



Office of the City Manager

CONSENT CALENDAR
June 27, 2023

To: Honorable Mayor and Members of the City Council
 From: Dee Williams-Ridley, City Manager
 Submitted by: Liam Garland, Director, Public Works Department
 Subject: Contract: Bay Cities Paving & Grading, Inc. for Southside Complete Streets Project

RECOMMENDATION

Adopt a Resolution:

1. Approving plans and specifications for the Southside Complete Streets Project ("Project"), Specification No. 23-11572-C, Federal Aid Project No. CMSTPL-5057(051);
2. Accepting the bid of Bay Cities Paving & Grading, Inc., the lowest responsive and responsible bidder; and
3. Authorizing the City Manager to execute a contract with Bay Cities Paving & Grading, Inc. and any amendments, extensions, and/or change orders until completion of the Project in accordance with the approved plans and specifications, in an amount not to exceed \$12,973,925, which includes a 20% contingency for unforeseen circumstances.

SUMMARY

Due to continued growth of commercial activity and residential occupancy in the Southside neighborhood, there have been increased demands on the use of sidewalks and roadways for walking, biking, transit, ride-hailing, and commercial deliveries. In conjunction with citywide plans and policies to improve safety for the traveling public, transit reliability, and economic and cultural vitality, and funded in large part by a Federal-aid grant, the Southside Complete Streets Project is designed to address these identified challenges on three major streets: Bancroft Way, from Piedmont Avenue to Milvia Street, and Fulton Street and Dana Street, both from Bancroft Way to Dwight Way. Telegraph Avenue was initially part of the Project scope but was removed after initial community engagement indicated a desire to further study a "Car Free Telegraph", or curbless street option from Channing Way to Bancroft Way in which there would be operating restrictions or limits on private automobiles. City Council subsequently affirmed this approach. Such an approach is not compatible with the Project's grant funding amount or deadlines, therefore must be performed as a separate project.

This Project has been in development for several years and has been shaped by numerous actions by City Council, including approval of conceptual designs in early 2022 that led directly to the development of final design plans and specifications. Over the course of two years, from early 2021 to early 2023, City staff have performed extensive outreach and coordination with numerous internal and external stakeholders during both the conceptual design and detailed engineering design phases, including transit agencies, schools, business improvement districts for the Southside and Downtown neighborhoods, businesses and residents, waste and recycling pickup, fire marshals and police for the City and UC Berkeley, and many others. The Project design has been approved by the Berkeley Fire Department (BFD). Three of BFD’s comments were received during the bid period; two will be addressed prior to construction as relatively minor contract change orders and the remaining comment involved a clarification that required no further changes to the design. Construction is scheduled to begin in late summer 2023, with a duration of about one year.

Staff are requesting a Council resolution for the above three recommendations, which are time sensitive and are needed to keep the Project on schedule with regard to grant funding requirements.

FISCAL IMPACTS OF RECOMMENDATION

The construction budget for the Southside Complete Streets Project is \$12,973,925, including contingency. Partial funding is available in the FY 2023 budget, and remaining funding will be appropriated in the FY 2024 and/or FY 2025 budgets for UC Settlement Fund 147 and Capital Improvement Fund 501.

Construction Funding for Southside Complete Streets Project

Federal Grant (Fund 305 – Federal Surface Transportation Program).....	\$7,335,000
UC Settlement (Fund 147 – Long-Range Development Plan).....	\$2,063,732
Alameda County Measure BB (Fund 134 – Local Streets & Roads).....	\$150,538
General Fund (Fund 011).....	\$1,000,000
Capital Improvements (Fund 501).....	\$2,424,655
Total Project Funding	\$12,973,925

Low Bid by Bay Cities Paving & Grading, Inc.	\$10,811,604
<u>20% Contingency</u>	<u>\$ 2,162,321</u>
Total Not-To-Exceed Construction Cost	\$12,973,925

CURRENT SITUATION AND ITS EFFECTS

Following the February 22, 2022 City Council meeting (described in detail in the *City Council Actions* subsection, including travel lane and parking changes), in which Council approved the conceptual design for transportation improvements on Bancroft Way, Dana Street, and Fulton Street, City staff and the Project design consultant prepared the Project plans and specifications in substantial conformance with the

conceptual design. A significant component of the final design includes complete pavement reconstruction for the proposed new transit lanes on Bancroft Way and Dana Street, which will have a 20-year design life. In addition to overall pedestrian, bicycle, and transit improvements and substantial repaving, the final design also includes the following major safety, accessibility, and green infrastructure components:

- Pedestrian accessibility upgrades to numerous curb ramps,
- Protected bikeways based on the design of the Milvia Street Bikeway, which had detailed input from the Commission on Disability,
- Shortened pedestrian crossing distances at curb bulbouts and locations where traffic islands are part of the protected bikeway design,
- Protected traffic signal phases for pedestrian and bicycle crossings where feasible,
- A new traffic signal at the Bancroft Way/Barrow Lane intersection to facilitate bicycle access and pedestrian accessibility onto the University of California Berkeley (UC Berkeley) campus at one of three identified bicycle access points from the Southside (the others being the Bancroft Way/Dana Street intersection, which is controlled by a traffic signal, and the Bancroft Way/College Avenue intersection, which has all-way stop controls),
- A reconstructed slip ramp with a raised crosswalk at the Bancroft Way/Fulton Street intersection that is intended to create a safer and more accessible pedestrian and bicycle crossing,
- A raised intersection at the Bancroft Way/Telegraph Avenue intersection, which is intended to slow vehicles at this major pedestrian thoroughfare and provide a transition into a potential future development of a curbsless street with possible private automobile restrictions on the adjacent portion of Telegraph Avenue, and
- Several green infrastructure elements consisting of stormwater retention and treatment areas along Bancroft Way at the Shattuck Avenue, Fulton Street, Ellsworth Street, Sather Lane, and College Avenue intersections.

A table of estimated on-street parking and loading spaces is summarized below. Segments match the description of traffic lane and parking lane changes as described in the *City Council Actions* subsection. Numbers of parking and loading spaces are based on the assumption that 20 linear feet of curb equals one parking or loading space. In practice, actual parking spaces may be individually marked or not depending on the curbside parking management system used (i.e., meters or pay stations) or type of space (e.g., accessible – blue curb), and typically vary from 18 feet to 22 feet in length. Likewise, actual loading zones vary in length depending on the operational

needs of the adjacent properties. Please refer to the final design documents in Attachment 4 for parking and loading locations on each of the three Project corridors.

Estimated Numbers of On-Street Parking and Loading Spaces

Segment	Existing	Conceptual Design (February 2022)	Final Design (June 2023)
Bancroft Way (Piedmont Ave to College Ave)	40	21	32
Bancroft Way (College Ave to Dana St)	98	57	47
Bancroft Way (Dana St to Fulton St)	35	77	47
Bancroft Way (Fulton St to Milvia Street)	53	24	20
Fulton St (Bancroft Way to Durant St)	7	9	9
Fulton St (Durant St to Channing Way)	12	8	7
Fulton St (Channing Way to Dwight Way)	36	8	12
Dana St (Bancroft Way to Haste St)	25	20	15
Dana St (Haste St to Dwight Way)	7	4	4
Totals	313	228	193

The numbers of curbside parking spaces for the Final Design differ from those for the Conceptual Design due to successive refinements that occurred during the detailed design phase of the Project, which is the phase that immediately followed conceptual design. Reasons for the discrepancies include:

- Inclusion of fire lanes and access areas as a result of detailed discussions and meetings with BFD,
- Inclusion of access areas for waste and recycling trucks,
- On-street parking layout refinements as a result of vehicle turn movement analyses into and out of driveways,
- Bus stop and bus layover length revisions as a result of discussions with Alameda-Contra Costa Transit (AC Transit) in which proposed bus bulbs were removed from the design,
- Traffic queuing analysis that resulted in a longer right-turn-lane length on Bancroft approaching Fulton,
- Inclusion of bicycle parking areas, and
- Larger motorcycle/scooter parking areas.

On May 4, 2023, three bids were opened for the Project, with bids ranging from \$10,811,604.34 to \$14,948,567.00. The determination of the lowest responsive and responsible bidder was based on the total bid price, as described in the bid documents. The low bidder is Bay Cities Paving & Grading, Inc., with a bid of \$10,811,604.34. Staff have identified funding to cover the total bid price of the low bidder, plus a 20% contingency, as indicated above. Staff have verified that Bay Cities Paving & Grading, Inc. is the lowest responsive and responsible bidder.

The Living Wage Ordinance does not apply to this Project as Department of Public Works construction contracts are, pursuant to City policy, subject to State prevailing wage laws. Bay Cities Paving & Grading, Inc. has submitted a Certification of Compliance with the Equal Benefits Ordinance. The Community Workforce Agreement does not apply because this Project is federally funded and such an agreement is precluded by Federal regulations.

BACKGROUND

In recent years, the Southside neighborhood has experienced continuing growth in both commercial activity and residential occupancy, with increased walking, biking, transit use, ride-hailing, and freight and small package delivery. The Southside Complete Streets Project aims to meet these challenges by taking the visions laid out in City plans and other documents and coupling them with a community- and data-driven approach to design transportation improvements.

The goals of the Southside Complete Streets Project are:

1. Ensure safety for all street users consistent with the City's Vision Zero policy, which relies in large part on the City's Pedestrian and Bicycle plans.
2. Improve transit reliability consistent with the City's Transit-First policy.
3. Support the economic and cultural vitality of Berkeley's Southside neighborhood consistent with the Economic Development goals of the City's Southside Plan.

City Council Actions

The Southside Complete Streets Project delivers on past City Council direction and referrals, as described below.

In 2013, City Council directed staff to study conversion of Bancroft Way and Durant Street from one-way to two-way streets consistent with the Southside Area Plan recommendation to study this change. In 2015, staff delivered a traffic study and identified a cost estimate of \$5 million for the conversion project. Also in 2015, as a follow-up to the two-way streets study, City Council adopted a referral to consider making Dana Street two-way for bicycle travel. This project considered but ultimately rejected the options to convert one-way Southside streets to two-way vehicle traffic, due to cost considerations and the poor performance of these options in meeting Project goals. The Project does carry forward the referral to implement a two-way bikeway on Dana Street.

In 2016, in response to a near-fatal vehicle-bicycle crash, City Council authorized installation of a one-way southbound protected bikeway on Fulton Street between Bancroft Way and Channing Way. This Project continues that bikeway two blocks further to the south to connect at Dwight Way with the Fulton Street Bicycle Boulevard project (currently in the early design stage), and makes the bikeway two-way for all four blocks.

In 2016, City Council approved the Southside Pilot Project (SPP), which included the Phase I: Bancroft Way West bus lane and bikeway pilot project between Dana Street and Fulton Street, as well as a future Dana Complete Street Pilot Project as part of the overall SPP vision. This Project proposes to upgrade the Phase I: Bancroft Way West project using more permanent, low-maintenance materials, as well as constructing the remaining phases of Bancroft Way as described in the SPP City Council report.

In 2017, City Council approved the Berkeley Bicycle Plan, which calls for evaluation of two-way cycletracks on Bancroft Way, Dana Street, Fulton Street, and Telegraph Avenue. This project evaluated bikeways on all project corridors and prioritized Bancroft Way, Dana Street, and Fulton Street for implementation of protected bikeways. Telegraph Avenue was considered for a protected bikeway but due to the space needs for wider sidewalks, abundant loading zones, and a bus-only lane, a protected bikeway could not be included.

On June 27, 2017, City Council authorized the filing of an application and subsequent acceptance of funds for the Southside Complete Streets Project. In 2018, the City received an \$8,335,000 Federal-aid grant from Alameda County Transportation Commission (Alameda CTC) and the California Department of Transportation (Caltrans) for transportation improvements in Berkeley's Southside neighborhood. Grant-funded improvements could include physically protected bikeways (i.e., cycletracks), signal modifications, transit efficiency and reliability improvements (transit signal priority, transit only lanes), more useful commercial and passenger loading zones, pedestrian sidewalk and crosswalk safety upgrades, and street repaving. Of this grant, \$1 million is allocated for preliminary engineering (planning, conceptual design, and public engagement); environmental (California Environmental Quality Act and National Environmental Policy Act) compliance; plans, specifications and estimates (detailed engineering design and preparation of construction documents); and construction bid and engineering support. The remaining \$7,335,000 of the grant is for construction of transportation improvements.

In 2021, City Council approved the AC Transit Dana Complete Street Pilot project, which is being developed and delivered through a partnership between AC Transit and the City of Berkeley. AC Transit's Dana Complete Street Pilot Project complements the City's Southside Complete Streets Project by piloting a two-way cycletrack and bus boarding island on Dana Street, from Bancroft Way to Dwight Way. Construction of the Dana Complete Street Pilot project is expected to occur prior to the City's work on Dana Street for the Southside Complete Streets Project. The work of the two projects has been coordinated: AC Transit's scope generally includes the two-way cycletrack and bus boarding island, and the City's scope generally includes repaving the non-cycletrack portion of Dana Street and implementing traffic signal improvements.

In 2021, City Council approved the most recent Five-Year Street Repair Plan. Consistent with this plan, the Southside Complete Streets Project repaves Dana Street

from Bancroft Way to Dwight Way and Bancroft Way from Piedmont Avenue to Dana Street and from Fulton Street to Milvia Street. During the detailed design phase of the Project in 2022, engineering analyses indicated the need to repave (a) Bancroft Way from Dana Street to Fulton Street and (b) Fulton Street from Bancroft Way to Dwight Way, so these segments were also included in the Project scope.

On January 26, 2021, City Council authorized the City Manager to execute a contract with Toole Design Group for planning, design, and engineering of the Project. The contract was subsequently executed on August 2, 2021. Planning and community outreach efforts immediately began in earnest, culminating in recommended conceptual design options that were approved by Council on February 22, 2022. Key components of the Council-approved conceptual design include the following Project corridors:

- Bancroft Way (Piedmont Avenue to Milvia Street): Concrete curb-protected cycletrack for bicyclists on the south side of Bancroft, with one general purpose westbound lane from Piedmont to Shattuck and two general purpose lanes (one westbound and one eastbound) from Shattuck to Milvia, and a transit lane (College to Shattuck). Between Piedmont and College, the existing on-street parking and loading lane would be preserved on the north side of the street, and the existing parking lane on the south side of the street would be repurposed to install the new cycletrack.

Between College and Dana, the existing parking and loading lane on the north side of the street would be repurposed to install the new bus-only lane, and the existing on-street parking and loading lane on the south side of the street would be preserved and integrated into the new parking-protected cycletrack. Between Dana and Fulton, on the north side of the street the existing bus-only lane would be moved out from the curb, allowing restoration of the parking and loading lane removed by the previous Bancroft bikeway project, and the existing on-street parking and loading lane on the south side of the street would be preserved as part of the existing parking-protected cycletrack. Between Fulton and Shattuck, the existing parking and loading lane on the north side of the street would be repurposed to install the new bus-only lane, and the existing on-street parking and loading lane on the south side of the street would be preserved and integrated into the new parking-protected cycletrack. Between Shattuck and Milvia, the existing on-street parking and loading lane would be preserved on the north side of the street, and the existing parking and loading lane on the south side of the street would be repurposed to install the new cycletrack.

- Telegraph Avenue (Dwight Way to Bancroft Way): Community input strongly suggested further study of a proposed curbless street with wider sidewalks on both sides of the street from Channing to Bancroft, operating restrictions on private automobiles, and transit lane from Dwight to Bancroft. Due to budget and

schedule constraints, the Telegraph corridor was removed from this Project and will be programmed as a separate project once funding is identified.

- **Fulton Street (Bancroft Way to Dwight Way):** Concrete curb-protected cycletrack for bicyclists on the east side of Fulton, two general purpose lanes (one southbound and one northbound) from Bancroft to Durant, one general purpose lane in the southbound direction from Durant to Dwight, and on-street parking on the west side where feasible.

From Bancroft to Durant, on the east side of the street the existing parking lane would be repurposed to install the new cycletrack, and on the west side of the street the existing one-way cycletrack would be removed in order to restore the on-street parking and loading lane previously removed by the Fulton bikeway project. From Durant to Channing, on the east side of the street the existing parking lane would be repurposed to install the new cycletrack, and on the west side of the street the existing one-way cycletrack would be removed in order to move the existing on-street parking lane back against the curb. From Channing to Dwight, on the east side of the street the existing parking lane would be repurposed to install the new cycletrack, and on the west side of the street the existing parking lane would be preserved.

- **Dana Street (Bancroft Way to Dwight Way):** Concrete curb-protected cycletrack for bicyclists on the west side of Dana, one general purpose southbound lane (Bancroft to Dwight), maintaining a bus boarding island and associated bus-only zone (on Dana at Haste) that AC Transit will install as part of its Dana Complete Street Pilot Project.

From Bancroft to Dwight the existing on-street parking and loading lane will be preserved and switched from the west side of the street to the east side of the street, with the exception of Haste to Dwight, where the AC Transit bus boarding island requires removal of all on-street parking and loading on the northern half of the block. The street reconfiguration for Dana was previously approved in 2021 by City Council.

On February 22, 2022, City Council directed the City Manager to direct staff to proceed with detailed engineering design of the Southside Complete Streets Project.

Stakeholder and Public Engagement – Conceptual Design

City staff initiated the Project in 2020 by convening an Institutional Stakeholder Group (ISG) consisting of the following members:

- City Public Works Department: Transportation, Engineering, Zero Waste, and Streets & Utilities
- City Fire Department: Fire Marshal

- City Police Department
- City Planning Department
- City Office of Economic Development
- UC Berkeley: Planning & Capital Strategies, Transportation
- Lawrence Berkeley National Laboratory (LBNL): Shuttle Operator
- AC Transit: Planning, Operations

The ISG met multiple times, first to provide input on the draft consultant Request For Proposals, project scope, and project schedule, and subsequently to provide guidance to City staff identifying and refining preliminary conceptual design options for each Project corridor, and provide input on the selection of the preferred conceptual designs.

In 2020, City staff also conducted preliminary outreach with the Telegraph Business Improvement District (TBID) and engaged in a robust public process with AC Transit for the Dana Complete Street Pilot Project. Refer to the *City Council Actions* subsection for more information on these and other pre-Project activities.

Following the kickoff of the design consultant contract in August 2021, City staff and consultants deployed an extensive public engagement strategy consisting of two online public meetings engaging dozens of attendees; an online public survey with over 1,300 individual respondents; six Commission meetings, including the Transportation, Public Works, and Disability Commissions; and multiple stakeholder group meetings with the Associated Students of the University of California Berkeley (ASUC), TBID, Downtown Berkeley Association (DBA), Walk Bike Berkeley, and East Bay Transit Rider's Union (EBTRU). City staff and project consultants publicized the process by distributing and mailing thousands of postcards and flyers; installing temporary sidewalk decals on Project streets, especially at or near AC Transit bus stops; and issuing press releases and conducting a social media campaign, all with the support of partner organizations including AC Transit, UC Berkeley, and TBID to publicize the Project.

City staff presented the recommended conceptual design options for each Project corridor to the Berkeley Transportation Commission on January 20, 2022. The Transportation Commission passed a motion supporting the staff-recommended design options, as follows:

Item B2 - Southside Complete Streets

It was Moved/Seconded (Parolek/Ghosh) that the Transportation Commission:

support Bancroft Option #1, support prioritized transit lanes on Bancroft and Telegraph, and ask staff to consider a wider sidewalk on the south side to create a pedestrian corridor between downtown and Telegraph;

that the Transportation Commission support Fulton Option #1;

and that the Transportation Commission support Telegraph Option #4. The Commission strongly recommends that staff demonstrate how Option #4 can be operationalized as a car-free street with a transit lane, and with 2-way bike and micromobility facilities.

Finally, the Transportation Commission is in favor of making the Dana project permanent.

*Ayes: Bruzzone, Ghosh, Gosselin, Greene, Leung, Lutzker, Parolek, Walton
Motion carried 8-0-0-0*

In response to the Transportation Commission action, City staff directed the Project design consultant to consider potentially widening the sidewalk and adding street trees and green infrastructure along Bancroft Way to create a more appealing pedestrian corridor between Downtown Berkeley and Telegraph Avenue. Due to budget constraints, these additional improvements were ultimately not included in the Project. Further, City staff directed the Project design consultants to prepare additional graphics for the second online public meeting and other upcoming public engagement activities, to clearly demonstrate how the staff-recommended conceptual design option for Telegraph Avenue could be operationalized as a car-free street. As described above in the *City Council Actions* subsection, due to budget and schedule constraints, the Telegraph corridor was removed from this Project and will be programmed as a separate project once funding is identified.

November 18, 2021	Transportation Commission meeting
December 5, 2021	EBTRU meeting
December 8, 2021	Commission on Disability meeting
December 14, 2021	TBID meeting
January 7, 2022	Institutional Stakeholder Group Meeting
January 10, 2022	Institutional Stakeholder Group - Public Works Traffic Engineering Focused Meeting
January 13, 2022	Public Works Commission Special Meeting
January 20, 2022	Transportation Commission meeting
January 27, 2022	DBA Executive Project Briefing
January 27, 2022	Online Open House
February 3, 2022	DBA Board Meeting
February 22, 2022	City Council Meeting (Concept Design Approval)

Stakeholder Engagement – Detailed Engineering Design

During the detailed design phase of the Project, which occurred after Council approved the conceptual design in February 2022, City staff worked closely with members of the

original ISG and additional stakeholders (indicated below in *italics*) to develop and refine the design, including dozens of staff from the following departments and groups:

- City Public Works Department: Transportation, Engineering, Zero Waste, Streets & Utilities
- City Fire Department: Fire Marshal
- City Police Department
- *Parks Department: Urban Forestry, Maintenance*
- City Planning Department
- City Office of Economic Development
- *TBID*
- *DBA*
- UC Berkeley: Planning & Capital Strategies; Transportation; *Fire; Police; Facilities, Operations & Maintenance; Housing & Dining; Cal Performances; Government & Community Relations; Public Information Office; Cal Athletics; Cal Recreational Sports*
- LBNL: Shuttle Operator
- AC Transit: Planning, *Traffic Engineering*, Operations
- *East Bay Municipal Utility District (EBMUD): Engineering*

The members of the ISG were afforded several opportunities to provide input at various stages of the detailed design phase, including review and comment on 35%, 65%, and 95% draft submittals. The additional stakeholders were engaged at vital points during the design process. Key dates involving coordination with the ISG and additional stakeholders include the following:

Stakeholder Engagement – Key Dates in Detailed Engineering Design Phase

March 7, 2022	DBA Field Visit (and follow-up design refinement discussions through May 2022)
April 7, 2022	Initial Project review meeting with BFD at pre-35% design stage
April 25, 2022	35% design submittal for review by ISG
May 10, 2022	35% design review meeting with ISG
June 23, 2022	Pre-65% design submittal for review by BFD
July 15, 2022	65% design submittal for review by ISG
July 19, 2022	On-site meeting with Zero Waste Division of the Public Works Department to review affected properties to ensure continued waste and recycling collection operations
July 27, 2022	Detailed Project review meeting with BFD
August 1, 2022	65% design review meeting with ISG
October 17, 2022	95% design submittal for review by ISG
November 29, 2022	Design review meeting with TBID

December 14, 2022 – February 15, 2023	Numerous meetings and correspondence with various groups from UC Berkeley
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City staff received and addressed approximately 1,000 comments from the ISG and additional stakeholders during this extensive review process. The final Project plans and specifications were prepared as a result of this process.

On April 27, 2023, during the bid period which occurred from March 31, 2023 to May 4, 2023, City staff received a conditional approval of the Project design from BFD, which included three additional comments. Discussions between City staff and BFD ensued and, as a result, BFD has since approved the design of the Project. Two of BFD’s comments will be addressed prior to construction as relatively minor contract change orders and the remaining comment involved a clarification that required no further changes to the design. Construction is scheduled to begin in late summer 2023, with a duration of about one year.

Construction is scheduled to begin in late summer 2023, with a duration of about one year. As the Project is largely funded by federal grant monies, award of the construction contract must be to the lowest responsive and responsible bidder – in this case, Bay Cities Paving & Grading, Inc. This contractor has worked on recent successful citywide roadway repaving projects. Construction will be managed by a City consultant staffed by a dedicated resident engineer and inspectors, each with over 20 years of experience and with expertise in delivering federally-funded transportation projects, which will be overseen by engineering staff.

The Southside Complete Streets Project is one of the Public Works Department’s Top Projects for FY23, advancing the City’s Strategic Goals to (1) provide state-of-the art, well-maintained infrastructure, amenities, and facilities, (2) create a resilient, safe, connected, and prepared city, and (3) be a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Installation of protected bikeways and improving pedestrian crossings is anticipated to increase walking and biking, which is consistent with the 2009 Berkeley Climate Action Policy that calls for expanding and improving Berkeley’s bicycle and pedestrian infrastructure. Installation of transit-only lanes is anticipated to improve bus reliability and decrease travel times, making on-street transit a more attractive mode of transportation. The 2009 Berkeley Climate Action Plan sets targets of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes such as public transit, walking, and bicycling must become the primary means of fulfilling the City’s mobility needs in order to meet those targets.

RATIONALE FOR RECOMMENDATION

Contract: Bay Cities Paving & Grading, Inc. for
Southside Complete Streets Project

CONSENT CALENDAR
June 27, 2023

Approval of the plans and specifications, accepting the bid of Bay Cities Paving & Grading, Inc. as the lowest responsive and responsible bidder, and authorizing the City Manager to execute a contract with Bay Cities Paving & Grading, Inc., all for the Southside Complete Streets Project, will keep the Project on schedule in accordance with the grant funding agreement.

ALTERNATIVE ACTIONS CONSIDERED

If City Council chose not to take the proposed actions at this time and instead defer the item to a future Council agenda, such an action could increase the risk of loss of federal grant funds and the Project not being completed.

CONTACT PERSON

Hamid Mostowfi, Acting Transportation Manager, Public Works Department (510) 981-6403

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

Eric Anderson, Acting Principal Planner, Public Works Department (510) 981-7062

Attachments:

- 1: Resolution
- 2: Site Map
- 3: Abstract of Bids
- 4: Signage and Striping Plans

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

CONTRACT: BAY CITIES PAVING & GRADING, INC. FOR
SOUTHSIDE COMPLETE STREETS PROJECT

WHEREAS, the Southside Complete Streets Project includes the following Southside neighborhood corridors: Bancroft Way from Piedmont Avenue to Milvia Street, Fulton Street from Bancroft Way to Dwight Way, and Dana Street from Bancroft Way to Dwight Way;

WHEREAS, the Berkeley Vision Zero Action Plan has documented severe and fatal crashes on Project streets, Southside sidewalks carry some of the highest numbers of people walking in the East Bay, gaps in the low-stress protected bikeway network on Project streets result in connectivity problems that discourage bicycling for transportation, the Five-year Street Repair Plan documents poor pavement quality on Project streets, AC Transit buses have on-time performance issues that discourage bus ridership in the Project area, and competition for limited loading zones creates operational issues for neighborhood businesses; and

WHEREAS, to address these needs, the Project delivers on the City's Vision Zero, Complete Streets, Transit-First, and Climate Action Plan policies, and builds upon the specific recommendations of numerous plans and studies including the Southside Area Plan, the Berkeley Bicycle and Pedestrian Plans, the Five-year Street Repair Plan, and the AC Transit Major Corridors study, among others; and

WHEREAS, with the support of an engineering and design consultant team and partner government agencies, City staff identified conceptual design options for each of the Project corridors, obtained public input on and analyzed the conceptual design options, and selected recommended conceptual designs for consideration by the Council of the City of Berkeley; and

WHEREAS, on February 22, 2022 the Council of the City of Berkeley approved the City staff-recommended conceptual designs and directed the City Manager to direct staff to proceed with the detailed engineering design of the Project; and

WHEREAS, with the support of an engineering and design consultant team, City staff completed the final design of the Project in substantial conformance with the conceptual design options that were approved by the Council of the City of Berkeley; and

WHEREAS, the Project is one of the Public Works Department's Top Projects for FY 2023; and

June 27, 2023

WHEREAS, the City has received an \$8,335,000 Federal-aid grant from Alameda County Transportation Commission and the California Department of Transportation for the work of this Project; and

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

WHEREAS, on March 31, 2023, the City released an Invitation for Bids (Specification No. 23-11572-C, Federal Aid Project No. CMSTPL-5057(051)) for the work of this Project; and

WHEREAS, Bay Cities Paving & Grading, Inc. was found to be the lowest responsive and responsible bidder; and

WHEREAS, funds are available in the FY 2023, FY 2024 and planned FY 2025 budgets in the Federal Grants (Fund 305), UC Settlement (Fund 147), Alameda County Measure BB Local Streets & Roads (Fund 134), General Fund (Fund 011), and Capital Improvements (Fund 501); and

WHEREAS, no other funding is required, and no other project from the Public Works Department's Top Projects for FY 2023 will be delayed due to this expenditure.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Plans and Specifications for the Southside Complete Streets Project (Specification No. 23-11572-C, Federal Aid Project No. CMSTPL-5057(051)) are approved.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley accepts the bid of Bay Cities Paving & Grading, Inc. as the lowest responsive and responsible bidder.

BE IT FURTHER RESOLVED that the Council of the City of Berkeley authorizes the City Manager to execute a contract and any amendments, extensions, and/or change orders until completion of the Project in accordance with the approved Plans and Specifications with Bay Cities Paving & Grading, Inc. in an amount not to exceed \$12,973,925, which includes a 20 percent contingency for unforeseen circumstances. A record signature copy of said agreement and any amendments will be on file in the Office of the City Clerk.

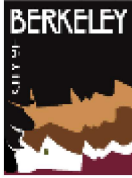
ATTACHMENT 2: SITE MAP

Southside Complete Streets Project



ATTACHMENT 3: ABSTRACT OF BIDS

Southside Complete Streets Project



City of Berkeley
Abstract of Bid Worksheet

Finance Department
General Services Division

Spec. No. 23-11572-C Bid Date: 5/4/2023
FOR: [Southside Complete Streets | City of Berkeley \(berkeleyca.gov\)](https://www.ci.berkeley.ca.gov)

required w/ bid

	Bidders	Base Bid	Bid Bond	Addendum (1-5)	Experience - Fin. Qual.	Trampayer ID	Nuclear Free	Opp.States	Sanctuary City	EBO	Non collusion affidavit	CA Contractor registration	Debarment	12-B	15-G	15-H	PCC Statement	PCC questionnaire	Iran Contra	Non-bidding disclosure	
1	Bay Cities Paving and Grading	\$ 10,811,604.34	X	X	X	X	X	X	X	X	X	X	X	X	X	N/A	X	X	X	X	X
2	Gallagher & Burk Inc.	\$ 11,943,943.00	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3	Chilotti Bros. Inc	\$ 14,948,567.00	X	X	X	X	X	X	X	X	X	X	X	X	X	N/A	X	X	X	X	X
4																					
5																					
6																					
7																					
8																					

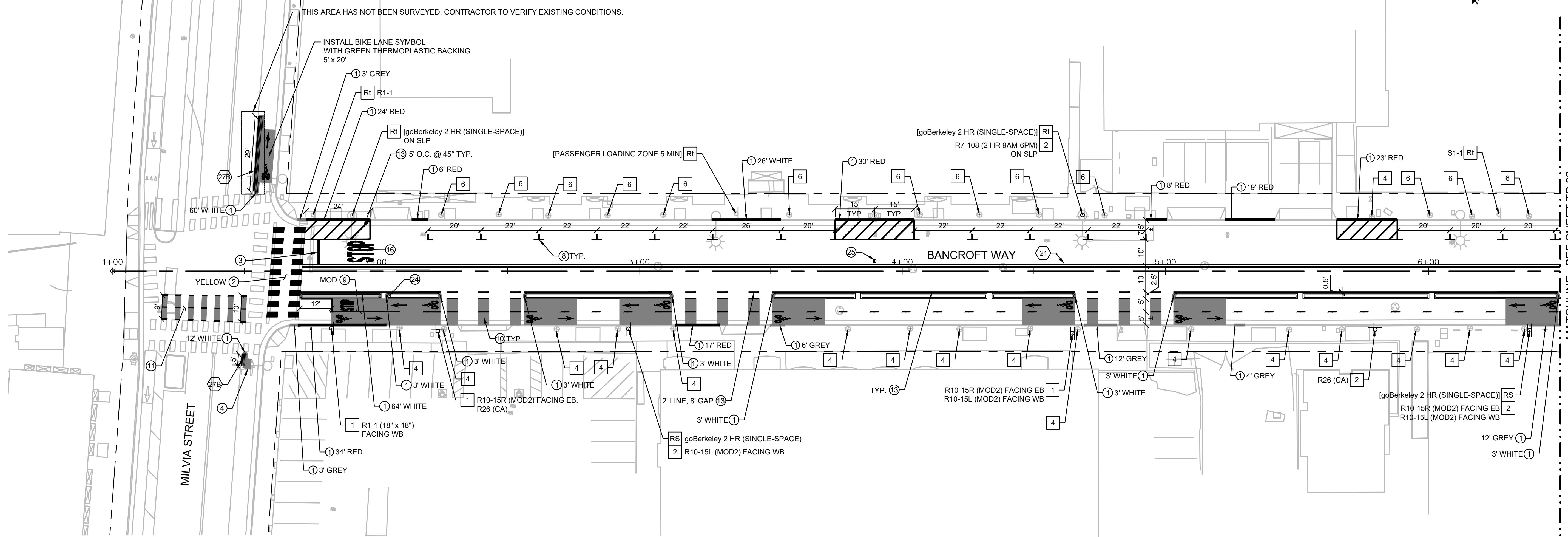
Bid Recorder: Kenneth Jung [Kenneth Jung \(May 4, 2023 1:52 PM\)](https://www.ci.berkeley.ca.gov) Date May 4, 2023

Bid Opener: Josh Roben [Josh Roben \(May 4, 2023 08:11 PM\)](https://www.ci.berkeley.ca.gov) Date May 5, 2023

Project Manager: Kenneth Jung [Kenneth Jung \(May 4, 2023 1:52 PM\)](https://www.ci.berkeley.ca.gov) Date May 4, 2023

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	goBerkeley 2 HR (SINGLE-SPACE)	18" x 24"	2	
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		3
R10-15R (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (RIGHT ARROW)	30" x 30"		3
R1-1	STOP (BIKE)	18" x 18"		1
R26 (CA)	NO PARKING ANYTIME	12" x 18"		2
R7-108	2 HR PARKING 9AM-6PM	12" x 18"		1

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	3
REMOVE EXISTING POST	



MATCHLINE - SEE SHEET TP-02

LEGEND & ABBREVIATIONS

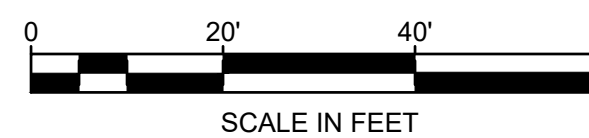
XX	CALTRANS STRIPING DETAIL	R1	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊙	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊙	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

1	INSTALL SIGNS ON 2" POST. SEE DETAIL [14] ON SHEET TP-19.
2	INSTALL SIGNS ON EXISTING POST/POLE
3	REMOVE SIGN POST
4	REMOVE PARKING METER POLE. CITY TO REMOVE METER HEAD. SEE GENERAL NOTE 15.
5	CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
6	RETAIN EXISTING PARKING METER POST AND METER OR PAY STATION
7	INSTALL PAY STATION (BY OTHERS). SEE GENERAL NOTE 17.
8	INSTALL SIGN ON 2" FLEX POST

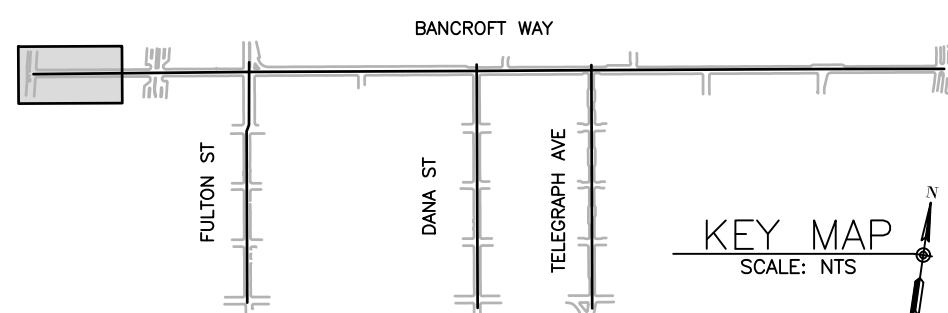
STRIPING KEYNOTES

1	PAINT/REFRESH CURB	12	STRIPES BIKEWAY CROSSWALK. SEE DETAIL [2] ON SHEET TP-17	23	INSTALL TYPE VIII ARROW
2	STRIPES HIGHER VISIBILITY CROSSWALK. SEE DETAIL [1] ON SHEET TP-17	13	INSTALL 6" WHITE LINE	24	INSTALL 36" WHITE FLEXPOST
3	STRIPES 1'-WIDE WHITE THERMOPLASTIC STOP BAR (5' BEHIND CROSSWALK U.O.N.)	14	INSTALL 6" YELLOW LINE	25	INSTALL BLUE RETRO-REFLECTIVE PAVEMENT MARKER
4	INSTALL GREEN THERMOPLASTIC	15	INSTALL 4" YELLOW 3' LENGTH 9" SKIP LINE	26	INSTALL ADA STENCIL PAVEMENT MARKING
5	INSTALL RED MMA	16	INSTALL THERMOPLASTIC "STOP" STENCIL	27	INSTALL BLUE ZONE STRIPING TREATMENT. SEE DETAIL [10] ON SHEET TP-18
6	INSTALL YIELD LINE. SEE DETAIL [7] ON SHEET TP-18	17	INSTALL THERMOPLASTIC "ONLY" STENCIL	28	INSTALL BICYCLE BLVD STENCIL
7	INSTALL BIKEWAY YIELD LINE. SEE DETAIL [8] ON SHEET TP-18	18	INSTALL THERMOPLASTIC "BUS" STENCIL	29	INSTALL BIKEWAY BUFFER WITH PARKING. SEE DETAIL [3] ON SHEET TP-17
8	STRIPES PARKING T'S. SEE DETAIL [9] ON SHEET TP-18	19	INSTALL THERMOPLASTIC BIKE LANE SYMBOL	30	INSTALL BUS LANE STRIPING. SEE DETAIL [11] ON SHEET TP-18
9	INSTALL BIKEWAY INTERSECTION APPROACH TREATMENT. SEE DETAIL [4] ON SHEET TP-17	20	INSTALL TYPE I ARROW	31	INSTALL SPEED HUMP MARKING. SEE DETAIL [12] ON SHEET TP-18
10	INSTALL BIKEWAY DRIVEWAY TREATMENT. SEE DETAIL [5] ON SHEET TP-17	21	INSTALL TYPE IV ARROW	32	INSTALL BIKE LANE SPEED HUMP MARKING. SEE DETAIL [13] ON SHEET TP-18
11	INSTALL CROSS BIKE MARKING. SEE DETAIL [6] ON SHEET TP-17	22	INSTALL TYPE VII ARROW		



CONSTRUCTION NOTES

- SEE CD-01 TO CD-16 FOR PAVEMENT DELINEATION DEMO
- SEE TP-17 FOR STRIPING DETAILS
- PAVEMENT MARKINGS PER 2018 CALTRANS STANDARD PLANS A20A-E AND A24A-F
- CONTRACTOR SHALL PROVIDE MINIMUM TWO WORKING DAY NOTICE TO ALLOW THE CITY TRAFFIC ENGINEER TO REVIEW AND APPROVE ALL STRIPING AND MARKINGS AS "CAT-TRACKS" PRIOR TO PLACING PERMANENT MARKINGS
- DIMENSIONS ARE MEASURED FROM CENTER OF STRIPE AND FACE OF CURB
- SEE SIGNAL PLANS FOR SIGNS MOUNTED ON MAST ARMS AND SIGNAL POLES.
- SEE TP-22 DETAIL 13 FOR TRAFFIC SIGN INSTALLATION DETAIL. EXISTING SIGNS TO REMAIN, UNLESS OTHERWISE NOTED



TOOLE DESIGN
 1322 WEBSTER ST, SUITE 208
 OAKLAND, CA 94612
 PHONE: 510.298.0740
 FAX: 301.927.2800
 www.tooledesign.com

PROJECT MANAGER: _____ DATE _____
 SURVEY CHIEF OF PARTY _____ DATE _____
 WATERSHED REVIEW: _____ DATE _____
 FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

DEPICTION OF MONUMENTS: _____ DATE _____
 SUBMITTED: _____ DATE _____
 R.C.E. _____
 EXP. _____
 SUPERVISING CIVIL ENGINEER
 APPROVED: _____ DATE _____
 R.C.E. _____
 EXP. _____
 CITY ENGINEER

DESIGN: AK HORIZ. AS NOTED
 DRAWN: AK VERT. ---
 CHECK: KM/MD BOOK ---
 AS BUILT --- DATE: MAR 2023

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 BANCROFT WAY (SHEET 1 OF 10)

PLAN: 8263
 FILE: 503-633
 TP-01
 SHEET: 64 OF 155

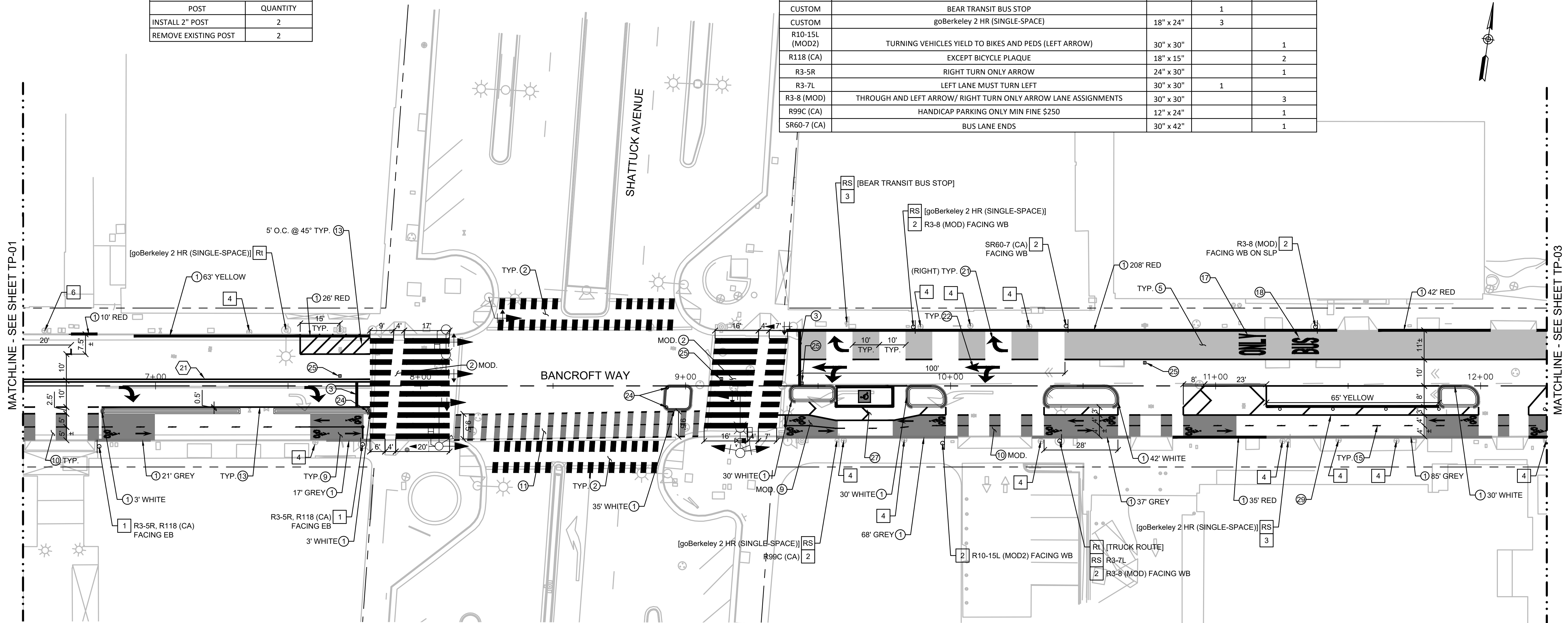
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APPROVAL	DESCRIPTION	DATE	MARK	REVISION

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	2
REMOVE EXISTING POST	2

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	BEAR TRANSIT BUS STOP		1	
CUSTOM	goBerkeley 2 HR (SINGLE-SPACE)	18" x 24"	3	
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		1
R118 (CA)	EXCEPT BICYCLE PLAQUE	18" x 15"		2
R3-5R	RIGHT TURN ONLY ARROW	24" x 30"		1
R3-7L	LEFT LANE MUST TURN LEFT	30" x 30"		1
R3-8 (MOD)	THROUGH AND LEFT ARROW/ RIGHT TURN ONLY ARROW LANE ASSIGNMENTS	30" x 30"		3
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"		1
SR60-7 (CA)	BUS LANE ENDS	30" x 42"		1



LEGEND & ABBREVIATIONS

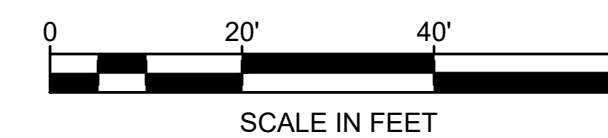
XX	CALTRANS STRIPING DETAIL	Rt	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊙	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊙	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

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- 2. INSTALL SIGNS ON EXISTING POST/POLE
- 3. REMOVE SIGN POST
- 4. REMOVE PARKING METER POLE. CITY TO REMOVE METER HEAD. SEE GENERAL NOTE 15.
- 5. CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
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- 8. INSTALL SIGN ON 2' FLEX POST

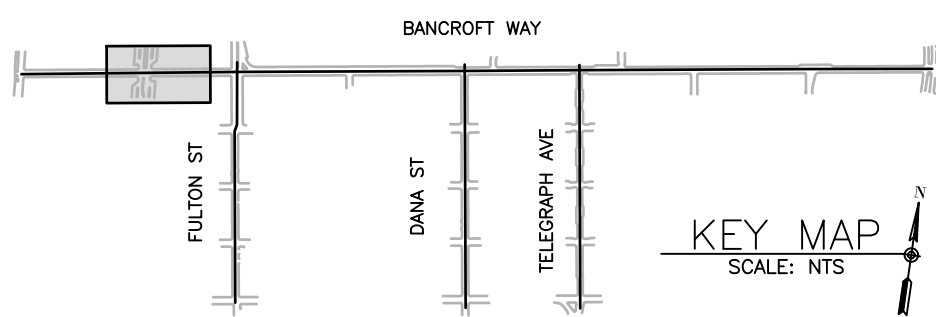
STRIPING KEYNOTES

- 1. PAINT/REFRESH CURB
- 2. STRIPE HIGHER VISIBILITY CROSSWALK. SEE DETAIL [1] ON SHEET TP-17
- 3. STRIPE 1'-WIDE WHITE THERMOPLASTIC STOP BAR (5' BEHIND CROSSWALK U.O.N.)
- 4. INSTALL GREEN THERMOPLASTIC
- 5. INSTALL RED MMA
- 6. INSTALL YIELD LINE. SEE DETAIL [7] ON SHEET TP-18
- 7. INSTALL BIKEWAY YIELD LINE. SEE DETAIL [8] ON SHEET TP-18
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- 16. INSTALL THERMOPLASTIC "STOP" STENCIL
- 17. INSTALL THERMOPLASTIC "ONLY" STENCIL
- 18. INSTALL THERMOPLASTIC "BUS" STENCIL
- 19. INSTALL THERMOPLASTIC BIKE LANE SYMBOL
- 20. INSTALL TYPE I ARROW
- 21. INSTALL TYPE IV ARROW
- 22. INSTALL TYPE VII ARROW
- 23. INSTALL TYPE VIII ARROW
- 24. INSTALL 36" WHITE FLEXPOST
- 25. INSTALL BLUE RETRO-REFLECTIVE PAVEMENT MARKER
- 26. INSTALL ADA STENCIL PAVEMENT MARKING
- 27. INSTALL BLUE ZONE STRIPING TREATMENT. SEE DETAIL [10] ON SHEET TP-18
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- 31. INSTALL SPEED HUMP MARKING. SEE DETAIL [12] ON SHEET TP-18
- 32. INSTALL BIKE LANE SPEED HUMP MARKING. SEE DETAIL [13] ON SHEET TP-18



CONSTRUCTION NOTES

- SEE CD-01 TO CD-16 FOR PAVEMENT DELINEATION DEMO
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DESIGN: AK
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 HORIZ. AS NOTED
 VERT. _____
 BOOK _____
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CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 BANCROFT WAY (SHEET 2 OF 10)

PLAN 8263
 FILE 503-633
 TP-02
 SHEET 65 OF 155

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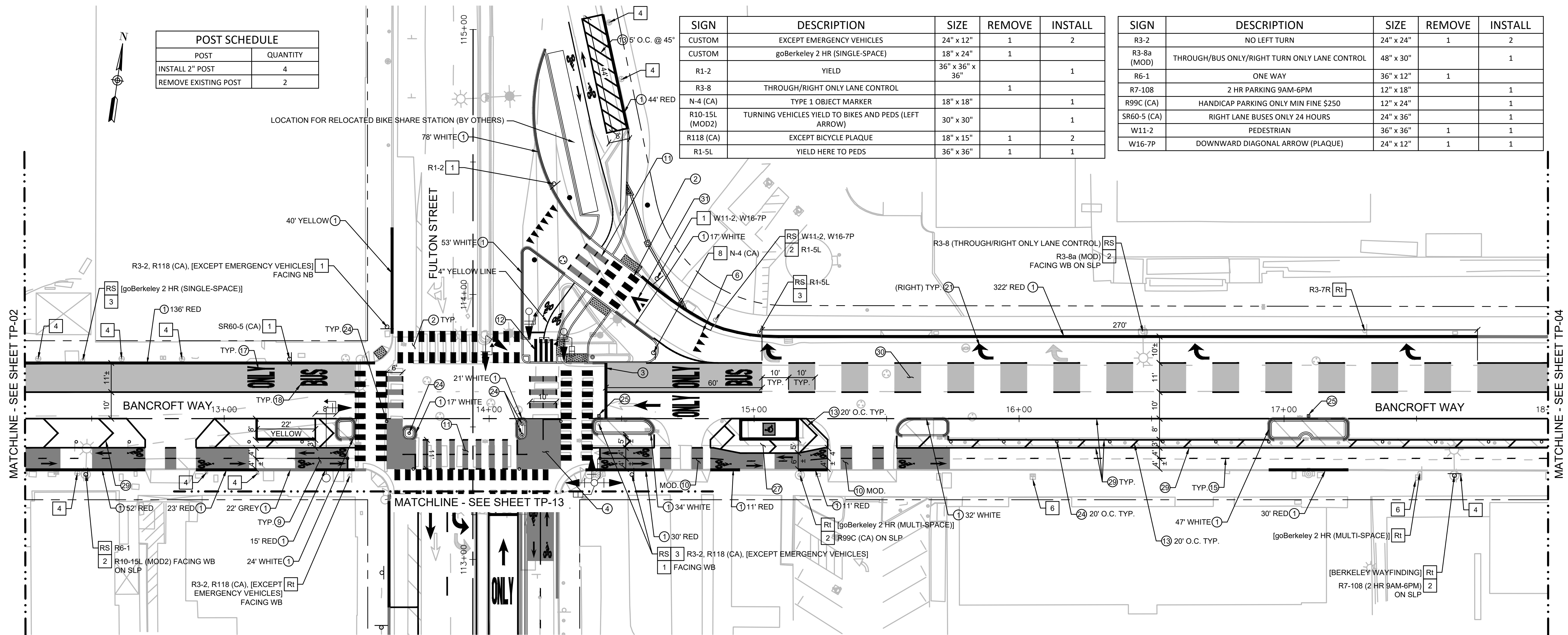


REVISION	MARK	DATE	DESCRIPTION

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	4
REMOVE EXISTING POST	2

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	EXCEPT EMERGENCY VEHICLES	24" x 12"	1	2
CUSTOM	goBerkeley 2 HR (SINGLE-SPACE)	18" x 24"	1	
R1-2	YIELD	36" x 36" x 36"		1
R3-8	THROUGH/RIGHT ONLY LANE CONTROL		1	
N-4 (CA)	TYPE 1 OBJECT MARKER	18" x 18"		1
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		1
R118 (CA)	EXCEPT BICYCLE PLAQUE	18" x 15"	1	2
R1-5L	YIELD HERE TO PEDS	36" x 36"	1	1

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
R3-2	NO LEFT TURN	24" x 24"	1	2
R3-8a (MOD)	THROUGH/BUS ONLY/RIGHT TURN ONLY LANE CONTROL	48" x 30"		1
R6-1	ONE WAY	36" x 12"	1	
R7-108	2 HR PARKING 9AM-6PM	12" x 18"		1
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"		1
SR60-5 (CA)	RIGHT LANE BUSES ONLY 24 HOURS	24" x 36"		1
W11-2	PEDESTRIAN	36" x 36"	1	1
W16-7P	DOWNWARD DIAGONAL ARROW (PLAQUE)	24" x 12"	1	1



LEGEND & ABBREVIATIONS

(XX)	CALTRANS STRIPING DETAIL	(Rt)	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊙	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊙	PROPOSED METER HEAD
(RR)	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
(RS)	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
(Green Box)	GREEN THERMOPLASTIC	(Red Box)	RED MMA

SIGNING KEYNOTES

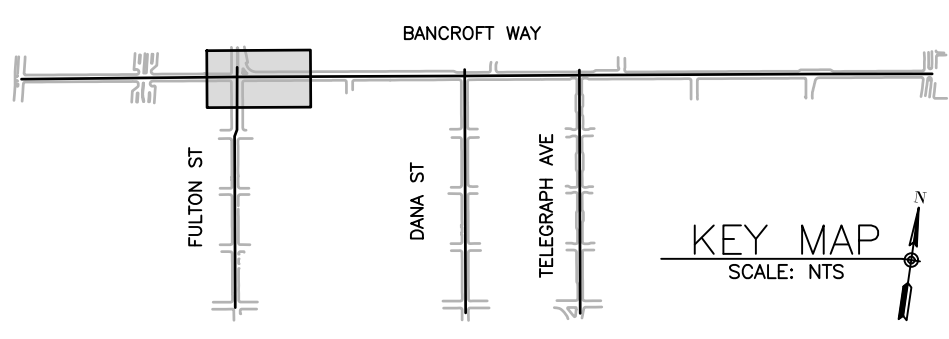
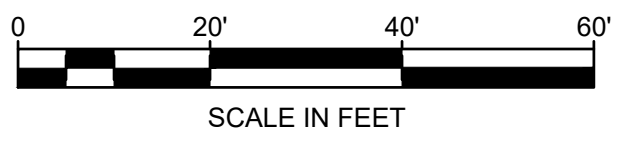
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- 7 INSTALL PAY STATION (BY OTHERS). SEE GENERAL NOTE 17.
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STRIPING KEYNOTES

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- 18 INSTALL THERMOPLASTIC "BUS" STENCIL
- 19 INSTALL THERMOPLASTIC BIKE LANE SYMBOL
- 20 INSTALL TYPE I ARROW
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CITY ENGINEER:	

DESIGN:	AK
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CHECK:	KM/MD
AS BUILT:	

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VERT. ---	
BOOK	
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CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 BANCROFT WAY (SHEET 3 OF 10)

PLAN	8263
FILE	503-633
	TP-03
SHEET	66 of 155

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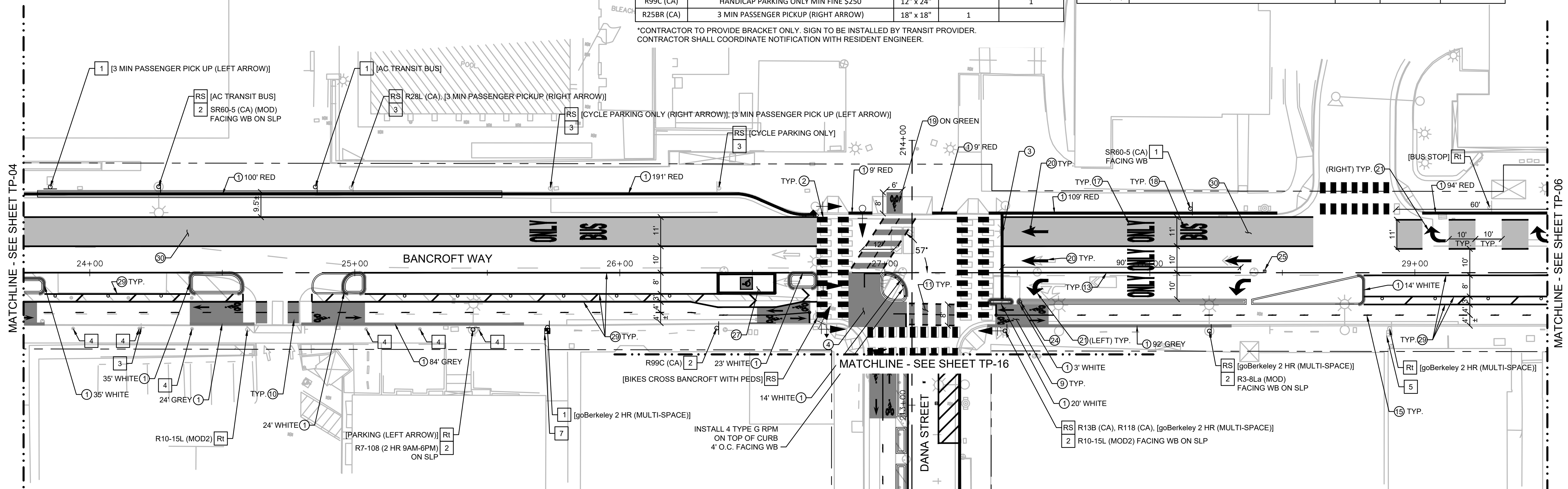
APPROVAL	
DESCRIPTION	
DATE	
MARK	
REVISION	

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	4
REMOVE EXISTING POST	3

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
SR60-5 (CA) (MOD)	RIGHT LANE BUSES RIGHT TURNS ONLY 24 HOURS	24" x 36"		1
R25BL (CA)	3 MIN PASSENGER PICKUP (LEFT ARROW)	18" x 18"	1	1
CUSTOM	AC TRANSIT BUS*		1	1
CUSTOM	BIKES CROSS BANCROFT WITH PEDS		1	
CUSTOM	CYCLE PARKING ONLY	12" x 18"	1	
CUSTOM	CYCLE PARKING ONLY (RIGHT ARROW)	12" x 18"	1	
CUSTOM	goBerkeley 2 HR (MULTI-SPACE)	18" x 24"	2	1
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"		1
R25BR (CA)	3 MIN PASSENGER PICKUP (RIGHT ARROW)	18" x 18"	1	

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		1
R118 (CA)	EXCEPT BICYCLE PLAQUE	18" x 15"	1	
R13B (CA)	NO LEFT TURN ON RED	18" x 30"	1	
R28L (CA)	NO PARKING ANYTIME (LEFT ARROW)	12" x 18"	1	
R3-8La (MOD)	LEFT TURN ONLY/STRAIGHT ONLY/ BUS ONLY LANE CONTROL	48" x 30"		1
R7-108	2 HR PARKING 9AM-6PM	12" x 18"		1
SR60-5 (CA)	RIGHT LANE BUSES ONLY 24 HOURS	24" x 36"		1

*CONTRACTOR TO PROVIDE BRACKET ONLY. SIGN TO BE INSTALLED BY TRANSIT PROVIDER. CONTRACTOR SHALL COORDINATE NOTIFICATION WITH RESIDENT ENGINEER.



LEGEND & ABBREVIATIONS

⊗	CA TRANS STRIPING DETAIL	Rt	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
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SIGNING KEYNOTES

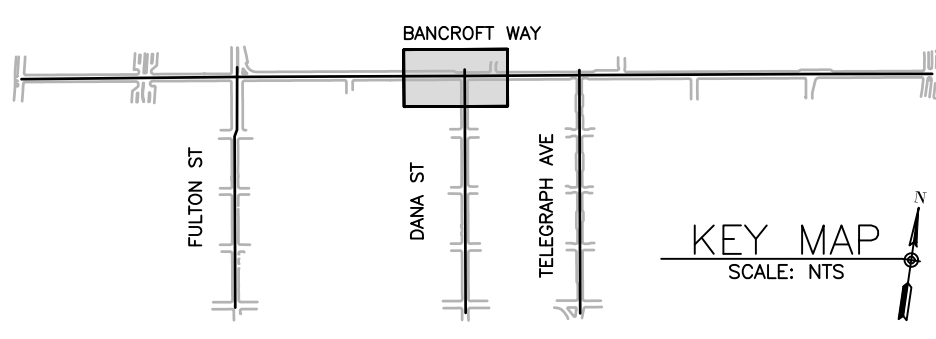
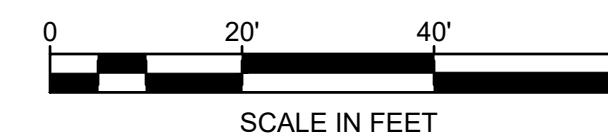
- 1 INSTALL SIGNS ON 2" POST. SEE DETAIL [14] ON SHEET TP-19.
- 2 INSTALL SIGNS ON EXISTING POST/POLE
- 3 REMOVE SIGN POST
- 4 REMOVE PARKING METER POLE. CITY TO REMOVE METER HEAD. SEE GENERAL NOTE 15.
- 5 CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
- 6 RETAIN EXISTING PARKING METER POST AND METER OR PAY STATION
- 7 INSTALL PAY STATION (BY OTHERS). SEE GENERAL NOTE 17.
- 8 INSTALL SIGN ON 2' FLEX POST

STRIPING KEYNOTES

- 1 PAINT/REFRESH CURB
- 2 STRIPE HIGHER VISIBILITY CROSSWALK. SEE DETAIL [1] ON SHEET TP-17
- 3 STRIPE 1'-WIDE WHITE THERMOPLASTIC STOP BAR (5' BEHIND CROSSWALK U.O.N.)
- 4 INSTALL GREEN THERMOPLASTIC
- 5 INSTALL RED MMA
- 6 INSTALL YIELD LINE. SEE DETAIL [7] ON SHEET TP-18
- 7 INSTALL BIKEWAY YIELD LINE. SEE DETAIL [8] ON SHEET TP-18
- 8 STRIPE PARKING T'S. SEE DETAIL [9] ON SHEET TP-18
- 9 INSTALL BIKEWAY INTERSECTION APPROACH TREATMENT. SEE DETAIL [4] ON SHEET TP-17
- 10 INSTALL BIKEWAY DRIVEWAY TREATMENT. SEE DETAIL [5] ON SHEET TP-17
- 11 INSTALL CROSS BIKE MARKING. SEE DETAIL [6] ON SHEET TP-17
- 12 STRIPE BIKEWAY CROSSWALK. SEE DETAIL [2] ON SHEET TP-17
- 13 INSTALL 6" WHITE LINE
- 14 INSTALL 6" YELLOW LINE
- 15 INSTALL 4" YELLOW 3' LENGTH 9' SKIP LINE
- 16 INSTALL THERMOPLASTIC "STOP" STENCIL
- 17 INSTALL THERMOPLASTIC "ONLY" STENCIL
- 18 INSTALL THERMOPLASTIC "BUS" STENCIL
- 19 INSTALL THERMOPLASTIC BIKE LANE SYMBOL
- 20 INSTALL TYPE I ARROW
- 21 INSTALL TYPE IV ARROW
- 22 INSTALL TYPE VII ARROW
- 23 INSTALL TYPE VIII ARROW
- 24 INSTALL 36" WHITE FLEXPOST
- 25 INSTALL BLUE RETRO-REFLECTIVE PAVEMENT MARKER
- 26 INSTALL ADA STENCIL PAVEMENT MARKING
- 27 INSTALL BLUE ZONE STRIPING TREATMENT. SEE DETAIL [10] ON SHEET TP-18
- 28 INSTALL BICYCLE BLVD STENCIL
- 29 INSTALL BIKEWAY BUFFER WITH PARKING. SEE DETAIL [3] ON SHEET TP-17
- 30 INSTALL BUS LANE STRIPING. SEE DETAIL [11] ON SHEET TP-18
- 31 INSTALL SPEED HUMP MARKING. SEE DETAIL [12] ON SHEET TP-18
- 32 INSTALL BIKE LANE SPEED HUMP MARKING. SEE DETAIL [13] ON SHEET TP-18

CONSTRUCTION NOTES

- SEE CD-01 TO CD-16 FOR PAVEMENT DELINEATION DEMO
- SEE TP-17 FOR STRIPING DETAILS
- PAVEMENT MARKINGS PER 2018 CALTRANS STANDARD PLANS A20A-E AND A24A-F
- CONTRACTOR SHALL PROVIDE MINIMUM TWO WORKING DAY NOTICE TO ALLOW THE CITY TRAFFIC ENGINEER TO REVIEW AND APPROVE ALL STRIPING AND MARKINGS AS "CAT-TRACKS" PRIOR TO PLACING PERMANENT MARKINGS
- DIMENSIONS ARE MEASURED FROM CENTER OF STRIPE AND FACE OF CURB
- SEE SIGNAL PLANS FOR SIGNS MOUNTED ON MAST ARMS AND SIGNAL POLES.
- SEE TP-22 DETAIL 13 FOR TRAFFIC SIGN INSTALLATION DETAIL. EXISTING SIGNS TO REMAIN, UNLESS OTHERWISE NOTED



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PROJECT MANAGER: _____ DATE _____
 DEPICTION OF MONUMENTS: _____ DATE _____
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 CITY ENGINEER

DESIGN: AK _____
 R.C.E. _____
 DRAWN: AK _____
 CHECK: KM/MD _____
 AS BUILT: _____

HORIZ. AS NOTED
 VERT. _____
 BOOK _____
 DATE: **MAR 2023**

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 BANCROFT WAY (SHEET 5 OF 10)

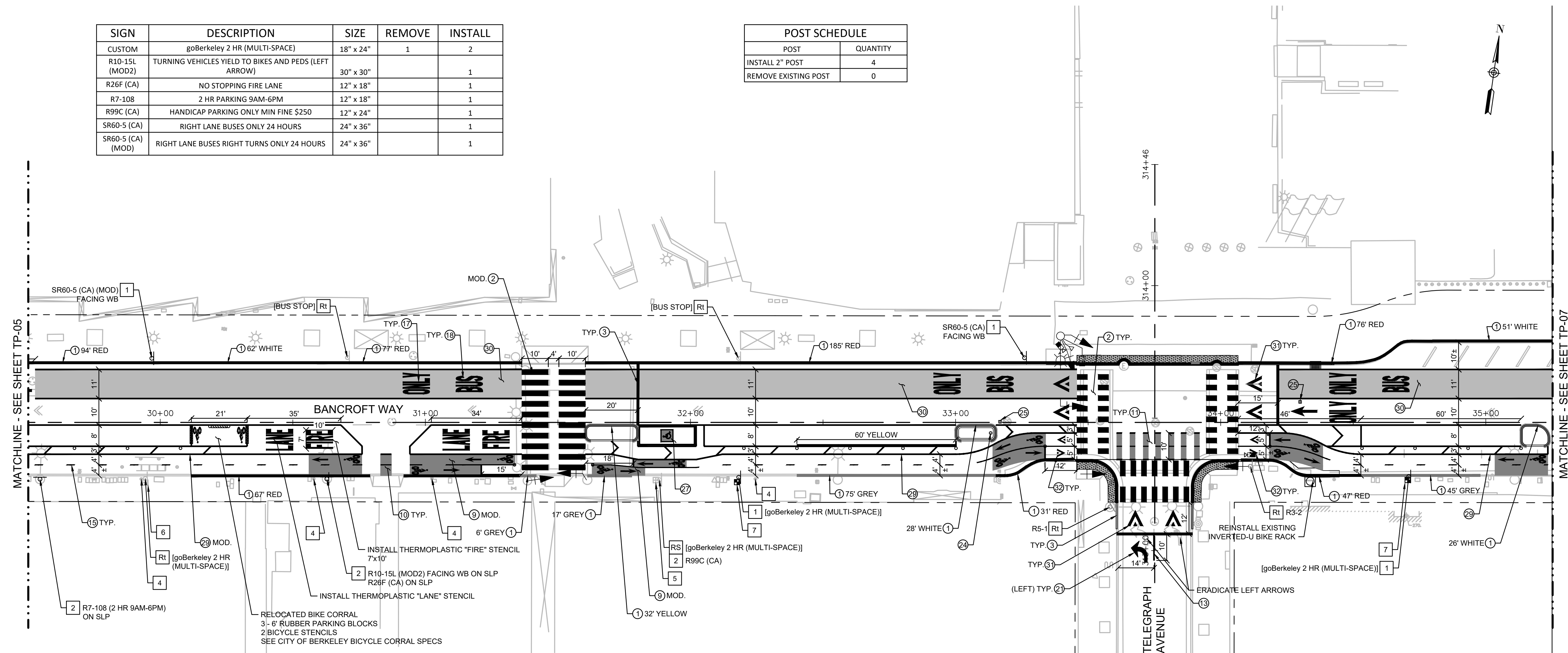
PLAN 8263
 FILE 503-633
 TP-05
 SHEET 68 OF 155

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REVISION	MARK	DATE	DESCRIPTION

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	goBerkeley 2 HR (MULTI-SPACE)	18" x 24"	1	2
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		1
R26F (CA)	NO STOPPING FIRE LANE	12" x 18"	1	
R7-108	2 HR PARKING 9AM-6PM	12" x 18"	1	
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"	1	
SR60-5 (CA)	RIGHT LANE BUSES ONLY 24 HOURS	24" x 36"	1	
SR60-5 (CA) (MOD)	RIGHT LANE BUSES RIGHT TURNS ONLY 24 HOURS	24" x 36"		1

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	4
REMOVE EXISTING POST	0



LEGEND & ABBREVIATIONS

(XX)	CALTRANS STRIPING DETAIL	Rt	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊙	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊙	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

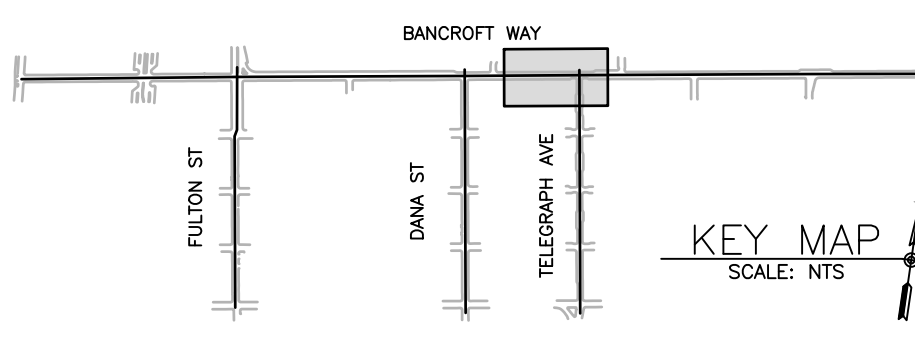
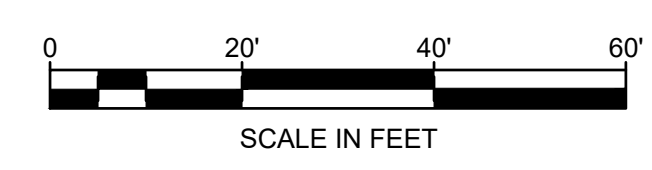
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2	INSTALL SIGNS ON EXISTING POST/POLE
3	REMOVE SIGN POST
4	REMOVE PARKING METER POLE. CITY TO REMOVE METER HEAD. SEE GENERAL NOTE 15.
5	CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
6	RETAIN EXISTING PARKING METER POST AND METER OR PAY STATION
7	INSTALL PAY STATION (BY OTHERS). SEE GENERAL NOTE 17.
8	INSTALL SIGN ON 2" FLEX POST

STRIPING KEYNOTES

1	PAINT/REFRESH CURB	12	STRIPES BIKEWAY CROSSWALK. SEE DETAIL [2] ON SHEET TP-17	23	INSTALL TYPE VIII ARROW
2	STRIPES HIGHER VISIBILITY CROSSWALK. SEE DETAIL [1] ON SHEET TP-17	13	INSTALL 6" WHITE LINE	24	INSTALL 36" WHITE FLEXPOST
3	STRIPES 1'-WIDE WHITE THERMOPLASTIC STOP BAR (5' BEHIND CROSSWALK U.O.N.)	14	INSTALL 6" YELLOW LINE	25	INSTALL BLUE RETRO-REFLECTIVE PAVEMENT MARKER
4	INSTALL GREEN THERMOPLASTIC	15	INSTALL 4" YELLOW 3' LENGTH 9' SKIP LINE	26	INSTALL ADA STENCIL PAVEMENT MARKING
5	INSTALL RED MMA	16	INSTALL THERMOPLASTIC "STOP" STENCIL	27	INSTALL BLUE ZONE STRIPING TREATMENT. SEE DETAIL [10] ON SHEET TP-18
6	INSTALL YIELD LINE. SEE DETAIL [7] ON SHEET TP-18	17	INSTALL THERMOPLASTIC "ONLY" STENCIL	28	INSTALL BICYCLE BLVD STENCIL
7	INSTALL BIKEWAY YIELD LINE. SEE DETAIL [8] ON SHEET TP-18	18	INSTALL THERMOPLASTIC "BUS" STENCIL	29	INSTALL BIKEWAY BUFFER WITH PARKING. SEE DETAIL [3] ON SHEET TP-17
8	STRIPES PARKING T'S. SEE DETAIL [9] ON SHEET TP-18	19	INSTALL THERMOPLASTIC BIKE LANE SYMBOL	30	INSTALL BUS LANE STRIPING. SEE DETAIL [11] ON SHEET TP-18
9	INSTALL BIKEWAY INTERSECTION APPROACH TREATMENT. SEE DETAIL [4] ON SHEET TP-17	20	INSTALL TYPE I ARROW	31	INSTALL SPEED HUMP MARKING. SEE DETAIL [12] ON SHEET TP-18
10	INSTALL BIKEWAY DRIVEWAY TREATMENT. SEE DETAIL [5] ON SHEET TP-17	21	INSTALL TYPE IV ARROW	32	INSTALL BIKE LANE SPEED HUMP MARKING. SEE DETAIL [13] ON SHEET TP-18
11	INSTALL CROSS BIKE MARKING. SEE DETAIL [6] ON SHEET TP-17	22	INSTALL TYPE VII ARROW		

CONSTRUCTION NOTES

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CITY ENGINEER:	

DESIGN:	AK	HORIZ. AS NOTED
DRAWN:	AK	VERT. ---
CHECK:	KM/MD	BOOK ---
AS BUILT:		DATE MAR 2023

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 BANCROFT WAY (SHEET 6 OF 10)

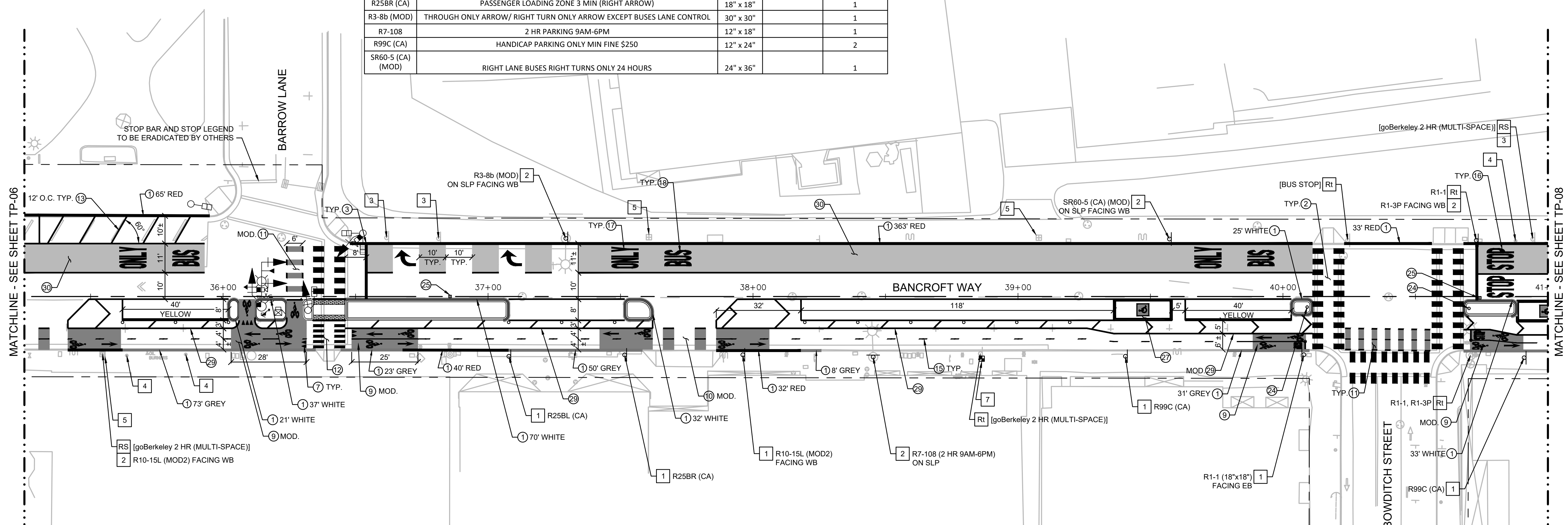
PLAN	8263
FILE	503-633
	TP-06
SHEET	69 OF 155

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 3/22/2023

APPROVAL	
DESCRIPTION	
DATE	
MARK	
REVISION	

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	6
REMOVE EXISTING POST	3

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	goBerkeley 2 HR (MULTI-SPACE)	18" x 24"	2	
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		2
R1-1	STOP (BIKE)	18" x 18"		1
R1-3P	ALL WAY	18" x 6"		1
R25BL (CA)	PASSENGER LOADING ZONE 3 MIN (LEFT ARROW)	18" x 18"		1
R25BR (CA)	PASSENGER LOADING ZONE 3 MIN (RIGHT ARROW)	18" x 18"		1
R3-8b (MOD)	THROUGH ONLY ARROW/ RIGHT TURN ONLY ARROW EXCEPT BUSES LANE CONTROL	30" x 30"		1
R7-108	2 HR PARKING 9AM-6PM	12" x 18"		1
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"		2
SR60-5 (CA) (MOD)	RIGHT LANE BUSES RIGHT TURNS ONLY 24 HOURS	24" x 36"		1



LEGEND & ABBREVIATIONS

(XX)	CALTRANS STRIPING DETAIL	R1	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊙	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊙	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

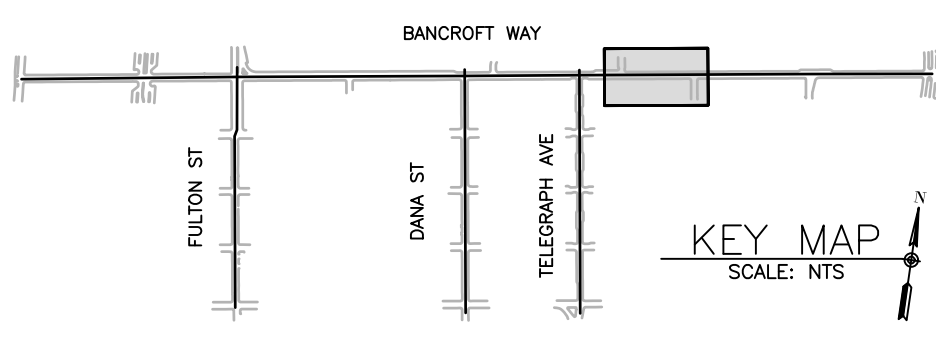
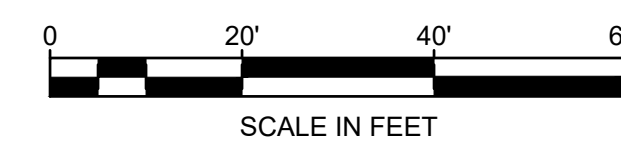
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8	INSTALL SIGN ON 2' FLEX POST

STRIPING KEYNOTES

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CONSTRUCTION NOTES

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PROJECT MANAGER: _____ DATE _____
 SURVEY CHIEF OF PARTY _____ DATE _____
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 FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

DESIGN: _____ DATE _____
 R.C.E.: _____
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 CITY ENGINEER

DESIGN: AK HORIZ. AS NOTED
 DRAWN: AK VERT. ---
 CHECK: KM/MD BOOK ---
 AS BUILT: _____ DATE MAR 2023

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 BANCROFT WAY (SHEET 7 OF 10)

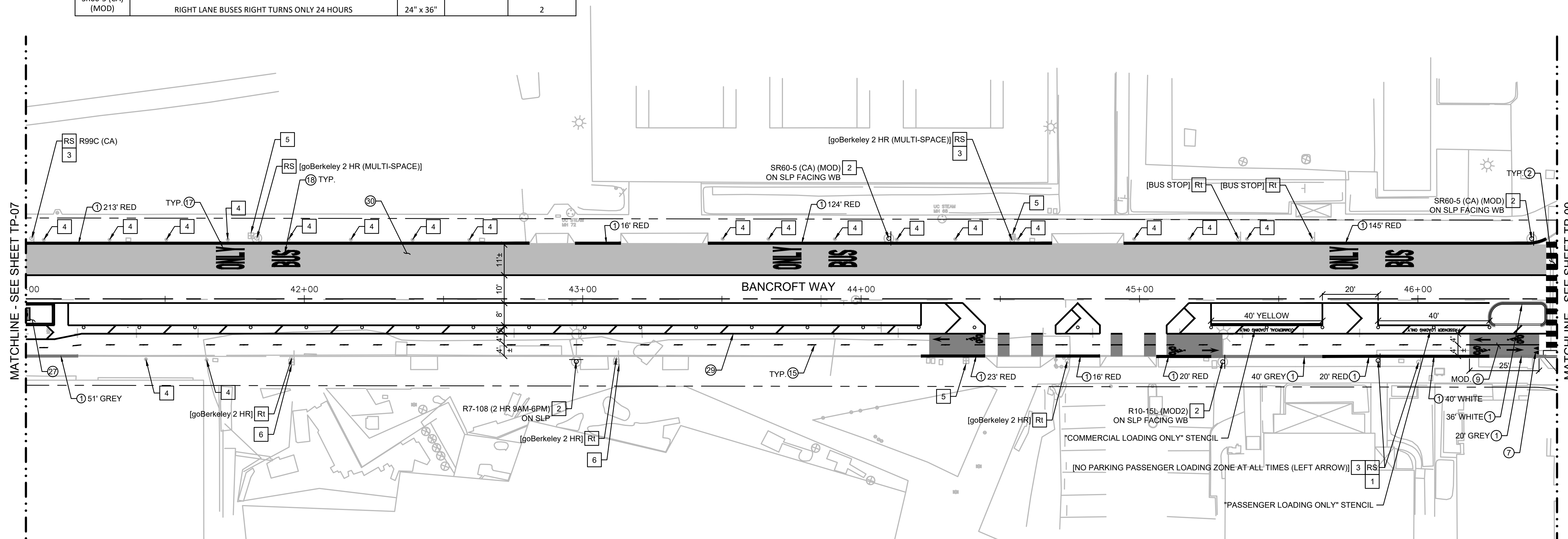
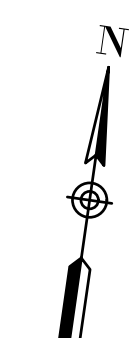
PLAN 8263
 FILE 503-633
 TP-07
 SHEET 70 OF 155

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REVISION	MARK	DATE	DESCRIPTION

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	goBerkeley 2 HR (MULTI-SPACE)	18" x 24"	2	
CUSTOM	NO PARKING PASSENGER LOADING ZONE AT ALL TIMES (LEFT ARROW)		1	1
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		1
R7-108	2 HR PARKING 9AM-6PM	12" x 18"		1
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"	1	
SR60-5 (CA) (MOD)	RIGHT LANE BUSES RIGHT TURNS ONLY 24 HOURS	24" x 36"		2

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	1
REMOVE EXISTING POST	3



LEGEND & ABBREVIATIONS

⊗	CALTRANS STRIPING DETAIL	Rt	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊙	EXISTING METER HEAD
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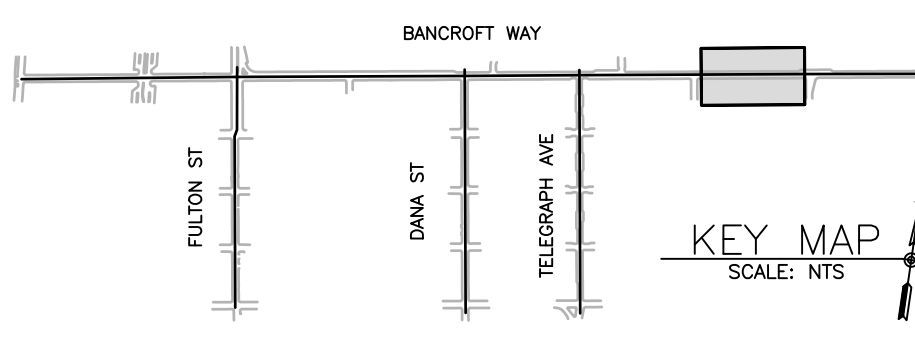
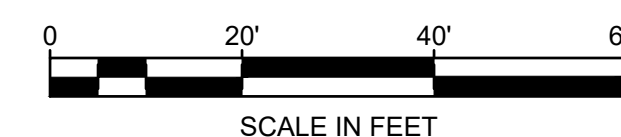
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CITY ENGINEER:	

DESIGN:	AK	HORIZ.:	AS NOTED
DRAWN:	AK	VERT.:	---
CHECK:	KM/MD	BOOK:	---
AS BUILT:	---	DATE:	MAR. 2023

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 BANCROFT WAY (SHEET 8 OF 10)

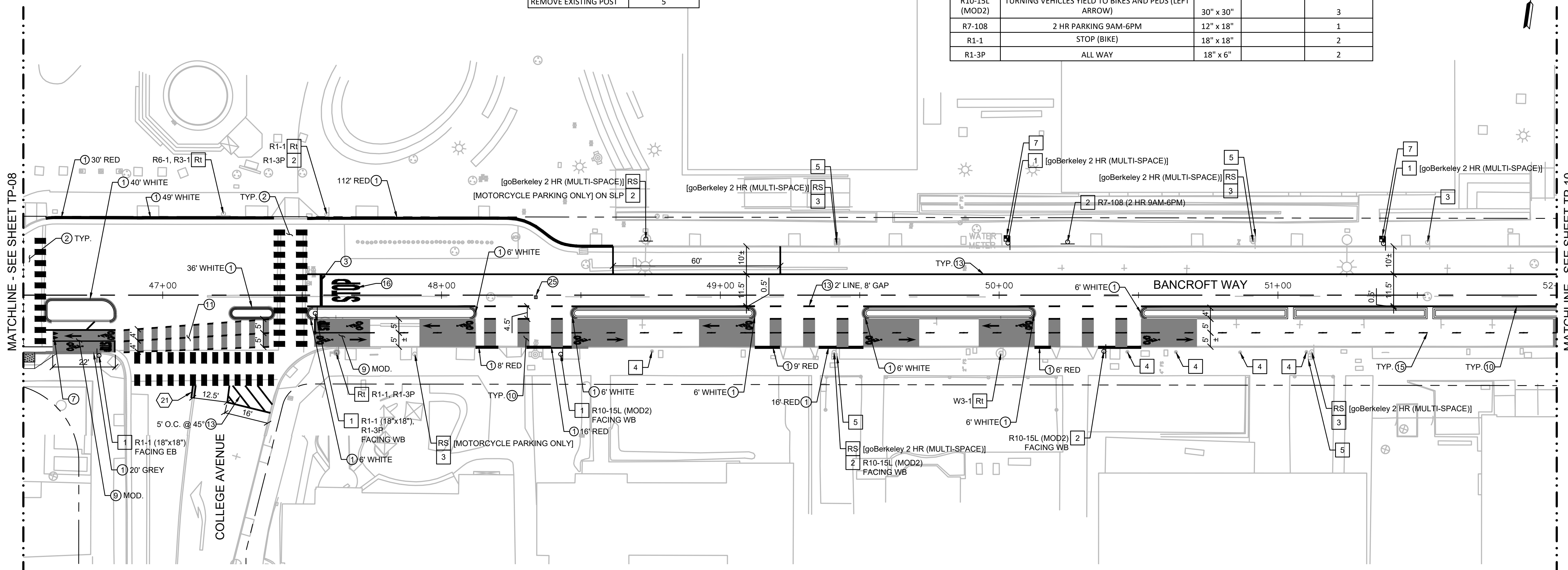
PLAN 8263
 FILE 503-633
 TP-08
 SHEET 71 of 155

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APPROVAL	
DESCRIPTION	
DATE	
MARK	
REVISION	

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	5
REMOVE EXISTING POST	5

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	goBerkeley 2 HR (MULTI-SPACE)	18" x 24"	5	2
CUSTOM	MOTORCYCLE PARKING ONLY		1	1
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		3
R7-108	2 HR PARKING 9AM-6PM	12" x 18"		1
R1-1	STOP (BIKE)	18" x 18"		2
R1-3P	ALL WAY	18" x 6"		2



LEGEND & ABBREVIATIONS

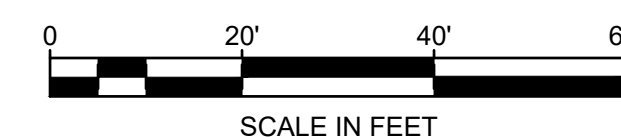
⊗	CALTRANS STRIPING DETAIL	R1	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊕	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊕	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

1	INSTALL SIGNS ON 2" POST. SEE DETAIL [14] ON SHEET TP-19.
2	INSTALL SIGNS ON EXISTING POST/POLE
3	REMOVE SIGN POST
4	REMOVE PARKING METER POLE. CITY TO REMOVE METER HEAD. SEE GENERAL NOTE 15.
5	CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
6	RETAIN EXISTING PARKING METER POST AND METER OR PAY STATION
7	INSTALL PAY STATION (BY OTHERS). SEE GENERAL NOTE 17.
8	INSTALL SIGN ON 2' FLEX POST

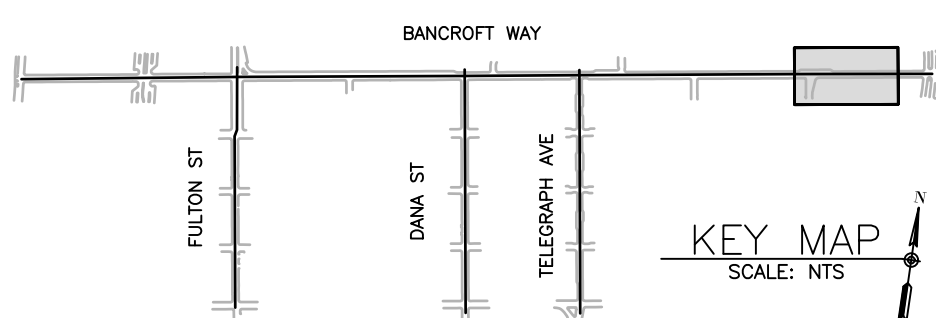
STRIPING KEYNOTES

1	PAINT/REFRESH CURB	12	STRIP BIKEWAY CROSSWALK. SEE DETAIL [2] ON SHEET TP-17	23	INSTALL TYPE VIII ARROW
2	STRIP HIGHER VISIBILITY CROSSWALK. SEE DETAIL [1] ON SHEET TP-17	13	INSTALL 6" WHITE LINE	24	INSTALL 36" WHITE FLEXPOST
3	STRIP 1'-WIDE WHITE THERMOPLASTIC STOP BAR (5' BEHIND CROSSWALK U.O.N.)	14	INSTALL 6" YELLOW LINE	25	INSTALL BLUE RETRO-REFLECTIVE PAVEMENT MARKER
4	INSTALL GREEN THERMOPLASTIC	15	INSTALL 4" YELLOW 3' LENGTH 9' SKIP LINE	26	INSTALL ADA STENCIL PAVEMENT MARKING
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10	INSTALL BIKEWAY DRIVEWAY TREATMENT. SEE DETAIL [5] ON SHEET TP-17	21	INSTALL TYPE IV ARROW	32	INSTALL BIKE LANE SPEED HUMP MARKING. SEE DETAIL [13] ON SHEET TP-18
11	INSTALL CROSS BIKE MARKING. SEE DETAIL [6] ON SHEET TP-17	22	INSTALL TYPE VII ARROW		



CONSTRUCTION NOTES

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- SEE TP-17 FOR STRIPING DETAILS
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 www.tooledesign.com

PROJECT MANAGER: _____ DATE _____
 SURVEY CHIEF OF PARTY _____ DATE _____
 WATERSHED REVIEW: _____ DATE _____
 FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

DEPICTION OF MONUMENTS: _____ DATE _____
 SUBMITTED: _____ DATE _____
 R.C.E. _____
 SUPERVISING CIVIL ENGINEER
 EXP. _____
 APPROVED: _____ DATE _____
 R.C.E. _____
 CITY ENGINEER
 EXP. _____

DESIGN: _____ DATE _____
 R.C.E. _____
 DRAWN: **AK**
 EXP. _____
 CHECK: _____ DATE _____
 R.C.E. _____
 AS BUILT: _____
 EXP. _____

HORIZ. AS NOTED
 VERT. _____
 BOOK _____
 DATE **MAR 2023**

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 BANCROFT WAY (SHEET 9 OF 10)

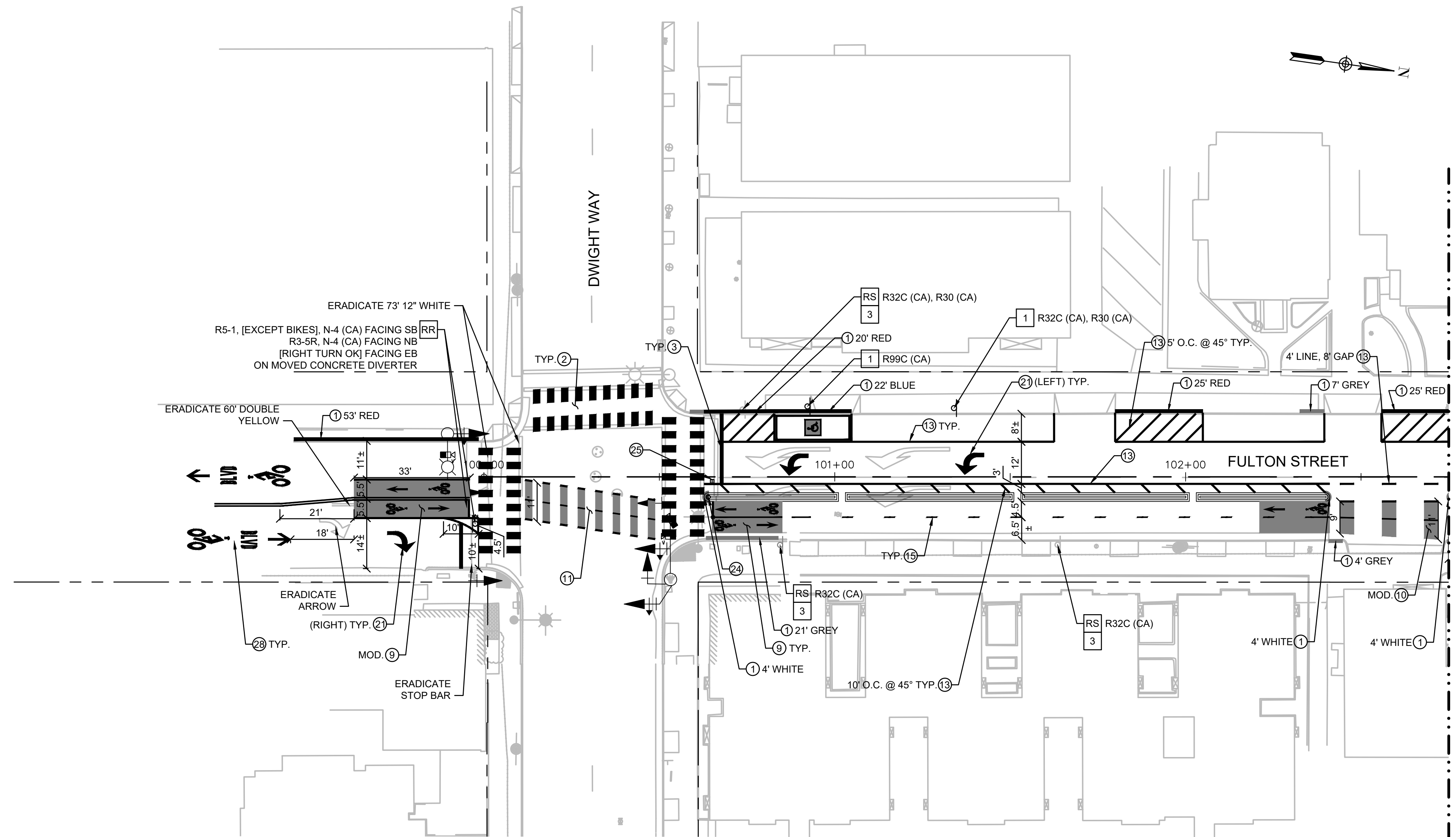
PLAN **8263**
 FILE **503-633**
TP-09
 SHEET **22** OF **155**

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REVISION	MARK	DATE	DESCRIPTION

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
R30 (CA)	NO PARKING 12:30PM TO 3:30PM	12" x 18"	1	1
R32C (CA)	2 HR PARKING 8AM-7PM	12" x 18"	3	
N-4 (CA)	TYPE 1 OBJECT MARKER	18" x 18"		2
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"		1

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	2
REMOVE EXISTING POST	3



LEGEND & ABBREVIATIONS

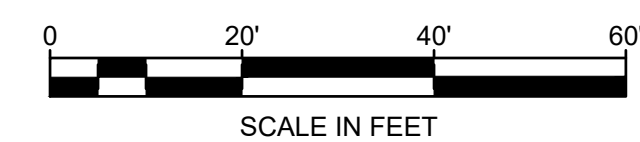
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TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊕	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊕	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊕	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊕	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

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2	INSTALL SIGNS ON EXISTING POST/POLE
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5	CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
6	RETAIN EXISTING PARKING METER POST AND METER OR PAY STATION
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8	INSTALL SIGN ON 2' FLEX POST

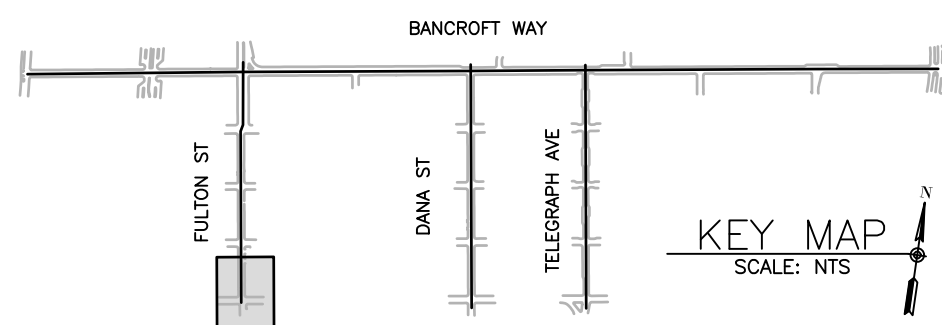
STRIPING KEYNOTES

1	PAINT/REFRESH CURB	12	STRIPES BIKEWAY CROSSWALK. SEE DETAIL [2] ON SHEET TP-17	23	INSTALL TYPE VIII ARROW
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11	INSTALL CROSS BIKE MARKING. SEE DETAIL [6] ON SHEET TP-17	22	INSTALL TYPE VII ARROW		



CONSTRUCTION NOTES

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 WATERSHED REVIEW: _____ DATE _____
 FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

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

DESIGN: AK
 DRAWN: AK
 CHECK: KM/MD
 AS BUILT: _____
 DATE: MAR 2023

HORIZ. AS NOTED
 VERT. ---
 BOOK _____
 DATE: MAR 2023

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 FULTON STREET (SHEET 1 OF 3)

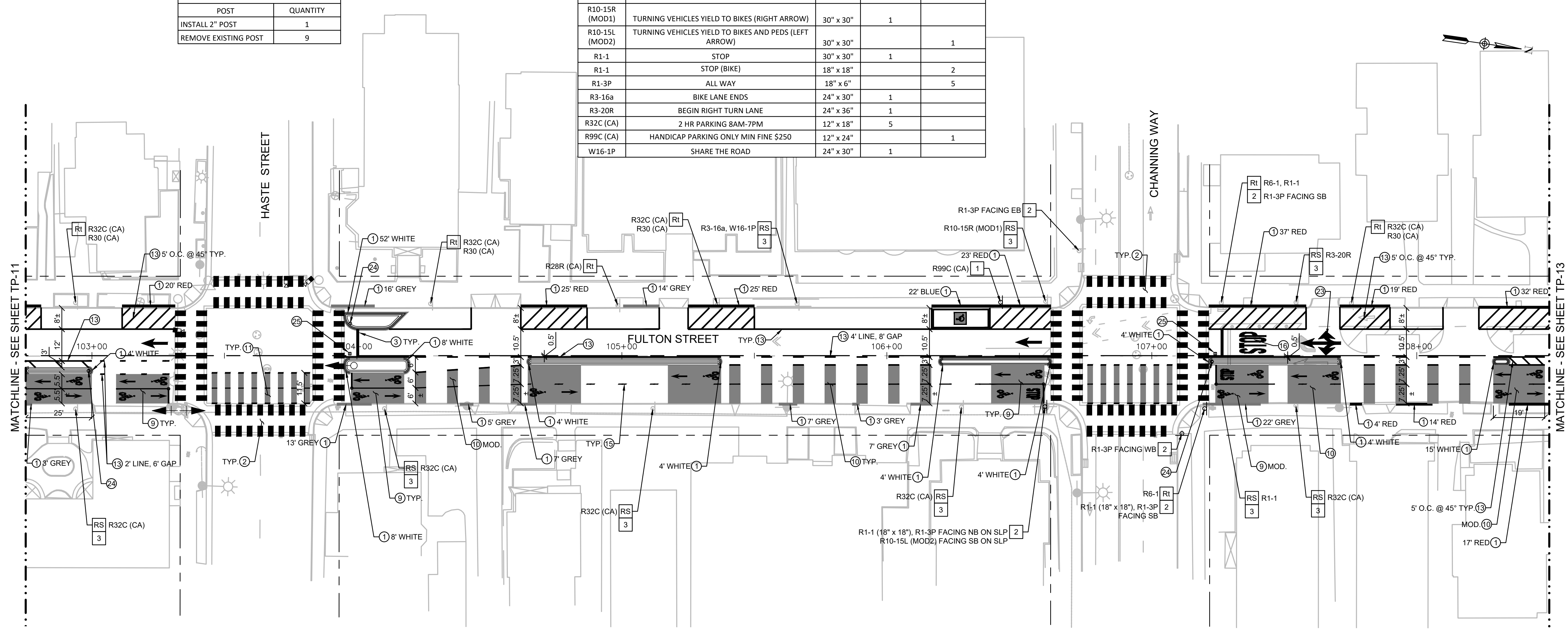
PLAN 8263
 FILE 503-633
 TP-11
 SHEET 24 OF 155

REVISION	MARK	DATE	DESCRIPTION

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POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	1
REMOVE EXISTING POST	9

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
R10-15R (MOD1)	TURNING VEHICLES YIELD TO BIKES (RIGHT ARROW)	30" x 30"	1	
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND PEDS (LEFT ARROW)	30" x 30"		1
R1-1	STOP	30" x 30"	1	
R1-1	STOP (BIKE)	18" x 18"		2
R1-3P	ALL WAY	18" x 6"		5
R3-16a	BIKE LANE ENDS	24" x 30"	1	
R3-20R	BEGIN RIGHT TURN LANE	24" x 36"	1	
R32C (CA)	2 HR PARKING 8AM-7PM	12" x 18"	5	
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"		1
W16-1P	SHARE THE ROAD	24" x 30"	1	



LEGEND & ABBREVIATIONS

⊗	CALTRANS STRIPING DETAIL	R1	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊕	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊕	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

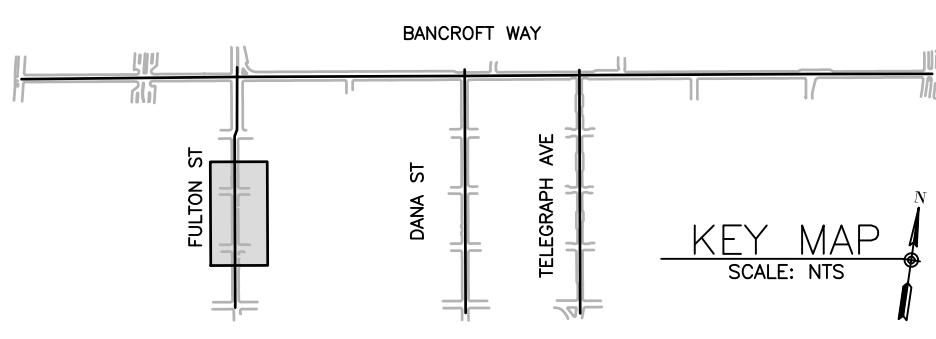
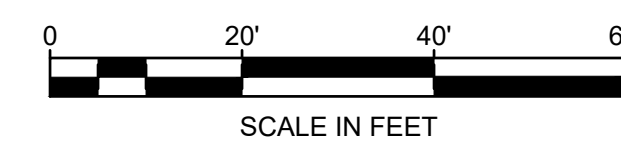
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3	REMOVE SIGN POST
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5	CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
6	RETAIN EXISTING PARKING METER POST AND METER OR PAY STATION
7	INSTALL PAY STATION (BY OTHERS). SEE GENERAL NOTE 17.
8	INSTALL SIGN ON 2' FLEX POST

STRIPING KEYNOTES

1	PAINT/REFRESH CURB	12	STRIPES BIKEWAY CROSSWALK. SEE DETAIL [2] ON SHEET TP-17	23	INSTALL TYPE VIII ARROW
2	STRIPES HIGHER VISIBILITY CROSSWALK. SEE DETAIL [1] ON SHEET TP-17	13	INSTALL 6" WHITE LINE	24	INSTALL 36" WHITE FLEXPOST
3	STRIPES 1'-WIDE WHITE THERMOPLASTIC STOP BAR (5' BEHIND CROSSWALK U.O.N.)	14	INSTALL 6" YELLOW LINE	25	INSTALL BLUE RETRO-REFLECTIVE PAVEMENT MARKER
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5	INSTALL RED MMA	16	INSTALL THERMOPLASTIC "STOP" STENCIL	27	INSTALL BLUE ZONE STRIPING TREATMENT. SEE DETAIL [10] ON SHEET TP-18
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WATERSHED REVIEW:	DATE

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APPROVED:	DATE
CITY ENGINEER:	DATE

DESIGN:	AK	HORIZ. AS NOTED
DRAWN:	AK	VERT. ---
CHECK:	KM/MD	BOOK ---
AS BUILT:	---	DATE MAR. 2023

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 FULTON STREET (SHEET 2 OF 3)

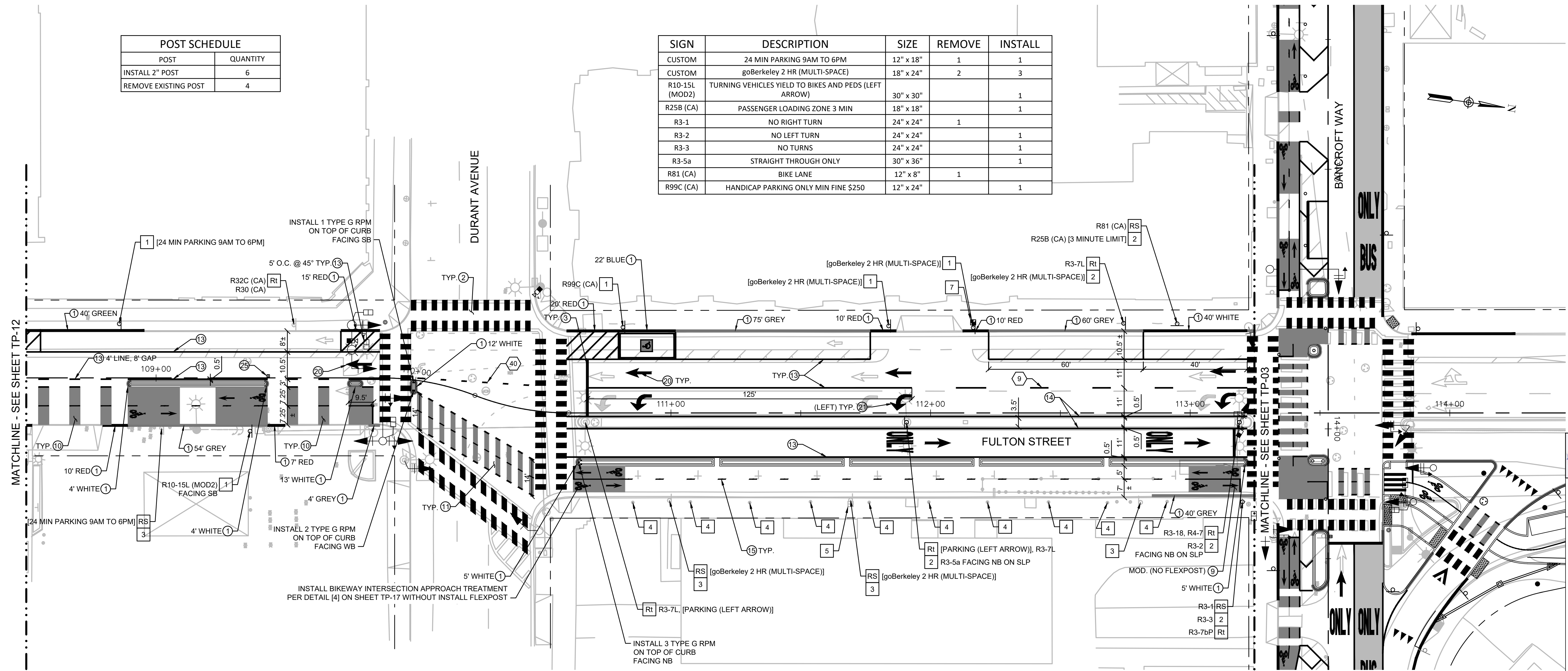
PLAN 8263
 FILE 503-633
 TP-12
 SHEET 25 OF 155

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APPROVAL	
DESCRIPTION	
DATE	
MARK	
REVISION	

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	6
REMOVE EXISTING POST	4

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	24 MIN PARKING 9AM TO 6PM	12" x 18"	1	1
CUSTOM	goBerkeley 2 HR (MULTI-SPACE)	18" x 24"	2	3
R10-15L (MOD2)	TURNING VEHICLES YIELD TO BIKES AND Peds (LEFT ARROW)	30" x 30"		1
R25B (CA)	PASSENGER LOADING ZONE 3 MIN	18" x 18"		1
R3-1	NO RIGHT TURN	24" x 24"	1	
R3-2	NO LEFT TURN	24" x 24"		1
R3-3	NO TURNS	24" x 24"		1
R3-5a	STRAIGHT THROUGH ONLY	30" x 36"		1
R81 (CA)	BIKE LANE	12" x 8"	1	
R99C (CA)	HANDICAP PARKING ONLY MIN FINE \$250	12" x 24"		1



LEGEND & ABBREVIATIONS

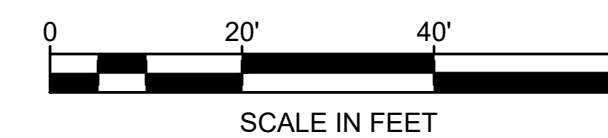
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■	GREEN THERMOPLASTIC	■	RED MMA

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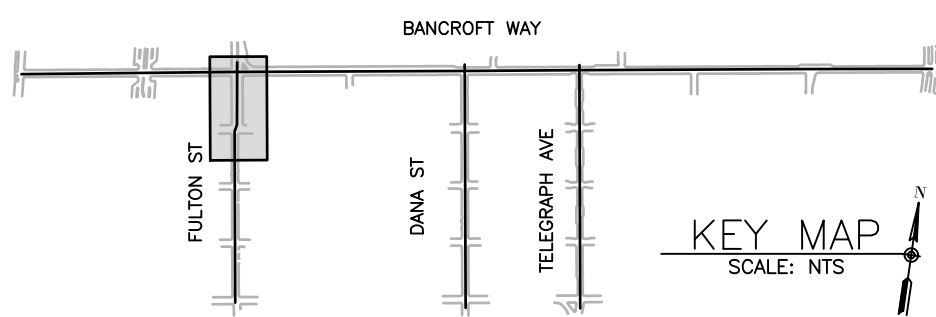
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 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 FULTON STREET (SHEET 3 OF 3)

PLAN 8263
 FILE 503-633
 TP-13
 SHEET 78 OF 155

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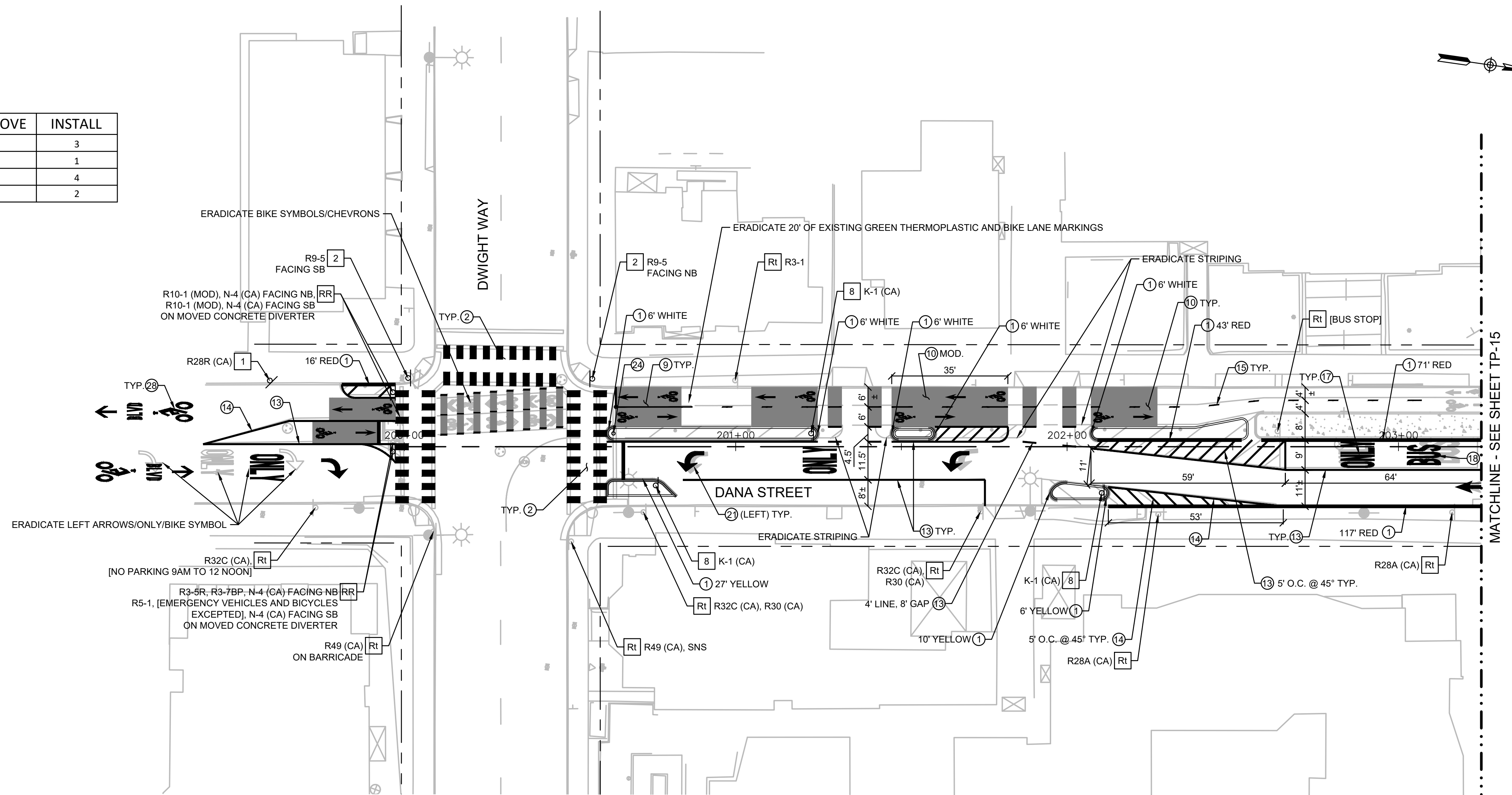
REVISION	MARK	DATE	DESCRIPTION

GENERAL NOTES (THIS SHEET)

- THIS SIGNAGE AND STRIPING PLAN IS BASED ON THE ASSUMPTION THAT THE AC TRANSIT PILOT PROJECT HAS BEEN COMPLETED.

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
K-1 (CA)	TYPE 2 OBJECT MARKER	6" x 12"		3
R28R (CA)	NO PARKING ANYTIME (RIGHT ARROW)	12" x 18"	1	
N-4 (CA)	TYPE 1 OBJECT MARKER	18" x 18"		4
R9-5	BICYCLE USE PED SIGNAL	12" x 18"		2

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	2
REMOVE EXISTING POST	1



LEGEND & ABBREVIATIONS

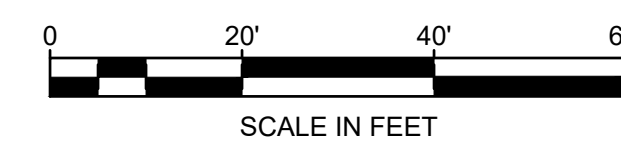
XX	CALTRANS STRIPING DETAIL	Rt	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊙	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊙	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

- INSTALL SIGNS ON 2" POST. SEE DETAIL [14] ON SHEET TP-19.
- INSTALL SIGNS ON EXISTING POST/POLE
- REMOVE SIGN POST
- REMOVE PARKING METER POLE. CITY TO REMOVE METER HEAD. SEE GENERAL NOTE 15.
- CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
- RETAIN EXISTING PARKING METER POST AND METER OR PAY STATION
- INSTALL PAY STATION (BY OTHERS). SEE GENERAL NOTE 17.
- INSTALL SIGN ON 2' FLEX POST

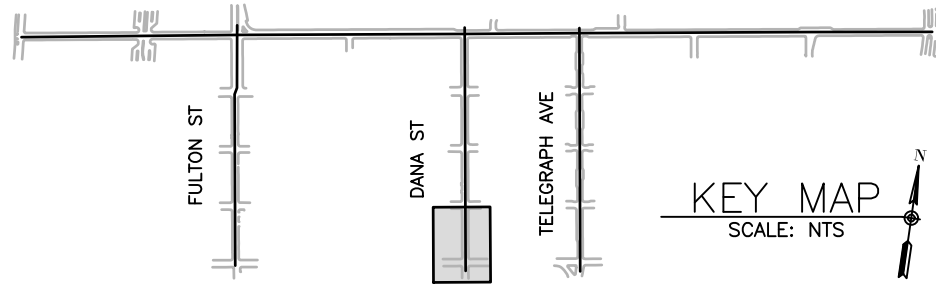
STRIPING KEYNOTES

- PAINT/REFRESH CURB
- STRIPE HIGHER VISIBILITY CROSSWALK. SEE DETAIL [1] ON SHEET TP-17
- STRIPE 1'-WIDE WHITE THERMOPLASTIC STOP BAR (5' BEHIND CROSSWALK U.O.N.)
- INSTALL GREEN THERMOPLASTIC
- INSTALL RED MMA
- INSTALL YIELD LINE. SEE DETAIL [7] ON SHEET TP-18
- INSTALL BIKEWAY YIELD LINE. SEE DETAIL [8] ON SHEET TP-18
- STRIPE PARKING T'S. SEE DETAIL [9] ON SHEET TP-18
- INSTALL BIKEWAY INTERSECTION APPROACH TREATMENT. SEE DETAIL [4] ON SHEET TP-17
- INSTALL BIKEWAY DRIVEWAY TREATMENT. SEE DETAIL [5] ON SHEET TP-17
- INSTALL CROSS BIKE MARKING. SEE DETAIL [6] ON SHEET TP-17
- STRIPE BIKEWAY CROSSWALK. SEE DETAIL [2] ON SHEET TP-17
- INSTALL 6" WHITE LINE
- INSTALL 6" YELLOW LINE
- INSTALL 4" YELLOW 3' LENGTH 9' SKIP LINE
- INSTALL THERMOPLASTIC "STOP" STENCIL
- INSTALL THERMOPLASTIC "ONLY" STENCIL
- INSTALL THERMOPLASTIC "BUS" STENCIL
- INSTALL THERMOPLASTIC BIKE LANE SYMBOL
- INSTALL TYPE I ARROW
- INSTALL TYPE IV ARROW
- INSTALL TYPE VII ARROW
- INSTALL TYPE VIII ARROW
- INSTALL 36" WHITE FLEXPOST
- INSTALL BLUE RETRO-REFLECTIVE PAVEMENT MARKER
- INSTALL ADA STENCIL PAVEMENT MARKING
- INSTALL BLUE ZONE STRIPING TREATMENT. SEE DETAIL [10] ON SHEET TP-18
- INSTALL BICYCLE BLVD STENCIL
- INSTALL BIKEWAY BUFFER WITH PARKING. SEE DETAIL [3] ON SHEET TP-17
- INSTALL BUS LANE STRIPING. SEE DETAIL [11] ON SHEET TP-18
- INSTALL SPEED HUMP MARKING. SEE DETAIL [12] ON SHEET TP-18
- INSTALL BIKE LANE SPEED HUMP MARKING. SEE DETAIL [13] ON SHEET TP-18



CONSTRUCTION NOTES

- SEE CD-01 TO CD-16 FOR PAVEMENT DELINEATION DEMO
- SEE TP-17 FOR STRIPING DETAILS
- PAVEMENT MARKINGS PER 2018 CALTRANS STANDARD PLANS A20A-E AND A24A-F
- CONTRACTOR SHALL PROVIDE MINIMUM TWO WORKING DAY NOTICE TO ALLOW THE CITY TRAFFIC ENGINEER TO REVIEW AND APPROVE ALL STRIPING AND MARKINGS AS "CAT-TRACKS" PRIOR TO PLACING PERMANENT MARKINGS
- DIMENSIONS ARE MEASURED FROM CENTER OF STRIPE AND FACE OF CURB
- SEE SIGNAL PLANS FOR SIGNS MOUNTED ON MAST ARMS AND SIGNAL POLES.
- SEE TP-22 DETAIL 13 FOR TRAFFIC SIGN INSTALLATION DETAIL. EXISTING SIGNS TO REMAIN, UNLESS OTHERWISE NOTED
- CONTRACTOR TO ERADICATE BIKE BUFFER PAVEMENT MARKINGS FROM RECENTLY INSTALLED PROJECT (AC TRANSIT DANA STREET PILOT PROJECT) ON DANA STREET FROM DWIGHT WAY TO HASTE STREET



TOOLE DESIGN
 1322 WEBSTER ST, SUITE 208
 OAKLAND, CA 94612
 PHONE: 510.298.0740
 FAX: 301.927.2800
 www.tooledesign.com

PROJECT MANAGER: _____ DATE _____
 SURVEY CHIEF OF PARTY _____ DATE _____
 WATERSHED REVIEW: _____ DATE _____
 FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

DEPICTION OF MONUMENTS: _____ DATE _____
 SUBMITTED: _____ DATE _____
 R.C.E. _____
 EXP. _____
 SUPERVISING CIVIL ENGINEER
 APPROVED: _____ DATE _____
 R.C.E. _____
 EXP. _____
 CITY ENGINEER

DESIGN: AK HORIZ. AS NOTED
 DRAWN: AK VERT. _____
 CHECK: KM/MD BOOK _____
 AS BUILT _____ DATE MAR 2023

CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 DANA STREET (SHEET 1 OF 3)

PLAN 8263
 FILE 503-633
 TP-14
 SHEET ZZ OF 155

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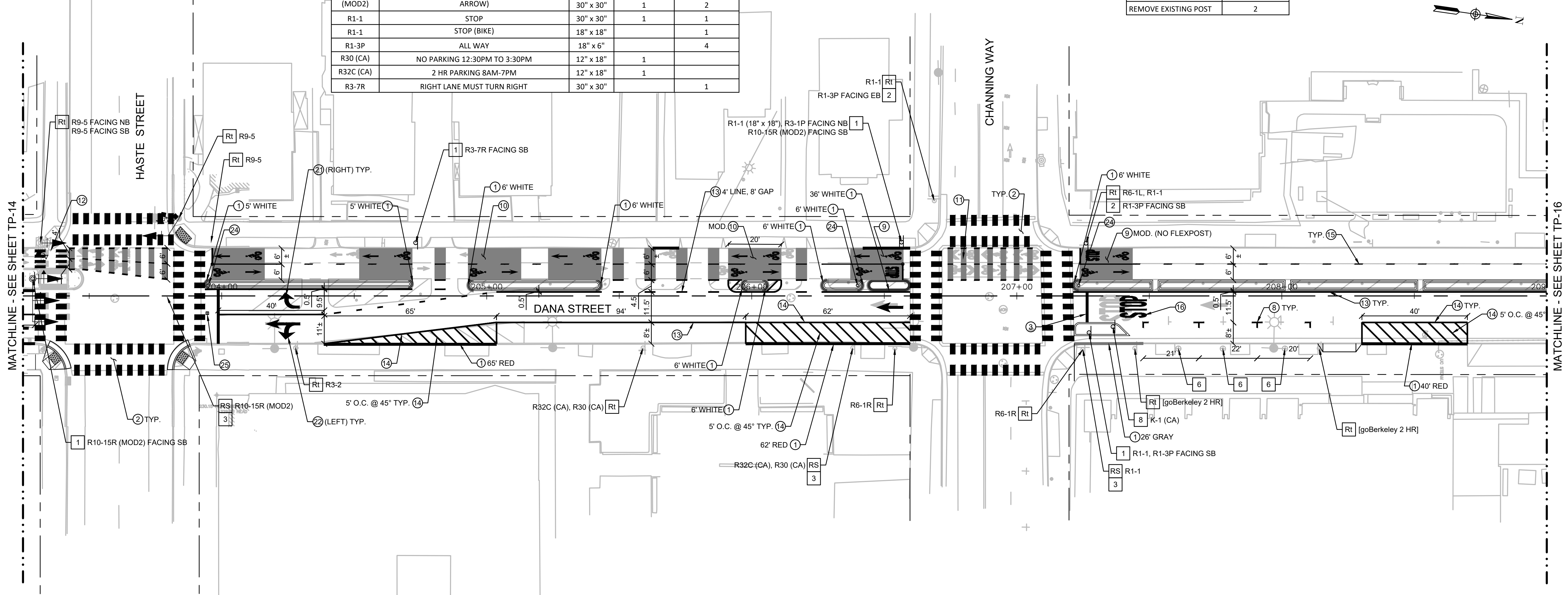
REVISION	MARK	DATE	DESCRIPTION

GENERAL NOTES (THIS SHEET)

1. THIS SIGNAGE AND STRIPING PLAN IS BASED ON THE ASSUMPTION THAT THE AC TRANSIT PILOT PROJECT HAS BEEN COMPLETED.

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
K-1 (CA)	TYPE 2 OBJECT MARKER	6" x 12"		1
R10-15R (MOD2)	TURNING VEHICLES YIELD TO BIKES AND Peds (RIGHT ARROW)	30" x 30"	1	2
R1-1	STOP	30" x 30"	1	1
R1-1	STOP (BIKE)	18" x 18"		1
R1-3P	ALL WAY	18" x 6"		4
R30 (CA)	NO PARKING 12:30PM TO 3:30PM	12" x 18"	1	
R32C (CA)	2 HR PARKING 8AM-7PM	12" x 18"	1	
R3-7R	RIGHT LANE MUST TURN RIGHT	30" x 30"		1

POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	3
REMOVE EXISTING POST	2



LEGEND & ABBREVIATIONS

XX	CALTRANS STRIPING DETAIL	Rt	RETAIN
TYP	TYPICAL	⊖	EXISTING SIGN
MOD	MODIFIED	⊕	PROPOSED SIGN
SLP	STREET LIGHT POLE	⊙	EXISTING METER HEAD
SNS	STREET NAME SIGN	⊙	PROPOSED METER HEAD
RR	REMOVE AND REUSE	⊞	EXISTING PARKING KIOSK
RS	REMOVE AND SALVAGE	⊞	PROPOSED PARKING KIOSK
■	GREEN THERMOPLASTIC	■	RED MMA

SIGNING KEYNOTES

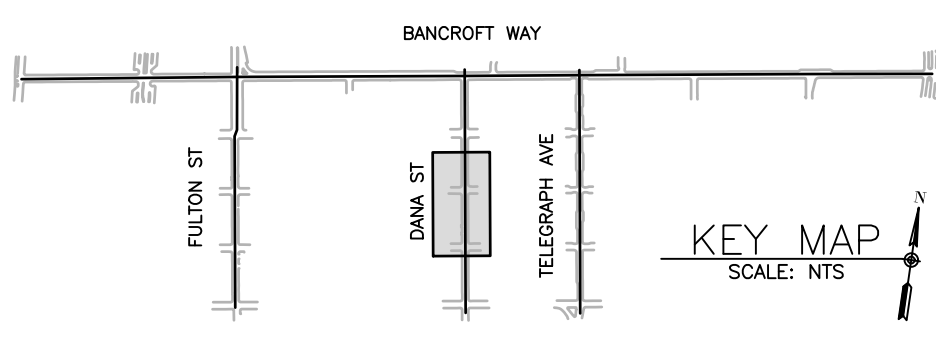
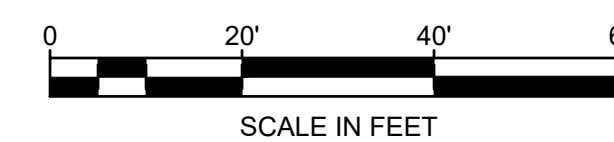
1	INSTALL SIGNS ON 2" POST. SEE DETAIL [14] ON SHEET TP-19.
2	INSTALL SIGNS ON EXISTING POST/POLE
3	REMOVE SIGN POST
4	REMOVE PARKING METER POLE. CITY TO REMOVE METER HEAD. SEE GENERAL NOTE 15.
5	CITY TO REMOVE PAY STATION. SEE GENERAL NOTE 15.
6	RETAIN EXISTING PARKING METER POST AND METER OR PAY STATION
7	INSTALL PAY STATION (BY OTHERS). SEE GENERAL NOTE 17.
8	INSTALL SIGN ON 2" FLEX POST

STRIPING KEYNOTES

1	PAINT/REFRESH CURB	12	STRIP BIKEWAY CROSSWALK. SEE DETAIL [2] ON SHEET TP-17	23	INSTALL TYPE VIII ARROW
2	STRIP HIGHER VISIBILITY CROSSWALK. SEE DETAIL [1] ON SHEET TP-17	13	INSTALL 6" WHITE LINE	24	INSTALL 36" WHITE FLEXPOST
3	STRIP 1'-WIDE WHITE THERMOPLASTIC STOP BAR (5' BEHIND CROSSWALK U.O.N.)	14	INSTALL 6" YELLOW LINE	25	INSTALL BLUE RETRO-REFLECTIVE PAVEMENT MARKER
4	INSTALL GREEN THERMOPLASTIC	15	INSTALL 4" YELLOW 3' LENGTH 9' SKIP LINE	26	INSTALL ADA STENCIL PAVEMENT MARKING
5	INSTALL RED MMA	16	INSTALL THERMOPLASTIC "STOP" STENCIL	27	INSTALL BLUE ZONE STRIPING TREATMENT. SEE DETAIL [10] ON SHEET TP-18
6	INSTALL YIELD LINE. SEE DETAIL [7] ON SHEET TP-18	17	INSTALL THERMOPLASTIC "ONLY" STENCIL	28	INSTALL BICYCLE BLVD STENCIL
7	INSTALL BIKEWAY YIELD LINE. SEE DETAIL [8] ON SHEET TP-18	18	INSTALL THERMOPLASTIC "BUS" STENCIL	29	INSTALL BIKEWAY BUFFER WITH PARKING. SEE DETAIL [3] ON SHEET TP-17
8	STRIP PARKING T'S. SEE DETAIL [9] ON SHEET TP-18	19	INSTALL THERMOPLASTIC BIKE LANE SYMBOL	30	INSTALL BUS LANE STRIPING. SEE DETAIL [11] ON SHEET TP-18
9	INSTALL BIKEWAY INTERSECTION APPROACH TREATMENT. SEE DETAIL [4] ON SHEET TP-17	20	INSTALL TYPE I ARROW	31	INSTALL SPEED HUMP MARKING. SEE DETAIL [12] ON SHEET TP-18
10	INSTALL BIKEWAY DRIVEWAY TREATMENT. SEE DETAIL [5] ON SHEET TP-17	21	INSTALL TYPE IV ARROW	32	INSTALL BIKE LANE SPEED HUMP MARKING. SEE DETAIL [13] ON SHEET TP-18
11	INSTALL CROSS BIKE MARKING. SEE DETAIL [6] ON SHEET TP-17	22	INSTALL TYPE VII ARROW		

CONSTRUCTION NOTES

- SEE CD-01 TO CD-16 FOR PAVEMENT DELINEATION DEMO
- SEE TP-17 FOR STRIPING DETAILS
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DESIGN: AK
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 CHECK: KM/MD
 AS BUILT: _____
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CITY OF BERKELEY
 DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
 SIGNAGE AND STRIPING PLAN
 DANA STREET (SHEET 2 OF 3)

PLAN 8263
 FILE 503-633
 TP-15
 SHEET 28 OF 155

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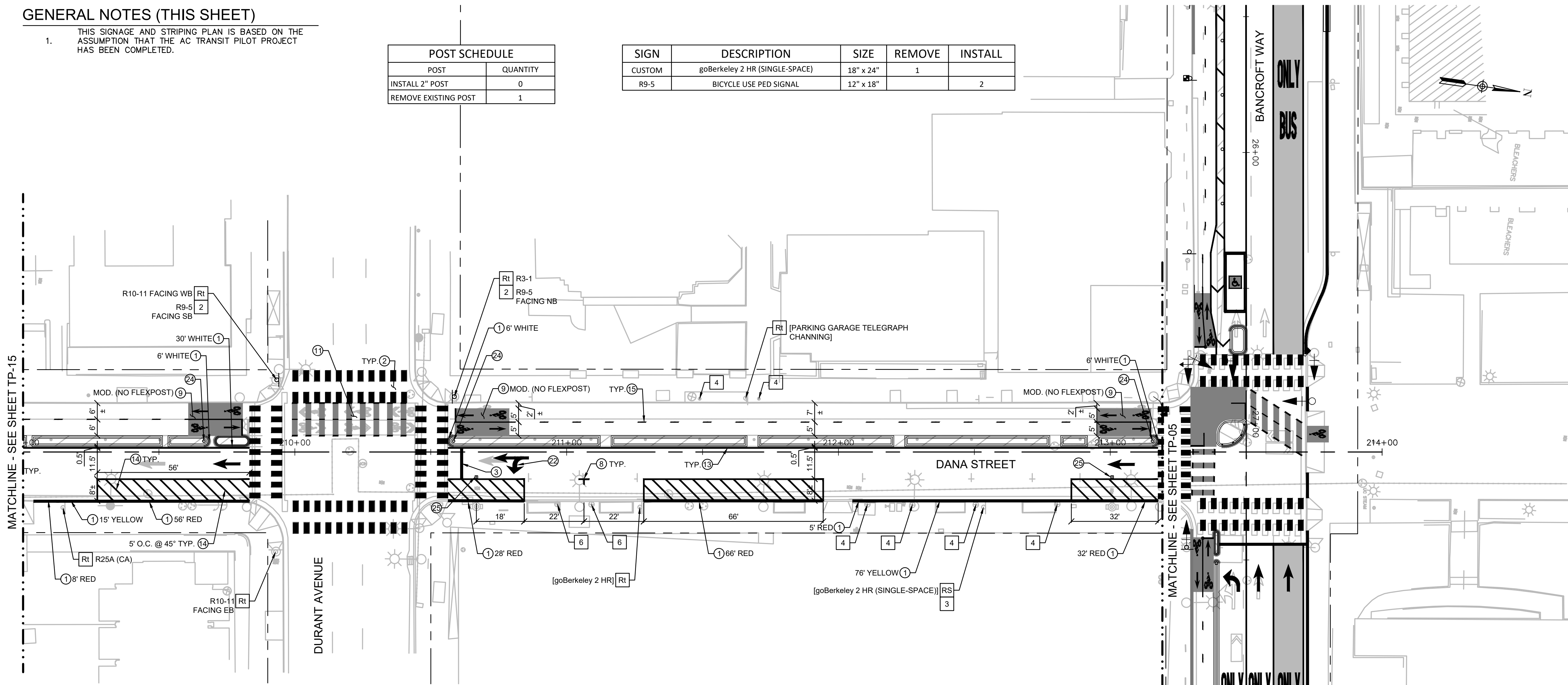
REVISION	MARK	DATE	DESCRIPTION

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POST SCHEDULE	
POST	QUANTITY
INSTALL 2" POST	0
REMOVE EXISTING POST	1

SIGN	DESCRIPTION	SIZE	REMOVE	INSTALL
CUSTOM	goBerkeley 2 HR (SINGLE-SPACE)	18" x 24"	1	
R9-5	BICYCLE USE PED SIGNAL	12" x 18"		2



LEGEND & ABBREVIATIONS

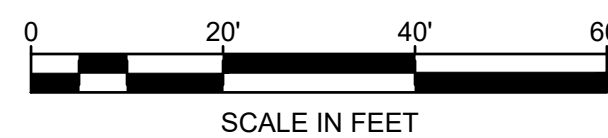
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■	GREEN THERMOPLASTIC	■	RED MMA

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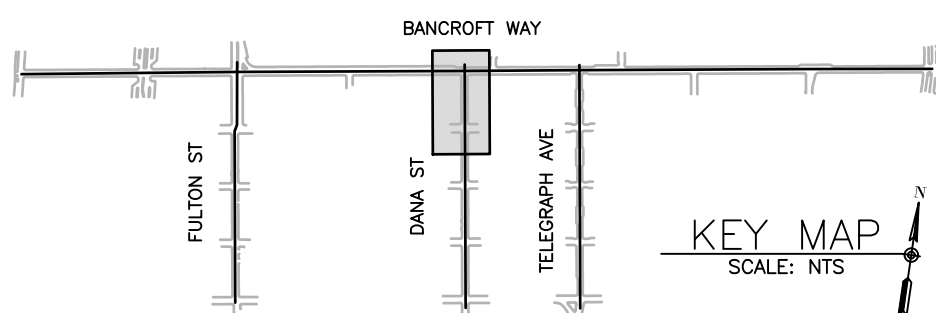
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- INSTALL THERMOPLASTIC BIKE LANE SYMBOL
- INSTALL TYPE I ARROW
- INSTALL TYPE IV ARROW
- INSTALL TYPE VII ARROW
- INSTALL TYPE VIII ARROW
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SURVEY CHIEF OF PARTY		WATERSHED REVIEW:	DATE

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SUPERVISING CIVIL ENGINEER		DRAWN:	
APPROVED:	DATE	CHECK:	
CITY ENGINEER		AS BUILT:	

R.C.E.:	DATE	HORIZ. AS NOTED:	DATE
EXP.:		VERT.:	
		BOOK:	
		DATE:	MAR. 2023

DESIGN:	AK	HORIZ. AS NOTED:	DATE
DRAWN:	AK	VERT.:	
CHECK:	KM/MD	BOOK:	
AS BUILT:		DATE:	MAR. 2023

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

SOUTHSIDE COMPLETE STREETS
SIGNAGE AND STRIPING PLAN
DANA STREET (SHEET 3 OF 3)

PLAN 8263
FILE 503-633
TP-16
SHEET 79 OF 155



REVISION	MARK	DATE	DESCRIPTION

