State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.18, Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM – PROJECT SCOPE AMENDMENT AND SEGMENTING – DELAWARE STREET SAFE ROUTES TO SCHOOL CORRIDOR PROJECT
RESOLUTION ATP-P-2425-11**

ISSUE:

Should the California Transportation Commission (Commission) approve a project scope amendment for the Cycle 5 Active Transportation Program (ATP) Delaware Street Safe Routes to School Corridor project (PPNO 2353), in San Mateo County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope amendment for the Cycle 5 ATP Delaware Street Safe Routes to School Corridor project (PPNO 2353), in San Mateo County.

DISCUSSION:

In June 2019, the Commission approved the Metropolitan Planning Organization component of the 2019 ATP, which included $1,661,000 in funding for the Delaware Street Safe Routes to School Corridor project (PPNO 2353), in San Mateo County. This project will replace existing underutilized Class II bicycle lanes with 0.7 miles of Class IV facilities, 0.35 miles of bicycle boulevard, crossing treatments at intersections, upgraded pedestrian facilities, and connectivity to the City of San Mateo's (City) existing and planned bicycle facilities for a fully connected portion of the planned bicycle network.

The desired outcome of the project is to encourage more bicycling activity in an area where currently only the most confident cyclists ride. This project will allow users of all ages and abilities to travel north-south through the City, and will serve nearly 1,000 elementary school students who otherwise do not have a low-stress bicycle option to access their schools.

Additionally, at the June 2025 Commission meeting, the City is requesting a project allocation for the Construction phase.

ANALYSIS:

The Department's analysis has deemed the City's request to be a significant scope change due to the segmenting of the proposed work.

The revised scope includes the addition of intersection timing changes at four intersections on Delaware Street, adding a Rectangular Rapid Flashing Beacon, and crosswalk improvements at one intersection. The proposed segmenting will move the proposed work onto a Department-administered project, that will connect this project to future Class IV facilities. The removal of the segmenting portion will save the project $4,000 and the additional improvements will cost $183,000, which will be covered by the City.

ANALYSIS RECOMMENDATION:

Based on the Commission's scope change and segmenting guidance, as well as the analysis of the proposed scope changes, the Department has determined that this scope change has the potential to increase overall active transportation users of the project as compared to the original scope. Therefore, the Department supports the proposed scope change for this project.

BACKGROUND:

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project, present scope changes to the Department for consideration prior to allocation. Therefore, the Department will make a recommendation to the Commission for final approval with the understanding that scope changes that result in a decrease in active transportation benefits may result in removal from the program.

Attachments

Project Scope Change and Segmenting Request
Caltrans' Analysis and Recommendations

Re-Submittal Date: April 17, 2025

PROJECT NAME: Delaware Street Safe Routes to School Corridor
IMPLEMENTING AGENCY: City of San Mateo
ATP ID: ATP5-04-107M
FEDERAL PROJECT NO.: 5102(053)
PPNO: 04-2353
DATE OF AGENCY/CT COORDINATION MEETING:
FIELD REVIEW DATE (major only): N/A
APPROVED PROJECT DESCRIPTION: PS&E, ROW, CON funding for design/construction of Class IV separated bike lanes and bicycle boulevard, upgrade pedestrian facilities, and connections to existing facilities.

Purpose

This document serves as supplemental information to the Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE and SEGMENTING (attached) completed by City of San Mateo and submitted to Caltrans on 4/16//2025.

Caltrans' Recommendation(s)

As a result of Caltrans' review of the City of San Mateo Scope Change Request documentation and subsequent discussion(s) with the City of San Mateo staff, Caltrans recommends the following action:

APPROVE AS A MAJOR SCOPE CHANGE

Scope to Be Changed

The following is a numbered list of proposed scope changes for Phase 1:

1. At Bermuda Dr, Saratoga Dr, 25th Ave and 28th Ave
    - Add intersection timing changes to 4 intersections
2. At Delaware St and Pacific Blvd intersection
    - Add Rectangular Rapid Flashing Beacon (RRFB) and crosswalk improvements

The following is a numbered list of proposed scope changes for Phase 2:

1. At intersection of 19th Ave and S Delaware St (As part of the segmenting request)
    - Exchange green conflict striping through the intersection to a future non-motorized intersection redesign as part of S101/SR92 Fashion Island Blvd Mobility Hub, a joint project with San Mateo County Transportation Authority (SMCTA) (LINK), which is scheduled to break ground in summer of 2026. Currently the proposed intersection improvement will include making the intersection a protected intersection.
2. At south approach leg of 19th Ave and S Delaware Street intersection
    - Exchange Class IV bike facility at the south approach to the intersection for a future Class IV facility as part of the joint project. This scope change would also prevent significant rework from having to occur for the Delaware Safe Routes to School (SRTS) project.

Reason for the Scope Change

Phase 1
Change 1- the agency is utilizing local funds to determine timing improvements/signal improvement needs along the entire project corridor.
Change 2- the agency wants to add ATP enhancements to the intersection.

Phase 2
Change 1 and 2- the proposed work is inside Caltrans ROW. The intersection shall instead be redesigned as a part of a joint project with SMCTA, which will likely include a fully protected intersection (at 19th/Delaware) as well as efforts to tie-in future Class IV facilities to the Delaware project. This scope change would also prevent significant rework from having to occur for the Delaware SRTS project.

Summary of Caltrans Analysis

Caltrans supports this request for the following reasons:

Proposed scope change's affect to benefits (Potential of the project to increase walking and biking as compared to the approved scope):
Temporary Decrease- The proposed scope change is expected to have the following impact(s) on the project's potential to increase walking and biking as compared to the original scope.

Phase 1

Change 1 and 2- The signal timing/safety improvements can encourage more users through improved travel times and safety, which can increase the potential of the project to increase walking and biking.

Phase 2

Change 1 and 2- For the purposes of this scope change, the removal of these improvements will decrease the potential for the project to increase walking and biking until the completion of the segmented S101/SR92 Fashion Island Blvd Mobility Hub project. The inclusion of work at S. Delaware and 19th Ave into the future Caltrans/SMCTA project will increase the potential to increase walking and biking, in the long term.

Proposed scope change's affect to benefits (Potential of the project to increase safety of pedestrians and bicyclists walking biking as compared to the approved scope):
Temporary Decrease - The proposed scope change is expected to have the following impact(s) on the overall safety of pedestrians and bicyclists as compared to the original scope.

Phase 1

Change 1 and 2- The intersection timing improvements and added RRFB will make intersection operations safer for non-motorized users.

Phase 2

Change 1 and 2- For the purposes of this scope change, the removal of these improvements will decrease the project's potential to increase safety of pedestrians and bicyclists. The completion of the segmented S101/SR92 Fashion Island Blvd Mobility Hub work at S. Delaware and 19th Ave in the future Caltrans/SMCTA project will make safer improvements to the intersection, in the long term.

Additional Comments

Caltrans concurs with the information provided in Attachment 1- Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE. The agency has coordinated with Caltrans staff to provide the most accurate information possible.

Caltrans' Coordination with Requesting Agency

The Scope change request appeared straight forward and driven by the safety needs of non-motorized users; therefor, no meetings were scheduled for this scope change request.

Impact to Project Cost

Project scope changes would have a net increase on the overall cost of the project. All increases will be absorbed by local City funds ($1,500,000).

The City's documentation shows the project savings of removing 200 LF @ $20/LF to be approximately $4,000. Which Caltrans does not recommend decreasing from the project's funding.

The other project additions, which appear to be fully ATP eligible, total $182,700; which the agency intents to fund with local funding.

Impact to Project Schedule

The Construction funds are programmed in 24/25. The current Commission construction allocation request date is shown as 5/15/2025.

ATTACHMENTS

1. Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE and SEGMENTATION- Completed by Agency
2. Original plans with changes redlined
3. Original Detailed Engineer's Estimate with changes redlined
4. MPO approval of the proposed changes

Exhibit 25-D: Request for Project Scope Change (Local ATP Projects)

The Request for Project Scope Change (Local ATP Projects) form, Exhibit 25-D, is used when the implementing agency is unable to complete the approved project scope as programmed. This Project Scope Change Request Form is intended to support the California Transportation Commission (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016.

Prior to filling out this form *the implementing agency is expected to:*

1) *Read the instructions, Exhibit 25-D1: Instructions for Request for Project Scope Change, and become familiar with all required elements of requests for scope changes*
2) *Hold a coordination meeting/call with Caltrans District and HQ ATP managers. See instructions for more details.*

To: *Xi Zhang, Teresa Mcwilliam*	Date: 4/16/2025
District Local Assistance Engineer	PPNO: 2353
Caltrans, Office of Local Assistance	Federal PROJECT #: 5102(053)
California Department of Transportation	ATP ID #: ATP5-04-107M
District 4 111 Grand Ave	
Oakland, CA 94612	

Project Name (Per CTC programming)**:** *Delaware Street Safe Routes to School Corridor*

Approved Project Description (As submitted in Application)**:** *The Delaware Street Safe Routes to School Corridor will replace existing underutilized Class II bicycle lanes with .7 miles of Class IV facilities, and add .35 miles of bicycle boulevard in addition to crossing treatments at intersections, upgraded pedestrian facilities, and connectivity to the City's existing and planned bicycle facilities for a fully connected portion of the planned bicycle network.*

Approved Project Limits (As submitted in Application)**:** *The project extents are South Delaware Street from 19th Avenue to Pacific Boulevard.*

☐ **For Federally Funded Projects:** Written MPO Concurrence (see Item #7)

Current FTIP/FSTIP Description: _____

Current FTIP/FSTIP Limits: _____

Dear Xi and Teresa:

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

REQUIRED ELEMENTS (PER CTC'S PROJECT AMENDMENT POLICY):

1) An explanation of the proposed scope change;

Phase 1:

Phase 1 will construct the first segment of this project (Segment 1) along the currently approved project alignment. There are minor changes in the approved project scope for Segment 1, as outlined in scope change request within this document. Segment 1 will be delivered as identified in the Approved Project Description, as submitted in the City's original ATP Grant Application; with minor additional scope changes outlined per the below. Construction of this segment will be funded by the ATP funds of $1,401,000 that are currently programmed for the Construction phase of this project. To ensure the timely use of programmed funds, the City will submit the necessary Construction Allocation Request package or Time Extension Request to the District in time to be voted by the Commission no later than the regularly scheduled June 2025 California Transportation Commission Meeting.

Upon approval of the allocation request, the City will publicly bid and construct Segment 1. It is anticipated that the bidding and construction phase will occur over a period of approximately 6 months through approximately December 2025. Segment 1 will be opened to the public at this time.

Phase 2:

Phase 2 will construct the second, and final, segment of the project (Segment 2) between the intersection of 19th Ave and S Delaware St and the end of Segment 1, thereby completing the full, approved project alignment (as submitted in the application). Funding for Segment 2 will not utilize ATP funding sources. Funding for Segment 2 will pull from multiple sources (as segment 2 is part of a greater project) by the San Mateo County Transportation Authority (TA), 2023 OBAG funding, and City local funds as further described within Section 3 of this request.

Segment 2 will be constructed along the approved project alignment. From the originally proposed alignment at its northerly extent. See Attachment C for the proposed Segment 2 alignment.

Funding for Segment 2 will be provided through a partnership between the TA and the City. We expect that construction of the portion of Segment 2 will be ready for construction by approximately December 2026 and be fully constructed, and open to the public at that time.

Since Segment 2 will not be funded with ATP funds, it is important to note that construction for Segment 2 is anticipated **not to be** completed within the "timely use of funds" limitation that will be stipulated for the use of ATP funds for Segment 1. However, by the time that Segment 1 (December 2025) and Segment 2 (December 2026) are both fully constructed, the entirety of the project seeks to deliver a comprehensive "single" project in substantial conformance with the approved Project Description.

a) Project scope reduction applies to the portion of the project that falls within Caltrans ROW, specifically at the intersection of S Delaware St and 19th Ave. Project initially proposed green conflict striping as well as new high visibility crosswalks at the subject intersection. Proposed scope change is such that the Delaware Street Safe Routes to School Corridor project will simplify the design south of the intersection (**Segment 1**). The intersection shall instead be redesigned as a part of a joint project with SMCTA (LINK), which will likely include a fully protected intersection (at 19th/Delaware) as well as efforts to tie-in future Class IV facilities to the Delaware

project (**Segment 2**). This scope change would also prevent significant rework from having to occur for the Delaware SRTS project.

i) San Mateo has determined that the scope change is minor in nature, as the future, planned improvements in Segment 2 would be far more robust and comprehensive in its approach.

b) Project scope additions applies to the entire project corridor, wherein the agency had used local funds to determine timing improvements/signal safety improvement needs at 4 intersections, instead of the 2 that were originally submitted and approved in the application.

i) San Mateo has determined that the scope change is minor in nature and affects CON only (local funds were used for the corridor operations analysis).

c) Project scope addition applies to the intersection at Delaware St and Pacific Blvd intersection, where the north leg uncontrolled crossing is now proposed to be enhanced with a RRFB, instead of the 0 (for entire project) that was originally submitted and approved in the application.

i) San Mateo has determined that the scope change is minor in nature.

2) The reason for the proposed scope change;

a) The reason for the proposed scope change is due to a conflicting, future project, with the goal of preventing rework of the pavement markings and striping at the subject intersection. This scope change would also result in project cost and time savings for the project.

b) The reason for the proposed scope change (CON only, see (1)(b)(i)) is due to an understanding that the provision of Class IV bike lanes along this corridor would also require careful design considerations[1] for the City's intersections, meaning that a corridor analysis needed to be performed to be able to understand operational considerations pre/post-project for the existing signalized intersections.

c) The reason for the proposed scope change is due to a desire to enhance both bike/ped safety of this crossing while providing an option for cyclists headed NB to more easily make the connection to the Hayward Park Caltrain station until the bike lanes associated with the US 101/SR 92 Mobility Hub & Smart Corridor project are implemented.

3) The impact the proposed scope change would have on the overall cost of the project;

*The overall cost of the project (**Segment 1**) is as follows (including all project delivery phases, per (b) and (c) per 100% design costs):*

- ATP funded - $1,661,000
- Non-ATP funded (CON only, local City funds) ~$1,500,000

Project scope changes would have **a net increase** on the overall cost of the project. All increases will be absorbed by local City funds ($1,500,000).

a) ~200 LF of Class IV bike lane reduction at ~$20/linear ft (-$4,000)
b) Traffic Signal Improvements – Bermuda Dr ($45,400) + Saratoga Dr ($102,300)
c) RRFB Installation – Pacific Blvd ($35,000)

The overall funding plan by fund sources for the entirety of the future project (which includes **segment 2** as referenced in this document**)** is as follows:

Fund Source	Planned	Programmed	Allocated	Grand Total
City Match		$ 138,636	$ 61,364	$ 200,000
City Congestion Relief		$ 300,000		$ 300,000
2022 TA Ped/Bike		$ 1,386,364	$ 613,636	$ 2,000,000
LPP Formula	$ 1,516,000			$ 1,516,000
2025 TA Highway	$ 9,449,000			$ 9,449,000
2024 TA Ped/Bike			$ 2,000,000	$ 2,000,000
TA Oversight	$ 401,134			$ 401,134
2023 OBAG			$ 3,375,000	$ 3,375,000
2024 CPFCDS			$ 500,000	$ 500,000
Grand Totals	**$ 11,366,134**	**$ 1,825,000**	**$ 6,550,000**	**$ 19,741,134**

4) An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
At intersection of 19th Ave and S Delaware St	Green conflict striping through intersection and crosswalk upgrades to high-vis type	Remove high-vis crosswalks, or green conflict striping from scope due to future project at intersection.	Decrease
At south approach/south leg of 19th Ave and S Delaware St intersection	Class IV bike facility at the south approach or NB approach direction of intersection.	Terminate Class IV south of intersection and implement in-kind class II bike lanes within Caltrans ROW. Future project will redesign and connect to Class IV facility at termination point.	Decrease
Intersection timing changes at Bermuda Dr, Saratoga Dr, 25th Ave, and 28th Ave	2 intersections	4 intersections	Increase
Delaware St & Pacific Blvd intersection / RRFB Installation + crosswalk improvements	0/none	1 intersection	Increase

5) An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);

Location/Element	Approved Scope	Proposed Change	Change in Safety Benefit
At intersection of 19th Ave and S Delaware St	Green conflict striping through intersection and crosswalk upgrades to high-vis type	Remove high-vis crosswalks, or green conflict striping from scope due to future project at intersection.	Decrease
At south approach/south leg of 19th Ave and S Delaware St intersection	Class IV bike facility at the south approach or NB approach direction of intersection.	Terminate Class IV south of intersection and implement in-kind class II bike lanes within Caltrans ROW. Future project will redesign and connect to Class IV facility at termination point.	Decrease
Intersection timing changes at Bermuda Dr, Saratoga Dr, 25th Ave, and 28th Ave	2 intersections	4 intersections	Increase
Delaware St & Pacific Blvd intersection / RRFB Installation + crosswalk improvements	0	1 intersection	Increase

6) An explanation of the methodology used to develop the aforementioned estimates; and

The methodology used to develop the changes in safety and walking/bicycling benefits stem from the San Mateo's Bicycle Master Plan 2020, where Delaware Street was identified as a major north-south connector providing bike access to key community destinations. And proposed project scope reductions were assumed to have a decrease in benefits, whereas proposed scope additions were assumed to have an increase in benefits as follows:

[scope reduction] Decrease in benefits: a reduction in Class IV facility length, conflict striping, and crosswalk upgrades is likely to discourage users from being able to make connections to other bike facilities while also having potential safety impacts due to existing, faded striping at the Caltrans/City intersection at 19th Ave.

[scope additions] Increase in benefits: The intersection timing/phasing changes to 2 additional intersections as well as the RRFB installation is likely to encourage more users to make connections to other, existing bike facilities, transit options, and other land uses. San Mateo has considered several design guidances (Caltrans/NACTO) to ensure that the implementations will bring a net safety benefit in post project conditions, which will likely also encourage users of all ages and abilities to use the new facilities.

7) For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

N/A – Project funded in the Statewide component.

ADDITIONAL QUESTIONS:

8) Does this scope change require revalidation of your environmental document? (**No**)

If yes, what is the actual/estimated date of revalidation? _____

Reason being that the categorical exemption for this project still stands despite the minor project scope reduction being proposed. Categorical exemption CEQA Sec. 15301 and PRC 21080.25 (SB288) reference

9) Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:

Public outreach efforts have been made with these scope changes already in mind in the earlier design changes. City performed 2 pop up outreach events, school related outreach (SMFCSD, Nueva School), public website with design focused videos, door to door canvassing.

City will also plan to conduct follow up outreach efforts prior to project's anticipated CTC meeting in June 2025 for CON funding.

Future, joint SMCTA project that will seek to connect to the Delaware Street Safe Routes to School Corridor project will also be performing its separate outreach efforts that are led by SMCTA.

REQUIRED Attachments: (check boxes of attached required documents)

- ☒ Original plans/workplan with changes highlighted
- ☒ Revised plans/workplan
- ☒ Original Detailed Engineer's Est. with changes highlighted
- ☒ Revised Detailed Engineer's Est.
- ☒ Written MPO Concurrence (see Item #7)
- ☐ Additional Revised Application Documentation

Required revisions to the Project's Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits: *N/A*

Proposed changes to the Project Description: _ *N/A* _____

_____

Proposed changes to the Project Limits: ___*N/A*_____

_____

For Federally Funded Projects: *N/A*

Proposed changes to the FTIP/FSTIP Description: _____

Proposed changes to the FTIP/FSTIP Limits: _____

Project Delivery Status:

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Original CTC Allocation Dates: (as programmed by the CTC when the application was approved for funding):

PA&ED: FY 21/22 PS&E: 1/26/23 R/W: 5/17/2024 CON: FY24/25

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

PA&ED: 4/19/2022 PS&E: 1/26/23 R/W: 5/17/2024 CON: 6/26/2025

Explanation for milestone changes: *<< Only list/explain the Allocation milestones that have changed>*

_____

Local Agency Certification:

This Request for Scope Change has been prepared in accordance with the *Procedures for Administering Local Projects in the Active Transportation Program (ATP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved.
You may direct any questions to:

Sang Hee Cho (name) at (650) 522-7348 (phone number)

Signature: Sang Hee Cho Digitally signed by Sang Hee Cho DN: E=schо@cityofsanmateo.org, CN=Sang Hee Cho, OU=Users, OU=Public Works, DC=cityhall, DC=terra, DC=ci, DC=sanmateo, DC=ca, DC=us Date: 2025.04.16 10:23:30-07'00' Title: Associate Engineer Date: 4/16/2025

Agency/Commission: City of San Mateo

Attachments: 100% cost estimate highlighted, 100% plans highlighted, Grant application plans + estimate, MTC concurrence letter
Distribution:

(1) Original -DLAE
(2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
(3) Copy – MPO/RTPA/County Transportation Commission

PROPOSED

SAWCUT AND CONFORM LINE
RETAINING WALL
A.C. PAVEMENT
CONC. VALLEY GUTTER
CONC. SIDEWALK OR PAD
6" CURB & GUTTER
EDGE OF A.C. PAVEMENT
6" VERTICAL CURB
CENTER LINE
SANITARY SEWER MAIN — 8" SS
STORM DRAIN MAIN — 12" SD — 15" SD
WATER MAIN — 6" W
IRRIGATION LINE — 2" IRR
FLOW LINE
CHAIN LINK FENCE — x — x
GAS MAIN — G
ELECTRIC AND SIGNAL DUCT BANK — E
COMMUNICATION LINE — CMN
STREET LIGHT CONDUIT — SL
CONTOUR ELEVATION LINE — 85 — 90 — 89
SPOT ELEVATION — x 95.94 — FG 95.94
DIRECTION OF SLOPE — 2:1 — 1%
GAS METER
GAS VALVE
WATER METER
WATER VALVE
FIRE HYDRANT
POST INDICATOR VALVE
FIRE DEPARTMENT CONNECTION

SIGN
ACCESSIBLE RAMP
SANITARY SEWER MANHOLE
SANITARY SEWER CLEANOUT
STORM DRAIN MANHOLE
STORM DRAIN CATCH BASIN
STORM DRAIN CURB INLET
STORM DRAIN CLEANOUT
ELECTROLIER
JOINT POLE
CONSTRUCTION DETAIL REFERENCE — 15 / C5.2 — DETAIL REFERENCE, SHEET REFERENCE
RECTANGULAR REFLECTIVE FLASHING BEACON (RRFB)
STRIPING DETAIL #

PLANS FOR
DELAWARE STREET
BICYCLE IMPROVEMENTS PROJECT
CITY OF SAN MATEO, SAN MATEO COUNTY, CALIFORNIA
CITY PROJECT NO. <46R022>
MTC PROJECT NO. <ATPL-5102(053)>

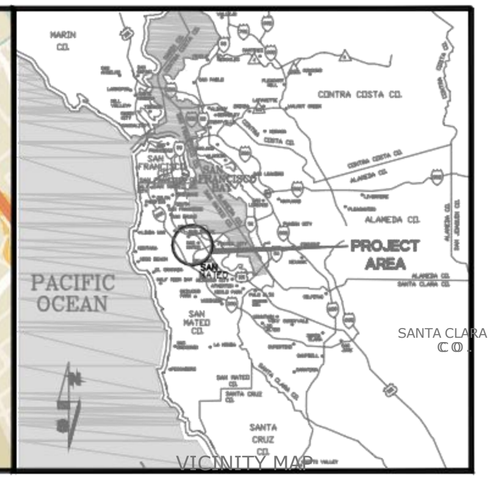
ABBREVIATIONS

AB	–	AGGREGATE BASE
AC	–	ASPHALT CONCRETE
AD	–	AREA DRAIN
ADA	–	AMERICANS WITH DISABILITIES ACT
ASB	–	AGGREGATE SUBBASE
BC	–	BEGINNING OF CURVE
BFP	–	BACK FLOW PREVENTOR
BLDG	–	BUILDING
BOS	–	BOTTOM OF STEP
BOW	–	FG @ BOTTOM OF WALL
BVC	–	BEGIN VERTICAL CURVE
BW	–	BACK OF WALK
C	–	CONCRETE OR CIVIL
C&G	–	CURB AND GUTTER
CB	–	CATCH BASIN
CIP	–	CAST IRON PIPE
CL	–	CENTER LINE OR CLASS
CMP	–	CORRUGATED METAL PIPE
CO	–	CLEANOUT
CONC	–	CONCRETE
CONST	–	CONSTRUCTION OR CONSTRUCT
CW	–	CROSSWALK
CY	–	CUBIC YARD
DIP	–	DUCTILE IRON PIPE
DOM	–	DOMESTIC
DW	–	DOMESTIC WATER
DWG	–	DRAWING
E	–	EAST
EC	–	END OF CURVE
EP	–	EDGE OF PAVEMENT
ER	–	END OF RETURN
EVC	–	END VERTICAL CURVE
ELEV	–	ELEVATION
EX., EXIST.	–	EXISTING
FC	–	FACE OF CURB
FDC	–	FIRE DEPARTMENT CONNECTION
FF	–	FINISHED FLOOR
FG	–	FINISHED GRADE
FH	–	FIRE HYDRANT
FL	–	FLOW LINE
FOUND	–	FOUNDATION
FS	–	FINISHED SURFACE
FT	–	FOOT
FW	–	FIRE WATER
G	–	GROUND ELEVATION
GB	–	GRADE BREAK
GV	–	GATE VALVE
HCR	–	ACCESSIBLE RAMP
HP	–	HIGH POINT
INV	–	INVERT ELEVATION
JP	–	JOINT POLE
JT	–	JOINT TRENCH
LIP	–	LIP OF GUTTER
LP	–	LOW POINT
MAX	–	MAXIMUM
MEP	–	MECHANICAL/ELECTRICAL/PLUMBING
MH	–	MANHOLE
MIN	–	MINIMUM
MON	–	MONUMENT
N	–	NORTH
N.I.C.	–	NOT IN CONTRACT
NO	–	NUMBER
NTS	–	NOT TO SCALE
P	–	PAVEMENT ELEVATION
PCC	–	PORTLAND CEMENT CONCRETE / POINT OF CONTINUOUS CURVATURE
PIV	–	POST INDICATOR VALVE
PL	–	PROPERTY LINE
POC	–	POINT ON CURVE
PP	–	POWER POLE
PVC	–	POLYVINYL CHLORIDE PIPE
R	–	RADIUS
RC	–	RELATIVE COMPACTION
RCP	–	REINFORCED CONCRETE PIPE
R/W	–	RIGHT OF WAY
S	–	SLOPE OR SOUTH
SD	–	STORM DRAIN
SF	–	SILT FENCE
SG	–	SUBGRADE
SS	–	SANITARY SEWER
STA	–	STATION
STD	–	STANDARD
S/W	–	SIDEWALK
TC	–	TOP OF CURB
TD	–	TRENCH DRAIN
TOE	–	TOE OF SLOPE
TOS	–	TOP OF STAIR
TOW	–	FG @ TOP OF WALL
TYP	–	TYPICAL
U/G	–	UNDERGROUND
VC	–	VERTICAL CURVE
WM	–	WATER METER
WV	–	WATER VALVE
W	–	WEST
W/	–	WITH

CIVIL SHEET INDEX

LOCATION MAP

NOT TO SCALE



VICINITY MAP

NOT TO SCALE

PROJECT DESCRIPTION

THIS PROJECT INCLUDES CLASS IV BIKE LANE IMPROVEMENTS, TRAFFIC CALMING, PAVEMENT REHABILITATION, AND TRAFFIC SIGNAL MODIFICATIONS ALONG S DELAWARE ST. FROM 19TH AVE. TO SOUTHERN TERMINUS OF DELAWARE ST.

BENCHMARK

THE VERTICAL DATUM FOR THIS SURVEY IS A CITY OF SAN MATEO BENCHMARK, BM ID E984, LOCATED AT TOP OF CURB NORTHWESTERLY END OF HILLSDALE OC ON PACIFIC BLVD.

ELEVATION = 26.705 FEET (CITY OF SAN MATEO DATUM)

BASIS OF BEARINGS

THE BEARING SHOWN AS N 34°06'01" W HEREON WAS BASED ON RECORD OF SURVEY, FILED IN BOOK 139 OF MAPS, PAGE 11, SAN MATEO COUNTY RECORDS.

811 Know what's below. Call before you dig.

PREPARED UNDER THE DIRECTION OF

DATE

<RONALD EDWARD SANZO>
R.C.E <79305>, EXPIRES <03/31/26>
<SANDIS CIVIL ENGINEERS>

REGISTERED PROFESSIONAL ENGINEER XXXXXXXX NO. XXXXX CIVIL STATE OF CALIFORNIA — 100% PLANS NOT FOR CONSTRUCTION

CITY OF SAN MATEO RELEASE FOR CONSTRUCTION

THE CITY OF SAN MATEO HEREBY ACCEPTS THESE PLANS FOR CONSTRUCTION, AS BEING IN GENERAL COMPLIANCE WITH PLAN PREPARATION REQUIREMENTS OF THIS GOVERNMENT. RESPONSIBILITY FOR THE COMPLETENESS AND ACCURACY OF THE PLANS AND RELATED DESIGNS RESIDES WITH THE ENGINEER AND ENGINEERING FIRM OF RECORD.

DATE

MATT FABRY
PUBLIC WORKS DIRECTOR
CITY OF SAN MATEO

DATE

KATHERINE SHEEHAN
PUBLIC WORKS DEPUTY DIRECTOR
CITY OF SAN MATEO

DATE

JAY YU
ENGINEERING MANAGER
CITY OF SAN MATEO

DATE

BETHANY LOPEZ
SENIOR ENGINEER
CITY OF SAN MATEO

T-1

REV. NO.	DESCRIPTION	BY	DATE
1			
2			
3			
4			
5			

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100% PLANS NOT FOR CONSTRUCTION

COVER SHEET
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO

DESIGNED BY: JP — DATE:
DRAWN BY: BP, TS — DATE:
QC CHECKED BY: RES — DATE:
PROJECT No. 623071
SCALE:
SUBMITTAL: 65%

SHEET 1 OF 36

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SAN MATEO AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, 2018 EDITION.
2. CONTRACTOR SHALL LEAVE AN EMERGENCY PHONE NUMBER WITH THE CITY OF SAN MATEO POLICE AND FIRE DEPARTMENTS.
3. CONTRACTOR SHALL POST ON THE SITE, EMERGENCY TELEPHONE NUMBERS FOR CONTRACTOR, PUBLIC WORKS, AMBULANCE, POLICE, AND FIRE DEPARTMENTS.
4. CONTRACTOR IS RESPONSIBLE FOR THE INTENT OF THESE PLANS AND SHALL REPORT ANY DISCREPANCIES FOUND IN THEM TO THE ENGINEER PRIOR TO CONSTRUCTION.
5. CONTRACTOR SHALL CONFINE THEIR OPERATIONS AND ACTIVITIES TO WITHIN THE PROJECT LIMITS, CONSISTING OF ROAD RIGHT OF WAY, RIGHTS OF ENTRY AND/OR PROJECT CONFORMS, AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
6. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE STANDARD PLANS, SPECIFICATIONS AND REQUIREMENTS SET FORTH IN THE CITY OF SAN MATEO'S ENGINEERING STANDARDS OR AS NOTED OTHERWISE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR/ REPLACING DAMAGED UTILITIES, UNDERGROUND FACILITIES, CURB, SIDEWALK AND PAVEMENT RESULTING FROM CONSTRUCTION AND LANDSCAPING OPERATIONS.
8. CONTRACTOR IS **RESPONSIBLE** FOR VERIFYING ALL EXISTING GRADES.
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES SHOWN OR NOT WITH THE APPROPRIATE UTILITY AGENCIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY OWNERS 48 HOURS PRIOR TO COMMENCEMENT OF WORK ADJACENT TO THE UTILITY. CONTACT SERVICE ALERT (USA) AT 800-642-2444.
10. ALL REVISIONS TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION AND SHALL BE INCORPORATED INTO THE DESIGN DOCUMENTS BY THE DESIGNER WITH THE CITY ENGINEER'S APPROVAL PRIOR TO THE INSTALLATION OF THE IMPROVEMENTS UNLESS DIRECTED OTHERWISE BY THE CITY ENGINEER.
11. TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE THE CONTRACTOR'S RESPONSIBILITY. ALL TRAFFIC CONTROL AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), LATEST SUPPLEMENT EDITION.
12. THE CONTRACTOR SHALL PROVIDE FOR CONTINUOUS INGRESS AND EGRESS TO ALL PUBLIC AND PRIVATE PROPERTIES ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION UNLESS APPROVED BY THE ENGINEER.
13. EXCAVATION AND RECONSTRUCTION OF THE PAVEMENT MUST NOT EXCEED 500 LINEAR FEET AT ANY TIME. TO MINIMIZE INTERRUPTION TO THE RESIDENTS AND PUBLIC, THE CONSTRUCTION LIMITS OF PLACEMENT OF THE FINAL ASPHALT CONCRETE PAVEMENT LIFT CAN BE EXPANDED TO A FULL STREET BLOCK IF APPROVED BY THE CITY. BACKFILL ALL EXCAVATED & RECONSTRUCTED AREAS TO WITHIN 2 INCHES FROM ADJACENT GRADE BY END OF WORKING DAY.
14. MATCH EXISTING STREETS, SURROUNDING LANDSCAPE, AND ALL OTHER EXISTING CONDITIONS WITH A SMOOTH TRANSITION IN PAVING, CURBS, GUTTERS, SIDEWALKS, GRADING, ETC., AND TO AVOID ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPORTS AND HAZARDOUS CONDITIONS. PAVING CONFORMS MUST BE MADE AT A SMOOTHLY TRIMMED BUTT JOINT. DO NOT OVERLAP EXISTING PAVEMENT.
15. NOTIFY THE CITY'S PUBLIC WORKS DEPARTMENT AT LEAST 72 HOURS PRIOR TO CUTTING AND OR REMOVING ANY TREE ROOTS LARGER THAN 1 INCH IN DIAMETRER TO ALLOW CITY ARBORIST TO INSPECT AND MAKE RECOMMENDATIONS.
16. HAUL ROUTES ARE ALLOWED ONLY ON COORDINATED STREETS AND MUST BE PRE-APPROVED BY THE CITY.
17. NOTIFY ALL TRANSIT AGENCIES AND TRASH COLLECTION AND EMERGENCY SERVICES IN ADVANCE OF THE GRINDING AND PAVING SCHEDULES AND ALLOW FOR COORDINATION WITH THESE AGENCIES IN THE CONSTRUCTION SCHEDULE.
18. RIGHT OF WAY IS APPROXIMATE FROM CITY RECORD DATA.

DEMOLITION NOTES

1. CONTRACTOR IS TO COMPLY WITH ALL GENERAL AND STATE REQUIREMENTS INVOLVING THE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL(S).
2. CONTRACTOR'S BID IS TO INCLUDE ALL VISIBLE SURFACE AND ALL SUBSURFACE FEATURES IDENTIFIED TO BE REMOVED OR ABANDONED IN THESE DOCUMENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A SITE INSPECTION TO FULLY ACKNOWLEDGE THE EXTENT OF THE DEMOLITION WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL PERMITS NECESSARY FOR ENCROACHMENT, GRADING, DEMOLITION, AND DISPOSAL OF SAID MATERIALS AS REQUIRED BY PRIVATE, LOCAL AND STATE JURISDICTIONS. THE CONTRACTOR SHALL PAY ALL FEES ASSOCIATED WITH THE DEMOLITION WORK.
5. BACKFILL ALL DEPRESSIONS AND TRENCHES FROM DEMOLITION TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER.
6. REMOVAL OF LANDSCAPING SHALL INCLUDE ROOTS AND ORGANIC MATERIALS TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER.
7. PRIOR TO BEGINNING DEMOLITION WORK ACTIVITIES, CONTRACTOR SHALL INSTALL EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL PLAN & DETAILS AND THE PROJECT SWPPP IF APPLICABLE.
8. THE CONTRACTOR SHALL MAINTAIN ALL SAFETY DEVICES, AND SHALL BE RESPONSIBLE FOR CONFORMANCE TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS LAWS AND REGULATIONS.
9. THE CONTRACTOR SHALL PROTECT FROM DAMAGE ALL EXISTING IMPROVEMENTS FACILITIES AND STRUCTURES WHICH ARE TO REMAIN. ANY ITEMS DAMAGED BY THE CONTRACTOR OR THEIR AGENTS OR ANY ITEMS REMOVED FOR HIS USE SHALL BE REPLACED IN EQUAL OR BETTER CONDITION AS APPROVED BY THE ARCHITECT OR OWNER'S REPRESENTATIVE.
10. THIS PLAN IS NOT INTENDED TO BE A COMPLETE CATALOGUE OF ALL EXISTING STRUCTURES AND UTILITIES. THIS PLAN INTENDS TO DISCLOSE GENERAL INFORMATION KNOWN BY THE ENGINEER AND TO SHOW THE LIMITS OF THE AREA WHERE WORK WILL BE PERFORMED. THIS PLAN SHOWS THE EXISTING FEATURES TAKEN FROM A FIELD SURVEY, FIELD INVESTIGATIONS AND AVAILABLE INFORMATION. THIS PLAN MAY OR MAY NOT ACCURATELY REFLECT THE TYPE OR EXTENT OF THE ITEMS TO BE ENCOUNTERED AS THEY ACTUALLY EXIST. WHERE EXISTING FEATURES ARE NOT SHOWN, IT IS NOT IMPLIED THAT THEY ARE NOT TO BE DEMOLISHED OR RELOCATED. THE CONTRACTOR SHALL PERFORM A THOROUGH FIELD INVESTIGATION AND REVIEW OF THE SITE WITHIN THE LIMIT OF WORK SHOWN IN THIS PLAN SET TO DETERMINE THE TYPE, QUANTITY AND EXTENT OF ANY AND ALL ITEMS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THE EXTENT OF EXISTING STRUCTURES AND UTILITIES AND QUANTITY OF WORK INVOLVED IN REMOVING THESE ITEMS FROM THE SITE.
11. PROTECT ALL EXISTING UTILITIES IN PLACE UNLESS OTHERWISE NOTED. REPLACE ANY DAMAGED UTILITY TO REMAIN TO KEEP OPERABLE DURING CONSTRUCTION.
12. ALL UTILITY SHUT DOWNS ARE TO BE AVOIDED. IF SHUT DOWNS ARE NECESSARY, CONTRACTOR TO COORDINATE SHUT DOWN WITH UTILITY OWNER WITH 48 HOUR MINIMUM NOTICE.
13. ALL EXISTING STORM DRAIN, SANITARY SEWER, AND WATER MAINS THAT SERVE EXISTING BUILDINGS MUST REMAIN OPERABLE DURING CONSTRUCTION. CONTRACTOR TO SET UP TEMPORARY SERVICE OR PUMP AS NECESSARY TO ENSURE UNINTERRUPTED SERVICE.

RECORD DRAWING NOTE

THE CONTRACTOR SHALL KEEP UP-TO-DATE AND ACCURATE A COMPLETE RECORD SET OF PRINTS OF THE CONTRACT DRAWINGS SHOWING EVERY CHANGE FROM THE ORIGINAL DRAWINGS MADE DURING THE COURSE OF CONSTRUCTION INCLUDING EXACT FINAL LOCATION, ELEVATION, SIZES, MATERIALS, AND DESCRIPTION OF ALL WORK. RECORDS SHALL BE "REDLINED" ON A SET OF CONSTRUCTION PLAN DRAWINGS. A COMPLETE SET OF CORRECTED AND COMPLETED RECORD DRAWING PRINTS SHALL BE SUBMITTED TO THE CITY ENGINEER AND DEVELOPER'S CIVIL ENGINEER PRIOR TO FINAL ACCEPTANCE FOR REVIEW AND APPROVAL BY THE CITY ENGINEER.

DISCREPANCIES

IF THERE ARE ANY DISCREPANCIES BETWEEN DIMENSIONS IN DRAWINGS AND EXISTING CONDITIONS WHICH WILL AFFECT THE WORK, THE CONTRACTOR SHALL BRING SUCH DISCREPANCIES TO THE ATTENTION OF THE ENGINEER FOR ADJUSTMENT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES, SUBCONTRACTORS, AND PERSONS ENGAGED UPON THIS CONTRACT.

UTILITY/POTHOLE NOTE

THE TYPES, LOCATIONS, SIZES AND /OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND FACILITIES AND UTILITIES BY POTHOLING PRIOR TO COMMENCING CONSTRUCTION.

DIMENSIONS

ALL DIMENSIONS ON THE PLANS ARE IN FEET OR DECIMALS THEREOF UNLESS SPECIFICALLY CALLED OUT AS FEET AND INCHES.

DUST CONTROL NOTES

1. WATER TRUCKS SHALL BE PRESENT AND IN USE AT THE CONSTRUCTION SITE. ALL PORTIONS OF THE SITE SUBJECT TO BLOWING DUST SHALL BE WATERED AS OFTEN AS DEEMED NECESSARY BY THE CLIENT/INSPECTOR IN ORDER TO INSURE PROPER CONTROL OF BLOWING DUST FOR THE DURATION OF THE PROJECT.
2. ALL PUBLIC STREETS AND MEDIANS SOILED OR LITTERED DUE TO THIS CONSTRUCTION ACTIVITY SHALL BE CLEANED AND SWEPT ON A DAILY BASIS DURING THE WORK WEEK, OR AS OFTEN AS DEEMED NECESSARY BY THE CLIENT/INSPECTOR, OR TO THE SATISFACTION OF THE CITY'S DEPARTMENT OF PUBLIC WORKS.
3. ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIALS SHALL BE COVERED WITH TARPAULINS OR OTHER EFFECTIVE COVERS.
4. THE CONTRACTOR SHALL DEMONSTRATE DUST SUPPRESSION MEASURES, SUCH AS REGULAR WATERING, WHICH SHALL BE IMPLEMENTED TO REDUCE EMISSIONS DURING CONSTRUCTION AND GRADING IN A MANNER MEETING THE APPROVAL OF THE CONSTRUCTION MANAGER. THIS SHALL ASSIST IN REDUCING SHORT-TERM IMPACTS FROM PARTICLES WHICH COULD RESULT IN NUISANCES THAT ARE PROHIBITED BY RULE 403 (FUGITIVE DUST).
5. GRADING OR ANY OTHER OPERATIONS THAT CREATES DUST SHALL BE STOPPED IMMEDIATELY IF DUST AFFECTS ADJACENT PROPERTIES. THE CONTRACTOR SHALL PROVIDE SUFFICIENT DUST CONTROL FOR THE ENTIRE PROJECT SITE IN ACCORDANCE WITH THE PROJECT SWPPP (IF ONE EXISTS) OR AS APPLICABLE PER LOCAL REGULATIONS AT ALL TIMES. THE SITE SHALL BE SPRINKLERED AS NECESSARY TO PREVENT DUST NUISANCE. IN THE EVENT THAT THE CONTRACTOR NEGLECTS TO USE ADEQUATE MEASURES TO CONTROL DUST, THE CLIENT RESERVES THE RIGHT TO TAKE WHATEVER MEASURES ARE NECESSARY TO CONTROL DUST AND CHARGE THE COST TO THE CONTRACTOR.
6. THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL MEASURES AND FOR OBTAINING ALL REQUIRED PERMITS AND APPROVALS. ALL GRADING OPERATIONS SHALL BE SUSPENDED DURING SECOND (OR WORSE) STAGE SMOG ALERTS.

TREE PROTECTION

1. PRIOR TO BEGINNING CONSTRUCTION ON SITE, CONTRACTOR SHALL IDENTIFY AND PROTECT EXISTING TREES AND PLANTS DESIGNATED AS TO REMAIN.
2. PROTECT EXISTING TREES TO REMAIN FROM SPILLED CHEMICALS, FUEL OIL, MOTOR OIL, GASOLINE AND ALL OTHER CHEMICALLY INJURIOUS MATERIAL; AS WELL AS FROM PUDDLING OR CONTINUOUSLY RUNNING WATER. SHOULD A SPILL OCCUR, STOP WORK IN THAT AREA AND CONTACT THE CITY'S ENGINEER/INSPECTOR IMMEDIATELY. CONTRACTOR SHALL BE RESPONSIBLE TO MITIGATE DAMAGE FROM SPILLED MATERIAL AS WELL AS MATERIAL CLEAN UP.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ONGOING MAINTENANCE OF ALL TREES DESIGNATED TO REMAIN AND FOR MAINTENANCE OF RELOCATED TREES STOCKPILED DURING CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REPLACE TREES THAT DIE DUE TO LACK OF MAINTENANCE.

PROJECT SITE MAINTENANCE

1. SWEEP OR VACUUM THE STREET PAVEMENT AND SIDEWALKS ADJOINING THE PROJECT SITE AND THE ON-SITE PAVED AREAS ON A DAILY BASIS. SCRAPE CAKED-ON MUD AND DIRT FROM THESE AREAS BEFORE SWEEPING. CORNERS AND HARD TO REACH AREAS SHALL BE SWEPT MANUALLY.
2. NEVER CLEAN MACHINERY, EQUIPMENT OR TOOLS INTO A STREET, GUTTER OR STORM DRAIN.
3. ENSURE THAT CEMENT TRUCKS, PAINTERS, OR STUCCO/PLASTER FINISHING CONTRACTORS DO NOT DISCHARGE WASH WATER FROM EQUIPMENT, TOOLS OR RINSE CONTAINERS INTO GUTTERS OR DRAINS.

REV. NO.	DESCRIPTION	BY	DATE
1			
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100% PLANS
NOT FOR CONSTRUCTION

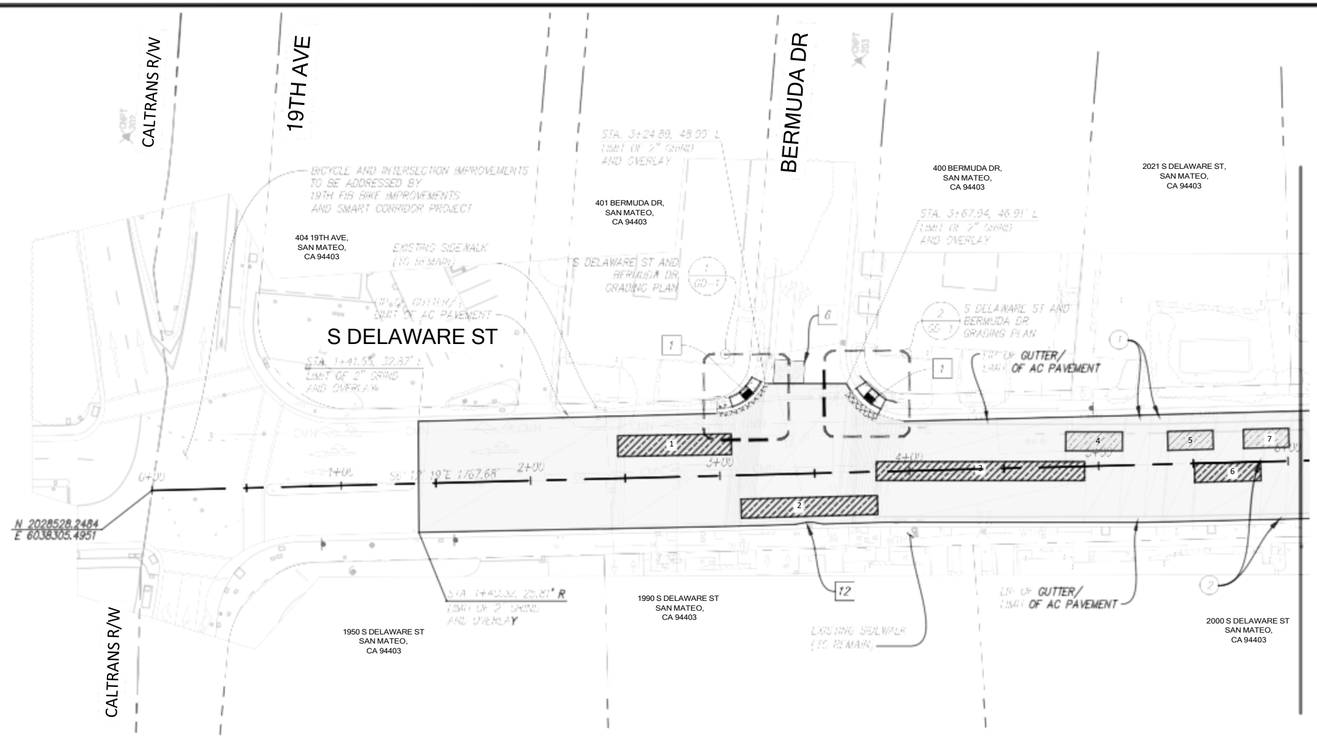
NOTES
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

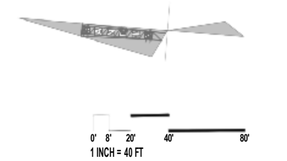
CITY OF SAN MATEO INCORPORATED CALIFORNIA

DESIGNED BY: JP	DATE:	DRAWN BY: BP, TS	DATE:	QC CHECKED BY: RES	DATE:	PROJECT No. 623071	SCALE:	SUBMITTAL: 65%

SHEET 2 OF 36

T-2





LEGEND

- CENTER LINE
- ROW LINE
- 2" GRIND AND OVERLAY
- AC DEEP LIFT
- CORNER R
- AC BASE REPAIR
- SLURRY SEAL

BASE REPAIR TABLE

#	LENGTH X WIDTH (FEET)*	AREA (SQUARE FEET)
	60 X 11	660
	72 X 10	720
	110 X 10	1100
	30 X 10	300
	24 X 10	240
	35 X 10	350
	24 X 10	240

* ALL DIMENSIONS LISTED ARE APPROXIMATE. THE EXTENTS FOR BASE REPAIR SHALL BE CONFIRMED IN THE FIELD BY THE INSPECTOR AND CONTRACTOR.

GENERAL DEMOLITION NOTES

1. LIMITS OF PAVING WORK TO BE VERIFIED IN THE FIELD BY CITY ENGINEER.
2. AT CORNER R SIDEWALK DEMOLISH AND REMOVE SIDEWALK TO THE NEAREST SCORE LINE.
3. CONTRACTOR TO PROVIDE PHASING AND TEMPORARY TRAFFIC CONTROL PLANS FOR CITY REVIEW AND APPROVAL PRIOR TO START OF WORK.
4. ALL EXISTING SIGNS SHALL BE PROTECTED IN PLACE UNLESS SPECIFIED OTHERWISE.
5. CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT AND BASE MATERIALS AT LOCATION OF NEW PAVEMENT SECTIONS IDENTIFIED IN THESE PLANS.

GENERAL LAYOUT NOTES

1. SEE TRAFFIC SIGNAL PLANS FOR LOCATIONS OF SIGNAL SYSTEM IMPROVEMENTS.
2. SEE STRIPING PLANS FOR PAVEMENT MARKING AND STRIPING DETAILS.
3. REPLACE IN KIND ANY UTILITIES DAMAGED DURING CONSTRUCTION.
4. PROTECT ALL EXISTING UTILITIES UNLESS INDICATED OTHERWISE. ALL EXISTING UTILITY COVERS SHALL BE ADJUSTED TO GRADE AS NEEDED.

DEMOLITION NOTES:

(1) ADJUST VALVE COVER TO GRADE.
(2) ADJUST MANHOLE COVER TO GRADE.

LAYOUT NOTES

1 CASE C CURB RAMP PER CALTRANS STD PLAN A88A

6 GRIND EXISTING PAVEMENT MARKINGS AND SLURRY SEAL. SLURRY SEAL SHALL EXTEND BEYOND LIMITS OF MARKINGS IN RECTANGLE SHAPE.

12 REPLACE CATCH BASIN GRATE WITH CALTRANS D77D, TYPE 24, TRAFFIC RATED BICYCLE FRIENDLY GRATE OR APPROVED EQUIVALENT.

REV. NO.	DESCRIPTION	BY	DATE

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100% PLANS
NOT FOR CONSTRUCTION

LAYOUT PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

DESIGNED BY: JP	DATE:
DRAWN BY: BP, TS	DATE:
QC CHECKED BY: BES	DATE:
PROJECT No. 623071	
SCALE:	
SUBMITTAL: 100%	

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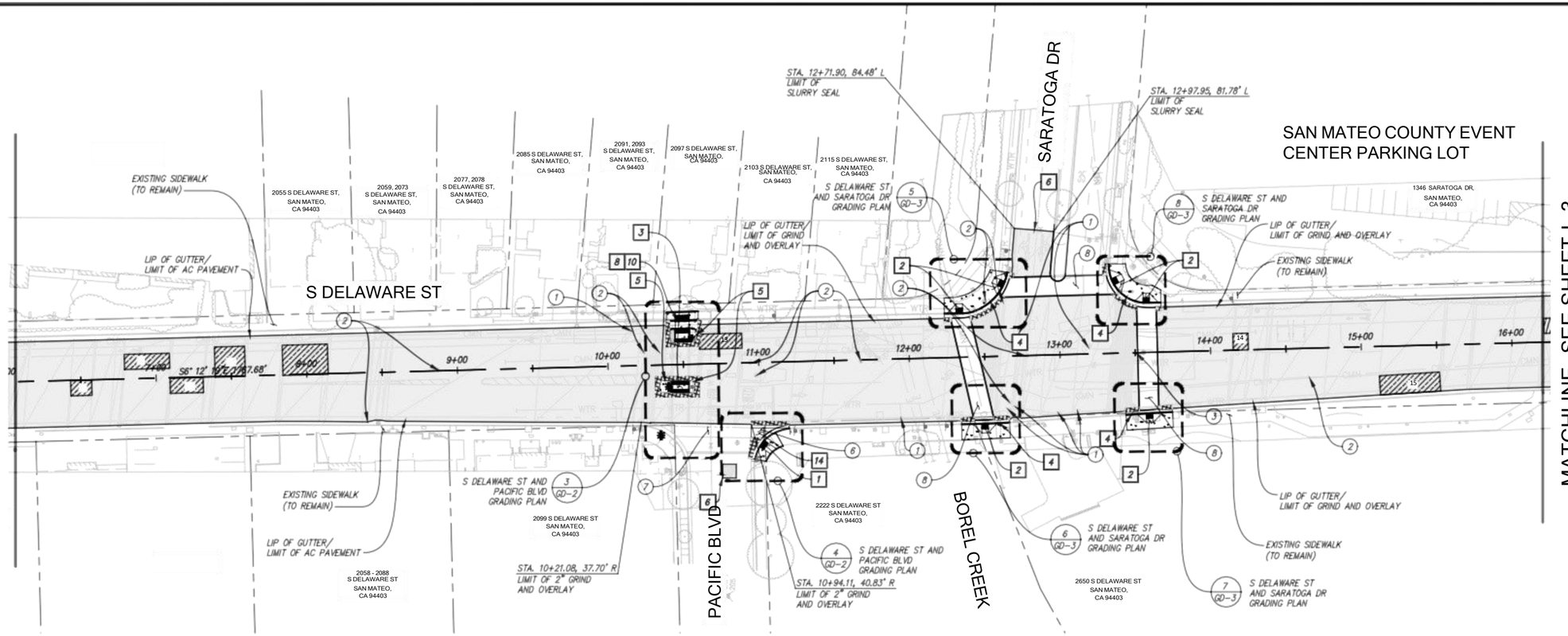

BASE REPAIR TABLE

#	LENGTH X WIDTH (FEET)	AREA (SQUARE FEET)
	14' X 10'	140'
	30' X 10'	300'
	22' X 10'	220'
	20' X 20'	400'
	30' X 20'	600'
	28' X 10'	280'
	11' X 10'	110'
	42' X 12'	504'

* THE DIMENSIONS LISTED ARE APPROXIMATE. THE EXTENTS FOR BASE REPAIR SHALL BE CONFIRMED IN THE FIELD BY THE INSPECTOR AND CONTRACTOR.

GENERAL NOTES

1. REFER TO SHEET L-1 FOR GENERAL LAYOUT AND DEMOLITION NOTES.

DEMOLITION NOTES:

(1) ADJUST VALVE COVER TO GRADE.
(2) ADJUST MANHOLE COVER TO GRADE.
(3) PROTECT IN PLACE DIVERSION STRUCTURE ACCESS HATCHES TO GRADE.
(6) DEMO AND REMOVE CONCRETE TO NEAREST SCORE LINE.
(7) PORTION OF EXISTING VALLEY GUTTER TO BE PROTECTED IN PLACE.
(8) PROTECT IN PLACE DECORATIVE CONCRETE CROSSWALK. (4 / GD-2)

LEGEND

- CENTER LINE
- ROW LINE
- 2" GRIND AND OVERLAY (2 / GD-1)
- AC DEEP LIFT (3 / GD-1)
- CONCRETE (141A / GD-2)
- AC BASE REPAIR (4 / GD-1)
- SLURRY SEAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB), SEE SHEET E-10 FOR MORE INFORMATION.
- FRAME AND GRATE TRENCH DRAIN

LAYOUT NOTES

1 CASE C CURB RAMP PER CALTRANS STD PLAN A88A.
2 CASE A CURB RAMP PER CALTRANS STD PLAN A88A.
3 TYPE A PASSAGEWAY PER CALTRANS STD PLAN A88B.
4 TYPE A CURB, GUTTER, AND SIDEWALK PER CITY OF SAN MATEO STANDARD PLAN 141A. (141A / GD-2)
5 VERTICAL CURB. (1 / GD-1)
6 GRIND EXISTING PAVEMENT MARKINGS AND SLURRY SEAL. SLURRY SEAL SHALL EXTEND BEYOND LIMITS OF MARKINGS IN RECTANGLE SHAPE.
8 RAISED CONCRETE CROSSWALK PER GRADING PLAN GD-2.
10 ZURN Z706-HDS STEEL FRAME AND GRATE TRENCH DRAIN OR APPROVED EQUIVALENT AT RAISED CONCRETE CROSSWALK CONNECTION.
12 REPLACE CATCH BASIN GRATE WITH CALTRANS D77B, TYPE 24, ~~TRAFFIC~~ RATED BICYCLE FRIENDLY GRATE OR APPROVED EQUIVALENT. (145 / GD-2)
14 VALLEY GUTTER PER CITY OF SAN MATEO STANDARD PLAN 145

REV. NO. | DESCRIPTION | BY | DATE

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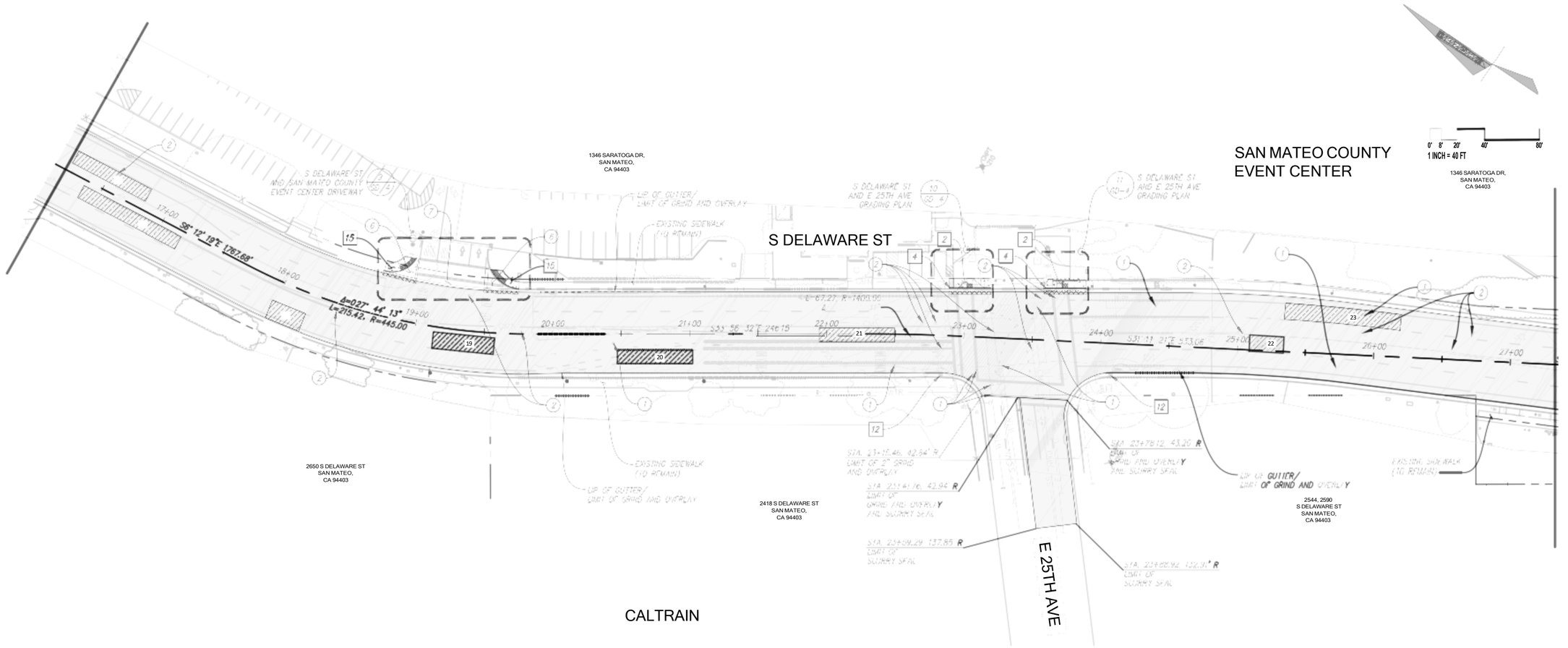
LAYOUT PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO * INCORPORATED * CALIFORNIA

DESIGNED BY: JP | DATE:
DRAWN BY: BP, TS | DATE:
QC CHECKED BY: RES | DATE:
PROJECT No.: 623071
SCALE:
SUBMITTAL: 60%

L-2

SHEET 4 OF 36



BASE REPAIR TABLE

#	LENGTH X WIDTH (FEET)	AREA (SQUARE FEET)
	60 X 10'	600
	80 X 10'	800
	26 X 15	390
	42 X 12'	504
	55 X 10'	550
	55 X 10'	550
	25 X 12	300
	85 X 12'	1020'

* THE DIMENSIONS LISTED ARE APPROXIMATE. THE LIMITS FOR BASE REPAIR SHALL BE DETERMINED IN THE FIELD BY THE INSPECTOR AND CONTRACTOR.

GENERAL NOTES

1. REFER TO SHEET L-1 FOR GENERAL LAYOUT AND DEMOLITION NOTES.

DEMOLITION NOTES:

(1) ADJUST VALVE COVER TO GRADE.
(2) ADJUST MANHOLE COVER TO GRADE.
(5) CLEAN AND REMOVE CONCRETE TO NEAREST SCORE LINE.
(7) PROTECT IN EXISTING VALLEY GUTTER TO BE PROTECTED IN PLACE.

LAYOUT NOTES

2 CASE A CURB RAMP PER CALTRANS STD PLAN A88A.
4 TYPE A CURB GUTTER AND SIDEWALK PER CITY OF SAN MATEO STANDARD PLAN 141A (141A-1)
12 REPLACE CATCH BASIN GRATE WITH CALTRANS D77E TYPE 24, TRAFFIC-RATED BICYCLE FRIENDLY GRATE OR APPROVED EQUIVALENT
15 CASE 1A CURB RAMP PER CALTRANS STD PLAN A88A.

LEGEND

- CENTER LINE
- REAR LINE
- 2" GRIND AND OVERLAY (2 / L-1)
- AC DEEP LIFT (3 / L-1)
- CONCRETE (141A / L-1)
- AC BASE REPAIR (4 / L-1)
- SLURRY SEAL

REV. NO.	DESCRIPTION	BY	DATE

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100% PLANS
NOT FOR CONSTRUCTION

LAYOUT PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

DESIGNED BY: JP
DRAWN BY: BP, TS
QC CHECKED BY: RES
PROJECT No. 623071
SCALE:
SUBMITTAL: 65%
DATE:
DATE:
DATE:

L-3

SHEET 5 OF 36

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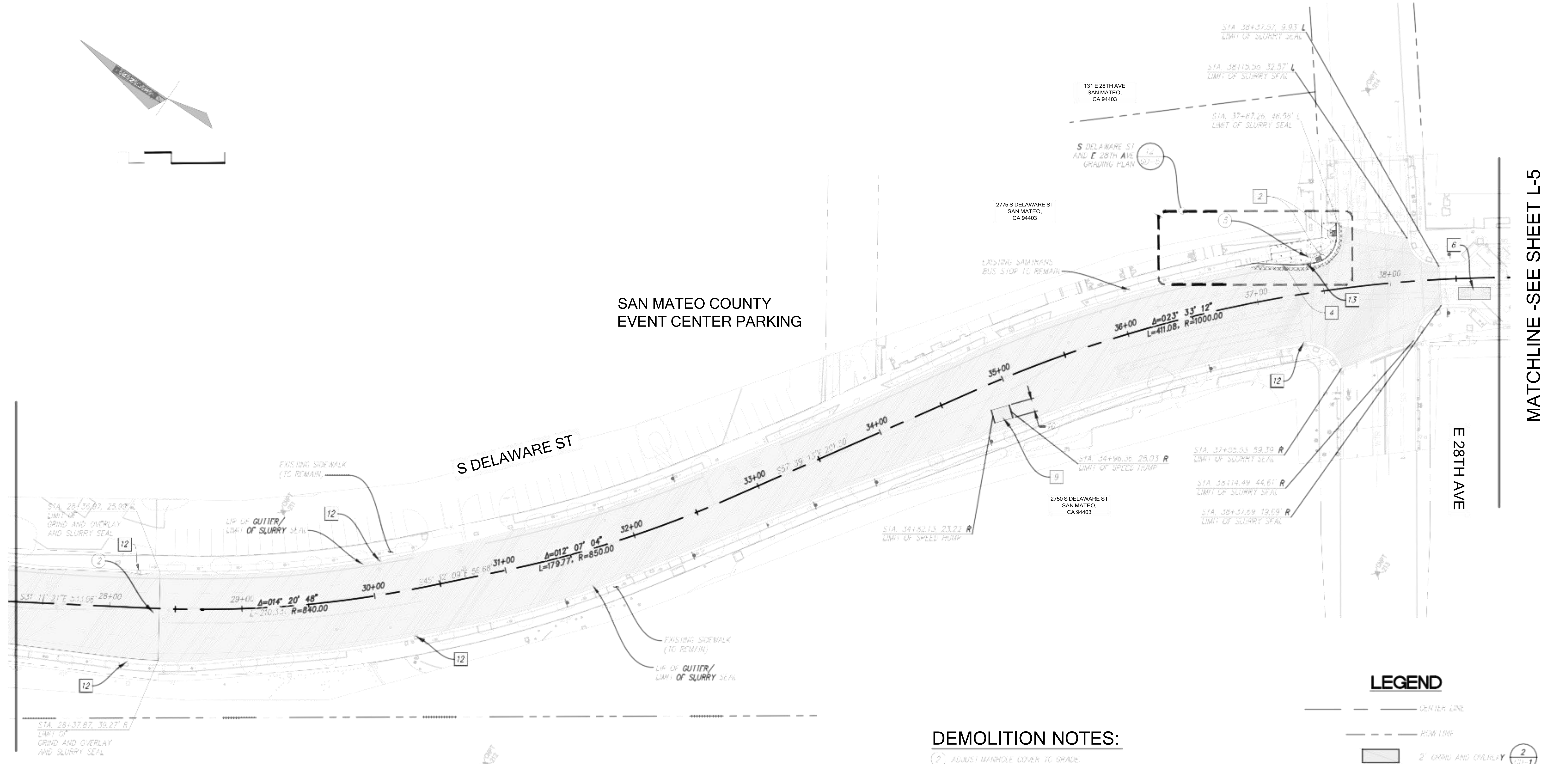


GENERAL NOTES

1. REFER TO SHEET L-1 FOR GENERAL LAYOUT AND DEMOLITION NOTES

DEMOLITION NOTES:

(2) ADJUST MANHOLE COVER TO GRADE.

(5) DEMO AND REMOVE EXISTING SD CATCH BASIN. REMOVE PIPE CONNECTING TO EXISTING WATER MAIN. PLUG EX. PIPE AT MANHOLE.

LAYOUT NOTES

[2] CASE A CURB RAMP PER CALTRANS STD PLAN A88A

[4] TYPE A CURB, GUTTER, AND SIDEWALK PER CITY OF SAN MATEO STANDARD PLAN 141A. (141A / CD-2)

[6] GRIND EXISTING PAVEMENT MARKINGS AND SLURRY SEAL. SLURRY SEAL SHALL EXTEND BEYOND LIMITS OF MARKINGS IN RECTANGLE SHAPE.

[9] SINGLE RIGHT TURN LANE SPEED HUMP IN ADVANCE OF MIXING ZONE. (7D5 / CD-2)

[12] REPLACE CATCH BASIN GRATE WITH CALTRANS D77B, TYPE 24, TRAFFIC-RATED BICYCLE FRIENDLY GRATE OR APPROVED EQUIVALENT.

[13] STORM DRAIN MANHOLE TO BE REPLACED WITH STORM DRAIN CATCH BASIN (6 / CD-1)

LEGEND

- CENTER LINE
- ROW LINE
- 2" GRIND AND OVERLAY (2 / CD-1)
- AC DEEP LIFT (3 / CD-1)
- CONCRETE (141A / CD-2)
- SLURRY SEAL

LAYOUT PLAN
DELAWARE STREET SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

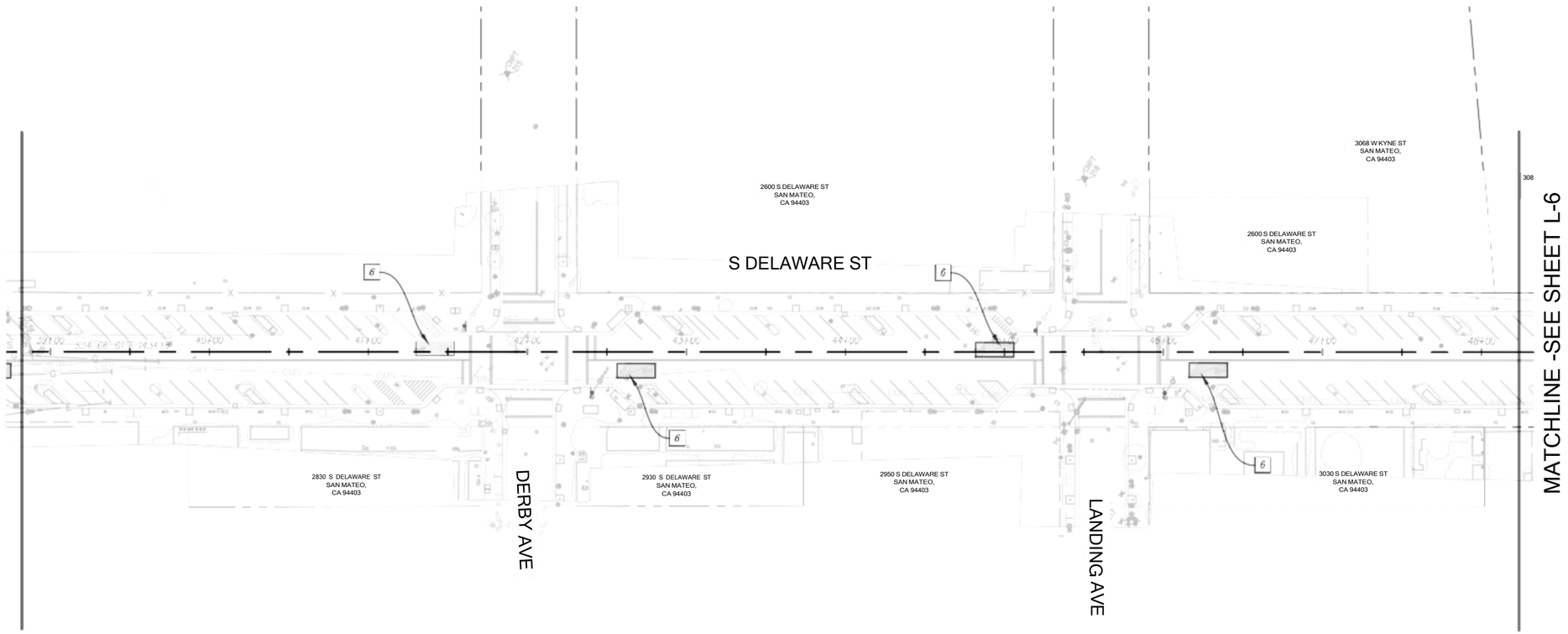
SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

DESIGNED BY: JP	DATE:
DRAWN BY: BP, TS	DATE:
QC CHECKED BY: RES	DATE:
PROJECT No.: 623071	
SCALE:	
SUBMITTAL: 60%	

L-4

SHEET 6 OF 36



0' 8' 20' 40' 80'
1 INCH = 40 FT

GENERAL NOTES

1. REFER TO SHEET **L-1** FOR GENERAL **LA**YOUT AND DEMOLITION NOTES.

LAYOUT NOTES

6 GRIND EXISTING PAVEMENT MARKINGS AND SURFACE SEAL. SLURRY SEAL SHALL EXTEND BEYOND LIMITS OF MARKINGS IN RECTANGLE SHAPE.

LEGEND

CENTER LINE

ROW LINE

SLURRY SEAL

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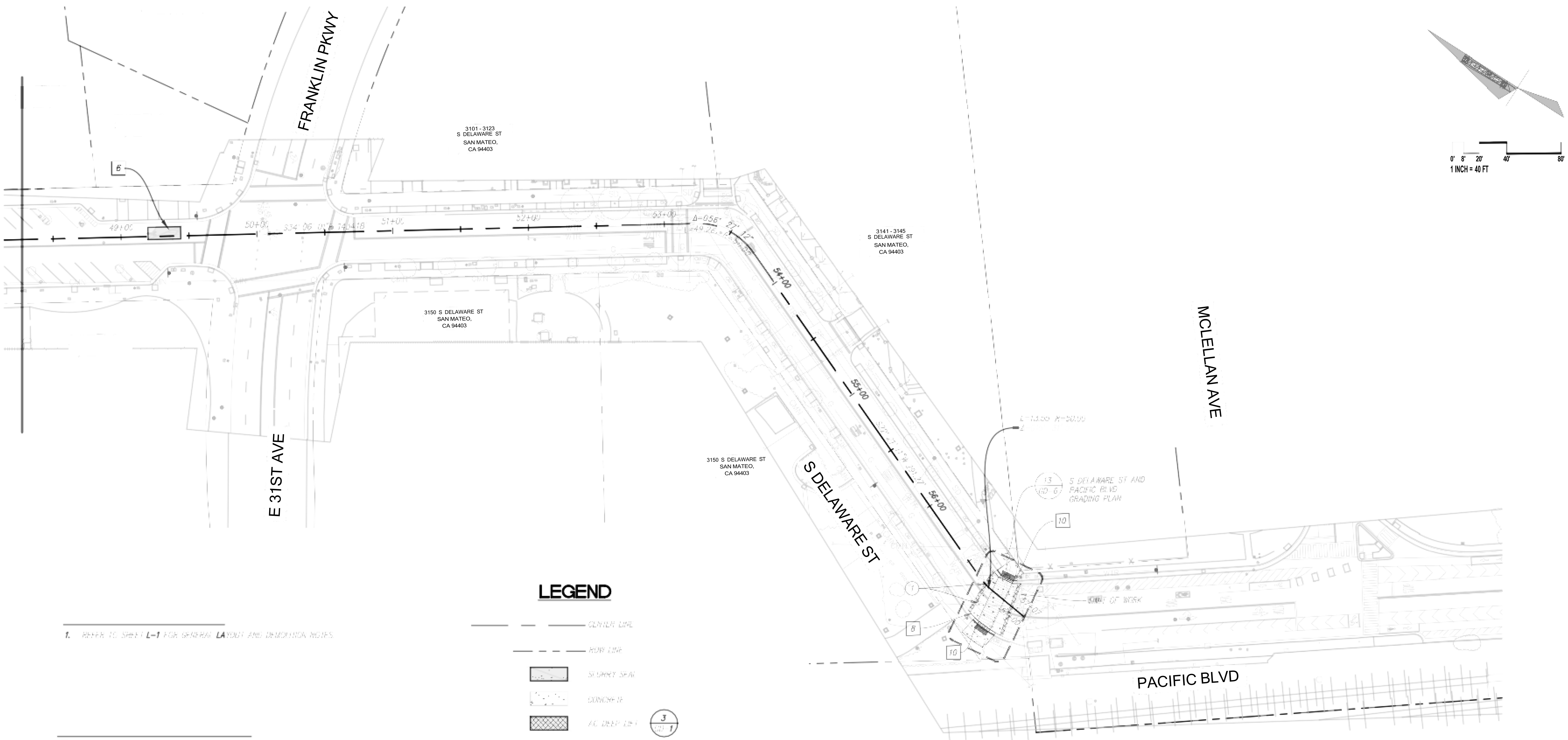
LAYOUT PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO

L-5

SHEET 7 OF 36



1. REFER TO SHEET L-1 FOR GENERAL LAYOUT AND DEMOLITION NOTES.

(1) ADJUST VALVE COVER TO GRADE.
(7) EXISTING VALLEY GUTTER TO BE PROTECTED IN PLACE.

LEGEND

CENTER LINE	
ROW LINE	
SLURRY SEAL	
CONCRETE	
AC DEEP LIFT	3 / GD-1
FRAME AND GRATE TRENCH DRAIN	

LAYOUT NOTES

6. GRIND EXISTING PAVEMENT MARKINGS AND SLURRY SEAL. SLURRY SEAL SHALL EXTEND BEYOND LIMITS OF MARKINGS IN RECTANGLE SHAPE.

8. RAISED CONCRETE CROSSWALK PER GRADING PLAN GD-6.

10. ZURN Z725-HDG STEEL FRAME AND GRATE TRENCH DRAIN OR APPROVED EQUIVALENT AT RAISED CONCRETE CROSSWALK CONNECTION.

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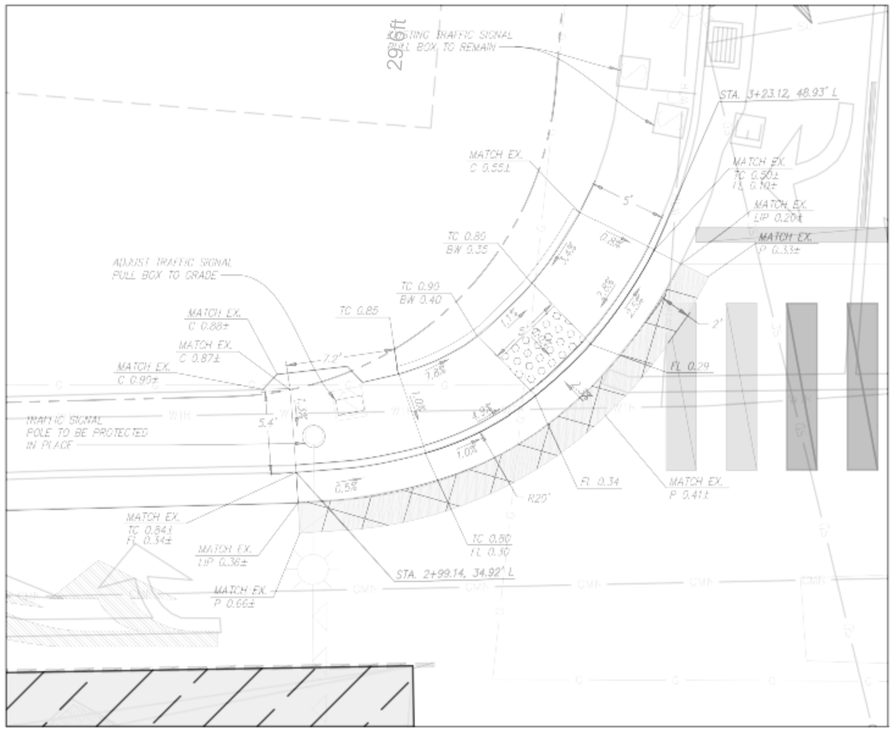
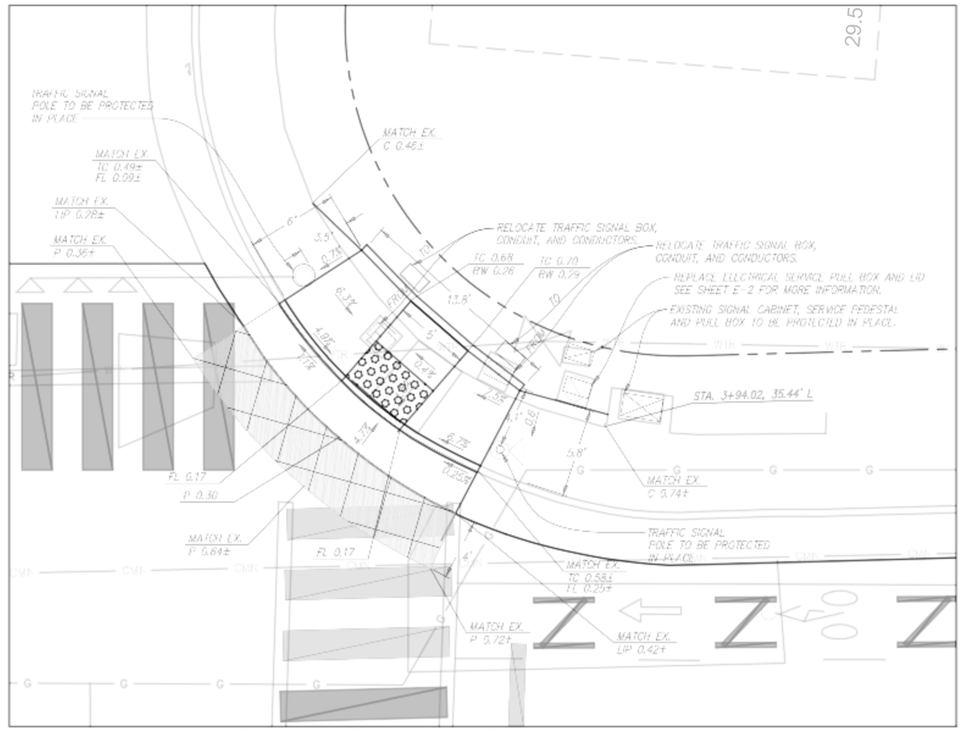
LAYOUT PLAN
DELAWARE STREET SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO

0' 1' 2.5' 5' 10'
1 INCH = 5 FT



S DELAWARE ST AND BERMUDA DR
(NORTHEAST CORNER)
1"=5'
1



S DELAWARE ST AND BERMUDA DR
(SOUTHEAST CORNER)
1"=5'
2

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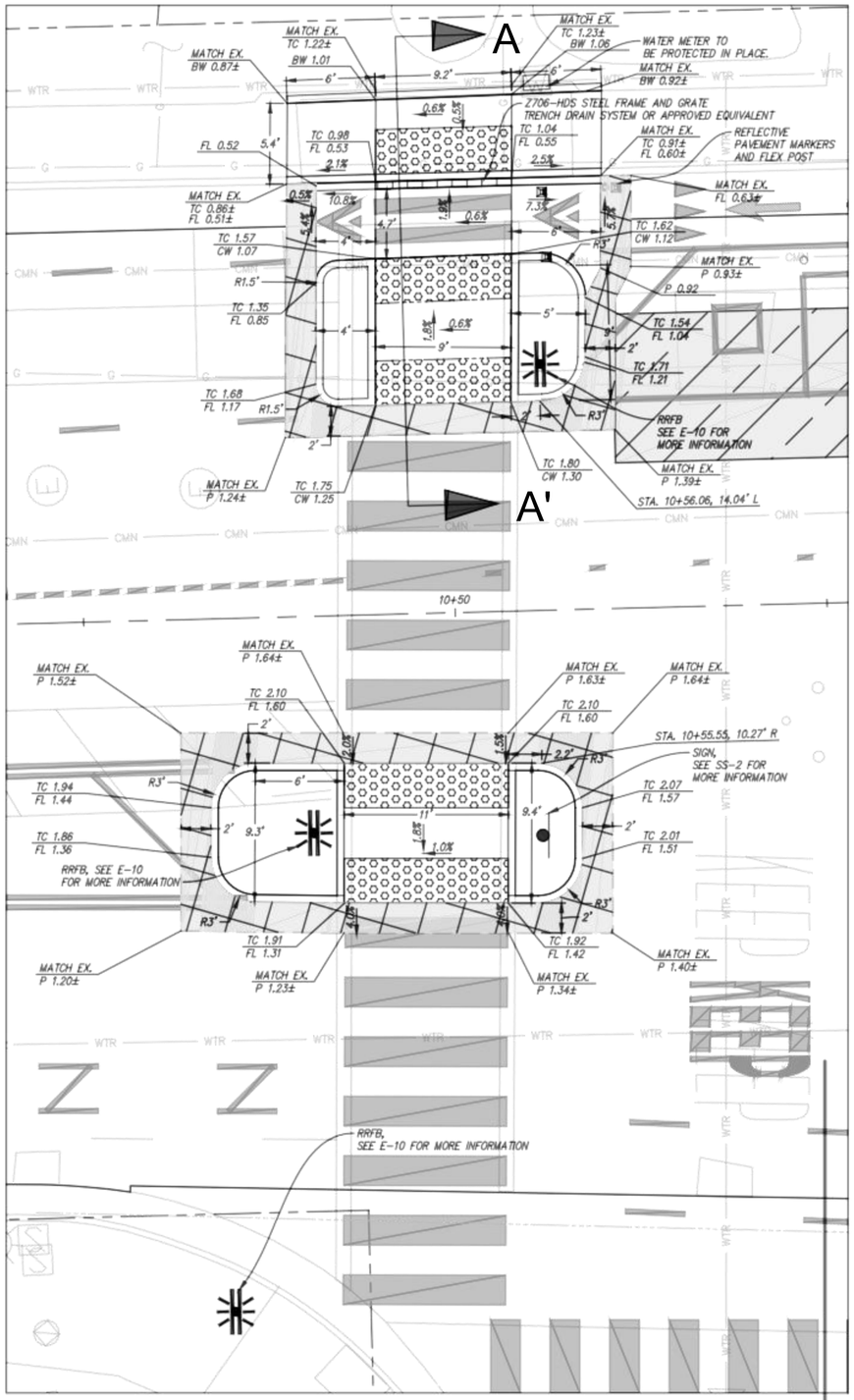
GRADING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

GD-1

SHEET 9 OF 36

File: X:\P\623071\4_ENGINEERING\2_PLAN SETS\1_SHEET SET\OFFSITE\5_GD-1 GRADE.dwg Date: February 21, 2025 - 4:48 PM, kstang

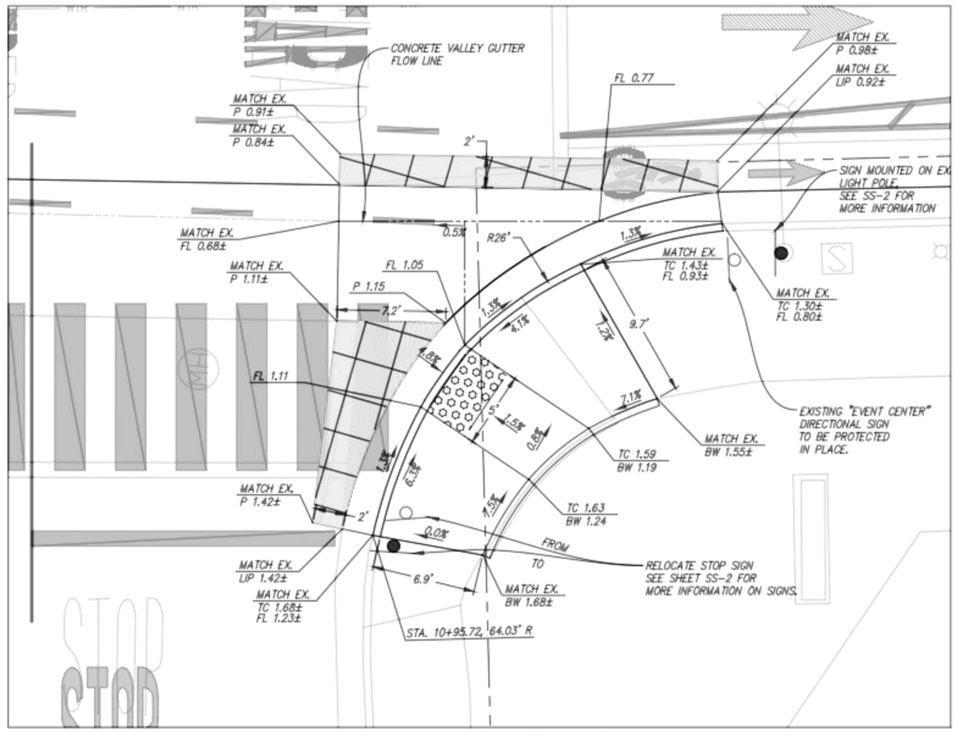


S DELAWARE ST AND PACIFIC BLVD
(NORTH LEG/ NORTH CROSSING)
1"=5'

3

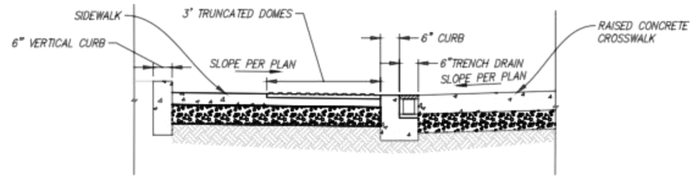
MATCHLINE -SEE ABOVE

MATCHLINE -SEE BELOW



S DELAWARE ST AND
PACIFIC BLVD
(SOUTHWEST CORNER)
1"=5'

4



NOTES:

1. SEE CURB, GUTTER, AND SIDEWALK DETAIL 141A, SHEET CD-2, FOR SECTION DEPTHS.
2. DETECTABLE WARNING SURFACE (TRUNCATED DOMES), AS REQUIRED, PER CBC 11B-705. DETECTABLE WARNINGS SHALL BE LOCATED SO THE EDGE NEAREST THE FLUSH CURB IS 6 INCHES MIN. AND 8 INCHES MAX. FROM THE EDGE OF THE STREET OR GUTTER. DETECTABLE WARNING SHALL BE YELLOW AND APPROXIMATE FS 33538 OF FEDERAL STANDARD 595C OR APPROVED EQUIVALENT.
3. TRENCH DRAIN SHALL BE NON-SLIP, BICYCLE FRIENDLY STEEL PLATES, BOLTED IN PLACE AND REMOVABLE FOR MAINTENANCE AND CLEANING.

SECTION A-A'
N.T.S.

0' 1' 2.5' 5' 10'
1 INCH = 5 FT

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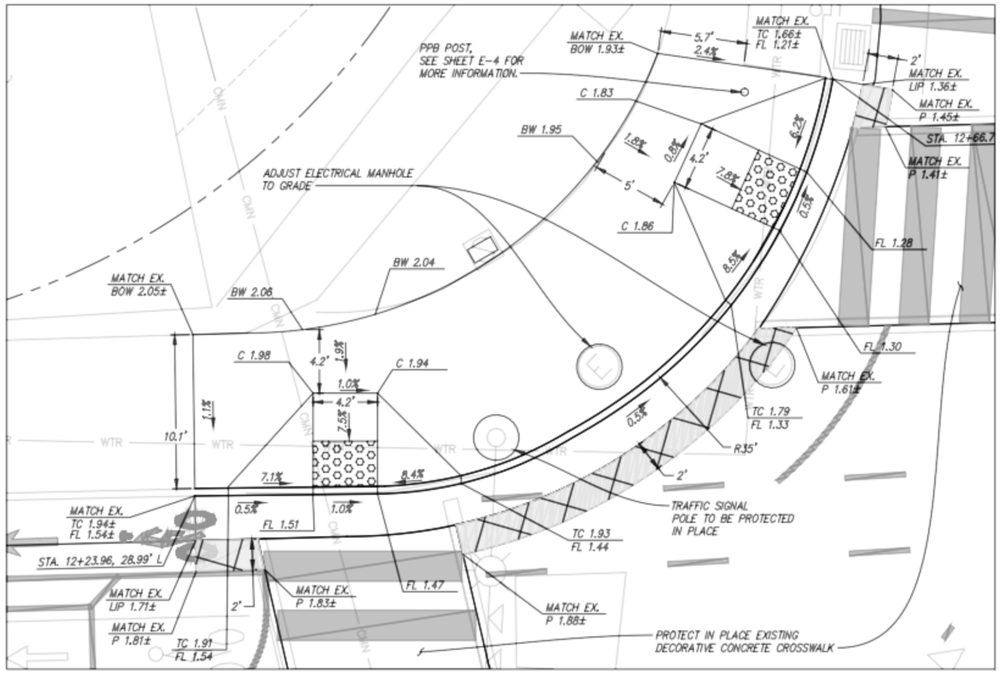
NOT FOR CONSTRUCTION

GRADING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

GD-2

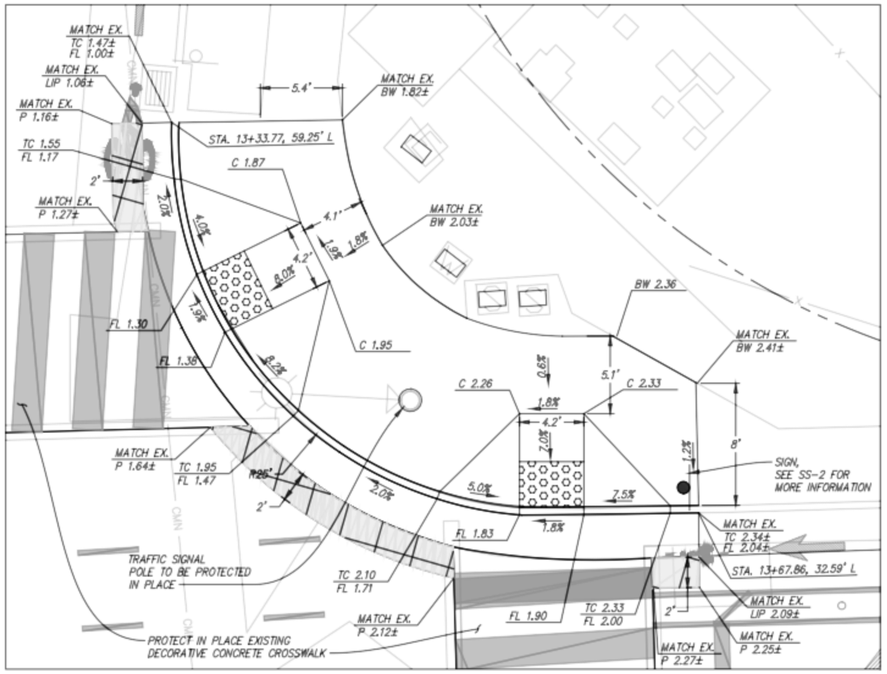
File: X:\P\623071\4_ENGINEERING\2_PLAN SETS\3_SHEET SET\OFFSITE\5_GD-1 GRADE.dwg Date:February 21, 2025 - 4:48 PM, kpang



S DELAWARE ST AND
SARATOGA DR
(NORTHEAST CORNER)

1"=5'

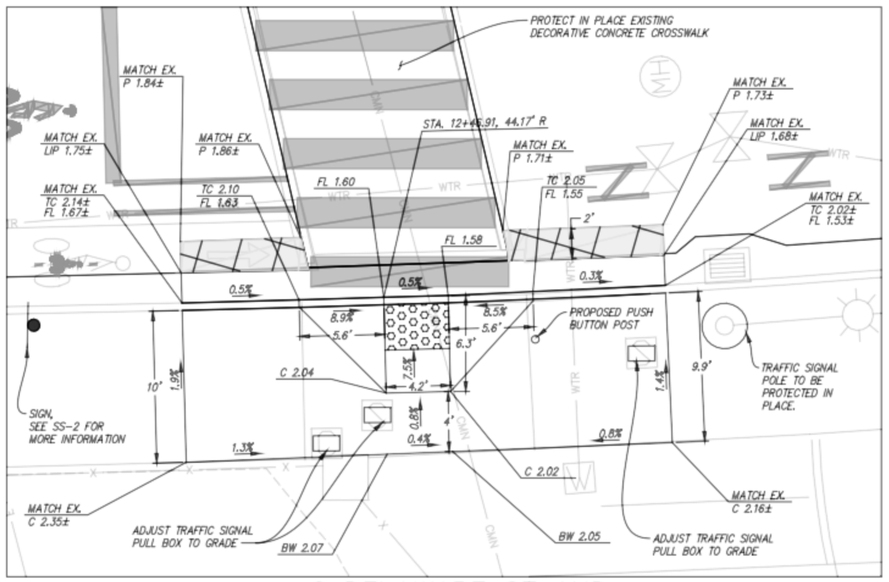
5



S DELAWARE ST AND
SARATOGA DR
(SOUTHEAST CORNER)

1"=5'

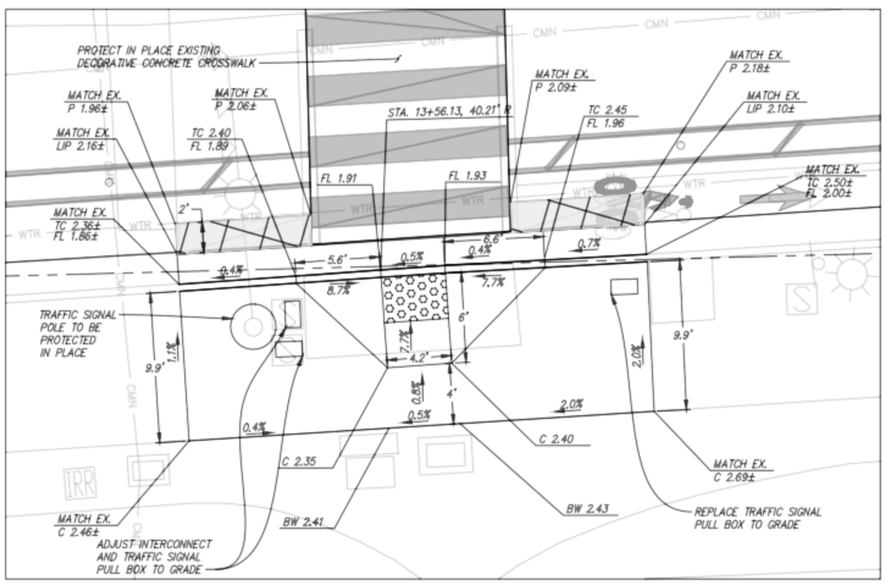
8



S DELAWARE ST AND
SARATOGA DR
(NORTHWEST CORNER)

1"=5'

6



S DELAWARE ST AND
SARATOGA DR
(SOUTHWEST CORNER)

1"=5'

7

0' 1' 2.5' 5' 10'
1 INCH = 5 FT

SANDIS
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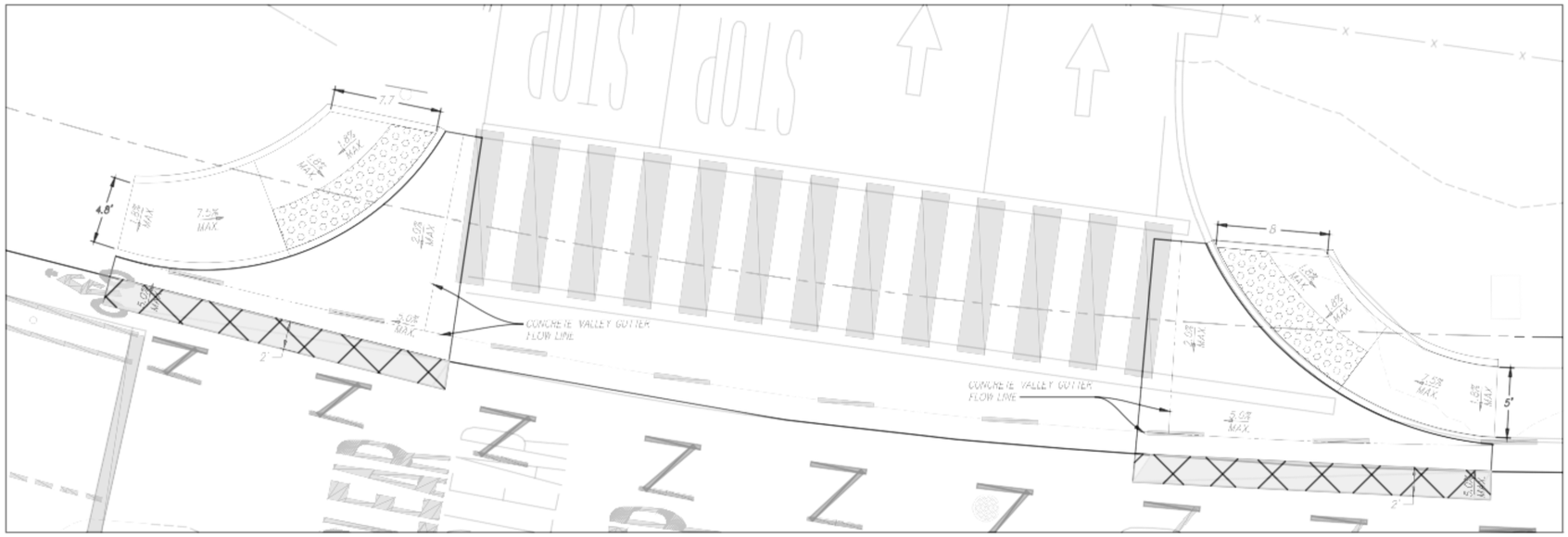
100% PLANS
NOT FOR CONSTRUCTION

GRADING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

GD-3

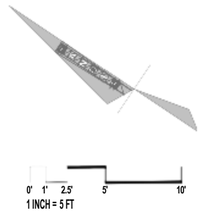
SHEET 11 OF 36

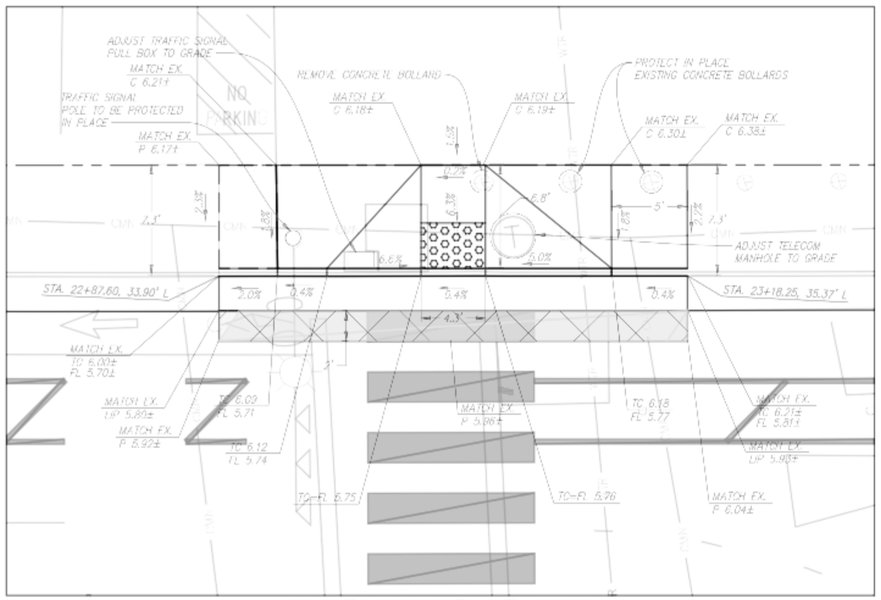


S DELAWARE ST AND
SAN MATEO COUNTY EVENT
CENTER DRIVEWAY

1"=5'

9

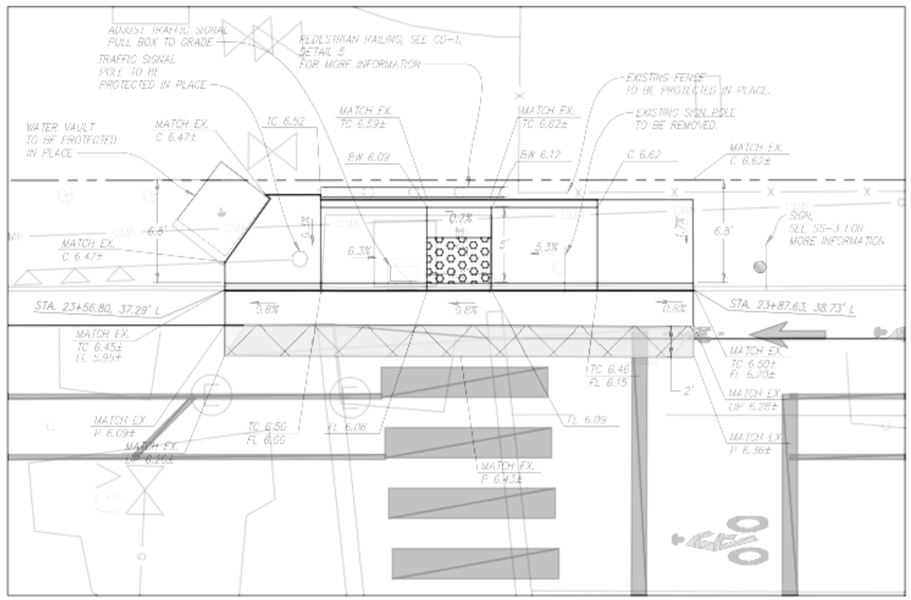




S DELAWARE ST AND
E 25TH AVE
(NORTHEAST CORNER)

1"=5'

10



S DELAWARE ST AND
E 25TH AVE
(SOUTHEAST CORNER)

1"=5'

11

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GRADING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO CALIFORNIA

GD-4

SHEET 12 OF 36

S DELAWARE ST AND
E 28TH AVE
(NORTHEAST CORNER)
1" = 5'

12

GD-5

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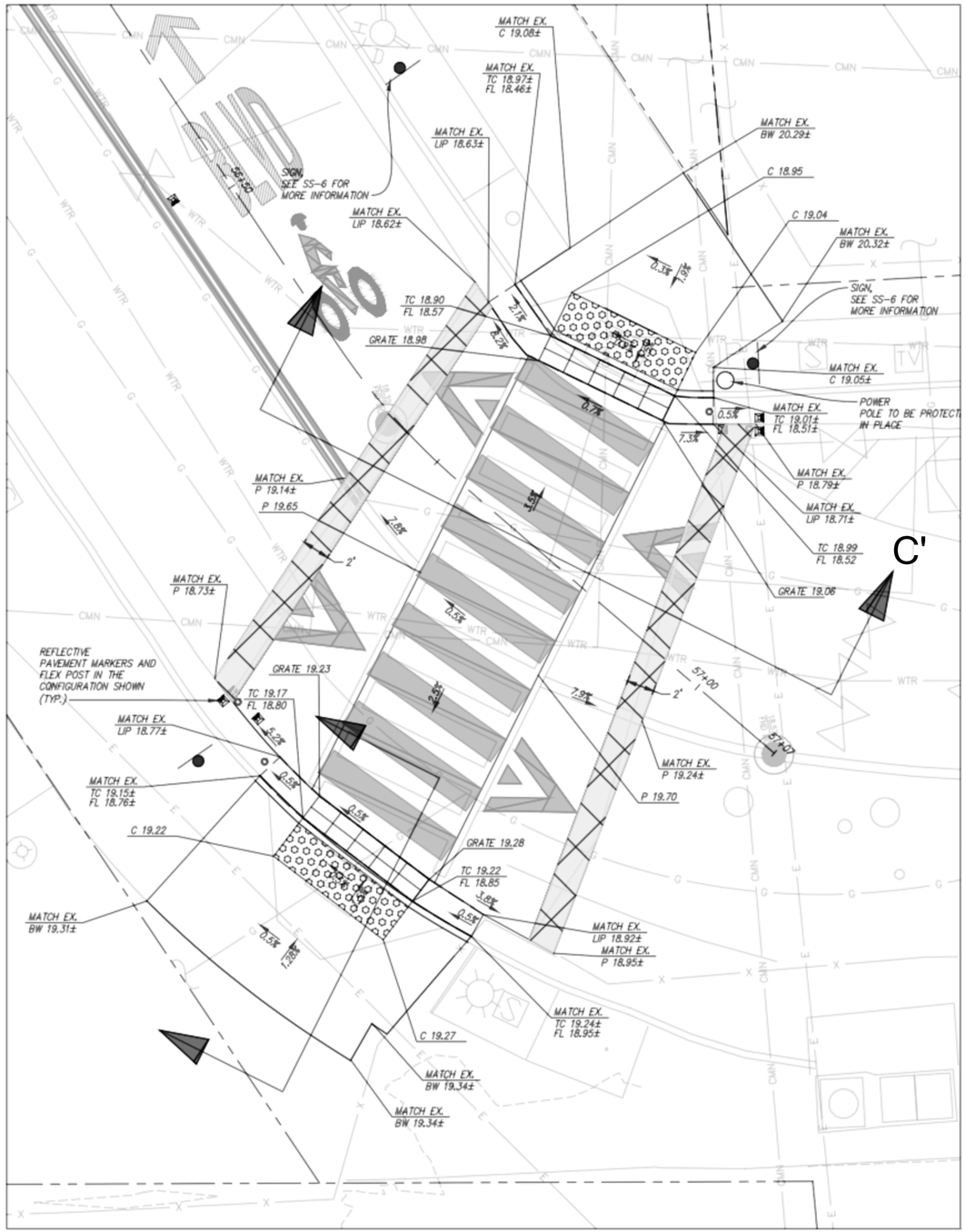
GRADING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

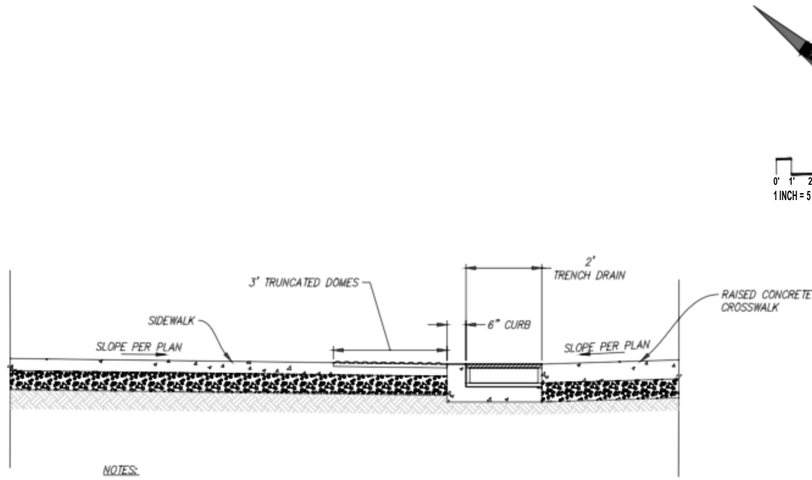
SHEET 13 OF 36



S DELAWARE ST AND
PACIFIC BLVD
(SOUTH OF 31ST AVE)

1"=5'

13

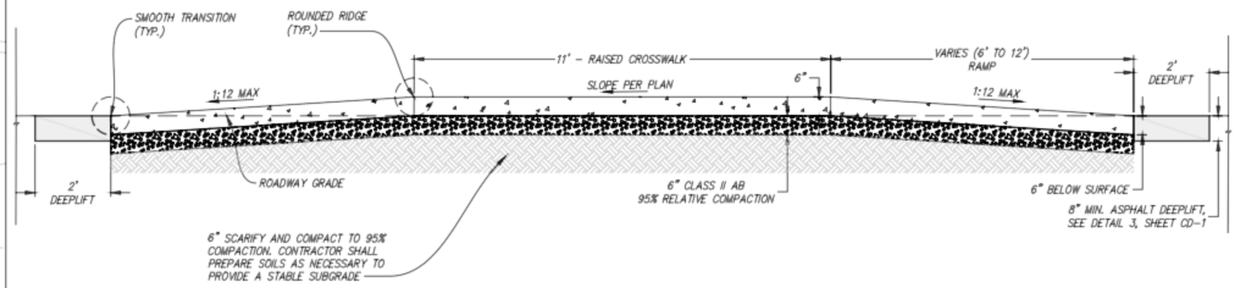


NOTES:

1. SEE CURB, GUTTER, AND SIDEWALK DETAIL 141A, SHEET CD-2, FOR SECTION DEPTHS.
2. DETECTABLE WARNING SURFACE (TRUNCATED DOMES), AS REQUIRED, PER CBC 11B-705. DETECTABLE WARNINGS SHALL BE LOCATED SO THE EDGE NEAREST THE FLUSH CURB IS 6 INCHES MIN. AND 8 INCHES MAX. FROM THE EDGE OF THE STREET OR GUTTER. DETECTABLE WARNING SHALL BE YELLOW AND APPROXIMATE FS 33538 OF FEDERAL STANDARD 595C OR APPROVED EQUIVALENT.
3. TRENCH DRAIN SHALL BE NON-SLIP, BICYCLE FRIENDLY STEEL PLATES, BOLTED IN PLACE AND REMOVABLE FOR MAINTENANCE AND CLEANING.

SECTION B-B'

N.T.S.



NOTES:

1. RAISED CROSSWALKS SHALL BE AT LEAST 4' AWAY FROM EDGE OF DRIVEWAY.
2. ALL MARKINGS AND SIGNS SHALL BE REFLECTIVE.

SECTION C-C'

N.T.S.

0' 1' 2.5' 5' 10'
1 INCH = 5 FT

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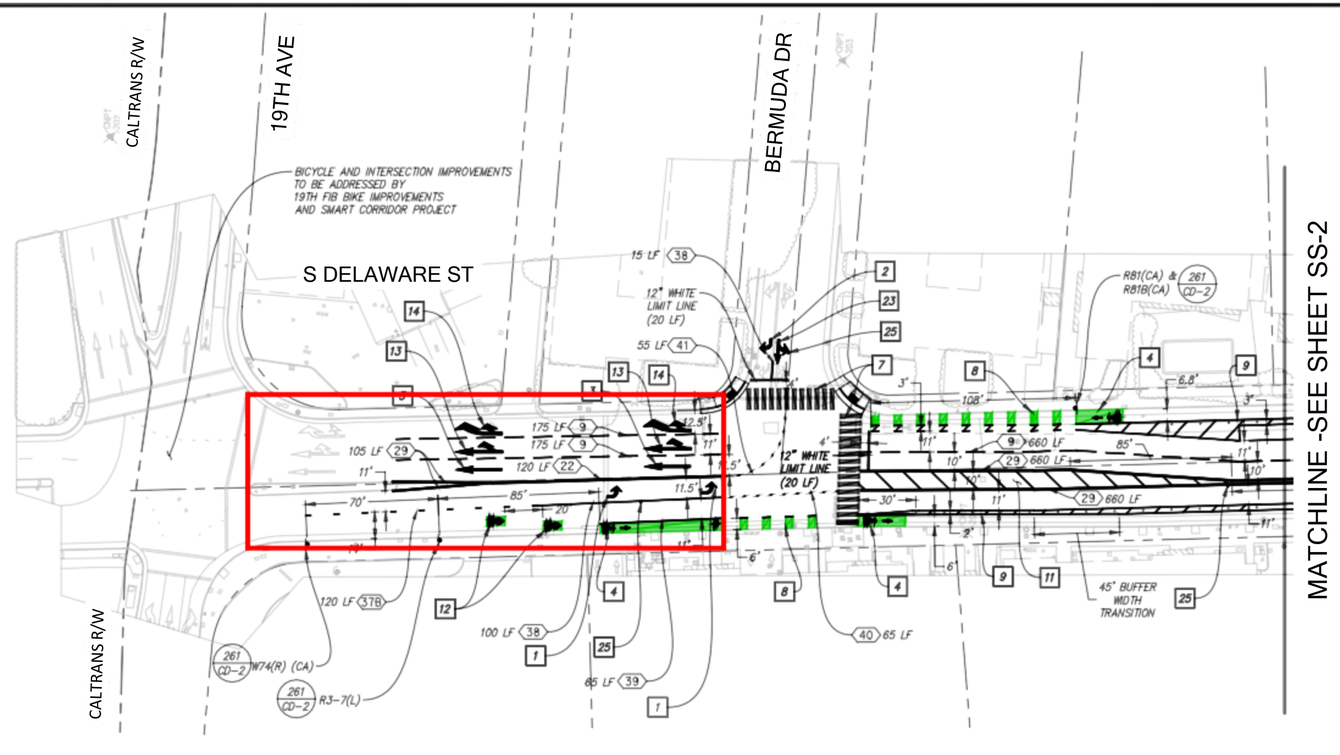
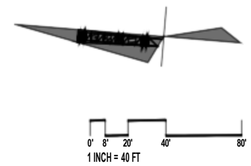
NOT FOR CONSTRUCTION

GRADING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

GD-6

SHEET 14 OF 36





SIGNING AND STRIPING NOTES

1. INSTALL TYPE IV (L) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
2. INSTALL TYPE IV (R) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
3. INSTALL TYPE I ARROW MARKING PER CALTRANS STANDARD PLAN A24A
4. INSTALL GREEN-BACKED BIKE LANE MARKING (13 SS-7)
7. INSTALL CONTINENTAL CROSSWALK (5 SS-7)
8. INSTALL BIKE LANE CONFLICT STRIPING (1 SS-7)
9. INSTALL BIKE LANE BUFFER WITH FLEX POSTS (3 SS-7)
11. INSTALL STRIPED MEDIAN (2 SS-7)
12. INSTALL SHARED ROADWAY BICYCLE MARKING (4 SS-7)
13. INSTALL TYPE II (R) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
14. INSTALL TYPE III (R) MOD ARROW MARKING PER CALTRANS STANDARD PLAN A24A
23. INSTALL TYPE VII (L) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
25. INSTALL BLUE HYDRANT RAISED PAVEMENT MARKERS 6" FROM EDGE OF STRIPE TOWARDS THE HYDRANT SIDE.

GENERAL NOTES

1. STRIPING DETAILS INDICATED REFER TO THE 2018 CALTRANS STANDARD PLAN PAVEMENT MARKERS AND TRAFFIC LINES TYPICAL DETAILS.
2. CONTRACTOR SHALL REMOVE STRIPING/MARKINGS THAT CONFLICT WITH THIS PLAN.
3. STRIPING, SIGNS, AND METHODS AND MATERIALS SHALL ADHERE TO THE LATEST REVISIONS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD) AND PROJECT SPECIFICATIONS.
4. ALL STRIPING SHALL BE THERMOPLASTIC UNLESS SPECIFIED OTHERWISE.
5. ALL EXISTING STRIPING DISTURBED DURING CONSTRUCTION ACTIVITY SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED ON THIS PLAN.
6. FINAL STRIPING SHALL BE VERIFIED IN THE FIELD.
7. CONTRACTOR SHALL LAY OUT/ CAT TRACK PROPOSED STRIPING AND NOTIFY ENGINEER NO LESS THAN 72 HOURS BEFORE STRIPING.
8. REFRESH ALL CURB PAINT WITHIN THE PROJECT EXTENTS IN-KIND.
9. ALL EXISTING SIGNS TO REMAIN UNLESS SPECIFIED OTHERWISE.

SIGN SCHEDULE

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS
W74(R) (CA)	THRU TRAFFIC MERGE RIGHT	36" X 36"	1
R3-7(L)	LEFT LANE MUST TURN LEFT	36" X 36"	1
R81 (CA)	BIKE LANE	24" X 18"	1
R81B (CA)	END	8" X 5"	1

SS-1

REV. NO. | DESCRIPTION | BY | DATE

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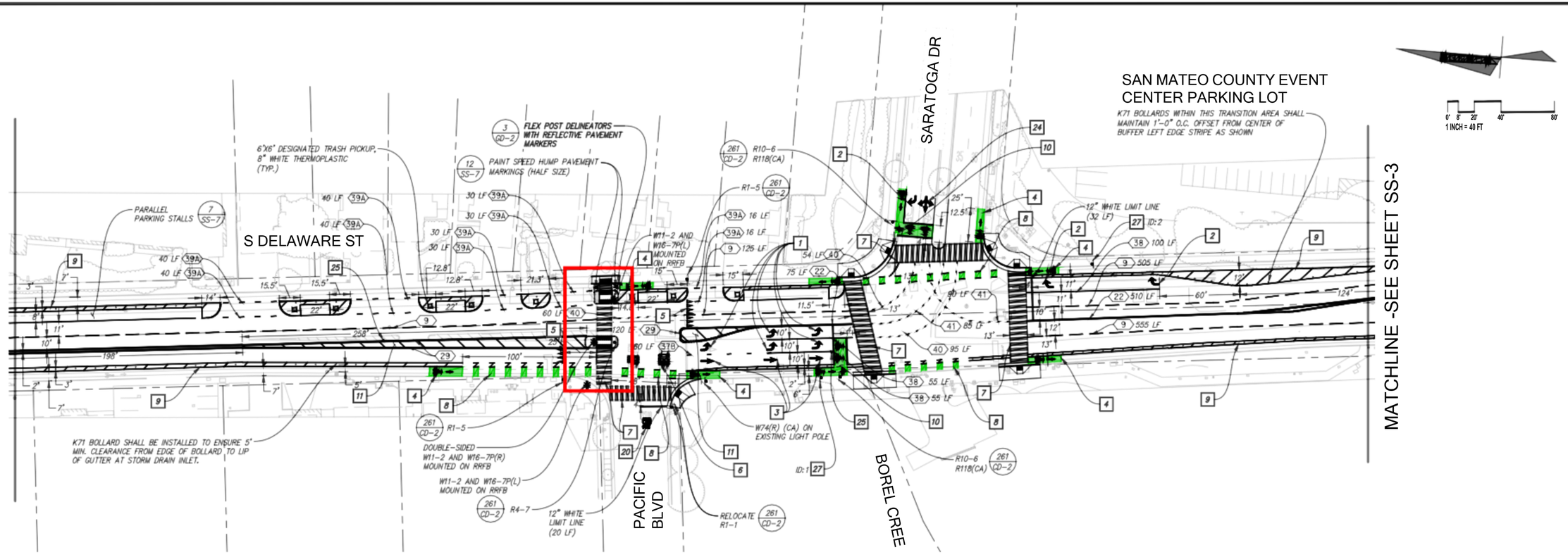
100% PLANS
NOT FOR CONSTRUCTION

SIGNING AND STRIPING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO CALIFORNIA

DESIGNED BY: JP | DATE:
DRAWN BY: BP, TS | DATE:
QC CHECKED BY: RES | DATE:
PROJECT No. 623071
SCALE:
SUBMITTAL: 60%

SHEET 15 OF 36



SIGN SCHEDULE

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS
W74(R) (CA)	THRU TRAFFIC MERGE RIGHT	36" X 36"	1
R1-5	YIELD TO PEDESTRIANS	36" X 36"	2
R10-6	STOP HERE ON RED	24" X 36"	2
R118(CA)	EXCEPT BIKE	18" X 24"	2
W11-2	PEDESTRIAN CROSSING	36" X 36"	4
W16-7P(R)	DIAGONAL ARROW	24" X 12"	2
W16-7P(L)	DIAGONAL ARROW	24" X 12"	2
R4-7	KEEP RIGHT	24" X 30"	1
CUSTOM	CITY OF SAN MATEO BIKE ROUTE SIGN AND WAYFINDING SIGN, SEE DETAIL B, SS-8	24" X 18"	2

GENERAL NOTES

1. STRIPING DETAILS INDICATED REFER TO THE 2018 CALTRANS STANDARD PLAN PAVEMENT MARKERS AND TRAFFIC LINES TYPICAL DETAILS.
2. CONTRACTOR SHALL REMOVE STRIPING/MARKINGS THAT CONFLICT WITH THIS PLAN.
3. STRIPING, SIGNS, AND METHODS AND MATERIALS SHALL ADHERE TO THE LATEST REVISIONS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD) AND PROJECT SPECIFICATIONS.
4. ALL STRIPING SHALL BE THERMOPLASTIC UNLESS SPECIFIED OTHERWISE.
5. ALL EXISTING STRIPING DISTURBED DURING CONSTRUCTION ACTIVITY SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED ON THIS PLAN.
6. FINAL STRIPING SHALL BE VERIFIED IN THE FIELD.
7. CONTRACTOR SHALL LAY OUT/ CAT TRACK PROPOSED STRIPING AND NOTIFY ENGINEER NO LESS THAN 72 HOURS BEFORE STRIPING.
8. REFRESH ALL CURB PAINT WITHIN THE PROJECT EXTENTS IN-KIND.
9. ALL EXISTING SIGNS TO REMAIN UNLESS SPECIFIED OTHERWISE.

SIGNING AND STRIPING NOTES

1. INSTALL TYPE IV (L) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
2. INSTALL TYPE IV (R) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
3. INSTALL TYPE I ARROW MARKING PER CALTRANS STANDARD PLAN A24A
4. INSTALL GREEN-BACKED BIKE LANE MARKING (13 / SS-7)
5. INSTALL YIELD LINE PER CALTRANS STANDARD PLAN A24G
6. INSTALL "KEEP CLEAR" PAVEMENT MARKING SYMBOL STANDARD PLAN A24G
7. INSTALL CONTINENTAL CROSSWALK (5 / SS-7)
8. INSTALL BIKE LANE SKIP STRIPING (1 / SS-7)
9. INSTALL BIKE LANE BUFFER WITH FLEX POSTS (3 / SS-7)
10. INSTALL BIKE BOX (10 / SS-7)
11. INSTALL STRIPED MEDIAN (2 / SS-7)
20. INSTALL "STOP" PAVEMENT MARKING (125 / CD-2)
23. INSTALL TYPE VII (L) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
24. INSTALL TYPE VIII ARROW MARKING PER CALTRANS STANDARD PLAN A24A
25. INSTALL BLUE HYDRANT RAISED PAVEMENT MARKERS 6" FROM EDGE OF STRIPE TOWARDS THE HYDRANT SIDE.
27. INSTALL "CITY OF SAN MATEO BIKE BOULEVARD WAYFINDING SIGN COMBINATION" PER ID PER PLANS. (8 / SS-8)

BY | DATE | DESCRIPTION | REV. NO.

SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

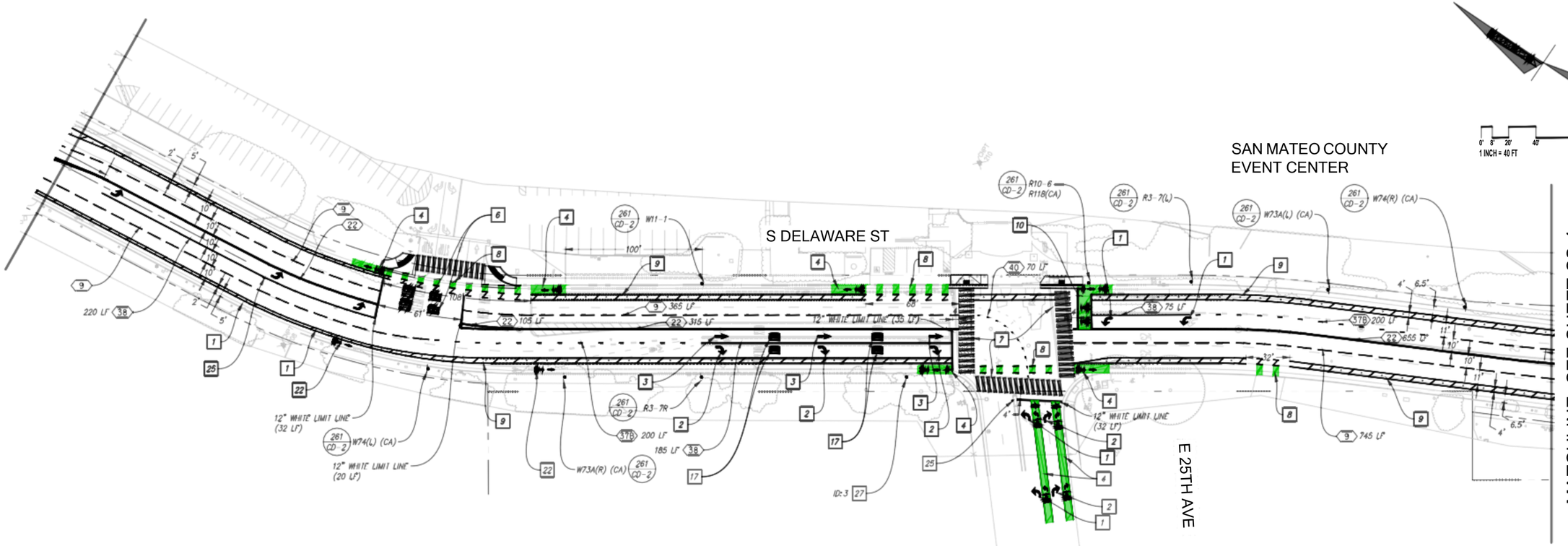
SIGNING AND STRIPING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO * INCORPORATED * CALIFORNIA

DESIGNED BY: JP | DATE:
DRAWN BY: BP, TS | DATE:
QC CHECKED BY: RES | DATE:
PROJECT No.: 623071
SCALE:
SUBMITTAL: 60%

SS-2

File: X:\P\623071\4_ENGINEERING\2_PLAN SETS\3_SHEET SET\OFFSITE\6_SS-1 SIGNING AND STRIPING.dwg Date:February 21, 2025 - 4:53 PM, kpang



SIGN SCHEDULE

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS
W73A(L) (CA)	LEFT LANE TURNS LEFT AHEAD	36" X 36"	1
W73A(R) (CA)	RIGHT LANE TURNS RIGHT AHEAD	36" X 36"	1
W74(L) (CA)	THRU TRAFFIC MERGE LEFT	36" X 36"	1
W74(R) (CA)	THRU TRAFFIC MERGE RIGHT	36" X 36"	1
R3-7(L)	LEFT LANE MUST TURN LEFT	36" X 36"	1
R3-7(R)	RIGHT LANE MUST TURN RIGHT	36" X 36"	1
R10-6	STOP HERE ON RED	24" X 36"	1
R118(CA)	EXCEPT BIKE	18" X 24"	1
CUSTOM	CITY OF SAN MATEO BIKE ROUTE SIGN AND WAYFINDING SIGN, SEE DETAIL B, SS-8	24" X 18"	1
W11-1	BIKE	36" X 36"	1

GENERAL NOTES

1. STRIPING DETAILS INDICATED REFER TO THE 2018 CALTRANS STANDARD PLAN PAVEMENT MARKERS AND TRAFFIC LINES TYPICAL DETAILS.
2. CONTRACTOR SHALL REMOVE STRIPING/MARKINGS THAT CONFLICT WITH THIS PLAN.
3. STRIPING, SIGNS, AND METHODS AND MATERIALS SHALL ADHERE TO THE LATEST REVISIONS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD) AND PROJECT SPECIFICATIONS.
4. ALL STRIPING SHALL BE THERMOPLASTIC UNLESS SPECIFIED OTHERWISE.
5. ALL EXISTING STRIPING DISTURBED DURING CONSTRUCTION ACTIVITY SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED ON THIS PLAN.
6. FINAL STRIPING SHALL BE VERIFIED IN THE FIELD.
7. CONTRACTOR SHALL LAY OUT/ CAT TRACK PROPOSED STRIPING AND NOTIFY ENGINEER NO LESS THAN 72 HOURS BEFORE STRIPING.
8. REFRESH ALL CURB PAINT WITHIN THE PROJECT EXTENTS IN-KIND.
9. ALL EXISTING SIGNS TO REMAIN UNLESS SPECIFIED OTHERWISE.

SIGNING AND STRIPING NOTES

1. INSTALL TYPE IV (L) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
2. INSTALL TYPE IV (R) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
3. INSTALL TYPE I ARROW MARKING PER CALTRANS STANDARD PLAN A24A
4. INSTALL GREEN BACKED BIKE LANE MARKING (13 / SS-7)
6. INSTALL "KEEP CLEAR" PAVEMENT MARKING SYMBOL STANDARD PLAN A24G
7. INSTALL CONTINENTAL CROSSWALK (5 / SS-7)
8. INSTALL BIKE LANE SKIP STRIPING (1 / SS-7)
9. INSTALL BIKE LANE BUFFER WITH FLEX POSTS (3 / SS-7)
10. INSTALL BIKE BOX (10 / SS-7)
17. INSTALL "ONLY" PAVEMENT MARKING SYMBOL STANDARD PLAN A24G
22. INSTALL BIKE LANE MARKING (14 / SS-7)
25. INSTALL BLUE HYDRANT RAISED PAVEMENT MARKERS 6" FROM EDGE OF STRIPE TOWARDS THE HYDRANT SIDE.
27. INSTALL "CITY OF SAN MATEO BIKE BOULEVARD WAYFINDING SIGN COMBINATION" PER ID PER PLANS. (8 / SS-8)

REV. NO.	DESCRIPTION	BY	DATE
1			
2			
3			
4			
5			

SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

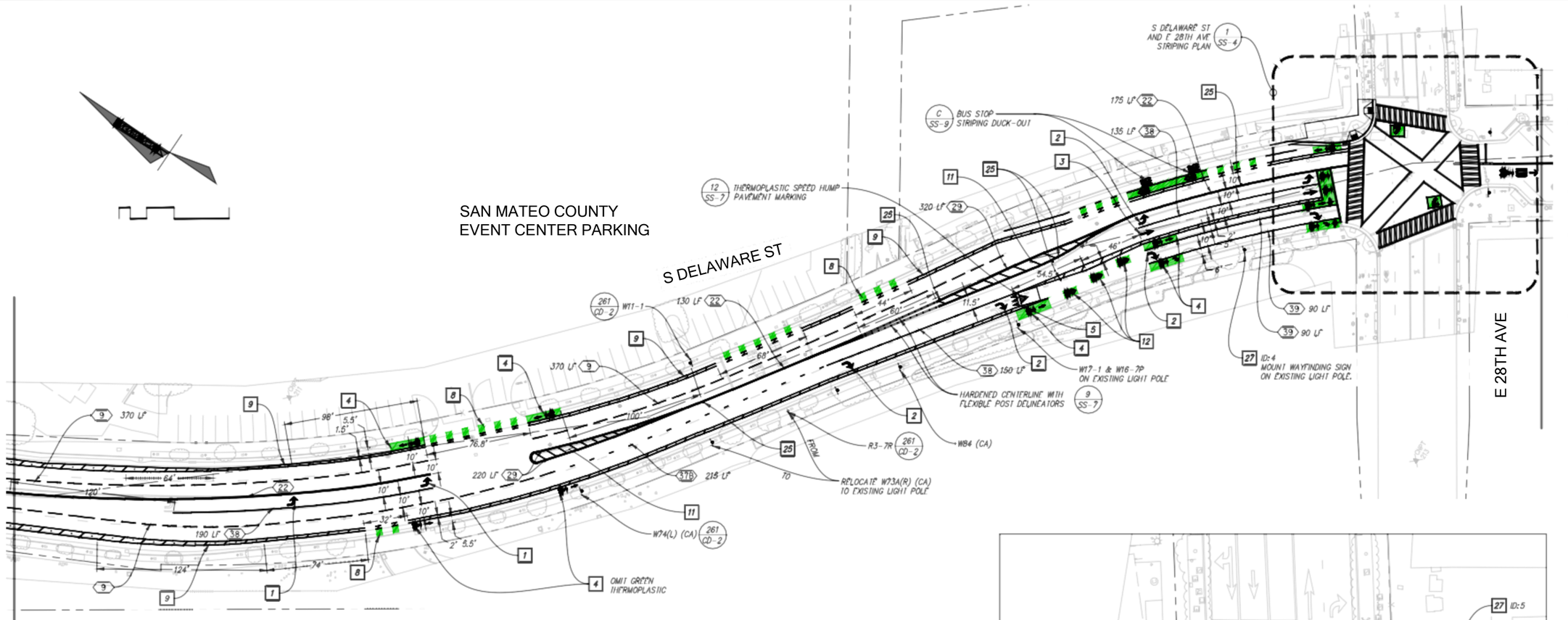
SIGNING AND STRIPING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO * INCORPORATED * CALIFORNIA

DESIGNED BY: JP DATE:
DRAWN BY: BP, TS DATE:
QC CHECKED BY: RES DATE:
PROJECT No.: 623071
SCALE:
SUBMITTAL: 60%

SS-3

SHEET 17 OF 36



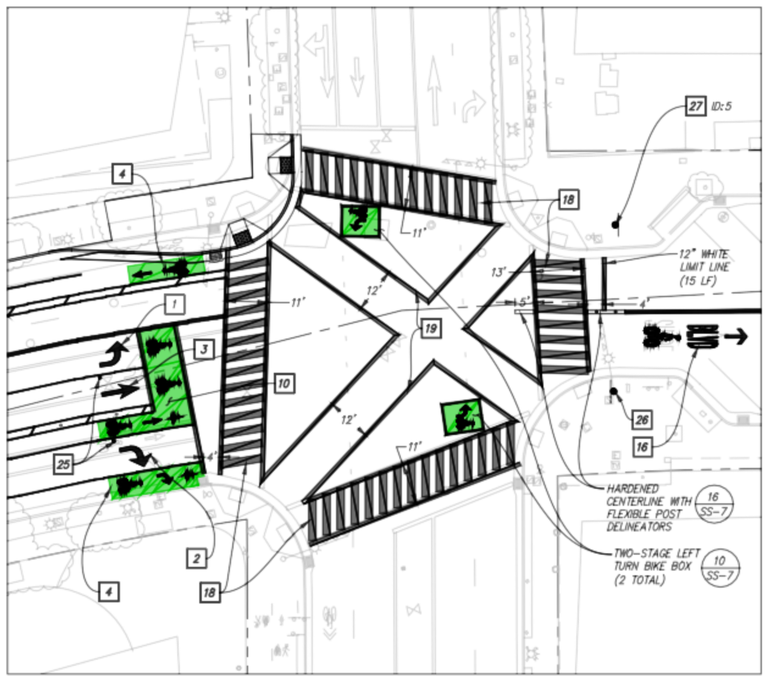
1. STRIPING DETAILS INDICATED REFER TO THE 2018 CALTRANS STANDARD PLAN PAVEMENT MARKERS AND TRAFFIC LINES TYPICAL DETAILS.
2. CONTRACTOR SHALL REMOVE STRIPING/MARKINGS THAT CONFLICT WITH THIS PLAN.
3. STRIPING, SIGNS, AND METHODS AND MATERIALS SHALL ADHERE TO THE LATEST REVISIONS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD) AND PROJECT SPECIFICATIONS.
4. ALL STRIPING SHALL BE THERMOPLASTIC UNLESS SPECIFIED OTHERWISE.
5. ALL EXISTING STRIPING DISTURBED DURING CONSTRUCTION ACTIVITY SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED ON THIS PLAN.
6. FINAL STRIPING SHALL BE VERIFIED IN THE FIELD.
7. CONTRACTOR SHALL LAY OUT/ CAT TRACK PROPOSED STRIPING AND NOTIFY ENGINEER NO LESS THAN 72 HOURS BEFORE STRIPING.
8. REFRESH ALL CURB PAINT WITHIN THE PROJECT EXTENTS IN-KIND.
9. ALL EXISTING SIGNS TO REMAIN UNLESS SPECIFIED OTHERWISE.

SIGN SCHEDULE

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS
W73A(R) (CA)	RIGHT LANE TURNS RIGHT AHEAD	36" X 36"	1
W74(L) (CA)	THRU TRAFFIC MERGE LEFT	36" X 36"	1
R3-7(R)	RIGHT LANE MUST TURN RIGHT	36" X 36"	1
CUSTOM	CITY OF SAN MATEO BIKE BLVD SIGN, SEE DETAIL A, SHEET SS-8	24" x 18"	1
CUSTOM	CITY OF SAN MATEO BIKE ROUTE SIGN AND WAYFINDING SIGN, SEE DETAIL B, SS-8	24" x 18"	1
W84 (CA)	SPEED HUMP AHEAD	36" X 36"	1
W17-1	SPEED HUMP	36" X 36"	1
W16-7P	DIAGONAL ARROW	24" X 12"	1
W11-1	BIKE	36" X 36"	1

SIGNING AND STRIPING NOTES

1. INSTALL TYPE IV (L) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
2. INSTALL TYPE IV (R) ARROW MARKING PER CALTRANS STANDARD PLAN A24A
3. INSTALL TYPE I ARROW MARKING PER CALTRANS STANDARD PLAN A24A
4. INSTALL GREEN BACKED BIKE LANE MARKING (13 SS-7)
5. INSTALL YIELD LINE PER CALTRANS STANDARD PLAN A24G
6. INSTALL "KEEP CLEAR" PAVEMENT MARKING SYMBOL STANDARD PLAN A24G
8. INSTALL BIKE LANE SKIP STRIPING (1 SS-7)
9. INSTALL BIKE LANE BUFFER WITH FLEX POSTS (3 SS-7)
10. INSTALL BIKE BOX (10 SS-7)
11. INSTALL STRIPED MEDIAN (2 SS-7)
12. INSTALL SHARED ROADWAY BICYCLE MARKING (4 SS-7)
15. INSTALL "BUS" PAVEMENT MARKING SYMBOL STANDARD PLAN A24G
16. INSTALL "BIKE BLVD" PAVEMENT MARKING SYMBOL (8 SS-7)
18. INSTALL YELLOW LADDER CROSSWALK PER CALTRANS STANDARD PLAN A24F
19. INSTALL YELLOW BASIC CROSSWALK PER CALTRANS STANDARD PLAN A24F
25. INSTALL BLUE HYDRANT RAISED PAVEMENT MARKERS 6" FROM EDGE OF STRIPE TOWARDS THE HYDRANT SIDE.
26. INSTALL "CITY OF SAN MATEO BIKE BOULEVARD ROUTE" SIGN ON EXISTING SIGNAL POLE. (A SS-8)
27. INSTALL "CITY OF SAN MATEO BIKE BOULEVARD WAYFINDING SIGN COMBINATION" PER ID PER PLANS. (B SS-8)



ENLARGEMENT 1
S DELAWARE ST AND
E 28TH AVE
1"=20'
(1)

SS-4

REV. NO.	DESCRIPTION	BY	DATE
1			
2			
3			
4			
5			

SANDIS
SANDIS.NET

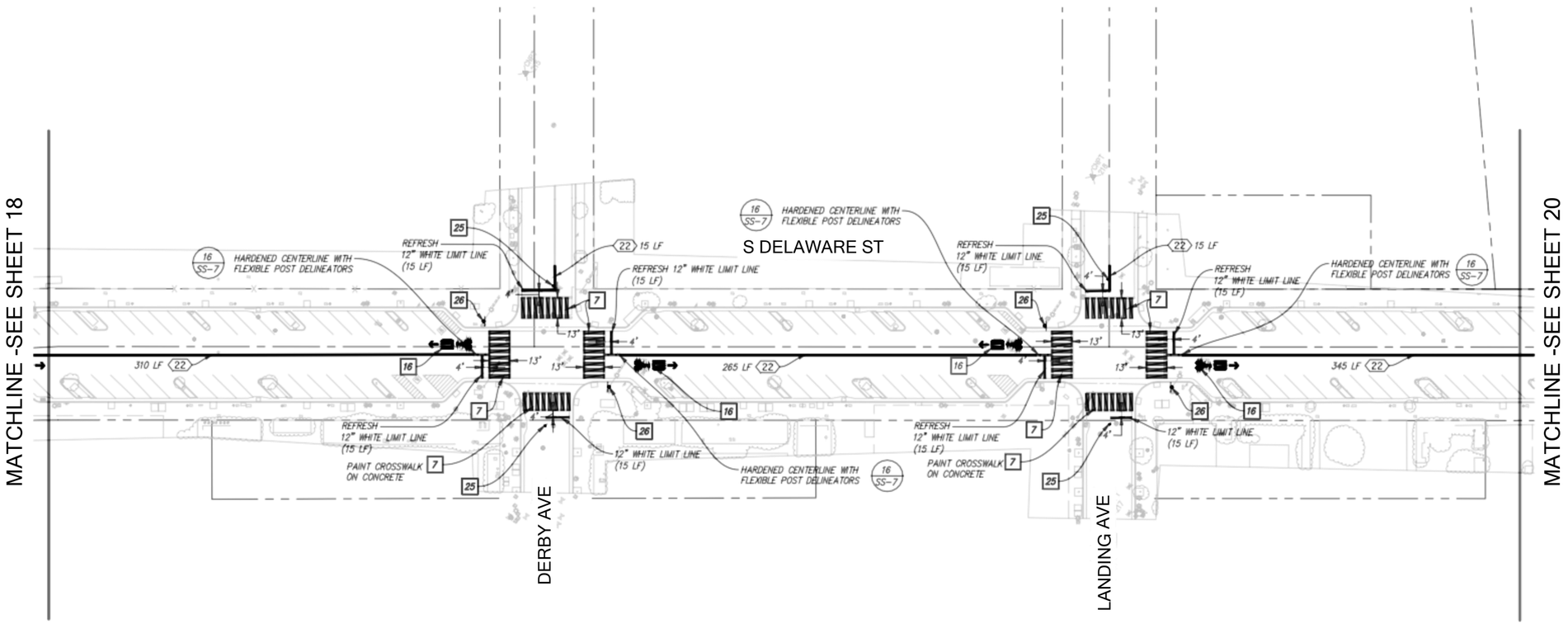
100% PLANS
NOT FOR CONSTRUCTION

SIGNING AND STRIPING PLAN
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO

DESIGNED BY: JP | DATE:
DRAWN BY: BP, TS | DATE:
QC CHECKED BY: RES | DATE:
PROJECT No. 623071
SCALE:
SUBMITTAL: 65%

File: X:\P\623071\4_ENGINEERING\2_PLAN SETS\3_SHEET SET\OFFSITE\6_SS-1 SIGNING AND STRIPING.dwg Date:February 21, 2025 - 4:54 PM, bpang



SIGN SCHEDULE

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS
CUSTOM	CITY OF SAN MATEO BIKE BLVD SIGN, SEE DETAIL A, SHEET SS-8	24" x 18"	4

GENERAL NOTES

1. STRIPING DETAILS INDICATED REFER TO THE 2018 CALTRANS STANDARD PLAN PAVEMENT MARKERS AND TRAFFIC LINES TYPICAL DETAILS.
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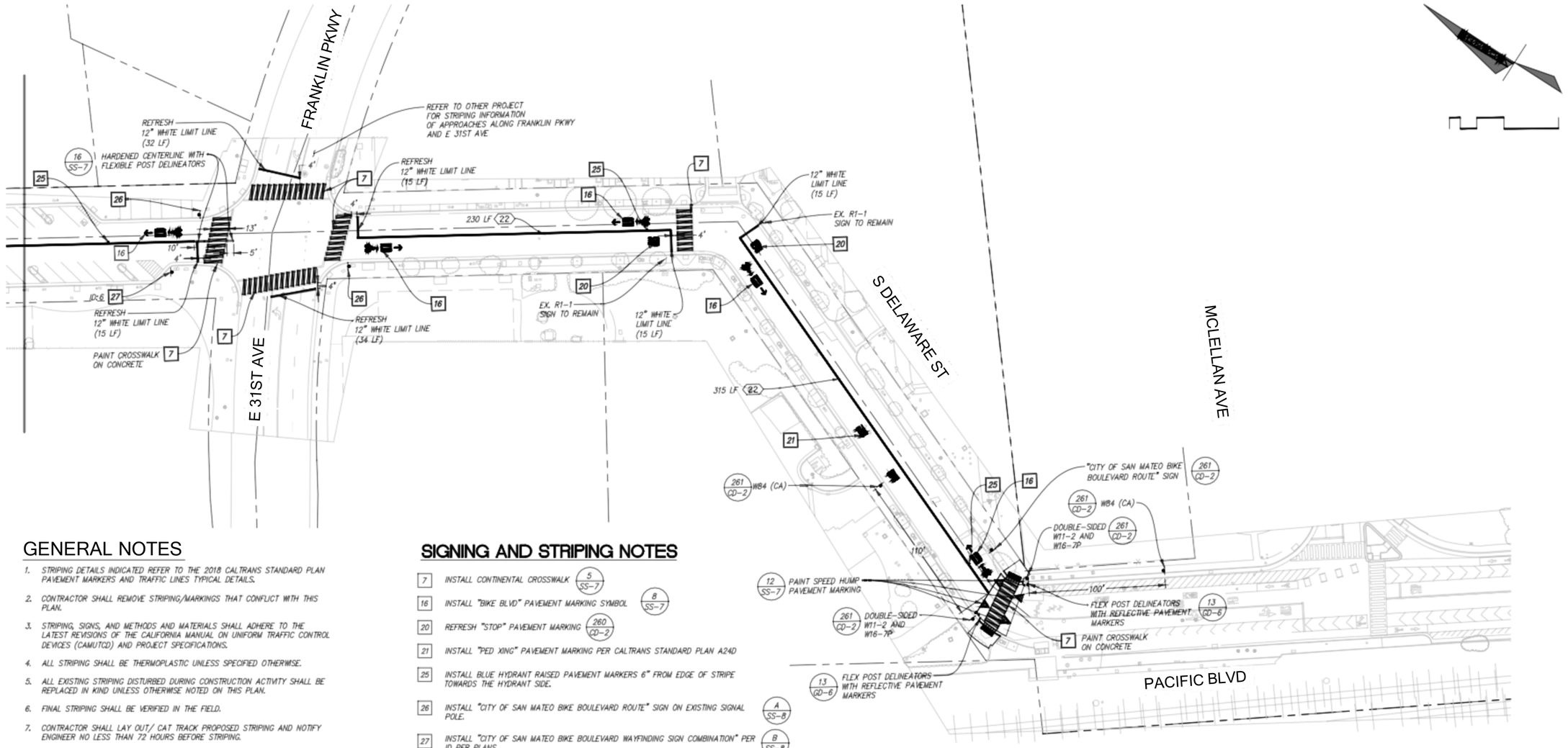
6. FINAL STRIPING SHALL BE VERIFIED IN THE FIELD.
7. CONTRACTOR SHALL LAY OUT/ CAT TRACK PROPOSED STRIPING AND NOTIFY ENGINEER NO LESS THAN 72 HOURS BEFORE STRIPING.
8. REFRESH ALL CURB PAINT WITHIN THE PROJECT EXTENTS IN-KIND.
9. ALL EXISTING SIGNS TO REMAIN UNLESS SPECIFIED OTHERWISE.

SIGNING AND STRIPING NOTES

- [7] INSTALL CONTINENTAL CROSSWALK (5/SS-7)
- [16] INSTALL "BIKE BLVD" PAVEMENT MARKING SYMBOL (8/SS-7)
- [25] INSTALL BLUE HYDRANT RAISED PAVEMENT MARKERS 6" FROM EDGE OF STRIPE TOWARDS THE HYDRANT SIDE.
- [26] INSTALL "CITY OF SAN MATEO BIKE BOULEVARD ROUTE" SIGN ON EXISTING SIGNAL POLE. (A/SS-8)



GENERAL NOTES

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SIGNING AND STRIPING NOTES

7 INSTALL CONTINENTAL CROSSWALK (5/SS-7)

16 INSTALL "BIKE BLVD" PAVEMENT MARKING SYMBOL (8/SS-7)

20 REFRESH "STOP" PAVEMENT MARKING (260/CD-2)

21 INSTALL "PED XING" PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D

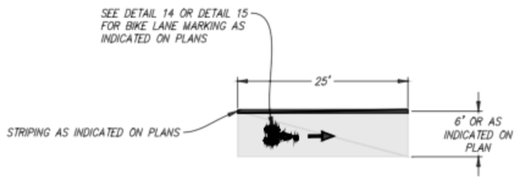
25 INSTALL BLUE HYDRANT RAISED PAVEMENT MARKERS 6" FROM EDGE OF STRIPE TOWARDS THE HYDRANT SIDE.

26 INSTALL "CITY OF SAN MATEO BIKE BOULEVARD ROUTE" SIGN ON EXISTING SIGNAL POLE. (A/SS-8)

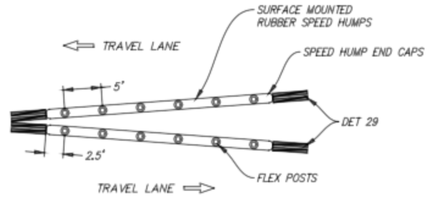
27 INSTALL "CITY OF SAN MATEO BIKE BOULEVARD WAYFINDING SIGN COMBINATION" PER ID PER PLANS. (B/SS-8)

SIGN SCHEDULE

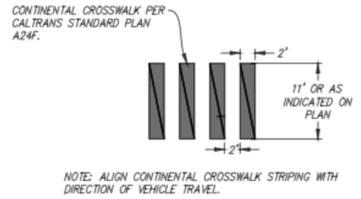
SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS
W11-2	PEDESTRIAN CROSSING	36" X 36"	4
W16-7P(R)	DIAGONAL ARROW	24" X 12"	4
W16-7P(L)	DIAGONAL ARROW	24" X 12"	4
W84 (CA)	SPEED HUMPS AHEAD	36" X 36"	2
CUSTOM	CITY OF SAN MATEO BIKE BLVD SIGN, SEE DETAIL A, SHEET SS-8	24" x 18"	3
CUSTOM	CITY OF SAN MATEO BIKE ROUTE SIGN AND WAYFINDING SIGN, SEE DETAIL B, THIS SHEET	24" x 18"	1



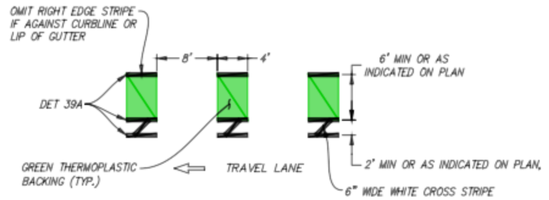
BIKE LANE
W/ GREEN THERMOPLASTIC
BACKING DETAIL 13
N.T.S.



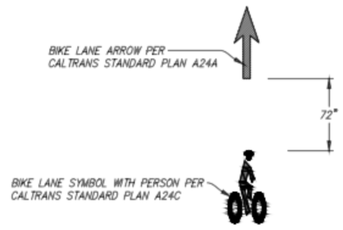
HARDENED CENTERLINE
WITH FLEXIBLE POST DETAIL 9
N.T.S.



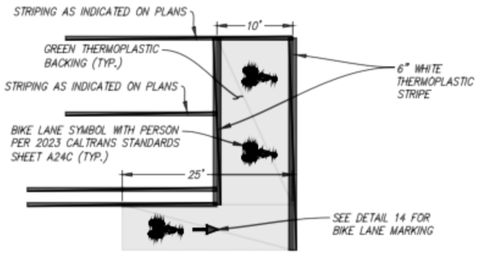
CONTINENTAL
CROSSWALK DETAIL 5
N.T.S.



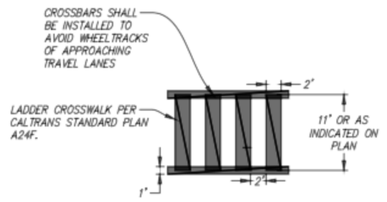
BIKE LANE
CONFLICT MARKINGS 1
N.T.S.



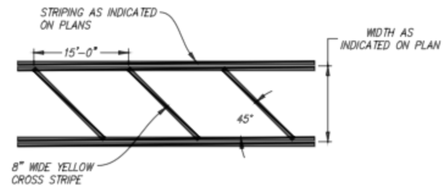
THROUGH
BIKE LANE MARKING 14
N.T.S.



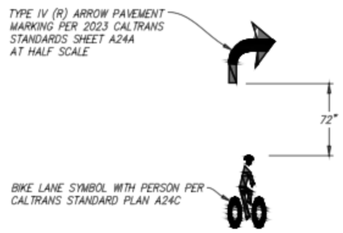
BIKE BOX
W/ GREEN THERMOPLASTIC
BACKING DETAIL 10
N.T.S.



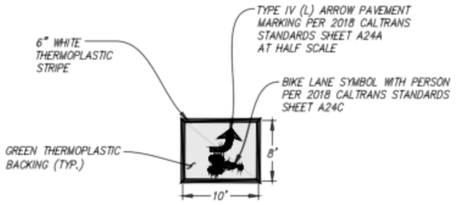
LADDER CROSSWALK DETAIL 6
N.T.S.



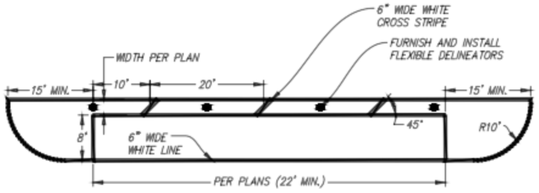
STRIPED MEDIAN DETAIL 2
N.T.S.



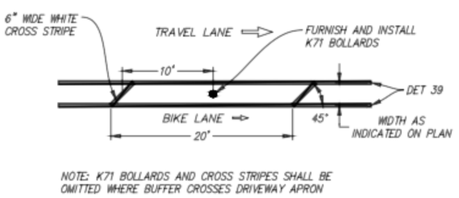
RIGHT TURN
BIKE LANE MARKING 15
N.T.S.



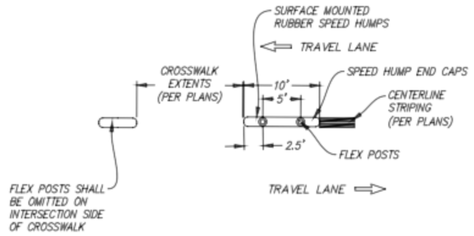
TWO-STAGE BIKE TURN-BOX
W/ GREEN THERMOPLASTIC
BACKING DETAIL 11
N.T.S.



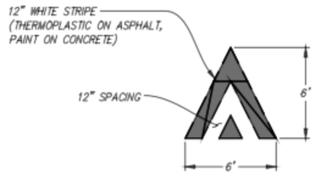
PARALLEL
PARKING STALLS 7
N.T.S.



BIKE LANE BUFFER WITH
FLEXIBLE POST DETAIL 3
N.T.S.

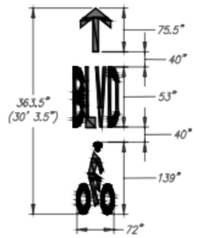


HARDENED CENTERLINE
AT INTERSECTION 16
N.T.S.

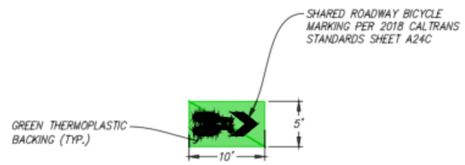


NOTE: SPEED TABLE/ HUMP PAVEMENT MARKING SHALL BE CENTERED IN THE TRAVEL LANE, AND COMPLY WITH CA MUTCD SECTION 3B.25.

SPEED TABLE/ HUMP
PAVEMENT MARKING 12
N.T.S.



BIKE BOULEVARD
PAVEMENT MARKING DETAIL 8
N.T.S.



SHARED LANE MARKING
W/ GREEN THERMOPLASTIC
BACKING DETAIL 4
N.T.S.

SS-7

SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

SIGNING AND STRIPING DETAILS
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

DESIGNED BY: JP
DRAWN BY: BP, TS
QC CHECKED BY: RES
PROJECT No. 623071
SCALE:
SUBMITTAL: 65%

SHEET 21 OF 36

File: X:\P\623071\4_ENGINEERING\2_PLAN SETS\3_SHEET SET\OFFSITE\6_SS-1 SIGNING AND STRIPING.dwg Date:February 21, 2025 - 4:55 PM, kparg

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS	SHEET NO.
W73A(L) (CA)	LEFT LANE TURNS LEFT AHEAD	36" X 36"	1	SS-3
W73A(R) (CA)	RIGHT LANE TURNS RIGHT AHEAD	36" X 36"	2	SS-3,4
W74(L) (CA)	THRU TRAFFIC MERGE LEFT	36" X 36"	2	SS-3,4
W74(R) (CA)	THRU TRAFFIC MERGE RIGHT	36" X 36"	3	SS-1,2,3
R3-7(L)	LEFT LANE MUST TURN LEFT	36" X 36"	2	SS-1,3
R3-7(R)	RIGHT LANE MUST TURN RIGHT	36" X 36"	2	SS-3,4
R1-5	YIELD TO PEDESTRIANS	36" X 36"	2	SS-2
R10-6	STOP HERE ON RED	24" X 36"	3	SS-2,3
R118(CA)	EXCEPT BIKE	18" X 24"	3	SS-2,3
W11-2	PEDESTRIAN CROSSING	36" X 36"	6	SS-2,6
W16-7P(R)	DIAGONAL ARROW	24" X 12"	6	SS-2,6
W16-7P(L)	DIAGONAL ARROW	24" X 12"	6	SS-2,6
W84 (CA)	SPEED HUMPS AHEAD	36" X 36"	2	SS-6
CUSTOM	CITY OF SAN MATEO BIKE BLVD SIGN, SEE DETAIL A, THIS SHEET	24" x 18"	6	SS-4,5,6
CUSTOM	CITY OF SAN MATEO BIKE ROUTE SIGN AND WAYFINDING SIGN, SEE DETAIL B, THIS SHEET	24" x 18"	6	SS-2,3,4,6
R1-1	STOP	36" X 36"	1	SS-2
R81	BIKE LANE	12" X 8"	1	SS-1
R81B	END	8" X 5"	1	SS-1
R4-7	KEEP RIGHT	24" X 30"	1	SS-2
W11-1	BIKE	36" X 36"	1	SS-3, 4

NOTE:
REFER TO TRAFFIC SIGNAL PLANS FOR SIGNAL POLE AND MAST ARM MOUNTED SIGNS

W73A(L) (CA)

W73A(R) (CA)

W74(L) (CA)

W74(R) (CA)

R3-7(L)

R3-7(R)

R1-5

R10-6

R118(CA)

R81(CA)

R81B(CA)

R1-1


R4-7

*SIGN FACES SHOWN FOR REFERENCE ONLY. REFER TO MUTCD FOR MORE INFORMATION ON SIGN DIMENSIONS AND INSTALLATION.

SIGN FACES

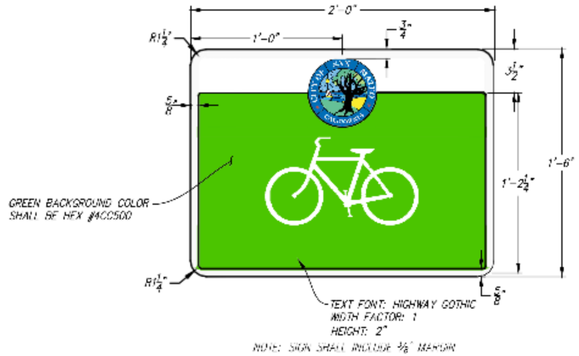

W11-1


W11-2


W16-7P(L)


W16-7P(R)

W84 (CA)

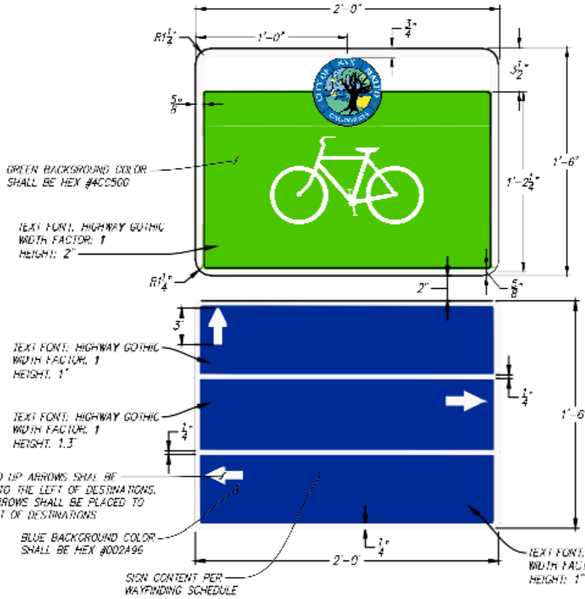


NOTE: SIGN SHALL INCLUDE ⅜" MARGIN

CITY OF SAN MATEO BIKE BLVD SIGN

N.T.S

A



NOTE: SIGN SHALL INCLUDE ⅜" MARGIN

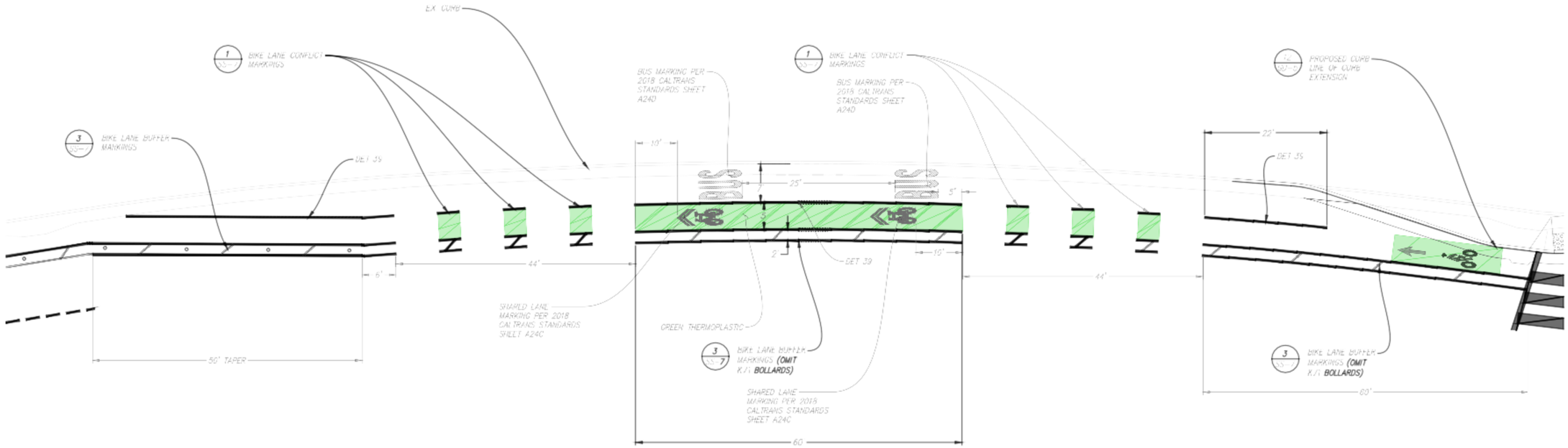
CITY OF SAN MATEO BIKE BLVD WAYFINDING SIGN COMBINATION

N.T.S

B

WAYFINDING SCHEDULE

ID	SHEET	DESTINATIONS			DISTANCES			TIMES			ARROWS		
		1	2	3	1	2	3	1	2	3	1	2	3
1	SS-2	San Mateo Event Center	Hillsdale Caltrain Station	Hillsdale Shopping Center	0.6 miles	0.8 miles	1.0 miles	4 min.	5 min.	6 min	LEFT	UP	UP
2	SS-2	San Mateo Event Center	Downtown San Mateo	Hayward Park Caltrain Station	0.6 miles	1.5 miles	0.5 miles	4 min.	8 min.	4 min	RIGHT	UP	UP
3	SS-3	Hillsdale Caltrain Station	Hillsdale Shopping Center	Hillsdale High School	0.4 miles	0.8 miles	1.5 miles	2 min	5 min.	10 min	UP	UP	UP
4	SS-4	Hillsdale Caltrain Station	Hillsdale Shopping Center	Beresford Park	0.1 miles	0.5 miles	0.6 miles	1 min.	4 min	5 min	RIGHT	RIGHT	RIGHT
5	SS-4	Hillsdale Caltrain Station	San Mateo Event Center	Beresford Park	0.1 miles	1.0 miles	0.7 miles	1 min.	5 min.	5 min	LEFT	UP	LEFT
6	SS-6	Hillsdale Caltrain Station	Hillsdale Shopping Center	Hillsdale High School	0.1 miles	0.2 miles	1.0 miles	1 min.	2 min.	6 min	RIGHT	RIGHT	RIGHT



BUS STOP STRIPING DUCK-OUT C

SS-9

REV. NO.	DESCRIPTION	BY	DATE

SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

28TH AVE BUS STOP STRIPING DETAIL
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO

DESIGNED BY: JP	DATE:	
DRAWN BY: BP, TS	DATE:	
QC CHECKED BY: RES	DATE:	
PROJECT No. 623071	SCALE:	
SUBMITTAL: 60%		

SHEET 23 OF 36

File: X:\P\623071\4_ENGINEERING\2_PLAN SETS\3_SHEET SET\OFFSITE\6_SS-1 SIGNING AND STRIPING.dwg Date:February 21, 2025 - 4:55 PM, tsuang

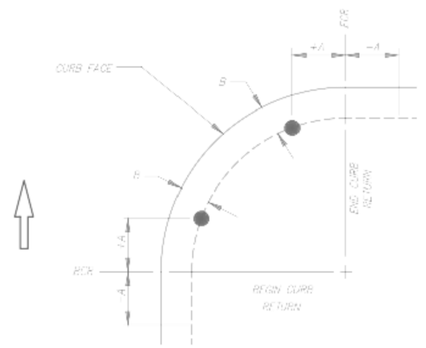
1. ALL ELECTRICAL WORK SHALL CONFORM TO THE CITY OF SAN MATEO STANDARDS, THE LATEST CALTRANS STANDARD SPECIFICATIONS AND PLANS AND SUBSEQUENT REVISED STANDARD PLANS, AND THE LATEST VERSION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD).
2. FOR ANY SIGNAL EQUIPMENT STANDARD NOTES, ABBREVIATIONS, AND LEGENDS, REFER TO CALTRANS STANDARD PLANS.
3. IN CASE OF DISCREPANCIES BETWEEN CITY AND CALTRANS STANDARDS, CITY STANDARDS SHALL GOVERN.
4. ALL EXISTING ELECTRICAL EQUIPMENT TO REMAIN, UNLESS OTHERWISE NOTED. IF DAMAGED BY CONTRACTOR'S OPERATIONS, EQUIPMENT SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THEIR EXPENSE.
5. THE CONTRACTOR SHALL CONTACT ALL UTILITIES TO VERIFY UNDERGROUND AND OVERHEAD UTILITIES. THE CONTRACTOR SHALL CALL 811, UNDERGROUND SERVICE ALERT (U.S.A.) 48 HOURS PRIOR TO ALL EXCAVATIONS.
6. THE CONTRACTOR SHALL VERIFY OVERHEAD AND UNDERGROUND CLEARANCE REQUIREMENTS WITH PG&E, AT&T, AND OTHER AFFECTED UTILITIES PRIOR TO BEGINNING OF WORK.
7. CONTRACTOR SHALL CONTACT PG&E FOR SERVICE DISCONNECTIONS, NEW SERVICE CONNECTIONS, AND JERSEY WITH PG&E REGARDING SERVICE PULL BOX AND CONDUIT REQUIREMENTS PRIOR TO BEGINNING OF WORK.
8. THE CONTRACTOR SHALL VERIFY ALL HEADS UP WAY AND LANDMARK INFORMATION PRIOR TO CONSTRUCTION.
9. THE LOCATION OF ALL EQUIPMENT SHOWN ON THIS PLAN ARE APPROXIMATE AND ARE SUBJECT TO CHANGE TO SUIT FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER.
10. THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.
11. THE CONTRACTOR SHALL VERIFY EXISTING CONDUIT CONDITIONS. NEW CONDUITS SHALL BE INSTALLED IF EXISTING CONDUITS WERE DAMAGED, AS DIRECTED BY THE ENGINEER.
12. WHERE EXISTING CONDUITS SHOWN HYPOTHETICALLY UNDER SIDEWALK AND CURB RAMP AREAS ARE SHOWN TO REMAIN ON THE PLANS, THE CONTRACTOR SHALL PROTECT EXISTING CONDUITS WHILE RECONSTRUCTING SIDEWALK AND CURB RAMPS.
13. ALL NEW LOOP DETECTORS SHALL BE INSTALLED IN THE CENTER OF THE TRAFFIC LANE, UNLESS OTHERWISE NOTED ON PLAN. LOOP DETECTORS SHALL BE FIELD-ADJUSTED TO AVOID ANY CONFLICTS WITH EXISTING VALVE COVERS, MANHOLE COVERS, OR OTHER UTILITY FACILITIES.
14. ALL NEW PULL BOXES SHALL BE NO. 6(E), UNLESS NOTED OTHERWISE.
15. ALL NEW PULL BOXES SHALL BE LOCATED IN THE SIDEWALK WHERE APPLICABLE AND SHALL NOT BE INSTALLED WITHIN ADA TACTILE STRIP, RAMPS, OR LANDINGS.
16. ALL NEW PEDESTRIAN SIGNAL HEADS SHALL BE LED COUNTDOWN TYPE.
17. ALL NEW VEHICLE SIGNAL HEADS SHALL BE 12" LED TYPE AND SHALL HAVE BACKPLATES.
18. ALL NEW BICYCLE SIGNAL HEADS SHALL EITHER BE 4" LED TYPE WITH YELLOW HOUSING OR 8" LED TYPE WITH YELLOW HOUSINGS, BACKPLATES, AND VISORS. THE USE OF 4" AND 8" SHALL BE AS IDENTIFIED ON SIGNAL PLANS.
19. APS SHALL BE POLARA 1002/1001 TOUCHLESS 2-WIRE PUSH BUTTONS WITH ECO PROCESSOR, CAMPBELL ADVISOR ACCESSIBLE PEDESTRIAN SIGNAL BY CAMPBELL OR APPROVED EQUIVALENT. FACEPLATE FOR APS SHALL BE R10-3e(CA) SIGN.
20. THE CONTRACTOR SHALL COVER AND REMOVE REMARKING HOLES AND DAMAGE ON EXISTING SIGNAL STANDARDS AFTER REMOVING EXISTING EQUIPMENT FROM EXISTING SIGNAL STANDARDS.
21. THE CONTRACTOR SHALL MAINTAIN THE OPERATION OF THE EXISTING SIGNALS AT ALL TIMES DURING CONSTRUCTION, UNLESS OTHERWISE APPROVED BY THE CITY.
22. SIGNALS SHALL BE RETURNED TO NORMAL OPERATION AT THE END OF EACH WORKING DAY AND SHALL NOT BE LEFT IN RED FLASH UNATTENDED / OVERNIGHT UNLESS APPROVED IN ADVANCE BY ENGINEERING.
23. SALVAGED EQUIPMENT SHALL BE DELIVERED TO THE CITY OF SAN MATEO CORPORATION YARD AT 1949 PACIFIC BLVD, SAN MATEO, CA 94403. THE CONTRACTOR SHALL CALL (650)522-7355 TO ARRANGE DELIVERY PRIOR TO REMOVING EQUIPMENT.
24. PED PUSH BUTTONS AT SIGNALIZED INTERSECTIONS SHALL BE TYPE IV.
25. ALL CONDUCTORS AND CABLES MUST BE COPPER, UNLESS OTHERWISE NOTED.
26. R/W SHOWN IS APPROXIMATE ONLY.

ABBREVIATIONS

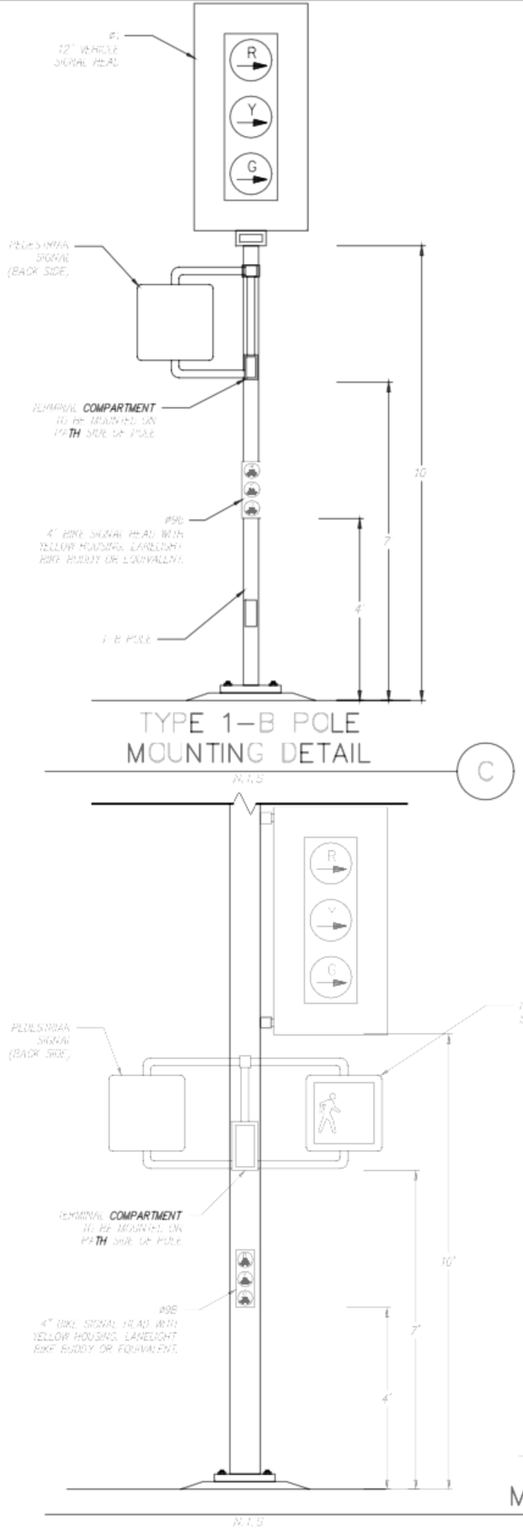
AB	EXPANSION, IF APPROVED, TO CONDUIT REMOVE CONDUCTORS
BC	INSTALL PULL BOX IN EXISTING CONDUIT RUN
CB	INSTALL CONDUIT INTO EXISTING PULL BOX
CC	CONNECT NEW AND EXISTING CONDUIT, REMOVE EXISTING CONDUCTORS AND INSTALL CONDUCTORS AS INDICATED
FI	FURNISH AND INSTALL EQUIPMENT AS INDICATED
RC	EQUIPMENT OR MATERIAL TO BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR
RL	RELOCATE EQUIPMENT
RS	REMOVE AND SALVAGE EQUIPMENT OR MATERIAL EQUIPMENT TO BECOME THE PROPERTY OF THE CITY
RR	REMOVE AND REUSE EQUIPMENT
SC	SPLICE NEW TO EXISTING CONDUCTORS

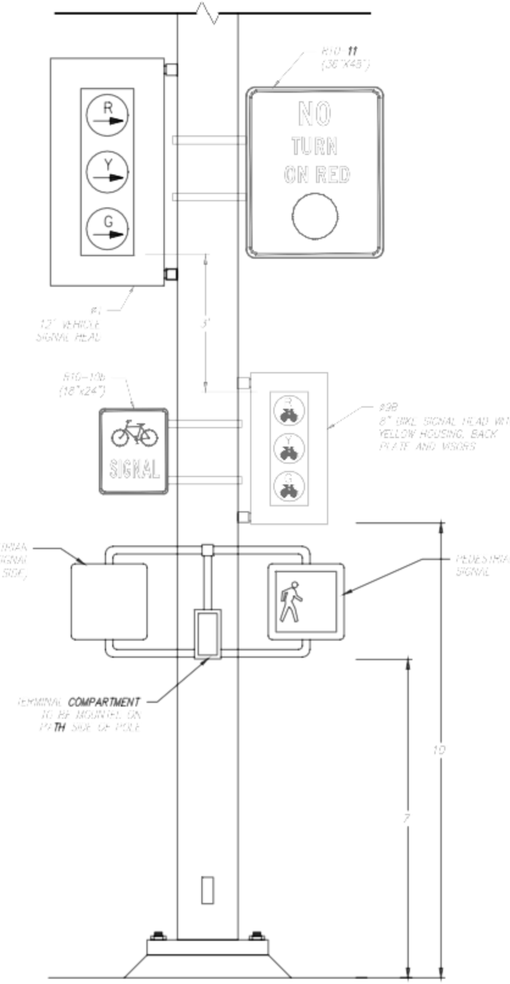
ELECTRICAL LEGEND

SIGNAL CONDUIT
SIGNAL CONTROLLER CABINET
EMERGENCY VEHICLE PREEMPTION (EVP)
ILLUMINATED STREET NAME SIGN (IISNS)
RETROREFLECTIVE STREET NAME SIGN (RSNS)
PULL BOX
PEDESTRIAN SIGNAL HEAD
PEDESTRIAN PUSH BUTTON
SIGNAL POLE
PEDESTRIAN PUSH BUTTON POST
SERVICE ENCLOSURE
SIGN
VIDEO DETECTION CAMERA
CLOSED CIRCUIT TELEVISION (CCTV)
LOOP DETECTOR
VIDEO DETECTION ZONE
SIGNAL HEAD
SIGNAL MAST ARM WITH LUMINAIRE



POLE LOCATION DIAGRAM





E-1

REV. NO. | DESCRIPTION | BY | DATE

SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

SIGNAL NOTES
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

DESIGNED BY: JP | DATE:
DRAWN BY: BP, TS | DATE:
QC CHECKED BY: RES | DATE:
PROJECT No.: 623071
SCALE:
SUBMITTAL: 65%

SHEET 24 OF 36

1. SEE SHEET E-1 FOR ELECTRICAL NOTES.

1 RS PEDESTRIAN PUSH BUTTON EQUIPMENT.

2 FI APS PEDESTRIAN PUSH BUTTON ON EXISTING POLE.

3 FI R10-11 "NO TURN ON RED" SIGN ON EXISTING POLE.

4 FI COUNTDOWN PEDESTRIAN SIGNAL HEAD.

5 AB LOOP DETECTORS IN PLACE.

6 FI ITERIS VANTAGE VECTOR VIDEO DETECTION CAMERA ON LUMINAIRE MAST ARM PER MANUFACTURER'S RECOMMENDATIONS. SEE CALTRANS STANDARD PLAN ES-7R FOR DETAILS.

7 RS EXISTING TRAFFIC SIGNAL PULL BOX. FI NEW #5 TRAFFIC SIGNAL PULL BOX OUTSIDE OF CURB RAMP AND RECONNECT EXISTING CONDUITS.

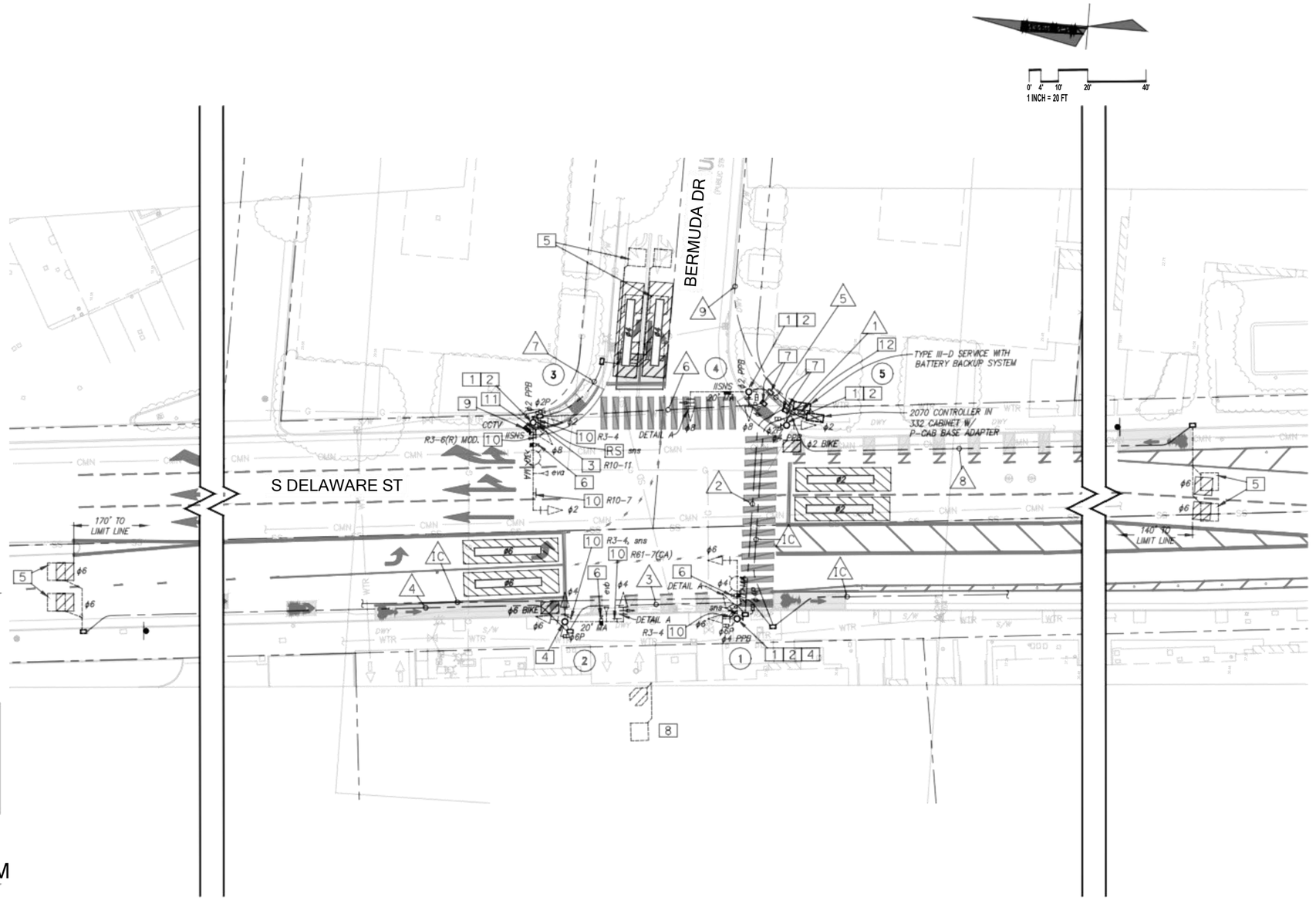
8 PROTECT IN PLACE EXISTING LOOP DETECTORS.

9 FI CCTV CAMERA ON SIGNAL POLE PER MANUFACTURER'S RECOMMENDATIONS.

10 RS EXISTING SIGN(S) AND FI SIGN(S) IN KIND, AS INDICATED.

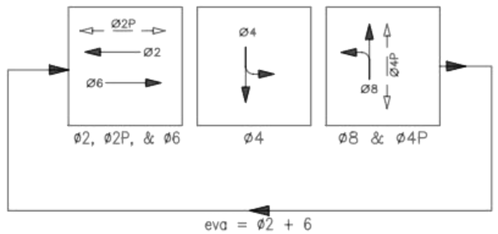
11 FI MOUNT IISNS ON ITS OWN MAST ARM PER MANUFACTURE'S RECOMMENDATIONS.

12 RC EXISTING ELECTRICAL PULL BOX. FI NEW #5 ELECTRICAL PULL BOX. PROTECT EXISTING CONDUCTORS AND CONDUITS.



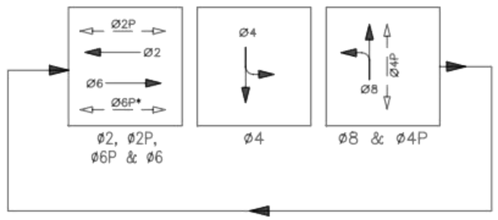
EXISTING SIGNAL PHASE DIAGRAM

STEADY DEMAND SEQUENCE



PROPOSED SIGNAL PHASE DIAGRAM

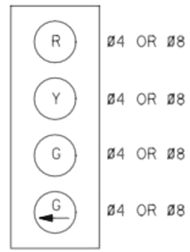
STEADY DEMAND SEQUENCE



* Ø6P PEDESTRIAN SIGNALS SHALL REST IN WALK

eva = Ø2 + 6

evb = Ø4



DETAIL A

Ø4 OR Ø8

SANDIS
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100% PLANS
NOT FOR CONSTRUCTION

TRAFFIC SIGNAL PLAN - BERMUDA DR
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO

E-2

SHEET 25 OF 36

CONDUCTOR SCHEDULE

AWG	CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS / RUN NUMBER 1	2	3	4	5	6	7	8	9	10
		EX.	EX.	EX.	EX.	NEW	EX.	EX.	EX.	EX.	EX.
#14	VEHICLE										
	φ2	3				3	3				
	φ4	3	3	3							
	φ6	3	3	3							
	φ8	3				3					
	PED										
	φ2	2				2	2				
	φ4	4	2			2					
	φ6	4	4	2							
	PPE										
	φ2	2				2	1				
	φ4	2	1								
	SPARES	6	3	3		3	3				
	TOTAL #14	32	16	11	–	15	9	–	–	–	–
#12	PPE COMMON	2	1	1		1	1				
#10	IISNS	2				2					
#8	LIGHTING (240V)	4	2			2	2				
	SIGNAL COMMON (120V)	2	1	1		1	1				
	TOTAL #8	6	3	1	–	3	3	–	–	–	–
DETECTOR LOOP CABLE (DLC)	φ6	1	1								
	TOTAL DETECTOR CABLES	1	1	–	–	–	–	–	–		
VIDEO DETECTION CABLE (CAT 5E)	φ2	1				1	1				
	φ4	1	1	1							
	φ6	1	1								
	TOTAL VIDEO DETECTION CABLES	3	2	1	–	1	1	–	–	–	–
#6	SERVICE									3	
EVP	OPTICOM CABLE	1				1	1				
	PULL ROPE										1
SIC	FIBER										1
CCTV (CAT 6)	CCTV	1					1				
	SPARE	1					1				
	TOTAL CCTV	2	–	–	–	–	2	–	–	–	–
	CONDUIT DESIGNATION	EX.	EX.	EX.	EX.	NEW	EX.	EX.	EX.	EX.	EX.
	CONDUIT SIZE (INCHES)	3 ½"	2 ½"	2"	1 ½"	2 ½"	2 ½"	1 ½"	1 ½"	1 ½"	2"
	CONDUIT FILL (%)	21%	21%	14%	–	15%	20%	–	–	9%	1%

NOTES:

1. CABLING AND CONDUCTOR SCHEDULES ARE SHOWN AS AN EXAMPLE OF WHAT MAY BE USED AT THE SITE. THE CONTRACTOR SHALL FIELD-VERIFY ALL EXISTING WIRING PRIOR TO BEGINNING WORK. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY TO PROVIDE A FULLY FUNCTIONAL SYSTEM MEETING ALL THE REQUIREMENTS OF THE CITY OF SAN MATEO. ALL PROPOSED FIELD WIRING SHALL BE APPROVED BY THE ENGINEER AND SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE OWNER OR DEVELOPER. THE CONTRACTOR SHALL PROVIDE THE CITY OF SAN MATEO WITH A WIRING AS-BUILT WHEN THE WORK IS COMPLETED.
2. NEW CONDUCTORS IN THE ABOVE TABLE IS SHOWN IN BOLD.
3. STREETLIGHT CONDUCTORS SHALL BE AWG#10 FOR POLE CONNECTION AND AWG#8 IN UNDERGROUND CONDUITS, WITH 2 CONDUCTORS.
4. IISNS TO BE FED FROM SEPARATE BREAKER IN SERVICE ENCLOSURE.

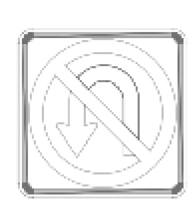
POLE AND SIGNAL SCHEDULE

LOCATION	STANDARD: TYPE	STANDARD: SIGNAL MAST ARM LENGTH	STANDARD: LUMINAIRE MAST ARM LENGTH	LED LUMINAIRE (MAX WATTAGE)	VEHICLE SIGNAL: φ	VEHICLE SIGNAL: MAST ARM	VEHICLE SIGNAL: φ	VEHICLE SIGNAL: POLE	PED SIGNALS: φ	PED SIGNALS: MOUNTING	PED SIGNALS: POLE QUADRANT	PBA: φ	PBA: ARROW	PBA: POLE QUADRANT	STREET NAME SIGN: RSNS OR IISNS	POLE LOCATION (IN INCHES): A	POLE LOCATION (IN INCHES): B	SPECIAL REQUIREMENTS
1	17-1-70	20'	15'	73 LED	6	MAS	4, 6	SV-2-TA	4, 6	SP-2-T		4	→		RSNS			RS EXISTING φ4 PPB FI APS PUSH BUTTON, FI PEDESTRIAN SIGNAL HEAD.
2	16-1-70	15'	–	–	4	MAS-4B	4, 6	SV-2-TA	6	SP-1-T					RSNS			FI PEDESTRIAN SIGNAL HEAD
3	19-3-70	30'	15'	73 LED	2	MAS	2, 8	SV-2-TA	2	SP-2-T		2	←		IISNS			RS EXISTING φ2 PPB FI APS PUSH BUTTON & IISNS ON ITS OWN MAST ARM.
4	19-4-100	20'	–	–	8	MAS-4B	8	SV-1-T	4	SP-1-T		2	←		IISNS			RS EXISTING φ2 PPB FI APS PUSH BUTTON & IISNS
5	1-B	–	–	–		–	2	TV-1-T	2	SP-1-T		4	→					RS EXISTING φ4 PPB FI APS PUSH BUTTON.

PROPOSED SIGN SCHEDULE

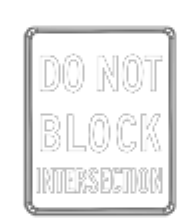
SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS	SHEET NO.
R3-4	NO U-TURN	36"X36"	3	E-2
R3-6(R) MOD	MOVEMENT LANE CONTROL	36"x48"	1	E-2
R10-11	NO TURN ON RED	36"x48"	1	E-2
R10-7	DO NOT BLOCK INTERSECTION	24"x30"	1	E-2
R61-7 (CA)	MOVEMENT LANE CONTROL	54"X45"	1	E-2

NOTE:
THE ABOVE SIGN SCHEDULE EXCLUDES STREET NAME SIGNS AND IDENTIFIES ONLY THE PROPOSED SIGNS MOUNTED ON THE SIGNAL POLE AND MAST ARM.

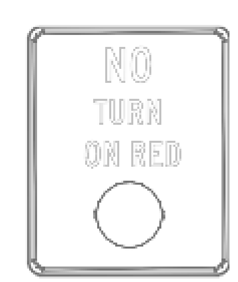


R3-4

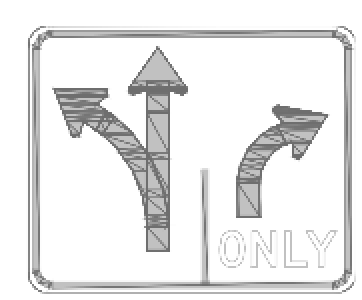
R3-6(R) MOD



R10-7



R10-11



R61-7 (CA)

REV. NO.	DESCRIPTION	BY	DATE

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100% PLANS
NOT FOR CONSTRUCTION

TRAFFIC SCHEDULE - BERMUDA DR

DELAWARE STREET
SAFE ROUTES TO SCHOOL

CITY PROJECT NO. 46R022

DESIGNED BY: JP | DATE:
DRAWN BY: BP, TS | DATE:
QC CHECKED BY: RES | DATE:
PROJECT No. 623071
SCALE:
SUBMITTAL 60%

E-3

1. SEE SHEET E-1 FOR ELECTRICAL NOTES.

1 RS PEDESTRIAN PUSH BUTTON EQUIPMENT.

2 FI APS PEDESTRIAN PUSH BUTTON ON EXISTING POLE.

3 FI SIGN(S) AS INDICATED ON EXISTING POLE.

4 FI ø9B 4" BICYCLE SIGNAL HEAD ON POLE IN ACCORDANCE TO MUTCD IA-16. SEE DETAIL B ON THIS SHEET FOR SIGNAL HEAD REFERENCE. SEE DETAIL C ON SHEET E-1 FOR MOUNTING DETAIL.

5 RS EXISTING ø6 BALL LED MODULES. FI ø1 RIGHT ARROW LED MODULES INTO EXISTING SIGNAL HOUSING. REWIRE CONDUCTORS FOR ø1 IN SIGNAL CABINET. SEE DETAIL A ON THIS SHEET FOR REFERENCE.

6 RS EXISTING TRAFFIC SIGNAL CABINET. DEMOLISH EXISTING CABINET FOUNDATION. FI 342LX TRAFFIC SIGNAL CABINET ON NEW FOUNDATION. RR ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO NEW CABINET. THE TRAFFIC SIGNAL SHALL REMAIN FUNCTIONING UP TO AND AFTER THE SWITCH OVER. RR EXISTING BBS CABINET.

7 RS EXISTING VIDEO DETECTION SYSTEM. FI ITERIS VANTAGE VECTOR VIDEO DETECTION CAMERA ON LUMINAIRE MAST ARM PER MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL FURNISH AND INSTALL ALL EQUIPMENT NECESSARY TO PROVIDE A FULLY FUNCTIONAL SYSTEM INCLUDING REPLACING THE EXISTING SYSTEM.

8 FI ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL) ON POLE TO FACE ADJACENT BICYCLE FACILITY AT INDICATED BIKE DETECTION ZONE FOR THAT FACILITY. SMART CYCLE BIKE INDICATOR SHALL BE MOUNTED BETWEEN 4 FT AND 6 FT FROM FINISH GRADE AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND GUIDELINES.

9 RS EXISTING CCTV CAMERA. RC EXISTING CCTV CABLE.

10 FI CCTV CAMERA ON SIGNAL POLE PER MANUFACTURER'S RECOMMENDATIONS.

11 RL EXISTING VEHICLE HEAD AS SHOWN.

12 RL EXSITING PPB POST ON NEW FOUNDATION.

13 REMOVE AND DISPOSE EXISTING PPB POST FOUNDATION.

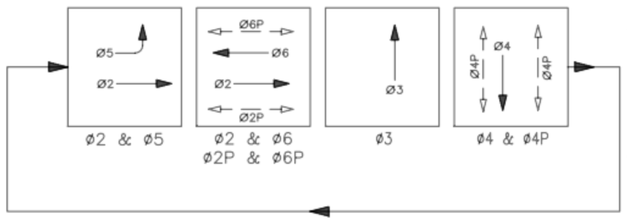
14 FI APS PEDESTRIAN PUSH BUTTON ON PROPOSED POLE/ PPB POST.

15 FI ø9B 8" BICYCLE SIGNAL HEAD ON POLE IN ACCORDANCE TO MUTCD IA-16. SEE DETAIL B ON THIS SHEET FOR SIGNAL HEAD REFERENCE. SEE DETAIL D ON SHEET E-1 FOR MOUNTING DETAIL.

16 RS ø6 SIGNAL HEAD. FI ø1 SIGNAL HEAD. REUSE SALVAGED ø6 SIGNAL HEAD HOUSING BY REPLACING ø6 BALL LED MODULE WITH ø1 RIGHT TURN ARROW LED MODULES. SEE DETAIL A ON THIS SHEET FOR REFERENCE. SEE DETAIL D ON SHEET E-1 FOR MOUNTING DETAIL.

EXISTING SIGNAL PHASE DIAGRAM

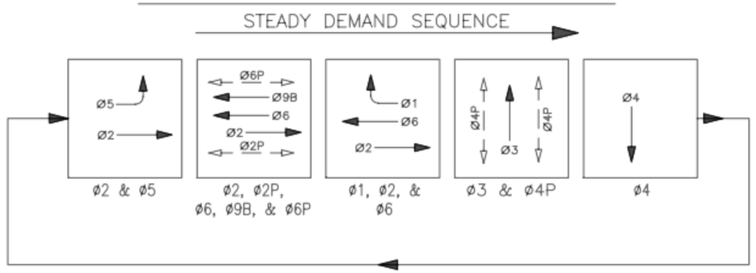
STEADY DEMAND SEQUENCE



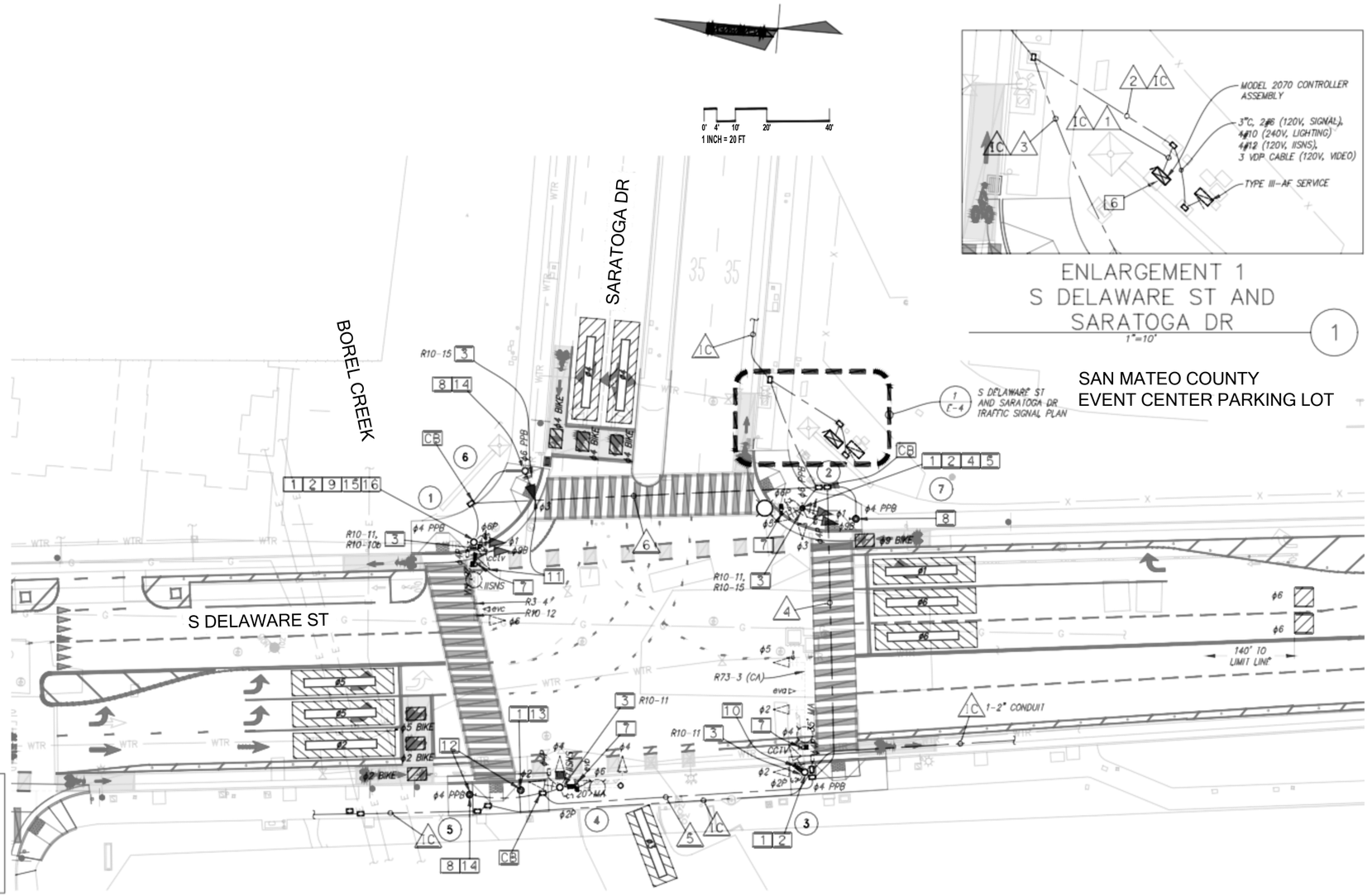
eva = ø2+ø5
evb = ø4
evc = ø6

PROPOSED SIGNAL PHASE DIAGRAM

STEADY DEMAND SEQUENCE

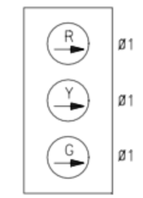


eva = ø2+ø5
evb = ø4
evc = ø6+ø1

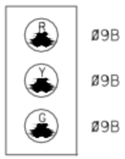


ENLARGEMENT 1
S DELAWARE ST AND SARATOGA DR
1"=10' — 1

SAN MATEO COUNTY
EVENT CENTER PARKING LOT



DETAIL A
ø1



DETAIL B
ø9B

SANDIS
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100% PLANS
NOT FOR CONSTRUCTION

TRAFFIC SIGNAL PLAN - SARATOGA DR
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO

E-4

SHEET 27 OF 36

CONDUCTOR SCHEDULE

AWG	CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS — RUN NUMBER						
		1 EX.	2 EX.	3 EX.	4 EX.	5 EX.	6 EX.	7 EX.
#14	VEHICLE							
	#1	3	3	3			3	
	#2	3	3	3	3	3		
	#3	3	3	3			3	
	#4	3	3	3	3	3		
	#5	3	3	3	3			
	#6	6	6	6	3	3	3	
	#9B	3	3	3			3	
	PED							
	#2	2	2	2	2	2		
	#4	4	4	4	2	2	2	
	#6	2	2	2			2	
	PPB							
	#4	2	2	2	1	1	1	
	#6	1	1	1			1	
	PPB COMMON	2	2	2	1	1	1	
	SPARES	6	6	6	3	3	3	
	SMART CYCLE BIKE INDICATOR							
	#2/#5 BIKE	2	2	2	2	2		
	#4 BIKE	2	2	2			2	
	#9 BIKE	2	2	2				
	TOTAL #14	49	49	49	23	20	24	
#12	IISNS	4	4	4	2	2		
#1C	SIGNAL NEUTRAL (120V)	4	4	4	2	2	2	
#8	LIGHTING (240V)	4	4	4	2	2	2	
#6	SERVICE	2						
VIDEO DETECTION CABLE (CAT 5E)	#2	1	1	1	1			
	#3	1	1	1				
	#4	1	1	1	1	1		
	#6	1	1	1			1	
	TOTAL DETECTOR CABLES	4	4	4	2	1	1	
EVP	OPTICOM CABLE	3	3	3	2	1	1	
SIC/TBS	SIGNAL INTERCONNECT+TRAILBLAZER COMM	3	3	2	2			2
CAT 6	CCTV	1	1	1	1			
	CONDUIT DESIGNATION	EX.	EX.	EX.	EX.	EX.	EX.	EX.
	CONDUIT SIZE (INCHES)	2-3"	2-3"	2-3"	2-3"	2"	2"	2-2"
	CONDUIT FILL (%)	18%	17%	17%	9%	25%	26%	1%

NOTES:

1. CABLING AND CONDUCTOR SCHEDULES ARE SHOWN AS AN EXAMPLE OF WHAT MAY BE USED AT THE SITE. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING WIRING PRIOR TO BEGINNING WORK. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY TO PROVIDE A FULLY FUNCTIONAL SYSTEM MEETING ALL THE REQUIREMENTS OF THE CITY OF SAN MATEO. ALL PROPOSED FIELD WIRING SHALL BE APPROVED BY THE ENGINEER AND SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE OWNER OR DEVELOPER. THE CONTRACTOR SHALL PROVIDE THE CITY OF SAN MATEO WITH A WIRING AS-BUILT WHEN THE WORK IS COMPLETED.
2. NEW CONDUCTORS IN THE ABOVE TABLE IS SHOWN IN BOLD.
3. STREETLIGHT CONDUCTORS SHALL BE AWG#10 FOR POLE CONNECTION AND AWG#8 IN UNDERGROUND CONDUITS, WITH 2 CONDUCTORS.
4. IISNS TO BE FED FROM SEPARATE BREAKER IN SERVICE ENCLOSURE.

• UNLESS NOTED OTHERWISE.

POLE AND SIGNAL SCHEDULE

LOCATION	STANDARD: TYPE	STANDARD: SIGNAL MAST ARM LENGTH	STANDARD: LUMINAIRE MAST ARM LENGTH	LED LUMINAIRE (MAX WATTAGE)	VEHICLE SIGNAL: ø	VEHICLE SIGNAL: MAST ARM	VEHICLE SIGNAL: ø	VEHICLE SIGNAL: POLE	PED. SIGNALS: ø	PED. SIGNALS: MOUNTING	PED. SIGNALS: POLE QUADRANT	PBA: ø	PBA: ARROW	PBA: POLE QUADRANT	STREET NAME SIGN: IISNS OR IISNS	POLE LOCATION (IN INCHES): A	POLE LOCATION (IN INCHES): B	SPECIAL REQUIREMENTS
1	SPECIAL MAST ARM	25'	8'	120W LED	6	MAS	1, 9E	SV-1-T, SV-1-T	4, 6	SP-2-T		4	→		IISNS			RS EXISTING #6 SIGNAL HEAD & #6 PPB AND IISNS. F1 #4 APS PUSH BUTTONS. F1 #1 RIGHT TURN SIGNAL HEAD, #9B 8" BIKE SIGNAL HEAD, AND IISNS. SEE DETAIL D ON SHEET E-1 FOR MOUNTING DETAIL.
2	SPECIAL POLE		8'	120W LED			1, 5, 3, 9E	SV-3-IC SV-1-T	4, 6	SP-2-T		6	→					RS EXISTING #6 BALL LED MODULES, #4 PPBS, & #6 PPB. F1 #6 APS PUSH BUTTON. F1 #1 RIGHT TURN ARROW LED MODULES IN EXISTING #6 SIGNAL HOUSING AND #9B 4" BIKE SIGNAL HEAD. SEE DETAIL C ON SHEET E-1 FOR MOUNTING DETAIL.
3	SPECIAL MAST ARM	35'	8'	120W LED	2, 5	MAS MAS	2, 4	SV-2-TB	2, 4	SP-2-T		4	→					RS EXISTING #4 PPB. F1 APS PUSH BUTTON AND CCTV CAMERA.
4	SPECIAL MAST ARM	20'	8'	120W LED	4	MAS	2, 6	SV-3-TA	2, 4	SP-2-T					IISNS			RS IISNS. F1 IISNS.
5	PPB POST											4	→				4E	F1 #4 APS PUSH BUTTON AND ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL).
6	1E						3	IV-1-T				6	→			6E	6E	F1 #6 APS PUSH BUTTON AND ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL). RR #3 VEHICLE HEAD.
7	PPB POST											4	←			-10E	4E	F1 #4 APS PUSH BUTTON AND ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL).

PROPOSED SIGN SCHEDULE

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS	SHEET NO.
R10-11	NO TURN ON RED	36"x48"	4	E-4
R10-15	TURN TRAFFIC MUST YIELD TO PEDESTRIANS	30"x30"	2	E-4
R10-10B	BIKE SIGNAL	18"x24"	1	E-4

NOTE:
THE ABOVE SIGN SCHEDULE EXCLUDES STREET NAME SIGNS AND IDENTIFIES ONLY THE PROPOSED SIGNS MOUNTED ON THE SIGNAL POLE AND MAST ARM.

R10-11

R10-15

R10-10B

REV. NO.	DESCRIPTION	BY	DATE

SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

TRAFFIC SCHEDULE - SARATOGA DR
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

DESIGNED BY: JP DATE:
DRAWN BY: BP, TS DATE:
QC CHECKED BY: RES DATE:
PROJECT No. 623071
SCALE:
SUBMITTAL: 60%

SHEET 28 OF 36

E-5

GENERAL NOTES:

1. SEE SHEET E-1 FOR ELECTRICAL NOTES.

SHEET NOTES:

1 FI R10-11 "NO TURN ON RED" SIGN ON EXISTING POLE.

2 FI ø9B 8" BICYCLE SIGNAL HEAD ON POLE IN ACCORDANCE TO MUTCD IA-16. SEE DETAIL B ON THIS SHEET FOR REFERENCE.

3 RS EXISTING ø6 BALL LED MODULES. FI ø1 RIGHT ARROW LED MODULES INTO EXISTING SIGNAL HOUSING. SEE DETAIL A ON THIS SHEET FOR REFERENCE.

4 FI ø6 SIGNAL HEAD ON EXISTING MAST ARM POLE 1.

5 RS EXISTING VIDEO DETECTION SYSTEM. FI ITERIS VANTAGE VECTOR VIDEO DETECTION CAMERA ON LUMINAIRE MAST ARM PER MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL FURNISH AND INSTALL ALL EQUIPMENT NECESSARY TO PROVIDE A FULLY FUNCTIONAL SYSTEM INCLUDING REPLACING THE EXISTING SYSTEM.

6 FI ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL) ON POLE TO FACE ADJACENT BICYCLE FACILITY AT INDICATED BIKE DETECTION ZONE FOR THAT FACILITY. SMART CYCLE BIKE INDICATOR SHALL BE MOUNTED BETWEEN 4 FT AND 6 FT FROM FINISH GRADE AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND GUIDELINES.

7 AB LOOP DETECTORS IN PLACE.

8 FI CCTV CAMERA ON SIGNAL POLE PER MANUFACTURE'S RECOMMENDATIONS.

9 FI ø9B 4" BICYCLE SIGNAL HEAD ON POLE IN ACCORDANCE TO MUTCD IA-16. SEE DETAIL B ON THIS SHEET FOR SIGNAL HEAD REFERENCE. SEE DETAIL C ON SHEET E-1 FOR MOUNTING DETAIL.

10 FI MOUNT IISNS ON ITS OWN MAST ARM PER MANUFACTURE'S RECOMMENDATIONS.

11 FI TYPE 1-B POLE ON NEW FOUNDATION.

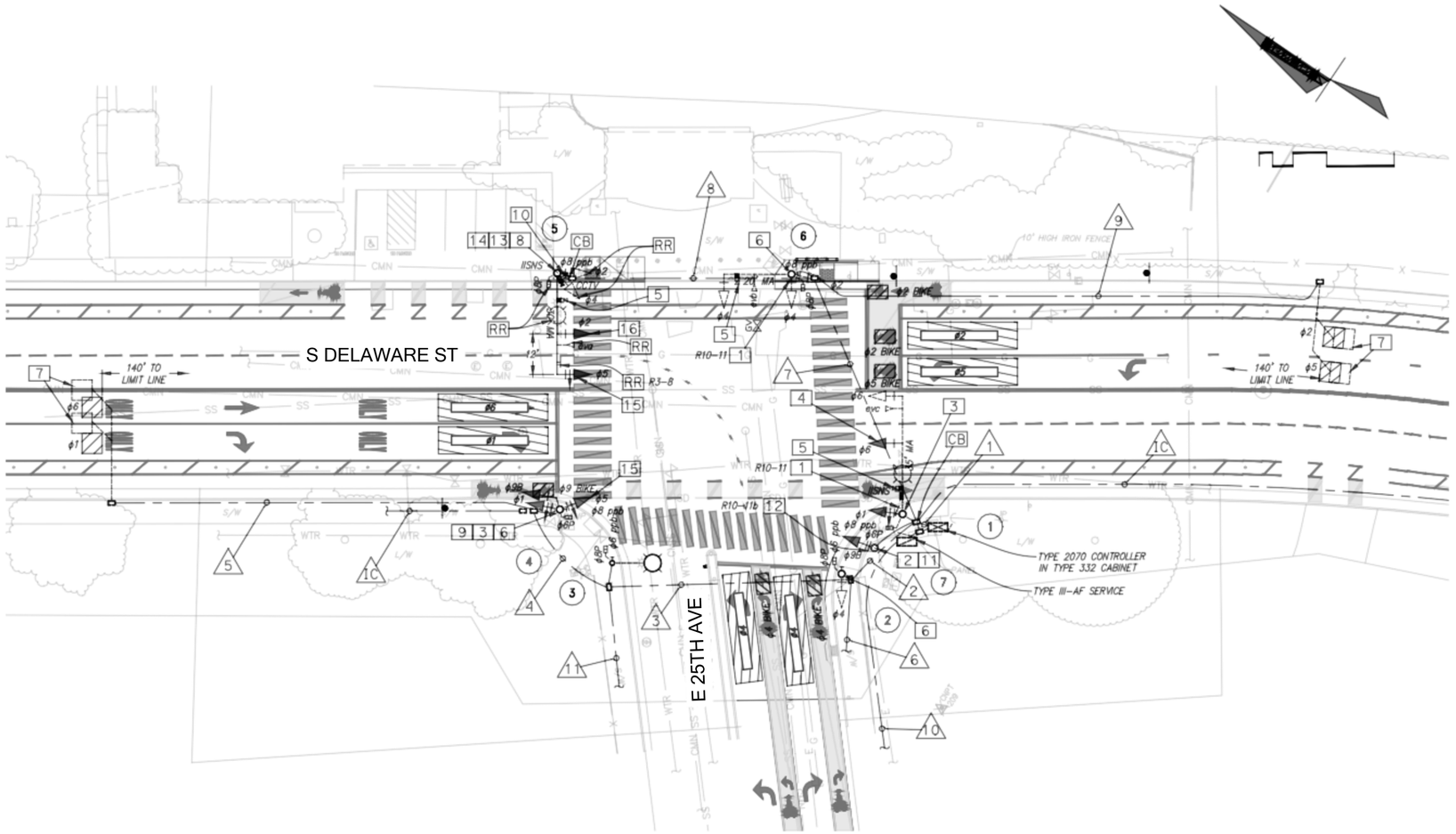
12 FI R10-11b "BIKE SIGNAL" SIGN ON PROPOSED POLE.

13 RS TYPE 17-1-70 POLE AND ALL MOUNTED EQUIPMENT EXCEPT WHEN INDICATED FOR RR. REMOVE AND DISPOSE EXISTING POLE FOUNDATION.

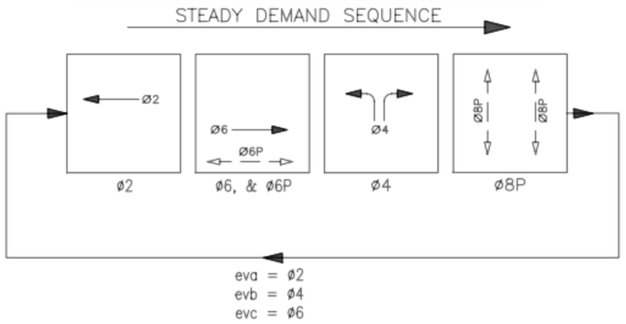
14 FI TYPE 19-4-100 POLE ON NEW FOUNDATION. RR AS INDICATED ON PLAN: ø8P PEDESTRIAN SIGNAL HEAD, SIGN, ø2 SIGNAL HEAD, ø4 SIGNAL HEAD, LUMINAIRE FIXTURE, AND EMERGENCY VEHICLE PREEMPTION (EVP) eva.

15 FI #5 SIGNAL HEAD WITH LEFT ARROW LED MODULES.

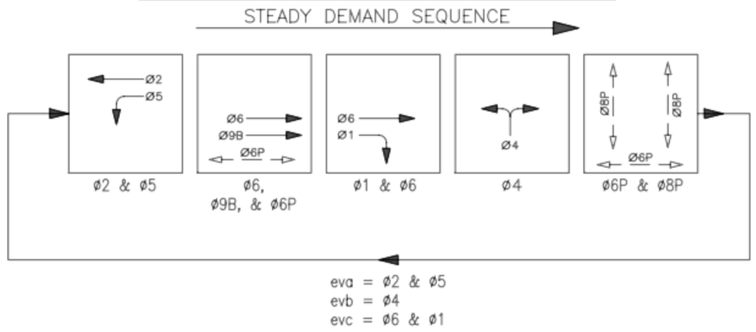
16 FI #2 SIGNAL HEAD ON MAST ARM.

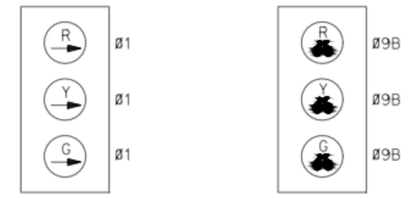


EXISTING SIGNAL PHASE DIAGRAM



PROPOSED SIGNAL PHASE DIAGRAM





CONDUCTOR SCHEDULE

AWG	CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS — RUN NUMBER											
		1 EX.	2 EX.	3 EX.	4 EX.	5 EX.	6 EX.	7 EX.	8 EX.	9 EX.	10 EX.	11 EX.	12 EX.
#14	VEHICLE:												
	ø1	3	3	3	3								
	ø2	3						3	3				
	ø4	9	3					6	3				
	ø5	6	3	3	3			3	3				
	ø6	3	3										
	ø9B	3	3	3	3								
	PED:												
	ø6	4	2	2	2								
	ø8	8	4	2				4	2				
	PPB:												
	ø6	2	2	1									
	ø8	4	1	1	1			2	1				
	PPB COMMON	6	3	2	1			2	1				
	SPARES	6	3	3	3			3	3				
	SMART CYCLE BIKE INDICATOR:												
	ø2 BIKE	2						2					
	ø4 BIKE	2	2										
	ø9 BIKE	2	2	2	2								
	TOTAL #14	63	34	22	18	–	–	25	16	–	–	–	–
#10	RSNS:	4						2	2				
	SIGNAL COMMON	2	1	1	1			1	1				
	TOTAL #10	6	1	1	1	–	–	3	3	–	–	–	–
#6	LUMINAIRES	4	2	2				2	2				
VIDEO DETECTION CABLES (CAT 5E)	ø2 + ø5	1						1	1				
	ø4	1						1					
	ø6 + ø7	1											
	TOTAL DETECTOR CABLES	3	–	–	–	–	–	2	1	–	–	–	–
EVP	OPTICOM CABLE	3						2	1				
#6	SERVICE										3		
SIC	SIGNAL INTER-CONNECT (SIC)	1	1	1	1								1
	FIBER	1	1	1	1								1
CAT 6	CCTV	1						1	1				
	CONDUIT DESIGNATION	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.
	CONDUIT SIZE (INCHES)	3 ½"	3"	2 ½"	2 ½"	1 ½"	1 ½"	2 ½"	2 ½"	1 ½"	1 ½"	1 ½"	2"
	CONDUIT FILL (%)	26%	11%	12%	8%	–	–	28%	20%	–	12%	–	1%

NOTES:

1. CABLING AND CONDUCTOR SCHEDULES ARE SHOWN AS AN EXAMPLE OF WHAT MAY BE USED AT THE SITE. THE CONTRACTOR SHALL FIELD-VERIFY ALL EXISTING WIRING PRIOR TO BEGINNING WORK. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY TO PROVIDE A FULLY FUNCTIONAL SYSTEM MEETING ALL THE REQUIREMENTS OF THE CITY OF SAN MATEO. ALL PROPOSED FIELD WIRING SHALL BE APPROVED BY THE ENGINEER AND SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE OWNER OR DEVELOPER. THE CONTRACTOR SHALL PROVIDE THE CITY OF SAN MATEO WITH A WIRING AS-BUILT WHEN THE WORK IS COMPLETED.
2. NEW CONDUCTORS IN THE ABOVE TABLE IS SHOWN IN BOLD.
3. STREETLIGHT CONDUCTORS SHALL BE #6@10 FOR POLE CONNECTION, AND #8@8 IN UNDERGROUND CONDUITS WITH 2 CONDUCTORS.
4. RSNS TO BE FED FROM SEPARATE BREAKER INSIDE SERVICE ENCLOSURE.

POLE AND SIGNAL SCHEDULE

LOCATION	STANDARD: TYPE	STANDARD: SIGNAL MAST ARM LENGTH	STANDARD: LUMINAIRE MAST ARM LENGTH	LED LUMINAIRE (MAX WATTAGE)	VEHICLE SIGNAL: ø	VEHICLE SIGNAL: MAST ARM	VEHICLE SIGNAL: ø	VEHICLE SIGNAL: POLE	PED SIGNALS: ø	PED SIGNALS: MOUNTING	PED SIGNALS: POLE QUADRANT	PBA: ø	PBA: ARROW	PBA: POLE QUADRANT	STREET NAME SIGN	POLE LOCATION (IN INCHES): A	POLE LOCATION (IN INCHES): B	SPECIAL REQUIREMENTS
1	19-3-100	35	15'	139	6, 6	MAS MAS	1	SV-1-T	6	SP-1-T		8	←		RSNS			RS EXISTING ø8 BALL LED MODULES. F1 ø8" RIGHT ARROW LED MODULES IN EXISTING ø8 HOUSING AND ø8 MAS
2	1-B						4	SV-1-T	8	SP-1-T		6	→					F1 ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL).
3	15TS		15'	73					8	SP-1-T		6	←					
4	1-B						2, 1, 9B	19-2-T SV-1-T	6	SP-1-T		8	→					RS EXISTING ø8 BALL LED MODULES. F1 ø8" RIGHT ARROW LED MODULES IN EXISTING ø8 HOUSING AND ø9B 4" BIKE SIGNAL HEAD AND ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL). SEE DETAIL E ON SHEET E-1 FOR MOUNTING DETAIL.
5	19-4-100	30	15	73	2 5	MAS MAS	2, 4	SV-2-TA	8	SP-1-T		8	←		RSNS		30	F1 RSNS CANTILEVER OFF SIGNAL POLE PERPENDICULAR TO MAST ARM (TOWARDS SOUTH)
6	16-1-70	20	–		4	MAS	2, 4	SV-2-TA	8	SP-1-T		8	←		RSNS			F1 ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL).
7	1-B						9B	19-2-T								204	84	F1 ø9B 8" BIKE SIGNAL HEAD

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS	SHEET NO.
R10-11	NO TURN ON RED	36"x48"	2	E-6
R10-10b	BIKE SIGNAL	18"x24"	1	E-4

NOTE:
THE ABOVE SIGN SCHEDULE EXCLUDES STREET NAME SIGNS AND WARNING SIGNS MOUNTED ON THE SIGNAL POLE AND MAST ARM.

R10-11

R10-10b

1. SEE SHEET E-1 FOR ELECTRICAL NOTES.

1 RS PEDESTRIAN PUSH BUTTON EQUIPMENT.

2 FI APS PEDESTRIAN PUSH BUTTON ON EXISTING POLE.

3 FI R10-11 "NO TURN ON RED" SIGN ON EXISTING POLE.

4 RS EXISTING VIDEO DETECTION SYSTEM. FI ITERIS VANTAGE VECTOR VIDEO DETECTION CAMERA ON LUMINAIRE MAST ARM PER MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL FURNISH AND INSTALL ALL EQUIPMENT NECESSARY TO PROVIDE A FULLY FUNCTIONAL SYSTEM INCLUDING REPLACING THE EXISTING SYSTEM.

5 FI ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL) ON POLE TO FACE ADJACENT BICYCLE FACILITY AT INDICATED BIKE DETECTION ZONE FOR THAT FACILITY. SMART CYCLE BIKE INDICATOR SHALL BE MOUNTED BETWEEN 4 FT AND 6 FT FROM FINISH GRADE AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND GUIDELINES.

6 FI ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL) ON POLE TO FACE ADJACENT TWO-STAGE BIKE BOX AT INDICATED BIKE DETECTION ZONE FOR THAT FACILITY. SMART CYCLE BIKE INDICATOR SHALL BE MOUNTED BETWEEN 4 FT AND 6 FT FROM FINISH GRADE AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND GUIDELINES.

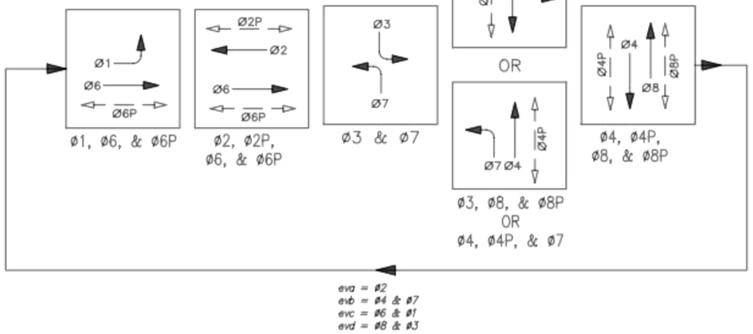
7 FI D11-20A "BIKE LEFT TURN BOX" SIGN ON EXISTING POLE.

8 FI D11-20 "BIKE LEFT TURN MAY USE TURN BOX" SIGN ON EXISTING POLE.

9 RS EXISTING SIGN ON MAST POLE. FI R3-4 "NO U-TURN" SIGN ON EXISTING POLE.

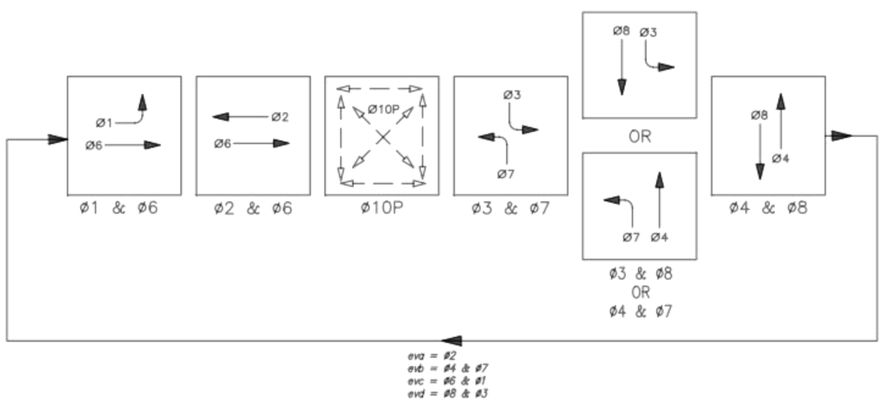
EXISTING SIGNAL PHASE DIAGRAM

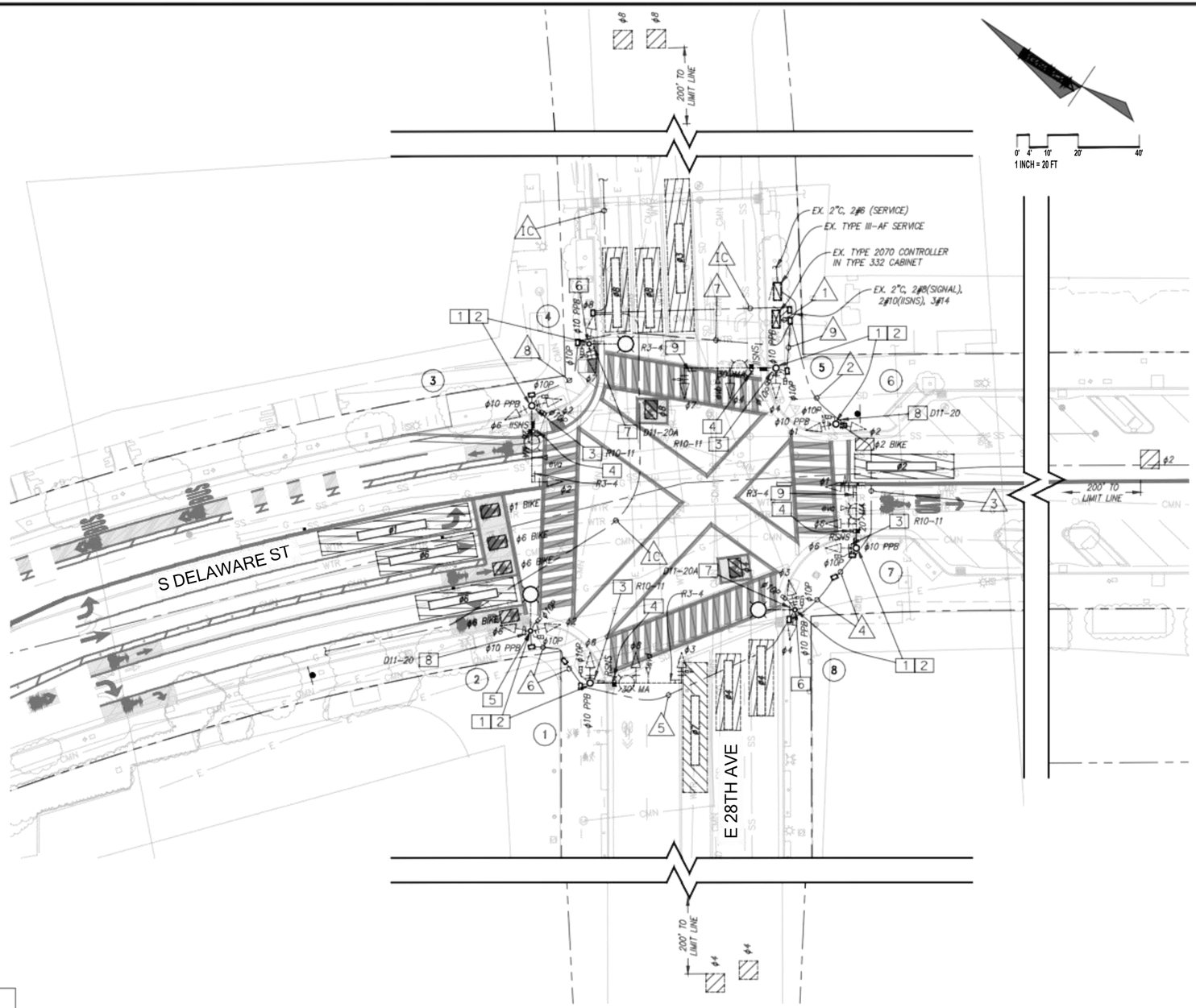
STEADY DEMAND SEQUENCE



PROPOSED SIGNAL PHASE DIAGRAM

STEADY DEMAND SEQUENCE





SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

TRAFFIC SIGNAL PLAN - E 28TH AVE
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO CALIFORNIA

E-8

SHEET 31 OF 36

CONDUCTOR SCHEDULE

AWG	CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS — RUN NUMBER									
		1	2	3	4	5	6	7	8	9	10
		EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.
#14	VEHICLE										
	#1	6	6	3							
	#2	9	6	3	3	3	3	3			
	#3	6	6	6	6	3					
	#4	9	6	6	6	3		3		3	
	#6	9	6	6	3	3	3	3	3		
	#7	6						3		3	
	#8	6	3	3	3	3		3			
	PED										
	#10	16	10	8	6	4	2	4	2	2	
	PPB										
	#10	16	10	8	6	4	2	4	2	2	
	SPARES	9	3	3	3	3	3	3	3	3	
	SMART CYCLE BIKE INDICATOR										
	#1/#6 BIKE	2	2	2	2	2	2				
	#4 BIKE (TWO-STAGE BIKE BOX)	2	2	2	2						
	#8 BIKE (TWO-STAGE BIKE BOX)	2						2			
	TOTAL #14	98	60	50	40	28	15	28	13	13	–
#10	RSNS							2	2	2	
#6	LUMINAIRE		2	2	2	2	2	2	2	2	
VIDEO DETECTION CABLE (CAT 5E)	#1 #6, #1 BIKE, #6 BIKE	1	1	1							
	#2, #2 BIKE	1						1	1		
	#3, #6	1	1	1	1	1					
	#4, #7	1								1	
	TOTAL VDC	4	2	2	1	1	–	1	1	1	
ETP	OPTICOM CABLE	4	2	2	1	1		1	1	1	
	PULL ROPE	1	1	1	1	1	1	1	1	1	–
SM	FIBER										1
	CONDUIT DESIGNATION	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.	EX.
	CONDUIT SIZE (INCHES)	2-3"	3"	3"	3"	3"	3"	3"	3"	3"	
	CONDUIT FILL (%)	20%	24%	22%	16%	13%	8%	14%	10%	10%	EX.

NOTES:

1. CABLING AND CONDUCTOR SCHEDULES ARE SHOWN AS AN EXAMPLE OF WHAT MAY BE USED AT THE SITE. THE CONTRACTOR SHALL FIELD-VERIFY ALL EXISTING WIRING PRIOR TO BEGINNING WORK. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY TO PROVIDE A FULLY FUNCTIONAL SYSTEM MEETING ALL THE REQUIREMENTS OF THE CITY OF SAN MATEO. ALL PROPOSED FIELD WIRING SHALL BE APPROVED BY THE ENGINEER AND SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE OWNER OR DEVELOPER. THE CONTRACTOR SHALL PROVIDE THE CITY OF SAN MATEO WITH A WIRING AS-BUILT WHEN THE WORK IS COMPLETED.
2. NEW CONDUCTORS IN THE ABOVE TABLE IS SHOWN IN BOLD.
3. STREETLIGHT CONDUCTORS SHALL BE AWG#10 FOR POLE CONNECTION AND AWG#8 IN UNDERGROUND CONDUITS, WITH 2 CONDUCTORS.
4. IISNS TO BE FED FROM SEPARATE BREAKER IN SERVICE ENCLOSURE.

POLE AND SIGNAL SCHEDULE

LOCATION	STANDARD			LED LUMINAIRE (MAX WATTAGE)	VEHICLE SIGNAL				PED SIGNALS			PBA			STREET NAME SIGN	POLE LOCATION (IN INCHES)		SPECIAL REQUIREMENTS
	TYPE	SIGNAL MAST ARM LENGTH	LUMINAIRE MAST ARM LENGTH		ø	MAST ARM	ø	POLE	ø	MOUNTING	POLE QUADRANT	ø	ARROW	POLE QUADRANT	RSNS OR IISNS	A	B	
1	19-4-100	50'	8'	EX.	3, 8	MAS MAS	8	SV-1-T	10	SP-1-T		10	←		RSNS			
2	15TS		8'	EX.			2, 6	SV-2-T	10	SP-2-T		10	→					(1) ø10 PED SIGNAL AND ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL) ON EXISTING POLE.
3	19-4-100	25'	8'	EX.	2	MAS	2, 6	SV-2-T	10	SP-2-T		10	←		IISNS			(1) ø10 PED SIGNAL ON EXISTING POLE [RS RKSNS: (1) IISNS
4	15TS		8'	EX.			7, 8	SV-2-T	10	SP-1-T		10	→					(1) ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL) ON EXISTING POLE.
5	19-4-100	50'	8'	EX.	4, 7	MAS MAS	4	SV-1-T	10	SP-2-T		10	←		IISNS			(1) ø10 PED SIGNAL ON EXISTING POLE [RS RKSNS: (1) IISNS
6	1-B						1, 2	TV-2-T	10	SP-1-T		10	→					
7	19-4-100	25'	8'	EX.	1, 6	MAS MAS	6	SV-1-T	10	SP-1-T		10	←		RSNS			
8	15TS		8'	EX.			3, 4	SV-2-T	10	SP-2-T		10	→					(1) ø10 PED SIGNAL AND ITERIS SMARTCYCLE BIKE INDICATOR (OR APPROVED EQUAL) ON EXISTING POLE.

PROPOSED SIGN SCHEDULE

SIGN CODE	SIGN MESSAGE	PANEL SIZE	NO. OF SIGNS	SHEET NO.
R10-11	NO TURN ON RED	36"x48"	4	E-8
D11-2D	LEFT TURN MAY USE TURN BOX	12"X18"	2	E-8
D11-2DA	LEFT TURN BOX	12"X18"	2	E-8
R3-4	NO U-TURN	36"X36"	2	E-8

NOTE:
THE ABOVE SIGN SCHEDULE EXCLUDES STREET NAME SIGNS AND MARKERS ONLY THE PROPOSED SIGNS MOUNTED ON THE SIGNAL POLE AND MAST ARM.

R10-11

D11-2D

D11-2DA


R3-4

SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

TRAFFIC SCHEDULE - E 28TH AVE
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

DESIGNED BY: JP | DATE:
DRAWN BY: BP, TS | DATE:
QC CHECKED BY: RES | DATE:
PROJECT No. 623071
SCALE:
SUBMITTAL: 65%

E-9

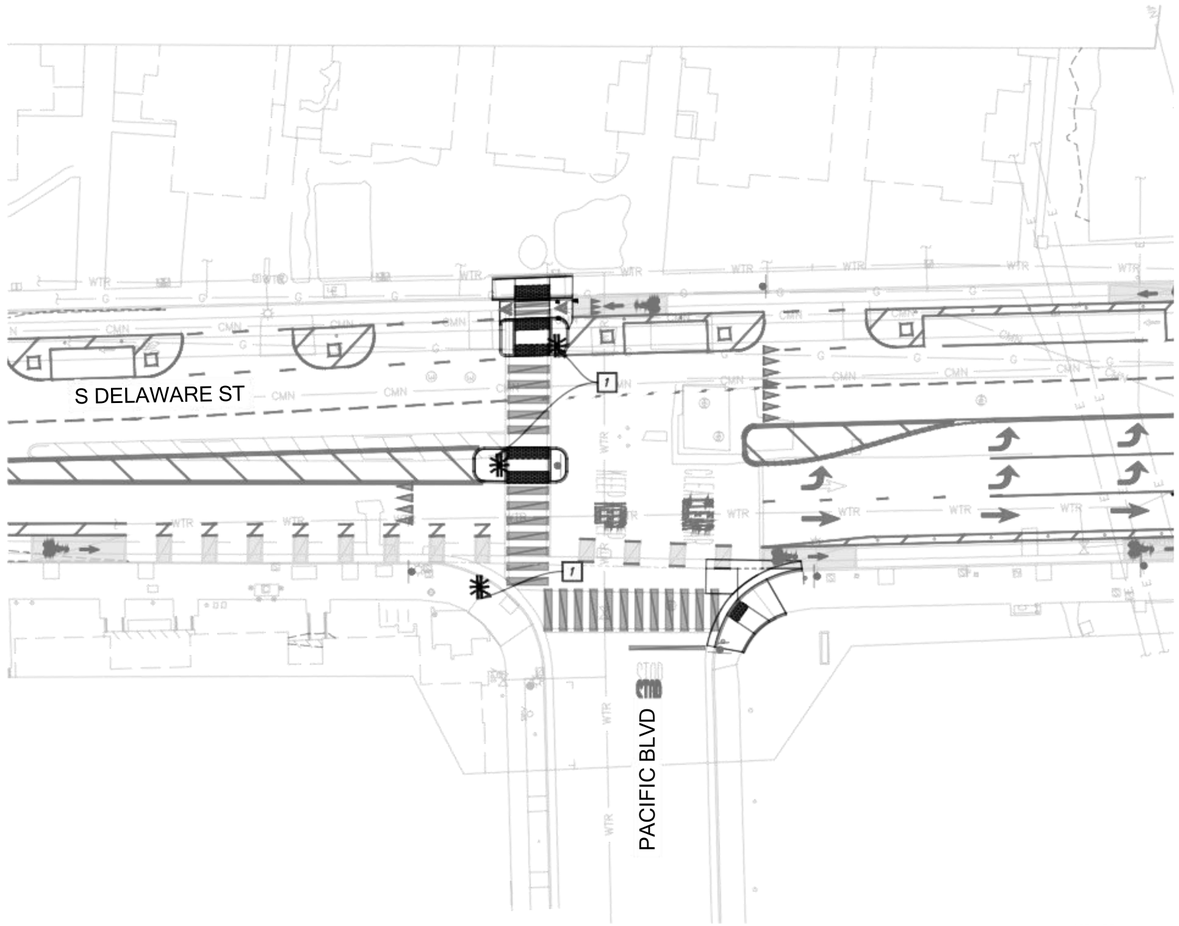
SHEET 32 OF 36

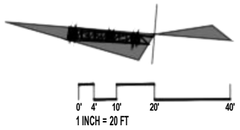
1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH NEC 2023, CITY OF SAN MATEO, AND CALTRANS STANDARDS AND APPLICABLE PERMITS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING EXISTING STREET LIGHTING CIRCUITS PRIOR TO CONSTRUCTION.

SHEET NOTES

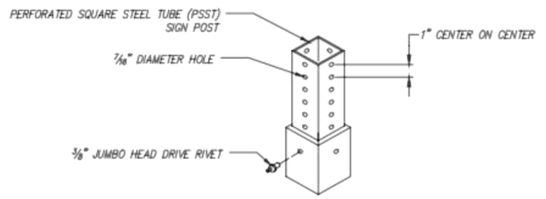
[1] FURNISH, CONFIGURE, AND INSTALL NEW SOLAR-POWERED DOUBLE-SIDED RRFB SYSTEM WITH AUDIBLE INFORMATION DEVICE (AID) AND INDICATED SIGNAGE ON A NEW POLE AND FOUNDATION PER DETAIL 1, THIS SHEET.



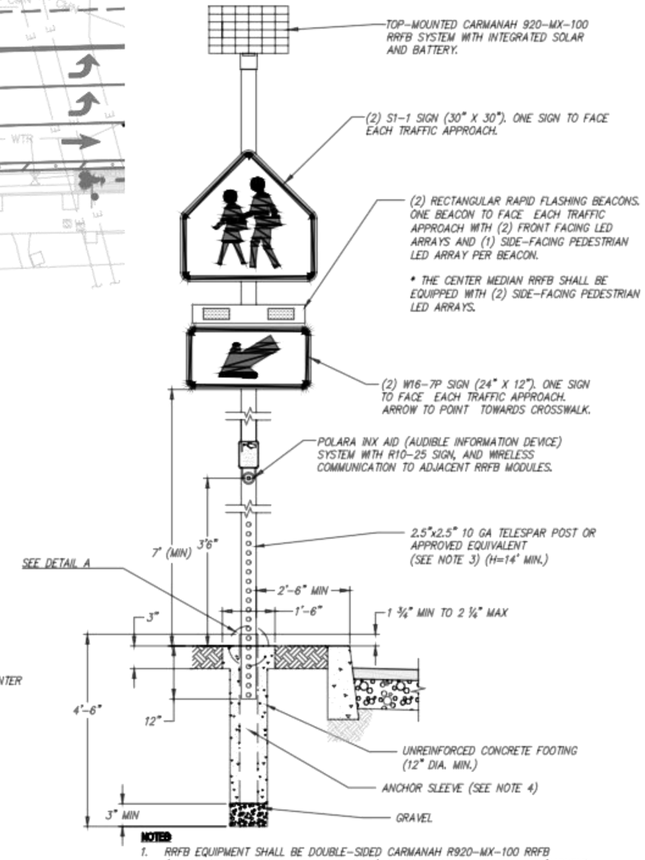


LEGEND

DOUBLE-SIDED RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY.



A TELESPAR POLE CONNECTION



NOTES:
1. RRFB EQUIPMENT SHALL BE DOUBLE-SIDED CARMANAH R920-MX-100 RRFB (RECTANGULAR RAPID FLASHING BEACONS) SYSTEM WITH POLARA INX AID (AUDIBLE INFORMATION DEVICE) ACTUATION BUTTON. POWERED WITH 85W SINGLE PANEL CONFIGURATION SOLAR PANEL, AND 105 AH BATTERY CAPACITY.
2. CONTRACTOR SHALL INSTALL EQUIPMENT PER THE MANUFACTURER SPECIFICATIONS AND REQUIREMENTS.
3. THE SIGN POST SHALL HAVE 7/16" DIAMETER PERFORATIONS 1" ON CENTER ON ALL FOUR SIDES FOR THE FULL LENGTH.
4. ALL ANCHOR SLEEVES SHALL BE EMBEDDED IN PCC.

1 RECTANGULAR RAPID FLASHING BEACON DETAIL

E-10

REV. NO.	DESCRIPTION	DATE	BY
1			
2			
3			
4			
5			

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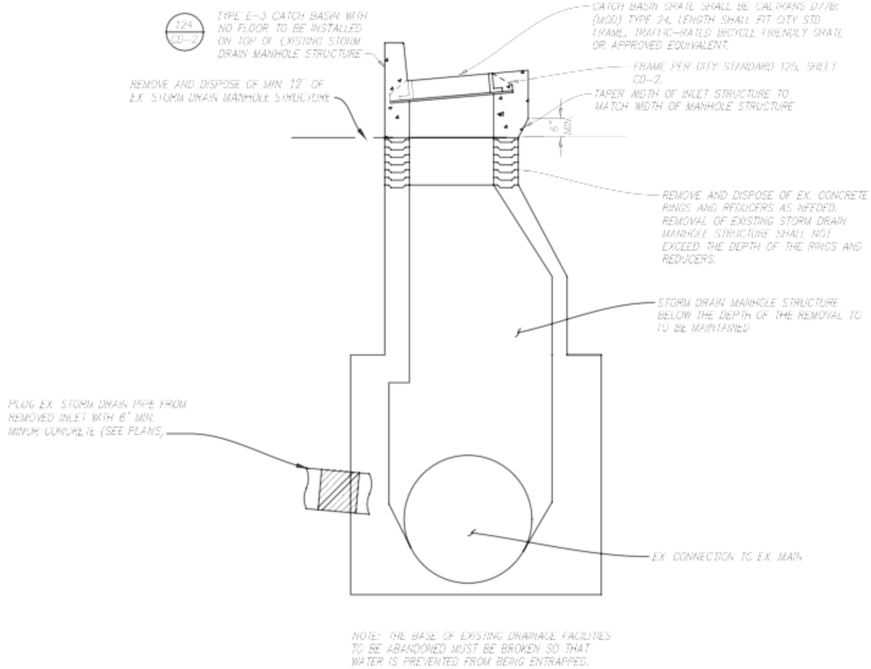
100% PLANS
NOT FOR CONSTRUCTION

RRFB PLAN - PACIFIC BLVD
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

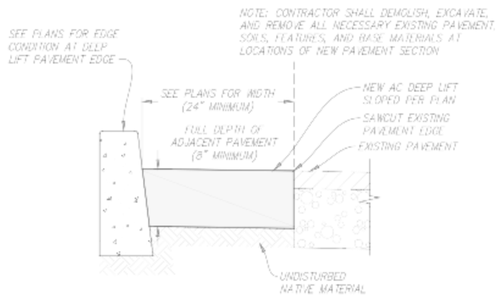
CITY OF SAN MATEO

DESIGNED BY: JP DATE:
DRAWN BY: BP, TS DATE:
QC CHECKED BY: RES DATE:
PROJECT No. 623071
SCALE:
SUBMITTAL: 65%

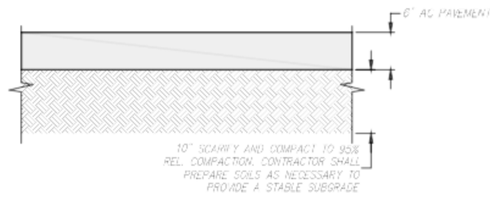
SHEET 33 OF 36



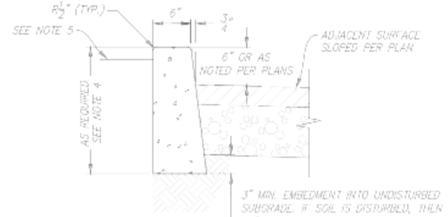
CONVERT SD MANHOLE TO SD INLET
1"=1' — 6



ASPHALT DEEP LIFT
1"=1' — 3



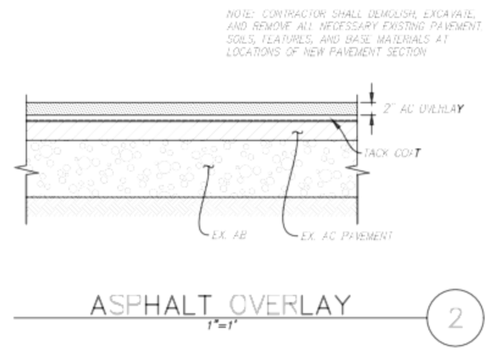
AC BASE REPAIR
1"=1' — 4



NOTES:

1. ALL EXPOSED CONCRETE EDGES (HORIZONTAL AND VERTICAL), SHALL BE 1/2" RADIUS.
2. #4x12" SLIP DOWELS AND 1/4" EXPANSION JOINTS TO BE PROVIDED AT 20' ON CENTER ALONG THE LENGTH OF CURB. MATERIAL FOR EXPANSION JOINTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 1751.
3. REFER TO PLANS FOR ADJACENT PAVEMENT SECTIONS.
4. TOTAL CURB HEIGHT IS BASED ON ADJACENT PAVEMENT SECTION, PLUS CURB HEIGHT PER PLAN, PLUS 3" BELOW FULL PAVEMENT SECTION (14" MINIMUM).
5. SEE PLANS FOR ADJACENT SURFACE MATERIAL AND SLOPE. GRADE SHALL BE FLUSH WITH TOP OF CURB WHEN SURFACE IS PAVED. WHEN ADJACENT TO LANDSCAPING, REFER TO LANDSCAPE PLANS FOR GRADE AT BACK OF CURB.
6. CONTRACTOR SHALL DEMOLISH, EXCAVATE, AND REMOVE ALL NECESSARY EXISTING PAVEMENT, SOILS, FEATURES, AND BASE MATERIALS AT LOCATIONS OF NEW PAVEMENT SECTION AND CURB INSTALLATION.

6" VERTICAL CURB
1"=1' — 1



ASPHALT OVERLAY
1"=1' — 2

REV. NO.	DESCRIPTION	BY	DATE

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100% PLANS
NOT FOR CONSTRUCTION

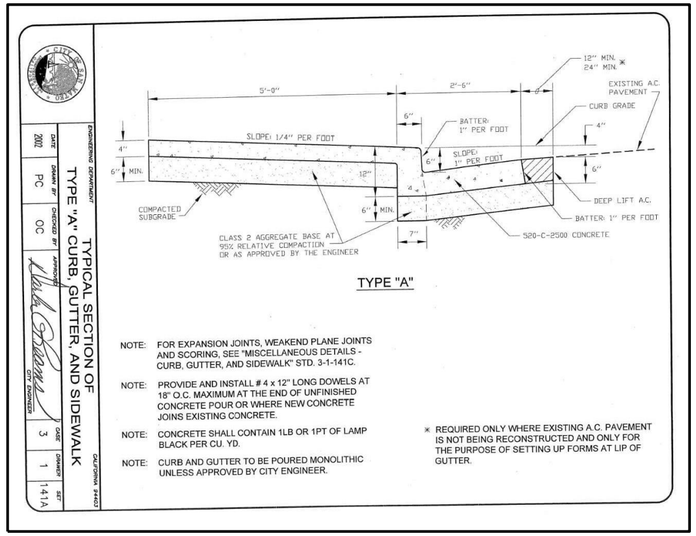
CONSTRUCTION DETAILS
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO CALIFORNIA

DESIGNED BY: JP — DATE:
DRAWN BY: BP, TS — DATE:
QC CHECKED BY: RES. — DATE:
PROJECT No.: 623071
SCALE:
SUBMITTAL 03%

CD-1

SHEET 34 OF 36

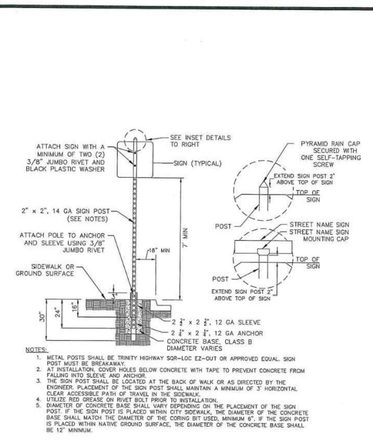


ENGINEERING DEPARTMENT — CALIFORNIA #4403

TYPICAL SECTION OF TYPE "A" CURB, GUTTER, AND SIDEWALK

DATE	DRAWN BY	CHECKED BY	APPROVED	CASE	DRAWER	SET
2002	PC	OC	CITY ENGINEER	3	1	141A

Standard Drawings — City of San Mateo Public Works Department — 330 W. 20th Avenue, San Mateo, CA 94403 — (650) 522-7300 — publicworks@cityofsanmateo.org

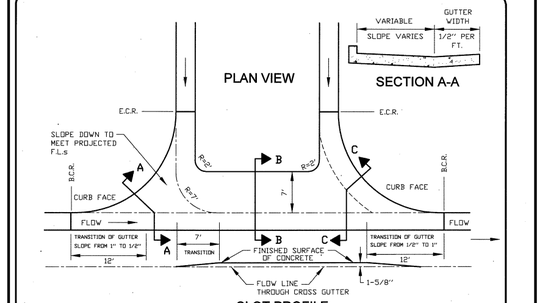


NOTES:
1. METAL POSTS SHALL BE TRINITY HIGHWAY SGR-LOC EZ-OUT OR APPROVED EQUAL. SIGN POST MUST BE BREAKAWAY.
2. AT INSTALLATION, COVER HOLES BELOW CONCRETE WITH TAPE TO PREVENT CONCRETE FROM FALLING INTO SLEEVE AND ANCHOR.
3. THE SIGN SHALL BE LOCATED AT THE BACK OF WALK OR AS DIRECTED BY THE ENGINEER. SIGN PLACEMENT SHALL NOT REDUCE OR MAINTAIN A MINIMUM OF 3' HORIZONTAL CLEAR ACCESSIBLE PATH OF TRAVEL IN THE SIDEWALK.
4. UTILIZE RED GREASE ON RIVET BOLT PRIOR TO INSTALLATION.
5. DIAMETER OF CONCRETE BASE SHALL VARY DEPENDING ON THE PLACEMENT OF THE SIGN POST. IF THE SIGN POST IS PLACED WITHIN CITY SIDEWALK, THE DIAMETER OF THE CONCRETE BASE SHALL MATCH THE DIAMETER OF THE CORING BIT USED, MINIMUM 6". IF THE SIGN POST IS PLACED WITHIN NATIVE GROUND SURFACE, THE DIAMETER OF THE CONCRETE BASE SHALL BE 12" MINIMUM.

Standard Drawings — City of San Mateo Public Works Department — 330 W. 20th Avenue, San Mateo, CA 94403 — (650) 522-7300 — publicworks@cityofsanmateo.org

TYPICAL SIGN POST INSTALLATION

APPROVED	DATE	SCALE	SHEET	SET
PUBLIC WORKS DIRECTOR	JUNE 2024	N.T.S.	1 or 1	261

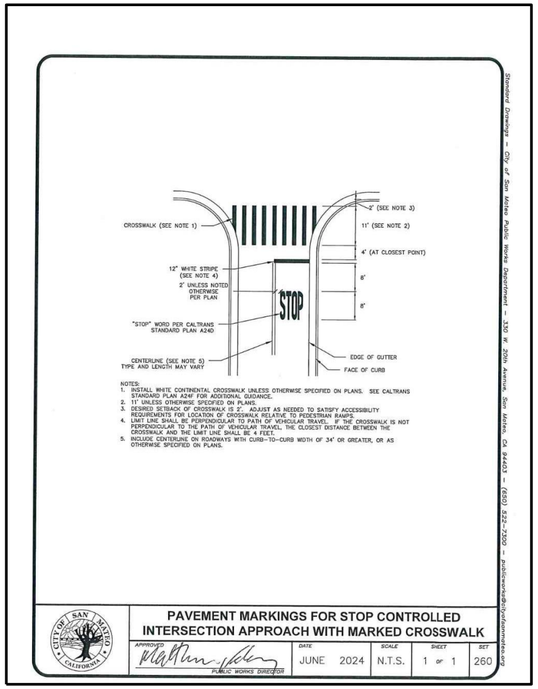


NOTES:
1. TO BE USED ON GRADES NO GREATER THAN 2% NOR LESS THAN 1%.
2. THIS DESIGN SHALL BE USED ONLY WHEN SPECIFIED.
3. CONCRETE 520-C-2500.

ENGINEERING DEPARTMENT — CALIFORNIA #4403

SPECIAL CONCRETE VALLEY GUTTER

DATE	DRAWN BY	CHECKED BY	APPROVED	CASE	DRAWER	SET
2002	PC	OC	CITY ENGINEER	3	1	145

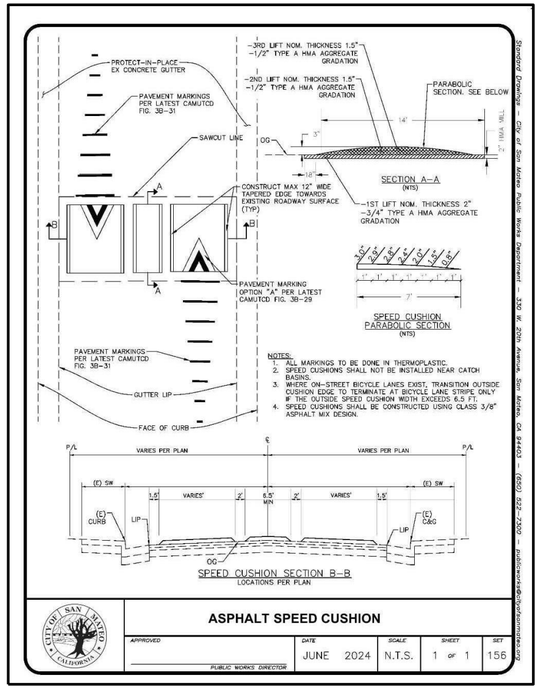


NOTES:
1. INSTALL WHITE CONTINENTAL CROSSWALK UNLESS OTHERWISE SPECIFIED ON PLANS. SEE CALTRANS STANDARD PLAN A24F FOR ADDITIONAL GUIDANCE.
2. 11' UNLESS OTHERWISE SPECIFIED ON PLANS.
3. DESIRED SETBACK OF CROSSWALK IS 2'. ADJUST AS NEEDED TO SATISFY ACCESSIBILITY REQUIREMENTS FOR LOCATION OF CROSSWALK RELATIVE TO PEDESTRIAN RAMPS.
4. WHITE STRIPE SHALL BE CLEAR TO PATH OF VEHICULAR TRAVEL. IF THE CROSSWALK IS NOT PERPENDICULAR TO THE PATH OF TRAVEL, THE CLOSEST DISTANCE BETWEEN THE CROSSWALK AND THE LIMIT LINE SHALL BE 4' MIN.
5. INCLUDE CENTERLINE ON ROADWAYS WITH CURB-TO-CURB WIDTH OF 34' OR GREATER, OR AS OTHERWISE SPECIFIED ON PLANS.

Standard Drawings — City of San Mateo Public Works Department — 330 W. 20th Avenue, San Mateo, CA 94403 — (650) 522-7300 — publicworks@cityofsanmateo.org

PAVEMENT MARKINGS FOR STOP CONTROLLED INTERSECTION APPROACH WITH MARKED CROSSWALK

APPROVED	DATE	SCALE	SHEET	SET
PUBLIC WORKS DIRECTOR	JUNE 2024	N.T.S.	1 or 1	260

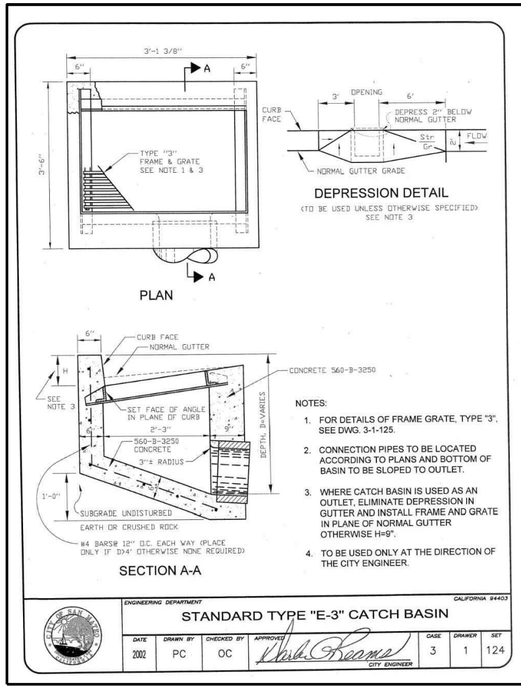


NOTES:
1. ALL MARKINGS TO BE DONE IN THERMOPLASTIC.
2. SPEED CUSHIONS SHALL NOT BE INSTALLED NEAR CATCH BASINS.
3. WHERE ON-STREET BICYCLE LANES EXIST, TRANSITION OUTSIDE CUSHION EDGE TO TERMINATE AT BICYCLE LANE STRIPE ONLY IF THE OUTSIDE SPEED CUSHION WIDTH EXCEEDS 6.5 FT.
4. SPEED CUSHIONS SHALL BE CONSTRUCTED USING CLASS 3/8" ASPHALT MIX DESIGN.

Standard Drawings — City of San Mateo Public Works Department — 330 W. 20th Avenue, San Mateo, CA 94403 — (650) 522-7300 — publicworks@cityofsanmateo.org

ASPHALT SPEED CUSHION

APPROVED	DATE	SCALE	SHEET	SET
PUBLIC WORKS DIRECTOR	JUNE 2024	N.T.S.	1 or 1	156

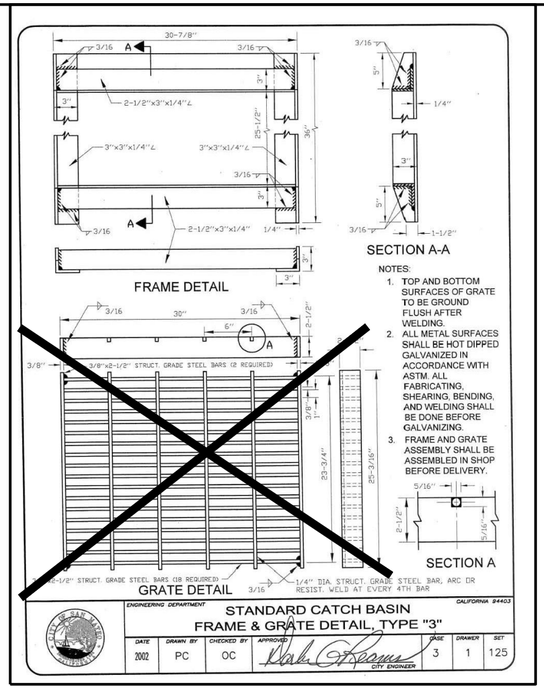


NOTES:
1. FOR DETAILS OF FRAME GRATE, TYPE "3", SEE DWG. 3-1-125.
2. CONNECTION PIPES TO BE LOCATED ACCORDING TO PLANS AND BOTTOM OF BASIN TO BE SLOPED TO OUTLET.
3. WHERE CATCH BASIN IS USED AS AN OUTLET, ELIMINATE DEPRESSION IN GUTTER AND INSTALL FRAME AND GRATE IN PLANE OF NORMAL GUTTER OTHERWISE H=9".
4. TO BE USED ONLY AT THE DIRECTION OF THE CITY ENGINEER.

ENGINEERING DEPARTMENT — CALIFORNIA #4403

STANDARD TYPE "E-3" CATCH BASIN

DATE	DRAWN BY	CHECKED BY	APPROVED	CASE	DRAWER	SET
2002	PC	OC	CITY ENGINEER	3	1	124



NOTES:
1. TOP AND BOTTOM SURFACES OF GRATE TO BE GROUND FLUSH AFTER WELDING.
2. ALL METAL SURFACES SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM. ALL FABRICATING, SHEARING, BENDING, AND WELDING SHALL BE DONE BEFORE GALVANIZING.
3. FRAME AND GRATE ASSEMBLY SHALL BE ASSEMBLED IN SHOP BEFORE DELIVERY.

ENGINEERING DEPARTMENT — CALIFORNIA #4403

STANDARD CATCH BASIN FRAME & GRATE DETAIL, TYPE "3"

DATE	DRAWN BY	CHECKED BY	APPROVED	CASE	DRAWER	SET
2002	PC	OC	CITY ENGINEER	3	1	125

CD-2

REV. NO.	DESCRIPTION	BY	DATE
1			
2			
3			
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5			

SANDIS — SANDIS.NET

100% PLANS NOT FOR CONSTRUCTION

CITY DETAILS
DELAWARE STREET SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO — INCORPORATED — CALIFORNIA

DESIGNED BY: JP	DATE:
DRAWN BY: BP, TS	DATE:
QC CHECKED BY: RES	DATE:
PROJECT No. 623071	
SCALE:	
SUBMITTAL: 65%	

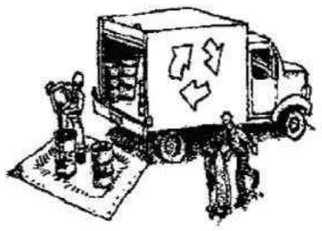
SHEET 35 OF 36

SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

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

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control

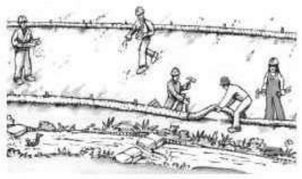
Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving

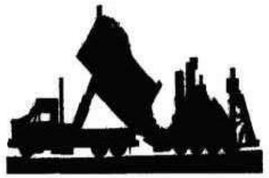


- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work



- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, abosorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

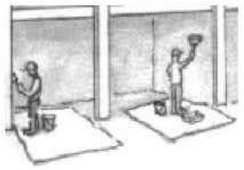
Concrete, Grout & Mortar Application

- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping

- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering

- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

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

BMP-1

SANDIS
SANDIS.NET

100% PLANS
NOT FOR CONSTRUCTION

BEST MANAGEMENT PRACTICES
DELAWARE STREET
SAFE ROUTES TO SCHOOL
CITY PROJECT NO. 46R022

CITY OF SAN MATEO INCORPORATED CALIFORNIA

SHEET 36 OF 36

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.2

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	City of San Mateo	**Date:**	9/1/2020
Project Description:	Construct a Class IV and III bikeways to enable safe access to two elementary schools.		
Project Location:	South Delaware Street from 19th Avenue to Pacific Boulevard		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Jay Yu, Engineering Manager	**License #:**	85383

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$
General Overhead-Related Construction Items											
	Mobilization	1	LS	$ 52,418.00							
	Traffic Control	1	LS	$ 81,000.00							
	Stormwater Protection Plan	1	LS	$ 10,000.00							
	Construction Area Signs	1	LS	$ 10,000.00							
			LS								
			LS								
			LS								
			LS								
			LS								
			LS								
General Construction Items											
11	Signs	1	LS	$ 10,000.00	$10,000	100%	$10,000				
12	Striping	1	LS	$ 434,800.00	$434,800	100%	$434,800				
13	AC Grind (6")	20000	SF	$ 3.00	$60,000	100%	$60,000				
14	Curb and Gutter	100	LF	$ 20.00	$2,000	100%	$2,000				
15	Median 12"	1200	SF	$ 50.00	$60,000	100%	$60,000				
16	High Performance Delineator Buffer	800	EA	$ 90.00	$72,000	100%	$72,000				
17	Speed Hump	10	EA	$ 3,500.00	$35,000	100%	$35,000				
18	Traffic Control System	1	LS	$ 300,000.00	$300,000	100%	$300,000				
19								100%			
20								100%			
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40								100%			
41								100%			
42								100%			
43								100%			
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
	Subtotal of Construction Items:				**$1,127,218**		**$1,127,218**				
	Construction Item Contingencies (% of Construction Items):			**10.00%**	$112,722		$112,722				
	Total (Construction Items & Contingencies) cost:				**$1,239,940**		**$1,239,940**				

Project Delivery Costs:

Type of Project Cost	Cost $		
Preliminary Engineering (PE)		ATP Eligible Costs	Non-participating Costs

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.2

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	City of San Mateo	**Date:**	9/1/2020
Project Description:	Construct a Class IV and III bikeways to enable safe access to two elementary schools.		
Project Location:	South Delaware Street from 19th Avenue to Pacific Boulevard		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Jay Yu, Engineering Manager	**License #:**	85383

		ATP Eligible Costs	Non-participating Costs	"PE" costs / "CON" costs	
Environmental Studies and Permits(PA&ED):	$ 37,198	$37,198			
Plans, Specifications and Estimates (PS&E):	$ 213,189	$213,189			
Total PE:	**$ 250,387**	**$250,387**		**20%**	**25% Max**
Right of Way (RW)					
Right of Way Engineering:	$ 10,000	$10,000			
Acquisitions and Utilities:					
Total RW:	**$ 10,000**	**$10,000**			
Construction Engineering (CE)				"CE" costs / "CON" costs	
Construction Engineering (CE):	$ 161,192	$161,192		**13%**	**15% Max**
(PE+RW+CE) Total Project Delivery:	**$421,579**	**$421,579**			
Total Construction Costs:	**$1,239,940**	**$1,401,132**			
Total Project Cost:	**$1,661,519**	**$1,661,519**			

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

March 26, 2025

TIP ID	**PPNO**
SM-210006	2353

Matt Fabry, Director of Public Works
City of San Mateo
330 W 20th Avenue
San Mateo, CA 94403

Re: Delaware Street Safe Routes to School Corridor Project – Minor Scope Revision

Dear Director Fabry,

The Metropolitan Transportation Commission has received your minor scope revision request for the Delaware Street Safe Routes to School Corridor project in San Mateo County (PPNO: 2353), competitively selected in MTC's Regional Cycle 5 Active Transportation Program (ATP).

In March 2024, the California Transportation Commission (CTC) approved policies for any amendments to ATP projects. The adopted policies include required documentation of MTC's approval and rationale for approval of proposed scope changes.

Based on our evaluation of the documentation you provided, MTC staff understands that in order to maximize project delivery efficiencies with another concurrent active transportation-focused project, San Mateo plans to revise the project scope to deliver project elements originally planned for the Delaware Street Safe Routes to School Corridor project at the intersection of Delaware and 19th Avenue as a part of the US101/SR92 Fashion Island Blvd Mobility Hub project. The proposed scope change ensures that the original project benefits are preserved while allowing the concurrent project to construct safety improvements without interfering with the Delaware Street project.

The proposed scope change is estimated to result in a $1,500,000 increase in cost. However, since the City committed to funding any cost increases with local funds and the modifications will maintain the benefits identified in the original application, MTC approves the scope revision request. MTC cautions San Mateo not to proceed with the project before securing necessary approvals from MTC, Caltrans, and the CTC, as such action may jeopardize ATP funding.

If you have any questions regarding MTC's position, please contact Karl Anderson, MTC's ATP Program Manager, at (415) 778-6645, or kanderson@bayareametro.gov.

Sincerely,

Theresa Romell
Director, Funding Policy and Programs

TR:KA

cc: Xi Zhang, Caltrans District 4 Division of Local Assistance
Teresa McWilliam, Caltrans HQ Division of Local Assistance
Anja Aulenbacher, California Transportation Commission

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