

CITY OF SAUSALITO, CALIFORNIA

GATE 6 ROAD / BRIDGE ROAD / BRIDGEWAY AND NB US 101 ON-RAMP INTERSECTION IMPROVEMENTS

PROJECT NO: CML5098(012)

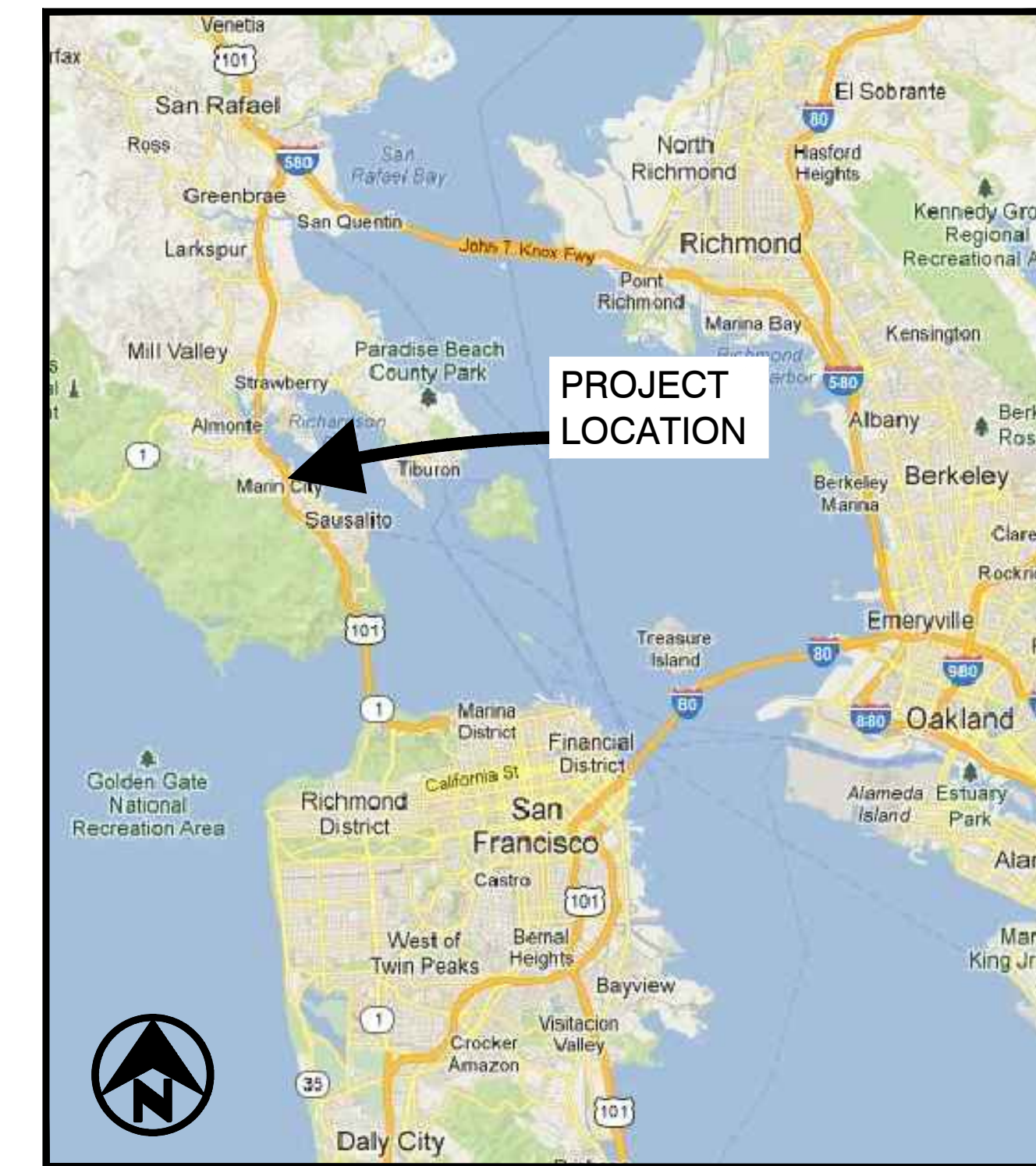
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LOCATION MAP

NOT TO SCALE



VICINITY MAP

NOT TO SCALE

PROJECT CONSULTANTS			
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APPROVED
JONATHAN GOLDMAN
CITY ENGINEER

DATE

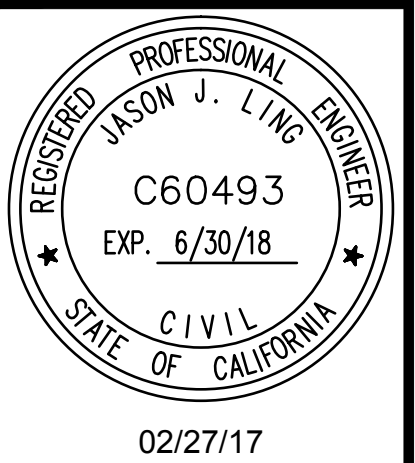


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02/27/17

GATE 6 INTERSECTION IMPROVEMENTS
TITLE SHEET
LOCATION AND VICINITY MAP

DATE: 02/27/2017
SCALE: AS SHOWN
DRAWN BY: MLK
PROJECT NO: CML5098(012)
SHEET

G-1.0

1 OF 25 SHEETS

GENERAL NOTES

1. NO WORK SHALL START UNTIL ALL NECESSARY PERMITS ARE OBTAINED FROM THE CITY OF SAUSALITO.
2. PROPOSED IMPROVEMENTS IN CITY & COUNTY RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE UNIFORM CONSTRUCTION STANDARDS, ALL CITIES AND COUNTY OF MARIN, AND SHALL MEET THE APPROVALS OF THE CITY ENGINEER OF THE CITY OF SAUSALITO. FOR DETAILS NOT SHOWN ON THESE PLANS, REFER TO THE UNIFORM CONSTRUCTION STANDARDS, CURRENT EDITION. WORK IN CALTRANS RIGHT OF WAY SHALL CONFORM TO CALTRANS STANDARDS, REVISIONS THERETO, AND THE PROJECT SPECIAL PROVISIONS.
3. ALL GENERAL CONTRACTORS AND SUBCONTRACTORS MUST HAVE A CITY OF SAUSALITO BUSINESS LICENSE.
4. CONTRACTOR IS REQUIRED TO OBTAIN AN ENCROACHMENT PERMIT FROM THE CITY OF SAUSALITO. CITY HAS OBTAINED ENCROACHMENT PERMITS FROM COUNTY (NO. 16-603A) AND CALTRANS (NO. 0414-NSN1454 & 0416-NRT2594). CONTRACTOR SHALL CONFORM TO ALL REQUIREMENTS OF EACH ENCROACHMENT PERMIT.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING A PERMIT COPY OF CONSTRUCTION PLANS AND PERMITS AT THE PROJECT SITE DURING CONSTRUCTION.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ROADS OR ADJACENT PUBLIC OR PRIVATE PROPERTY CAUSED BY CONSTRUCTION RELATED WORK, AND SHALL BE RESPONSIBLE FOR ANY OTHER WORK REQUIRED TO PREVENT SUCH DAMAGE.
7. CONTRACTOR SHALL PROVIDE AND MAINTAIN VEHICULAR, BICYCLE, AND PEDESTRIAN TRAFFIC ON ALL EXISTING STREETS DURING CONSTRUCTION. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN TO BE APPROVED BY THE CITY AND CALTRANS.
8. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICES ALERT (U.S.A) AT (800) 227-2600 AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION. CONTACTING U.S.A. DOES NOT RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITY TO DETERMINE LOCATION AND DEPTH OF BURIED UTILITIES.
9. ANY POTHOLING SHALL BE DONE BY THE VACUUM TYPE METHOD, NOT WITH HEAVY EXCAVATION EQUIPMENT.
10. ALL EXCAVATIONS 5 FEET IN DEPTH OR GREATER SHALL BE SHORED AND BRACED ACCORDING TO OSHA REGULATIONS.
11. THE REMOVAL AND DISPOSAL OF DEMOLITION ITEMS (POWER POLES, FENCES, RETAINING WALLS, TREES, STRUCTURES, PIPELINES, ETC.) SHALL BE AT THE CONTRACTOR'S EXPENSE.
12. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ALL DEMOLITION AND CONSTRUCTION STAGING AMONG ALL ADJACENT PROJECTS, INCLUDING BUT NOT LIMITED TO TRAFFIC HANDLING, CURB RETURNS, UTILITIES, TRAFFIC SIGNALS AND DRAINAGE.
13. ALL DEBRIS AND UNSUITABLE MATERIAL WITHIN THE AREA OF WORK, WHICH IS NOT INCORPORATED IN THE WORK, SHALL BE REMOVED TO A LEGAL DUMPSITE AT THE EXPENSE OF THE CONTRACTOR.
14. STREET SIGNAGE SHALL BE MAINTAINED UNTIL RELOCATION OR ALTERNATE SIGNAGE IS INSTALLED AND APPROVED OR REMOVAL IS AUTHORIZED BY THE CITY IN ACCORDANCE WITH APPLICABLE LAW.
15. THE CONTRACTOR SHALL EXERCISE CARE WHEN WORKING NEAR EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ALL DAMAGE, BREAKAGE OR LEAKS CAUSED BY HIS WORK.
16. PIPE INSTALLED WITH THIS PROJECT SHALL BE AS SPECIFIED ON THESE PLANS.
17. EXISTING CONTOURS SHOWN ARE INTERPRETED FROM THE FIELD SURVEY'S EXISTING SPOT ELEVATIONS.
18. THE CONTRACTOR SHALL CONFIRM BY POTHOLING PROPOSED STORM DRAIN PIPE ALIGNMENTS ARE FREE OF OBSTRUCTIONS. NOTIFY ENGINEER IF OBSTRUCTIONS ARE ENCOUNTERED.
19. THE CONTRACTOR SHALL NOT TURN OFF ANY VALVES OR MAKE ANY CONNECTIONS TO THE EXISTING DOMESTIC WATER DISTRIBUTION SYSTEM WITHOUT WRITTEN CONSENT OF THE MARIN MUNICIPAL WATER DISTRICT. CONNECTIONS REQUIRING SHUTDOWN OF THE EXISTING SYSTEMS SHALL BE DONE BETWEEN THE HOURS OF MIDNIGHT AND 6 A.M. OR AS DIRECTED BY THE CITY ENGINEER.
20. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR FURTHER EXPLANATION AS MAY BE NECESSARY PRIOR TO CONSTRUCTION.
21. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN CONSENT OF THE ENGINEER AND CITY ENGINEER.
22. WHERE A CONFLICT OCCURS BETWEEN THE PROJECT SPECIFICATIONS, THE UNIFORM CONSTRUCTION STANDARDS, CALTRANS STANDARD SPECIFICATION AND STANDARD PLANS, AND RECOMMENDATIONS BY THE CONTRACTOR, THE MOST STRINGENT SHALL APPLY.
23. ALL QUANTITIES AND PAY ITEMS ARE AND WILL BE BASED ON HORIZONTAL MEASUREMENTS.
24. CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, MARKINGS, BARRICADES, FLAGMAN, OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY AS REQUIRED, OR AS DIRECTED BY CITY ENGINEER. THE CONTRACTOR SHALL PROVIDE THE CITY ENGINEER WITH A TRAFFIC CONTROL PLAN FOR THE PORTIONS OF WORK WHICH WILL REQUIRE LANE CLOSURES OR DETOURS. THIS PLAN SHALL BE SUBMITTED FOUR WEEKS IN ADVANCE OF THESE CONSTRUCTION ACTIVITIES FOR CITY & CALTRANS REVIEW AND APPROVAL.
25. CONTRACTOR SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE STATE, COUNTY, CITY AND OSHA CONSTRUCTION SAFETY ORDERS.
26. ALL CONSTRUCTION EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES SHALL BE MUFFLED AND MAINTAINED. STATIONARY NOISE-GENERATING CONSTRUCTION EQUIPMENT, SUCH AS AIR COMPRESSORS, SHALL BE LOCATED AS FAR AWAY AS POSSIBLE FROM EXISTING RESIDENCES.
27. ALL STORM DRAIN INLETS MUST BE LABELED "NO DUMPING - DRAINS TO BAY" USING APPROVED METHODS.
28. ALL EROSION CONTROL MEASURES SHALL BE IN PLACE BY START OF CONSTRUCTION AND MUST BE MAINTAINED AND OPERATIONAL UNTIL THE COMPLETION OF CONSTRUCTION ACTIVITIES.
29. ALL GRADING ACTIVITIES SHALL COMPLY WITH THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND EROSION CONTROL PLAN. THE CONTRACTOR SHALL MEET AND FOLLOW ALL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION. CONTRACTOR SHALL PREPARE AND OBTAIN APPROVAL OF A SWPPP FOR THE PROJECT.
30. ALL EXISTING UTILITIES AND IMPROVEMENTS THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THE SATISFACTION OF THE CITY ENGINEER, AND THE UTILITY OWNER AT THE CONTRACTOR'S SOLE EXPENSE.
31. ALL WORK AND NOISE CREATED BY THIS PROJECT, INCLUDING BUT NOT LIMITED TO, WARMING OF EQUIPMENT MOTORS IN RESIDENTIAL ZONES, OR WITHIN FIVE HUNDRED (500) FEET OF ANY RESIDENTIAL OCCUPANCY, SHALL BE LIMITED TO THE HOURS OF 8:00 AM TO 6:00 PM WEEKDAYS, AND SATURDAYS 9:00 AM TO 5:00 PM UNLESS OTHER HOURS ARE APPROVED BY THE CITY ENGINEER, AND UPON RECEIPT OF EVIDENCE THAT AN EMERGENCY EXISTS WHICH WOULD CONSTITUTE A HAZARD TO PERSONS OR PROPERTY. SEE ALSO NOTE 38.
32. STOCKPILING OF MATERIALS SHALL BE SUBJECT TO CITY APPROVAL AND SHALL BE REMOVED OR RELOCATED WHEN REQUIRED FOR PUBLIC HEALTH AND SAFETY.
33. THE LOCATION AND SIZES OF THE UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE OR SCHEMATIC IN NATURE USING INFORMATION FURNISHED BY THE RESPECTIVE AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITY INFORMATION AND TAKING PROPER PRECAUTIONS TO PROTECT EXISTING UTILITIES. UTILITIES SHALL BE FIELD-VERIFIED BY POTHOLING PRIOR TO COMMENCING ANY GRADING, DEMOLITION, TRENCHING OR ROAD EXCAVATION.
34. THE CONTRACTOR SHALL TAKE PRECAUTIONARY MEASURES TO PROTECT UTILITY LINES AND STRUCTURES SHOWN AS WELL AS ANY AND ALL OTHERS NOT OF RECORD OR NOT SHOWN ON THESE DRAWINGS. EXISTING UTILITY SERVICE LATERALS ARE SPECIFICALLY NOT SHOWN ON THESE DRAWINGS AND ARE TO BE PROTECTED BY THE CONTRACTOR.
35. ALL EXISTING SURVEY MONUMENTS SHALL BE PRESERVED. ANY MONUMENT DISTURBED WITHOUT THE WRITTEN CONSENT OF THE CITY SURVEYOR MAY INCUR A FINE OF UP TO \$5000. CONTRACTOR SHALL ARRANGE AND PAY FOR PREVIOUS STRUCTURE REFERENCING AND REPLACEMENT OF ANY MONUMENT WHICH MAY BE DISTURBED BY HIS WORK. REFER TO SECTION 8771 OF THE BUSINESS AND PROFESSIONS CODE.
36. THE CONTRACTOR SHALL NOT DESTROY ANY PERMANENT SURVEY POINTS WITHOUT THE CONSENT OF THE CITY ENGINEER. ANY PERMANENT MONUMENT OR BENCHMARK DESTROYED SHALL BE REPLACED BY A LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE. THE PROJECT SURVEYOR SHALL FILE A CORNER RECORD WITH THE COUNTY AT THE CONTRACTOR'S EXPENSE. IN THE EVENT THE SURVEY IS DONE BY THE CONTRACTOR, MONUMENTS WITH THE POTENTIAL TO BE IMPACTED BY THE WORK SHALL BE REFERENCED AND RECORDS FILED (BY THE CONTRACTOR'S SURVEYOR) WITH THE COUNTY SURVEYOR. PRIOR TO THE START OF ANY EXCAVATION AT THE SITE, COPIES OF THE RECORDED DOCUMENTS SHALL BE DELIVERED TO THE CITY SURVEYOR.
37. CURB RAMPS: DETECTABLE SURFACE SHALL BE ARMOR-TILE ADA-C, YELLOW COLOR NO. 33538, FED-STD-395.
38. WORK ON COUNTY PROPERTY SHALL BE LIMITED TO WORK HOURS STIPULATED IN COUNTY ENCROACHMENT PERMIT.

REVISIONS

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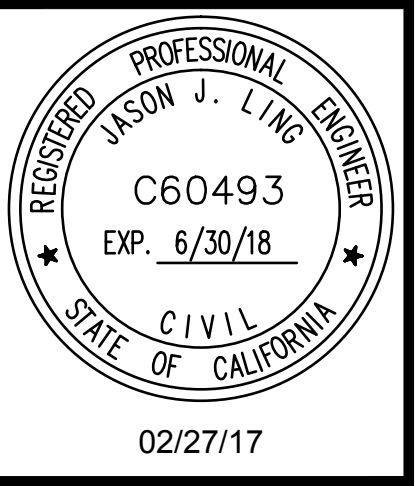


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**GATE 6 INTERSECTION
IMPROVEMENTS**

GENERAL NOTES

DATE: 02/27/2017

SCALE: AS SHOWN

DRAWN BY: MLK

PROJECT NO: CML5098(012)

SHEET

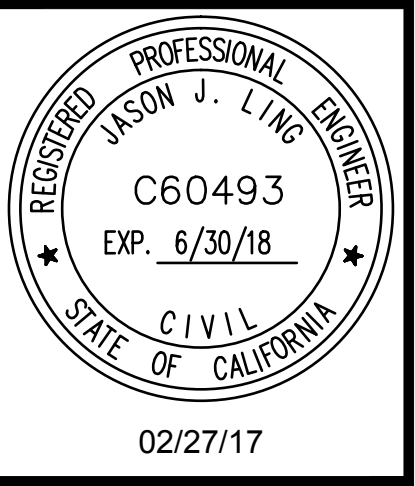
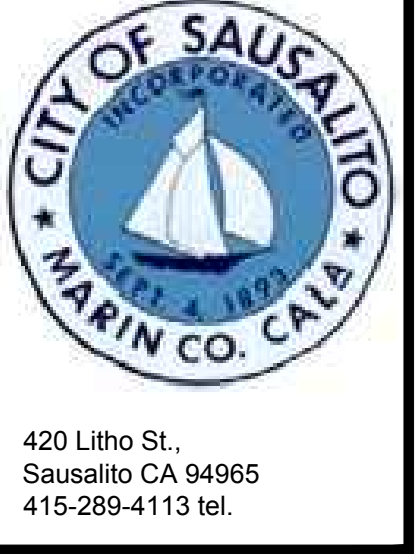
G-1.1

SYMBOLS & LEGEND

SYMBOL		LEGEND	SYMBOL		LEGEND	SYMBOL		LEGEND	ABBREVIATION:	
EXISTING	PROPOSED		EXISTING	PROPOSED		EXISTING	PROPOSED			
× 157.7	× 158.5	SPOT ELEVATION	CS	CS	COMBINED SEWER SERVICE / MAIN	=====	=====	CURB	AC	ASPHALT CONCRETE
		CATCH BASIN			COMBINED SEWER BOX	=====	=====	CURB & GUTTER	BKW	BACK OF WALK
		SAND TRAP	SD	SD	STORM DRAIN	-----99-----	-----99-----	(E) CONTOURS	CC	CENTER OF CIRCLE
		SIGN	SD	VCP-SD	VITRIFIED CLAY PIPE - STORM DRAIN	-X-X-	-X-X-	(E) FENCE	CONC	CONCRETE
		ROAD SIGN	SD	UD	UNDER DRAIN	-----	-----	R/W	CP	CONTROL POINT
		MANHOLE/MANWAY	JT	JT	JOINT TRENCH UTILITIES	-W-W-	-W-W-	LIMIT OF WORK	(E)	EXISTING
		CLEANOUT/VENT	SS	SS	SANITARY SEWER SERVICE / MAIN	TV	TV	WATER SERVICE	EF	EACH FACE
		WATER METER	G	G	GAS	2GAS	2GAS	COMCAST	EP	EDGE OF PAVEMENT
		FIRE HYDRANT	GST	GST	UNDERGROUND GST	18SS	18SS	2in GAS LINE	FF	FINISH FLOOR
		ELECTRICAL MANHOLE OR HANDHOLE	HHP	HHP	HETCH HETCHY POWER			18in SANITARY SEWER	FG	FINISH GRADE
		POST OR GUARD POST	HVE	HVE	HIGH VOLTAGE ELECTRIC				FL	FLOW LINE
		VALVE AND CORP. STOP	LPW	LPW	LOW PRESSURE WATER				FP	FINISH PAVEMENT
		COMBINATION AIR RELEASE VALVE	HPW	HPW	HIGH PRESSURE WATER				FNC	FENCE
		BLOWOFF	FW	FW	FIRE WATER				FH	FIRE HYDRANT
		CATHODIC PROTECTION TEST STATION	DW	DW	DOMESTIC WATER				GB	GRADE BREAK
		NEW GATE VALVE	RWL	RWL	RECLAIMED WATER LINE				INV	INVERT
		REDUCER	MCI	MCI	UNDERGROUND MCI				MDD	MAXIMUM DRY DENSITY
		SLOPE WITH FLOW DIRECTION	MFN	MFN	UNDERGROUND MFN				MH	MANHOLE
		ASPHALT CONCRETE PAVEMENT	MFS	MFS	UNDERGROUND MFS				(N)	NEW
		CONCRETE SIDEWALK	MSN	MSN	UNDERGROUND MSN				NIC	NOT IN CONTRACT
		TRUNCATED DOMES	NXLK	NXLK	UNDERGROUND NEXTLINK				OFF	OFFSET
		GRANITE CURB & CONC GUTTER/ CONCRETE CURB AND GUTTER	PCB	PCB	UNDERGROUND PACBELL				OG	ORIGINAL GRADE
		CHAIN LINK FENCE	SPR	SPR	UNDERGROUND SPRINT				PPB	PEDESTRIAN PUSH BUTTON
		STRUCTURE, BUILDING OR FACILITY	TCG	TCG	UNDERGROUND TCG				PCC	PORTLAND CEMENT CONCRETE
		CONTOUR LINE							RW	RETAINING WALL
		EMBANKMENT AND SLOPE							R/W	RIGHT OF WAY
		DRAINAGEWAY OR DITCH							S	SLOPE
		GUY ANCHOR							SED	SEE ELECTRICAL DRAWINGS
		LIGHT POLE/UTILITY POLE (SEE POLE SCHEDULE)							STA	STATION
		UTILITY POLE/LIGHT POLE (SEE POLE SCHEDULE)							SD	STORM DRAIN
		COMBINATION POLE							SDI	STORM DRAIN INLET
		DECIDUOUS TREE							SS	SANITARY SEWER
		TREE LOCATION							SSCO	SANITARY SEWER CLEANOUT
									S/W	SIDEWALK
									TBR	TO BE REMOVED
									TC	TOP OF CURB
									TW	TOP OF WALL
									UON	UNLESS OTHERWISE NOTED
									WV	WATER VALVE
									W	WATER

- NOTES:**
- SYMBOLS ON THIS SHEET APPLY ONLY TO THE CIVIL DRAWINGS. REFER TO OTHER DISCIPLINES FOR APPLICABLE SYMBOLS NOT PROVIDED HERE.
 - THIS IS A STANDARD SYMBOL SHEET, THEREFORE, SOME SYMBOLS MAY APPEAR ON THIS SHEET AND MAY NOT BE UTILIZED ON THIS PROJECT.

REVISIONS

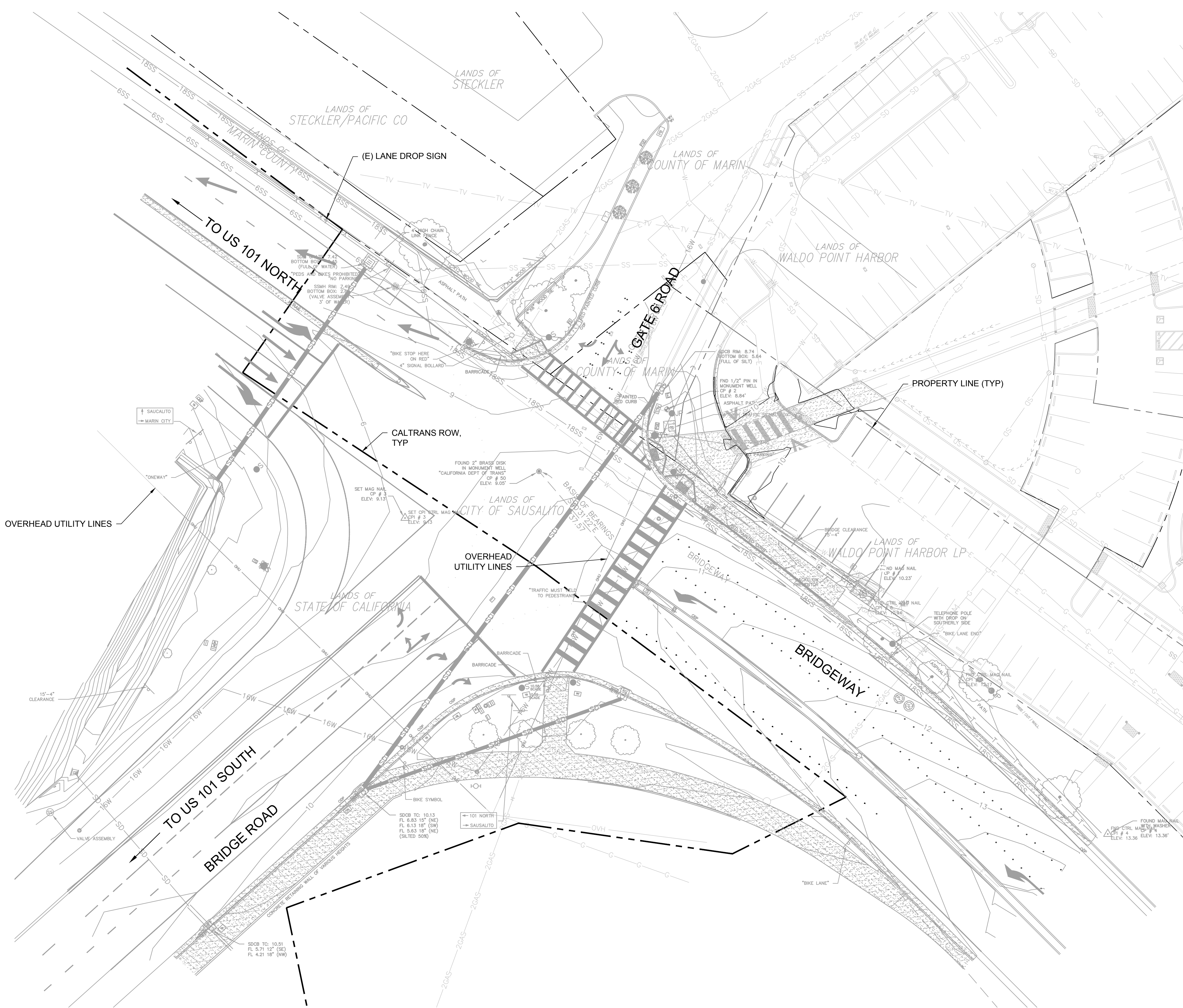


GATE 6 INTERSECTION IMPROVEMENTS SYMBOLS AND LEGEND

DATE:	02/27/2017
SCALE:	AS SHOWN
DRAWN BY:	MLK
PROJECT NO:	CML5098(012)
SHEET	

C-1.1

U:\Projects\130319 Gate 6 Intersection\Drawings\01 Sheets\04 C-1.2 EXISTING CONDITIONS.dwg



A EXISTING CONDITIONS PLAN
C-1.2 SCALE: 1" = 20'

SURVEY NOTES:

BENCHMARK
 CINQUINI & PASSARINO, INC. CONTROL PT NO. 2, A FOUND 1/2" STAINLESS STEEL ROD IN A STANDARD MONUMENT WELL WITH A 5" LOGO CAP, BEING NATIONAL GEODETIC SERVICE BENCHMARK F 1444 (PID HT 3533). ELEVATION 8.84 FEET NAVD 88.

BASIS OF BEARINGS
 THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE 2, NAD 83, EPOCH 2011.00 AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS GLOBAL POSITIONING SYSTEMS (CGPS) STATION TIBB AND STATION P224; BEING SOUTH 81°35'58" EAST AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC).

SURVEYOR'S STATEMENT
 THIS MAP REPRESENTS A FIELD SURVEY MADE BY ME OR UNDER MY DIRECTION ON APRIL 24, 2013 AND REPRESENTS THE VISUAL SURFACE CONDITIONS AS OF AFORESAID DATE.

ORIGINAL SIGNED BY:
 Anthony G. Cinquini P.L.S. 8614

- NOTES:**
- SEE SHEET G-1.1 FOR LEGEND AND ABBREVIATIONS.
 - DRAWING PREPARED BASED ON THE SURVEY DATA PREPARED BY: CINQUINI & PASSARINO, INC., DATED APRIL 24, 2013.
 - UNDERGROUND UTILITIES SHOWN ARE BASED ON RECORD INFORMATION AND HAVE NOT BEEN VERIFIED. CONTRACTOR TO LOCATE AND VERIFY BY POTHOLING ALL UTILITIES ALONG PROPOSED UTILITY ROUTES.

REVISIONS

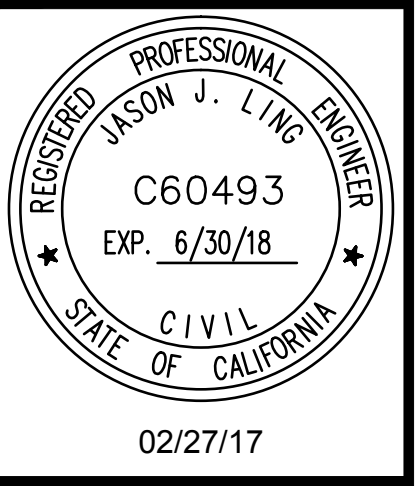
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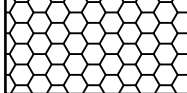
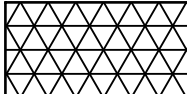
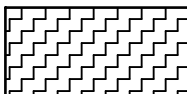
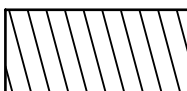


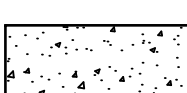



DATE: 02/27/2017
 SCALE: AS SHOWN
 DRAWN BY: MLK
 PROJECT NO: CML5098(012)
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GATE 6 INTERSECTION IMPROVEMENTS
 EXISTING CONDITIONS

DATE: 02/27/2017
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 SHEET

LEGEND

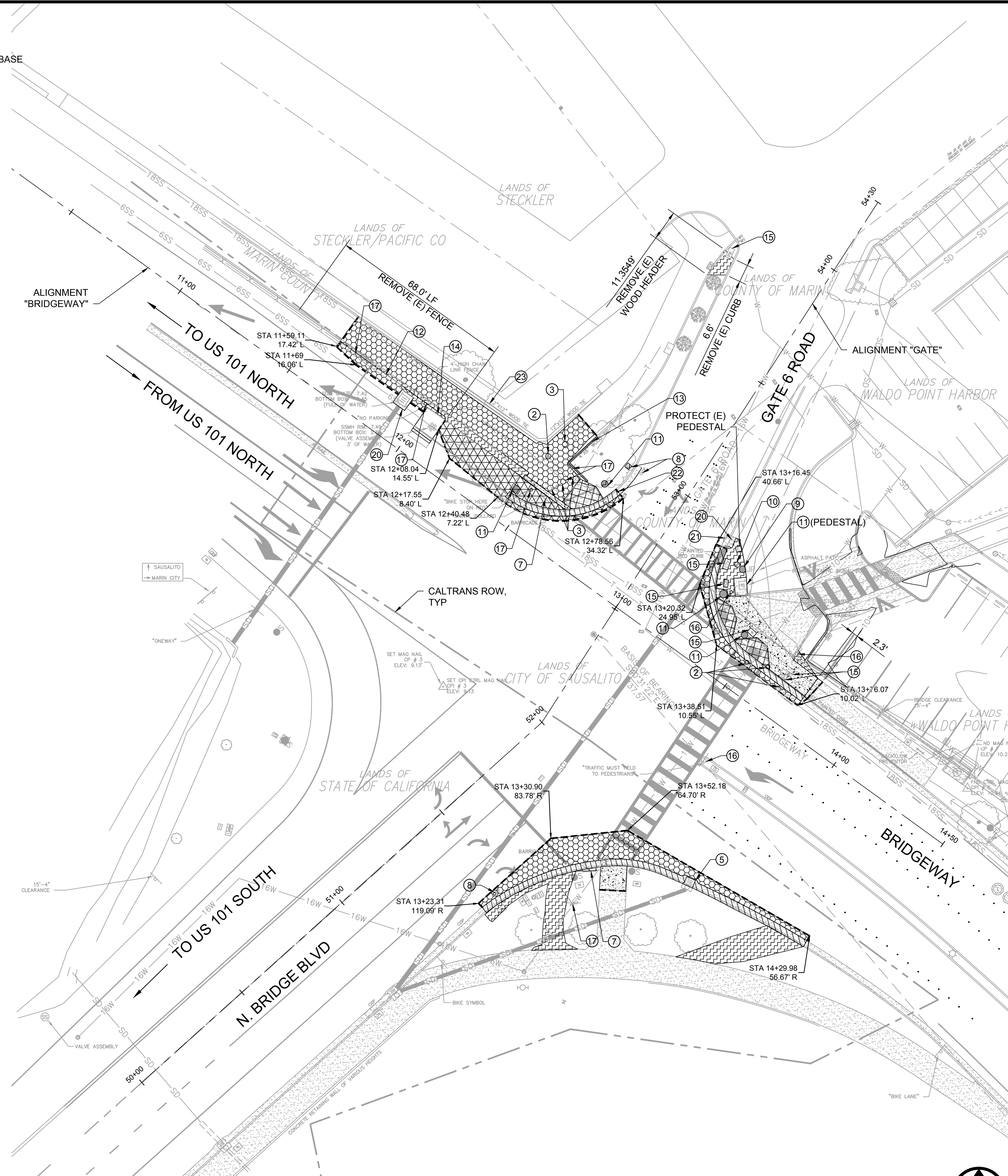
-  REMOVE (E) ASPHALT CONCRETE & AGGREGATE BASE
-  REMOVE (E) PAVEMENT
-  REMOVE (E) PLANTING
-  REMOVE (E) CURB & GUTTER
-  REMOVE (E) CURB RAMP
-  REMOVE (E) WOOD TIE
-  REMOVE (E) CONCRETE
-  SAWCUT LINE

KEYNOTES

- ① PROTECT (E) UTILITY BOX
- ② ADJUST (E) UTILITY VALVE COVER TO FINISH GRADE
- ③ REMOVE (E) BOLLARDS
- ④ NOT USED
- ⑤ REMOVE (E) DI
- ⑥ REMOVE (E) SIGN
- ⑦ REMOVE BARRICADE AND RELOCATE SIGN
- ⑧ PROTECT (E) LID
- ⑨ PROTECT (E) JOINT POLE
- ⑩ PROTECT (E) MONUMENT, ADJUST COVER TO NEW FINISH GRADE
- ⑪ PROTECT (E) TRAFFIC SIGNAL
- ⑫ REMOVE (E) CHAIN LINK FENCE
- ⑬ REMOVE (E) WOOD HEADER
- ⑭ PROTECT (E) CONCRETE SEWER VAULT
- ⑮ ADJUST (E) UTILITY BOX TO FINISH GRADE
- ⑯ PROTECT (E) SIGN IN PLACE
- ⑰ RELOCATE (E) SIGN, SEE SHEET C-3.2
- ⑱ NOT USED
- ⑲ RELOCATE (E) TRAFFIC SIGNAL BOX, SEE SIGNAL AND LIGHTING PLAN FOR LOCATION
- ⑳ PROTECT (E) DRAINAGE INLET, SEE NOTE 18
- ㉑ PROTECT (E) CURB & GUTTER
- ㉒ REMOVE (E) CURB & GUTTER, SEE NOTE 19
- ㉓ PROTECT (E) WOOD TIE

NOTES:

- 1. SEE SHEET C-1.4 FOR ALIGNMENT DATA.
- 2. STA 10+00 TO STA 14+50 ARE FOR ALIGNMENT "BRIDGEWAY". STA 50+00 TO STA 54+30 ARE FOR ALIGNMENT "GATE"



DEMOLITION NOTES:

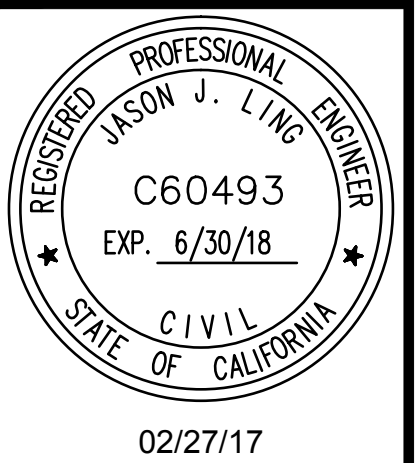
1. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE DUE TO CONTRACTOR OPERATIONS.
2. THIS DEMOLITION PLAN IS NOT INTENDED TO DETERMINE THE METHOD, DETAILS AND/OR MEANS OF PERFORMING THE DEMOLITION WORK. THIS PLAN MAKES NO INQUIRY OR DETERMINATION AS TO THE EXISTENCE OF HAZARDOUS OR TOXIC MATERIALS EXISTING ON SITE. IT IS RECOMMENDED THAT AN INDEPENDENT INQUIRY BE PERFORMED PRIOR TO DEMOLITION WORK TO DETERMINE THE EXISTENCE OF ANY POTENTIAL HAZARDOUS OR TOXIC RISK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UNDERGROUND UTILITIES, WHETHER SHOWN ON THESE PLANS OR NOT, PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION WORK. IN ADDITION TO OBTAINING USA MARKINGS, CONTRACTOR SHALL POTHOLE EXISTING UTILITIES ALONG PROPOSED UTILITY ALIGNMENTS TO CONFIRM NO CONFLICTS.
4. ALL EXISTING UTILITIES AND APPURTENANCES THERETO SERVING ANY EXISTING STRUCTURE OR BUILDINGS ARE TO REMAIN AND SHALL BE PROTECTED IN PLACE UNLESS DIRECTED TO BE REMOVED AND REPLACED ELSEWHERE ON THESE PLANS.
5. THE FINISHED GROUND SURFACE SHALL BE LEFT IN A SMOOTH, UNIFORM GRADED CONDITION.
6. DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS SHALL BE CONDUCTED IN A MANNER TO INSURE MINIMUM INTERFERENCE WITH STREETS, SIDEWALKS AND OTHER ADJACENT OCCUPIED OR UTILIZED FACILITIES.
7. THE CONTRACTOR SHALL INSURE THE SAFE PASSAGE OF PERSONS AROUND THE DEMOLITION AREA. CONDUCT OPERATIONS TO PREVENT DAMAGE TO ADJACENT BUILDINGS, STRUCTURES AND OTHER FACILITIES.
8. THE CONTRACTOR SHALL PROMPTLY REPAIR ANY DAMAGE CAUSED TO ADJACENT FACILITIES BY DEMOLITION OPERATIONS AT NO COST TO THE OWNER.
9. USE WATER SPRINKLING, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT SCATTERING AND RISING IN AIR TO LOWEST PRACTICAL LEVEL. COMPLY WITH GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. CONTRACTOR IS RESPONSIBLE FOR CLEANLINESS OF ADJACENT STRUCTURES AND IMPROVEMENTS. SUCH IMPROVEMENTS SHALL BE KEPT FREE OF DUST, DIRT AND DEBRIS CAUSED BY DEMOLITION OPERATIONS. RETURN ADJACENT AREAS TO CONDITIONS EXISTING PRIOR TO START OF WORK.
10. DUST CONTROL SHALL BE IMPLEMENTED DURING ALL DEMOLITION AND GRADING OPERATIONS. PUBLIC STREETS SHALL BE KEPT CLEAN BY SWEEPING AS NECESSARY. AT A MINIMUM, STREETS SHALL BE SWEEP WEEKLY WITH A MECHANICAL/VACUUM TYPE STREET SWEEPER.
11. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED TRAFFIC CONTROL AND PEDESTRIAN AND BICYCLE MANAGEMENT.
12. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COORDINATION WITH ALL ADJACENT PROPERTY OWNERS FOR WORK TO BE PERFORMED ON THEIR PROPERTIES.
13. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING SWPPP MEASURES.
14. PROTECT AND REPAIR THE SIDEWALK WHERE THE EXISTING SIDEWALK SLOPE IS NOT CHANGING FROM THAT SHOWN IN THE SURVEY.
15. DEMOLISH CONCRETE SIDEWALK TO NEAREST CONCRETE SCORELINE FOR PROPOSED CONNECTIONS.
16. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING IRRIGATION SYSTEM AT NO COST TO THE OWNER.
17. FOR PAVEMENT MARKING DEMOLITION SEE SHEET C-3.1.
18. CONTRACTOR SHALL REPLACE IN-KIND ANY PLANTING/LANDSCAPING DAMAGED BY HIS WORK.
19. WHERE CURBS ARE TO BE REMOVED, SAWCUT THROUGH CURB AND GUTTER AT LIMITS OF REMOVAL.
20. ALL REMOVED ITEMS SHALL BE LEGALLY DISPOSED OF AT THE CONTRACTORS EXPENSE.

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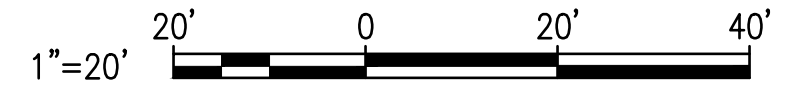
GATE 6 INTERSECTION IMPROVEMENTS DEMOLITION PLAN

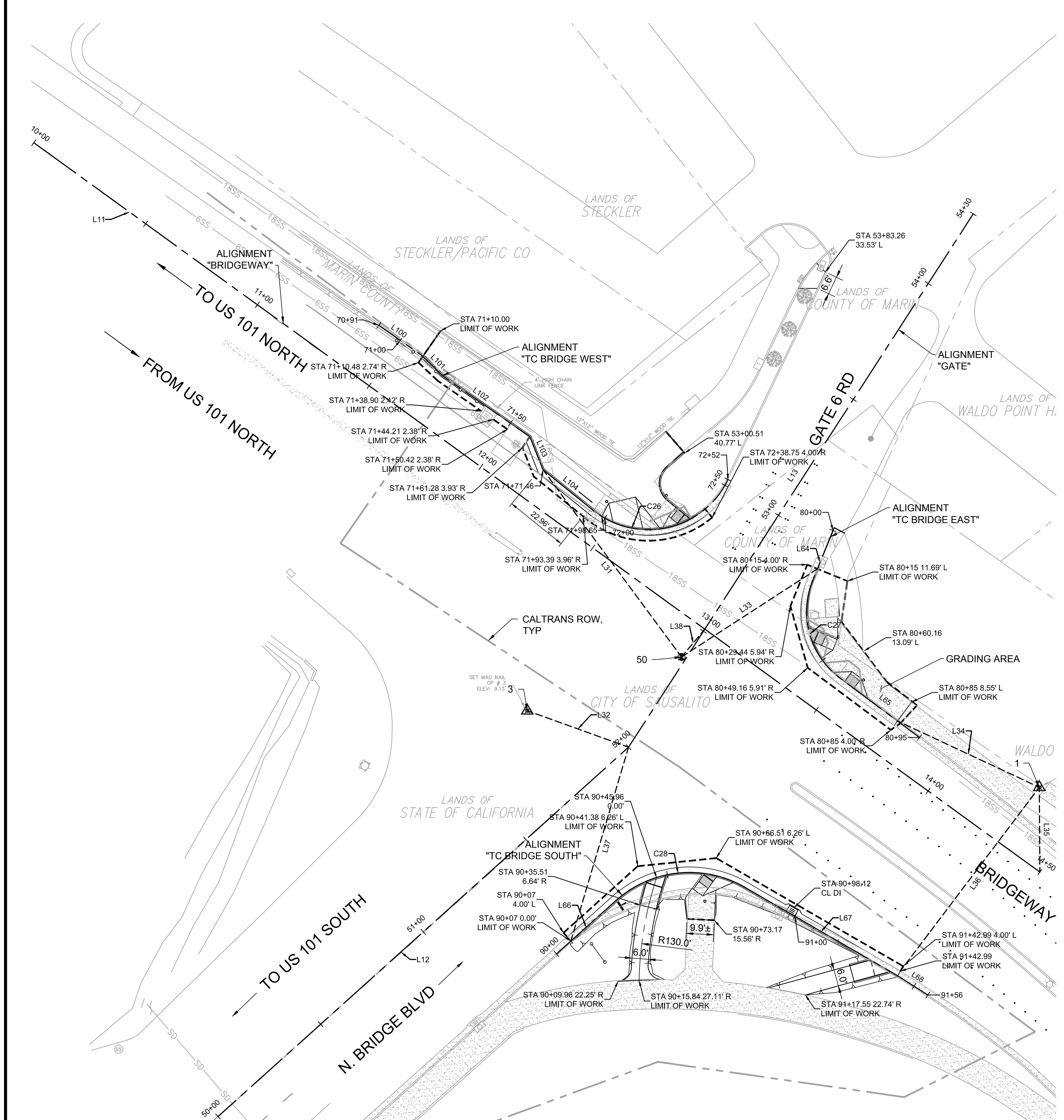
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DRAWN BY: MLK
PROJECT NO: CML5098(012)
SHEET

C-1.3

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A
C-1.3
DEMOLITION PLAN
SCALE: 1" = 20'





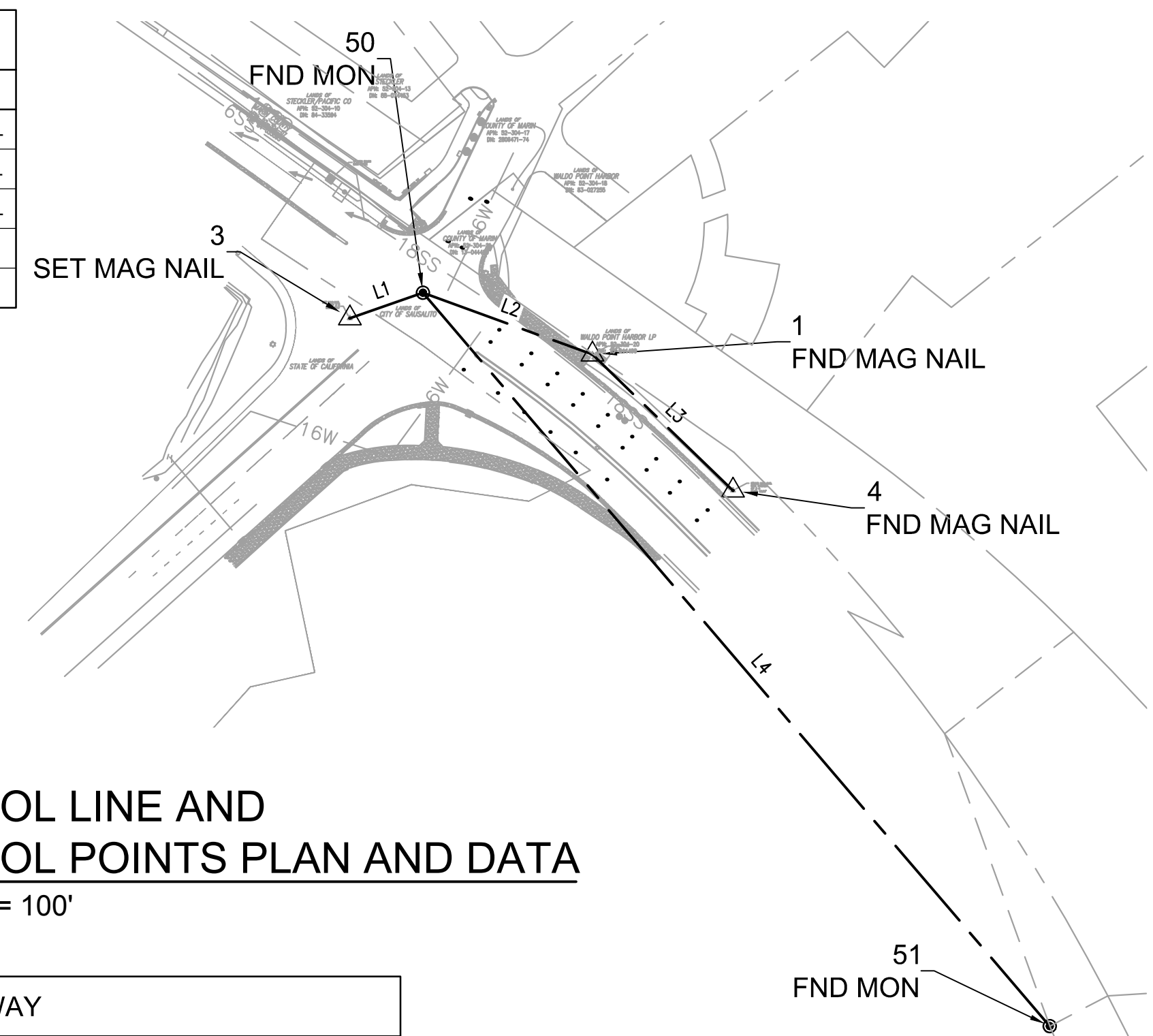
B
C-1.4
STREET AND TOP OF CURB ALIGNMENT PLAN AND DATA
SCALE: 1" = 20'

POINT TABLE

#	ELEV.	NORTHING	EASTING	DESC.
1	10.23	2146352.20	5982926.19	FND MAG NAIL
3	9.13	2146379.95	5982740.79	SET MAG NAIL
4	13.36	2146248.22	5983033.72	FND MAG NAIL
50	9.05	2146399.42	5982796.64	FND MON
51	13.10	2145838.76	5983275.87	FND MON

CONTROL LINE DATA TABLE

Line #	Length	Direction
L1	59.14	N70°46'56"E
L2	137.89	S69°58'14"E
L3	149.51	S45°56'33"E
L4	737.57	S40°31'22"E



A
C-1.4
CONTROL LINE AND CONTROL POINTS PLAN AND DATA
SCALE: 1" = 100'

BRIDGEWAY

SEGMENT	LENGTH	BEARING/DELTA	RADIUS	TANGENT	START	END
L11	450.00	S54°02'50"E			STA: 10+00.00 N: 2146585.71 E: 5982562.10	STA: 14+50.00 N: 2146321.51 E: 5982926.38

GATE

SEGMENT	LENGTH	BEARING/DELTA	RADIUS	TANGENT	START	END
L12	200.00	N48°00'34"E			STA: 50+00.00 N: 2146232.93 E: 5982628.80	STA: 52+00.00 N: 2146366.73 E: 5982777.45
L13	230.00	N32°51'52"E			STA: 52+00.00 N: 2146366.73 E: 5982777.45	STA: 54+30.00 N: 2146559.92 E: 5982902.26

TC BRIDGE EAST

SEGMENT	LENGTH	BEARING/DELTA	RADIUS	TANGENT	START	END
L64	19.68	S22°06'59"W			STA: 80+00.00 N: 2146445.22 E: 5982851.50	STA: 80+19.68 N: 2146426.99 E: 5982844.09
C27	39.31	075°04'28"	30.00	23.05	STA: 80+19.68 N: 2146426.99 E: 5982844.09	STA: 80+58.99 N: 2146391.79 E: 5982853.98
L65	36.01	S53°13'42"E			STA: 80+58.99 N: 2146391.79 E: 5982853.98	STA: 80+95.00 N: 2146370.24 E: 5982882.82

TC BRIDGE WEST

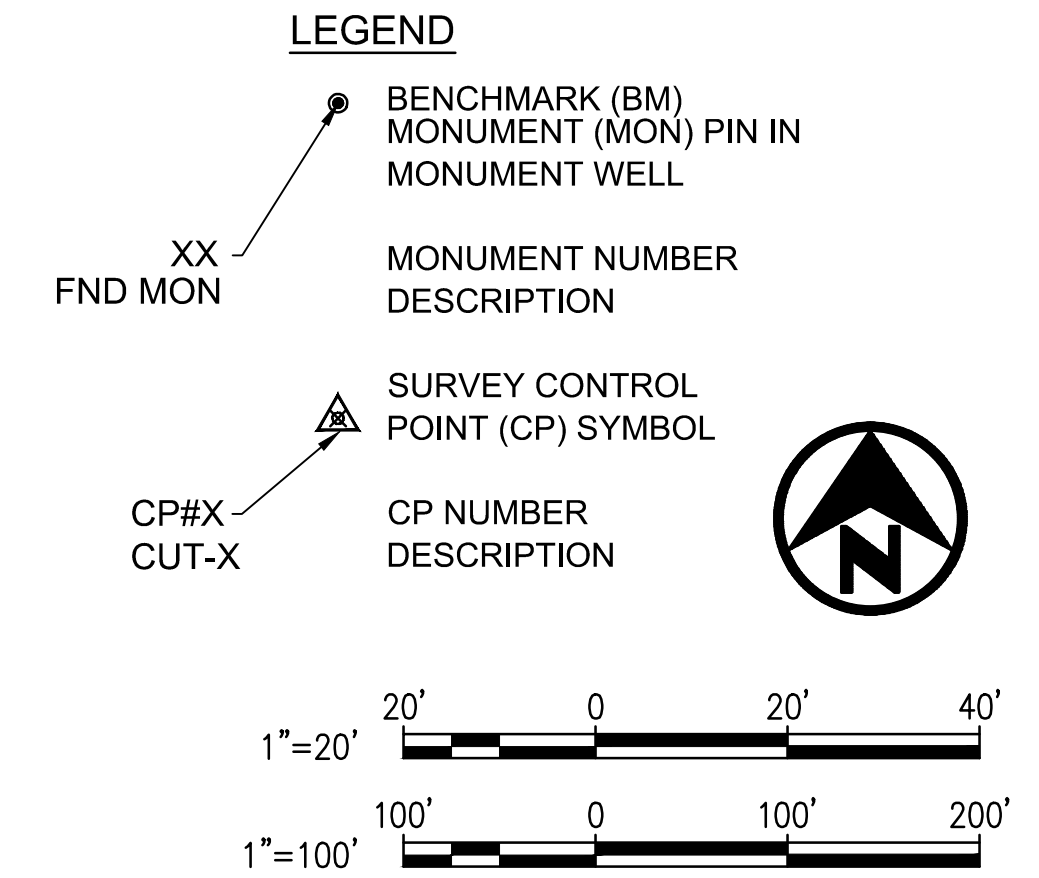
SEGMENT	LENGTH	BEARING/DELTA	RADIUS	TANGENT	START	END
L100	19.13	S55°04'45"E			STA: 70+90.53 N: 2146519.53 E: 5982687.04	STA: 71+09.66 N: 2146508.58 E: 5982702.72
L101	10.19	S45°12'57"E			STA: 71+09.66 N: 2146508.58 E: 5982702.72	STA: 71+19.86 N: 2146501.40 E: 5982709.96
L102	38.75	S55°05'05"E			STA: 71+19.86 N: 2146501.40 E: 5982709.96	STA: 71+58.61 N: 2146479.21 E: 5982741.74
L103	12.85	S21°41'12"E			STA: 71+58.61 N: 2146479.21 E: 5982741.74	STA: 71+71.46 N: 2146467.27 E: 5982746.49
L104	23.12	S50°54'08"E			STA: 71+71.46 N: 2146467.27 E: 5982746.49	STA: 71+94.58 N: 2146452.69 E: 5982764.43
C26	57.78	103°27'42"	32.00	40.56	STA: 71+94.58 N: 2146452.69 E: 5982764.43	STA: 72+52.36 N: 2146463.69 E: 5982813.46

TC BRIDGE SOUTH

SEGMENT	LENGTH	BEARING/DELTA	RADIUS	TANGENT	START	END
L66	28.82	N48°05'22"E			STA: 90+00.00 N: 2146291.84 E: 5982751.37	STA: 90+28.82 N: 2146311.09 E: 5982772.81
C28	50.25	071°58'19"	40.00	29.05	STA: 90+28.82 N: 2146311.09 E: 5982772.81	STA: 90+79.07 N: 2146315.94 E: 5982819.57
L67	63.92	S59°56'19"E			STA: 90+79.07 N: 2146315.94 E: 5982819.57	STA: 91+42.99 N: 2146283.92 E: 5982874.89
L68	12.94	S57°27'12"E			STA: 91+42.99 N: 2146283.92 E: 5982874.89	STA: 91+55.92 N: 2146276.96 E: 5982885.80

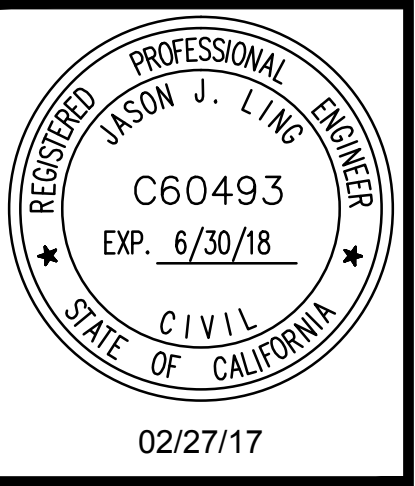
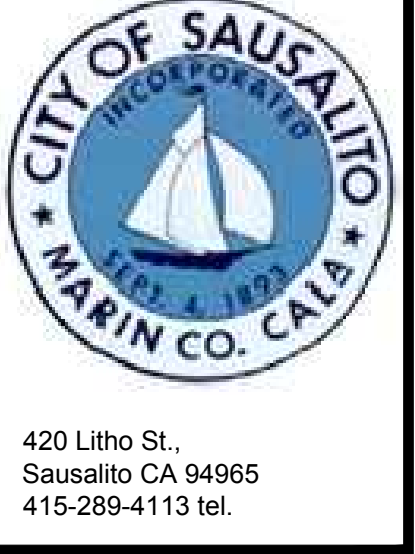
MONUMENT TO ALIGNMENT LINE TABLE

Line #	Length	Bearing
L31	84.37	N36°27'58"W
L32	38.98	S70°11'18"E
L33	58.65	N57°02'45"E
L34	56.71	N64°55'37"W
L35	30.68	S0°22'20"E
L36	83.40	S37°04'53"W
L37	73.26	S16°33'29"W
L38	13.14	N39°57'44"E



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NO.	DATE	DESCRIPTION



DATE: 02/27/2017
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GATE 6 INTERSECTIONS IMPROVEMENTS
CONTROL POINTS STREET AND TOP OF CURB ALIGNMENT DATA

DATE: 02/27/2017
SCALE: AS SHOWN
DRAWN BY: MLK
PROJECT NO: CML5098(012)
SHEET

C-1.4
6 OF 25 SHEETS

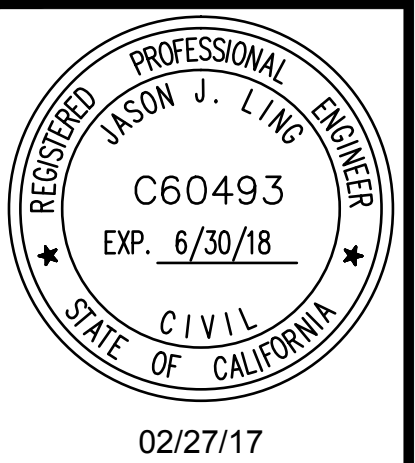
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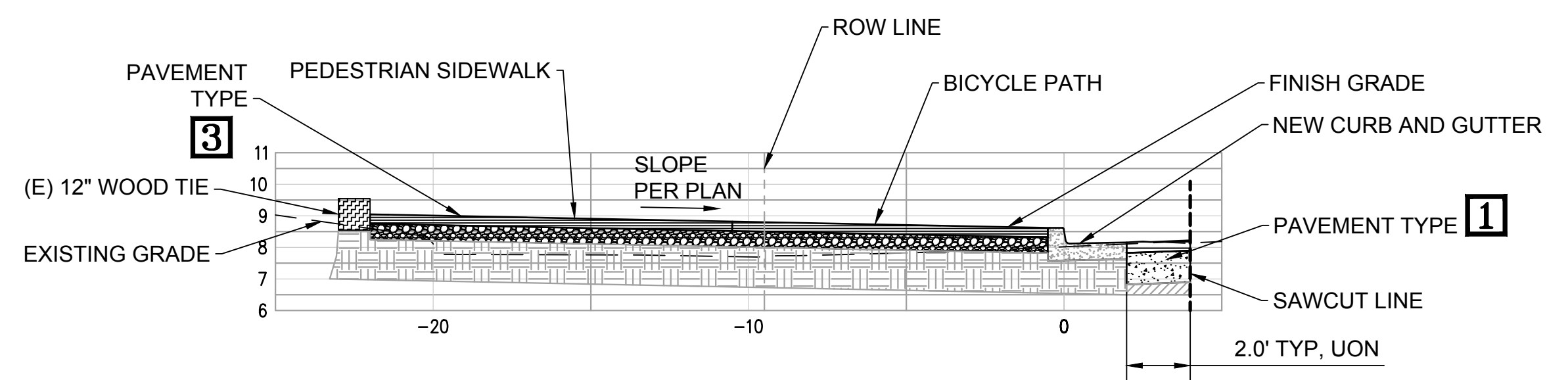


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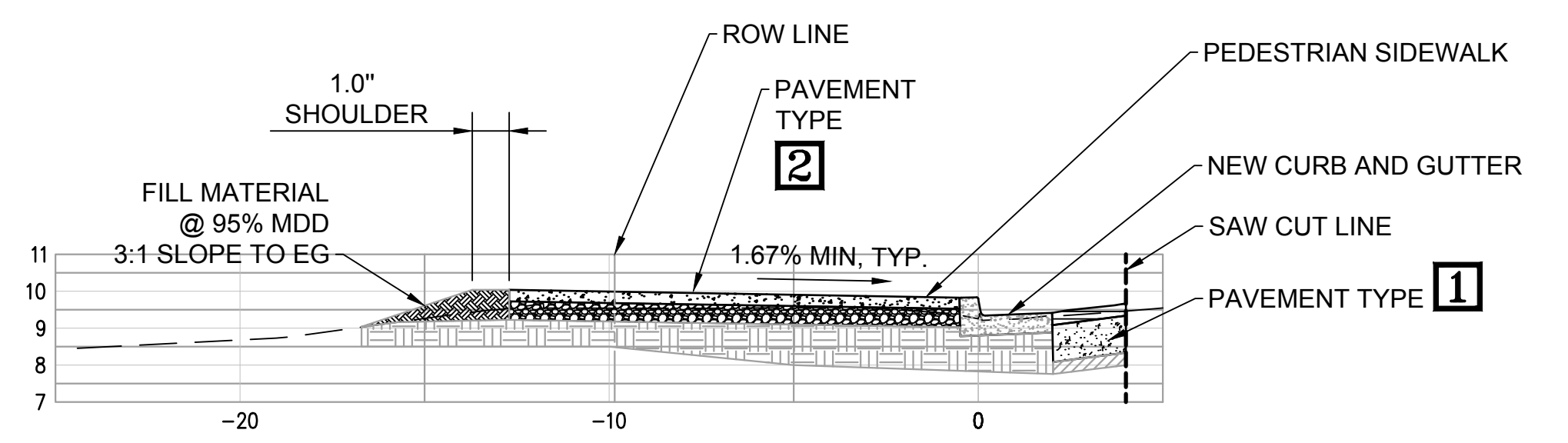
**GATE 6 INTERSECTION
IMPROVEMENTS
TYPICAL SECTIONS**

DATE: 02/27/2017
SCALE: AS SHOWN
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C-2.1



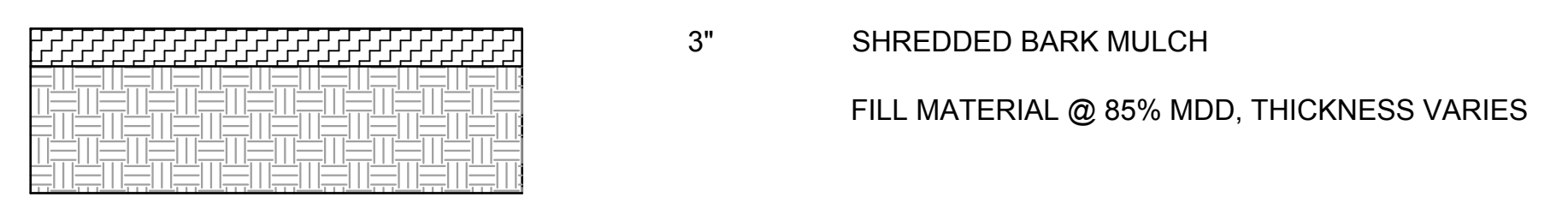
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BIKE LANE AND SIDEWALK TYPICAL SECTION
C-2.1 SCALE: 1" = 4'



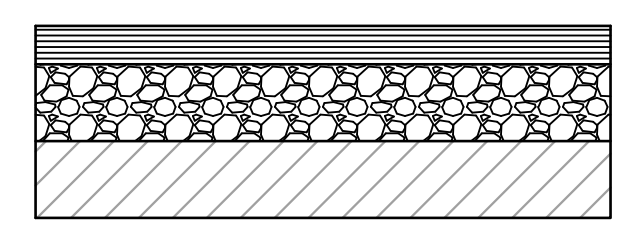
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SIDEWALK TYPICAL SECTION
C-2.1 SCALE: 1" = 4'



3
SIDEWALK TYPICAL SECTION
C-2.1 SCALE: 1" = 4'

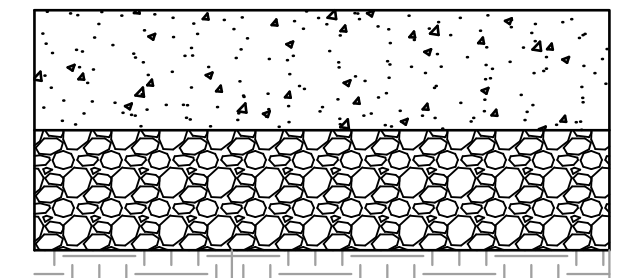


4
TYPICAL PLANTER SECTION
C-2.1 SCALE: N.T.S.



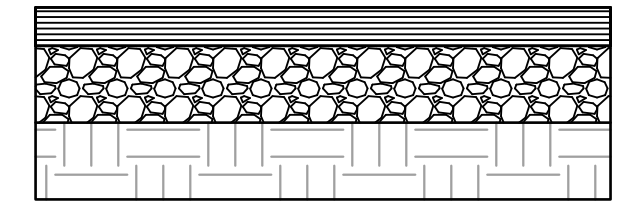
PAVEMENT TYPE 1
ASPHALT CONCRETE

- 6.0", MIN HOT MIX ASPHALT CONCRETE (AC) TYPE A, MATCH (E) THICKNESS IF GREATER THAN 6"
- 12.0" AGGREGATE BASE CLASS 2 COMPACT TO 95% MDD
- EXISTING SUB BASE, COMPACT TO 95% MDD



PAVEMENT TYPE 2
CONCRETE SIDEWALK

- 4" CONCRETE
- 4" AGGREGATE BASE, CLASS 2, COMPACT TO 95% MDD
- EXISTING GROUND, COMPACTED TO 95% MDD

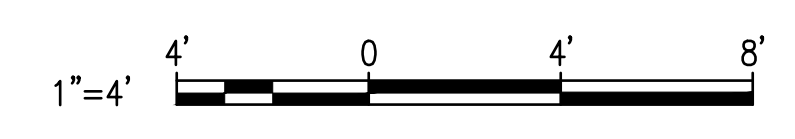


PAVEMENT TYPE 3
ASPHALT CONCRETE

- 4.0" HOT MIX ASPHALT CONCRETE (AC) TYPE A
- 6.0" AGGREGATE BASE CLASS 2 COMPACT TO 95% MDD
- 6.0" EXISTING GROUND, SUBGRADE, SCARIFIED AND COMPACTED TO 95% MDD

LEGEND:

- CONCRETE
- ASPHALT CONCRETE
- AGGREGATE BASE
- EXISTING GROUND
- EXISTING SUB BASE
- MULCH



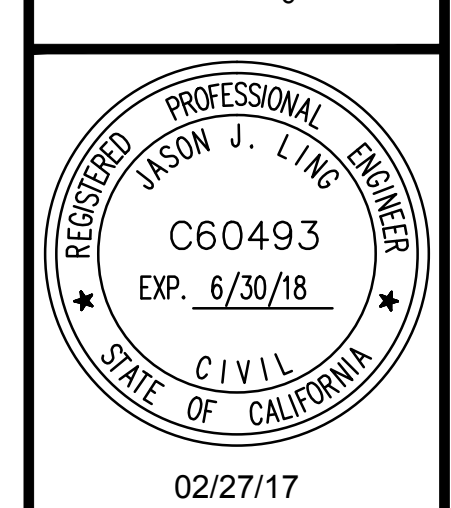
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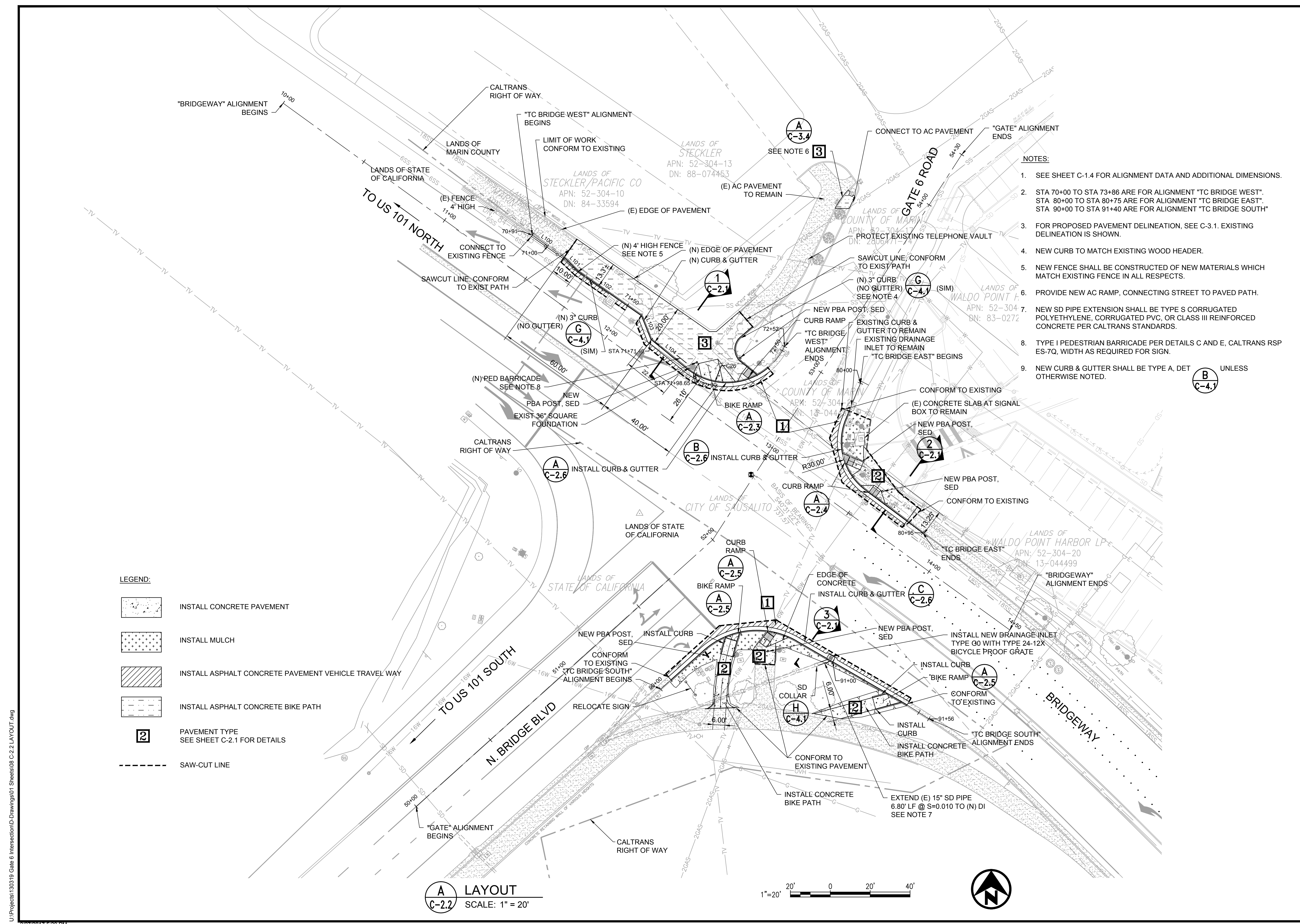


02/27/17

**GATE 6 INTERSECTION
IMPROVEMENTS**
LAYOUT PLAN

DATE: 02/27/2017
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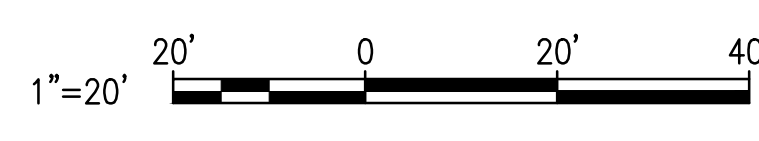
C-2.2
8 OF 25 SHEETS



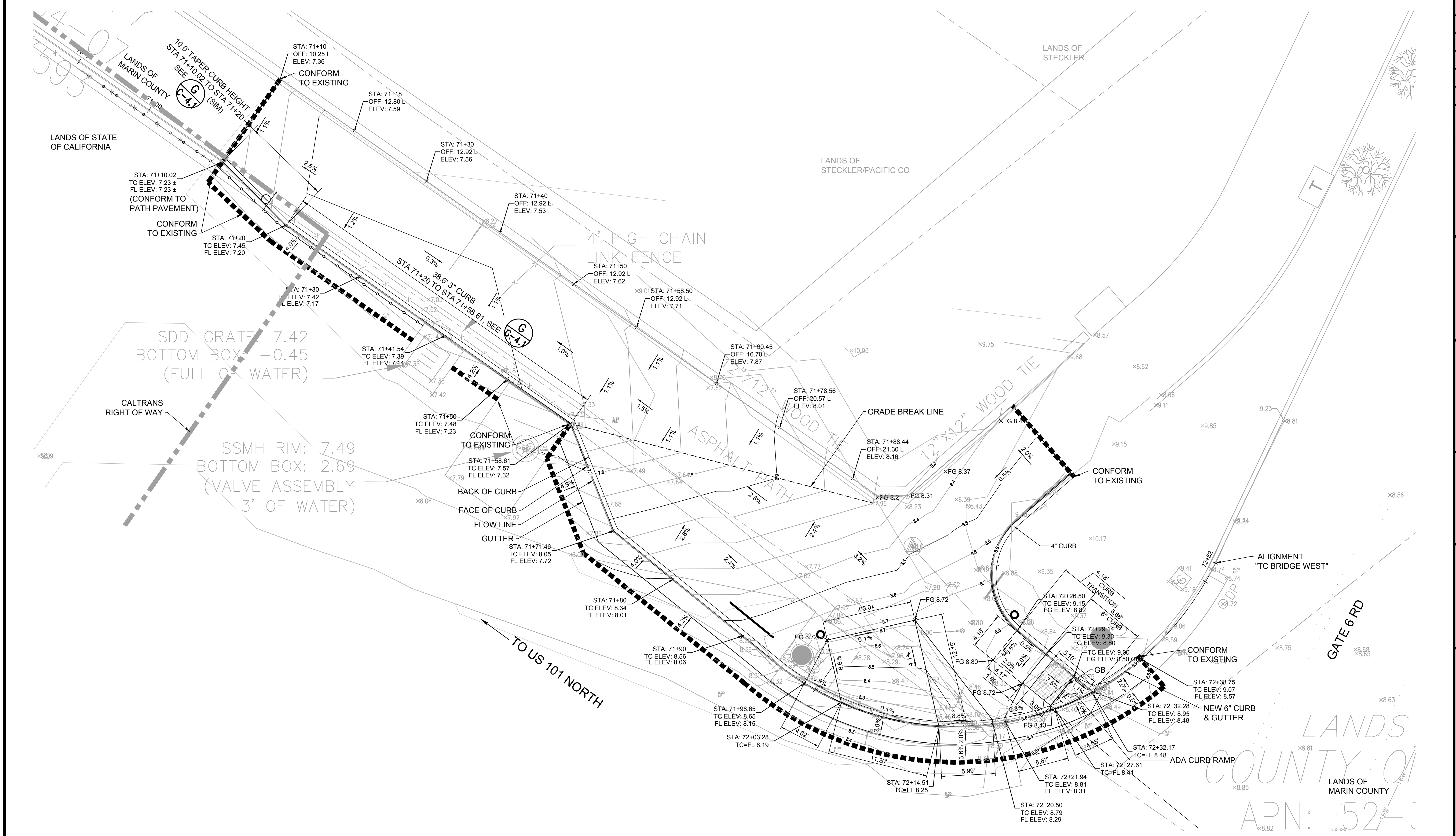
- NOTES:**
- SEE SHEET C-1.4 FOR ALIGNMENT DATA AND ADDITIONAL DIMENSIONS.
 - STA 70+00 TO STA 73+86 ARE FOR ALIGNMENT "TC BRIDGE WEST". STA 80+00 TO STA 80+75 ARE FOR ALIGNMENT "TC BRIDGE EAST". STA 90+00 TO STA 91+40 ARE FOR ALIGNMENT "TC BRIDGE SOUTH"
 - FOR PROPOSED PAVEMENT DELINEATION, SEE C-3.1. EXISTING DELINEATION IS SHOWN.
 - NEW CURB TO MATCH EXISTING WOOD HEADER.
 - NEW FENCE SHALL BE CONSTRUCTED OF NEW MATERIALS WHICH MATCH EXISTING FENCE IN ALL RESPECTS.
 - PROVIDE NEW AC RAMP, CONNECTING STREET TO PAVED PATH.
 - NEW SD PIPE EXTENSION SHALL BE TYPE S CORRUGATED POLYETHYLENE, CORRUGATED PVC, OR CLASS III REINFORCED CONCRETE PER CALTRANS STANDARDS.
 - TYPE I PEDESTRIAN BARRICADE PER DETAILS C AND E, CALTRANS RSP ES-7Q, WIDTH AS REQUIRED FOR SIGN.
 - NEW CURB & GUTTER SHALL BE TYPE A, DET **B** UNLESS OTHERWISE NOTED.

- LEGEND:**
- INSTALL CONCRETE PAVEMENT
 - INSTALL MULCH
 - INSTALL ASPHALT CONCRETE PAVEMENT VEHICLE TRAVEL WAY
 - INSTALL ASPHALT CONCRETE BIKE PATH
 - PAVEMENT TYPE SEE SHEET C-2.1 FOR DETAILS
 - SAW-CUT LINE

A
C-2.2
LAYOUT
SCALE: 1" = 20'



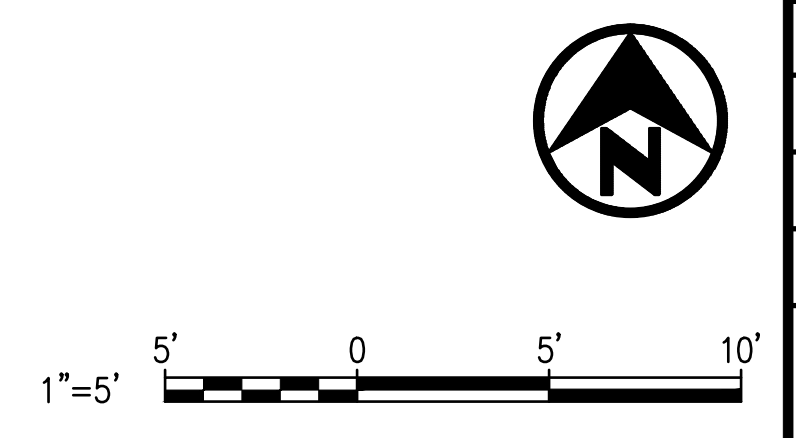
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A CURB RAMP ENLARGED PLAN
C-2.3 SCALE: 1" = 5'

NOTES:

- SEE SHEET C-1.4 FOR ALIGNMENT DATA AND ADDITIONAL DIMENSIONS.
- SEE SHEET C-2.2 FOR PAVEMENT AND LANDSCAPE AREA.
- STA 70+00 TO STA 73+86 ARE FOR ALIGNMENT "TC BRIDGE WEST".
 STA 80+00 TO STA 80+75 ARE FOR ALIGNMENT "TC BRIDGE EAST".
 STA 90+00 TO STA 91+40 ARE FOR ALIGNMENT "TC BRIDGE SOUTH".
- CONTRACTOR SHALL PROVIDE SURVEYED ELEVATIONS AT 10' O.C. ALONG ALL SAWCUT LINES AND AT CURB CONFORM POINTS. SUBMIT TO ENGINEER FOR CONFIRMATION OF CURB GRADING. OBTAIN ENGINEERS APPROVAL PRIOR TO STAKING NEW CURB.

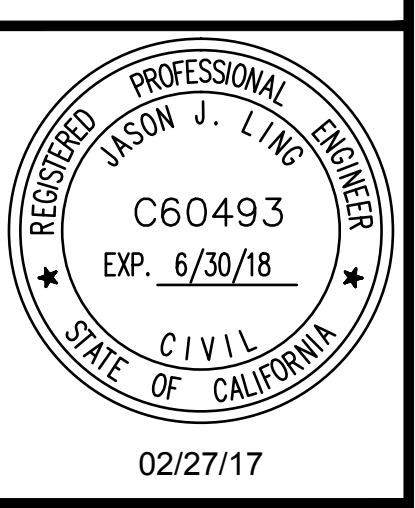


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GATE 6 INTERSECTION IMPROVEMENTS
CURB RAMP ENLARGE PLAN

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 SCALE: AS SHOWN
 DRAWN BY: MLK
 PROJECT NO: CML5098(012)
 SHEET

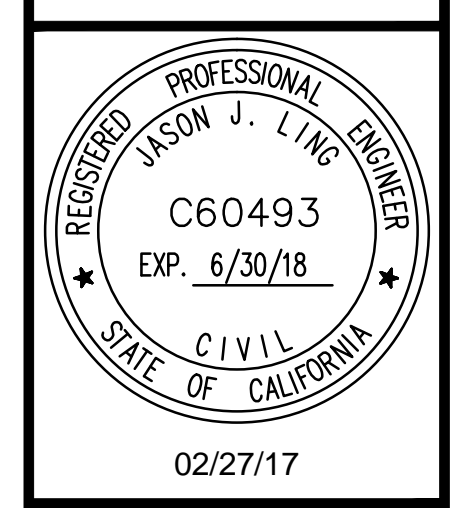
C-2.3

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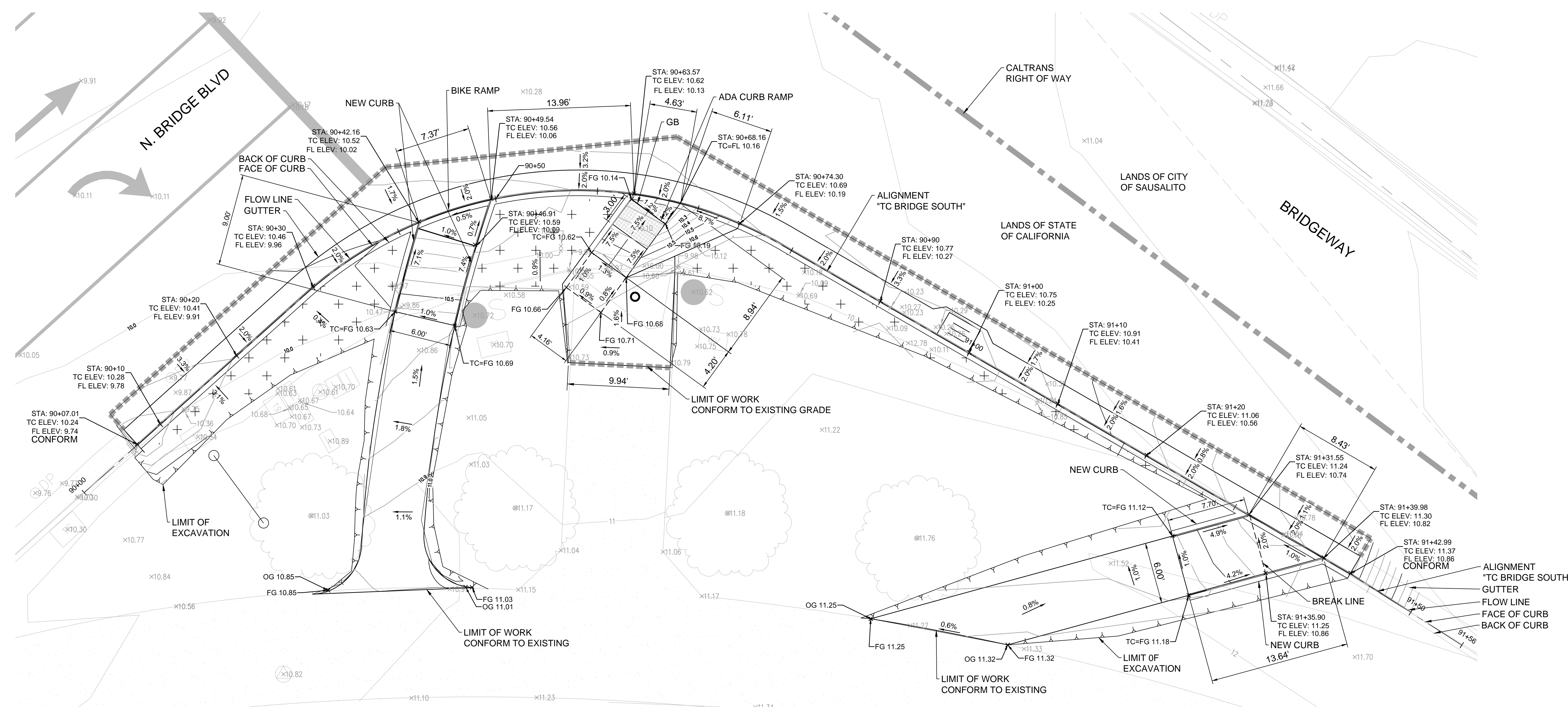
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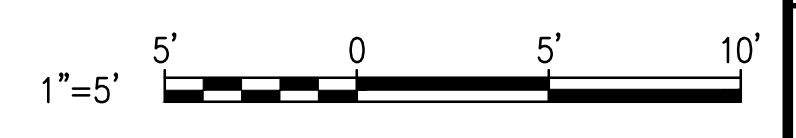
**GATE 6 INTERSECTION
IMPROVEMENTS**
CURB RAMP ENLARGE PLAN

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DRAWN BY:	MLK
PROJECT NO.:	CML5098(012)
SHEET:	C-2.5
11 OF 25 SHEETS	

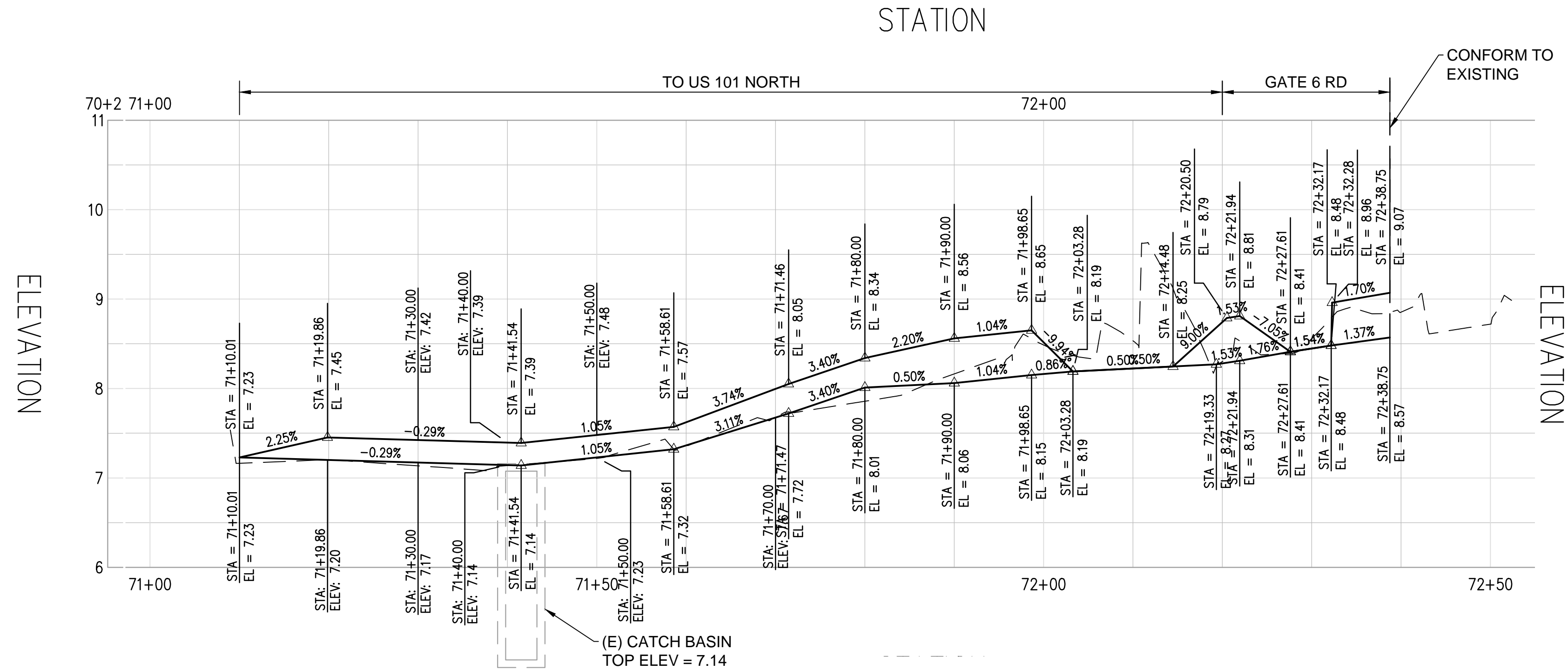


A CURB RAMP ENLARGED PLAN
C-2.5 SCALE: 1" = 5'

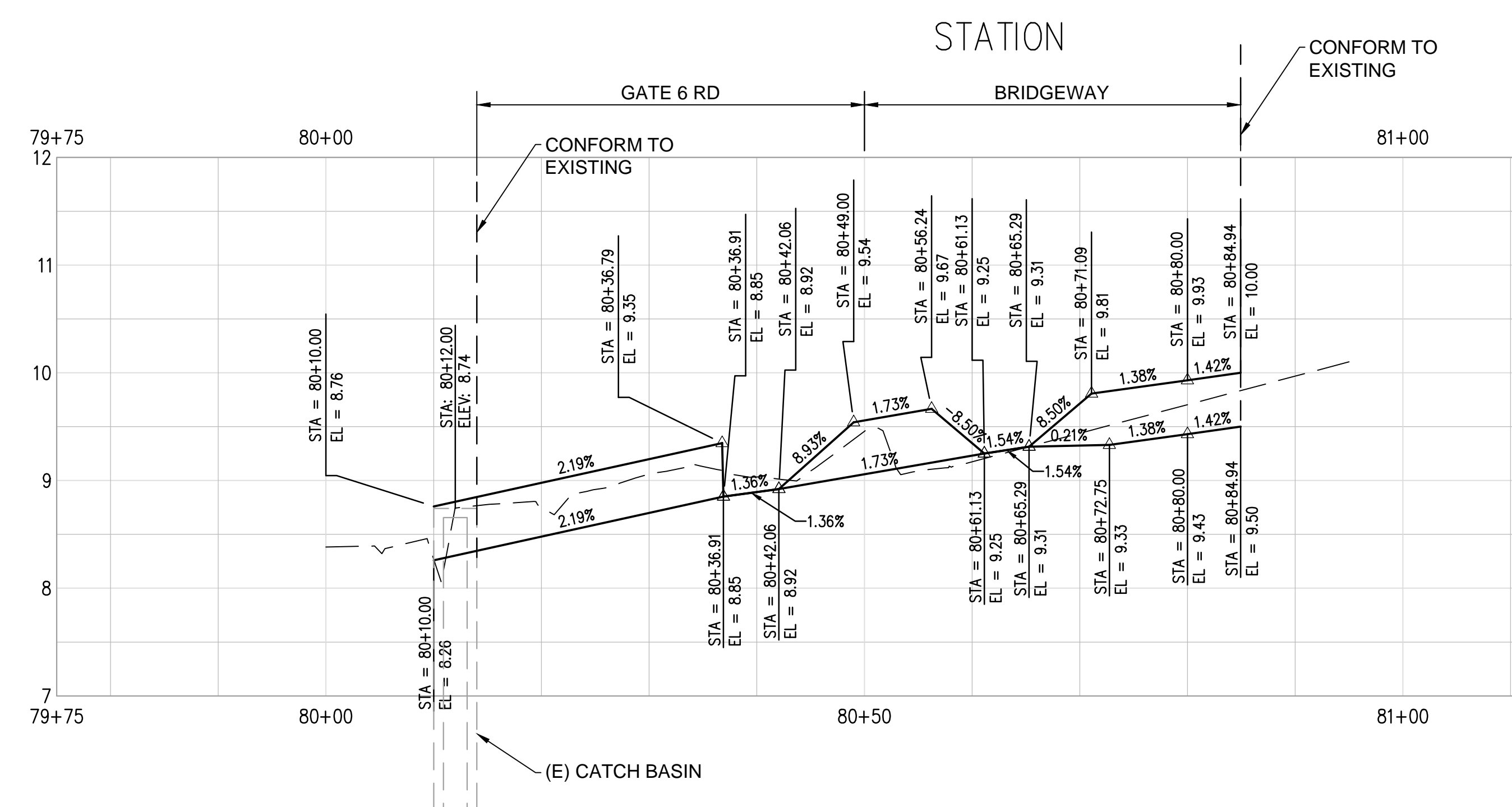
- NOTES:**
- SEE SHEET C-1.4 FOR ALIGNMENT DATA AND ADDITIONAL DIMENSIONS.
 - SEE SHEET C-2.2 FOR PAVEMENT AND LANDSCAPE AREA.
 - STA 70+00 TO STA 73+86 ARE FOR ALIGNMENT "TC BRIDGE WEST".
STA 80+00 TO STA 80+75 ARE FOR ALIGNMENT "TC BRIDGE EAST".
STA 90+00 TO STA 91+40 ARE FOR ALIGNMENT "TC BRIDGE SOUTH".
 - CONTRACTOR SHALL PROVIDE SURVEYED ELEVATIONS AT 10' O.C. ALONG ALL SAWCUT LINES AND AT CURB CONFORM POINTS. SUBMIT TO ENGINEER FOR CONFIRMATION OF CURB GRADING. OBTAIN ENGINEERS APPROVAL PRIOR TO STAKING NEW CURB.
 - COVER ALL EXPOSED SOIL WITH MULCH PER DETAIL **4** TOP OF MULCH SHALL BE AT FINISH GRADES INDICATED.



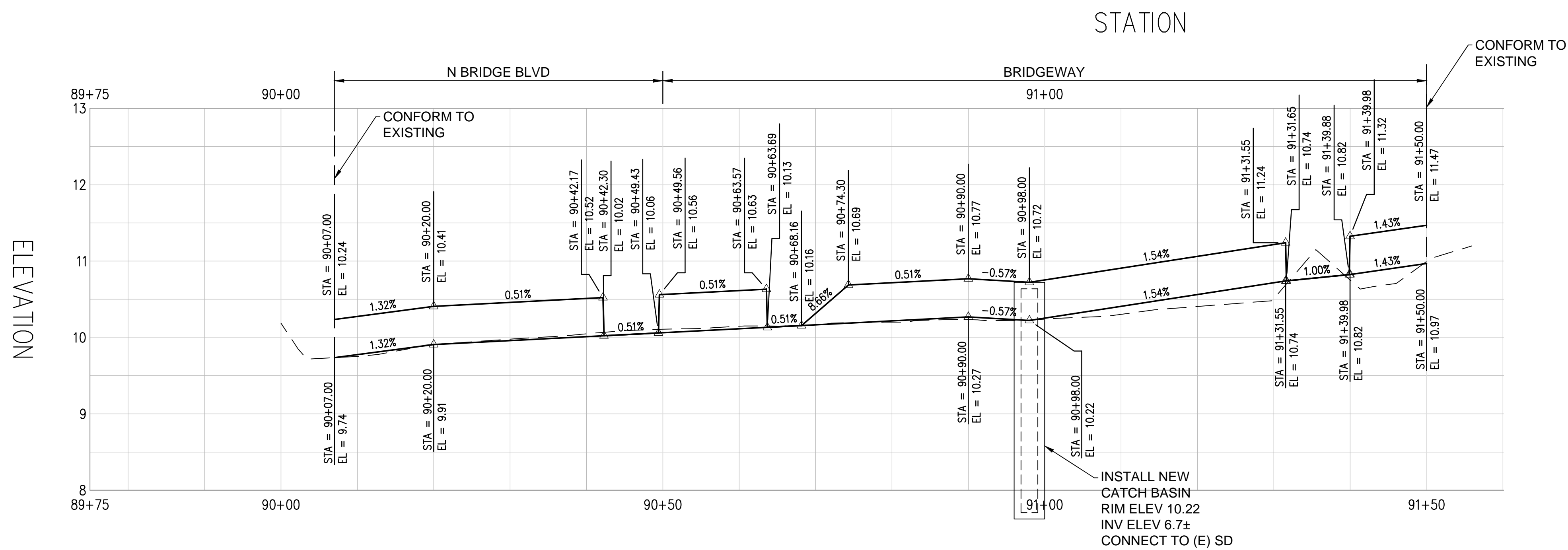
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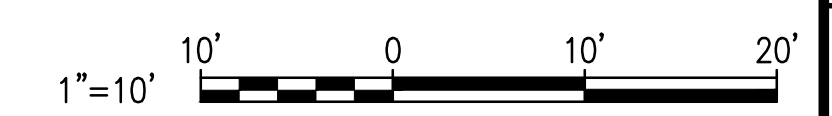
A CURB 1 PROFILE
 C-2.6 SCALE: H 1"=10' V 1"=1'



B CURB 2 PROFILE
 C-2.6 SCALE: H 1"=10' V 1"=1'



C CURB 3 PROFILE
 C-2.6 SCALE: H 1"=10' V 1"=1'

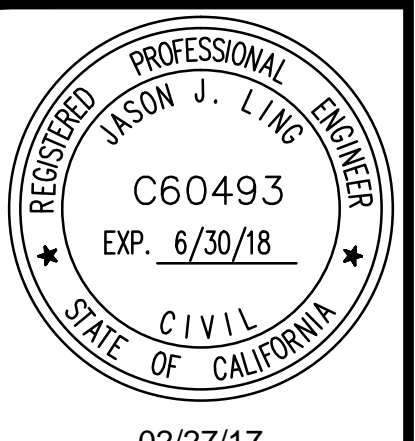


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**GATE 6 INTERSECTION
 IMPROVEMENTS**
 CURB PROFILES

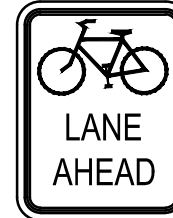
DATE: 02/27/2017
 SCALE: AS SHOWN
 DRAWN BY: MLK
 PROJECT NO: CML5098(012)
 SHEET

C-2.6

BICYCLE LANE LEGEND:



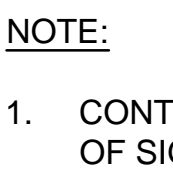
EXISTING SIGNAGE



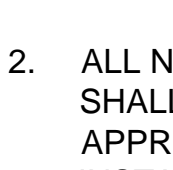
PROPOSED SIGNAGE



RED



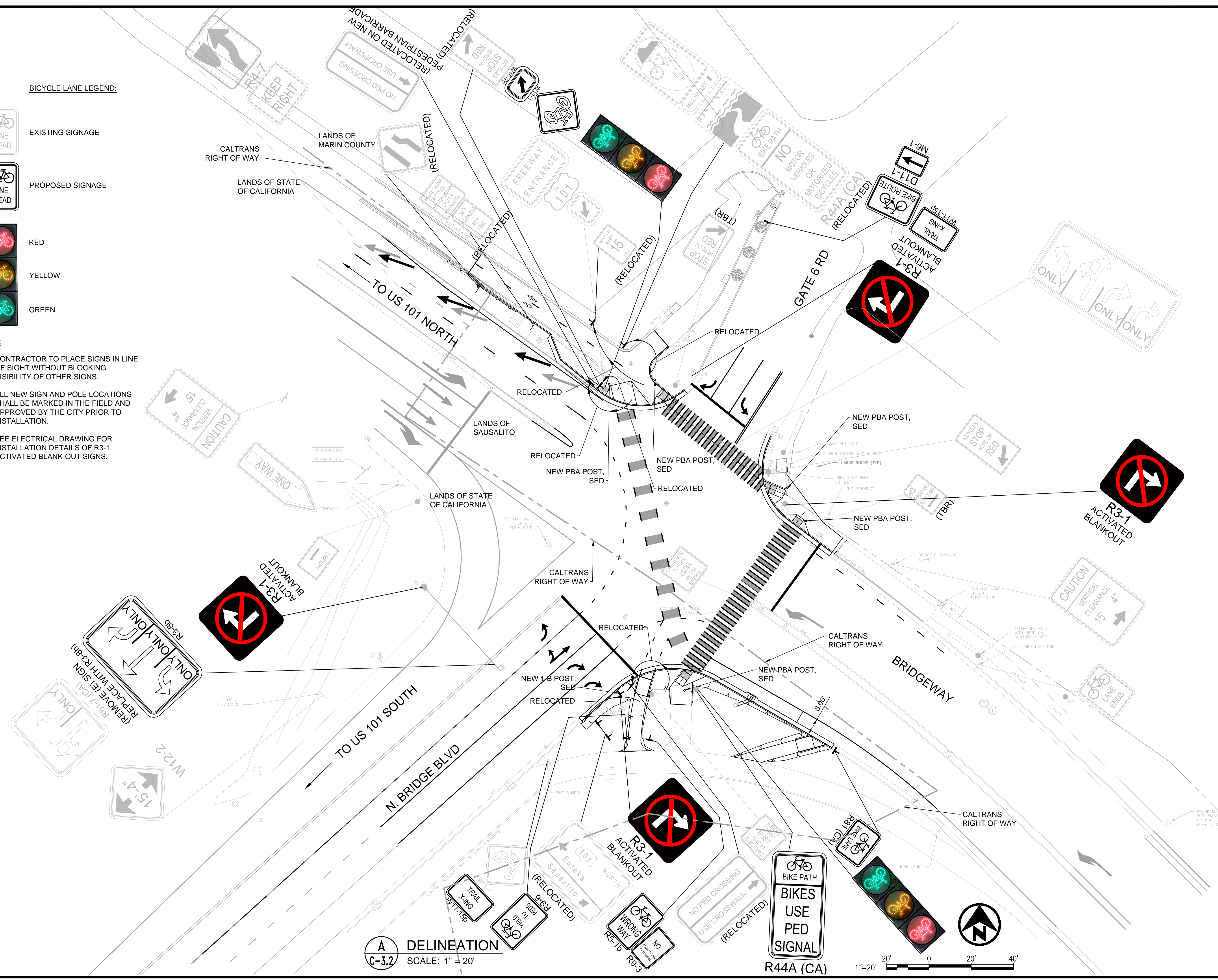
YELLOW



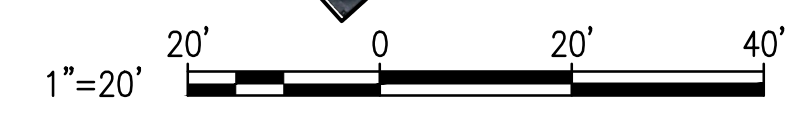
GREEN

NOTE:

1. CONTRACTOR TO PLACE SIGNS IN LINE OF SIGHT WITHOUT BLOCKING VISIBILITY OF OTHER SIGNS.
2. ALL NEW SIGN AND POLE LOCATIONS SHALL BE MARKED IN THE FIELD AND APPROVED BY THE CITY PRIOR TO INSTALLATION.
3. SEE ELECTRICAL DRAWING FOR INSTALLATION DETAILS OF R3-1 ACTIVATED BLANK-OUT SIGNS.



A DELINEATION
C-3.2 SCALE: 1" = 20'



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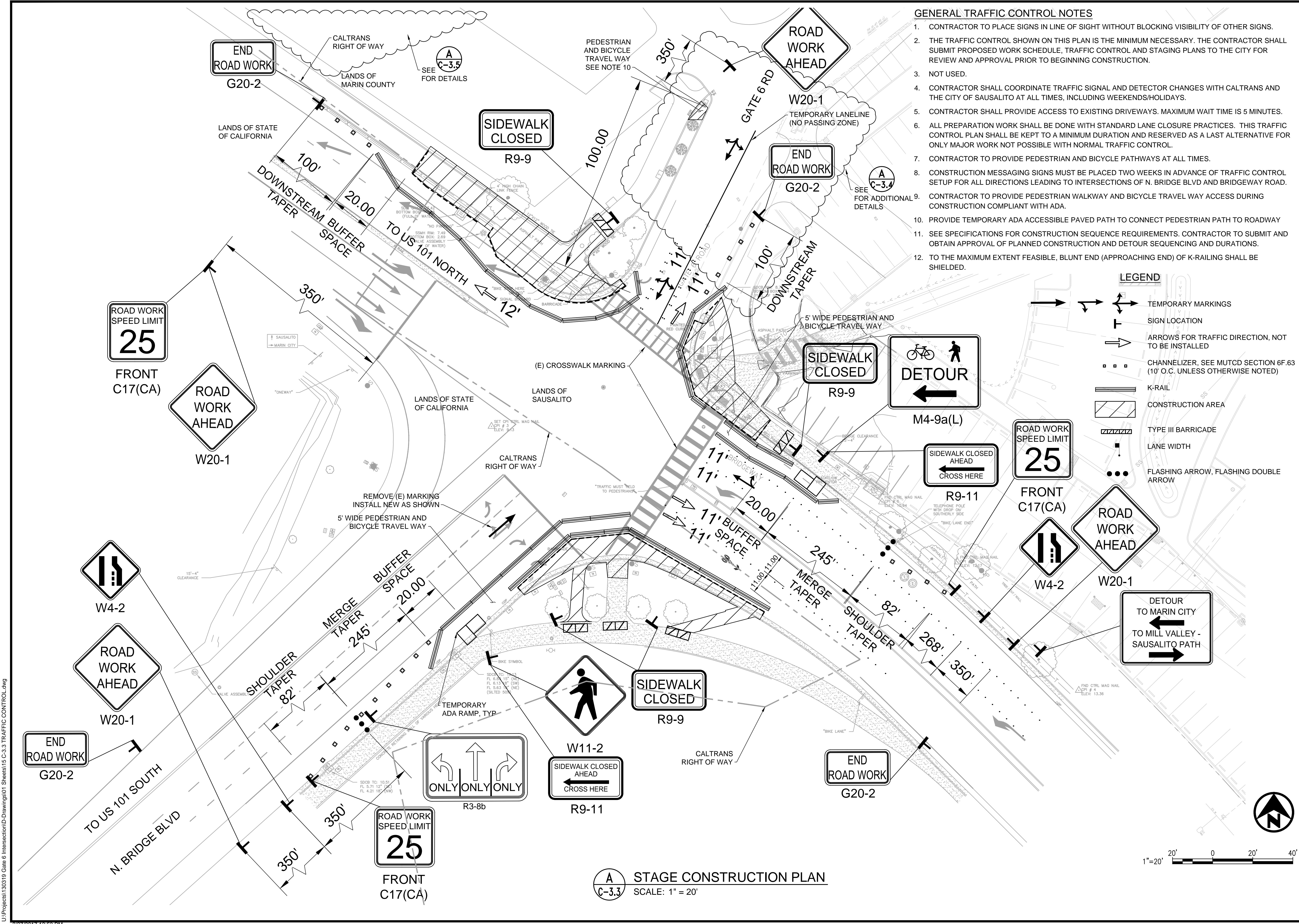
GATE 6 INTERSECTION IMPROVEMENTS
SIGNAGE PLAN

DATE: 02/27/2017
SCALE: AS SHOWN
DRAWN BY: MLK
PROJECT NO: CML5098(012)
SHEET

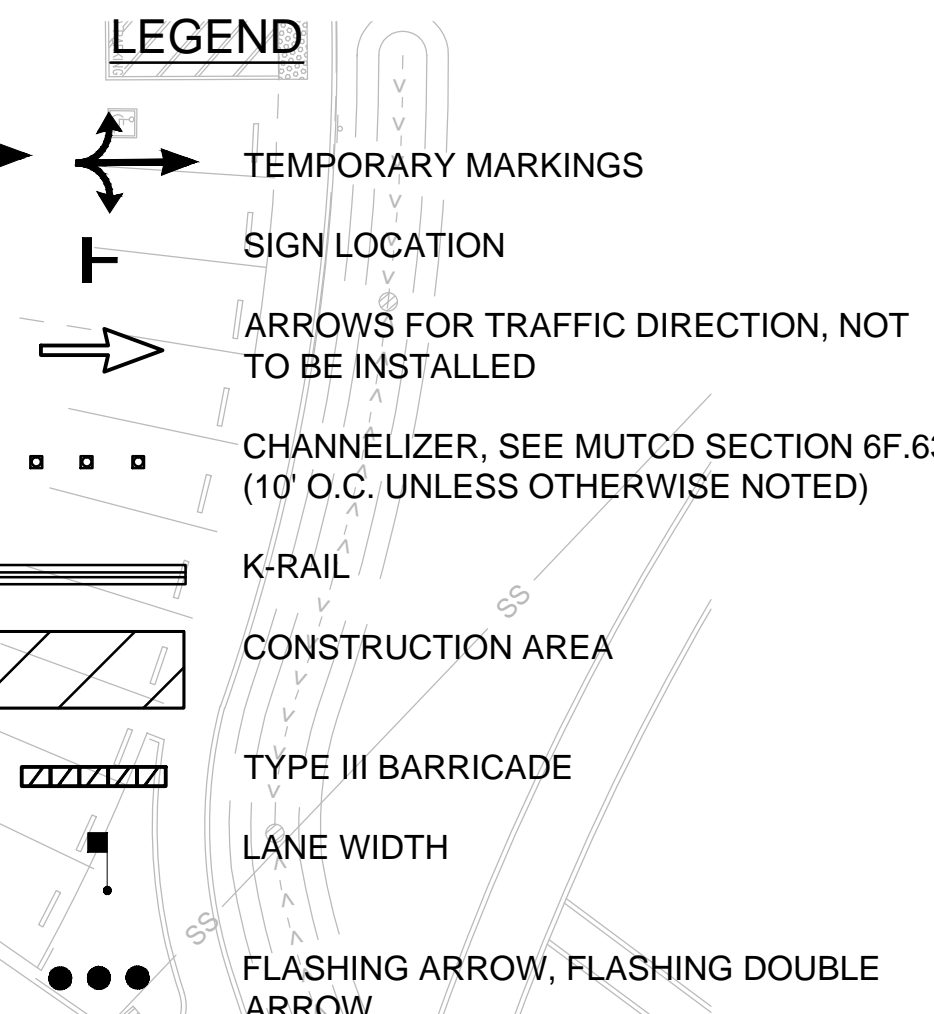
C-3.2

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2/27/2017 5:39 PM



- GENERAL TRAFFIC CONTROL NOTES**
- CONTRACTOR TO PLACE SIGNS IN LINE OF SIGHT WITHOUT BLOCKING VISIBILITY OF OTHER SIGNS.
 - THE TRAFFIC CONTROL SHOWN ON THIS PLAN IS THE MINIMUM NECESSARY. THE CONTRACTOR SHALL SUBMIT PROPOSED WORK SCHEDULE, TRAFFIC CONTROL AND STAGING PLANS TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION.
 - NOT USED.
 - CONTRACTOR SHALL COORDINATE TRAFFIC SIGNAL AND DETECTOR CHANGES WITH CALTRANS AND THE CITY OF SAUSALITO AT ALL TIMES, INCLUDING WEEKENDS/HOLIDAYS.
 - CONTRACTOR SHALL PROVIDE ACCESS TO EXISTING DRIVEWAYS. MAXIMUM WAIT TIME IS 5 MINUTES.
 - ALL PREPARATION WORK SHALL BE DONE WITH STANDARD LANE CLOSURE PRACTICES. THIS TRAFFIC CONTROL PLAN SHALL BE KEPT TO A MINIMUM DURATION AND RESERVED AS A LAST ALTERNATIVE FOR ONLY MAJOR WORK NOT POSSIBLE WITH NORMAL TRAFFIC CONTROL.
 - CONTRACTOR TO PROVIDE PEDESTRIAN AND BICYCLE PATHWAYS AT ALL TIMES.
 - CONSTRUCTION MESSAGING SIGNS MUST BE PLACED TWO WEEKS IN ADVANCE OF TRAFFIC CONTROL SETUP FOR ALL DIRECTIONS LEADING TO INTERSECTIONS OF N. BRIDGE BLVD AND BRIDGEWAY ROAD.
 - CONTRACTOR TO PROVIDE PEDESTRIAN WALKWAY AND BICYCLE TRAVEL WAY ACCESS DURING CONSTRUCTION COMPLIANT WITH ADA.
 - PROVIDE TEMPORARY ADA ACCESSIBLE PAVED PATH TO CONNECT PEDESTRIAN PATH TO ROADWAY
 - SEE SPECIFICATIONS FOR CONSTRUCTION SEQUENCE REQUIREMENTS. CONTRACTOR TO SUBMIT AND OBTAIN APPROVAL OF PLANNED CONSTRUCTION AND DETOUR SEQUENCING AND DURATIONS.
 - TO THE MAXIMUM EXTENT FEASIBLE, BLUNT END (APPROACHING END) OF K-RAILING SHALL BE SHIELDED.



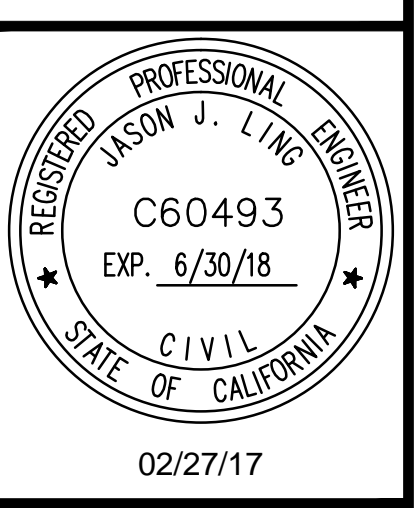
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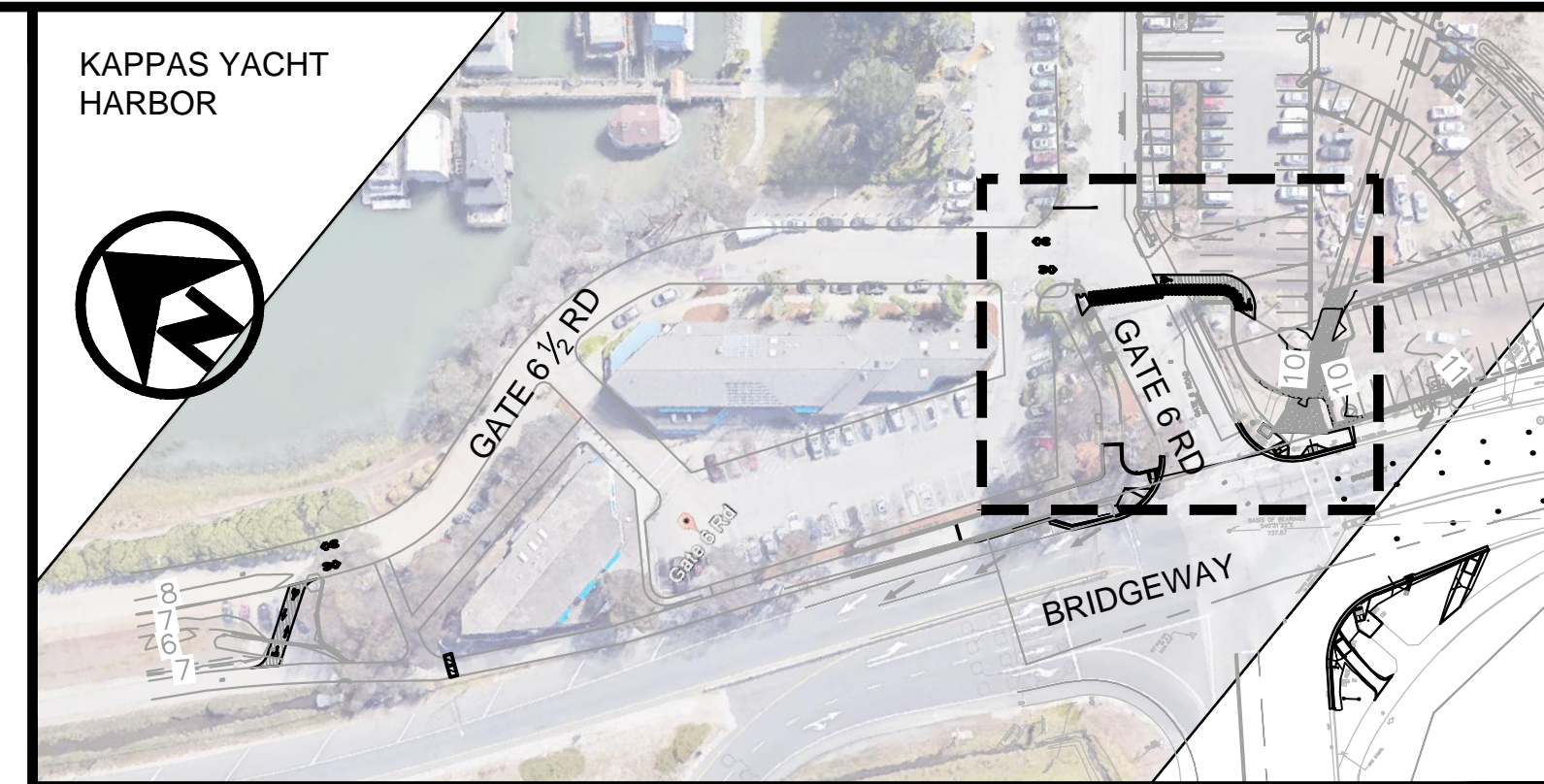
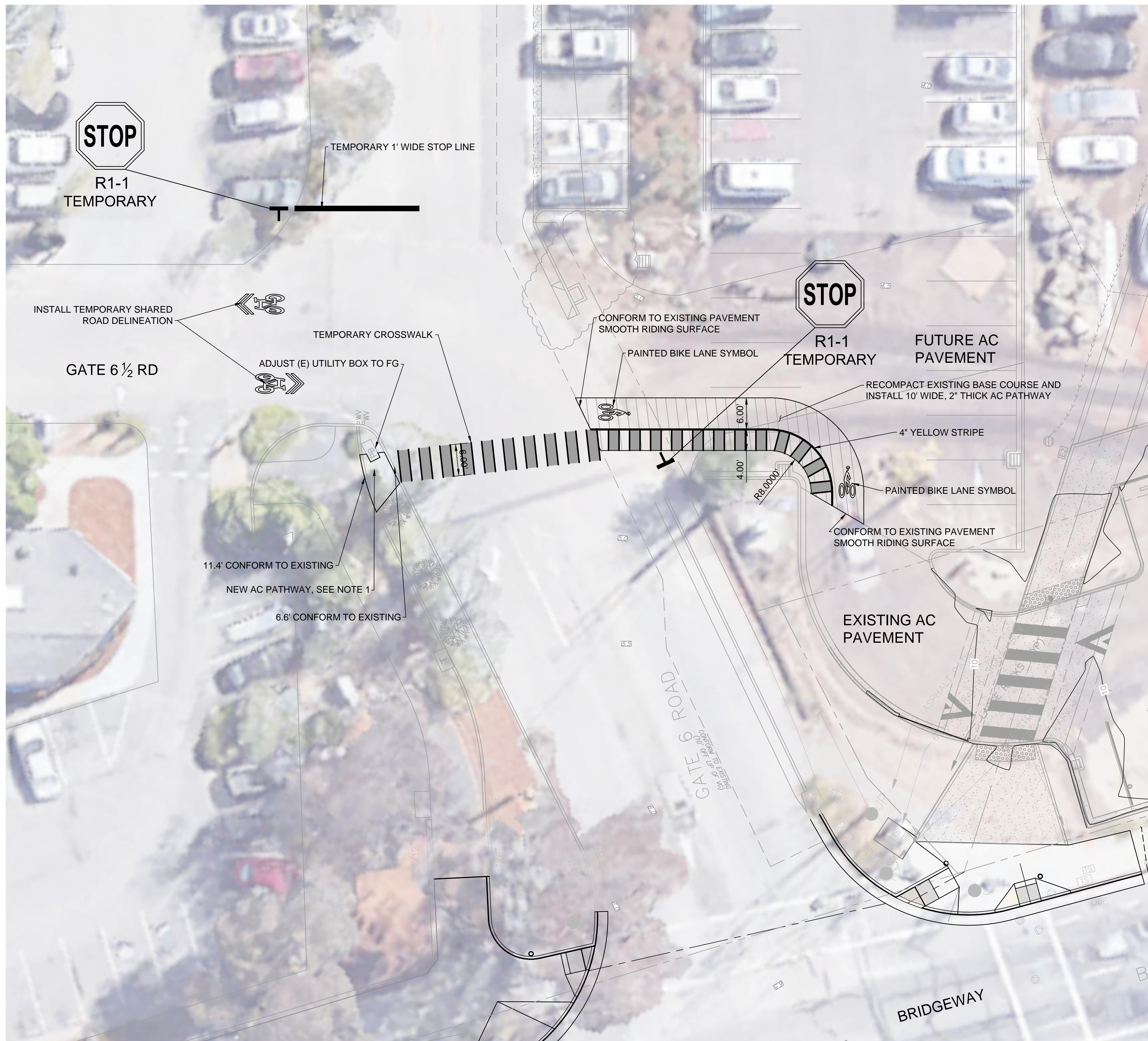
02/27/17

GATE 6 INTERSECTION IMPROVEMENTS
STAGE CONSTRUCTION PLAN

DATE: 02/27/2017
SCALE: AS SHOWN
DRAWN BY: MLK
PROJECT NO: CML5098(012)
SHEET

C-3.3

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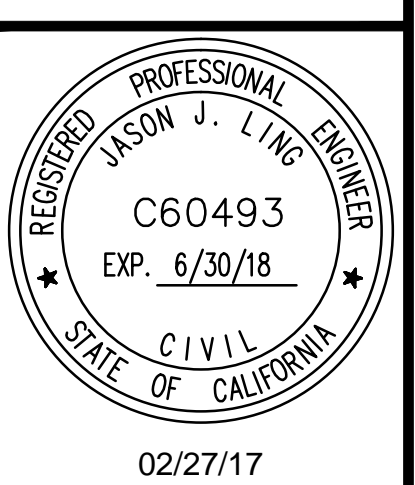


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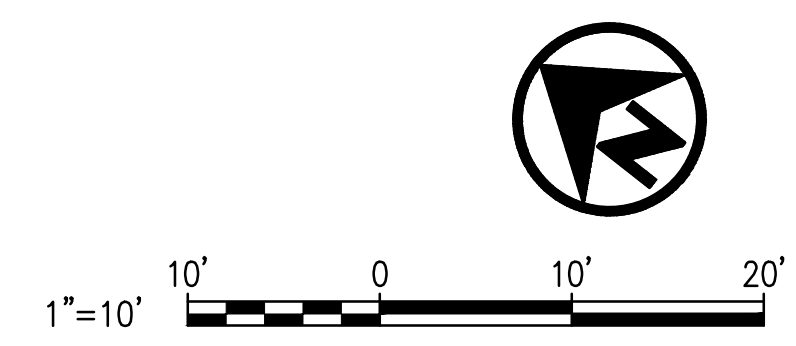


02/27/17

- LEGEND:**
- SHARED ROAD MARKING
 - RECOMPACT EXISTING BASE COURSE AND INSTALL 10' WIDE, 2" THICK AC PATHWAY
 - TEMPORARY DELINEATION
 - SIGN

- NOTES:**
1. PROVIDE NEW AC RAMP, CONNECTING STREET TO PAVED PATH. STRAIGHT GRADE FROM STREET TO EXISTING PATH.
 2. PROVIDE FLAGGERS TO PRECLUDE LONG VEHICLE QUEUES AT PEAK BICYCLE HOURS. SEE SPECIFICATIONS.

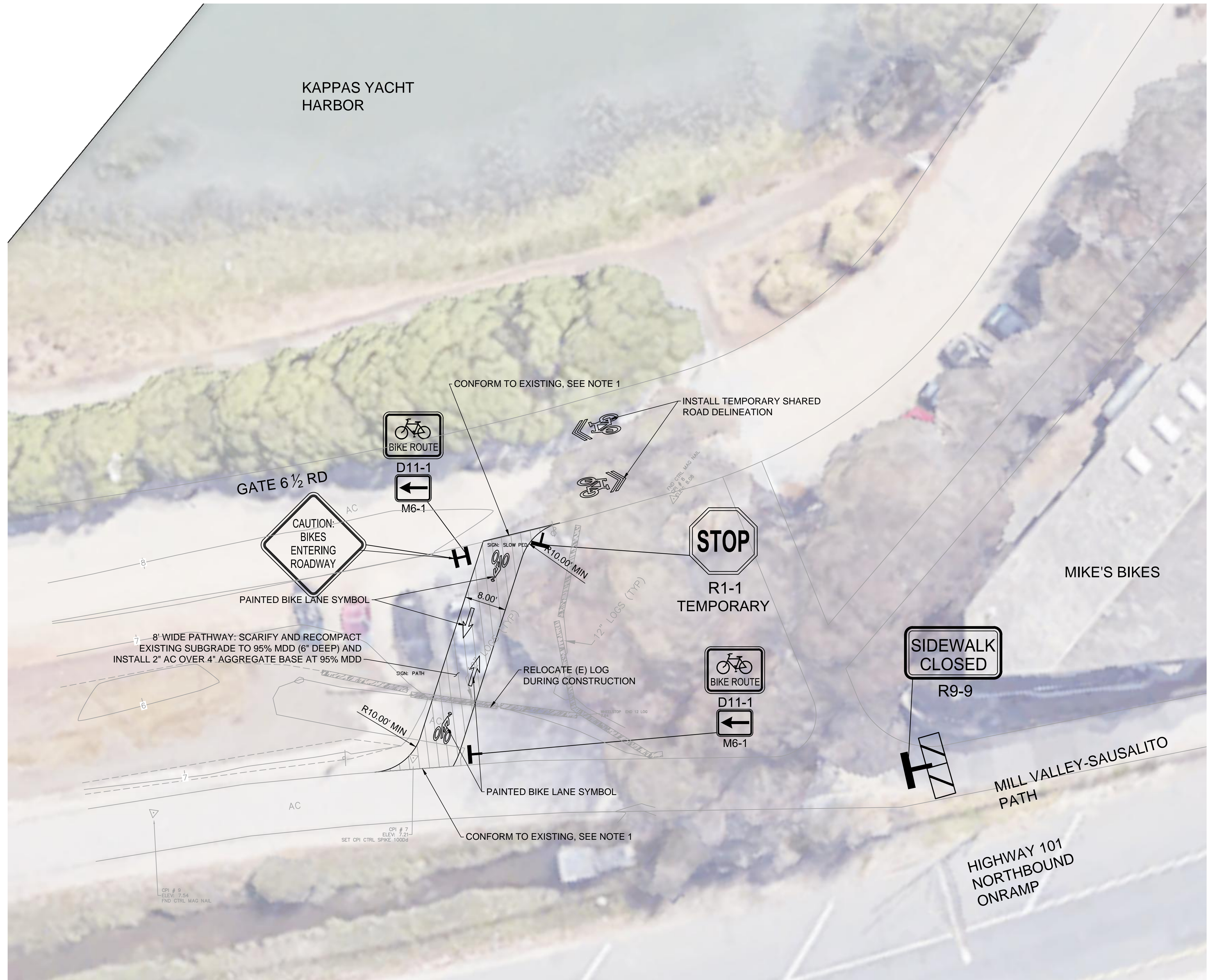
A TEMPORARY DETOUR PLAN
C-3.4 SCALE: 1" = 10'



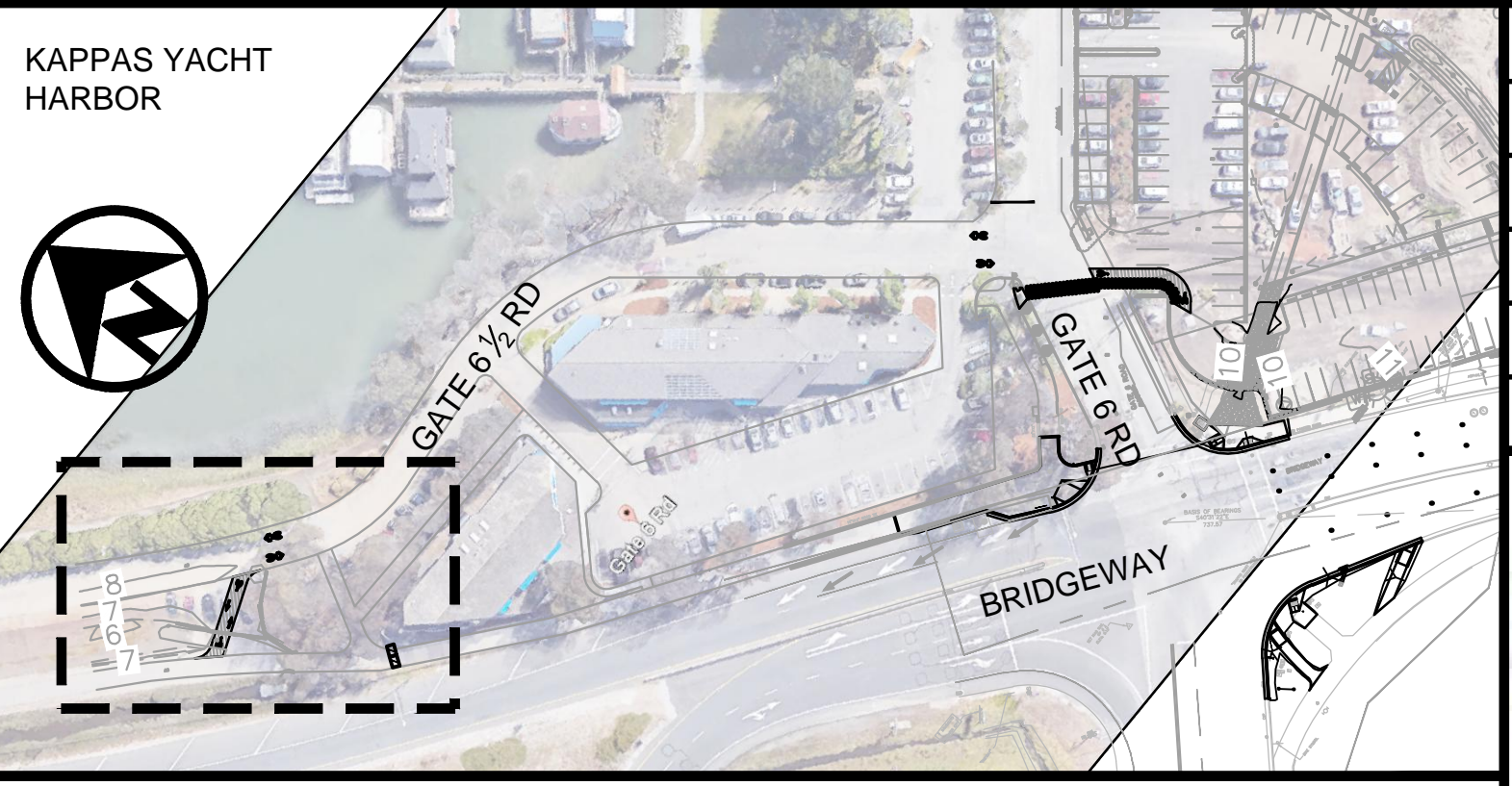
GATE 6 INTERSECTION IMPROVEMENTS
TEMPORARY DETOUR PLAN

DATE: 02/27/2017
SCALE: AS SHOWN
DRAWN BY: MLK
PROJECT NO: CML5098(012)
SHEET

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A TEMPORARY DETOUR PLAN
C-3.5 SCALE: 1" = 10'



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REGISTERED PROFESSIONAL ENGINEER
 JASON J. LING
 C60493
 EXP. 6/30/18
 CIVIL
 STATE OF CALIFORNIA
 02/27/17

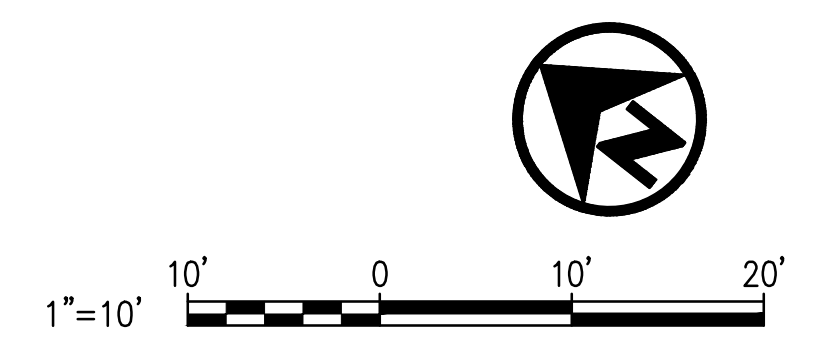
- LEGEND:**
- SHARED ROAD MARKING
 - AC PATHWAY
 - TEMPORARY DELINEATION
 - TYPE III BARRICADE
 - SIGN

- NOTE:**
- TEMPORARY PATHWAY TO CONFORM TO EXISTING PAVEMENT WITH SLOPE NOT MORE THAN 5%.
 - REMOVE AC PAVEMENT AT COMPLETION OF WORK AND RETURN SITE TO ORIGINAL CONDITION.

GATE 6 INTERSECTION IMPROVEMENTS
TEMPORARY DETOUR PLAN

DATE: 02/27/2017
 SCALE: AS SHOWN
 DRAWN BY: MLK
 PROJECT NO: CML5098(012)
 SHEET

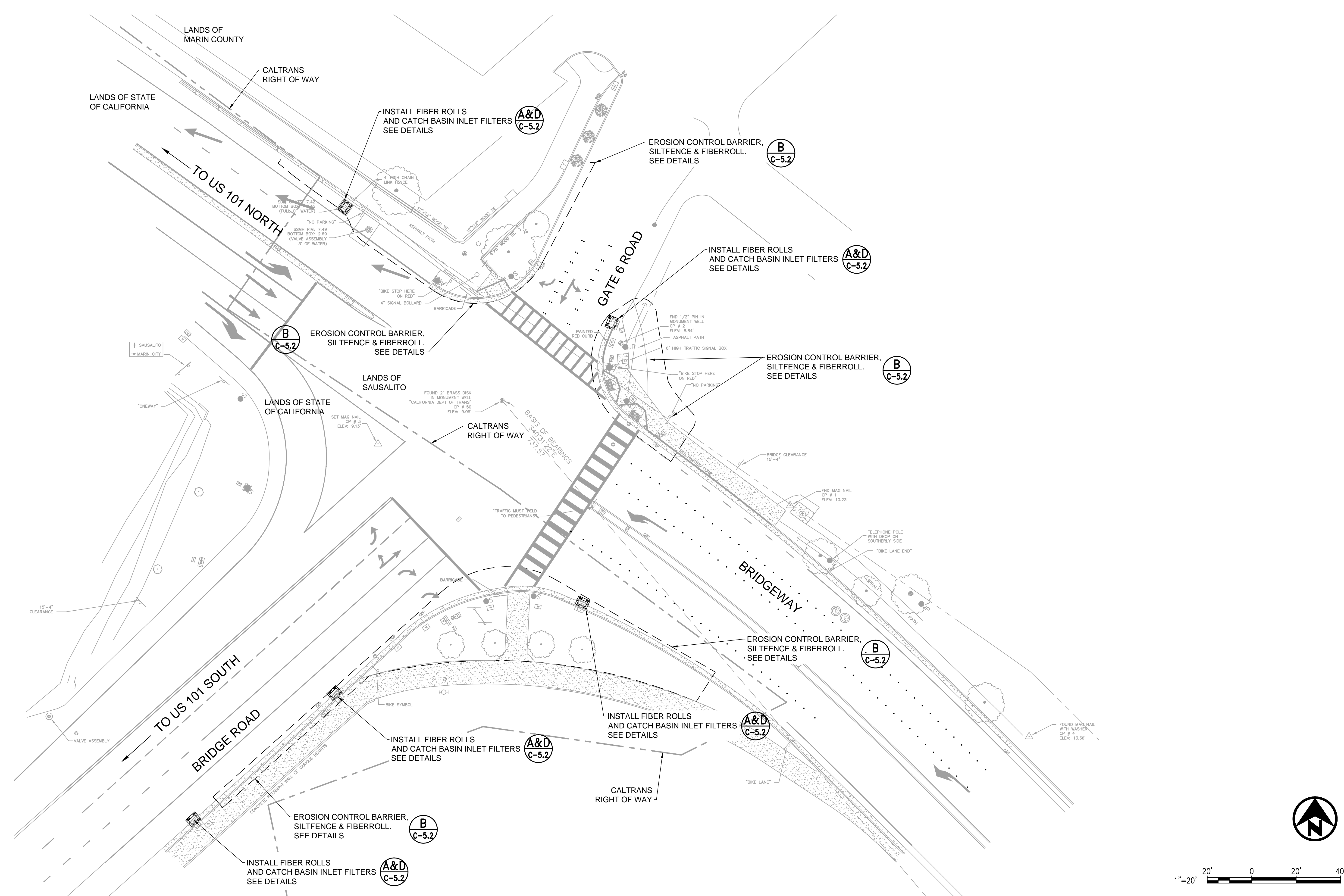
C-3.5
 17 OF 25 SHEETS



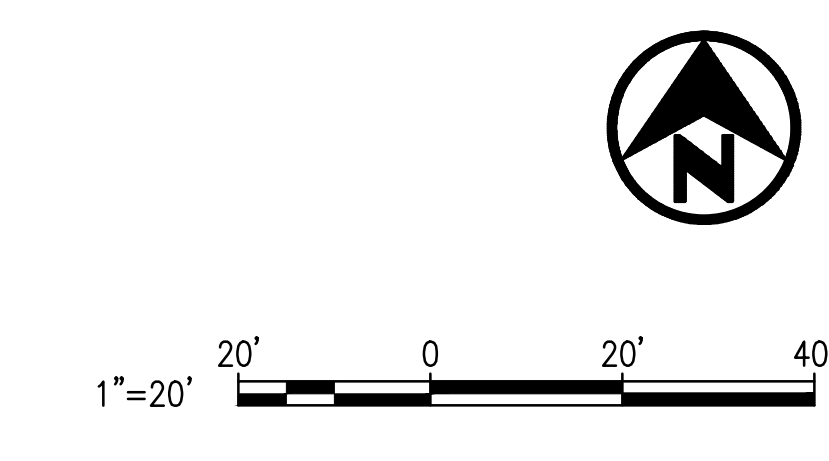
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U:\Projects\130319 Gate 6 Intersection\Drawings\01 Sheets\19-20 C-5.1-5.2 EROSION CONTROL.dwg



A
C-5.1 **EROSION CONTROL**
SCALE: 1" = 20'



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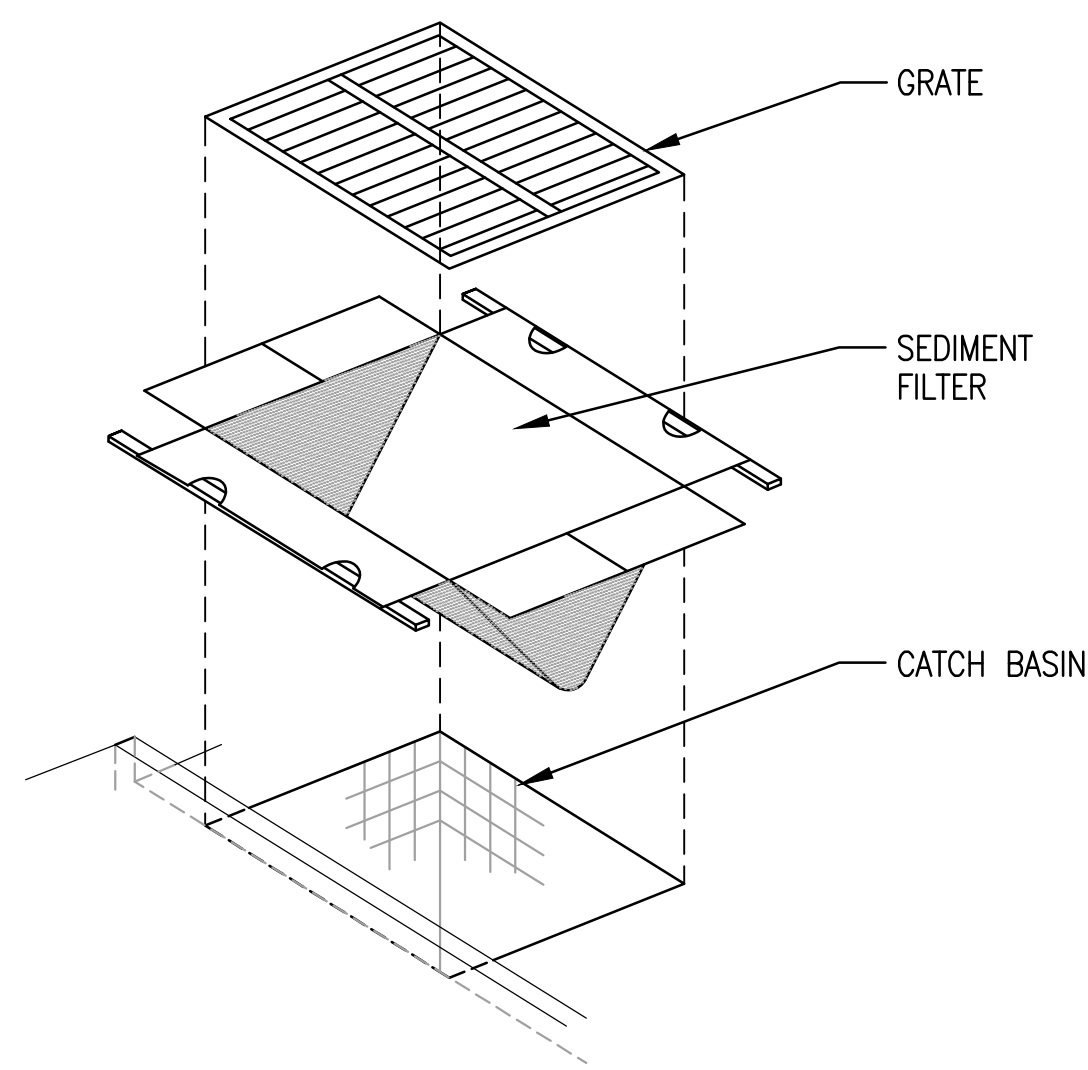
REGISTERED PROFESSIONAL ENGINEER
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C60493
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STATE OF CALIFORNIA

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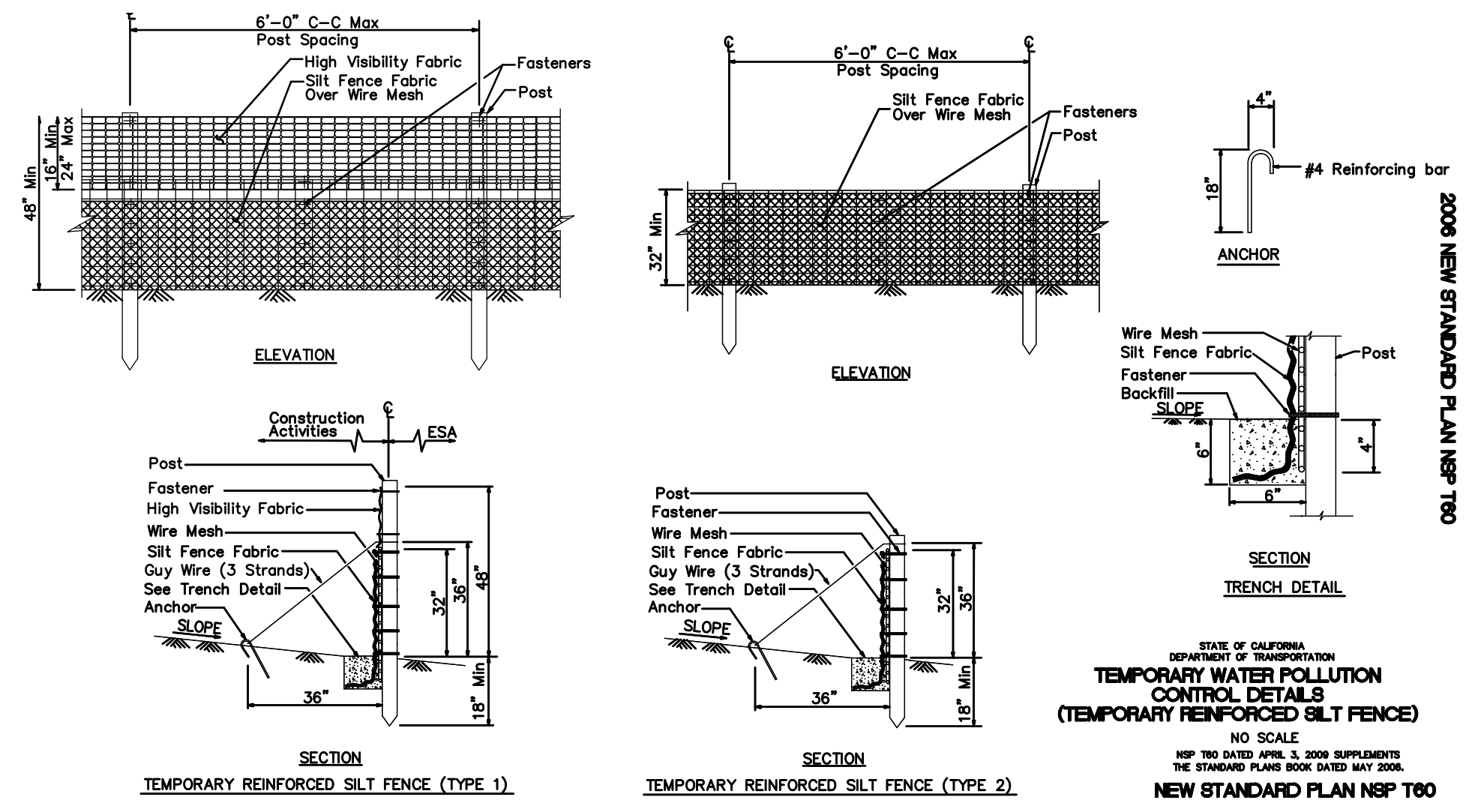
**GATE 6 INTERSECTION
IMPROVEMENTS**
EROSION CONTROL PLAN

DATE: 02/27/2017
SCALE: AS SHOWN
DRAWN BY: MLK
PROJECT NO: CML5098(012)
SHEET

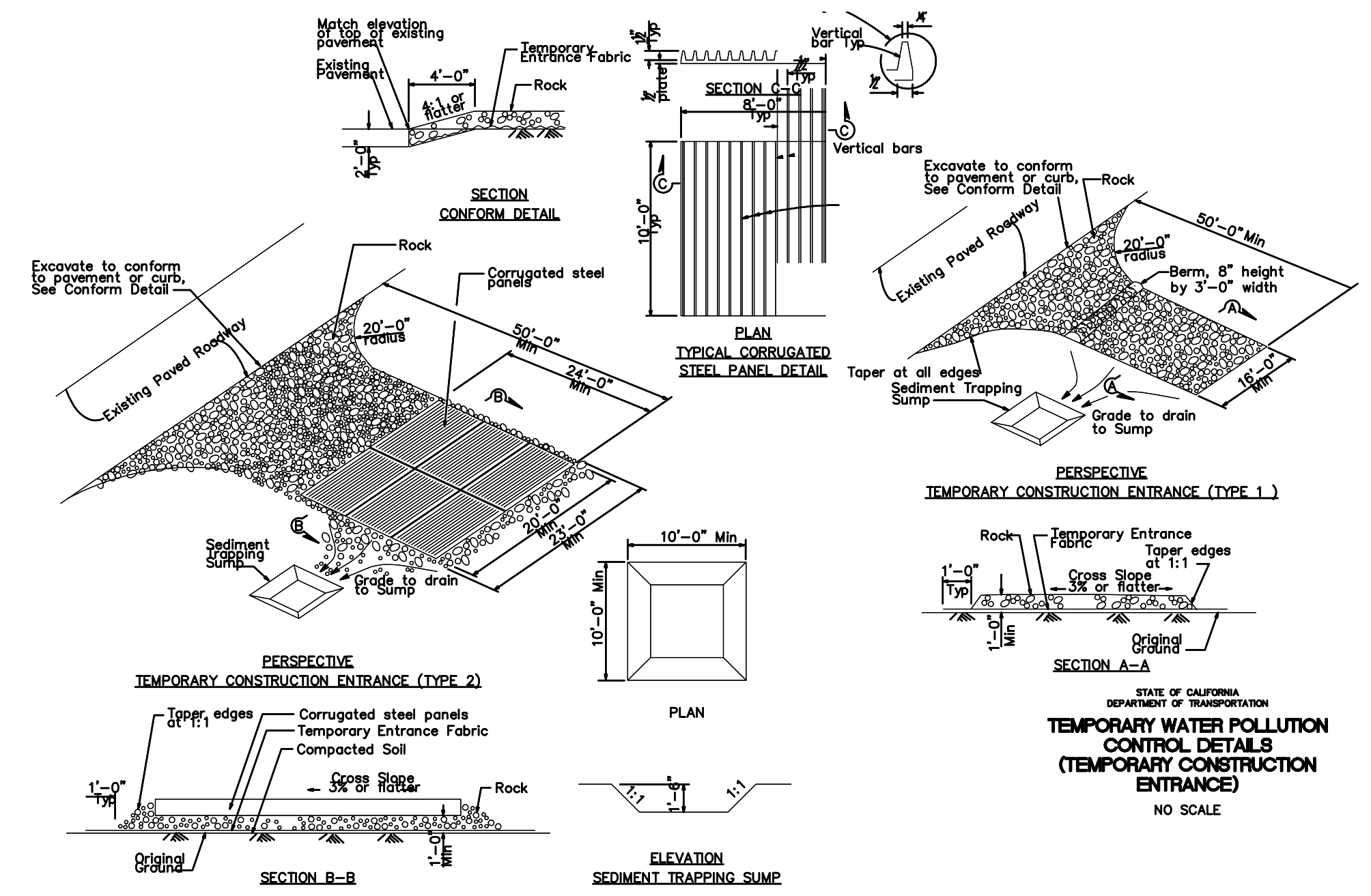
C-5.1



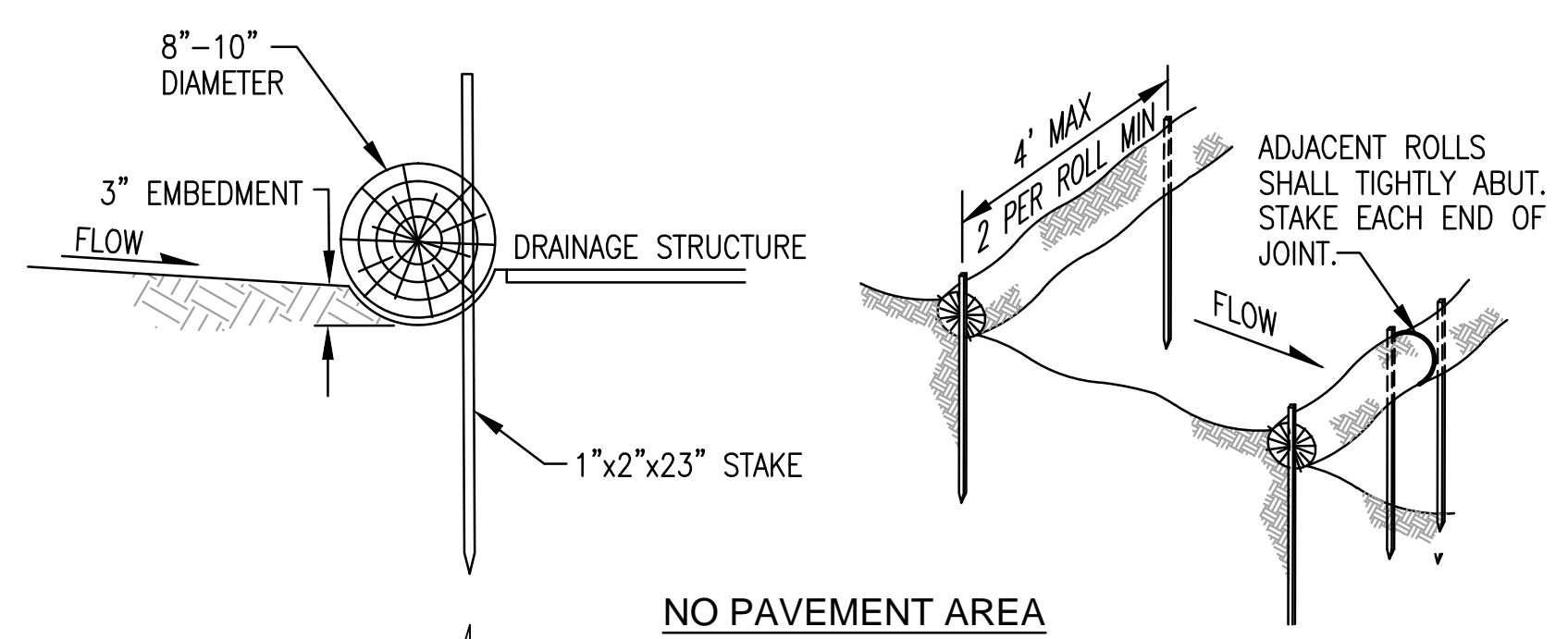
A INLET FILTER DETAIL
C-5.2 SCALE: N.T.S.



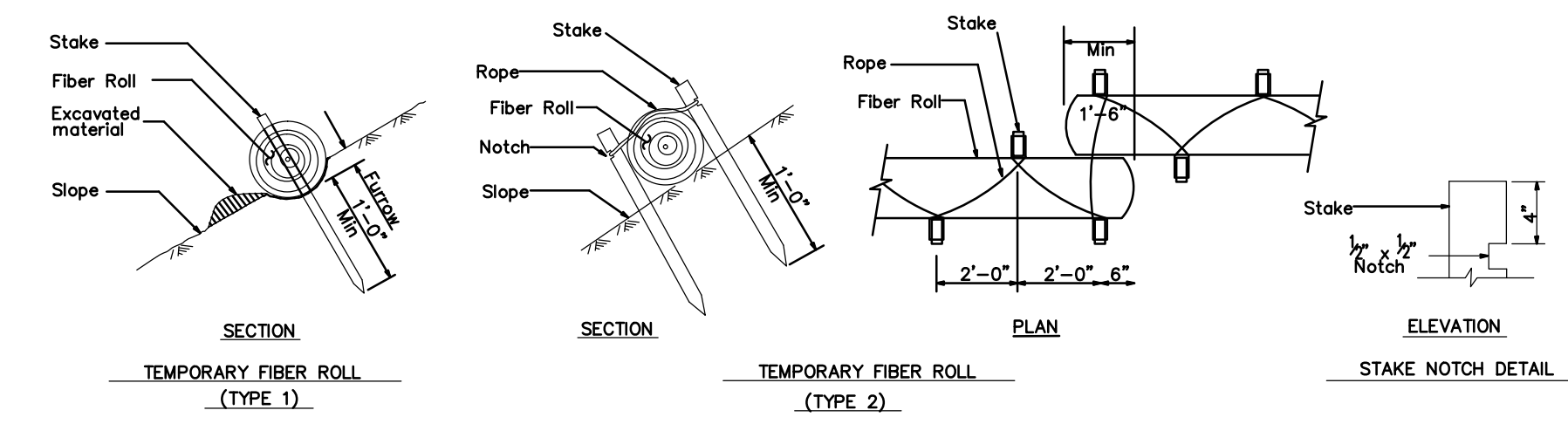
B TEMPORARY REINFORCED SILT FENCE
C-5.2 SCALE: N.T.S.



C TEMPORARY CONSTRUCTION ENTRANCE
C-5.2 SCALE: N.T.S.

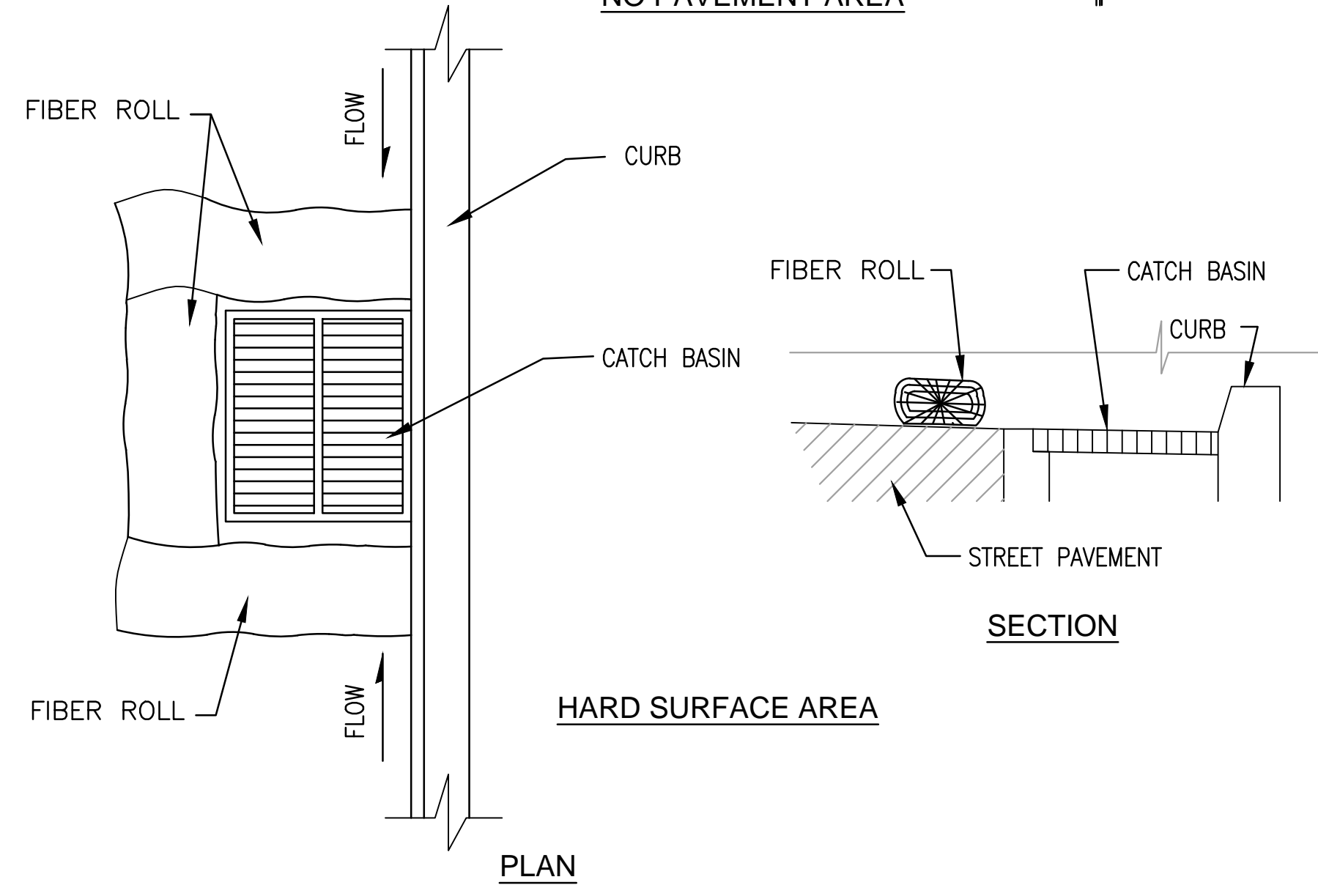


NO PAVEMENT AREA



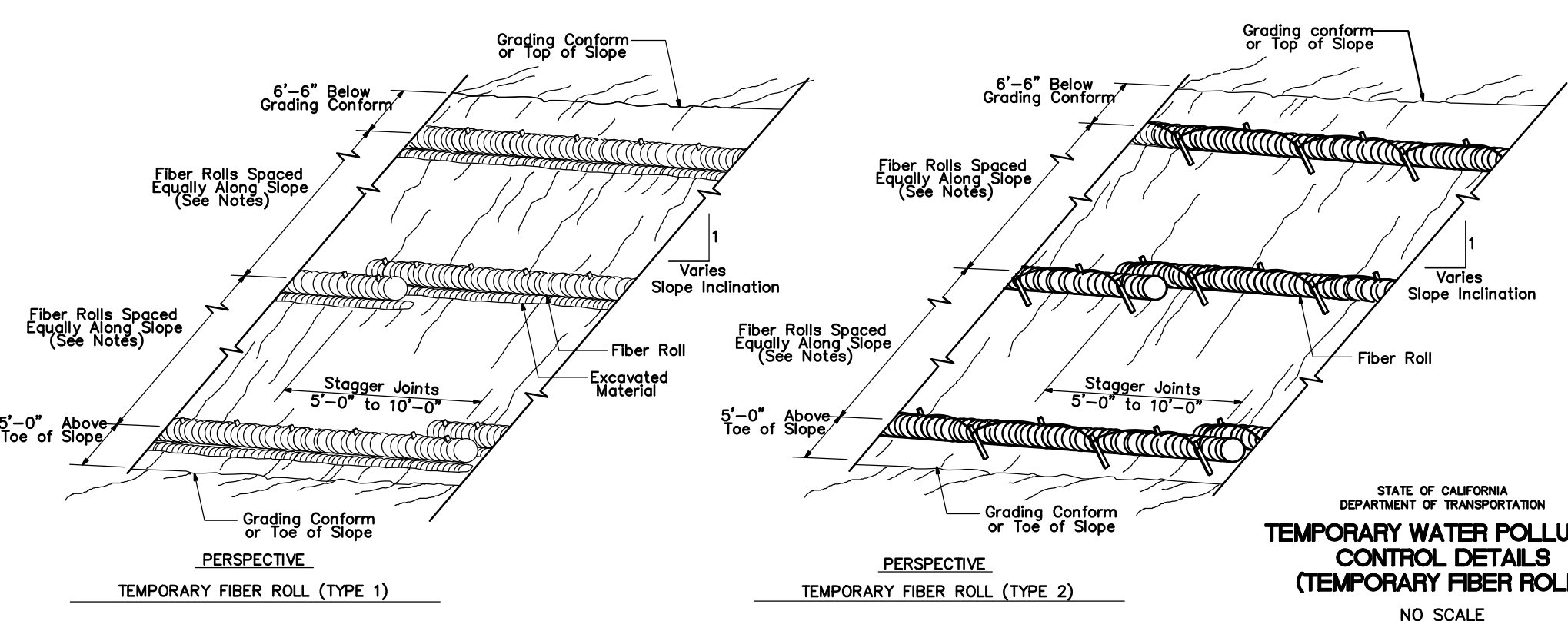
TEMPORARY FIBER ROLL (TYPE 1)
TEMPORARY FIBER ROLL (TYPE 2)
STAKE NOTCH DETAIL

NOTES:
1. Temporary fiber roll spacing varies depending upon slope inclination.
2. Installations shown in the perspectives are for slope inclination of 10:1 and steeper.



HARD SURFACE AREA

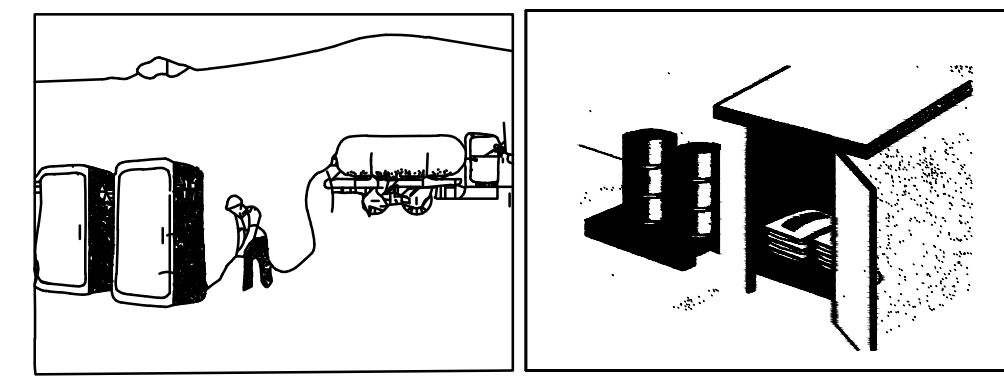
D FIBER ROLL DETAILS
C-5.2 SCALE: N.T.S.



TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY FIBER ROLL)
NO SCALE

RSP T56 DATED APRIL 3, 2009 SUPERSEDES STANDARD PLAN T56 DATED MAY 1, 2006 - PAGE 232 OF THE STANDARD PLANS BOOK DATED MAY 2006.
REVISED STANDARD PLAN RSP T56

E TEMPORARY FIBER ROLL
C-5.2 SCALE: N.T.S.



Storage and Disposal Procedures

- Temporary sanitary facilities should be located away from drainage facilities, watercourses, and from traffic circulation. When subjected to high winds or risk of high winds, temporary sanitary facilities should be secured to prevent overturning.
- Wastewater should not be discharged or buried within the project site.
- Only reputable, professional sanitary and septic waste haulers should be used. Sanitary facilities should be located in a convenient location.
- Untreated raw wastewater should never be discharged or buried. If using an onsite disposal system (septic), such as a septic system, State of CA department of health requirements must be followed.
- Temporary septic systems should treat wastes to appropriate levels before discharging. Temporary sanitary facilities that discharge to the sanitary sewer system should be properly connected to avoid illicit discharges.
- Sanitary and septic facilities should be maintained in good working order by a professional service.
- Regular waste collection by a professional hauler should be arranged before facilities overflow.

Material Storage Procedures

- Liquids, petroleum products, and substances listed in 40 CFR Parts 110, 117, or 302 should be stored in approved containers and drums and should not be overfilled. Containers and drums should be placed in temporary containment facilities for storage.
- A temporary containment facility should provide for a spill containment volume able to contain precipitation from a 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100 of the capacity of the largest container within its boundary, whichever is greater.
- A temporary containment facility should be impervious to the materials stored therein for a minimum contact time of 72 hours.
- A temporary containment facility should be maintained free of accumulated rainwater and spills. In the event of spills or leaks, accumulated rainwater and spills should be collected and placed into drums. These liquids should be handled as a hazardous waste unless testing determines them to be non-hazardous. All collected liquids or non-hazardous liquids should be sent to an approved disposal site.
- Sufficient separation should be provided between stored containers to allow for spill cleanup and emergency response access.
- Incompatible materials, such as chlorine and ammonia, should not be stored in the same temporary containment facility.
- Materials should be covered prior to, and during rain events.
- Materials should be stored in their original containers and the original product labels should be maintained in place in a legible condition. Damaged or otherwise illegible labels should be replaced immediately.

F CHEMICAL & WASTE MANAGEMENT
C-5.2 SCALE: N.T.S.

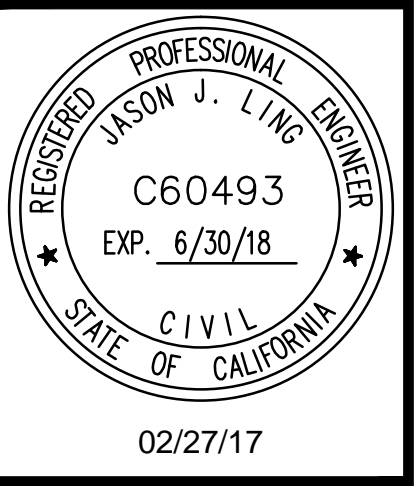
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GATE 6 INTERSECTION IMPROVEMENTS
EROSION CONTROL DETAILS

DATE: 02/27/2017
SCALE: AS SHOWN
DRAWN BY: MLK
PROJECT NO: CML5098(012)
SHEET

C-5.2

20 OF 25 SHEETS

ELECTRICAL INDEX

E-1 ELECTRICAL INDEX, NOTES, ABBREVIATIONS AND LEGEND
 E-2 TO E-4 MODIFYING EXISTING ELECTRICAL SYSTEM
 E-5 ELECTRICAL DETAILS

GENERAL NOTES

1. NO ABOVE GROUND ELECTRICAL WORK SHALL BE PERFORMED ON ANY SYSTEM WITHIN THE PROJECT SITE UNTIL ALL CONTRACTOR-FURNISHED ELECTRICAL MATERIALS FOR THAT INDIVIDUAL SYSTEM HAVE BEEN TESTED AND DELIVERED TO CONTRACTOR.
2. THE NEUTRAL CONDUCTOR SHALL RUN FROM THE SERVICE EQUIPMENT ENCLOSURE TO THE CONTROLLER CABINET WITHOUT SPLICING TO ANY OTHER NEUTRAL CONDUCTOR.
3. THE CLEARANCE BETWEEN THE BOTTOM OF THE LOWEST CIRCUIT BREAKER AND THE BOTTOM OF THE SERVICE EQUIPMENT ENCLOSURE FOR A TYPE III-A SERIES SHALL BE 24 INCHES MINIMUM.
4. WHERE ONE OR MORE TRAFFIC SIGNAL DETECTOR(S) CONSIST OF A SEQUENCE OF 4 LOOPS IN A SINGLE LANE, THE FRONT LOOP CLOSEST TO THE LIMIT LINE OR CROSSWALK SHALL BE LOCATED 1 FOOT FROM THE LINE. THE SET OF 3 LOOPS OR 4 LOOPS ASSIGNED TO THE SAME LOOP DETECTOR LEAD-IN CABLE (DLC) SHALL BE CONNECTED IN SERIES FOR TRAFFIC SIGNAL SYSTEM ONLY AND NOT FOR RAMP METERING SYSTEM.
5. COLOR CODING OF TRAFFIC SIGNAL CONDUCTOR FOR OVERLAP PHASES, SEE DETAIL F ON SHEET E-4.
6. AT LEAST THREE WORKING DAYS PRIOR TO PERFORMING ANY WORK ON EACH EXISTING SYSTEM, THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF TRANSPORTATION, ELECTRICAL AND SIGNAL MAINTENANCE SUPERINTENDENT, PHONE (415) 330-6500.
7. COUPLING NUTS MUST BE USED ON TYPE 1-B STANDARD.
8. TRAFFIC SIGNAL MUST BE IN OPERATION DURING CONSTRUCTION, EXCEPT OTHERWISE NOTED ON THE PLANS OR SPECIAL PROVISIONS.
9. BOTH CITY AND CALTRANS REPRESENTATIVES SHALL BE PRESENT DURING THE MARKING OF LOCATION OF POLES, CABINETS, DETECTOR LOOPS AND ETC.
10. R3-1 ACTIVATED BLANK-OUT LED SIGN SHALL BE MANUFACTURED BY MCCAIN, SIGN TECHNOLOGIES, TAPCO TRAFFIC AND PARKING CONTROL COMPANY OR APPROVED EQUAL.
11. ONE SPARE VIDEO DETECTION CAMERA MUST BE DELIVERED TO CALTRANS.
12. ONE SPARE R3-1 ACTIVATED BLANK-OUT LED SIGN MUST BE DELIVERED TO THE CITY CORPORATION YARD.

ABBREVIATIONS

ADA AMERICANS WITH DISABILITIES ACT
 AT&T AMERICAN TELEPHONE AND TELEGRAPH
 CCU CAMERA CONTROL UNIT
 PG&E PACIFIC GAS AND ELECTRIC
 TOU TIME-OF-USE METER

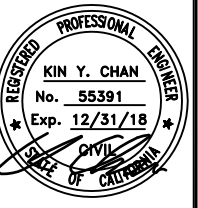
LEGEND

- 1 FURNISH AND INSTALL TYPE III-AF SERVICE EQUIPMENT ENCLOSURE.
- 2 **RS** MODEL 170E CONTROLLER UNIT. INSTALL DEPARTMENT-FURNISHED MODEL 2070 CONTROLLER UNIT IN EXISTING MODEL 332 CABINET. INSTALL DEPARTMENT-FURNISHED LOAD SWITCH FOR Ø3 BIKE PHASE, GPS CLOCK AND VIDEO DETECTION CONTROL UNIT.
- 3 INSTALL 3-SECTION BICYCLE SIGNAL HEAD. SEE DETAIL A ON E-3.
- 4 ADJUST EXISTING PULL BOX TO FINAL GRADE.
- 5 **RC** EXISTING PULL BOX. INSTALL A NEW PULL BOX AS INDICATED IN EXISTING CONDUIT RUN.
- 6 EXISTING 2"C, 1 SIC.
- 7 INSTALL VIDEO DETECTION CAMERA ON SMA.
- 8 2"C, 2#10 (120V, R3-1 ACTIVATED BLANK-OUT SIGN).
- 9 **RC** EXISTING NON-ADA PBA.
- 10 INSTALL R3-1 ACTIVATED BLANK-OUT SIGN PER 2014 CA MUTCD REQUIREMENT. SEE GENERAL NOTE 10 ON THIS SHEET.
- 11 EXISTING 2"C, 2 DLC. REMOVE 2 DLC. ADD 2 DLC.
- 12 EXISTING 2"C, 4 DLC. REMOVE 4 DLC. ADD 4 DLC.
- 13 EXISTING 3"C, 8 DLC. REMOVE 8 DLC. ADD 4 DLC.
- 14 EXISTING 2"C, 3#2 (120/240V, SERVICE).
- 15 INSTALL GPS CLOCK IN EXISTING CONTROLLER ASSEMBLY ON THE NORTHWEST CORNER OF BRIDGEWAY AND GATE 5 RD INTERSECTION.
- 16 EXISTING 3"C, 6 DLC. REMOVE 6 DLC. ADD 2 DLC.
- 17 2"C, 3#2 (120/240V, SERVICE).
- 18 MAINTAIN 4' MINIMUM CLEAR PATH BETWEEN PBA POST AND EDGE OF SIDEWALK.
- 19 **RC** 3-SECTION VEHICLE SIGNAL HEAD (8"). INSTALL 3-SECTION VEHICLE SIGNAL HEAD (12").
- 20 2"C, 2#6 (120V, CONTROLLER), 2#8 (240V, LIGHTING), 3#14 (120V, PEU).

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GATE 6 INTERSECTION IMPROVEMENTS

ELECTRICAL INDEX, NOTES, ABBREVIATIONS AND LEGEND

DATE: 2/17/17

SCALE: NO SCALE

DRAWN BY: VRB

PROJECT NO:

SHEET

E-1

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

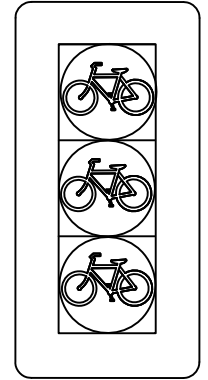
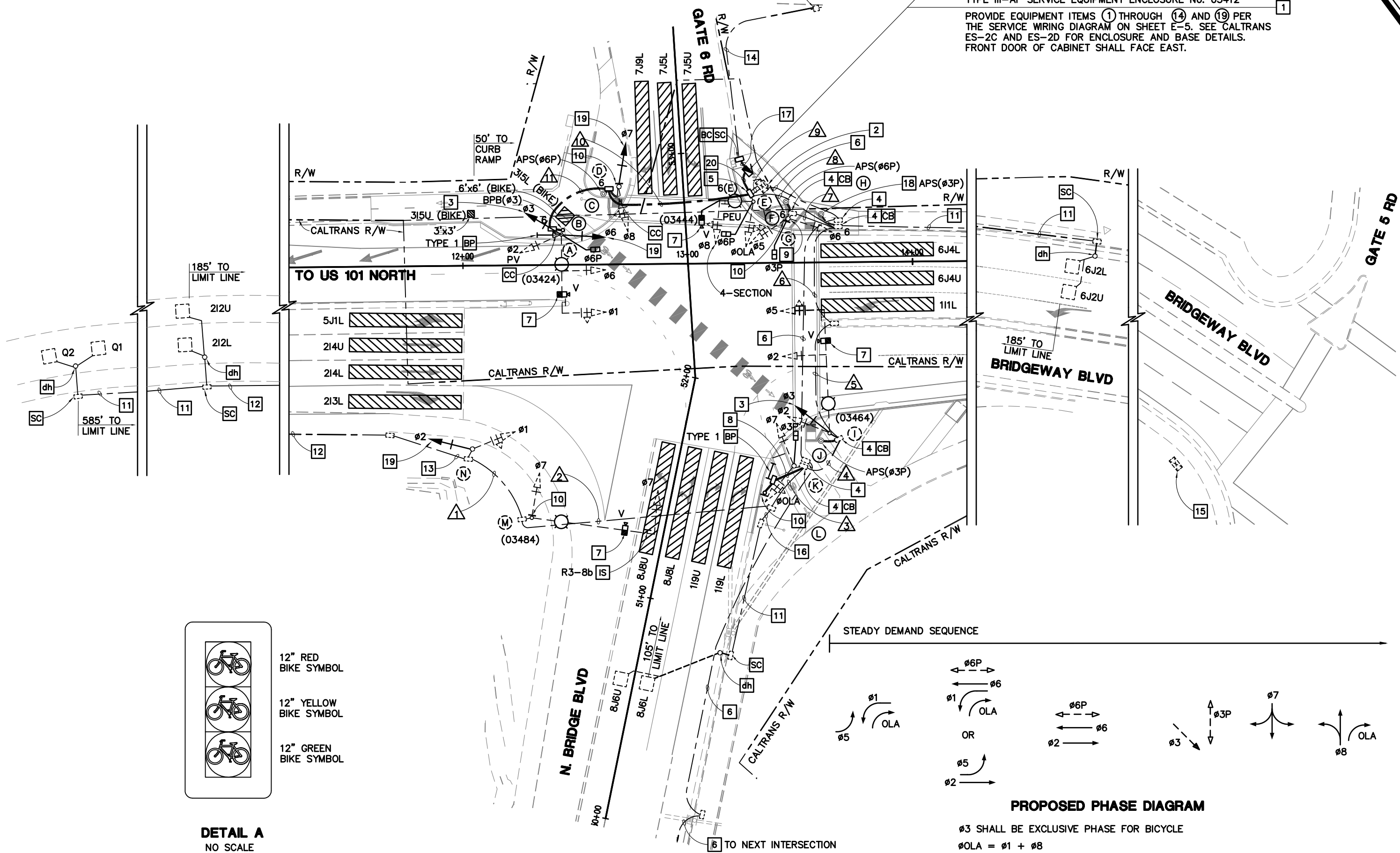
CTID No. 04271010003412 (TOU METER)

LOAD: ±1000 W TRAFFIC SIGNAL (METERED)
2-165 W LED LUMINAIRES (METERED)
2-235 W LED LUMINAIRES (METERED)

TYPE III-AF SERVICE EQUIPMENT ENCLOSURE No. 03412

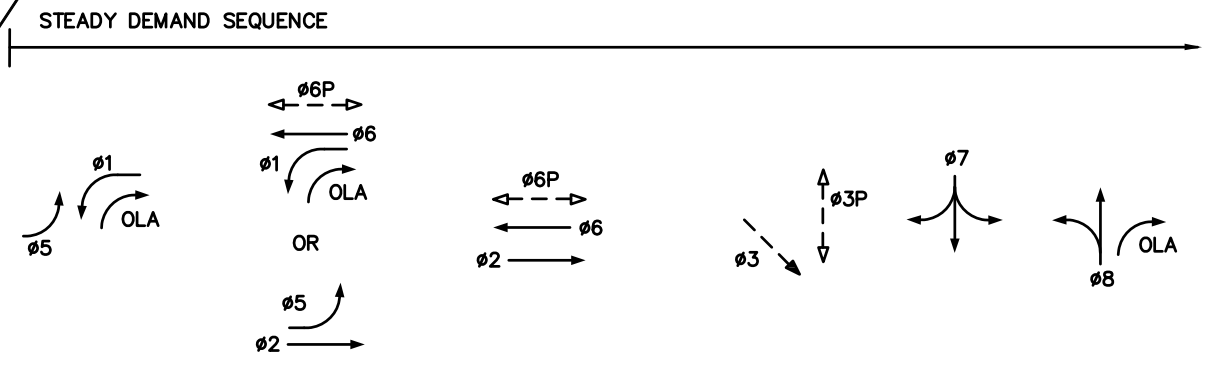
PROVIDE EQUIPMENT ITEMS ① THROUGH ⑭ AND ⑰ PER THE SERVICE WIRING DIAGRAM ON SHEET E-5. SEE CALTRANS ES-2C AND ES-2D FOR ENCLOSURE AND BASE DETAILS. FRONT DOOR OF CABINET SHALL FACE EAST.

EXISTING SYSTEM No. 27-101-03412 (PG&E)
TYPE H SERVICE (120/240 V)



DETAIL A
NO SCALE

NOTE: SEE SIGNAL FACES DETAIL ON ES-4C.



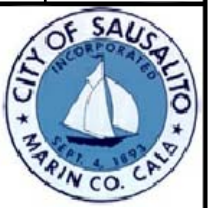
PROPOSED PHASE DIAGRAM

Ø3 SHALL BE EXCLUSIVE PHASE FOR BICYCLE
ØOLA = Ø1 + Ø8

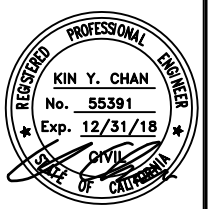
MODIFYING A EXISTING SIGNAL AND LIGHTING SYSTEM
APPROVED FOR ELECTRICAL WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET E-1

REVISIONS



420 Litch St.,
Sausalito CA 94965
415-289-4113 tel.

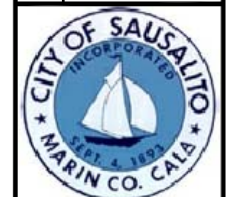


GATE 6 INTERSECTION IMPROVEMENTS
MODIFYING EXISTING ELECTRICAL SYSTEM

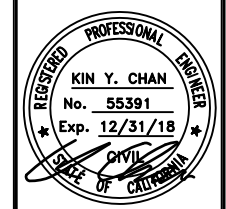
DATE: 2/17/17
SCALE: 1"=20'
DRAWN BY: VRB
PROJECT NO:
SHEET

E-3

REVISIONS	



420 Lido St.,
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GATE 6 INTERSECTION IMPROVEMENTS
 MODIFYING EXISTING ELECTRICAL SYSTEM

DATE: 2/17/17
 SCALE: 1"=20'
 DRAWN BY: VRB
 PROJECT NO:
 SHEET

CONDUIT AND CONDUCTOR SCHEDULE

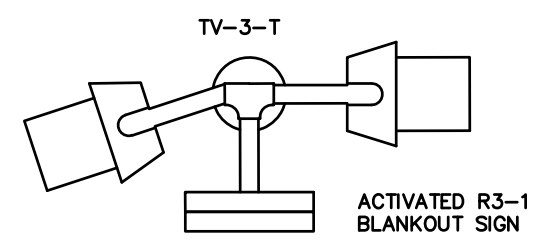
CONDUCTOR SCHEDULE	CONDUIT RUN NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
No. 14 CONDUCTORS											
Ø1	3	3	3	3	3	3	3	6	3	3	
Ø2	3	3	3	3	3	3	3	6	3	3	
Ø3				3	3		3	6	3	3	
Ø5				3	3	3	6	6			
Ø6						3	6	6	3	3	
Ø7		3	3	3	3	3	3	6	3		
Ø8				3	3	3	3	6	3		
ØOLA				2	2	2		2	2		
Ø3P				2	2	2	2	4	4		
Ø6P									4	2	2
APS (Ø3P)				2	2		4	4			
APS (Ø6P)						2	4	4	2		
BPB (Ø3)								2	2	2	
SPARE	3	3	3	3	3	3	3	6	6	3	3
TOTAL No. 14	9	12	12	19	27	27	13	47	68	27	19
No. 10 CONDUCTORS											
ACTIVATED BLANK-OUT SIGN		2	2	4	4	4	2	4	4	2	
No. 8 CONDUCTORS											
LIGHTING (240V)		2	2	2	2	2		2		2	2
SIGNAL NEUTRAL	1	1	1	1	1	1	1	1	1	1	1
TOTAL No. 8	1	3	3	3	3	3	1	3	1	3	3
No. 6 CONDUCTORS											
CONTROLLER (120V)										2	
APS CABLE											
VIDEO DETECTION CABLE		1	1	1	2	2		2	4	1	1
LOOP DETECTOR LEAD-IN CABLE (DLC)											
Q1/Q2	2	2	2	2	2	2		2	2		
2I2U/2I2L	2	2	2	2	2	2		2	2		
6J2U/6J2L									2	2	
8J6U/8J6L			2	2	2	2		2	2		
TOTAL LOOP DETECTOR LEAD-IN CABLE	4	4	6	6	6	6		8	10	2	2
EXISTING (E) / NEW (N)											
CONDUIT SIZE (INCHES)	2	2 1/2	3	3	3	3	3	3	2-4"	3	3
% FILL	16	23	17	21	27	27	6	35	15	17	15

ALL CONDUCTORS/CABLES AS SHOWN ARE NEW.
 "-" REMOVE ALL EXISTING CONDUCTORS/CABLES. INSTALL NEW.

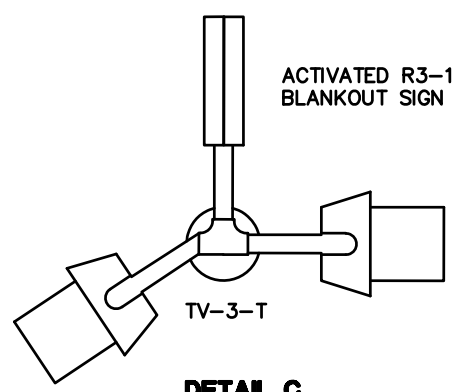
POLE AND EQUIPMENT SCHEDULE

No.	STANDARD		VEH SIG MTG		PED * SIGNAL MTG	APS **		BPB (NEW)		LED *** LUMINAIRE	SPECIAL REQUIREMENTS
	TYPE	SMA (FEET)	LMA (FEET)	MAST ARM		POLE	Ø	ARROW	Ø		
(A)	EXISTING 24-3-70	35	15	MAS MAS	NEW SV-2-TA SV-1-T	SP-1-T				165W	SEE PROJECT NOTES 3, 7 AND 19 ON SHEET E-1.
(B)	PBA POST							3	←		
(C)	PBA POST						6P	→			
(D)	EXISTING 1-B				NEW TV-3-T						SEE PROJECT NOTES 10 AND 19 ON SHEET E-1. SEE DETAIL C ON THIS SHEET.
(E)	EXISTING 19-3-70	15	12	MAS-4B	SV-1-T	SP-1-T				235W	SEE PROJECT NOTE 7 ON SHEET E-1.
(F)	PBA POST						6P	←			
(G)	EXISTING 1-B				NEW TV-3-T	SP-1-T					SEE PROJECT NOTES 9 AND 10 ON SHEET E-1. SEE DETAIL B ON THIS SHEET.
(H)	PBA POST						3P	→			
(I)	EXISTING 29-5-70	55	15	MAS MAS	NEW SV-2-TB					165W	SEE PROJECT NOTES 3 AND 7 ON SHEET E-1.
(J)	PBA POST						3P	←			
(K)	EXISTING 1-B				TV-2-T	SP-1-T					
(L)	1-B				TV-1-T						SEE PROJECT NOTE 10 ON SHEET E-1. SEE DETAIL E ON THIS SHEET.
(M)	EXISTING 29-5-70	55	15	MAS	NEW SV-2-TA					235W	RC EXISTING R61-7 (CA) SIGN. IS R3-8b SIGN. SEE PROJECT NOTES 7 AND 10 ON SHEET E-1. SEE DETAIL D ON THIS SHEET.
(N)	EXISTING 1-B				NEW TV-2-T						SEE PROJECT NOTE 19 ON SHEET E-1.

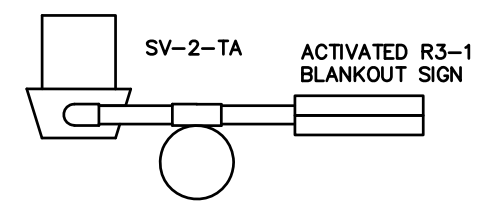
- * RC EXISTING PEDESTRIAN SIGNAL HEAD. INSTALL NEW LED COUNT-DOWN PEDESTRIAN SIGNAL HEAD.
- ** RC EXISTING PBA. INSTALL NEW APS.
- *** RC EXISTING HPS LUMINAIRE. INSTALL NEW LED LUMINAIRE.



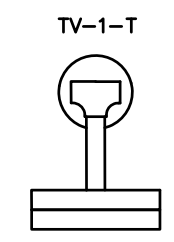
DETAIL B
NO SCALE



DETAIL C
NO SCALE



DETAIL D
NO SCALE



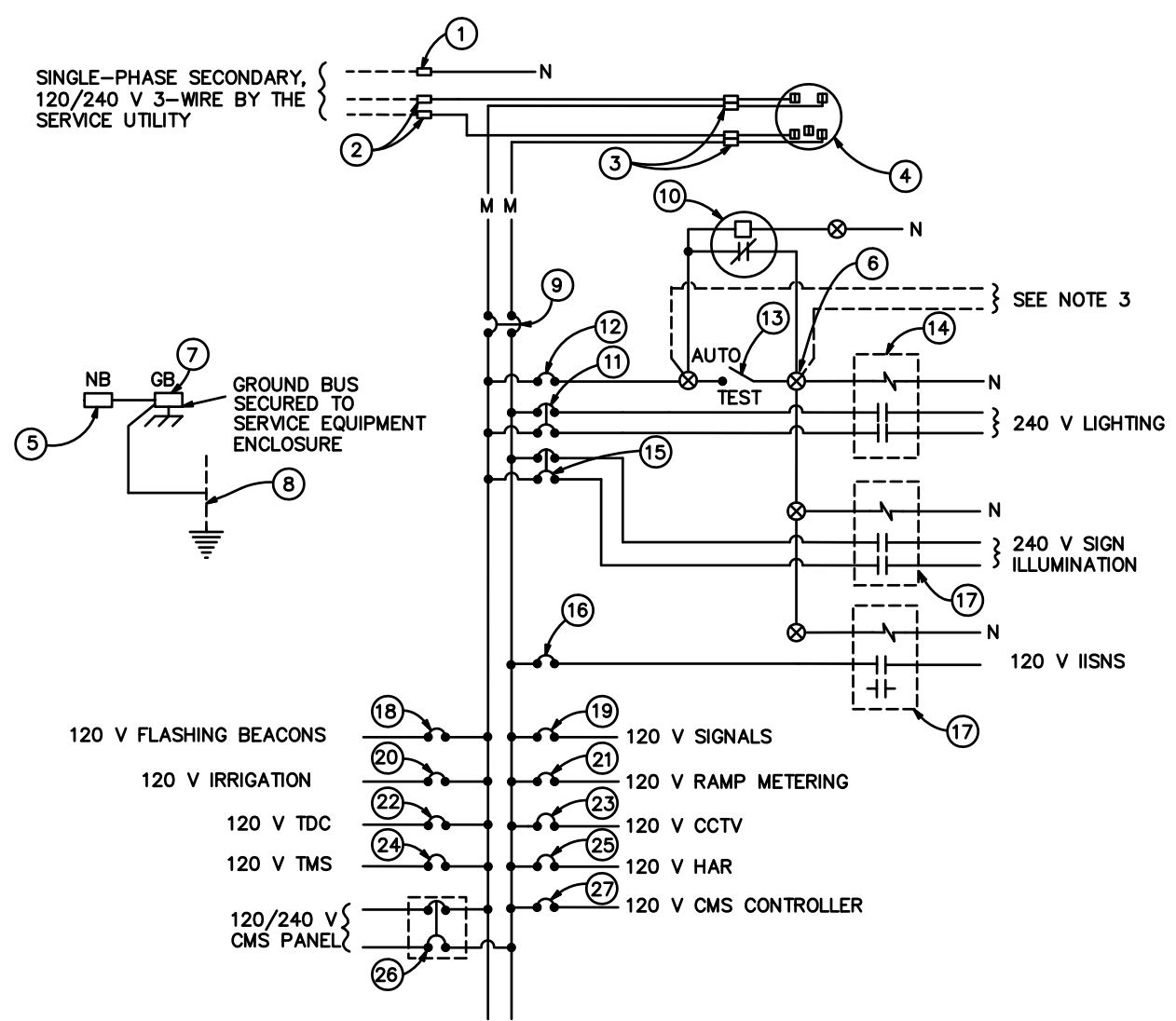
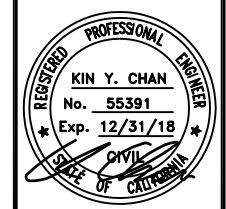
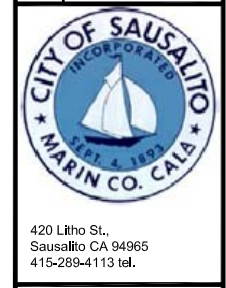
DETAIL E
NO SCALE

TRAFFIC SIGNAL CONDUCTORS FOR PHASE OVERLAPS SHALL BE DOUBLE STRIPED AS FOLLOWS:

SIGNAL PHASE	BASE COLOR	DOUBLE STRIPE COLOR
OLA	RE, YE, BRN	BLACK/BLUE
OLB	RE, YE, BRN	BLACK/ORANGE
OLC	RE, YE, BRN	BLACK/PURPLE
OLD	RE, YE, BRN	BLACK/GRAY

DETAIL F

REVISIONS	



120/240 V SERVICE WIRING DIAGRAM (TYPICAL)

TYPE III-A SERVICE EQUIPMENT ENCLOSURE LEGEND (120/240 V)

ITEM No.	COMPONENT	NAME PLATE DESCRIPTION	ITEM No.	COMPONENT	NAME PLATE DESCRIPTION
①	NEUTRAL LUG		⑮	30 A, 240 V, 2P, CB	SIGN ILLUMINATION
②	LANDING LUG		⑯	15 A, 120 V, 1P, CB	IISNS
③	TEST BYPASS FACILITY		⑰	30 A, 2P, CONTACTOR	
④	METER SOCKET AND SUPPORT		⑱	15 A, 120 V, 1P, CB	FLASHING BEACON
⑤	NEUTRAL BUS		⑲	50 A, 120 V, 1P, CB	SIGNALS
⑥	TERMINAL BLOCKS		⑳	20 A, 120 V, 1P, CB	IRRIGATION
⑦	GROUND BUS		㉑	30 A, 120 V, 1P, CB	RAMP METERING
⑧	GROUNDING ELECTRODE		㉒	15 A, 120 V, 1P, CB	TELEPHONE DEMARCATION CABINET
⑨	100 A, 240 V, 2P, CB	MAIN BREAKER	㉓	30 A, 120 V, 1P, CB	CCTV
⑩	PHOTOELECTRIC UNIT (NOTE 7)		㉔	30 A, 120 V, 1P, CB	TMS
⑪	30 A, 240 V, 2P, CB	LIGHTING	㉕	30 A, 120 V, 1P, CB	HAR
⑫	15 A, 120 V, 1P, CB	LIGHTING CONTROL	㉖	30 A, 120 V, 1P, CB	CMS PANEL
⑬	15 A, 120 V, 1P, TEST SWITCH	TEST SWITCH	㉗	30 A, 240 V, 2P, CB	CMS CONTROLLER
⑭	60 A, 2P, CONTACTOR				

NOTES: (FOR SERVICE EQUIPMENT)

- VOLTAGE RATINGS OF SERVICE EQUIPMENT SHALL CONFORM TO THE SERVICE VOLTAGES INDICATED ON THE PLANS.
- UNLESS OTHERWISE INDICATED ON THE PLANS, SERVICE EQUIPMENT ITEMS SHALL BE PROVIDED FOR EACH SERVICE EQUIPMENT ENCLOSURE AS SHOWN.
- CONNECT TO REMOTE TEST SWITCH MOUNTED ON LIGHTING STANDARDS, SIGN POST OR STRUCTURE WHEN REQUIRED.
- ITEM No. ① AND No. ⑤ SHALL BE ISOLATED FROM THE CABINET.
- METER SOCKETS SHALL MEET SERVICE UTILITY REQUIREMENTS.
- THE LANDING LUG SHALL BE SUITABLE FOR MULTIPLE CONDUCTORS.
- PHOTOELECTRIC CONTROL SHALL BE TYPE II.
- SERVICE UTILITY WILL INSTALL THE TIME-OF-USE METER IF APPLICABLE.
- UNLESS OTHERWISE NOTED, THE MAXIMUM NUMBER OF SINGLE-POLE CIRCUIT BREAKERS SPACES IN THE ENCLOSURE IS FOURTEEN.
- SEE STANDARD PLANS ES-2D FOR OTHER DETAILS.

GATE 6 INTERSECTION IMPROVEMENTS

ELECTRICAL DETAILS

DATE: 2/17/17
 SCALE: NO SCALE
 DRAWN BY: VRB
 PROJECT NO:
 SHEET