

**7. Proposed Allocation of TRANSPAC Transportation for Livable Communities Project Grants funds for Three Bicycle Projects near Schools which Improve Community Walkability**

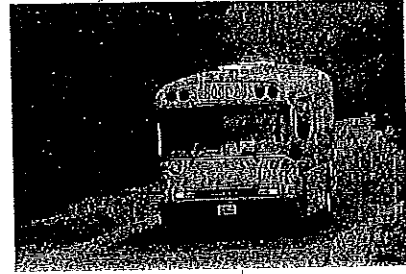
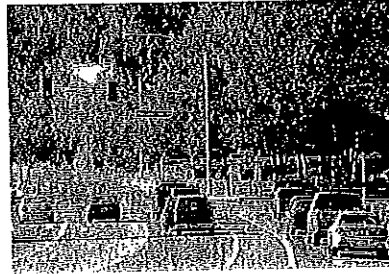
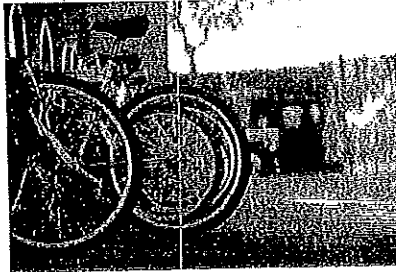
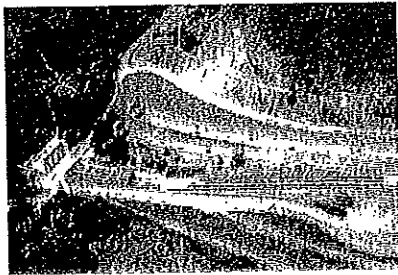
**Attachments:**

- Excerpt from Measure J Line item 12 Transportation for Livable Communities Project Grants
- Descriptions of projects proposed for funding;
  - A) the City of Martinez Shell Avenue Pedestrian/Bicycle Improvement project
  - B) The City of Martinez Alhambra Valley Road Sidewalk Gap Closure project
  - C) the City of Pleasant Hill Oak Park Boulevard/Patterson Boulevard Intersection Improvement Project

# Measure J

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## CONTRA COSTA'S TRANSPORTATION SALES TAX EXPENDITURE PLAN



CONTRA COSTA  
transportation  
authority

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Adopted November 2, 2004, as amended  
through July 15, 2009

## Table of Expenditure Plan Allocations

	\$ millions	%	Distribution of Funding By Subregion			
			Central (a)	West (b)	Southwest (c)	East (d)
<b>CAPITAL IMPROVEMENT PROJECTS <sup>1</sup></b>						
1 Caldecott Tunnel Fourth Bore	125	6.3%	62.5		62.5	
2 BART - East Contra Costa Rail Extension	150	7.5%				150.0
3 State Route 4 East Widening	125	6.3%				125.0
4 Capitol Corridor Improvements Including Rail Stations at Hercules and Martinez	15	0.8%	7.5	7.5		
5 East County Corridors: Vasco Rd, SR4 Bypass, Byron Hwy, Noni Freeway SR4	94.5	4.7%				94.5
6 Interchange Improvements on I-680 & State Route 242	36	1.8%	36.0			
7 I-80 Carpool Lane Extension and Interchange Improvements	30	1.5%		30.0		
8 I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements	100	5.0%	75.0		25.0	
9 Richmond Parkway	16	0.8%		16.0		
<b>SUBTOTAL</b>	<b>691.5</b>	<b>34.6%</b>	<b>181.0</b>	<b>53.5</b>	<b>87.5</b>	<b>369.5</b>
<b>COUNTYWIDE CAPITAL AND MAINTENANCE PROGRAMS</b>						
10 BART Parking, Access and Other Improvements	41	2.1%	12.0	15.0	3.0	11.0
11 Local Streets Maintenance & Improvements <sup>2</sup>	360	18.0%	108.0	82.8	79.2	90.0
* 12 Transportation for Livable Communities Project Grants <sup>2</sup>	100	5.0%	29.0	24.0	18.0	29.0
13 Pedestrian, Bicycle and Trail Facilities <sup>3</sup>	30	1.5%	2.5	2.5	2.5	2.5
<b>SUBTOTAL</b>	<b>531</b>	<b>26.6%</b>	<b>151.5</b>	<b>124.3</b>	<b>102.7</b>	<b>132.5</b>
<b>OTHER COUNTYWIDE PROGRAMS</b>						
14 Bus Services <sup>4</sup>	100	5.0%	24.0	52.0	15.0	9.0
15 Transportation for Seniors & People with Disabilities <sup>4</sup>	100	5.0%	25.0	35.0	17.0	23.0
16 Express Bus <sup>4</sup>	86	4.3%	20.0	40.0	20.0	6.0
17 Commute Alternatives	20	1.0%	5.8	4.8	3.6	5.8
18 Congestion Management, Transportation Planning, Facilities & Services	60	3.0%				
<b>SUBTOTAL</b>	<b>366</b>	<b>18.3%</b>	<b>74.8</b>	<b>131.8</b>	<b>55.6</b>	<b>43.8</b>
<b>SUBREGIONAL PROJECTS AND PROGRAMS</b>						
19 Additional Bus Transit Enhancements <sup>4</sup>	68.5	3.4%	24.0	44.5		
20 Additional Transportation for Seniors and People with Disabilities <sup>4</sup>	23	1.2%	10.0	13.0		

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

	\$ millions	%	Distribution of Funding By Subregion			
			Central (a)	West (b)	Southwest (c)	East (d)
21 Safe Transportation for Children <sup>4</sup> (Lamorinda and San Ramon Valley School Bus Programs, West County Low Income Student Bus Pass Program, Central County School Access Programs, Pedestrian and Bicycle Improvements, etc.)	90.9	4.5%	10.0	14.5	66.4	
22 Ferry Service in West County <sup>4</sup>	45	2.3%		45.0		
23 Additional Local Streets and Roads Maintenance & Improvements	41.8	2.1%	20.0	11.0	10.8	
24 Major Streets: Traffic Flow, Safety and Capacity Improvements	80.4	4.0%	48.0		14.4	18.0
25 Additional Transportation for Livable Communities Project Grants <sup>5</sup>	8	0.4%		8.0		
26 Additional Pedestrian, Bicycle and Trail Facilities	0.8	0.0%		0.8		
27 Capitol Corridor: Rail Station Improvements at Martinez	2.5	0.1%	2.5			
28 Subregional Transportation Needs	30.6	1.5%	16.2	6.0	4.7	3.7
<b>SUBTOTAL</b>	<b>391.5</b>	<b>19.6%</b>	<b>130.7</b>	<b>142.8</b>	<b>96.3</b>	<b>21.7</b>
<b>OTHER</b>						
29 Administration	20	1.0%				
<b>TOTAL</b>	<b>2,000</b>	<b>100.0%</b>				

		Central	West	Southwest	East
Specific Projects and Programs (Total) <sup>6</sup>	1,900	538.0	452.4	342.1	567.5
Population Share (2020 Estimate) of Total		29.0%	24.0%	18.0%	29.0%
% allocated to Projects and Programs in subregion		28.3%	23.8%	18.0%	29.9%
% of "Fair Share" of Projects and Programs		97.6%	99.2%	100.0%	103.0%

1: Funding is for both capital improvements and costs incurred to accelerate delivery into the early years of the program (2009-10 through 2015-16)

\* 2: Actual funding levels will be determined by formula: For 18% Local Street Maintenance and Improvements funds, annually; for TLC, every three to five years.

3: Pedestrian and bicycle facilities improvements are also eligible to be funded from the Transportation for Livable Communities Project Grants, Local Streets and Roads Maintenance & Improvements, and Major Streets: Traffic Flow, Safety, and Capacity Improvements categories. \$20 million out of the \$30 million to be made available countywide. Remainder (\$10 million) to be divided by sub-region.

4: Transit Operators are required to set aside up to 3% of their annual allocation as a reserve to offset potential future revenue downturns.

5: A summary of the Transportation for Livable Communities (TLC) program is included in Part IV.

6: "Total" excludes \$20 million for Pedestrian, Bicycle and Trail facilities, \$60 million for Congestion Management, Transportation Planning, Facilities & Services, and \$20 million for Administration

# MEASURE J

12 *Transportation for Livable Communities Project Grants*..... 5% (\$100 million)

The CC-TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system. The program will fund specific transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking,

bicycling and/or transit usage. Typical investments include pedestrian, bicycle, and streetscape facilities, traffic calming and transit access improvements. Both planning grants and specific transportation capital projects may receive funding under this program.

Jurisdictions will be eligible for projects that meet the eligibility criteria only if they are in compliance with the GMP at the time a grant is approved for funding allocation by the Authority. Eligible projects will be recommended to the Authority by each subregion based on a three- or five-year funding cycle, at the option of the RTPCs. Subregional programming targets will be based on the relative population share of each in 2009, and adjusted every five years thereafter. Criteria are to include flexibility so that urban, suburban and rural communities can be eligible.

A summary of the Transportation for Livable Communities program is included in Part IV.

# SUMMARY OF THE CONTRA COSTA TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM

The Contra Costa Transportation for Livable Communities (CC-TLC) Program would fund transportation enhancement projects in urban, suburban and rural communities, would support a balanced transportation system, would foster the creation of affordable housing, and would help make Contra Costa's communities more pedestrian-, bicycle-, and transit-friendly.

The CC-TLC program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or integrated into transit networks. This type of development provides residents with a broad range of housing choices, easy access to public facilities, and alternatives to the use of the automobile for commuting, shopping or recreation. Finally, the CC-TLC program can strengthen existing communities through infill development and discourage the loss of open space and agricultural land on the urban fringe. These principles can be applied throughout Contra Costa, not only in existing urban areas but also in suburban and rural parts of the county.

## CC-TLC Goals

The goals of the CC-TLC Program are to support transportation enhancement projects and planning that will:

- Help create walkable, pedestrian-friendly neighborhoods and business districts;
- Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system;

- Help create walkable, pedestrian-friendly access linking housing and job centers to transit;
- Help create affordable housing;
- Encourage a mixture of land uses and support a community's development or redevelopment activities; and
- Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life.

The CC-TLC Incentive Program can aid proponents of affordable or workforce housing projects that may need specific transportation improvements as a condition of project approval and would be expected to be a catalyst that might assist communities with infill and transit-oriented development.

To ensure that all jurisdictions can compete for the funds, project definitions include projects for urban, suburban, and rural land use types.

## What Will the CC-TLC Incentive Program Fund?

The CC-TLC Incentive Program would fund both planning and capital grants. Planning grants would support development of community-oriented plans that link transportation investments with land-use decisions. Capital grants would fund transportation-related improvements, such as streetscapes, plazas and squares, transit access, parking and bicycle facilities, traffic calming programs and related infrastructure improvements. More specifically, incentive funds would be available for the planning and construction of the following types of transportation-related

infrastructure improvements to catalyze, facilitate or support projects that meet the CC-TLC program's goals:<sup>1</sup>

- Local transit facilities
- Intersection improvements and pedestrian facilities
- Pedestrian plazas, walkways and other streetscape improvements that encourage walking
- Traffic calming measures
- Bicycle facilities

While sales tax funds cannot be used to directly fund housing, office, or commercial developments, as noted above, the program could fund the infrastructure necessary to support affordable housing and other development desired by local communities.

### Program Funding

Funding would be allocated to the subregions and then distributed to individual, qualifying projects after Authority approval. It would not be allocated to local jurisdictions on an "as-of-right" formula basis. Funds available to the subregion for programming would be based upon the population of each subregion at the beginning of each five-year funding cycle.

Working with the RTPCs, the Authority would prepare guidelines and establish overall criteria for the program. The RTPCs would review project proposals and make funding recommendations to the Authority. The Authority review the recommendations of the RTPCs, and authorize expenditures through the Authority's Strategic Plan.

<sup>1</sup> The program is expected to emphasize investments that support program goals; however, where appropriate, a limited portion of the grants may be used for project-related betterments, such as undergrounding utilities.

Preference would be given to projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas. Details would be worked out by the RTPCs. The application process would be on a three- or five-year cycle, at the option of the RTPCs. Applications would only be accepted by the RTPCs from local jurisdictions or transit operators, and the RTPCs would forward recommended programs to the Authority. Non-profit corporations and other entities could also be eligible for transportation funding but would need a public sponsor.

### Eligibility of Sponsors for Funds

Jurisdictions are eligible for CC-TLC funds if the Authority has found them in compliance with the GMP at the time of grant approval.

## Shell Avenue Pedestrian/Bicycle Improvement Project

The Shell Avenue Sidewalk Construction Project will meet the engineering component of the 5 E's; Engineering, Education, Encouragement, Enforcement and Evaluation by reducing the potential for conflicts between motor vehicles and children walking or riding bicycles to school. The project is along the southern side of Shell Avenue and would consist of demolition of existing improvements then the installation of curb gutter and sidewalk. The sidewalk will travel from Pine Street westerly approximately 700 feet. There is currently no sidewalk on the proposed section of Shell Avenue and there are no suitable alternative routes for children to avoid walking along this busy arterial street. Most of the project area has no road shoulder and obstacles such as steep slopes, landscape rocks, mailboxes, trash cans, and parked cars force children to walk in the street where they are exposed to fast moving traffic. Existing sidewalk joins both ends of the proposed project area.

The project is supported by the principals of all four schools in the project area along with the School District Superintendent. There are four schools that will benefit from this project. The approximate number of students attending each of the schools is: Alhambra High School - 1400, Martinez Jr. High School - 950, John Muir Elementary School - 415, and Vicente Martinez Continuation High School - 88. Approximately 180 children are estimated to currently walk or ride bicycles to school in this area.

There are approximately 2900 students enrolled in the target area schools. Due to the large number of students in the target area schools, even a small increase in the percentage of children walking to school will translate to a significant benefit. At least a 5% increase in the percentage of students that walk to school is expected.

The proposed project will provide a safe route for children walking to school along the proposed section of Shell Avenue. The risk of being hit by a vehicle will be reduced since children will not be forced to walk in the street. The lack of sidewalk in the project area makes walking unpleasant since there is no clear path for pedestrians or wheelchairs. Walking to school will be more desirable with the increased safety and comfort of the improved route.

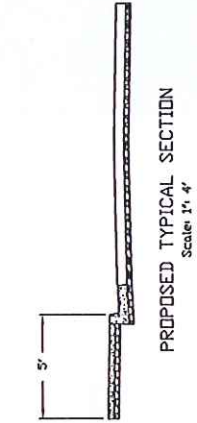
The City of Martinez is eager to complete the project as soon as possible and the City currently has adequate staffing to implement the project once the funds are secured. The Engineer's estimate for the project is approximately \$305,000.





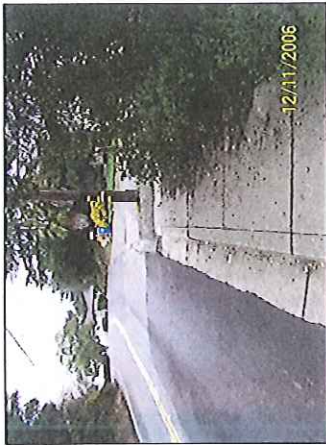
# Shell Avenue Sidewalk Construction Project

CITY OF MARTINEZ  
Safe Route to School

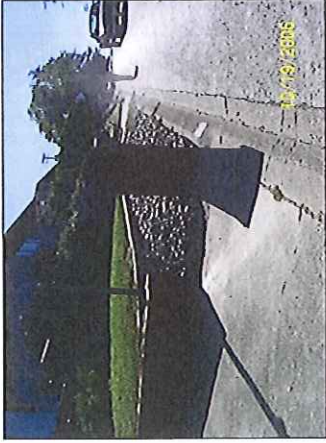


Scale: 1" = 60'  
PAGE 1 OF 2

**EXISTING CONDITIONS**



768 SHELL AVENUE FRONTAGE - SIDEWALK ABRUPTLY ENDS



818 SHELL AVENUE FRONTAGE - SIDEWALK ABRUPTLY ENDS



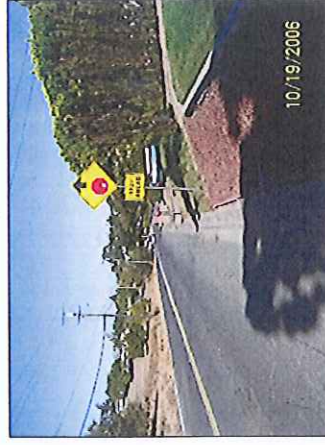
SHELL AVENUE AT HARBOR VIEW DRIVE



812 SHELL AVENUE FRONTAGE



812 SHELL AVENUE FRONTAGE



806 SHELL AVENUE FRONTAGE

**Shell Avenue Sidewalk  
Construction Project**

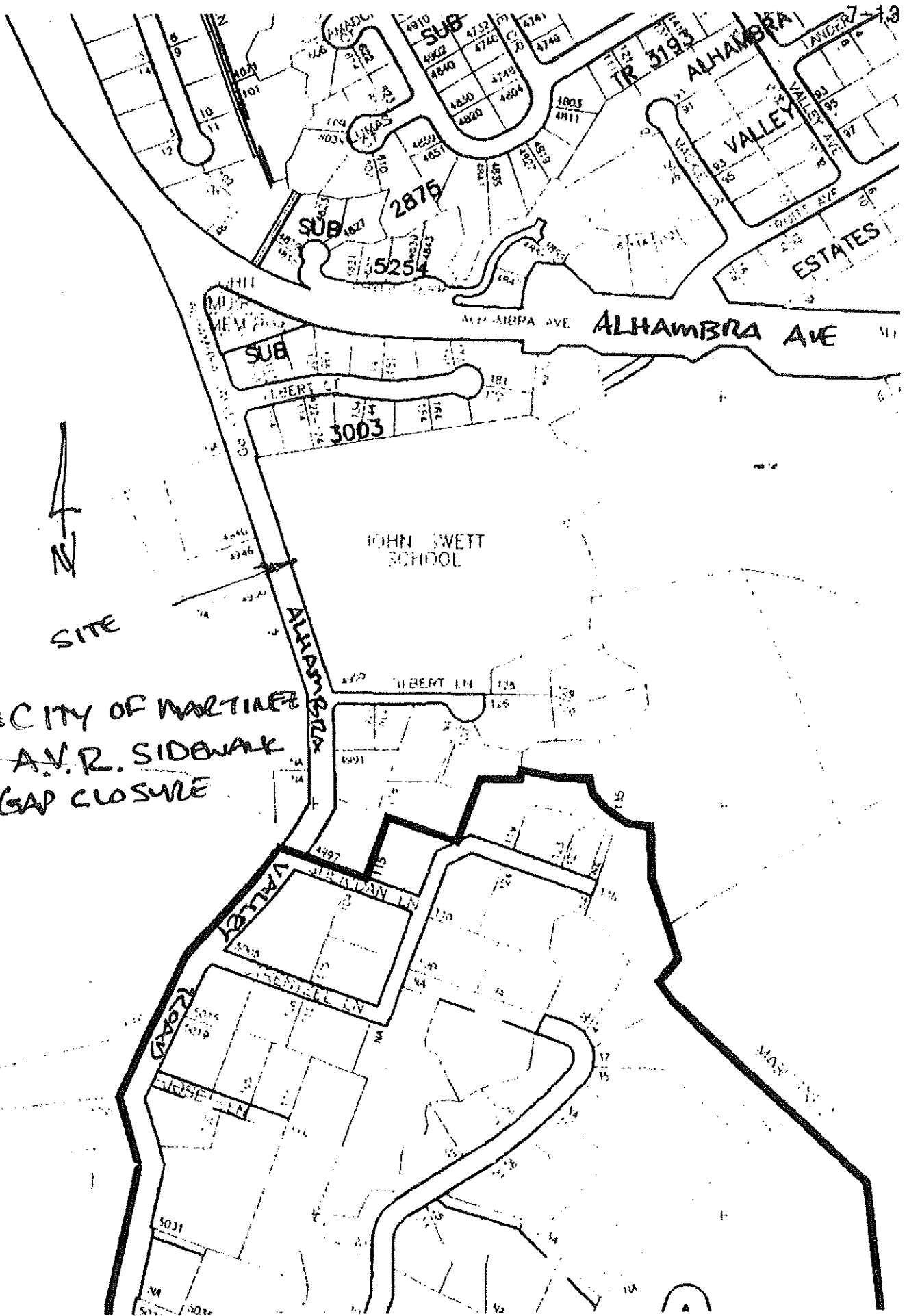
CITY OF MARTINEZ  
Safe Route to School

**PROJECT COST ESTIMATE\*\***

<b>Cost Item</b>	<b>SRTS \$</b>	<b>Other \$</b>	<b>Total \$</b>
<b>Preliminary Engineering</b>			
Environmental	<u>\$1,500.00</u>	\$ _____	<u>\$1,500.00</u>
PS&E	<u>\$30,000.00</u>	\$ _____	<u>\$30,000.00</u>
<b>Right of Way</b>			
Engineering	<u>\$5,000.00</u>	\$ _____	<u>\$5,000.00</u>
Appraisals & Acquisitions	\$ _____	\$ _____	\$ _____
Utilities	<u>\$20,000.00</u>	\$ _____	<u>\$20,000.00</u>
<b>Construction</b>			
Construction	<u>\$180,975.00</u>	\$ _____	<u>\$180,975.00</u>
Construction Engineering	<u>\$30,000.00</u>	\$ _____	<u>\$30,000.00</u>
Before/After Evaluation	<u>\$10,000.00</u>	\$ _____	<u>\$10,000.00</u>
Subtotal	<u>\$277,475.00</u>	\$ _____	<u>\$277,475.00</u>
Contingency*	<u>\$27,000.00</u>	\$ _____	<u>\$27,000.00</u>
Total Project Cost**			<u>\$304,475.00</u>

### **Alhambra Valley Road Sidewalk Gap Closure Project**

The Alhambra Valley Road (AVR) Sidewalk Gap Closure project would install 600 feet of 5-foot wide sidewalk behind an existing curb along John Swett Elementary School frontage. Currently there exists a non ADA compliant gravel path. The path is difficult to maneuver strollers and wheel chairs during dry weather. The path is impossible to navigate after rain events. Within the last three years the City has completed the Measure C, Alhambra Avenue Improvement Project. Amongst other things, the project provided sidewalk and bike lanes along Alhambra Road. The AVR missing segment was outside the scope of the Alhambra Avenue project. Completing this segment will provide continuous ADA compliant access to several neighborhoods off Alhambra Avenue. The cost estimate for the project is \$75,000.



SITE

CITY OF MARTINEZ  
A.V.R. SIDEWALK  
GAP CLOSURE

JOHN SWETT  
SCHOOL

ALHAMBRA AVE

SUB

3003

LIBERTY LN

ALHAMBRA AVE

LIBERTY LN

5031

5016

5019

5037

5037

2875

5254

4997

5016

5019

5031

5037

5037

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5037

TR 3193

ALHAMBRA

VALLEY

ESTATES

MARTINEZ

\* CITY OF WASHINGTON \*  
SHELL AVENUE  
SIDEWALK GAP  
CLOSURE PROJECT



HIGH SCHOOL

ALT. HIGH SCHOOL

ELEMENTARY SCHOOL

SHELL AVE  
SITE

SUB 5690

SUB 8528

SUB 5541

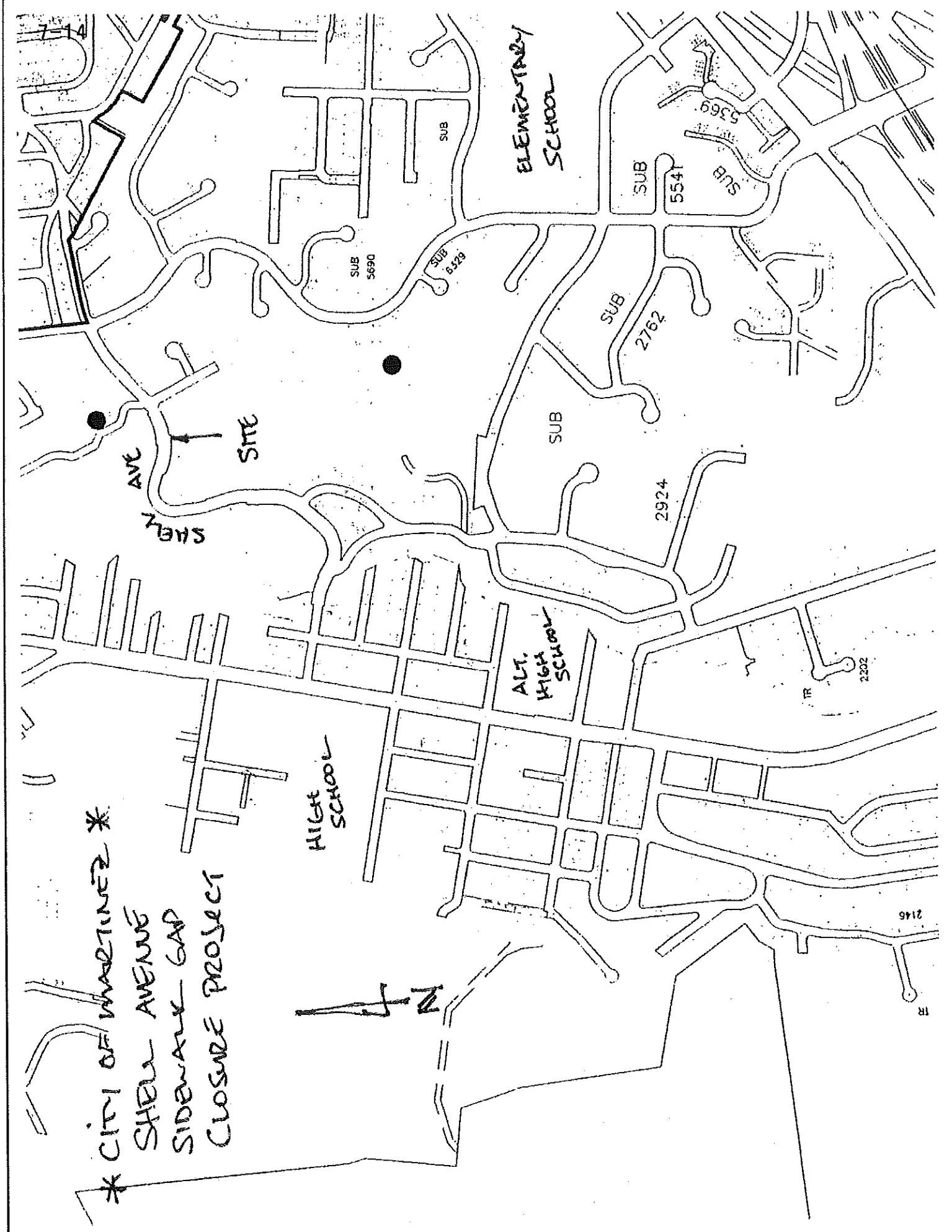
SUB 5369

SUB 2762

2924

TR 2302

TR 2146



**Oak Park Boulevard/Patterson Boulevard Intersection Improvement Project**

Original	Project Scope	Funding Source	Project Cost
	Replace existing traffic signal, remove and install four new ADA ramps.	HSIP (\$293,000), Local Funds (\$33,000)	\$ 326,000
<b>Additional Design Elements</b>	Install one more ADA ramp (better orient the ramp with crosswalk)		\$ 5,000
	Curb extension at northeast corner (can accommodate better crosswalk alignment and shorten crossing distance)		\$ 30,000
	150 feet of new sidewalk (gap closure)		\$ 70,000
	Storm Drain Improvements (existing line corroded, existing curb drainage issues, new bicycle friendly inlet grates)		\$ 60,000
	Bike Friendly Improvements (pavement repair, microsurface slurry, striping modification, video camera detection)		\$ 55,000
<b>Total Funding Need =</b>			<b>\$ 220,000</b>

Note: Cost includes additional design cost, material, construction inspection, construction contingency (10%), and city staff time.

# INTERSECTION IMPROVEMENTS AT OAK PARK BOULEVARD / PATTERSON BOULEVARD CITY PROJECT NO. 07-10 FEDERAL PROJECT NO. HSIP 5375 (020)

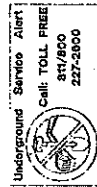
### INDEX OF SHEETS:

- TS-9 TITLE SHEET
- 6-1 LAYOUT PLAN
- 6-2 CONSTRUCTION DETAILS AND PROFILES
- 7-1-1 LANDING AND STAGING PLAN
- 7-2-1 TRAFFIC SIGNAL PLAN
- 7-2-2 CONSTRUCTION, UTILITIES, AND EQUIPMENT SCHEDULES

CONSTRUCTION AREA SIGNS	
NUMBER	DESCRIPTION
1	ROAD WORK - ROAD CLOSED (FORWARD MESSAGE SIGN)
2	END ROAD WORK
3	ROAD WORK AHEAD
4	ROAD CLOSED

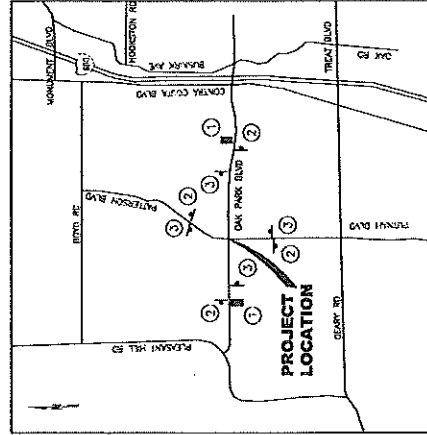
NOTE: EXACT LOCATION OF SIGNS TO BE DETERMINED IN THE FIELD BY ENGINEER.

FINAL SUBMITTAL



REVISIONS:

NO.	DATE	DESCRIPTION



VICINITY MAP  
1/8\" scale

UTILITY	REPRESENTATIVE	PHONE
A&E (ENGINEERING)	MARGARITA LUCIC	(415) 374-1893
AT&T (COMMUNICATIONS)	ROBERT HOGAN	(925) 498-8014
C&G (CONSTRUCTION)	GEOFF DODD	(925) 275-7162
CONTRACTORS ASSOCIATION	ALAN JONSON	(925) 328-7143
DELTA (CONSTRUCTION)	ALAN JONSON	(925) 328-7143
EL PASO (UTILITY)	ALAN JONSON	(925) 328-7143
EVANS & HOWELL (ARCHITECTURE)	ALAN JONSON	(925) 328-7143
GENERAL CONTRACTORS ASSOCIATION	ALAN JONSON	(925) 328-7143
GREENLAND (CONSTRUCTION)	ALAN JONSON	(925) 328-7143
WEST OAKLAND (CONSTRUCTION)	ALAN JONSON	(925) 328-7143
THE CONTRACT ADMINISTRATION	ALAN JONSON	(925) 328-7143

APPROVED BY THE CITY OF PLEASANT HILL.

APPROX 1/8"

SCALE 1/8" = 1'-0"  
 NORTH  
 DATE



City of Pleasant Hill  
 DEPARTMENT OF PUBLIC WORKS  
 & COMMUNITY DEVELOPMENT  
 (925) 671-3284  
 100 Gregory Lane  
 Pleasant Hill, CA 94523

**FERR & PEERS**  
 TRANSPORTATION CONSULTANTS

1000 W. 14th Ave., Suite 100  
 Berkeley, CA 94710  
 (415) 841-1111

PROJECT NO. 07-10  
 SHEET NO. 7-16

CITY OF PLEASANT HILL  
 OAK PARK BLVD / PATTERSON BLVD  
 INTERSECTION IMPROVEMENTS  
 TITLE SHEET



**CITY OF PLEASANT HILL**  
**OAK PARK BLVD / PATTERSON BLVD**  
**INTERSECTION IMPROVEMENTS**  
**LAYOUT PLAN**

Drawn By: JCT  
 Check By: JDL  
 Design No.: 15-031  
 Date: 1/20/11

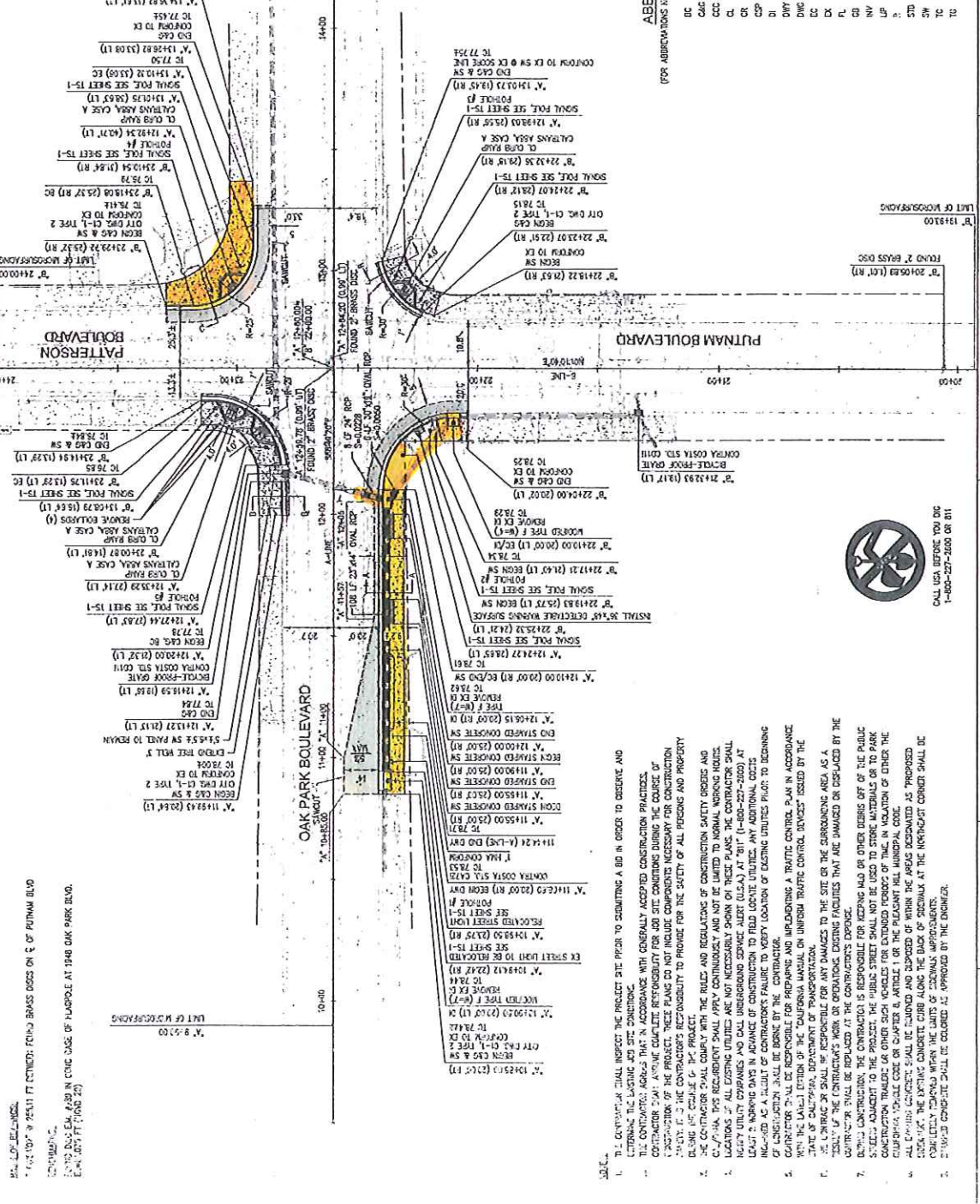
**HEI**  
**HARRISON ENGINEERING INC.**  
 309 W. 14th St., Suite 100, Pleasant Hill, CA 94523  
 Phone (925) 941-9400 • Fax (925) 941-9440

City of Pleasant Hill  
 DEPARTMENT OF PUBLIC WORKS  
 & COMMUNITY DEVELOPMENT  
 (925) 671-6204  
 100 Gregory Lane  
 Pleasant Hill, CA 94523



NO.	REVISIONS	DATE	BY

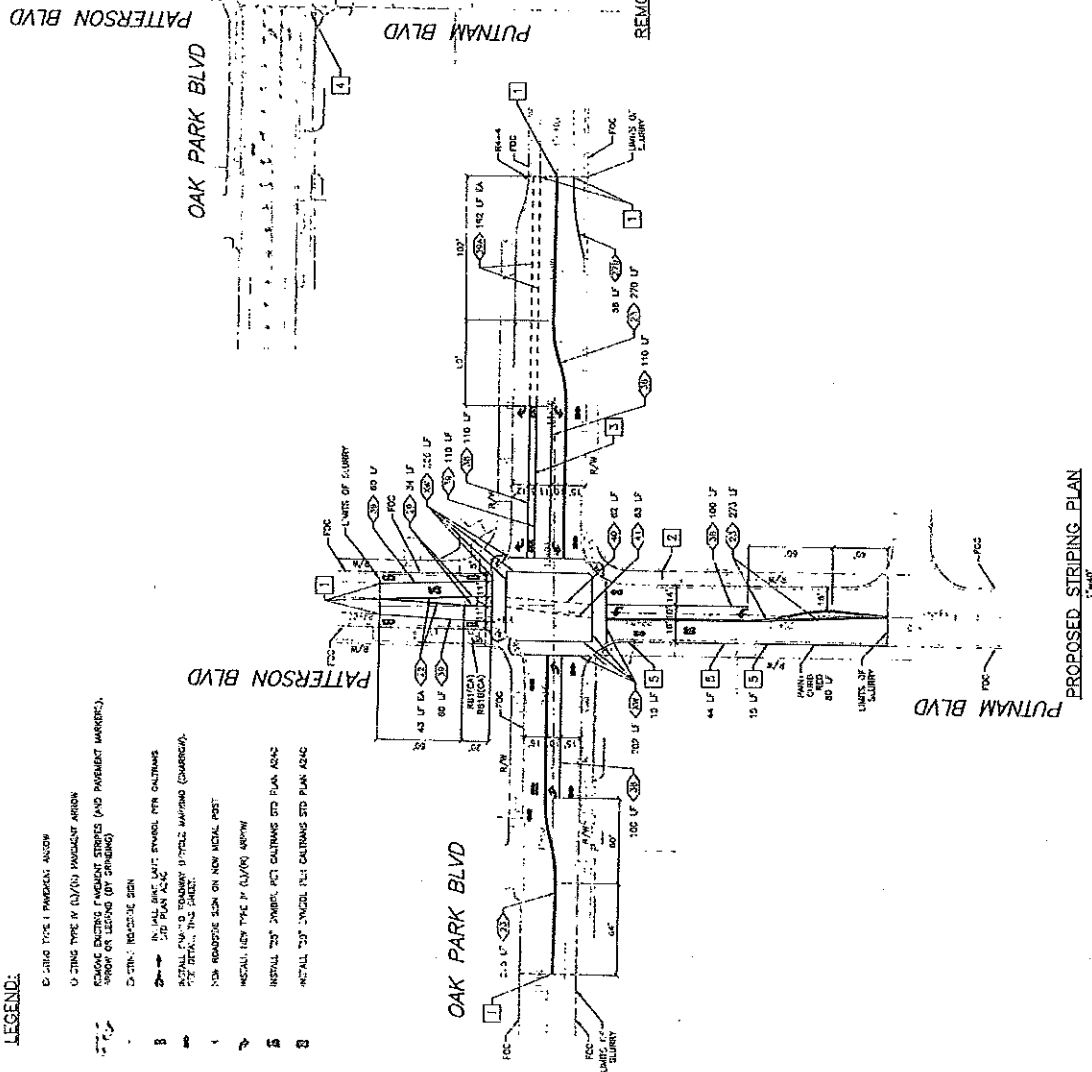
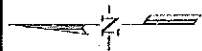
No.	STATION (OFFSET)	DEPTH	DESCRIPTION
1	10+00.00 (33.75 FT)	48"	PHASE HIGH VOLTAGE CLOSING
2	10+25.00 (33.75 FT)	N/A	NO UTILITIES FOUND 0'-3"
3	10+50.00 (33.75 FT)	N/A	NO UTILITIES FOUND 0'-3"
4	10+75.00 (33.75 FT)	N/A	NO UTILITIES FOUND 0'-3"
5	11+00.00 (33.75 FT)	N/A	NO UTILITIES FOUND 0'-3"
6	11+25.00 (33.75 FT)	N/A	NO UTILITIES FOUND 0'-3"
7	11+50.00 (33.75 FT)	N/A	NO UTILITIES FOUND 0'-3"
8	11+75.00 (33.75 FT)	N/A	NO UTILITIES FOUND 0'-3"
9	12+00.00 (33.75 FT)	N/A	NO UTILITIES FOUND 0'-3"



**ABBREVIATIONS**  
 (FOR ABBREVIATIONS NOT SHOWN SEE STATE STD PLAN 604)

BC BEEN CURVE  
 C&G CURB & GUTTER  
 CCC CENTERLINE  
 CL CENTERLINE  
 CR CURB RETURN  
 CSP CORRUGATED STEEL PIPE  
 DI DRAINAGE INLET  
 DRY DRAINAGE  
 DNG DRAINAGE  
 EC END CURVE  
 EX EXISTING  
 FL FLOWLINE  
 G&G GRADE BROOK  
 GV GRADE VALVE  
 INV INVERT  
 LP LINE OF OUTLET  
 P PAVEMENT  
 STD STANDARD  
 SW SIDEWALK  
 TC TOP OF CURB  
 TO TOP OF GRADE

1. THE CONTRACTOR SHALL INSPECT THE PROJECT PRIOR TO SUBMITTING A BID IN ORDER TO DETERMINE AND LOCATE ALL UTILITIES AND TO BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES OR TO THE SURROUNDING AREA AS A RESULT OF THE CONTRACTOR'S NEGLIGENCE OR MISFEASANCE.  
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PLEASANT HILL AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION.  
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL UTILITIES AND STRUCTURES SHOWN ON THESE PLANS.  
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PAVEMENT AND SIDEWALKS SHOWN ON THESE PLANS.  
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL TRAFFIC CONTROL DEVICES SHOWN ON THESE PLANS.  
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL SIGNAGE SHOWN ON THESE PLANS.  
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL LIGHTING SHOWN ON THESE PLANS.  
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL FURNITURE AND FIXTURES SHOWN ON THESE PLANS.  
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL LANDSCAPING SHOWN ON THESE PLANS.  
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL OTHER IMPROVEMENTS SHOWN ON THESE PLANS.



GENERAL NOTES:

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS OF THE STATE OF CALIFORNIA, AND THE STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, LATEST EDITIONS.
2. ALL FUTURE IMPROVEMENTS SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS OF THE STATE OF CALIFORNIA, AND THE STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, LATEST EDITIONS.
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PROJECT NOTES (THIS SHEET ONLY):

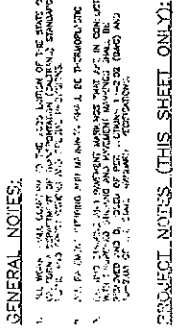
1. CONCERN J. DATE:
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- LEGEND:
- D-DRAWN TO SHOW PROPOSED WORK
  - U-STRIPING TYPE 'U' (20/20) PAVEMENT MARKING
  - W-STRIPING TYPE 'W' (15/15) PAVEMENT MARKING
  - ARROW-PAVEMENT MARKING INDICATING TRAVEL DIRECTION
  - TRUCK-PAVEMENT MARKING INDICATING TRUCK LANE
  - D-STOP-STOP SIGN
  - 1-PAVEMENT MARKING INDICATING 15' WIDTH
  - 2-PAVEMENT MARKING INDICATING 20' WIDTH
  - 3-PAVEMENT MARKING INDICATING 30' WIDTH
  - 4-PAVEMENT MARKING INDICATING 40' WIDTH
  - 5-PAVEMENT MARKING INDICATING 50' WIDTH
  - 6-PAVEMENT MARKING INDICATING 60' WIDTH
  - 7-PAVEMENT MARKING INDICATING 70' WIDTH
  - 8-PAVEMENT MARKING INDICATING 80' WIDTH
  - 9-PAVEMENT MARKING INDICATING 90' WIDTH
  - 10-PAVEMENT MARKING INDICATING 100' WIDTH

REMOVAL PLAN



PROPOSED STRIPING PLAN



SEE PLAN SHEET 7-19 FOR

15' TO 20' COULDS BE MARKED FOR TRUCK LANE OR

MARKING FOR OTHER PURPOSES

DATE: 10/15/10

SCALE: AS SHOWN

DESIGNED BY: [Name]

CHECKED BY: [Name]

DATE: 10/15/10

PROJECT: OAK PARK BLVD INTERSECTION IMPROVEMENTS

SHEET: 18 OF 18

SHARED ROADWAY BICYCLE MARKING



FINAL SUBMITTAL

CITY OF PLEASANT HILL

OAK PARK BLVD / PATTERSON BLVD

INTERSECTION IMPROVEMENTS

SIGNING AND STRIPING PLAN

PD-1

6

DATE: 10/15/10

SCALE: AS SHOWN

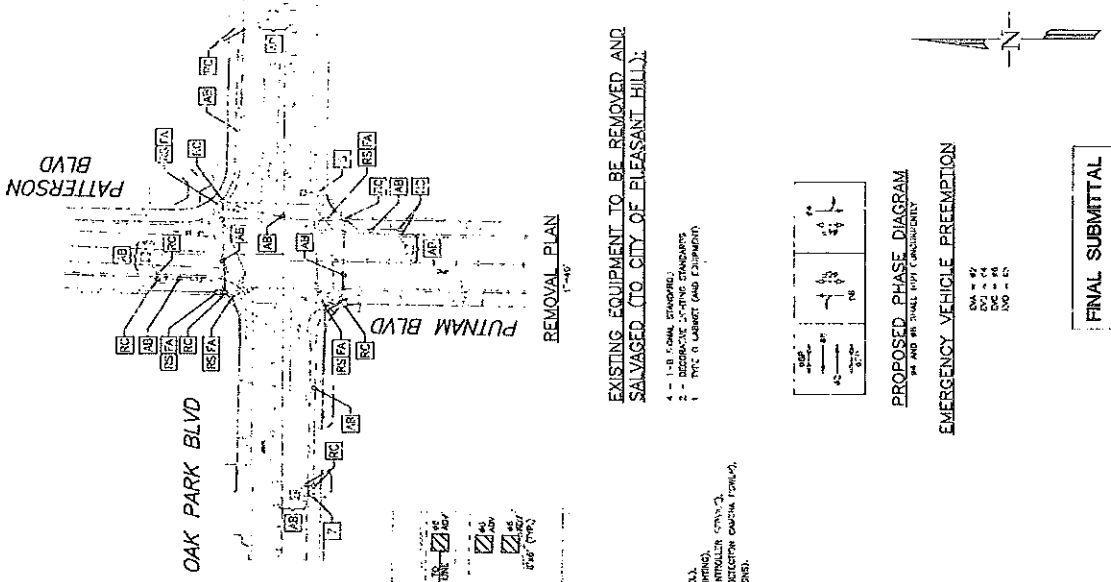
DESIGNED BY: [Name]

CHECKED BY: [Name]

DATE: 10/15/10

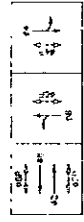
PROJECT: OAK PARK BLVD INTERSECTION IMPROVEMENTS

SHEET: 18 OF 18



EXISTING EQUIPMENT TO BE REMOVED AND SALVAGED TO CITY OF PLEASANT HILL:

- 1 - 1-B CANON TRAFFIC
- 2 - DEGRADATE SIGNAL STANDARDS
- 3 - TYPE C CABINET (AND EQUIPMENT)



PROPOSED PHASE DIAGRAM  
AS AND IN TRADE 1991 CONSULTANCY

EMERGENCY VEHICLE PREEMPTION

- DM = 40'
- DV1 = 44'
- DC = 44'
- DD = 44'

FINAL SUBMITTAL

LEGEND (THIS SHEET ONLY):

- 1. VIDEO DETECTION CAMERA
- 2. NO. 5 PULL BOX WITH DECODER
- 3. VIDEO MONITORING SYSTEM (PART BOX)
- 4. VIDEO MONITORING SYSTEM (PART BOX)
- 5. EQUIPMENT TO BE REMOVED AND SALVAGED TO BECOME THE PROPERTY OF THE CONTRACTOR
- 6. FOUNDATION TO BE ABANDONED
- 7. ABANDON, IF APPLIED TO CONDUIT, REMOVE CONDUIT
- 8. REMOVE AND CHANGE EQUIPMENT

PROJECT NOTES (THIS SHEET ONLY):

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PLEASANT HILL SPECIFICATIONS AND STANDARDS.
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THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY. ALL DIMENSIONS IN FEET, UNLESS OTHERWISE NOTED.

REVISIONS

NO.	DATE	DESCRIPTION

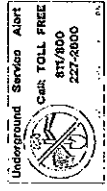


City of Pleasant Hill  
DEPARTMENT OF PUBLIC WORKS  
& COMMUNITY DEVELOPMENT  
100 Gregory Lane  
Pleasant Hill, CA 94523

fp  
FEHR & PEERS  
TRANSPORTATION CONSULTANTS

PROJECT NO. 94-001  
SHEET NO. 19 OF 20  
DATE: 12/15/94

CITY OF PLEASANT HILL  
OAK PARK BLVD / PATTERSON BLVD  
INTERSECTION IMPROVEMENTS  
TRAFFIC SIGNAL PLAN



Underground Service Alert  
CAR TOLL FREE  
877/800  
227-2800

