UTILITY COMPANY CONTACTS

COMPANY	CONTACT	PHONE NO.
Underground Utility		(800) 227-2600
Southern California Gas Company-Distribution	Jason Sum	(310) 687-2011
Golden State Water Company	Jennifer Deschepper	(562) 907-9200
Southern California Edison	Mudila Kangulungu	(310) 315-3220
Frontier Communications	Danny Peterson	(310) 264-5125
AT&T	Joseph Forkert	(714) 963-7964
Shell Pipeline Company LP	David Bergeron	(310) 816-2063
Chevron Pipeline Company	Dave Zerler	(310) 669-4014
MWD-Pipeline Maintenance Group	Ken Chung	(213) 217-7670
MPOWER Communications	Mark Dennings	(949) 864-0296

ABBREVIATIONS

STA	STATION
EX	EXISTING
PROP	PROPOSED
PL	PROPERTY LINE
R/W	RIGHT-OF-WAY
MH	MANHOLE
CB	CATCH BASIN
AC	ASPHALT/CONCRETE
CONC	CONCRETE
DWY	DRIVEWAY
FS	FINISH SURFACE
FL	FLOW LINE
TC	TOP OF CURB
BCR	BEGIN OF CURVE
ECR	END OF CURVE
FG	FINISH GRADE
EQ	EQUAL
INV	INVERT
CL	CENTER LINE
W	WIDTH
R.Cb	RED CURB
L	LENGTH
ST	STREET
BLVD	BOULEVARD
O.C.	ON CENTER
S/O	SOUTH OF
N/O	NORTH OF
U.N.O	UNLESS NOTED OTHERWISE

UTILITY LEGEND

S	SEWER LINE
SD	STORM DRAIN LINE
W	WATER LINE
E	ELECTRICAL LINE
T	TELEPHONE LINE
G	GAS LINE
CTV	CABLE LINE
OHS	OVERHEAD SERVICE
JT	JOINT TRENCH

GENERAL NOTES:

1. ALL MATERIAL AND WORK SHALL CONFORM TO THE LATEST EDITIONS THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CALIFORNIA MUTCD), STANDARD PLANS AND STANDARD SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, FHWA STANDARD HIGHWAY SIGNS, CALIFORNIA SIGN SPECIFICATION, AND THE SPECIAL PROVISIONS.
2. ALL STRIPING AND PAVEMENT LEGENDS SHALL BE ALKYD-BASED THERMOPLASTIC WITH RAISED PAVEMENT MARKERS UNLESS OTHERWISE NOTED.
3. ALL CONFLICTING LINES AND LEGENDS SHALL BE REMOVED BY WET BLASTING OR GRINDING. REMOVAL OF RAISED PAVEMENT MARKERS SHALL NOT CAUSE STRUCTURAL DAMAGE TO THE PAVEMENT.
4. ALL SALVAGED SIGNS AND POSTS SHALL BE DELIVERED TO THE CITY MAINTENANCE YARD, 9505 JEFFERSON BLVD, CITY OF CULVER CITY, (310) 253-6441, UNLESS OTHERWISE INDICATED.
5. NEW SIGN POSTS SHALL BE "UNISTRUT" SQUARE GALVANIZED STEEL POSTS WITH A BREAKAWAY FEATURE, OR APPROVED EQUAL, PER LADOT STANDARD PLAN S-452.0.
6. ALL NEW STREET NAME SIGNS SHALL BE DOUBLE-SIDED RETRO-REFLECTORIZED TYPE WITH A GREEN BACKGROUND AND WHITE LEGEND. POST MOUNTED STREET NAME SIGNS SHALL USE 6 INCH UPPER CASE AND 4 ½ INCH LOWER CASE SERIES C LETTERS WITH THE CITY SEAL AND LOGO, AS PER CITY STANDARD PLAN. ALL OVERHEAD STREET NAME SIGNS SHALL USE 12 INCH UPPER CASE AND 9 INCH LOWER CASE SERIES C LETTERS AND SHALL BE INTERNALLY-ILLUMINATED USING LEDS AS INDICATED ON THE PLANS. SEE THE SPECIFICATIONS UNDER TRAFFIC SIGNALS.
7. ALL NEW SIGNS ARE TO HAVE RETRO-REFLECTORIZED SHEETING WITH TYPE III BACKGROUNDS, TYPE VIII WHITE TEXT, AND UV/ANTI-GRAFFITI FILM.
8. ALL SIGNS ARE TO BE PER THE STATE OF CALIFORNIA SIGN SPECIFICATIONS AND SHALL BE MINIMUM 0.1 INCH THICK ALUMINUM SHEETING.
9. All INSTALLATIONS AND REMOVALS OF SIGNS AND COLORED CURB ZONES ARE TO BE IMPLEMENTED BEFORE STRIPING MARKOUT.
10. STRIPING SHALL BE MARKED OUT BY THE CONTRACTOR BY USE OF A THIN PAINTED LINE OVER A PULLED ROPE OR STRING. YELLOW MARKOUT IS TO BE USED FOR CENTERLINES AND YELLOW CROSSWALKS AND WHITE MARKOUT IS TO BE USED FOR ALL OTHER LINES. THE MARKOUT FOR DOUBLE YELLOW LINES AND BARRIER LINES IS TO BE A SOLID THIN LINE. AT INTERSECTIONS WITH CURVES OR WITH WIDTH CHANGES THE MARKOUT SHOULD BE PULLED ACROSS THE INTERSECTION TO ENSURE NO OFFSETS IN THE STRIPING. THE MARKOUT IS TO BE APPROVED BY THE CITY TRAFFIC ENGINEER FOR ALIGNMENT PRIOR TO FINAL INSTALLATION. A MINIMUM OF ONE WEEK NOTICE IS REQUIRED BY THE CITY TRAFFIC ENGINEER FOR APPROVAL OF STRIPING.
11. TABS (TEMPORARY ADHESIVE DELINEATORS) SHALL BE INSTALLED IMMEDIATELY FOLLOWING STRIPING REMOVAL ALONG THE GHOST LINES OF THE REMOVED STRIPING. TABS ALSO SHALL BE INSTALLED IMMEDIATELY FOLLOWING RESURFACING BY ESTIMATING THE POSITIONING OF THE NEW STRIPING. IMMEDIATELY FOLLOWING THE INSTALLATION OF THE MARKOUT THE OLD TABS ARE TO BE REMOVED AND NEW TABS ARE TO BE INSTALLED ADJACENT TO THE MARKOUT, UNLESS THE OLD TABS ARE WITHIN ONE FOOT OF THE MARKOUT. ALL TABS SHOULD BE REMOVED AFTER THE FINAL STRIPING IS INSTALLED. TABS SHALL BE THE SAME COLOR AS THE FINAL STRIPING AND DUAL TABS SHALL BE USED FOR LINES WIDER THAN FOUR INCHES.

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS PROJECT PHASE 1

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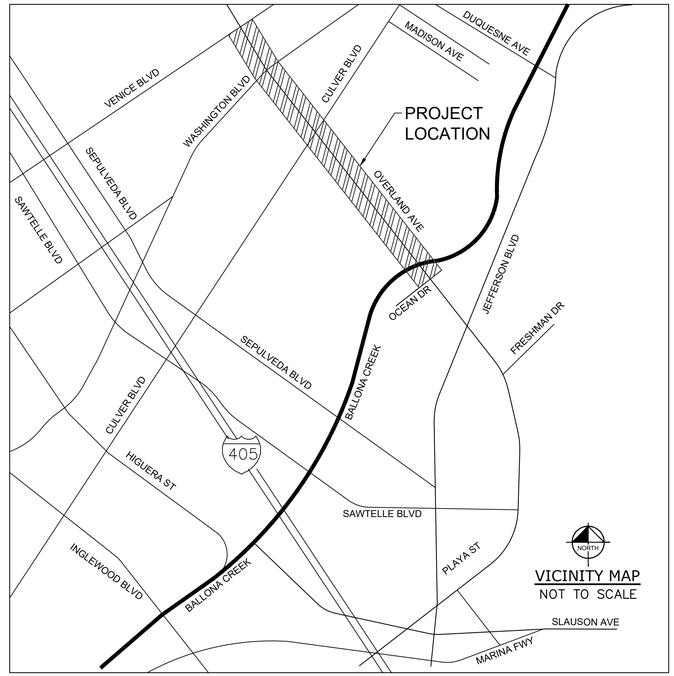

VICINITY MAP
NOT TO SCALE

ENGINEER'S NOTICE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS.

THE ESTIMATED QUANTITY FOR EACH SPECIFIC ITEM OF THE WORK DESIGNATED ON THE PLANS SHALL BE CONSIDERED AS APPROXIMATE ONLY AND NO GUARANTEE IS MADE THAT THE QUANTITIES WHICH CAN BE DETERMINED BY COMPUTATIONS, BASED ON THE DETAILS AND DIMENSIONS SHOWN ON THE PLANS, WILL EQUAL THE ESTIMATED QUANTITIES. THE ESTIMATE OF QUANTITIES IS PROVIDED BY THE ENGINEER ONLY FOR THE CONVENIENCE OF THE OWNER, THE CONTRACTOR SHALL MAKE HIS OWN DETERMINATION AND BE RESPONSIBLE FOR HIS OWN CONSTRUCTION QUANTITIES BEFORE SUBMITTING A BID. ANY ITEM OF WORK, OR PORTION THEREOF, REQUIRED BY THESE PLANS WHICH IS NOT SPECIFICALLY LISTED IN THE ESTIMATE OF QUANTITIES SHALL BE CONSIDERED AS INCLUDED IN THE OTHER ITEMS OF WORK.

Know what's below. Call before you dig.

NO	DESCRIPTION	BY	AP	DATE

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PREPARED BY
Kimley»Horn

660 S. FIGUEROA STREET, SUITE 2050, LOS ANGELES, CA 90017
PHONE: 213-261-4040
WWW.KIMLEY-HORN.COM

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
TITLE SHEET

DESIGNED BY DATE	CHECKED BY
MJ,VC,JM,TC 12/22/2024	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER
DRAWN BY DATE	APPROVED BY
MJ,VC 12/22/2024	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER

SHEET 1 OF 31 SHEETS
PROJECT NUMBER PS029
PLAN NUMBER MTE1004

DESIGN ENGINEER GENERAL NOTES:

1. THE TERM "DESIGN ENGINEER" USED HEREIN SHALL MEAN THE ENGINEER WHO HAS SIGNED AND SEALED THEIR RESPECTIVE PLAN SHEETS AND IS IN RESPONSIBLE CHARGE OF THE ENGINEERING DESIGN ON THOSE SHEETS. THE TERM "CONTRACTOR" USED HEREIN SHALL MEAN ANY GENERAL CONTRACTOR OR SUBCONTRACTOR USING THESE PLANS.

2. THE DESIGN ENGINEER SHALL NOT PROVIDE, OBSERVE, COMMENT ON NOR ENFORCE ANY SAFETY MEASURES OR REGULATIONS. THE CONTRACTOR SHALL DESIGN, IMPLEMENT, AND MAINTAIN ALL SAFETY MEASURES AND SHALL BE SOLELY RESPONSIBLE FOR ALL REQUIRED SAFETY MEASURES, PROCEDURES AND PROGRAMS AND COMPLYING WITH ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS, AND REGULATIONS. THE CONTRACTOR AGREES THAT SHE/HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS AND SAFETY OF ALL PERSONS AND PROPERTY DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

3. THE DESIGN ENGINEER SHALL HAVE NO RESPONSIBILITY FOR ANY OF THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION, TECHNIQUES, EQUIPMENT CHOICE AND USAGE, SEQUENCE, SCHEDULE, SAFETY PROGRAMS, OR SAFETY PRACTICES, NOR SHALL THE DESIGN ENGINEER HAVE ANY AUTHORITY OR RESPONSIBILITY TO DIRECT OR STOP THE WORK OF ANY CONTRACTOR.

4. ANY CHANGES MADE BY THE CONTRACTOR TO THE CONTRACTUALLY AGREED UPON SCOPE, SCHEDULE AND/OR FEE, WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF THE OWNER, IS THE SOLE RESPONSIBILITY AND LIABILITY OF THE CONTRACTOR. THE DESIGN ENGINEER IS NOT RESPONSIBLE FOR DIRECTING, IMPLICITLY OR EXPLICITLY ANY SUCH CHANGES AND THE CONTRACTOR ASSUMES ALL RISK OF UNDERTAKING ANY SUCH CHANGES.

5. THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE DESIGN ENGINEER AND OWNER, THEIR OFFICERS, AGENTS AND EMPLOYEES, HARMLESS FROM ANY AND ALL CLAIMS, DEMANDS, JUDGMENTS, LOSS, DAMAGES, COSTS, EXPENSES, FEES OR LIABILITY WHATSOEVER, REAL OR ALLEGED, IN CONNECTION WITH, IN WHOLE OR IN PART, DIRECTLY OR INDIRECTLY, THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE OR CONCURRENT NEGLIGENCE OF THE OWNER OR THE DESIGN ENGINEER.

6. IF THERE ARE ANY QUESTIONS REGARDING THESE PLANS, THE CONTRACTOR SHALL ISSUE A RFI IN WRITING FROM THE DESIGN ENGINEER AND THE OWNER, REQUESTING A CLARIFICATION BEFORE PERFORMING ANY RELATED OR IMPACTED WORK. ANY ELECTRONIC FILES ARE PROVIDED ONLY FOR THE CONVENIENCE OF THE RECEIVING PARTY AND ARE INTENDED SOLELY FOR THE EXCLUSIVE USE BY THAT PARTY FOR THE PURPOSES EXPRESSLY AUTHORIZED. IN ACCORDANCE WITH STANDARD INDUSTRY PRACTICE, ONLY PRINTED COPIES OF DOCUMENTS DESIGNATED AS "ISSUED FOR CONSTRUCTION", OR EQUIVALENT DESIGNATION, MAY BE RELIED UPON.

7. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PREPARING ITS BID, IN WHOLE AND IN PART, BASED UPON THE DESIGN SHOWN ON THESE PLANS. THE CONTRACTOR IS NOT AUTHORIZED TO USE ANY QUANTITIES SHOWN ON THESE PLANS WITHOUT THE EXPLICIT WRITTEN PERMISSION OF THE ENGINEER OF RECORD. THE DESIGN ENGINEER MAKES NO WARRANTY OR REPRESENTATION AS TO THE SUITABILITY OF ANY INFORMATION SHOWN HEREON FOR DETERMINING A CONTRACTOR BID.

8. ANYTHING MENTIONED IN THE SPECIFICATIONS, IF ANY, AND NOT SHOWN ON THE DRAWINGS, OR SHOWN ON THE DRAWINGS AND NOT MENTIONED IN THE SPECIFICATIONS, SHALL BE OF LIKE EFFECT AS IF SHOWN OR MENTIONED IN BOTH.

9. THE EXISTENCE, LOCATION, TYPE, CONDITION AND SIZE OF UNDERGROUND UTILITIES, FACILITIES OR STRUCTURES ("FACILITIES") SHOWN ON THESE PLANS WAS OBTAINED FROM A SEARCH OF READILY AVAILABLE RECORDS, OR AS PROVIDED BY OTHERS. NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION. THE CONTRACTOR SHALL CONFIRM SAID INFORMATION BY FIELD MEASUREMENTS, OBSERVATIONS AND WHATEVER MEANS NECESSARY, PRIOR TO CONSTRUCTION. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DESIGN ENGINEER IN WRITING IF ANY DISCREPANCIES OR CONFLICTING INFORMATION IS FOUND. THE CONTRACTOR SHALL PROTECT THE FACILITIES SHOWN HEREON AND ANY OTHERS NOT OF RECORD OR NOT SHOWN ON THESE PLANS, AS NEEDED. ALL DAMAGES THERETO CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE APPROPRIATE SPECIFICATIONS AND STANDARDS AT THE SOLE EXPENSE OF THE CONTRACTOR.

10. THE CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND FACILITIES AS NEEDED, SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY DUE TO THE ACTUAL LOCATION, SIZE, TYPE, OR CONDITION OF EXISTING FACILITIES DIFFERING FROM WHAT IS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ALL SUCH FACILITIES WHETHER NOTED ON THESE PLANS OR NOT. THE DESIGN ENGINEER ASSUMES NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING FACILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ANY DAMAGE TO THE EXISTING IMPROVEMENTS AND REPLACEMENT TO THE SATISFACTION OF THE OWNER AND/OR AUTHORITY HAVING JURISDICTION AS NEEDED.

11. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO STARTING WORK ADJACENT TO, ABOVE OR BELOW THEIR FACILITIES AND SHALL COORDINATE ALL WORK WITH UTILITY COMPANY REPRESENTATIVES.

12. THE CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED GRADING ELEMENTS BEFORE THE START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE DESIGN ENGINEER OF ANY DISCREPANCIES.

13. UNLESS EXPLICITLY STATED OTHERWISE HEREIN, THE EARTHWORK QUANTITIES SHOWN ON THESE PLANS ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S) AS FINISHED GROUND, FINISHED SURFACE, AND FINISHED FLOOR ELEVATIONS. NO REPRESENTATIONS OF SUCH QUANTITIES OR A BALANCED SITE CONDITION ARE MADE BY THE ENGINEER OF RECORD. THE EARTHWORK QUANTITIES SHOWN ON THESE PLANS ARE FOR PERMITTING PURPOSES ONLY. UNLESS EXPLICITLY STATED OTHERWISE HEREIN, THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, SUBSIDENCE, OVER-EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, STORMWATER QUALITY MEDIA SECTIONS, UTILITY PIPES, TRENCHING AND BEDDING MATERIALS, BUILDING OR WALL FOOTINGS, BUILDING SLABS THICKNESSES AND UNDERLYING BASE OR SAND LAYERS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE PAVEMENTS, ETC. THE CONTRACTOR IS NOT AUTHORIZED TO USE THE ESTIMATES HEREIN FOR BIDDING AND CONSTRUCTION PURPOSES WITHOUT THE EXPLICIT WRITTEN PERMISSION OF THE ENGINEER OF RECORD

14. PROPOSED BUILDING PAD ELEVATIONS, IF SHOWN, ARE BASED ON INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. CONTRACTOR SHALL CONFIRM SLAB STRUCTURAL SECTION THICKNESSES AND PAD PREPARATION REQUIREMENTS PRIOR TO GRADING FINISHED PADS.

15. THE CONTRACTOR SHALL THOROUGHLY CHECK COORDINATION OF CIVIL, LANDSCAPE, MEP, ARCHITECTURAL AND ALL OTHER PLANS PRIOR TO COMMENCING CONSTRUCTION. SHOULD DISCREPANCIES OR CONFLICTING INFORMATION BE FOUND ON ANY PLANS, OR IN ANY SPECIFICATIONS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER AND DESIGN ENGINEER IN WRITING BEFORE PROCEEDING WITH THE WORK IN QUESTION.

16. THE PROPOSED BUILDING FOOTPRINT(S) AND OTHER STRUCTURE FOOTPRINTS SHOWN IN THESE PLANS WERE PROVIDED TO THE DESIGN ENGINEER BY THE PROJECT ARCHITECT AT THE TIME OF PREPARATION OF THESE PLANS. THE DESIGN ENGINEER MAKES NO REPRESENTATION AS TO THE ACCURACY OF THESE FOOTPRINTS AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFIRMING WITH THE RELEVANT DESIGN TEAM PROFESSIONALS, AND USING THE FINAL, CORRECT VERSION OF THE FOOTPRINTS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFIRMING THE STRUCTURE'S FINAL POSITION ON THE SITE BASED UPON THE FINAL ARCHITECTURAL FOOTPRINT, CIVIL PLANS, SURVEY AND ANY OTHER RELEVANT DOCUMENTS. ANY DIFFERENCES FOUND SHALL BE IMMEDIATELY REPORTED TO THE DESIGN ENGINEER AND OWNER/PROJECT ARCHITECT.

17. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO PROTECT THE PROJECT PROPERTY FROM ANY EROSION AND SILTATION THAT RESULT FROM CONTRACTOR OPERATIONS, BY APPROPRIATE MEANS, OR BY SPECIFIC MEANS DESCRIBED IN THE PROJECT'S PLANS, SPECIFICATIONS OR STORM WATER POLLUTION PREVENTION REPORT, UNTIL SUCH TIME THAT THE PROJECT IS COMPLETED AND ACCEPTED FOR MAINTENANCE BY WHOMEVER IS TO BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND THE AGENCY HAVING JURISDICTION. THE DESIGN ENGINEER SHALL HAVE NO RESPONSIBILITY TO DIRECT THE CONTRACTOR REGARDING THE MEANS AND METHODS OF STORMWATER POLLUTION PREVENTION, SEQUENCE, OR SCHEDULE.

18. ALL SHOP DRAWINGS, RFIS AND ANY OTHER DOCUMENTS THAT REQUIRE DESIGN ENGINEER REVIEW SHALL BE SUBMITTED BY THE CONTRACTOR SUFFICIENTLY IN ADVANCE OF CONSTRUCTION OF THAT ITEM, TO ALLOW ADEQUATE REVIEW, COORDINATION AND RESPONSE. SAID DOCUMENTS ARE NOT A DIRECTION FROM THE DESIGN ENGINEER TO MODIFY THE CONTRACTORS SCOPE, SCHEDULE OR PRICE, AND THE CONTRACTOR WARRANTS NOT TO USE THEM AS SUCH.

19. THE CONTRACTOR SHALL ENSURE APPROPRIATE LICENSED PROFESSIONALS HAVE BEEN RETAINED BY THE CONTRACTOR TO PROVIDE ANY/ALL REQUIRED PROJECT CERTIFICATIONS AS MAY BE REQUIRED BY ANY AUTHORITY HAVING JURISDICTION. THE DESIGN ENGINEER WILL NOT PROVIDE ANY PROJECT CERTIFICATIONS UNLESS SPECIFICALLY RETAINED BY THE OWNER TO PROVIDE LIMITED SERVICES.

20. CONTRACTOR SHALL RETAIN A LICENSED SURVEYOR TO DOCUMENT ALL CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS DURING CONSTRUCTION. THE LICENSED SURVEYOR SHALL PREPARE A SIGNED AND SEALED "AS-BUILT" DRAWING UPON COMPLETION OF CONSTRUCTION. THE DESIGN ENGINEER IS NOT RESPONSIBLE FOR THE PREPARATION IN WHOLE OR IN PART OF THE "AS-BUILT" DRAWINGS.

21. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONUMENTATION AND BENCHMARKS WHICH WILL BE DISTURBED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REFERENCED AND REPLACED WITH APPROPRIATE MONUMENTATION BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING. A CORNER RECORD OR RECORD OF SURVEY, AS APPROPRIATE, SHALL BE FILED BY THE LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER AS REQUIRED BY THE MOST CURRENT VERSION OF THE LAND SURVEYORS ACT.

SIGNING AND STRIPING GENERAL NOTES:

1. ALL MATERIAL AND WORK SHALL CONFORM TO THE LATEST EDITIONS THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CALIFORNIA MUTCD), STANDARD PLANS AND STANDARD SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, FHWA STANDARD HIGHWAY SIGNS, CALIFORNIA SIGN SPECIFICATION, AND THE SPECIAL PROVISIONS.

2. ALL STRIPING AND PAVEMENT LEGENDS SHALL BE ALKYD-BASED THERMOPLASTIC WITH RAISED PAVEMENT MARKERS UNLESS OTHERWISE NOTED.

3. ALL CONFLICTING LINES AND LEGENDS SHALL BE REMOVED BY WET BLASTING OR GRINDING. REMOVAL OF RAISED PAVEMENT MARKERS SHALL NOT CAUSE STRUCTURAL DAMAGE TO THE PAVEMENT.

4. ALL SALVAGED SIGNS AND POSTS SHALL BE DELIVERED TO THE CITY MAINTENANCE YARD, 9505 JEFFERSON BLVD, CITY OF CULVER CITY, (310) 253-6441, UNLESS OTHERWISE INDICATED.

5. NEW SIGN POSTS SHALL BE "UNISTRUT" SQUARE GALVANIZED STEEL POSTS WITH A BREAKAWAY FEATURE, OR APPROVED EQUAL, PER LADOT STANDARD PLAN S-452.0.

6. ALL NEW STREET NAME SIGNS SHALL BE DOUBLE-SIDED RETRO-REFLECTORIZED TYPE WITH A GREEN BACKGROUND AND WHITE LEGEND. POST MOUNTED STREET NAME SIGNS SHALL USE 6 INCH UPPER CASE AND 4 ½ INCH LOWER CASE SERIES C LETTERS WITH THE CITY SEAL AND LOGO, AS PER CITY STANDARD PLAN. ALL OVERHEAD STREET NAME SIGNS SHALL USE 12 INCH UPPER CASE AND 9 INCH LOWER CASE SERIES C LETTERS AND SHALL BE INTERNALLY-ILLUMINATED USING LEDS AS INDICATED ON THE PLANS. SEE THE SPECIFICATIONS UNDER TRAFFIC SIGNALS.

7. ALL NEW SIGNS ARE TO HAVE RETRO-REFLECTORIZED SHEETING WITH TYPE III BACKGROUNDS, TYPE VIII WHITE TEXT, AND UV/ANTI-GRAFFITI FILM.

8. ALL SIGNS ARE TO BE PER THE STATE OF CALIFORNIA SIGN SPECIFICATIONS AND SHALL BE MINIMUM 0.1 INCH THICK ALUMINUM SHEETING.

9. All INSTALLATIONS AND REMOVALS OF SIGNS AND COLORED CURB ZONES ARE TO BE IMPLEMENTED BEFORE STRIPING MARKOUT.

10. STRIPING SHALL BE MARKED OUT BY THE CONTRACTOR BY USE OF A THIN PAINTED LINE OVER A PULLED ROPE OR STRING. YELLOW MARKOUT IS TO BE USED FOR CENTERLINES AND YELLOW CROSSWALKS AND WHITE MARKOUT IS TO BE USED FOR ALL OTHER LINES. THE MARKOUT FOR DOUBLE YELLOW LINES AND BARRIER LINES IS TO BE A SOLID THIN LINE. AT INTERSECTIONS WITH CURVES OR WITH WIDTH CHANGES THE MARKOUT SHOULD BE PULLED ACROSS THE INTERSECTION TO ENSURE NO OFFSETS IN THE STRIPING. THE MARKOUT IS TO BE APPROVED BY THE CITY TRAFFIC ENGINEER FOR ALIGNMENT PRIOR TO FINAL INSTALLATION. A MINIMUM OF ONE WEEK NOTICE IS REQUIRED BY THE CITY TRAFFIC ENGINEER FOR APPROVAL OF STRIPING.

11. TABS (TEMPORARY ADHESIVE DELINEATORS) SHALL BE INSTALLED IMMEDIATELY FOLLOWING STRIPING REMOVAL ALONG THE GHOST LINES OF THE REMOVED STRIPING. TABS ALSO SHALL BE INSTALLED IMMEDIATELY FOLLOWING RESURFACING BY ESTIMATING THE POSITIONING OF THE NEW STRIPING. IMMEDIATELY FOLLOWING THE INSTALLATION OF THE MARKOUT THE OLD TABS ARE TO BE REMOVED AND NEW TABS ARE TO BE INSTALLED ADJACENT TO THE MARKOUT, UNLESS THE OLD TABS ARE WITHIN ONE FOOT OF THE MARKOUT. ALL TABS SHOULD BE REMOVED AFTER THE FINAL STRIPING IS INSTALLED. TABS SHALL BE THE SAME COLOR AS THE FINAL STRIPING AND DUAL TABS SHALL BE USED FOR LINES WIDER THAN FOUR INCHES.

TRAFFIC SIGNAL GENERAL NOTES:

1. ALL MATERIAL AND WORK SHALL CONFORM TO THE LATEST EDITIONS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CALIFORNIA MUTCD), STANDARD PLANS AND STANDARD SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, FHWA STANDARD HIGHWAY SIGNS, CALIFORNIA SIGN SPECIFICATION, AND THE SPECIAL PROVISIONS. TRAFFIC SIGNAL POLES AND FOUNDATIONS SHALL CONFROM TO THE 2010 EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND STANDARD SPECIFICATIONS

2. ALL MATERIAL AND EQUIPMENT SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR NEW AND UNUSED, UNLESS OTHERWISE NOTED.

3. SIGNAL POLES, CONTROLLER CABINET, PULL BOXES, AND SERVICE CABINET SHALL BE CONSISTENT WITH THE DESIGN PLANS BUT MAY BE ADJUSTED BY THE CITY SIGNAL TECHNICIAN IN THE FIELD AS NECESSARY.

4. ALL WIRING SHALL BE MARKED (TAGGED) WITHIN THE CONTROLLER CABINET AND PULL BOXES FOR PHASE IDENTIFICATION.

5. UNLESS SHOWN OTHERWISE, DETECTOR LOOPS SHALL BE INSTALLED PER CULVER CITY STANDARDS THE NEAR EDGE OF LIMIT LINE DETECTORS SHALL BE ONE FOOT UPSTREAM FROM THE EDGE OF THE LIMIT LINE. ADVANCE DETECTORS SHALL BE SEPARATELY WIRED TO EACH LANE AND CENTERED IN EACH LANE.

6. ALL NEW TRAFFIC SIGNAL HEAD AND PEDESTRIAN HEAD HOUSINGS SHALL BE BLACK POLYCARBONATE WITH COLOR RETENTION. NEW TRAFFIC SIGNAL INDICATIONS SHALL BE 12" LED TYPE AND PEDESTRIAN INDICATIONS SHALL BE TWO-SECTIONS WITH LED LAMPS AND WITH COUNTDOWN NUMERALS, UNLESS OTHERWISE SPECIFIED.

7. ALL LOOPS SHALL BE PROPERLY LABELED IN THE PULL BOXES.

8. ALL MULTI-CONDUCTOR CABLES SHALL BE LABELED PER PHASE IN EACH PULL BOX IF THE COLOR INDICATION CHANGES.

9. ALL SIGNAL EQUIPMENT SHALL BE WIRED IN ACCORDANCE WITH THE SIGNAL PHASE DIAGRAM.

10. NEW CONDUIT SHALL BE 4" PVC SCHEDULE 80, UNLESS OTHERWISE NOTED.

11. NEW PULL BOXES SHALL BE No. 6 UNLESS OTHERWISE NOTED.

12. NEW PEDESTRIAN PUSH BUTTONS SHALL BE ACCESSIBLE PEDESTRIAN SIGNALS PER LADOT STD. PLAN S-73.2

13. EMERGENCY VEHICLE PREEMPTION DEVICE SHALL BE OPTICOM MODEL 721. INSTALL M138 DETECTOR CABLE TO OPTICOM DISCRIMINATOR INSIDE CONTROLLER CABINET. OPTICOM CABLE TO BE UNSPLICED FROM CABINET TO DETECTOR.

14. NEW SIGNAL VISORS SHALL HAVE A FULL CIRCLE CROSS SECTION. THEY SHALL BE REMOVABLE BLACK POLYCARBONATE UNITS WITH COLOR RETENTION. STANDARD VISORS SHALL HAVE A LENGTH OF 12". LONG VISORS, WHERE SPECIFIED, SHALL HAVE A LENGTH OF 27". BEVELED VISORS, WHERE SPECIFIED, SHALL HAVE A LENGTH ON THE SHORT SIDE OF 12" AND A LENGTH ON THE LONG SIDE OF 27".

15. NEW LUMINAIRES SHALL BE INDUCTION, CUT-OFF TYPE AND SHALL HAVE BOTH INTEGRAL BALLASTS AND INTEGRAL PHOTO ELECTRIC CONTROLS.

16. MAST-ARM MOUNTED STREET NAME SIGNS SHALL BE PROVIDED USING INTERNALLY-ILLUMINATED LED LIGHT SOURCES AS INDICATED ON THE PLANS. THE SIGN PANELS, SIGN FRAME AND MOUNTING HARDWARE SHALL BE TEMPLE EDGE-LIT RAZOR INTERNALLY-ILLUMINATED LED STREET NAME SIGNS, OR CITY APPROVED EQUIVALENT. THE SIGN PANELS SHALL BE DISPLAYED ON BOTH SIDES WITH GREEN BACKGROUND AND WHITE LETTERING. THE SIGN LAYOUT SHALL BE APPREVED BY THE CITY TRAFFIC ENGINEER.

17. PRIOR TO WORKING ON SERVICE OR LIGHTING CIRCUITS, CONTACT MAINTENANCE OPERATIONS AT (310) 253-6433, 48 HOURS IN ADVANCE, FOR DAILY SAFETY CIRCUIT CLEARANCE.

18. ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE RETURNED TO CITY STORAGE YARD AT 9505 JEFFERSON BLVD. CONTACT FACILITIES MAINTENANCE SUPERVISOR AT (310) 253-6433.

19. STREET LIGHTS SHALL REMAIN OPERATIONAL AT ALL TIMES DURING CONSTRUCTION.

20. WHENEVER NEW CONDUCTORS ARE TO BE INSTALLED IN A CONDUIT WITH EXISTING INDIVIDUAL CONDUCTORS (EXCEPT SERVICE WIRES), ALL INDIVIDUAL CONDUCTORS AT THE INTERSECTION SHALL BE REMOVED AND REPLACED WITH MULTI-CONDUCTOR CABLE. 28-CONDUCTOR CABLE SHALL BE INSTALLED IN ALL NEW STREET CROSSINGS UNLESS OTHERWISE SPECIFIED ON THE PLANS.

21. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE LOCATION OF SUCH UNDERGROUND FACILITIES WHICH MAY BE SUBJECT TO DAMAGE BY THE CONTRACTOR'S OPERATIONS. THIS SHALL INCLUDE BUT NOT BE LIMITED TO POT HOLING TO EXPOSE ALL UTILITY CROSSINGS WITH PROPOSED CONDUIT RUNS, TRAFFIC SIGNAL FOUNDATIONS, ETC.

22. NOTE TO TRAFFIC SIGNAL DESIGN CONSULTANT: A SIGNAL TIMING CHART SHALL BE PREPARED FOR NEWLY SIGNALIZED INTERSECTIONS AND MODIFICATIONS TO AN EXISTING TRAFFIC SIGNAL. THE SIGNAL TIMING CHART SHALL BE PREPARED BY THE CONSULTANT WITHIN 30 DAYS OF CITY ACCEPTANCE OF THE ASSOCIATED TRAFFIC SIGNAL PLAN. PRIOR TO SUBMITTAL TO THE CITY OF THE SIGNAL TIMING CHART, THE CONSULTANT SHALL MEET WITH THE DESIGNATED TRAFFIC ENGINEER TO DISCUSS TIMING PARAMETERS. UPON DEVELOPING THE INITIAL TIMING CHART THE CONSULTANT SHALL TEST THE TIMING IN ORDER TO ENSURE THAT IT IS COMPATIBLE WITH PROGRAM SOFTWARE AND THAT IT FUNCTIONS AS DESIRED. THEN, THE CONSULTANT SHALL MEET AND PRESENT TIMING CHART AND SIMULATION RESULTS JOINTLY TO THE DESIGNATED TRAFFIC ENGINEER AND TRAFFIC SIGNAL TECHNICIAN. THE TIMING CHART MAY NOT BE IMPLEMENTED UNTIL APPROVED BY THE DESIGNATED TRAFFIC ENGINEER. WHENEVER THERE IS A CHANGE IN SIGNAL PHASING THE CONSULTANT SHALL BE PRESENT WITH THE SIGNAL TECHNICIAN TO IMPLEMENT THE NEW TIMING IN THE FIELD AND TO TROUBLE SHOOT ANY PROBLEMS THAT MAY ARISE.

23. CONDUCTOR SCHEDULE IS FURNISHED AS AN INSTALLATION GUIDELINE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CORRECT CONDUCTORS REQUIRED FOR THE INTENDED OPERATION.

24. ALL NEW PULLBOXES SHALL BE NO. 6 CHRISTY FIBERLITE MODEL NO. FL36TBOX18 WITH FL 36X8 EXTENSION (8-INCH) AND COVER MODEL NO. FL36D WITH "TRAFFIC SIGNAL" INSCRIBED ON THE TOP, UNLESS OTHERWISE NOTED.

25. ALL NEW SIGNAL HEADS SHALL BE OF THE MCCAIN POLYCARBONATE TYPE.

26. ALL NEW TERMINAL COMPARTMENTS SHALL BE BRONZE.

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CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
GENERAL NOTES

DESIGNED BY DATE: MJ,VC,JM,TC 12/22/2024	CHECKED BY: THOMAS CHECK, PE, TE DATE, SENIOR TRAFFIC ENGINEER
DRAWN BY DATE: MJ,VC 12/22/2024	APPROVED BY: ANDREW MAXIMOUS, PE, TE DATE, MOBILITY & TRAFFIC ENGINEERING MANAGER

SHEET 2 OF 31 SHEETS
PROJECT NUMBER PS029
PLAN NUMBER MTE1004

FIBER OPTIC GENERAL NOTES

1. ALL NEW 3" CONDUITS SHALL BE INSTALLED AT MINIMUM 4' DEEP BETWEEN PULL BOXES.
2. ALL FIBER OPTICS SHALL BE TERMINATED WITH SC CONNECTOR UNLESS OTHERWISE NOTED IN PLANS.
3. CONTRACTOR SHALL COIL MINIMUM 30' FIBER IN #5 OR #6 PULL BOXES AND 50' IN N48 PULL BOXES.
4. ALL FIBER CABLES SHALL BE TAGGED WITH "TO" AND "FROM" LOCATIONS IN PULL BOXES.
5. ALL EXISTING FIBER CABLE IN THE TRAFFIC SIGNAL CABINET AND ADJACENT PULL BOX SHALL BE PROTECTED BY THE CONTRACTOR.
6. ALL NEW #6 AND #6E PULL BOXES SHALL BE BACKFILLED BY SAND.
7. ALL TERMINATION PANELS SHALL BE PROPERLY LABELED WITH FIBER NUMBERS AND "TO" AND/OR "FROM."
8. NEW CONDUIT SHALL BE 3" PVC SCHEDULE 80, UNLESS OTHERWISE NOTED.
9. NEW PULL BOXES SHALL BE #6E UNLESS OTHERWISE NOTED.
10. ALL DETECTOR LOOPS SHALL BE PROTECTED IN PLACE. ANY DAMAGED LOOPS SHALL BE REPAIRED WITHIN 3 DAYS.
11. ALL DAMAGED OR REMOVED CONCRETE, SIDEWALK, LANDSCAPE, IRRIGATION AND PAVEMENT SHALL BE REPLACED IN KIND. CONCRETE SHALL BE REMOVED/REPLACED TO EXISTING JOINTS TO THE SATISFACTION OF THE CITY ENGINEER.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIGURATION AND INTEGRATION OF NEW AND EXISTING COMMUNICATION EQUIPMENT TO ENSURE INTENDED OPERATION OF NETWORK CONFIGURATION.
13. THE CONTRACTOR SHALL INSTALL THE PROPER NUMBER OF SFP TRANSCEIVERS, FIBER OPTIC JUMPER CABLES, CAT 6 CABLES, POWER CABLES AND CONNECTORS TO PROVIDE THE PROPER COMMUNICATION AS REQUIRED.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIGURATION, INSTALLATION, TESTING, AND INTEGRATION OF NEW AND EXISTING COMMUNICATION EQUIPMENT TO ENSURE INTENDED OPERATION OF NETWORK CONFIGURATION.
15. WHEN EXISTING SPLICE ENCLOSURES ARE TO BE MODIFIED, NEW SPLICE TRAYS, CASSETTES, AND CONNECTOR PANELS SHALL BE PROVIDED.

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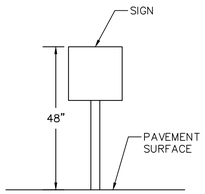
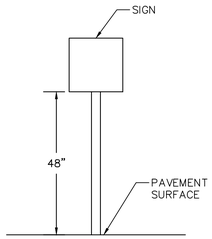
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
GENERAL NOTES 2

DESIGNED BY	DATE	CHECKED BY		SHEET
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	3
DRAWN BY	DATE	APPROVED BY		OF
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE	31 SHEETS

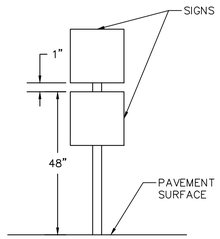
PROJECT NUMBER PS029
PLAN NUMBER MTE1004



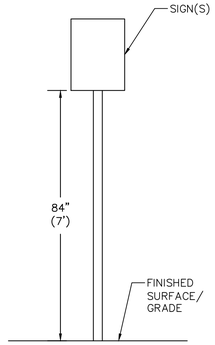
DETAIL "A"
48" TO TOP OF SIGN
(NOT TO SCALE)



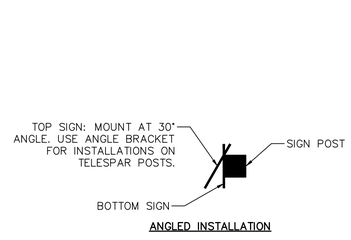
DETAIL "B"
48" SIGN MOUNT
(NOT TO SCALE)



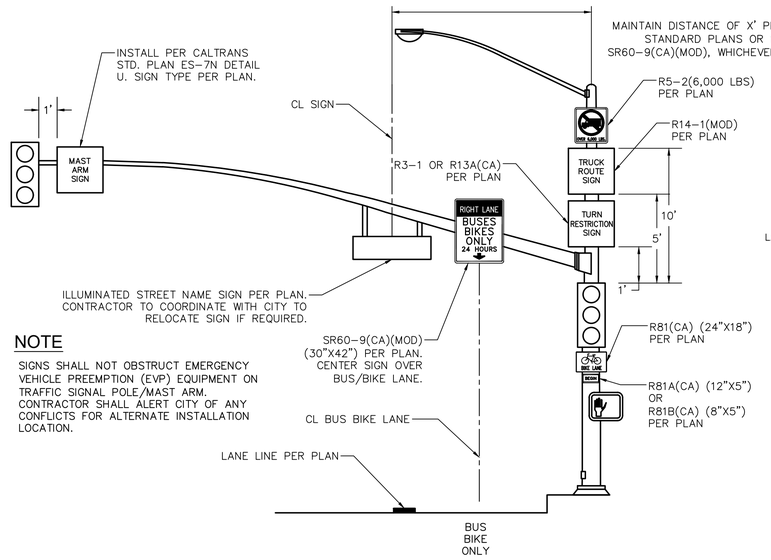
DETAIL "C"
48" TO TOP OF SIGN ASSEMBLY
(NOT TO SCALE)



DETAIL "D"
7' SIGN MOUNT
(NOT TO SCALE)



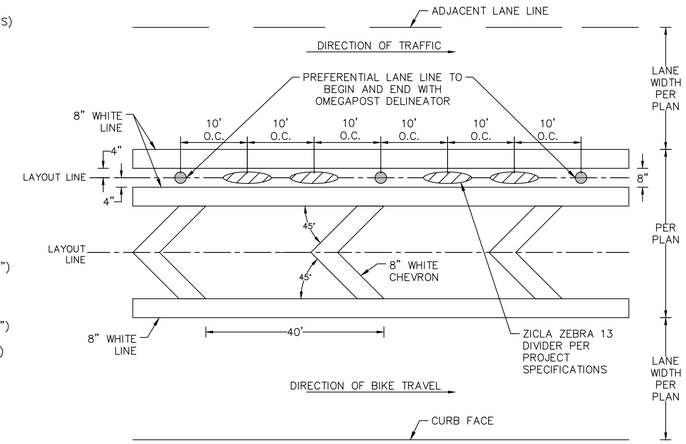
ANGLED INSTALLATION



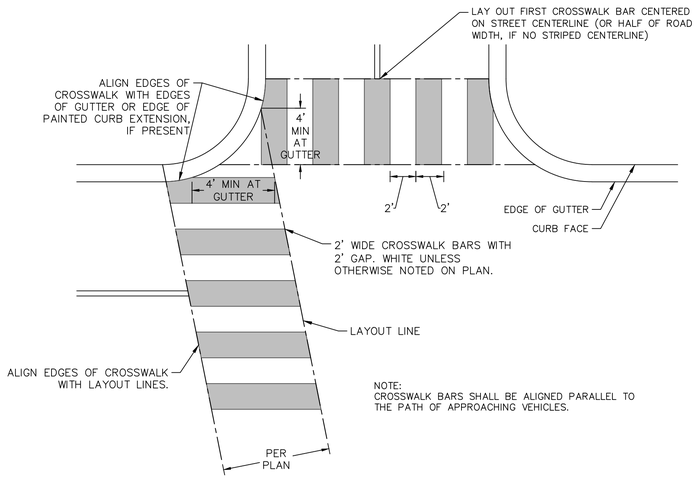
DETAIL "E"
TYPICAL TRAFFIC SIGNAL SIGN MOUNTING LOCATIONS
(NOT TO SCALE)

NOTE

SIGNS SHALL NOT OBSTRUCT EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT ON TRAFFIC SIGNAL POLE/MAST ARM. CONTRACTOR SHALL ALERT CITY OF ANY CONFLICTS FOR ALTERNATE INSTALLATION LOCATION.

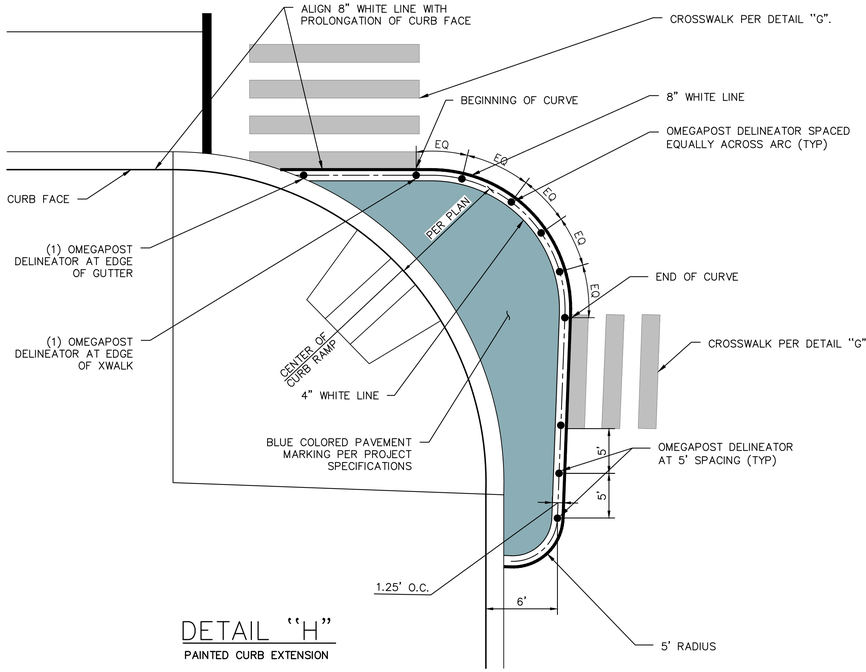


DETAIL "F"
PREFERENTIAL LANE LINE - VARIABLE BUFFER
(NOT TO SCALE)

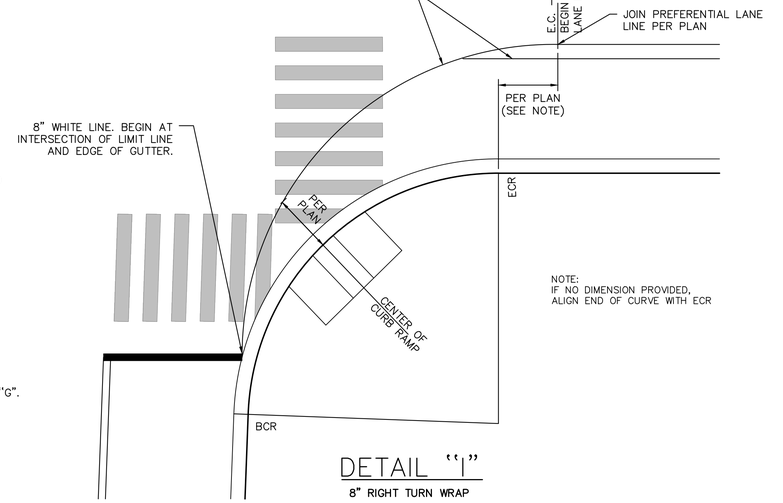


NOTE:
CROSSWALK BARS SHALL BE ALIGNED PARALLEL TO THE PATH OF APPROACHING VEHICLES.

DETAIL "G"
CONTINENTAL CROSSWALK



DETAIL "H"
PAINTED CURB EXTENSION



NOTE:
IF NO DIMENSION PROVIDED, ALIGN END OF CURVE WITH ECR

DETAIL "I"
8" RIGHT TURN WRAP

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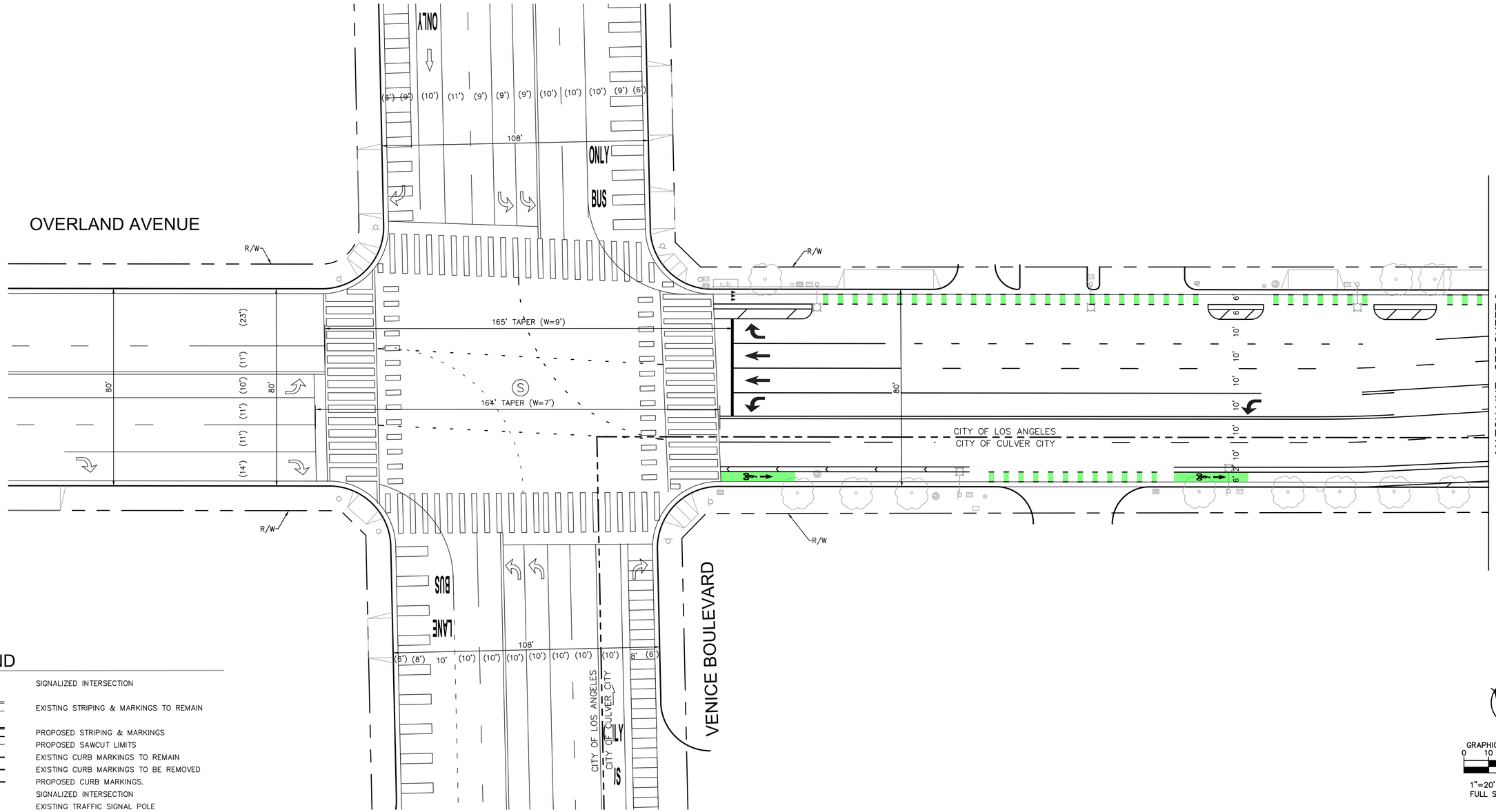
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS - PHASE 1
DETAILS

DESIGNED BY DATE	MJ,VC,JM,TC 12/22/2024
DRAWN BY DATE	MJ,VC 12/22/2024
CHECKED BY	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER
APPROVED BY	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER
SHEET	4 OF 31 SHEETS
PROJECT NUMBER	PS029
PLAN NUMBER	MTE1004



LEGEND

- SIGNALIZED INTERSECTION
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- PROPOSED STRIPING & MARKINGS
- PROPOSED SAWCUT LIMITS
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- PROPOSED DIRECTIONAL CURB RAMP
- PROPOSED HIGH-VISIBILITY BICYCLE CROSSING
- PROPOSED HIGH-VISIBILITY CROSSWALK
- PROPOSED CONCRETE
- EXISTING MEDIAN TO BE REMOVED
- DETAIL X | DETAIL Y PER CALTRANS STANDARD PLANS A20A-A20F

TAPER LENGTH:
L = W X S² / 60 = 10 X 30² / 60 = 150' USE 205'
L = TAPER LENGTH
W = OFFSET
S = DESIGN SPEED

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20' WHEN PLOTTED
FULL SIZE AT 24"X36"

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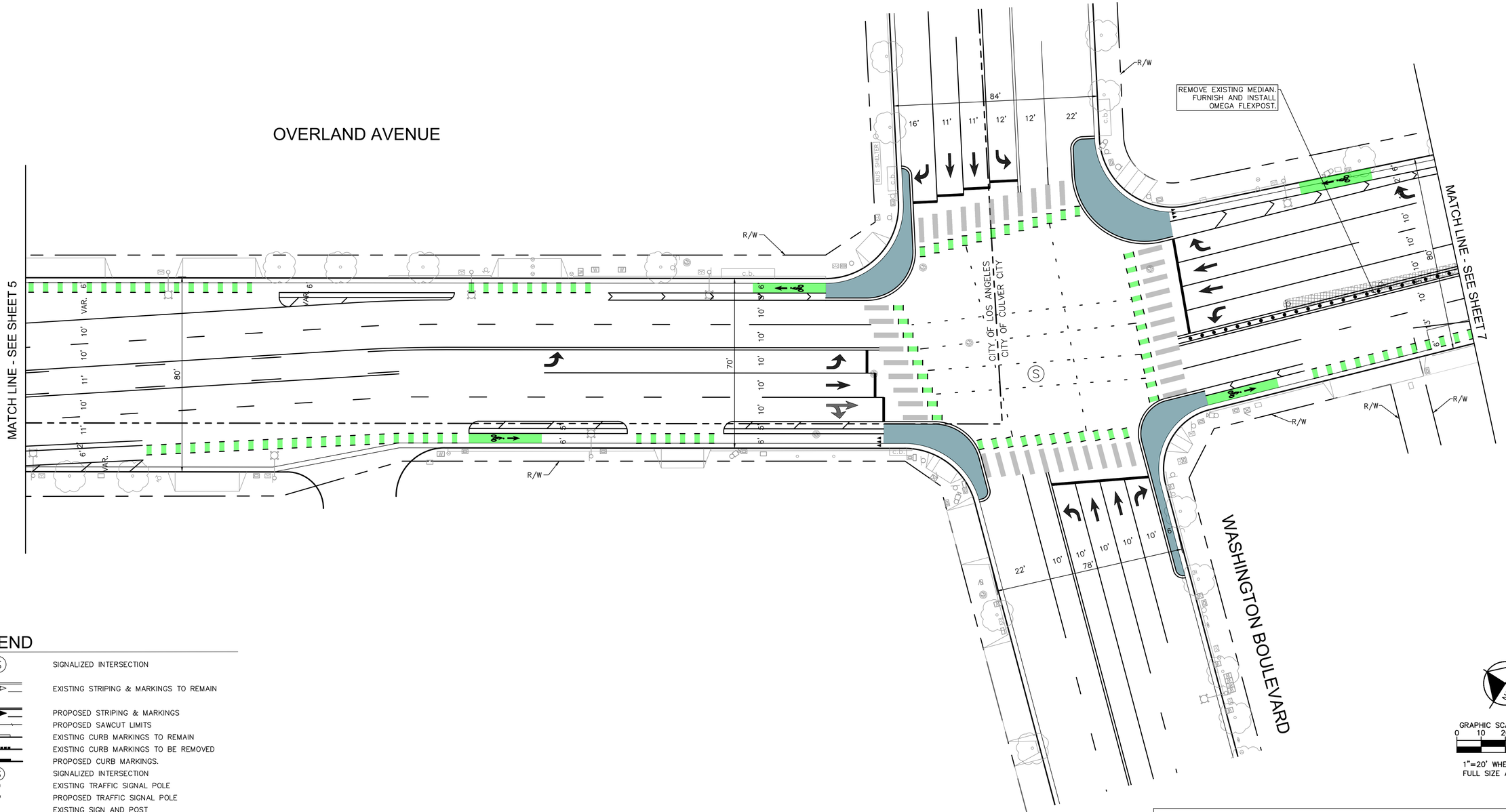
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1 SIGNING AND STRIPING 1

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	5 OF 31 SHEETS	PROJECT NUMBER	PS029
DRAWN BY	DATE	APPROVED BY				
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE		PLAN NUMBER	MTE1004



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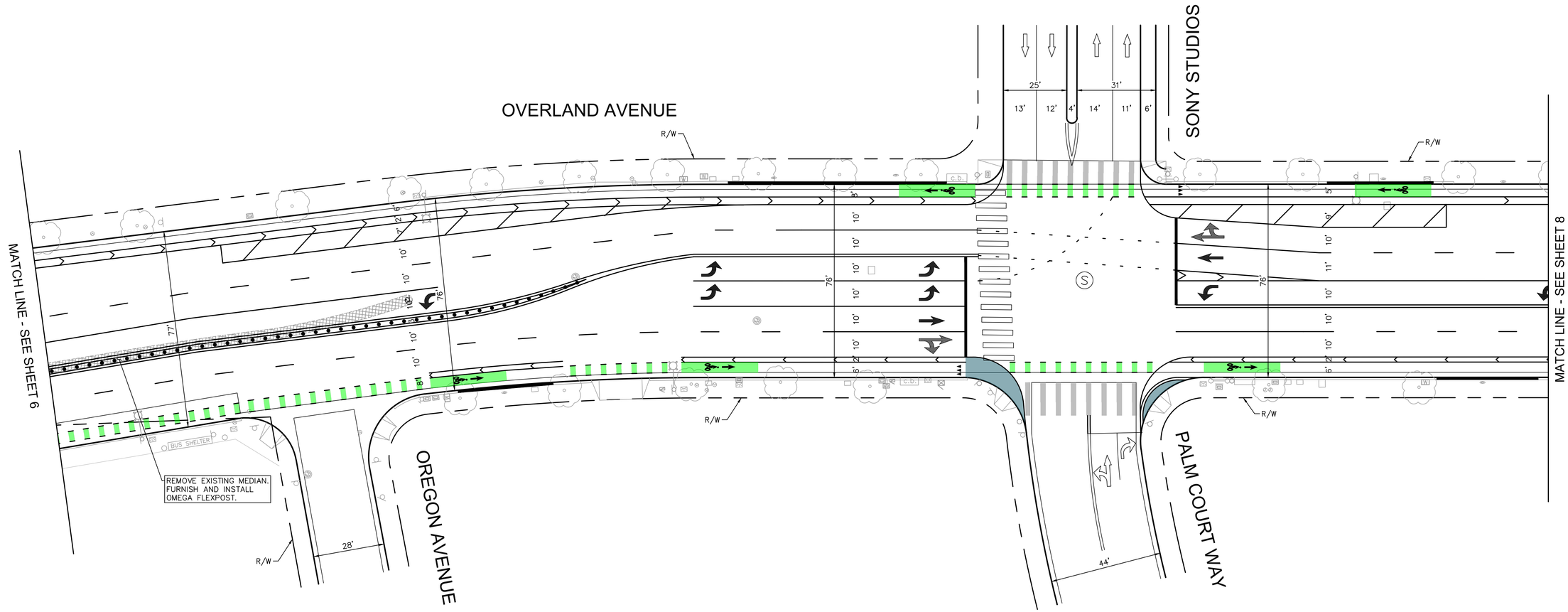
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1 SIGNING AND STRIPING 2

DESIGNED BY DATE MJ,VC,JM,TC 12/22/2024	CHECKED BY THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER	SHEET 6 OF 31 SHEETS	PROJECT NUMBER PS029
DRAWN BY DATE MJ,VC 12/22/2024	APPROVED BY ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER		PLAN NUMBER MTE1004



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GRAPHIC SCALE IN FEET
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OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1 SIGNING AND STRIPING 3

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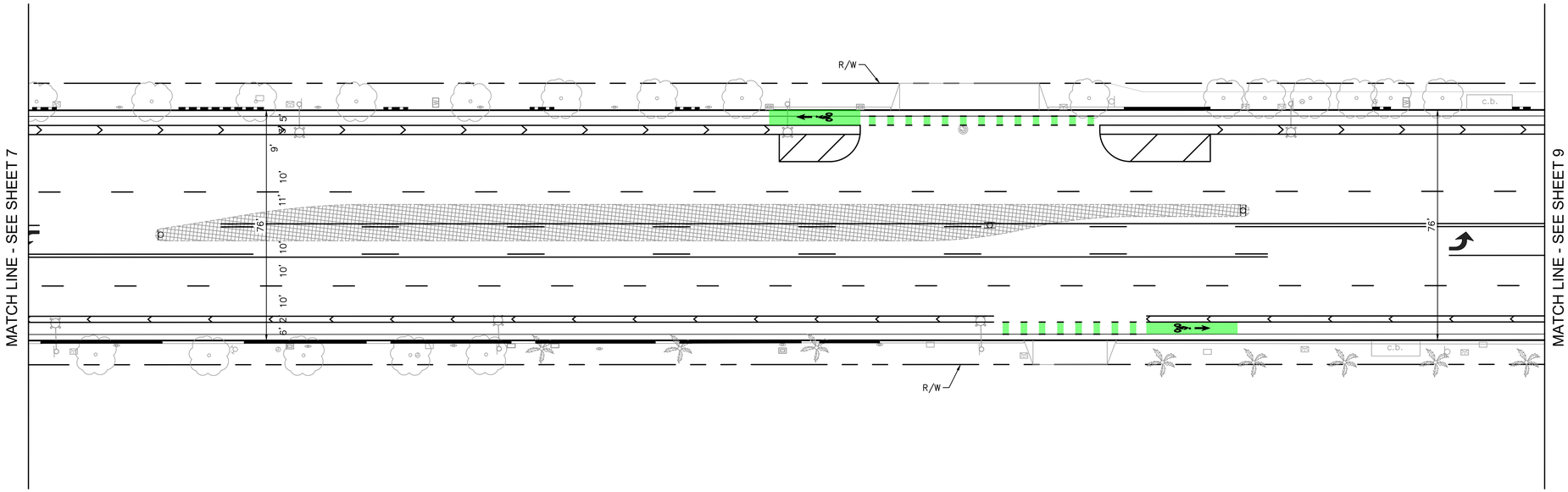
DRAWN BY DATE	APPROVED BY
MJ,VC 12/22/2024	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER

SHEET 7 OF 31 SHEETS
PROJECT NUMBER PS029
PLAN NUMBER MTE1004

OVERLAND AVENUE



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NORTH

GRAPHIC SCALE IN FEET
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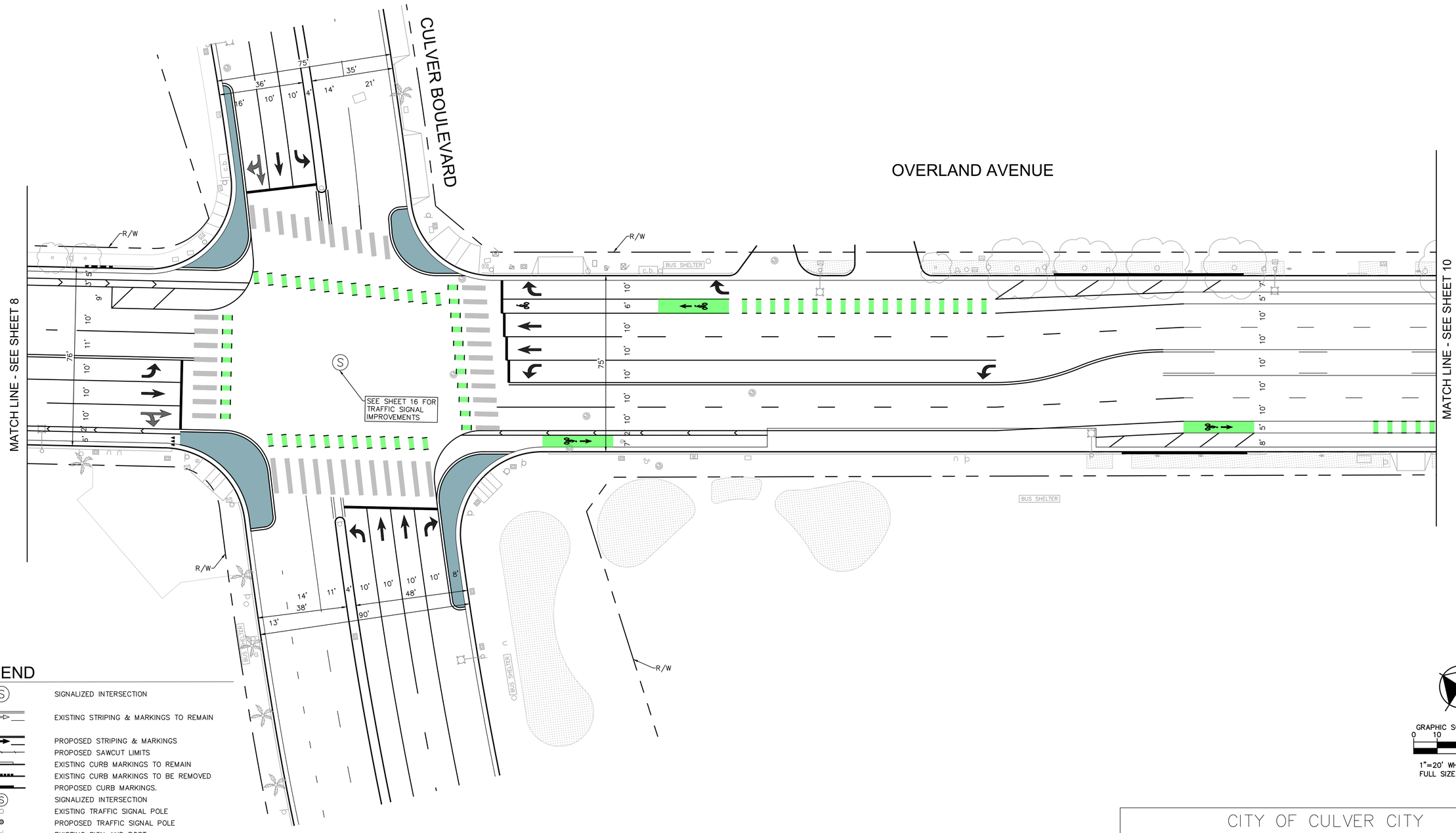
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1 SIGNING AND STRIPING 4

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	8 OF 31 SHEETS	PROJECT NUMBER PS029	PLAN NUMBER MTE1004
DRAWN BY	DATE	APPROVED BY				
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE			



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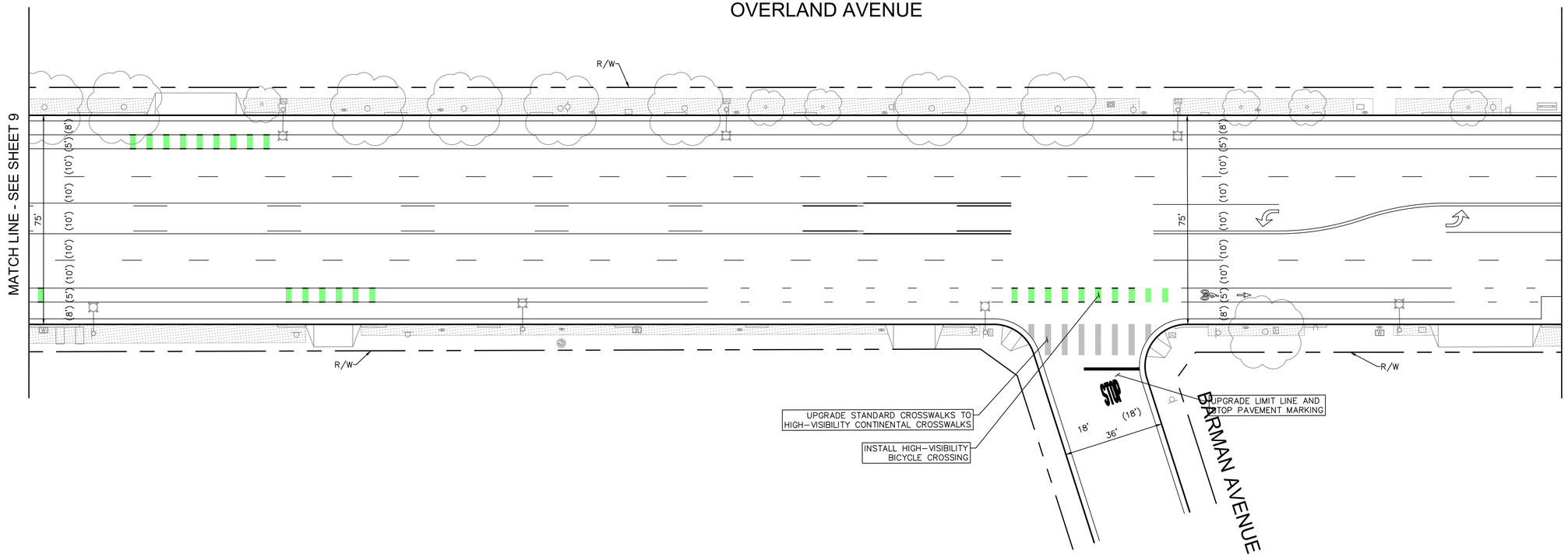
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
SIGNING AND STRIPING 5

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	9 OF 31 SHEETS	PROJECT NUMBER	PS029
DRAWN BY	DATE	APPROVED BY				
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE		PLAN NUMBER	MTE1004



LEGEND

- SIGNALIZED INTERSECTION
- EXISTING STRIPING & MARKINGS TO REMAIN
- PROPOSED STRIPING & MARKINGS
- PROPOSED SAWCUT LIMITS
- EXISTING CURB MARKINGS TO REMAIN
- EXISTING CURB MARKINGS TO BE REMOVED
- PROPOSED CURB MARKINGS.
- SIGNALIZED INTERSECTION
- EXISTING TRAFFIC SIGNAL POLE
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING SIGN AND POST
- PROPOSED SIGN AND POST
- PROPOSED ANGLED SIGN AND POST USING 30 DEGREE BRACKET
- PROPOSED DIRECTIONAL CURB RAMP
- PROPOSED HIGH-VISIBILITY BICYCLE CROSSING
- PROPOSED HIGH-VISIBILITY CROSSWALK
- PROPOSED CONCRETE
- EXISTING MEDIAN TO BE REMOVED
- DETAIL X | DETAIL Y PER CALTRANS STANDARD PLANS A20A-A20F

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20' WHEN PLOTTED FULL SIZE AT 24"X36"

Know what's below. Call before you dig.

NO	DESCRIPTION	BY	AP	DATE

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

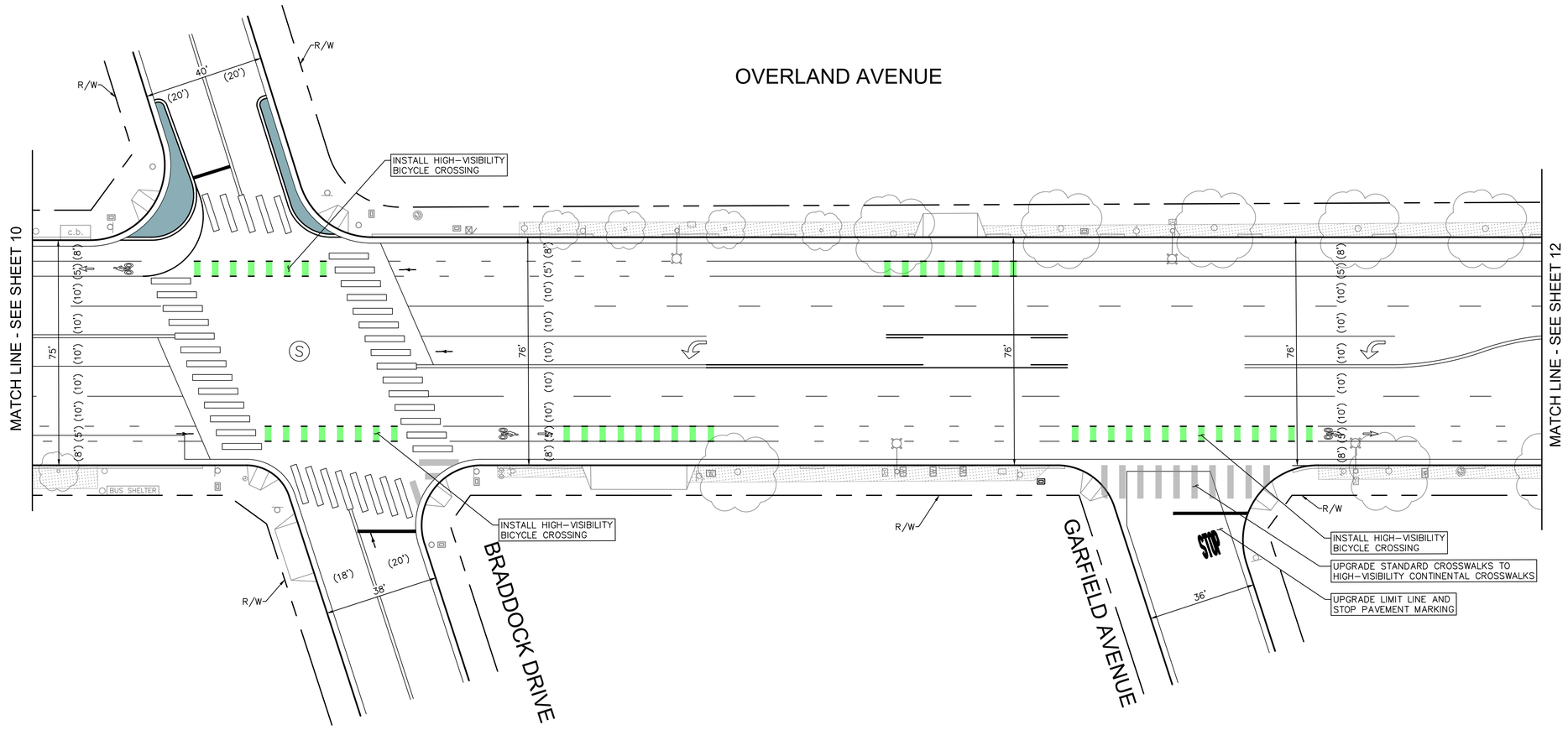
PREPARED BY
Kimley»Horn

660 S. FIGUEROA STREET, SUITE 2050, LOS ANGELES, CA 90017
PHONE: 213-261-4040
WWW.KIMLEY-HORN.COM

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
SIGNING AND STRIPING 6

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	10	PROJECT NUMBER	PS029
DRAWN BY	DATE	APPROVED BY		OF		
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE	31 SHEETS	PLAN NUMBER	MTE1004



LEGEND

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NORTH

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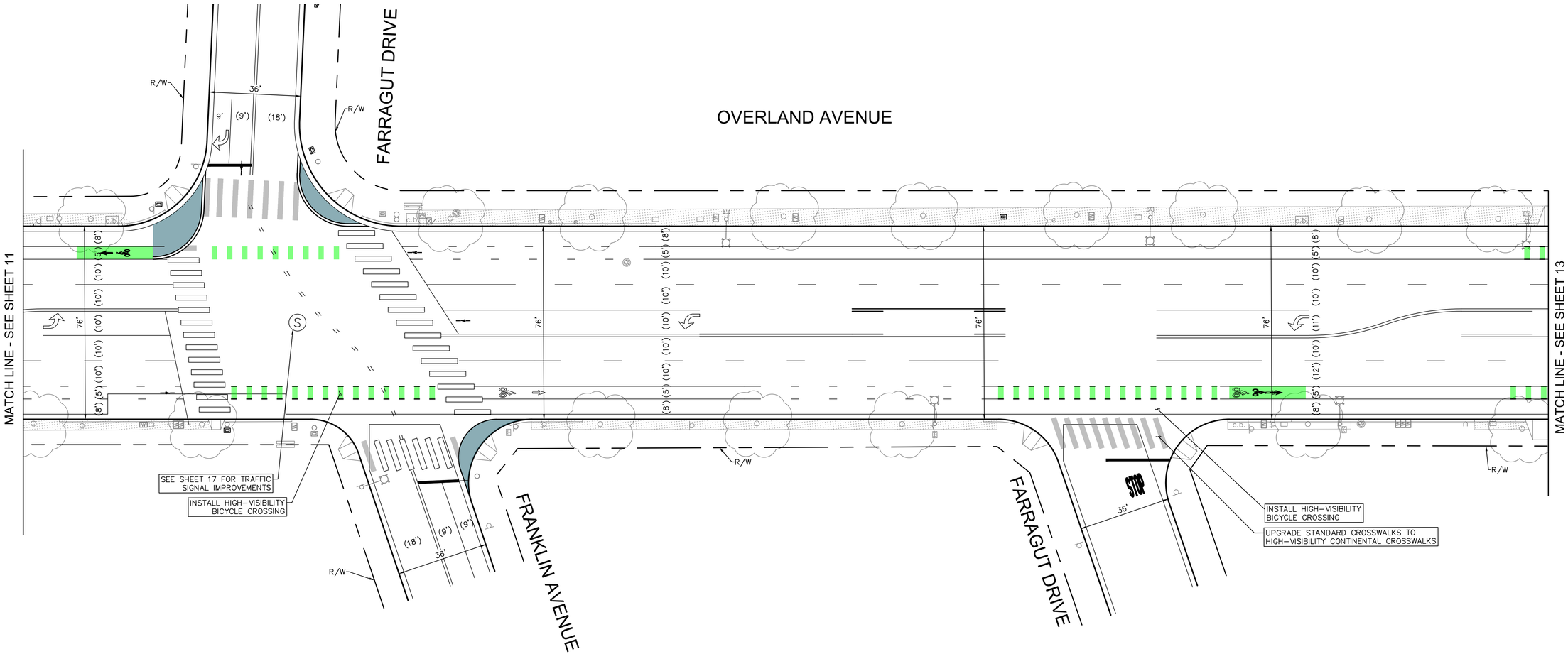
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1 SIGNING AND STRIPING 7

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	11 OF 31 SHEETS	PROJECT NUMBER PS029	PLAN NUMBER MTE1004
DRAWN BY	DATE	APPROVED BY				
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE			



LEGEND

- SIGNALIZED INTERSECTION
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CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
SIGNING AND STRIPING 8

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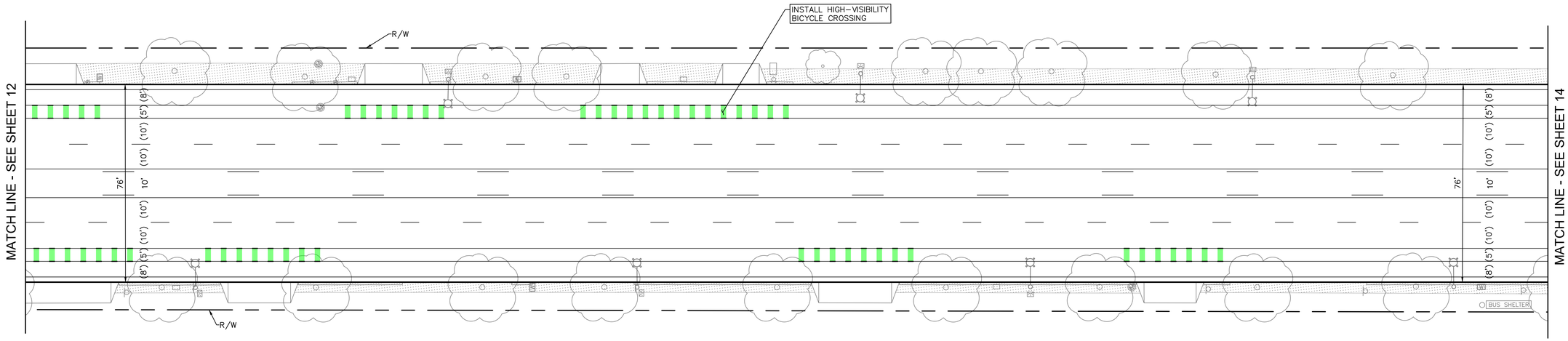
DRAWN BY	DATE	APPROVED BY	
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE

SHEET 12 OF 31 SHEETS
PROJECT NUMBER PS029
PLAN NUMBER MTE1004

OVERLAND AVENUE



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NORTH

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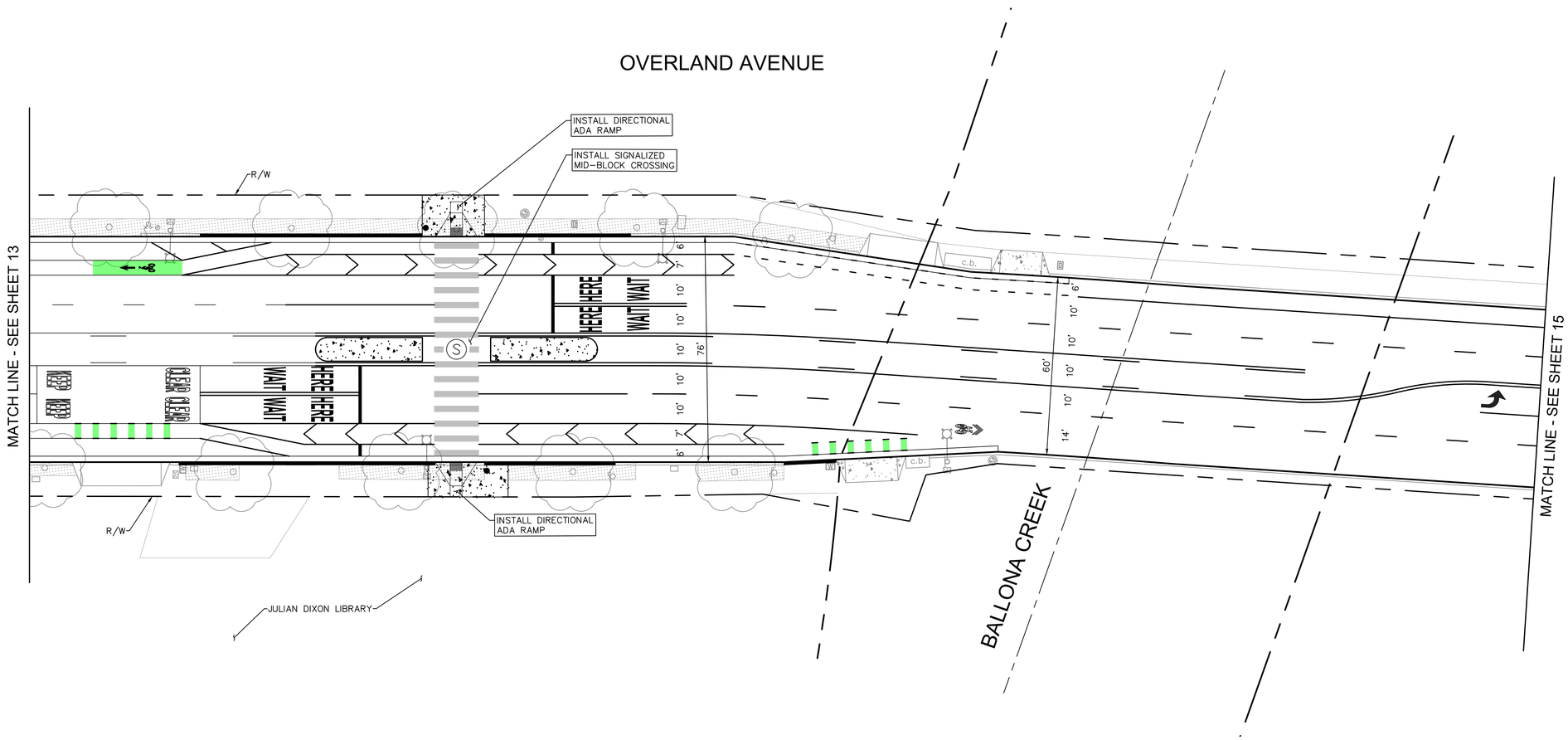
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
SIGNING AND STRIPING 9

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	13 OF 31 SHEETS	PS029 PROJECT NUMBER	MTE1004 PLAN NUMBER
DRAWN BY	DATE	APPROVED BY				
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE			



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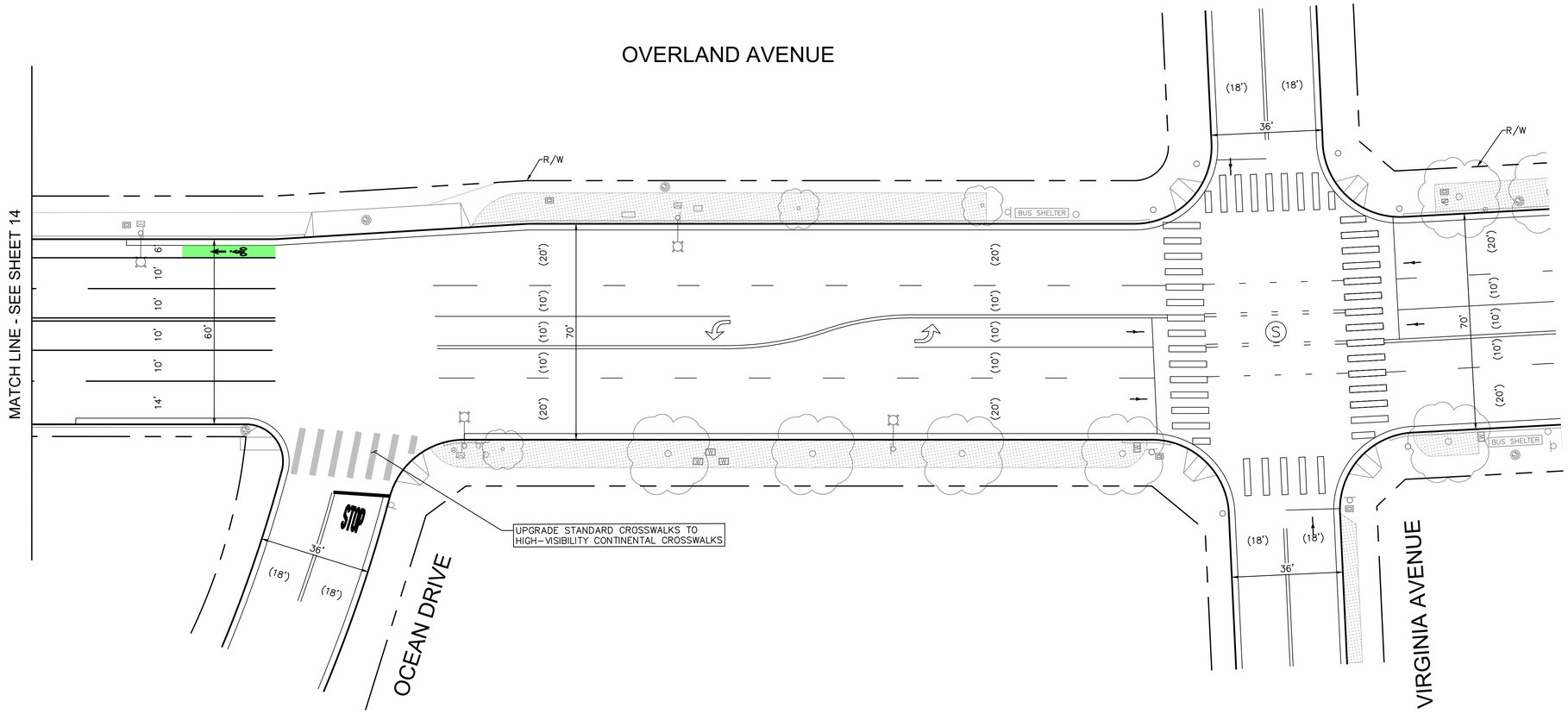
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
SIGNING AND STRIPING 10

DESIGNED BY	DATE	CHECKED BY	SHEET	PROJECT NUMBER	PLAN NUMBER
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER	14 OF 31 SHEETS	PS029	MTE1004
DRAWN BY	DATE	APPROVED BY			
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER			



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PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
SIGNING AND STRIPING 11

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DRAWN BY	DATE	APPROVED BY	
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE

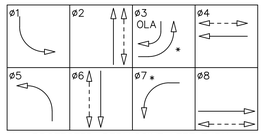
SHEET 15 OF 31 SHEETS
PROJECT NUMBER PS029
PLAN NUMBER MTE1004

CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	POLE OR CIRCUIT	1	2	3	4	5	6	7	8	9	10	11
28 CONDUCTOR CABLE 27–#14 & 1–10 (COM)		–	1	1	1	–	1	1	2	2	2	–
12 CONDUCTOR CABLE 11–#14 & 1–10 (COM)		1	–	1	1	1	–	–	–	–	–	–
#6	SIGNAL SERVICE	–	–	–	–	–	–	–	–	–	2	2
#8	LUMINAIRE	2	2	2	2	2	2	2	2	2	–	2
#10	I.I.S.N.S.	–	2	2	2	2	2	2	2	2	–	2
#16	ATSAC SYSTEM	1	1	3	3	–	1	1	4	4	5	–
	ø3 DLC	–	–	1	1	–	–	–	2	2	2	–
	ø4 DLC	–	–	–	–	–	2	2	2	2	2	–
	ø7 DLC	–	–	–	–	–	2	2	2	2	2	–
	TOTAL	1	1	4	4	–	3	3	10	10	11	–
#18	SYSTEM DETECTOR	–	–	–	–	–	–	2	2	2	2	–
#19	1–18PR. I/C	–	–	–	–	–	–	–	–	2	1	–
	1–50PR. I/C	–	–	–	–	–	–	1	1	–	–	–
CAT6	BLUETOOTH SENSOR	–	–	–	–	–	–	–	–	–	1	–
	COMMUNICATION LINK	–	–	–	–	–	–	–	–	–	1	–
	GRIDSMART CABLE	–	–	–	–	–	–	–	–	–	1	–
CCTV CABLE		–	–	–	–	–	–	1	1	–	–	–
EVP SHIELDED CABLE		–	1	1	2	1	1	2	4	4	4	–
CONDUIT FILL (%)		9%	14%	21%	22%	17%	16%	26%	23%	24%	23%	3%
CONDUIT SIZE		2.5"	3"	3"	3"	2"	3"	3"	2–3"	2–3"	2–3"	2",3"

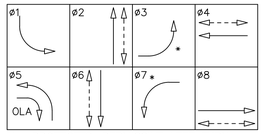
ALL CONDUCTORS ARE EXISTING.

EXISTING PHASE DIAGRAM



* PROTECTED–PERMISSIVE LEFT TURN

PROPOSED PHASE DIAGRAM



* PROTECTED–PERMISSIVE LEFT TURN

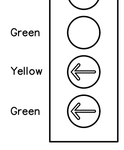
TRUE NORTH PHASE NORTH

POLE SCHEDULE ■

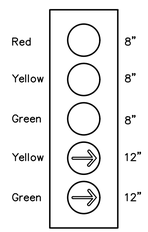
No.	POLE DATA TYPE	HEIGHT	SIGNAL M.A.	LUMINAIRE M.A.	LUMINAIRE HPSV	SIGNAL MOUNTING M.A.	SIGNAL MOUNTING VEH.	SIGNAL MOUNTING PED.	PED PUSH BUTN PHASE	PED PUSH BUTN ARROW	POLE LOCATION A	POLE LOCATION B	POLE LOCATION C	REMARK	I.S.N.S.
①	24–4–70	30'	35'	15'	250W	MAS–5A	SV–1–T(N)	SP–1–CS	6	←	Exist.			–	Overland
②	1–A	10'	–	–	–	–	TV–2–T(N)(RE), SV–1–T(MOD)	SP–1–CS	4	→	Exist.			–	–
③	29–5–129	30'	55'	15'	250W	2–MAS	SV–1–T	SP–1–T	4	←	Exist.			–	Culver BI
④	1–A	10'	–	–	–	–	TV–2–T	SP–1–T	2	→	Exist.			–	–
⑤	24–4–70	30'	30'	15'	400W	MAS–5A	SV–1–T(N)	SP–1–CS	2	←	Exist.			EX. BLUETOOTH WIRELESS DETECTION	Overland
⑥	1–A	10'	–	–	–	–	TV–2–T(N)(RE), SV–1–T(MOD)	SP–1–CS	8	→	Exist.			–	–
⑦	26A–4–129	35'	45'	15'	250W	2–MAS	SV–1–T(N)	SP–1–T	–	–	Exist.			–	Culver BI
⑧	PPB POST	3'–4"	–	–	–	–	–	–	8	←	Exist.			–	–
⑨	1–A	10'	–	–	–	–	TV–2–T(N)(RE)	SP–1–CS	6	→	Exist.			–	–

■ ALL EQUIPMENT IS EXISTING UNLESS LISTED OTHERWISE: (N) = NEW.
(RE) = RELOCATE EXISTING SIGNAL FACE TO NEW MOUNTING BRACKET AS INDICATED ON PLAN.
(MOD) = MODIFIED MOUNTING BRACKET FOR SIGNAL HEAD W/ 4" INDICATIONS. SEE DETAIL "D" AND SPECIAL PROVISIONS.

DETAIL "A"
(NOT TO SCALE)



DETAIL "B"
(NOT TO SCALE)



DETAIL "C"
(NOT TO SCALE)

DETAIL "D"
(NOT TO SCALE)

SIGN TO BE SUPPLIED BY CITY. CONTRACTOR TO INSTALL SIGN ON TRAFFIC SIGNAL POLE DIRECTLY BELOW SIGN.

LEGEND

- EXISTING DETECTION LOOP
- EXISTING DETECTION LOOP TO BE ABANDONED
- EXISTING BICYCLE DETECTION LOOP
- W.C. EXISTING WIRELESS CONNECTION
- EXISTING VIDEO DETECTION ZONE (6'X25')
- EXISTING SIGNAL HEAD TO BE REMOVED
- PROPOSED VIDEO DETECTION ZONE (6'X25') OR (6'X50')
- PROPOSED ADVANCED VIDEO DETECTION ZONE (6'X6')

NORTH

GRAPHIC SCALE IN FEET
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CONSTRUCTION NOTES:

1. CONTRACTOR SHALL ENSURE FIELD TERMINATIONS AND CABINET WIRING INTENDED FOR THE PHASING AND OPERATION AS SHOWN ON THIS PLAN.
2. FURNISH AND INSTALL 4" SIGNAL FACE 4.5' ABOVE SIDEWALK. SIGNAL INDICATIONS SHALL BE AIMED 90 DEGREES AWAY FROM CURB FACE AS SHOWN ON PLAN.
3. REMOVE AND SALVAGE EXISTING VEHICULAR SIGNAL HEAD AND MOUNTING BRACKET. CONTRACTOR SHALL RETURN EQUIPMENT TO CITY.
4. FURNISH AND INSTALL NEW MOUNTING BRACKET PER POLE SCHEDULE. RELOCATE EXISTING SIGNAL FACE TO NEW BRACKET PER PLAN.

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1

OVERLAND AVENUE AND CULVER BOULEVARD

NO	DESCRIPTION	BY	AP	DATE

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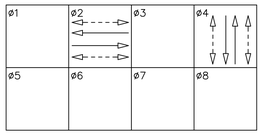
DRAWN BY	DATE	APPROVED BY		OF		
MJ,VC	12/23/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE	31 SHEETS	PLAN NUMBER	MTE1004

CONDUCTOR SCHEDULE

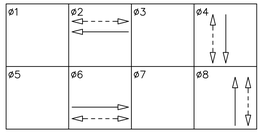
AWG SIZE OR CABLE TYPE	POLE OR CIRCUIT	1	2	3	4	5	6	7	8	9	10
28 CONDUCTOR CABLE 27–#14 & 1–10 (COM)		–	–	–	–	–	–	–	–	–	–
12 CONDUCTOR CABLE 11–#14 & 1–10 (COM)		–	–	–	–	–	–	–	–	–	–
#6	SIGNAL SERVICE	–	–	–	–	–	–	–	–	–	–
#8	LUMINAIRE	–	–	–	–	–	–	–	–	–	–
#10	I.I.S.N.S.	–	–	–	–	–	–	–	–	–	–
#16	ATSAC SYSTEM	–	–	–	–	–	–	–	–	–	–
	ø3 DLC	–	–	–	–	–	–	–	–	–	–
	ø4 DLC	–	–	–	–	–	–	–	–	–	–
	ø7 DLC	–	–	–	–	–	–	–	–	–	–
	TOTAL	–	–	–	–	–	–	–	–	–	–
#18	SYSTEM DETECTOR	–	–	–	–	–	–	–	–	–	–
#19	1–18PR. I/C	–	–	–	–	–	–	–	–	–	–
	1–50PR. I/C	–	–	–	–	–	–	–	–	–	–
CAT6	BLUETOOTH SENSOR	–	–	–	–	–	–	–	–	–	–
	COMMUNICATION LINK	–	–	–	–	–	–	–	–	–	–
	GRIDSMART CABLE	–	–	–	–	–	–	–	–	–	–
CCTV CABLE		–	–	–	–	–	–	–	–	–	–
EVP SHIELDED CABLE		–	–	–	–	–	–	–	–	–	–
CONDUIT FILL (%)		–	–	–	–	–	–	–	–	–	–
CONDUIT SIZE		1.5"	2"	2"	2"	2"	1.5"	1.5"	2"	1.5"	2–3"

ALL CONDUCTORS ARE EXISTING.

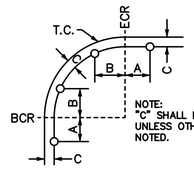
EXISTING PHASE DIAGRAM



PROPOSED PHASE DIAGRAM



TRUE NORTH PHASE NORTH



POLE LOCATION DETAIL

POLE SCHEDULE ■

No.	POLE DATA TYPE	HEIGHT	SIGNAL M.A.	LUMINAIRE M.A.	LUMINAIRE HPSV	SIGNAL MOUNTING M.A.	SIGNAL MOUNTING VEH.	SIGNAL MOUNTING PED.	PED PUSH BUTN PHASE	PED PUSH BUTN ARROW	POLE LOCATION A	POLE LOCATION B	POLE LOCATION C	REMARK	I.S.N.S.
①	24–3–100(N)	30'(N)	35'(N)	15'(N)	400W(N)	MAS(N)	SV–1–T(N)	SP–1–T(N)	4(N)	←	–	9'	5'	–	Farragut(N)
②	1–A	10'	–	–	–	–	TV–1–T(N)	SP–1–T	2	→	Exist.			–	–
③	15	30'	–	8'	250W	–	–	–	–	–	Exist.			–	Overland
④	PPB(N)	3'6"(N)	–	–	–	–	–	–	2(N)	←	–	24'	5'	–	–
⑤	16–2–70	18'	–	–	–	MAS(N)	SV–2–TA(N)	SP–2–T	–	–	Exist.			–	–
⑥	PPB(N)	3'6"(N)	–	–	–	–	–	–	8(N)	→	–	16'	4'	–	–
⑦	24–3–100(N)	30'(N)	35'(N)	15'(N)	400W(N)	MAS(N)	SV–1–T(N)	SP–1–T(N)	8(N)	←	–	5'	6'	EX. BLUETOOTH WIRELESS DETECTION(RE)	Franklin→(N)
⑧	1–A	10'	–	–	–	–	TV–1–T(N)	SP–1–T	6	→	Exist.			–	–
⑨	15	30'	–	8'	250W	–	–	–	6	←	Exist.			–	–
⑨	1–A	10'	–	–	–	–	TV–1–T(N)	SP–1–T	–	–	Exist.			–	–
⑨	16–2–70	18'	20'	–	–	MAS(N)	SV–1–T(N)	SP–1–T	4	→	Exist.			–	–

■ ALL EQUIPMENT IS EXISTING UNLESS LISTED OTHERWISE:
(N) = NEW.
(RE) = RELOCATE EXISTING SIGNAL FACE TO NEW MOUNTING BRACKET AS INDICATED ON PLAN.
(MOD) = MODIFIED MOUNTING BRACKET FOR 4" SIGNAL. SEE DETAIL "D" AND SPECIAL PROVISIONS.

CONSTRUCTION NOTES:

3 REMOVE AND SALVAGE EXISTING VEHICULAR SIGNAL HEAD AND MOUNTING BRACKET. CONTRACTOR SHALL RETURN EQUIPMENT TO CITY.

7 REMOVE EXISTING 170 CONTROLLER. FURNISH AND INSTALL NEW 2070LX CONTROLLER.

8 REMOVE AND SALVAGE EXISTING TRAFFIC SIGNAL POLE AND FOUNDATION COMPLETE.

9 FURNISH AND INSTALL ITERIS VIDEO DETECTION CAMERA PER MANUFACTURER SPECIFICATIONS AND AS DIRECTED BY ENGINEER. CAMERA SYSTEM SHALL INCLUDE CAMERA, MOUNTING HARDWARE (CAMERA MOUNTING BRACKET OR POLE MOUNT EXTENSION BRACKET), VIDEO DETECTION CABLE AND ANY ASSOCIATED EQUIPMENT FOR THE INTENDED OPERATION.

10 FURNISH AND INSTALL SIGN ON MAST ARM PER CALTRANS STANDARD PLAN ES–7N DETAIL U. SIGN TYPE PER PLAN.

11 REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON. PATCH HOLES IN KIND.

CB FURNISH AND INSTALL CONDUIT INTO EXISTING PULL BOX.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20' WHEN PLOTTED FULL SIZE AT 24"X36"

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
–
OVERLAND AVENUE AND FRANKLIN AVENUE/FARRAGUT DRIVE

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Kimley-Horn and Associates, Inc.

PREPARED BY
Kimley»Horn

660 S. FIGUEROA STREET, SUITE 2050, LOS ANGELES, CA 90017
PHONE: 213–261–4040
WWW.KIMLEY–HORN.COM

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/23/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	17	PROJECT NUMBER	PS029
DRAWN BY	DATE	APPROVED BY		OF		
MJ,VC	12/23/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE	31 SHEETS	PLAN NUMBER	MTE1004

Plotted By: Chong, Vivian Sheet Set: Culver City Overland Avenue Layout: TS–08 Date: December 23, 2024 08:23:06am Path: K:\dt_trans\09941701 3 – overland ave bike lane, pedestrian and hsfl improvements\Design\CADD\plansheets\09941701 3–PHASE1–TS–PLAN–08–OVERLAND_FRANKLIN_FARRAGUT.dwg

CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	POLE NO.	PHASES	1	2	3	4	5
12 CSC	①	ø2,ø4P/ø4PPB	1/1	1/1	1/1	1/1	1/1
	②	–/ø4PPB	–/–	–/1	1/1	–/1	–/1
	③	ø2,ø4P/ø4PPB	–/–	–/–	1/1	1/1	1/1
3 CSC	TOTAL CABLES		1/1	1/2	2/3	2/3	2/3
#6	SIGNAL SERVICE		–	–	–	1	1
#8	LUMINAIRE		1	2	2	2	–
#10	I.I.S.N.S.		1	2	2	2	–
CONDUIT FILL (%)			8%	12%	20%	20%	9%
CONDUIT SIZE			3"	3"	3"	3"	2–3"

ALL CONDUITS AND CONDUCTORS ARE PROPOSED.

POLE SCHEDULE

ALL EQUIPMENT IS NEW.

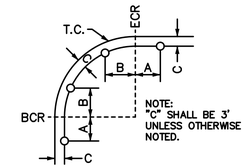
No.	POLE DATA TYPE	HEIGHT	SIGNAL M.A.	LUMINAIRE M.A.	LUMINAIRE HPSV	SIGNAL MOUNTING M.A.	SIGNAL MOUNTING VEH.	SIGNAL MOUNTING PED.	PED PUSH BUTN PHASE	PED PUSH BUTN ARROW	POLE LOCATION A	POLE LOCATION B	POLE LOCATION C	REMARK	I.S.N.S.
①	19–2–100	30'	25'	12'	400W	MAS	SV–2–TA	SP–1–T	ø4	←	AS SHOWN			–	PED XING
②	PPB POST	3'6"	–	–	–	–	–	–	ø4	↔	AS SHOWN			–	–
③	19–2–100	30'	25'	12'	400W	MAS	SV–2–TA	SP–1–T	ø4	←	AS SHOWN			–	PED XING

PROPOSED PHASE DIAGRAM

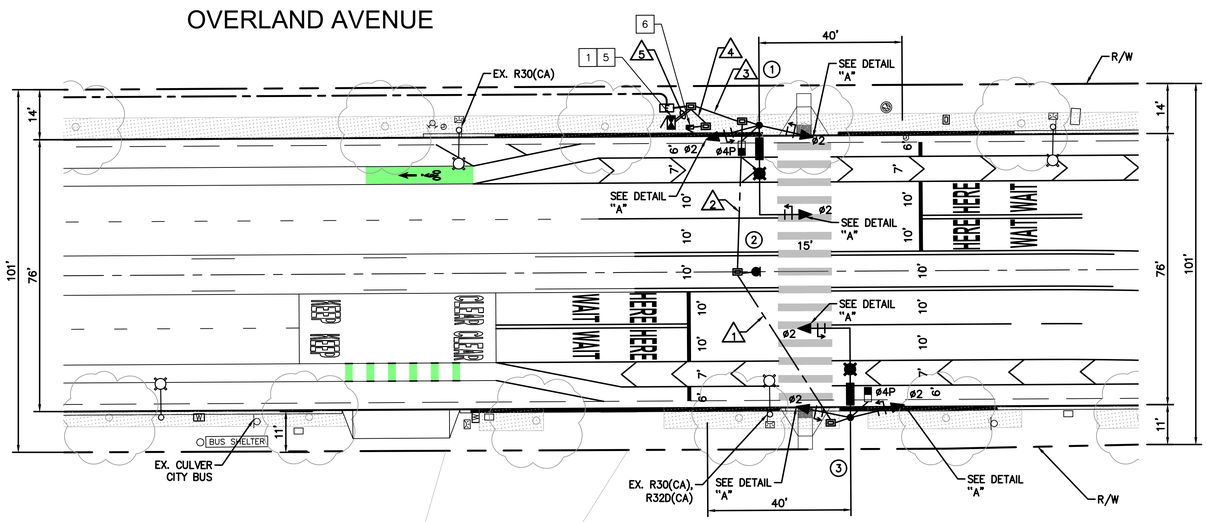
TRUE NORTH

PHASE NORTH

ø1	ø2	ø3	ø4
ø5	ø6	ø7	ø8



POLE LOCATION DETAIL

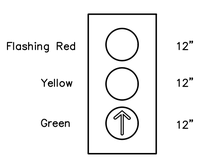


35 MPH

JULIAN DIXON LIBRARY

CONSTRUCTION NOTES:

1. CONTRACTOR SHALL ENSURE FIELD TERMINATIONS AND CABINET WIRING INTENDED FOR THE PHASING AND OPERATION AS SHOWN ON THIS PLAN.
5. FURNISH AND INSTALL NEW 332 CABINET AND FOUNDATION COMPLETE WITH 2070LX CONTROLLER.
6. FURNISH AND INSTALL NEW TYPE III–BF SERVICE CABINET AND FOUNDATION COMPLETE.



DETAIL "A"
(NOT TO SCALE)

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20' WHEN PLOTTED FULL SIZE AT 24"X36"

UTILITY NOTICE

THE EXISTENCE OR LOCATION OF ANY UNDERGROUND UTILITIES, PIPES, STRUCTURES, ETC. WHICH WERE NOT VISIBLE FOR FIELD VERIFICATION AND ARE SHOWN ON THIS PLAN SET, WERE SHOWN FROM INFORMATION PROVIDED BY OTHERS NOT CONNECTED WITH KIMLEY–HORN AND ASSOCIATES. THE UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATION PURPOSES ONLY AND DO NOT REPRESENT PRECISE LOCATIONS OR DEPTHS. ANY CONSTRUCTION RELATIVE TO UNDERGROUND UTILITIES MUST REQUIRE THE CONTRACTOR OR OTHERS TO ASCERTAIN THE EXISTENCE OR THE TRUE LOCATION AND DEPTH OF ANY UNDERGROUND UTILITIES. VERIFICATION OF LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NONCOMPLIANCE OF VERIFICATION HOLDS KIMLEY–HORN AND ASSOCIATES HARMLESS FROM ANY DAMAGES OR LOSSES INCURRED.

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PREPARED BY
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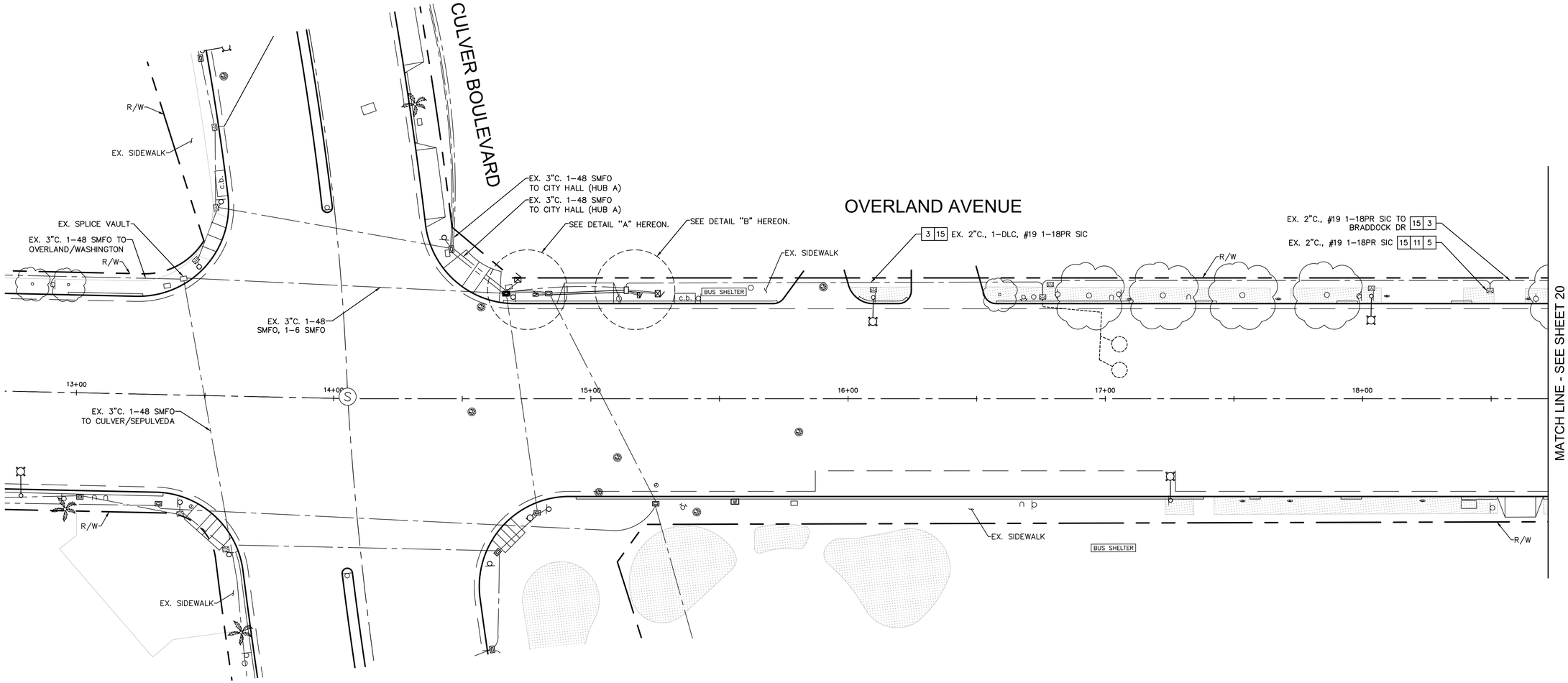
PHONE: 213–261–4040
WWW.KIMLEY–HORN.COM

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
–
OVERLAND AVENUE AND JULIAN DIXON LIBRARY

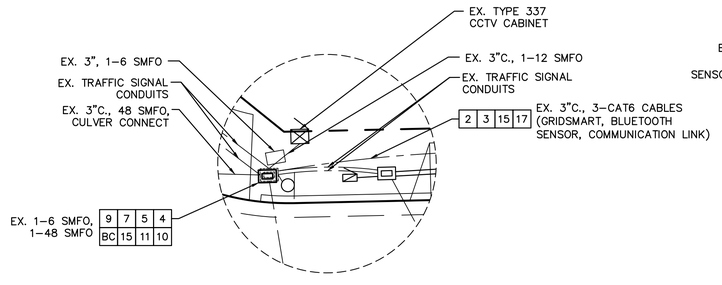
DESIGNED BY DATE	CHECKED BY	SHEET	
MJ,VC,JM,TC 12/23/2024	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER	18	
DRAWN BY DATE	APPROVED BY	OF	
MJ,VC 12/23/2024	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER	31 SHEETS	

PROJECT NUMBER PS029
PLAN NUMBER MTE1004

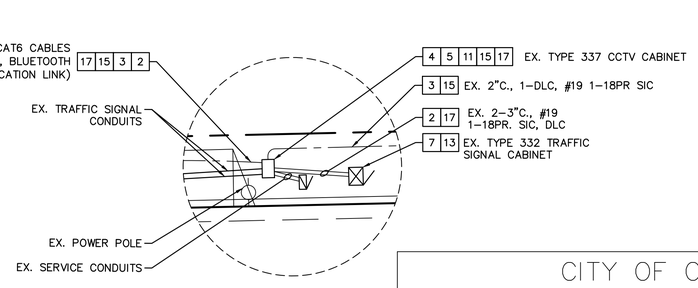


FIBER OPTIC CONSTRUCTION NOTES:

- 2 FURNISH AND INSTALL 1-12 SMFO CABLE IN EXISTING CONDUIT.
- 3 FURNISH AND INSTALL 1-48 SMFO CABLE IN EXISTING CONDUIT.
- 4 FURNISH AND INSTALL 1-12 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.
- 5 FURNISH AND INSTALL 1-48 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.
- 7 FUSION SPLICE PROPOSED 1-12 SMFO CABLE AND 1-48 SMFO CABLE TO EXISTING 1-48 SMFO IN EXISTING SPLICE ENCLOSURE AS SHOWN ON FIBER ASSIGNMENT SHEETS.
- 9 REMOVE EXISTING PULL BOX.
- 10 FURNISH AND INSTALL NEW #6E PULL BOX WITH 8" EXTENSION PER DETAILS SHEET.
- 11 UPGRADE EXISTING 90 DEGREE SWEEPS TO 45 DEGREE SWEEPS TO MATCH EXISTING CONDUIT PER DETAILS SHEET.
- 13 FURNISH AND INSTALL SPLICE TRAY, PATCH CORDS, AND SFPs PER SPECIFICATIONS. TERMINATE FIBER OPTIC CABLE IN TRAFFIC SIGNAL CABINET.
- 15 DISCONNECT AND REMOVE EXISTING COPPER SIGNAL INTERCONNECT CABLE.
- 17 REMOVE EXISTING DLC.
- BC INSTALL NEW PULL BOX IN EXISTING CONDUIT RUN.



DETAIL "A"
(SCALE 1"=10')



DETAIL "B"
(SCALE 1"=10')

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20' WHEN PLOTTED FULL SIZE AT 24"X36"

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC IMPROVEMENTS 1

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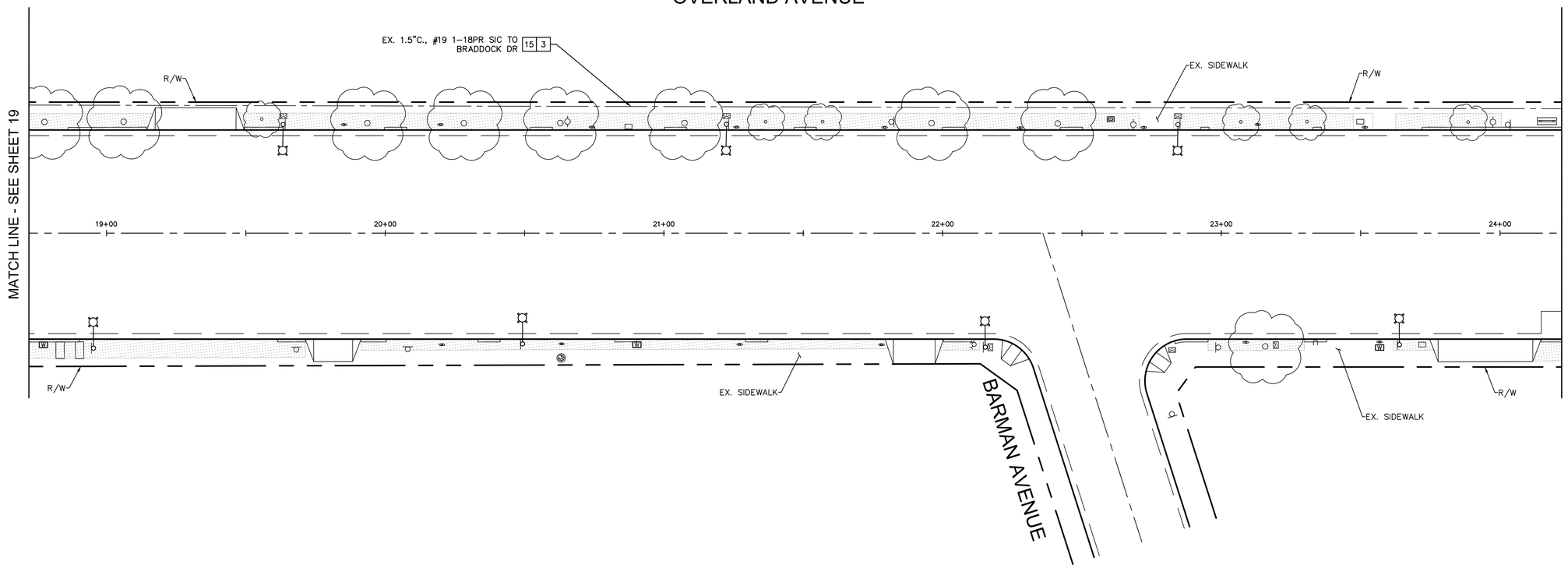
DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	19	PROJECT NUMBER	PS029
DRAWN BY	DATE	APPROVED BY		OF		
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE	31 SHEETS	PLAN NUMBER	MTE1004

OVERLAND AVENUE



FIBER OPTIC CONSTRUCTION NOTES:

3 FURNISH AND INSTALL 1-48 SMFO CABLE IN EXISTING CONDUIT.

15 DISCONNECT AND REMOVE EXISTING COPPER SIGNAL INTERCONNECT CABLE.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

1"=20' WHEN PLOTTED
FULL SIZE AT 24"X36"

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC IMPROVEMENTS 2

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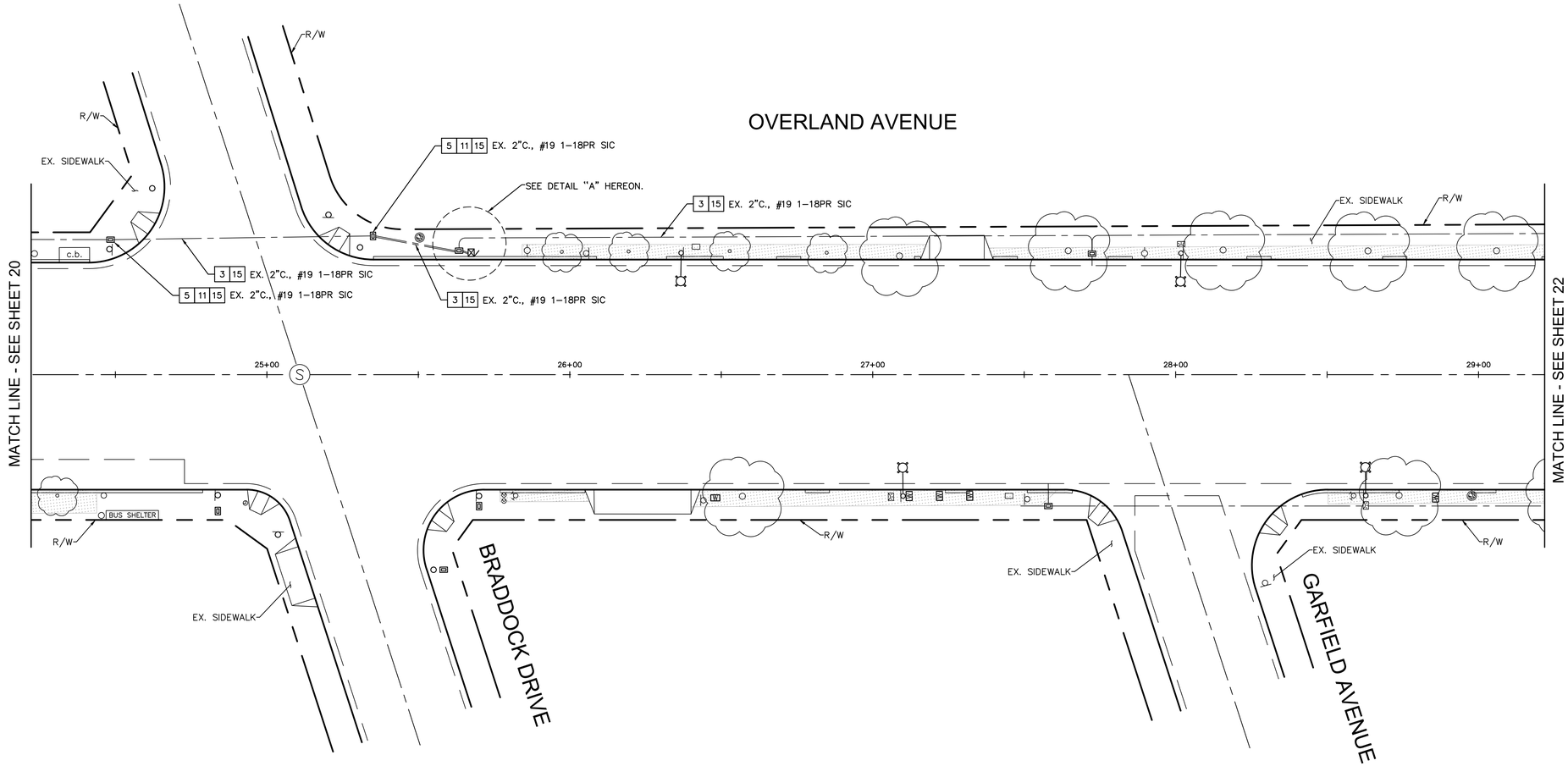
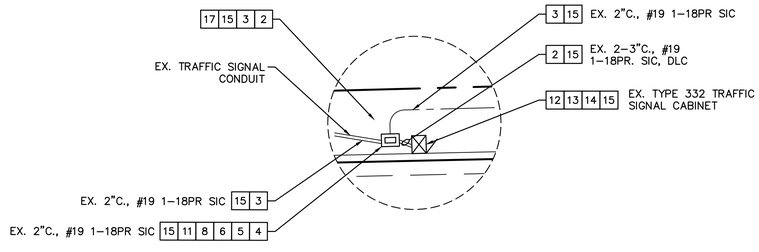
DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	20 OF 31 SHEETS	PS029 PROJECT NUMBER	MTE1004 PLAN NUMBER
DRAWN BY	DATE	APPROVED BY				
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE			



FIBER OPTIC CONSTRUCTION NOTES:

2. FURNISH AND INSTALL 1–12 SMFO CABLE IN EXISTING CONDUIT.
3. FURNISH AND INSTALL 1–48 SMFO CABLE IN EXISTING CONDUIT.
4. FURNISH AND INSTALL 1–12 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.
5. FURNISH AND INSTALL 1–48 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.
6. FUSION SPLICE PROPOSED 1–12 SMFO DROP CABLE TO PROPOSED 1–48 SMFO IN PROPOSED SPLICE ENCLOSURE AS SHOWN ON FIBER ASSIGNMENT SHEETS.
8. FURNISH AND INSTALL NEW SPLICE ENCLOSURE IN PULL BOX PER DETAILS SHEET.
11. UPGRADE EXISTING 90 DEGREE SWEEPS TO 45 DEGREE SWEEPS TO MATCH EXISTING CONDUIT PER DETAILS SHEET.
12. TERMINATE FIBER OPTIC CABLE IN TRAFFIC SIGNAL CABINET.
13. FURNISH AND INSTALL SPLICE TRAY, PATCH CORDS, AND SFPs PER SPECIFICATIONS. TERMINATE FIBER OPTIC CABLE IN TRAFFIC SIGNAL CABINET.
14. THE CONTRACTOR SHALL INSTALL THE PROPER NUMBER OF SFP TRANSCEIVERS, FIBER OPTIC JUMPER CABLES, CAT 6 CABLES, POWER CABLES, AND CONNECTORS TO PROVIDE THE PROPER COMMUNICATION AS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIGURATION, INSTALLATION, TESTING, AND INTEGRATION OF NEW AND EXISTING COMMUNICATION EQUIPMENT TO ENSURE INTENDED OPERATION OF NETWORK CONFIGURATION.
15. DISCONNECT AND REMOVE EXISTING COPPER SIGNAL INTERCONNECT CABLE.
17. REMOVE EXISTING DLC.



DETAIL "A"
(SCALE 1"=10')

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20' WHEN PLOTTED FULL SIZE AT 24"X36"

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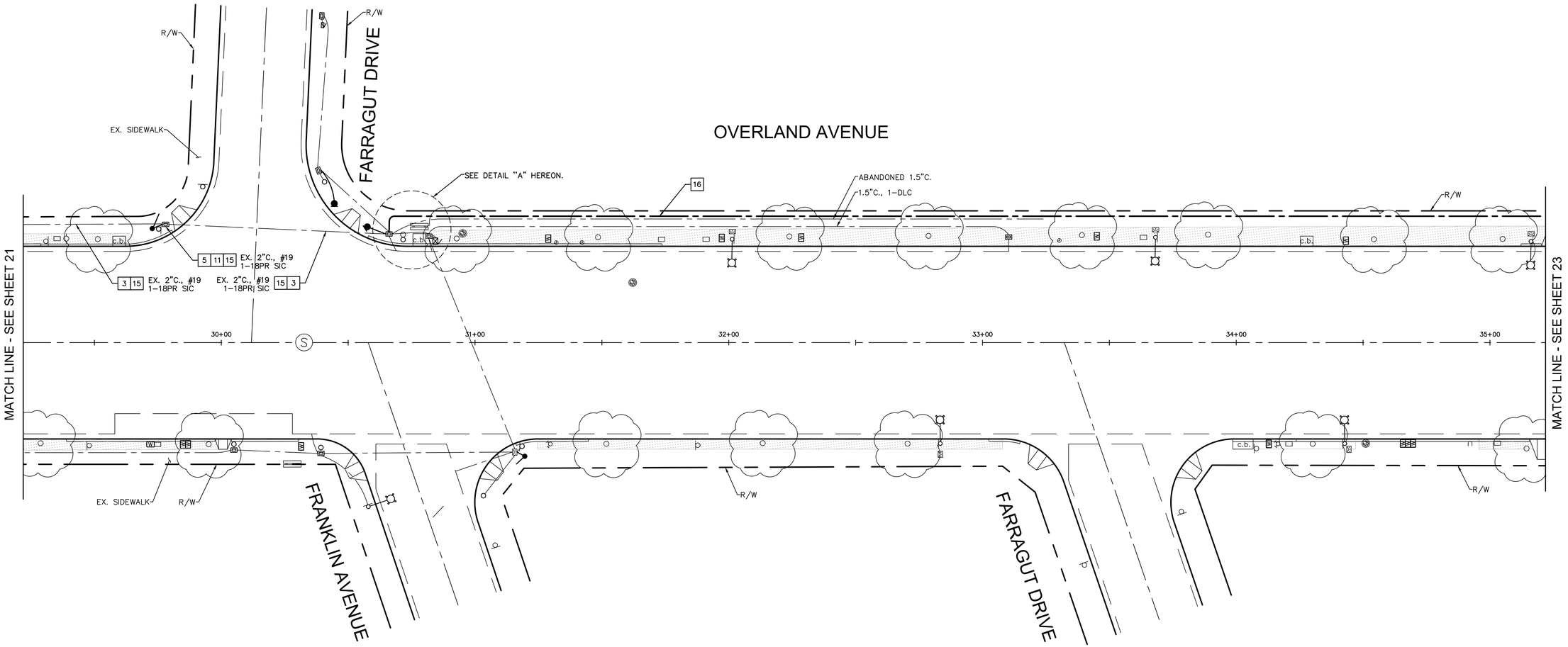
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC IMPROVEMENTS 3

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	21	PROJECT NUMBER PS029	PLAN NUMBER MTE1004
DRAWN BY	DATE	APPROVED BY		OF		
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE	31 SHEETS		



FIBER OPTIC CONSTRUCTION NOTES:

2 FURNISH AND INSTALL 1-12 SMFO CABLE IN EXISTING CONDUIT.

3 FURNISH AND INSTALL 1-48 SMFO CABLE IN EXISTING CONDUIT.

4 FURNISH AND INSTALL 1-12 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.

5 FURNISH AND INSTALL 1-48 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.

6 FUSION SPLICE PROPOSED 1-12 SMFO DROP CABLE TO PROPOSED 1-48 SMFO IN PROPOSED SPLICE ENCLOSURE AS SHOWN ON FIBER ASSIGNMENT SHEETS.

8 FURNISH AND INSTALL NEW SPLICE ENCLOSURE IN PULL BOX PER DETAILS SHEET.

11 UPGRADE EXISTING 90 DEGREE SWEEPS TO 45 DEGREE SWEEPS TO MATCH EXISTING CONDUIT PER DETAILS SHEET.

12 TERMINATE FIBER OPTIC CABLE IN TRAFFIC SIGNAL CABINET.

13 FURNISH AND INSTALL SPLICE TRAY, PATCH CORDS, AND SFPs PER SPECIFICATIONS. TERMINATE FIBER OPTIC CABLE IN TRAFFIC SIGNAL CABINET.

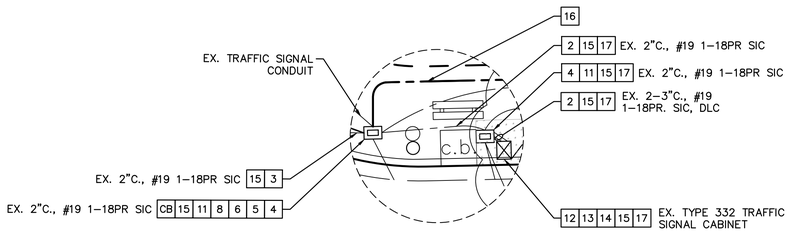
14 THE CONTRACTOR SHALL INSTALL THE PROPER NUMBER OF SFP TRANSCEIVERS, FIBER OPTIC JUMPER CABLES, CAT 6 CABLES, POWER CABLES, AND CONNECTORS TO PROVIDE THE PROPER COMMUNICATION AS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIGURATION, INSTALLATION, TESTING, AND INTEGRATION OF NEW AND EXISTING COMMUNICATION EQUIPMENT TO ENSURE INTENDED OPERATION OF NETWORK CONFIGURATION.

15 DISCONNECT AND REMOVE EXISTING COPPER SIGNAL INTERCONNECT CABLE.

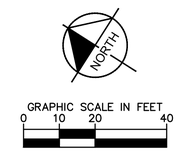
16 FURNISH AND INSTALL 1-48 SMFO CABLE IN NEW 3" CONDUIT.

17 REMOVE EXISTING DLC.

CB INSTALL NEW CONDUIT INTO EXISTING PULL BOX.



DETAIL "A"
(SCALE 1"=10')



1"=20' WHEN PLOTTED
FULL SIZE AT 24"X36"

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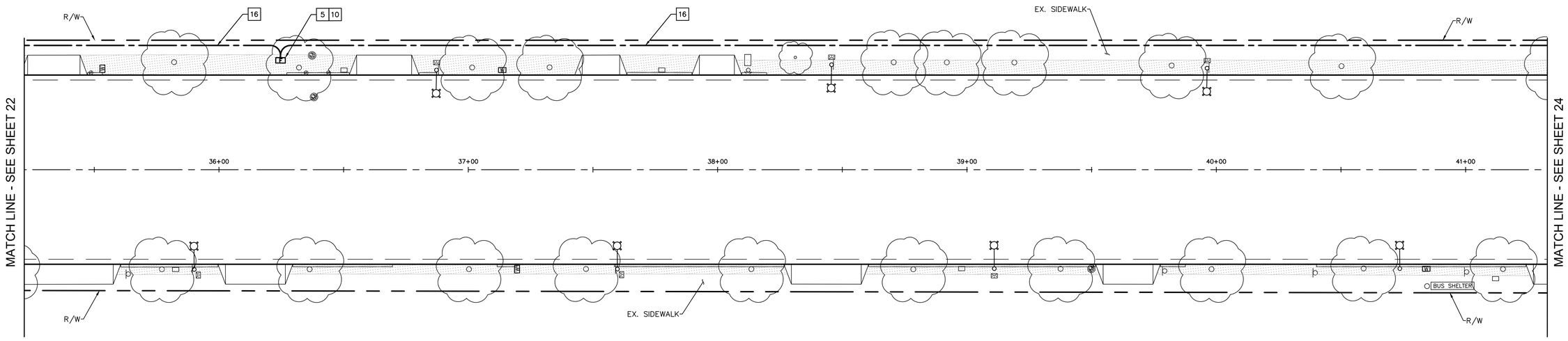
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC IMPROVEMENTS 4

DESIGNED BY DATE	MJ,VC,JM,TC 12/22/2024
DRAWN BY DATE	MJ,VC 12/22/2024
CHECKED BY	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER
APPROVED BY	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER
SHEET	22 OF 31 SHEETS
PROJECT NUMBER	PS029
PLAN NUMBER	MTE1004

OVERLAND AVENUE



FIBER OPTIC CONSTRUCTION NOTES:

5 FURNISH AND INSTALL 1–48 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.

10 FURNISH AND INSTALL NEW #6E PULL BOX WITH 8" EXTENSION PER DETAILS SHEET.

16 FURNISH AND INSTALL 1–48 SMFO CABLE IN NEW 3" CONDUIT.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

1"=20' WHEN PLOTTED
FULL SIZE AT 24"X36"

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PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN
IMPROVEMENTS – PHASE 1
FIBER OPTIC IMPROVEMENTS 5

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PHONE: 213–261–4040
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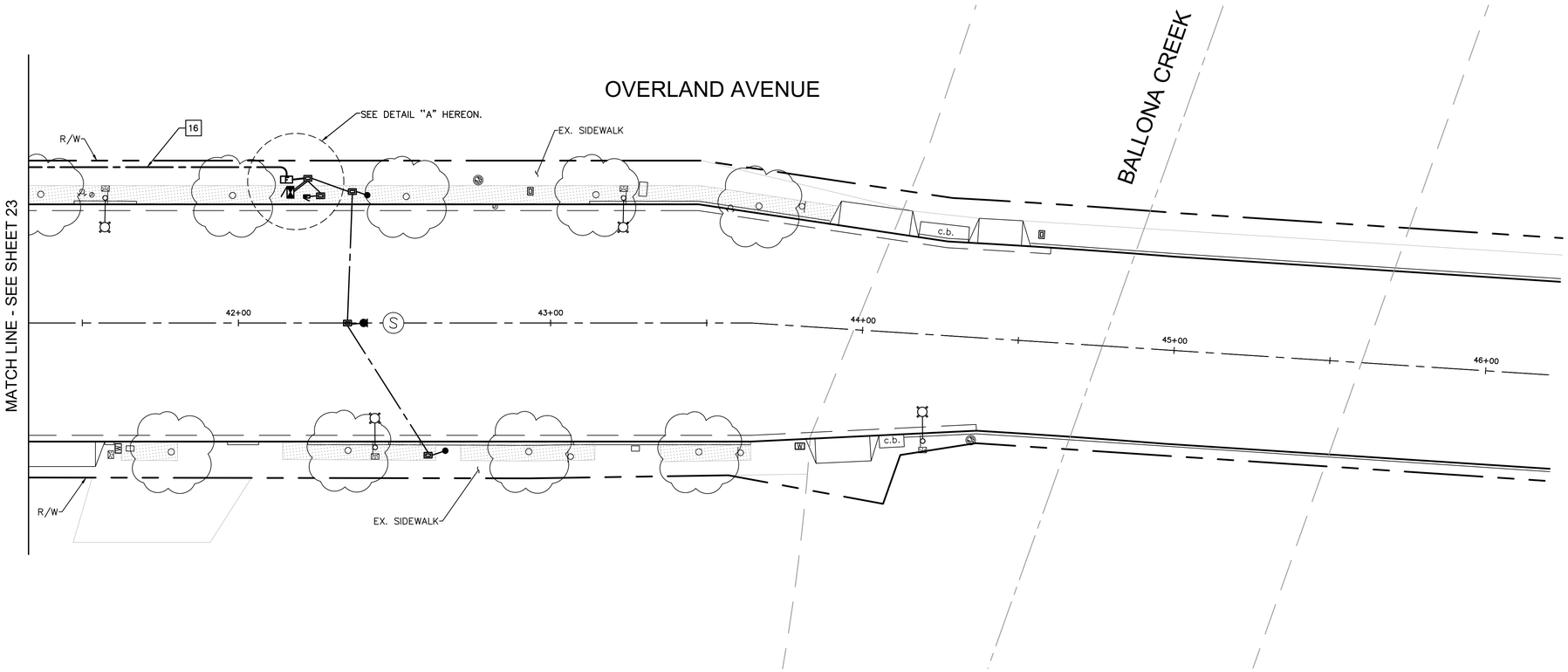
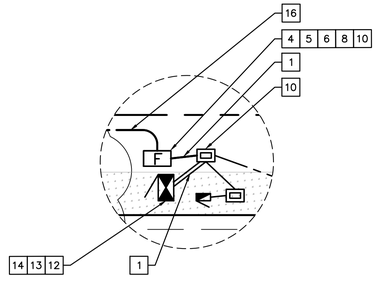
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	23
DRAWN BY	DATE	APPROVED BY		OF
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE	31 SHEETS

PROJECT NUMBER PS029
PLAN NUMBER MTE1004



FIBER OPTIC CONSTRUCTION NOTES:

1. FURNISH AND INSTALL 1-12 SMFO CABLE IN NEW 3" CONDUIT.
4. FURNISH AND INSTALL 1-12 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.
5. FURNISH AND INSTALL 1-48 SMFO CABLE IN PULL BOX. LEAVE 30' OF SLACK COILED IN PULL BOX.
6. FUSION SPLICE PROPOSED 1-12 SMFO DROP CABLE TO PROPOSED 1-48 SMFO IN PROPOSED SPLICE ENCLOSURE AS SHOWN ON FIBER ASSIGNMENT SHEETS.
8. FURNISH AND INSTALL NEW SPLICE ENCLOSURE IN PULL BOX PER DETAILS SHEET.
10. FURNISH AND INSTALL NEW #6E PULL BOX WITH 8" EXTENSION PER DETAILS SHEET.
12. TERMINATE FIBER OPTIC CABLE IN TRAFFIC SIGNAL CABINET.
13. FURNISH AND INSTALL SPLICE TRAY, PATCH CORDS, AND SFPs PER SPECIFICATIONS. TERMINATE FIBER OPTIC CABLE IN TRAFFIC SIGNAL CABINET.
14. THE CONTRACTOR SHALL INSTALL THE PROPER NUMBER OF SFP TRANSCEIVERS, FIBER OPTIC JUMPER CABLES, CAT 6 CABLES, POWER CABLES, AND CONNECTORS TO PROVIDE THE PROPER COMMUNICATION AS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIGURATION, INSTALLATION, TESTING, AND INTEGRATION OF NEW AND EXISTING COMMUNICATION EQUIPMENT TO ENSURE INTENDED OPERATION OF NETWORK CONFIGURATION.
16. FURNISH AND INSTALL 1-48 SMFO CABLE IN NEW 3" CONDUIT.



DETAIL "A"
(SCALE 1"=10')

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20' WHEN PLOTTED
FULL SIZE AT 24"X36"

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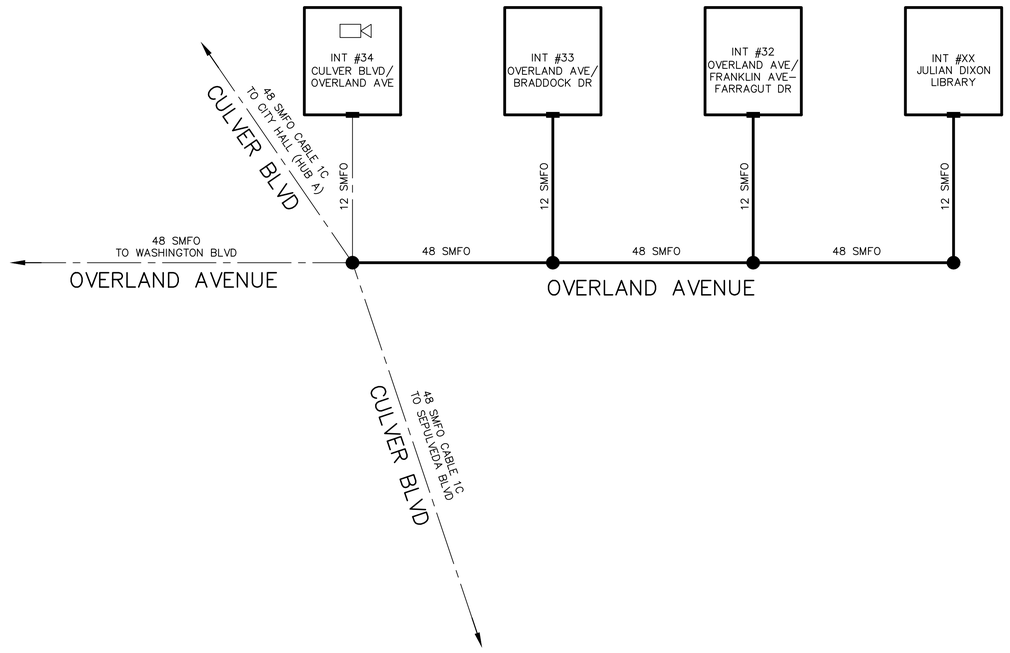
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS - PHASE 1
FIBER OPTIC IMPROVEMENTS 6

DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	24 OF 31 SHEETS	PS029 PROJECT NUMBER	MTE1004 PLAN NUMBER
DRAWN BY	DATE	APPROVED BY				
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE			



LEGEND

- NEW SPLICE POINT (ONLY DESIGNATED FIBER STRANDS ARE SPLICED. OTHER TRUNK STRANDS REMAIN UNSPLICED).
- EXISTING SPLICE POINT
- TERMINATION POINT. INCLUDES FIBER TERMINATION PANEL, PIGTAILS, CONNECTORS / COUPLERS, FAN-OUT CASSETTES, AND FIBER PATCH CORDS.
- EXISTING FIBER
- PROPOSED FIBER
- EXISTING CCTV LOCATION

NORTH

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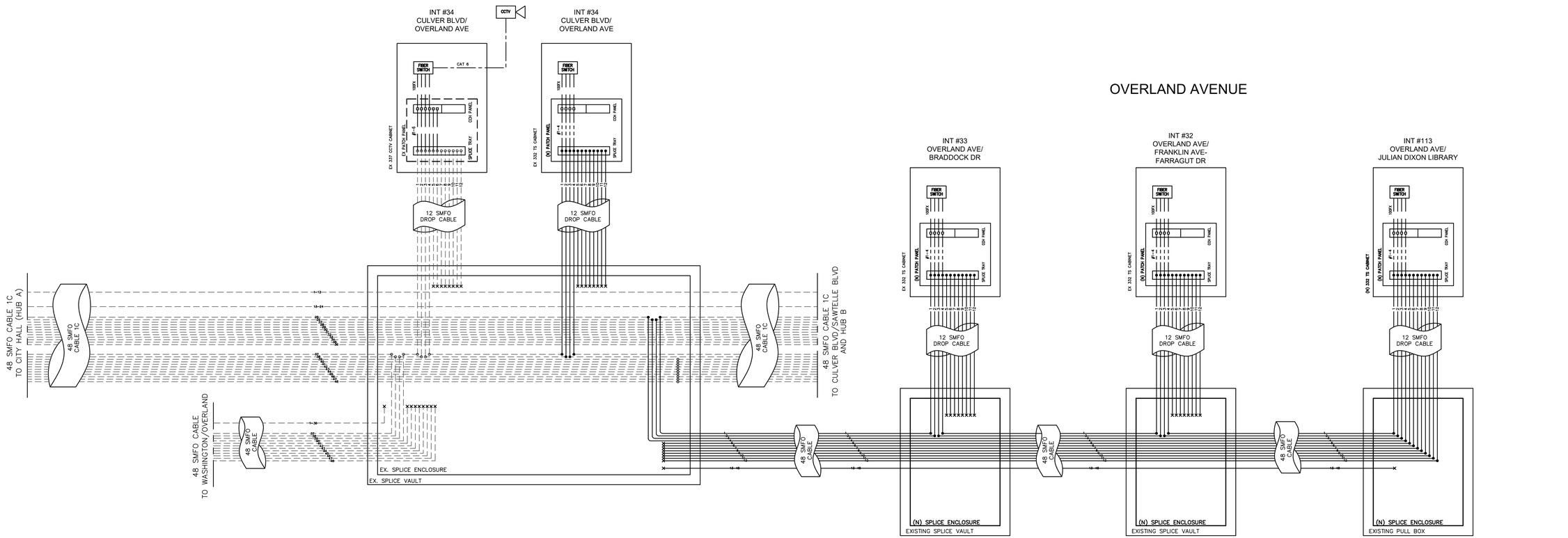
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC NETWORK DIAGRAM

DESIGNED BY DATE	CHECKED BY	SHEET	PROJECT NUMBER
MJ,VC,JM,TC 12/22/2024	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER	25 OF 31 SHEETS	PS029
DRAWN BY DATE	APPROVED BY		PLAN NUMBER
MJ,VC 12/22/2024	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER		MTE1004



LEGEND: (THIS SHEET)

- NEW FIBER OPTIC CABLE
- EXISTING FIBER OPTIC CABLE
- PROPOSED FIBER SPLICE
- EXISTING FIBER SPLICE
- FIBER CUT
- 1 FIBER STRAND NUMBER
- FIBER JUMPER
- FIBER FAN-OUT/CASSETTE
- CAT 6 CABLE
- SC CONNECTOR
- EXISTING EQUIPMENT
- (N) NEW EQUIPMENT, TYPE AS NOTED

14 NOTICE TO CONTRACTOR:
THE CONTRACTOR SHALL INSTALL THE PROPER NUMBER OF SFP TRANSCEIVERS, FIBER OPTIC JUMPER CABLES, CAT 6 CABLES, POWER CABLES AND CONNECTORS TO PROVIDE THE PROPER COMMUNICATION AS REQUIRED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIGURATION, INSTALLATION, TESTING, AND INTEGRATION OF NEW AND EXISTING COMMUNICATION EQUIPMENT TO ENSURE INTENDED OPERATION OF NETWORK CONFIGURATION.

NOTES:

1. FOR GENERAL NOTES, CONSTRUCTION NOTES, AND LEGEND SEE SHEET 2.
2. WHEN EXISTING SPLICE CLOSURES ARE TO BE MODIFIED; NEW SPLICE TRAYS, CASSETTES, AND CONNECTOR PANELS SHALL BE PROVIDED.

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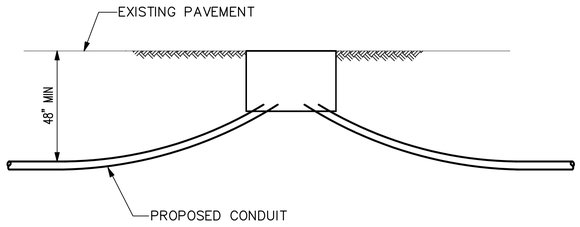
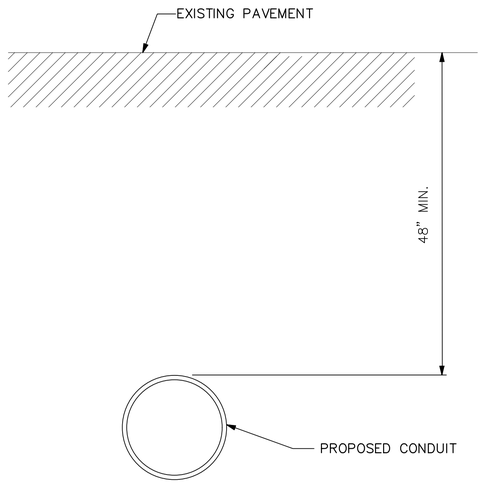
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC SPLICING DIAGRAM

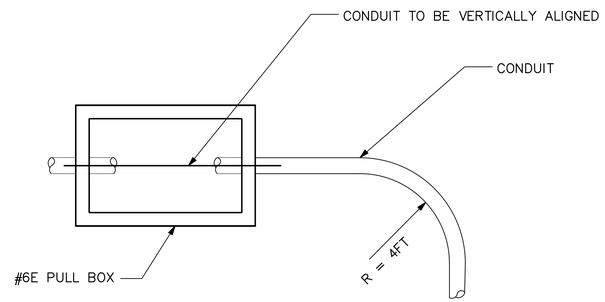
DESIGNED BY DATE	MJ,VC,JM,TC 12/22/2024
DRAWN BY DATE	MJ,VC 12/22/2024
CHECKED BY	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER — DATE
APPROVED BY	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER — DATE
SHEET	26 OF 31 SHEETS
PROJECT NUMBER	PS029
PLAN NUMBER	MTE1004



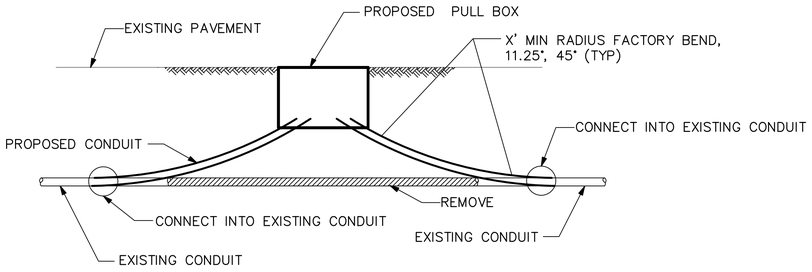
FIBER OPTIC PULL BOX, ELEVATION
N.T.S.



TYPICAL SECTION
N.T.S.



PULL BOX ALIGNMENT
N.T.S.



EXISTING CONDUIT INTERCEPTION
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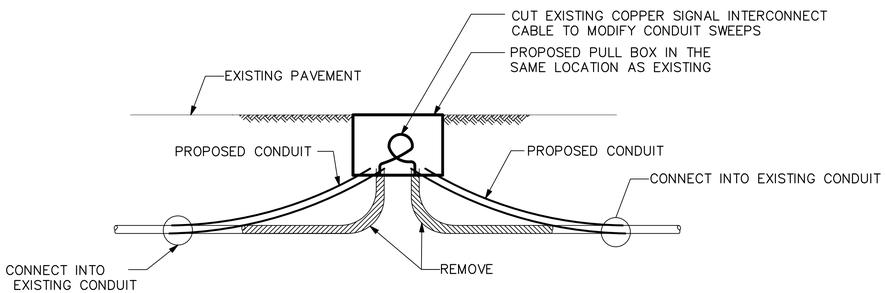
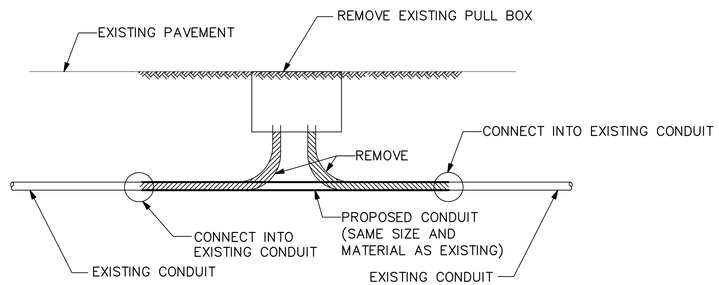


CONDUIT SWEEP MODIFICATION
N.T.S.



PULL BOX REMOVAL & CONDUIT CONNECTION
N.T.S.

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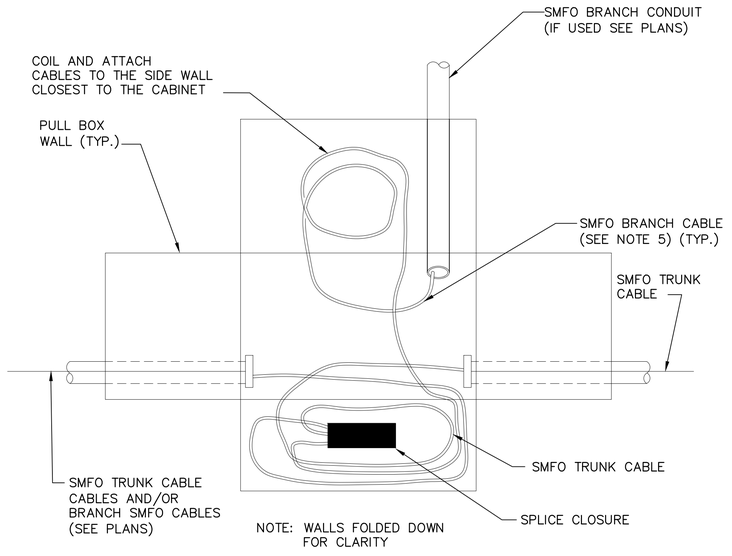
OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC INSTALLATION DETAILS

DESIGNED BY	DATE	CHECKED BY	SHEET	PROJECT NUMBER	PLAN NUMBER
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER	27 OF 31 SHEETS	PS029	MTE1004
DRAWN BY	DATE	APPROVED BY			
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER			

NOTES: (THIS SHEET ONLY)

1. THIS DETAIL APPLIES AT TYPICAL FIBER OPTIC CABLE SPLICE LOCATIONS.
2. MINIMUM BEND RADIUS FOR ALL CABLES SHALL NOT EXCEED REQUIREMENTS OF THE SPECIAL PROVISIONS.
3. THE CONNECTION OF THE SMFO BRANCH CABLE TO THE SMFO TRUNK CABLE, AND ALL SPARE FIBERS, SHALL BE SECURED IN A SPLICE TRAY HOUSED IN THE SPLICE CLOSURE.
4. LIKE CABLES SHALL BE NEATLY COILED, STRAPPED TOGETHER, AND ATTACHED TO THE INSIDE WALL OF THE PULL BOX AS SHOWN.
5. EACH F/O PULL BOX SHALL BE EQUIPPED WITH 30' MIN OF SLACK IN THE TRUNKLINE AND BRANCH FIBER CABLE ON EACH SIDE OF FIBER OPTIC CABLE SPLICE CLOSURE. (C48 PULL BOXES SHALL BE EQUIPPED WITH 50' OF SLACK).
6. PULL BOX, PULL BOX EXTENSION AND PULL BOX COVER SHALL BE QUAZITE OR EQUIVALENT AND SUPPORT MINIMUM TEST LOAD OF 12,500 LBS. IF BOX IS LOCATED IN TRAVEL WAY, PULL BOX AND COVER SHALL CONFORM VERTICAL PROOF-LOAD STRENGTH REQUIREMENT AS PER CALTRANS STANDARD SPECIFICATIONS, SECTION 86-2.07.
7. COIL 30' AND ATTACH FIBER OPTIC CABLES AND SPLICE CLOSURE TO THE SIDEWALL.



TOP VIEW
FIBER OPTIC C48 PULL BOX
ON TRUNKLINE

SPLICE CLOSURE DETAIL

N.T.S.

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OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC PULL BOX AND SPLICING DETAIL

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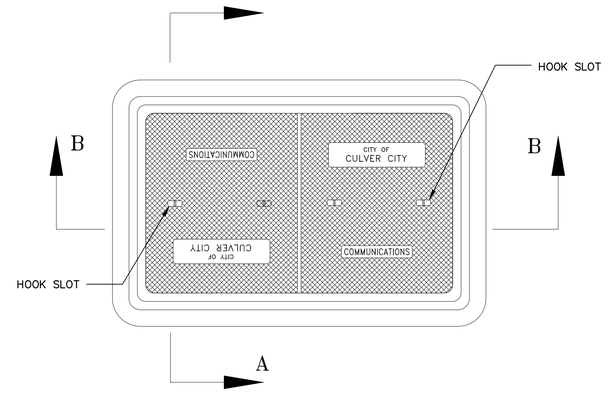
DESIGNED BY DATE	CHECKED BY
MJ,VC,JM,TC 12/22/2024	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER
DRAWN BY DATE	APPROVED BY
MJ,VC 12/22/2024	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER

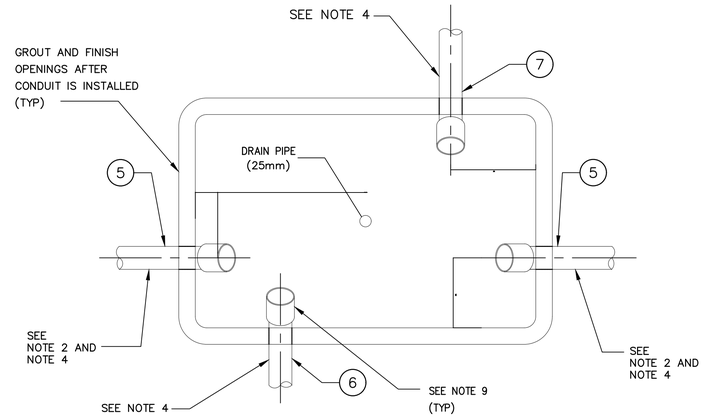
SHEET 28 OF 31 SHEETS
PROJECT NUMBER PS029
PLAN NUMBER MTE1004

NOTES: (THIS SHEET ONLY)

1. BACKFILL ACCORDING TO CALTRANS STANDARD SPECIFICATIONS. CONCRETE SHOULD BE PLACED AROUND AND UNDER PULL BOXES (150mm OR 6" MINIMUM) AND SHOULD CONTAIN A MINIMUM OF 325 Kg OF PORTLAND CEMENT PER CUBIC METER.
2. TRUNK LINE CONDUIT(S) FROM THE TYPICAL BORE OR TRENCH SECTION SHOULD NOT DEFLECT BY MORE THAN 1' PER 10" FROM THE ALIGNMENT PRECEDING OR FOLLOWING PULL BOX ENTRANCE/EXIT.
3. EXCESS CONDUIT FOR ALL CONDUIT ENDS SHALL BE CUT BACK TO PROVIDE STUB ENDS OF 1" MINIMUM TO 2" MAXIMUM.
4. SEE PLAN SHEETS FOR NUMBER AND SIZE OF CONDUIT.
5. IF MORE THAN 3 CONDUITS ARE REQUIRED IN SAME KNOCKOUT, KNOCKOUT SHALL BE WIDENED TO ½" MORE THAN THE COMBINED CONDUIT WIDTH.
6. TRUNK LINE CONDUITS SHALL ENTER THROUGH KNOCKOUTS.
7. PULL BOX, PULL BOX EXTENSION AND PULL BOX COVER SHALL BE PER CITY STANDARD PLAN 012-2, AND SUPPORT MINIMUM TEST LOAD OF 12,500 LBS. IF PULL BOX IS LOCATED IN TRAVEL WAY, PULL BOX AND COVER SHALL CONFORM VERTICAL PROOF LOAD STRENGTH REQUIREMENT AS PER CALTRANS STANDARD SPECIFICATIONS, SECTION 86-2.07.
8. FIBER OPTIC PULL BOX, FIBRELYTE CONSTRUCTION PER PROJECT SPECIFICATIONS.
9. CUT CONDUIT, DE-BURR AND RE-THREAD PRIOR TO INSTALLING FIBER OPTIC CABLE AND/OR OTHER CABLES/CONDUCTORS. ALL METALLIC CONDUITS SHALL HAVE THREADED METALLIC BUSHINGS. ALL PVC AND HDPE CONDUITS SHALL HAVE BELL ENDS.
10. FURNISH AND INSTALL CAPS OR DUCT PLUGS FOR ALL UNUSED CONDUIT.
11. NUMBERS IN CIRCLES REFER TO ITEMS IN LEGEND.
12. THE SPLICE CLOSURE SHALL BE ANGLED TO FACILITATE MINIMUM BENDING RADIUS IN THE CABLE.
13. IF APPLICABLE, PULL BOX HEIGHT ABOVE EXISTING DIRT GRADE SHALL PERMIT 1" OF FUTURE SURFACE LANDSCAPING. WHEN PULL BOX IS INSTALLED IN EXISTING SIDEWALK, PULL BOX COVER SHALL SIT FLUSH WITH THE PAVEMENT. COORDINATE WITH ENGINEER WHERE THIS APPLIES.
14. EACH F/O PULL BOX SHALL BE EQUIPPED WITH 40' MIN. OF SLACK IN THE TRUNK LINE AND BRANCH FIBER CABLE ON EACH SIDE OF FIBER OPTIC CABLE SPLICE CLOSURE.
15. BOTTOM OF CONDUIT CENTERLINE SHALL BE ALIGNED TO EXIT TOP OF PULL BOX TO FACILITATE CABLE PULLING. IF EXISTING CONDUIT USED, CONTRACTOR SHALL MODIFY CONDUIT TO MATCH SWEEP AS SHOWN. (SEE PULL BOX DETAIL, SHEET 52, IF DEPTH OF EXISTING CONDUIT IS LESS THAN DEPTH O PULL BOX). IF NEW CONDUIT USED, CONTRACTOR SHALL INSTALL SCHEDULE 80 PVC ELBOW AS SHOWN.
16. MINIMUM PULL BOX DEPTH SHALL BE 2'. IF NECESSARY, AN EXTENSION MAY BE USED TO MEET THIS REQUIREMENT.



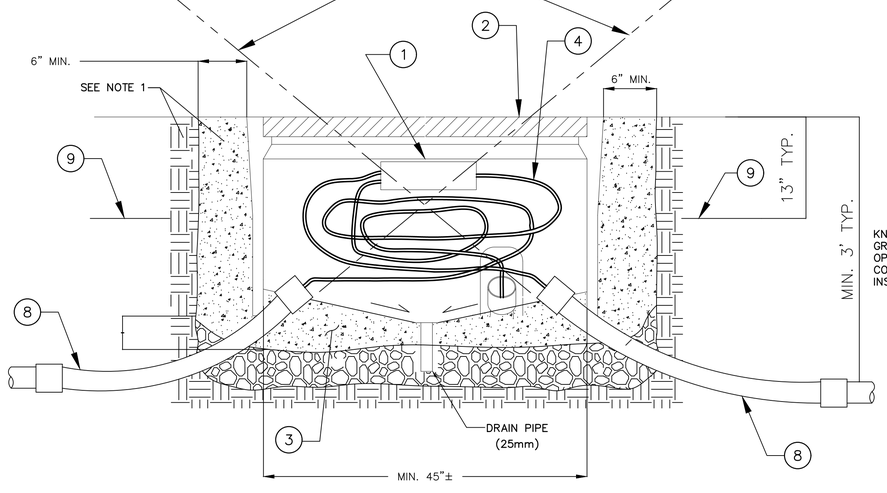
PLAN VIEW
N.T.S.



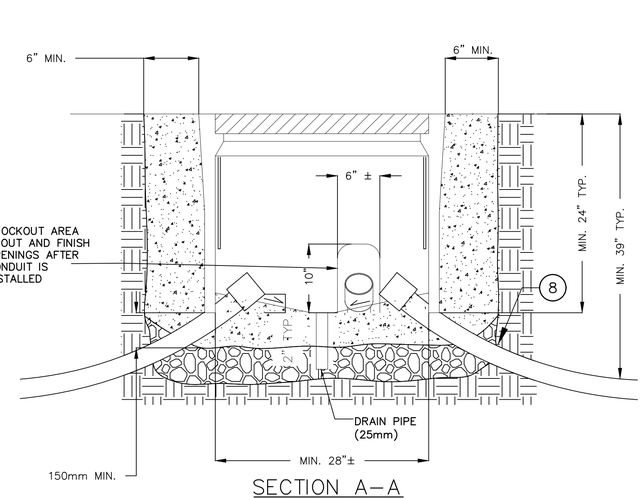
PLAN VIEW WITHOUT LID
(ONLY CONDUITS SHOWN)
N.T.S.

LEGEND : (THIS SHEET ONLY)

1. FIBER OPTIC CABLE SPLICE ENCLOSURE.
2. FIBER OPTIC PULL BOX LID.
3. PORTLAND CEMENT CONCRETE FLOOR OVER CLEAN CRUSHED ROCK SUMP AS PER CALTRANS STANDARDS. BOTTOM OF PULL BOX SHALL BE SLOPED TOWARD THE DRAIN PIPE FOR DRAINAGE AND SHALL HAVE A SMOOTH FINISH. SEE NOTE 1 ABOVE FOR PORTLAND CEMENT CONCRETE MATERIAL.
4. COMMUNICATION CABLE, AS REQUIRED. FOR FIBER OPTIC CABLE, 50' OF SLACK SHALL BE PROVIDED IN C48 PULL BOX.
5. CONDUIT FOR SMFO TRUNK CABLE AND/OR BRANCH SMFO CABLES (SEE PLANS). SEE NOTE 18.
6. EXISTING TRAFFIC SIGNAL CONDUIT (TYP.).
7. SMFO BRANCH OR TRUNK CONDUIT, IF NEEDED (SEE PLANS).
8. 45 DEGREE ELBOW, 36" RADIUS (MIN). ELBOW AND COUPLING MAY NOT BE NECESSARY FOR NEW CONDUIT INSTALLED BY DIRECTIONAL BORING. NEW CONDUIT INSTALLED BY DIRECTIONAL DRILLING SHALL ENTER PULL BOX WITH BENDING RADIUS OF 36" (MIN). SEE NOTE 18.
9. WARNING TAPE (FOR NEW CONDUIT INSTALLED BY TRENCHING).



SECTION B-B
N.T.S.



SECTION A-A
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OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC SPLICE VAULT DETAIL

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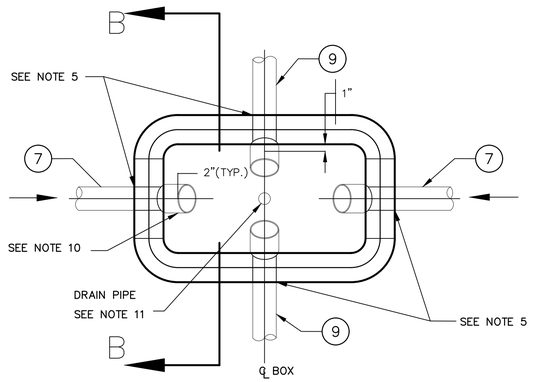
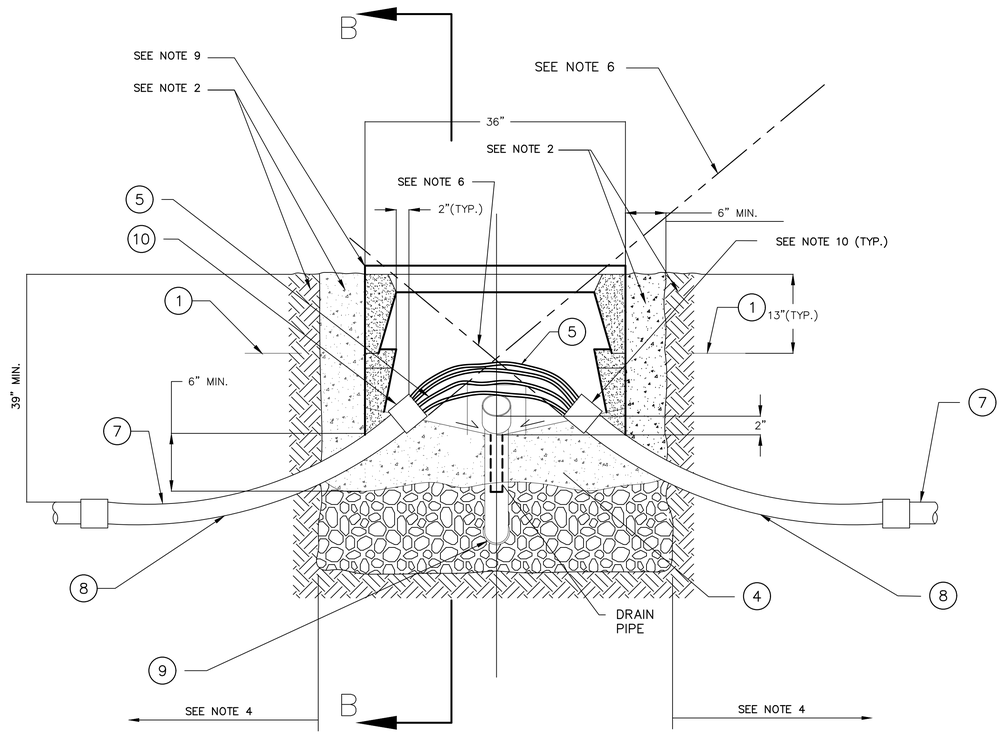
DESIGNED BY	DATE	CHECKED BY		SHEET		
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER	DATE	29	PROJECT NUMBER	PS029
DRAWN BY	DATE	APPROVED BY		OF		
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER	DATE	31 SHEETS	PLAN NUMBER	MTE1004



PLAN VIEW
(WITHOUT LID)
N.T.S.



LONGITUDINAL SECTION

LEGEND: (THIS SHEET ONLY)

1. WARNING TAPE (FOR NEW CONDUIT IF INSTALLED BY TRENCHING).
2. NOT USED.
3. NOT USED.
4. PORTLAND CEMENT CONCRETE FLOOR OVER CLEAN CRUSHED ROCK SUMP. BOTTOM OF PULL BOX SHALL BE SMOOTH FINISHED AND SLOPED TOWARD DRAIN PIPE FOR DRAINAGE AND SHALL HAVE A SMOOTH FINISH. SEE NOTE 2 FOR PORTLAND CEMENT CONCRETE MATERIAL.
5. COMMUNICATION CABLE AS REQUIRED. FOR FIBER OPTIC CABLE, 30' OF SLACK SHALL BE PROVIDED IN #6E PULL BOX.
6. NOT USED
7. CONDUIT FOR FIBER OPTIC CABLE. SEE NOTE 4.
8. 45 DEGREE ELBOW, 36" RADIUS (MIN.). ELBOW AND COUPLING MAY NOT BE NECESSARY FOR NEW CONDUIT INSTALLED BY DIRECTIONAL BORING. NEW CONDUIT INSTALLED BY DIRECTIONAL BORING SHALL ENTER THE PULL BOX WITH BENDING RADIUS OF 36" (MIN.).
9. EXISTING TRAFFIC SIGNAL CONDUIT (TYP.). ALL CONDUITS SHALL HAVE BELL ENDS (SEE NOTE 10).
10. CONDUIT BELL END (TYP.).
11. KNOCK OUT 8"x12". SEE NOTE 4.
GROUT AND FINISH OPENINGS AFTER CONDUIT IS INSTALLED.

NOTES: (THIS SHEET ONLY)

1. NUMBERS IN CIRCLES REFER TO ITEMS IN LEGEND.
2. BACK FILL ACCORDING TO CALTRANS STANDARD SPECIFICATIONS. CONCRETE SHALL BE PLACED AROUND AND UNDER PULL BOXES (6" MINIMUM) AND SHALL CONTAIN A MINIMUM OF 325 Kg OF PORTLAND CEMENT PER CUBIC METER.
3. CUT CONDUIT, DE-BURR AND RE-THREAD PRIOR TO INSTALLING FIBER OPTIC CABLE AND/OR OTHER CABLES/CONDUCTORS. ALL METALLIC CONDUITS SHALL HAVE THREADED METALLIC BUSHINGS. ALL PVC AND HDPE CONDUITS SHALL HAVE BELL ENDS.
4. CONDUIT FROM THE TYPICAL BORE OR TRENCH SECTION SHALL NOT DEFLECT BY MORE THAN 12" PER 118" FROM THE ALIGNMENT PRECEDING OR THE FOLLOWING THE PULL BOX.
5. IF MORE THAN 3 CONDUITS ARE REQUIRED IN THE SAME KNOCKOUT, KNOCKOUT SHALL BE WIDENED TO ½" MORE THAN THE COMBINED CONDUIT WIDTH.
6. BOTTOM OF CONDUIT CENTERLINE SHALL BE ALIGNED TO EXIT TOP OF PULL BOX TO FACILITATE CABLE PULLING. IF EXISTING CONDUIT USED, CONTRACTOR SHALL MODIFY CONDUIT SWEEP (IF NEEDED) AS SHOWN. (SEE PULL BOX DETAIL, SHEET 11, IF DEPTH OF EXISTING PULL BOX IS LESS THAN DEPTH OF PULL BOX). IF NEW CONDUIT USED, CONTRACTOR SHALL INSTALL SCHEDULE 80 PVC CONDUIT WITH SWEEP AS SHOWN.
7. IF APPLICABLE, PULL BOX HEIGHT ABOVE EXISTING DIRT GRADE SHALL PERMIT 1" OF FUTURE SURFACE LANDSCAPING. WHEN PULL BOX IS INSTALLED IN EXISTING SIDEWALK, PULL BOX COVER SHALL SIT FLUSH WITH THE PAVEMENT. COORDINATE WITH ENGINEER WHERE THIS APPLIES.
8. EXCESS CONDUIT FOR ALL CONDUIT ENDS SHALL BE CUT BACK TO PROVIDE STUB ENDS OF 1" MINIMUM TO 2" MAXIMUM.

SECTION B-B
N.T.S.

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
FIBER OPTIC 6E PULL BOX DETAIL

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

NO	DESCRIPTION	BY	AP	DATE

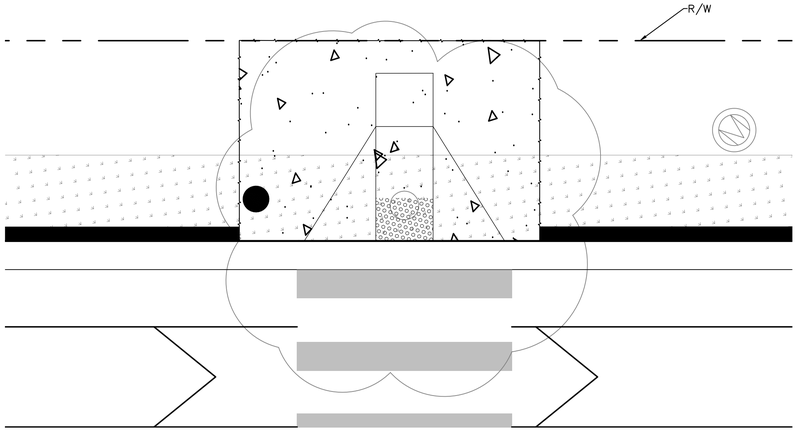
PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PREPARED BY
Kimley»Horn

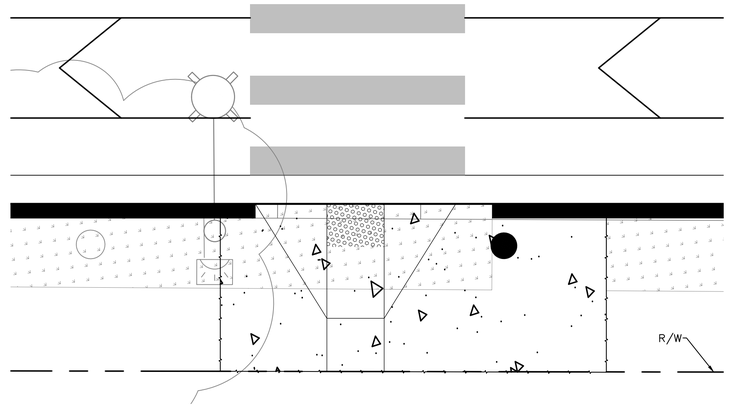
660 S. FIGUEROA STREET, SUITE 2050, LOS ANGELES, CA 90017
PHONE: 213-261-4040
WWW.KIMLEY-HORN.COM

DESIGNED BY	DATE	CHECKED BY	SHEET
MJ,VC,JM,TC	12/22/2024	THOMAS CHECK, PE, TE SENIOR TRAFFIC ENGINEER — DATE	30 OF 31 SHEETS
DRAWN BY	DATE	APPROVED BY	
MJ,VC	12/22/2024	ANDREW MAXIMOUS, PE, TE MOBILITY & TRAFFIC ENGINEERING MANAGER — DATE	

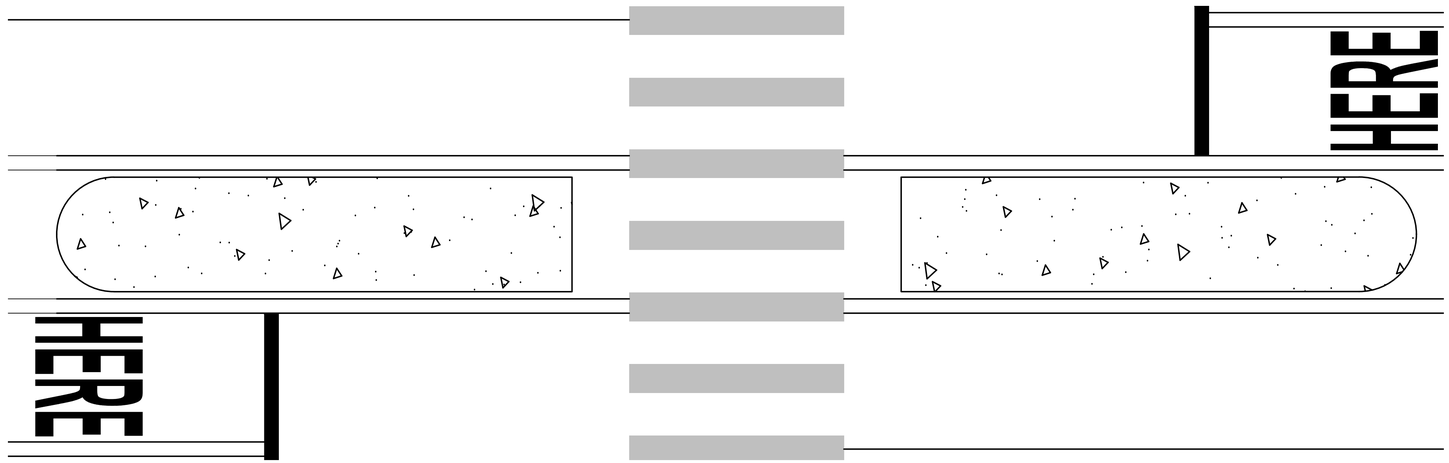
PROJECT NUMBER PS029
PLAN NUMBER MTE1004



NORTHERN CURB RAMP DETAIL



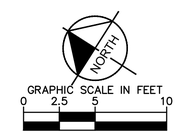
SOUTHERN CURB RAMP DETAIL



CENTER MEDIAN DETAIL

LEGEND

S	SIGNALIZED INTERSECTION
	EXISTING STRIPING & MARKINGS TO REMAIN
	PROPOSED STRIPING & MARKINGS
	PROPOSED SAWCUT LIMITS
	EXISTING CURB MARKINGS TO REMAIN
	EXISTING CURB MARKINGS TO BE REMOVED
	PROPOSED CURB MARKINGS.
S	SIGNALIZED INTERSECTION
	EXISTING TRAFFIC SIGNAL POLE
	PROPOSED TRAFFIC SIGNAL POLE
	EXISTING SIGN AND POST
	PROPOSED SIGN AND POST
	PROPOSED ANGLED SIGN AND POST USING 30 DEGREE BRACKET
	PROPOSED DIRECTIONAL CURB RAMP
	PROPOSED HIGH-VISIBILITY BICYCLE CROSSING
	PROPOSED HIGH-VISIBILITY CROSSWALK
	PROPOSED CONCRETE
	EXISTING MEDIAN TO BE REMOVED
DETAIL X / DETAIL Y	DETAIL X | DETAIL Y PER CALTRANS STANDARD PLANS A20A-A20F



1"=5' WHEN PLOTTED
FULL SIZE AT 24"X36"

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PUBLIC WORKS DEPARTMENT
MOBILITY & TRAFFIC ENGINEERING DIVISION

OVERLAND AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS – PHASE 1
CIVIL DETAILS SHEET

DESIGNED BY DATE	MJ,VC,JM,TC 12/22/2024
DRAWN BY DATE	MJ,VC 12/22/2024
CHECKED BY	THOMAS CHECK, PE, TE DATE SENIOR TRAFFIC ENGINEER
APPROVED BY	ANDREW MAXIMOUS, PE, TE DATE MOBILITY & TRAFFIC ENGINEERING MANAGER
SHEET	31 OF 31 SHEETS
PROJECT NUMBER	PS029
PLAN NUMBER	MTE1004