COASTAL RAIL TRAIL
GILMAN DRIVE IMPROVEMENTS

CONTRACTOR'S RESPONSIBILITIES

1. PURSUANT TO SECTION 4216 OF THE GOVERNMENT CODE, AT LEAST 2 WORKING DAYS PRIOR TO EXCAVATION, YOU MUST CONTACT THE REGIONAL NOTIFICATION CENTER (E.G. UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA AND OBTAIN AN INQUIRY IDENTIFICATION NUMBER.
2. NOTIFY SDG&E AT LEAST 10 WORKING DAYS PRIOR TO EXCAVATING WITHIN 10' OF SDG&E UNDERGROUND HIGH VOLTAGE TRANSMISSION POWER LINES (I.E. 69KV AND HIGHER)
3. THE LOCATIONS OF EXISTING BUILDINGS AS SHOWN ON THE PLAN ARE APPROXIMATE.
4. STORM DRAIN INLETS SHALL REMAIN FUNCTIONAL AT ALL TIMES DURING CONSTRUCTION.
5. UNLESS OTHERWISE NOTED AS PREVIOUSLY POTHOLED, ELEVATIONS SHOWN ON THE PROFILE FOR EXISTING UTILITIES ARE BASED ON A SEARCH OF THE AVAILABLE RECORD INFORMATION ONLY AND ARE SOLELY FOR THE CONTRACTOR'S CONVENIENCE. THE CITY DOES NOT GUARANTEE THAT IT HAS REVIEWED ALL AVAILABLE DATA. THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES EITHER SHOWN ON THE PLANS OR MARKED IN THE FIELD IN ACCORDANCE WITH THE SPECIFICATIONS SECTION 5–UTILITIES.
6. EXISTING UTILITY CROSSINGS AS SHOWN ON THE PLANS ARE APPROXIMATE AND ARE NOT REPRESENTATIVE OF ACTUAL LENGTH AND LOCATION OF CONFLICT AREAS. SEE PLAN VIEW.
7. ALL ADVANCE METERING INFRASTRUCTURE DEVICES ATTACHED TO THE WATER METER OR LOCATED IN OR NEAR WATER METER BOXES, COFFINS, OR VAULTS SHALL BE PROTECTED AT ALL TIMES IN ACCORDANCE WITH THE CONTRACT DOCUMENT.

CONSTRUCTION STORM WATER PROTECTION NOTES

1. TOTAL SITE DISTURBANCE AREA (ACRES) 12.49 ACES
   HYDROLOGIC UNIT/ WATERSHED PEÑASQUITOS
   HYDROLOGIC SUBAREA NAME & NO. MIRAMAR 906.40
2. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE
   ☐ WPCP
   THE PROJECT IS SUBJECT TO MUNICIPAL STORM WATER PERMIT NO. R9–2013–0001 AS AMENDED BY R9–2015–0001 AND R9–2015–0100
   ☒ SWPPP
   THE PROJECT IS SUBJECT TO MUNICIPAL STORM WATER PERMIT NO. R9–2013–0001 AS AMENDED BY R9–2015–0001 AND R9–2015–0100 AND CONSTRUCTION GENERAL PERMIT ORDER 2009–0009–DWQ AS AMENDED BY ORDER 2010–0014–DWQ AND 2012–0006–DWQ
   TRADITIONAL: RISK LEVEL 1 ☐ 2☒ 3☐
   LUP: RISK TYPE 1 ☐ 2☐ 3☐
3. CONSTRUCTION SITE PRIORITY
   ☐ ASBS ☒ HIGH ☐ MEDIUM ☐ LOW

ABBREVIATIONS

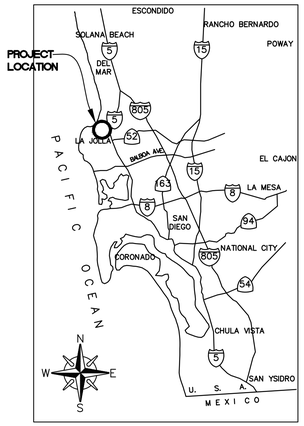
AC	ASPHALT CONCRETE	PCR	POINT OF CURVE RETURN
BC	BEGINNING OF CURVE	PVC	POLYVINYL CHLORIDE
BLVD.	BOULEVARD	R	RADIUS
CCL	CALIFORNIA COORDINATE SYSTEM	RCP	REINFORCED CONCRETE PIPE
℄	CENTER LINE	RT.	RIGHT
CONC.	CONCRETE	R/W	RIGHT OF WAY
EC	END OF CURVE	SD	STORM DRAIN
ELEV.	ELEVATION	SDCB	STORM DRAIN CATCH BASIN
EVC	END VERTICAL CURVE	SDG	STANDARD DESIGN GUIDE
EX.	EXISTING	S	SANITARY SEWER
FG	FINISHED GRADE	STA.	STATION
FL	FLOW LINE	TC	TOP OF CURB
FS	FINISHED SURFACE	TS	TRAFFIC SIGNAL
GB	GRADE BREAK	TYP	TYPICAL
LT.	LEFT	WM	WATER METER
MIN,	MINIMUM	TR	TELEPHONE RISER
EPB	PULLBOX	RIM	FINISHED GRADE AT MANHOLE COVER
IE	INVERT ELEVATION	MHPA	MULTIPLE HABITAT PROTECTION AREA
MH	MANHOLE	TW	TOP OF WALL
PCC	PORTLAND CONCRETE CEMENT	TB	TOP OF BERM

SHEET INDEX

SHEET NO.	DISCIPLINE CODE	TITLE	LIMITS	PIPE SIZE (IN)	PIPE MATERIAL	LENGTH (FT)
1	G–1	COVER SHEET				
2	G–2	NOTES				
3	C–3	TYPICAL CROSS SECTIONS				
4	C–4	TYPICAL CROSS SECTIONS				
5	C–5	DETAILS				
6	C–6	IMPROVEMENT PLANS	STA. 10+00 – STA. 13+25			
7	C–7	IMPROVEMENT PLANS	STA. 13+25 – STA. 18+00			
8	C–8	IMPROVEMENT PLANS	STA. 18+00 – STA. 22+00			
9	C–9	IMPROVEMENT PLANS	STA. 22+00 – STA. 26+00	24	RCP	20
10	C–10	IMPROVEMENT PLANS	STA. 26+00 – STA. 30+00	24	RCP	36
11	C–11	IMPROVEMENT PLANS	STA. 30+00 – STA. 34+00	24	RCP	24
12	C–12	IMPROVEMENT PLANS	STA. 34+00 – STA. 38+00	24	RCP	32
13	C–13	IMPROVEMENT PLANS	STA. 38+00 – STA. 42+00	24	RCP	12
14	C–14	IMPROVEMENT PLANS	STA. 42+00 – STA. 46+00	24	RCP	41
15	C–15	IMPROVEMENT PLANS	STA. 46+00 – STA. 50+00	18/24	RCP	8/16
16	C–16	IMPROVEMENT PLANS	STA. 50+00 – STA. 54+00	24/30	RCP	32/40
17	C–17	IMPROVEMENT PLANS	STA. 54+00 – STA. 58+00			
18	C–18	IMPROVEMENT PLANS	STA. 58+00 – STA. 62+00			
19	C–19	IMPROVEMENT PLANS	STA. 62+00 – STA. 66+00			
20	C–20	IMPROVEMENT PLANS	STA. 66+00 – STA. 70+00			
21	C–21	IMPROVEMENT PLANS	STA. 70+00 – STA. 74+00			
22	C–22	IMPROVEMENT PLANS	STA. 74+00 – STA. 78+00			
23	C–23	IMPROVEMENT PLANS	STA. 78+00 – STA. 82+00			
24	C–24	IMPROVEMENT PLANS	STA. 82+00 – STA. 85+50			
25	C–25	IMPROVEMENT PLANS	STA. 85+50 – STA. 90+00			
26	C–26	IMPROVEMENT PLANS	STA. 90+00 – STA. 94+50			
27	C–27	IMPROVEMENT PLANS	STA. 94+50 – STA. 98+00			
28	C–28	SIGNING AND STRIPING COVER SHEET				
29	C–29	SIGNING AND STRIPING PLAN	STA. 10+00 – STA. 21+50			
30	C–30	SIGNING AND STRIPING PLAN	STA. 21+50 – STA. 44+00			
31	C–31	SIGNING AND STRIPING PLAN	STA. 44+00 – STA. 65+00			
32	C–32	SIGNING AND STRIPING PLAN	STA. 65+00 – STA. 87+00			
33	C–33	SIGNING AND STRIPING PLAN	STA. 87+00 – STA. 98+00			
34	SL–1	STREET LIGHTING PLAN	STA. 10+00 – STA. 32+00			
35	SL–2	STREET LIGHTING PLAN	STA. 32+00 – STA. 51+00			
36	SL–3	STREET LIGHTING PLAN	STA. 51+00 – STA. 74+00			
37	SL–4	STREET LIGHTING PLAN	STA. 74+00 – STA. 98+00			
38	EC–1	BMP MAP FOR PDP EXEMPT PROJECT				
39	S–1	GENERAL NOTES				
40	S–2	GENERAL NOTES				
41	S–3	SPECIAL INSPECTION				
42	S–4	WALL A PROFILE				
43	S–5	WALL B PROFILE				
44	S–6	WALL C AND D PROFILES				
45	S–7	WALL E PROFILES				
46	S–8	WALL E PROFILES				
47	S–9	WALL E PROFILE				
48	S–10	DETAILS				
49	S–11	DETAILS				
50	S–12	WALL PROFILES	STA. 41+50 – STA. 47+00			
51	S–13	WALL PROFILES	STA. 47+00 – STA. 53+17			
52	S–14	WALL PROFILES	STA. 60+28 – STA. 66+00			
53	S–15	WALL PROFILES	STA. 66+00 – STA. 71+00			
54	TS–1	GILMAN DRIVE AND I–5NB ON/OFF RAMPS				
55	TS–2	GILMAN DRIVE AND I–5SB ON/OFF RAMPS				
56	TS–3	GILMAN DRIVE AND VIA ALICANTE				
57	TS–4	GILMAN DRIVE AND VILLA LA JOLLA DRIVE				
58	TS–5	GILMAN DRIVE AND LA JOLLA VILLAGE DRIVE EB RAMPS				
59	TS–6	GILMAN DRIVE AND LA JOLLA VILLAGE DRIVE RAMPS				
60–84	T01–T25	TRAFFIC CONTROL SHEETS				
				TOTAL STORM DRAIN		

DISCIPLINE CODE

G	GENERAL
C	CIVIL
SL	STREET LIGHTS
EC	EROSION CONTROL
S	STRUCTURAL
TS	TRAFFIC SIGNAL
TC	TRAFFIC CONTROL



VICINITY MAP
NOT TO SCALE

FIELD DATA

BENCHMARK: CALTRANS CONTROL POINT– FOUND 2" BRASS DISK STAMPED "CDOT 5–24.18 1992" LOCATED IN ASPHALT ON NORTHBOUND INTERSTATE 5 ONRAMP FROM MISSION BAY DRIVE.
ELEVATION: 57.93 FEET (DATUM NAVD88)
NORTHING: 1877546.8830 EASTING: 6263152.0209

CITY OF SAN DIEGO BENCHMARK FOUND BRASS PLUG IN EASTERLY CURB – MORENA BOULEVARD AT AVATI DRIVE
ELEVATION: 102.564 FEET (DATUM NGVD29) PER CITY OF SAN DIEGO VERTICAL BENCHBOOK CONVERSION TO PROJECT DATUM AT THIS BENCHMARK – ADD 2.35 FEET

BASIS OF BEARING: IS NAD83, ZONE 6 (EPOCH 1991.35) BASED ON STATIONS '118B' AND '137' PER RECORD OF SURVEY 14492.

MAP REFERENCES: 3683, 4382, 4855, 6692, 6731, 6760, 6932, 6986, 7172, 7174, 8931, 10648, 10788, 5323, 6810, 17833

STREETS REQUIRING 12" TRENCH CAP: NONE

TOPOGRAPHIC SOURCE

THE SOURCE OF TOPOGRAPHIC INFORMATION IS AERIAL SURVEY PREPARED BY NASLAND ENGINEERING ON 1–23–14 ENHANCED BY GROUND SURVEYS ON 9–23–16

LEGEND

IMPROVEMENT	REFERENCE	SYMBOL
RIGHT–OF–WAY		—R/W— — — —R/W—
6" MONOLITHIC RETAINING CURB	CROSS SECTION A–A ON SDG–135	
TYPE G CURB AND GUTTER	SDG–151, SDG–109, G–10	
TYPE B–1 MEDIAN CURB	SDG–154, SDG–109, G–10	
TYPE B–2 MEDIAN CURB AND GUTTER	SDG–154, SDG–109, G–10	
6" CURB	SDG–150	
SIDEWALK	SDG–109, SDG–155, SDG–156, G–10	
CURB RAMP TYPE "A"	SDG–133	
CURB RAMP TYPE "C1"	SDG–135	
CONCRETE DRIVEWAY	SDG–159	
SOIL NAIL WALL	STRUCTURAL SHEETS 39–53	
SAWCUT LINE		
GRIND AND OVERLAY		
AC PAVEMENT, FULL DEPTH–SCHEDULE J	SDG–113	
AC PAVEMENT, SCHEDULE J	SDG–113	
RAISED CENTER MEDIAN (STAMPED CONCRETE)	SDG–112	
CURB OUTLET–TYPE A	D–25	
TYPE A STORM DRAIN CLEANOUT	D–09	
CURB INLET–TYPE B	D–02	
MEDIAN CURB INLET–TYPE J	SDD–118	
TYPE "F" CATCH BASIN	SDD–119	
WINGED HEADWALL	D–34	
STRAIGHT HEADWALL	D–30	
PROPOSED RCP STORMDRAIN		
RIP RAP ENERGY DISSIPATER	SDD–104	
DRAINAGE DITCH(TYPE B)	SDD–106	
SURVEY MONUMENT	M–10B, M–10C	
STREET LIGHT	SDE–101, CALTRANS TYPE 15	
TOP OF SLOPE		
TOE OF SLOPE		
SLOPE CARROT		
CALTRANS CONCRETE BARRIER	TYPE 60MS (MOD)	
CRASH CUSHION		

EXISTING STRUCTURES

EXISTING STORM DRAIN
EXISTING SEWER MANHOLE
EXISTING SEWER
EXISTING WATER
EXISTING WATER SERVICE
EXISTING ELECTRICAL
EXISTING GAS
EXISTING TELEPHONE
EXISTING OVERHEAD ELECTRIC
EXISTING FIRE HYDRANT
EXISTING POWER POLE
EXISTING CURB
EXISTING CURB AND GUTTER
EXISTING DRIVEWAY
EXISTING STREET LIGHT
EXISTING PEDESTRIAN RAMP
EXISTING SURVEY MONUMENT
EXISTING TELEPHONE VAULT
EXISTING ELECTRICAL VAULT
EXISTING TRAFFIC SIGNAL

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME AS ENGINEER OF WORK, OR OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

SAMUEL WAISBORD R.C.E. 78071 DATE
R.C.E. EXPIRATION DATE: 09/30/21
NASLAND ENGINEERING
4740 RUFFNER STREET
SAN DIEGO, CA 92111
T: (858) 292–7770
F: (858) 571–3241
NASLAND.COM

WORK TO BE DONE

THE IMPROVEMENTS CONSIST OF ROADWAY WIDENING, STRIPING AND SIGNAGE, TRAFFIC SIGNAL AND ROADWAY SURFACE IMPROVEMENTS FOR THE ADDITION OF A CONTINUOUS SIDEWALK AND CYCLE TRACK ALONG GILMAN DRIVE TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

MONUMENTATION/SURVEY NOTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SURVEY MONUMENTS AND/OR VERTICAL CONTROL BENCHMARKS WHICH ARE DISTURBED OR DESTROYED BY CONSTRUCTION. A LICENSED LAND SURVEYOR OR LICENSED CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA SHALL FIELD LOCATE, REFERENCE, AND/OR PRESERVE ALL HISTORICAL OR CONTROLLING MONUMENTS PRIOR ANY EARTHWORK, DEMOLITION OR SURFACE IMPROVEMENTS. IF DESTROYED, A LICENSED LAND SURVEYOR SHALL REPLACE SUCH MONUMENT(S) WITH APPROPRIATE MONUMENTS. WHEN SETTING SURVEY MONUMENTS USED FOR RE–ESTABLISHMENT OF THE DISTURBED CONTROLLING SURVEY MONUMENTS AS REQUIRED BY SECTIONS 6730.2 AND 8771 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA, A CORNER RECORD OR RECORD OF SURVEY, AS APPROPRIATE, SHALL BE FILLED WITH THE COUNTY SURVEYOR. IF ANY VERTICAL CONTROL IS TO BE DISTURBED OR DESTROYED, THE CITY OF SAN DIEGO FIELD SURVEY SECTION SHALL BE NOTIFIED IN WRITING AT LEAST 7 DAYS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF REPLACING AND VERTICAL CONTROL BENCHMARKS DESTROYED BY THE CONSTRUCTION.

APPROVED ENCROACHMENT PERMIT PLAN
PERMIT NUMBER _____
DATE _____
PERMIT NUMBER _____
CO _____ RTE _____ PM _____
AS–BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES
_____ _____
STATE REPRESENTATIVE DATE
PLAN SET _____ PAGE 1 OF 59

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STREET ADT DATA TABLE					
STREET NAME	CLASSIFICATION	85th PERCENTILE SPEED (MPH)	DESIGN SPEED	ADT	R/W (FEET)
GILMAN DRIVE	4 LANE COLLECTOR ST.	45	50	15,700	100'

PAVING SECTION			
AC (DESIGN)	CTB (DESIGN)	AC (AS–BUILT)	CTB (AS–BUILT)
*4"	*13.5"	4"	12"

*PROPOSED PAVEMENT SECTION BASED ON ASSUMED "R–VALUE" USED IN RECORD DRAWINGS/AS–BUILTS AND CITY OF SAN DIEGO SCHEDULE "J" RECOMMENDATION.

Nasland
NE JOB NO. 110–134.2
Civil Engineering
Surveying
Land Planning
T (858) 292-7770
4740 Ruffner Street
San Diego, CA 92111
nasland.com

SPEC NO. X

PLANS FOR THE CONSTRUCTION OF
COASTAL RAIL TRAIL -- GILMAN DRIVE

COVER SHEET

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 1 OF 59 SHEETS

WBS# S–00951

APPROVED:
FOR CITY ENGINEER DATE
DANIEL NUTTER 76641
PRINT DCE NAME RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

x–x
CCS27 COORDINATES

x–x
CCS83 COORDINATES

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS–BUILTS				

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779– 1 –D

CONSTRUCTION CHANGE / ADDENDUM

CHANGE	DATE	AFFECTED OR ADDED SHEET NUMBERS	APPROVAL NO.

WARNING
0 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE.

The City of SAN DIEGO Public Works

AS–BUILT INFORMATION

MATERIALS	MANUFACTURER
PIPE CL 235 (WATER)	–
PIPE SDR 35 (SEWER)	–
GATE VALVES	–
FIRE HYDRANTS	–
SEWER MANHOLES	–
REHABILITATE SEWER MANHOLES	–
REHABILITATE SEWER MAIN	–

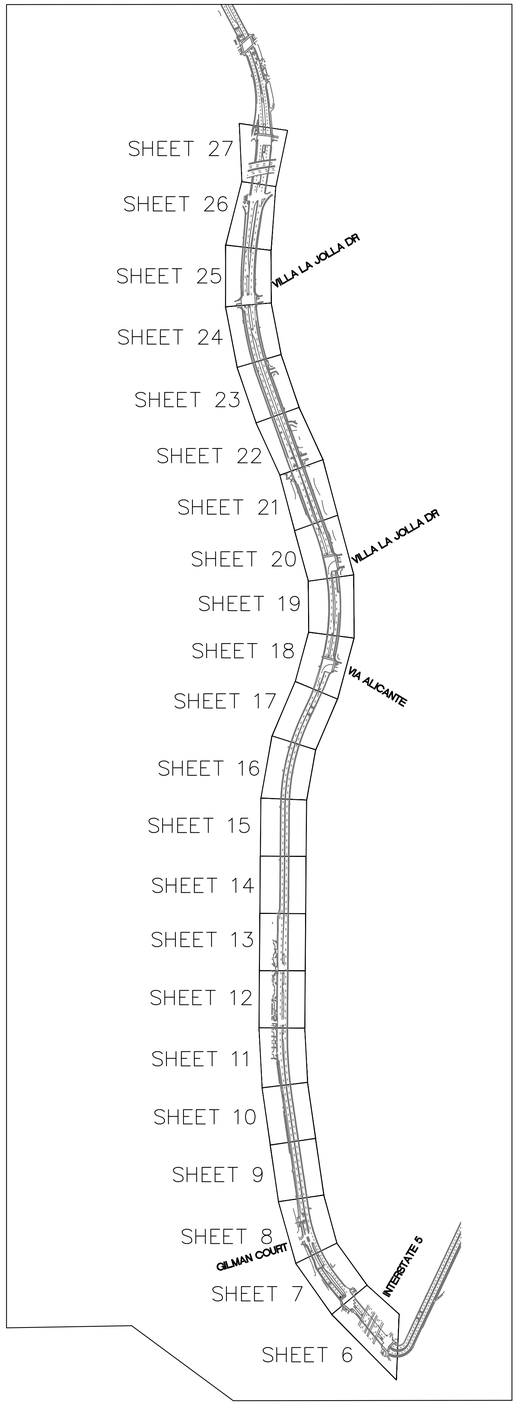
100% DESIGN - 10/23/20

STANDARD SPECIFICATIONS

DOCUMENT NO.	DESCRIPTION
PWPI010119–01	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), 2018 EDITION
PWPI010119–02	CITY OF SAN DIEGO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (WHITEBOOK), 2018 EDITION
PWPI010119–04	CITYWIDE COMPUTER AIDED DESIGN AND DRAFTING (CADD) STANDARDS, 2018 EDITION
PWPI030119–07	CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (REVISION 3), 2014 EDITION
PWPI030119–05	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S CUSTOMARY STANDARD SPECIFICATIONS, 2018 EDITION

STANDARD DRAWINGS

DOCUMENT NO.	DESCRIPTION
PWPI010119–03	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION, 2018 EDITION
PWPI030119–06	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S CUSTOMARY STANDARD PLANS, 2018 EDITION



KEY MAP
SCALE 1" = 500'

APPROVED ENCROACHMENT PERMIT PLAN
PERMIT NUMBER _____
DATE _____
PERMIT NUMBER _____
CO _____ RTE _____ PM _____
AS–BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES
_____
STATE REPRESENTATIVE DATE
PLAN SET ____ PAGE 2 OF 59

G-2

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

NOTES

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 2 OF 59 SHEETS

WBS# S–00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS–BUILTS				

x–x
CCS27 COORDINATES

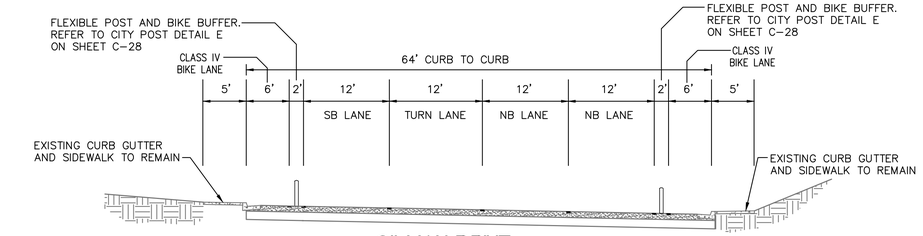
x–x
CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779- 2 -D

Nasland
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San Diego, CA 92111
nasland.com
NE JOB NO. 110–134.2

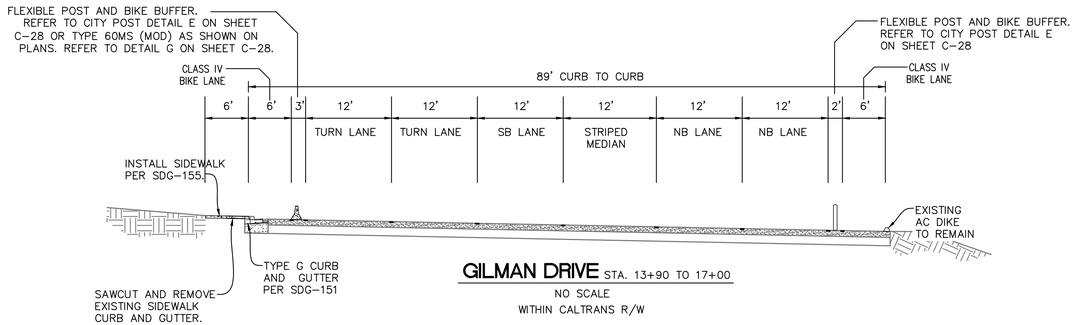
100% DESIGN - 10/23/20



GILMAN DRIVE STA. 10+00 TO 13+90

NO SCALE

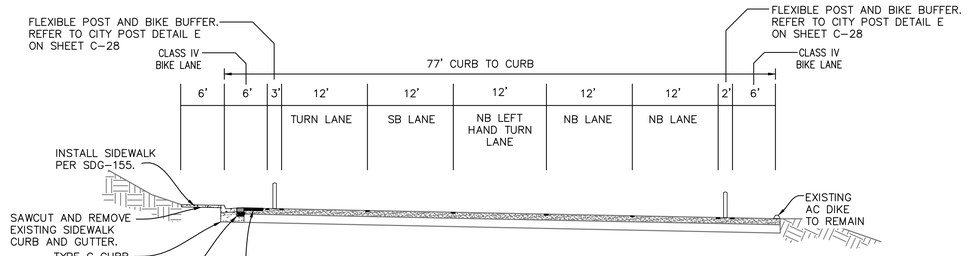
WITHIN CALTRANS R/W



GILMAN DRIVE STA. 13+90 TO 17+00

NO SCALE

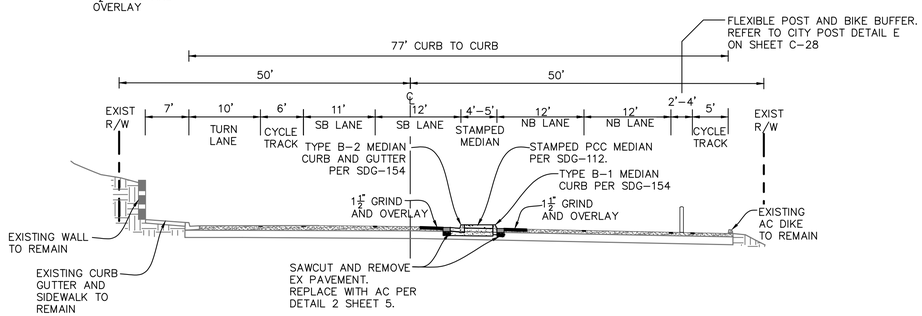
WITHIN CALTRANS R/W



GILMAN DRIVE STA. 17+00 TO 19+50

NO SCALE

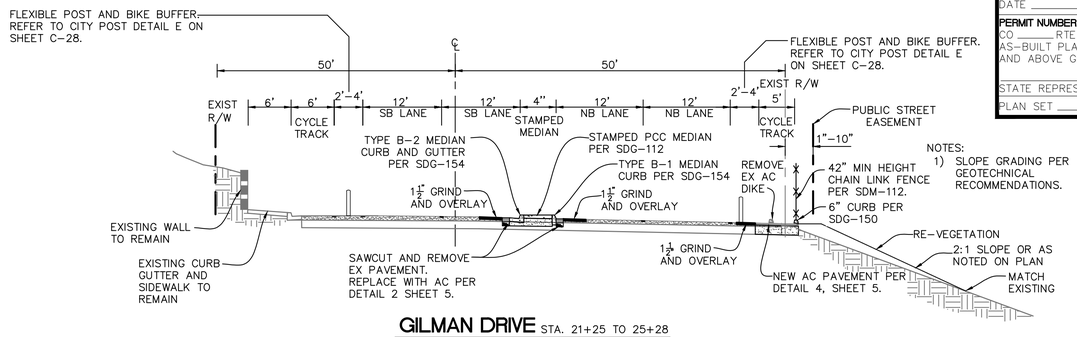
R/W NOTE (REFER TO IMPROVEMENT PLANS FOR EXACT LOCATION):
17+00 TO 18+88 CALTRANS R/W
18+88 TO 19+50 CITY OF SAN DIEGO R/W (WESTERLY SIDE OF THE STREET)
18+88 TO 19+50 CALTRANS R/W (EASTERLY SIDE OF THE STREET)



GILMAN DRIVE STA. 19+50 TO 21+25

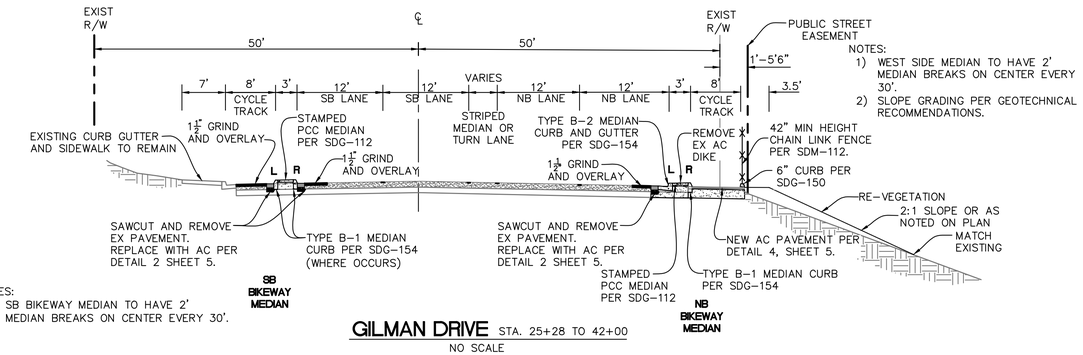
NO SCALE

R/W NOTE (REFER TO IMPROVEMENT PLANS FOR EXACT LOCATION):
19+50 TO 21+06 CALTRANS R/W (EASTERLY SIDE OF THE STREET)
19+50 TO 21+06 CITY OF SAN DIEGO R/W (WESTERLY SIDE OF THE STREET)
21+06 TO 21+25 CITY OF SAN DIEGO R/W



GILMAN DRIVE STA. 21+25 TO 25+28

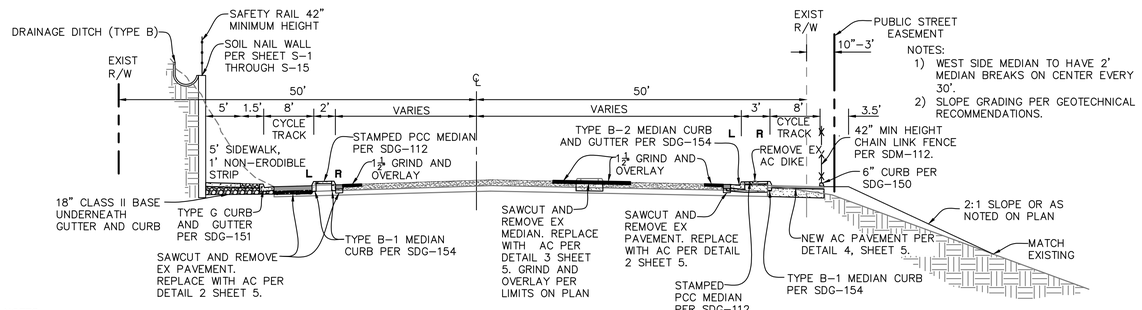
NO SCALE



NOTES:
1) SB BIKEWAY MEDIAN TO HAVE 2' MEDIAN BREAKS ON CENTER EVERY 30'.

GILMAN DRIVE STA. 25+28 TO 42+00

NO SCALE



NOTES:
1) SB BIKEWAY MEDIAN TO HAVE 2' MEDIAN BREAKS ON CENTER EVERY 30'.

GILMAN DRIVE STA. 42+00 TO 53+12

NO SCALE

APPROVED ENCROACHMENT PERMIT PLAN

PERMIT NUMBER _____
DATE _____

PERMIT NUMBER _____
CO ____ RTE ____ PM ____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES

STATE REPRESENTATIVE DATE

PLAN SET ____ PAGE 3 OF 59

C-3

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE TYPICAL CROSS SECTIONS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 3 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

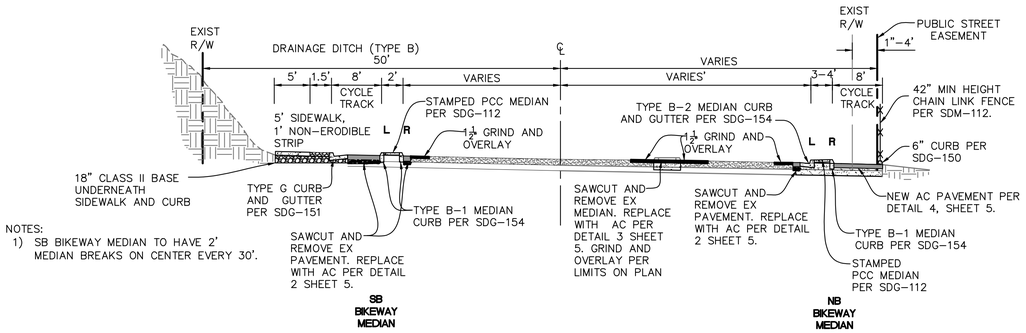
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CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

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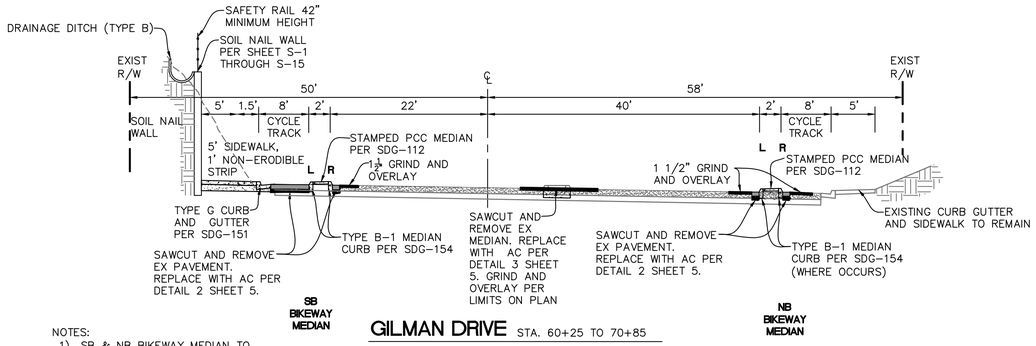
100% DESIGN - 10/23/20



NOTES:
1) SB BIKEWAY MEDIAN TO HAVE 2' MEDIAN BREAKS ON CENTER EVERY 30'.

GILMAN DRIVE STA. 53+12 TO 60+25

NO SCALE



NOTES:
1) SB & NB BIKEWAY MEDIAN TO HAVE 2' MEDIAN BREAKS ON CENTER EVERY 30'.

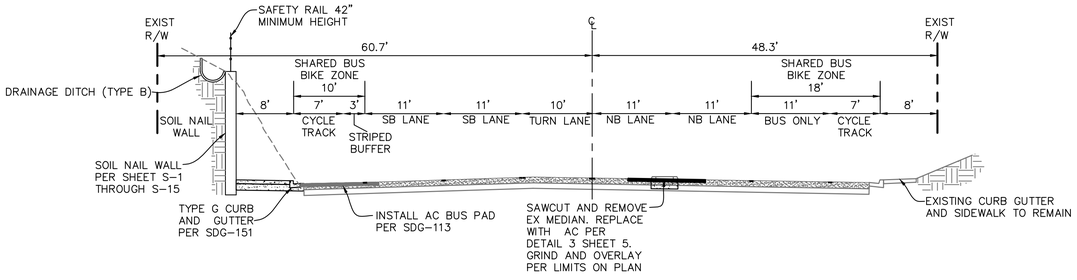
GILMAN DRIVE STA. 60+25 TO 70+85

NO SCALE

NOTES:
1) SB BIKEWAY MEDIAN TO HAVE 2' MEDIAN BREAKS ON CENTER EVERY 30'.

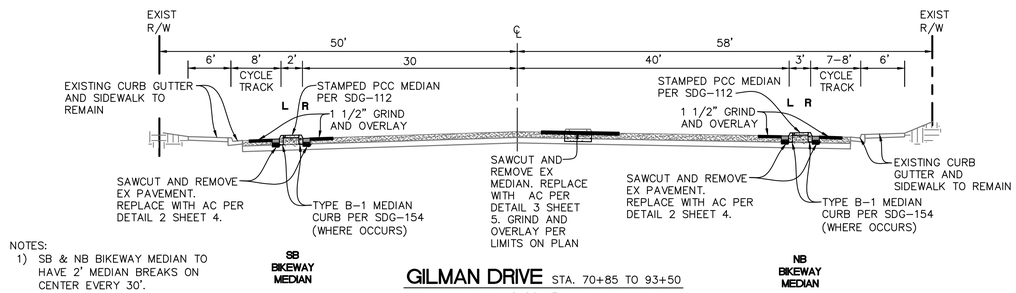
GILMAN DRIVE STA. 68+00

NO SCALE



GILMAN DRIVE BUS STOP AT STA. 68+00

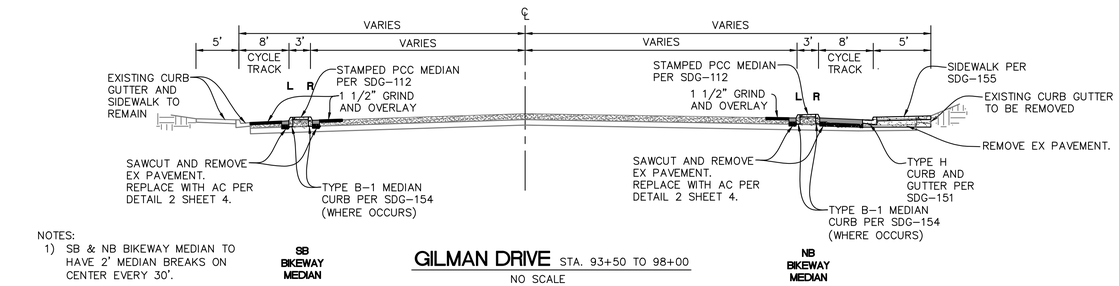
NO SCALE



NOTES:
1) SB & NB BIKEWAY MEDIAN TO HAVE 2' MEDIAN BREAKS ON CENTER EVERY 30'.

GILMAN DRIVE STA. 70+85 TO 93+50

NO SCALE



NOTES:
1) SB & NB BIKEWAY MEDIAN TO HAVE 2' MEDIAN BREAKS ON CENTER EVERY 30'.

GILMAN DRIVE STA. 93+50 TO 98+00

NO SCALE

C-4

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

TYPICAL CROSS SECTIONS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 4 OF 59 SHEETS

WBS# S–00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DGE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS–BUILTS				

x–x
CCS27 COORDINATES

x–x
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779- 4 -D

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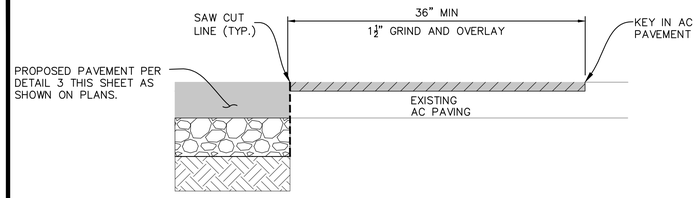
APPROVED ENCROACHMENT PERMIT PLAN

PERMIT NUMBER _____
DATE _____

PERMIT NUMBER _____
CO ____ RTE ____ PM ____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES

_____
STATE REPRESENTATIVE DATE

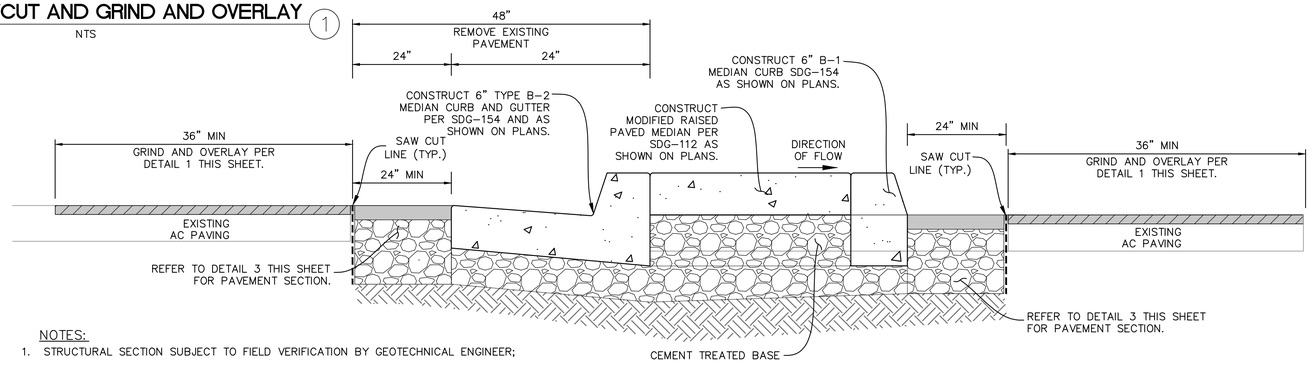
PLAN SET ____ PAGE 5 OF 53



1) PRIOR TO PLACING ANY OVERLAY, AT THE EDGES OF EXISTING PAVEMENT AND AT LIMITS OF WORK, THE PAVEMENT SURFACE SHALL BE COLD MILLED TO FORM AN OVERLAY KEY TO A MINIMUM DEPTH OF 1.5" FOR A MINIMUM OF 36" PAST THE SAWCUT LINE.
2) ALL MANHOLES, COVERS, BOXES, VALVES. AND OTHER SURFACE APPURTENANCES SHALL BE RAISED TO GRADE.
3) ASPHALT PAVEMENT GRIND AND OVERLAY SHALL BE KEYED IN TO THE EXISTING AC PAVEMENT TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING AC PAVEMENT SURFACE.

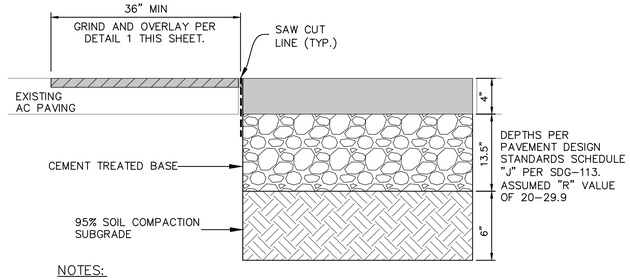
TYPICAL SAWCUT AND GRIND AND OVERLAY (1)

NTS



NOTES:

1. STRUCTURAL SECTION SUBJECT TO FIELD VERIFICATION BY GEOTECHNICAL ENGINEER;
2. REMOVE ALL ORGANIC AND DELETERIOUS MATERIAL WITHIN THE SUBGRADE. TOP 12" OF THE SUBGRADE SHALL BE MOISTURE CONDITIONED AND RECOMPACTED TO 95%.



NOTES:

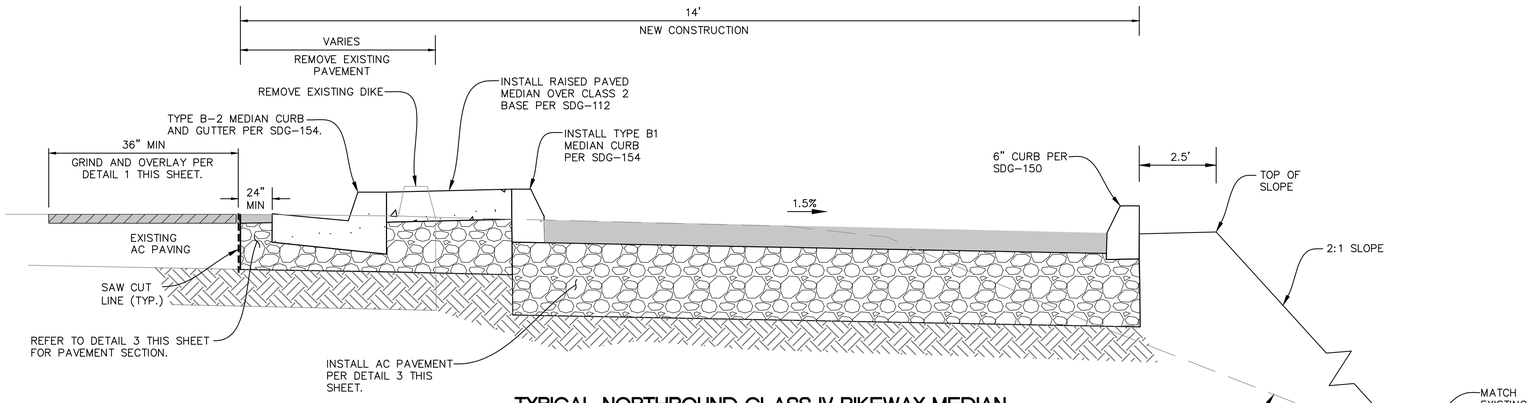
1. AN ASSUMED "R" VALUE OF 20-29.9 WAS USED BASED ON RECORD DRAWINGS FOR GILMAN DRIVE.
2. STRUCTURAL SECTION SUBJECT TO FIELD VERIFICATION BY GEOTECHNICAL ENGINEER;
3. REMOVE ALL ORGANIC AND DELETERIOUS MATERIAL WITHIN THE SUBGRADE. SUBGRADE TO BE MOISTURE CONDITIONED AND RECOMPACTED TO 95%. '
4. THE FINAL 1½" OF AC PAVING SHALL BE PAVED UNIFORMLY OVER THE ENTIRE PAVEMENT SECTION TO CREATE A SEAMLESS BOND.

TYPICAL AC PAVEMENT SECTION (3)

NTS

TYPICAL ROADWAY MEDIAN INSTALLATION (2)

STA. 19+69 TO 25+28
NTS



TYPICAL NORTHBOUND CLASS IV BIKEWAY MEDIAN (4)

STA. 25+28 TO 59+38
NTS

C-5

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

DETAILS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 5 OF 59 SHEETS

WBS# S-00951

APPROVED:

FOR CITY ENGINEER _____ DATE _____
DANIEL NUTTER
PRINT DCE NAME RCE # 76641

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

x-x
CCS27 COORDINATES

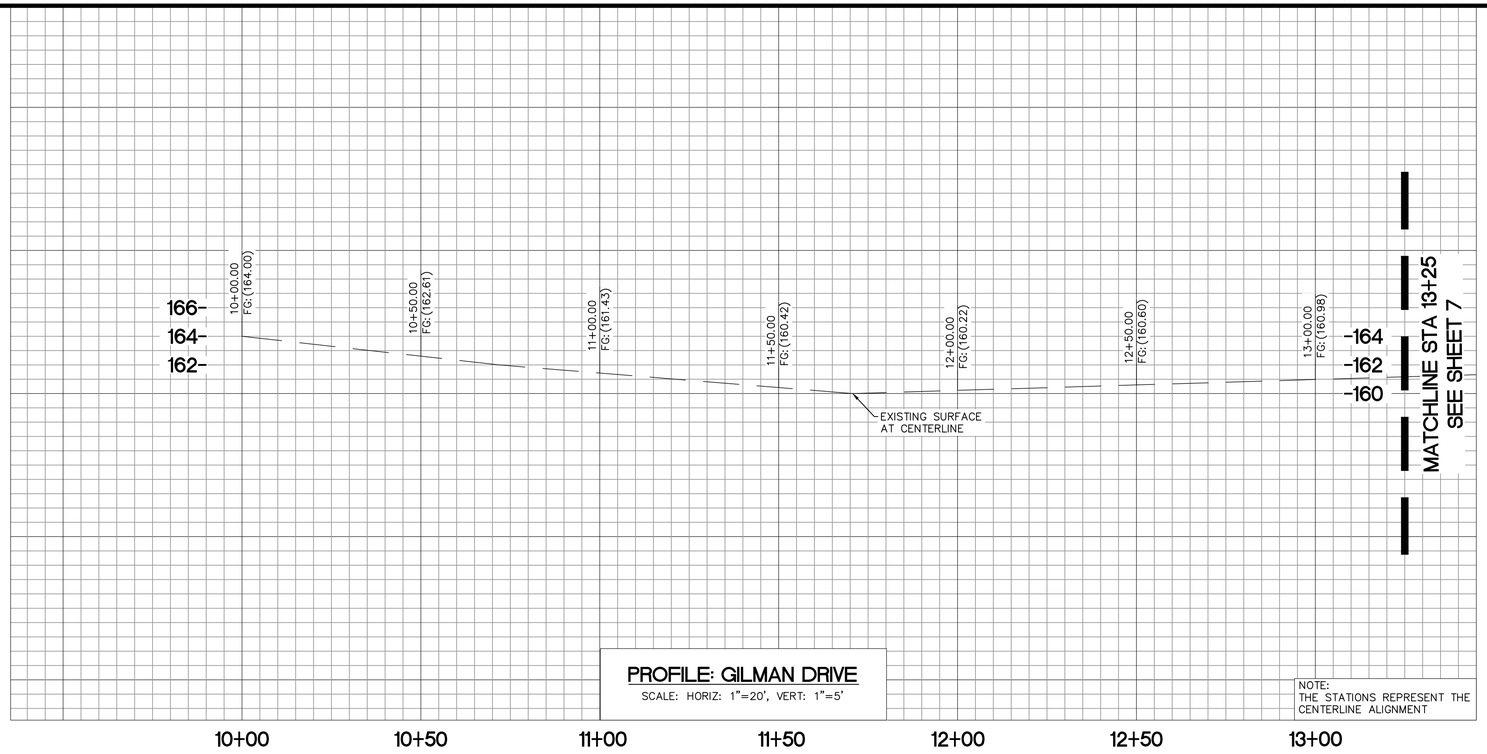
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CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

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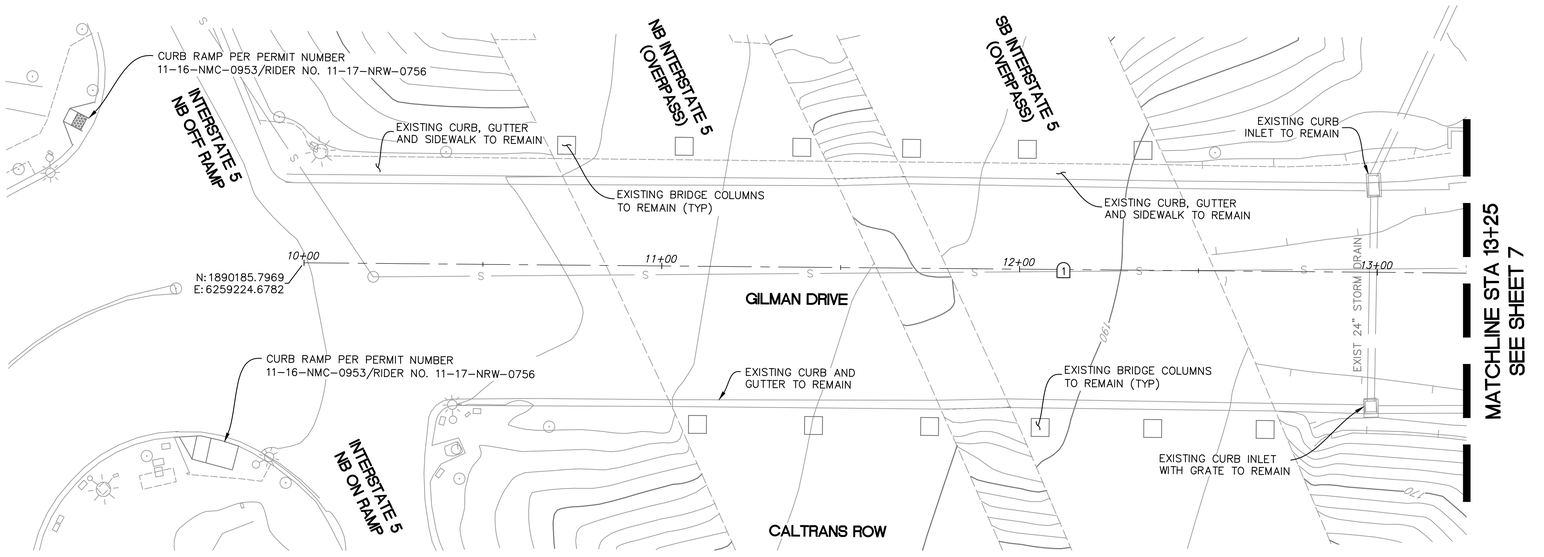
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CENTERLINE DATA			
NO	BEARING/DELTA	RADIUS	LENGTH
1*	N 39°29'21" W	--	554.62'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNAGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

20 0 20 40 60 80

SCALE 1" = 20'

APPROVED ENCROACHMENT PERMIT PLAN
PERMIT NUMBER _____
DATE _____
PERMIT NUMBER _____
CO _____ RTE _____ PM _____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES
_____ _____
STATE REPRESENTATIVE DATE
PLAN SET _____ PAGE 6 OF 59

C-6

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 6 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

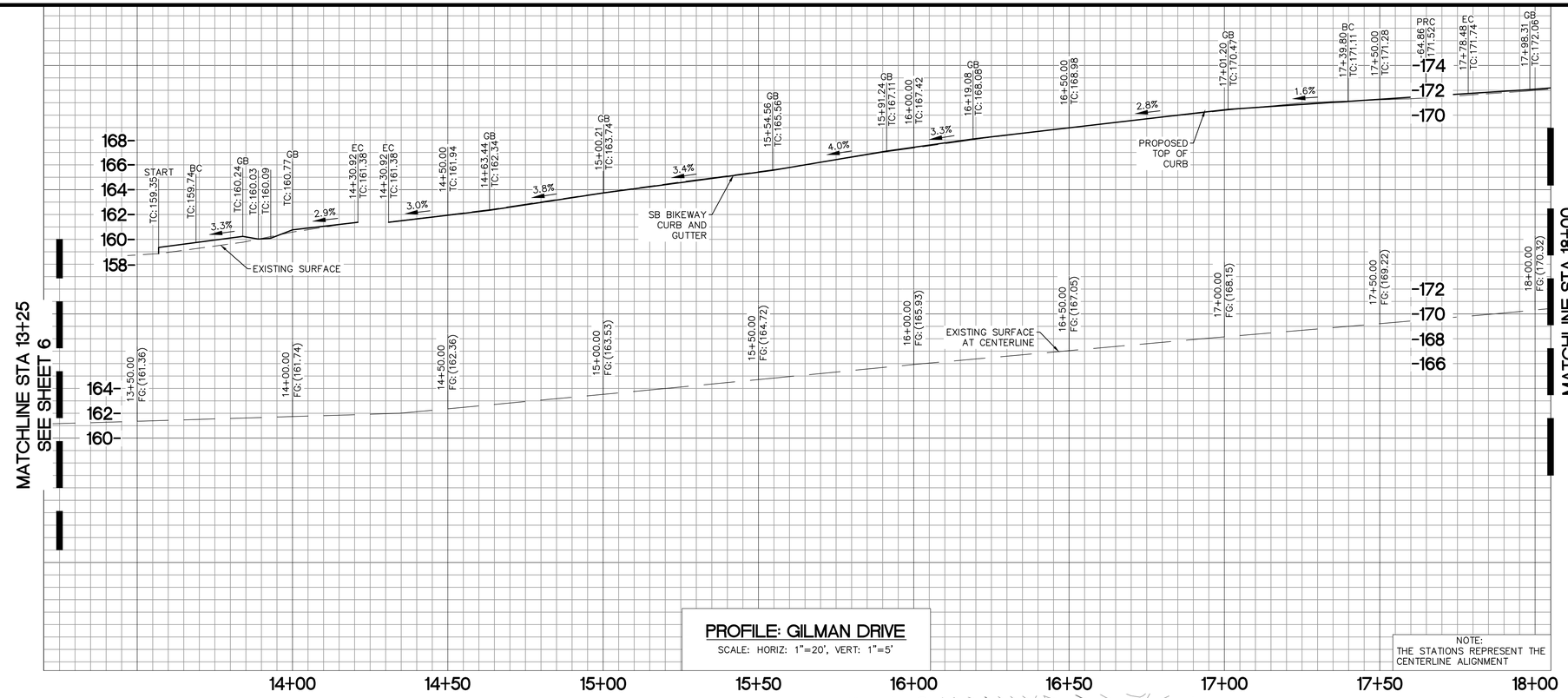
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CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-6-D

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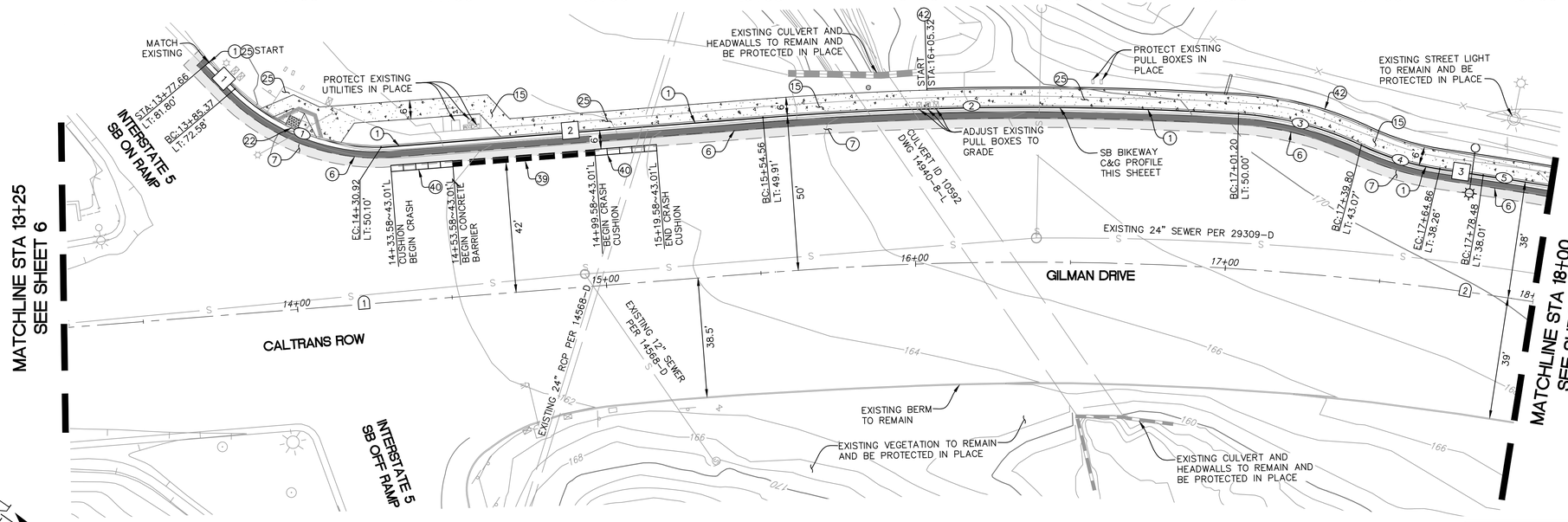
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
22. CONSTRUCT TYPE 'A' CURB RAMP PER SDG-133.
25. CONTRACTOR TO REMOVE EXISTING SIDEWALK, CURB, AND GUTTER.
39. INSTALL TYPE 60MS (MOD) CALTRANS CONCRETE BARRIER WITH FOOTINGS, SCUPPERS, AND 3' TRANSITION LENGTHS AT THE ENDS. REFER TO DETAILS ON SHEET C-28 FOR ADDITIONAL INFORMATION.
40. CONTRACTOR TO INSTALL CRASH CUSHION. REFER TO DETAIL G ON SHEET 28 FOR ADDITIONAL INFORMATION.
42. CONTRACTOR TO INSTALL 6" MONOLITHIC RETAINING CURB PER CROSS SECTION A-A ON SDG-135.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
1*	N 39°29'21" W	--	554.62'
2*	31°15'05"	1044.00'	569.44'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
1	N 10°36'06" E	---	12.03'	TYPE G CURB AND GUTTER
2	N 39°26'53" W	---	123.63'	TYPE G CURB AND GUTTER
3	N 26°32'41" W		14.12'	TYPE G CURB AND GUTTER
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
1	45°15'46"	66.00'	52.14'	TYPE G CURB AND GUTTER
2	08°02'25"	1095.00'	153.66'	TYPE G CURB AND GUTTER
3	21°38'00"	109.00'	41.16'	TYPE G CURB AND GUTTER
4	16°43'52"	91.00'	26.57'	TYPE G CURB AND GUTTER
*5	05°28'51"	998.00'	95.47'	TYPE G CURB AND GUTTER

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNAGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

APPROVED ENCROACHMENT PERMIT PLAN
PERMIT NUMBER _____
DATE _____
PERMIT NUMBER _____
DO _____ RTE _____ PM _____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES
_____ _____
STATE REPRESENTATIVE DATE
PLAN SET _____ PAGE 7 OF 59

C-7

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 7 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

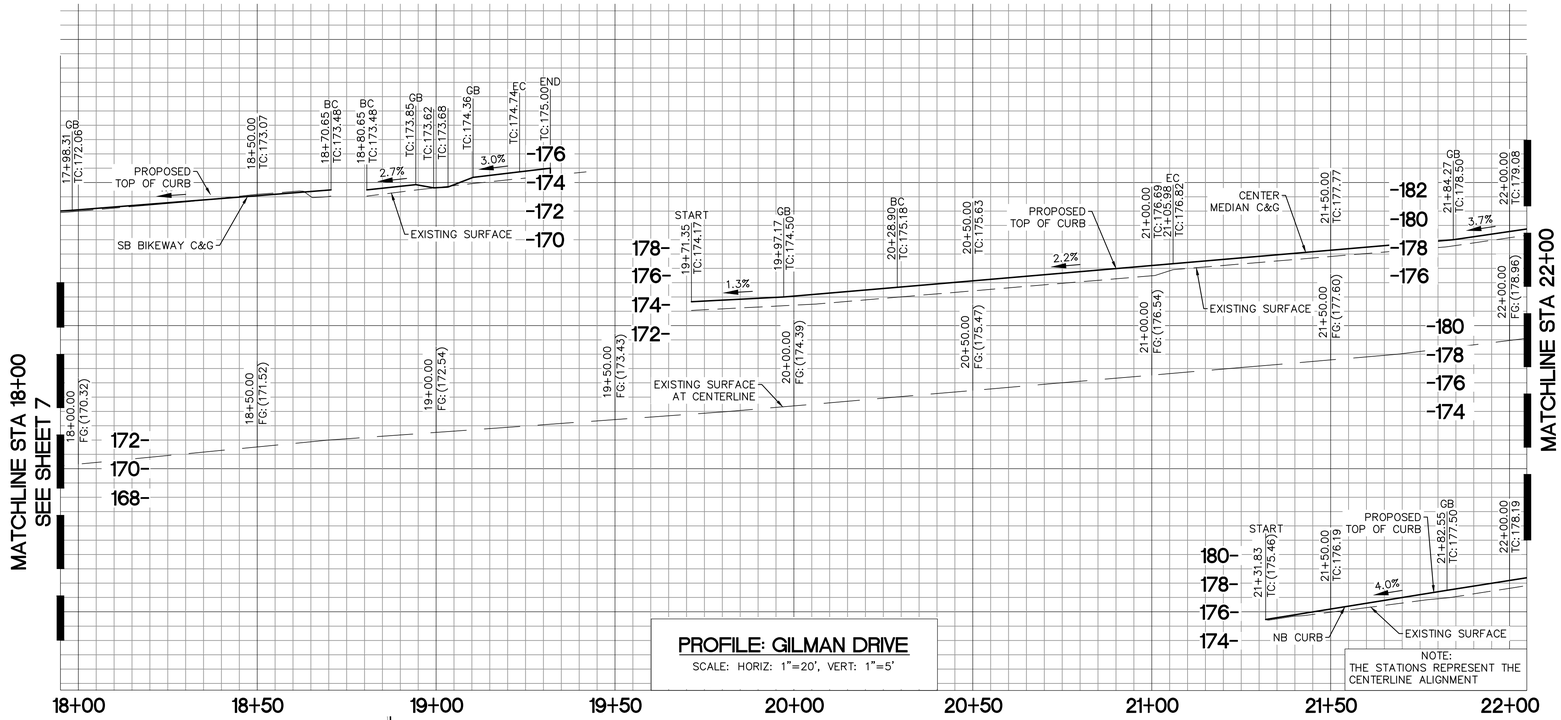
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AS-BUILTS				

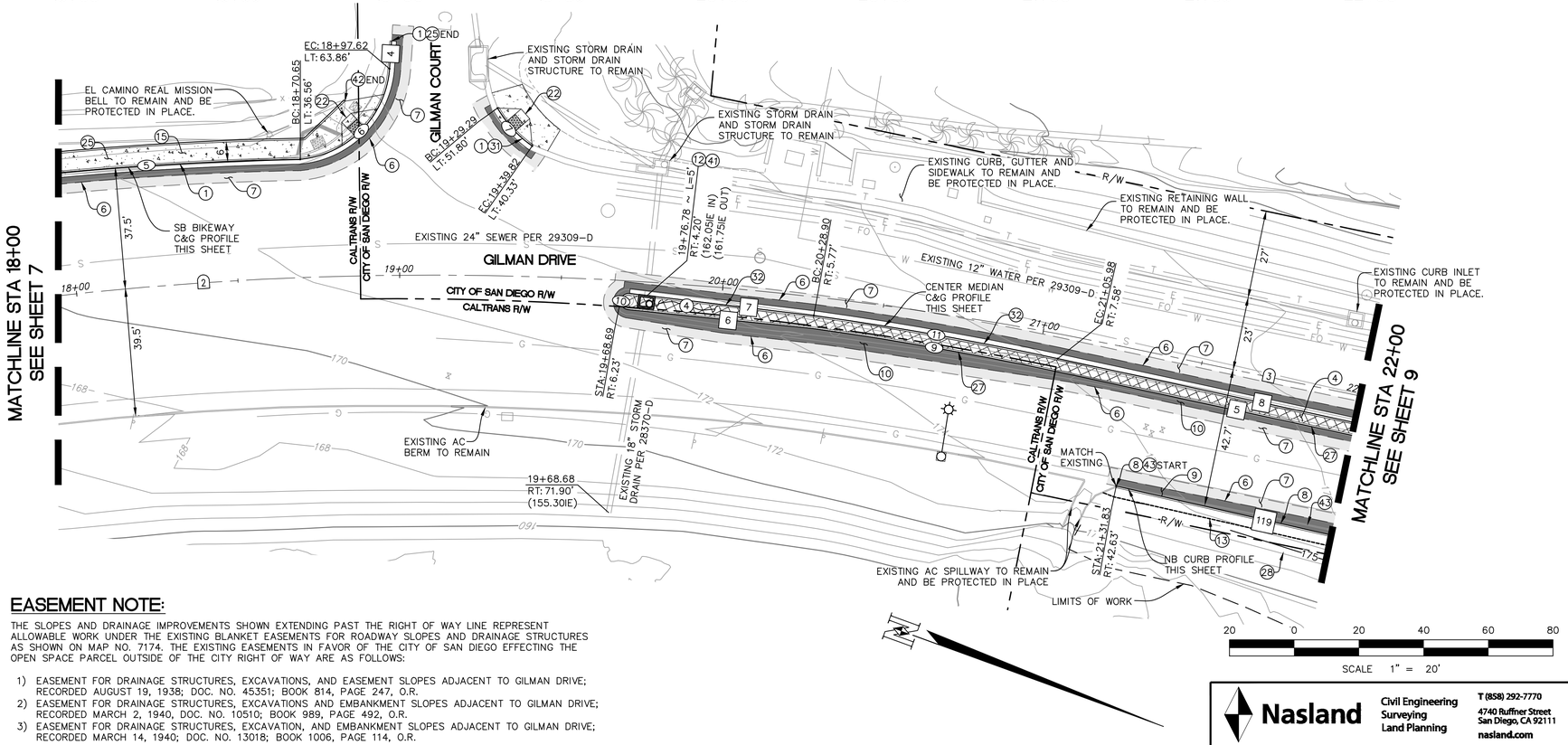
CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

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EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

1) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS, AND EASEMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED AUGUST 19, 1938; DOC. NO. 45351; BOOK 814, PAGE 247, O.R.
2) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 2, 1940, DOC. NO. 10510; BOOK 989, PAGE 492, O.R.
3) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATION, AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 14, 1940; DOC. NO. 13018; BOOK 1006, PAGE 114, O.R.

APPROVED ENCROACHMENT PERMIT PLAN
PERMIT NUMBER _____
DATE _____
PERMIT NUMBER _____
CO ____ RTE ____ PM ____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES
STATE REPRESENTATIVE DATE
PLAN SET ____ PAGE 8 OF 59

CONSTRUCTION NOTES

(1) CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
(4) CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
(6) SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
(7) 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
(8) CONSTRUCT 6" CURB PER SDG-150.
(9) PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 AND 4 ON SHEET 5.
(10) REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
(12) INSTALL MODIFIED TYPE 'J' MEDIAN CURB INLET PER SDD-118. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
(13) TOP OF SLOPE.
(15) CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
(22) CONSTRUCT TYPE 'A' CURB RAMP PER SDG-133.
(25) CONTRACTOR TO REMOVE EXISTING SIDEWALK, CURB, AND GUTTER.
(27) CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
(28) DAYLIGHT LINE/TOE OF SLOPE.
(31) REMOVE EXISTING CURB AND GUTTER.
(32) CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
(41) REMOVE EXISTING INLET.
(42) CONTRACTOR TO INSTALL 6" MONOLITHIC RETAINING CURB PER CROSS SECTION A-A ON SDG-135.
(43) REMOVE EXISTING AC DIKE.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
2*	31°15'05"	1044.00'	569.44'
3*	N 08°14'16" W	--	798.95'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
4	N 74°10'46" E	--	8.62'	TYPE G CURB AND GUTTER
*5	N 07°49'32" W	--	419.82'	TYPE B-1 MEDIAN CURB
6	N 14°09'21" W	--	57.32'	TYPE B-1 MEDIAN CURB
7	N 13°09'25" W	--	57.30'	TYPE B-2 CURB/GUTTER
*8	N 07°49'31" W	--	419.86'	TYPE B-2 CURB/GUTTER
*119	N 07°09'35" W	--	391.77'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*5	05°28'51"	998.00'	95.47'	TYPE G CURB AND GUTTER
6	80°13'30"	30.50'	42.71'	TYPE G CURB AND GUTTER
7	25°29'32"	36.00'	16.02'	TYPE G CURB AND GUTTER
9	04°13'46"	1033.50'	76.29'	TYPE B-1 MEDIAN CURB
10	180°00'00"	2.50'	7.85'	TYPE B-1 MEDIAN CURB
11	04°13'51"	1037.50'	76.61'	TYPE B-2 CURB/GUTTER

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNAGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

C-8

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 8 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

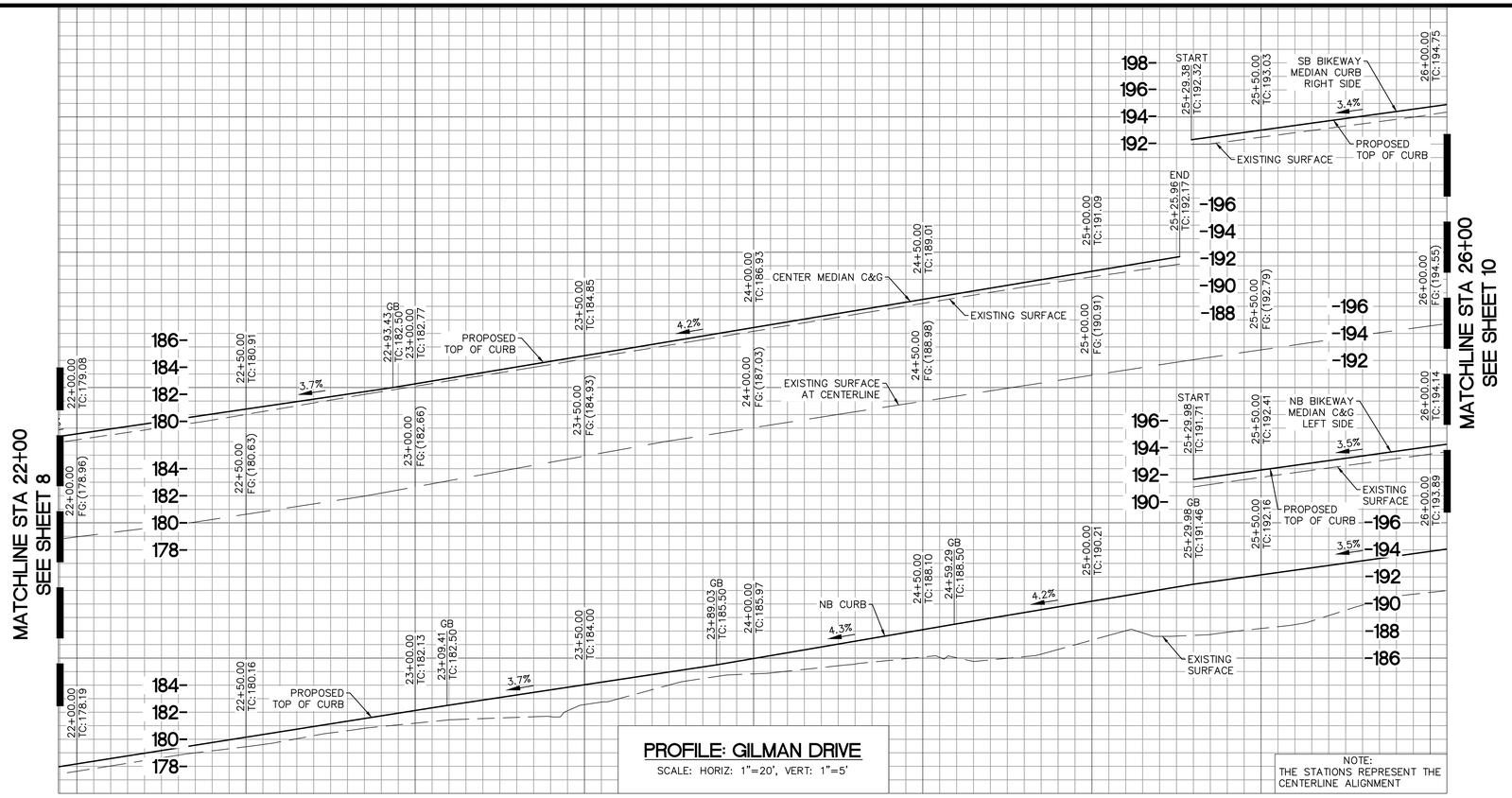
x-x
CCS27 COORDINATES
x-x
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779- 8 -D

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NE JOB NO. 110-134.2

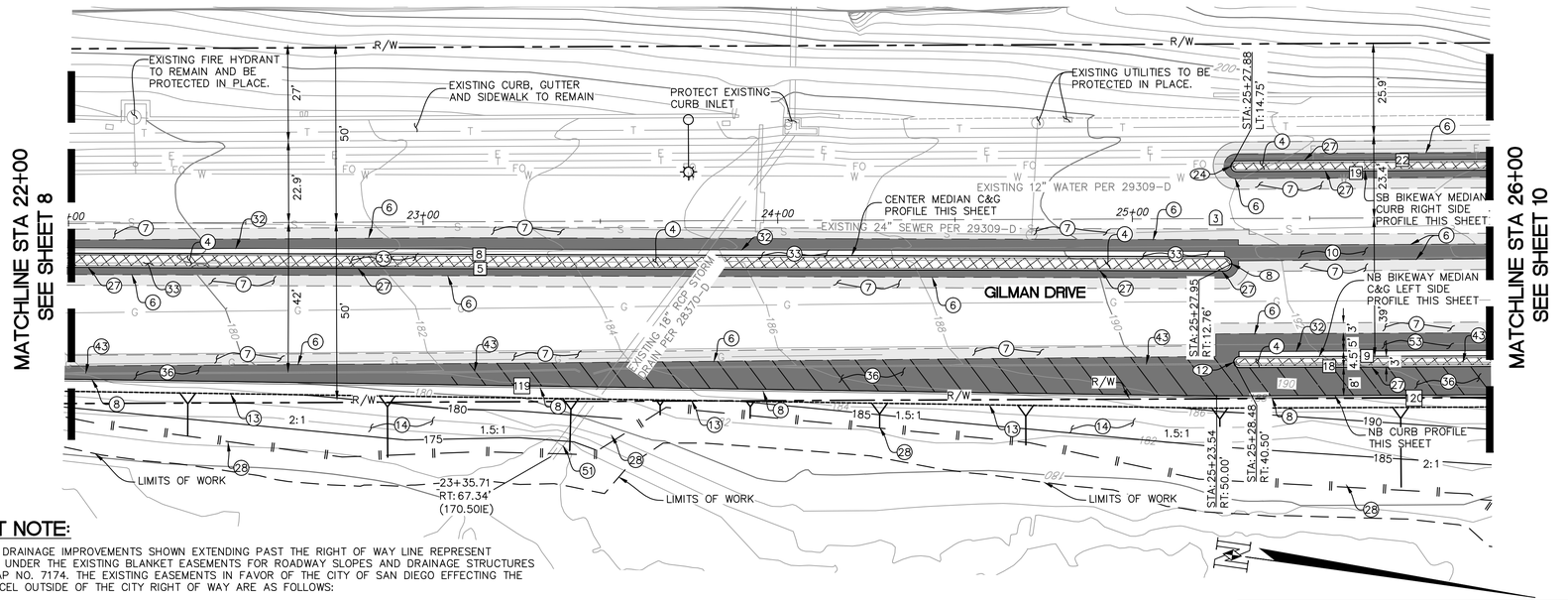
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



SCALE 1" = 20'

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

1) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS, AND EASEMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED AUGUST 19, 1938; DOC. NO. 45351; BOOK 814, PAGE 247, O.R.
2) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 2, 1940, DOC. NO. 10510; BOOK 989, PAGE 492, O.R.
3) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATION, AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 14, 1940; DOC. NO. 13018; BOOK 1006, PAGE 114, O.R.

CONSTRUCTION NOTES

(4) CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
(6) SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
(7) 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
(8) CONSTRUCT 6" CURB PER SDG-150.
(10) REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
(13) TOP OF SLOPE.
(14) PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.
(27) CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
(28) DAYLIGHT LINE/TOE OF SLOPE.
(32) CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
(33) REMOVE EXISTING MEDIAN.
(36) PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
(43) REMOVE EXISTING AC DIKE.
(51) EXISTING STORMDRAIN TO REMAIN AND BE PROTECTED IN PLACE.
(53) PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
3*	N 08°14'16" W	--	798.95'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*5	N 07°49'32" W	--	419.82'	TYPE B-1 MEDIAN CURB
*8	N 07°49'31" W	--	419.86'	TYPE B-2 CURB/GUTTER
*9	N 08°14'16" W	--	394.15'	TYPE B-2 CURB/GUTTER
*18	N 08°14'16" W	--	394.14'	TYPE B-1 MEDIAN CURB
*19	N 08°20'49" W	--	393.63'	TYPE B-1 MEDIAN CURB
*22	N 08°20'49" W	--	393.58'	TYPE B-1 MEDIAN CURB
*119	N 07°09'35" W	--	391.77'	6" CURB
*120	N 08°14'16" W	--	400.54'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
8	179°33'42"	2.00'	6.27'	TYPE B-1 MEDIAN CURB
12	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
24	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

C-9

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 9 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

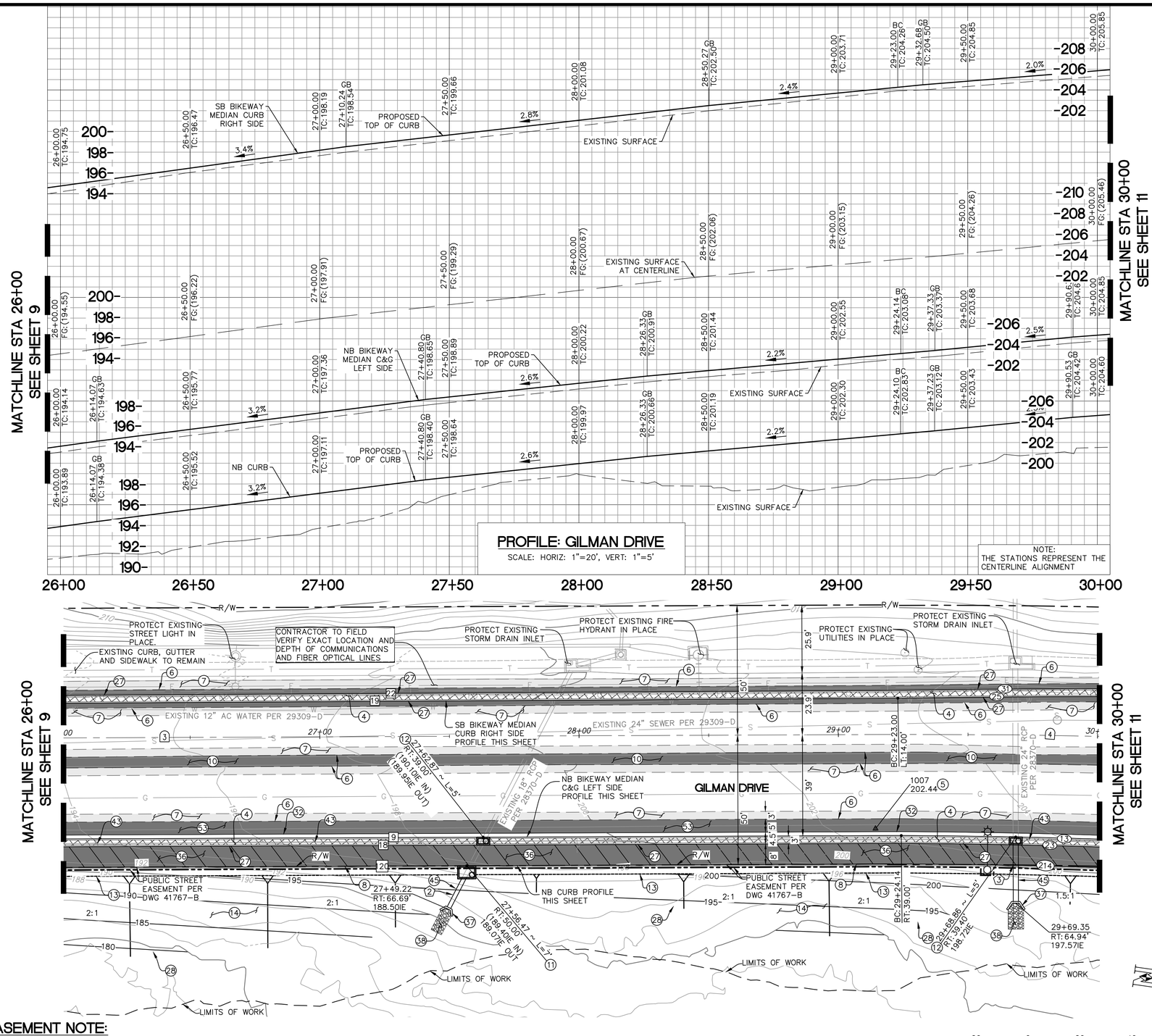
DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-9-D

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NE JOB NO. 110-134.2

100% DESIGN - 10/23/20



CONSTRUCTION NOTES

4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
5. CONTRACTOR TO ENSURE PROPER PRESERVATION OF EXISTING SURVEY MONUMENT PER CITY OF SAN DIEGO STANDARDS.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
8. CONSTRUCT 6" CURB PER SDG-150.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
11. INSTALL TYPE 'B' CURB INLET PER SDD-116. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
12. INSTALL MODIFIED TYPE 'J' MEDIAN CURB INLET PER SDD-118. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
13. TOP OF SLOPE.
14. PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
28. DAYLIGHT LINE/TOE OF SLOPE.
32. CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
37. CONSTRUCT WINGED HEADWALL PER SDRSD D-34.
38. INSTALL TYPE 2 RIP RAP ENERGY DISSIPATOR PER SDD-104.
43. REMOVE EXISTING AC DIKE.
45. CONTRACTOR TO REMOVE EXISTING STORMDRAIN AND INSTALL NEW 24" RCP STORMDRAIN.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
3*	N 08°14'16" W	--	798.95'
4*	08°40'25"	3000.00'	454.15'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*9	N 08°14'16" W	--	394.15'	TYPE B-2 CURB/GUTTER
*18	N 08°14'16" W	--	394.14'	TYPE B-1 MEDIAN CURB
*19	N 08°20'49" W	--	393.63'	TYPE B-1 MEDIAN CURB
*22	N 08°20'49" W	--	393.58'	TYPE B-1 MEDIAN CURB
*120	N 08°14'16" W	--	400.54'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*13	08°38'59"	2960.00'	446.86'	TYPE B-2 CURB/GUTTER
*23	08°38'59"	2957.00'	446.41'	TYPE B-1 MEDIAN CURB
*25	02°35'37"	5268.00'	238.47'	TYPE B-1 MEDIAN CURB
*31	02°35'39"	5271.00'	238.65'	TYPE B-1 MEDIAN CURB
*214	08°38'55"	2949.00'	445.14'	TYPE A AC DIKE

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITOINAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

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STORM DRAIN DATA TABLE

NO	BEARING/DELTA	LENGTH	SLOPE	NOTE
2	N70°42'57"W	12.0'	4.8%	24" RCP (1350-D)
3	N81°51'14"E	24.0'	4.8%	24" RCP (1350-D)

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C-10

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 10 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
RCE # 76641

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

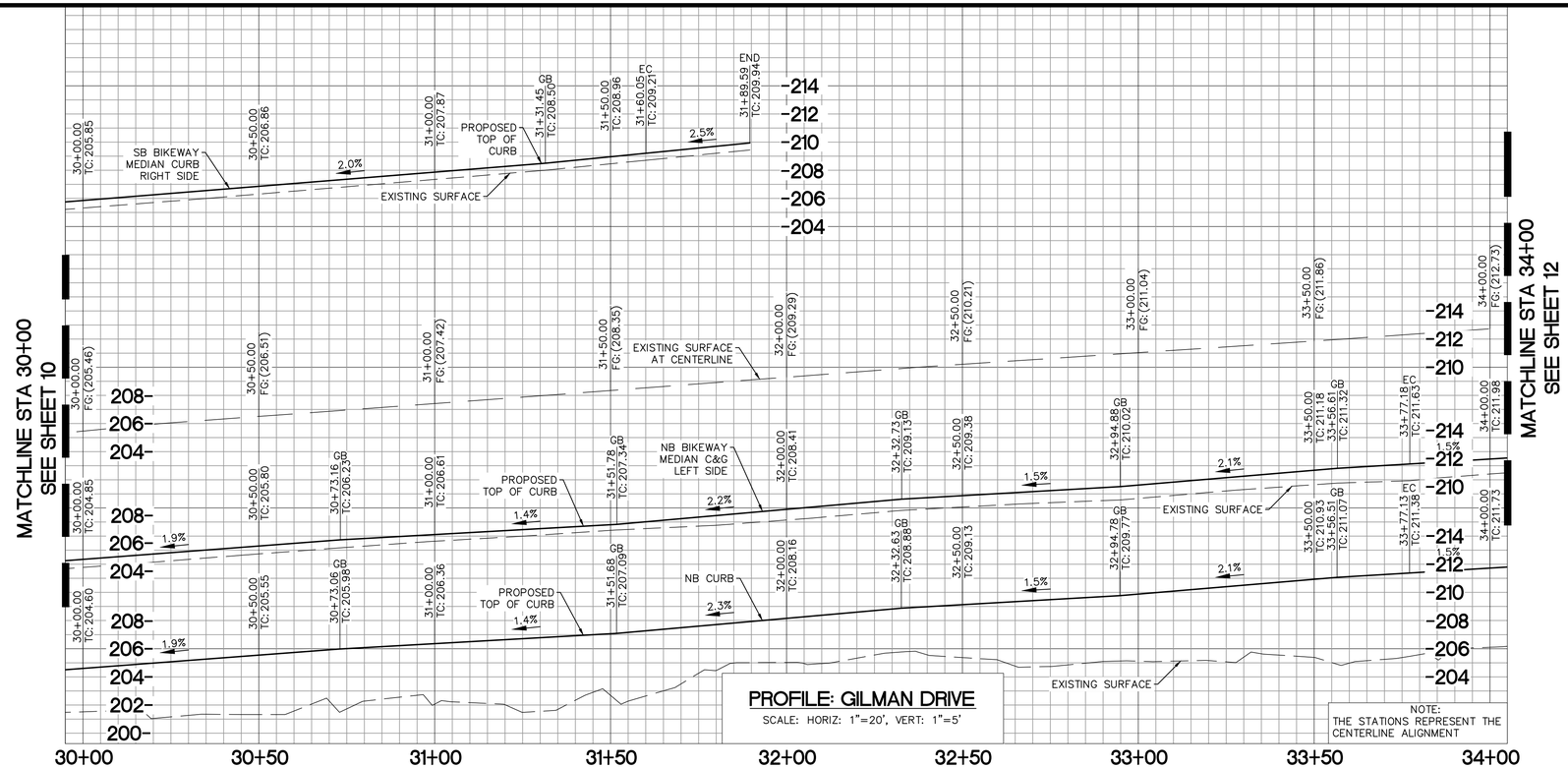
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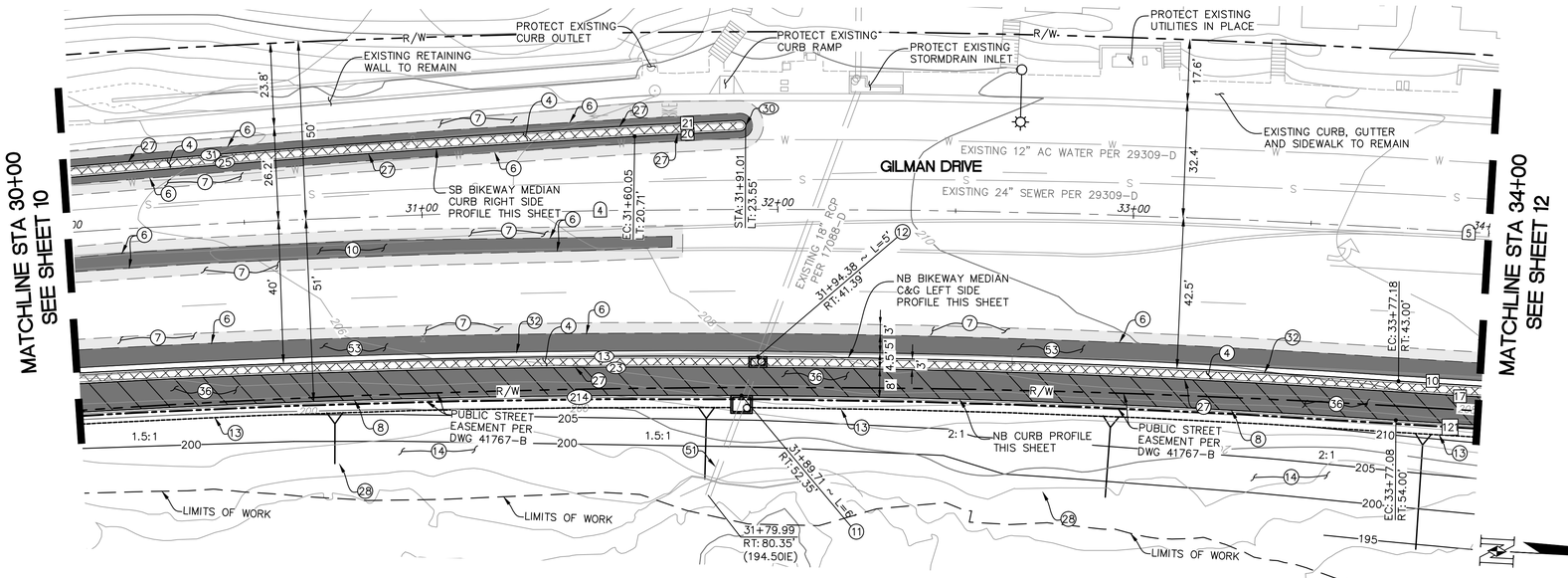
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CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-10-D

100% DESIGN - 10/23/20





CONSTRUCTION NOTES

(4) CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.

(6) SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.

(7) 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.

(8) CONSTRUCT 6" CURB PER SDG-150.

(10) REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.

(11) INSTALL TYPE 'B' CURB INLET PER SDD-116. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.

(12) INSTALL MODIFIED TYPE 'J' MEDIAN CURB INLET PER SDD-118. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.

(13) TOP OF SLOPE.

(14) PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.

(27) CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.

(28) DAYLIGHT LINE/TOE OF SLOPE.

(32) CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.

(36) PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.

(51) EXISTING STORMDRAIN TO REMAIN AND BE PROTECTED IN PLACE.

(53) PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
4*	08°40'25"	3000.00'	454.15'
5*	N 00°26'09" E	--	1567.38'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*10	N 00°26'09" E	--	540.53'	TYPE B-2 CURB/GUTTER
*17	N 00°26'09" E	--	540.56'	TYPE B-1 MEDIAN CURB
20	N 05°54'02" W	--	29.78'	TYPE B-1 MEDIAN CURB
21	N 05°53'57" W	--	29.82'	TYPE B-1 MEDIAN CURB
*121	N 00°26'09" E	--	540.68'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*13	08°38'59"	2960.00'	446.86'	TYPE B-1 MEDIAN CURB
*23	08°38'59"	2957.00'	446.41'	TYPE B-1 MEDIAN CURB
*25	02°35'37"	5268.00'	238.47'	TYPE B-1 MEDIAN CURB
30	178°19'28"	1.50'	4.67'	TYPE B-1 MEDIAN CURB
*31	02°35'39"	5271.00'	238.65'	TYPE B-1 MEDIAN CURB
*214	08°38'55"	2949.00'	445.14'	6" CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITOINAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

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3) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATION, AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 14, 1940; DOC. NO. 13018; BOOK 1006, PAGE 114, O.R.

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SCALE 1" = 20'

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C-11

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 11 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE 76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

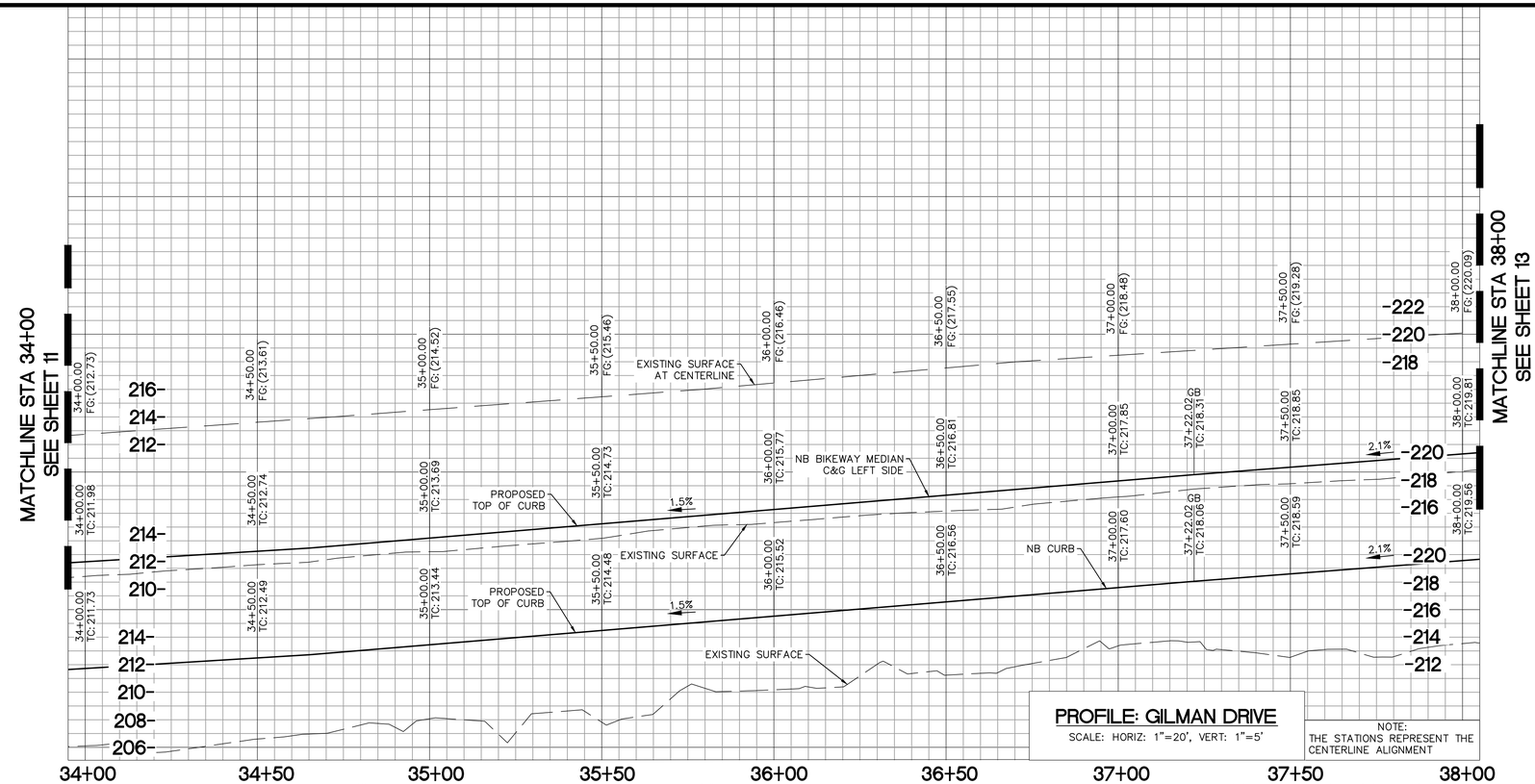
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CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-11-D

100% DESIGN - 10/23/20



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
8. CONSTRUCT 6" CURB PER SDG-150.
11. INSTALL TYPE 'B' CURB INLET PER SDD-116. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
12. INSTALL MODIFIED TYPE 'J' MEDIAN CURB INLET PER SDD-118. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
13. TOP OF SLOPE.
14. PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
28. DAYLIGHT LINE/TOE OF SLOPE.
31. REMOVE EXISTING CURB AND GUTTER.
32. CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
43. REMOVE EXISTING AC DIKE.
51. EXISTING STORMDRAIN TO REMAIN AND BE PROTECTED IN PLACE.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.
57. INSTALL TYPE 'D' CURB RAMP PER SDG-137.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
5*	N 00°26'09" E	--	1567.38'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*10	N 00°26'09" E	--	540.53'	TYPE B-2 CURB/GUTTER
*17	N 00°26'09" E	--	540.56'	TYPE B-1 MEDIAN CURB
23	N 00°32'22" E	--	4.00'	TYPE G CURB AND GUTTER
24	N 00°28'40" E	--	5.40'	TYPE G CURB AND GUTTER
25	N 00°22'51" E	--	4.75'	TYPE G CURB AND GUTTER
*121	N 00°26'09" E	--	540.68'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
37	89°51'31"	10.00'	15.68'	TYPE G CURB AND GUTTER
38	89°35'48"	10.00'	15.64'	TYPE G CURB AND GUTTER
49	90°00'00"	10.00'	15.71'	TYPE G CURB AND GUTTER

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITOINAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

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C-12

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 12 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
RCE # 76641

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

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CCS27 COORDINATES

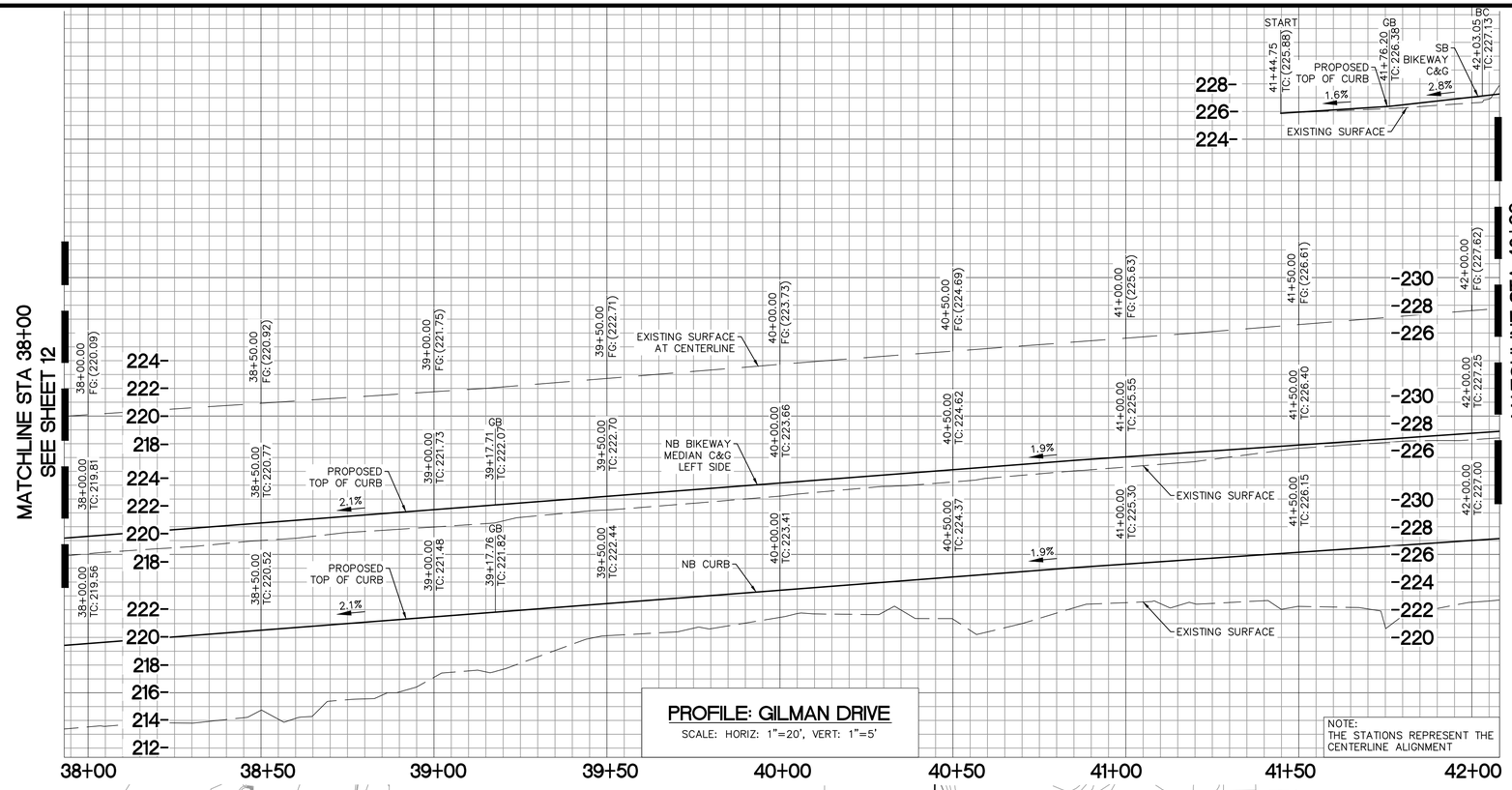
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CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-12-D

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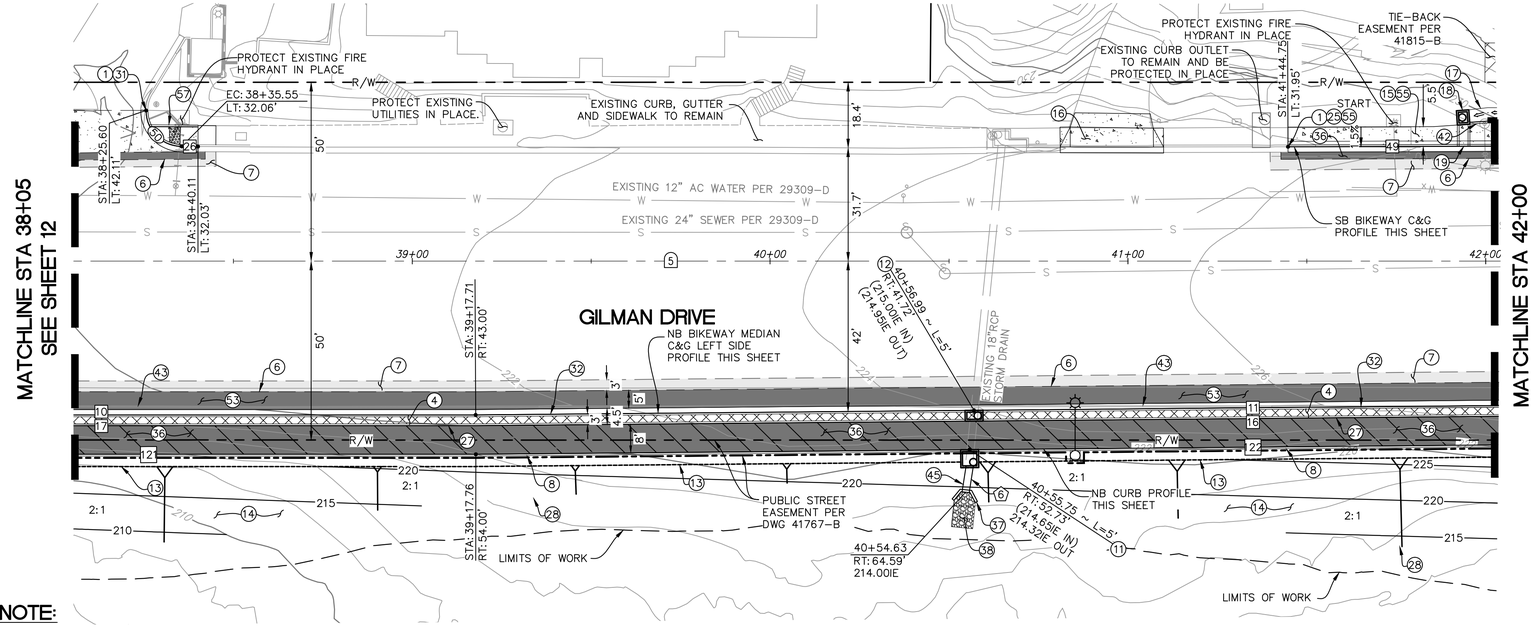
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
8. CONSTRUCT 6" CURB PER SDG-150.
11. INSTALL TYPE 'B' CURB INLET PER SDD-116. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
12. INSTALL MODIFIED TYPE 'J' MEDIAN CURB INLET PER SDD-118. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
13. TOP OF SLOPE.
14. PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
16. REMOVE AND REPLACE EXISTING DRIVEWAY PER SDG-159.
17. CONSTRUCT TYPE 'B' CONCRETE DRAINAGE DITCH PER SDD-106.
18. INSTALL TYPE 'F' CATCH BASIN PER SDD-119.
19. CONSTRUCT TYPE 'A' CURB OUTLET PER SDRSD D-25.
25. CONTRACTOR TO REMOVE EXISTING SIDEWALK, CURB, AND GUTTER.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
28. DAYLIGHT LINE/TOE OF SLOPE.
31. REMOVE EXISTING CURB AND GUTTER.
52. CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
37. CONSTRUCT WINGED HEADWALL PER SDRSD D-34.
38. INSTALL TYPE 2 RIP RAP ENERGY DISSIPATOR PER SDD-104.
42. CONTRACTOR TO INSTALL 6" MONOLITHIC RETAINING CURB PER CROSS SECTION A-A ON SDG-135.
43. REMOVE EXISTING AC DIKE.
45. CONTRACTOR TO REMOVE EXISTING STORMDRAIN AND INSTALL NEW 24" RCP STORMDRAIN.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.
55. REMOVE SUBGRADE AND REPLACE WITH 18" CLASS 2 COMPACTED BASE.
57. INSTALL TYPE 'D' CURB RAMP PER SDG-137.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
5*	N 00°26'09" E	--	1567.38'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*10	N 00°26'09" E	--	540.53'	TYPE B-2 CURB/GUTTER
*11	N 00°05'30" W	--	434.44'	TYPE B-2 CURB/GUTTER
*16	N 00°05'30" W	--	434.44'	TYPE B-1 MEDIAN CURB
*17	N 00°26'09" E	--	540.56'	TYPE B-1 MEDIAN CURB
26	N 00°44'41" E	--	4.56'	TYPE G CURB AND GUTTER
49	N 00°15'27" E	--	58.30'	TYPE G CURB AND GUTTER
*121	N 00°26'09" E	--	540.68'	6" CURB
*122	N 00°05'31" W	--	434.39'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
50	90°00'00"	10.00'	15.71'	TYPE G CURB AND GUTTER

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

20 0 20 40 60 80

SCALE 1" = 20'

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

1) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS, AND EASEMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED AUGUST 19, 1938; DOC. NO. 45351; BOOK 814, PAGE 247, O.R.
2) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 2, 1940, DOC. NO. 10510; BOOK 989, PAGE 492, O.R.
3) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATION, AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 14, 1940; DOC. NO. 13018; BOOK 1006, PAGE 114, O.R.

STORM DRAIN DATA TABLE

NO	BEARING/DELTA	LENGTH	SLOPE	NOTE
6	N83°39'58"W	7.46'	4.3%	24" RCP (1350-D)

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C-13

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 13 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

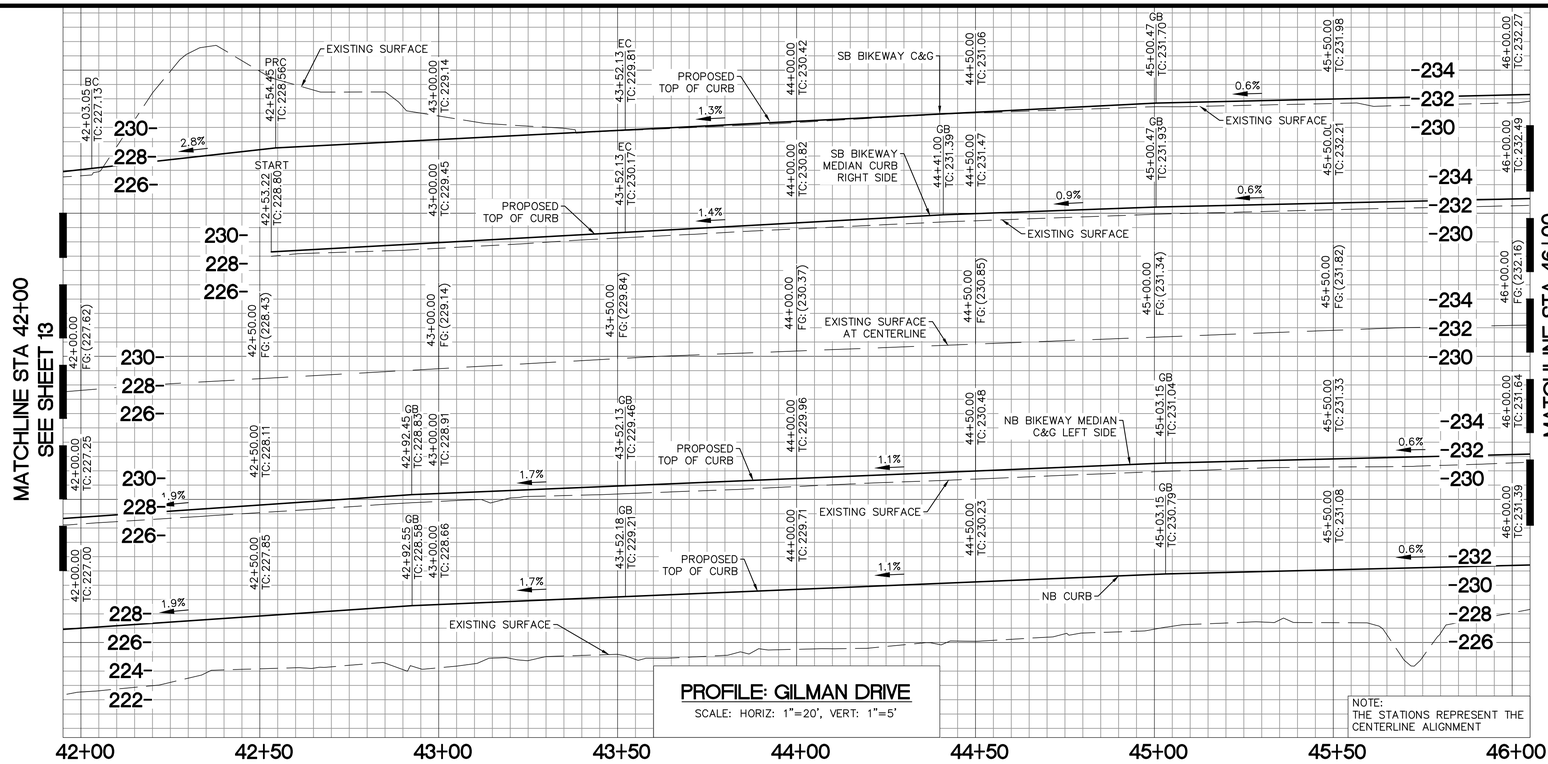
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CCS27 COORDINATES

x-x
CCS83 COORDINATES

CONTRACTOR
DATE STARTED
INSPECTOR
DATE COMPLETED

40779-13-D

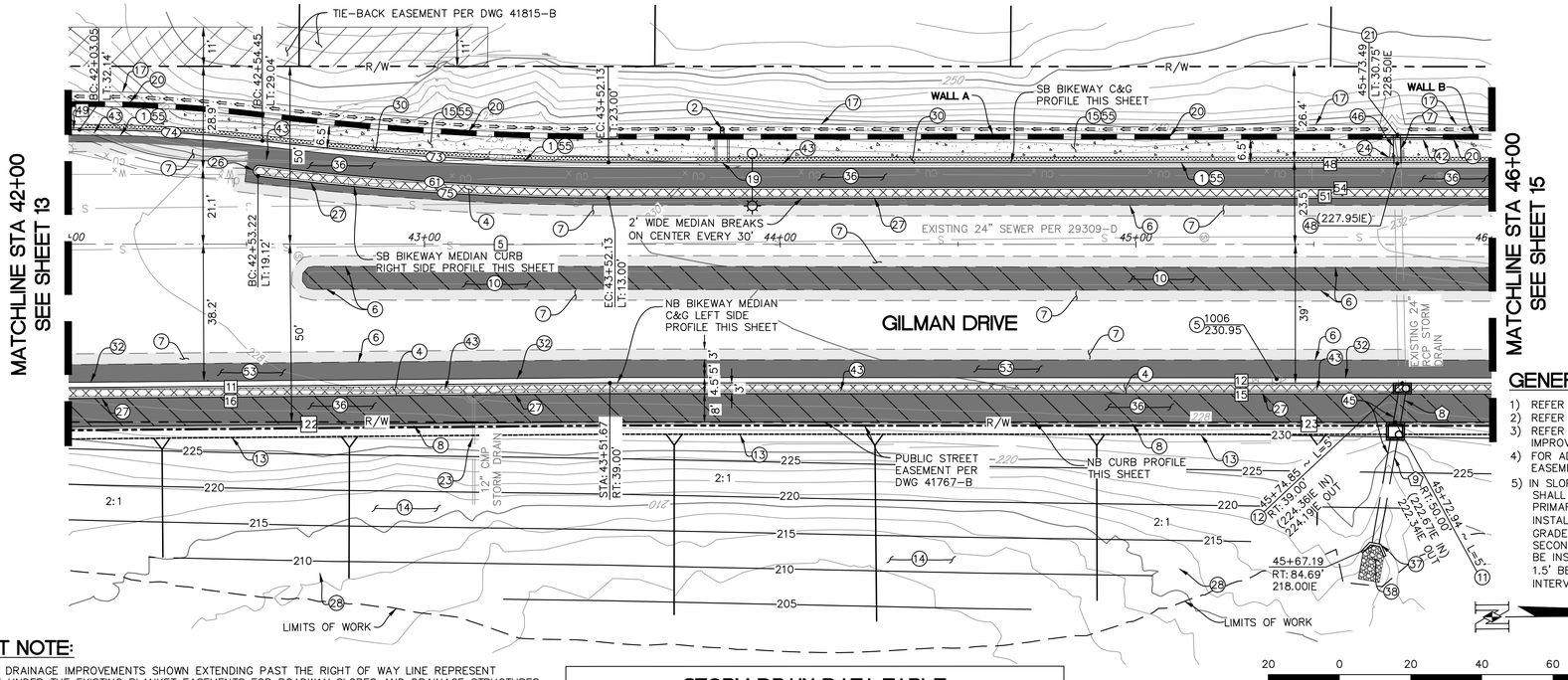
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



SCALE 1" = 20'

CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
2. INSTALL ATRIUM GRATE AND STORM DRAIN RISER PIPE. CONNECT PROPOSED ATRIUM GRATE AND STORM DRAIN RISER PIPE TO CURB OUTLET.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
5. CONTRACTOR TO ENSURE PROPER PRESERVATION OF EXISTING SURVEY MONUMENT PER CITY OF SAN DIEGO STANDARDS.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
8. CONSTRUCT 6" CURB PER SDG-150.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
11. INSTALL TYPE 'B' CURB INLET PER SDD-116. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
12. INSTALL MODIFIED TYPE 'J' MEDIAN CURB INLET PER SDD-118. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
13. TOP OF SLOPE.
14. PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
17. CONSTRUCT TYPE 'B' CONCRETE DRAINAGE DITCH PER SDD-106.
19. CONSTRUCT TYPE 'A' CURB OUTLET PER SDRSD D-25.
20. CONSTRUCT SOIL NAIL WALL. REFER TO STRUCTURAL PLANS, SHEETS 39 THROUGH 53 FOR ADDITIONAL INFORMATION.
21. INSTALL STRAIGHT HEADWALL PER SDRSD D-30.
23. ABANDON EXISTING STORM DRAIN LINE. IF IN CONFLICT WITH PROPOSED IMPROVEMENTS, CONTRACTOR SHALL REMOVE THE STORM DRAIN LINE.
24. CONTRACTOR TO REMOVE EXISTING HEADWALL.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
28. DAYLIGHT LINE/TOE OF SLOPE.
30. INSTALL 1' WIDE NON-ERODIBLE PERMEABLE SURFACE.
32. CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
37. CONSTRUCT WINGED HEADWALL PER SDRSD D-34.
38. INSTALL TYPE 2 RIP RAP ENERGY DISSIPATOR PER SDD-104.
42. CONTRACTOR TO INSTALL 6" MONOLITHIC RETAINING CURB PER CROSS SECTION A-A ON SDG-135.
43. REMOVE EXISTING AC DIKE.
45. CONTRACTOR TO REMOVE EXISTING STORMDRAIN AND INSTALL NEW 24" RCP STORMDRAIN.
46. INSTALL NEW 24" RCP STORMDRAIN.
48. CONSTRUCT CONCRETE PIPE COLLAR PER SDRSD D-62.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.
55. RAISE SUBGRADE AND REPLACE WITH 18" CLASS 2 COMPACTED BASE.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
5*	N 00°26'09" E	--	1567.38'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*11	N 00°05'30" W	--	434.44'	TYPE B-2 CURB/GUTTER
*12	N 00°26'09" E	--	592.41'	TYPE B-2 CURB/GUTTER
*15	N 00°26'09" E	--	592.40'	TYPE B-1 MEDIAN CURB
*16	N 00°05'30" W	--	434.44'	TYPE B-1 MEDIAN CURB
*48	N 00°26'09" E	--	592.40'	TYPE G CURB AND GUTTER
*49	N 00°15'27" E	--	58.30'	TYPE G CURB AND GUTTER
*51	N 00°26'09" E	--	592.41'	TYPE B-1 MEDIAN CURB
*54	N 00°26'09" E	--	592.41'	TYPE B-1 MEDIAN CURB
*122	N 00°05'31" W	--	434.39'	6" CURB
*123	N 00°26'09" E	--	592.41'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
26	180°00'00"	1.5'	4.71'	TYPE B-1 MEDIAN CURB
61	07°04'32"	800.00'	98.79'	TYPE B-1 MEDIAN CURB
73	07°04'32"	793.00'	97.93'	TYPE G CURB AND GUTTER
74	07°15'14"	407.00'	51.53'	TYPE G CURB AND GUTTER
75	07°04'32"	803.00'	99.16'	TYPE B-1 MEDIAN CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

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2) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 2, 1940, DOC. NO. 10510; BOOK 989, PAGE 492, O.R.
3) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATION, AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 14, 1940; DOC. NO. 13018; BOOK 1006, PAGE 114, O.R.

STORM DRAIN DATA TABLE

NO	BEARING/DELTA	LENGTH	SLOPE	NOTE
7	N89°09'14"E	8.0'	6.9%	24" RCP (1350-D)
8	N79°35'46"W	9.13'	16.6%	24" RCP (1350-D)
9	N79°35'46"W	30.67'	14.2%	24" RCP (1350-D)

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C-14

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 14 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

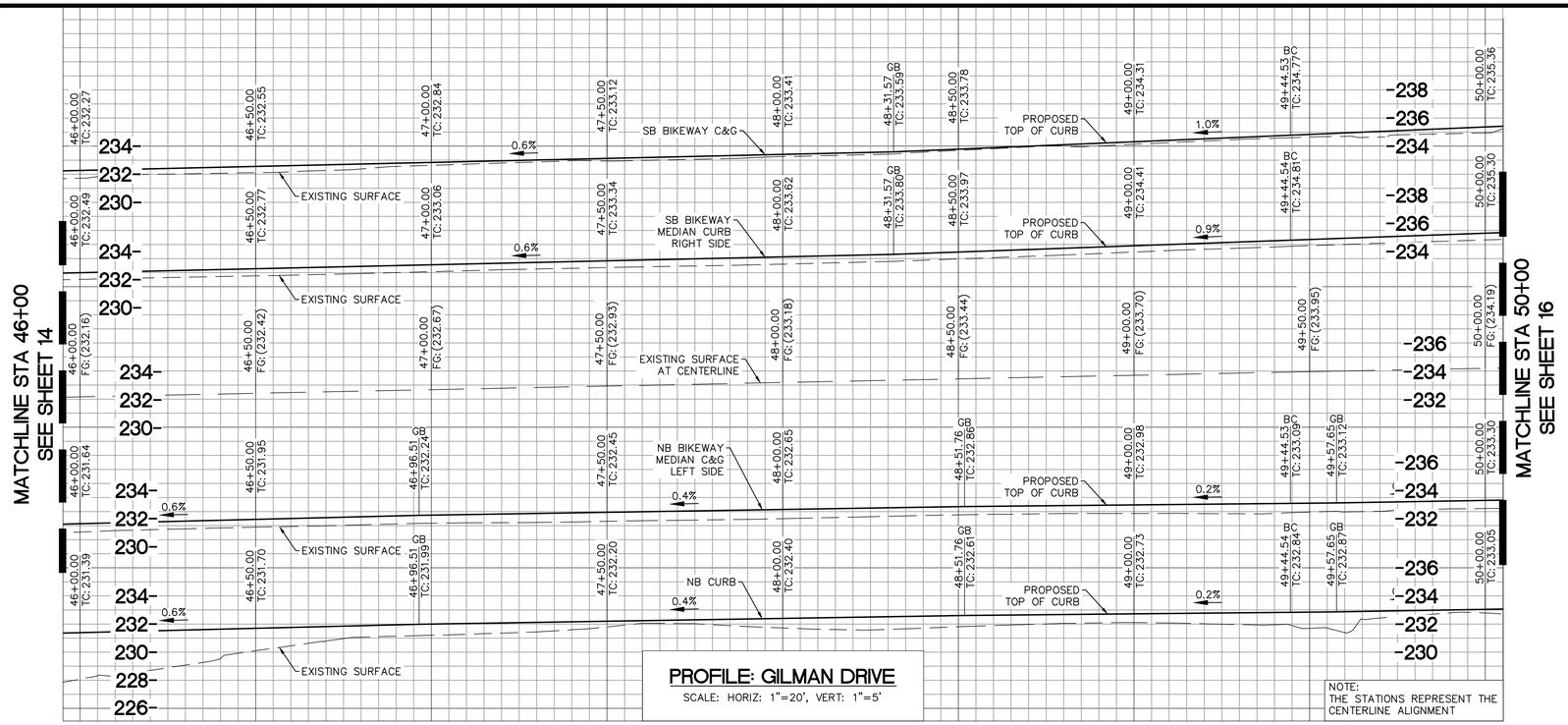
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CCS27 COORDINATES

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CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-14-D

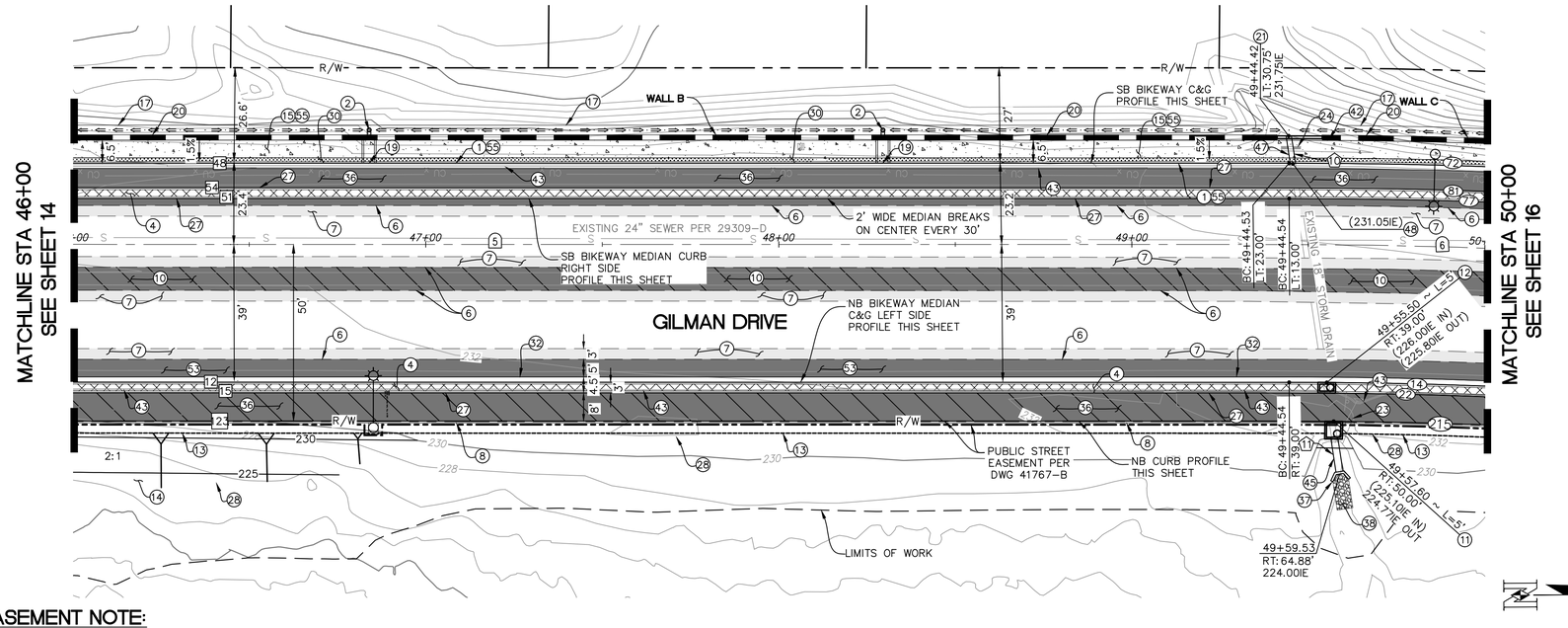
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
2. INSTALL ATRIUM GRATE AND STORM DRAIN RISER PIPE. CONNECT PROPOSED ATRIUM GRATE AND STORM DRAIN RISER PIPE TO CURB OUTLET.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36' PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
8. CONSTRUCT 6" CURB PER SDG-150.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
11. INSTALL TYPE 'B' CURB INLET PER SDD-116. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
12. INSTALL MODIFIED TYPE 'J' MEDIAN CURB INLET PER SDD-118. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
13. TOP OF SLOPE.
14. PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
17. CONSTRUCT TYPE 'B' CONCRETE DRAINAGE DITCH PER SDD-106.
19. CONSTRUCT TYPE 'A' CURB OUTLET PER SDRSD D-25.
20. CONSTRUCT SOIL NAIL WALL. REFER TO STRUCTURAL PLANS, SHEETS 39 THROUGH 53 FOR ADDITIONAL INFORMATION.
21. INSTALL STRAIGHT HEADWALL PER SDRSD D-30.
23. ABANDON EXISTING STORM DRAIN LINE. IF IN CONFLICT WITH PROPOSED IMPROVEMENTS, CONTRACTOR SHALL REMOVE THE STORM DRAIN LINE.
24. CONTRACTOR TO REMOVE EXISTING HEADWALL.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
28. DAYLIGHT LINE/TOE OF SLOPE.
30. INSTALL 1' WIDE NON-ERODIBLE PERMEABLE SURFACE.
32. CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
37. CONSTRUCT WINGED HEADWALL PER SDRSD D-34.
38. INSTALL TYPE 2 RIP RAP ENERGY DISSIPATOR PER SDD-104.
42. CONTRACTOR TO INSTALL 6" MONOLITHIC RETAINING CURB PER CROSS SECTION A-A ON SDG-135.
43. REMOVE EXISTING AC DIKE.
45. CONTRACTOR TO REMOVE EXISTING STORMDRAIN AND INSTALL NEW 24" RCP STORMDRAIN.
47. INSTALL NEW 18" RCP STORMDRAIN.
48. CONSTRUCT CONCRETE PIPE COLLAR PER SDRSD D-62.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.
55. REMOVE SUBGRADE AND REPLACE WITH 18" CLASS 2 COMPACTED BASE.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
5*	N 00°26'09" E	--	1567.38'
6*	24°32'05"	1500.00'	642.32'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*12	N 00°26'09" E	--	592.41'	TYPE B-2 CURB/GUTTER
*15	N 00°26'09" E	--	592.40'	TYPE B-1 MEDIAN CURB
*48	N 00°26'09" E	--	592.40'	TYPE G CURB AND GUTTER
*51	N 00°26'09" E	--	592.41'	TYPE B-1 MEDIAN CURB
*54	N 00°26'09" E	--	592.41'	TYPE B-1 MEDIAN CURB
*123	N 00°26'09" E	--	592.41'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*14	24°32'05"	1461.00'	625.62'	TYPE B-2 CURB/GUTTER
*22	24°32'12"	1458.00'	624.38'	TYPE B-1 MEDIAN CURB
*72	24°31'52"	1523.50'	652.28'	TYPE G CURB AND GUTTER
*77	24°32'05"	1513.50'	648.10'	TYPE B-1 MEDIAN CURB
*81	24°32'00"	1516.50'	649.35'	TYPE B-1 MEDIAN CURB
*215	24°32'05"	1450.00'	620.91'	6" CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

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3) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATION, AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 14, 1940; DOC. NO. 13018; BOOK 1006, PAGE 114, O.R.

STORM DRAIN DATA TABLE

NO	BEARING/DELTA	LENGTH	SLOPE	NOTE
10	N81°50'21"E	8.0'	8.8%	18" RCP (1350-D)
11	N81°50'21"E	10.51'	7.3%	24" RCP (1350-D)

20 0 20 40 60 80

SCALE 1" = 20'

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NE JOB NO. 110-134.2

C-15

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 15 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

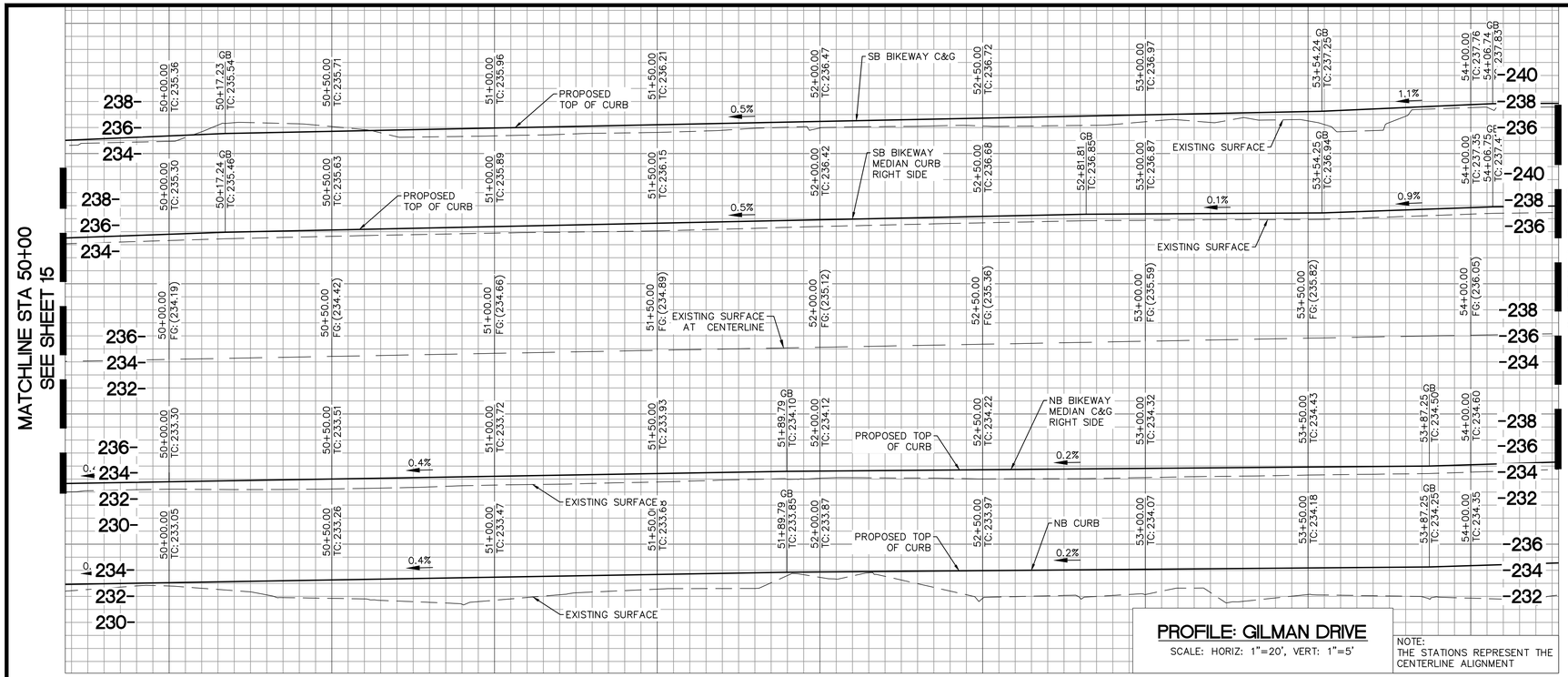
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CCS27 COORDINATES

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CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-15-D

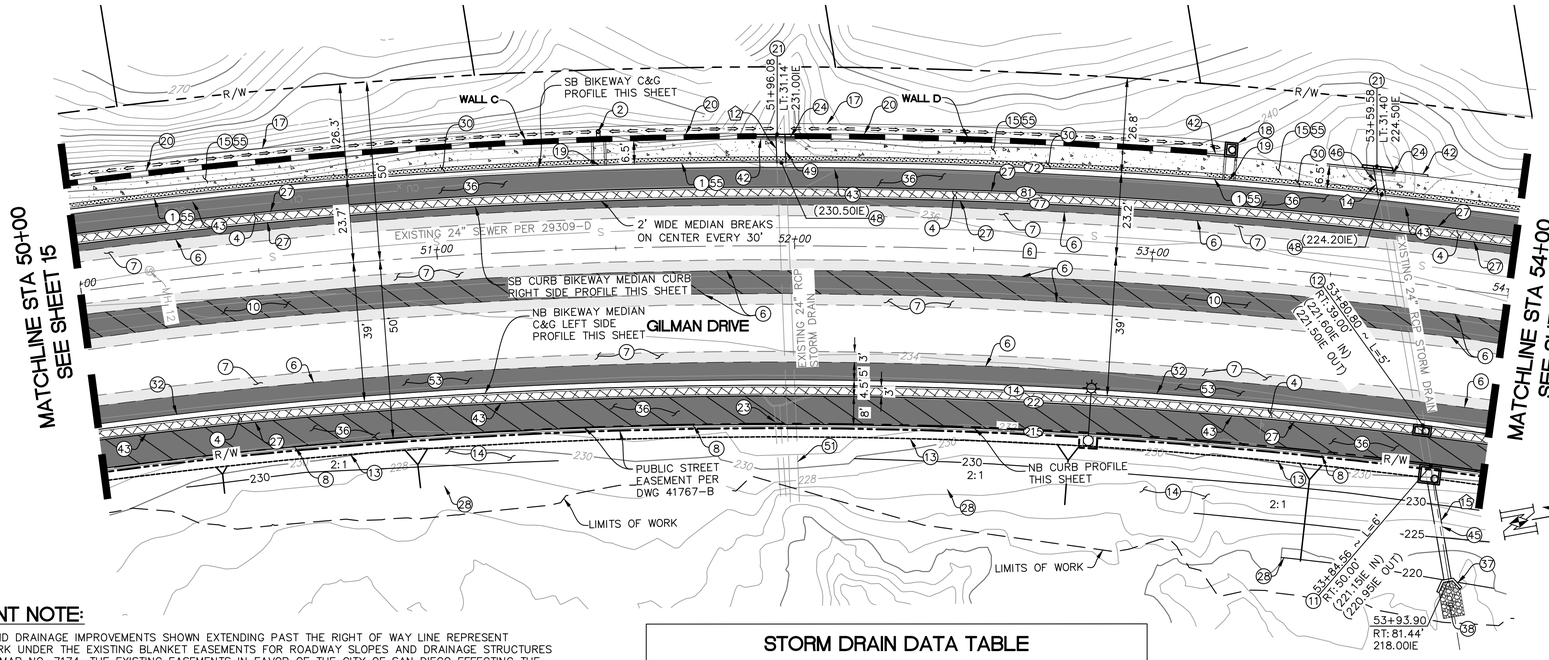
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
2. INSTALL ATRIUM GRATE AND STORM DRAIN RISER PIPE. CONNECT PROPOSED ATRIUM GRATE AND STORM DRAIN RISER PIPE TO CURB OUTLET.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
8. CONSTRUCT 6" CURB PER SDG-150.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
11. INSTALL TYPE 'B' CURB INLET PER SDD-116. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
12. INSTALL MODIFIED TYPE 'J' MEDIAN CURB INLET PER SDD-118. CONNECT TO EXISTING STORM DRAIN SYSTEM LENGTH PER PLAN.
13. TOP OF SLOPE.
14. PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
17. CONSTRUCT TYPE 'B' CONCRETE DRAINAGE DITCH PER SDD-106.
18. INSTALL TYPE 'F' CATCH BASIN PER SDD-119.
19. CONSTRUCT TYPE 'A' CURB OUTLET PER SDRSD D-25.
20. CONSTRUCT SOIL NAIL WALL. REFER TO STRUCTURAL PLANS, SHEETS 39 THROUGH 53 FOR ADDITIONAL INFORMATION.
21. INSTALL STRAIGHT HEADWALL PER SDRSD D-30.
23. ABANDON EXISTING STORM DRAIN LINE. IF IN CONFLICT WITH PROPOSED IMPROVEMENTS, CONTRACTOR SHALL REMOVE THE STORM DRAIN LINE.
24. CONTRACTOR TO REMOVE EXISTING HEADWALL.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
28. DAYLIGHT LINE/TOE OF SLOPE.
30. INSTALL 1' WIDE NON-ERODIBLE PERMEABLE SURFACE.
32. CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
37. CONSTRUCT WINGED HEADWALL PER SDRSD D-34.
38. INSTALL TYPE 2 RIP RAP ENERGY DISSIPATOR PER SDD-104.
42. CONTRACTOR TO INSTALL 6" MONOLITHIC RETAINING CURB PER CROSS SECTION A-A ON SDG-135.
43. REMOVE EXISTING AC DIKE.
45. CONTRACTOR TO REMOVE EXISTING STORMDRAIN AND INSTALL NEW 24" RCP STORMDRAIN.
46. INSTALL NEW 24" RCP STORMDRAIN.
48. CONSTRUCT CONCRETE PIPE COLLAR PER SDRSD D-62.
49. INSTALL NEW 30" RCP STORMDRAIN.
51. EXISTING STORMDRAIN TO REMAIN AND BE PROTECTED IN PLACE.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.
55. REMOVE SUBGRADE AND REPLACE WITH 18" CLASS 2 COMPACTED BASE.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
6*	24°32'05"	1500.00'	642.32'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*14	24°32'05"	1461.00'	625.62'	TYPE B-2 CURB/GUTTER
*22	24°32'12"	1458.00'	624.38'	TYPE B-1 MEDIAN CURB
*72	24°31'52"	1523.50'	652.28'	TYPE G CURB AND GUTTER
*77	24°32'05"	1513.50'	648.10'	TYPE B-1 MEDIAN CURB
*81	24°32'00"	1516.50'	649.35'	TYPE B-1 MEDIAN CURB
*215	24°32'05"	1450.00'	620.91'	6" CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

20 0 20 40 60 80

SCALE 1" = 20'

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

1) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS, AND EASEMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED AUGUST 19, 1938; DOC. NO. 45351; BOOK 814, PAGE 247, O.R.
2) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATIONS AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 2, 1940, DOC. NO. 10510; BOOK 989, PAGE 492, O.R.
3) EASEMENT FOR DRAINAGE STRUCTURES, EXCAVATION, AND EMBANKMENT SLOPES ADJACENT TO GILMAN DRIVE; RECORDED MARCH 14, 1940; DOC. NO. 13018; BOOK 1006, PAGE 114, O.R.

STORM DRAIN DATA TABLE

NO	BEARING/DELTA	LENGTH	SLOPE	NOTE
12	N82°16'45"W	8.0'	6.3%	30" RCP (1350-D)
14	N89°42'23"W	8.0'	3.8%	24" RCP (1350-D)
15	N89°42'18"W	28.19'	10.5%	24" RCP (1350-D)

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C-16

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 16 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
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AS-BUILTS				

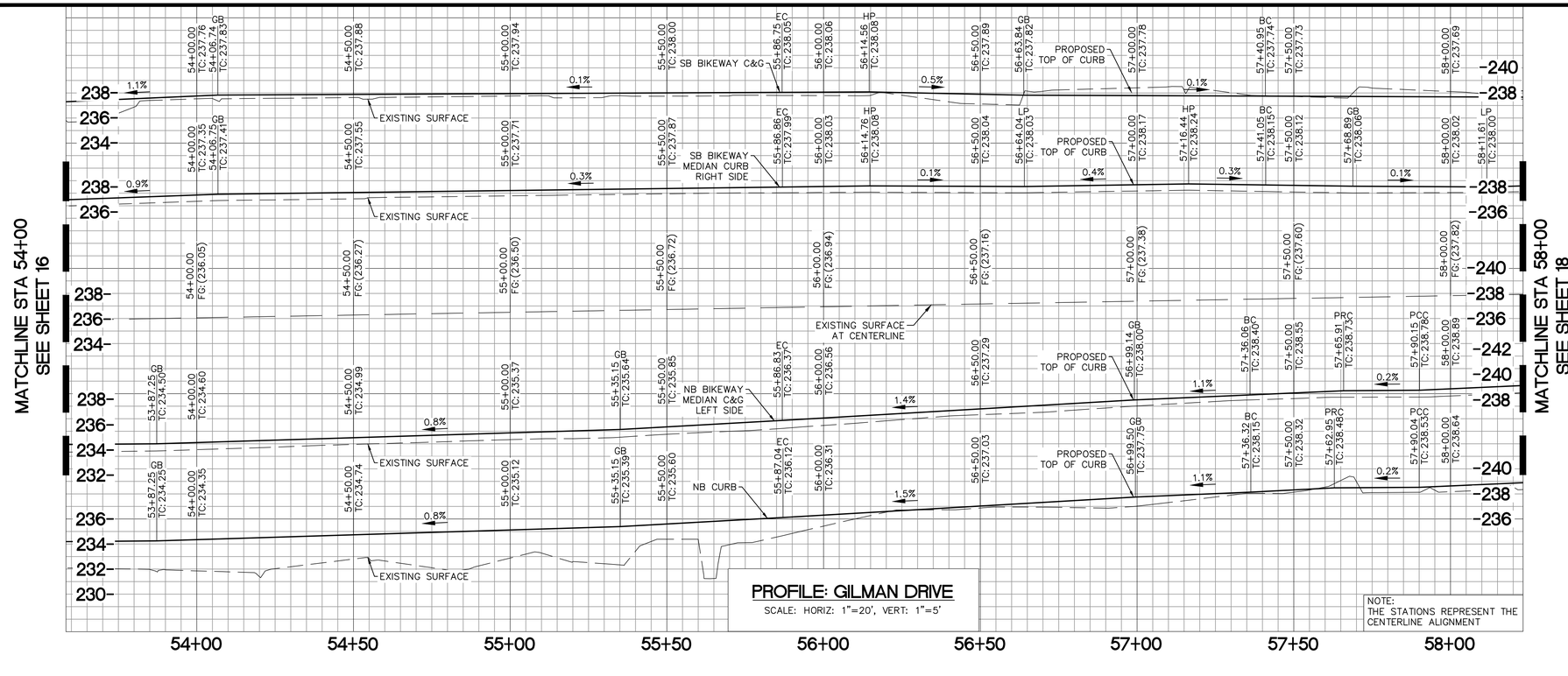
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CCS27 COORDINATES

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CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-16-D

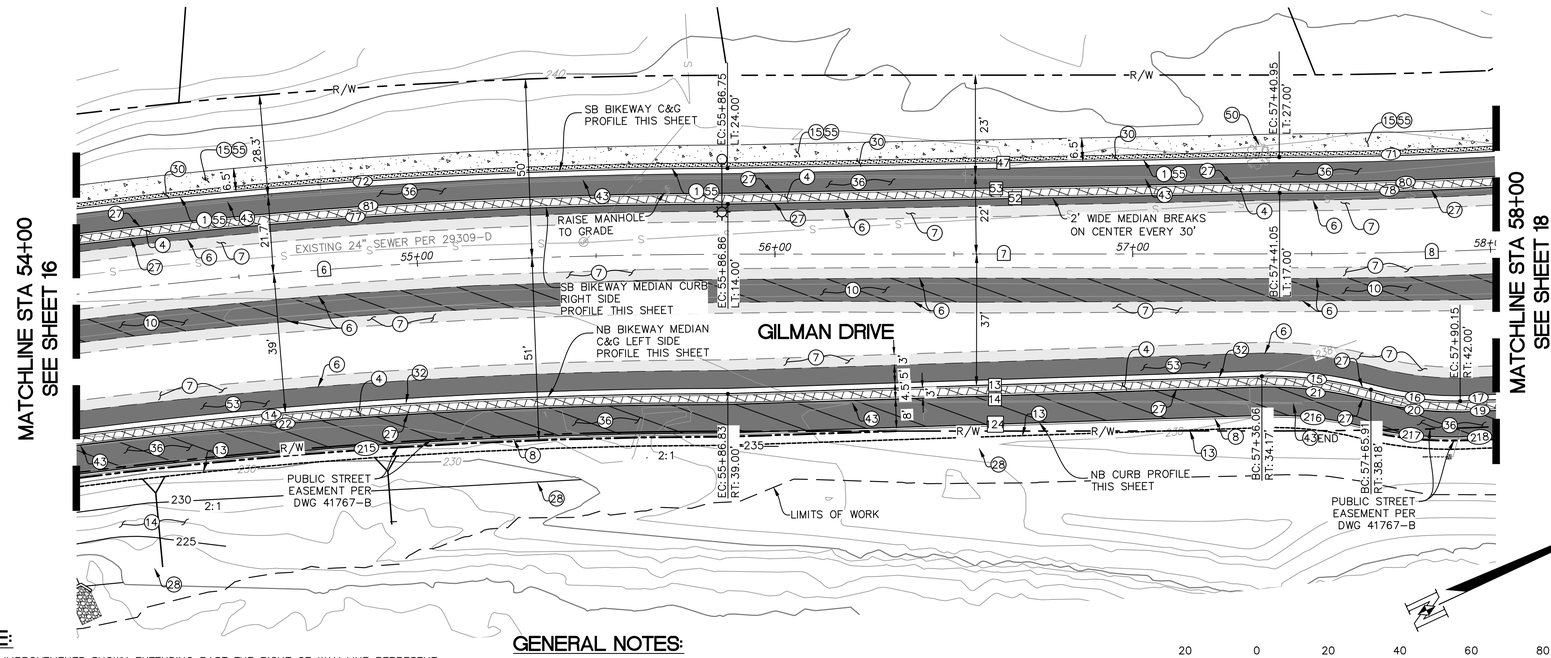
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
8. CONSTRUCT 6" CURB PER SDG-150.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
13. TOP OF SLOPE.
14. PROPOSED REVEGETATION. REFER TO THE REVEGETATION PLAN FOR ADDITIONAL INFORMATION.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
28. DAYLIGHT LINE/TOE OF SLOPE.
30. INSTALL 1' WIDE NON-ERODIBLE PERMEABLE SURFACE.
32. CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
43. REMOVE EXISTING AC DIKE.
50. EXISTING TREE TO BE REMOVED.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.
55. REMOVE SUBGRADE AND REPLACE WITH 18" CLASS 2 COMPACTED BASE.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
6*	24°32'05"	1500.00'	642.32'
7*	N 24°58'14" E	--	154.19'
8*	44°39'18"	1500.00'	1169.07'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
13	N 23°07'05" E	--	149.27'	TYPE B-2 CURB/GUTTER
14	N 23°07'05" E	--	149.30'	TYPE B-1 MEDIAN CURB
47	N 23°51'22" E	--	154.23'	TYPE G CURB AND GUTTER
52	N 23°51'22" E	--	154.22'	TYPE B-1 MEDIAN CURB
53	N 23°51'22" E	--	154.23'	TYPE B-1 MEDIAN CURB
124	N 23°07'07" E	--	149.50'	6" CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*14	24°32'05"	1461.00'	625.62'	TYPE B-2 CURB/GUTTER
15	16°03'19"	110.00'	30.82'	TYPE B-2 CURB/GUTTER
16	16°04'34"	90.00'	25.25'	TYPE B-2 CURB/GUTTER
*17	05°34'00"	1542.00'	149.82'	TYPE B-2 CURB/GUTTER
*19	05°34'04"	1545.00'	150.14'	TYPE B-1 MEDIAN CURB
20	16°05'28"	93.00'	26.12'	TYPE B-1 MEDIAN CURB
21	16°02'21"	107.00'	29.95'	TYPE B-1 MEDIAN CURB
*22	24°32'12"	1458.00'	624.38'	TYPE B-1 MEDIAN CURB
*71	09°50'06"	1112.50'	190.96'	TYPE G CURB AND GUTTER
*72	24°31'52"	1523.50'	652.28'	TYPE G CURB AND GUTTER
*77	24°32'05"	1513.50'	648.10'	TYPE B-1 MEDIAN CURB
*78	09°49'48"	1122.50'	192.58'	TYPE B-1 MEDIAN CURB
*80	09°49'53"	1119.50'	192.10'	TYPE B-1 MEDIAN CURB
*81	24°32'00"	1516.50'	649.35'	TYPE B-1 MEDIAN CURB
*215	24°32'05"	1450.00'	620.91'	6" CURB
216	16°03'04"	100.00'	28.01'	6" CURB
217	16°04'11"	100.00'	28.05'	6" CURB
*218	05°37'08"	1552.00'	152.20'	6" CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

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GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

20 0 20 40 60 80

SCALE 1" = 20'

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C-17

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 17 OF 59 SHEETS

WBS# S-00951

APPROVED:
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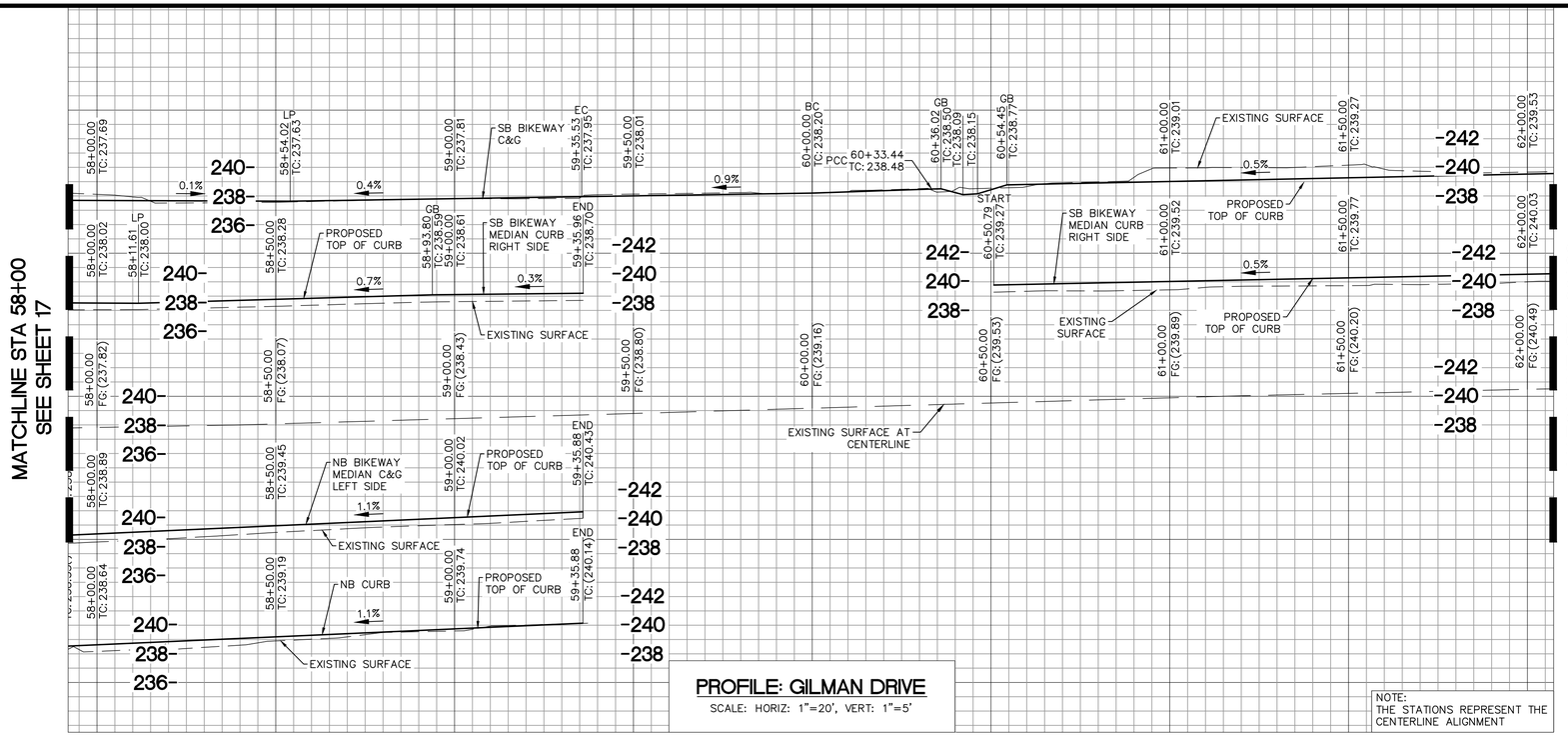
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CONTRACTOR
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40779-17-D

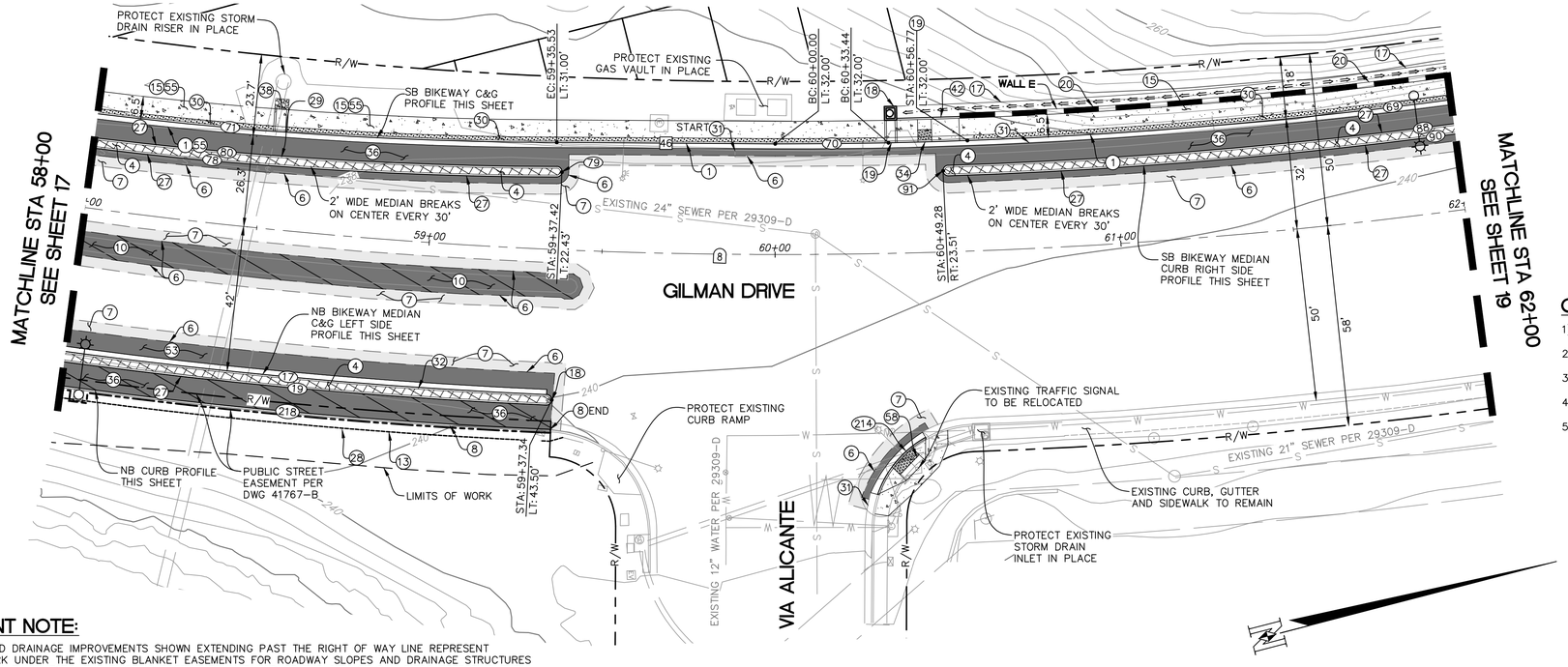
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



SCALE 1" = 20'

CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
8. CONSTRUCT 6" CURB PER SDG-150.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
13. TOP OF SLOPE.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
17. CONSTRUCT TYPE 'B' CONCRETE DRAINAGE DITCH PER SDD-106.
18. INSTALL TYPE 'F' CATCH BASIN PER SDD-119.
19. CONSTRUCT TYPE 'A' CURB OUTLET PER SDRSD D-25.
20. CONSTRUCT SOIL NAIL WALL. REFER TO STRUCTURAL PLANS, SHEETS 39 THROUGH 53 FOR ADDITIONAL INFORMATION.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
28. DAYLIGHT LINE/TOE OF SLOPE.
29. INSTALL MODIFIED REVERSE CURB OUTLET PER SDRSD D-25.
30. INSTALL 1' WIDE NON-ERODIBLE PERMEABLE SURFACE.
31. REMOVE EXISTING CURB AND GUTTER.
32. CONSTRUCT TYPE 'B-2' MEDIAN CURB AND GUTTER PER SDG-154.
34. INSTALL TYPE 'C1' CURB RAMP PER SDG-135.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
38. INSTALL TYPE 2 RIP RAP ENERGY DISSIPATOR PER SDD-104.
42. CONTRACTOR TO INSTALL 6" MONOLITHIC RETAINING CURB PER CROSS SECTION A-A ON SDG-135.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.
55. REMOVE SUBGRADE AND REPLACE WITH 18" CLASS 2 COMPACTED BASE.
58. CONSTRUCT TYPE 'A' CURB RAMP WITH 8' WIDE RAMP OPENING PER SDG-133.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
8*	44°39'18"	1500.00'	1169.07'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
46	N 15°23'38" E	--	63.11'	TYPE G CURB AND GUTTER
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*17	05°34'00"	1542.00'	149.82'	TYPE B-2 CURB/GUTTER
18	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
*19	05°34'04"	1545.00'	150.14'	TYPE B-1 MEDIAN CURB
*69	33°29'12"	1468.00'	857.98'	TYPE G CURB AND GUTTER
70	01°16'38"	1468.00'	32.72'	TYPE G CURB AND GUTTER
*71	09°50'06"	1112.50'	190.96'	TYPE G CURB AND GUTTER
*78	09°49'48"	1122.50'	192.58'	TYPE B-1 MEDIAN CURB
79	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
*80	09°49'53"	1119.50'	192.10'	TYPE B-1 MEDIAN CURB
*88	22°43'15"	1475.00'	584.92'	TYPE B-1 MEDIAN CURB
*90	22°43'19"	1478.00'	586.13'	TYPE B-1 MEDIAN CURB
91	180°00'26"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
214	42°08'19"	30.00'	22.06'	TYPE G CURB AND GUTTER
*218	05°37'08"	1552.00'	152.20'	6" CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.
5) IN SLOPES STEEPER THAN 2:1, CONTRACTOR SHALL INSTALL TWO LAYERS OF GEOGRID. THE PRIMARY REINFORCEMENT GEOGRID SHALL BE INSTALLED AT A DEPTH OF 3' BELOW FINISHED GRADE (AND AT 3' INTERVALS) AND THE SECONDARY REINFORCEMENT GEOGRID SHALL BE INSTALLED FOR SURFICIAL STABILITY AT 1.5' BELOW FINISHED GRADE (AND AT 3' INTERVALS).

EASEMENT NOTE:

THE SLOPES AND DRAINAGE IMPROVEMENTS SHOWN EXTENDING PAST THE RIGHT OF WAY LINE REPRESENT ALLOWABLE WORK UNDER THE EXISTING BLANKET EASEMENTS FOR ROADWAY SLOPES AND DRAINAGE STRUCTURES AS SHOWN ON MAP NO. 7174. THE EXISTING EASEMENTS IN FAVOR OF THE CITY OF SAN DIEGO EFFECTING THE OPEN SPACE PARCEL OUTSIDE OF THE CITY RIGHT OF WAY ARE AS FOLLOWS:

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C-18

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 18 OF 59 SHEETS

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PROJECT MANAGER

CHECKED BY:
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PROJECT ENGINEER

x-x
CCS27 COORDINATES

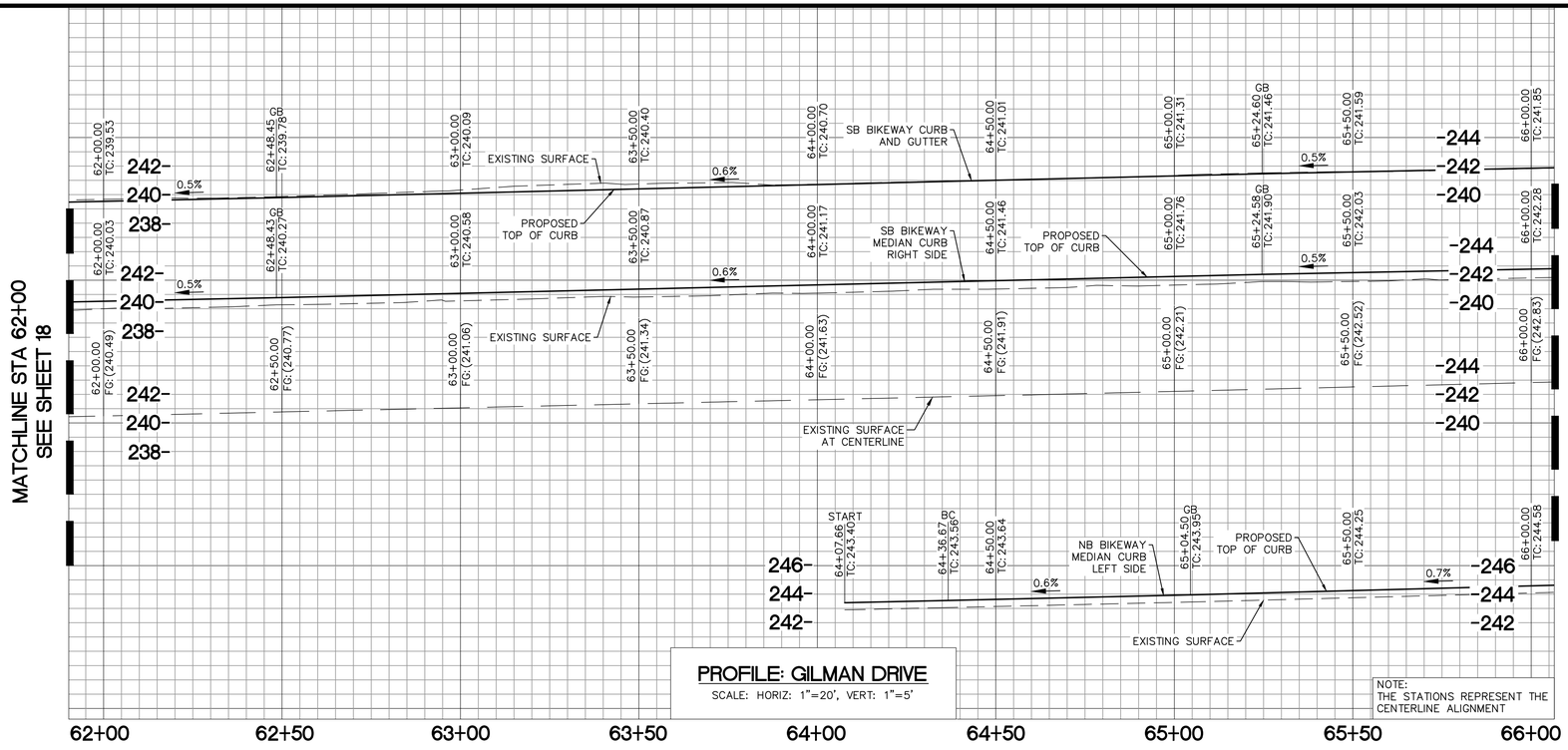
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CCS83 COORDINATES

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-18-D

100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT

CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
2. INSTALL ATRIUM GRATE AND STORM DRAIN RISER PIPE. CONNECT PROPOSED ATRIUM GRATE AND STORM DRAIN RISER PIPE TO CURB OUTLET.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
17. CONSTRUCT TYPE 'B' CONCRETE DRAINAGE DITCH PER SDD-106.
19. CONSTRUCT TYPE 'A' CURB OUTLET PER SDRSD D-25.
20. CONSTRUCT SOIL NAIL WALL. REFER TO STRUCTURAL PLANS, SHEETS 39 THROUGH 53 FOR ADDITIONAL INFORMATION.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
30. INSTALL 1' WIDE NON-ERODIBLE PERMEABLE SURFACE.
31. REMOVE EXISTING CURB AND GUTTER.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.

CENTERLINE DATA

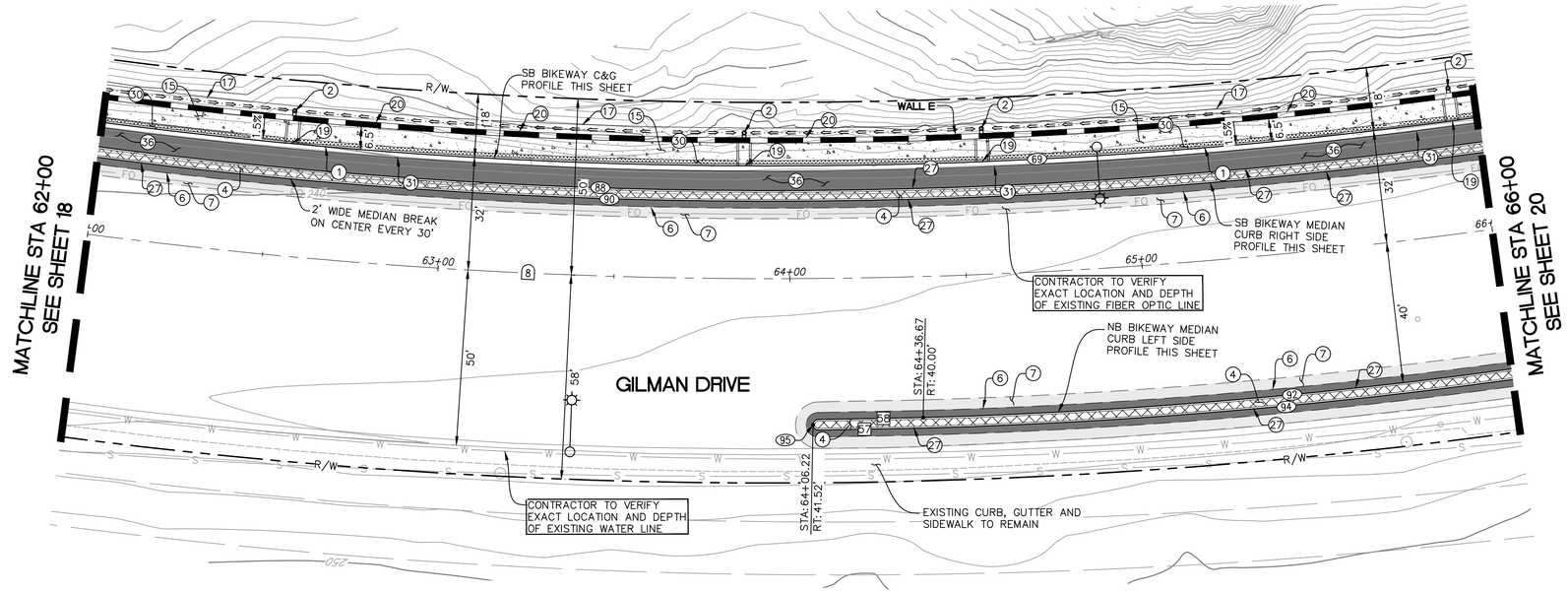
NO	BEARING/DELTA	RADIUS	LENGTH
8*	44°39'18"	1500.00'	1169.07'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
57	N 01°02'46" W	--	29.78'	TYPE B-1 MEDIAN CURB
58	N 01°02'46" W	--	29.78'	TYPE B-1 MEDIAN CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*69	33°29'12"	1468.00'	857.98'	TYPE G CURB AND GUTTER
*88	22°43'15"	1475.00'	584.92'	TYPE B-1 MEDIAN CURB
*90	22°43'19"	1478.00'	586.13'	TYPE B-1 MEDIAN CURB
*92	07°48'40"	1540.00'	209.95'	TYPE B-1 MEDIAN CURB
*94	07°48'43"	1543.00'	210.38'	TYPE B-1 MEDIAN CURB
95	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.



GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

20 0 20 40 60 80

SCALE 1" = 20'

C-19

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 19 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

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CCS27 COORDINATES

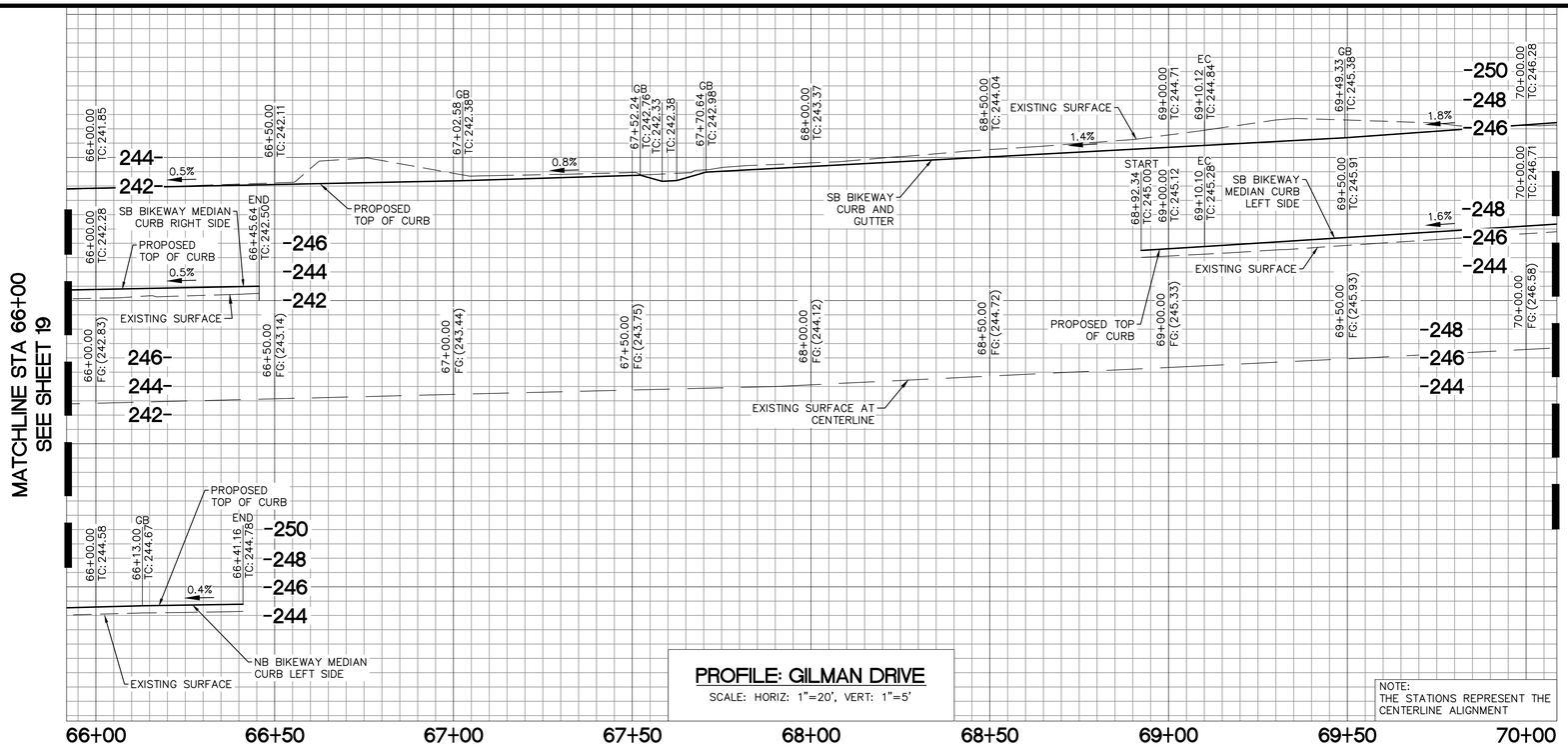
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CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-19-D

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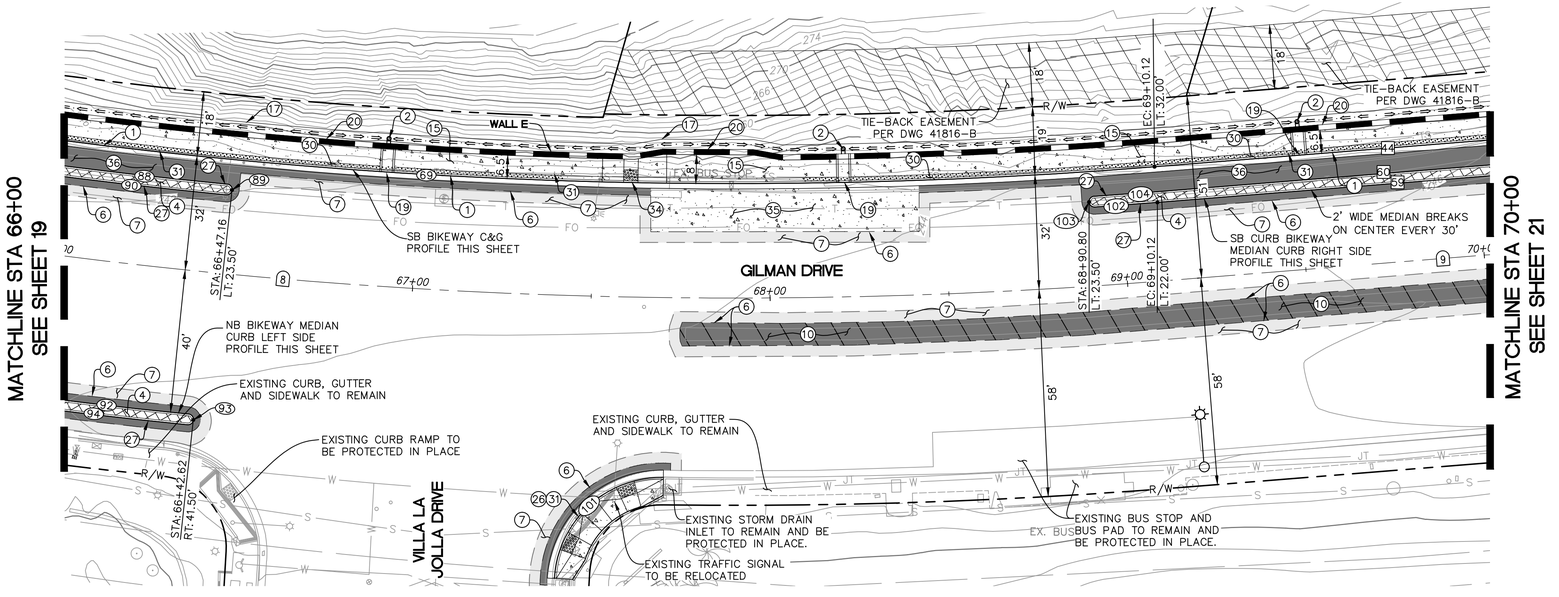
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
2. INSTALL ATRIUM GRATE AND STORM DRAIN RISER PIPE. CONNECT PROPOSED ATRIUM GRATE AND STORM DRAIN RISER PIPE TO CURB OUTLET.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
17. CONSTRUCT TYPE 'B' CONCRETE DRAINAGE DITCH PER SDD-106.
19. CONSTRUCT TYPE 'A' CURB OUTLET PER SDRSD D-25.
20. CONSTRUCT SOIL NAIL WALL. REFER TO STRUCTURAL PLANS, SHEETS 39 THROUGH 53 FOR ADDITIONAL INFORMATION.
26. INSTALL DOUBLE TYPE 'C2' CURB RAMPS PER SDG-135.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
30. INSTALL 1' WIDE NON-ERODIBLE PERMEABLE SURFACE.
31. REMOVE EXISTING CURB AND GUTTER.
34. INSTALL TYPE 'C1' CURB RAMP PER SDG-135.
35. INSTALLED 12' BY 75' PCC BUS PAD PER SDG-102.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
8*	44°39'18"	1500.00'	1169.07'
9*	N 19°41'04" W	--	1168.50'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*44	N 19°41'04" W	--	130.90'	TYPE G CURB AND GUTTER
59	N 19°41'04" W	--	130.91'	TYPE B-1 MEDIAN CURB
60	N 19°41'04" W	--	130.90'	TYPE B-1 MEDIAN CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*69	33°29'12"	1468.00'	857.98'	TYPE G CURB AND GUTTER
*88	22°43'15"	1475.00'	584.92'	TYPE B-1 MEDIAN CURB
89	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
*90	22°43'19"	1478.00'	586.13'	TYPE B-1 MEDIAN CURB
*92	07°48'40"	1540.00'	209.95'	TYPE B-1 MEDIAN CURB
93	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
*94	07°48'43"	1543.00'	210.38'	TYPE B-1 MEDIAN CURB
101	87°36'07"	30.00'	45.87'	TYPE G CURB AND GUTTER
102	00°40'44"	1478.00'	17.51'	TYPE B-1 MEDIAN CURB
103	181°14'00"	1.50'	4.74'	TYPE B-1 MEDIAN CURB
104	00°40'44"	1475.00'	17.48'	TYPE B-1 MEDIAN CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.

20 0 20 40 60 80

SCALE 1" = 20'

C-20

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 20 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

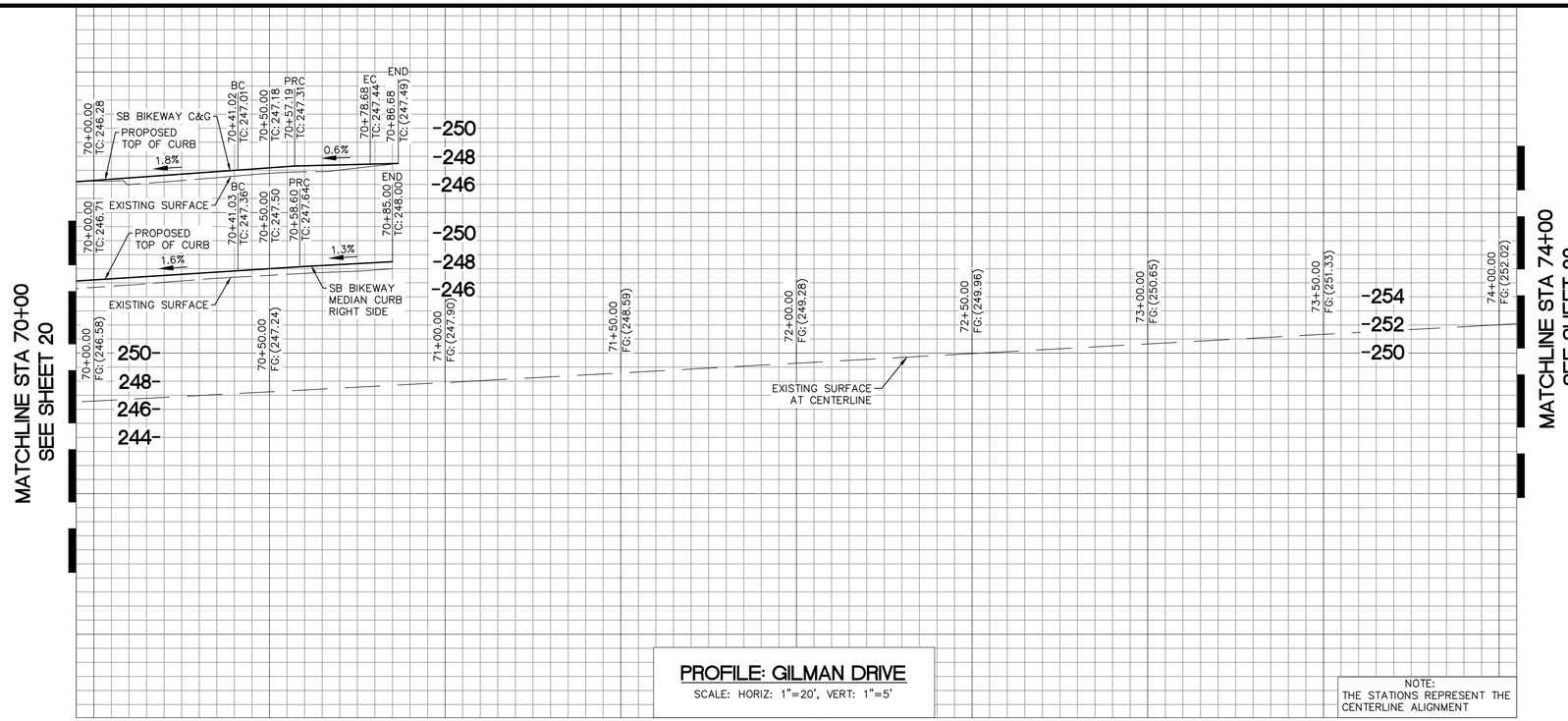
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ORIGINAL	NE			
AS-BUILTS				

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-20-D

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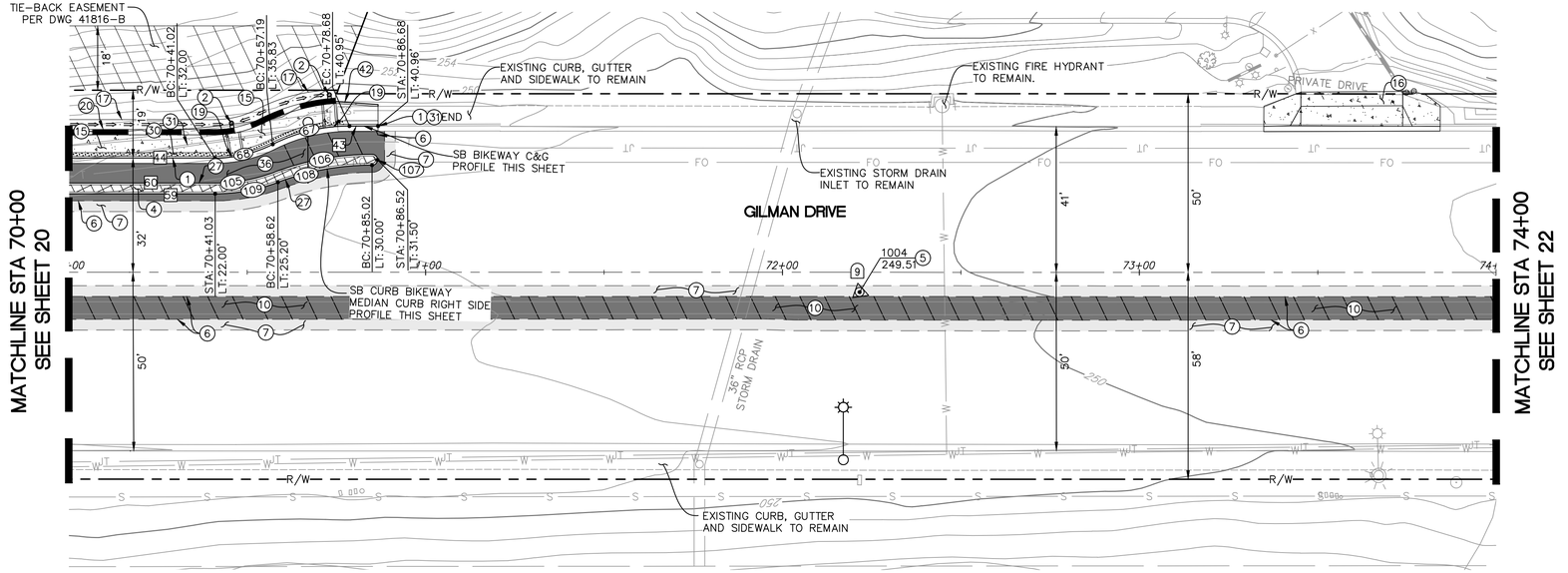
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
2. INSTALL ATRIUM GRATE AND STORM DRAIN RISER PIPE. CONNECT PROPOSED ATRIUM GRATE AND STORM DRAIN RISER PIPE TO CURB OUTLET.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
5. CONTRACTOR TO ENSURE PROPER PRESERVATION OF EXISTING SURVEY MONUMENT PER CITY OF SAN DIEGO STANDARDS.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
16. REMOVE AND REPLACE EXISTING DRIVEWAY PER SDG-159.
17. CONSTRUCT TYPE 'B' CONCRETE DRAINAGE DITCH PER SDD-106.
19. CONSTRUCT TYPE 'A' CURB OUTLET PER SDRSD D-25.
20. CONSTRUCT SOIL NAIL WALL. REFER TO STRUCTURAL PLANS, SHEETS 39 THROUGH 53 FOR ADDITIONAL INFORMATION.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
50. INSTALL 1' WIDE NON-ERODIBLE PERMEABLE SURFACE.
31. REMOVE EXISTING CURB AND GUTTER.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
42. CONTRACTOR TO INSTALL 6" MONOLITHIC RETAINING CURB PER CROSS SECTION A-A ON SDG-135.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
9*	N 19°41'04" W	--	1168.50'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*43	N 19°45'35" W	--	8.00'	TYPE G CURB AND GUTTER
44	N 19°41'04" W	--	130.90'	TYPE G CURB AND GUTTER
59	N 19°41'04" W	--	130.91'	TYPE B-1 MEDIAN CURB
60	N 19°41'04" W	--	130.90'	TYPE B-1 MEDIAN CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
67	26°36'32"	48.00'	22.29'	TYPE G CURB AND GUTTER
68	26°41'03"	36.00'	16.77'	TYPE G CURB AND GUTTER
105	20°36'35"	47.00'	16.91'	TYPE B-1 MEDIAN CURB
106	20°36'35"	78.00'	28.06'	TYPE B-1 MEDIAN CURB
107	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
108	20°36'35"	75.00'	26.98'	TYPE B-1 MEDIAN CURB
109	20°36'00"	50.00'	17.98'	TYPE B-1 MEDIAN CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.
4) FOR ADDITIONAL PUBLIC STREET EASEMENT INFORMATION, REFER TO DWG 41767-B. FOR ADDITIONAL TIE-BACK EASEMENT INFORMATION, REFER TO DWGS 41815-B AND 41816-B.

20 0 20 40 60 80

SCALE 1" = 20'

C-21

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 21 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

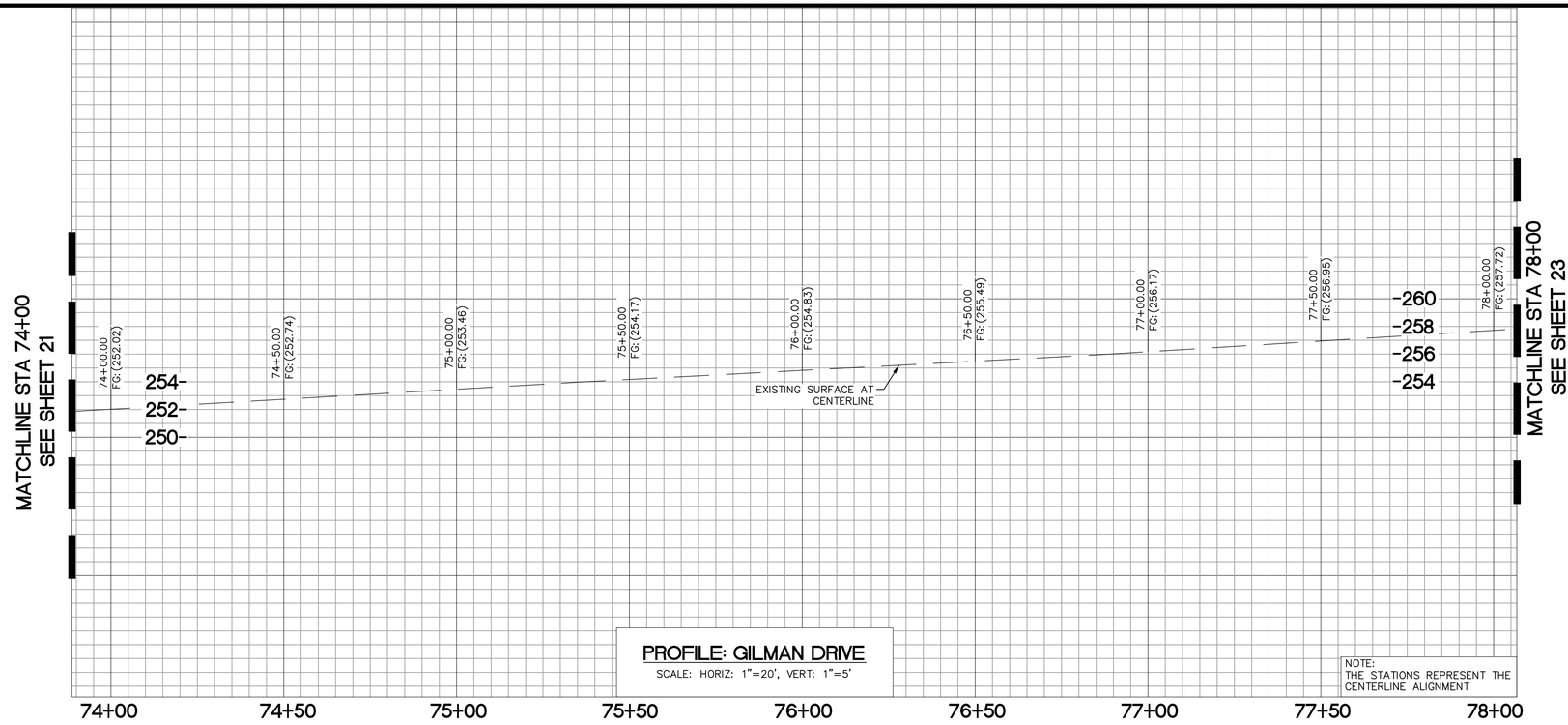
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ORIGINAL	NE			
AS-BUILTS				

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

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100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT

CONSTRUCTION NOTES

(6) SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.

(7) 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.

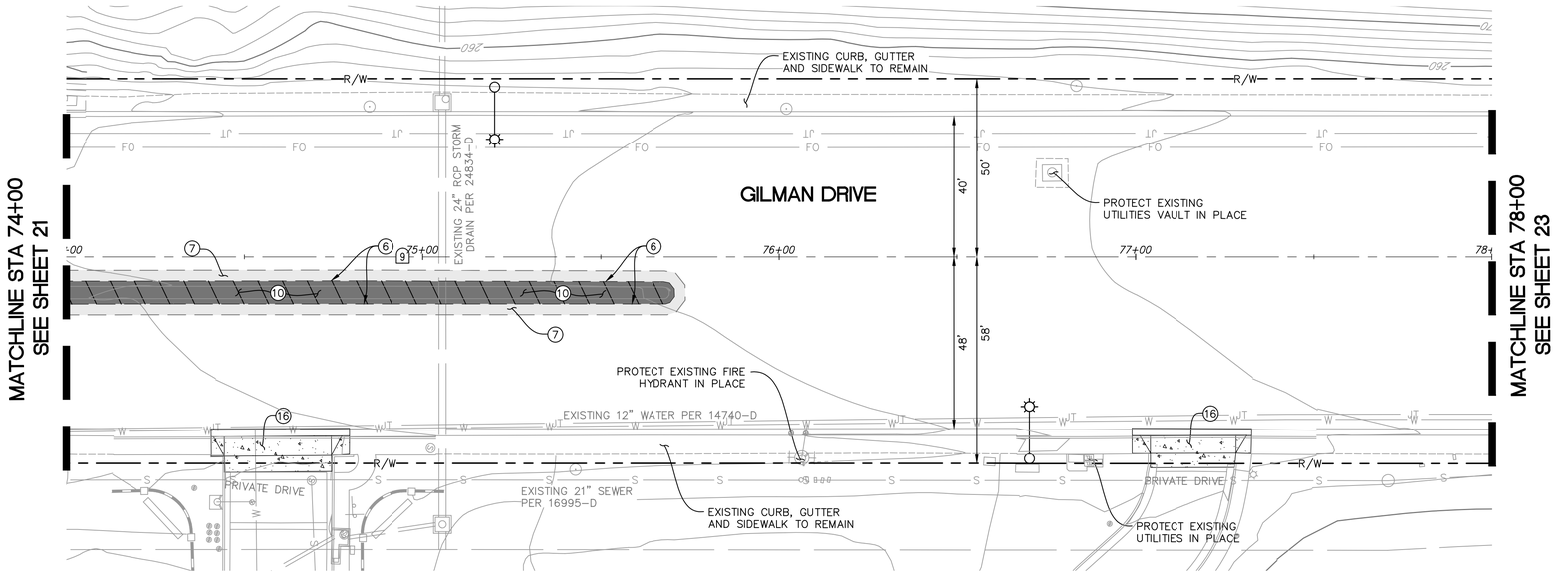
(10) REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.

(16) REMOVE AND REPLACE EXISTING DRIVEWAY PER SDG-159.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
9*	N 19°41'04" W	--	1168.50'

*LINE/CURVE CONTINUES THROUGH MATCHLINE



GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

20 0 20 40 60 80

SCALE 1" = 20'

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C-22

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 22 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

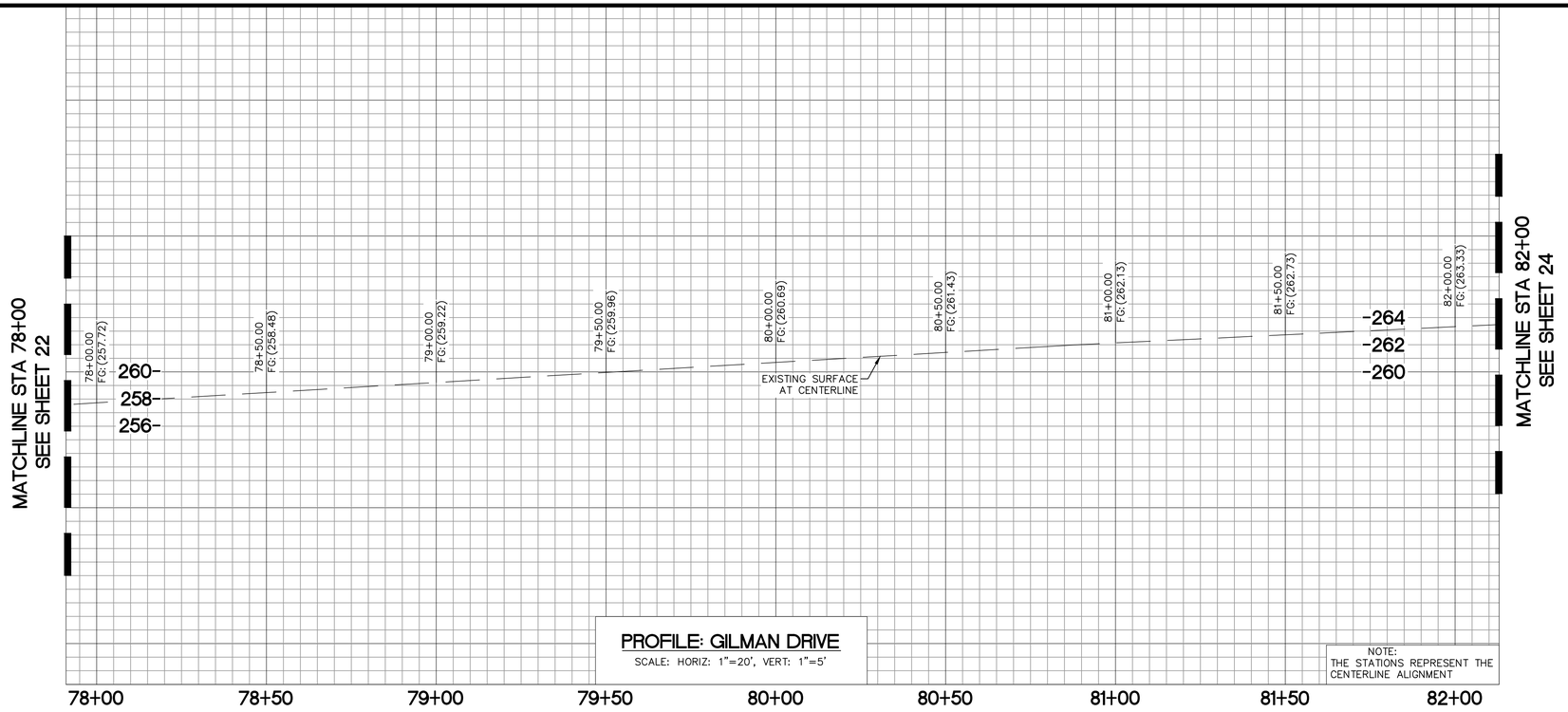
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CCS27 COORDINATES

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CCS83 COORDINATES

CONTRACTOR
DATE STARTED
INSPECTOR
DATE COMPLETED

40779-22-D

100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE
SCALE: HORIZ: 1"=20', VERT: 1"=5'

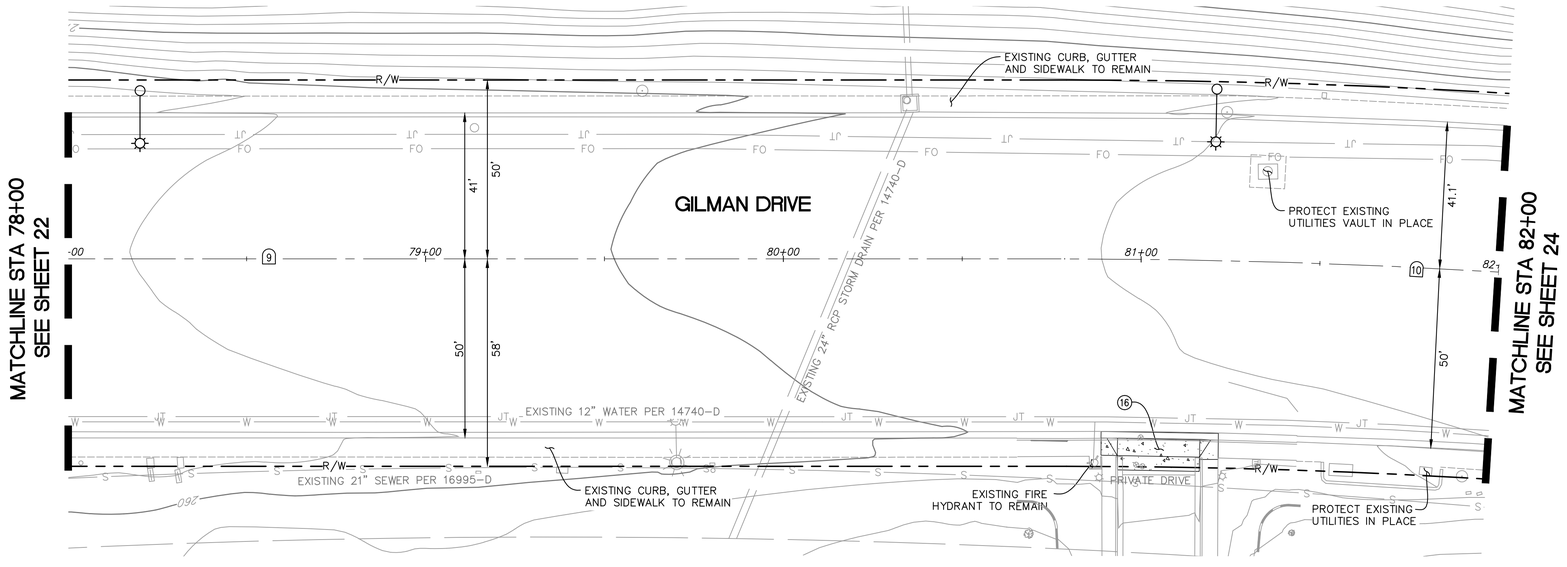
NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT

CONSTRUCTION NOTES

(16) REMOVE AND REPLACE EXISTING DRIVEWAY PER SDG-159.

CENTERLINE DATA			
NO	BEARING/DELTA	RADIUS	LENGTH
9*	N 19°41'04" W	--	1168.50'
10*	28°14'50"	2000.00'	986.01'

*LINE/CURVE CONTINUES THROUGH MATCHLINE



GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

20 0 20 40 60 80
SCALE 1" = 20'

C-23

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 23 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DOE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

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CCS27 COORDINATES

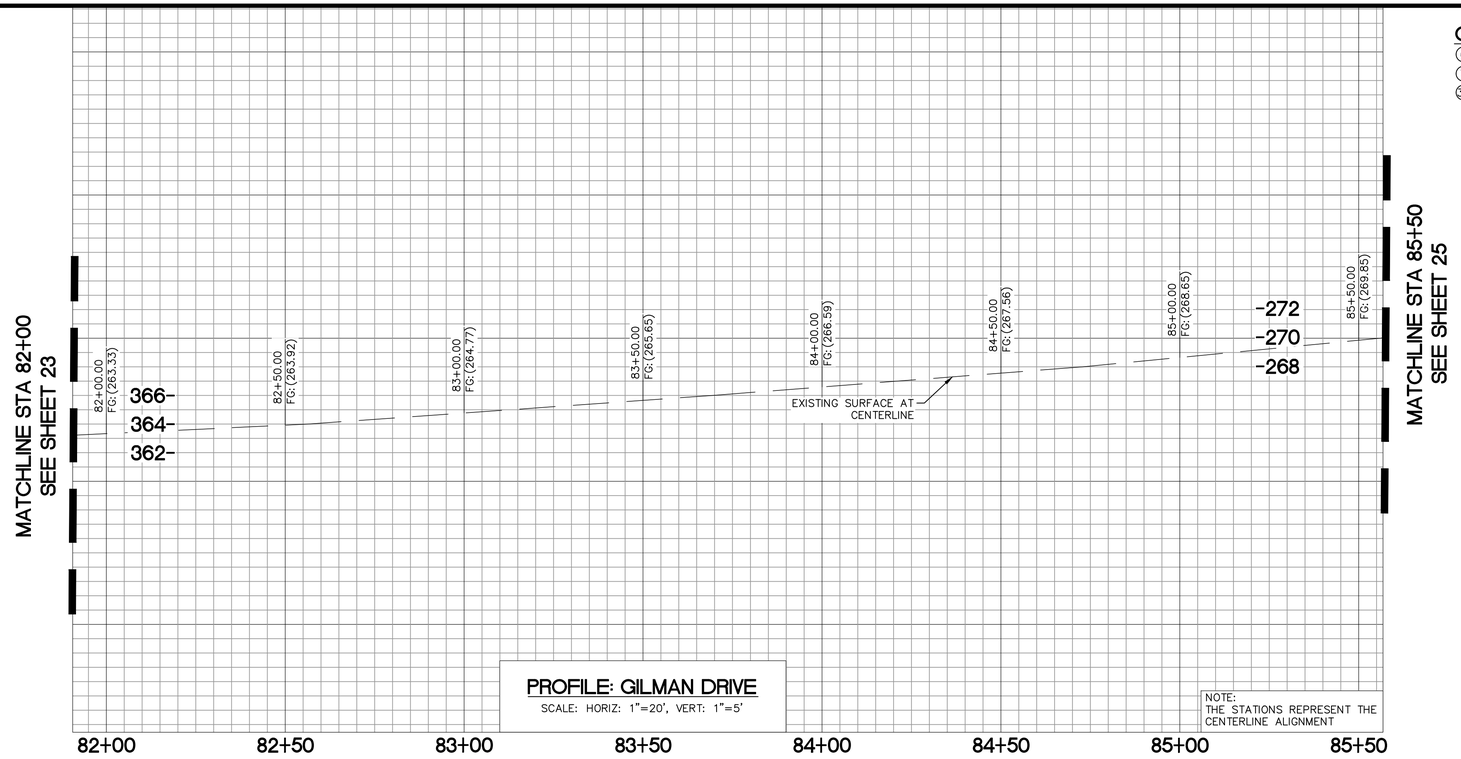
x-x
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-23-D

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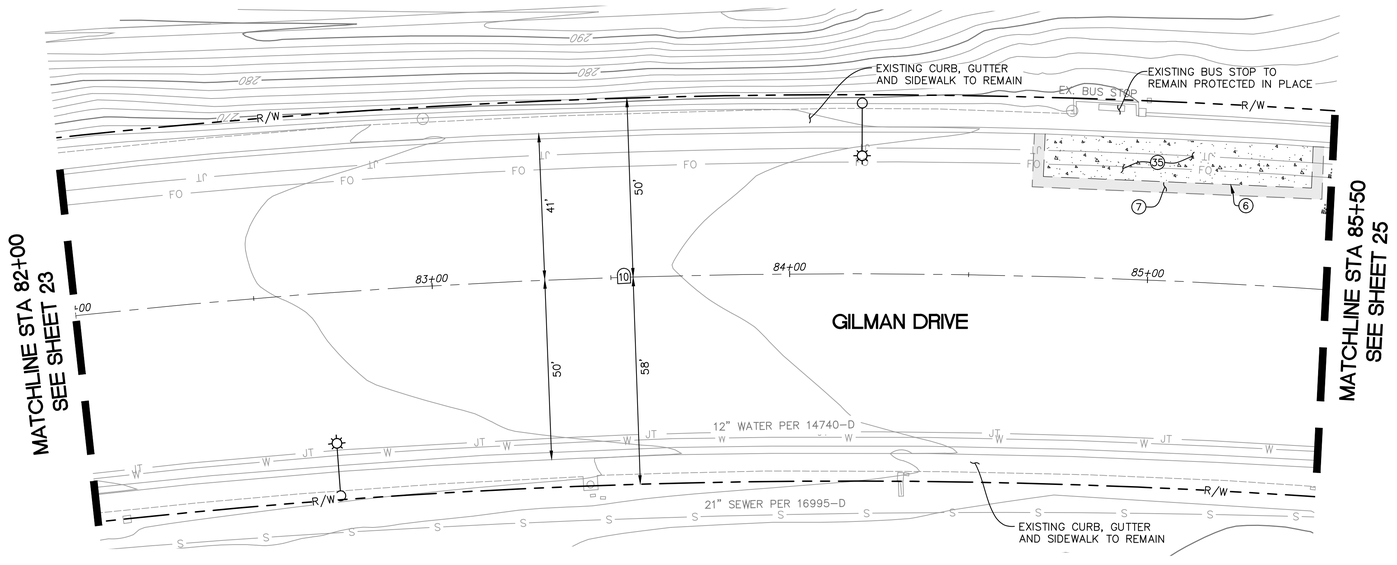
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

(6) SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
(7) 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
(35) INSTALLED 12' BY 75' PCC BUS PAD PER SDG-102.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
10*	28°14'50"	2000.00'	986.01'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

20 0 20 40 60 80
SCALE 1" = 20'

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NE JOB NO. 110-134.2

C-24

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 24 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

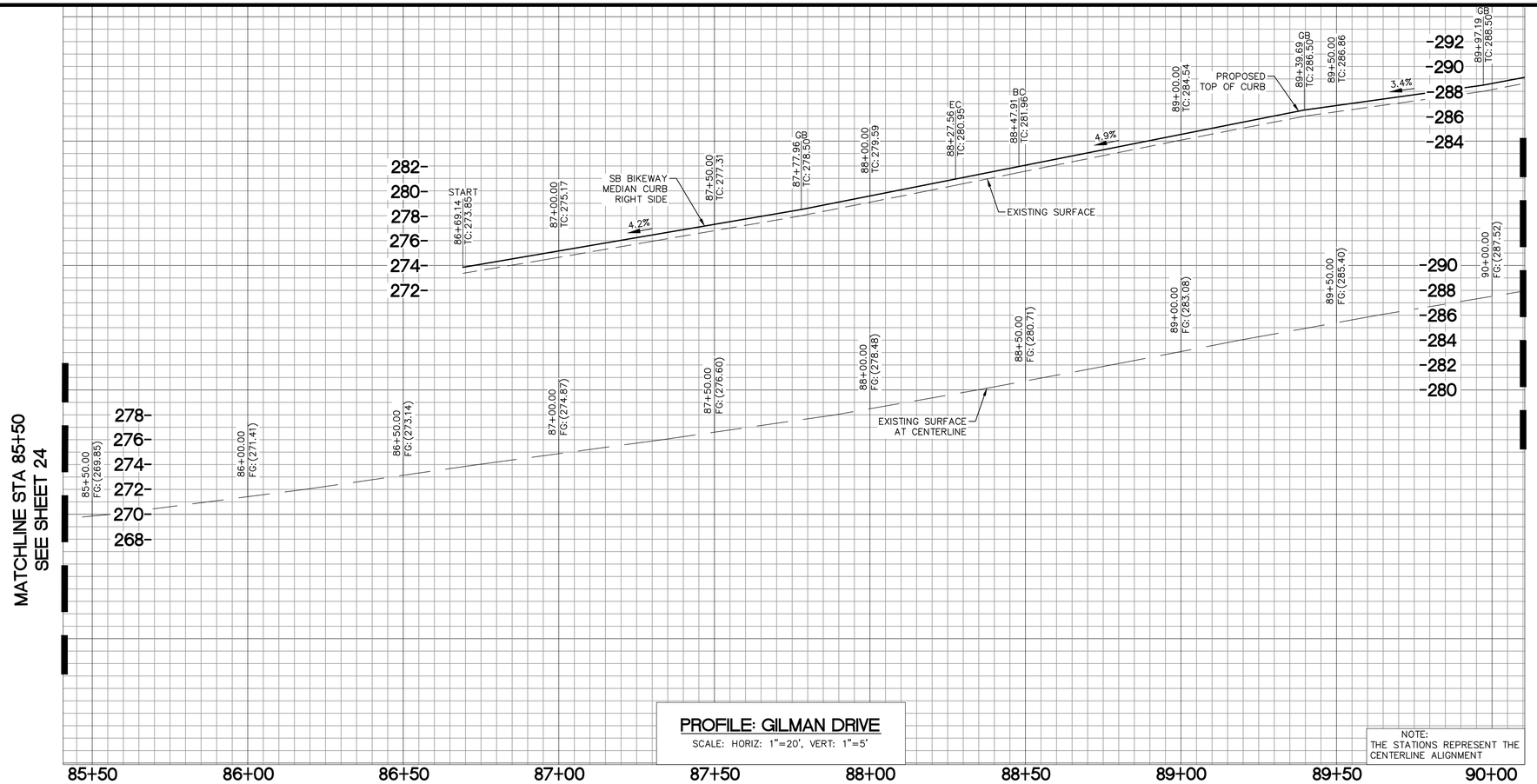
x-x
CCS27 COORDINATES

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CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-24-D

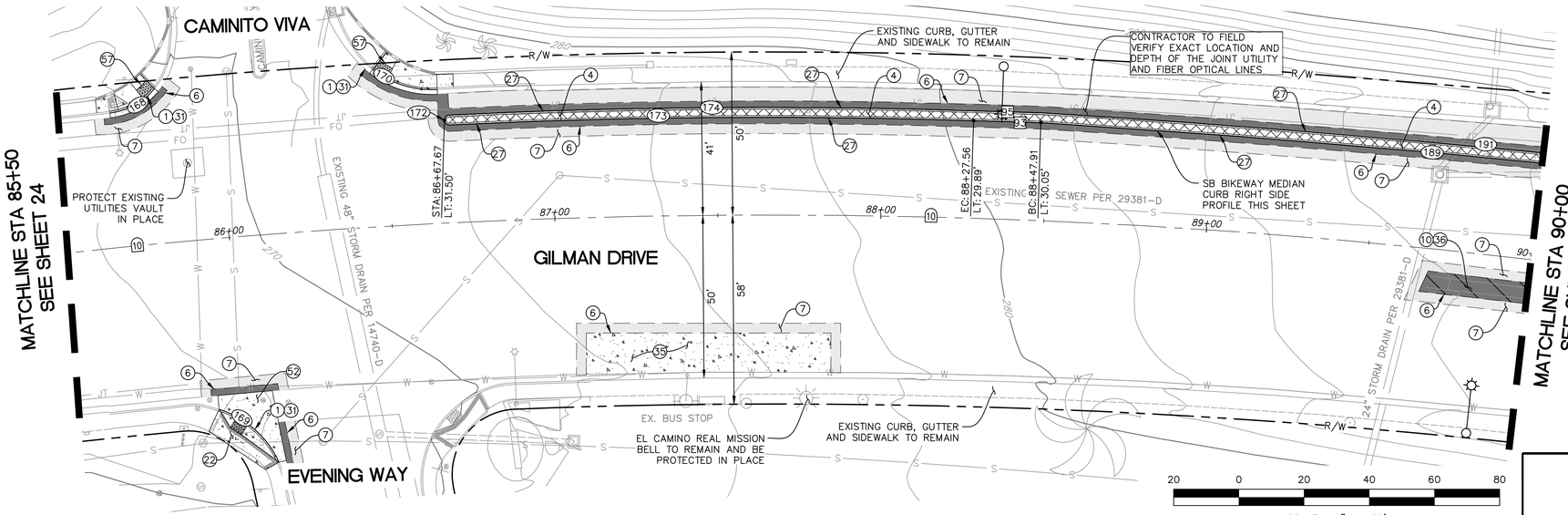
100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT



CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
22. CONSTRUCT TYPE 'A' CURB RAMP PER SDG-133.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
31. REMOVE EXISTING CURB AND GUTTER.
35. INSTALLED 12' BY 75' PCC BUS PAD PER SDG-102.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
52. CONSTRUCT CONCRETE CROSS GUTTER PER SDG-157.
57. INSTALL TYPE 'D' CURB RAMP PER SDG-137.

CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
10*	28°14'50"	2000.00'	986.01'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
93	N 01°36'03" E	--	20.65'	TYPE B-1 MEDIAN CURB
95	N 01°36'03" E	--	20.69'	TYPE B-1 MEDIAN CURB
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
168	44°35'01"	20.50'	15.95'	TYPE G CURB AND GUTTER
169	48°09'47"	30.00'	25.22'	TYPE G CURB AND GUTTER
170	40°24'26"	30.00'	21.16'	TYPE G CURB AND GUTTER
172	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
173	04°41'40"	1962.55'	160.80'	TYPE B-1 MEDIAN CURB
174	04°41'40"	1965.55'	161.04'	TYPE B-1 MEDIAN CURB
*189	04°56'26"	4267.27'	367.96'	TYPE B-1 MEDIAN CURB
*191	04°56'29"	4270.27'	368.28'	TYPE B-1 MEDIAN CURB

*LINE/CURVE CONTINUES THROUGH MATCHLINE.

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

C-25

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 25 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
RCE # 76641

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

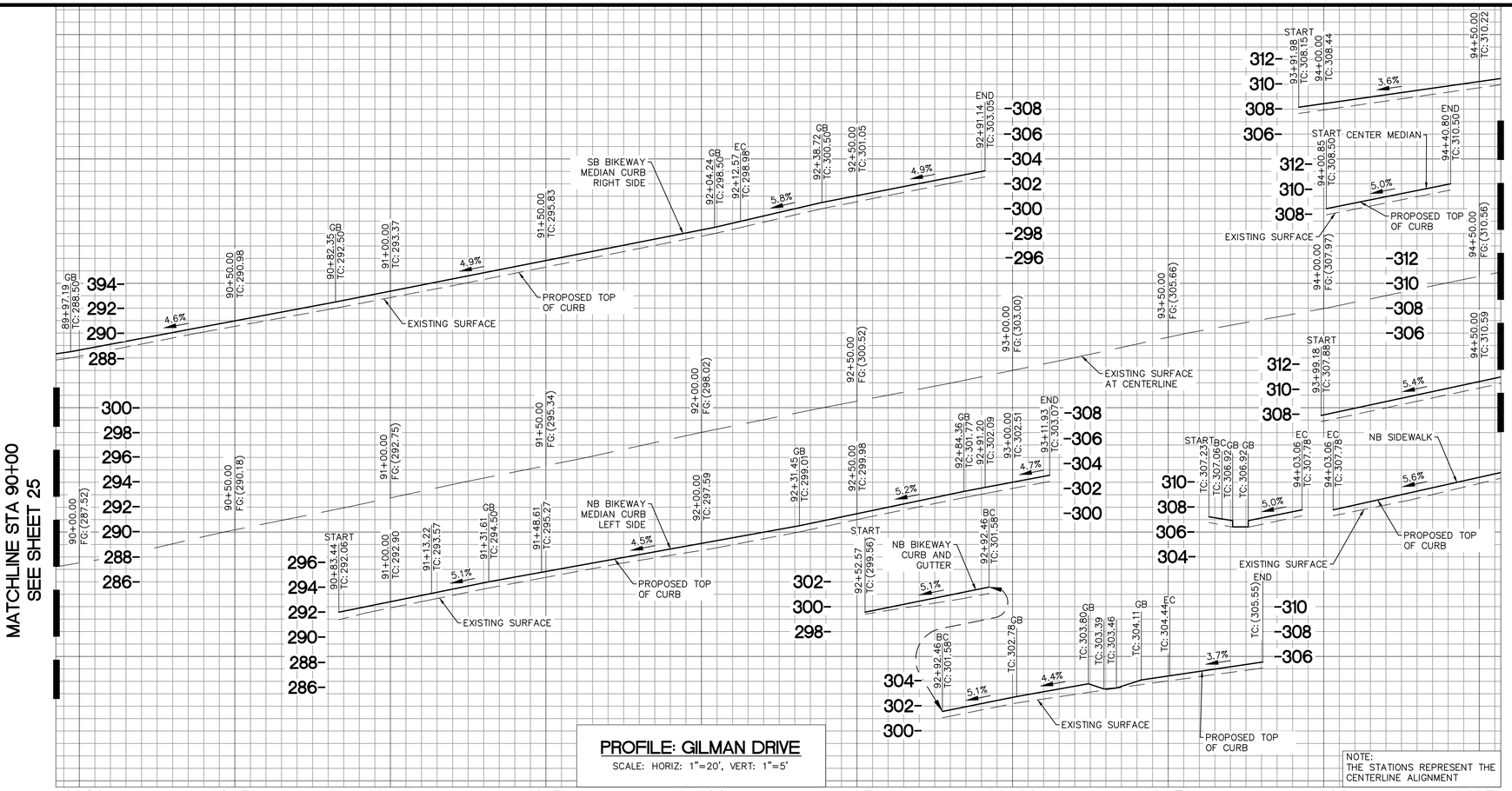
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CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-25-D

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San Diego, CA 92111
nasland.com
NE JOB NO. 110-134.2

100% DESIGN - 10/23/20



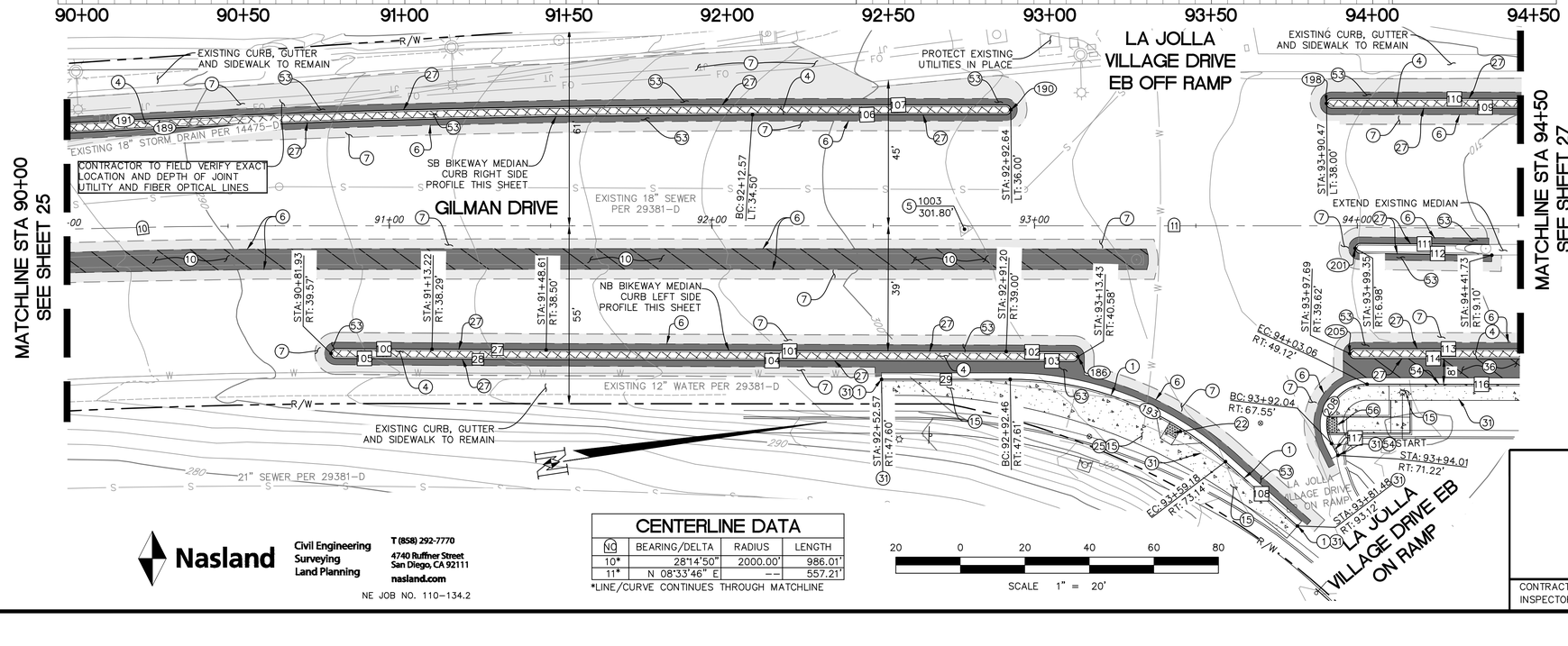
CONSTRUCTION NOTES

1. CONSTRUCT 6" TYPE 'G' CURB AND GUTTER PER SDG-151.
4. CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.
5. CONTRACTOR TO ENSURE PROPER PRESERVATION OF EXISTING SURVEY MONUMENT PER CITY OF SAN DIEGO STANDARDS.
6. SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.
7. 1.5" GRIND AND OVERLAY 36" PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.
10. REMOVE EXISTING MEDIAN AND REPLACE WITH ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
15. CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.
22. CONSTRUCT TYPE 'A' CURB RAMP PER SDG-133.
25. CONTRACTOR TO REMOVE EXISTING SIDEWALK, CURB, AND GUTTER.
27. CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.
31. REMOVE EXISTING CURB AND GUTTER.
36. PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.
53. PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.
54. CONSTRUCT 6" TYPE 'H' CURB AND GUTTER PER SDG-151.
56. INSTALL CAST-IN-PLACE DETECTABLE WARNING TILES PER SDG-130.

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
27	N 08°54'36" E	---	35.39'	TYPE B-1 MEDIAN CURB
28	N 08°54'35" E	---	35.41'	TYPE B-1 MEDIAN CURB
29	N 08°34'23" E	---	39.89'	TYPE G CURB AND GUTTER
100	N 08°57'22" E	---	29.78'	TYPE B-1 MEDIAN CURB
101	N 08°45'49" E	---	142.59'	TYPE B-1 MEDIAN CURB
102	N 08°45'49" E	---	20.73'	TYPE B-1 MEDIAN CURB
103	N 08°45'49" E	---	20.72'	TYPE B-1 MEDIAN CURB
104	N 08°45'49" E	---	142.59'	TYPE B-1 MEDIAN CURB
105	N 08°57'22" E	---	29.78'	TYPE B-1 MEDIAN CURB
106	N 08°33'46" E	---	78.57'	TYPE B-1 MEDIAN CURB
107	N 08°33'46" E	---	78.57'	TYPE B-1 MEDIAN CURB
108	N 50°25'04" E	---	29.94'	TYPE G CURB AND GUTTER
*109	N 08°33'46" E	---	229.09'	TYPE B-1 MEDIAN CURB
*110	N 08°33'46" E	---	229.06'	TYPE B-1 MEDIAN CURB
111	N 09°03'04" E	---	39.95'	TYPE B-1 MEDIAN CURB
112	N 09°24'33" E	---	40.86'	TYPE B-1 MEDIAN CURB
*113	N 08°37'60" E	---	166.53'	TYPE B-1 MEDIAN CURB
*114	N 08°37'60" E	---	166.52'	TYPE B-1 MEDIAN CURB
*116	N 08°37'60" E	---	162.62'	TYPE H CURB AND GUTTER
117	N 70°15'35" E	---	4.17'	TYPE H CURB AND GUTTER
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
186	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
*189	04°56'26"	4267.27'	367.96'	TYPE B-1 MEDIAN CURB
190	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
*191	04°56'29"	4270.27'	368.28'	TYPE B-1 MEDIAN CURB
193	41°51'24"	100.00'	73.05'	TYPE G CURB AND GUTTER
198	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
201	177°41'18"	1.50'	4.75'	TYPE B-1 MEDIAN CURB
205	179°51'21"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
208	118°22'24"	12.50'	25.83'	TYPE H CURB AND GUTTER

*LINE/CURVE CONTINUES THROUGH MATCHLINE.



CENTERLINE DATA

NO	BEARING/DELTA	RADIUS	LENGTH
10*	28°14'50"	2000.00'	986.01'
11*	N 08°33'46" E	---	557.21'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

SCALE 1" = 20'

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

C-26

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 26 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

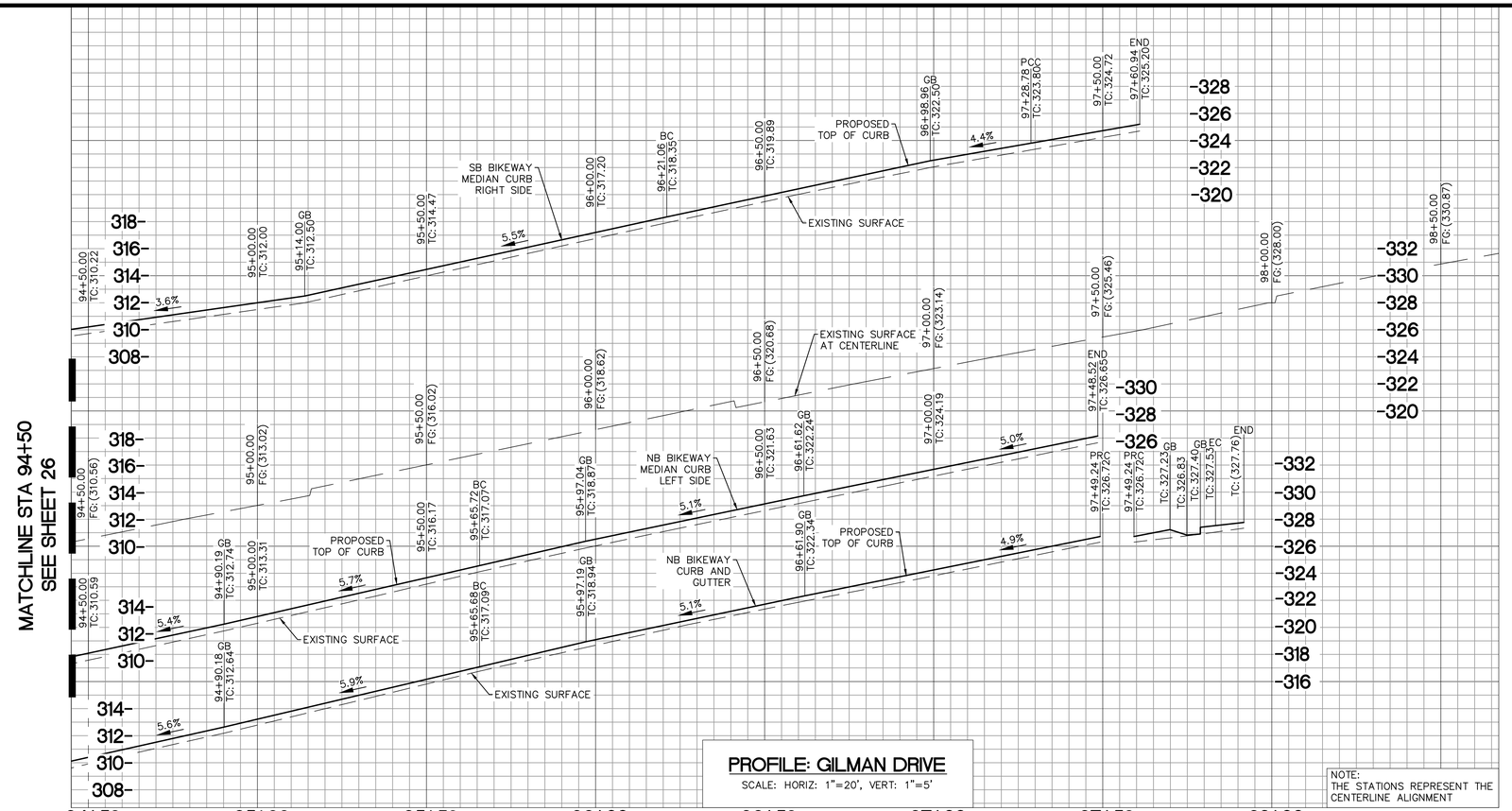
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CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-26-D

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San Diego, CA 92111
nasland.com
NE JOB NO. 110-134.2

100% DESIGN - 10/23/20



PROFILE: GILMAN DRIVE

SCALE: HORIZ: 1"=20', VERT: 1"=5'

NOTE:
THE STATIONS REPRESENT THE CENTERLINE ALIGNMENT

CONSTRUCTION NOTES

(4) CONSTRUCT MODIFIED RAISED PAVED MEDIAN PER SDG-112. REFER TO TYPICAL MEDIAN INSTALLATION DETAIL 2 ON SHEET 5.

(6) SAWCUT, REMOVE, AND REPLACE EXISTING AC PAVEMENT AND BASE. REFER TO TYPICAL AC PAVEMENT SECTION DETAIL 3 ON SHEET 5.

(7) 1.5" GRIND AND OVERLAY 36' PAST SAWCUT LINE (MIN). REFER TO TYPICAL SAWCUT AND GRIND AND OVERLAY DETAIL 1 ON SHEET 5.

(15) CONSTRUCT CONCRETE SIDEWALK PER SDG-155. WIDTH SHOWN ON PLAN.

(22) CONSTRUCT TYPE 'A' CURB RAMP PER SDG-133.

(27) CONSTRUCT TYPE 'B-1' MEDIAN CURB PER SDG-154.

(31) REMOVE EXISTING CURB AND GUTTER.

(36) PROPOSED ASPHALT CONCRETE PAVEMENT PER SDG-113 AND DETAIL 3 ON SHEET 5.

(53) PROPOSED FULL DEPTH ASPHALT CONCRETE PAVEMENT PER SDG-113.

(54) CONSTRUCT 6" TYPE 'H' CURB AND GUTTER PER SDG-151.

CENTERLINE DATA

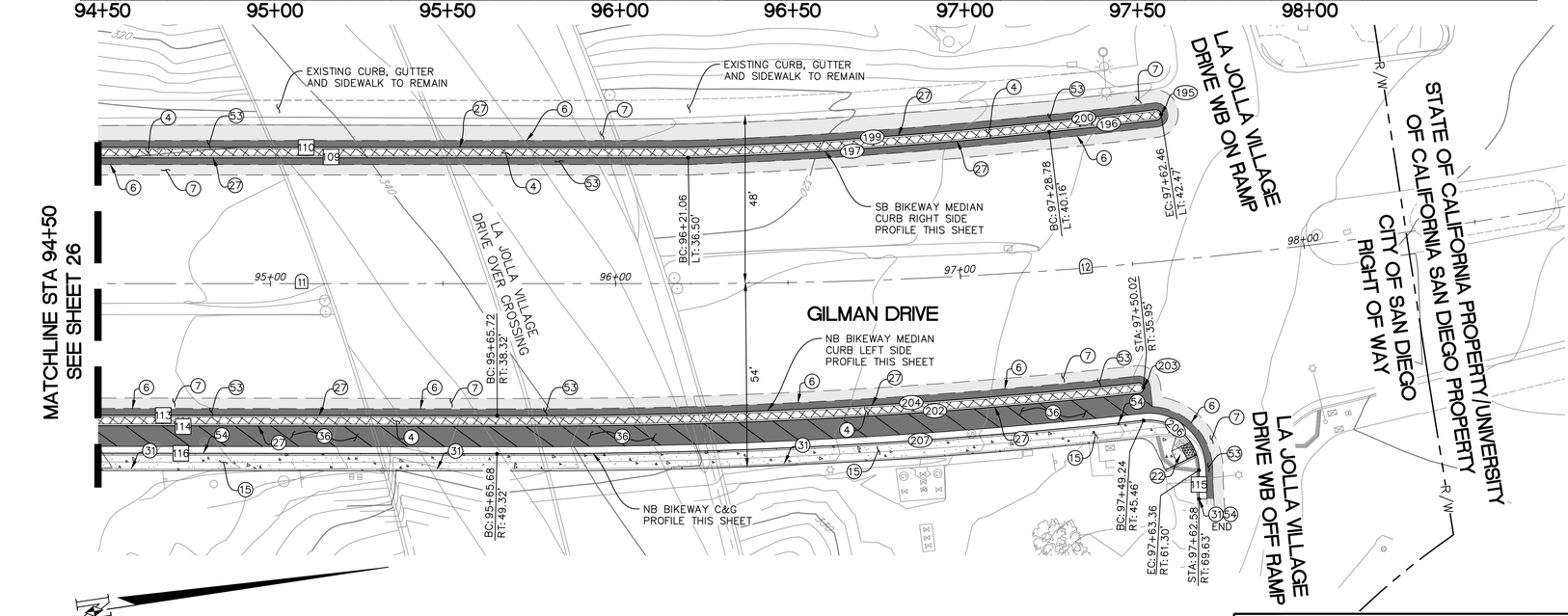
NO	BEARING/DELTA	RADIUS	LENGTH
11*	N 08°33'46" E	--	557.21'
12*	36°22'08"	1450.00'	920.40'

*LINE/CURVE CONTINUES THROUGH MATCHLINE

CURB DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
*109	N 08°33'46" E	---	229.09'	TYPE B-1 MEDIAN CURB
*110	N 08°33'46" E	---	229.06'	TYPE B-1 MEDIAN CURB
*113	N 08°37'60" E	---	166.53'	TYPE B-1 MEDIAN CURB
*114	N 08°37'60" E	---	166.52'	TYPE B-1 MEDIAN CURB
115	N 81°28'17" W	---	8.37'	TYPE H CURB AND GUTTER
*116	N 08°37'60" E	---	162.62'	TYPE H CURB AND GUTTER
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
195	180°09'06"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
196	01°00'54"	1765.25'	31.27'	TYPE B-1 MEDIAN CURB
197	04°17'43"	1400.00'	104.95'	TYPE B-1 MEDIAN CURB
199	04°17'35"	1397.00'	104.67'	TYPE B-1 MEDIAN CURB
200	01°00'57"	1763.25'	31.26'	TYPE B-1 MEDIAN CURB
202	06°30'41"	1639.59'	186.33'	TYPE B-1 MEDIAN CURB
203	180°00'00"	1.50'	4.71'	TYPE B-1 MEDIAN CURB
204	06°30'42"	1636.59'	186.00'	TYPE B-1 MEDIAN CURB
206	96°03'52"	14.50'	24.31'	TYPE H CURB AND GUTTER
207	06°31'43"	1647.59'	187.73'	TYPE H CURB AND GUTTER

*LINE/CURVE CONTINUES THROUGH MATCHLINE.



20 0 20 40 60 80

SCALE 1" = 20'

GENERAL NOTES:

1) REFER TO STREET LIGHT PLANS, SHEETS SL-1 THROUGH SL-4, FOR PROPOSED STREET LIGHT WORK.
2) REFER TO SIGNANGE AND STRIPING PLANS, SHEETS C-28 THROUGH C-33, FOR SIGNAGE AND STRIPING WORK.
3) REFER TO THE TYPICAL CROSS SECTION SHEETS C-3 AND C-4 FOR ADDITIONAL INFORMATION ON THE PROPOSED IMPROVEMENTS.

C-27

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

IMPROVEMENT PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 27 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-27-D

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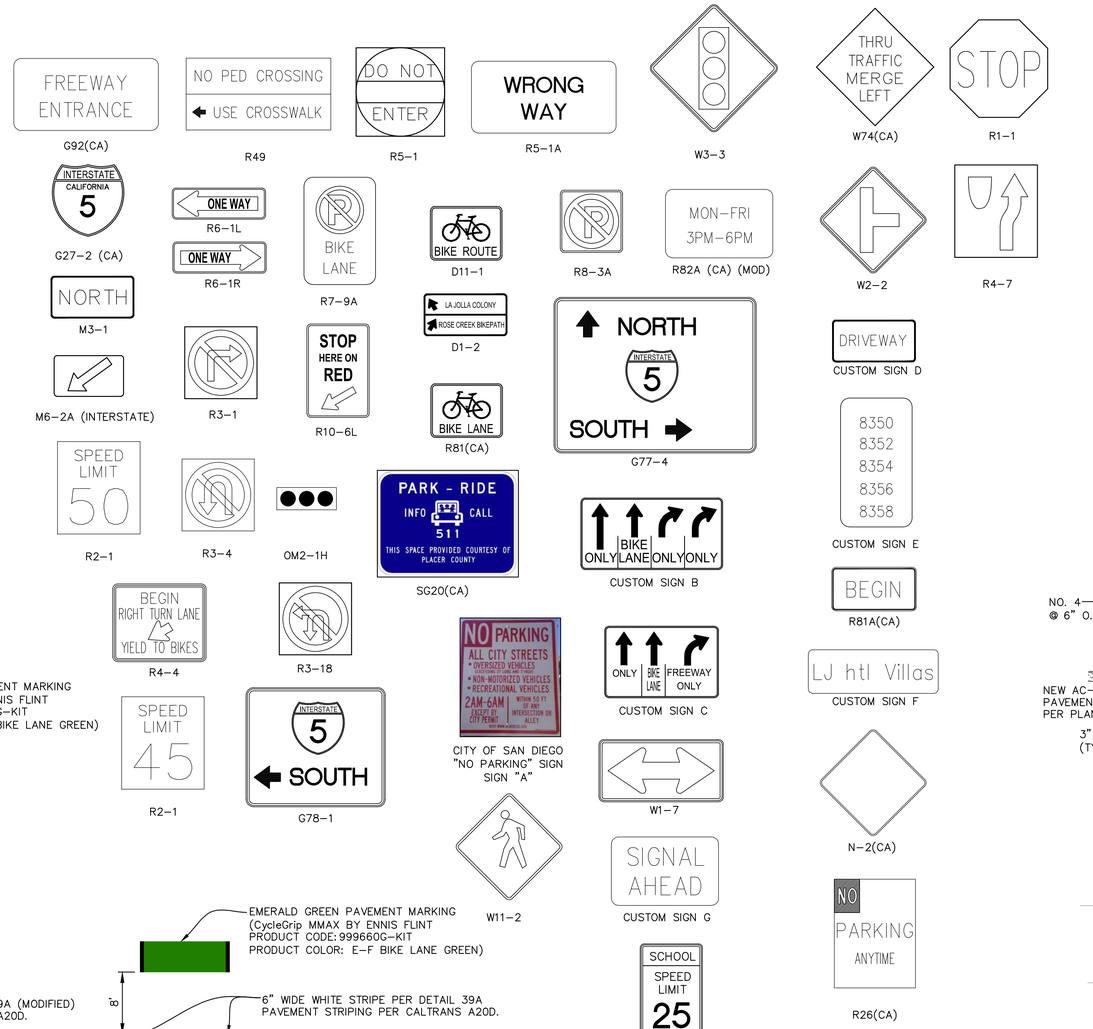
STRIPING AND SIGNING GENERAL NOTES

1. INSTALLATION OF ALL STRIPING, SIGNS AND PAVEMENT MARKERS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. ALL STRIPING AND SIGNING SHALL CONFORM TO THE MOST RECENTLY ADOPTED EDITION OF THE FOLLOWING MANUALS:

DESCRIPTION	EDITION	DOCUMENT NO.
STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), 2018 EDITION	2018	PWPI010119-01
CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION, 2018 EDITION	2018	*PWPI010119*-03
CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (REVISION 3), 2014 EDITION	2018	PWPI030119-07

3. ALL SIGNING AND STRIPING IS SUBJECT TO THE APPROVAL OF THE CITY ENGINEER PRIOR TO INSTALLATION AND/OR REMOVAL.
4. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING STRIPING, PAVEMENT MARKINGS AND LEGENDS BY HYDROBLASTING. ANY DEBRIS SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
5. SIGN POSTS SHALL BE INSTALLED WITH SQUARE PERFORATED STEEL TUBING WITH A BREAKAWAY BASE PER CITY OF SAN DIEGO STANDARD DRAWING SDM-104.
6. ALL RAISED MEDIAN NOSES SHALL BE PAINTED YELLOW.
7. ALL SIGNS SHOWN ON THE STRIPING AND SIGNING PLANS SHALL BE NEW SIGNS PROVIDED AND INSTALLED BY THE CONTRACTOR, EXCEPT FOR EXISTING SIGNS SPECIFICALLY INDICATED TO BE RELOCATED OR TO REMAIN.
8. MARKED CROSSWALKS SHALL HAVE AN INSIDE DIMENSION OF 10 FEET UNLESS INDICATED OTHERWISE.
9. ALL LIMIT LINES/STOP LINES, CROSSWALK LINES, PAVEMENT LEGENDS, AND ARROWS (SEE 2018 SPECIFICATIONS) SHALL BE THERMOPLASTIC.
10. THE CONTRACTOR SHALL NOTIFY THE CITY TRAFFIC ENGINEER AT (858) 495-4742 A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO AND UPON COMPLETION OF STRIPING AND SIGNING.
11. ALL SIGNS SHALL BE INSTALLED AT LEASE 84" ABOVE THE WALKING SURFACE.

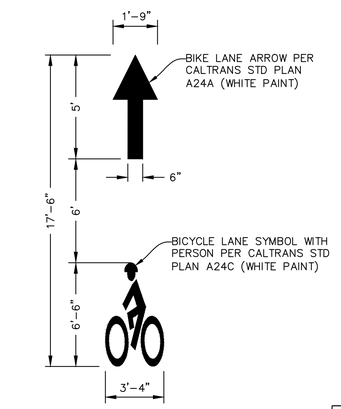
REFERENCED SIGNS



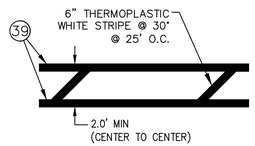
LEGEND

- EXISTING STRIPING
- PROPOSED STRIPING
- EXISTING SIGN
- EXISTING SIGN
- PROPOSED SIGN
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE IV(L) ARROW MARKING: INSTALL PER CALTRANS STD PLAN A24A.
- PROPOSED THERMOPLASTIC TYPE IV(L) ARROW MARKING: INSTALL PER CALTRANS STD PLAN A24A.
- KEEP — PROPOSED THERMOPLASTIC "KEEP" MARKING. INSTALL PER CALTRANS PER STD A24E.
- CLEAR — PROPOSED THERMOPLASTIC "CLEAR" MARKING. INSTALL PER CALTRANS PER STD A24E.
- SIGNAL — PROPOSED THERMOPLASTIC "SIGNAL" MARKING. INSTALL PER CALTRANS PER STD A24D.
- AHEAD — PROPOSED THERMOPLASTIC "AHEAD" MARKING. INSTALL PER CALTRANS PER STD A24D.
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE VI ARROW MARKING: INSTALL PER CALTRANS STD A24A.
- PROPOSED THERMOPLASTIC CONTINENTAL CROSSWALK: INSTALL PER CITY OF SAN DIEGO STD SDM-116

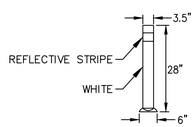
APPROVED ENCROACHMENT PERMIT PLAN
PERMIT NUMBER _____
DATE _____
PERMIT NUMBER _____
CO. ____ RTE. ____ PM ____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES
STATE REPRESENTATIVE _____ DATE _____
PLAN SET ____ PAGE 28 OF 59



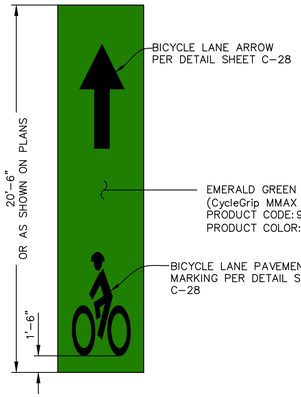
BICYCLE LANE PAVEMENT MARKING
A — NTS



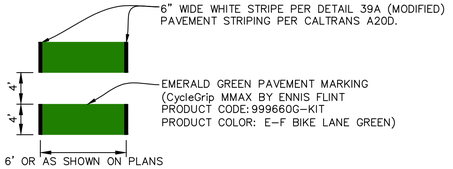
BIKE BUFFER
B — NTS



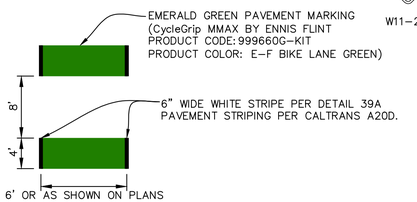
CITY POST - FLEXIBLE POST
E — NTS



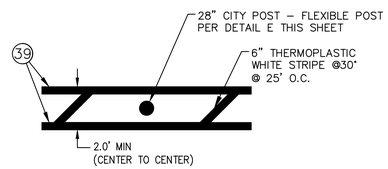
GREEN-BACKED BICYCLE LANE PAVEMENT MARKING
D — NTS



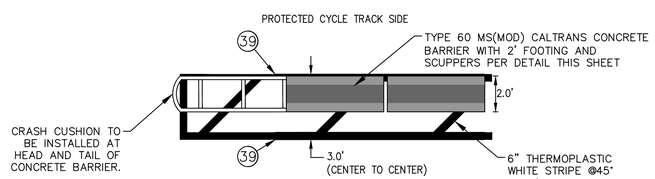
GREEN BIKE LANE CONFLICT ZONE AT DRIVEWAYS
F — NTS



GREEN BIKE LANE CONFLICT ZONE
39A — NTS



BIKE BUFFER WITH FLEXIBLE POST
C — NTS

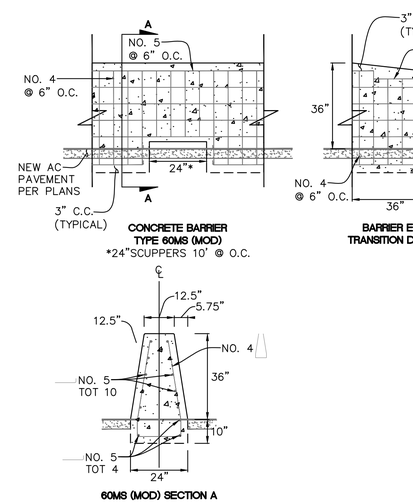


BIKE BUFFER WITH TYPE 60MS (MOD) CONCRETE BARRIER
G — NTS

NOTE: REFER TO CALTRANS A76A FOR MORE INFORMATION ON CONCRETE BARRIER

CONTRACTOR NOTE:

CONTRACTOR SHALL APPLY SEAL COAT AT ALL LOCATIONS WHERE EXISTING STRIPING IS TO BE REMOVED BY METHODS AS DESCRIBED IN THE PROJECT SPECIFICATIONS AND WHERE NEW STRIPING AND PAVEMENT MARKINGS WILL BE APPLIED. APPLY NEW STRIPING AND PAVEMENT MARKINGS OVER SEAL COAT.



CONCRETE BARRIER TYPE 60MS (MODIFIED) DETAIL
NOT TO SCALE

REFER TO TYPE 60MS CONCRETE BARRIER DETAIL PER CALTRANS STANDARD PLAN A76G FOR ADDITIONAL INFORMATION. THE MODIFICATIONS INCLUED IN THIS DETAIL ARE TO ALLOW FOR THE 10" DEEP 2' WIDE FOOTING AND FOR 24" SCUPPERS SPACED 10' ON CENTER.

C-28

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

SIGNING AND STRIPING COVER SHEET

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 28 OF 59 SHEETS

WBS# S-00951

APPROVED: _____ FOR CITY ENGINEER
DANIEL NUTTER PRINT DCE NAME
DATE _____ 76641 RCE #

SUBMITTED BY: ALEJANDRA GONZALEZ PROJECT MANAGER
CHECKED BY: VIAN SOMO PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x CCS27 COORDINATES
x-x CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-28-D

Nasland
Civil Engineering
Surveying
Land Planning
T (858) 292-7770
4740 Ruffner Street
San Diego, CA 92111
nasland.com
NE JOB NO. 110-134.2

100% DESIGN - 10/23/20

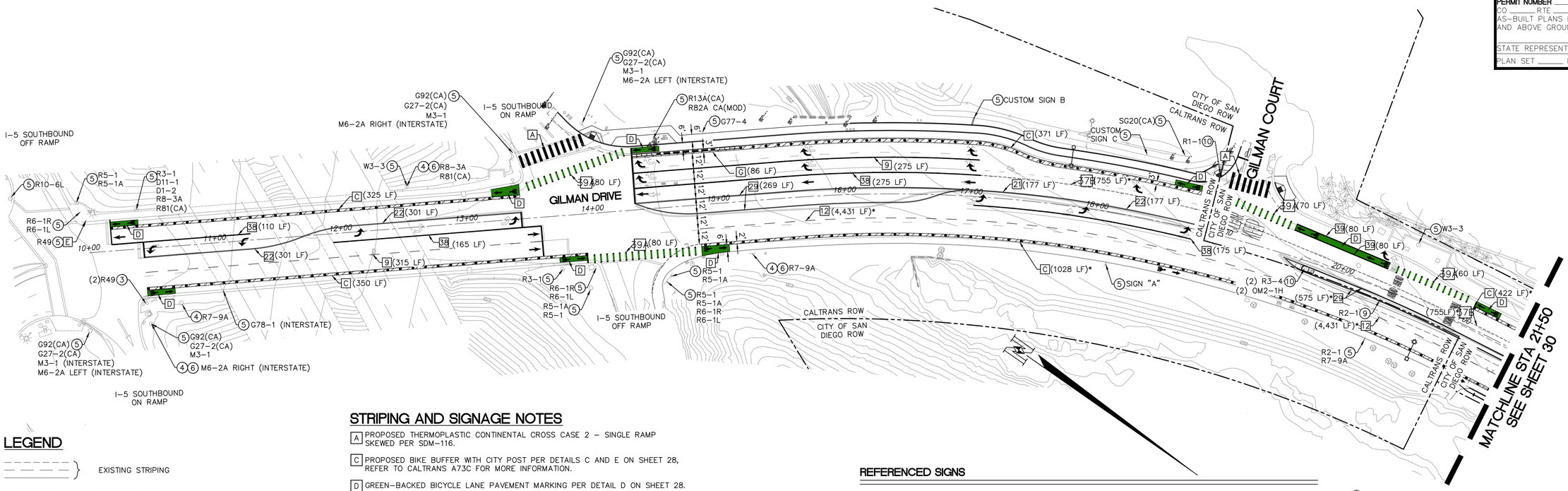
APPROVED ENCROACHMENT PERMIT PLAN

PERMIT NUMBER _____
DATE _____

PERMIT NUMBER _____
CO ____ RTE ____ PM ____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES

STATE REPRESENTATIVE DATE

PLAN SET ____ PAGE 29 OF 59



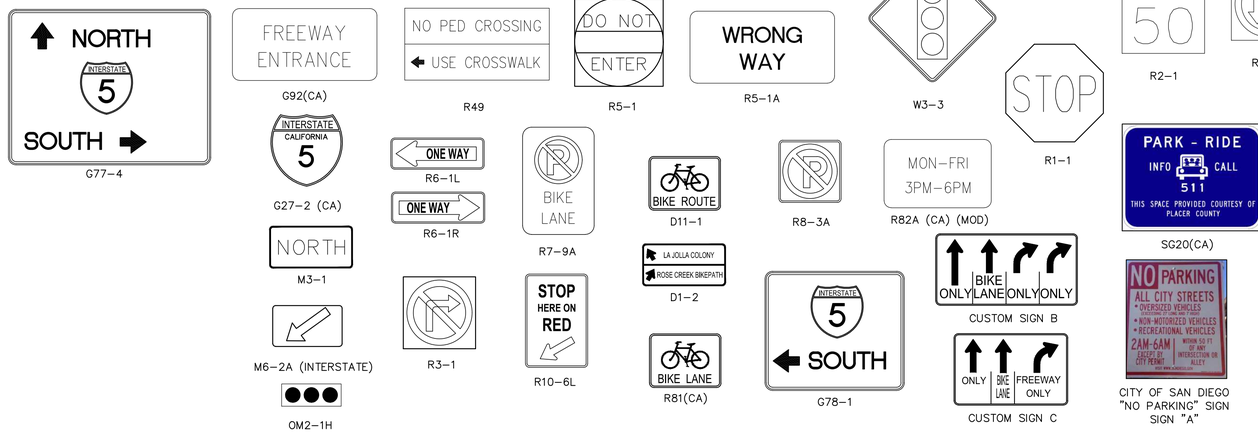
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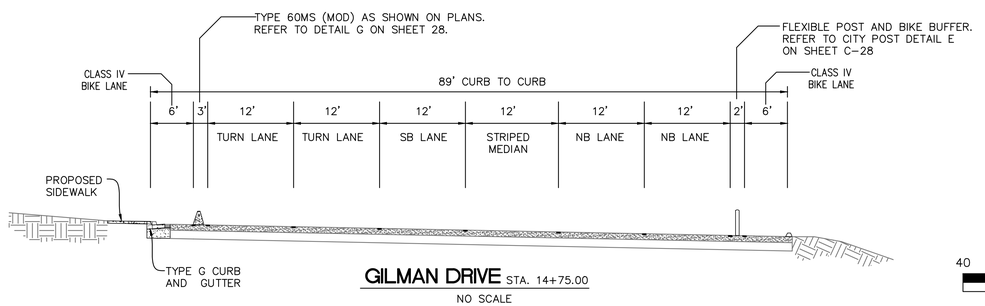
- EXISTING STRIPING
- PROPOSED STRIPING
- EXISTING SIGN
- EXISTING SIGN
- PROPOSED SIGN
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE IV(L) ARROW MARKING: INSTALL PER CALTRANS STD PLAN A24A.
- PROPOSED THERMOPLASTIC TYPE IV(L) ARROW MARKING: INSTALL PER CALTRANS STD PLAN A24A.
- KEEP — PROPOSED THERMOPLASTIC "KEEP" MARKING. INSTALL PER CALTRANS PER STD A24E.
- CLEAR — PROPOSED THERMOPLASTIC "CLEAR" MARKING. INSTALL PER CALTRANS PER STD A24E.
- SIGNAL — PROPOSED THERMOPLASTIC "SIGNAL" MARKING. INSTALL PER CALTRANS PER STD A24D.
- AHEAD — PROPOSED THERMOPLASTIC "AHEAD" MARKING. INSTALL PER CALTRANS PER STD A24D.
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE VI ARROW MARKING: INSTALL PER CALTRANS STD A24A.
- PROPOSED THERMOPLASTIC CONTINENTAL CROSSWALK: INSTALL PER CITY OF SAN DIEGO STD SDM-116
- GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.

STRIPING AND SIGNAGE NOTES

- [A] PROPOSED THERMOPLASTIC CONTINENTAL CROSS CASE 2 – SINGLE RAMP SKEWED PER SDM-116.
- [C] PROPOSED BIKE BUFFER WITH CITY POST PER DETAILS C AND E ON SHEET 28, REFER TO CALTRANS A73C FOR MORE INFORMATION.
- [D] GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.
- [E] PROPOSED PEDESTRIAN BARRICADE TYPE A PER SDG-141.
- [G] PROPOSED THERMOPLASTIC BIKE BUFFER WITH TYPE 60MS (MOD) CONCRETE BARRIER PER DETAIL G ON SHEET 28.
- [9] PROPOSED PAINT DETAIL 9 PAVEMENT STRIPING PER CALTRANS A20A.
- [12] PROPOSED PAINT DETAIL 12 PAVEMENT STRIPING PER CALTRANS A20A.
- [21] PROPOSED PAINT DETAIL 21 PAVEMENT STRIPING PER CALTRANS A20A.
- [22] PROPOSED PAINT DETAIL 22 PAVEMENT STRIPING PER CALTRANS A20A.
- [29] PROPOSED PAINT DETAIL 29 PAVEMENT STRIPING PER CALTRANS A20B.
- [37B] PROPOSED PAINT DETAIL 37B PAVEMENT STRIPING PER CALTRANS A20D.
- [38] PROPOSED PAINT DETAIL 38 PAVEMENT STRIPING PER CALTRANS A20D.
- [39] PROPOSED PAINT DETAIL 39 PAVEMENT STRIPING PER CALTRANS A20D.
- [39A] PROPOSED PAINT DETAIL 39A PAVEMENT STRIPING PER CALTRANS A20D WITH EMERALD GREEN PAINT PER DETAIL ON SHEET C-28.
- (3) INSTALL NEW SINGLE SIDED SIGN ON EXISTING UTILITY POLE.
- (4) INSTALL NEW SIGN ON EXISTING POST
- (5) PROTECT IN PLACE
- (6) REMOVE AND DISPOSE OF SIGN
- (9) REMOVE AND RELOCATE SIGN & POST
- (10) REMOVE AND RELOCATE SIGN, INSTALL NEW POST

REFERENCED SIGNS





GILMAN DRIVE STA. 14+75.00
NO SCALE
WITHIN CALTRANS R/W

40 0 40 80 120 160
SCALE 1" = 40'

CONTRACTOR NOTE:

CONTRACTOR SHALL REMOVE EXISTING STRIPING BY HYDROBLASTING. ALL DEBRIS SHALL BE REMOVED BY THE END OF EACH WORKDAY.
CONTRACTOR SHALL APPLY SEAL COAT AT ALL LOCATIONS WHERE EXISTING STRIPING IS TO BE REMOVED BY METHODS DESCRIBED IN PROJECT SPECIFICATIONS AND WHERE NEW STRIPING AND PAVEMENT MARKINGS WILL BE APPLIED. APPLY NEW STRIPING AND PAVEMENT MARKINGS OVER SEAL COAT.

C-29

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

SIGNING AND STRIPING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 29 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

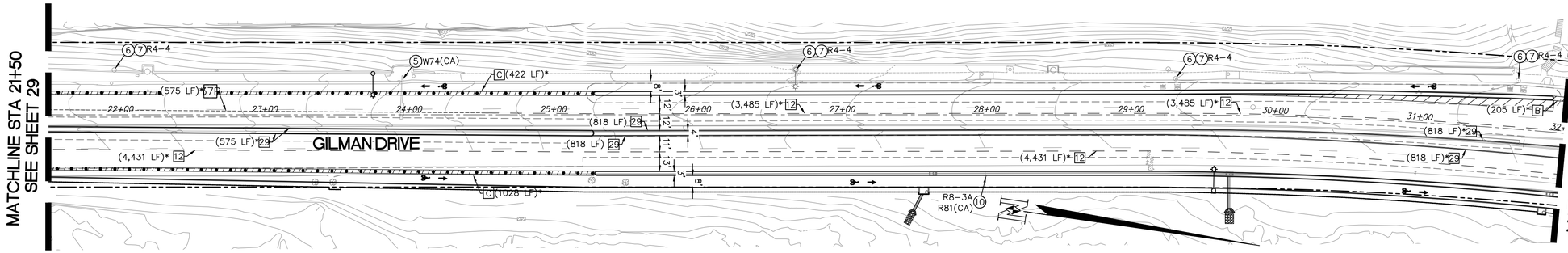
x-x
CCS83 COORDINATES

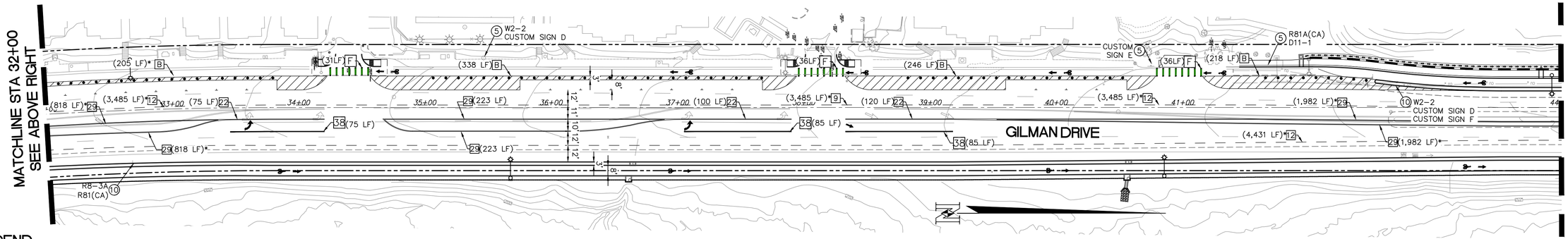
CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-29-D

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Land Planning
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San Diego, CA 92111
nasland.com
NE JOB NO. 110-134.2

100% DESIGN - 10/23/20

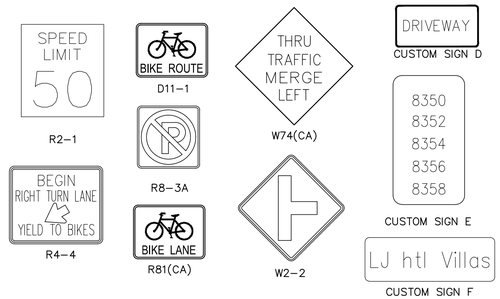




LEGEND

- EXISTING STRIPING
- PROPOSED PAINT STRIPING
- EXISTING ROADSIDE SIGN
- PROPOSED ROADSIDE SIGN PER DETAILS THIS SHEET
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE IV(L) PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- PROPOSED THERMOPLASTIC TYPE IV(R) PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- SIGNAL — PROPOSED THERMOPLASTIC PAVEMENT MARKINGS PER CALTRANS PER STANDARD PLANS A24D.
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE VI PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- PROPOSED THERMOPLASTIC WHITE BIKEMAN SYMBOL AND PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24C.
- PROPOSED 12" WHITE THERMOPLASTIC LIMIT LINE (STOP LINE) PER CALTRANS STANDARD PLANS DETAIL A24E
- [#] PROPOSED PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE STANDARD PLAN A20A THRU A20D.
- (500 LF)* PAVEMENT STRIPING DISTANCE
  * INDICATES STRIPING CONTINUES THROUGH MATCHLINE
- PROPOSED THERMOPLASTIC PAVEMENT STRIPING PER SDM-116
- PROPOSED PAINTED PARKING MARKINGS
- GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.

REFERENCED SIGNS

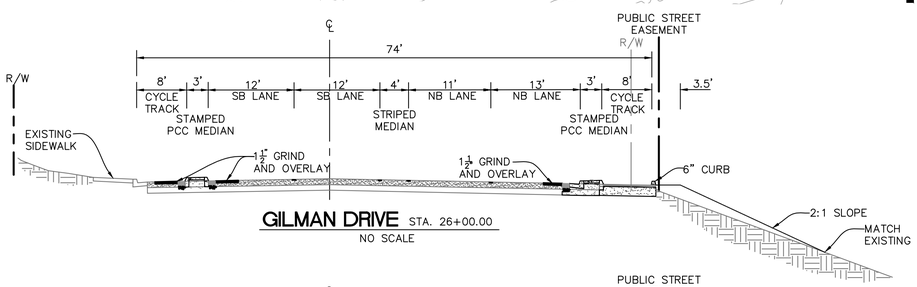


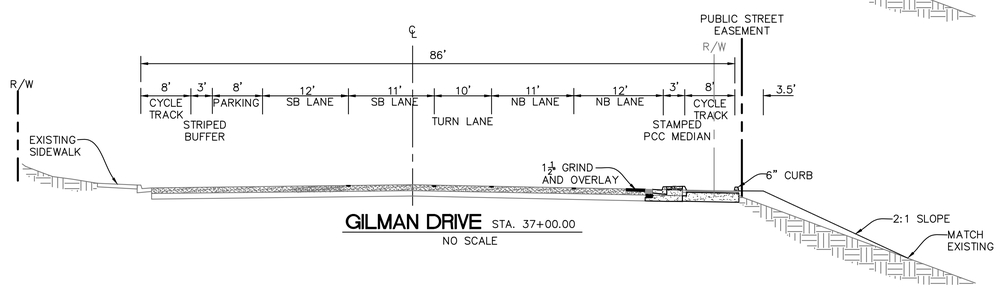
STRIPING AND SIGNAGE NOTES

- [B] INSTALL BIKE BUFFER PER DETAIL ON SHEET 28.
- [C] PROPOSED BIKE BUFFER CITY POST PER DETAILS C AND E ON SHEET 28, REFER TO CALTRANS A73C FOR MORE INFORMATION.
- [F] PROPOSED PAINT DETAIL 39A MOD PAVEMENT STRIPING PER CALTRANS A20D WITH EMERALD GREEN PAINT REFER TO DETAIL F ON SHEET 28 FOR ADDITIONAL INFORMATION.
- [12] PROPOSED PAINT DETAIL 12 PAVEMENT STRIPING PER CALTRANS A20A.
- [22] PROPOSED PAINT DETAIL 22 PAVEMENT STRIPING PER CALTRANS A20A.
- [29] PROPOSED PAINT DETAIL 29 PAVEMENT STRIPING PER CALTRANS A20B.
- [37B] PROPOSED PAINT DETAIL 37B PAVEMENT STRIPING PER CALTRANS A20D.
- [38] PROPOSED PAINT DETAIL 38 PAVEMENT STRIPING PER CALTRANS A20D.
- (5) PROTECT IN PLACE
- (6) REMOVE AND DISPOSE OF SIGN
- (7) REMOVE AND DISPOSE OF SIGN POST
- (10) REMOVE AND RELOCATE SIGN, INSTALL NEW POST

40 0 40 80 120 160

SCALE 1" = 40'





CONTRACTOR NOTE:

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nasland.com
NE JOB NO. 110-134.2

C-30

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

SIGNING AND STRIPING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 30 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
RCE # 76641

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

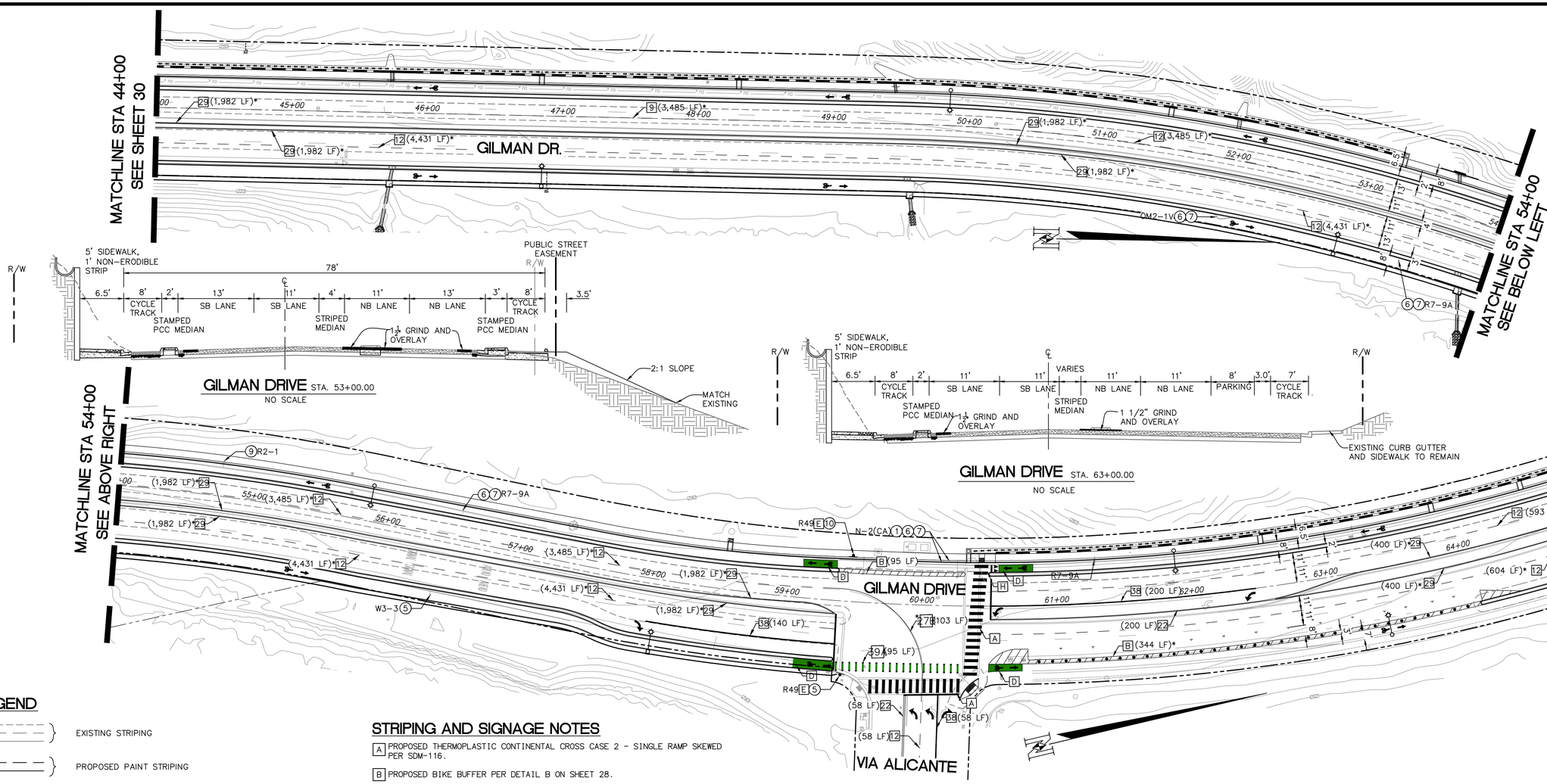
x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-30-D

100% DESIGN - 10/23/20



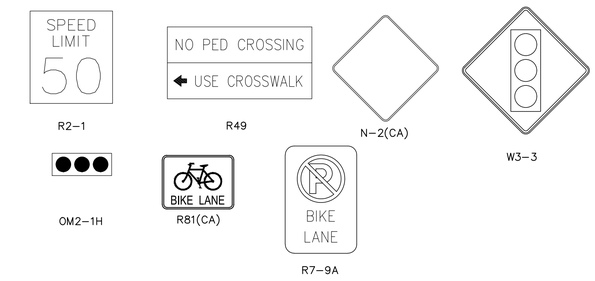
LEGEND

- EXISTING STRIPING
- PROPOSED PAINT STRIPING
- EXISTING ROADSIDE SIGN
- PROPOSED ROADSIDE SIGN PER DETAILS THIS SHEET
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE IV(L) PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- PROPOSED THERMOPLASTIC TYPE IV(R) PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- SIGNAL — PROPOSED THERMOPLASTIC PAVEMENT MARKINGS PER CALTRANS PER STANDARD PLANS A24D.
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- PROPOSED THERMOPLASTIC TYPE VI PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
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  * INDICATES STRIPING CONTINUES THROUGH MATCHLINE
- PROPOSED THERMOPLASTIC PAVEMENT STRIPING PER SDM-116
- PROPOSED PAINTED PARKING MARKINGS
- GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.

STRIPING AND SIGNAGE NOTES

- [A] PROPOSED THERMOPLASTIC CONTINENTAL CROSS CASE 2 - SINGLE RAMP SKEWED PER SDM-116.
- [B] PROPOSED BIKE BUFFER PER DETAIL B ON SHEET 28.
- [D] GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.
- [E] PROPOSED PEDESTRIAN BARRICADE PER SDG-141.
- [H] INSTALL YIELD LINE PER CALTRANS A24E.
- [12] PROPOSED PAINT DETAIL 12 PAVEMENT STRIPING PER CALTRANS A20A.
- [22] PROPOSED PAINT DETAIL 22 PAVEMENT STRIPING PER CALTRANS A20A.
- [27B] PROPOSED PAINT DETAIL 27B PAVEMENT STRIPING PER CALTRANS A20A.
- [29] PROPOSED PAINT DETAIL 29 PAVEMENT STRIPING PER CALTRANS A20B.
- [38] PROPOSED PAINT DETAIL 38 PAVEMENT STRIPING PER CALTRANS A20D.
- [39A] PROPOSED PAINT DETAIL 39A PAVEMENT STRIPING PER CALTRANS A20D WITH EMERALD GREEN PAINT PER DETAIL ON SHEET C-28.
- (1) INSTALL NEW SINGLE SIDED SIGN & POST
- (5) PROTECT IN PLACE
- (6) REMOVE AND DISPOSE OF SIGN
- (7) REMOVE AND DISPOSE OF SIGN POST
- (9) REMOVE AND RELOCATE SIGN & POST
- (10) REMOVE AND RELOCATE SIGN, INSTALL NEW POST

REFERENCED SIGNS



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C-31

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

SIGNING AND STRIPING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 31 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: VIAN SOMO, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x=x CCS27 COORDINATES
x=x CCS83 COORDINATES

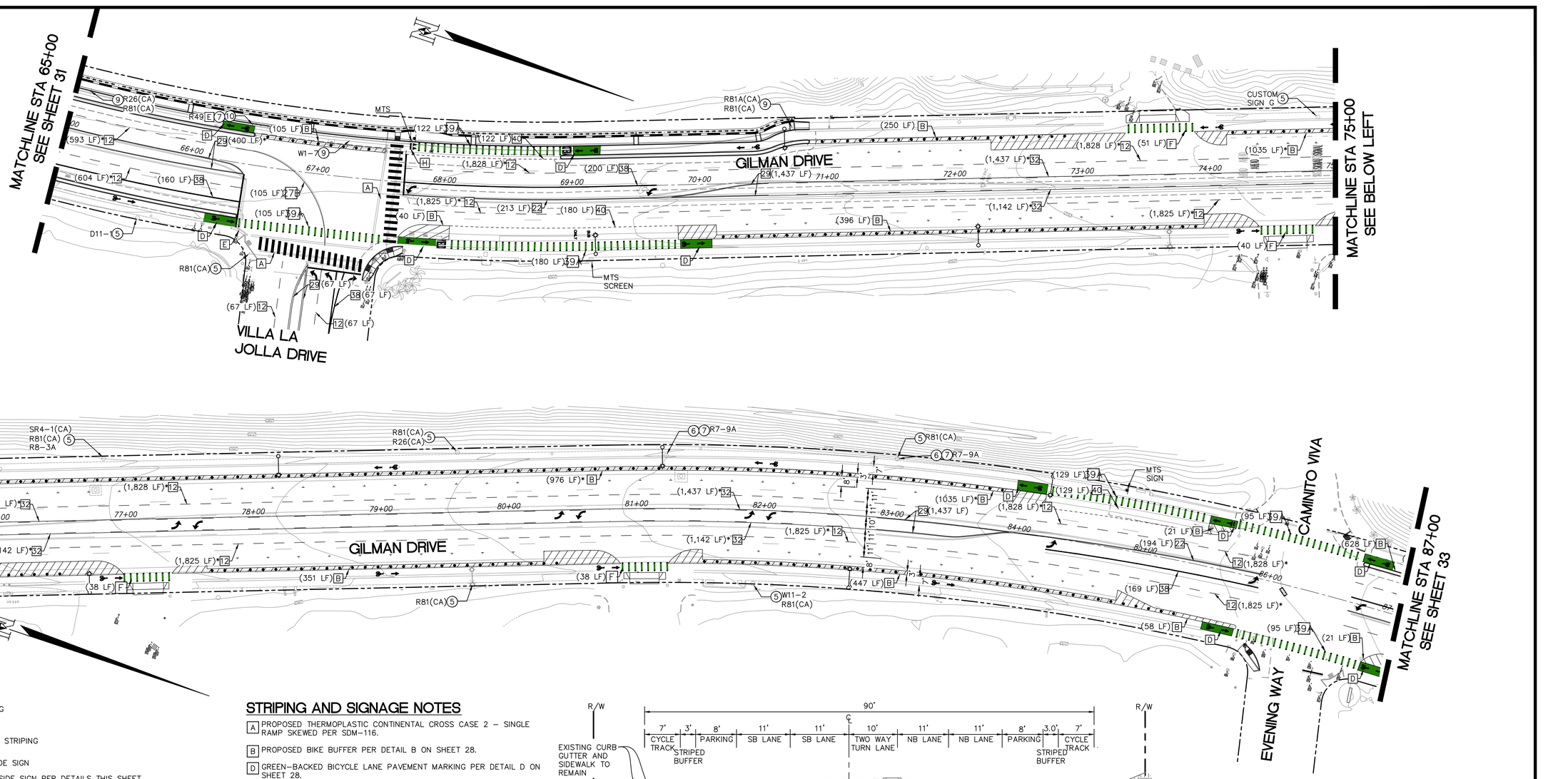
CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-31-D

40 0 40 80 120 160
SCALE 1" = 40'

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Civil Engineering
Surveying
Land Planning
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4740 Ruffner Street
San Diego, CA 92111
nasland.com
NE JOB NO. 110-134.2

100% DESIGN - 10/23/20

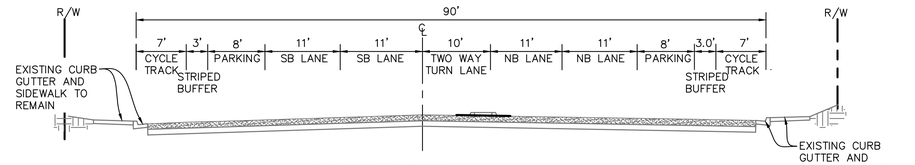


LEGEND

- EXISTING STRIPING
- PROPOSED PAINT STRIPING
- EXISTING ROADSIDE SIGN
- PROPOSED ROADSIDE SIGN PER DETAILS THIS SHEET
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE IV(L) PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- PROPOSED THERMOPLASTIC TYPE IV(R) PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- PROPOSED THERMOPLASTIC PAVEMENT MARKINGS PER CALTRANS PER STANDARD PLANS A24D.
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE VI PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
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- PROPOSED 12" WHITE THERMOPLASTIC LIMIT LINE (STOP LINE) PER CALTRANS STANDARD PLANS DETAIL A24E
- [#] PROPOSED PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE STANDARD PLAN A20A THRU A20D.
- (500 LF)* PAVEMENT STRIPING DISTANCE
  * INDICATES STRIPING CONTINUES THROUGH MATCHLINE
- PROPOSED THERMOPLASTIC PAVEMENT STRIPING PER SDM-116
- PROPOSED PAINTED PARKING MARKINGS
- GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.

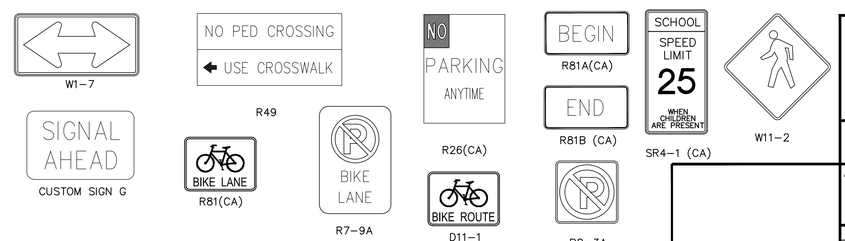
STRIPING AND SIGNAGE NOTES

- [A] PROPOSED THERMOPLASTIC CONTINENTAL CROSS CASE 2 – SINGLE RAMP SKEWED PER SDM-116.
- [B] PROPOSED BIKE BUFFER PER DETAIL B ON SHEET 28.
- [D] GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.
- [E] PROPOSED PEDESTRIAN BARRICADE PER SDG-141.
- [F] PROPOSED PAINT DETAIL 39A MOD PAVEMENT STRIPING PER CALTRANS A20D WITH EMERALD GREEN PAINT REFER TO DETAIL F ON SHEET 28 FOR ADDITIONAL INFORMATION.
- [H] INSTALL YIELD LINE PER CALTRANS A24E.
- [12] PROPOSED PAINT DETAIL 12 PAVEMENT STRIPING PER CALTRANS A20A.
- [22] PROPOSED PAINT DETAIL 22 PAVEMENT STRIPING PER CALTRANS A20A.
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- [29] PROPOSED PAINT DETAIL 29 PAVEMENT STRIPING PER CALTRANS A20B.
- [32] INSTALL DETAIL 32 PAVEMENT STRIPING PER CALTRANS A20B.
- [38] PROPOSED PAINT DETAIL 38 PAVEMENT STRIPING PER CALTRANS A20D.
- [39A] PROPOSED PAINT DETAIL 39A PAVEMENT STRIPING PER CALTRANS A20D WITH EMERALD GREEN PAINT PER DETAIL ON SHEET C-28.
- [40] PROPOSED PAINT DETAIL 40 PAVEMENT STRIPING PER CALTRANS A20D.
- (5) PROTECT IN PLACE
- (6) REMOVE AND DISPOSE OF SIGN
- (7) REMOVE AND DISPOSE OF SIGN POST
- (9) REMOVE AND RELOCATE SIGN & POST
- (10) REMOVE AND RELOCATE SIGN, INSTALL NEW POST



GILMAN DRIVE STA. 83+00.00
NO SCALE

REFERENCED SIGNS



40 0 40 80 120 160
SCALE 1" = 40'

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C-32

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

SIGNING AND STRIPING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 32 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER _____ DATE _____
DANIEL NUTTER
PRINT DCE NAME RCE # 76641

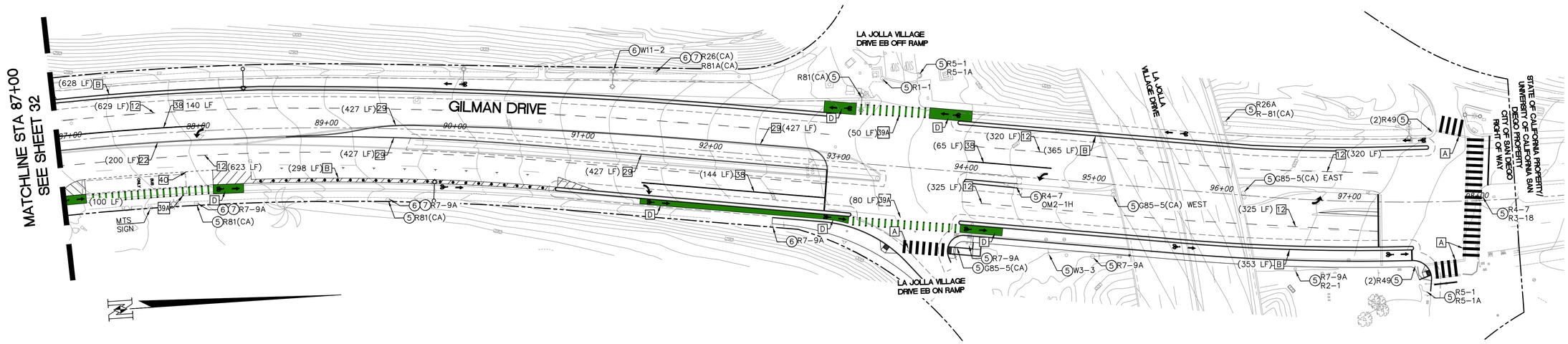
DESCRIPTION	BY	APPROVED	DATE	FILMED
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AS-BUILTS				

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: VIAN SOMO, PROJECT ENGINEER
x-x CCS27 COORDINATES
x-x CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-32-D

100% DESIGN - 10/23/20



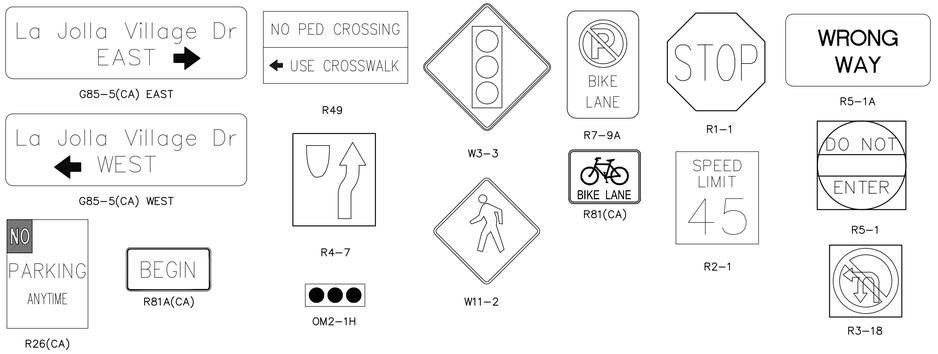
LEGEND

- EXISTING STRIPING
- PROPOSED PAINT STRIPING
- EXISTING ROADSIDE SIGN
- PROPOSED ROADSIDE SIGN PER DETAILS THIS SHEET
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE IV(L) PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- PROPOSED THERMOPLASTIC TYPE IV(R) PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- SCRWL — PROPOSED THERMOPLASTIC PAVEMENT MARKINGS PER CALTRANS PER STANDARD PLANS A24D.
- EXISTING PAVEMENT ARROW
- PROPOSED THERMOPLASTIC TYPE VI PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24A.
- PROPOSED THERMOPLASTIC WHITE BIKEMAN SYMBOL AND PAVEMENT ARROW AS INDICATED PER CALTRANS STANDARD PLANS A24C.
- PROPOSED 12" WHITE THERMOPLASTIC LIMIT LINE (STOP LINE) PER CALTRANS STANDARD PLANS DETAIL A24E
- # — PROPOSED PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE STANDARD PLAN A20A THRU A20D.
- (500 LF)* — PAVEMENT STRIPING DISTANCE * INDICATES STRIPING CONTINUES THROUGH MATCHLINE
- PROPOSED THERMOPLASTIC PAVEMENT STRIPING PER SDM-116
- PROPOSED PAINTED PARKING MARKINGS
- GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.

STRIPING AND SIGNAGE NOTES

- A PROPOSED THERMOPLASTIC CONTINENTAL CROSS CASE 2 – SINGLE RAMP SKEWED PER SDM-116.
- B PROPOSED BIKE BUFFER PER DETAIL B ON SHEET 28.
- D GREEN-BACKED BICYCLE LANE PAVEMENT MARKING PER DETAIL D ON SHEET 28.
- 12 PROPOSED PAINT DETAIL 12 PAVEMENT STRIPING PER CALTRANS A20A.
- 22 PROPOSED PAINT DETAIL 22 PAVEMENT STRIPING PER CALTRANS A20A.
- 29 PROPOSED PAINT DETAIL 29 PAVEMENT STRIPING PER CALTRANS A20B.
- 38 PROPOSED PAINT DETAIL 38 PAVEMENT STRIPING PER CALTRANS A20D.
- 39A PROPOSED PAINT DETAIL 39A PAVEMENT STRIPING PER CALTRANS A20D WITH EMERALD GREEN PAINT PER DETAIL ON SHEET C-28.
- 40 PROPOSED PAINT DETAIL 40 PAVEMENT STRIPING PER CALTRANS A20D.
- (5) PROTECT IN PLACE
- (6) REMOVE AND DISPOSE OF SIGN
- (7) REMOVE AND DISPOSE OF SIGN POST

REFERENCED SIGNS



CONTRACTOR NOTE:

CONTRACTOR SHALL REMOVE EXISTING STRIPING BY HYDROBLASTING. ALL DEBRIS SHALL BE REMOVED BY THE END OF EACH WORKDAY.
CONTRACTOR SHALL APPLY SEAL COAT AT ALL LOCATIONS WHERE EXISTING STRIPING IS TO BE REMOVED BY METHODS DESCRIBED IN THE PROJECT SPECIFICATIONS AND WHERE NEW STRIPING AND PAVEMENT MARKINGS WILL BE APPLIED. APPLY NEW STRIPING AND PAVEMENT MARKINGS OVER SEAL COAT.

SCALE 1" = 40'

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C-33

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

SIGNING AND STRIPING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 33 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-33-D

100% DESIGN - 10/23/20

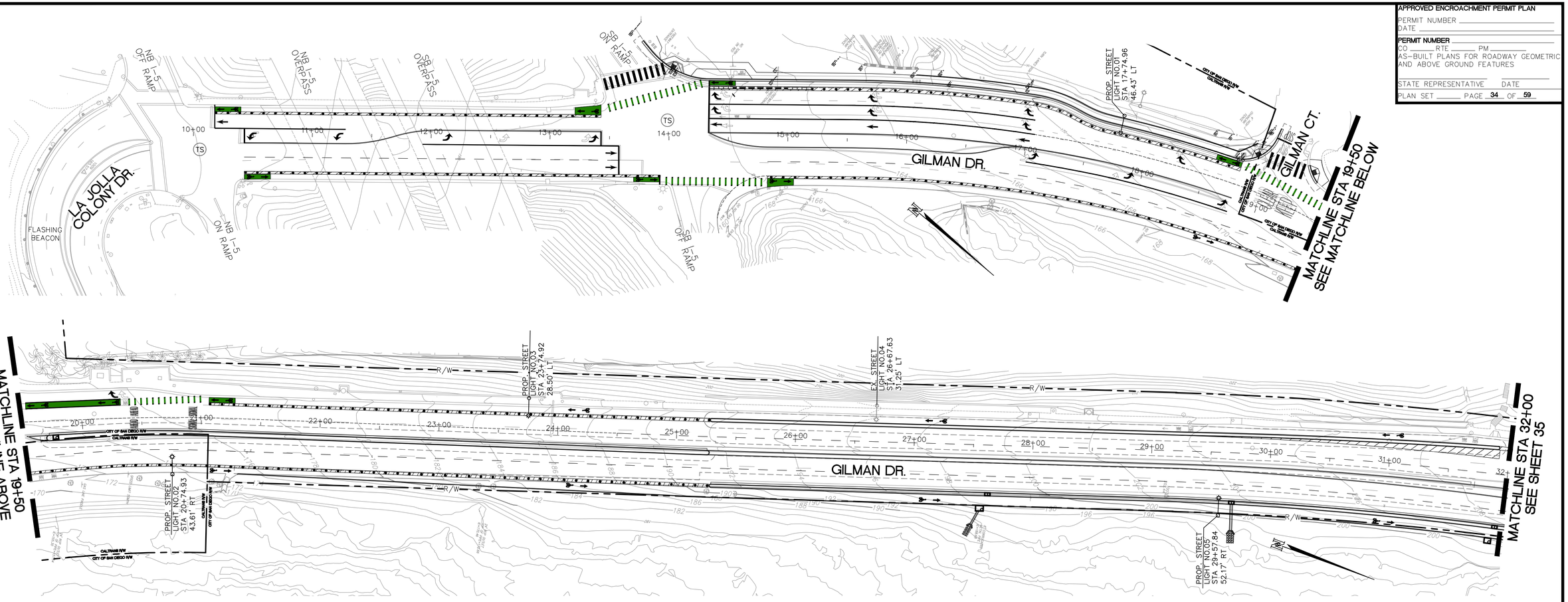
APPROVED ENCROACHMENT PERMIT PLAN

PERMIT NUMBER _____
DATE _____

PERMIT NUMBER _____
CO ____ RTE ____ PM ____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES

STATE REPRESENTATIVE DATE

PLAN SET ____ PAGE 34 OF 59



STREET LIGHT NOTES

1. ALL STREET LIGHT LUMINAIRES SHALL CONFORM TO THE CITY OF SAN DIEGO:
   a. STREET DESIGN MANUAL, MARCH 2017
   (https://www.sandiego.gov/sites/default/files/street_design_manual_march_2017-final.pdf)
   b. STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION, 2018
   (https://www.sandiego.gov/sites/default/files/standard_drawings_2018_edition_effective_january_1_2019_2.pdf)
   c. APPROVED MATERIALS LIST, JUNE 2016
   (https://www.sandiego.gov/sites/default/files/approved_materials_list_-_lighting.pdf)
2. ALL STREET LIGHTING SHALL BE BROAD SPECTRUM LIGHT SOURCES NO GREATER THAN 4000K CORRELATED COLOR TEMPERATURE (CCT), EXCEPT FOR AREAS WITHIN A 35 MILE RADIUS OF MT. PALOMAR OBSERVATORY, WHICH ARE DESIGNATED FOR A MAXIMUM OF 3000K CCT PER COUNCIL RESOLUTION 306251.
3. STREET LIGHTING SHALL BE EQUIPPED WITH ADAPTIVE CONTROL NODES WHEREVER POSSIBLE.
4. MID-BLOCK STREET LIGHTING WITH FULLY SHIELDED LUMINAIRES SHALL BE PROVIDED AT INTERVALS SET FORTH IN THE STREET DESIGN MANUAL.
5. NON-SIGNALIZED INTERSECTION STREET LIGHTING SHALL BE INSTALLED IN ACCORDANCE WITH TABLE 4-1 OF THE STREET DESIGN MANUAL.
6. NATIONAL ELECTRICAL CODE (NEC) WIRE COLOR CODING SHALL BE USED FOR ALL ELECTRICAL WORK.
7. IMPROVEMENT PLANS SHALL SHOW AND LABEL ALL EXISTING AND PROPOSED STREET LIGHTS, PULL BOXES, AND SERVICE POINTS IN THE PROJECT VICINITY.
8. ALL NEW STREET LIGHTS SHALL HAVE A PULL BOX ADJACENT TO THE POLE.
9. THE CONTRACTOR INSTALLING THE STREET LIGHTING DISTRIBUTION SYSTEM SHALL NOTIFY THE CITY FIELD ENGINEER AT (858) 627-3200 A MINIMUM OF THREE (3) DAYS PRIOR TO STARTING WORK. ALSO, A PRE-CONSTRUCTION MEETING WILL BE REQUIRED WITH THE CITY ELECTRICAL INSPECTOR (RE) TO REVIEW THE LIGHTING REQUIREMENTS.
10. THE CONTRACTOR SHALL REPAIR AND/OR REPAINT EXISTING STREET LIGHTS IN THE CITY CENTRE TO THE SATISFACTION OF THE CITY ENGINEER.
11. THE CITY ELECTRICAL INSPECTOR (RE) SHALL VERIFY ALL STREET LIGHTS ARE FUNCTIONAL BEFORE SIGNING THE PERMIT OFF.
12. SUPPLEMENTAL AND SPECIAL ORNAMENTAL STREET LIGHTING SHALL BE INCLUDED IN A SPECIAL STREET LIGHTING ASSESSMENT DISTRICT OR MAINTENANCE ASSESSMENT DISTRICT (MAD), AND SHALL BE DESIGNATED WITH AN ASTERISK NEXT TO THE STREET LIGHT NUMBER. THE DEVELOPER/APPLICANT SHALL ESTABLISH A MAD FUND PRIOR TO APPROVAL OF IMPROVEMENT PLANS. INQUIRIES CAN BE DIRECTED TO THE PARK & RECREATION DEPARTMENT, OPEN SPACE DIVISION AT (619) 685-1350.
13. ALL PRIVATE STREET LIGHTS SHALL HAVE A SEPARATE SERVICE POINT AND SHALL NOT BE CONNECTED TO CITY CIRCUITS.
14. PRIVATE STREET LIGHTS SHOWN ON THESE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY. PROPOSED PRIVATE STREET LIGHTS SHALL BE PERMITTED AND INSPECTED UNDER A SEPARATE ELECTRICAL PERMIT.

STREET LIGHT SCHEDULE

STREET LIGHT #	STREET NAME	LOCATION REFERENCE	VOLTAGE	TYPE OF WORK* LUMINAIRE WATTAGE	POLE TYPE ITEM #
01	GILMAN DR.	375' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15
02	GILMAN DR.	675' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15
03	GILMAN DR.	975' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15
04	GILMAN DR.	1270' N OF SB I-5 ON RAMP	240V	ZM4 (U)	15
05	GILMAN DR.	1560' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15

*****LOCATION REFERENCE FOR MID-BLOCK STREET LIGHTS: DISTANCE TO CENTERLINE OF NEAREST CROSS STREET.

*(N) NEW
(U) UPGRADE
(R) RELOCATE

Z: STREET WIDTH > 40'
M: MID-BLOCK
4: 4000 CCT

LEGEND

- PROPOSED TYPE 15 STREET LIGHT
- EXISTING TYPE 15 STREET LIGHT
- EXISTING HISTORICAL STREET LIGHT
- (TS) EXISTING TRAFFIC SIGNAL

40 0 40 60 80 100

SCALE 1" = 40'

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NE JOB NO. 110-134.2

LABIB BASEM, SENIOR TRAFFIC ENGINEER DATE

SL-1

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

STREET LIGHTING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 34 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

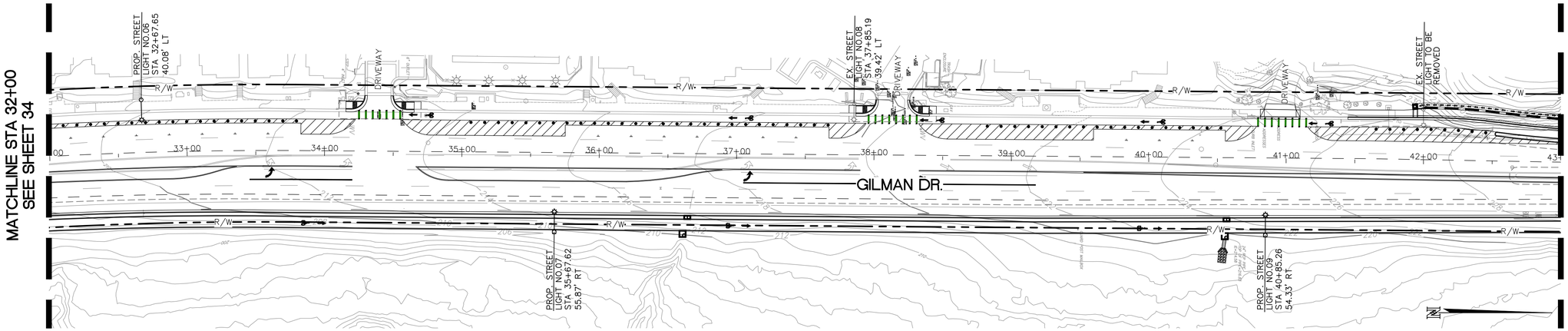
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CCS27 COORDINATES

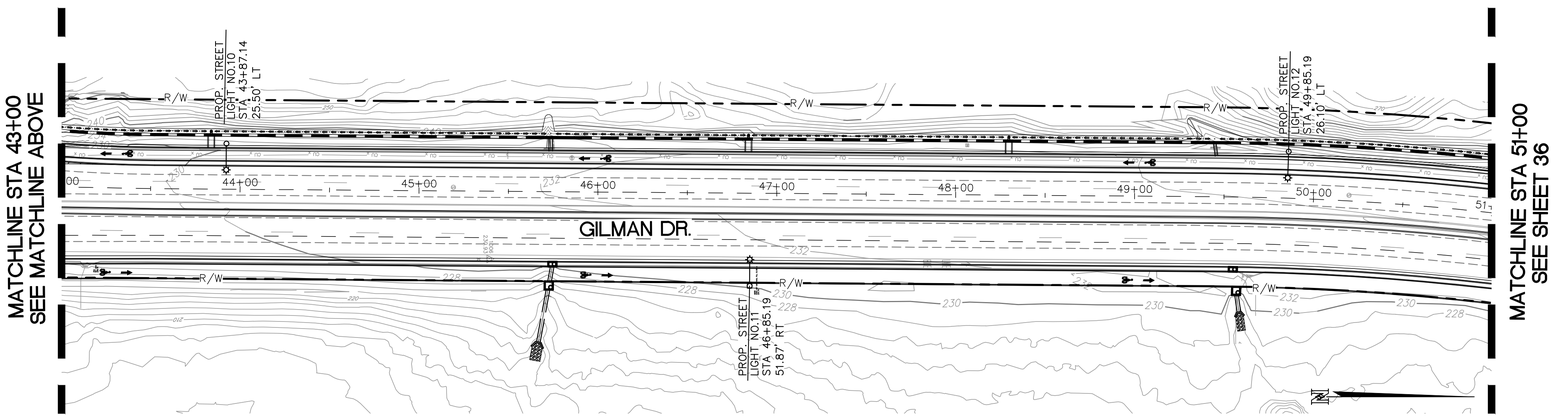
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CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-34-D

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STREET LIGHT SCHEDULE					
STREET LIGHT #	STREET NAME	LOCATION REFERENCE	VOLTAGE	TYPE OF WORK* LUMINAIRE WATTAGE	POLE TYPE ITEM #
06	GILMAN DR.	1868' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15
07	GILMAN DR.	2168' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15
08	GILMAN DR.	2385' N OF SB I-5 ON RAMP	240V	ZM4 (U)	15
09	GILMAN DR.	2685' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15
10	GILMAN DR.	2985' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15
11	GILMAN DR.	3285' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15
12	GILMAN DR.	3585' N OF SB I-5 ON RAMP	240V	ZM4 (N)	15

****LOCATION REFERENCE FOR MID-BLOCK STREET LIGHTS: DISTANCE TO CENTERLINE OF NEAREST CROSS STREET.

*(N) NEW
(U) UPGRADE
(R) RELOCATE

Z: STREET WIDTH > 40'
M: MID-BLOCK
4: 4000 CCT

LEGEND

- PROPOSED TYPE 15 STREET LIGHT
- EXISTING TYPE 15 STREET LIGHT
- EXISTING HISTORICAL STREET LIGHT
- (TS) EXISTING TRAFFIC SIGNAL

40 0 40 60 80 100

SCALE 1" = 40'

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NE JOB NO. 110-134.2

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SL-2

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

STREET LIGHTING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 35 OF 59 SHEETS

WBS# S-00951

APPROVED: ____ DATE ____
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
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AS-BUILTS				

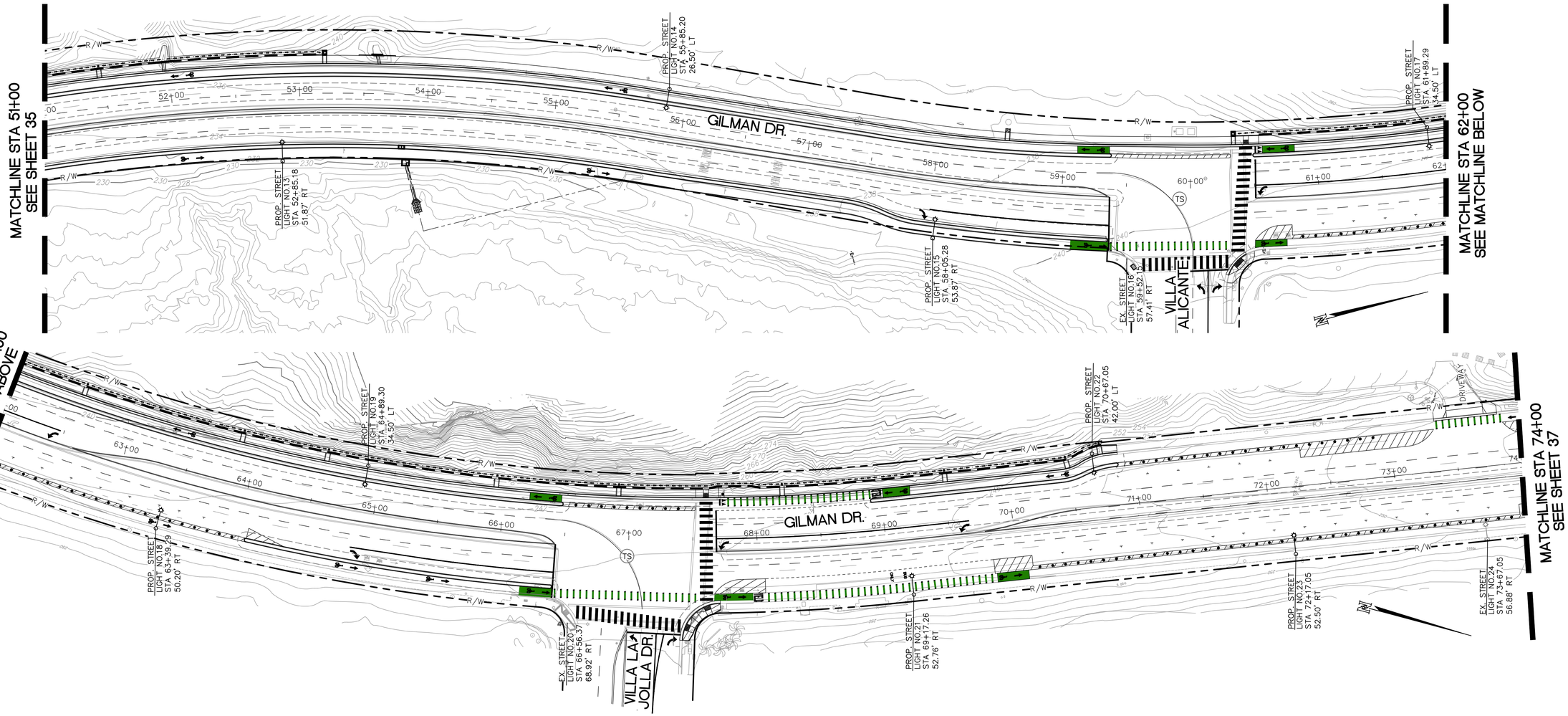
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CCS27 COORDINATES

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CCS83 COORDINATES

CONTRACTOR ____ DATE STARTED ____
INSPECTOR ____ DATE COMPLETED ____

40779-35-D

100% DESIGN - 10/23/20



STREET LIGHT SCHEDULE					
STREET LIGHT #	STREET NAME	LOCATION REFERENCE	VOLTAGE	TYPE OF WORK* LUMINAIRE WATTAGE	POLE TYPE ITEM #
13	GILMAN DR.	715' S OF VILLA ALICANTE	240V	ZM4 (N)	15
14	GILMAN DR.	415' S OF VILLA ALICANTE	240V	ZM4 (N)	15
15	GILMAN DR.	195' S OF VILLA ALICANTE	240V	ZM4 (N)	15
16	GILMAN DR.	50' S OF VILLA ALICANTE	240V	ZM4 (U)	15
17	GILMAN DR.	190' N OF VILLA ALICANTE	240V	ZM4 (N)	15
18	GILMAN DR.	360' S OF VILLA LA JOLLA DR	240V	ZM4 (N)	15

*****LOCATION REFERENCE FOR MID-BLOCK STREET LIGHTS: DISTANCE TO CENTERLINE OF NEAREST CROSS STREET.

*(N) NEW
(U) UPGRADE
(R) RELOCATE

Z: STREET WIDTH > 40'
M: MID-BLOCK
4: 4000 CCT

STREET LIGHT SCHEDULE					
STREET LIGHT #	STREET NAME	LOCATION REFERENCE	VOLTAGE	TYPE OF WORK* LUMINAIRE WATTAGE	POLE TYPE ITEM #
19	GILMAN DR.	211' S OF VILLA LA JOLLA DR	240V	ZM4 (N)	15
20	GILMAN DR.	50' S OF VILLA LA JOLLA DR	240V	ZM4 (U)	15
21	GILMAN DR.	217' N OF VILLA LA JOLLA DR	240V	ZM4 (N)	15
22	GILMAN DR.	367' N OF VILLA LA JOLLA DR	240V	ZM4 (N)	15
23	GILMAN DR.	517' N OF VILLA LA JOLLA DR	240V	ZM4 (N)	15
24	GILMAN DR.	667' N OF VILLA LA JOLLA DR	240V	ZM4 (U)	15

*****LOCATION REFERENCE FOR MID-BLOCK STREET LIGHTS: DISTANCE TO CENTERLINE OF NEAREST CROSS STREET.

*(N) NEW
(U) UPGRADE
(R) RELOCATE

Z: STREET WIDTH > 40'
M: MID-BLOCK
4: 4000 CCT

LEGEND

- PROPOSED TYPE 15 STREET LIGHT
- EXISTING TYPE 15 STREET LIGHT
- EXISTING HISTORICAL STREET LIGHT
- (TS) EXISTING TRAFFIC SIGNAL

40 0 40 60 80 100

SCALE 1" = 40'

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LABIB BASEM, SENIOR TRAFFIC ENGINEER — DATE

SL-3

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

STREET LIGHTING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 36 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

x-x
CCS27 COORDINATES

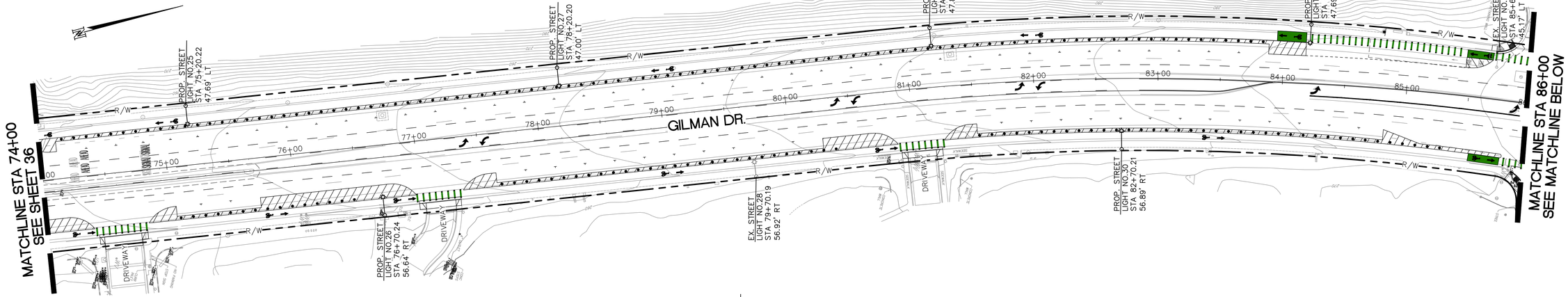
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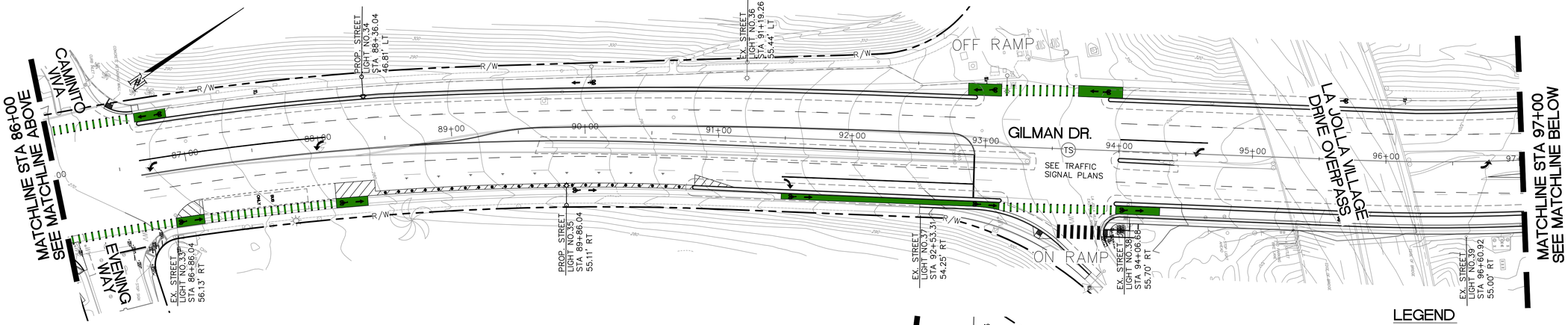
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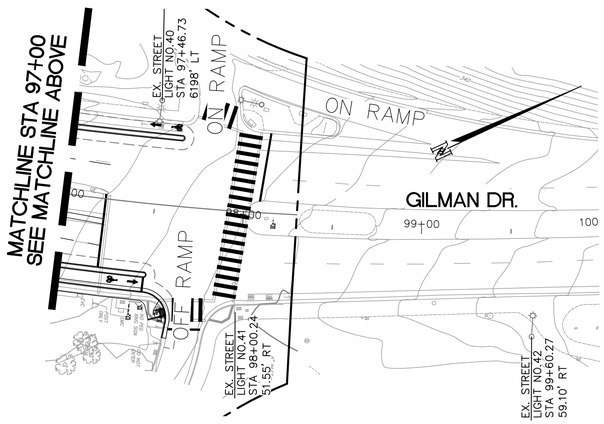
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CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

100% DESIGN - 10/23/20







LEGEND

- PROPOSED TYPE 15 STREET LIGHT
- EXISTING TYPE 15 STREET LIGHT
- EXISTING HISTORICAL STREET LIGHT
- (TS) EXISTING TRAFFIC SIGNAL

STREET LIGHT SCHEDULE

STREET LIGHT #	STREET NAME	LOCATION REFERENCE	VOLTAGE	TYPE OF WORK* LUMINAIRE WATTAGE	POLE TYPE ITEM #
25	GILMAN DR.	1005' S OF EVENING WAY	240V	ZM4 (N)	15
26	GILMAN DR.	955' S OF EVENING WAY	240V	ZM4 (N)	15
27	GILMAN DR.	805' S OF EVENING WAY	240V	ZM4 (N)	15
28	GILMAN DR.	655' S OF EVENING WAY	240V	ZM4 (U)	15
29	GILMAN DR.	505' S OF EVENING WAY	240V	ZM4 (N)	15
30	GILMAN DR.	355' S OF EVENING WAY	240V	ZM4 (N)	15
31	GILMAN DR.	205' S OF EVENING WAY	240V	ZM4 (N)	15
32	GILMAN DR.	56' S OF EVENING WAY	240V	ZM4 (U)	15
33	GILMAN DR.	61' N OF EVENING WAY	240V	ZM4 (U)	15

*****LOCATION REFERENCE FOR MID-BLOCK STREET LIGHTS: DISTANCE TO CENTERLINE OF NEAREST CROSS STREET.

*(N) NEW
(U) UPGRADE
(R) RELOCATE

Z: STREET WIDTH > 40'
M: MID-BLOCK
4: 4000 CCT

STREET LIGHT SCHEDULE

STREET LIGHT #	STREET NAME	LOCATION REFERENCE	VOLTAGE	TYPE OF WORK* LUMINAIRE WATTAGE	POLE TYPE ITEM #
34	GILMAN DR.	211' N OF EVENING WAY	240V	ZM4 (N)	15
35	GILMAN DR.	361' N OF EVENING WAY	240V	ZM4 (N)	15
36	GILMAN DR.	494' N OF EVENING WAY	240V	ZM4 (U)	15
37	GILMAN DR.	230' S OF EB LA JOLLA VILLAGE DR. ON RAMP	240V	ZM4 (U)	15
38	GILMAN DR.	60' S OF EB LA JOLLA VILLAGE DR. ON RAMP	240V	ZM4 (U)	15
39	GILMAN DR.	310' N OF EB LA JOLLA VILLAGE DR. ON RAMP	240V	ZM4 (U)	15
40	GILMAN DR.	20' S OF WB LA JOLLA VILLAGE DR. ON RAMP	240V	ZM4 (U)	15
41	GILMAN DR.	25' N OF WB LA JOLLA VILLAGE DR. ON RAMP	240V	ZM4 (U)	15
42	GILMAN DR.	185' N OF WB LA JOLLA VILLAGE DR. ON RAMP	240V	ZM4 (U)	15

*****LOCATION REFERENCE FOR MID-BLOCK STREET LIGHTS: DISTANCE TO CENTERLINE OF NEAREST CROSS STREET.

*(N) NEW
(U) UPGRADE
(R) RELOCATE

Z: STREET WIDTH > 40'
M: MID-BLOCK
4: 4000 CCT

40 0 40 60 80 100
SCALE 1" = 40'

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NE JOB NO. 110-134.2

LABIB BASEM, SENIOR TRAFFIC ENGINEER — DATE

SL-4

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

STREET LIGHTING PLAN

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 37 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER — DATE
DANIEL NUTTER — 76641
PRINT DCE NAME — RCE #

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

CONTRACTOR — DATE STARTED
INSPECTOR — DATE COMPLETED

40779-37-D

100% DESIGN - 10/23/20

SOURCE CONTROL BMP CHECKLIST FOR STANDARD PROJECTS — FORM I-4A

ALL DEVELOPMENT PROJECTS MUST IMPLEMENT SOURCE CONTROL BMP'S. REFER TO CHAPTER 4 AND APPENDIX E OF THE BMP DESIGN MANUAL FOR INFORMATION TO IMPLEMENT BMPS SHOWN IN THIS CHECKLIST

NOTE: ALL SELECTED BMPS MUST BE SHOWN ON THE CONSTRUCTION PLANS

SOURCE CONTROL REQUIREMENT	APPLIED?					
4.2.1 PREVENTION OF ILLICIT DISCHARGES INTO THE MS4	☒	YES	☐	NO	☐	N/A
4.2.2 STORM DRAIN STENCILING OR SIGNAGE	☒	YES	☐	NO	☐	N/A
4.2.3 PROTECT OUTDOOR MATERIALS STORAGE AREAS FROM RAINFALL, RUN-ON, RUNOFF, AND WIND DISPERSAL	☐	YES	☐	NO	☒	N/A
4.2.4 PROTECT MATERIALS STORED IN OUTDOOR WORK AREAS FROM RAINFALL, RUN-ON, RUNOFF, AND WIND DISPERSAL	☒	YES	☐	NO	☐	N/A
4.2.5 PROTECT TRASH STORAGE AREAS FROM RAINFALL, RUN-ON, RUNOFF, AND WIND DISPERSAL	☐	YES	☐	NO	☒	N/A
4.2.6 BMPS BASED ON POTENTIAL SOURCES OF RUNOFF POLLUTANTS						
ON-SITE STORM DRAIN INLETS	☒	YES	☐	NO	☐	N/A
INTERIOR FLOOR DRAINS AND ELEVATOR SHAFT SUMP PUMPS	☐	YES	☐	NO	☒	N/A
INTERIOR PARKING GARAGES	☐	YES	☐	NO	☒	N/A
NEED FOR FUTURE INDOOR & STRUCTURAL PEST CONTROL	☐	YES	☐	NO	☒	N/A
LANDSCAPE/OUTDOOR PESTICIDE USE	☐	YES	☐	NO	☒	N/A
POOLS, SPAS, PONDS, DECORATIVE FOUNTAINS, AND OTHER WATER FEATURES	☐	YES	☐	NO	☒	N/A
FOOD SERVICE	☐	YES	☐	NO	☒	N/A
REFUSE AREAS	☐	YES	☐	NO	☒	N/A
INDUSTRIAL PROCESSES	☐	YES	☐	NO	☒	N/A
OUTDOOR STORAGE OF EQUIPMENT OR MATERIALS	☐	YES	☐	NO	☒	N/A
VEHICLE/EQUIPMENT REPAIR AND MAINTENANCE	☐	YES	☐	NO	☒	N/A
FUEL DISPENSING AREA	☐	YES	☐	NO	☒	N/A
LOADING DOCKS	☐	YES	☐	NO	☒	N/A
FIRE SPRINKLER TEST WATER	☐	YES	☐	NO	☒	N/A
MISCELLANEOUS DRAIN OR WASH WATER	☐	YES	☐	NO	☒	N/A
PLAZAS, SIDEWALKS, AND PARKING LOTS	☒	YES	☐	NO	☐	N/A
SC-6A: LARGE TRASH GENERATING FACILITIES	☐	YES	☐	NO	☒	N/A
SC-6B: ANIMAL FACILITIES	☐	YES	☐	NO	☒	N/A
SC-6C: PLANT NURSERIES AND GARDEN CENTERS	☐	YES	☐	NO	☒	N/A
SC-6D: AUTOMOTIVE-RELATED USES	☐	YES	☐	NO	☒	N/A

DISCUSSION / JUSTIFICATION FOR ALL "NO" ANSWERS SHOWN ABOVE:

SITE DESIGN BMP CHECKLIST FOR STANDARD PROJECTS — FORM I-5A

ALL DEVELOPMENT PROJECTS MUST IMPLEMENT SITE DESIGN BMP'S. REFER TO CHAPTER 4 AND APPENDIX E OF THE BMP DESIGN MANUAL FOR INFORMATION TO IMPLEMENT BMPS SHOWN IN THIS CHECKLIST

NOTE: ALL SELECTED BMPS MUST BE SHOWN ON THE CONSTRUCTION PLANS

SITE DESIGN REQUIREMENT	APPLIED?					
4.3.1 MAINTAIN NATURAL DRAINAGE PATHWAYS AND HYDROLOGIC FEATURES	☒	YES	☐	NO	☐	N/A
4.3.2 CONSERVE NATURAL AREAS, SOILS, AND VEGETATION	☒	YES	☐	NO	☐	N/A
4.3.3 MINIMIZE IMPERVIOUS AREA	☒	YES	☐	NO	☐	N/A
4.3.4 MINIMIZE SOIL COMPACTION	☐	YES	☐	NO	☒	N/A
4.3.5 IMPERVIOUS AREA DISPERSION	☒	YES	☐	NO	☐	N/A
4.3.6 RUNOFF COLLECTION	☒	YES	☐	NO	☐	N/A
4.3.7 LANDSCAPING WITH NATIVE OR DROUGHT TOLERANT SPECIES	☒	YES	☐	NO	☐	N/A
4.3.8 HARVESTING AND USING PRECIPITATION	☐	YES	☐	NO	☒	N/A

DISCUSSION / JUSTIFICATION FOR ALL "NO" ANSWERS SHOWN ABOVE:

(1) ANSWER FOR EACH SOURCE CONTROL AND SITE DESIGN CATEGORY SHALL BE PURSUANT TO THE FOLLOWING:

- "YES" MEANS THE PROJECT WILL IMPLEMENT THE BMP AS DESCRIBED IN CHAPTER 4 AND/OR APPENDIX E OF THE BMP DESIGN MANUAL. DISCUSSION / JUSTIFICATION IS NOT REQUIRED.
- "NO" MEANS THE BMP IS APPLICABLE TO THE PROJECT BUT IT IS NOT FEASIBLE TO IMPLEMENT. DISCUSSION / JUSTIFICATION MUST BE PROVIDED.
- "N/A" MEANS THE BMP IS NOT APPLICABLE AT THE PROJECT SITE BECAUSE THE PROJECT DOES NOT INCLUDE THE FEATURE THAT IS ADDRESSED BY THE BMP (E.G., THE PROJECT HAS NO OUTDOOR MATERIALS STORAGE AREAS). DISCUSSION / JUSTIFICATION MAY BE PROVIDED.

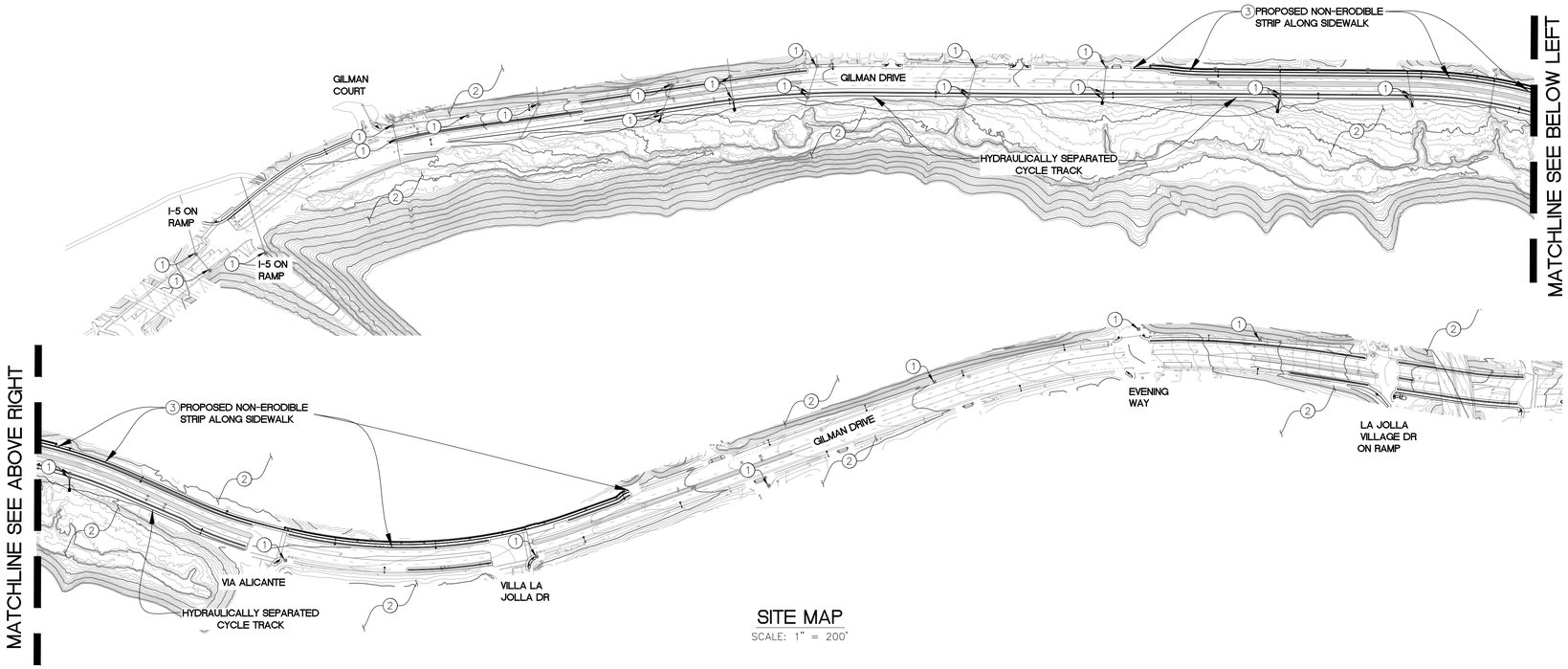
SITE DESIGN & SOURCE CONTROL AND OPERATION & MAINTENANCE PROCEDURE

STORM WATER MANAGEMENT AND DISCHARGE CONTROL MAINTENANCE AGREEMENT APPROVAL NO.: N/A

O&M RESPONSIBLE PARTY DESIGNEE:

BMP DESCRIPTION	INSPECTION FREQUENCY	MAINTENANCE FREQUENCY	MAINTENANCE METHOD	QUANTITY	INCLUDED IN O&M MANUAL			SEE SHEET NUMBERS
SITE DESIGN ELEMENTS:					YES		NO	
4.3.1: MAINTAIN NATURAL DRAINAGE	N/A	N/A	N/A	N/A			X	6-27
4.3.2: CONSERVE NATURAL AREAS	N/A	N/A	N/A	N/A			X	6-27
4.3.3: MINIMIZE IMPERVIOUS AREA	N/A	N/A	N/A	N/A			X	6-27
4.3.5: IMPERVIOUS AREA DISPERSION	5 YEARS	10 YEARS	VISUAL INSPECTION, REPAIR AND REPLACE AS NEEDED	3,000 S.F.			X	14-21
4.3.6: RUNOFF COLLECTION	N/A	N/A	N/A	N/A			X	6-27
4.3.7: LANDSCAPE WITH NATIVE OR DROUGHT TOLERANT SPECIES	N/A	N/A	N/A	N/A			X	6-27
SOURCE CONTROL ELEMENTS:					YES		NO	
4.2.1: PREVENTION OF ILLICIT DISCHARGES INTO THE MS4	QUARTERLY	AS NEEDED	REMOVE TRASH & DEBRIS TO PREVENT CLOGGING	8			X	6-27
4.2.2: STORM DRAIN STENCILING OR SIGNAGE	QUARTERLY	AS NEEDED	RE-STENCIL AS NEEDED	8			X	8, 10-16
4.2.4: PROTECT MATERIALS STORED IN OUTDOOR WORK AREAS FROM RAINFALL, RUN-ON, RUNOFF AND WIND DISPERSAL	WEEKLY	AS NEEDED	REMOVE TRASH & DEBRIS	3			X	6-27
4.2.6: ADDITIONAL BMPS								
SC-A: ON-SITE STORM DRAIN INLETS	QUARTERLY	AS NEEDED	INSPECT INLET	8			X	8, 10-16
SC-P: PLAZA, SIDEWALKS AND PARKING LOTS	WEEKLY	AS NEEDED	CLEAN SURFACES, REMOVE TRASH & DEBRIS	HARDSCAPE AREAS			X	6-27

HMP EXEMPT X



SITE MAP
SCALE: 1" = 200'

BMP NOTES

1. STORM DRAIN STENCILING OR SIGNAGE, SECTION 4.2.2
2. CONSERVE NATURAL AREAS, SECTION 4.3.2
3. IMPERVIOUS AREA DISPERSION, SECTION 4.3.5

STORM WATER NOTE:

1. THIS PROJECT IS SUBJECT TO MUNICIPAL CODE SECTION 4303 AND ORDER NO. R9-2013-0001 AS AMENDED BY R9-205-0001 AND R9-2015-0100

200 0 200 400 600 800

SCALE 1" = 200'

APPROVED ENCROACHMENT PERMIT PLAN

PERMIT NUMBER _____
DATE _____

PERMIT NUMBER _____
CO _____ RTE _____ PM _____
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES

STATE REPRESENTATIVE DATE

PLAN SET _____ PAGE 38 OF 59

EC-1

PLANS FOR THE CONSTRUCTION OF
COASTAL RAIL TRAIL -- GILMAN DRIVE

BMP MAP FOR PDP EXEMPT PROJECT

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 38 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-38-D

Nasland
Civil Engineering
Surveying
Land Planning
T (858) 292-7770
4740 Ruffner Street
San Diego, CA 92111
nasland.com
NE JOB NO. 110-134.2

100% DESIGN - 10/23/20

GENERAL

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND CONDITIONS AT THE JOB SITE BEFORE STARTING WORK, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
2. ALL OMISSIONS OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH ANY WORK SO INVOLVED.
3. NOTES AND DETAILS ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES AND TYPICAL DETAILS IN CASE OF CONFLICT.
4. IN NO CASE SHALL WORKING DIMENSIONS BE SCALED FROM PLANS, SECTIONS OR DETAILS ON THESE STRUCTURAL DRAWINGS.
5. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH LOCAL STANDARDS AND THE APPLICABLE PROVISIONS OF THE 2019 CALIFORNIA BUILDING CODE (CBC) AS AMENDED BY THE CITY OF SAN DIEGO.
6. WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF THE WORK, SUCH DETAILS SHALL BE THE SAME AS FOR SIMILAR WORK SHOWN ON THE DRAWINGS. MEMBER SIZES ARE GENERALLY FOUND ON PLANS. DETAILS AND SECTIONS GENERALLY REFER TO GENERIC ELEMENTS.
7. THE CONTRACT STRUCTURAL DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE, UNLESS OTHERWISE INDICATED. THEY DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ALL MEASURES NECESSARY TO PROTECT THE STRUCTURE, WORKMEN, AND OTHER PERSONS DURING CONSTRUCTION. SUCH MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR THE BUILDING, SHORING FOR EARTH BANKS, FORMS, SCAFFOLDING, PLANKING, SAFETY NETS, SUPPORT AND BRACING FOR CRANES AND GIN POLES, ETC. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND HE OR SHE SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES. OBSERVATION VISITS TO THE SITE BY THE ENGINEER SHALL NOT CONSTITUTE INSPECTION OF THE ABOVE ITEMS.
8. NOTIFY THE STRUCTURAL ENGINEER WHEN DRAWINGS BY OTHERS SHOW OPENINGS, POCKETS, ETC, NOT SHOWN ON THE STRUCTURAL DRAWINGS, BUT WHICH ARE LOCATED IN THE STRUCTURAL MEMBERS.
9. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF DETAILS FOR AVOIDING THE INTERFERENCE OF MATERIALS TO BE EMBEDDED IN CONCRETE INCLUDING BUT NOT LIMITED TO REINFORCING STEEL, PRESTRESSING STEEL AND HARDWARE, MISCELLANEOUS STEEL AND CONDUITS. THIS IS BEST ACCOMPLISHED THROUGH CAREFUL COORDINATION OF SHOP DRAWINGS.
10. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL LOCATE EXISTING UTILITY SERVICES IN AREAS TO BE EXCAVATED.
11. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES IN THE WORK AREA AND SHALL REPAIR ANY DAMAGE CAUSED BY HIS OR HER OPERATIONS AT HIS OR HER OWN COST.
12. ALL CODES NOTED SHALL BE THE LATEST APPROVED EDITIONS AND REVISIONS BY THE GOVERNMENTAL AGENCY HAVING JURISDICTION OVER THIS PROJECT.
13. CONTRACTOR SHALL INVESTIGATE THE SITE DURING CLEARING AND EARTH WORK OPERATIONS FOR FILLED EXCAVATIONS OR BURIED STRUCTURES SUCH AS CESSPOOLS, CISTERNS, FOUNDATIONS, UTILITIES, ETC. IF ANY SUCH STRUCTURES ARE FOUND, THE STRUCTURAL ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
15. SHOP DRAWINGS SHALL BE SUBMITTED TO THE STRUCTURAL ENGINEER FOR REVIEW FOR STRUCTURAL STEEL, SOIL NAILS, GROUT, SOIL NAIL HARDWARE AND SOIL NAIL DOUBLE CORROSION PROTECTION SYSTEM.

DESIGN CRITERIA

1. SOIL NAIL AND WALER SYSTEM DESIGNED FOR EARTH PRESSURES PROVIDED IN GEOTECHNICAL REPORT. SEE "SOILS CONDITION" NOTES FOR LOADING INFORMATION.

REINFORCING STEEL

1. REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM A615 GRADE 60.
2. ALL BARS SHALL BE DEFORMED BARS U.O.N.
3. WELDING OF REINFORCEMENT IS NOT PERMITTED.
4. SPACER TIES: FURNISH #3 TIES AT 24" O.C. IN ALL BEAMS AND UNLESS OTHERWISE SHOWN IN DETAILS.

SOILS CONDITION

1. THE CHARACTER OF SOIL AT THIS SITE IS CONTAINED IN THE GEOTECHNICAL (SOILS) REPORT PREPARED BY SCST ENGINEERING INC (PROJECT NO 160504P3) DATED OCTOBER 17, 2018 AND ADDENDUM 1 DATED JULY 11, 2019 AND ADDENDUM 2 DATED OCTOBER 3, 2019.
2. THE DESIGN IS BASED UPON:
   - A. THE ALLOWABLE SOIL BEARING PRESSURE IS 2500 P.S.F. ALL SOIL PRESSURE VALUES MAY BE INCREASED BY 1/3 WHEN CONSIDERING TRANSIENT LOADS DUE TO WIND OR SEISMIC FORCES.
   - B. A SOIL PASSIVE PRESSURE OF 350 P.S.F. PER FOOT OF DEPTH. MAY BE INCREASED BY 1/3 FOR SEISMIC LOADING.
   - C. A SLIDING COEFFICIENT OF 0.35.
   - D. A SOIL NAIL ULTIMATE BOND STRESS OF 1500 P.S.F. (REFER TO SOIL NAIL NOTES FOR ADDITIONAL INFORMATION.)
   - E. SOIL NAIL WALL DESIGN LOADS AS FOLLOWS:
     - i. LATERAL SOIL PRESSURES OF 55 P.C.F. TRIANGULAR LOAD ASSUMING A 2:1 BACK SLOPE.
     - ii. SEISMIC LOADS:

       ADD RECTANGULAR PRESSURE DISTRIBUTION OF 20 P.C.F.
3. FOOTING ELEVATIONS SHOWN ARE FOR BIDDING PURPOSES ONLY AND ARE ASSUMED TO BE IN SUITABLE BEARING MATERIALS. THE ACTUAL ADEQUACY OF THE BEARING MATERIAL SHALL BE DETERMINED BY A REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER PRIOR TO PLACING OF REINFORCING OR POURING OF CONCRETE, AND FOOTING ELEVATIONS SHALL BE ADJUSTED, OR OTHER REMEDIAL ACTION TAKEN, AS DIRECTED BY THIS REPRESENTATIVE AND APPROVED BY THE OWNER AND THE ENGINEER.
4. IF THE BUILDING INSPECTOR SUSPECTS EXPANSIVE SOILS BASED ON OBSERVATION OF THE FOUNDATION EXCAVATION, HE MAY REQUIRE SOIL EXPANSION INDEX TESTS.
5. CONTRACTOR SHALL PROVIDE FOR PROPER DEWATERING OF EXCAVATIONS FROM SURFACE WATER, GROUND WATER, SEEPAGE, ETC.

CONCRETE

1. ALL CONSTRUCTION SHALL CONFORM WITH THE PROVISIONS OF ACI 318, LATEST EDITION.
2. CONCRETE MIXES SHALL BE DESIGNED BY A QUALIFIED TESTING LABORATORY AND APPROVED BY THE SHORING ENGINEER. MIX DESIGN METHODS (TEST HISTORY OR TRIAL BATCH METHOD) PER SECTION 1905.3 SHALL BE USED TO PROPORTION CONCRETE.
3. PORTLAND CEMENT SHALL CONFORM TO ASTM C150, TYPE V.
4. AGGREGATE FOR HARD ROCK CONCRETE SHALL CONFORM TO ALL REQUIREMENTS AND TESTS OF ASTM C33 AND PROJECT SPECIFICATIONS.
5. ADMIXTURES SHALL CONFORM TO ALL REQUIREMENTS AND TESTS OF ASTM C845, C280, C494.
6. CONCRETE MIXES MAY CONTAIN FLYASH. FLYASH SHALL CONFORM TO ASTM C618 CLASS F AND LOSS OF IGNITION SHALL BE LIMITED TO 2%. ADDITION RATE SHALL NOT EXCEED 15% OF CEMENT WEIGHT. CONTRACTOR SHALL SUBMIT ALL CERTIFICATES SHOWING FLYASH CONFORMS TO THE ABOVE CRITERIA.
7. CONCRETE MIXING OPERATION, ETC SHALL CONFORM TO ASTM C94.
8. CALCIUM CHLORIDE SHALL NOT BE ALLOWED IN THE CONCRETE.
9. SCHEDULE OF STRUCTURAL CONCRETE 28-DAY STRENGTH AND TYPES:

LOCATION IN STRUCTURE	STRENGTH (P.S.I.)	DENSITY (P.C.F.)	SLUMP (IN)
WALL FACING	5,000	SEE 'SHOTCRETE'	

SHOTCRETE

1. SHOTCRETE SHALL COMPLY WITH THE REQUIREMENTS OF THE 2019 CALIFORNIA BUILDING CODE SECTION 1910 AND AASHTO LRFD CALTRANS BDS.
2. COARSE AGGREGATE, IF USED, SHALL NOT EXCEED 3/4" INCH.
3. THE MINIMUM SLUMP SHALL BE 1 1/2 INCHES AND THE MAXIMUM SLUMP SHALL BE 2 1/2 INCHES. SLUMP SHALL BE MEASURED AT THE POINT OF DISCHARGE FROM THE MIXER, EXCEPT WHEN THE BUILDING INSPECTOR MAY REQUIRE SUMP TESTS AT THE DISCHARGE POINT WHERE WATER MAY HAVE BEEN ADDED.
4. REINFORCING STEEL SHALL BE SECURELY TIED IN PLACE IN A MANNER THAT PREVENTS ANY MOVEMENT DURING THE WET MIX SHOTCRETING.
5. FOR REINFORCEMENT LARGER THAN #5 BARS, PRECONSTRUCTION TESTS ARE REQUIRED TO DEMONSTRATE THAT ADEQUATE ENCASEMENT OF LARGER BARS WILL BE ACHIEVED.
6. FOR #5 OR SMALLER BARS, THERE SHALL BE A MINIMUM CLEARANCE BETWEEN PARALLEL REINFORCEMENT BARS OF 2 1/2 INCHES. FOR BARS LARGER THAN #5, THERE SHALL BE A MINIMUM CLEARANCE BETWEEN PARALLEL BARS EQUAL TO SIZE DIAMETERS OF THE BARS USED. WHEN TWO CURTAINS OF STEEL ARE PROVIDED, THE CURTAIN NEARER THE NOZZLE SHALL HAVE A MINIMUM SPACING EQUAL TO 12 BAR DIAMETERS AND THE REMAINING CURTAIN SHALL HAVE A MINIMUM SPACING OF SIX BAR DIAMETERS. EXCEPTION SUBJECT TO THE APPROVAL OF THE BUILDING OFFICIAL, REQUIRED CLEARANCES SHALL BE REDUCED WHERE IT IS DEMONSTRATED BY PRECONSTRUCTION TESTS THAT ADEQUATE ENCASEMENT OF THE BARS USED IN THE DESIGN WILL BE ACHIEVED.
7. LAP SPLICES OF REINFORCING BARS SHALL UTILIZE THE NONCONTACT LAP SPLICE METHOD WITH A MINIMUM CLEARANCE OF 2 INCHES BETWEEN BARS. THE USE OF CONTACT LAP SPLICES NECESSARY FOR SUPPORT OF THE REINFORCING IS PERMITTED WHEN APPROVED BY THE BUILDING OFFICIAL, BASED ON SATISFACTORY PRECONSTRUCTION TESTS THAT SHOW THAT ADEQUATE ENCASEMENT OF THE BARS WILL BE ACHIEVED, AND PROVIDED THAT THE SPLICE IS ORIENTED SO THAT A PLANE THROUGH THE CENTER OF THE SPLICED BARS IS PERPENDICULAR TO THE SURFACE OF THE SHOTCRETE.
8. A CAPABLE NOZZLEMAN'S HELPER WITH AN AIR BLOW PIPE SHALL BE PROVIDED TO ASSIST THE NOZZLEMAN IN KEEPING ALL REBOUND BUILD-UP OUT OF THE WORK.
9. ADDITIONAL WORKERS MAY BE REQUIRED TO TAKE THE REBOUND FROM THE WORK IF THE REBOUND CANNOT RE REMOVED BY THE AIR BLOW PIPE.
10. ANY REBOUND OR ACCUMULATED LOOSE AGGREGATE SHALL BE REMOVED FROM THE SURFACES TO BE COVERED PRIOR TO PLACING THE INITIAL OR ANY SUCCEEDING LAYERS OF SHOTCRETE. REBOUND SHALL NOT BE USED AS AGGREGATE.
11. EXCEPT WHERE PERMITTED HEREIN UNFINISHED WORK SHALL NOT BE ALLOWED TO STAND FOR MORE THAN 30 MINUTES UNLESS EDGES ARE SLOPED TO A THIN EDGE. FOR STRUCTURAL ELEMENTS THAT WILL BE UNDER COMPRESSION AND FOR CONSTRUCTION JOINTS SHOWN ON THE APPROVED CONSTRUCTION DOCUMENTS, SQUARE JOINTS ARE PERMITTED. BEFORE PLACING ADDITIONAL MATERIAL ADJACENT TO PREVIOUSLY APPLIED WORK, SLOPING AND SQUARE EDGES SHALL BE CLEANED AND WETTED.
12. IN-PLACE SHOTCRETE THAT EXHIBITS SAGS, SLOUGHS, SEGREGATION HONEYCOMBING, SAND POCKETS OR OTHER OBVIOUS DEFECTS SHALL BE REMOVED AND REPLACED. SHOTCRETE ABOVE SAGS AND SLOUGHS SHALL BE REMOVED AND REPLACED WHILE STILL PLASTIC.
13. NO KEYWAYS OR EMBEDMENTS SHALL BE PLACED IN THE FRONT FACE THAT WILL INTERFERE WITH THE STREAM FROM THE NOZZLE.
14. RIGID OR OTHER APPROVED BACKING SHALL BE PLACED AGAINST THE EARTH WHERE THERE IS ANY LIKELIHOOOD OF SOIL BEING DISLODGED IN SUFFICIENT QUANTITY TO DAMAGE THE CONCRETE DURING THE APPLICATION OF WET MIX SHOTCRETE. RIGID OR OTHER APPROVED BACKING SHALL BE USED WERE A VOID IN THE EMBANKMENT IS TO BE BRIDGED.
15. ALL OTHER APPLICABLE REQUIREMENTS OF THE CODE (INCLUDING ALL REQUIREMENTS FOR PNEUMATICALLY PLACE WET MIX MORTAR AND MAXIMUM TIME IN MIXERS) SHALL APPLY.
16. STRENGTH TESTS FOR SHOTCRETE SHALL BE MADE BY AN APPROVED AGENCY IN ACCORDANCE WITH ASTM STANDARDS, STRUCTURAL WET MIX SHOTCRETE SHALL NOT BE PLACED WHERE THE STREAM FROM THE NOZZLE CANNOT DIRECTLY IMPINGE ONTO THE SURFACE WHERE THE CONCRETE IS TO BE PLACED. WHERE THE CONDITION PRECLUDES THE POSSIBILITY OF OBTAINING CORES FROM THE STRUCTURE THIS METHOD SHALL NOT BE USED.

SHOTCRETE (CONTINUED)

17. WHEN REQUIRED BY THE CALTRANS/CITY, A TEST PANEL SHALL BE SHOT, CURED, CORED OR SAWN, EXAMINED AND TESTED PRIOR TO COMMENCEMENT OF THE PROJECT. THE SAMPLE PANEL SHALL BE REPRESENTATIVE OF THE PROJECT AND SIMULATE JOB CONDITIONS AS CLOSELY AS POSSIBLE. THE PANEL THICKNESS AND REINFORCING SHALL REPRODUCE THE THICKEST AND MOST CONGESTED AREA SPECIFIED IN THE STRUCTURAL DESIGN. IT SHALL BE SHOT AT THE SAME ANGLE, USING THE SAME NOZZLEMAN AND WITH THE SAME CONCRETE MIX DESIGN THAT WILL BE USED ON THE PROJECT. THE EQUIPMENT USED IN PRECONSTRUCTION TESTING SHALL BE THE SAME EQUIPMENT USED IN THE WORK REQUIRING SUCH TESTING, UNLESS SUBSTITUTE EQUIPMENT IS APPROVED BY THE BUILDING OFFICIAL.

STRUCTURAL STEEL

1. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A576, Fy = 50 K.S.I. U.O.N. AND SHALL BE FABRICATED ACCORDING TO AISC PRACTICE AND SPECIFICATIONS FOR BUILDINGS (UNLESS OTHERWISE SPECIFIED).
2. WELDED HEADED STUDS SHALL BE TYPE B OR C CONFORMING TO ASTM A29.
3. ALL WELDING SHALL BE PERFORMED BY CERTIFIED OPERATORS UNDER THE SUPERVISION OF AN APPROVED FABRICATOR USING THE ELECTRIC SHIELDED ARC PROCESS AS FORMULATED BY THE AMERICAN WELDING SOCIETY.
4. STEEL SHALL BE IDENTIFIED BY HEAT OR MELT NUMBERS AND SHALL BE ACCOMPANIED BY TEST REPORTS.
5. ALL STEEL SHALL BE FABRICATED TO FIT TOGETHER PLUMB AND TRUE IN THE FIELD WITHOUT ALTERATION.
6. WELDING ELECTRODES FOR MANUAL SHIELDED METAL-ARC WELDING SHALL CONFORM TO SPECIFICATIONS FOR MILD STEEL COVERED ARC WELDING ELECTRODES, AWS A5.1, OR SPECIFICATION FOR LOW-ALLOY STEEL COVERED ARC-WELDING ELECTRODES AWS A5.5. ELECTRODES SHALL BE E70 SERIES.
7. ELECTRODES USED IN THE GAS METAL ARC PROCESS SHALL CONFORM TO SPECIFICATION FOR MILD STEEL ELECTRODES FOR GAS METAL-ARC WELDING AWS A5.18.
8. ALL TESTING AND WELDING OF STRUCTURAL STEEL AND ALL CERTIFICATION OF WELDERS SHALL BE PER AWS D1.1. REFER TO SPECIAL INSPECTION NOTES FOR ADDITIONAL WELDING REQUIREMENTS.
9. STRUCTURAL STEEL SURFACES THAT ARE NOT EXPOSED TO WEATHER SHALL BE PRIMED AND PAINTED. SEE DRAWINGS FOR ADDITIONAL INFORMATION.
10. SHOP DRAWINGS SHALL BE REVIEWED BY ENGINEER PRIOR TO FABRICATION.

STRUCTURAL OBSERVATION

1. STRUCTURAL OBSERVATION SHALL BE PROVIDED BY A CALIFORNIA REGISTERED DESIGN PROFESSIONAL FOR THE FOLLOWING ITEMS:
   - A. INSTALLATION OF FIRST ROW OF SOIL NAILS.
   - B. STRUCTURAL WALL REINFORCING PRIOR TO SHOTCRETE.
   - C. FINISH WALL REINFORCING PRIOR TO SHOTCRETE.
2. STRUCTURAL OBSERVATION IS REQUIRED IN ADDITION TO CITY AND SPECIAL INSPECTIONS.
3. STRUCTURAL OBSERVER SHALL BE EMPLOYED BY THE OWNER OR THE OWNER'S AUTHORIZED AGENT ANT NOT THE CONTRACTOR/BUILDER.
4. STRUCTURAL OBSERVATION MEANS THE VISUAL OBSERVATION OF THE STRUCTURAL SYSTEM BY THE ENGINEER OF RECORD, FOR GENERAL CONFORMATION TO THE APPROVED PLANS AND SPECIFICATIONS, AT SIGNIFICANT CONSTRUCTION STAGES FOR THE ITEMS LISTED AND AT COMPLETION OF THE STRUCTURAL SYSTEM. STRUCTURAL OBSERVATION DOES NOT INCLUDE OR WAIVE THE RESPONSIBILITY FOR THE INSPECTIONS REQUIRED BY CHAPTER 17 OR OTHER SECTIONS OF THE CBC.

STRUCTURAL OBSERVATION (CONTINUED)

5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REQUEST STRUCTURAL OBSERVATION BY THE ENGINEER. THE ENGINEER SHALL BE GIVEN A MINIMUM OF 2 WORK DAYS NOTICE BY THE CONTRACTOR PRIOR TO PERFORMING STRUCTURAL OBSERVATION.

SOIL NAIL DESIGN DATA

1. SOIL NAILS SHALL BE #8 DYWIDAG SYSTEMS INTERNATIONAL (DSI) THREADBAR REINFORCING STEEL ASTM A615 (GRADE 75) WITH DOUBLE CORROSION PROTECTION OR APPROVED EQUAL. THE SOIL NAIL MANUFACTURER SHALL SUPPLY AND DESIGN ALL HARDWARE FOR THE ANCHORAGE AND INSTALLATION INCLUDING, BUT NOT LIMITED TO, WEDGES, WEDGE PLATES, BEARING PLATES, TRUMPETS, CENTRALIZERS, SPACERS, COUPLERS, AND SOIL NAILS.
2. DIAMETER OF GROUTED HOLE IS 8".
3. ULTIMATE BOND STRESS BETWEEN GROUT SHAFT AND SOIL IS 1500 P.S.F. PER GEOTECHNICAL REPORT.
4. THE CONSTRUCTION SHALL BE CARRIED OUT BY A CONTRACTOR WHO IS THOROUGHLY EXPERIENCED IN THE SAME TYPE OF SOIL ANCHOR WORK AND HAS A MINIMUM OF FIVE YEARS EXPERIENCE ON SIMILAR PROJECTS. THE CONSTRUCTION SHALL FOLLOW ALL DESIGN CRITERIA AND THE MANUFACTURER'S SPECIFICATION.
5. THREAD BARS SHALL BE INSTALLED STRAIGHT AND TRUE, KINKING OR SHARP CURVATURE SHALL BE CAUSE FOR REJECTION.
6. THREAD BARS SHALL NOT BE WELDED OR USED FOR GROUNDING WELDING EQUIPMENT.
7. SOILS NAILS SHALL BE TESTED USING TWO SEPARATE TESTING PROCEDURES AS DESCRIBED BELOW: REFER TO "SOIL NAIL TESTING PROCEDURE" NOTES FOR SPECIFIC REQUIREMENTS.
   - A. VERIFICATION TESTING: VERIFICATION (PREPRODUCTION) TESTING SHALL OCCUR ON NAILS NOTED AS SUCH ON ELEVATIONS. VERIFICATION TESTING SHALL OCCUR PRIOR TO DRILLING OF ANY PRODUCTION NAILS. TEST REPORT SHALL BE SUBMITTED TO GEOTECHNICAL AND STRUCTURAL ENGINEER OF RECORD FOR REVIEW. VERIFICATION TEST NAILS ARE SACRIFICIAL AND ARE NOT TO BE USED IN FINAL NAILING ARRANGEMENT. AFTER RECEIVING CONFIRMATION THAT TEST REPORT HAS BEEN REVIEWED BY GEOTECHNICAL AND STRUCTURAL ENGINEER OF RECORD NAIL SHALL BE FULLY GROUTED SIMILAR TO PRODUCTION NAILS, WALER BEAM BEARING PLATE AND HARDWARE SHALL BE INSTALLED FINGER TIGHT.
   - B. PROOF TESTING: GEOTECHNICAL ENGINEER TO DETERMINE NUMBER AND LOCATION OF PROOF TEST NAILS TO PROVIDE A MINIMUM OF 5 PERCENT WITH LOCATION DEPENDENT ON INSTALLATION IRREGULARITIES SUCH AS IRREGULAR DRILLING PROCESS, LOWER THAN TYP GROUT TAKE OR THOSE THAT REQUIRE REDRILLING.
8. WHEN A TEST SOIL NAIL FAILS THE CONTRACTOR SHALL REPORT THE DETAILED TEST RESULTS TO THE GEOTECHNICAL ENGINEER AND WAIT FOR INSTRUCTION FROM THE GEOTECHNICAL ENGINEER BEFORE PROCEEDING TO THE NEXT TEST.
9. ALL TESTING RESULTS SHALL BE SUBMITTED TO GEOTECHNICAL AND STRUCTURAL ENGINEER FOR REVIEW/APPROVAL.

NOT FOR CONSTRUCTION
THESE DRAWINGS HAVE BEEN PRINTED PRIOR TO ISSUANCE OF A BUILDING PERMIT AND ARE SUBJECT TO CHANGE.

S-1

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

GENERAL NOTES

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 39 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
RCE # 76641

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

x-x
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-39-D

REGISTERED PROFESSIONAL ENGINEER
JEAN M. LIGAY
No. 38412
Exp. 03-31-21
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COASTAL RAIL TRAIL - GILMAN DRIVE

10/23/20 * 10:07 am * 7161-03 Gilman Coastal Rail Trail.dwg

100% DESIGN - 10/23/20

GROUT

1. THE GROUT SHALL BE NEAT CEMENT OR SAND CEMENT MIXTURE CONFORMING TO ASTM C150 TYPE II/V CEMENT. THE GROUT MIX SHALL BE STABLE (BLEED LESS THAN 2 PERCENT), FLUID AND PROVIDE A STRENGTH OF 1500 P.S.I. MINIMUM AT THREE DAYS AND 4000 P.S.I. MINIMUM AT TWENTY EIGHT DAYS. THE MIX DESIGN SHALL TAKE INTO ACCOUNT CONSTRUCTION PROCEDURE, SOIL AND UNDERGROUND WATER CONDITION.

2. A GROUT MIX DESIGN SHALL BE SUBMITTED TO THE STRUCTURAL ENGINEER OF RECORD FOR REVIEW PRIOR TO BEGINNING CONSTRUCTION. DOCUMENTS SHALL INCLUDE COMPRESSION STRENGTH TEST AND SPECIFIC GRAVITY.

3. GROUT CONTAINING CHLORIDES SHALL NOT BE USED FOR SOIL NAILS.

4. PROVIDE SPECIAL INSPECTIONS & TESTING OF GROUT AS NOTED IN "SPECIAL INSPECTION" NOTES SOIL NAIL SECTION.

SOIL NAIL TESTING PROCEDURE

ALL TESTING SHALL BE PERFORMED AGAINST A TEMPORARY BEARING YOKE WHICH BEARS DIRECTLY ON THE (E) WALL FACING AND TEMPORARY BEARING PLATES FOR VERIFICATION (PREPRODUCTION) TESTS. TEST LOADS TRANSMITTED THROUGH THE TEMPORARY BEARING YOKE SHALL NOT FRACTURE THE WALL OR CAUSE DISPLACEMENT OR SLOUGHING OF THE SOIL SURROUNDING THE DRILLED HOLE. NO PART OF THE YOKE SHALL BEAR WITHIN 6" OF THE EDGE OF BLOCKOUT.

TEST SOIL NAIL ASSEMBLIES SHALL BE PULL TESTED BY THE CONTRACTOR IN THE PRESENCE OF THE GEOTECHNICAL ENGINEER.

NAILS TO BE TESTED SHALL HAVE BONDED AND TEMPORARY UNBONDED LENGTH. SEE 17/S-10 FOR INITIAL BONDED LENGTH AND TEST LOAD.

A PULLOUT TEST SHALL CONSIST OF INCREMENTALLY LOADING THE ASSEMBLY, RECORDING THE DATA AS INDICATED BELOW AND SUBMITTING THE DATA TO THE GEOTECHNICAL AND STRUCTURAL ENGINEER.

THE CONTRACTOR SHALL MONITOR AND RECORD TOTAL MOVEMENT OF THE TEST SOIL NAIL RELATIVE TO THE GROUT DURING APPLICATION OF THE TEST LOAD. APPLIED TEST LOADS SHALL BE DETERMINED BY USING EITHER A CALIBRATED PRESSURE GAGE OR A LOAD CELL. MOVEMENTS OF THE END OF THE SOIL NAIL, RELATIVE TO AN INDEPENDENT FIXED REFERENCE POINT, SHALL BE MEASURED AND RECORDED TO THE NEAREST 0.001 INCH AT EACH INCREMENT OF LOAD, INCLUDING THE ENDING ALIGNMENT LOAD, DURING THE LOAD TESTS. THE PRESSURE GAGE SHALL HAVE AN ACCURATELY READING DIAL AT LEAST 150 mm IN DIAMETER. EACH JACK AND ITS GAGE SHALL BE CALIBRATED AS A UNIT WITH THE CYLINDER EXTENSION IN THE APPROXIMATE POSITION THAT IT WILL HAVE AT FINAL JACKING FORCE, AND SHALL BE ACCOMPANIED BY A CERTIFIED CALIBRATION CHART. THE LOAD CELL SHALL BE CALIBRATED AND SHALL BE PROVIDED WITH AN INDICATOR CAPABLE OF MEASURING THE TEST LOAD IN THE SOIL NAIL. THE RANGE OF THE LOAD CELL SHALL BE SUCH THAT THE LOWER 10 PERCENT OF THE MANUFACTURER'S RATED CAPACITY WILL NOT BE USED IN DETERMINING THE JACKING FORCE.

A. THE VERIFICATION (NONPRODUCTION) PULL TEST PROCEDURES SHALL CONFORM TO THE FOLLOWING:

1. THE VERIFICATION PULL TEST SHALL BE CONDUCTED BY MEASURING AND RECORDING THE TEST LOAD APPLIED TO THE TEST SOIL NAIL, HOLDING THAT LOAD FOR THE TIME NOTED AND RECORDING THE TEST SOIL NAIL END MOVEMENT AT EACH LOAD AND CORRESPONDING TIME INTERVAL LISTED IN THE FOLLOWING LOADING SCHEDULE.

LOAD[1]	HOLD TIME (MINUTES)[2]
AL	1
0.13VTL	10(RECORDED AT 1,2,4,5,10)
0.25VTL	10(RECORDED AT 1,2,4,5,10)
0.38VTL	10(RECORDED AT 1,2,4,5,10)
0.50VTL	10(RECORDED AT 1,2,4,5,10)
0.63VTL	10(RECORDED AT 1,2,4,5,10)
0.75VTL (CREEP TEST)	10(RECORDED AT 1,2,4,5,6,10, 20,30,50,60)
0.88VTL	10
1.00VTL	10
AL	1[3]

FOOTNOTES:
1. VTL= VERIFICATION TEST LOAD (KIPS): SEE DETAIL 17/S-10 AND AL = ALIGNMENT LOAD = 0.025VTL.
2. SOIL NAIL MOVEMENT SHALL BE MEASURED AND RECORDED AFTER EACH LOAD INCREMENT HAS BEEN ACHIEVED AND AT EACH TIME STEP INDICATED.
3. PERMANENT SOIL NAIL MOVEMENT SHALL BE RECORDED AT FINAL ALIGNMENT LOAD.

SOIL NAIL TESTING PROCEDURE (CONTINUED)

2. VERIFICATION TEST ACCEPTANCE CRITERIA IS AS FOLLOWS:
   A. PULLOUT DOES NOT OCCUR AT LOADS LESS THAN 1.00VTL.
   B. THE TOTAL MOVEMENT MEASURED AT 1.00VTL IS GREATER THAN 0.047".
   C. CREEP MOVEMENT DOES NOT EXCEED THE CRITERIA LISTED IN SECTION C BELOW.

B. THE PROOF TEST PROCEDURES SHALL CONFORM TO THE FOLLOWING:

1. THE PROOF PULL TEST SHALL BE CONDUCTED BY MEASURING AND RECORDING THE TEST LOAD APPLIED TO THE TEST SOIL NAIL, HOLDING THAT LOAD FOR THE TIME NOTED AND RECORDING THE TEST SOIL NAIL END MOVEMENT AT EACH LOAD AND CORRESPONDING TIME INTERVAL LISTED IN THE FOLLOWING LOADING SCHEDULE.

LOAD[1]	HOLD TIME (MINUTES)[3]
AL	1
0.17PTL	UNTIL MOVEMENT STABILIZES[4]
0.33PTL	UNTIL MOVEMENT STABILIZES[4]
0.50PTL	UNTIL MOVEMENT STABILIZES[4]
0.67PTL	UNTIL MOVEMENT STABILIZES[4]
0.83PTL	UNTIL MOVEMENT STABILIZES[4]
1.00PTL (CREEP TEST)[2]	10(RECORDED AT 1,2,4,5,6,10)
AL	1

FOOTNOTES:
1. PTL = PROOF TEST LOAD (KIPS): SEE DETAIL 17/S-10 AND AL = ALIGNMENT LOAD = 0.025PTL.
2. IF NAIL MOVEMENT RECORDED BETWEEN 1 AND 10 MINUTES EXCEEDS 0.04", PTL MUST BE MAINTAINED FOR AN ADDITIONAL 50 MINUTES AND MOVEMENT SHALL BE RECORDED AT 20, 30, 50, AND 60 MINUTES. PERMANENT SOIL NAIL MOVEMENT SHALL BE RECORDED.
3. TIMES SHALL BE MEASURED AFTER TARGET LOAD HAS BEEN REACHED IN EACH INCREMENT.
4. IF THE SOIL REINFORCED WITH NAILS IS SUSCEPTIBLE TO DEFORMATIONS DUE TO CREEP, IT IS RECOMMENDED TO HOLD EACH LOAD INCREMENT FOR 10 MINUTES AND RECORD NAIL MOVEMENT AT 1, 2, 5, AND 10 MINUTES.

2. PROOF TEST ACCEPTANCE CRITERIA IS AS FOLLOWS:
   a. PULLOUT DOES NOT OCCUR AT LOADS LESS THAN 1.00 PTL.
   b. THE TOTAL MOVEMENT MEASURED AT 1.00PTL IS GREATER THAN 0.031".
   c. CREEP MOVEMENT DOES NOT EXCEED THE CRITERIA LISTED IN SECTION C BELOW.

C. CREEP TESTS SHALL BE CONDUCTED AS PART OF BOTH THE VERIFICATION AND PROOF PULL TESTS. CREEP TEST DEFLECTION MEASUREMENTS SHALL BE CONDUCTED AT LOAD AND TIME INTERVALS NOTED HEREIN AND DEFLECTIONS VERSUS LOG TIME RESULTS SHALL BE PLOTTED ON SEMI-LOG GRAPH AND COMPARED TO ACCEPTANCE CRITERIA BELOW.

1. VERIFICATION TEST CREEP PRODECURE/ACCEPTANCE CRITERIA:
   a. AT 0.75VTL CREEP MOVEMENT BETWEEN 1 MINUTE AND 10 MINUTE READINGS SHALL BE LESS THAN 0.04".
   b. AT 0.75VTL CREEP MOVEMENT BETWEEN 6 MINUTE AND 60 MINUTE READINGS SHALL BE LESS THAN 0.08".
   c. CREEP RATE SHALL BE LINEAR OR DECREASING THROUGH CREEP TEST LOAD-HOLD PERIOD.

2. PROOF TEST CREEP PRODECURE/ACCEPTANCE CRITERIA:
   a. CREEP MOVEMENT BETWEEN 1 MINUTE AND 10 MINUTE READINGS SHALL BE LESS THAN 0.04".
   b. IF MOVEMENT NOTED IN 'a' ABOVE IS EXCEEDED PROOF TEST LOAD MUST BE MAINTAINED FOR AN ADDITIONAL 50 MINUTES WITH READINGS MEASURED AT 20, 30, 50, AND 60 MINUTES.
   c. IF CREEP TEST IS EXTENDED PER 'b' CREEP MOVEMENT BETWEEN 6 MINUTE AND 60 MINUTE READINGS SHALL BE LESS THAN 0.08".

SOIL NAIL TESTING PROCEDURE (CONTINUED)

D. TEST SOIL NAILS THAT FAIL TO MEET ACCEPTABLE CRITERIA SHALL BE REPORTED TO THE GEOTECHNICAL AND STRUCTURAL ENGINEER. THE CONTRACTOR SHALL FURNISH TO THE ENGINEER COMPLETE TEST RESULTS FOR EACH SOIL NAIL ASSEMBLY TESTED. DATA FOR EACH TEST SHALL LIST KEY PERSONNEL, TEST LOADING EQUIPMENT, TEST SOIL NAIL LOCATION, HOLE DIAMETER AND DEPTH, BOND LENGTH, TYPE OF METHOD OF DRILLING, AND AMOUNT OF GROUND WATER ENCOUNTERED WITHIN THE BOND LENGTH. TEST DATA SHALL ALSO INCLUDE THE DAY AND TIMES OF DRILLING, TEST SOIL NAIL INSTALLATION, GROUTING, AND TESTING. THE TEST LOAD AND AMOUNT OF DISPLACEMENT SHALL BE INCLUDED IN THE TEST DATA WHEN ANY DISPLACEMENT OF THE TEST SOIL NAIL RELATIVE TO THE GROUT OCCURS DURING APPLICATION OF THE LOAD.

SECURING SOIL NAILS

ANY REMAINING VOID AT THE EXTERIOR END OF THE DRILLED HOLE FOR A SOIL NAIL ASSEMBLY AND HOLE IN CMU WALL SHALL BE FILLED WITH GROUT AND THE SOIL NAIL SECURED AT THE FACE OF THE (E) WALL. THE STEEL BEARING PLATE AND WALER BEAM SHALL BE SEATED WITH FULL BEARING ON THE (E) WALL SURFACE AND THE NUT FOR THE SOIL NAIL. THE NUT SHALL BE MADE WRENCH-TIGHT AFTER THE GROUT HAS SET FOR 24 HOURS, UNLESS A SHORTER TIME IS APPROVED BY THE ENGINEER.

SUBMITTALS

1. THE CONTRACTOR SHALL SUBMIT THE FOLLOWING ITEMS TO THE ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION.
   1.1 CONCRETE MIX DESIGN.
   1.2 CONCRETE CONSTRUCTION JOINT LOCATIONS NOT NOTED ON PLANS.
   1.3 WALL FACING REINFORCING STEEL PLACING DRAWINGS.
   1.4 STEEL MILL CERTIFICATION AND COUPON TEST RESULTS.
   1.5 GROUT MIX DESIGN
   1.6 SHOTCRETE SUBCONTRACTOR QUALIFICATIONS AS OUTLINED IN THE SHOTCRETE PORTION OF THESE NOTES.
   1.7 WELDING PROCEDURES.

2. THE CONTRACTOR SHALL ALLOW 14 CALENDAR DAYS FOR REVIEW AFTER RECEIVED BY ENGINEER.

ABBREVIATIONS

&	AND
@	AT
ABV	ABOVE
ADDL	ADDITIONAL
ALT	ALTERNATE
APPROX	APPROXIMATE
A.T.R.	ALL-THREAD-ROD
BLDG	BUILDING
BLKD	BLOCKED
BLW	BELOW
BM	BEAM
B.O.F.	BOTTOM OF FOOTING
BRG	BEARING
BTM (B)	BOTTOM
BTWN	BETWEEN
CBC	CALIFORNIA BUILDING CODE
C.F.	CUBIC FEET
C.I.P.	CAST IN PLACE
C.L. (℄)	CENTER LINE
CLG	CEILING
CLR	CLEAR(ANCE)
CNTR	CENTER(ED)
CMU	CONCRETE MASONRY UNIT
COL	COLUMN
CONC	CONCRETE
CONN	CONNECT(ION)(OR)
CONST	CONSTRUCT(ION)
CONT	CONTINUOUS
C.Y.	CUBIC YARD(S)
DBL	DOUBLE
DEPT	DEPARTMENT
DIA (ø)	DIAMETER
DIAG	DIAGONAL
DWG	DRAWING
DWL	DOWEL
EA	EACH
E.F.	EACH FACE
EL	ELEVATION
EMBED	EMBED(ED)(MENT)
EQ	EQUAL
E.S.	EACH SIDE
E.W.	EACH WAY
EXIST (E)	EXISTING
EXT	EXTERIOR
FDN	FOUNDATION
F.F.	FINISHED FLOOR
F.G.	FINISHED GRADE
FIN	FINISH(ED)
FLR	FLOOR
FLNG	FLANGE
F.O.	FACE OF
F.O.C.	FACE OF CONCRETE
F.O.M.	FACE OF MASONRY
F.S.	FAR SIDE
FT	FOOT
FTG	FOOTING
F.V.	FIELD VERIFY
GA	GAUGE (GAGE)
GALV	GALVANIZE(D)
GRD	GRADE
HD	HOLDOWN
H.D.G.	HOT DIPPED GALVANIZED
HGR	HANGER
HORIZ (H)	HORIZONTAL
HT	HEIGHT
I.C.C.	INTERNATIONAL CODE COUNCIL
I.D.	INSIDE DIAMETER
IN	INCH(ES)
INT	INTERIOR
JT	JOINT
L	LONG (LENGTH)
LB	POUND
LONGIT	LONGITUDINAL
MAS	MASONRY
MATL	MATERIAL
MAX	MAXIMUM
MFR	MANUFACTURER
MIN	MINIMUM
MISC	MISCELLANEOUS
MTL	METAL
(N)	NEW
N.I.C.	NOT IN CONTRACT
NO (#)	NUMBER
N.S.	NEAR SIDE
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
O.H.	OPPOSITE HAND
OPNG	OPENING
OPP	OPPOSITE
PC	PIECE
P.C.F.	POUNDS PER CUBIC FOOT
PL	PLATE
℄	PROPERTY LINE
P.L.F.	POUNDS PER LINEAR FOOT
P.S.F.	POUNDS PER SQUARE FOOT
P.S.I.	POUNDS PER SQUARE INCH
PTL	PROOF LOAD TEST
R	RADIUS
REF	REFERENCE
REINF	REINFORCE(ING)(MENT)
REQD	REQUIRED
RF	ROOF
R.W.	RETAINING WALL
SCHED	SCHEDULE(D)
SECT	SECTION
S.E.O.R.	STRUCTURAL ENGINEER OF RECORD
SHT	SHEET
SIM	SIMILAR
S.O.G.	SLAB ON GRADE
SPCG	SPACING
SPEC	SPECIFICATION
SQ	SQUARE
STD	STANDARD
STIFF	STIFFEN(ER)
STIR	STIRRUP
STL	STEEL
STRUCT	STRUCTURAL
SYMM	SYMMETRICAL
T	TOP
T&B	TOP & BOTTOM
THK	THICK(NESS)
THRD	THREAD(ED)
T.O.	TOP OF
T.O.C.	TOP OF CONCRETE
T.O.F.	TOP OF FOOTING
T.O.S.	TOP OF STEEL
TOT	TOTAL
T.O.W.	TOP OF WALL
TRANS	TRANSVERSE
TYP	TYPICAL
ULT	ULTIMATE
U.O.N.	UNLESS OTHERWISE NOTED
VERT (V)	VERTICAL
VTL	VERIFICATION LOAD TEST

ABBREVIATIONS (CONTINUED)

W	WIDTH (WIDE)
W/	WITH
WD	WOOD
W.H.S.	WELDED HEADED STUD
W/O	WITHOUT
W.P.	WORK POINT
WT	WEIGHT
W.T.S.	WELDED THREADED STUD
W.W.F.	WELDED WIRE FABRIC
YD	YARD

COASTAL RAIL TRAIL - GILMAN DRIVE

NOT FOR CONSTRUCTION
THESE DRAWINGS HAVE BEEN PRINTED PRIOR TO ISSUANCE OF A BUILDING PERMIT AND ARE SUBJECT TO CHANGE.

S-2

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

GENERAL NOTES

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 40 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER DANIEL NUTTER — DATE 76641
PRINT DCE NAME — RCE #

SUBMITTED BY: ALEJANDRA GONZALEZ — PROJECT MANAGER
CHECKED BY: VIAN SOMO — PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x CCS27 COORDINATES
x-x CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

40779-40-D

REGISTERED PROFESSIONAL ENGINEER — JEAN M. LIBBY — No. 38412 — Exp. 03-31-21 — CIVIL — STATE OF CALIFORNIA

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NE JOB NO. 110-134.2

10/23/20 * 10:07 am * 7161-03 Gilman Coastal Rail Trail.dwg

100% DESIGN - 10/23/20

SPECIAL INSPECTION

1. THE SPECIAL INSPECTIONS LISTED ARE IN ADDITION TO THE CALLED INSPECTIONS REQUIRED BY CHAPTER 17 OF THE CBC, AS AMENDED. SPECIAL INSPECTION IS NOT A SUBSTITUTE FOR INSPECTION BY A CITY INSPECTOR.

2. CONTINUOUS INSPECTION IS ALWAYS REQUIRED DURING THE PERFORMANCE OF THE WORK UNLESS OTHERWISE SPECIFIED. WHEN WORK IN MORE THAN ONE CATEGORY OF WORK REQUIRING SPECIAL INSPECTION IS TO BE PERFORMED SIMULTANEOUSLY, OR THE GEOGRAPHIC LOCATION OF THE WORK IS SUCH THAT IT CANNOT BE CONTINUOUSLY OBSERVED IN ACCORDANCE WITH THE PROVISIONS OF CBC CHAPTER 17, IT IS THE AGENT'S RESPONSIBILITY TO EMPLOY A SUFFICIENT NUMBER OF INSPECTORS TO ASSURE THAT ALL THE WORK IS INSPECTED IN ACCORDANCE WITH THOSE PROVISIONS.

3. THE SPECIAL INSPECTORS MUST BE CERTIFIED BY THE CITY OF SAN DIEGO TO PERFORM THE TYPE OF INSPECTION SPECIFIED. EXCEPTIONS:

   A. SOILS INSPECTIONS BY THE GEOGECHNICAL ENGINEER OF RECORD.

   B. WHEN WAIVED BY THE BUILDING OFFICIAL.

4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE SPECIAL INSPECTOR OR INSPECTION AGENCY AT LEAST ONE WORKING DAY PRIOR TO PERFORMING ANY WORK THAT REQUIRES SPECIAL INSPECTION.

5. SPECIALLY INSPECTED WORK THAT IS INSTALLED OR COVERED WITHOUT THE APPROVAL OF THE CITY INSPECTOR IS SUBJECT TO REMOVAL OR EXPOSURE.

6. THE SPECIAL INSPECTOR SHALL SUBMIT IN WRITING A REPORT OF OBSERVATIONS AND TESTING FOR EACH INSPECTION.

7. THE INSPECTOR SHALL REPORT IN ADVANCE THEIR ASSIGNMENT TO THE CITY OF SAN DIEGO INSPECTION SERVICES DEPARTMENT.

8. A CERTIFICATE OF SATISFACTORY COMPLETION OF WORK REQUIRING SPECIAL INSPECTION MUST BE COMPLETED AND SUBMITTED TO THE INSPECTION SERVICES DIVISION.

9. OFFSITE FABRICATOR MUST BE APPROVED BY THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES FOR THE FABRICATION OF MEMBERS AND ASSEMBLIES ON THE PREMISES OF THE FABRICATOR'S SHOP.

10. OFFSITE FABRICATOR SHALL SUBMIT AN "APPLICATION TO PERFORM OFF-SITE FABRICATION" TO THE INSPECTION SERVICES DIVISION FOR APPROVAL PRIOR TO COMMENCEMENT OF FABRICATION.

11. OFFSITE FABRICATOR SHALL SUBMIT A "CERTIFICATE OF COMPLIANCE FOR OFF-SITE FABRICATION" TO THE INSPECTION SERVICES DIVISION PRIOR TO ERECTION OF FABRICATED ITEMS AND ASSEMBLIES.

12. THE CONSTRUCTION MATERIALS TESTING LABORATORY MUST BE APPROVED BY THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, FOR TESTING OF MATERIALS, SYSTEMS, COMPONENTS, AND EQUIPMENT.

13. SPECIAL INSPECTOR SHALL BE HIRED BY THE OWNER (SECTION 1704).

14. REQUIRED VERIFICATION, TESTING, QUALIFICATION AND/OR SPECIAL INSPECTION SHALL BE IN ACCORDANCE WITH FOLLOWING:

   A. STRUCTURAL STEEL, HIGH STRENGTH BOLTING AND WELDING: CBC SECTION 1705.2.1 AND THE QUALITY ASSURANCE INSPECTION REQUIREMENTS OF AISC 360.

   B. CONCRETE CONSTRUCTION: CBC SECTION 1705.3 AND TABLE 1705.3.

   C. SOIL CONDITIONS, FILL PLACEMENT AND LOAD BEARING REQUIREMENTS CBC SECTION 1705.6 AND TABLE 1705.6.

   D. SOIL NAILS – TABLE A.

15. CONTRACTOR OR CONSTRUCTION MANAGER SHALL PROVIDE A WRITTEN STATEMENT ACKNOWLEDGING SPECIAL INSPECTIONS, STATING QUALITY CONTROL PROCEDURES INCLUDING METHOD, FREQUENCY & DISTRIBUTION OF REPORTS. THE STATEMENT SHALL ALSO IDENTIFY INDIVIDUALS EXERCISING CONTROL INCLUDING QUALIFICATIONS AND POSITION IN ORGANIZATION. THIS SHALL BE SUBMITTED PRIOR TO THE START OF WORK.

16. REFER TO "STRUCTURAL OBSERVATION" NOTES ON SHEET S-1 FOR LIST OF REQUIRED STRUCTURAL OBSERVATIONS.

SPECIAL INSPECTION CONT

17. NOTICE TO THE APPLICANT/OWNER/OWNER'S AGENT/ARCHITECT OR ENGINEER OF RECORD: BY USING THIS PERMITTED CONSTRUCTION DRAWINGS FOR CONSTRUCTION/INSTALLATION OF THE WORK SPECIFIED HEREIN, YOU AGREE TO COMPLY WITH THE REQUIREMENTS OF CITY OF SAN DIEGO FOR SPECIAL INSPECTIONS, STRUCTURAL OBSERVATIONS, CONSTRUCTION MATERIAL TESTING AND OFF-SITE FABRICATION OF BUILDING COMPONENTS, CONTAINED IN THE STATEMENT OF SPECIAL INSPECTIONS AND, AS REQUIRED BY THE CALIFORNIA CONSTRUCTION CODES.

18. NOTICE TO THE CONTRACTOR/BUILDER/INSTALLER/ SUB-CONTRACTOR/OWNER-BUILDER: BY USING THIS PERMITTED CONSTRUCTION DRAWINGS FOR CONSTRUCTION/INSTALLATION/ OF THE WORK SPECIFIED HEREIN, YOU ACKNOWLEDGE AND ARE AWARE OF, THE REQUIREMENTS CONTAINED IN THE STATEMENT OF SPECIAL INSPECTIONS. YOU AGREE TO COMPLY WITH THE REQUIREMENTS OF CITY OF SAN DIEGO FOR SPECIAL INSPECTIONS, STRUCTURAL OBSERVATIONS, CONSTRUCTION MATERIAL TESTING AND OFF-SITE FABRICATION OF BUILDING COMPONENTS, CONTAINED IN THE STATEMENT OF SPECIAL INSPECTIONS AND, AS REQUIRED BY THE CALIFORNIA CONSTRUCTION CODES.

REQUIRED VERIFICATION AND INSPECTION OF STRUCTURAL STEEL
(CBC 1705.2.1, 1705.11 & 1705.12.1)

VERIFICATION AND INSPECTION TASK	CONTIN-UOUS	PERI-ODIC
PRIOR TO WELDING (TABLE N5.4-1, AISC 360-10):		
VERIFY WELDING PROCEDURE SPECIFICATIONS (WPS) AND CERTIFICATIONS FOR WELDING CONSUMABLES.	X	–
MATERIAL IDENTIFICATION. VERIFY TYPE AND GRADE OF MATERIAL.	–	X
WELDER IDENTIFICATION. A SYSTEM SHALL BE MAINTAINED BY WHICH A WELDER WHO HAS WELDED A JOINT OR MEMBER CAN BE IDENTIFIED.	–	X
FIT-UP GROOVE WELDS. VERIFY JOINT PREPARATION, JOINT GEOMETRY, DIMENSION, CLEANLINESS, TACKING, AND BACKING TYPE AND FIT.	–	X
VERIFY CONFIGURATION AND FINISH OF ACCESS HOLES.	–	X
FIT-UP OF FILLET WELDS. VERIFY ALIGNMENT, GAPS AT ROOT, CLEANLINESS OF STEEL SURFACES, AND TACK WELD QUALITY AND LOCATION.	–	X
CHECK WELDING EQUIPMENT.	–	X
DURING WELDING (TABLE N5.4-2, AISC 360-10):		
USE OF QUALIFIED WELDERS.	–	X
CONTROL AND HANDLING OF WELDING CONSUMABLES: VERIFY PACKAGING AND EXPOSURE CONTROL.	–	X
VERIFY THAT WELDING DOES NOT OCCUR OVER CRACKED TACK WELDS.	–	X
ENVIRONMENTAL CONDITIONS: VERIFY WIND SPEED IS WITHIN LIMITS, PRECIPITATION AND TEMPERATURE.	–	X
WPS FOLLOWED: VERIFY SETTINGS ON WELDING EQUIPMENT, TRAVEL SPEED, WELDING MATERIALS, SHIELDING GAS TYPE/FLOW RATE, PREHEAT APPLIED, INTERPASS TEMPERATURE MAINTAINED, AND PROPER POSITION.	–	X
WELDING TECHNIQUES: VERIFY INTERPASS, FINAL CLEANING AND THAT EACH PASS IS WITHIN PROFILE LIMITATIONS AND MEETS REQUIREMENTS.	–	X
AFTER WELDING (TABLE N5.4-3, AISC 360-10):		
VERIFY THAT WELDS HAVE BEEN PROPERLY CLEANED.	–	X
SIZE, LENGTH, AND LOCATION OF WELDS.	X	–
WELDS MEET VISUAL ACCEPTANCE CRITERIA.	X	–
ARC STRIKES.	X	–
K-AREA.	X	–
BACKING & WELD TABS REMOVED.	X	–
REPAIR ACTIVITIES.	X	–
DOCUMENT ACCEPTANCE OR REJECTION OF WELDED JOINT/MEMBER.	X	–

SPECIAL INSPECTION (CONTINUED)

REQUIRED VERIFICATION AND INSPECTION OF STRUCTURAL STEEL
(CBC 1705.2.1, 1705.11 & 1705.12.1) (CONTINUED)

VERIFICATION AND INSPECTION TASK	CONTIN-UOUS	PERI-ODIC
NONDESTRUCTIVE TESTING (SECTION N5.5, AISC 360-10):		
CJP GROOVE WELDS (RISK CAT II) ULTRASONIC TESTING SHALL BE PERFORMED ON 10% OF CJP GROOVE WELDS SUBJECT TO TRANSVERSELY APPLIED TENSION LOADING IN BUTT, T- AND CORNER JOINTS, IN MATERIALS 5/16 INCH THICK OR GREATER. TESTING RATE MUST BE INCREASED TO 100% IF MORE THAN 5% OF WELDS TESTED HAVE UNACCEPTABLE DEFECTS.	–	X
CJP GROOVE WELDS (RISK CAT III & IV) ULTRASONIC TESTING SHALL BE PERFORMED ON ALL CJP GROOVE WELDS SUBJECT TO TRANSVERSELY APPLIED TENSION LOADING IN BUTT, T- AND CORNER JOINTS, IN MATERIALS 5/16 INCH THICK OR GREATER. A REDUCTION IN THE RATE OF ULTRASONIC TESTING IS ALLOWED PER SECTION N5.5E.	X	–
ACCESS HOLES THERMALLY CUT SURFACES OF ACCESS HOLES SHALL BE TESTED USING MAGNETIC PARTICLE TESTING (MT) OR PENETRANT TESTING (PT) WHEN FLANGE THICKNESS EXCEEDS 2 INCHES FOR ROLLED SHAPES, OR WHEN THE WEB THICKNESS EXCEEDS 2 INCHES FOR BUILT UP SHAPES. ANY CRACK SHALL BE DEEMED UNACCEPTABLE REGARDLESS OF SIZE AND LOCATION.	X	–
WELDED JOINTS SUBJECTED TO FATIGUE WHEN REQUIRED BY APPENDIX 3, TABLE A-3.1, WELDED JOINTS REQUIRING WELD SOUNDNESS TO BE ESTABLISHED BY RADIOGRAPHIC OR ULTRASONIC INSPECTION SHALL BE TESTED AS PRESCRIBED. REDUCTION IN THE RATE OF ULTRASONIC TESTING IS PROHIBITED.	X	–

SPECIAL INSPECTION (CONTINUED)

REQUIRED VERIFICATION, SPECIAL INSPECTIONS AND TESTS OF CONCRETE CONSTRUCTION
(CBC TABLE 1705.3)

VERIFICATION AND INSPECTION TASK	CONTINUOUS	PERIODIC	REFERENCED STANDARD[a]	IBC REFERENCE
1. INSPECT REINFORCEMENT, INCLUDING PRESTRESSING TENDONS, AND VERIFY PLACEMENT.	–	X	ACI 318 CH 20,25.2, 25.3, 26.5.1-26.5.3	1908.4
2. REINFORCING BAR WELDING: a. VERIFY WELDABILITY OF REINFORCING BARS OTHER THAN ASTM A706; b. INSPECT SINGLE-PASS FILLET WELDS, MAXIMUM 5/16"; AND c. INSPECT ALL OTHER WELDS.	– X	X X	AWS D1.4 ACI 318: 26.5.4	–
5. VERIFYING USE OF REQUIRED DESIGN MIX.	–	X	ACI 318: CH 19, 26.4.3, 26.4.4	1904.1 1904.2 1908.2 1908.3
6. PRIOR TO CONCRETE PLACEMENT, FABRICATE SPECIMENS FOR STRENGTH TESTS, PERFORM SLUMP AND AIR CONTENT TESTS, AND DETERMINE THE TEMPERATURE OF THE CONCRETE.	X	–	ASTM C172 ASTM C31 ACI 318: 26.4.5, 26.12	1908.10
7. INSPECT CONCRETE AND SHOTCRETE PLACEMENT FOR PROPER APPLICATION TECHNIQUES.	X	–	ACI 318: 26.4.5	1908.6, 1908.7, 1908.8
8. VERIFY MAINTENANCE OF SPECIFIED CURING TEMPERATURE AND TECHNIQUES.	–	X	ACI 318: 26.4.7-26.4.9	1908.9
11. VERIFY IN-SITU CONCRETE STRENGTH, PRIOR TO STRESSING OF TENDONS IN POST-TENSIONED CONCRETE AND PRIOR TO REMOVAL OF SHORES AND FORMS FROM BEAMS AND STRUCTURAL SLABS.	–	X	ACI 318: 26.10.2	–
12. INSPECT FORMWORK FOR SHAPE, LOCATION AND DIMENSIONS OF THE CONCRETE MEMBER BEING FORMED.	–	X	ACI 318: 26.10.1(b)	–

a. WHERE APPLICABLE, SEE ALSO SECTION 1705.12, SPECIAL INSPECTIONS FOR SEISMIC RESISTANCE.
b. SPECIFIC REQUIREMENTS FOR SPECIAL INSPECTION SHALL BE INCLUDED IN THE RESEARCH REPORT FOR THE ANCHOR ISSUED BY AN APPROVED SOURCE IN ACCORDANCE WITH 17.8.2 IN ACI 318, OR OTHER QUALIFICATION PROCEDURES. WHERE SPECIFIC REQUIREMENTS ARE NOT PROVIDED, SPECIAL INSPECTION REQUIREMENTS SHALL BE SPECIFIED BY THE REGISTERED DESIGN PROFESSIONAL AND SHALL BE APPROVED BY THE BUILDING OFFICIAL PRIOR TO THE COMMENCEMENT OF THE WORK.

SPECIAL INSPECTION (CONTINUED)

TABLE 1705.6
REQUIRED VERIFICATION AND INSPECTION OF SOILS

VERIFICATION AND INSPECTION TASK	CONTINUOUS DURING TASK LISTED	PERIODICALLY DURING TASK LISTED[a]
1. VERIFY MATERIALS ARE ADEQUATE TO ACHIEVE THE DESIGN VALUES.	–	X
2. VERIFY EXCAVATIONS ARE EXTENDED TO PROPER DEPTH AND HAVE REACHED PROPER MATERIAL.	–	X

a. GEOTECHNICAL ENGINEER IS RESPONSIBLE FOR DETERMINING FREQUENCY OF INSPECTIONS FOR SOIL NAILS.

TABLE A
REQUIRED VERIFICATION AND INSPECTION OF SOIL NAIL CONSTRUCTION

VERIFICATION AND INSPECTION	CONTIN-UOUS	PERI-ODIC	REFERENCED STANDARD[a]	IBC REFERENCE
1. INSPECTION OF ALL-THREAD SOIL NAIL BARS, INCLUDING SPECIFIED CORROSION PROTECTION.	–	X	–	–
2. INSPECTION OF SOIL NAIL ANCHORAGE HARDWARE.	–	X	–	–
3. INSPECT LOCATION, DIMENSIONS AND EMBEDMENT OF THE SOIL NAILS BEING INSTALLED.	–	X	–	1908.5 1909.1
4. VERIFYING USE OF REQUIRED GROUT DESIGN MIX.	–	X	–	–
5. OBSERVE PREPARATION OF GROUT SPECIMENS. SEE FOOTNOTE a.	–	X	ASTM C109	–
6. INSPECTION OF SOIL NAIL AND GROUT PLACEMENT FOR PROPER APPLICATION TECHNIQUES.	X	–	–	–
7. INSPECTION FOR MAINTENANCE OF SPECIFIED CURING TEMPERATURE AND TECHNIQUES.	–	X	–	–
8. VERIFICATION OF IN-SITU GROUT SPECIFIC GRAVITY AND VOLUME OF GROUT PLACED. SEE FOOTNOTE b.	X	–	– ASTM D4380	–

a. PER GEOTECHNICAL REPORT TESTING OF NAIL GROUT DURING CONSTRUCTION SHOULD BE PERFORMED AT A FREQUENCY OF APPROXIMATELY 1 TEST FOR EVERY 50 CUBIC YARDS OF GROUT PLACED OR ONCE A WEEK, WHICHEVER COMES FIRST.

b. SPECIFIC GRAVITY & VOLUME INJECTED SHALL BE RECORDED AT EACH SOIL NAIL. IF VOLUME OF GROUT INJECTED IS LESS THAN 100% OR GREATER THAN 130% OF THEORETICAL VOLUME CONTACT GEOTECHNICAL AND STRUCTURAL ENGINEER IMMEDIATELY.

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S-3

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

SPECIAL INSPECTION

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 41 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER DANIEL NUTTER
PRINT DOE NAME
DATE
RCE # 76641

SUBMITTED BY: ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY: VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
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x-x
CCS83 COORDINATES

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DATE STARTED
DATE COMPLETED

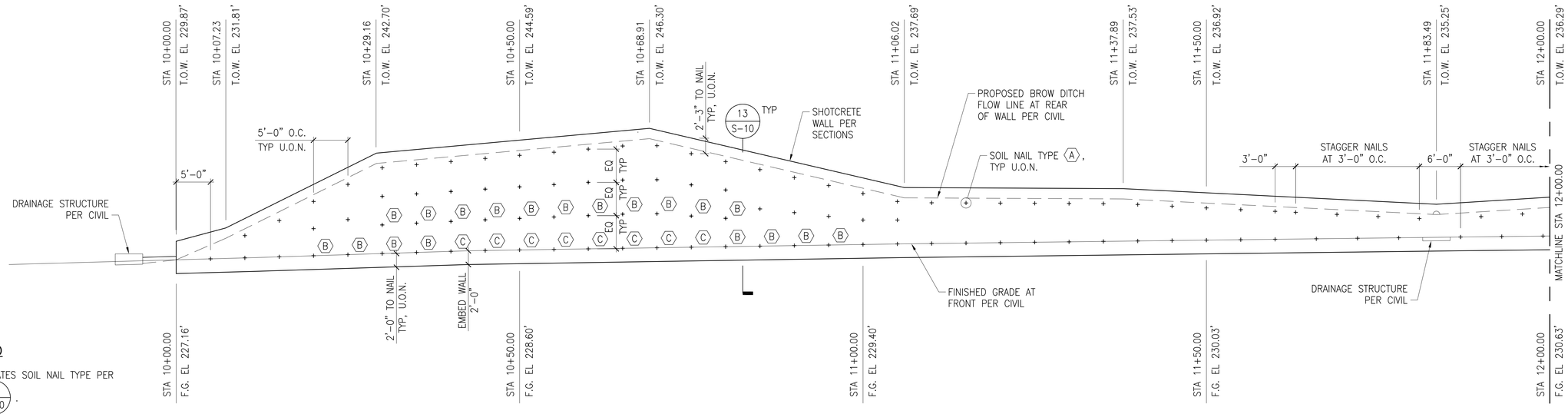
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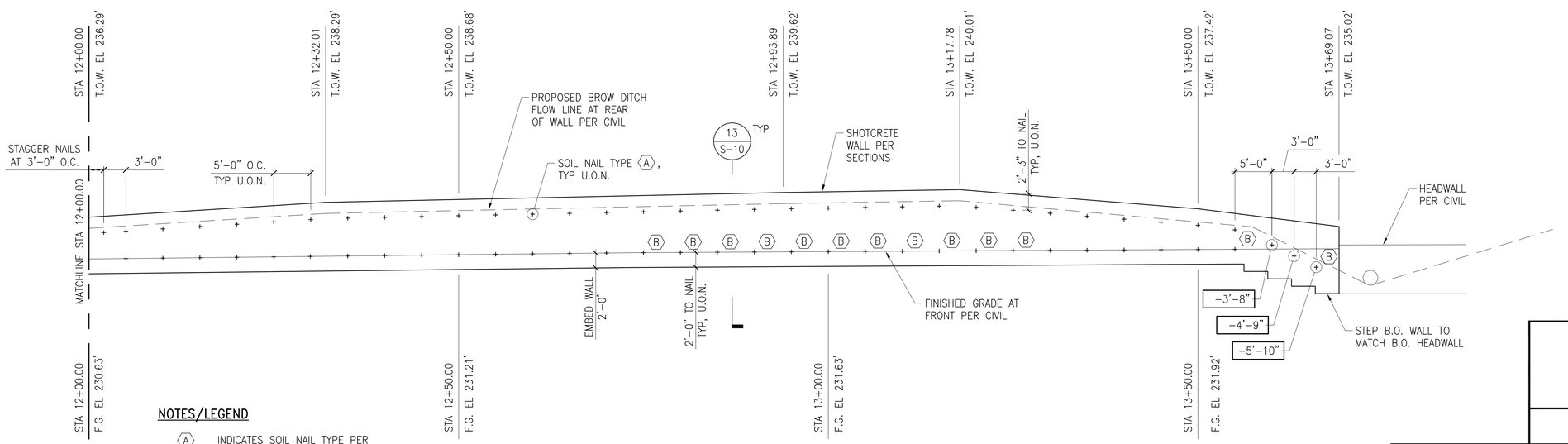
A — INDICATES SOIL NAIL TYPE PER 17/S-10.

−3'−8" — INDICATES ELEVATION OF SOIL NAIL RELATIVE TO T.O. WALL.

1. STATIONS, WALL ELEVATIONS, AND GRADE ELEVATIONS PER CIVIL DRAWINGS. NOTIFY S.E.O.R. IF DISCREPANCIES OCCUR.

WALL A PROFILE
SCALE: 1/8" = 1'-0"

1



NOTES/LEGEND

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WALL A PROFILE
SCALE: 1/8" = 1'-0"

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S-4

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL A PROFILE

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 42 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER _____ DATE _____
DANIEL NUTTER
PRINT DCE NAME RCE # 76641

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
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AS-BUILTS				

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x-x
CCS83 COORDINATES

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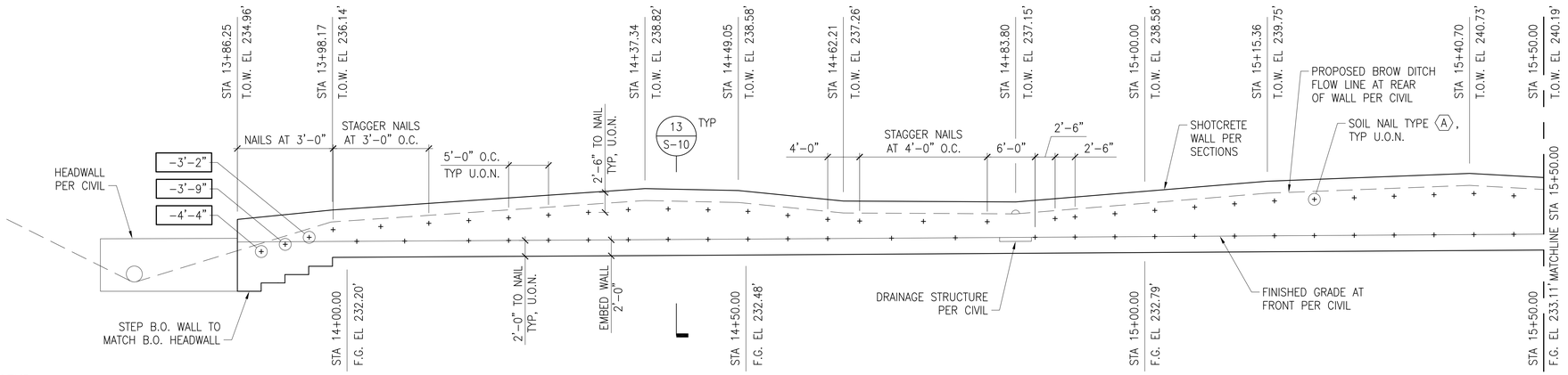
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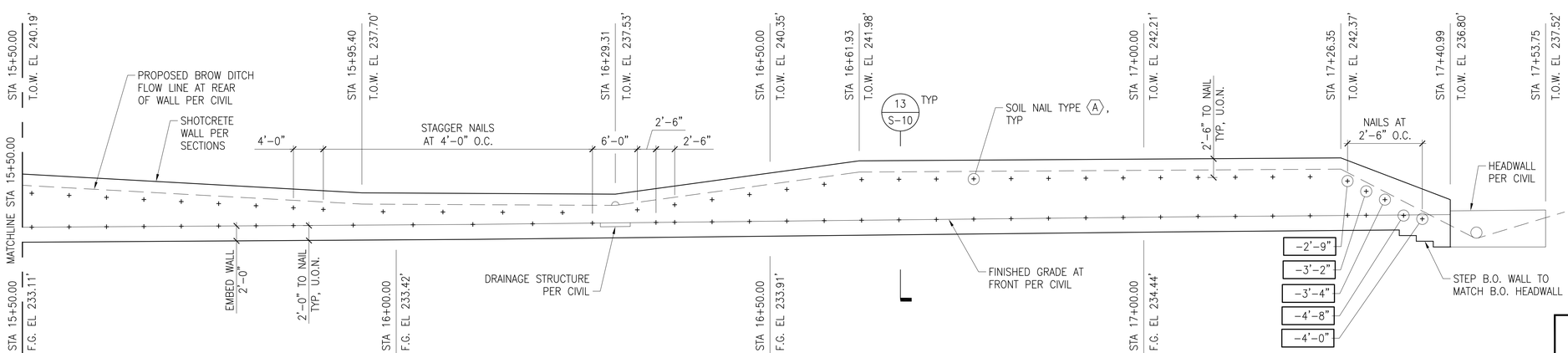
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WALL B PROFILE
SCALE: 1/8" = 1'-0"

1



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WALL B PROFILE
SCALE: 1/8" = 1'-0"

2

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S-5

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL B PROFILE

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 43 OF 59 SHEETS

WBS# S-00951

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FOR CITY ENGINEER DANIEL NUTTER
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RCE #

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CHECKED BY: VIAN SOMO, PROJECT ENGINEER

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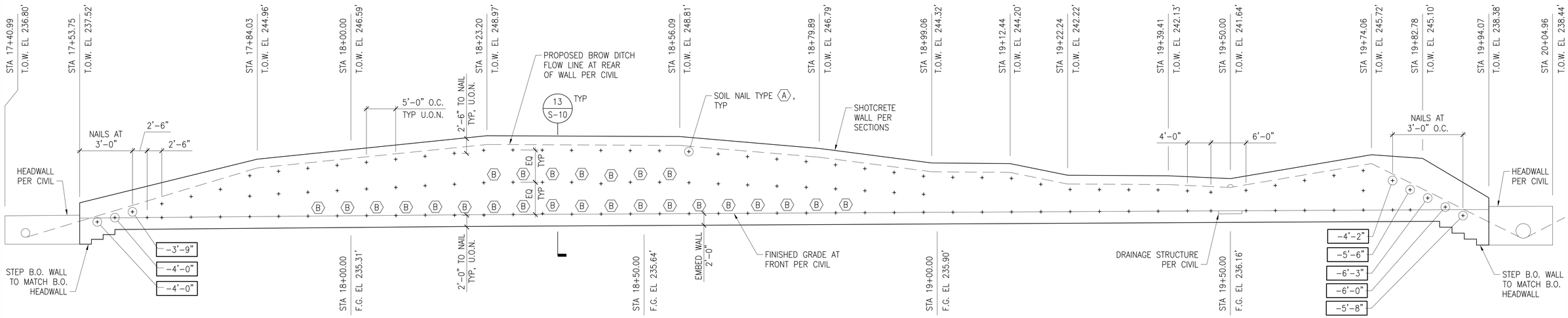
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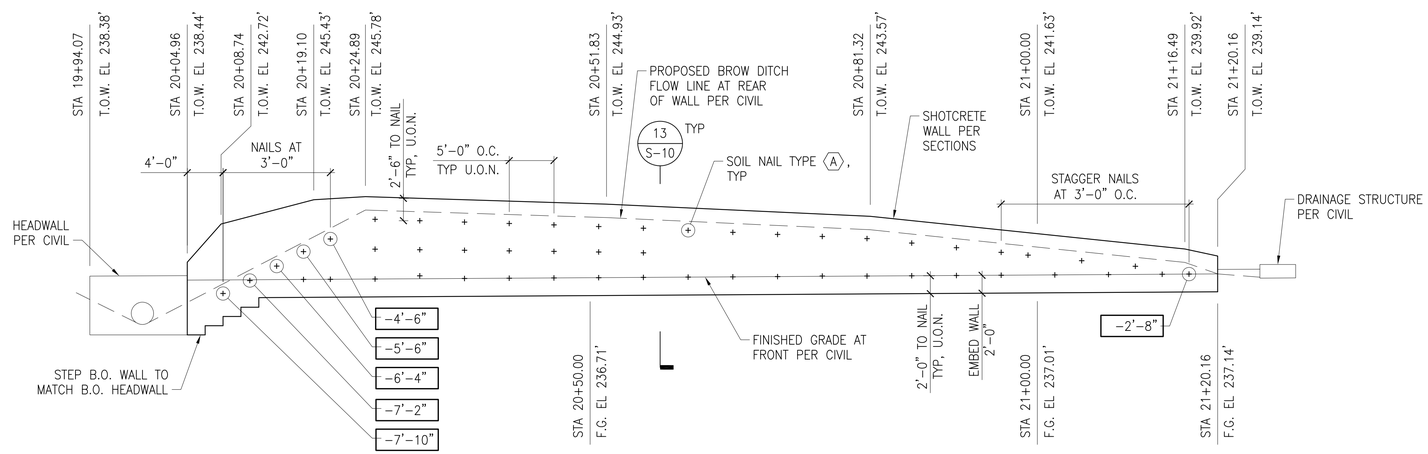
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WALL C PROFILE

SCALE: 1/8" = 1'-0"

1



NOTES/LEGEND

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WALL D PROFILE

SCALE: 1/8" = 1'-0"

2

COASTAL RAIL TRAIL - GILMAN DRIVE

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S-6

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALLS C AND D PROFILES

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SHEET 44 OF 59 SHEETS

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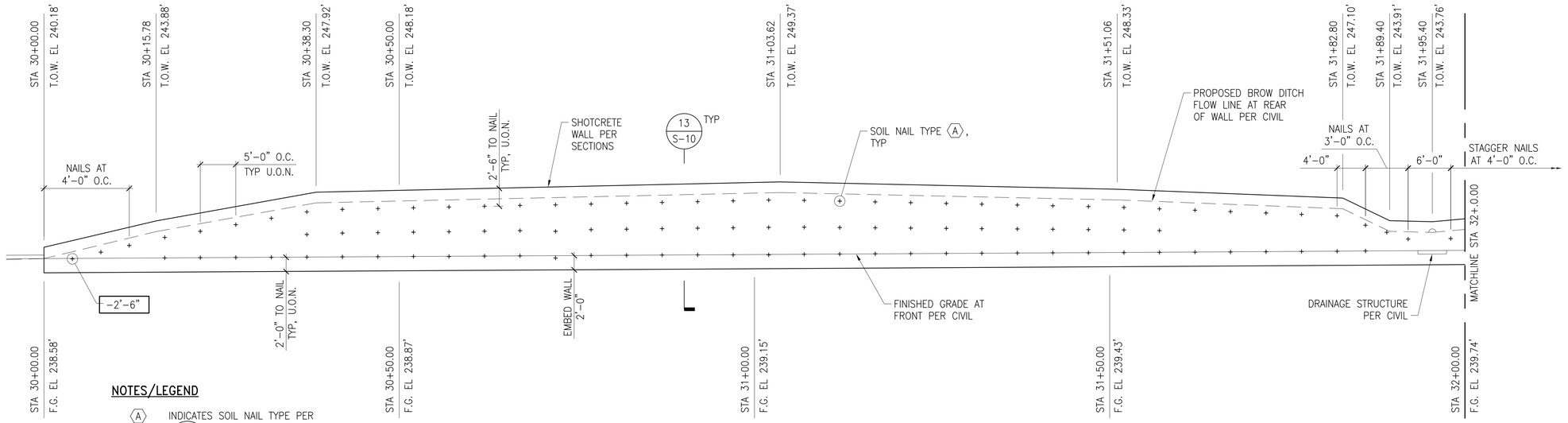
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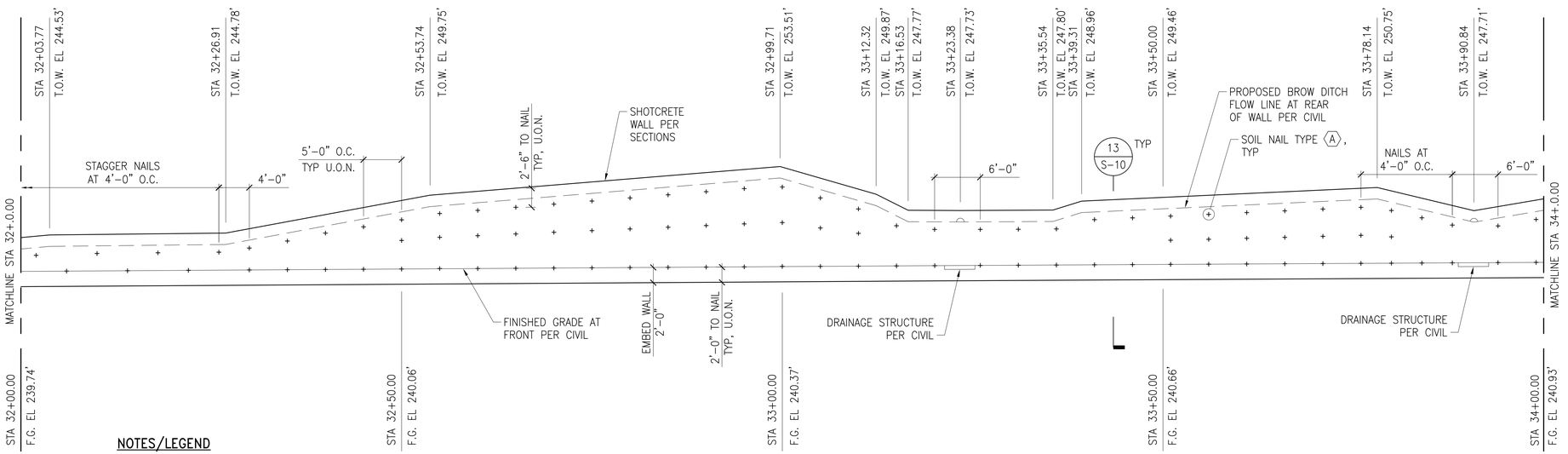
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WALL E PROFILE
SCALE: 1/8" = 1'-0"

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WALL E PROFILE
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COASTAL RAIL TRAIL - GILMAN DRIVE

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S-7

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL E PROFILES

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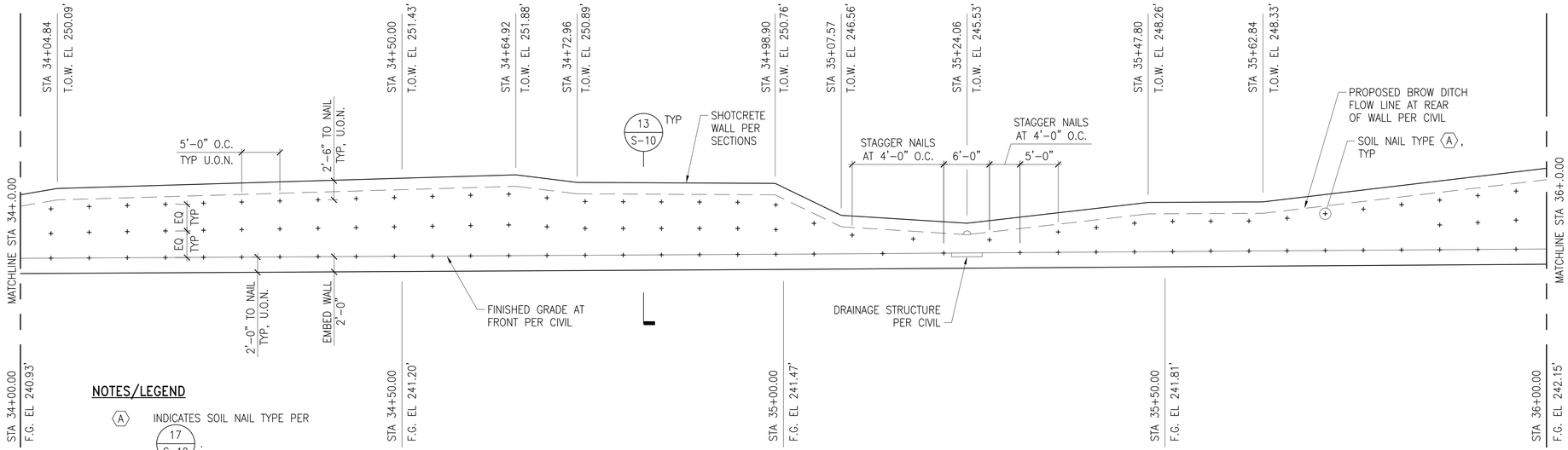
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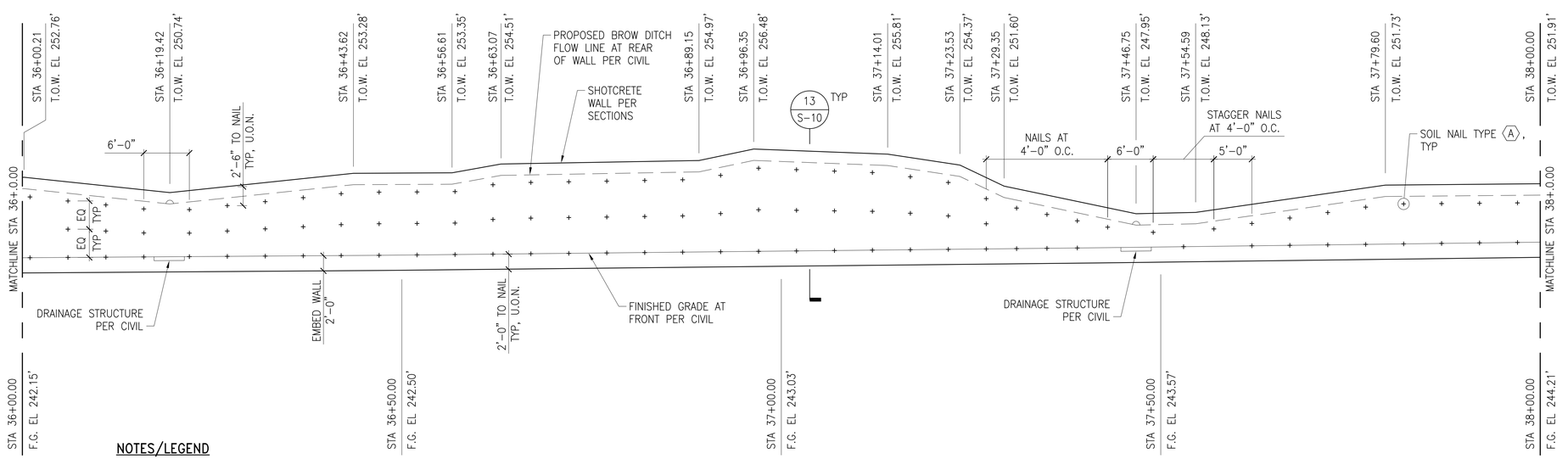
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WALL E PROFILE
SCALE: 1/8" = 1'-0"

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NOTES/LEGEND

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WALL E PROFILE
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S-8

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL E PROFILES

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 46 OF 59 SHEETS

WBS# S-00951

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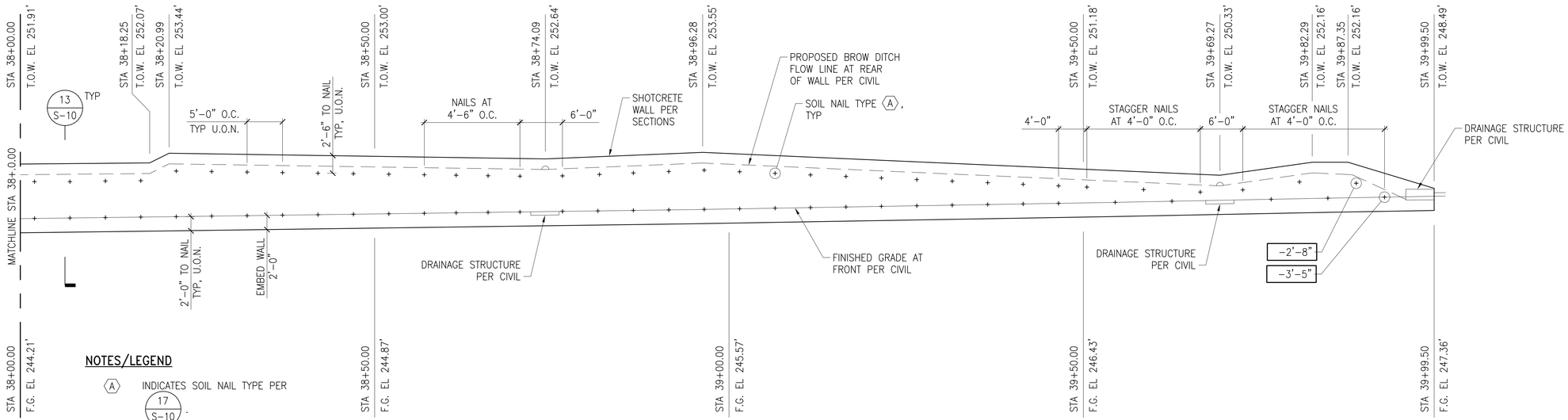
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WALL E PROFILE

SCALE: 1/8" = 1'-0"

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S-9

PLANS FOR THE CONSTRUCTION OF
COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL E PROFILE

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 47 OF 59 SHEETS

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ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
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PROJECT ENGINEER

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x-x
CCS83 COORDINATES

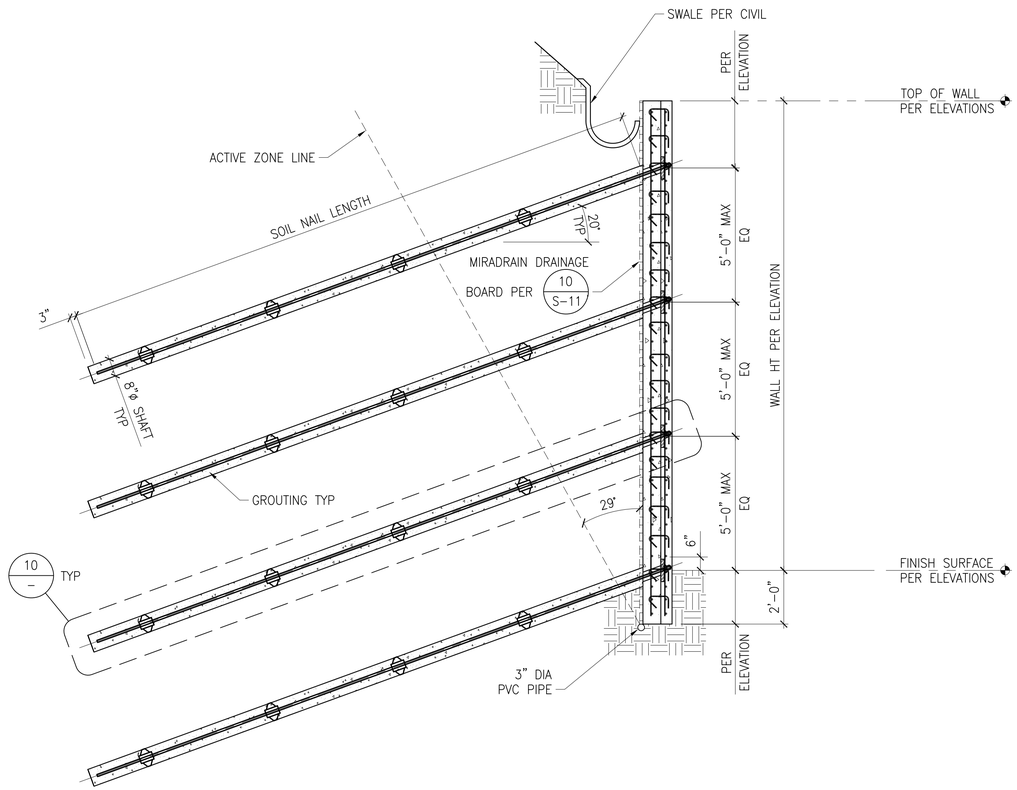
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DATE STARTED
DATE COMPLETED

40779-47-D

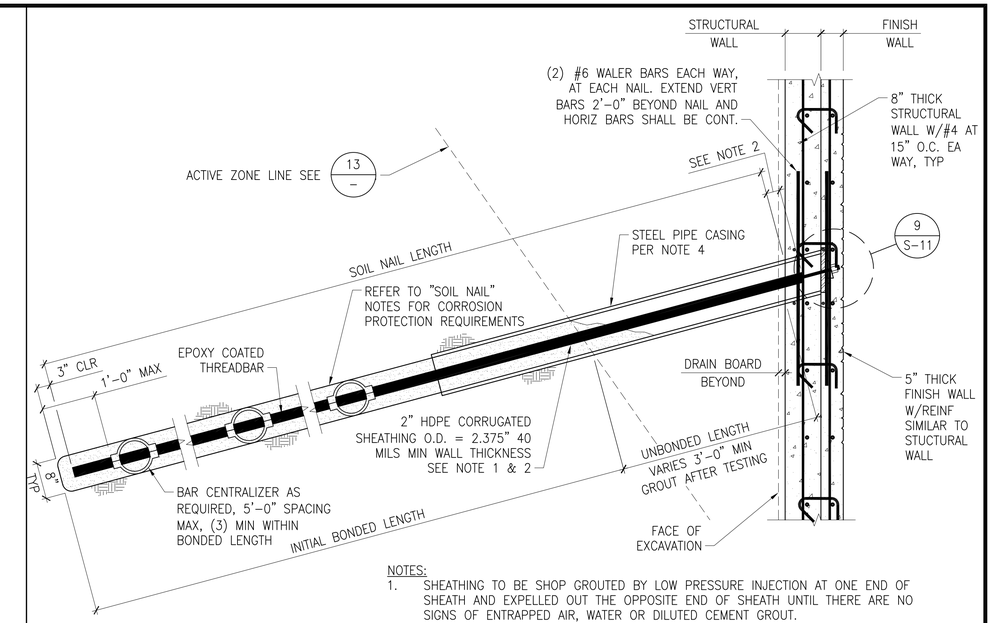
REGISTERED PROFESSIONAL ENGINEER — JEAN M. LIGBY — No. 38412 Exp. 03-31-21 — CIVIL — STATE OF CALIFORNIA

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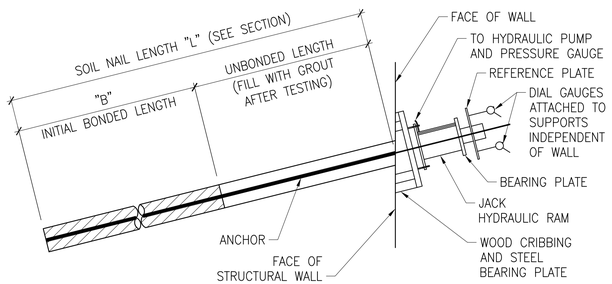
SOIL NAIL WALL SECTION
SCALE: 3/8" = 1'-0" 13



NOTES:

1. SHEATHING TO BE SHOP GROUTED BY LOW PRESSURE INJECTION AT ONE END OF SHEATH AND EXPELLED OUT THE OPPOSITE END OF SHEATH UNTIL THERE ARE NO SIGNS OF ENTRAPPED AIR, WATER OR DILUTED CEMENT GROUT.
2. EXTEND ANCHOR SHEATHING 4" MIN INTO WALL.
3. SEE 18 – FOR BOND LENGTH AND TESTING INFORMATION.
4. WHERE THE PROPOSED REAR FACE OF WALL IS NOT IN CONTACT W/SLOPE AND SOIL NAIL WILL CANTILEVER BEYOND SLOPE PROVIDE STEEL PIPE CASING TO SUPPORT NAIL. CASING EMBED LENGTH INTO SLOPE SHALL BE 1.5 TIMES THE CANTILEVER LENGTH.

TYPICAL SOIL NAIL
SCALE: 3/4" = 1'-0" 10



TEST ANCHOR SCHEDULE:

TYPE	SHAFT DIA	ANCHOR BAR SIZE	BONDED TEST LENGTH 'B'	DESIGN LOAD (DL)	150% MAX TEST LOAD (FTL)	200% MAX TEST LOAD (VTL)
A	8"ø	#8	8 FT	16,800 LB	25,200 LB	33,600 LB
B	8"ø	#8	12 FT	25,200 LB	37,800 LB	50,400 LB
C	8"ø	#8	14 FT	29,400 LB	44,100 LB	58,800 LB

TESTING OF SOIL NAILS
SCALE: 1/2" = 1'-0" 18

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REGISTERED PROFESSIONAL ENGINEER – ALAN M. LIGHT – No. 38412 Exp. 03-31-21 – CIVIL – STATE OF CALIFORNIA

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S-10

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

DETAILS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 48 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DOE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES
x-x
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-48-D

COASTAL RAIL TRAIL - GILMAN DRIVE

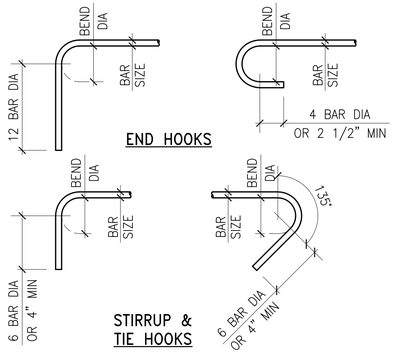
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100% DESIGN - 10/23/20

TABLE 1 – PRIMARY REINFORCEMENT		
BAR BEND	BAR SIZE	MIN BEND DIA*
ALL GRADES OF REINFORCEMENT	#3 THRU #8	6 BAR DIA
	#9, #10 & #11	8 BAR DIA
	#14 & #18	10 BAR DIA

TABLE 2 – STIRRUP & TIE REINFORCEMENT	
BAR SIZE	MIN BEND DIA*
#3 THRU #5	4 BAR DIA
ALL OTHER BARS	SEE TABLE 1

NOTES:
* MEASURED ON INSIDE OF BAR.
1. ALL REINFORCEMENT BENT COLD.
2. FIELD BENDING NOT PERMITTED U.O.N.



END HOOKS

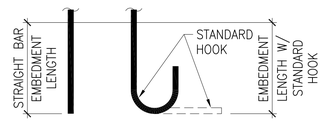
STIRRUP & TIE HOOKS

REINFORCEMENT HOOKS
SCALE: NONE

6

REINFORCEMENT LAP SPLICE AND EMBEDMENT LENGTH					
BAR SIZE	** MIN LAP LENGTH (IN)		** MIN EMBED LENGTH (IN)		
	TOP BARS	OTHER BARS	STRAIGHT BARS		W/STD HOOK
			TOP BARS	OTHER BARS	
#3	22	16	16	13	6
#4	28	22	22	18	7
#5	36	28	28	22	9
#6	42	32	32	26	10

fc = 5,000 P.S.I. Fy = 60,000 P.S.I.

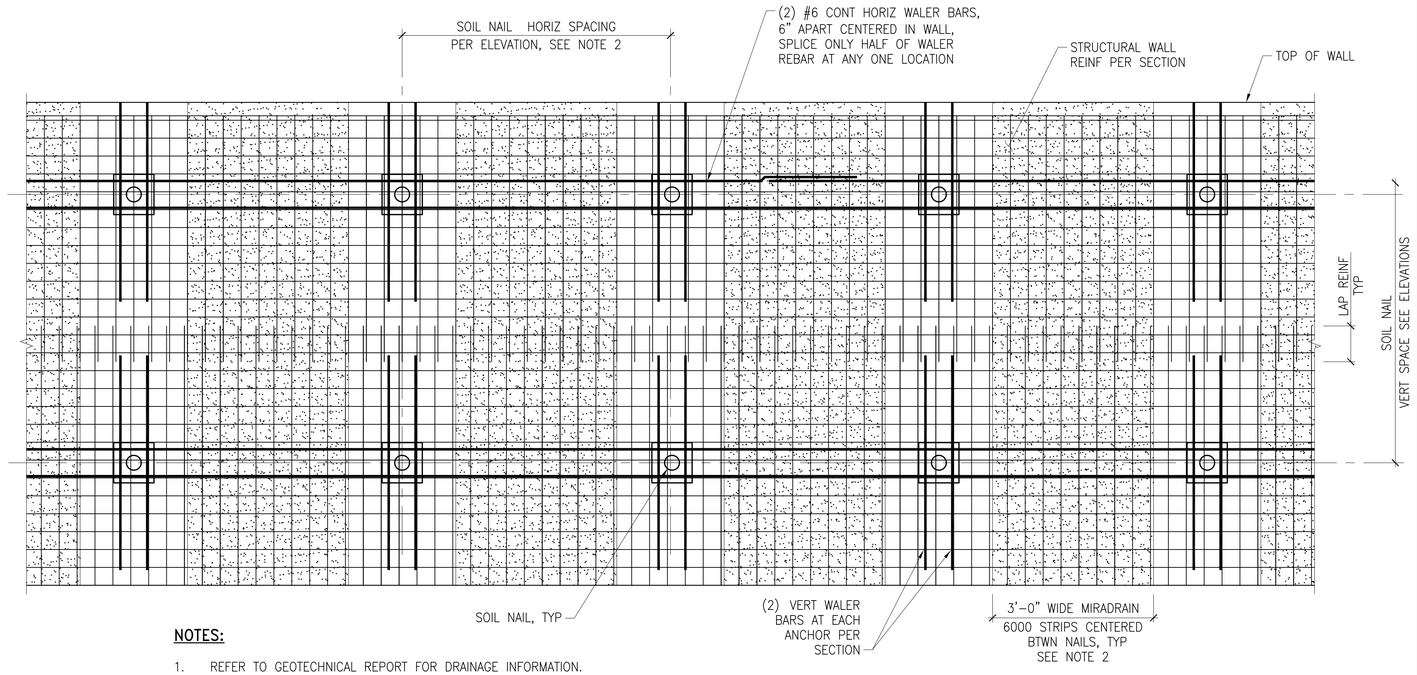


** FOR BAR CLEAR SPACING LESS THAN 2 BAR DIAMETER, ADD 50%

NOTES:
1. MIN LAP ALL BARS CLASS 'B' UNLESS OTHERWISE NOTED.
2. STAGGER LAP OF HORIZONTAL WALL BARS.
3. TOP BARS ARE HORIZONTAL BARS W/MORE THAN 12" DEPTH OF CONCRETE CAST BELOW THE REINFORCEMENT. MULTIPLE HORIZONTAL BARS IN A SINGLE VERTICAL PLAN SUCH AS COLUMN TIES OR HORIZONTAL BARS IN WALLS ARE NOT TOP BARS.
4. FOR NON–CONTACT SPLICES THE BARS MAY BE SEPARATED 1/5 x LAP LENGTH, NOT TO EXCEED 6 INCHES.

REBAR SPLICE (CLASS B) & EMBEDMENT
SCALE: NONE

7

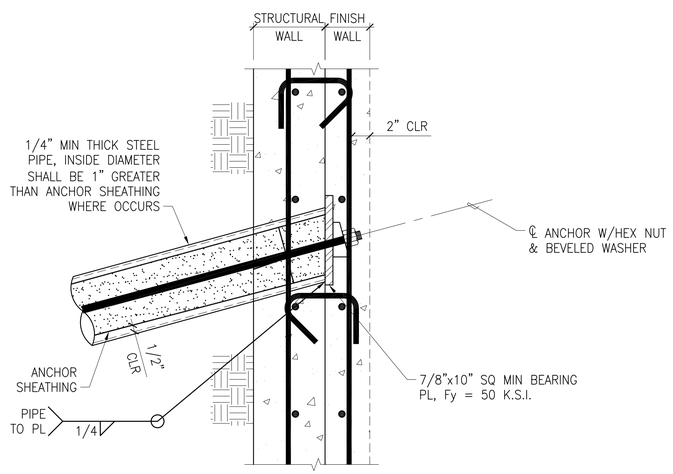


NOTES:

1. REFER TO GEOTECHNICAL REPORT FOR DRAINAGE INFORMATION.
2. WHERE HORIZ. SPACING BTWN ANCHORS ALONG THE LENGTH OF THE WALL IS LESS THAN 5'–0" PROVIDE 2'–0" WIDE MIRADRAIN STRIPS.

GROUND ANCHORED STRUCTURAL WALL ELEVATION
SCALE: 3/4" = 1'–0"

10



TENDON ANCHORAGE ENCLOSURE DETAIL
SCALE: 1 1/2" = 1'–0"

9

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S-11

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

DETAILS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 49 OF 59 SHEETS

WBS# S–00951

APPROVED:
FOR CITY ENGINEER DANIEL NUTTER
PRINT DCE NAME
DATE 76641
RCE #

SUBMITTED BY: ALEJANDRA GONZALEZ PROJECT MANAGER

CHECKED BY: VIAN SOMO PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS–BUILTS				

x–x CCS27 COORDINATES

x–x CCS83 COORDINATES

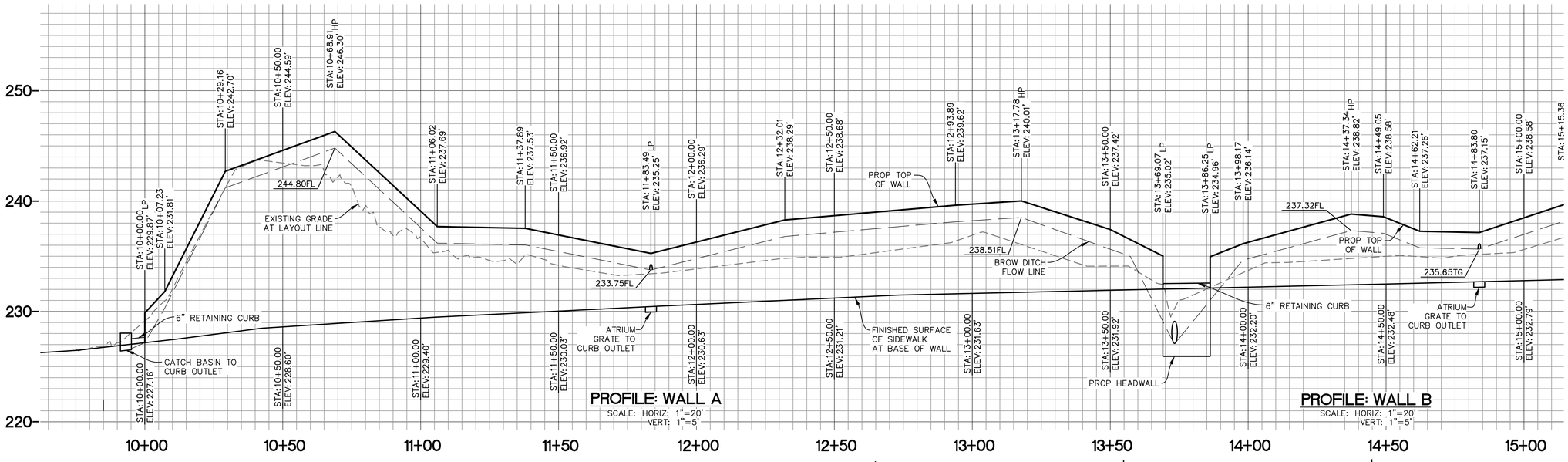
CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

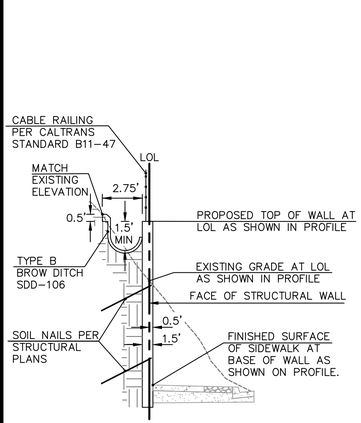
40779–49–D

COASTAL RAIL TRAIL - GILMAN DRIVE

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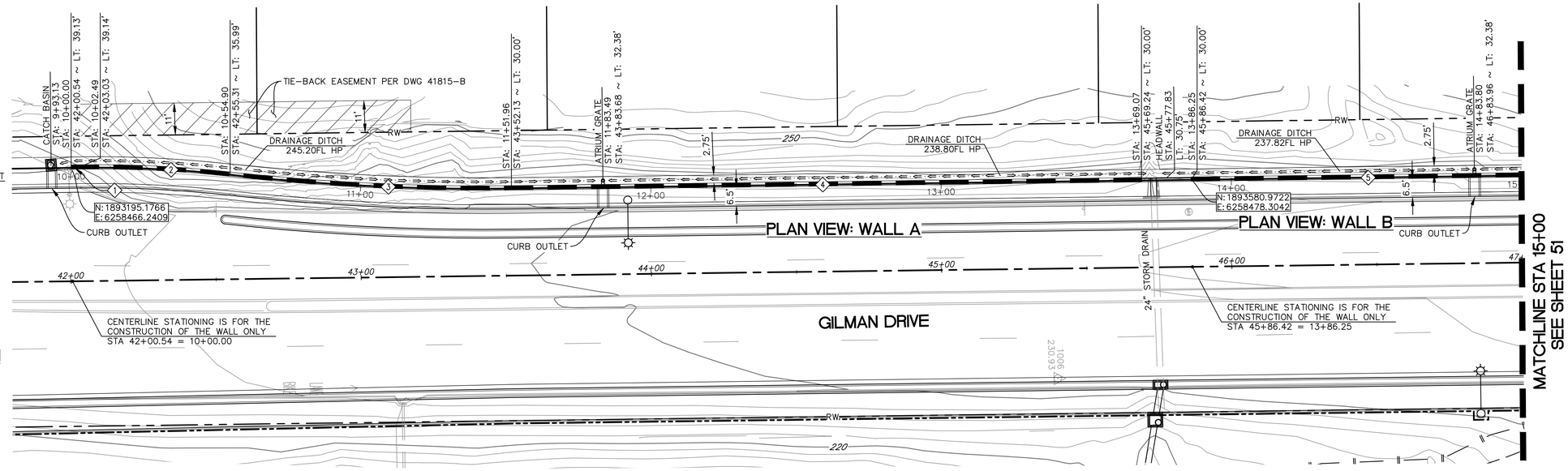


SOIL NAIL WALL TYPICAL SECTION

NO SCALE

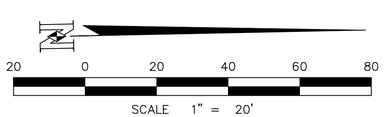
LAYOUT LINE NOTE: THE WALL ALIGNMENT IS BASED ON THE LAYOUT LINE, WHICH IS THE FACE OF THE STRUCTURAL WALL. REFER TO THE SOIL NAIL WALL TYPICAL SECTION ON THIS SHEET AND THE STRUCTURAL SHEETS FOR MORE INFORMATION.

SOIL NAIL NOTE: SOIL NAILS SHALL AVOID PROPOSED CONCRETE DRAINAGE DITCHES AND CATCH BASINS.



STRUCTURAL WALL DATA TABLE			
NO.	BEARING/DELTA	RADIUS	LENGTH
1	N 00°15'27" E	--	2.49'
2	07°15'14"	414.00'	52.41'
3	07°02'32"	786.00'	97.06'
4	N 00°26'09" E	--	217.11'
5*	N 00°26'09" E	--	347.30'

*LINE OR CURVE CONTINUES THROUGH MATCHLINE.



S-12

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL PROFILES

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 50 OF 59 SHEETS

WBS# S-00951

APPROVED: FOR CITY ENGINEER DANIEL NUTTER PRINT DCE NAME — DATE — RCE # 76641

SUBMITTED BY: ALEJANDRA GONZALEZ PROJECT MANAGER

CHECKED BY: VIAN SOMO PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x CCS27 COORDINATES

x-x CCS83 COORDINATES

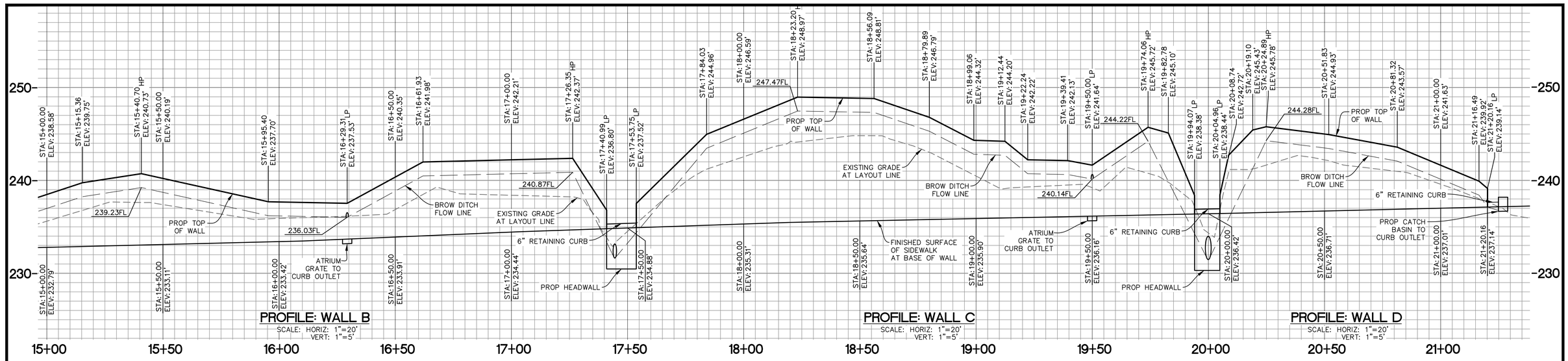
CONTRACTOR — DATE STARTED

INSPECTOR — DATE COMPLETED

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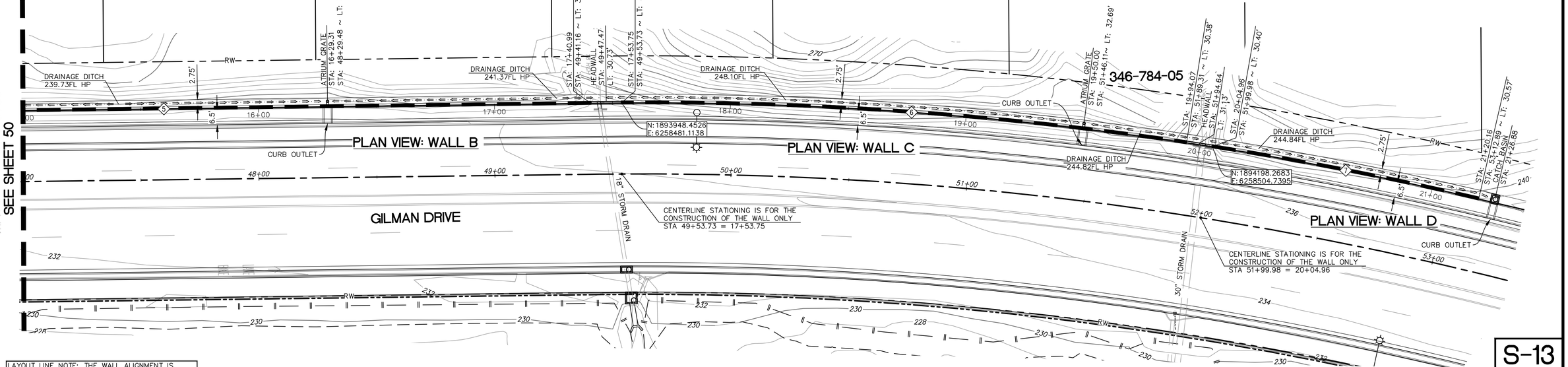
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STRUCTURAL WALL DATA TABLE			
℄	BEARING/DELTA	RADIUS	LENGTH
5*	N 00°26'09" E	--	347.30'
6	08°46'36"	1530.50'	234.44'
7	04°18'46"	1530.50'	115.20'

*LINE OR CURVE CONTINUES THROUGH MATCHLINE.



LAYOUT LINE NOTE: THE WALL ALIGNMENT IS BASED ON THE LAYOUT LINE, WHICH IS THE FACE OF THE STRUCTURAL WALL. REFER TO THE SOIL NAIL WALL TYPICAL SECTION ON THIS SHEET AND THE STRUCTURAL SHEETS FOR MORE INFORMATION.

SOIL NAIL NOTE: SOIL NAILS SHALL AVOID PROPOSED CONCRETE DRAINAGE DITCHES AND CATCH BASINS.

S-13

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL PROFILES

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 51 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

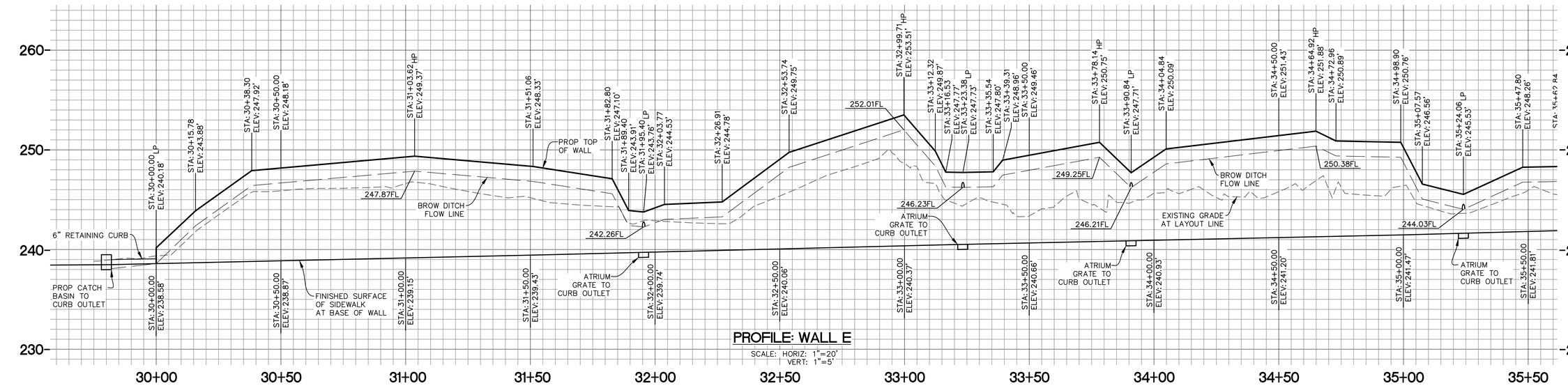
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CCS83 COORDINATES

CONTRACTOR
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INSPECTOR
DATE COMPLETED

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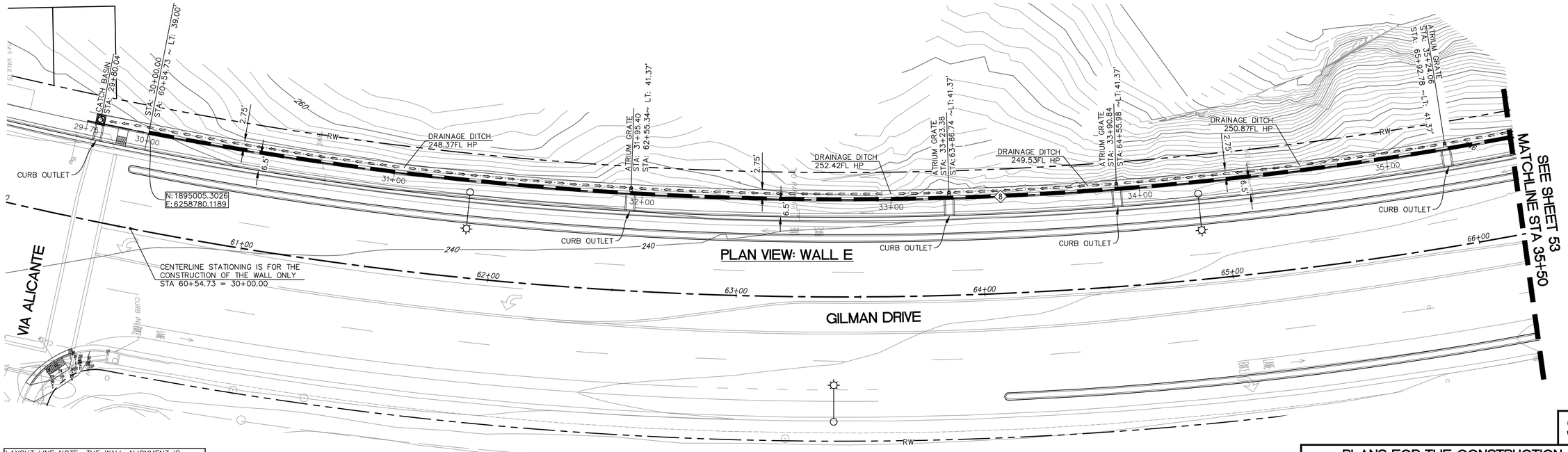
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PROFILE: WALL E

SCALE: HORIZ: 1"=20'
VERT: 1"=5'



PLAN VIEW: WALL E

SCALE 1" = 20'

STRUCTURAL WALL DATA TABLE			
℄	BEARING/DELTA	RADIUS	LENGTH
8*	26°59'15"	1461.00'	688.16'

*LINE OR CURVE CONTINUES THROUGH MATCHLINE.

LAYOUT LINE NOTE: THE WALL ALIGNMENT IS BASED ON THE LAYOUT LINE, WHICH IS THE FACE OF THE STRUCTURAL WALL. REFER TO THE SOIL NAIL WALL TYPICAL SECTION ON THIS SHEET AND THE STRUCTURAL SHEETS FOR MORE INFORMATION.

SOIL NAIL NOTE: SOIL NAILS SHALL AVOID PROPOSED CONCRETE DRAINAGE DITCHES AND CATCH BASINS.

S-14

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL PROFILES

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 52 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
76641
RCE #

SUBMITTED BY:
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY:
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x
CCS27 COORDINATES

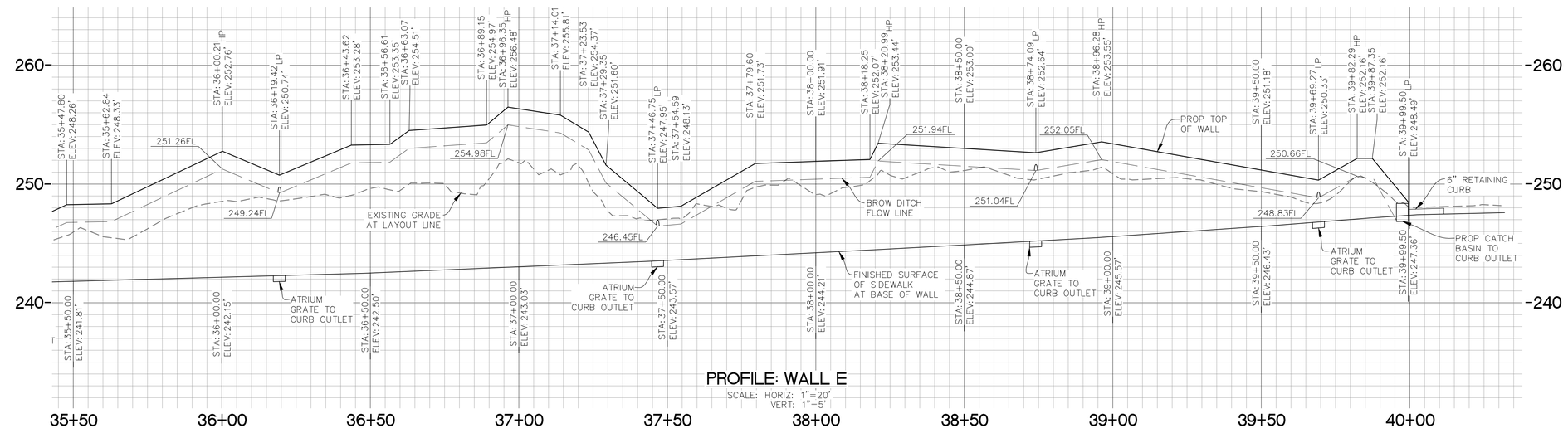
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CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

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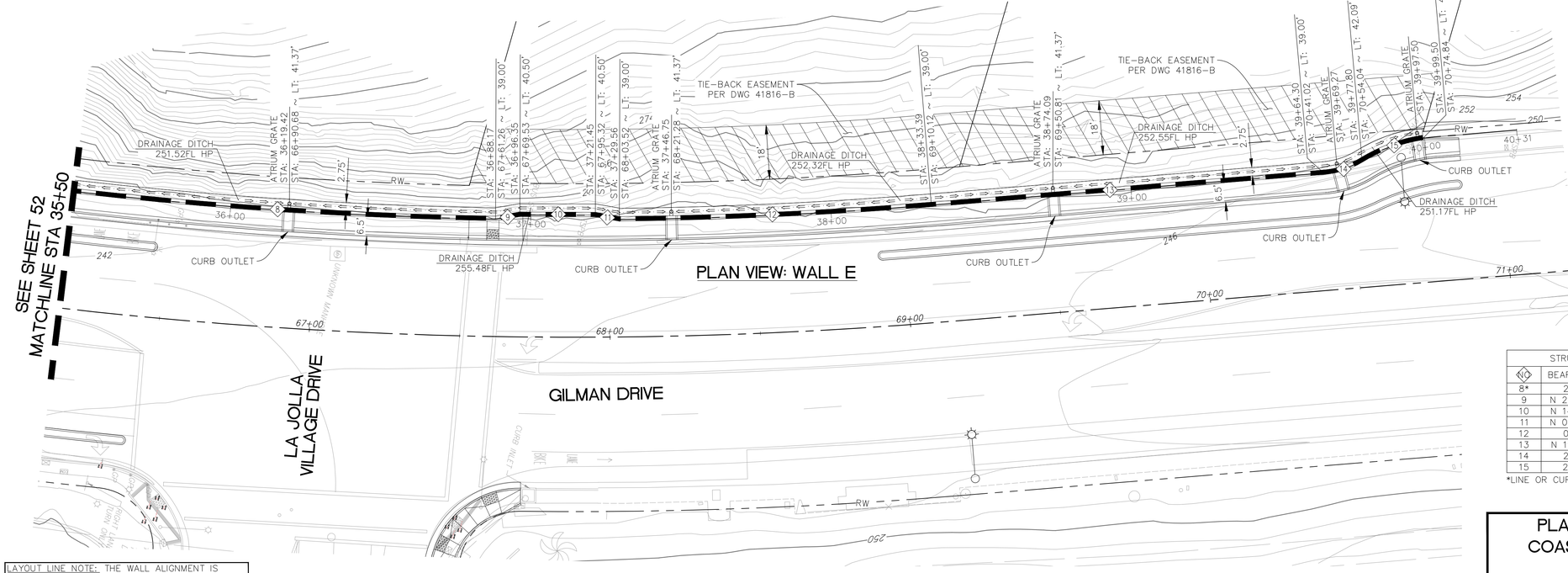
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100% DESIGN - 10/23/20



PROFILE: WALL E

SCALE: HORIZ: 1"=20'
VERT: 1"=5'



PLAN VIEW: WALL E

SCALE 1" = 20'

STRUCTURAL WALL DATA TABLE			
NO.	BEARING/DELTA	RADIUS	LENGTH
8*	26°59'15"	1461.00'	688.16'
9	N 24°42'23" W	--	8.19'
10	N 14°48'30" W	--	25.09'
11	N 04°48'34" W	--	8.12'
12	04°04'19"	1461.00'	103.83'
13	N 19°41'04" W	--	130.90'
14	26°41'03"	29.00'	13.51'
15	22°38'55"	55.00'	21.74'

*LINE OR CURVE CONTINUES THROUGH MATCHLINE.

LAYOUT LINE NOTE: THE WALL ALIGNMENT IS BASED ON THE LAYOUT LINE, WHICH IS THE FACE OF THE STRUCTURAL WALL. REFER TO THE SOIL NAIL WALL TYPICAL SECTION ON THIS SHEET AND THE STRUCTURAL SHEETS FOR MORE INFORMATION.

SOIL NAIL NOTE: SOIL NAILS SHALL AVOID PROPOSED CONCRETE DRAINAGE DITCHES AND CATCH BASINS.

S-15

PLANS FOR THE CONSTRUCTION OF COASTAL RAIL TRAIL -- GILMAN DRIVE

WALL PROFILES

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 53 OF 59 SHEETS

WBS# S-00951

APPROVED: _____ DATE _____
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
RCE # 76641

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER

CHECKED BY: VIAN SOMO, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	NE			
AS-BUILTS				

x-x CCS27 COORDINATES

x-x CCS83 COORDINATES

CONTRACTOR _____ DATE STARTED _____
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○ EQUIPMENT SCHEDULE

LOC.	STANDARD TYPE	MASTARM HT.	MASTARM SIG.	MASTARM LUM.	LUMINAIRE CO-HPS	PLACEMENT DIMENSIONS A.	PLACEMENT DIMENSIONS B.	SIGNAL MOUNTING AND PLACEMENT VEHICLE POLE	VEHICLE MASTARM	PEDESTRIAN SIGNAL	PEDESTRIAN PPB	PEDESTRIAN LOC.	REMARKS
(A)	19-3-100	30'	25'	15'	165W	17.5'	10.5'	SV-2-TB ø4 ø5●	MAS ø4	SP-1-T ø4P	ø4P	7	NEW EQUIPMENT [3] "← GILMAN DR" "LA JOLLA COLONY DR →"
(B)	26-4-100	30'	40'	15'	165W	4.5'	2.5'	SV-1-T ø2	MAS ø2 MAS ø5● MAS ø6	SP-2-T ø2P ø4P	ø2P ø4P	5 7	EXISTING EQUIPMENT TO REMAIN
(C)	1-A (10')	10'	–	–	–	10'	6'	TV-1-T ø6Δ	–	SP-1-T ø2P	ø2P	5	NEW EQUIPMENT [4]
(D)	19-2-80	30'	25'	15'	165W	1'	4'	SV-2-TB ø6 ø8	MAS ø6	–	–	–	EXISTING EQUIPMENT TO REMAIN "← GILMAN DR"

Δ = 3-SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "A" THIS SHEET.

TRAFFIC SIGNAL GENERAL NOTES (THIS SHEET ONLY)

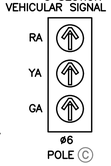
1. PULL BOXES SHALL BE NO. 6, AND CONDUIT 3" UNLESS NOTED OTHERWISE. PULL BOXES SHALL BE SPACED AT A MAXIMUM OF 200 FEET.
2. LOCATION OF ALL UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE.
3. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PLAN PERMIT FROM THE CITY OF SAN DIEGO PERMIT COUNTER CENTER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO START OF WORK.
4. ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL HAVE A 3" CONDUIT INSTALLED TO THE ADJACENT PULL BOX AND THE CONTROLLER FOUNDATION SHALL HAVE A SPARE 3" CONDUIT INSTALLED TO THE ADJACENT NO. 6 PULL BOX FOR FUTURE USE.
5. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF LOOP DETECTORS, TRAFFIC STRIPING, PAVEMENT MARKINGS, PARKING REMOVAL AND TRAFFIC SIGNING AS SHOWN ON THESE PLANS.
   - 5a. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN THE APPROVAL OF CITY RESIDENT ENGINEER OF THE LOOP LOCATION PRIOR TO CUTTING AND THE STRIPING, PAVEMENT MARKING, PARKING REMOVAL AND SIGN LOCATIONS PRIOR TO PAINTING AND INSTALLATION.
   - 5b. AFTER APPROVAL OF LOCATION, THE TRAFFIC SIGNAL CONTRACTOR SHALL WAIT A MINIMUM OF FIFTEEN (15) WORKING DAYS BEFORE PERMANENTLY REMOVING ANY PARKING, SO THAT ADVANCE NOTICE TO ADJACENT PROPERTY OWNERS CAN BE MADE BY THE CITY.
   - 5c. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL UNNECESSARY AND CONFLICTING STRIPING AND PAVEMENT MARKINGS.
6. THE TRAFFIC SIGNAL CONTRACTOR SHALL NOT ERECT ANY SIGNAL STANDARDS MORE THAN THREE (3) WEEKS PRIOR TO SCHEDULED TRAFFIC SIGNAL TURN ON.
7. CONTRACTOR SHALL PROVIDE ALL CABLING AND CONDUCTORS NECESSARY TO PERFORM ALL FUNCTIONS SHOWN ON THIS PLAN.
8. ALL POLES, CONDUIT, PULL BOXES, STRIPING AND LOOP DETECTOR LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND AS DIRECTED BY THE CITY OF SAN DIEGO.
9. ROUTING AND LOCATIONS OF UNDERGROUND ELECTRICAL SYSTEM IS DIAGRAMMATIC AND SUBJECT TO APPROVAL OF THE ENGINEER. UNDERGROUND ELECTRICAL LINES AND SUBSURFACE STRUCTURES MAY BE RELOCATED IF NECESSARY TO CLEAR OTHER EXISTING UNDERGROUND FACILITIES.
10. ALL TREES AND SHRUBS SHALL BE TRIMMED OR REMOVED AS DETERMINED BY THE CITY RESIDENT ENGINEER AS REQUIRED TO MAINTAIN SIGNAL HEAD VISIBILITY AND SIGHT DISTANCE.
11. ALL VEHICLE SIGNAL HEADS SHALL BE 12" WITH BACKPLATES.
12. ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE OF THE L.E.D. TYPE. ALL PEDESTRIAN INDICATORS SHALL BE SIDE BY SIDE GELCORE COUNTDOWN PER CITY OF SAN DIEGO REQUIREMENTS.
13. INSTALL TYPE "E" MODIFIED LOOP DETECTORS ON ALL FRONT LOOPS PER THE CITY OF SAN DIEGO REQUIREMENTS AS SHOWN ON THIS PLAN.
14. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS SHALL BE 16"X18" L.E.D. COUNTDOWN INDICATIONS. PEDESTRIAN PUSH BUTTONS SHALL BE 2" PER ADA REQUIREMENTS.
15. METALLIC PEDESTRIAN PUSH BUTTON HOUSING COLOR SHALL MATCH COLOR NO. 33538 OF FED-STD-595 WHEN PEDESTRIAN PUSH BUTTONS ARE PLACED ON A TRAFFIC SIGNAL POLE.

CONSTRUCTION NOTES (THIS SHEET ONLY)

1. CONTRACTOR SHALL PROTECT IN PLACE EXISTING CONTROLLER AND CABINET AND PROVIDE ANY ADDITIONAL EQUIPMENT AS NECESSARY FOR INTENDED OPERATION.
2. PROTECT IN PLACE EXISTING SERVICE LIGHTING AND SERVICE PEDESTAL.
3. INSTALL SINGLE CHANNEL VEHICLE PRE-EMPTION DETECTOR EQUIPMENT (E.V.P.E.) PER CITY OF SAN DIEGO REQUIREMENTS.
4. CONTRACTOR SHALL REMOVE EXISTING VEHICULAR SIGNAL HEAD AND REPLACE WITH NEW UPWARD DIRECTIONAL VEHICULAR SIGNAL HEAD AS SHOWN ON PLAN.
5. CONTRACTOR SHALL ADJUST CAMERA DETECTION ZONE AS SHOWN ON PLAN.

DETAIL "A" [4]

3 SECTION VEHICULAR SIGNAL HEAD



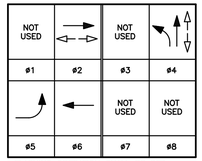
MAST ARM MOUNTED SIGNS



DETECTOR ASSIGNMENTS

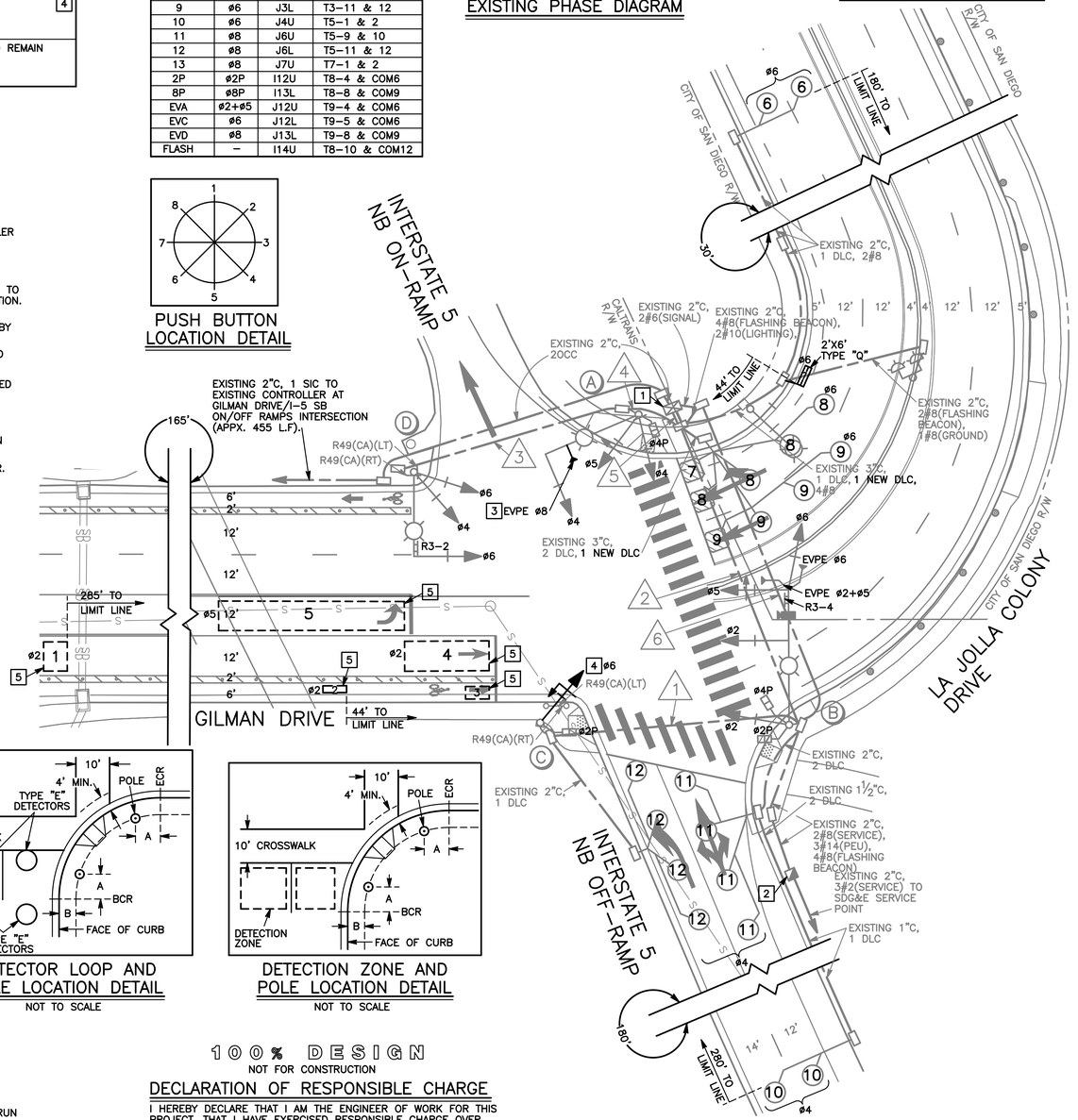
DETECTOR NUMBER	PHASE	SLOT NUMBER	FIELD TERMINALS
1	ø2	I2U	VIDEO
2	ø2	I2L	VIDEO
3	ø2	I3U	VIDEO
4	ø2	I3L	VIDEO
5	ø5	J1U	VIDEO
6	ø6	J2U	T3-5 & 6
7	ø6	J2L	T3-7 & 8
8	ø6	J3U	T3-9 & 10
9	ø6	J3L	T3-11 & 12
10	ø6	J4U	T5-1 & 2
11	ø8	J6U	T5-9 & 10
12	ø8	J6L	T5-11 & 12
13	ø8	J7U	T7-1 & 2
2P	ø2P	I12U	T8-4 & COM6
8P	ø8P	I13L	T8-8 & COM9
EVA	ø2+ø5	J12U	T9-4 & COM6
EVC	ø6	J12L	T9-5 & COM6
EVD	ø8	J13L	T9-8 & COM9
FLASH	–	I14U	T8-10 & COM12

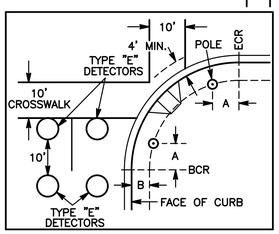
PUSH BUTTON LOCATION DETAIL



FLASHING OPERATION SHALL BE RED IN ALL RED.

EXISTING PHASE DIAGRAM





DETECTOR LOOP AND POLE LOCATION DETAIL

NOT TO SCALE

DETECTION ZONE AND POLE LOCATION DETAIL

NOT TO SCALE

100% DESIGN

NOT FOR CONSTRUCTION

LEGEND

- EXISTING CONDUIT RUN
- EXISTING EMERGENCY VEHICLE DETECTOR
- EXISTING VEHICULAR TRAFFIC SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING VIDEO CAMERA
- PROPOSED VEHICULAR TRAFFIC SIGNAL HEAD
- PROPOSED VIDEO DETECTION ZONE

DESIGN SPEED: LA JOLLA COLONY DRIVE = 35 MPH
DESIGN SPEED: GILMAN DRIVE = 45 MPH
DESIGN SPEED: INTERSTATE 5 NB OFF-RAMP = 45 MPH
THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

ENGINEER OF WORK

JOHN P. KEATING R.C.E. 43595 — 10/20/20 DATE

LINSCOTT LAW & GREENSPAN engineers
LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 Ruffner Street, Suite 100
San Diego, Ca 92111
(858)300-8800 (858)300-8810 (FX)

LLG 3-186528.1	TS1-6528.DWG	10/20/20
Designed By: HQL	Drawn By: DVS	Checked By: JPK

APPROVED ENCROACHMENT PERMIT PLAN
PERMIT NO.: _____
DATE: _____

PERMIT NUMBER 11-____
CO___RTE___PM___
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES

STATE REPRESENTATIVE ____ DATE ____

WORK TO BE DONE (THIS SHEET ONLY)

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

STANDARD SPECIFICATIONS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWPI010119-01	2018	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "GREEN" BOOK)
PWPI010119-02	2018	CITY OF SAN DIEGO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "WHITE" BOOK)
PWPI010119-04	2018	CITYWIDE COMPUTER AIDED DESIGN AND DRAFTING (CADD) STANDARDS
PWPI092816-05	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD SPECIFICATIONS
PWPI092816-07	2014	CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

STANDARD DRAWINGS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWP010119-03	2018	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION
PWPI092816-06	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD PLANS

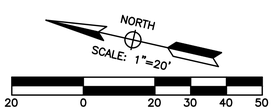
SPECIAL NOTE:

CONTRACTOR MUST NOTIFY THE BELOW LISTED AGENCY AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF EXCAVATION:

UNDERGROUND SERVICE ALERT (USA) 1-800-422-4133

△ CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE/RUN 3" 1	3" 2	3" 3	3" 4	2-3" 5	2" 6
NO.14 CABLES CONDUCTOR 3 CONDUCTOR 12		POLE – Ⓐ				1	1	1
		POLE – Ⓑ		2	2		2	2
		POLE – Ⓒ	1	1	1		1	1
		POLE – Ⓓ				1	1	1
TOTAL CABLES – 3 CON / 12 CON			1 1	3 3	0 1	1 1	4 5	0 0
10		LUMINAIRES	0	2	2	2	0	2
8		GROUND	1	1	1	1	1	0
8		SERVICE						2
8		FLASHING BEACON						4
TYPE "B" DLC	ø6	LOOP					5	
	ø8	LOOP	1	3			3	
	TOTAL		1	3	0	0	8	0
EV-DLC	ø2+ø5	EVPE		1			1	
	ø6	EVPE		1			1	
	ø8	EVPE				1	1	
	TOTAL		0	2	0	1	3	0
VIDEO COAX			0	1	0	0	1	0
VIDEO POWER (3#16)			0	1	0	0	1	0
CONDUIT FILL %			9	31	7	10	25	13
TOTAL CONDUCTORS / CABLES			4	16	4	6	25	9
PEDESTRIAN PUSH BUTTONS PER ADA REQUIREMENTS			EXIST	EXIST	EXIST	EXIST	EXIST	EXIST



LABIB QASEM, SENIOR TRAFFIC ENGINEER ____ DATE ____

TS-1

TRAFFIC SIGNAL MODIFICATION PLAN FOR:

GILMAN DRIVE and I-5 NB ON/OFF RAMPS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 54 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER ____ DATE
DANIEL NUTTER 76641
PRINT DCE NAME ____ RCE #

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: VIAN SOMO, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	LLG			
AS-BUILTS				

CCS27 COORDINATES
CCS83 COORDINATES

REGISTERED PROFESSIONAL ENGINEER JOHN P. KEATING No. 43595 Exp. Dec. 31, 2020 CIVIL STATE OF CALIFORNIA

CONTRACTOR ____ DATE STARTED ____
INSPECTOR ____ DATE COMPLETED ____

40779-54-D

100% DESIGN - 10/23/20

○ EQUIPMENT SCHEDULE

LOC.	STANDARD TYPE	MASTARM HT.	MASTARM SIG.	MASTARM LUM.	LUMINAIRE LED	PLACEMENT DIMENSIONS A.	PLACEMENT DIMENSIONS B.	SIGNAL MOUNTING AND PLACEMENT VEHICLE POLE	VEHICLE MASTARM	PEDESTRIAN SIGNAL	PEDESTRIAN PPB	PEDESTRIAN LOC.	REMARKS
Ⓐ	24–4–100	30'	35'	15'	165W	20.5'	9'	SV–2–TB ●ø1 ø4	MAS ø4	SP–1–T ø3P	ø3P	1	NEW EQUIPMENT [2]
Ⓑ	1–A (10')	10'	–	–	–	4'	3'	TV–1–T ø3□	–	–	ø3(BIKE)	1	ALL NEW EQUIPMENT [6] [7]
Ⓒ	26–4–100	30'	40'	15'	165W	24'	3.5'	SV–2–TB ø6 ø6(BIKE)△	MAS ø1● MAS ø6	–	–	–	NEW EQUIPMENT [2] [6] [7] [8]
Ⓓ	1–A (10')	10'	–	–	–	2.5'	3'	TV–2–T ø6 ø6(BIKE)△	–	–	–	–	ALL NEW EQUIPMENT [6] [7]
Ⓔ	PPB POST	40"	–	–	–	6'	3'	–	–	–	ø6P(BIKE)	5	ALL NEW EQUIPMENT
Ⓕ	19–4–100	30'	25'	15'	165W	2'	2.5'	SV–2–TB ø2 ø4	MAS ø2	SP–1–T ø2P	ø2P	5	REMOVE AND SALVAGE EXISTING EQUIPMENT
Ⓕ'	29–5–100	30'	30'	15'	ZI4	4.5'	6.5'	SV–1–T ø4	MAS ø2 MAS ø2 MAS ø2□	–	–	–	ALL NEW EQUIPMENT F=15' F=12' [2] [3] [4] [6]
Ⓖ	1–A (10')	10'	–	–	–	4.5'	17'	TV–2–T ø3(BIKE) ø4△	–	SP–1–T ø3P	ø3P	1	ALL NEW EQUIPMENT [6] [7]

● = RED ARROW, YELLOW ARROW, GREEN ARROW
△ = 3–SECTION BICYCLE SIGNAL HEAD, SEE DETAIL "A" THIS SHEET.
□ = 3–SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "B" THIS SHEET.

TRAFFIC SIGNAL GENERAL NOTES (THIS SHEET ONLY)

1. PULL BOXES SHALL BE NO. 6, AND CONDUIT 3" UNLESS NOTED OTHERWISE. PULL BOXES SHALL BE SPACED AT A MAXIMUM OF 200 FEET.
2. LOCATION OF ALL UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE.
3. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PLAN PERMIT FROM THE CITY OF SAN DIEGO PERMIT COUNTER CENTER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO START OF WORK.
4. ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL HAVE A 3" CONDUIT INSTALLED TO THE ADJACENT PULL BOX AND THE CONTROLLER FOUNDATION SHALL HAVE A SPARE 3" CONDUIT INSTALLED TO THE ADJACENT NO. 6 PULL BOX FOR FUTURE USE.
5. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF LOOP DETECTORS, TRAFFIC STRIPING, PAVEMENT MARKINGS, PARKING REMOVAL AND TRAFFIC SIGNING AS SHOWN ON THESE PLANS.

GENERAL NOTES CONTINUED:

PERMIT NUMBER 11–_____
CO___RTE___PM___
AS–BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES

STATE REPRESENTATIVE DATE

APPROVED ENCROACHMENT PERMIT PLAN
PERMIT NO.: _____
DATE: _____

ø1	ø2	NOT USED	ø4
NOT USED	←	NOT USED	NOT USED
ø5	ø6	ø7	ø8

FLASHING OPERATION SHALL BE RED IN ALL RED.

EXISTING PHASE DIAGRAM

ø1	ø2	ø3(BIKE) ø3P	ø4
NOT USED	ø6(BIKE) ←	NOT USED	NOT USED
ø5	ø6	ø7	ø8

FLASHING OPERATION SHALL BE RED IN ALL RED.

PROPOSED PHASE DIAGRAM

PUSH BUTTON LOCATION DETAIL

DETECTOR ASSIGNMENTS

DETECTOR NUMBER	PHASE	SLOT NUMBER	FIELD TERMINALS
1	ø2	I2U	VIDEO
2	ø3	I5U	VIDEO
3	ø2(BIKE)	I2L	VIDEO
4	ø3	I5L	VIDEO
5	ø3	J6U	VIDEO
6	ø2	I2L	VIDEO
7	ø4	I6U	VIDEO
8	ø4	I6L	VIDEO
9	ø4	I7U	VIDEO
10	ø4	I7L	VIDEO
11	ø6	J2U	VIDEO
12	ø6	J2L	VIDEO
13	ø6(BIKE)	J3U	VIDEO
14	ø6	J4U	VIDEO
15	ø6	J4L	VIDEO
16	ø1	I1U	VIDEO
2P	ø2P	I12U	T8–4 & COM6
EVC	ø1+ø6	J12L	T9–5 & COM6
EVA	ø2	J12U	T9–4 & COM6
EVD	ø4	J13U	T9–7 & COM9
FLASH	–	I14U	T8–10 & COM12

△ CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE/RUN 3" 1	3" 2	3" 3	4" 4	2–3" 5	2–3" 6
NO.14 CABLES		POLE – Ⓐ				1	1	1
CONDUCTOR 3		POLE – Ⓑ				1	1	1
		POLE – Ⓒ		1				1
		POLE – Ⓓ	1	1			1	1
CONDUCTOR 12		POLE – Ⓔ	1	1			1	1
		POLE – Ⓕ'				1	1	1
		POLE – Ⓖ				1	1	1
TOTAL CABLES – 3 CON / 12 CON			1 1	1 2	0 2	2 4	3 6	3 6
10	LUMINAIRES		0	2	2	2	0	0
8	GROUND		1	1	1	1	1	1
EV–DLC	ø1+ø6	EVPE		1			1	1
	ø2	EVPE			1	1	1	1
	ø4	EVPE				1	1	1
	TOTAL		0	1	1	2	3	3
VIDEO COAX			0	1	1	2	3	3
VIDEO POWER (3#16)			0	1	1	2	3	3
SIC (6PR#19)			0	0	0	0	1	1
CONDUIT FILL %			8	18	16	19	25	25
TOTAL CONDUCTORS / CABLES			3	9	8	15	20	20
			EXIST	EXIST	EXIST	EXIST	EXIST	EXIST

PEDESTRIAN PUSH BUTTONS PER ADA REQUIREMENTS

WORK TO BE DONE (THIS SHEET ONLY)

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

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PWPI092816–05	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD SPECIFICATIONS
PWPI092816–07	2014	CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

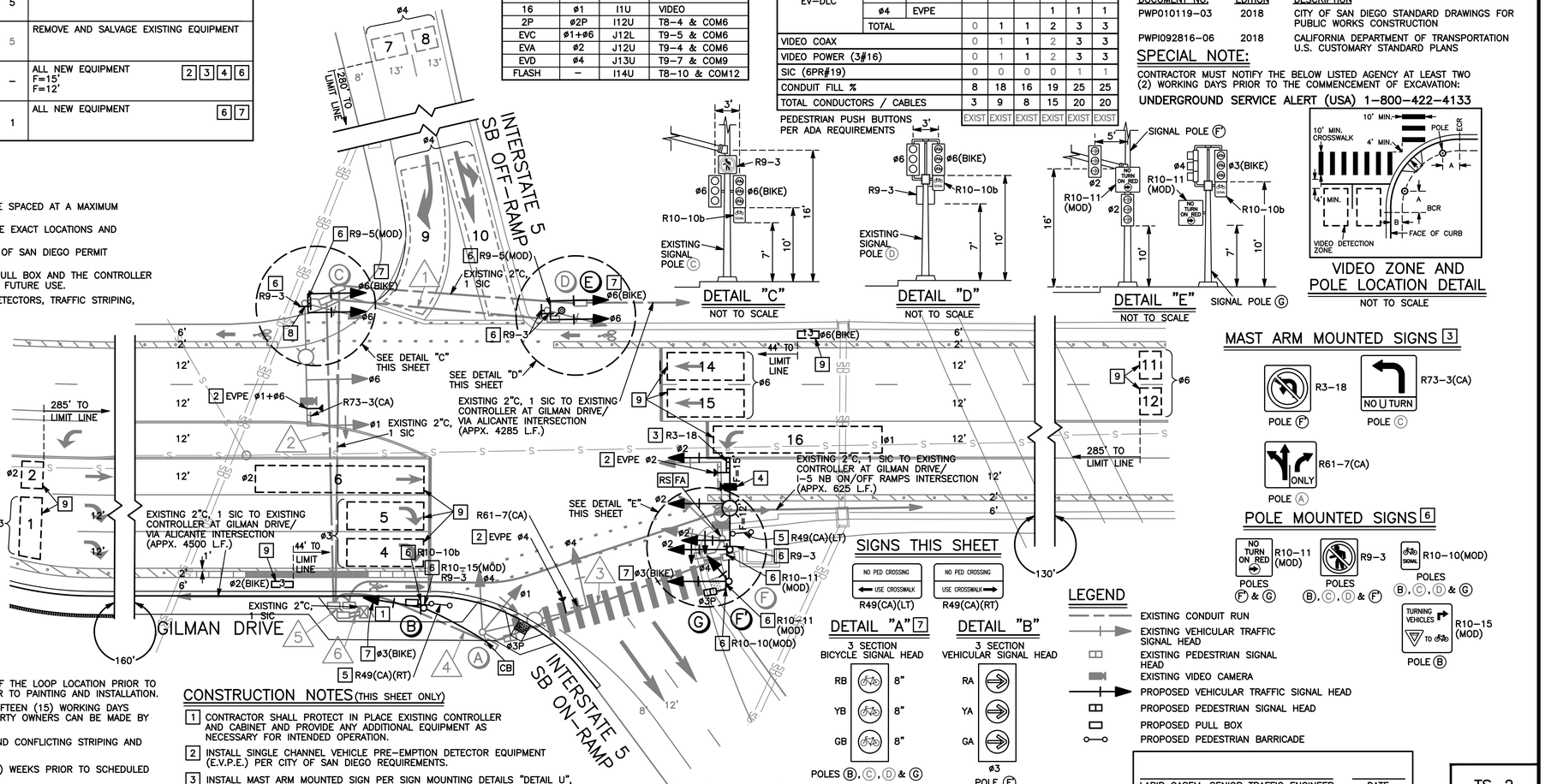
STANDARD DRAWINGS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWP010119–03	2018	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION
PWPI092816–06	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD PLANS

SPECIAL NOTE:

CONTRACTOR MUST NOTIFY THE BELOW LISTED AGENCY AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF EXCAVATION:

UNDERGROUND SERVICE ALERT (USA) 1–800–422–4133



DETAIL "C" NOT TO SCALE

DETAIL "D" NOT TO SCALE

DETAIL "E" NOT TO SCALE

VIDEO ZONE AND POLE LOCATION DETAIL NOT TO SCALE

MAST ARM MOUNTED SIGNS [3]

R3–18 POLE (F)
R73–3(CA) NO U TURN POLE (C)
R61–7(CA) ONLY POLE (A)

POLE MOUNTED SIGNS [6]

NO TURN ON RED R10–11 (MOD) POLES (F) & (G)
R9–3 POLES (B), (C), (D) & (F)
R10–10(MOD) POLES (B), (C), (D) & (G)
TURNING VEHICLES TO ø3 R10–15 (MOD) POLE (B)

SIGNS THIS SHEET

NO PED CROSSING USE CROSSWALK R49(CA)(LT)
NO PED CROSSING USE CROSSWALK R49(CA)(RT)

DETAIL "A" [7]

3 SECTION BICYCLE SIGNAL HEAD
RB YB GB 8"
POLES (B), (C), (D) & (G)

DETAIL "B"

3 SECTION VEHICULAR SIGNAL HEAD
RA YA GA
ø3 POLE (F)

LEGEND

- EXISTING CONDUIT RUN
- EXISTING VEHICULAR TRAFFIC SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING VIDEO CAMERA
- PROPOSED VEHICULAR TRAFFIC SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PULL BOX
- PROPOSED PEDESTRIAN BARRICADE

5a. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN THE APPROVAL OF CITY RESIDENT ENGINEER OF THE LOOP LOCATION PRIOR TO CUTTING AND THE STRIPING, PAVEMENT MARKING, PARKING REMOVAL AND SIGN LOCATIONS PRIOR TO PAINTING AND INSTALLATION.

5b. AFTER APPROVAL OF LOCATION, THE TRAFFIC SIGNAL CONTRACTOR SHALL WAIT A MINIMUM OF FIFTEEN (15) WORKING DAYS BEFORE PERMANENTLY REMOVING ANY PARKING, SO THAT ADVANCE NOTICE TO ADJACENT PROPERTY OWNERS CAN BE MADE BY THE CITY.

5c. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL UNNECESSARY AND CONFLICTING STRIPING AND PAVEMENT MARKINGS.

6. THE TRAFFIC SIGNAL CONTRACTOR SHALL NOT ERECT ANY SIGNAL STANDARDS MORE THAN THREE (3) WEEKS PRIOR TO SCHEDULED TRAFFIC SIGNAL TURN ON.
7. CONTRACTOR SHALL PROVIDE ALL CABLING AND CONDUCTORS NECESSARY TO PERFORM ALL FUNCTIONS SHOWN ON THIS PLAN.
8. ALL POLES, CONDUIT, PULL BOXES, STRIPING AND LOOP DETECTOR LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND AS DIRECTED BY THE CITY OF SAN DIEGO.
9. ROUTING AND LOCATIONS OF UNDERGROUND ELECTRICAL SYSTEM IS DIAGRAMMATIC AND SUBJECT TO APPROVAL OF THE ENGINEER. UNDERGROUND ELECTRICAL LINES AND SUBSURFACE STRUCTURES MAY BE RELOCATED IF NECESSARY TO CLEAR OTHER EXISTING UNDERGROUND FACILITIES.
10. ALL TREES AND SHRUBS SHALL BE TRIMMED OR REMOVED AS DETERMINED BY THE CITY RESIDENT ENGINEER AS REQUIRED TO MAINTAIN SIGNAL HEAD VISIBILITY AND SIGHT DISTANCE.
11. ALL VEHICLE SIGNAL HEADS SHALL BE 12" WITH BACKPLATES.
12. ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE OF THE L.E.D. TYPE. ALL PEDESTRIAN INDICATORS SHALL BE SIDE BY SIDE GELCORE COUNTDOWN PER CITY OF SAN DIEGO REQUIREMENTS.
13. INSTALL TYPE "E" MODIFIED LOOP DETECTORS ON ALL FRONT LOOPS PER THE CITY OF SAN DIEGO REQUIREMENTS AS SHOWN ON THIS PLAN.
14. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS SHALL BE 16"X18" L.E.D. COUNTDOWN INDICATIONS. PEDESTRIAN PUSH BUTTONS SHALL BE 2" PER ADA REQUIREMENTS.
15. METALLIC PEDESTRIAN PUSH BUTTON HOUSING COLOR SHALL MATCH COLOR NO. 33538 OF FED–STD–595 WHEN PEDESTRIAN PUSH BUTTONS ARE PLACED ON A TRAFFIC SIGNAL POLE.

CONSTRUCTION NOTES (THIS SHEET ONLY)

1. CONTRACTOR SHALL PROTECT IN PLACE EXISTING CONTROLLER AND CABINET AND PROVIDE ANY ADDITIONAL EQUIPMENT AS NECESSARY FOR INTENDED OPERATION.
2. INSTALL SINGLE CHANNEL VEHICLE PRE–EMPTION DETECTOR EQUIPMENT (E.V.P.E.) PER CITY OF SAN DIEGO REQUIREMENTS.
3. INSTALL MAST ARM MOUNTED SIGN PER SIGN MOUNTING DETAILS "DETAIL U", CALTRANS STANDARD PLAN ES–7N. SIGN TYPE AS NOTED ON PLAN.
4. INSTALL VIDEO DETECTION SYSTEM (ITERIS, AUTOSCOPE SOLOPRO, OR TRAFFICON) TO PROVIDE VIDEO DETECTION FOR ALL APPROACHES AS SHOWN ON PLAN, INCLUDE VIDEO DETECTION PROCESSORS AND VIDEO MONITOR IN THE CONTROLLER CABINET, VIDEO DETECTION CAMERAS MOUNTED ON LUMINAIRE OR SIGNAL MAST ARM AND INCLUDE ALL WIRING AND ANCILLARY EQUIPMENT. FOR SIGNAL MAST ARM MOUNTINGS, USE 5' "PELCO" EXTENSION. FOR SIGNAL STANDARD MOUNTINGS, USE "L" TYPE BRACKET. INCLUDE ONE (1) "SPARE" VIDEO CAMERA, VIDEO PROCESSOR/EXTENSION MODULE, SURGE PROTECTOR AND DELIVER TO CITY TRAFFIC OPERATIONS STAFF.
5. INSTALL PEDESTRIAN BARRICADE PER CITY OF SAN DIEGO STANDARD DRAWING SDE–103. MOUNT R49(CA)(RT) AS SHOWN ON PLAN.
6. INSTALL POLE CENTER–MOUNTED AND SIDE–MOUNTED SIGN(S) PER CALTRANS STANDARD PLAN RS4. SIGN TYPE AS NOTED ON PLAN.
7. INSTALL YELLOW BACKPLATE FOR BICYCLE SIGNAL HEAD AS SHOWN ON PLAN.
8. CONTRACTOR SHALL REMOVE EXISTING SV–1–T MOUNTING AND MOUNT NEW SV–2–TB MOUNTING WITH NEW VEHICULAR AND BICYCLE SIGNAL HEADS AS SHOWN ON PLAN. SEE DETAIL "C" THIS SHEET.
9. CONTRACTOR SHALL ADJUST CAMERA DETECTION ZONE AS SHOWN ON PLAN.

DESIGN SPEED: GILMAN DRIVE = 45 MPH
DESIGN SPEED: INTERSTATE 5 SB OFF–RAMP = 45 MPH
THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

100% DESIGN
NOT FOR CONSTRUCTION

20 0 20 30 40 50

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

ENGINEER OF WORK

JPKeating 10/20/20
JOHN P. KEATING R.C.E. 43595 DATE

LINSCOTT LAW & GREENSPAN engineers
LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 Ruffner Street, Suite 100
San Diego, Ca 92111
(858)300–8800 (858)300–8810 (FX)

LLG 3–186528.1	TS2–6528.DWG	10/20/20
Designed By: HQL	Drawn By: DVS	Checked By: JPK

REGISTERED PROFESSIONAL ENGINEER JOHN P. KEATING No. 43595 Exp. Dec. 31, 2020 CIVIL STATE OF CALIFORNIA

LABIB QASEM, SENIOR TRAFFIC ENGINEER DATE

TS–2

TRAFFIC SIGNAL MODIFICATION PLAN FOR:

GILMAN DRIVE and I–5 SB ON/OFF RAMPS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 55 OF 59 SHEETS

WBS# S–00951

APPROVED:
FOR CITY ENGINEER DATE
DANIEL NUTTER 76641
PRINT DCE NAME RCE #

SUBMITTED BY: ALEJANDRA GONZALEZ PROJECT MANAGER
CHECKED BY: VIAN SOMO PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	LLG			
AS–BUILTS				

CCS27 COORDINATES
CCS83 COORDINATES

CONTRACTOR DATE STARTED
INSPECTOR DATE COMPLETED

40779–55–D

100% DESIGN – 10/23/20

○ EQUIPMENT SCHEDULE

LOC.	STANDARD TYPE	MASTARM HT.	MASTARM SIG.	MASTARM LUM.	LUMINAIRE LED	PLACEMENT DIMENSIONS A.	PLACEMENT DIMENSIONS B.	SIGNAL MOUNTING AND PLACEMENT VEHICLE POLE	VEHICLE MASTARM	PEDESTRIAN SIGNAL	PEDESTRIAN PPB	PEDESTRIAN LOC.	REMARKS
(A)	TS15	30'	–	15'	ZI4	14'	2.5'	SV–3–TB ●ø1 ø2(BIKE) OLA △ ▲	–	SP–1–T ø2P	ø2P	5	NEW EQUIPMENT 6 7 8 10 11 12
(B)	26–3–70	30'	40'	15'	90W	SEE PLAN		SV–2–TB ø3 ø6	MAS ø1● MAS ø6	–	–	–	REMOVE AND SALVAGE EXISTING EQUIPMENT "Via Alicante"
(B')	26–3–100	30'	40'	15'	ZI4	SEE PLAN		SV–2–TB ø6 ø8●	MAS ø1● MAS ø6	–	–	–	NEW EQUIPMENT 4 5 "Via Alicante"
(C)	17–1–70	30'	20'	15'	90W	SEE PLAN		SV–1–T ø8	MAS ø8	SP–1–T ø8P	ø8P	3	REMOVE AND SALVAGE EXISTING EQUIPMENT "Gilman Drive"
(C')	17–3–100	30'	20'	15'	ZI4	SEE PLAN		SV–1–T ø8	MAS ø8□	SP–1–T ø8P	–	–	NEW EQUIPMENT 3 5 9 "Gilman Drive"
(D)	PPB POST	40"	–	–	–	SEE PLAN		–	–	–	ø8P	3	NEW EQUIPMENT
(E)	19–2–70	30'	30'	15'	90W	17'	6'	SV–1–T ø2	MAS ø2	SP–2–T ø2P ø8P	ø2P ø8P	1 7	REMOVE AND SALVAGE EXISTING EQUIPMENT "Via Alicante"
(E')	26–3–100	30'	45'	15'	ZI4	14.5'	6'	SV–2–TB ø2(BIKE) OLA △ ▲ SV–1–T ø6(17')	MAS ø2 MAS ø2 MAS OLA▲	SP–1–T ø2P	–	–	NEW EQUIPMENT 5 6 7 8 "Via Alicante"
(F)	PPB POST	40"	–	–	–	16'	5.5'	–	–	–	ø2P ø8P	1 7	NEW EQUIPMENT
(G)	PPB POST	40"	–	–	–	12'	2'	–	–	–	ø2P	1	NEW EQUIPMENT

● = RED ARROW, YELLOW ARROW, GREEN ARROW
△ = 3–SECTION BICYCLE SIGNAL HEAD, SEE DETAIL "A" THIS SHEET.
▲ = 3–SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "B" THIS SHEET.
□ = 4–SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "C" THIS SHEET.

CONSTRUCTION NOTES

1. CONTRACTOR SHALL PROTECT IN PLACE EXISTING CONTROLLER AND CABINET AND PROVIDE ANY ADDITIONAL EQUIPMENT AS NECESSARY FOR INTENDED OPERATION.
2. PROTECT IN PLACE EXISTING SERVICE LIGHTING AND SERVICE PEDESTAL.
3. INSTALL SINGLE CHANNEL PRE–EMPTION DETECTOR EQUIPMENT (E.V.P.E.) PER CITY OF SAN DIEGO REQUIREMENTS.
4. INSTALL BI–DIRECTIONAL PRE–EMPTION DETECTOR EQUIPMENT (E.V.P.E.) PER CITY OF SAN DIEGO REQUIREMENTS.
5. INSTALL MAST ARM MOUNTED SIGN PER SIGN MOUNTING DETAILS "DETAIL U", CALTRANS STANDARD ES–7N. SIGN TYPE AS NOTED ON PLAN.
6. INSTALL POLE MOUNTED R13A(CA) SIGN PER CALTRANS STANDARD PLAN RS4.
7. INSTALL 3–SECTION BICYCLE SIGNAL HEAD WITH YELLOW BACKPLATE AS SHOWN ON PLAN. SEE DETAIL "A" THIS SHEET.
8. INSTALL 3–SECTION VEHICULAR SIGNAL HEAD AS SHOWN ON PLAN. SEE DETAIL "B" THIS SHEET.
9. INSTALL 4–SECTION VEHICULAR SIGNAL HEAD AS SHOWN ON PLAN. SEE DETAIL "C" THIS SHEET.
10. CONTRACTOR SHALL REMOVE AND SALVAGE EXISTING PEDESTRIAN INDICATION(S) (SIDE–BY–SIDE HAND/MAN) AS SHOWN ON PLAN.
11. FURNISH AND INSTALL NEW SIDE–BY–SIDE COUNTDOWN TYPE SIGNAL INDICATION MODULE. IF EXISTING PEDESTRIAN SIGNAL HOUSING DOES ACCOMODATE 16"X18" SIDE–BY–SIDE COUNTDOWN TYPE INDICATION MODULE, CONTRACTOR SHALL REPLACE THE ENTIRE HOUSING.
12. REMOVE EXISTING LUMINAIRE AND INSTALL NEW LUMINAIRE AS SHOWN ON PLAN.
13. REMOVE EXISTING SIGN PANELS AND INSTALL NEW R49(CA)(LT) AND R49(CA)(RT) SIGNS AS SHOWN ON PLAN.

△ CONDUCTOR SCHEDULE*

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE/RUN 2" (1)	2½" (2)	2½" (3)	2–2½" (4)
NO.14 CABLES CONDUCTOR 3 CONDUCTOR 12		POLE – (A)				1 1
		POLE – (B')			1	1
		POLE – (C')	1	1		1
		POLE – (D)	1	1		1
		POLE – (E')			2	2
		POLE – (F)			2	2
		POLE – (G)				1
TOTAL CABLES – 3 CON / 12 CON			1 1	1 2	2 2	5 5
10		LUMINAIRES	2	2	2	2
8		GROUND	1	1	1	1
TYPE "B" DLC	ø1	LOOP	1	1		1
	ø2	LOOP				6
	ø6	LOOP	5	5		5
	ø8	LOOP			3	3
	TOTAL		6	6	3	15
EV–DLC	ø1+ø6	EVPE		1		1
	ø2	EVPE			1	1
	ø8	EVPE	1	1		1
	TOTAL		1	2	1	3
SIC (6PR#19)			1	2	0	2
CONDUIT FILL %			45	44	30	46
TOTAL CONDUCTORS / CABLES			13	16	11	33
			EXIST	EXIST	EXIST	EXIST

*REMOVE ALL EXISTING CONDUCTORS PULL NEW CONDUCTOR AS SHOWN

WORK TO BE DONE (THIS SHEET ONLY)

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

STANDARD SPECIFICATIONS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWPI010119–01	2018	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "GREEN" BOOK)
PWPI010119–02	2018	CITY OF SAN DIEGO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "WHITE" BOOK)
PWPI010119–04	2018	CITYWIDE COMPUTER AIDED DESIGN AND DRAFTING (CADD) STANDARDS
PWPI092816–05	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD SPECIFICATIONS
PWPI092816–07	2014	CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

STANDARD DRAWINGS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWP010119–03	2018	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION
PWPI092816–06	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD PLANS

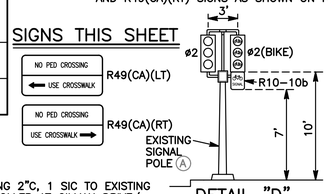
SPECIAL NOTE:

CONTRACTOR MUST NOTIFY THE BELOW LISTED AGENCY AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF EXCAVATION:

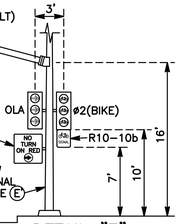
UNDERGROUND SERVICE ALERT (USA) 1–800–422–4133

SIGNS THIS SHEET

NO PED CROSSING / USE CROSSWALK — R49(CA)(LT)
NO PED CROSSING / USE CROSSWALK — R49(CA)(RT)



DETAIL "D"
NOT TO SCALE



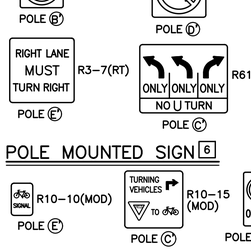
DETAIL "E"
NOT TO SCALE

TRAFFIC SIGNAL GENERAL NOTES (THIS SHEET ONLY)

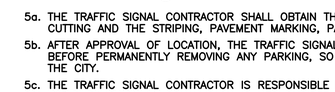
1. PULL BOXES SHALL BE NO. 6, AND CONDUIT 3" UNLESS NOTED OTHERWISE. PULL BOXES SHALL BE SPACED AT A MAXIMUM OF 200 FEET.
2. LOCATION OF ALL UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE.
3. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PLAN PERMIT FROM THE CITY OF SAN DIEGO PERMIT COUNTER CENTER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO START OF WORK.
4. ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL HAVE A 3" CONDUIT INSTALLED TO THE ADJACENT PULL BOX AND THE CONTROLLER FOUNDATION SHALL HAVE A SPARE 3" CONDUIT INSTALLED TO THE ADJACENT NO. 6 PULL BOX FOR FUTURE USE.
5. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF LOOP DETECTORS, TRAFFIC STRIPING, PAVEMENT MARKINGS, PARKING REMOVAL AND TRAFFIC SIGNING AS SHOWN ON THESE PLANS.

GENERAL NOTES CONTINUED:

MAST ARM MOUNTED SIGNS 5



POLE MOUNTED SIGN 6



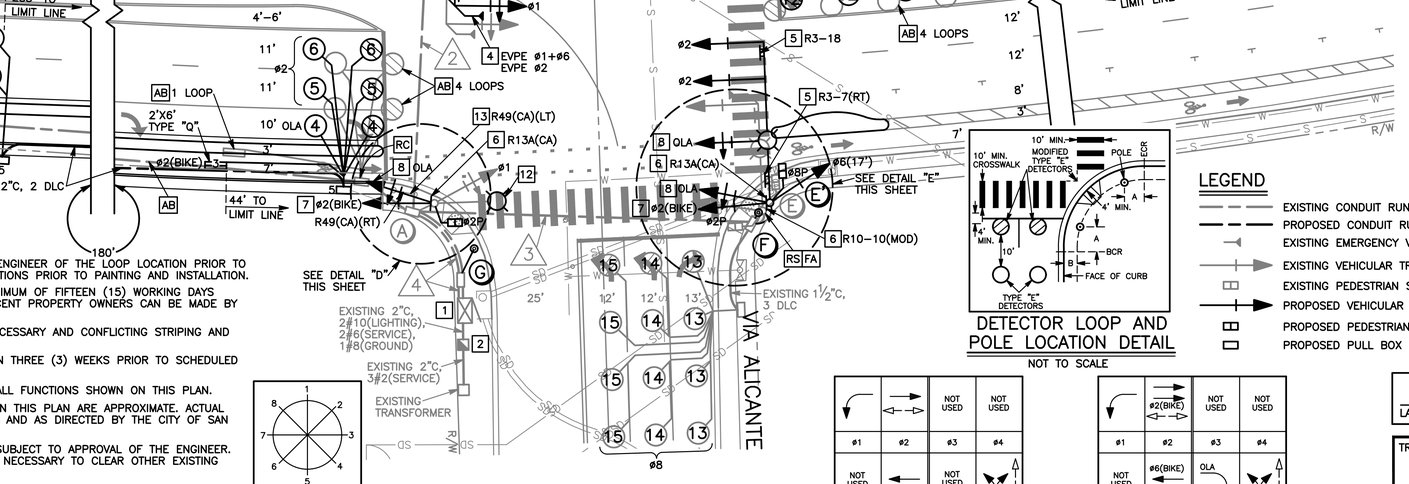
5a. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN THE APPROVAL OF CITY RESIDENT ENGINEER OF THE LOOP LOCATION PRIOR TO CUTTING AND THE STRIPING, PAVEMENT MARKING, PARKING REMOVAL AND SIGN LOCATIONS PRIOR TO PAINTING AND INSTALLATION.

5b. AFTER APPROVAL OF LOCATION, THE TRAFFIC SIGNAL CONTRACTOR SHALL WAIT A MINIMUM OF FIFTEEN (15) WORKING DAYS BEFORE PERMANENTLY REMOVING ANY PARKING, SO THAT ADVANCE NOTICE TO ADJACENT PROPERTY OWNERS CAN BE MADE BY THE CITY.

5c. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL UNNECESSARY AND CONFLICTING STRIPING AND PAVEMENT MARKINGS.

6. THE TRAFFIC SIGNAL CONTRACTOR SHALL NOT ERECT ANY SIGNAL STANDARDS MORE THAN THREE (3) WEEKS PRIOR TO SCHEDULED TRAFFIC SIGNAL TURN ON.
7. CONTRACTOR SHALL PROVIDE ALL CABLING AND CONDUCTORS NECESSARY TO PERFORM ALL FUNCTIONS SHOWN ON THIS PLAN.
8. ALL POLES, CONDUIT, PULL BOXES, STRIPING AND LOOP DETECTOR LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND AS DIRECTED BY THE CITY OF SAN DIEGO.
9. ROUTING AND LOCATIONS OF UNDERGROUND ELECTRICAL SYSTEM IS DIAGRAMMATIC AND SUBJECT TO APPROVAL OF THE ENGINEER. UNDERGROUND ELECTRICAL LINES AND SUBSURFACE STRUCTURES MAY BE RELOCATED IF NECESSARY TO CLEAR OTHER EXISTING UNDERGROUND FACILITIES.
10. ALL TREES AND SHRUBS SHALL BE TRIMMED OR REMOVED AS DETERMINED BY THE CITY RESIDENT ENGINEER AS REQUIRED TO MAINTAIN SIGNAL HEAD VISIBILITY AND SIGHT DISTANCE.
11. ALL VEHICLE SIGNAL HEADS SHALL BE 12" WITH BACKPLATES.
12. ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE OF THE L.E.D. TYPE. ALL PEDESTRIAN INDICATORS SHALL BE SIDE BY SIDE GELCORE COUNTDOWN PER CITY OF SAN DIEGO REQUIREMENTS.
13. INSTALL TYPE "E" MODIFIED LOOP DETECTORS ON ALL FRONT LOOPS PER THE CITY OF SAN DIEGO REQUIREMENTS AS SHOWN ON THIS PLAN.
14. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS SHALL BE 16"X18" L.E.D. COUNTDOWN INDICATIONS. PEDESTRIAN PUSH BUTTONS SHALL BE 2" PER ADA REQUIREMENTS.
15. METALLIC PEDESTRIAN PUSH BUTTON HOUSING COLOR SHALL MATCH COLOR NO. 33538 OF FED–STD–595 WHEN PEDESTRIAN PUSH BUTTONS ARE PLACED ON A TRAFFIC SIGNAL POLE.

DESIGN SPEED: GILMAN DRIVE = 45 MPH
DESIGN SPEED: VIA ALICANTE = 25 MPH
THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY



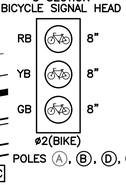
DETECTOR LOOP AND POLE LOCATION DETAIL
NOT TO SCALE

LEGEND

- EXISTING CONDUIT RUN
- PROPOSED CONDUIT RUN
- EXISTING EMERGENCY VEHICLE DETECTOR
- EXISTING VEHICULAR TRAFFIC SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED VEHICULAR TRAFFIC SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PULL BOX

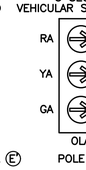
DETAIL "A" 7

3 SECTION BICYCLE SIGNAL HEAD



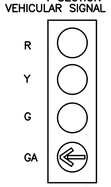
DETAIL "B" 8

3 SECTION VEHICULAR SIGNAL HEAD



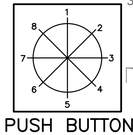
DETAIL "C" 9

4 SECTION VEHICULAR SIGNAL HEAD

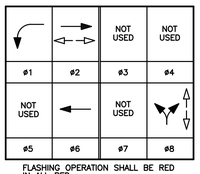


DETECTOR ASSIGNMENTS

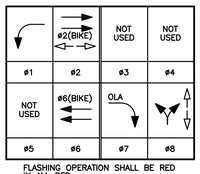
DETECTOR NUMBER	PHASE	SLOT NUMBER	FIELD TERMINALS
1	ø2	I2U	T2–5 & 6
2	ø2	I2L	T2–7 & 8
3	ø2	I3U	T2–9 & 10
4	ø2	I3L	T2–11 & 12
5	ø2	I4U	T4–1 & 2
6	ø2	I4L	T4–3 & 4
7	ø6	J2U	T3–5 & 6
8	ø6	J2L	T3–7 & 8
9	ø6	J3U	T3–9 & 10
10	ø6	J3L	T3–11 & 12
11	ø6	J4U	T5–1 & 2
12	ø1	I1U	T2–1 & 2
13	ø8	J6U	T5–9 & 10
14	ø8	J6L	T5–11 & 12
15	ø8	J7U	T7–1 & 2
2P	ø2P	I12U	T8–4 & COM6
8P	ø8P	I13L	T8–8 & COM9
EVC	ø1+ø6	J12L	T9–5 & COM6
EVA	ø2	J12U	T9–4 & COM6
EVD	ø8	J13L	T9–8 & COM9
FLASH	–	I14U	T8–10 & COM12



PUSH BUTTON LOCATION DETAIL



FLASHING OPERATION SHALL BE RED IN ALL RED.
EXISTING PHASE DIAGRAM



FLASHING OPERATION SHALL BE RED IN ALL RED.
PROPOSED PHASE DIAGRAM

100% DESIGN
NOT FOR CONSTRUCTION

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

ENGINEER OF WORK

JP Keating — 10/20/20
JOHN P. KEATING — R.C.E. 43595 — DATE

LINSCOTT LAW & GREENSPAN engineers
LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 Ruffner Street, Suite 100
San Diego, Ca 92111
(858)300–8800 (858)300–8810 (FX)

LLG 3–186528.1	TS3–6528.DWG	10/20/20
Designed By: HQL	Drawn By: DVS	Checked By: JPK

REGISTERED PROFESSIONAL ENGINEER — JOHN P. KEATING — 43595 — Exp. Dec. 31, 2020 — CIVIL — STATE OF CALIFORNIA

LABIB QASEM, SENIOR TRAFFIC ENGINEER — DATE

TS–3

TRAFFIC SIGNAL MODIFICATION PLAN FOR:

GILMAN DRIVE and VIA ALICANTE

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 56 OF 59 SHEETS

WBS# S–00951

APPROVED:
FOR CITY ENGINEER
DANIEL NUTTER
PRINT DCE NAME
DATE
RCE # 76641

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	LLG			
AS–BUILTS				

SUBMITTED BY: ALEJANDRA GONZALEZ — PROJECT MANAGER
CHECKED BY: VIAN SOMO — PROJECT ENGINEER
CCS27 COORDINATES
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779–56–D

100% DESIGN – 10/23/20

○ EQUIPMENT SCHEDULE

LOC.	STANDARD TYPE	MASTARM HT.	MASTARM SIG.	MASTARM LUM.	LUMINAIRE LED	PLACEMENT DIMENSIONS A.	PLACEMENT DIMENSIONS B.	SIGNAL MOUNTING AND PLACEMENT VEHICLE POLE	VEHICLE MASTARM	PEDESTRIAN SIGNAL	PEDESTRIAN PPB	PEDESTRIAN LOC.	REMARKS
Ⓐ	1–A (10')	10'	–	–	–	10'	6'	SV–3–TB ●ø1 ø2(BIKE) OLA △ ▲	–	SP–1–T ø2P	ø2P	5	NEW EQUIPMENT
Ⓑ	26–3–70	30'	40'	15'	EXIST	SEE PLAN		SV–2–TB ●ø3 ø8	MAS ø1● MAS ø6	–	–	–	REMOVE EXISTING EQUIPMENT "Villa La Jolla Drive"
Ⓑ'	26–3–100	30'	40'	15'	ZI4	SEE PLAN		SV–2–TB ●ø3 ø8	MAS ø1● MAS ø6	–	–	–	ALL NEW EQUIPMENT [3] [4] "Villa La Jolla Drive"
Ⓒ	24–3–70	30'	35'	15'	EXIST	SEE PLAN		SV–1–T ø3	MAS ø8□	SP–1–T ø8P	ø8P	3	REMOVE EXISTING EQUIPMENT "Gilman Drive"
Ⓒ'	24–3–100	30'	35'	15'	ZI4	SEE PLAN		SV–1–T ø8	MAS ø8□	SP–1–T ø8P	–	–	ALL NEW EQUIPMENT [3] [4] [8] "Gilman Drive"
Ⓓ	PPB POST	40"	–	–	–	SEE PLAN		–	–	–	ø8P	3	
Ⓔ	19–2–70	30'	25'	15'	EXIST	SEE PLAN		SV–1–T ø2	MAS ø2	SP–1–T ø8P	ø8P	7	REMOVE EXISTING EQUIPMENT "Villa La Jolla Drive"
Ⓔ'	26–3–100	30'	45'	15'	ZI4	11'	6.5'	SV–2–TB ø2(BIKE) OLA △ SV–1–T ø6(17') ▲	MAS ø2 MAS ø2 MAS OLA	SP–1–T ø8P	ø8P	7	ALL NEW EQUIPMENT [3] [4] [6] [7] "Villa La Jolla Drive"

● = RED ARROW, YELLOW ARROW, GREEN ARROW
△ = 3–SECTION BICYCLE SIGNAL HEAD, SEE DETAIL "A" THIS SHEET.
▲ = 3–SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "B" THIS SHEET.
□ = 4–SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "C" THIS SHEET.

SIGNS THIS SHEET [9]

NO PED CROSSING / USE CROSSWALK ← R49(CA)(LT)

NO PED CROSSING / USE CROSSWALK → R49(CA)(RT)

TRAFFIC SIGNAL GENERAL NOTES (THIS SHEET ONLY)

1. PULL BOXES SHALL BE NO. 6, AND CONDUIT 3" UNLESS NOTED OTHERWISE. PULL BOXES SHALL BE SPACED AT A MAXIMUM OF 200 FEET.
2. LOCATION OF ALL UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE.
3. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PLAN PERMIT FROM THE CITY OF SAN DIEGO PERMIT COUNTER CENTER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO START OF WORK.

GENERAL NOTES CONTINUED:

MAST ARM MOUNTED SIGNS [4]

POLE Ⓑ: R3–4

POLE Ⓒ: ONLY ONLY ONLY / NO U TURN — R61–34(CA)

POLE Ⓓ: R3–18

POLE Ⓒ: NORTH 15 SOUTH — G77–4(CA) (MOD)

POLE MOUNTED SIGN [5]

POLE Ⓒ: TURNING VEHICLES TO BIKE — R10–15 (MOD)

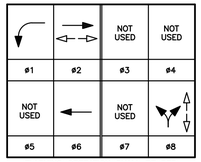
POLE Ⓓ: ON RED — R13A(CA)

4. ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL HAVE A 3" CONDUIT INSTALLED TO THE ADJACENT PULL BOX AND THE CONTROLLER FOUNDATION SHALL HAVE A SPARE 3" CONDUIT INSTALLED TO THE ADJACENT NO. 6 PULL BOX FOR FUTURE USE.
5. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF LOOP DETECTORS, TRAFFIC STRIPING, PAVEMENT MARKINGS, PARKING REMOVAL AND TRAFFIC SIGNING AS SHOWN ON THESE PLANS.
   5a. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN THE APPROVAL OF CITY RESIDENT ENGINEER OF THE LOOP LOCATION PRIOR TO CUTTING AND THE STRIPING, PAVEMENT MARKING, PARKING REMOVAL AND SIGN LOCATIONS PRIOR TO PAINTING AND INSTALLATION.
   5b. AFTER APPROVAL OF LOCATION, THE TRAFFIC SIGNAL CONTRACTOR SHALL WAIT A MINIMUM OF FIFTEEN (15) WORKING DAYS BEFORE PERMANENTLY REMOVING ANY PARKING, SO THAT ADVANCE NOTICE TO ADJACENT PROPERTY OWNERS CAN BE MADE BY THE CITY.
   5c. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL UNNECESSARY AND CONFLICTING STRIPING AND PAVEMENT MARKINGS.
6. THE TRAFFIC SIGNAL CONTRACTOR SHALL NOT ERECT ANY SIGNAL STANDARDS MORE THAN THREE (3) WEEKS PRIOR TO SCHEDULED TRAFFIC SIGNAL TURN ON.
7. CONTRACTOR SHALL PROVIDE ALL CABLING AND CONDUCTORS NECESSARY TO PERFORM ALL FUNCTIONS SHOWN ON THIS PLAN.
8. ALL POLES, CONDUIT, PULL BOXES, STRIPING AND LOOP DETECTOR LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND AS DIRECTED BY THE CITY OF SAN DIEGO.
9. ROUTING AND LOCATIONS OF UNDERGROUND ELECTRICAL SYSTEM IS DIAGRAMMATIC AND SUBJECT TO APPROVAL OF THE ENGINEER. UNDERGROUND ELECTRICAL LINES AND SUBSURFACE STRUCTURES MAY BE RELOCATED IF NECESSARY TO CLEAR OTHER EXISTING UNDERGROUND FACILITIES.
10. ALL TREES AND SHRUBS SHALL BE TRIMMED OR REMOVED AS DETERMINED BY THE CITY RESIDENT ENGINEER AS REQUIRED TO MAINTAIN SIGNAL HEAD VISIBILITY AND SIGHT DISTANCE.
11. ALL VEHICLE SIGNAL HEADS SHALL BE 12" WITH BACKPLATES.
12. ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE OF THE L.E.D. TYPE. ALL PEDESTRIAN INDICATORS SHALL BE SIDE BY SIDE GELCORE COUNTDOWN PER CITY OF SAN DIEGO REQUIREMENTS.
13. INSTALL TYPE "E" MODIFIED LOOP DETECTORS ON ALL FRONT LOOPS PER THE CITY OF SAN DIEGO REQUIREMENTS AS SHOWN ON THIS PLAN.
14. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS SHALL BE 16"X18" L.E.D. COUNTDOWN INDICATIONS. PEDESTRIAN PUSH BUTTONS SHALL BE 2" PER ADA REQUIREMENTS.
15. METALLIC PEDESTRIAN PUSH BUTTON HOUSING COLOR SHALL MATCH COLOR NO. 33538 OF FED–STD–595 WHEN PEDESTRIAN PUSH BUTTONS ARE PLACED ON A TRAFFIC SIGNAL POLE.

DESIGN SPEED: GILMAN DRIVE = 45 MPH
DESIGN SPEED: VILLA LA JOLLA DRIVE = 30 MPH
THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

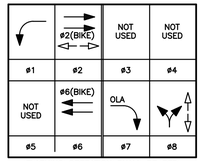
CONSTRUCTION NOTES

1. CONTRACTOR SHALL PROTECT IN PLACE EXISTING CONTROLLER AND CABINET AND PROVIDE PROVIDE ANY ADDITIONAL EQUIPMENT AS NECESSARY FOR INTENDED OPERATION.
2. PROTECT IN PLACE EXISTING SERVICE LIGHTING AND SERVICE PEDESTAL.
3. INSTALL SINGLE CHANNEL PRE–EMPTION DETECTOR EQUIPMENT (E.V.P.E.) PER CITY OF SAN DIEGO REQUIREMENTS.
4. INSTALL MAST ARM MOUNTED SIGN PER SIGN MOUNTING DETAILS "DETAIL U", CALTRANS STANDARD ES–7N. SIGN TYPE AS NOTED ON PLAN.
5. INSTALL POLE MOUNTED R13A(CA) SIGN PER CALTRANS STANDARD PLAN RS4.
6. INSTALL 3–SECTION BICYCLE SIGNAL HEAD WITH YELLOW BACKPLATE AS SHOWN ON PLAN. SEE DETAIL "A" THIS SHEET.
7. INSTALL 3–SECTION VEHICULAR SIGNAL HEAD AS SHOWN ON PLAN. SEE DETAIL "B" THIS SHEET.
8. INSTALL 4–SECTION VEHICULAR SIGNAL HEAD AS SHOWN ON PLAN. SEE DETAIL "C" THIS SHEET.
9. INSTALL PEDESTRIAN BARRICADE PER SAN DIEGO STANDARD DRAWING SDE–103. MOUNT R49(CA)(LT) AND R49(CA)(RT) SIGNS AS SHOWN ON PLAN.
10. CONTRACTOR SHALL REMOVE EXISTING BARRICADE AND INSTALL NEW PEDESTRIAN BARRICADE PER SAN DIEGO REGIONAL STANDARD DRAWING SDE–103. MOUNT R49(CA)(LT) AND R49(CA)(RT) SIGNS ONTO BARRICADE AS SHOWN ON PLAN.
11. REMOVE EXISTING LUMINAIRE AND INSTALL NEW LUMINAIRE AS SHOWN ON PLAN.



FLASHING OPERATION SHALL BE RED IN ALL RED.

EXISTING PHASE DIAGRAM



FLASHING OPERATION SHALL BE RED IN ALL RED.

PROPOSED PHASE DIAGRAM

△ CONDUCTOR SCHEDULE*

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE/RUN 3" (1)	2" (2)	2" (3)	2–3" (4)
NO.14 CABLES CONDUCTOR 3 / CONDUCTOR 12		POLE – Ⓐ			1	1
		POLE – Ⓑ		1		1
		POLE – Ⓒ		1		1
		POLE – Ⓓ		1		1
		POLE – Ⓔ			2	2
TOTAL CABLES – 3 CON / 12 CON			0 / 1	2 / 1	4 / 1	5 / 1
10	LUMINAIRES		2	2	2	0
8	GROUND		1	1	1	1
TYPE "B" DLC	ø1	LOOP		1		1
	ø2	LOOP			6	6
	ø6	LOOP		5		5
	ø8	LOOP				
	TOTAL		0	6	6	12
EV–DLC	ø1+ø6	EVPE	1	1		1
	ø2	EVPE				1
	ø8	EVPE		1		1
	TOTAL		1	2	0	3
SIC (6PR#19)			0	2	0	2
CONDUIT FILL %			9	68	34	29
TOTAL CONDUCTORS / CABLES			5	16	11	27
			NEW	EXIST	EXIST	EXIST

*REMOVE ALL EXISTING CONDUCTORS PULL NEW CONDUCTOR AS SHOWN
PEDESTRIAN PUSH BUTTONS PER ADA REQUIREMENTS

WORK TO BE DONE (THIS SHEET ONLY)

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

STANDARD SPECIFICATIONS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWPI010119–01	2018	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "GREEN" BOOK)
PWPI010119–02	2018	CITY OF SAN DIEGO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "WHITE" BOOK)
PWPI010119–04	2018	CITYWIDE COMPUTER AIDED DESIGN AND DRAFTING (CADD) STANDARDS
PWPI092816–05	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD SPECIFICATIONS
PWPI092816–07	2014	CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

STANDARD DRAWINGS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWPI010119–03	2018	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION
PWPI092816–06	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD PLANS

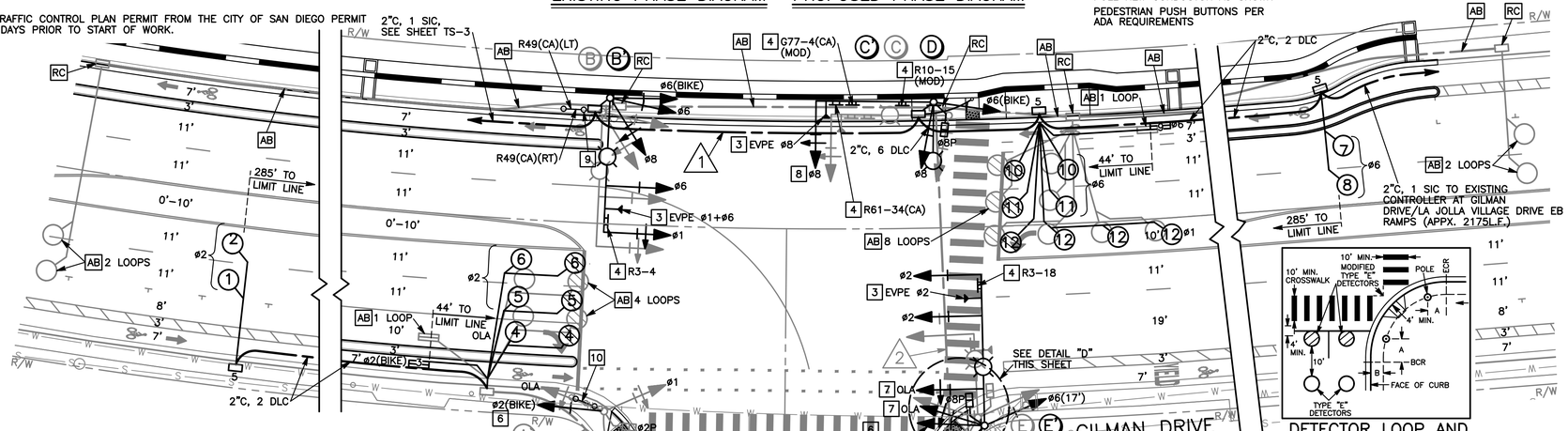
SPECIAL NOTE:

CONTRACTOR MUST NOTIFY THE BELOW LISTED AGENCY AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF EXCAVATION:

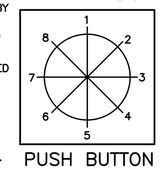
UNDERGROUND SERVICE ALERT (USA) 1–800–422–4133

DETECTOR ASSIGNMENTS

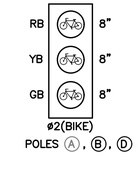
DETECTOR NUMBER	PHASE	SLOT NUMBER	FIELD TERMINALS
1	ø2	I2U	T2–5 & 6
2	ø2	I2L	T2–7 & 8
3	ø2(BIKE)	I3U	T2–9 & 10
4	ø2	I3L	T2–11 & 12
5	ø2	I4U	T4–1 & 2
6	ø2	I4L	T4–3 & 4
7	ø6	J2U	T3–5 & 6
8	ø6	J2L	T3–7 & 8
9	ø6	J3U	T3–9 & 10
10	ø6	J3L	T3–11 & 12
11	ø6	J4U	T5–1 & 2
12	ø1	I1U	T2–1 & 2
13	ø8	J6U	T5–9 & 10
14	ø8	J6L	T5–11 & 12
15	ø8	J7U	T7–1 & 2
2P	ø2P	J7U	T8–4 & COM6
8P	ø8P	I13L	T8–8 & COM9
EVC	ø1+ø6	J12L	T9–5 & COM6
EVA	ø2	J12U	T9–4 & COM6
EVB	ø8	J13L	T9–8 & COM9
FLASH	–	I14U	T8–10 & COM12



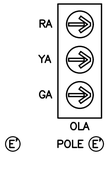
DETECTOR LOOP AND POLE LOCATION DETAIL
NOT TO SCALE



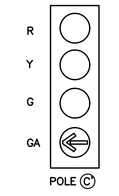
PUSH BUTTON LOCATION DETAIL



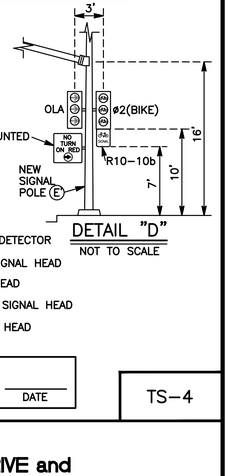
DETAIL "A" [6]
3 SECTION BICYCLE SIGNAL HEAD
POLES Ⓐ, Ⓑ, Ⓓ & Ⓔ



DETAIL "B" [7]
3 SECTION VEHICULAR SIGNAL HEAD
POLE Ⓔ



DETAIL "C" [8]
4 SECTION VEHICULAR SIGNAL HEAD
POLE Ⓒ



DETAIL "D"
NOT TO SCALE

LEGEND

- EXISTING CONDUIT RUN
- PROPOSED CONDUIT RUN
- EXISTING EMERGENCY VEHICLE DETECTOR
- EXISTING VEHICULAR TRAFFIC SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED VEHICULAR TRAFFIC SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PULL BOX

LABIB QASEM, SENIOR TRAFFIC ENGINEER ____ DATE

TS–4

100% DESIGN
NOT FOR CONSTRUCTION

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

ENGINEER OF WORK

JOHN P. KEATING R.C.E. 43595 — 10/20/20 DATE

NORTH
SCALE: 1"=20'
20 0 20 30 40 50

LINSCOTT LAW & GREENSPAN engineers
LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 Ruffner Street, Suite 100
San Diego, Ca 92111
(858)300–8800 (858)300–8810 (FX)

LLG 3–186528.1	TS4–6528.DWG	10/20/20
Designed By: HQL	Drawn By: DVS	Checked By: JPK

REGISTERED PROFESSIONAL ENGINEER JOHN P. KEATING 43595 Exp. Dec. 31, 2020 CIVIL STATE OF CALIFORNIA

TRAFFIC SIGNAL MODIFICATION PLAN FOR:

GILMAN DRIVE and VILLA LA JOLLA DRIVE

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 57 OF 59 SHEETS

WBS# S–00951

APPROVED:
FOR CITY ENGINEER DANIEL NUTTER DATE
PRINT DCE NAME RCE # 76641

SUBMITTED BY: ALEJANDRA GONZALEZ PROJECT MANAGER
CHECKED BY: VIAN SOMO PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	LLG			
AS–BUILTS				

CCS27 COORDINATES
CCS83 COORDINATES

CONTRACTOR ____ DATE STARTED ____
INSPECTOR ____ DATE COMPLETED ____

40779–57–D

100% DESIGN – 10/23/20

○ EQUIPMENT SCHEDULE

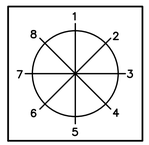
LOC.	STANDARD TYPE	MASTARM HT.	MASTARM SIG.	MASTARM LUM.	LUMINAIRE LED	PLACEMENT DIMENSIONS A.	PLACEMENT DIMENSIONS B.	SIGNAL MOUNTING AND PLACEMENT VEHICLE POLE	VEHICLE MASTARM	PEDESTRIAN SIGNAL	PEDESTRIAN PPB	PEDESTRIAN LOC.	REMARKS
Ⓐ	29-5-100	30'	55	15'	ZI4	5.5'	4'	SV-2-TB ø3 ø6	MAS ø1● MAS ø6	SP-1-T ø6P	ø6P	1	ALL NEW EQUIPMENT [3] [4]
Ⓑ	1-A (10')	10'	–	–	–	7.5'	6.5'	TV-1-T ø6	–	SP-1-T ø6P	ø6P	5	ALL NEW EQUIPMENT
Ⓒ	29-5-100	30'	50'	15'	ZI4	5.5'	8'	SV-2-TB ø2(BIKE) ø3 △ ●	MAS ø2 MAS ø2 2-MAST OLA▲	SP-1-T ø2P	ø2P	1	ALL NEW EQUIPMENT [3] [4] [5] [6] [7]
Ⓓ	17-3-100	30'	20'	15'	ZI4	27.5'	6.5'	SV-1-T ø4	MAS ø4	SP-1-T ø2P	ø2P	1	ALL NEW EQUIPMENT [3] [4]
Ⓔ	1-A (10')	10'	–	–	–	7'	2'	TV-3-T ●ø1 ø2(BIKE) OLA △ ▲	–	–	–	–	ALL NEW EQUIPMENT

● = RED ARROW, YELLOW ARROW, GREEN ARROW
△ = 3-SECTION BICYCLE SIGNAL HEAD, SEE DETAIL "A" THIS SHEET.
▲ = 3-SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "B" THIS SHEET.

TRAFFIC SIGNAL GENERAL NOTES (THIS SHEET ONLY)

1. PULL BOXES SHALL BE NO. 6, AND CONDUIT 3" UNLESS NOTED OTHERWISE. PULL BOXES SHALL BE SPACED AT A MAXIMUM OF 200 FEET.
2. LOCATION OF ALL UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE.
3. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PLAN PERMIT FROM THE CITY OF SAN DIEGO PERMIT COUNTER CENTER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO START OF WORK.
4. ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL HAVE A 3" CONDUIT INSTALLED TO THE ADJACENT PULL BOX AND THE CONTROLLER FOUNDATION SHALL HAVE A SPARE 3" CONDUIT INSTALLED TO THE ADJACENT NO. 6 PULL BOX FOR FUTURE USE.
5. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF LOOP DETECTORS, TRAFFIC STRIPING, PAVEMENT MARKINGS, PARKING REMOVAL AND TRAFFIC SIGNING AS SHOWN ON THESE PLANS.

GENERAL NOTES CONTINUED:



PUSH BUTTON LOCATION DETAIL

ø1	ø2	ø3	ø4
NOT USED	ø6(BIKE)	NOT USED	NOT USED
ø5	ø6	ø7	ø8

FLASHING OPERATION SHALL BE RED IN ALL RED.

PROPOSED PHASE DIAGRAM

5a. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN THE APPROVAL OF CITY RESIDENT ENGINEER OF THE LOOP LOCATION PRIOR TO CUTTING AND THE STRIPING, PAVEMENT MARKING, PARKING REMOVAL AND SIGN LOCATIONS PRIOR TO PAINTING AND INSTALLATION.

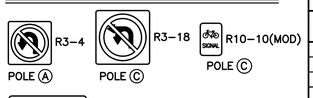
5b. AFTER APPROVAL OF LOCATION, THE TRAFFIC SIGNAL CONTRACTOR SHALL WAIT A MINIMUM OF FIFTEEN (15) WORKING DAYS BEFORE PERMANENTLY REMOVING ANY PARKING, SO THAT ADVANCE NOTICE TO ADJACENT PROPERTY OWNERS CAN BE MADE BY THE CITY.

5c. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL UNNECESSARY AND CONFLICTING STRIPING AND PAVEMENT MARKINGS.

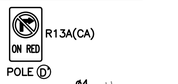
6. THE TRAFFIC SIGNAL CONTRACTOR SHALL NOT ERECT ANY SIGNAL STANDARDS MORE THAN THREE (3) WEEKS PRIOR TO SCHEDULED TRAFFIC SIGNAL TURN ON.
7. CONTRACTOR SHALL PROVIDE ALL CABLING AND CONDUCTORS NECESSARY TO PERFORM ALL FUNCTIONS SHOWN ON THIS PLAN.
8. ALL POLES, CONDUIT, PULL BOXES, STRIPING AND LOOP DETECTOR LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND AS DIRECTED BY THE CITY OF SAN DIEGO.
9. ROUTING AND LOCATIONS OF UNDERGROUND ELECTRICAL SYSTEM IS DIAGRAMMATIC AND SUBJECT TO APPROVAL OF THE ENGINEER. UNDERGROUND ELECTRICAL LINES AND SUBSURFACE STRUCTURES MAY BE RELOCATED IF NECESSARY TO CLEAR OTHER EXISTING UNDERGROUND FACILITIES.
10. ALL TREES AND SHRUBS SHALL BE TRIMMED OR REMOVED AS DETERMINED BY THE CITY RESIDENT ENGINEER AS REQUIRED TO MAINTAIN SIGNAL HEAD VISIBILITY AND SIGHT DISTANCE.
11. ALL VEHICLE SIGNAL HEADS SHALL BE 12" WITH BACKPLATES.
12. ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE OF THE L.E.D. TYPE. ALL PEDESTRIAN INDICATORS SHALL BE SIDE BY SIDE GELCORE COUNTDOWN PER CITY OF SAN DIEGO REQUIREMENTS.
13. INSTALL TYPE "E" MODIFIED LOOP DETECTORS ON ALL FRONT LOOPS PER THE CITY OF SAN DIEGO REQUIREMENTS AS SHOWN ON THIS PLAN.
14. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS SHALL BE 16"X18" L.E.D. COUNTDOWN INDICATIONS. PEDESTRIAN PUSH BUTTONS SHALL BE 2" PER ADA REQUIREMENTS.
15. METALLIC PEDESTRIAN PUSH BUTTON HOUSING COLOR SHALL MATCH COLOR NO. 33538 OF FED-STD-595 WHEN PEDESTRIAN PUSH BUTTONS ARE PLACED ON A TRAFFIC SIGNAL POLE.

DESIGN SPEED: GILMAN DRIVE = 45 MPH
DESIGN SPEED: LA JOLLA VILLAGE DRIVE EB OFF-RAMP = 45 MPH
THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

MAST ARM MOUNTED SIGNS [4]



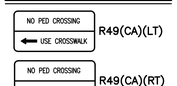
POLE MOUNTED SIGN [5]



DETECTOR ASSIGNMENTS

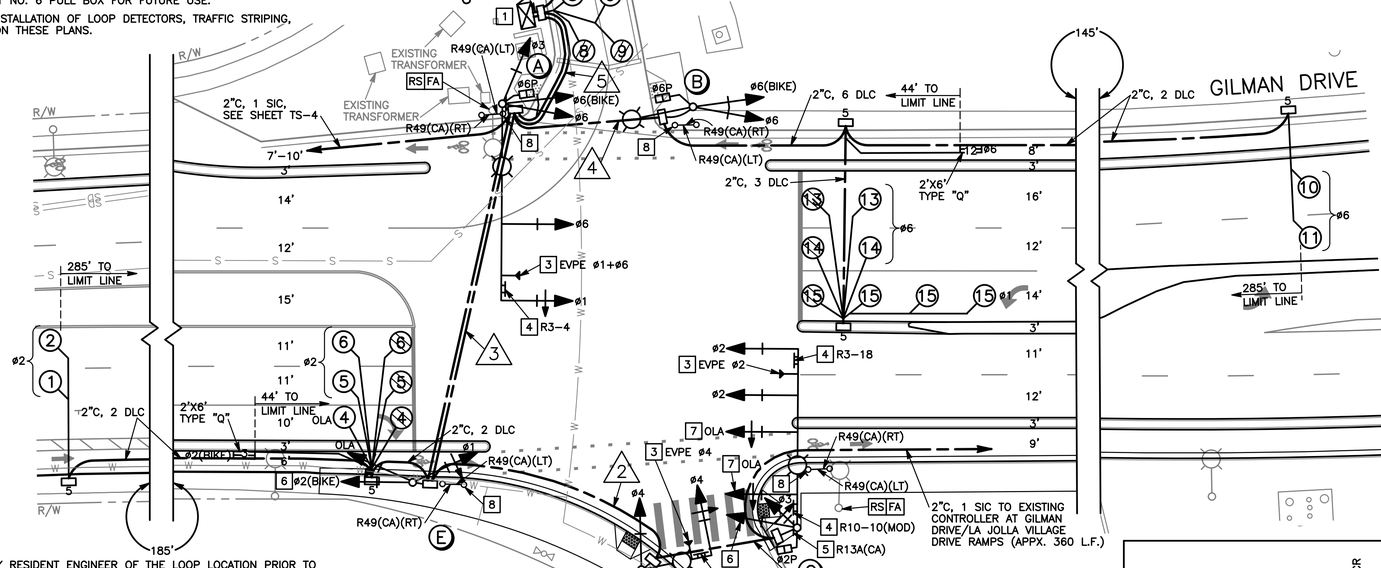
DETECTOR NUMBER	PHASE	SLOT NUMBER	FIELD TERMINALS
1	ø2	I2U	T2-5 & 6
2	ø2	I2L	T2-7 & 8
3	ø2(BIKE)	I3U	T2-9 & 10
4	ø2	I3L	T2-11 & 12
5	ø2	I4U	T4-1 & 2
6	ø2	I4L	T4-3 & 4
7	ø3	I5U	T4-5 & 6
8	ø3	I5L	T4-7 & 8
9	ø3	I9L	T6-11 & 12
10	ø6	J2U	T3-5 & 6
11	ø6	J2L	T3-7 & 8
12	ø6	J3U	T3-9 & 10
13	ø6	J3L	T3-11 & 12
14	ø6	J4U	T5-1 & 2
15	ø1	I1U	T2-1 & 2
6P	ø6P	I13U	T8-7 & COM9
EVC	ø1+ø6	J12L	T9-5 & COM6
EVA	ø2	J12U	T9-4 & COM6
EVB	ø4	J13U	T9-7 & COM9
FLASH	–	I14U	T8-10 & COM12

SIGNS THIS SHEET



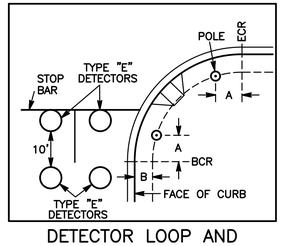
△ CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE AND RUN 3" /1	3" /2	2-3" /3	3" /4	3-3" /5	3-3" /6
NO.14 CABLES CONDUCTOR 3 / CONDUCTOR 12		POLE – Ⓐ					1 2	1 2
		POLE – Ⓑ				1 1	1 1	1 1
		POLE – Ⓒ	1 2	1 2	1 2		1 2	1 2
		POLE – Ⓓ		1 1	1 1		1 1	1 1
		POLE – Ⓔ			1		1	1
TOTAL CABLES – 3 CON / 12 CON			1 2	2 3	2 4	1 1	4 7	4 7
10	LUMINAIRES		2	2	2	2	2	0
8	GROUND		1	1	1	1	2	1
TYPE "B" DLC	ø1	LOOP				1	1	1
	ø2	LOOP			6		6	6
	ø3	LOOP						3
	ø6	LOOP				5	5	5
	TOTAL		0	0	6	6	12	15
EV-DLC	ø1+ø6	EVPE					1	1
	ø2	EVPE	1	1	1		1	1
	ø4	EVPE		1	1		1	1
	TOTAL		1	2	2	0	3	3
SIC (6PR#19)			1	1	1	0	2	2
CONDUIT FILL %			19	28	20	15	24	24
TOTAL CONDUCTORS / CABLES			8	11	18	11	32	32
PEDESTRIAN PUSH BUTTONS PER ADA REQUIREMENTS			NEW	NEW	NEW	NEW	NEW	NEW



LEGEND

- PROPOSED CONDUIT RUN
- PROPOSED EMERGENCY VEHICLE DETECTOR
- PROPOSED VEHICULAR TRAFFIC SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PULL BOX
- PROPOSED PEDESTRIAN BARRICADE



DETECTOR LOOP AND POLE LOCATION DETAIL
NOT TO SCALE

NORTH
SCALE: 1"=20'
20 0 20 30 40 50

100% DESIGN
NOT FOR CONSTRUCTION

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

ENGINEER OF WORK

JOHN P. KEATING R.C.E. 43595 10/20/20 DATE

LINSCOTT LAW & GREENSPAN engineers
LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 Ruffner Street, Suite 100
San Diego, Ca 92111
(858)300-8800 (858)300-8810 (FX)

LLG 3-186528.1	TS5-6528.DWG	10/20/20
Designed By: HQL	Drawn By: DVS	Checked By: JPK

REGISTERED PROFESSIONAL ENGINEER JOHN P. KEATING 43595 Exp. Dec. 31, 2020 CIVIL STATE OF CALIFORNIA

WORK TO BE DONE (THIS SHEET ONLY)

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

STANDARD SPECIFICATIONS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWPI010119-01	2018	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "GREEN" BOOK)
PWPI010119-02	2018	CITY OF SAN DIEGO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "WHITE" BOOK)
PWPI010119-04	2018	CITYWIDE COMPUTER AIDED DESIGN AND DRAFTING (CADD) STANDARDS
PWPI092816-05	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD SPECIFICATIONS
PWPI092816-07	2014	CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

STANDARD DRAWINGS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWP010119-03	2018	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION
PWPI092816-06	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD PLANS

SPECIAL NOTE:

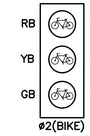
CONTRACTOR MUST NOTIFY THE BELOW LISTED AGENCY AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF EXCAVATION:

UNDERGROUND SERVICE ALERT (USA) 1-800-422-4133

CONSTRUCTION NOTES (THIS SHEET ONLY)

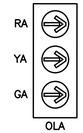
1. FURNISH AND INSTALL TYPE 170 CONTROLLER IN MODEL 332 ANODIZED ALUMINUM CABINET. CONTROLLER UNIT SHALL BE EQUIPPED WITH ONE MODEL 412C PROGRAM MODULE, TWELVE MODEL 200 SWITCH PACKS, FOUR MODEL 204 FLASHER UNIT MODULES, TWELVE MODEL C822-F LOOP DETECTOR SENSOR UNITS, FOUR MODEL 242 ISOLATORS, TWO MODEL 752 MODULES, TWO MODEL 722 OPTICAL DETECTORS, TWO MODEL 400 MODEMS, ONE MODEL 210 MONITOR UNIT, ONE COMMUNICATION TERMINAL PANEL. INCLUDE ALL ACCESSORIES NECESSARY TO PROVIDE THE PHASING AND PERFORM ALL FUNCTIONS INDICATED ON THIS PLAN.
2. INSTALL TYPE III-BF SIGNAL AND LIGHTING SERVICE ENCLOSURE PER SDG&E REQUIREMENTS. PROVIDE 50A-1P, 120V SIGNAL METERED CIRCUIT BREAKER, 15A-1P, 120V I.I.S.N.S METERED CIRCUIT BREAKER, AND 30A-2P, 240V LIGHTING UNMETERED CIRCUIT BREAKER. SERVICE CABINET SHALL BE FABRICATED FROM ANODIZED ALUMINUM SHEET PER CALTRANS SPECIFICATIONS. INSTALL CLARY CORPORATION SP SERIES 1000 TRAFFIC UPS OR APPROVED EQUAL. PROVIDE THE ELECTRONICS MODULE, POWER INTERFACE MODULE, AND BATTERY SYSTEM CONSISTING OF SIX OUTPOST OPB-1241 BATTERIES.
3. INSTALL SINGLE CHANNEL PRE-EMPTION DETECTOR EQUIPMENT (E.V.P.E.) PER CITY OF SAN DIEGO REQUIREMENTS.
4. INSTALL MAST ARM MOUNTED SIGN PER SIGN MOUNTING DETAILS "DETAIL U", CALTRANS STANDARD ES-7N. SIGN TYPE AS NOTED ON PLAN.
5. INSTALL POLE MOUNTED R13A(CA) SIGN PER CALTRANS STANDARD PLAN RS4.
6. INSTALL 3-SECTION BICYCLE SIGNAL HEAD WITH YELLOW BACKPLATE AS SHOWN ON PLAN. SEE DETAIL "A" THIS SHEET.
7. INSTALL 3-SECTION VEHICULAR SIGNAL HEAD AS SHOWN ON PLAN. SEE DETAIL "B" THIS SHEET.
8. INSTALL PEDESTRIAN BARRICADE PER CITY OF SAN DIEGO STANDARD DRAWING SDE-103. MOUNT R49(CA)(LT) AND R49(CA)(RT) SIGNS AS SHOWN ON PLAN.

DETAIL "A" [6]
3 SECTION BICYCLE SIGNAL HEAD



POLES Ⓐ, Ⓑ, Ⓒ & Ⓔ

DETAIL "B" [7]
3 SECTION VEHICULAR SIGNAL HEAD



POLES Ⓒ & Ⓔ

LABIB QASEM, SENIOR TRAFFIC ENGINEER DATE

TS-5

TRAFFIC SIGNAL PLAN FOR:

GILMAN DRIVE and LA JOLLA VILLAGE DRIVE EB RAMPS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 58 OF 59 SHEETS

WBS# S-00951

APPROVED:
FOR CITY ENGINEER DANIEL NUTTER DATE 76641
PRINT DCE NAME RCE #

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	LLG			
AS-BUILTS				

SUBMITTED BY: ALEJANDRA GONZALEZ PROJECT MANAGER
CHECKED BY: VIAN SOMO PROJECT ENGINEER
CCS27 COORDINATES
CCS83 COORDINATES

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

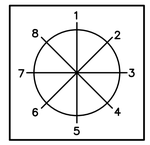
40779-58-D

100% DESIGN - 10/23/20

○ EQUIPMENT SCHEDULE

LOC.	STANDARD TYPE	MASTARM HT.	MASTARM SIG.	MASTARM LUM.	LUMINAIRE LED	PLACEMENT DIMENSIONS A.	PLACEMENT DIMENSIONS B.	SIGNAL MOUNTING AND PLACEMENT VEHICLE POLE	VEHICLE MASTARM	PEDESTRIAN SIGNAL	PEDESTRIAN PPB	PEDESTRIAN LOC.	REMARKS
(A)	15TS	30'	–	15'	ZI4	3'	3'			SP–1–T ø2P	ø2P	1	NEW EQUIPMENT [3] [4] [5]
(B)	24–4–70	30'	35'	15'	ZI4	14'	10.5'	SV–1–T ø6	MAS ø6	–	–	–	NEW EQUIPMENT [5]
(C)	1–A (7')	7'	–	–	–	0'	3'	–	–	TP–1–T ø6P	ø6P	1	NEW EQUIPMENT [3] [4]
(D)	19–2–70	30'	30'	15'	ZI4	2.5'	10.5'		MAS ø8	SP–2–T ø6P ø8P	ø6P ø8P	5 3	NEW EQUIPMENT [3] [4] [5] [6]
(E)	29–5–70	30'	50'	15'	ZI4	6.5'	4'		MAS ø2 MAS ø5	SP–2–T ø2P ø8P	ø2P ø8P	5 7	NEW EQUIPMENT [3] [4] [5]

● = RED ARROW, YELLOW ARROW, GREEN ARROW



PUSH BUTTON LOCATION DETAIL

DETECTOR ASSIGNMENTS

DETECTOR NUMBER	PHASE	SLOT NUMBER	FIELD TERMINALS
1	ø2	I2U	T2–5 & 6
2	ø2	I2L	T2–7 & 8
3	ø2	I3U	T2–9 & 10
4	ø2	I3L	T2–11 & 12
5	ø2	I4U	T4–1 & 2
6	ø5	J1U	T3–1 & 2
7	ø6	J2U	T3–5 & 6
8	ø6	J2L	T3–7 & 8
9	ø6	J3U	T3–9 & 10
10	ø6	J3L	T3–11 & 12
11	ø6	J4U	T5–1 & 1
12	ø8	J6U	T5–9 & 10
13	ø8	J6L	T5–11 & 12
2P	ø2P	I12U	T8–4 & COM6
4P	ø4P	I12L	T8–5 & COM6
6P	ø6P	I13U	T8–7 & COM9
EVC	ø1+ø6	J12L	T9–5 & COM6
EVA	ø2+ø5	J12U	T9–4 & COM6
EVB	ø3	J13L	T9–8 & COM9
EVD	ø4	J13U	T9–7 & COM9
FLASH	–	I14U	T8–10 & COM12

△ CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE AND RUN 3" /1	3" /2	3" /3	3" /4	2–3" /5
NO.14 CABLES CONDUCTOR 3 CONDUCTOR 12		POLE – (A)				1	1 1
		POLE – (B)		1			1
		POLE – (C)		1 1			1
		POLE – (D)	2 1	2 1			2 1
		POLE – (E)		2 1			2 1
TOTAL CABLES – 3 CON / 12 CON			2 1	3 2	2 1	1 1	6 4
10	LUMINAIRES		2	2	2	0	0
8	GROUND		1	1	1	1	1
TYPE "B" DLC	ø2	LOOP					5
	ø5	LOOP					1
	ø6	LOOP	5	5			5
	ø8	LOOP				2	2
	TOTAL		5	5	0	2	13
EV–DLC	ø2+ø5	EVPE			1		1
	ø6	EVPE		1			1
	ø8	EVPE	1	1			1
	TOTAL		1	2	1	0	3
SIC (6PR#19)			0	0	0	0	1
CONDUIT FILL %			17	26	12	10	27
TOTAL CONDUCTORS / CABLES			11	14	7	8	26
			EXIST	EXIST	EXIST	EXIST	EXIST

PEDESTRIAN PUSH BUTTONS PER ADA REQUIREMENTS

WORK TO BE DONE (THIS SHEET ONLY)

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

STANDARD SPECIFICATIONS:

DOCUMENT NO.	EDITION	DESCRIPTION
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PWPI010119–04	2018	CITYWIDE COMPUTER AIDED DESIGN AND DRAFTING (CADD) STANDARDS
PWPI092816–05	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD SPECIFICATIONS
PWPI092816–07	2014	CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

STANDARD DRAWINGS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWP010119–03	2018	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION
PWPI092816–06	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD PLANS

SPECIAL NOTE:

CONTRACTOR MUST NOTIFY THE BELOW LISTED AGENCY AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF EXCAVATION:

UNDERGROUND SERVICE ALERT (USA) 1–800–422–4133

NOT USED		NOT USED	NOT USED
ø1	ø2	ø3	ø4
NOT USED		NOT USED	
ø5	ø6	ø7	ø8

FLASHING OPERATION SHALL BE RED IN ALL RED.

EXISTING PHASE DIAGRAM

NOT USED	ø2(BIKE)	NOT USED	NOT USED
ø1	ø2	ø3	ø4
		NOT USED	
ø5	ø6	ø7	ø8

FLASHING OPERATION SHALL BE RED IN ALL RED.

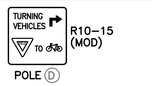
PROPOSED PHASE DIAGRAM

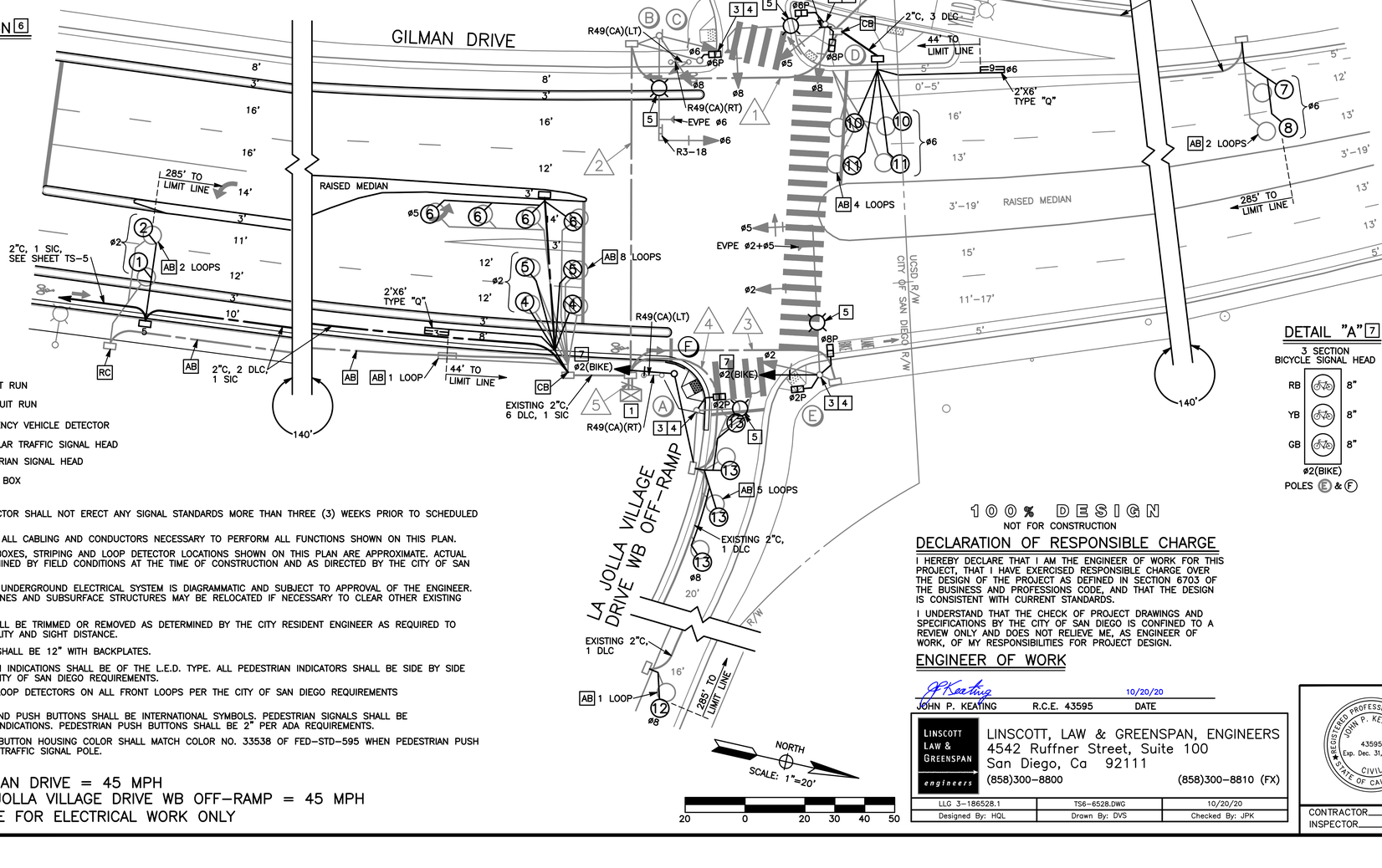
TRAFFIC SIGNAL GENERAL NOTES (THIS SHEET ONLY)

1. PULL BOXES SHALL BE NO. 6, AND CONDUIT 3" UNLESS NOTED OTHERWISE. PULL BOXES SHALL BE SPACED AT A MAXIMUM OF 200 FEET.
2. LOCATION OF ALL UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE.
3. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PLAN PERMIT FROM THE CITY OF SAN DIEGO PERMIT COUNTER CENTER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO START OF WORK.
4. ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL HAVE A 3" CONDUIT INSTALLED TO THE ADJACENT PULL BOX AND THE CONTROLLER FOUNDATION SHALL HAVE A SPARE 3" CONDUIT INSTALLED TO THE ADJACENT NO. 6 PULL BOX FOR FUTURE USE.
5. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF LOOP DETECTORS, TRAFFIC STRIPING, PAVEMENT MARKINGS, PARKING REMOVAL AND TRAFFIC SIGNING AS SHOWN ON THESE PLANS.
   - 5a. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN THE APPROVAL OF CITY RESIDENT ENGINEER OF THE LOOP LOCATION PRIOR TO CUTTING AND THE STRIPING, PAVEMENT MARKING, PARKING REMOVAL AND SIGN LOCATIONS PRIOR TO PAINTING AND INSTALLATION.
   - 5b. AFTER APPROVAL OF LOCATION, THE TRAFFIC SIGNAL CONTRACTOR SHALL WAIT A MINIMUM OF FIFTEEN (15) WORKING DAYS BEFORE PERMANENTLY REMOVING ANY PARKING, SO THAT ADVANCE NOTICE TO ADJACENT PROPERTY OWNERS CAN BE MADE BY THE CITY.
   - 5c. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL UNNECESSARY AND CONFLICTING STRIPING AND PAVEMENT MARKINGS.

GENERAL NOTES CONTINUED:

POLE MOUNTED SIGN [6]



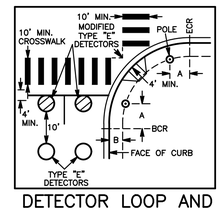


LEGEND

- EXISTING CONDUIT RUN
- PROPOSED CONDUIT RUN
- EXISTING EMERGENCY VEHICLE DETECTOR
- EXISTING VEHICULAR TRAFFIC SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED PULL BOX

DETAIL "A" [7]

3 SECTION BICYCLE SIGNAL HEAD



DETECTOR LOOP AND POLE LOCATION DETAIL

NOT TO SCALE

6. THE TRAFFIC SIGNAL CONTRACTOR SHALL NOT ERECT ANY SIGNAL STANDARDS MORE THAN THREE (3) WEEKS PRIOR TO SCHEDULED TRAFFIC SIGNAL TURN ON.
7. CONTRACTOR SHALL PROVIDE ALL CABLING AND CONDUCTORS NECESSARY TO PERFORM ALL FUNCTIONS SHOWN ON THIS PLAN.
8. ALL POLES, CONDUIT, PULL BOXES, STRIPING AND LOOP DETECTOR LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND AS DIRECTED BY THE CITY OF SAN DIEGO.
9. ROUTING AND LOCATIONS OF UNDERGROUND ELECTRICAL SYSTEM IS DIAGRAMMATIC AND SUBJECT TO APPROVAL OF THE ENGINEER. UNDERGROUND ELECTRICAL LINES AND SUBSURFACE STRUCTURES MAY BE RELOCATED IF NECESSARY TO CLEAR OTHER EXISTING UNDERGROUND FACILITIES.
10. ALL TREES AND SHRUBS SHALL BE TRIMMED OR REMOVED AS DETERMINED BY THE CITY RESIDENT ENGINEER AS REQUIRED TO MAINTAIN SIGNAL HEAD VISIBILITY AND SIGHT DISTANCE.
11. ALL VEHICLE SIGNAL HEADS SHALL BE 12" WITH BACKPLATES.
12. ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE OF THE L.E.D. TYPE. ALL PEDESTRIAN INDICATORS SHALL BE SIDE BY SIDE GELCORE COUNTDOWN PER CITY OF SAN DIEGO REQUIREMENTS.
13. INSTALL TYPE "E" MODIFIED LOOP DETECTORS ON ALL FRONT LOOPS PER THE CITY OF SAN DIEGO REQUIREMENTS AS SHOWN ON THIS PLAN.
14. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS SHALL BE 16"X18" L.E.D. COUNTDOWN INDICATIONS. PEDESTRIAN PUSH BUTTONS SHALL BE 2" PER ADA REQUIREMENTS.
15. METALLIC PEDESTRIAN PUSH BUTTON HOUSING COLOR SHALL MATCH COLOR NO. 33538 OF FED–STD–595 WHEN PEDESTRIAN PUSH BUTTONS ARE PLACED ON A TRAFFIC SIGNAL POLE.

DESIGN SPEED: GILMAN DRIVE = 45 MPH
DESIGN SPEED: LA JOLLA VILLAGE DRIVE WB OFF–RAMP = 45 MPH
THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

CONSTRUCTION NOTES (THIS SHEET ONLY)

1. CONTRACTOR SHALL PROTECT IN PLACE EXISTING CONTROLLER AND CABINET AND PROVIDE ANY ADDITIONAL EQUIPMENT AS NECESSARY FOR INTENDED OPERATION.
2. PROTECT IN PLACE EXISTING SERVICE LIGHTING AND SERVICE PEDESTAL.
3. CONTRACTOR SHALL REMOVE AND SALVAGE EXISTING PEDESTRIAN INDICATION(S) (SIDE–BY–SIDE HAND/MAN) AS SHOWN ON PLAN.
4. FURNISH AND INSTALL NEW SIDE–BY–SIDE COUNTDOWN TYPE SIGNAL INDICATION MODULE. IF EXISTING PEDESTRIAN SIGNAL HOUSING DOES NOT ACCOMODATE 16"X18" SIDE–BY–SIDE COUNTDOWN TYPE INDICATION MODULE, CONTRACTOR SHALL REPLACE THE ENTIRE HOUSING.
5. REMOVE EXISTING LUMINAIRE AND INSTALL NEW LUMINAIRE AS SHOWN ON PLAN.
6. INSTALL POLE MOUNTED R13A(CA) SIGN PER CALTRANS STANDARD PLAN RS4.
7. INSTALL 3–SECTION BICYCLE SIGNAL HEAD WITH YELLOW BACKPLATE AS SHOWN ON PLAN. SEE DETAIL "A" THIS SHEET.

100% DESIGN
NOT FOR CONSTRUCTION

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

ENGINEER OF WORK

JPKeating 10/20/20

JOHN P. KEATING R.C.E. 43595 DATE

LINSCOTT LAW & GREENSPAN engineers
LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 Ruffner Street, Suite 100
San Diego, Ca 92111
(858)300–8800 (858)300–8810 (FX)

LLG 3–186528.1	TS6–6528.DWG	10/20/20
Designed By: HQL	Drawn By: DVS	Checked By: JPK

REGISTERED PROFESSIONAL ENGINEER JOHN P. KEATING 43595 Exp. Dec. 31, 2018 CIVIL STATE OF CALIFORNIA

LABIB QASEM, SENIOR TRAFFIC ENGINEER DATE

TS–6

TRAFFIC SIGNAL MODIFICATION PLAN FOR:

GILMAN DRIVE and LA JOLLA VILLAGE DRIVE RAMPS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 59 OF 59 SHEETS

WBS# S–00951

APPROVED:
FOR CITY ENGINEER DATE
DANIEL NUTTER 76641
PRINT DCE NAME RCE #

SUBMITTED BY: ALEJANDRA GONZALEZ PROJECT MANAGER

CHECKED BY: VIAN SOMO PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	LLG			
AS–BUILTS				

CCS27 COORDINATES

CCS83 COORDINATES

CONTRACTOR DATE STARTED
INSPECTOR DATE COMPLETED

40779–59–D

100% DESIGN – 10/23/20

COASTAL RAIL TRAIL – GILMAN DRIVE
TRAFFIC CONTROL PLANS

TRAFFIC CONTROL NOTES

1. **VALIDATION:** THIS TRAFFIC CONTROL PLAN (TCP) IS NOT VALID UNTIL WORK DATES ARE APPROVED. THE CONTRACTOR SHALL, PER SECTION 601-2 OF THE CITY SUPPLEMENT TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CONTACT THE PUBLIC WORKS TRAFFIC CONTROL SECTION AT (858) 495-4742 TO OBTAIN A PERMIT. THE CONTRACTOR MUST SUBMIT A COMPLETED TRAFFIC CONTROL PERMIT FORM A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO STARTING WORK, OR FIVE (5) WORKING DAYS WHEN THE WORK WILL AFFECT A TRAFFIC SIGNAL.

2. **STANDARDS:** THIS TRAFFIC CONTROL PLAN SHALL CONFORM TO THE EACH OF THE FOLLOWING MANUALS:
   PWPI0101I9-01 2018 STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION ("GREENBOOK")

   PWPI0101I9-02 2018 CITY OF SAN DIEGO SUPPLEMENT TO THE "GREENBOOK" ("WHITEBOOK")

   PWPI0101I9-03 2018 CITY OF SAN DIEGO STANDARD DRAWINGS
   PWPI092816-07 2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD REV 4)
   CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD PLANS, 2018 EDITION.
   CALIFORNIA DEPARTMENT OF TRANSPORTATION U.S. CUSTOMARY STANDARD SPECIFICATION, 2018 EDITION.

3. **NOTIFICATIONS:** THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AFFECTED AGENCIES A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO ANY EXCAVATION, CONSTRUCTION OR TRAFFIC CONTROL:

FIRE DEPARTMENT DISPATCH	(STREET OR ALLEY CLOSURE)	(858) 573-1300
POLICE DEPARTMENT DISPATCH	(STREET OR ALLEY CLOSURE)	(858) 531-2000
ENVIRONMENTAL SERVICES	(REFUSE COLLECTION)	(858) 492-5060
STREET DIVISION/ELECTRICAL	(TRAFFIC SIGNALS)	(619) 527-7500
METROPOLITAN TRANSIT SYSTEM	(BUS STOPS)	(619) 595-7038 EXT 6451
METROPOLITAN TRANSIT SYSTEM	(TAXI ZONES)	(619) 235-2644
METROPOLITAN TRANSIT SYSTEM	(TROLLEY LINES)	(619) 595-4960
UNDERGROUND SERVICE ALERT	(ANY EXCAVATION)	(800) 422-4133

   THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AND TENANTS A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO CLOSURE OF DRIVEWAYS. THE CONTRACTOR SHALL POST SIGNS NOTIFYING THE PUBLIC A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO CLOSURE OF STREETS.

4. **POSTING NO PARKING SIGNS:** THE CONTRACTOR SHALL POST "TOW-AWAY/NO PARKING" SIGNS FOURTY-EIGHT (48) HOURS IN ADVANCE FOR TEMPORARY PARKING REMOVAL. SIGNS SHALL INDICATE SPECIFIC DAYS, DATES, AND TIMES OF RESTRICTIONS.

5. **EXCAVATIONS:** EXCEPT AS OTHERWISE SHOWN ON THE PLANS, TRENCHES SHALL BE BACKFILLED OR TRENCH-PLATED AT THE END OF EACH WORK DAY. AN ASPHALT RAMP SHALL BE PLACED AROUND EACH TRENCH PLATE TO PREVENT THE PLATE FROM BEING DISLODGED. CONTRACTOR SHALL MONITOR TRENCH PLATES DURING NON-WORKING HOURS TO ENSURE THAT THEY DO NOT DISLODGE. UPON COMPLETION OF EXCAVATION BACKFILL, THE CONTRACTOR SHALL PROVIDE A SATISFACTORY SURFACE FOR TRAFFIC. WHEN CONSTRUCTION OPERATIONS ARE NOT ACTIVELY IN PROGRESS, THE CONTRACTOR SHALL MAINTAIN ALL TRAVEL LANES, BIKE LANES AND PEDESTRIAN WALKWAYS OPEN TO APPROPRIATE TRAFFIC, EXCEPT AS OTHERWISE SHOWN ON THE PLANS.

6. **TEMPORARY TRAFFIC SIGNAL DETECTION:** THE CONTRACTOR SHALL INSTALL CITY APPROVED TEMPORARY VIDEO OR RADAR DETECTION WHEN EXISTING TRAFFIC SIGNAL DETECTION SYSTEMS ARE DAMAGED, DISABALED OR BECOME INEFFECTIVE DUE TO CONSTRUCTION FOR A PERIOD OF FIVE (5) OR MORE DAYS. THE CONTRACTOR SHALL COMPLETELY REMOVE ALL TEMPORARY TRAFFIC SIGNAL DETECTION EQUIPMENT AND RESTORE/INSTALL A CITY APPROVED PERMANENT VEHICLE DETECTION SYSTEM UPON COMPLETION OF CONSTRUCTION. ALL INSTALLATIONS AND REMOVALS ARE SUBJECT TO APPROVAL BY THE ENGINEER.

7. **RESTORATION OF TRAFFIC CONTROL DEVICES:** THE CONTRACTOR SHALL REPAIR OR REPLACE TRAFFIC CONTROL DEVICES (INCLUDING TRAFFIC SIGNS, STRIPING, PAVEMENT MARKERS, PAVEMENT MARKINGS, LEGENDS, CURB MARKINGS, LOOP DETECTORS, TRAFFIC SIGNAL EQUIPMENT, ETC.) DAMAGED OR REMOVED AS A RESULT OF OPERATIONS AND NOT DESIGNATED FOR REMOVAL. REPAIRS AND REPLACEMENTS SHALL BE EQUAL TO EXISTING IMPROVEMENTS.

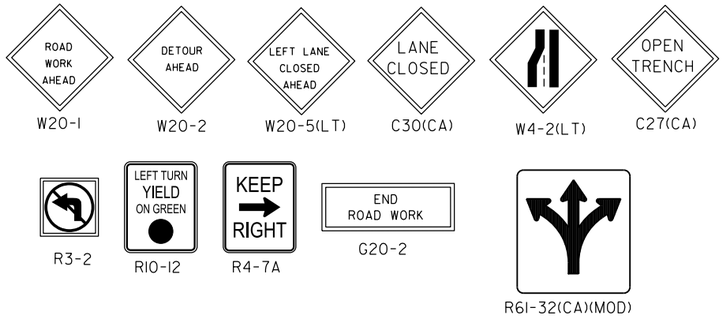
8. **CHANGES IN WORK:** THE RESIDENT ENGINEER WILL OBSERVE THESE TRAFFIC CONTROL PLANS IN OPERATION AND RESERVES THE RIGHT TO MAKE CHANGES AS THE FIELD CONDITIONS WARRANT. ANY SUCH CHANGES SHALL BE DOCUMENTED AND SUPERSEDE THESE PLANS.

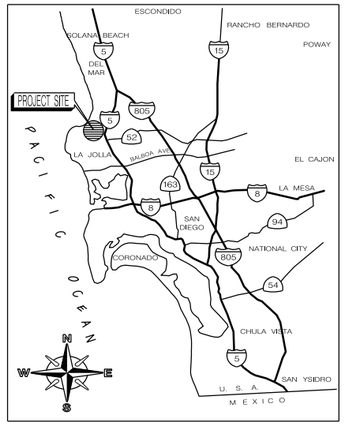
9. **FOR WORK NOT COVERED BY THESE TRAFFIC CONTROL PLANS:** THE CONTRACTOR SHALL PREPARE TRAFFIC CONTROL WORKING DRAWINGS AND SUBMIT THEM TO THE ENGINEER. THE CONTRACTOR SHALL ALLOW A MINIMUM OF TWENTY (20) WORKING DAYS FOR REVIEW OF THE WORKING DRAWINGS. UPON APPROVAL OF THE PUBLIC WORKS TRAFFIC CONTROL SECTION WILL ISSUE A TRAFFIC CONTROL PLAN (TCP) PERMIT FOR THIS WORK.

10. TEMPORARY "NO PARKING" AND "NO STOPPING" SIGNS SHALL BE INSTALLED 72 HOURS BEFORE ENFORCEMENT. TEMPORARY "NO PARKING" AND "NO STOPPING" SIGNS SHALL BE INSTALLED AND REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS. SIGNS SHALL INDICATE SPECIFIC DAYS, DATES, AND TIMES OF RESTRICTIONS. IF VIOLATIONS OCCUR, CALL POLICE DISPATCH 619-531-2000 TO ENFORCE THE TOW-AWAY NOTICE.

11. CONTRACTOR SHALL PLACE "OPEN TRENCH" SIGNS (C27(CA)) ON TYPE 3 BARRICADE WITHIN THE CONSTRUCTION WORK ZONE, AHEAD OF ANY WORK AREAS WITH OPEN TRENCHES THAT ARE GREATER THAN 3 INCHES IN DEPTH. IN ACCORDANCE WITH CALIFORNIA MUTCD SECTION 6F.103 (CA). THE BARRICADES SHALL BE PLACED IN A CONTINUOUS MANNER AND SHALL PREVENT PEDESTRIAN, VEHICULAR, AND BIKER ACCESS TO THE OPEN TRENCH AREA.

SIGN LEGEND





VICINITY MAP
NOT TO SCALE

TRAFFIC DATA TABLE

STREET NAME	LIMITS	ADT (AVERAGE DAILY TRAFFIC VOLUME) (VEHICLES)	85th PERCENTILE SPEED (MPH)	TCP DESIGN SPEED (MPH)
GILMAN DRIVE	INTERSTATE I-5 - GILMAN COURT	17,950	57	60
LA JOLLA COLONY DR.	GILMAN DR - PALMILLA DR	7,671	45	45
VIA ALICANTE	GILMAN DR - VIA MALLORCA	5,493	25	25
VILLA LA JOLLA DR.	GILMAN DR - LA JOLLA VILLAGE DR	6,987	30	30

TABLE 1

RECOMMENDED SIGN SPACING FOR ADVANCE WARNING SIGN SERIES AND MINIMUM TAPER LENGTH

APPROACH SPEED (S) (MPH)	MINIMUM DISTANCE (FEET)• BETWEEN SIGNS AND FROM LAST SIGN TO TAPER	MINIMUM TAPER LENGTHS (L) (FEET) FOR 12-FOOT LANE		
		L	1/2 L	1/3 L
25	100	125	63	42
30	250	180	90	60
35	250	245	123	82
40	250	320	160	107
45	350	540	270	180
50	350	600	300	200
55	350	660	330	220
60	350	720	360	240
65	350	780	390	260
70	350	840	420	280

• 1000' MINIMUM DISTANCE BETWEEN SIGNS FOR EXPRESSWAY / FREEWAY WITHIN CALTRANS RIGHT OF WAY.

L for Merge Taper
1/2 L for Shift Taper
1/3 L for Shoulder Taper

TABLE 2

RECOMMENDED TAPER LENGTH AND MAXIMUM CHANNELIZER/CONE SPACING

APPROACH SPEED (S) (MPH)	BUFFER LENGTH (FEET)	MAX CONE SPACING		
		TAPER	TANGENT	COMFLICT(••)
25	125	25	50	12
30	200	30	60	15
35	250	35	70	17
40	305	40	80	20
45	360	45	90	22
50	425	50	100	25
55	495	50	100	25
60	570	50	100	25
65	645	50	100	25
70	730	50	100	25

NOTES:

TAPER FORMULA

$L = S \times W$ for speeds greater than 40 mph

$L = \frac{W \times S^2}{60}$ for speeds of 40 mph or less

Where:

L = minimum length of taper (feet)

S = Approach Speed (mph)= Posted Speed Limit or Off-peak 85"% speed prior to work starting or anticipated operating speed

W = width of offset (feet)

LEGEND

DELINEATOR OR CONE
SIGN
EXIST PAVEMENT ARROW
TRAFFIC SIGNAL
WORK AREA
FLASHING ARROW BOARD
BARRICADE TYPE III
TRAFFIC FLOW

T-1

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T01 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7/6/21
RCE#

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
RASHID ZANDIAN
PROJECT ENGINEER

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T01-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 1

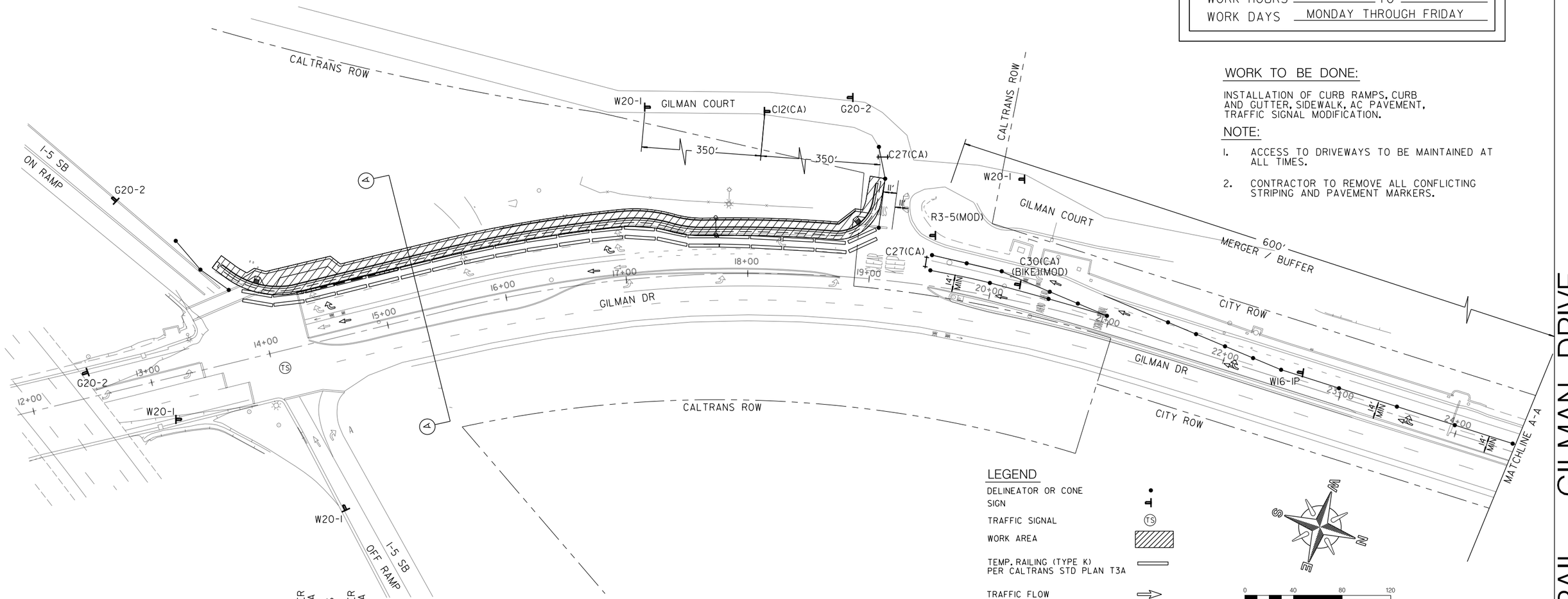
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

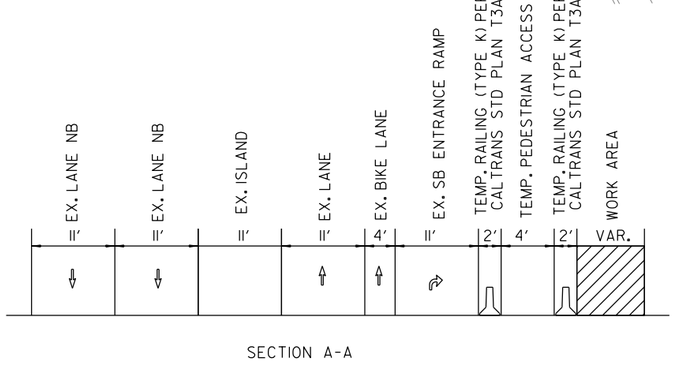
WORK TO BE DONE:

INSTALLATION OF CURB RAMPS, CURB AND GUTTER, SIDEWALK, AC PAVEMENT, TRAFFIC SIGNAL MODIFICATION.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.



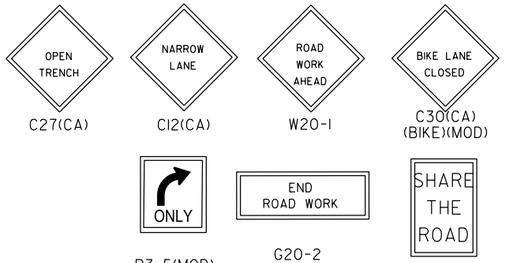


SECTION A-A

LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K) PER CALTRANS STD PLAN T3A
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III

SIGNS:



T-2

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T02 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7/6/41
RCE#

DESIGNED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: RASHID ZANDIAN, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T02-D

COASTAL RAIL TRAIL – GILMAN DRIVE

WORK TO BE DONE:

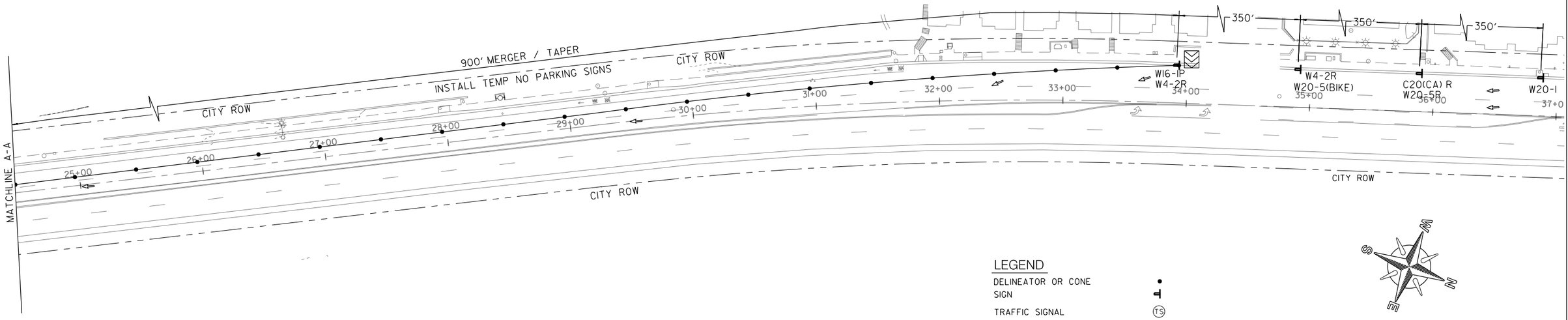
INSTALLATION OF CURB RAMPS, CURB AND GUTTER, SIDEWALK, AC PAVEMENT, TRAFFIC SIGNAL MODIFICATION.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

PHASE I (CONT.)

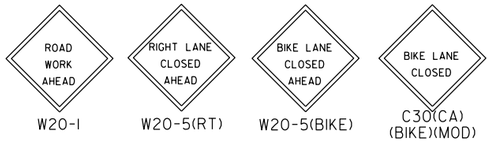
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY



LEGEND

DELINEATOR OR CONE	•
SIGN	T
TRAFFIC SIGNAL	TS
WORK AREA	
TEMP. RAILING (TYPE K)	
TRAFFIC FLOW	
FLASHING ARROW BOARD	

SIGNS:



0 40 80 120
SCALE 1" = 40'

T-3

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T03 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

SUBMITTED BY ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T03-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 2

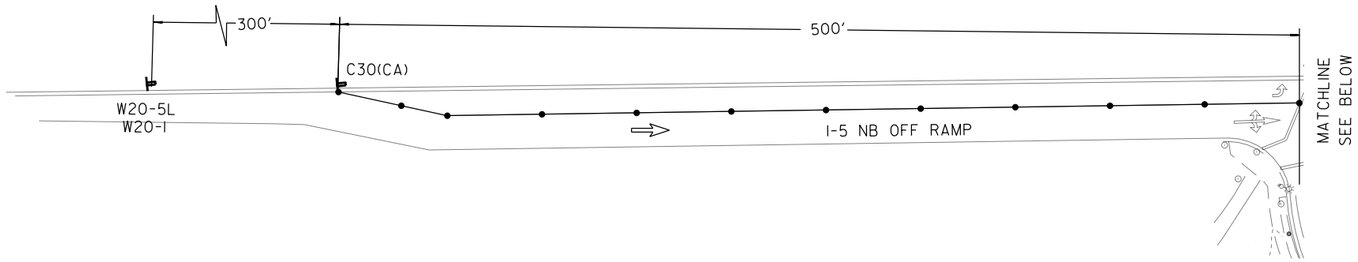
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

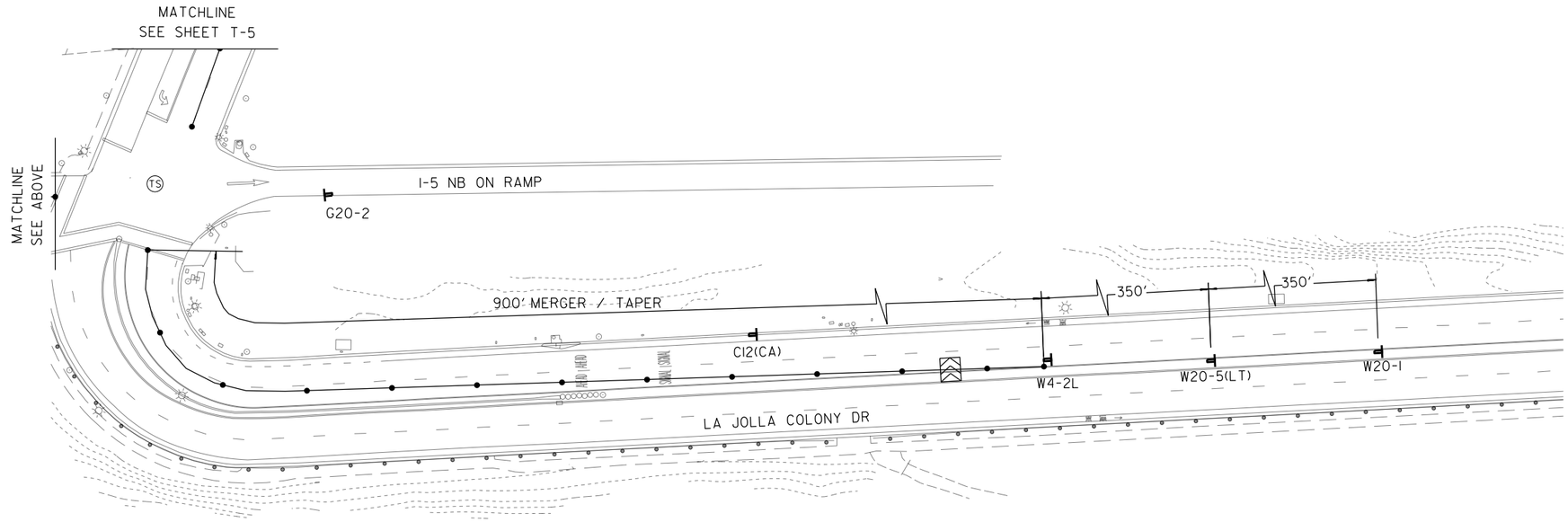
WORK TO BE DONE:

INSTALLATION OF MEDIAN IMPROVEMENTS.

NOTE:

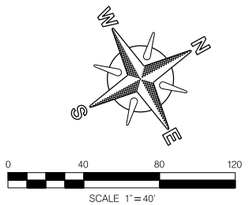
1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.



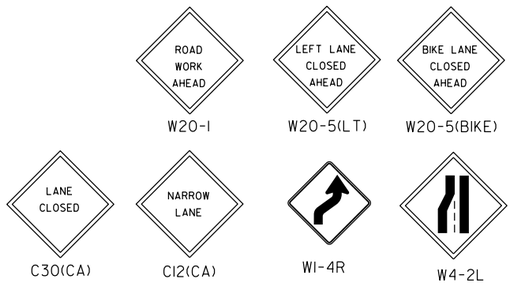


LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD



SIGNS:



T-4

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T04 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

SUBMITTED BY ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T04-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 2 (CONT.)

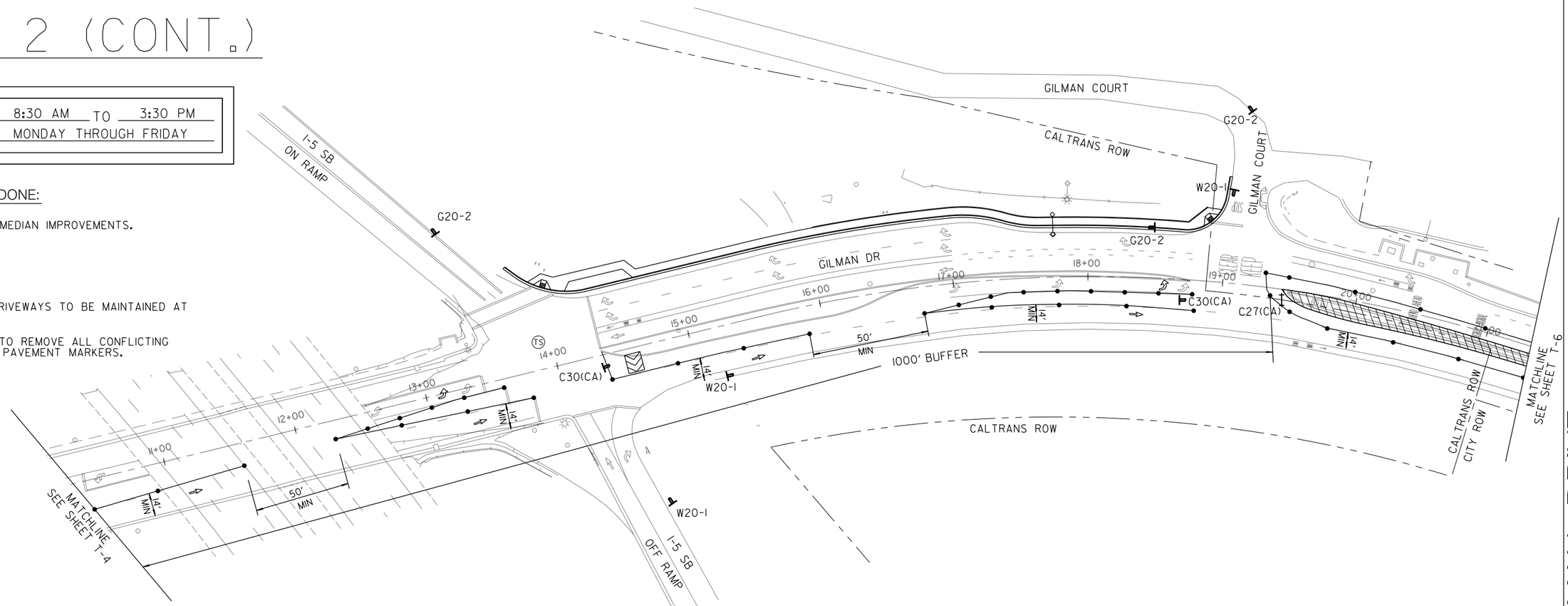
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

INSTALLATION OF MEDIAN IMPROVEMENTS.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.



LEGEND

DELINEATOR OR CONE	•
SIGN	⊣
TRAFFIC SIGNAL	(TS)
WORK AREA	▨
TEMP. RAILING (TYPE K)	▭
TRAFFIC FLOW	⇨
FLASHING ARROW BOARD	▨
BARRICADE TYPE III	‡

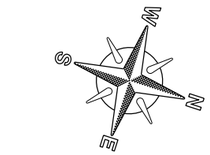
SIGNS:



C27(CA) W20-1 C30(CA)

END ROAD WORK

G20-2



0 40 80 120
SCALE 1" = 40'

T-5

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T05 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE
76641
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: RASHID ZANDIAN, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T05-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 2 (CONT.)

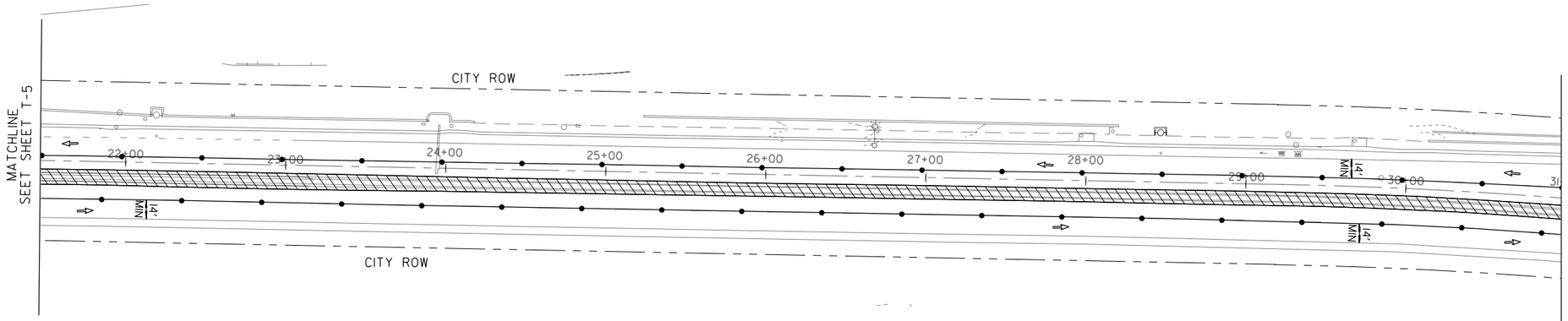
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WORK DAYS MONDAY THROUGH FRIDAY

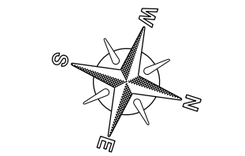
WORK TO BE DONE:

INSTALLATION OF MEDIAN IMPROVEMENTS.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.





0 40 80 120
SCALE 1" = 40'

LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD

T-6

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T06 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE
RCE# 76641

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T06-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 2 (CONT.)

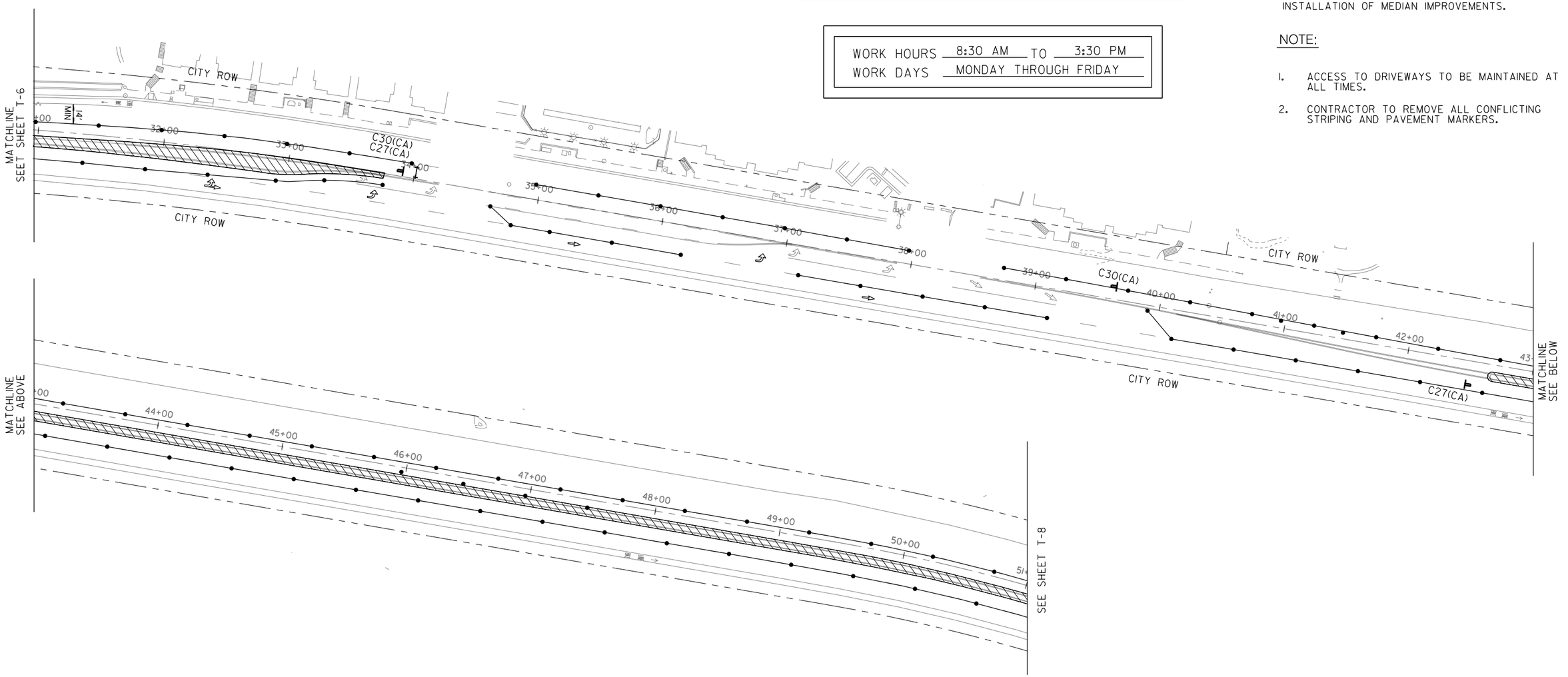
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

INSTALLATION OF MEDIAN IMPROVEMENTS.

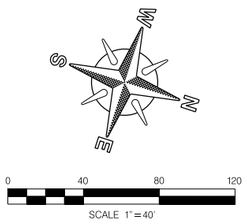
NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
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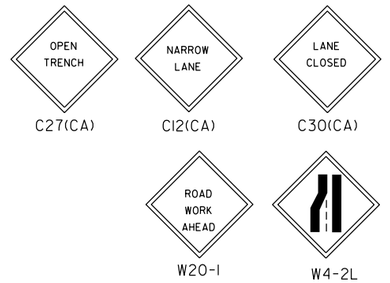


LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III



SIGNS:



T-7

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET TO7 OF TI8 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: RASHID ZANDIAN, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T07-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 2 (CONT.)

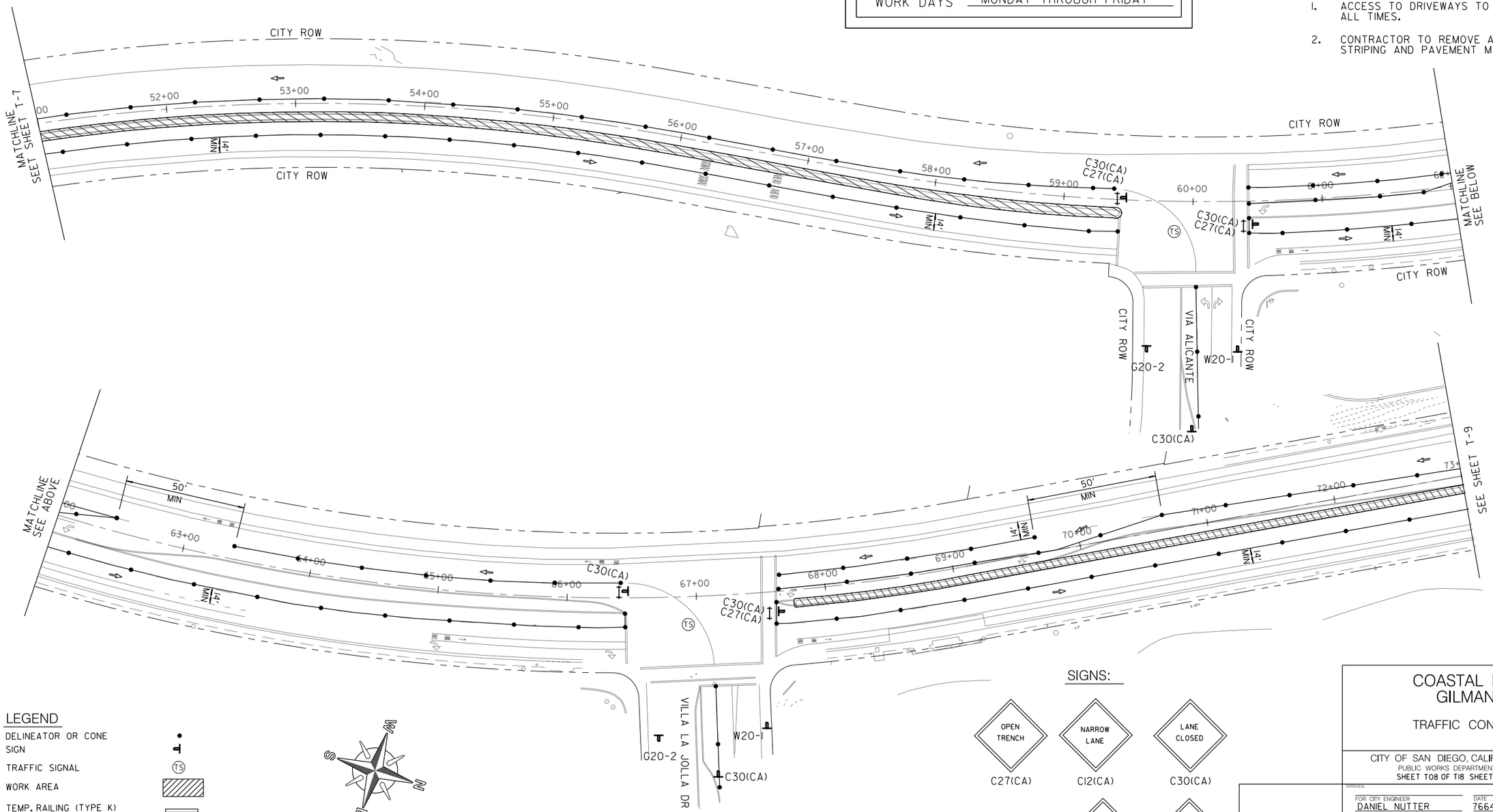
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

INSTALLATION OF MEDIAN IMPROVEMENTS.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

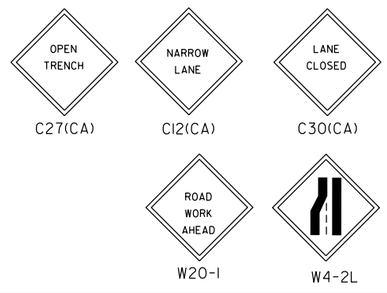


LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III

0 40 80 120
SCALE 1"=40'

SIGNS:



T-8

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T08 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: RASHID ZANDIAN, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T08-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 2 (CONT.)

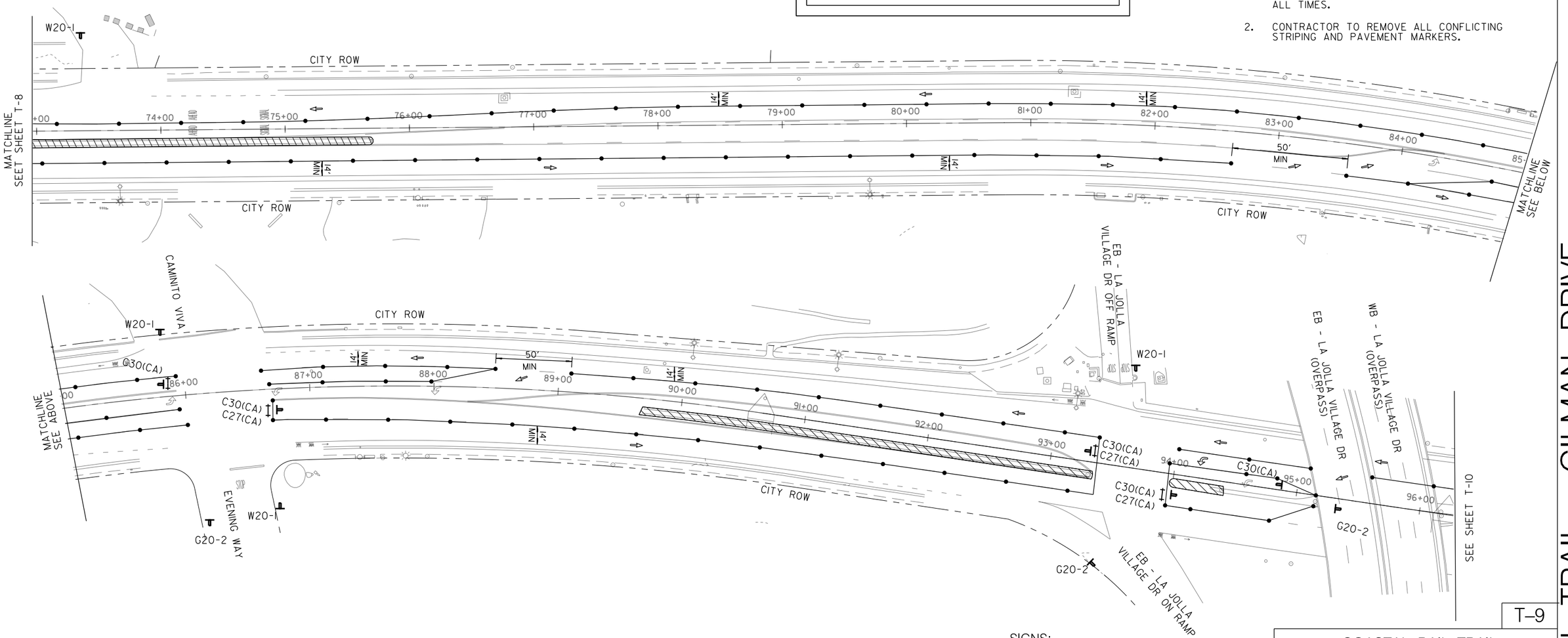
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

INSTALLATION OF MEDIAN IMPROVEMENTS.

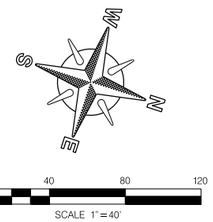
NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

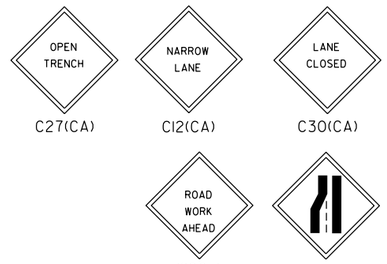


LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III



SIGNS:



T-9

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T09 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: RASHID ZANDIAN, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T09-D

PHASE 2 (CONT.)

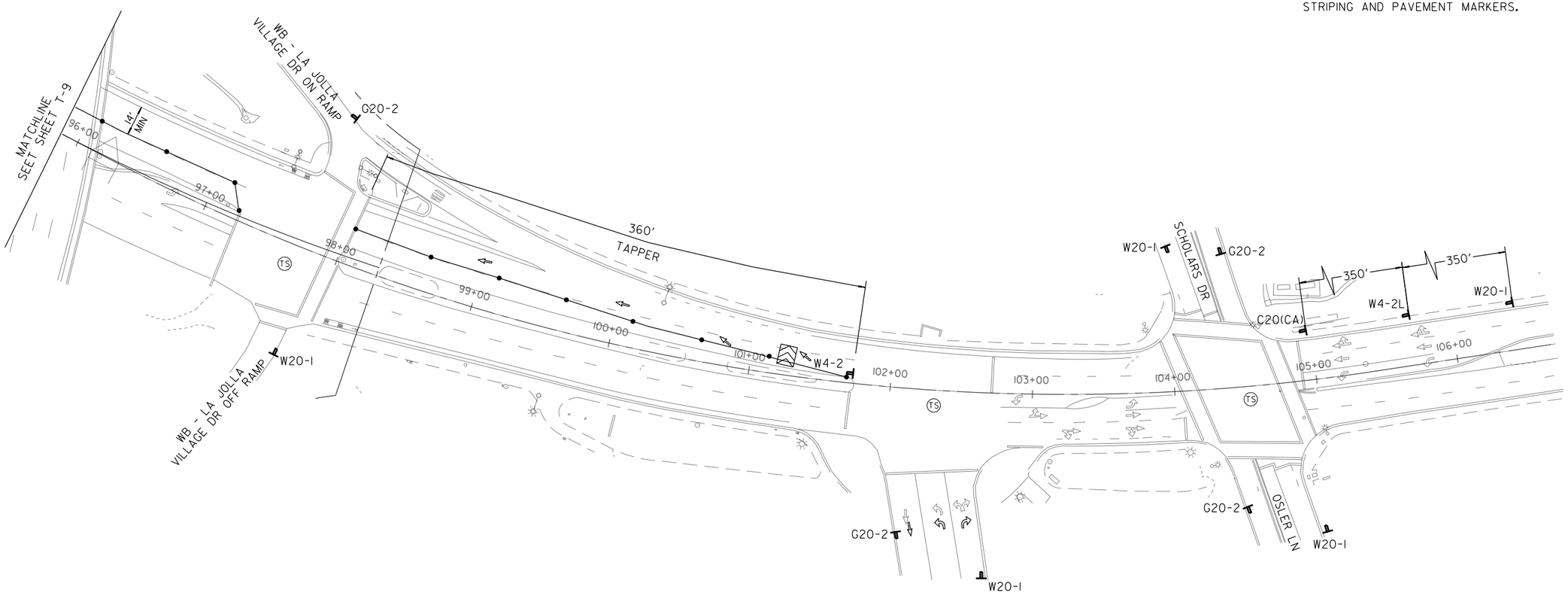
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

INSTALLATION OF MEDIAN IMPROVEMENTS.

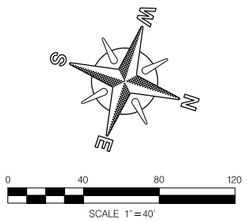
NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

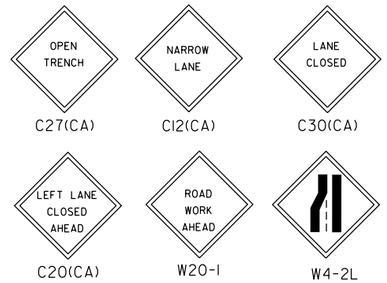


LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III



SIGNS:



T-10

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T10 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE
RCE# 76641

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	ML/RZ			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T10-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 3

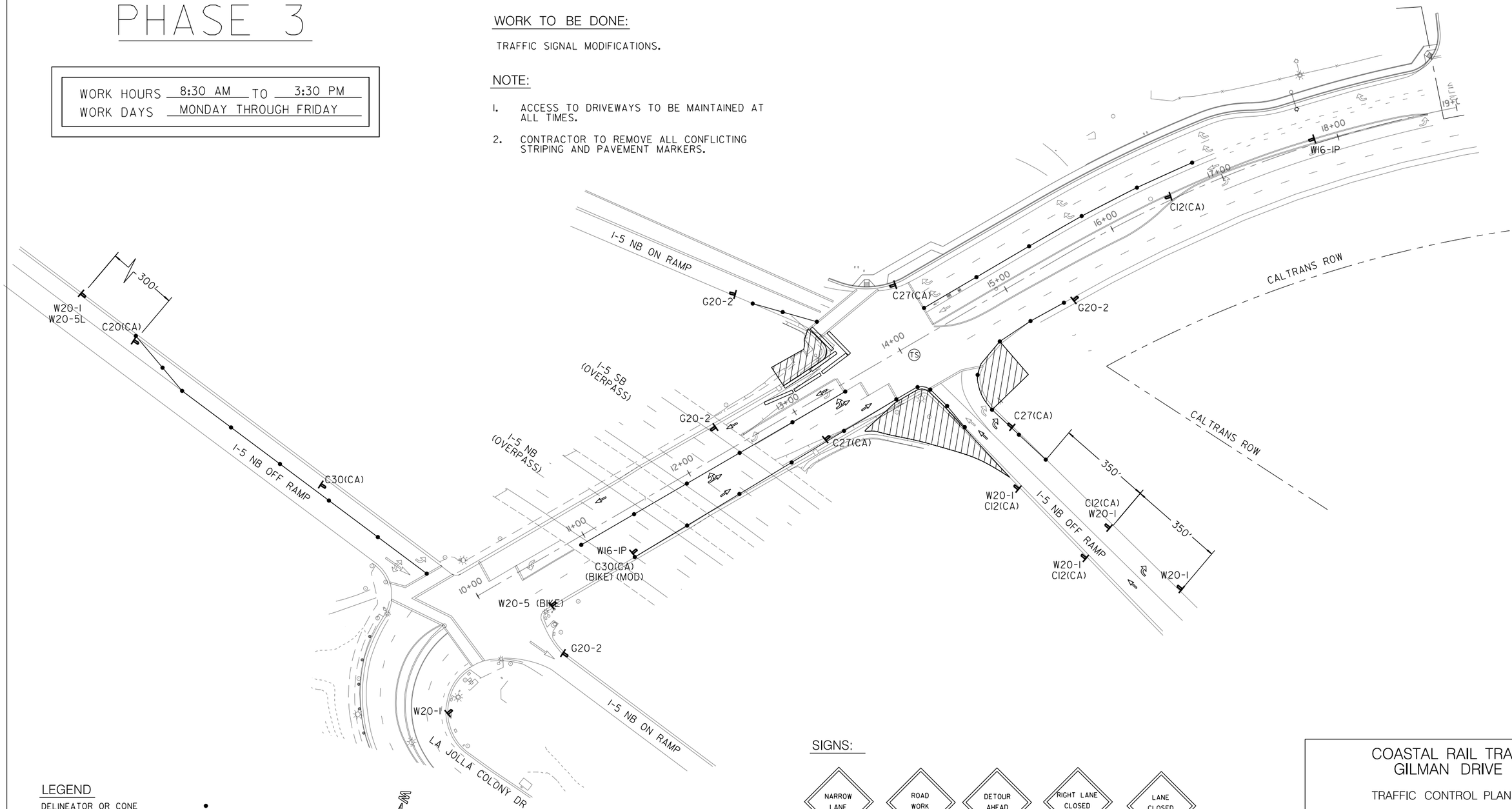
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

TRAFFIC SIGNAL MODIFICATIONS.

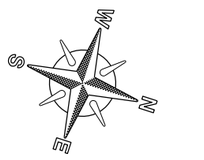
NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.



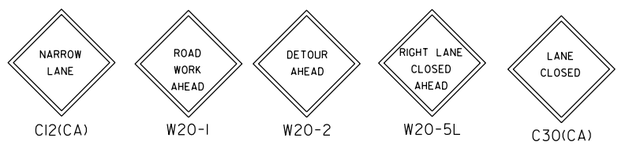
LEGEND

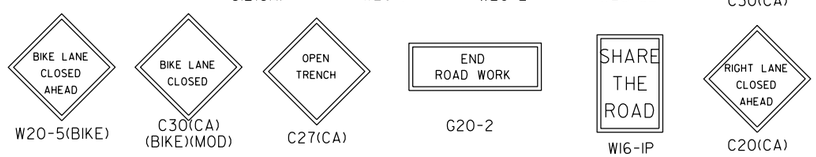
- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD



0 40 80 120
SCALE 1"=40'

SIGNS:





T-11

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T08 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

DESIGNED BY ALEJANDRA GONZALEZ
PROJECT MANAGER
CHECKED BY RASHID ZANDIAN
PROJECT ENGINEER
250-1695
CCS27 COORDINATE
1890-6255
CCS83 COORDINATE
40779-T11-D

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

COASTAL RAIL TRAIL – GILMAN DRIVE

WORK TO BE DONE:

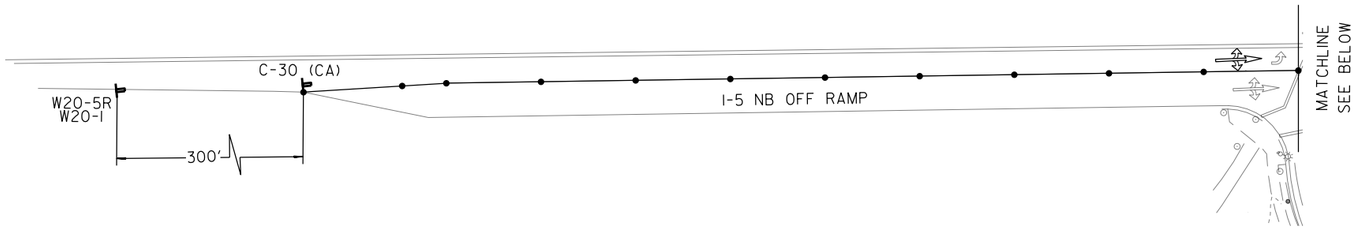
INSTALLATION OF NORTHBOUND BIKE TRAIL, RAISED MEDIAN, ASPHALT CONCRETE PAVEMENT. ALONG EAST SIDE ON GILMAN DRIVE AND SOUTH OF VIA ALICANTE.

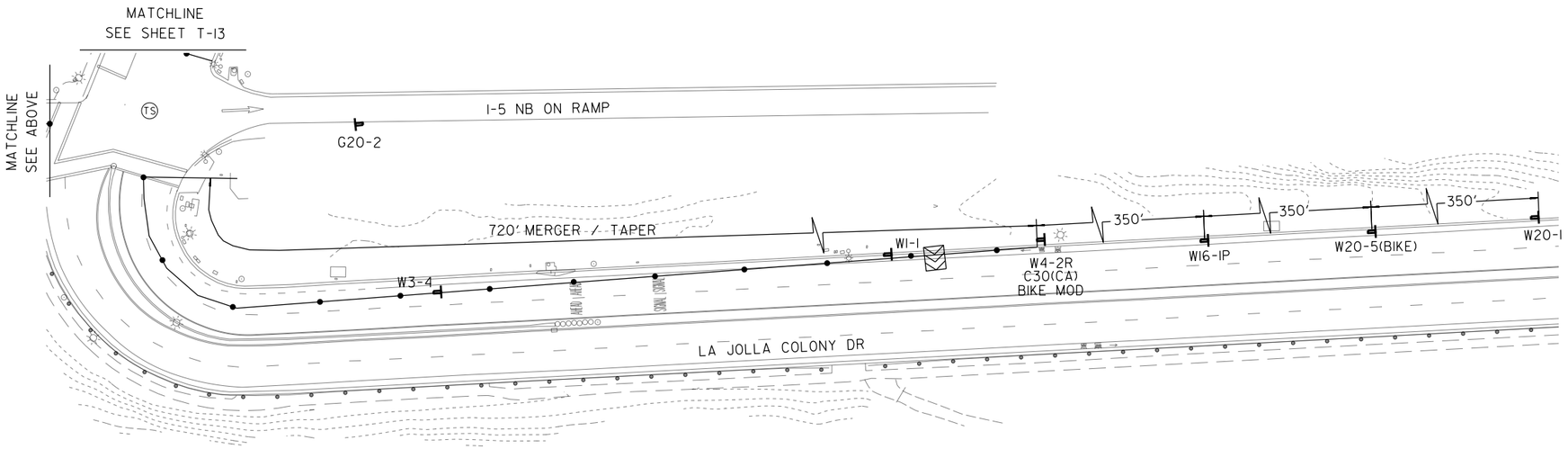
NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

PHASE 4

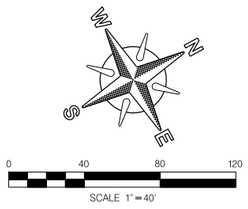
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY



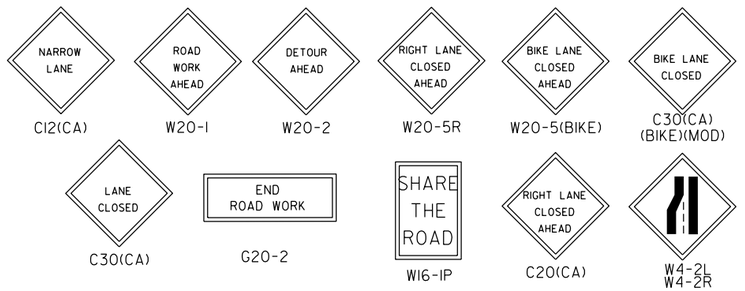


LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD



SIGNS:



T-12

COASTAL RAIL TRAIL – GILMAN DRIVE

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T09 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

SUBMITTED BY ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

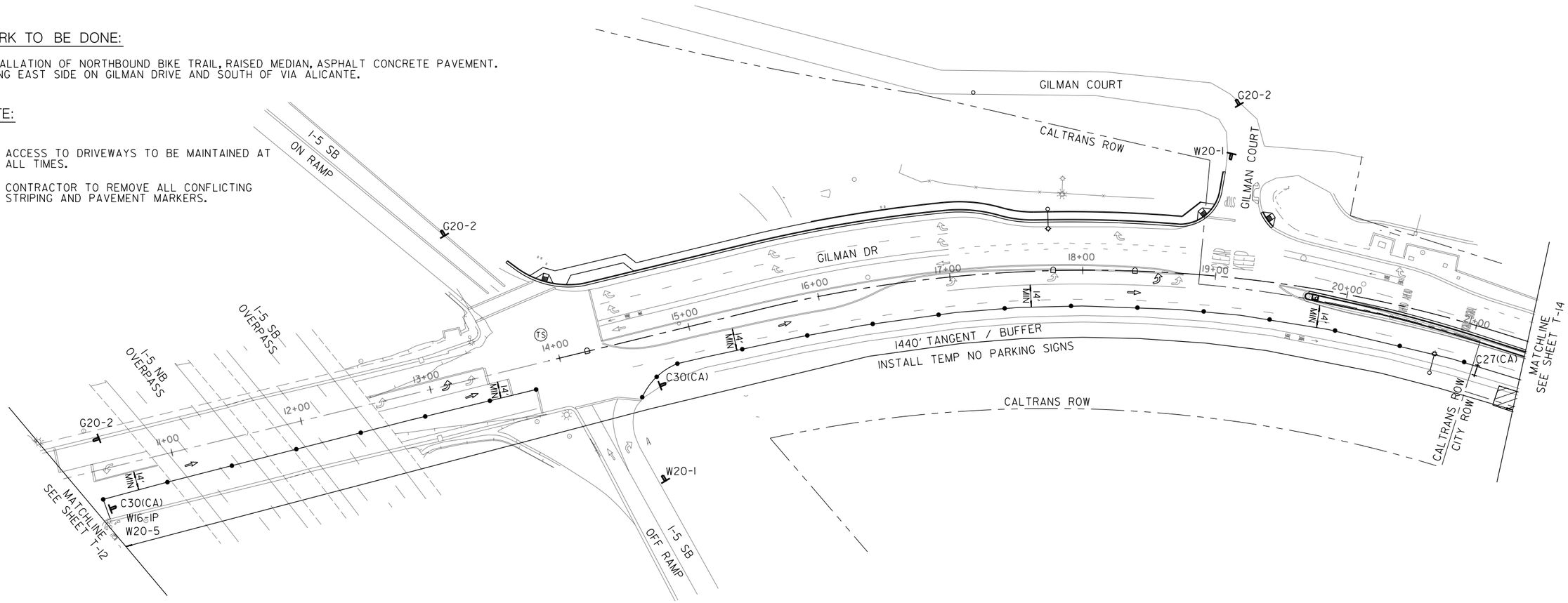
40779-T12-D

WORK TO BE DONE:

INSTALLATION OF NORTHBOUND BIKE TRAIL, RAISED MEDIAN, ASPHALT CONCRETE PAVEMENT. ALONG EAST SIDE ON GILMAN DRIVE AND SOUTH OF VIA ALICANTE.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.



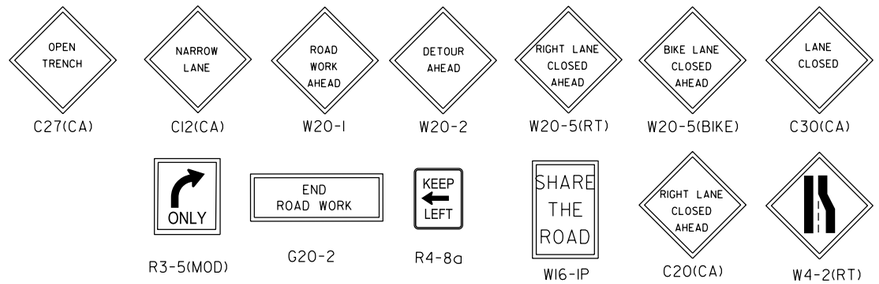
PHASE 4 (CONT.)

WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III

SIGNS:



T-13

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET TIO OF TI8 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7664I
RCE#

SUBMITTED BY ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695 CCS27 COORDINATE

1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T13-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 4 (CONT.)

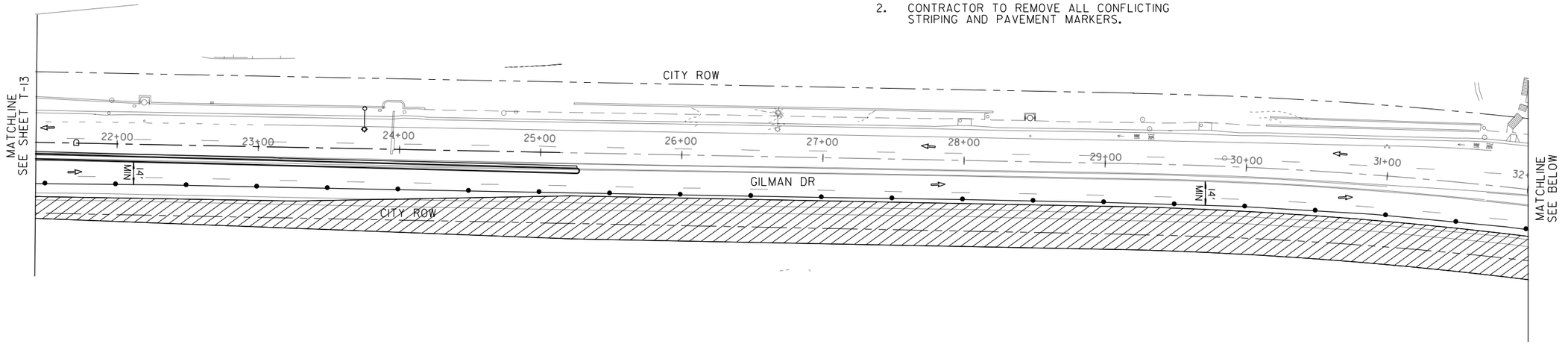
WORK TO BE DONE:

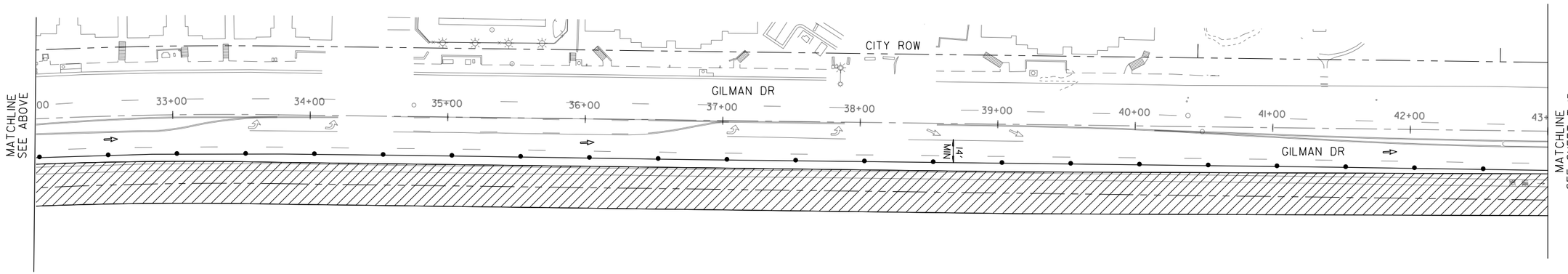
INSTALLATION OF NORTHBOUND BIKE TRAIL, RAISED MEDIAN, ASPHALT CONCRETE PAVEMENT. ALONG EAST SIDE ON GILMAN DRIVE AND SOUTH OF VIA ALICANTE.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

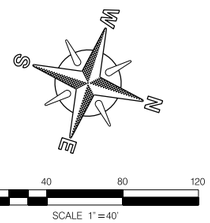
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY





LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD



T-14

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 111 OF 118 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE
RCE# 76641

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695
CCS27 COORDINATE

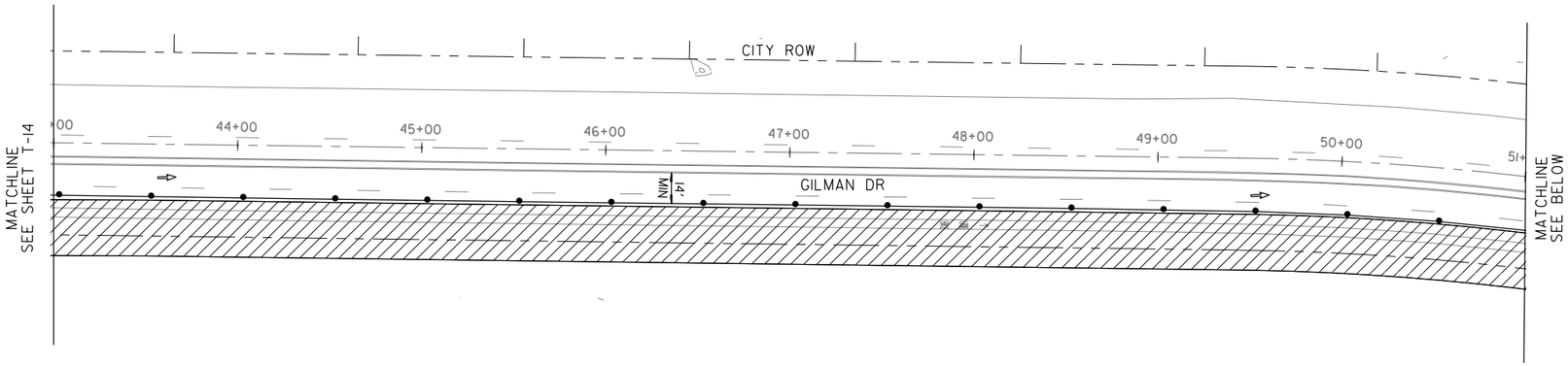
1890-6255
CCS83 COORDINATE

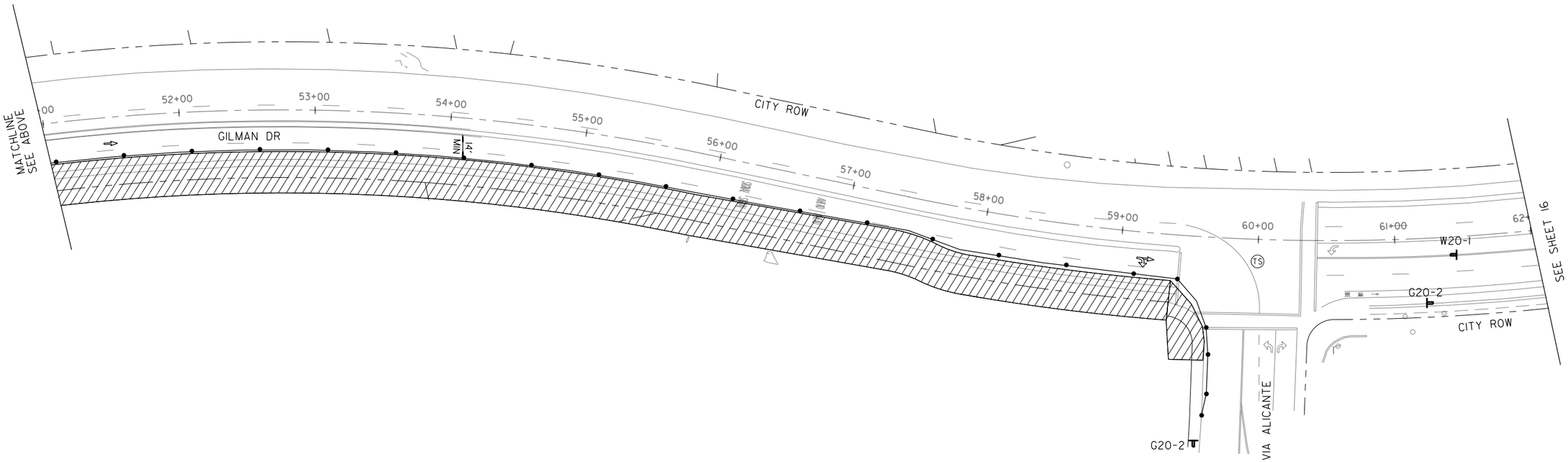
CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T14-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 4 (CONT.)





WORK HOURS	8:30 AM	TO	3:30 PM
WORK DAYS	MONDAY THROUGH FRIDAY		

WORK TO BE DONE:

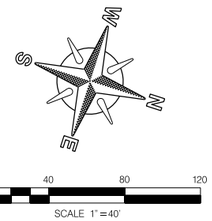
INSTALLATION OF NORTHBOUND BIKE TRAIL, RAISED MEDIAN, ASPHALT CONCRETE PAVEMENT. ALONG EAST SIDE ON GILMAN DRIVE AND SOUTH OF VIA ALICANTE.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

LEGEND

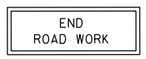
- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD



SIGNS:



W20-1



G20-2

T-15

COASTAL RAIL TRAIL – GILMAN DRIVE

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 12 OF 18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE
76641
RCE#

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T15-D

PHASE 5

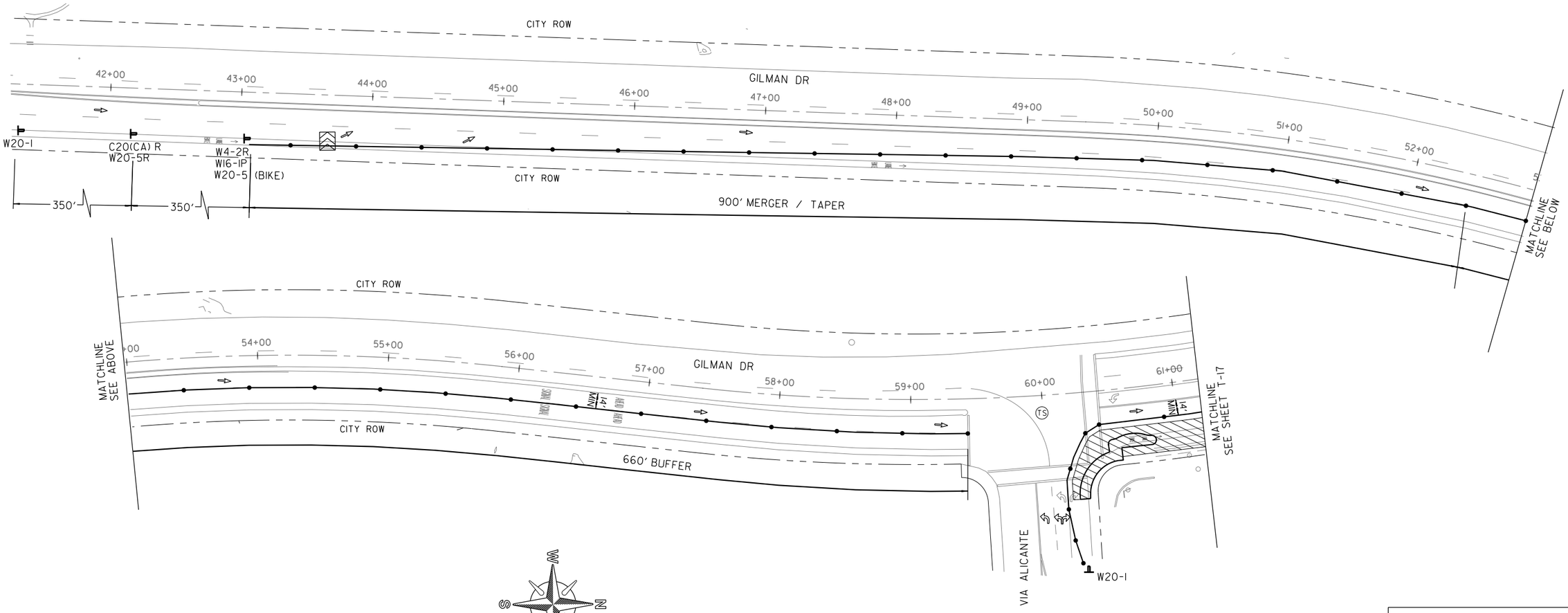
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

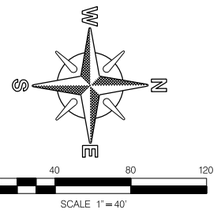
WORK TO BE DONE:

INSTALLATION OF BIKE TRAIL, RAISED MEDIAN, ASPHALT CONCRETE PAVEMENT.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

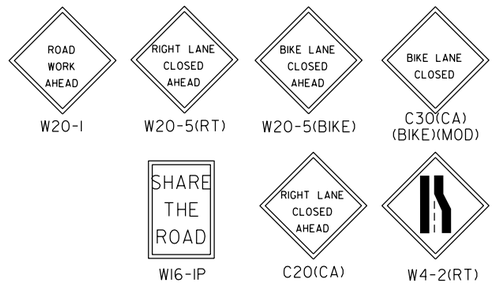




LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD

SIGNS:



T-16

COASTAL RAIL TRAIL – GILMAN DRIVE

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T16 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7664I
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: RASHID ZANDIAN, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T16-D

PHASE 5 (CONT.)

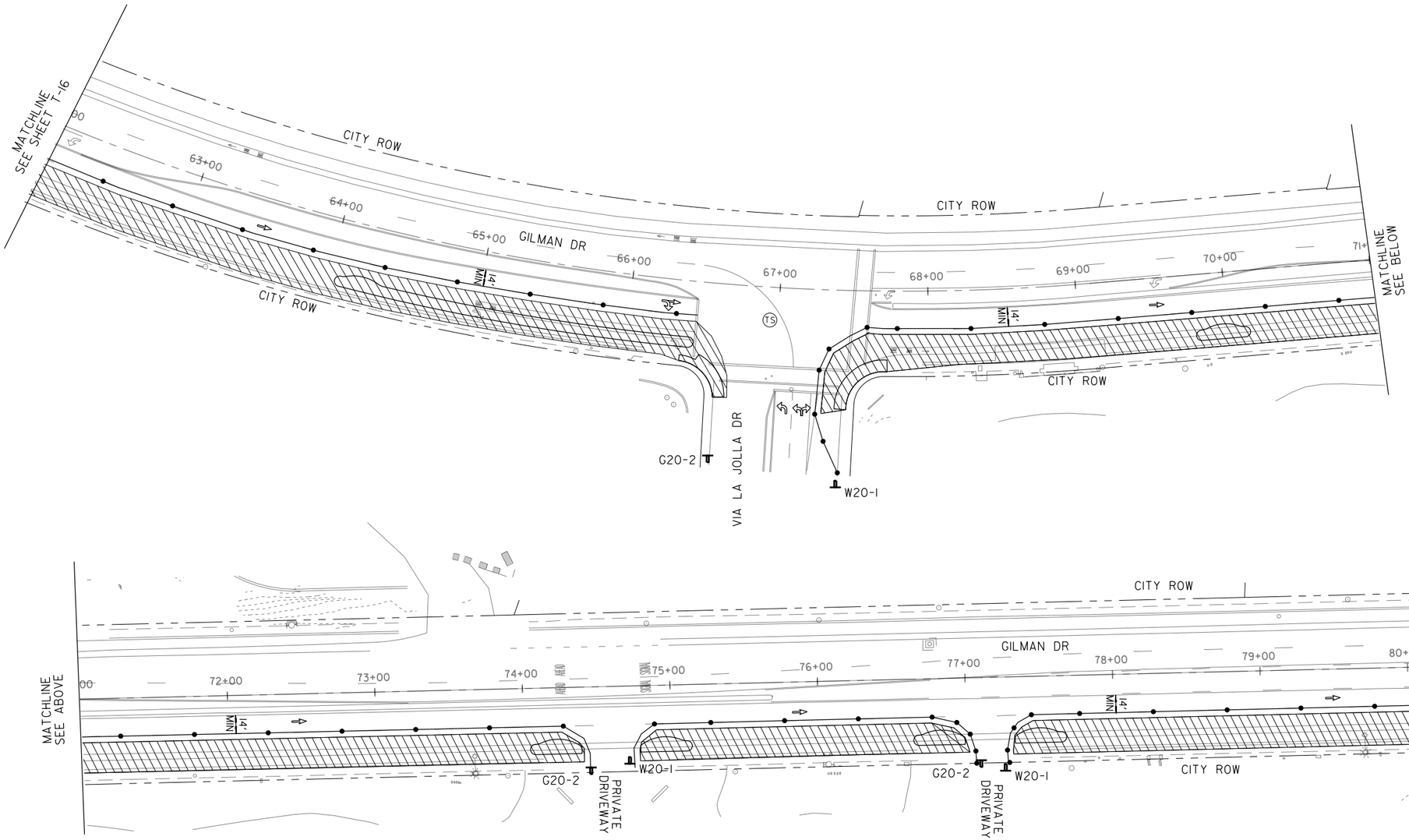
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

INSTALLATION OF BIKE TRAIL, RAISED MEDIAN, ASPHALT CONCRETE PAVEMENT.

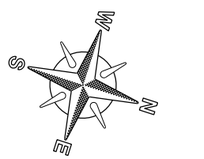
NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.



LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD

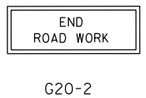


0 40 80 120
SCALE 1" = 40'

SIGNS:



W20-1



G20-2

T-17

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T17 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
RASHID ZANDIAN
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

40779-T17-D

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 5 (CONT.)

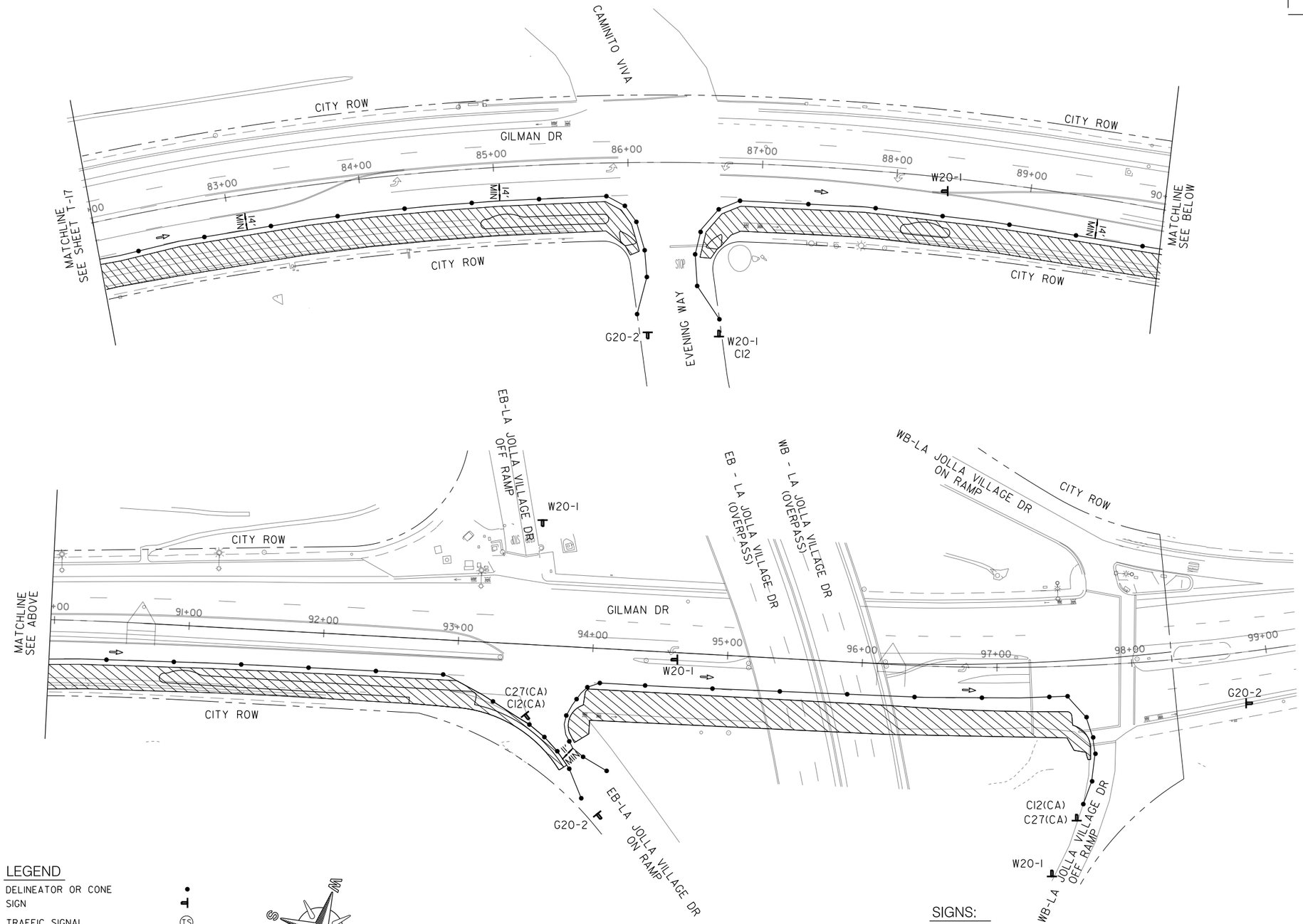
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

INSTALLATION OF BIKE TRAIL, RAISED MEDIAN, ASPHALT CONCRETE PAVEMENT.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING AND PAVEMENT MARKERS.

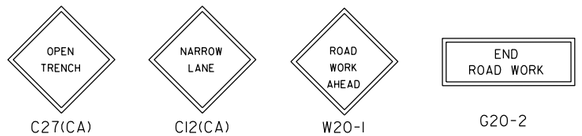


LEGEND

- DELINEATOR OR CONE
- SIGN
- TRAFFIC SIGNAL (TS)
- WORK AREA
- TEMP. RAILING (TYPE K)
- TRAFFIC FLOW
- FLASHING ARROW BOARD

0 40 80 120
SCALE 1"=40'

SIGNS:



T-18

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET T18 OF T18 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7/6/41
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: RASHID ZANDIAN, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	HL/RZ			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T18-D

COASTAL RAIL TRAIL – GILMAN DRIVE

WORK TO BE DONE:

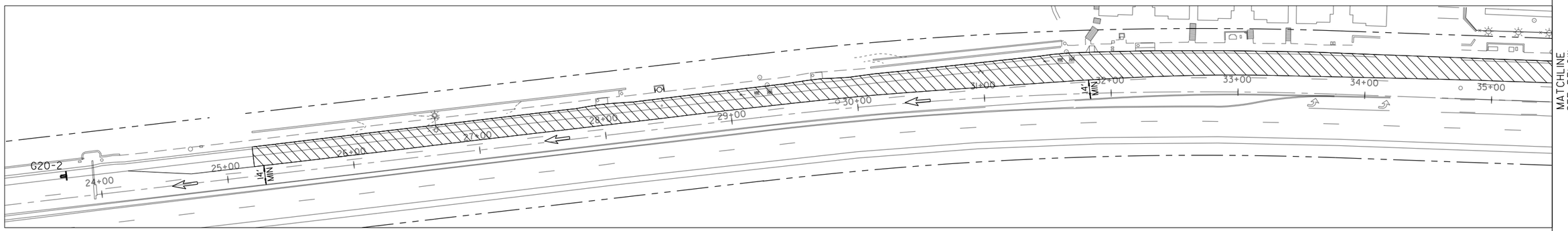
INSTALLATION OF CURB RAMPS, CURB AND GUTTER, DRIVEWAYS, SIDEWALK, REINFORCED CONCRETE PIPE, CLEANOUTS, INLETS.

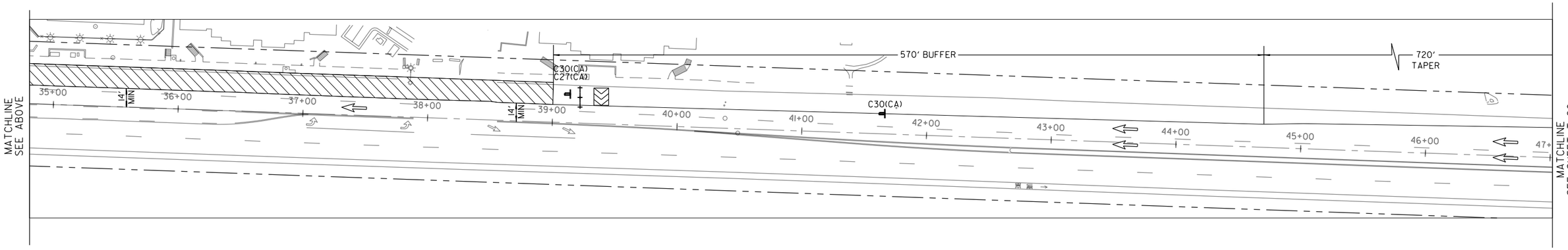
NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.

PHASE 6

WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

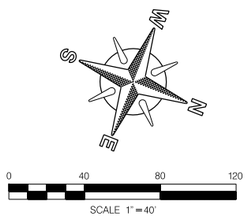




T-19

LEGEND

DELINEATOR OR CONE	•
SIGN	
TRAFFIC SIGNAL	TS
WORK AREA	
TRAFFIC FLOW	
FLASHING ARROW BOARD	
BARRICADE TYPE III	



SIGNS:

OPEN TRENCH	NARROW LANE	ROAD WORK AHEAD	BIKE LANE CLOSED
C27(CA)	C12(CA)	W20-1	C30(CA) (BIKE)(MOD)
ONLY	END ROAD WORK	SHARE THE ROAD	
R3-5(MOD)	G20-2	W16-1P	

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 19 OF 25 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 76641
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: VIAN SOMO, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	VS			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T03-D

COASTAL RAIL TRAIL – GILMAN DR

PHASE 6 (CON'T)

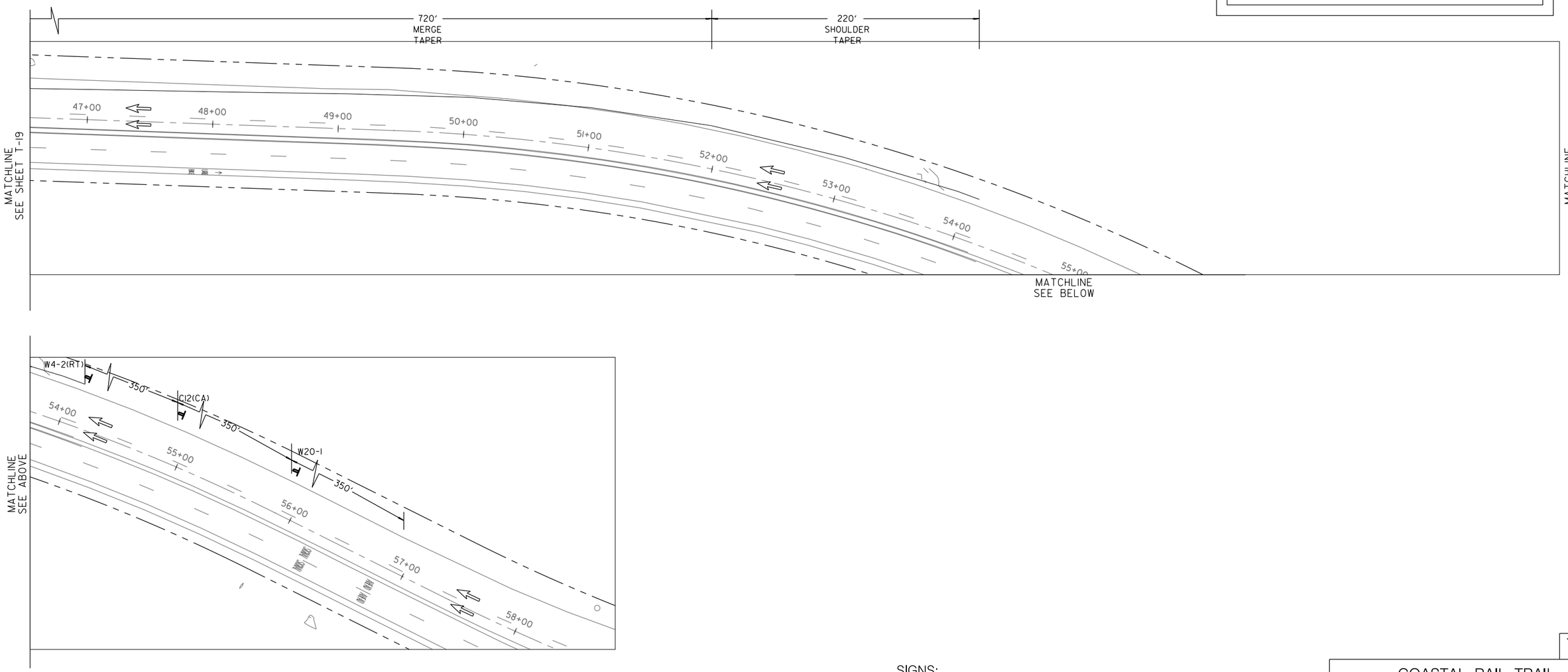
WORK TO BE DONE:

INSTALLATION OF CURB RAMPS, CURB AND GUTTER, DRIVEWAYS, SIDEWALK, REINFORCED CONCRETE PIPE, CLEANOUTS, INLETS.

NOTE:

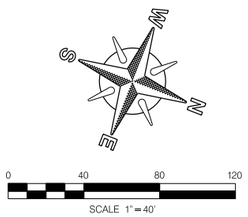
1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.

WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

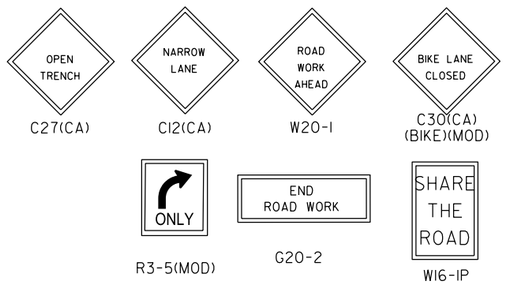


LEGEND

DELINEATOR OR CONE	•
SIGN	⊥
TRAFFIC SIGNAL	TS
WORK AREA	▨
TRAFFIC FLOW	⇒
FLASHING ARROW BOARD	▨
BARRICADE TYPE III	‡



SIGNS:



T-20

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 20 OF 25 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7/6/41
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: VIAN SOMO, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	VS			

250-1695 CCS27 COORDINATE
1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T03-D

COASTAL RAIL TRAIL – GILMAN DR

WORK TO BE DONE:

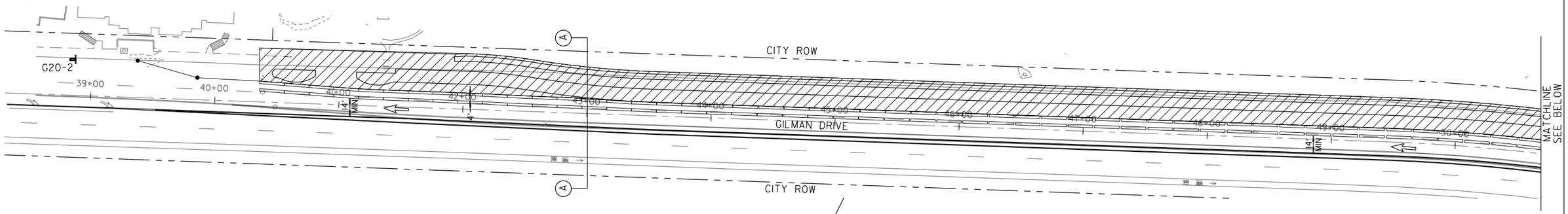
INSTALLATION OF RIP RAP ENERGY DISSIPATOR, CURB AND GUTTER, DRIVEWAYS, SIDEWALK, DRAINAGE DITCH, CURB OUTLET, & INLETS.

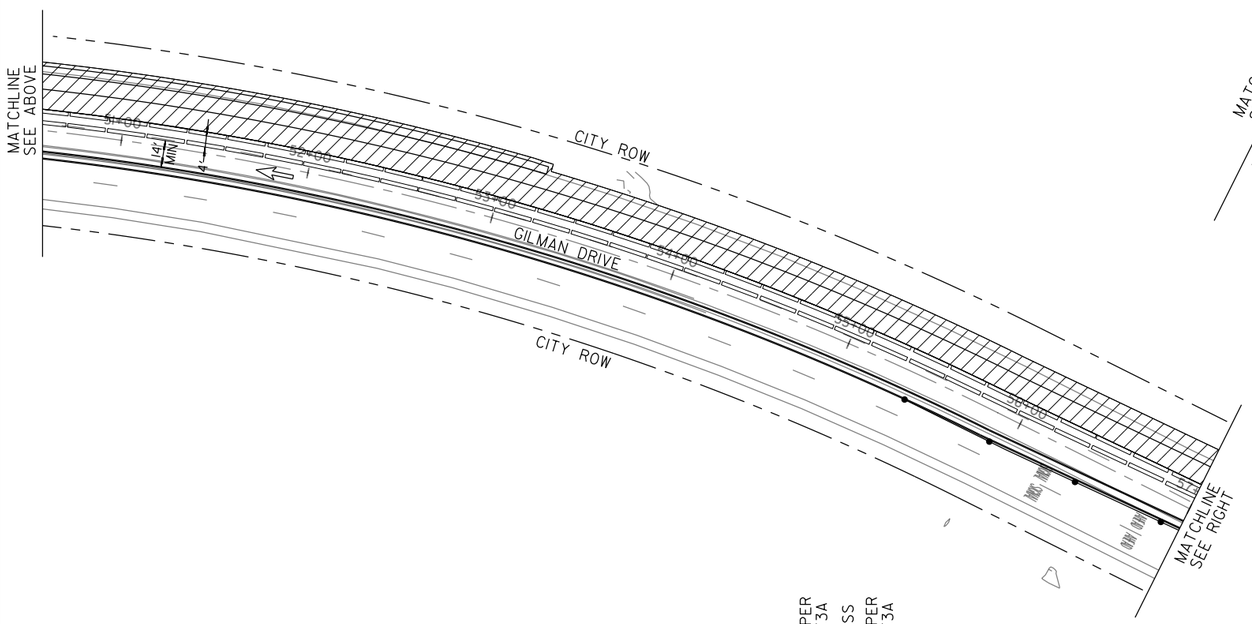
NOTE:

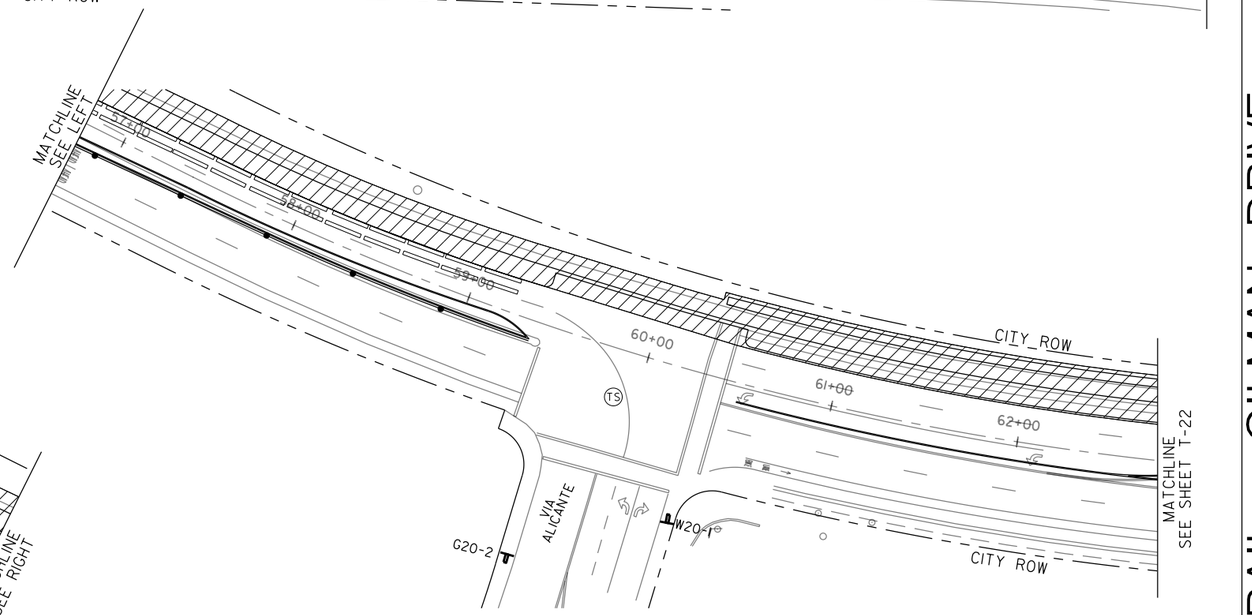
1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.

PHASE 7

WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

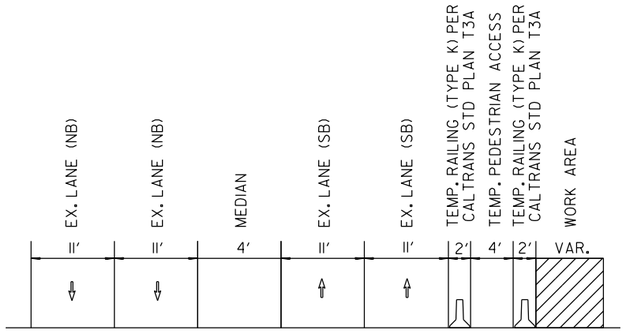




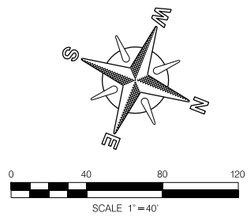


LEGEND

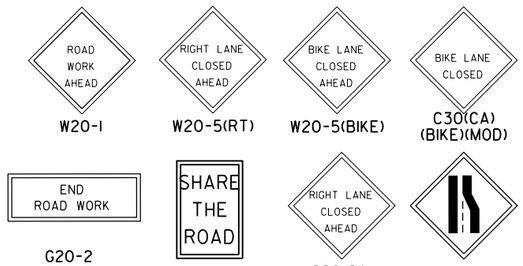
- DELINEATOR OR CONE
- SIGN
- WORK AREA
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III
- TRAFFIC SIGNAL (TS)
- TEMP. RAILING (TYPE K)



SECTION A-A



SIGNS:



T-21

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 21 OF 25 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7/6/41
RCE#

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	VS			

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

ALEJANDRA GONZALEZ
PROJECT MANAGER
CHECKED BY: VIAN SOMO
PROJECT ENGINEER
250-1695
CCS27 COORDINATE
1890-6255
CCS83 COORDINATE
40779-T03-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 7 (CONT.)

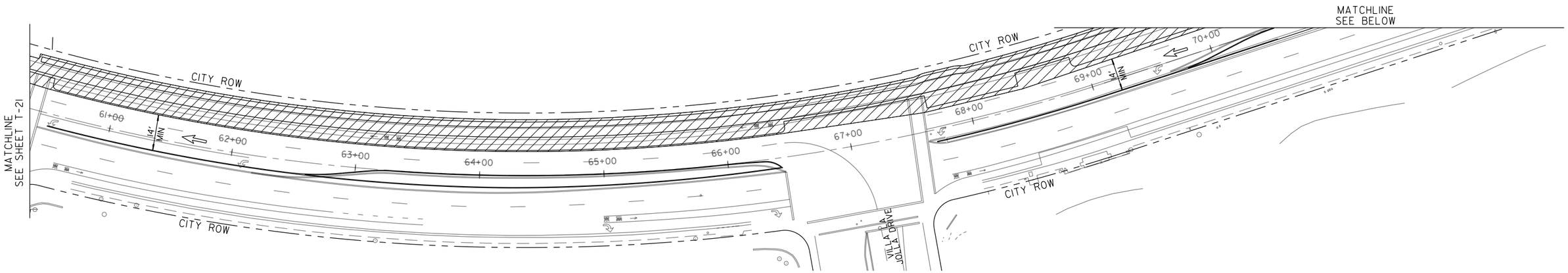
WORK TO BE DONE:

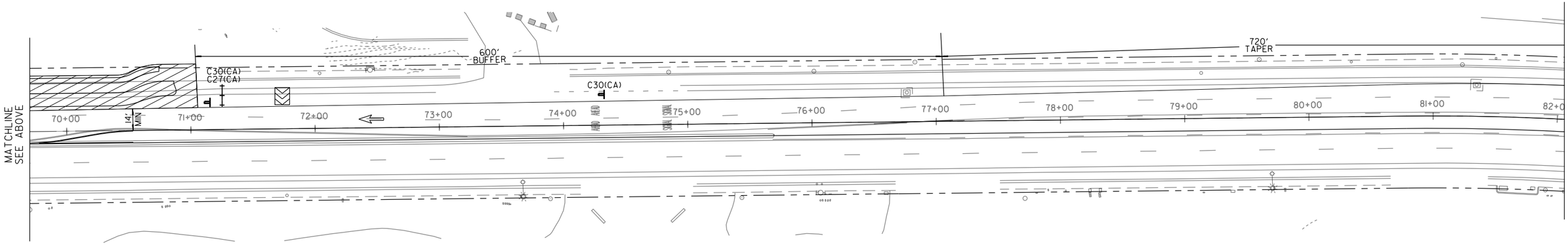
INSTALLATION OF CURB AND GUTTER, RIP RAP ENERGY DISSIPATOR, DRIVEWAYS, SIDEWALK, SOIL NAIL WALL, CURB RAMP, & INLETS.

NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.

WORK HOURS	8:30 AM	TO	3:30 PM
WORK DAYS	MONDAY THROUGH FRIDAY		

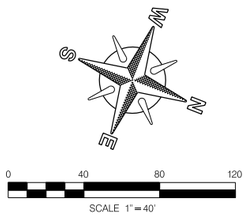




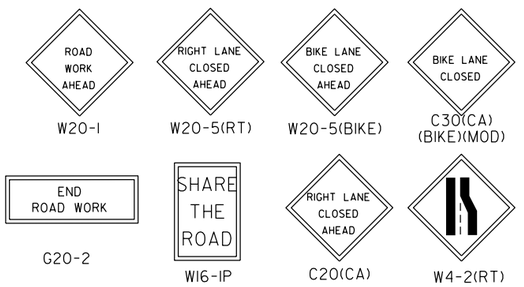
T-22

LEGEND

- DELINEATOR OR CONE
- SIGN
- WORK AREA
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III
- TRAFFIC SIGNAL (TS)
- TEMP. RAILING (TYPE K)



SIGNS:



COASTAL RAIL TRAIL – GILMAN DRIVE

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 22 OF 25 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7664I
RCE#

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	VS			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T03-D

PHASE 7 (CONT.)

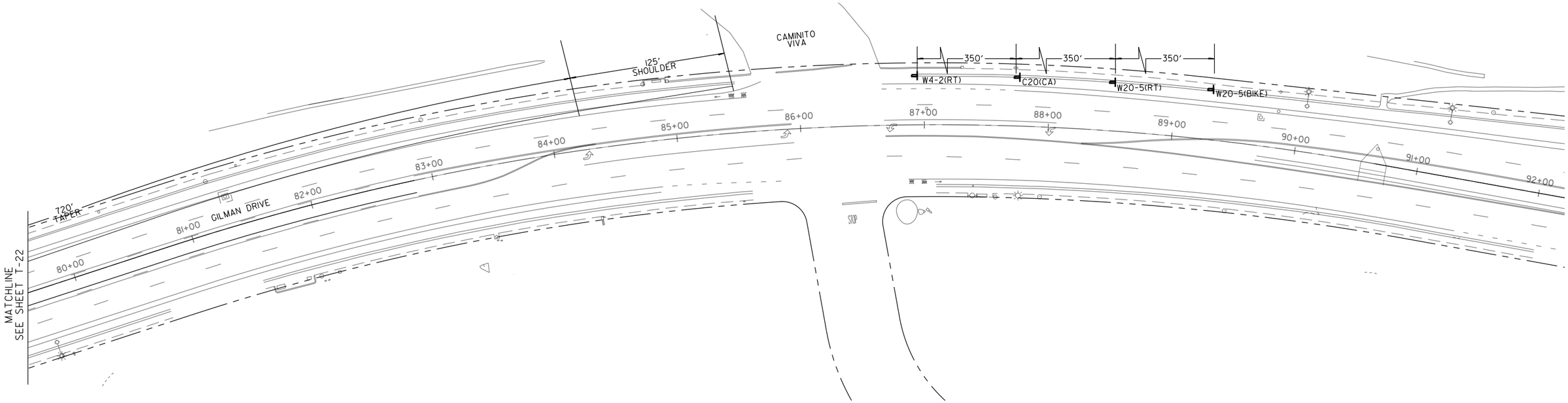
WORK TO BE DONE:

INSTALLATION OF CONCRETE BUS PAD,
RAISED PAVED MEDIAN, AND CURB RAMP.

NOTE:

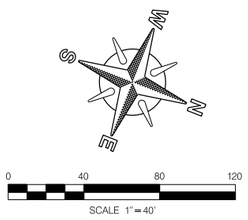
1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.

WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

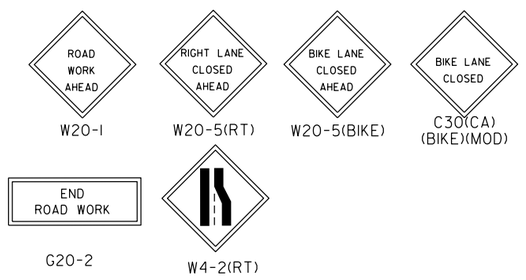


LEGEND

DELINEATOR OR CONE	•
SIGN	⊣
WORK AREA	▨
TRAFFIC FLOW	⇒
FLASHING ARROW BOARD	▨
BARRICADE TYPE III	‡
TRAFFIC SIGNAL	(TS)
TEMP. RAILING (TYPE K)	▭



SIGNS:



T-23

COASTAL RAIL TRAIL
GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 23 OF 25 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE
RCE# 76641

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	VS			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T03-D

COASTAL RAIL TRAIL – GILMAN DRIVE

PHASE 8

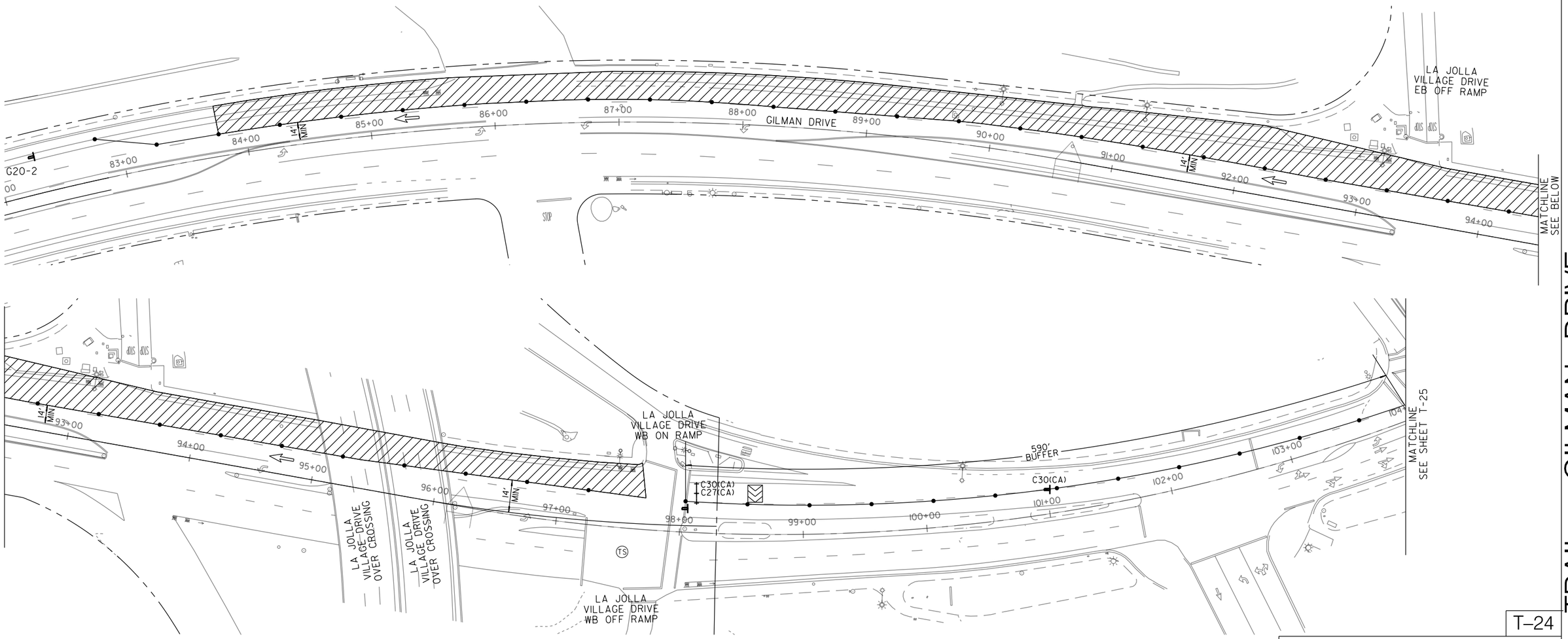
WORK HOURS 8:30 AM TO 3:30 PM
WORK DAYS MONDAY THROUGH FRIDAY

WORK TO BE DONE:

INSTALLATION OF CURB RAMPS,
CURB AND GUTTER, AND RAISED MEDIAN.

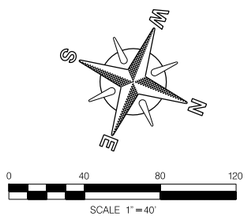
NOTE:

1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.

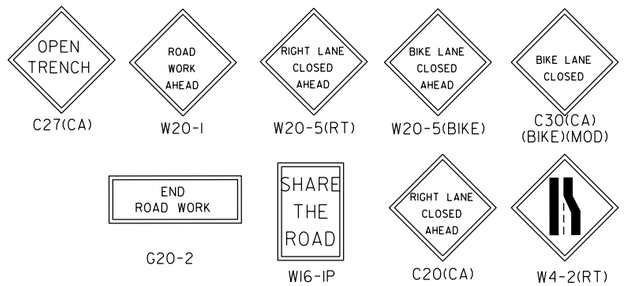


LEGEND

- DELINEATOR OR CONE
- SIGN
- WORK AREA
- TRAFFIC FLOW
- FLASHING ARROW BOARD
- BARRICADE TYPE III
- TRAFFIC SIGNAL (TS)



SIGNS:



T-24

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 24 OF 25 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER
DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7664I
RCE#

SUBMITTED BY
ALEJANDRA GONZALEZ
PROJECT MANAGER

CHECKED BY
VIAN SOMO
PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	VS			

250-1695
CCS27 COORDINATE

1890-6255
CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T03-D

COASTAL RAIL TRAIL – GILMAN DR

PHASE 8 (CONT.)

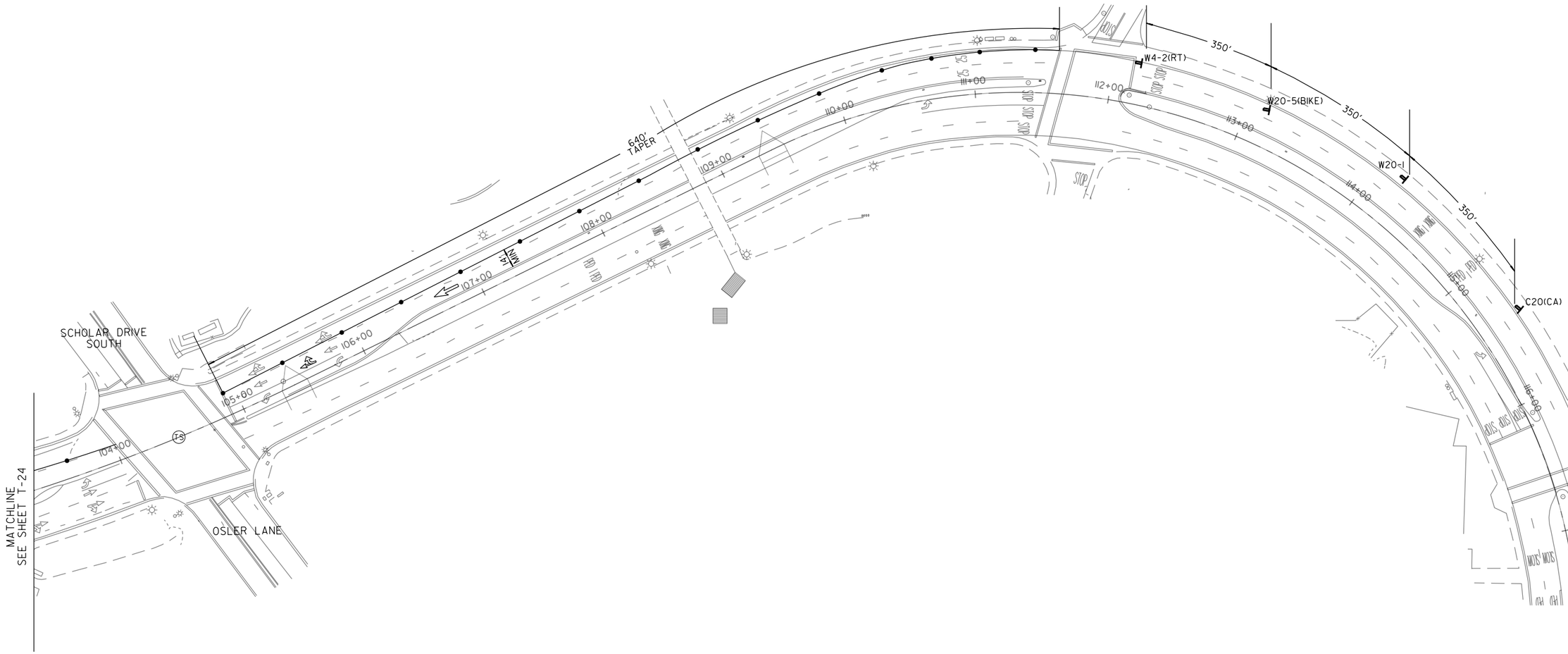
WORK TO BE DONE:

INSTALLATION OF CURB RAMPS, CURB AND GUTTER, AND RAISED MEDIAN.

NOTE:

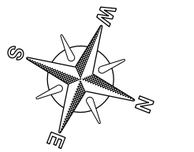
1. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES.

WORK HOURS	8:30 AM	TO	3:30 PM
WORK DAYS	MONDAY THROUGH FRIDAY		



LEGEND

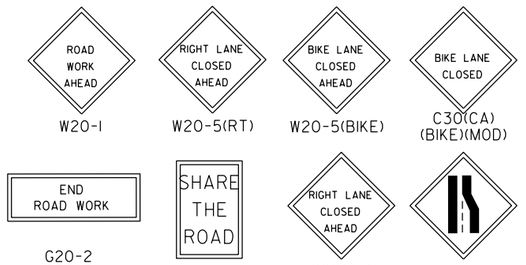
DELINEATOR OR CONE	•
SIGN	⊣
WORK AREA	▨
TRAFFIC FLOW	⇨
FLASHING ARROW BOARD	▨
BARRICADE TYPE III	↕



0 40 80 120

SCALE 1" = 40'

SIGNS:



T-25

COASTAL RAIL TRAIL GILMAN DRIVE

TRAFFIC CONTROL PLANS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 25 OF 25 SHEETS

WBS S-00951

APPROVED
FOR CITY ENGINEER DANIEL NUTTER
DEPUTY CITY ENGINEER
DATE 7/6/41
RCE#

SUBMITTED BY: ALEJANDRA GONZALEZ, PROJECT MANAGER
CHECKED BY: VIAN SOMO, PROJECT ENGINEER

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	VS			

250-1695 CCS27 COORDINATE

1890-6255 CCS83 COORDINATE

CONTRACTOR
INSPECTOR
DATE STARTED
DATE COMPLETED

40779-T03-D

COASTAL RAIL TRAIL – GILMAN DRIVE