

**SIGNING AND STRIPING NOTES:**

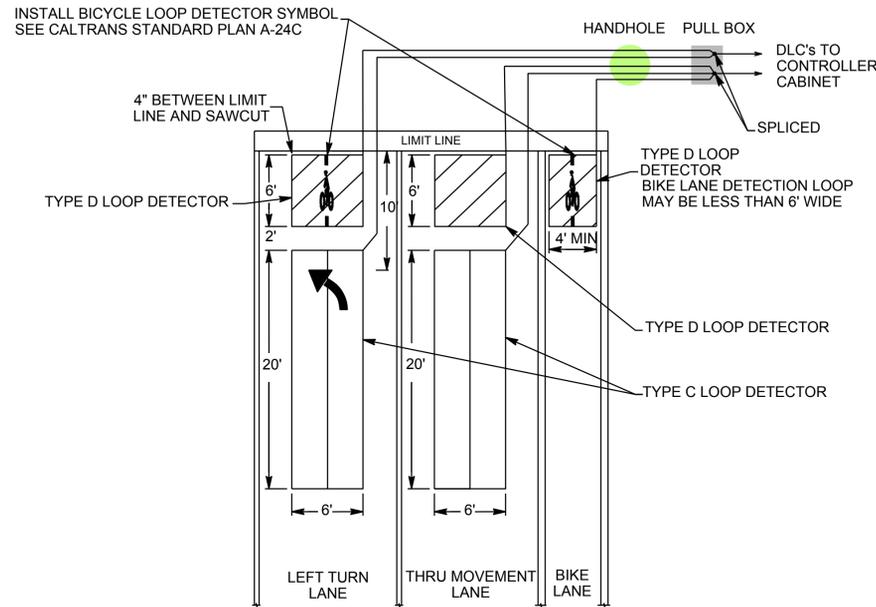
- ALL STRIPING, PAVEMENT MARKERS AND MARKINGS INSTALLATION TO BE PERFORMED BY THE CONTRACTOR.
- ALL STRIPING, PAVEMENT MARKERS AND MARKINGS REMOVAL TO BE PERFORMED BY THE CONTRACTOR PER THE CITY OF SAN JOSE STANDARD SPECIFICATIONS. ALL STRIPING, PAVEMENT MARKERS AND MARKINGS THAT ARE IN CONFLICT WITH THE NEW INSTALLATION MUST BE REMOVED BY THE CONTRACTOR.
- ALL STRIPING, PAVEMENT MARKERS AND MARKINGS LAYOUT (CAT-TRACKING) SHALL BE DONE BY THE CONTRACTOR PRIOR TO PLACEMENT.
- PROJECT INSPECTOR SHALL NOTIFY THE DEPARTMENT OF TRANSPORTATION (GEOMETRIC DESIGN) AT (408)535-3850 A MINIMUM OF TWO WEEKS PRIOR TO THE NEED TO ARRANGE FOR THE STRIPING INSTALLATION.
- UNLESS INDICATED OTHERWISE, ALL STRIPING, PAVEMENT MARKERS AND MARKINGS, AND SIGNS INSTALLATION ARE PER THE LATEST CALIFORNIA MUTCD, CALTRANS STANDARD PLANS AND SPECIFICATIONS.
- THE WIDTH OF THE CROSSWALK SHALL BE MEASURED FROM CENTER OF STRIPING ON ONE SIDE TO CENTER OF STRIPING ON THE OTHER SIDE.
- UNLESS INDICATED OTHERWISE, NUMBER ONE LANE DIMENSIONS SHALL BE MEASURED FROM MEDIAN FACE OF CURB TO CENTER OF STRIPING WHERE MEDIAN IS PRESENT; OTHERWISE LANE DIMENSIONS SHALL BE MEASURED FROM CENTER OF STRIPING TO CENTER OF STRIPING.
- CENTER LANE DIMENSIONS SHALL BE MEASURED FROM CENTER OF STRIPING TO CENTER OF STRIPING.
- WHERE BIKE LANE IS NEXT TO FACE OF CURB, BIKE LANE DIMENSIONS SHALL BE MEASURED FROM CENTER OF STRIPING TO FACE OF CURB.
- WHERE BIKE LANE IS NOT PRESENT BETWEEN FACE OF CURB AND CURB LANE, CURB LANE DIMENSIONS SHALL BE MEASURED FROM CENTER OF STRIPING TO FACE OF CURB.

**LEGEND:**

- INSTALLATION OF PROPOSED SIGN ON EXISTING LIGHTING, SIGNAL OR SIGN POLE BY STRAP AND SADDLE BRACKET METHOD
- INSTALLATION OF PROPOSED SIGN WITH NEW 2" STEEL SIGN POLE
- PROPOSED / EXISTING SIGN ON EXISTING POLE
- INSTALLATION OF PROPOSED SIGN ON EXISTING POLE
- REMOVE EXISTING SIGN ON EXISTING POLE
- REMOVE EXISTING SIGN AND POLE
- EXISTING SIGN TO REMAIN
- RELOCATE EXISTING SIGN TO NEW POLE
- INSTALL 4'X6' TYPE D BIKE LOOP
- INSTALL 6'X6' TYPE D LOOP DETECTOR
- CITY STRIPING AND MARKING DETAILS (SEE LOWER LEFT-HAND CORNER FOR EQUIVALENT STANDARD CALTRANS STRIPING AND MARKING DETAILS)
- DIRECTION OF TRAVEL
- VERTICAL SEPARATION DEVICE/EDGE ISLAND
- BEIGE PAVEMENT ENHANCEMENT

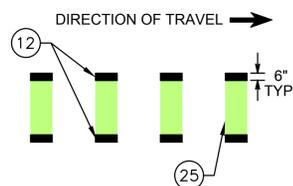
**ABBREVIATIONS:**

- BL BIKE LANE ARROW AND BIKE WITH PERSON SYMBOL
- SR SHARED LANE MARKING (SHARROW)
- RR RAILROAD CROSSING SYMBOL
- NTS NOT TO SCALE
- O.C. ON CENTER
- TYP TYPICAL

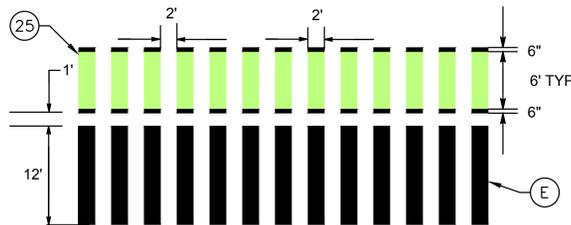


- IF DETECTOR LOOP CABLES ARE IN ACCEPTABLE CONDITION, THEY MAY BE REUSED. IF NOT, THEY SHALL BE REPLACED.
- REFER TO CALTRANS STANDARD PLAN ES-5B FOR DETECTION LOOP SAWCUT AND WINDING DETAILS. LOOPS SHALL BE CENTERED IN LANES EXCEPT FOR CURB LANES GREATER THAN 12 FEET WHERE THEY SHALL BE INSTALLED 3 FEET FROM THE LANE, UNLESS SPECIFIED OTHERWISE ON THE PLANS.
- SEE CSJ STANDARD DETAILS E-71 AND E-72, AND CSJ STANDARD SPECIFICATION 86-5 FOR OTHER REQUIREMENTS.
- ALL WORK SHALL BE COORDINATED WITH CSJ DEPARTMENT OF TRANSPORTATION (DOT) ELECTRICAL MAINTENANCE SECTION.

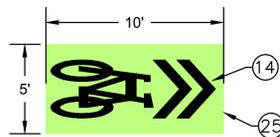
**DETAIL B**  
BICYCLE DETECTOR SYMBOL LAYOUT - DETAIL  
NTS



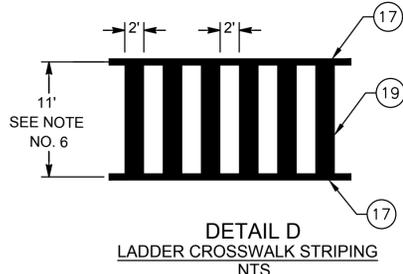
**DETAIL C1**  
GREEN BIKE LANE PAVEMENT MARKING (TYP.)  
NTS



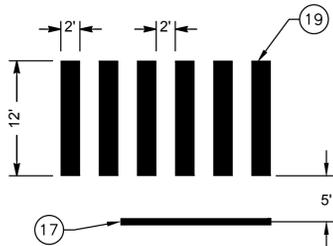
**DETAIL C2**  
CROSSBIKE STRIPING  
NTS



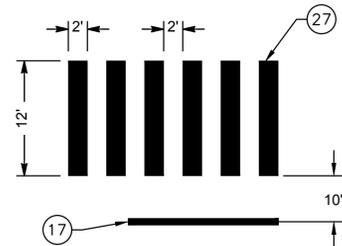
**DETAIL A**  
CROSSBIKE STRIPING  
NTS



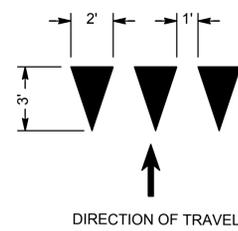
**DETAIL D**  
LADDER CROSSWALK STRIPING  
NTS



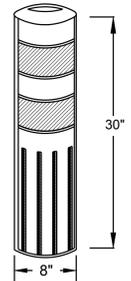
**DETAIL E1**  
PIANO KEY CROSSWALK STRIPING  
NTS



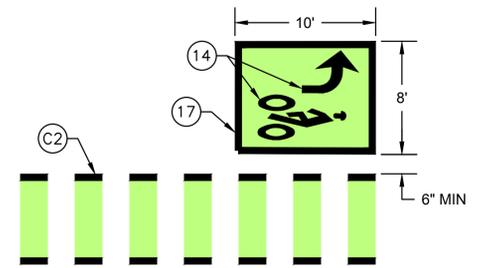
**DETAIL E2**  
PIANO KEY SCHOOL CROSSWALK STRIPING  
NTS



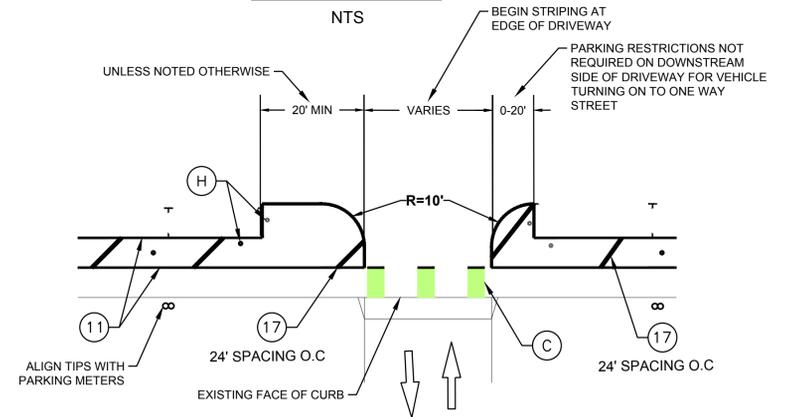
**DETAIL F**  
YIELD LINE  
NTS



**DETAIL H**  
VERTICAL SEPARATION DEVICE (WHITE (TYP.)  
OPTION: YELLOW (Y))  
NTS



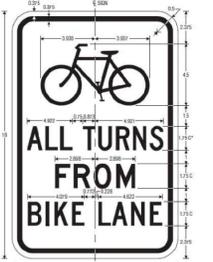
**DETAIL G**  
TWO-STAGE TURN BOX  
NTS



**DETAIL I**  
DRIVEWAY RADIUS OFFSET  
NTS



R (SPECIAL)  
"LEFT (RIGHT) TURN MUST USE TURN BOX"  
R9-23aL (12" X18")  
DETAIL J1  
NTS



R (SPECIAL)  
"ALL TURNS FROM BIKE LANE"  
R9-23a (12" X18")  
DETAIL J2  
NTS



R (SPECIAL)  
"LEFT (RIGHT) TURN MUST USE TURN BOX"  
(With Arrow)  
R9-23bL (12" X18")  
DETAIL J3  
NTS

1. STATE DETAIL 9 (MOD, TYPE C MARKER)	8. STATE DETAIL 32	15. CHATTER BARS	22. BIKE LOOP DETECTOR SYMBOL
2. STATE DETAIL 12 (MOD, TYPE C MARKER)	9. STATE DETAIL 37B	16. RESERVED FOR FUTURE USE	23. RESERVED FOR FUTURE USE
3. STATE DETAIL 22	10. STATE DETAIL 38	17. SOLID 12" WHITE	24. YIELD LINE
4. STATE DETAIL 15	11. STATE DETAIL 39	18. SOLID 12" YELLOW	25. GREEN PAVEMENT ENHANCEMENT
5. STATE DETAIL 25	12. STATE DETAIL 39A	19. SOLID 24" WHITE	26. TAN PAVEMENT ENHANCEMENT
6. STATE DETAIL 27B	13. STATE DETAIL 28	20. STATE DETAIL 26 (MOD, 24" SPACING)	27. SOLID 24" YELLOW
7. STATE DETAIL 29	14. ARROW/MESSAGES	21. STATE DETAIL 40	28. STATE DETAIL 41

NO.	REVISIONS	DATE
6		
5		
4		
3		
2		
1		



10TH STREET  
HEDDING STREET TO I-280 RAMPS  
NOTES, LEGEND AND BIKE LANE MARKING DETAILS  
SIGNING AND STRIPING PLAN



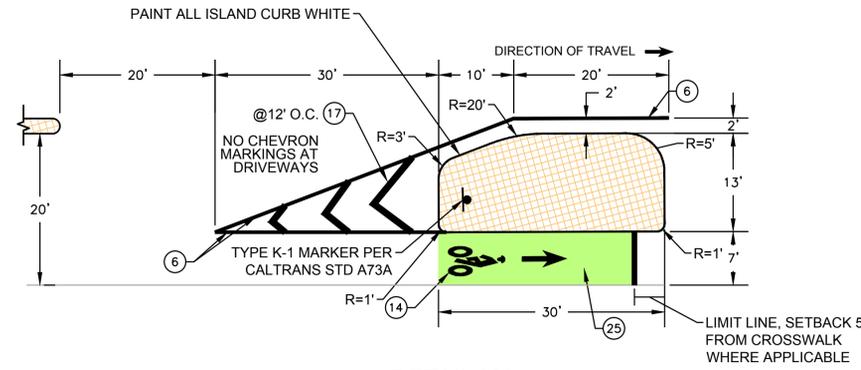
DEPARTMENT OF TRANSPORTATION  
SAN JOSE, CALIFORNIA

DRAWN BY: AH  
CHECKED BY: BJ  
PROJ MGR: BP  
DATE: 08/25/2020  
SCALE: 1"=40'  
SHEET NO. 1 OF 8

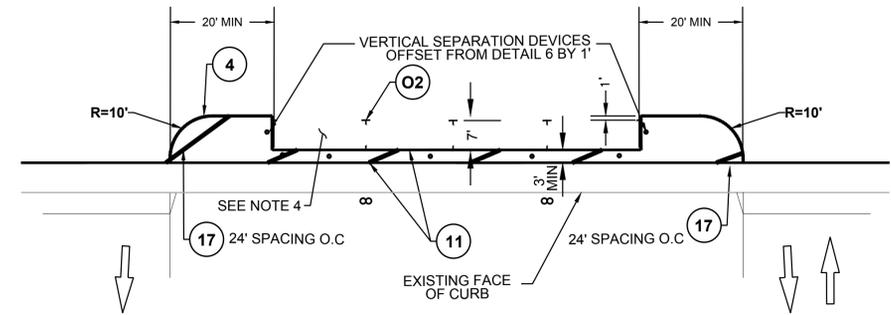
JOHN RISTOW  
DIRECTOR  
FILE NO.

**DETAIL NOTES:**

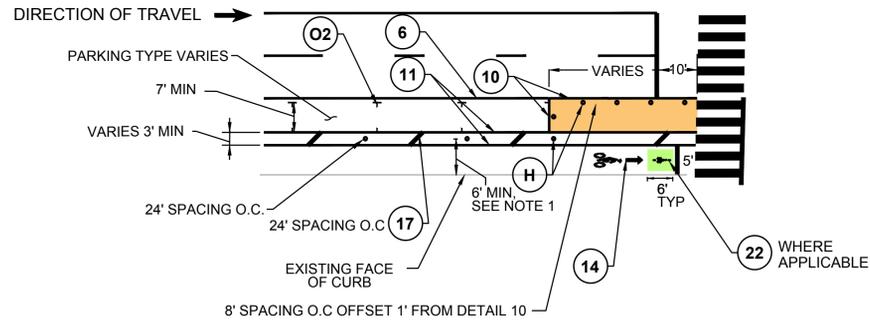
1. PROVIDE 6' MINIMUM BETWEEN VERTICAL SEPARATION DEVICE BASE PLATE AND FACE OF CURB.
2. OMIT THE LAST VERTICAL SEPARATION DEVICE IF THE DISTANCE TO THE CROSSWALK LESS THAN 8' FOR THE CONFIGURATION SHOWN IN DETAIL M1.
3. GPE SHOULD ENCOMPASS MARKINGS BY 3" MIN ON ALL SIDES. USE A HALF SIZE CALTRANS TYPE IV AND VII ARROWS INSIDE DETAIL N1 WHERE SHOWN ON LAYOUT. WHERE NO MARKING IS SHOWN ON LAYOUT, GPE IS TO BE 6' LONG.
4. PARKING SPACES SHALL BE 22'x7' MIN FOR MIDDLE SPACES AND 20'x7' MIN FOR END SPACES.



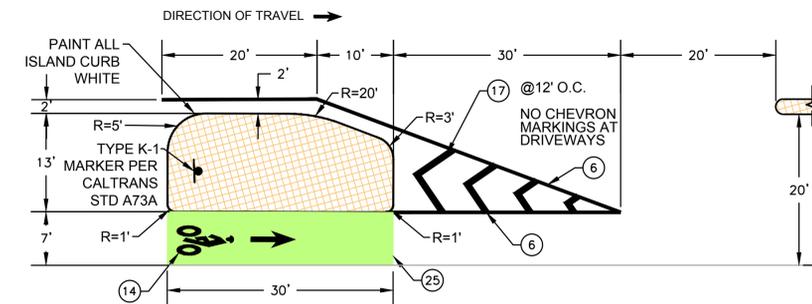
**DETAIL M1**  
TYPICAL NEAR SIDE CORNER ISLAND DETAIL



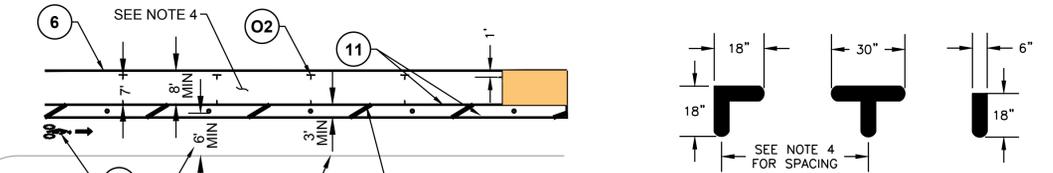
**PARKING PROTECTED OPTION 1**



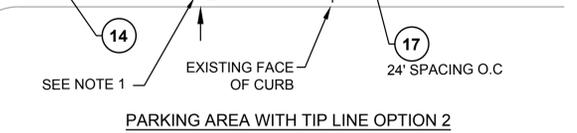
**DETAIL K**  
SEPARATED BIKEWAY INTERSECTION APPROACH (TYP.)  
NTS



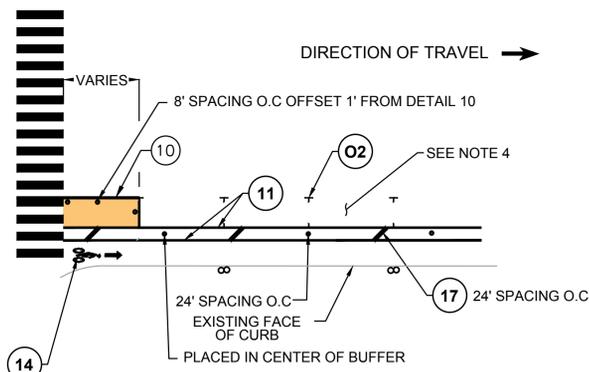
**DETAIL M2**  
TYPICAL FAR SIDE CORNER ISLAND DETAIL



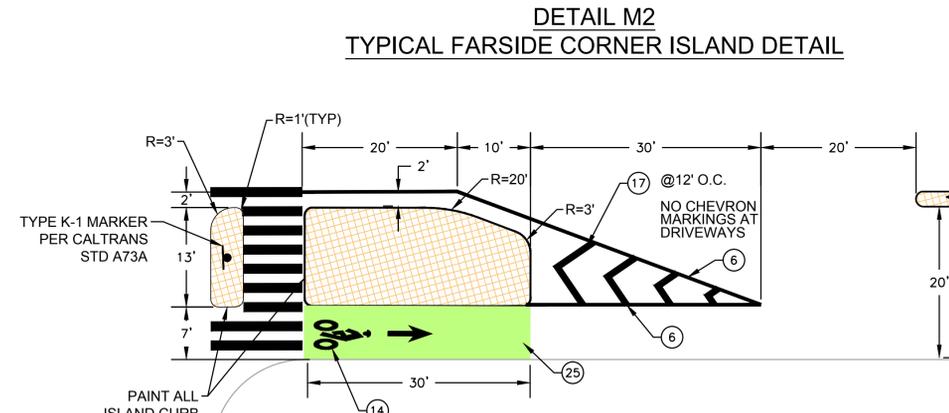
**DETAIL O2**  
PARKING TIP DETAIL



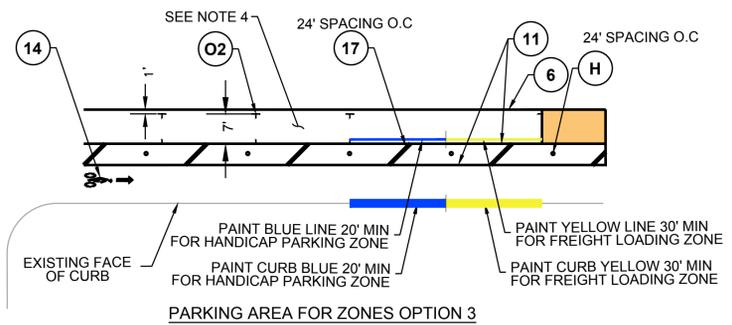
**DETAIL O1**  
PARKING DETAIL



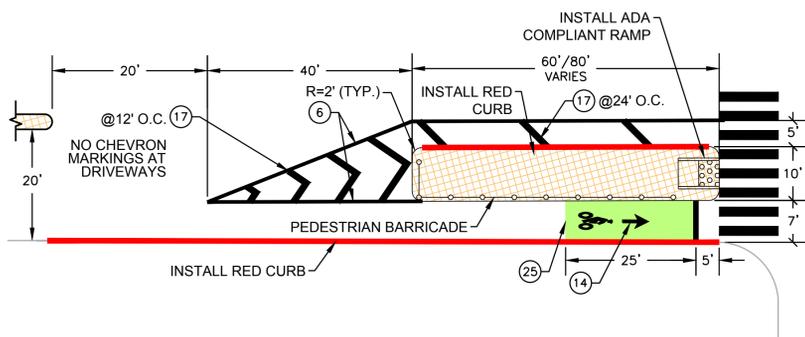
**DETAIL L**  
SEPARATED BIKEWAY INTERSECTION DEPARTURE (TYP.)  
NTS



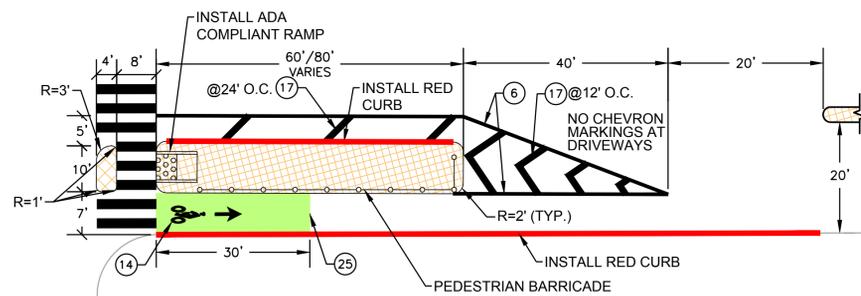
**DETAIL M3**  
TYPICAL FAR SIDE CORNER ISLAND DETAIL WITH  
PEDESTRIAN REFUGE



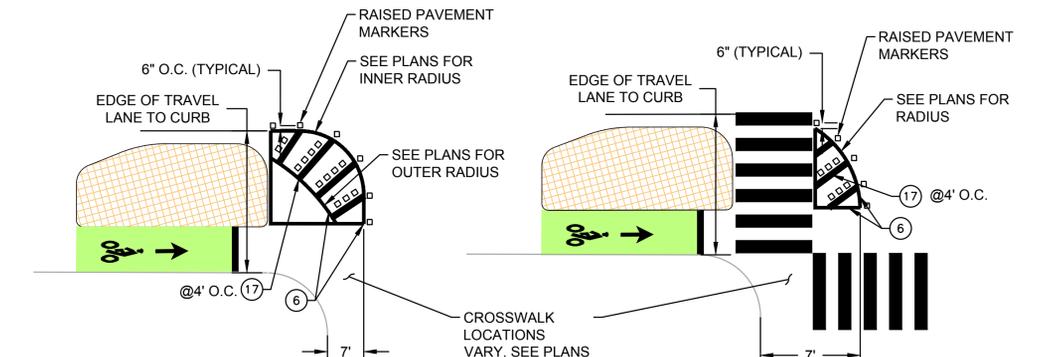
**PARKING AREA FOR ZONES OPTION 3**



**DETAIL N1**  
TYPICAL NEAR SIDE BUS ISLAND DETAIL



**DETAIL N2**  
TYPICAL FAR SIDE BUS ISLAND DETAIL



**DETAIL P1**  
DOUBLE RADII CORNER TREATMENT

**DETAIL P2**  
SINGLE RADII CORNER TREATMENT

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REVISIONS	DATE



**10TH STREET  
HEDDING STREET TO I-280 RAMPS  
NOTES, LEGEND AND BIKE LANE MARKING DETAILS  
SIGNING AND STRIPING PLAN**



<b>DEPARTMENT OF TRANSPORTATION SAN JOSE, CALIFORNIA</b>	
DRAWN BY: AH	JOHN RISTOW DIRECTOR
CHECKED BY: BJ	
PROJ MGR: BP	
DATE: 08/25/2020	
SCALE: 1"=40'	
SHEET NO. 2 OF 8	FILE NO.

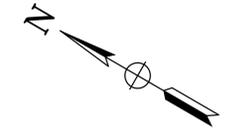
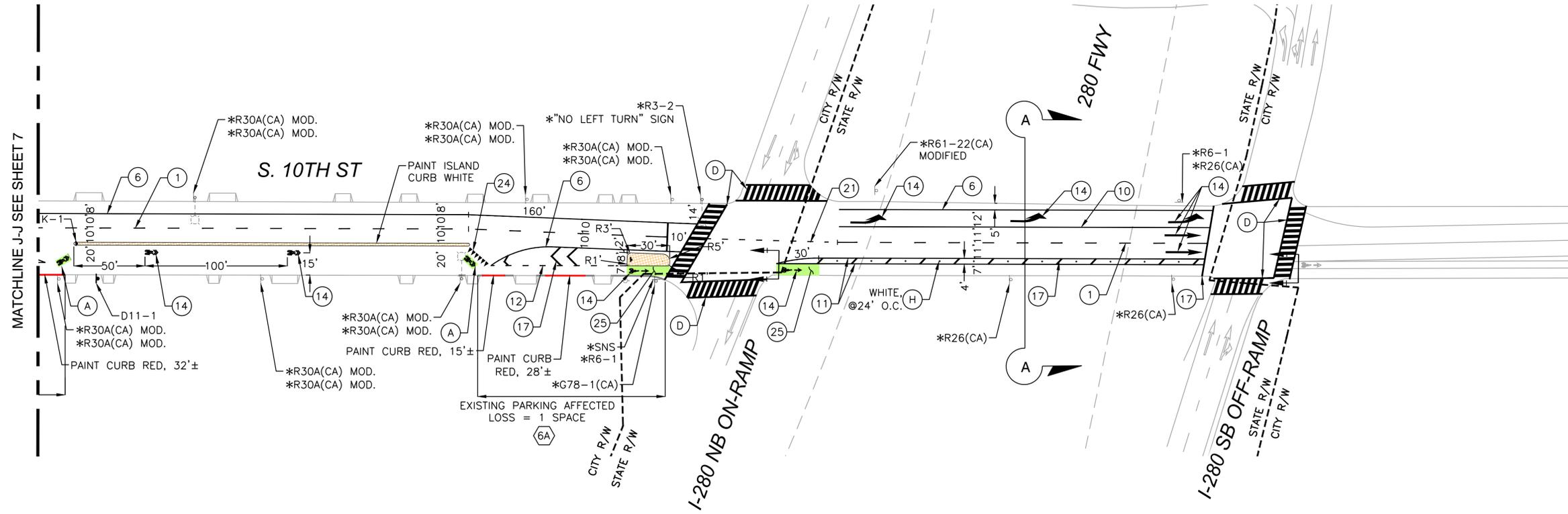




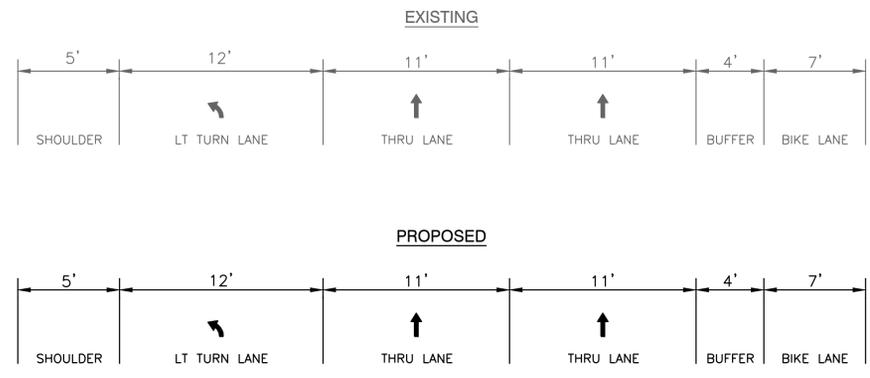




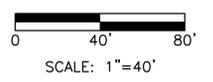




LOCATION	LOSS OF PARKING SPACES
6A	1
TOTAL	1



LANE CONFIGURATIONS  
SECTION A-A  
NTS



1. STATE DETAIL 9 (MOD, TYPE C MARKER)	8. STATE DETAIL 32	15. CHATTER BARS	22. BIKE LOOP DETECTOR SYMBOL
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10TH STREET  
HEDDING STREET TO I-280 RAMPS  
SIGNING AND STRIPING PLAN



DEPARTMENT OF TRANSPORTATION SAN JOSE, CALIFORNIA	
DRAWN BY: AH	JOHN RISTOW DIRECTOR
CHECKED BY: BJ	
PROJ MGR: BP	
DATE: 08/25/2020	
SCALE: 1"=40'	
SHEET NO. 8 OF 8	FILE NO.