



RESOLUTION ALLOCATING \$3,330,000 IN PROP K FUNDS, WITH CONDITIONS, TO SAN FRANCISCO PUBLIC WORKS FOR BETTER MARKET STREET 5TH TO 8TH STREET DESIGN AND BIKEWAY PILOT

WHEREAS, The Transportation Authority received a request for \$3,330,000 in Prop K Local Transportation Sales Tax funds for Better Market Street 5th to 8th Streets Design and Bikeway Pilot, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form; and

WHEREAS, The request seeks funds from the Guideways–Undesignated category of the Prop K Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the aforementioned Expenditure Plan programmatic category; and

WHEREAS, The request is consistent with the Guideways–Undesignated 5YPP; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating \$3,330,000 in Prop K funds, with conditions, to San Francisco Public Works for Better Market Street 5th to 8th Streets Design and Bikeway Pilot, as described in Attachment 3 and detailed in the attached allocation request form, which includes staff recommendations for the Prop K allocation amount, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority’s approved Fiscal Year 2019/20 budget to cover the proposed action; and

WHEREAS, At its November 20, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby allocates \$3,330,000 in Prop K Sales Tax Funds, with conditions, to San Francisco Public Works for Better Market Street 5th to 8th Streets Design and Bikeway Pilot, as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further



RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, and the Guideways–Undesignated 5YPP; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedule detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute A Standard Grant Agreement to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the Facilities–Undesignated 5YPP are hereby amended, as appropriate.

Attachments:

1. Summary of Request
2. Brief Project Description
3. Staff Recommendations
4. Prop K Allocation Summaries - FY 2019/20
5. Prop K/Prop AA Allocation Request Form (1)



**San Francisco
County Transportation
Authority**

BD121019

RESOLUTION NO. 20-24

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 17th day of December 2019, by the following votes:

Ayes: Commissioners Fewer, Mandelman, Mar, Preston, Peskin, Ronen, Stefani, Walton and Yee (10)

Absent: Commissioners Haney and Safai (2)

 12-18-19

Aaron Peskin
Chair

Date

ATTEST:

 12/18/19

Tilly Chang
Executive Director

Date

Attachment 1: Summary of Request

| Source | EP Line No./ Category ¹ | Project Sponsor ² | Project Name | Current Prop K Request | Total Cost for Requested Phase(s) | Leveraging | | Phase(s) Requested | District(s) |
|--------------|---------------------------------------|---------------------------------|--|------------------------------|---|---|---|-------------------------|-------------|
| | | | | | | Expected Leveraging by EP Line ³ | Actual Leveraging by Project Phase(s) ⁴ | | |
| Prop K | 22U | SFPW | Better Market Street - 5th to 8th Streets Design and Bikeway Pilot | \$ 3,330,000 | \$ 18,600,000 | 78% | 82% | Design, Construction | 3, 5, 6 |
| TOTAL | | | | \$ 3,330,000 | \$ 18,600,000 | 78% | 82% | | |

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronym: SFPW (San Francisco Public Works)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Description ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Project Description |
|----------------------------------|----------------------------|--|-----------------------------------|---|
| 22U | SFPW | Better Market Street - 5th to 8th Streets Design and Bikeway Pilot | \$3,330,000 | The Better Market Street project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure along 2.2 miles of Market Street between Steuart Street and Octavia Boulevard. Key features include a new sidewalk-level cycle track and a F-Line loop to enable streetcars to turnaround in the mid-Market area. Requested funds are for detailed design from 5th to 8th streets (Phase 1A), which is anticipated to be complete by June 2020. The request also includes installation and evaluation of a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets, which will be installed starting in March 2020 and be open for use by late July 2020. |
| TOTAL | | | \$3,330,000 | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | Recommendations |
|-----------------------|-----------------|--|--------------------------|---|
| 22U | SFPW | Better Market Street - 5th to 8th Streets Design and Bikeway Pilot | \$ 3,330,000 | <p>Deliverable: SFPW will present preliminary results of the bikeway pilot with the quarterly project update to the Board in Fall 2020.</p> <p align="right">Special</p> <p>Condition: The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding.</p> |
| TOTAL | | | \$3,330,000 | |

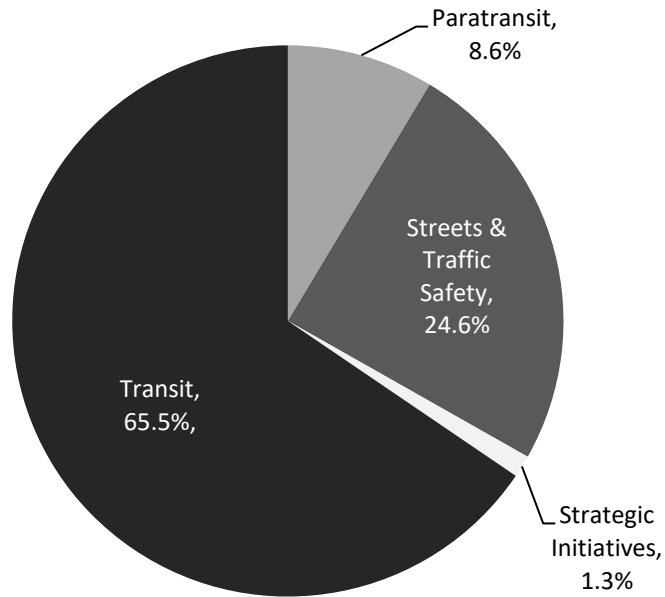
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K and Prop AA Allocation Summaries - FY 2019/20**

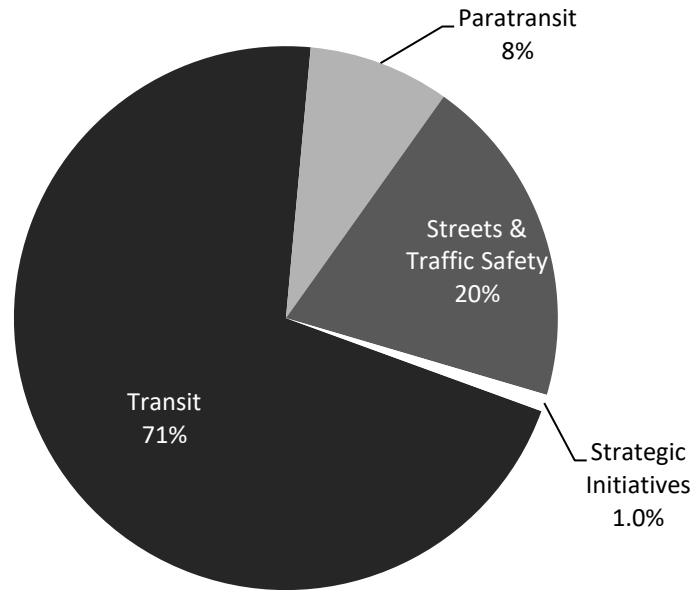
| PROP K SALES TAX | | | | | | | | |
|-------------------------|---------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Total | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 | FY 2024/25 | FY 2025/26 |
| Prior Allocations | \$ 62,376,736 | \$ 19,146,940 | \$28,387,456 | \$6,052,974 | \$ 2,690,622 | \$ 2,690,622 | \$ 2,690,622 | \$ 717,500 |
| Current Request(s) | \$ 3,330,000 | \$ 2,780,000 | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 65,706,736 | \$ 21,926,940 | \$ 28,937,456 | \$ 6,052,974 | \$ 2,690,622 | \$ 2,690,622 | \$ 2,690,622 | \$ 717,500 |

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2019/20 |
| Project Name: | Better Market Street - 5th to 8th Streets Design and Bikeway Pilot |
| Grant Recipient: | Department of Public Works |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|---------------------------------------|
| Prop K EP categories: | Guideways - Undesignated |
| Current Prop K Request: | \$3,330,000 |
| Supervisory District(s): | District 03, District 05, District 06 |

REQUEST

Brief Project Description

The Better Market Street project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure along 2.2 miles of Market Street between Steuart Street and Octavia Boulevard. Key features include a new sidewalk-level cycle track and a F-Line loop to enable streetcars to turn around in the mid-Market area. Requested funds are for detailed design from 5th to 8th streets, as well as installation and evaluation of a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets.

Detailed Scope, Project Benefits and Community Outreach

Overall Project

Market Street is San Francisco's civic backbone, connecting water to hills, businesses to neighborhoods, cultural centers to recreational opportunities. The movement of people and goods, from the very earliest times, has dominated its design and use. Market Street is also San Francisco's most important transportation corridor, serving as the spine roadway within downtown San Francisco and linking the residential neighborhoods from the Twin Peaks foothills, through the Civic Center to the downtown Retail and Financial Districts.

Both the design of San Francisco's street network and its historic land use patterns have served to funnel movement, chiefly transit, to Market Street. Infrastructure investments in the 1970s and 1980s, first in the underground Bay Area Rapid Transit (BART) and Muni Metro systems, and then in the surface historic streetcar system, cemented Market Street's role as San Francisco's key transit corridor. Nearly one-third of Muni's all-day, weekday surface transit lines travel on Market Street. During the busiest hour of the day, over 100 buses and streetcars pass in each direction, transporting over 250,000 daily riders. Transit operational and on-time performance on Market Street impacts the entire Muni system – with delays and inefficiencies rippling out across San Francisco.

Market Street additionally is the Bay Area's most regionally significant rail corridor, providing underground Muni Metro light rail and BART regional rail service. The lower level BART service consists of six routes serving the San Francisco Bay Area with 420,000 average weekday daily passengers. Moreover, 2/3 of all BART trips begin or end at one of the four Market Street shared BART/Muni stations (Civic Center, Powell, Montgomery, and Embarcadero). The upper level consists of six Muni Metro light rail lines. Muni Metro is the United States' third-busiest light rail system, operating a fleet of 151 light rail vehicles (LRVs) with an average weekday ridership of 173,500 passengers.

Market Street is also San Francisco's busiest pedestrian thoroughfare, averaging 500,000 each day. Recently, Market Street also became the most popular route for bicyclists wishing to access downtown San Francisco, surpassing one million annual trips inbound to the Financial District for the first time in 2015, making it the busiest bicycling street west of the Mississippi. It is also part of San Francisco's High Injury Network developed to inform the city's efforts to achieve Vision Zero. In order to address the key challenges, five San Francisco City agencies have collaborated on a vision for a Better Market Street (BMS), which is a comprehensive program of projects to reconstruct 2.2 miles of the San Francisco's premier boulevard and most important transit corridor from Octavia Boulevard to The Embarcadero.

To accelerate project construction while providing time for funding to be secured for the overall project, the BMS program will be implemented in five phases. Phase 1A improvements will cover the portion of Market Street between 5th and 8th Streets and the logical tie-in points with existing infrastructure at each end. This work is located in the Central Market and Civic Center sections of Market Street. Central Market has been a neglected section of Market Street for over 50 years, and activating Central Market remains a priority.

The subject request includes \$2,230,000 to help complete funding for detailed design (currently at about 60%) of the segment along Market Street between 5th and 8th streets. Phase 1A work includes construction of sidewalk-level bicycle lanes, pavement renovation, utilities relocation and upgrades, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; transit connections; and traffic signals. Phase 1A also includes new rail, track switches, and overhead contact system work between 5th to 8th streets that will allow the F-Line loop, to be built on McAllister Street and Charles J Brennan Place in Phase 1B, to connect to the existing track along Market St.

SFPW, the SFMTA, PUC and OEWD will develop a Construction Mitigation Plan during the design phase. The project team will establish a committee to advise on the needs of businesses, and conduct outreach in order to collect input from businesses as they develop the Plan. The Plan will include outreach during construction, and there will also be a project office for businesses to request support and services.

Bikeway Pilot Implementation

In Summer 2019 the project team conducted a Bikeway Separation Study to identify a separation material to install between the bikeway and pedestrian areas of the sidewalk. The material needed to be detectable by the blind and low vision; and it needed to be at least as easy to cross as truncated domes for people with mobility disabilities. The recommended material selected from the study, trapezoidal bar, would also help deter cyclists from riding on the sidewalk.

This request also includes \$1,100,000 to implement a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets that will test the recommended bikeway separation material. The recommended separation material will be installed as a pilot program that will inform the design of this and future segments.

The pilot project will be implemented at the same site as a previous pilot which tested three different levels of raised bikeway at 2", 4" and 6" from the roadway. Results from the previous pilot project showed that the separation between bikeway and roadway is most effective at 6" since cars will still encroach the bikeway at 2" and 4". The results from that pilot were adopted by the Better Market Street project and are reflected in the proposed design of a sidewalk level bikeway.

Design of the pilot project has been completed (see attachment for design drawings) and is tentatively planned to be constructed between the beginning of March 2020 and the end of July 2020. The pilot project will construct a sidewalk level asphalt bikeway with detectable ADA separation material (trapezoidal bar) recommended by the project study conducted in Summer 2019. The pilot project will also reinstall granite curb, and install an asphalt sidewalk level bikeway and new pavers on the sidewalk as proposed for the Better Market Street project. The pilot project is located in the Better Market Street project segment between Octavia Boulevard and Van Ness Avenue, which is tentatively planned for construction no earlier than 2025. The pilot will run between July 2020 and December 2020. To evaluate the pilot, SFMTA and Public Works will conduct intercept surveys and bike and pedestrian counts.

Project Location

Market Street between 5th and 8th streets, Gough to Franklin

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

As part of the design phase of Phase 1A, Public Works is proposing implementation of a near-term improvement pilot to inform the design of this and future segments.

5YPP/STRATEGIC PLAN INFORMATION

| | |
|--|----------------------|
| <p>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</p> | <p>Named Project</p> |
|--|----------------------|

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | Less than or Equal to Programmed Amount |
| Prop K 5YPP Amount: | \$3,330,000 |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2019/20 |
| Project Name: | Better Market Street - 5th to 8th Streets Design and Bikeway Pilot |
| Grant Recipient: | Department of Public Works |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|---------|
| Environmental Type: | EIR/EIS |
|----------------------------|---------|

PROJECT DELIVERY MILESTONES

| Phase | Start | | End | |
|--|-------------|---------------|-------------|---------------|
| | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering | Oct-Nov-Dec | 2017 | Oct-Nov-Dec | 2018 |
| Environmental Studies (PA&ED) | Jul-Aug-Sep | 2015 | Jan-Feb-Mar | 2020 |
| Right of Way | | | | |
| Design Engineering (PS&E) | Oct-Nov-Dec | 2018 | Apr-May-Jun | 2020 |
| Advertise Construction | Jul-Aug-Sep | 2020 | | |
| Start Construction (e.g. Award Contract) | Oct-Nov-Dec | 2020 | | |
| Operations | | | | |
| Open for Use | | | Jan-Feb-Mar | 2023 |
| Project Completion (means last eligible expenditure) | | | Oct-Nov-Dec | 2021 |

SCHEDULE DETAILS

The schedule dates shown above are for Phase 1A of the Better Market Street project. In order to accelerate construction of the project, SFPW has developed a strategy involving phased design and construction, where final design for later phases continues while earlier phases are under construction. SFPW will develop schedule milestones for construction of the remainder of the corridor as funding is secured.

Environmental Approval:

Planning Commission approved the CEQA Final Environmental Impacts Report on October 10, 2019. SFPW hosted a hearing on October 11, 2019 and adopted the project and findings in a Director's Order. The SFMTA Board has approved the legislation for the full corridor on October 15, 2019. The deadline to file an appeal related to CEQA was November 11 and no appeals were submitted. NEPA approval authority has been transferred to FHWA. Caltrans is in the process of reviewing the Environmental Assessment analysis and documents. SFPW anticipates NEPA approval by end of May 2020.

Bikeway Pilot:

Between the beginning of March 2020 and the end of July 2020, SFPW anticipates installing an asphalt sidewalk level bikeway, proposed ADA pavers and granite curb, and the trapezoidal bar detectable separation material recommended in the materials study conducted in Summer 2019. The pilot sidewalk level bikeway will be installed on Market Street between Gough and Franklin streets with the pilot anticipated to run from July 2020 to December 2020.

Public Engagement and Coordination with Other Projects.

Project team has been presenting the project and design alternative to various CAC and CBD and have hosted Open Houses in June and August 2019 for community outreach. Better Market Street project has been in coordination with Safer Taylor Street and 6th Street Improvement projects since all three projects are scheduled to be constructed in the same timeframe and are geographically close in proximity.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2019/20 |
| Project Name: | Better Market Street - 5th to 8th Streets Design and Bikeway Pilot |
| Grant Recipient: | Department of Public Works |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------|--------------------|---------------------|---------------------|
| PROP K: Guideways - Undesignated | \$0 | \$3,330,000 | \$0 | \$3,330,000 |
| BART MEASURE RR | \$0 | \$225,000 | \$0 | \$225,000 |
| PROP A GO BOND | \$0 | \$0 | \$11,545,000 | \$11,545,000 |
| PUC FUNDS (E.G. WW & WTR BOND) | \$0 | \$3,500,000 | \$0 | \$3,500,000 |
| Phases in Current Request Total: | \$0 | \$7,055,000 | \$11,545,000 | \$18,600,000 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)*

| Fund Source | Planned | Programmed | Allocated | Project Total |
|--|---------------------|----------------------|---------------------|----------------------|
| PROP K | \$0 | \$13,864,000 | \$0 | \$13,864,000 |
| TBD (E.G. PROP A GO BOND, AHSC, SB1 LOCAL PARTNERSHIP PROGRAM COMPETITIVE) | \$38,826,600 | \$0 | \$0 | \$38,826,600 |
| PUC FUNDS (E.G. WW & WTR BOND) | \$36,500,000 | \$3,500,000 | \$0 | \$40,000,000 |
| PROP A GO BOND | \$0 | \$72,123,000 | \$24,623,000 | \$96,746,000 |
| OCTAVIA LAND SALES | \$0 | \$0 | \$3,050,000 | \$3,050,000 |
| OBAG 2 | \$0 | \$3,366,000 | \$0 | \$3,366,000 |
| MTA OPERATING REVENUE | \$0 | \$0 | \$3,000,000 | \$3,000,000 |
| MARKET OCTAVIA IMPACT FEES | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| GENERAL FUND | \$0 | \$0 | \$5,100,000 | \$5,100,000 |
| BUILD (FEDERAL) | \$0 | \$15,000,000 | \$0 | \$15,000,000 |
| BART MEASURE RR | \$0 | \$635,000 | \$0 | \$635,000 |
| Funding Plan for Entire Project Total: | \$75,326,600 | \$108,488,000 | \$36,773,000 | \$220,587,600 |

*Funding plan includes planning and EIR/EIS for the full corridor, 30% design for full corridor, and 100% design and construction for Phase 1A. See attached for full funding plan for all phases for the entire Better Market Street corridor.

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|---------------|--------------------------|---|
| Planning/Conceptual Engineering | \$15,754,000 | \$0 | Actuals |
| Environmental Studies (PA&ED) | \$9,474,000 | \$0 | Actuals and Cost to Complete |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$17,500,000 | \$2,230,000 | 10% of Construction Cost |
| Construction (CON) | \$177,859,600 | \$1,100,000 | Engineer's estimate (\$1.1 m for Pilot) |
| Operations | \$0 | \$0 | |
| Total: | \$220,587,600 | \$3,330,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 60.0% |
| As of Date: | 09/10/2019 |
| Expected Useful Life: | 50 Years |

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM - DESIGN | | |
|-------------------------------------|----------------------|------------|
| Budget Line Item | Totals | % of phase |
| 1. Total Labor | \$ 17,500,000 | |
| 2. Consultant | | |
| 3. Other Direct Costs * | | |
| 4. Contingency | | |
| TOTAL PHASE | \$ 17,500,000 | |

| TOTAL LABOR COST BY AGENCY | |
|----------------------------|----------------------|
| SFMTA | \$ 7,000,000 |
| SFPW | \$ 10,500,000 |
| TOTAL | \$ 17,500,000 |

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | | | | |
|---|---------------------|----------------------|-------------------|--------------|-------------------|
| Budget Line Item | Totals | % of contract | SFPW | SFMTA | Contractor |
| Roadway Work | \$ 111,000 | | | | \$ 111,000 |
| Landscape Work* | \$ 468,000 | | | | \$ 468,000 |
| Subtotal | \$ 579,000 | | | | \$ 579,000 |
| Traffic Routing | \$ 174,000 | 30% | | | \$ 174,000 |
| Mobilization | \$ 46,320 | 8% | | | \$ 46,320 |
| Demobilization | \$ 28,950 | 5% | | | \$ 28,950 |
| Subtotal | \$ 828,270 | | | | \$ 828,270 |
| Construction Contingency | \$ 82,827 | 10% | \$ 82,827 | | |
| Total Construction Estimate | \$ 911,097 | | | | |
| Construction Support | \$ 188,903 | 21% | \$ 188,903 | | |
| TOTAL PILOT IMPLEMENTATION COST | \$ 1,100,000 | | \$ 271,730 | \$ - | \$ 828,270 |

*Landscape Work includes all of the sidewalk work including granite curbs, pavers, and the bikeway separation.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2019/20 |
| Project Name: | Better Market Street - 5th to 8th Streets Design and Bikeway Pilot |
| Grant Recipient: | Department of Public Works |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-------------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$3,330,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$3,330,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|---------------------|----------------------------|------------------|--------------------------------------|
| SGA Project Number: | | Name: | Better Market Street - Bikeway Pilot |
| Sponsor: | Department of Public Works | Expiration Date: | 03/31/2024 |
| Phase: | Construction | Fundshare: | 17.9 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 | Total |
|----------------|------------|------------|------------|------------|------------|-------------|
| PROP K EP-120U | \$550,000 | \$550,000 | \$0 | \$0 | \$0 | \$1,100,000 |

Deliverables

1. The first quarterly progress report shall include 2-3 photos of typical before conditions and data on the before conditions to support the pilot evaluation, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project, quarterly progress reports should include 2-3 photos of the bikeway pilot under construction and in use. See SGA for definitions.
2. With the progress report and quarterly project update to the Transportation Authority Board in Fall 2020, SFPW will provide preliminary results for the Bikeway pilot evaluation.
3. Upon completion, SFPW will provide an electronic copy of the results of the Bikeway Pilot evaluation.

Special Conditions

1. The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding.

| | | | |
|---------------------|----------------------------|------------------|--|
| SGA Project Number: | | Name: | Better Market Street - 5th to 8th Streets Design |
| Sponsor: | Department of Public Works | Expiration Date: | 12/31/2020 |
| Phase: | Design Engineering | Fundshare: | 17.9 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 | Total |
|----------------|-------------|------------|------------|------------|------------|-------------|
| PROP K EP-120U | \$2,230,000 | \$0 | \$0 | \$0 | \$0 | \$2,230,000 |

| Deliverables |
|--|
| 1. With the first quarterly progress report due January 15, 2020, provide 2-3 photos of typical before conditions. |
| 2. Quarterly progress reports shall include updates on construction mitigation activities including but not limited to efforts to engage and support businesses. |
| 3. By March 2020, SFPW shall present to the Board an outline of the construction mitigation plan. |
| 4. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page). |
| 5. Upon completion, provide an updated scope, schedule, budget and funding plan for construction of Phase 1A (5th to 8th streets). This can be satisfied by submitting an allocation request for construction. |
| Special Conditions |
| 1. The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding. |

| Metric | Prop K | Prop AA |
|--|---------------|----------------|
| Actual Leveraging - Current Request | 82.1% | No Prop AA |
| Actual Leveraging - This Project | 93.71% | No Prop AA |

San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|--|
| FY of Allocation Action: | FY2019/20 |
| Project Name: | Better Market Street - 5th to 8th Streets Design and Bikeway Pilot |
| Grant Recipient: | Department of Public Works |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-------------|
| Current Prop K Request: | \$3,330,000 |
|--------------------------------|-------------|

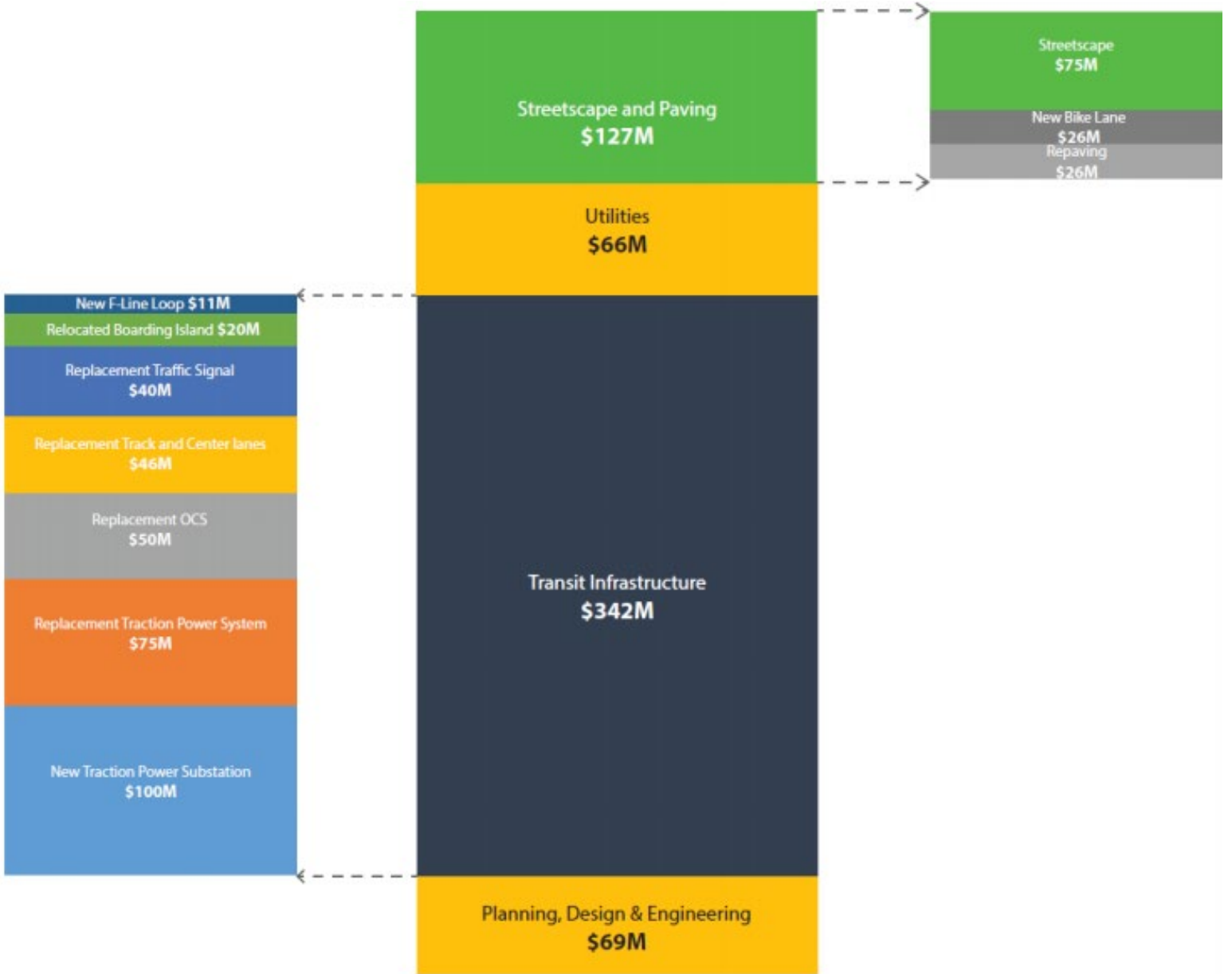
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

| |
|--|
| Initials of sponsor staff member verifying the above statement |
| OQ |

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|---------------------------|-----------------------------|
| Name: | Cristina Olea (SFDPW) | Oscar Quintanilla |
| Title: | Project Manager | Capital Budget Analyst |
| Phone: | (415) 558-4004 | (415) 554-5847 |
| Email: | cristina.c.olea@sfdpw.org | oscar.quintanilla@sfdpw.org |

Attachment 2: Project Component Cost Breakdown
Based on 10% design



\$604M Cost Estimate

BETTER MARKET STREET FUNDING PLAN

ALL DOLLARS IN THOUSANDS

ENVIRONMENTAL AND PHASE 1A FUNDING

| Funding Source | Status | Full Corridor Env. Review & 30% Design | Design Ph. 1A | Construction Ph. 1A | Future Phases | Total by Fund Source |
|---|------------|---|------------------|------------------------|------------------|----------------------------|
| General Fund | Allocated | 5,100 | | | | 5,100 |
| Octavia Land Sales | Allocated | 3,050 | | | | 3,050 |
| Market Octavia Impact Fees | Allocated | 1,000 | | | | 1,000 |
| Transit Center Impact Fees | Allocated | | | | 2,000 | 2,000 |
| Prop A GO Bond | Allocated | 13,078 | 11,545 | | | 24,623 |
| MTA Operating Funds | Allocated | 3,000 | | | | 3,000 |
| Prop A GO Bond | Programmed | | | 72,123 | | 72,123 |
| BART (8th/Grove/Hyde/Market) | Programmed | | 225 | 410 | | 635 |
| OBAG | Programmed | | | 3,366 | | 3,366 |
| Prop K (EP 22 & 44) | Programmed | | 2,230 | 11,634 | | 13,864 |
| BUILD | Programmed | | | 15,000 | | 15,000 |
| PUC Sewer and Water Funds | Programmed | | 3,500 | | | 3,500 |
| PUC Sewer and Water Funds | Planned | | | 36,500 | | 36,500 |
| TBD (e.g. MTA Bond, AHSC, LPP Competitive) | Planned | | | 38,826 | | 38,826 |
| Total Identified Funding | | 25,228 | 17,500 | 177,859 | 2,000 | 222,587 |
| Phase 1A Funding | | | | | | 220,587 |
| Phase 1A Design + Construction Cost | | | | | | 195,359 |
| Phase 1A Design + Construction Need | | | | | | 75,326 |
| Project Total (All Phases) | | | | | | 603,720 |
| Project Total Need (All Phases) | | | | | | 459,959 |

OTHER POTENTIAL FUNDING SOURCES

| Funding Source | Funding Requested |
|--|----------------------|
| Federal FTA 5309 (New Starts, Small Starts, Core Capacity) | |
| Federal FTA 5337 Fixed Guideway | |
| Federal BUILD | |
| Federal OBAG 3 (FYs 2022/23-2026/27) | |
| State Senate Bill (SB) 1, Cap & Trade (ATP, LPP) | |
| Regional Regional Measure 3 (bridge tolls): Phase 1 | 4,872 |
| Regional Regional Measure 3 (bridge tolls) | 20,128 |
| Local SFMTA Prop B General Fund set-aside | |
| Local New Funding (vehicle license fee, bonds, sales tax, TNC tax) | |
| Local Prop K | |
| Local Transit Center Impact Fees | |

Better Market Street

Project Schedule

| Segment | Phase | Schedule, by Fiscal Year | | | | | | | | |
|--------------------|--------------|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | FY 18/19 | FY 19/20 | FY 20/21 | FY 21/22 | FY 22/23 | FY 23/24 | FY 24/25 | FY 25/26 | FY 26/27 |
| Phase 1a - 5th-8th | Design | X | X | | | | | | | |
| Phase 1a - 5th-8th | Construction | | | X | X | | | | | |
| Phase 1b - F Loop | Design | | X | X | | | | | | |
| Phase 1b - F Loop | Construction | | | | X | X | | | | |
| Segment 2 | Design | | | X | X | | | | | |
| Segment 2 | Construction | | | | | X | X | | | |
| Segment 3 | Design | | | | | X | | | | |
| Segment 3 | Construction | | | | | | X | X | | |
| Segment 4 | Design | | | | | | X | | | |
| Segment 4 | Construction | | | | | | | X | X | |
| Segment 5 | Design | | | | | | | X | | |
| Segment 5 | Construction | | | | | | | | X | X |

Possible Segments:

Steuart St - 2nd St

2nd St - 5th St

8th St - 12th St

12th St - Octavia Boulevard



PAVING & ACCESSIBILITY

BETTER
MARKET
STREET

Better Market Street proposes new sidewalk paving that is accessible, durable and easily maintained.

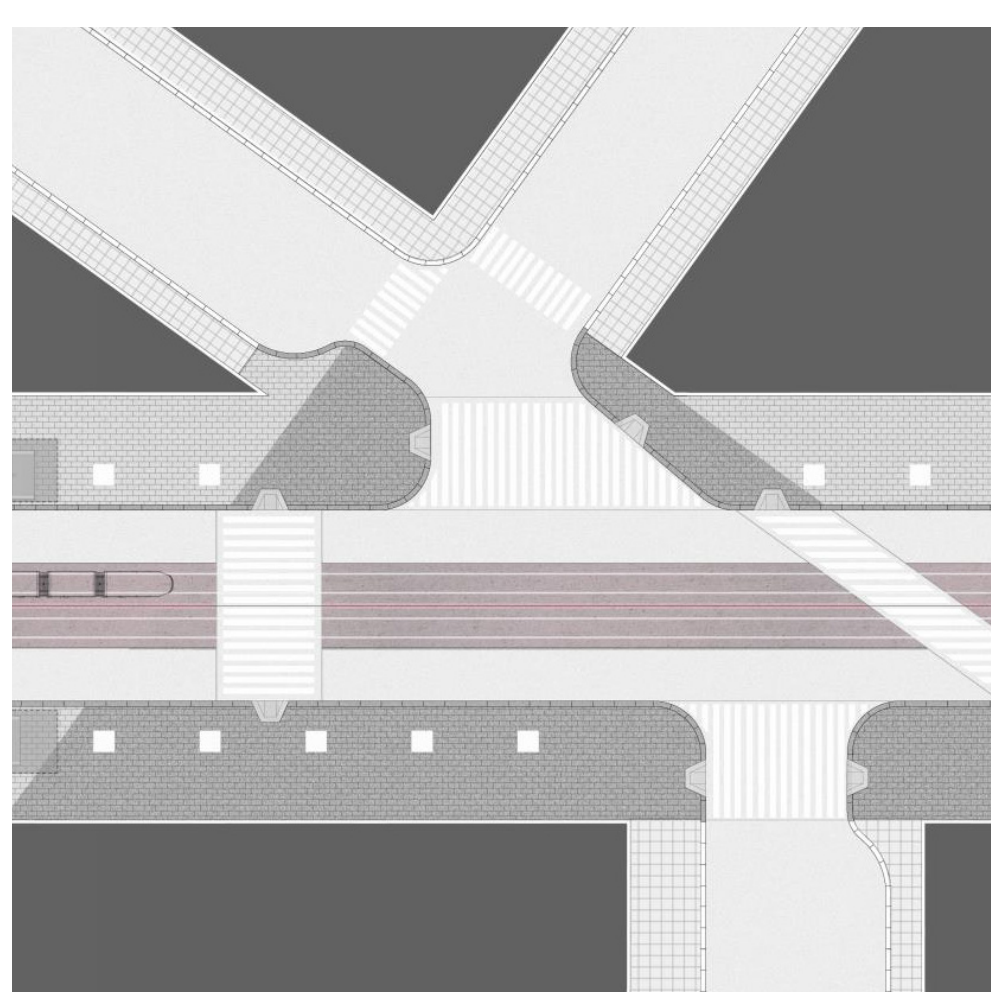
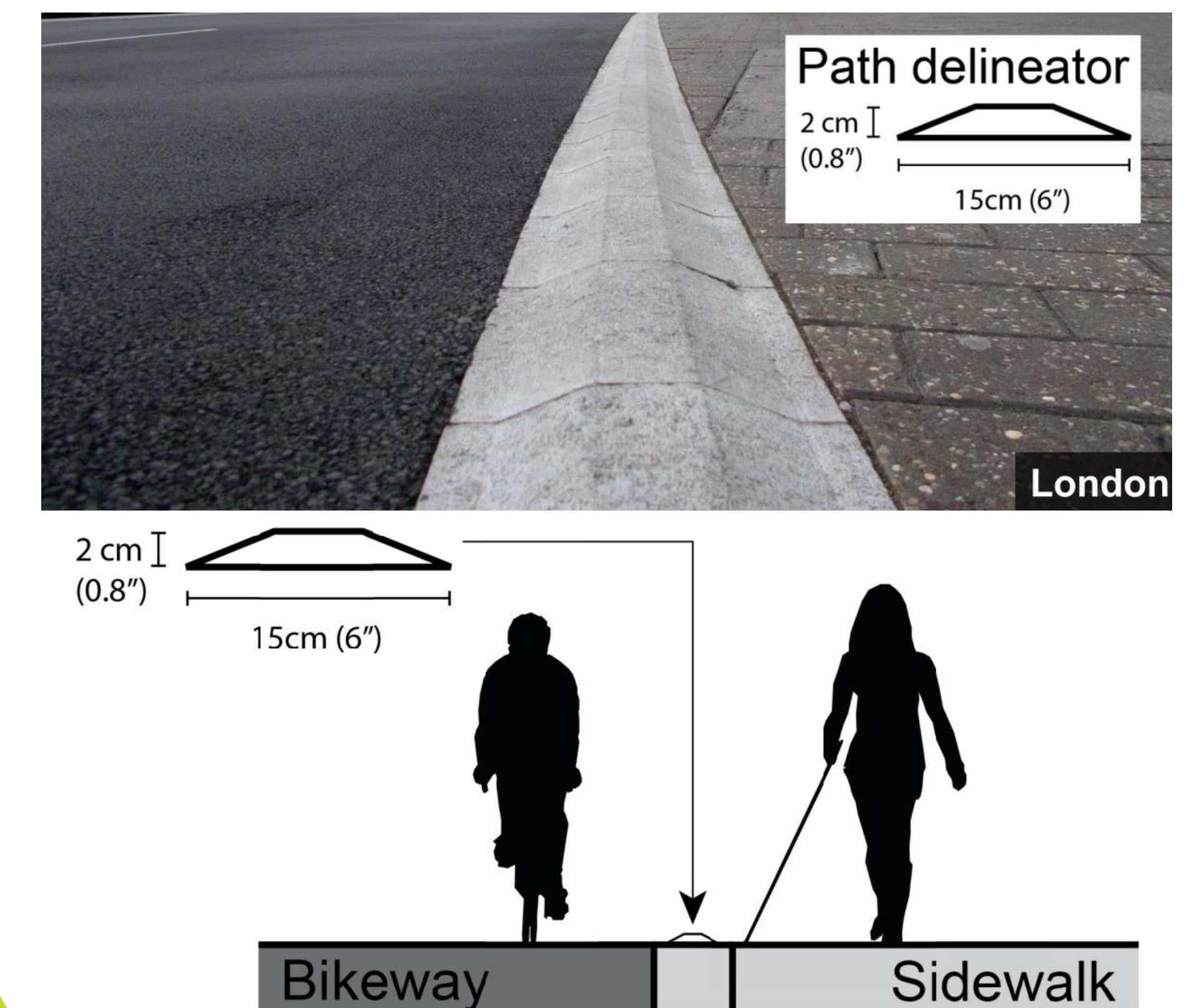
Sidewalk use zones will be delineated using variations in paving materials and the scale, proportion and color of those materials. The design of paving patterns will result in an urban design that is memorable and unique to Market Street and to San Francisco.



A Pedestrian Realm Focus Group working with the project team and the Mayor's Office on Disability, evaluated the sidewalk paving on Market Street. The resulting report recommended replacing the brick on Market Street with a safe, durable and smooth paver. And in 2018, San Francisco adopted a paving standard for city sidewalks that requires concrete pavers to have joints at least 18" apart.

A delineation zone between the pedestrian walkway and bikeway is recommended. A pilot is underway to develop a standard for this feature.

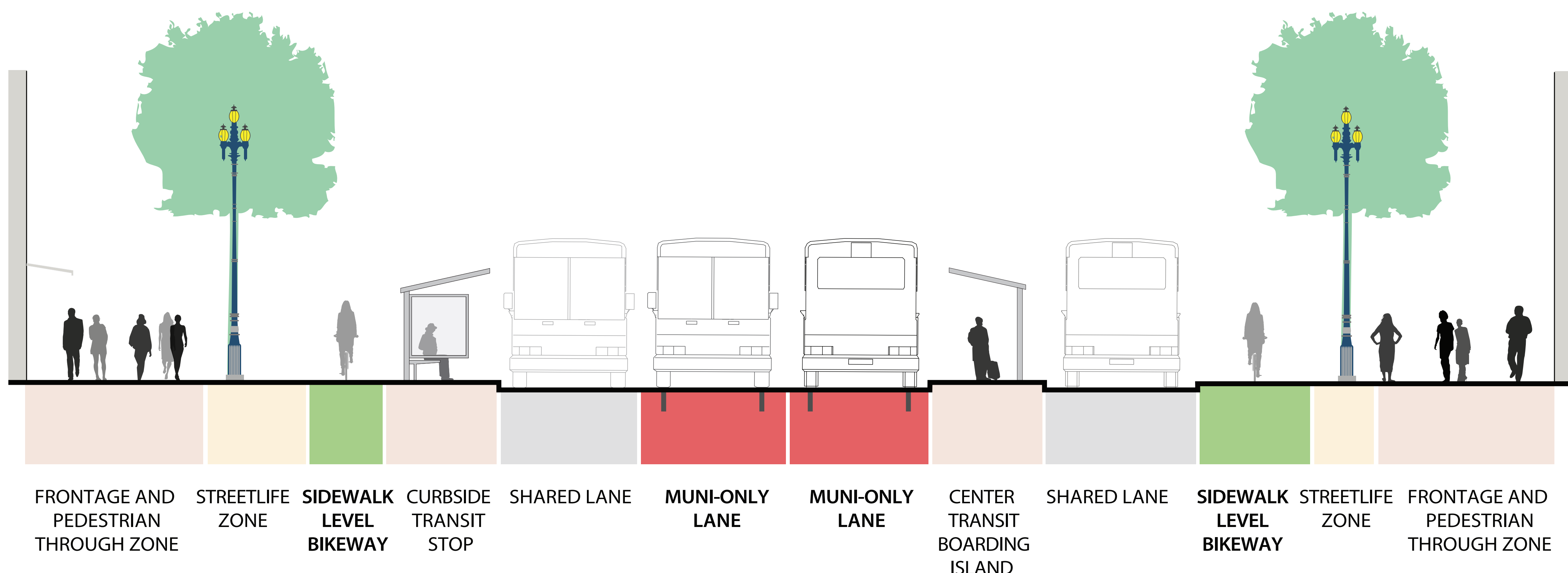
Potential Path Delineator



Market Street has uniquely oblique intersections. The sidewalk paving design will highlight this characteristic through paving color and texture.



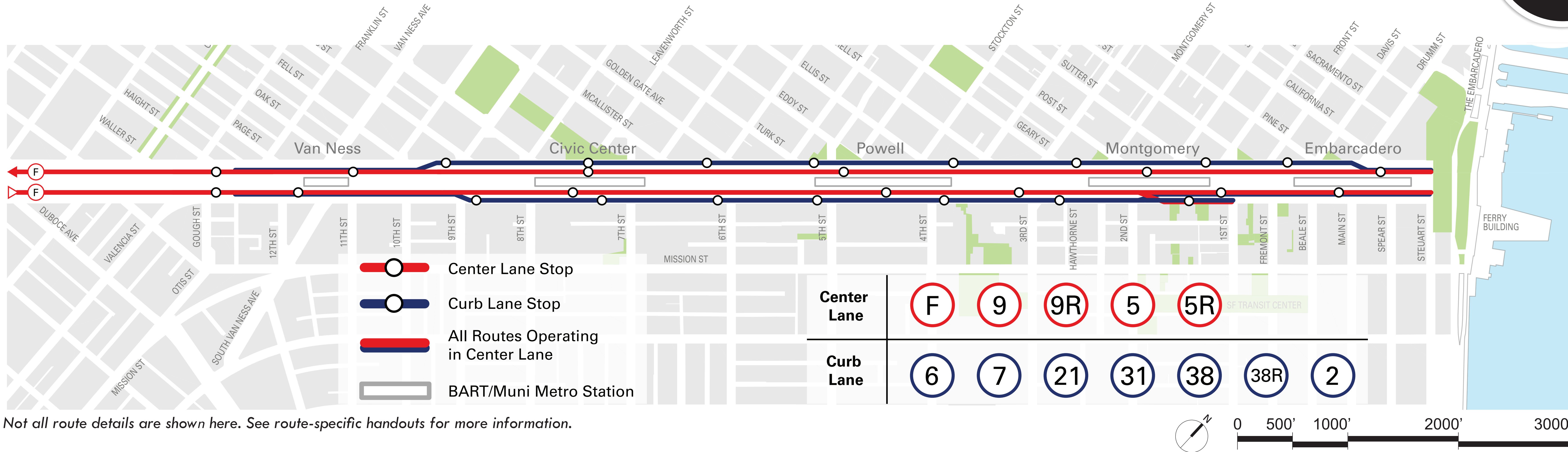
The project intends to reuse the existing granite curbs throughout the street, either as curbs or site furnishings.



FRONTAGE AND PEDESTRIAN THROUGH ZONE | STREETLIFE ZONE | SIDEWALK LEVEL BIKEWAY | CURBSIDE TRANSIT STOP | SHARED LANE | MUNI-ONLY LANE | MUNI-ONLY LANE | CENTER TRANSIT BOARDING ISLAND | SHARED LANE | SIDEWALK LEVEL BIKEWAY | STREETLIFE ZONE | FRONTAGE AND PEDESTRIAN THROUGH ZONE



PROPOSED MUNI SERVICE

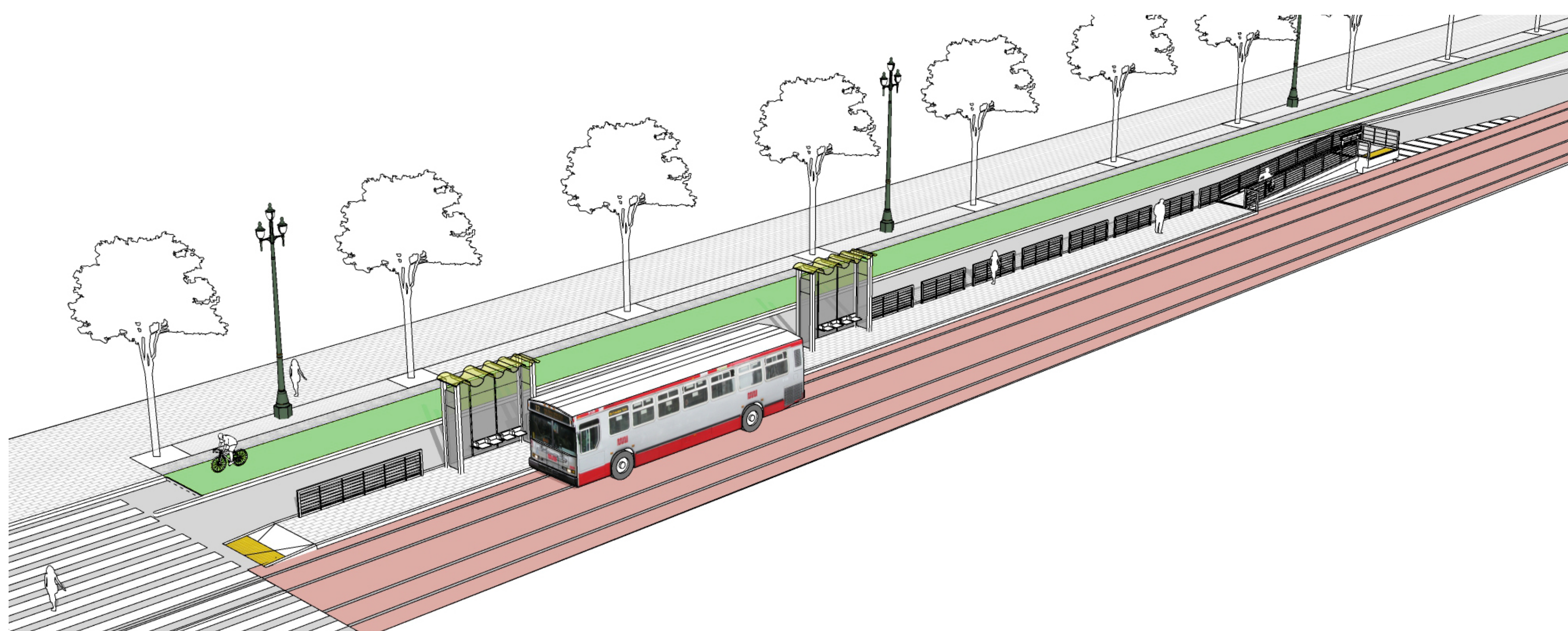


Not all route details are shown here. See route-specific handouts for more information.

The project is expected to provide up to 25% travel time savings by changing stop spacing, reducing conflicts with bikes, and extending Muni-only lanes.

Rapid Center Lane Service:

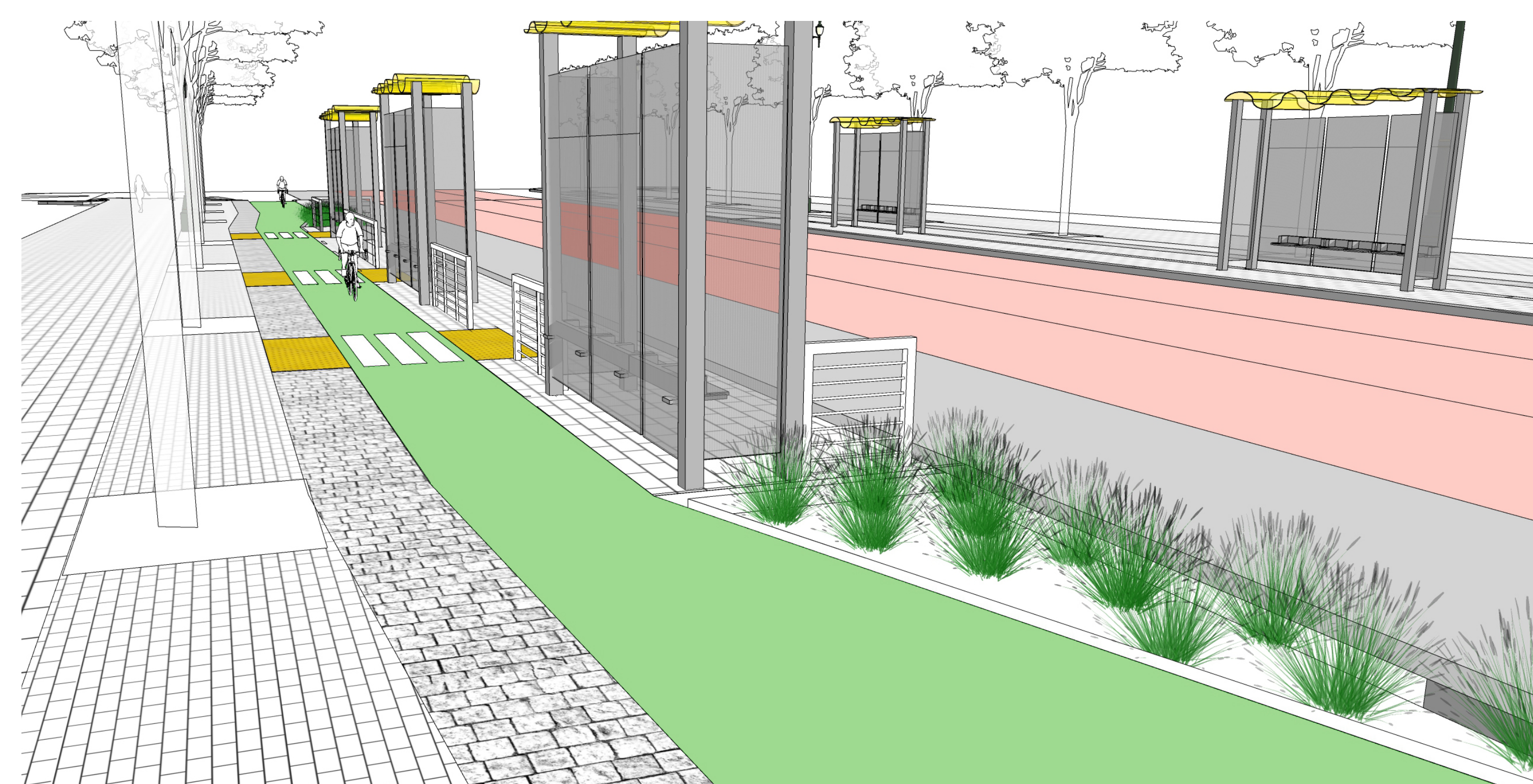
Stops located only at BART/Muni Metro stations would provide easy transfers and faster service. Transit customers would have to walk no more than two blocks to access the closest center-lane stop.



The proposed extension of the red Muni-Only lanes will keep transit moving, even during busy times on Market Street.

Maintain Curbside Local Service:

Curbside stops would remain at about every block and Civic Center would serve as a convenient transfer point for those wanting to minimize walking.



The proposed sidewalk-level bikeway will help speed up transit by reducing conflicts with people biking.

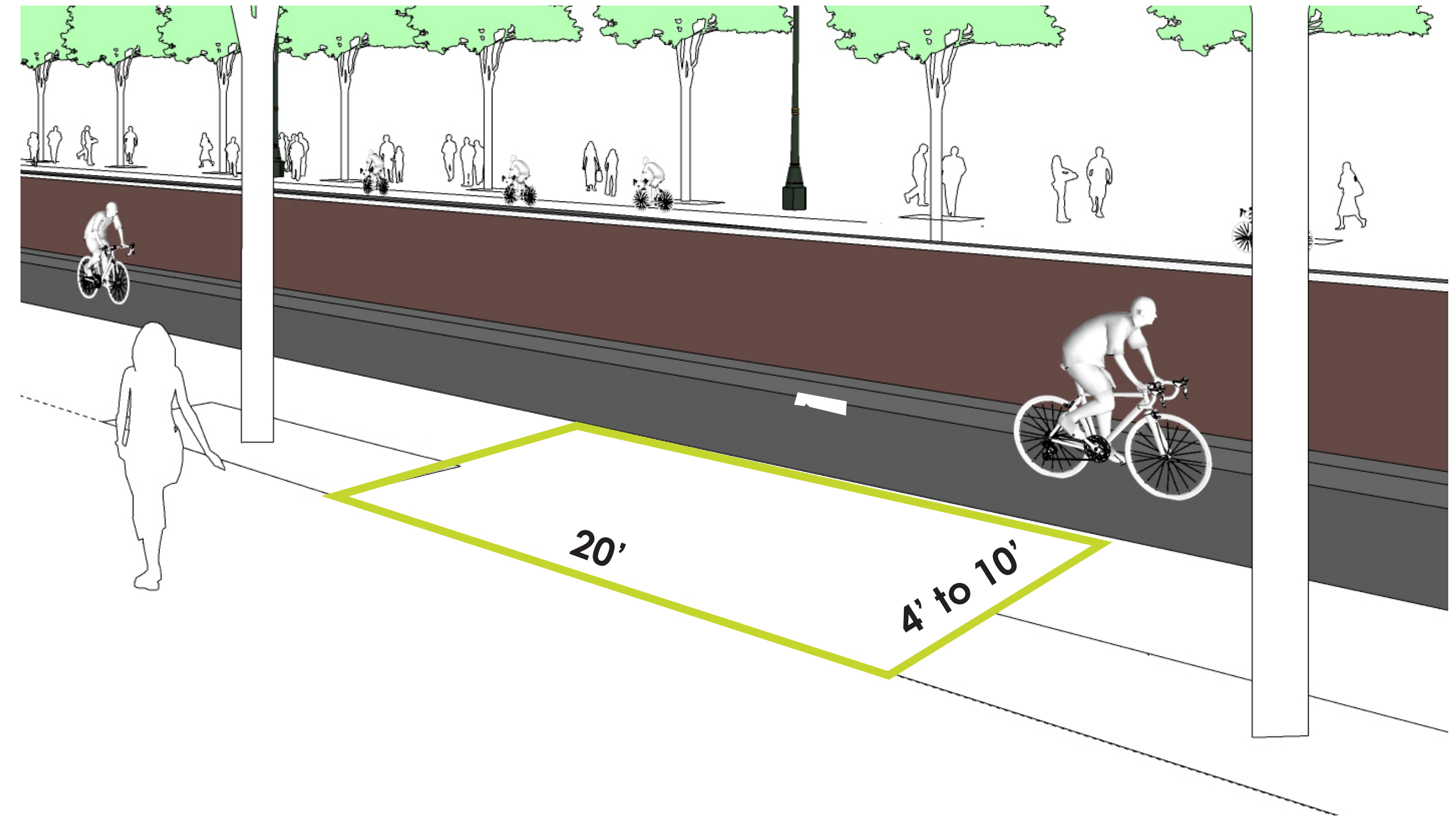


SITE FURNISHINGS: SEATING

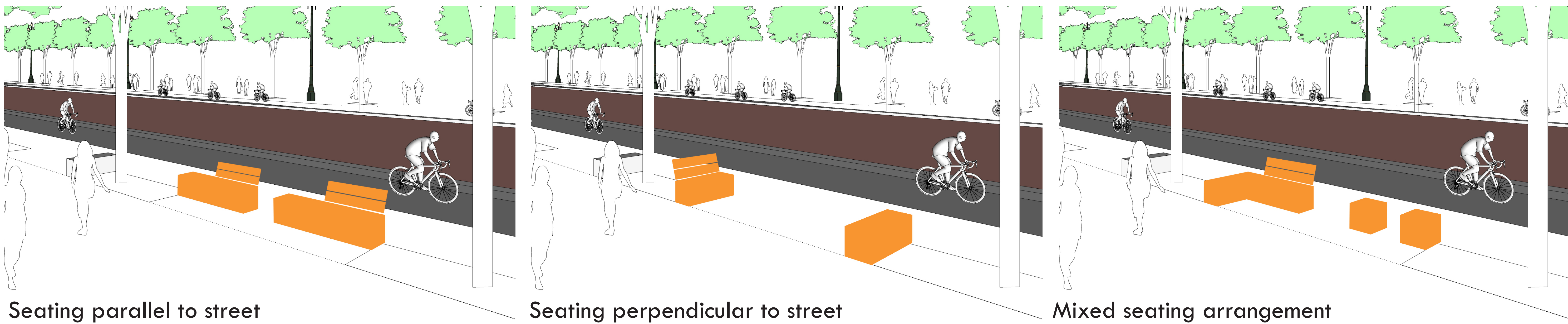
BETTER
MARKET
STREET

The furnishing zones on Market Street's sidewalks also provide the opportunity for seating, allowing people to socialize and linger. In keeping with the project's goal of sustainability, the existing Sierra White Granite curbs could be refashioned into seating elements. Alternatively, seating could be made from locally sourced or reclaimed lumber.

A 20 foot long furnishing zone can be designed and programmed to accommodate different amenities and uses to provide comfort and engagement along Market Street. The zone width varies from 4 to 10 feet.



SEATING LAYOUT There are numerous ways that seating elements could be arranged within the furnishing zone.



SEATING STYLE AND MATERIALS





SITE FURNISHINGS

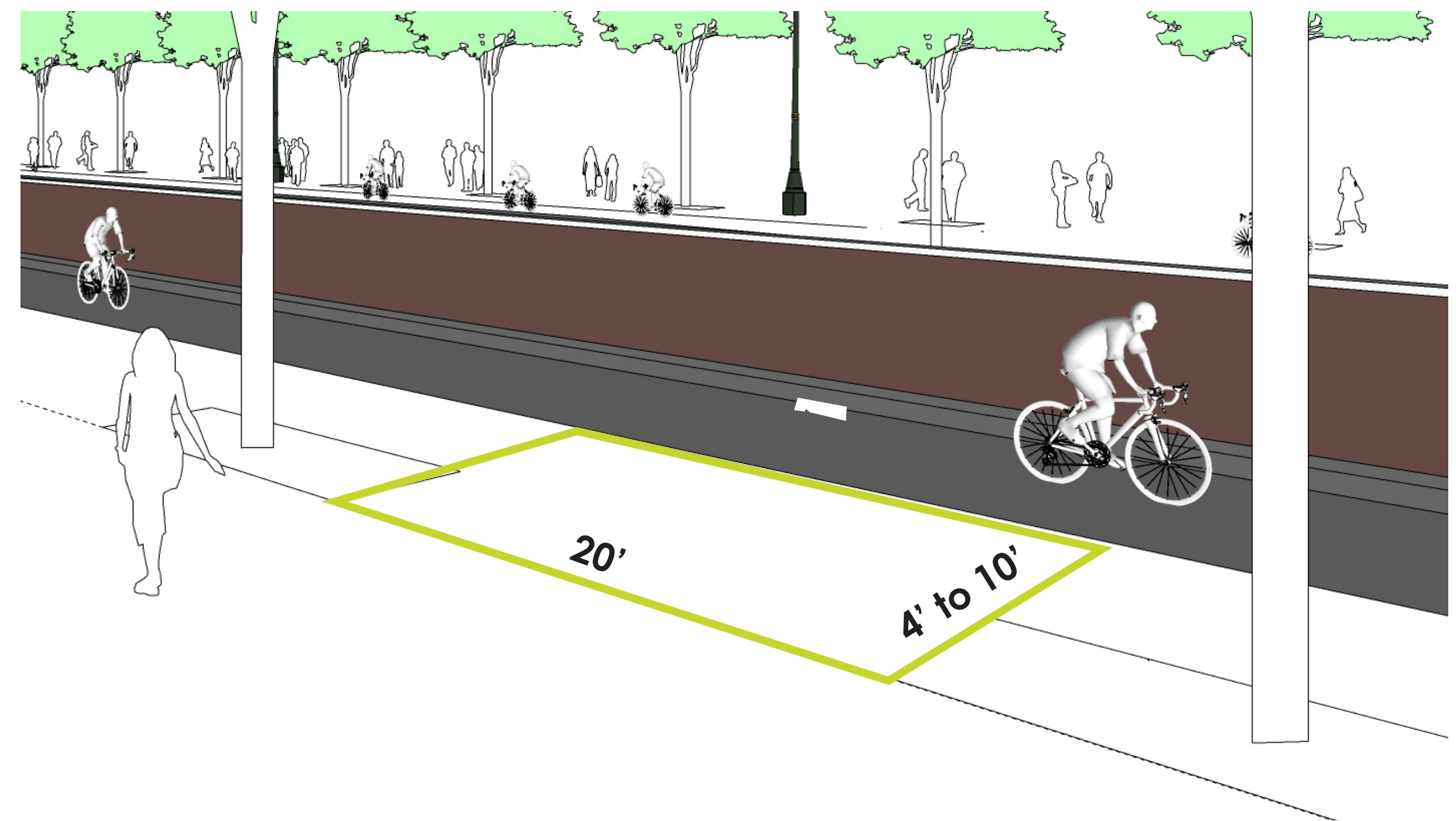
BETTER
MARKET
STREET

The furnishing zone on Market Street needs to accommodate many uses and elements, not just seating. Today, the above-ground elements give the street a haphazard and cluttered appearance. Better Market Street will streamline the site furnishings as much as possible.

A 20 foot long furnishing zone can be designed and programmed to accommodate different amenities and uses to provide comfort and engagement along Market Street. The zone width varies from 4 to 10 feet.

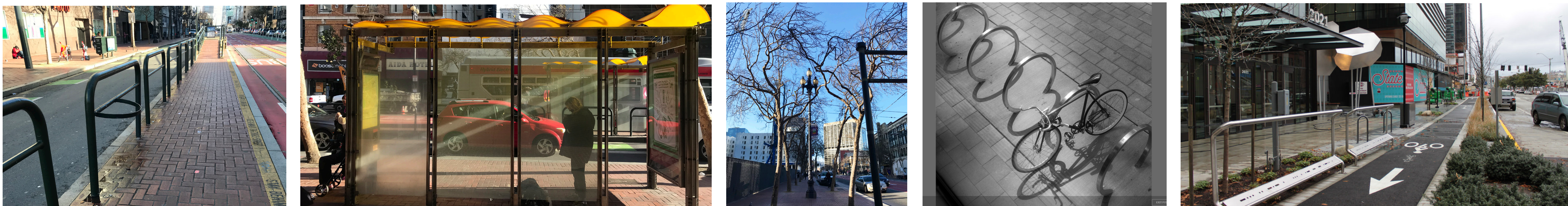
SITE FURNISHINGS TO COORDINATE:

Kiosks, restrooms and BART portals



SITE FURNISHINGS TO ACCOMMODATE:

Railings, bus shelters, lights, bike racks and bike amenities



Bike share, newsracks, advertising panels and trash cans



Kiosks, vendors and events



Landmarks





VEHICLE CIRCULATION

BETTER
MARKET
STREET

Proposed Private Vehicle Circulation



Proposed private vehicle restrictions on Market Street:

- Eastbound between 10th Street and Spear Street
- Westbound between Steuart Street and Van Ness Avenue

The project proposes to accommodate passenger loading by private vehicles, including Uber and Lyft, at cross street and side street passenger loading zones. The project plans to install more than 40 new passenger white zones on streets adjacent to Market Street.



What are Private Vehicles?

Personal cars, trucks, vans, scooters and motorcycles, including those operating for Uber, Lyft and similar companies



What are Commercial Vehicles?

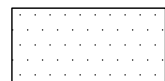
Trucks, vans, and taxis with commercial license plates; shuttle buses with 10 or more passengers



Commercial plates have one letter and six numbers

LEGEND

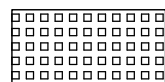
ABBREVIATIONS



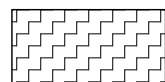
APPROXIMATE AREA TO BE COLD PLANED 2-INCH FULL DEPTH OF CUT AND RESTORED WITH 2-INCH THICK MINIMUM OF ACWS. EXACT LOCATION AND DIMENSIONS TO BE DETERMINED BY THE CITY REPRESENTATIVE IN THE FIELD



APPROXIMATE AREA TO BE RECONSTRUCTED WITH 2-INCH THICK MINIMUM OF ACWS ON 8-INCH THICK CONCRETE BASE. EXACT LOCATION AND DIMENSIONS TO BE DETERMINED BY THE CITY REPRESENTATIVE IN THE FIELD



12-INCH WIDE TRAPEZOIDAL DELINEATOR



INSTALL PRECAST CONCRETE GRANITE FINISH CURB



CONSTRUCT 6-INCH OR 14-INCH WIDE CONCRETE HEADER



APPROXIMATE LIMITS OF EXISTING BASEMENT BENEATH THE SIDEWALK, CURB, AND/OR ROADWAY. PRIOR TO ANY WORK THE CONTRACTOR SHALL VERIFY BASEMENT LIMITS AND NOTIFY THE CITY REPRESENTATIVE IN WRITING ANY CONFLICTS



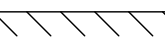
EXISTING MUNI OVERHEAD CONTACT SYSTEM (OCS) WIRES



EXISTING CURB/GUTTER/PARKING STRIP/ISLAND



APPROXIMATE LOCATION OF PROPERTY LINE



CONFORM LINE



MATCH LINE

FIG
FIG

TOP OF CURB OR SIDEWALK OR PAVEMENT ELEVATION
FLOW LINE/GUTTER OR CATCH BASIN ELEVATION

FIGxFIG

APPROXIMATE DIMENSIONS, IN FEET, OF CONCRETE BASE RECONSTRUCTION



SECTION/DETAIL IDENTIFICATION
DRAWING NO.



AWNING POLE



HOSE BIB



BENCH MARK



LIGHT POLE



BIKE RACK



MUNI GUY POLE



BOLLARD



MUNI GUY POLE WITH LIGHT



(N) CATCH BASIN



USPS MAIL BOX



(E) CATCH BASIN TO REMAIN



USPS MAIL BOX RELAY



(E) CATCH BASIN TO BE ABANDONED



PARKING METER



CITY MONUMENT



SEWER CLEAN OUT



CONDUIT



SIGN POLE(S)



DIRECTION OF DRAINAGE FLOW



SPRINKLER



DOWN SPOUT



STAND PIPE



ELECTROLIER



SURVEY CONTROL POINT



FIRE HYDRANT



TRAFFIC SIGNAL



FIRE HYDRANT VALVE



UNKNOWN VALVE



GAS VALVE



WATER VALVE



HPFS HYDRANT



TREE



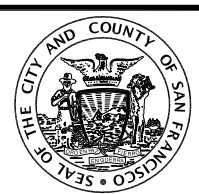
HPFS VALVE

| | | | |
|----------|----------------------------------|--------|---|
| AB | ASSESSOR'S BLOCK | LE | LINE END |
| AC | ASPHALT CONCRETE | LPHH | LOW PRESSURE HIGH HYDRANT |
| ACWS | ASPHALT CONCRETE WEARING SURFACE | L1 | LINE 1, ETC |
| AWSS | AUXILIARY WATER SUPPLY SYSTEM | MAX | MAXIMUM |
| BC | CURVE BEGINNING | MIN | MINIMUM |
| BLDG | BUILDING | MFN | METROMEDIA FIBER OPTIC CABLE NETWORK |
| BLHP | BUREAU OF LIGHT, HEAT AND POWER | MH | MANHOLE |
| BOT | BOTTOM | MTR | METER |
| BRK | GRADE BREAK | MON | MONUMENT |
| BSW | BACK OF SIDEWALK | (N) | NEW |
| BVC | VERTICAL TANGENT-CURVE INTERSECT | N/A | NOT APPLICABLE |
| C | CURB | NO. | NUMBER |
| CB | CATCH BASIN | NIC | NOT IN CONTRACT |
| CL | CENTER LINE | NTS | NOT TO SCALE |
| CO | SANITARY SEWER CLEANOUT/VENT | OCS | OVERHEAD CONTACT SYSTEM |
| COMM | COMMUNICATIONS | OG | OUTSIDE GUTTER |
| CONC | CONCRETE | PB | PULL BOX |
| CR | CURB RAMP | PC | POINT OF CURVATURE/ TANGENT-CURVE INTERSECT |
| C1 | CURVE 1, ETC | PCC | POINT OF HORIZONTAL COMPOUND CURVE/ COMPOUND CURVE-CURVE INTERSECT |
| DT | DEPARTMENT OF TECHNOLOGY | PI | POINT OF INTERSECTION/ TANGENT-TANGENT INTERSECT |
| DWG | DRAWING | PL | PROPERTY LINE |
| DWY | DRIVEWAY | PRC | POINT OF HORIZONTAL REVERSE CURVE/ REVERSE CURVE-CURVE INTERSECT |
| (E), EX | EXISTING | PT | POINT OF TANGENCY/ CURVE-TANGENT INTERSECT |
| EA | EACH | PVI | POINT OF VERTICAL INTERSECTION |
| EC | CURVE END | REF PT | REFERENCE POINT |
| EL, ELEV | ELEVATION | REV | REVISION |
| ENT | ENTRANCE | ROW | RIGHT-OF-WAY |
| EQ | EQUAL | S, SW | SEWER |
| EVC | VERTICAL CURVE-TANGENT INTERSECT | SWLK | SIDEWALK |
| FA | FIRE ALARM POLE | SL | STREET LIGHTING |
| FH | FIRE HYDRANT | STA | STATION |
| FIG | FIGURE | TS | TRAFFIC SIGNAL |
| FL | FLOW LINE | TW | TOP OF WALL |
| G | GUTTER | TYP | TYPICAL |
| GB | GRADE BREAK | UNK | UNKNOWN |
| GR | GRATE | USPS | UNITED STATES POSTAL SERVICE |
| GV | GAS VALVE | UTIL | UTILITY |
| HYD | HYDRANT | WM | WATER METER |
| HP | HIGH POINT | WV | WATER VALVE |
| HPFH | HIGH PRESSURE FIRE HYDRANT | | |
| HPFS | HIGH PRESSURE FIRE SERVICE | | |
| IRV | IRRIGATION VALVE | | |
| LB | LINE BEGINNING | | |

95% REVIEW
NOT FOR CONSTRUCTION

| NO. | DATE | DESCRIPTION | BY | APP. |
|--|------|-------------|----|------|
| TABLE OF REVISIONS | | | | |
| THIS DRAWING WAS LAST MODIFIED: 09/11/19 14:38, BY: jmunoz | | | | |

| |
|--|
| REFERENCE INFORMATION & FILE NO. OF SURVEYS |
|--|



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

| | |
|---------------------|-------------------|
| Acting Section Mgr: | ERIC KJELSBERG |
| Deputy Bureau Mgr: | FERNANDO CISNEROS |
| Bureau Mgr: | PATRICK RIVERA |

| | |
|-----------|-------|
| DESIGNED: | DATE: |
| J. MUNOZ | 09/19 |
| DRAWN: | DATE: |
| J. MUNOZ | 09/19 |
| CHECKED: | DATE: |
| C. YU | 09/19 |

| | |
|------------------|------|
| SCALE: | NONE |
| SHEET OF SHEETS: | OF |

**SIDEWALK-LEVEL BIKEWAY PILOT
FOR BETTER MARKET STREET**

LEGEND AND ABBREVIATIONS

| | |
|--------------|-------|
| CONTRACT NO. | 2752J |
| DRAWING NO. | R-G2 |
| FILE NO. | |
| REV. NO. | |

GENERAL NOTES

1. ENTERING INTO THIS CONTRACT WITH THE CITY INDICATES THAT THE CONTRACTOR HAS VISITED THE SITE, IS FAMILIAR WITH THE EXISTING CONDITIONS AND REVIEWED SAME WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL CONTRACT DOCUMENTS AND FIELD CONDITIONS, AND FOR CONFIRMING THAT THE WORK IS BUILDABLE AS SHOWN BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING CLARIFICATION FROM THE CITY BEFORE PROCEEDING WITH THE WORK IN QUESTION OR RELATED WORK. WRITTEN DIMENSIONS SHALL GOVERN. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO PROCEEDING WITH THE WORK.
3. THE CONTRACTOR SHALL VERIFY EXISTING FACILITIES IN THE FIELD, WHETHER OR NOT THEY ARE SHOWN ON THE DRAWINGS.
4. THE CONTRACTOR SHALL NOTIFY THE CITY REPRESENTATIVE IN WRITING OF CONFLICTS BETWEEN DRAWINGS PRIOR TO PROCEEDING WITH THE WORK IN QUESTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR WORKING AROUND AND PROTECTING ALL EXISTING FACILITIES ADJACENT TO THE WORK AREA. THESE FACILITIES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING: CABLE CAR TRACKS, TREES, LANDSCAPING, HYDRANTS AND UTILITY POLES.
6. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL WORK UNDER THIS CONTRACT TO AVOID REDUNDANCY BETWEEN PAVING/CURB RAMP WORK AND SEWER AND/OR WATER WORK OR OTHER UTILITY REQUIRED TRENCH RESTORATION.
7. CONFORM LINE SHALL BE FIVE (5) FEET BEYOND THE EXTENDED PROPERTY LINE UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
8. THE THICKNESS OF THE NEW ASPHALT CONCRETE WEARING SURFACE (ACWS) SHALL BE TWO (2) INCHES MINIMUM UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
9. CURB GRADE SHALL BE SIX (6) INCHES ABOVE THE ADJACENT PAVEMENT GRADE OR GUTTER GRADE UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
10. WHEN EXISTING AND NEW ELEVATIONS ARE GIVEN FOR THE SAME POINT, THE CONTRACTOR SHALL CONSTRUCT TO NEW ELEVATIONS. UNLESS OTHERWISE DIRECTED BY THE CITY REPRESENTATIVE, THE EXISTING ELEVATIONS ARE FOR INFORMATION ONLY.
11. STANDARD DETAILS AND INFORMATION SHALL BE USED FOR ALL APPLICABLE CASES UNLESS OTHERWISE INDICATED.
12. CROSS SECTION CALL-OUTS ARE SHOWN ONLY ONCE ON THE DRAWINGS AND ARE TYPICAL FOR SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
13. EXISTING CATCHBASIN GRADE SHALL BE ADJUSTED IN THE FIELD TO CONFORM TO NEW GUTTER GRADE.
14. NEW GUTTER AND/OR PARKING STRIP SHALL CONFORM TO EXISTING PAVEMENT UNLESS OTHERWISE INDICATED.
15. THE LIMITS OF SIDEWALK RECONSTRUCTION SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL SAWCUT TO THE NEAREST FLAG/Joint AND MATCH THE EXISTING SCORE PATTERN UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
16. ALL UTILITY VAULTS AND PULL BOXES WITHIN THE SIDEWALK RECONSTRUCTION AREA SHALL BE ADJUSTED TO THE NEW GRADE.
17. FOR ALL TRAFFIC SIGNAL PULL BOXES THAT ARE ROTATED, RELOCATED OR ADJUSTED, THE CONTRACTOR SHALL CONTACT MTA TRAFFIC SIGNAL SHOP STEVE VANNUCCHI OR EDDIE TSUI AT LEAST THREE (3) DAYS PRIOR TO SETTING THE PULL BOX AT THE NEW LOCATION AND/OR GRADE. ALL WORK SHALL MEET REQUIREMENTS OF SFDPW STANDARD PLAN 87,201
18. THE 12-INCH WIDE GROOVED BORDERS (WARNING BANDS) ON CURB RAMPS SHALL NOT BE PART OF THE SLOPED RAMP AND WING SURFACES UNLESS OTHERWISE INDICATED.
19. CURB RAMPS WITH GRADE BREAKS SHALL HAVE A BACK OF CURB (BOC) ELEVATION OF 0.01 FEET HIGHER THAN THE SPECIFIED FACE OF CURB (FOC) ELEVATION. CURB RAMPS WITHOUT GRADE BREAKS SHALL HAVE A MAXIMUM BACK OF CURB (BOC) ELEVATION OF 0.04 FEET HIGHER THAN THE FACE OF CURB (FOC) ELEVATION.
20. ELEVATIONS SHOWN ON CURB RAMP DETAILS ARE MEASURED IN FEET AND ARE RELATIVE TO A LOCAL REFERENCE POINT (TOP OF FIRE HYDRANT IN MOST CASES) UNLESS OTHERWISE INDICATED.
21. ASPHALT CONCRETE PATCHING AROUND NEW GUTTERS AND/OR PARKING STRIPS AT CURB RETURNS SHALL BE CONSIDERED AS INCIDENTAL WORK TO THE CURB RAMP BID ITEM.
22. CONCRETE BASE WORK SHOWN ON CURB RAMP DETAILS MAY OVERLAP WITH THE SAME WORK SHOWN ON PAVEMENT PLANS. THE CONTRACTOR SHALL COORDINATE OVERALL PAVING WORK TO AVOID PERFORMING DUPLICATE WORK.

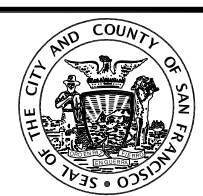
23. ANY POLES OR VERTICAL ELEMENTS INSTALLED OR RELOCATED NEAR FIRE HYDRANTS SHALL ADHERE TO THE FOLLOWING MINIMUM CLEARANCES: THE MINIMUM CLEARANCE BETWEEN A POLE OR VERTICAL ELEMENT TO A HIGH PRESSURE HYDRANT IS FIVE (5) FEET. THE MINIMUM CLEARANCE BETWEEN A POLE OR VERTICAL ELEMENT TO A LOW PRESSURE HYDRANT IS THREE (3) FEET.
24. ALL CITY MONUMENTS MUST BE PROTECTED PER STATE LAND SURVEYORS ACT. CALL THE COUNTY SURVEYOR AT 554-5833 TO REPORT ANY MONUMENTS IN DANGER OF DISTURBANCE, DESTRUCTION OR REMOVAL.
25. CONTRACTOR SHALL AVOID DAMAGING AND PROTECT IN PLACE EXISTING GRANITE CURBS. CONTRACTOR SHALL NOTIFY CITY REPRESENTATIVE OF ANY GRANITE CURB NOT IDENTIFIED ON THE PLANS TO BE RESET OR SALVAGED THAT IS IN CONFLICT WITH PROPOSED WORK.
26. EXISTING GRANITE CURB SHALL ONLY BE REPLACED WITH CONCRETE CURB ON CURVED RETURNS AND AS PART OF CURB RAMP CONSTRUCTION. EXISTING GRANITE CURB IN GOOD CONDITION SHALL BE RESET TO NEW GRADE. IF EXISTING GRANITE CURB IS DAMAGED, CONTRACTOR SHALL NOTIFY CITY REPRESENTATIVE.
27. IN THE EVENT COBBLESTONES ARE ENCOUNTERED AND TO BE REMOVED IN ANY STREET UNDER CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THEM FROM THE PROJECT SITE AS CITY PROPERTY. SALVAGE, HAULING AND DELIVERY OF EXISTING COBBLESTONES TO THE DESIGNATED AREAS, FROM THE PROJECT SITE, SHALL BE DONE AS INCIDENTAL WORK.
28. IN THE EVENT GROUNDWATER WELLS ARE ENCOUNTERED IN ANY STREET UNDER CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR GROUNDWATER WELL PRESERVATION (OR DESTRUCTION, IF DESTRUCTION IS CALLED FOR). FOR PRESERVATION, THE CONTRACTOR SHALL EXERCISE CARE IN WORKING AROUND GROUNDWATER WELLS TO PREVENT DAMAGE.
29. AT THE COMPLETION OF WORK, THE CONTRACTOR SHALL REMOVE ALL MARKS, STAINS AND BLEMISHES RESULTING FROM CONSTRUCTION OPERATIONS THROUGHOUT THE CONTRACT.
30. THE CONTRACTOR SHALL PREVENT CONSTRUCTION MATERIAL, PAVEMENT, CONCRETE, EARTH, PAINTS, THINNER, SOLVENTS, AND OTHER DEBRIS OR TOXIC MATERIAL FROM ENTERING A SEWER OR SEWER STRUCTURE INCLUDING SURFACE FLOW COLLECTION SYSTEM, SUCH AS CATCHBASINS AND CULVERTS.
31. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING PUBLIC AND PRIVATE UTILITIES FOR COORDINATION. THE FOLLOWING ARE CONTACT PHONE NUMBERS:

| | | | | |
|--------------------------------|-------------------------------|--------------------|----------------|-----------------------------------|
| BLHP | STREET LIGHTS | | (415) 227-8506 | Streetlights@sfgwater.org |
| DPW | NEWS RACKS | JOSEPH THOPPIL | (415) 554-4464 | |
| | SEWER REPAIR | CATHERINE XU | (415) 554-5346 | |
| | STREET TREES (URBAN FORESTRY) | | (415) 695-2096 | |
| | | | (415) 641-2676 | |
| DT | FIRE ALARM | MIKE DENNING | (415) 550-2718 | |
| MTA | MUNI OVERHEAD LINES | JOHN ORKES | (415) 554-9227 | |
| | TRAFFIC SIGNAL SHOP | CLIFFORD SMETHURST | (415) 554-9220 | |
| | BUS SHELTERS | EDDIE TSUI | (415) 550-2742 | |
| | | GAIL STEIN | (415) 646-2308 | |
| SFWD | BUSINESS HOURS REPAIRS | | (415) 550-4965 | |
| | NON-BUSINESS HOURS REPAIRS | | (415) 550-4911 | |
| | IDENTIFY LINES | | (415) 550-4925 | |
| AT&T | | LYNN SCHUSSEL | (650) 991-5630 | LS4524@att.com |
| | | MARIA TORRES | (650) 216-2196 | MT1276@att.com |
| | | CAROL MITCHELL | | CM1463@att.com |
| COMCAST | | JEFF CASTANEDA | (415) 377-1921 | Jeff_Castaneda@cable.comcast.com |
| | | DEREK NIPPE | (415) 503-4505 | |
| PG&E | SERVICE PLANNING | JASON BUHAGIAR | (628) 256-5013 | JH28@pge.com |
| | CONSTRUCTION | DANA SOUZA | (415) 757-8485 | D2GV@pge.com |
| | | BILL RUSSO | (415) 695-3330 | |
| CLEAR CHANNEL (BUS SHELTERS) | | NICHOLAS FAGUNDES | (925) 518-7042 | NicholasFagundes.ncs@comcast.net |
| | | ASHLEY KIRCHNER | (510) 446-7259 | AshleyKirchner.ncs@comcast.net |
| | | MARGEUX CASILLAS | | MargeauxCasillas@clearchannel.com |
| ZAYO/ABOVENET (MFN FACILITIES) | | ALLEN LEHEW | (415) 265-3189 | Allen.Lehew@zayo.com |
| WAVE (ASTOUND) | | KEN HAWKINS | (925) 332-7806 | khawkins@wavebroadband.com |
| USPS MAILBOXES | | | (415) 550-5248 | |

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| NO. | DATE | DESCRIPTION | BY | APP. |
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| TABLE OF REVISIONS | | | | |
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| REFERENCE INFORMATION & FILE NO. OF SURVEYS |
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CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

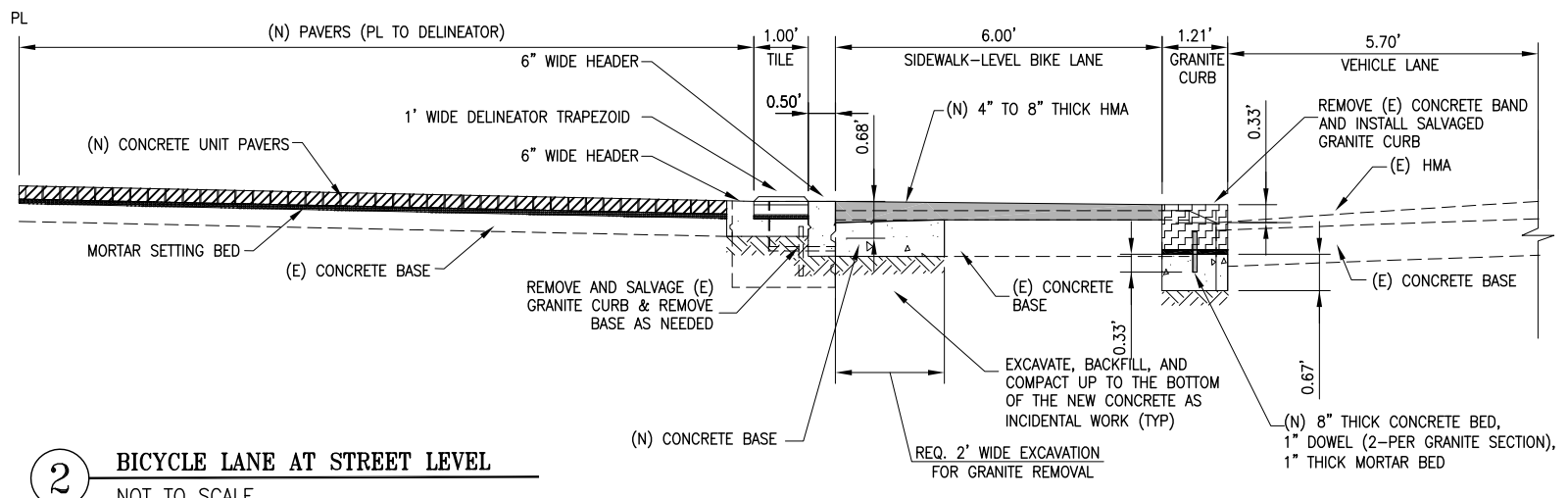
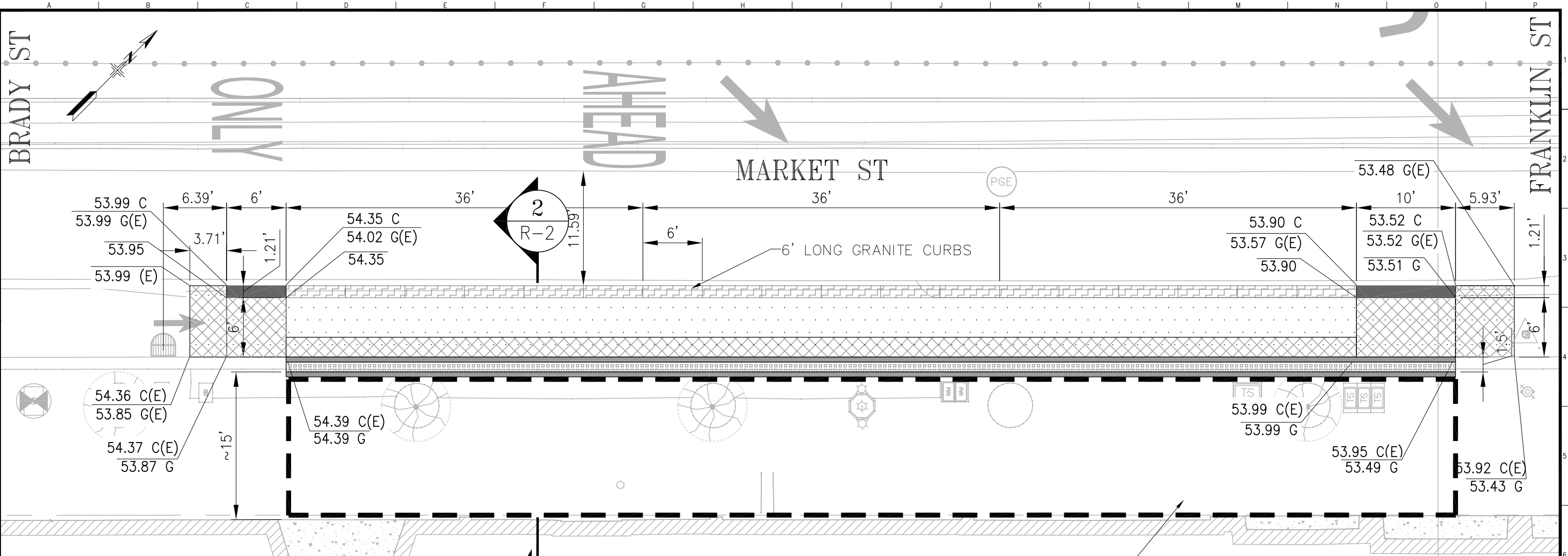
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|---------------------|-------------------|
| Acting Section Mgr: | ERIC KJELSBERG |
| Deputy Bureau Mgr: | FERNANDO CISNEROS |
| Bureau Mgr: | PATRICK RIVERA |

| | |
|-------|-----------------|
| Date: | DESIGNED: DATE: |
| | J. MUNOZ 09/19 |
| | DRAWN: DATE: |
| | J. MUNOZ 09/19 |
| | CHECKED: DATE: |
| | C. YU 09/19 |

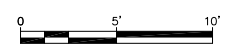
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| SCALE: | NONE |
| SHEET OF SHEETS | OF |

| |
|--|
| SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET |
| GENERAL NOTES |

| | |
|--------------|-------|
| CONTRACT NO. | 2752J |
| DRAWING NO. | R-G3 |
| FILE NO. | |
| REV. NO. | |



2 BICYCLE LANE AT STREET LEVEL
NOT TO SCALE



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26 of 26

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SAN FRANCISCO, CA 94102 - 6028

Acting Section Mgr: ERIC KJELSBERG
Deputy Bureau Mgr: FERNANDO CISNEROS
Bureau Mgr: PATRICK RIVERA

Date:
DESIGNED: DATE: J. MUNOZ 09/19
DRAWN: DATE: J. MUNOZ 09/19
CHECKED: DATE: C. YU 09/19

SCALE:
1" = 5'
SHEET OF SHEETS
OF

SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET
MARKET STREET FROM BRADY STREET TO FRANKLIN STREET
DESIGN DETAIL AND CROSS SECTION

CONTRACT NO. 2752J
DRAWING NO. R-2
FILE NO.
REV. NO.

Drawing Path: S:\SH\Josef\Sidewalk-Bikeway Pilot\Plans\15-77 MARKET ST TOPO1 - Standard\15-77 MARKET ST TOPO1.dwg
 Plot Time: Wed, 11 Sep 2019 - 11:22am
 Dimension Scale: 10
 Model Units: Feet
 Measurement Units are English
 Login: jmunoz
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