

Agenda Report Reviewed by:  
City Manager: 

CITY OF SEBASTOPOL  
CITY COUNCIL  
AGENDA ITEM

Meeting Date: April 6, 2021  
To: Honorable Mayor and City Councilmembers  
From: Toni Bertolero, Consulting Engineer  
Subject: Adoption of Resolution of Local Support and Approval of Letter of Support for the SR 116 and Bodega Avenue Pedestrian Access and Mobility Improvements for the OBAG 2/Quick Strike Grant Application  
Recommendation: Adopt a Resolution of Local Support; and Approve a Letter of Support  
Funding: Currently Budgeted: \_\_\_ Yes \_\_\_ No XX N/A  
Net General Fund Cost: None

Account Code/Costs authorized in City Approved Budget AK (verified by Administrative Services Department)

**INTRODUCTION/PURPOSE:**

The OBAG 2/Quick Strike grant application for the Bodega Avenue Pedestrian Access and Mobility Improvements was submitted to the Sonoma County Transportation Authority (SCTA) on February 19, 2021. One of the requirements of the grant is that a Resolution of Local Support be adopted and provided to SCTA by May 2021. In addition, while SCTA will forward the City’s grant application to the Metropolitan Transportation Commission (MTC) for further consideration, the City’s project is “below the line” of recommended projects. For this reason, several Councilmembers suggested that a letter also be submitted urging SCTA’s support of the City’s grant application when the list of recommended projects is presented to MTC in June 2021.

This item is for the adoption of the Resolution of Local Support; and approval of the Letter of Support. The proposed action supports Council’s Goal #4, *Maintain and Enhance the City as Walkable/Bike-able Community*.

**BACKGROUND:**

In January 2021, SCTA released a “call for projects” from eligible agencies who may have a transportation infrastructure project that can be implemented quickly to benefit communities. In other words, the project must be “shovel ready” and this criterion was emphasized by SCTA staff. The program also emphasizes bicycle/pedestrian safety and mobility, transit and transit access improvements, connected mobility, advancing equitable mobility, or other near-term strategies to advance transit recovery and connected mobility. The program selection is performance based and is a federal-aid transportation program. There is a nomination target of approximately \$3-\$4 million in programming for the entire county.

At the meeting of February 16, 2021, Council authorized staff to work with W-Trans to submit an OBAG 2/Quick Strike grant application. On February 19, 2021, staff and W-Trans submitted a grant application with SCTA for the Bodega Avenue Pedestrian Access and Mobility Improvements project. The proposed grant project includes the State Route 116 ADA Sidewalk Ramps Project No. 2019-01 that was bid last year but not awarded due to funding constraints, and, pedestrian safety improvements at two (2) locations: Bodega Avenue/Florence Avenue, and Bodega Avenue/Robinson Road. A map of the proposed improvements is included in the attachment.

**DISCUSSION:**

The OBAG 2/Quick Strike grant was submitted by the deadline of February 19, 2021. The SCTA TAC (Technical Advisory Committee) met on February 25, 2021 and there was over \$6 million dollars requested. The City’s grant application was for \$476,000 and the grant requires an 11.47% local match. SCTA informed the TAC of their recommended list of projects to move forward to MTC, and the City of Sebastopol’s application fell “below the line.” City and SCTA staff held a virtual meeting to discuss why the City’s application fell below the line. With \$6 million dollars in requests for \$3 to \$4 million program funds for the entirety of Sonoma County, SCTA staff did not believe the City’s project to be as competitive as the others that were included on their recommended list.

On March 8, 2021, the SCTA Board of Directors (BOD) held their meeting and the OBAG 2/Quick Strike grant applications were discussed. For this item, two Sebastopol Councilmembers attended the virtual meeting and gave testimony supporting the City’s project. After lobbying by Vice Mayor Gurney, the BOD voted 11-0 to include the Sebastopol project with the other six selected to send to MTC. SCTA staff indicated that while Sebastopol’s project would be moved forward, the Sebastopol project will be shown as “below the line” on the list of projects. MTC would then decide on projects to fund.

**PUBLIC COMMENT:**

As of the writing of this staff report, the City has not received any public comment. However, if staff receives public comment from interested parties following the publication and distribution of this staff report, such comments will be provided to the City Council as supplemental materials before or at the meeting. In addition, public comments may be offered during the public comment portion of this item.

**PUBLIC NOTICE:**

This item was noticed in accordance with the Ralph M. Brown Act and was available for public viewing and review at least 72 hours prior to schedule meeting date.

**FISCAL IMPACT:**

The estimated construction cost is \$928,320. The grant (net) would reduce the City’s impact to the various fund sources by \$421,403, which is the amount of the grant (\$476,000) minus the 11.47% match (\$54,597). If awarded, the project funds would be programmed in Fiscal Year 2022-23. The fund sources and amounts:

Grant (net)	\$421,403.
Measure M	89,982.
Traffic Impact Fee	314,143.
Road Maintenance SB 1	<u>102,792.</u>
Total	\$928,320.

**RECOMMENDATION:**

That the City Council:

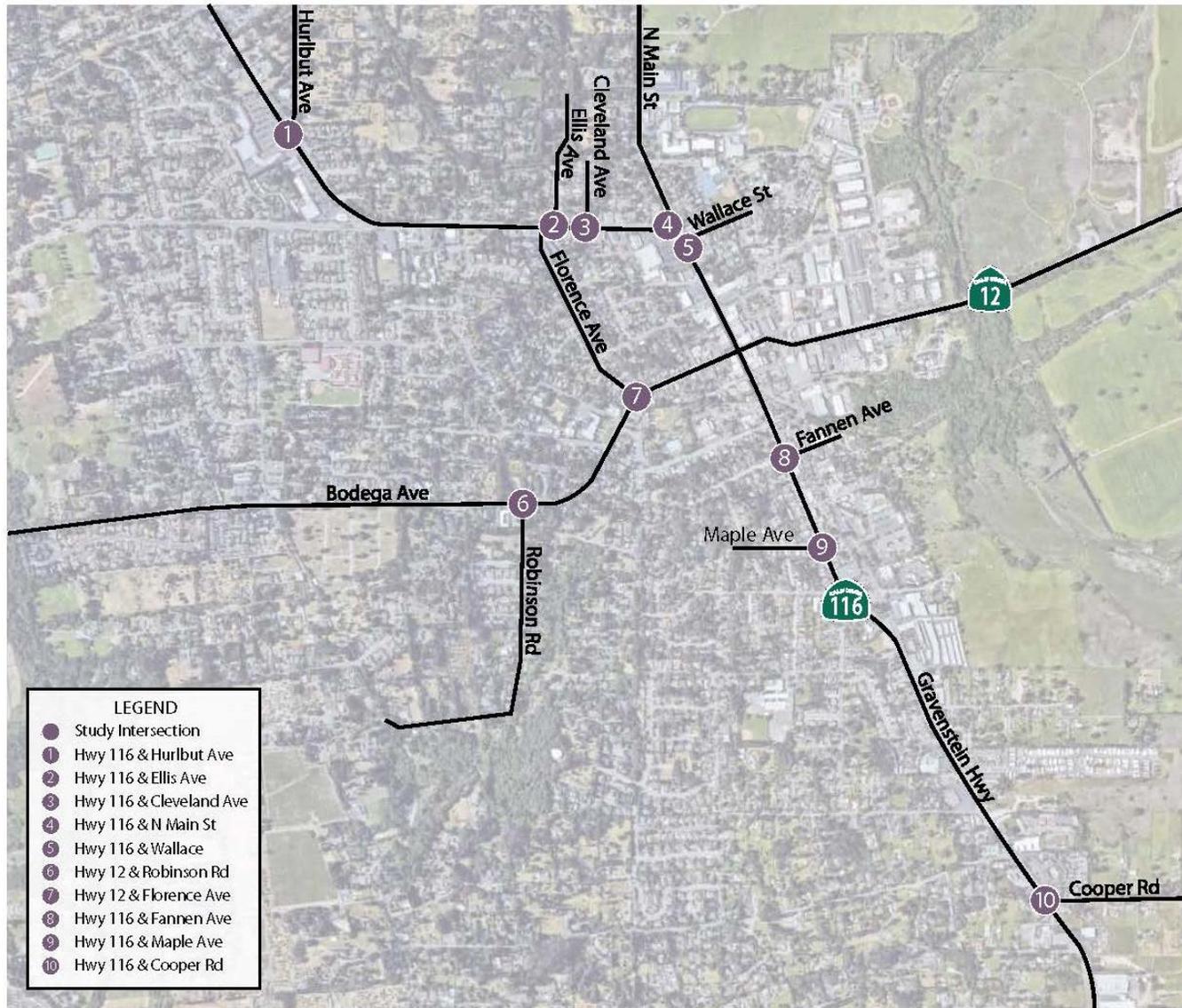
- Adopt the Resolution of Local Support; and
- Authorize Mayor to Sign Letter of Support urging SCTA support the City’s grant application.

**ATTACHMENTS:**

Map showing Project Improvements  
Resolution of Local Support  
Letter of Support

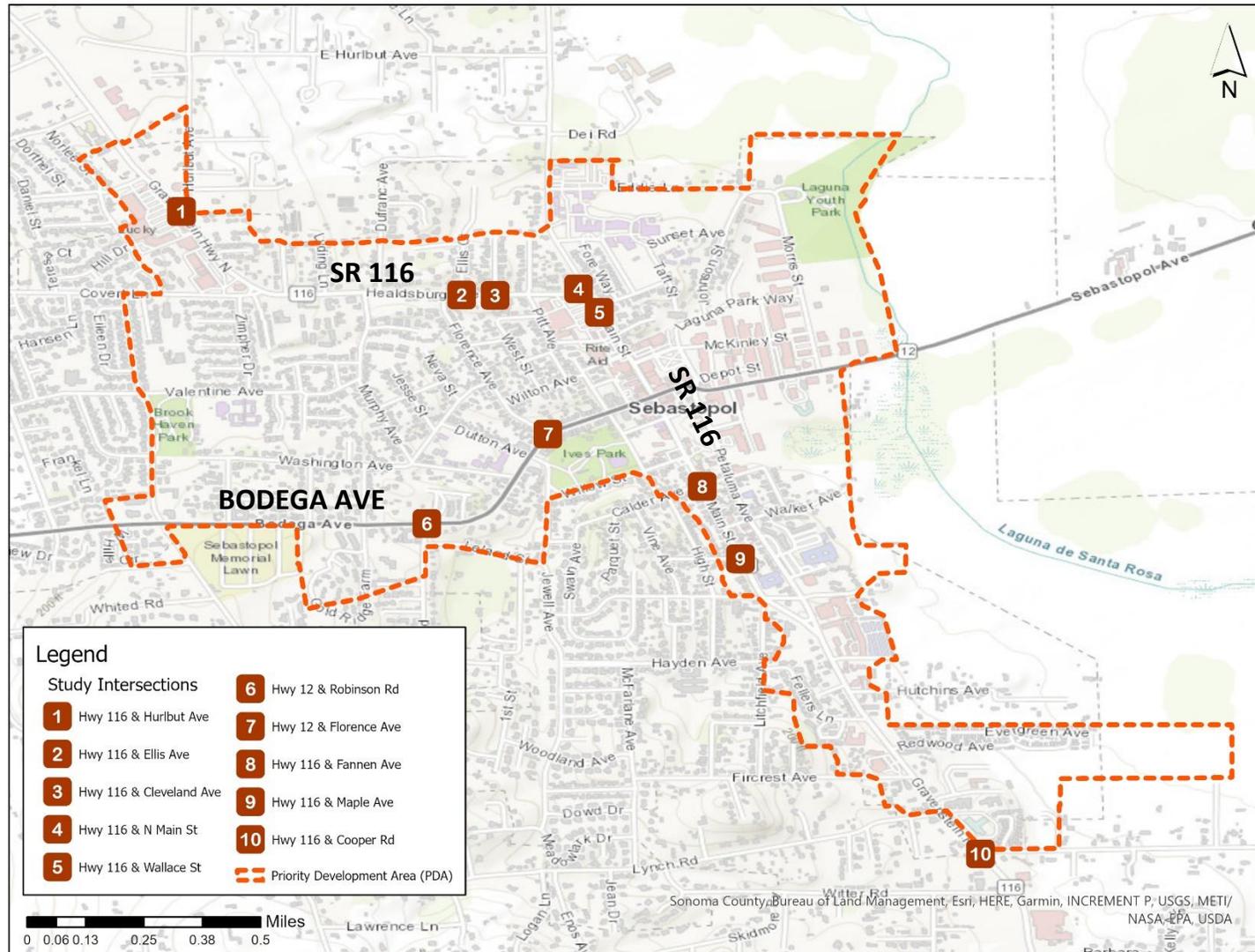
ATTACHMENT A

Priority Development Area (PDA), City of Sebastopol  
SR 116 and Bodega Avenue Pedestrian Access and Mobility Enhancements



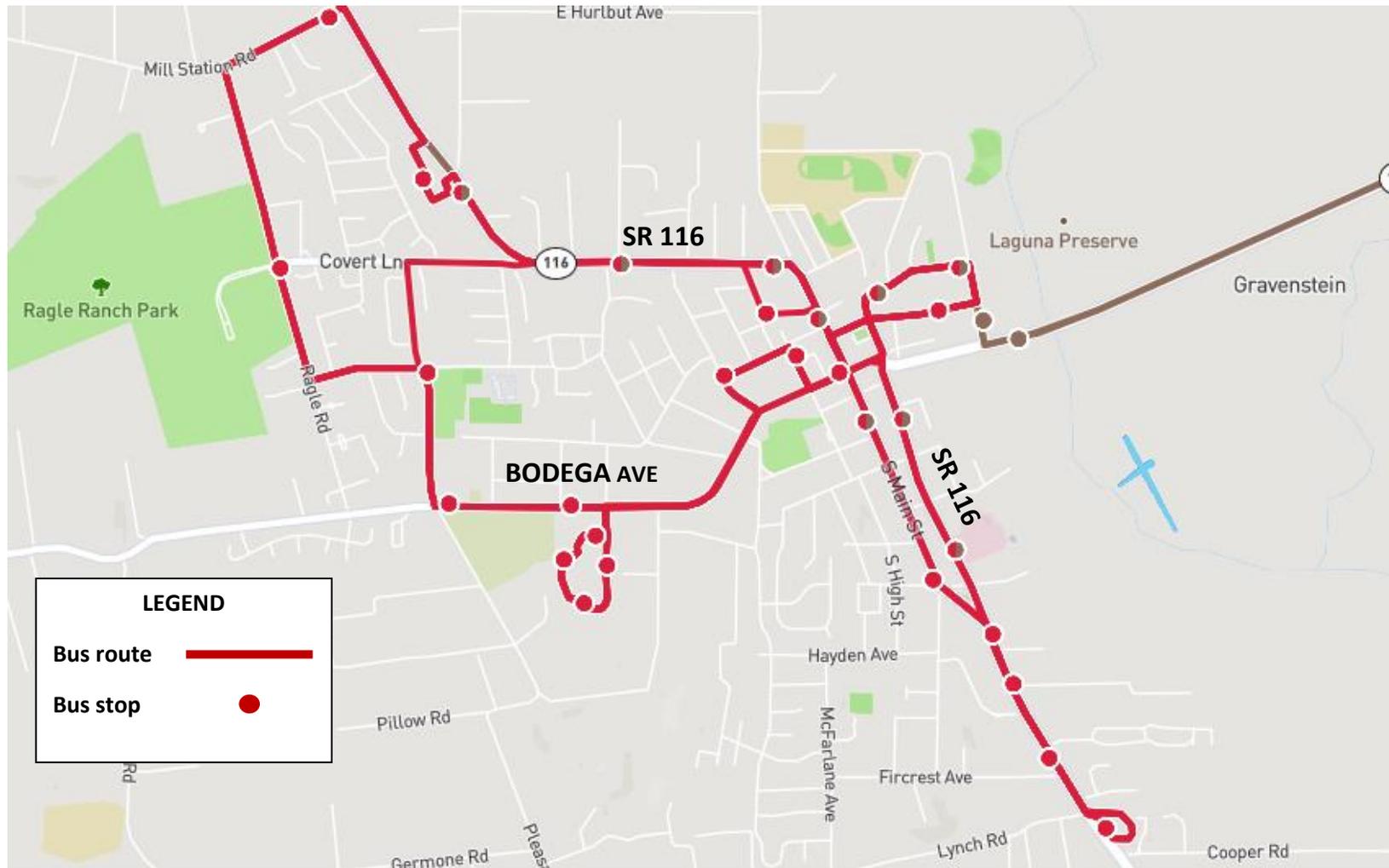
ATTACHMENT B

Priority Development Area (PDA), City of Sebastopol  
 SR 116 and Bodega Avenue Pedestrian Access and Mobility Enhancements



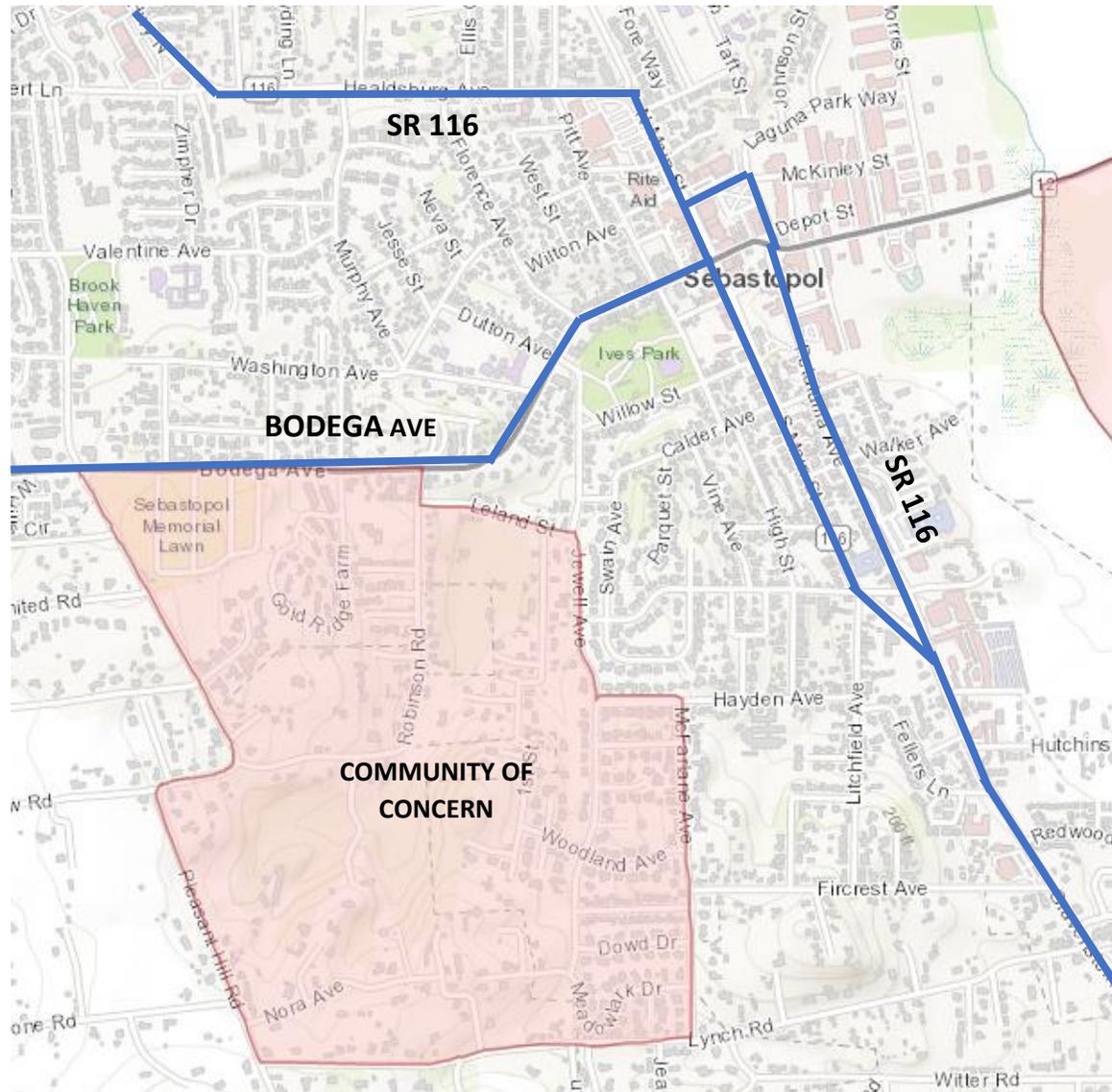
ATTACHMENT C

Sonoma County Transit Routes, City of Sebastopol  
SR 116 and Bodega Avenue Pedestrian Access and Mobility Enhancements



ATTACHMENT D

Community of Concern, City of Sebastopol  
SR 116 and Bodega Avenue Pedestrian Access and Mobility Enhancements



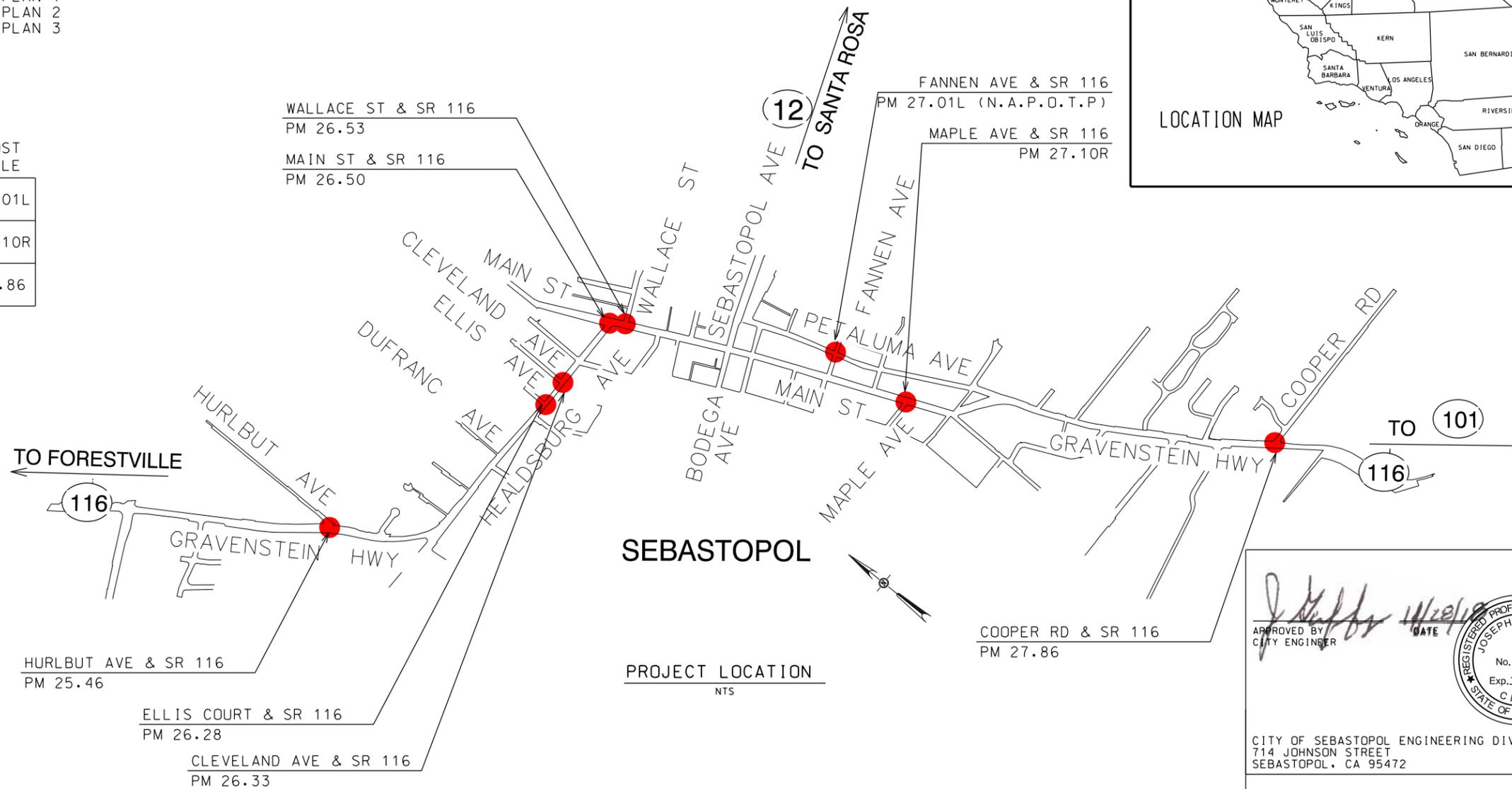
INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2	GENERAL NOTES
3	VICINITY MAP & PHOTOS 1
4	VICINITY MAP & PHOTOS 2
5	HURLBUT AVE & SR 116 (GRAVENSTEIN HWY N)
6	ELLIS CT & SR 116 (HEALDSBURG AVE)
7	CLEVELAND AVE & SR 116 (HEALDSBURG AVE)
8	N MAIN ST & SR 116 (HEALDSBURG AVE)
9	WALLACE ST & SR 116 (N MAIN ST)
10	FANNEN AVE & SR 116 (PETALUMA AVE)
11	MAPLE AVE & SR 116 (S MAIN ST)
12	COOPER RD & SR 116 (GRAVENSTEIN HWY S)
13	DETAILS 1
14	DETAILS 2
15	DETAILS 3
16	PAVEMENT DELINEATION & SIGNAGE PLAN 1
17	PAVEMENT DELINEATION & SIGNAGE PLAN 2
18	PAVEMENT DELINEATION & SIGNAGE PLAN 3
19	PAVEMENT DELINEATION PLAN 4
20	PAVEMENT DELINEATION PLAN 5
21	PAVEMENT DELINEATION PLAN 6

LOCATION	POST MILE	LOCATION	POST MILE
HURLBUT AVE & SR 116	25.46	FANNEN AVE & SR 116	27.01L
ELLIS COURT & SR 116	26.28	MAPLE AVE & SR 116	27.10R
CLEVELAND AVE & SR 116	26.33	COOPER RD & SR 116	27.86
N. MAIN ST & SR 116	26.50		
WALLACE ST & SR 116	26.53		

IMPROVEMENT PLANS FOR  
CITY OF SEBASTOPOL  
SONOMA COUNTY, CALIFORNIA  
**STATE ROUTE 116  
ADA SIDEWALK RAMPS**  
CITY PROJECT No. 2019-01

TO BE SUPPLEMENTED BY CALTRANS STANDARD PLANS AND SPECIFICATIONS DATED 2018



SEBASTOPOL

PROJECT LOCATION  
NTS

CALL  
UNDERGROUND  
SERVICE ALERT  
1-800-642-2444  
AT LEAST 48 HOURS  
PRIOR TO EXCAVATION

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	116	25.5/27.9	1	21



APPROVED BY  
CITY ENGINEER  
*Joseph Gaffney* 11/20/19  
DATE

REGISTERED PROFESSIONAL ENGINEER  
JOSEPH GAFFNEY  
No. 31678  
Exp. 12-31-20  
CIVIL  
STATE OF CALIFORNIA

CITY OF SEBASTOPOL ENGINEERING DIVISION  
714 JOHNSON STREET  
SEBASTOPOL, CA 95472

PROJECT ENGINEER DATE  
REGISTERED CIVIL ENGINEER  
*John C. Scroggs* 11-20-19

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER  
JOHN C. SCROGGS  
No. 26388  
Exp. 3-31-22  
CIVIL  
STATE OF CALIFORNIA

KASL CONSULTING ENGINEERS  
777 GREENBACK LN. STE. 104  
SEBASTOPOL, CA 95472

LAST REVISION DATE PLOTTED = 7/9/2020  
SEPT 2018 TIME PLOTTED = 2:39:27 PM



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	116	25.5/27.9	3	21

Agenda Item Number 3



1 HURLBUT AVE / CA-116



2 NOT A PART OF THIS PROJECT  
HURLBUT AVE / CA-116



3 HURLBUT AVE / CA-116



4 HURLBUT AVE / CA-116

5 NOT USED



7 8 ELLIS CT / CA-116



6 NOT USED

9 10 NOT A PART OF THIS PROJECT  
CLEVELAND AVE / CA-116



11 CLEVELAND AVE / CA-116



MATCH LINE  
SEE NEXT SHEET



12 13 N MAIN ST / CA-116

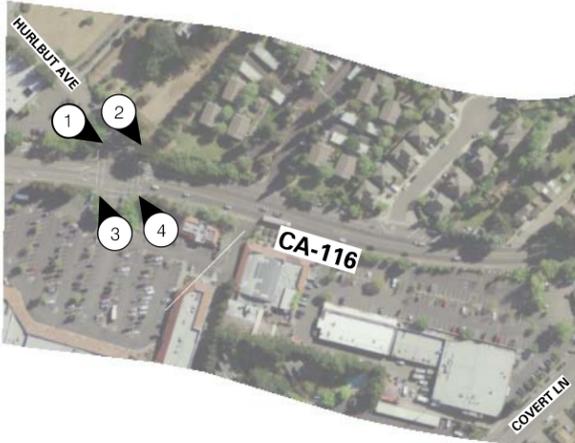


14 N MAIN ST / CA-116



15 16 WALLACE ST / CA-116

17 NOT USED



REGISTRATION NO. LICENSE Exp. DATE DATE SIGNED  
CONSULTANT DESIGN ENGINEER  
JOHN C. SCROGGS, P.E.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	116	25.5/27.9	4	21

Agenda Item Number 3



18 19 FANNAN AVE / PETALUMA AVE



20 21 FANNAN AVE / PETALUMA AVE

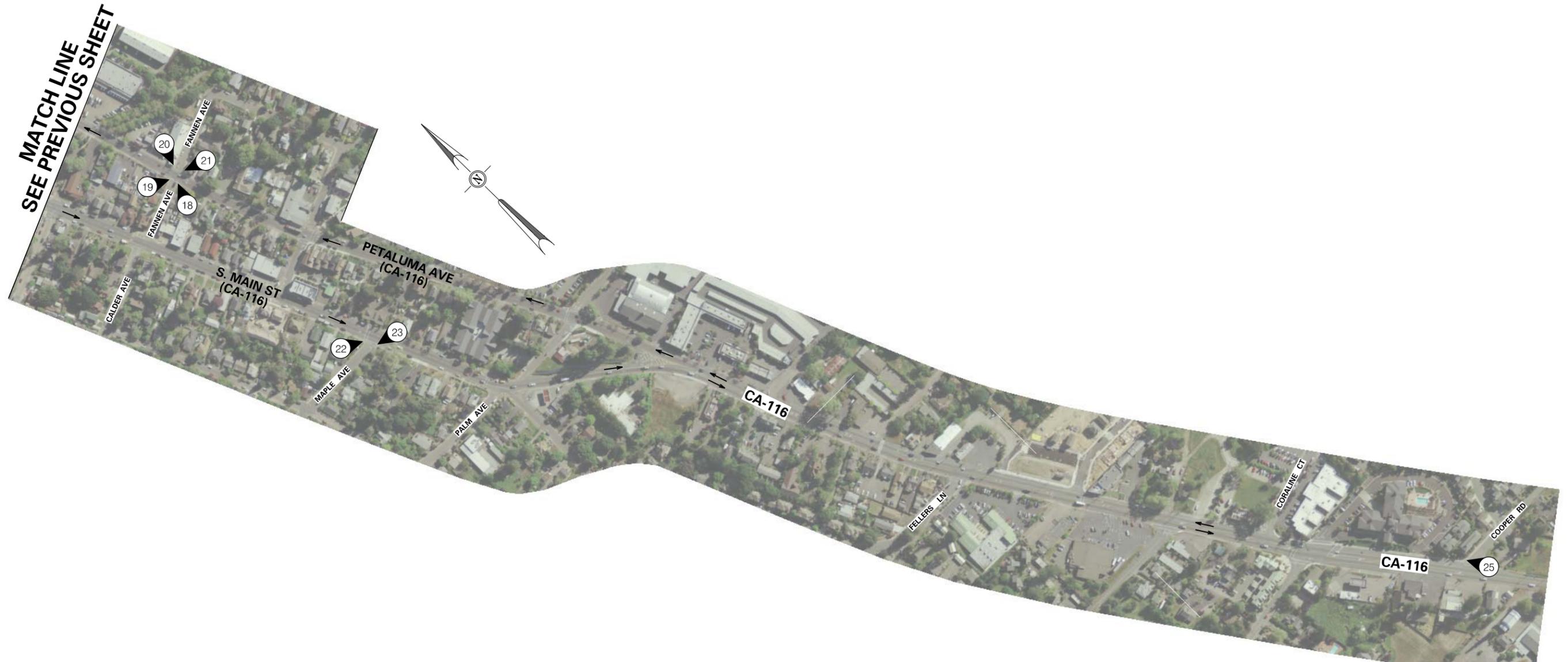


22 23 MAPLE AVE / CA-116

24 NOT USED



25 COOPER RD / CA-116



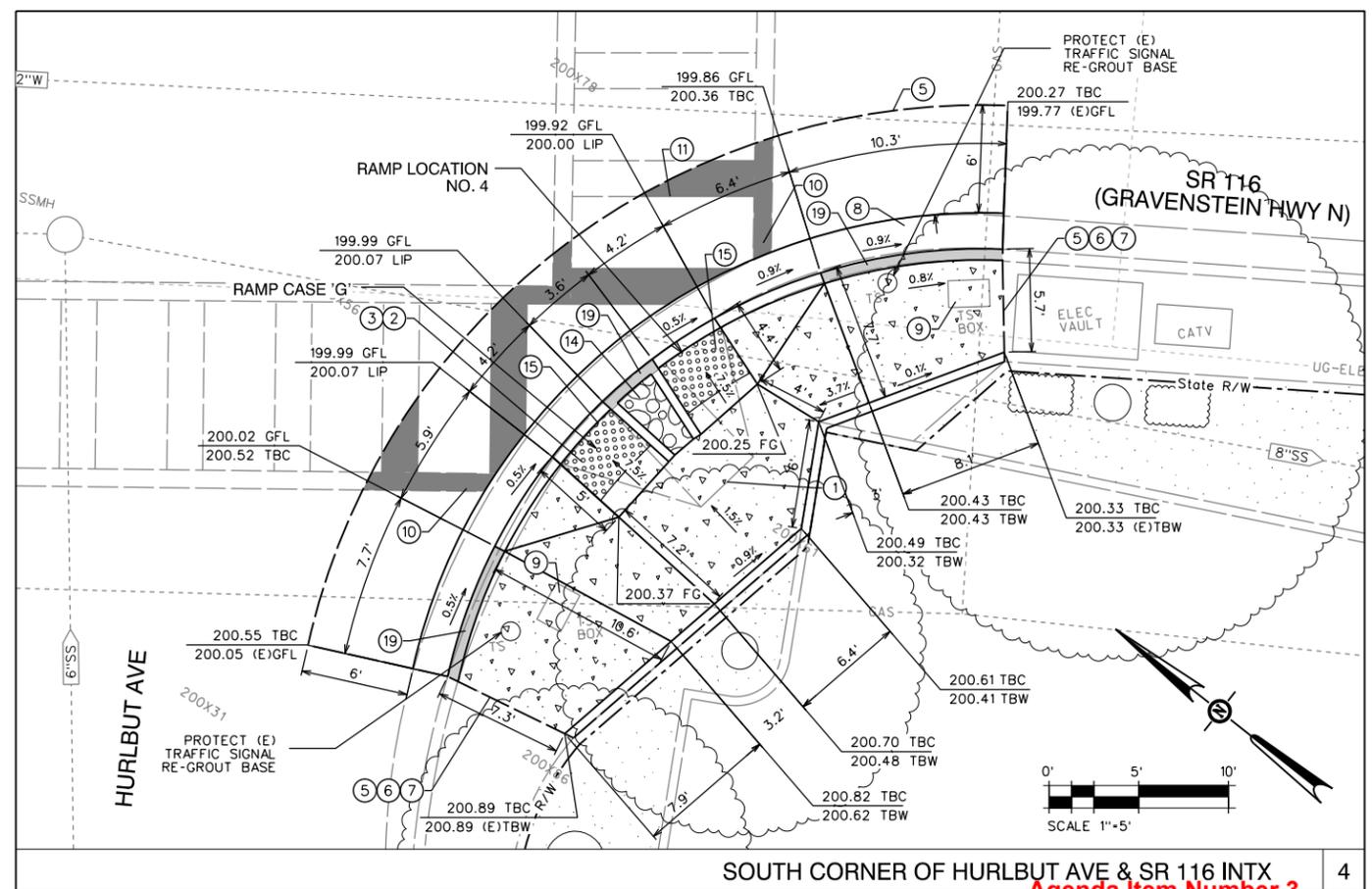
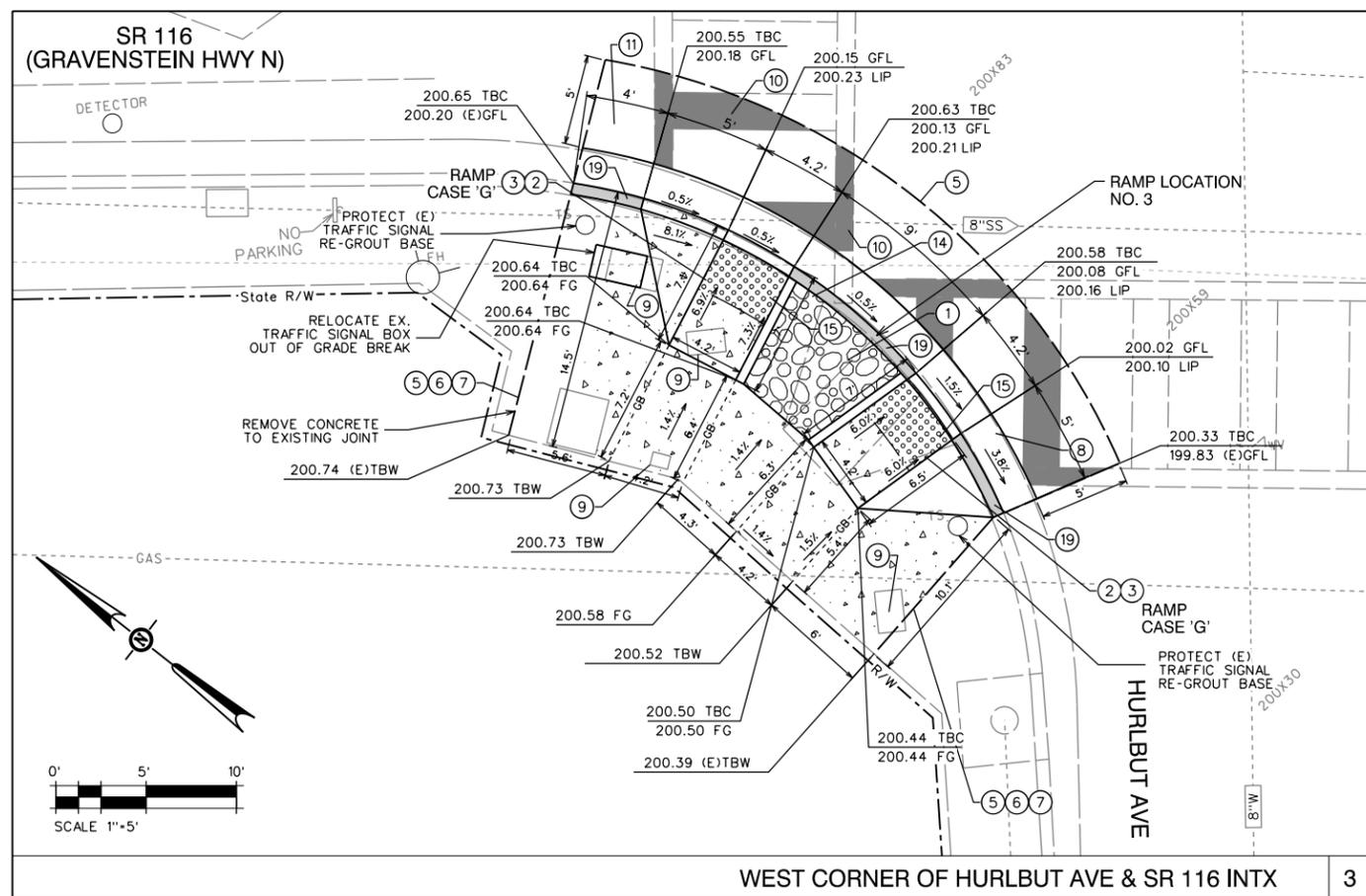
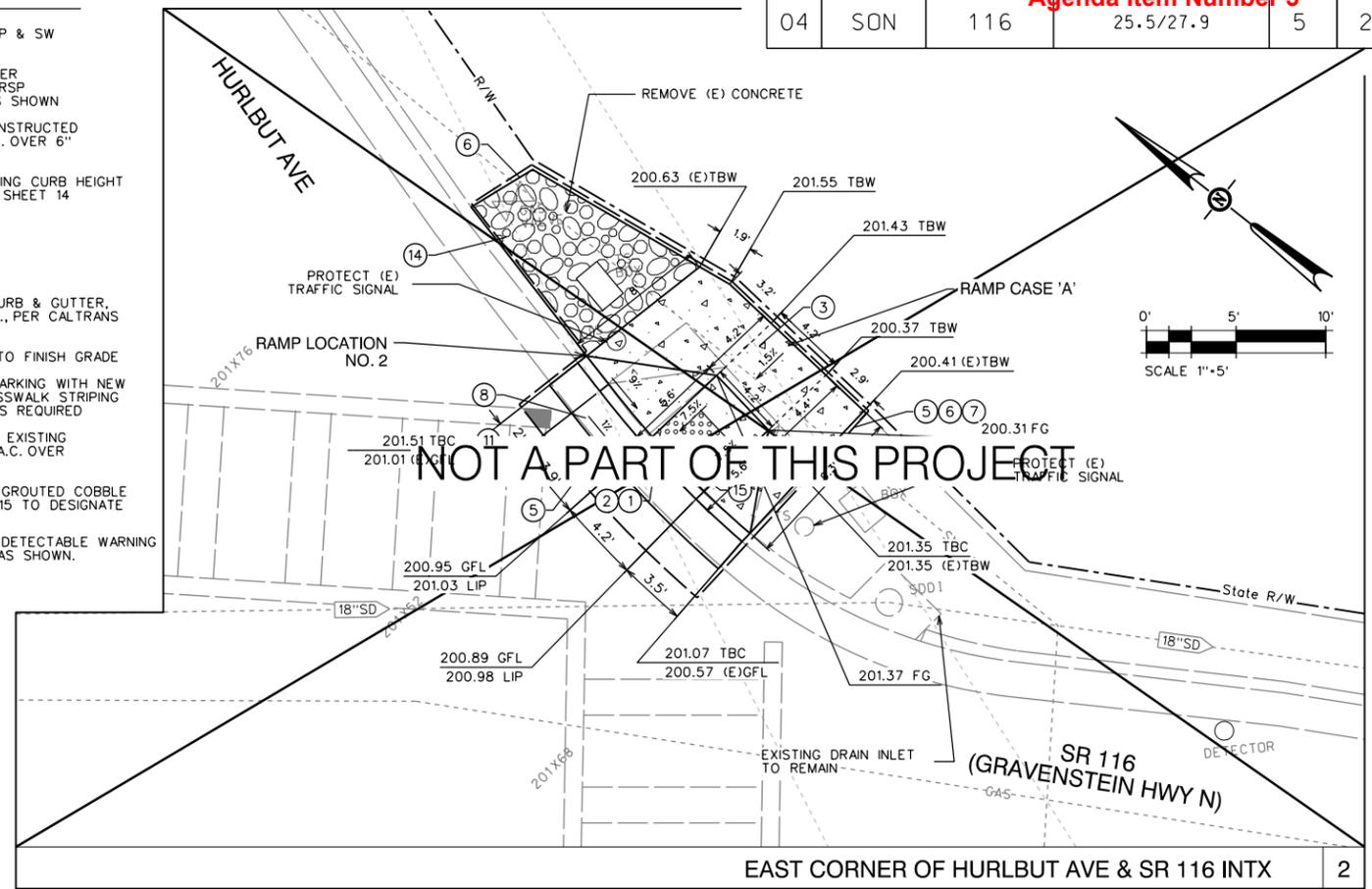
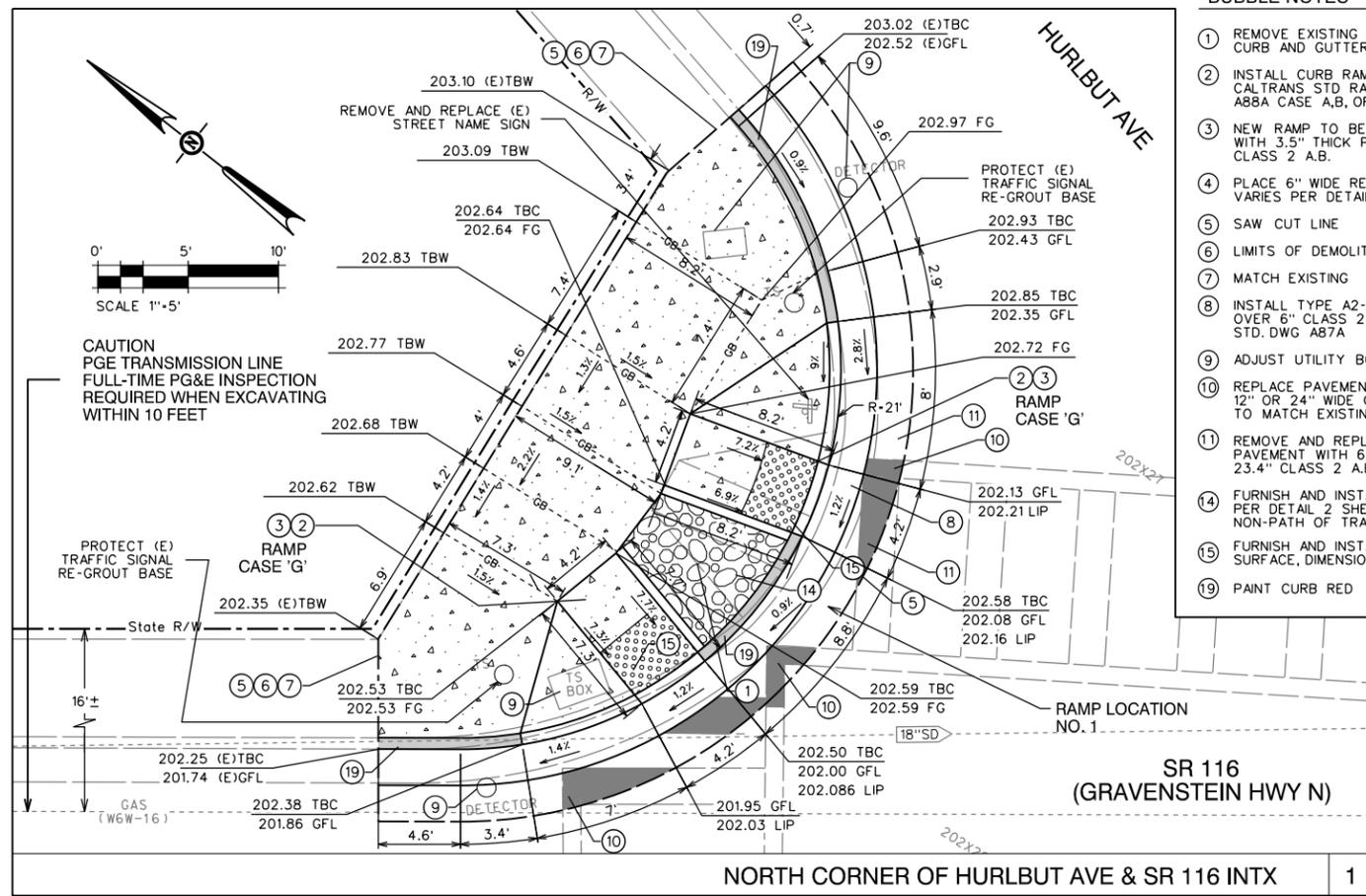
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 CONSULTANT DESIGN ENGINEER  
 JOHN C. SCROGGS, P.E.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	116	25.5/27.9	5	21

Agenda Item Number 3

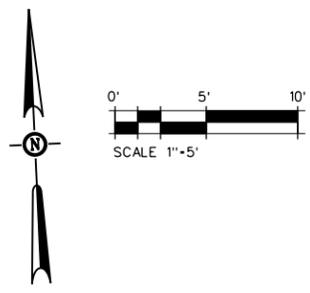
BUBBLE NOTES

- 1 REMOVE EXISTING RAMP & SW CURB AND GUTTER
- 2 INSTALL CURB RAMP PER CALTRANS STD RAMP RSP A88A CASE A,B, OR AS SHOWN
- 3 NEW RAMP TO BE CONSTRUCTED WITH 3.5" THICK P.C.C. OVER 6" CLASS 2 A.B.
- 4 PLACE 6" WIDE RETAINING CURB HEIGHT VARIES PER DETAIL 4 SHEET 14
- 5 SAW CUT LINE
- 6 LIMITS OF DEMOLITION
- 7 MATCH EXISTING
- 8 INSTALL TYPE A2-6 CURB & GUTTER, OVER 6" CLASS 2 A.B., PER CALTRANS STD. DWG A87A
- 9 ADJUST UTILITY BOX TO FINISH GRADE
- 10 REPLACE PAVEMENT MARKING WITH NEW 12" OR 24" WIDE CROSSWALK STRIPING TO MATCH EXISTING AS REQUIRED
- 11 REMOVE AND REPLACE EXISTING PAVEMENT WITH 6.6" A.C. OVER 23.4" CLASS 2 A.B.
- 14 FURNISH AND INSTALL GROUTED COBBLE PER DETAIL 2 SHEET 15 TO DESIGNATE NON-PATH OF TRAVEL
- 15 FURNISH AND INSTALL DETECTABLE WARNING SURFACE, DIMENSIONS AS SHOWN.
- 19 PAINT CURB RED



REGISTRATION NO. LICENSE Exp. DATE DATE SIGNED  
 CONSULTANT DESIGN ENGINEER JOHN C. SCROGGS, P.E.

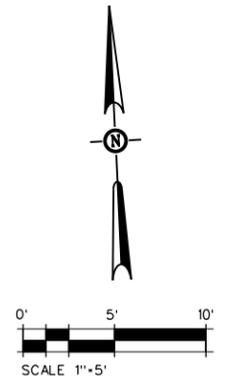
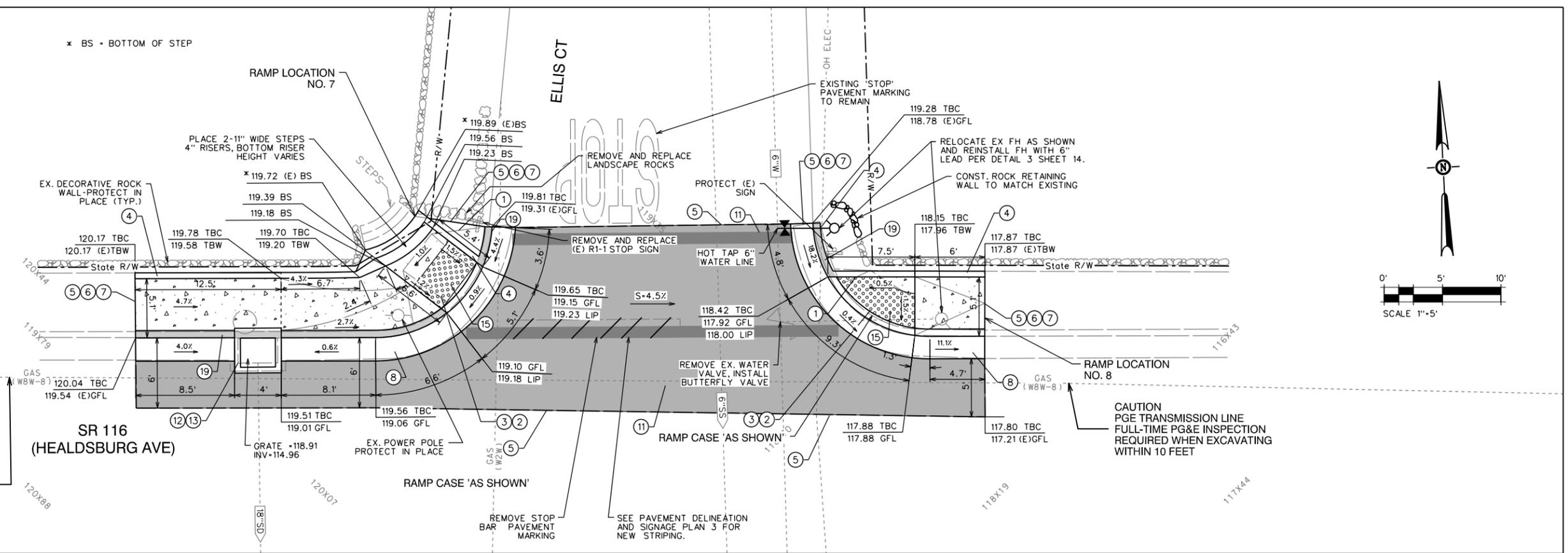
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REGISTRATION NO.	LICENSE Exp. DATE	DATE SIGNED
NOT USED		5 & 6

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CAUTION  
PGE TRANSMISSION LINE  
FULL-TIME PG&E INSPECTION  
REQUIRED WHEN EXCAVATING  
WITHIN 10 FEET

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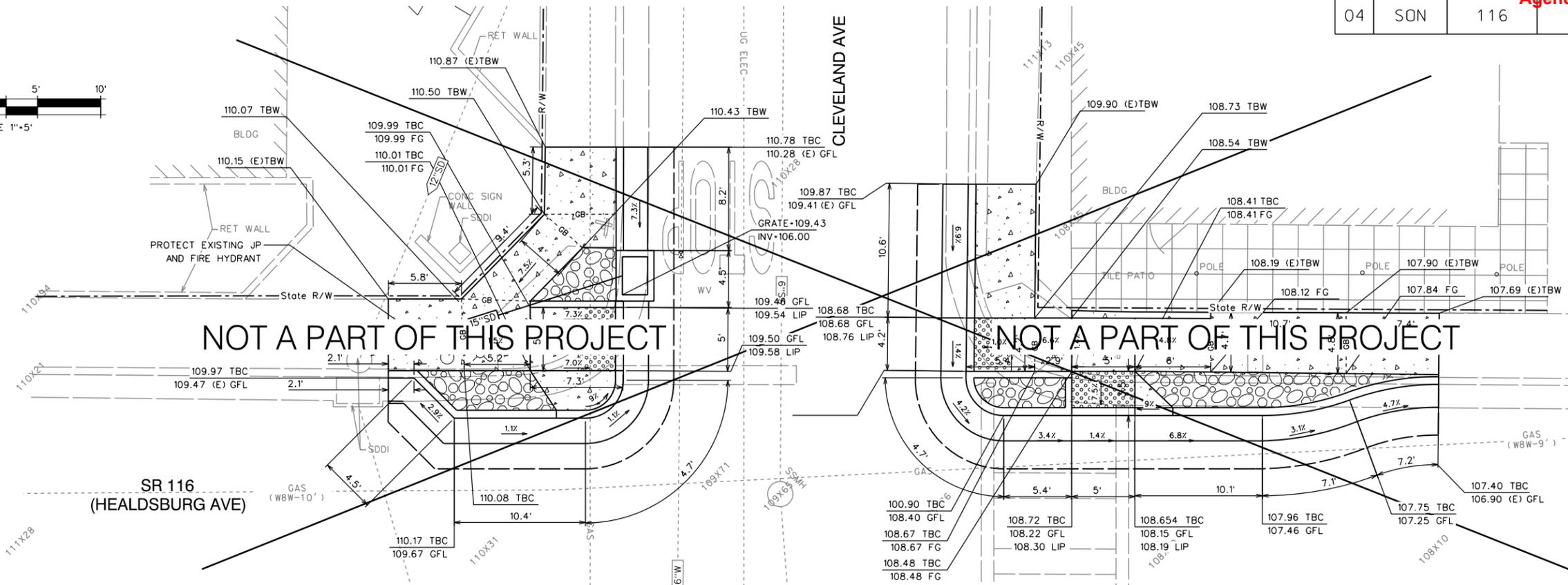
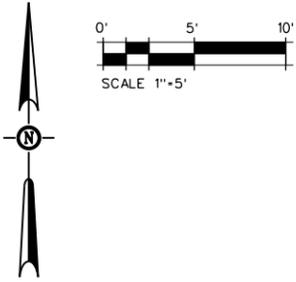
CONSULTANT DESIGN ENGINEER  
JOHN C. SCROGGS, P.E.

NORTH SIDE OF ELLIS CT & SR 116 INTX 7 & 8

City Council Meeting Packet for April 6, 2021

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	116	25.5/27.9	7	21

Agenda Item Number 3



NOT A PART OF THIS PROJECT

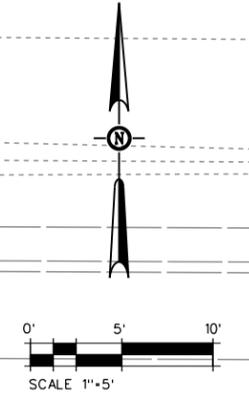
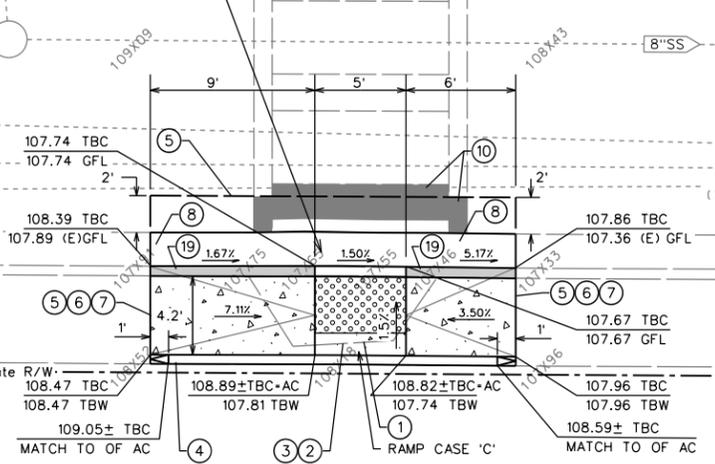
NOT A PART OF THIS PROJECT

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- 8 INSTALL TYPE A2-6 CURB & GUTTER, OVER 6" CLASS 2 A.B., PER CALTRANS STD. DWG A87A
- 9 ADJUST UTILITY BOX TO FINISH GRADE
- 10 REPLACE PAVEMENT MARKING WITH NEW 12" OR 24" WIDE CROSSWALK STRIPING TO MATCH EXISTING AS REQUIRED.
- 11 REMOVE AND REPLACE EXISTING PAVEMENT WITH 6.6" A.C. OVER 23.4" CLASS 2 A.B.
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- 19 PAINT CURB RED

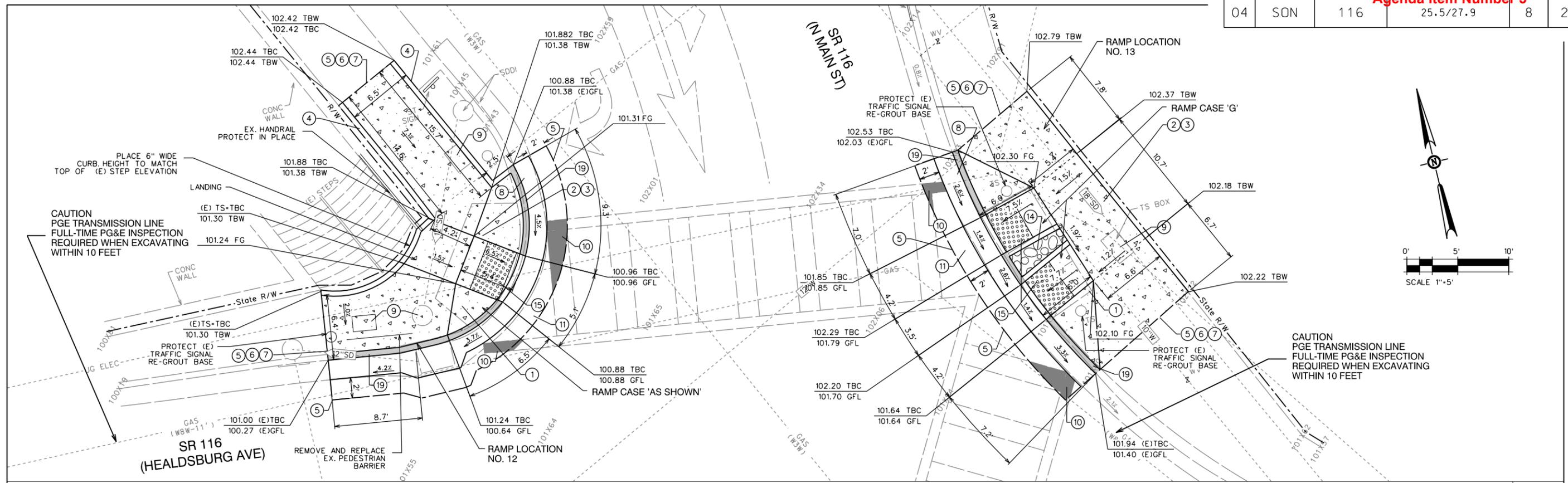
SR 116 (HEALDSBURG AVE)

RAMP LOCATION NO.11



DATE SIGNED  
LICENSE Exp. DATE  
REGISTRATION No.  
CONSULTANT DESIGN ENGINEER  
JOHN C. SCROGGS, P.E.

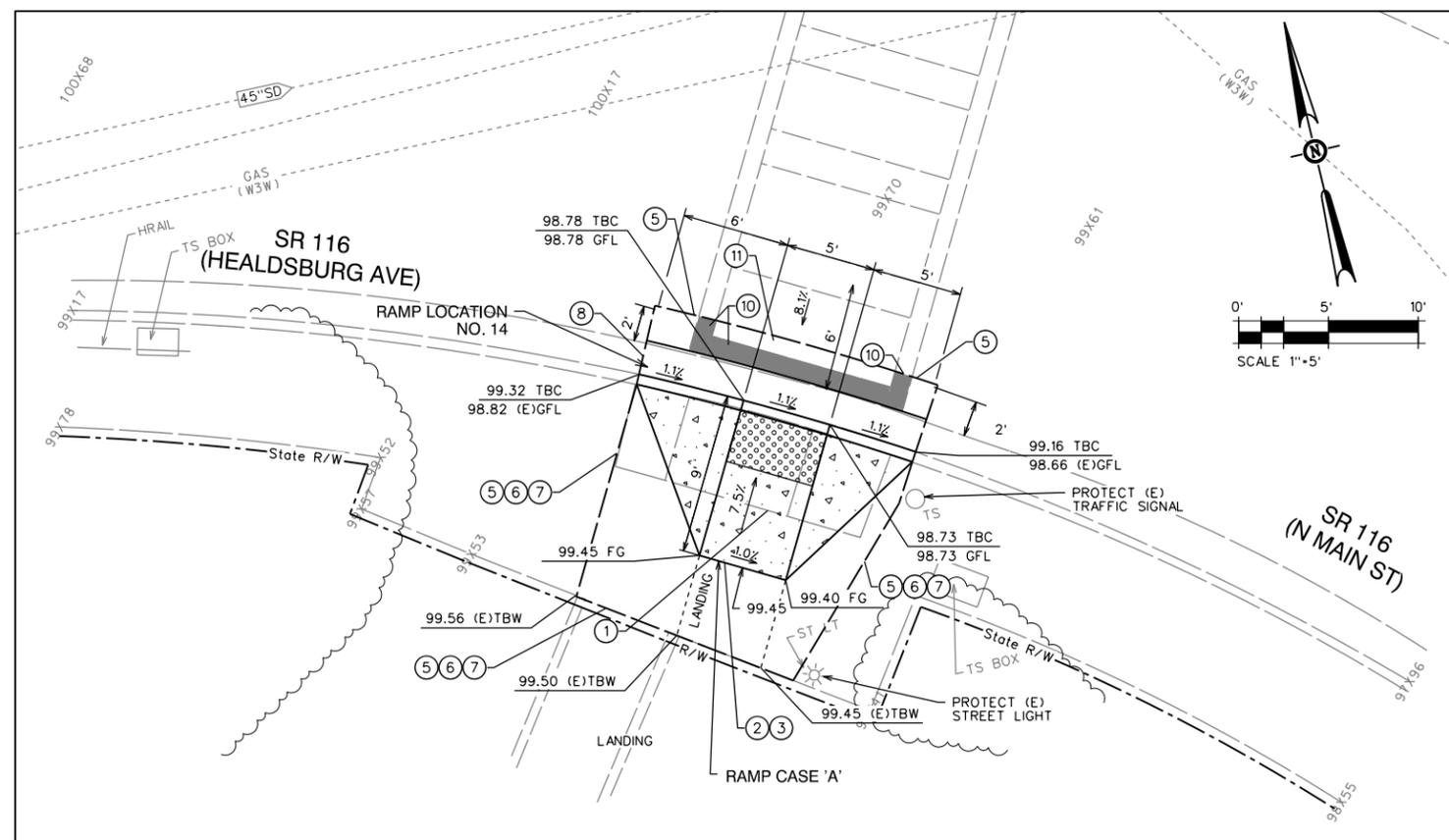
Agenda Item Number 3



NORTH SIDE OF INTX OF N. MAIN ST. & SR 116 12 & 13

**BUBBLE NOTES**

- ① REMOVE EXISTING RAMP & SW CURB AND GUTTER
- ② INSTALL CURB RAMP PER CALTRANS STD RAMP RSP ABBA CASE A,B, OR AS SHOWN
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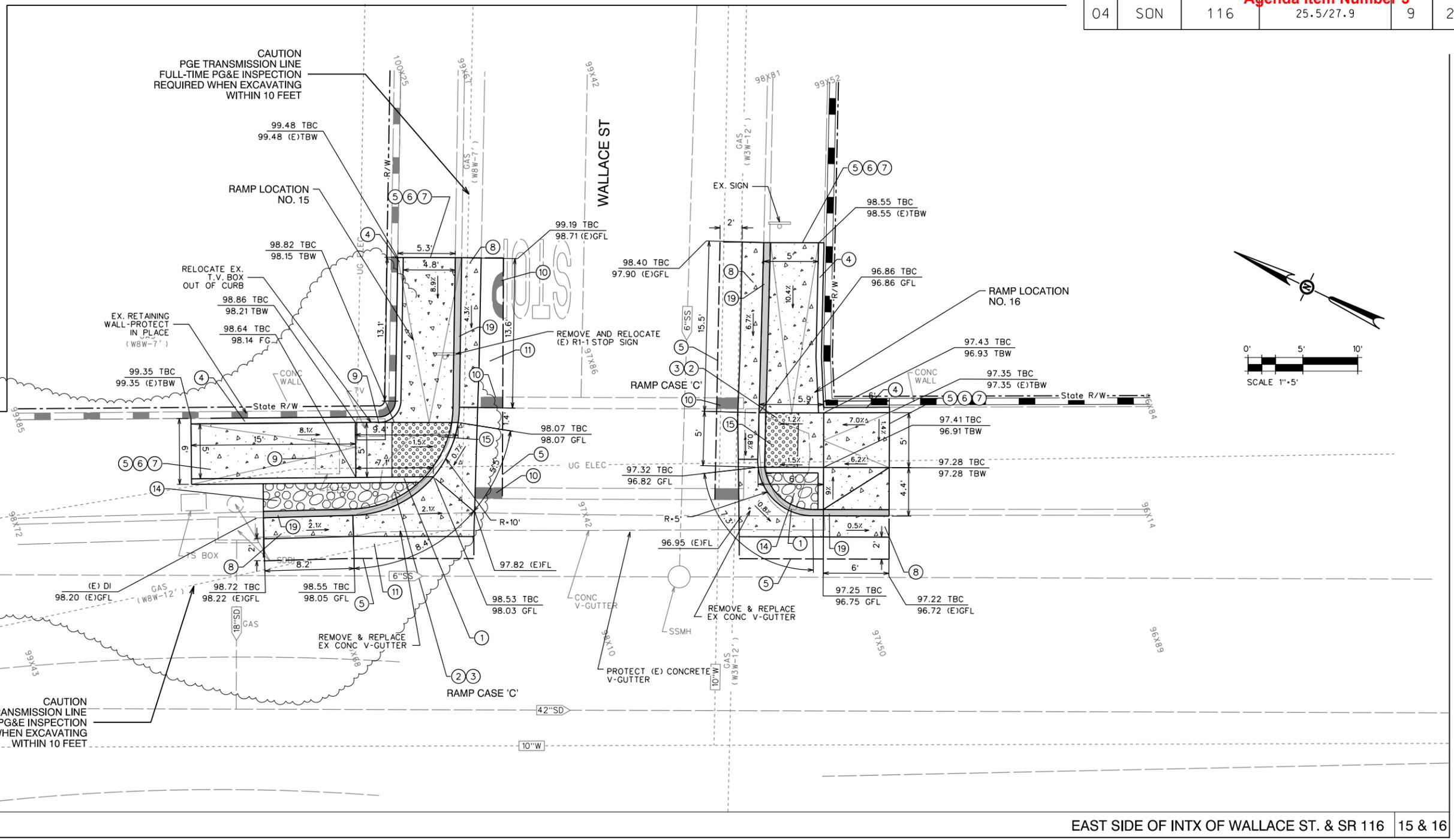
SOUTH SIDE OF INTX OF N. MAIN ST. & SR 116 14

DATE SIGNED \_\_\_\_\_  
 LICENSE Exp. DATE \_\_\_\_\_  
 REGISTRATION No. \_\_\_\_\_  
 CONSULTANT DESIGN ENGINEER  
 JOHN C. SCROGGS, P.E.

Agenda Item Number 3

**BUBBLE NOTES**

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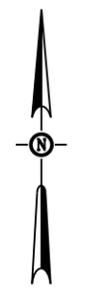


EAST SIDE OF INTX OF WALLACE ST. & SR 116 15 & 16

REGISTRATION NO. LICENSE Exp. DATE DATE SIGNED  
 CONSULTANT DESIGN ENGINEER  
 JOHN C. SCROGGS, P.E.

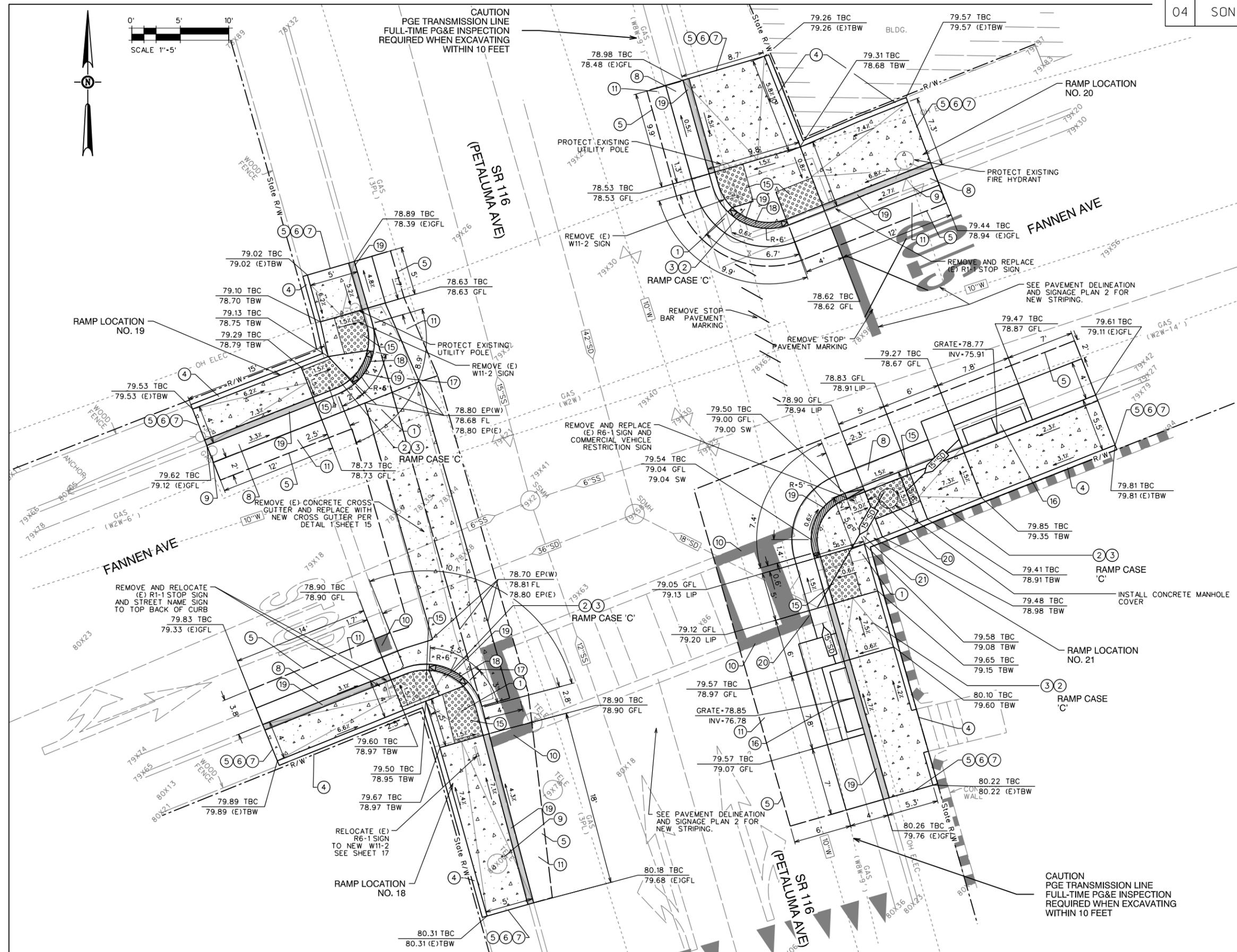
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	116	25.5/27.9	10	21

Agenda Item Number 3



SCALE 1"=5'

CAUTION  
PGE TRANSMISSION LINE  
FULL-TIME PG&E INSPECTION  
REQUIRED WHEN EXCAVATING  
WITHIN 10 FEET



- BUBBLE NOTES**
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  - ⑫ FURNISH AND INSTALL DETECTABLE WARNING SURFACE, DIMENSIONS AS SHOWN.
  - ⑬ INSTALL CALTRANS STORM DRAIN INLET TYPE GT-3 WITH TWO RECTANGULAR FRAME AND 24-12X GRATES
  - ⑭ REMOVE SECTION OF (E) CONCRETE V-GUTTER AND CONSTRUCT CONCRETE V-GUTTER PER DETAIL 1 SHEET 3
  - ⑮ PLACE 6" HIGH VERTICAL CURB, TRANSITION CURB HEIGHT FROM 6" HIGH TO 0" HIGH OVER A DISTANCE OF 6"
  - ⑯ PAINT CURB RED
  - ⑰ ADJUST EX. CATCH BASIN LID TO GRADE
  - ⑱ REMOVE EX. 2-6" PVC SD LINES, REPLACE WITH 15" HDPE SD

REGISTRATION NO. LICENSE EXP. DATE DATE SIGNED  
CONSULTANT DESIGN ENGINEER  
JOHN C. SCROGGS, P.E.

FANNEN AVE & SR 116 INTX 18, 19, 20 & 21

City Council Meeting Packet for April 6, 2021

STATE HWY 116 ADA SIDEWALK RAMP Page 16 of 36

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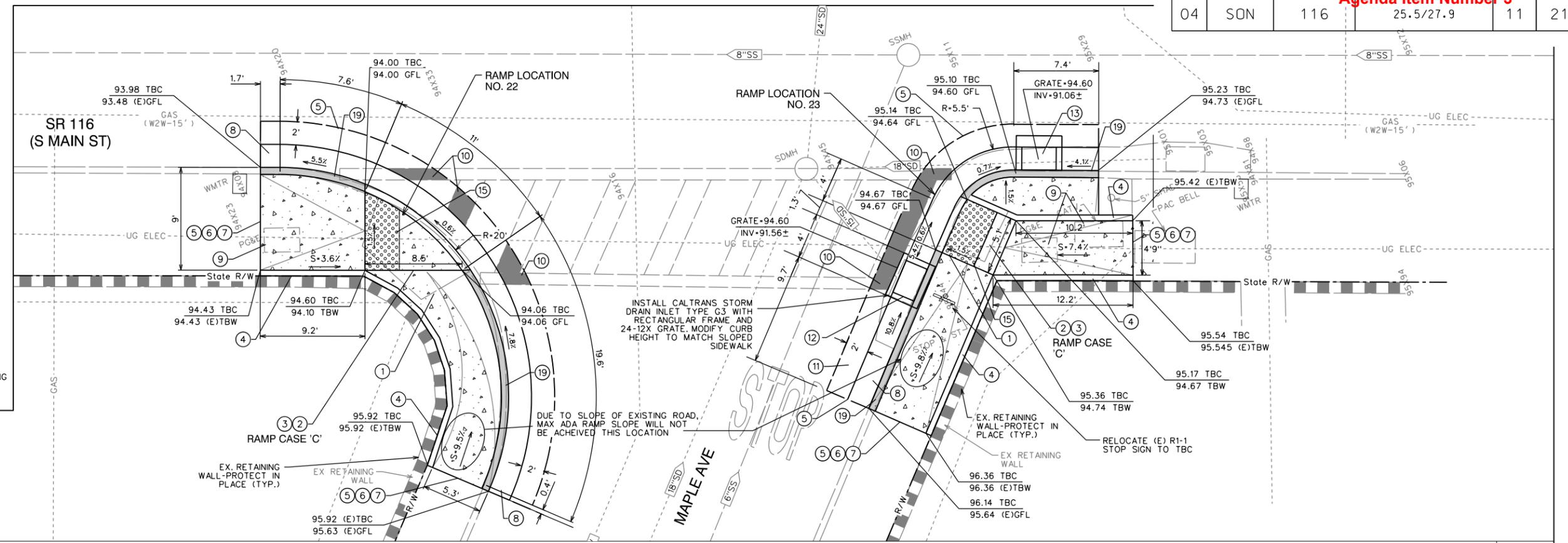
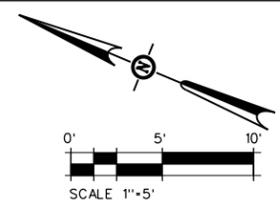
RELATIVE BORDER SCALE IS IN INCHES

LAST REVISION DATE PLOTTED = 7/9/2020  
SEPT 2018 TIME PLOTTED = 2:46:40 PM

Agenda Item Number 3

**BUBBLE NOTES**

- ① REMOVE EXISTING RAMP & SW CURB AND GUTTER
- ② INSTALL CURB RAMP PER CALTRANS STD RAMP RSP AB8A CASE A,B, OR AS SHOWN
- ③ NEW RAMP TO BE CONSTRUCTED WITH 3.5" THICK P.C.C. OVER 6" CLASS 2 A.B.
- ④ PLACE 6" WIDE RETAINING CURB HEIGHT VARIES PER DETAIL 4 SHEET 14
- ⑤ SAW CUT LINE
- ⑥ LIMITS OF DEMOLITION
- ⑦ MATCH EXISTING
- ⑧ INSTALL TYPE A2-6 CURB & GUTTER, OVER 6" CLASS 2 A.B., PER CALTRANS STD. DWG A87A
- ⑨ ADJUST UTILITY BOX TO FINISH GRADE
- ⑩ REPLACE PAVEMENT MARKING WITH NEW 12" OR 24" WIDE CROSSWALK STRIPING TO MATCH EXISTING AS REQUIRED
- ⑪ REMOVE AND REPLACE EXISTING PAVEMENT WITH 6.5" A.C. OVER 23.4" CLASS 2 A.B.
- ⑫ REMOVE EXISTING STORM DRAIN INLET
- ⑬ INSTALL CALTRANS STORM DRAIN INLET TYPE G3 WITH RECTANGULAR FRAME AND 24-12X GRATE
- ⑮ FURNISH AND INSTALL DETECTABLE WARNING SURFACE, DIMENSIONS AS SHOWN.
- ⑲ PAINT CURB RED



WEST SIDE OF MAPLE AVE & SR 116 INTX 22 & 23

DATE SIGNED \_\_\_\_\_  
 LICENSE Exp. DATE \_\_\_\_\_  
 REGISTRATION No. \_\_\_\_\_  
 CONSULTANT DESIGN ENGINEER  
 JOHN C. SCROGGS, P.E.



2018 STANDARD PLAN A87A

CITY	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS

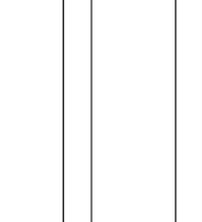
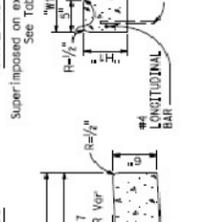
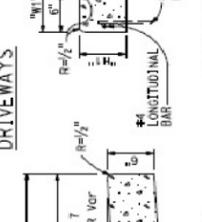
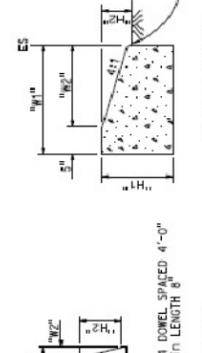
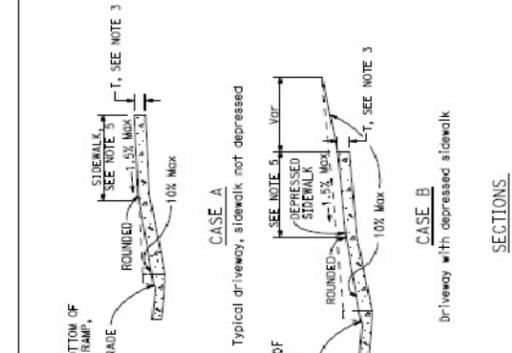
REGISTERED CIVIL ENGINEER  
 MAY 31, 2018  
 STATE OF CALIFORNIA  
 CIVIL ENGINEER

QUANTITIES

CURB TYPE	CUBIC YARDS PER LINEAR FOOT
A1-6	0.025655
A1-8	0.03084
A2-6	0.05903
A2-8	0.06379
A3-6	0.01435
A3-8	0.02185
B1-4	0.02930
B1-6	0.0515
B2-4	0.06171
B2-6	0.08641
B3-4	0.01074
B3-6	0.02709
D-4	0.04083
D-6	0.06604
E	0.06661

TABLE A

CURB TYPE	H <sub>1</sub> "	H <sub>2</sub> "	H <sub>3</sub> "	H <sub>4</sub> "	H <sub>5</sub> "
A1-6	1'-2"	6"	7 1/2"	8"	2"
A1-8	1'-4"	6"	7 1/2"	8"	2"
A2-6	1'-0"	6"	2'-0"	2'-0"	2"
A2-8	1'-0"	6"	2'-0"	2'-0"	2"
A3-6	6"	5"	7 1/2"	1 1/4"	1 1/4"
A3-8	6"	5"	7 1/2"	1 1/4"	1 1/4"
B1-4	1'-0"	4"	7 1/2"	2 1/2"	2 1/2"
B1-6	1'-2"	6"	9"	4"	4"
B2-4	1'-0"	4"	2'-7 1/2"	2 1/2"	2 1/2"
B2-6	1'-0"	6"	7"	2"	2"
B3-4	4"	3"	7"	2"	2"
B3-6	6"	5"	8 1/2"	3 1/2"	3 1/2"
D-4	1'-0"	4"	1'-6"	1'-1"	1'-1"
D-6	1'-0"	6"	2'-2"	1'-9"	1'-9"



- NOTES:
- Case A driveway section typically applies.
  - 2x3'-0" except for curb heights over 10" where 4x1' slopes shall be used on curb slope.
  - Sidewalk and ramp thickness "T" or driveway shall be 4" for residential and 6" for commercial.
  - Difference in slope of the driveway ramp and the slope of a line between the gutter and a point on the roadway shall be 1:5 from gutter line shall not be the roadway slope. Retaining curbs shall not be gutter slope, where required.
  - Minimum width of clear passageway for sidewalk shall be 4'-2".
  - Retaining curbs and acquisition of construction easement may be necessary for narrow sidewalks or curb heights in excess of 6".
  - Across the pedestrian route of curb ramp locations, the gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.

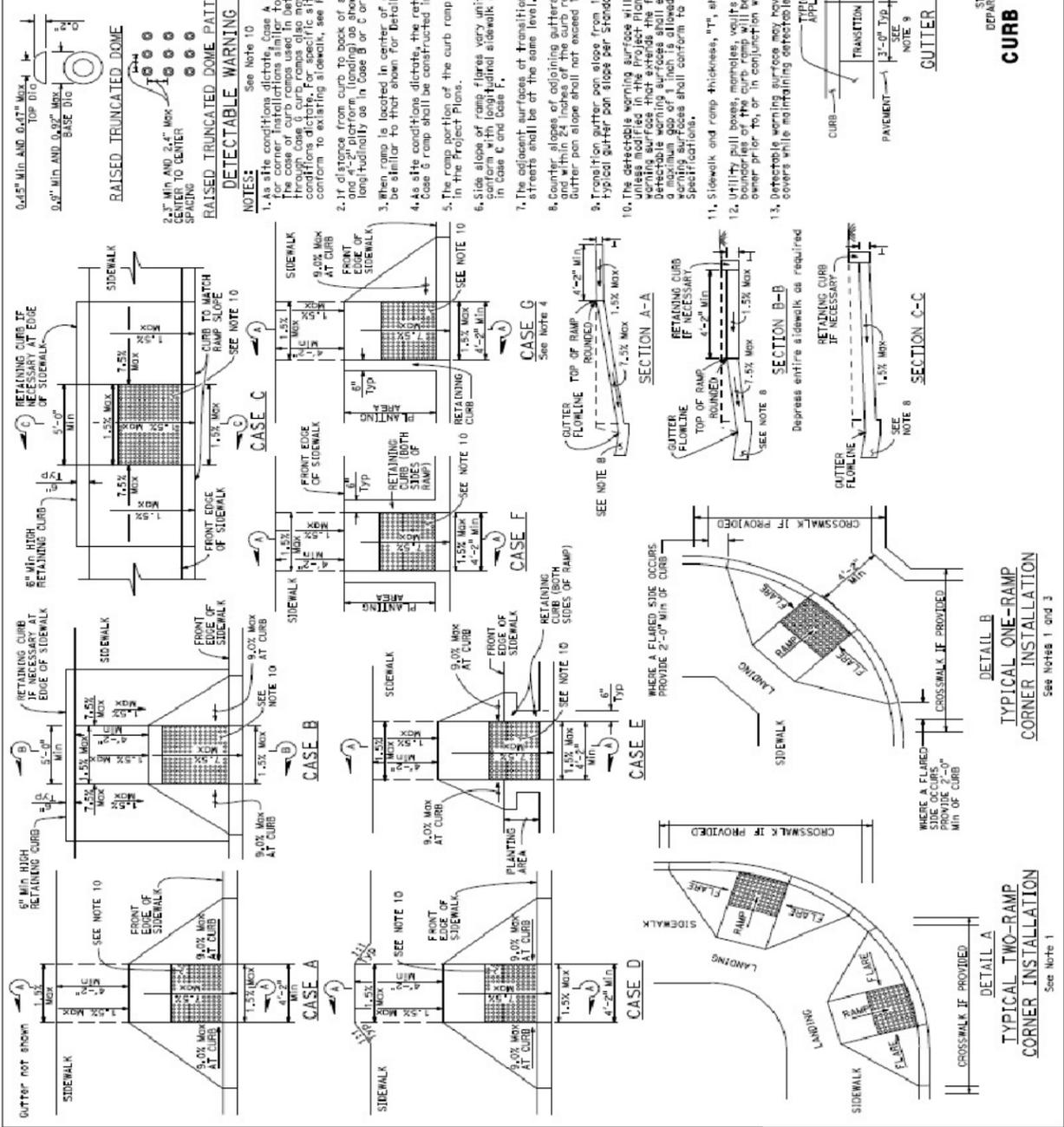
CURBS AND DRIVEWAYS  
NO SCALE

A87A

2018 STANDARD PLAN A88A

CITY	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER  
 MAY 31, 2018  
 STATE OF CALIFORNIA  
 CIVIL ENGINEER



- NOTES:
- See Note 10
  - As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid-block locations, on site conditions dictate. For specific site plan configuration, including the center to existing sidewalk, see Project Plans.
  - 2.1' distance from curb to back of sidewalk is too short to accommodate ramp and 4'-2" platform (loading) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B or C or may be widened as in Case D.
  - When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
  - As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
  - In the Project Plans.
  - The ramp portion of the curb ramp is a typical rectangle, unless modified.
  - Size slope of ramp flares vary uniformly from a maximum of 9.0% at curb to a minimum longitudinal sidewalk slope adjacent to top of the ramp, except in Case E and Case F.
  - The adjacent surfaces at transitions of curb ramps to walks, gutters, and streets shall be of the same level.
  - Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp shall not be steeper than 1:20H (5.0%). Gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.
  - Transition gutter pan slope from 1" of depth for each 2'-0" of width to match 10. The detectable warning surface shall be a rectangle as shown at back of curb, unless modified in the project plans. Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. Detectable warning surfaces shall extend the full width of the ramp except where the ramp is adjacent to a curb on each side of the ramp. Detectable warning surfaces shall conform to the requirements in the Standard Specifications.
  - Sidewalk and ramp thickness, "T", shall be 3/2" minimum.
  - Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
  - Detectable warning surface may have to be cut to allow removal of utility covers while maintaining detectable warning width and depth.

CURB RAMP DETAILS  
NO SCALE

A88A

CALTRANS CURB AND GUTTER

NO SCALE

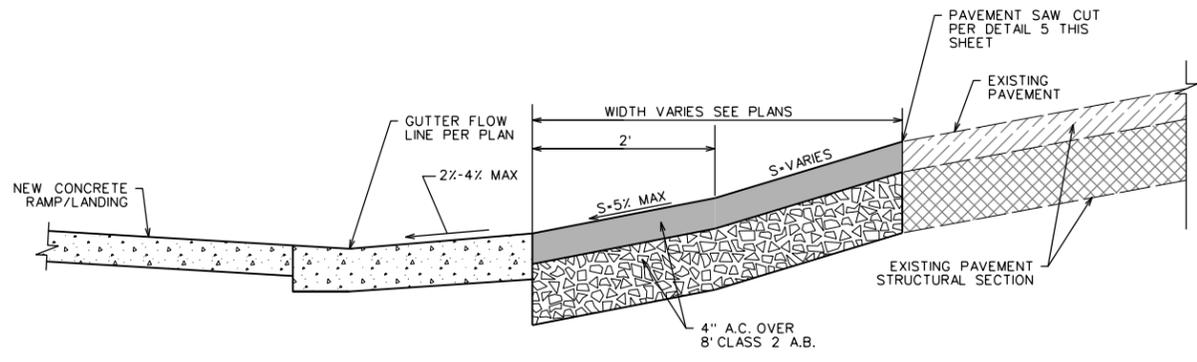
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CALTRANS CURB RAMPS

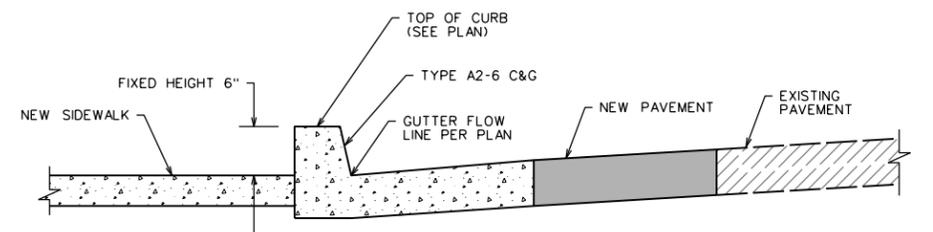
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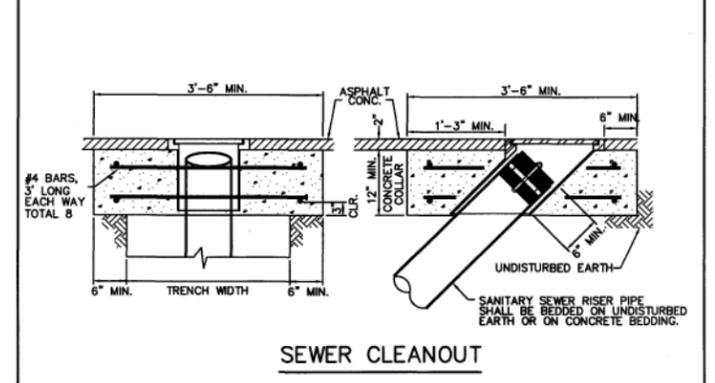
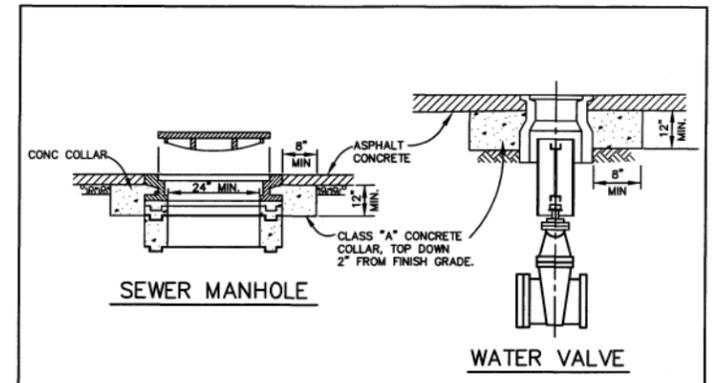
Agenda Item Number 3



PAVEMENT REPLACEMENT  
NO SCALE (1)

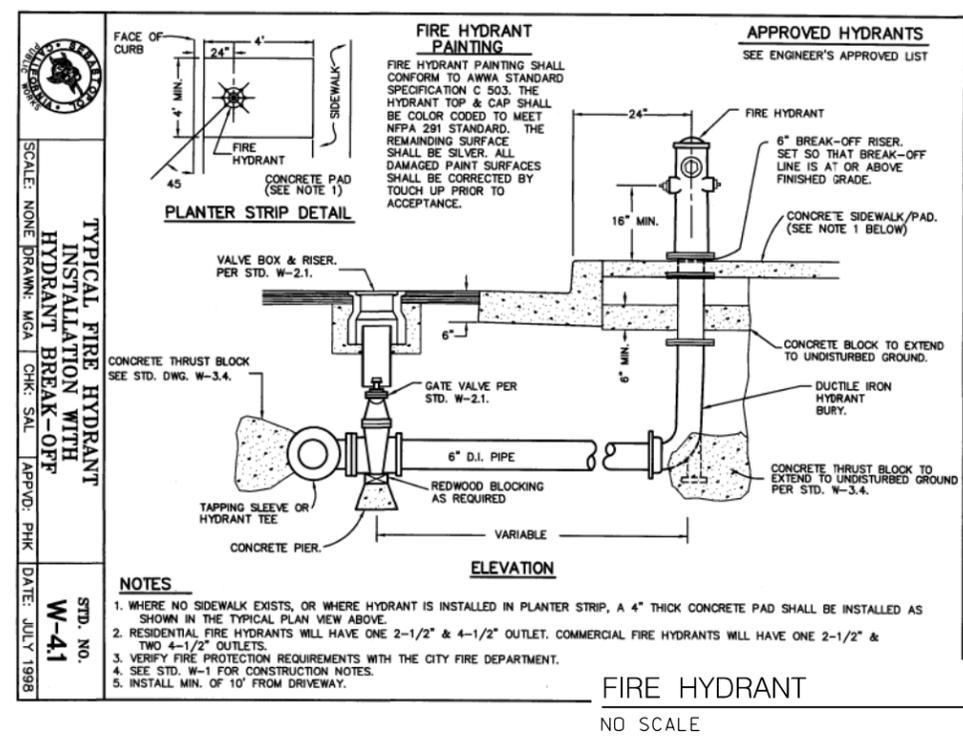


BARRIER CURB  
NO SCALE (6)

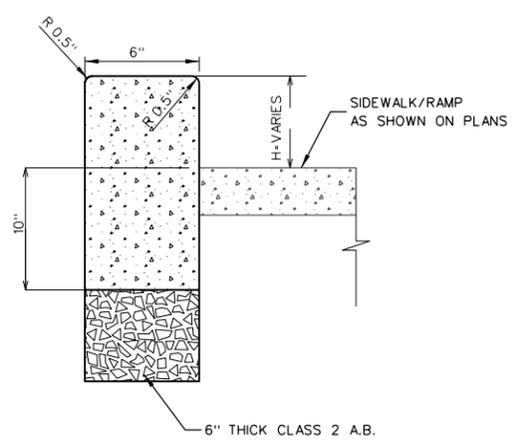


STANDARD MANHOLE, CLEANOUT & VALVE BOX ADJUSTMENT  
SCALE: NONE DRAWN: MGA CHK: SAL APPVD: PHK DATE: JULY 1998  
STD. NO. S-7.3

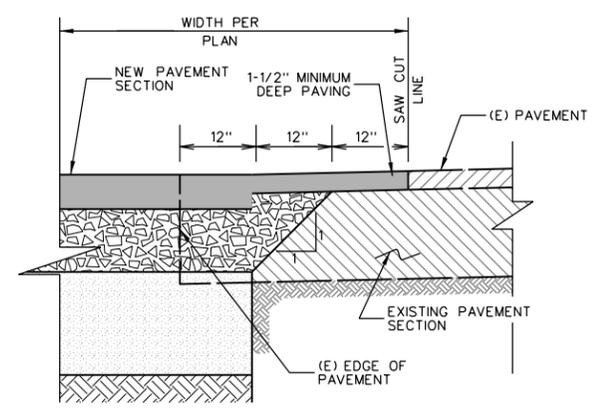
VALVE BOX ADJUSTMENT  
NO SCALE (2)



FIRE HYDRANT  
NO SCALE (3)



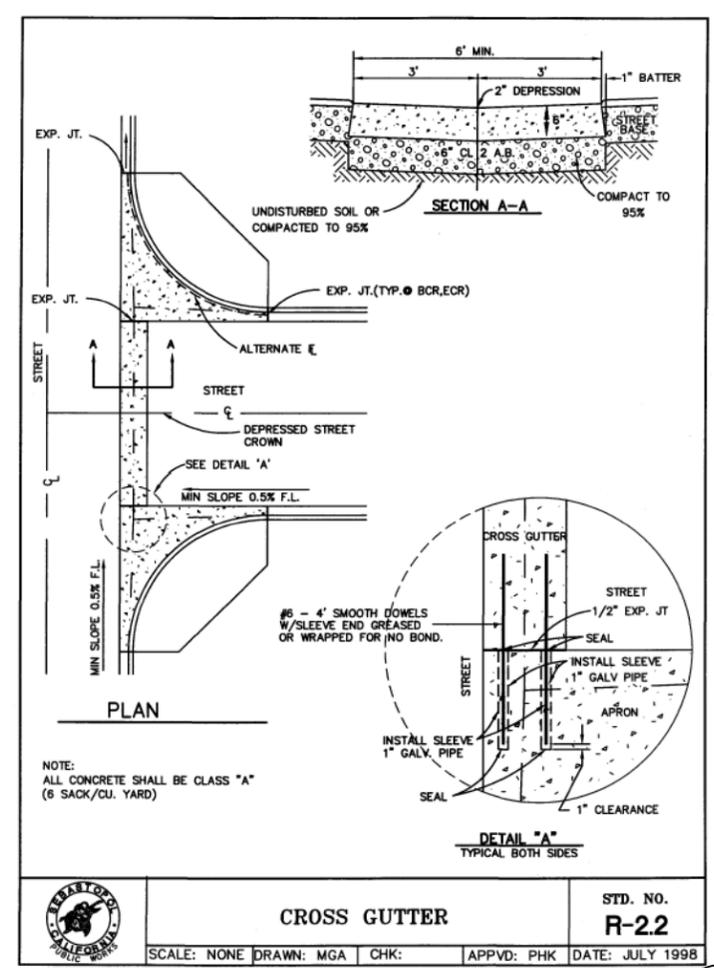
RETAINING VERTICAL CURB DETAIL  
NO SCALE (4)



PAVEMENT SAW CUT DETAIL  
NO SCALE (5)

REGISTRATION NO. DATE SIGNED DATE SIGNED DATE SIGNED  
L. LICENSE Exp. DATE  
CONSULTANT DESIGN ENGINEER JOHN C. SCROGGS, P.E. DATE: JULY 1998

Agenda Item Number 3



**CROSS GUTTER**

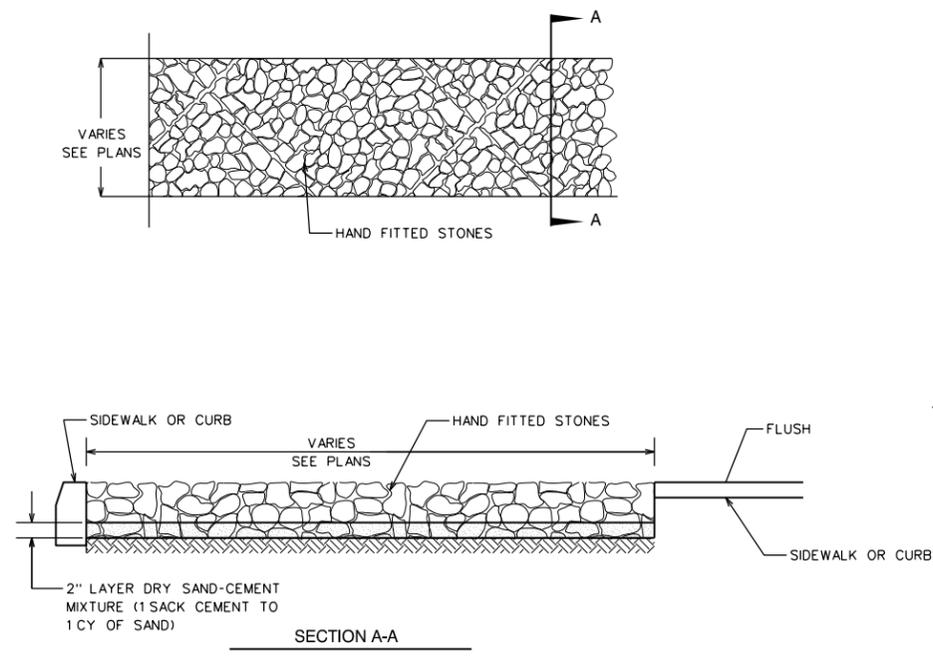
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**CROSS GUTTER**

NO SCALE

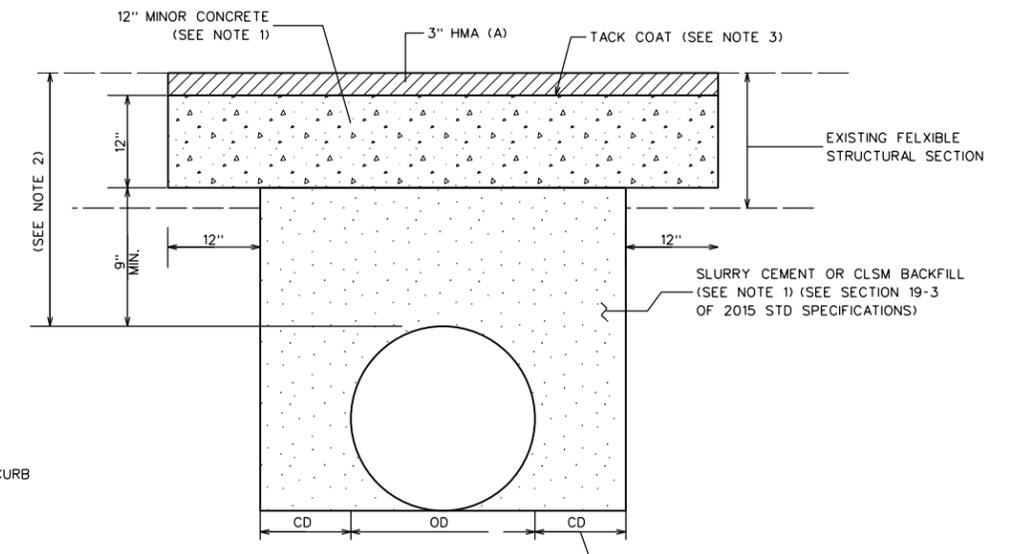
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**GROUTED COBBLE**

NO SCALE

2  
—



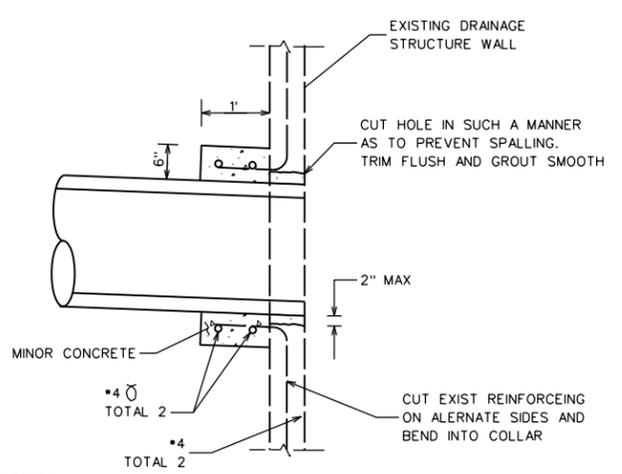
**NOTES**

1. CONCRETE CAP MAY BE RAPID STRENGTH CONCRETE (RSC). IF RSC IS USED, REPLACE THE SLURRY CEMENT OR CLSM BACKFILL WITH LEAN CONCRETE BACKFILL OR RSC DEPENDING UPON THE PROJECT TIME CONSTRAINTS.
2. FOR NEW INSTALLATIONS, MINIMUM DEPTH OF COVER REQUIREMENTS ARE TO FOLLOW GUIDELINES IN THE ENCROACHMENT PERMITS MANUAL OR HIGHWAY DESIGN MANUAL. WHEN COVER OVER A REPLACEMENT PIPE/ENCASEMENT PIPE IS LESS THAN 24", A SPECIAL DESIGN IS NECESSARY.
3. TACK COAT (ASPHALTIC EMULSION) SHALL BE APPLIED PRIOR TO PLACING HMA (A).
4. ALL TRENCH WORK SUBJECT TO STATE REGULATIONS AND INSPECTION.
5. ALL MATERIALS, WORKMANSHIP, TESTING AND INSPECTIONS SHALL COMPLY WITH CALTRANS STANDARD SPECIFICATIONS AND PROJECT-SPECIFIC SPECIAL PROVISIONS.
6. USE OF THIS DETAIL IS APPLICABLE IF HIGH GROUNDWATER CONDITIONS DO NOT EXIST WITHIN THE TRENCH.

**ROADWAY TRENCH PAVING DETAIL**

NO SCALE

4  
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**NOTES**

1. IF WALL OF EXISTING DRAINAGE STRUCTURE HAS NO REINFORCING DRILL AND BOND DOWELS, 1 FOOT ON CENTER, 6" INTO WALL AND BEND INTO COLLAR.
2. SQUARE OR CIRCULAR COLLAR OPTIONAL.

**PIPE CONNECTION TO EXISTING DRAINAGE STRUCTURE**

NO SCALE

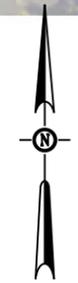
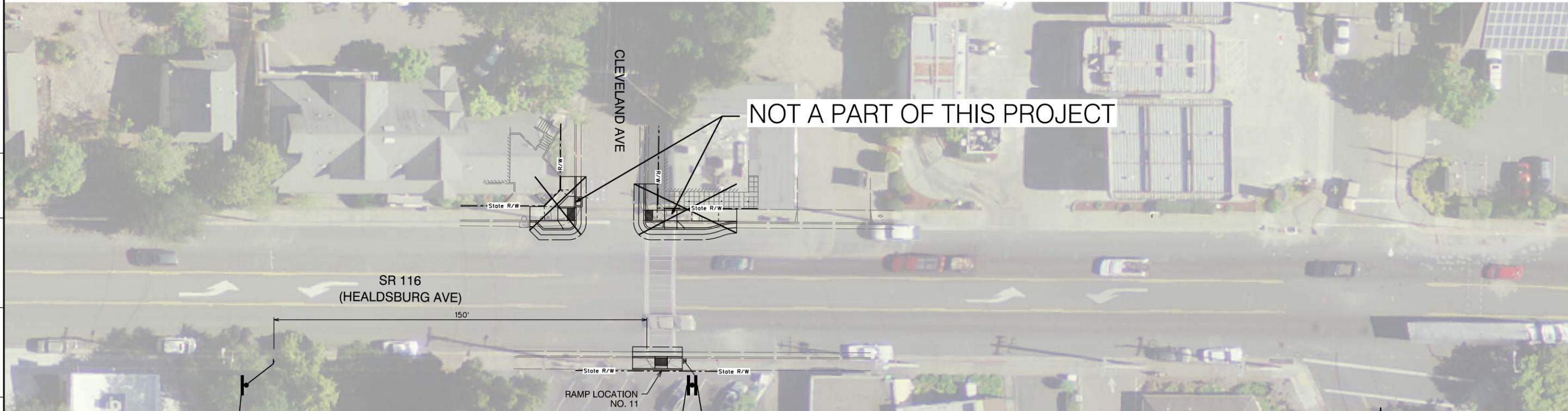
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REGISTRATION NO. LICENSE Exp. DATE DATE SIGNED  
CONSULTANT DESIGN ENGINEER JOHN C. SCROGGS, P.E.

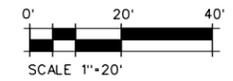


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	116	25.5/27.9	16	21

Agenda Item Number 3



PAVEMENT DELINEATION AND SIGNAGE PLAN 1



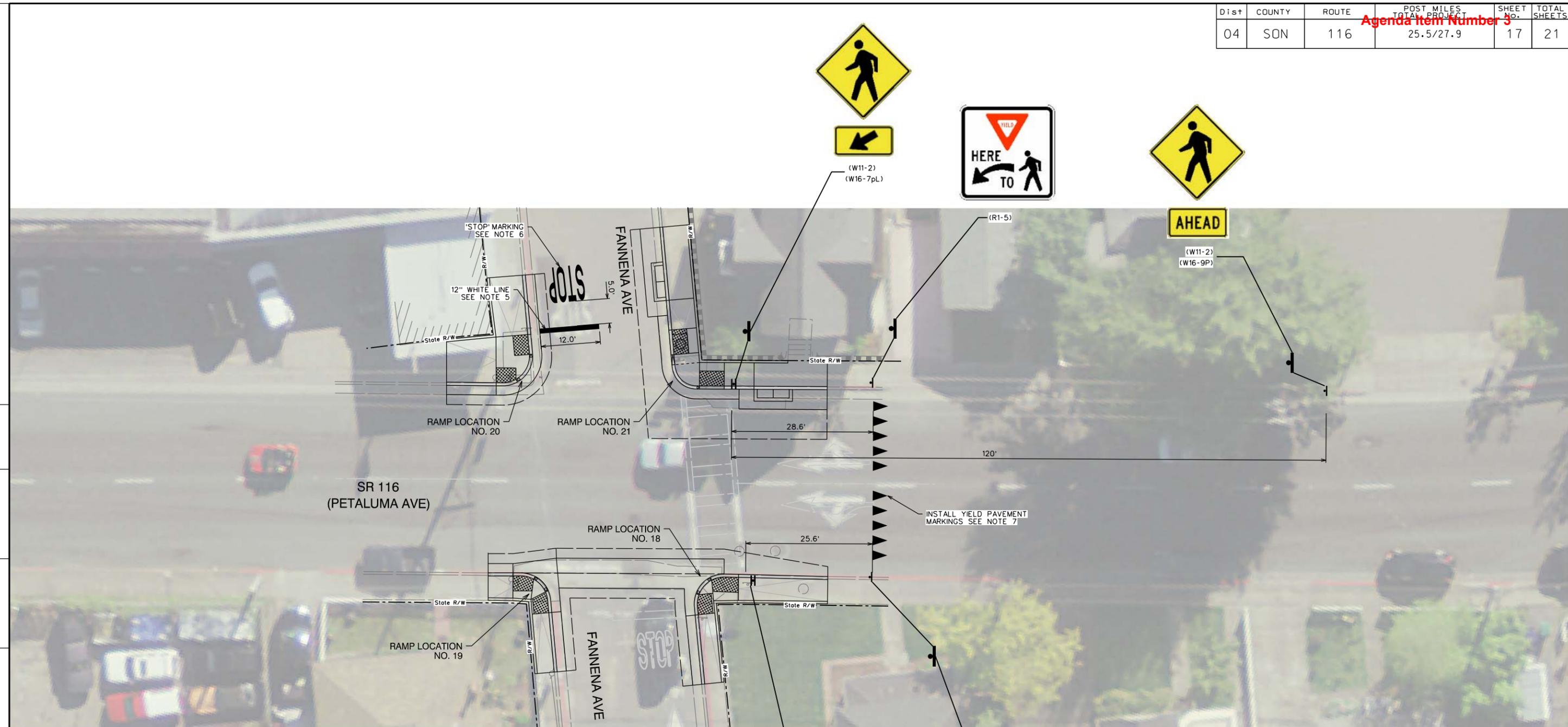
- NOTES**
1. ALL STRIPING SHALL BE INSTALLED PER CALTRANS STANDARD PLANS (2015), CA MUTCD 2014, AND THE DETAILS SHOWN IN THESE PLANS.
  2. ALL STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, UNLESS OTHERWISE NOTED.
  3. REMOVE EXISTING STRIPING WHERE IN CONFLICT WITH NEW STRIPING.
  4. INSTALL "BASIC" CROSSWALK LINES PER CALTRANS STANDARD PLAN A24F.
  7. INSTALL YIELD LINE PER CALTRANS STANDARD PLAN A24E.
  8. STRIPING AND PAVEMENT MARKINGS SHALL BE COORDINATED WITH CITY OF SEBASTOPOL ROADWAY IMPROVEMENT PLANS FOR '116 BIKE LANE IMPROVEMENTS IN THE CITY OF SEBASTOPOL' CONTRACT NO. 2014-05.
  9. ALL SIGNS SHALL BE CONVENTIONAL SIZING PER CA MUTCH UNLESS OTHERWISE NOTED.

REGISTRATION NO. DATE SIGNED  
 LICENSE Exp. DATE  
 CONSULTANT DESIGN ENGINEER  
 JOHN C. SCROGGS, P.E.

LAST REVISION DATE PLOTTED = 7/9/2020  
 SEPT 2018 TIME PLOTTED = 2:40:42 PM

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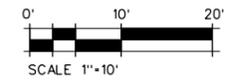
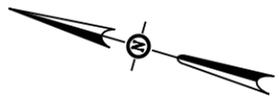
Agenda Item Number 3



**NOTES**

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3. REMOVE EXISTING STRIPING WHERE IN CONFLICT WITH NEW STRIPING.
5. INSTALL LIMIT LINE PER CALTRANS STANDARD PLAN A24E.
6. INSTALL WORD PAVEMENT MARKING PER CALTRANS STANDARD PLANS A24D AND A24E.
7. INSTALL YIELD LINE PER CALTRANS STANDARD PLAN A24E.
8. STRIPING AND PAVEMENT MARKINGS SHALL BE COORDINATED WITH CITY OF SEBASTOPOL ROADWAY IMPROVEMENT PLANS FOR '116 BIKE LANE IMPROVEMENTS IN THE CITY OF SEBASTOPOL' CONTRACT NO. 2014-05.
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PAVEMENT DELINEATION AND SIGNAGE PLAN 2

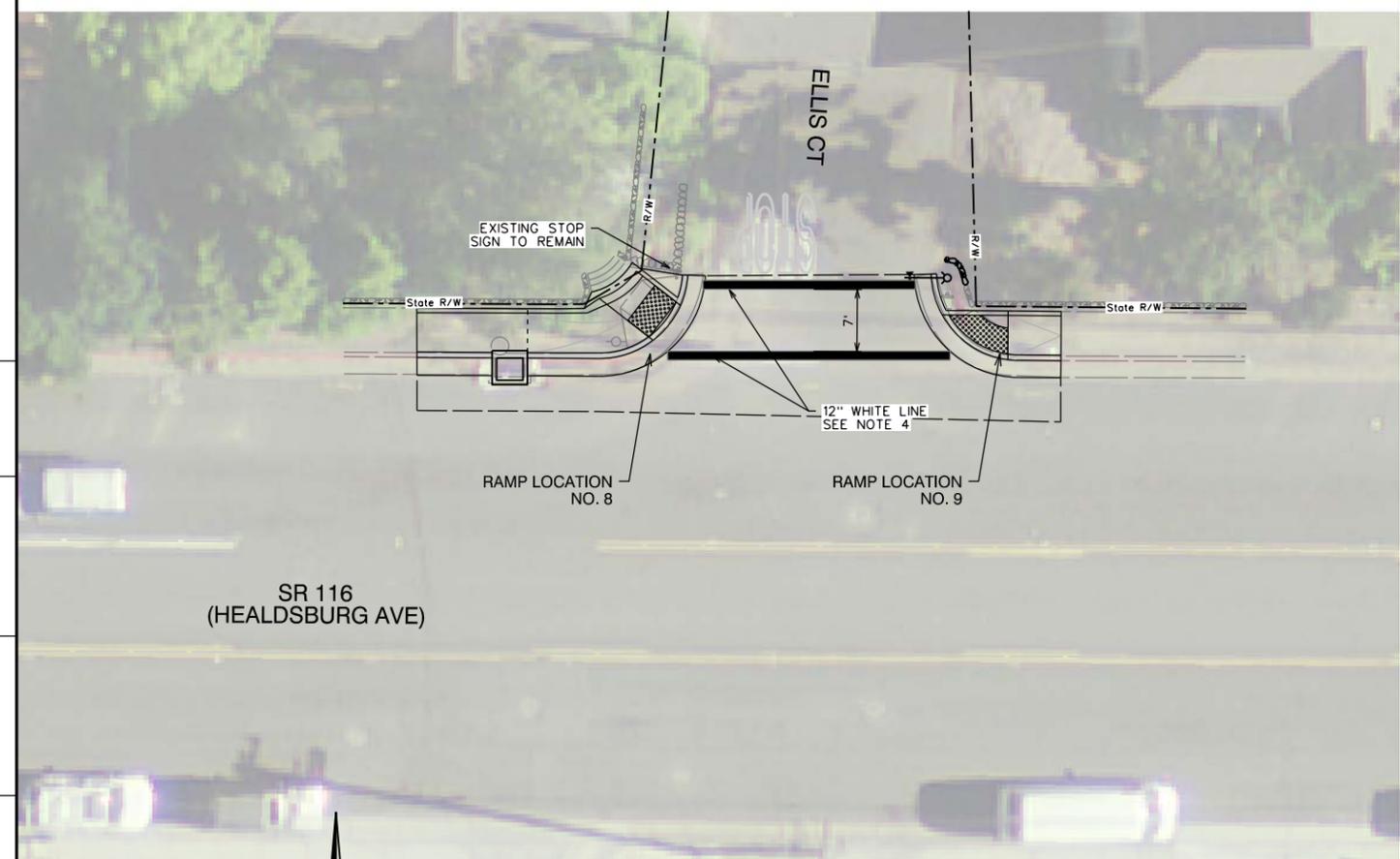


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 JOHN C. SCROGGS, P.E.

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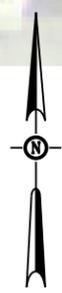
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04	SON	116	25.5/27.9	18	21

Agenda Item Number 3

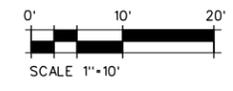


SR 116  
(HEALDSBURG AVE)

ELLIS CT



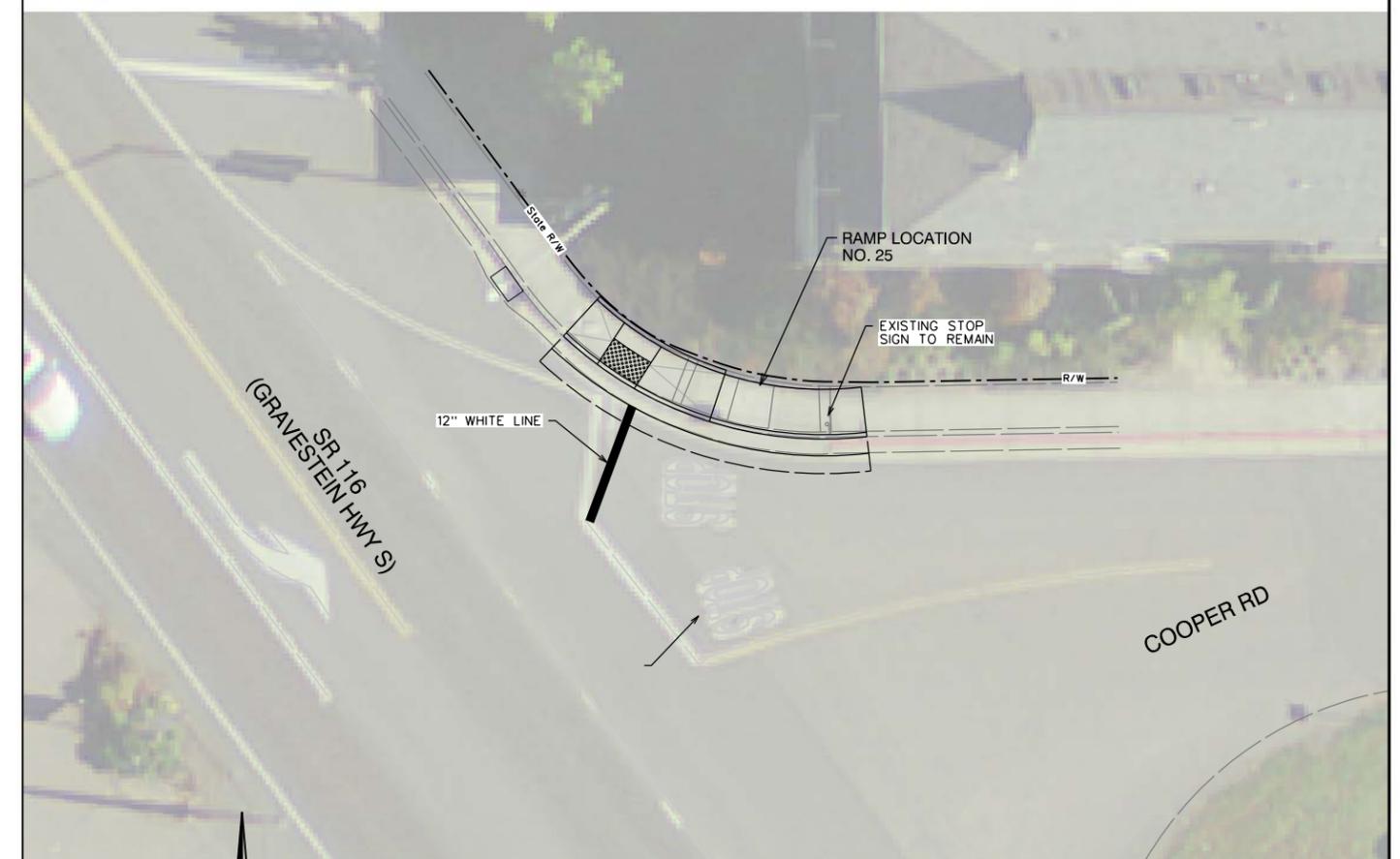
PAVEMENT DELINEATION AND  
SIGNAGE PLAN 3



NOTES

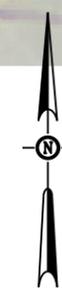
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ELLIS CT & SR 116

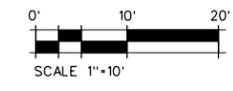


SR 116  
(GRAVESTON HWY S)

COOPER RD



PAVEMENT DELINEATION AND  
SIGNAGE PLAN 3



COOPER RD & SR 116

CONSULTANT DESIGN ENGINEER  
JOHN C. SCROGGS, P.E.  
REGISTRATION NO.  
LICENSE Exp. DATE  
DATE SIGNED

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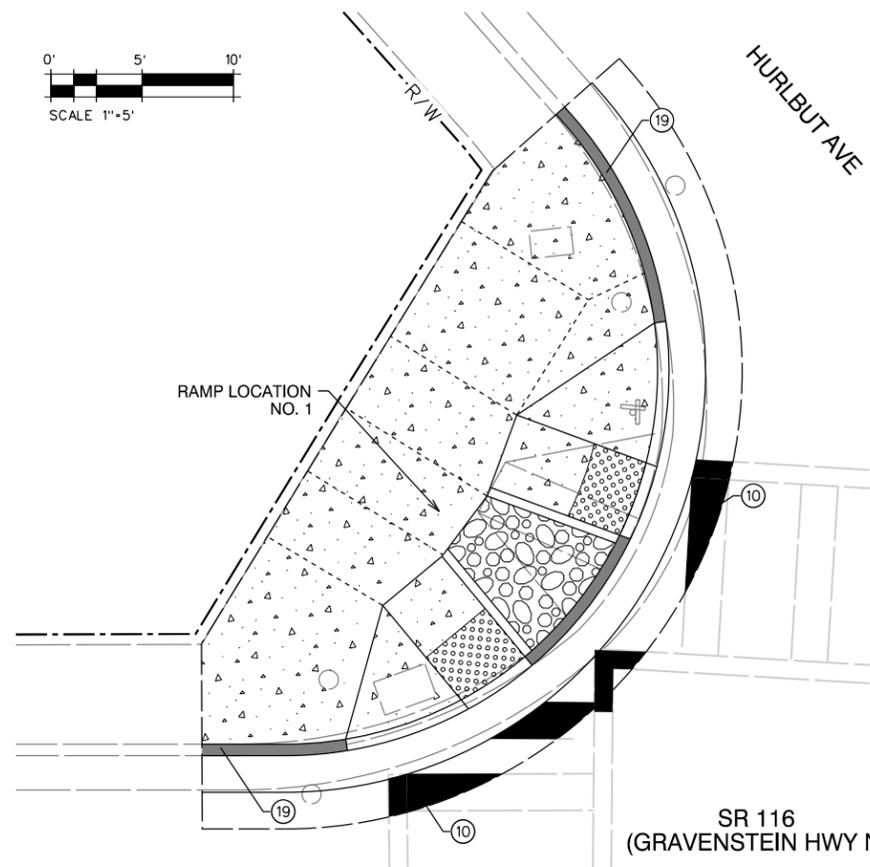
RELATIVE BORDER SCALE  
& SIGNAGE PLAN 3.dgn



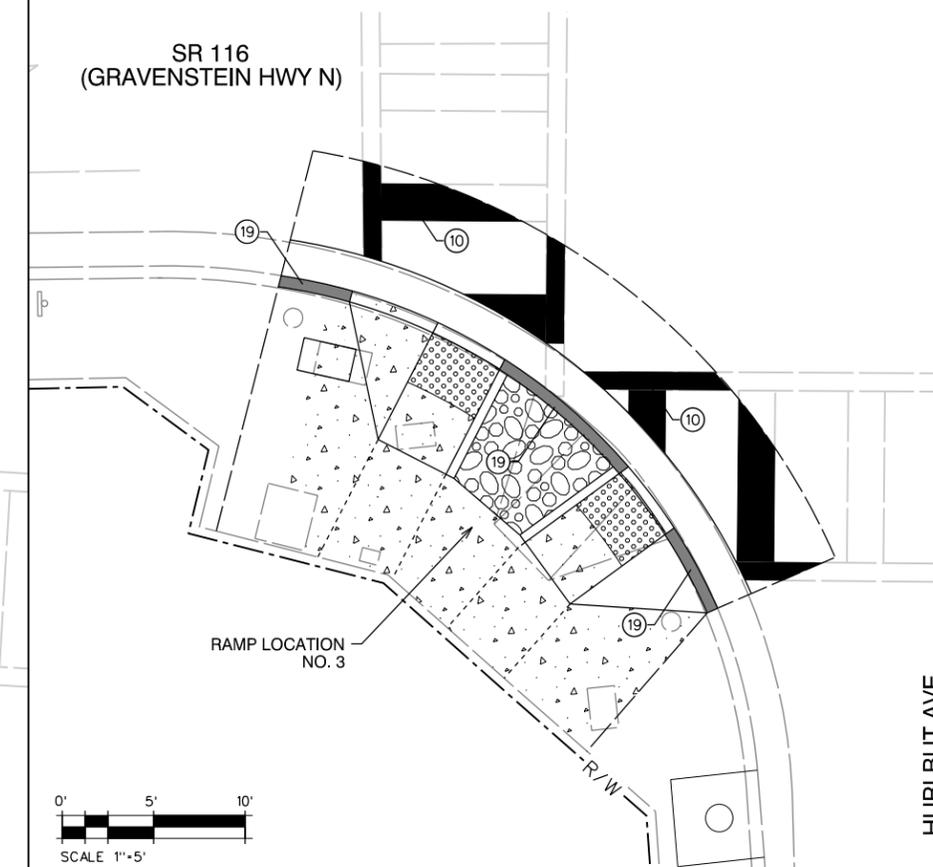
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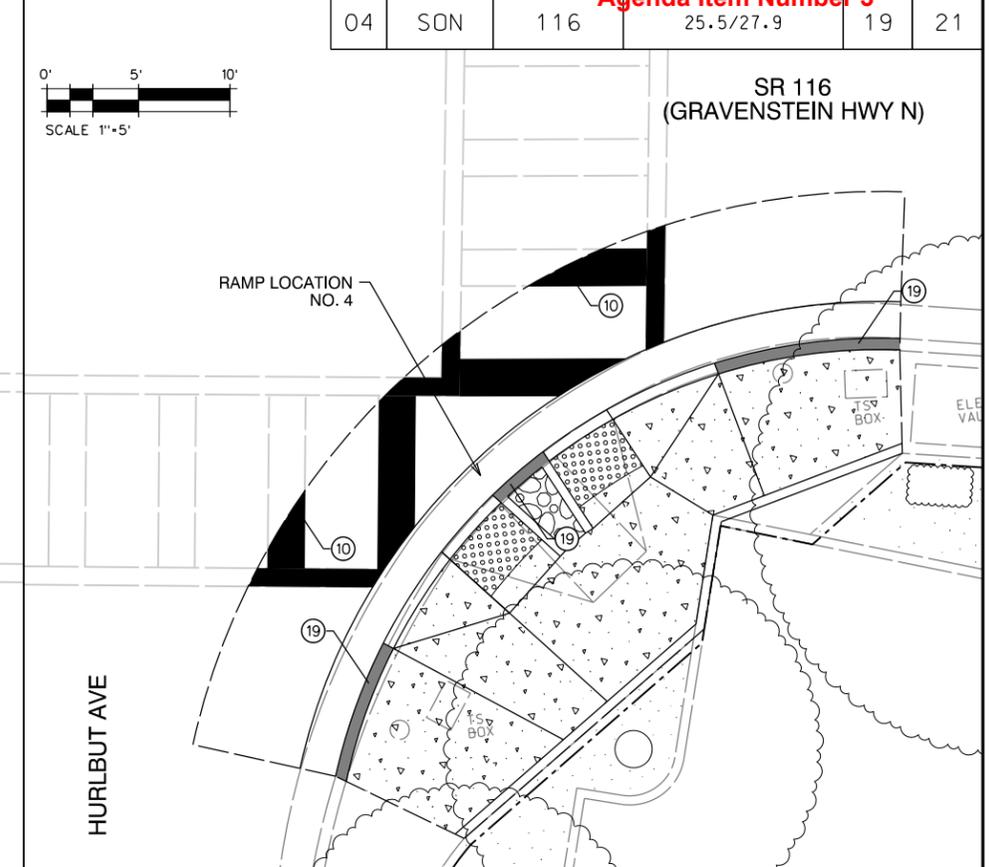
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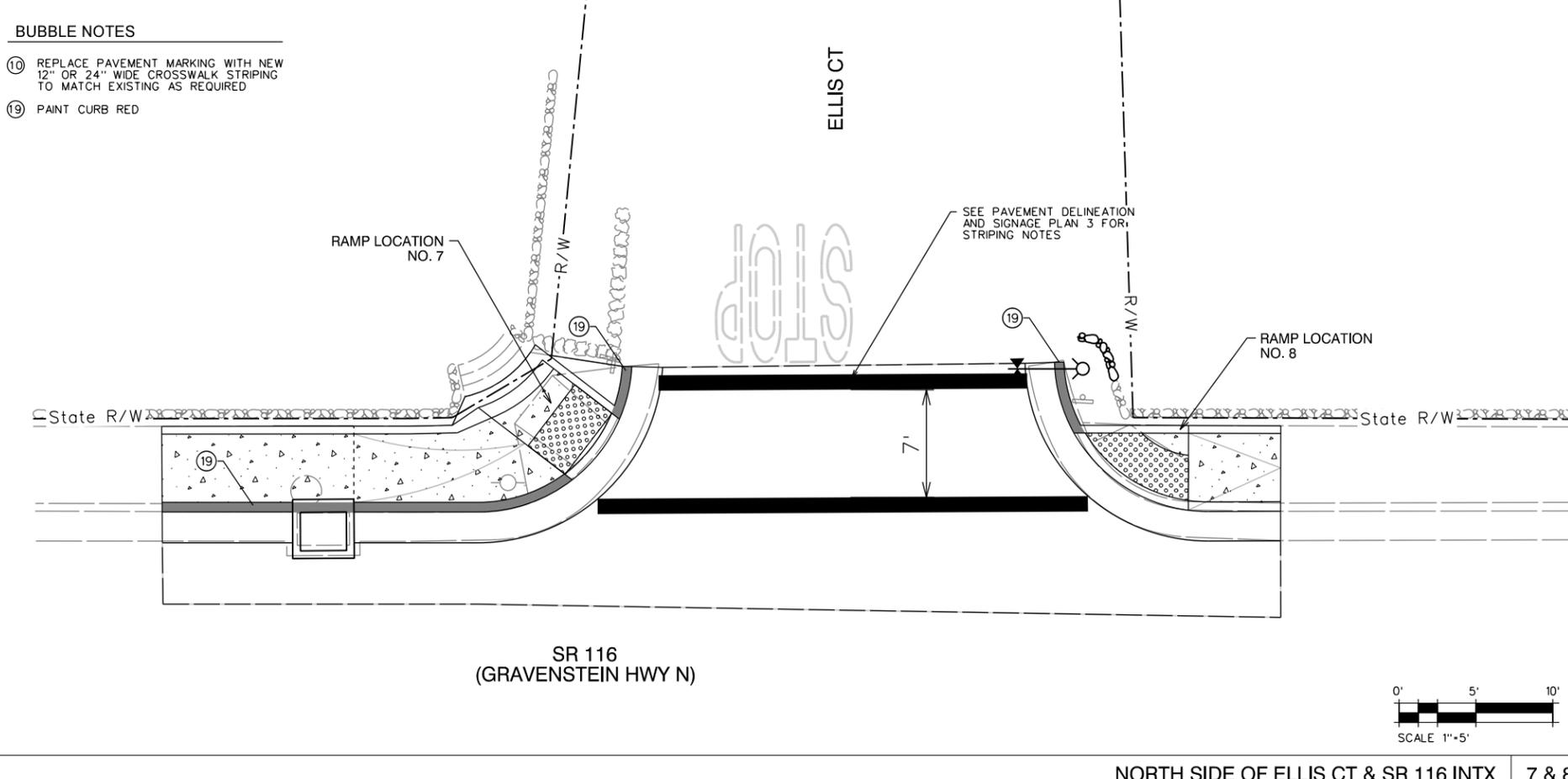
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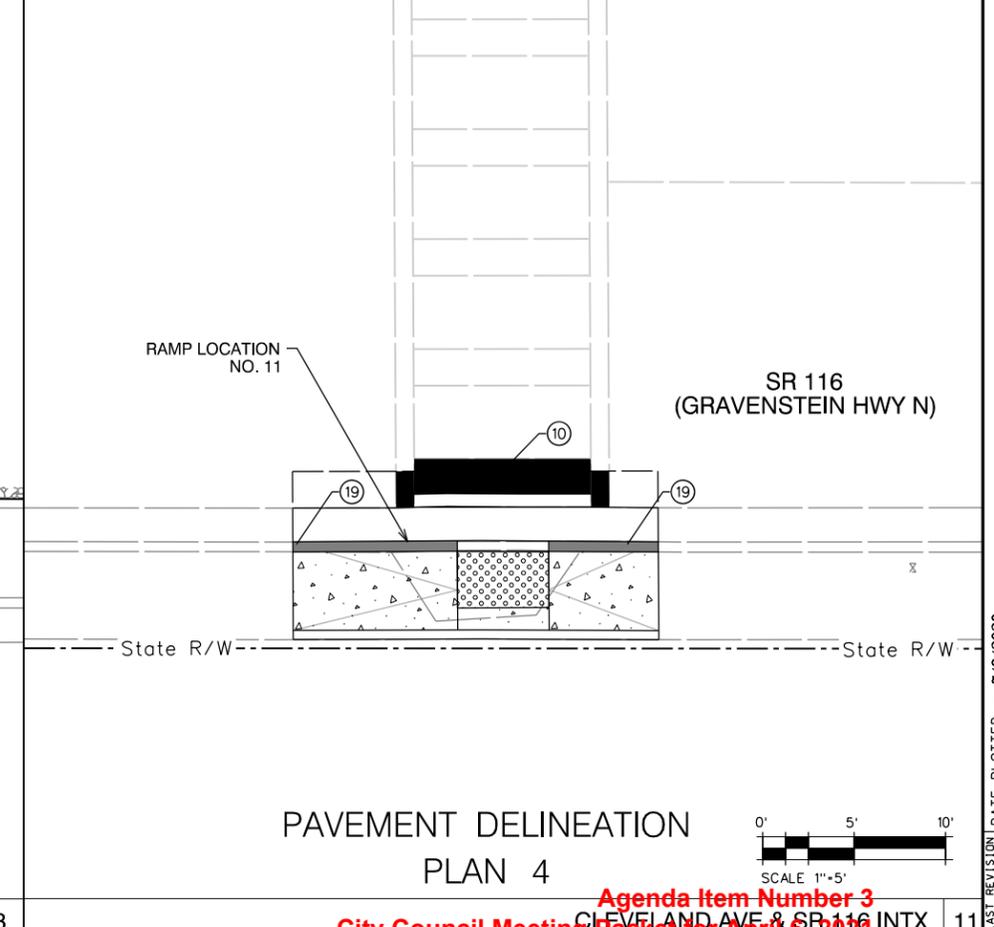
WEST CORNER OF HURLBUT AVE & SR 116 INTX



SOUTH CORNER OF HURLBUT AVE & SR 116 INTX



NORTH SIDE OF ELLIS CT & SR 116 INTX



PAVEMENT DELINEATION  
PLAN 4

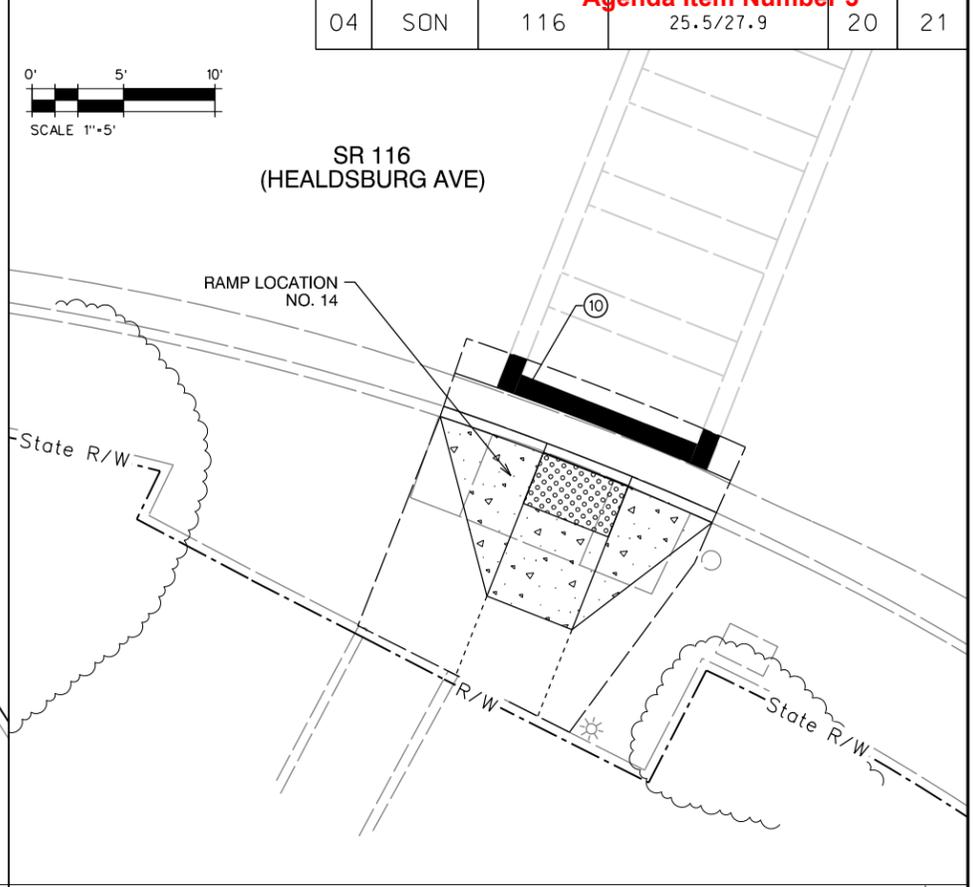
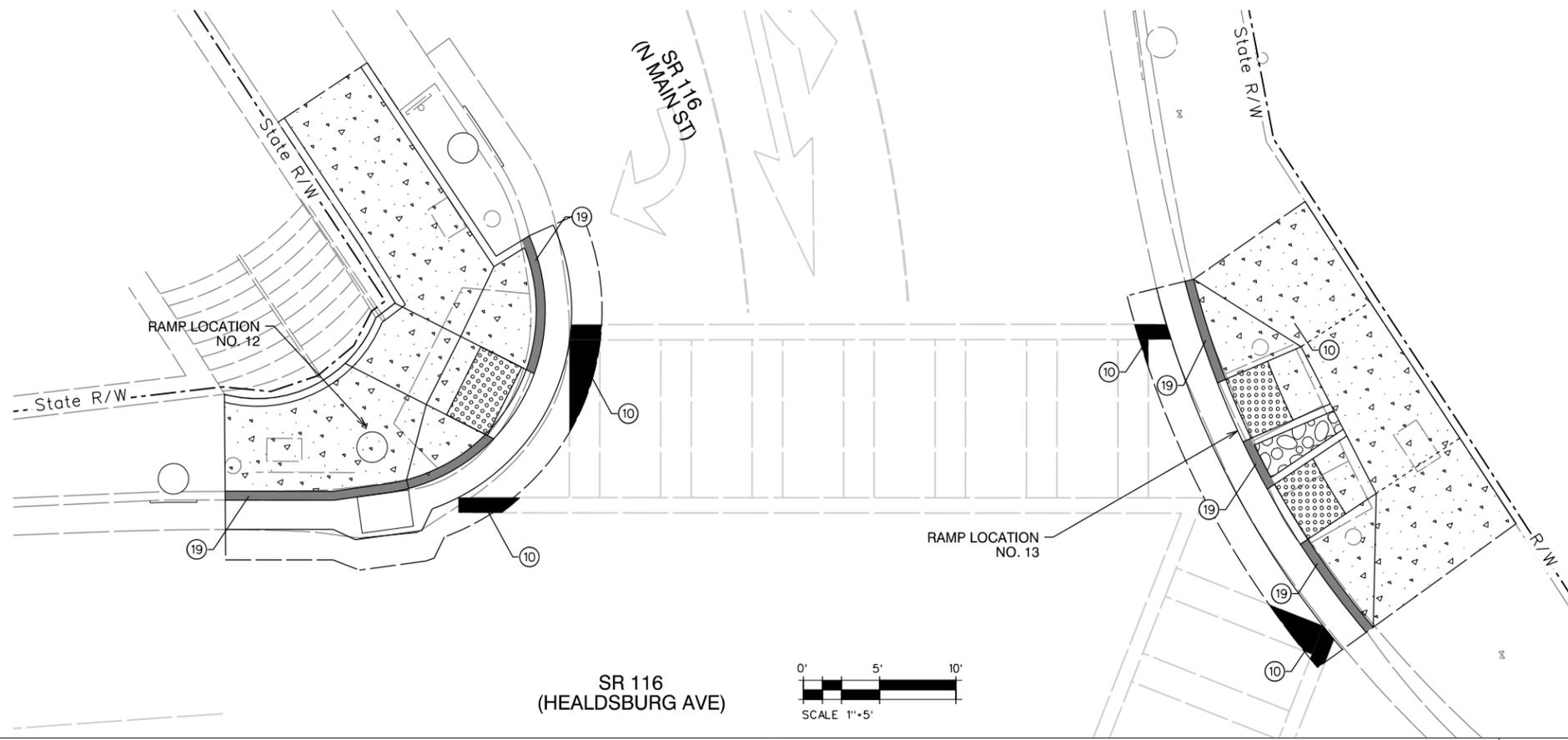
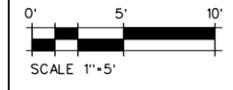
STATE HWY 116 ADA SIDEWALK RAMP

- BUBBLE NOTES**
- ⑩ REPLACE PAVEMENT MARKING WITH NEW 12" OR 24" WIDE CROSSWALK STRIPING TO MATCH EXISTING AS REQUIRED
  - ⑲ PAINT CURB RED

REGISTRATION NO. LICENSE Exp. DATE DATE SIGNED  
CONSULTANT DESIGN ENGINEER  
JOHN C. SCROGGS, P.E.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	116	25.5/27.9	20	21

Agenda Item Number 3



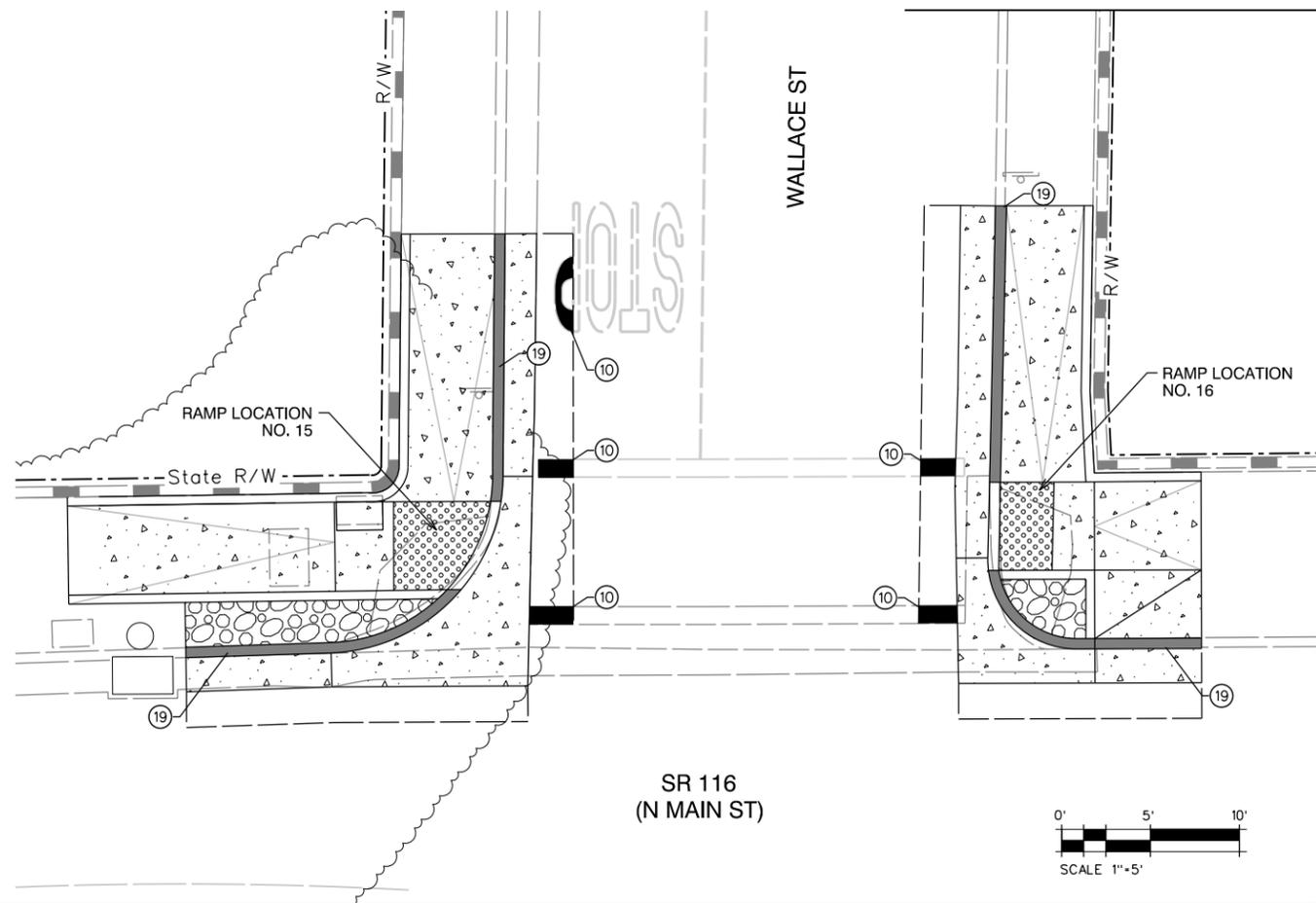
NORTH SIDE OF INTX OF N. MAIN ST. & SR 116

12 & 13

SOUTH SIDE OF INTX OF N. MAIN ST. & SR 116

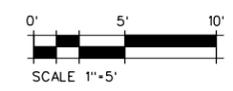
14

- BUBBLE NOTES**
- ⑩ REPLACE PAVEMENT MARKING WITH NEW 12" OR 24" WIDE CROSSWALK STRIPING TO MATCH EXISTING AS REQUIRED
  - ⑲ PAINT CURB RED



EAST SIDE OF INTX OF WALLACE ST. & SR 116

15 & 16



PAVEMENT DELINEATION  
PLAN 5

Agenda Item Number 3  
City Council Meeting Packet for April 6, 2021



LAST REVISION DATE PLOTTED = 7/9/2020  
SEPT 2018 TIME PLOTTED = 2:40:48 PM

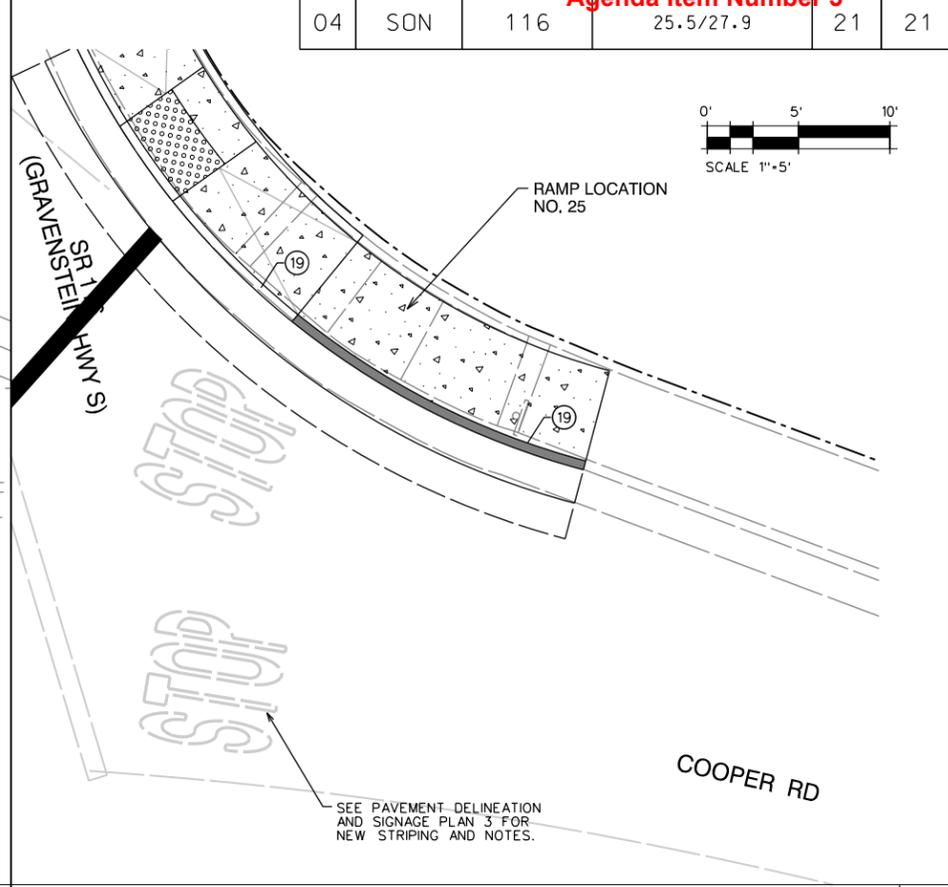
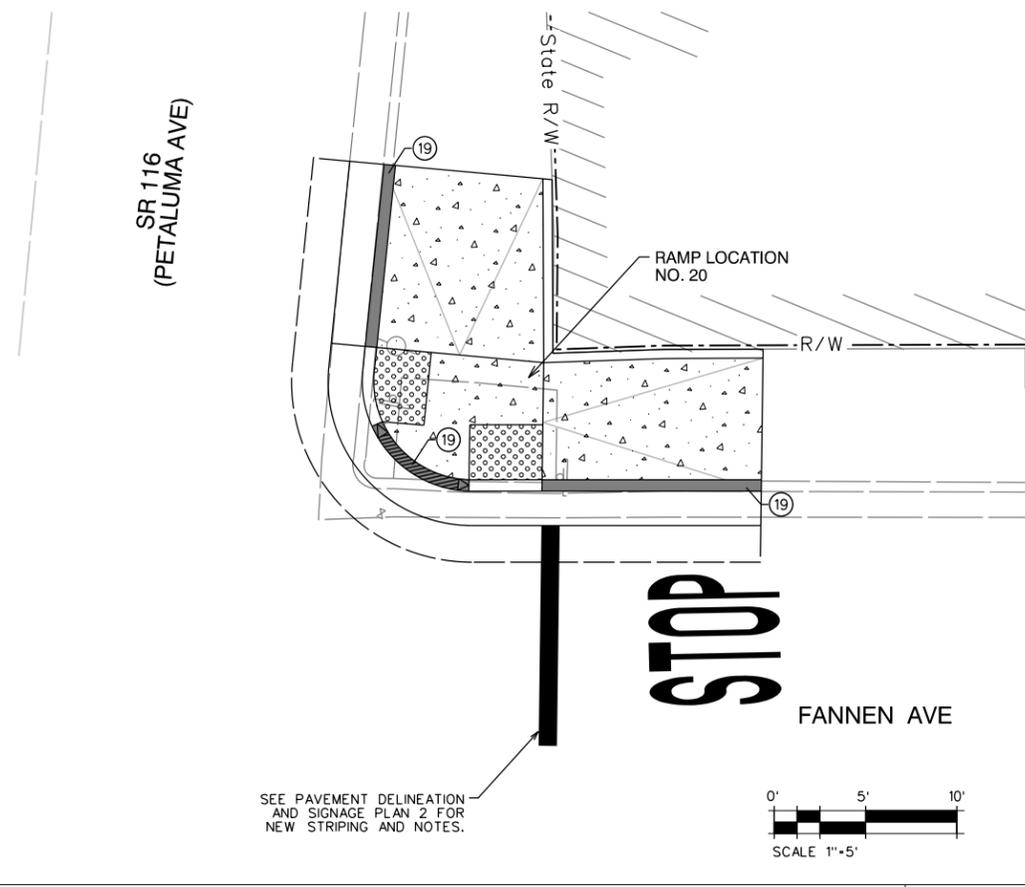
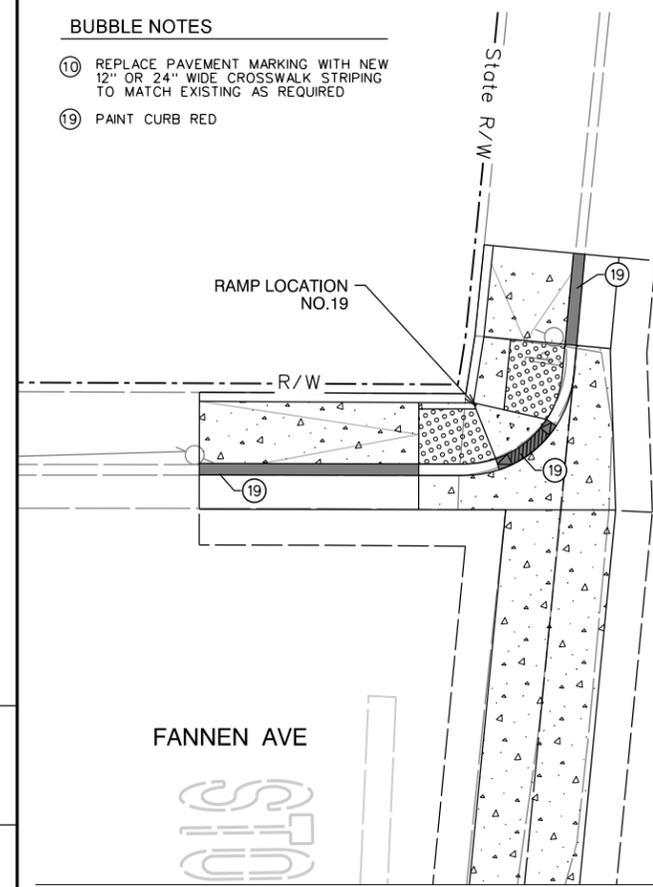
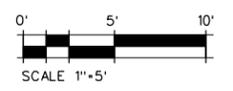
REGISTRATION NO. LICENSE Exp. DATE SIGNED DATE SIGNED  
CONSULTANT DESIGN ENGINEER  
JOHN C. SCROGGS, P.E.

Dist	COUNTY	ROUTE	POST MILES	SHEET	TOTAL SHEETS
			TOTAL PROJECT		
04	SON	116	25.5/27.9	21	21

Agenda Item Number 3

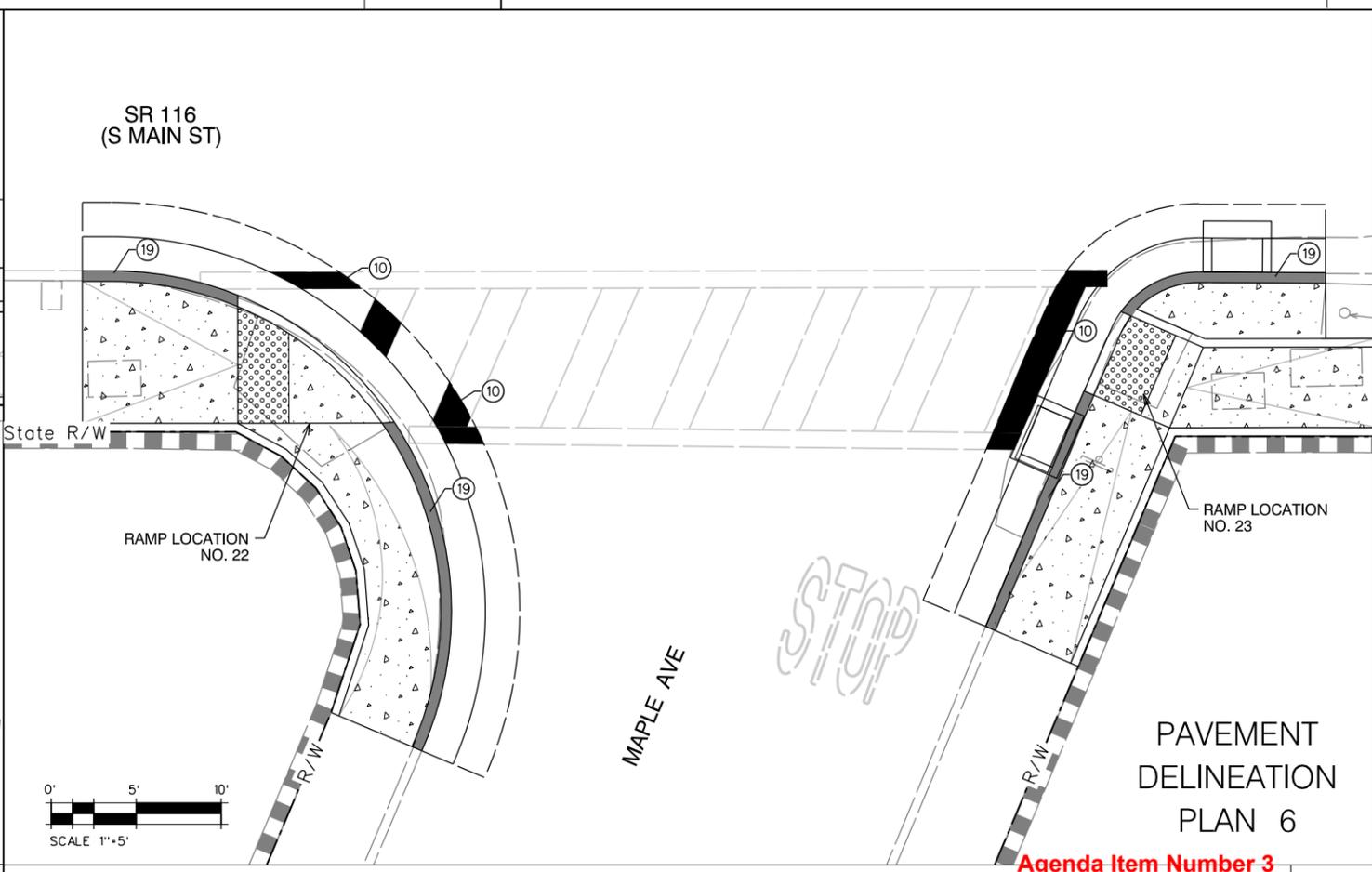
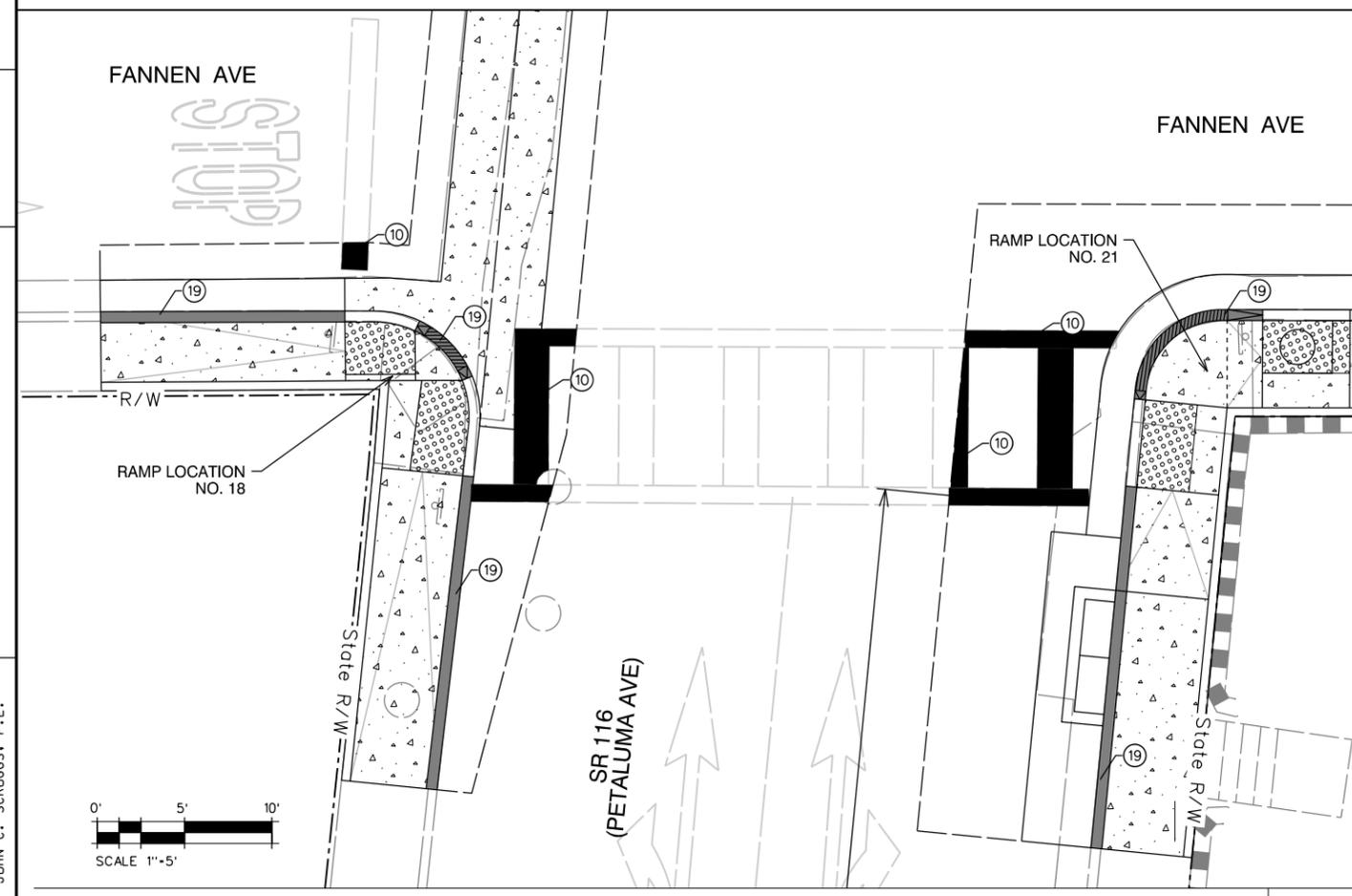
**BUBBLE NOTES**

- ⑩ REPLACE PAVEMENT MARKING WITH NEW 12" OR 24" WIDE CROSSWALK STRIPING TO MATCH EXISTING AS REQUIRED
- ⑲ PAINT CURB RED



FANNEN AVE & SR 116 INTX 19 & 20

NORTHEAST SIDE OF COOPER RD & SR 116 INTX 25



FANNEN AVE & SR 116 INTX 18 & 21

WEST SIDE OF MAPLE AVE & SR 116 INTX 22 & 23

**PAVEMENT DELINEATION PLAN 6**

City Council Meeting Packet for April 6, 2021

Agenda Item Number 3

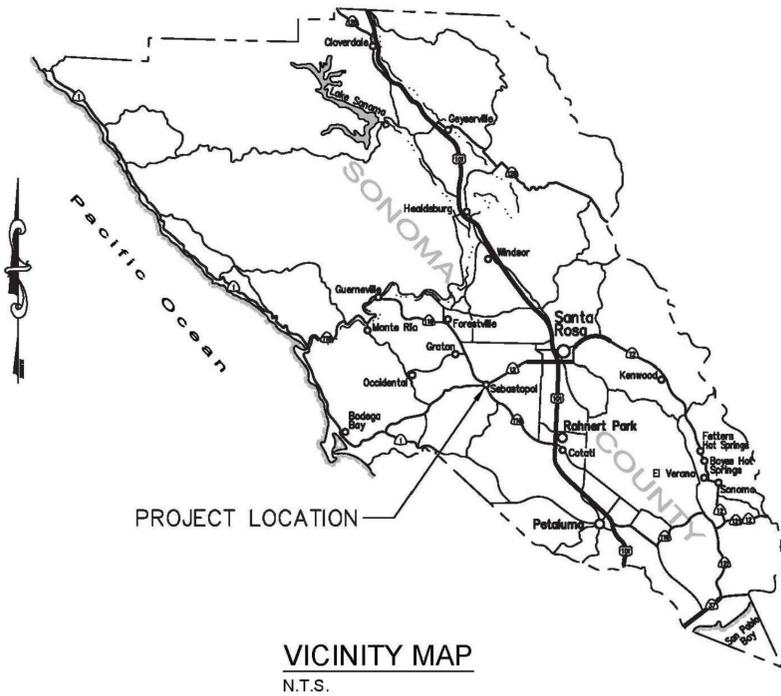
REGISTRATION NO. LICENSE Exp. DATE SIGNED DATE  
 CONSULTANT DESIGN ENGINEER JOHN C. SCROGGS, P.E.



LAST REVISION DATE PLOTTED = 7/9/2020  
 SEPT 2018 TIME PLOTTED = 2:40:48 PM

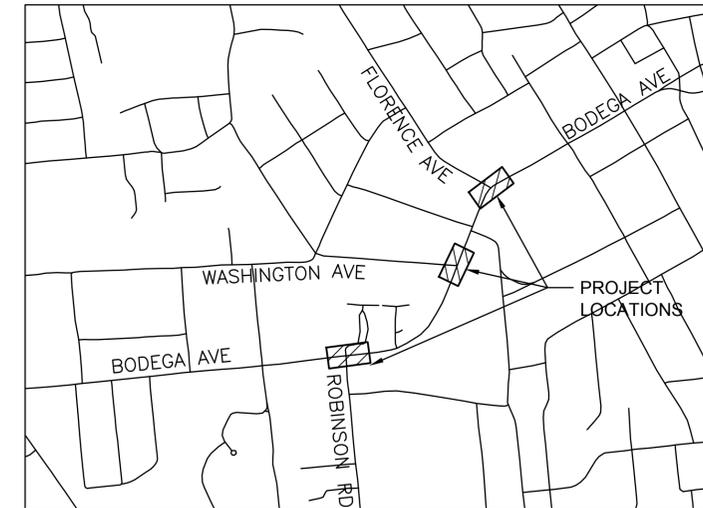
# PLANS FOR BODEGA AVENUE PEDESTRIAN IMPROVEMENTS AT ROBINSON ROAD, WASHINGTON AVENUE, & FLORENCE AVENUE

CITY OF SEBASTOPOL  
SONOMA COUNTY, CALIFORNIA  
CITY PROJECT No. 2018-01



### SHEET INDEX

No.	Sheet Title
1	TITLE SHEET
2	GENERAL NOTES & PAWB SPECIAL PROVISIONS
3	CURB RAMP AND MEDIAN NOTES
4	ROBINSON ELECTRICAL & STRIPING PLAN
5	WASHINGTON ELECTRICAL & STRIPING PLAN
6	WASHINGTON MEDIAN PLAN
7	FLORENCE ELECTRICAL & STRIPING PLAN
8	FLORENCE CURB RAMP IMPROVEMENTS PLAN



DESIGNED BY: SW  
CHECKED BY: SF  
DRAWN BY: CN  
DATE: 6/25/2018

REGISTERED PROFESSIONAL ENGINEER  
STEPHEN J. WEBERGER  
0043159  
CIVIL  
STATE OF CALIFORNIA  
R.C.E. NO. 43159

Bodega Avenue  
Pedestrian Improvements Project  
Title Sheet  
Sebastopol, California

Jun 22, 2018 - 10:55am

<b>CITY OF SEBASTOPOL</b>  APPROVED FOR CONSTRUCTION: _____ DATE _____	<b>PROJECT REPRESENTATIVE</b>			Date	Revision	By	SCALE N/A
	AGENCY	REPRESENTATIVES	PHONE				DATE JUNE 2018
	ENGINEERING MANAGER	HENRY MIKUS	(707) 823-2151				JOB NO. SEB054
	PUBLIC WORKS DIRECTOR	DANTE DELPRETE	(707) 823-2151				DRAWING NUMBER
	CITY ENGINEER	JOSEPH GAFFNEY	(707) 849-3955				1 OF 8
PROJECT ENGINEER	W-TRANS	(707) 542-9500					
USA NORTH	N/A	(800) 227-2600					

**GENERAL NOTES: (APPLIES TO ALL SHEETS)**

- ALL MATERIAL, WORKMANSHIP AND CONSTRUCTION SHALL CONFORM TO THE CITY OF SEBASTOPOL STANDARD SPECIFICATIONS AND STANDARD PLANS AND THE STATE OF CALIFORNIA D.O.T. (CALTRANS) STANDARD PLANS, 2015 EDITION, AND REVISED STANDARDS SPECIFICATIONS, 2015 EDITION AND 2017 REVISIONS.
- CONTRACTOR SHALL OBTAIN REQUIRED PERMITS FROM THE CITY OF SEBASTOPOL AND PAY ALL FEES PRIOR TO COMMENCEMENT OF ANY WORK.
- CONTRACTOR SHALL GIVE THE CITY OF SEBASTOPOL PUBLIC WORKS DEPARTMENT 48 HOURS NOTICE BEFORE STARTING WORK. CALL REYNA RAMIREZ AT (707) 823- 2151 OR VISIT 714 JOHNSON STREET, FOR INSPECTION SERVICES.
- A PRE CONSTRUCTION MEETING IS REQUIRED PRIOR TO BEGINNING OF WORK. CONTACT ENGINEERING MANAGER OR DIRECTOR OF PUBLIC WORKS TO SCHEDULE SUCH MEETING. CALL (707) 823-2151.
- WORK HOURS ARE LIMITED TO MONDAY THROUGH FRIDAY, 7:00 AM. TO 6:00 P.M. INSPECTION WILL BE AVAILABLE MONDAY THROUGH FRIDAY FROM 8:00 AM. TO 4:30 P.M. CONTRACTORS SHALL SCHEDULE INSPECTIONS 48 HOURS IN ADVANCE BY CALLING (707) 823-2151.
- ANY DISCREPANCY DISCOVERED BY CONTRACTOR IN THESE PLANS OR ANY FIELD CONDITIONS DISCOVERED BY CONTRACTOR THAT MAY DELAY OR OBSTRUCT THE PROPER COMPLETION OF THE WORK PER THESE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEERING MANAGER OR DIRECTOR OF PUBLIC WORKS IMMEDIATELY UPON DISCOVERY. NOTIFICATION SHALL BE IN WRITING.
- ITEMS SPECIFIED ON THE STANDARD PLANS ARE APPROVED FOR USE BY THE CITY OF SEBASTOPOL. ALL SUBSTITUTES OR ALTERATIONS SHALL BE SUBMITTED TO THE CITY OF SEBASTOPOL FOR REVIEW AND APPROVAL PRIOR TO USE.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING NOISE, ODORS, DUST AND DEBRIS TO MINIMIZE IMPACTS ON SURROUNDING PROPERTIES AND ROADWAYS. CONTRACTOR SHALL BE RESPONSIBLE TO ASSURE THAT ALL CONSTRUCTION EQUIPMENT IS EQUIPPED WITH MANUFACTURERS APPROVED MUFFLER'S AND BAFFLES. FAILURE TO COMPLY MAY RESULT IN THE ISSUANCE OF A STOP WORK ORDER.
- IN THE EVENT THAT ARCHEOLOGICAL SITE INDICATORS (CHIPPED CHERT, OBSIDIAN TOOLS, WASTE FLAKES, GRINDING IMPLEMENTS, DARKENED SOIL CONTAINING BONE FRAGMENTS AND SHELLFISH REMAINS, OR CERAMICS, GLASS OR METAL FRAGMENTS ARE UNCOVERED. THE ENGINEERING MANAGER OR DIRECTOR OF PUBLIC WORKS SHALL BE CONTACTED IMMEDIATELY. ALL GROUND DISTURBING WORK SHALL CEASE IN THE VICINITY OF ANY DISCOVERY UNTIL AN ARCHEOLOGIST COMPLETES AN EVALUATION OF SIGNIFICANCE.
- IF HAZARDOUS MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL HALT CONSTRUCTION IMMEDIATELY, NOTIFY THE CITY, AND IMPLEMENT REMEDIATION AS DIRECTED BY THE CITY OR ITS AGENTS IN ACCORDANCE WITH ANY REQUIREMENTS OF THE SONOMA COUNTY ENVIRONMENTAL HEALTH DEPARTMENT AND THE NORTH COAST REGIONAL WATER QUALITY CONTROL BOARD.
- THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC FLOW ON AFFECTED ROADWAYS DURING NON-WORKING HOURS, AND TO MINIMIZE TRAFFIC RESTRICTION DURING CONSTRUCTION. NO EXISTING STREET SHALL BE ALLOWED TO BE COMPLETELY CLOSED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF THE DIRECTOR OF PUBLIC WORKS. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW TRAFFIC SAFETY MEASURES IN ACCORDANCE WITH THE CALTRANS "MANUAL OF TRAFFIC SAFETY CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES." THE CITY'S EMERGENCY SERVICE PROVIDERS SHALL BE NOTIFIED OF PROPOSED CONSTRUCTION SCHEDULED BY THE CONTRACTOR(S). THE CONTRACTOR(S) SHALL NOTIFY EMERGENCY SERVICE PROVIDERS IN WRITING AT LEAST 24 HOURS IN ADVANCE OF ITS PROPOSED SCHEDULE OF WORK.
- LIST OF AGENCIES TO BE CONTACTED PRIOR TO TRAFFIC DISRUPTION SHALL INCLUDE BUT NOT BE LIMITED TO: SEBASTOPOL UNIFIED SCHOOLS, POST OFFICE, SOLID WASTE HAULER, SEBASTOPOL POLICE DEPARTMENT, FIRE DEPARTMENT, AMBULANCE SERVICE.
- ALL EXISTING OR PROPOSED OVERHEAD AND UNDERGROUND UTILITIES SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION OF THE PROJECT IMPROVEMENTS.
- CONTRACTOR SHALL SUBMIT ANY CHANGES TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE ENGINEERING MANAGER OR DIRECTOR OF PUBLIC WORKS NOT LESS THAN 10 DAYS PRIOR TO START OF CONSTRUCTION.

**PAWB SPECIAL PROVISIONS: (APPLIES TO SHEETS 4, 5, & 7)**

PERMITS: THE CONTRACTOR SHALL OBTAIN A PERMIT FOR CONSTRUCTION WORK FROM THE CITY OF SEBASTOPOL PRIOR TO STARTING WORK IN THE PUBLIC STREET RIGHT-OF-WAY.

SIGNS: THIS WORK SHALL CONSIST OF INSTALLATION OF ROADSIDE SIGNS AS SHOWN ON THE PLANS, WHERE DIRECTED BY THE ENGINEER, AND SHALL CONFORM TO THE REQUIREMENTS OF THE CALTRANS STANDARD PLANS AND SPECIFICATIONS DATED 2015 AND THE CALIFORNIA MUTCD DATED 2014.

STRIPING: THIS WORK SHALL CONSIST OF REMOVAL AND INSTALLATION OF PAINT AT THE LOCATIONS SHOWN ON THE PLANS AND SHALL CONFORM TO THE APPLICABLE CITY CONSTRUCTION STANDARDS AND THE 2015 CALTRANS STANDARD PLANS.

ELECTRICAL: THIS WORK SHALL CONSIST OF INSTALLING A PEDESTRIAN ACTIVATED WARNING BEACON (PAWB) LED LIGHT ASSEMBLY ON BODEGA AVENUE AT THE LOCATIONS SHOWN ON THE PLANS AND CONFORMING IN GENERAL WITH THE CALTRANS STANDARD PLANS AND SPECIFICATIONS DATED 2015. PAWB SHALL BE TAPCO OR APPROVED EQUAL CONFORMING TO THE FOLLOWING REQUIREMENTS. PAWB SHALL BE POWERED BY A SOLAR-ASSISTED BATTERY AND SHALL UTILIZE WIRELESS COMMUNICATION. PAWB SHALL BE PEDESTRIAN-ACTIVATED BY PUSHBUTTON.

- PAWB SHALL BE IN CONFORMANCE WITH ALL APPLICABLE CA MUTCD STANDARDS.**
  - EACH PAWB ASSEMBLY WILL HAVE TWO (2) BEACONS MOUNTED BACK-TO-BACK, FACING DUAL DIRECTIONS FOR A TOTAL OF FOUR (4) BEACONS PER POLE, AS NOTED ON THE PLANS.
  - EACH PAWB ASSEMBLY SHALL HOUSE TWO (2) FLASHING YELLOW BEACONS, EACH WITH AN LED-ARRAY BASED LIGHT SOURCE. THE LED-BASED PULSING LIGHT ARRAYS SHALL BE DESIGNED, LOCATED AND OPERATED IN ACCORDANCE WITH THE DETAILED REQUIREMENTS AS SPECIFIED ON THE PLANS. ACTIVE VEHICLE INDICATIONS SHALL BE VISIBLE AT DISTANCES OVER 1000 FEET DURING THE DAY AND OVER 1 MILE AT NIGHT.
  - EACH OF THE TWO YELLOW VEHICLE INDICATIONS OF A PAWB SHALL HAVE 70 TO 80 PERIODS OF FLASHING PER MINUTE AND SHALL HAVE ALTERNATING, BUT APPROXIMATELY EQUAL, PERIODS OF RAPID FLASHING LIGHT EMISSIONS AND DARK OPERATION.
  - BEACONS SHALL BE AIMED AT THE APPROACHING DRIVERS EYE WHEN 250 FEET IN ADVANCE OF THE CROSSWALK.
- FUNCTIONAL REQUIREMENTS**
  - EACH PAWB SHALL OPERATE ON SOLAR BATTERY POWER.
  - UPON ACTIVATION BY ADA-COMPLIANT PUSHBUTTON, A 900 MHZ TRANSCIEVER RADIO USING SPREAD SPECTRUM RADIO FREQUENCY TO MINIMIZE RF INTERFERENCE SHALL WIRELESSLY ACTIVATE ALL INTEGRAL INDICATIONS. WHEN ACTIVATED, THE TWO YELLOW INDICATIONS IN EACH PAWB SHALL FLASH IN AN ALTERNATING "WIG-WAG" FLASHING SEQUENCE (LEFT INDICATION ON, THEN RIGHT INDICATION ON).
  - THE LIGHT INTENSITY OF THE VEHICLE INDICATIONS SHALL MEET THE MINIMUM SPECIFICATIONS OF SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) STANDARD J595 (DIRECTIONAL FLASHING OPTICAL WARNING DEVICES FOR AUTHORIZED EMERGENCY, MAINTENANCE, AND SERVICE VEHICLES) DATED NOVEMBER 2008. MANUFACTURER COMPLIANCE SHALL BE PROVIDED UPON REQUEST.
  - WHEN ACTIVATED, ALL INDICATIONS ASSOCIATED WITH A GIVEN CROSSWALK (INCLUDING THOSE WITH AN ADVANCE CROSSING SIGN, IF USED) SHALL SIMULTANEOUSLY COMMENCE OPERATION OF THEIR ALTERNATING RAPID FLASHING WITHIN 120MSEC, AND SHALL CEASE OPERATION AT A PREDETERMINED TIME AFTER THE PEDESTRIAN ACTUATION.
  - THE DURATION OF THE FLASH CYCLE SHALL BE PROGRAMMABLE FROM 1 SECOND TO 24 HOURS, IN INCREMENTS OF SECONDS, MINUTES AND HOURS.
  - INDIVIDUAL COMPONENTS SHALL BE REPLACEABLE INDEPENDENTLY OF OTHER COMPONENTS, EQUIPPED WITH APPROVED TERMINAL STRIPS OR WIRE-END MOLDED CONNECTORS.
- MATERIALS**

THE MANUFACTURER SHALL PROVIDE A COMPLETE SOLAR-POWERED PAWB ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO THE LED BEACONS, SOLAR PANEL, CONTROLLER, BATTERY, MOUNTING HARDWARE AND ELECTRICAL COMPONENTS INCLUDING WIRING AND SOLID-STATE CIRCUIT BOARDS.

THE PAWB ASSEMBLY SHALL INCLUDE THE FOLLOWING ITEMS:

  - LIGHT ASSEMBLY HOUSING AND INDICATIONS**
    - THE LIGHT ASSEMBLY HOUSING SHALL BE CONSTRUCTED OF DURABLE, CORROSION-RESISTANT POWDER-COATED ALUMINUM WITH STAINLESS STEEL FASTENERS.
    - ENCLOSED COMPONENTS SHALL BE MODULAR IN DESIGN WHEREBY ANY COMPONENT CAN BE EASILY REPLACED USING COMMON HAND TOOLS, WITHOUT HAVING TO REMOVE THE HOUSING FROM THE POLE.
    - ALL MOUNTING HARDWARE REQUIRED FOR MOUNTING THE LIGHT ASSEMBLY HOUSING SHALL BE PROVIDED AND UNIVERSAL TO MULTIPLE POLES
    - EACH OF THE TWO VEHICLE PAWB LED INDICATIONS SHALL BE 12" IN DIAMETER.
    - MINIMUM OUTPUT OF 600,000 MCD
  - CONTROLLER**
    - THE CONTROLLER SHALL BE TAPCO, OR APPROVED EQUAL.
    - THE CONTROLLER SHALL BE HOUSED IN A NEMA RATED ANODIZED ALUMINUM ENCLOSURE, INTENDED FOR INDOOR OR OUTDOOR USE, PRIMARILY TO PROVIDE PROTECTION AGAINST CORROSION, WINDBLOWN DUST AND RAIN, SPLASHING WATER, HOSE-DIRECTED WATER, AND DAMAGE FROM ICE FORMATION.

- THE CONTROLLER SHALL BE, IN THE EVENT OF FAILURE, REPLACEABLE INDEPENDENTLY OF OTHER COMPONENTS.
- ENCLOSURE SHALL BE LOCKABLE UTILIZING STANDARD CORBIN KEY.
- BATTERY**
  - THE BATTERY SHALL BE A 12 VDC ABSORBED GLASS MAT (AGM) SEALED LEAD ACID, MAINTENANCE-FREE BATTERY.
  - THE BATTERY SHALL BE RATED AT 48AH MINIMUM AND SHALL CONFORM TO BATTERY COUNCIL INTERNATIONAL (BCI) SPECIFICATIONS.
  - THE BATTERY SHALL BE REPLACEABLE INDEPENDENTLY OF OTHER COMPONENTS.
  - THE BATTERY SHALL HAVE A MINIMUM OPERATING TEMPERATURE RANGE OF -76° TO 140°F (-60° TO 60°C).
- WIRELESS TRANSCIEVER RADIO**
  - RADIO CONTROL SHALL BE SOLAR-POWERED, OPERATING ON A FCC-APPROVED 900MHZ FREQUENCY, HOPPING SPREAD SPECTRUM NETWORK WITH A NORMAL OPERATING RANGE OF 1000 FEET.
  - RADIOS SHALL PROVIDE WIRELESS COMMUNICATION BETWEEN THE ASSEMBLIES TO INTEGRATE THE PUSHBUTTON ACTIVATION OF INDICATIONS.
  - TO ENSURE ALL INTEGRAL INDICATIONS CONSISTENTLY FLASH IN UNISON, THE RADIO SHALL SYNCHRONIZE THE CONTROLLERS TO ACTIVATE THE INDICATIONS WITHIN 120 MSEC OF ONE OTHER AND REMAIN SYNCHRONIZED THROUGHOUT THE DURATION OF THE FLASHING CYCLE.
  - RADIO SYSTEMS SHALL OPERATE FROM 3.6 VDC TO 15 VDC
  - THE RADIO SHALL BE, IN THE UNLIKELY EVENT OF FAILURE, REPLACEABLE INDEPENDENTLY OF OTHER COMPONENTS.
  - THE RADIO SHALL HAVE A MINIMUM OPERATING TEMPERATURE RANGE OF -30°F TO 165°F (-34.4° TO 73.8°C).
  - MAKE SURE NO WIRELESS CONFLICTS EXIST BETWEEN RADIOS FOR THE THREE INTERSECTIONS AND THE RADIO AT BODEGA AVENUE/NELSON WAY.
- SOLAR PANEL**
  - THE SOLAR PANEL SHALL PROVIDE 55 WATTS (MIN.) AT PEAK TOTAL OUTPUT.
  - THE SOLAR PANEL SHALL BE AFFIXED TO AN ALUMINUM PLATE AND BRACKET, ADJUSTABLE AT AN ANGLE OF 45°- 60° TO FACILITATE ADJUSTMENT FOR MAXIMUM SOLAR COLLECTION AND OPTIMAL BATTERY STRENGTH.
  - THE SOLAR PANEL ASSEMBLY (PANEL, PLATE AND BRACKET) SHALL BE MOUNTED ON A 360° ROTATABLE POLE CAP MOUNT, TO FACILITATE ADJUSTMENT FOR MAXIMUM SOLAR COLLECTION AND OPTIMAL BATTERY STRENGTH.
  - THE SOLAR PANEL SHALL HAVE A MINIMUM OPERATING TEMPERATURE RANGE OF -40° TO 185°F (-40° TO 85°C).
- SIGNS AND PLAQUES**
  - ALL SIGNS SHALL CONFORM TO CA MUTCD STANDARDS FOR RETROFLECTIVE SIGN PANELS.
  - ALL SIGN BLANKS AND PLAQUES SHALL BE FEDERALLY SPECIFIED .080 GAUGE, 5052 ALUMINUM.
  - UNLESS SPECIFIED OTHERWISE, SIGN SHEETING SHALL BE 3M™ DG3 DIAMOND GRADE CUBED OR EQUIVALENT PRISMATIC SHEETING.
  - CROSSING SIGNS SHALL BE LED EDGE LIT W11-2.
  - CROSSING PLAQUES W16-7P SHALL ALSO ACCOMPANY THE CROSSING SIGNS.
  - PEDESTRIAN PUSHBUTTON INSTRUCTION 9"x12" R10-25 SIGNS SHALL BE FURNISHED, TO BE MOUNTED ADJACENT TO OR INTEGRAL WITH EACH PEDESTRIAN PUSHBUTTON.
- BULLDOG PUSHBUTTON**
  - THE PUSH BUTTON SHALL BE CAPABLE OF CONTINUOUS OPERATION WITHIN A TEMPERATURE RANGE OF -30° TO 165°F (-34° TO 74°C).
  - THE PUSH BUTTON SHALL BE ADA COMPLIANT, AND SHALL OPERATE AS A NORMALLY OPEN (N/O) CIRCUIT.
  - SHALL BE POLARA BULLDOG MODEL OR APPROVED EQUAL.
  - PUSH BUTTON SIGNS SHALL BE R10-25.
- PEDESTAL BASE & POLE SHAFT**
  - SYSTEM WILL MOUNT ON STANDARD TYPE 1-B POLE PER THE CALTRANS STANDARD PLANS AND SPECIFICATIONS DATED 2015, AND PER THE PROJECT PLANS.

**W-Trans**  
490 Mendocino Avenue, Suite 201  
Santa Rosa, CA 95401  
(707) 542-9500 Fax (707) 542-9590



DESIGNED BY SW  
CHECKED BY SF  
DRAWN BY CN  
DATE 6/25/2018

REGISTERED PROFESSIONAL ENGINEER  
STEPHEN J. WEBBERGER, P.E. NO. 43159  
CIVIL ENGINEER  
0043159  
STATE OF CALIFORNIA

Bodega Avenue  
Pedestrian Improvements Project  
General Notes  
Sebastopol, California

Date	Revision	By	SCALE
			N/A
			DATE JUNE 2018
			JOB NO. SEB054
			DRAWING NUMBER
			2 OF 8

Jun 22, 2018 - 10:55am

**GENERAL NOTES: (APPLIES TO SHEETS 4, 5, & 7)**

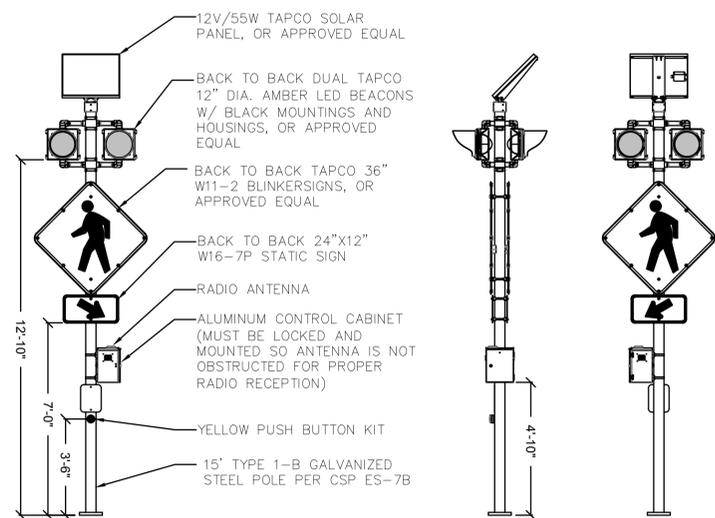
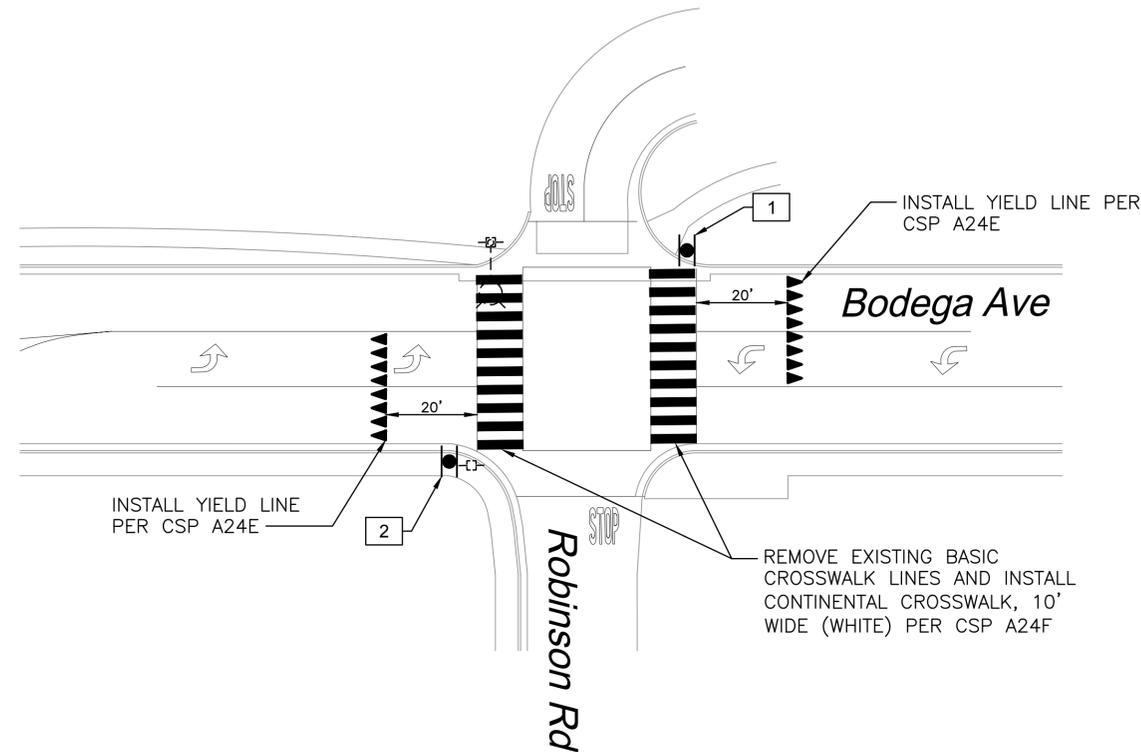
1. WORK SHOWN ON THIS SHEET IS ACCURATE FOR PEDESTRIAN ACTIVATED WARNING BEACON (PAWB) AND STRIPING WORK ONLY.
2. CONTRACTOR SHALL CALL U.S.A. AT 811 OR 1-800-642-2444 AND HAVE UTILITIES MARKED AT LEAST TWO WORKING DAYS BEFORE BEGINNING ANY WORK.
3. CONTRACTOR SHALL AVOID DAMAGING ALL EXISTING FACILITIES, SHOWN OR NOT SHOWN ON THESE PLANS. FACILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE.
4. CONTRACTOR SHALL MARK POLE LOCATIONS AND HAVE THEM VERIFIED BY THE CITY TRAFFIC ENGINEER PRIOR TO INSTALLATION.
5. CONTRACTOR SHALL VERIFY OVERHEAD CLEARANCE WITH UTILITY COMPANIES PRIOR TO CONSTRUCTION.
6. CONTRACTOR SHALL PROVIDE ALL EQUIPMENT NECESSARY FOR COMPLETE SOLAR POWERED PAWB OPERATING SYSTEM.
7. THE PUSH BUTTON SHALL BE THE AUDIBLE TYPE CONFORMING TO CALTRANS ADA REQUIREMENTS, POLARA BULLDOG MODEL OR APPROVED EQUAL.
8. PAWB SHALL BE THE TAPCO BLINKERBEACON OR APPROVED EQUAL. PAWB SYSTEM SHALL OPERATE ON SOLAR POWER WITH BATTERY.
9. LIGHTED W11-2 PEDESTRIAN CROSSING SIGNS SHALL BE THE TAPCO BLINKERSIGN 36"X36" OR APPROVED EQUAL. SYSTEM SHALL OPERATE ON SOLAR POWER WITH BATTERY.
10. CONTROLLER SHALL BE TAPCO OR APPROVED EQUAL AND OPERATE ON SOLAR POWER WITH BATTERY.
11. ALL PAVEMENT MARKINGS, LEGENDS, AND DETAILS ARE TO BE PAINT AND CONFORM TO THE 2015 CALTRANS STANDARD PLANS (CSP).
12. CONTRACTOR SHALL CONFORM NEW STRIPING DETAILS AT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER.

**PROJECT NOTES: (THIS SHEET ONLY)**

1. INSTALL PAWB ASSEMBLY, WITH CONTROLLER, SOLAR PANEL, SIGNS AND BEACONS ON BOTH SIDES OF 15' TALL TYPE 1-B POLE. INSTALL SINGLE PBA ON WEST SIDE OF POLE ONLY. SEE DETAIL A, THIS SHEET.
2. REMOVE EXISTING BEACON AND POLE AND INSTALL PAWB ASSEMBLY WITH CONTROLLER, SOLAR PANEL, SIGNS AND BEACONS ON BOTH SIDES OF 15' TALL TYPE 1-B POLE. INSTALL SINGLE PBA ON EAST SIDE OF POLE ONLY. SEE DETAIL A, THIS SHEET.

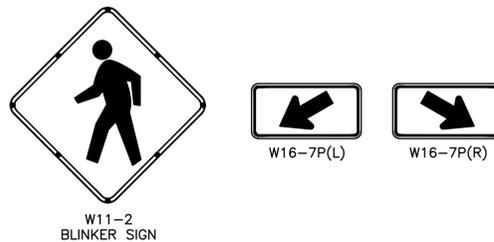
STRIPING QUANTITIES	
DETAIL	QUANTITY
INSTALL WHITE PAINT	448 S.F.
REMOVE WHITE PAINT	155 S.F.

SIGNING QUANTITIES	
SIGN	QUANTITY
W11-2 (BLINKER)	4
W16-7P(R)	2
W16-7P(L)	2

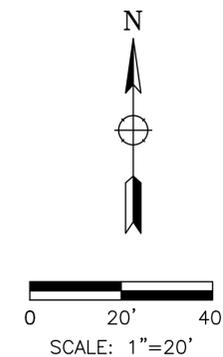
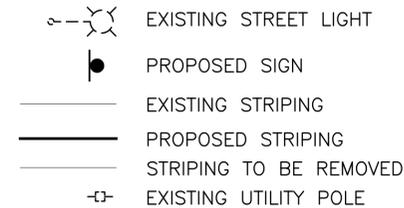


**DETAIL A: PEDESTRIAN ACTIVATED WARNING BEACON (PAWB) ASSEMBLY WITH CONTROLLER ON TYPE 1-B**  
NOT TO SCALE

**SIGN LEGEND**



**LEGEND**



**DIGALERT** UNDERGROUND SERVICE ALERT  
DIAL TOLL FREE 1-800-227-2600 OR 811  
AT LEAST TWO WORKING DAYS BEFORE DIGGING

Date	Revision	By

**W-Trans**  
490 Mendocino Avenue, Suite 201  
Santa Rosa, CA 95401  
(707) 542-9500 Fax (707) 542-9590

DESIGNED BY SW  
CHECKED BY SF  
DRAWN BY CN  
DATE 6/25/2018

STEPHEN J. WEBERGER, P.E. NO. 43159

Bodega Avenue  
Pedestrian Improvements Project  
Electrical & Striping Plan  
Robinson Road

SCALE: 1"=20'  
DATE: JUNE 2018  
JOB NO.: SEB054  
DRAWING NUMBER: 4 OF 8

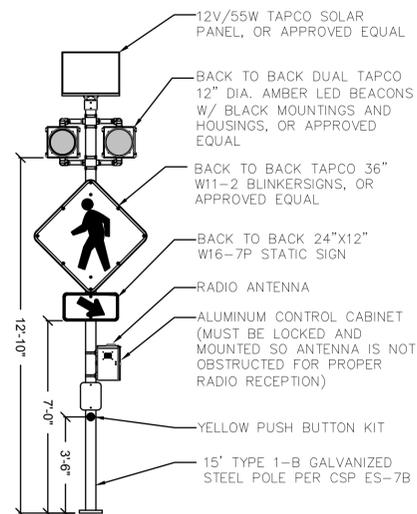
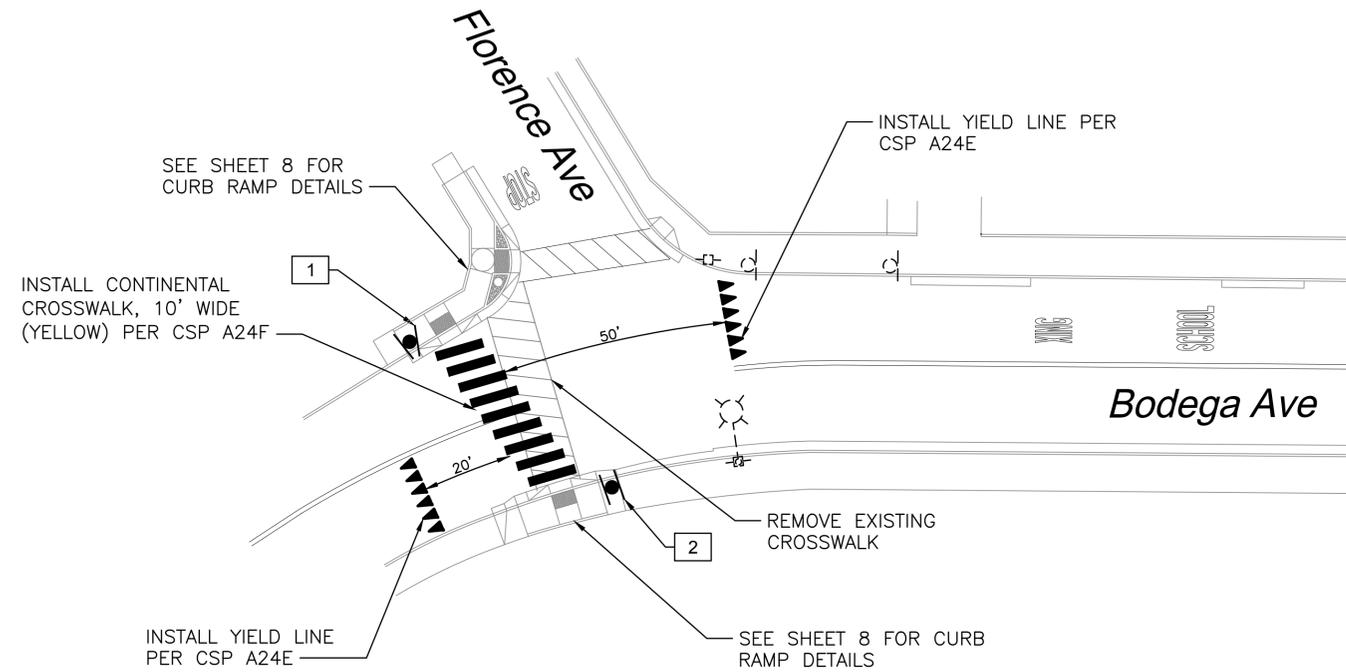
Jun 22, 2018 - 10:55am

**PROJECT NOTES: (THIS SHEET ONLY)**

- 1 INSTALL PAWB ASSEMBLY WITH CONTROLLER, SOLAR PANEL, SIGNS, AND BEACONS ON BOTH SIDES OF 15' TALL TYPE 1-B POLE. INSTALL SINGLE PBA ON NORTHEAST SIDE OF POLE ONLY. SEE DETAIL A, THIS SHEET.
- 2 INSTALL PAWB ASSEMBLY WITH CONTROLLER, SOLAR PANEL, SIGNS, AND BEACONS ON BOTH SIDES OF 15' TALL TYPE 1-B POLE. INSTALL SINGLE PBA ON SOUTHWEST SIDE OF POLE ONLY. SEE DETAIL A, THIS SHEET.

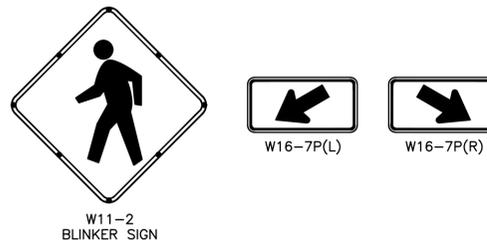
STRIPING QUANTITIES	
DETAIL	QUANTITY
INSTALL WHITE PAINT	36 S.F.
INSTALL YELLOW PAINT	180 S.F.
REMOVE YELLOW PAINT	205 S.F.

SIGNING QUANTITIES	
SIGN	QUANTITY
W11-2 (BLINKER)	4
W16-7P(R)	2
W16-7P(L)	2

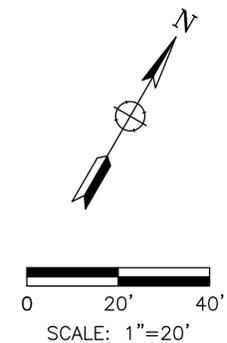
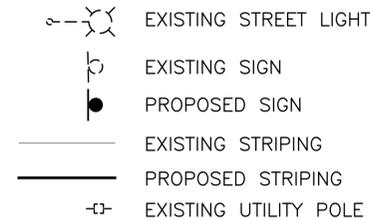


**DETAIL A: PEDESTRIAN ACTIVATED WARNING BEACON (PAWB) ASSEMBLY WITH CONTROLLER ON TYPE 1-B**  
NOT TO SCALE

**SIGN LEGEND**



**LEGEND**



UNDERGROUND SERVICE ALERT

**DIGALERT**

DIAL TOLL FREE  
1-800-227-2600  
OR 811  
AT LEAST TWO WORKING DAYS  
BEFORE DIGGING

**811**

Date	Revision	By

SCALE: 1"=20'

DATE: JUNE 2018

JOB NO.: SEB054

DRAWING NUMBER: 7 OF 8

**W-Trans**  
490 Mendocino Avenue, Suite 201  
Santa Rosa, CA 95401  
(707) 542-9500 Fax (707) 542-9590

**W-Trans**

DESIGNED BY: SW  
CHECKED BY: SF

DRAWN BY: CN  
DATE: 6/25/2018

REGISTERED PROFESSIONAL ENGINEER  
STEPHEN J. WEBERGER  
CIVIL  
STATE OF CALIFORNIA  
C043159

DESIGNED BY: SW  
CHECKED BY: SF

REGISTERED PROFESSIONAL ENGINEER  
STEPHEN J. WEBERGER  
CIVIL  
STATE OF CALIFORNIA  
C043159

Bodega Avenue  
Pedestrian Improvements Project  
Electrical & Striping Plan  
Florence Avenue

Jun 22, 2018 - 10:55am

RESOLUTION NO. \_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL  
AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO MTC AND COMMITTING ANY NECESSARY  
MATCHING FUNDS AND STATING ASSURANCE TO COMPLETE THE PROJECT**

**WHEREAS**, City of Sebastopol (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$476,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Bodega Avenue Pedestrian Access and Mobility Improvements (herein referred to as PROJECT) for the Safe and Seamless Mobility Quick Strike Program (herein referred to as PROGRAM); and

**WHEREAS**, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

**WHEREAS**, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

**WHEREAS**, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

**WHEREAS**, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

**WHEREAS**, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

**WHEREAS**, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

**WHEREAS**, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement

- Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
  - that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
  - that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
  - in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
  - in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
  - in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

**WHEREAS**, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

**WHEREAS**, there is no legal impediment to APPLICANT making applications for the funds; and

**WHEREAS**, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

**WHEREAS**, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

**WHEREAS**, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

**BE IT FURTHER RESOLVED** that APPLICANT will provide any required matching funds; and be it further

**BE IT FURTHER RESOLVED** that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

**BE IT FURTHER RESOLVED** that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution

No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

**BE IT FURTHER RESOLVED** that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

**BE IT FURTHER RESOLVED** that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

**BE IT FURTHER RESOLVED** that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

**BE IT FURTHER RESOLVED** that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

**BE IT FURTHER RESOLVED** that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

**BE IT FURTHER RESOLVED** that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

**BE IT FURTHER RESOLVED** that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

**BE IT FURTHER RESOLVED** that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

**BE IT FURTHER RESOLVED** that there is no legal impediment to APPLICANT making applications for the funds; and be it further

**BE IT FURTHER RESOLVED** that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

**BE IT FURTHER RESOLVED** that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

**BE IT FURTHER RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

**BE IT FURTHER RESOLVED** that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

The above and foregoing Resolution was duly passed, approved, and adopted at a meeting by the City Council on the 6<sup>th</sup> Day of April 2021, by the following vote:

VOTE:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED: \_\_\_\_\_  
Mayor Una Glass

ATTEST: \_\_\_\_\_  
Mary Gourley, Assistant City Manager/City Clerk, MMC

APPROVED AS TO FORM: \_\_\_\_\_  
Larry McLaughlin, City Attorney

City Council  
Mayor Una Glass  
Vice Mayor Sarah Glade Gurney  
Diana Gardner Rich  
Neysa Hinton  
Patrick Slayter



**Agenda Item Number 3**

City Manager  
Larry McLaughlin  
lmclaughlin@cityofsebastopol.org  
Assistant City Manager/City Clerk, MMC  
Mary Gourley  
mgourley@cityofsebastopol.org

**City of Sebastopol**

April 6, 2021

Suzanne Wilford Smith, Executive Director  
Sonoma County Transportation Authority  
411 King St.  
Santa Rosa, CA 95404

Subject: City of Sebastopol OBAG 2/Quick Strike Grant Application – Letter of Support for the SR 116 and Bodega Avenue Pedestrian Access and Mobility Improvements

Dear Ms. Smith:

On behalf of the City of Sebastopol City Council, I am writing to ask for your support of the City of Sebastopol's Quick Strike grant application submitted to SCTA on February 19, 2021 as it moves forward for consideration by MTC.

We firmly believe our project meets the spirit of the Quick Strike program because it is a mobility improvement project that had been advertised and bid yet could not be constructed due to increased costs and reduced revenues brought on by the onset of the coronavirus pandemic. The project improves access within a regional hub for western Sonoma County and to the larger region through enhanced transit access. The addition of ADA ramps would eliminate obstacles for people with disabilities. The two Bodega Avenue crossing improvements emphasize enhancing comfort level for pedestrians while also providing safety benefits. Furthermore, the project supports equity by accruing benefits to residents of the nearby *Community of Concern* where people are more likely to rely on walking for transportation.

Our City Council has made financial commitments to providing the engineering resources needed and trust this shows our commitment to meeting our obligations to be able to successfully deliver federal-aid projects, such as this project.

We appreciate the difficulty you and your staff have in making decisions that affect each agency's ability to bring completed projects to their communities. We look forward to continuing to work with you and value our regional alliance.

Sincerely,

Una Glass  
Mayor  
City of Sebastopol