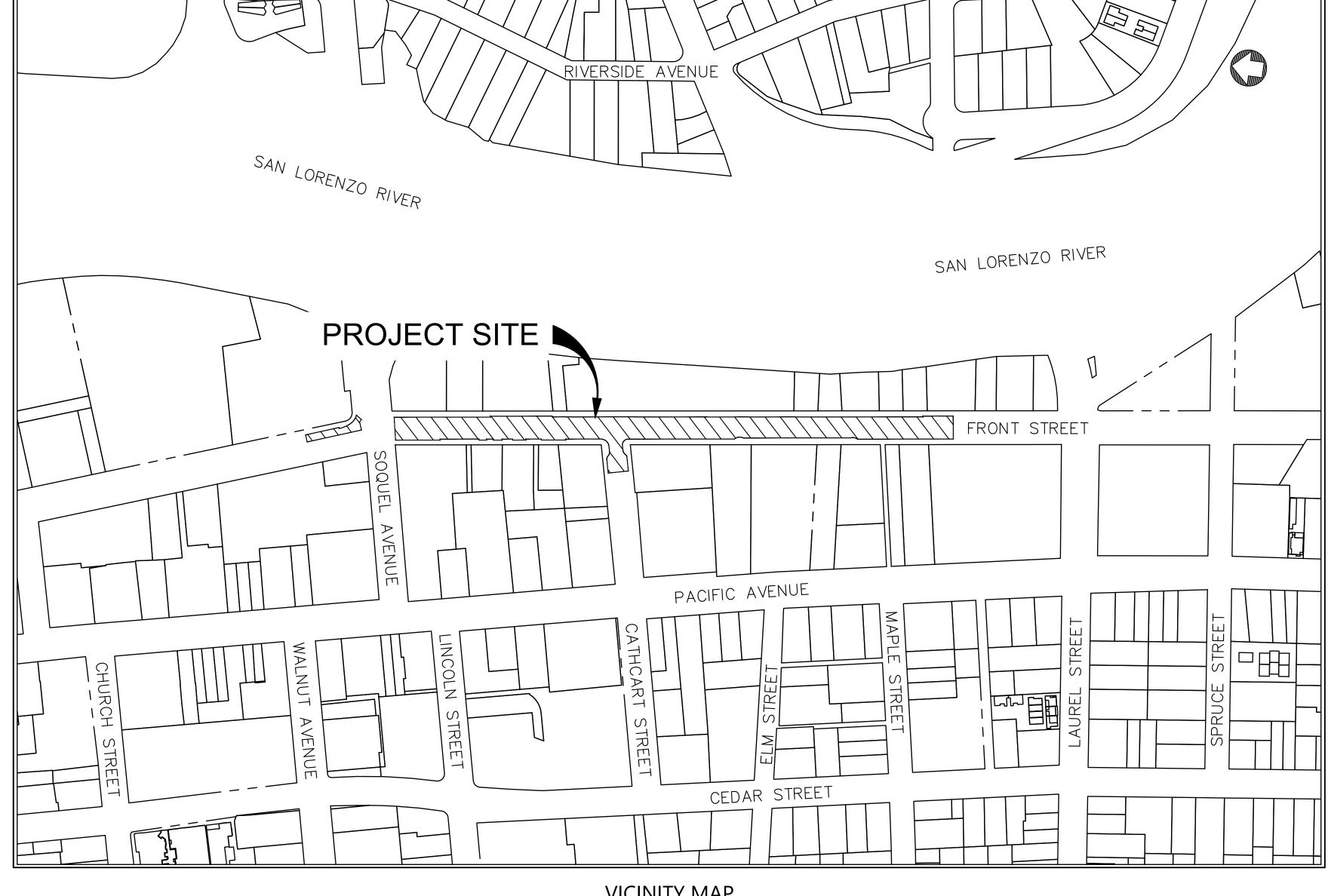
FRONT STREET IMPROVEMENTS PROJECT

(PHASE 1)

SANTA CRUZ, CA 95060

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IMPROVEM

FRONT

No. <u>C69063</u> Exp. <u>06/30/26</u>

DRAWN

DESIGNED

CHECKED

SHEET NO.

CONTRACT NO. XX-XX

1 OF 21 SHEETS

JULY 11, 2025

GENERAL NOTES:

- 1. STANDARD PROVISIONS AND STANDARD SPECIFICATIONS:
 ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST STANDARD
 PROVISIONS OF THE CITY OF SANTA CRUZ AND THE LATEST EDITION OF THE STATE OF CALIFORNIA
 STANDARD SPECIFICATIONS AND STANDARD PLANS AND THE LATEST CALIFORNIA MUTCD.
- 2. EXISTING UTILITIES SHOWN ARE BASED UPON RECORD INFORMATION AND ARE APPROXIMATE IN LOCATION AND DEPTH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES WITH THE APPROPRIATE UTILITY AGENCIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL REPORT POTENTIAL CONFLICTS TO THE REPRESENTATIVE PRIOR TO EXCAVATING FOR NEW FACILITIES.
- 3. CONTRACTOR SHALL NOTIFY ALL PUBLIC OR PRIVATE UTILITY OWNERS FORTY—EIGHT HOURS PRIOR TO COMMENCEMENT OF WORK ADJACENT TO THE UTILITY. CONTRACTOR SHALL CONTACT USA (UNDERGROUND SERVICE ALERT) AT (800) 642—2444 AT LEAST 48 HOURS PRIOR TO COMMENCING EXCAVATION WORK TO VERIFY EXISTING UNDERGROUND UTILITIES.
- 4. CONSTRUCT ALL TRENCHES AND EXCAVATIONS IN STRICT COMPLIANCE WITH THE APPLICABLE SECTIONS OF CALIFORNIA AND FEDERAL O.S.H.A. REQUIREMENTS AND OTHER APPLICABLE SAFETY ORDINANCES. YOU BEAR FULL RESPONSIBILITY FOR TRENCH SHORING DESIGN AND INSTALLATION.
- 5. CONTRACTOR IS RESPONSIBLE FOR THE PRESERVATION AND/OR PERPETUATION OF ANY EXISTING SURVEY MONUMENTS (CURB TAGS, IRON PIPES, STREET MONUMENTS, ETC.) NOTED ON THE PLANS OR FOUND DURING CONSTRUCTION PER SECTION 8771 OF THE CALIFORNIA BUSINESS AND PROFESSIONS CODE. IF A SURVEY MONUMENT HAS THE POTENTIAL OF BEING DISTURBED OR WITHIN 3 FEET OF THE WORK, THE MONUMENT MUST BE LOCATED, REFERENCED, AND A CORNER RECORD MUST BE FILED WITH THE SANTA CRUZ COUNTY SURVEYOR, AND A DUPLICATE OF THE CORNER RECORD MUST BE SUBMITTED TO THE CITY REPRESENTATIVE PRIOR TO THE START OF CONSTRUCTION. SHOULD ANY SURVEY MONUMENT BE DAMAGED OR DESTROYED DURING CONSTRUCTION, SAID MONUMENT MUST BE RE-ESTABLISHED PER CITY STANDARD, A CORNER RECORD SHALL BE FILED WITH THE SANTA CRUZ COUNTY SURVEYOR, ALONG WITH A DUPLICATE OF THE CORNER RECORD TO THE CITY REPRESENTATIVE PRIOR TO FINAL PROJECT NOTICE OF COMPLETION ISSUED BY THE DEPARTMENT OF PUBLIC WORKS. CONTRACTOR SHALL HIRE, AT CONTRACTOR'S EXPENSE, A LICENSED PROFESSIONAL CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING OR LAND SURVEYOR TO PERFORM THE WORK.
- 6. UNLESS OTHERWISE DIRECTED BY THE CITY REPRESENTATIVE IN THE FIELD: AT EACH LOCATION WHERE NEW CURB/GUTTER IS TO BE INSTALLED ON AN EXISTING STREET (DRIVEWAY INSTALLATION, DRIVEWAY ABANDONMENT, CURB RAMP INSTALLATION, CURB FACE DRAINAGE INSTALLATION, ETC.) PAVEMENT RECONSTRUCTION IS REQUIRED. AN 24-INCH WIDE BAND OF PAVEMENT MUST BE REMOVED AND REPLACED ALONG THE ENTIRE LENGTH OF CURB/GUTTER INSTALLATION. REMOVAL DEPTH (SAW CUTS REQUIRED) MUST BE TO THE BASE MATERIAL ON STREETS WITH A.C. OR P.C.C. PAVEMENT FOUR (4) INCHES OR LESS IN THICKNESS. REMOVAL DEPTH MUST BE TWO (2) INCHES MINIMUM ON STREETS WITH A.C. (GRIND) AND FOUR (4) INCHES MINIMUM ON STREETS WITH P.C.C. (SAW CUT) PAVEMENT THICKNESS GREATER THAN FOUR (4) INCHES. REPLACE WITH A.C TO MATCH EXISTING PAVEMENT.
- 7. REMOVE & REPLACE ALL SIDEWALK, CURB, AND GUTTER DAMAGED AS A RESULT OF THE PROJECT TO THE NEAREST SCORE MARK OR AS DIRECTED. INSTALLATION OF NEW SIDEWALK, CURB AND GUTTER AGAINST EXISTING IMPROVEMENTS MUST HAVE A SIDEWALK CONTACT JOINT (DOWELS REQUIRED).
- 8. GRADE BREAKS ON CURBS AND SIDEWALKS MUST BE ROUNDED OFF ON FORM WORK AND FINISHED SURFACING.
- 9. OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT IN THE PUBLIC RIGHT-OF-WAY IS NOT PERMITTED, EXCEPT AT LOCATION(S) APPROVED IN ADVANCE BY THE CITY TRAFFIC ENGINEER.
- 10. UNLESS OTHERWISE NOTED, CLASS 2 A.B. UNDER CURB, GUTTER, AND STREET SECTIONS PAVED WITH ASPHALT CONCRETE MUST BE COMPACTED TO 95% RELATIVE COMPACTION.
- 11. NEAR COMPLETION OF THE PROJECT, CONTRACTOR SHALL REPLACE DAMAGED CURB AND GUTTER WITHIN PROJECT LIMITS AS DIRECTED BY THE CITY REPRESENTATIVE
- 12. AT ALL TIMES DURING CONSTRUCTION AND UNTIL FINAL COMPLETION AND ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE IN SUCH A MANNER THAT IT WILL CONTAIN DUST PARTICLES TO THE IMMEDIATE SURFACE OF THE WORK. THE CONTRACTOR SHALL PERFORM SUCH TREATMENT WITHIN 2 HOURS AFTER NOTIFICATION BY THE CITY THAT AN AIRBORNE NUISANCE EXISTS.
- 13. THE CONTRACTOR SHALL KEEP THE STREET AND WORK SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. THIS INCLUDES PREVENTING SPILLAGE ON HAUL ROUTES, CLEANING UP SPILLAGE, SWEEPING ALL STREETS OF MUD, DIRT AND DEBRIS THAT ARE A RESULT OF THE CONTRACTOR'S WORK, AND KEEPING THE WORK SITE IN A CLEAN AND NEAT APPEARANCE. ANY SPILLAGE ON HAUL ROUTES SHALL BE IMMEDIATELY REMOVED AND CLEANED UP.

LEGAL RELATIONS AND RESPONSIBILITY

- 14. STATE AND CITY LICENSES: ALL CONTRACTORS AND SUBCONTRACTORS SHALL BE LICENSED IN ACCORDANCE WITH THE LAWS OF THE STATE OF CALIFORNIA.
- 15. COMPLIANCE WITH ENVIRONMENTAL DOCUMENTS: THE CONTRACTOR SHALL COMPLY WITH THE PROVISIONS OF ALL PERMITS, LICENSES OR OTHER AUTHORIZATIONS APPLICABLE TO THE WORK WITH RESPECT TO THE ENVIRONMENTAL QUALITY ACT.
- 16. PUBLIC CONVENIENCE AND ACCESS: ALL WORK SHALL BE PLANNED AND CARRIED OUT SO THAT THERE WILL BE THE LEAST POSSIBLE INCONVENIENCE TO THE TRAVELING PUBLIC, AND TRAFFIC SHALL NOT BE UNREASONABLY DELAYED. DRIVEWAY ACCESS SHALL BE MAINTAINED TO EACH PROPERTY AT ALL TIMES.

- 17. MAINTAIN TRAFFIC CONTROL DEVICES: THE CONTRACTOR SHALL INSTALL AND MAINTAIN FENCES, BARRIERS, LIGHTS AND SIGNS NEEDED TO GIVE ADEQUATE WARNING TO THE PUBLIC AT ALL TIMES, IN ACCORDANCE WITH THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD).
- 18. REMOVE MATERIAL AND EQUIPMENT AT END OF DAY: NO MATERIAL OR EQUIPMENT SHALL BE STORED IN THE PUBLIC RIGHT—OF—WAY AFTER "NORMAL WORKING HOURS". AT THE END OF EACH DAY'S WORK AND AT OTHER TIMES WHEN CONSTRUCTION OPERATIONS ARE SUSPENDED FOR ANY REASON, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND OTHER OBSTRUCTIONS FROM THE PUBLIC RIGHT—OF—WAY.
- 19. HAZARDOUS MATERIALS AND WASTE: ALL WORK SHALL BE CONDUCTED IN A MANNER WHICH PREVENTS THE RELEASE OF HAZARDOUS MATERIALS OR HAZARDOUS WASTE TO THE SOIL OR GROUNDWATER, AND MINIMIZES THE DISCHARGE OF HAZARDOUS MATERIALS, HAZARDOUS WASTES, POLLUTED WATER AND SEDIMENTS TO THE STORM DRAIN SYSTEM.
- 20. NOTIFY ADJACENT PROPERTIES: CONTRACTOR SHALL NOTIFY THE ADJACENT RESIDENCES AND BUSINESS IN WRITING DESCRIBING THE NATURE OF THE WORK, SCHEDULE OF THE WORK, WHEN PARKING WILL BE PROHIBITED (IF ANY). THE CITY PRIOR TO ITS DISTRIBUTION MUST APPROVE THE NOTICE. THE CONTRACTOR MUST DISTRIBUTE THE NOTICE TO THE ADJACENT RESIDENCES AND BUSINESS AT LEAST 48 HOURS PRIOR TO THE START OF THE CONSTRUCTION WORK.
- 21. STREET CLOSURE NOTIFICATION: IN THE EVENT OF A STREET CLOSURE AND DETOUR THAT IS THREE OR MORE CONSECUTIVE DAYS IN DURATION AND IS CAUSED BY THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL NOTIFY THE U.S. POSTAL SERVICES CUSTOMER SERVICES MANAGER TWENTY FOUR HOURS PRIOR TO THE STREET CLOSURE.
- 22. PEDESTRIAN ACCESS: WHERE PRACTICABLE AS DETERMINED BY THE CITY, THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS ALONG WALKWAYS, INCLUDING PUBLIC SIDEWALKS, AT ALL TIMES.

 THE CITY'S PUBLIC WORKS INSPECTOR MUST APPROVE SIDEWALK CLOSURES IN ADVANCE. WALKWAYS SHALL BE REOPENED AT THE END OF EACH WORKING DAY. WELL—COMPACTED BASE ROCK MAY BE USED AS A TEMPORARY WALKING SURFACE.
- 23. SIDEWALK REPLACEMENT: SIDEWALKS SHALL BE REPLACED BY SAWCUTTING ALONG SCORE MARKS, THEN REMOVING AND REPLACING THE ENTIRE WIDTH OF THE SIDEWALK OVER 3" AGGREGATE BASE AND INSTALLING NO. 4 DOWELS (9" MINIMUM LENGTH) AT 3' ON CENTERS, PER CSC STANDARD DETAIL ST-12 AND ST-17 OF THE STANDARD PROVISIONS. THE DOWELS ARE TO BE DRILLED 3" INTO THE EXISTING CURB AND REMAINING SIDEWALK AND EPOXIED IN PLACE

TRAFFIC SIGNALS

- 24. WORK NEAR TRAFFIC SIGNAL, NOTIFICATION: THE CONTRACTOR SHALL NOTIFY THE CITY TRAFFIC ENGINEER 48 HOURS PRIOR TO PERFORMING ANY WORK NEAR SIGNALIZED INTERSECTION THAT IS MAINTAINED BY THE CITY TO DETERMINE IF THE SIGNAL NEEDS TO BE SWITCHED FROM AUTOMATIC TO MANUAL MODE. THIS ALSO APPLIES TO NON-EXCAVATION WORK WHERE THE CONTRACTOR'S EQUIPMENT AFFECTS THE OPERATION OF THE DETECTOR LOOPS.
- 25. TRAFFIC SIGNAL LOOP REPLACEMENT: TRAFFIC SIGNAL DETECTOR LOOPS THAT ARE DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH NEW DETECTOR LOOPS IN ACCORDANCE WITH DOCUMENT 02086 OF THE TECHNICAL PROVISIONS. THE DETECTOR LOOP REPLACEMENT WORK SHALL BE PERFORMED BY A LOCAL QUALIFIED CONTRACTOR WITH EXPERIENCE IN THE INSTALLATION OF DETECTOR LOOPS.
- 26. TRAFFIC SIGNAL LOOP REPLACEMENT WITHIN 72 HOURS: ALL DAMAGED TRAFFIC SIGNAL DETECTION LOOPS SHALL BE REPLACED WITHIN 72 HOURS OF THEIR DAMAGE, UNLESS THE CITY GRANTS AN EXCEPTION. THIS REQUIRES PERMANENT PAVING OF TRENCHES TO BE INSTALLED PRIOR TO REPLACEMENT OF THE DETECTOR LOOPS.

GARBAGE COLLECTION ROUTES

27. GARBAGE ROUTE OPERATIONS: FOR ANY WORK ON OR ADJACENT TO GARBAGE AND RECYCLING COLLECTION ROUTES, THE CONTRACTOR SHALL ALLOW GARBAGE TRUCKS TO SAFELY PASS THROUGH THE CONTRACTOR'S SITE AT ALL TIMES, UNLESS AN EXCEPTION IS GRANTED BY THE CITY.

UNDERGROUND CONDUITS-TELECOMMUNICATIONS, ETC.

- 28. UTILITY COMPANY NAME ON LIDS OR COVERS: ALL UTILITY COMPANY VAULTS AND MANHOLES MUST HAVE THE UTILITY COMPANY'S NAME ON THE LID OR COVER.
- 29. VAULT SURFACE FINISHING AND TRAFFIC RATING: ALL BOXES AND VAULTS PLACED IN THE SIDEWALK AREA SHALL HAVE A CONCRETE TYPE OF FINISH (POLYMER LIDS AND FRAMES ARE ACCEPTABLE). BOXES AND VAULTS LOCATED WITHIN DRIVEWAYS SHALL BE TRAFFIC RATED BOXES AND LIDS FOR AT LEAST H20 TRAFFIC LOADS.

SITE RESTORATION

- 30. MINIMIZE DAMAGE TO LANDSCAPE: EXISTING LANDSCAPE WITHIN THE AREA OF WORK SHALL BE CAREFULLY REMOVED AND REPLACED WITH MINIMAL DAMAGE.
- 31. SITE RESTORATION: THE CONTRACTOR SHALL RETURN THE PRIVATE YARDS, SIDEWALKS, PLANTERS, IRRIGATION SYSTEMS, AND ANY OTHER FACILITIES, PUBLIC OR PRIVATE, DISTURBED BY THE WORK TO THE SAME OR BETTER CONDITION THAT EXISTED PRIOR TO COMMENCEMENT OF THE WORK. THE CONTRACTOR SHALL MAKE A REASONABLE EFFORT TO RESTORE EACH PRIVATE YARD DISTURBED BY THE WORK WITHIN ONE WEEK AFTER THE WORK IS COMPLETED ON THE SAME YARD EXCEPT WHERE THE CITY'S INSPECTOR AGREES THAT FOR CONSTRUCTION REASONS, THE 1 WEEK REQUIREMENT MAY BE EXTENDED.

ABBREVIATIONS

<u>±</u>	MORE OR LESS	L	LENGTH
AB	AGGREGATE BASE	LF	LINEAR FEET
AC	ASPHALT CONCRETE	MAX	MAXIMUM
APN	ASSESSOR'S PARCEL NUMBER	MH	MANHOLE
ВС	BEGINNING OF CURVE	MIN	MINIMUM
BFP	BACKFLOW PREVENTER	MON	MONUMENT
C2B	CLASS 2 BASE	NTS	NOT TO SCALE
СВ	CATCH BASIN	OC	ON CENTER
CL		OVH	OVERHEAD UTILITY LINE
	CLEAN OUT	PCC	PORTLAND CEMENT CONCRETE
	CONCRETE	PRC	POINT OF REVERSE CURVE
CSC	CITY OF SANTA CRUZ	PEU	PHOTOELECTRIC UNIT
CY		PG&E	PACIFIC GAS & ELECTRIC
DEP	DEPRESSED	R	RADIUS
DI	DROP INLET	RF	RIVERFRONT PROJECT ELEVATION
DIA	DIAMETER	R/W	RIGHT OF WAY
DWG	DRAWING	S=	SLOPE
DWY	DRIVEWAY	SD	STORM DRAIN
E	ELECTRIC/ EAST	SDCO	STORM DRAIN CLEAN OUT
EC	END OF CURVE	SDMH	STORM DRAIN MANHOLE
EG		SF	SQUARE FEET
ELEV	ELEVATION	SL	STREETLIGHT
EX	EXISTING	SS	SANITARY SEWER
FC	FACE OF CURB	SSCO	SANITARY SEWER CLEAN OUT
FDC	FIRE DEPARTMENT CONNECTION	SSMH	SANITARY SEWER MANHOLE
FG	FINISHED GRADE	STA	STATION
FH		STD	STANDARD
FL	SURFACE FLOWLINE	SW	SIDEWALK
FS	FINISHED SURFACE	TC	TOP FACE OF CURB
FT	FOOT	TG	TOP OF GRATE
G	GAS	TEL	TELECOMMUNICATION LINE
GB	GRADE BREAK	TS	TRAFFIC SIGNAL
GM	GAS METER	TV	TELEVISION
HP	HIGH POINT	TYP	TYPICAL
INV	BOTTOM INSIDE OF PIPE	VLT	VAULT
IRR	IRRIGATION	W	WATER/ WEST
		WM	WATER METER

LEGEND:

PCC SIDEWALK PER CSC STD DWG G-1.1

Z/Z//// SLURF

2" MILL AND OVERLAY

6" ASPHALT PLUG PER CSC STD DWG

VEHICULAR CONCRETE PAVING PER DETAIL

1, SHEET C-3

— - - RIGHT OF WAY/ PROPERTY LINE

SIGNAL POLE AND FOUNDATION. SEE TRAFFIC SIGNAL PLANS
PROPOSED GRADING SLOPE

SANITARY SEWER CLEANOUT

STORM DRAIN MANHOLE

CB III INLET

(ELEV)

SANITARY SEWER MANHOLE

EXISTING ELEVATION

wv WATER VALVE

GAS VALVE

FIRE HYDRANT

□ UTILITY BOX/VAULT

PARKING METER

→ UTILITY POLE

← GUY WIRE

STREET LIGHTING

- SIGN

• BOLLARD

SINTH GRU

BKF ENGINEERS1730 N. FIRST STREI SUITE 600
SAN JOSE, CA 9511
(408) 467-9100
www.bkf.com



ROVEMENTS PROJECT :nd, and abbreviations

FRONT STREET IMPRO GENERAL NOTES, LEGEND

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DATE

DESCRIPTION

DESCRIPTION

DESCRIPTION

M. COSENTINO

DATE JULY II, 2025

DRAWN IP

DESIGNED IP

CHECKED MC

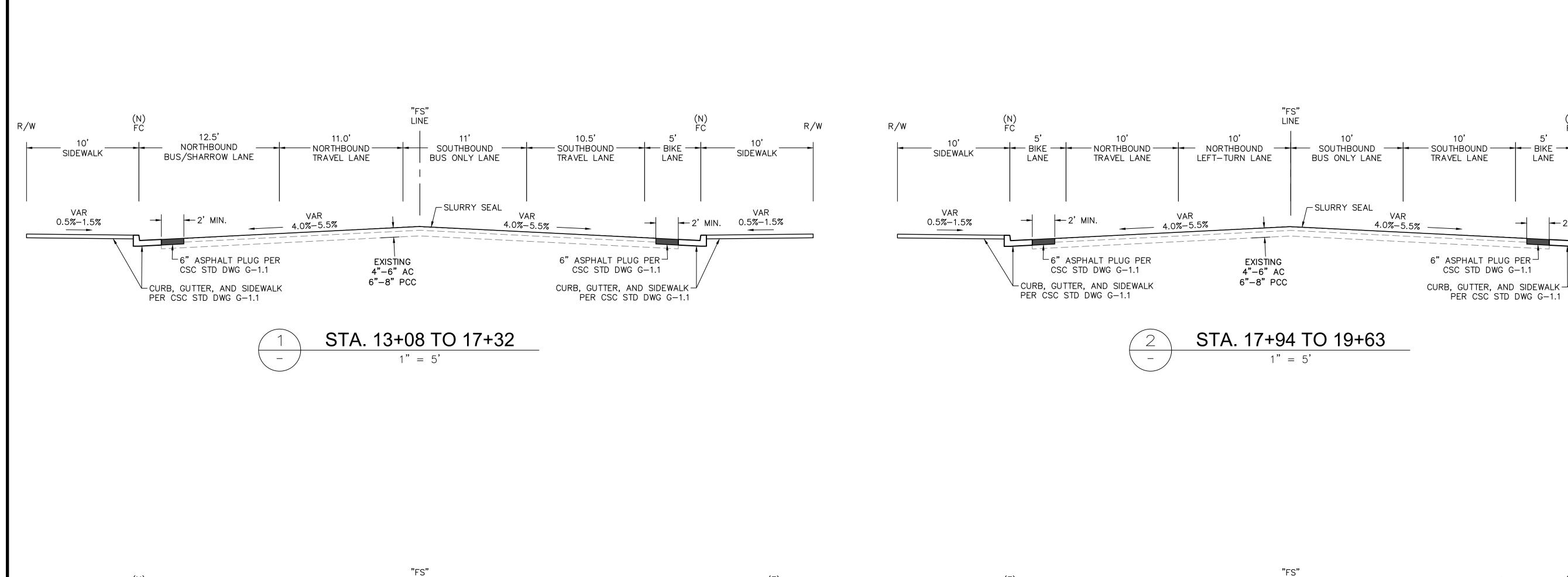
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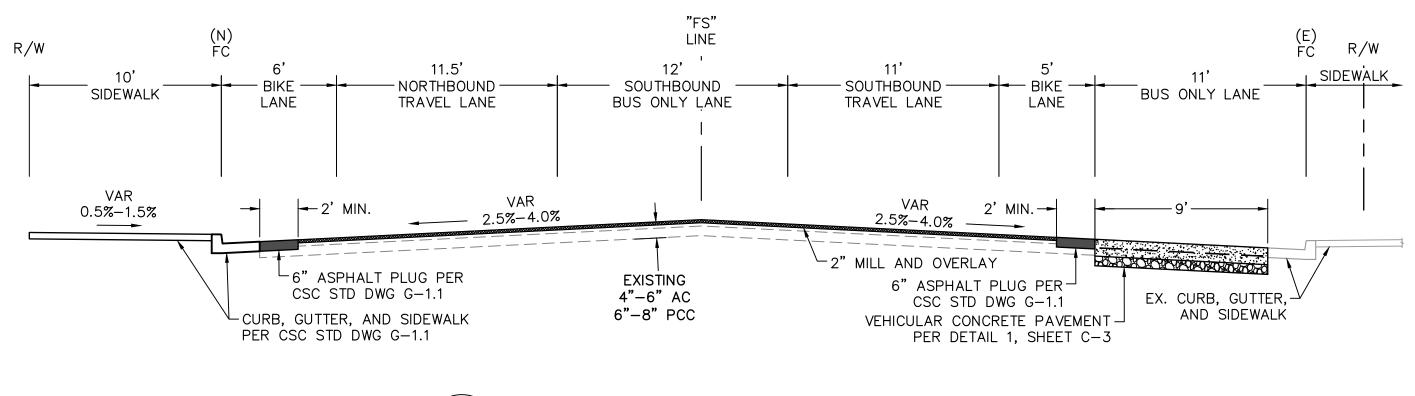
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2 OF 21 SHEETS

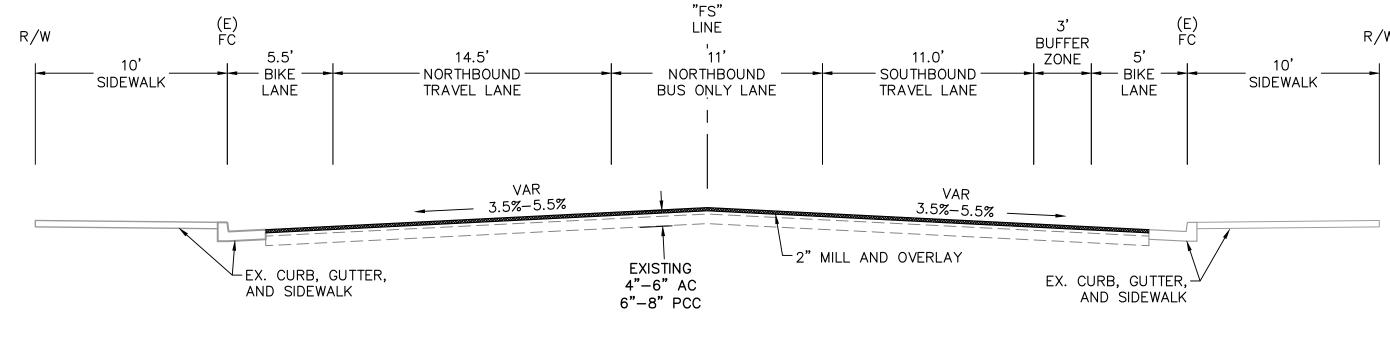
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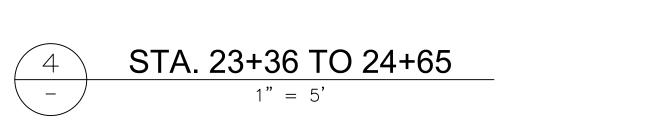
STA. 20+28 TO 22+51

1" = 5'



NOTES:

- 1. FOR LOCATIONS OF SECTIONS, SEE LAYOUT DRAWINGS.
- 2. DIMENSIONS SHOWN IN SECTIONS ARE APPROXIMATE. CONTRACTOR TO VERIFY DIMENSIONS WITH THE ENGINEER IN THE FIELD.
- 3. CROSS SLOPE SHALL MATCH EXISTING CROSS SLOPES.
- 4. EXISTING CURB, GUTTER, SIDEWALK AND DRIVEWAY SHALL BE PROTECTED—IN—PLACE, UNLESS OTHERWISE NOTED ON THE PLANS.



No. <u>C69063</u> JULY 11, 2025 DRAWN DESIGNED CHECKED MC

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BK

R/W

SIDEWALK

2' MIN. 0.5%-1.5%

LANE

PRO SECTIONS IMPROVEM YPICAL STRE

FRONT

CONTRACT NO. XX-XX SHEET NO.

SURVEY CONTROL NOTES:

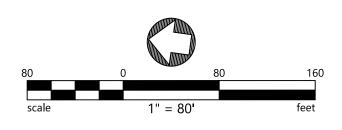
- 1. THE CONTRACTOR SHALL NOT DISTURB OR DESTROY ANY PERMANENT SURVEY POINTS WITHOUT THE WRITTEN CONSENT OF THE ENGINEER. ANY PERMANENT MONUMENTS OR POINTS DISTURBED OR DESTROYED SHALL BE REPLACED BY A LICENSED ENGINEER OR SURVEYOR AT THE CONTRACTOR'S EXPENSE.
- 2. THE BEARING N51°48'01" BETWEEN FOUND 2" BRASS DISKS DT-29 & DT-11 AS SHOWN ON THE NAD83 (1991.35) COORDINATE ADJUSTMENT RECORD OF SURVEY MAP "MONUMENT PRESERVATION AND CONTROL" FOR THE CITY OF SANTA CRUZ, RECORDED IN VOLUME 92 OF MAPS AT PAGE 18, SANTA CRUZ COUNTY RECORDS WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

LEGEND:

♠ PROJECT CONTROL POINT

SURVEY POINT TABLE										
POINT #	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION				
5	17+17.85	3.54 RT	1815921.58	6116367.86	13.05	FLIGHT X				
6	22+44.06	6.77 LT	1815401.44	6116448.24	11.71	FLIGHT X				
606	13+17.57	28.43 LT	1816322.55	6116346.19	14.10	CNTRL PNT				
607	17+35.77	35.49 RT	1815899.57	6116338.59	11.78	CTRL PNT				
608	13+11.76	32.88 RT	1816320.14	6116284.64	13.46	FND MON				





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PROJE IMPROVEME PROJECT STREET

MAP XE FRONT

JULY 11, 2025 DRAWN DESIGNED

CHECKED MC CONTRACT NO. XX-XX

K-1

ITEM OF WORK:

- PROTECT IN PLACE (E) UTILITY LID/STRUCTURE
- ADJUST TO GRADE (E) SSMH
- ADJUST TO GRADE (E) SSCO
- (E) TRAFFIC SIGNAL CABINET TO REMAIN
- ADJUST TO GRADE (E) SD CATCH BASIN
- INSTALL NEW TYPE B CATCH BASIN PER CSC
- STD DWG S9
- ADJUST TO GRADE (E) WATER VALVE
- ADJUST TO GRADE (E) WATER METER
- ADJUST TO GRADE (E) ELECTRIC PULLBOX
- PROTECT IN PLACE (E) VAULT
- ADJUST TO GRADE (E) FIBER PULLBOX

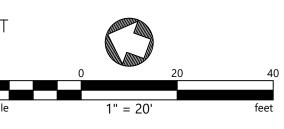
- ADJUST TO GRADE (E) STREET LIGHT PULLBOX
- ADJUST TO GRADE (E) TRAFFIC SIGNAL PULLBOX
- CURB & GUTTER (24") PER CSC STD DWG G1.1
- DRIVEWAY PER CSC STD DWG G-2
- INSTALL TREE WELL. CITY TO PROVIDE TREE PER CSC STD DWG G-8
- REMOVE AND REPLACE WITH (N) DRAINAGE INLET BOX TO FIT (N) 24" X 40" ADA GRATE.
- VEHICULAR CONCRETE PAVING PER DETAIL 1, SHEET C-3
- REPLACE CURB DRAINS DAMAGED BY REMOVAL OF SIDEWALK PER CSC STD DWG G-3

NOTES:

- 1. THIS PLAN IS ACCURATE FOR PAVEMENT REHABILITATION WORK ONLY.
- 2. SAWCUT EXISTING PAVEMENT AND/OR PAVEMENT EDGE TO A NEAT LINE, PROTECT VERTICAL EDGE.
- 3. REMOVE SIDEWALK AND GUTTER TO NEAREST SCOREMARK
- 4. CONFIRM LIMITS OF DIGOUT AND PCC REMOVAL WITH ENGINEER PRIOR TO BEGINNING WORK.
- 5. PAVEMENT, AGGREGATE BASE AND SUBGRADE MATERIAL SHALL BE REMOVED TO THE LINES AND GRADES SHOWN ON THESE PLANS.
- CONTRACTOR SHALL LOWER MANHOLE LIDS, VALVE COVERS, MONUMENT COVERS AND UTILITY BOXES BELOW THE GRADING PLANE. CONTRACTOR SHALL TIE—OUT ALL UTILITIES TO BE LOWERED. AFTER HMA OVERLAY, CONTRACTOR SHALL RAISE FACILITIES TO FINISH GRADE.
- 7. CONTRACTOR SHALL COMPLY WITH THE CITY STANDARD DETAILS FOR ALL PROJECT IMPROVEMENTS, UNLESS OTHERWISE NOTED.

(3)

- 8. THE LINES AND THICKNESS SHOWN FOR THE REMOVAL OF PAVEMENT, CURB AND GUTTER, SIDEWALK AND ALL OTHER CIVIL CONSTRUCTION WORK ARE FOR INFORMATION ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXTENT OF WORK BASED ON THE SPACE REQUIRED TO PERFORM THE CONSTRUCTION WORK AND/OR THE CONTRACTOR'S MEANS AND METHODS AND REQUIREMENTS FOR SHORING, EXCAVATION AND TEMPORARY
- 9. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY BENCHMARK OR MONUMENTATION, UNLESS SHOWN FOR REMOVAL BY THESE PLANS. IF A BENCHMARK OR MONUMENTATION NOT SHOWN FOR REMOVAL IS DISTURBED, THE CONTRACTOR SHALL HAVE A LICENSED LAND SURVEYOR RESTORE THE BENCHMARK OR MONUMENTATION AT THE CONTRACTOR'S EXPENSE.
- 10. LOCATION OF R/W LINES ARE APPROXIMATE. ACTUAL LOCATION OF R/W LINE WILL BE DETERMINED BY CITY SURVEYOR IF 'NEEDED.
- 11. GUTTER CROSS-SLOPES AT CURB RAMPS SHALL NOT EXCEED 5.0%





AYOUT

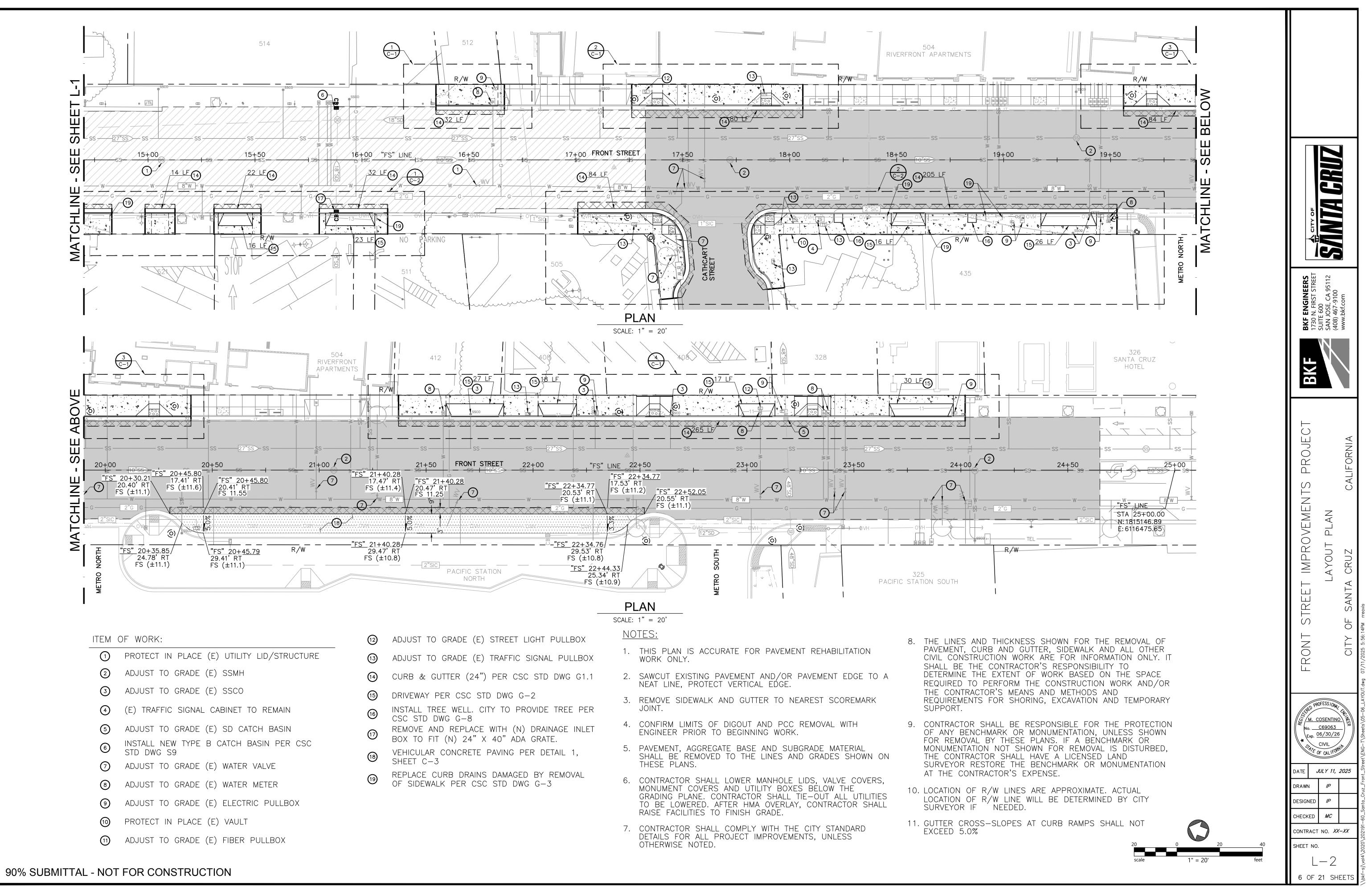
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﴿ M. COSENTINO) No. <u>C69063</u> $\sum_{\text{Exp.}} \frac{06/30/26}{2}$ CIVIL CIVIL JULY 11, 2025

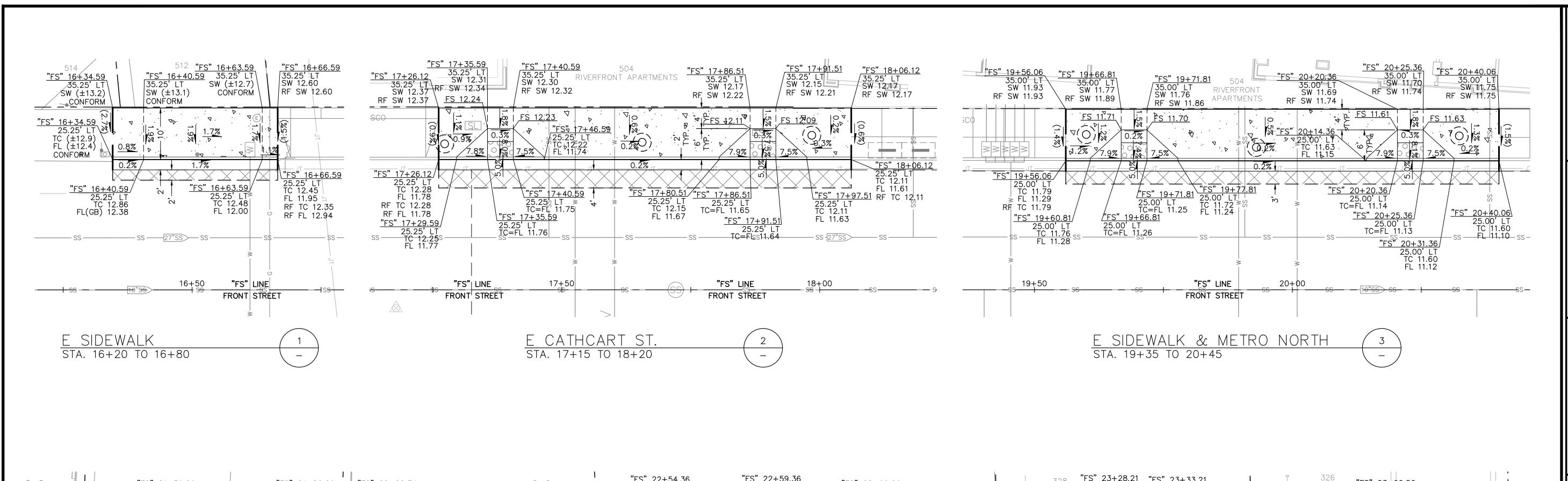
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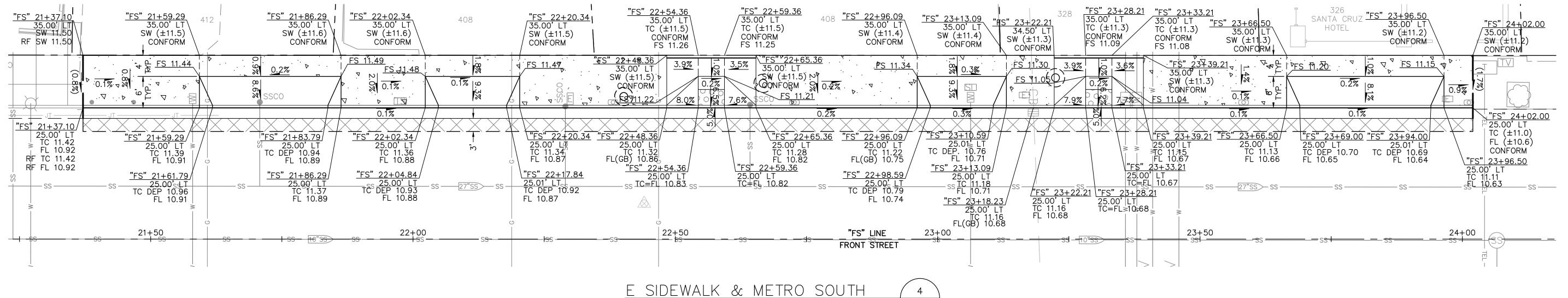
5 OF 21 SHEETS

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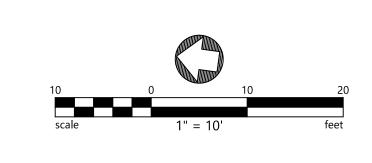


(3)





E SIDEWALK & METRO SOUTH STA. 21+25 TO 24+20



ENTS AST (E, IMPROVEM DETAILS

BKF ENGINEERS1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
(408) 467-9100
www.bkf.com

BK

PROJE

SIDE)

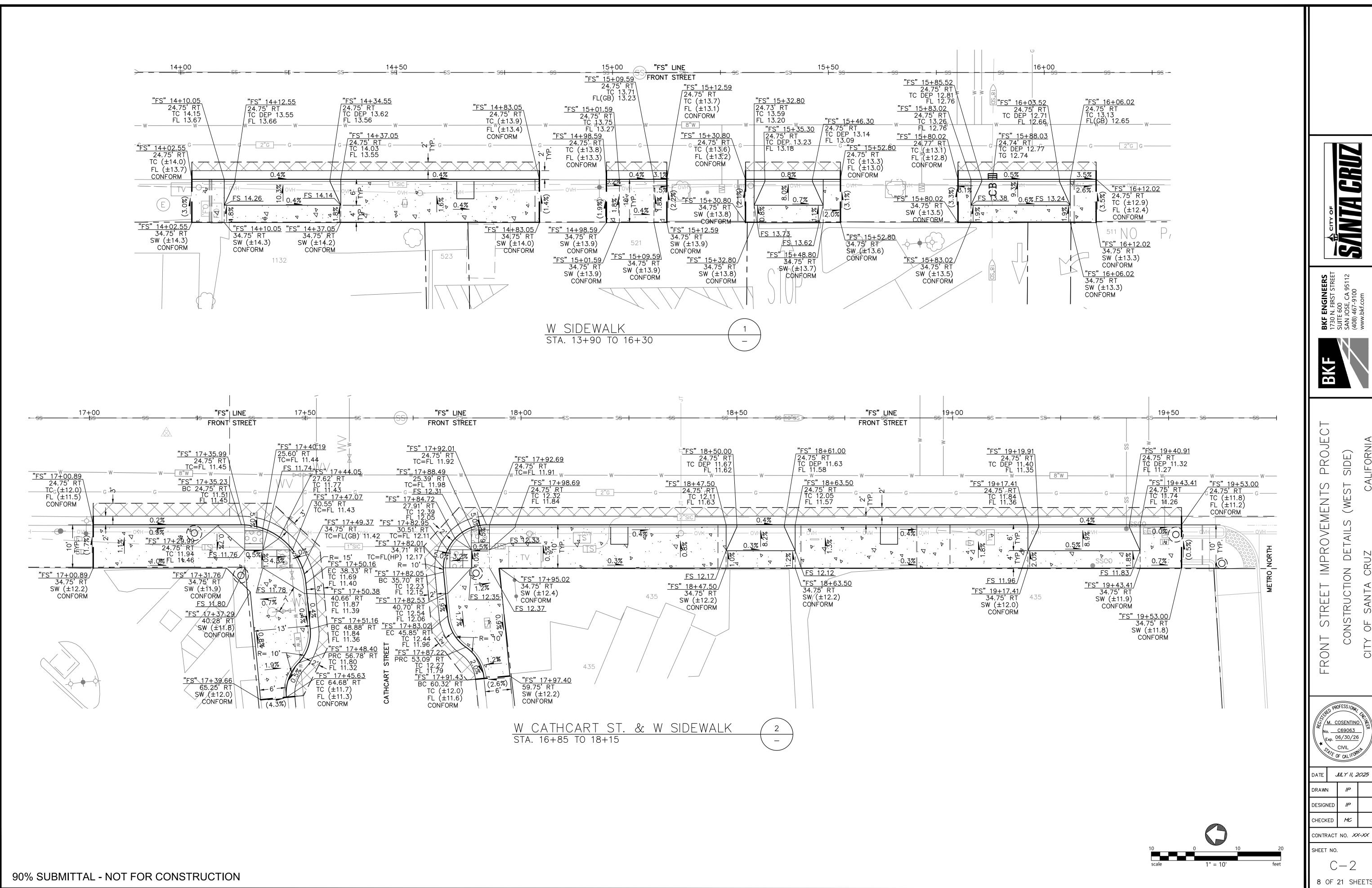
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No. <u>C69063</u> JULY 11, 2025 DRAWN DESIGNED CHECKED CONTRACT NO. XX-XX SHEET NO.

7 OF 21 SHEETS

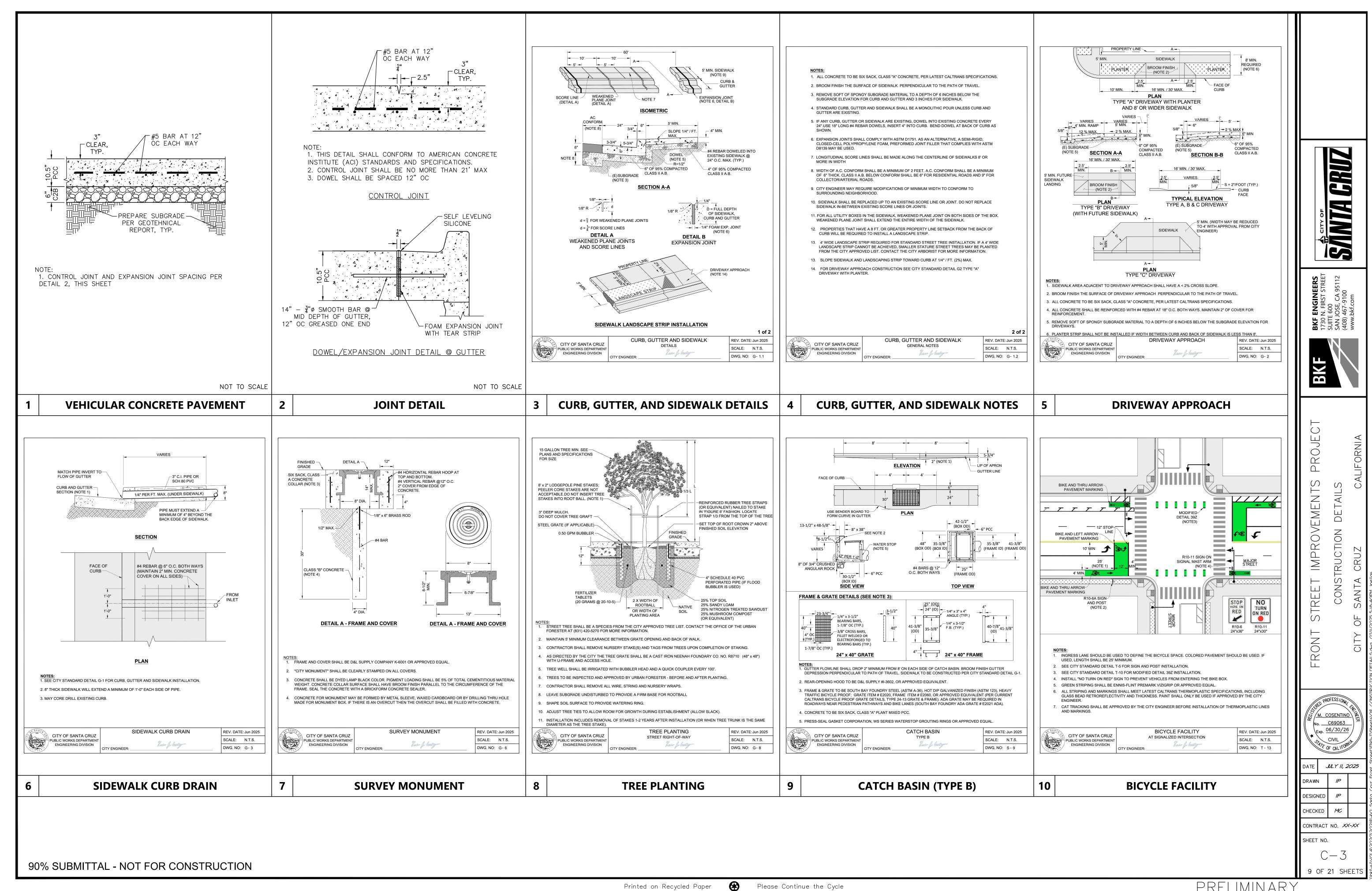
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(4)



PRELIMINARY

(3)



CALTRANS CURB RAMP PLAN



PROJE

DE. CONSTRUCTION

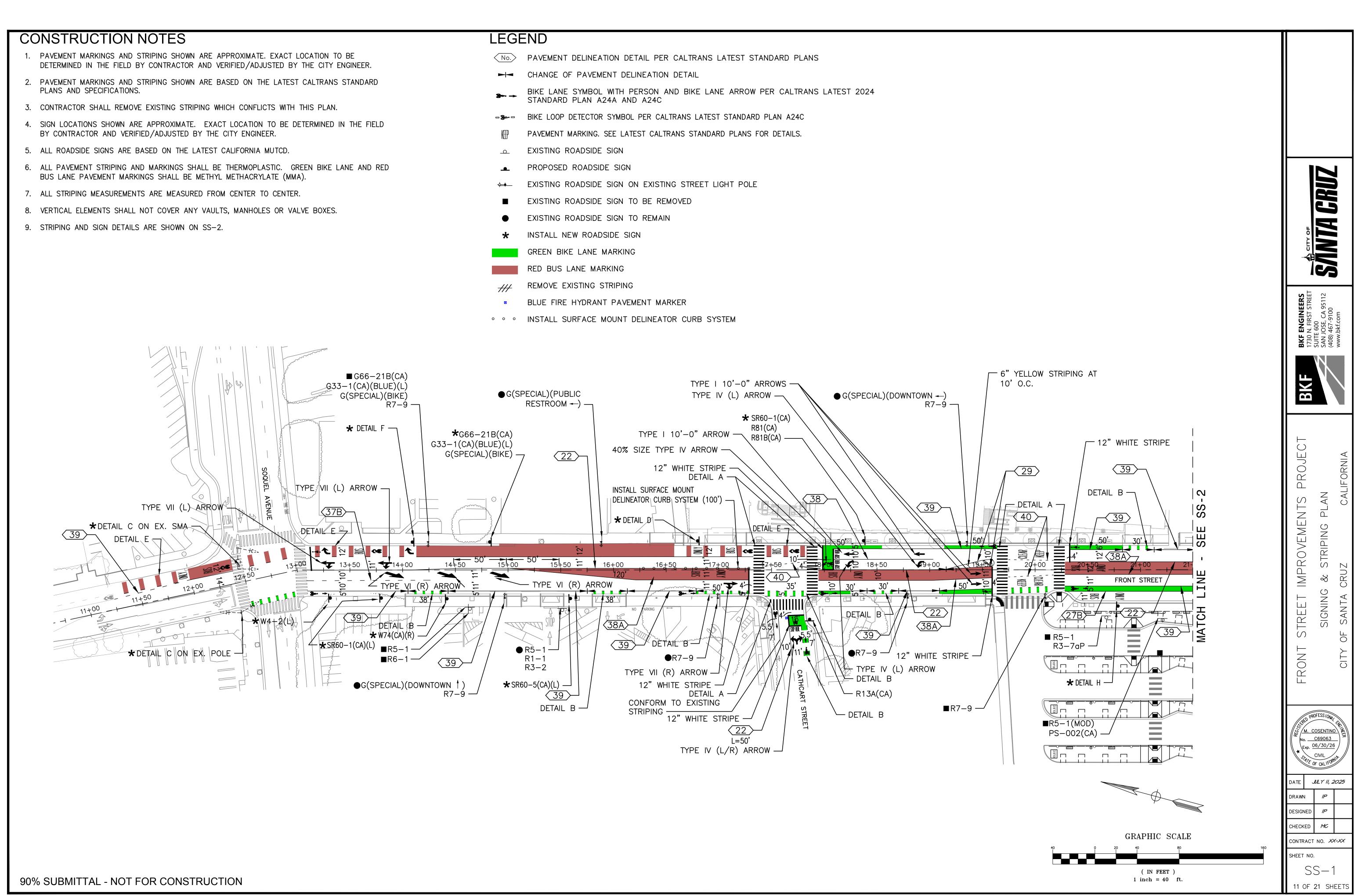
IMPROVEM STREET FRONT

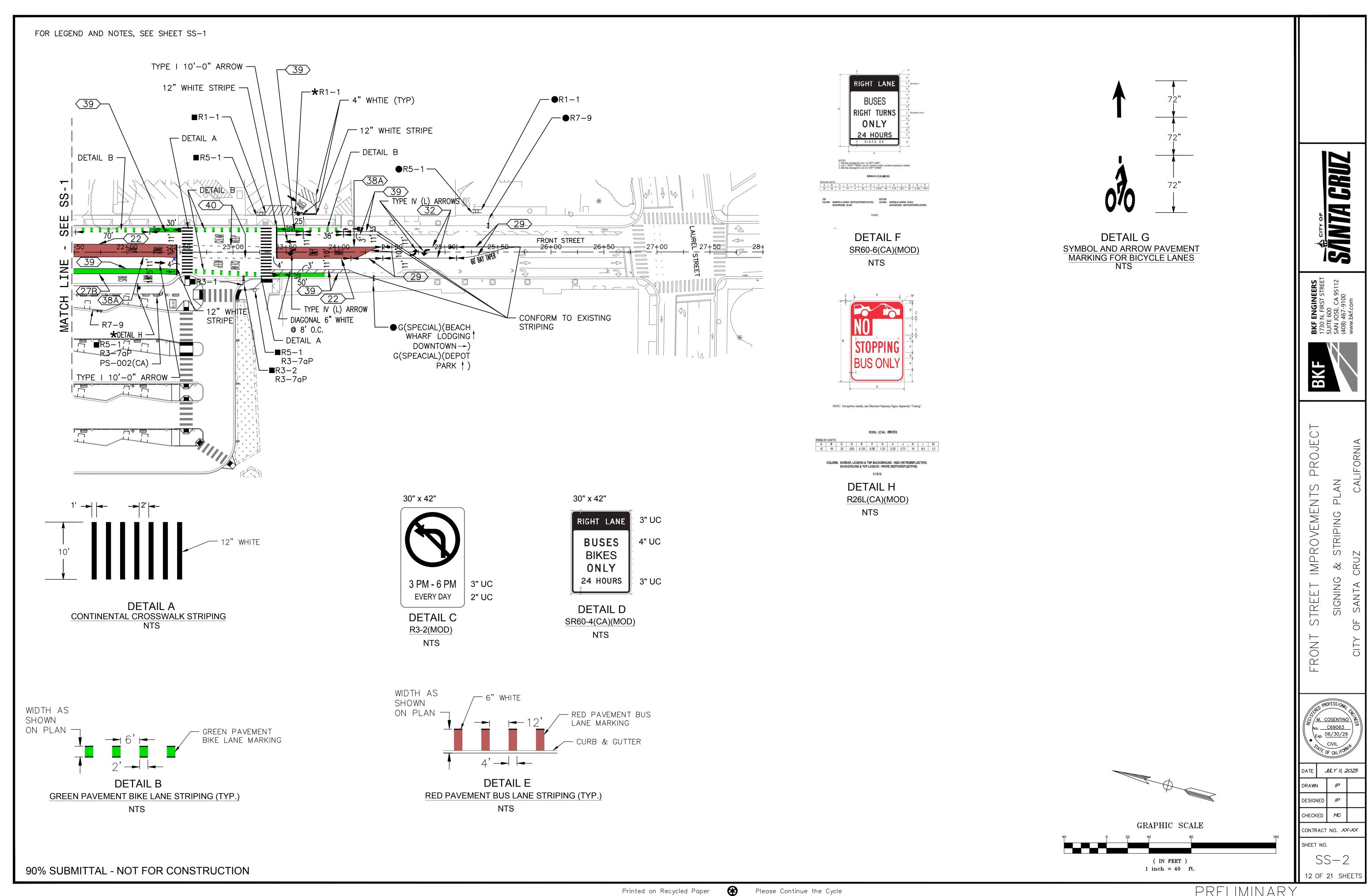
JULY 11, 2025 DESIGNED CHECKED

CONTRACT NO. XX-XX

10 OF 21 SHEETS

90% SUBMITTAL - NOT FOR CONSTRUCTION



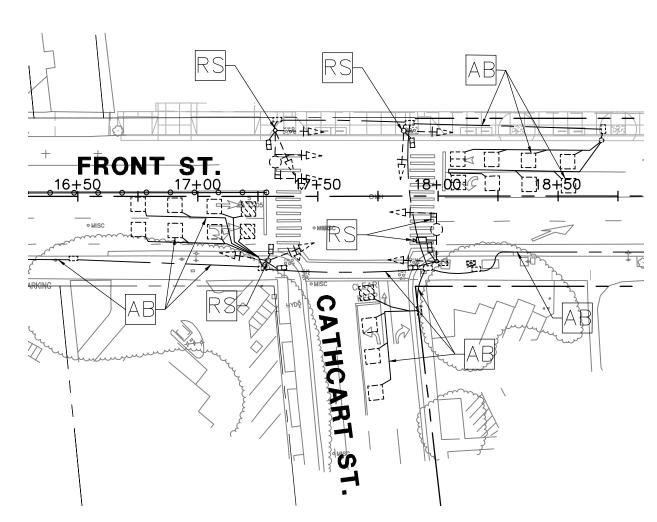


GENERAL NOTES (FOR THIS SHEET ONLY):

- 1. WORK ON THESE PLANS SHALL CONFORM TO THE LATEST EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARDS SPECIFICATIONS, STANDARD PLANS, THE LATEST EDITION OF THE CA-MUTCD, AND SANTA CRUZ STANDARDS.
- 2. LOCATIONS OF CABINETS, STANDARDS, CONDUITS, PULL BOXES AND OTHER EQUIPMENT ARE APPROXIMATE AND WILL BE LOCATED IN THE FIELD AS DIRECTED BY THE ENGINEER.
- 3. THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.
- 4. ALL NEW PULL BOXES SHALL BE NO. 6 UNLESS OTHERWISE NOTED. PULL BOXES ADJACENT TO THE CONTROLLER CABINET SHALL BE N48 WITH RISER.
- 5. ALL NEW SIGNAL HEADS SHALL HAVE 12" INDICATIONS, WITH BACKPLATES WITH YELLOW RETROREFLECTIVE BORDERS AND FULL CIRCLE VISORS.
- 6. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS INDICATIONS SHALL BE LED.
- 7. CONDUIT INSTALLATION SHALL BE INSTALLED PER LATEST CALTRANS/CITY STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL CONFIRM WITH THE CITY INSPECTOR PRIOR TO INSTALLING CONDUITS.
- 8. ALL PEDESTRIAN SIGNAL HEADS SHALL BE THE "COUNT-DOWN" TYPE.
- 9. ALL EMERGENCY VEHICLE DETECTORS SHALL BE OPTICOM.
- 10. ALL FIBER OPTIC AND SIGNAL COMMUNICATION EQUIPMENT SHALL BE PROTECTED-IN-PLACE. ANY EQUIPMENT THAT IS DAMAGED BY THIS PROJECT SHALL BE REPLACED IN-KIND.

PROJECT NOTES (FOR THIS SHEET ONLY):

- 1 EXISTING TYPE II SERVICE CABINET TO REMAIN.
- 2 EXISTING CONTROLLER AND CABINET TO REMAIN.
- 3 FURNISH AND INSTALL NEW ECONOLITE EVO RADAR DETECTION.
- 4 INSTALL APS ON 12" EXTENSION WITH 90° ADAPTER
- 5 REPLACE NO. 6 PULL BOX IN KIND AND ADJUST TO GRADE.
- 6 REPLACE PULL BOX WITH N48. SEE E-5 FOR SIC DETAIL.
- 7 REMOVE PPB AND INSTALL APS.

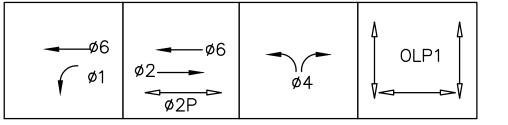


1:40 SCALE

EXISTING EQUIPMENT TO BE REMOVED AND SALVAGED

- 1. 1 17-3-70 POLE
- 2. 2 1-B POLES
- 3. 8 VEHICLE SIGNAL HEADS
- 4. 4 PEDESTRIAN SIGNAL HEADS
- 5. 1 SIGN (KEEP INTERSECTION CLEAR)
 6. 1 360° VIDEO DETECTION CAMERA

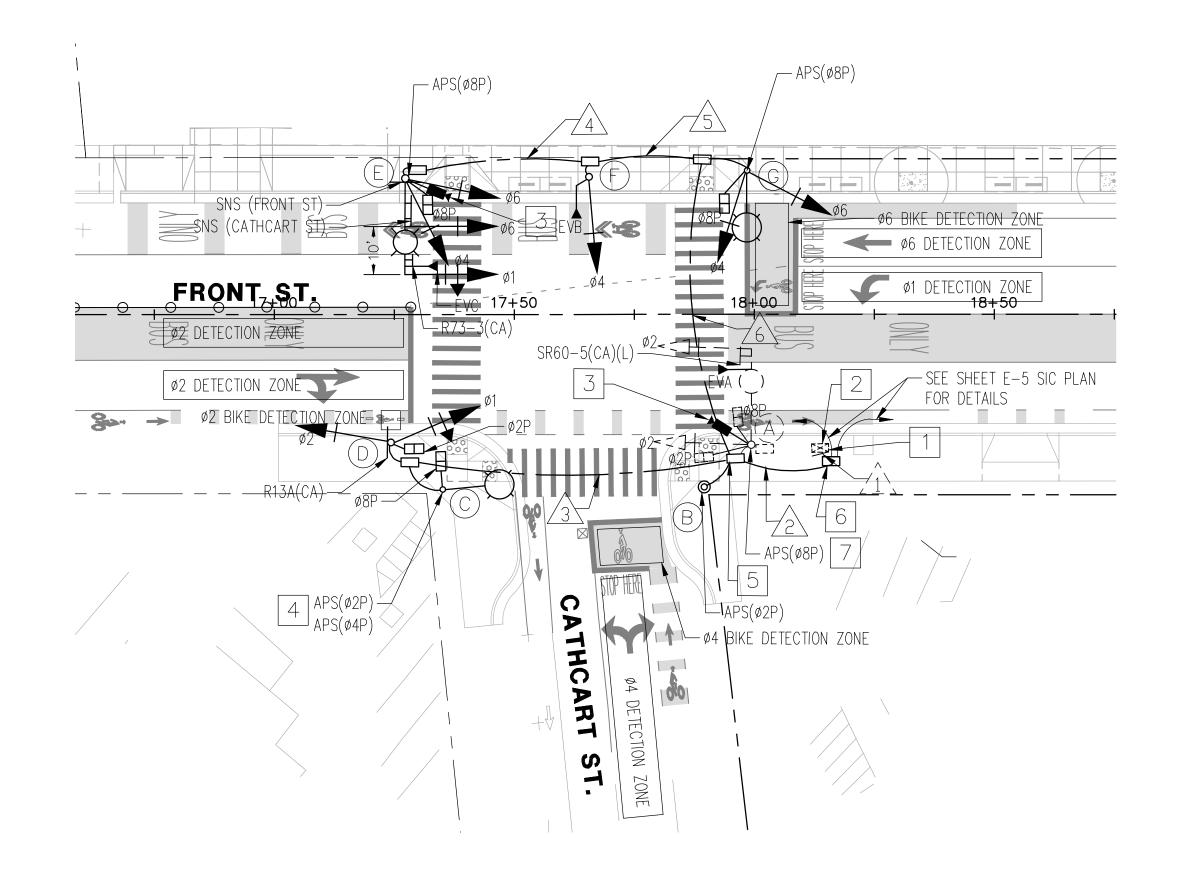
90% SUBMITTAL - NOT FOR CONSTRUCTION



PROPOSED PHASE DIAGRAM $OLP1 = \emptyset2P + \emptyset8P$

PROPOSED PREEMPTION

 $EVA = \emptyset2$ $EVB = \emptyset4$ $EVC = \emptyset1 + \emptyset6$

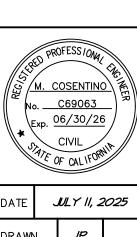






PROJECT CATHCART IMPROVEM

S FRONT SIGNAL



DESIGNED CHECKED CONTRACT NO. XX-X TS-1

13 OF 21 SHEETS

PRELIMINARY

CONDUCTOR AND CONDUIT SCHEDULE

CONDUCTOR SCHEDULE				NDUCT JN NU		
	<u>/1\</u>	2	3	4	<u>/</u> 5\	<u>6</u>
No. 14 CONDUCTORS						
Ø1	6	6	3	3	3	3
Ø2	9	9	3			
Ø4	9	9	3	3	6	9
Ø6	9	9		6	6	9
Ø2P	4	4	2			
Ø8P	4	4	2	2	2	2
APS (Ø2P)	4	4	2			
APS (Ø8P)	8	8	2	2	2	4
SPARES	6	6	3	3	3	3
TOTAL No. 14	59	59	20	19	22	30
No. 8 CONDUCTORS						
LIGHTING (240 V)	4	4	2	2	2	2
SIGNAL NEUTRAL	1	1	1	1	1	1
TOTAL No. 8	5	5	3	3	3	3
SHIELDED AWG 14/2						
ECONOLITE RADAR DETECTOR	2	2		1	1	1
TOTAL AWG 14/2	2	2		1	1	1
EMERGENCY PREEMPTION CABLE						
EVA	1	1				
EVB	1	1			1	1
EVC	1	1		1	1	1
TOTAL CABLES	3	3		1	2	2

NEW CONDUIT WITH NEW CONDUCTORS/CABLES

CONDUIT SIZE (INCHES)

NEW/EXISTING CONDUIT

% FILL

EXISTING CONDUIT WITH EXISTING CONDUCTORS/CABLES

REMOVE ALL CONDUCTORS FROM EXISTING CONDUIT AND RUN NEW.

4 3 N N

31% 18% 9% 13% 15% 17%

3 3 3 N N N

POLE AND EQUIPMENT SCHEDULE

No.	ST	ANDARD)	VEHICLE S MOUNT		PEDESTRIAN SIGNAL MOUNTING		APS	LED LUMINAIRE (WATTS)	REMARKS
	TYPE	SMA (FEET)	LMA (FEET)	MAST ARM	POLE		Ø	ARROW		
A	17A-2-70	20	15	MAT	SV-1-T	SP-2-T	4	← —	99	INSTALL EVB ON SIGNAL MAST ARM. INSTALL SR60-5(CA)(L) SIGN ON SIGNAL MAST ARM.
В	PBA POST						2	>		
C	15TS		12			SP-1-T	2 4	← →	99	
D	1-B				TV-2-T	SP-1-T				
E	17-3-100	20	12	MAS MAS	SV-2-T	SP-1-T	4		99	INSTALL SNS (CATHCART ST) ON SINAL MAST ARM. INSTALL EVB ON SIGNAL MAST ARM. INSTALL R73-3(CA) SIGN ON SIGNAL MAST ARM.
F	1-B (h=15')				TV-1-T					INSTALL EVC ON TOP OF THE SIGNAL HEAD
G	15TS		12		SV-2-T	SP-1-T	4	→	99	



S FRONT

STREET IMPROVEM FRONT SIGNAL

DESIGNED CHECKED MC

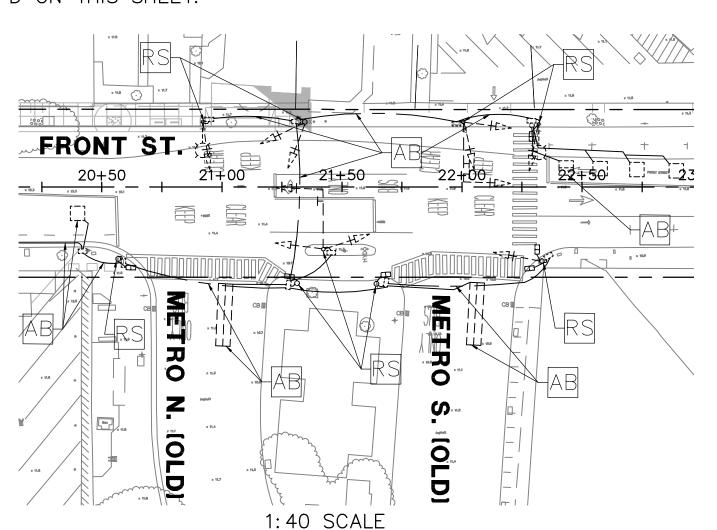
CONTRACT NO. XX-XX

GENERAL NOTES (FOR THIS SHEET ONLY):

- 1. WORK ON THESE PLANS SHALL CONFORM TO THE LATEST EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARDS SPECIFICATIONS, STANDARD PLANS, THE LATEST EDÍTION OF THE CA-MUTCD, AND SANTA CRUZ STANDARDS.
- 2. LOCATIONS OF CABINETS, STANDARDS, CONDUITS, PULL BOXES AND OTHER EQUIPMENT ARE APPROXIMATE AND WILL BE LOCATED IN THE FIELD AS DIRECTED BY THE ENGINEER.
- 3. THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.
- 4. ALL NEW PULL BOXES SHALL BE NO. 6 UNLESS OTHERWISE NOTED.
- 5. ALL NEW SIGNAL HEADS SHALL HAVE 12" INDICATIONS, WITH BACKPLATES AND FULL CIRCLE VISORS.
- 6. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS INDICATIONS SHALL BE LED.
- 7. CONDUIT INSTALLATION SHALL BE INSTALLED PER LATEST CALTRANS/CITY STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL CONFIRM WITH THE CITY INSPECTOR PRIOR TO INSTALLING CONDUITS.
- 8. ALL PEDESTRIAN SIGNAL HEADS SHALL BE THE "COUNT-DOWN" TYPE.
- 9. ALL EMERGENCY VEHICLE DETECTORS SHALL BE OPTICOM.
- 10. ALL FIBER OPTIC AND SIGNAL COMMUNICATION EQUIPMENT SHALL BE PROTECTED-IN-PLACE. ANY EQUIPMENT THAT IS DAMAGED BY THIS PROJECT SHALL BE REPLACED IN-KIND.
- 11. ALL VEHICLE DETECION EQUIPMENT SHALL BE ECONOLIGHT RADAR UNITS WITH VEHICLE CLASSIFICATION CAPABILITIES.

PROJECT NOTES (FOR THIS SHEET ONLY):

- 1 FURNISH AND INSTALL NEW TYPE IIIA-AF SERVICE CABINET
- 2 FURNISH AND INSTALL NEW TYPE 2070LX CONTROLLER IN MODEL 332 CABINET.
- 3 FURNISH AND INSTALL NEW ECONOLITE EVO RADAR DETECTION.
- 4 FURNISH AND INSTALL TRANSIT SIGNAL HEAD. SEE DETAIL A ON THIS SHEET
- 5 FURNISH AND INSTALL TRANSIT SIGNAL HEAD. SEE DETAIL B ON THIS SHEET.
- 6 FURNISH AND INSTALL TRANSIT SIGNAL HEAD. SEE DETAIL C ON THIS SHEET.
- 7 FURNISH AND INSTALL SIGNAL-TECH ACTIVATED BLANK-OUT SIGN. SEE DETAIL D ON THIS SHEET.



EXISTING EQUIPMENT TO BE REMOVED AND SALVAGED

1. 1 18-3-70 POLE 4. 5 1-B POLE 2. 1 16-1-70 POLE

90% SUBMITTAL - NOT FOR CONSTRUCTION

- 5. 11 VEHICLE SIGNAL 3. 2 15TS POLE HEADS
- 6. 6 PEDESTRIAN SIGNAL HEADS

#2 #2 #2 #2 #2 **→**OLC **→**OLC **−**−ø6 **→** Ø6 OLC ØOLP1 ØOLP1 € Ø1* ø2P ø2P

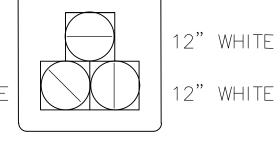
12" WHITE 12" WHITE 12" WHITE 12" WHITE 12" WHITE

DETAIL B TRANSIT SIGNAL HEAD NTS

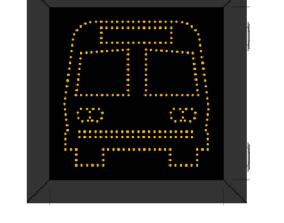
DETAIL A

TRANSIT SIGNAL HEAD

NTS



DETAIL C TRANSIT SIGNAL HEAD NTS



24" X 24"

DETAIL D ACTIVATED BLANK-OUT SIGN NTS

PROPOSED PHASE DIAGRAM

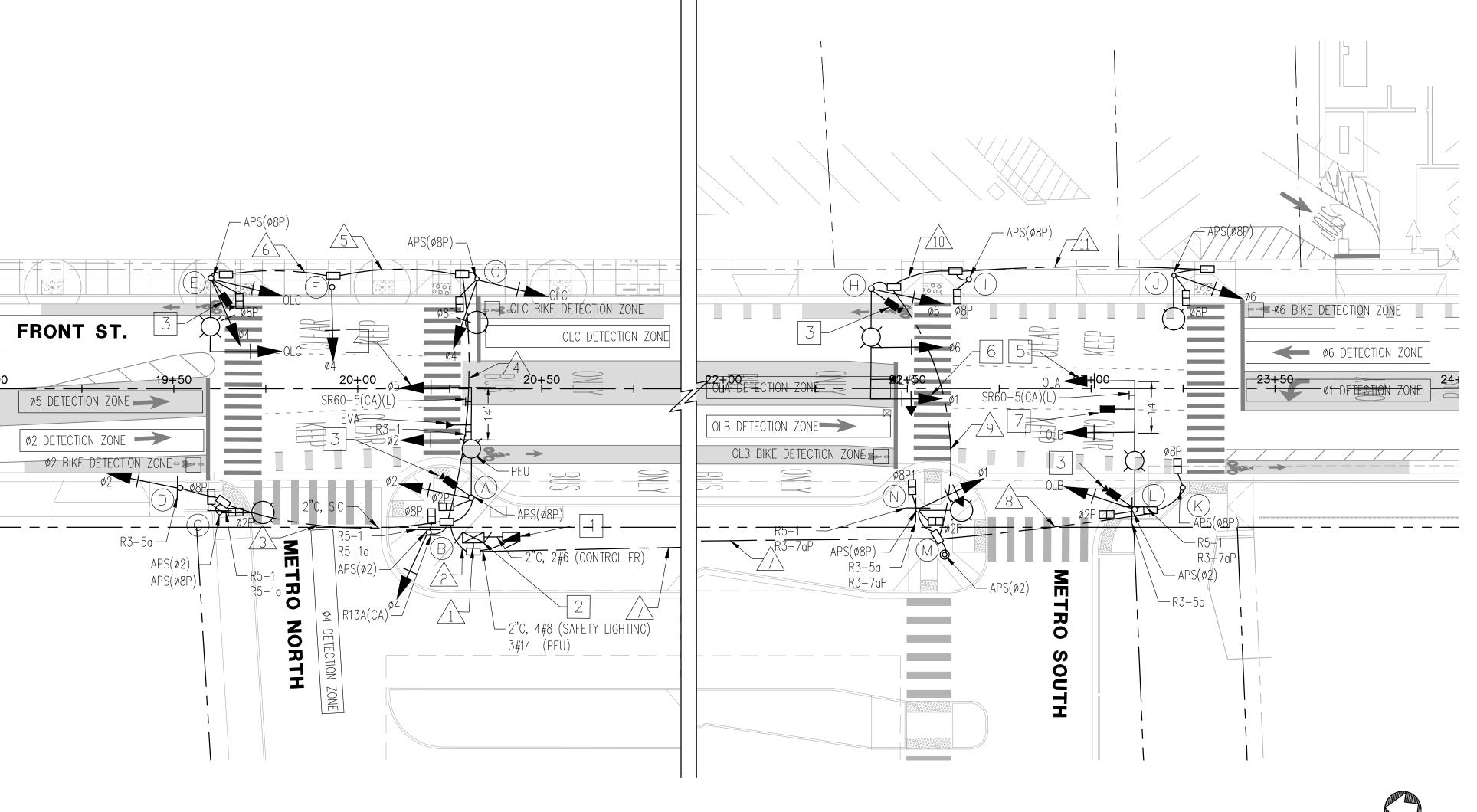
#1 - METRO STATION NORTH DRIVEWAY (EXIT) #2 - METRO STATION SOUTH DRIVEWAY (ENTRANCE) * TRANSIT PRIORITY (EXCLUSIVE TRANSIT LANE)

 $OLA = \emptyset5 + \emptyset4$ $OLB = \emptyset2$

> $OLC = \emptyset6$ $OLP1 = \emptyset2P + \emptyset8P$

PROPOSED PREEMPTION

 $EVB = \emptyset2$ $EVC = \emptyset1 + \emptyset6$





PROJE METRO

JULY 11, 2025 DRAWN DESIGNED MC CHECKED CONTRACT NO. XX-XX

TS-315 OF 21 SHEETS

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CONDUCTOR AND CONDUIT SCHEDULE

CONDUCTOR SCHEDULE	No. OF CONDUCTORS CONDUIT RUN NUMBER											
	\triangle	2	3	4	<u>/</u> 5	6	\triangle	8	<u></u>	10	11	
No. 14 CONDUCTORS												
Ø1	6						6		3			
Ø2	9	9	3									
Ø4	6	6		6	6	3						
Ø6	9						9		9	3	3	
OLA	3						3	3				
OLB	6						6	6				
OLC	9	9		9	6	6						
Ø2P	8	4	2				4	2				
Ø8P	16	8	2	4	2	2	8	2	4	4	2	
APS (Ø2)	8	4	2	•			4	2		•		
APS (Ø8)	16	8	2	4	2	2	8	2	4	4	2	
PEU	3	3		<u> </u>		_			_ _			
SPARES	6	3	3	3	3	3	3	3	3	3	3	
		<u> </u>	ر	ر	<u> </u>	<u> </u>	<u> </u>	ر	ر	<u> </u>	<u> </u>	
TOTAL No. 14	105	54	14	26	19	16	51	20	23	14	10	
No. 10 CONDUCTORS												
BLANK-OUT SIGN	2						2	2				
TOTAL No. 10 No. 8 CONDUCTORS	2						2	2				
LIGHTING (240 V)	8	4	2	2	2	2	4	2	2	2	2	
SIGNAL NEUTRAL	2	1	1	1	1	1	1	1	1	1	1	
TOTAL No. 8	10	5	3	3	3	3	5	3	3	3	3	
SHIELDED AWG 14/2												
ECONOLITE RADAR DET. METRO N	2	2		1	1	1						
ECONOLITE RADAR DET. METRO S	2	_		•	•	•	2	1	1	1		
TOTAL AWG 14/2	4	2		1	1	1	2	1	1	1		
EMERGENCY PREEMPTION CABLE												
EVA	1	1										
EVC	1	•					1		1			
							-		-			
TOTAL CABLES	2	1					1		1			
SIGNAL INTERCONNECT CABLE												
CONDUIT SIZE (INCHES)	2-4	2-4	3	3	3	3	4	4	3	3	3	
NEW/EXISTING CONDUIT	N	N	Ν	Ν	N	N	Ν	Ν	N	Ν	N	
% FILL	15%	8%	7%	14%	12%	11%	16%	7%	14%	11%	6%	

TOLL THIS LOCK WILLY OUT LD OLL	POLE	AND	EQUIPMENT	SCHEDULE
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No.	ST	ANDARD)	SIG	HICLE SNAL INTING	PEDESTRIAN SIGNAL MOUNTING		APS	LED LUMINAIRE (WATTS)	REMARKS
	TYPE	SMA (FEET)	LMA (FEET)	MAST ARM	POLE		Ø	ARROW		
A	19-4-100	30	15	MAS MAS	SV-1-T	SP-1-T	8	<	99	INSTALL SR60-4(CA)(L) SIGN ON SIGNAL MAST ARM. INSTALL R3-1 SIGN ON SIGNAL MAST ARM. INSTALL EVA ON SIGNAL MAST ARM.
B	1-B				TV-1-T	SP-1-T	2	→		
C	15TS					SP-2-T	2 8	← —	99	
D	1-B				TV-1-T					
E	17-3-100	20	12	MAS	SV-2-T	SP-1-T	8	<	99	
F	1-B (h=15')				TV-1-T					
G	15TS		12		SV-2-T	SP-1-T	8	→	99	
H	19-4-100	30	12	MAS MAS	SV-1-T	SP-1-T			99	INSTALL EVC ON SIGNAL MAST ARM.
	1-B					TP-1-T	8	→		
J	15TS		12		SV-1-T	SP-1-T	8		99	
K	1-B					TP-1-T	8	→		
L	24-4-100	35	12	MAS MAS	SV-1-T	SP-1-T	2	<	99	INSTALL SR60-5(CA)(L) SIGN ON SIGNAL MAST ARM. INSTALL BUS SYMBOL ACTIVATED BLANK-OUT SIGN ON SIGNAL MAST ARM.
M	PBA POST						2	<		
N	15TS		12		SV-1-T	SP-1-T	8	>	99	

NEW CONDUIT WITH NEW CONDUCTORS/CABLES

90% SUBMITTAL - NOT FOR CONSTRUCTION



ENTS PROJECT

FRONT STREET IMPROVEM

CHECKED MC

CONTRACT NO. XX-XX

LEGEND PROJECT NOTES (FOR THIS SHEET ONLY). INSTALL CONDUIT INTO EXISTING PULL BOX. 1 INSTALL 3"C, 1 SIC, 1 PULL ROPE. CONNECT NEW AND EXISTING CONDUIT. REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED. 2 INSTALL NEW 6E PULL BOX. SEE SHEET TS-6 TO TS-8 FOR SIGNAL INTERCONNECT CONDUIT AND PULL BOX DETAILS. 3 INSTALL N48E PULL BOX. SEE SHEET TS-6 TO TS-8 FOR SIGNAL INTERCONNECT CONDUIT AND PULL BOX DETAILS. 4 REPLACE EXISTING HOME RUN BOX WITH N48E PULL BOX. SEE SHEET TS-6 TO TS-8 FOR SIGNAL INTERCONNECT CONDUIT AND PULL BOX DETAILS. 5 CONTRACTOR TO CONNECT NEW 1 SIC TO THE EXISTING TRAFFIC SIGNAL CONTROLLER. INTERCONNEC IMPROVEM FRONT STREET FRONT JULY 11, 2025 DESIGNED CHECKED GRAPHIC SCALE CONTRACT NO. XX-XX (IN FEET) 90% SUBMITTAL - NOT FOR CONSTRUCTION 1 inch = 40 ft. 17 OF 21 SHEETS

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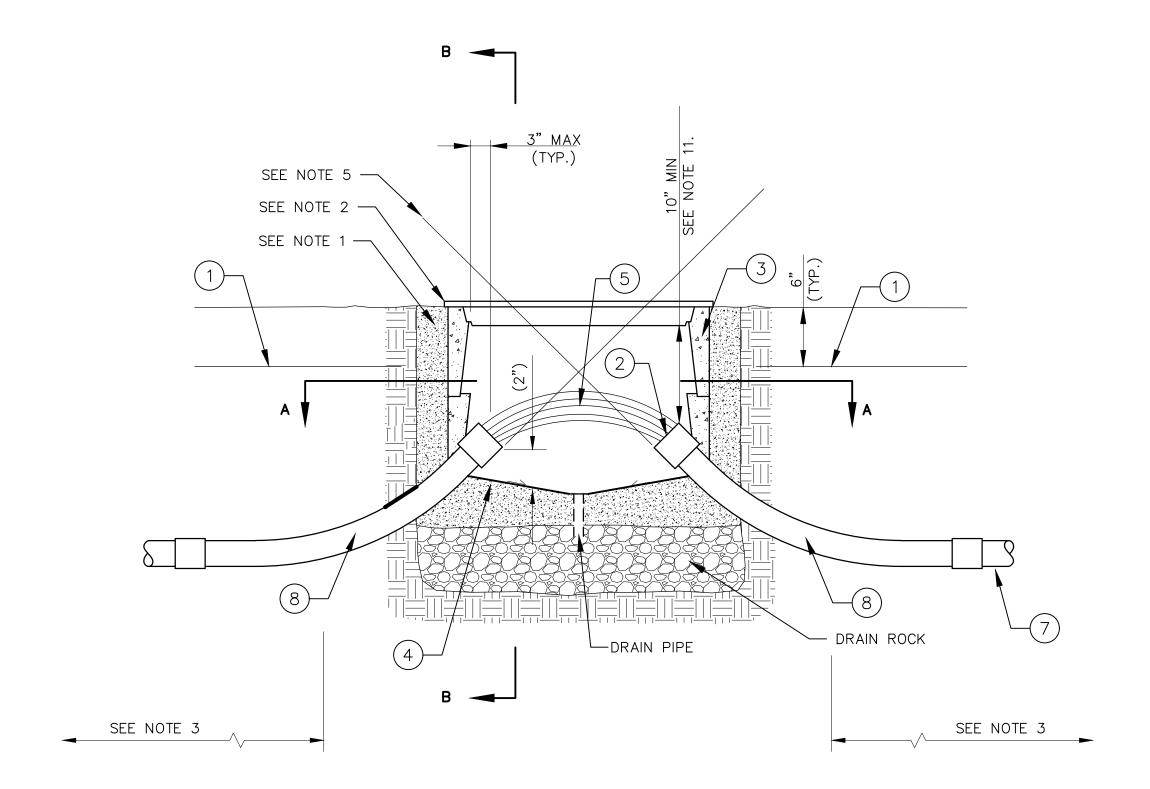
PROJECT SPECIFIC GENERAL NOTES

- 1. LOCATIONS OF CONTROLLER, CONDUITS, PULL BOXES, AND OTHER EQUIPMENT ARE APPROXIMATE AND WILL BE LOCATED IN THE FIELD AS DIRECTED BY THE ENGINEER.
- 2. PLAN IS ACCURATE FOR FIBER OPTIC INTERCONNECT WORK ONLY.
- 3. NEW N48E PULL BOXES SHALL HAVE A GALVANIZED STEEL LOCKJAW LID AND TRACER WIRE ATTACHED TO THE PULLBOX LID.
- 4. CONTRACTOR SHALL PROTECT ALL EXISTING CABLES AND CONDUCTORS IN PLACE, UNLESS NOTED ON PLANS OTHERWISE, AT NO ADDITIONAL COST TO THE CITY.
- 5. CONTRACTOR SHALL COIL FIBER OPTIC CABLE SLACK AS FOLLOWS: 50 FEET OF TRUNK CABLE SLACK AND 50 FEET OF BRANCH CABLE SLACK ON BOTH SIDES OF NEW SPLICE CLOSURES, 20 FEET OF BRANCH CABLE SLACK IN BASE OF CONTROLLER CABINETS, AND 10 FEET SLACK FOR ALL CABLES IN PASS-THROUGH PULL BOXES.
- 6. ALL NEW PULL BOXES SHALL BE INSTALLED A MINIMUM OF 5' AWAY FROM EXISTING FIRE HYDRANTS AND EXISTING WATER METERS. NEW PULL BOXES SHALL BE 5' AWAY FROM EXISTING UNDERGROUND ELECTRICAL FACILITIES UNLESS OTHERWISE NOTED ON PLANS.

	TABLE
ITEM	DESCRIPTION
1	WARNING TAPE (IF OPEN TRENCHING)
2	CONDUIT BELL END (TYPICAL)
3	NO. 6(E) PULL BOX WITH EXCEPTIONS AS DRAWN
4	GROUTED FLOOR OVER CLEAN CRUSHED ROCK SUMP
5	COMMUNICATION CABLE AND TRACER WIRE AS REQUIRED
6	8"x12" KNOCK OUT. GROUT AND FINISH OPENINGS AFTER CONDUIT IS INSTALLED.
7	SCHEDULE 80 HDPE CONDUIT (SEE PLANS FOR SIZE AND QUANTITY)
(8)	45 DEGREE HDPE ELBOW, 36" RADIUS

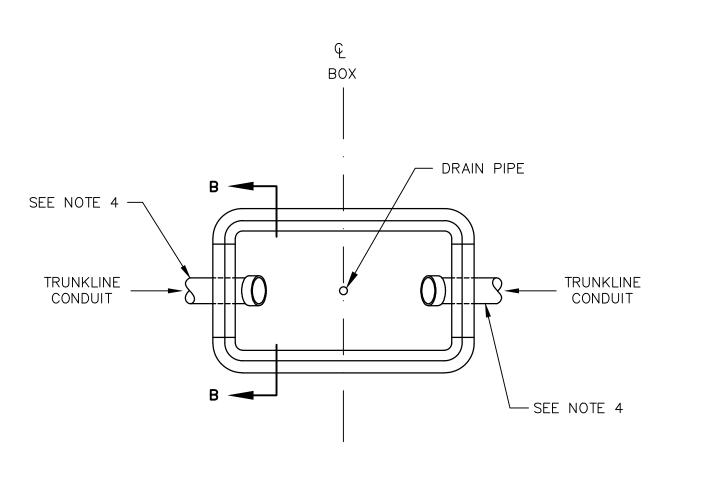
NOTES:

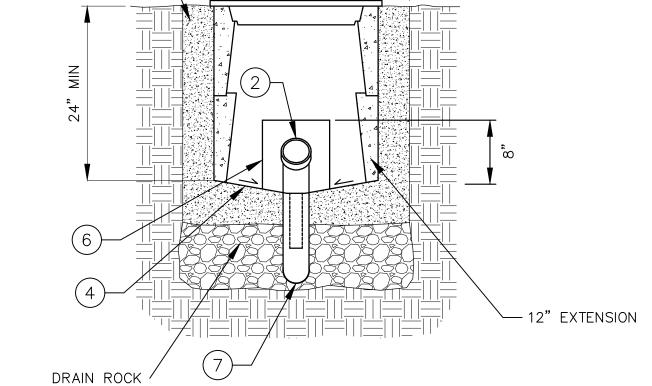
- 1. BACKFILL ACCORDING TO CITY OF SANTA CRUZ STANDARD SPECIFICATIONS AND DETAILS.
- 2. "CITY INTERCONNECT" SHALL BE INTEGRATED IN THE LID.
- 3. CONDUIT FROM THE TYPICAL TRENCH SECTION SHOULD NOT DEFLECT BY MORE THAN 1 FOOT PER 10 FEET FROM THE ALIGNMENT PRECEDING OR FOLLOWING THE PULL BOX.
- 4. SEE PLAN SHEETS FOR NUMBER AND SIZE OF CONDUIT. IF MORE THAN 3 CONDUIT ARE REQUIRED IN THE SAME KNOCKOUT, KNOCKOUT SHALL BE WIDENED TO 0.5" MORE THAN THE COMBINED CONDUIT WIDTH.
- 5. END OF CONDUIT SHALL BE ALIGNED TO EXIT TOP OF PULL BOX TO FACILITATE CABLE PULLING.
- 6. NUMBERS IN CIRCLES REFER TO ITEMS IN THE TABLE.
- 7. IF EXISTING CONDUIT IS USED, THE CONTRACTOR SHALL MODIFY CONDUIT SWEEPS (IF NEEDED) AS SHOWN. IF NEW CONDUIT IS USED, THE CONTRACTOR SHALL INSTALL SCHEDULE 80 HDPE CONDUIT WITH SWEEP AS SHOWN.
- 8. PULL BOX HEIGHT ABOVE FINISHED GRADE SHALL PERMIT 1" OF SURFACE LANDSCAPING, IF APPLICABLE, TO MATCH EXISTING CONDITIONS.
- 9. NO. 6(E) PULL BOX SHALL BE POLYMER AND SUPPORT A MINIMUM TEST LOAD OF 12,500 LBS.
- 10. ALL PVC AND HDPE CONDUIT SHALL HAVE BELL ENDS.
- 11. ALL CONDUIT SHALL ENTER THE SHORT SIDE OF THE PULL BOX UNLESS OTHERWISE APPROVED OR DIRECTED BY THE ENGINEER.



CONDUIT SWEEPS DETAIL NOT TO SCALE

SEE NOTE 1 —





SECTION A-A NOT TO SCALE

SECTION B-B NOT TO SCALE

DETAIL A: No. 6E PULL BOX NOT TO SCALE



PRO IMPROVEM TERCONNECT

STRE FRONT

No.	xp. C	OFESSIONAL COSENTING C69063 D6/30/26 CIVIL	
DATE	J	IULY II, 2	2025
DRAW	7	IP	
DESIGN	NED	IP	
CHECK	ŒD	МС	

CONTRACT NO. XX-XX

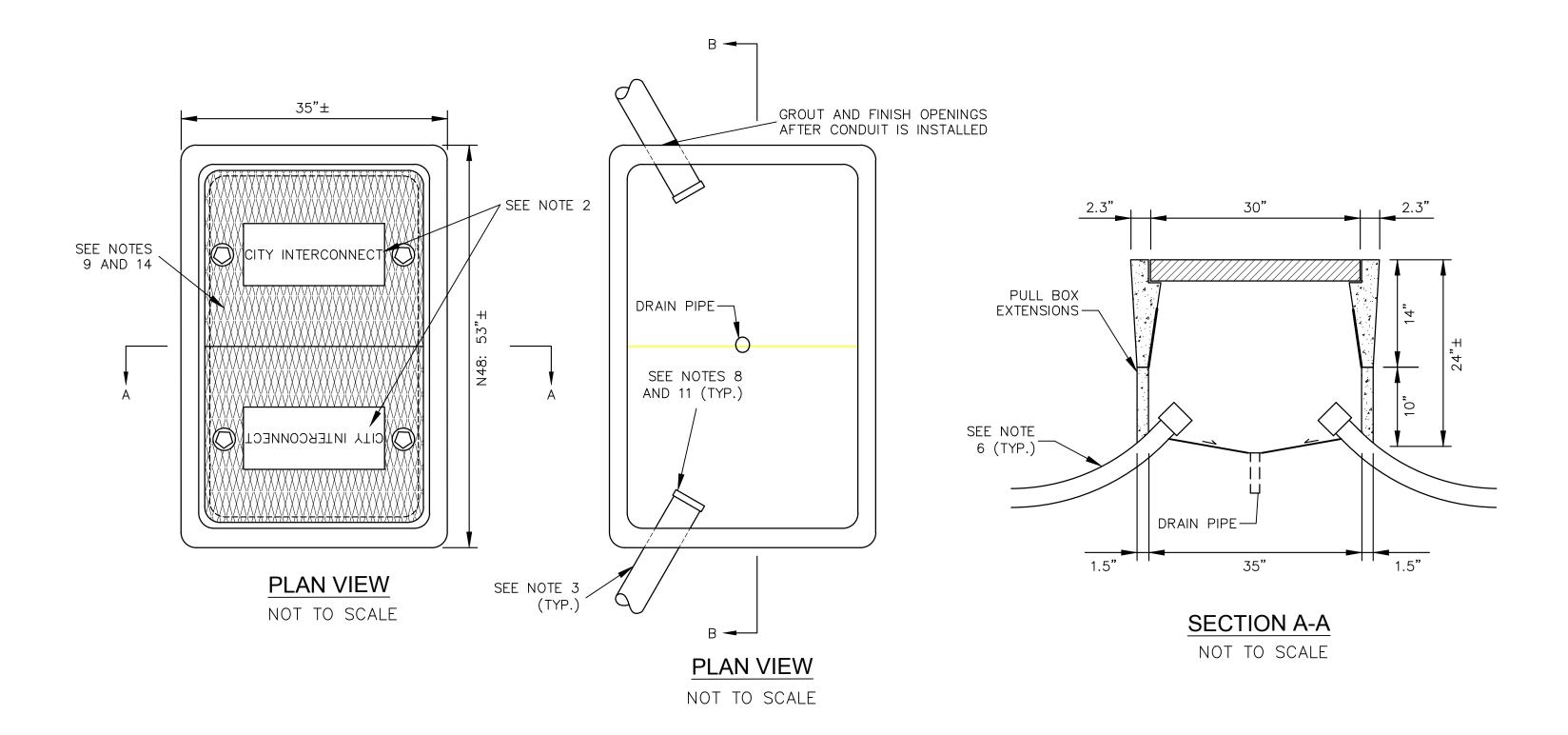
TS-6

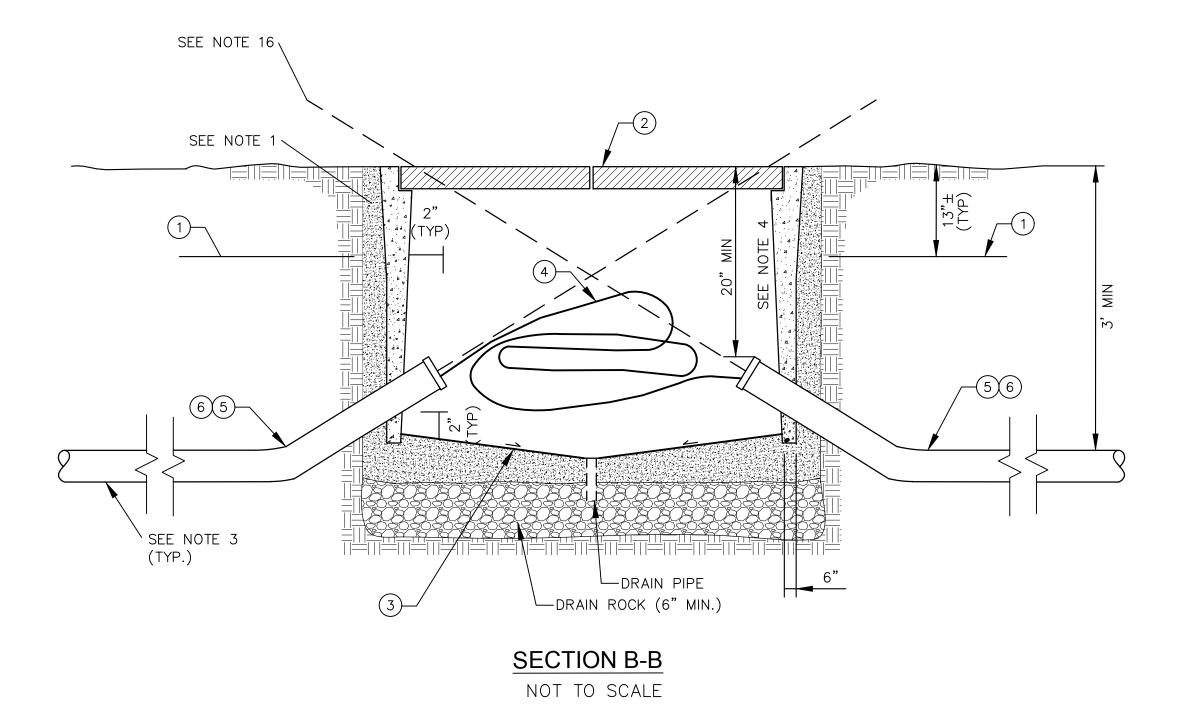
18 OF 21 SHEETS

SHEET NO.

NOTES:

- 1. BACKFILL ACCORDING TO THE CITY OF SANTA CRUZ STANDARD SPECIFICATIONS AND DETAILS.
- "CITY INTERCONNECT" SHALL BE INTEGRATED ON THE LID.
- CONDUIT FROM THE TYPICAL BORE OR TRENCH SECTION SHOULD NOT DEFLECT BY MORE THAN 1 FOOT OF DEFLECTION PER 10 FEET OF CONDUIT RUN FROM THE ALIGNMENT PRECEDING OR FOLLOWING THE VAULT.
- 4. TOP OF TRUNKLINE CONDUIT ENTERING THROUGH THE SIDE OF THE VAULT SHALL BE LOCATED AT LEAST 20" BELOW EXISTING FINISHED GROUND.
- 5. NUMBERS IN CIRCLES REFER TO ITEMS IN THE TABLE.
- 6. IF EXISTING CONDUIT IS USED FOR PROJECT FIBER, THE CONTRACTOR SHALL MODIFY CONDUIT SWEEPS TO ALIGN WITH TOP OF VAULT AS SHOWN. IF NEW CONDUIT IS USED, THE CONTRACTOR SHALL INSTALL SCHEDULE 80 HDPE CONDUIT WITH SWEEP WITH A MAXIMUM ANGLE OF 45 DEGREES.
- 7. VAULT HEIGHT ABOVE FINISHED GRADE SHALL PERMIT 1" OF SURFACE LANDSCAPING, IF APPLICABLE, TO MATCH EXISTING CONDITIONS.
- 8. EXCESS CONDUIT FOR ALL CONDUIT ENDS SHALL BE CUT BACK TO PROVIDE STUB ENDS OF 1" MIN. AND 2" MAX.
- 9. LOCKING MECHANISM SHALL BE PROVIDED FOR COVER. FOUR 3/4" PENTA HEAD BOLTS SHALL BE USED. TWO 3/4" PENTA HEAD SOCKETS AND RATCHET SHALL BE PROVIDED TO THE CITY.
- 10. FIBER OPTIC VAULT, VAULT COVER, AND VAULT EXTENSIONS SHALL BE POLYMER AND SHALL SUPPORT A MINIMUM TEST LOAD OF 12,500 LBS. IF VAULT IS LOCATED IN A TRAVELED WAY, ALL COMPONENTS SHALL CONFORM TO VERTICAL PROOF-LOAD STRENGTH REQUIREMENTS PER THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (2018), SECTION 86-1.02C.
- 11. ALL METALLIC CONDUIT SHALL HAVE GROUND BUSHINGS. ALL PVC AND HDPE CONDUITS SHALL HAVE BELL ENDS.
- 12. CONDUITS SHALL ENTER THROUGH KNOCKOUTS.
- 13. FURNISH AND INSTALL CAPS OR PLUGS FOR ALL UNUSED CONDUIT.
- 14. CONTRACTOR MAY ELECT TO PROVIDE A SINGLE POLYMER VAULT WITH 34" DEPTH AND OMIT THE TWO 10" VAULT EXTENSIONS.
- 15. BOTTOM OF CONDUIT CENTERLINE SHALL BE ALIGNED TO EXIT TOP OF VAULT TO FACILITATE CABLE PULLING.
- 16. VAULTS SHALL BE INSTALLED TO ALIGN WITH AND BE PARALLEL OR PERPENDICULAR TO SIDEWALK EDGES AND SCORE LINES.



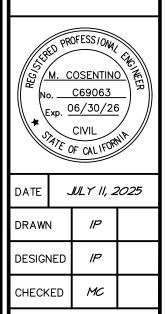


DETAIL B: N48E PULL BOX NOT TO SCALE



PRO TERCONNECT IMPROVEM

STRE SIGN, FRONT



CONTRACT NO. XX-XX

TS-7

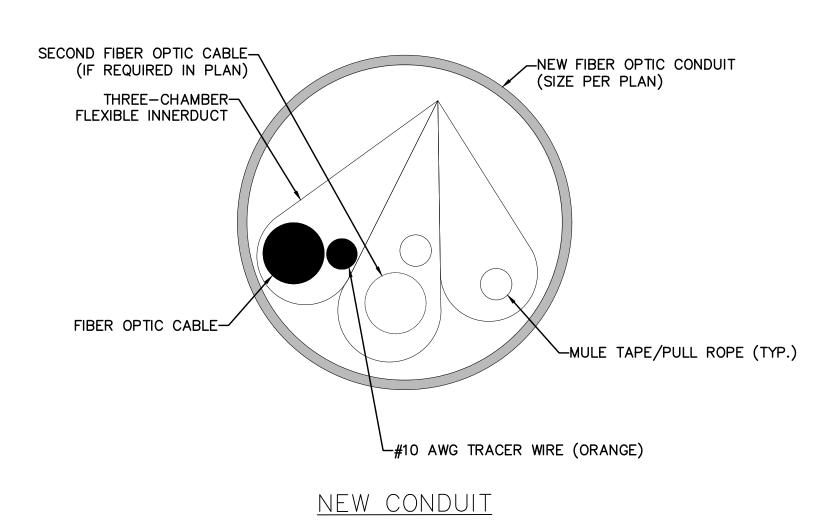
19 OF 21 SHEETS

SHEET NO.

90% SUBMITTAL - NOT FOR CONSTRUCTION

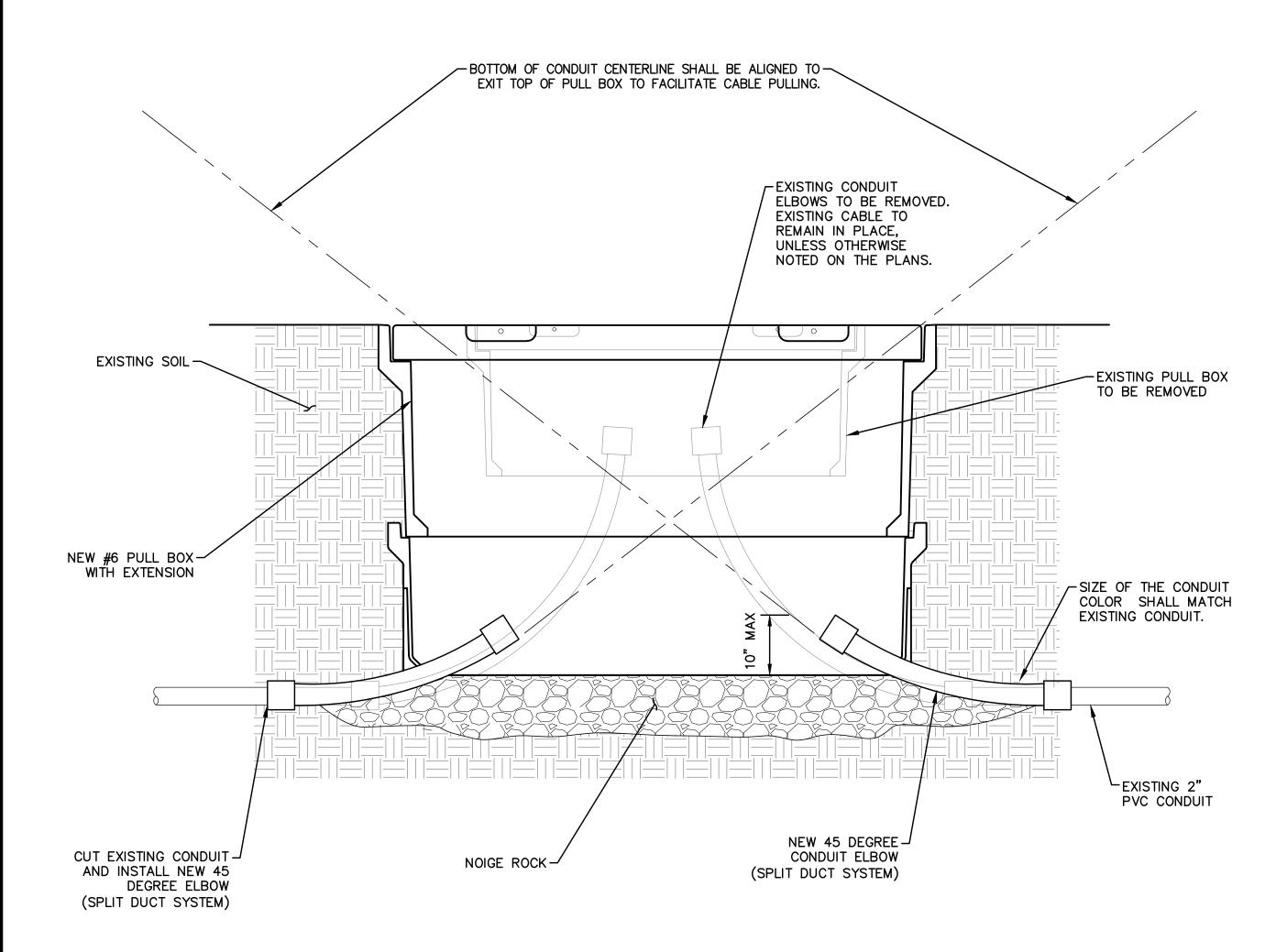
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DETAIL D: TYPICAL FIBER CONDUIT

NOT TO SCALE



DETAIL C: EXISTING PULL BOX REPLACEMENT DETAIL

NOTES: (THIS SHEET ONLY)

- 1. THIS DETAIL APPLIES TO ALL LOCATIONS WHERE EXISTING PULL BOX IS BEING REPLACED WITH EITHER NO. 6E OR N48E.
- 2. ALL FIBER OPTIC PULL BOXES SHALL HAVE AN EXTENSION AS SHOWN ON THE REVISED STATE STANDARD PLAN RSP ES-8A.
- 3. EXCESS CONDUIT FOR ALL CONDUIT ENDS SHALL BE CUT BACK TO PROVIDE STUB ENDS OF 1" MINIMUM TO 2" MAXIMUM.
- 4. SEE PLAN SHEETS FOR NUMBER AND SIZE OF CONDUIT.
- 5. IF MORE THAN 3 CONDUITS ARE REQUIRED IN SAME KNOCKOUT, KNOCKOUT SHALL BE WIDENED TO 1/2" MORE THAN THE COMBINED CONDUIT WIDTH.
- 6. TRUNK LINE CONDUITS SHALL ENTER THROUGH KNOCKOUTS.
- 7. ALL METALLIC CONDUITS SHALL HAVE GROUND BUSHINGS. ALL PVC CONDUITS SHALL HAVE BELL ENDS.
- 8. MINIMUM BEND RADIUS FOR ALL CABLES SHALL NOT EXCEED REQUIREMENTS OF THE MANUFACTURER.
- 9. ALL EXISTING CONDUITS SHALL BE CLEANED BY BLOWING IT CLEAN WITH COMPRESSED AIR.
- 10. A PIG TAIL FROM THE TRACER WIRE SHALL BE SPLICE AND TERMINATED TO A LUG ON THE CENTER LOCK JAW LID.
- 11. ALL NEW CONDUIT ELBOWS AND ADDITIONS TO EXISTING CONDUITS SHALL BE SPLIT DUCT SYSTEM TO AVOID PULLING OUT OR DAMAGING EXISTING CABLE.

90% SUBMITTAL - NOT FOR CONSTRUCTION

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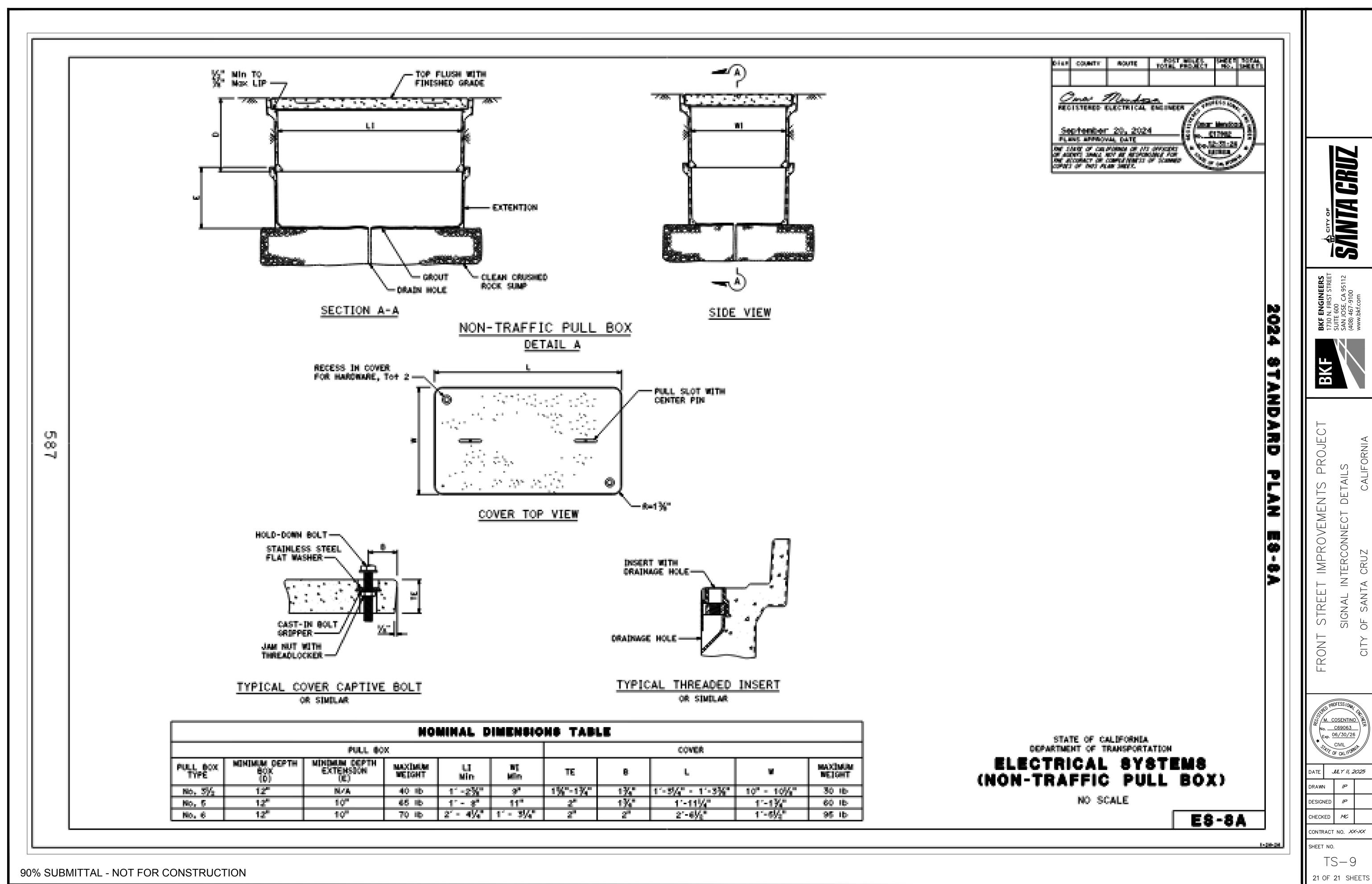
Please Continue the Cycle





PRO DETAILS ENTS

IMPROVEM TERCONNECT SIGNAL STRE FRONT



PRELIMINARY

DETAILS

INTERCONNECT

SIGNAL

JULY 11, 2025