



City of Santa Clara

Meeting Agenda

Bicycle & Pedestrian Advisory Committee

Monday, October 27, 2025

4:00 PM

Hybrid Meeting
City Hall Council Chambers
1500 Warburton Avenue
Santa Clara, CA 95051

The City of Santa Clara is conducting the Bicycle and Pedestrian Committee meetings in a hybrid manner (in-person and continues to have methods for the public to participate remotely).

• Via Zoom:

<https://santaclaraca.zoom.us/j/83368467068>

Meeting ID: 833 6846 7068 or

Phone: 1 (669) 900-6833

1 CALL TO ORDER AND ROLL CALL

2 PUBLIC PRESENTATIONS

[This item is reserved for persons to address the body on any matter not on the agenda that is within the subject matter jurisdiction of the body. The law does not permit action on, or extended discussion of, any item not on the agenda except under special circumstances. The governing body, or staff, may briefly respond to statements made or questions posed, and appropriate body may request staff to report back at a subsequent meeting.]

3 CONSENT CALENDAR

- A. 25-1074 [Bicycle and Pedestrian Advisory Committee Meeting Minutes of August 25, 2025 \(Chair\)](#)

Recommendation: Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of August 25, 2025.

4 REPORTS FOR COMMITTEE INFORMATION

- A. 25-1075 [Police Verbal Update \(Police Staff\)](#)

5 ACTION ITEMS / GENERAL BUSINESS

- A. 25-1084 [Action to Recommend City Council Adoption of the Santa Clara Vision Zero Action Plan \(He\)](#)

Recommendation: Recommend to City Council to adopt the Santa Clara Vision Zero Action Plan.

- B. 25-1518 [Dissolution of Current Subcommittees and Creation of New Subcommittees \(Chan/Haro\)](#)

Recommendation: Dissolve current BPAC subcommittees and create new subcommittees as requested by the BPAC

6 **REPORTS FOR COMMITTEE INFORMATION (CONTINUED)**

- A. 25-1077 [Public Works Verbal Update \(Liw/Chan\)](#)
- B. 25-1085 [Complete Streets Review for the 2026 Annual Street Maintenance and Rehabilitation Project \(Chan\)](#)
- C. 25-1083 [Revise Traffic Calming Policy from 1999; Review, Revise, and Update City's Neighborhood Traffic Calming Program \(Chan\)](#)
- D. 25-1080 [San Tomas Aquino Creek Trail Closures, Detours, and Public Noticing for Upcoming Major Events \(Chan\)](#)
- E. 25-1082 [Report on Funding Opportunities \(Garcia\)](#)
- F. 25-1071 [Bicycle Plan Status of Projects and Programs \(Shariat\)](#)
- G. 25-1073 [Pedestrian Master Plan Status of Projects, Objectives, and Policies \(Shariat\)](#)
- H. 25-1122 [Grant Activity Verbal Update \(Shariat\)](#)
- I. 25-1078 [Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update \(Megas\)](#)
- J. 25-1079 [Santa Clara Station Area Task Force Update \(Shure\)](#)

7 **ANNOUNCEMENTS**

8 **ADJOURNMENT**

The next meeting will be on Monday, January 26, 2026.

MEETING DISCLOSURES

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

If a member of the public submits a speaker card for any agenda items, their name will appear in the Minutes. If no speaker card is submitted, the Minutes will reflect "Public Speaker."

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Santa Clara will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities, and will ensure that all existing facilities will be made accessible to the maximum extent feasible. The City of Santa Clara will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities including those with speech, hearing, or vision impairments so they can participate equally in the City's programs, services, and activities. The City of Santa Clara will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

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Individuals who require an auxiliary aid or service for effective communication, or any other disability-related modification of policies or procedures, or other accommodation, in order to participate in a program, service, or activity of the City of Santa Clara, should contact the City's ADA Coordinator at 408-615-3000 as soon as possible but no later than 48 hours before the scheduled event.



City of Santa Clara

1500 Warburton Avenue
Santa Clara, CA 95050
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Agenda Report

25-1074

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Bicycle and Pedestrian Advisory Committee Meeting Minutes of August 25, 2025 (Chair)

RECOMMENDATION

Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of August 25, 2025.

Written by: Nicole He, Associate Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. BPAC Meeting Minutes, August 25, 2025



City of Santa Clara

Meeting Minutes

Bicycle & Pedestrian Advisory Committee

08/25/2025

4:00 PM

Hybrid Meeting
City Hall Council Chambers
1500 Warburton Avenue
Santa Clara, CA 95051

The City of Santa Clara is conducting the Bicycle and Pedestrian Committee meetings in a hybrid manner (in-person and continues to have methods for the public to participate remotely).

• Via Zoom:

<https://santaclaraca.zoom.us/j/83368467068>

Meeting ID: 833 6846 7068 or

Phone: 1 (669) 900-6833

1 CALL TO ORDER AND ROLL CALL

Public Works Assistant Director Liw called the meeting to order at 4:00 PM.

Present 7 - Member Hung Duong, Member Jorge Haro, Member Ken Kratz, Vice Chair Jonathan Marinaro, Chair Betsy Megas, Member Guillermo Jenaro, and Member Vernon Shure

2 ACTION ITEMS / GENERAL BUSINESS

- A. [25-489](#) Election of a Chair and Vice Chair of the Bicycle and Pedestrian Advisory Committee for FY 2025/26 (Liw)

Recommendation: Nominate and elect a Chair and Vice Chair for the Bicycle and Pedestrian Advisory Committee for the FY 2025/26 term.

Video: [00:03:00]

Public Works Assistant Director Liw provided a brief overview of the election process.

Member Kratz nominated himself as the Chair and also recommended **Member Megas** as either Chair or Vice Chair.

Member Megas indicated that she was willing to take either role.

Member Marinaro also nominated himself as the Chair.

Member Shure asked the candidates how they would strike the balance of ensuring people being heard versus keeping BPAC meetings move forward.

All three candidates shared why they are interested and how they plan to improve the efficiency of BPAC meetings.

Public Speaker: Diane Harrison

A motion was made by Member Jenaro and seconded by Member Duong to elect Member Megas as the Chair. The motion carried by following votes.

Aye: 7 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

Chair Megas asked if there were any members interested in the Vice Chair position. **Member Marinaro** and **Member Kratz** both self-nominated as the Vice Chair.

Member Jenaro asked the candidates how they would support Chair Megas. Both candidates discussed their strategies to support **Chair Megas**. **Chair Megas** also shared her expectations about the Vice Chair.

A motion was made by Member Marinaro and seconded by Member Shure to elect Member Marinaro as the Vice Chair. The motion carried with the following votes.

Aye: 6 - Member Duong, Member Haro, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

Nay: 1 - Member Kratz

3 PUBLIC PRESENTATIONS

Video: [0:44:30]

Edmund Drozek requested the City to conduct pavement maintenance on San Tomas Aquino Creek Trail between the stadium and the Bay Trail as the trail is rough and has patches and bumps. He also stated that he travels along Caribbean Drive within Sunnyvale north of the Bay Trail and there is a crossing for bikes and pedestrians, but the markings for the bike lane are washed out and sometimes not even present on both sides of the roadway. Thus, would like Santa Clara BPAC to contact Sunnyvale BPAC to make them aware of this situation and make it a priority to have them fix the bike lane markings.

Public Works Assistant Director Liw addressed **Edmund Drozek** question.

Diane Harrison indicated that she crossed Warburton Avenue at a location where there were no marked crosswalks and a driver almost did not stop. She commented that every intersection should have all four legal crosswalk markings and asked the City to paint crosswalks at the intersections when the roadways get repaved.

4 CONSENT CALENDAR

- A. [25-795](#) Bicycle and Pedestrian Advisory Committee Meeting Minutes of June 23, 2025 (Chair)

Recommendation: Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of June 23, 2025.

Video: [00:56:50]

Member Kratz asked why the meeting minutes do not have all of the specific discussion comments.

Principal Transportation Planner Shariat addressed **Member Kratz** question.

A motion was made by Member Marinaro and seconded by Member Jenaro to Approve the Staff Recommendation. The motion carried by the following votes.

Aye: 6 - Member Duong, Member Haro, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

Abstained: 1 - Member Kratz

- B. [25-796](#) Bicycle and Pedestrian Advisory Committee Calendar of Meetings for 2026 (Chair)

Recommendation: Recommend that Council Approve the Bicycle and Pedestrian Advisory Committee Calendar of Meetings for 2026.

Video: [00:58:00]

Member Kratz commented that other cities have more BPAC meetings in a year and suggested adding one more meeting in July and overall have at least six meetings a year. He also suggested establishing a subcommittee to look at improving BPAC efficiency and make BPAC meetings shorter.

Member Shure commented that he would support more BPAC meetings a year if the meetings are shorter.

Member Marinaro suggested approving the staff recommendation with consideration of asking the City Council for approval of adding more meetings in the future.

Member Haro suggested staff looking into the option of organizing BPAC meetings every two months for 2027.

Public Speaker: Diane Harrison

A motion was made by Member Marinaro and seconded by Member Duong to Approve Staff Recommendation with an amendment to explore bimonthly BPAC meeting format for 2027 BPAC Calendar of Meetings.

Aye: 6 - Member Duong, Member Haro, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

Nay: 1 - Member Kratz

5 REPORTS FOR COMMITTEE INFORMATION

- A. [25-797](#) Police Verbal Update (Wilson)

This agenda item was not discussed at the meeting due to Officer Wilson not being present.

6 REPORTS OF SPECIAL COMMITTEES

- A. [25-798](#) Subcommittee on Police Collision History (Donoghue, Kratz, Granvold)

Video: [01:22:00]

Member Kratz provided a brief update that the Subcommittee work is currently on hold until Vision Zero Plan is completed.

7. REPORTS FOR COMMITTEE INFORMATION (CONTINUED)

- A. [25-812](#) Review of Existing Work Plan Topics for Fiscal Year 2025-26 BPAC Work Plan (Garcia)

Video: [01:24:00]

Senior Civil Engineer Garcia presented information on the existing work plan development process and outlined staff's proposed changes to improve the process.

Committee comments followed.

Public Speaker: Diane Harrison

- B. [25-804](#) Public Works Verbal Update (Liw/Chan)

Video: [01:48:00]

Transportation Manager Chan and **Public Works Assistant Director Liw** provided an update on recent activities at the Public Works Department.

Committee comments and questions followed.

Transportation Manager Chan addressed **Committee** questions.

Public Speakers: Edmund Drozek, Diane Harrison

C. [25-801](#) Wayfinding & Install Way-finding Signs (Garcia)

Video: [2:10:00]

Senior Civil Engineer Garcia presented information on wayfinding and installation of wayfinding signs.

Committee comments followed.

Member Marinaro suggested establishing a Wayfinding Subcommittee to look at wayfinding and roadway markings.

Public Speakers: Edmund Drozek, Diane Harrison

D. [25-802](#) Proposal for a Data-Driven Framework to Evaluate Bicycle & Pedestrian Projects in Santa Clara (Chan)

Video: [03:10:30]

Transportation Manager Chan presented information on a data-driven framework to evaluate bicycle and pedestrian projects in Santa Clara.

Committee comments followed. BPAC would like to establish a subcommittee related to this agenda item. **Members Marinaro, Jenaro** and **Kratz**, along with **Diane Harrison**, a member of the public are interested on being on this subcommittee.

Public Speaker: Diane Harrison

E. [25-805](#) Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update (Megas)

Video: [03:57:00]

Chair Megas provided an update on recent VTA Bicycle and Pedestrian Advisory Committee meetings.

Committee comments and questions followed.

Chair Megas addressed **Committee** questions.

F. [25-807](#) Santa Clara Station Area Task Force Update (Shure)

Video: [05:02:30]

Member Shure provided an update on recent Santa Clara Area Task Force meetings.

Committee comments and questions followed.

Member Shure addressed **Committee** questions.

Public Speaker: Diane Harrison

G. [25-808](#) Grant Activity Verbal Update (Shariat)

Video: [05:40:20]

Principal Transportation Planner Shariat provided an update on recent grant activities.

Committee comments and questions followed.

Principal Transportation Planner Shariat addressed **Committee** questions.

Public Speaker: Diane Harrison

8 REPORTS OF SPECIAL COMMITTEES (CONTINUED)

A. [25-809](#) Subcommittee on Bicycle Story Maps (Megas)

Video: [05:46:00]

Chair Megas suggested combining this subcommittee with wayfinding.

B. [25-810](#) Subcommittee on Bike to Shop Day (Megas, Kratz, and Harrison)

Video: [05:51:00]

Diane Harrison commented that this agenda item can be removed from August and October BPAC meetings.

- C. [25-811](#) Subcommittee on Roundabouts (Megas, Kratz, and Harrison)

Video: [05:52:00]

Member Kratz provided an update on the subcommittee. **Member Marinaro** asked staff if members of the public can on a subcommittee do to the Brown Act. **Public Works Assistant Director Liw** responded that he will ask City Attorney Office and get back to them.

Public Speaker: Diane Harrison

ANNOUNCEMENTS

Committee made several announcements about upcoming events:

1. Ribbon cutting of Gateway Crossing Community Park on August 27
2. Viva Calle San Jose event on September 7
3. Call for volunteers of Silicon Valley Bicycle Coalition bike valet parking program at Levis Stadium
4. Stevens Creek Boulevard Vision Study will go before the Cupertino City Council on September 3
5. Santa Clara Art & Wine event on September 13 and 14
6. Santa Clara Parade of Champions event on October 4

9 ADJOURNMENT

The meeting was adjourned at 8:59 PM.

The next scheduled meeting will be on Monday, October 27, 2025 at 4:00 PM.

MEETING DISCLOSURES

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Agenda Report

25-1075

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Police Verbal Update (Police Staff)

DISCUSSION

Police Department staff will provide a verbal update on bicycle and pedestrian related items.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



Agenda Report

25-1084

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Action to Recommend City Council Adoption of the Santa Clara Vision Zero Action Plan (He)

BACKGROUND

Vision Zero is a strategy aimed at helping to eliminate all traffic fatalities and severe injuries, while also promoting safe and healthy mobility for everyone. The objective of developing and implementing a Vision Zero Action Plan is listed in both the City's Bicycle Plan and Pedestrian Master Plan. In December 2023, the City Council received Safe Streets and Roads for All (SS4A) grant funding from the Federal Highway Administration to establish a Santa Clara Vision Zero Action Plan. The City Council approved an agreement with Kimley-Horn and Associates, Inc. for professional services for the Santa Clara Vision Zero Action Plan on May 28, 2024.

The Santa Clara Vision Zero Action Plan (Plan) kicked off in July 2024. This effort involved extensive community engagement and a thorough citywide safety analysis to identify the most frequent types, locations, severity, and demographics of collisions in the city. The Plan included development of a safety countermeasure toolbox, which includes programmatic measures and roadway improvements to address traffic safety issues. Additionally, the Plan identifies a priority list of potential traffic safety improvements and implementable actions to guide the City's efforts in achieving Vision Zero.

The project has been presented to the Bicycle and Pedestrian Advisory Committee (BPAC) at four previous meetings:

- In August 2024, staff provided a project overview and the BPAC selected Member Kratz as the BPAC representative to serve on the Vision Zero Working Group, which guides the development of the Vision Zero Plan.
- In January 2025, staff provided a summary of collision analysis findings and the draft High-Injury Network (HIN). The HIN reflects the locations where the highest number of traffic fatalities and severe injuries occurred, and staff can use this HIN as a tool to prioritize future roadway improvement projects and update the City's policies and guidelines.
- In March 2025, staff provided an update on collision profiles, draft countermeasure toolbox, and outlined preliminary Vision Zero actions and strategies.
- In June 2025, staff provided a list of priority HIN corridors, summary of proposed improvements along the priority HIN corridors, BPAC-focused actions and strategies, and presented the outline of the Draft Vision Zero Action Plan.

At the October 2025 BPAC meeting, the project team will present the overview of the project background and present the draft Vision Zero Action Plan.

DISCUSSION

Adopting a Vision Zero goal and approving the Plan will represent the City's commitment to end traffic fatalities and severe injuries in Santa Clara, and allow the City to pursue future federal, state, and local grant opportunities for traffic safety infrastructure improvements. This Plan represents a multidisciplinary and collaborative effort in developing and implementing comprehensive solutions to address factors contributing to traffic-related collisions. The Plan development included extensive stakeholder and community engagement, and comprehensive collision data analysis, in identifying key safety concerns and strategies for implementation through near-, mid-, and long-term projects.

The full [draft Plan](#)

<https://www.santaclaraca.gov/home/showpublisheddocument/88163/638947559642800000> is available on the project webpage (<http://SantaClaraCA.gov/VisionZero>) for public comment until October 19, 2025. Attachment 1 presents the draft Plan's executive summary.

As required by the federal grant, the Plan includes the following key elements:

1. Leadership Commitment and Goal Setting
2. Strategic Planning
3. Collaboration and Community Engagement
4. Safety Analysis, Collision Profiles and Countermeasure Toolbox
5. High Injury Network (HIN)
6. Priority Projects, Policy and Programs
7. Progress and Transparency

Each key element is discussed below.

Leadership Commitment and Goal Setting

The Plan establishes a goal to eliminate all traffic fatalities and severe injuries on city roadways by the year 2050, and identified the following guiding principles of Vision Zero implementation:

- Safety of Human Life is Our Highest Priority
- Traffic-related Fatalities and Severe Injuries are Preventable and Unacceptable
- Vision Zero is a Shared Responsibility
- Community Engagement is Essential

Upon City Council adoption, the Plan will include the final resolution of Vision Zero policy and a cover letter from City leaders stating its official commitment.

Strategic Planning

During the project, the City formed a Vision Zero Working group consisting of City staff from the Public Works, Community Development, Fire and Police Departments, one BPAC representative, and external stakeholders including Santa Clara County, VTA, Cities of San Jose and Sunnyvale, Silicon Valley Bicycle Coalition, school district, Santa Clara University, and Mission College.

The Plan recommends continuing this Working Group collaboration to guide and advise Vision Zero program implementation and progress monitoring.

Collaboration and Community Engagement

The Plan's development was informed by four phases of robust community engagement, including

four community workshops with traffic safety item giveaways, three community surveys (with over 1,300 responses), pop-up events, a project webpage, project hotline and email, installation of Vision Zero street signs, and bus shelter advertisement. The community also provided location-specific feedback on an interactive map, which was taken into consideration into the citywide safety analysis.

Community input identified top safety concerns such as speeding and distracted driving; unsafe intersections and poor visibility; lack of protected bike infrastructure; non-compliance of traffic laws; safety in school zones; and need for more traffic safety education, enforcement, and traffic calming measures.

Safety Analysis, Collision Profiles and Countermeasure Toolbox

The Plan includes a thorough review of collision data from 2016 to 2023 (8 years), with the following key findings:

- 51 fatal collisions and 139 severe injuries, with an average of over 6 fatalities and 17 severe injuries annually.
- 35 percent of killed or severely injured (KSI) collisions involved pedestrians or cyclists.
- Vulnerable users, including youth, seniors, and those walking or biking, are disproportionately affected.

The Plan identifies the top nine collision profiles with recurring patterns that provide insights about why fatalities and serious injuries occurred in the city:

- Bicycle and Pedestrian collisions
- Driving Under the Influence of Alcohol or Drugs
- Speeding Drivers
- Night-time Collisions
- Off-Street Collisions (Pedestrian-involved collisions on the sidewalk or shoulder)
- Vehicles Running a Red Light or Stop Sign
- Turning Vehicle Conflicts at Intersections
- Collisions Involving Persons Under the Age of 18 or Over 60 Years of Age
- Pedestrian Code Violations such as Improper Crossing or Not Yielding Right-of-Way

The Plan also includes a Countermeasure Toolbox with proven engineering and programmatic strategies across the following six categories:

- Roadway Segment Improvements
- Intersection Design Improvements
- Traffic Signal Improvements
- Signs & Markings
- Speed Management
- Bicycle & Pedestrian Improvements

High Injury Network (HIN)

As part of Santa Clara's commitment to Vision Zero, the Plan identifies a High Injury Network (HIN) to guide safety improvements where they are needed most. The HIN consists of intersections and roadways throughout Santa Clara which experienced a disproportionate number of injury collisions and fatalities. By focusing on these high-risk corridors, Santa Clara can make the biggest impact in reducing severe injuries and fatalities. Figure 1 in Attachment 1 presents the City's HIN.

The HIN analysis revealed two key findings:

- Approximately 60% of all collisions in the study period (2016 - 2023) occurred on 16% of the roadways within City limits, including County expressways and El Camino Real.
- Many of the streets in the HIN are arterials, or streets that carry higher volumes of vehicles at higher speeds, including Caltrans and County-owned streets.

Priority Projects, Policy and Programs

The Plan identifies the top ten priority project locations along the High Injury Network (HIN) based on a combination of factors, including high concentrations of collisions, the severity of injuries, and community feedback on safety concerns. These locations represent areas with the greatest need for intervention and are the focus of targeted safety improvements outlined in the Plan:

1. Monroe Street: Lawrence Expressway to Bowers Avenue and San Tomas Aquino Creek Trail to Scott Boulevard
2. Lafayette Street: Central Expressway to Poplar Street
3. Coleman Avenue Tri-level Interchange: De La Cruz Boulevard from Central Expressway to Lafayette Street, and Coleman Avenue from Reed Street to the City of San Jose limit line
4. Scott Boulevard: Monroe Street to El Camino Real
5. Homestead Road: Lawrence Expressway to Kiely Boulevard
6. Stevens Creek Boulevard: Lawrence Expressway to Kiely Boulevard
7. El Camino Real: Halford Avenue to Scott Boulevard
8. Pruneridge Avenue: Lawrence Expressway to Kiely Boulevard
9. Scott Boulevard: Bowers Avenue to San Tomas Expressway
10. Montague Expressway: Lick Mill Boulevard to US-101

In addition to proposed infrastructure improvements, non-engineering actions and strategies are critical to the success of a comprehensive Vision Zero program. The Plan includes a list of policy and program recommendations to streamline and improve the process of implementing traffic safety improvements, enforcement, and educational outreach. Each recommended action includes a proposed timeline and performance measure for progress tracking.

Some key policy and process updates include:

- Update existing Neighborhood Traffic Calming Program
- Develop and implement a multi-department post KSI-collision review process to discuss safety improvements
- Prioritize projects and focus enforcement and education efforts on the High Injury Network
- Incorporate Vision Zero principles into City communications, staff training, data collection, and design review.

Progress and Transparency

The City is committed to ensuring progress, transparency, and accountability in the Vision Zero program implementation. Upon City Council adoption of this Plan, the City can pursue local, state and federal grants for infrastructure project implementation. The City will also produce annual reports on the program progress. Every five years or as necessary to meet grant requirements, the City will update the Vision Zero Plan to reevaluate the collision data and performance measures.

RECOMMENDATION

Recommend to City Council to adopt the Santa Clara Vision Zero Action Plan.

Written by: Nicole He, Associate Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. Draft Santa Clara Vision Zero Action Plan - Executive Summary



City of Santa Clara Vision Zero Action Plan

September 2025 (DRAFT)



**City of
Santa Clara**
The Center of What's Possible

Message from City Leaders

A letter from City leaders will be included after City Council adoption.

Acknowledgements

The City of Santa Clara would like to dedicate this Vision Zero Action Plan to the members of our community who experienced life-changing traffic incidents and all advocates dedicated to improving roadway safety in Santa Clara. We extend our sincere gratitude to all those who contributed to the development of this Plan. Special thanks go to the Vision Zero Working Group for their leadership and dedication. We also acknowledge the valuable input from community members and partner agencies that reflects our shared commitment to safer streets for all. Your contributions have been vital in moving us closer to a future with zero traffic-related fatalities and severe injuries.

Elected Officials

Lisa M. Gillmor, Mayor
Albert Gonzalez, Councilmember District 1
Raj Chahal, Councilmember District 2
Karen Hardy, Councilmember District 3
Kevin Park, Councilmember District 4
Sudhanshu “Suds” Jain, Councilmember District 5
Kelly G. Cox, Vice Mayor District 6

City of Santa Clara Public Works Staff

Nicole He, Project Manager
Ralph Garcia, Senior Civil Engineer
Steve Chan, Transportation Manager
Carol Shariat, Principal Transportation Planner
Michael Liw, Assistant Director/City Engineer
Craig Mobeck, Director

Consultant Team

Mike Colety, Kimley-Horn
Robert Paderna, Kimley-Horn
Tatiana Lundstrom, Kimley-Horn
Brandi Childress, Kimley-Horn
Zander Dally, Kimley-Horn
Abbey Ibarra, Kimley-Horn
Kristen Mei, Kimley-Horn
Zachary Ramalingam, Kimley-Horn
Julian Kaiser, Kimley-Horn
Ivy Morrison, Circlepoint
Regina Merrill, Circlepoint
Simon Stahl, Circlepoint

City of Santa Clara Commissions/ Committees

Bicycle and Pedestrian Advisory Committee
Senior Advisory Commission
Parks & Recreation Commission
Youth Commission

Vision Zero Working Group

Jake Tomlin, Fire Department
Scott Wilson, Police Department
John Davidson, Community
Development Department
Ben Aghegnehu, County of Santa Clara Roads
and Airports
Alisa Campbell, County of Santa Clara
Public Health
Lauren Ledbetter, VTA
Eugene Maeda, VTA
Michal Healy, Santa Clara Unified School District
Steve Ross, Santa Clara University
Connor Keese, Mission College
Danny Nguyen, Mission College
Gabriela Landaveri, SVBC
Ken Kratz, Santa Clara Bicycle and Pedestrian
Advisory Commission (BPAC)
Thao Nguyen, City of San Jose
Lillian Tsang, City of Sunnyvale

This project is funded by federal Safe Streets & Roads for All (SS4A) grant and state Office of Traffic Safety (OTS) grant.

Executive Summary

Santa Clara's Vision Zero Plan is a strategic commitment to eliminate all traffic fatalities and severe injuries on city roadways by the year 2050.

The City of Santa Clara's Vision Zero Action Plan is an ambitious strategy aimed at eliminating all traffic fatalities and severe injuries, while promoting safe and sustainable mobility for all road users. This multidisciplinary and collaborative effort unites stakeholders from various sectors to develop and implement comprehensive solutions addressing the complex factors contributing to traffic-related collisions.

Key Objectives and Findings

1. Current State and Need for Action:

- a. Traffic fatalities and severe injuries in Santa Clara are significant, with 51 reported fatal collisions and 139 severe injuries between 2016 and 2023.
- b. The city's growth has led to increased traffic volumes and congestion, further amplifying the risk of collisions.
- c. High economic costs of traffic collisions highlight the financial imperative for safety measures.

2. Guiding Principles:

- a. Safety of human life is the highest priority.
- b. Recognition that traffic-related fatalities and severe injuries are preventable.
- c. Vision Zero is a shared responsibility involving coordinated efforts across the community.
- d. Community engagement is essential in soliciting input and partnering with the community to ensure solutions are inclusive and effective, and to guide development of our Vision Zero strategies.

3. Safety Strategies and Implementation Framework:

- a. The Safe System Approach minimizes fatalities and severe injuries by identifying risk factors and implementing preventive measures.
- b. Developing a High Injury Network (HIN) to identify specific corridors and intersections with a high concentration of collisions.
- c. Emphasizing protection for vulnerable road users, such as pedestrians and cyclists, who are involved in 35% of all KSI (Killed or Severely Injured) collisions in Santa Clara.

4. Priority Actions:

Through collision data analysis, community input, and stakeholder collaboration, this Plan identifies the following priority actions:

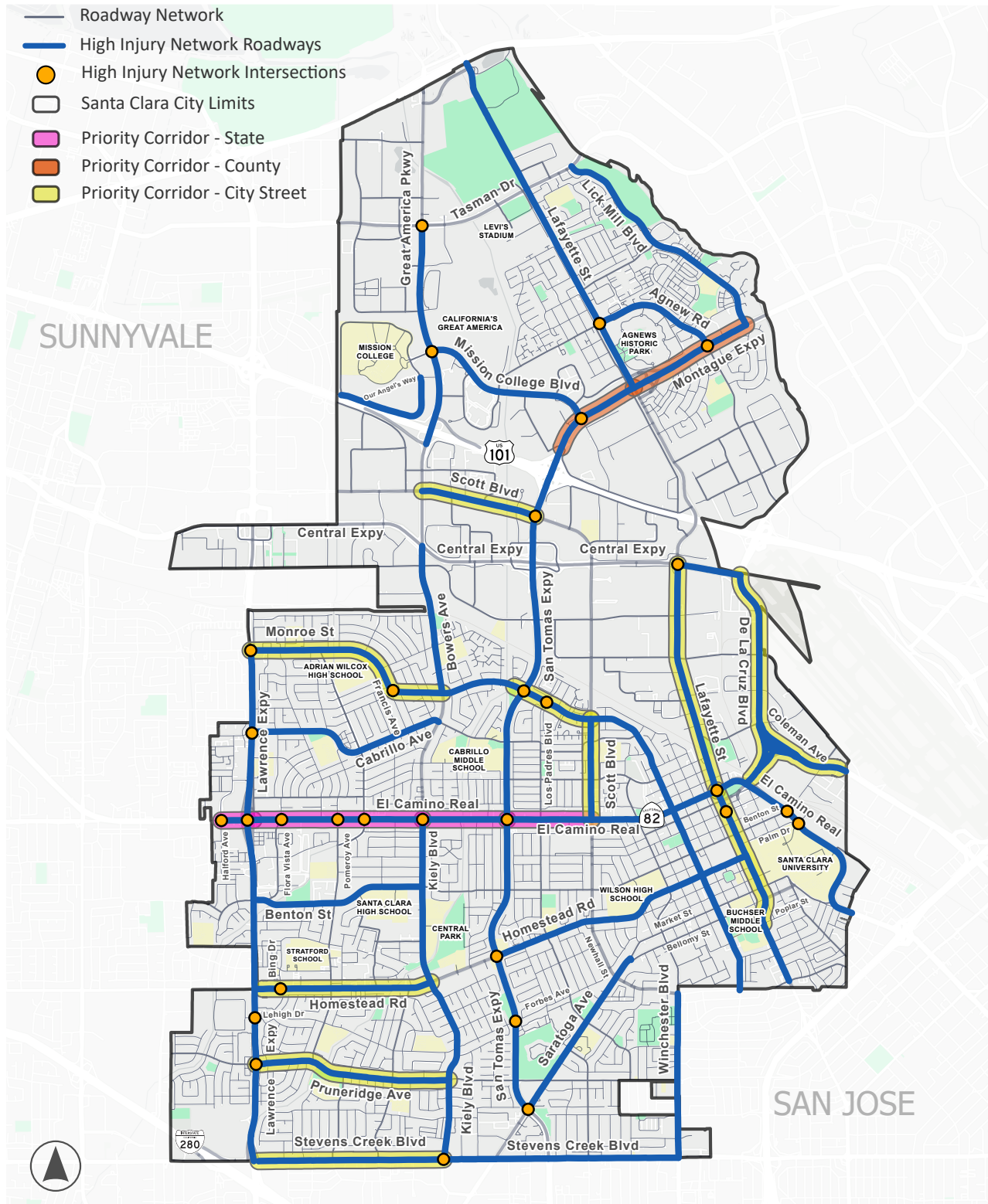
- a. Ten priority project locations along the HIN for targeted safety improvements.
- b. Policy and program updates to streamline traffic safety improvements, enforcement, and education.
- c. Funding strategies and pursuit of local, state, and federal grants to support Vision Zero implementation.
- d. Deploy proven collision intervention strategies using a curated set of community supported, proven safety countermeasures to guide the implementation of engineering solutions across the HIN corridors and other locations throughout the City's road network.

Progress and Accountability

Santa Clara remains committed to transparent progress reporting and accountability. An annual report on the program's progress will be published,

and in five years, or as necessary to meet grant requirements, the Vision Zero Plan will be updated to reevaluate collision data and performance measures. Continued community engagement and feedback are crucial in achieving the Vision Zero goals.

Figure 1: Priority High Injury Network Corridors





Agenda Report

25-1518

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Dissolution of Current Subcommittees and Creation of New Subcommittees (Chan/Haro)

BACKGROUND

Based on a recent BPAC discussion regarding subcommittees, Traffic Engineering staff consulted with the City Attorney's Office, and it was determined that to remain in compliance with the Brown Act and in alignment with other City commissions, BPAC subcommittees shall be considered ad-hoc committees.

An ad-hoc committee is a committee that is (1) advisory; and (2) composed solely of members of the legislative body that are less than a quorum. To ensure that the subcommittees supporting BPAC's work qualify as ad-hoc committees, the subcommittees should:

1. Be comprised solely of BPAC members;
2. Consist of less than a quorum;
3. Have a defined purpose and timeframe to accomplish that purpose; and
4. Be advisory.

Once the work of the subcommittee is complete, the subcommittee is disbanded. Generally, subcommittees should be disbanded within 6-12 months.

Consequently, BPAC should dissolve existing subcommittees and create new subcommittees.

DISCUSSION

Currently, BPAC has four subcommittees as listed below:

- Police Collision History
- Bicycle Story Maps
- Bike to Shop Day
- Roundabouts

Additionally, the BPAC recently discussed creating two additional subcommittee: 1) Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects, and 2) Input on Phase I of the Wayfinding project. The intent of the subcommittees is to provide feedback on topics considered needing additional analysis and discussion.

Staff recommends that the BPAC discuss subcommittees, dissolve the four existing subcommittees and create new subcommittees, as needed.

RECOMMENDATION

Dissolve current BPAC subcommittees and create new subcommittees as requested by the BPAC

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



City of Santa Clara

1500 Warburton Avenue
Santa Clara, CA 95050
santaclaraca.gov
[@SantaClaraCity](https://twitter.com/SantaClaraCity)

Agenda Report

25-1077

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Public Works Verbal Update (Liw/Chan)

DISCUSSION

Staff will provide a verbal update on the following items:

1. Rules for Subcommittees
2. Superbowl 60, February 2026
3. FIFA World Cup, June and July 2026
4. Traffic staff update
5. Work Plan Topic Request Forms due December 12, 2025
6. BPAC Workplan

Written by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



Agenda Report

25-1085

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Complete Streets Review for the 2026 Annual Street Maintenance and Rehabilitation Project (Chan)

BACKGROUND

The Department of Public Works (DPW) is preparing the design for the 2026 Annual Street Maintenance and Rehabilitation Project (Attachment 1).

This project provides maintenance and rehabilitation treatments to maximize pavement life for various streets in the City. The project applies pavement treatments ranging from slurry seal, asphalt overlay, and full depth replacement. Staff coordinates with the BPAC to review and determine if the project streets have the potential for adding bicycle facilities as identified in the Santa Clara Bicycle Plan. It is important to note that if a street requires removal of parking or travel lanes due to limited right-of-way widths, the recommendations in the Bicycle Plan cannot be implemented without extensive public outreach, traffic analyses, and study.

At the March 2025 BPAC meeting, staff presented the list of streets to be included in the 2026 project. BPAC voted to approve the proposed bicycle facilities for the streets listed below:

1. Cabrillo Avenue (Calabazas Blvd. to Francis Ave.) - Class IIB Bicycle Lane
2. Camino Drive (Washington St. to Park Ave.) - Class III Bicycle Route
3. Garrity Way (Agnew Rd. to Lick Mill Blvd.) - Class III Bicycle Route
4. East River Parkway (Garrity Wy. to Lick Mill Blvd.) - Class III Bicycle Route

As set forth by the City of Santa Clara Complete Streets Policy, relevant transportation projects shall be coordinated with the BPAC to gather comments and recommendations regarding Complete Streets features that should be incorporated into the project.

DISCUSSION

The 2026 Annual Street Maintenance and Rehabilitation Project is currently at the 65 percent design phase. These projects are considered relevant transportation projects to be coordinated with BPAC, and as such, these plans are attached for BPAC to review and provide feedback.

Written by: Steve Chan, Transportation Manager, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

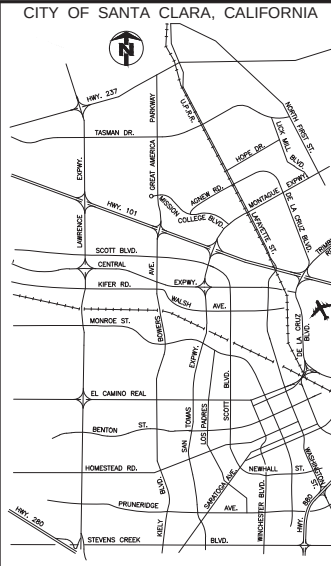
ATTACHMENT

1. 2026 Annual Street Maintenance and Rehabilitation Project



CITY OF SANTA CLARA
PUBLIC WORKS DEPARTMENT
COUNTY OF SANTA CLARA, STATE OF CALIFORNIA

PLANS FOR
2026 ANNUAL STREET MAINTENANCE AND
REHABILITATION PROJECT
PROJECT NO. CE xx-xx-xx



VICINITY MAP
N.T.S.

INDEX OF SHEETS:

SHEET NO.	SHEET DESCRIPTION
1	TITLE SHEET
2	KEY MAP
3	GENERAL NOTES
4	TYPICAL CROSS SECTIONS
5-44	PAVEMENT IMPROVEMENT PLAN
45-84	SIGNING AND STRIPING PLAN
85-149	CURB RAMP AND CROSSWALK PLAN
150	MATHEW STREET C&G REPLACEMENT
XX	SURVEY CONTROL PLAN (TO BE INCLUDED IN 95% SUBMITTAL)
XX-XX	SIGNAL LOOP REPLACEMENT PLAN (TO BE INCLUDED IN 95% SUBMITTAL)
XX	MONUMENT PRESERVATIONS (TO BE INCLUDED IN 95% SUBMITTAL)
151-152	CONSTRUCTION DETAILS
153	CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPs)
XX-XX	QUANTITY SHEET (TO BE INCLUDED IN 95% SUBMITTAL)

ABBREVIATIONS

AC	ASPHALT CONCRETE	PCC	PORTLAND CONCRETE
AB	AGGREGATE BASE		CEMENT
BW	BACK OF WALK	PG&E	PACIFIC GAS AND ELECTRIC
C&G	CURB AND GUTTER	PPB	PEDESTRIAN PUSH BUTTON
CJ	CONSTRUCTION JOINT	PP	POWER POLE
CL	CENTERLINE	PVMT	PAVEMENT
CONC	CONCRETE	PVT	PRIVATE
CR	CURB RAMP	RHMA	RUBBERIZED HOT MIX
CSC	CITY OF SANTA CLARA		
DET	DETAIL	RSP	REVISED STANDARD PLANS
DI	DRAINAGE INLET	ROW	RIGHT OF WAY
DH	DETECTOR HANDHOLE	RWV	RECYCLED WATER VALVE
DWS	DETECTABLE WARNING	R&R	REMOVE & REPLACE
	SURFACE	RRFB	RECTANGULAR RAPID FLASHING BEACON
	DRIVEWAY		
	EDGE OF PAVEMENT	SD	STORM DRAIN
DWY	EXISTING	SDMH	STORM DRAIN MANHOLE
EVT	ELECTRICAL VAULT	SP	SIGNAL POLE
EX	EXISTING	SSMH	SANITARY SEWER MANHOLE
FC	FACE OF CURB	SVP	SILICON VALLEY POWER
FH	FIRE HYDRANT	SE	SOUTHEAST
GV	GAS VALVE	SW	SIDEWALK, SOUTH-WEST
HAWK	HIGH INTENSITY ACTIVATED CROSSWALK	STD	STANDARD
HMA	HOT MIX ASPHALT	TBD	TO BE DETERMINED
H.P.	HIGH POINT	TC	TOP OF CURB
LG	LIP OF GUTTER	T.I.	TRAFFIC INDEX
LP	LAMP POST	TMH	TELEPHONE MANHOLE
MON	MONUMENT	TPB	TRAFFIC PULL BOX
N.E.	NORTH-EAST	TS	TRAFFIC SIGNAL
N.L.C.	NOT IN CONTRACT	TYP	TYPICAL
NW	NORTHWEST	VG	VALLEY GUTTER
NTS	NOT TO SCALE	WCW	WHITE CROSSWALK
N	NEW	WV	WATER VALVE
O.C.	ON CENTER	YCW	YELLOW CROSSWALK
		YL	YIELD LINE

UTILITY LINES:

EXIST	DESCRIPTION
-sd-----	STORM DRAIN LINE
-ss-----	SANITARY SEWER LINE
-t-----	TELEPHONE LINE
-w-----	WATER LINE
-g-----	GAS LINE
-e-----	ELECTRICAL LINE
-c-----	CONDUIT
-(oh)-----	OVERHEAD LINE

SURFACE FACILITIES:

SYMBOL	DESCRIPTION
(SD)	STORM DRAIN MANHOLE
(SS)	SANITARY SEWER MANHOLE
(I)	DRAIN INLET
(R)	ROUND INLET
(H)	HYDRANT
(UWP)	UTILITY WOOD POLE
(SLP)	STREET LIGHT POLE
(T)	TREE
(F)	FENCE
(TS)	TRAFFIC SIGN

APPLICABLE STANDARD PLANS:

SANTA CLARA STANDARD DETAILS (LATEST EDITION):

ST-11	MONOLITHIC CURB AND GUTTER
ST-12	MONOLITHIC CURB, GUTTER AND SIDEWALK
ST-14*	CURVED CURB RAMP
ST-14M*	MODIFIED CURVED CURB RAMP
ST-16*	CURB RAMP GROOVING AND TRUNCATED DOME DETAILS
ST-17	CONCRETE JOINTS
ST-18	DOWEL CONNECTIONS
ST-20	MONUMENT
ST-21	SPECIAL MONUMENT BOX ADJUSTMENT
DS-1	MANHOLE
DS-5	MANHOLE RAISING
DS-6	CONCRETE COLLAR
TR-1	STREET NAME SIGN AND LOCATION
TR-5	TRAFFIC SIGNAL TRENCH DETAILS
TR-6	PULL BOX
TR-7	TRAFFIC SIGNAL DETECTOR LOOPS SPACING
TR-8*	TYPICAL STOP INTERSECTION
TR-10	SIGN POST INSTALLATION
No. 2	TRAFFIC VALVE BOX
AP-A	APPENDIX A GENERAL NOTES

*SEE CONSTRUCTION DETAILS SHEET

CALTRANS STANDARD LIST (LATEST EDITION):

A20A-F	PAVEMENT MARKERS AND TRAFFIC LINES, TYPICAL DETAILS
A24A-G	PAVEMENT MARKINGS, ARROWS, SYMBOLS, NUMERAL WORDS, LIMIT AND YIELD LINES
T62	TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY DRAINAGE INLET PROTECTION)

CA MUTCD STANDARD LIST (LATEST EDITION):

FIG 3B-102(CA)	EXAMPLES OF FIRE HYDRANT LOCATION PAVEMENT MARKERS
FIG 9C-108(CA)	EXAMPLES OF PLACEMENT OF SHARED LANE MARKINGS

NOTE: THERE MAY BE ADDITIONAL UNDERGROUND FACILITIES THAT ARE NOT SHOWN ON PLANS AND ALL UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR MUST FIELD VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.

Prepared by:



Employee - Owned

Designer Stamp:

PROJECT No.		CE xx-xx-xx		CITY OF ENGLAND
ACCOUNT No.		-		
DATE	No.	REVISION	BY	2026 ANNUAL BUDGET AND REVENUE

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT

TITLE SHEET

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY -	-
Survey No.	TRACING No.
SHEET 1 OF 151	

ACCEPTANCE OF PLANS:

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

APPROVED FOR BIDDING:

DATE: _____
MICHAEL JACK LIW
ASSISTANT DIRECTOR OF PUBLIC WORKS / CITY ENGINEER

REVIEWED BY:

DATE: _____
WATER AND SEWER UTILITIES DEPARTMENT

DATE: _____
STREET MAINTENANCE DIVISION

DATE: _____
SILICON VALLEY POWER

DATE: _____
TRAFFIC ENGINEERING DIVISION

DATE: _____
DESIGN DIVISION

CERTIFICATION OF PEER REVIEW:

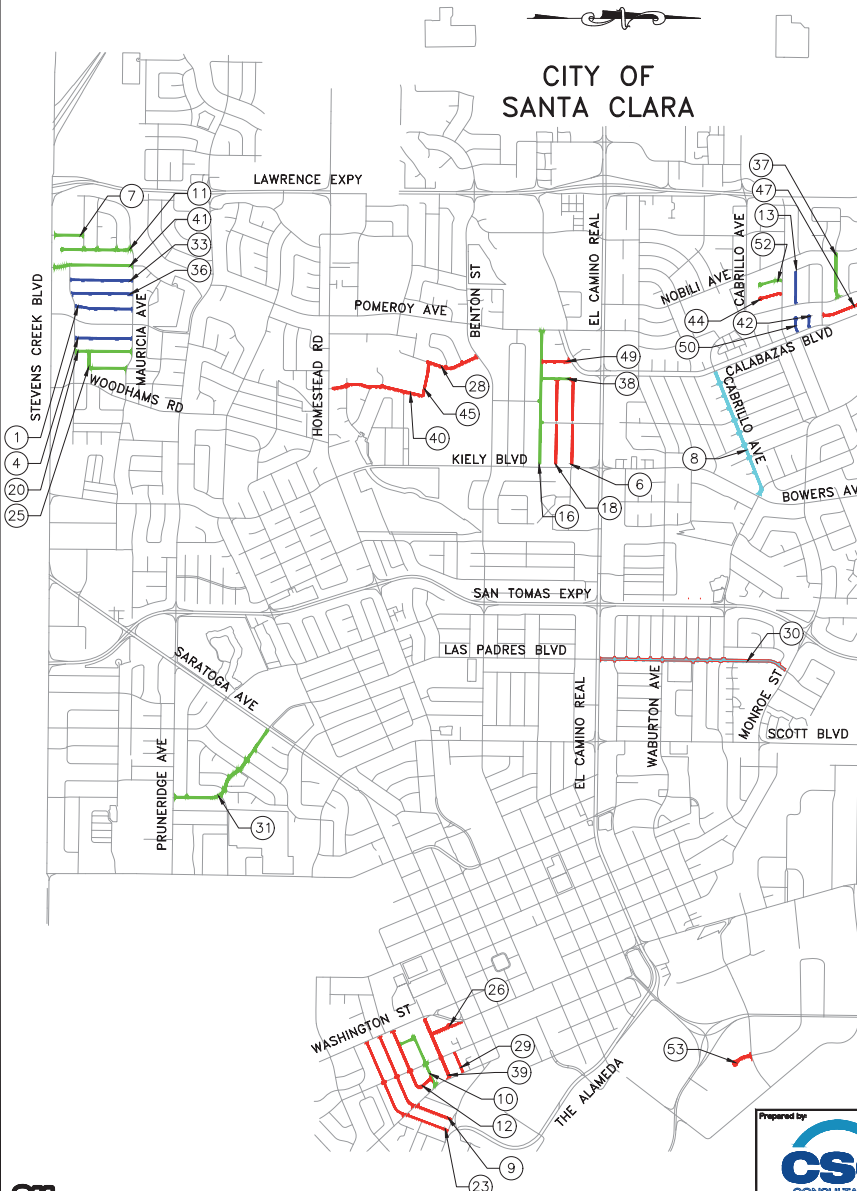
THE UNDERSIGNED HEREBY CERTIFIES THAT A PROFESSIONAL PEER REVIEW OF THESE PLANS AND THE REQUIRED DESIGNS WAS CONDUCTED BY ME, A PROFESSIONAL ENGINEER WITH EXPERTISE AND EXPERIENCE IN THE APPROPRIATE FIELD OF ENGINEERING EQUAL TO OR GREATER THAN THE ENGINEER OF RECORD, AND THAT APPROPRIATE CORRECTIONS HAVE BEEN MADE.

NAME: _____ DATE: _____



TREATMENT SCHEDULE AND SHEET INDEX

SEGMENT ID	ROAD NAME	BEGIN	END	PROPOSED TREATMENT	LENGTH (FT)	WIDTH (FT)	SHEET NO. (PAVEMENT)	SHEET NO. (SUBPAVING)
1	ARCADIA AVENUE	WACKNEY DRIVE	MAURICIA AVENUE	SLURRY SEAL	1,000	34	7	45
2	BULEVOS CIRCLE	EAST RIVER PARKWAY	GARRY WAY	SLURRY SEAL	1,230	19	6	46
3	BRACKETT WAY	WYBURN PARKWAY	EAST RIVER PARKWAY	SLURRY SEAL	572	20	7	47
4	BONA LANE	MAURICIA AVENUE	WACKNEY DRIVE	SLURRY SEAL	1,079	34	5	48
5	BURROCK LANE	GARRY WAY	EAST RIVER PARKWAY	SLURRY SEAL	717	19	9	49
6	BUTTE STREET	FRICKHOOD STREET	KELLY BOULEVARD	6" HMA FULL DEPTH REPLACEMENT	1,592	34	30	50
7	CANDY AVENUE	STEVENS CREEK BOULEVARD	BERNETT AVENUE	2" HMA MILL & FILL	549	38	11	51
8	CARROLL AVENUE	CALABAZAS BOULEVARD	BOWERS AVENUE	6" HMA FULL DEPTH REPLACEMENT	2,351	42	11 & 12	51 & 52
9	CANARD DRIVE	WASHINGTON STREET	WHE ALAMIDA	6" HMA FULL DEPTH REPLACEMENT	2,220	30	23	53
10	CIRCLE DRIVE	YARIS AVENUE	COLLIER AVENUE	2" HMA MILL & FILL	1,108	37	14	54
11	CLAREMONT AVENUE	MAURICIA AVENUE	CUL-DE-SAC	2" HMA MILL & FILL	1,138	30	25	55
12	COLLAGE AVENUE	WASHINGTON STREET	CIRCLE DRIVE	6" HMA FULL DEPTH REPLACEMENT	1,309	34	36	56
13	CORRECTION PLACE	DE PAUL PLACE	ROCHAMOND DRIVE	SLURRY SEAL	612	34	14	54
14	DONGHAM WAY	STEWART LANE	MAURICIA AVENUE	SLURRY SEAL	542	20	16	56
15	DONCE CIRCLE	GARRY WAY	GARRY WAY	SLURRY SEAL	1,422	30	17	57
16	EL SOBRIANTE STREET	POMEROY AVENUE	KELLY BOULEVARD	2" HMA MILL & FILL	2,560	35	18 & 19	58 & 59
17	EAST RIVER PARKWAY	PELLEY WAY	LOCK WHEEL BOULEVARD	SLURRY SEAL	7,055	34	7 & 8	47 & 48
18	FRENCH STREET	FRICKHOOD STREET	KELLY BOULEVARD	6" HMA FULL DEPTH REPLACEMENT	1,540	34	19 & 20	59 & 60
19	GARRY WAY	ALAMIDA ROAD	LOCK WHEEL BOULEVARD	SLURRY SEAL	1,781	34	21	61
20	GILBERT AVENUE	MAURICIA AVENUE	WACKNEY DRIVE	SLURRY SEAL	1,079	38	22	62
21	HARDIS WAY	WASHINGTON WAY	EAST RIVER PARKWAY	SLURRY SEAL	295	20	23	63
22	HARRISON DRIVE	WYBURN PARKWAY	ALAMIDA ROAD	SLURRY SEAL	478	34	24	64
23	HENRIAS STREET	WASHINGTON STREET	THE ALAMIDA	6" HMA FULL DEPTH REPLACEMENT	2,452	30	24 & 25	64 & 65
24	KELLEY WAY	WYBURN PARKWAY	CUL-DE-SAC	SLURRY SEAL	253	30	23	62
25	KELLOGG WAY	GILBERT AVENUE	MAURICIA AVENUE	SLURRY SEAL	1,002	38	22	62
26	KELLY WAY	POPULAR STREET	ROAD END S OF BELLWAY STREET	6" HMA FULL DEPTH REPLACEMENT	1,600	47	25	66
27	LARD CIRCLE	LOCK WHEEL BOULEVARD	THE ALAMIDA	SLURRY SEAL	1,314	19	26	68
28	LIVE OAK DRIVE	BENTON STREET	SANTA LUCIA DRIVE	6" HMA FULL DEPTH REPLACEMENT	1,036	35	27	67
29	LOCUST STREET	SLUGO STREET	PARK AVENUE	6" HMA FULL DEPTH REPLACEMENT	401	27	26	66
30	LOS PADRES BOULEVARD	WACKNEY DRIVE	EL CAMINO REAL	2" HMA & 4" HMA FULL DEPTH REPLACEMENT	3,814	42	18 & 19	58 & 59
31	LOS PADRES BOULEVARD	LAURELIA AVENUE	FRICKHOOD AVENUE	2" HMA MILL & FILL	2,464	42	20 & 21	70 & 71
32	MAURICIA AVENUE	GARRY WAY	CUL-DE-SAC	SLURRY SEAL	1,344	20	30	70
33	MICHAEL WAY	WACKNEY DRIVE	WACKNEY DRIVE	SLURRY SEAL	1,187	32	32	72
34	MORLAND WAY	LOCK WHEEL BOULEVARD	WYBURN PARKWAY	SLURRY SEAL	952	34	32	72
35	MOUNTAIN VIEW - ALVISO ROAD	SUNNYVALE BOULEVARD	GREAT AMERICA PARKWAY	2" HMA & 10" HMA FULL DEPTH REPLACEMENT	2,233	48	33	73
36	MUR AVENUE	WACKNEY DRIVE	MAURICIA AVENUE	SLURRY SEAL	1,163	34	34	74
37	MYER DRIVE DRIVE	WACKNEY DRIVE	ROCHAMOND DRIVE	2" HMA MILL & FILL	858	38	34	74
38	FRICKHOOD STREET	EL SOBRIANTE STREET	BUTTE STREET	2" HMA MILL & FILL	531	44	35	75
39	POPULAR STREET	WASHINGTON STREET	PARK AVENUE	6" HMA FULL DEPTH REPLACEMENT	1,226	44	35	75
40	PEPPER TREE LANE	SANTA LUCIA DRIVE	HOMESTEAD ROAD	6" HMA FULL DEPTH REPLACEMENT	1,826	38	36	76
41	ROCHAMOND DRIVE	STEVENS CREEK BOULEVARD	MAURICIA AVENUE	2" HMA MILL & FILL	1,515	48	37	77
42	ROCK COURT	CALABAZAS BOULEVARD	CUL-DE-SAC	SLURRY SEAL	227	32	38	78
43	WYBURN PARKWAY	KELLEY WAY	MORLAND WAY	SLURRY SEAL	2,337	34	38 & 39	78 & 79
44	ROCKHURST COURT	MAURICIA AVENUE	CUL-DE-SAC	6" HMA FULL DEPTH REPLACEMENT	499	32	40	80
45	SANTA LUCIA DRIVE	LIVE OAK DRIVE	PEPPER TREE LANE	6" HMA FULL DEPTH REPLACEMENT	595	36	40	80
46	STEWART LANE	GARRY WAY	FRICKHOOD CIRCLE	SLURRY SEAL	1,117	19	41	81
47	STANFORD PLACE	SANTA LUCIA DRIVE	STANFORD PLACE	4" HMA FULL DEPTH REPLACEMENT	816	34	42	82
48	TOMMY CIRCLE	STEWART LANE	STEWART LANE	SLURRY SEAL	943	20	43	83
49	VIA DONORRA	CALABAZAS BOULEVARD	EL SOBRIANTE STREET	6" HMA FULL DEPTH REPLACEMENT	542	31	42	82
50	YELLA NOVA COURT	CUL-DE-SAC	CUL-DE-SAC	SLURRY SEAL	298	32	43	83
51	WATSON CIRCLE	BURROCK LANE	BURROCK LANE	SLURRY SEAL	806	15	9	48
52	WATSON COURT	MAURICIA AVENUE	CUL-DE-SAC	2" HMA MILL & FILL	449	32	43	83
53	WATSON STREET	WACKNEY DRIVE	CUL-DE-SAC	6" HMA FULL DEPTH REPLACEMENT	384	44	44	84



KEY MAP
N.T.S

LEGEND

- SLURRY SEAL (TYPE II)
- TYPE A HMA MILL & FILL
- TYPE A HMA FULL DEPTH REPLACEMENT
- TYPE A RHMA FULL DEPTH REPLACEMENT



Prepared by: Employee - Owned

Designer:

PROJECT NO.		CE xx-xx-xx	
ACCOUNT NO.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT

KEY MAP

APPROVED BY	TITLE	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 2 OF XX

CITY GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE CITY'S STANDARD 2015 DETAILS, STANDARD SPECIFICATIONS, AND GENERAL REQUIREMENTS.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE APPROPRIATE UTILITY AGENCIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY OWNERS 48 HOURS PRIOR TO COMMENCEMENT OF WORK ADJACENT TO THE UTILITY. CONTACT UNDERGROUND SERVICE ALERT (USA) AT 811 OR 800-227-2600.
3. THE CONTRACTOR SHALL NOTIFY, BY CIRCULAR, ALL BUSINESS ESTABLISHMENTS AND RESIDENCES LOCATED IN AREAS AFFECTED BY THE WORK AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO START OF CONSTRUCTION. CIRCULAR SHALL BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
4. UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER IN THE FIELD: AT EACH LOCATION WHERE NEW CURB/GUTTER IS TO BE INSTALLED ON AN EXISTING STREET (DRIVEWAY INSTALLATION, DRIVEWAY ABANDONMENT, CURB RAMP INSTALLATION, CURB FACE DRAINAGE INSTALLATION, ETC.) PAVEMENT RECONSTRUCTION SHALL BE REQUIRED. AN 18-INCH WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED ALONG THE ENTIRE LENGTH OF CURB/GUTTER INSTALLATION. REMOVAL DEPTH (SAW CUTS REQUIRED) SHALL BE TO THE BASE MATERIAL ON STREETS WITH A.C. OR P.C.C. PAVEMENT FOUR (4) INCHES OR LESS IN THICKNESS. REMOVAL DEPTH SHALL BE TWO (2) INCHES MINIMUM ON STREETS WITH A.C. (GRIND) AND FOUR (4) INCHES MINIMUM ON STREETS WITH P.C.C. (SAW CUT) PAVEMENT THICKNESS GREATER THAN FOUR (4) INCHES. REPLACE WITH OR P.C.C. (DOWELS REQUIRED) TO MATCH EXISTING PAVEMENT.
5. ALL SIDEWALK, CURB, AND GUTTER DAMAGED AS A RESULT OF THE PROJECT SHALL BE REMOVED AND REPLACED TO THE NEAREST SCORE MARK OR AS DIRECTED BY THE CITY ENGINEER. INSTALLATION OF NEW SIDEWALK, CURB AND GUTTER AGAINST EXISTING IMPROVEMENTS SHALL REQUIRE A SIDEWALK CONTACT JOINT (DOWELS REQUIRED).
6. PARTIAL REPLACEMENT OF A DRIVEWAY IS NOT ALLOWED. A DRIVEWAY THAT HAS BEEN CUT OR DAMAGED MUST BE REPLACED IN ITS ENTIRETY. THE NEW REPLACEMENT DRIVEWAY MUST MEET CURRENT CITY STANDARDS WHICH MAY AFFECT ON-SITE IMPROVEMENTS AND/OR REQUIRE A SIDEWALK EASEMENT.
7. SLURRY SEAL SHALL BE REQUIRED ON ALL NEW STREET PAVEMENT (E.G., TRENCH WORK, POTHOLES, AND STREET WIDENINGS). SLURRY SEAL SHALL EXTEND TWELVE INCHES BEYOND THE LIMIT OF PAVEMENT RECONSTRUCTION.
8. GRADE BREAKS ON CURBS AND SIDEWALKS ARE TO BE ROUNDED OFF ON FORM WORK AND FINISHED SURFACING.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION AND/OR PERPETUATION OF EXISTING SURVEY MONUMENTS (CURB TAGS, IRON PIPES, STREET MONUMENTS, ETC.) NOTED ON THE PLANS OR FOUND DURING CONSTRUCTION PER SECTION 8771 OF THE CALIFORNIA BUSINESS AND PROFESSIONS CODE. IF A SURVEY MONUMENT HAS THE POTENTIAL OF BEING DISTURBED OR WITHIN 3 FEET OF THE WORK, THE MONUMENT SHALL BE LOCATED, REFERENCED, AND A CORNER RECORD SHALL BE FILED WITH THE SANTA CLARA COUNTY SURVEYOR, AND A DUPLICATE OF THE CORNER RECORD SHALL BE SUBMITTED TO THE CITY ENGINEER PRIOR TO THE START OF CONSTRUCTION. SHOULD ANY SURVEY MONUMENT BE DAMAGED OR DESTROYED DURING CONSTRUCTION, THE CONTRACTOR SHALL RE-ESTABLISH SAID MONUMENT PER CITY STANDARD, FILE A CORNER RECORD WITH THE SANTA CLARA COUNTY SURVEYOR, AND SUBMIT A DUPLICATE OF THE CORNER RECORD TO THE CITY ENGINEER PRIOR TO FINAL PROJECT NOTICE OF COMPLETION ISSUED BY THE DEPARTMENT OF PUBLIC WORKS. THE CONTRACTOR SHALL, AT HIS/HER EXPENSE, HIRE A LICENSED PROFESSIONAL CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING OR LAND SURVEYOR TO PERFORM THE WORK.
10. ALL SURPLUS AND UNSUITABLE MATERIAL SHALL BE REMOVED FROM PUBLIC RIGHT-OF-WAY.
11. CONTRACTOR SHALL PROVIDE ADEQUATE DUST CONTROL AND KEEP MUD AND DEBRIS OFF THE PUBLIC RIGHT-OF-WAY AT ALL TIMES.
12. ALL TRENCHES AND EXCAVATIONS SHALL BE CONSTRUCTED IN STRICT COMPLIANCE WITH THE APPLICABLE SECTIONS OF CALIFORNIA AND FEDERAL O.S.H.A. REQUIREMENTS AND OTHER APPLICABLE SAFETY ORDINANCES. CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR TRENCH SHORING DESIGN AND INSTALLATION.
13. EXISTING UTILITIES SHOWN ARE BASED UPON RECORD INFORMATION AND ARE APPROXIMATE IN LOCATION AND DEPTH. THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES THAT MAY BE AFFECTED BY NEW FACILITIES IN THIS CONTRACT. VERIFY ACTUAL LOCATION AND DEPTH, AND REPORT POTENTIAL CONFLICTS TO THE ENGINEER PRIOR TO EXCAVATING FOR NEW FACILITIES.
14. CONTRACTOR SHALL PERFORM THEIR CONSTRUCTION AND OPERATION IN A MANNER, WHICH WILL NOT ALLOW HARMFUL POLLUTANTS TO ENTER THE STORM DRAIN SYSTEM. TO ENSURE COMPLIANCE, THE CONTRACTOR SHALL IMPLEMENT THE APPROPRIATE BEST MANAGEMENT PRACTICE (BMP) AS OUTLINED IN THE BROCHURES ENTITLED "BEST MANAGEMENT PRACTICE FOR THE CONSTRUCTION INDUSTRY" ISSUED BY THE SANTA CLARA VALLEY NONPOINT SOURCE POLLUTION CONTROL PROGRAM, TO SUIT THE CONSTRUCTION SITE AND JOB CONDITION.
15. OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT IN THE PUBLIC RIGHT-OF-WAY SHALL NOT BE PERMITTED, EXCEPT AT LOCATION(S) APPROVED BY THE CITY TRAFFIC ENGINEER.
16. UNLESS OTHERWISE NOTED, CLASS 2 A.B. UNDER CURB, GUTTER, AND STREET SECTIONS PAVED WITH ASPHALT CONCRETE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

ARBORIST NOTES

- I. GENERAL
1. NO CUTTING OF ANY PART OF CITY TREES, INCLUDING ROOTS, SHALL BE DONE WITHOUT SECURING APPROVAL AND DIRECT SUPERVISION FROM THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY (408) 615-3080.
2. NO CUTTING OF ANY PART OF PRIVATE TREES, INCLUDING ROOTS, SHALL BE DONE WITHOUT DIRECT SUPERVISION OF AN INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) CERTIFIED ARBORIST.
3. WHEN CONSTRUCTION OCCURS WITHIN THE DRIP LINE OF EXISTING TREES, CONTRACTOR SHALL PILE THE SOIL ON THE SIDE AWAY FROM THE TREE. WHEN THIS IS NOT POSSIBLE, PLACE SOIL ON PLYWOOD, TARP, OR 4" - 5" THICK BED OF MULCH. THIS IS TO PREVENT CUTTING INTO THE SOIL SURFACE WHEN THE BACKHOE OR TRACTOR BLADE REFILLS THE TRENCH.
4. REFILL OPEN TRENCHES QUICKLY WITHIN HOURS OF EXCAVATION WHEN THEY OCCUR WITHIN THE DRIP LINE OF EXISTING TREES. IF THIS IS NOT POSSIBLE AND THE WEATHER IS HOT, DRY, OR WINDY, CONTRACTOR MUST KEEP ROOT ENDS MOIST BY COVERING THEM WITH WET BURLAP. IF THE TEMPERATURE IS 80°F OR GREATER, THE BURLAP MUST BE INSPECTED EVERY HOUR, AND RE-WET AS NECESSARY TO MAINTAIN A CONSTANT COOL, MOIST CONDITION. SMALL ROOTS CAN DRY OUT AND DIE IN 10-15 MINUTES. LARGER ROOTS CAN SUCCEUMB IN AN HOUR OR LESS UNDER UNFAVORABLE WEATHER CONDITIONS.
5. WHEN ROOTS 2" OR LARGER ARE REQUIRED TO BE CUT, SHOVEL OR HAND NEAR THE ROOTS AND PRUNE THE ROOTS WITH AN INDUSTRY-APPROVED PRUNING TOOL. ROOTS THAT ARE ACCIDENTALLY BROKEN SHOULD BE PRUNED TWO INCHES FROM THE DAMAGED END. CRUSHED OR TORN ROOTS ARE MORE LIKELY TO ALLOW DRY TO BEGIN. SHARPLY CUT ROOTS PRODUCE A FLUSH OF NEW ROOTS HELPING THE TREE TO RECOVER FROM ITS INJURY.
6. CONTRACTOR SHALL NOTIFY THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY 72 HOURS IN ADVANCE OF ANY WORK REQUIRING DIGGING AROUND OR WITHIN THE DRIP LINE OF EXISTING TREES.
7. A CLEAR SYSTEM OF FLAGGING MUST BE PROVIDED AROUND TREES WITHIN 20' OF THE PROPOSED GRADING. CONTRACTOR SHALL SECURE APPROVAL OF SUCH SYSTEM FROM THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY.
8. MATERIALS, EQUIPMENT, TEMPORARY BUILDINGS, FUELS, PAINTS, AND OTHER CONSTRUCTION ITEMS SHALL NOT BE PLACED WITHIN THE DRIP LINE OF EXISTING TREES.
9. FENCE ALL TREES TO BE RETAINED TO COMPLETELY ENCLOSE THE TREE PROTECTION ZONE PRIOR TO DEMOLITION, GRUBBING, OR GRADING. FENCING SHALL BE PLACED AT THE DRIP LINE OF EXISTING TREES OR, IF POSSIBLE, 1.5 TIMES THE RADIUS OF THE DRIP LINE OUT FROM THE TRUNK OF THE TREE. A WARNING SIGN SHALL BE PROMINENTLY DISPLAYED ON EACH FENCE. THE SIGN SHALL BE A MINIMUM OF 8.5'X11" AND CLEARLY STATE "WARNING - TREE PROTECTION ZONE. THIS FENCE SHALL NOT BE REMOVED WITHOUT APPROVAL FROM THE CITY ARBORIST/PROJECT ARBORIST." FENCES SHALL BE 6-FOOT TALL CHAINLINK, OR EQUIVALENT, AS APPROVED BY THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY. FENCES SHALL REMAIN UNTIL ALL GRADING AND CONSTRUCTION WORK IS COMPLETED. IN ADDITION, WRAP ALL TREES WITH STRAW WADDLE UP TO THE FIRST MAIN BRANCH, THEN WRAP SNOW FENCING AROUND THE WADDLE ON ALL TREES IN THE CONSTRUCTION ZONE TO PROTECT THEM FROM BARK DAMAGE CAUSED BY THE WORK.
10. NO TRENCHING SHALL BE DONE WITHIN THE DRIP LINE OF EXISTING TREES WITHOUT THE APPROVAL OF THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY. OPEN TRENCHING IN THE ROOT ZONE OF A PUBLIC TREE IS PROHIBITED EXCEPT IN CASES WHERE THE TRENCHING FALLS OUTSIDE THE DRIP LINE OF THE TREE INVOLVED. EXCEPTIONS MAYBE ALLOWED IF, IN THE OPINION OF THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY, THE IMPACT OF TRENCHING ON THE TREE WILL BE NEGLIGIBLE.
11. ANY CUTTING OF EXISTING ROOTS OF CITY TREES SHALL BE DONE WITH APPROVED LIGHT EQUIPMENT UNDER THE DIRECT SUPERVISION OF THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY. ANY CUTTING OF EXISTING ROOTS OF PRIVATE TREES SHALL BE DONE WITH APPROVED EQUIPMENT UNDER THE DIRECT SUPERVISION OF AN ISA-CERTIFIED ARBORIST.
12. GRADING SHOULD NOT CREATE DRAINAGE PROBLEMS FOR TREES BY CHANNELING WATER INTO THEM, OR CREATING SUNKEN AREAS.
13. ALL GRADING WITHIN THE DRIP LINE OF CITY TREES SHALL BE DONE WITH APPROVED LIGHT EQUIPMENT UNDER THE DIRECT SUPERVISION OF THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY. ALL GRADING WITHIN THE DRIP LINE OF PRIVATE TREES SHALL BE DONE WITH APPROVED EQUIPMENT UNDER THE DIRECT SUPERVISION OF AN ISA-CERTIFIED ARBORIST. THE ORIGINAL GRADE AT THE BASE OF EXISTING TREES SHALL NOT BE MODIFIED. IF A GRADE INCREASE IS NECESSARY, DRY WELLS SHOULD BE USED.
14. WHEN TRENCHING IS ALLOWED WITHIN THE DRIPLINE OF EXISTING TREES, THE CONTRACTOR MUST FIRST CUT ROOTS WITH A VERMEER ROOT CUTTER PRIOR TO ANY TRENCHING TO AVOID TUGGING OR PULLING OF ROOTS.
15. TREES THAT ARE DETERMINED TO BE REMOVED BY THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY DUE TO AN UNFORESEEN CIRCUMSTANCE DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR, THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY SHALL DETERMINE THE REPLACEMENT SPECIES, SIZE, QUANTITY, AND SPACING.
16. PLACE 4"-5" THICK MULCH AROUND ALL EXISTING TREES (OUT TO THEIR DRIP LINE) THAT ARE TO BE RETAINED PRIOR TO ANY CONSTRUCTION. THIS WILL HELP MAINTAIN MOISTURE UNDER THE TREE WITHIN THE FENCING AREA.
17. BORE PITS ARE NOT ALLOWED WITHIN THE DRIP LINE OF ANY TREE.
18. CONTRACTOR SHALL COORDINATE WITH CITY ARBORIST IF TREE TRIMMING IS REQUIRED TO PROVIDE ADEQUATE CLEARANCE PRIOR TO CONSTRUCTION WORK.
- II. BORING (NOT USED)
- III. TREE PROTECTION
1. CONTRACTOR SHALL TAG AND IDENTIFY EXISTING TREES WHICH ARE TO REMAIN WITHIN THE PROJECT LIMITS AND ON THE PUBLIC RIGHT-OF-WAY PRIOR TO START OF WORK. PROTECT ALL TAGGED TREES AT ALL TIMES FROM DAMAGE BY THE WORK. TREATMENT OF ALL MINOR DAMAGES TO TAGGED TREES SHALL BE PERFORMED BY ISA-CERTIFIED ARBORIST OR OTHER PERSONNEL APPROVED BY THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY. IF A TAGGED TREE IS PERMANENTLY DISFIGURED OR KILLED AS A RESULT OF THE WORK, CONTRACTOR SHALL REMOVE THE TREE, INCLUDING ITS ROOTS, FROM THE SITE AND REPLACE EACH REMOVED TREE WITH AN EQUAL-SIZED TREE. IF SUCH REPLACEMENT IS NOT POSSIBLE, THE CONTRACTOR SHALL REIMBURSE TO THE TREE OWNER THE AMOUNT LISTED IN THE TABLE BELOW. THE CITY ARBORIST OR ARBORIST EMPLOYED BY CITY SHALL BE THE SOLE JUDGE OF THE CONDITION OF ANY TREE. CONTRACTOR SHALL PROVIDE REGULAR WATERING OF EXISTING LANDSCAPING WITHIN THE CONSTRUCTION AREA THROUGH THE CONSTRUCTION PERIOD.
2. CONTRACTOR SHALL PAY THE TREE OWNER THE VALUE OF EXISTING TREES TO REMAIN THAT DIED OR WERE DAMAGED BECAUSE OF THE CONTRACTOR'S FAILURE TO PROVIDE ADEQUATE PROTECTION AND MAINTENANCE. THE PAYMENT AMOUNT SHALL BE IN ACCORDANCE WITH THE FOLLOWING SCHEDULE OF VALUES, USING "TREE CALIPER" METHOD ESTABLISHED IN THE MOST RECENT ISSUE OF THE "GUIDE FOR ESTABLISHING VALUES OF TREES AND OTHER PLANTS," PREPARED BY THE COUNCIL OF TREE AND LANDSCAPE ARCHITECTS.

7 INCHES	\$ 2,400
8 INCHES	\$ 3,400
9 INCHES	\$ 4,400
10 INCHES	\$ 5,200
11 INCHES	\$ 6,200
12 INCHES	\$ 7,200
13 INCHES	\$ 8,200
14 INCHES	\$ 9,200
15 INCHES	\$ 10,000
16 INCHES	\$ 11,000
17 INCHES	\$ 12,000
18 INCHES AND OVER:	
ADD FOR EACH CALIPER INCH	\$ 1,200

COUNTY OF SANTA CLARA GENERAL NOTES:

SIGNAL AND ELECTRICAL OPERATIONS:

1. EXISTING COUNTY COMMUNICATION AND ELECTRICAL FACILITIES ARE LOCATED IN THE PROJECT AREA. COMMUNICATION FIBER OPTIC CABLE DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE TEMPORARILY RESTORED AND THEN REPLACED IN ACCORDANCE WITH CSS 86.01.06. DAMAGED FIBER OPTIC CABLE SHALL BE REPLACED FOR THE ENTIRE LENGTH BETWEEN EXISTING END-TO-END SPICES.
2. ANY DAMAGE TO EXISTING ELECTRICAL OR COMMUNICATION SYSTEM SUCH AS LOOP DETECTORS AND FIBER OPTICS SHALL BE TEMPORARILY RESTORED TO FULL OPERATION OR VIA MICROWAVE/VIDEO DETECTION IMMEDIATELY AND REPLACED PRIOR TO PROJECT CLOSURE.
3. ALL DESIGN WITHIN COUNTY'S RIGHT-OF-WAY SHALL COMPLY WITH COUNTY STANDARDS.
4. INFORMATION SHOWN ON AS-BUILT PLANS IS SUBJECT TO CHANGE. FIELD-VERIFY AND UPDATE CONDUCTOR SCHEDULE ACCORDINGLY. CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE PERTAINING TO LOOPS/FIBER. CONTRACTOR NEEDS TO REPLACE DETECTOR LOOPS WITHIN 24HRS. IF DAMAGED.

ROAD OPERATIONS:

1. THERE IS A 5-YR WARRANTY WHEN THE PROJECT IS COMPLETED (REFERENCE TO COUNTY ORDINANCE NS-7039, SECTION 617--36.4). COUNTY'S ROADS OPERATIONS ENGINEERING WILL BE THE ONE TO DETERMINE WHAT CONSTITUTE FAILURE BASED ON ACCEPTABLE INDUSTRY STANDARDS INCLUDING CRACKS AND SEPARATION IN THE MICRO SURFACING, SETTLEMENT WHERE THE TRENCH REPAIRS TOOK PLACE, DAMAGED PAVEMENT EDGES ALONG THE TRENCHES ARE CONSIDERED FAILURES.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING PAVEMENT TO LIKE OR BETTER CONDITION. ANY STRIPING IN COUNTY ROW SHALL BE THERMOPLASTIC AND REPLACED PER EXISTING STRIPING. ALL VERTICAL ASPHALT CUTS MUST BE TACK COATED PRIOR TO ASPHALT PLACEMENT.

THERMOPLASTIC TRAFFIC STRIPES SPECIFICATIONS:

1. THERMOPLASTIC TRAFFIC STRIPES SHALL CONFORM TO THE PROVISIONS IN SECTION 84, "TRAFFIC STRIPES AND PAVEMENT MARKINGS," OF THE COUNTY STANDARD SPECIFICATIONS, THE DETAILS SHOWN ON THE PLANS, AND THESE SPECIAL PROVISIONS.
2. POST MICROSURFACE OVERLAY ALL FLEXIBLE TEMPORARY MARKERS, FLOPPIES, SHALL BE CUT FLUSH WITH PAVEMENT.
3. NEW THERMOPLASTIC TRAFFIC STRIPES (ALL TYPES, WIDTHS) INCLUDING SHOULDER STRIPES SHALL REPLACE THE EXISTING STRIPES, IN THEIR EXISTING LOCATIONS, OR AS SHOWN ON THE PROJECT PLANS OR AS DIRECTED BY THE ENGINEER.
4. THE ENGINEER SHALL CHECK AND APPROVE THE CAT TRACKS BEFORE STRIPING.
5. THERMOPLASTIC MATERIALS SHALL BE TESTED PRIOR TO USE OR THE MANUFACTURER SHALL PROVIDE THE ENGINEER WITH A CERTIFICATE OF COMPLIANCE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 6.11, "CERTIFICATES OF COMPLIANCE," OF THE STANDARD SPECIFICATIONS.
6. THE ROADWAY SHALL NOT BE STRIPED BEFORE 5 CALENDAR DAYS OF PAVEMENT CURING, BUT SHALL BE STRIPED WITHIN 10 CALENDAR DAYS AFTER THE COMPLETION OF PAVING. LIQUIDATED DAMAGES, AT THE SPECIFIED RATE, SHALL APPLY TO EACH DAY OF DELAY BEYOND THIS DATE UNLESS APPROVED OTHERWISE BY THE ENGINEER.
7. FULL COMPENSATION FOR ALL NEW THERMOPLASTIC TRAFFIC STRIPES (ALL TYPES, WIDTHS) INCLUDING SHOULDER STRIPES AND LAYOUT, AND REMOVAL OF TEMPORARY REFLECTIVE MARKERS SHALL BE CONSIDERED AS INCLUDED IN THE UNIT PRICE PAID PER FOOT FOR THERMOPLASTIC TRAFFIC STRIPES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED THEREOF.

THERMOPLASTIC PAVEMENT MARKINGS SPECIFICATIONS:

1. THERMOPLASTIC PAVEMENT MARKINGS SHALL CONFORM TO SECTION 84, "TRAFFIC STRIPES AND PAVEMENT MARKINGS," OF THE COUNTY STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS.
2. THE PIGMENT, HEAT BEADS, AND FILLER ADDITIVE SHALL BE WELL DISPERSED IN THE BINDER BEFORE APPLICATION TO THE PAVEMENT. HEATED THERMOPLASTIC MATERIAL SHALL NOT EMIT FUMES THAT ARE TOXIC OR INJURIOUS TO PERSONS OR PROPERTY, AND SHALL COMPLY WITH ALL APPLICABLE AIR POLLUTION CONTROL RULES AND REGULATIONS.
3. THE COMPLETED PAVEMENT MARKINGS SHALL HAVE CLEAN AND WELL-DEFINED EDGES WITHOUT RUNNING OR DEFORMATION, AND SHALL CONFORM TO THE DIMENSIONS SHOWN IN THESE SPECIAL PROVISIONS.
4. THERMOPLASTIC MATERIALS SHALL BE TESTED PRIOR TO USE OR THE MANUFACTURER SHALL PROVIDE THE ENGINEER WITH A CERTIFICATE OF COMPLIANCE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 6.11, "CERTIFICATES OF COMPLIANCE," OF THE STANDARD SPECIFICATIONS.
5. WORK SHALL CONSIST OF REPLACING EXISTING PAVEMENT MARKINGS, CROSSWALKS AND STOP BARS, WHERE PAVEMENT IS RESURFACED, MEDIAN ISLANDS, RAISED ISLAND LEADING EDGES, OR AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.
6. TIME REQUIREMENTS AS SET OUT IN "THERMOPLASTIC TRAFFIC STRIPES," SHALL ALSO APPLY TO THERMOPLASTIC PAVEMENT MARKINGS.

THERMOPLASTIC PAVEMENT MARKINGS SPECIFICATIONS:

1. STOP BARS AND CROSSWALKS SHALL BE MEASURED BY THE SQUARE FOOT FOR THE AREA COVERED BY EACH MARKING UNIT. STOP BARS AND CROSSWALKS SHALL BE 12 INCHES WIDE AS PER STATE STD. PLAN 242E.
2. THE CONTRACT PRICES PAID PER SQUARE FOOT FOR THERMOPLASTIC PAVEMENT MARKINGS SHALL INCLUDE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND INCIDENTALS, INCLUDING ANY NECESSARY CAT TRACKS, DRIBBLE LINES, AND LAYOUT WORK, REMOVAL OR CUTTING OF TEMPORARY REFLECTIVE MARKERS COMPLETE IN PLACE AS SHOWN ON THE PLANS, AS SPECIFIED IN THESE SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER, AND NO ADDITIONAL ALLOWANCE WILL BE MADE.

PAVEMENT MARKERS SPECIFICATIONS:

1. PAVEMENT MARKERS SHALL CONFORM TO THE PROVISIONS OF SECTION 85, "PAVEMENT MARKERS," OF THE COUNTY STANDARD SPECIFICATIONS, THE DETAILS SHOWN ON THE PLANS, AND THESE SPECIAL PROVISIONS.
2. TIME REQUIREMENTS AS SET OUT IN "THERMOPLASTIC TRAFFIC STRIPES," SHALL ALSO APPLY TO PAVEMENT MARKERS.
3. TYPE K MARKERS SHALL BE INSTALLED ON ISLAND NOSES PER THE STATE STANDARD PLANS.
4. TYPE D MARKERS SHALL BE INSTALLED FOR FIRE HYDRANTS PER THE STATE STANDARD PLANS.
5. THE CONTRACT PRICES PAID PER EACH PAVEMENT MARKERS SHALL INCLUDE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND INCIDENTALS, INCLUDING ANY NECESSARY CAT TRACKS, DRIBBLE LINES, AND LAYOUT WORK AND REMOVAL OF TEMPORARY REFLECTIVE MARKERS, COMPLETE IN PLACE AS SHOWN ON THE PLANS, AS SPECIFIED IN THESE SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER, AND NO ADDITIONAL ALLOWANCE WILL BE MADE.



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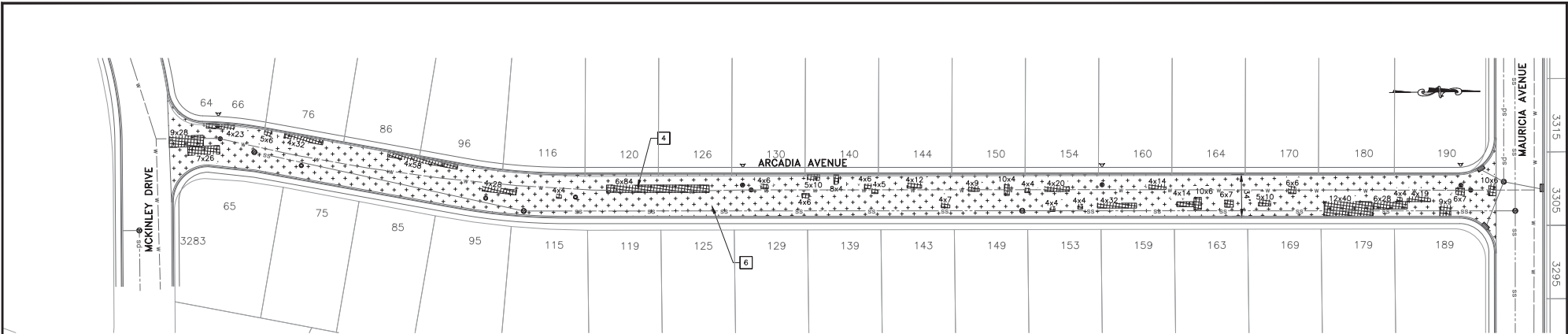
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT

APPROVED BY			
TITLE			
DATE			R.C.E. No.
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	SHEET 3 OF xx

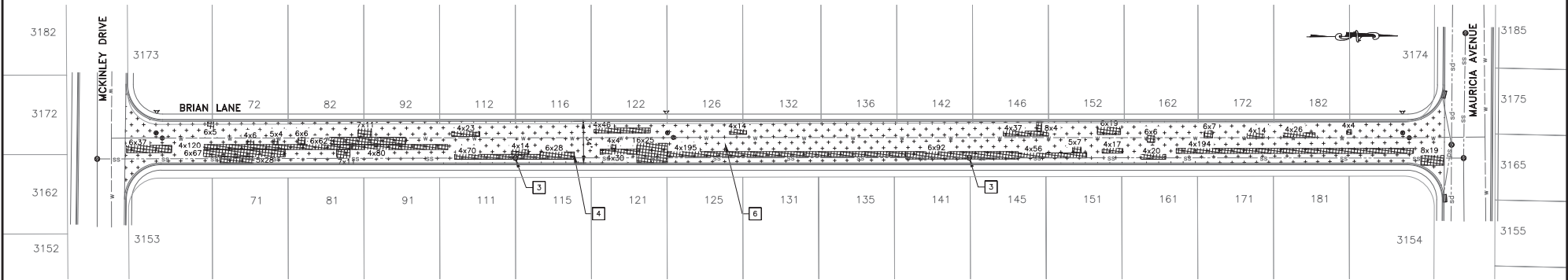
GENERAL NOTES





SEGMENT #1 - ARCADIA AVENUE

SCALE: 1"=40'



SEGMENT #4 - BRIAN LANE

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

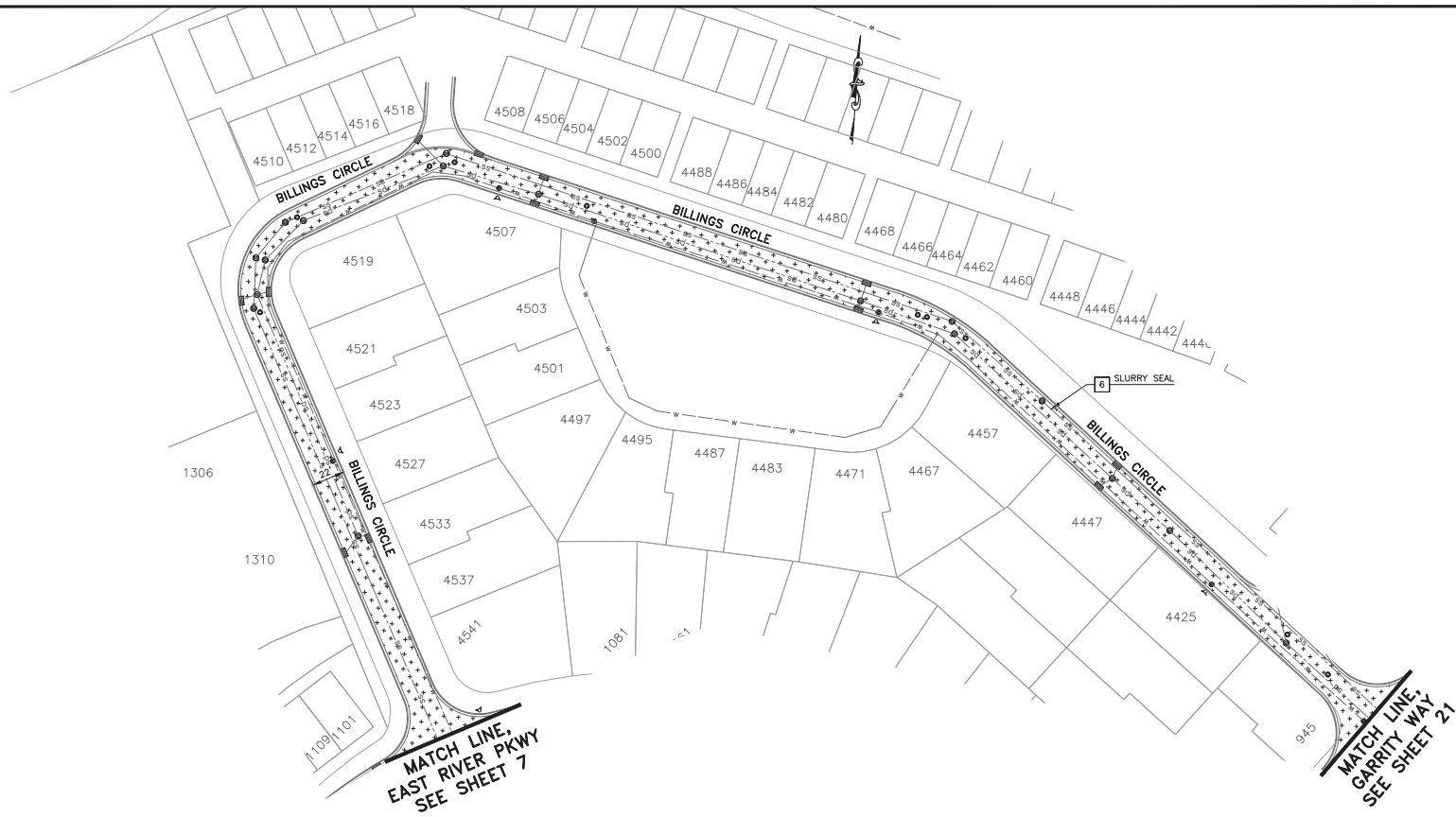


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PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
PAVEMENT IMPROVEMENT PLAN

APPROVED BY	
TITLE	R.C.E. No.
DATE	Survey No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY	
SHEET 5 OF XX	



SEGMENT #2 - BILLINGS CIRCLE

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM DESCRIPTION

SAW CUT

SEGMENT LIMIT

EX SANITARY SEWER MANHOLE

EX STORM DRAIN MANHOLE

EX FIRE HYDRANT

EX WATER VALVE BOX

EX RECYCLED WATER VALVE BOX

EX MONUMENT IN ROUND BOX

EX MONUMENT IN SQUARE BOX

EX SVP MANHOLE

EX SVP VAULT BOX

ITEM DESCRIPTION

CORE LOCATION

SLURRY SEAL (TYPE II)

2" TYPE A HMA MILL & FILL

2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT

6" RHMA FULL DEPTH REPLACEMENT

2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

AC DIGOUT (X' WIDE X X' LENGTH)

EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

ITEM DESCRIPTION

4" TYPE A HMA FULL DEPTH REPLACEMENT

6" TYPE A HMA FULL DEPTH REPLACEMENT

8" TYPE A HMA FULL DEPTH REPLACEMENT

10" TYPE A HMA FULL DEPTH REPLACEMENT

AC DIGOUT (X' WIDE X X' LENGTH)

EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xxx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

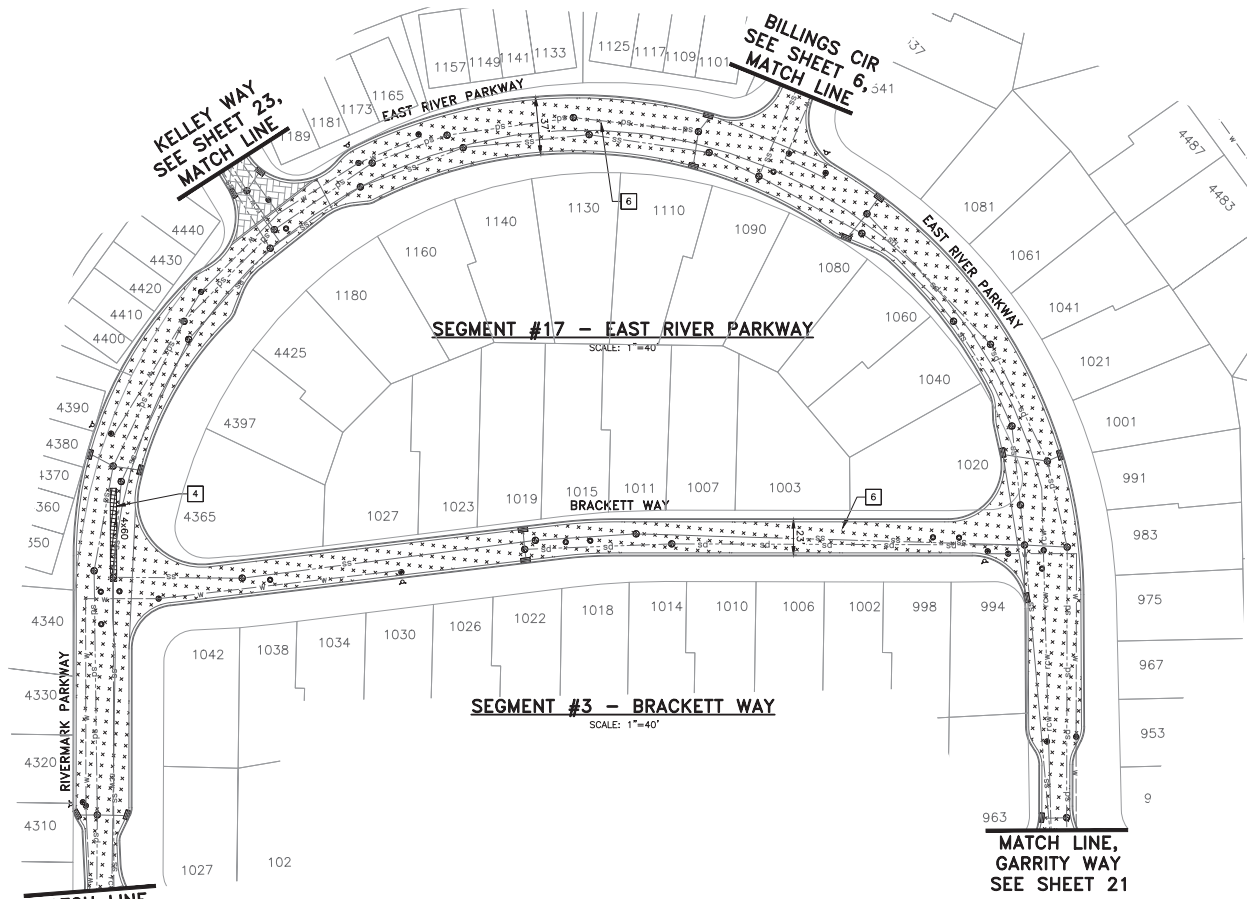


Designer Stamp

PROJECT No.				CE xx-xx-xx			
ACCOUNT No.				-			
DATE		No.		REVISION		BY	

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	
SHEET 6 OF XX			



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
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8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
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LEGEND:

- | ITEM | DESCRIPTION |
|-----------------------------|-----------------------------|
| SAW CUT | SAW CUT |
| SEGMENT LIMIT | SEGMENT LIMIT |
| EX SANITARY SEWER MANHOLE | EX SANITARY SEWER MANHOLE |
| EX STORM DRAIN MANHOLE | EX STORM DRAIN MANHOLE |
| EX FIRE HYDRANT | EX FIRE HYDRANT |
| EX WATER VALVE BOX | EX WATER VALVE BOX |
| EX RECYCLED WATER VALVE BOX | EX RECYCLED WATER VALVE BOX |
| EX MONUMENT IN ROUND BOX | EX MONUMENT IN ROUND BOX |
| EX MONUMENT IN SQUARE BOX | EX MONUMENT IN SQUARE BOX |
| EX SVP MANHOLE | EX SVP MANHOLE |
| EX SVP VAULT BOX | EX SVP VAULT BOX |

- | ITEM | DESCRIPTION |
|---|---|
| CORE LOCATION | CORE LOCATION |
| SLURRY SEAL (TYPE II) | SLURRY SEAL (TYPE II) |
| 2" TYPE A HMA MILL & FILL | 2" TYPE A HMA MILL & FILL |
| 2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT | 2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT |
| 6" RHMA FULL DEPTH REPLACEMENT | 6" RHMA FULL DEPTH REPLACEMENT |
| 2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT | 2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT |
| 4" TYPE A HMA FULL DEPTH REPLACEMENT | 4" TYPE A HMA FULL DEPTH REPLACEMENT |
| 6" TYPE A HMA FULL DEPTH REPLACEMENT | 6" TYPE A HMA FULL DEPTH REPLACEMENT |
| 8" TYPE A HMA FULL DEPTH REPLACEMENT | 8" TYPE A HMA FULL DEPTH REPLACEMENT |
| 10" TYPE A HMA FULL DEPTH REPLACEMENT | 10" TYPE A HMA FULL DEPTH REPLACEMENT |
| AC DIGOUT (X' WIDE X X' LENGTH) | AC DIGOUT (X' WIDE X X' LENGTH) |
| EX. BRICK PAVERS, TO BE PROTECTED IN PLACE | EX. BRICK PAVERS, TO BE PROTECTED IN PLACE |

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
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7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
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14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



Know what's below.
Call before you dig.

GRAPHIC SCALE



SEE GENERAL NOTES
ON SHEET 3

Prepared by:

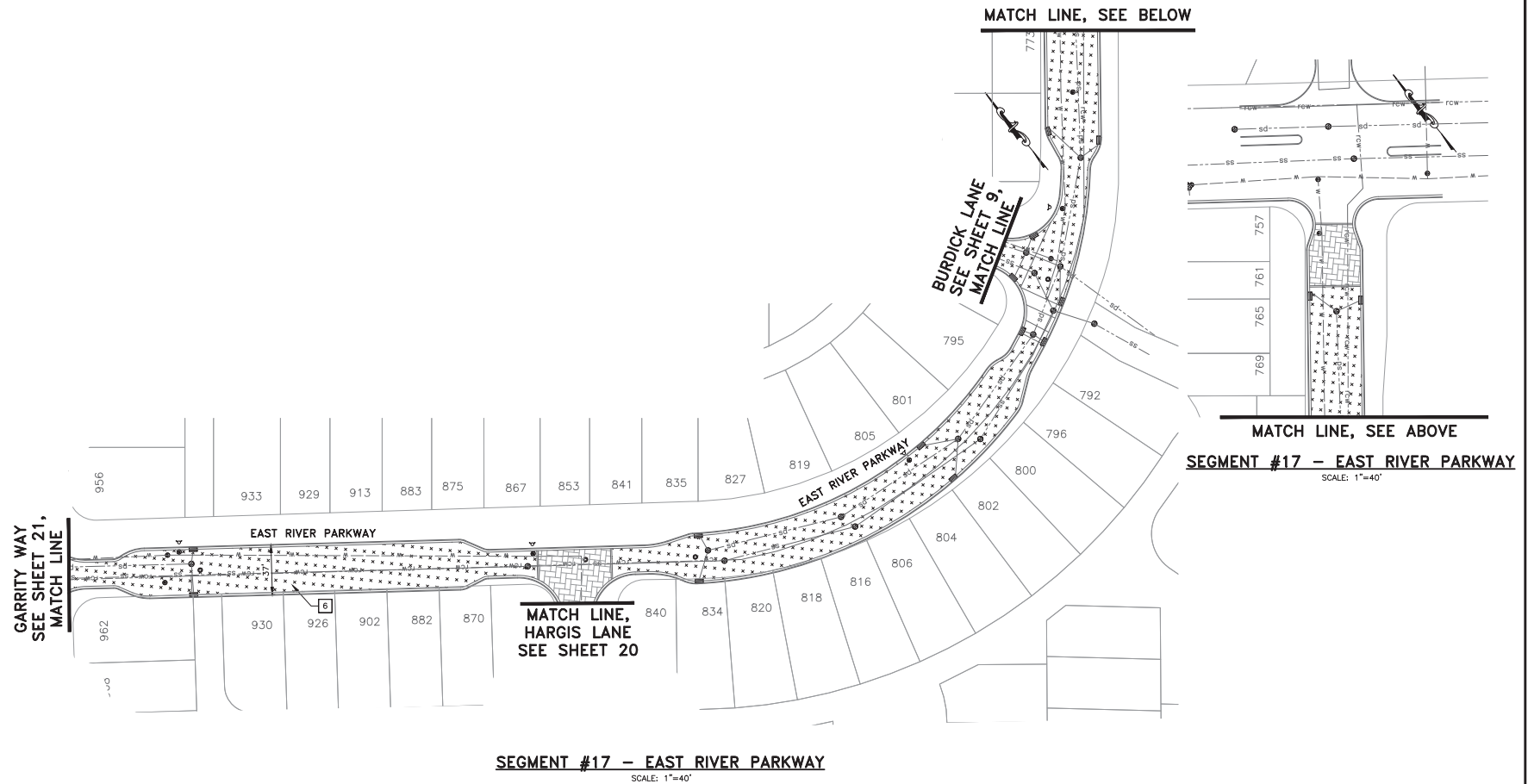


Employee - Owned

Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			
APPROVED BY		TITLE	
DATE		DATE	
INITIAL		DATE	
DESIGNED BY		Survey No.	
DRAWN BY		TRACING No.	
CHECKED BY		AS BUILT BY	
-		-	
SHEET		7 OF XX	



CONSTRUCTION NOTES:

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7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
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10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
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LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT



ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

Designer Stamp

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
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4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
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15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.

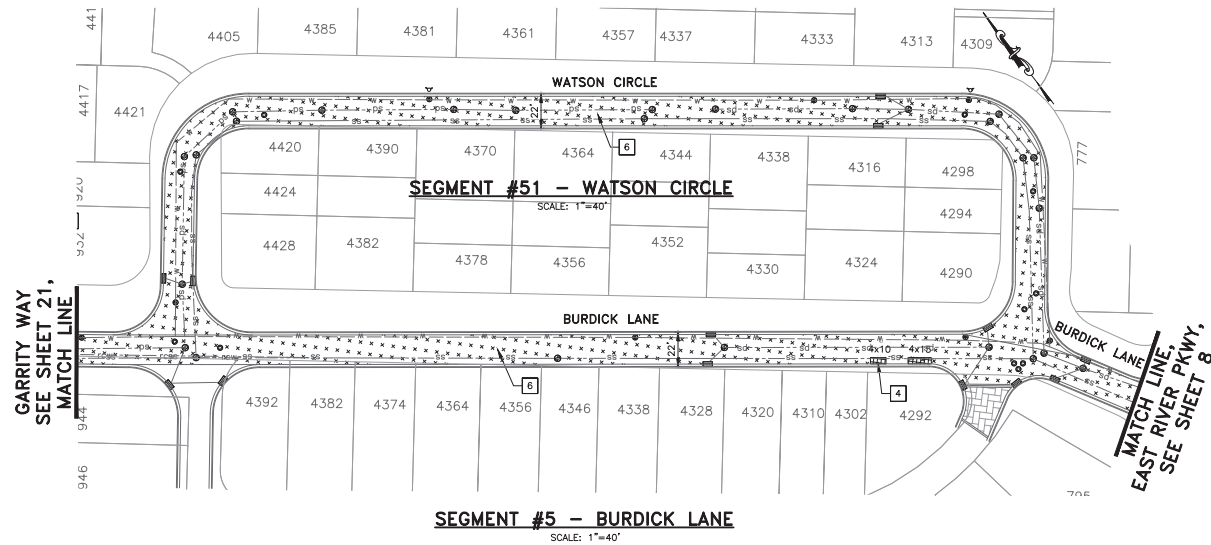


SEE GENERAL NOTES
ON SHEET 3

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
			Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 8 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
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	EX WATER VALVE BOX
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ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
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ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
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	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

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SEE GENERAL NOTES ON SHEET 3

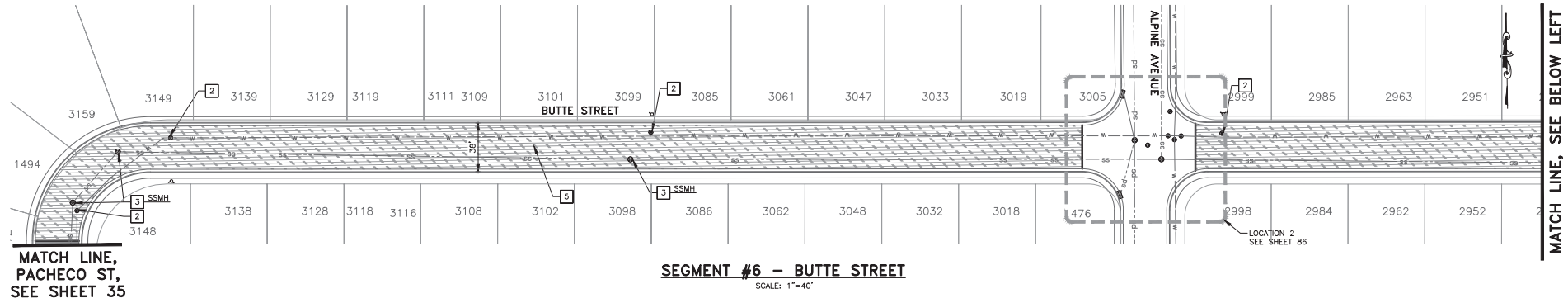


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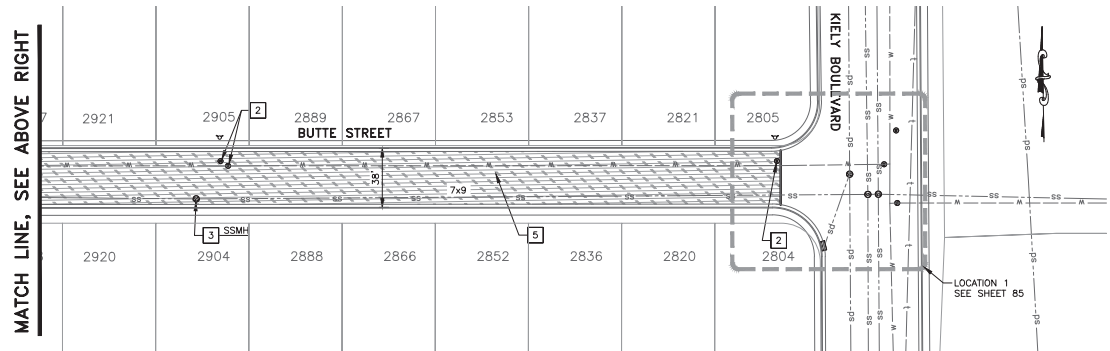
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	
SHEET 9 OF XX			



SEGMENT #6 - BUTTE STREET
SCALE: 1"=40'



SEGMENT #6 - BUTTE STREET
SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

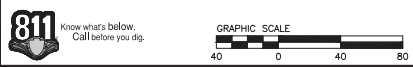
LEGEND:

- | ITEM | DESCRIPTION |
|-----------------------------|-----------------------------|
| SAW CUT | SAW CUT |
| SEGMENT LIMIT | SEGMENT LIMIT |
| EX SANITARY SEWER MANHOLE | EX SANITARY SEWER MANHOLE |
| EX STORM DRAIN MANHOLE | EX STORM DRAIN MANHOLE |
| EX FIRE HYDRANT | EX FIRE HYDRANT |
| EX WATER VALVE BOX | EX WATER VALVE BOX |
| EX RECYCLED WATER VALVE BOX | EX RECYCLED WATER VALVE BOX |
| EX MONUMENT IN ROUND BOX | EX MONUMENT IN ROUND BOX |
| EX MONUMENT IN SQUARE BOX | EX MONUMENT IN SQUARE BOX |
| EX SVP MANHOLE | EX SVP MANHOLE |
| EX SVP VAULT BOX | EX SVP VAULT BOX |

- | ITEM | DESCRIPTION |
|---|---|
| CORE LOCATION | CORE LOCATION |
| SLURRY SEAL (TYPE II) | SLURRY SEAL (TYPE II) |
| 2" TYPE A HMA MILL & FILL | 2" TYPE A HMA MILL & FILL |
| 2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT | 2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT |
| 6" RHMA FULL DEPTH REPLACEMENT | 6" RHMA FULL DEPTH REPLACEMENT |
| 2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT | 2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT |
| 4" TYPE A HMA FULL DEPTH REPLACEMENT | 4" TYPE A HMA FULL DEPTH REPLACEMENT |
| 6" TYPE A HMA FULL DEPTH REPLACEMENT | 6" TYPE A HMA FULL DEPTH REPLACEMENT |
| 8" TYPE A HMA FULL DEPTH REPLACEMENT | 8" TYPE A HMA FULL DEPTH REPLACEMENT |
| 10" TYPE A HMA FULL DEPTH REPLACEMENT | 10" TYPE A HMA FULL DEPTH REPLACEMENT |
| AC DIGOUT (X' WIDE X X' LENGTH) | AC DIGOUT (X' WIDE X X' LENGTH) |
| EX. BRICK PAVES, TO BE PROTECTED IN PLACE | EX. BRICK PAVES, TO BE PROTECTED IN PLACE |

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES
ON SHEET 3

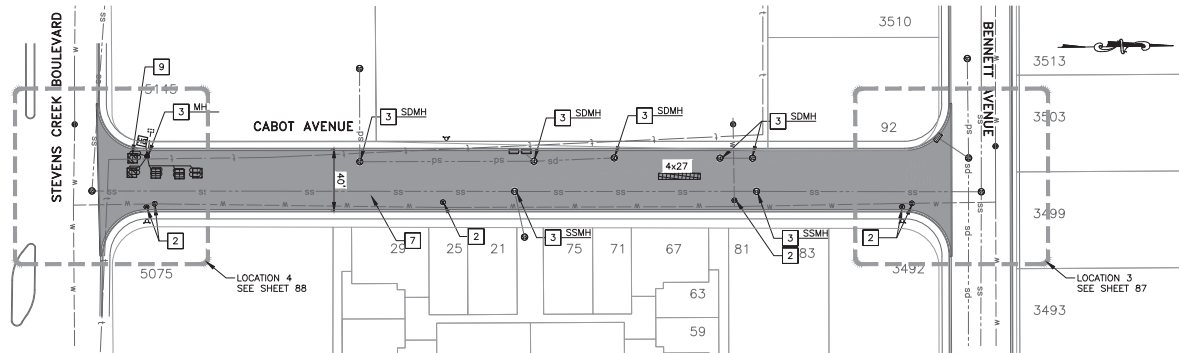


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

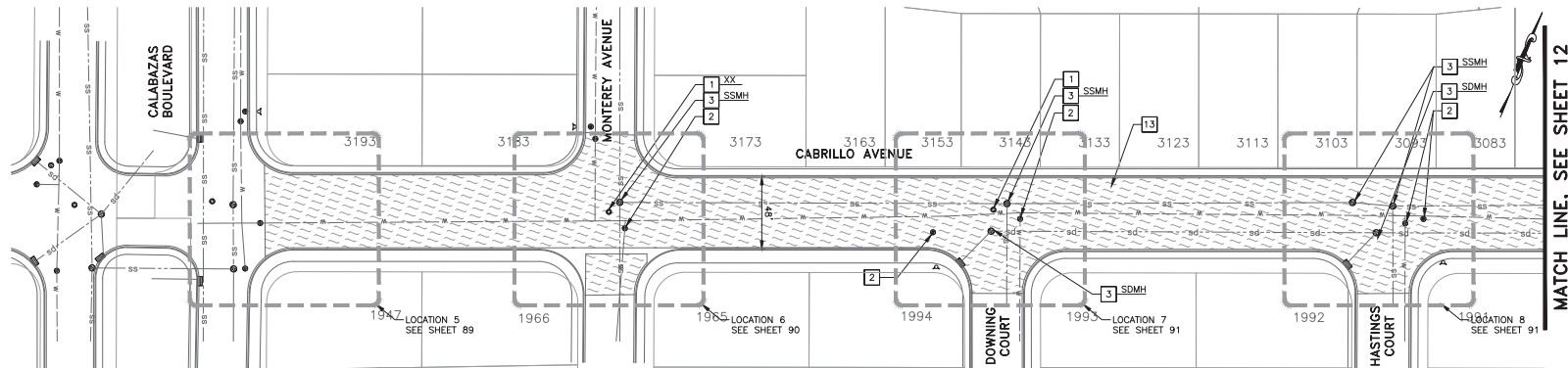
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
**2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT**
**PAVEMENT IMPROVEMENT
PLAN**

APPROVED BY		TITLE	
DATE		R.C.E. No.	
DESIGNED BY	INITIAL	DATE	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 10 OF XX



SEGMENT #7 - CABOT AVENUE

SCALE: 1"=40'



SEGMENT #8 - CABRILLO AVENUE

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE XX.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
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13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 11 OF XX

MATCH LINE, SEE SHEET 11

MATCH LINE, SEE BELOW LEFT

SEGMENT #8 - CABRILLO AVENUE

SCALE: 1"=40'

MATCH LINE, SEE ABOVE RIGHT

SEGMENT #8 - CABRILLO AVENUE

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE XX.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
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LEGEND:

ITEM DESCRIPTION

SAW CUT

SEGMENT LIMIT

EX SANITARY SEWER MANHOLE

EX STORM DRAIN MANHOLE

EX FIRE HYDRANT

EX WATER VALVE BOX

EX RECYCLED WATER VALVE BOX

EX MONUMENT IN ROUND BOX

EX MONUMENT IN SQUARE BOX

EX SVP MANHOLE

EX SVP VAULT BOX

ITEM DESCRIPTION

CORE LOCATION

SLURRY SEAL (TYPE II)

2" TYPE A HMA MILL & FILL

2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT

6" RHMA FULL DEPTH REPLACEMENT

2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM DESCRIPTION

4" TYPE A HMA FULL DEPTH REPLACEMENT

6" TYPE A HMA FULL DEPTH REPLACEMENT

8" TYPE A HMA FULL DEPTH REPLACEMENT

10" TYPE A HMA FULL DEPTH REPLACEMENT

AC DIGOUT (X' WIDE X' LENGTH)

EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
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15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



Know what's below.
Call before you dig.



SEE GENERAL NOTES
ON SHEET 3



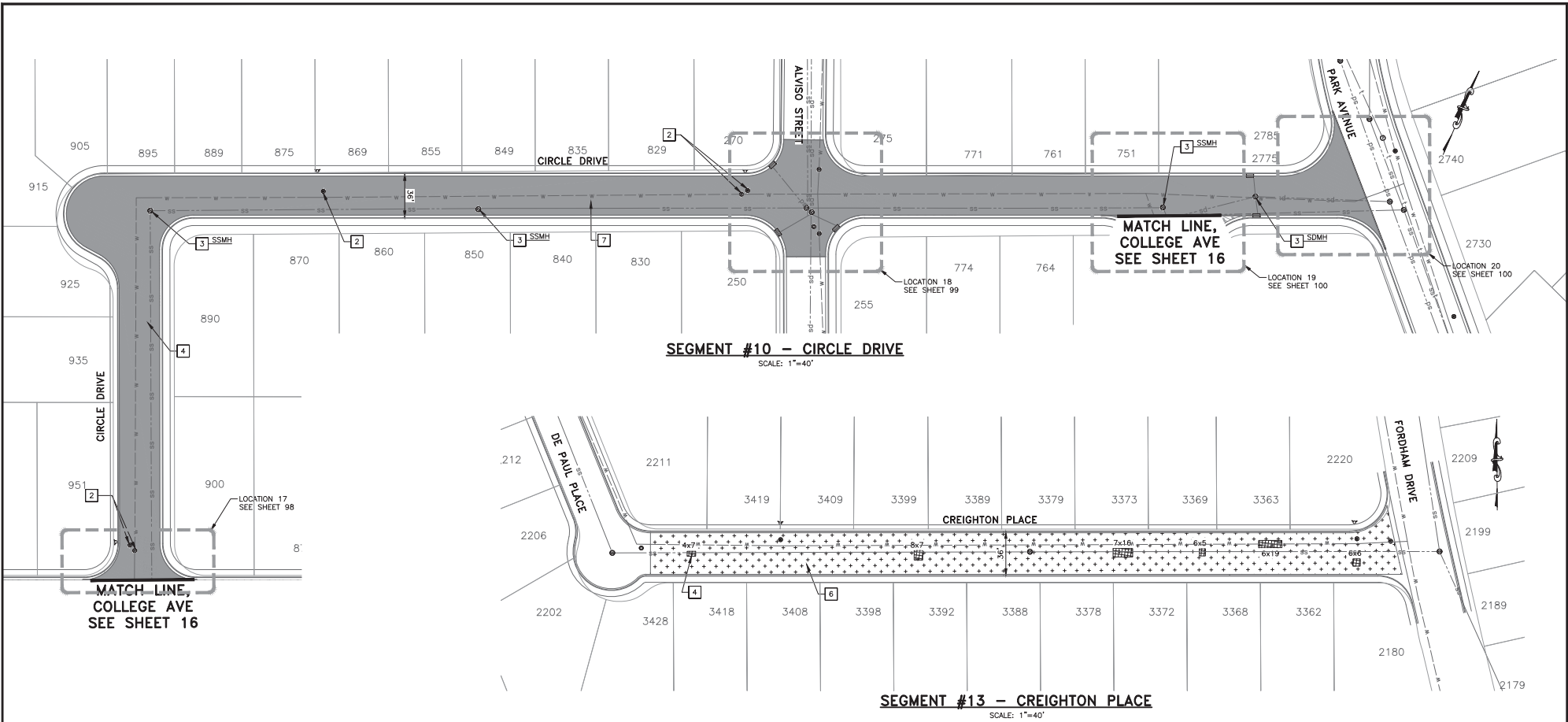
Employee - Owned

Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY			
DS	xx/xx/25		
DRAWN BY			
HM	xx/xx/25		
CHECKED BY			
MF	xx/xx/25		
AS BUILT BY			
			SHEET 12 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
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LEGEND:

ITEM	DESCRIPTION
SAW	SAW CUT
SEG	SEGMENT LIMIT
SS	EX SANITARY SEWER MANHOLE
SD	EX STORM DRAIN MANHOLE
HY	EX FIRE HYDRANT
WB	EX WATER VALVE BOX
WB	EX RECYCLED WATER VALVE BOX
RM	EX MONUMENT IN ROUND BOX
RM	EX MONUMENT IN SQUARE BOX
SVP	EX SVP MANHOLE
SVP	EX SVP VAULT BOX

ITEM	DESCRIPTION
CL	CORE LOCATION
SS	SLURRY SEAL (TYPE II)
SS	2" TYPE A HMA MILL & FILL
SS	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
SS	6" RHMA FULL DEPTH REPLACEMENT
SS	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
SS	4" TYPE A HMA FULL DEPTH REPLACEMENT
SS	6" TYPE A HMA FULL DEPTH REPLACEMENT
SS	8" TYPE A HMA FULL DEPTH REPLACEMENT
SS	10" TYPE A HMA FULL DEPTH REPLACEMENT
SS	AC DIGOUT (X' WIDE X' LENGTH)
SS	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
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Know what's below.
Call before you dig.



SEE GENERAL NOTES
ON SHEET 3

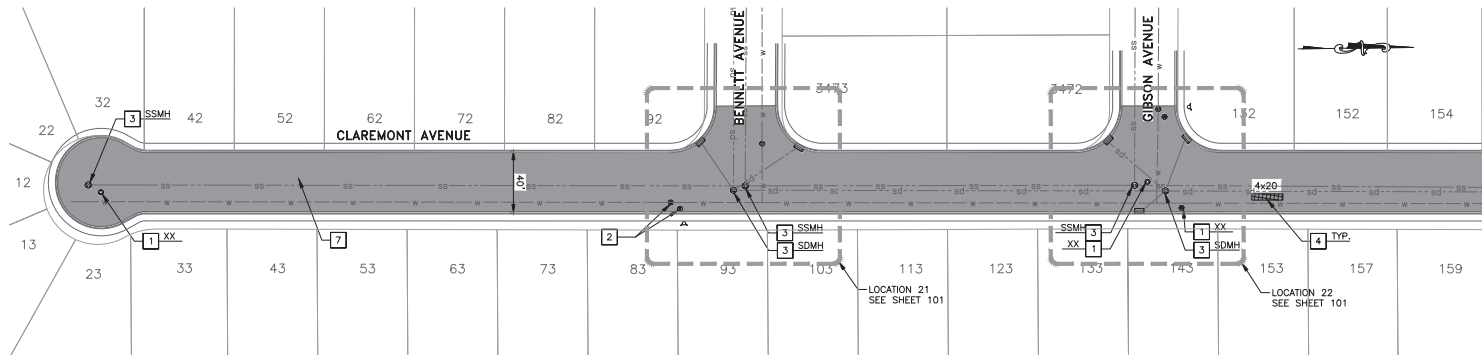


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

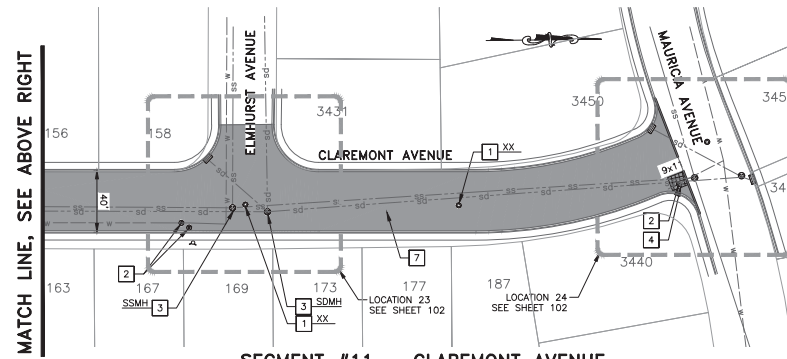
APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
			Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 14 OF XX



SEGMENT #11 - CLAREMONT AVENUE

SCALE: 1"=40'

MATCH LINE, SEE BELOW LEFT



SEGMENT #11 - CLAREMONT AVENUE

SCALE: 1"=40'

CONSTRUCTION NOTES:

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6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

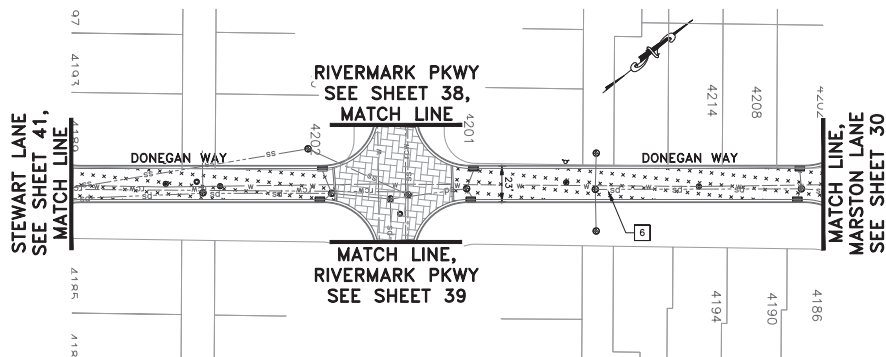


Designer Stamp

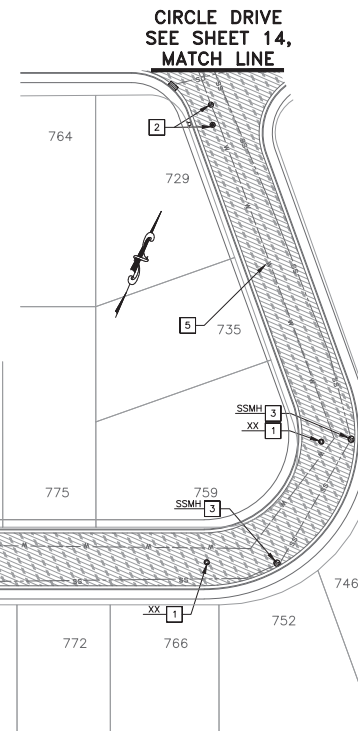
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
PAVEMENT IMPROVEMENT PLAN	

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 15 OF XX



SEGMENT #14 - DONEGAN WAY
SCALE: 1"=40'



SEGMENT #12 - COLLEGE AVENUE
SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST MAINTAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE XX.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT



ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

Designer Stamp

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.

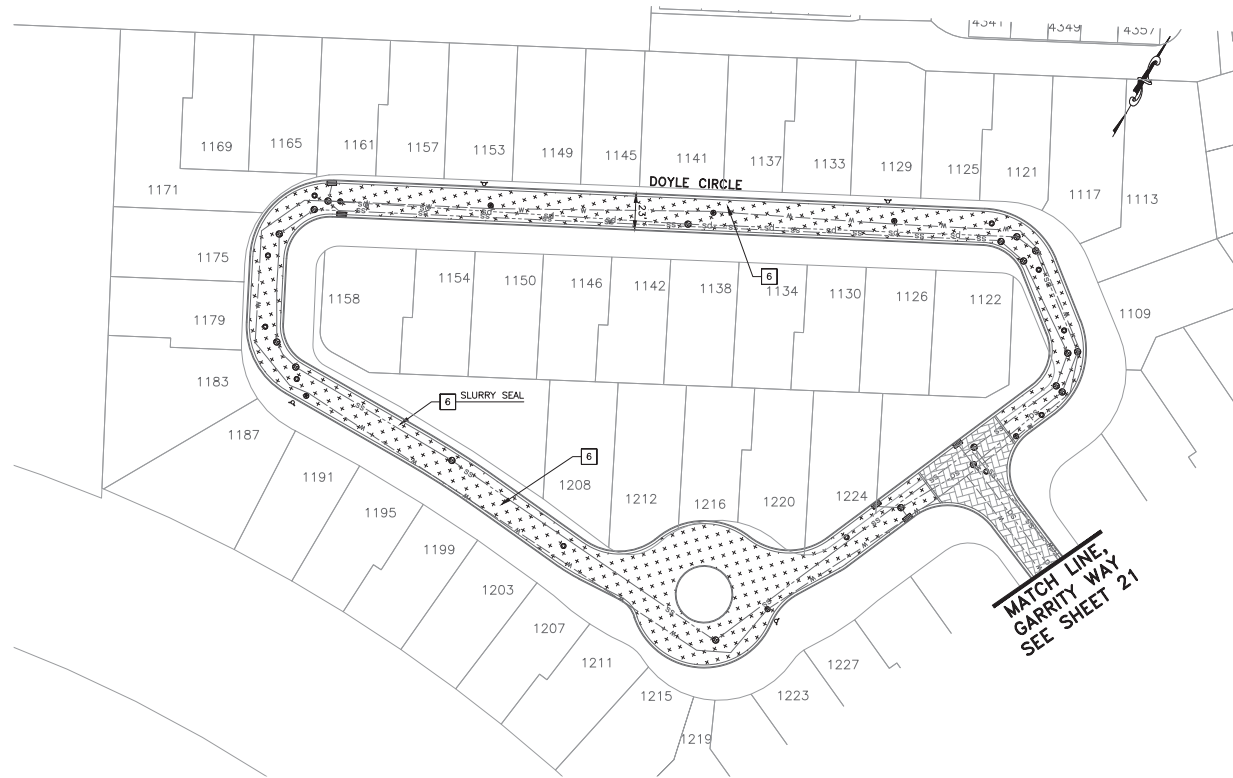


SEE GENERAL NOTES ON SHEET 3

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 16 OF XX



SEGMENT #15 - DOYLE CIRCLE

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
SAW	SAW CUT
SL	SEGMENT LIMIT
SM	EX SANITARY SEWER MANHOLE
SD	EX STORM DRAIN MANHOLE
SH	EX FIRE HYDRANT
SW	EX WATER VALVE BOX
WR	EX RECYCLED WATER VALVE BOX
RM	EX MONUMENT IN ROUND BOX
RM	EX MONUMENT IN SQUARE BOX
SV	EX SVP MANHOLE
SVP	EX SVP VAULT BOX

ITEM	DESCRIPTION
CL	CORE LOCATION
SL	SLURRY SEAL (TYPE II)
2"	2" TYPE A HMA MILL & FILL
2" RHMA	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
6" RHMA	6" RHMA FULL DEPTH REPLACEMENT
2" RHMA	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
4"	4" TYPE A HMA FULL DEPTH REPLACEMENT
6"	6" TYPE A HMA FULL DEPTH REPLACEMENT
8"	8" TYPE A HMA FULL DEPTH REPLACEMENT
10"	10" TYPE A HMA FULL DEPTH REPLACEMENT
AC	AC DIGOUT (X' WIDE X' X' LENGTH)
EX	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
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12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE		R.C.E. No.	
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 17 OF XX

MATCH LINE, SEE ABOVE RIGHT

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.



SEE GENERAL NOTES
ON SHEET 3

LEGEND:

ITEM	DESCRIPTION
SAW	SAW CUT
SL	SEGMENT LIMIT
SS	EX SANITARY SEWER MANHOLE
SD	EX STORM DRAIN MANHOLE
SH	EX FIRE HYDRANT
WB	EX WATER VALVE BOX
WR	EX RECYCLED WATER VALVE BOX
RM	EX MONUMENT IN ROUND BOX
SM	EX MONUMENT IN SQUARE BOX
SV	EX SVP MANHOLE
SVV	EX SVP VAULT BOX

ITEM	DESCRIPTION
CL	CORE LOCATION
SS	SLURRY SEAL (TYPE II)
2"	2" TYPE A HMA MILL & FILL
2" RHMA	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
6" RHMA	6" RHMA FULL DEPTH REPLACEMENT
2" RHMA	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT



ITEM	DESCRIPTION
4"	4" TYPE A HMA FULL DEPTH REPLACEMENT
6"	6" TYPE A HMA FULL DEPTH REPLACEMENT
8"	8" TYPE A HMA FULL DEPTH REPLACEMENT
10"	10" TYPE A HMA FULL DEPTH REPLACEMENT
AC	AC DIGOUT (X' WIDE X' X' LENGTH)
EX	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

Designer Stamp

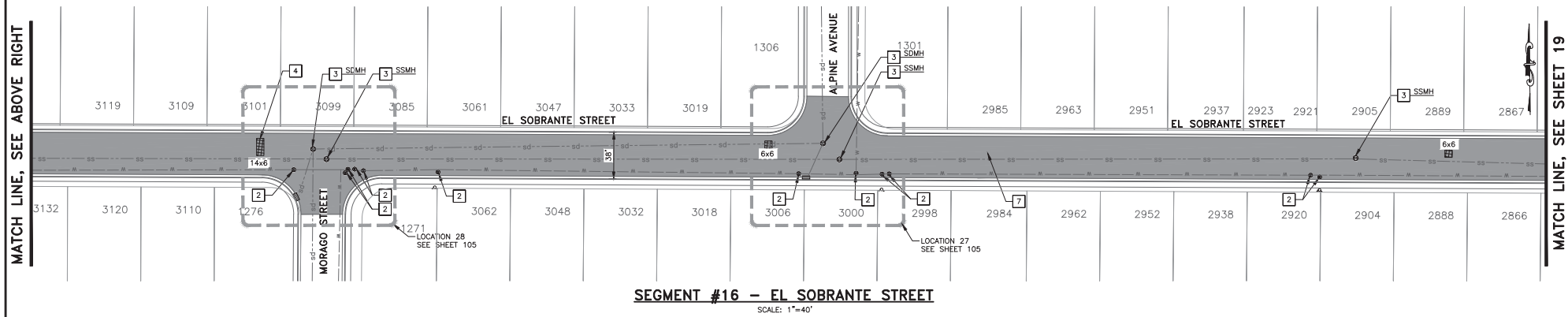
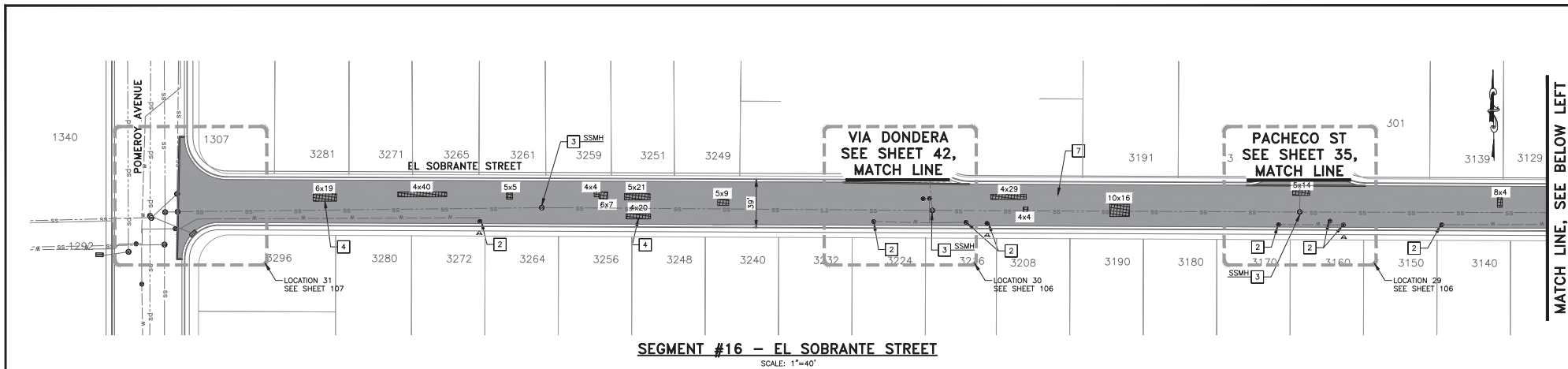
PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
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8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
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15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

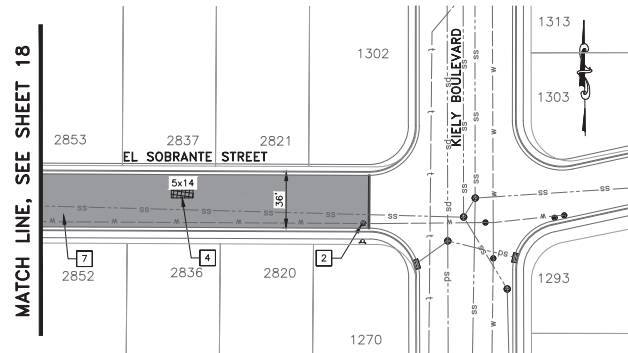
CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
			Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 18 OF XX

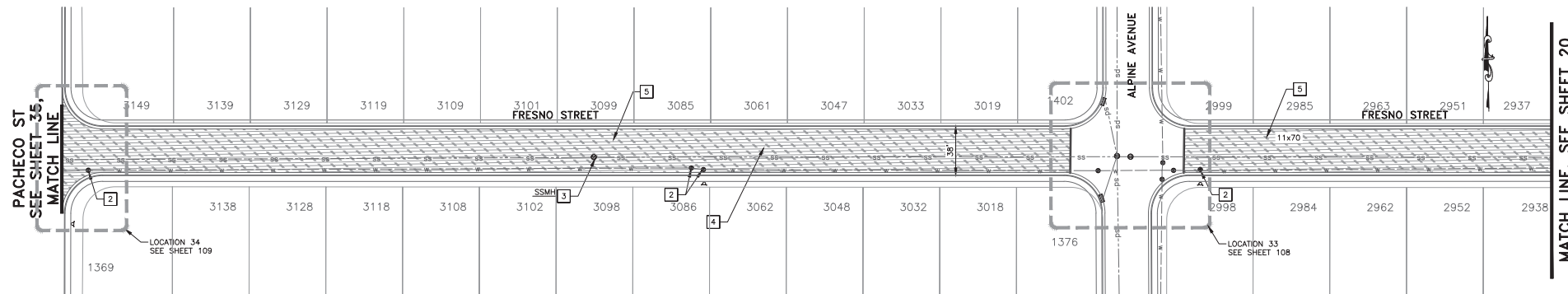


MATCH LINE, SEE BELOW LEFT

MATCH LINE, SEE SHEET 19



SEGMENT #16 - EL SOBRANTE STREET
SCALE: 1"=40'



SEGMENT #18 - FRESNO STREET
SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



Know what's below.
Call before you dig.



SEE GENERAL NOTES
ON SHEET 3

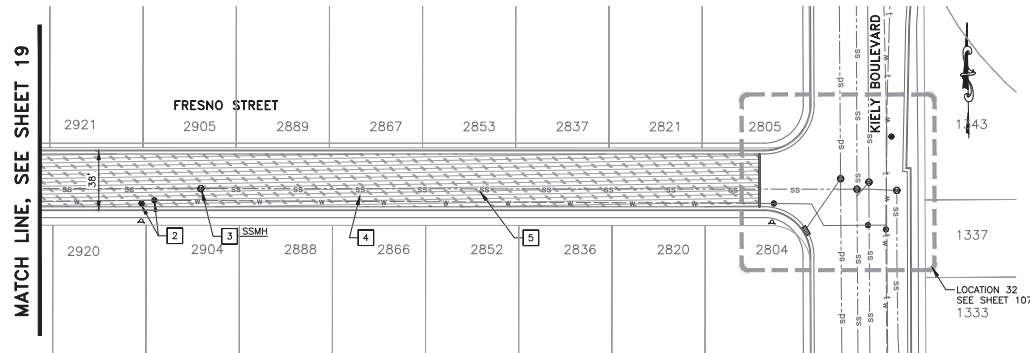


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	E

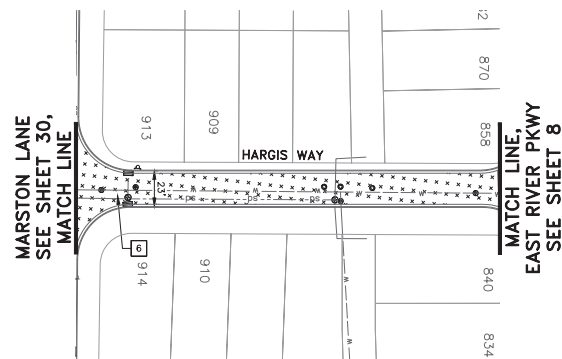
CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 19 OF XX



SEGMENT #18 - FRESNO STREET

SCALE: 1"=40'



SEGMENT #21 - HARGIS WAY

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
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LEGEND:

ITEM DESCRIPTION

SAW CUT

SEGMENT LIMIT

EX SANITARY SEWER MANHOLE

EX STORM DRAIN MANHOLE

EX FIRE HYDRANT

EX WATER VALVE BOX

EX RECYCLED WATER VALVE BOX

EX MONUMENT IN ROUND BOX

EX MONUMENT IN SQUARE BOX

EX SVP MANHOLE

EX SVP VAULT BOX

ITEM DESCRIPTION

CORE LOCATION

SLURRY SEAL (TYPE II)

2" TYPE A HMA MILL & FILL

2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT

6" RHMA FULL DEPTH REPLACEMENT

2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM DESCRIPTION

4" TYPE A HMA FULL DEPTH REPLACEMENT

6" TYPE A HMA FULL DEPTH REPLACEMENT

8" TYPE A HMA FULL DEPTH REPLACEMENT

10" TYPE A HMA FULL DEPTH REPLACEMENT

AC DIGOUT (X' WIDE X X' LENGTH)

EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xxx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
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13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

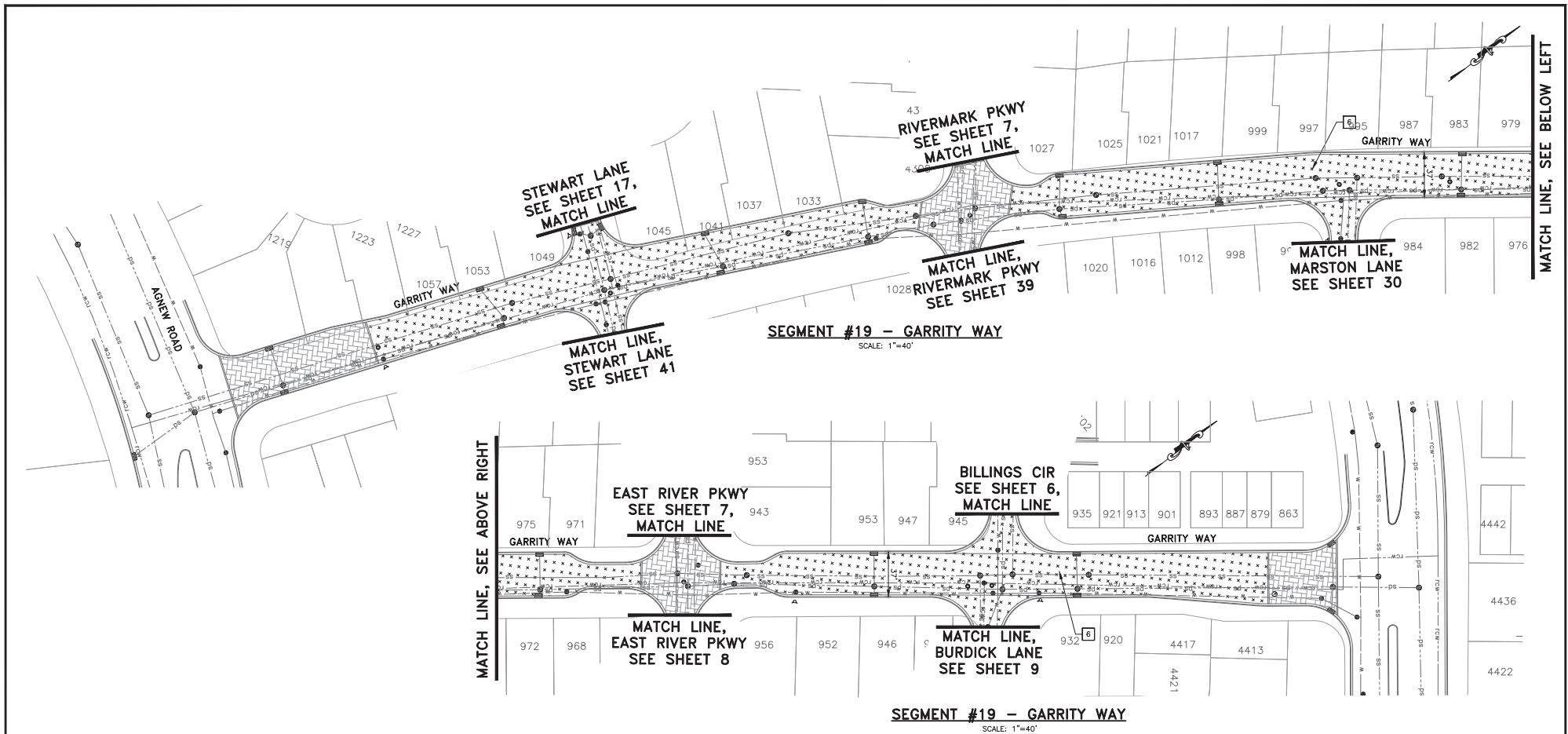


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PROJECT No.				CE xx-xx-xx			
ACCOUNT No.				-			
DATE		No.		REVISION		BY	

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 20 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
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LEGEND:

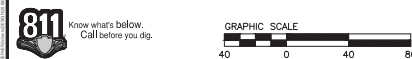
ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
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14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

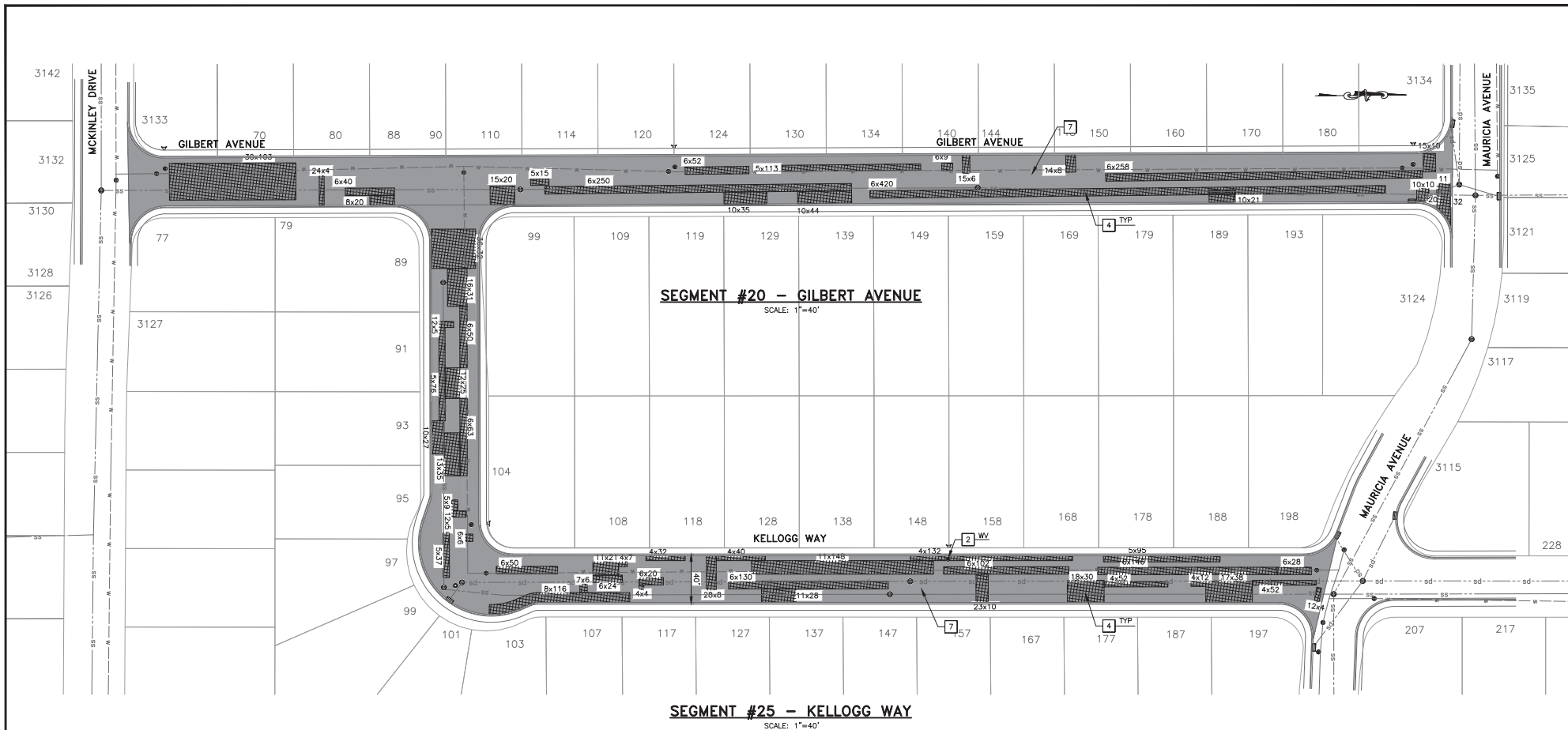


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 21 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
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LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
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	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT



ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

Designer Stamp

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
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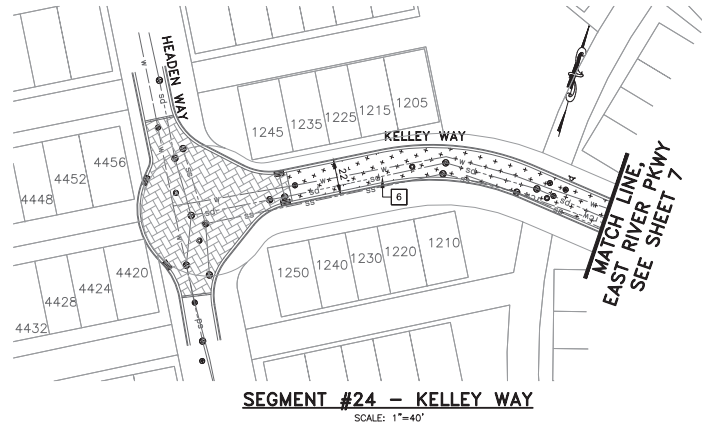
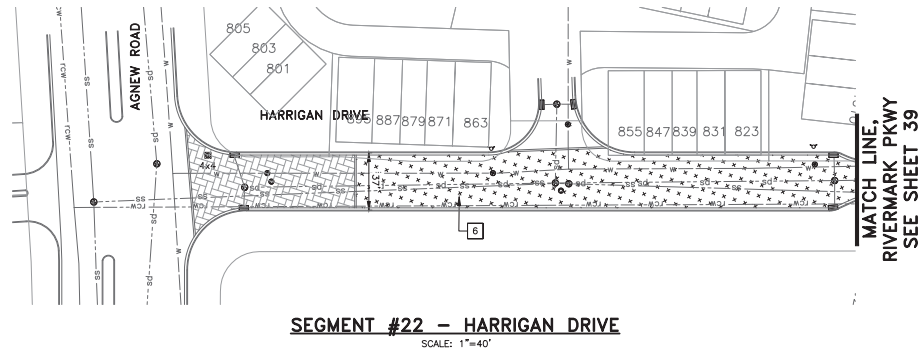


SEE GENERAL NOTES ON SHEET 3

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
			Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 22 OF XX



CONSTRUCTION NOTES:

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LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
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ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
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ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.

6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xxx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

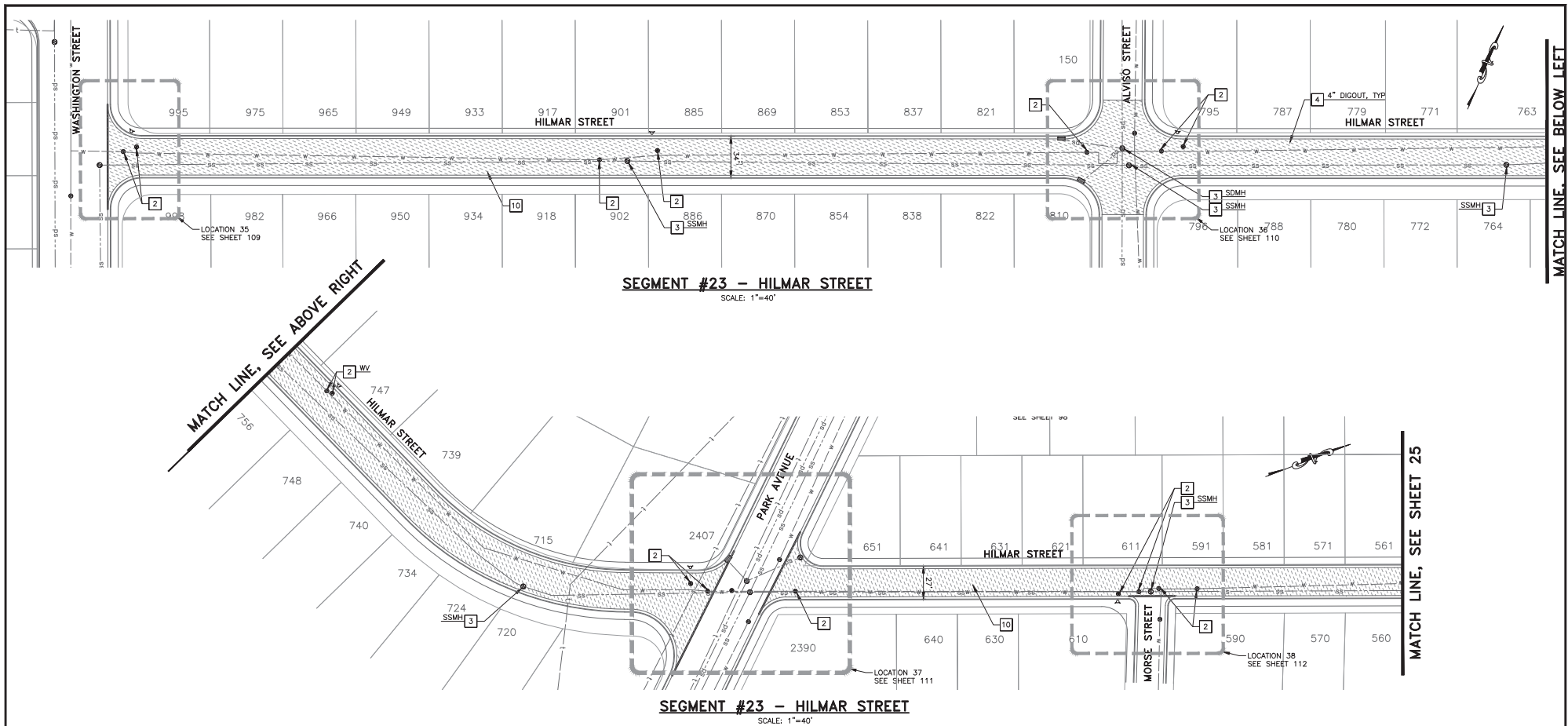


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
PAVEMENT IMPROVEMENT PLAN

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 23 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT



ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

Designer Stamp

PROJECT NOTES:

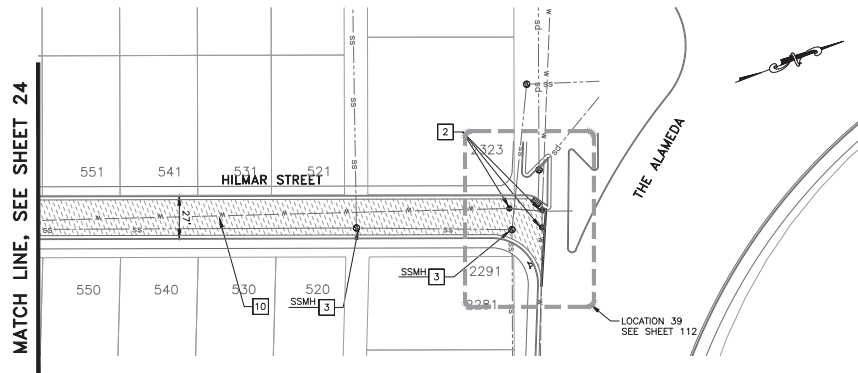
1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

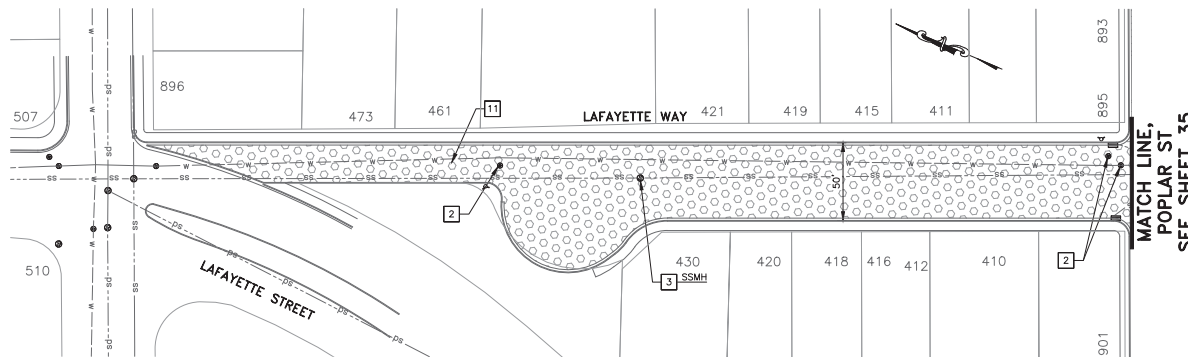
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			
APPROVED BY			
TITLE	DATE	INITIAL	R.C.E. No.
		DS	xx/xx/25
DRAWN BY	DATE	HM	xx/xx/25
CHECKED BY		MF	xx/xx/25
AS BUILT BY		-	-
Survey No.			TRACING No.
			SHEET 24 OF XX



SEGMENT #23 - HILMAR STREET

SCALE: 1"=40'



SEGMENT #26 - LAFAYETTE WAY

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE XX.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

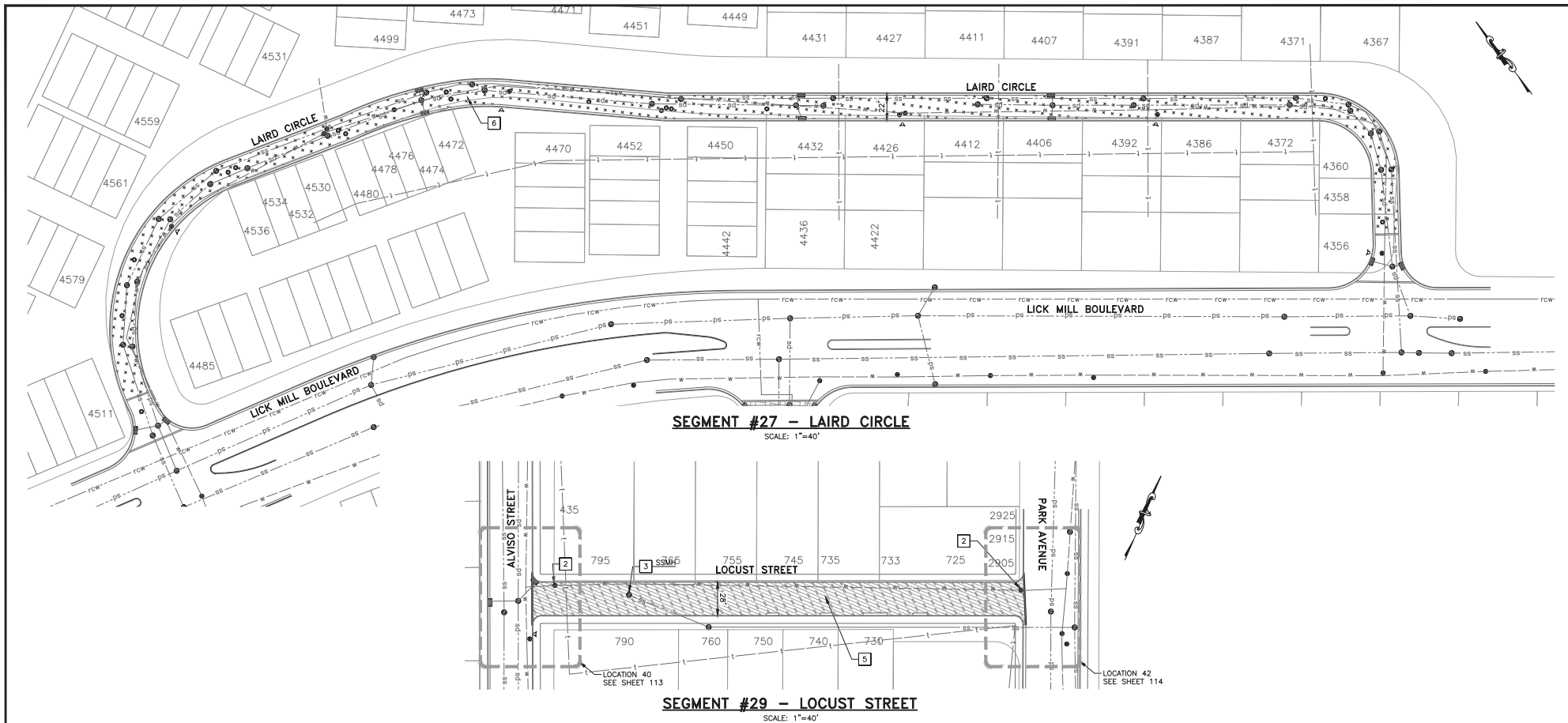


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PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	E

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 25 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xxx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



Know what's below.
Call before you dig.



SEE GENERAL NOTES
ON SHEET 3

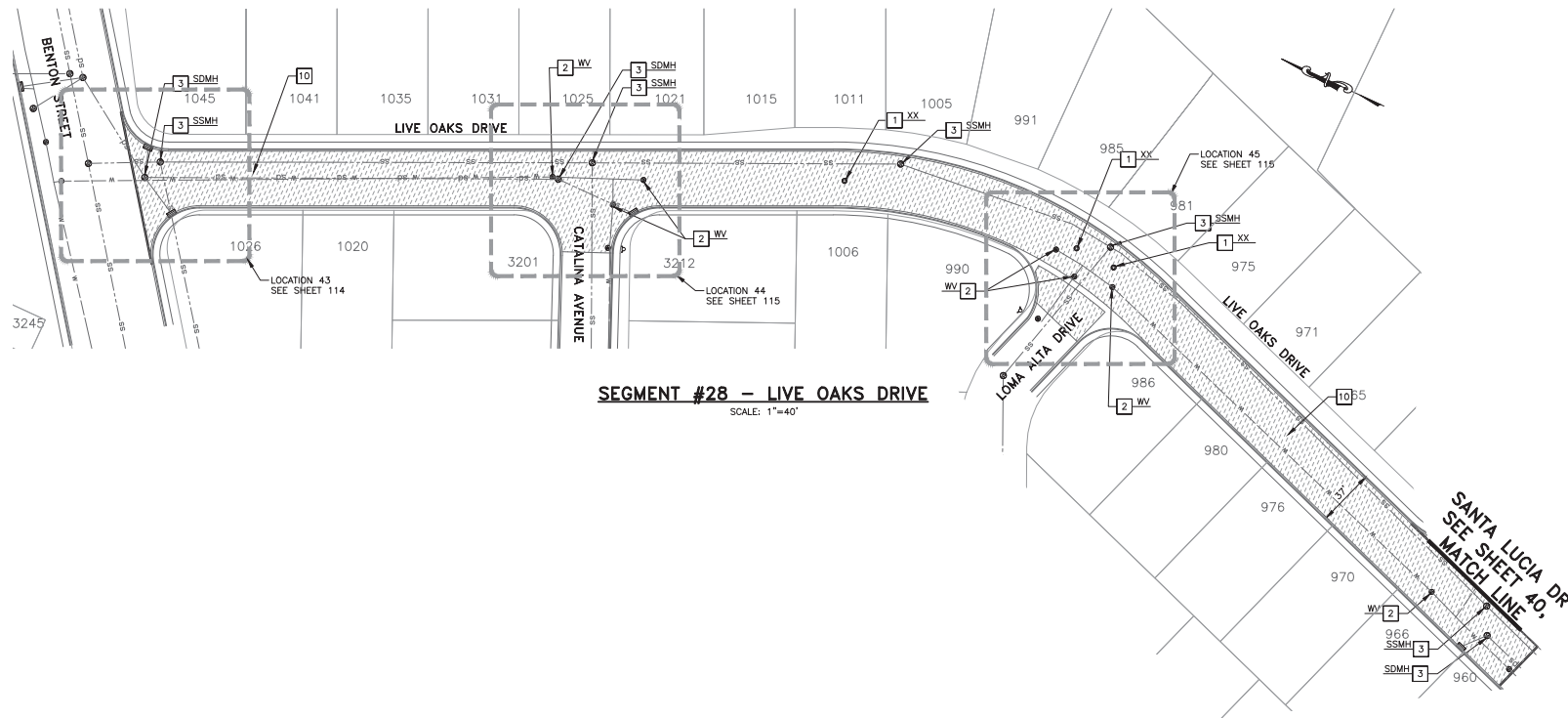


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PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 26 OF XX



SEGMENT #28 - LIVE OAKS DRIVE
SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
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LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
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12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES
ON SHEET 3

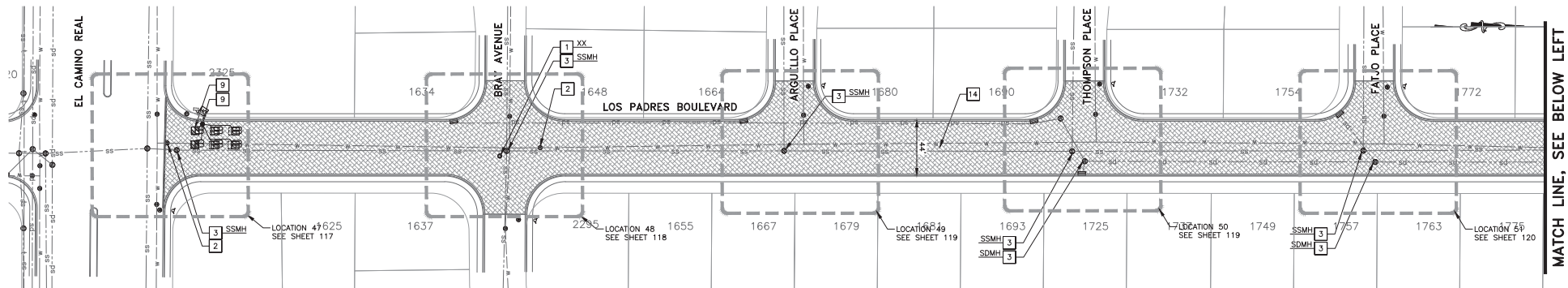


Prepared by: _____
Designer Stamp: _____

PLACE			
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

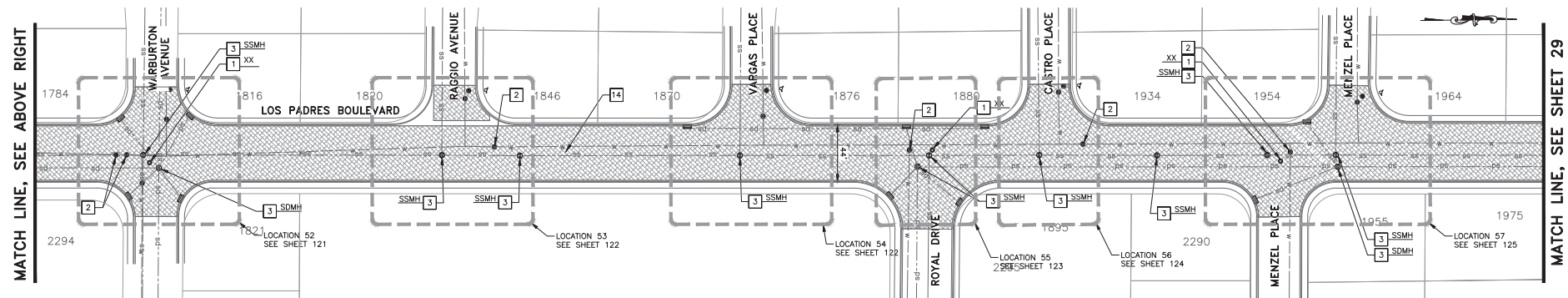
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**PAVEMENT IMPROVEMENT
PLAN**

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 27 OF XX



SEGMENT #30 - LOS PADRES BOULEVARD

SCALE: 1"=40'



SEGMENT #30 - LOS PADRES BOULEVARD

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE XX.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

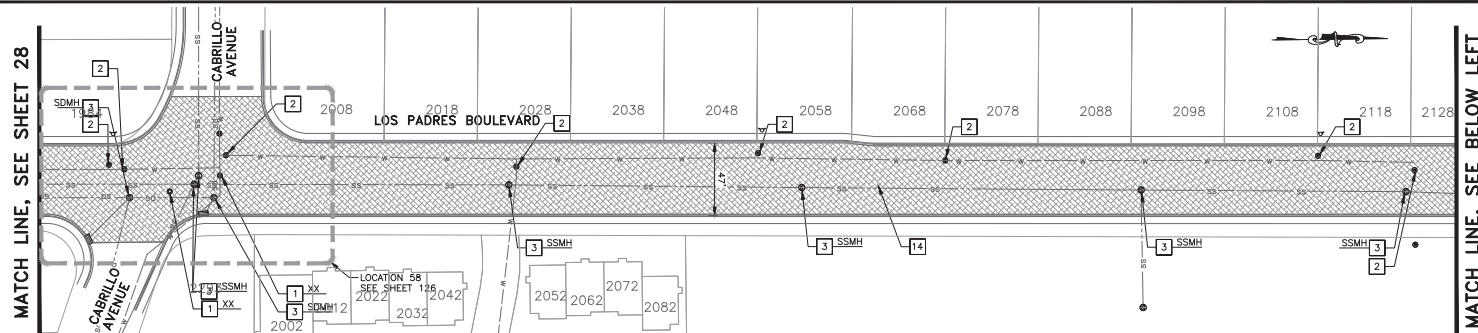


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

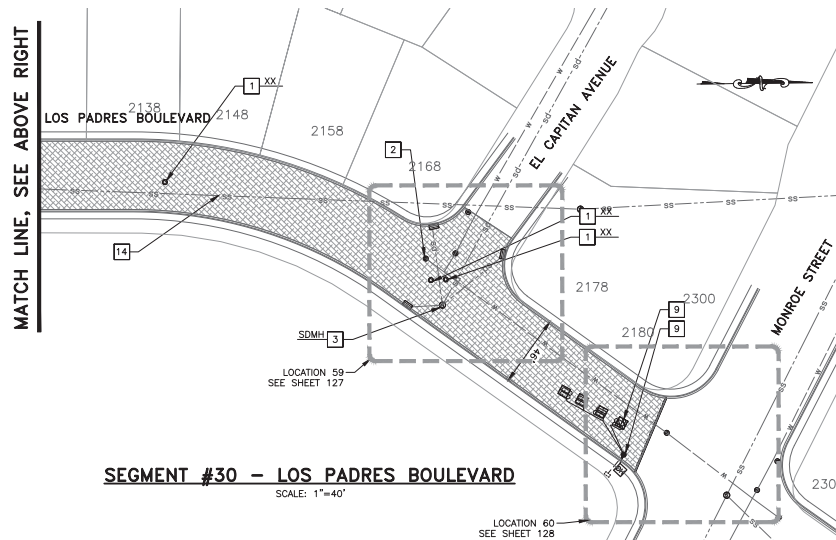
CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
	DS	xx/xx/25	Survey No.
DESIGNED BY			
DRAWN BY			
CHECKED BY			
AS BUILT BY			
SHEET 28 OF XX			



SEGMENT #30 - LOS PADRES BOULEVARD

SCALE: 1"=40'



SEGMENT #30 - LOS PADRES BOULEVARD

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

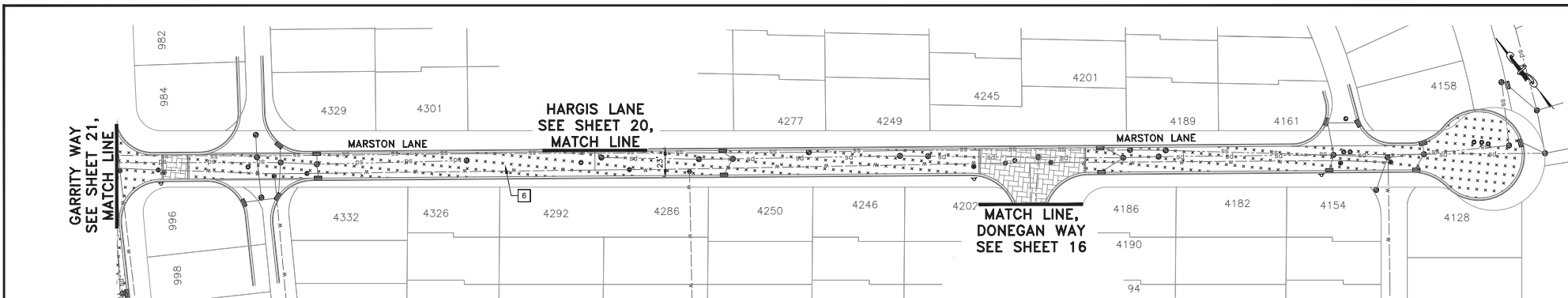


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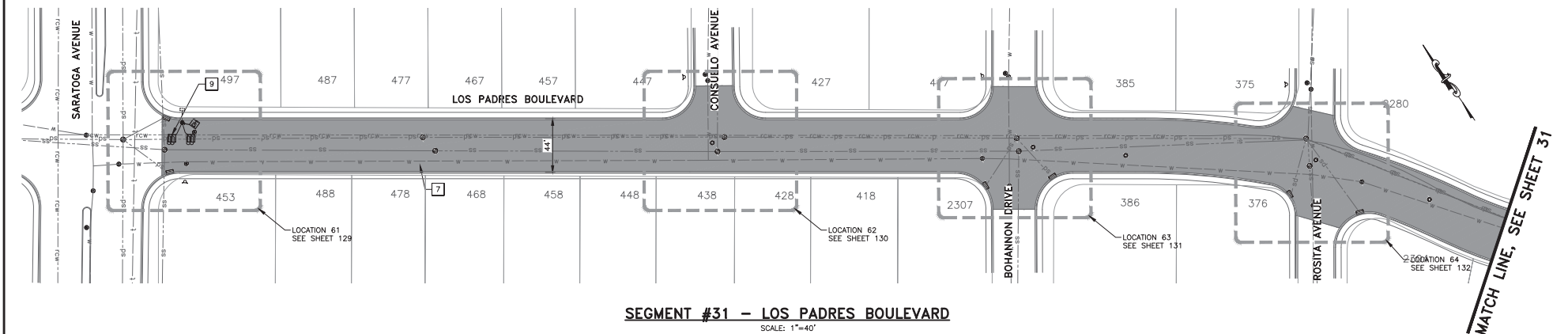
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
PAVEMENT IMPROVEMENT PLAN	

APPROVED BY			
TITLE		R.C.E. No.	
DATE	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 29 OF XX



SEGMENT #32 - MARSTON LANE
SCALE: 1"=40'



SEGMENT #31 - LOS PADRES BOULEVARD
SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES
ON SHEET 3

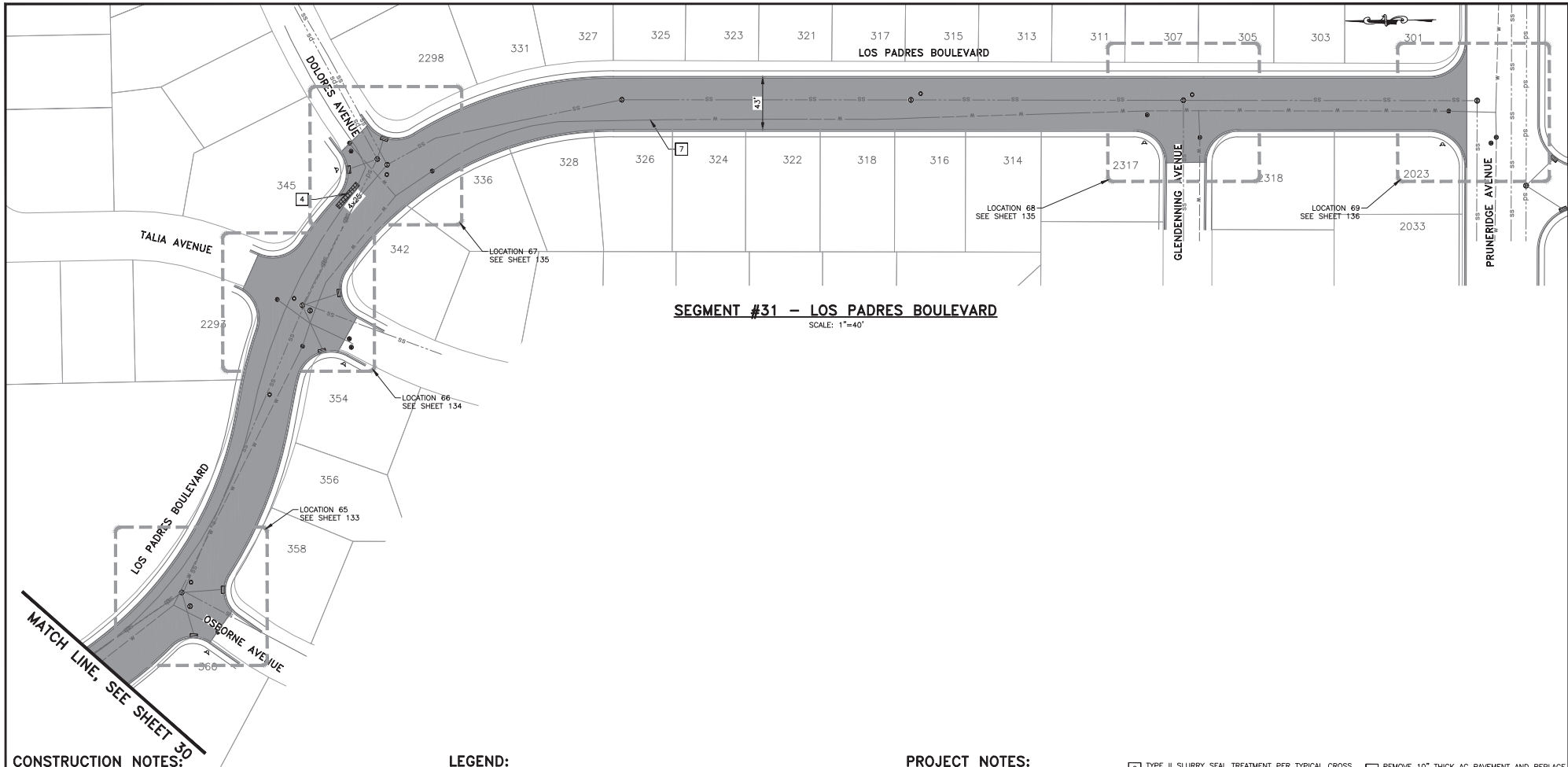


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE		R.C.E. No.	
DATE	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 30 OF XX



SEGMENT #31 - LOS PADRES BOULEVARD
SCALE: 1"=40'

CONSTRUCTION NOTES:

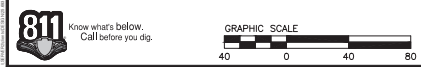
1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
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4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
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7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
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LEGEND:

ITEM	DESCRIPTION	ITEM	DESCRIPTION	ITEM	DESCRIPTION
	SAWCUT		CORE LOCATION		4" TYPE A HMA FULL DEPTH REPLACEMENT
	SEGMENT LIMIT		SLURRY SEAL (TYPE II)		6" TYPE A HMA FULL DEPTH REPLACEMENT
	EX SANITARY SEWER MANHOLE		2" TYPE A HMA MILL & FILL		8" TYPE A HMA FULL DEPTH REPLACEMENT
	EX STORM DRAIN MANHOLE		2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT		10" TYPE A HMA FULL DEPTH REPLACEMENT
	EX FIRE HYDRANT		6" RHMA FULL DEPTH REPLACEMENT		AC DIGOUT (X' WIDE X X' LENGTH)
	EX WATER VALVE BOX		2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT		EX. BRICK PAVERS, TO BE PROTECTED IN PLACE
	EX RECYCLED WATER VALVE BOX				
	EX MONUMENT IN ROUND BOX				
	EX MONUMENT IN SQUARE BOX				
	EX SVP MANHOLE				
	EX SVP VAULT BOX				

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
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4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xxx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
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14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



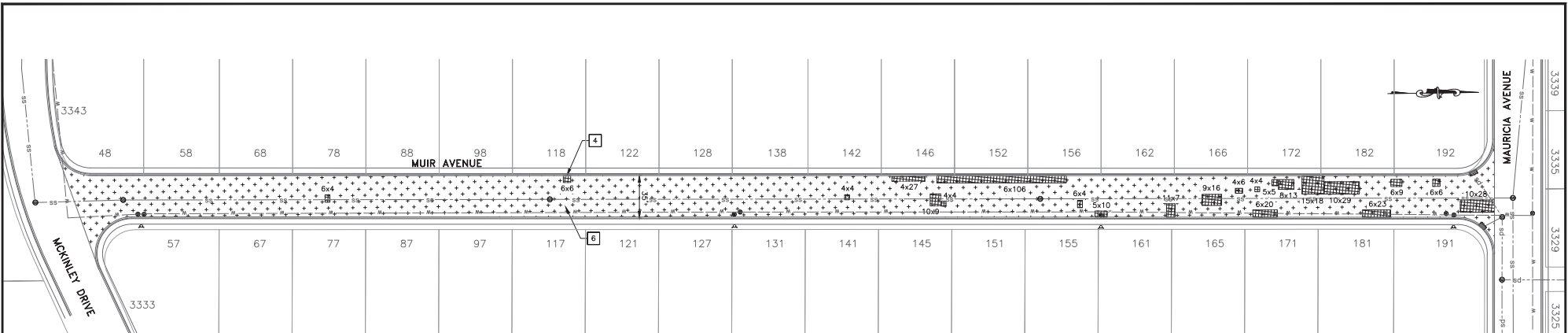
SEE GENERAL NOTES
ON SHEET 3



Prepared by: [Signature]
Designer Stamp: [Signature]

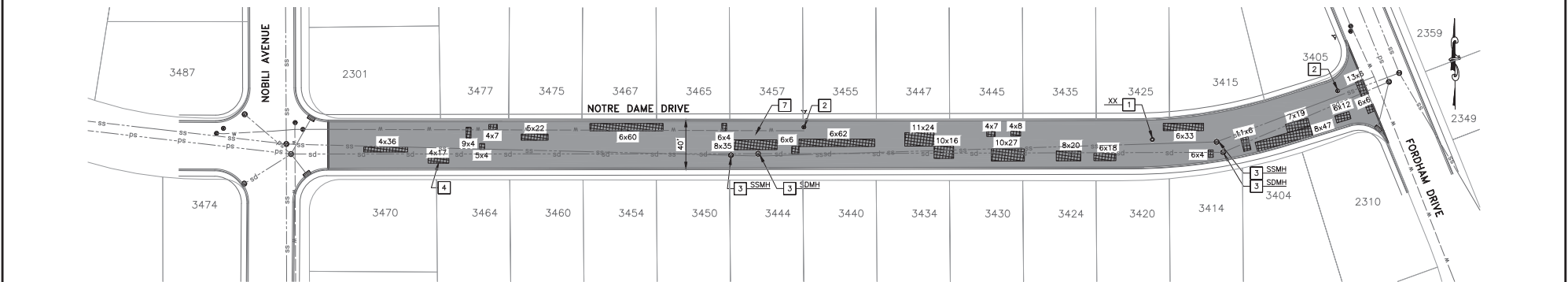
PLACE			
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT		APPROVED BY	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT		TITLE	
PAVEMENT IMPROVEMENT PLAN		DATE	
DESIGNED BY	DS	DATE	R.C.E. No.
DRAWN BY	HM	DATE	Survey No.
CHECKED BY	MF	DATE	TRACING No.
AS BUILT BY	-	DATE	



SEGMENT #36 - MUIR AVENUE

SCALE: 1"=40'



SEGMENT #37 - NOTRE DAME DRIVE

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE XX.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
SAWOUT	SAWOUT
SEGMENT LIMIT	SEGMENT LIMIT
EX SANITARY SEWER MANHOLE	EX SANITARY SEWER MANHOLE
EX STORM DRAIN MANHOLE	EX STORM DRAIN MANHOLE
EX FIRE HYDRANT	EX FIRE HYDRANT
EX WATER VALVE BOX	EX WATER VALVE BOX
EX RECYCLED WATER VALVE BOX	EX RECYCLED WATER VALVE BOX
EX MONUMENT IN ROUND BOX	EX MONUMENT IN ROUND BOX
EX MONUMENT IN SQUARE BOX	EX MONUMENT IN SQUARE BOX
EX SVP MANHOLE	EX SVP MANHOLE
EX SVP VAULT BOX	EX SVP VAULT BOX

ITEM	DESCRIPTION
CORE LOCATION	CORE LOCATION
SLURRY SEAL (TYPE II)	SLURRY SEAL (TYPE II)
2" TYPE A HMA MILL & FILL	2" TYPE A HMA MILL & FILL
2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
6" RHMA FULL DEPTH REPLACEMENT	6" RHMA FULL DEPTH REPLACEMENT
2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
4" TYPE A HMA FULL DEPTH REPLACEMENT	4" TYPE A HMA FULL DEPTH REPLACEMENT
6" TYPE A HMA FULL DEPTH REPLACEMENT	6" TYPE A HMA FULL DEPTH REPLACEMENT
8" TYPE A HMA FULL DEPTH REPLACEMENT	8" TYPE A HMA FULL DEPTH REPLACEMENT
10" TYPE A HMA FULL DEPTH REPLACEMENT	10" TYPE A HMA FULL DEPTH REPLACEMENT
AC DIGOUT (X' WIDE X' LENGTH)	AC DIGOUT (X' WIDE X' LENGTH)
EX. BRICK PAVERS, TO BE PROTECTED IN PLACE	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3



Designer Stamp

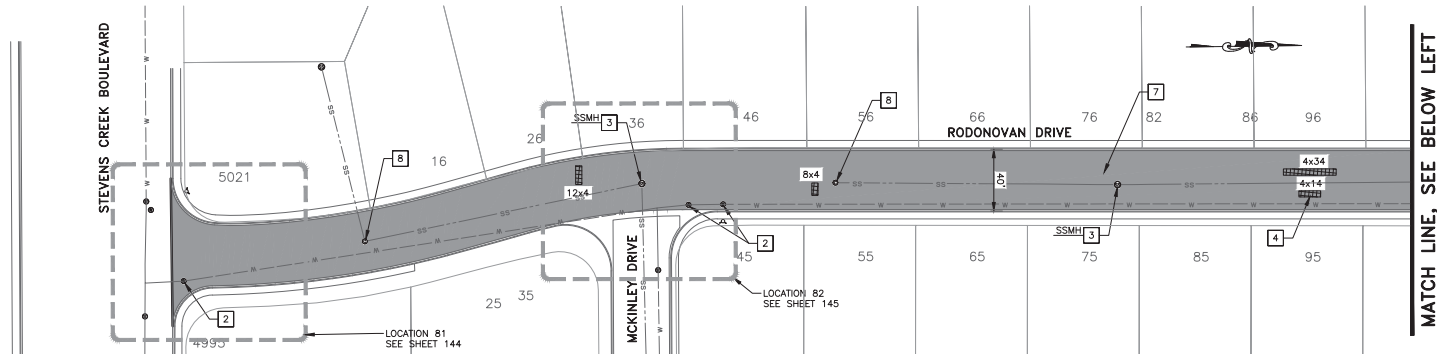
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE			
R.C.E. No.			
Survey No.			
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 34 OF XX



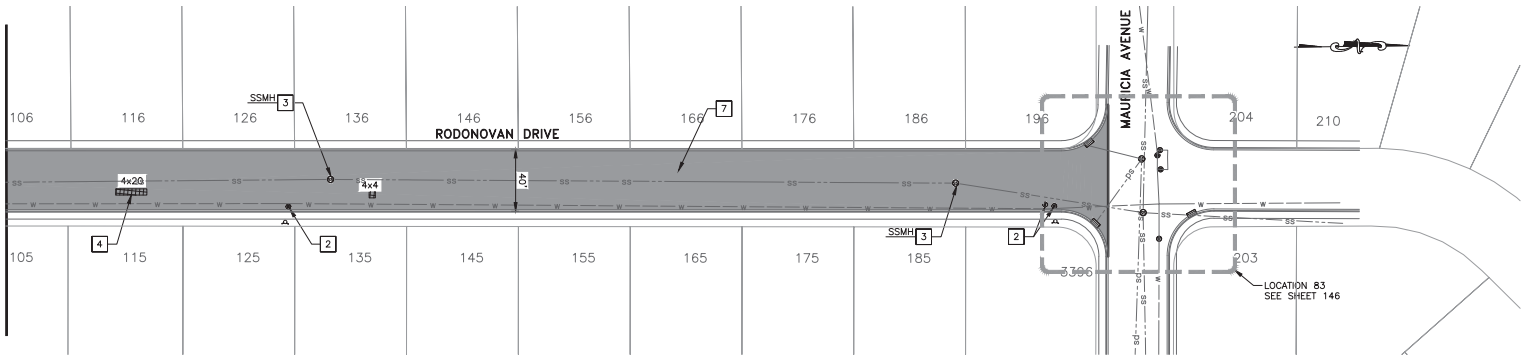
APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	
			SHEET 36 OF XX



SEGMENT #41 - RODONOVAN DRIVE

SCALE: 1"=40'

MATCH LINE, SEE ABOVE RIGHT



SEGMENT #41 - RODONOVAN DRIVE

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM DESCRIPTION

	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM DESCRIPTION

	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3

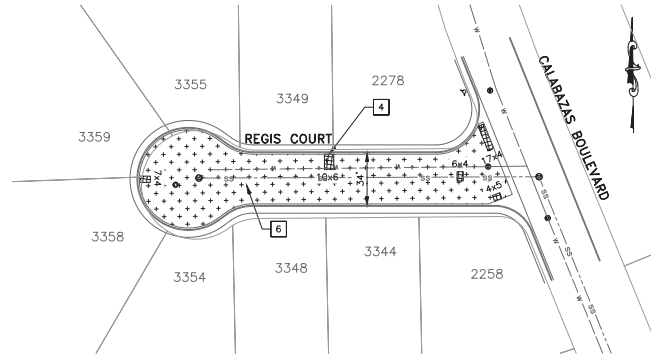


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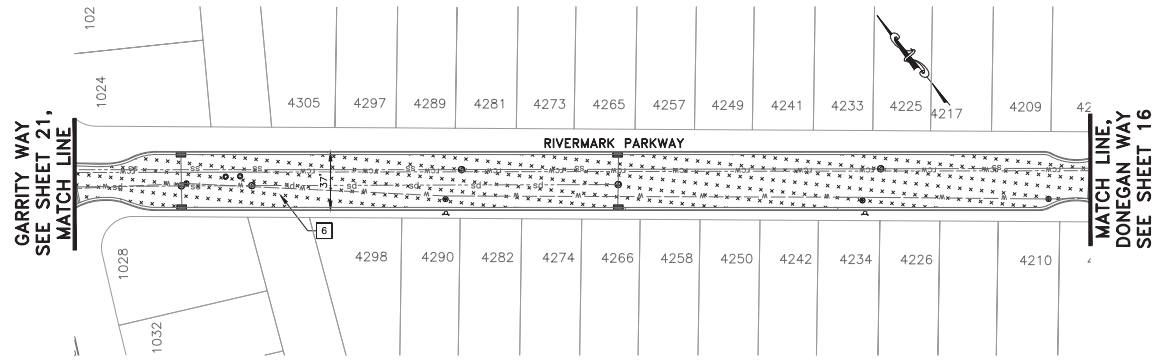
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
PAVEMENT IMPROVEMENT PLAN	

APPROVED BY	
TITLE	R.C.E. No.
DATE	Survey No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY -	-
SHEET 37 OF XX	



SEGMENT #42 - REGIS COURT
SCALE: 1"=40'



SEGMENT #43 - RIVERMARK PARKWAY
SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE XX.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES
ON SHEET 3

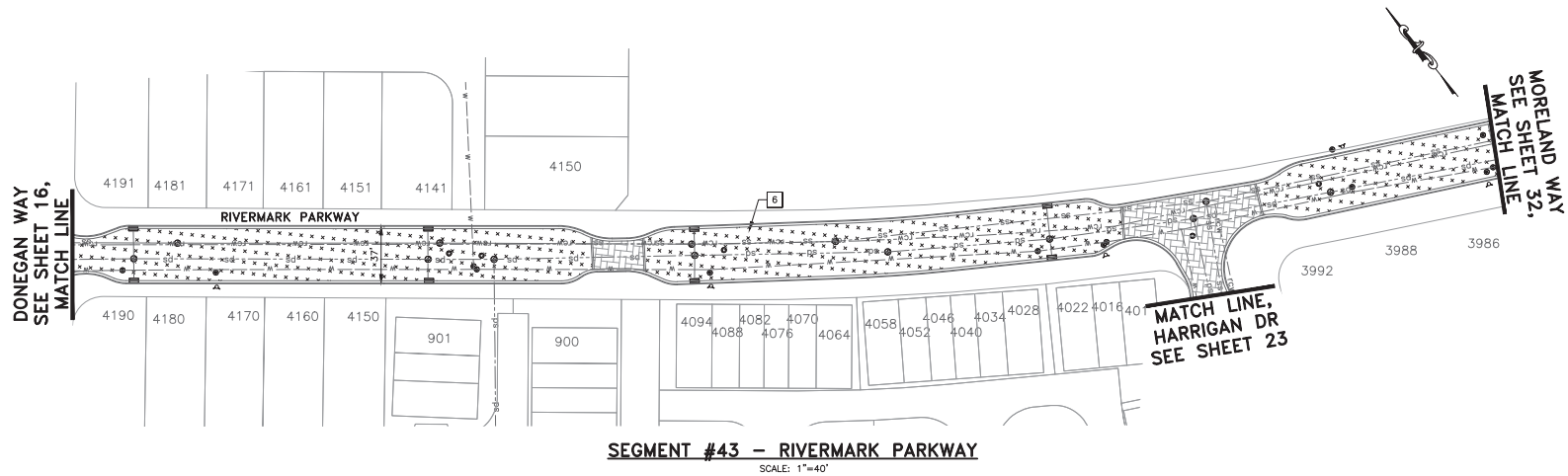


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PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 38 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
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8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
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LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
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ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
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6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
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9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
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13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES ON SHEET 3



Designer Stamp

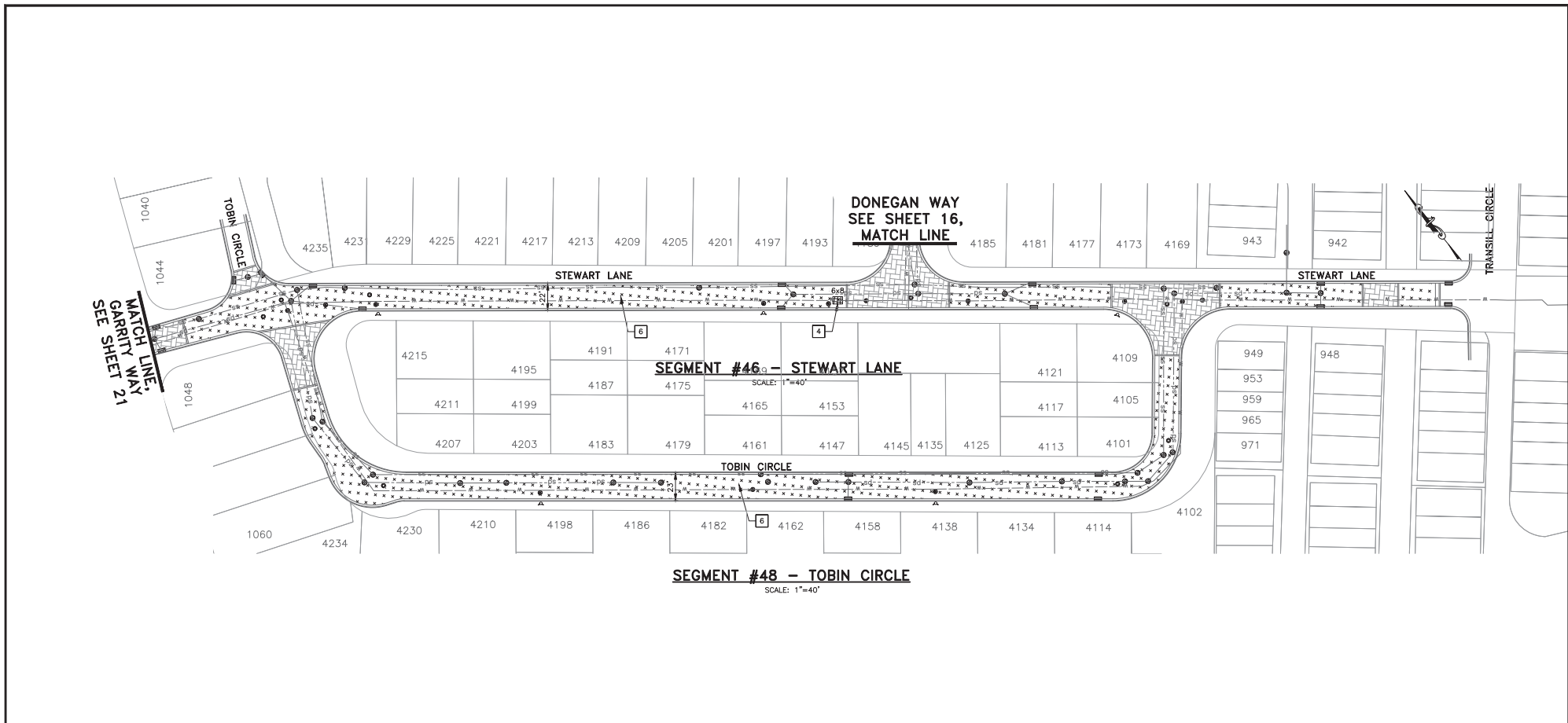
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 39 OF XX



APPROVED BY			
TITLE			
DATE			R.C.E. No.
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
BRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	
			SHEET 40 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF SO SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X' X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



Know what's below.
Call before you dig.



SEE GENERAL NOTES
ON SHEET 3

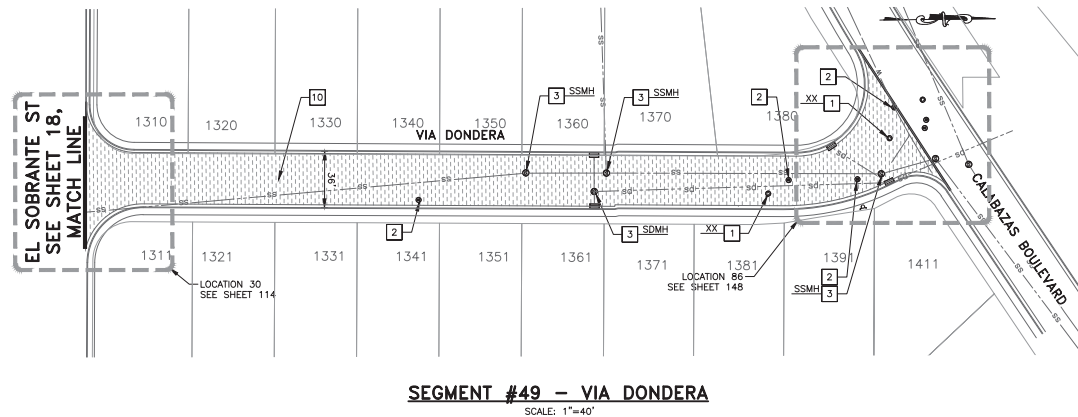
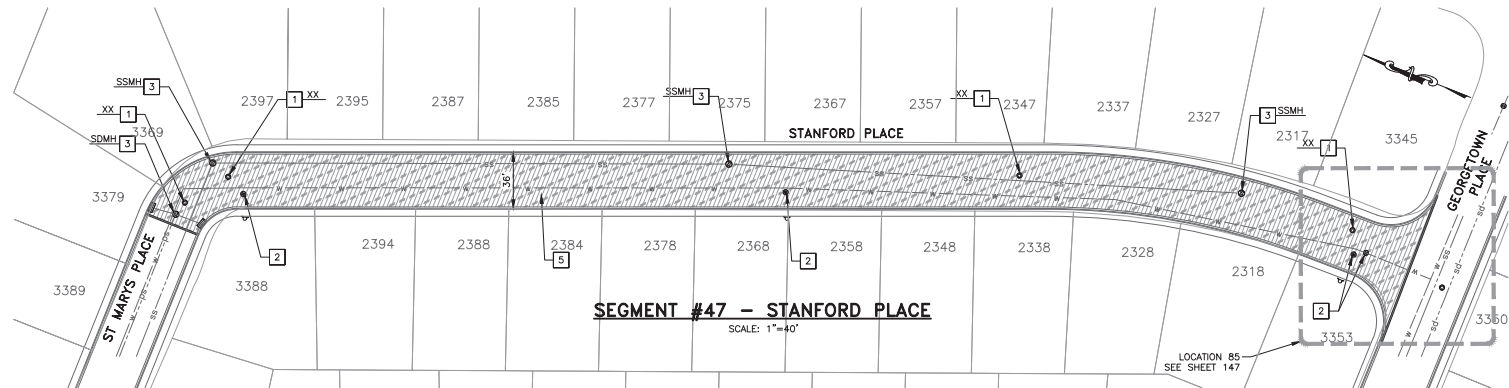


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25			
DRAWN BY HM xx/xx/25			
CHECKED BY MF xx/xx/25			
AS BUILT BY - -			
SHEET 41 OF XX			TRACING No.



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE XX.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET XXX.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET XX-XX FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES
ON SHEET 3

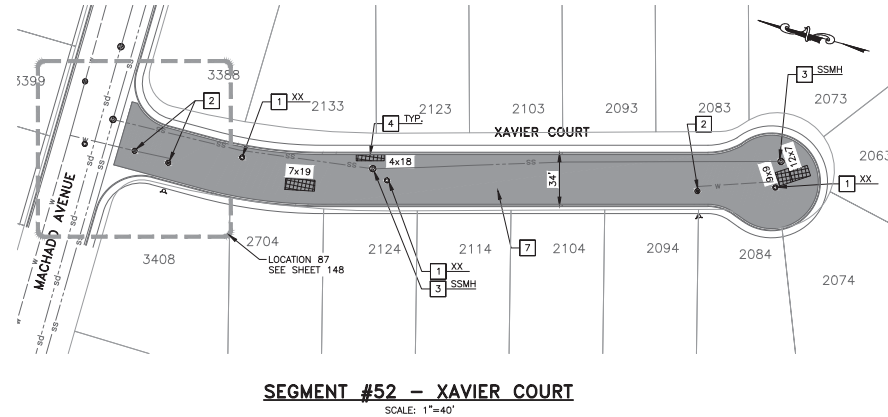
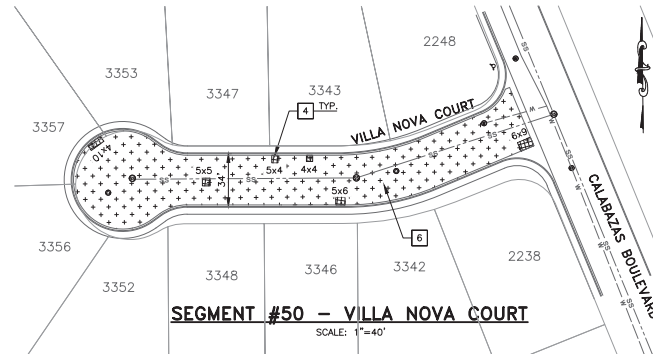


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PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 42 OF XX



CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS, MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA MILL & FILL
	2" RHMA AND 4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" TYPE A HMA FULL DEPTH REPLACEMENT

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES
ON SHEET 3

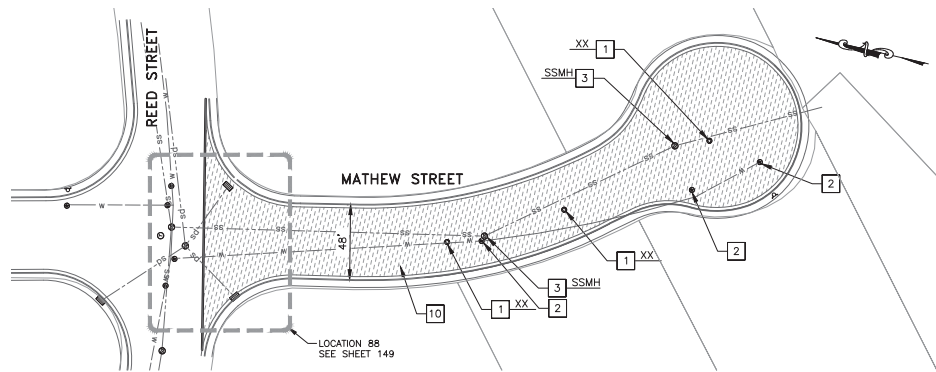


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PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 43 OF XX



SEGMENT #53 - MATHEW STREET

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. BASE FAILURE REPAIR LOCATIONS WERE MARKED IN THE FIELD AND ARE SHOWN HEREON IN THEIR APPROXIMATE LOCATION. EACH REPAIR LOCATION SHALL BE REVIEWED AND AGREED UPON WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE SCHEMATIC AND ARE NOT COMPLETE. CONTRACTOR SHALL FIELD VERIFY AND INVENTORY ALL UTILITY AND OTHER FEATURES PRIOR TO BEGINNING CONSTRUCTION. PROTECT IN PLACE ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED.
3. ALL EXISTING VALVES AND MANHOLES SHALL BE RESTORED TO ORIGINAL CONDITION, AND SHALL BE FREE OF DEBRIS RESULTING FROM THE PAVING PROCESS.
4. EXISTING PAVEMENT STRIPES AND MARKING SHALL BE REMOVED PRIOR TO SURFACE TREATMENT. REMOVAL OF STRIPES IS REQUIRED PRIOR TO COLD MILLING.
5. LIMITS OF PAVEMENT ARE SCHEMATIC. CONTRACTOR SHALL FIELD VERIFY EXISTING EDGE OF PAVEMENT BEFORE START OF CONSTRUCTION.
6. MATCH EXISTING CROSS SLOPES AND PROFILE OF THE ROAD, UNLESS OTHERWISE NOTED.
7. MUST REMAIN A 5' CLEARANCE FROM SVP OVERHEAD LINE IF USING EQUIPMENT NEAR THE OVERHEAD LINES, AND IF 50 SVP PERSONNEL NEEDS TO BE PRESENT.
8. PROTECT IN PLACE SVP TRANSFORMERS, VAULTS & MANHOLES, AND SVP UTILITY WOOD AND STREETLIGHT POLES.
9. PROTECT IN PLACE SVP FACILITIES IN THE SAME OR IMPROVED CONDITIONS. MAINTAIN VERTICAL SEPARATION MINIMUM OF 24" OF FINISHED GRADE WHEN IMPROVING PAVEMENT. REFER TO UG1000 PAGE xx.
10. IF EXCAVATION OR SAWCUT ARE MORE THAN 2', CONTACT SVP INSPECTOR, A MIN. OF 2 WEEKS IN ADVANCE OF CONSTRUCTION.
11. CONTRACTOR SHALL CONTACT DAVE PADILLA, ELECTRIC T&D MANAGER, AT (408) 615-5630, A MINIMUM OF TWO WEEKS IN ADVANCE OF CONSTRUCTION TO COORDINATE ADJUSTMENT OF ANY SVP BOXES/MANHOLES.

LEGEND:

ITEM	DESCRIPTION
	SAWCUT
	SEGMENT LIMIT
	EX SANITARY SEWER MANHOLE
	EX STORM DRAIN MANHOLE
	EX FIRE HYDRANT
	EX WATER VALVE BOX
	EX RECYCLED WATER VALVE BOX
	EX MONUMENT IN ROUND BOX
	EX MONUMENT IN SQUARE BOX
	EX SVP MANHOLE
	EX SVP VAULT BOX

ITEM	DESCRIPTION
	CORE LOCATION
	SLURRY SEAL (TYPE II)
	2" TYPE A HMA
	2" RHMA AND 4" FULL DEPTH REPAIR
	6" RHMA FULL DEPTH REPLACEMENT
	2" RHMA AND 10" FULL DEPTH REPAIR

ITEM	DESCRIPTION
	4" TYPE A HMA FULL DEPTH REPLACEMENT
	6" TYPE A HMA FULL DEPTH REPLACEMENT
	8" TYPE A HMA FULL DEPTH REPLACEMENT
	10" TYPE A HMA FULL DEPTH REPLACEMENT
	AC DIGOUT (X' WIDE X X' LENGTH)
	EX. BRICK PAVERS, TO BE PROTECTED IN PLACE

PROJECT NOTES:

1. FOR PRESERVATION OF MONUMENT, SEE SHEET xxx.
2. LOWER VALVE BOX PRIOR TO GRINDING WHERE APPLICABLE. REPLACE WITH NEW VALVE BOX. ADJUST VALVE BOX AND COVER TO FINAL FINISHED GRADE PER CSC STD DETAIL STD-20.
3. LOWER MANHOLE PRIOR TO GRINDING WHERE APPLICABLE. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CSC STD DETAIL DS-5.
4. REMOVE AC BASE FAILURE AND REPLACE WITH FULL DEPTH HMA PER DIGOUT DETAIL ON SHEET 4. SEE DIGOUT QUANTITY ON SHEET XX.
5. REMOVE 4" THICK AC PAVEMENT AND REPLACE WITH 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
6. TYPE II SLURRY SEAL TREATMENT PER TYPICAL CROSS SECTION ON SHEET 4.
7. COLD PLANING 2" AC PAVEMENT AND REPLACE WITH 2" TYPE A HMA PER MILL & FILL TREATMENT ON SHEET 4.
8. PROTECT IN PLACE.
9. REFER TO SHEET xx-xx FOR SIGNAL LOOP REPLACEMENT PLANS.
10. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A HMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
11. REMOVE 8" THICK AC PAVEMENT AND REPLACE WITH 8" TYPE A HMA IN FOUR LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
12. REMOVE 10" THICK AC PAVEMENT AND REPLACE WITH 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
13. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 6" TYPE A RHMA IN THREE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
14. REMOVE 6" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 4" TYPE A HMA IN TWO LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.
15. REMOVE 12" THICK AC PAVEMENT AND REPLACE WITH 2" RHMA AND 10" TYPE A HMA IN FIVE LIFTS PER FULL DEPTH HMA TREATMENT ON SHEET 4.



SEE GENERAL NOTES
ON SHEET 3

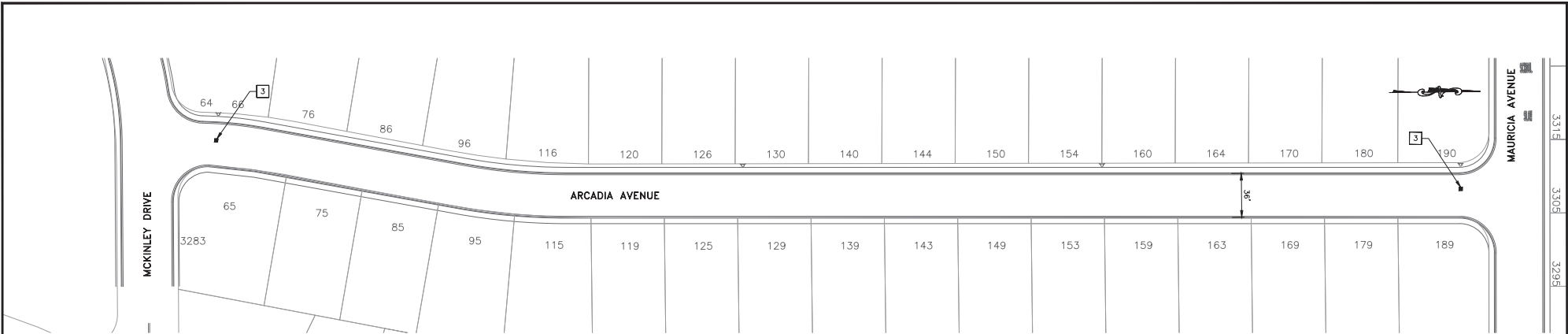


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

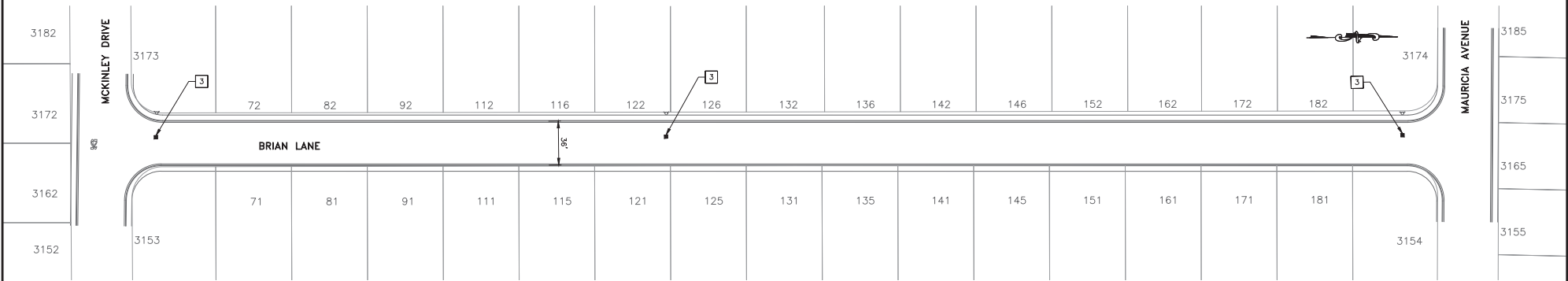
CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
PAVEMENT IMPROVEMENT PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 44 OF XX



SEGMENT #1 - ARCADIA AVENUE

SCALE: 1"=40'



SEGMENT #4 - BRIAN LANE

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:



Designer Stamp:

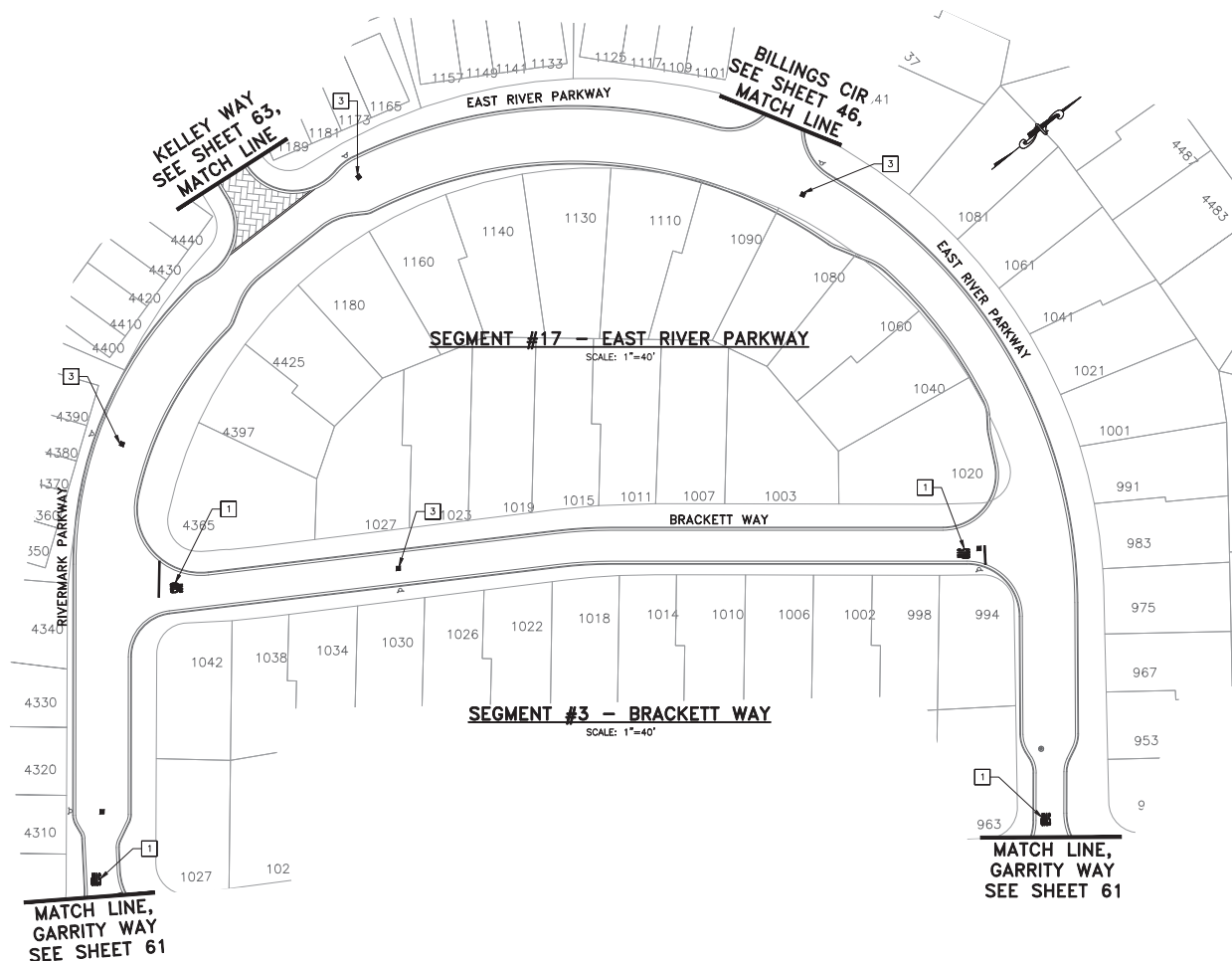
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
	DS	xx/xx/25	Survey No.
DESIGNED BY	HM	xx/xx/25	TRACING No.
DRAWN BY	MF	xx/xx/25	
CHECKED BY	-	-	
AS BUILT BY	-	-	
SHEET 45 OF XX			

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





LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

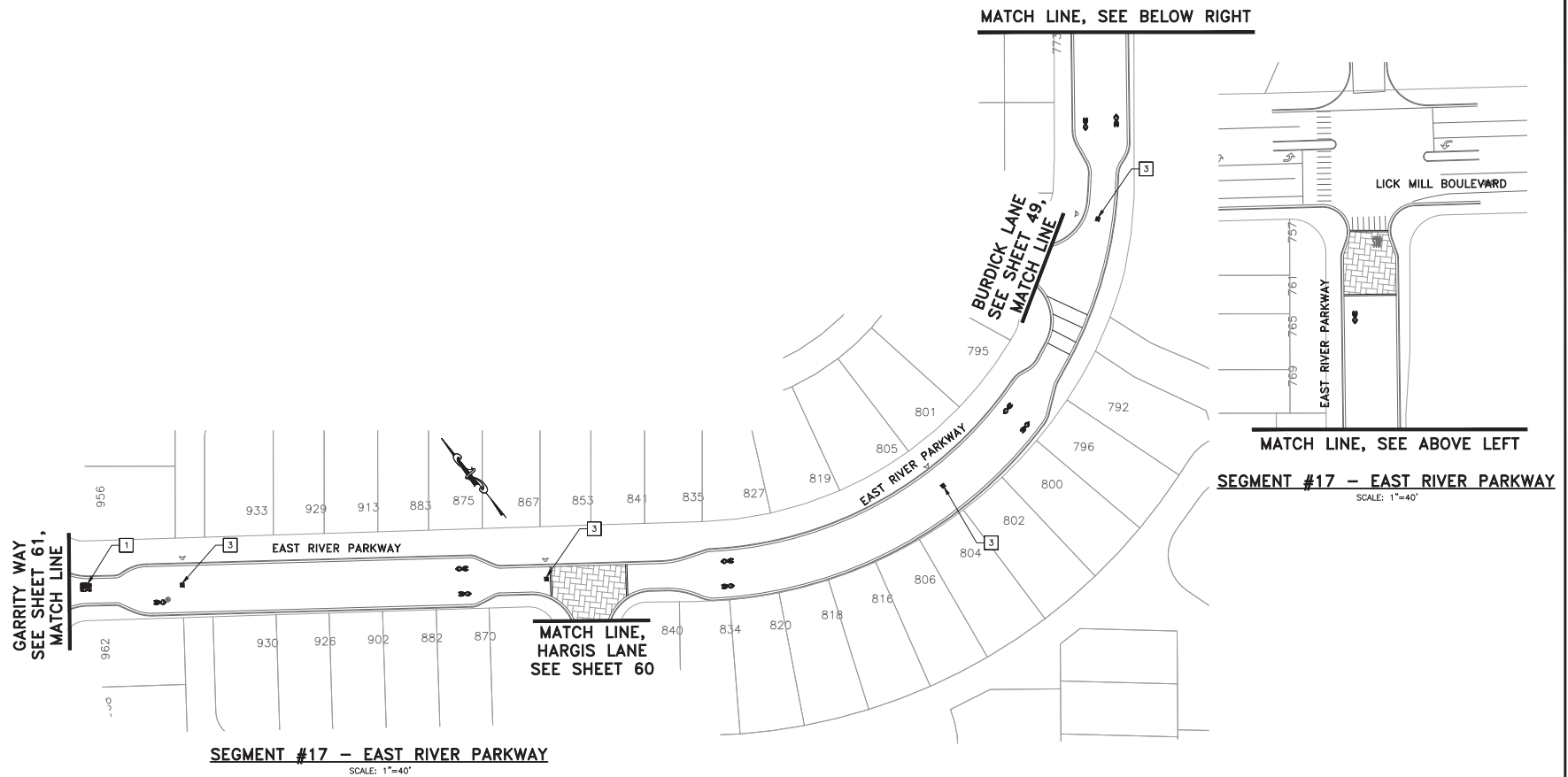


Designer Stamp:

PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

APPROVED BY	
TITLE	
DATE	R.C.E. No.
DESIGNED BY	DS xx/xx/25
DRAWN BY	HM xx/xx/25
CHECKED BY	MF xx/xx/25
AS BUILT BY	- -
Survey No.	
TRACING No.	
SHEET 47 OF XX	



LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.

- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
3. STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

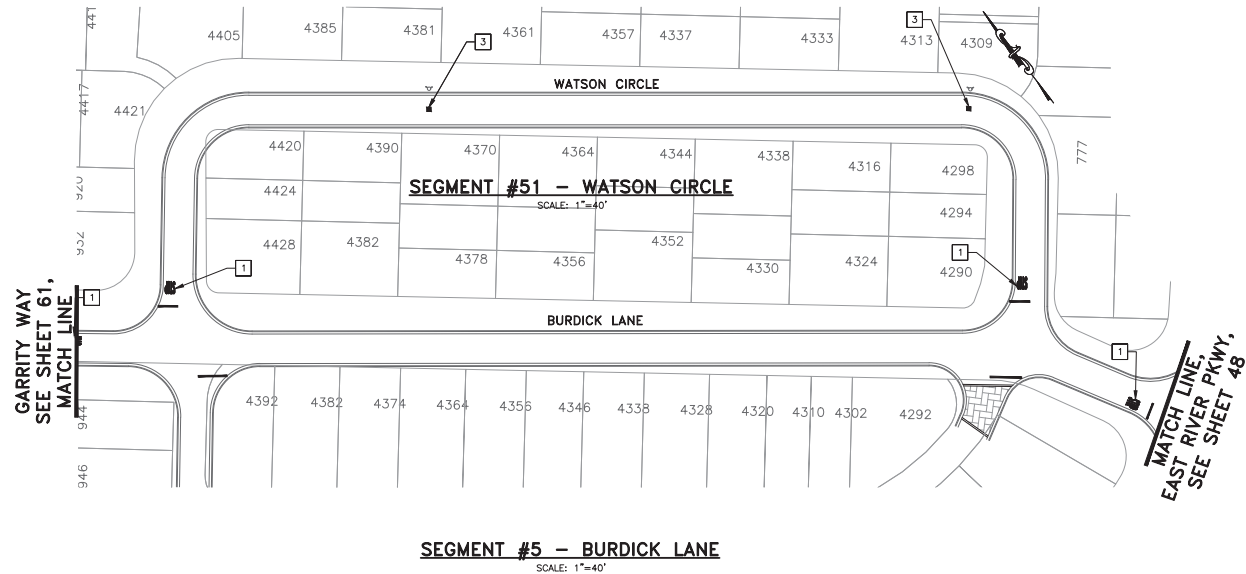


Designer Stamp:

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

APPROVED BY	
TITLE	
DATE	INITIAL DATE
DESIGNED BY	DS xx/xx/25
DRAWN BY	HM xx/xx/25
CHECKED BY	MF xx/xx/25
AS BUILT BY	- -
Survey No.	TRACING No.
SHEET 48 OF XX	



LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

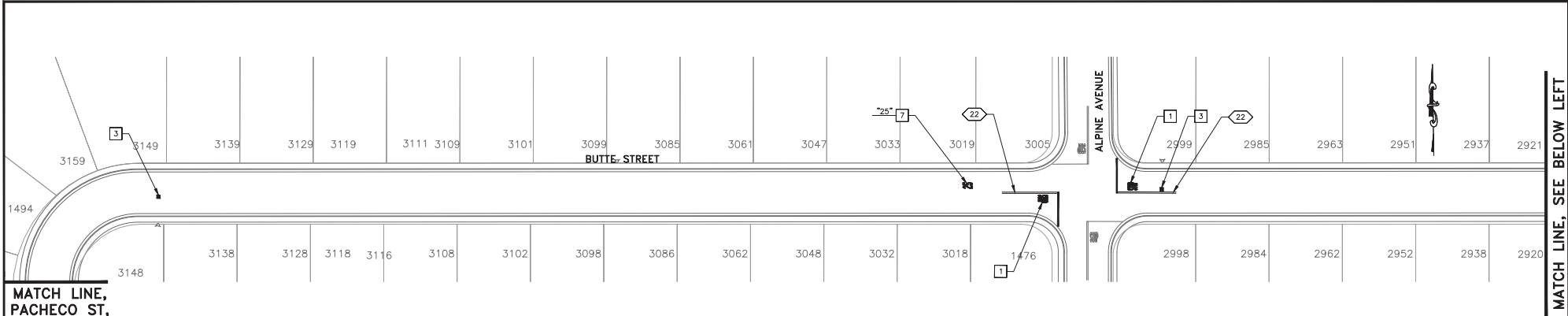


Designer Stamp:

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

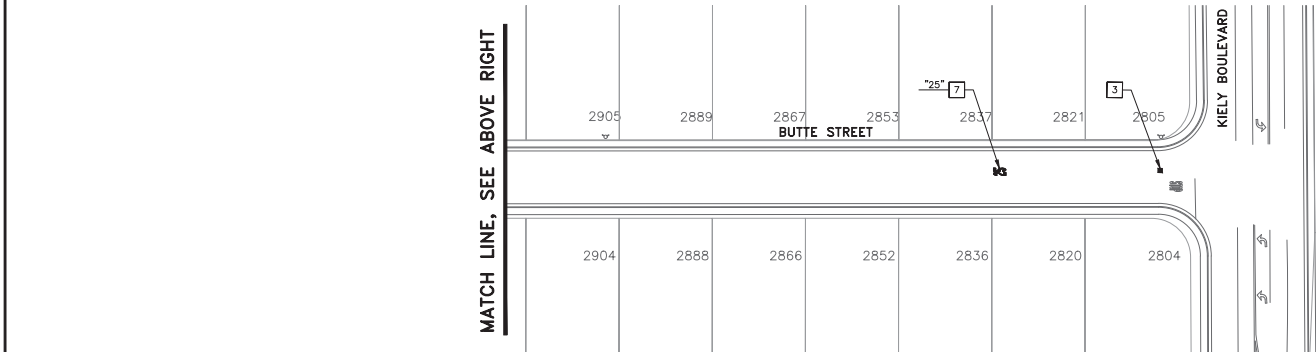
CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 49 OF XX



SEGMENT #6 - BUTTE STREET

SCALE: 1"=40'



SEGMENT #6 - BUTTE STREET

SCALE: 1"=40'

LEGEND:

ITEM	DESCRIPTION
—	LANE LINE
—+—	12" LIMIT LINE
=====	YIELD LINE
=====	STANDARD CROSSWALK
=====	CONTINENTAL CROSSWALK
=====	LADDER CROSSWALK
=====	GREEN BIKE LANE

ITEM	DESCRIPTION
—	BICYCLE DETECTOR SYMBOL
■	BLUE MARKER
—+—	TRAFFIC SIGN
—+—	BIKE LANE SYMBOL AND ARROW MARKING
—+—	SHARED LANE (SHARROW) MARKING
—+—	PAVEMENT MARKINGS
—+—	TYPE IV TURN ARROW
—+—	TYPE VII(L) TURN ARROW
—+—	TYPE VII(R) TURN ARROW
—+—	EXISTING FIRE HYDRANT

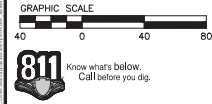
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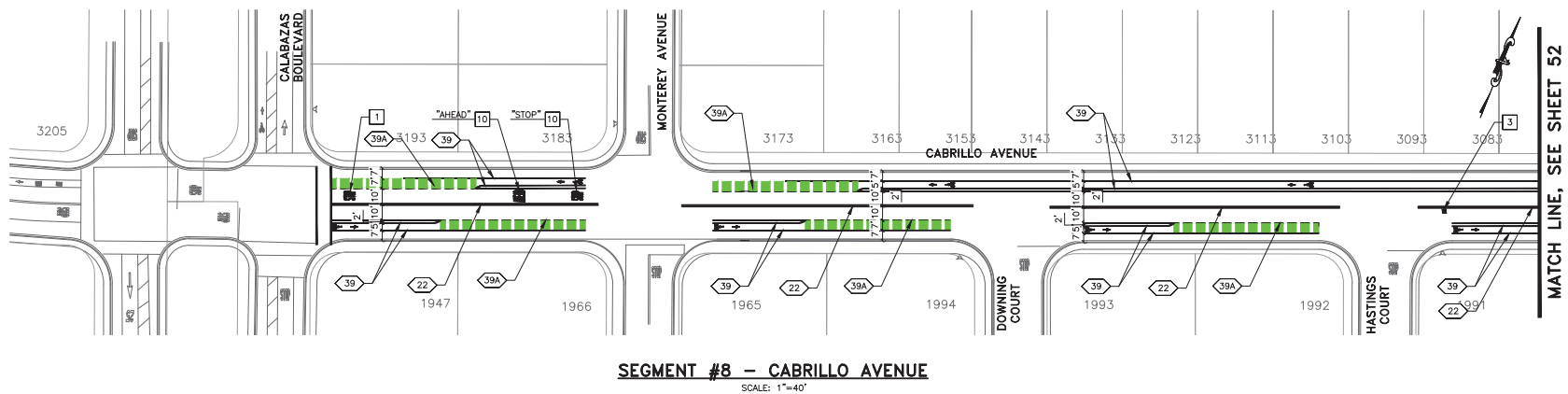
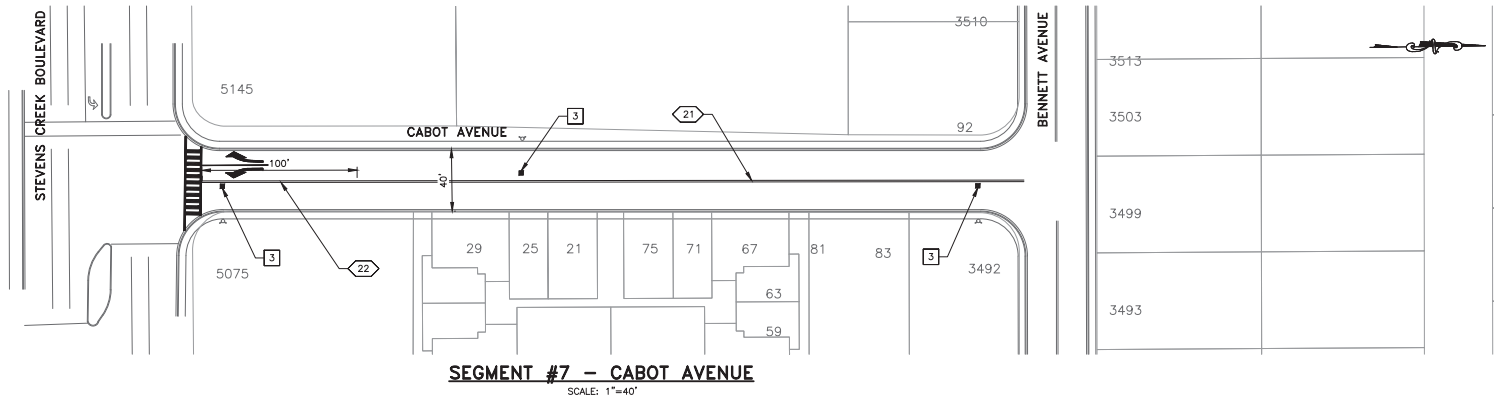
- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:  Employee - Owned	Designer Stamp:	PROJECT No. CE XX-XX-XX	CITY OF SANTA CLARA ENGINEERING DEPARTMENT		APPROVED BY:	
		ACCOUNT No. -	2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT		TITLE	
		DATE No. REVISION BY			DATE INITIAL DATE R.C.E. No.	
					DESIGNED BY DS xx/xx/25 Survey No.	
					DRAWN BY HM xx/xx/25 TRACING No.	
					CHECKED BY MF xx/xx/25	
					AS BUILT BY - - SHEET 50 OF XX	





LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.

RECONSTRUCTION

- 6 YIELD LINE PER CALTRANS STD PLAN A24E. SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
3. STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:



Designer Stamp

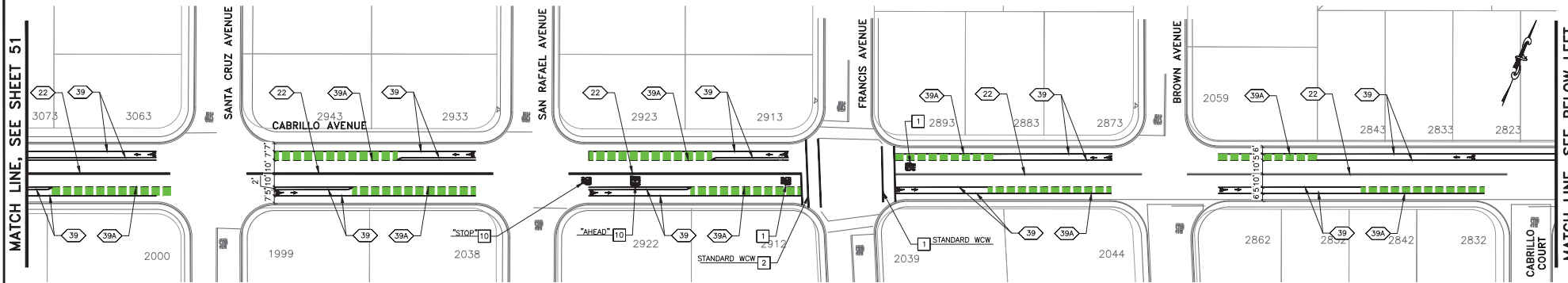
PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT		APPROVED BY	
		TITLE	DATE
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT		INITIAL	DATE
		DATE	R.C.E. No.
SIGNING AND STRIPING PLAN		DESIGNED BY	Survey No.
		DRAWN BY	TRACING No.
		CHECKED BY	
		AS BUILT BY	

DATE	INITIAL	DATE	R.C.E. No.
	DS	xx/xx/25	
	HM	xx/xx/25	
	MF	xx/xx/25	

MATCH LINE, SEE SHEET 52

MATCH LINE, SEE SHEET 51

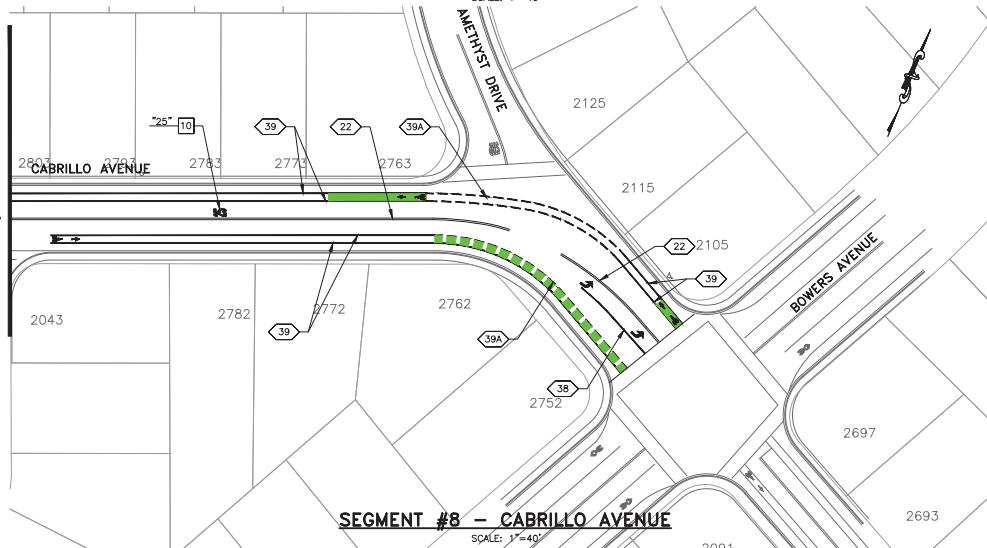


MATCH LINE, SEE BELOW LEFT

SEGMENT #8 - CABRILLO AVENUE

SCALE: 1"=40'

MATCH LINE, SEE ABOVE RIGHT



SEGMENT #8 - CABRILLO AVENUE

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

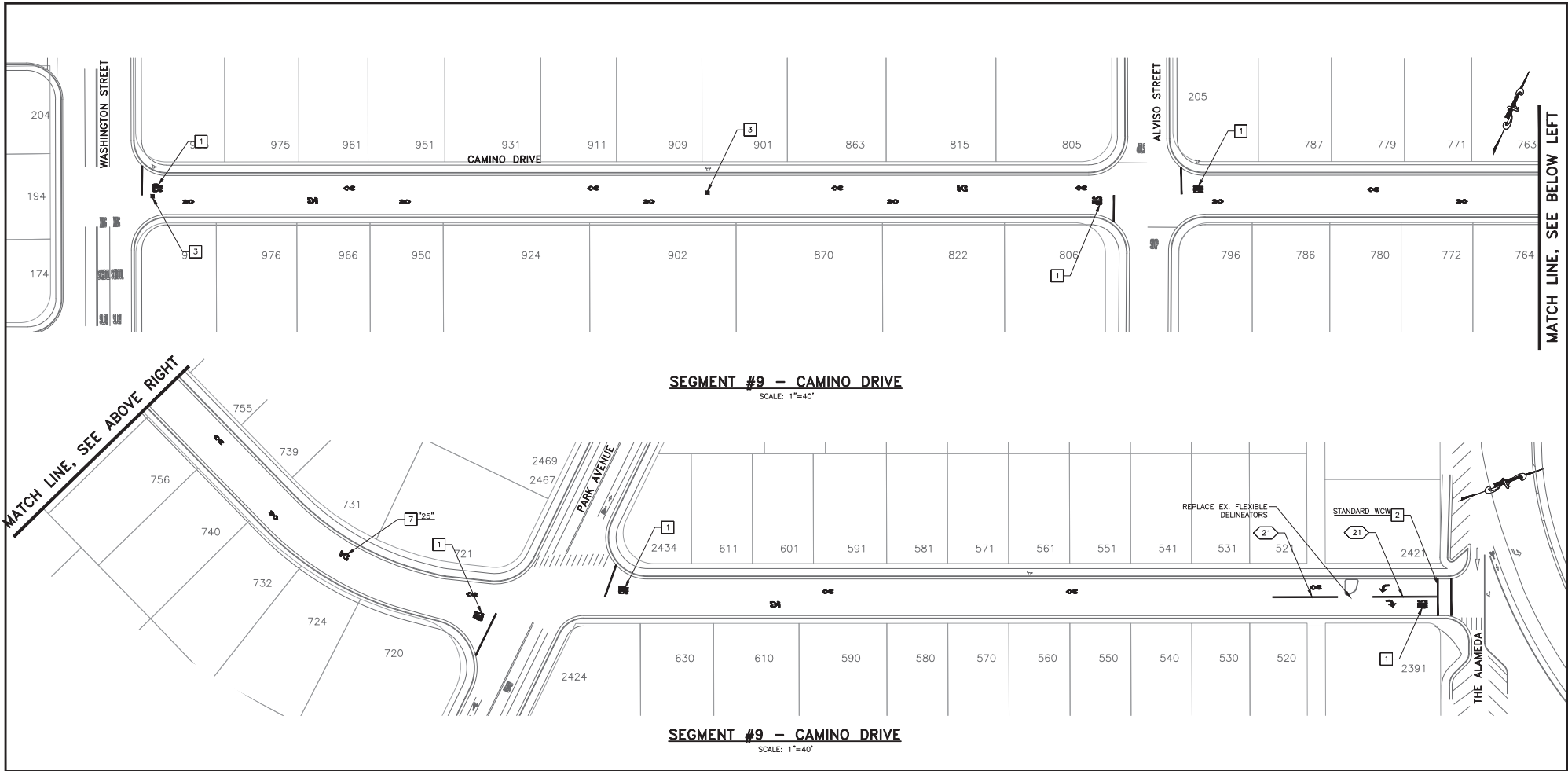


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	
		SHEET 52 OF XX	



LEGEND:

ITEM	DESCRIPTION
—	LANE LINE
—	12" LIMIT LINE
-----	YIELD LINE
=====	STANDARD CROSSWALK
=====	CONTINENTAL CROSSWALK
=====	LADDER CROSSWALK
=====	GREEN BIKE LANE

GRAPHIC SCALE
40 0 40 80

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

PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by: Employee - Owned

Designer:

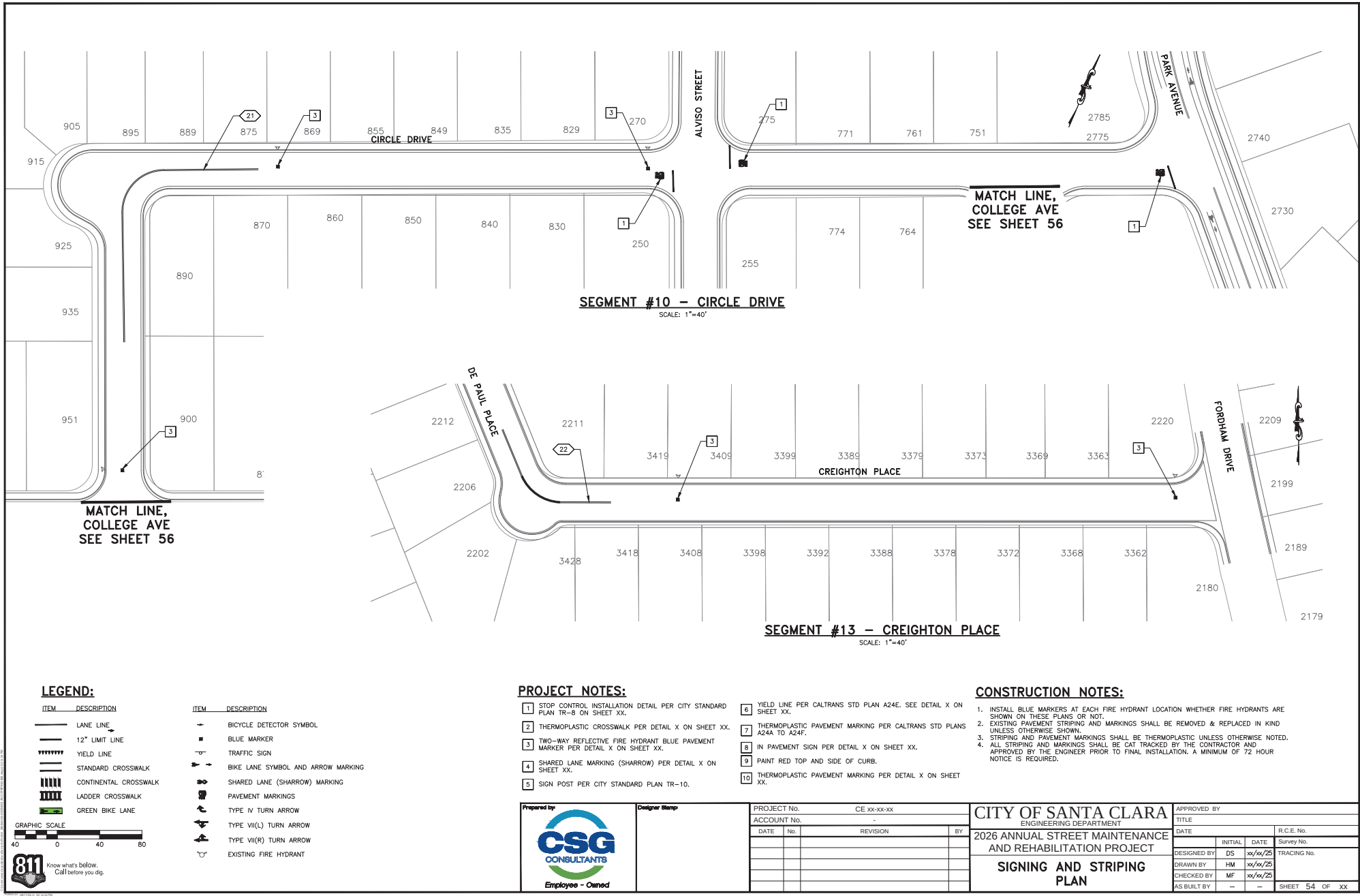
PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

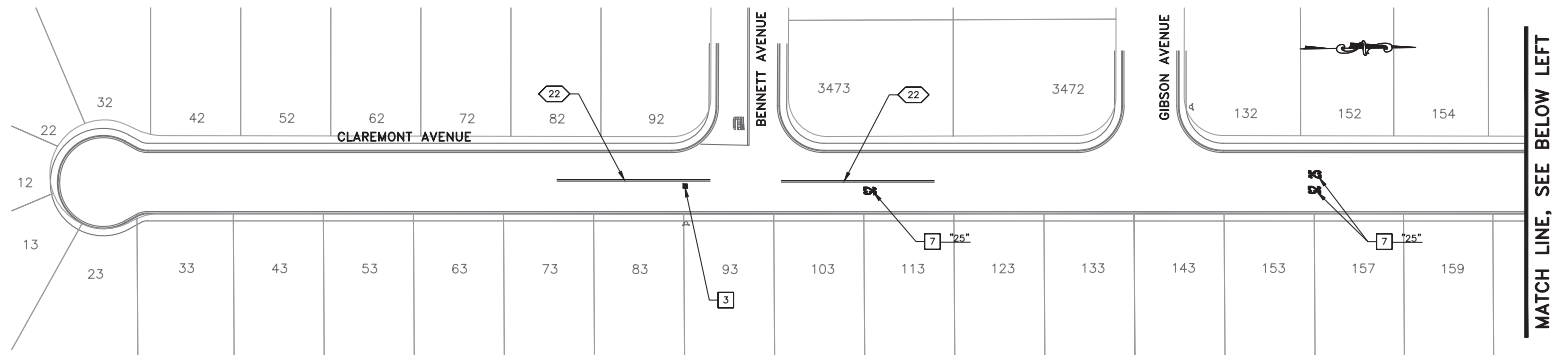
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT

2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT

SIGNING AND STRIPING PLAN

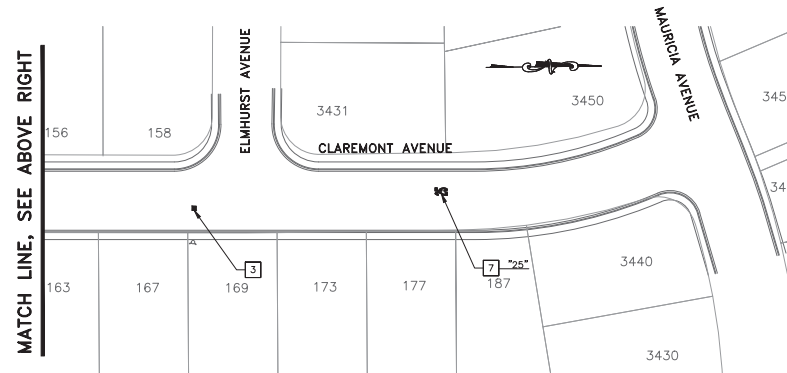
APPROVED BY		TITLE	
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 53 OF XX





SEGMENT #11 - CLAREMONT AVENUE

SCALE: 1"=40'



SEGMENT #11 - CLAREMONT AVENUE

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE



ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

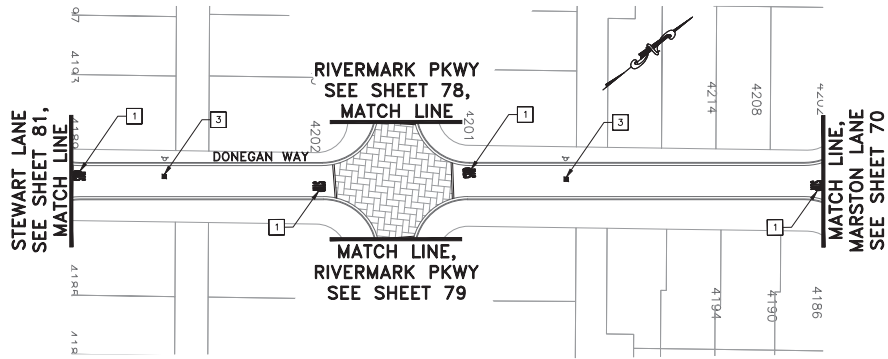
PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

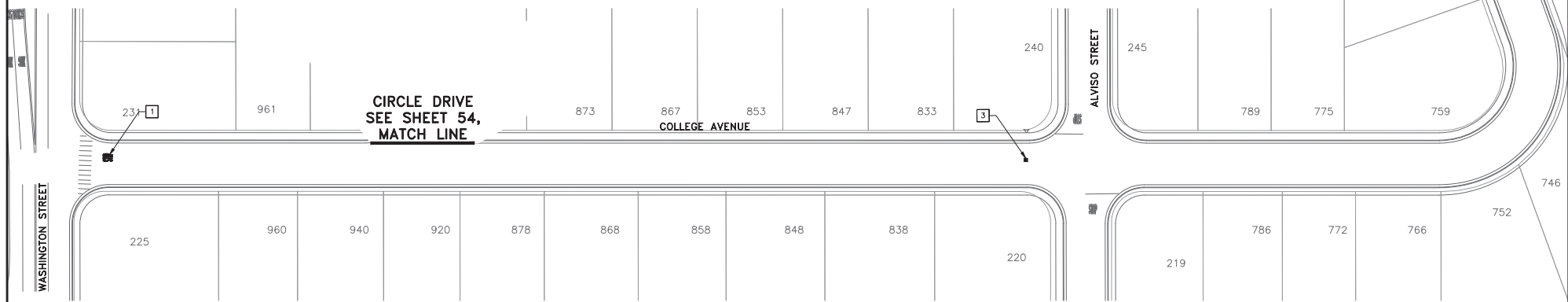
CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
3. STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by: Employee - Owned	Designer/Blamp:	PROJECT No. CE XX-XX-XX ACCOUNT No. - DATE No. REVISION BY	CITY OF SANTA CLARA ENGINEERING DEPARTMENT 2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT SIGNING AND STRIPING PLAN		APPROVED BY TITLE DATE INITIAL DATE R.C.E. No. Survey No.
		DESIGNED BY DS xx/xx/25 DRAWN BY HM xx/xx/25 CHECKED BY MF xx/xx/25 AS BUILT BY - -	TRACING No. SHEET 55 OF XX		



SEGMENT #14 - DONEGAN WAY
SCALE: 1"=40'



SEGMENT #12 - COLLEGE AVENUE
SCALE: 1"=40'

LEGEND:

ITEM	DESCRIPTION
---	LANE LINE
---	12" LIMIT LINE
-----	YIELD LINE
=====	STANDARD CROSSWALK
=====	CONTINENTAL CROSSWALK
=====	LADDER CROSSWALK
=====	GREEN BIKE LANE

ITEM DESCRIPTION

+	BICYCLE DETECTOR SYMBOL
■	BLUE MARKER
+	TRAFFIC SIGN
+	BIKE LANE SYMBOL AND ARROW MARKING
+	SHARED LANE (SHARROW) MARKING
+	PAVEMENT MARKINGS
+	TYPE IV TURN ARROW
+	TYPE VII(L) TURN ARROW
+	TYPE VII(R) TURN ARROW
+	EXISTING FIRE HYDRANT

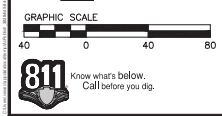
PROJECT NOTES:

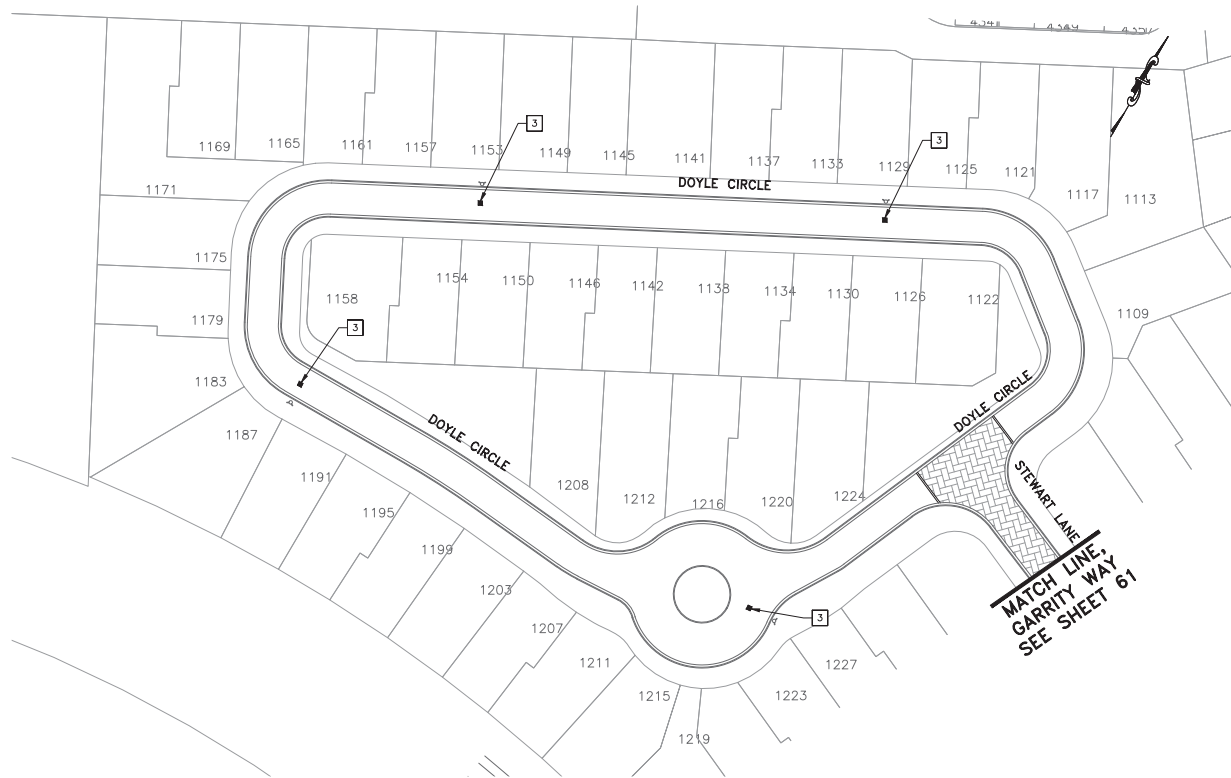
- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:  Employee - Owned	Designer Stamp:	PROJECT No. CE XX-XX-XX	CITY OF SANTA CLARA ENGINEERING DEPARTMENT 2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT SIGNING AND STRIPING PLAN	APPROVED BY	
		ACCOUNT No. -		TITLE	
		DATE No. REVISION BY	DATE INITIAL DATE R.C.E. No.	Survey No.	
			DRAWN BY DS xx/xx/25	TRACING No.	
			CHECKED BY HM xx/xx/25		
			AS BUILT BY MF xx/xx/25		
				SHEET 56 OF XX	





SEGMENT #15 - DOYLE CIRCLE

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE



ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

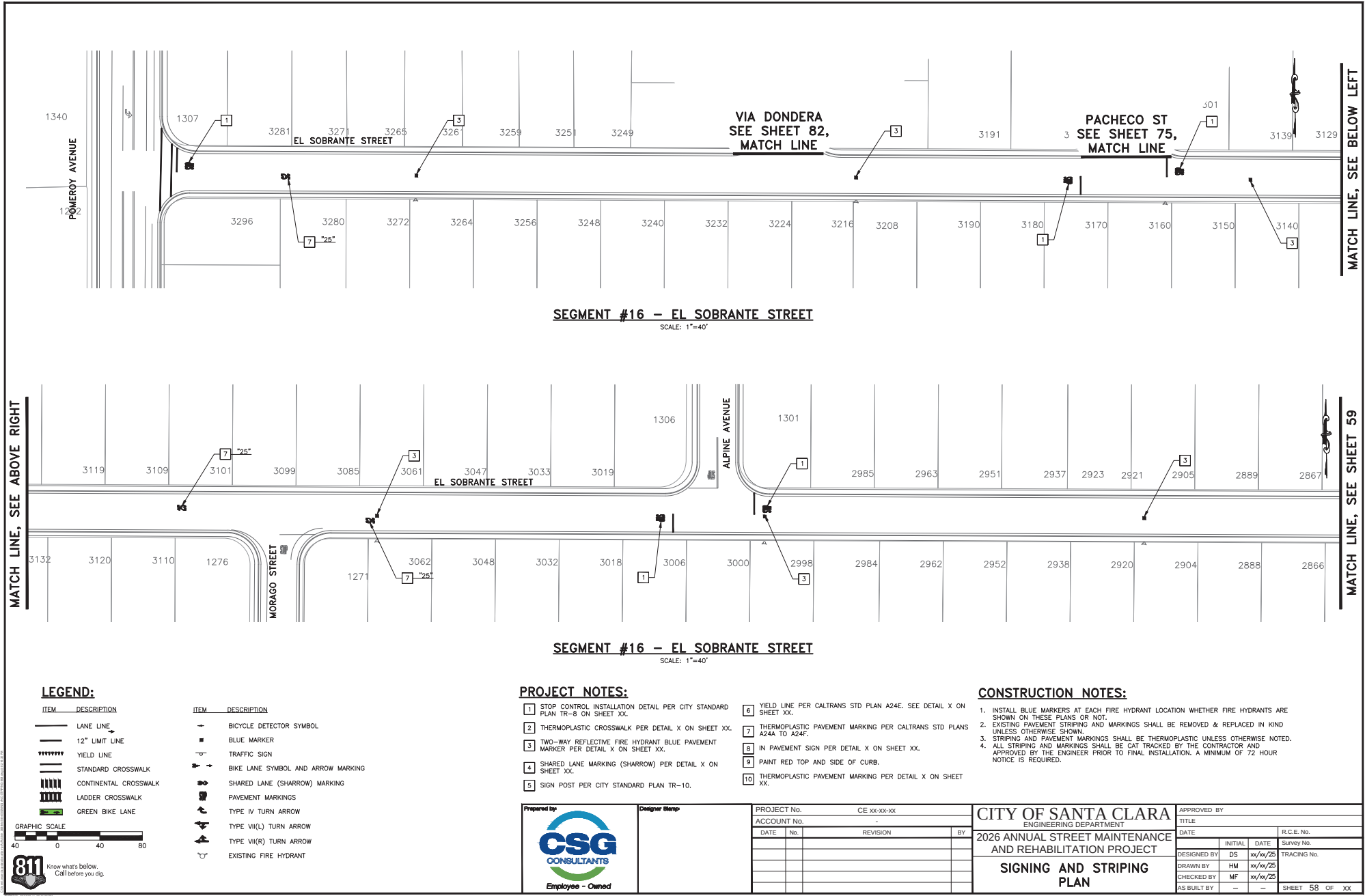


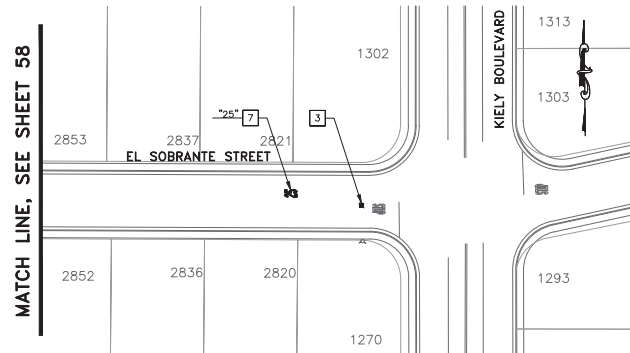
Designer Stamp:

PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

APPROVED BY			
TITLE		R.C.E. No.	
DATE	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 57 OF XX





SEGMENT #16 - EL SOBRANTE STREET
SCALE: 1"=40'



SEGMENT #18 - FRESNO STREET
SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

GRAPHIC SCALE
40 0 40 80



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

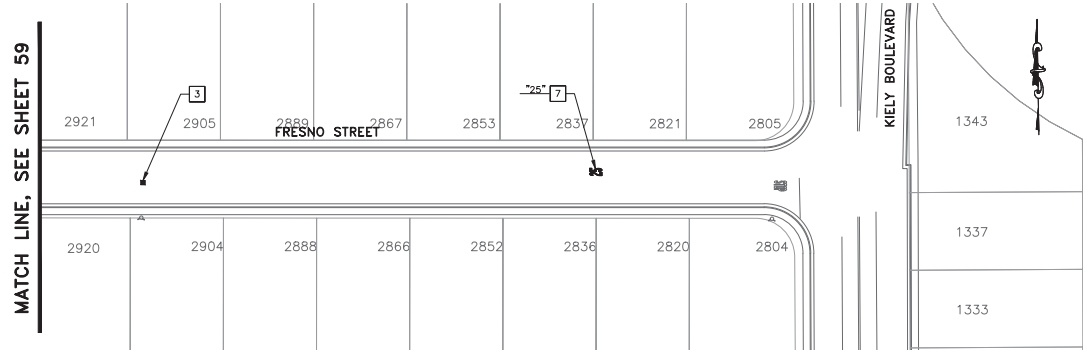


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

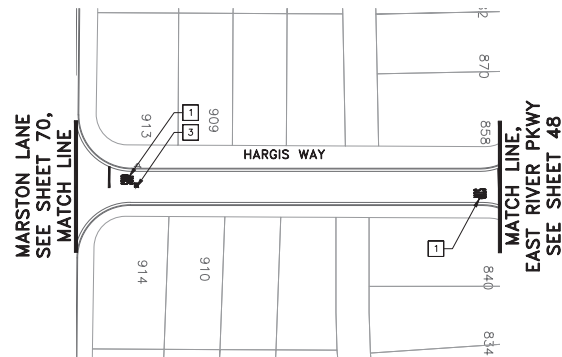
CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE			
DATE		INITIAL	R.C.E. No.
DATE		DATE	Survey No.
DESIGNED BY		DS	xx/xx/25
DRAWN BY		HM	xx/xx/25
CHECKED BY		MF	xx/xx/25
AS BUILT BY		-	-
SHEET		59	OF XX



SEGMENT #18 - FRESNO STREET

SCALE: 1"=40'



SEGMENT #21 - HARGIS WAY

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- ▲ TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



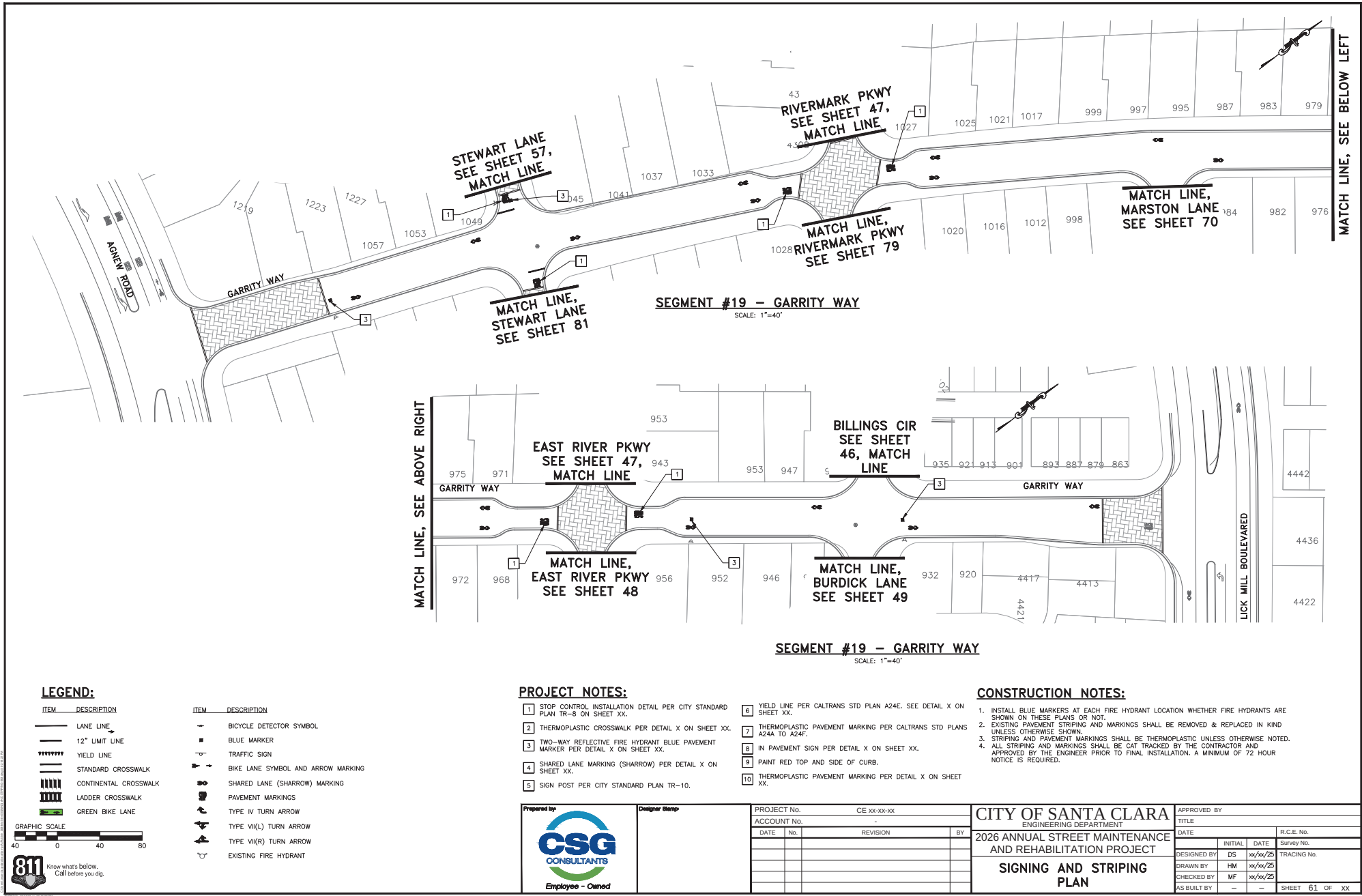
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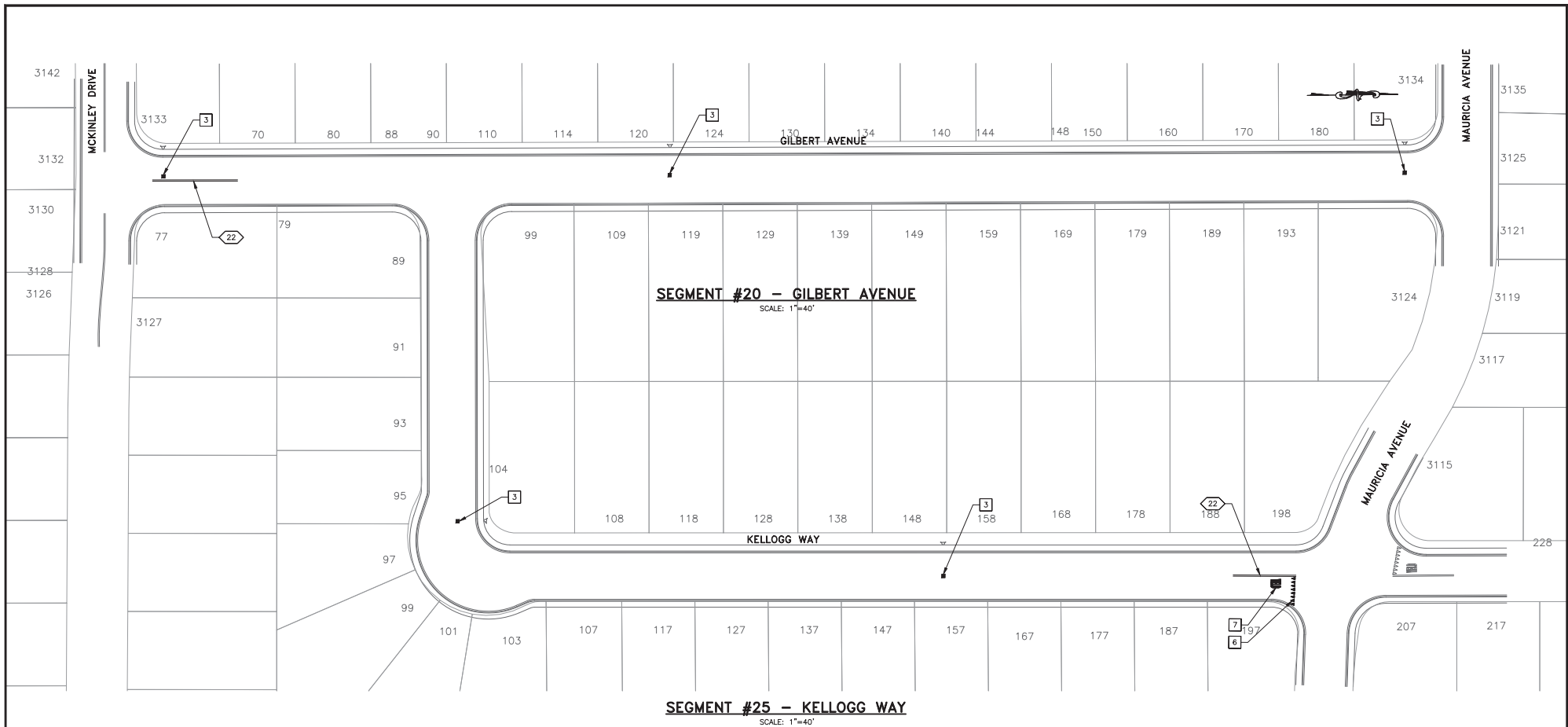
- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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		ACCOUNT No. -			TITLE			
		DATE No. REVISION BY	2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT		DATE	INITIAL	DATE	R.C.E. No.
			SIGNING AND STRIPING PLAN		DESIGNED BY DS xx/xx/25			Survey No.
			DRAWN BY HM xx/xx/25			Tracing No.		
			CHECKED BY MF xx/xx/25					
			AS BUILT BY - -			SHEET 60 OF XX		





LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



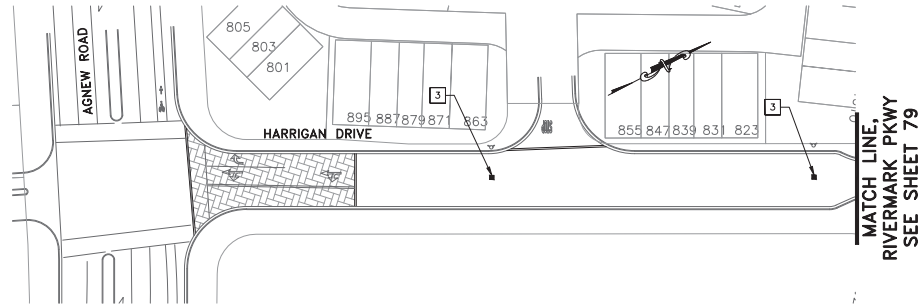
PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

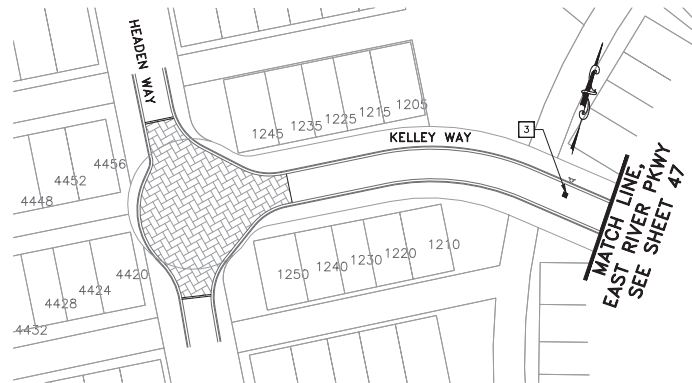
CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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Prepared by: Employee - Owned	Designer Stamp:	PROJECT No. CE XX-XX-XX	CITY OF SANTA CLARA ENGINEERING DEPARTMENT		APPROVED BY:	
		ACCOUNT No. -	2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT		TITLE	
		DATE No. REVISION BY	SIGNING AND STRIPING PLAN		DATE	
					INITIAL DATE	
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					DRAWN BY HM xx/xx/25	
					CHECKED BY MF xx/xx/25	
					AS BUILT BY - -	
					R.C.E. No.	
					Survey No.	
					TRACING No.	
					SHEET 62 OF XX	



SEGMENT #22 - HARRIGAN DRIVE
SCALE: 1"=40'



SEGMENT #24 - KELLEY WAY
SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
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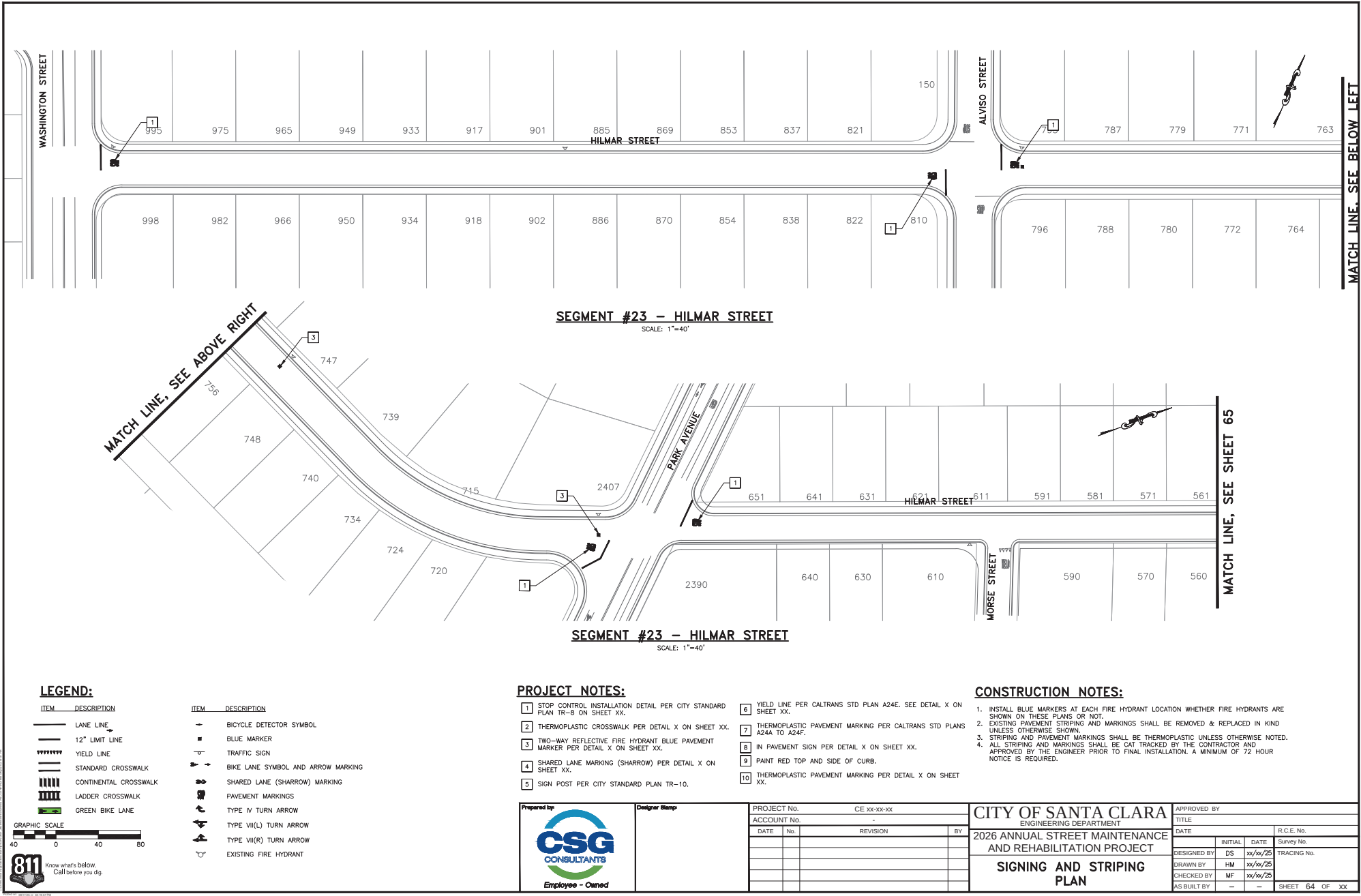


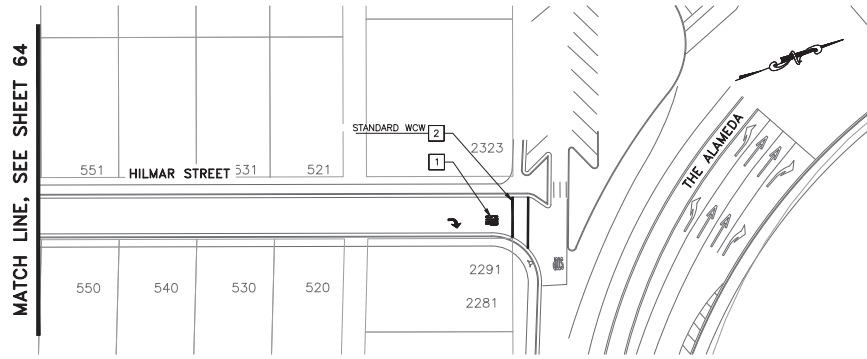
Designer Stamp:

PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

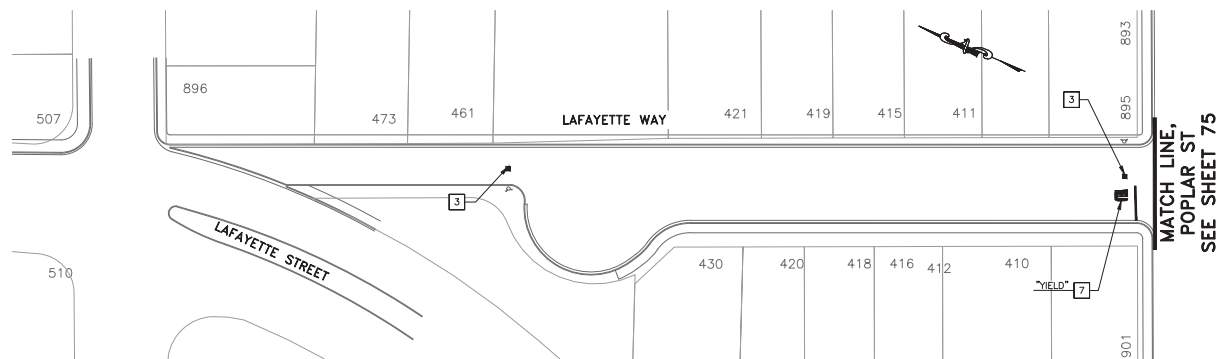
APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 63 OF XX





SEGMENT #23 - HILMAR STREET

SCALE: 1"=40'



SEGMENT #26 - LAFAYETTE WAY

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

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Prepared by:

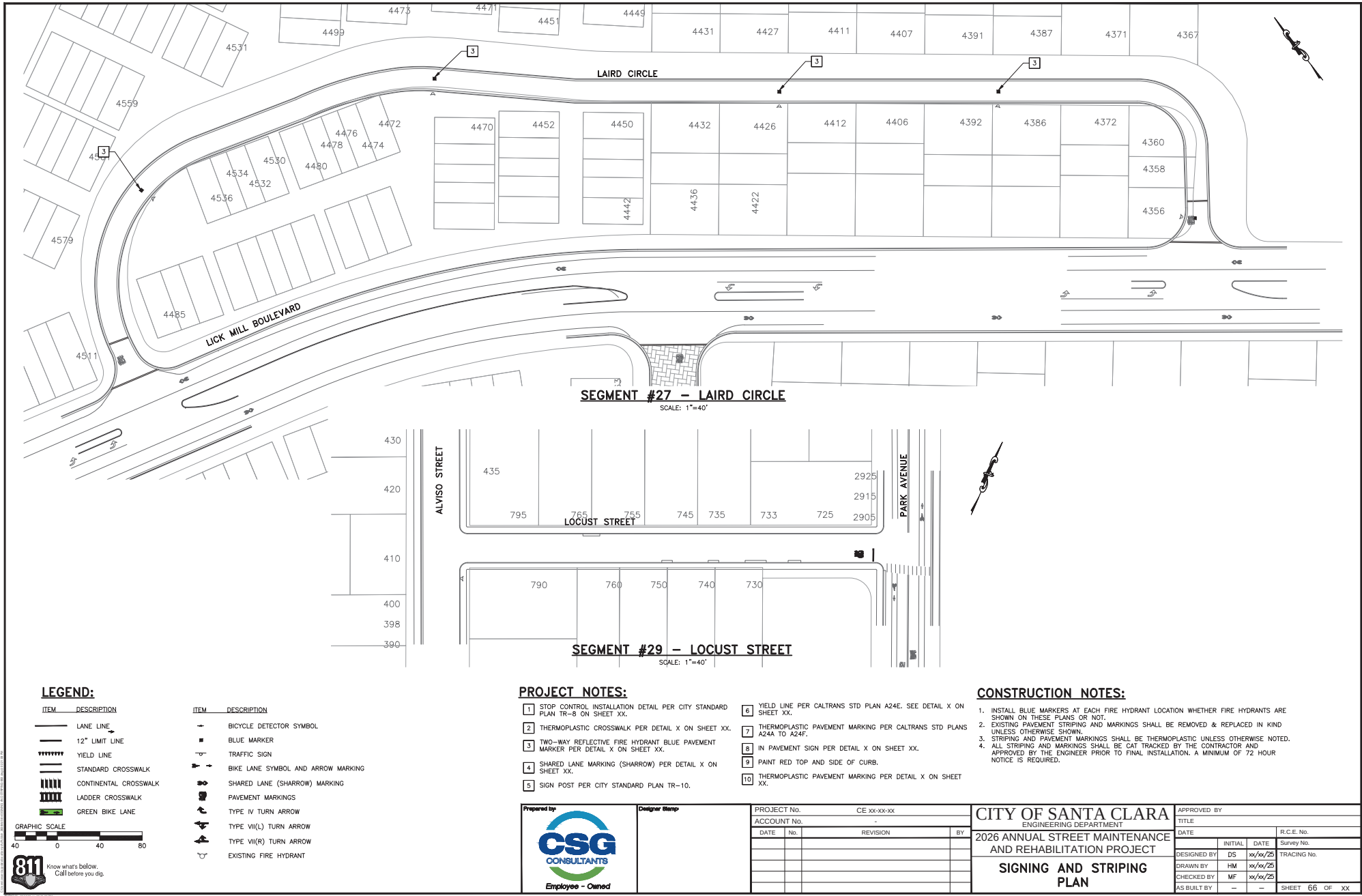


Designer Stamp

PROJECT No. CE XX-XX-XX			
ACCOUNT No. -			
DATE	No.	REVISION	BY

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25		
DRAWN BY HM	xx/xx/25		
CHECKED BY MF	xx/xx/25		
AS BUILT BY -	-		
			Survey No.
			TRACING No.
			SHEET 65 OF XX



LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
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- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
3. STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

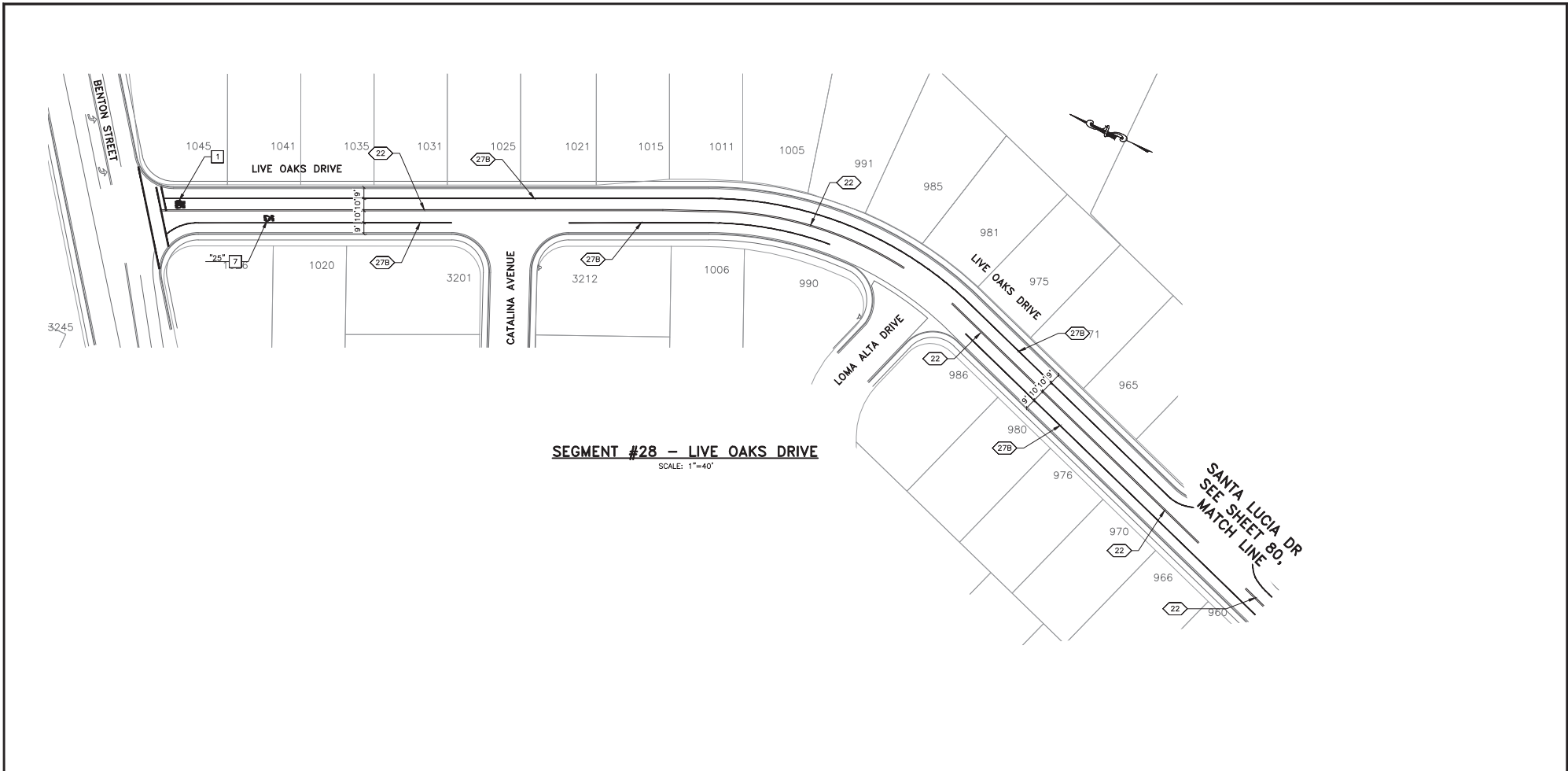


Designer Stamp:

PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE		R.C.E. No.	
DATE	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	



LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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Prepared by:

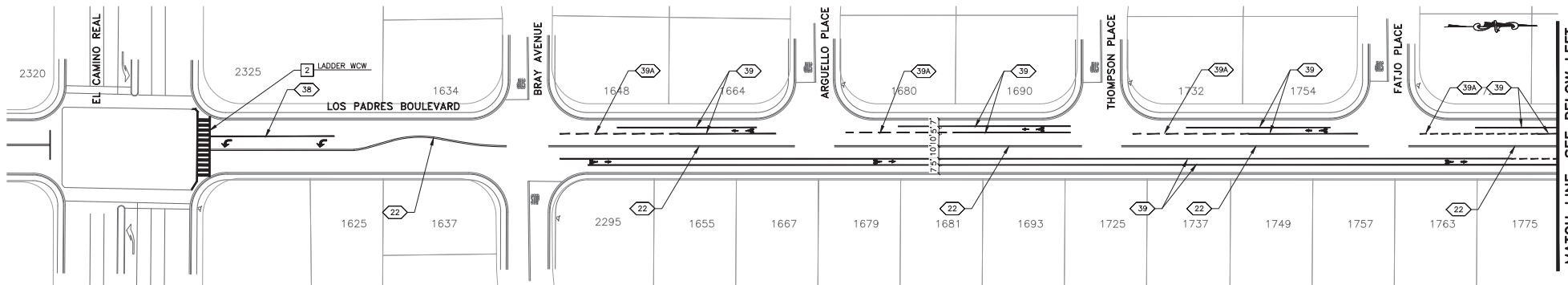


Designer Stamp:

PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

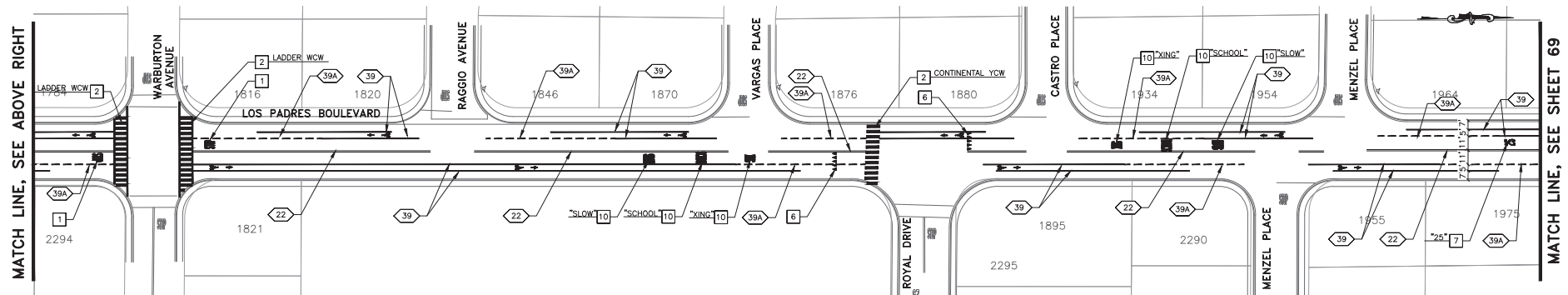
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
SIGNING AND STRIPING PLAN

APPROVED BY			
TITLE		R.C.E. No.	
DATE	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 67 OF XX



SEGMENT #30 - LOS PADRES BOULEVARD

SCALE: 1"=40'



SEGMENT #30 - LOS PADRES BOULEVARD

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE



ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
3. STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:



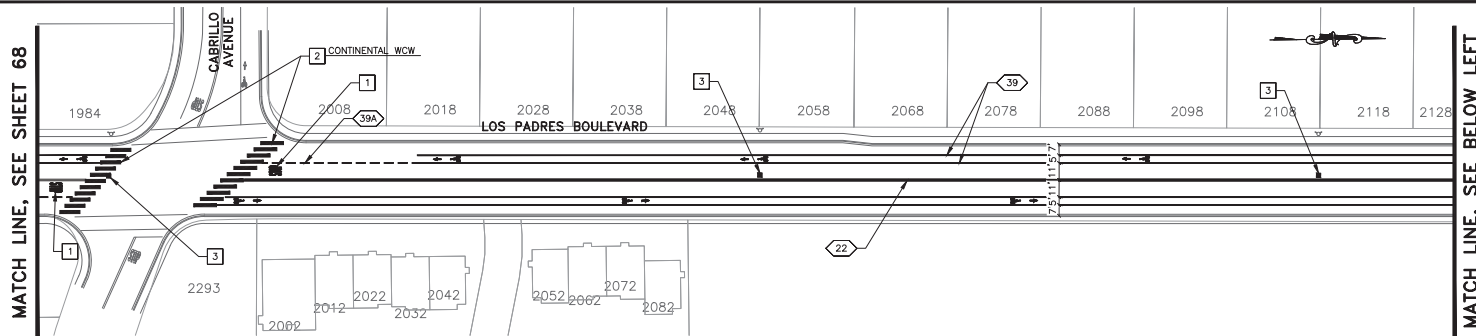
Designer Stamp:

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

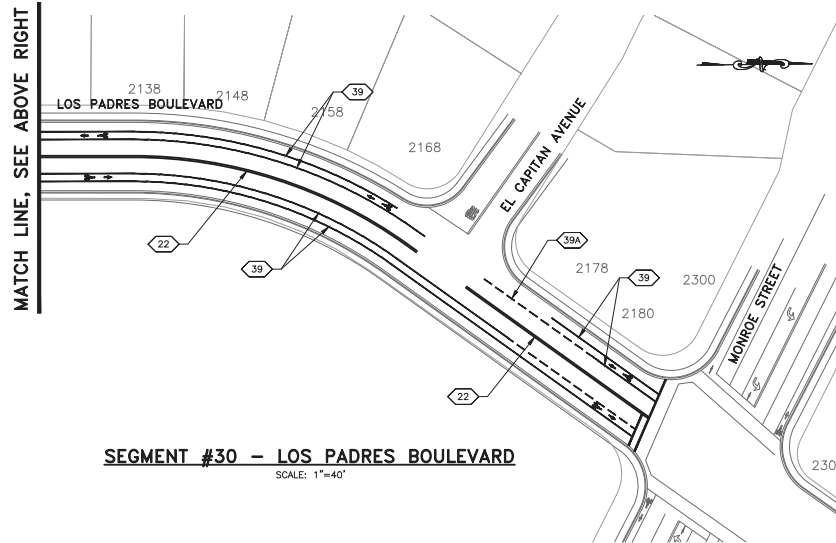
APPROVED BY			
TITLE	DATE	INITIAL	DATE
DESIGNED BY	DS	xx/xx/25	
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	

R.C.E. No.
Survey No.
TRACING No.
SHEET 68 OF XX



SEGMENT #30 - LOS PADRES BOULEVARD

SCALE: 1"=40'



SEGMENT #30 - LOS PADRES BOULEVARD

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.

- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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Prepared by:

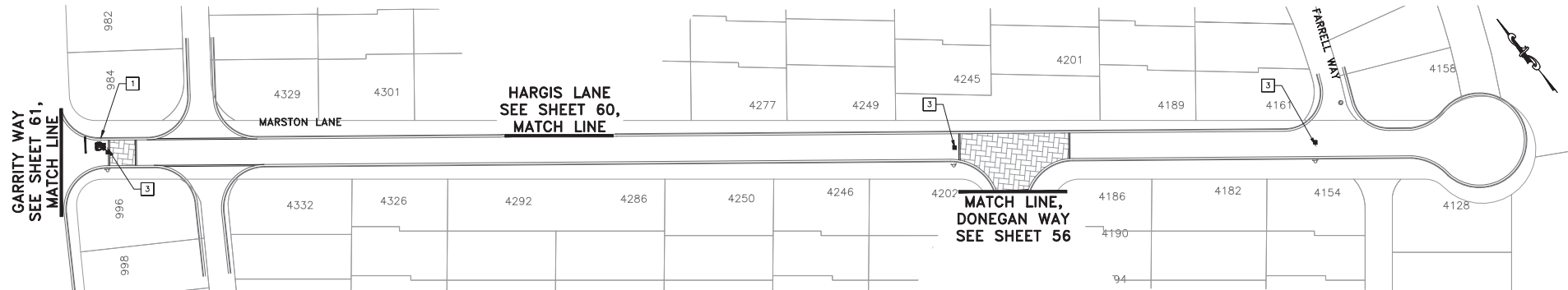


Designer Stamp

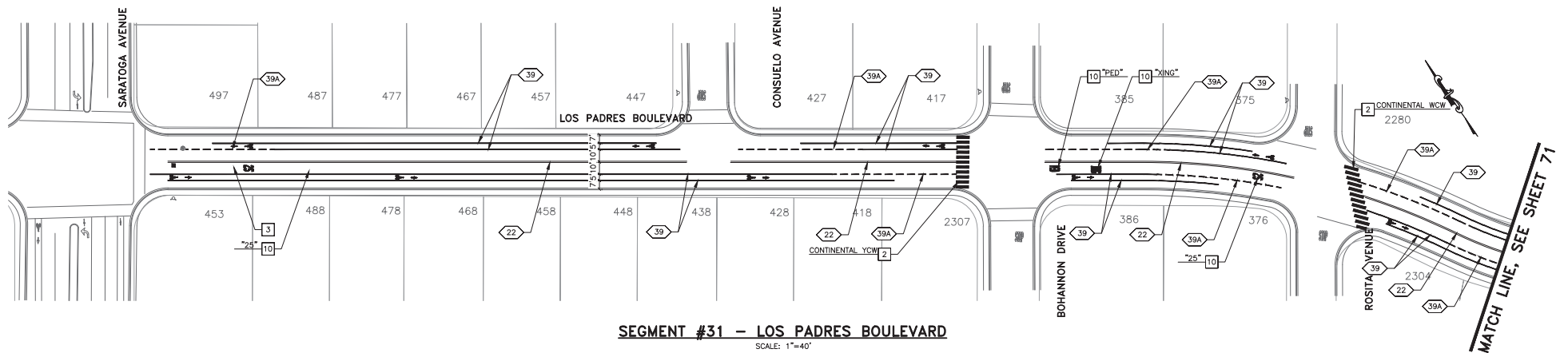
PROJECT No.	CE XX-XX-XX		
ACCOUNT No.	-		
DATE	No.	REVISION	BY

CITY OF SANTA CLARA			
ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE		DATE	
DATE		R.C.E. No.	
DESIGNED BY	INITIAL	DATE	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 69 OF XX



SEGMENT #32 - MARSTON LANE
SCALE: 1"=40'



SEGMENT #31 - LOS PADRES BOULEVARD
SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- [1] STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- [2] THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- [3] TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- [4] SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- [5] SIGN POST PER CITY STANDARD PLAN TR-10.
- [6] YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- [7] THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- [8] IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- [9] PAINT RED TOP AND SIDE OF CURB.
- [10] THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

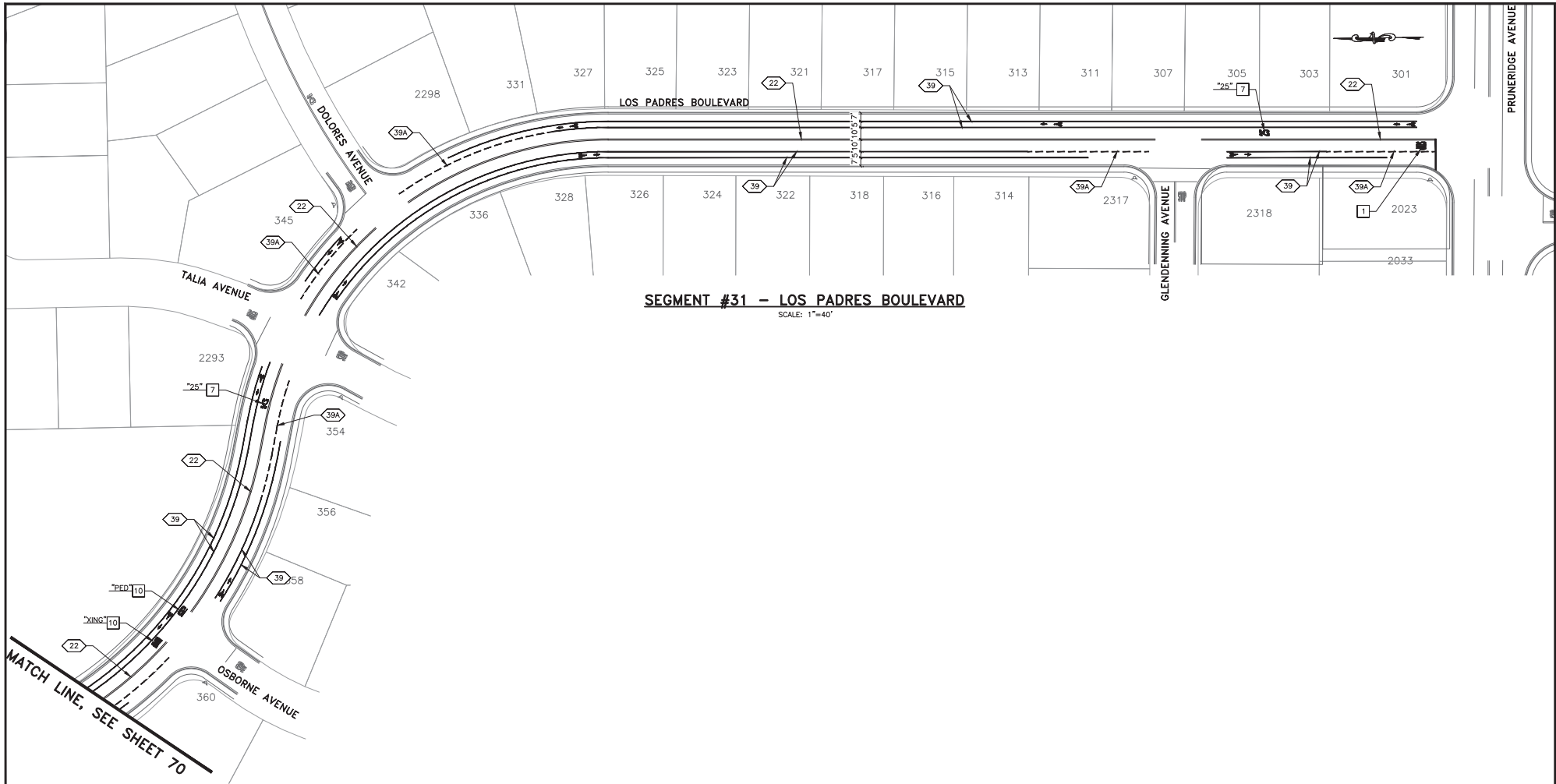


Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 70 OF XX



SEGMENT #31 - LOS PADRES BOULEVARD
SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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Prepared by:

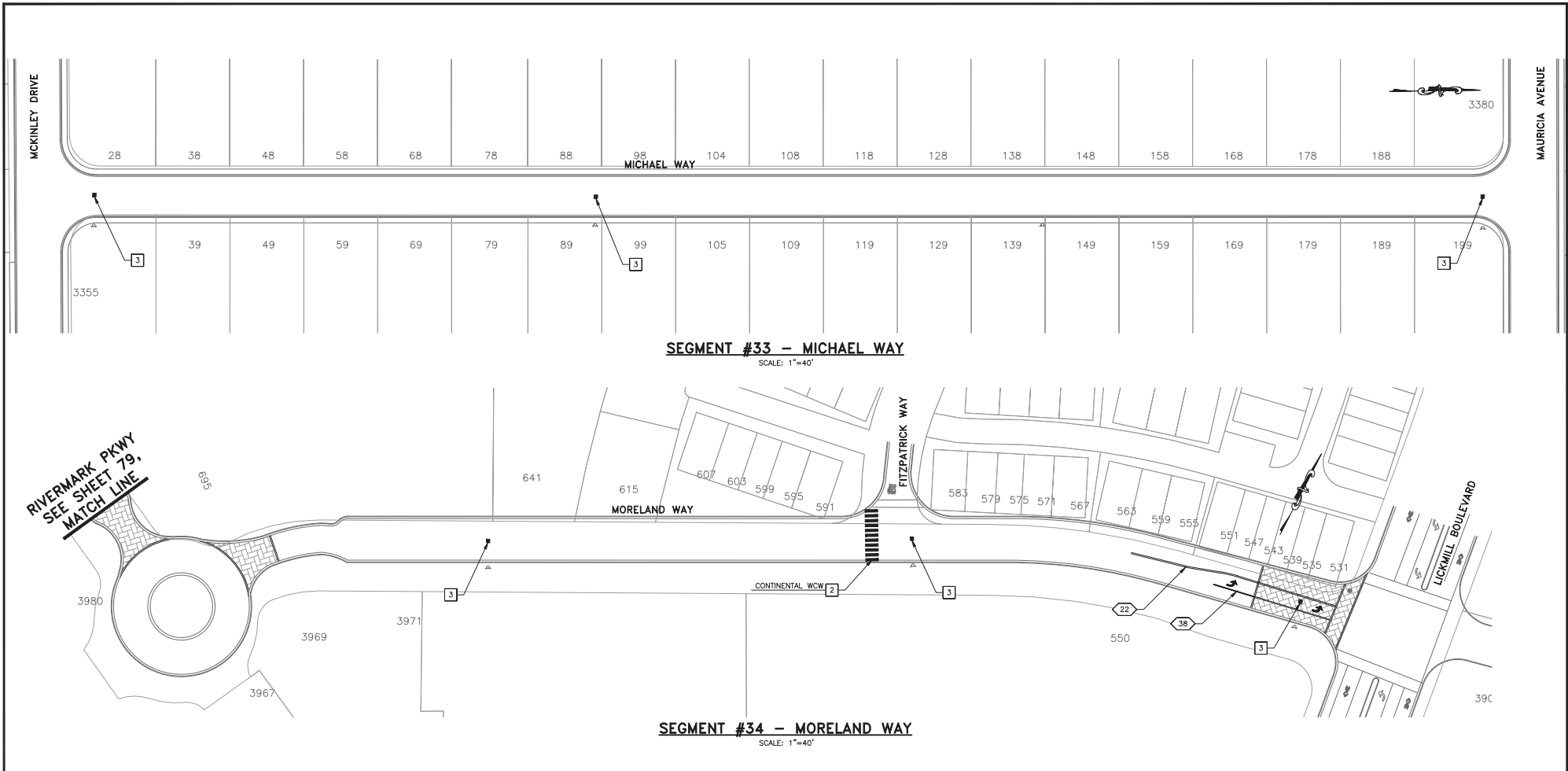


Designer Stamp:

PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

APPROVED BY		TITLE	
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 71 OF XX



LEGEND:

ITEM	DESCRIPTION
—	LANE LINE
—	12" LIMIT LINE
-----	YIELD LINE
=====	STANDARD CROSSWALK
=====	CONTINENTAL CROSSWALK
=====	LADDER CROSSWALK
=====	GREEN BIKE LANE
↔	BICYCLE DETECTOR SYMBOL
■	BLUE MARKER
⬇	TRAFFIC SIGN
↔↔	BIKE LANE SYMBOL AND ARROW MARKING
↔↔	SHARED LANE (SHARROW) MARKING
↔↔	PAVEMENT MARKINGS
↔↔	TYPE IV TURN ARROW
↔↔	TYPE VII(L) TURN ARROW
↔↔	TYPE VII(R) TURN ARROW
⬇	EXISTING FIRE HYDRANT

GRAPHIC SCALE
40 0 40 80

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

PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E. SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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Prepared by:



Employee - Owned

Designer Stamp:

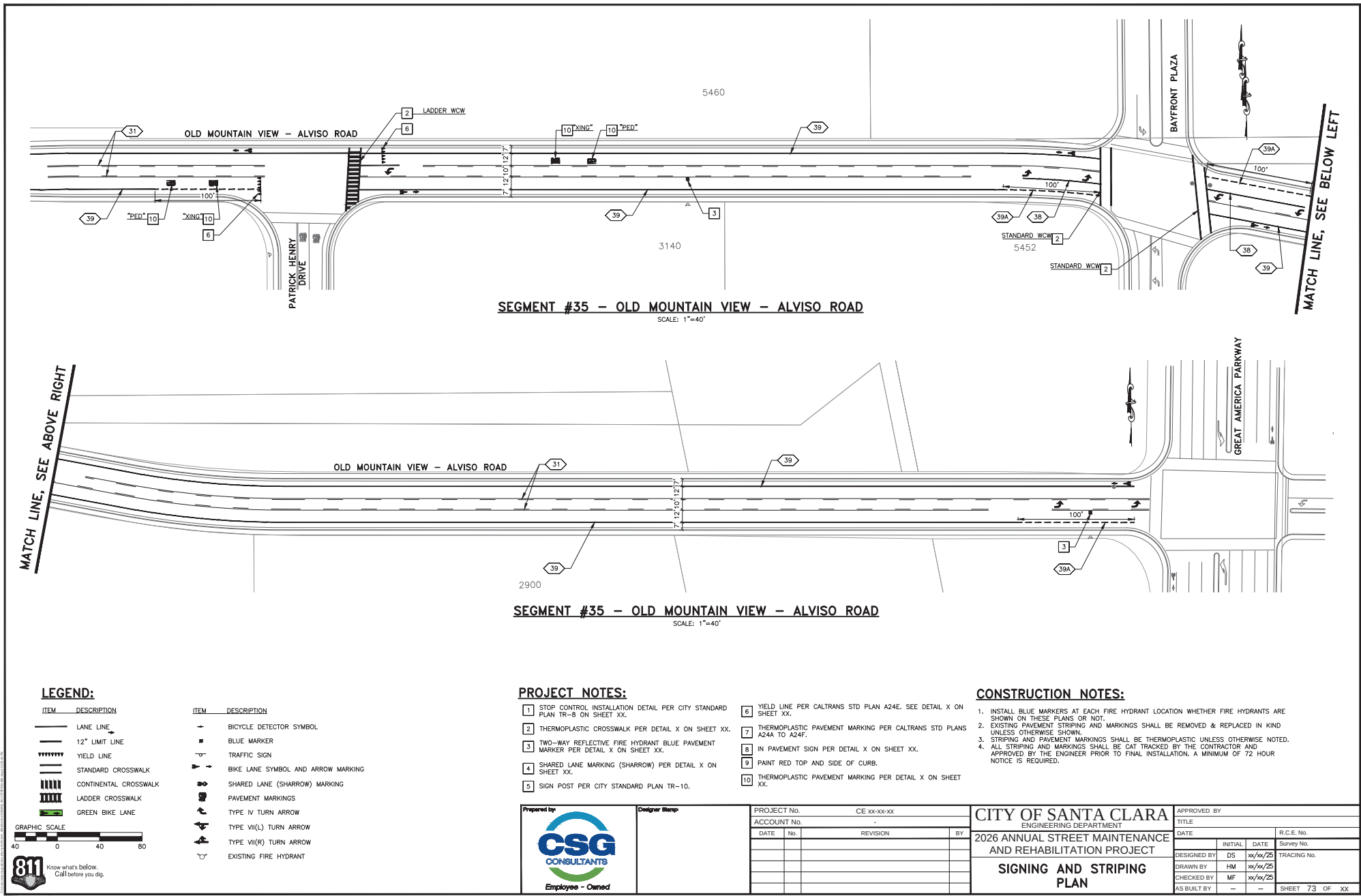
PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

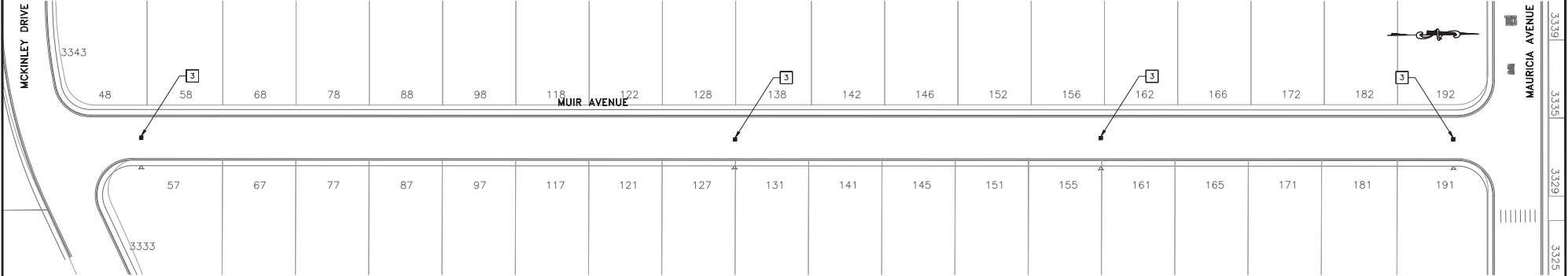
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT

2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT

SIGNING AND STRIPING PLAN

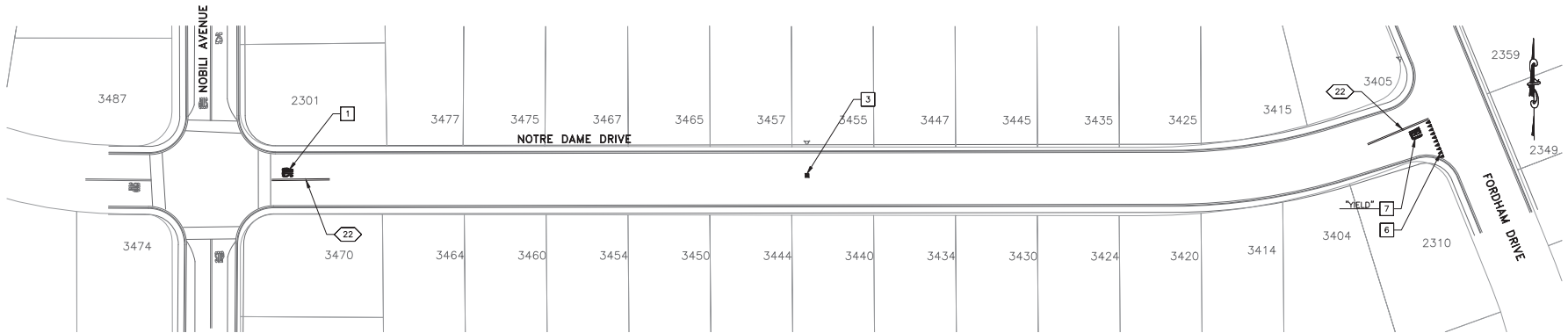
APPROVED BY		TITLE	
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 72 OF XX





SEGMENT #36 – MUIR AVENUE

SCALE: 1"=40'



SEGMENT #37 – NOTRE DAME DRIVE

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

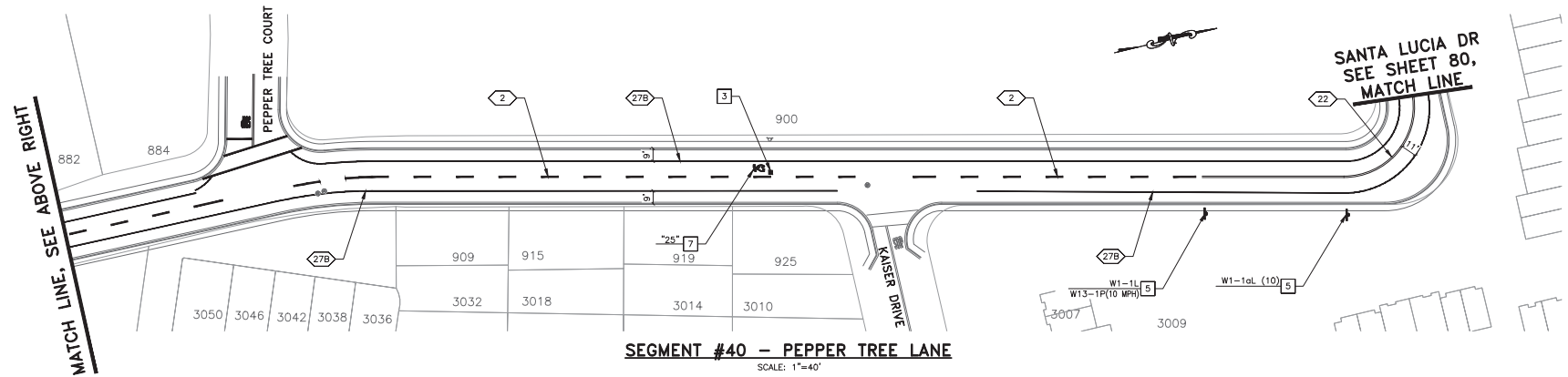
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Prepared by:  Employee - Owned	Designer Stamp:	PROJECT No. CE XX-XX-XX	CITY OF SANTA CLARA ENGINEERING DEPARTMENT		APPROVED BY:	
		ACCOUNT No. -	2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT		TITLE	
		DATE No. REVISION BY	DATE INITIAL DATE R.C.E. No.		Survey No.	
			DESIGNED BY DS xx/xx/25		TRACING No.	
			DRAWN BY HM xx/xx/25			
			CHECKED BY MF xx/xx/25			
			AS BUILT BY - -		SHEET 74 OF XX	



SEGMENT #40 - PEPPER TREE LANE

SCALE: 1"=40'



SEGMENT #40 - PEPPER TREE LANE

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.

- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
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4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:



Designer Stamp:

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

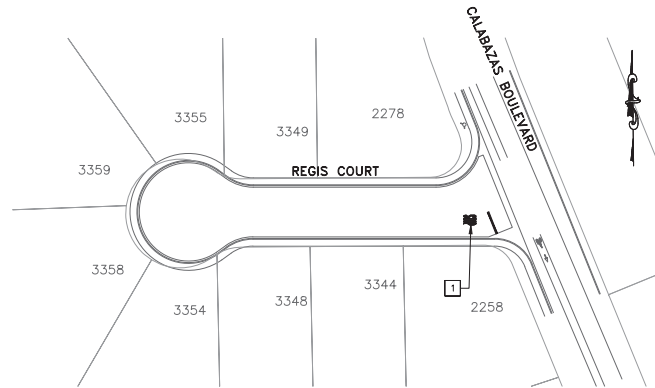
CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

APPROVED BY	
TITLE	
DATE	INITIAL DATE
DESIGNED BY	DS xx/xx/25
DRAWN BY	HM xx/xx/25
CHECKED BY	MF xx/xx/25
AS BUILT BY	- -
SHEET 76 OF XX	

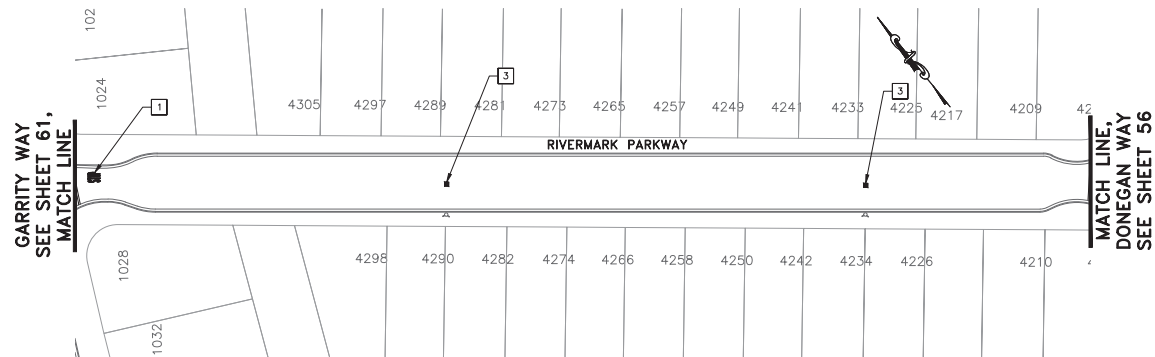


APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	SHEET 77 OF 99





SEGMENT #42 - REGIS COURT
SCALE: 1"=40'



SEGMENT #43 - RIVERMARK PARKWAY
SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



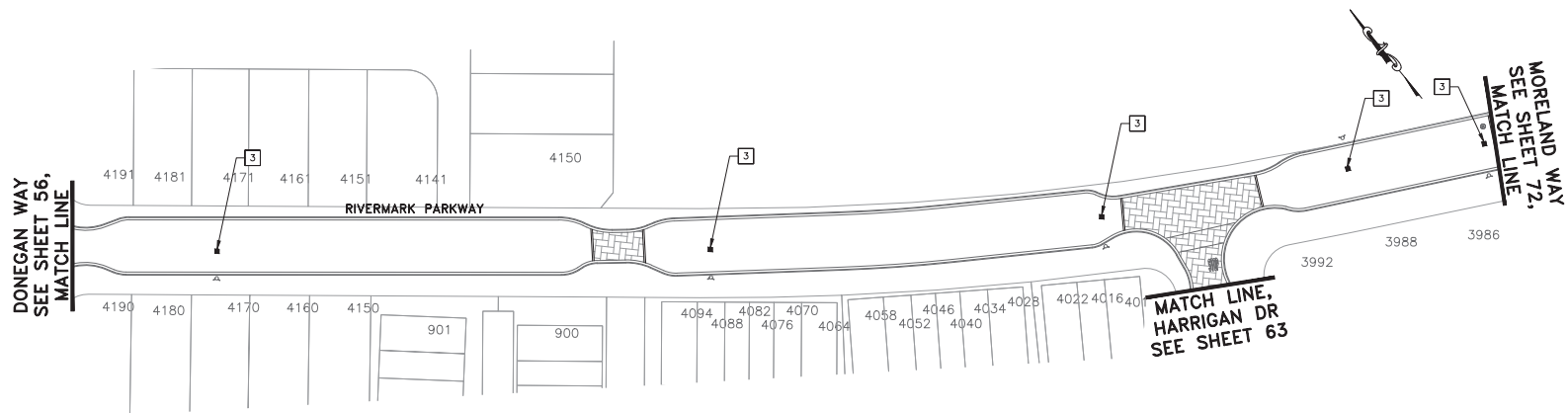
PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
3. STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by: Employee - Owned	Designer Stamp:	PROJECT No. CE XX-XX-XX ACCOUNT No. -	CITY OF SANTA CLARA ENGINEERING DEPARTMENT		APPROVED BY:	
		DATE No. REVISION BY	2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT		TITLE:	
			SIGNING AND STRIPING PLAN		DATE: INITIAL: DATE: R.C.E. No.	
			DESIGNED BY: DS xx/xx/25		Survey No.	
			DRAWN BY: HM xx/xx/25		TRACING No.	
			CHECKED BY: MF xx/xx/25		AS BUILT BY: - - SHEET 78 OF XX	



SEGMENT #43 - RIVERMARK PARKWAY
SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



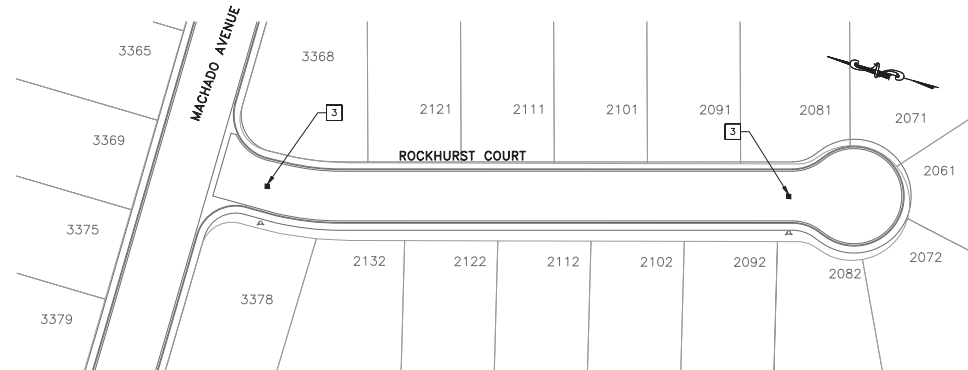
PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

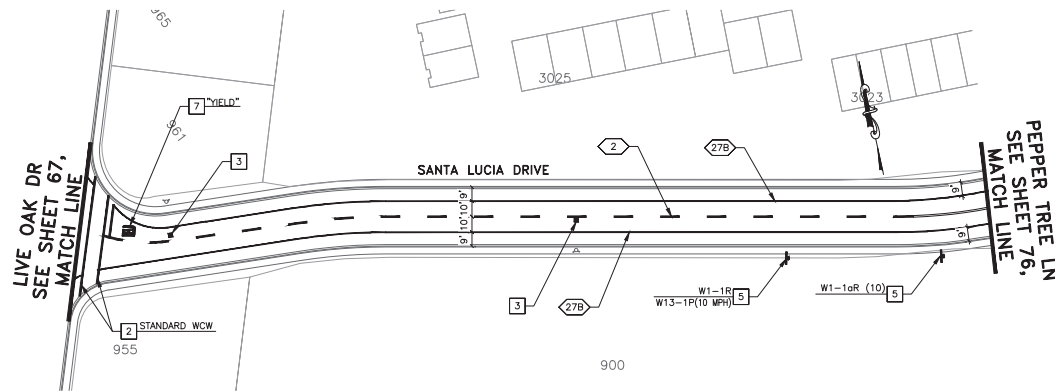
CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:  Employee - Owned	Designer Stamp:	PROJECT No. CE XX-XX-XX	CITY OF SANTA CLARA ENGINEERING DEPARTMENT		APPROVED BY	
		ACCOUNT No. -	2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT		TITLE	
		DATE No. REVISION BY	SIGNING AND STRIPING PLAN		DATE INITIAL DATE R.C.E. No.	
					DESIGNED BY DS xx/xx/25	
					DRAWN BY HM xx/xx/25	
					CHECKED BY MF xx/xx/25	
					AS BUILT BY - - SHEET 79 OF XX	



SEGMENT #44 - ROCKHURST COURT
SCALE: 1"=40'



SEGMENT #45 - SANTA LUCIA DRIVE
SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.

- 6 YIELD LINE PER CALTRANS STD PLAN A24E. SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
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Prepared by:

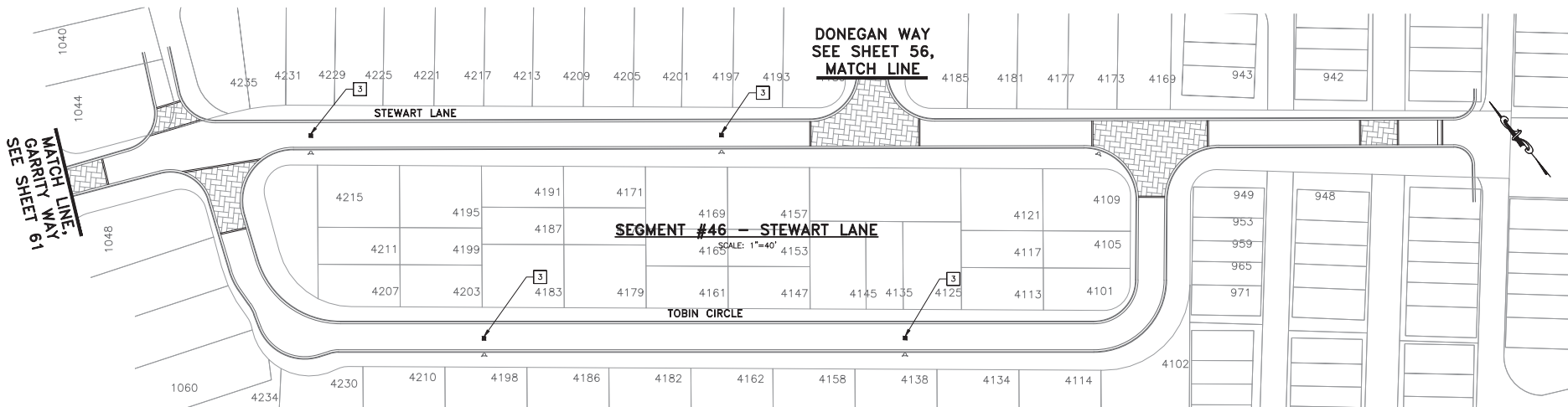


Designer Stamp

PROJECT No. CE XX-XX-XX			
ACCOUNT No. -			
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE		DATE	
DATE		R.C.E. No.	
DESIGNED BY	DS	DATE	xx/xx/25
DRAWN BY	HM	DATE	xx/xx/25
CHECKED BY	MF	DATE	xx/xx/25
AS BUILT BY	-	DATE	-
TRACING No.		SHEET 80 OF XX	



SEGMENT #48 - TOBIN CIRCLE

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT

GRAPHIC SCALE
40 0 40 80



PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
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4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

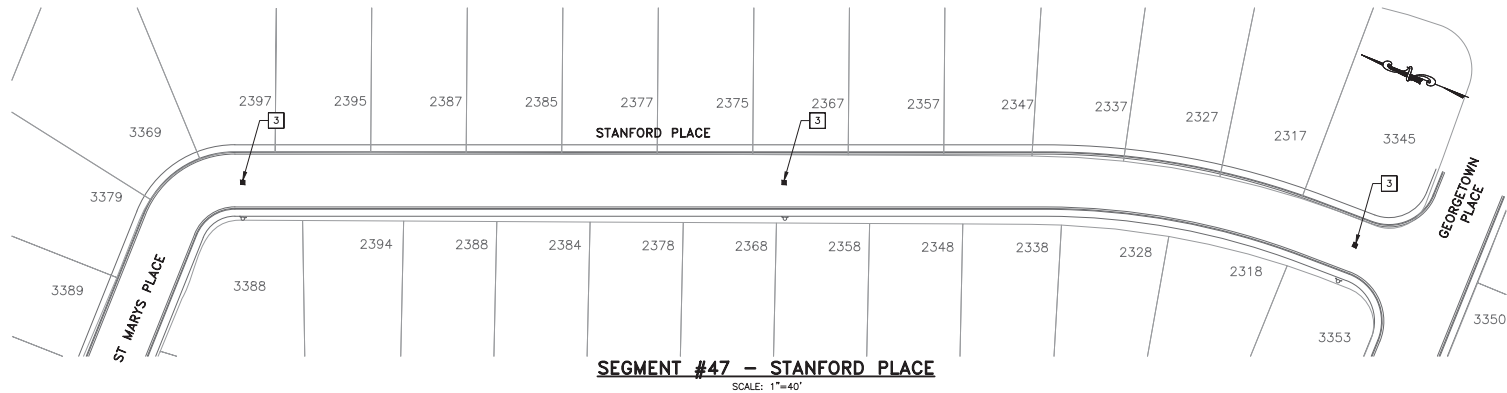


Designer Stamp:

PROJECT No.		CE XX-XX-XX	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

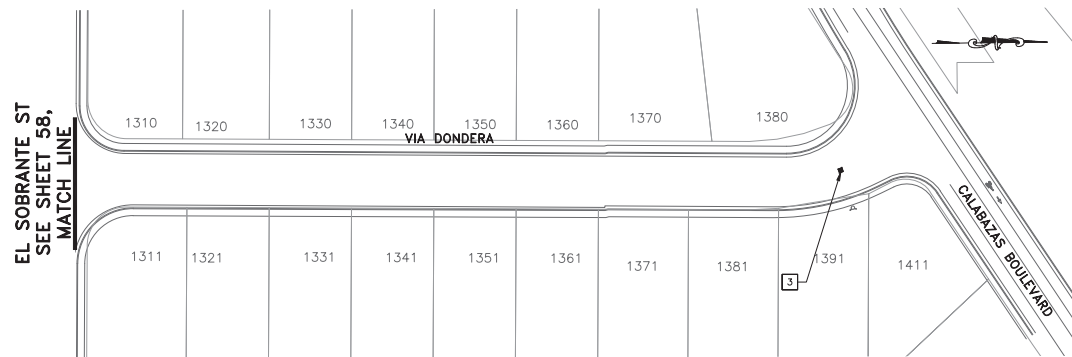
CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
SIGNING AND STRIPING PLAN	

APPROVED BY		TITLE	
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 81 OF XX



SEGMENT #47 - STANFORD PLACE

SCALE: 1"=40'



SEGMENT #49 - VIA DONDERA

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
3. STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:

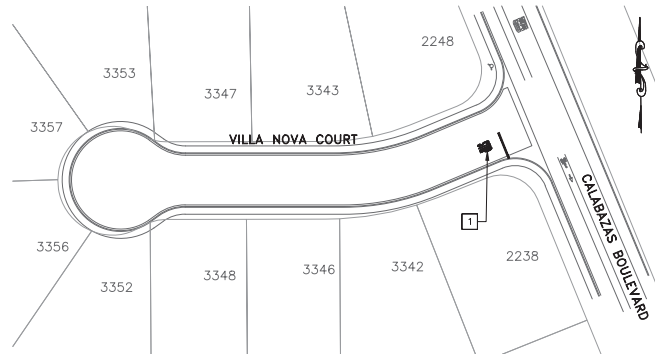


Designer Stamp:

PROJECT No. CE XX-XX-XX			
ACCOUNT No. -			
DATE	No.	REVISION	BY

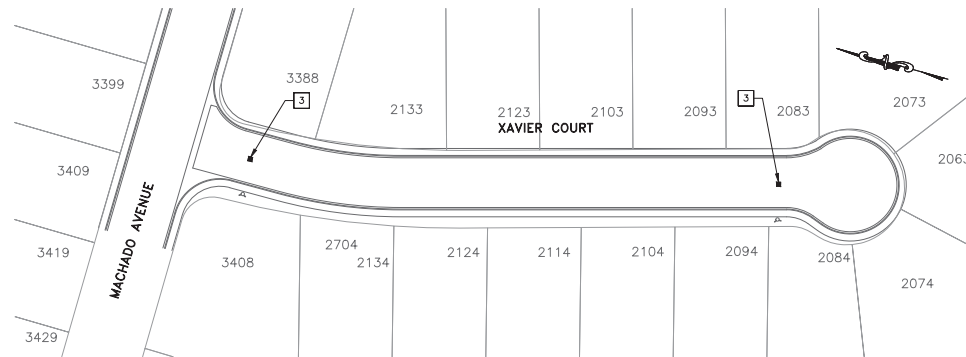
CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25		
DRAWN BY HM	xx/xx/25		
CHECKED BY MF	xx/xx/25		
AS BUILT BY -	-		
Survey No.			TRACING No.
SHEET 82 OF XX			



SEGMENT #50 – VILLA NOVA COURT

SCALE: 1"=40'



SEGMENT #52 – XAVIER COURT

SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- ===== STANDARD CROSSWALK
- ===== CONTINENTAL CROSSWALK
- ===== LADDER CROSSWALK
- ===== GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



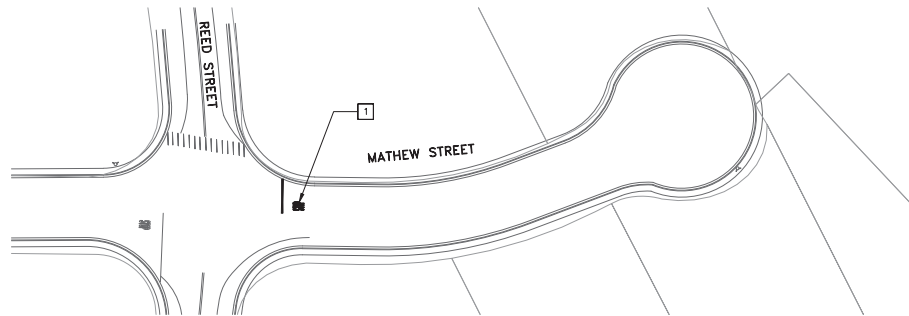
PROJECT NOTES:

- 1 STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- 2 THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- 3 TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- 4 SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- 5 SIGN POST PER CITY STANDARD PLAN TR-10.
- 6 YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- 7 THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- 8 IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- 9 PAINT RED TOP AND SIDE OF CURB.
- 10 THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

1. INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
2. EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
3. STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by: Employee - Owned	Designer Stamp: 	PROJECT No. CE XX-XX-XX ACCOUNT No. - DATE No. REVISION BY	CITY OF SANTA CLARA ENGINEERING DEPARTMENT 2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT SIGNING AND STRIPING PLAN		APPROVED BY: TITLE DATE INITIAL DATE R.C.E. No. DESIGNED BY DS xx/xx/25 DRAWN BY HM xx/xx/25 CHECKED BY MF xx/xx/25 AS BUILT BY - - SHEET 83 OF XX	
		DATE No. REVISION BY				



SEGMENT #53 – MATHEW STREET
SCALE: 1"=40'

LEGEND:

ITEM DESCRIPTION

- LANE LINE
- 12" LIMIT LINE
- YIELD LINE
- STANDARD CROSSWALK
- CONTINENTAL CROSSWALK
- LADDER CROSSWALK
- GREEN BIKE LANE

ITEM DESCRIPTION

- BICYCLE DETECTOR SYMBOL
- BLUE MARKER
- TRAFFIC SIGN
- BIKE LANE SYMBOL AND ARROW MARKING
- SHARED LANE (SHARROW) MARKING
- PAVEMENT MARKINGS
- TYPE IV TURN ARROW
- TYPE VII(L) TURN ARROW
- TYPE VII(R) TURN ARROW
- EXISTING FIRE HYDRANT



PROJECT NOTES:

- STOP CONTROL INSTALLATION DETAIL PER CITY STANDARD PLAN TR-8 ON SHEET XX.
- THERMOPLASTIC CROSSWALK PER DETAIL X ON SHEET XX.
- TWO-WAY REFLECTIVE FIRE HYDRANT BLUE PAVEMENT MARKER PER DETAIL X ON SHEET XX.
- SHARED LANE MARKING (SHARROW) PER DETAIL X ON SHEET XX.
- SIGN POST PER CITY STANDARD PLAN TR-10.
- YIELD LINE PER CALTRANS STD PLAN A24E, SEE DETAIL X ON SHEET XX.
- THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STD PLANS A24A TO A24F.
- IN PAVEMENT SIGN PER DETAIL X ON SHEET XX.
- PAINT RED TOP AND SIDE OF CURB.
- THERMOPLASTIC PAVEMENT MARKING PER DETAIL X ON SHEET XX.

CONSTRUCTION NOTES:

- INSTALL BLUE MARKERS AT EACH FIRE HYDRANT LOCATION WHETHER FIRE HYDRANTS ARE SHOWN ON THESE PLANS OR NOT.
- EXISTING PAVEMENT STRIPING AND MARKINGS SHALL BE REMOVED & REPLACED IN KIND UNLESS OTHERWISE SHOWN.
- STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL STRIPING AND MARKINGS SHALL BE CAT TRACKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO FINAL INSTALLATION. A MINIMUM OF 72 HOUR NOTICE IS REQUIRED.

Prepared by:



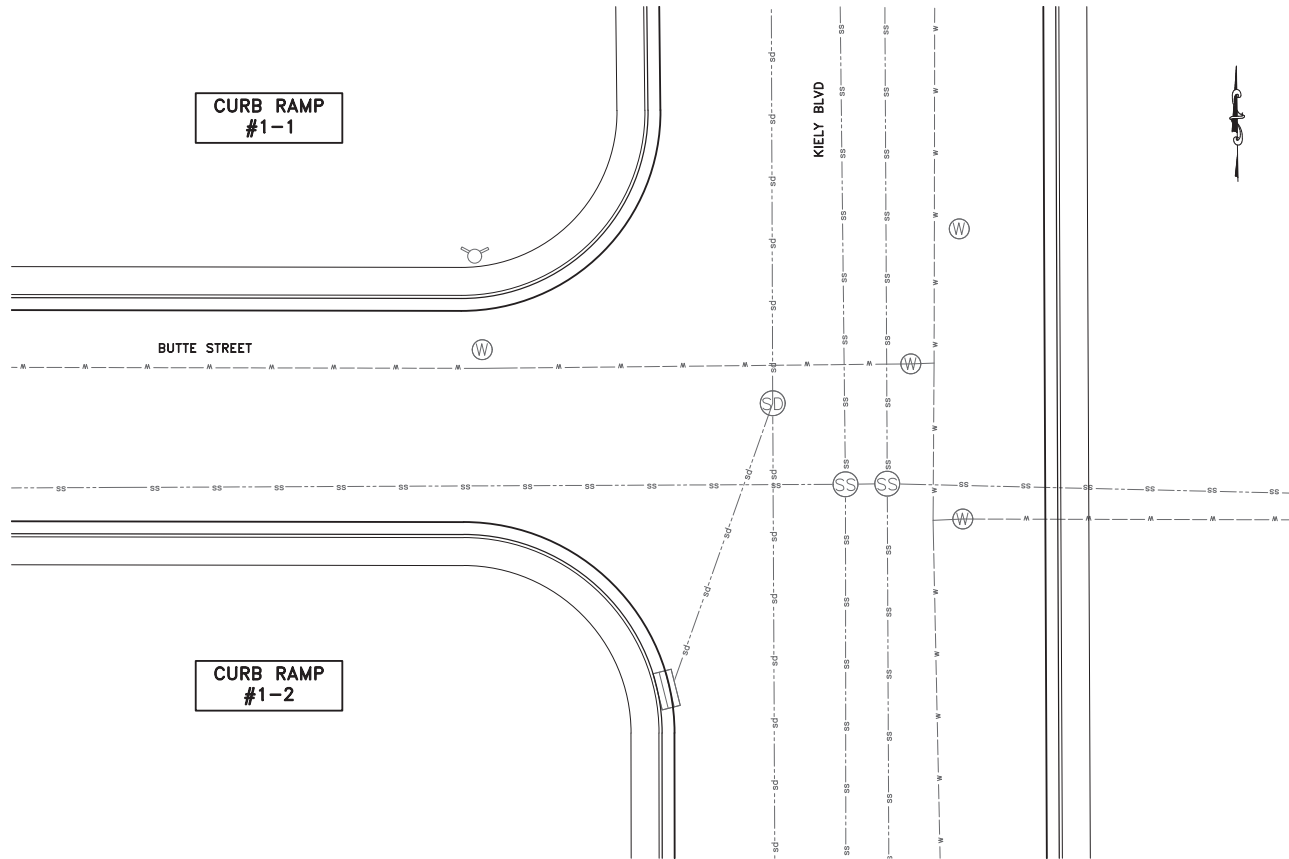
Designer Stamp:

PROJECT No. CE XX-XX-XX			
ACCOUNT No. -			
DATE	No.	REVISION	BY

CITY OF SANTA CLARA ENGINEERING DEPARTMENT			
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT			
SIGNING AND STRIPING PLAN			

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 84 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #1
BUTTE STREET AND KIELY BLVD
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C' +0.5" IS THE ADDITION OF .5' TO THE BW.



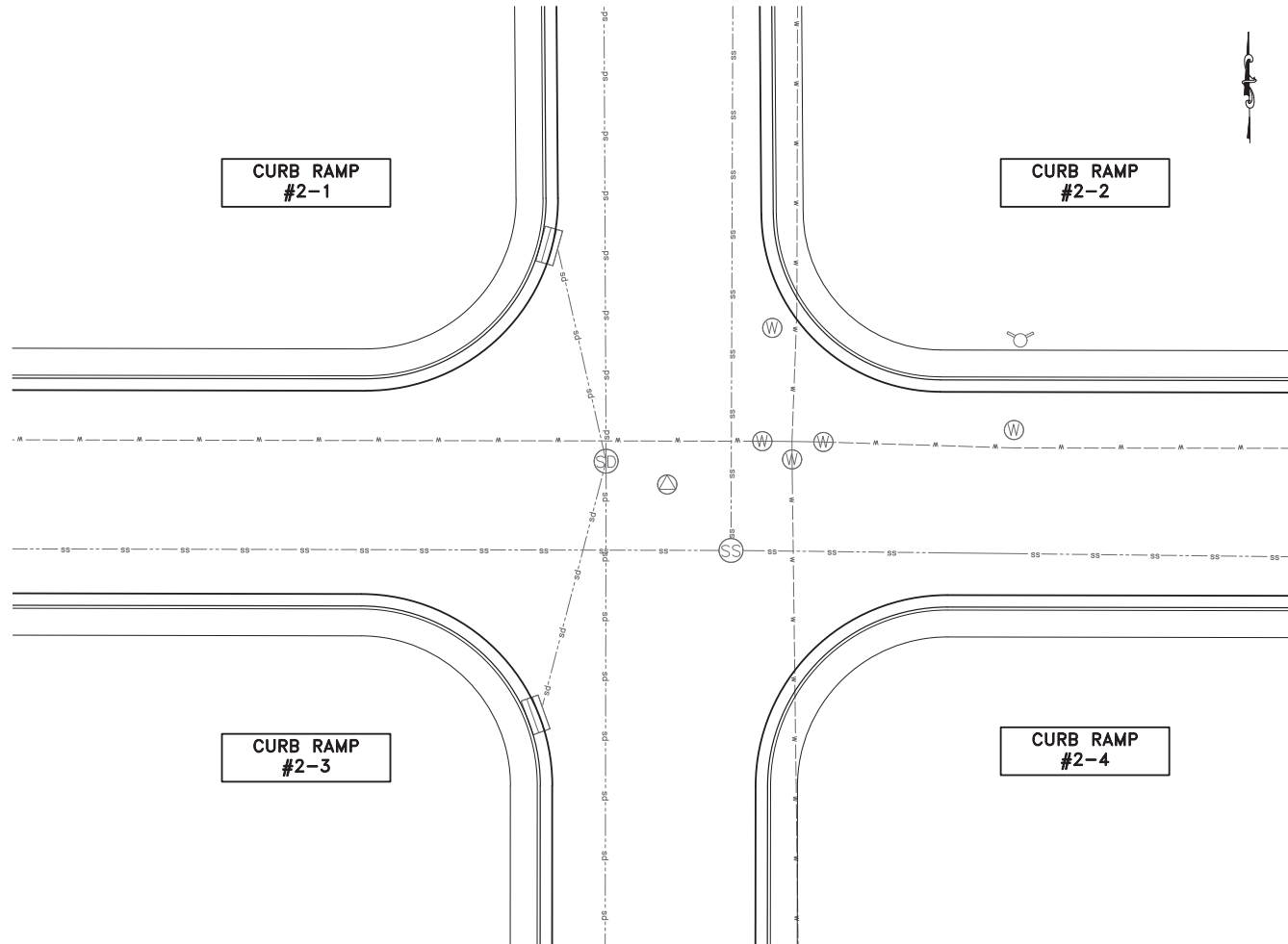
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY	
TITLE	
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY -	-
SHEET 85 OF XX	

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #2
BUTTE STREET AND ALPINE AVE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY	Survey No.
DRAWN BY	TRACING No.
CHECKED BY	
AS BUILT BY	

Know what's below.
Call before you dig.



SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AC PAVEMENT THICKNESS 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN ABBA.
- 13 CASE F RAMP PER CALTRANS STD PLAN ABBA.
- 14 CASE B RAMP PER CALTRANS STD PLAN ABBA.

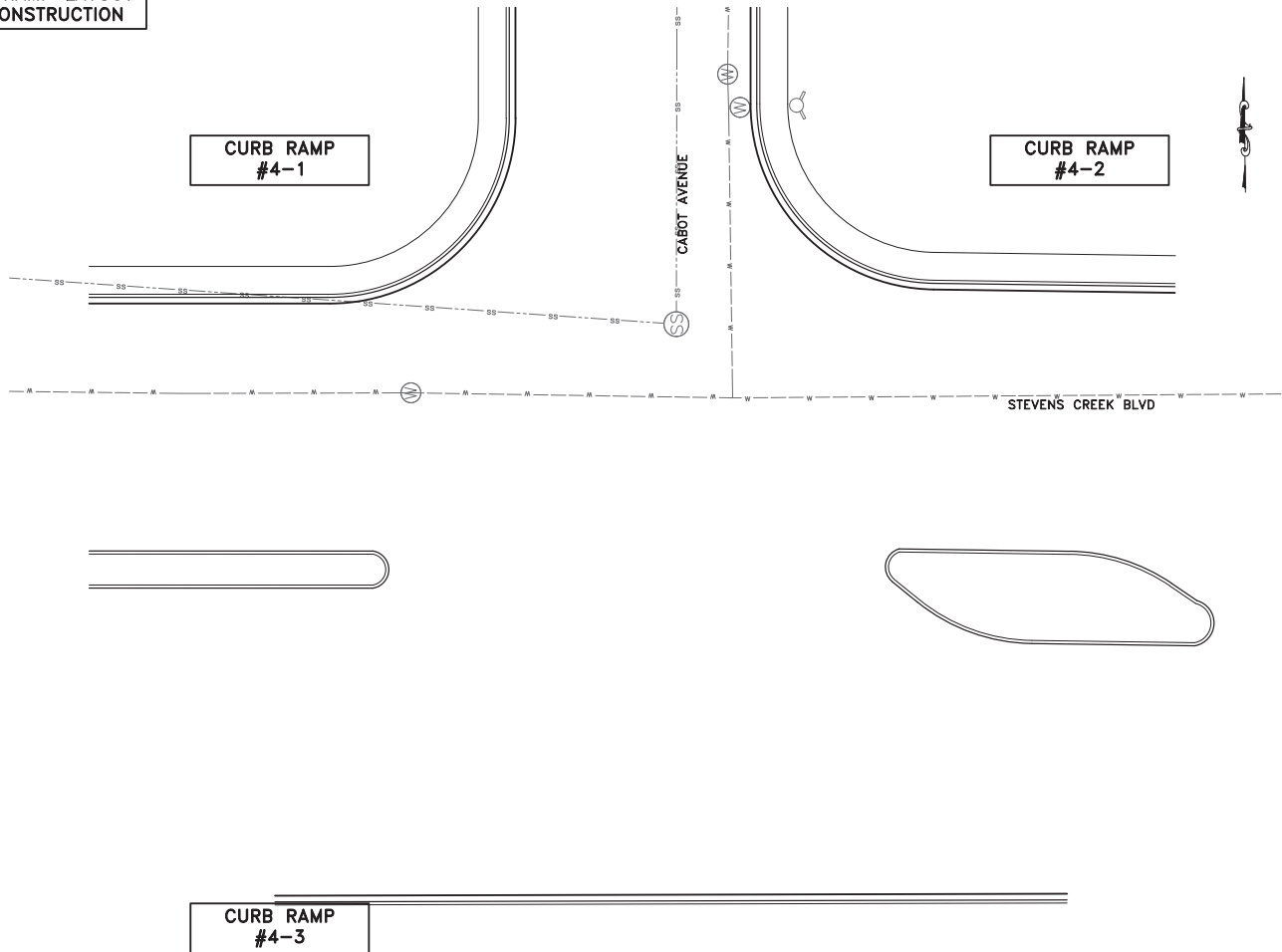
1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RUMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING STRIPS AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER NEAREST SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MATCH EXISTING SIDEWALK, CURB, GUTTER AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE.
7. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FIRMS TO COMPLY WITH ALL CITY STANDARDS FOR CONSTRUCTION.
8. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEMS SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPE.
9. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
10. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LANE OF CONSTRUCTION REQUIREMENT SHALL BE ADJUSTED TO FINAL GRADE.
11. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY OR LESS OR EQUAL TO CITY STANDARD.
12. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
13. CONTRACTOR TO INSTALL 12" DIAMETER WATER TEST ON ALL NEW CURB RUMPS PER SECTION 13.3 OF THE SPECIAL PROVISIONS.
14. CONSTRUCTION OF "C" TO "+0.5%" IS THE ADDITION OF ".5" TO THE BW.

GRAPHIC SCALE

10 0 10 20

 Employee - Owned	Designer Stamp	PROJECT No. CE XX-XX-XX	CITY OF SANTA CLARA ENGINEERING DEPARTMENT				APPROVED BY _____ TITLE _____				
		ACCOUNT No.	2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT				R.C.E. No. _____ DATE _____				
		DATE	No.	REVISION	BY	DESIGNED BY DS xx/xx/25 DRAWN BY HM xx/xx/25 CHECKED BY MF xx/xx/25 AS BUILT BY - - - - -				SURVEY No. _____ TRACING No. _____	
						CURB RAMP AND CROSSWALK PLAN				SHEET R7 OF _____	

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



LOCATION #4
CABOT AVENUE AND STEVENS CREEK BLVD
SCALE: 1"=10'



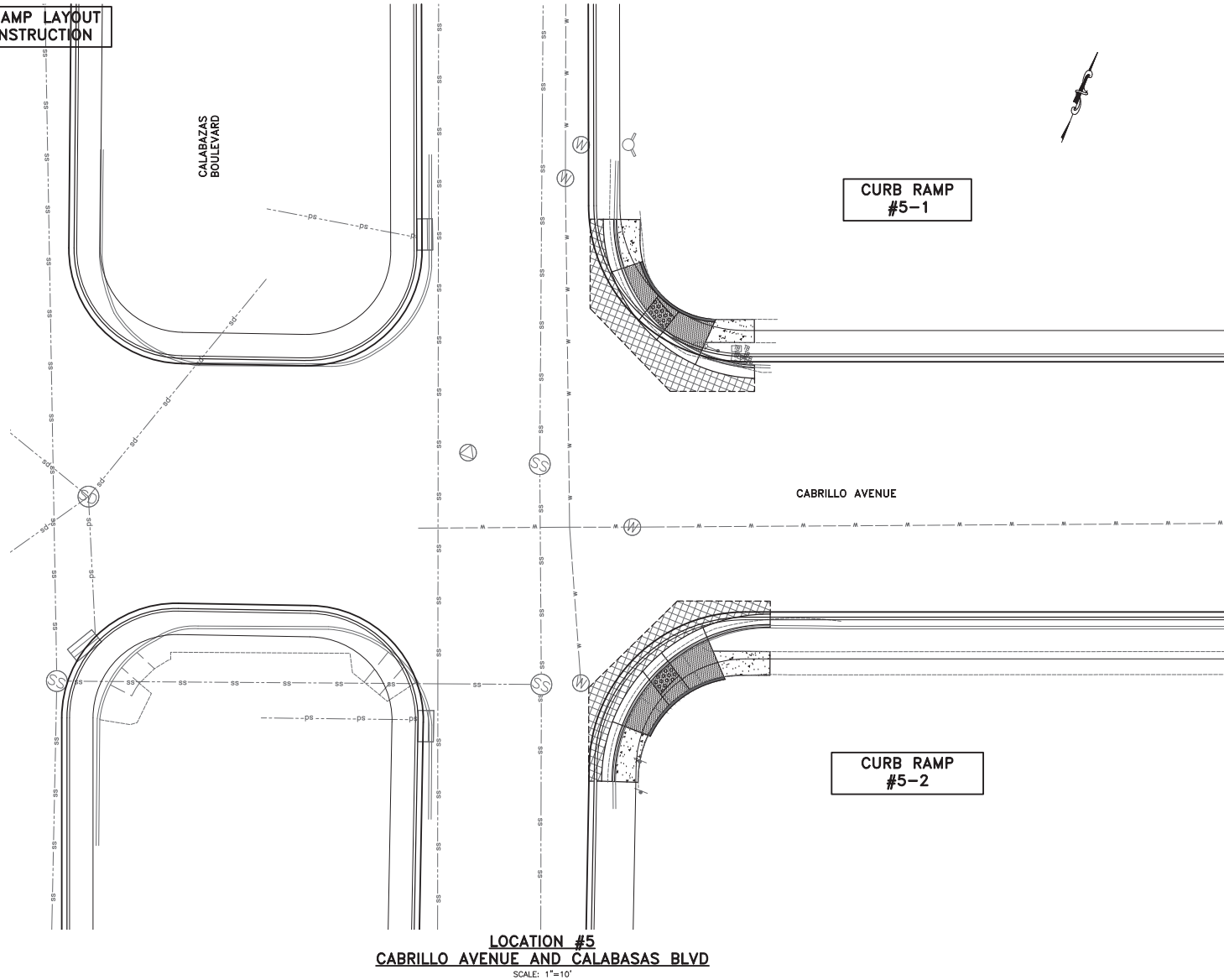
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 88 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

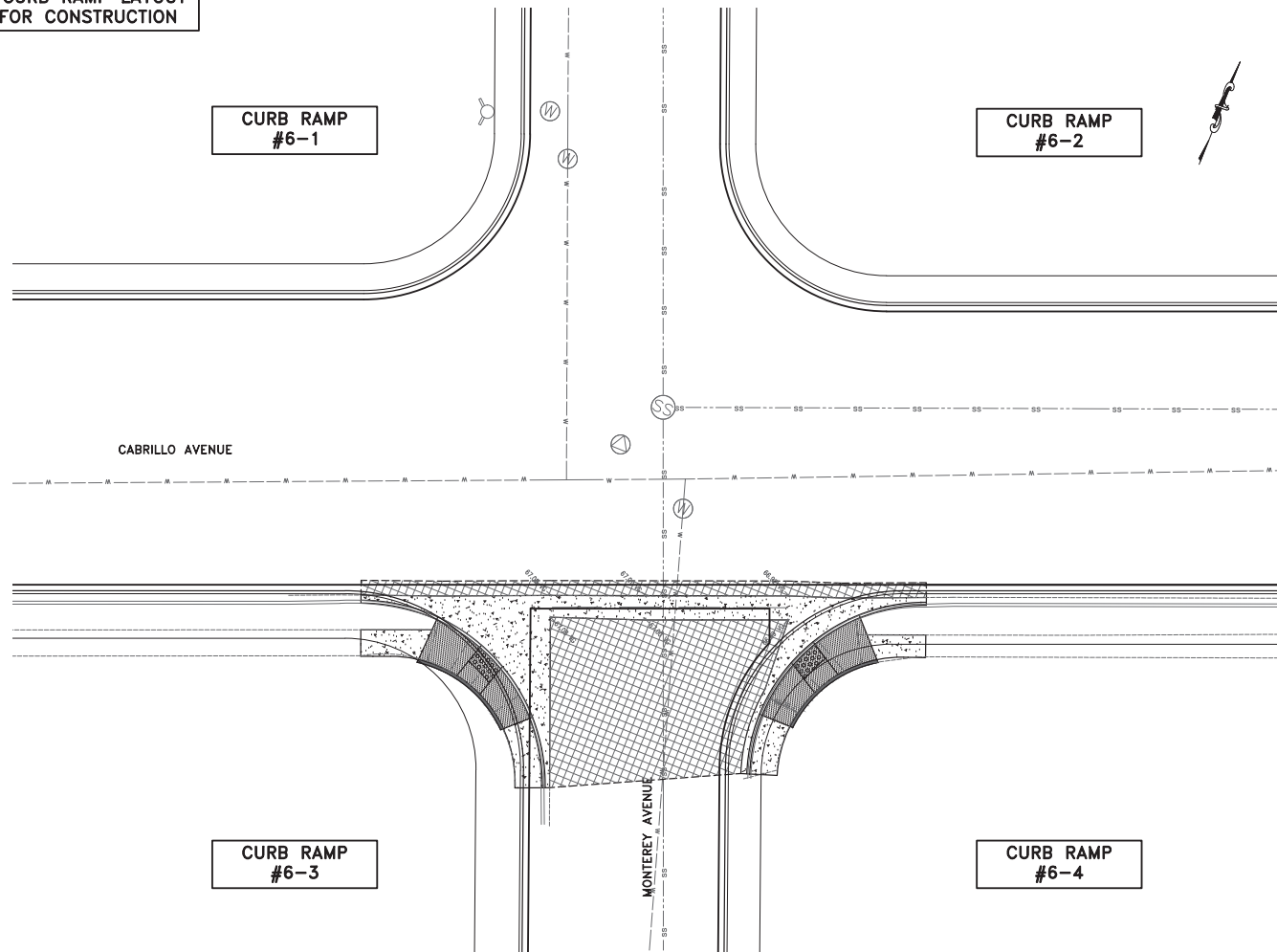
CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



CURB RAMP AND
CROSSWALK PLAN

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #6
CABRILLO AVENUE AND MONTEREY AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12\" data-bbox="215 395 405 455"/>
	COLD PLANNING (VARIABLE THICKNESS 2\" data-bbox="215 465 405 525"/>
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5\"/>



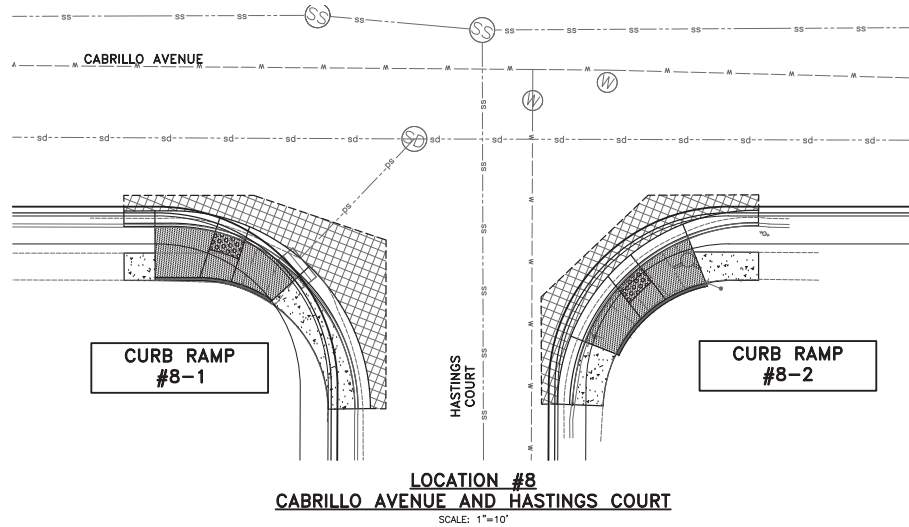
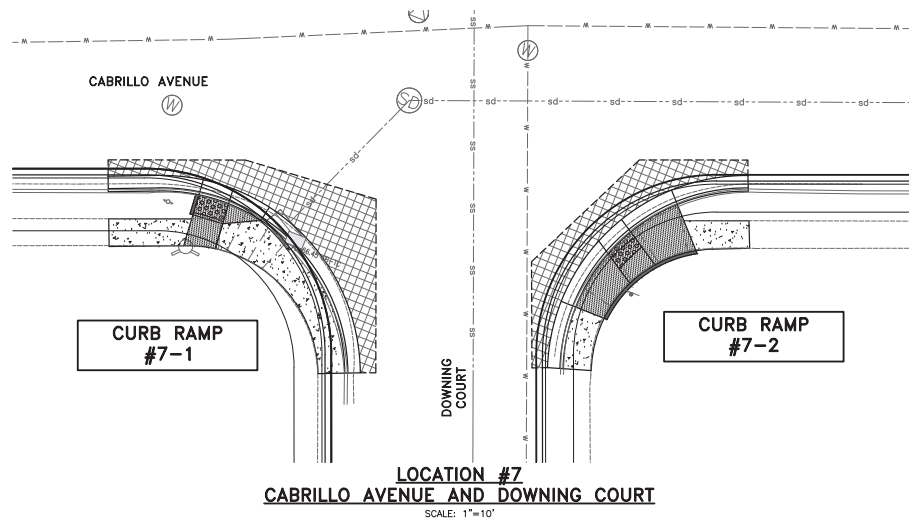
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 90 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5" IS THE ADDITION OF .5' TO THE BW.



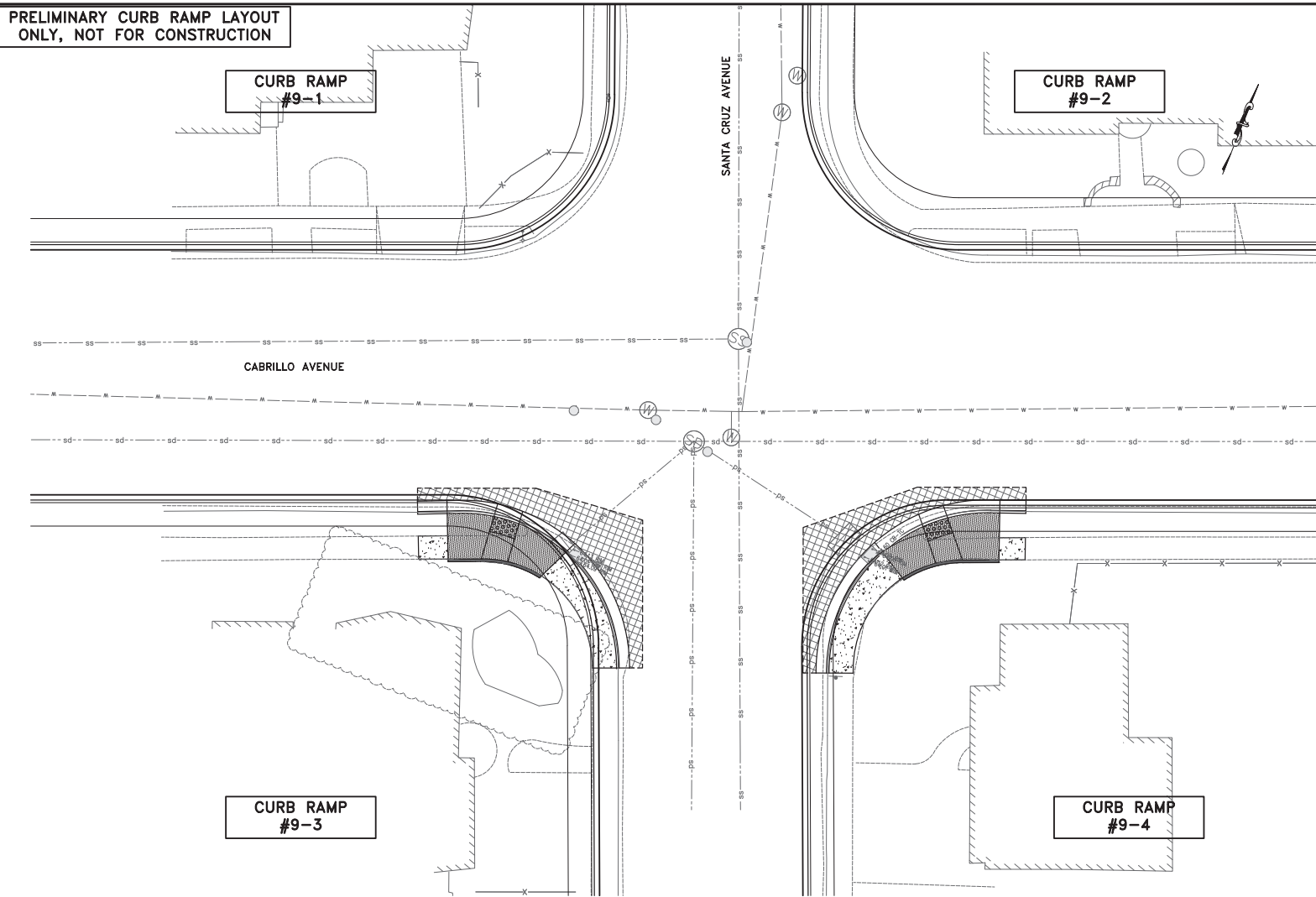
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 91 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #9
CABRILLO AVENUE AND SANTA CRUZ AVE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C' +0.5" IS THE ADDITION OF .5" TO THE BW.



Prepared by:



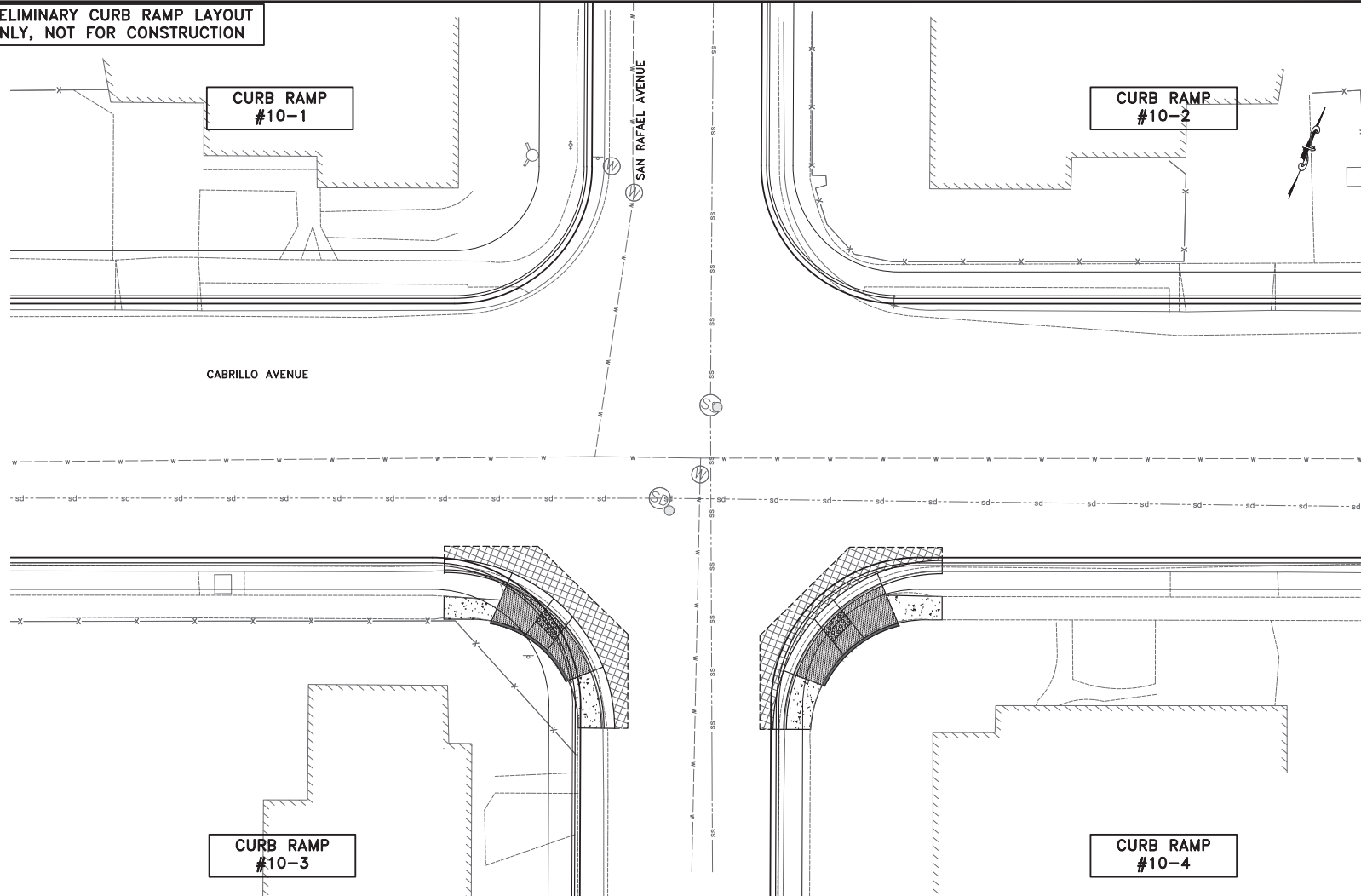
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY		TITLE
DATE	INITIAL	R.C.E. No.
DESIGNED BY	DS	xx/xx/25
DRAWN BY	HM	xx/xx/25
CHECKED BY	MF	xx/xx/25
AS BUILT BY	-	-
TRACING No.		SHEET 92 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #10
CABRILLO AVENUE AND SAN RAFAEL AVE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C' +0.5" IS THE ADDITION OF .5" TO THE BW.



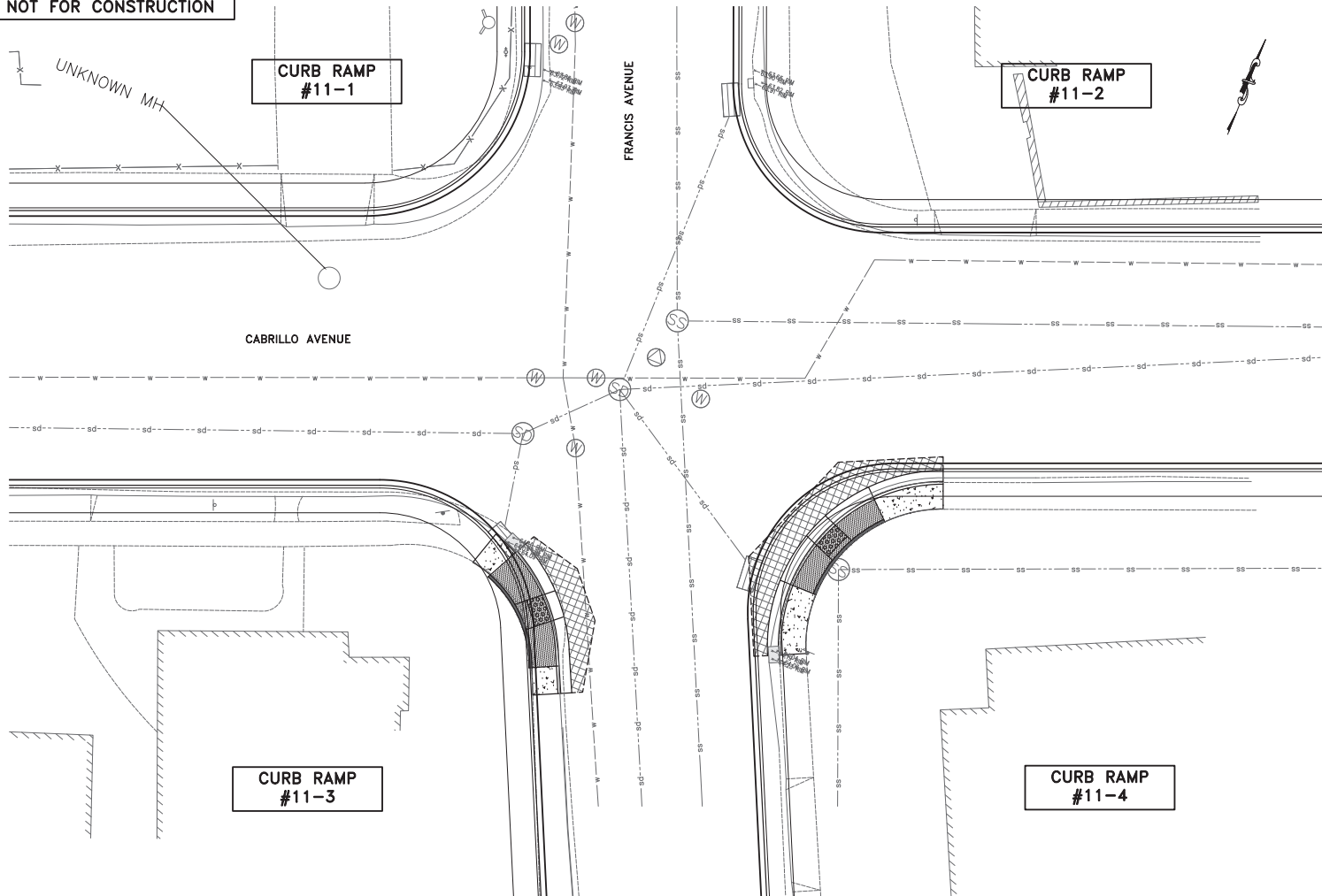
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	TRACING No.
DRAWN BY HM xx/xx/25	
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 93 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #11
CABRILLO AVENUE AND FRANCIS AVENUE
SCALE: 1"=10'

LEGEND:

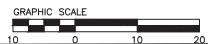
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C +0.5"' IS THE ADDITION OF .5' TO THE BW.



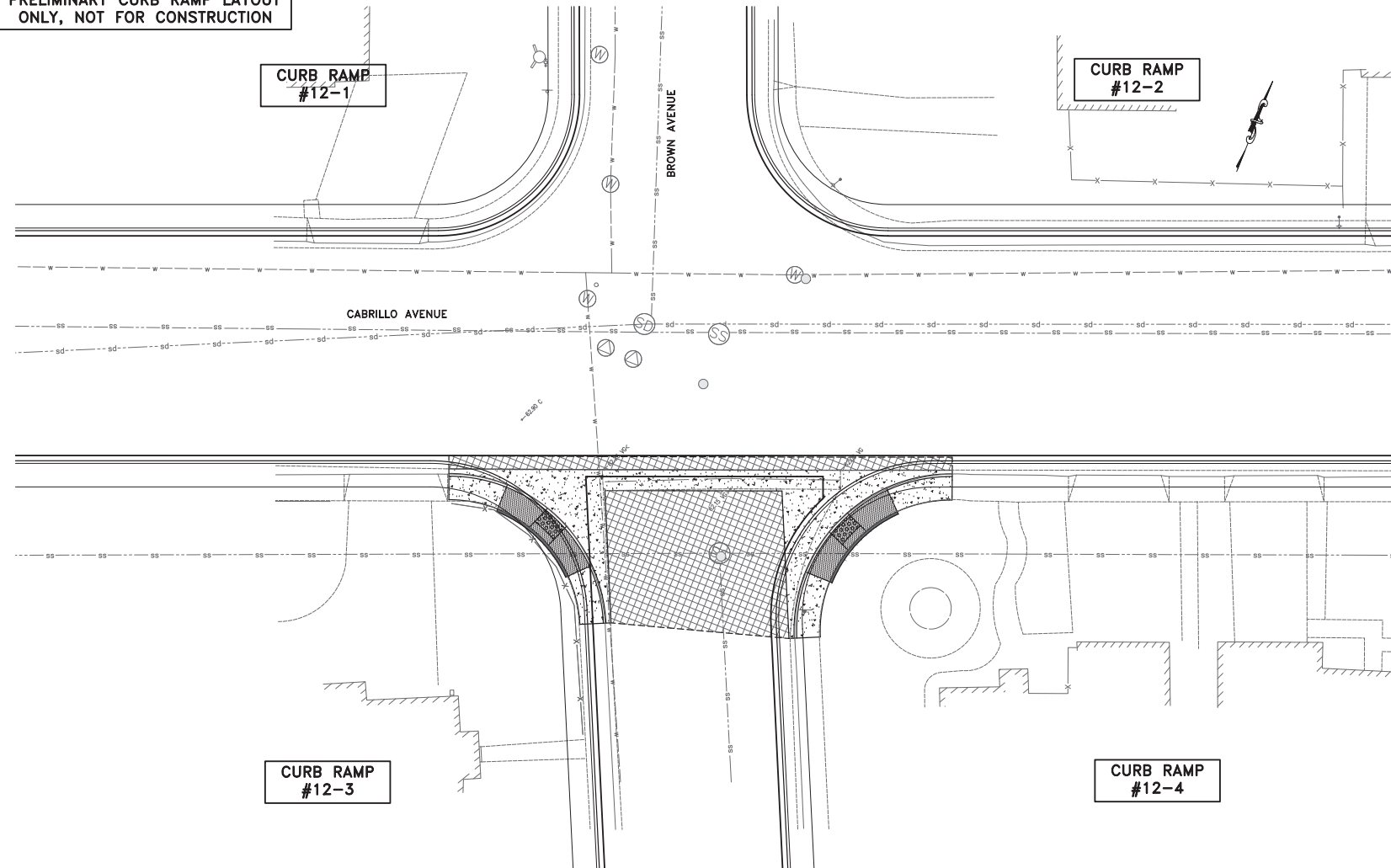
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY	
	SHEET 94 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #12
CABRILLO AVENUE AND BROWN AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
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- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C' +0.5" IS THE ADDITION OF .5" TO THE BW.



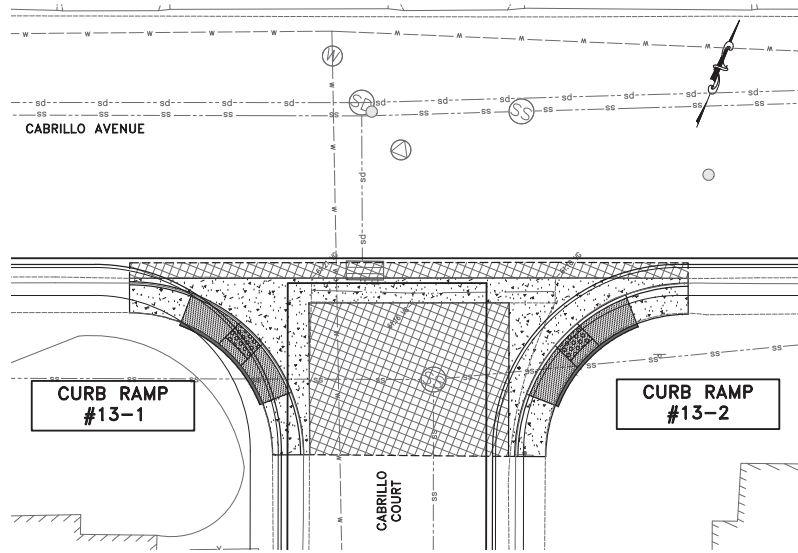
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

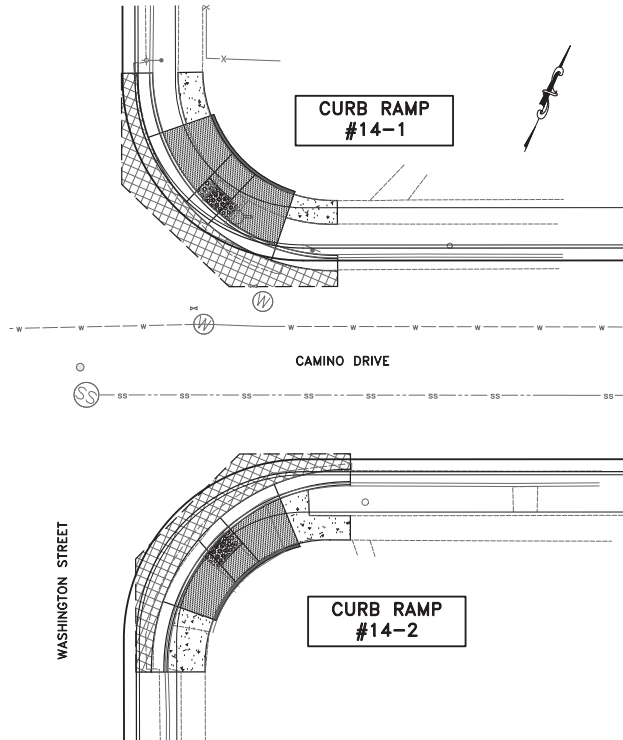
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 95 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #13
CABRILLO AVENUE AND CABRILLO COURT
SCALE: 1"=10'



LOCATION #14
CAMINO DRIVE AND WASHINGTON STREET
SCALE: 1"=10'

LEGEND:

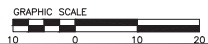
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
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- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

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13. THE ELEVATION OF "C +0.5" IS THE ADDITION OF .5' TO THE BW.



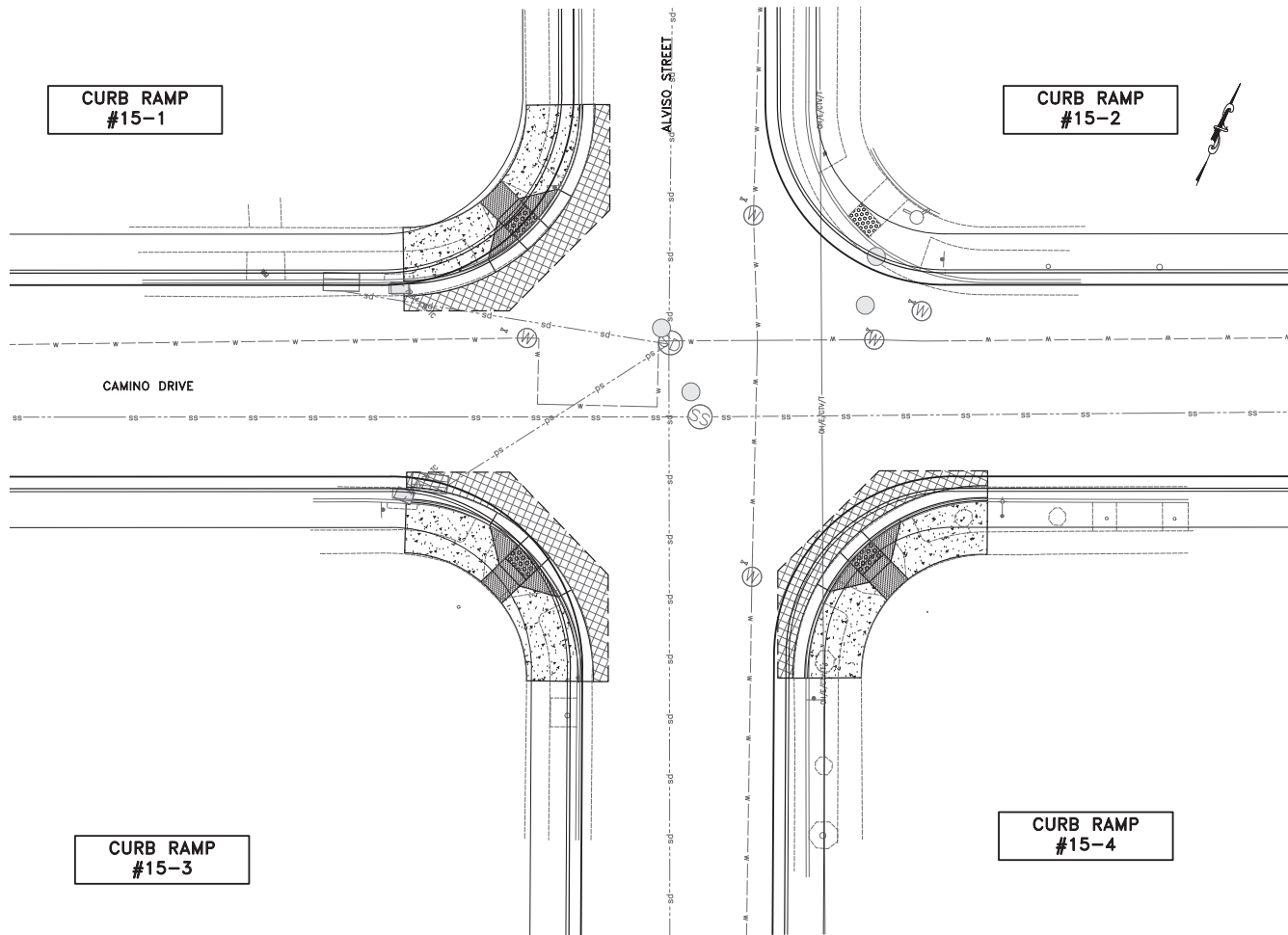
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 96 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



**LOCATION #15
CAMINO DRIVE AND ALVISO STREET**
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
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CONSTRUCTION NOTES:

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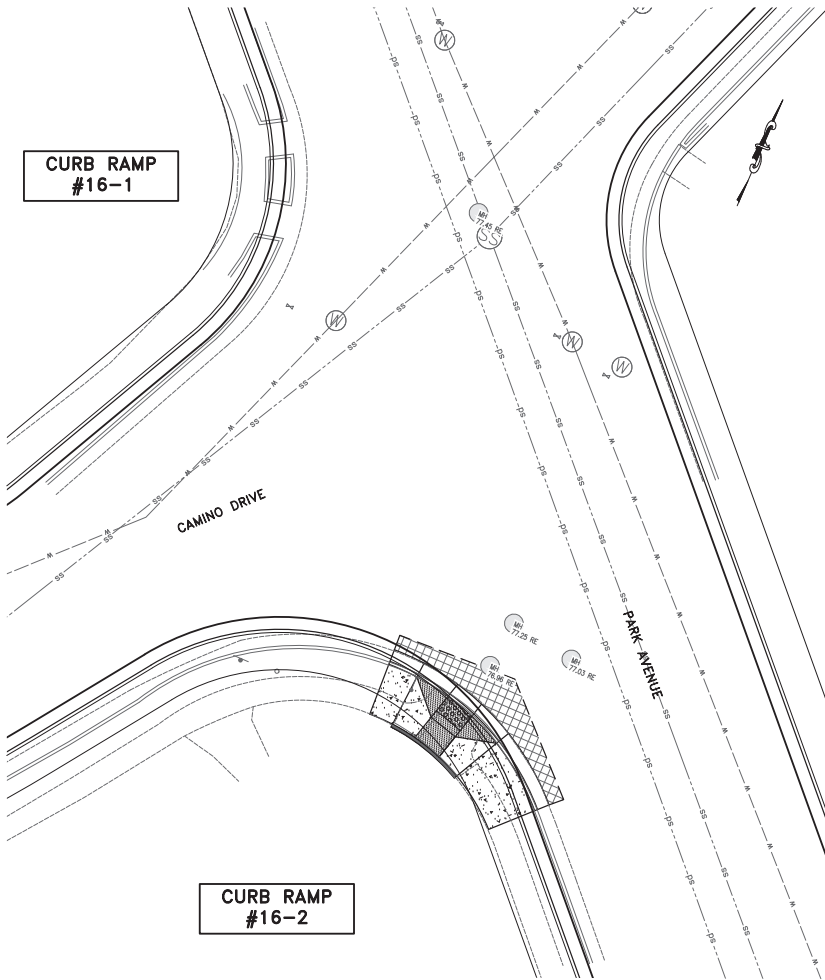
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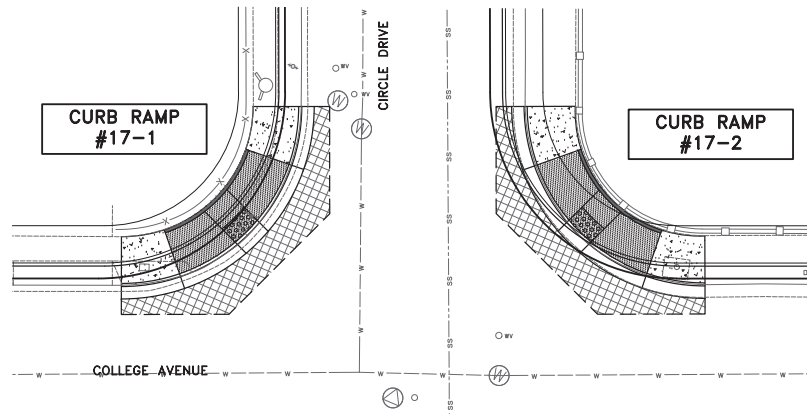
CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

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CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 97 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #16
CAMINO DRIVE AND PARK AVENUE
SCALE: 1"=10'



LOCATION #17
CIRCLE DRIVE AND COLLEGE AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 98 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION

CURB RAMP
#18-1

CURB RAMP
#18-2

CURB RAMP
#18-3

CURB RAMP
#18-4

LOCATION #18
CIRCLE DRIVE AND ALVISO STREET
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5" IS THE ADDITION OF .5" TO THE BW.



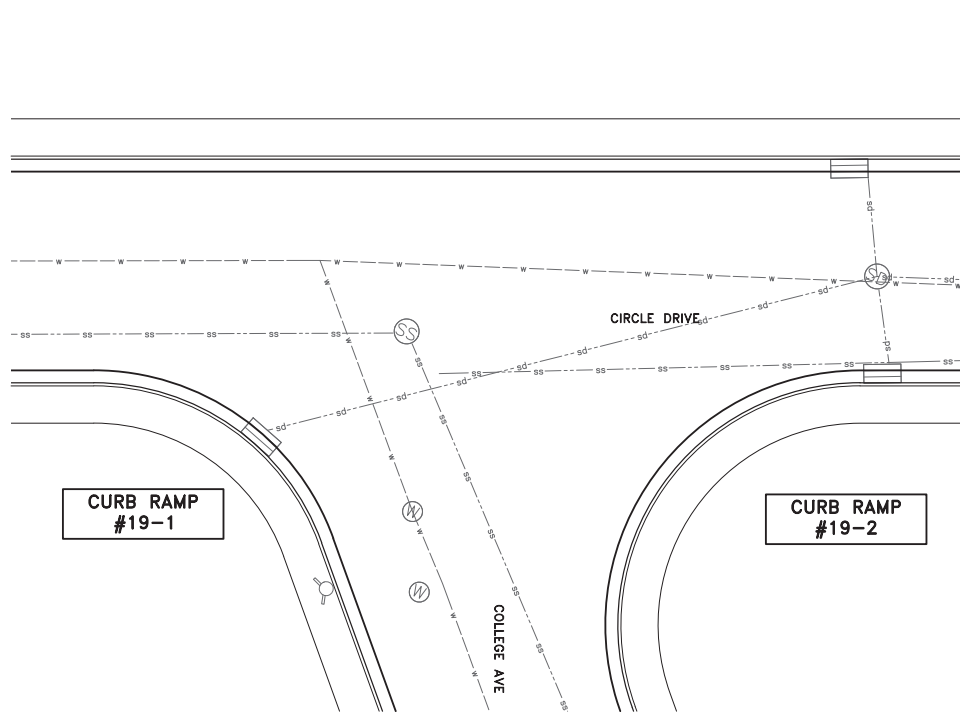
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

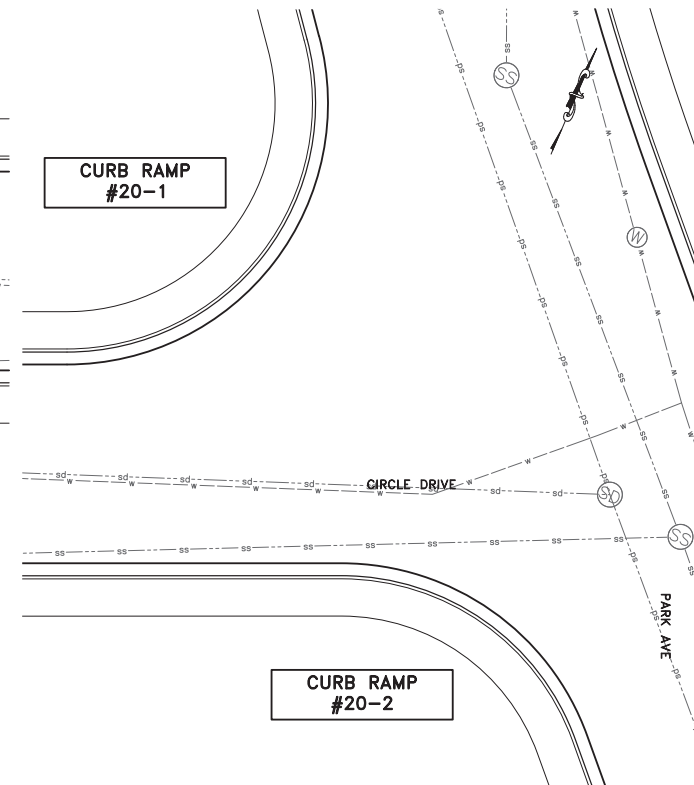
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 99 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #19
CIRCLE DRIVE AND COLLEGE AVE



LOCATION #20
CIRCLE DRIVE AND PARK AVE

- | LEGEND: | |
|---|--|
| SYMBOL | DESCRIPTION |
|  | PCC SIDEWALK |
|  | ADA CURB RAMP |
|  | DETECTABLE WARNING SURFACE (DWS) |
|  | PCC VALLEY GUTTER |
|  | PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20") |
|  | COLD PLANING (VARIABLE THICKNESS 2" TO 4") |
|  | RETAINING CURB |
|  | CURB & GUTTER (C&G) |
|  | APPROX. CITY RIGHT OF WAY |
|  | POTHOLE LOCATION |

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS DET ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD ANNING VARIABLE 2" TO 4" AC PAVEMENT. NEAREST GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REFILL WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING STRIPS AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING SIDEWALK PATTERNS.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. EXISTING SIDEWALK SHALL BE PROTECTED AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FIELDS COMPANY PRIOR TO START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEMS SHALL BE PROTECTED.
8. CURB SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPE.
9. LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
10. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE NEW CONCRETE CURB RAMP ELEMENT SHALL BE ADJUSTED TO FINAL GRADE.
11. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
12. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
13. CONTRACTOR TO PERFORM AFTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
14. NOTATION OF "C" IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

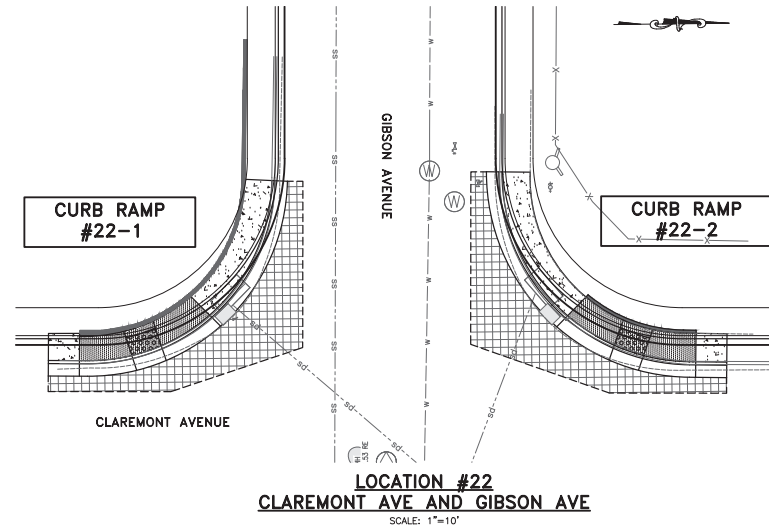
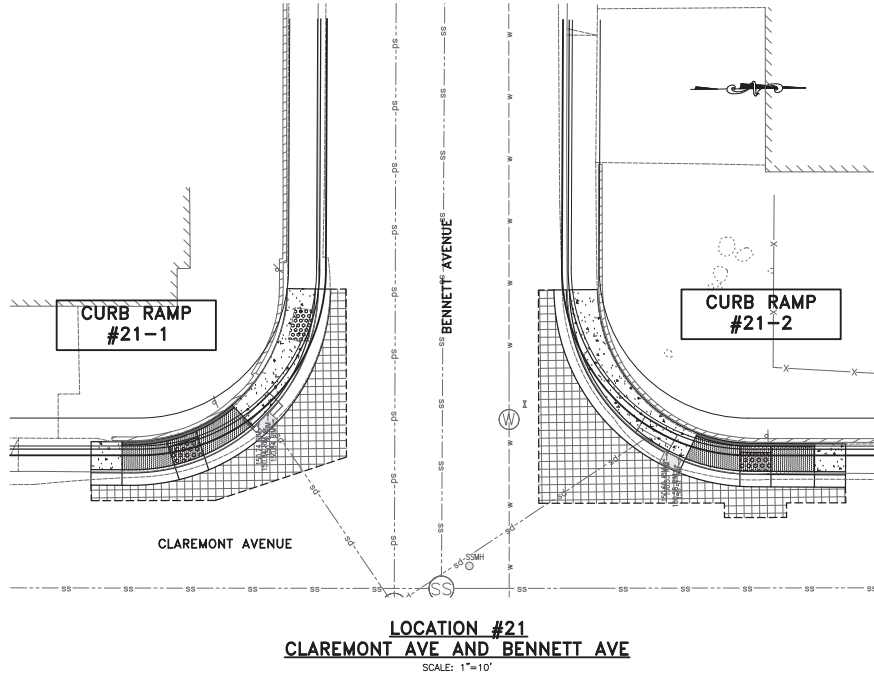
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT

2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT

**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS SUBMITT		SHEET 100 OF XX	

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LEGEND:

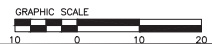
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5" IS THE ADDITION OF .5' TO THE BW.



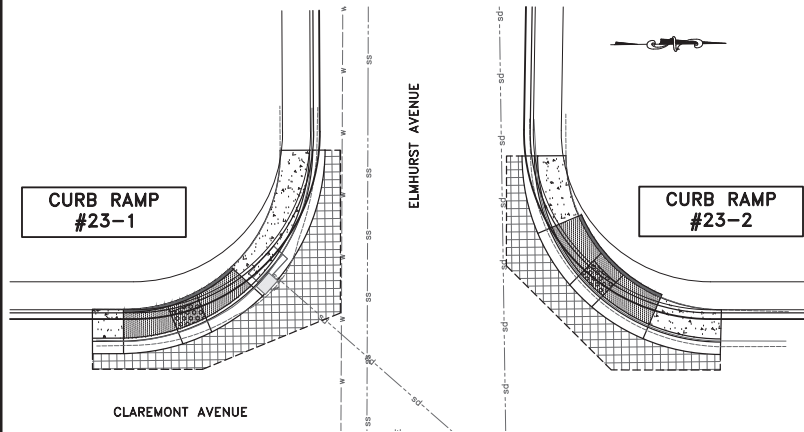
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

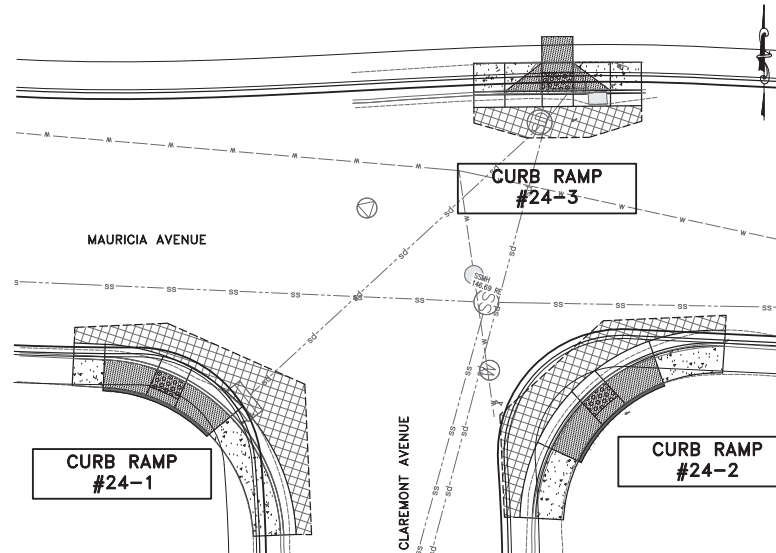
CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	TRACING No.
DRAWN BY HM xx/xx/25	
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 101 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #23
CLAREMONT AVE AND ELMHURST AVE
SCALE: 1"=10'



LOCATION #24
CLAREMONT AVE AND MAURICIA AVE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12\"
	COLD PLANING (VARIABLE THICKNESS 2\"
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

1. CURVED CURB RAMP PER CITY STD ST-14.
2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
3. STRAIGHT CURB RAMP PER CITY STD ST-15.
4. RESET PULL BOX.
5. ADJUST WATER VALVE.
6. RESET EXISTING BARRICADE.
7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
10. COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5\"/>



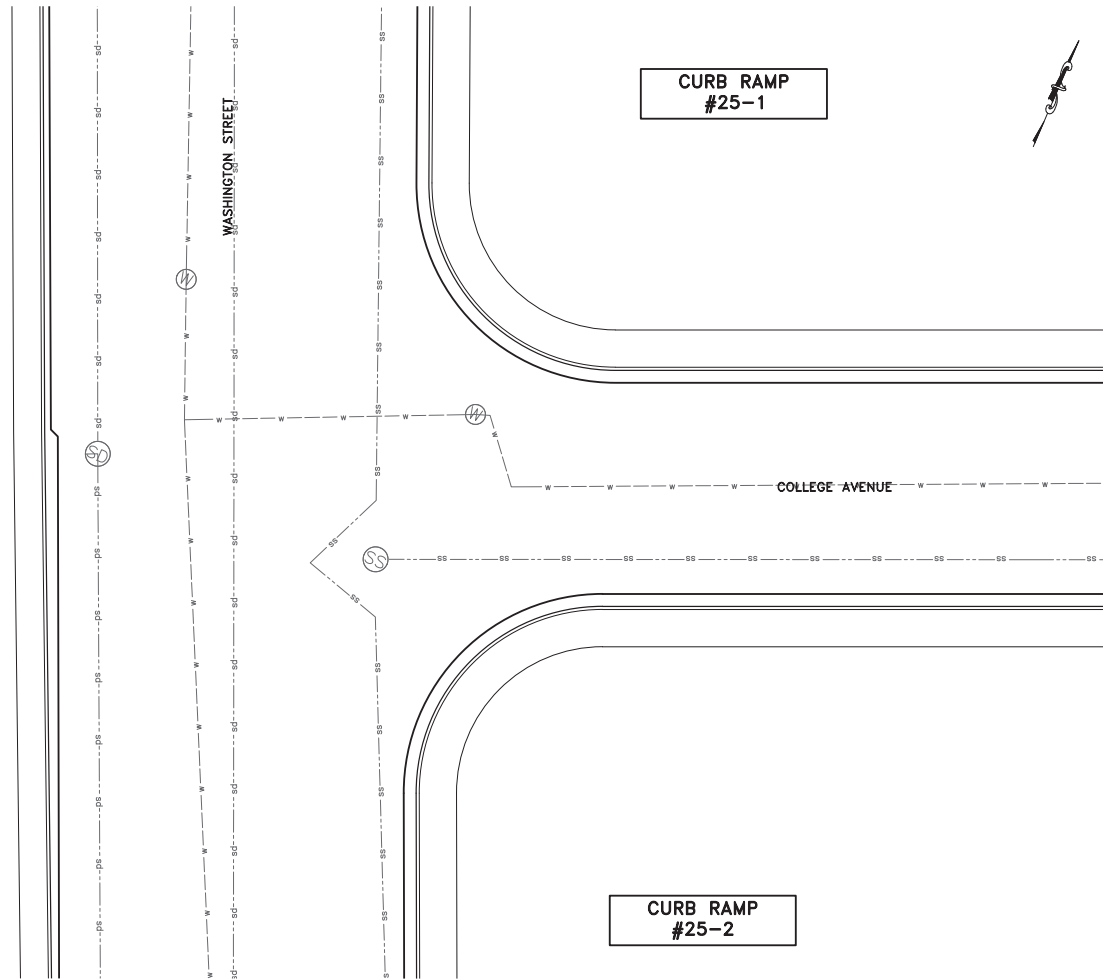
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
**2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT**
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	SHEET 102 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C' +0.5" IS THE ADDITION OF .5' TO THE BW.



LOCATION #25
COLLEGE AVE AND ALVISO STREET

SCALE: 1"=10'

Prepared by:



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

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CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 103 OF XX



PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION

CURB RAMP
#26-1

CURB RAMP
#26-2

CURB RAMP
#26-3

CURB RAMP
#26-4

LOCATION #26
COLLEGE AVE AND ALVISO STREET
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



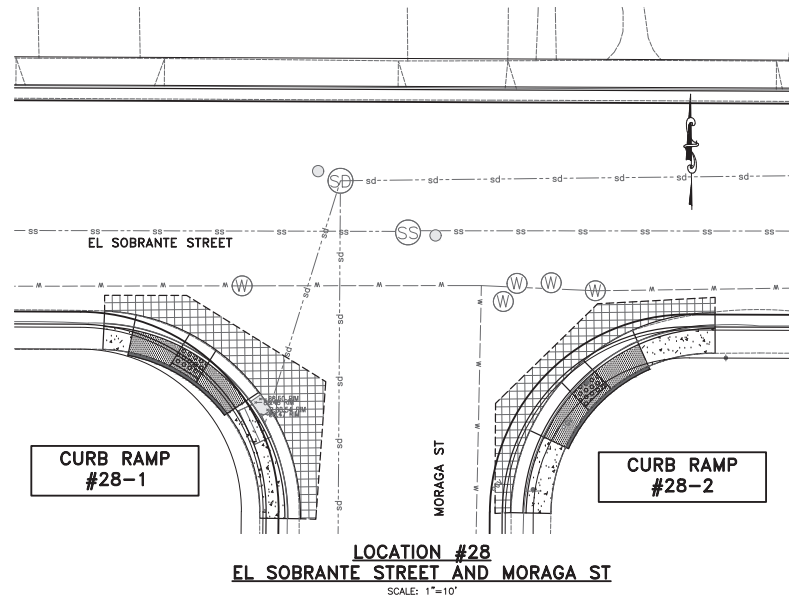
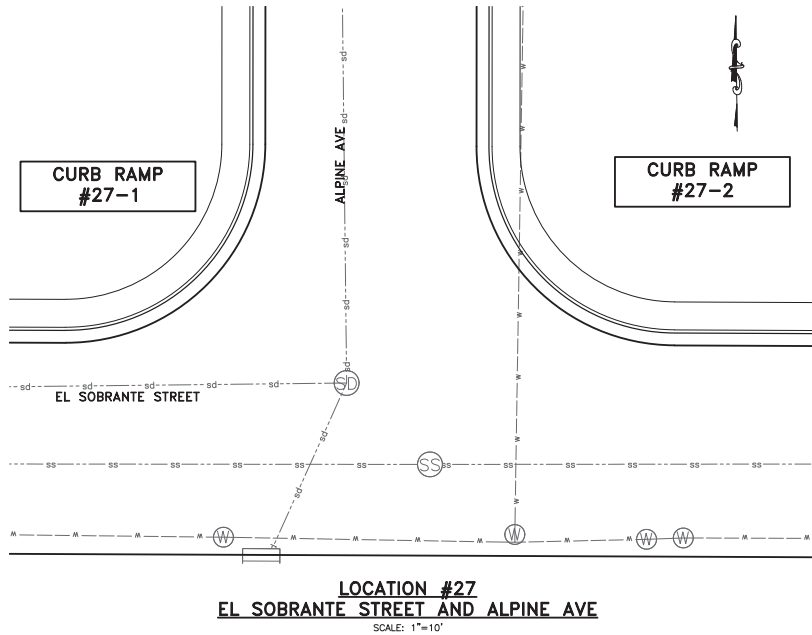
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY		TITLE
DATE	INITIAL	R.C.E. No.
DESIGNED BY	DS	xx/xx/25
DRAWN BY	HM	xx/xx/25
CHECKED BY	MF	xx/xx/25
AS BUILT BY	-	-
TRACING No.		SHEET 104 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



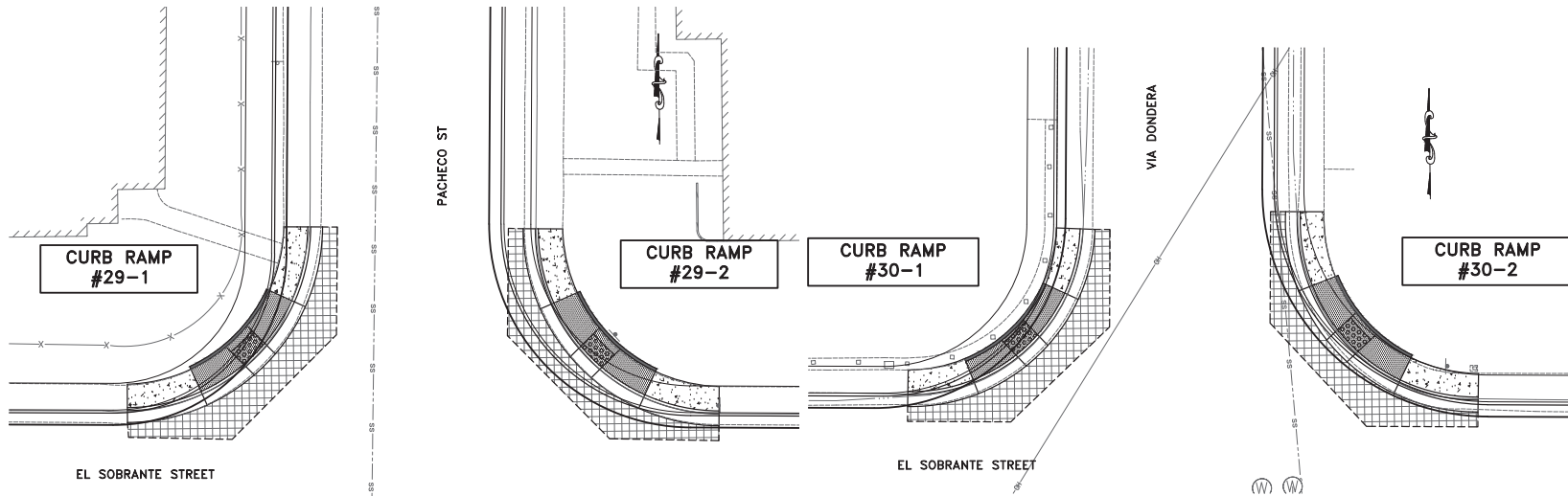
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 105 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #29
EL SOBRANTE STREET AND PACHECO ST
SCALE: 1"=10'

LOCATION #30
EL SOBRANTE STREET AND VIA DONDERA
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

1. CURVED CURB RAMP PER CITY STD ST-14.
2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
3. STRAIGHT CURB RAMP PER CITY STD ST-15.
4. RESET PULL BOX.
5. ADJUST WATER VALVE.
6. RESET EXISTING BARRICADE.
7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
10. COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
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10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



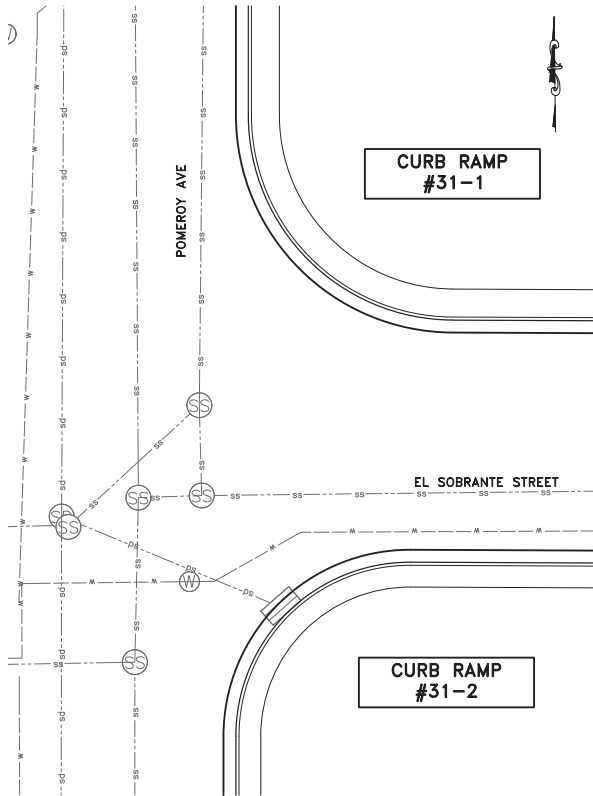
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

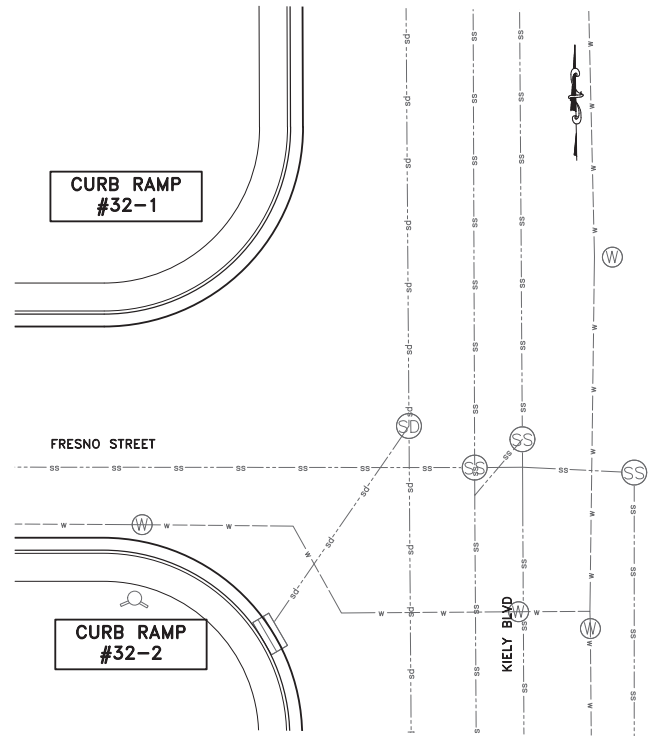
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
**2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT**
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	
		SHEET 106 OF XX	

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #31
EL SOBRANTE STREET AND POMEROY AVE
SCALE: 1"=10'



LOCATION #32
KIELY BLVD AND FRESNO STREET
SCALE: 1"=10'

LEGEND:

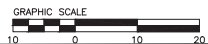
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
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- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



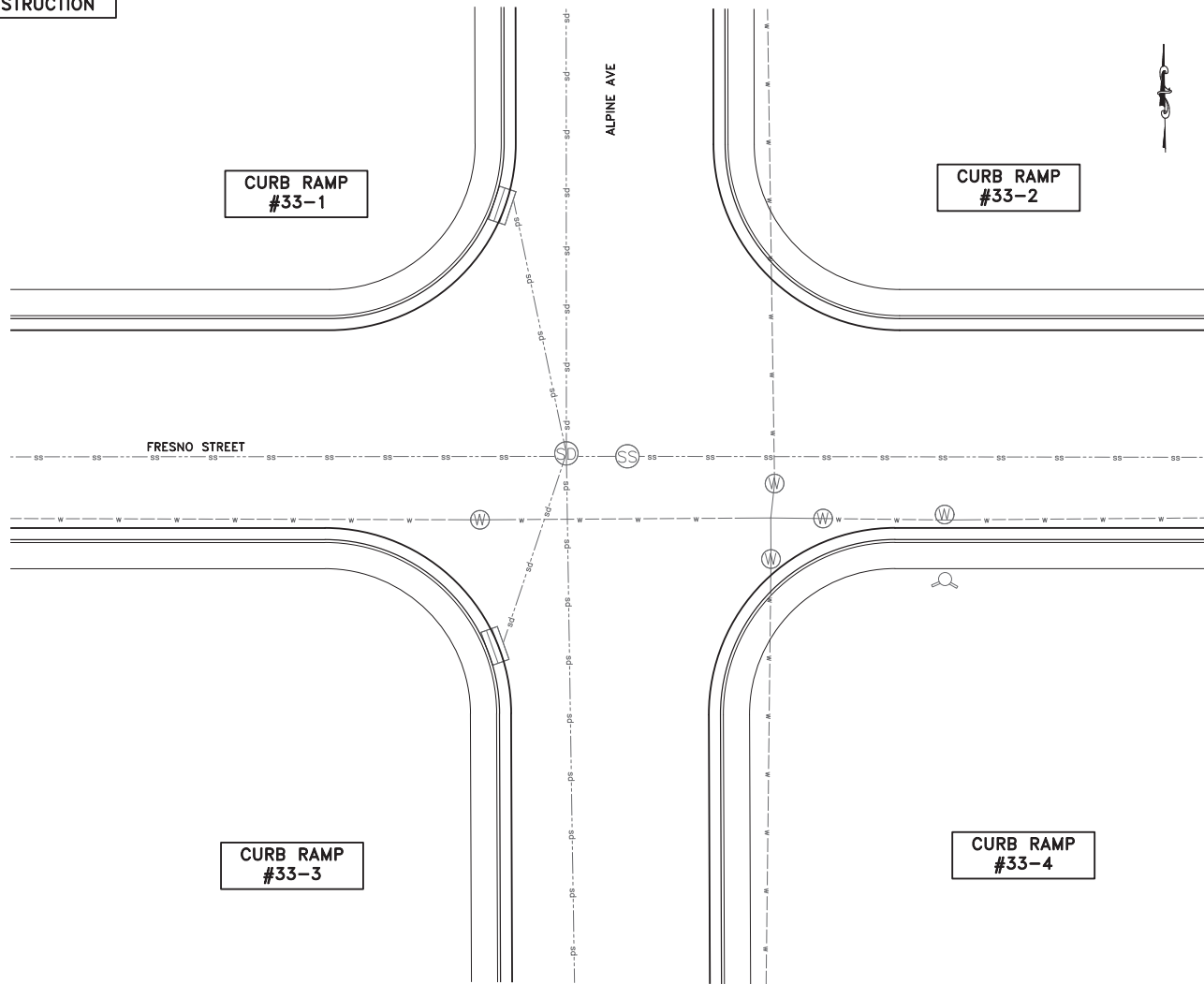
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	TRACING No.
DRAWN BY HM xx/xx/25	
CHECKED BY MF xx/xx/25	
AS BUILT BY -- --	SHEET 107 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #33
ALPINE AVE AND FRESNO STREET
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
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- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
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12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



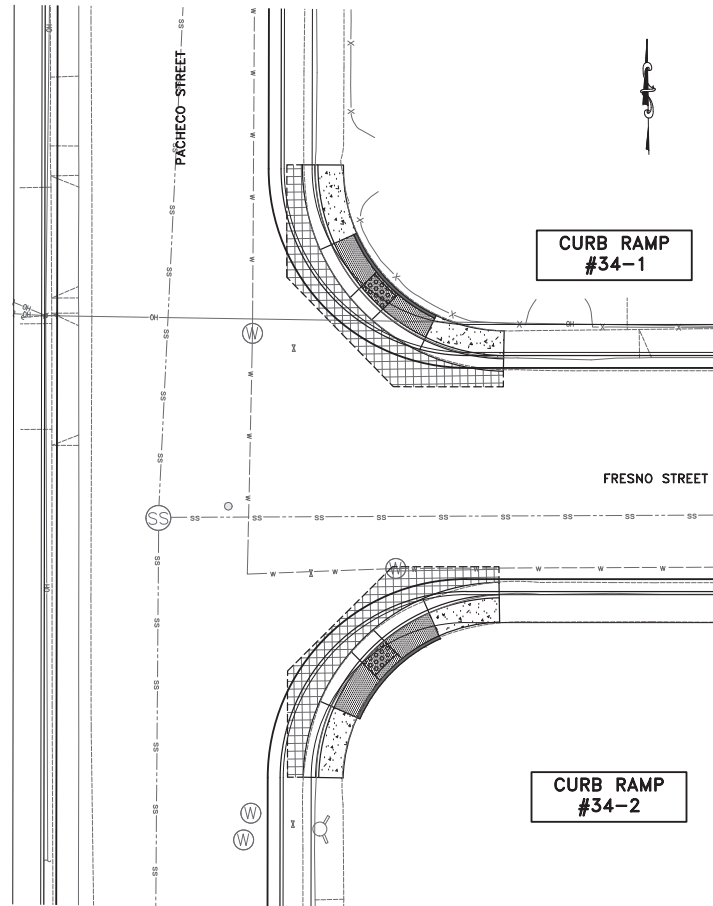
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

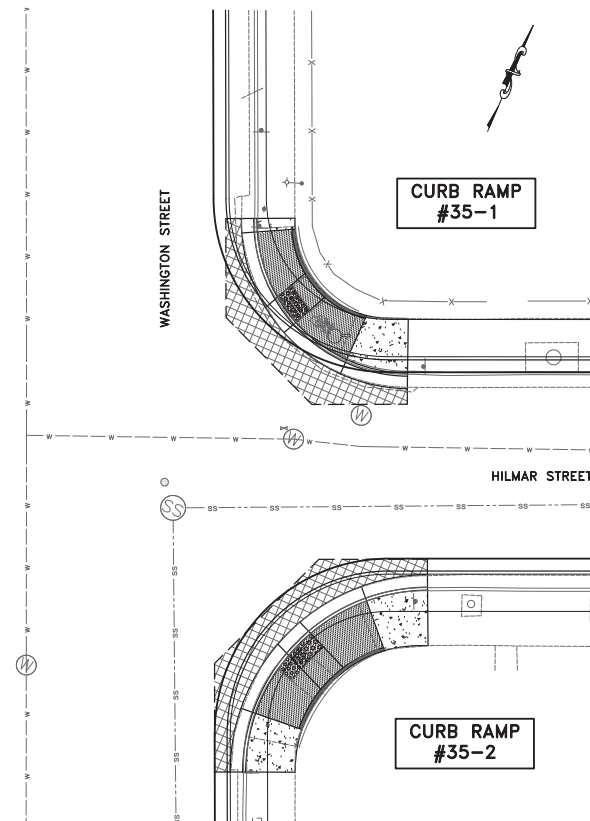
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 108 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #34
PACHECO STREET AND FRESNO STREET
SCALE: 1"=10'



LOCATION #35
WASHINGTON STREET AND HILMAR STREET
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
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- 10 COLD PLANING VARIANCE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIANCE THICKNESS 12" TO 20" AND RECONSTRUCT 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN ABBA.
- 13 CASE F RAMP PER CALTRANS STD PLAN ABBA.
- 14 CASE B RAMP PER CALTRANS STD PLAN ABBA.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING AND OTHER SPECIAL MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER NEAREST GEOSLINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING SIDEWALK PATTERNS.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. EXISTING SIDEWALK SHALL BE MAINTAINED AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE.
7. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACTORY COMPANIES TO AVOID CONFLICT WITH CONSTRUCTION.
8. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEMS SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPE.
9. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
10. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE NEW CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
11. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY UNLESS OTHERWISE SPECIFIED.
12. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
13. CONTRACTOR TO CONDUCT AFTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13.3 OF THE SPECIAL PROVISIONS.
14. "ADDITION OF .50 IN" IS THE ADDITION OF .5" TO THE BW.

GRAPHIC SCALE

A horizontal scale bar with alternating black and white segments. Below the bar are numerical markers: 10, 0, 10, and 20. The bar is divided into segments of varying lengths, with the longest segments corresponding to the 10 and 20 markers.



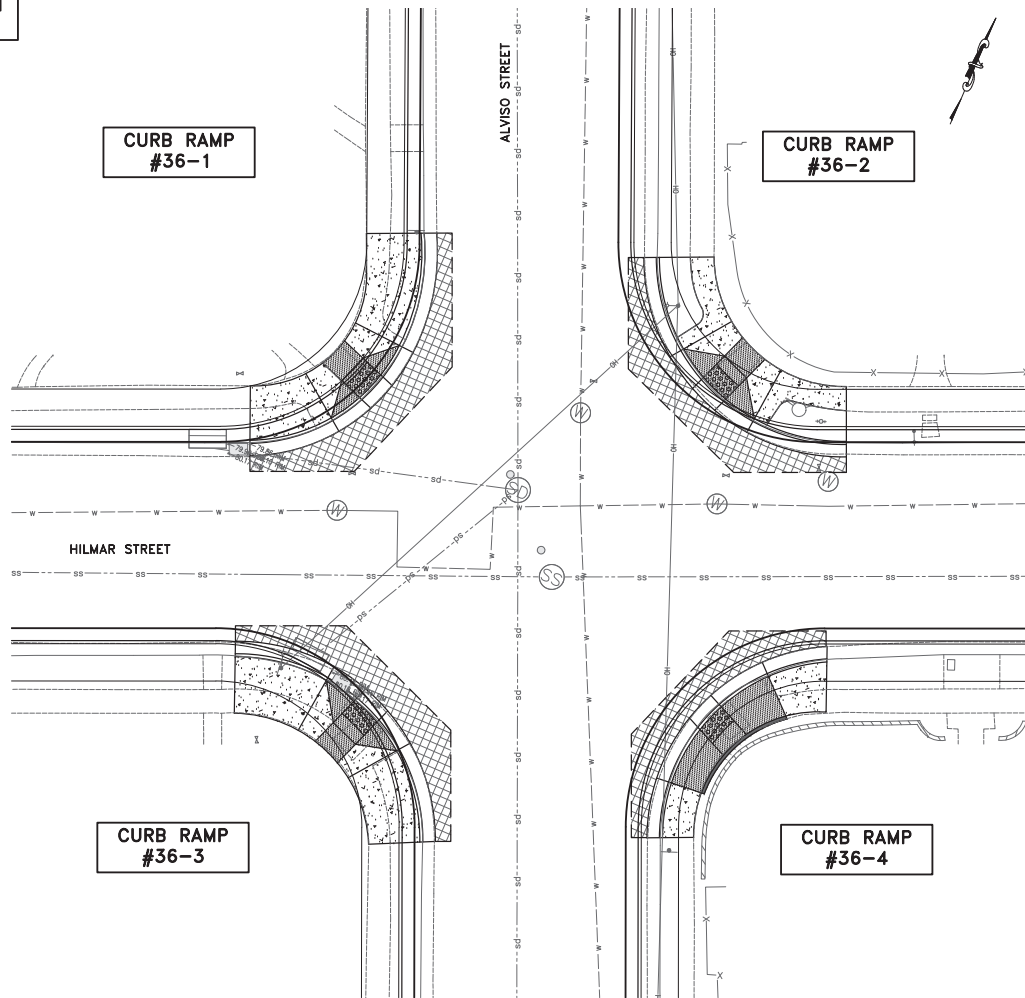
Designer Blimp

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CITY OF SANTA CLARA ENGINEERING DEPARTMENT 2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	CURB RAMP AND CROSSWALK PLAN

APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY			
			SHEET 100 OF 100

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #36
HILMAR STREET AND ALVISO STREET
SCALE: 1"=10'

LEGEND:

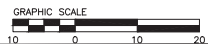
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C' +0.5" IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY	
TITLE	
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY	
TRACING No.	
SHEET 110 OF XX	

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION

CURB RAMP
#38-1

CURB RAMP
#37-2

CURB RAMP
#37-3

CURB RAMP
#37-4

LOCATION #37
HILMAR STREET AND PARK AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



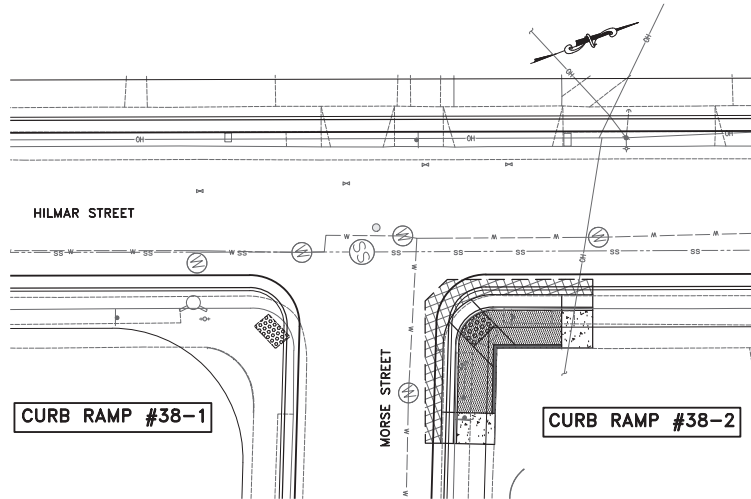
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

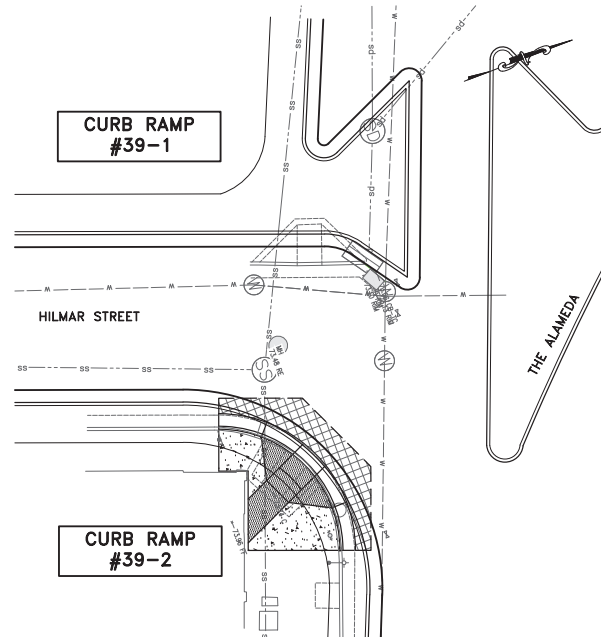
APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 111 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #38
HILMAR STREET AND MORSE STREET

SCALE: 1"=10'



LOCATION #39
HILMAR STREET AND THE ALAMEDA

SCALE: 1"=10'

LEGEND:

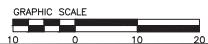
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY	
TITLE	
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY	
TRACING No.	
SHEET 112 OF XX	

ALVISO STREET

LOCUST STREET

CURB RAMP #40-1

CURB RAMP #40-2

LEGEND:	
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANTING-VARIABLE 2" TO 4" AC PAVEMENT, PERMISSAL GRADING SECTIONS A & C ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" ASH ROAD REUSE 12" HMA. SEE CROSSWALK GRADING SECTIONS A & C ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

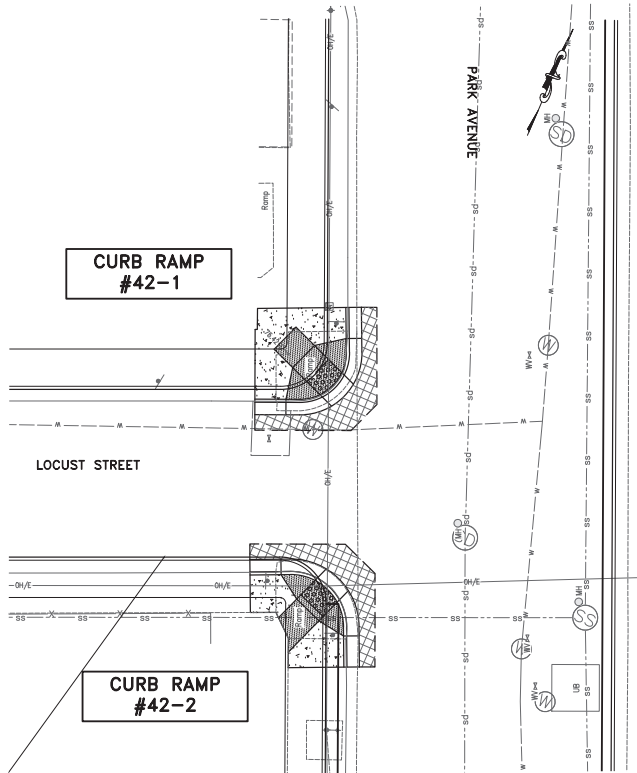
1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACES AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER NEAREST PROPOSED SIDEWALK/CONSTRUCTION JUMP AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MATCH EXISTING SIDEWALK/CONSTRUCTION JUMP AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE.
7. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FIELD OFFICE TO COMPLY WITH ALL CITY STANDARDS FOR CONSTRUCTION.
8. EXISTING LANDSCAPES OR LAWN AND IRRIGATION SYSTEMS SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPES.
9. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
10. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE CURB/STRENGTHEMENT SHALL BE ADJUSTED TO FINAL GRADE.
11. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY UNLESS OTHERWISE NOTED.
12. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
13. PERMIT TO CONDUCT WATER TESTER ON ALL NEW CURB RAMP PER SECTION 13.3 OF THE SPECIAL PROVISIONS.
14. THE ADDITION OF "TC 5055" IS THE ADJUSTION OF .5' TO THE BW.



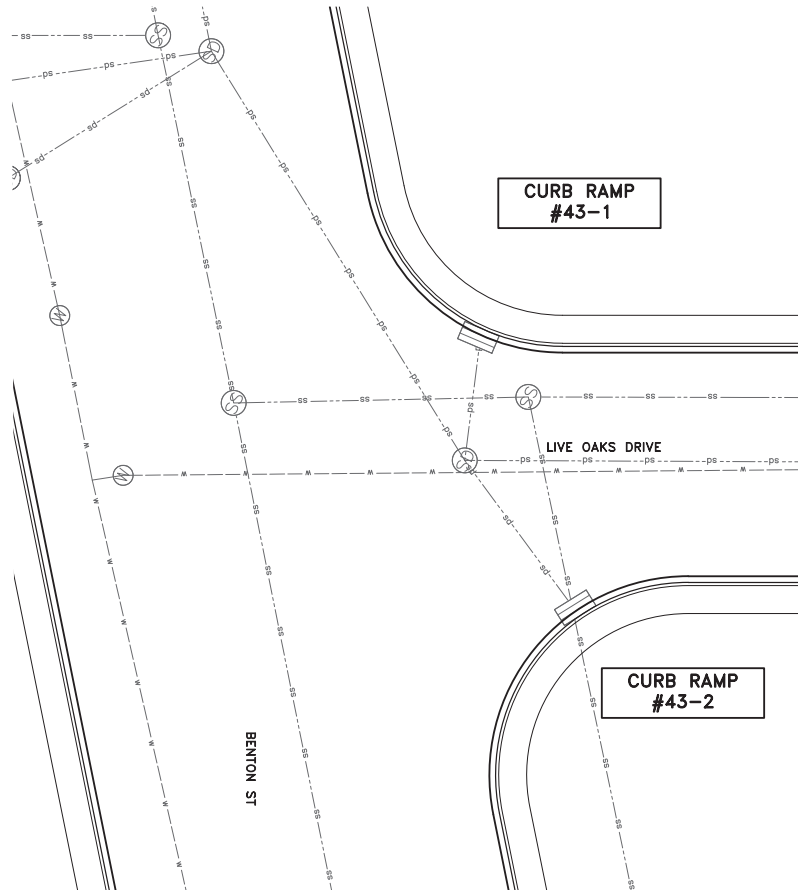
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	E

10		0		10		20	
APPROVED BY							
TITLE							
DATE				R.C.E. No.			
				Survey No.			
DESIGNED BY		DS	xx/xx/25	TRACING No.			
DRAWN BY		HM	xx/xx/25				
CHECKED BY		MF	xx/xx/25				
AS BUILT BY		—	—				
				SHEET 113 OF XX			

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #42
LOCUST STREET AND PARK AVENUE
SCALE: 1"=10'



LOCATION #43
LIVE OAKS DRIVE AND BENTON ST
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

1. CURVED CURB RAMP PER CITY STD-14.
2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
3. STRAIGHT CURB RAMP PER CITY STD ST-15.
4. RESET PULL BOX.
5. ADJUST WATER VALVE.
6. RESET EXISTING BARRICADE.
7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
10. COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



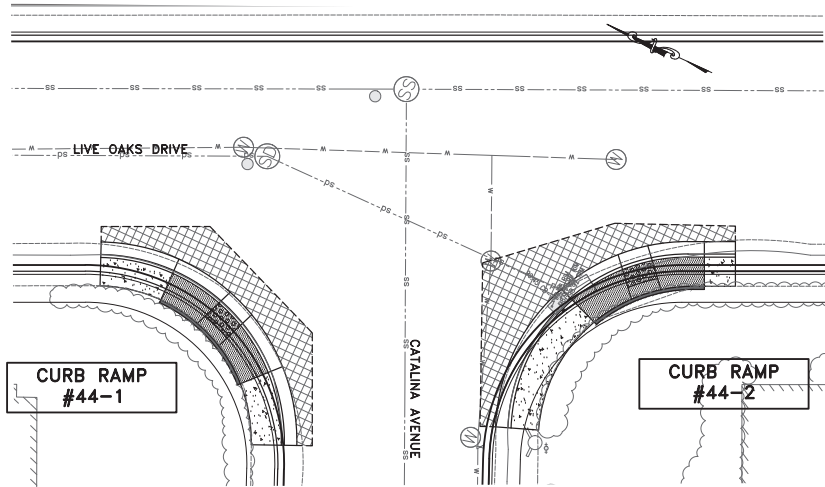
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

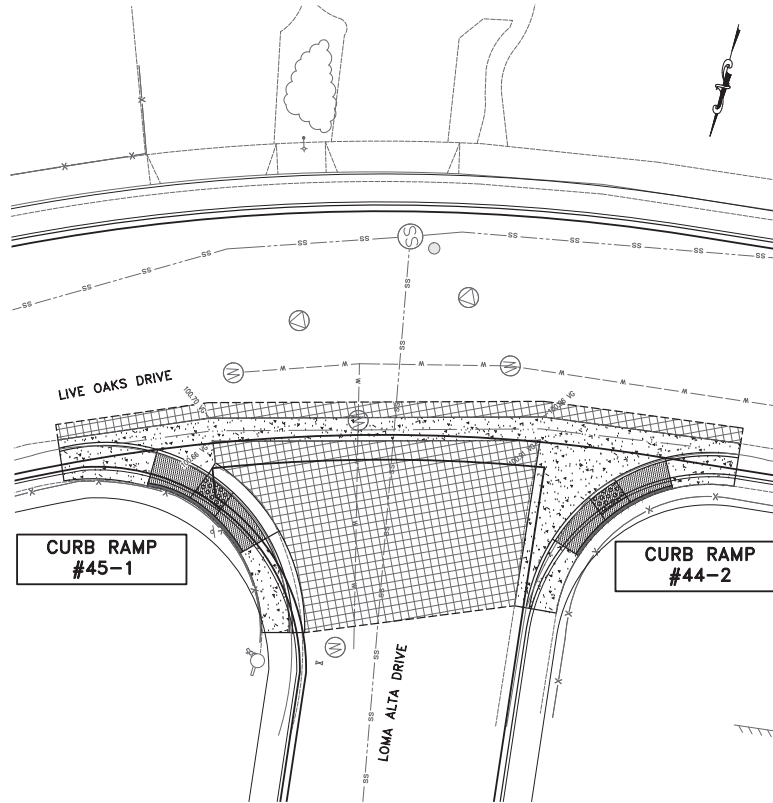
CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 114 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #44
LIVE OAKS DRIVE AND CATALINA AVENUE
SCALE: 1"=10'



LOCATION #45
LIVE OAKS DRIVE AND LOMA ALTA DRIVE
SCALE: 1"=10'

LEGEND:

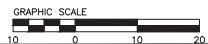
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5" IS THE ADDITION OF .5' TO THE BW.



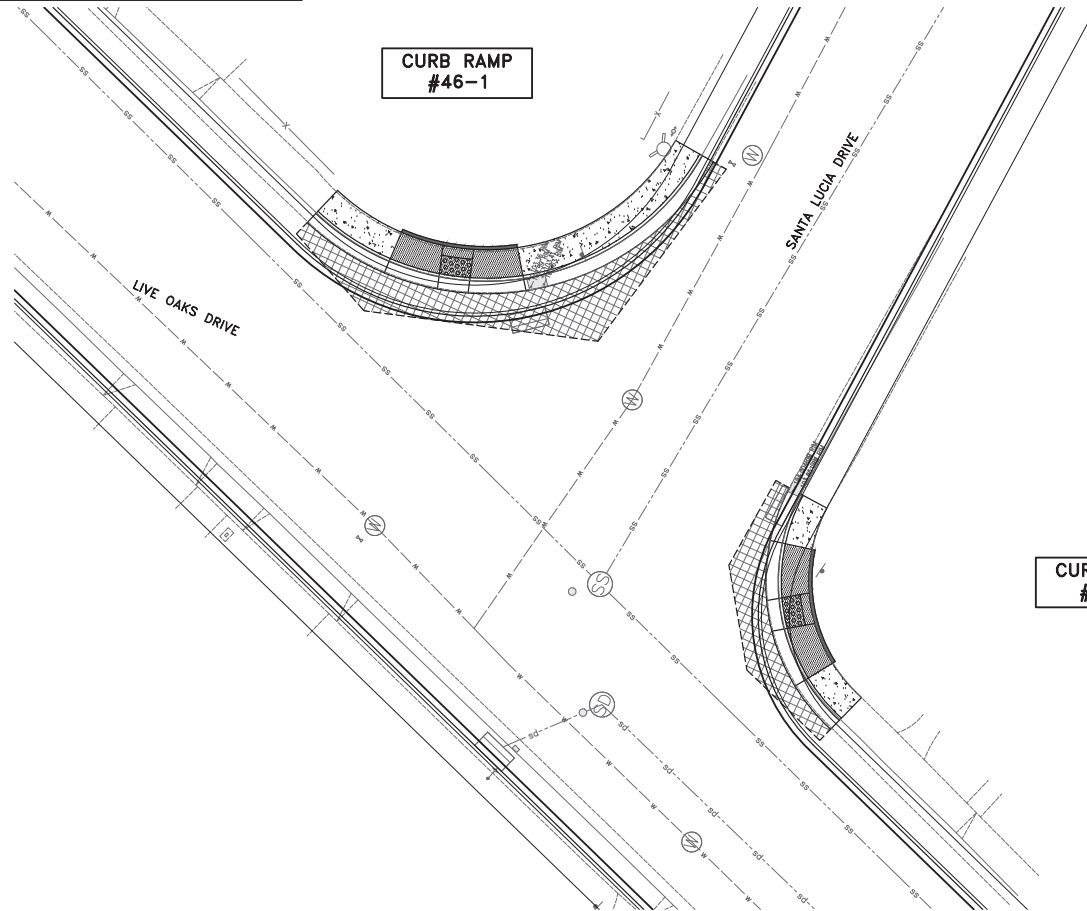
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 115 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #46
LIVE OAKS DRIVE AND SANTA LUCIA DRIVE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



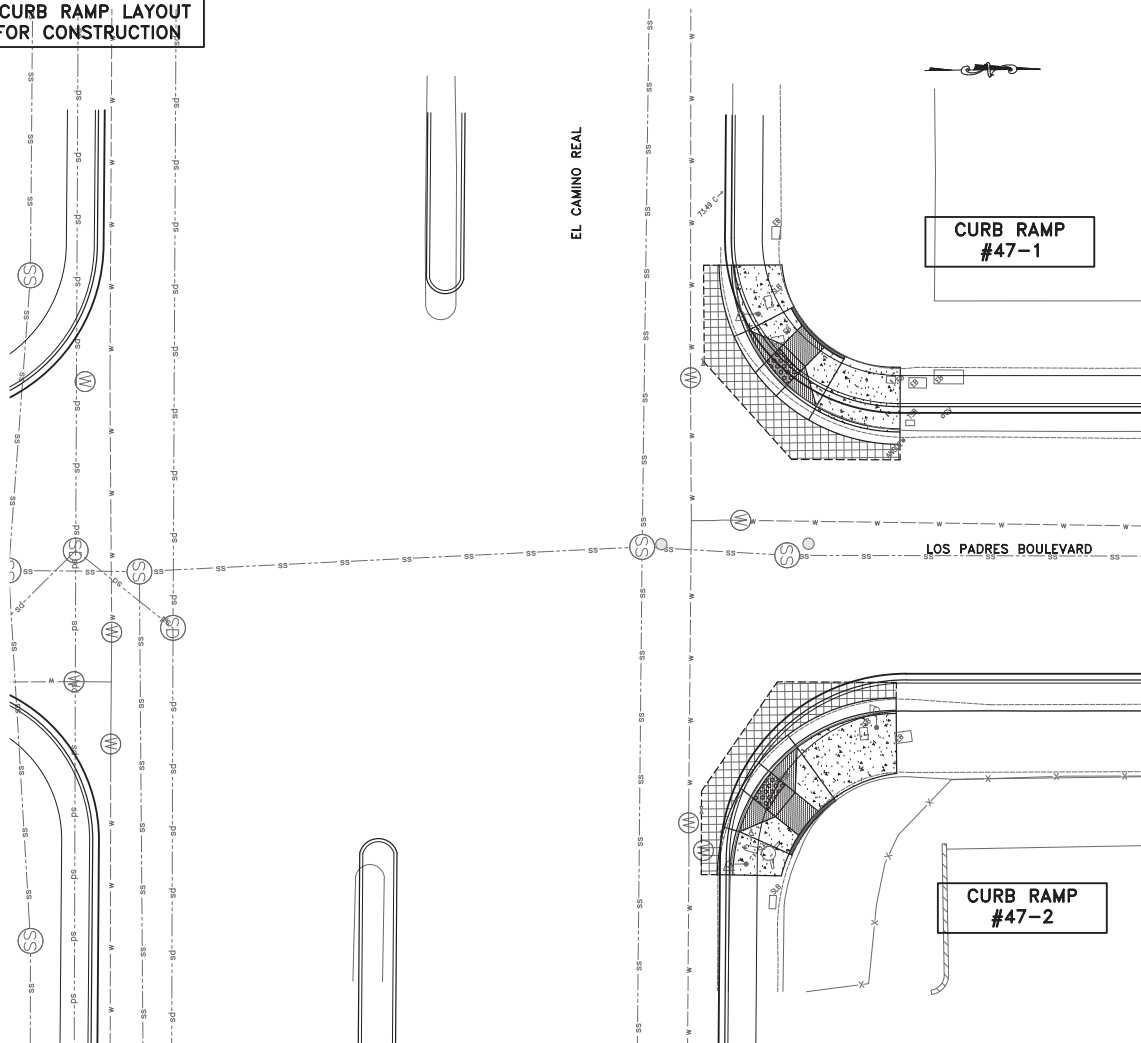
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY	
TITLE	
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY -	-
TRACING No.	
SHEET 116 OF XX	

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #47
LOS PADRES BLVD AND EL CAMINO REAL
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C +0.5"' IS THE ADDITION OF .5' TO THE BW.



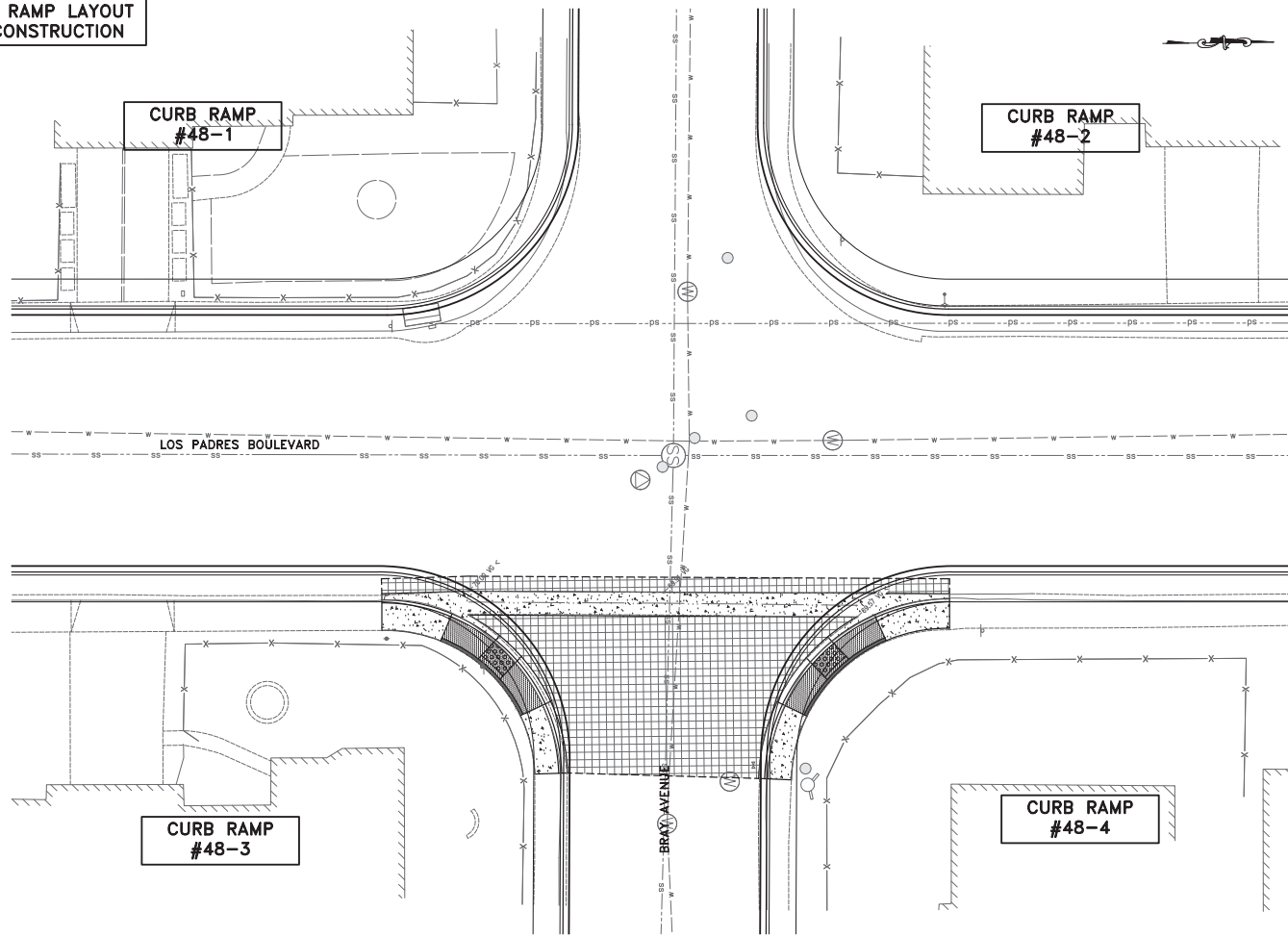
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY		TITLE
DATE	INITIAL	R.C.E. No.
DESIGNED BY	DS	xx/xx/25
DRAWN BY	HM	xx/xx/25
CHECKED BY	MF	xx/xx/25
AS BUILT BY	-	-
TRACING No.		SHEET 117 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #48
LOS PADRES BLVD AND BRAY AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
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8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C +0.5"' IS THE ADDITION OF .5' TO THE BW.



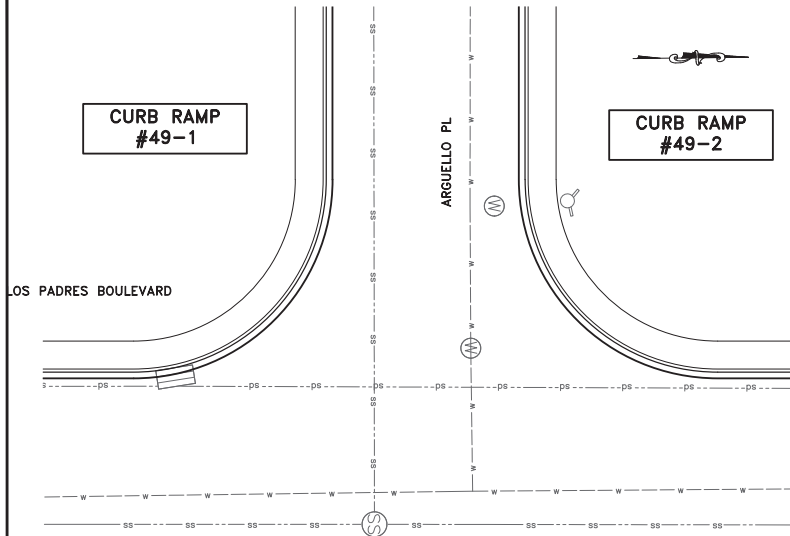
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

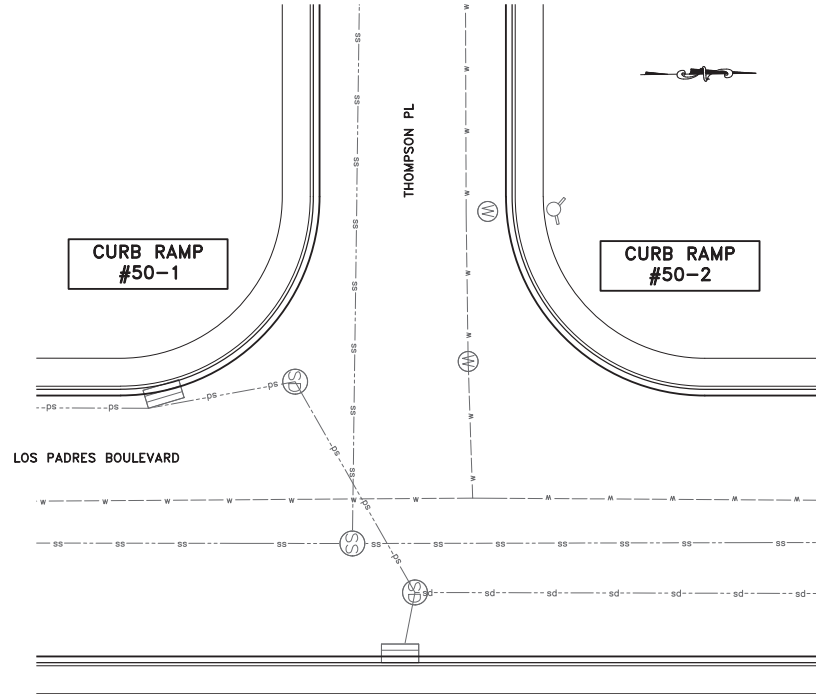
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY			
TITLE			
DATE			R.C.E. No.
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	
			SHEET 118 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #49
LOS PADRES BLVD AND ARGUELLO PL
SCALE: 1"=10'



LOCATION #50
LOS PADRES BLVD AND THOMPSON PL
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

1. CURVED CURB RAMP PER CITY STD ST-14.
2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
3. STRAIGHT CURB RAMP PER CITY STD ST-15.
4. RESET PULL BOX.
5. ADJUST WATER VALVE.
6. RESET EXISTING BARRICADE.
7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
10. COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



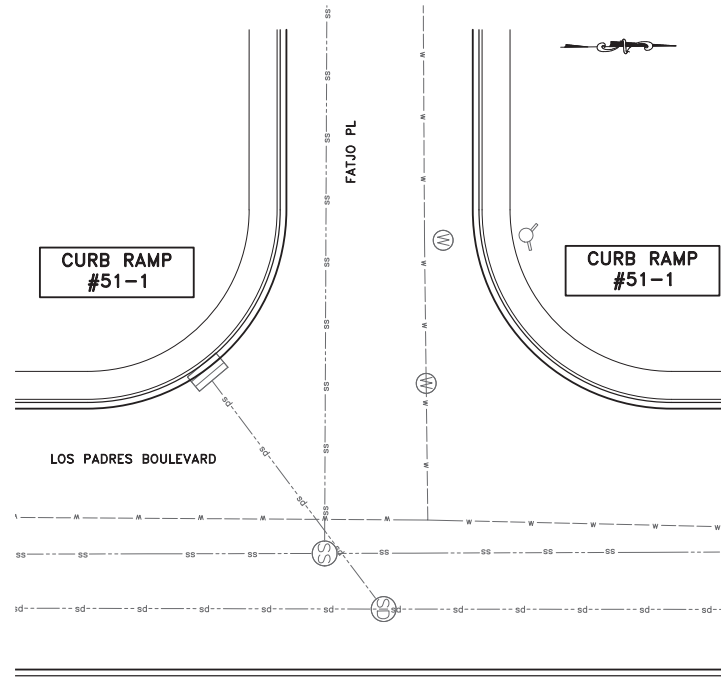
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	TRACING No.
DRAWN BY HM xx/xx/25	
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 119 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #51
LOS PADRES BLVD AND FATJO PL
SCALE: 1"=10'

LEGEND:

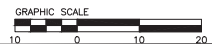
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12\" data-bbox="218 398 488 458"/>
	COLD PLANING (VARIABLE THICKNESS 2\" data-bbox="218 468 488 528"/>
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
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13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



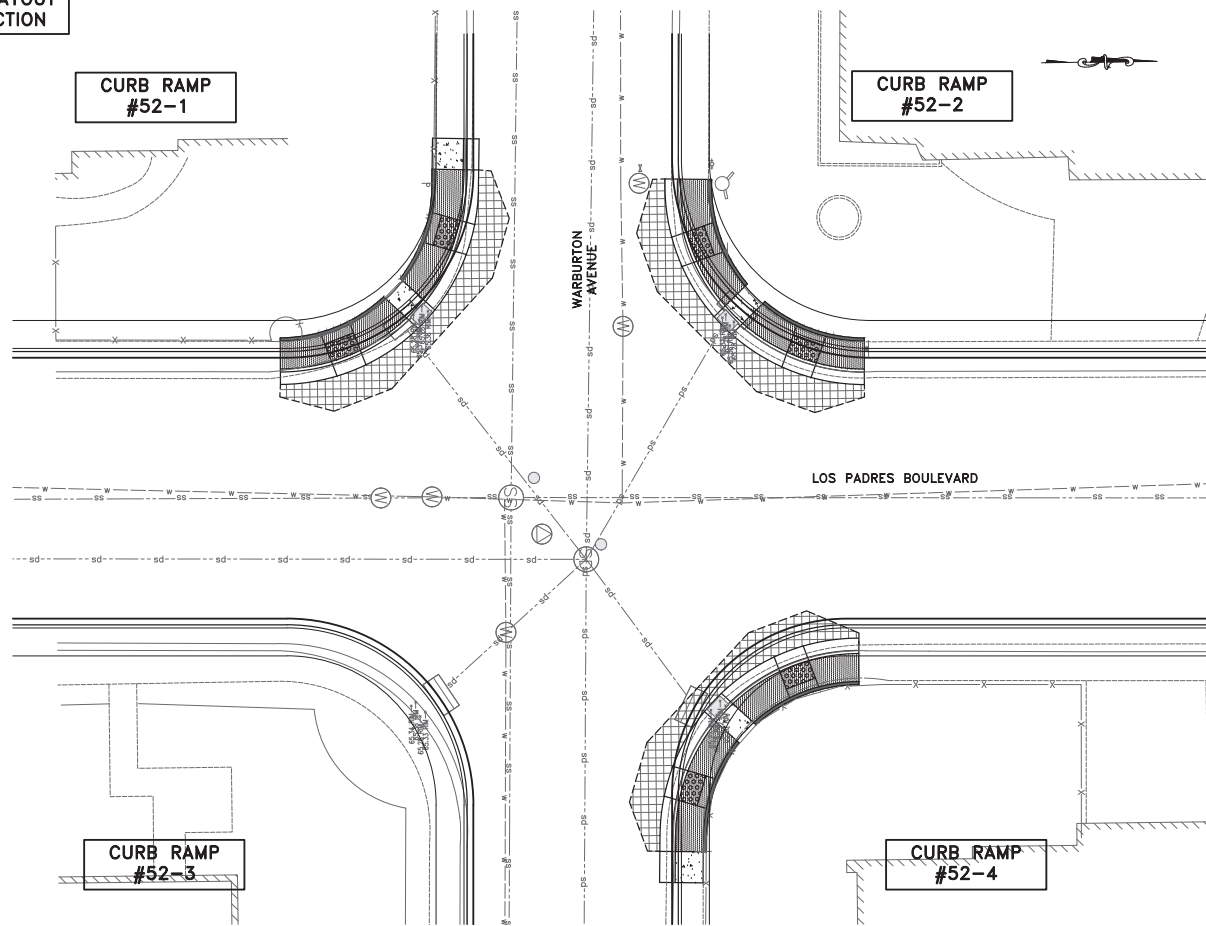
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
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CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 120 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #52
LOS PADRES BLVD AND WARBURTON AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
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- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

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3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



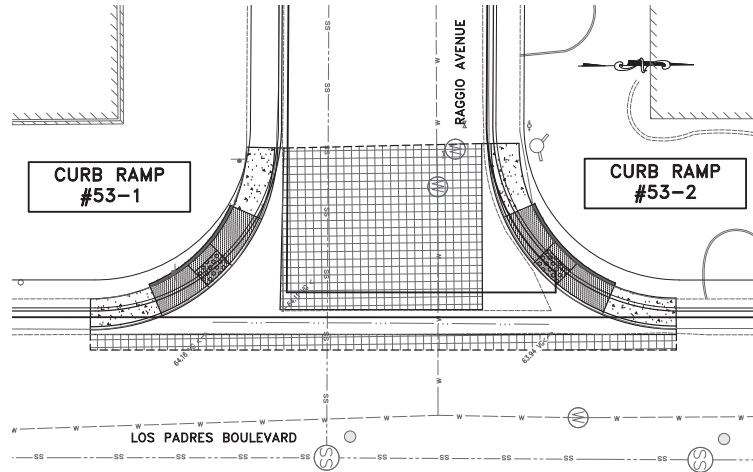
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

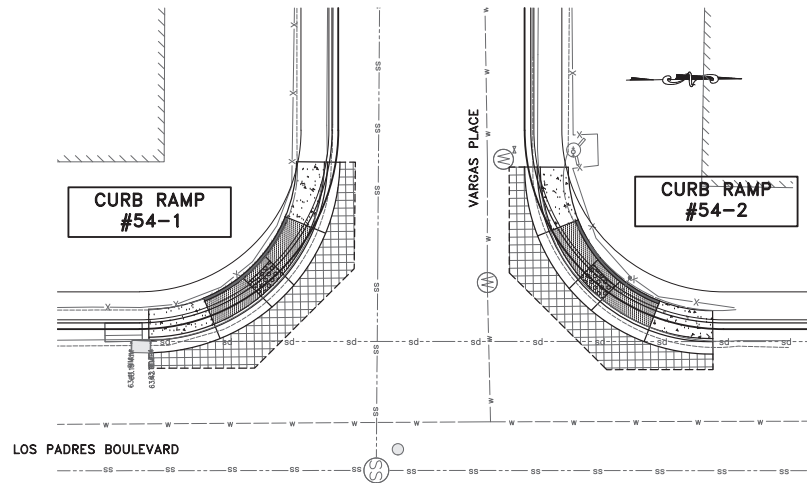
CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY	
TITLE	
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY -	-
TRACING No.	
SHEET 121 OF XX	

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #53
LOS PADRES BLVD AND RAGGIO AVENUE



LOCATION #54
LOS PADRES BLVD AND VARGAS PLACE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" to 20")
	COLD PLANING (VARIABLE THICKNESS 2" to 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND 12" TO 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RUMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACES AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER TO NEAREST SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING SIDEWALK/CONSTRUCTION JOINT.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. EXISTING SIDEWALKS, CURBS, GUTTERS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE, CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACTORY COMPANY'S RECORD DRAWINGS.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEMS SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPE.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE CURB AND CONCRETE CURB RAMP ASSEMBLY SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO PERFORM SURFACE WATER TEST ON ALL NEW CURB RUMPS PER SECTION 13.3 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.51" IS THE ADDITION OF .5' TO THE BW.



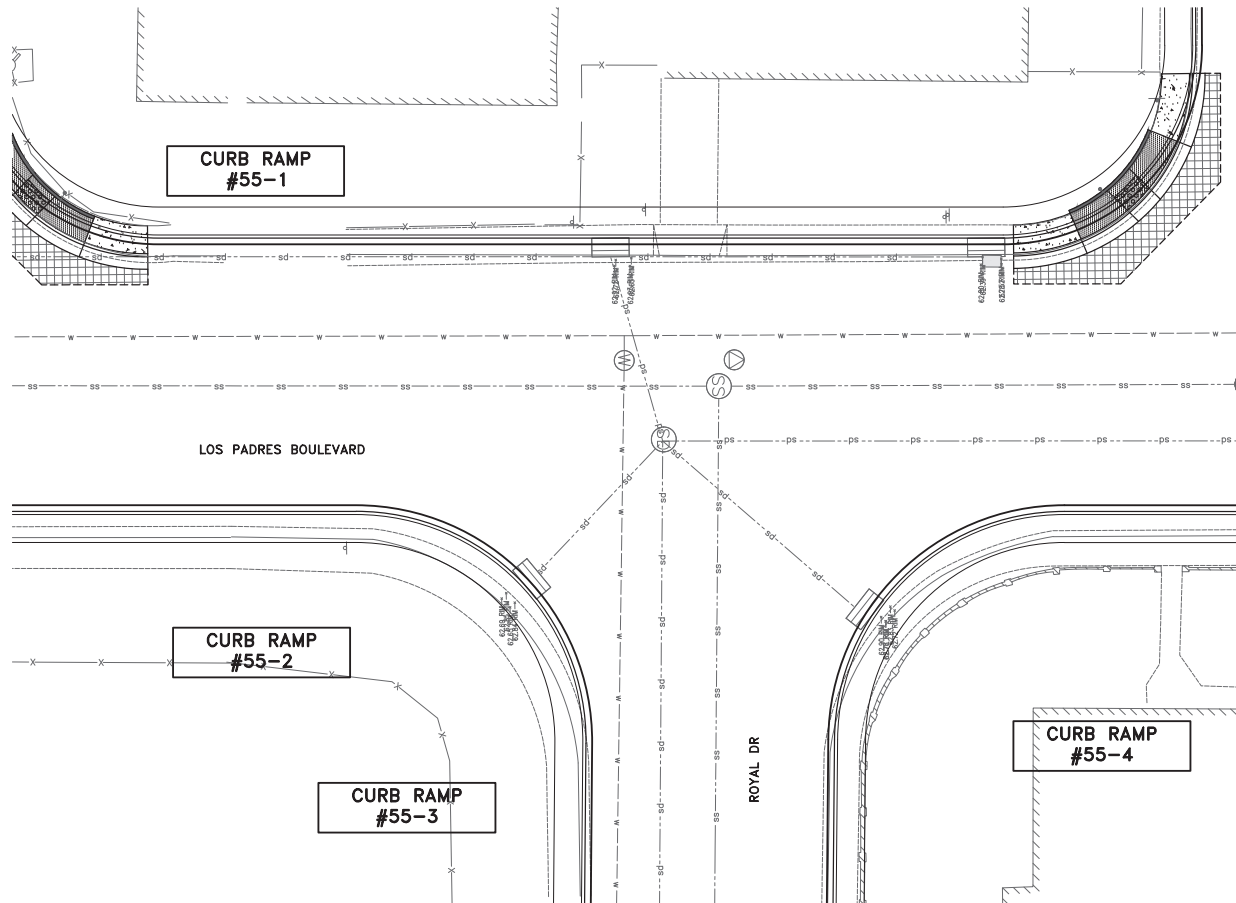
Designer Blimp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

	CITY OF SANTA CLARA
	ENGINEERING DEPARTMENT
	2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
	CURB RAMP AND CROSSWALK PLAN

APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	
			SHEET 122 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #55
LOS PADRES BLVD AND ROYAL DR
SCALE: 1"=10'

LEGEND:

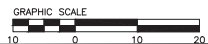
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C' +0.5" IS THE ADDITION OF .5' TO THE BW.



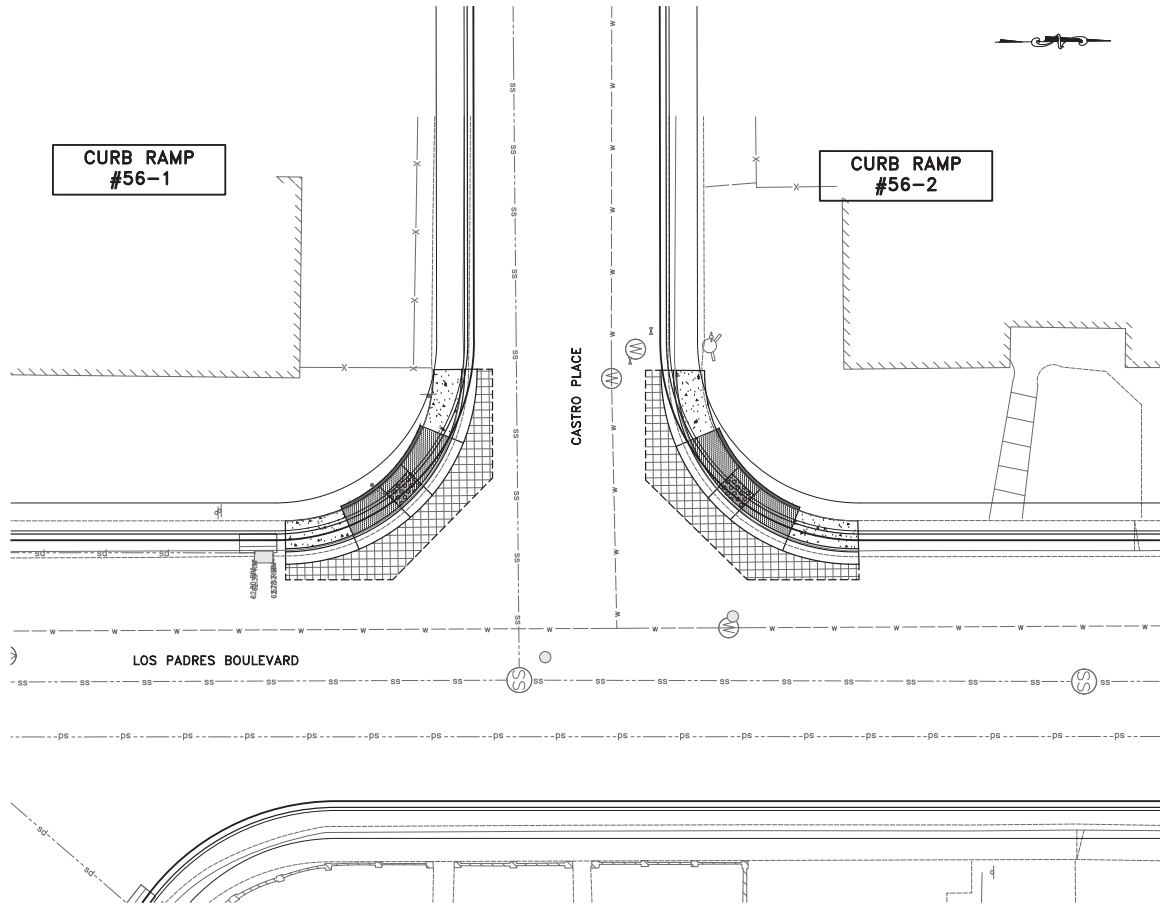
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY	-
DATE	Survey No.
TRACING No.	
SHEET 123 OF XX	

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #56
LOS PADRES BLVD AND CASTRO PLACE
SCALE: 1"=10'

LEGEND:

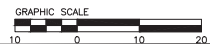
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5" IS THE ADDITION OF .5' TO THE BW.



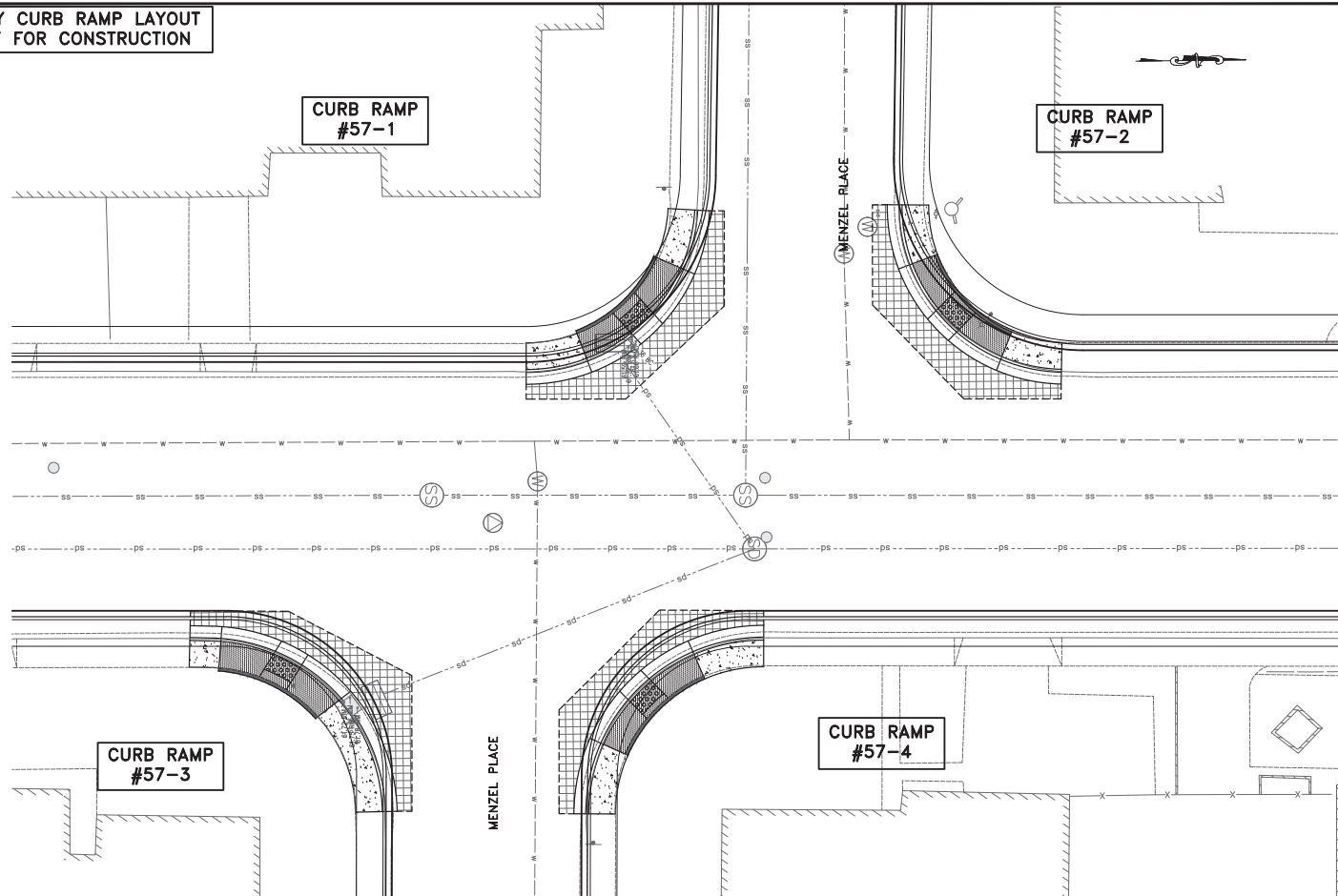
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
**2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT**
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	TRACING No.
DRAWN BY HM xx/xx/25	
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 124 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #57
LOS PADRES BLVD AND MENZEL PLACE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5" IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY	
TITLE	
DATE	R.C.E. No.
DESIGNED BY DS	xx/xx/25
DRAWN BY HM	xx/xx/25
CHECKED BY MF	xx/xx/25
AS BUILT BY	—
TRACING No.	
SHEET 125 OF XX	

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION

CURB RAMP
#58-1

CURB RAMP
#58-2

LOS PADRES BOULEVARD

LOS PADRES BOULEVARD

CURB RAMP
#58-3

CURB RAMP
#58-4

LOCATION #58
LOS PADRES BLVD AND CABRILLO AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

1. CURVED CURB RAMP PER CITY STD ST-14.
2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
3. STRAIGHT CURB RAMP PER CITY STD ST-15.
4. RESET PULL BOX.
5. ADJUST WATER VALVE.
6. RESET EXISTING BARRICADE.
7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
10. COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



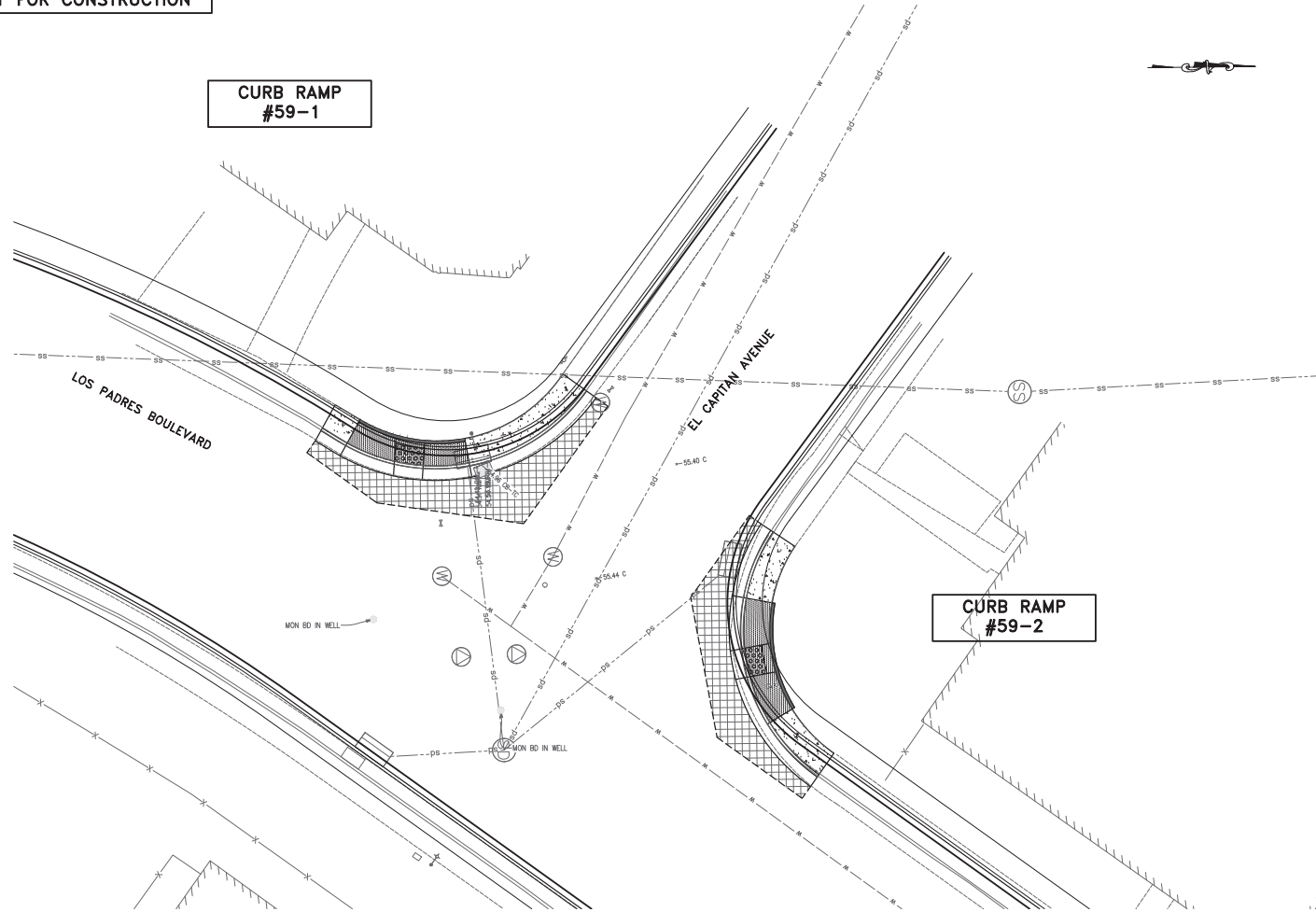
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 126 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #59
LOS PADRES BLVD AND EL CAPITAN AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY		TITLE
DATE	INITIAL	R.C.E. No.
DESIGNED BY	DS	xx/xx/25
DRAWN BY	HM	xx/xx/25
CHECKED BY	MF	xx/xx/25
AS BUILT BY	-	-
TRACING No.		SHEET 127 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION

CURB RAMP
#60-1

CURB RAMP
#60-3

CURB RAMP
#60-2

CURB RAMP
#60-4

LOCATION #60
LOS PADRES BLVD AND MONROE STREET
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



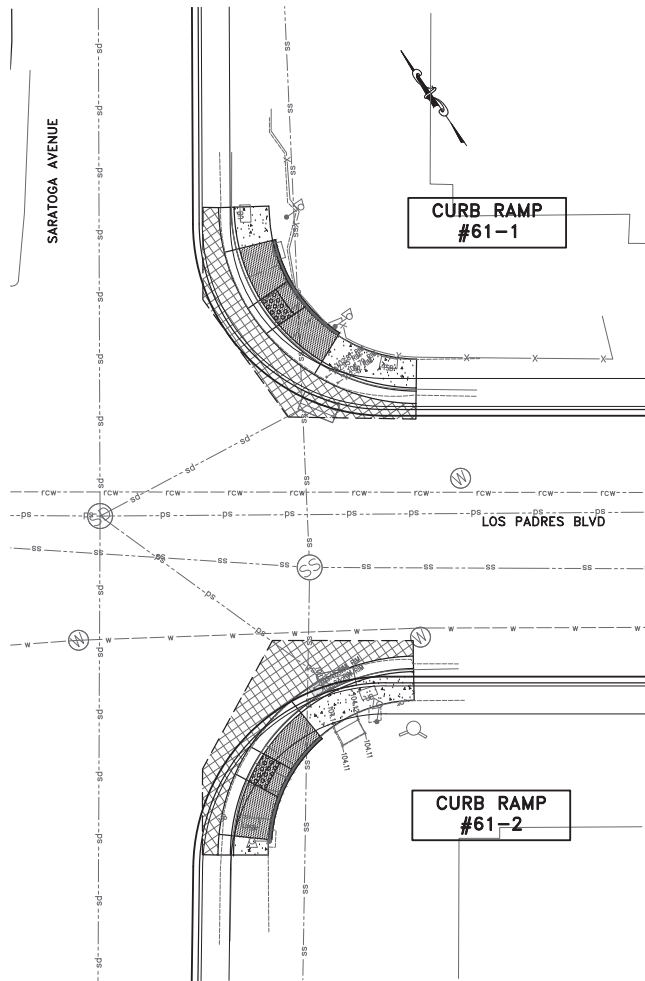
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 128 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #61
LOS PADRES BLVD AND SARATOGA AVENUE
SCALE: 1"=10'

LEGEND:

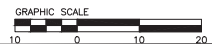
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



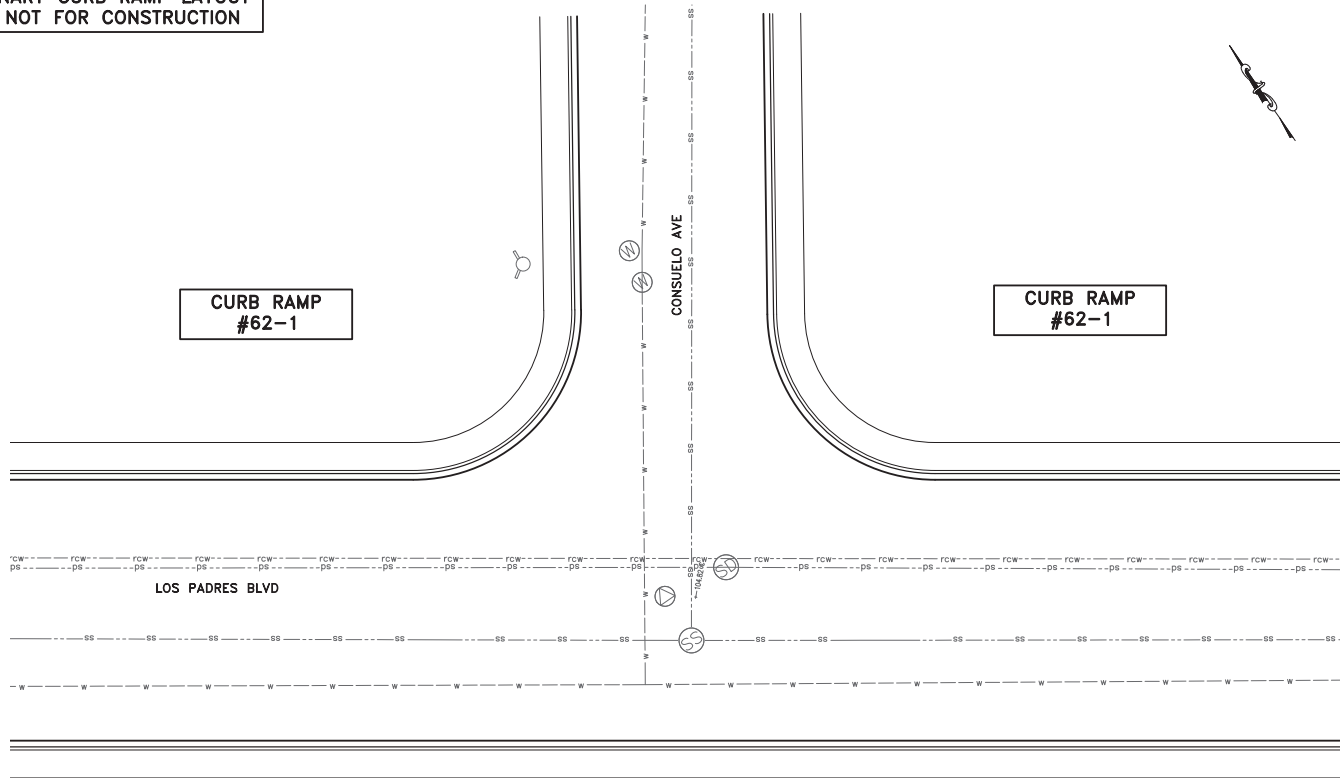
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 145 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #62
LOS PADRES BLVD AND CONSUELO AVE

SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
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10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY			
TITLE			
DATE			R.C.E. No.
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	
			SHEET 130 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION

CURB RAMP
#63-1

CURB RAMP
#63-2

LOS PADRES BLVD

CURB RAMP
#63-3

CURB RAMP
#63-4

LOCATION #63
LOS PADRES BLVD AND BOHANNON DR
SCALE: 1"=10'

LEGEND:

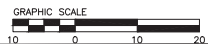
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5'" IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

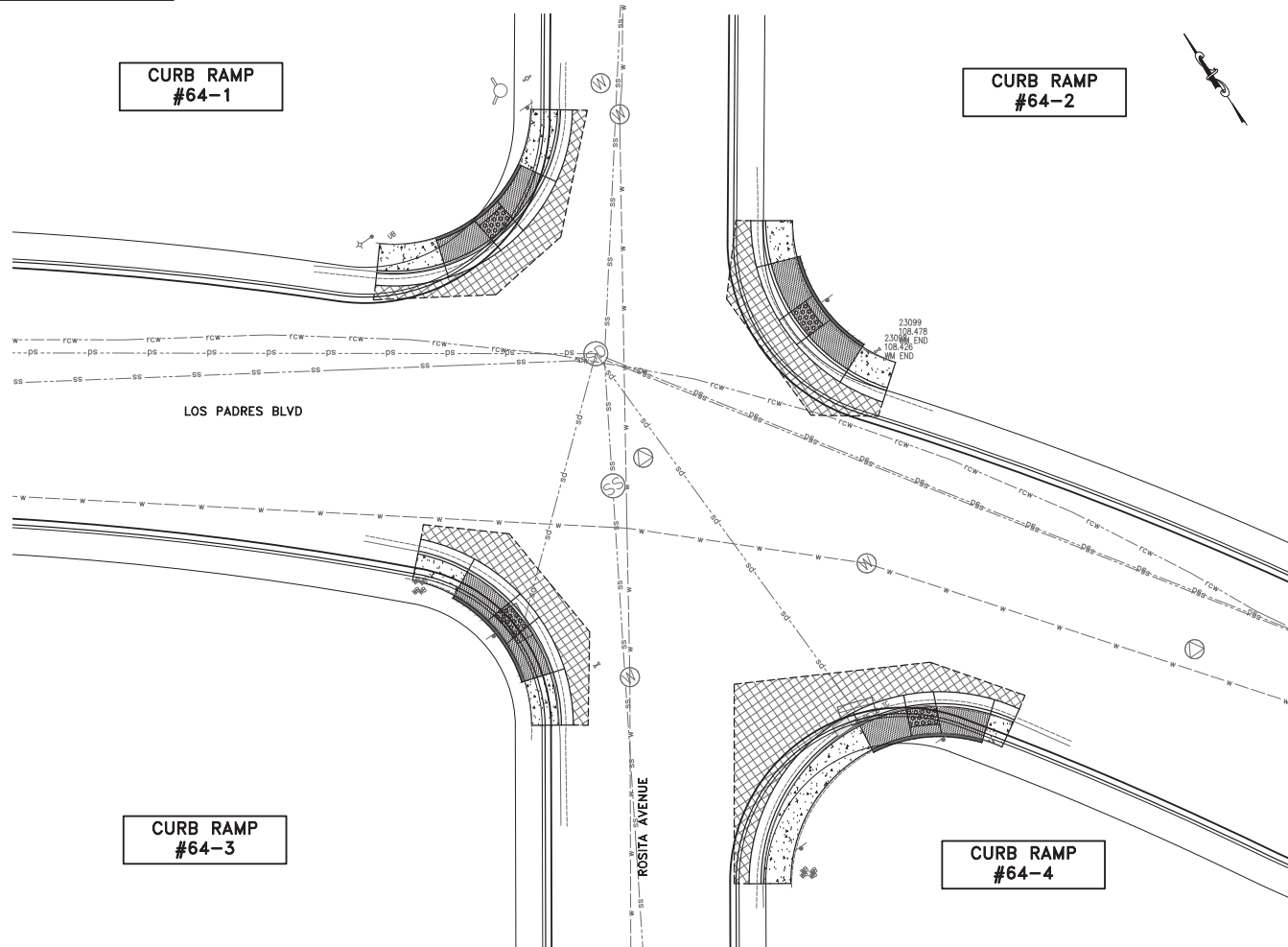
PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY	Survey No.
DRAWN BY	TRACING No.
CHECKED BY	
AS BUILT BY	

SHEET 131 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



**LOCATION #64
LOS PADRES BLVD AND ROSITA AVENUE**
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

1. CURVED CURB RAMP PER CITY STD ST-14.
2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
3. STRAIGHT CURB RAMP PER CITY STD ST-15.
4. RESET PULL BOX.
5. ADJUST WATER VALVE.
6. RESET EXISTING BARRICADE.
7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
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11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
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12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



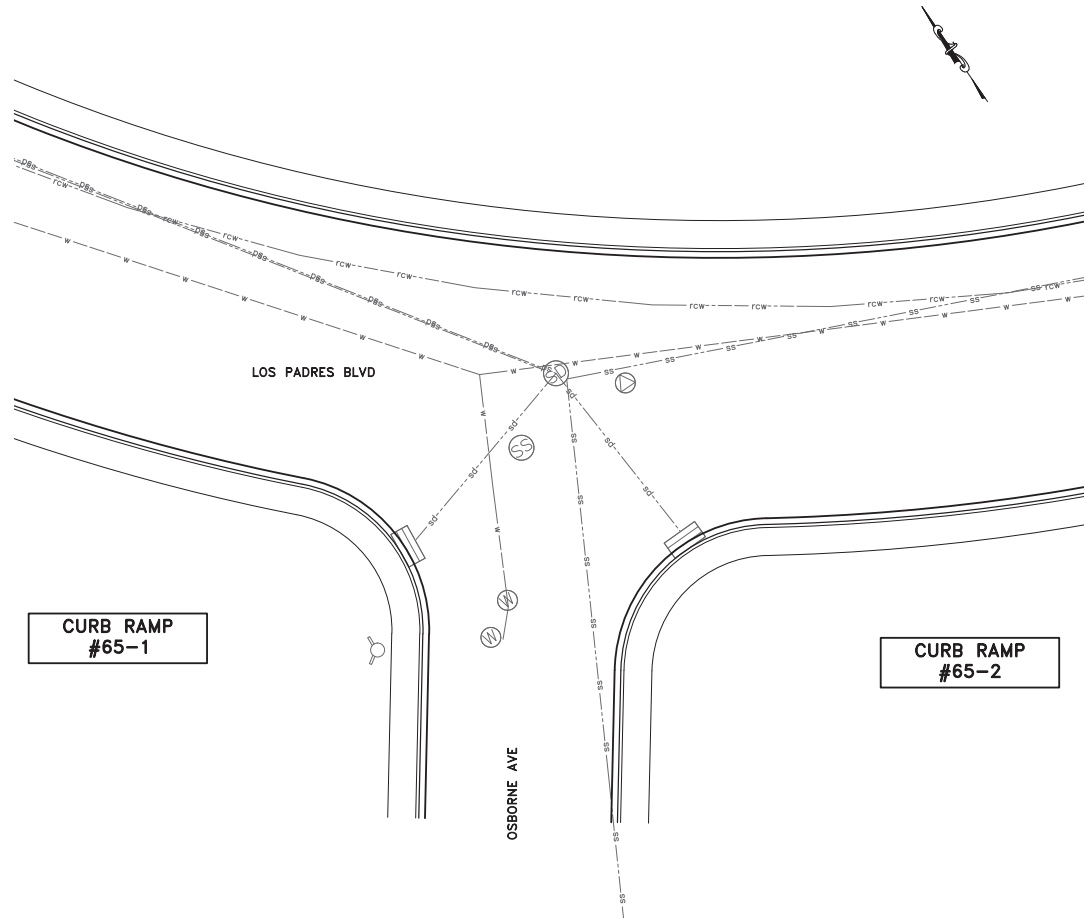
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 132 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



CURB RAMP
#65-1

CURB RAMP
#65-2

LOCATION #65
LOS PADRES BLVD AND OSBORNE AVE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" to 20")
	COLD PLANING (VARIABLE THICKNESS 2" to 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
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- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND 12" TO 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RUMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING STRIPS AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER TO NEAREST SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING SIDEWALK/CONSTRUCTION JOINT.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. EXISTING CURB RUMPS SHALL BE MAINTAINED AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACTORY COMPANY.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SHALL BE MAINTAINED.
8. EXISTING LANDSCAPE SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE RESTORED LANDSCAPE.
9. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
10. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE CURB AND CONCRETE CURB RAMP AREEMENT SHALL BE ADJUSTED TO FINAL GRADE.
11. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
12. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
13. CONTRACTOR TO PERFORM AFTER WATER TEST ON ALL NEW CURB RUMPS PER SECTION 13.3 OF THE SPECIAL PROVISIONS.
14. THE ELEVATION OF "TC +0.51" IS THE ADDITION OF .5' TO THE BW.

GRAPHIC SCALE



10 0 10 20



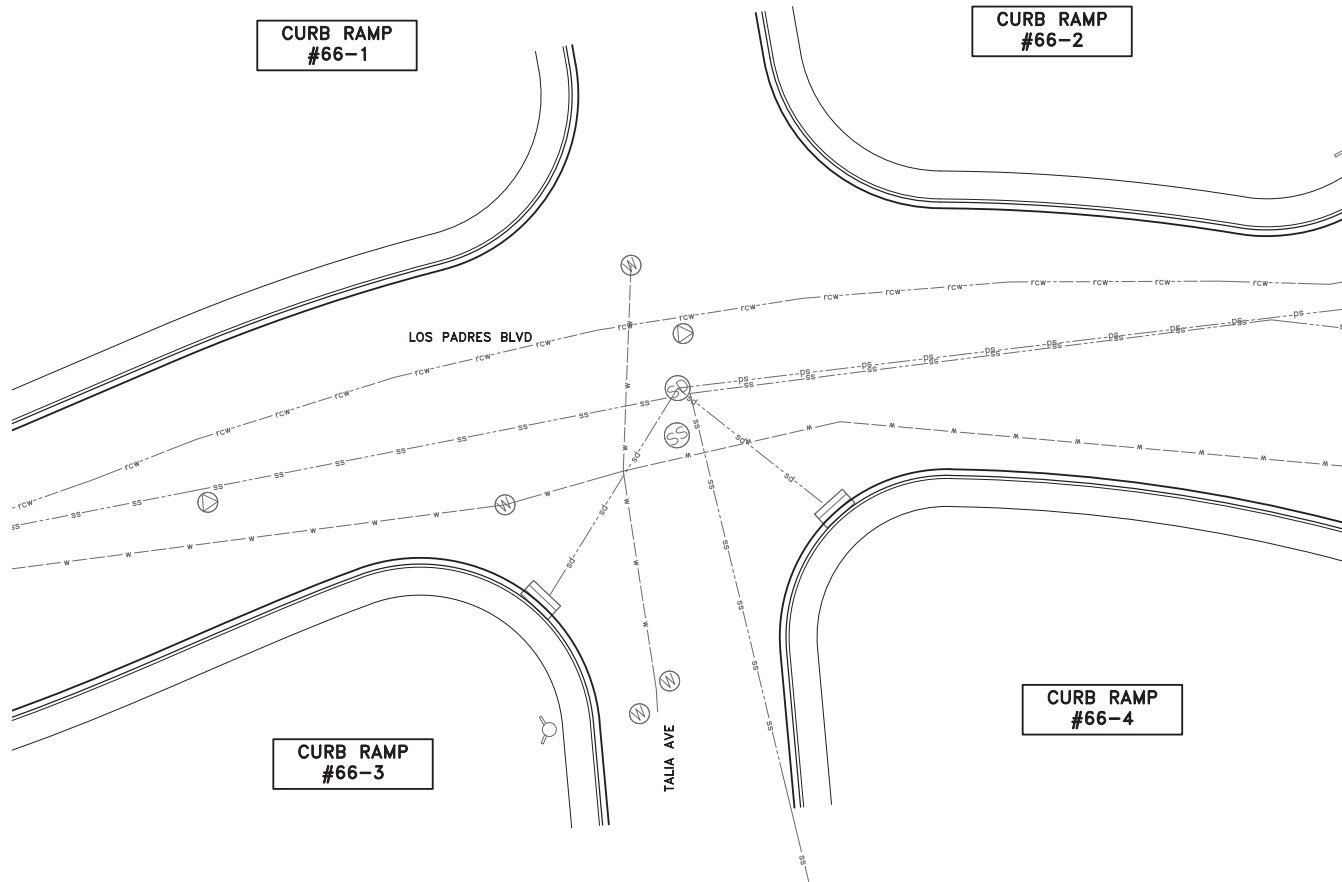
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PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	E

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY			
TITLE			
DATE			R.C.E. No.
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	
			SHEET 133 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #66
LOS PADRES BLVD AND TALIA AVE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5\"/>



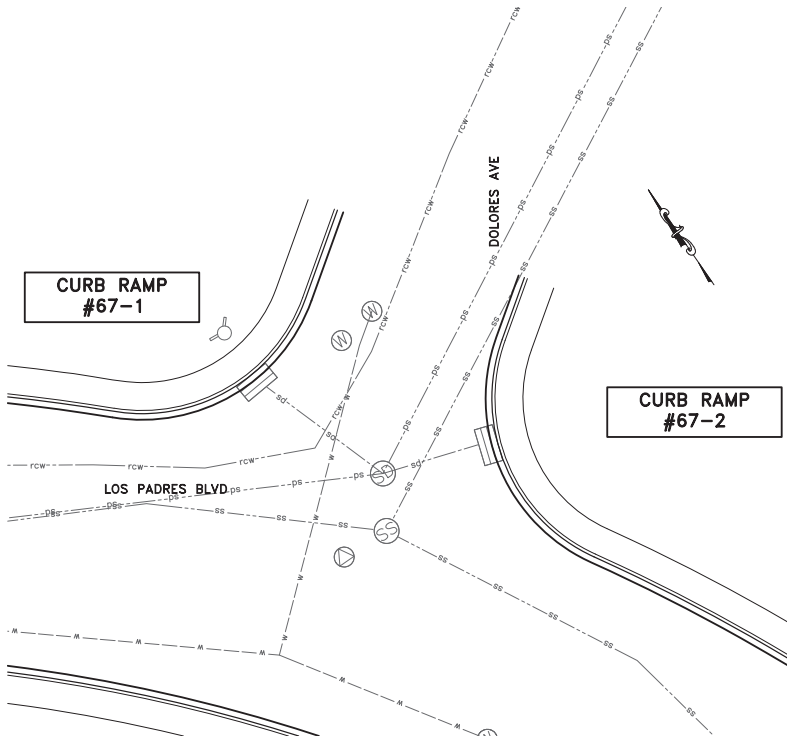
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

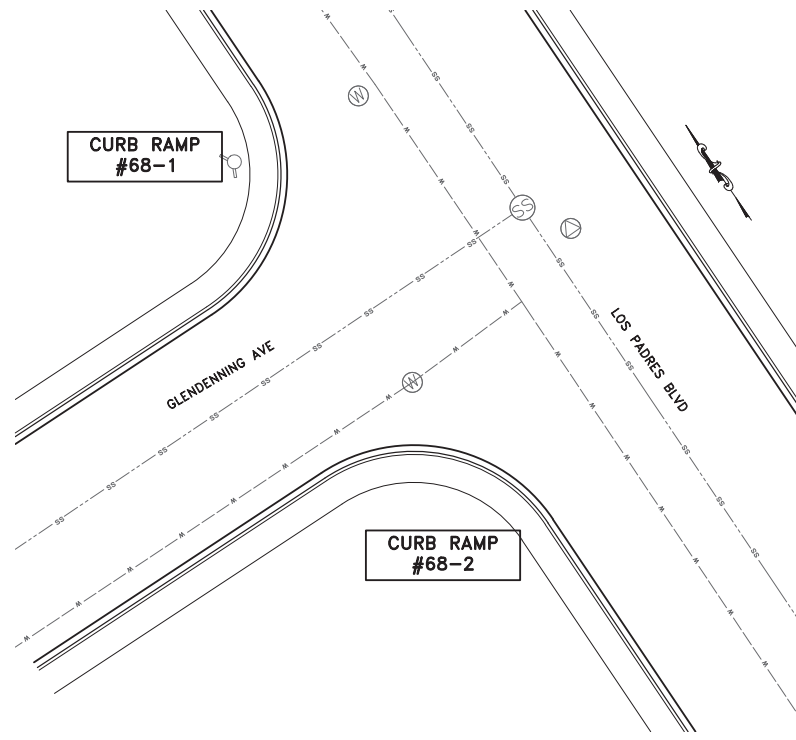
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 134 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #67
LOS PADRES BLVD AND DOLORES AVE
SCALE: 1"=10'



LOCATION #68
LOS PADRES BLVD AND GLENDENNING AVE
SCALE: 1"=10'

LEGEND:

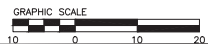
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



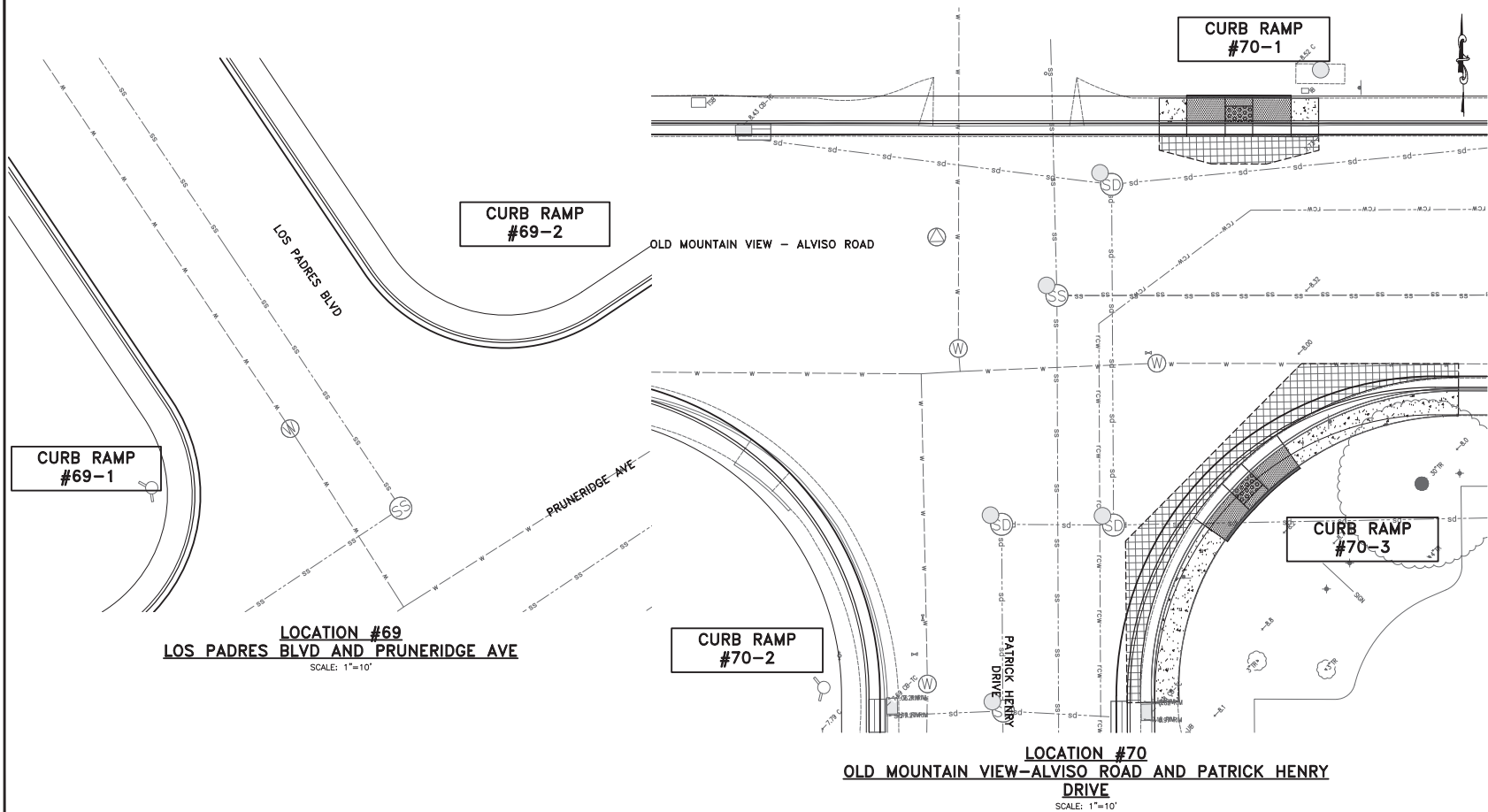
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 135 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

- PROJECT NOTES:**
1. CURVED CURB RAMP PER CITY STD ST-14.
 2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
 3. STRAIGHT CURB RAMP PER CITY STD ST-15.
 4. RESET PULL BOX.
 5. ADJUST WATER VALVE.
 6. RESET EXISTING BARRICADE.
 7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
 8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
 9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
 10. COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
 11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
 12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
 13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
 14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

- CONSTRUCTION NOTES:**
1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
 2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
 3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
 4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
 5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
 6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
 7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
 8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
 9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
 10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
 11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
 12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
 13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



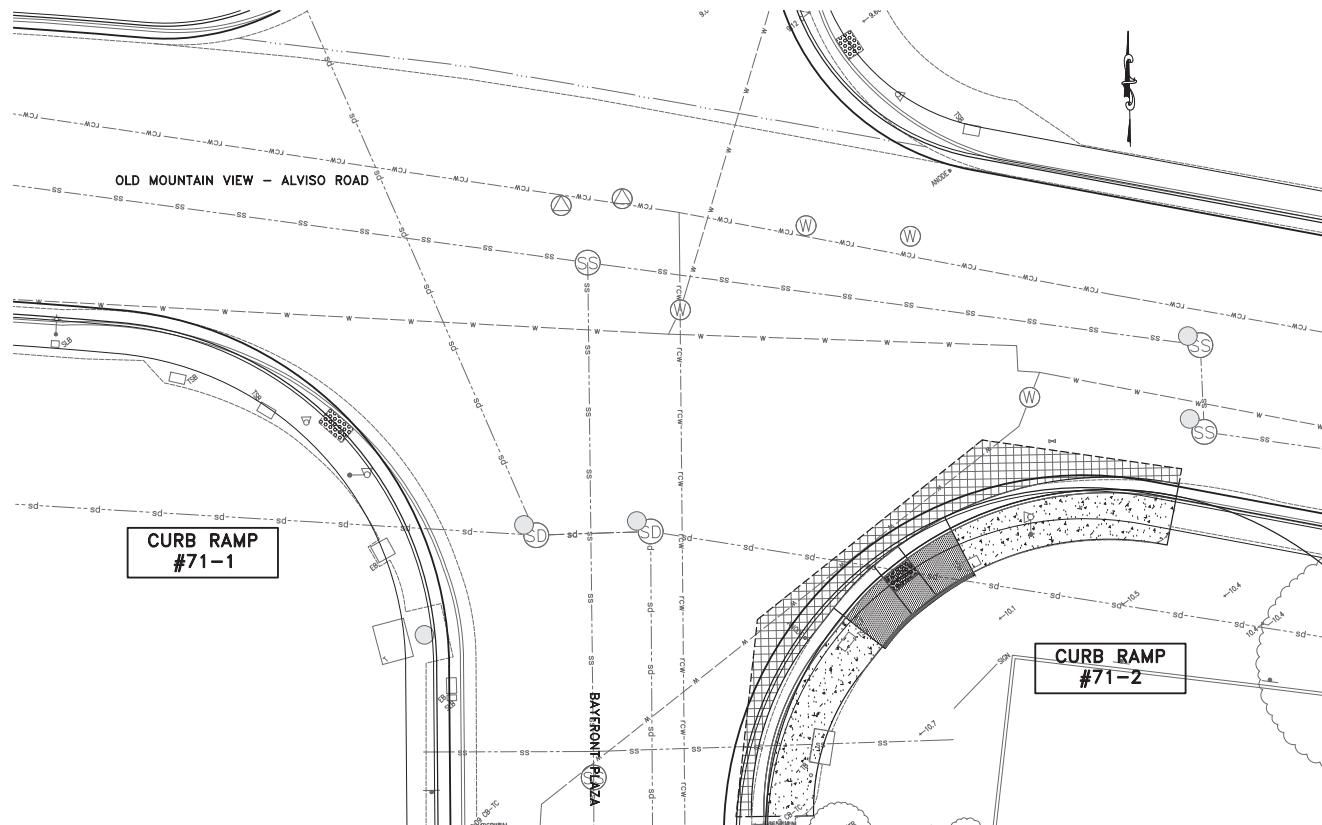
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PROJECT No.	CE xx-xx-xx		
ACCOUNT No.	-		
DATE	No.	REVISION	BY

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 136 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #71
OLD MOUNTAIN VIEW-ALVISO ROAD AND BAYFRONT PLAZA

SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT.
CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20"
AC PAVEMENT 12" HMA. SEE CROSSWALK GRADING
SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN ABBA.
- 13 CASE F RAMP PER CALTRANS STD PLAN ABBA.
- 14 CASE B RAMP PER CALTRANS STD PLAN ABBA.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACES AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER NEAREST SCORING/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL CONFORM TO EXISTING SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. EXISTING SIDEWALK, CURB, UTILITY AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE, CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FIELD OFFICE COMPANY PRIOR TO START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OF LAWN AND IRRIGATION SHALL BE MAINTAINED AND ADJUSTED TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LAWN OF CONCRETE OR ASPHALTEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY.
11. ALL CLOSURE OR OTHER TEMPORARY CLOSURE SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO TEST FOR FREE WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13.3 OF THE SPECIAL PROVISIONS.
13. ADDITION OF ".5" TO ".05%" IS THE ADDITION OF ".5" TO THE BW.

GRAPHIC SCALE



Prepared by:



Designer Blimp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT

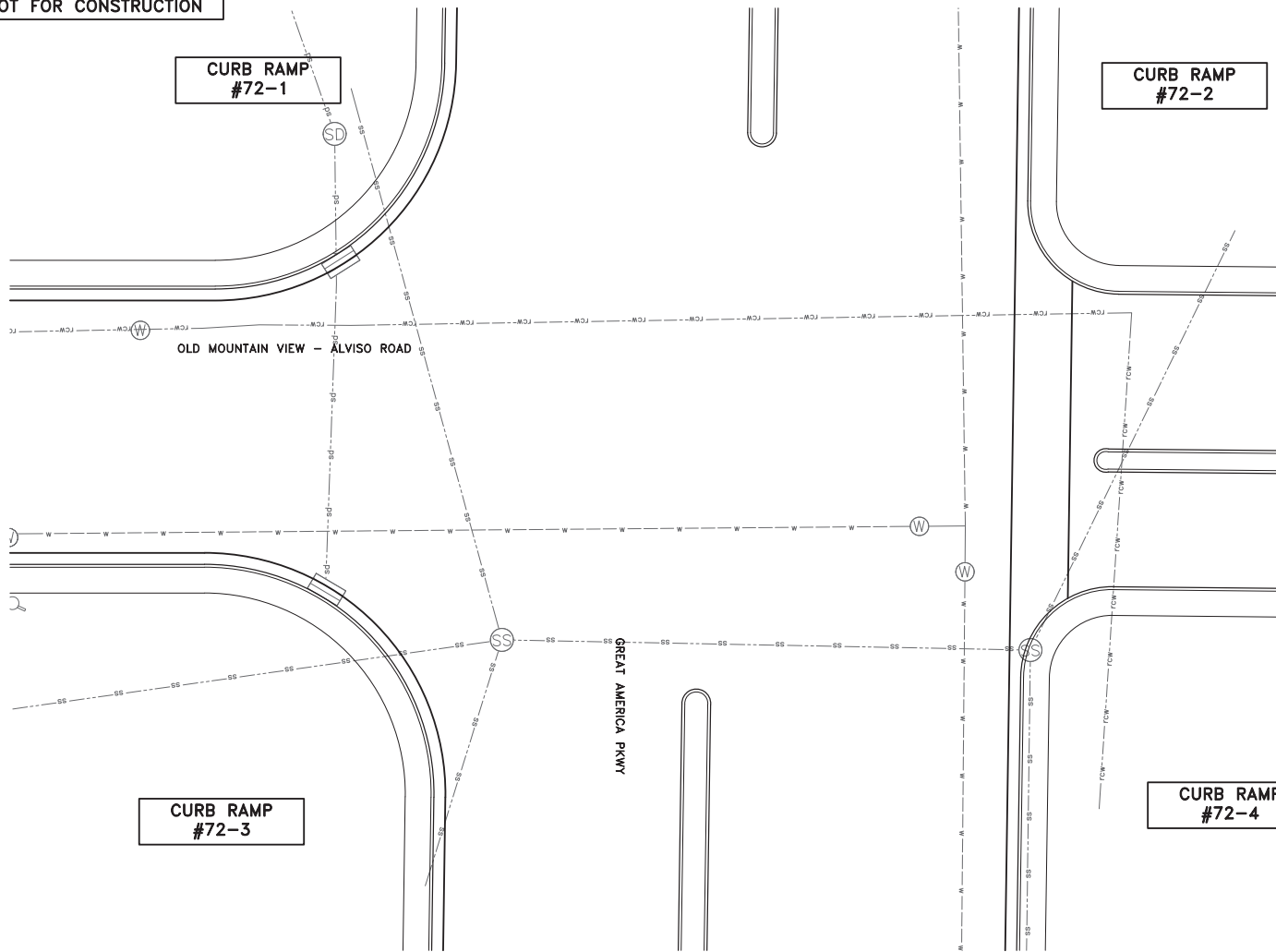
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT

CURB RAMP AND
CROSSWALK PLAN

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APPROVED BY							
TITLE							
DATE				R.C.E. No.			
		INITIAL		DATE		Survey No.	
DESIGNED BY		DS		xx/xx/25		TRACING No.	
DRAWN BY		HM		xx/xx/25			
CHECKED BY		MF		xx/xx/25			
ASSEMBLED BY						SHEET 127 OF 222	



PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #72
OLD MOUNTAIN VIEW-ALVISO ROAD AND GREAT AMERICA PKWY
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF '.5' TO THE BW.



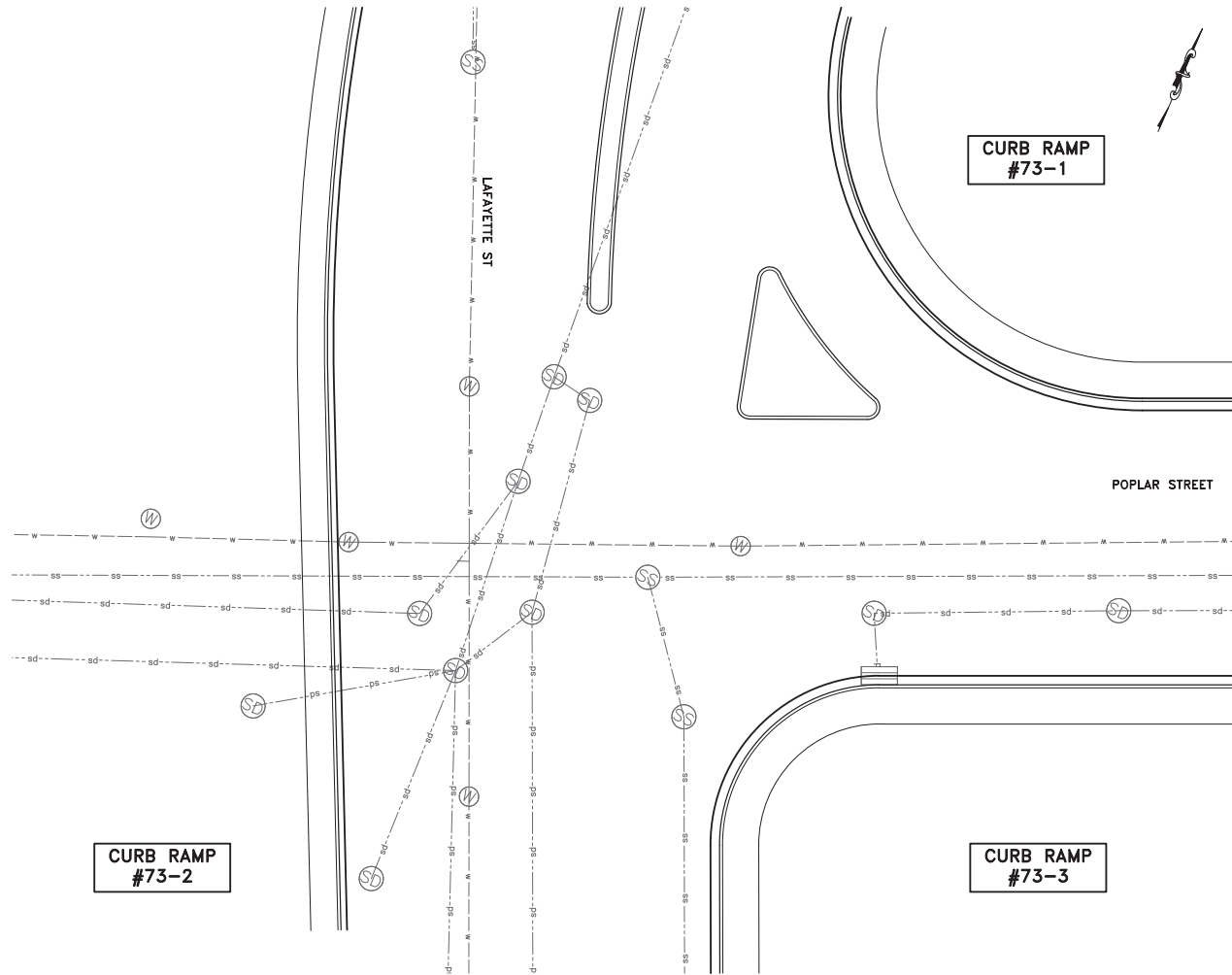
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY			
TITLE			
DATE			R.C.E. No.
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	
			SHEET 138 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #73
POPLAR STREET AND LAFAYETTE ST
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" to 20")
	COLD PLANING (VARIABLE THICKNESS 2" to 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE
AND REHABILITATION PROJECT
**CURB RAMP AND
CROSSWALK PLAN**

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 139 OF XX



Know what's below.
Call before you dig.



SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PVC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" to 20")
	COLD PLANNING (VARIABLE THICKNESS 2" to 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

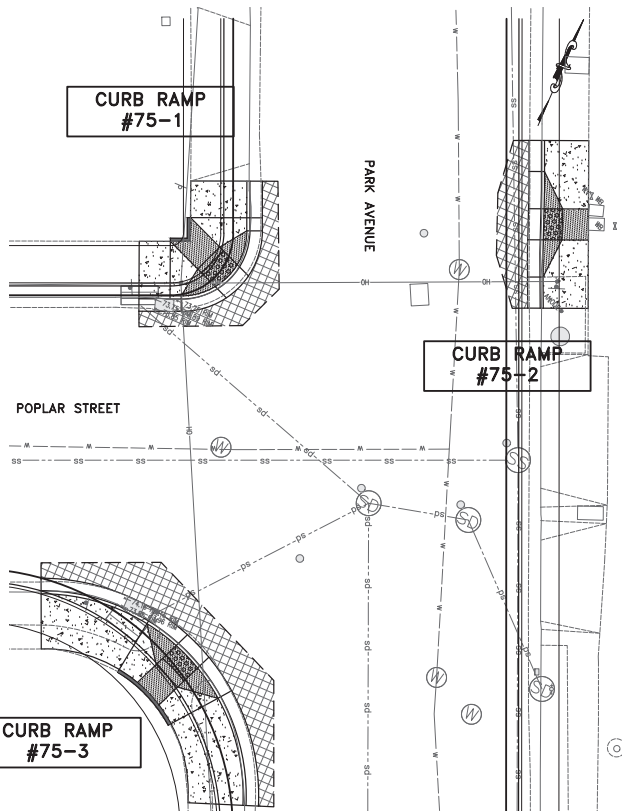
- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REGRADE TO 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING STRIPS AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER NEAREST SLOPE+GUTTER/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. EXISTING SIDEWALK, CURB, GUTTER AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE, CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FIELD CITY EMPLOYEES.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SHALL BE PROTECTED.
8. EXISTING LANDSCAPE SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPE.
9. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
10. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE CURB RAMP MOVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
11. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
12. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
13. 24 HOURS TO 72 HOURS AFTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
14. THE ELEVATION OF "TC +0.5%" IS THE ADDITION OF ".5" TO THE BW.



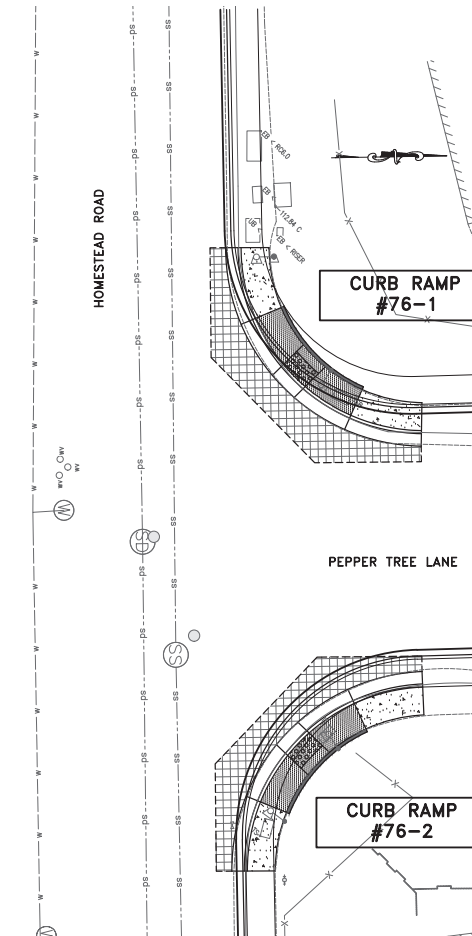
Prepared by  Employee - Owned	Designer Stamp	PROJECT No.	CE XX-XX-XX			CITY OF SANTA CLARA ENGINEERING DEPARTMENT 2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT CURB RAMP AND CROSSWALK PLAN	APPROVED BY	0 10 20		
		ACCOUNT No.					TITLE			
		DATE	No.	REVISION	BY		DATE	R.C.E. No.		
								INITIAL	DATE	Survey No.
								DESIGNED BY	DS	xx/xx/25
					DRAWN BY	HM	xx/xx/25			
					CHECKED BY	MF	xx/xx/25			
					AS BUILT BY	—	—	SHEET 140 OF 100		

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



**LOCATION #75
POPLAR STREET AND PARK AVENUE**

SCALE: 1"=10'



**LOCATION #76
HOMESTEAD ROAD AND PEPPER TREE LANE**

SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

1. CURVED CURB RAMP PER CITY STD ST-14.
2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
3. STRAIGHT CURB RAMP PER CITY STD ST-15.
4. RESET PULL BOX.
5. ADJUST WATER VALVE.
6. RESET EXISTING BARRICADE.
7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
10. COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5" IS THE ADDITION OF .5' TO THE BW.



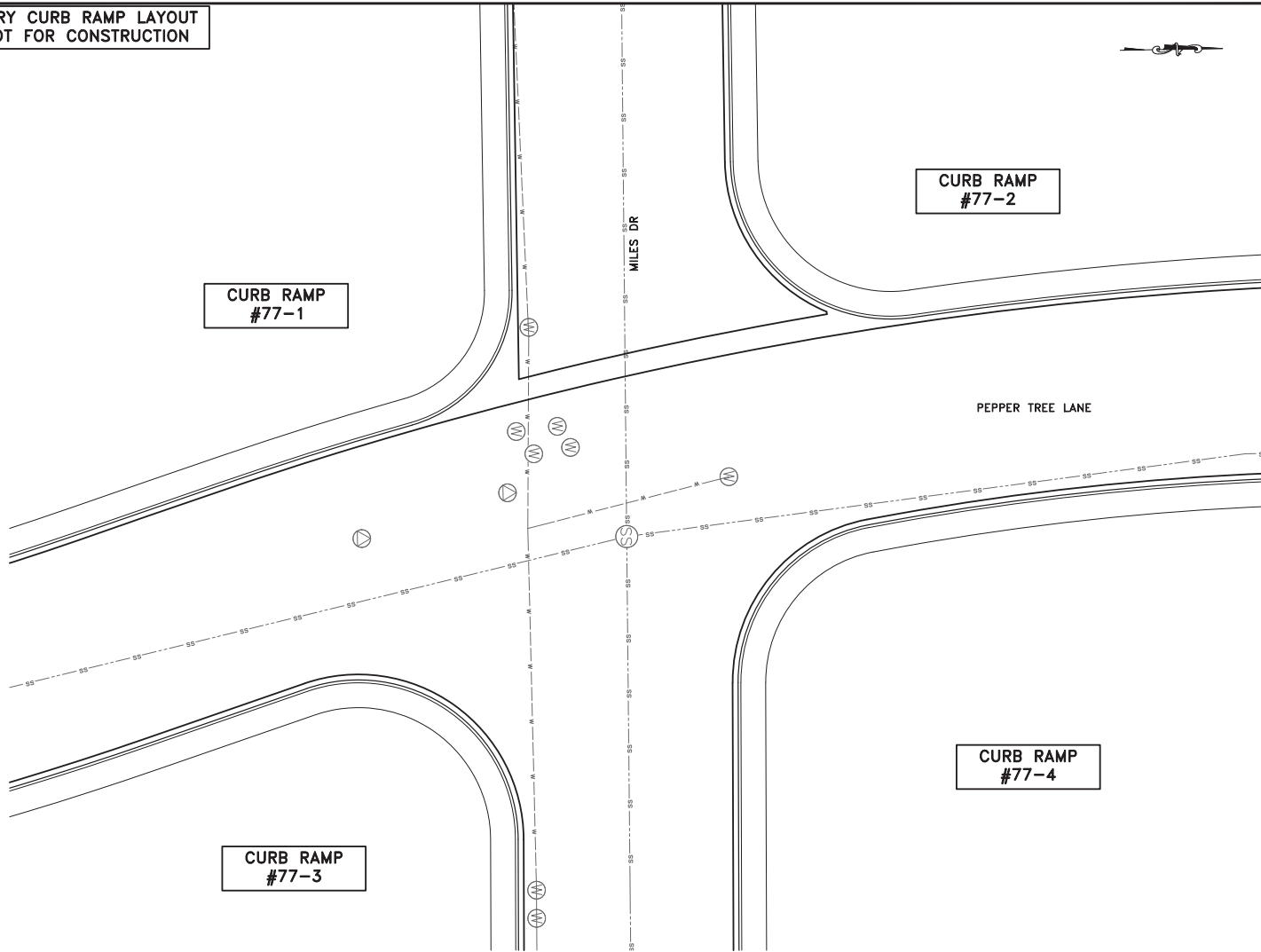
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 141 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #77
MILES DR AND PEPPER TREE LANE

SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5\"/>



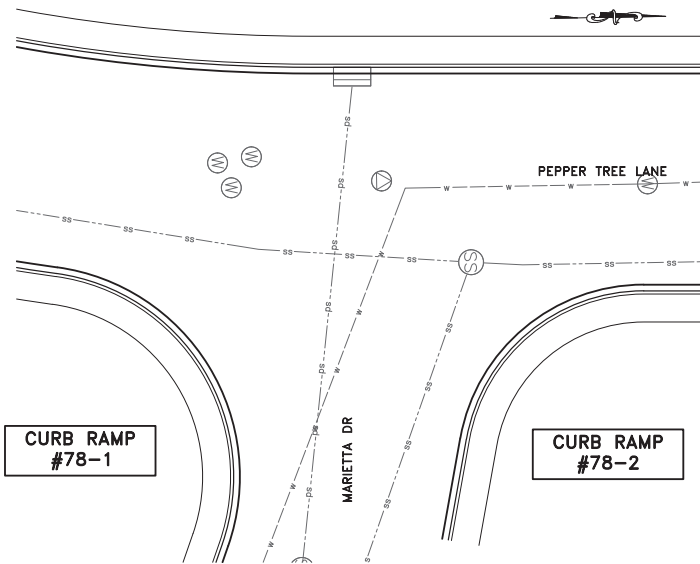
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

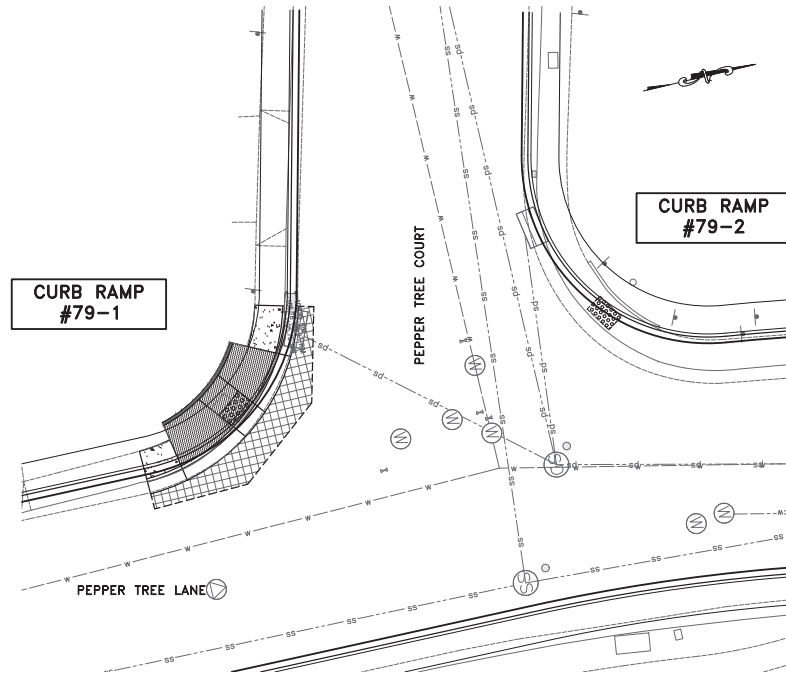
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 142 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #78
MARIETTA DR AND PEPPER TREE LANE
SCALE: 1"=10'



LOCATION #79
PEPPER TREE LANE AND PEPPER TREE COURT
SCALE: 1"=10'

LEGEND:

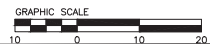
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

1. CURVED CURB RAMP PER CITY STD ST-14.
2. CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
3. STRAIGHT CURB RAMP PER CITY STD ST-15.
4. RESET PULL BOX.
5. ADJUST WATER VALVE.
6. RESET EXISTING BARRICADE.
7. RESET SIGN PER CITY STANDARD DETAIL TR-10.
8. ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
9. RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
10. COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
11. REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
12. CASE A RAMP PER CALTRANS STD PLAN AB8A.
13. CASE F RAMP PER CALTRANS STD PLAN AB8A.
14. CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



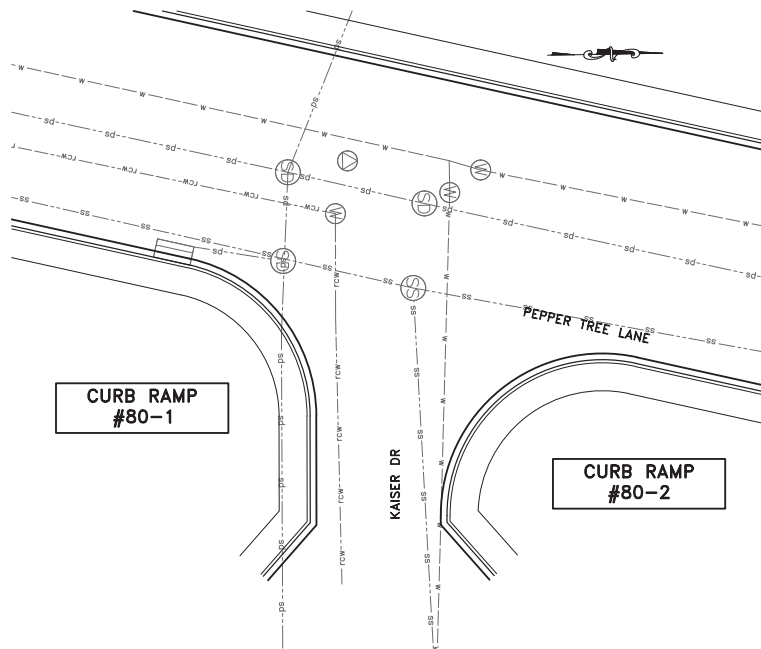
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

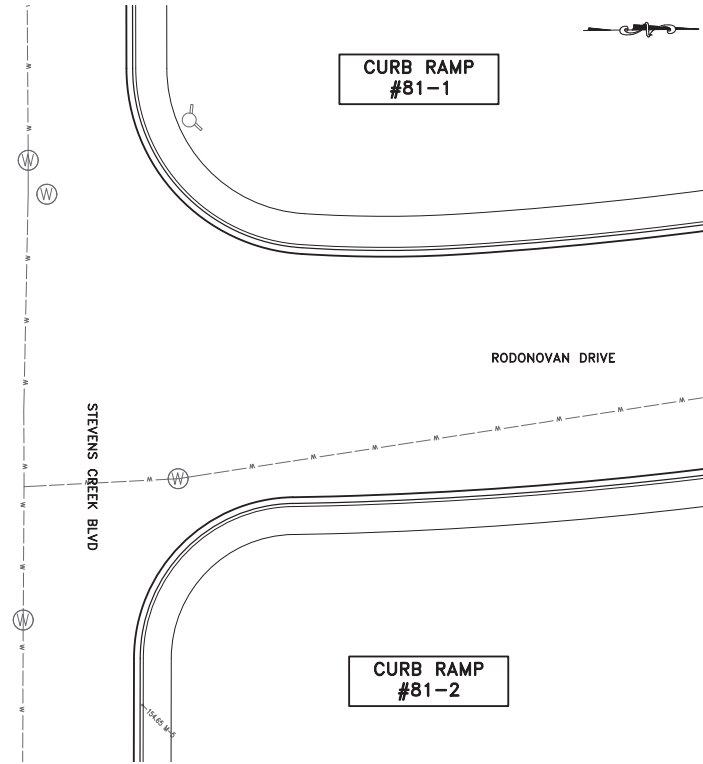
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	TRACING No.
DRAWN BY HM xx/xx/25	
CHECKED BY MF xx/xx/25	
AS BUILT BY -- --	SHEET 143 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #80
KAISER DR AND PEPPER TREE LANE
SCALE: 1"=10'



LOCATION #81
RODONOVAN DRIVE AND STEVENS CREEK BLVD
SCALE: 1"=10'

LEGEND:

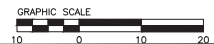
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANNING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C' +0.5" IS THE ADDITION OF .5' TO THE BW.



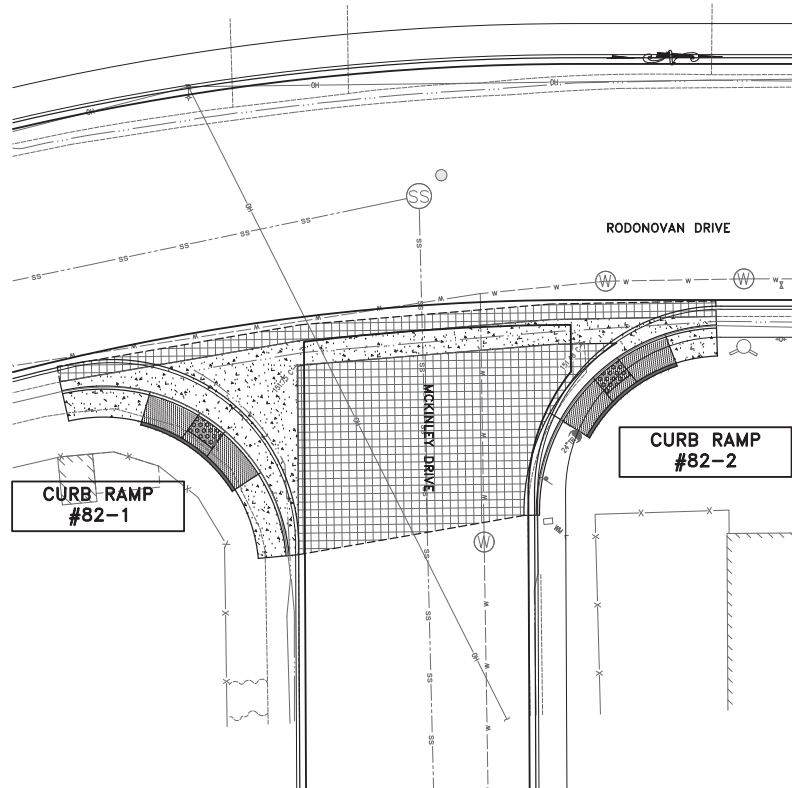
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	B

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
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DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 144 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #82
RODONOVAN DRIVE AND MCKINLEY DRIVE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" to 20")
	COLD PLANING (VARIABLE THICKNESS 2" to 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT.
CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REUSE THE 12" 1MA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING AND OTHER SPECIAL MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER NEAREST CORNERLINE CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. EXISTING SIDEWALK SHALL BE REPAIRED TO MATCH FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FIELDS COMPANY TO AVOID ANY DAMAGE TO EXISTING CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEMS SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE NEWLY CONCRETE CURB RAMP AREA SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED OTHERWISE.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. AFTER THE CURB RAMP AND AFTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. ELEVATION OF "C" TO "B" IS THE ADDITION OF .5' TO THE BW.

GRAPHIC SCALE



10 0 10 20



Designer Blimp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

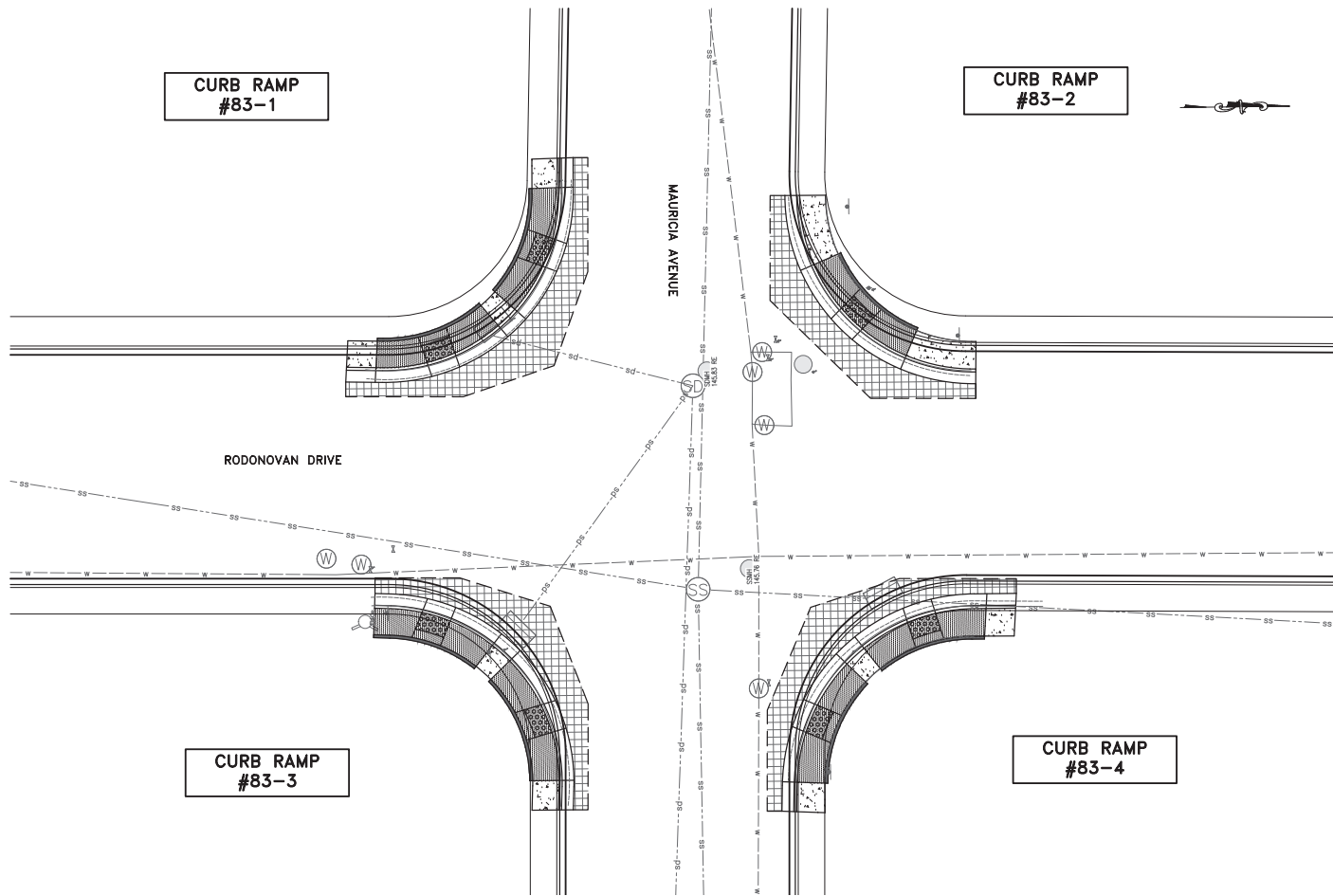
CITY OF SANTA CLARA
ENGINEERING DEPARTMENT

2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
--

CURB RAMP AND
CROSSWALK PLAN

APPROVED BY			
TITLE			
DATE			R.C.E. No.
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	—	—	
			SHEET 145 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #83
RODONOVAN DRIVE AND MAURICIA AVENUE
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'C +0.5"' IS THE ADDITION OF .5' TO THE BW.



Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY		TITLE
DATE	INITIAL	R.C.E. No.
DESIGNED BY	DS	xx/xx/25
DRAWN BY	HM	xx/xx/25
CHECKED BY	MF	xx/xx/25
AS BUILT BY	-	-
TRACING No.		SHEET 146 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**

LEGEND:

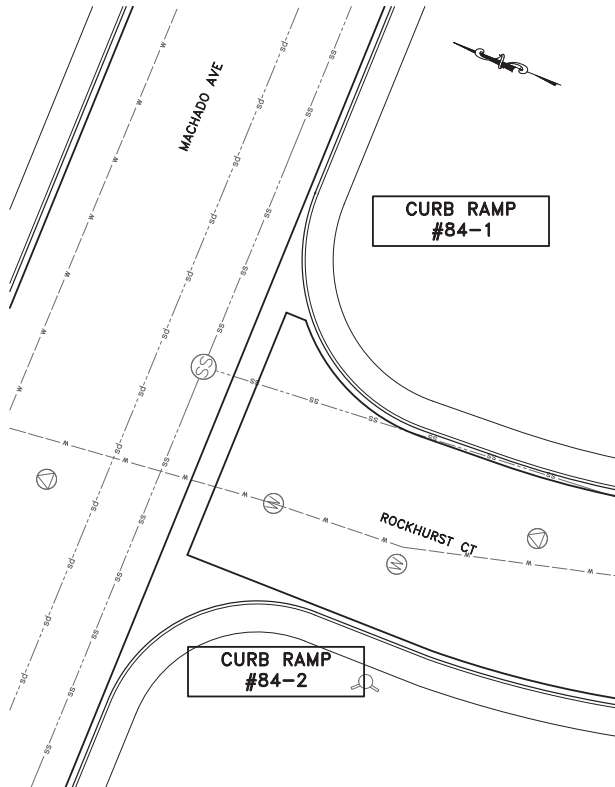
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANNING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POTHOLE LOCATION

PROJECT NOTES:

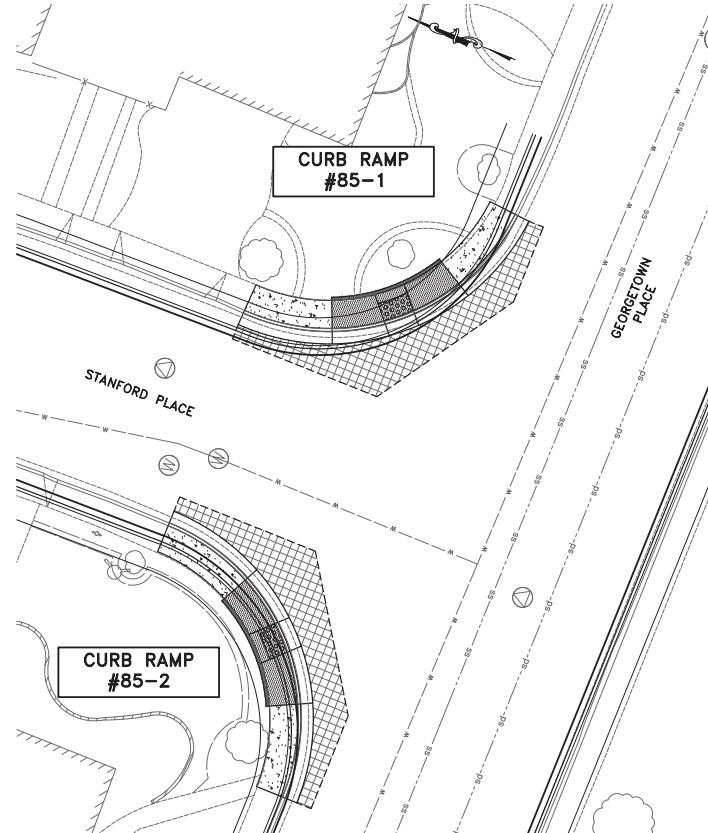
- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.



LOCATION #84
ROCKHURST CT AND MACHADO AVE
SCALE: 1"=10'



LOCATION #85
STANFORD PLACE AND GEORGETOWN PLACE
SCALE: 1"=10'



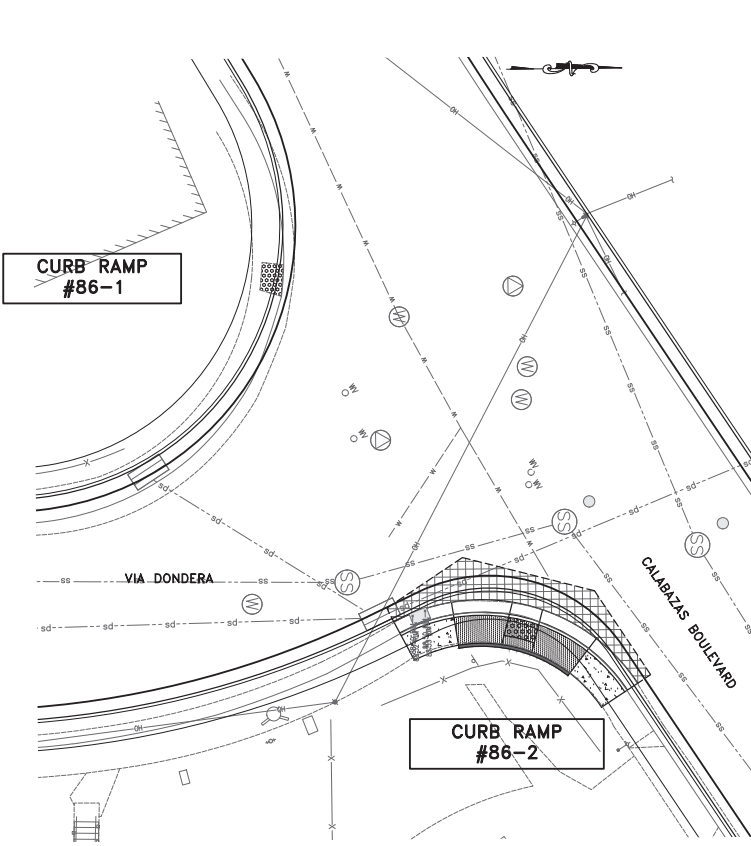
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

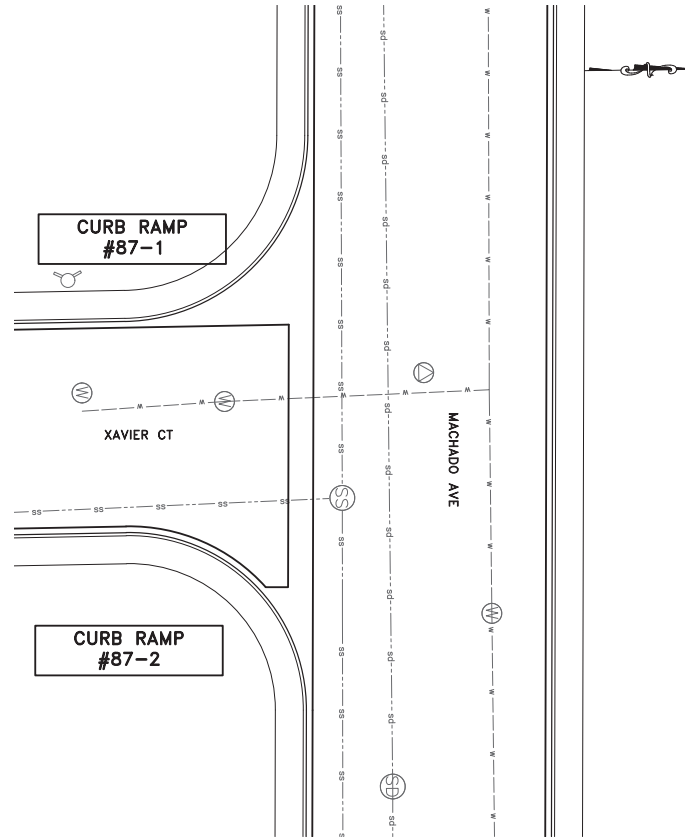
CITY OF SANTA CLARA ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 147 OF XX

**PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION**



LOCATION #86
VIA DONDERA AND CALABAZAS BLVD
SCALE: 1"=10'



LOCATION #87
XAVIER CT AND MACHADO AVE
SCALE: 1"=10'

LEGEND:

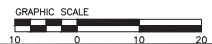
SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
- 9 RELOCATE EXISTING PPB TO NEW TYPE 2 POST PER CALTRANS STD ES-7A. RECONNECT TO EXISTING WIRES NEAREST PULL BOX.
- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMPS SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMPS PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF "TC +0.5" IS THE ADDITION OF .5' TO THE BW.



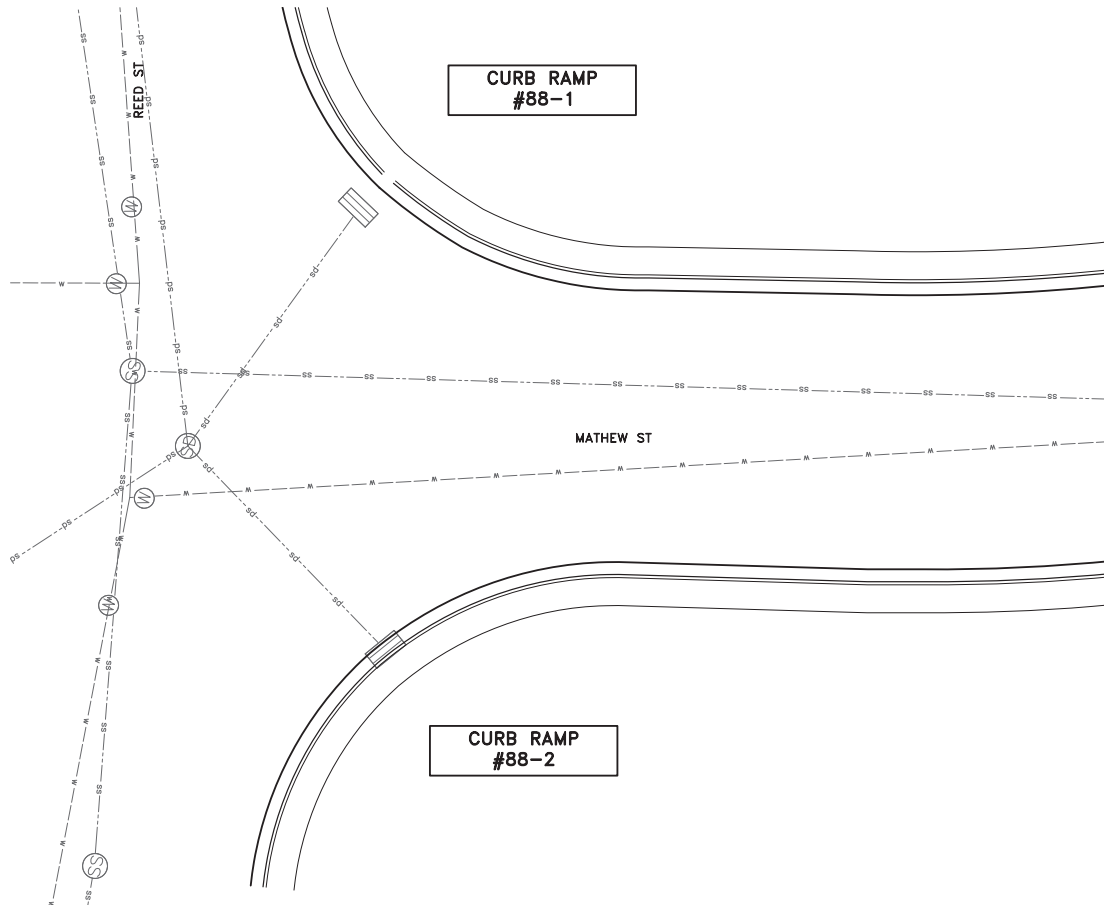
Designer Stamp

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CURB RAMP AND CROSSWALK PLAN

APPROVED BY	TITLE
DATE	R.C.E. No.
DESIGNED BY DS xx/xx/25	Survey No.
DRAWN BY HM xx/xx/25	TRACING No.
CHECKED BY MF xx/xx/25	
AS BUILT BY - -	SHEET 148 OF XX

PRELIMINARY CURB RAMP LAYOUT
ONLY, NOT FOR CONSTRUCTION



LOCATION #88
MATHEW ST AND REED ST
SCALE: 1"=10'

LEGEND:

SYMBOL	DESCRIPTION
	PCC SIDEWALK
	ADA CURB RAMP
	DETECTABLE WARNING SURFACE (DWS)
	PCC VALLEY GUTTER
	PAVEMENT REMOVAL (VARIABLE THICKNESS 12" TO 20")
	COLD PLANING (VARIABLE THICKNESS 2" TO 4")
	RETAINING CURB
	CURB & GUTTER (C&G)
	APPROX. CITY RIGHT OF WAY
	POT HOLE LOCATION

PROJECT NOTES:

- 1 CURVED CURB RAMP PER CITY STD ST-14.
- 2 CURVED CURB RAMP PER MODIFIED CITY STD ST-14M.
- 3 STRAIGHT CURB RAMP PER CITY STD ST-15.
- 4 RESET PULL BOX.
- 5 ADJUST WATER VALVE.
- 6 RESET EXISTING BARRICADE.
- 7 RESET SIGN PER CITY STANDARD DETAIL TR-10.
- 8 ADJUST MANHOLE AND COVER TO FINISHED GRADE PER CITY STANDARD DETAIL DS-5.
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- 10 COLD PLANING VARIABLE 2" TO 4" AC PAVEMENT. CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 11 REMOVE AC PAVEMENT VARIABLE THICKNESS 12" TO 20" AND REPLACE WITH 12" HMA. SEE CROSSWALK GRADING SECTIONS A & B ON SHEET 4.
- 12 CASE A RAMP PER CALTRANS STD PLAN AB8A.
- 13 CASE F RAMP PER CALTRANS STD PLAN AB8A.
- 14 CASE B RAMP PER CALTRANS STD PLAN AB8A.

CONSTRUCTION NOTES:

1. PROPOSED CURB RAMP TYPE MAY BE CHANGED TO SUIT FIELD CONDITION PER APPROVAL FROM THE ENGINEER.
2. ALL CURB RAMP SHALL COMPLY WITH THE MAXIMUM SLOPES, MINIMUM DIMENSIONS, DETECTABLE WARNING SURFACE, AND OTHER MISCELLANEOUS REQUIREMENTS PER CITY STANDARD.
3. CONFORM TO EXISTING SIDEWALK AND CURB & GUTTER AT NEAREST SCORELINE/CONSTRUCTION JOINT AND COMPLY WITH CITY STANDARD.
4. SCORE LINE PATTERNS ON NEW SIDEWALK SHALL MATCH EXISTING ON ADJACENT SIDEWALK.
5. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION.
6. MAINTAIN EXISTING CURB RETURN RADIUS AND FLOW LINE ALIGNMENT, UNLESS NOTED OTHERWISE. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
7. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY TO FIT NEW CURB RAMP. CONTRACTOR TO RESTORE DISTURBED LANDSCAPING.
8. AT LOCATIONS WHERE PROPOSED CURB RAMP IS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
9. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF CONCRETE IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
10. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY, UNLESS OTHERWISE NOTED.
11. ALL CURB MARKINGS AFFECTED BY NEW RAMP SHALL BE RESTORED/REPAINTED.
12. CONTRACTOR TO RUN A GUTTER WATER TEST ON ALL NEW CURB RAMP PER SECTION 13 OF THE SPECIAL PROVISIONS.
13. THE ELEVATION OF 'TC +0.5"' IS THE ADDITION OF .5' TO THE BW.

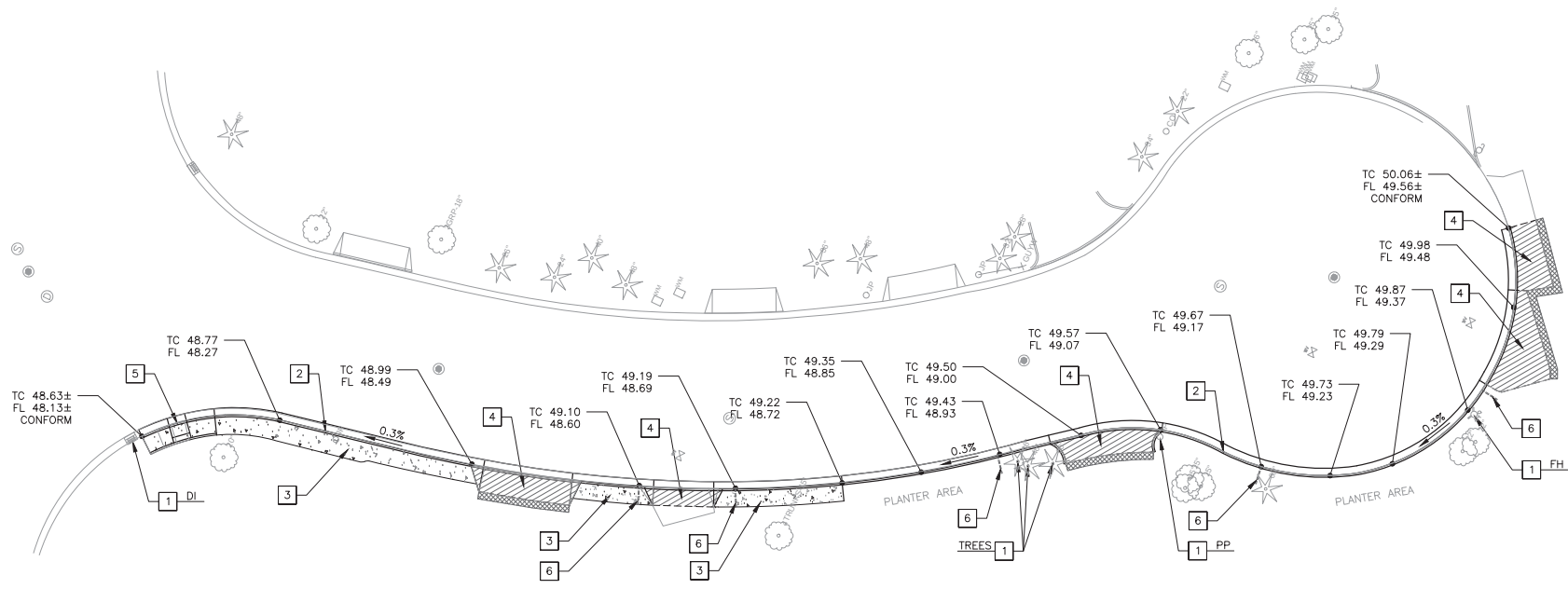


Designer Stamp

PROJECT No. CE xx-xx-xx			
ACCOUNT No. -			
DATE	No.	REVISION	BY

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CURB RAMP AND CROSSWALK PLAN	

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 149 OF XX



MATHEW STREET
SCALE: 1"=16'

LEGEND:

<u>SYMBOL</u>	<u>DESCRIPTION</u>
	PCC SIDEWALK
	PCC DRIVEWAY
	CURB & GUTTER (C&G)
	12" HMA CONFORM
	SAWCUT
	3" PIPE CURB OUTLET

PROJECT NOTES:

1. PROTECT IN PLACE.
2. REMOVE AND REPLACE EXISTING CURB AND GUTTER PER CITY STD DWG ST-11.
3. REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK PER CITY STD DWG ST-12.
4. REMOVE AND REPLACE EXISTING PCC DRIVEWAY PER CITY STD DWG ST-4.
5. REMOVE AND REPLACE EXISTING PCC CURB RAMP PER CITY STD DWG ST-14.
6. REMOVE AND REPLACE EXISTING 3" PIPE CURB OUTLET PER CITY STD SD-1.

CONSTRUCTION NOTES:

1. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR TO COORDINATE WITH IMPACTED UTILITY FACILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION.
2. EXISTING LANDSCAPE OR LAWN AND IRRIGATION SYSTEM SHALL BE ADJUSTED ACCORDINGLY.
3. AT LOCATIONS IN CLOSE PROXIMITY TO EXISTING TREE/S, CITY ARBORIST SHALL BE CONSULTED PRIOR TO CONSTRUCTION.
4. ALL MANHOLES, VALVES AND PULL BOXES WITHIN THE LIMIT OF IMPROVEMENT SHALL BE ADJUSTED TO FINAL GRADE.
5. ALL IMPROVEMENT SHALL BE WITHIN CITY RIGHT OF WAY.
6. ALL EXISTING FACILITIES SHALL BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.

Prepared by:



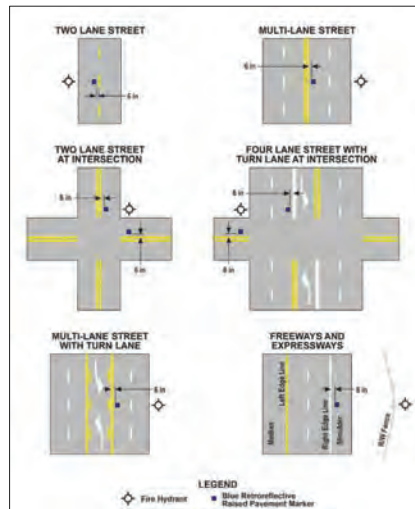
Designer Stamp:

PROJECT No.		CE xx-xx-xx	
ACCOUNT No.		-	
DATE	No.	REVISION	BY

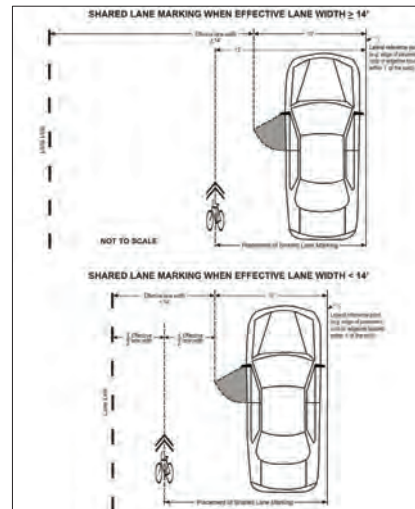
CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
MATHEW STREET C&G REPLACEMENT	

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
	DS	xx/xx/25	Survey No.
DESIGNED BY	HM	xx/xx/25	TRACING No.
DRAWN BY	MF	xx/xx/25	
CHECKED BY	-	-	
AS BUILT BY	-	-	

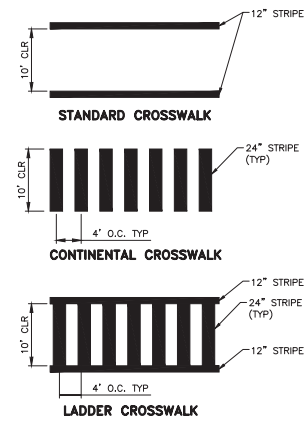




1 TYPICAL FH MARKER LOCATION
NO SCALE

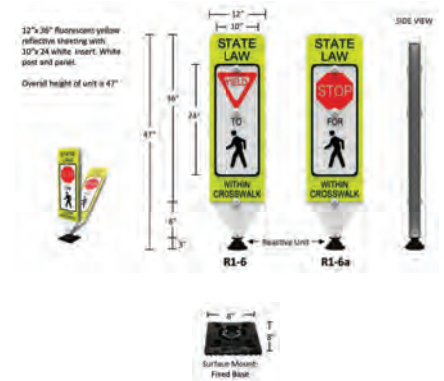


2 BICYCLE SHARED LANE MARKING
NO SCALE

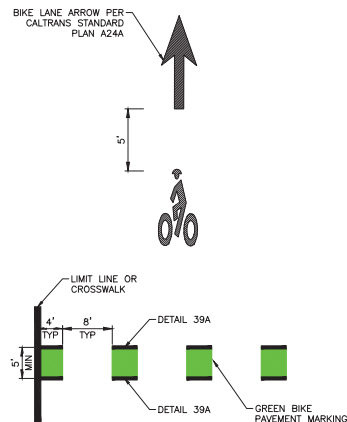


- CROSSWALK NOTES:
1. COMPLY WITH CALTRANS STD PLAN A24F.
 2. STAGGER STRIPE MARKING TO AVOID WHEEL PATHS.
 3. MARKINGS SHALL BE YELLOW NEAR SCHOOL ZONES, AND WHITE EVERYWHERE ELSE.
 4. ALIGN THE CROSSWALK STRIPE CLOSEST TO THE INTERSECTION BY USING THE EXTENSION OF FACE OF CURB. THEN MARK THE BACK CROSSWALK STRIPE WITH 10-FOOT OF CLEAR SPACE. FULL RAMP LANDING MUST BE WITHIN THE CROSSWALK AND ALIGNED TO THE CENTER OF CURB RAMP. FINAL CROSSWALK LAYOUT SHALL BE APPROVED BY THE ENGINEER.

3 TYPICAL CROSSWALK MARKINGS
NO SCALE

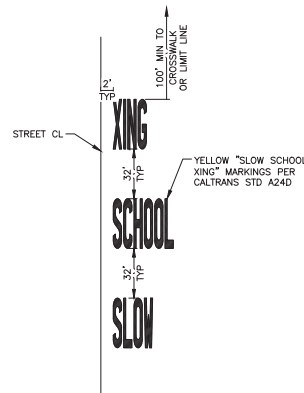


4 IN PAVEMENT SIGN DETAIL
NO SCALE

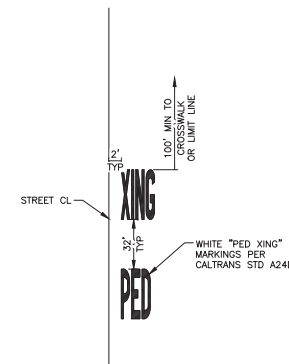


- NOTES:
1. COMPLY WITH CALTRANS STD PLAN A24A AND A24C.

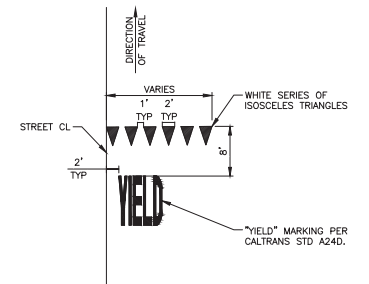
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6 SLOW SCHOOL XING MARKINGS
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7 PEDESTRIAN XING MARKINGS
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8 YIELD LINE MARKINGS
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Know what's below.
Call before you dig.

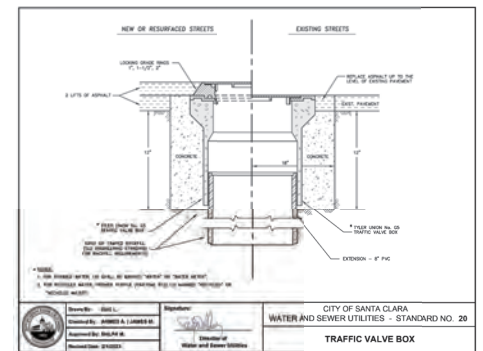
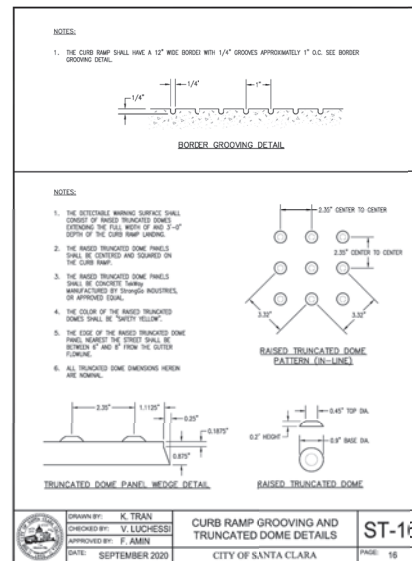
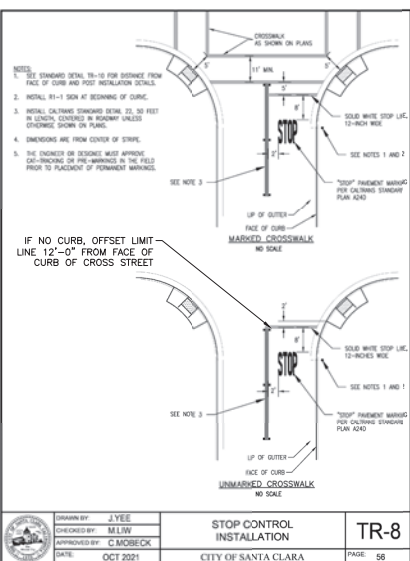
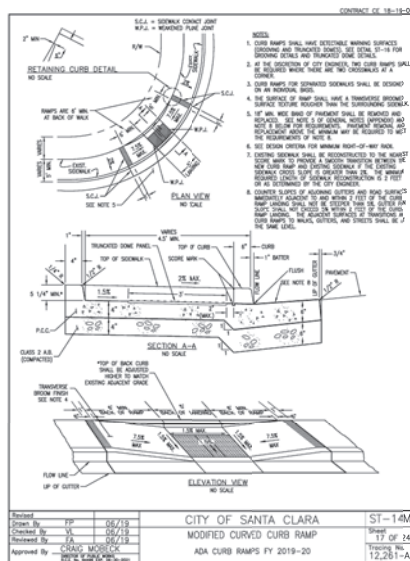
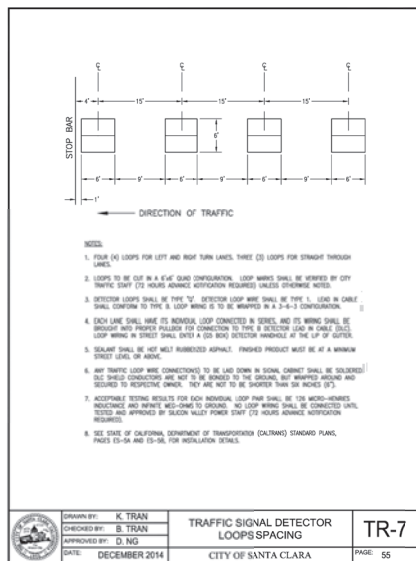
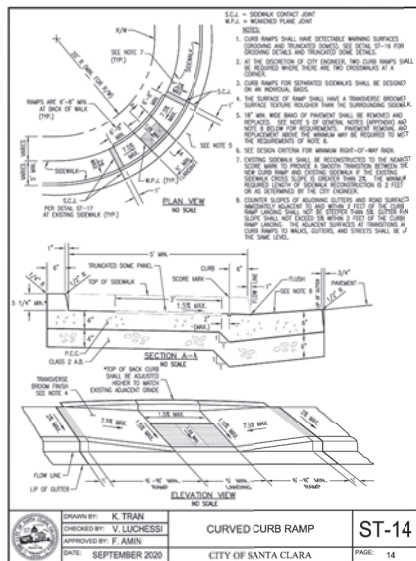


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PROJECT No.		CE xx-xx-xx
ACCOUNT No.		-
DATE	No.	REVISION

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CONSTRUCTION DETAILS

APPROVED BY			
TITLE			
DATE		R.C.E. No.	
	INITIAL	DATE	Survey No.
DESIGNED BY	DS	xx/xx/25	TRACING No.
DRAWN BY	HM	xx/xx/25	
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	
			SHEET 151 OF XX



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CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT
CONSTRUCTION DETAILS

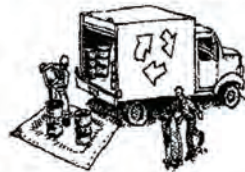
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Construction Best Management Practices (BMPs)

Construction projects are required to implement year-round stormwater BMPs.

Materials & Waste Management



Non-Hazardous Materials

- Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or when they are not in use.
- Use (but don't overuse) reclaimed water for dust control.
- Ensure dust control water doesn't leave site or discharge to storm drains.

Hazardous Materials

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

Waste Management

- Cover and maintain dumpsters. Check frequently for leaks. Place dumpsters under roofs or cover with tarps or plastic sheeting secured around the outside of the dumpster. A plastic liner is recommended to prevent leaks. Never clean out a dumpster by hosing it down on the construction site.
- Place portable toilets away from storm drains. Make sure they are in good working order. Check frequently for leaks.
- Dispose of all wastes and demolition debris properly. Recycle materials and wastes that can be recycled, including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and cleared vegetation.
- Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.
- Keep site free of litter (e.g. lunch items, cigarette butts).
- Prevent litter from uncovered loads by covering loads that are being transported in and from site.

Construction Entrances and Perimeter

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

Equipment Management & Spill Control



Maintenance and Parking

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

Spill Prevention and Control

- Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- Maintain all vehicles and heavy equipment. Inspect frequently for and repair leaks. Use drip pans to catch leaks until repairs are made.
- Clean up leaks, drips and other spills immediately and dispose of cleanup materials properly.
- Use dry cleanup methods whenever possible (absorbent materials, cat litter and/or rags).
- Sweep up spilled dry materials immediately. Never attempt to "wash them away" with water, or bury them.
- Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- Report significant spills to the appropriate local spill response agencies immediately. If the spill poses a significant hazard to human health and safety, property or the environment, you must report it to the State Office of Emergency Services, (800) 852-7550 (24 hours).

Earthmoving



Grading and Earthwork

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

Contaminated Soils

- If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks.
 - Abandoned wells.
 - Buried barrels, debris, or trash.
- If the above conditions are observed, document any signs of potential contamination and clearly mark them so they are not disturbed by construction activities.

Landscaping

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

Concrete Management and Dewatering



Concrete Management

- Store both dry and wet materials under cover, protected from rainfall and runoff and away from storm drains or waterways. Store materials off the ground, on pallets. Protect dry materials from wind.
- Wash down exposed aggregate concrete only when the wash water can (1) flow onto a dirt area; (2) drain onto a bermed surface from which it can be pumped and disposed of properly; or (3) block any storm drain inlets and vacuum washwater from the gutters. If possible, sweep first.
- Wash out concrete equipment/trucks offsite or in a designated washout area onsite, where the water will flow into a temporary waste pit, and make sure wash water does not leach into the underlying soil. (See CASQA Construction BMP Handbook for properly designed concrete washouts.)

Dewatering

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

Paving/Asphalt Work



Paving

- Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- Cover storm drain inlets and manholes when applying seal coat, slurry seal, fog seal, or similar materials.
- Collect and recycle or properly dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.

Sawcutting & Asphalt/Concrete Removal

- Protect storm drain inlets during saw cutting.
- If saw cut slurry enters a catch basin, clean it up immediately.
- Shovel or vacuum saw cut slurry deposits and remove from the site. When making saw cuts, use as little water as possible. Sweep up, and properly dispose of all residues.

Painting & Paint Removal



Painting Cleanup and Removal

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



**Santa Clara Valley
Urban Runoff
Pollution Prevention Program**

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



Prepared by



Employee - Owned

Designer Stamp

PROJECT No.	CE XX-XX-XX		
ACCOUNT No.	-		
DATE	No.	REVISION	BY

CITY OF SANTA CLARA	
ENGINEERING DEPARTMENT	
2026 ANNUAL STREET MAINTENANCE AND REHABILITATION PROJECT	
CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPs)	

APPROVED BY		TITLE	
DATE		R.C.E. No.	
DESIGNED BY	DS	xx/xx/25	Survey No.
DRAWN BY	HM	xx/xx/25	TRACING No.
CHECKED BY	MF	xx/xx/25	
AS BUILT BY	-	-	SHEET 153 OF XX



Agenda Report

25-1083

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Revise Traffic Calming Policy from 1999; Review, Revise, and Update City's Neighborhood Traffic Calming Program (Chan)

BACKGROUND

Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz and former BPAC Member Casamajor requested to have BPAC review, revise, and update the City's Neighborhood Traffic Calming Program (Attachments 1 and 2).

The City's Neighborhood Traffic Calming Program (NTCP) was approved in 1999 by City Council. It was designed to improve safety and livability in residential streets by addressing speeding, cut-through traffic, visibility issues, and intersection control concerns. Its goals include protecting pedestrians and bicyclists, reducing collisions, and minimizing noise and safety hazards, thereby enhancing overall neighborhood quality of life. The program uses a mix of enforcement, engineering solutions (such as radar speed signs, striping, high-visibility crosswalks, speed humps, traffic circles, and chokers), and community engagement to develop effective solutions. Residents can submit concerns, after which the City evaluates traffic conditions, seeks neighborhood input, and implements agreed-upon calming measures.

DISCUSSION

As part of the ongoing Vision Zero Study, the City has identified the NTCP for a comprehensive update to align with modern traffic calming practices and strengthen community engagement in support of Vision Zero goals. The update will focus on incorporating best-practice design tools, revising thresholds for resident support, and streamlining processes to more effectively respond to neighborhood concerns. It will also evaluate how the program integrates with citywide safety goals and multimodal planning initiatives.

Work on the NTCP update is anticipated to begin in Summer 2026. The process will include community outreach meetings, workshops, and presentations to City commissions to gather input and recommendations. This collaborative approach is intended to create a more transparent, equitable, and responsive program while advancing the City's proposed Vision Zero commitment to eliminate traffic-related fatalities and serious injuries.

Written by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. Work Plan Topic Request Form - Review, Revise and Update City's Neighborhood Traffic Calming Program (Kratz)

2. Work Plan Topic Request Form - Revise Traffic Calming Policy from 1999 (Casamajor)



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

Proposed Topic Title:

Review, revise and update City's Neighborhood Traffic Calming Program

Background and Discussion: Please provide justification regarding how this topic pertains to the Bicycle and Pedestrian Advisory Committee's roles and responsibilities:

BPAC to review and make recommendations to revise and update the City's Neighborhood Traffic Calming Program (NTCP). BPAC recommendations to be circulated to various city advisory committees for review and approval prior to submission to the City Council.

Increases cyclist and pedestrian safety as well as the safety of other street users because traffic calming reduces motor vehicle speeds in our city.



**City of
Santa Clara**
The Center of What's Possible

DEPARTMENT OF PUBLIC WORKS - TRAFFIC ENGINEERING DIVISION

1500 Warburton Ave, Santa Clara, CA 95050

Tel: 408.615.3000 Fax: 408-983-0931 Email: engineering@santaclaraca.gov

Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Jane Casamajor

Date:

7/10/23

Proposed Topic Title:

Revise traffic calming policy from 1999

Background and Discussion: Please provide justification regarding how this topic pertains to the Bicycle and Pedestrian Advisory Committee's roles and responsibilities:

Several times over the course of this year we have raised the issue that the existing traffic calming policy of the city is out of date and does not serve modern needs for livable streets.

I would like this group to review and revise the traffic calming policy for submission to the city council for approval.



Agenda Report

25-1080

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

San Tomas Aquino Creek Trail Closures, Detours, and Public Noticing for Upcoming Major Events (Chan)

BACKGROUND

Major stadium events are scheduled for 2026, including Super Bowl 60 and the FIFA World Cup. These events are expected to draw larger crowds, including visitors from outside the region, and carry a higher public profile than typical stadium activities. As a result, enhanced security measures will be required, which are anticipated to necessitate longer periods of closure for the San Tomas Aquino Creek Trail than those typically associated with regular stadium events.

DISCUSSION

City staff has begun coordination with the NFL regarding logistical planning for Super Bowl 60, scheduled for February 2026. In contrast, FIFA has not yet engaged the city regarding transportation planning for World Cup events scheduled for June and July 2026.

These high-profile events are expected to require extended closures of the San Tomas Aquino Creek Trail adjacent to the stadium, most likely exceeding typical closure durations for stadium events. Specific pedestrian and bicycle detours are currently being developed by NFL with input from the City to maintain safe and efficient travel around the area during these events. Due to the sensitive security nature of these events, the city has been advised that planning details cannot be publicly released at this time; however, the information will be shared in a timely manner once it can be made public.

Written by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



Agenda Report

25-1082

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Report on Funding Opportunities (Garcia)

BACKGROUND

In July 2024, Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz requested to have BPAC discuss funding opportunities for bicycle and pedestrian programs and infrastructure (Attachment 1).

DISCUSSION

Bicycle and pedestrian infrastructure projects and programs are initiated by several sources including:

- General Plan
- Specific and Precise Master Plans
- City-wide Bicycle Master Plan
- City-wide Pedestrian Master Plan
- Specific Roadway Corridor Bicycle/Pedestrian/Complete Streets Plans
- Vision Zero Plan (Future)
- ADA Self Evaluation and Transition Plan
- Annual Street Maintenance and Rehabilitation Projects
- Multi-jurisdictional and Agency Partner Projects
- Private Developer Projects and Improvements
- Resident/Community Requests

Infrastructure improvements developed from these sources are often grouped into a single project that can be done more efficiently, such as installing curb ramps at multiple intersections or completing school safety improvements at several locations. In order for projects to be completed or programs to be initiated, a funding source or multiple funding sources need to be identified. Funding sources for bicycle and pedestrian projects can be provided by the following:

- General Fund
- Infrastructure Bond Measure
- Traffic Dedicated Funding (Gas Tax)
- Development Traffic Fees
- Developer Improvements
- Grants

Infrastructure projects are often broken up into phases to be completed in a reasonable timeline and manageable budget. Phases usually consist of an analysis / planning phase, design phase, and construction phase. Although, it may be advantageous to combine phases into a single project.

Projects initiated by the City are included in the Adopted Biennial Capital Improvement Program (CIP) Budget document that details the projects and identifies funding sources. Projects included in the document may be fully funded, partially funded, or completely unfunded. For bicycle and pedestrian projects identified in City plans or CIP projects that lack full funding, City staff look for funding opportunities through other means such as private developments and grants.

Private developments may be conditioned for full or partial responsibility for bicycle and pedestrian improvements if there is a correlation between the development and the facility. A recent example of developer installed improvements are sidewalks, ramps, and bike lanes in the Tasman East area. In addition, new developments must pay a Traffic Impact Fee based on the size of the development. A part of the fees collected is dedicated to citywide bicycle and pedestrian projects. Information about the Traffic Impact Fee can be found at:

<https://www.santaclaraca.gov/our-city/departments-g-z/public-works/engineering/traffic-engineering/transportation-studies-master-plans/transportation-analysis-policy-update>.

Grants offer another funding source for bicycle and pedestrian projects and programs. Government grants are offered at a federal, state, regional, or local level. Generally, federal and state grants fund major regional construction projects, but are more competitive to obtain a grant award. For example, the US Department of Transportation 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant Program had 102 grant applications from California and only one of the applicants from California was chosen for funding. Similarly, the California Transportation Commission has a statewide Active Transportation Program (ATP) Grant Program. In 2024, the program received 277 applications, and 13 projects were selected for funding from across the state and an additional 37 funded through regional funds. However, none of the projects selected were from Santa Clara County.

Typically, grant programs announce open grants through a Notice of Funding Opportunity (NOFO). The NOFO details the amount of money total available for the grant program, the funding range available for each project, the amount needed to be contributed by the local agency (called a local match), the goals of the grant program, the requirements of the grant application and scoring rubric, the grant application deadline, the date the grant award is expected to be announced, the dates when funding will become available, and the deadline to spend the grant. City staff evaluate the NOFO to determine if any of the bicycle and pedestrian projects in need of funding are applicable to the grant. The goal of this evaluation is to identify projects that not only qualify for submission but also have a strong potential to compete successfully for funding. If it is determined that a project fits a grant program and would have a competitive application, staff will work on the grant application. Grant applications require significant effort and staff resources to develop, as grantors often require extensive and detailed quantitative measures. These applications can be lengthy and typically include:

- Project narrative including project description and history of the project
- Project outreach showing community support for the project (this may include obtaining letters of support from other jurisdictions and agencies, government representatives, school districts,

neighborhood groups, advocacy groups, etc.)

- Project maps showing the location of the project and the need for the project
- Traffic data, including collision data, supporting the need for the project
- Project concept plans
- Grant specific cost benefit analysis for the Project
- Project schedule that shows how the project will comply with grant deadlines
- Project cost estimates including local funding match

Local funding grants also include a non-competitive source that is typically funded by a voter approved tax. Another opportunity for government funding is through federal earmarks, which are projects funded through congressionally directed spending bills and are administered by government representatives.

A table with examples of grant funding sources that are used for bicycle and pedestrian projects is provided in Attachment 2.

Note that current bicycle and pedestrian projects funded by grants are presented at each BPAC meeting as part of the grant activity update. Additionally, an annual report is presented to BPAC showing the status of priority bicycle projects listed in the Bicycle Master Plan as well as the status of priority pedestrian projects listed in the Pedestrian Master Plan.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. Work Plan Topic Request Form - Report on Funding Opportunities (Kratz)
2. Examples of Bicycle and Pedestrian Project Grants



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

Proposed Topic Title:

report on funding opportunities

Background and Discussion: Please provide justification regarding how this topic pertains to the Bicycle and Pedestrian Advisory Committee's roles and responsibilities:

City staff to provide a yearly report documenting present and future opportunities to fund public and private improvements for bicycle and pedestrian programs and infrastructure, including public and private sources, and make a yearly presentation based on the report to BPAC and the public. The report and presentation shall include but not be limited to present and future efforts to fund improvements from public sources, such as Federal, State and local programs, as well as private funding sources, such as development fees, hospitals, philanthropy and Universities.

CalBike and the League of American Bicyclists (LAB) has compiled lists of funding opportunities that may be new to BPAC members, city staff and the public: https://www.calbike.org/resources/funding_sources/ & <https://bikeleague.org/wp-content/uploads/2023/03/PayingForInnovativeInfrastructure.pdf>.

Items found on the CalBike and League of American Bicyclists websites:

Public:

Federal:

Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Rivers, Trails, and Conservation Assistance Program, Community Development Block Grants (CDBG), Highway Safety Improvement Program (HSIP), Surface Transportation Program (STP), Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant, Transportation Alternatives Program

State:

Safe Routes to School, State multi-modal fund, State bicycle and pedestrian grants, Active Transportation program, Clean Mobility Options Pilot Program (CMO; for Under-resourced communities), Land and Water Conservation Fund, Recreational Trails program Non-motorized, Vehicle Registration Fees, Vehicle transfer Fees,

Local/Regional:

Business Improvement Districts, General Obligation Bonds, Local Capital Improvement Programs, Regional Bike Program funds, Tax Increment Financing (TIF), Transportation Fund for Clean Air (Bay Area, California), Unspecified city funds, Voter-approved sales taxes (purchases) or other levies (income tax imposed by a city), General Fund, Local Planning Assistance Grants, Public/Private Partnerships, Severance Fees, Bond Measures, Business Improvement Districts, Regional bike program funds, Tax increment financing (TIF), Voter-approved sales taxes, parking meter revenues, user fees (e.g., bike lockers and automated bicycle parking at transit stations), Business Improvement Districts, Benefit Assessment Districts, Property taxes and Bonds, Impact Fees and Developer Mitigation tied to vehicle trip generation, City new construction requirements (e.g., developers to dedicate land for widening roads to provide bike lane).

Private:

Developers (Developer Impact Fees & Traffic Impact Studies), Hospitals (pay for public infrastructure to access hospital [e.g., path at corner to access Kaiser]), Philanthropy (e.g., Adopt-a-Path program [private funds in exchange for public recognition]), Universities (e.g., better connections to Santa Clara University and Mission College).

Examples of Bicycle and Pedestrian Project Grants

Program	Competitive or Non-competitive	Funding Purposes	Grant Range	Recurrence	Previous Santa Clara Projects
<u><i>Federal</i></u>					
Safe Streets for All	Competitive	Traffic Safety Planning and Implementation	\$100K - \$5 million (planning) \$2.5 - \$25 million (implementation)	Annual	Vision Zero Plan
Better Utilizing Investments to Leverage Development (BUILD) (Formerly TIGER and RAISE)	Competitive	Planning and Capital Projects	Up to \$25 million (planning) \$5 - \$25 million (capital)	Annual	None
Federal Earmarks	Competitive	Projects or Programs	N/A	N/A	De La Cruz, Lick Mill, and Scott Bicycle Project
<u><i>State</i></u>					
Office of Traffic Safety (OTS)	Competitive	Safety Programs	Less than \$100K (Typ.)	Annual	Vision Zero Safety Campaign, Safe Routes to School/Helmets, Traffic Safety Enforcement
Active Transportation Program (ATP)	Competitive	Projects to Encourage Biking and Walking	\$250K min.	Biennial	None
Sustainable Transportation Planning (STP)	Competitive	Transportation Planning Grants	\$100K - \$700K	Annual	Pruneridge Complete Streets Plan
<u><i>Regional</i></u>					
OBAG	Competitive	MTC Regional Transportation Plan Implementation	\$500K min.	Varies	Central Santa Clara Bicycle and Pedestrian Improvement Project
<u><i>Local</i></u>					
TDA	Non-competitive	Bicycle and Pedestrian Projects	~100-170K (based on taxes and population)	Annual	High priority curb ramps
Measure B Bike and Ped Planning Grant	Competitive	Bicycle and Pedestrian Planning for Measure B Projects	\$50K - 50% of available funds	~2-4 years	Monroe, De La Cruz-Coleman, and Walsh/ Martin Bicycle Planning Projects
Measure B Bike and Ped Capital Projects	Competitive	Bicycle and Pedestrian Projects for Measure B Projects	\$50K - 50% of available funds	~10 years	Lafayette Street Class IV Bicycle Facilities
Measure B Education and Encouragement	Non-competitive	Activities included in Measure B	~75-150K (based on taxes and population)	Biennial	Safe Routes to School

Note: Grant information based on previous programs. Grant programs may change funding, recurrence, and requirements in future cycles.



Agenda Report

25-1071

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Bicycle Plan Status of Projects and Programs (Shariat)

BACKGROUND

The Bicycle Master Plan Update (Plan) was adopted by City Council on September 24, 2019. Last year, the Bicycle and Pedestrian Advisory Committee (BPAC) was given a status report of projects and programs completed since the adoption of the Plan. Staff and the BPAC acknowledged the importance of monitoring the yearly progress being made towards the recommendations outlined in the Plan.

Staff will provide an update on the progress that has been made on recommended priority projects and programs within the Plan.

DISCUSSION

The Plan recommends 40 priority bicycle projects. The Priority Projects Status Report (Attachment 1) provides the progress the City has made on these projects and includes the projects that currently have a dedicated funding source.

The Plan also includes recommended bicycle related programs. The programs are organized based on four of the five “E’s,” which are Education, Encouragement, Enforcement, and Evaluation. The fifth “E” is Equity, which shall be incorporated throughout all of the Plan’s program recommendations. A summary of all the bicycle related programs and their status is included as Attachment 2.

Staff is currently working on various projects to implement 38 of the 47 miles (81 percent) covering in the 40 priority bicycle projects. Key efforts include projects on nine corridors: De La Cruz Boulevard, Bowers Avenue, Monroe Street, Benton Street, Scott Boulevard, Lick Mill Boulevard, Laurelwood Road, Walsh Avenue, and Mission College Boulevard.

Written by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. 2018 Bicycle Plan Update - Priority Projects Status Report
2. 2018 Bicycle Plan Update - Programs Status Report

2018 Bicycle Plan Update Priority Projects Status Report
10/3/2025

Rank	Name	Project	Start	End	Phase	Status	Mileage
1a	El Camino Real	Class IV Separated	City limit	Pomeroy	2-Design	Project began in 2025	0.75
1b	El Camino Real	Class IV Separated	Pomeroy	Lincoln Ave	2-Design	Caltrans to complete; Design to begin in 2028	1.75
1c	El Camino Real	Class IV Separated	Lincoln Ave	City Limit	0-Planning	Need design and construction funding	1.79
2	Pruneridge Ave	Class IIB Buffered	Winchester Blvd	City Limit/ Meadow Ave	2-Design	Study completed in Summer 2022. Applied for Federal Earmark.	3.03
3	Scott Blvd	Class II Lane	Monroe St	Liberty St	2-Design	Design to be completed in 2025	1.55
4	Benton St	Class II Lane	Monroe St	El Camino Real	Completed	Completed Fall 2020	0.83
5	Bowers Ave	Class IIB Buffered	Chromite Dr	El Camino Real	1-Study	Begin study in 2027	1.06
6	El Camino Real at Benton St	Intersection	El Camino Real	Benton St	Completed	SW corner radius tightened and bike detection completed in 2021.	-
7	El Camino Real at Monroe St	Intersection	El Camino Real	Monroe St	0-Planning	Tighten turning radii completed in 2023. Bike detection to be completed with El Camino bike lane project.	-
8	Harvard Ave, Bing Dr/ Princeton Way	Class III	Homestead Rd	Pruneridge Ave		*	0.55
9	Homestead Rd	Class II Lane	Scott Blvd	Viader Ct	1-Study	Eastbound: Completed end 2020; Westbound: TBD	0.23
10a	Lincoln St	Class II Lane	Warburton Ave	El Camino Real	2-Design	Funded by OBAG grant, begin design in 2026	0.25
10b	Lincoln St	Class II	El Camino Real	Harrison	Completed	Completed in 2023	0.17
10c	Lincoln St	Class II	Harrison	Homestead	0-Planning	To be completed as part of future paving project	
11a	Camino Drive	Class IIIB	Washington St	Park Ave		*	0.29
11b	Manchester Dr	Class III	Monroe St	Washington St		*	0.21
12	Mission College Blvd	Class II Lane	Great America Pkwy	Marriott Entrance	Completed	Completed in 2025	0.15
13	Monroe St	Class IIB Buffered	Lawrence Expy	San Tomas A.C Trail	1-Study	Study completed in 2024, need design and construction funding.	1.62
14	San Tomas Expy at Monroe St	Intersection	San Tomas Expy	Monroe St	Completed	Completed in 2009. San Tomas Aquino Creek Trail Class 1 with some portions being on-street.	-
15	Saratoga Creek Trail	Class I Path	Forbes Ave	Cabrillo Ave	0-Planning	Complete masterplan in 2026	1.98
16	Benton St	Class IIB Buffered	Dunford Way	Maryann Dr	2-Design	Study completed in 2024. Design to begin in 2026.	1.68
17	Benton St	Class III	Maryann Dr	Monroe St	2-Design	Study completed in 2024. Design to begin in 2026.	0.88
18a	Calabazas Creek Trail	Class I Path	Mission College Blvd	Benton St	0-Planning	Complete masterplan in 2026	3.72
18b	Calabazas Creek Trail	Class I Path	Bay Trail	Old Mtn View-Alviso Rd	0-Planning	Complete masterplan in 2026	0.12
19	Forbes Ave	Class IIIB	Harvard Ave	Los Padres Blvd		*	1.84
20	Laurelwood Rd	Class II Lane	Thomas Rd	Bassett St	Completed	Completed in 2025	0.51
21	Monroe St	Class II Lane	Civic Center Dr	Lewis St	Completed	Completed in Fall 2020	0.14
22	Amethyst Dr	Class III	Glade Dr	Bowers Ave		*	0.90
23a	Bowers Ave/ Great America Parkway	Class IV Separated	Bay Trail	Patrick Henry	0-Planning	*	1.40
23b	Bowers Ave/ Great America Parkway	Class IV Separated	Patrick Henry	US 101 interchange	3-Construction	In construction, to be completed in 2025	0.57
23c	Bowers Ave/ Great America Parkway	Class IV Separated	US 101 interchange	Walsh	0-Planning	*	0.97
23d	Bowers Ave/ Great America Parkway	Class IV Separated	Walsh	Chromite	1-Study	Study to be begin 2027	0.48
24	Homestead Rd at San Tomas Expy	Intersection	Homestead Rd	San Tomas Expy		*	-
25a	Kifer Rd	Class IV Separated	City limit	Bowers Ave		*	1.50
25b	Walsh Ave	Class IV Separated	Bowers Ave	Lafayette St	1-Study	Study completed in 2024, need design and construction funding.	1.70
26	Pruneridge Ave at Lawrence Expy	Protected Intersection	Pruneridge Ave	Lawrence Expy		*	-
27	Monroe St at San Tomas A.C Trail	Intersection	Monroe St	San Tomas A.C Trail	Completed	Completed in Fall 2021	-
28	Warburton Ave	Class IIIB	Lawrence Rd	Laine Ave	3-Construction	Included with 2025 Paving Project as Class III in short-term till evaluate staff evaluates traffic calming measures; to be completed in 2025	1.48
29	De La Cruz Blvd	Class IV Separated	Montague Park	Trimble Rd	2-Design	Design to be completed in 2025	0.63
30	Lafayette St	Class IV Separated	Laurelwood Rd	Reed St	3-Construction	Construction to begin in 2025	1.42
31	Mission College Blvd	Class IV Separated	Marriott Entrance	Montague Expy	Completed	Completed in 2025	0.87
32	Saratoga Ave	Class IIB Buffered	Stevens Creek Blvd	Market St/Bellomy St		*	1.42
33	De La Cruz Blvd	Class IV Separated	Central Expy	Reed St	1-Study	Study completed in 2024, need design and construction funding.	0.89
34a	Homestead Rd at Lawrence Expy	Intersection - Bike lane marking through intersection	Homestead Rd	Lawrence Expy		*	-
34b	Homestead Rd at Lawrence Expy	Protected Intersection	Homestead Rd	Lawrence Expy		*	-
35	Lick Mill Blvd	Class IV Separated	Tasman Dr	Montague Expy	2-Design	Design to be completed in 2025	1.43
36	Agnew Rd at San Tomas A.C Trail	Intersection	San Tomas A.C Trail	Agnew Rd		*	-
37	San Tomas Expy at Walsh Ave	Protected Intersection	San Tomas Expy	Walsh Ave		*	-
38	Lafayette St	Class IV Separated	SR 237	Agnew Rd	3-Construction	Interim Class IIB bike lanes completed with 2022 paving project	1.73
39	Patrick Henry Dr/Old Ironsides Dr	Class IV Separated	Great America Pkwy	Tasman Dr	0-Planning	To be completed as part of Patrick Henry Specific Plan	1.30
40	Scott Blvd	Class IIB Buffered	City Limit	Monroe St	2-Design	Design to be completed in 2025	2.59
41	Agnew Rd	Class IIB Buffered	San Tomas A.C Trail	Lafayette St	Completed	Completed	0.64
42	Bassett St	Class III	Agnew Rd	Chestnut St	Completed	Completed in 2024	0.27
43	Bassett St	Class II Lane	Chestnut St	Laurelwood Rd	Completed	Completed in 2024	0.95

* Not programmed yet due to budget and staff resources. Looking for grant opportunities

2018 Bicycle Plan Update Programs Status Report
10/14/2025

EDUCATION PROGRAMS		
Program	Description	Status
Adult Bicycling Skills Class	City to support adult bicyclist skills classes which are taught by Silicon Valley Bicycle Coalition (SVBC) and Valley Transportation Authority (VTA).	City added a link to the Silicon Bicycle Coalition website on BPAC website promoting free bicycle skill classes.
Student Bicycle Traffic Safety Information	Students are taught traffic safety skills that help them understand basic traffic laws and safety rules.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
ENCOURAGEMENT PROGRAMS		
Program	Description	Status
Back-to-school Encouragement Marketing	A back-to-school encouragement marketing campaign can promote bus, carpool, walking, and bicycling to school.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
Employer-Based Encouragement Programs	The City collaborate with employers to implement bicycle related programs.	Not started due to limited staff resources
Bicycle Helmet Giveaway	The City to conduct bike helmet giveaways for children.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
Open Streets Events	The City should work with local community groups to host Open Streets Events, sometimes called "Ciclovía".	Not started due to limited staff resources and City funding. This item was brought to BPAC in October 2020.
Bike to Shop Day	Bring bike to shop day to Santa Clara. Local shop owners typically reward shoppers who arrive by bike through discounts and prizes during one month of the year.	A BPAC subcommittee was created for this item.
Bike to Work Month and Day	The City sponsor a Bike to Work Day energizer station and begin to sponsor a different event such as Bike to Work group rides.	Ongoing - Staff supports a Bike to Work Day energizer station, including this past May 2025.
Walk and Roll Days	Walk and bike to school days are events to encourage students to try walking or bicycling to school. Recommendation is to expand these events to a weekly basis.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
Walking School Buses and Bike Trains	An organized group of students who walk or ride together under the supervision of a parent/adult volunteer.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
Suggested Routes to School Maps	Family friendly routes to schools.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026. These maps have been completed for most of the schools and uploaded onto schools' websites. The final maps are being updated by our consultant.
ENFORCEMENT PROGRAMS		
Program	Description	Status
Bicycle-Related Ticket Diversion Class	Diversion classes are classes offered to bicyclist offenders of certain traffic violations, such as running a stoplight. No classes are currently offered to those 18 years of age or older.	Police Dept. has offered in the past the opportunity for juveniles to take safety classes instead of paying a fine for violations such as not wearing a helmet. These type of opportunities arise when Police Dept. has received grants to purchase helmets and thus, doesn't occur on a regular basis.
Crosswalk Stings/Enforcement Campaigns	Police Department target drivers who fail to yield to pedestrians in a school crosswalk.	Police Dept. has conducted crosswalk stings in the past. Due to limited staff resources, stings are not done on a regular basis. The Police Dept. will however, enforce crosswalk laws while out on patrol.
Vision Zero Targeted Enforcement	Police Department adopt enforcement goals targeting the vehicle code infractions most likely to result in injury collisions or fatalities. This should be done after a Vision Zero Policy is adopted.	Staff is bringing the Vision Zero Plan for BPAC to recommend to City Council to adopt the plan at the October 2025 meeting.
Adult Bicycling Skills Class		
Program	Description	Status
Parent Surveys	Conduct parent surveys every 3 years related to modes of travel, interest in walking or biking to school, and challenges to walking and bicycling to school.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
Manual Student Walking and Biking Counts	Student hand tallies conducted annually as to how many students walk, bike, take transit or carpool to school.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
BICYCLE PLAN OBJECTIVES		
Policy	Description	Status
Objective 1.A: Study implementing a Vision Zero Policy before 2024	Review bicycle collisions on an annual basis to identify any annual trends and locations needing improvements.	Currently have a BPAC subcommittee group for this item.
	Identify opportunities to reduce crossing distances	On-going - Staff identifies opportunities during review of capital and land development projects.
	Study the need for 15 mph School Zone speed limits and adopt in appropriate locations by 2022	In progress - Council approved reducing speed limits around schools in June 2025. The City is currently in the process of updating signage around the schools.
	StreetSmarts uses print media, radio spots, and television spots to educate people about safe driving, bicycling, skateboarding, and walking behavior.	On-going - Staff is bringing the Vision Zero Plan for BPAC to recommend to City Council to adopt the plan at the October 2025 meeting. As part of the project, residents will be educated about safely driving, walking, and bicycling around the City.

2018 Bicycle Plan Update Programs Status Report
10/14/2025

Program	Description	Status
Objective 2.A: Obtain funding for all high priority projects by 2026;	Submit dedicated bicycle projects into the Capital Improvement Program	On-going - Staff submits dedicated bicycle projects into the Capital Improvement Program
	Actively pursue external grant funding	On-going - Staff actively pursues external grant funding and a work plan topic related to grants will be provided by City staff at October 2025 BPAC meeting
	At every BPAC meeting, present a "grant funding sheet"	On-going - Staff provides grant activity status at every BPAC meeting
Objective 2.B: Plan, design, and construct a complete bicycle network	Coordinate implementation of cross county corridor recommendations with neighboring jurisdictions and VTA	On-going - Staff is currently coordinating with VTA on the next phase of the Central Bikeway Study. The City also recently worked with the City of San Jose, City of Cupertino, Valley Transportation Authority, and County of Santa Clara on a long-term visioning study for the Stevens Creek Boulevard-West San Carlos Street corridor related to possibly multi-modal improvements including options for High Capacity Transit. Finally, multidisciplinary stakeholders were part of the Vision Zero Working Group such as VTA, School District, and Santa Clara County.
	Upgrade and improve existing arterial bikeway network	On-going - Staff looks to upgrade the bikeway network as part of Complete Streets Review of projects and separate bicycle capital projects.
	Implement bicycle detection at signalized intersections within the City	On-going - Bicycle detection is a City standard and is implemented when projects modify signalized intersections.
	Incorporate green stormwater infrastructure	On-going - Limited by capital project funding. However, City currently in the process of designing a green infrastructure project that will treat five (5) acres of stormwater runoff.
Objective 2.C: Enhance standard operating practices for installing and maintaining bicycle facilities	Develop a trail pavement management plan by 2020 and request funding through the capital budget process to perform necessary pavement maintenance.	In-progress - City has developed a trail pavement management plan and secured funding to implement the first phase of the plan. Maintenance to begin in Year 2026. Future phases are contingent upon additional funding being allocated in the budget.
	Identify opportunities for parking removal or roadway reallocation	On-going - Staff has recently completed (8) projects to identify opportunities for parking removal or roadway reallocation. The next bike project to study the opportunity for parking removal or roadway reallocation will be Bowers Avenue from El Camino Real to Walsh Avenue.
	Review striping plans for all roadways prior to resurfacing projects	On-going - Staff reviews striping plans as part of Complete Streets Review of resurfacing projects. In addition, brought to BPAC for complete streets review as well.
	Maintain bicycle lanes next to construction zones when feasible	On-going - Staff reviews construction zone traffic control plans to maintain bicycle lanes when feasible.
	Maintain bicycle facilities by street sweeping and pavement repair	On-going - City roadways, including bicycle lanes on these roadways, are swept on average three times a month. The City has pavement rehabilitation projects which aims at repairing roadways every year.
	Install green colored bicycle lanes at high conflict zones	On-going - Green color bicycle lanes are implemented at high conflict zones.
Objective 3.A: Increase bicycle mode share to five percent by 2026	Encourage large employers/retailer to pursue LAB designation. Develop an award program to highlight private sector partners	Not started due to limited staff resources.
	Develop city-wide bicycle wayfinding system	The City's BPAC formed a subcommittee on September 5, 2019 and created a draft plan on October 28, 2019 which could be the basis for any future work on a Citywide Bicycle Wayfinding project. The recently passed Measure I includes a Bicycle Wayfinding project in the amount of \$300,000.
	Update the MySantaClara app an online service request website to permit requests for maintenance on bicycle facilities by 2020.	Complete- MySantaClara currently allows residents/stakeholders to notify the City of bicycle facility issues by submitting a request through the mobile app. MySantaClara app agenda topic was brought forth to BPAC in August 2023.
	Prioritize installation of bicycle parking in the public right of way and consider updating the Municipal Code to increase the amount of bicycle parking	In progress - Staff completed updating the Zoning Code and was adopted by Council in July 2024 which included new bicycle parking requirements. The updated bicycle parking requirements were brought to the BPAC in August 2022.
	Support Safe Routes to School programs	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
	Work with Police to host annual bike light giveaways	On-going - The current third phase of the Safe Routes to School Program will work with Police and schools to give away safety materials such as bike lights and bike reflectors.

2018 Bicycle Plan Update Programs Status Report
10/14/2025

Program	Description	Status
Objective 3.B: Conduct ongoing planning and evaluation for bicycle facilities	Collect pre and post data for projects	In Progress - City has collected pre-bicycle data and post bicycle data for the Mission College Class IV bicycle lane project from Marriott driveway to Wyatt Drive. The City also collect pre-data for the completed eight (8) bike planning projects.
	Whenever vehicle Level of Service studies are required, include measurements that account fo bicyclists and pedestrians	On-going - Vehicle studies for new developments are reviewed to ensure compliance with bicycle and pedestrian goals.
	Encourage local community input in planning and implementation of bikeways	On-going - Staff completed eight (8) bike planning projects that encouraged local community input in planning and implementation of the bikeways. The same level of community outreach will be completed for the upcoming Bowers Avenue bike study from El Camino Real to Walsh Avenue.
	Explore opportunities for implementing a bicycle share program	On-going - Bike share and electric scooter program started in August 2022. City Council approved the program on December 7, 2021. There are currently no approved operators within the City as none applied in the last application period.
	Work with Police to improve reporting and analysis of bicycle collisions	Currently have a BPAC subcommittee group for this item.
	Regularly monitor implementation of the Bicycle Plan	On-going - Staff annually monitors and reports to BPAC on the progress of projects and programs contained in the Bicycle Plan.
	Strive to improve City's Bicycle Friendly Community status	The City was notified that it received the "silver" Bicycle Friendly Community designation.
	An annual report card to assess the City's progress toward goals, objectives, projects, and programs outlined in this Plan.	On-going - Staff annually monitors and reports to BPAC on the progress of projects and programs contained in the Bicycle Plan.



Agenda Report

25-1073

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Pedestrian Master Plan Status of Projects, Objectives, and Policies (Shariat)

BACKGROUND

The Pedestrian Master Plan (Plan) was adopted by City Council on February 25, 2020. Staff and the Bicycle and Pedestrian Advisory Committee (BPAC) acknowledged the importance of monitoring the yearly progress being made towards the recommendations outlined in the Plan.

Staff will provide an update on the progress that has been made on the recommended high priority pedestrian facilities, objectives, and policies within the Plan.

DISCUSSION

The Plan recommends 79 high priority pedestrian projects that include intersection spot improvements, curb ramps, and sidewalks. There are 31 intersection spot improvements, 38 curb ramps, and 10 sidewalk projects classified as high priority. The High Priority Projects Status Report (Attachment 1) provides the progress the City has made on these projects and includes projects that currently have a dedicated funding source.

The Plan also includes objectives and policies that need to be met. A summary and status of the objectives and policies is included as Attachment 2.

Staff is currently working on various projects to implement 37 of 79 (47 percent) high priority recommendations from the Plan. Key efforts include installing sidewalk where there are current gaps and constructing Americans with Disabilities Act (ADA) curb ramps and/or corner bulb-outs at select intersections.

Written by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. Pedestrian Master Plan - High Priority Projects Status Report

2. Pedestrian Master Plan - Objectives and Policies Status Report

2019 Pedestrian Master Plan Priority Projects Status Report

10/3/2025

Ped Plan Score	Location	Project	Phase	Status
7	El Camino Real / Flora Vista Ave	Curb ramps, sensors, signal phasing	0-Planning	Included in El Camino Real Specific Plan
7	El Camino Real / Railroad Ave	Bulbouts, sensors	Environmental	Included in VTA Central Bikeway Project.Environmental to begin FY 25/26
7	El Camino Real / Campbell Ave	Curb ramps, sensors	partial completion/envi ronmental	Partially completed by SCU project. Also included in VTA Central Bikeway Project.Environmental to begin FY 25/26
7	Tasman Drive / Lick Mill Blvd	Curb ramps, APS	0-Planning	Included in the Tasman East Specific Plan
7	Mc Kinley Drive / Gilbert Avenue	Curb ramps		*
7	West Tasman Dr from Lafayette to Calle del Sol	Sidewalk	Completed	Completed in 2025.
7	Calle del Sol from Calle de Luna to West Tasman Dr	Sidewalk	Completed	Completed in 2025.
6	El Camino Real / Benton St	Bulbouts, sensors	Environmental	Included in VTA Central Bikeway Project.Environmental to begin FY 25/26
6	El Camino Real / Halford Ave	Remove islands	0-Planning	Included in El Camino Real Specific Plan
6	Kiely Blvd / Homestead Rd	Bulbouts	Completed	Curb ramps completed in 2020
6	El Camino Real / Lawrence SB Ramps	Bulbouts		*
6	Lafayette St / Lexington St	Curb ramps	Completed	Curb ramps completed in 2020
6	Monroe St / Homestead Rd	Curb ramps, Ped signal	Partial	Curb ramps completed in 2021
6	Adams Way / Hayes Avenue	Curb ramps		*
6	Madison Street / Franklin Street	Curb ramps		*
6	El Sobrante Street / Via Dondera	Curb ramps		*
6	Aldo Ave from De La Cruz Blvd to Edward Ave	Sidewalk		*
6	Aldo Ave from Edward Ave to Victor St	Sidewalk		*
5	Lafayette St / Homestead Rd	Bulbout, Curb ramps	Partial	Curb ramps completed in 2020
5	El Camino Real / San Tomas Expressway	Sensors, crosswalks	0-Planning	Start design in 2028 (Caltrans)
5	Stevens Creek Blvd / Cronin Dr	Curb ramps, sensors	Partial	Curb ramps completed in 2023
5	Homestead Rd / Los Padres Blvd	Bulbout, Ped signal	Completed	Curb ramps completed in 2020 and bulbouts/signal modifications completed in 2024.
5	Homestead Rd / Las Palmas Dr	Curb ramps, sensors	Partial	Curb ramps completed in 2020
5	Monroe St / Franklin St	Traffic Study	1-Study	Completed by developer in 2022
5	El Camino Real / Alpine Ave	Bulbout, sensor	Environmental	Included in VTA Central Bikeway Project.Environmental to begin FY 25/26
5	Agnew Rd/ Davis St	HAWK	2-Design	Study recommended Rectangular Rapid Flashing Beacon (RRFB) with high visibility crosswalk and thus no HAWK. Design of RRFB to begin Winter 2026
5	Homestead Rd / Jackson St	HAWK	Completed	This intersection was studied as part of our Uncontrolled Crosswalk Study. However results did not warrant any improvements at this intersection. Thus, this project is being closed out.
5	Scott Blvd / Monroe St	Bulbouts, Ped signal		*
5	Forbes Avenue / Clara Vista Avenue	Curb ramps	Completed	Completed in 2018
5	Franklin Street / Jefferson Street	Curb ramps		*
5	Los Padres Boulevard / El Capitan Avenue	Curb ramps		*
5	Aldo Avenue / Edward Avenue	Curb ramps		*
5	Mac Gregor Lane / Laurie Avenue	Curb ramps	Completed	Completed in 2016
5	Kevin Way / Laurie Avenue	Curb ramps	Completed	Completed in 2016
5	Edward Ave from Neldo Ave to Aldo Ave	Sidewalk		*
4	El Camino Real / Kiely Blvd	Remove islands	0-Planning	Start design in 2028 (Caltrans)
4	El Camino Real / Pomeroy Ave	Bulbouts	0-Planning	Start design in 2028 (Caltrans)
4	Scott Blvd / Warburton Ave	Bulbouts	2-Design	To be completed as part of OBAG grant funding.
4	Pruneridge Ave / Woodhams Rd	Curb ramps, Ped signal	0-Planning	Study completed in 2022 as part of Pruneridge Complete Streets Plan
4	Monroe St / Harrison St	RRFB	1-Study	Study underway. However, additional pedestrian warning signage added in August 2024.
4	Lafayette St / Manchester Dr	HAWK	Completed	Construction completed 2024.
4	Kiely Blvd / Forbes Ave	Bulbouts		*
4	Homestead Rd / Central Park Library Entrance	Bulbouts, Ped signal		*
4	Lafayette St / Agnew Rd	Bulbouts		*

* Not programmed yet due to budget and staff resources. Looking for grant opportunities

2019 Pedestrian Master Plan Priority Projects Status Report

10/3/2025

Ped Plan Score	Location	Project	Phase	Status
4	El Camino Real / Scott Blvd	Remove islands	0-Planning	Start design in 2028 (Caltrans)
4	Monroe St / Bellomy St	Curb ramps, Ped signal	Partial	Curb ramps completed in 2021
4	Bennett Avenue / Claremont Avenue	Curb ramps	Completed	Completed in 2025.
4	Mauricia Avenue / Bennett Avenue	Curb ramps		*
4	Woodhams Road / Jenkins Place	Curb ramps		*
4	Michael Way / Mc Kinley Drive	Curb ramps		*
4	Muir Avenue / Mc Kinley Drive	Curb ramps		*
4	Woodhams Road / Mc Kinley Drive	Curb ramps		*
4	Mc Kinley Drive / Brian Lane	Curb ramps		*
4	Hayes Avenue / Mauricia Avenue	Curb ramps		*
4	Kellogg Way / Atherton Drive	Curb ramps		*
4	Mauricia Avenue / Michael Way	Curb ramps		*
4	Woodhams Road / Cameron Way	Curb ramps		*
4	Gibson Court / Gibson Avenue	Curb ramps		*
4	Gibson Avenue / Elmhurst Avenue	Curb ramps		*
4	Aspen Drive / Cottonwood Court	Curb ramps		*
4	Stevenson Street / Flannery Street	Curb ramps		*
4	Alexander Avenue / Cornell Drive	Curb ramps		*
4	Cornell Drive / Ridge Road	Curb ramps		*
4	Salberg Avenue / Barcells Avenue	Curb ramps		*
4	Roxbury Street / Manchester Drive	Curb ramps		*
4	Highland Avenue / Highland Court	Curb ramps		*
4	Sunset Drive / Blossom Drive	Curb ramps		*
4	Patricia Drive / Maryann Drive	Curb ramps		*
4	Alpine Avenue / Pacheco Street	Curb ramps	Completed	Completed in 2021
4	Washington Street / Lewis Street	Curb ramps	Completed	Completed in 2022.
4	El Camino Real /Bowers Ave	Curb ramps	Completed	Completed in 2020
4	Warburton Avenue / Briarwood Drive	Curb ramps		*
4	Laurie Avenue / Haig Street	Curb ramps	Completed	Completed in 2025.
4	Flora Vista Avenue / Devos Court	Curb ramps		*
4	Aldo Ave from Woodward Ave to De La Cruz Blvd	Sidewalk		*
4	Victor St from Neldo Ave to Aldo Ave	Sidewalk		*
4	San Tomas Expy from Homestead Rd to Forbes Ave	Sidewalk		Requires coordination and approval from the County
4	San Tomas Expy from Warburton Ave to El Camino Real	Sidewalk		Existing trail can be used by pedestrians

* Not programmed yet due to budget and staff resources. Looking for grant opportunities

Pedestrian Master Plan Objectives and Policies Status Report
10/6/2025

PEDESTRIAN PLAN OBJECTIVES		
Policy	Description	Status
Objective 1.A: Reduce the risk of pedestrian-involved collisions	Study implementing a Vision Zero policy before 2024	Staff received a Safe Streets for All (SS4A) grant in Year 2022 to prepare a Citywide Vision Zero Plan. Staff is bringing the Vision Zero Plan for BPAC to recommend to City Council to adopt the plan at the October 2025 meeting.
	Annually review pedestrian related collisions and identify improvements at key locations	Currently have a BPAC subcommittee group for this item.
	Identify locations to reduce pedestrian crossing distances and enhance pedestrian visibility	On-going - Staff identifies opportunities during review of capital and land development projects.
	Study 15 mph school zone speed limits and adopt in appropriate locations by 2022	In Progress - Council approved reducing speed limits around schools in June 2025. The City is currently in the process of updating signage around the schools.
Objective 1.B: Improve accessibility of the pedestrian environment for people with disabilities;	Inventory sidewalks, curb ramps, and pedestrian actuation buttons to determine where they are missing or don't meet standards	Completed - This was completed as part of the City's ADA Transition Plan which was approved by Council in August 2024.
	Maintain the sidewalk repair program to replace and/or repair sidewalks damaged by City-owned street trees;	On-going - This sidewalk repair program is implemented subject to budget constraints.
	Create program to require sidewalk inspections, and repairs when necessary when properties are being sold	Not started due to limited staff resources.
	Update Santa Clara ADA Transition Plan and prioritize the improvements in the Plan	Completed - The City completed the ADA Transition Plan and was approved by Council in August 2024. Next step is to prioritize implementing improvements identified in the Plan based on funding allocated to the project.
	Continue and streamline the program where pedestrians with mobility impairments can request accessibility improvements at specific locations.	On-going - This program is ongoing.
	Work with accessibility groups to test and implement new technologies that are focused on improving accessibility and mobility for those with mobility impairments.	Not started due to limited staff resources.
Objective 2.A: Create pedestrian-friendly crossings	Optimize crossing times for pedestrians at signalized crossings. Add pedestrian countdown timers where not present.	On-going - Crossing times at signalized crossings are monitored and changed, if needed. Projects upgrading traffic signals will add pedestrian countdown timers where not present.
	Where feasible consolidate driveways	On-going - Staff identifies opportunities to consolidate driveway when reviewing land development projects.
	Improve pedestrian visibility at crossings using complete streets strategies.	On-going - Staff identifies opportunities to improve pedestrian visibility when reviewing land development projects and investigating public requests.
	Where feasible, shorten crossing distances using complete streets strategies	On-going - Staff identifies opportunities during review of capital and land development projects.
	Reduce conflicts between pedestrians and vehicle turning movements using complete streets strategies	On-going - Staff identifies opportunities during review of capital and land development projects.
	Where sidewalk width allows, establish a "furnishing zone".	On-going - Staff identifies opportunities when reviewing land development projects
	In areas with sidewalks that have street furniture, transit amenities, utility cabinets, trees and bushes, clearly establish a "pedestrian zone"	On-going - Staff identifies opportunities when reviewing land development projects
	Prioritize improvements that improve connectivity and remove physical barriers to walking at conflict points.	On-going - Staff identifies opportunities during review of capital and land development projects.
Objective 2.B: Provide and maintain amenities along sidewalks, subject to funding, that provide opportunities for shade, rest, and visual interest to create an enjoyable and attractive walking environment	Update Santa Clara's specific plans to encourage pedestrian amenities appropriate for multiple street typologies	On-going - Identifying opportunities to encourage pedestrian amenities during creation of Specific Plans
	Inventory existing pedestrian amenities and street furniture	Not started due to limited staff resources.
	Continue to partner with community organizations to plan and provide supplies for community/roadway/park cleanup days	On-going - Staff identifies opportunities to partner with community organizations to plan community/roadway/park cleanup days.
	Review and update City sidewalk standards.	Not started due to limited staff resources.
	Develop citywide pedestrian and bicycle wayfinding system.	The City's BPAC formed a subcommittee on September 5, 2019 and created a draft plan on October 28, 2019 which could be the basis for any future work on a Citywide Bicycle Wayfinding project. The recently passed Measure I includes a Bicycle Wayfinding project in the amount of \$300,000.
	Update City standards around form and placement of pedestrian-scale lighting to create safe pedestrian spaces.	On-going - Identifying opportunities for pedestrian-scale lighting during creation of Specific Plans and during review of capital and land development projects.

Pedestrian Master Plan Objectives and Policies Status Report
10/6/2025

Policy	Description	Status
Objective 2.C: Provide pedestrian-scale lighting to promote attractive, distinctive, and safe pedestrian environments	Prioritize installing new pedestrian-scale lighting along routes to major evening destinations	On-going - Identifying opportunities for pedestrian-scale lighting during creation of Specific Plans. In addition, the City completed upgrading pedestrian and traffic signal safety lighting to LED throughout the City in 2025.
	Continue to follow City lighting standard for roadways, sidewalks, and pedestrian crossings	On-going - Silicon Valley Power to review lighting standards
Objective 2.D: Promote the benefits of increased walking	Use social media to connect with residents on pedestrian topics.	On-going - Staff works with Communications team to send out social media feeds and also writes City Manager blog articles to inform public of both bicycle and pedestrian projects.
	Support resident-led placemaking, beautification, and safety initiatives to improve comfort and get more people walking	Not started due to limited staff resources.
	Continue to support Safe Routes to School Programs to promote walking.	On-going - Third phase of the Safe Routes to School Project includes 17 schools and runs between Years 2022-2026.
Policy	Description	Status
Objective 2.E: Implement vehicular traffic calming to increase pedestrian comfort	Continue to implement the neighborhood traffic calming program	On-going - Staff continues to implement the neighborhood traffic calming program.
	When resurfacing roadways, consider opportunities to add/enhance active transportation facilities	On-going - Staff considers opportunities as part of Complete Streets Review of resurfacing projects.
Objective 3.A: Integrate walkability concepts into comprehensive planning processes	Discuss desired walkable place types with the community	On-going - Identifying opportunities during creation of Specific Plans
	Provide for design guidelines citywide and within Specific or Precise Plans to address block size and configuration, building types, land-use mix, public open space and trails, and street types	On-going - Identifying opportunities during creation of Specific Plans
	Consider developing form-based ordinances to implement the City's desired walkable environment	On-going - Identifying opportunities during creation of Specific Plans such as the Station Area Plan.
	When establishing Specific or Precise Plans, include a variety of high quality open spaces	On-going - Identifying opportunities during creation of Specific Plans
Objective 4.A: Integrate the outcomes of the Santa Clara Community Placemaking process with other City processes	Hold an inter-departmental meeting with Community Development Department to coordinate implementation efforts.	On-going - Public Works and Community Development coordinate implementation efforts on various land development projects.
Objective 4.B: Develop and foster ground-floor land uses that benefit the pedestrian experience	Incorporate active uses along streets in priority pedestrian corridors.	On-going - Identifying opportunities during creation of Specific Plans
Objective 4.C: Create opportunities to integrate public health outcomes into pedestrian projects	Partner with Santa Clara County Public Health and other groups to create marketing campaigns around the benefits of walking	In Progress -Staff pursuing low cost media campaigns related to the benefits of walking. City also attends meetings conducted by Santa Clara County Public Health regarding administering Safe Routes to School Programs.
Objective 5.A: Obtain funding for all high priority project recommendations from the Pedestrian Master Plan 2019 by 2027	Submit pedestrian projects into the City's Capital Improvement Program during each budget cycle for future funding	On-going - Staff submits dedicated pedestrian projects into the Capital Improvement Program
	Actively pursue external grant funding to supplement City resources	On-going - Staff actively pursues external grant funding
	At every BPAC meeting, the City shall present a "grant funding spreadsheet" to the BPAC that explains upcoming grant opportunities.	On-going - Staff provides grant activity status at every BPAC meeting

Policy	Description	Status
Objective 5.B: Conduct ongoing planning and evaluation for pedestrian facilities	Annually evaluate progress in reaching mode share targets by reviewing results of the American Community Survey (ACS)	On-going - Staff reviews the results of the American Community Survey to determine progress in reaching mode share targets. Most recent 5-year ACS from 2019-2023 shows 2.7% of Santa Clara residents journey to work by walking. In addition, most recent 1-year ACS from 2024 shows 3.4% of Santa Clara residents journey to work by walking.
	Work with the Santa Clara Police Department to improve the reporting and analysis of pedestrian collisions.	Currently have a BPAC subcommittee group for this item.
	Update MySantaClara app to include additional types of requests for maintenance of pedestrian facilities	Not started due to limited staff resources. However, MySantaClara currently allows residents/stakeholders to notify the City of pedestrian facility issues by submitting a request through the mobile app. MySantaClara app agenda topic was brought forth to BPAC in August 2023.



City of Santa Clara

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Agenda Report

25-1122

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Grant Activity Verbal Update (Shariat)

BACKGROUND

The 2018 Bicycle Plan Update Policy 2.A.3 and 2019 Pedestrian Master Plan Policy 5.A.3 state “the City shall present a grant funding spreadsheet at every Bicycle and Pedestrian Advisory Committee (BPAC) meeting.”

DISCUSSION

Staff will provide a verbal update on existing and future grant opportunities (Attachment 1).

Written by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. Grant Activity Table

GRANT ACTIVITY

Current Active Grant Projects (Sorted by Project Deadline)

#	Grant	Purpose	Award Yr	Proj Deadline	Awarding Agency	Grant Type		Project	Project Summary	Plans	Amount	City Match	Status
1	OTS	Safety	2024	Sep-25	State	State	Competitive	Safe Routes to School Program	Assemblies, Rodeos and Bike Safety Equipment for Safe Routes to School Program	Bike Plan Update 2018	\$69,050	\$0	Program in-progress
2	OTS	Safety	2024	Sep-25	State	State	Competitive	Vision Zero	Safety Campaign and Data Analysis	Bike Plan Update 2018	\$77,800	\$0	Project in-progress
3	Safe Streets for All	Safety	2022	Jan-26	FHWA	Federal	Competitive	Santa Clara Vision Zero Plan	Safety Action Plans	Bike Plan Update 2018; Pedestrian Master Plan 2019	\$450,000	\$120,000	Project in-progress
4	TDA (23/24)	Bicycle and Pedestrian	FY 23/24	Jun-26	State/MTC/ VTA	State	Non-Competitive	High priority curb ramps	Bicycle and Pedestrian only	Pedestrian Master Plan 2019/ADA Plan	\$104,938	\$0	Construction Completed
5	CPUC Section 130	Transportation	2017	Jun-26	Caltrans	State	Competitive	Agnew/UPRR Crossing Improvements	Roadway/Heavy Rail Safety Improvements	Pedestrian Master Plan 2019	\$4,386,000	\$0	Restarting the project with expanded scope from Caltrans
6	Measure B	Bike & Ped Planning grant	FY23/24	Dec-26	VTA	County	Competitive	Bowers Corridor (Walsh to El Camino Real)	Outreach and analyses for bicycle lanes	Bike Plan Update 2018	\$154,000	\$146,000	Start pending completion of Council Policy on Future Bike Studies.
7	TIRCP	Rail and Transit	2022	Jun-27	State	State	Competitive	On-Demand Microtransit	Rail, Transit, Microtransit	None	\$4,007,230	\$4,007,230	Program In-progress
8	Measure B	Bicycle and Pedestrian	2022	Jul-27	VTA	County	Non-Competitive	Safe Routes to School Program	Education and encouragement only	Bike Plan Update 2018	\$408,183	\$0	Program In-progress
9	TDA (24/25)	Bicycle and Pedestrian	FY 24/25	Sep-27	State/MTC/ VTA	State	Non-Competitive	High priority curb ramps	Bicycle and Pedestrian only	Pedestrian Master Plan 2019/ADA Plan	\$191,822	\$0	Construction Completed
10	Measure B	Bicycle	2020	Dec-27	VTA	County	Competitive	Lafayette St. Class IV Bikeway	Class IV Bikeway (Laurelwood - Reed)	Bike Plan Update 2018	\$1,170,000	\$130,000	Target construction Fall 2025
11	OBAG (STP and CMAQ)	Bicycle and Pedestrian	2023	Jun-30	FHWA/MTC/ VTA	Federal	Competitive	Central Santa Clara Bike/Ped Improvement Project	Safety, Bike/Pedestrian improvements	Bike Plan Update 2018; Pedestrian Master Plan 2019	\$9,029,000	\$2,280,000	City in process of selecting design consultant
12	Federal Earmark	Bicycle	2022	Sep-30	Federal	Federal	Competitive	De La Cruz Blvd, Lick Mill Blvd, Scott Blvd Corridors	Outreach, analyses, design, and construction for bicycle lanes	Bike Plan Update 2018	\$2,725,000	\$0	City in process of releasing RFB for construction
13	TDA (25/26)	Bicycle and Pedestrian	FY 25/26	Banked	State/MTC/ VTA	State	Non-Competitive	To be determined	Bicycle and Pedestrian only	To be determined	\$159,508	\$0	Funding is banked for future project.
										Total:	\$22,932,531	\$6,683,230	

GRANT ACTIVITY Future Grant Opportunities (Sort by Application Deadline)													
#	Grant	Purpose	Award Yr	Application Deadline	Awarding Agency	Grant Type		Project	Eligible Uses	Plans	Amount	City Match	Status
14	MTC Transit Oriented Communities Planning Grant	Transit Oriented Communities	2025	Nov-24	State	State	Competitive	Brokaw/Benton Multi-modal Undercrossing Feasibility Study	Station Access and Circulation	City's General Plan	\$400,000	\$100,000	Working with MTC on selecting consultant.
15	MTC Housing Incentives Pool	Bicycle and Pedestrian	2025	Dec-24	State	State	Competitive	Uncontrolled Crosswalks Phase 2	Bike/Pedestrian and Safety	City's General Plan	\$1,754,000	\$624,274	Target design in Winter 2025
16	OTS	Safety	2025	Jan-25	State	State	Competitive	Safe Routes to School Program	Assemblies, Rodeos and Bike Safety Equipment for Safe Routes to School Program	Bike Plan Update 2018	\$120,000	\$0	Submitted. Expect results in summer 2025.
17	TFCA (25/26)	Bicycle and Pedestrian	2026	Mar-25	BAAQMD/ VTA	Regional	Competitive	Benton Street Bikeway	Bicycle and Pedestrian	Bike Plan Update 2018	\$150,000	\$1,223,521	Submitted in March. Expect results in Fall 2025.
18	VTA Transit-Oriented Communities Grant	Transit Oriented Communities	2025	Jun-25	VTA	County	Competitive	North Santa Clara Transit Station Access and Circulation Study	Station Access and Circulation	City's General Plan	\$150,000	\$26,500	Awarded. Working with VTA on funding agreement.
										Total:	\$37,270,039	\$10,911,025	

- ATP - Active Transportation Program
BAAQMD - Bay Area Air Quality Management District
Caltrans - California Department of Transportation
CMAQ - Congestion Mitigation and Air Quality
CSTPG - Caltrans Sustainable Transportation Planning Grant
FHWA - Federal Highway Association
FTIP- Federal Transportation Improvement Program
HSIP - Highway Safety Improvement Program
MTC - Metropolitan Transportation Commission
- OBAG - One Bay Area Grant
OTS - California Office of Traffic Safety
SCTPG - Sustainable Communities Transportation Planning Grant
STP - Surface Transportation Program
TDA - Transportation Development Act
TFCA - Transportation Fund for Clean Air
TIRCP-Transit and Intercity Rail Capital Program
VTA - Valley Transportation Authority
UPRR - Union Pacific Rail Road
RAISE - Rebuilding American Infrastructure with Sustainability and Equity



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Agenda Report

25-1078

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update (Megas)

DISCUSSION

Bicycle and Pedestrian Advisory Committee (BPAC) Member Megas will provide a verbal update regarding recent Valley Transportation Authority Bicycle and Pedestrian Advisory Committee (VTA BPAC) meetings.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. Email from Member Megas dated October 10, 2025

From: [Betsy Megas](#)
To: [Carol Shariat](#)
Cc: [Ralph Garcia](#); [Steve Chan](#); [Michael Liw](#)
Subject: Re: October BPAC Agenda Item Documents - Past Due
Date: Friday, October 10, 2025 1:22:29 PM

Hi all,

We just had the October meeting this week. Here are the notes for both September and October. As usual, the full agenda packets are on the portal.

September

https://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=4298

- The committee reviewed the project priorities for Transportation Development Act (TDA3) and Transportation Funds for Clean Air (TFCA) program manager funds.
 - The City of Santa Clara will bank the TDA3 funds this cycle and use \$150,000 towards the design and construction of the Benton Street Bikeway
- The committee reviewed the assignments for the State Transportation Improvement Program (STIP) funding.
 - Of interest to those in the City of Santa Clara, some funding has been reprogrammed away from the Central Bikeway, reflecting the timing and order of the needed funding.
- The committee reviewed the Bascom Complete Streets Checklist.
- The committee reviewed and discussed the scoring system for the Measure B Bicycle & Pedestrian Planning Studies Competitive Grant.
 - One of the objectives of both the committee and the staff in updating this rubric is to invite narrative explanations of why a proposal meets the criteria and serves community needs.

October

https://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=4299

- We revisited new and changed details from the STIP programming and Measure B scoring items from September.
- We got an informational update on the Better Bus Stops program to add benches, shelters, lighting, trash cans, and other amenities to bus stops.
- We got an update on three station access studies: River Oaks, Hostetter, and Great Mall.
- We learned the results of the second annual cycle for VTA's Transit-Oriented Communities grants.
 - The City of Santa Clara was awarded \$145,000 for the North Santa Clara Transit Station Access and Circulation Study.
 - The Santa Clara City Library Foundation and Friends was awarded \$25,000 for Project LIFT – Literacy for Transit
- We learned from engineer Tom Esch about County Roads' Planning and Early Design Review process.

Take care,

Betsy Megas



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Agenda Report

25-1079

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Santa Clara Station Area Task Force Update (Shure)

DISCUSSION

Bicycle and Pedestrian Advisory Committee (BPAC) Member Shure will provide an update regarding recent Santa Clara Station Area Task Force meetings.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. Santa Clara Station Area Task Force Update



Santa Clara Station Area Task Force Update

**Bicycle & Pedestrian Advisory
Committee**

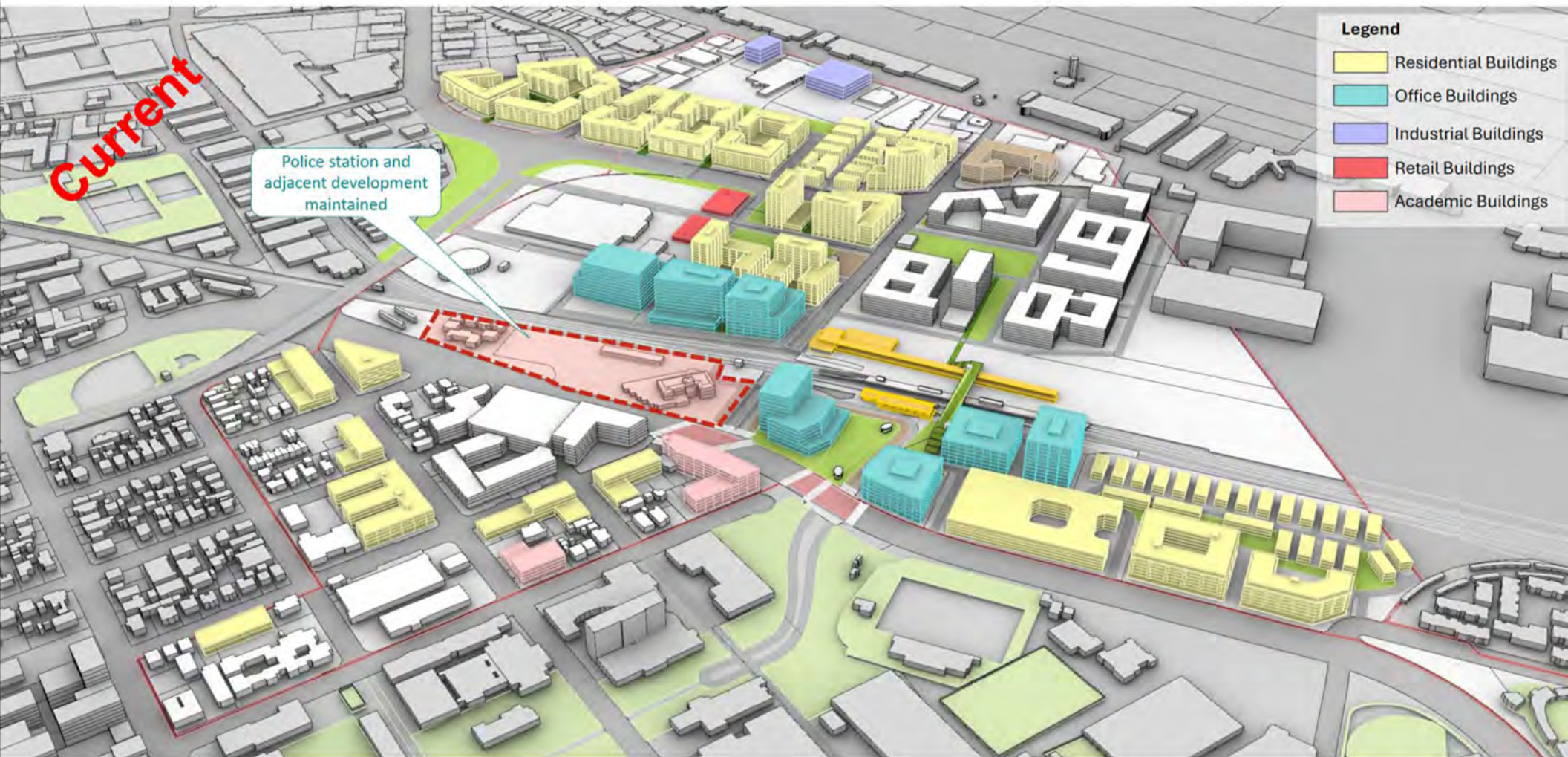
October 27, 2025

Preferred Development Concept – Landmark Tower

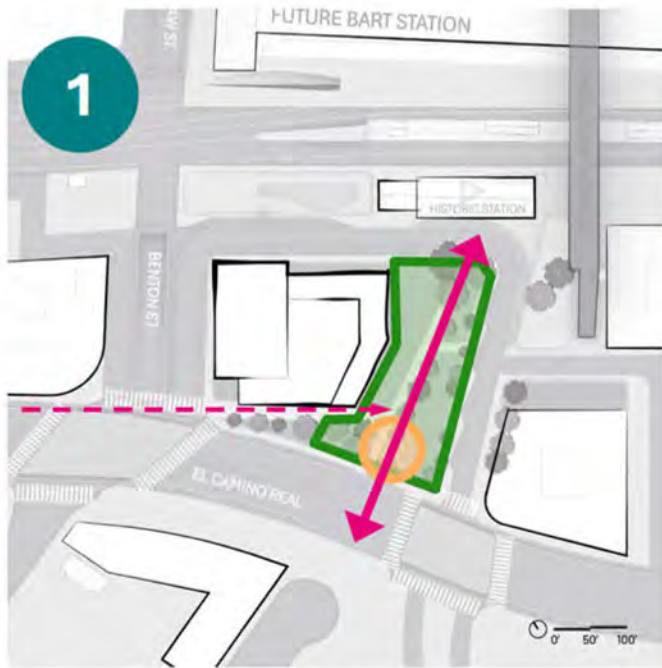
1. Potential FAA variance request.



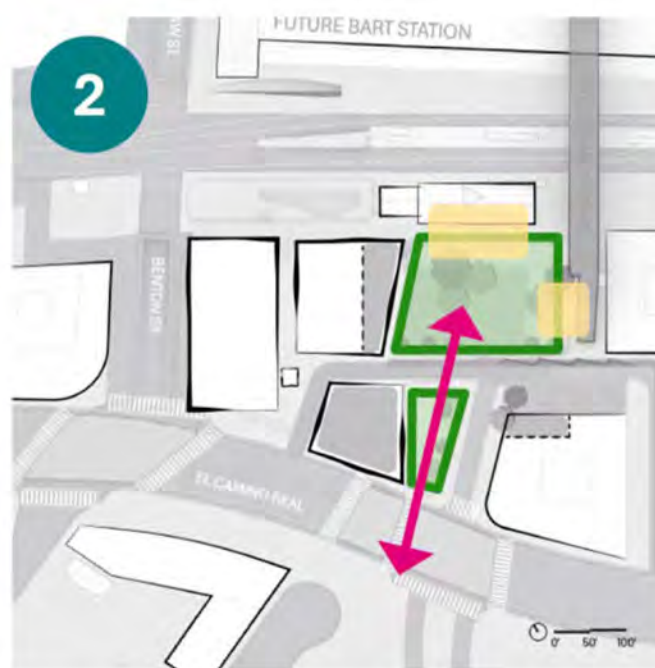
Preservation of Police Station



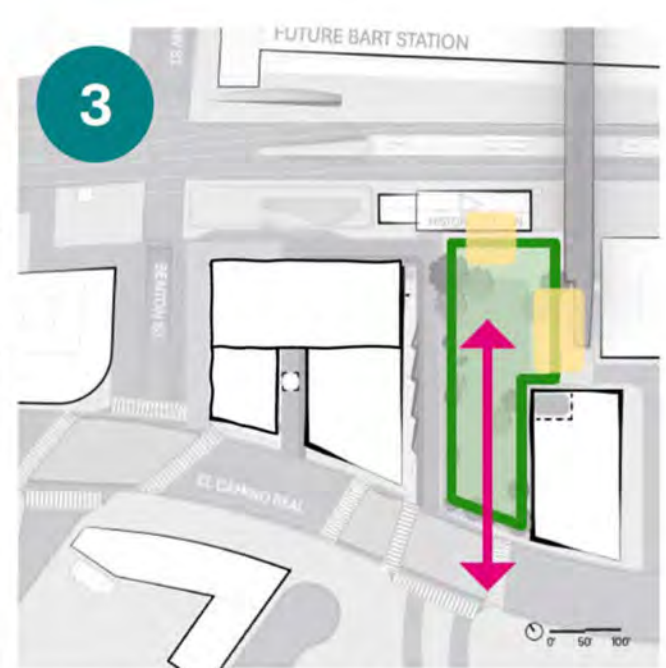
Flexibility to Design



Franklin Corridor



Connected Plaza



Linear Park

CURRENT APPROACH

Building Heights Maximum

- Legends**
- 40' – 3 Floors max
 - 52' – 4 Floors max
 - 64' – 5 Floors max
 - 71' – 6 Floors max
 - 85' – 7 Floors max
 - 148' – 13 Floors max



ALTERNATE APPROACH

Building Heights Maximum

Legends

- 40' – 3 Floors max
- 52' – 4 Floors max
- 64' – 5 Floors max
- 71' – 6 Floors max
- 85' – 7 Floors max
- 148' – 13 Floors max

