

Metropolitan Transportation Commission
Transportation Development Act Article 3 Funds
Bicycle and Pedestrian Projects

O'Hara Avenue Widening and Safety Improvement Project (CIP 320)

–Bicycle Path and Sidewalk Gap Closure between Laurel Road and Grapevine Lane –

TDA Article 3 Project Application Form

1. Agency	City of Oakley		
2. Primary Contact	Kevin Rohani, Public Works Director/City Engineer		
3. Mailing Address	3231 Main Street, Oakley CA 94561		
4. Email Address	rohani@ci.oakley.ca.us	5. Phone Number	925-625-7003
6. Secondary Contact (in the event primary is not available)	Mostafa Nakhaei, Project Manager (mnakhaei@ ci.oakley.ca.us)		
7. Mailing address (if different) N/A ☒			
8. Email Address	mnakhaei@ ci.oakley.ca.us	9. Phone Number	925-265-9760
10. Send allocation instructions to (if different from above):	Kevin Rohani, rohani@ci.oakley.ca.us, 925-625-7003 3231 Main Street, Oakley CA 94561		
11. Project Title	O'Hara Avenue Widening and Safety Improvement Project (CIP 320)		
12. Amount requested	Project Total Cost is \$ 1,753,430 The City requests \$200,000 to fund the bicycle and pedestrian components of the CIP.	13. Fiscal Year of Claim	2026

14. Description of Overall Project:

The **CIP 320 – O'Hara Avenue Widening and Safety Improvement Project** will close a critical 930 feet gap in Oakley's bicycle and pedestrian network by adding a **dedicated, safe, and continuous bicycle path** along O'Hara Avenue between approximately 600 feet south of Laurel Road and 300 feet south of Grapevine Lane. This segment currently has no sidewalk, *no paved shoulder* and no bike facility. As a result, children and adult cyclists routinely ride in the opposing traffic lane to avoid vehicle conflicts.

This project directly supports MTC's TDA 3 program goals by delivering a **new bicycle facility where none exists today**, improving safety, expanding low-stress bike networks, and strengthening regional active-transportation connectivity.

The project corridor is one of the City's most important multimodal routes:

1. Connection to the Delta de Anza Regional Trail

O'Hara Avenue is immediately adjacent to and provides direct access to the **Delta De Anza Regional Trail**, a major East Bay paved multi-use trail operated by East Bay Regional Park District. This project enhances that connection and provides a safe way for residents—especially students—to get between neighborhoods, schools, and the regional trail. The new bike path will function as a local feeder route into this regional corridor, significantly improving access and mobility.

2. Key Bicycle and Pedestrian Access to Three Schools

The project lies within the activity sphere of **Oakley's elementary, middle, and high schools**, all located within bicycling distance. Many students currently rely on walking or biking, yet the absence of a traversable bike path forces them either into traffic or onto dirt shoulders. The proposed improvement will provide a safe, paved, and designated bike facility, directly supporting **Safe Routes to School (SRTS) objectives** and reducing high-risk behavior such as riding against traffic.

3. Transit-Supportive Multimodal Corridor

O'Hara Avenue serves **Tri Delta Transit routes**, including school-focused transit service. Adding bicycle and pedestrian infrastructure supports first-mile/last-mile access, encourages multimodal travel, and improves safety at and near transit stops. Wherever bicycle facilities coincide with transit corridors, safety and ridership both improve—further advancing regional mobility goals.

4. Supports Existing and Emerging Activity Centers

Recent capital and private development—including **CIP 280 (Laurel Road and O'Hara Avenue Widening)** and the new **Oakley shopping center** at O'Hara and Laurel Road—has created new trip demand for bicyclists and pedestrians. The CIP 320 bike path will directly connect these destinations, creating a continuous bicycle-friendly corridor and reducing conflicts between motorists, bicyclists, and pedestrians.

This project is currently in design, and is planned to be constructed in FY 2026/27, and is already funded for design in the FY 2025/26 budget. The TDA 3 application focuses solely on the project's **bike and pedestrian components**, which are fully eligible under program requirements.

15. Project Scope Proposed for Funding: (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

TDA 3 funds will be used **exclusively for construction** of bicycle and pedestrian facilities within the CIP 320 project limits. Eligible improvements include:

- **Construction of a new Class II or Class IV bicycle facility** (final treatment determined during design) on the east side of O'Hara Avenue.
- **Paved shoulder / multi-use path construction** to provide continuous, ADA-compliant bicycle and pedestrian space.
- **Pedestrian improvements**, such as curb ramps, adjustments to sidewalks, and pathway continuity.
- **New striping, pavement markings, and signage** for bicycles and pedestrians, including buffered lane and green enhanced bike lane treatments where feasible.
- **Lighting and safety treatments** to support safe walking and biking during early morning and evening school travel times.
- **Drainage, frontage, and roadway edge improvements** necessary to support the bike/ped facility.

No TDA 3 funds are requested for planning, environmental work, or right-of-way acquisition, all of which are funded or handled separately. This scope ensures the TDA 3 grant directly funds construction of the new bicycle path, creating safe and continuous active transportation infrastructure where none exists.

16. Project Location: A map of the project location is attached or a link to a online map of the project location is provided below:

Project Segment:

O'Hara Avenue, 930-foot segment, between approximately:

- **600 ft south of Laurel Road, and**
- **300 ft south of Grapevine Lane**
City of Oakley, Contra Costa County, CA

Key Project Features:

- Adjacent to the **Delta de Anza Regional Trail**
- Serves three nearby schools
- Connects to Laurel Road improvements (CIP 280)
- Located along **Tri Delta Transit** corridor

Online Project Location Resources:

- City of Oakley CIP Map and CIP 320 documentation (City Council budget packet)
- Delta De Anza Regional Trail map (East Bay Regional Park District)
- Tri Delta Transit route information

[A detailed description of the project location is provided at the end of this document in](#)

- [Exhibit A.](#)

Project Relation to Regional Policies (for information only)

17. Is the project in an [Equity Priority Community](#)? Yes ☒ No ☐

18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes ☐ No ☒

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E		175,000	175,000	Spring 2026
ROW				
CON	200,000	1,378,430	1,578,430	Summer 2026
Total Cost	200,000		1,753,430	

A detailed cost estimate is provided in Exhibit B and Exhibit C shows the 65% Pavement Signing & Stripping Plan

Project Eligibility

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes ☐ No ☒
 If "YES," identify the date and provide a copy or link to the agenda.
 If "NO," provide an explanation).

B. Has the project been approved by the claimant's governing body? Yes ☒ No ☐
 If "NO," provide expected date: approved for design only

C. Has this project previously received TDA Article 3 funding? Yes ☐ No ☒
 (If "YES," provide an explanation on a separate page)

D. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes ☒ No ☐

E. 1. Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes ☒ No ☐

2. If "NO" above, is the project is exempt from CEQA for another reason? Yes ☐ No ☐
 Cite the basis for the exemption. _____ N/A ☐

If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.

F. Estimated Completion Date of project (month and year): _____ June 2027 _____

G. Have provisions been made by the claimant to maintain the project or facility, or has Yes ☒ No ☐

the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement.

H. Is a Complete Streets Checklist required for this project ?

Yes ☐

No ☒

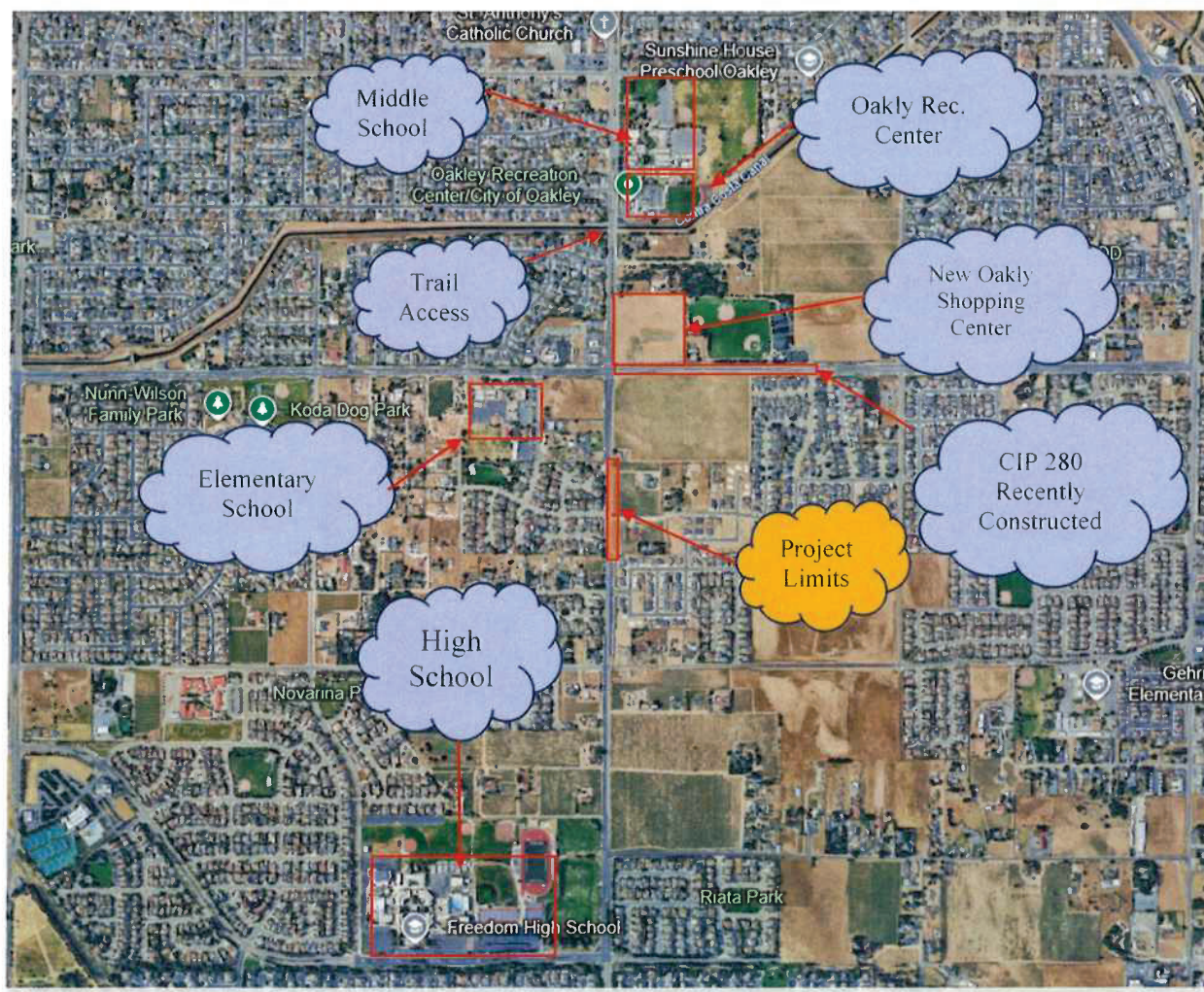
If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>

Exhibit A: Project Location

O'Hara Avenue Widening and Bicycle Safety Project (CIP 320)

The exhibit below illustrates the project limits and highlights the significant multimodal improvements recently completed or underway in the immediate vicinity. These adjacent capital projects, including the Laurel Road widening (CIP 280), new commercial development at the O'Hara/Laurel intersection, and various school-area enhancements, demonstrate the City's ongoing commitment to building a connected and safe transportation network. The exhibit provides important context showing how the CIP 320 improvements will close a remaining gap and integrate seamlessly with surrounding bicycles, pedestrian, and roadway upgrades.

The **65% design** for this project is done and the city is expecting to finalize the design in Spring 2026.



The figure below illustrates the existing pinch point at this project location. Currently, there is no bike path along this section of the road, forcing bicyclists to ride against traffic to reach their destination.



The photo below, taken on 11/19/2025 at 8:00 AM, shows an individual—likely a student—biking along the unpaved and unprotected shoulder of O'Hara Avenue.



Below is another photo taken on 11/19/2025 at approximately 8:00 AM, showing an individual using the improved sidewalk on the opposite side of the street and riding a bicycle against the flow of traffic to reach his destination.

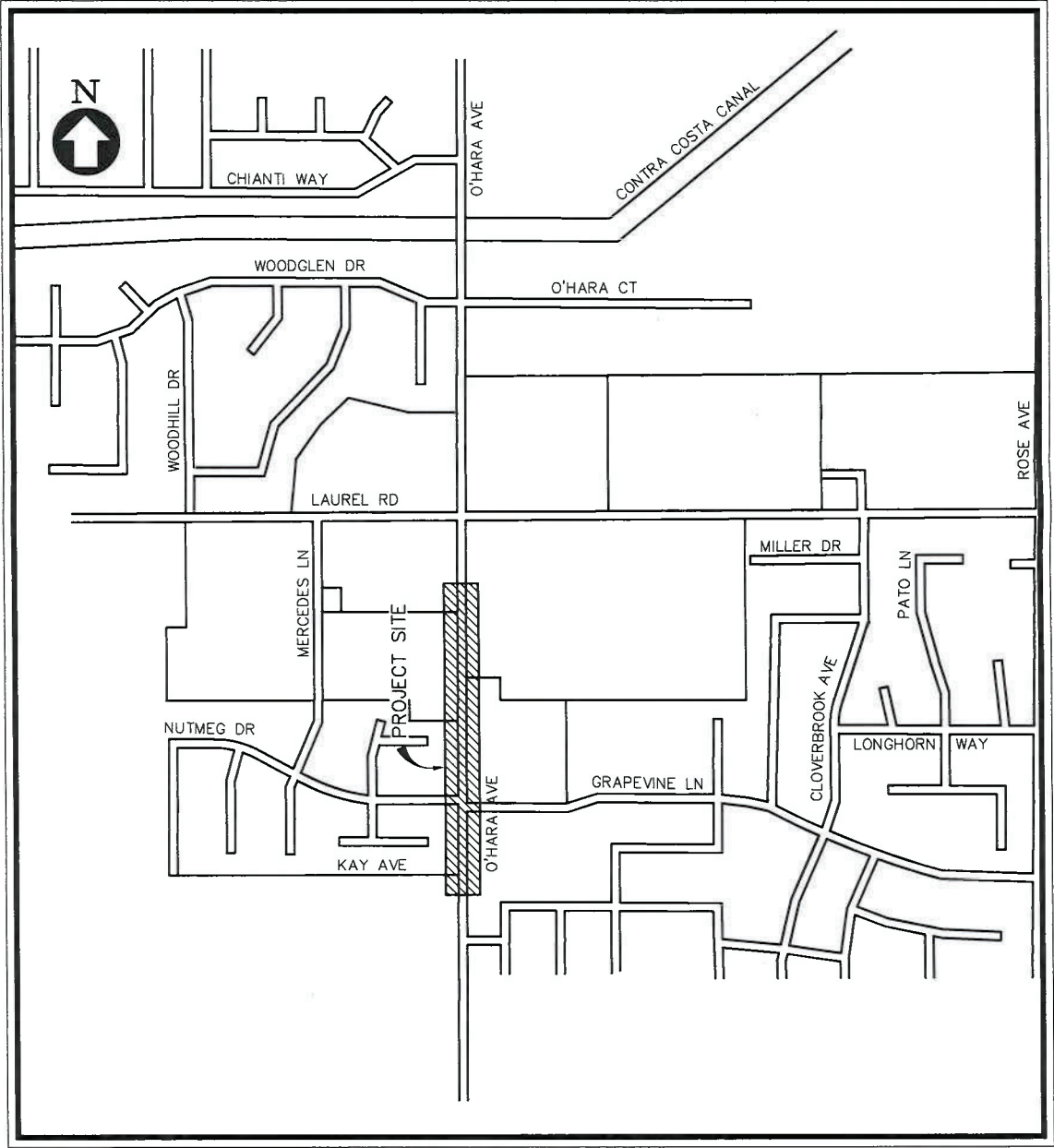


Exhibit B: 65% Engineers Estimate

BID ITEM	CONTRACT ITEMS	UNIT	TOTAL QTY	UNIT PRICE	TOTAL PRICE
	Mobilization				
1	Mobilization (See Below)	LS	1		
	Traffic Control System and Construction Area Signs				
2	Traffic Control System and Construction Area Signs	LS	1	\$125,000	\$125,000
	Storm Water Pollution Control Program				
3	Storm Water Pollution Control Implementation	LS	1	\$30,000	\$30,000
	Site Demolition				
4	Remove Tree	EA	6	\$1,500	\$9,000
6	Remove and Reconstruct Block Wall and Pilasters	LS	1	\$9,500	\$9,500
7	Remove Sign	EA	1	\$250	\$250
8	Remove Fence	LF	504	\$20	\$10,080
9	Remove Guardrail	LS	1	\$1,500	\$1,500
	Earthwork				
10	Roadway Excavation	CY	483	\$150	\$72,386
	Pavement Section				
12	HMA (Type A)	TON	977	\$230	\$224,620
13	RHMA-G	TON	326	\$250	\$81,384
14	Aggregate Base CL-2	CY	1,206	\$130	\$156,740
15	Cape Seal	SY	7,500	\$15	\$112,500
	Site Improvements				
16	City Standard Sidewalk	SF	4,689	\$20	\$93,780
17	City Standard Driveway	SF	246	\$30	\$7,380
18	City Standard Curb & Gutter	LF	835	\$75	\$62,625
19	Asphalt Concrete Ramp	EA	2	\$500	\$1,000
20	Relocate Mailbox	EA	1	\$250	\$250
	Storm Drain Improvements				
21	City Standard Type I Inlet	EA	1	\$10,500	\$10,500
22	Reverse Sidewalk Drain	EA	9	\$1,500	\$13,500
23	24" HDPE SD Pipe	LF	116	\$375	\$43,500
	Utility Improvements				
24	Adjust Manhole to Grade	EA	2	\$2,500	\$5,000
25	Relocate Irrigation Equipment	LS	1	\$25,000	\$25,000
	Signing and Striping				
26	Signing and Striping	LS	1	\$125,000	\$125,000
	Infiltration Trenches				
27	Infiltration Trenches	LS	1	\$30,000	\$30,000
Subtotal					\$1,250,495
Mobilization 10.00%					\$122,053
Subtotal					\$1,372,548
Contingency 15.00%					\$205,882
Total Project Construction Cost					\$1,578,430

O'HARA AVENUE WIDENING
(600' SOUTH OF LAUREL AVENUE TO
300' SOUTH OF GRAPEVINE LANE)
CIP PROJECT No. 320
OAKLEY, CA

TO BE SUPPLEMENTED BY CALTRANS STANDARD PLANS & SPECIFICATIONS 2024
AND CITY OF OAKLEY STANDARD PLANS DATED JULY 2024 AND REVISIONS



LOCATION MAP
NO SCALE

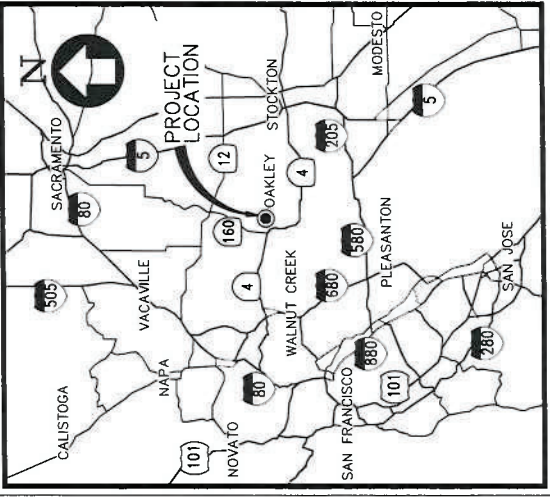
REVIEWED FOR CONFORMANCE WITH THE DIABLO WATER DISTRICT
STANDARDS AND REQUIREMENTS. APPROVAL FOR CONSTRUCTION IS
SUBJECT TO THE INFORMATION SHOWN HEREIN. THE DIABLO WATER
DISTRICT AND THE UNDERSIGNED ARE NOT RESPONSIBLE FOR ANY
ERRORS OR OMISSIONS THAT MAY EXIST ON THE PLANS.

DAN MUELARTH ENGINEER DATE

REVIEWED FOR CONFORMANCE WITH THE CITY OF OAKLEY STANDARDS
AND REQUIREMENTS. APPROVAL FOR CONSTRUCTION IS SUBJECT TO
THE INFORMATION SHOWN HEREIN. THE CITY OF OAKLEY AND THE
UNDERSIGNED ARE NOT RESPONSIBLE FOR ANY ERRORS OR
OMISSIONS THAT MAY EXIST ON THE PLANS.

KEVIN ROHANI CITY ENGINEER DATE
R.C.E. NO. 51138 EXPIRES 09/2027

VICINITY MAP
NO SCALE



DRAWING INDEX:

PAGE No.	DWG No.	DESCRIPTION
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4	X-1	TYPICAL SECTION
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10-11	GD-1 TO GD-2	GRADING AND DRAINAGE PLAN
12	DP-1	DRAINAGE PROFILES
13-14	CD-1 TO CD-2	CONSTRUCTION DETAILS
15-16	U-1 TO U-2	UTILITY PLAN
17-18	PD-1 TO PD-2	SIGNING AND STRIPING PLAN

ALL LOCATIONS AND DEPTHS OF UTILITIES ARE APPROXIMATE. THE CONTRACTOR
SHALL BE RESPONSIBLE FOR VERIFYING SIZES, DEPTHS, AND LOCATIONS OF ALL
UTILITIES PRIOR TO PROCEEDING WITH ANY WORK OR ORDERING OF MATERIALS. ANY
CHANGES TO THESE PLANS AND SPECIFICATIONS SHALL BE APPROVED BY THE
ENGINEER.

CONTRACTOR SHALL NOTIFY USA (UNDERGROUND SERVICE ALERT) AT
1-800-227-2600, A MINIMUM OF 48 HOURS BEFORE BEGINNING ANY EXCAVATIONS.



CIP 320 - O'HARA AVENUE WIDENING
(LAUREL AVENUE TO GRAPEVINE LANE)
TITLE SHEET

Revisions	No.	Date: 11/03/25	Scale: AS NOTED	Design: BD	Drawn: AH	Approved: MC	Job No: 202505099-10

T-1
1 OF 18
Drawing Number:



GENERAL WATER NOTES

1. LOCATION AND ELEVATIONS OF PROPOSED DRAINAGE FACILITIES TO BE VERIFIED WITH CITY ENGINEER PRIOR TO CONSTRUCTION.
2. CONTRACTOR TO VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIALS.
3. ELEVATIONS AND LOCATIONS OF ALL EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO START OF ANY CONSTRUCTION AFFECTING SAID LINES.
4. CONTRACTOR SHALL SCHEDULE CONSTRUCTION OPERATIONS SO THAT UTILITIES ARE KEPT IN SERVICE AT ALL TIMES.
5. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT (800)227-2600 48 HOURS PRIOR TO ANY EXCAVATION.
6. CONTACTING USA DOES NOT RELIEVE THE CONTRACTOR FROM HIS/HER RESPONSIBILITY TO DETERMINE LOCATION AND DEPTH OF BURIED UTILITIES OR REPAIR OF BURIED UTILITIES DAMAGED BY HIS/HER OPERATIONS.
7. PROPOSED IMPROVEMENTS IDENTIFIED HEREIN SHALL BE SUPPLEMENTED BY CALTRANS STANDARD PLANS AND SPECIFICATIONS DATED 2024.
8. CONTRACTOR SHALL RESTORE ALL EXISTING SITE FEATURES IMPACTED BY THE PROPOSED IMPROVEMENT TO THE SATISFACTION OF THE CITY ENGINEER AND PROPERTY OWNER.
9. APPROVAL OF THESE PLANS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR THE CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS. OMISSIONS OR CONFLICTS BETWEEN VARIOUS ELEMENTS OF THE DRAWINGS, NOTES, AND DETAILS SHALL BE BROUGHT TO THE ATTENTION OF THE CITY ENGINEER AND RESOLVED BEFORE PROCEEDING WITH THE WORK.
10. THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR WORKING CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL NOT BE LIMITED TO NORMAL WORKING HOURS. WORK SHALL NOT BEGIN UNTIL ADEQUATE TRAFFIC CONTROL FOR MOVING VEHICLES AND PEDESTRIANS, TEMPORARY STORM DRAINAGE SYSTEM, TEMPORARY BARRICADES, BARRIERS, FENCES, WARNING, AND CONTROL DEVICES ARE IN PLACE.
11. THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS OF PRIVATE PROPERTY ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION.
12. DRAWINGS AND SPECIFICATIONS REPRESENT FINISHED STRUCTURE. CONTRACTOR SHALL BE RESPONSIBLE FOR MEANS AND METHOD OF CONSTRUCTION, INCLUDING BUT NOT LIMITED TO SHORING AND TEMPORARY BRACING. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO ENSURE SAFETY OF ALL PERSONS AND STRUCTURES AT THE JOB SITE.
13. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT TREES NOT SHOWN TO BE REMOVED. EXISTING TREES, LANDSCAPING, IRRIGATION AND OTHER FACILITIES WHICH ARE NOT SHOWN ON THE PLANS AS BEING REMOVED OR REPLACED AND ARE DISTURBED OR DAMAGED BY THE CONTRACTOR, SHALL BE REPAIRED AND RESTORED IN-KIND TO EXISTING CONDITION WITHIN 24 HOURS. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTION NOT TO DISTURB EXISTING TREES, LANDSCAPING, IRRIGATION, AND OTHER FACILITIES TO REMAIN IN PLACE. COSTS FOR REPAIRS AND RESTORATION OF DAMAGED ITEMS CAUSED BY THE CONTRACTOR SHALL BE AT THE CONTRACTOR'S EXPENSE.
14. OPEN TRENCHING SHALL BE SECURED WITH TRENCH PLATING WHEN WORK IS NOT BEING PERFORMED. TRENCH PLATES SHALL BE LAID FLUSH WITH THE EXISTING PAVEMENT.
15. EXISTING FIELD CONDITIONS MAY HAVE CHANGED. CONTRACTOR SHALL VERIFY ALL LINES AND GRADES PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OR CITY OF ANY CHANGES.

14. USE 304 STAINLESS STEEL NUTS AND BOLTS FOR ALL BOLT-UPS AS WELL AS GATE VALVE BONNETS AND STUFFING BOX NUTS AND BOLTS. BOLTS SHALL BE MARKED "F-593C" OR "F-593D" ONLY. HEADS WITH TWO SLASH MARKS ARE NOT TO BE USED.
15. THE CONTRACTOR SHALL MAINTAIN WATER SERVICE TO ALL RESIDENCES AT ALL TIMES DURING CONSTRUCTION.
16. NO WORK SHALL COMMENCE UNTIL ALL SUBMITTALS HAVE BEEN APPROVED.
17. THRUST BLOCKS (OR OTHER PIPE JOINT RESTRAINTS) SHALL BE PROVIDED AT ALL ANGLE POINTS ON THE WATER SYSTEM. THRUST BLOCKS FOR TREATED WATER PIPELINES (W) SHALL BE PER THE DWD DETAILS.
18. WORK HOURS SHALL BE MONDAY THROUGH THURSDAY 7:00 A.M. TO 4:30 P.M., AND FRIDAY 7:00 A.M. TO 3:00 P.M., EXCEPT FOR DISTRICT OBSERVED HOLIDAYS. ANY REQUESTS FOR WORKING OUTSIDE THESE TIMES MUST BE SUBMITTED TO THE DISTRICT INSPECTOR AT LEAST 48 HOURS IN ADVANCE. IT IS RECOMMENDED THAT REQUESTS FOR SATURDAY WORK BE MADE BY THE CLOSE OF BUSINESS THE WEDNESDAY PRIOR. REQUESTS FOR SATURDAY WORK MAY BE APPROVED OR DENIED DEPENDING ON INSPECTOR AVAILABILITY. A REQUEST FOR WORK DURING A DISTRICT HOLIDAY SHALL NOT BE PERMITTED.
19. ALL JOINT TRENCH UTILITIES SHALL CROSS UNDERNEATH ALL WATER FACILITIES. DEVELOPER SHALL COORDINATE WITH JOINT TRENCH DESIGNER TO AVOID ANY OTHER CONFLICTS INCLUDING METER BOX LOCATIONS AND SEPARATION OF WATER AND SEWER SERVICE PIPES. DEVELOPER TO ENSURE AT LEAST 5 INCHES OF SEPARATION FROM WATER SERVICE PIPES TO THE SERVICE UTILITIES IN THE JOINT TRENCH. IF THESE CRITERIA CANNOT BE MET, THE DEVELOPER/CONTRACTOR SHALL INSTALL A RED CONCRETE CAP OVER THE JOINT TRENCH FACILITIES
20. ALL BUTTERFLY VALVES (BFVS) SHALL BE EPOXY LINED AND COATED. LINING SHALL BE CERTIFIED BY THE FACTORY TO BE HOLIDAY FREE.
21. ALL HOT TAPS SHALL BE PERFORMED BY TAP MASTER, INC. OF CONCORD, CALIFORNIA, PHONE: 925-439-7975. TAPPING SLEEVE SHALL BE STAINLESS STEEL TYPE JCM 432, OR APPROVED EQUAL.
22. NO TREES SHALL BE PLANTED, OR LIGHT/UTILITY POLES INSTALLED, WITHIN 10' OF ANY WATER MAINS, FIRE SERVICES, OR FIRE HYDRANT LATERALS. MEASUREMENT SHALL BE TAKEN AS THE CLEAR DISTANCE BETWEEN THE ROOT BALL AND WATER MAIN OR THE LIGHT/UTILITY POLE FOUNDATION AND WATER MAIN. THORNY PLANTS OR BUSHES OR SHRUBS SHALL NOT BE PLANTED AROUND FIRE HYDRANTS, WATER METERS, AND BACK FLOW PREVENTORS THAT LIMIT ACCESS.
23. ALL LOCATOR WIRES SHALL BE TESTED AND TEST RESULTS SHALL BE INCLUDED IN THE CATHODIC PROTECTION TEST REPORT.
24. ALL WATER METERS SHALL BE PROVIDED WITH A 520M-FLEXNET MTX UNIT. METER BOXES FOR METERS LESS THAN 1-1/2 INCH IN SIZE SHALL HAVE CHRISTY B12P001-F (FLEXNET) LIDS. ALL METER BOX LIDS SHALL HAVE DRILLED HOLES FOR FLEXNET 520M UNITS.
25. WATER METERS 5/8" IN SIZE SHALL BE SENSUS 5/8" x 3/4" SRI LOW LEAD, 1 CUBIC FOOT, LABELED 5/8" x 3/4". WATER METERS 1" IN SIZE SHALL BE SENSUS 1" SRI LOW LEAD, 1 CUBIC FOOT. FLOW METERS 1-1/2" THROUGH 4" IN SIZE SHALL BE SENSUS OMNI C2 COMPOUND METERS (CUBIC FEET).
26. JDH CORROSION CONSULTANTS, INC., 1100 WILLOW PASS COURT, CONCORD, CA, 925-9276630, SHALL CONDUCT ALL FINAL CATHODIC PROTECTION TEST REPORTS AT THE EXPENSE OF THE DEVELOPER/CONTRACTOR.
27. INSTALL A BALL SHUT-OFF VALVE AND BOX ON CUSTOMER'S SIDE AFTER BACKFLOW DEVICE FOR NEW CONSTRUCTION AS REQUIRED BY THE CITY OF OAKLEY'S SPECIFICATIONS.
28. THE DEVELOPER/CONTRACTOR SHALL PROVIDE THE GLOBAL POSITIONING SYSTEM (GPS) COORDINATES AND ELEVATIONS OF ALL ABOVEGROUND FACILITIES (INCLUDING METER BOXES, BACKFLOWS, FIRE HYDRANTS, CP TEST STATIONS, G5 AND G12 BOXES) AND UNDERGROUND VALVES, METERS, BLOWOFFS AND FITTINGS (INCLUDING SADDLES AND CORPORATION STOPS), AS DETERMINED BY THE DISTRICT. IN A SHAPEFILE DATA FORMAT AS DEFINED BY ESRI. GPS COORDINATES OF EXISTING WATER FACILITIES AND ALL OTHER UTILITIES THAT ARE EXPOSED DURING ANY CONSTRUCTION ACTIVITY SHALL ALSO BE PROVIDED. ALL GPS COORDINATES SHALL BE TO WITHIN AN ACCURACY OF TEN (10) CENTIMETERS AND SHALL INCLUDE LATITUDE, LONGITUDE AND ELEVATION.
29. THE CONTRACTOR SHALL RECHLORINATE AND RETEST ANY LINES THAT DO NOT PASS THE FIRST OR SUBSEQUENT ROUND OF BACTERIOLOGICAL TESTING OR AS DIRECTED BY DIABLO WATER DISTRICT.

30. ALL MATERIALS AND PRODUCTS SHALL BE NSF 61 CERTIFIED THAT ARE IN CONTACT WITH AND/OR POTENTIALLY IN CONTACT WITH POTABLE WATER, INCLUDING SURFACES WITHIN THE AIR SPACE OF THE WATER.
31. IF A DISTRICT WATER METER IS NOT AVAILABLE FOR USE AS A TEMPORARY JUMPER, THE CONTRACTOR MAY SUBMIT ON A METER WHICH MUST INCLUDE A CURRENT CERTIFICATE OF CALIBRATION. METER MUST BE FOR POTABLE USE ONLY. CONTRACTORS USING THEIR WATER METER FOR THE TEMPORARY JUMPER MUST HAVE YEARLY CALIBRATION TESTS PERFORMED AND SHALL SUBMIT THE REPORT TO THE DISTRICT.
32. PRIOR TO ANY NEW CONNECTION TO EXISTING WATER MAIN, CONTRACTOR SHALL CONFIRM THE OUTSIDE DIAMETER AND MATERIAL OF THE EXISTING MAIN.
33. ALL DUCTILE IRON PIPE (DIP) WATER MAINS SHALL USE FIELD LOK 350 GASKETS AND MEGALUGS SHALL BE INSTALLED ON ALL MECHANICAL JOINT (MJ) FITTINGS.
34. PRIOR TO INSTALLING SECTIONS OF PIPE, CONTRACTOR SHALL ENSURE THE CONNECTION ELEVATIONS ARE CONFIRMED PRIOR TO THE INSTALLATION.

ABBREVIATIONS:

AB	AGGREGATE BASE	(N)	NEW
AC	ASPHALT CONCRETE	NB	NORTH BOUND
AP	ANGLE POINT	NTS	NOT TO SCALE
BC	BEGIN CURVE	OG	ORIGINAL GROUND
BCLF	BLACK CHAIN LINK FENCE	OH	OVERHEAD
Beg	BEGIN	OHET	OVERHEAD ELECTRICAL TRANSMISSION
BFP	BACKFLOW PREVENTER	(P)	PROPOSED
BSM	BIORETENTION SOIL MIX	PA	PLANTING AREA
BW	BACK OF WALK	PCC	PORTLAND CEMENT CONCRETE/POINT ON COMPOUND CURVE
BVCS	BEGIN VERTICAL CURVE STATION	PG	PROFILE GRADE
BVCE	BEGIN VERTICAL CURVE ELEVATION	PL, P/L	PROPERTY LINE/PLASTIC
CB	CATCH BASIN	PRC	POINT ON REVERSE CURVE
CCC	COUNTY OF CONTRA COSTA	PTDF	PRESSURE TREATED DOUGLAS FIR
CL	CENTER LINE	PVI	POINT VERTICAL INTERSECTION
C\N	CLASS	R.C.	RELATIVE COMPACTION
CO	CLEANOUT	REM	REMOVE
CONC	CONCRETE	RET	RETAINING
CONT	CONTINUE	RHMA	RUBBERIZED HOT MIX ASPHALT
COO	CITY OF OAKLEY	RSP	ROCK SLOPE PROTECTION
C&G, CG	CURB & GUTTER	Rt	RIGHT
CVC	CONCRETE VERTICAL CURB	R/W	RIGHT OF WAY
DEEP	DEEPEMED	SB	SOUTH BOUND
DI	DRAINAGE INLET	SD	STORM DRAIN
DWD	DIABLO WATER DISTRICT	SDCB	STORM DRAIN CATCH BASIN
Dwy, DWY	DRIVEWAY	SDMH	STORM DRAIN MANHOLE
EB	EAST BOUND	SL	STREET LIGHT
EC	END CURVE	SS	SANITARY SEWER
ELEV, EL	ELEVATION	SSAD	SANITARY SEWER AREA DRAIN
Elect	ELECTRICAL	SSCO	SANITARY SEWER CLEANOUT
EP	EDGE OF PAVEMENT	SSMH	SANITARY SEWER MANHOLE
ETW	EDGE OF TRAVELED WAY	SL	STREET LIGHT
EVCS	END VERTICAL CURVE STATION	STA	STATION
EVCE	END VERTICAL CURVE ELEVATION	STR	STRUCTURE
EX	EXCAVATION	SW	SIDEWALK
Exist, (E)	EXISTING	TC	TOP OF CURB
FC, FOC	FACE OF CURB	TELE, Tele	TELEPHONE
FG	FINISH GROUND	TG	TOP OF GRATE
FH	FIRE HYDRANT	TYP, TYP	TYPICAL
FL	FLOW LINE	Var, VAR	VARIES
FO	FIBER OPTIC	VC	VERTICAL CURB
FS	FINISHED SURFACE	VERT	VERTICAL
Gas	GAS LINE	VG	VALLEY GUTTER
GB	GRADE BREAK	W/	WITH
G&O	GRIND AND OVERLAY	WAPA	WESTERN AREA POWER
HDPE	HIGH DENSITY POLYETHYLENE	WB	ADMINISTRATION
HMA	HOT MIX ASPHALT	WBO	WEST BOUND
INV	INVERT	WM	WORK BY OTHERS
JT	JOINT TRENCH	WV	WATER METER
LF	LINEAR FEET		WATER VALVE
LG, LIP	LIP OF GUTTER		
L.O.W	LIMIT OF WORK		
Lt	LEFT		
LTG	LIGHTING		
LVC	LENGTH OF VERTICAL CURVE		
MB	MAINTENANCE BAND		
MBGR	METAL BEAM GUARDRAIL		
MH	MANHOLE		



SURVEY CONTROL NOTES:

1. THE CONTRACTOR SHALL NOT DISTURB OR DESTROY ANY PERMANENT SURVEY POINTS WITHOUT THE WRITTEN CONSENT OF THE ENGINEER. ANY PERMANENT MONUMENTS OR POINTS DISTURBED OR DESTROYED SHALL BE REPLACED BY A LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE.
2. HORIZONTAL COORDINATES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM, ZONE 3, NORTH AMERICAN DATUM OF 1927, AS DERIVED BY GPS.
3. VERTICAL ELEVATIONS ARE BASED ON THE BENCHMARK BELOW:
FOUND BRASS CAP MONUMENT IN MONUMENT HAND WELL AT THE CENTERLINE OF THE INTERSECTION OF LAUREL AVENUE AND MELLOWOOD DRIVE.

ELEVATION = 31.70'

- LEGEND:
-  PROJECT CONTROL POINT

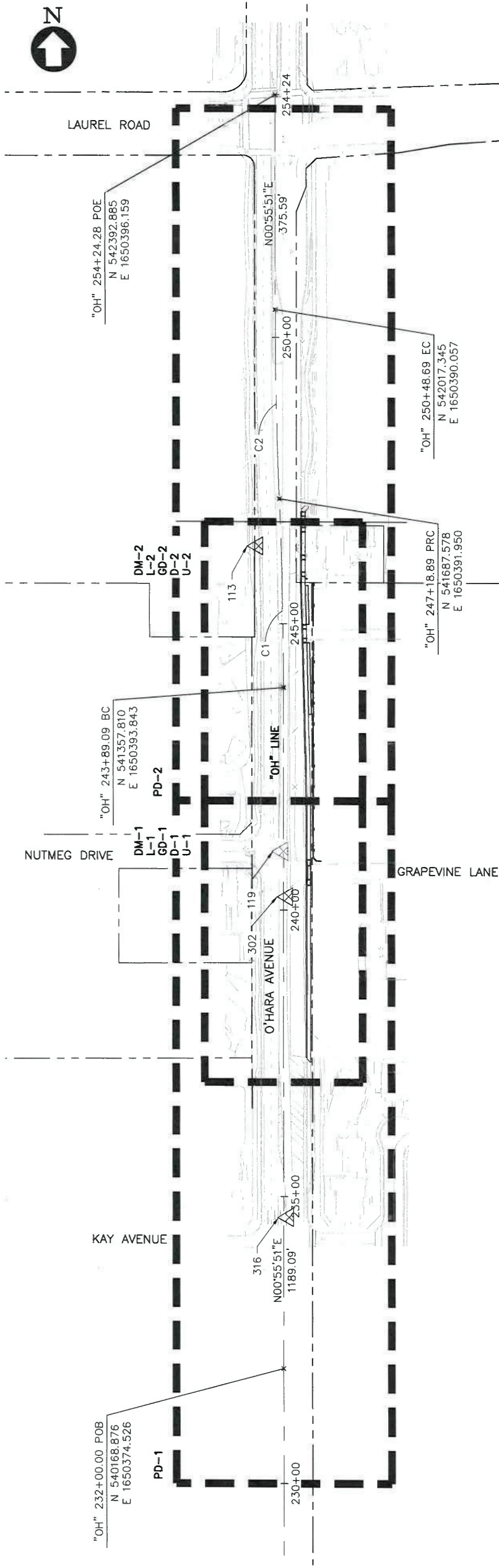
CURVE DATA

No. #	R	Δ	T	L	NORTHING	EASTING
C1	7500.00'	02°31'10"	164.93'	329.80'	541479.650	1642894.833
C2	7500.00'	02°31'10"	164.93'	329.80'	541895.504	1657889.067

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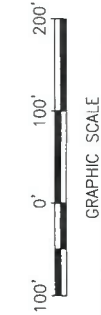


CIP 320 - O'HARA AVENUE WIDENING
(LAUREL AVENUE TO GRAPEVINE LANE)
OAKLEY CONTRA COSTA COUNTY CALIFORNIA



PLAN
SCALE: 1"=100'

POINT#	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
113	"OH" 246+37.69	39.02' Lt	541605.734	1650354.744	54.40	MAG IN TC
119	"OH" 241+03.52	0.06' Lt	541072.276	1650389.146	65.00	BRASS DISC
302	"OH" 240+23.37	8.91' Rt	540991.995	1650396.809	67.42	MAG IN FP
316	"OH" 234+64.03	9.34' Rt	540432.716	1650388.150	76.50	MAG IN FP



Job No: 20250599-10	Drawing Number:
Approved: MC	
Drawn: AH	
Design: BD	
Scale: 1" = 100'	
Date: 11/03/25	No.

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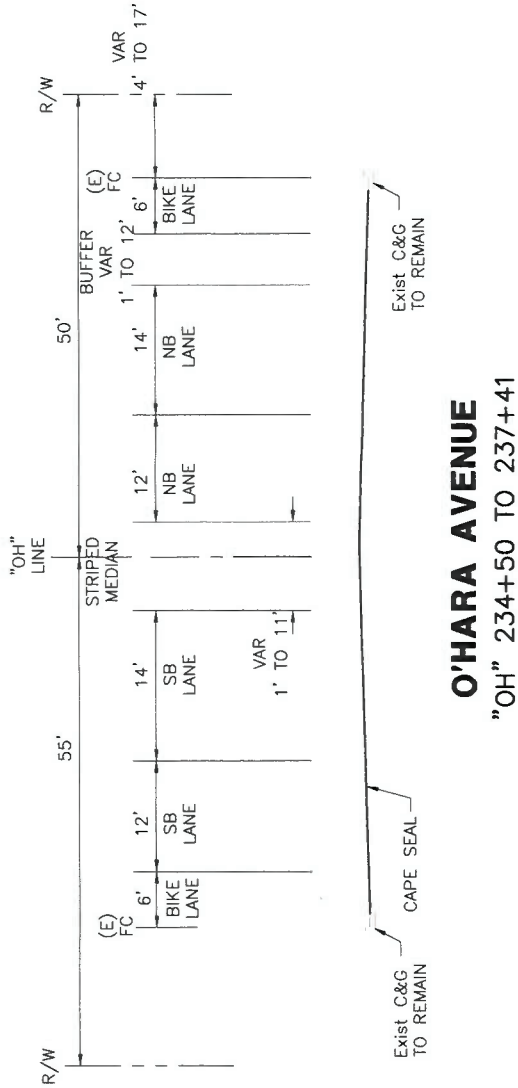
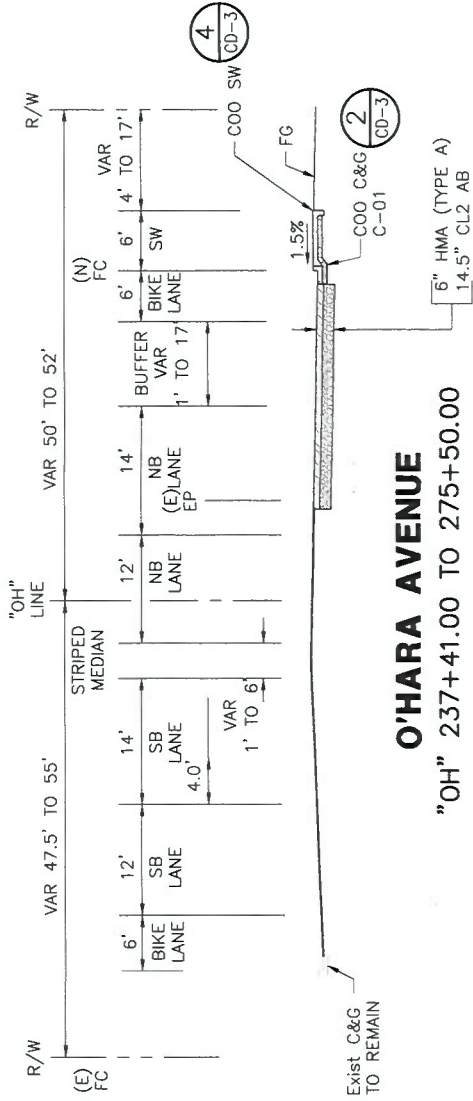


OAKLEY
CONTRA COSTA COUNTY
CALIFORNIA

**CIP 320 - O'HARA AVENUE WIDENING
(LAUREL AVENUE TO GRAPEVINE LANE)**

TYPICAL SECTIONS

Revisions	No.	Date: 11/03/25	Scale: NO SCALE	Design: BD	Drawn: AH	Approved: MC	Job No: 20250599-10



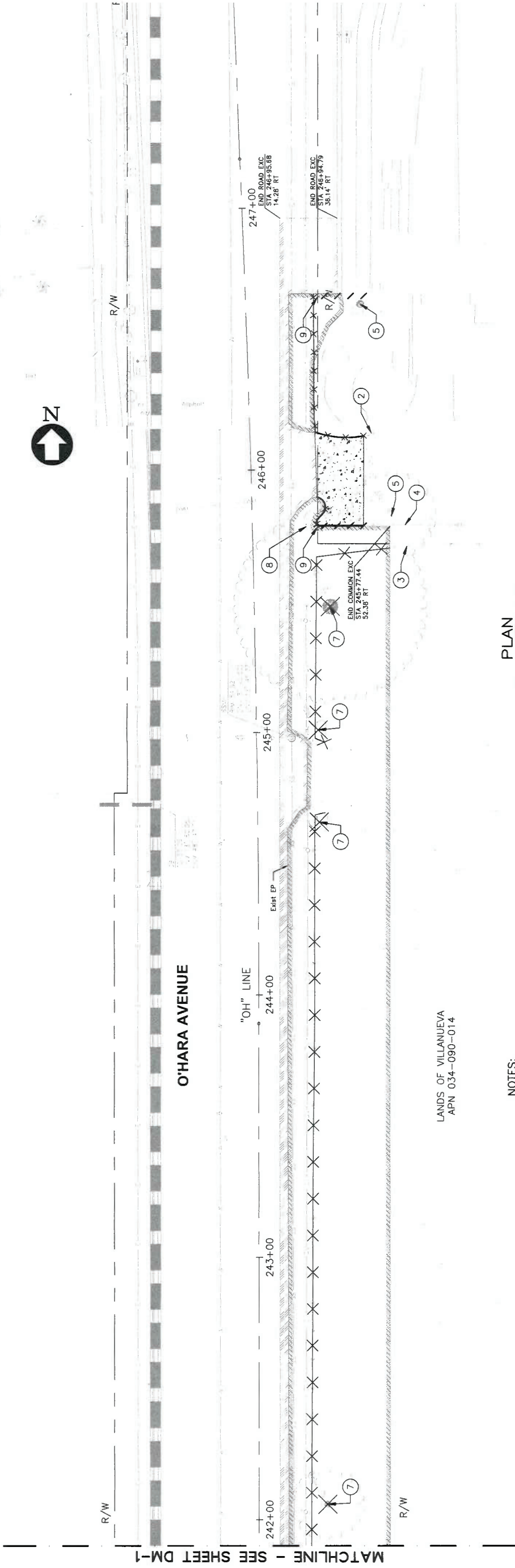
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CIP 320 - O'HARA AVENUE WIDENING
(LAUREL AVENUE TO GRAPEVINE LANE)
DEMOLITION PLAN
CONTRA COSTA COUNTY
OAKLEY
CALIFORNIA

Revisions	No.	Date

Job No. 20250599-10
Drawn: AH
Design: BD
Scale: 1" = 20'
Date: 11/03/25
Approved: MC



PLAN
SCALE: 1"=20'

NOTES:

1. THIS PLAN IS ACCURATE FOR DEMOLITION WORK ONLY.
2. FOR GEOMETRY OF CONTROL LINE, SEE PROJECT CONTROL SHEET.
3. FOR CUT AND FILL INFORMATION, SEE GRADING PLANS.
4. FOR PROTECTION AND RELOCATION OF UTILITIES, SEE UTILITY PLAN.
5. FOR SIGN REMOVAL, RELOCATION AND SALVAGE, SEE SIGNING AND STRIPING PLAN.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY BENCHMARK OR MONUMENTATION. IF A BENCHMARK OR MONUMENTATION IS DISTURBED, THE CONTRACTOR SHALL HAVE A LICENSED LAND RESTORE THE BENCHMARK OR MONUMENTATION AT THE CONTRACTOR'S EXPENSE.
7. CONTRACTOR SHALL CLEAR AND GRUB ALL EXCAVATION AREAS PRIOR TO EXCAVATION.
8. SAWCUT EXISTING PAVEMENT AND/OR PAVEMENT EDGE TO A NEAT LINE, PROTECT VERTICAL EDGE.
9. THE LINES AND THICKNESS SHOWN FOR THE REMOVAL OF PAVEMENT, CURB AND GUTTER, SIDEWALK AND ALL OTHER CIVIL CONSTRUCTION WORK ARE FOR INFORMATION ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXTENT OF WORK BASED ON THE SPACE REQUIRED TO PERFORM THE CONSTRUCTION WORK AND/OR THE CONTRACTOR'S MEANS AND METHODS AND REQUIREMENTS FOR SHORING EXCAVATION AND TEMPORARY SUPPORT.
10. PAVEMENT, AGGREGATE BASE AND SUBGRADE MATERIAL SHALL BE REMOVED TO THE LINES AND GRADES SHOWN ON THESE PLANS. SEE GRADING PLANS GD-1 TO GD-2 FOR LIMITS OF EXCAVATION BEYOND THE GRADING PLANE.
11. CONTRACTOR IS SOLELY RESPONSIBLE FOR THEIR OWN EARTHWORK QUANTITY CALCULATIONS.
12. NO COMPACTION OR EXPANSION FACTORS HAVE BEEN APPLIED.
13. REMOVAL OF VINES WITHIN EXCAVATION AREA SHALL BE COORDINATED WITH PRIVATE PROPERTY OWNERS.

10. PAVEMENT, AGGREGATE BASE AND SUBGRADE MATERIAL SHALL BE REMOVED TO THE LINES AND GRADES SHOWN ON THESE PLANS. SEE GRADING PLANS GD-1 TO GD-2 FOR LIMITS OF EXCAVATION BEYOND THE GRADING PLANE.
11. CONTRACTOR IS SOLELY RESPONSIBLE FOR THEIR OWN EARTHWORK QUANTITY CALCULATIONS.
12. NO COMPACTION OR EXPANSION FACTORS HAVE BEEN APPLIED.
13. REMOVAL OF VINES WITHIN EXCAVATION AREA SHALL BE COORDINATED WITH PRIVATE PROPERTY OWNERS.
14. FOR RELOCATION OF UTILITIES, SEE UTILITY RELOCATION PLANS
15. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER FOR REMOVAL OF DECORATIVE ELEMENTS, CART, ROCKS, ETC. WITHIN LIMITS OF PROPOSED IMPROVEMENTS. DECORATIVE ELEMENTS SHALL BE REMOVED AND RETURN TO PROPERTY OWNER AS DIRECTED BY THE ENGINEER.

ITEMS OF WORK:

1. PROTECT IN PLACE (E) C&G AND SIDEWALK
2. PROTECT IN PLACE (E) CURB
3. PROTECT IN PLACE (E) FENCE
4. PROTECT IN PLACE (E) WALL
5. PROTECT IN PLACE (E) TREE
6. REMOVE (E) GUARDRAIL AND POSTS
7. REMOVE (E) TREE
8. CONTRACTOR SHALL REMOVE (E) MAILBOX AND RELOCATE TO NEW WALL

9. CONTRACTOR SHALL DEMOLISH (E) WALL WITHIN LIMITS OF PROPOSED IMPROVEMENTS AND RECONSTRUCT WALL AND PILASTER TO MATCH EXISTING OUTSIDE OF PROPOSED SIDEWALK IMPROVEMENTS.
10. REMOVE DECORATIVE LANDSCAPE ELEMENTS (SEE NOTE 14)

LEGEND:

- REMOVE CONCRETE PAVEMENT (SEE NOTE 9)
- ROADWAY EXCAVATION (SEE NOTE 9)
- COMMON EXCAVATION/CLEAR & GRUB (SEE NOTE 9 AND 10)
- REMOVE CURB, CURB & GUTTER
- REMOVE FENCE
- REMOVE WALL

KEY MAP



GRAPHIC SCALE

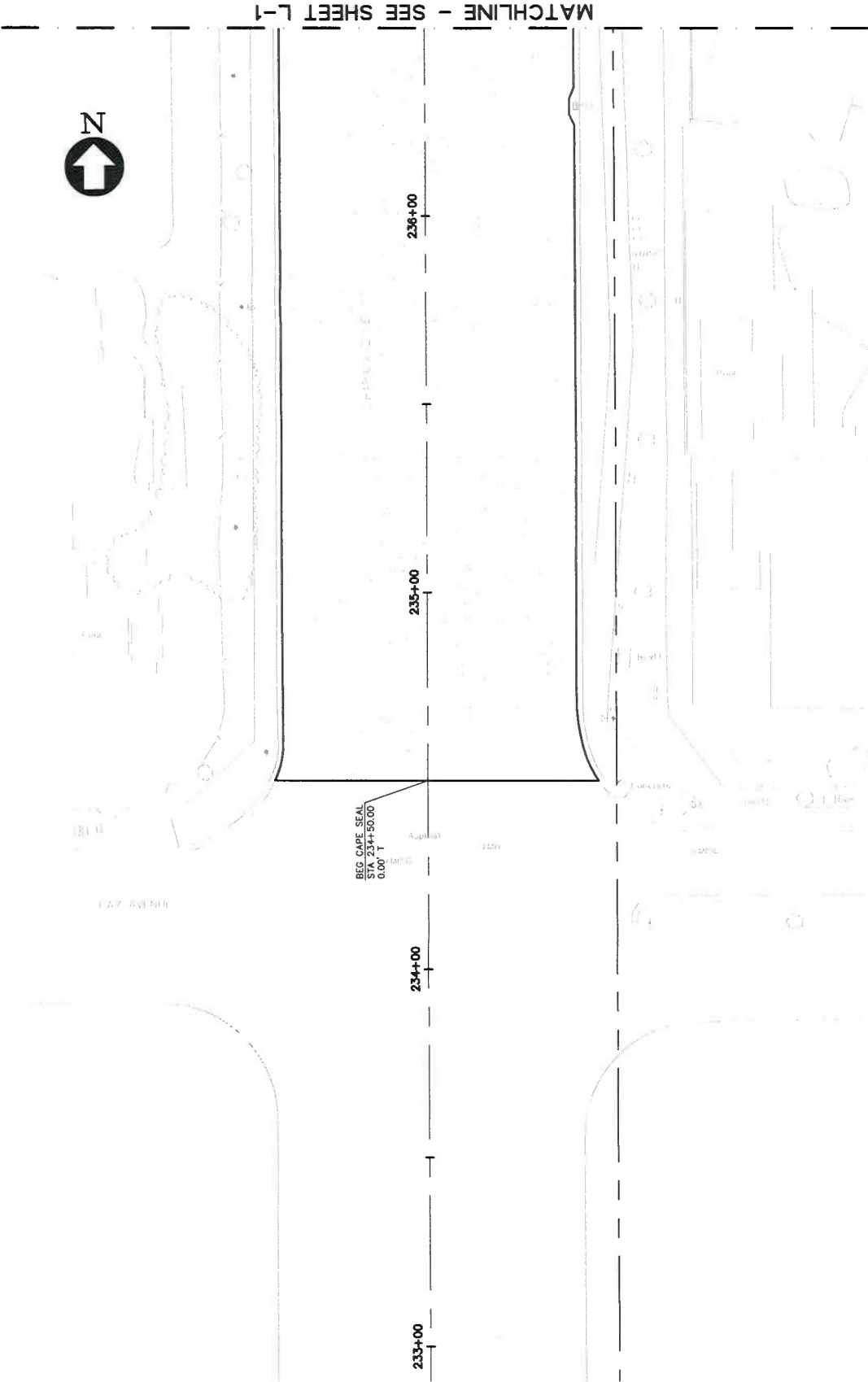
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CIP 320 - O'HARA AVENUE WIDENING
(LAUREL AVENUE TO GRAPEVINE LANE)
LAYOUT PLAN
CONTRA COSTA COUNTY
CALIFORNIA

Revisions	No.	Date: 11/03/25	Scale: 1" = 20'	Design: BD	Drawn: AH	Approved: MC	Job No: 20250599-10

Drawing Number:
L-1
7 of 18



PLAN
SCALE: 1"=20'



NOTES:

- FOR SIGN AND STRIPING INFORMATION, SEE SIGNING AND STRIPING PLAN.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY BENCHMARK OR MONUMENTATION. IF A BENCHMARK OR MONUMENTATION IS DISTURBED, THE CONTRACTOR SHALL HAVE A LICENSED LAND SURVEYOR RESTORE THE BENCHMARK OR MONUMENTATION AT THE CONTRACTOR'S EXPENSE.
- MAINTAIN MAXIMUM 1.5% CROSS SLOPE IN PEDESTRIAN TRAVELED WAYS AND BEHIND AND IN FRONT OF ALL CURB RAMPS.
- IF GRASS OR LANDSCAPING IS DISTURBED BY ADJACENT WORK IT SHALL BE RESTORED WITH LIKE KIND UPON COMPLETION OF WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXISTING CONDITIONS AND UTILITIES PRIOR TO CONSTRUCTION. IF THERE ARE ANY CONFLICTS WITH PLANS THE CITY ENGINEERS SHALL BE NOTIFIED IMMEDIATELY.
- COORDINATION LINE SHOWN FOR REFERENCE ONLY. CONTRACTOR SHALL COORDINATE WITH CONTRACTOR FOR CIP 196. CONTRACTOR IS RESPONSIBLE FOR ALL WORK SHOWN ON THESE PLANS.
- NO WORK SHALL BEGIN UNTIL WAPA POLES HAVE BEEN RELOCATED.
- FOR ELECTRICAL WORK, SEE ELECTRICAL PLAN.
- FOR LANDSCAPE AND IRRIGATION WORK, SEE LANDSCAPE AND IRRIGATION PLAN.

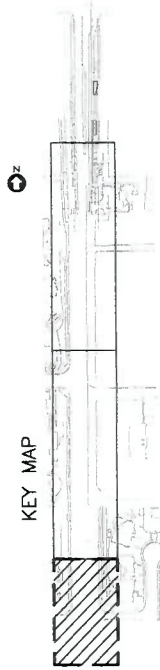
ITEMS OF WORK:

- CITY STANDARD CURB AND GUTTER, SEE DETAIL CD-1
- CITY STANDARD SIDEWALK MONOLITHIC, SEE DETAIL CD-1
- CITY STANDARD DRIVEWAY WITHOUT PLANTER, SEE DETAIL CD-1
- CITY STANDARD CONCRETE VALLEY GUTTER, SEE DETAIL CD-1
- INFILTRATION TRENCH, SEE DETAIL CD-2
- RELOCATED MAILBOX
- RECONSTRUCTED WALL PILASTER

LEGEND:

- CAPE SEAL
- 2" RHMA-G, 6" HMA (TYPE A) OVER 14.5" CL2 AB
- CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- INFILTRATION TRENCH

KEY MAP



Revisions	No.	Date

Job No: 20250599-10	Approved: MC
Drawn: AH	Design: BD
Scale: 1" = 20'	Date: 11/03/25
Drawing Number:	



NUTMEG DRIVE

O'HARA AVENUE

GRAPEVINE LANE

LANDS OF CARAPINHA
APN 034-090-023

LANDS OF VILLANUEVA
APN 034-090-014

PLAN

SCALE: 1"=20'

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ITEMS OF WORK:

- CITY STANDARD CURB AND GUTTER, SEE DETAIL CD-1
- CITY STANDARD SIDEWALK MONOLITHIC, SEE DETAIL CD-1
- CITY STANDARD DRIVEWAY WITHOUT PLANTER, SEE DETAIL CD-1
- CITY STANDARD CONCRETE VALLEY GUTTER, SEE DETAIL CD-1
- INFILTRATION TRENCH, SEE DETAIL CD-2
- RELOCATED MAILBOX
- RECONSTRUCTED WALL PILASTER

LEGEND:

- | |
|--|
| CAPE SEAL |
| 2" RHMA-G, 6" HMA (TYPE A) OVER 14.5" CL2 AB |
| CONCRETE SIDEWALK |
| CONCRETE DRIVEWAY |
| INFILTRATION TRENCH |

KEY MAP



MATCHLINE - SEE SHEET L-1

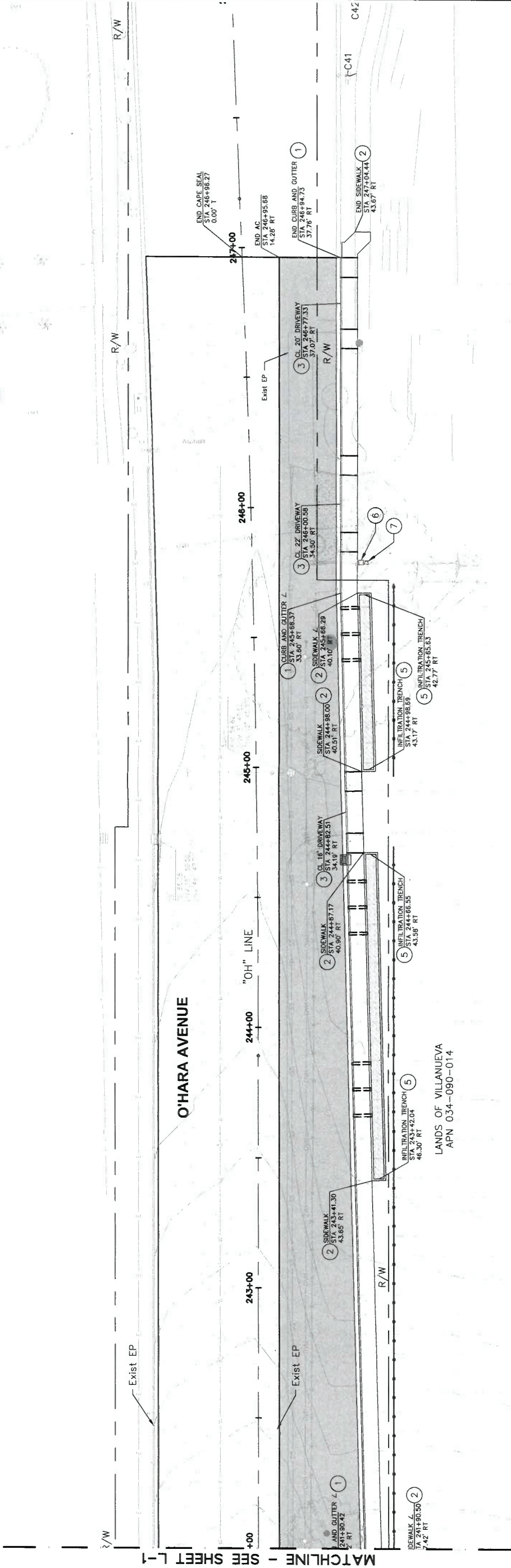
MATCHLINE - SEE SHEET L-2

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OAKLEY
CONTRA COSTA COUNTY
CALIFORNIA
LAYOUT PLAN
CIP 320 - O'HARA AVENUE WIDENING
(LAUREL AVENUE TO GRAPEVINE LANE)

Revisions	No.	Date	11/03/25
		Scale: 1" = 20'	
		Design: BD	
		Drawn: AH	
		Approved: MC	
		Job No: 20250599-10	



PLAN
SCALE: 1"=20'

NOTES:

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- FOR LANDSCAPE AND IRRIGATION WORK, SEE LANDSCAPE AND IRRIGATION PLAN.

ITEMS OF WORK:

- CITY STANDARD CURB AND GUTTER, SEE DETAIL CD-1
- CITY STANDARD SIDEWALK MONOLITHIC, SEE DETAIL CD-1
- CITY STANDARD DRIVEWAY WITHOUT PLANTER, SEE DETAIL CD-1
- CITY STANDARD CONCRETE VALLEY GUTTER, SEE DETAIL CD-1
- INFILTRATION TRENCH, SEE DETAIL CD-2
- RELOCATED MAILBOX
- RECONSTRUCTED WALL PILASTER

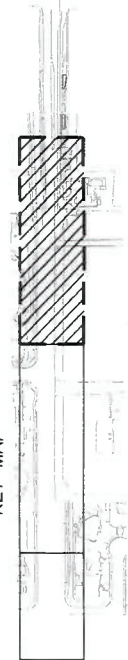
LEGEND:

- CAPE SEAL
- 2" RHMA-G, 6" HMA (TYPE A) OVER 14.5" CL2 AB
- CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- INFILTRATION TRENCH

CURVE DATA

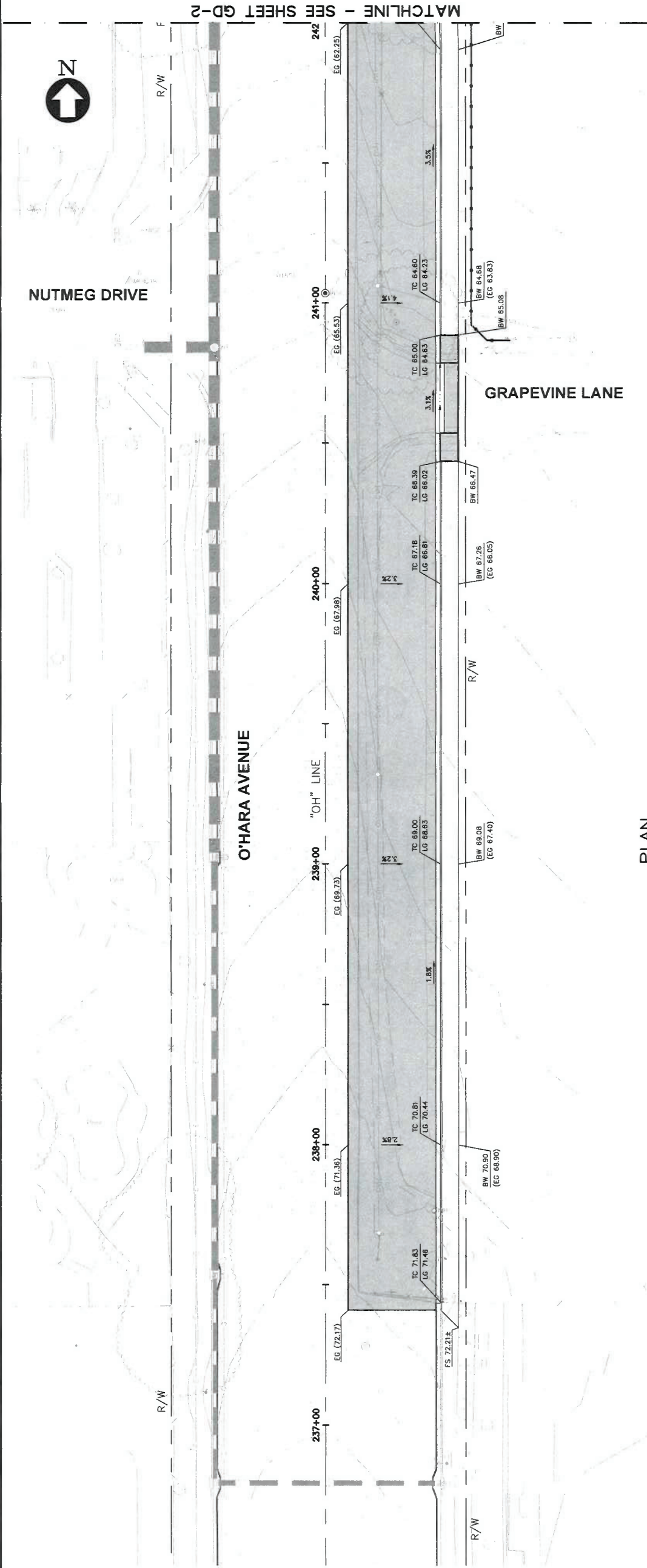
No. #	R	Δ	T	L
C7	750.00'	4°36'23"	30.17'	60.30'
C8	756.00'	6°29'47"	42.90'	85.72'
C9	3984.90'	0°31'08"	18.04'	36.09'
C10	2.30'	179°06'23"	294.89'	7.19'
C11	2510.00'	2°55'23"	64.04'	128.05'
C12	2467.00'	2°46'09"	59.63'	119.23'
C13	25.00'	90°30'37"	25.22'	39.49'

KEY MAP



GRAPHIC SCALE

Revisions	No.	Date: 11/03/25	Scale: 1" = 20'	Design: BD	Drawn: AH	Approved: MC	Job No: 20250599-10



PLAN
SCALE: 1"=20'

NOTES:

1. FOR GENERAL NOTES AND ABBREVIATIONS, SEE DRAWING GN-1.
2. FOR GEOMETRY OF CONTROL, SEE PROJECT CONTROL PLAN.
3. THIS PLAN IS ACCURATE FOR GRADING AND DRAINAGE ONLY.
4. CURB AND GUTTER ELEVATIONS ARE SHOWN AT 100' INTERVALS ALONG "OH" LINE AND "L" LINE, UNLESS NOTED OTHERWISE.
5. CONTRACTOR SHALL CONFORM TO EXISTING GROUND AT 3:1 MAX.
6. CONTRACTOR SHALL VERIFY EXISTING GRADE PRIOR TO GRIND AND OVERLAY OPERATIONS.
7. ALL EXISTING ABOVE GROUND UTILITY FEATURES SHALL BE ADJUSTED TO GRADE UNLESS OTHERWISE NOTED, REFER TO UTILITY PLAN.
8. ALL EXISTING ABOVE GROUND UTILITY FEATURES SHALL BE ADJUSTED TO GRADE UNLESS OTHERWISE NOTED.
9. TRENCHING SHALL CONFORM TO CITY OF OAKLEY STORM DRAIN TRENCH DETAIL SD-03 AND SD-04, SEE DETAILS.
10. FOR INFILTRATION TRENCH DETAIL, SEE CD-2.

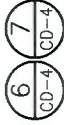
ITEMS OF WORK

1. INSTALL TYPE 1 CURB INLET PER CITY OF OAKLEY STANDARD PLANS SD-08 AND SD-12, SEE DETAILS
2. CONNECT TO EXISTING STRUCTURE
3. PROTECT IN PLACE (E) SDCB
4. INSTALL REVERSE SIDEWALK DRAIN PER COUNTY OF CONTRA COSTA STANDARD PLAN CD06, SEE DETAIL

LEGEND:

- Exist STORM DRAIN LINE (SEE PLAN FOR SIZE)
- Exist STORM DRAIN INLET
- Exist STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN LINE (SEE PROFILE FOR ADDITIONAL PIPE SIZES)
- PROPOSED 4" PIPE
- PROPOSED 4" PERFORATED PIPE
- PROPOSED STORM DRAIN CURB INLET
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED CLEANOUT
- COBBLESTONE OUTFALL
- DRAINAGE SYSTEM NUMBER
- DRAINAGE STRUCTURE DESIGNATION
- TOP OF CUT
- TOE OF CUT
- Exist ELEVATION
- PROPOSED ELEVATION
- Exist SPOT ELEVATION

KEY MAP



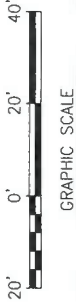
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OAKLEY
CONTRA COSTA COUNTY
CALIFORNIA
CIP 320 - O'HARA AVENUE WIDENING
(LAUREL AVENUE TO GRAPEVINE LANE)
GRADING AND DRAINAGE PLAN

Job No: 20250599-10
Approved: MC
Drawn: AH
Design: BD
Scale: 1" = 20'
Date: 11/03/25

Drawing Number:
GD-2
11 of 18



MATCHLINE - SEE SHEET GD-1

O'HARA AVENUE

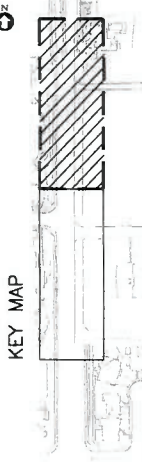
"OH" LINE

C-41

C-42

PLAN
SCALE: 1"=20'

KEY MAP



NOTES:

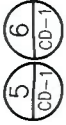
1. FOR GENERAL NOTES AND ABBREVIATIONS, SEE DRAWING GN-1.
2. FOR GEOMETRY OF CONTROL, SEE PROJECT CONTROL PLAN.
3. THIS PLAN IS ACCURATE FOR GRADING AND DRAINAGE ONLY.
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7. ALL EXISTING ABOVE GROUND UTILITY FEATURES SHALL BE ADJUSTED TO GRADE UNLESS OTHERWISE NOTED, REFER TO UTILITY PLAN.
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9. TRENCHING SHALL CONFORM TO CITY OF OAKLEY STORM DRAIN TRENCH DETAIL SD-03 AND SD-04, SEE DETAILS.
10. FOR INFILTRATION TRENCH DETAIL, SEE CD-2.

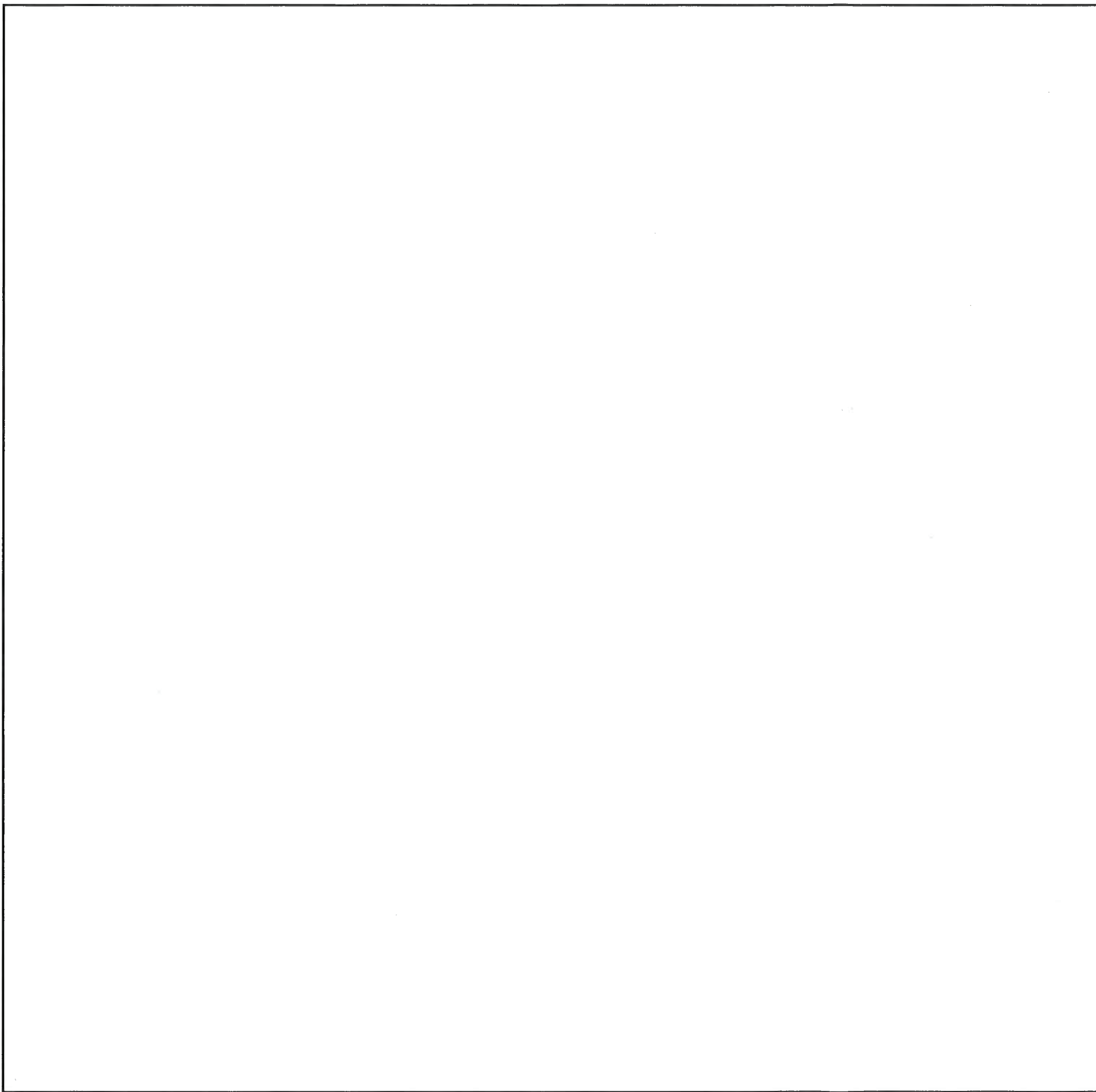
ITEMS OF WORK

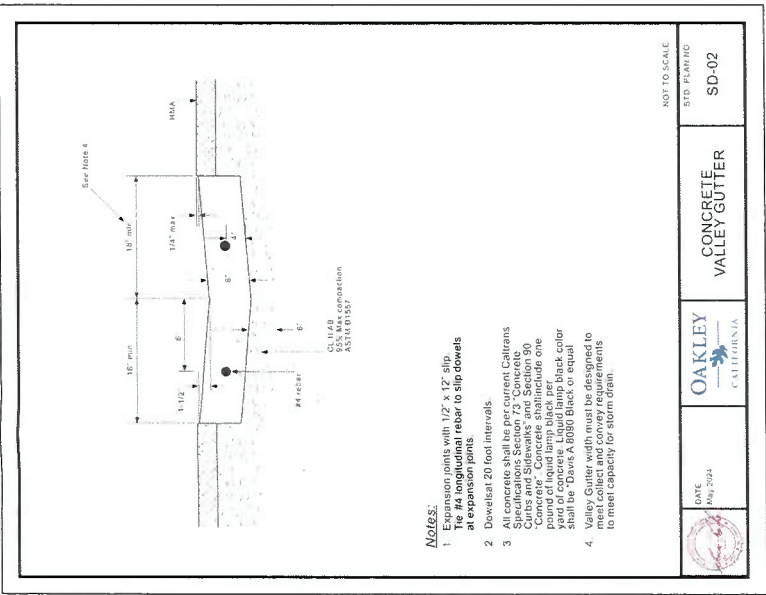
1. INSTALL TYPE I CURB INLET PER CITY OF OAKLEY STANDARD PLANS SD-08 AND SD-12, SEE DETAILS CD-3 CD-1
2. CONNECT TO EXISTING STRUCTURE
3. PROTECT IN PLACE (E) SDCB
4. INSTALL REVERSE SIDEWALK DRAIN PER COUNTY OF CONTRA COSTA STANDARD PLAN CD06, SEE DETAIL CD-1

LEGEND:

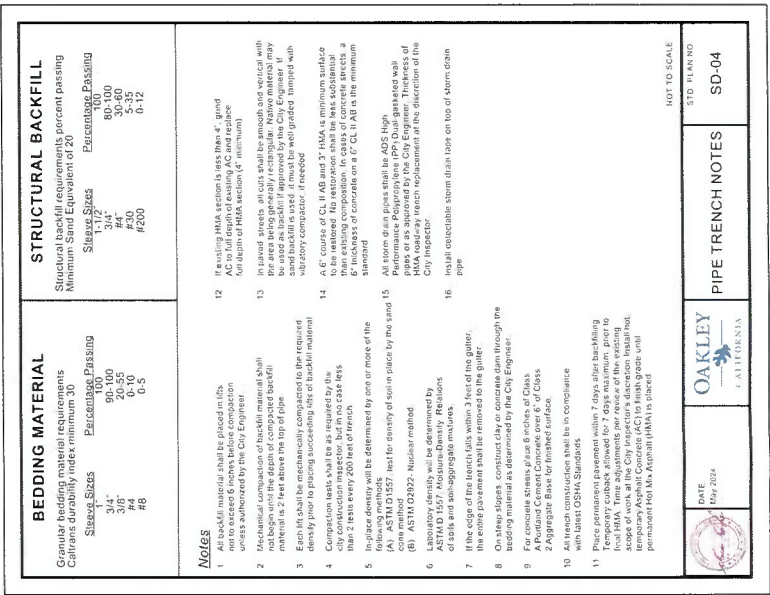
- Exist STORM DRAIN LINE (SEE PLAN FOR SIZE)
Exist STORM DRAIN INLET
Exist STORM DRAIN MANHOLE
SD SD PROPOSED STORM DRAIN LINE (SEE PROFILE FOR ADDITIONAL PIPE SIZES)
4" 4" PROPOSED 4" PIPE
PROPOSED 4" PERFORATED PIPE
PROPOSED STORM DRAIN CURB INLET
PROPOSED STORM DRAIN MANHOLE
PROPOSED CLEANOUT
COBBLESTONE OUTFALL
DRAINAGE SYSTEM NUMBER
DRAINAGE STRUCTURE DESIGNATION
TOP OF CUT
TOE OF CUT
Exist ELEVATION
PROPOSED ELEVATION
Exist SPOT ELEVATION



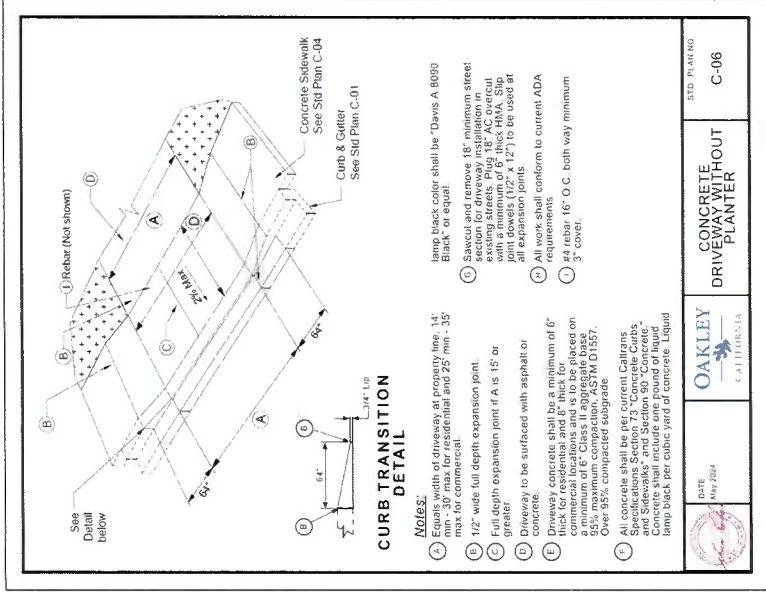




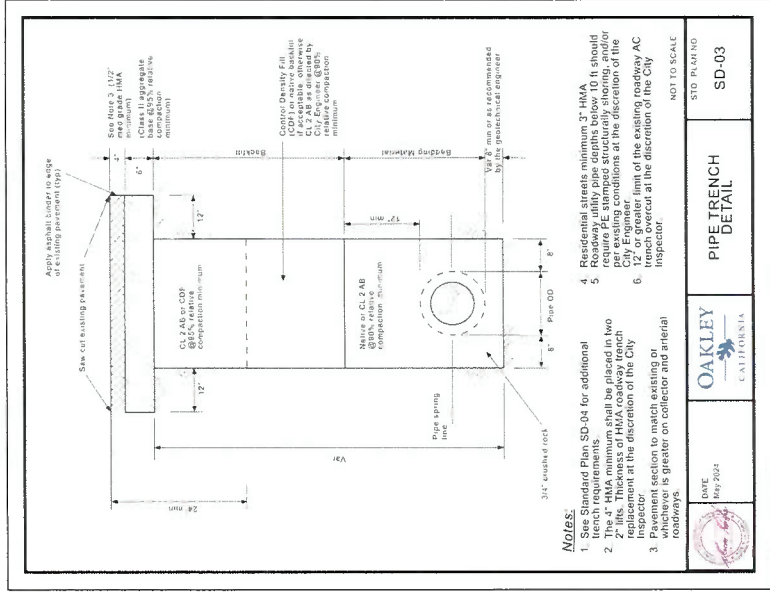
CONCRETE VALLEY GUTTER
NTS
4
CD-1



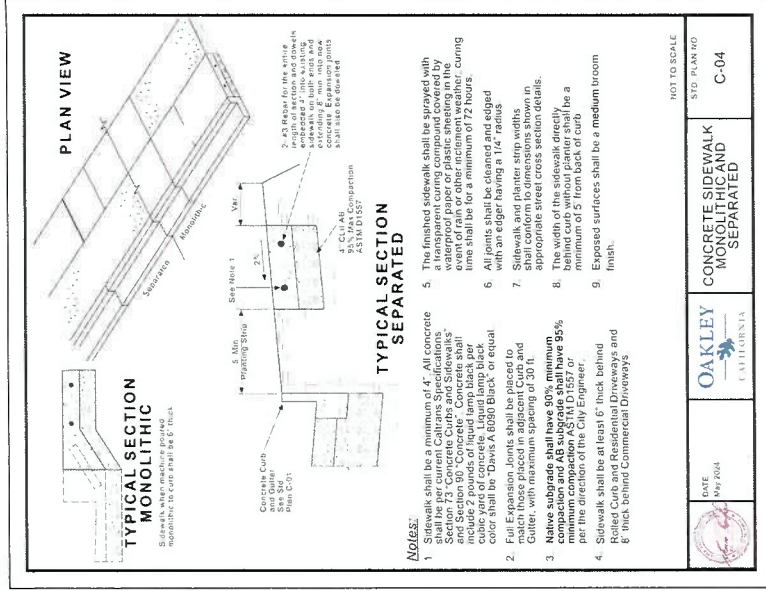
STORM DRAIN TRENCH NOTES
NTS
6
CD-1



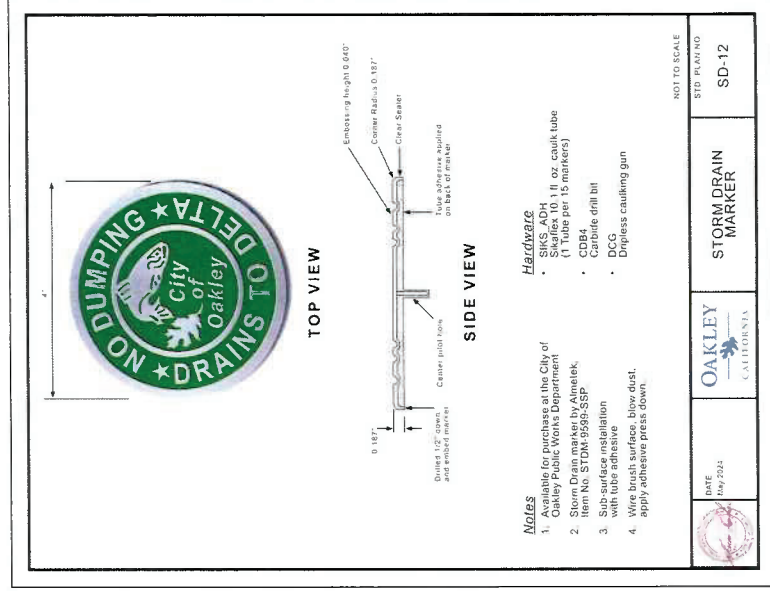
CONCRETE DRIVEWAY W/O PLANTER
NTS
3
CD-1



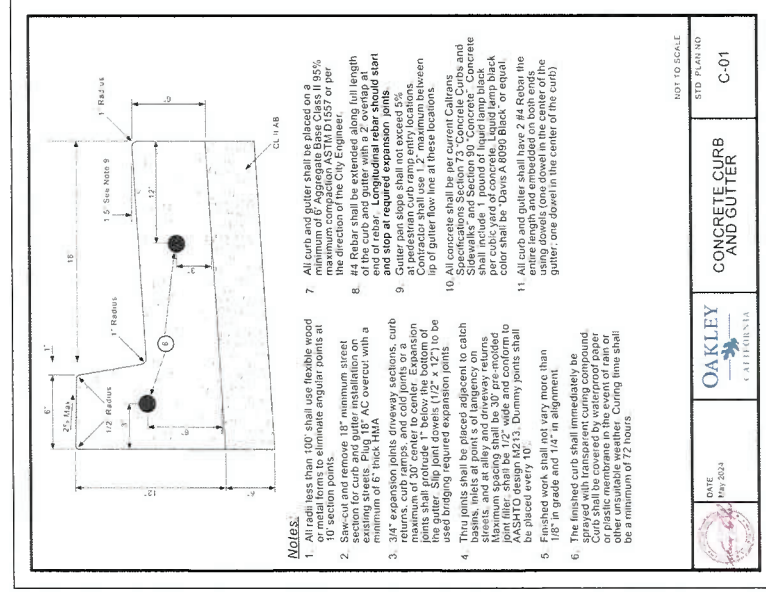
STORM DRAIN TRENCH
NTS
6
CD-1



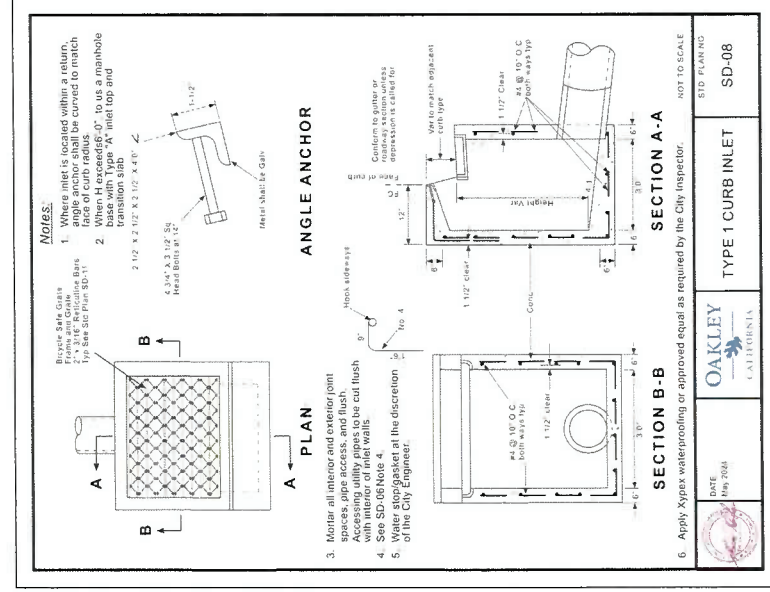
CONCRETE SIDEWALK MONOLITHIC
NTS
2
CD-1



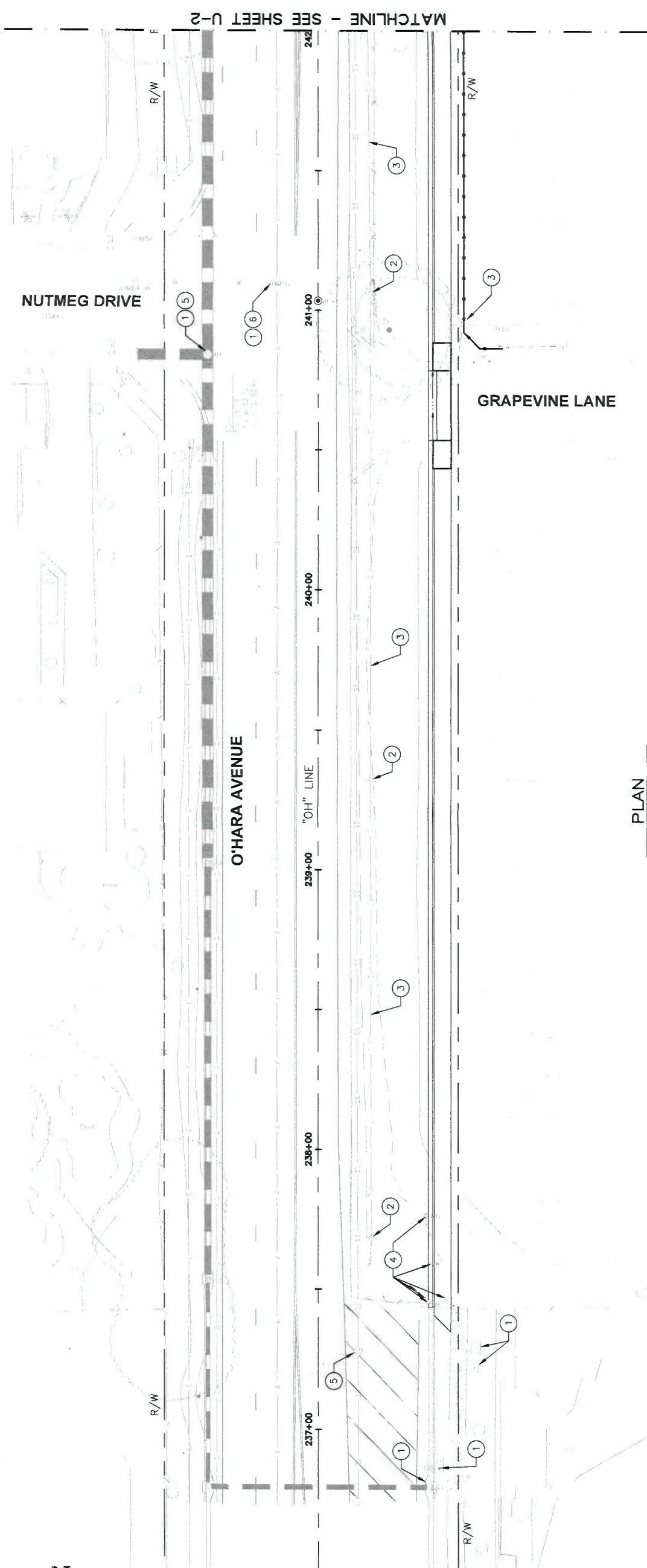
STORM DRAIN MARKER
NTS
6
CD-1



CONCRETE CURB AND GUTTER
NTS
1
CD-1



TYPE I CURB INLET
NTS
5
CD-1



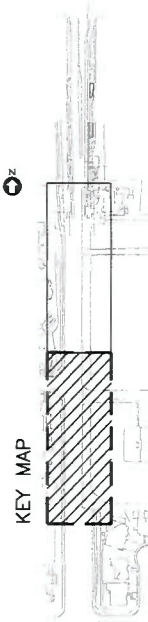
PLAN
SCALE: 1"=20'

1. THIS PLAN IS ACCURATE FOR UTILITIES ONLY.
2. FOR STORM DRAINAGE INFORMATION, SEE DRAINAGE PLAN.
3. FOR GRADING INFORMATION, SEE GRADING PLAN.
4. FOR SIGN AND STRIPING INFORMATION, SEE SIGNING AND STRIPING PLAN.
5. CONTRACTOR TO VERIFY ALL EXISTING UNDERGROUND UTILITIES BEFORE CONSTRUCTION, BOTH HORIZONTAL AND VERTICAL.

- ITEMS OF WORK:**
- ① PROTECT IN PLACE (E)
 - ② REMOVE POLE AND FOUNDATION (BY OTHERS)
 - ③ REMOVE AT&T OH LINES AND
RELOCATE UNDERGROUND (BY OTHERS)
 - ④ RELOCATE IRRIGATION VALVES
 - ⑤ ADJUST TO GRADE (E) MANHOLE COVER
 - ⑥ ADJUST TO GRADE (E) UTILITY VALVE COVER

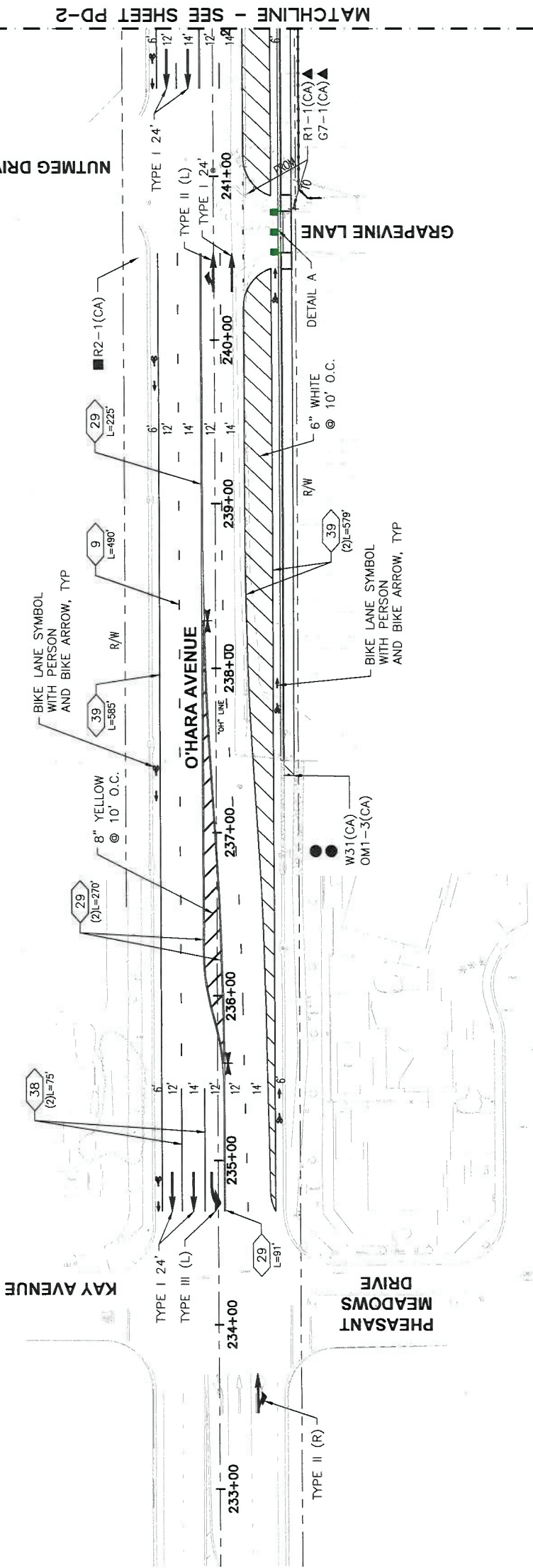
- LEGEND:**
- | | |
|---|--------------------------------------|
|  | CAPE SEAL |
|  | 8" HMA (TYPE A)
OVER 14.5" CL2 AB |
|  | CONCRETE SIDEWALK |
|  | CONCRETE DRIVEWAY |

- | LEGEND: | EXISTING |
|---------|---|
| | Exist GAS LINE |
| | Exist Elect OH LINE (PG&E) |
| | Exist Elect OH TRANSMISSION LINE (WAPA) |
| | Exist TELE OH LINE |
| | Exist SANITARY SEWER LINE |
| | Exist TELE LINE |
| | Exist WATER LINE |
| | Exist WATER WELL LINE |
| | Exist SSMH |
| | Exist FH |
| | Exist WATER VALVE |
| | Exist POLE |
| | Exist GUY WIRE |

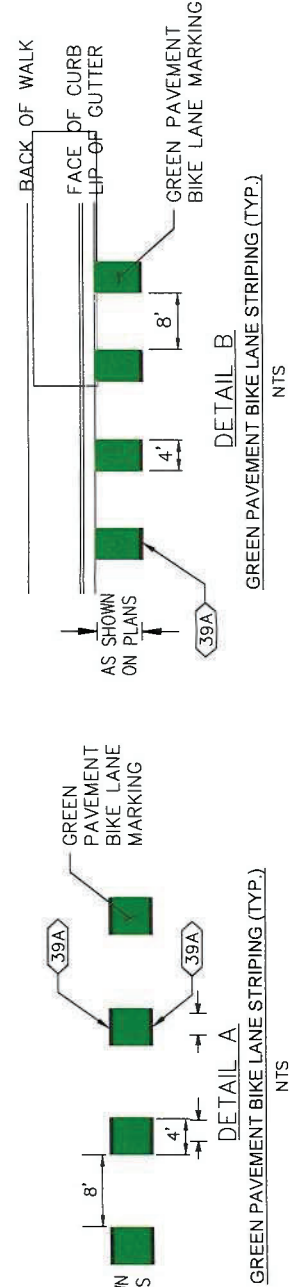
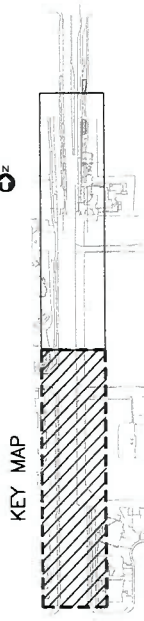


- NOTES:**
1. REMOVE CONFLICTING (E) STRIPING AND MARKING.
 2. ALL PERMANENT STRIPING AND PAVEMENT MARKING SHALL BE THERMOPLASTIC, UNLESS OTHERWISE NOTED.
 3. EXACT LOCATION AND POSITION OF ROADSIDE SIGNS TO BE DETERMINED BY THE ENGINEER.
 4. EXACT LOCATION AND POSITION OF PAVEMENT MARKINGS TO BE DETERMINED BY THE ENGINEER.
 5. UNLESS INDICATED OTHERWISE, ALL SIGN TYPES SHOWN ON THIS PLAN ARE PER THE LATEST CALIFORNIA MUTCD.
 6. ALL DIMENSIONS SHOWN ARE TO CENTERLINE OF STRIPING.
 7. NEW STRIPING AND PAVEMENT MARKINGS SHALL BE CAT TRACKED AND APPROVED BY CITY ENGINEER BEFORE PLACING NEW STRIPING OR PAVEMENT MARKINGS.

- LEGEND:**
- | | |
|--|--|
| | EXISTING ROADSIDE SIGN |
| | PROPOSED ROADSIDE SIGN |
| | PAVEMENT DELINEATION DETAIL PER 2024 CALTRANS STANDARD PLANS |
| | CHANGE OF PAVEMENT DELINEATION DETAIL |
| | INSTALL NEW ROADSIDE SIGN |
| | PAVEMENT MARKING |
| | EXISTING ROADSIDE SIGN TO REMAIN |
| | REMOVE EXISTING ROADSIDE SIGN |
| | RELOCATE EXISTING ROADSIDE SIGN |
| | BIKE LANE PAVEMENT MARKING |



PLAN
SCALE: 1"=40'



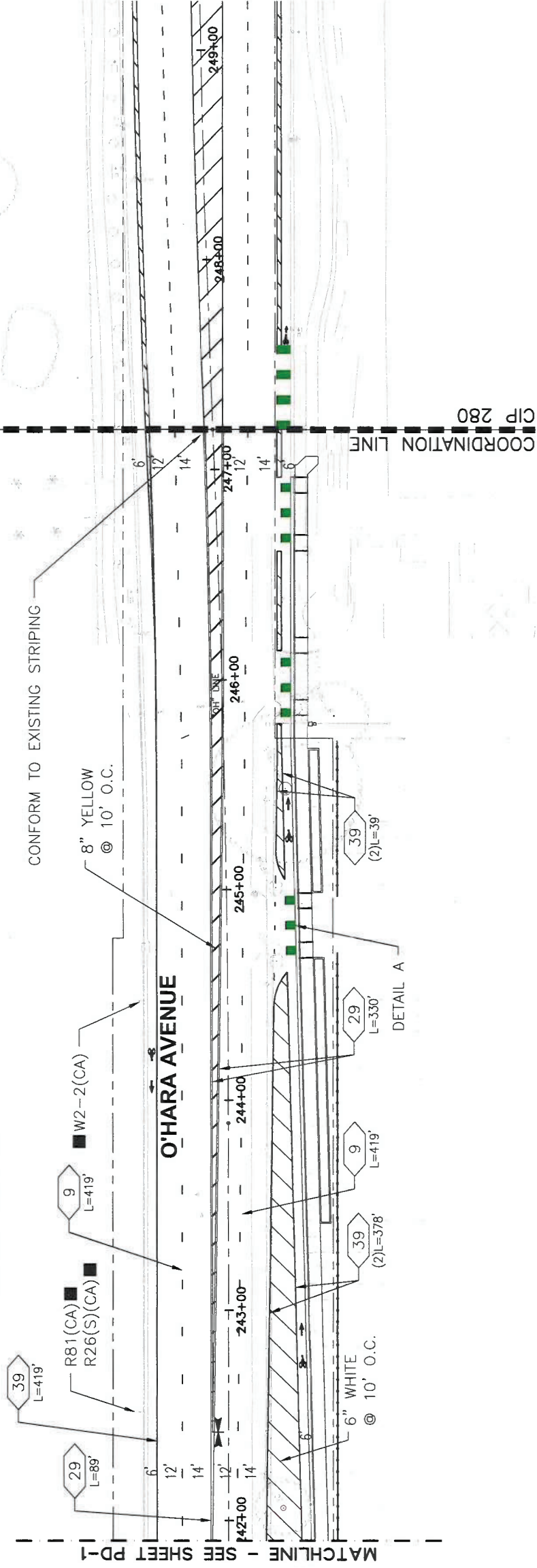
GRAPHIC SCALE

Revisions	No.	Date	11/03/25
Design: BD	Drawn: AH	Approved: MC	Job No: 20250599-10

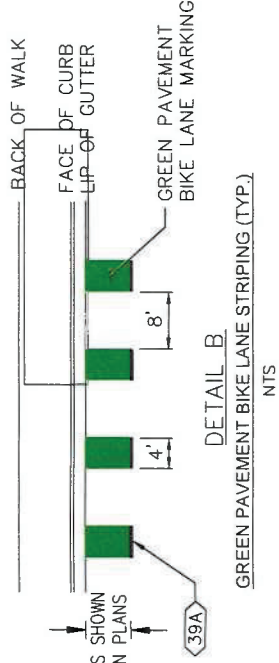
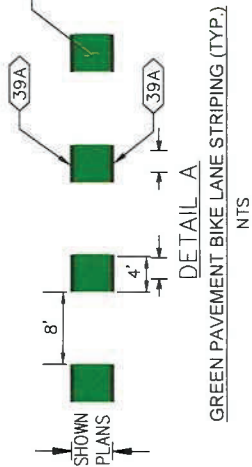
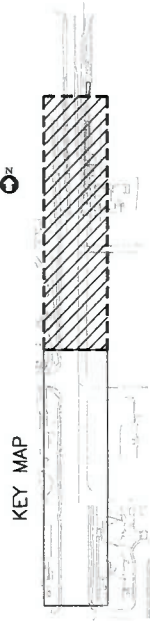
LEGEND:

- | | |
|---|--|
|  | EXISTING ROADSIDE SIGN |
|  | PROPOSED ROADSIDE SIGN |
|  | PAVEMENT DELINEATION DETAIL PER 2024 CALTRANS STANDARD PLANS |
|  | CHANGE OF PAVEMENT DELINEATION DETAIL |
|  | INSTALL NEW ROADSIDE SIGN |
|  | PAVEMENT MARKING |
|  | EXISTING ROADSIDE SIGN TO REMAIN |
|  | REMOVE EXISTING ROADSIDE SIGN |
|  | RELOCATE EXISTING ROADSIDE SIGN |
|  | BIKE LANE PAVEMENT MARKING |

N

PLAN
SCALE: 1"=40'



Date: 11/03/25	No.	Revisions
Scale: 1" = 20'		
Design: BD		
Drawn: AH		
Approved: MC		
Job No: 20250599-10		

**CIP 320 - O'HARA AVENUE WIDENING
(LAUREL AVENUE TO GRAPEVINE LANE)
SIGNING AND STRIPING PLAN
CONTRA COSTA COUNTY
OAKLEY
CALIFORNIA**

7901 STONERIDGE DRIVE
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PLEASANTON, CA 94588
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OAKLEY
CALIFORNIA

Tri Delta Transit System Map / Mapa Del Sistema

