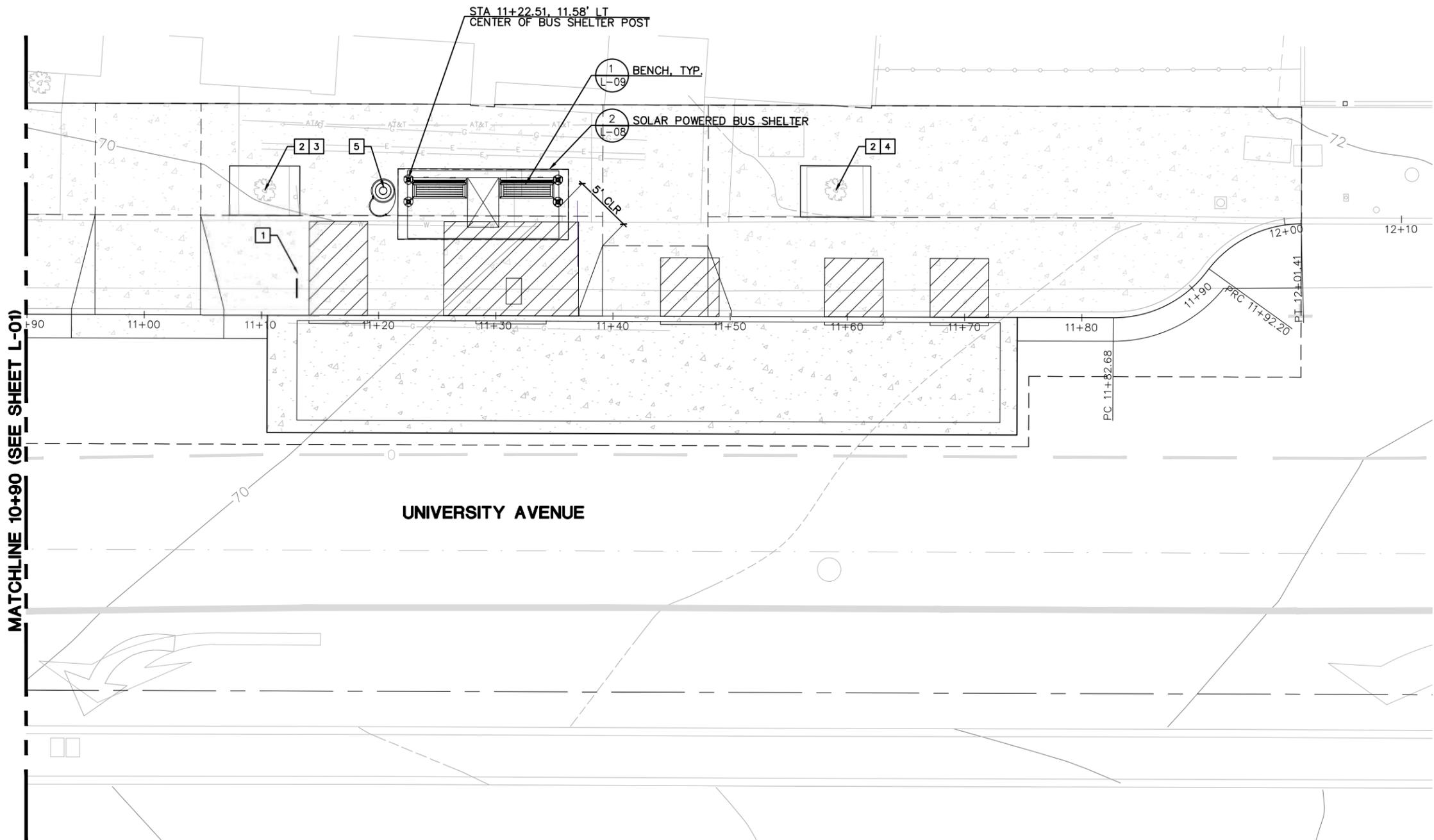
CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

UNIVERSITY WEST BUS STOP IMPROVEMENTS
BONAR STREET BUS BULB AND PEDESTRIAN CROSSING IMPROVEMENTS
 LANDSCAPE PLAN

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8283
 FILE 503-640
 L-01
 SHEET 20 OF 28

8/23/2024 3:41 PM Soubby Yoon /Users/soubbyoon/Desktop/Desktop - Soubby's MacBook Pro/CDA WORK/Project/University West/100% Landscape Plans /CDA-Bonar And Acton Landscape.dwg



CONSTRUCTION NOTES

- 1 CONTRACTOR MUST COORDINATE WITH AC TRANSIT TO REMOVE AND RELOCATE BUS STOP FLAGS. COORDINATE WITH SAMAH ITANI, ASSISTANT TRANSPORTATION PLANNER (SITANI@ACTRANSIT.COM) WITH 2 WEEKS NOTICE.
- 2 PROTECT TREE, TYP
- 3 PRUNE TREE TO PROVIDE MIN. 7' CLEARANCE AND BALANCE TREE SHAPE. PRUNE TO CROWN THIN CANOPY TO ALLOW SOLAR ACCESS TO ADJACENT SOLAR POWERED BUS SHELTER AS NEEDED.
- 4 PRUNE TO CROWN THIN CANOPY TO ALLOW SOLAR ACCESS TO ADJACENT SOLAR POWERED BUS SHELTER AS NEEDED.
- 5 INSTALL SALVAGED TRASH/RECYCLING RECEPTACLE



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OAKLAND, CA 94612
(510) 839-4568

PROJECT MANAGER:	DATE
SURVEY PARTY CHIEF:	DATE
WATERSHED REVIEW:	DATE

0 1 2 3
FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

DEPICTION OF MONUMENTS:	DATE
SUBMITTED:	DATE
SUPERVISING ENGINEER:	DATE
APPROVED:	DATE
CITY ENGINEER:	DATE

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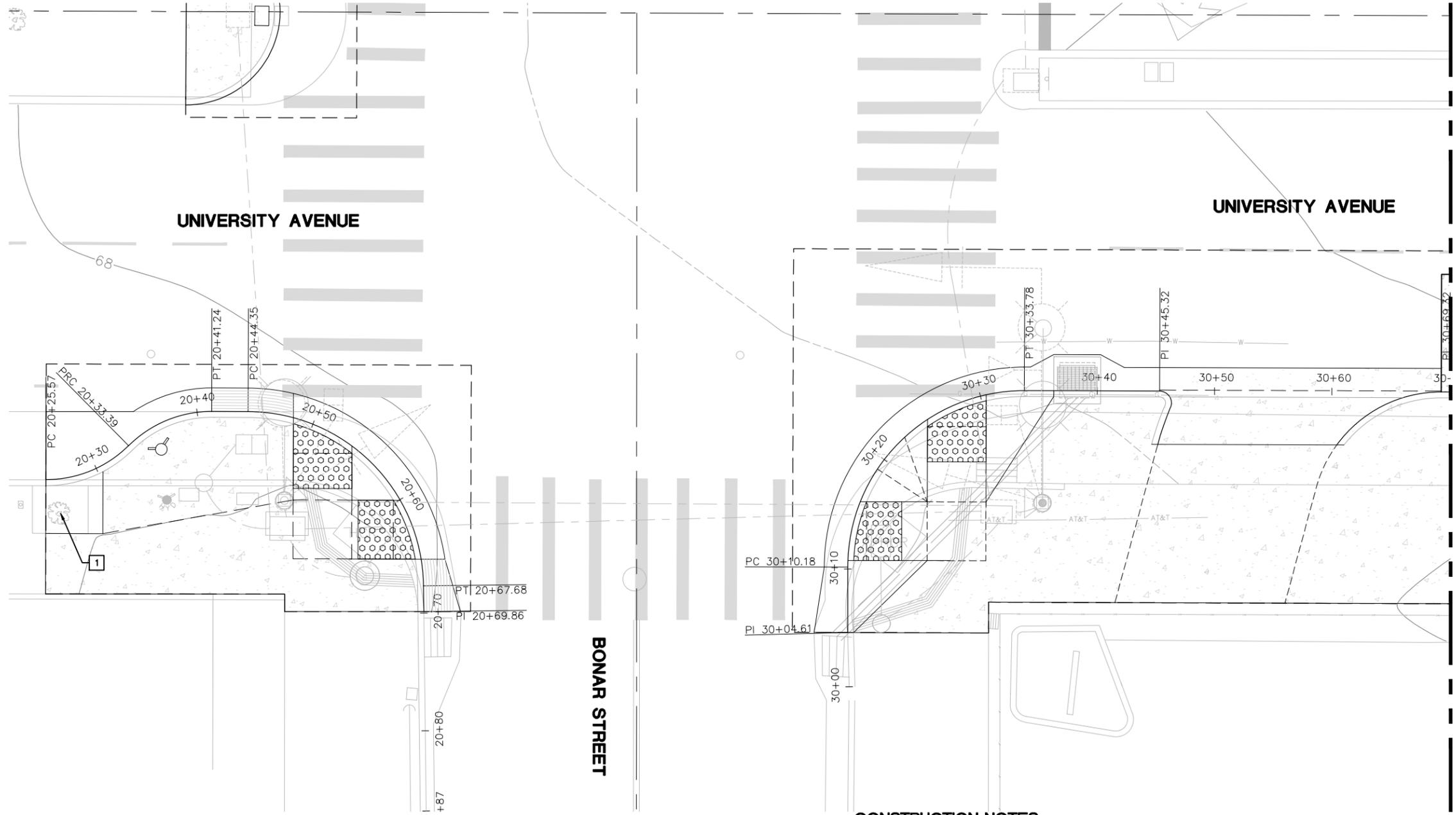
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UNIVERSITY WEST BUS STOP IMPROVEMENTS
BONAR STREET BUS BULB AND PEDESTRIAN CROSSING IMPROVEMENTS
LANDSCAPE PLAN

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN 8283
FILE 503-640
L-02
SHEET 21 OF 28

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MATCHLINE 30+70 (SEE SHEET L-04)

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- 1 PROTECT TREE, TYP



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WATERSHED REVIEW:	DATE

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CITY ENGINEER	R.C.E. EXP.

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UNIVERSITY WEST BUS STOP IMPROVEMENTS
 BONAR STREET BUS BULB AND PEDESTRIAN CROSSING IMPROVEMENTS
 LANDSCAPE PLAN

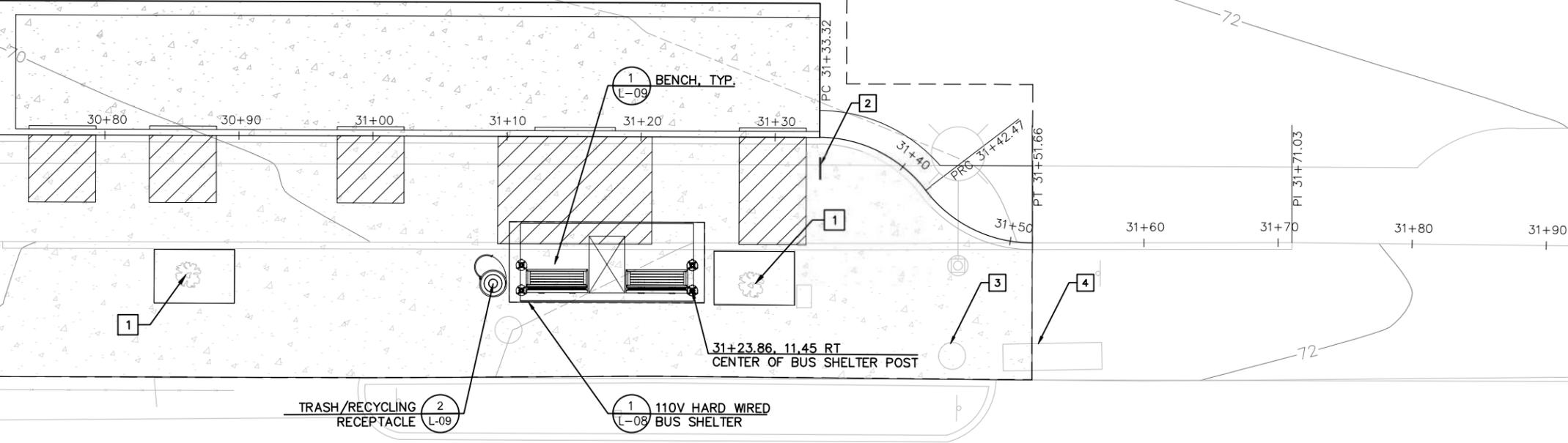
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UNIVERSITY AVENUE

MATCHLINE 30+70 (SEE SHEET L-03)



CONSTRUCTION NOTES

- 1 PROTECT TREE, TYP
- 2 CONTRACTOR MUST COORDINATE WITH AC TRANSIT TO REMOVE AND RELOCATE BUS STOP FLAGS. COORDINATE WITH SAMAH ITANI, ASSISTANT TRANSPORTATION PLANNER (SITANI@ACTRANSIT.COM) WITH 2 WEEKS NOTICE.
- 3 REMOVE, SALVAGE AND REINSTALL TRASH/RECYCLING RECEPTACLE AT LOCATION SHOWN ON SHEET L-02
- 4 REMOVE BENCH AND SALVAGE TO CITY CORPORATION YARD



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WATERSHED REVIEW:	DATE

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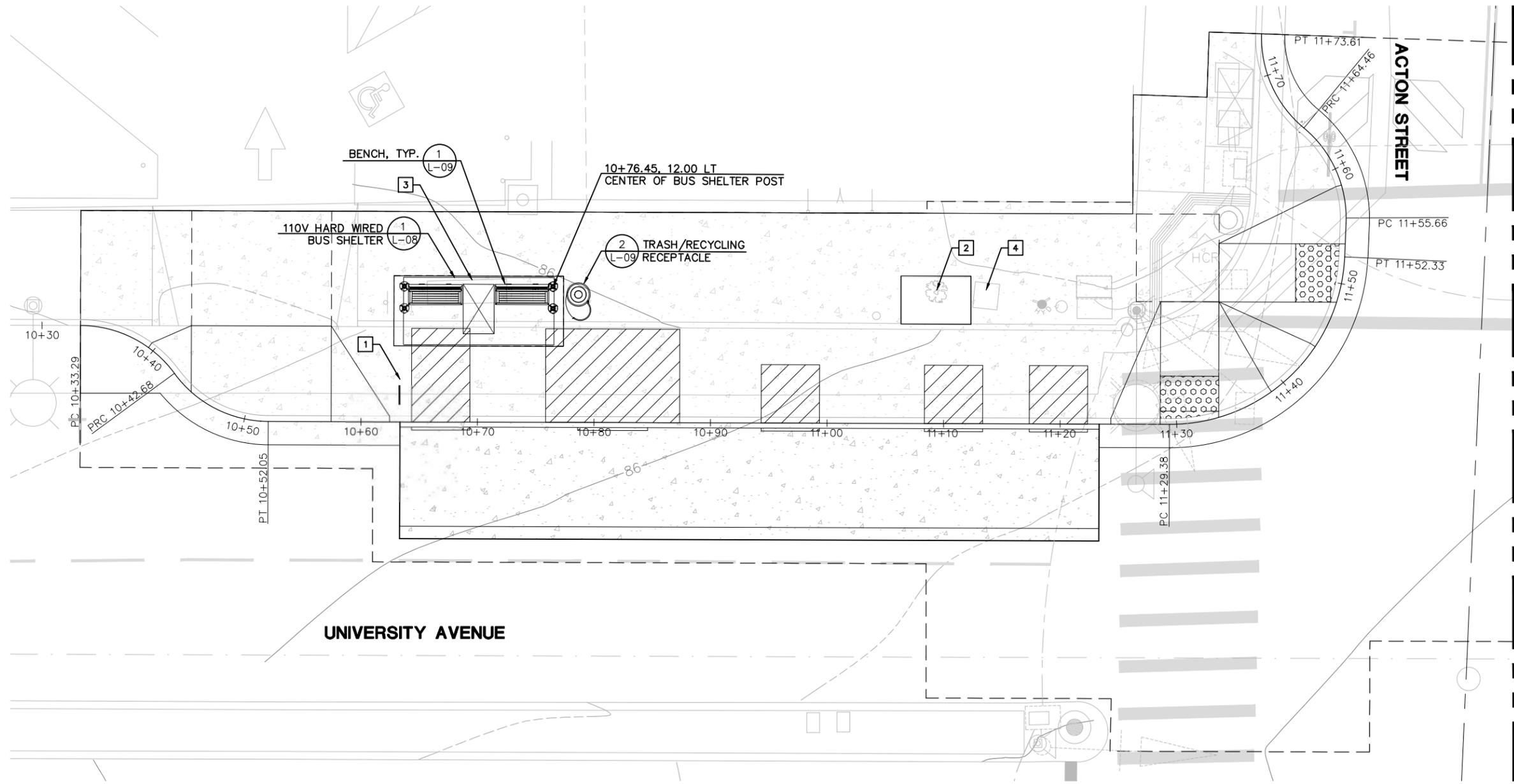
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UNIVERSITY WEST BUS STOP IMPROVEMENTS
 BONAR STREET BUS BULB AND PEDESTRIAN CROSSING IMPROVEMENTS
 LANDSCAPE PLAN

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

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- 3 PROTECT TREE, TYP
- 3 REMOVE BENCH AND SALVAGE TO CITY CORPORATION YARD
- 4 REMOVE TRASH/RECYCLING RECEPTACLE AND SALVAGE TO CITY CORPORATION YARD



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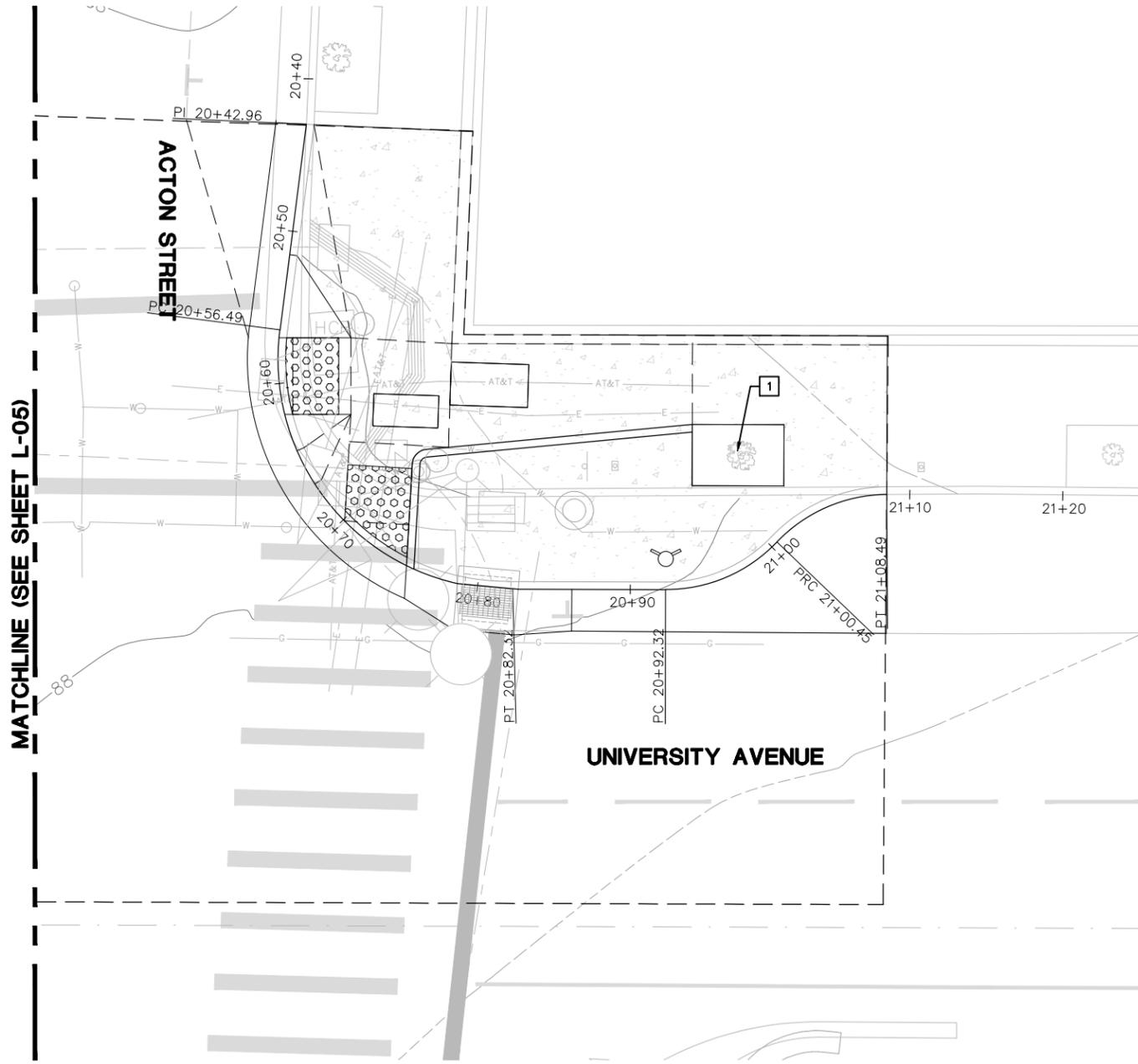
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L-05
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CONSTRUCTION NOTES

- 1 PROTECT TREE, TYP



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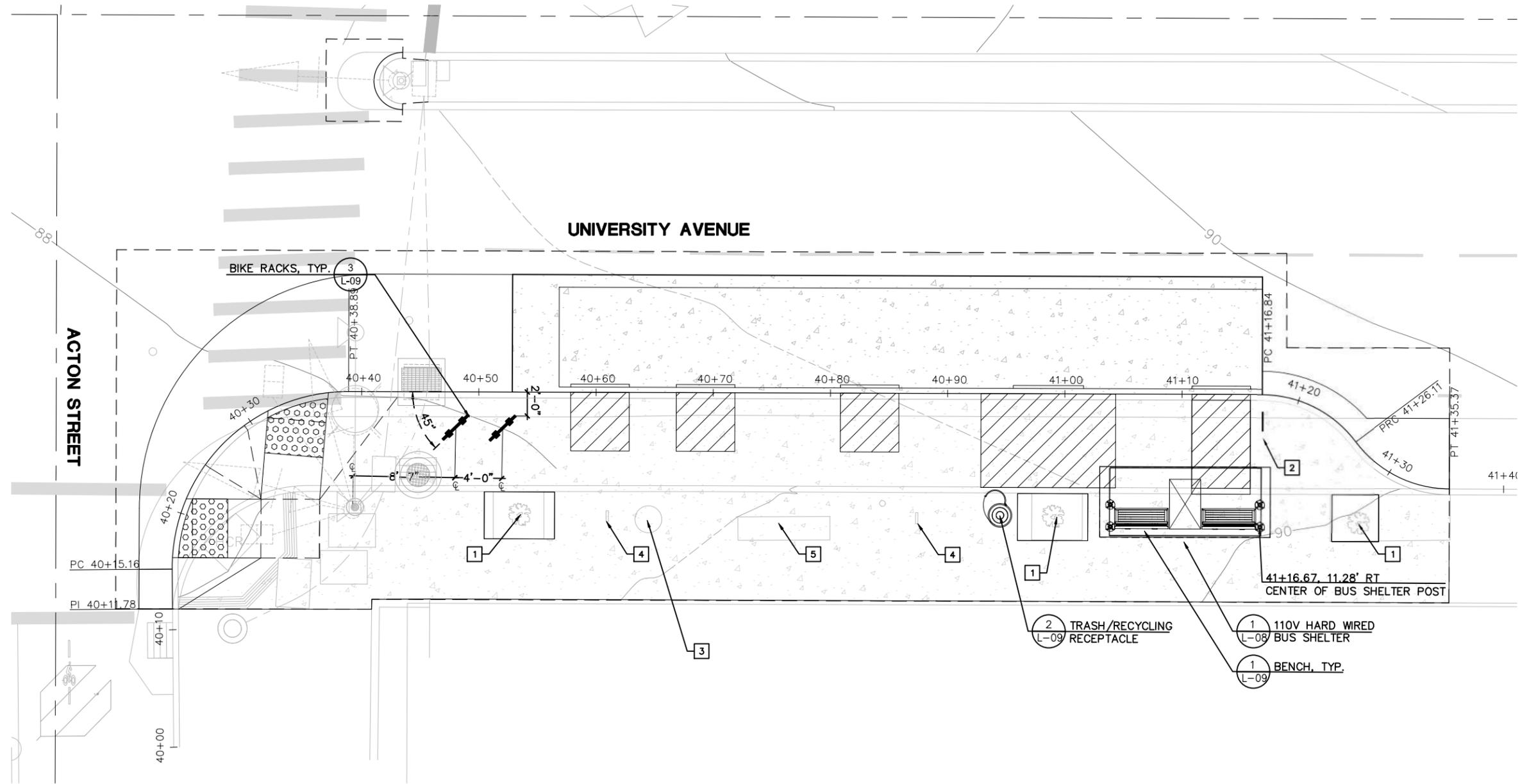
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 ACTON STREET BUS BULB AND PEDESTRIAN CROSSING IMPROVEMENTS
 LANDSCAPE PLAN

PLAN	8283
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	L-06
SHEET	25 OF 28

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CONSTRUCTION NOTES

- 1 PROTECT TREE
- 2 CONTRACTOR MUST COORDINATE WITH AC TRANSIT TO REMOVE AND RELOCATE BUS STOP FLAGS. COORDINATE WITH SAMAH ITANI, ASSISTANT TRANSPORTATION PLANNER (SITANI@ACTRANSIT.COM) WITH 2 WEEKS NOTICE.
- 3 REMOVE AND DISPOSE OF TRASH/RECYCLING RECEPTACLE
- 4 REMOVE BIKE RACK AND SALVAGE TO CITY CORPORATION YARD
- 5 REMOVE BENCH AND SALVAGE TO CITY CORPORATION YARD



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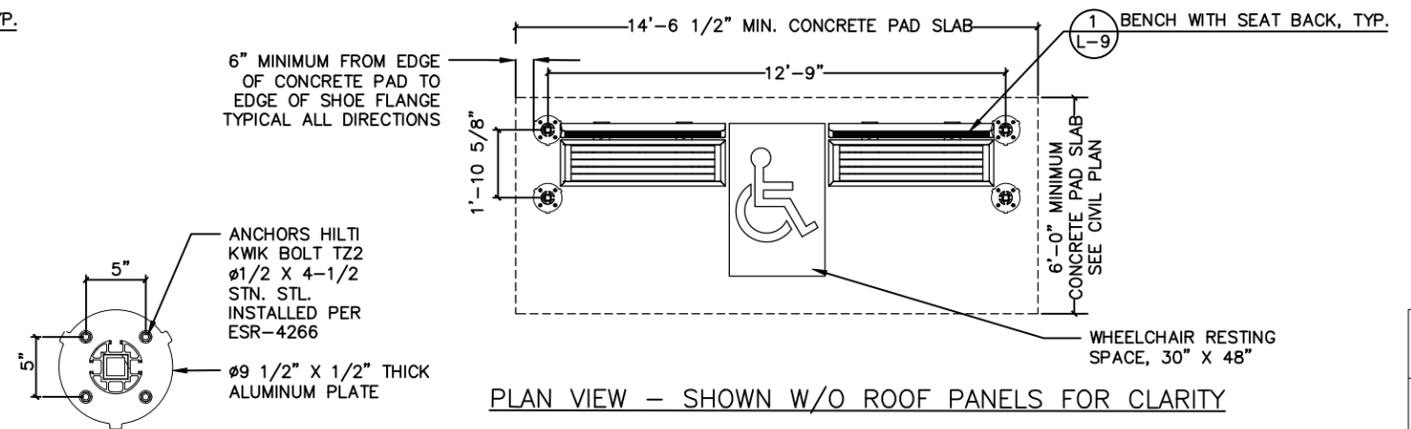
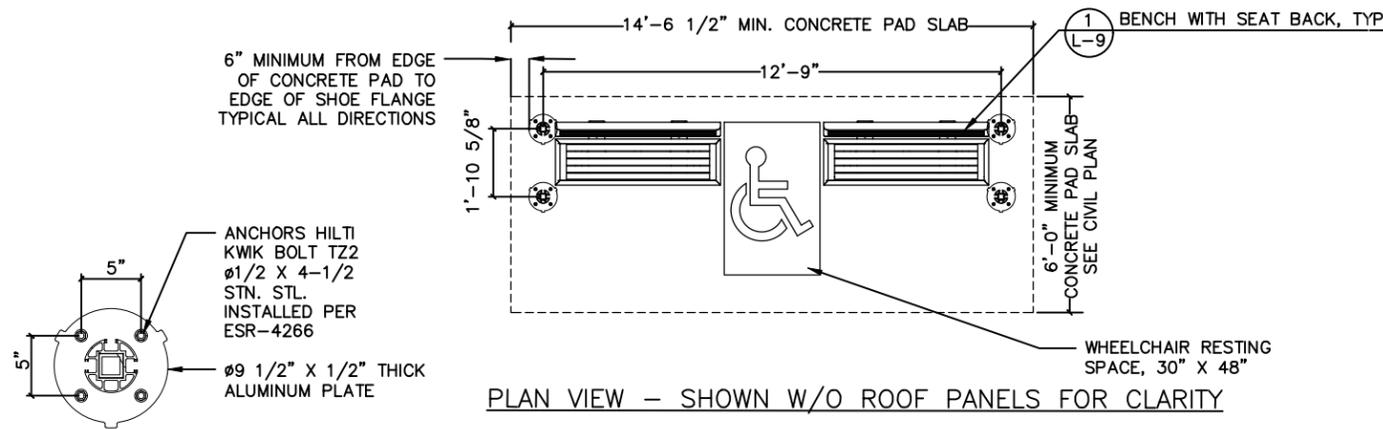
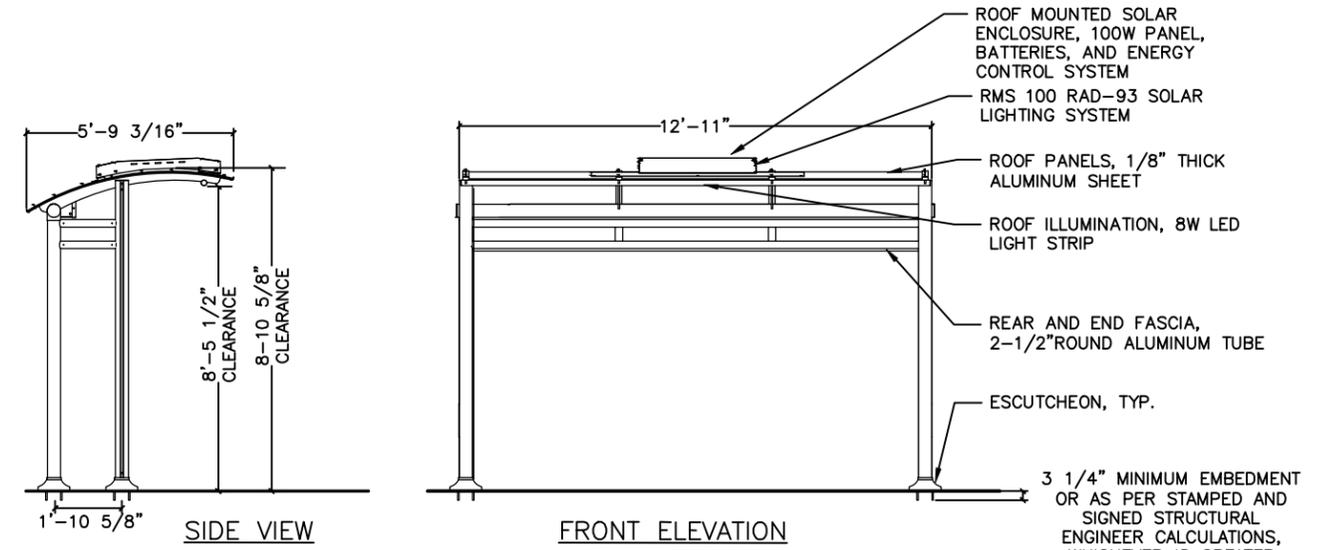
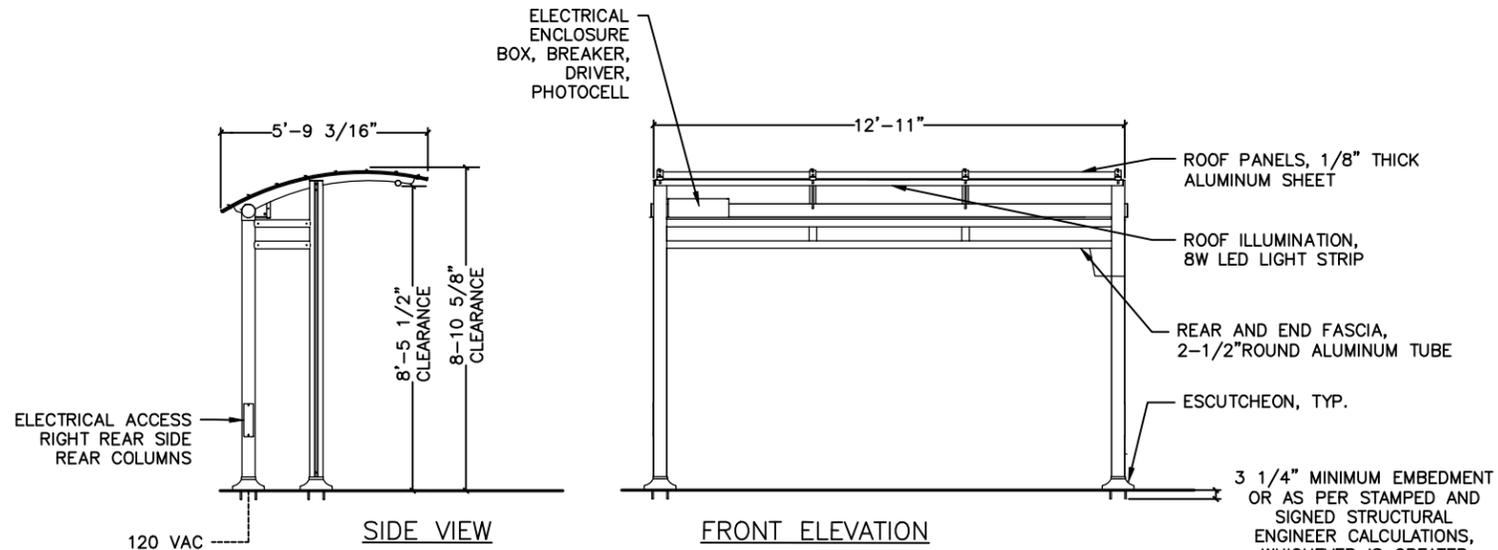
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ACTON STREET BUS BULB AND PEDESTRIAN CROSSING IMPROVEMENTS
LANDSCAPE PLAN

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FILE	503-640
SHEET	26 OF 28

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 PATRICK MERRICK, 258 MARIAH CIRCLE, CORONA, CA 92879
 PMERRICK@TOLARMFG.COM WWW.TOLARMFG.COM

TOLAR MANUFACTURING COMPANY SUNSET NON AD TRANSIT SHELTER WITH SUNSET SERIES EXTRUSION, ALUMINUM ROOF PANELS, NO WALLS, POSTS SET AT HALF SPAN, 110V LED ILLUMINATION UNDER THE SHELTER ROOF, DRAWING NUMBER 49126-00 REV. A 110 LED OR APPROVED EQUAL. REFER TO SPECIFICATIONS FOR FINISH AND OTHER DETAILS.

INSTALL PER MANUFACTURER'S INSTRUCTIONS. STAINLESS STEEL ANCHORS FOR SHELTER SURFACE MOUNTING.

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 951-547-8209 DIRECT/909-215-9848 MOBILE
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TOLAR MANUFACTURING COMPANY SUNSET NON AD TRANSIT SHELTER WITH SUNSET SERIES EXTRUSION, ALUMINUM ROOF PANELS, NO WALLS, POSTS SET AT HALF SPAN, SOLAR POWERED LED ILLUMINATION UNDER THE SHELTER ROOF, DRAWING NUMBER 49126-01 REV. A RMS 100 RAD93 OR APPROVED EQUAL. REFER TO SPECIFICATIONS FOR FINISH AND OTHER DETAILS.

INSTALL PER MANUFACTURER'S INSTRUCTIONS. STAINLESS STEEL ANCHORS FOR SHELTER SURFACE MOUNTING.

1 110V HARD WIRED BUS SHELTER
 L-08 SCALE: NTS

2 SOLAR POWERED BUS SHELTER
 L-08 SCALE: NTS



PROJECT MANAGER:	DATE
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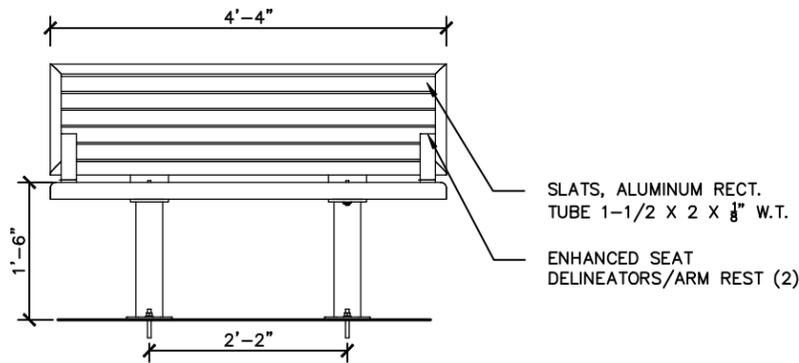
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UNIVERSITY WEST BUS STOP IMPROVEMENTS
 LANDSCAPE DETAILS

PLAN 8283
 FILE 503-640
 L-08
 SHEET 27 OF 28

APPROVAL
DESCRIPTION
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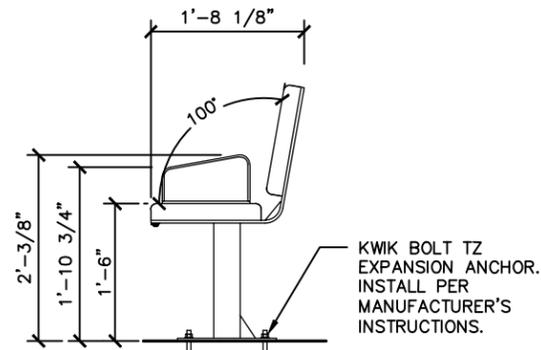


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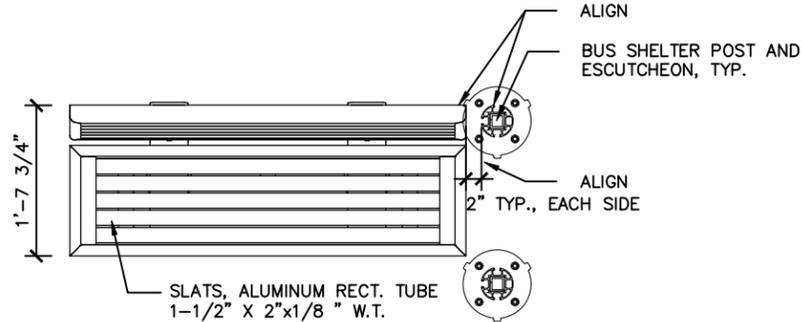
52" MESA BENCH WITH BACK, ALUMINUM SLATS, TWO RAISED ARMRESTS, DURABLE BAKED POWDER COAT FINISH TO MATCH THE SHELTER, DRAWING NUMBER 49278-00 REV. A OR APPROVED EQUAL. REFER TO SPECIFICATIONS FOR FINISH AND OTHER DETAILS.

INSTALL PER MANUFACTURER'S INSTRUCTIONS. STAINLESS STEEL ANCHORS FOR SURFACE MOUNTING.

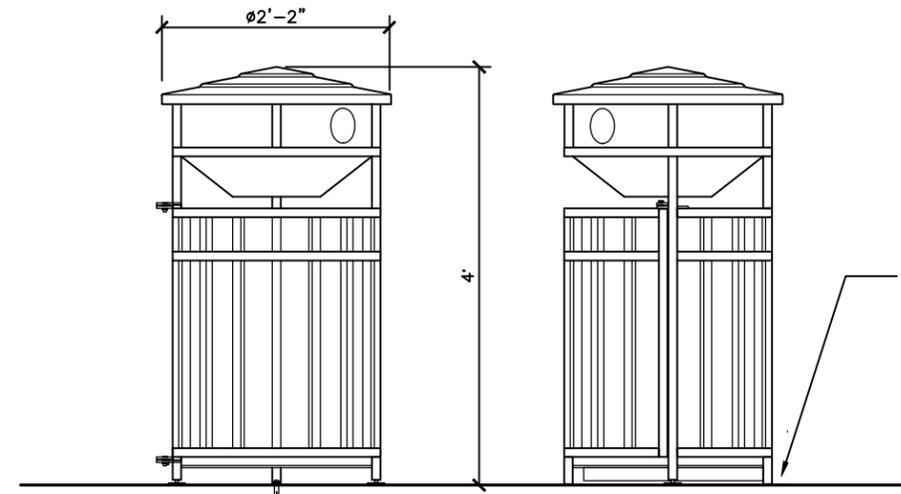
FRONT VIEW



SIDE VIEW



PLAN VIEW



FRONT VIEW

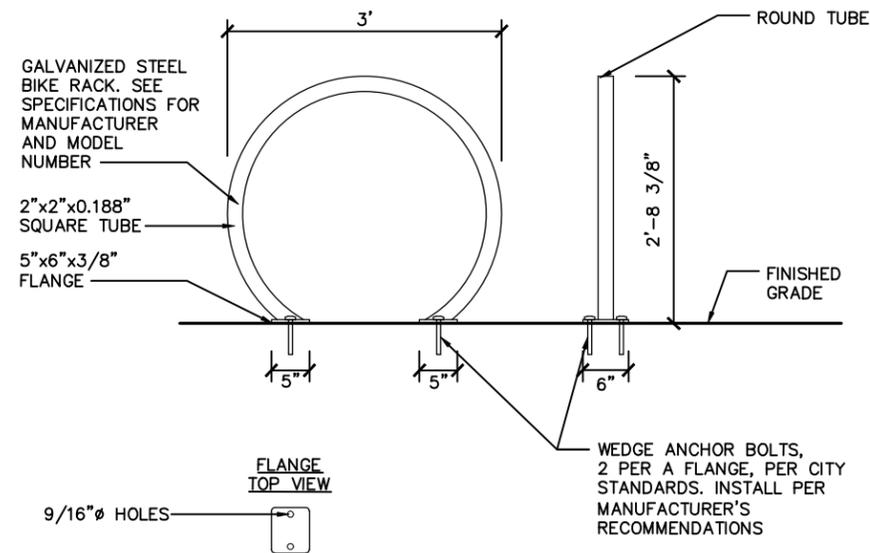
SIDE VIEW

NOTES:

1. TRASH CAN FRONT (SWING DOOR) TO BE ORIENTED TOWARDS STREET CURB. REFER TO SPECIFICATIONS.
2. DOOR SWING DIRECTION VARIES. REFER TO PLANS FOR DIRECTION OF DOOR SWING TO BE USED AND PLACED AT EACH LOCATION.
3. SEE SPECIFICATIONS FOR MANUFACTURER AND MODEL NUMBER.

1 BENCH
 L-09 SCALE: NTS

2 TRASH/RECYCLING RECEPTACLE
 L-09 SCALE: NTS



3 BIKE RACK
 L-09 SCALE: NTS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL



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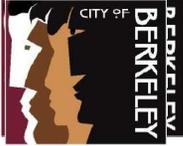
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Finance Department
General Services Division

City of Berkeley
Abstract of Bid Worksheet

Bid Date: 10/22/2024
Spec. 24-11640-C & 24-11666-C

FOR: [Southwest Berkeley Bikeway and Bus Stop Improvements](#)

	Bidders	Subtotal - Package A	Subtotal - Package B	Total Bid (Packages A+B)	Addendum #1	Experience & Financial Quals	Taxpayer ID Report	Contractor Registration (California)	Oppressive States Form	Nuclear Free Form	EBO Form	Sanctuary City Statement	Bid Bond
1	Redgwick Construction Co.	\$ 504,016.00	\$ 2,072,662.00	\$ 2,576,678.00	X	X	X		X	X	X	X	X
2	Terocons Inc.	\$ 443,973.50	\$ 1,840,895.00	\$ 2,284,868.50	X	X	X	X	X	X	X	X	X
3	Sposeto Engineering Inc.	\$ 441,518.75	\$ 1,723,842.05	\$ 2,165,360.80	X	X	X		X	X	X	X	X
4	RK Engineering Inc.	\$ 448,331.00	\$ 1,858,741.00	\$ 2,307,072.00	X	X	X	X	X	X	X	X	X
5				\$ -									
6													
7													
8													
9													
10													

Bid Recorder: Talia Stewart
Bid Opener: Clay Stilwell
Project Manager: Ken Jung

Talia Stewart
Clay Stilwell
Kenneth Jung

Date 23/10/24
Date 23/10/24
Date 22/10/24

Signature: Kenneth Jung
Kenneth Jung (Oct 22, 2024 15:00 PDT)
Email: KJung@berkeleyca.gov

Signature: Clay Stilwell
Email: CStilwell@berkeleyca.gov

Signature: Talia Stewart
Talia Stewart (Oct 23, 2024 11:10 PDT)
Email: TStewart@berkeleyca.gov

20241022-Bid Abstract SW Berkeley Bike & Bus

Final Audit Report

2024-10-23

Created:	2024-10-22
By:	Talia Stewart (TStewart@berkeleyca.gov)
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