

**APPENDIX D**  
**CORRIDOR**  
**CONCEPT DESIGNS**



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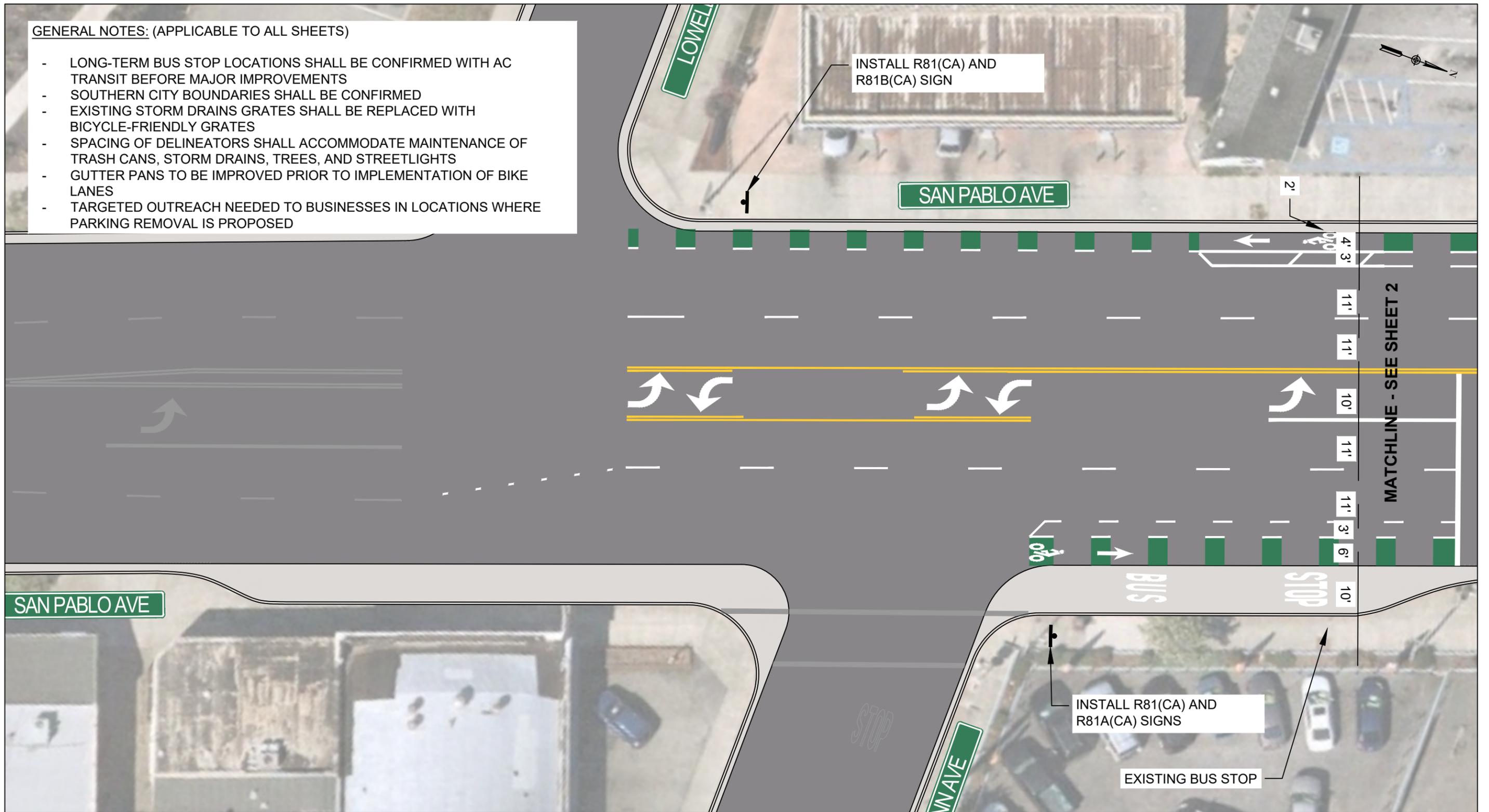
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# **SAN PABLO AVENUE (SOUTH)**

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

- LONG-TERM BUS STOP LOCATIONS SHALL BE CONFIRMED WITH AC TRANSIT BEFORE MAJOR IMPROVEMENTS
- SOUTHERN CITY BOUNDARIES SHALL BE CONFIRMED
- EXISTING STORM DRAINS GRATES SHALL BE REPLACED WITH BICYCLE-FRIENDLY GRATES
- SPACING OF DELINEATORS SHALL ACCOMMODATE MAINTENANCE OF TRASH CANS, STORM DRAINS, TREES, AND STREETLIGHTS
- GUTTER PANS TO BE IMPROVED PRIOR TO IMPLEMENTATION OF BIKE LANES
- TARGETED OUTREACH NEEDED TO BUSINESSES IN LOCATIONS WHERE PARKING REMOVAL IS PROPOSED



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**SAN PABLO AVENUE  
BETWEEN LOWELL AVE AND EVANS AVE  
SAN PABLO CORRIDOR STUDY**



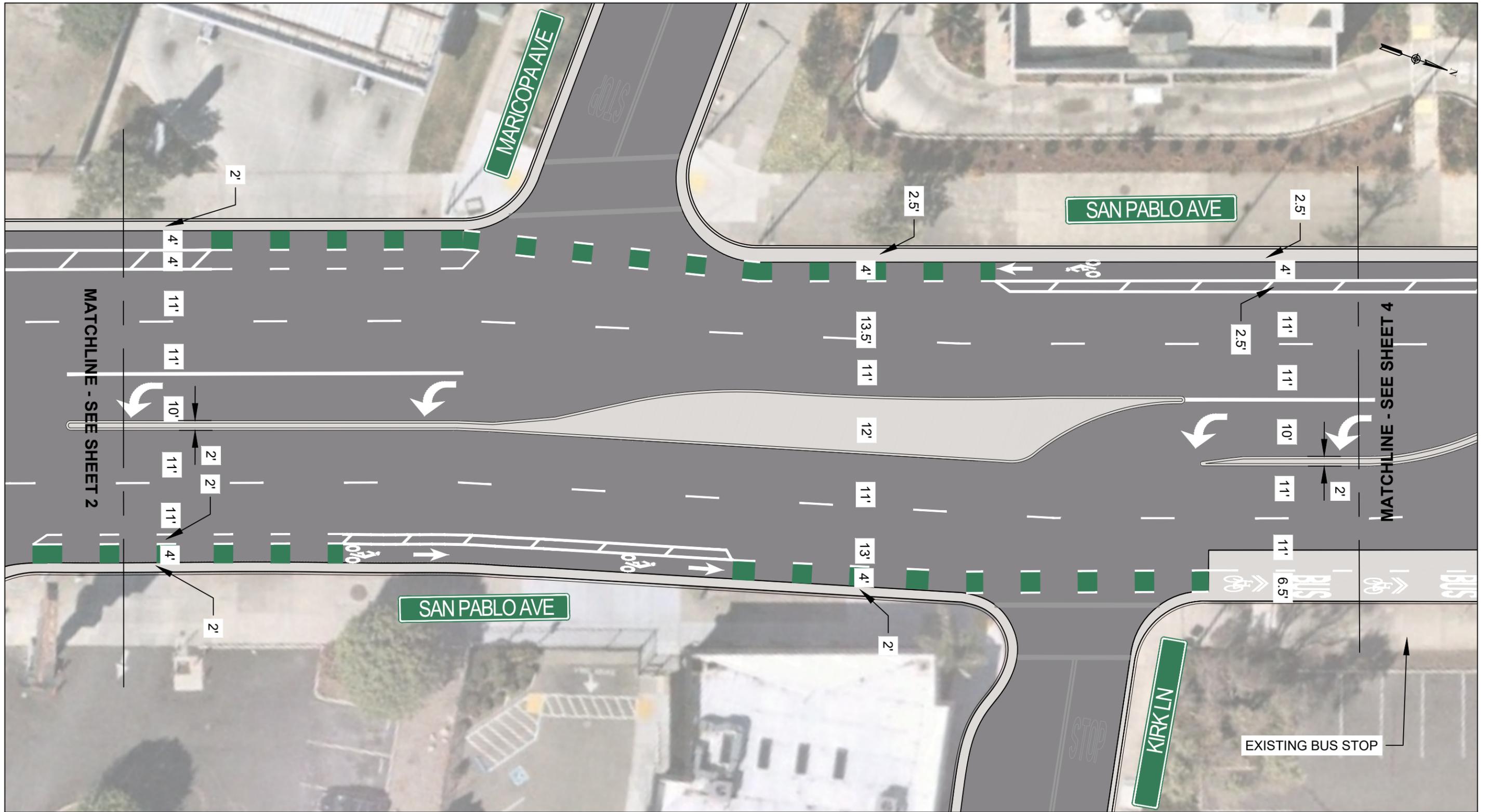
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PRELIMINARY CONCEPT  
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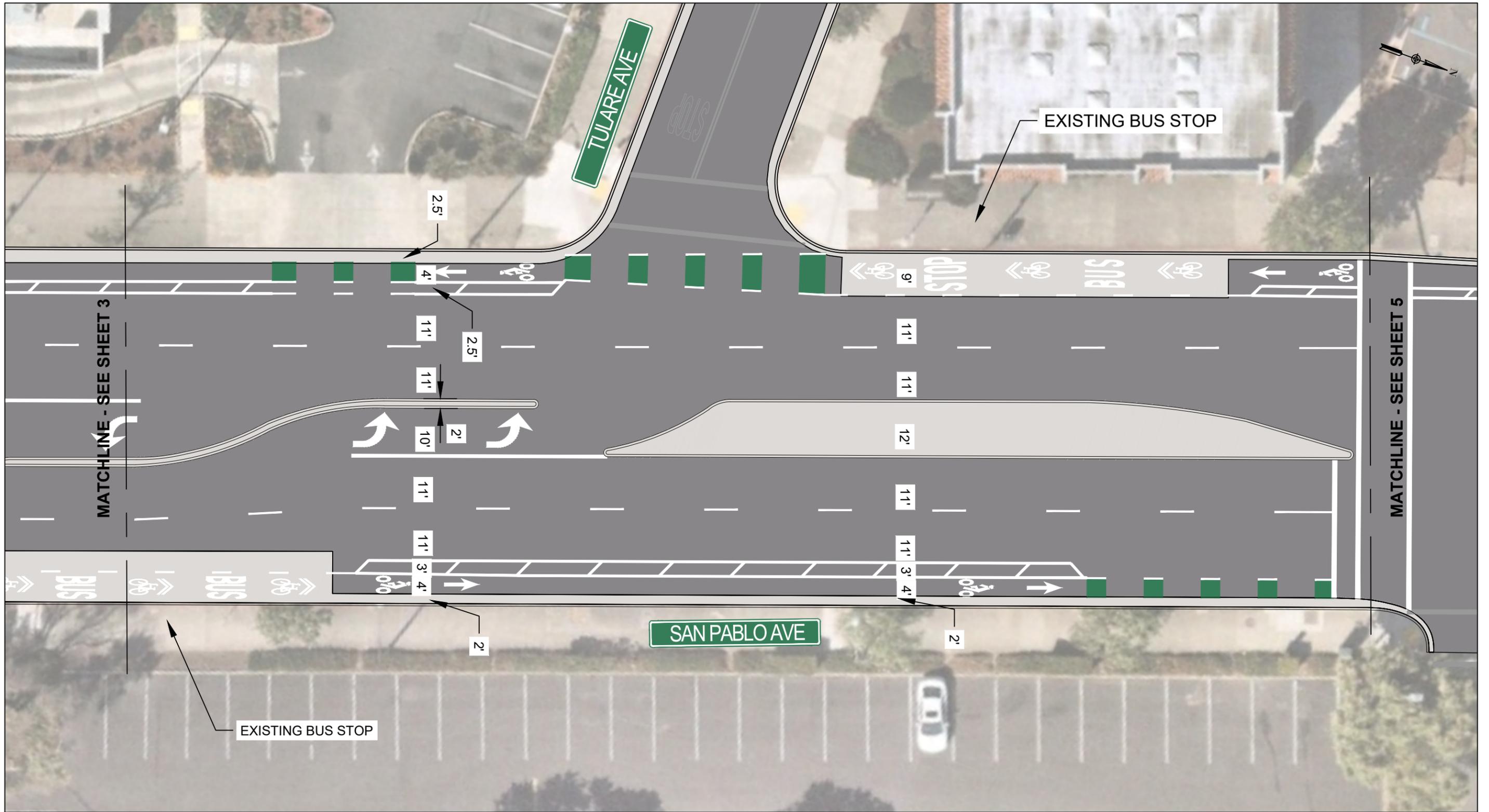


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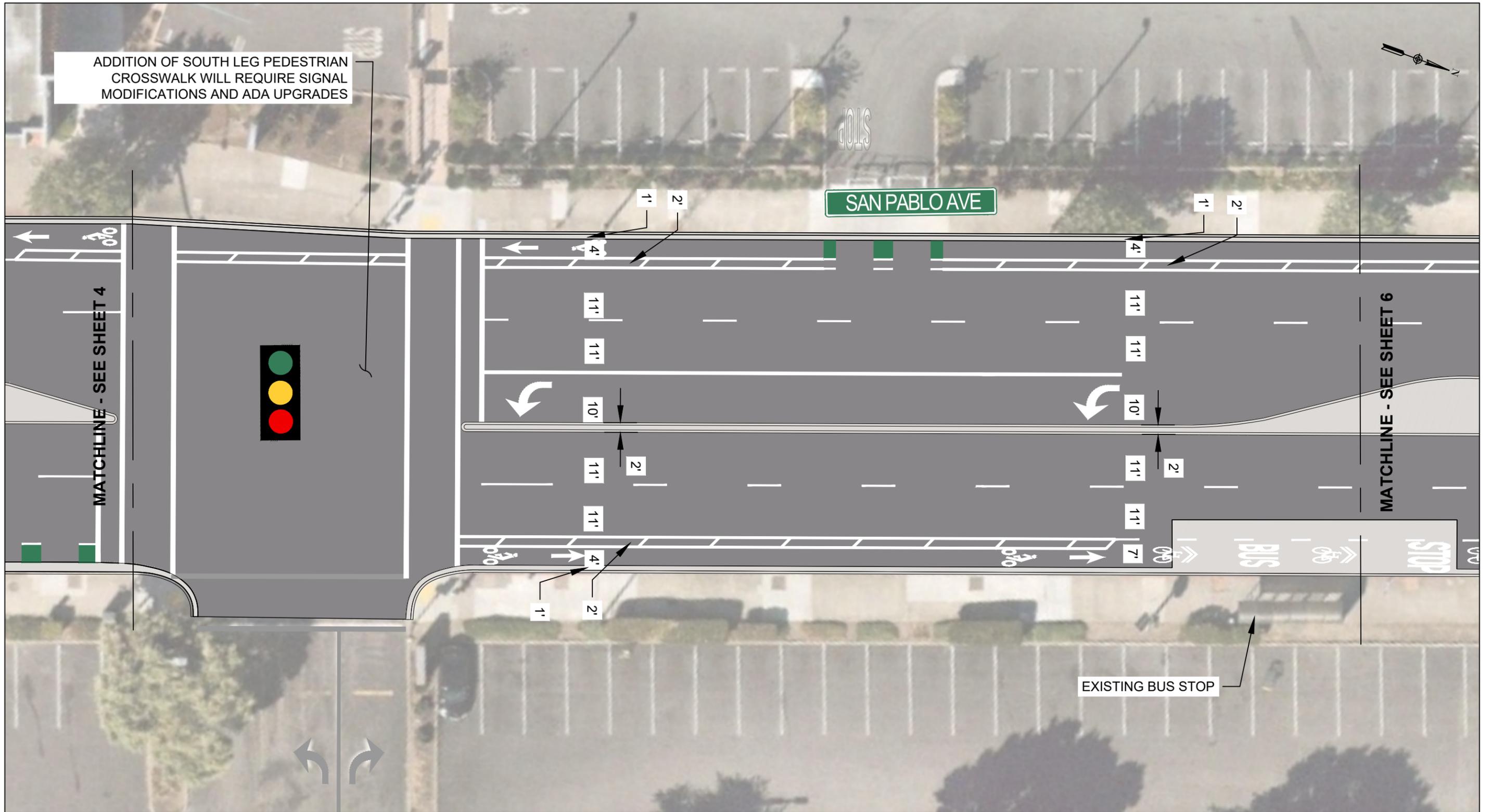


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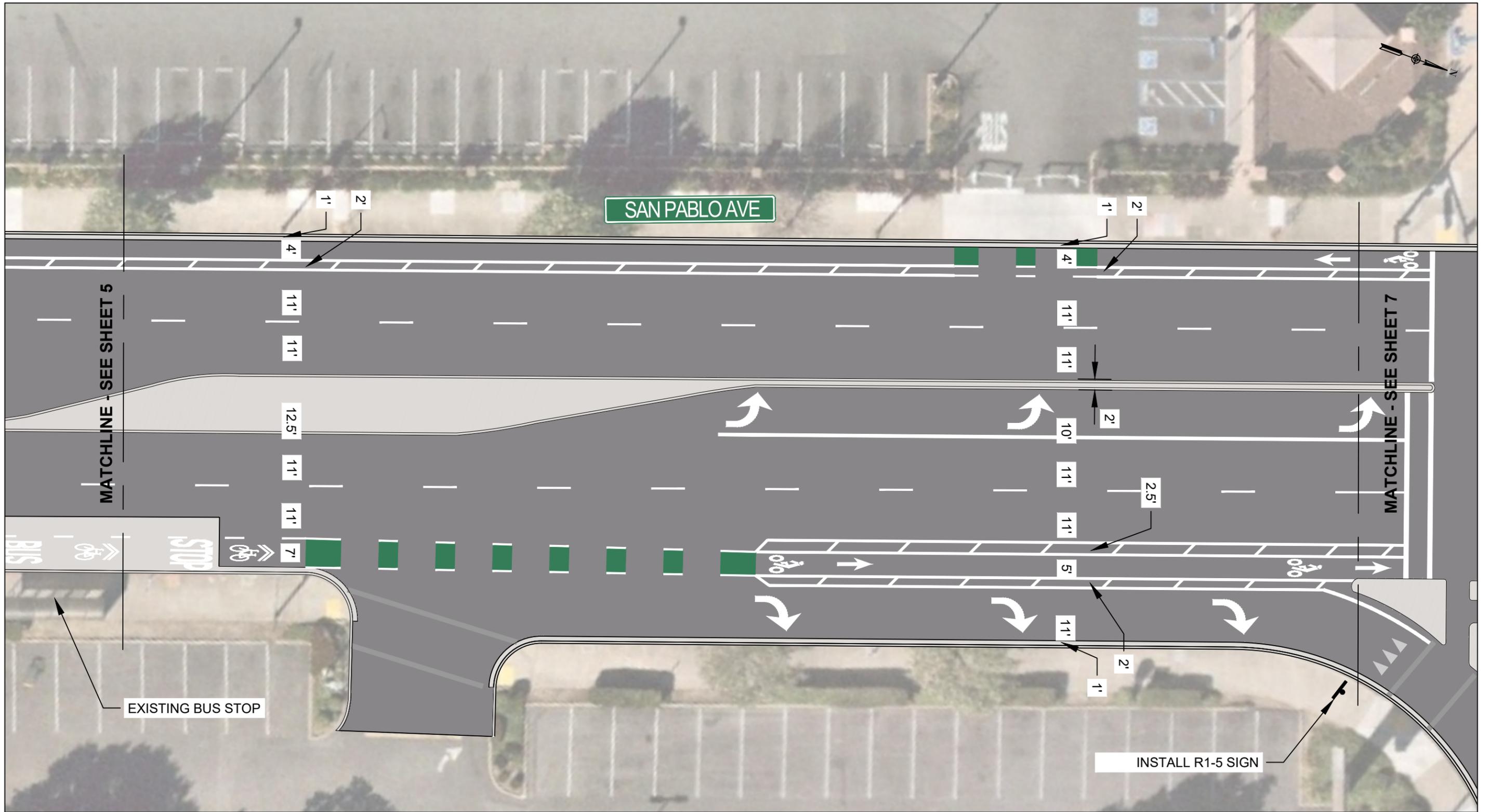


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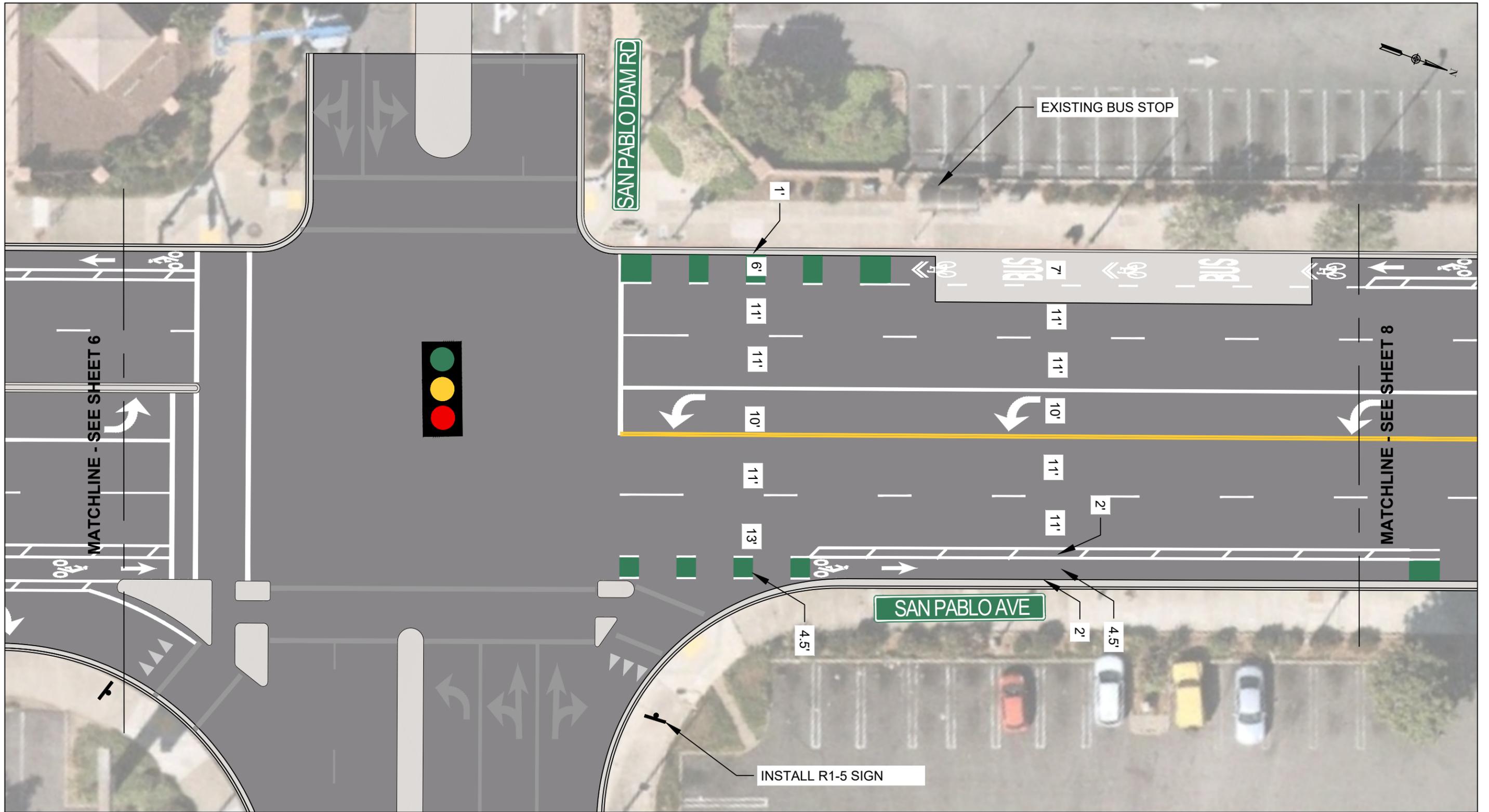


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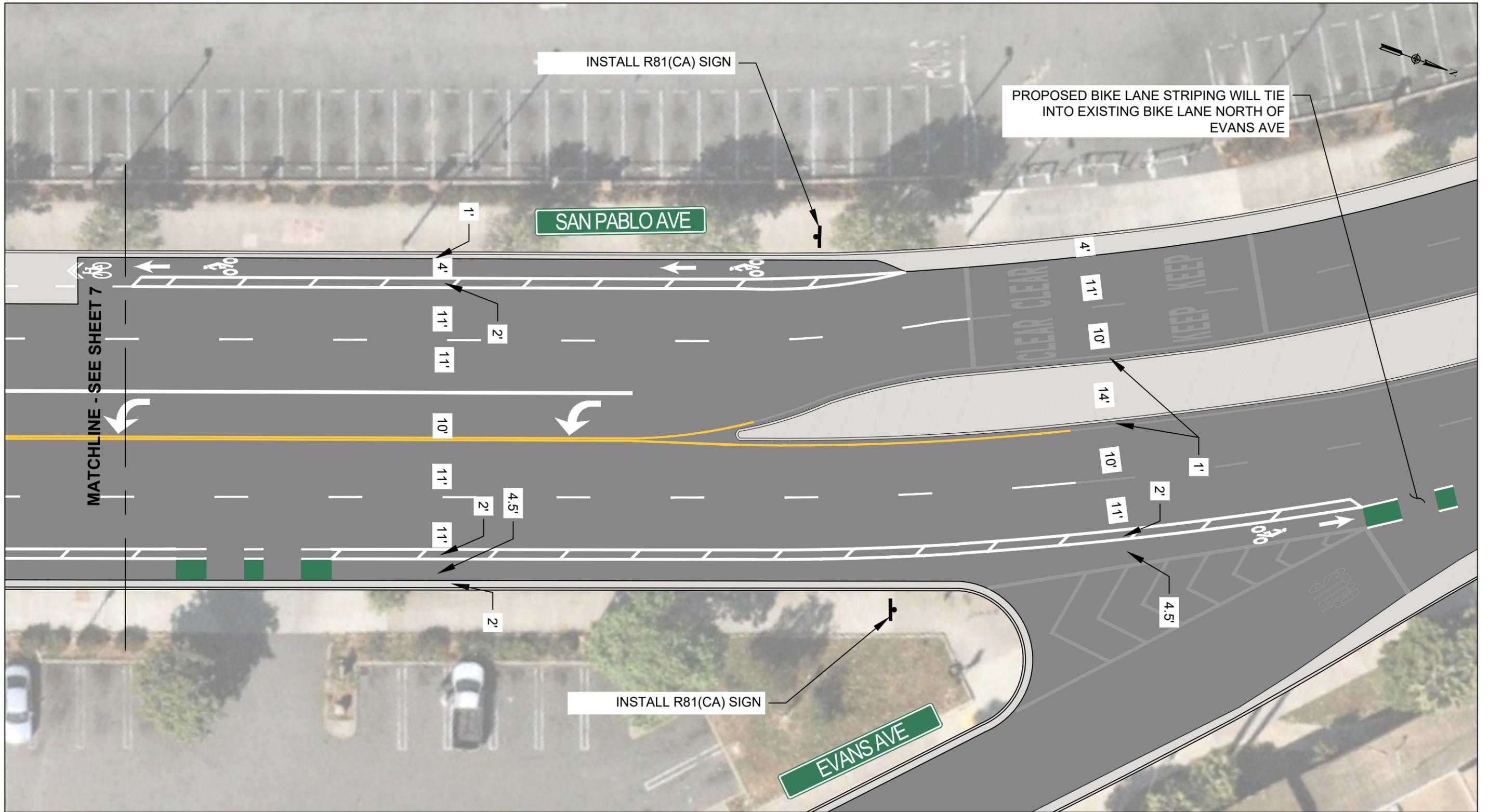


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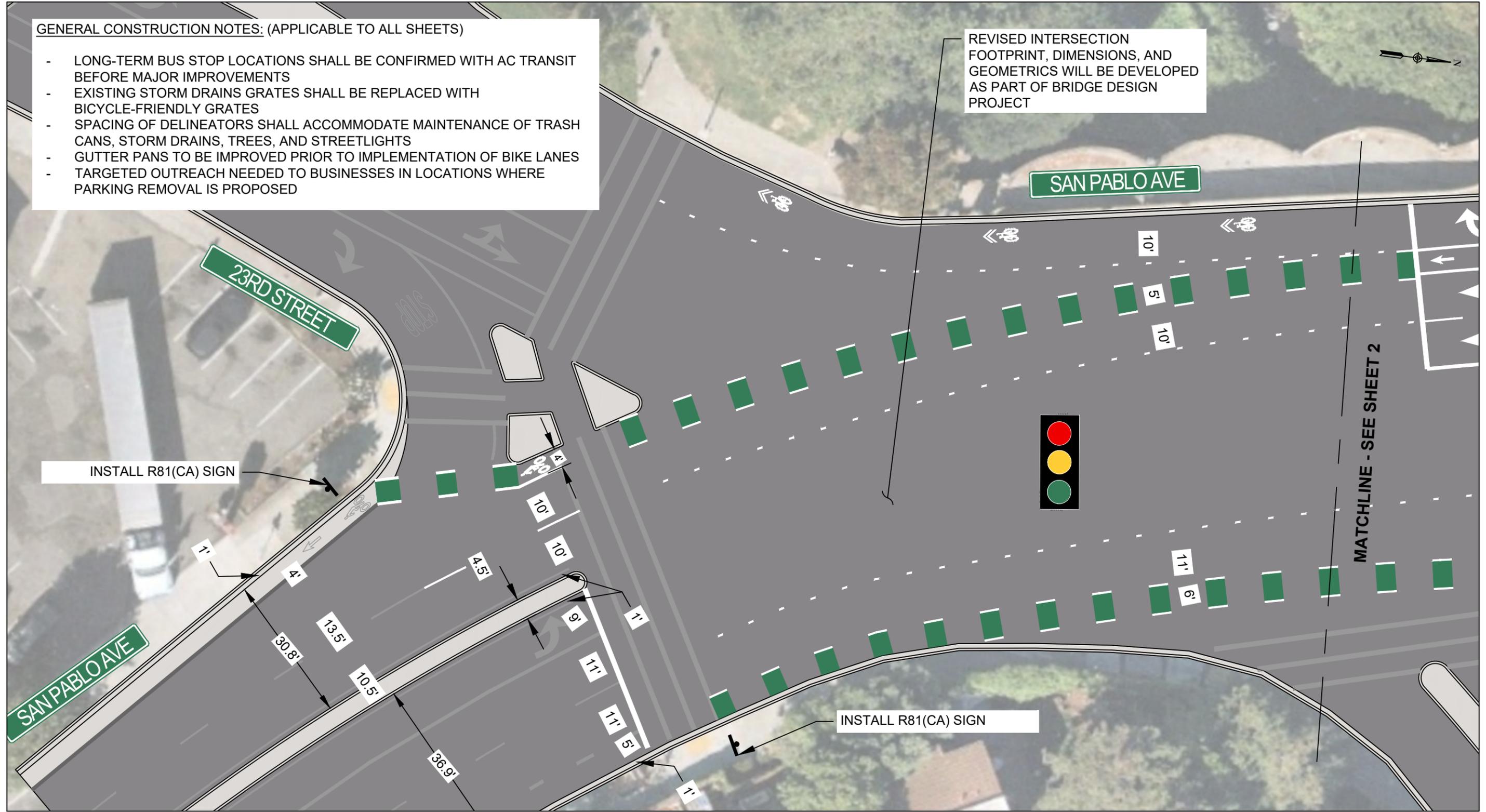
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REVISED INTERSECTION FOOTPRINT, DIMENSIONS, AND GEOMETRICS WILL BE DEVELOPED AS PART OF BRIDGE DESIGN PROJECT



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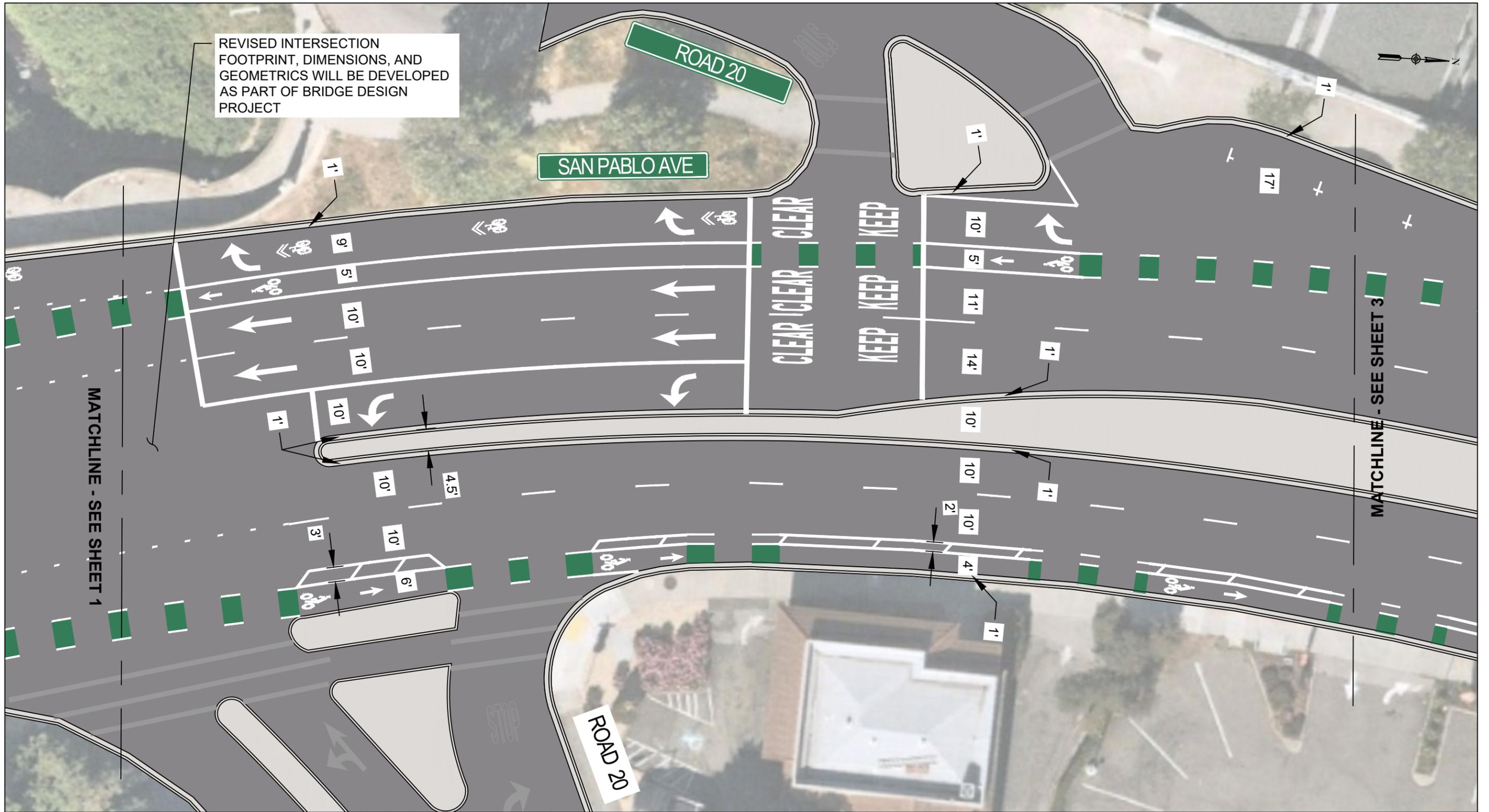
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**SAN PABLO AVENUE  
BETWEEN ROAD 20 AND RUMRILL BOULEVARD  
SAN PABLO CORRIDOR STUDY**



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1 OF 11

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MATCHLINE - SEE SHEET 1

MATCHLINE - SEE SHEET 3

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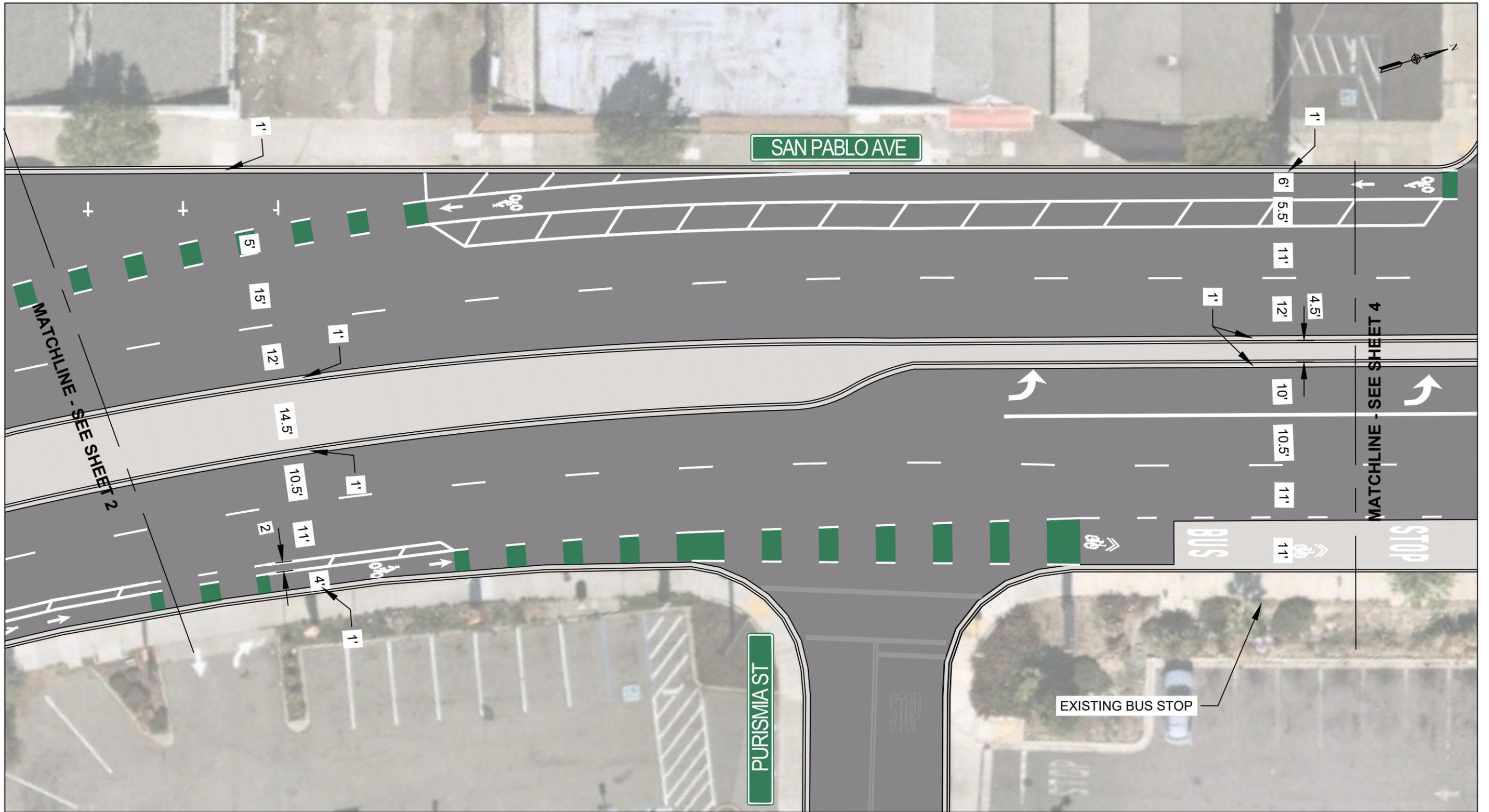


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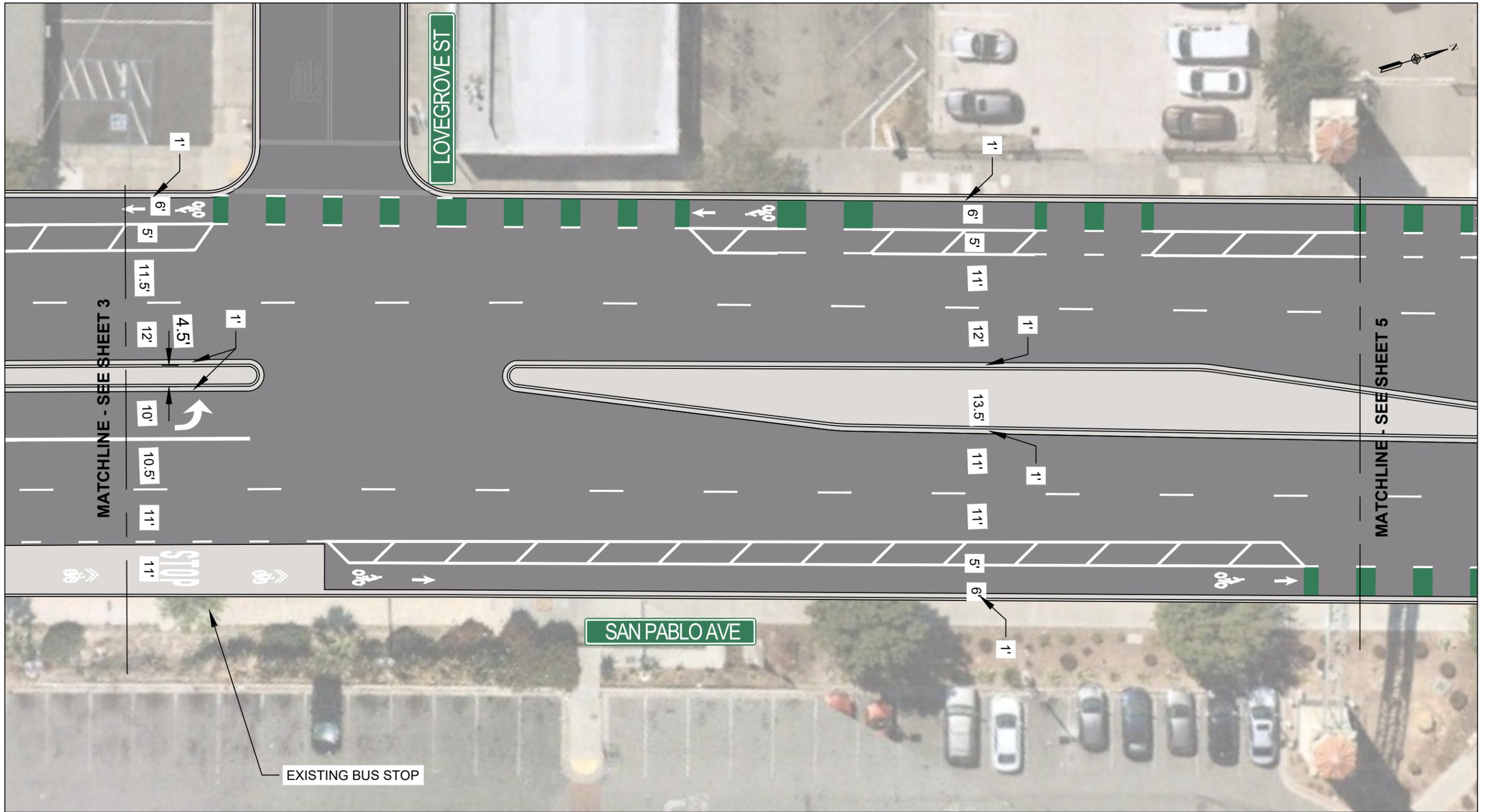
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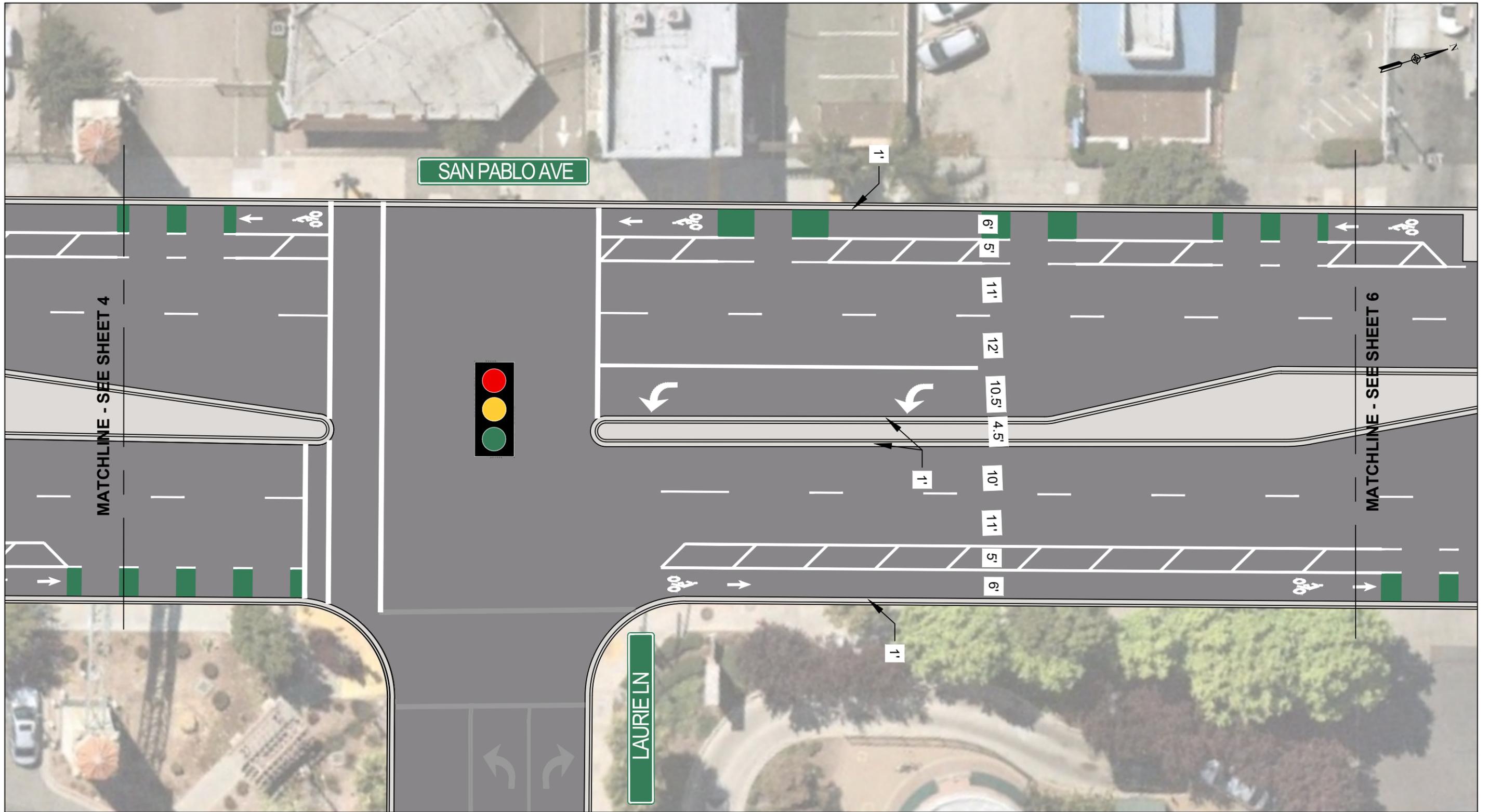


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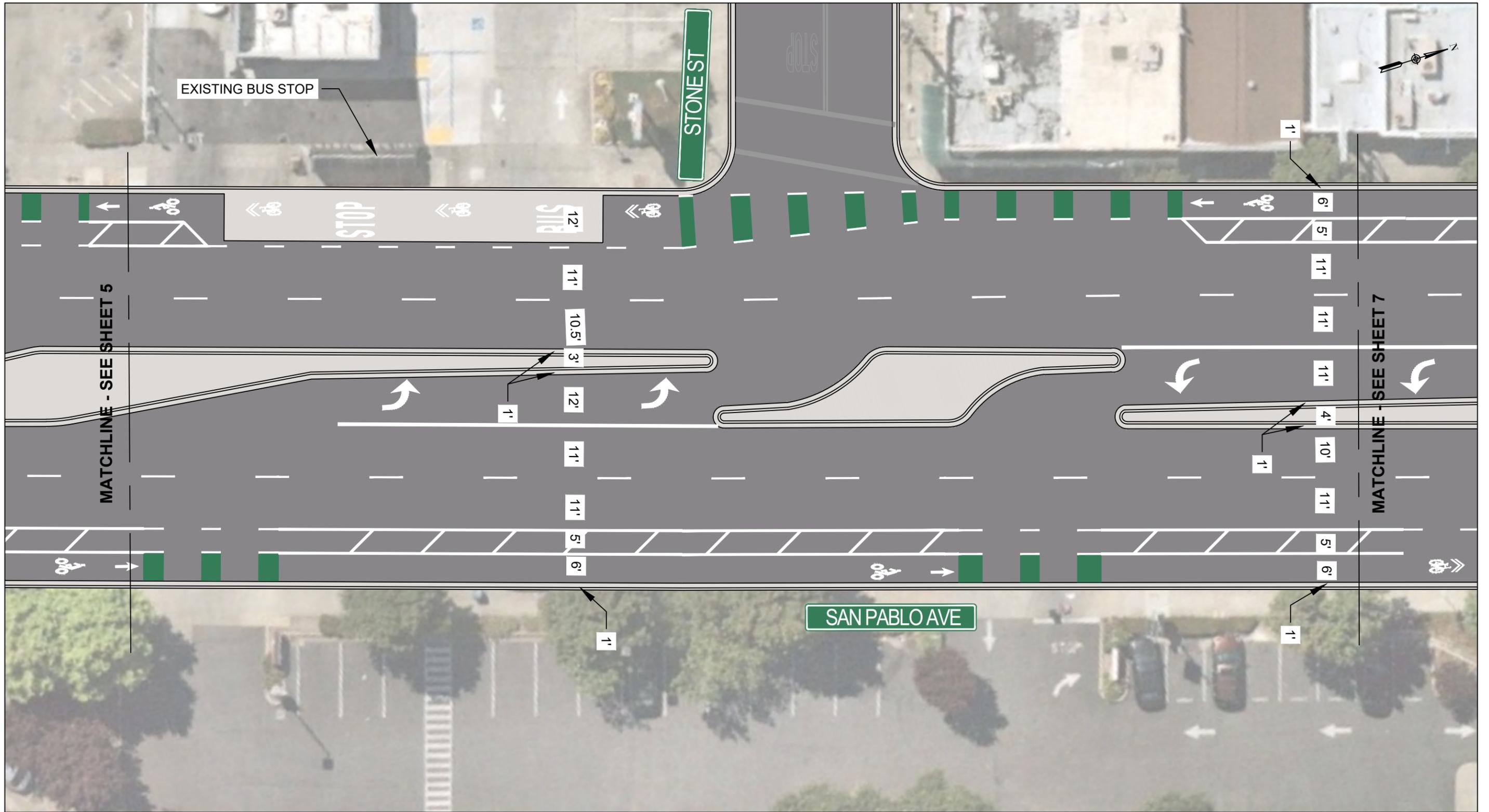


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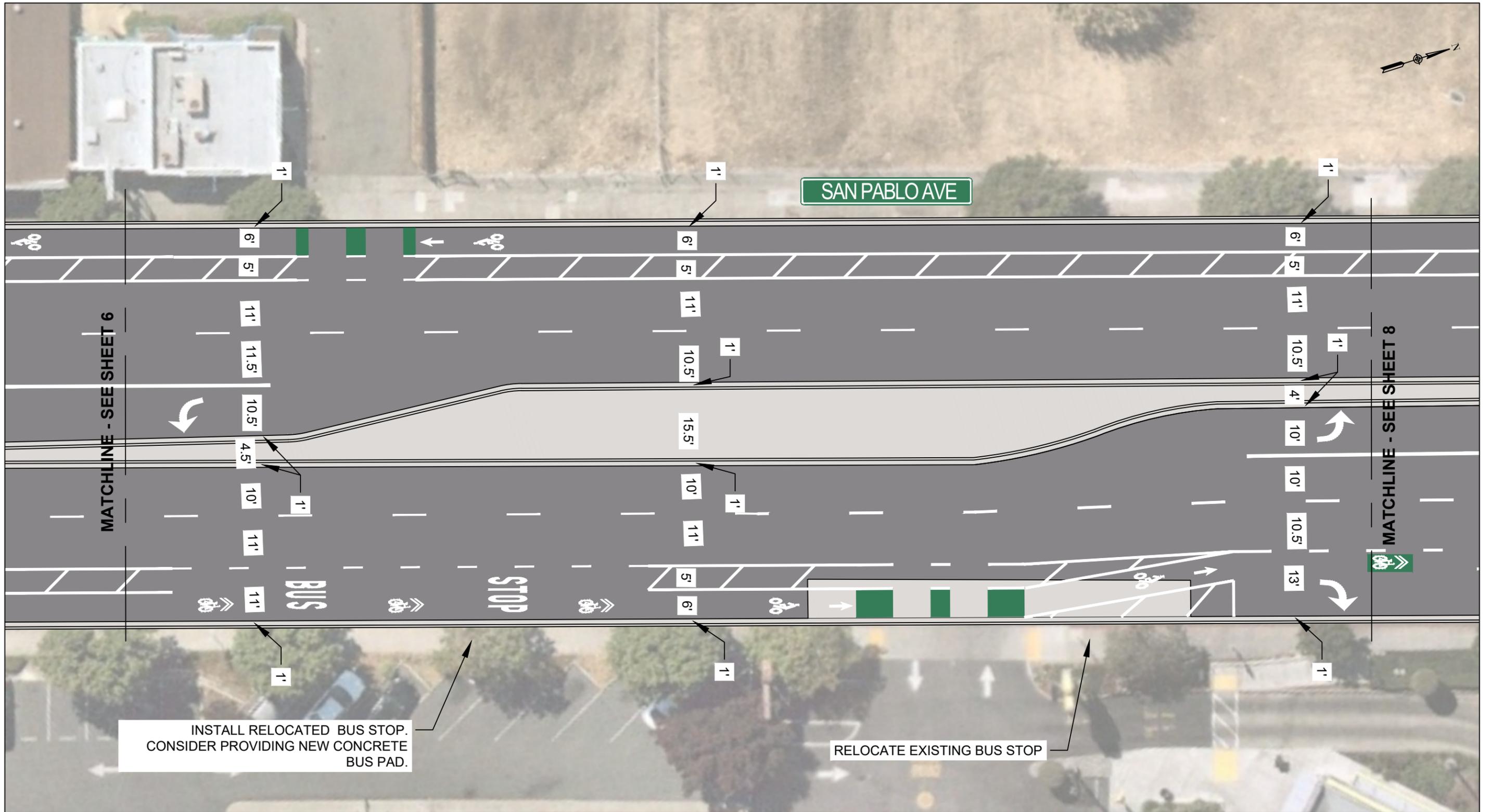


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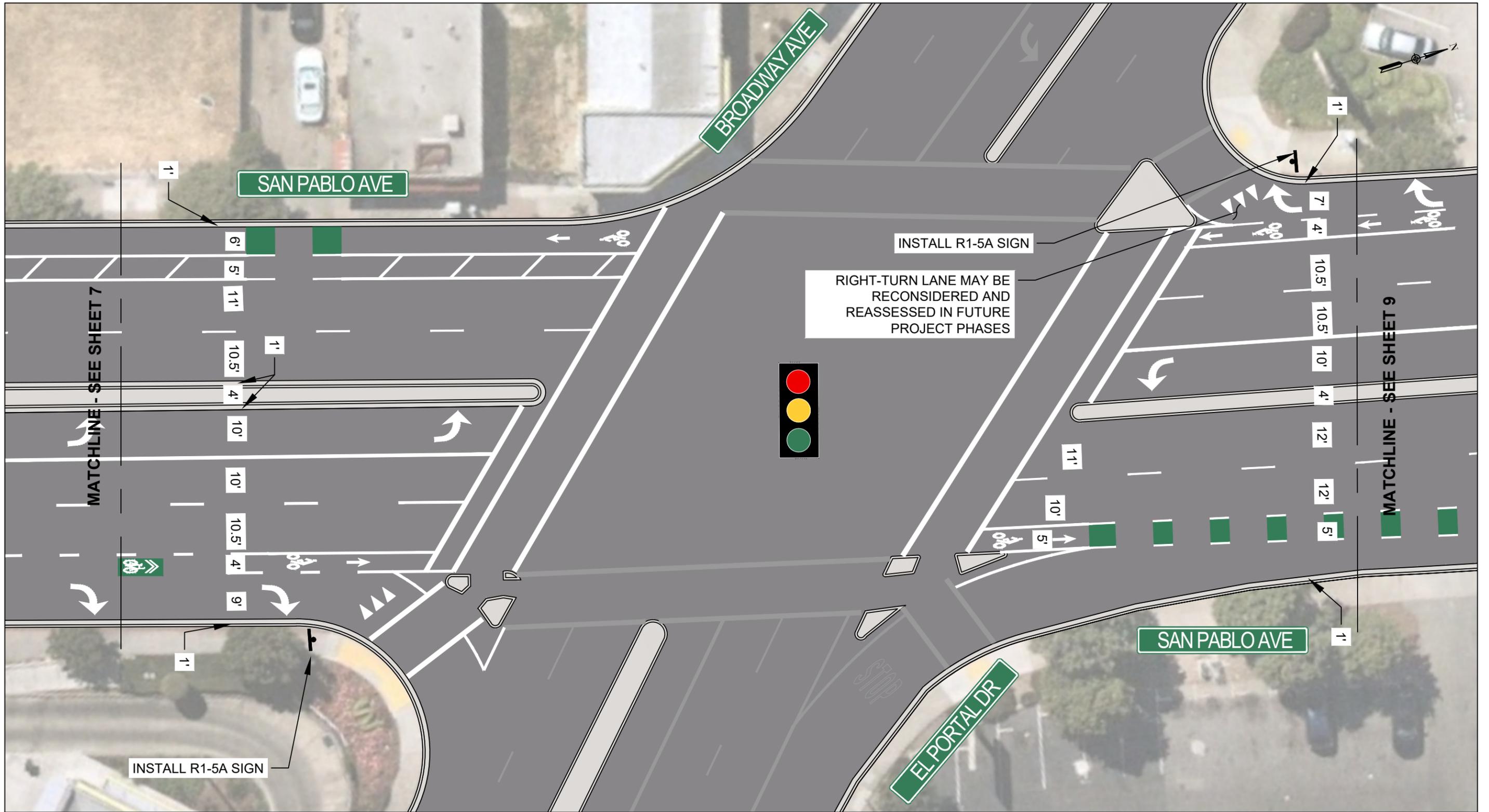


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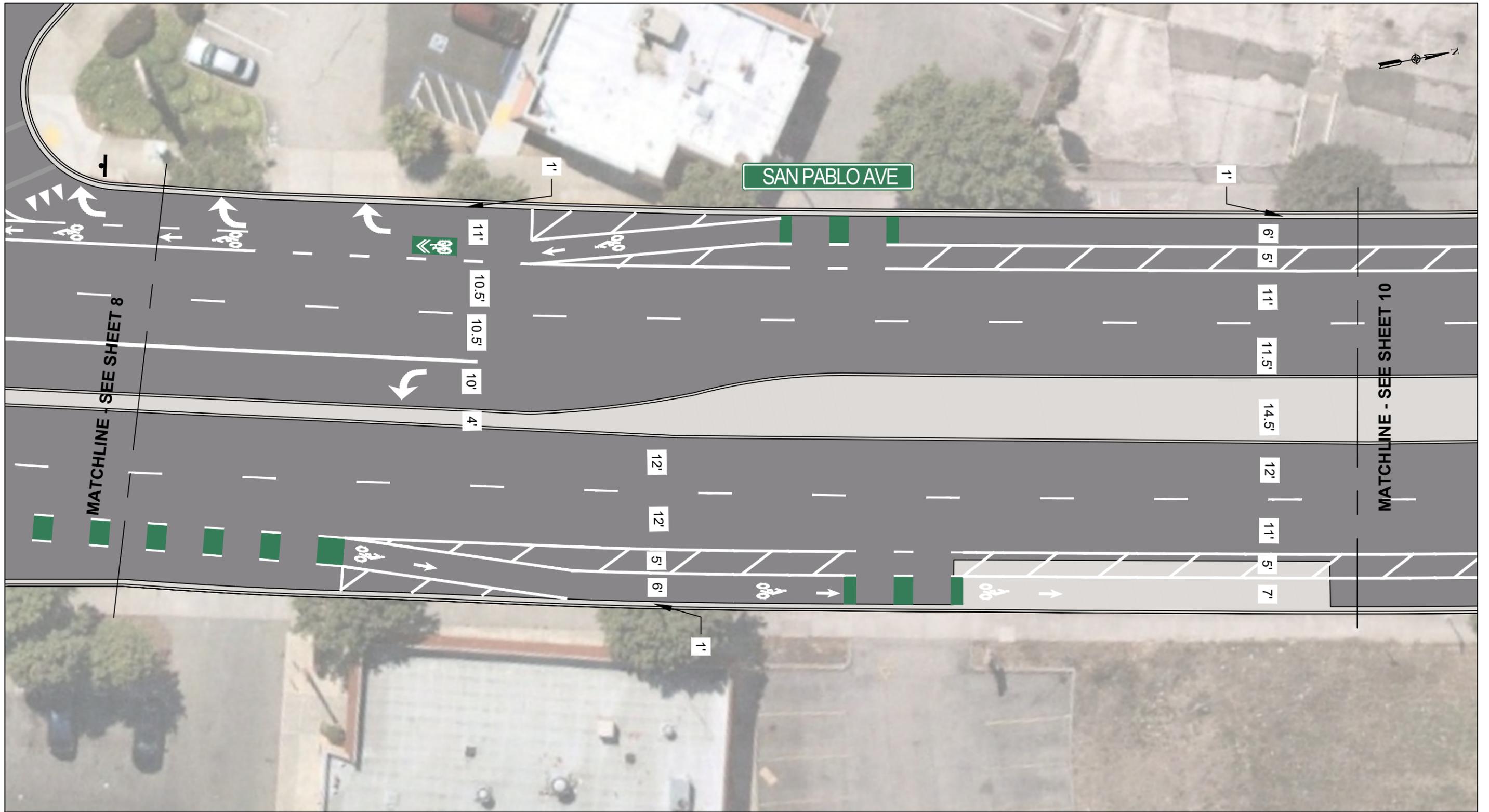


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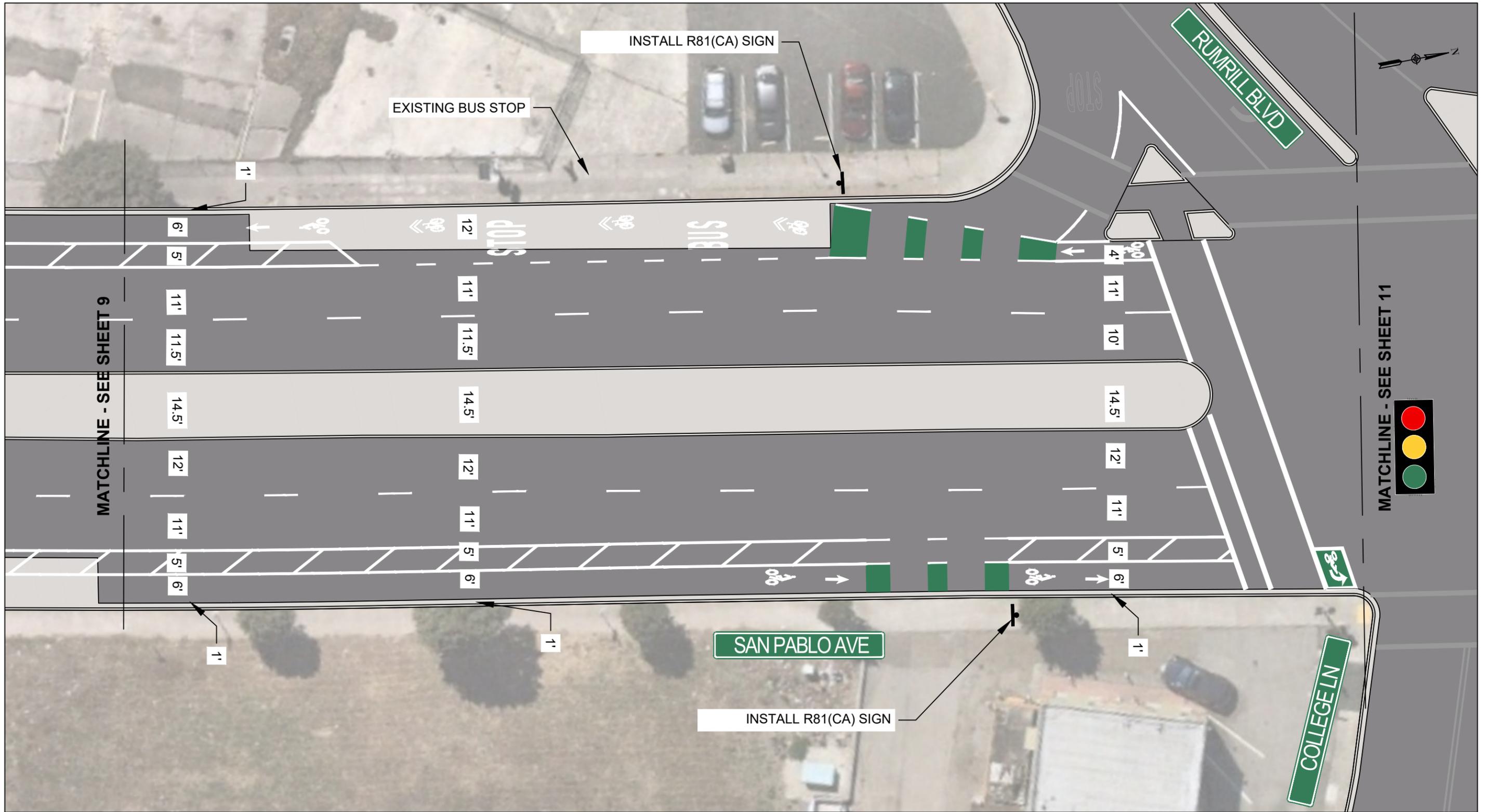


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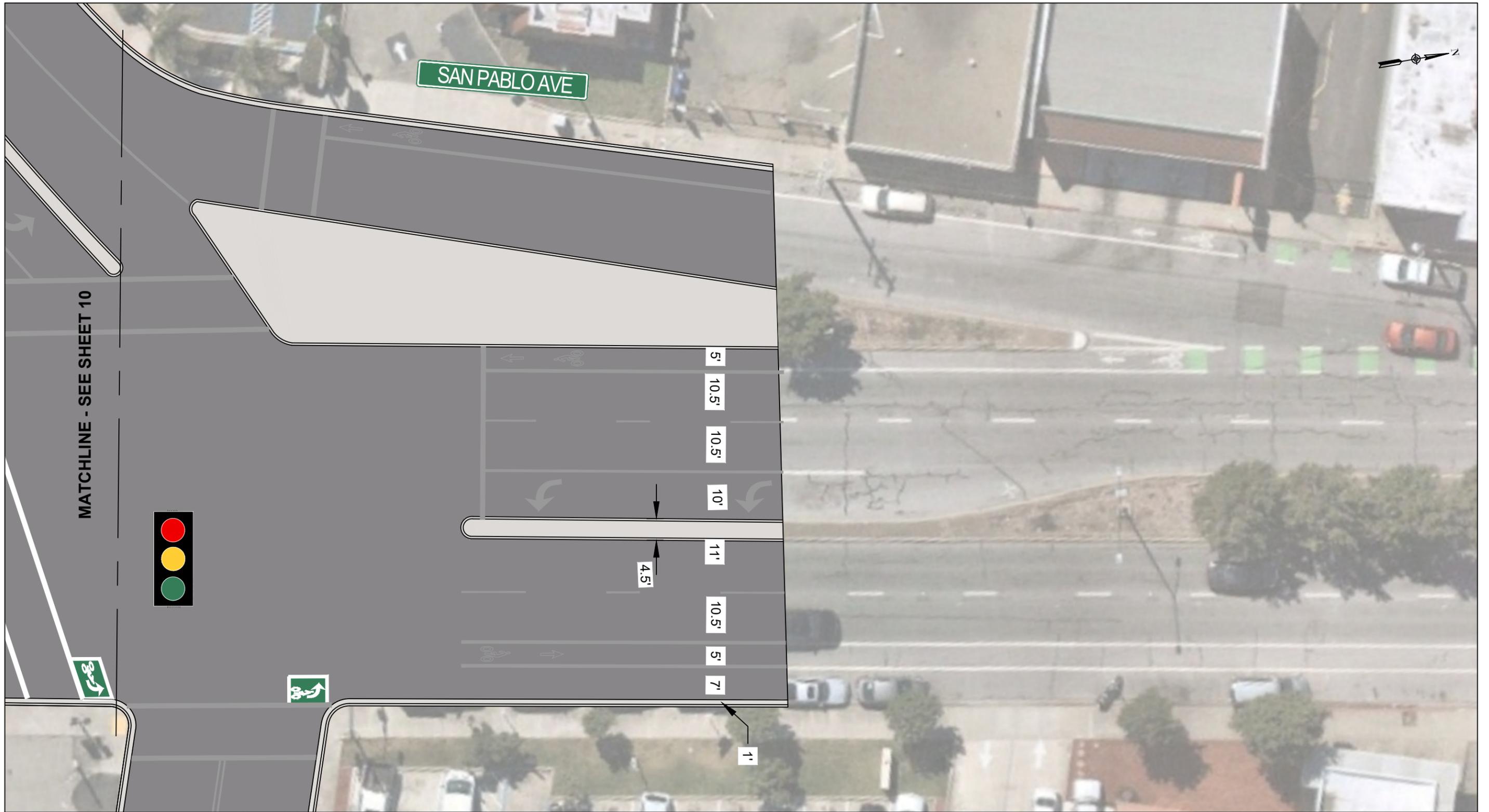


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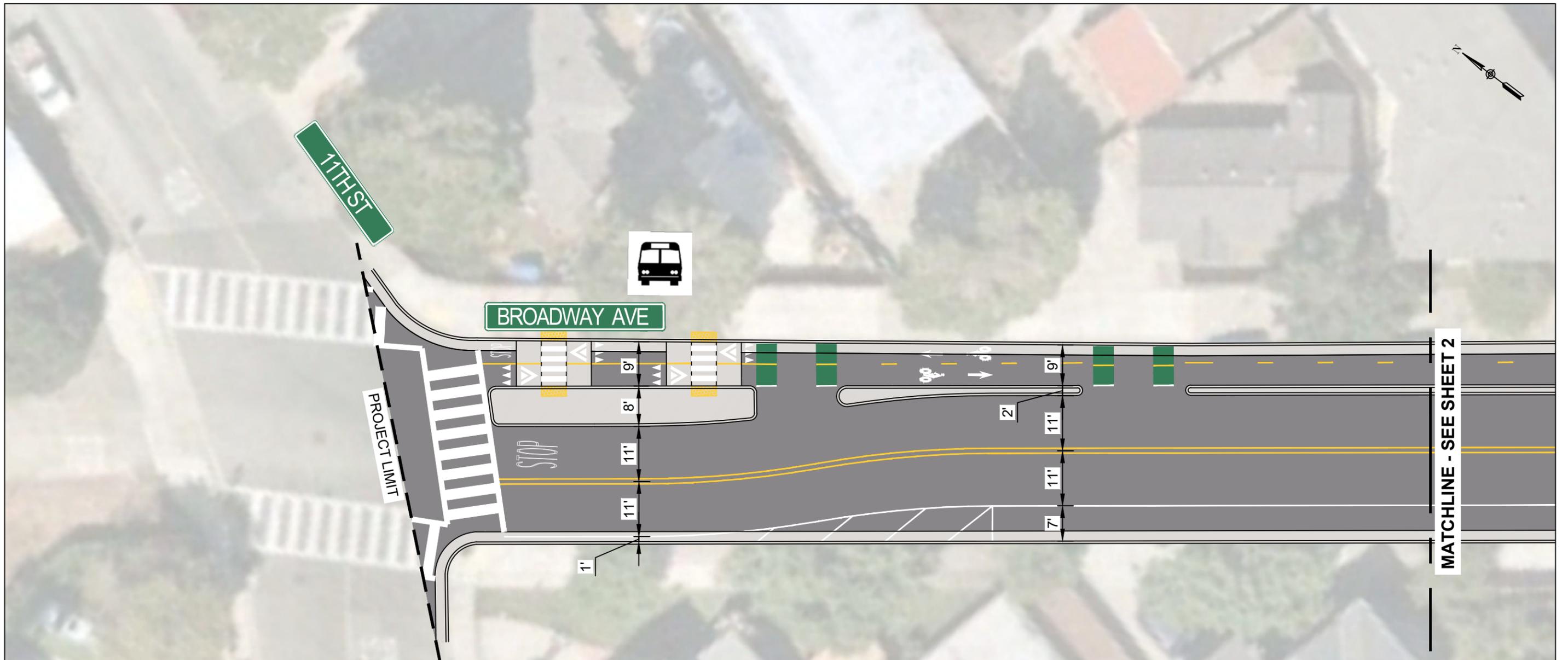
11 OF 11

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# **BROADWAY AVENUE**



**CONSTRUCTION NOTES**

1. CONSIDER MOUNTABLE/BEVELED BIKEWAY MEDIAN WITHIN 5 FEET OF DRIVEWAYS.
2. RESTRIPE EXISTING TRANSVERSE (BAR) CROSSWALKS AS HIGH-VISIBILITY LADDER CROSSWALKS.
3. CROSSWALKS SHOULD BE SQUARE TO THE CURB WHERE POSSIBLE.
4. GUTTER PAN WIDTH IS 2 FEET, UNLESS NOTED OTHERWISE.
5. REFER TO 2019 SSAR FOR RECOMMENDATIONS ON INTERSECTION DAYLIGHTING AND PEDESTRIAN-SCALE ILLUMINATION. CONSIDER BEST PRACTICES LIKE PLACING LIGHTING IN FRONT OF CROSSWALKS TO AVOID BACKLIT PEDESTRIANS.
6. WHERE APPLICABLE, CONSIDER INSTALLING R13A (CA) "NO RIGHT TURN ON RED" SIGNS AND/OR R9-5

7. "BIKES USE PED SIGNAL" SIGNS AT SIGNALIZED INTERSECTIONS.
8. CONSIDER CURB ACCESS FOR CITY MAINTENANCE TRUCKS TO PICK UP TRASH FROM CITY CANS.
9. CONSIDER RAISED BIKEWAY AT INTERSECTIONS.
10. ALL BUS STOP LOCATIONS SHOULD BE REVIEWED WITH AC TRANSIT AS PART OF FINAL DESIGN.
11. ELEVATED CROSSINGS AT BUS BOARDING ISLANDS MAY BE REDUCED TO ONE CROSSING, PENDING COORDINATION WITH AC TRANSIT.
12. CENTERLINE DELINEATORS TO PREVENT VEHICLE JUMPING AT TRANSIT STOPS SHOULD BE EVALUATED ON A CASE-BY-CASE BASIS.

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11TH STREET TO SAN PABLO AVENUE  
**SAN PABLO CORRIDOR STUDY**

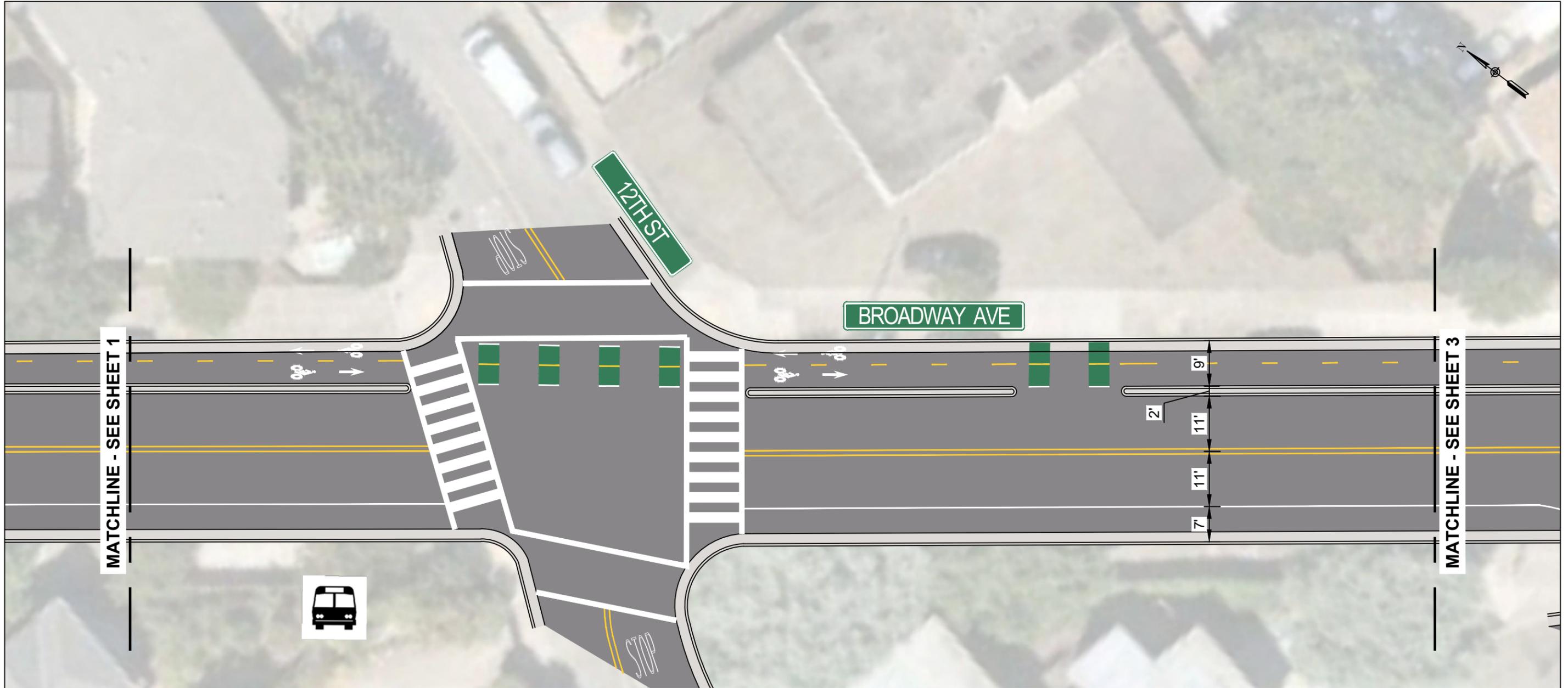


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5. REFER TO 2019 SSAR FOR RECOMMENDATIONS ON INTERSECTION DAYLIGHTING AND PEDESTRIAN-SCALE ILLUMINATION. CONSIDER BEST PRACTICES LIKE PLACING

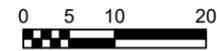
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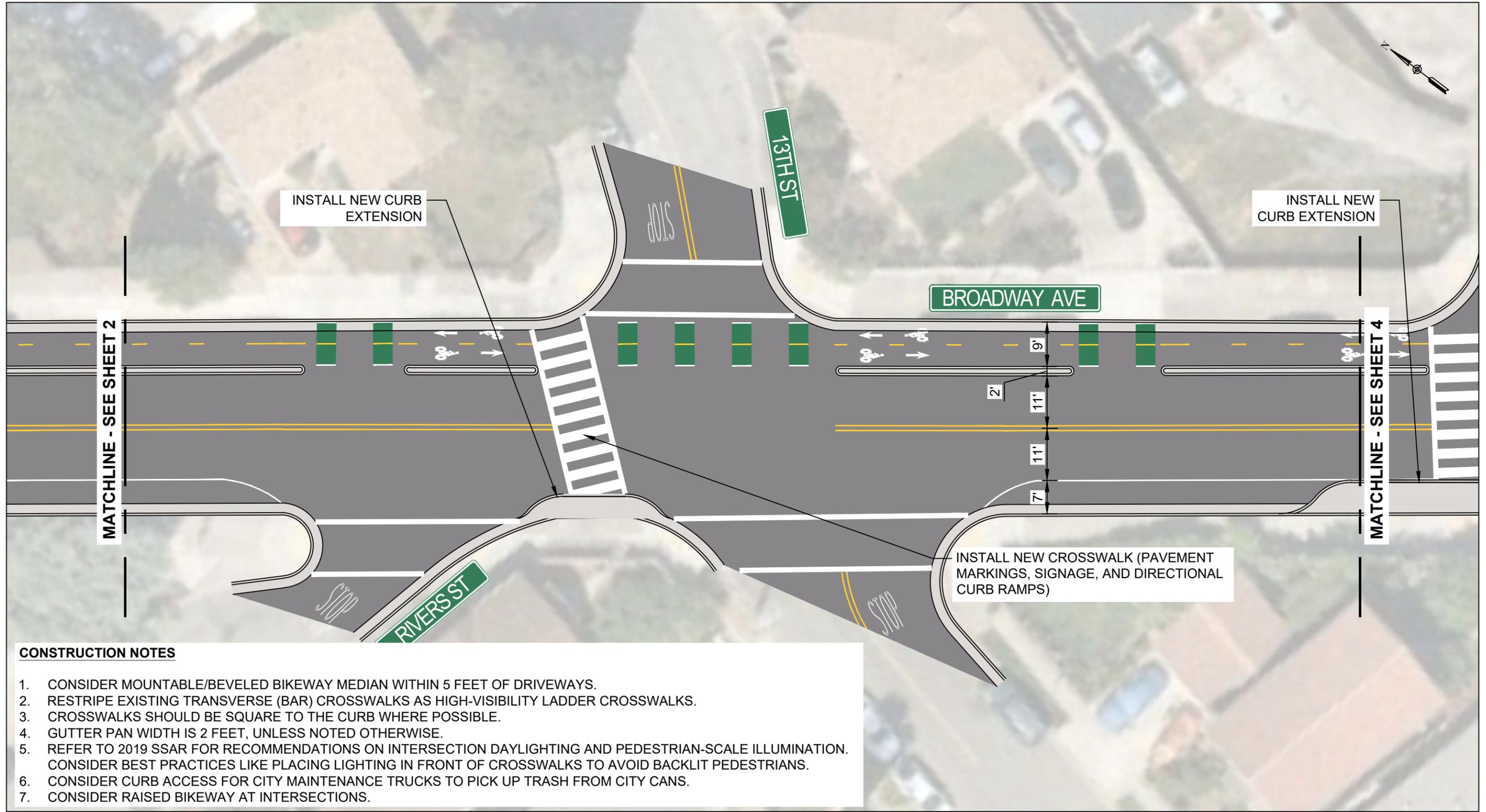


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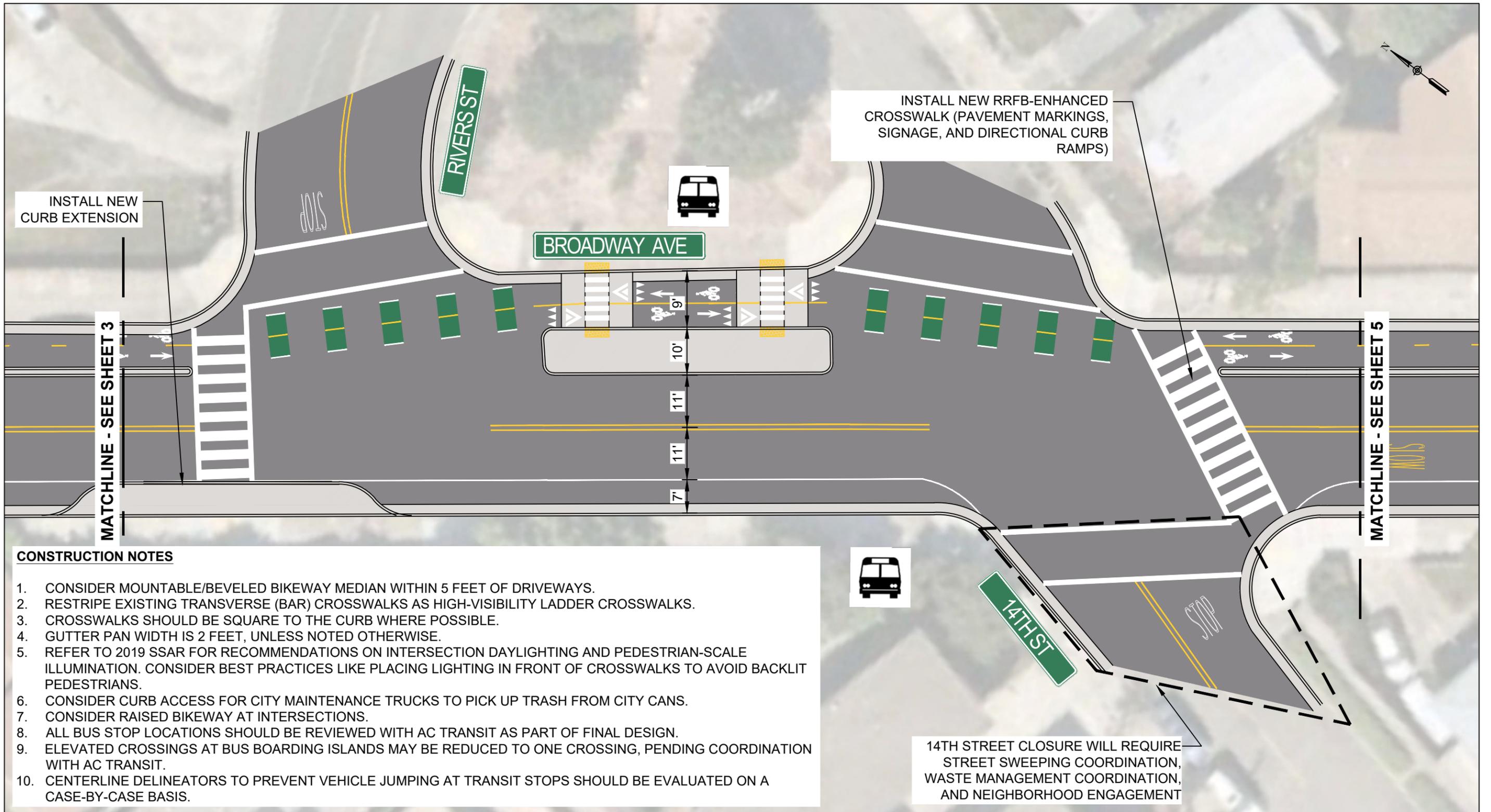
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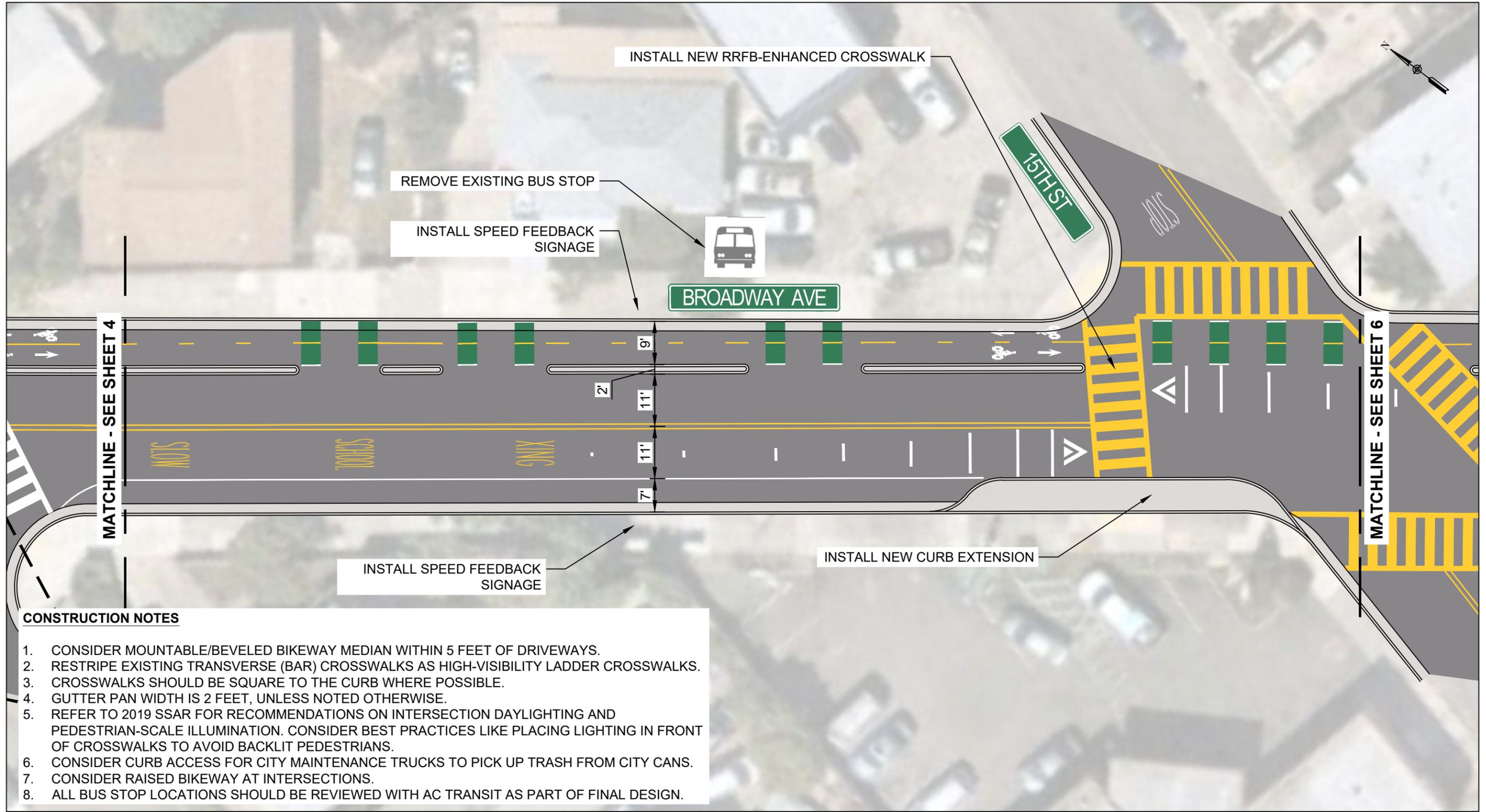
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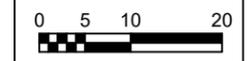
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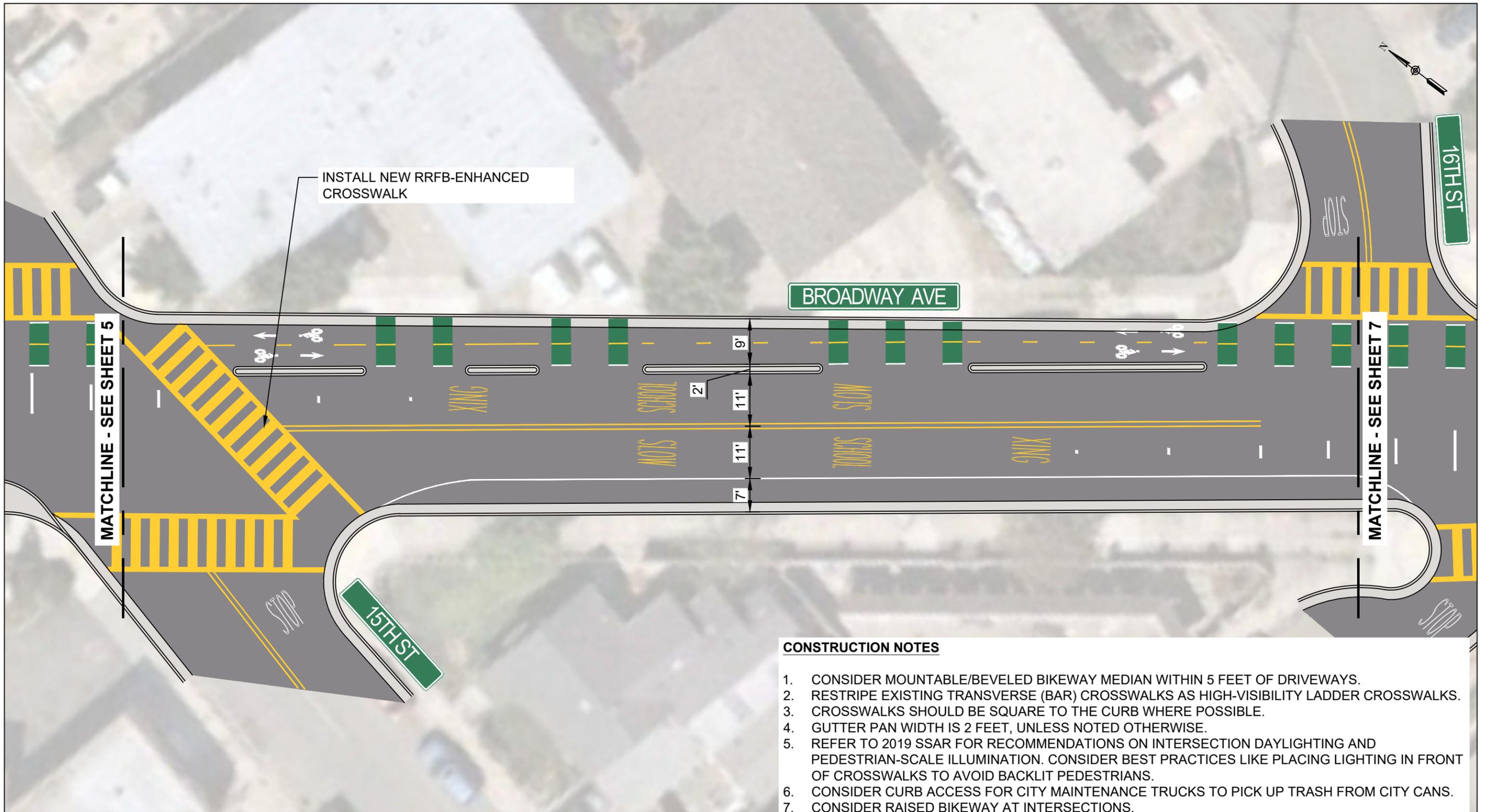
**Kimley»Horn**

**BROADWAY AVENUE  
11TH STREET TO SAN PABLO AVENUE  
SAN PABLO CORRIDOR STUDY**



SHEET NUMBER  
5 OF 14

PRELIMINARY CONCEPT  
NOT FOR CONSTRUCTION  
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**CONSTRUCTION NOTES**

1. CONSIDER MOUNTABLE/BEVELED BIKEWAY MEDIAN WITHIN 5 FEET OF DRIVEWAYS.
2. RESTRIPE EXISTING TRANSVERSE (BAR) CROSSWALKS AS HIGH-VISIBILITY LADDER CROSSWALKS.
3. CROSSWALKS SHOULD BE SQUARE TO THE CURB WHERE POSSIBLE.
4. GUTTER PAN WIDTH IS 2 FEET, UNLESS NOTED OTHERWISE.
5. REFER TO 2019 SSAR FOR RECOMMENDATIONS ON INTERSECTION DAYLIGHTING AND PEDESTRIAN-SCALE ILLUMINATION. CONSIDER BEST PRACTICES LIKE PLACING LIGHTING IN FRONT OF CROSSWALKS TO AVOID BACKLIT PEDESTRIANS.
6. CONSIDER CURB ACCESS FOR CITY MAINTENANCE TRUCKS TO PICK UP TRASH FROM CITY CANS.
7. CONSIDER RAISED BIKEWAY AT INTERSECTIONS.

**TOOLE  
DESIGN**

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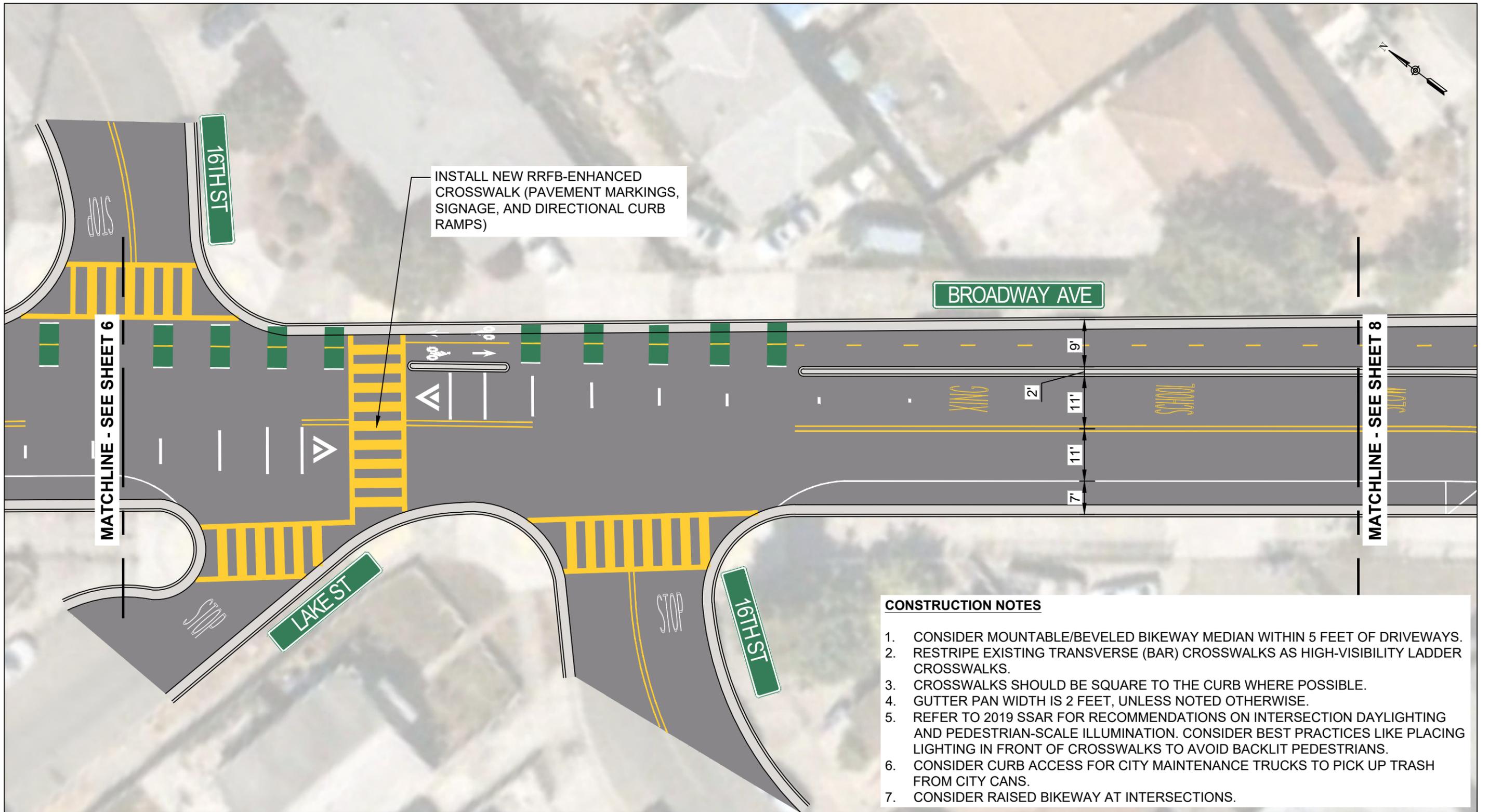


SHEET NUMBER

6 OF 14

PRELIMINARY CONCEPT  
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INSTALL NEW RRFB-ENHANCED CROSSWALK (PAVEMENT MARKINGS, SIGNAGE, AND DIRECTIONAL CURB RAMPS)

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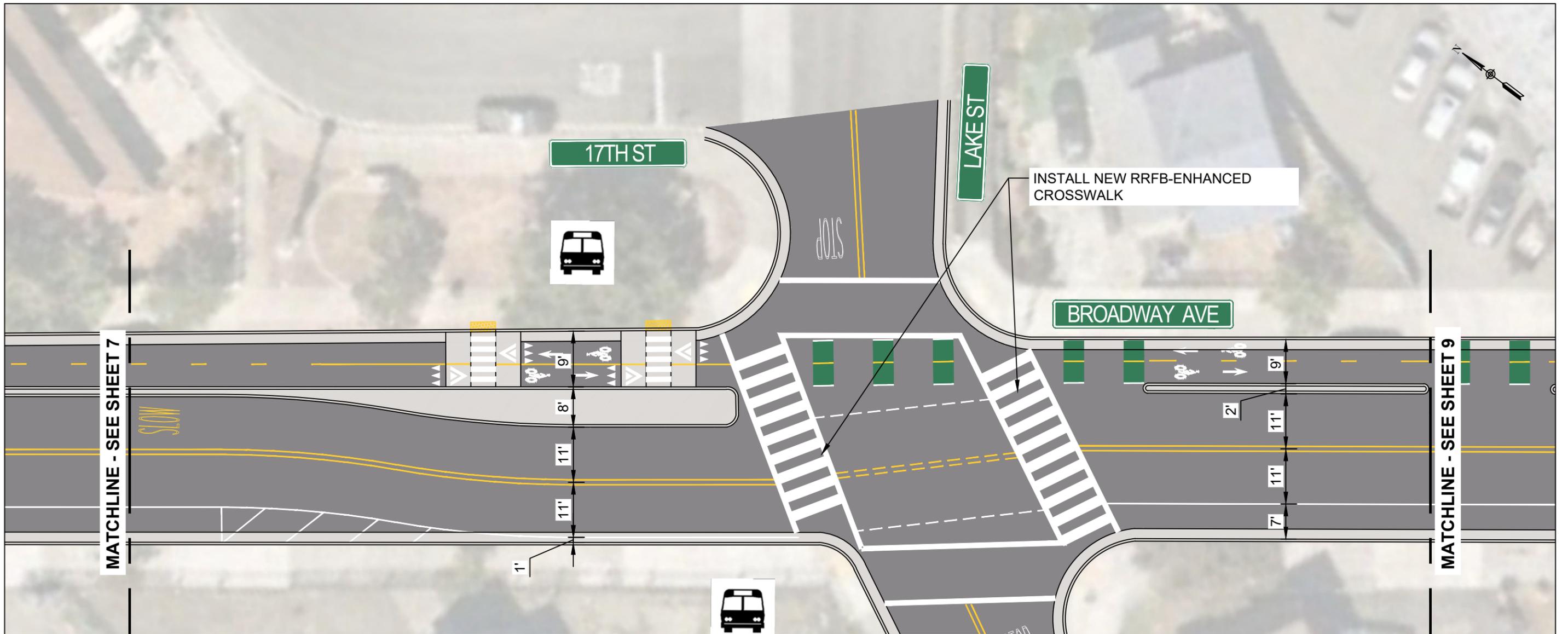


SHEET NUMBER

7 OF 14

PRELIMINARY CONCEPT  
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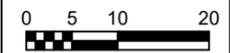
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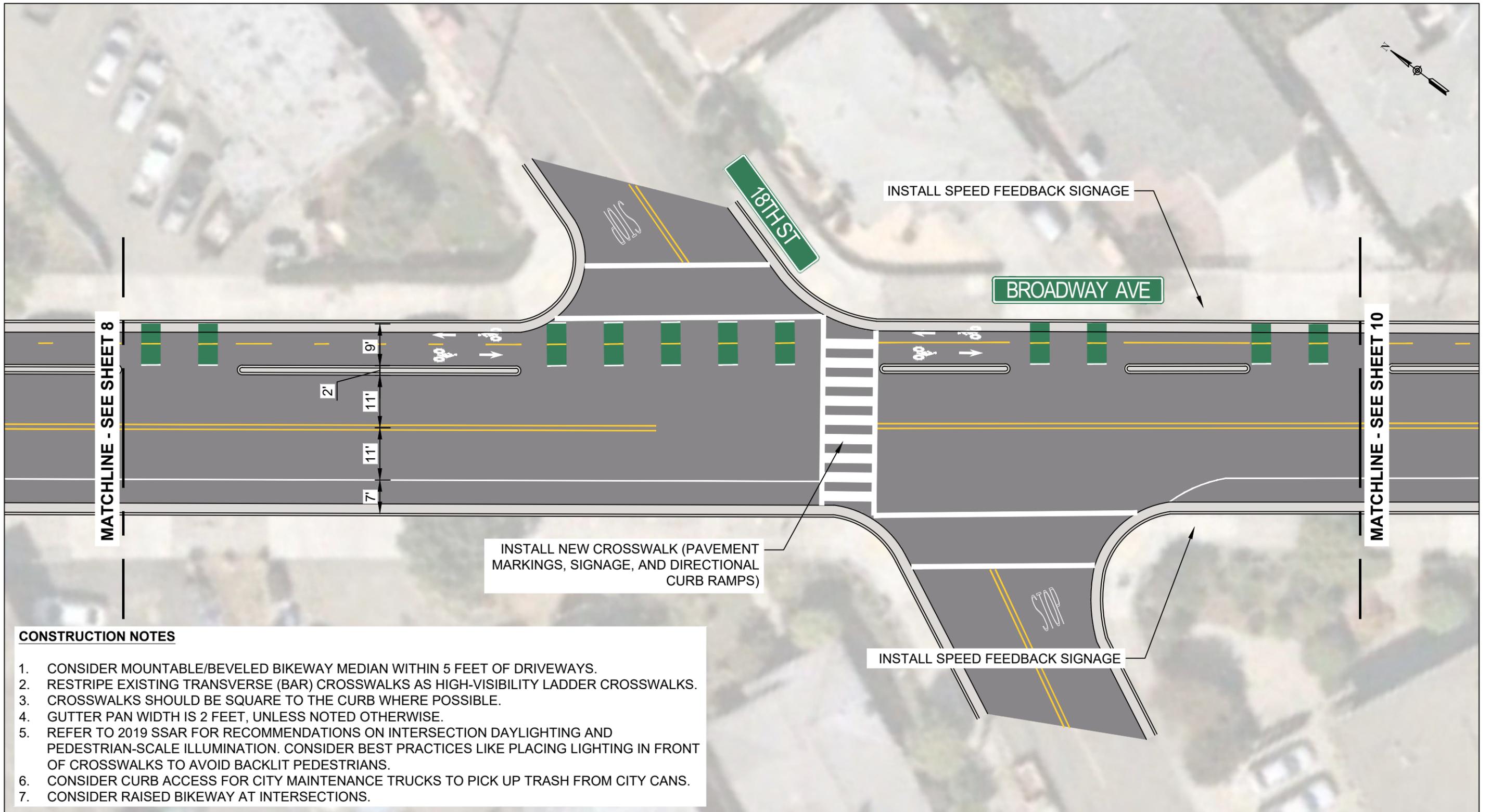


SHEET NUMBER

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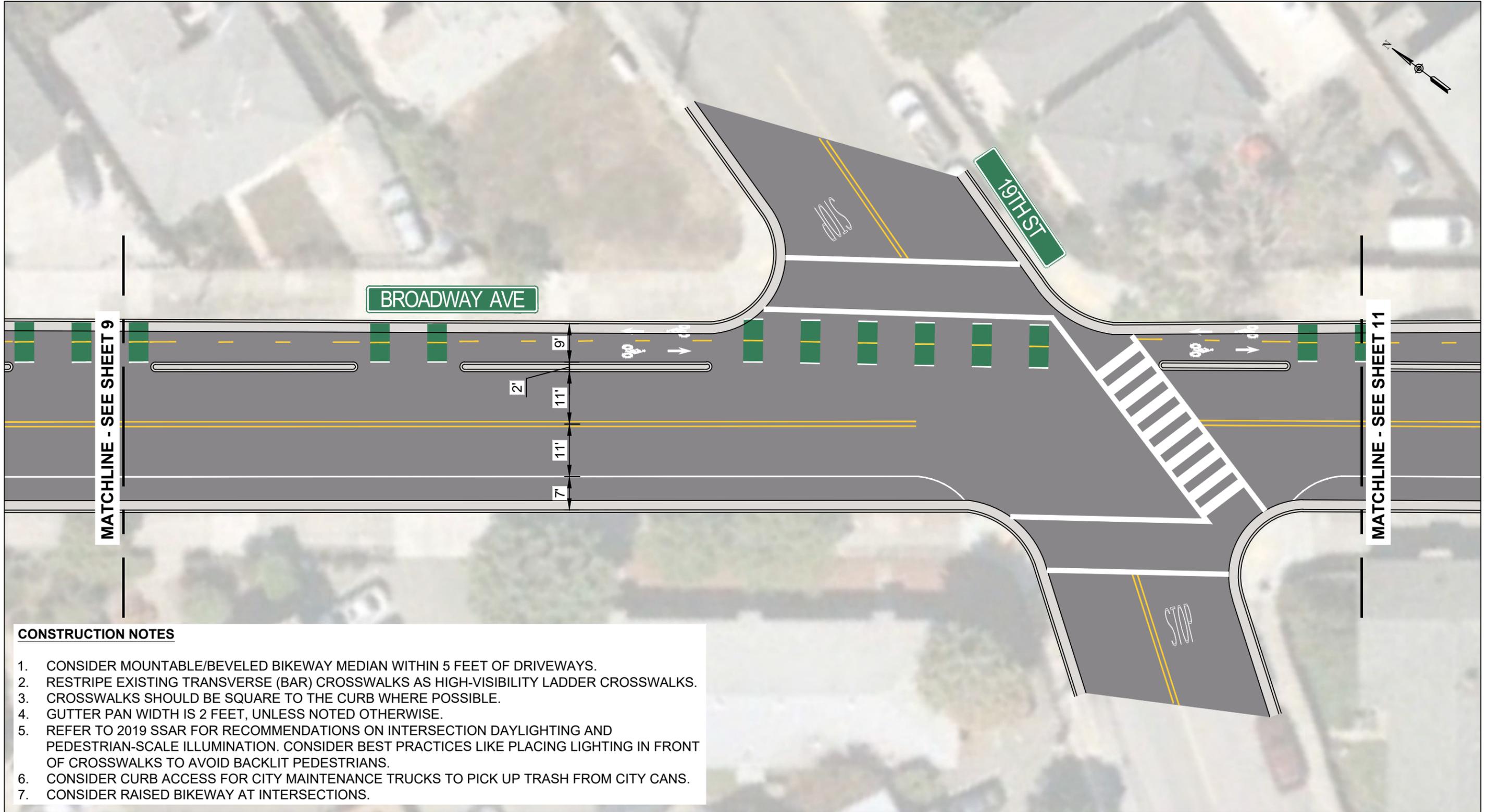
**Kimley»Horn**

**BROADWAY AVENUE**  
 11TH STREET TO SAN PABLO AVENUE  
**SAN PABLO CORRIDOR STUDY**



SHEET NUMBER  
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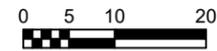
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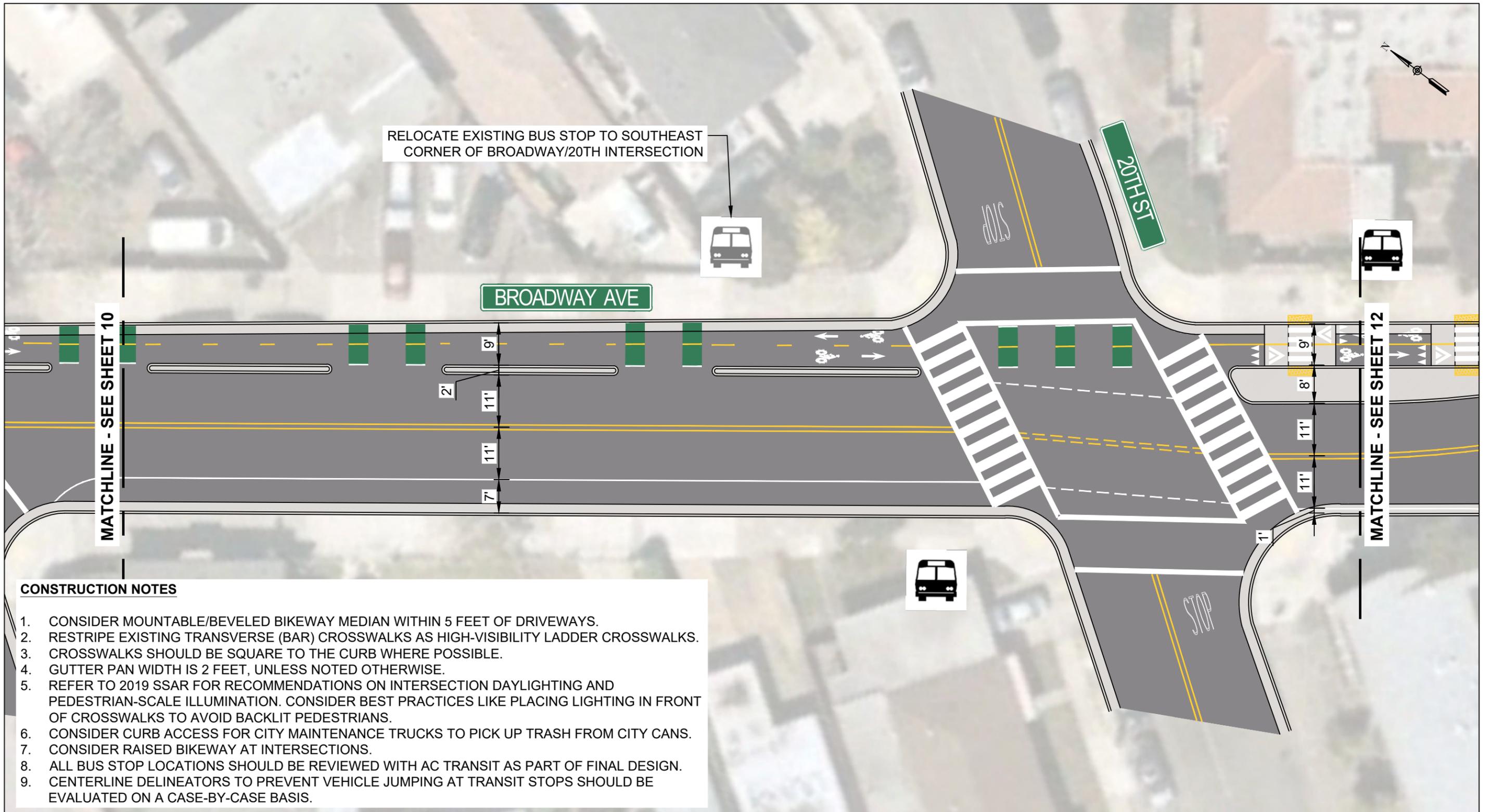


SHEET NUMBER

10 OF 14

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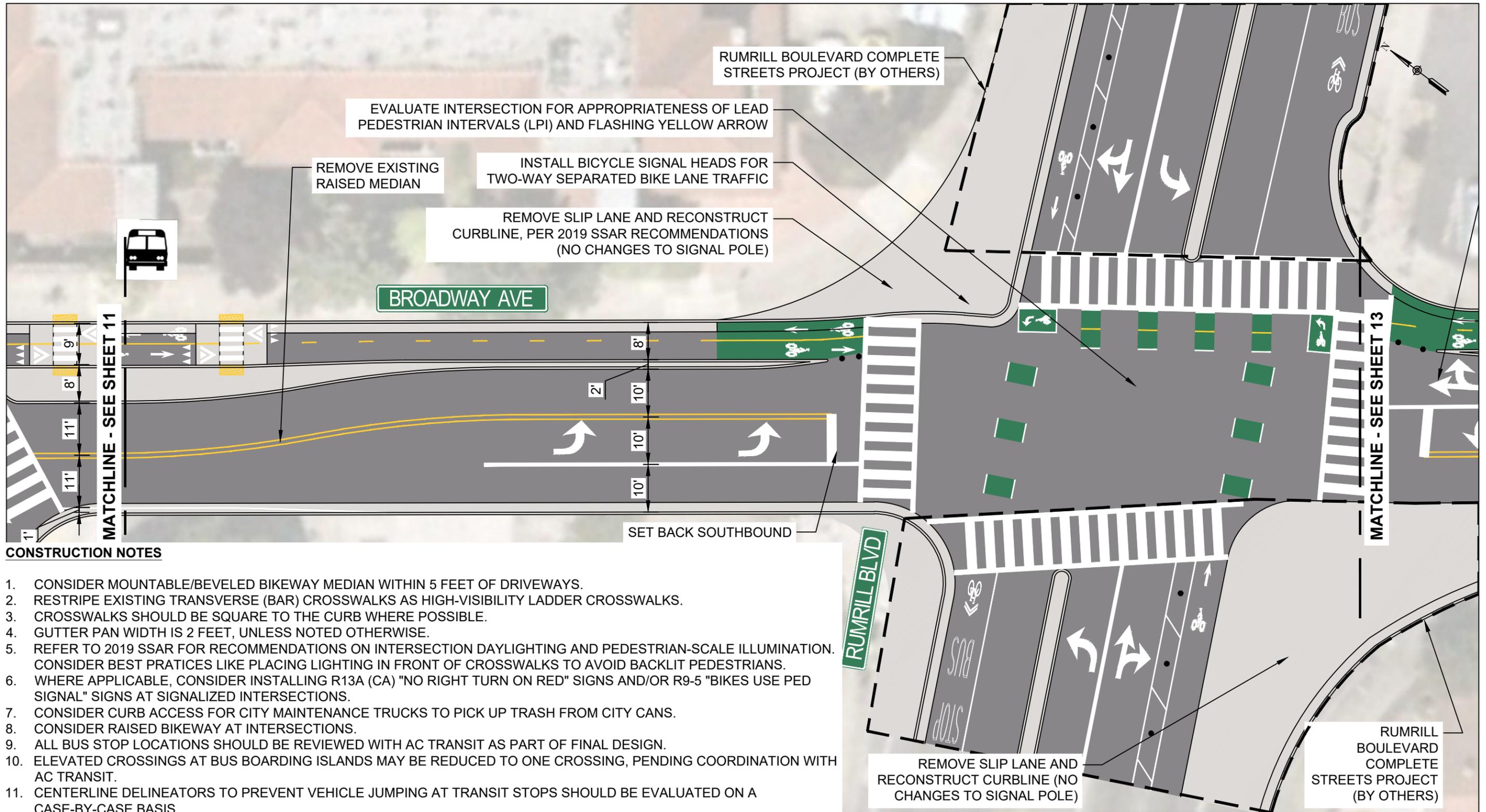


SHEET NUMBER

11 OF 14

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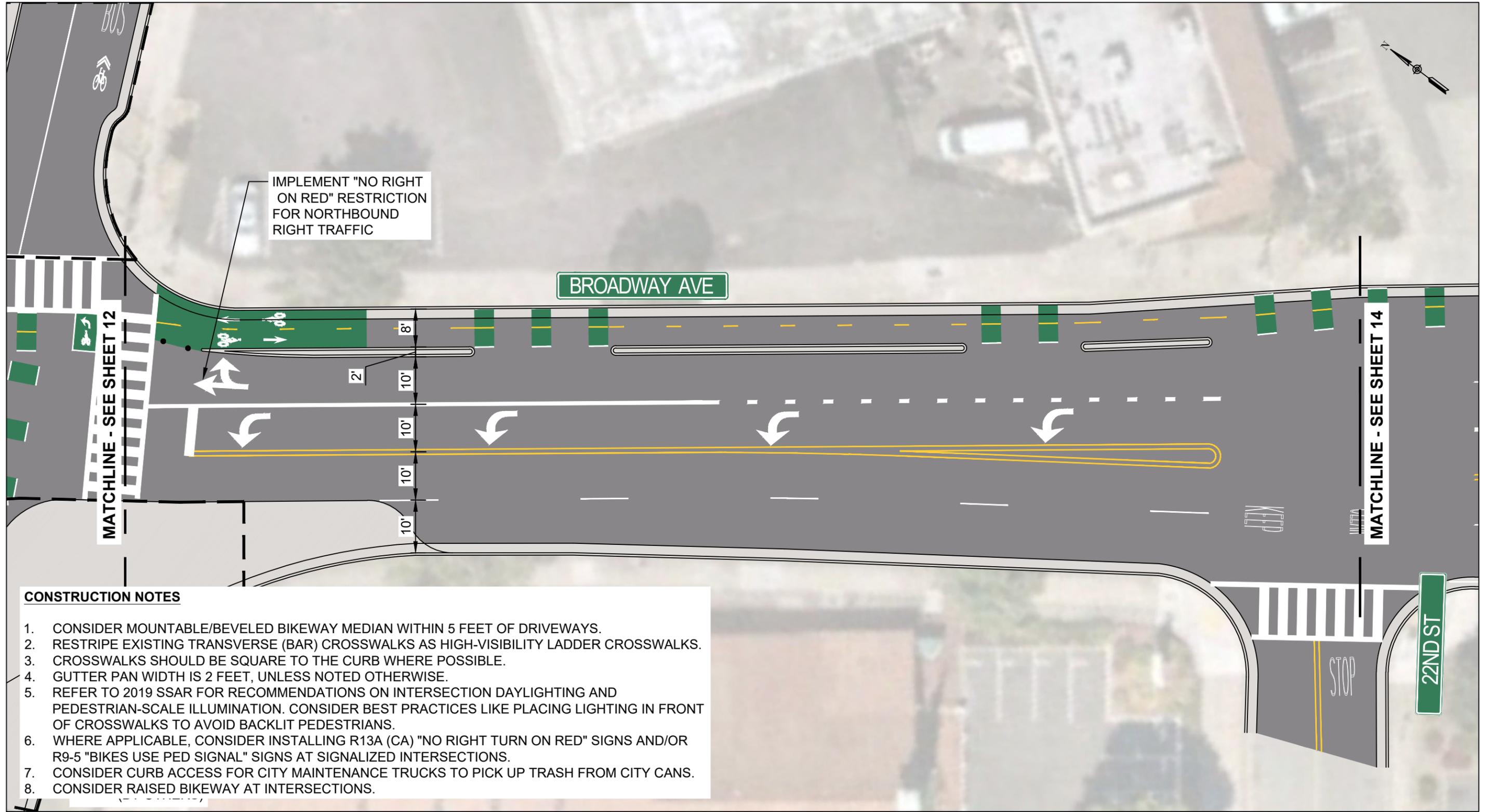


SHEET NUMBER

12 OF 14

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**CONSTRUCTION NOTES**

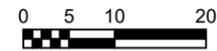
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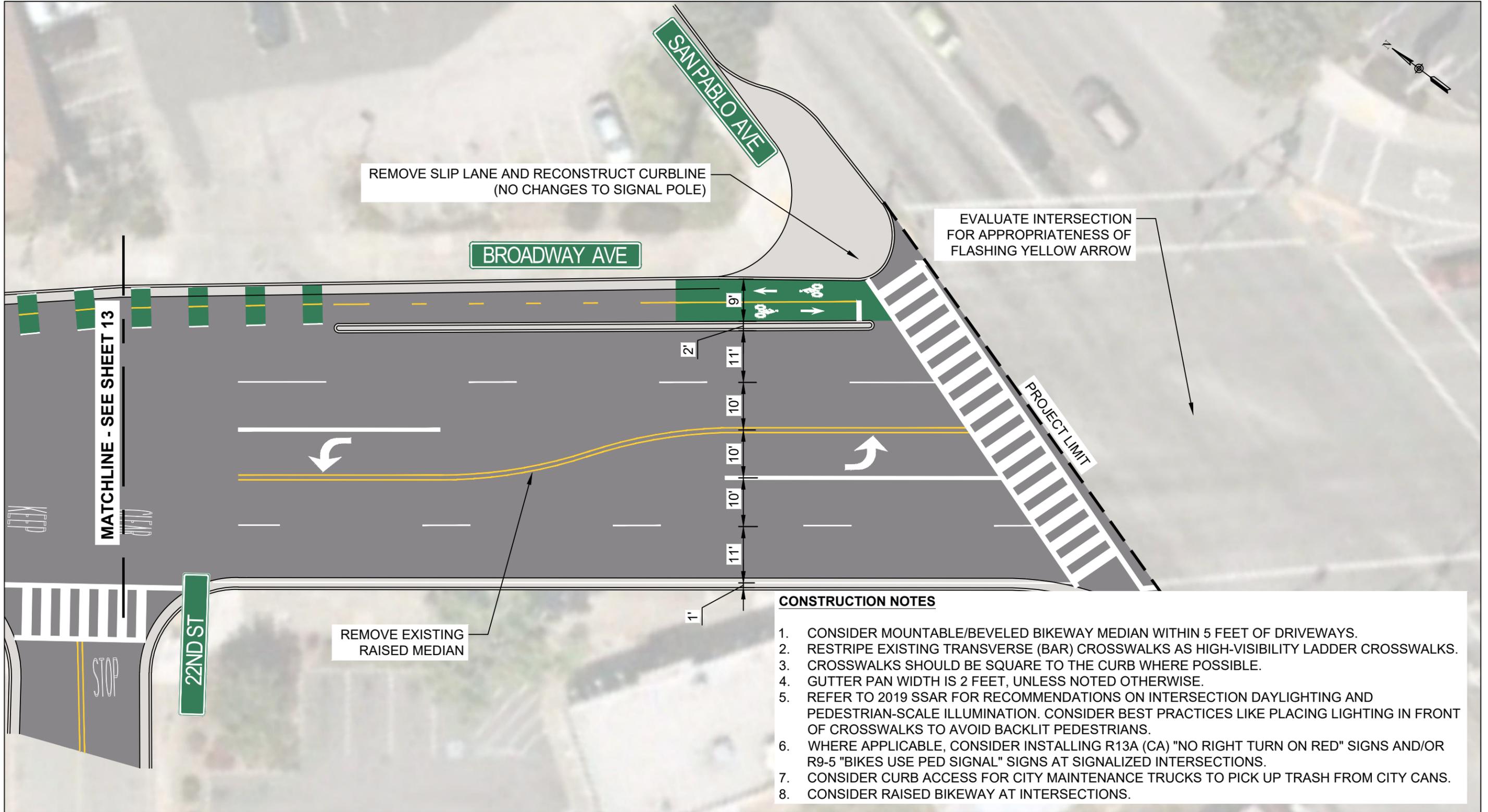


SHEET NUMBER

13 OF 14

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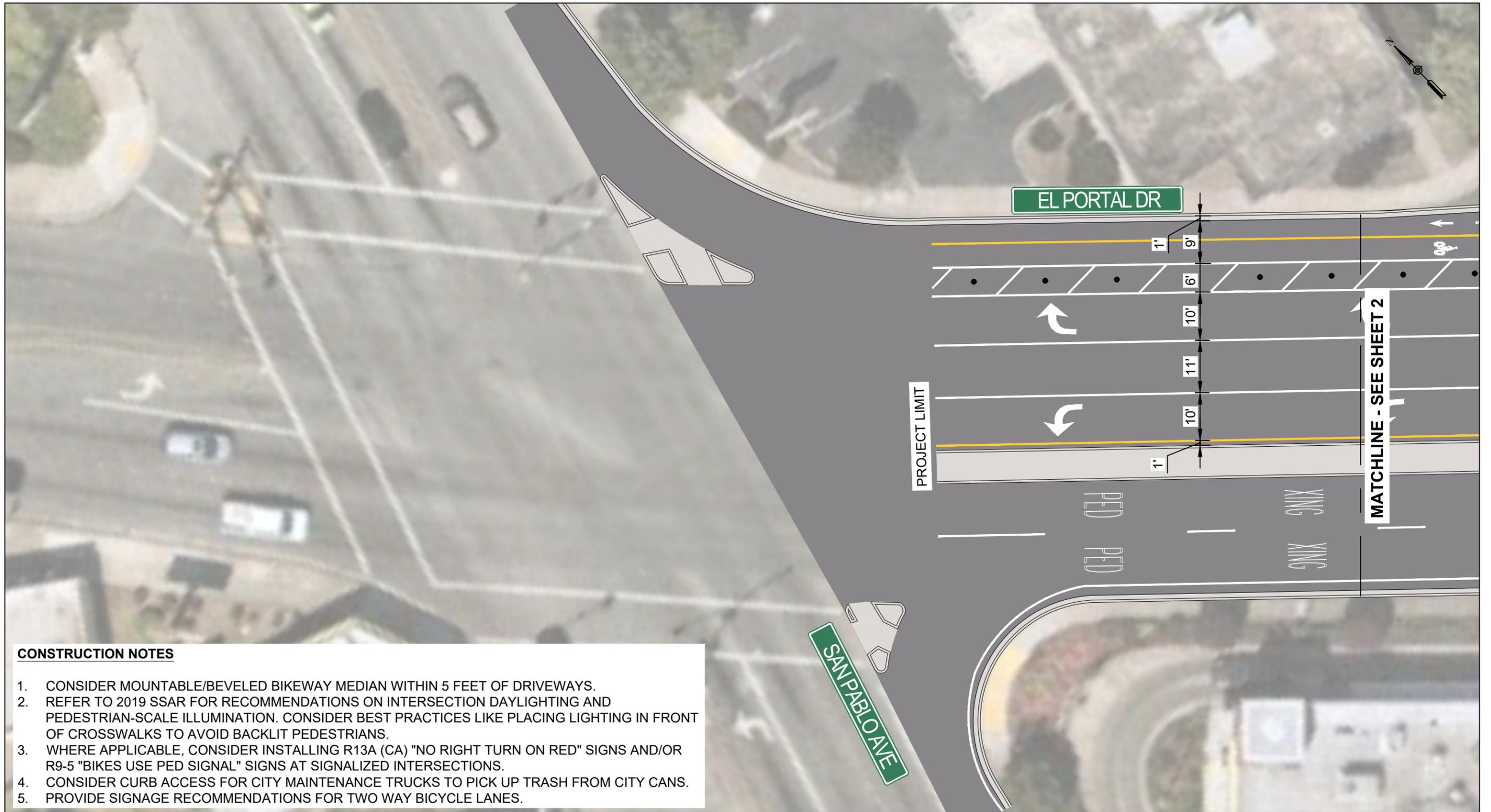
SHEET NUMBER

14 OF 14

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# EL PORTAL DRIVE



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**EL PORTAL DRIVE**  
SAN PABLO AVENUE TO ROLLINGWOOD DRIVE  
**SAN PABLO CORRIDOR STUDY**

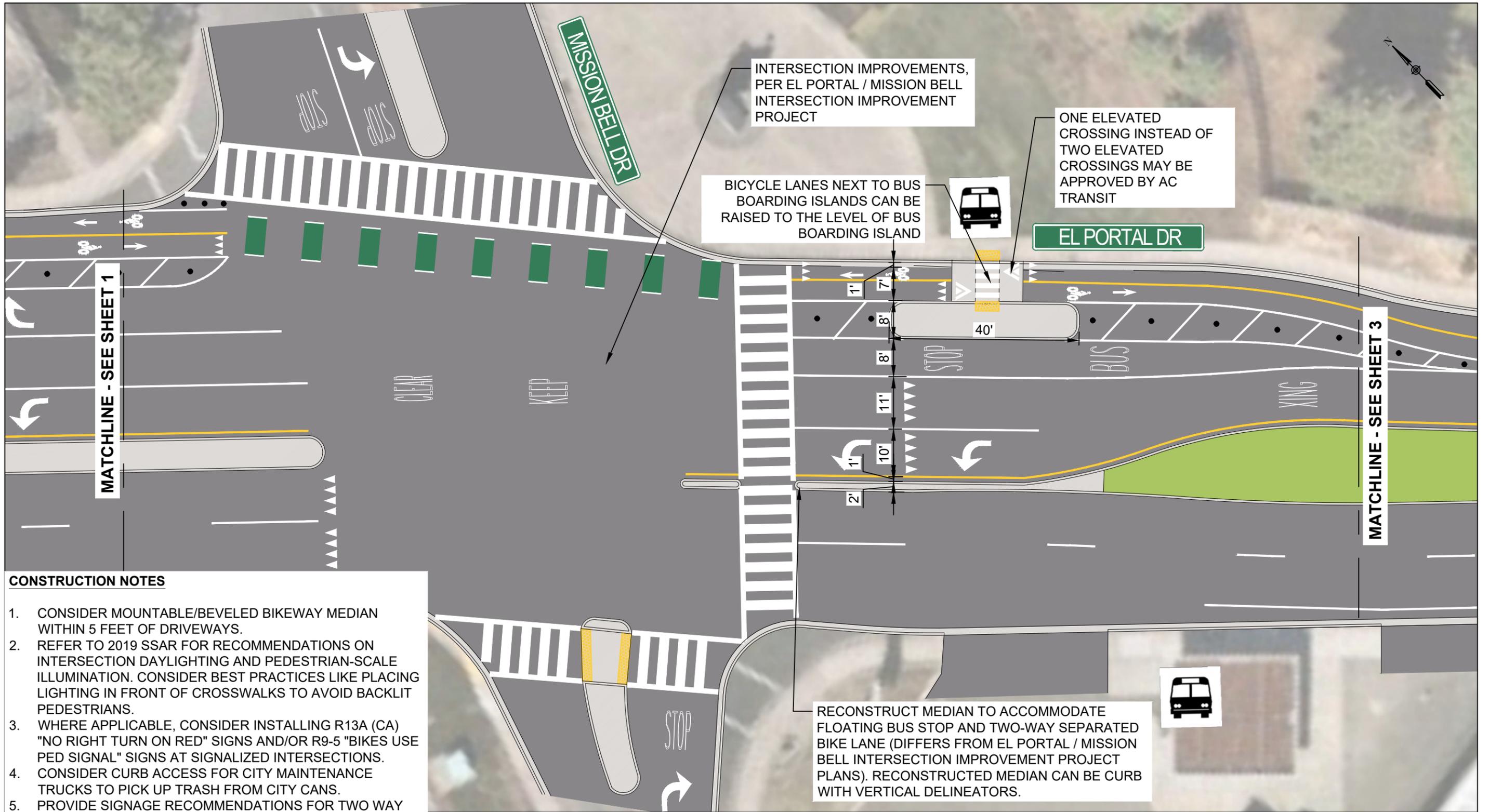


SHEET NUMBER

1 OF 13

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RECONSTRUCT MEDIAN TO ACCOMMODATE FLOATING BUS STOP AND TWO-WAY SEPARATED BIKE LANE (DIFFERS FROM EL PORTAL / MISSION BELL INTERSECTION IMPROVEMENT PROJECT PLANS). RECONSTRUCTED MEDIAN CAN BE CURB WITH VERTICAL DELINEATORS.

**TOOLE  
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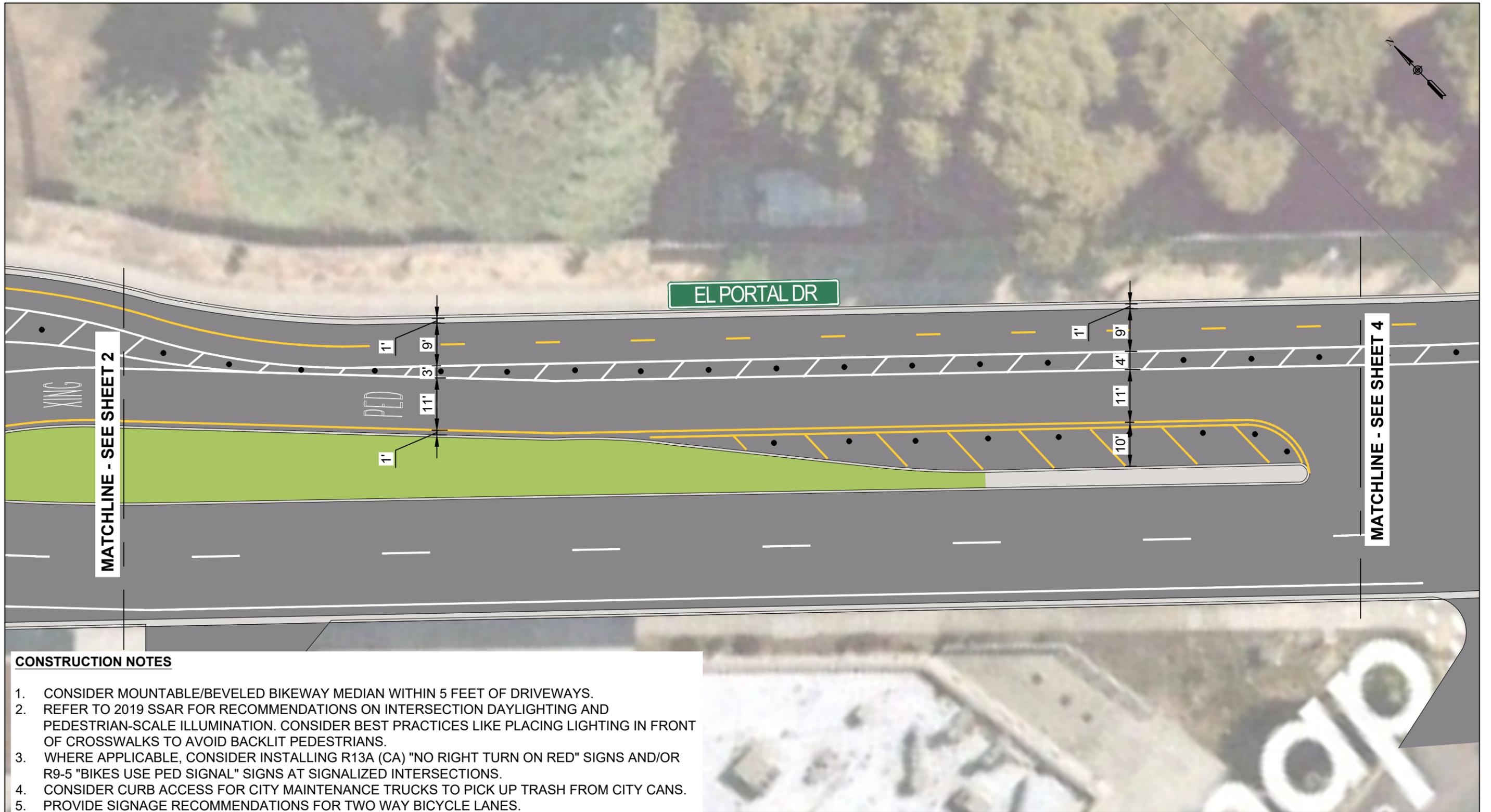
**EL PORTAL DRIVE**  
SAN PABLO AVENUE TO ROLLINGWOOD DRIVE  
**SAN PABLO CORRIDOR STUDY**



SHEET NUMBER  
2 OF 13

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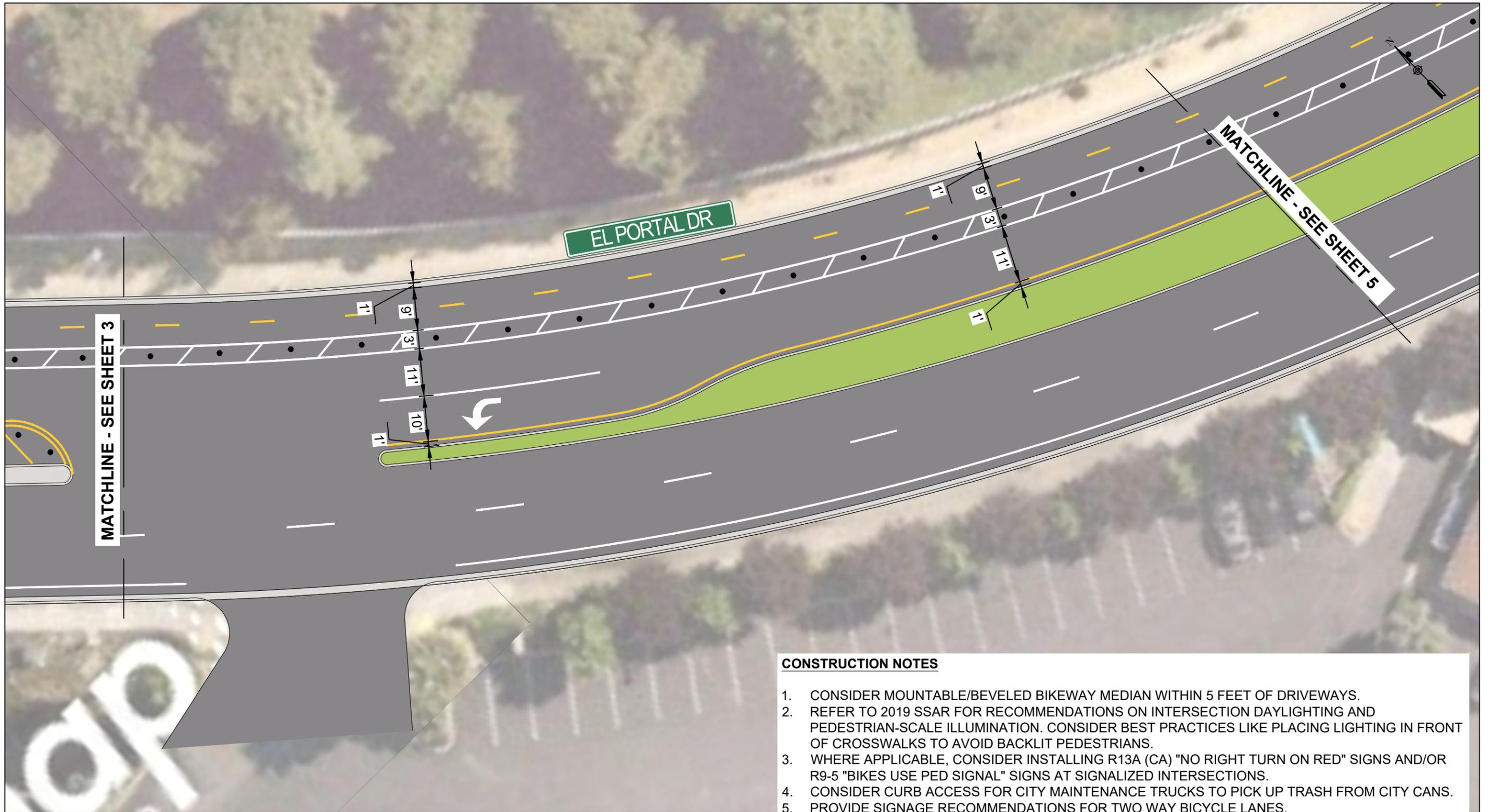
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SHEET NUMBER

3 OF 13

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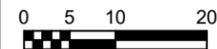
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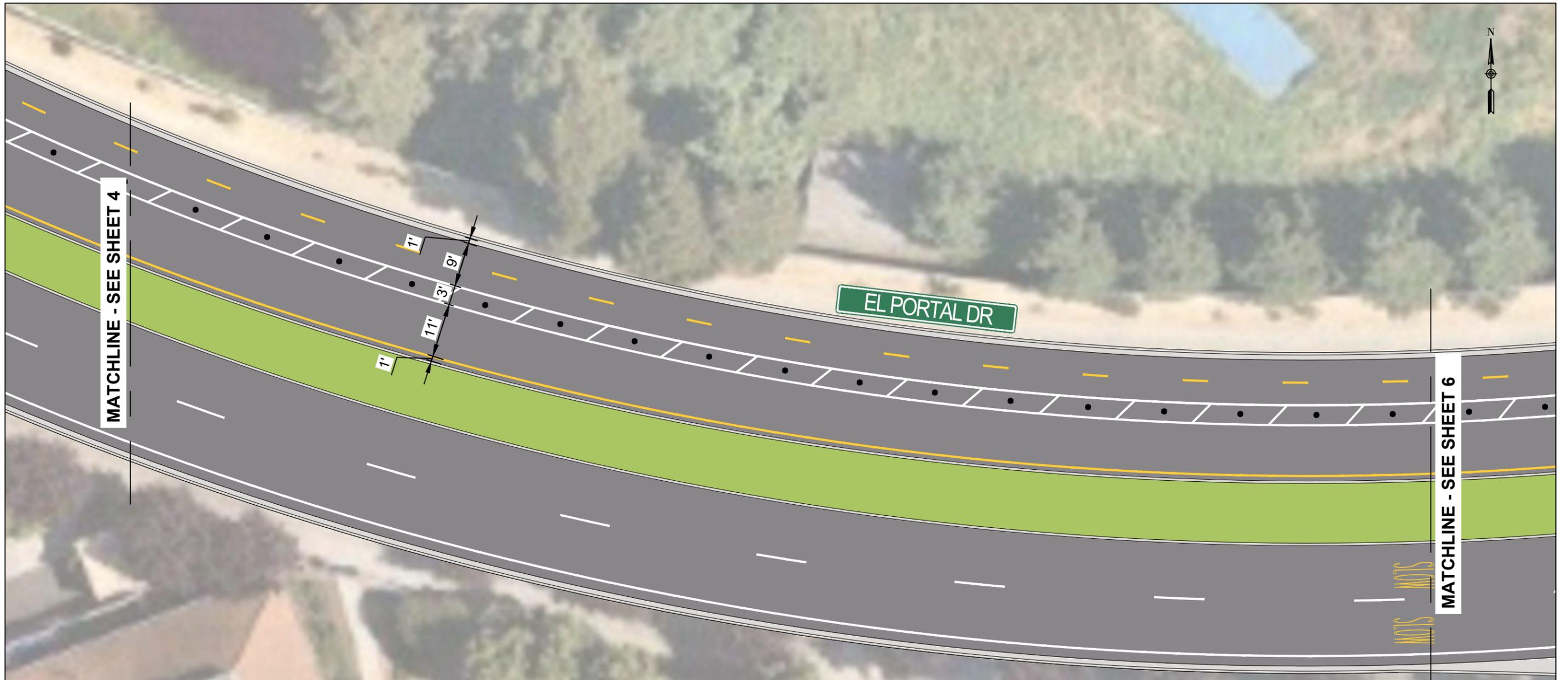


SHEET NUMBER

4 OF 13

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EL PORTAL DR

MATCHLINE - SEE SHEET 4

MATCHLINE - SEE SHEET 6



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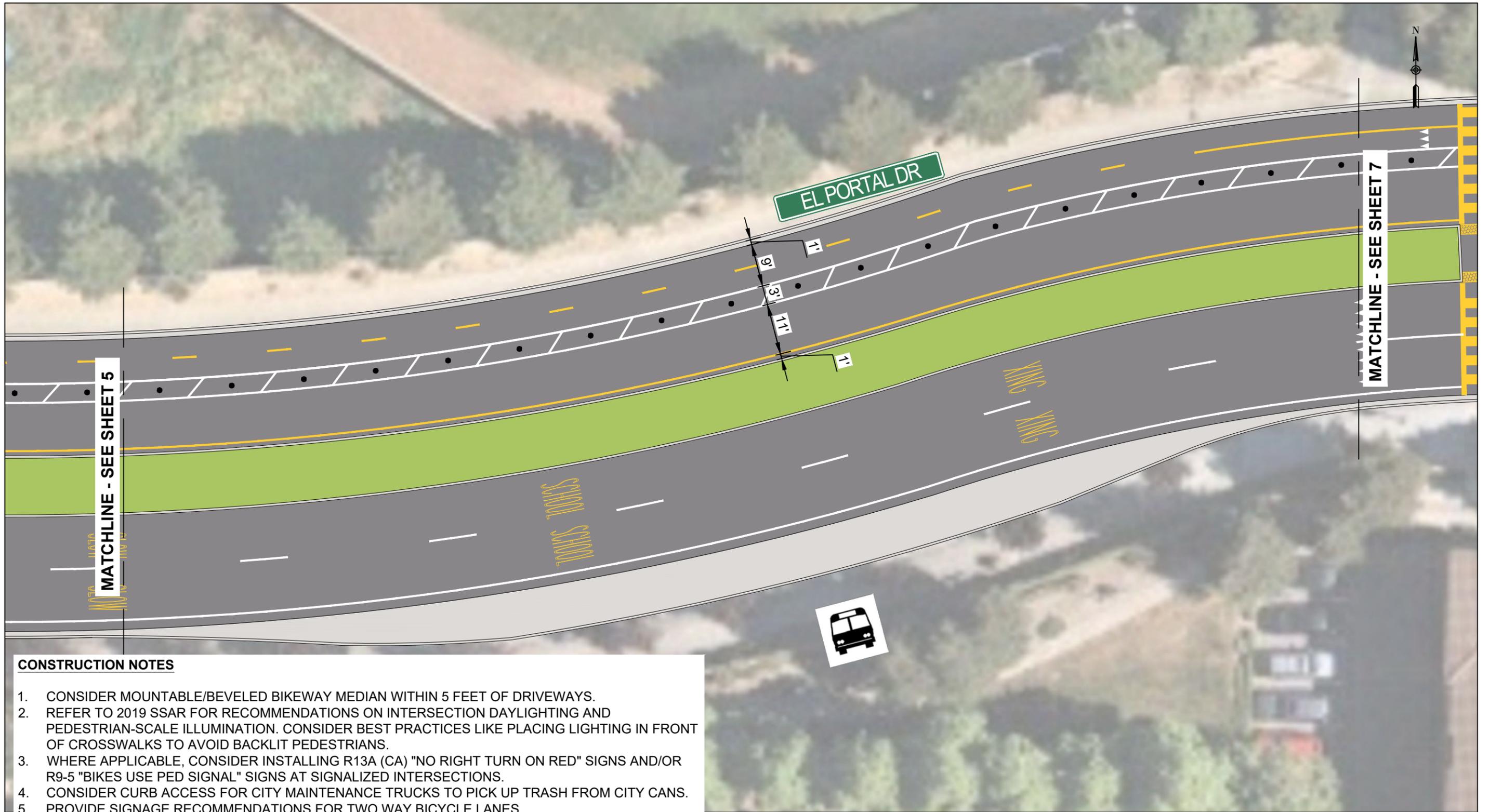
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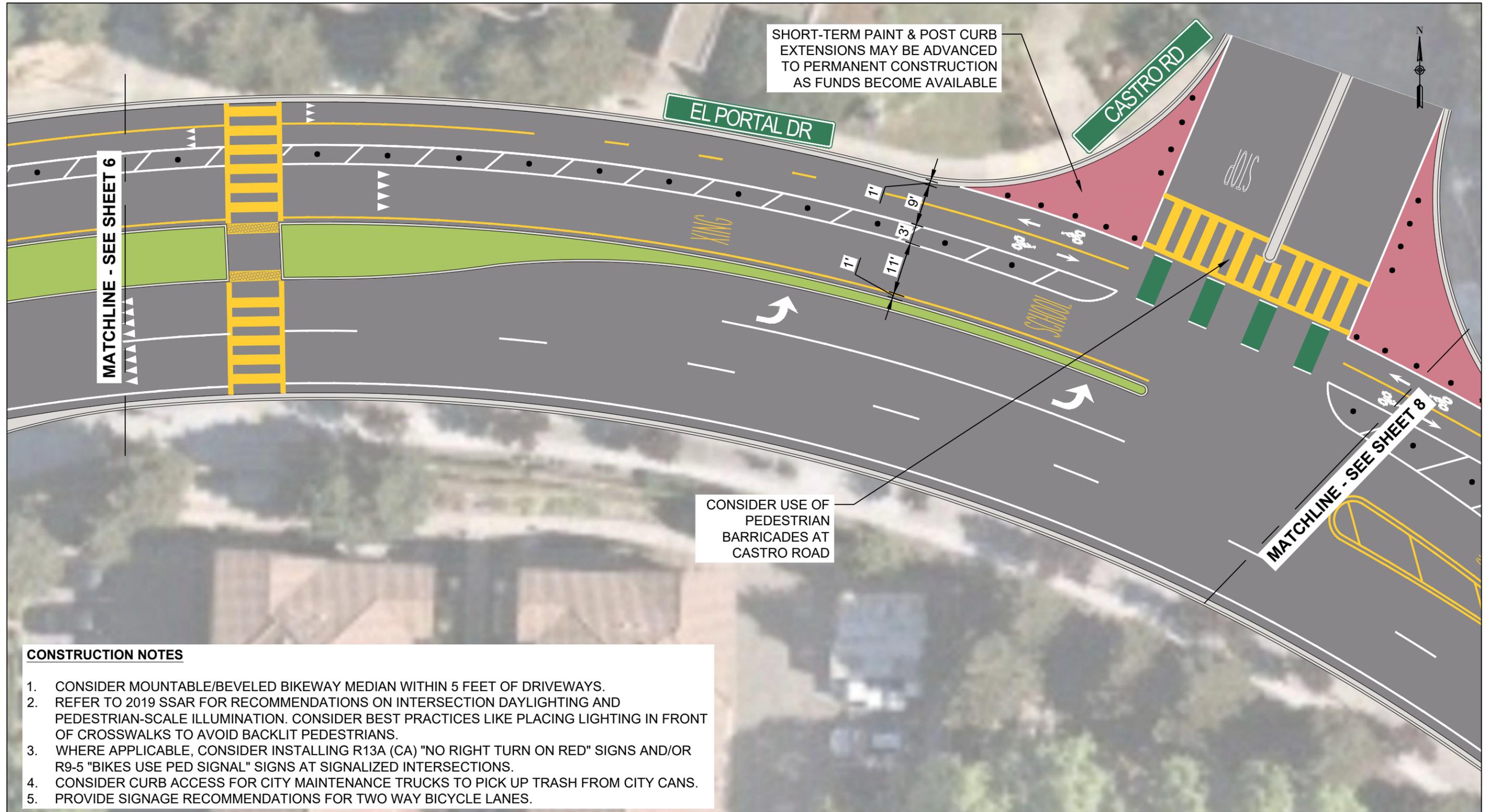


SHEET NUMBER

6 OF 13

PRELIMINARY CONCEPT  
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SHORT-TERM PAINT & POST CURB EXTENSIONS MAY BE ADVANCED TO PERMANENT CONSTRUCTION AS FUNDS BECOME AVAILABLE

CONSIDER USE OF PEDESTRIAN BARRICADES AT CASTRO ROAD

MATCHLINE - SEE SHEET 6

MATCHLINE - SEE SHEET 8

**CONSTRUCTION NOTES**

1. CONSIDER MOUNTABLE/BEVELED BIKEWAY MEDIAN WITHIN 5 FEET OF DRIVEWAYS.
2. REFER TO 2019 SSAR FOR RECOMMENDATIONS ON INTERSECTION DAYLIGHTING AND PEDESTRIAN-SCALE ILLUMINATION. CONSIDER BEST PRACTICES LIKE PLACING LIGHTING IN FRONT OF CROSSWALKS TO AVOID BACKLIT PEDESTRIANS.
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4. CONSIDER CURB ACCESS FOR CITY MAINTENANCE TRUCKS TO PICK UP TRASH FROM CITY CANS.
5. PROVIDE SIGNAGE RECOMMENDATIONS FOR TWO WAY BICYCLE LANES.

**TOOLE DESIGN**

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PHONE: (510) 298-0740 www.tooledesign.com

**Kimley»Horn**

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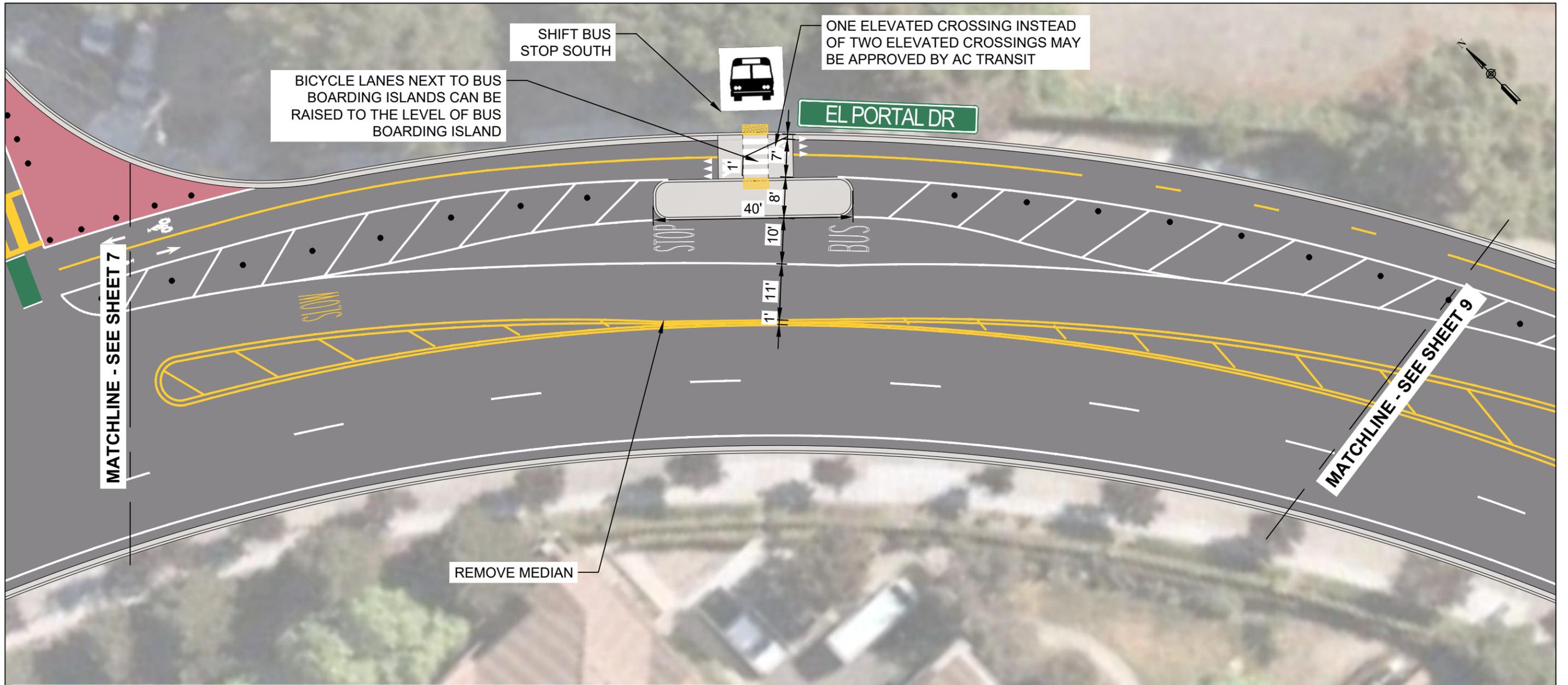


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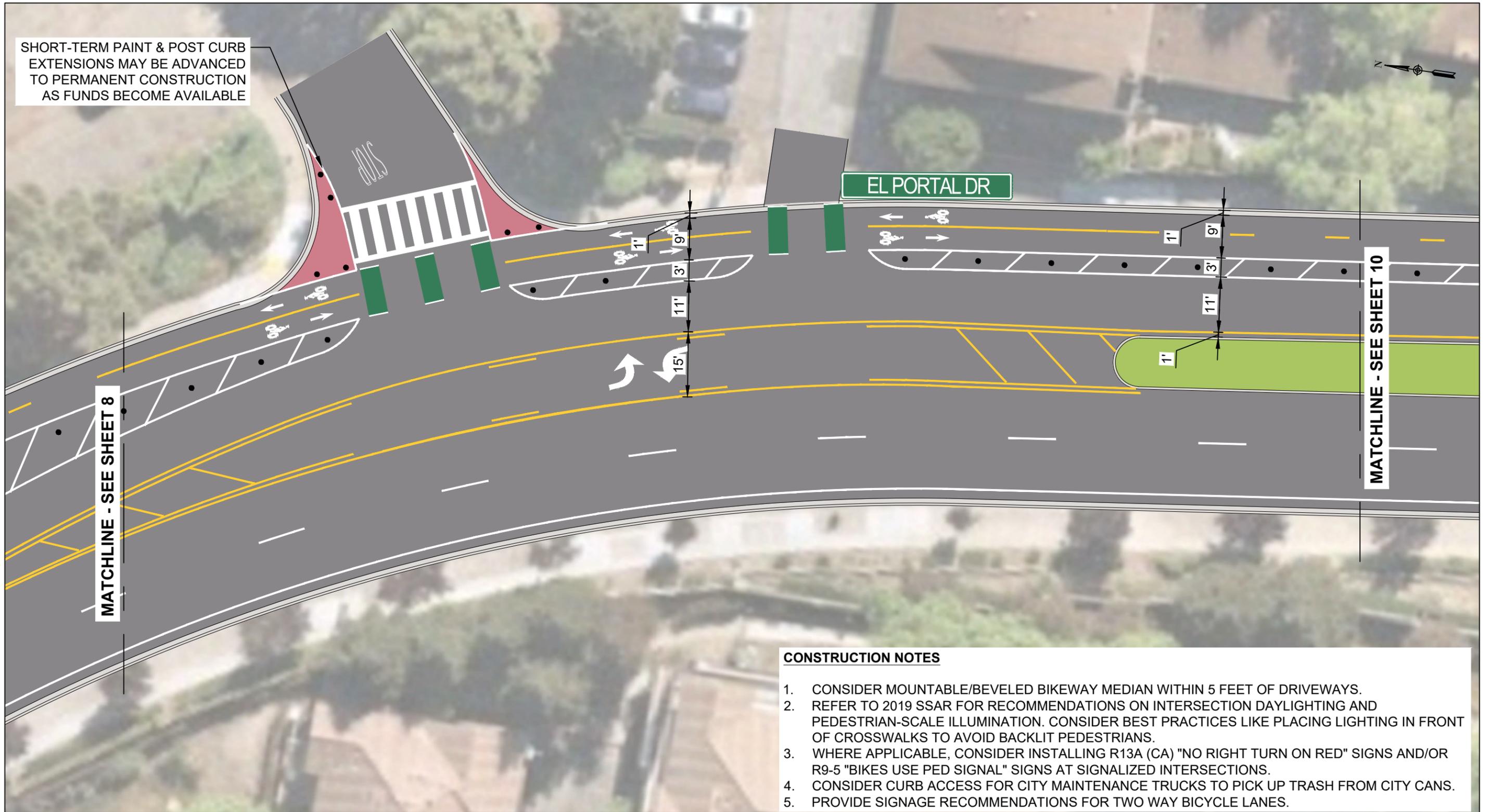


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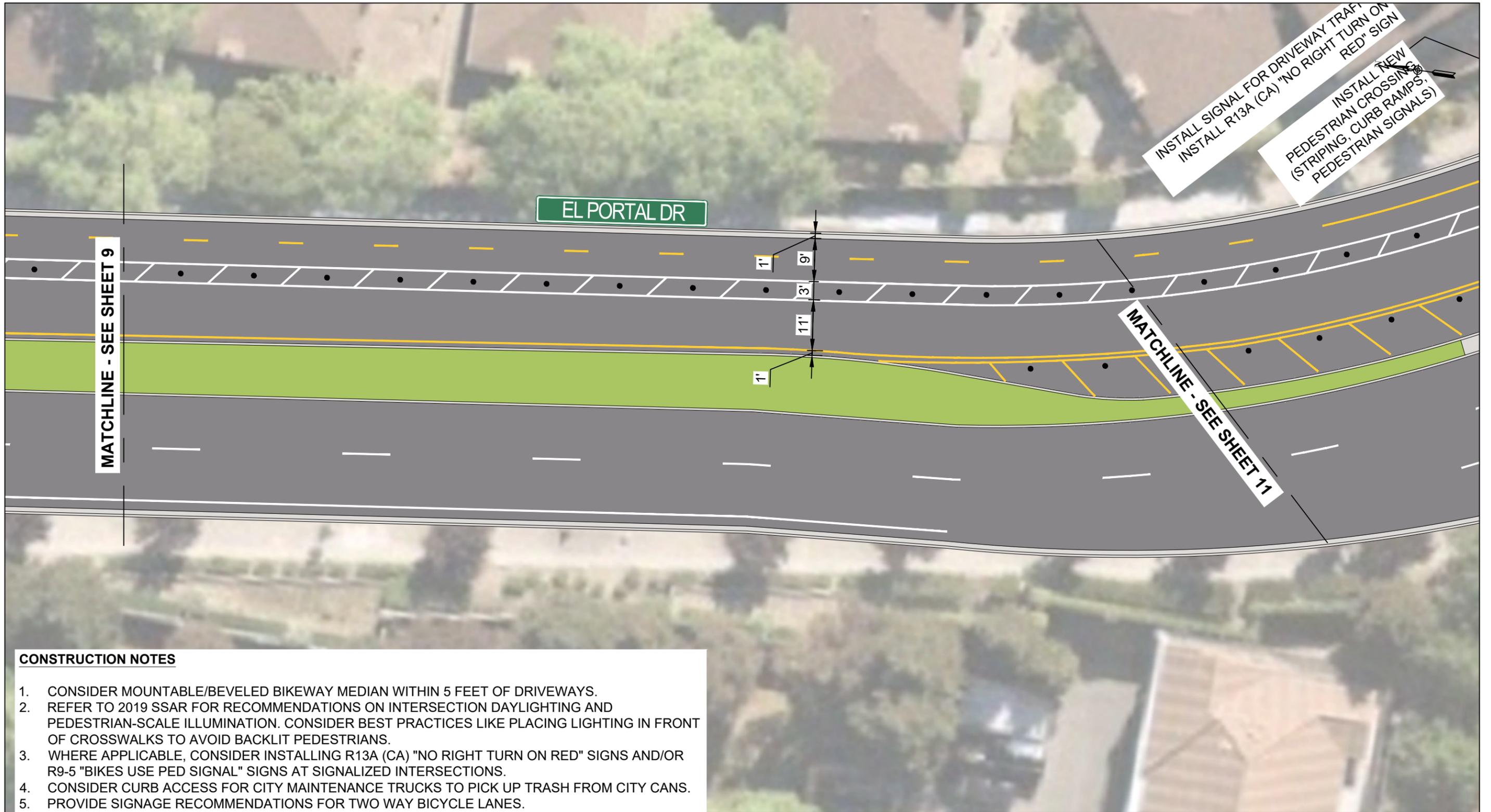


SHEET NUMBER

9 OF 13

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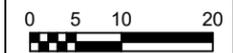
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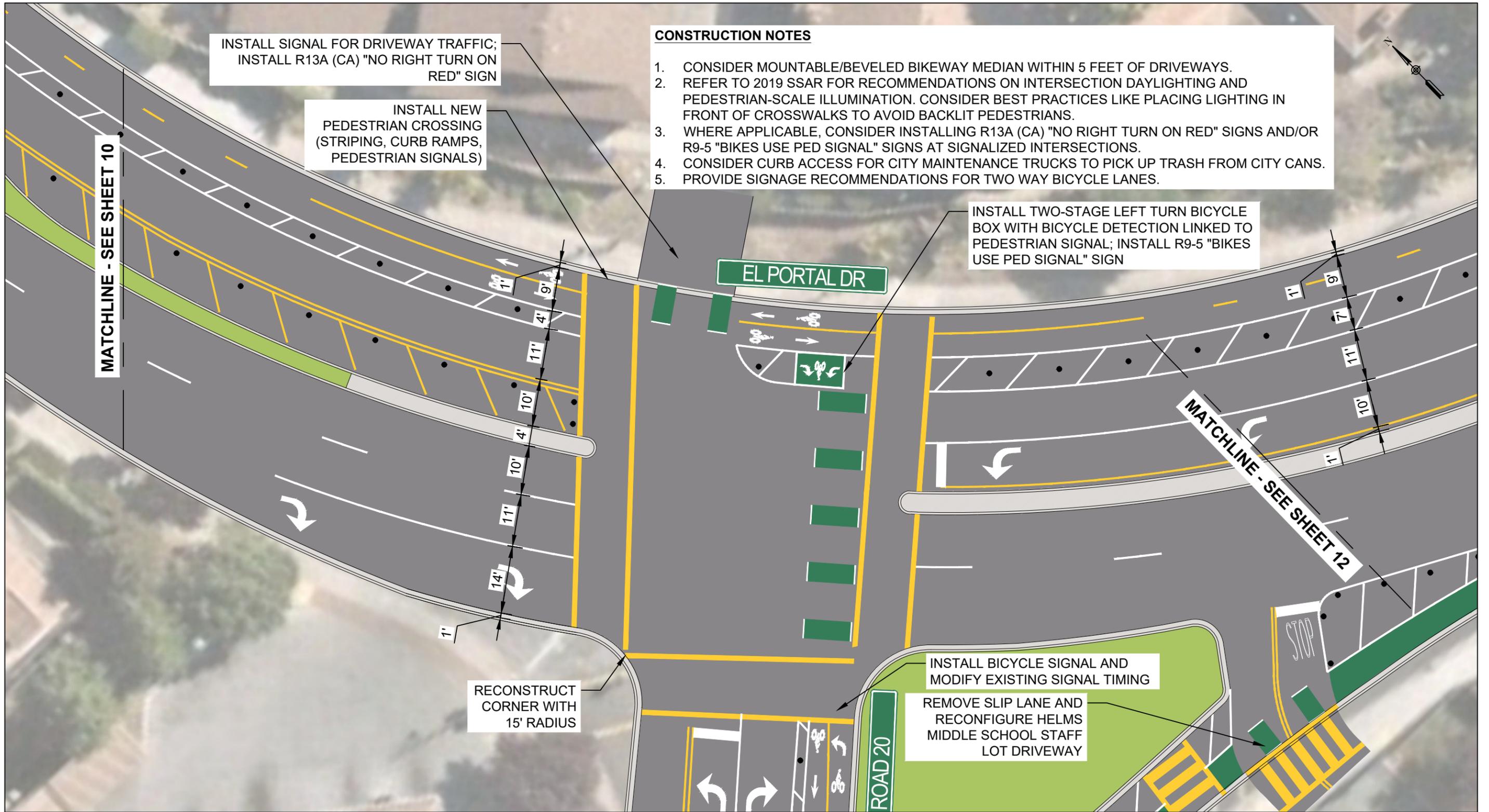


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10 OF 13

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INSTALL SIGNAL FOR DRIVEWAY TRAFFIC;  
INSTALL R13A (CA) "NO RIGHT TURN ON  
RED" SIGN

INSTALL NEW  
PEDESTRIAN CROSSING  
(STRIPING, CURB RAMPS,  
PEDESTRIAN SIGNALS)

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INSTALL TWO-STAGE LEFT TURN BICYCLE  
BOX WITH BICYCLE DETECTION LINKED TO  
PEDESTRIAN SIGNAL; INSTALL R9-5 "BIKES  
USE PED SIGNAL" SIGN

MATCHLINE - SEE SHEET 10

MATCHLINE - SEE SHEET 12

RECONSTRUCT  
CORNER WITH  
15' RADIUS

INSTALL BICYCLE SIGNAL AND  
MODIFY EXISTING SIGNAL TIMING

REMOVE SLIP LANE AND  
RECONFIGURE HELMS  
MIDDLE SCHOOL STAFF  
LOT DRIVEWAY

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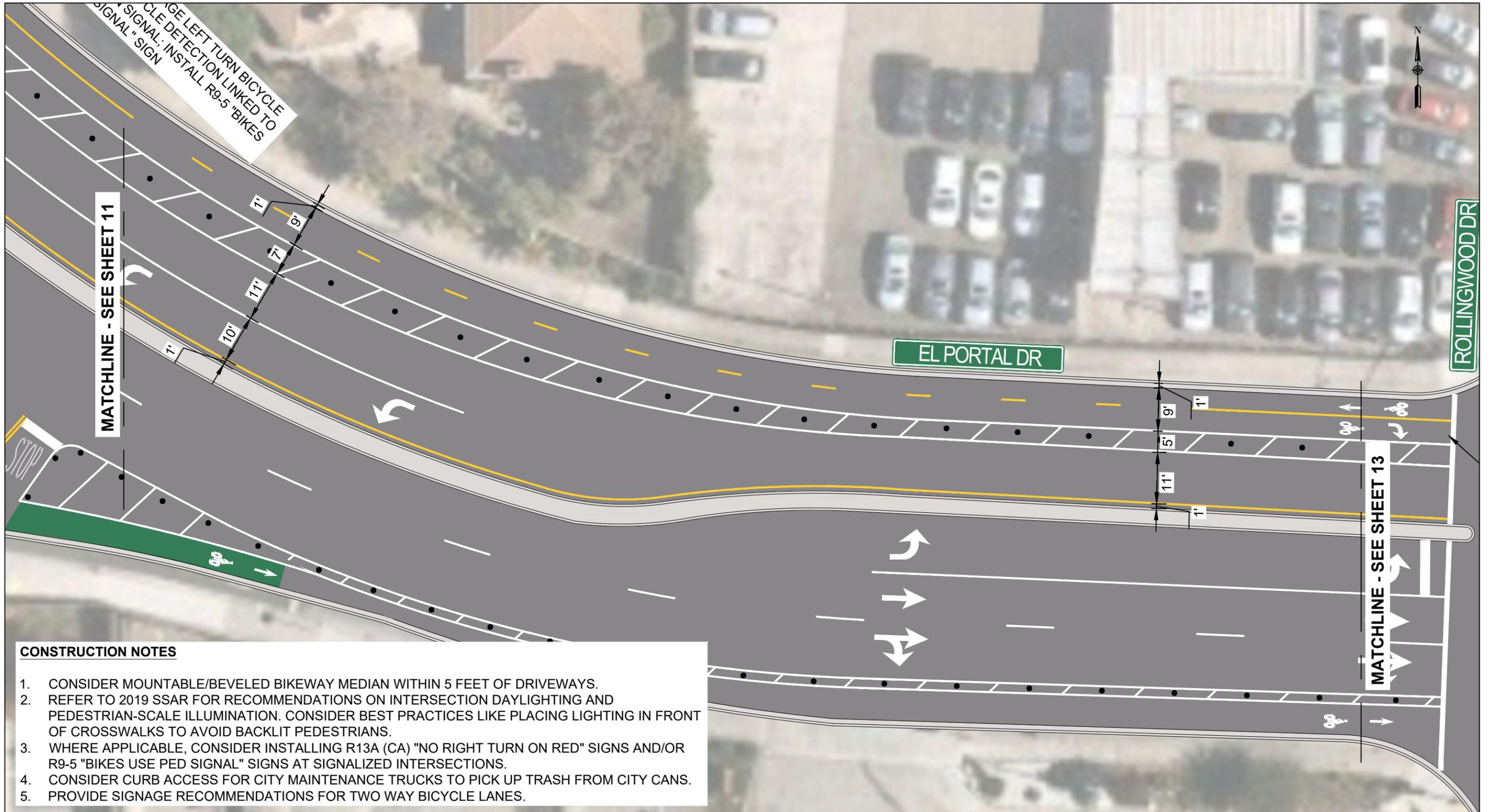
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SHEET NUMBER  
11 OF 13

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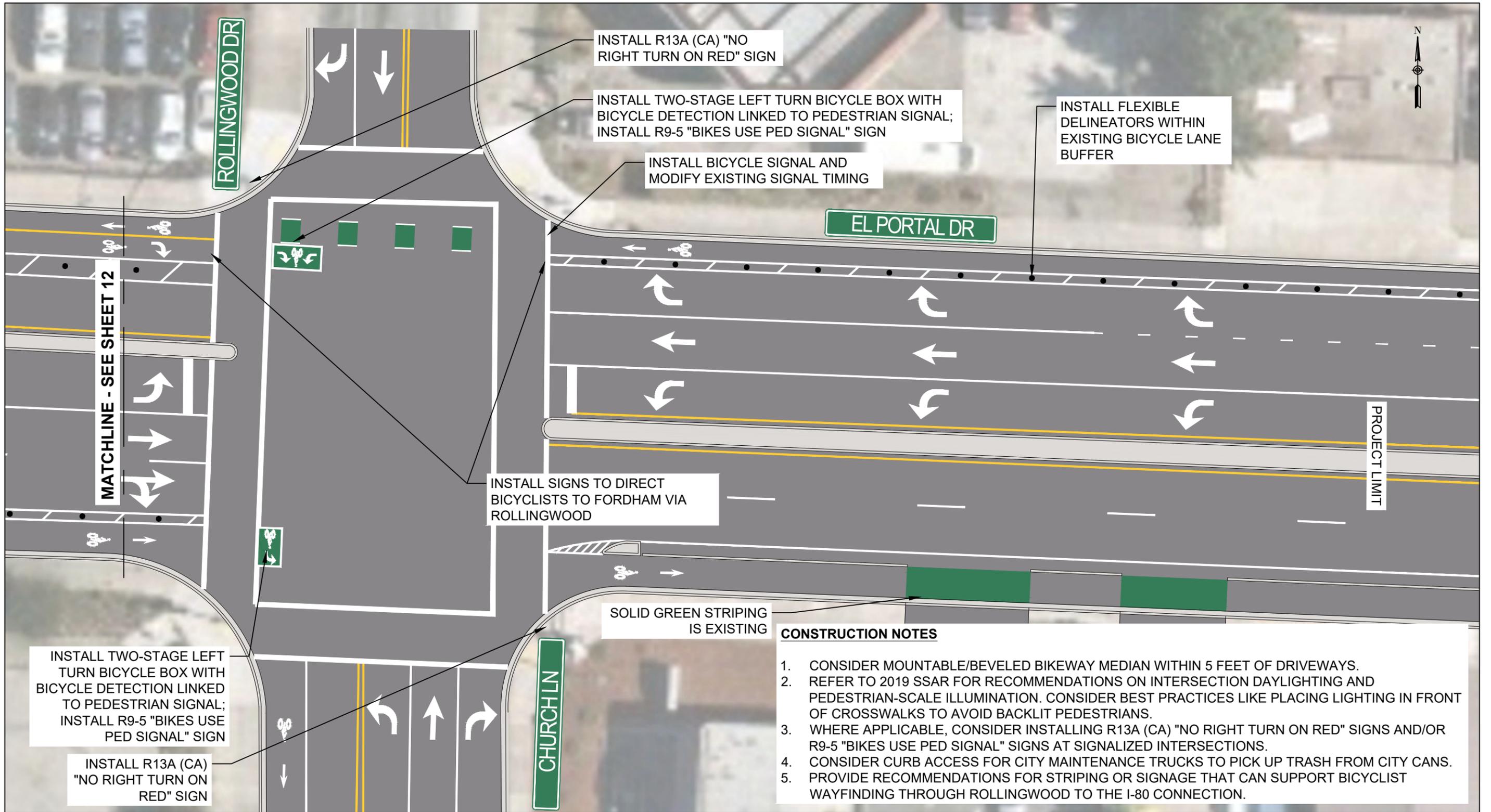


SHEET NUMBER

12 OF 13

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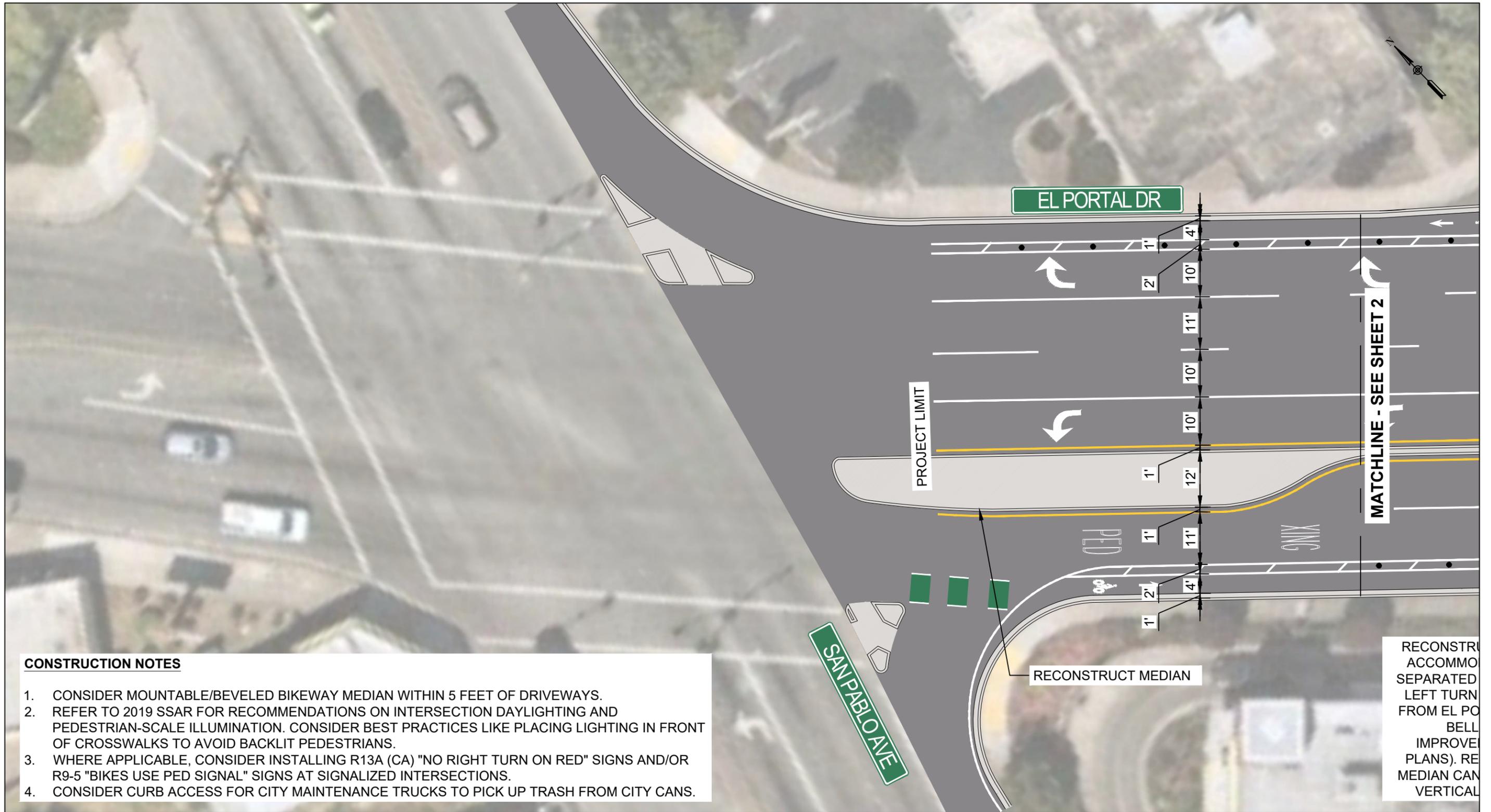


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RECONSTRUCT  
ACCOMMODATE  
SEPARATED  
LEFT TURN  
FROM EL PORTAL  
BELL  
IMPROVE  
PLANS). RECONSTRUCT  
MEDIAN CAN  
VERTICAL

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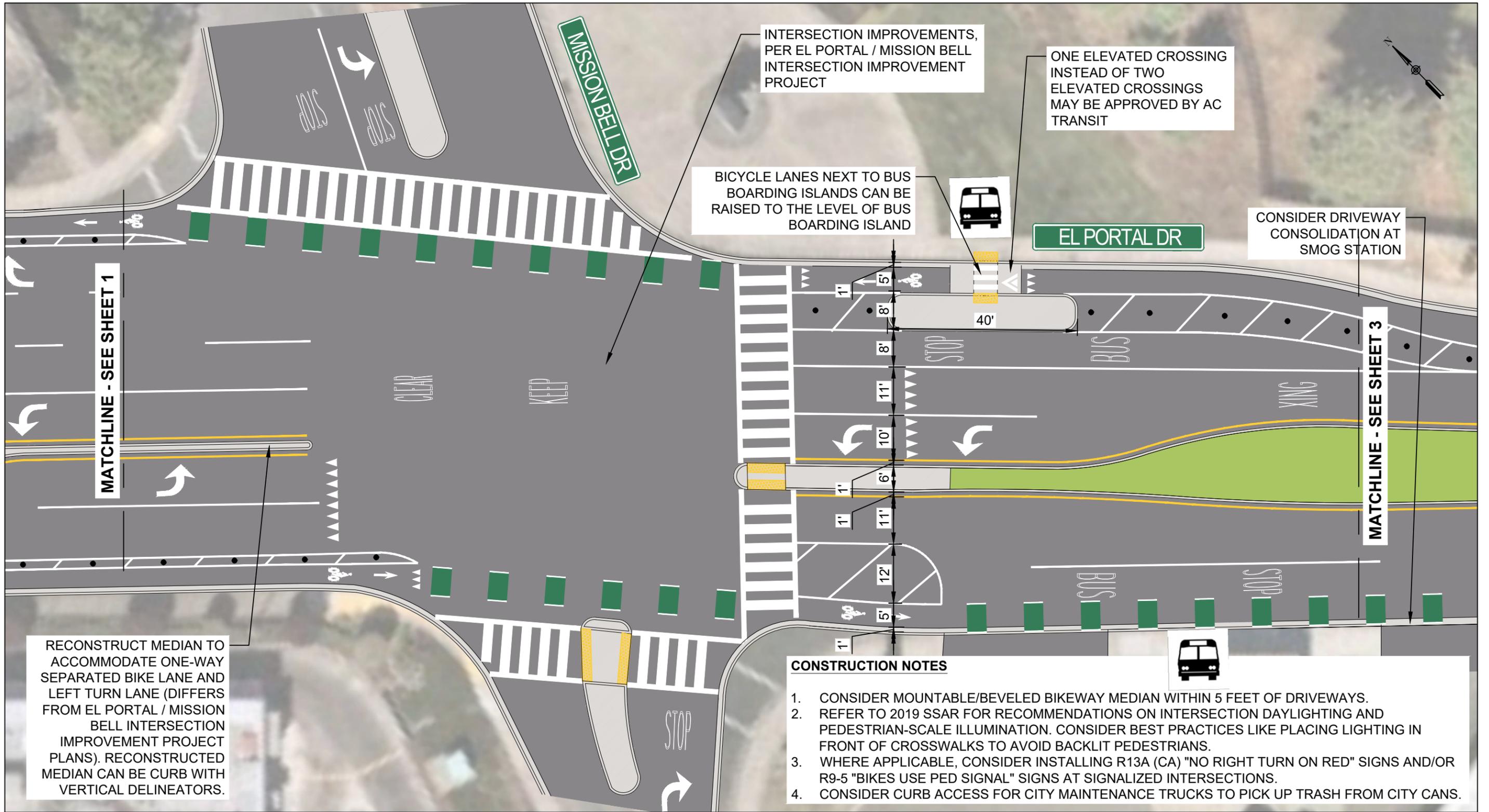


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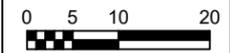


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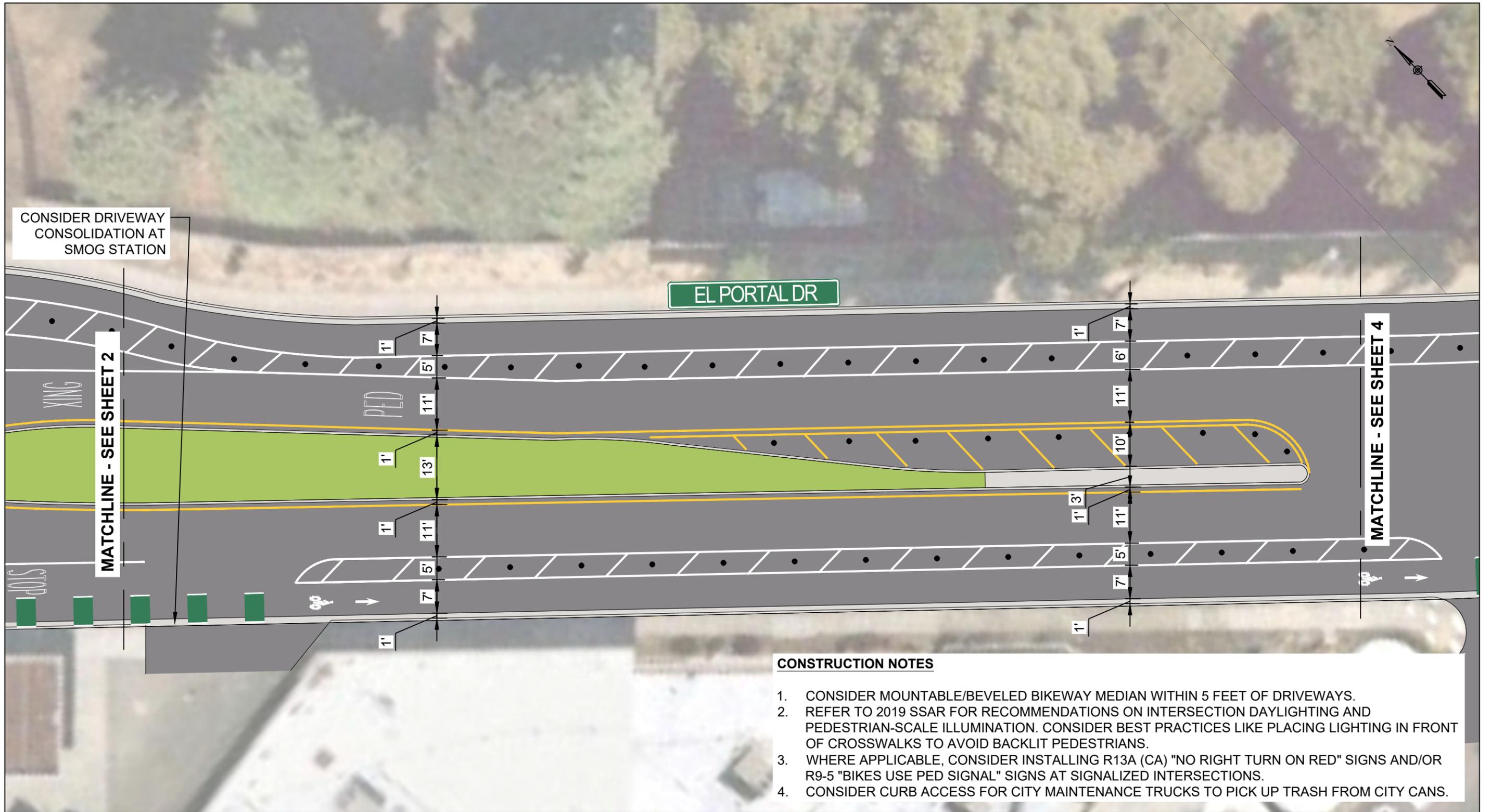


SHEET NUMBER

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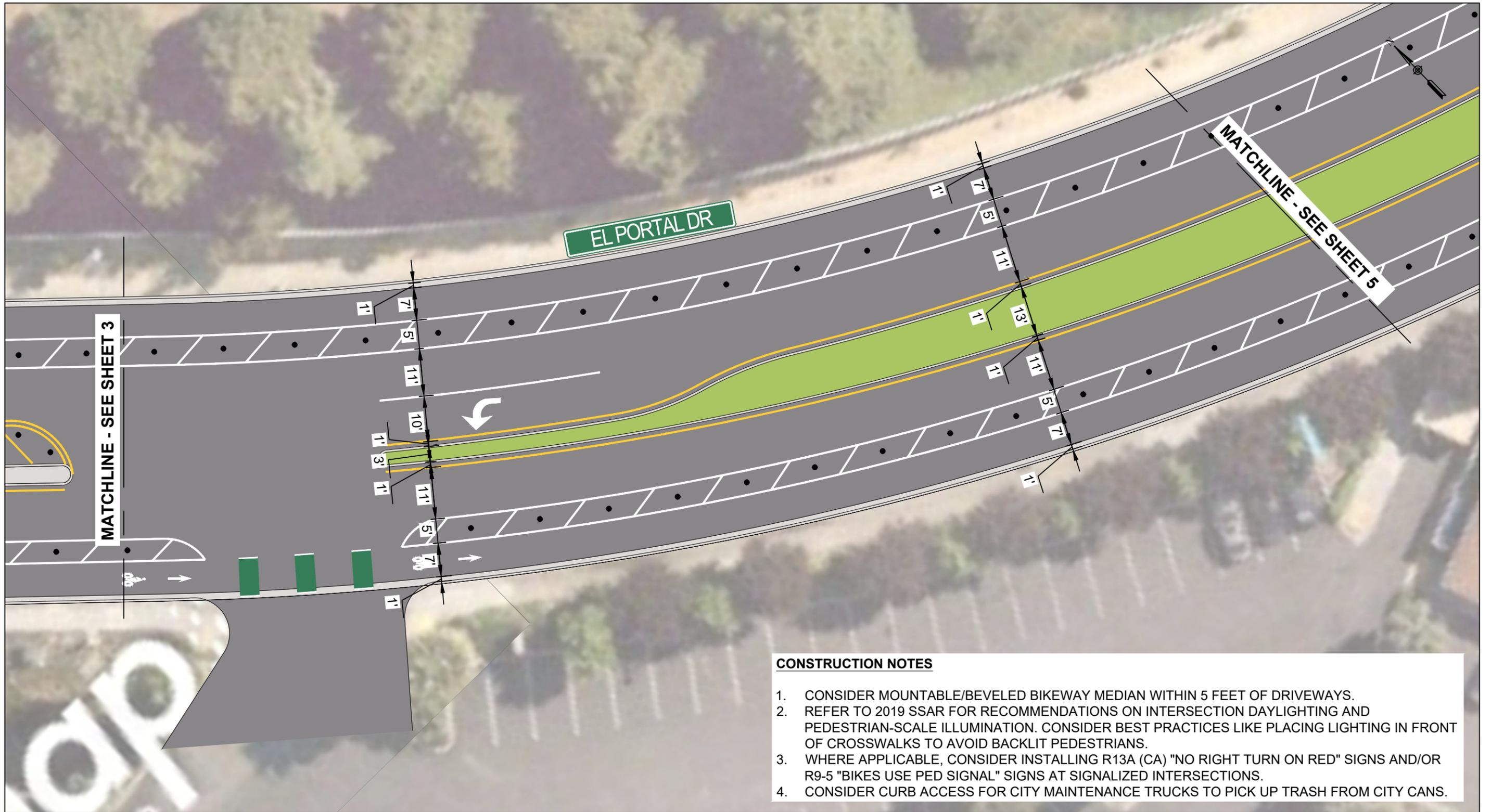


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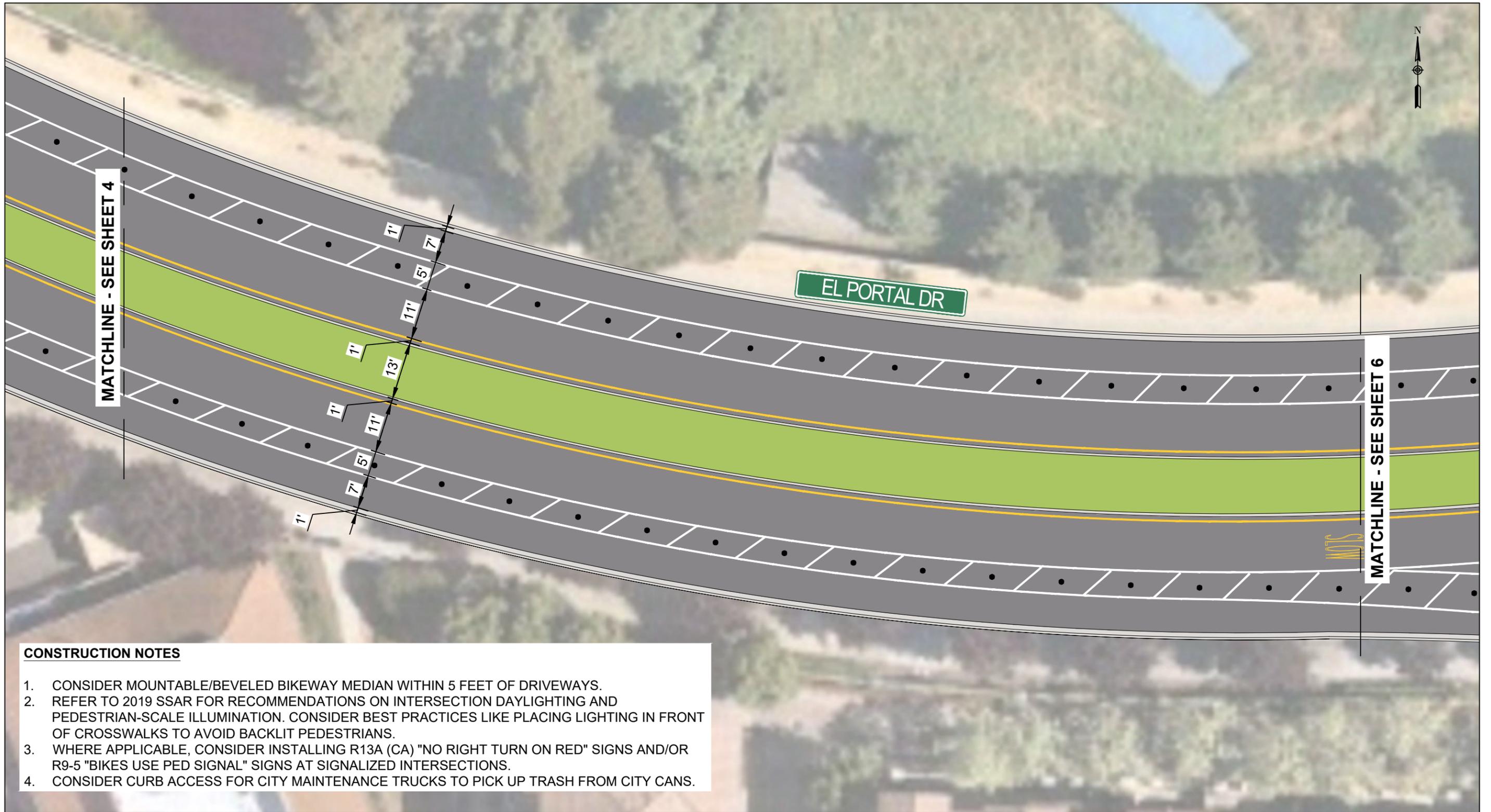


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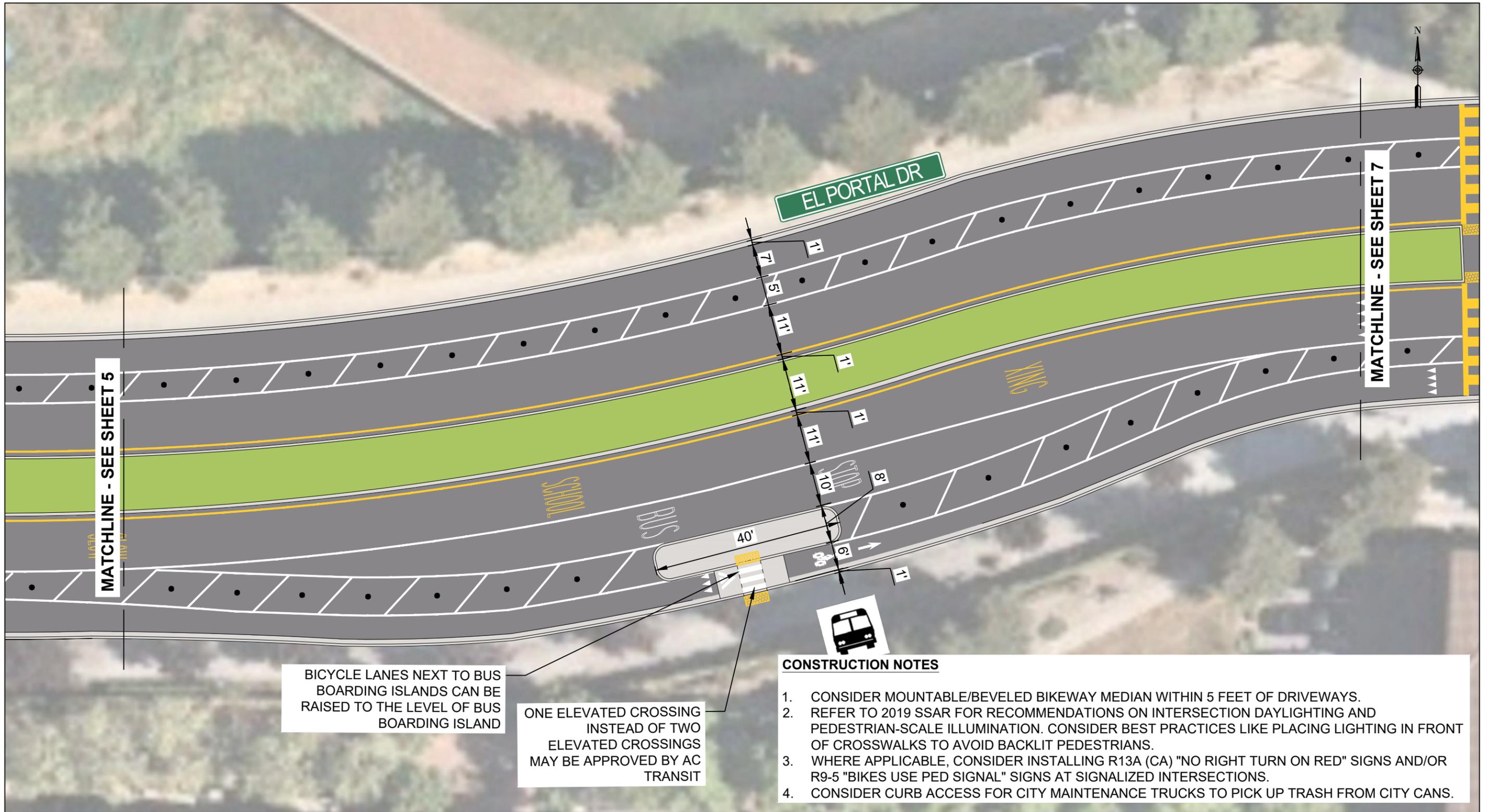


SHEET NUMBER

5 OF 13

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MATCHLINE - SEE SHEET 5

MATCHLINE - SEE SHEET 7

BICYCLE LANES NEXT TO BUS BOARDING ISLANDS CAN BE RAISED TO THE LEVEL OF BUS BOARDING ISLAND

ONE ELEVATED CROSSING INSTEAD OF TWO ELEVATED CROSSINGS MAY BE APPROVED BY AC TRANSIT

**CONSTRUCTION NOTES**

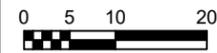
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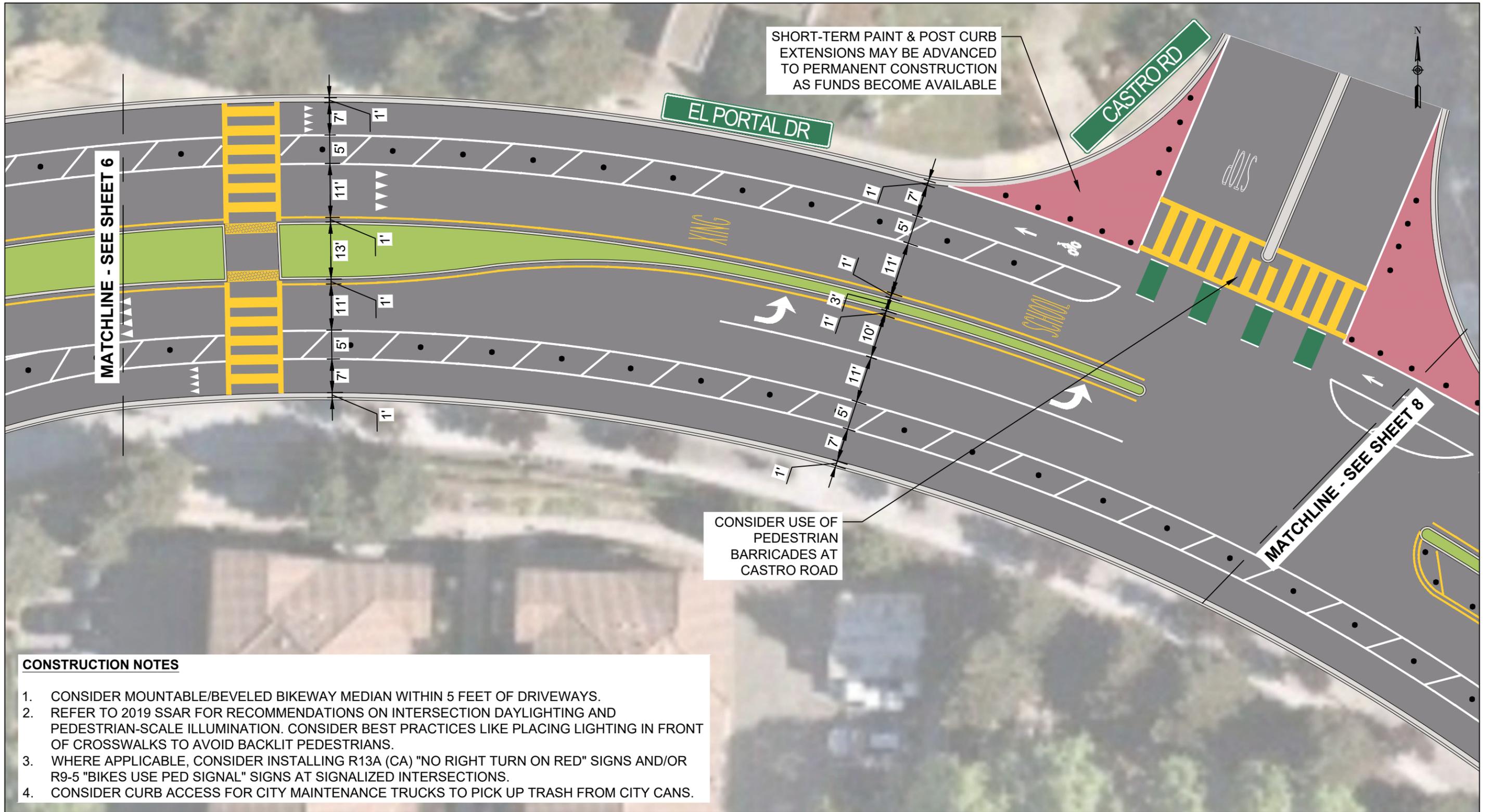


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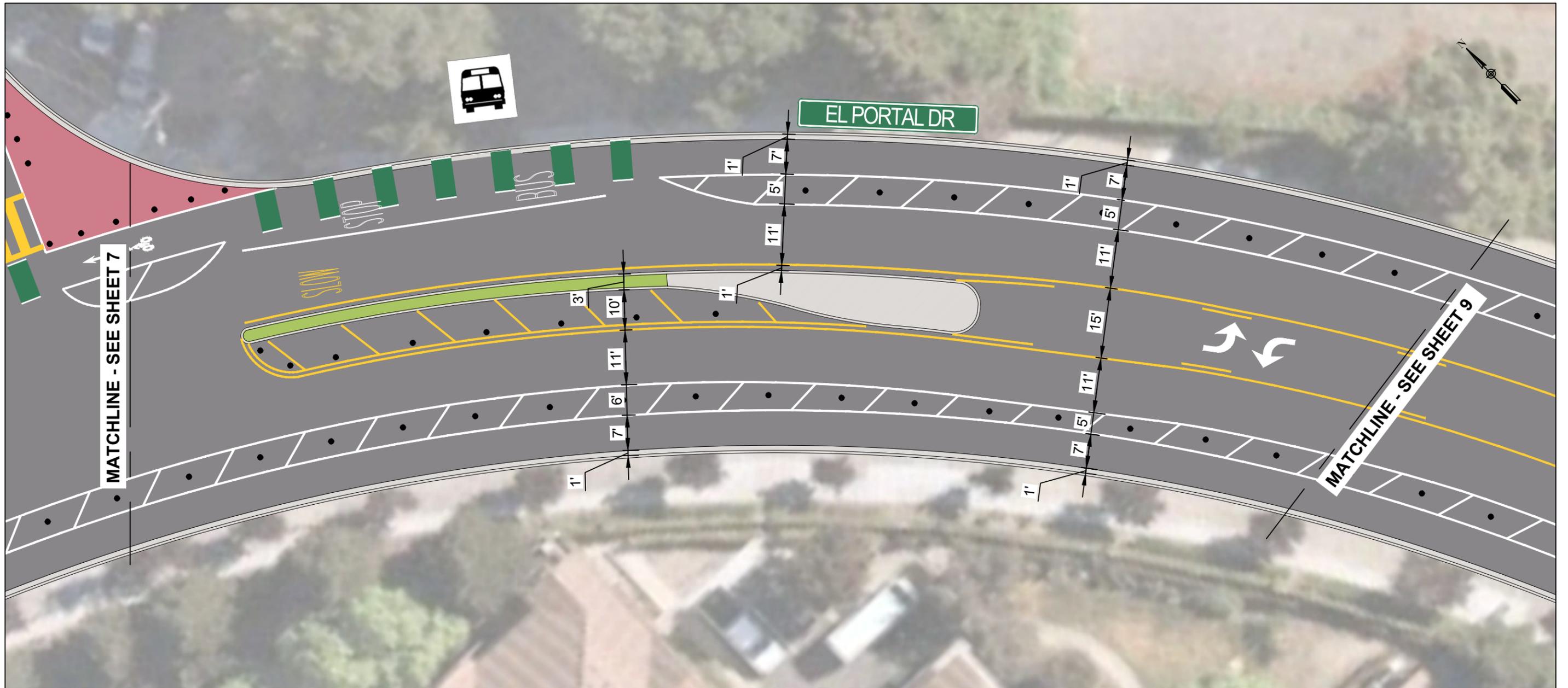


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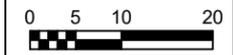


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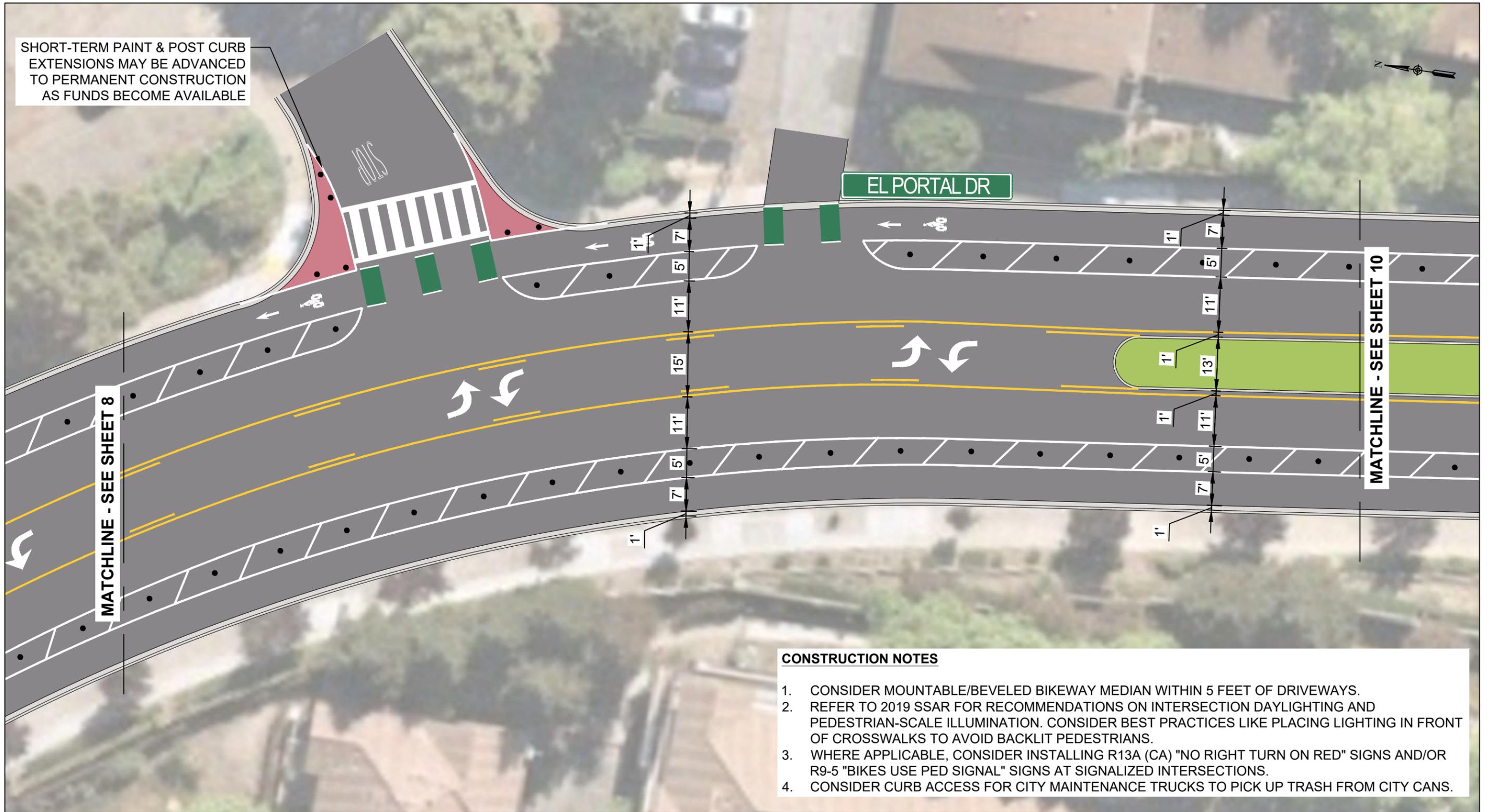
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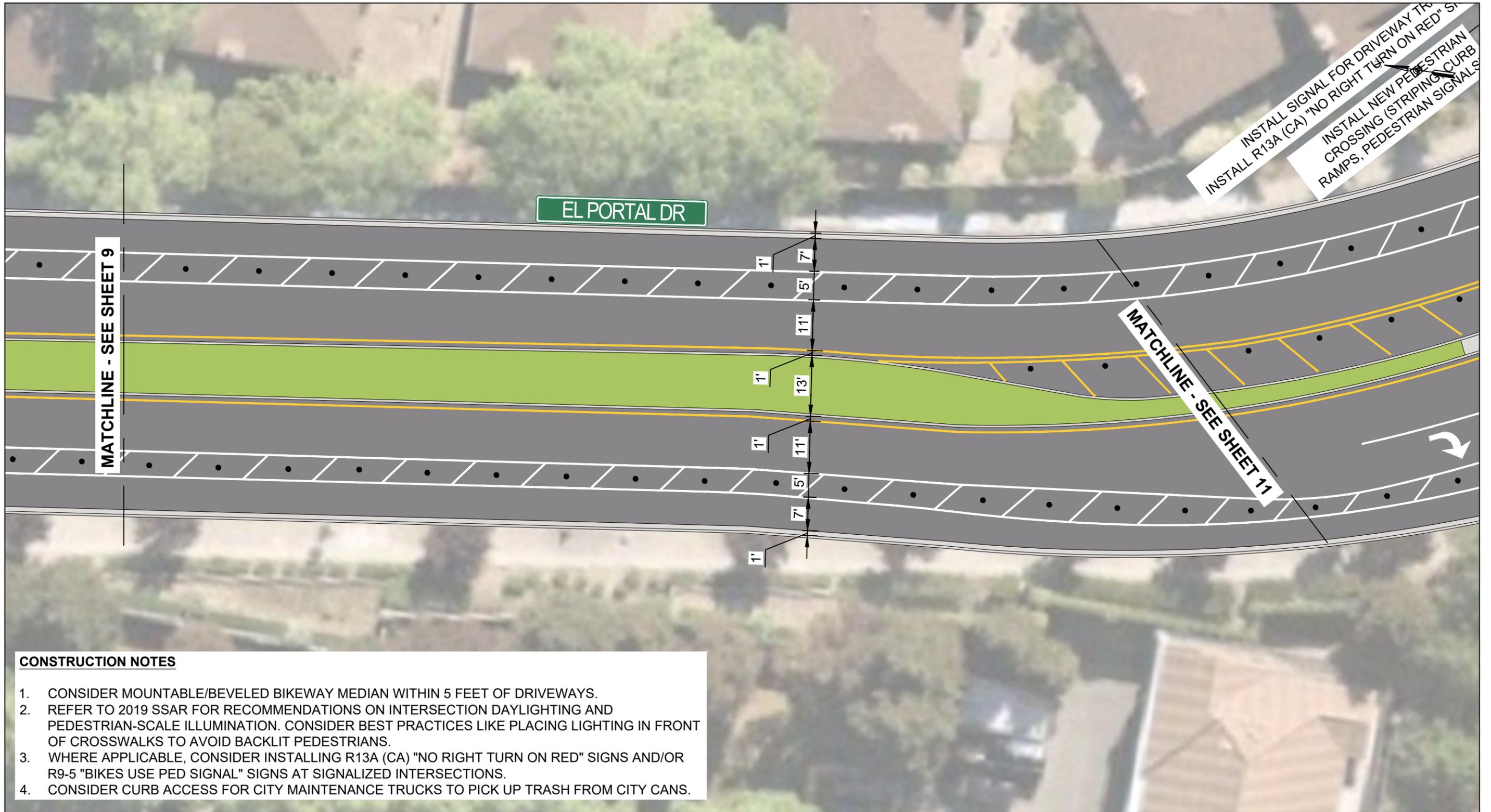


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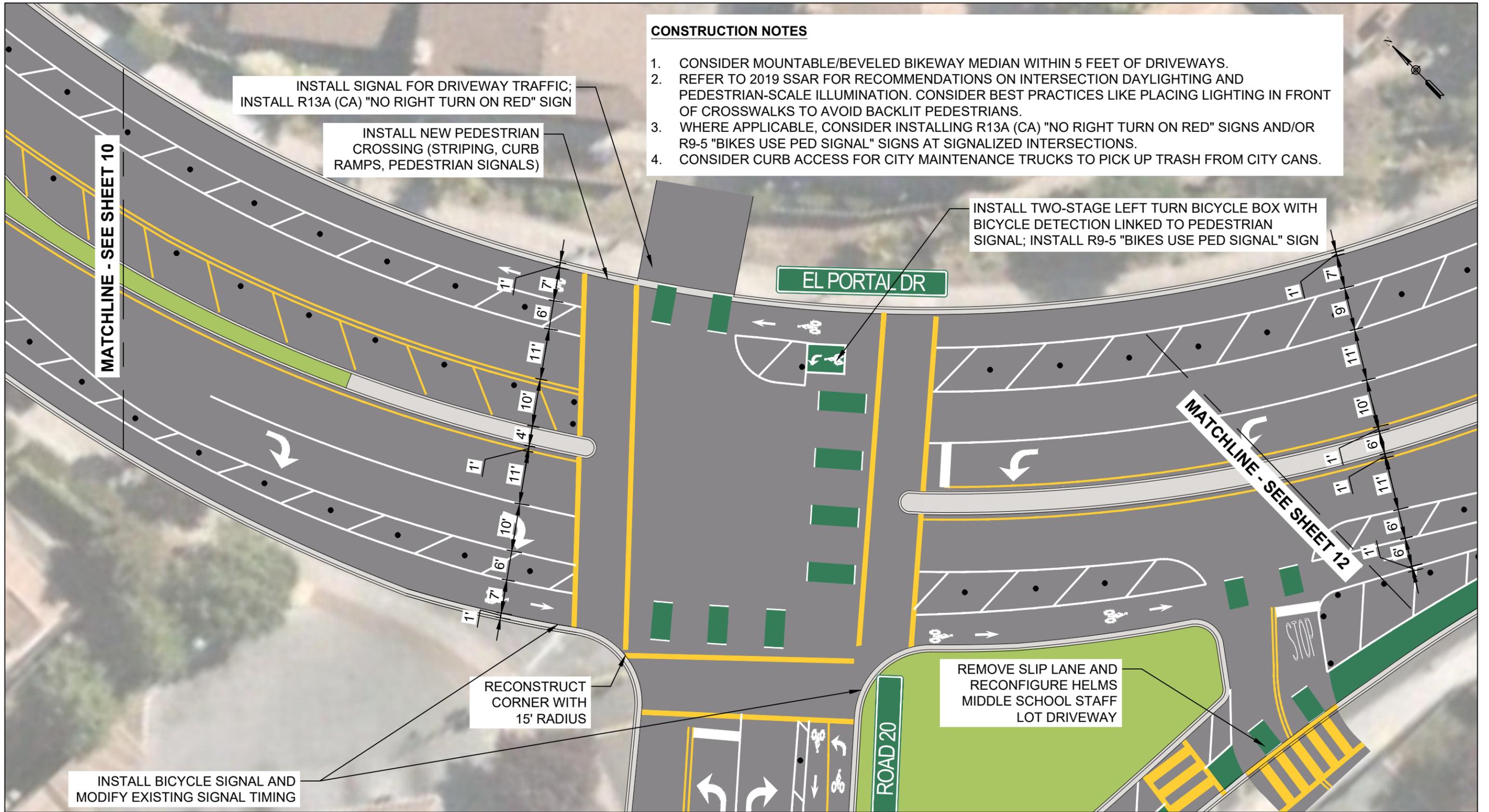


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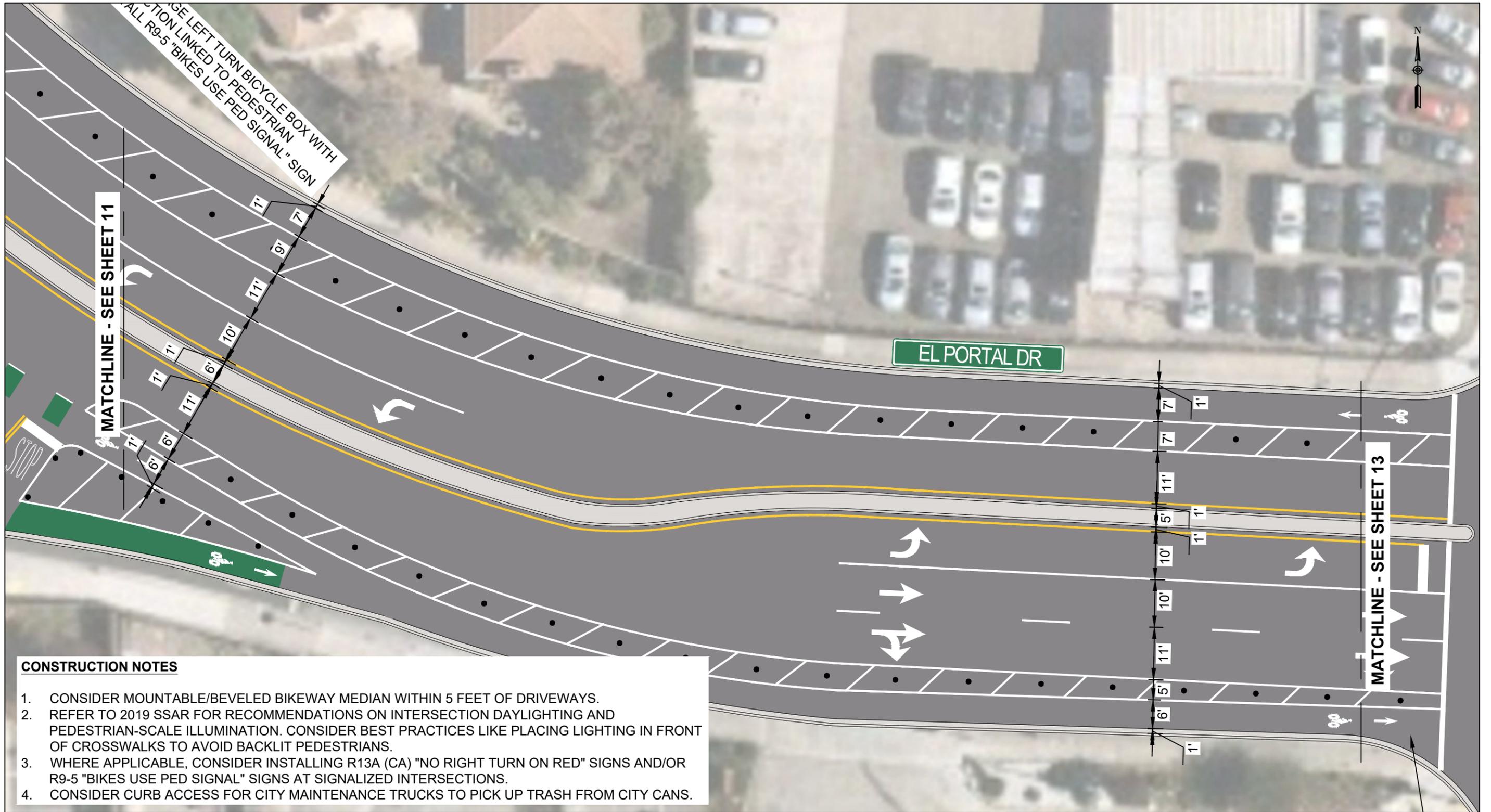


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**CONSTRUCTION NOTES**

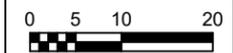
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2. REFER TO 2019 SSAR FOR RECOMMENDATIONS ON INTERSECTION DAYLIGHTING AND PEDESTRIAN-SCALE ILLUMINATION. CONSIDER BEST PRACTICES LIKE PLACING LIGHTING IN FRONT OF CROSSWALKS TO AVOID BACKLIT PEDESTRIANS.
3. WHERE APPLICABLE, CONSIDER INSTALLING R13A (CA) "NO RIGHT TURN ON RED" SIGNS AND/OR R9-5 "BIKES USE PED SIGNAL" SIGNS AT SIGNALIZED INTERSECTIONS.
4. CONSIDER CURB ACCESS FOR CITY MAINTENANCE TRUCKS TO PICK UP TRASH FROM CITY CANS.

**TOOLE  
DESIGN**

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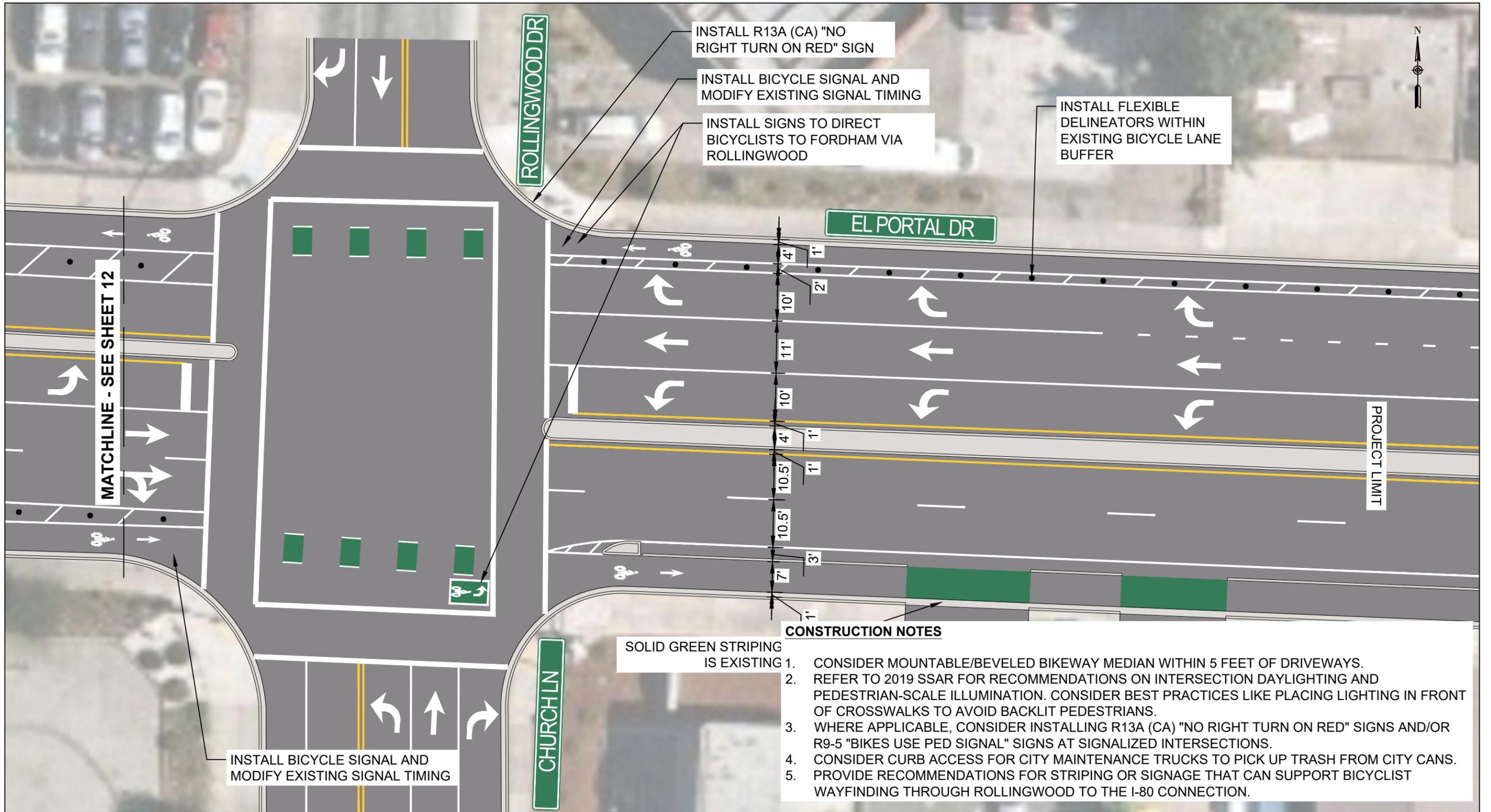
**Kimley»Horn**

**EL PORTAL DRIVE**  
SAN PABLO AVENUE TO ROLLINGWOOD DRIVE  
**SAN PABLO CORRIDOR STUDY**



SHEET NUMBER  
12 OF 13

PRELIMINARY CONCEPT  
NOT FOR CONSTRUCTION  
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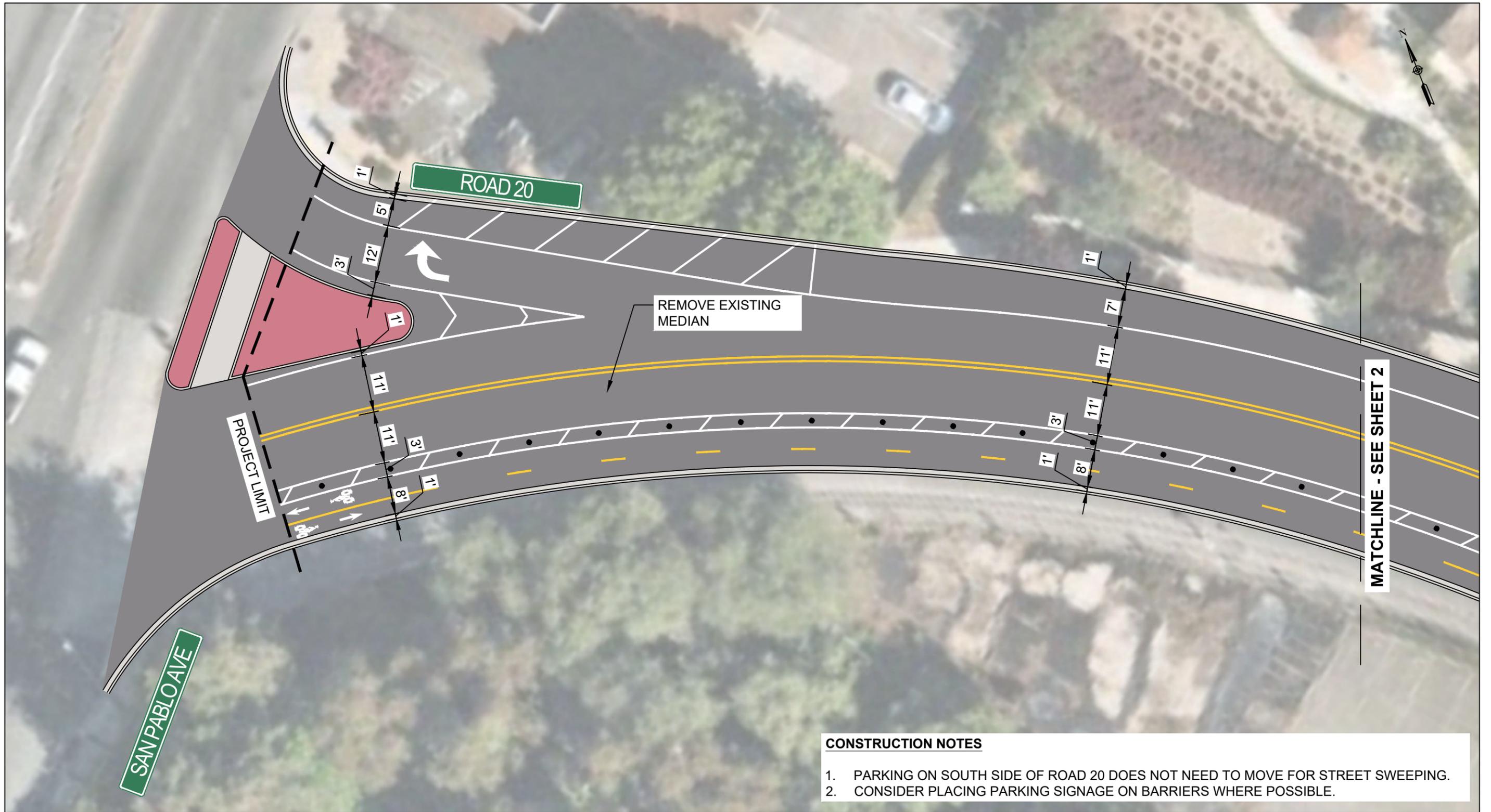
SHEET NUMBER

13 OF 13

PRELIMINARY CONCEPT  
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# ROAD 20



- CONSTRUCTION NOTES**
1. PARKING ON SOUTH SIDE OF ROAD 20 DOES NOT NEED TO MOVE FOR STREET SWEEPING.
  2. CONSIDER PLACING PARKING SIGNAGE ON BARRIERS WHERE POSSIBLE.

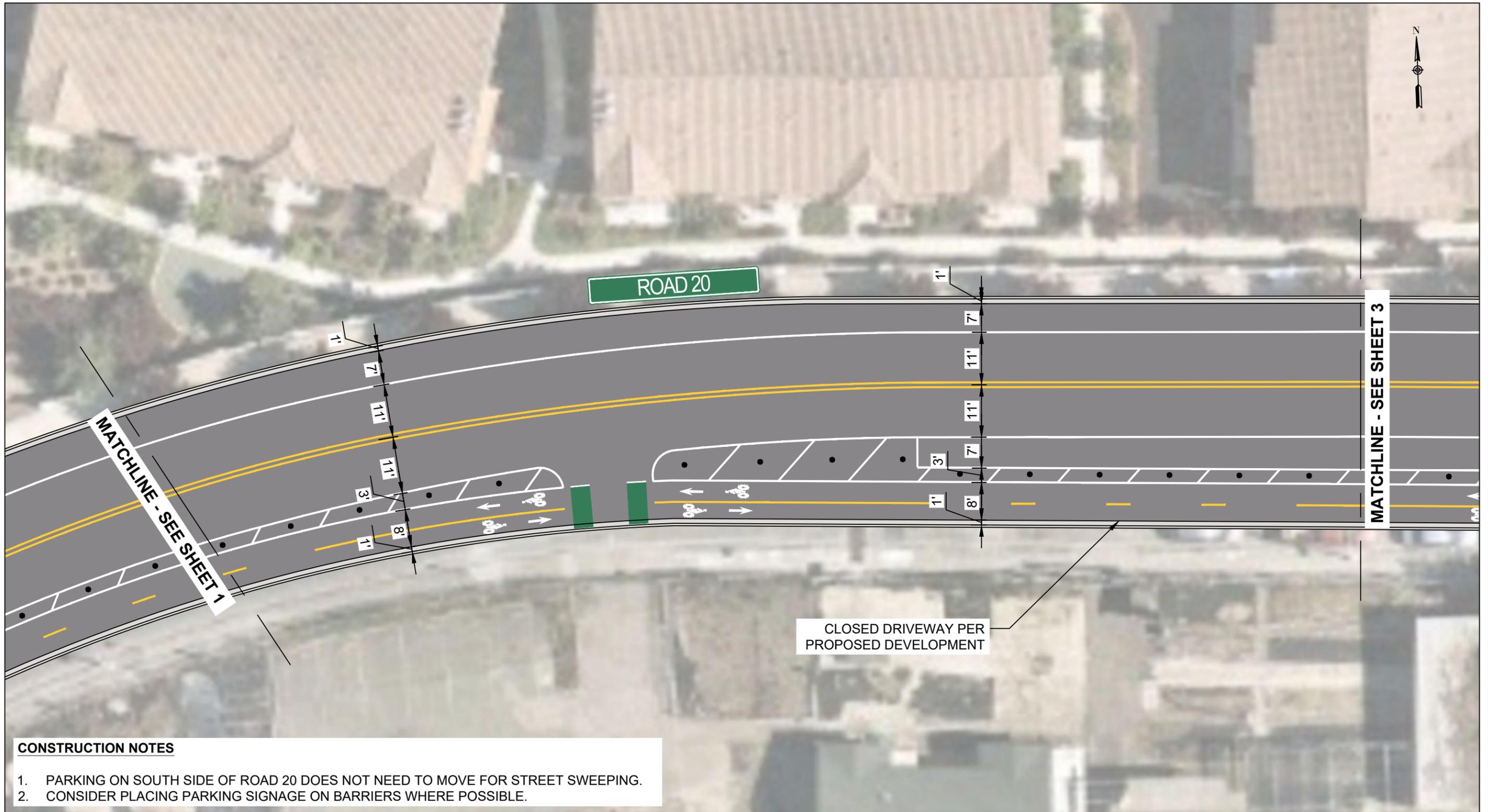
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ROAD 20  
 SAN PABLO AVENUE TO EL PORTAL DRIVE  
**SAN PABLO CORRIDOR STUDY**

0 5 10 20  
 SHEET NUMBER  
 1 OF 9

PRELIMINARY CONCEPT  
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**SAN PABLO CORRIDOR STUDY**

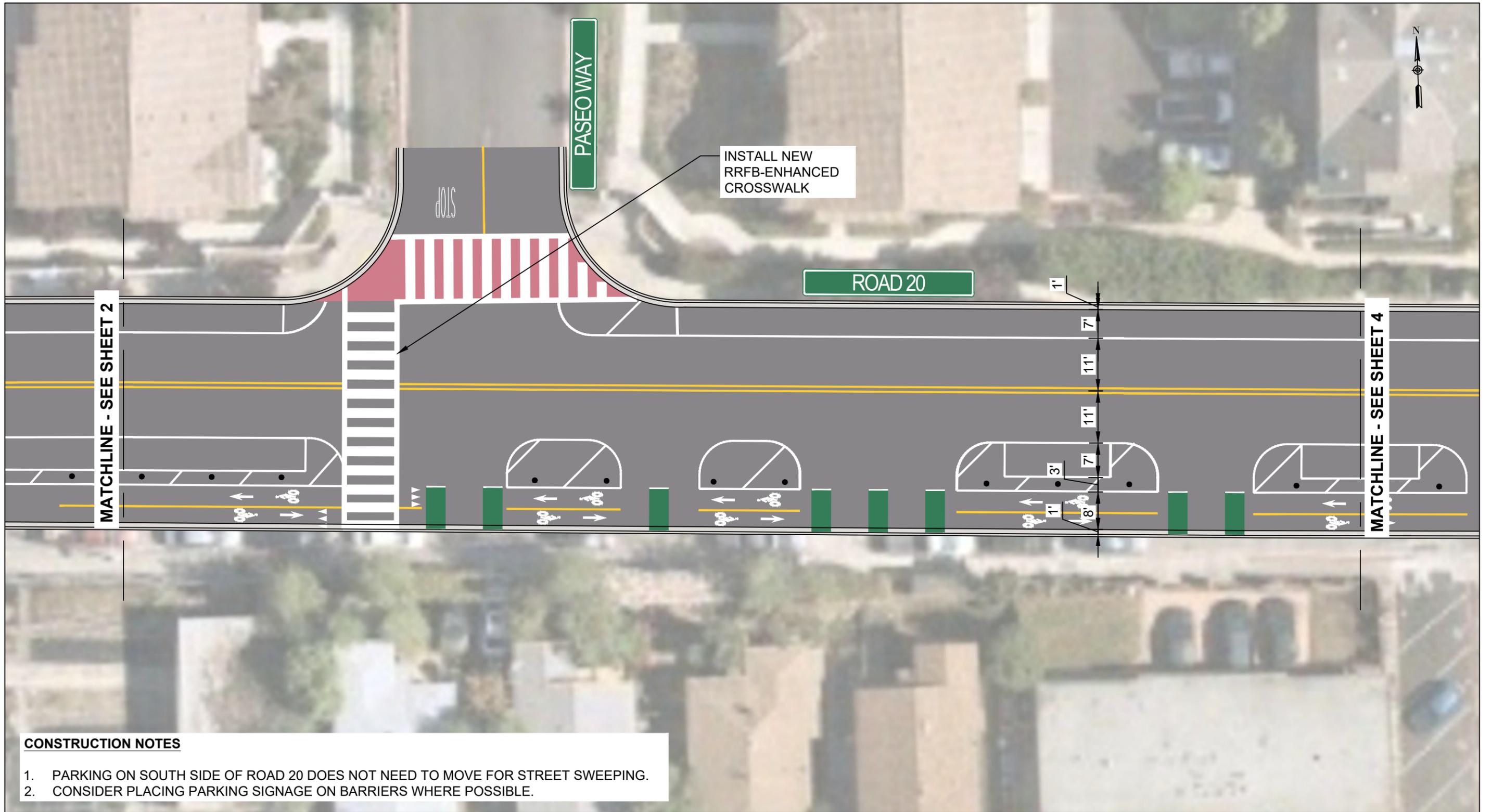


SHEET NUMBER

2 OF 9

PRELIMINARY CONCEPT  
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**CONSTRUCTION NOTES**

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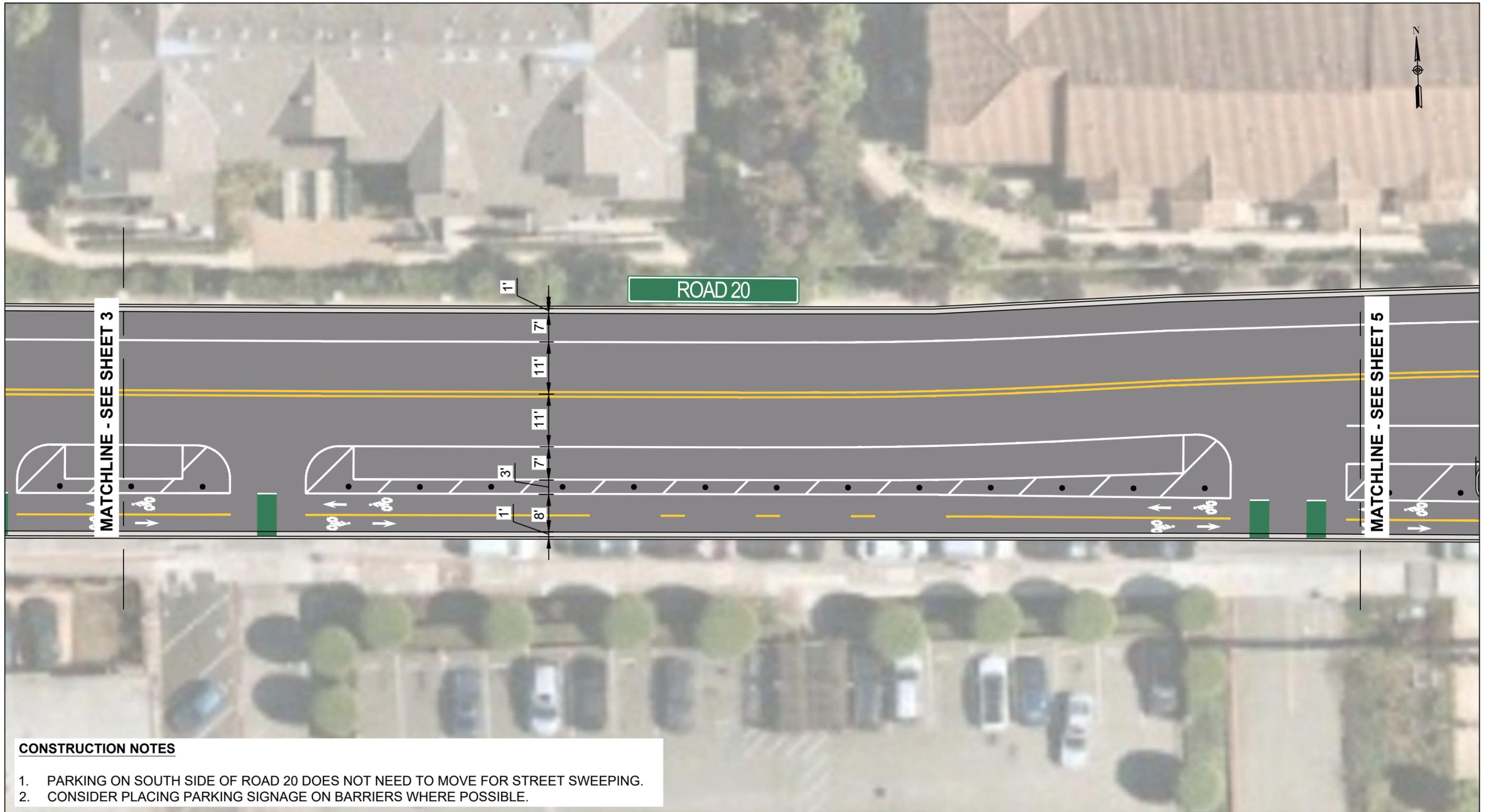


SHEET NUMBER

3 OF 9

PRELIMINARY CONCEPT  
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**CONSTRUCTION NOTES**

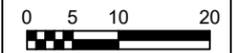
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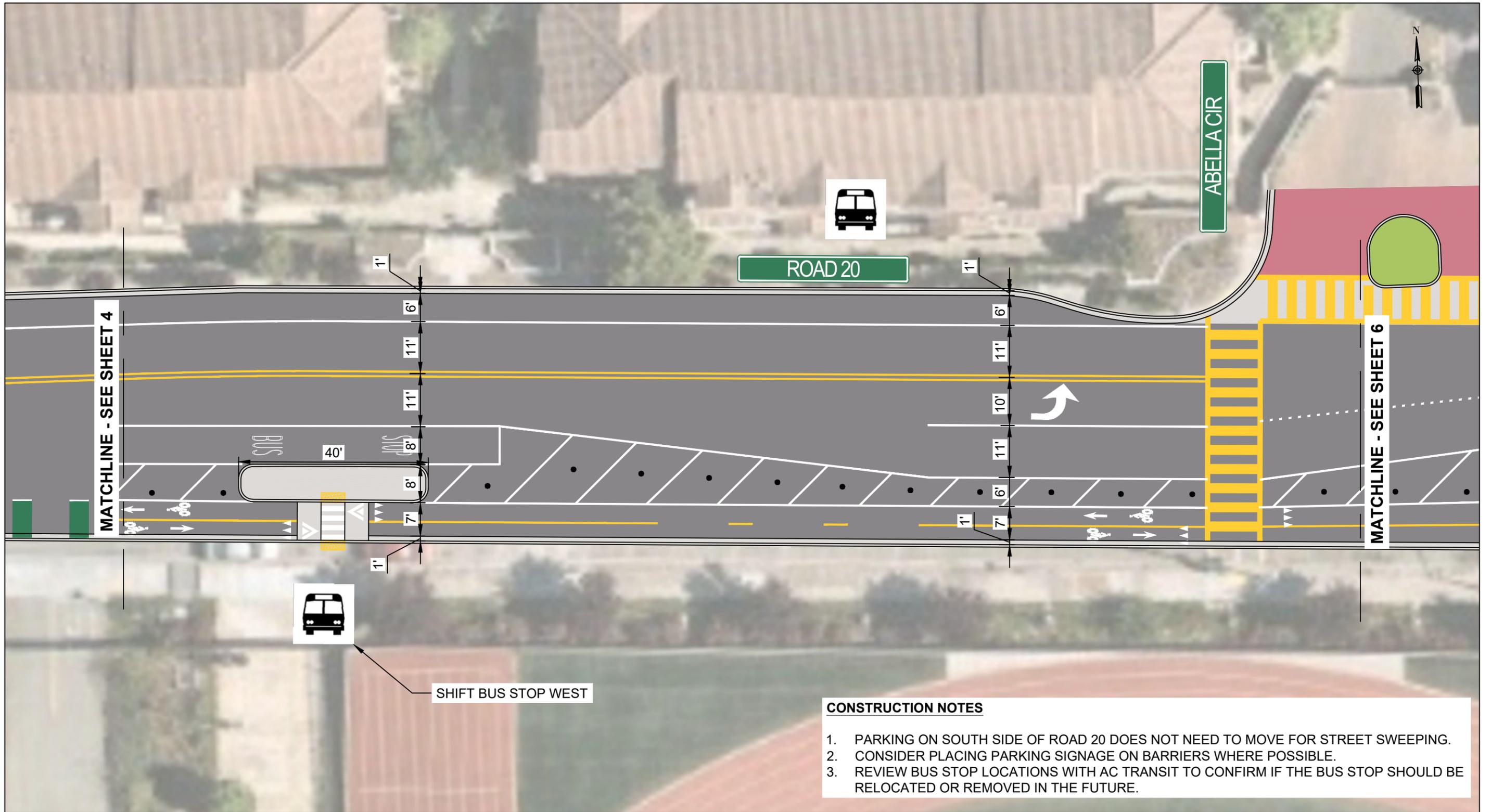
**ROAD 20**  
SAN PABLO AVENUE TO EL PORTAL DRIVE  
**SAN PABLO CORRIDOR STUDY**



SHEET NUMBER  
4 OF 9

PRELIMINARY CONCEPT  
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- CONSTRUCTION NOTES**
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  2. CONSIDER PLACING PARKING SIGNAGE ON BARRIERS WHERE POSSIBLE.
  3. REVIEW BUS STOP LOCATIONS WITH AC TRANSIT TO CONFIRM IF THE BUS STOP SHOULD BE RELOCATED OR REMOVED IN THE FUTURE.

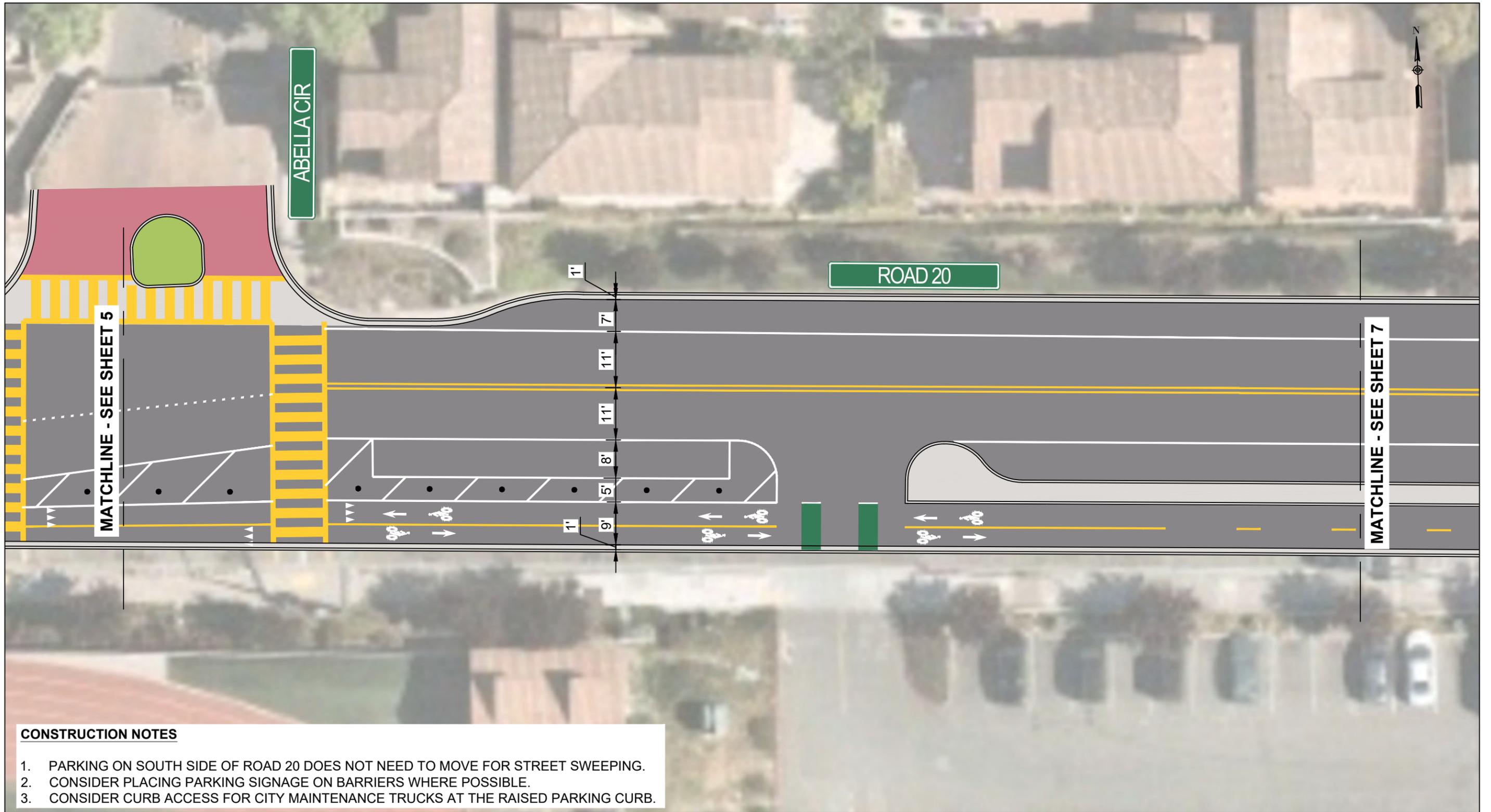
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**ROAD 20**  
 SAN PABLO AVENUE TO EL PORTAL DRIVE  
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0 5 10 20  
 SHEET NUMBER  
 5 OF 9

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3. CONSIDER CURB ACCESS FOR CITY MAINTENANCE TRUCKS AT THE RAISED PARKING CURB.

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**ROAD 20**  
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**SAN PABLO CORRIDOR STUDY**

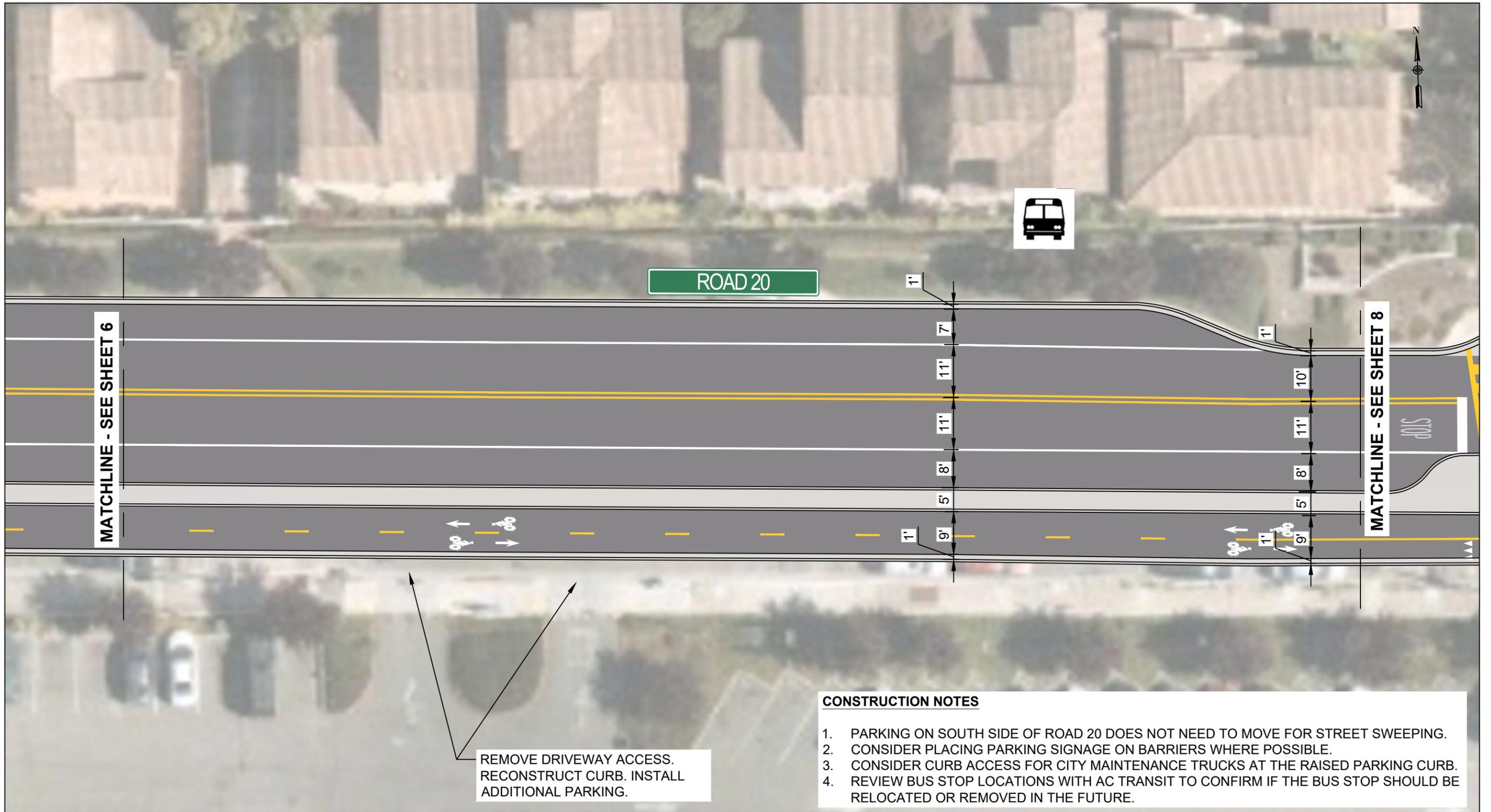


SHEET NUMBER

6 OF 9

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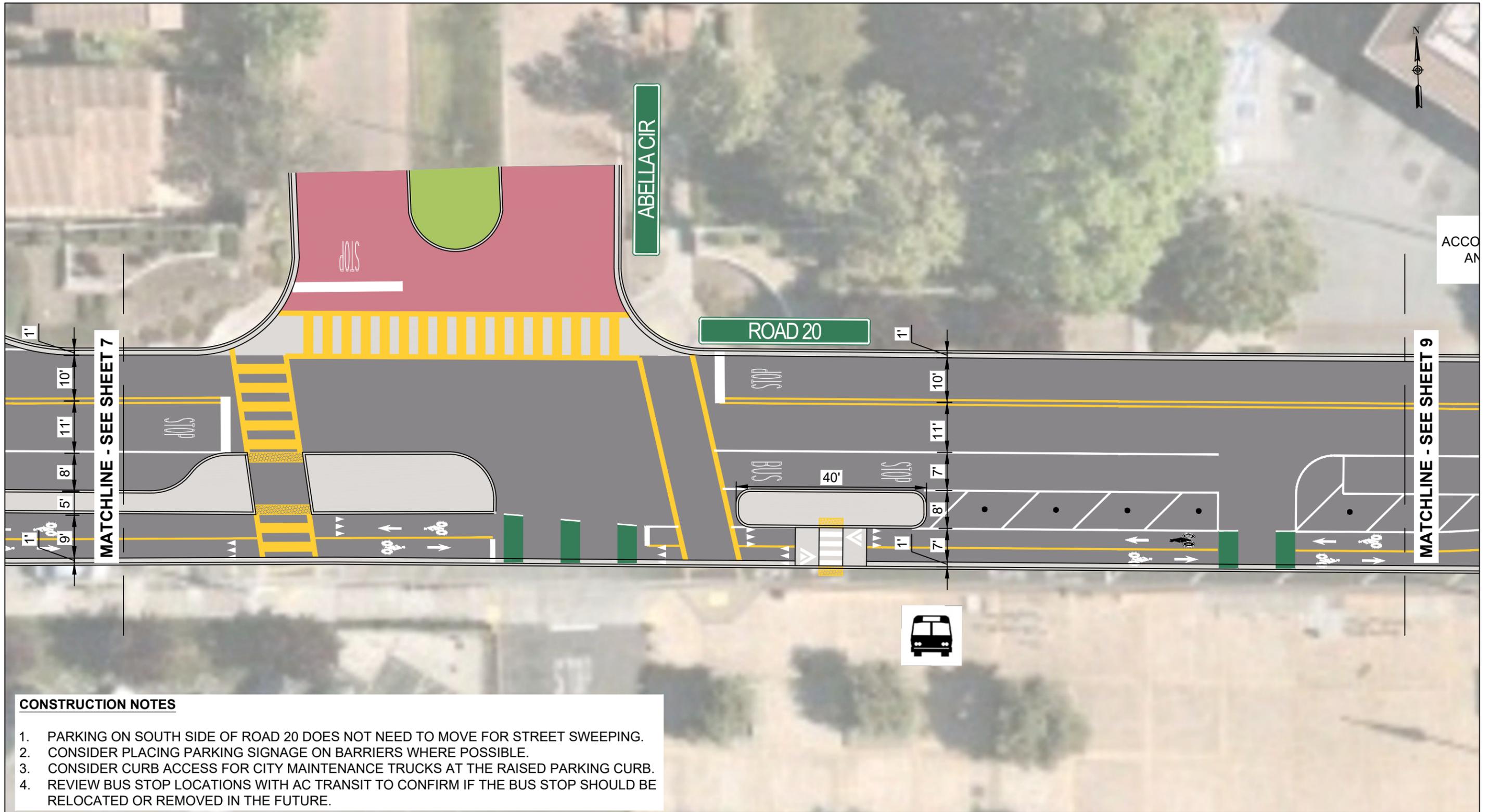
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**ROAD 20**  
 SAN PABLO AVENUE TO EL PORTAL DRIVE  
**SAN PABLO CORRIDOR STUDY**

0 5 10 20  
 SHEET NUMBER  
 7 OF 9

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SAN PABLO AVENUE TO EL PORTAL DRIVE  
**SAN PABLO CORRIDOR STUDY**



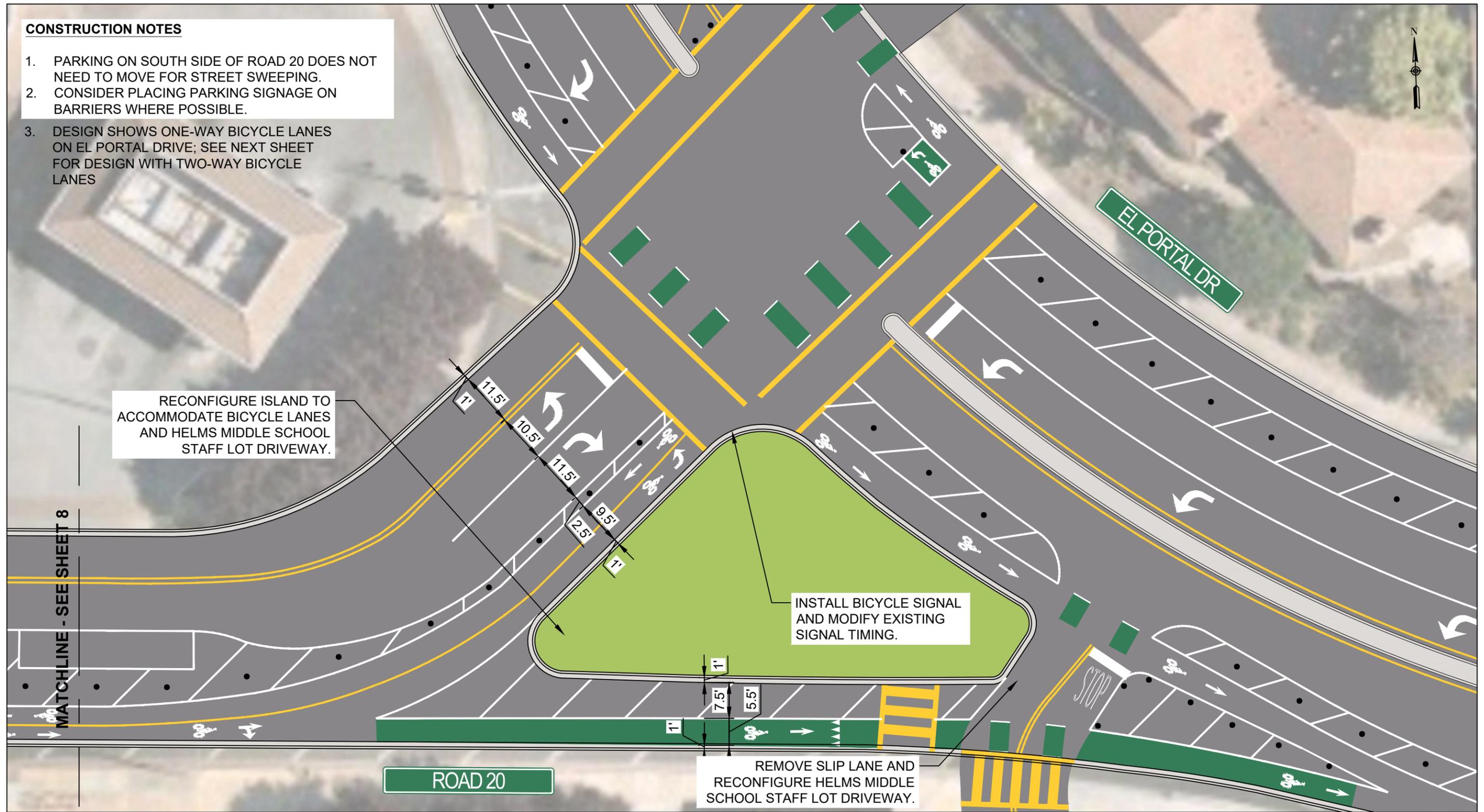
SHEET NUMBER  
8 OF 9

PRELIMINARY CONCEPT  
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**CONSTRUCTION NOTES**

1. PARKING ON SOUTH SIDE OF ROAD 20 DOES NOT NEED TO MOVE FOR STREET SWEEPING.
2. CONSIDER PLACING PARKING SIGNAGE ON BARRIERS WHERE POSSIBLE.
3. DESIGN SHOWS ONE-WAY BICYCLE LANES ON EL PORTAL DRIVE; SEE NEXT SHEET FOR DESIGN WITH TWO-WAY BICYCLE LANES



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SHEET NUMBER

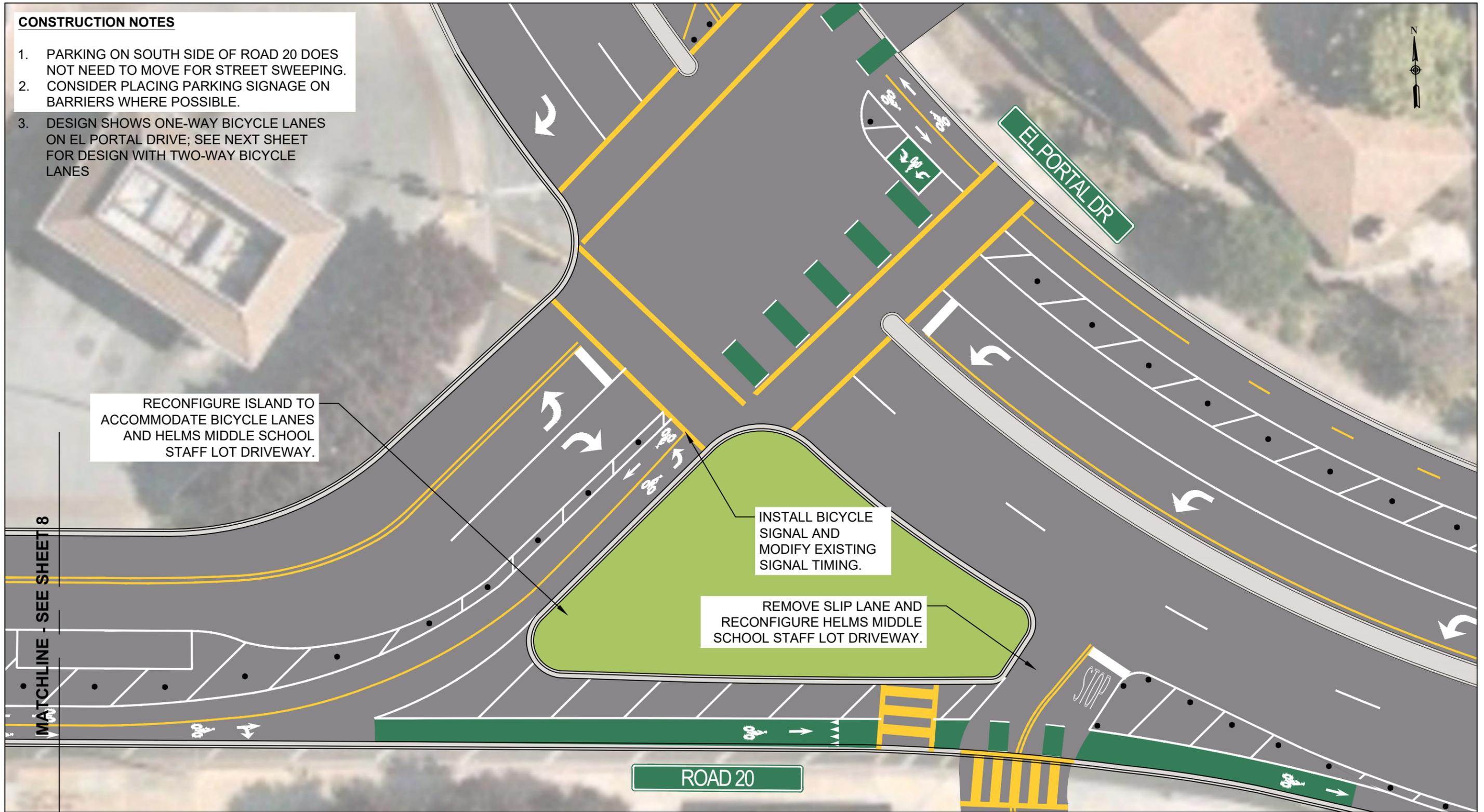
9A OF 9

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**SAN PABLO CORRIDOR STUDY**



SHEET NUMBER

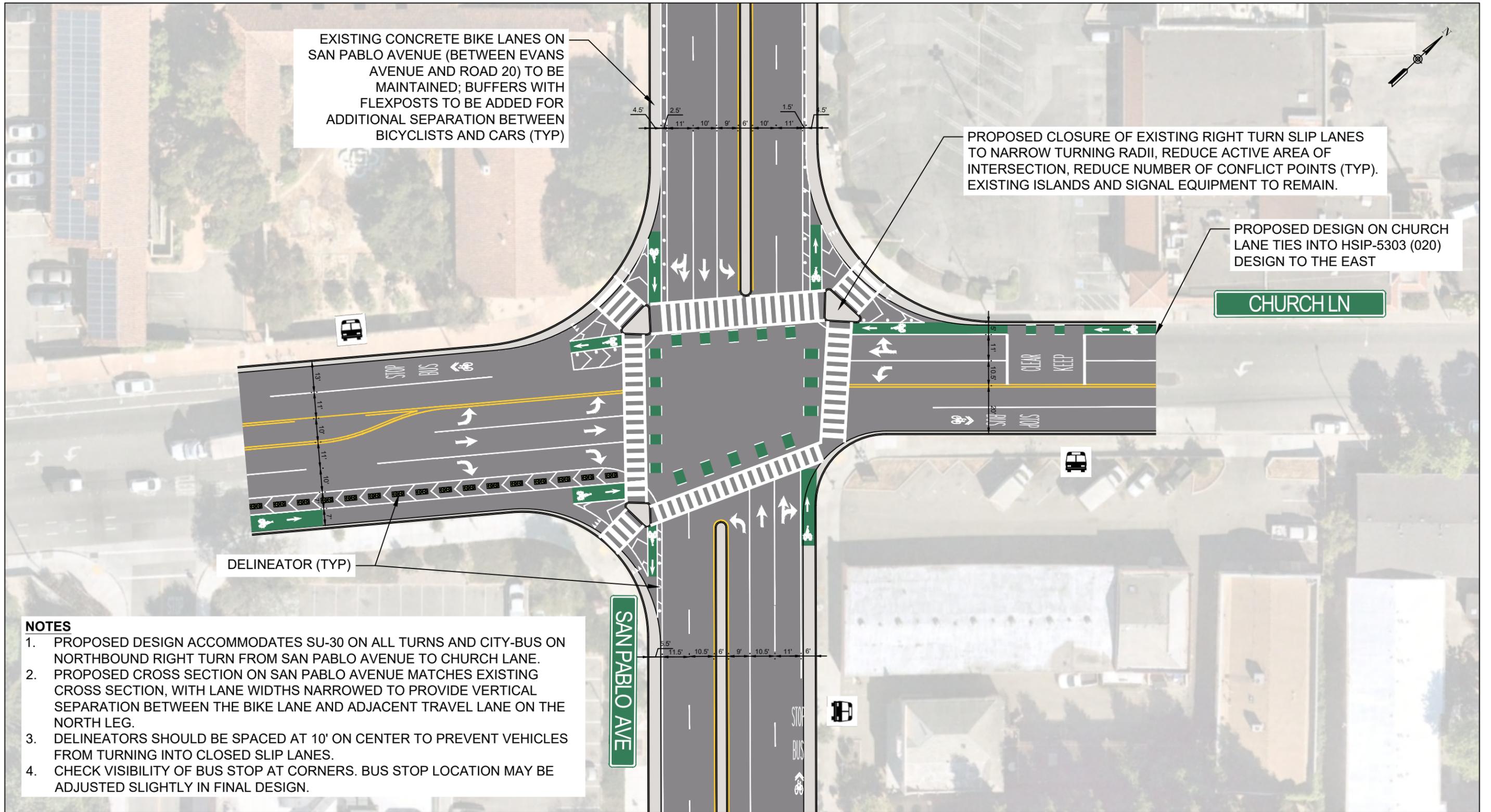
9B OF 9

PRELIMINARY CONCEPT  
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# CHURCH LANE AT SAN PABLO AVENUE



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CHURCH LANE AT SAN PABLO AVENUE  
**SAN PABLO CORRIDOR STUDY**



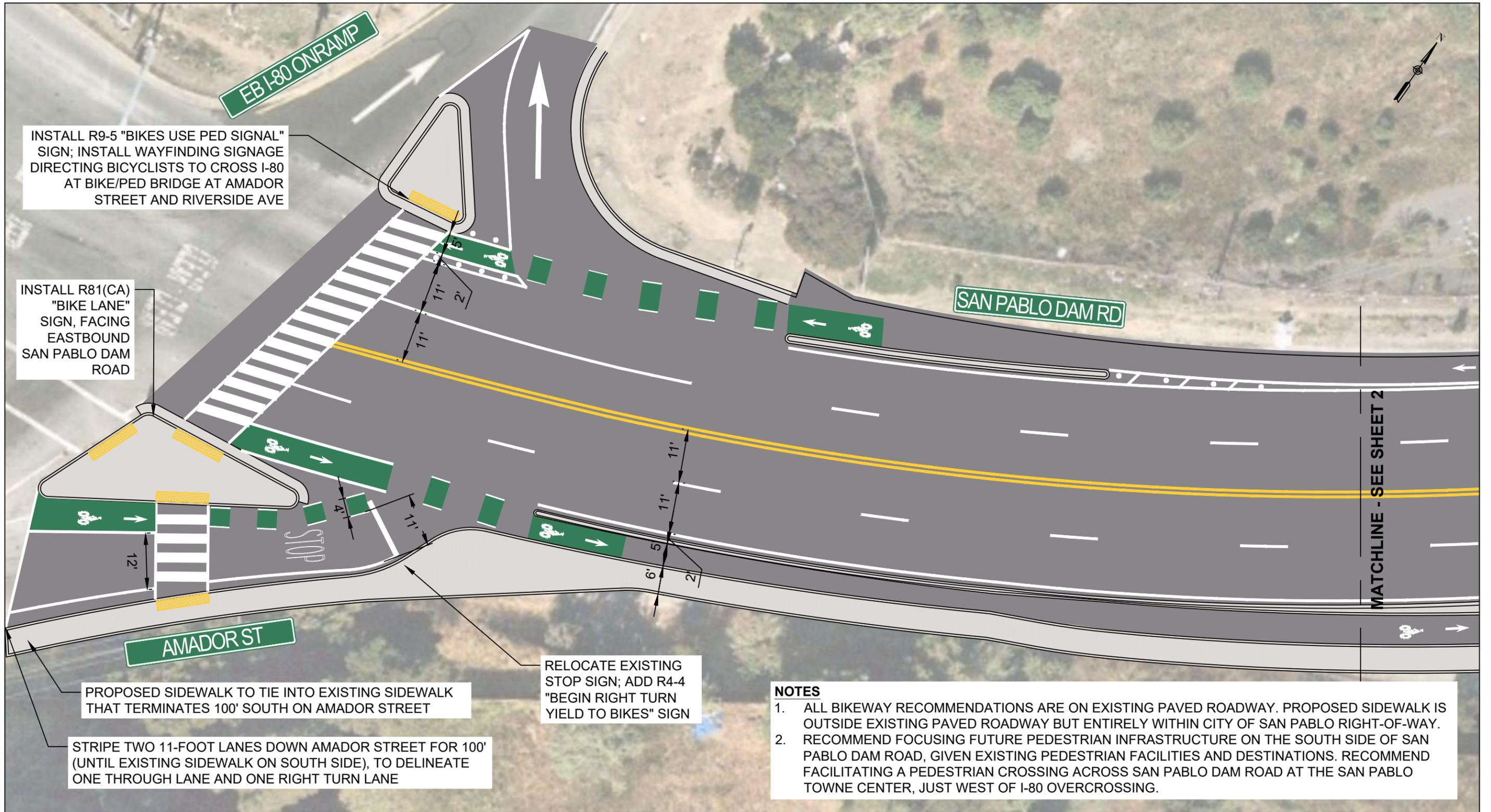
SHEET NUMBER

1 OF 1

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# SAN PABLO DAM ROAD



INSTALL R9-5 "BIKES USE PED SIGNAL" SIGN; INSTALL WAYFINDING SIGNAGE DIRECTING BICYCLISTS TO CROSS I-80 AT BIKE/PED BRIDGE AT AMADOR STREET AND RIVERSIDE AVE

INSTALL R81(CA) "BIKE LANE" SIGN, FACING EASTBOUND SAN PABLO DAM ROAD

PROPOSED SIDEWALK TO TIE INTO EXISTING SIDEWALK THAT TERMINATES 100' SOUTH ON AMADOR STREET

STRIPE TWO 11-FOOT LANES DOWN AMADOR STREET FOR 100' (UNTIL EXISTING SIDEWALK ON SOUTH SIDE), TO DELINEATE ONE THROUGH LANE AND ONE RIGHT TURN LANE

RELOCATE EXISTING STOP SIGN; ADD R4-4 "BEGIN RIGHT TURN YIELD TO BIKES" SIGN

**NOTES**

1. ALL BIKEWAY RECOMMENDATIONS ARE ON EXISTING PAVED ROADWAY. PROPOSED SIDEWALK IS OUTSIDE EXISTING PAVED ROADWAY BUT ENTIRELY WITHIN CITY OF SAN PABLO RIGHT-OF-WAY.
2. RECOMMEND FOCUSING FUTURE PEDESTRIAN INFRASTRUCTURE ON THE SOUTH SIDE OF SAN PABLO DAM ROAD, GIVEN EXISTING PEDESTRIAN FACILITIES AND DESTINATIONS. RECOMMEND FACILITATING A PEDESTRIAN CROSSING ACROSS SAN PABLO DAM ROAD AT THE SAN PABLO TOWNE CENTER, JUST WEST OF I-80 OVERCROSSING.

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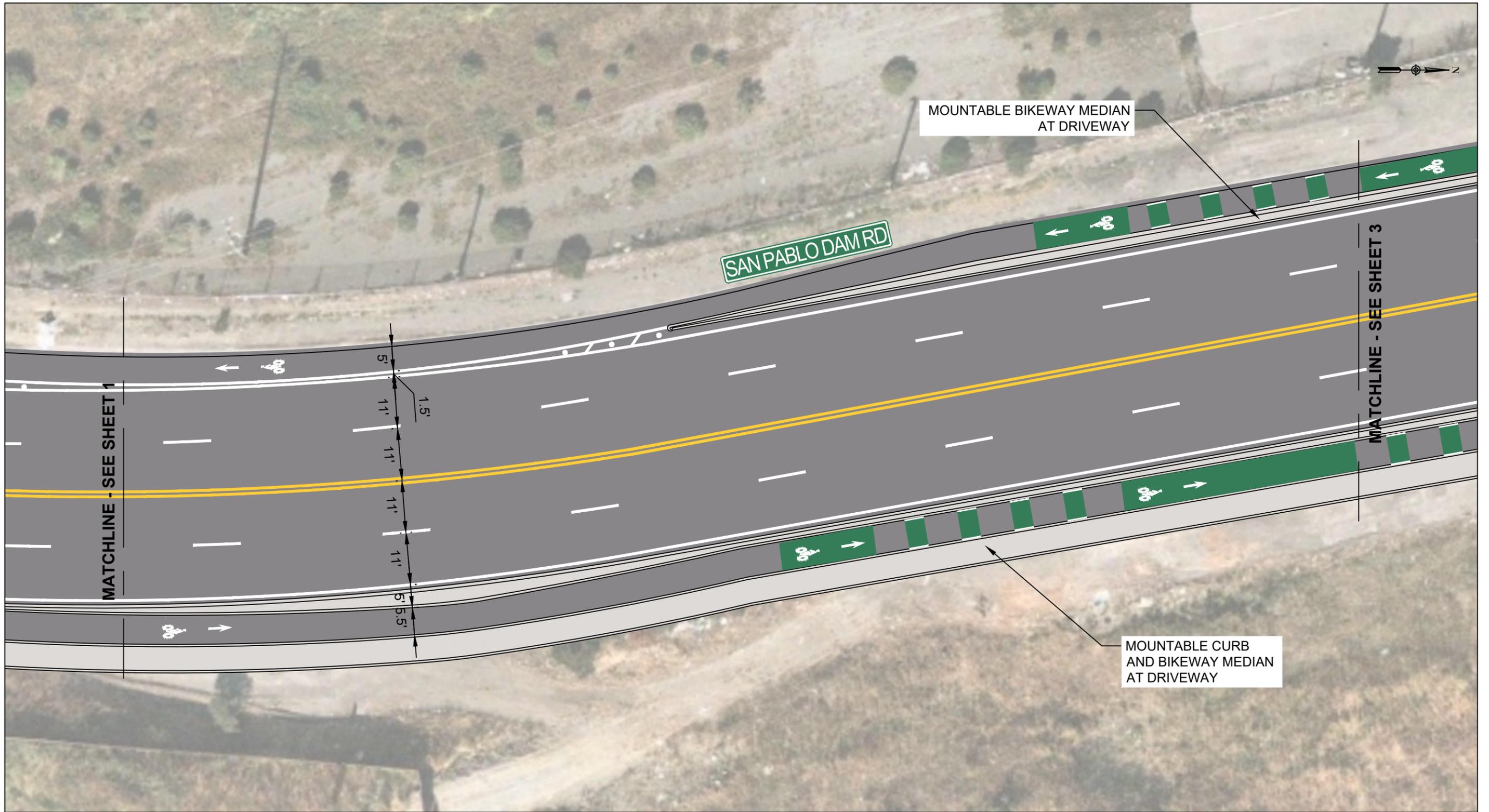
**Kimley»Horn**

**SAN PABLO DAM ROAD  
 AMADOR STREET TO MORROW DRIVE  
 SAN PABLO CORRIDOR STUDY**



SHEET NUMBER  
 1 OF 6

PRELIMINARY CONCEPT  
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AMADOR STREET TO MORROW DRIVE  
SAN PABLO CORRIDOR STUDY**

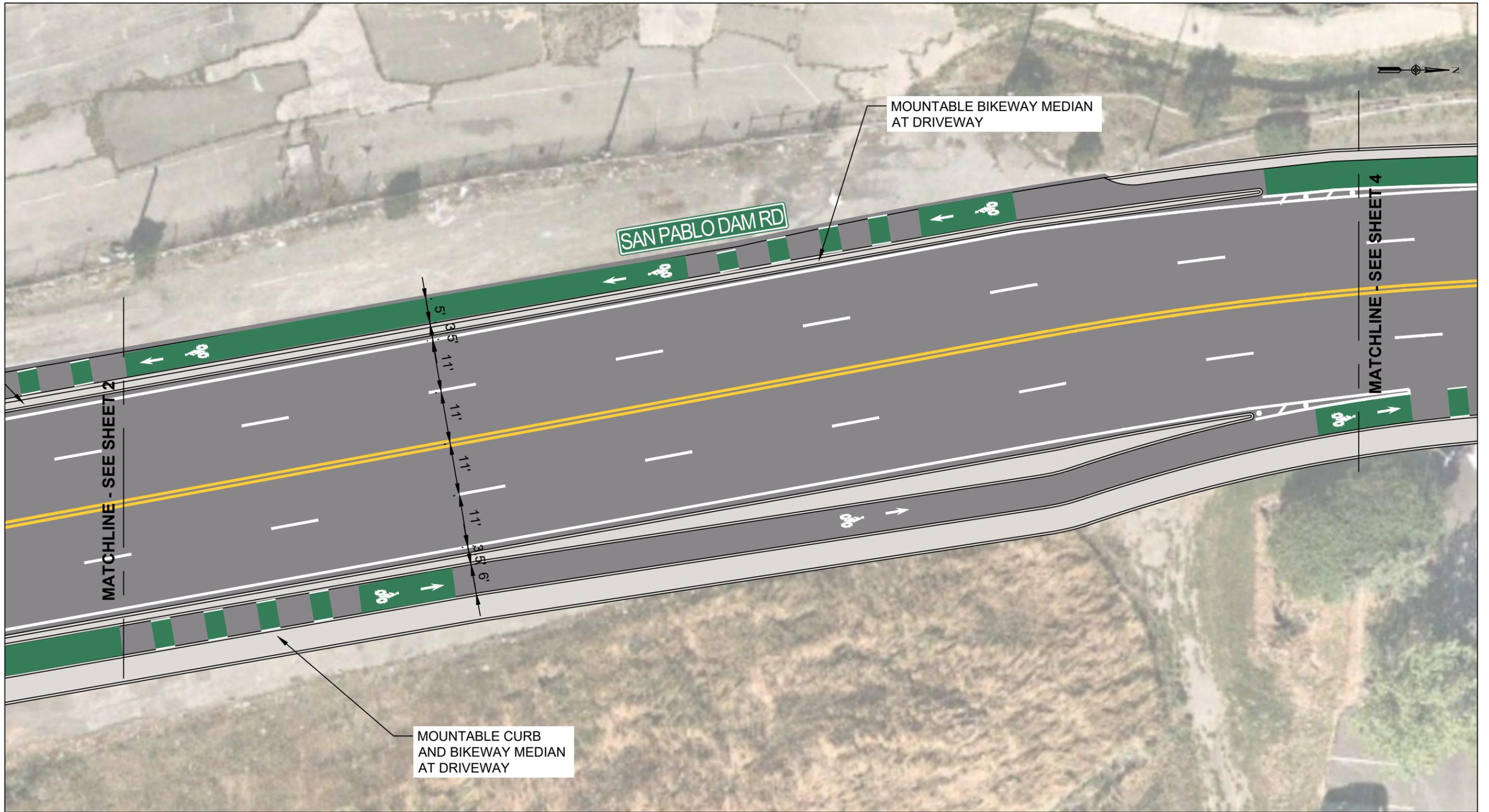


SHEET NUMBER

2 OF 6

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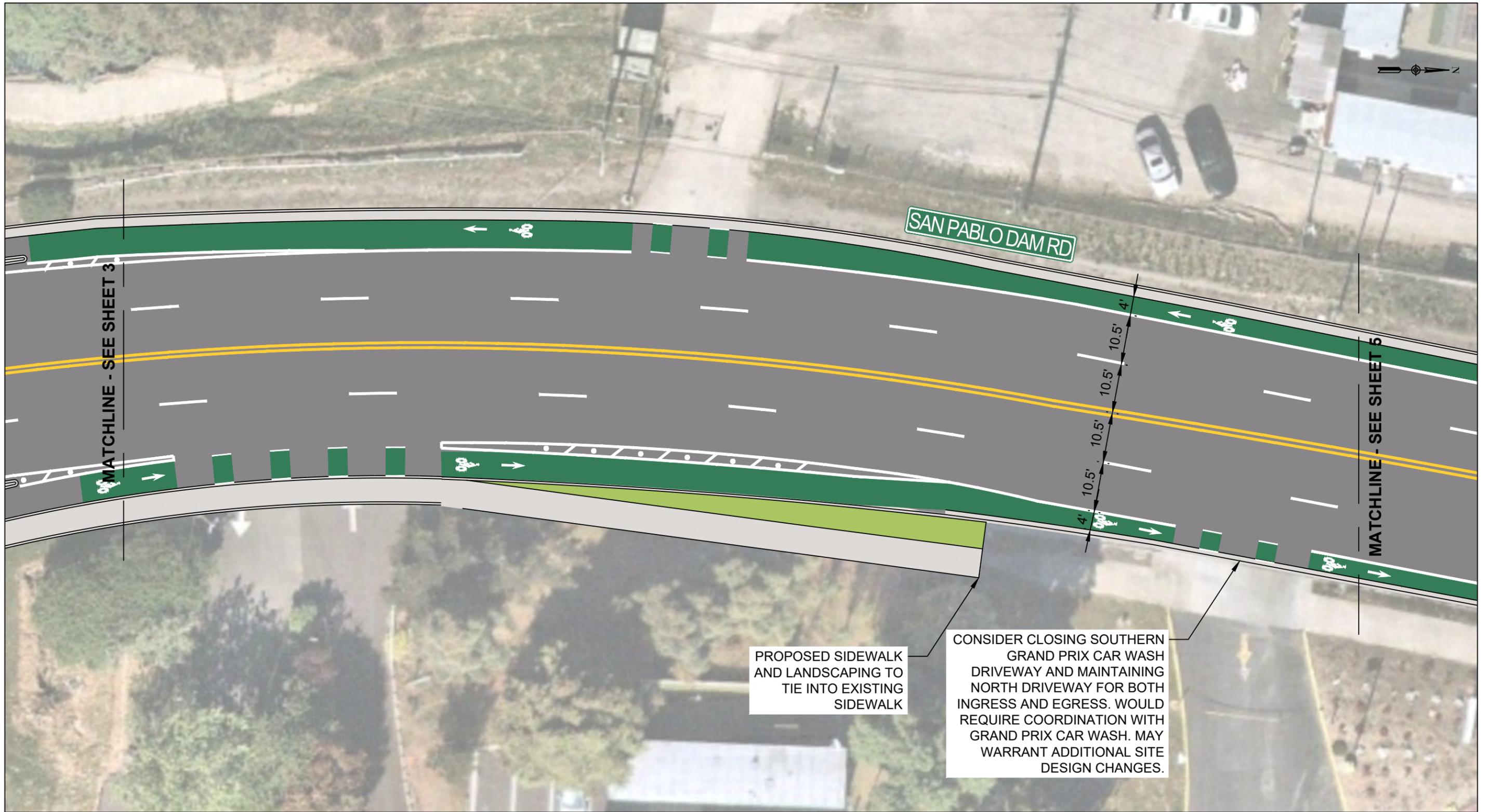


SHEET NUMBER

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PROPOSED SIDEWALK AND LANDSCAPING TO TIE INTO EXISTING SIDEWALK

CONSIDER CLOSING SOUTHERN GRAND PRIX CAR WASH DRIVEWAY AND MAINTAINING NORTH DRIVEWAY FOR BOTH INGRESS AND EGRESS. WOULD REQUIRE COORDINATION WITH GRAND PRIX CAR WASH. MAY WARRANT ADDITIONAL SITE DESIGN CHANGES.

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AMADOR STREET TO MORROW DRIVE  
**SAN PABLO CORRIDOR STUDY**

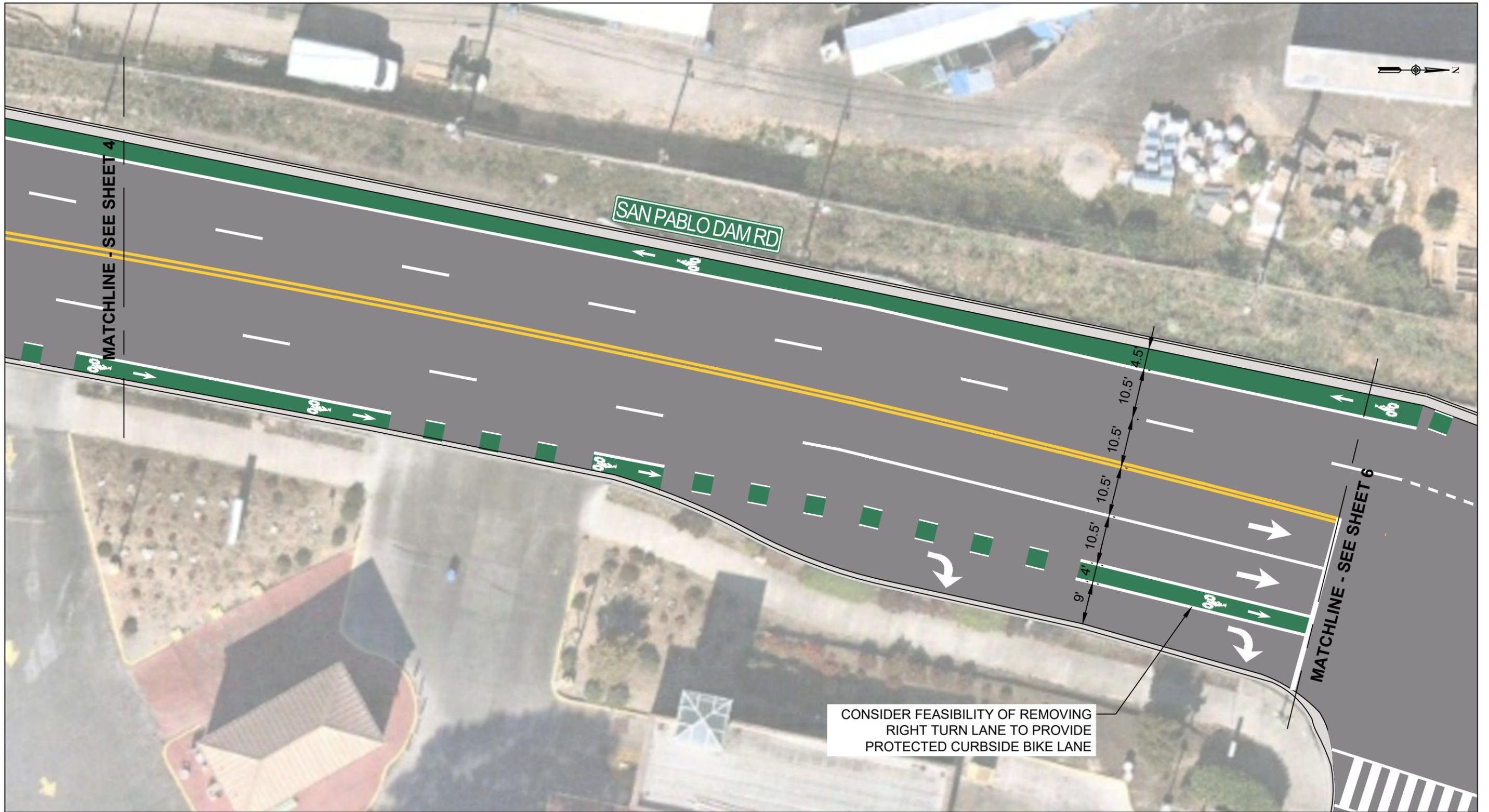


SHEET NUMBER

4 OF 6

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CONSIDER FEASIBILITY OF REMOVING  
RIGHT TURN LANE TO PROVIDE  
PROTECTED CURBSIDE BIKE LANE

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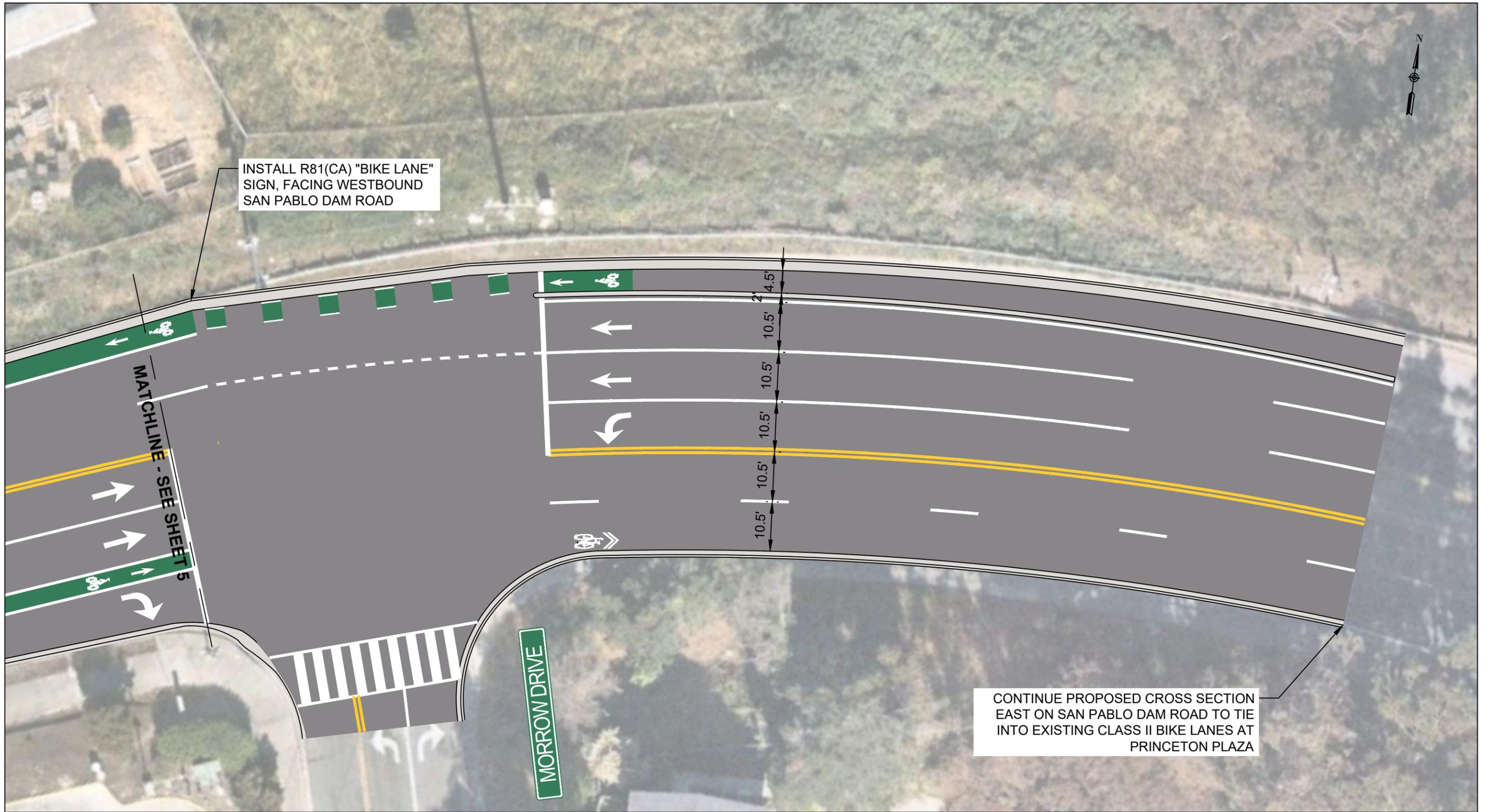


SHEET NUMBER

5 OF 6

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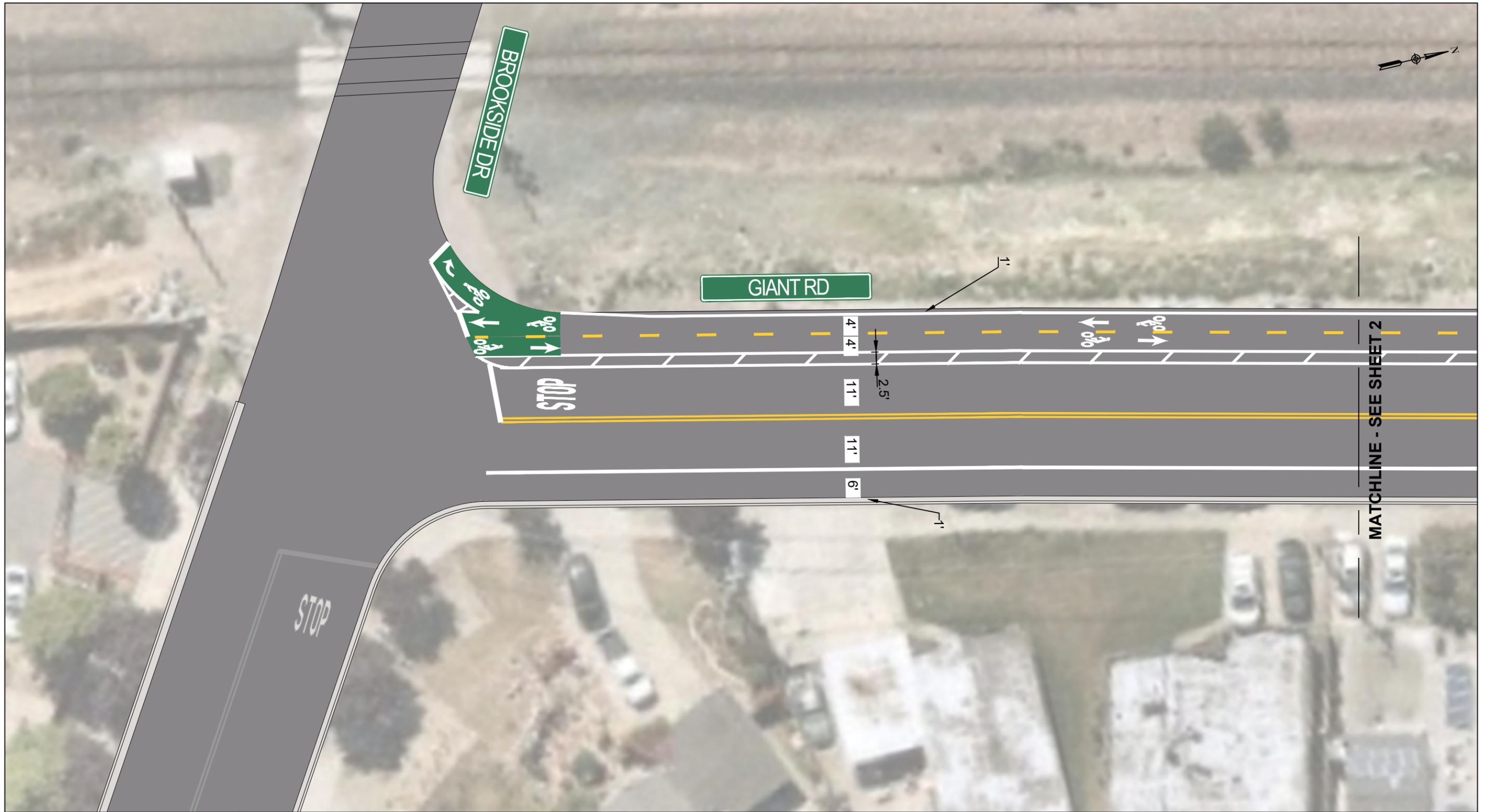
SHEET NUMBER

6 OF 6

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# GIANT ROAD



**TOOLE**  
DESIGN

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GIANT ROAD  
BETWEEN BROOKSIDE DRIVE AND MINER AVENUE  
**SAN PABLO CORRIDOR STUDY**

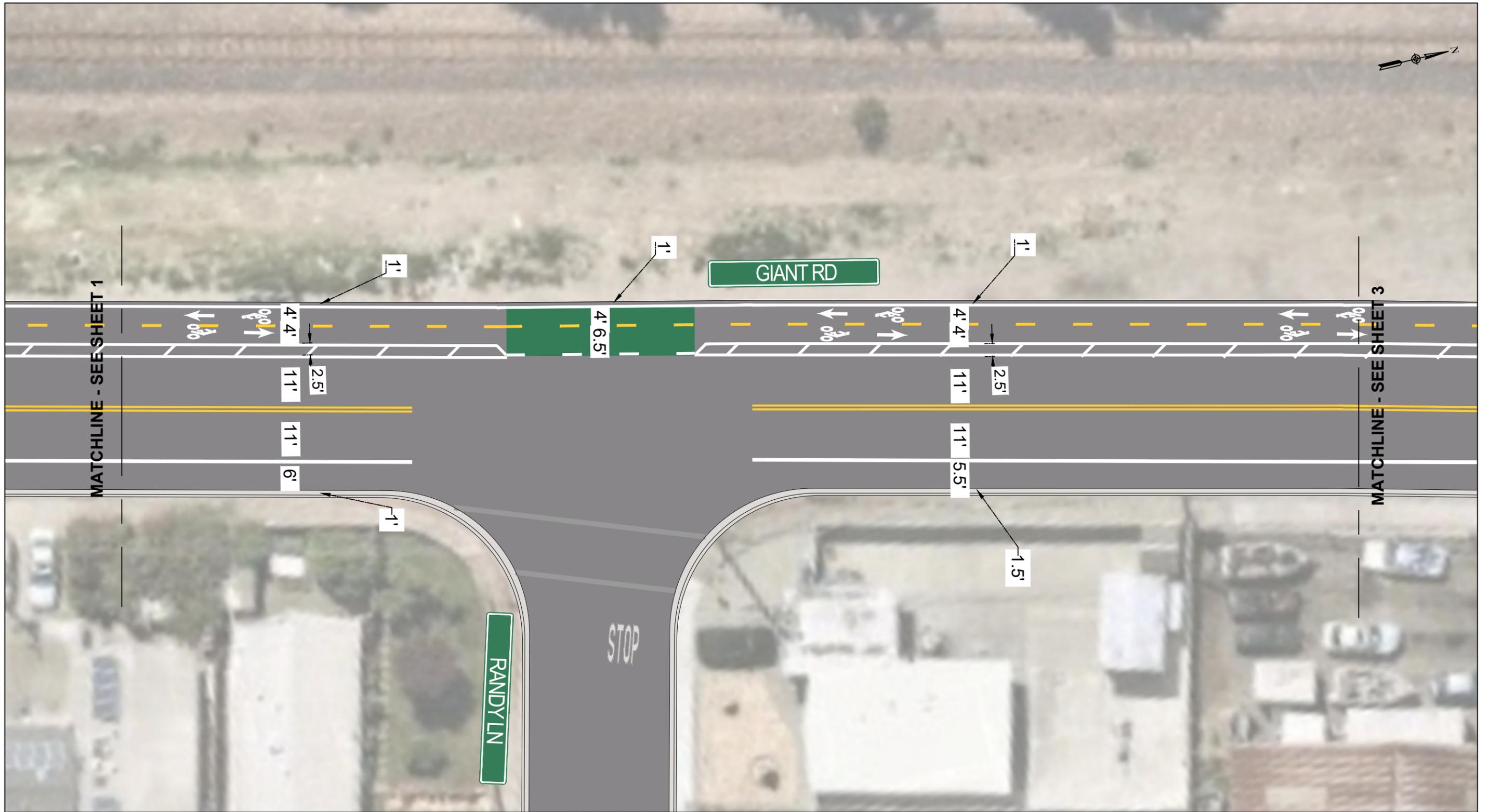


SHEET NUMBER

1 OF 23

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GIANT ROAD  
BETWEEN BROOKSIDE DRIVE AND MINER AVENUE  
**SAN PABLO CORRIDOR STUDY**

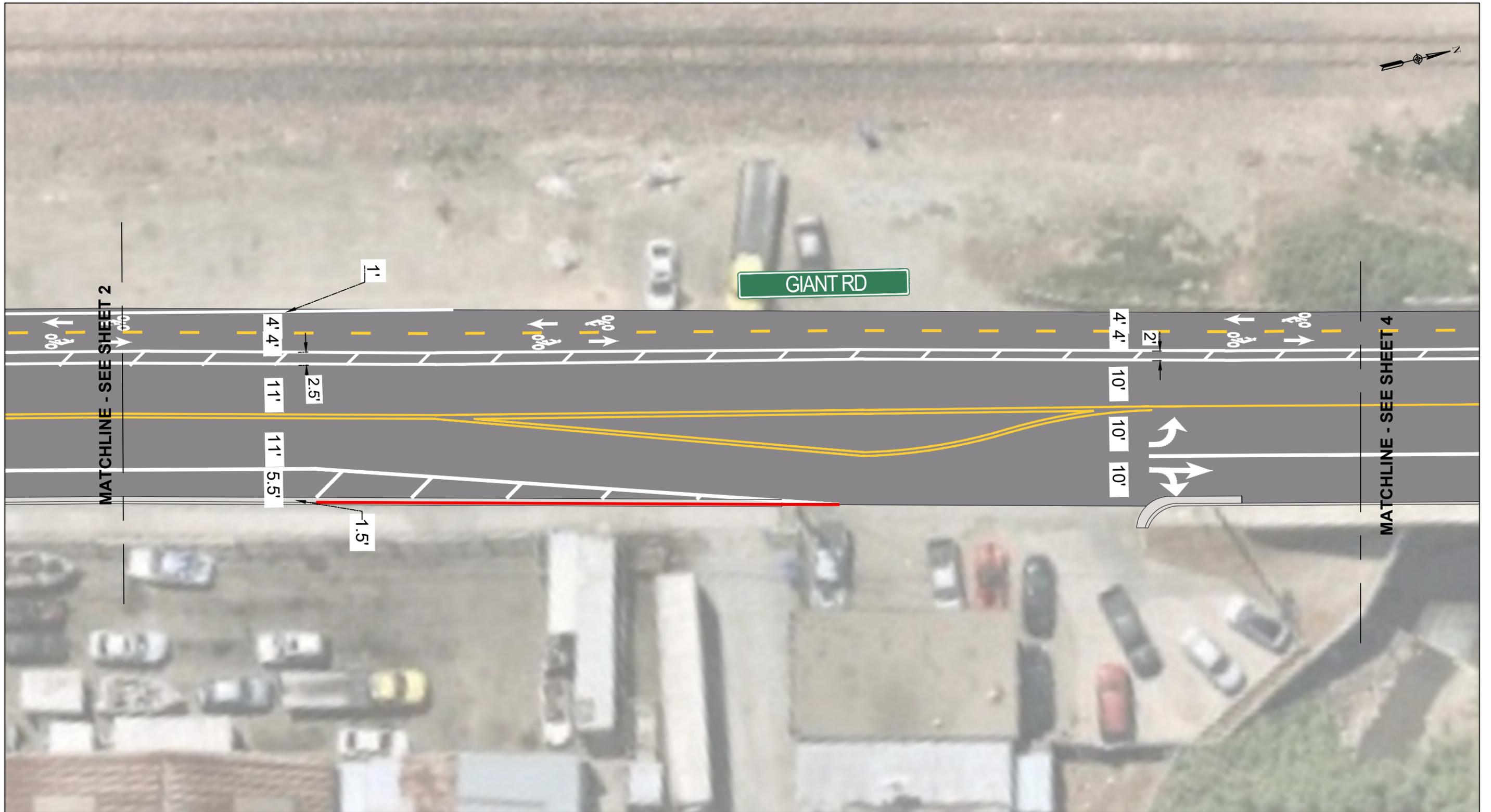


SHEET NUMBER

2 OF 23

PRELIMINARY CONCEPT  
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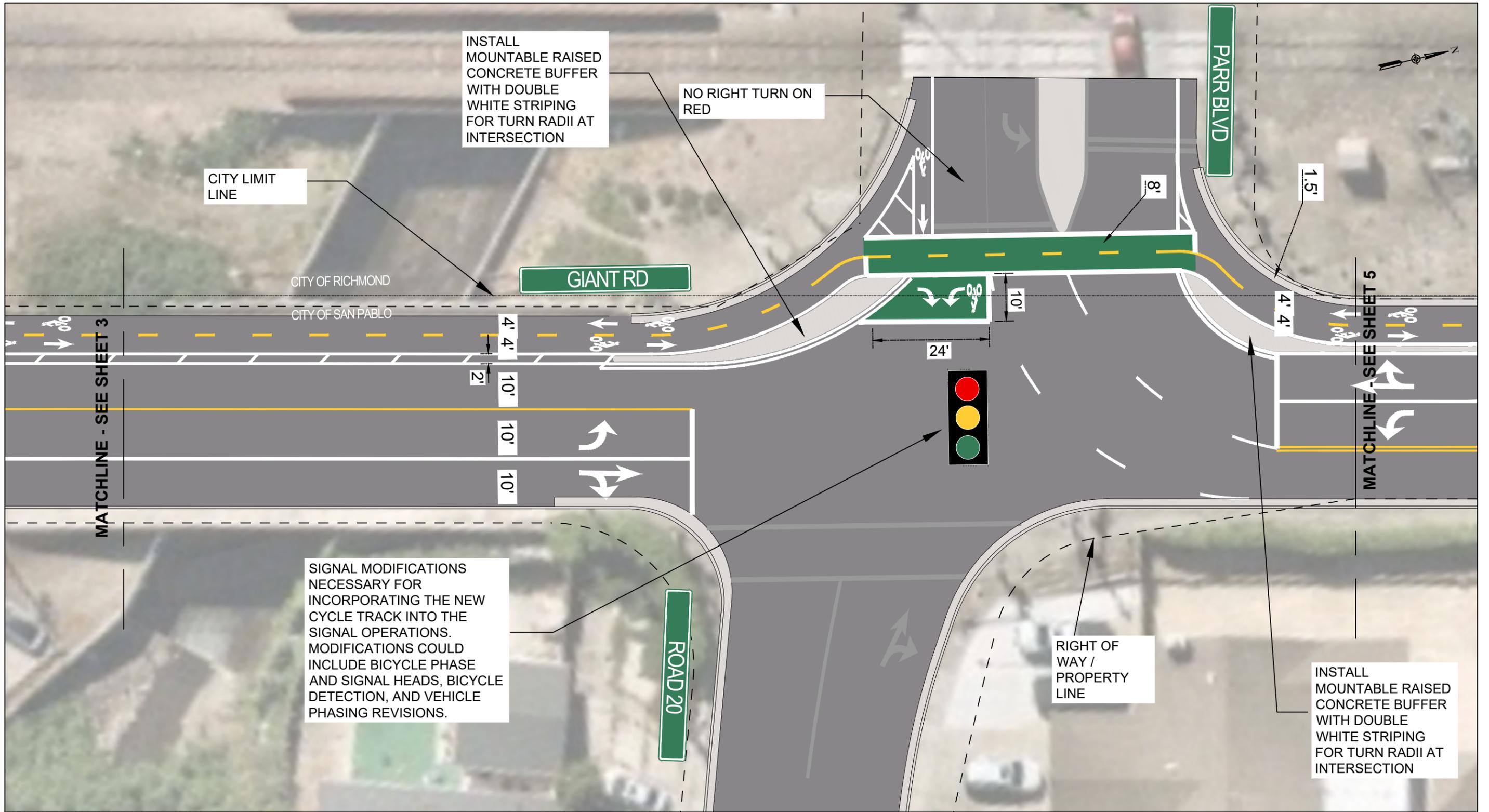
GIANT ROAD  
BETWEEN BROOKSIDE DRIVE AND MINER AVENUE  
**SAN PABLO CORRIDOR STUDY**



SHEET NUMBER  
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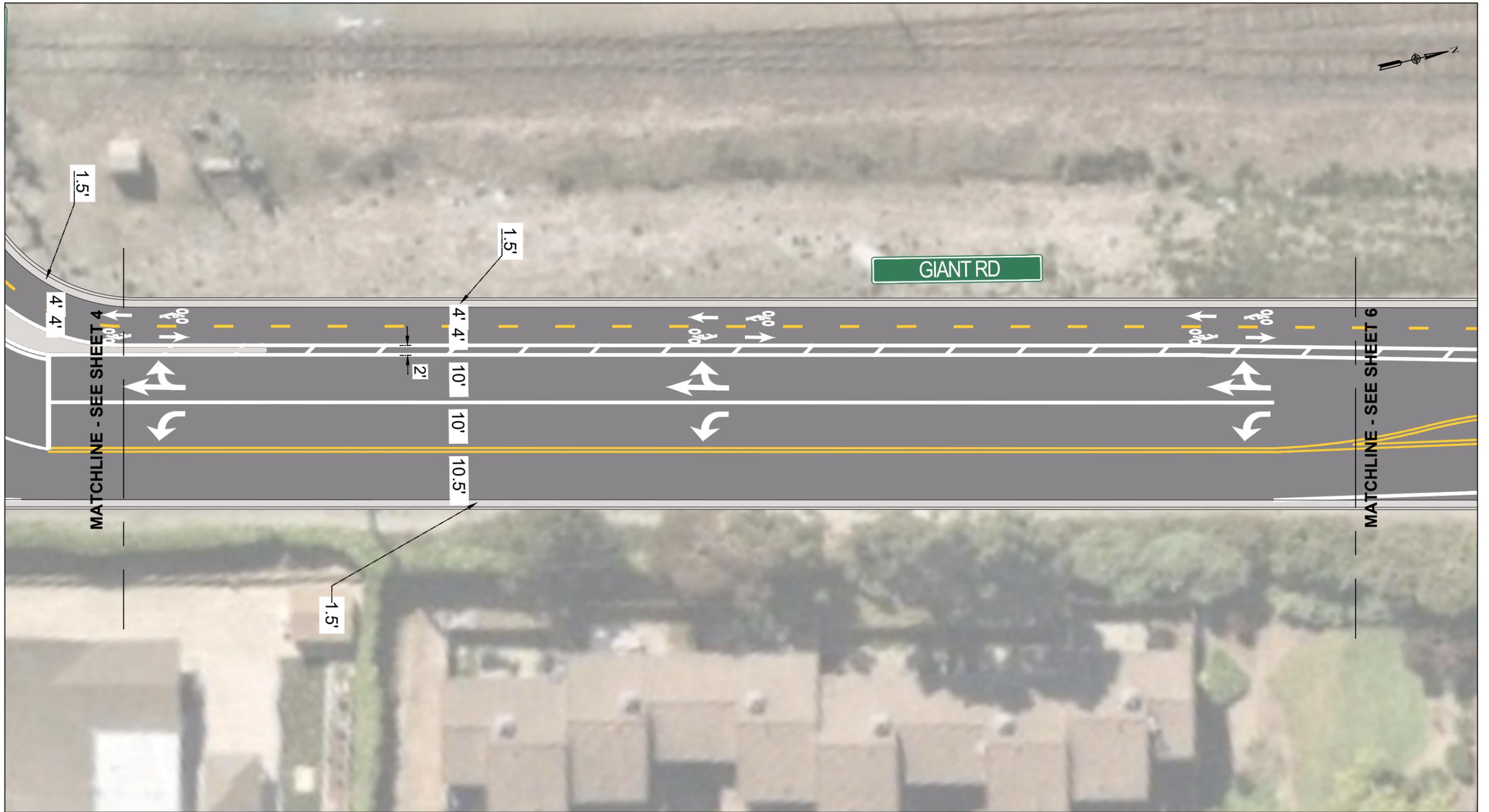


SHEET NUMBER

4 OF 23

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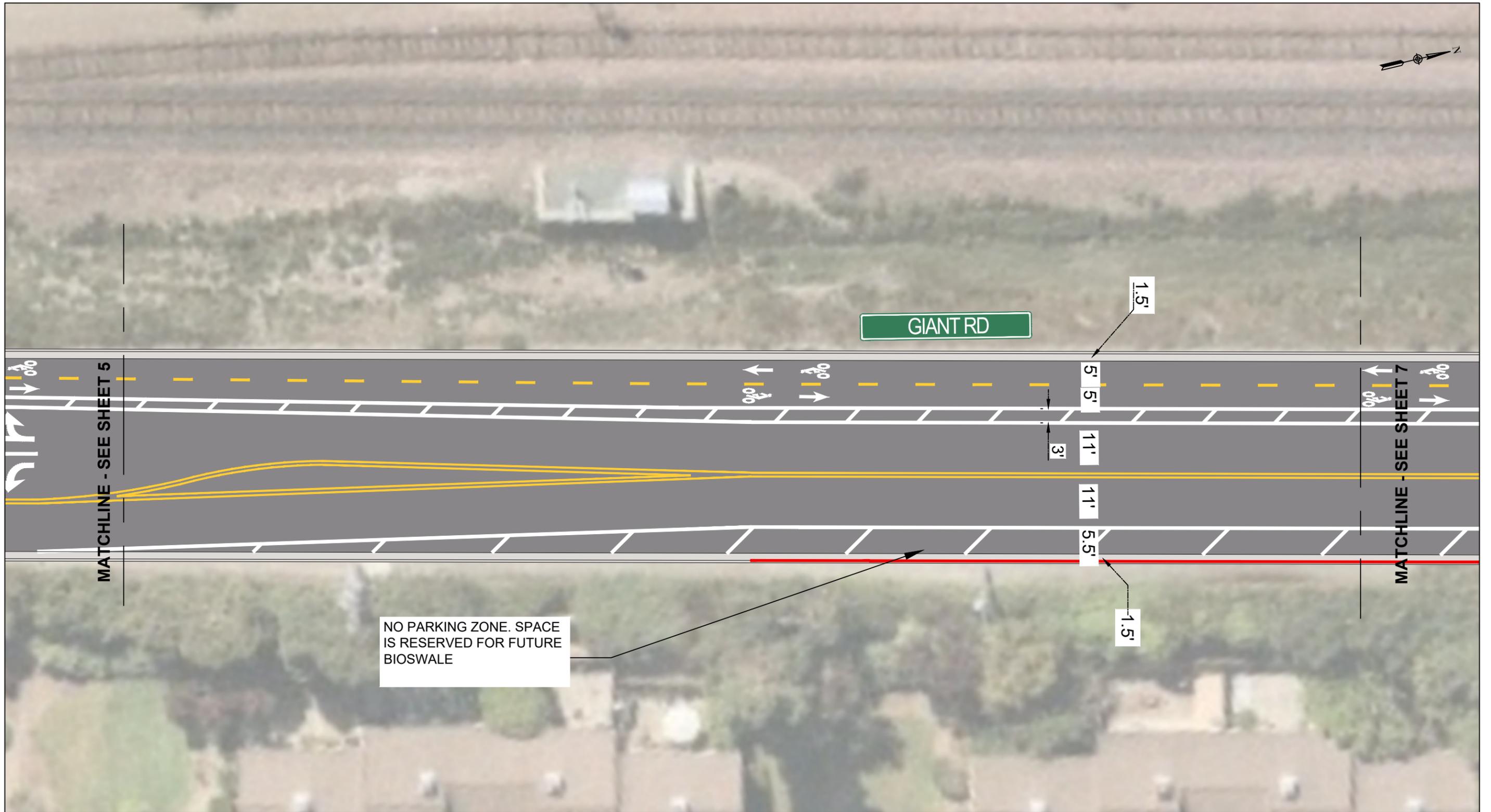
GIANT ROAD  
BETWEEN BROOKSIDE DRIVE AND MINER AVENUE  
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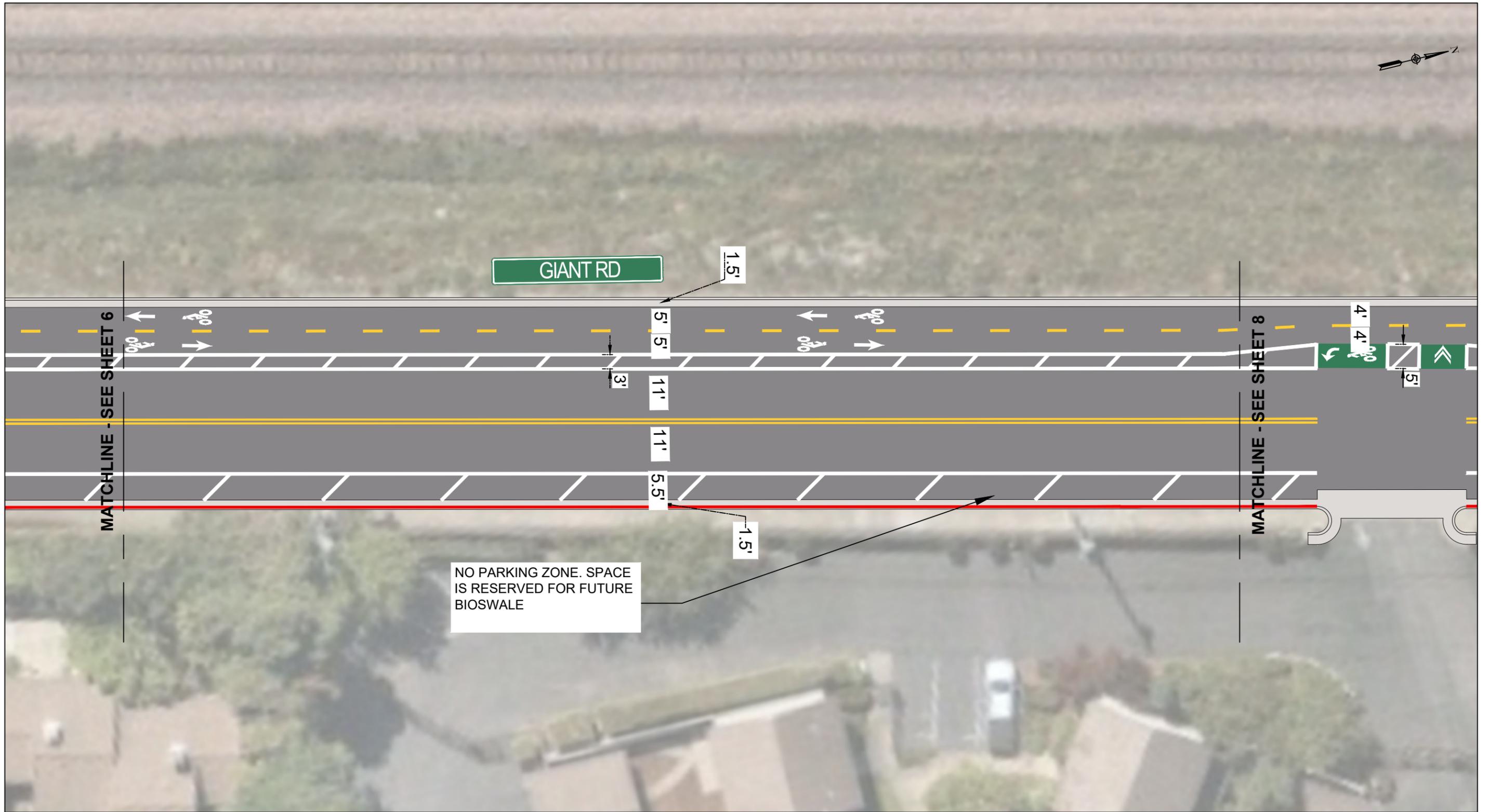
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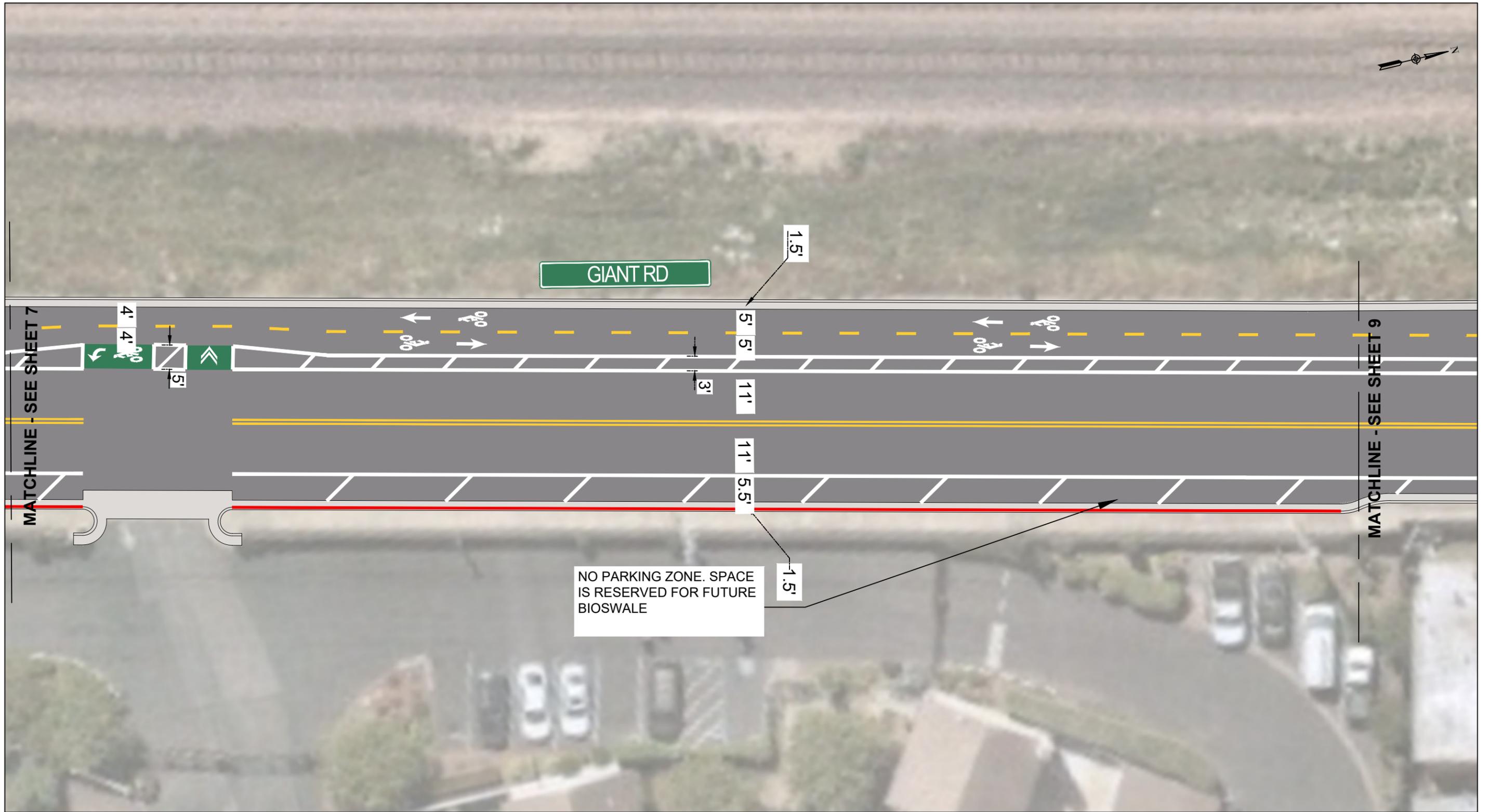


SHEET NUMBER

7 OF 23

PRELIMINARY CONCEPT  
NOT FOR CONSTRUCTION

*All drawings are instruments of  
professional service. Reuse or  
alteration is at the user's sole risk.*



MATCHLINE - SEE SHEET 7

MATCHLINE - SEE SHEET 9

NO PARKING ZONE. SPACE IS RESERVED FOR FUTURE BIOSWALE

**GIANT ROAD**  
 BETWEEN BROOKSIDE DRIVE AND MINER AVENUE  
**SAN PABLO CORRIDOR STUDY**

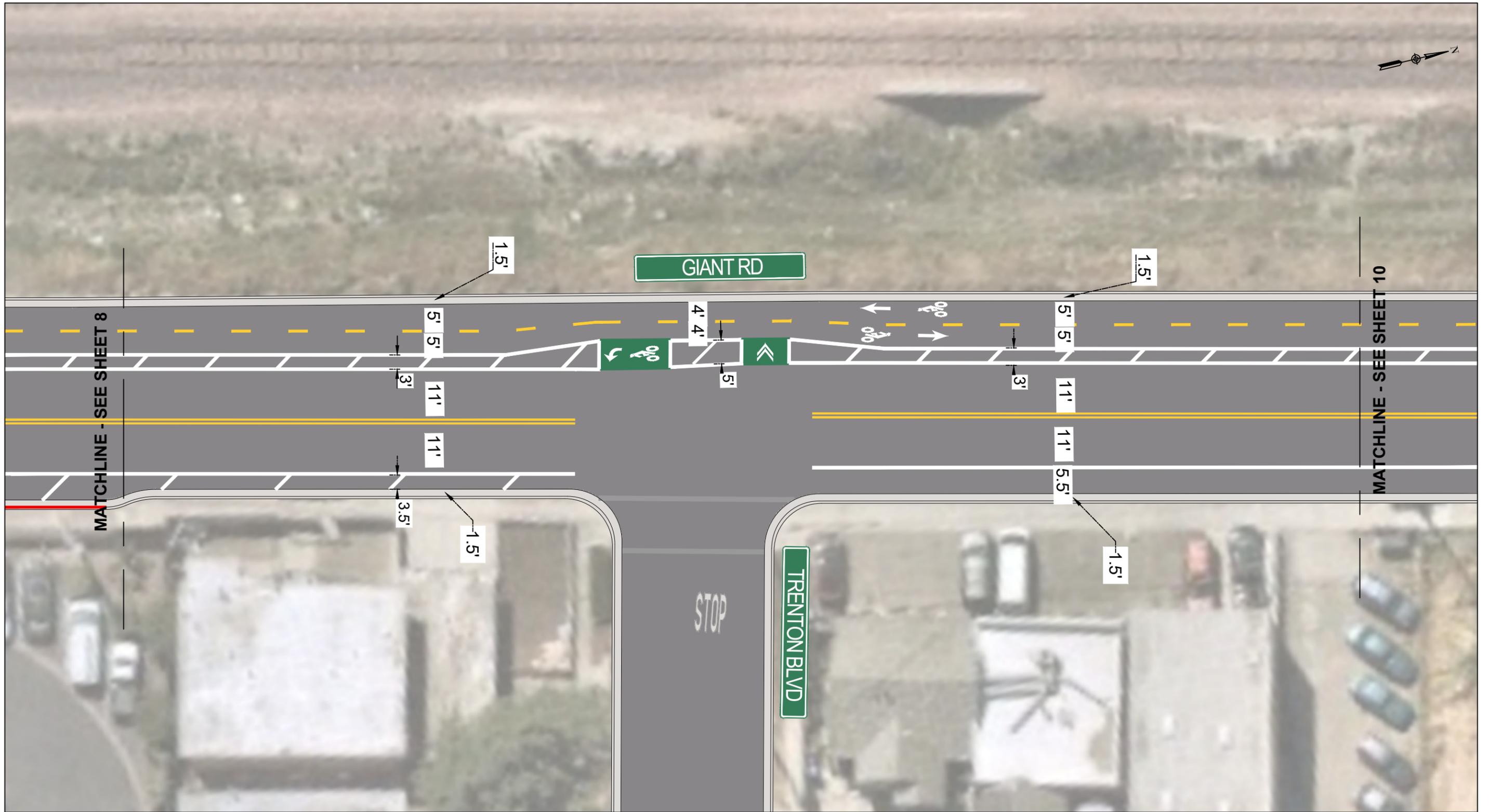


SHEET NUMBER  
 8 OF 23

PRELIMINARY CONCEPT  
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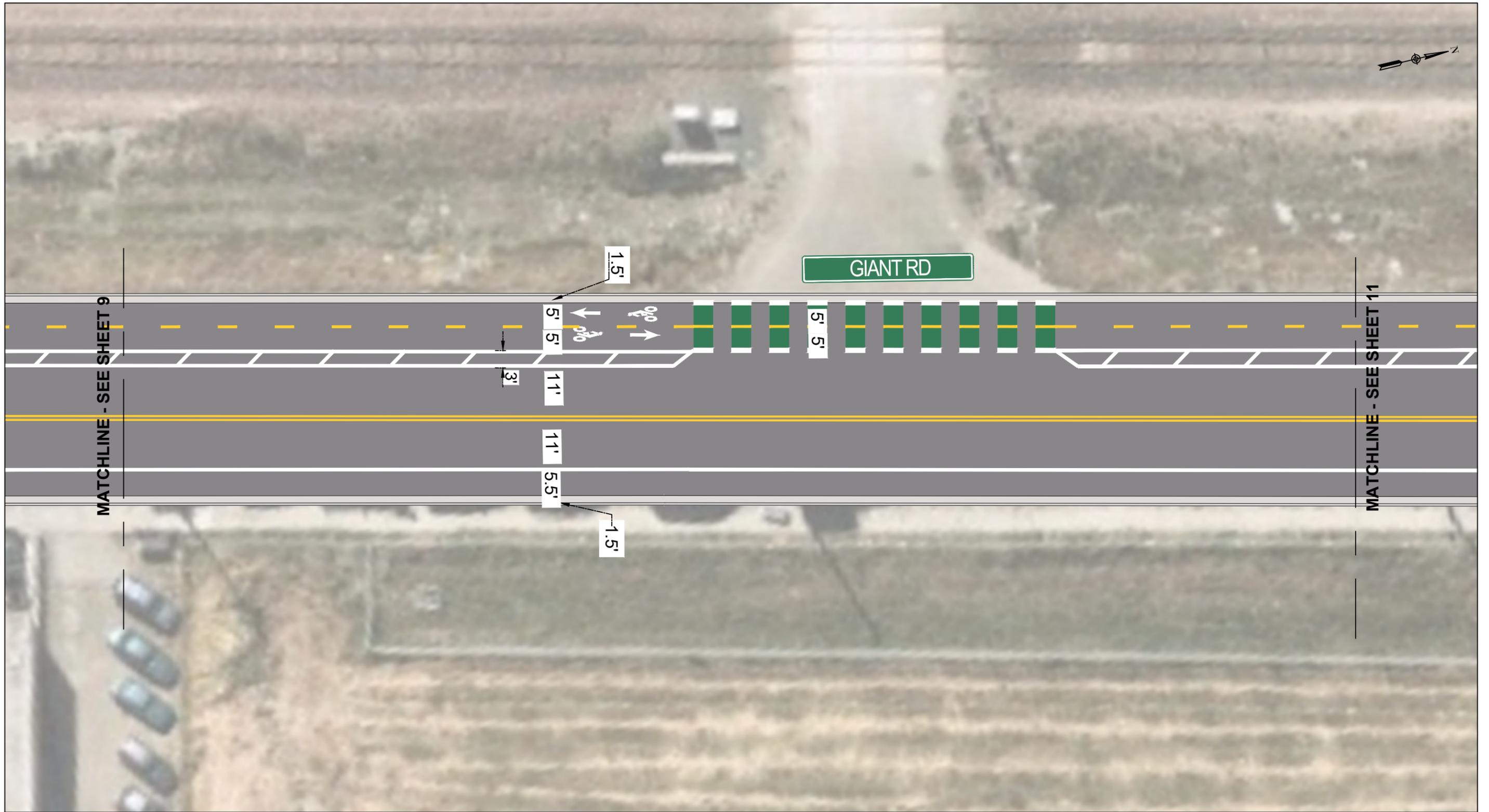
GIANT ROAD  
BETWEEN BROOKSIDE DRIVE AND MINER AVENUE  
**SAN PABLO CORRIDOR STUDY**



SHEET NUMBER  
9 OF 23

PRELIMINARY CONCEPT  
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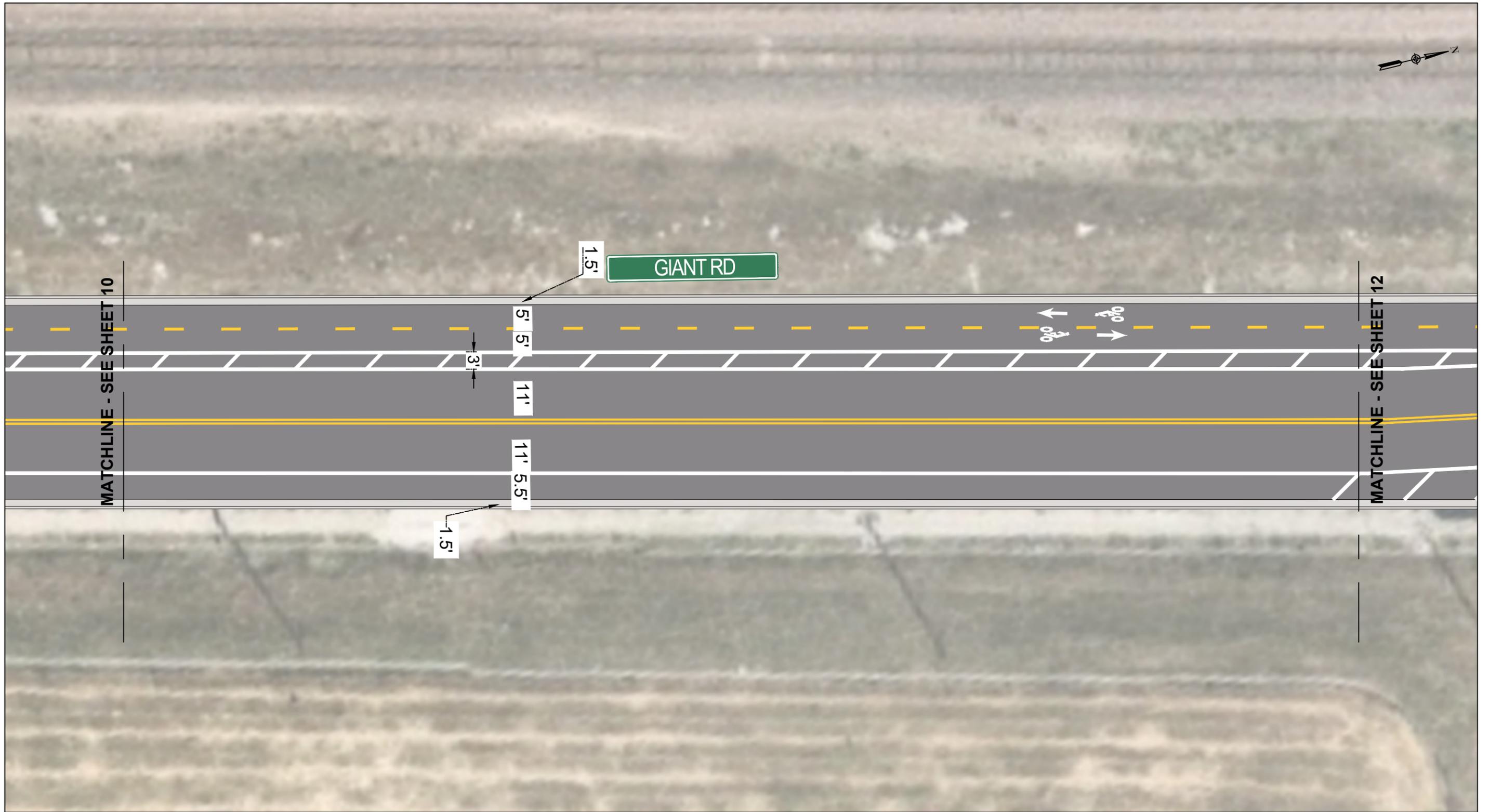
GIANT ROAD  
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SHEET NUMBER  
10 OF 23

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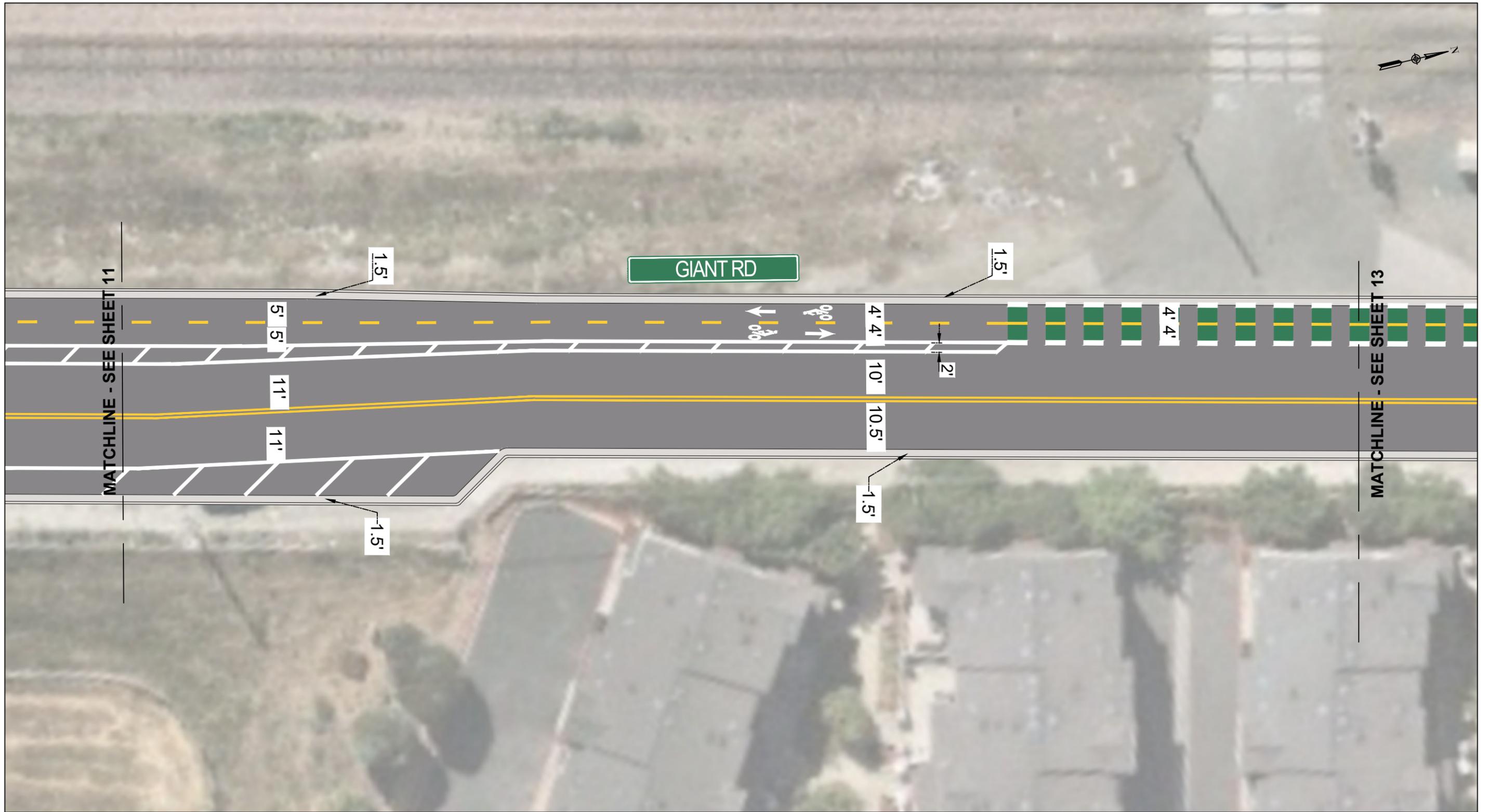
GIANT ROAD  
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SHEET NUMBER  
11 OF 23

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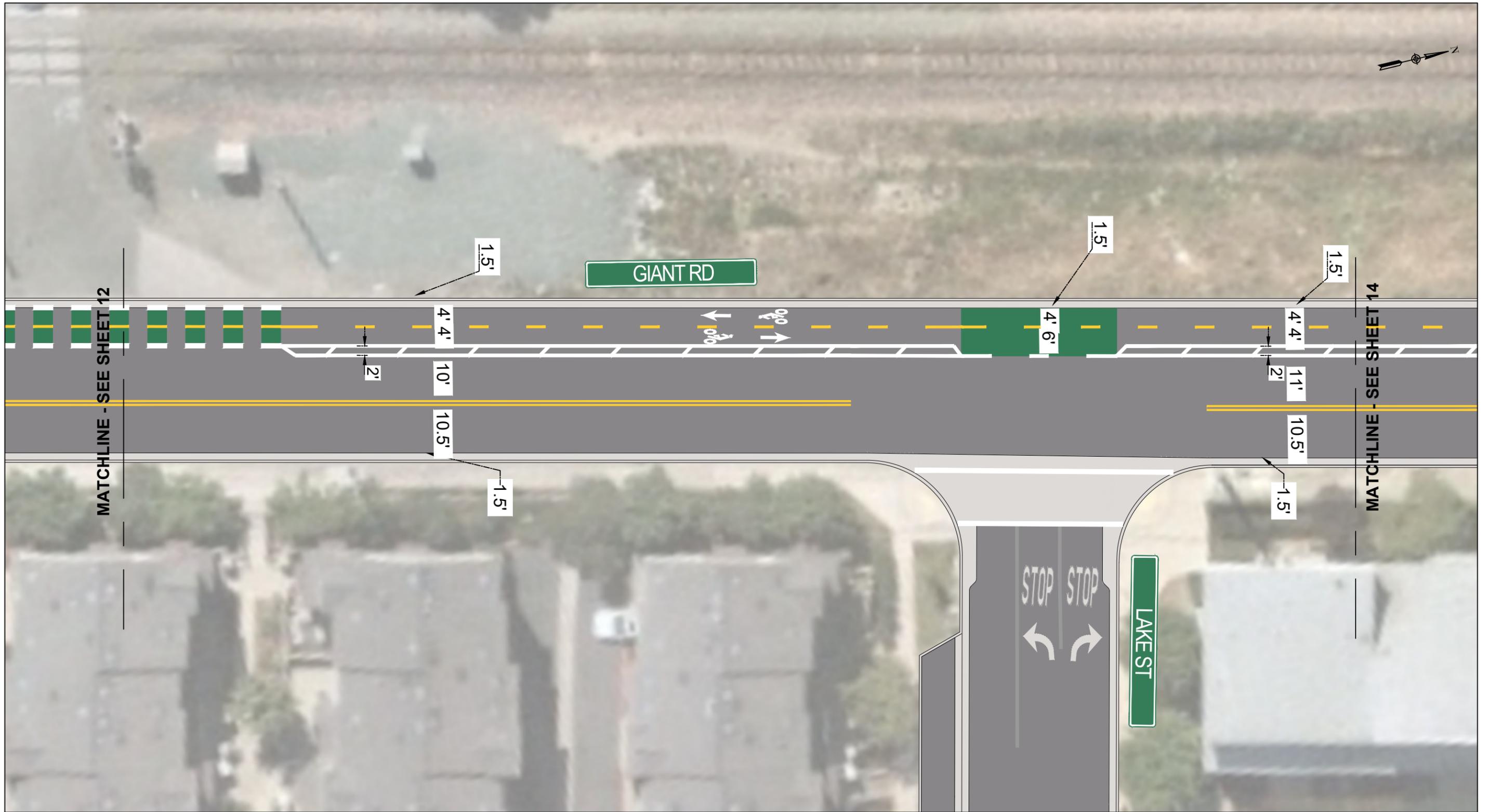
GIANT ROAD  
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SHEET NUMBER  
12 OF 23

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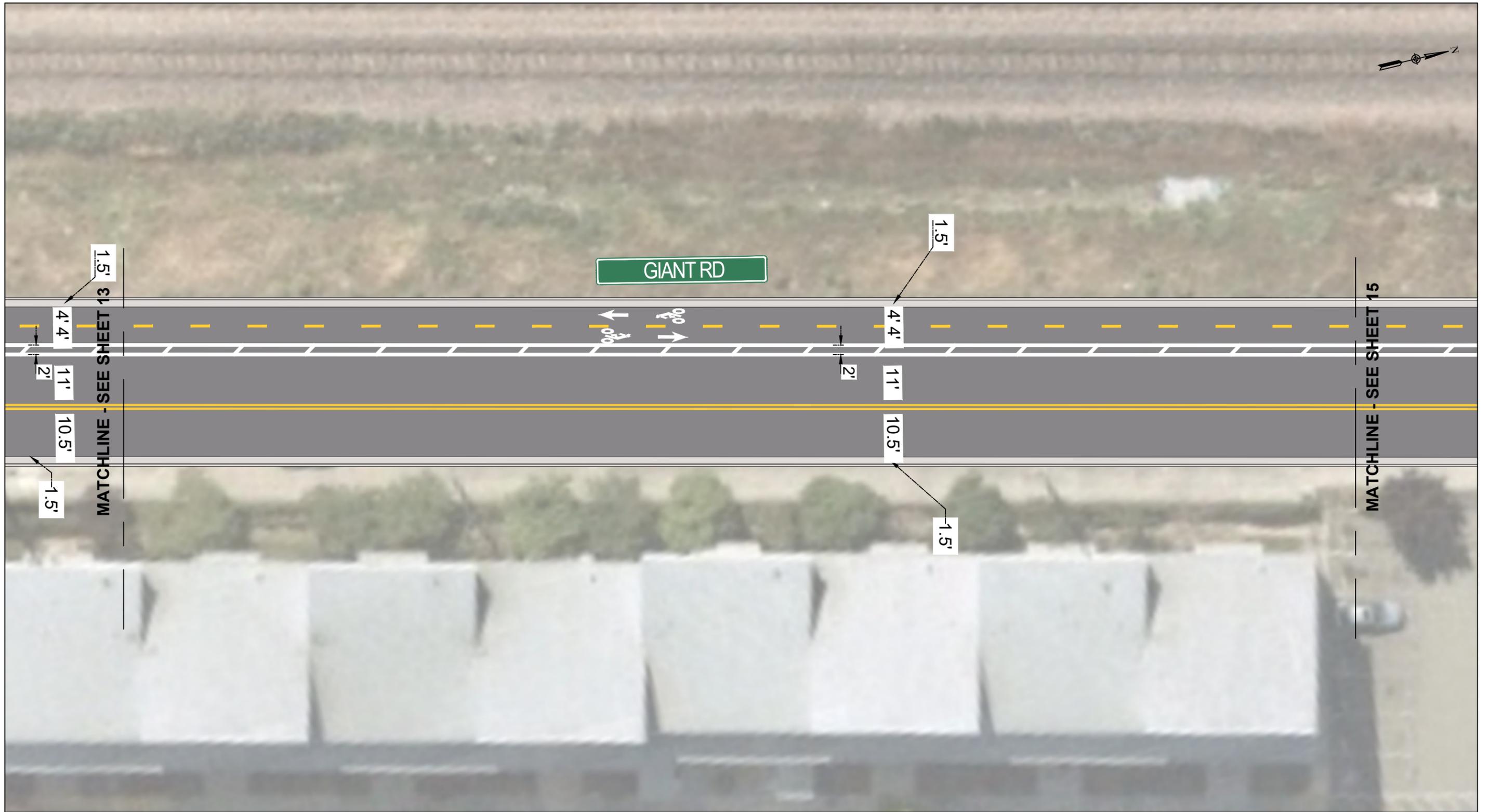
GIANT ROAD  
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SHEET NUMBER  
13 OF 23

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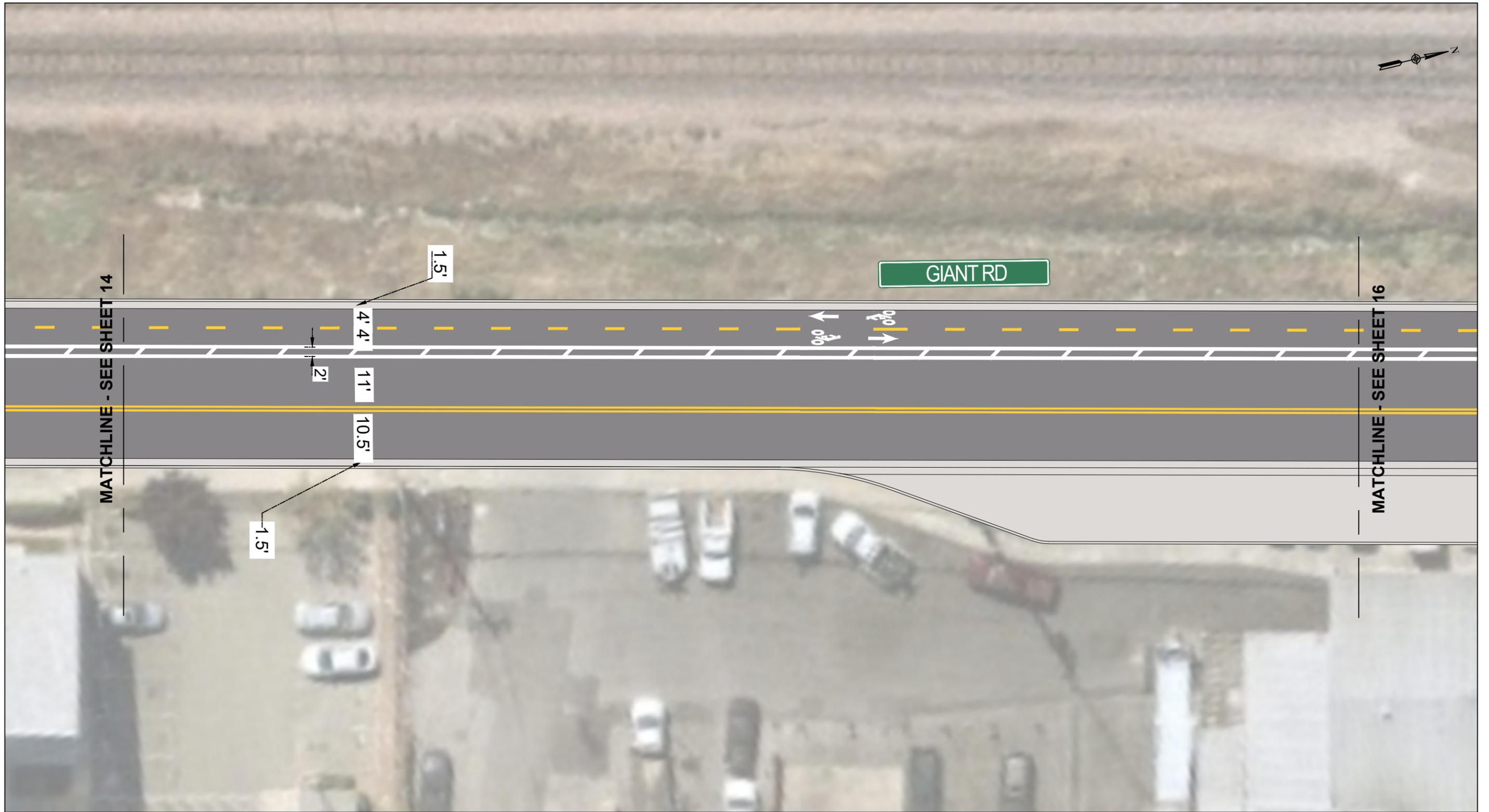
GIANT ROAD  
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SHEET NUMBER  
14 OF 23

PRELIMINARY CONCEPT  
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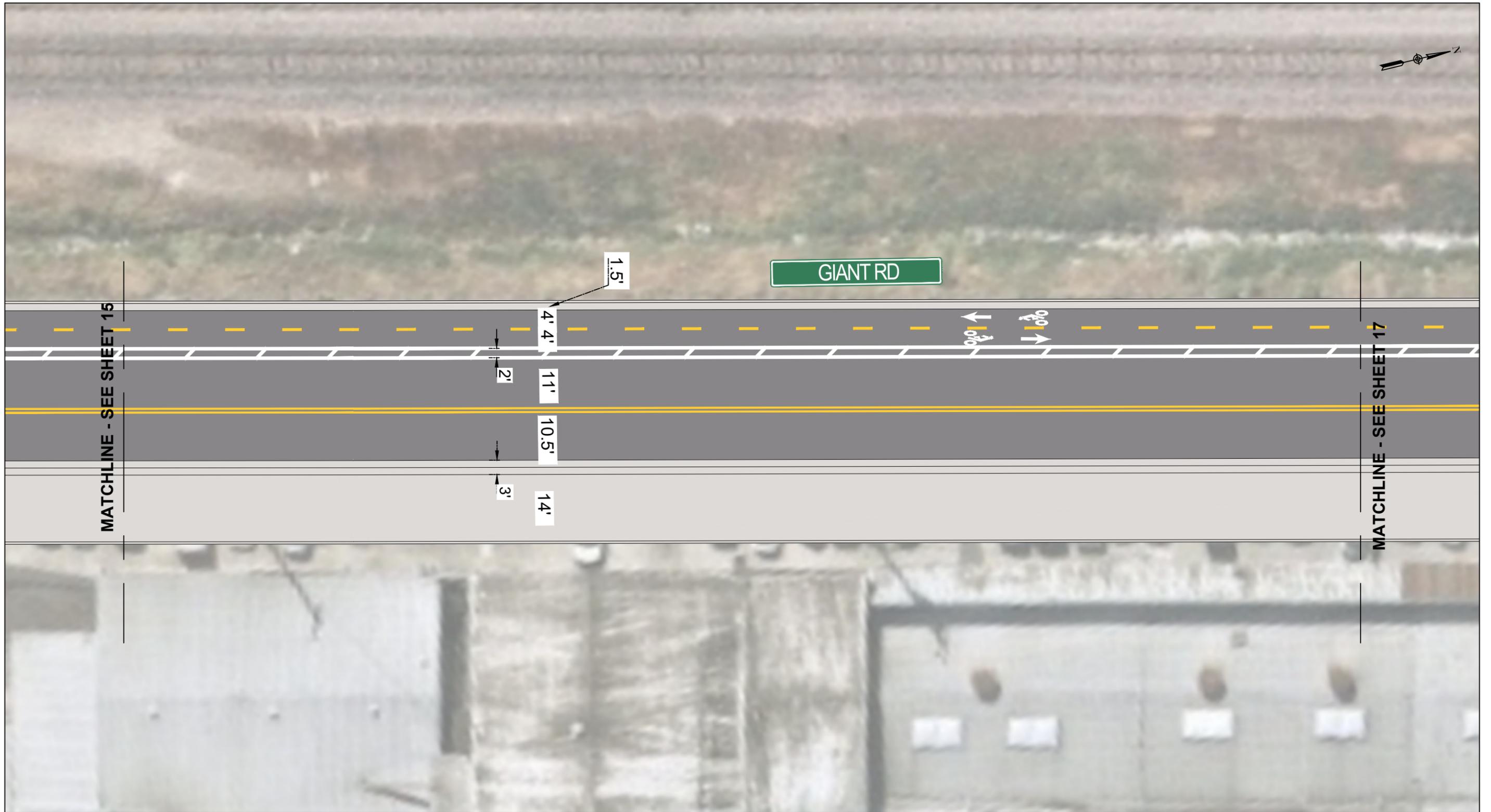
GIANT ROAD  
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SHEET NUMBER  
15 OF 23

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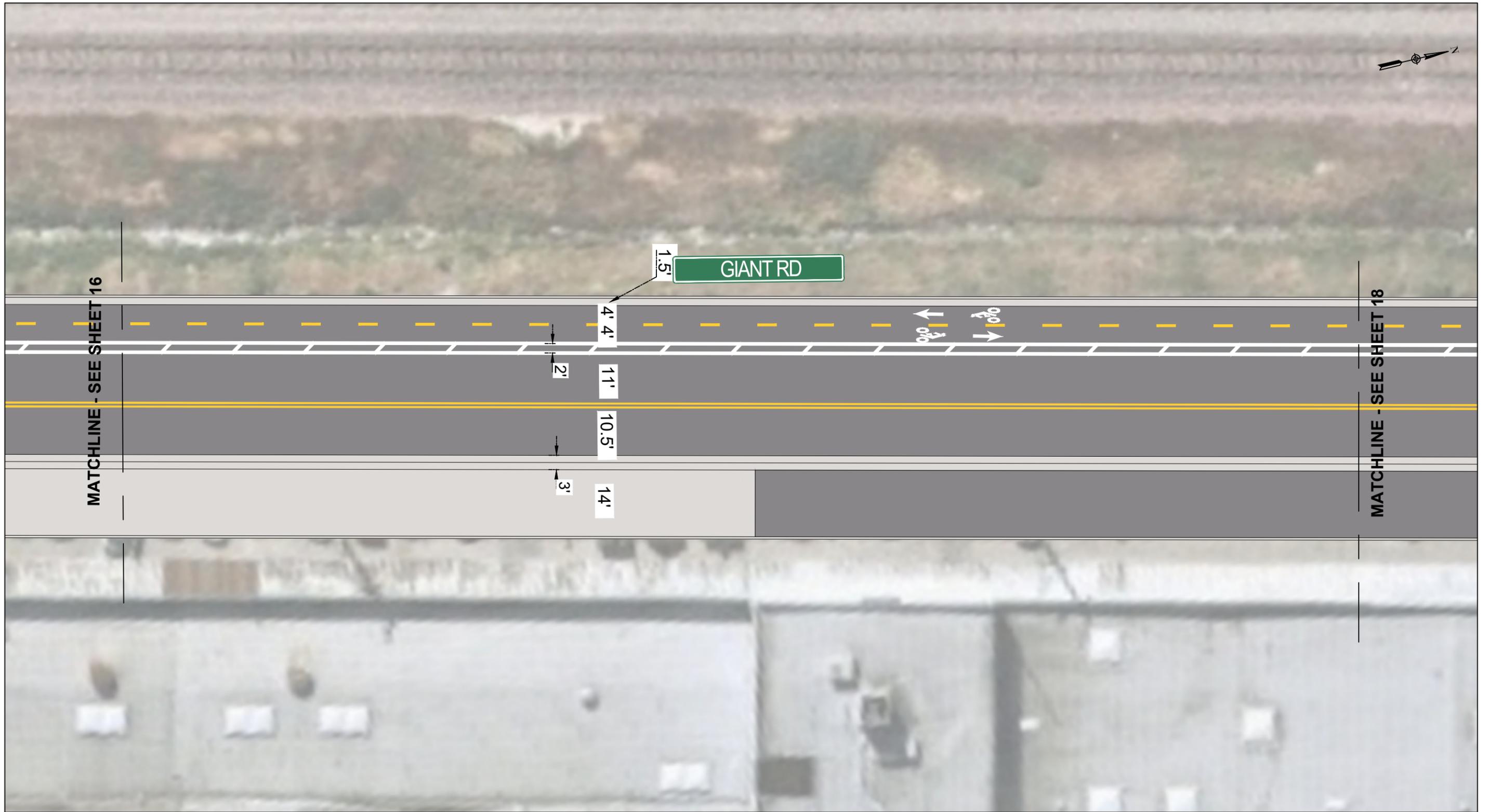
GIANT ROAD  
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SHEET NUMBER  
16 OF 23

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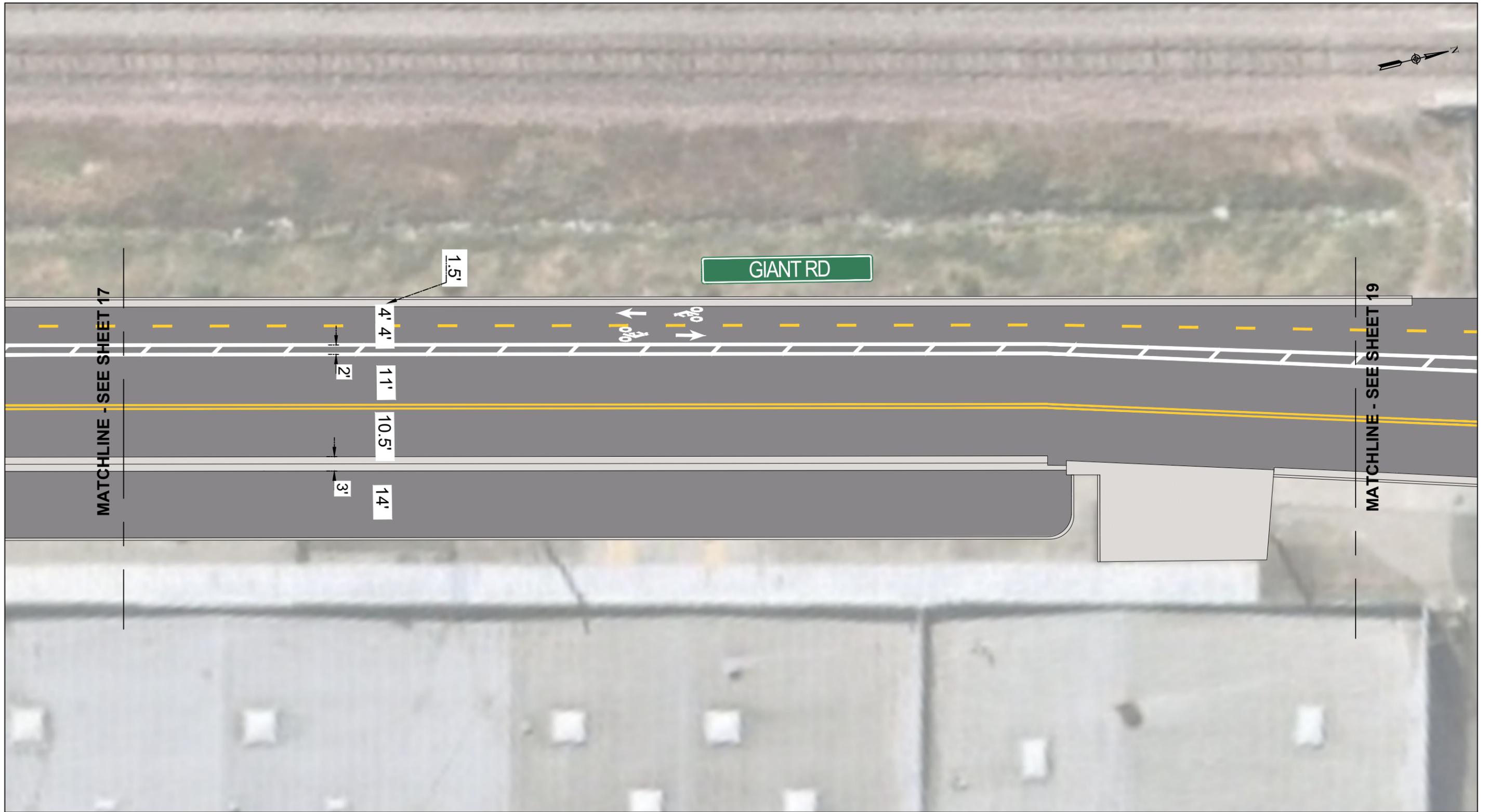
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SHEET NUMBER  
17 OF 23

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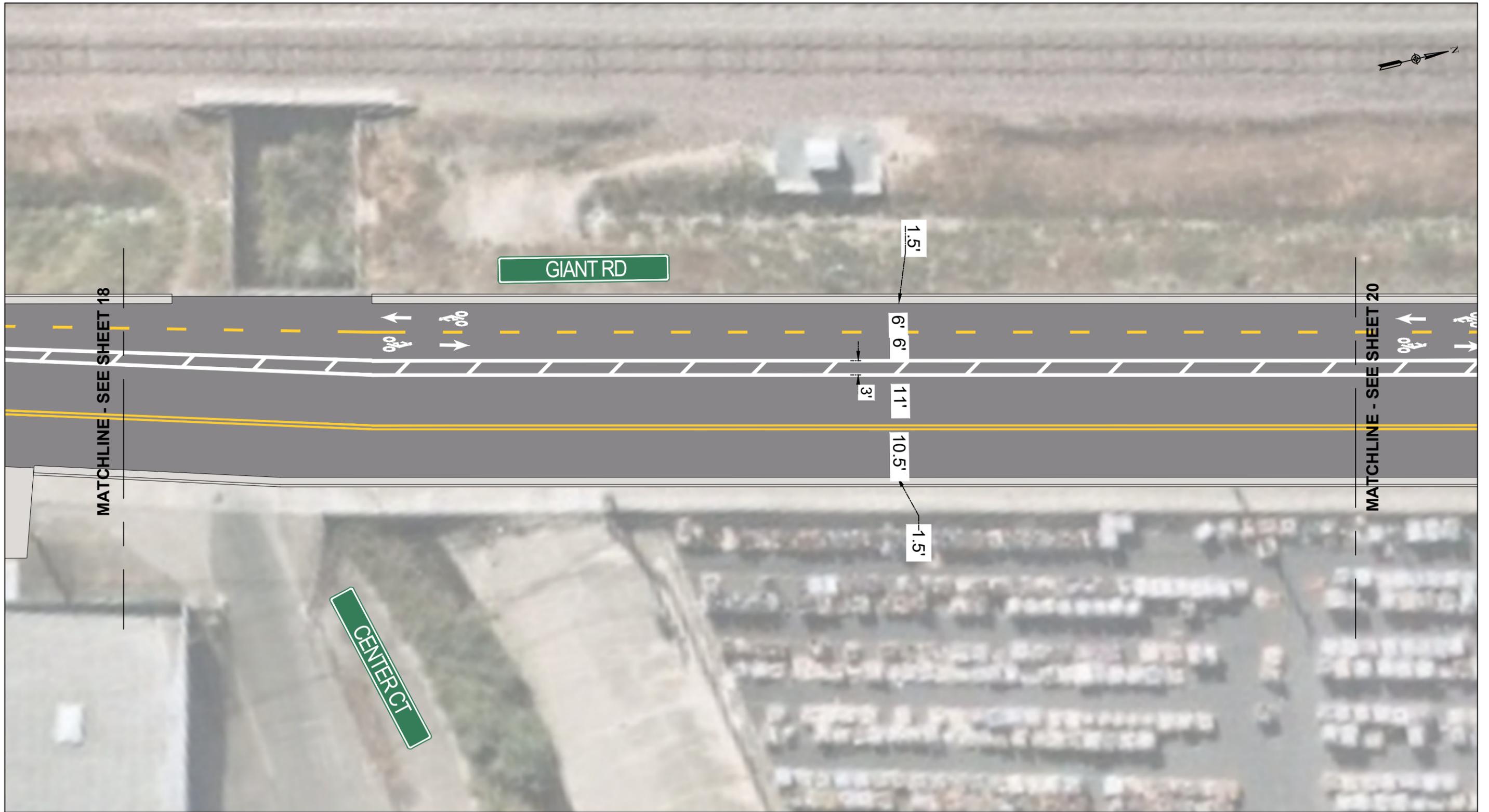
GIANT ROAD  
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SHEET NUMBER  
18 OF 23

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GIANT ROAD  
BETWEEN BROOKSIDE DRIVE AND MINER AVENUE  
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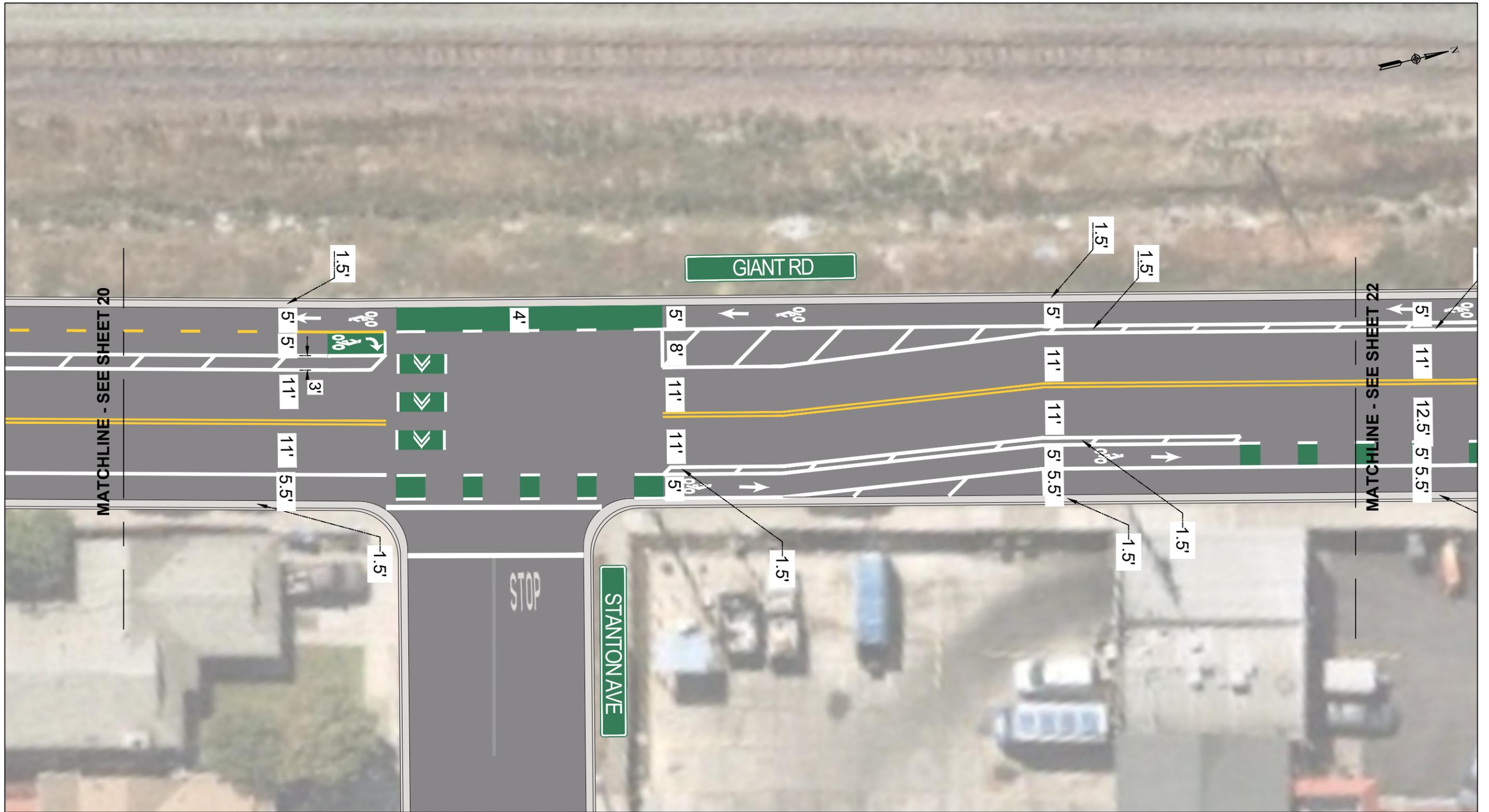
SHEET NUMBER

19 OF 23

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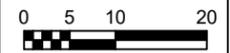


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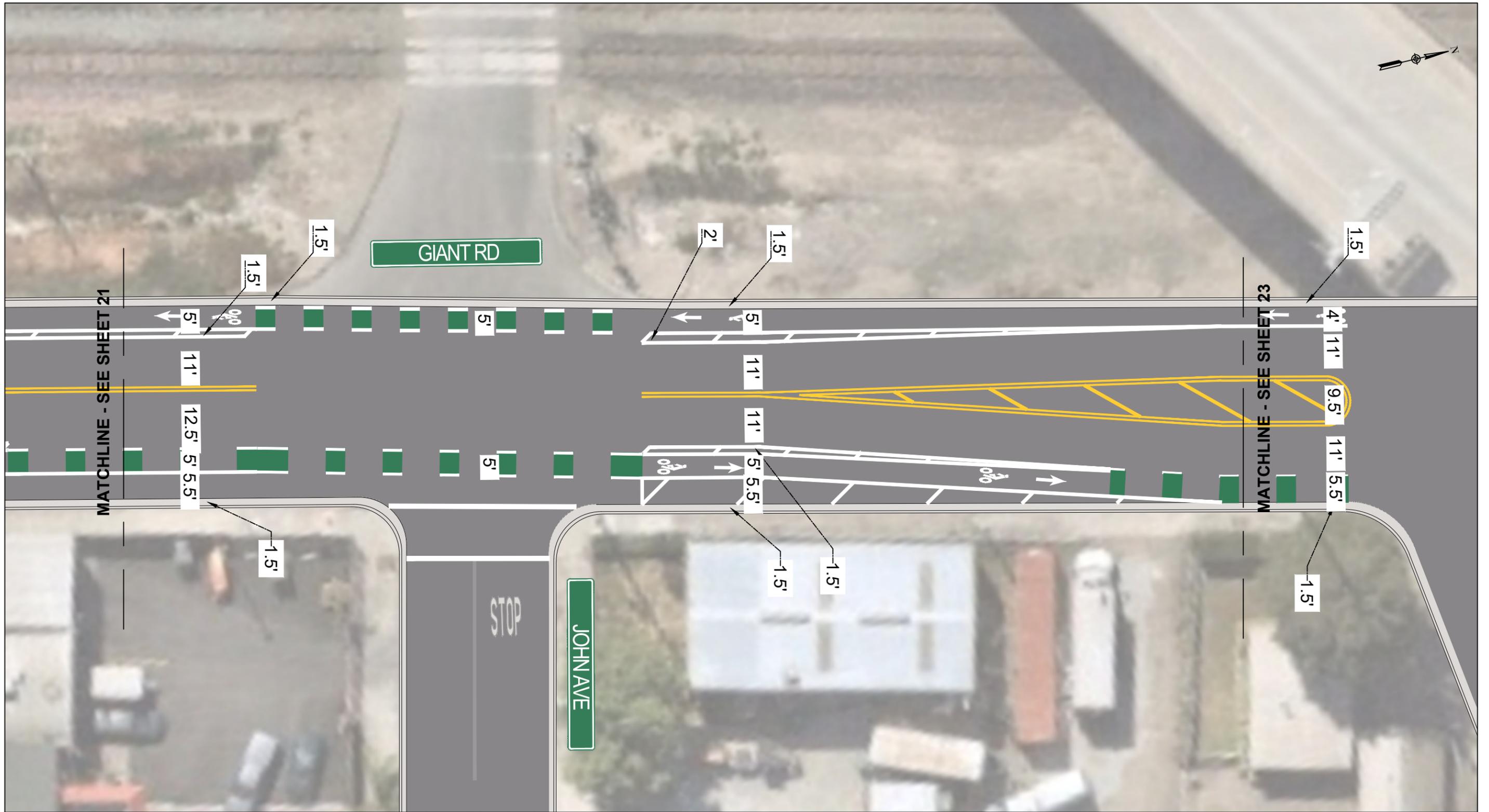
GIANT ROAD  
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SHEET NUMBER  
21 OF 23

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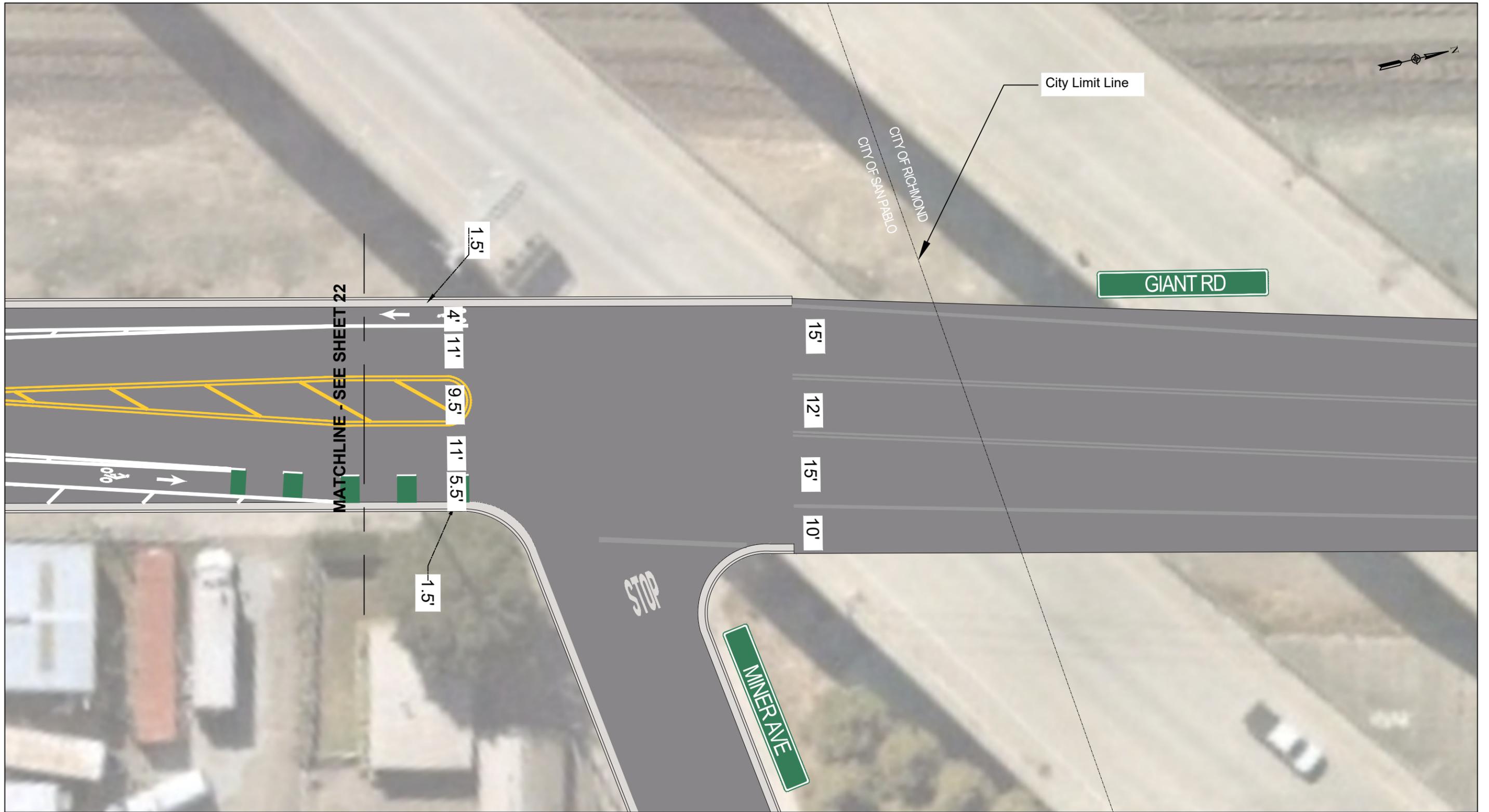
**GIANT ROAD**  
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SHEET NUMBER  
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