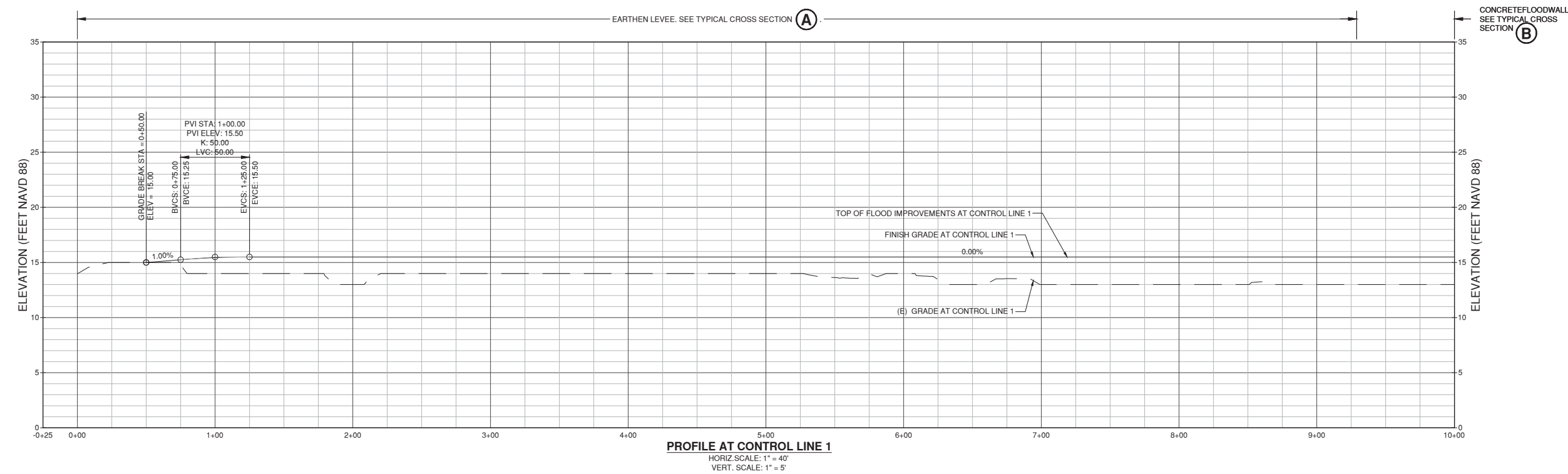
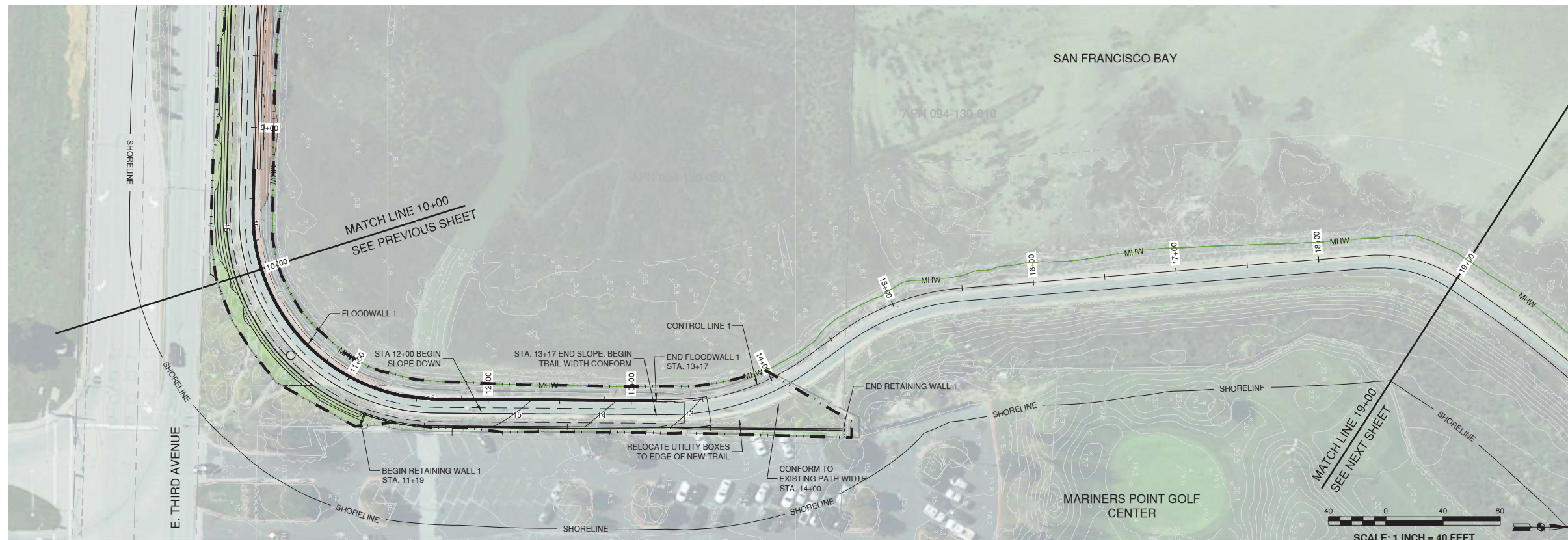


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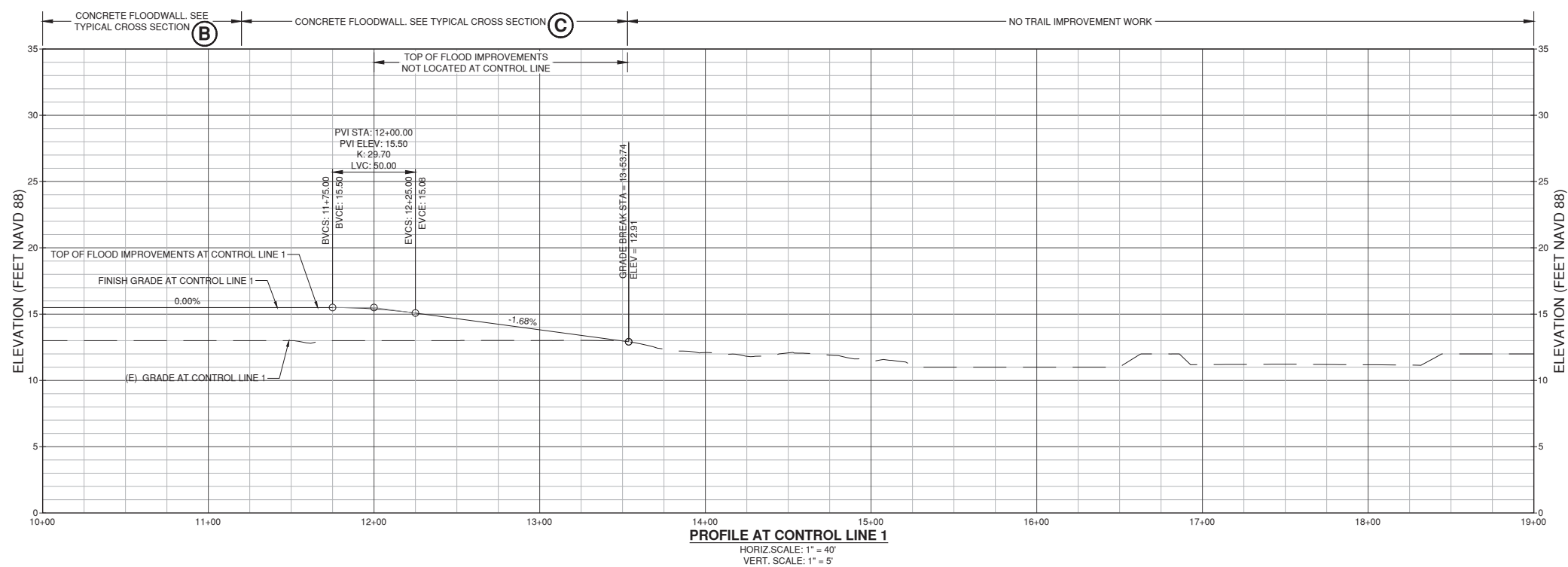


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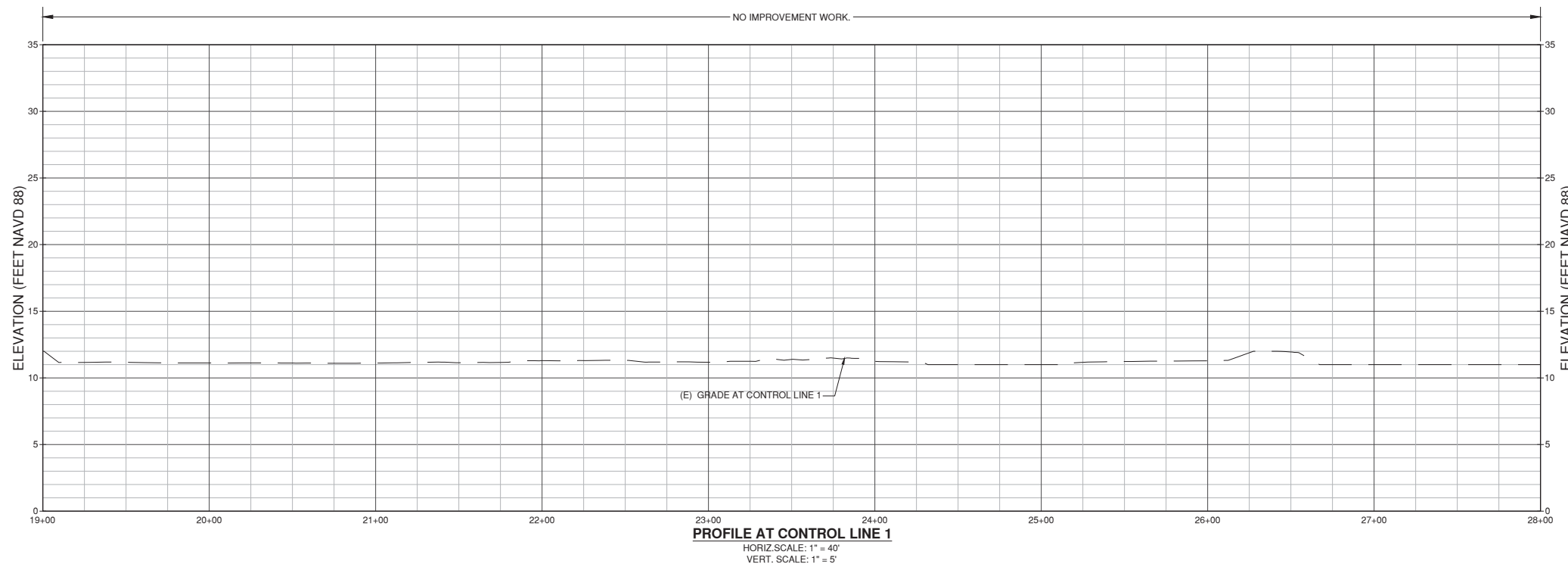
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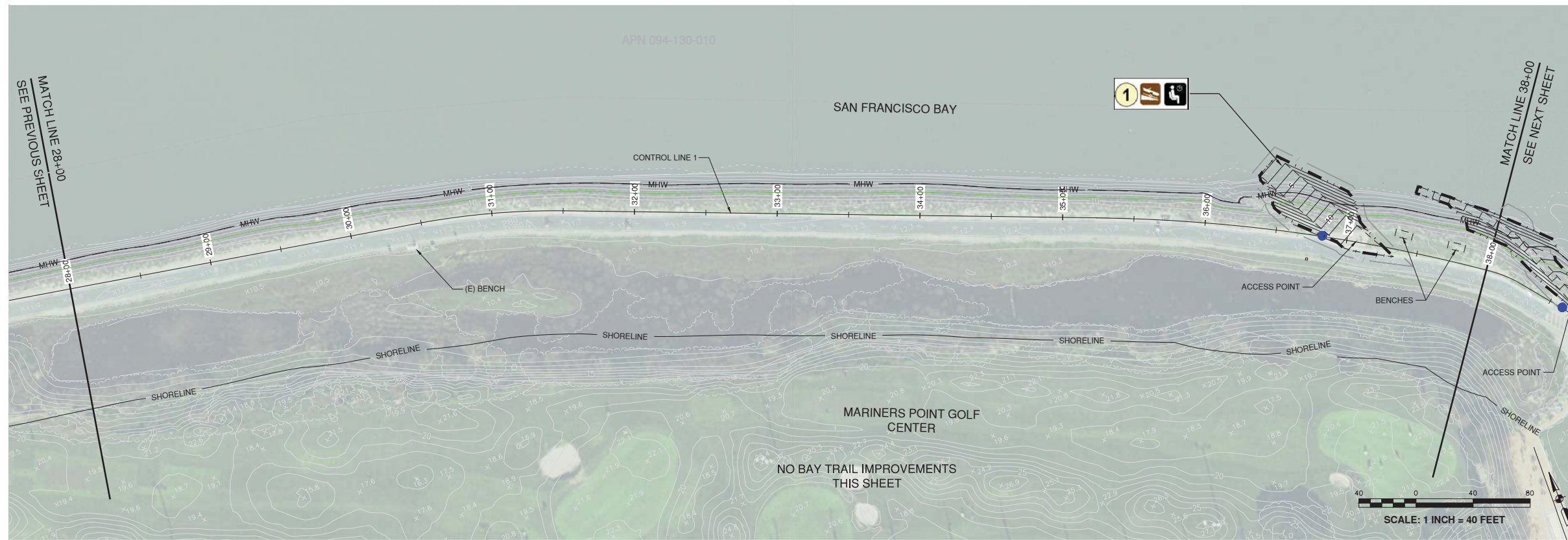


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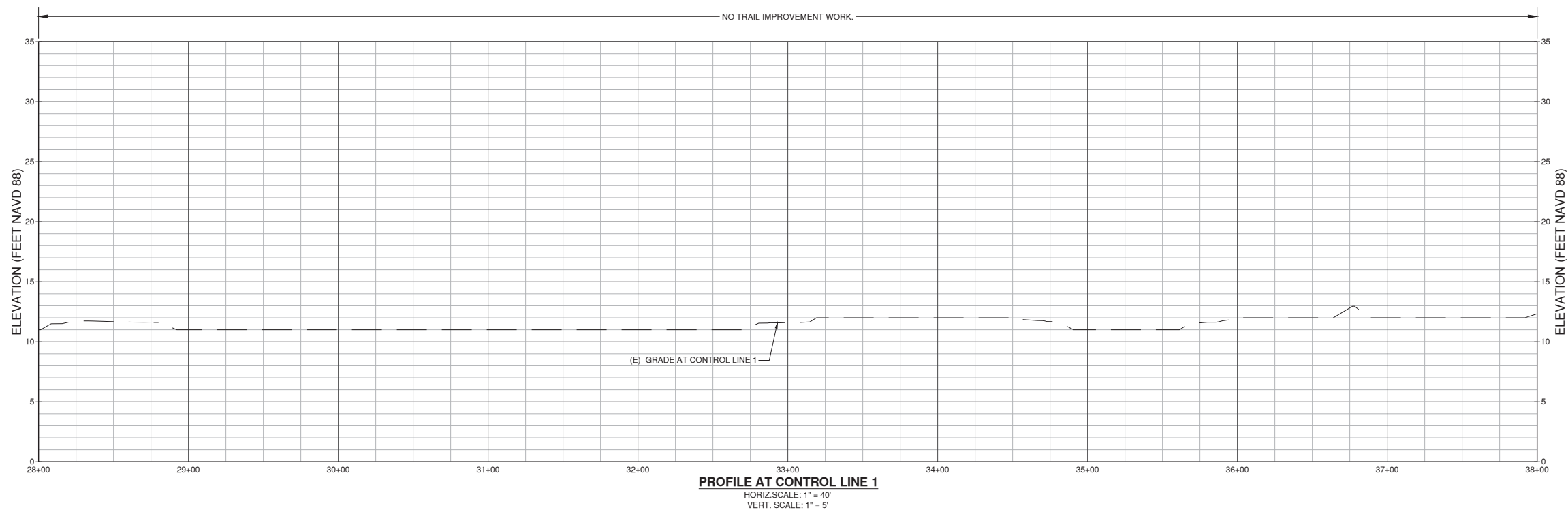


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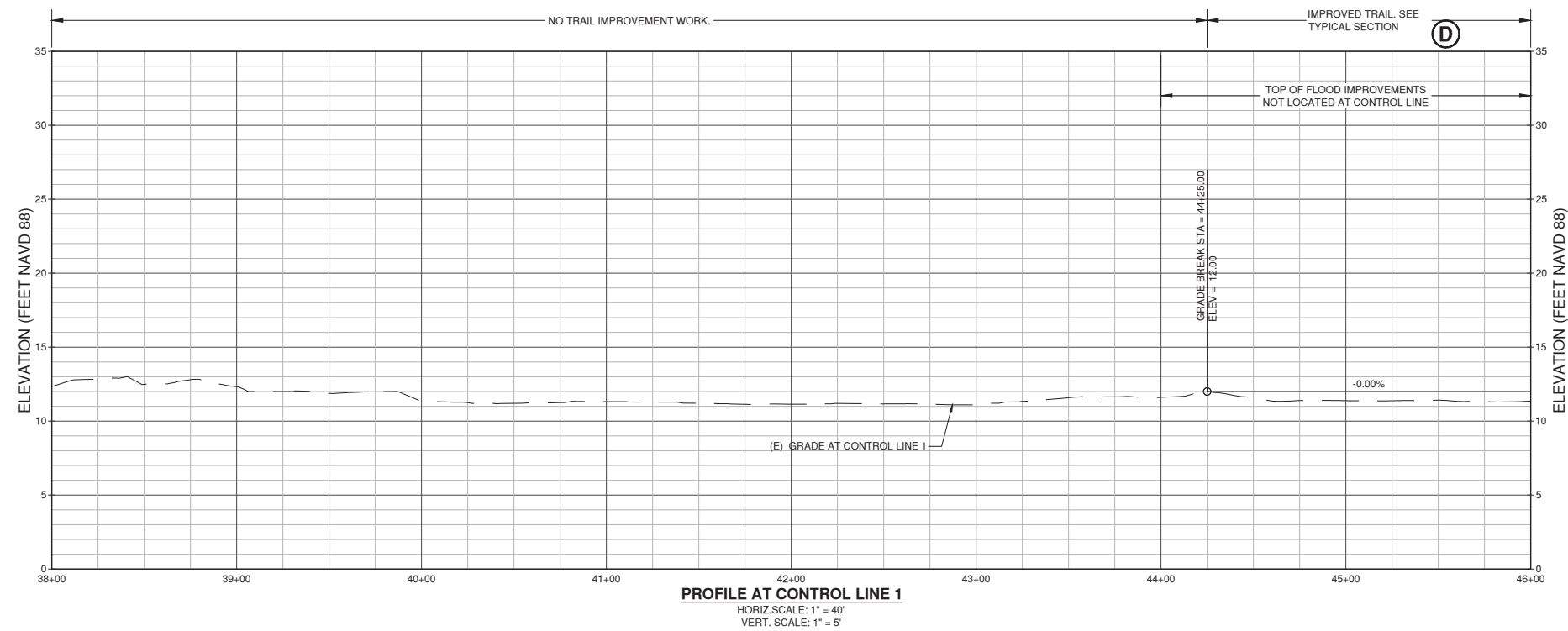


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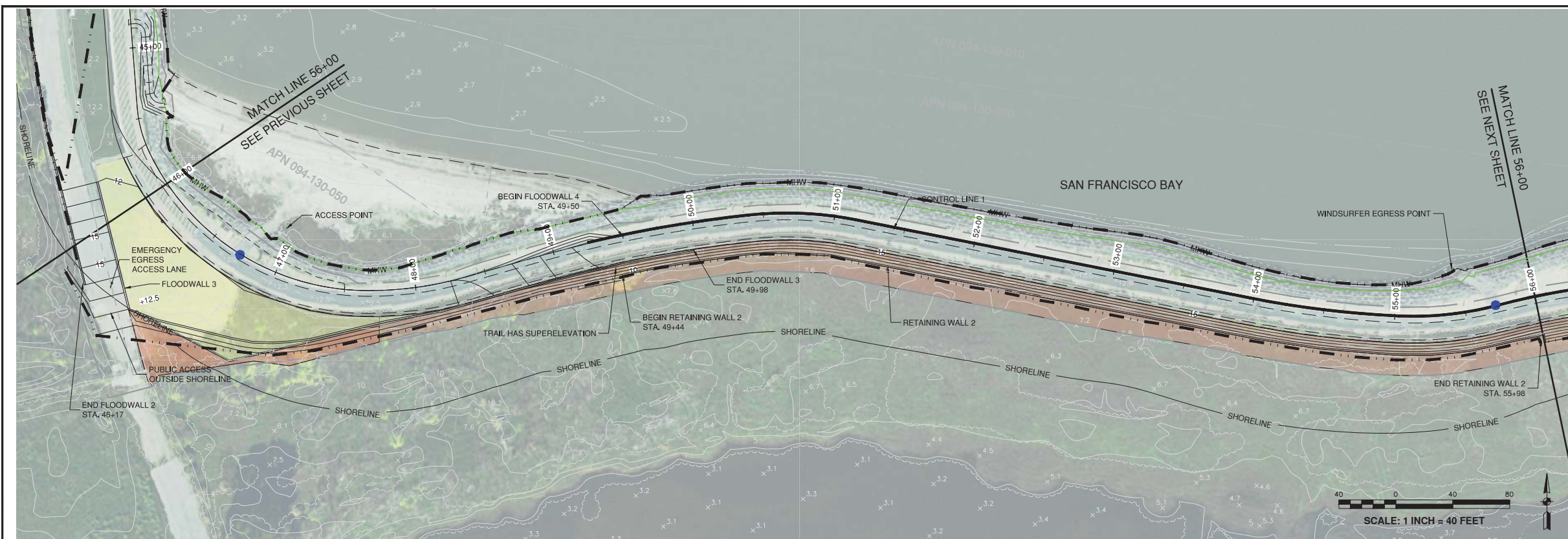


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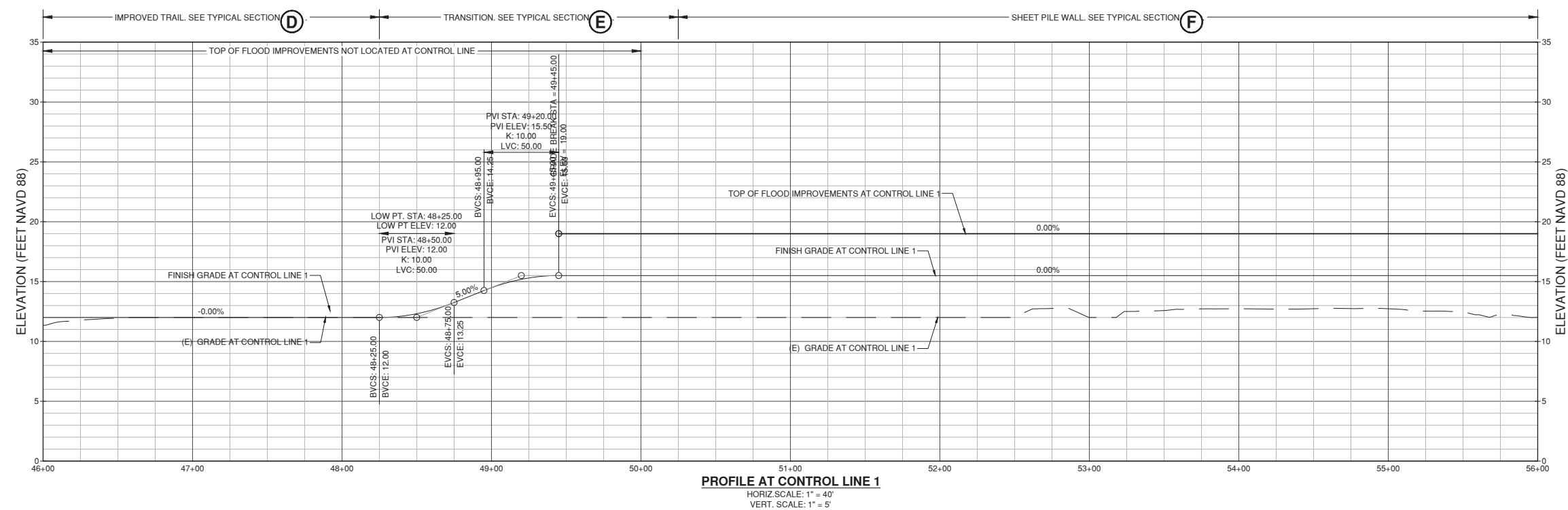


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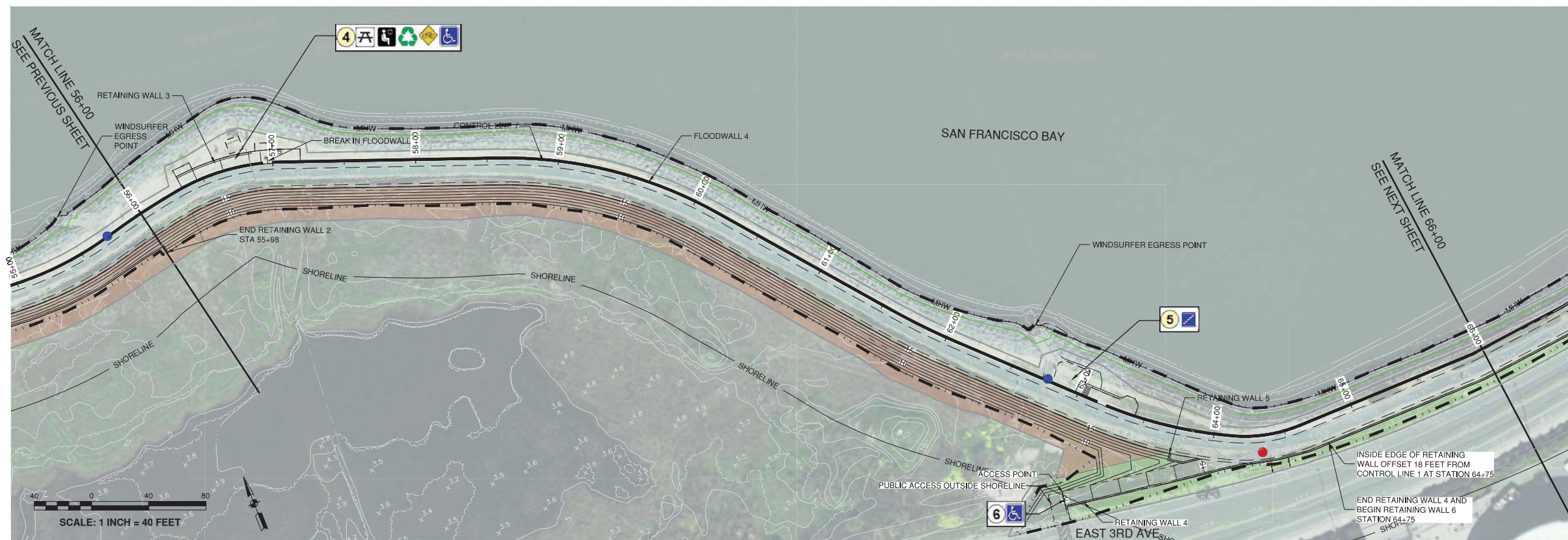
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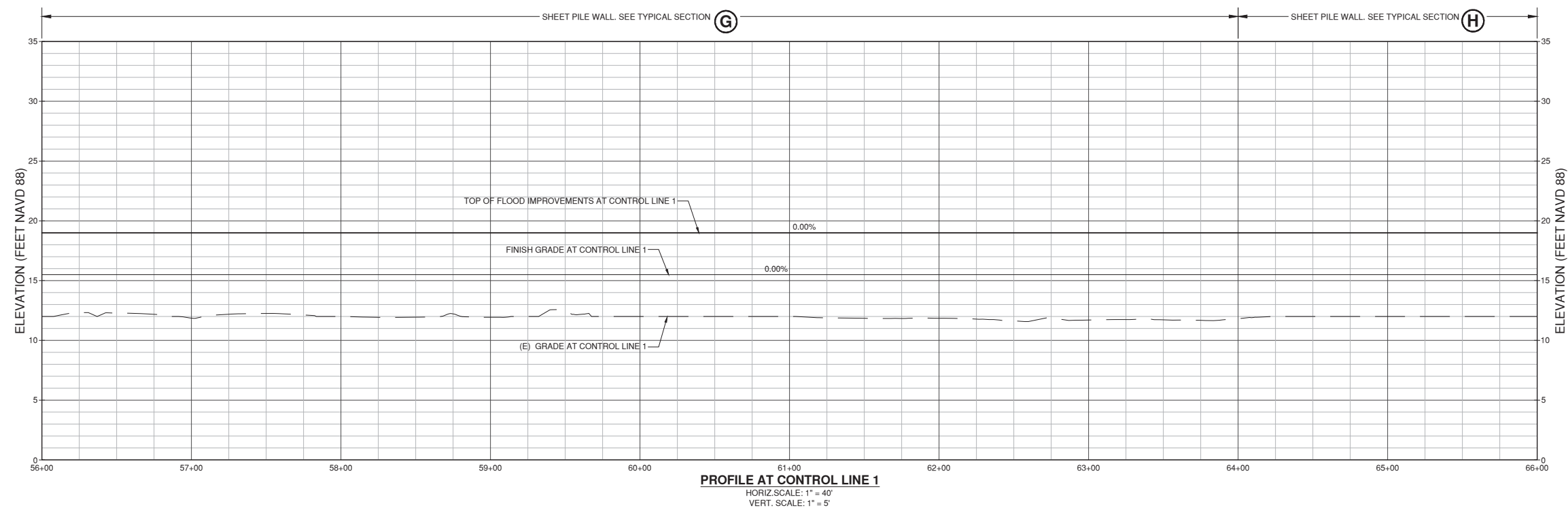
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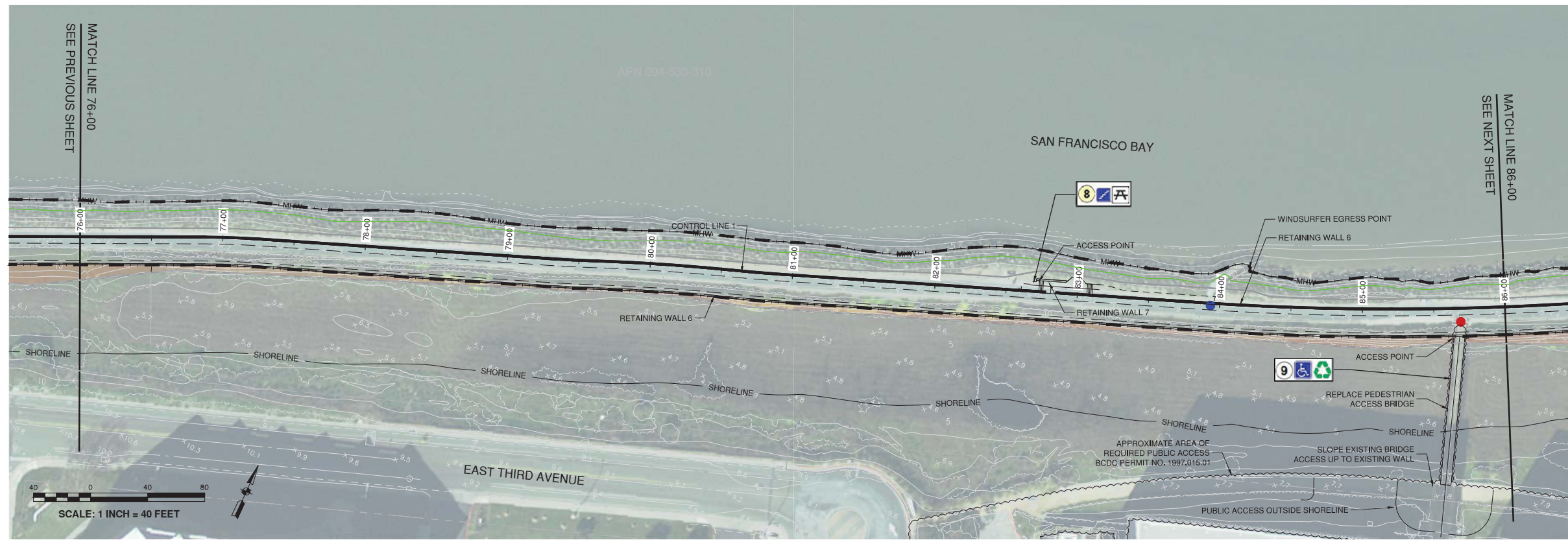


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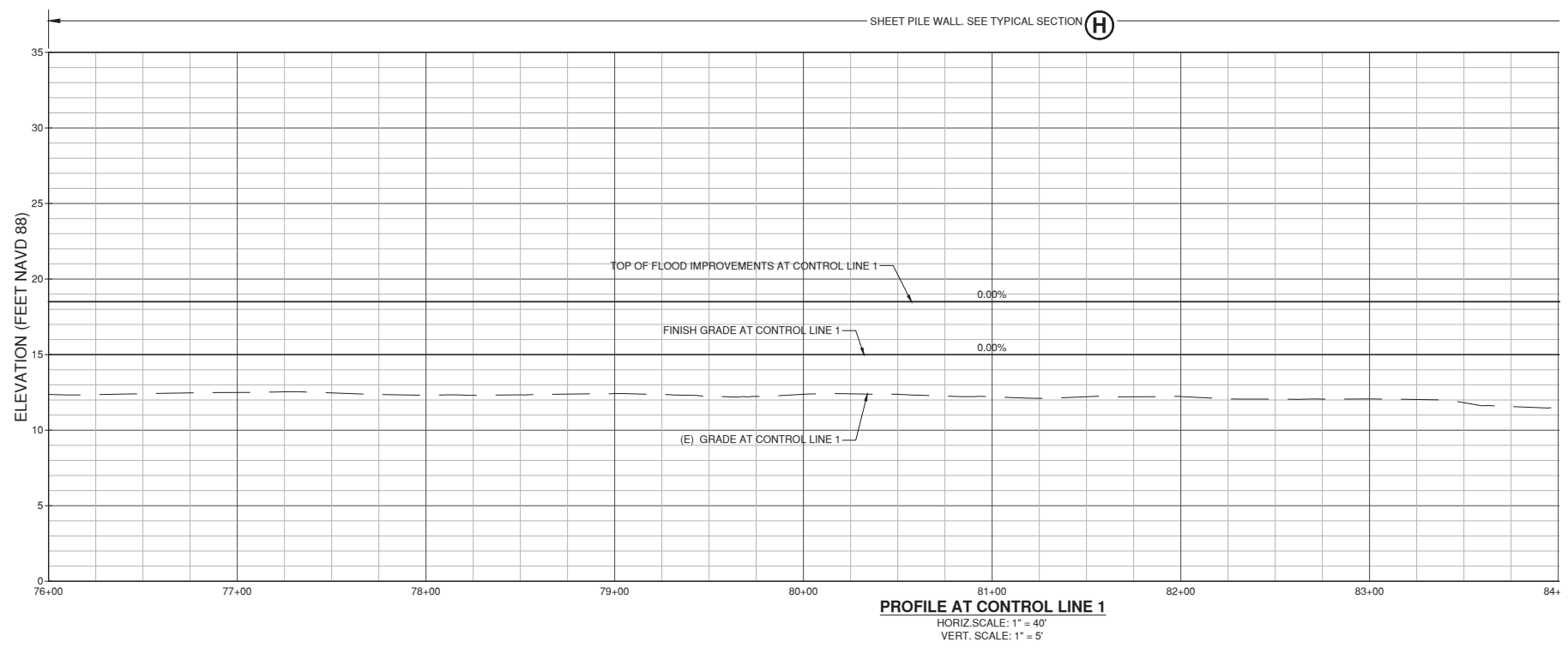
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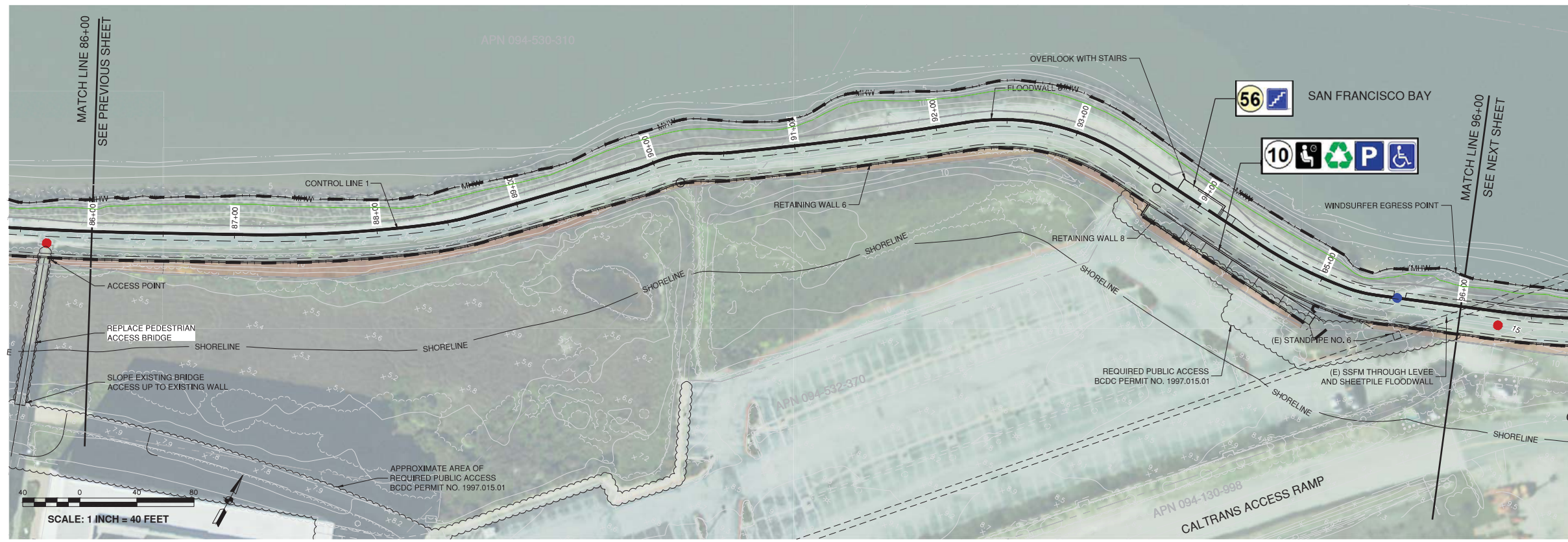


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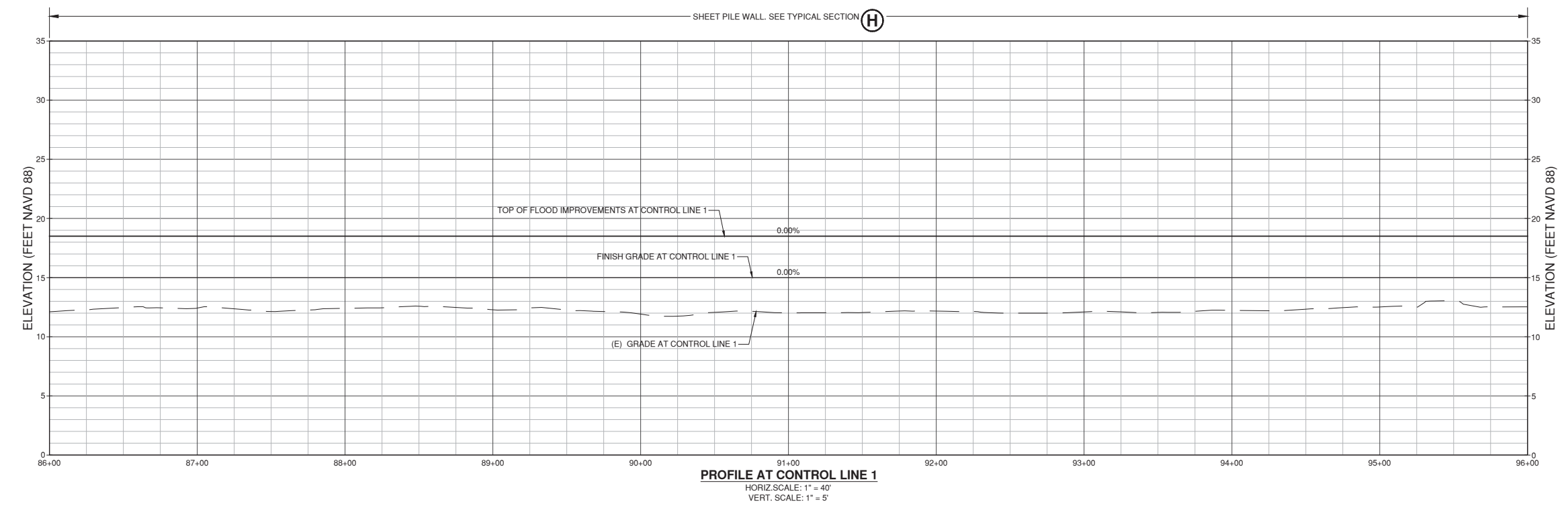
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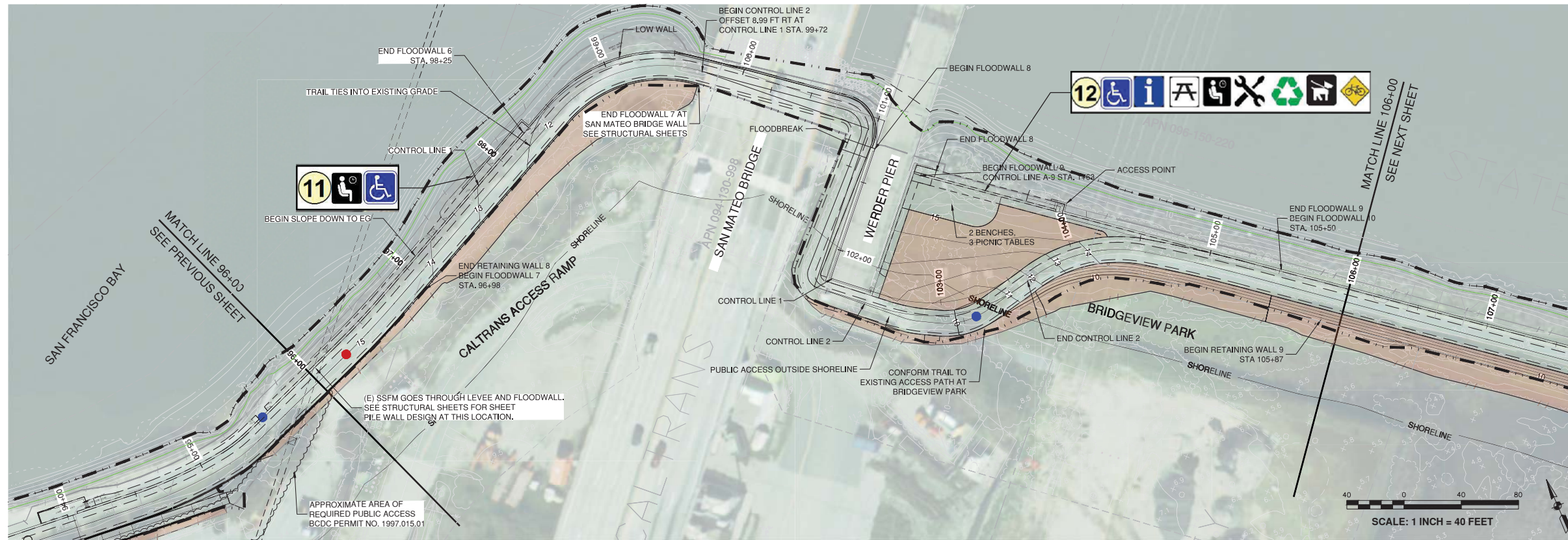
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SCALE: 1 INCH = 40 FEET



**NOTES:**

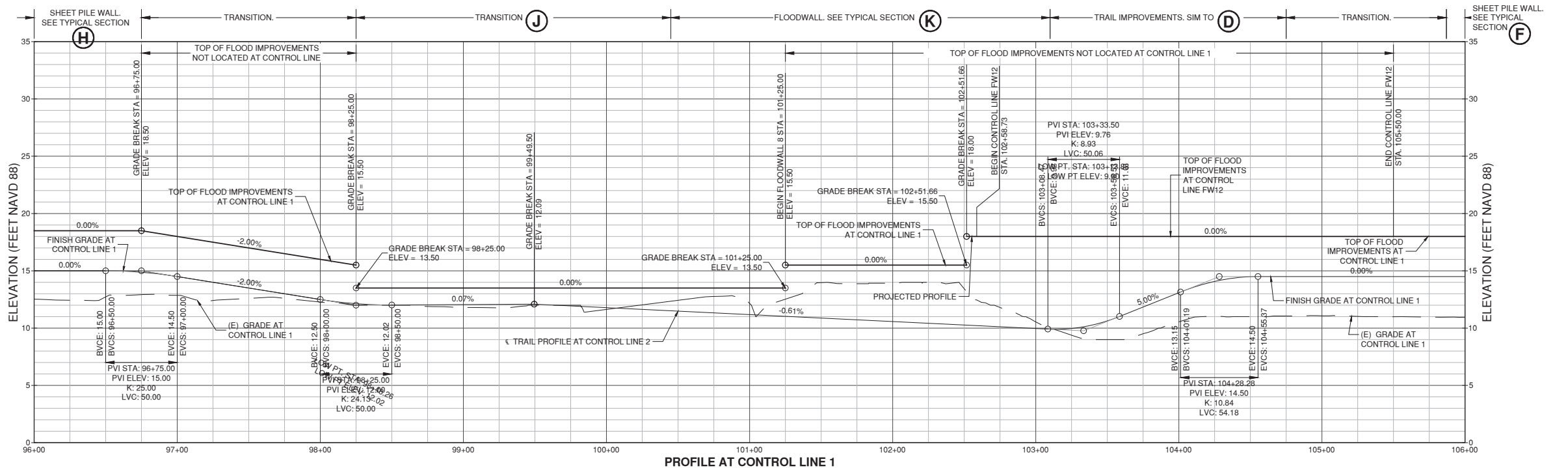
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**LEGEND**

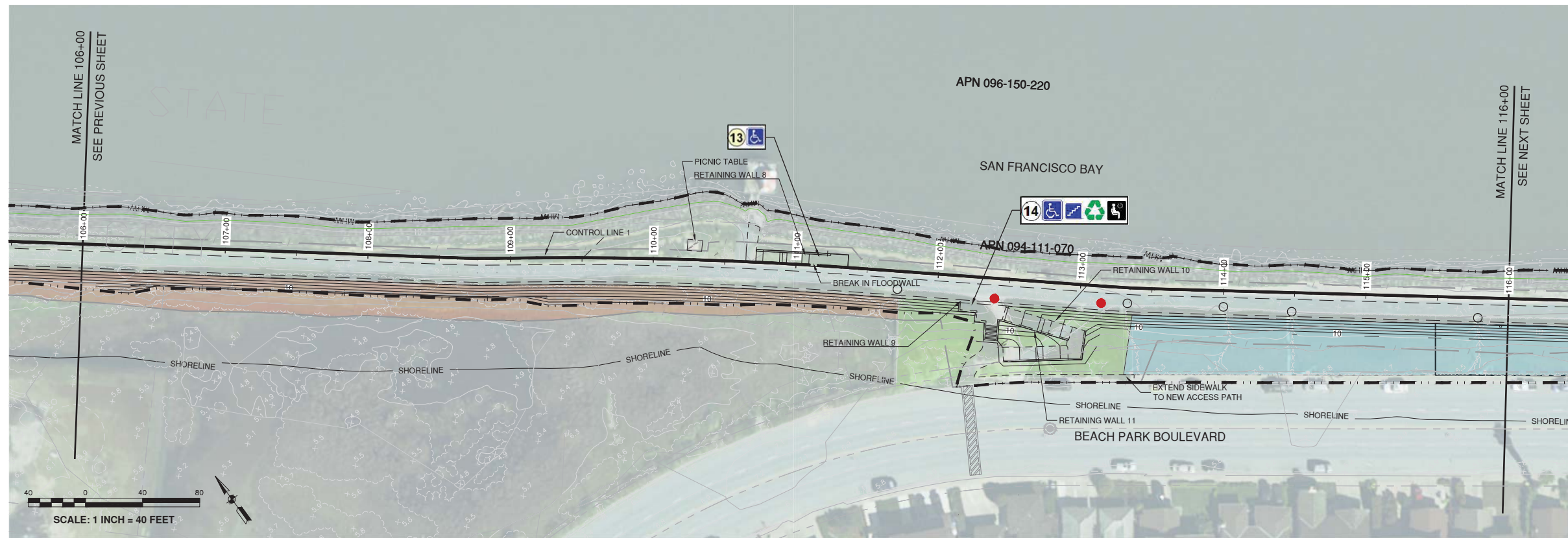
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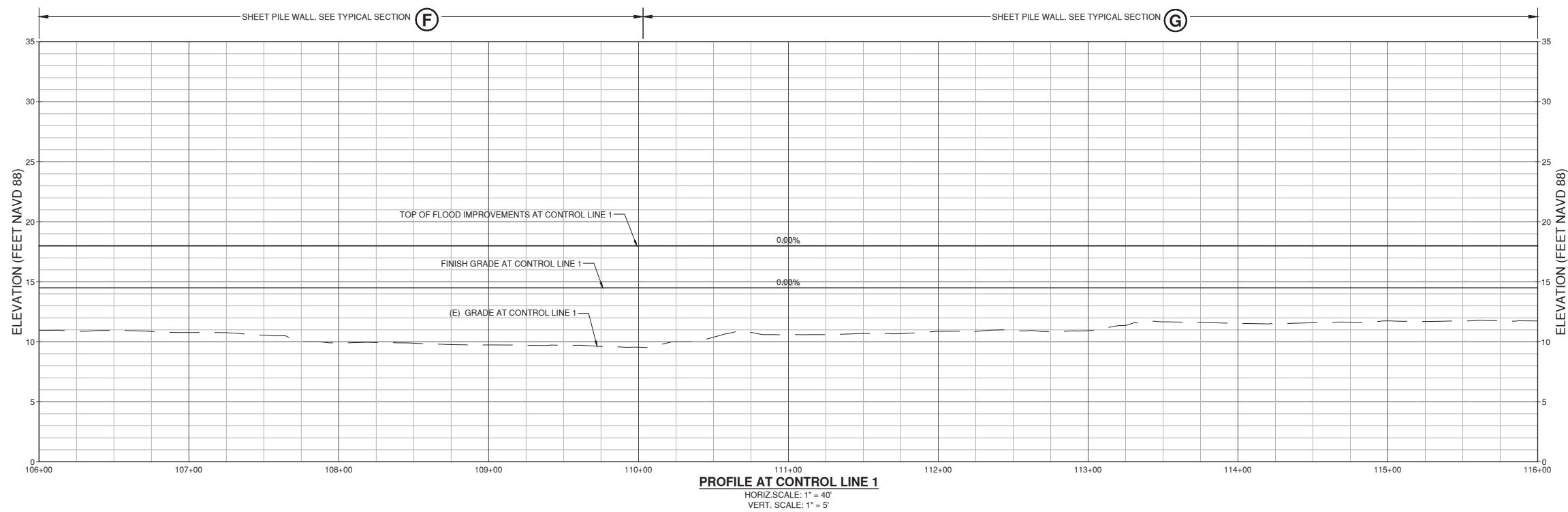


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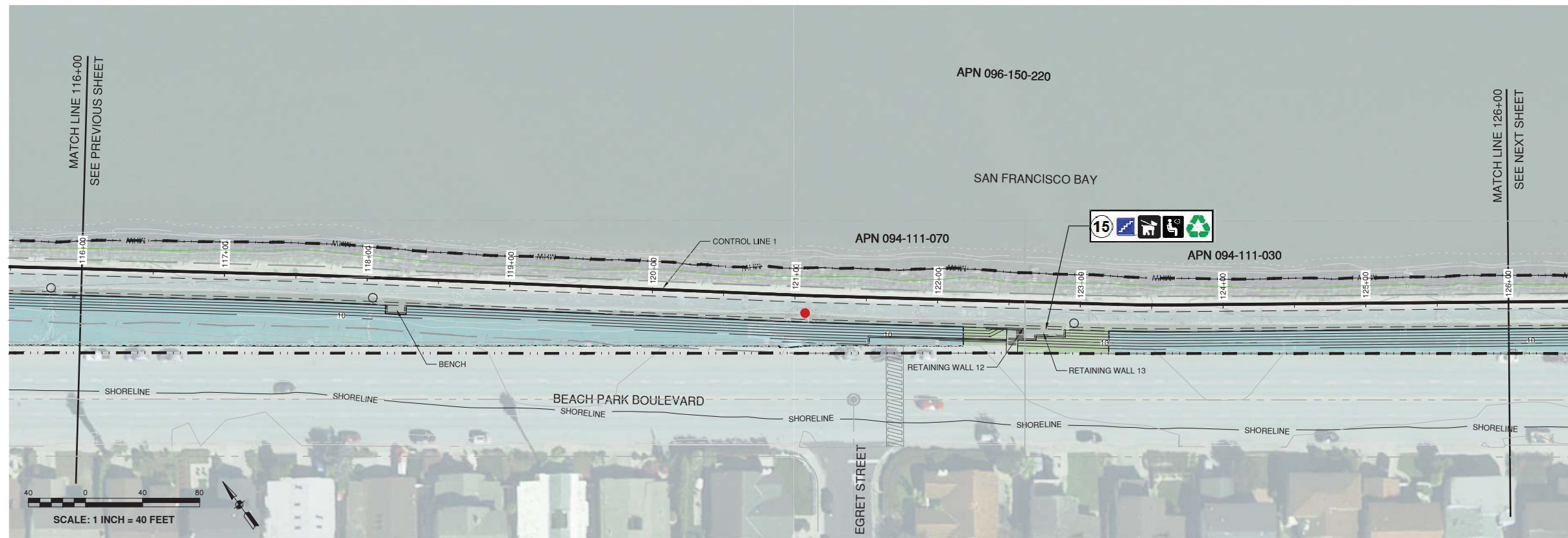
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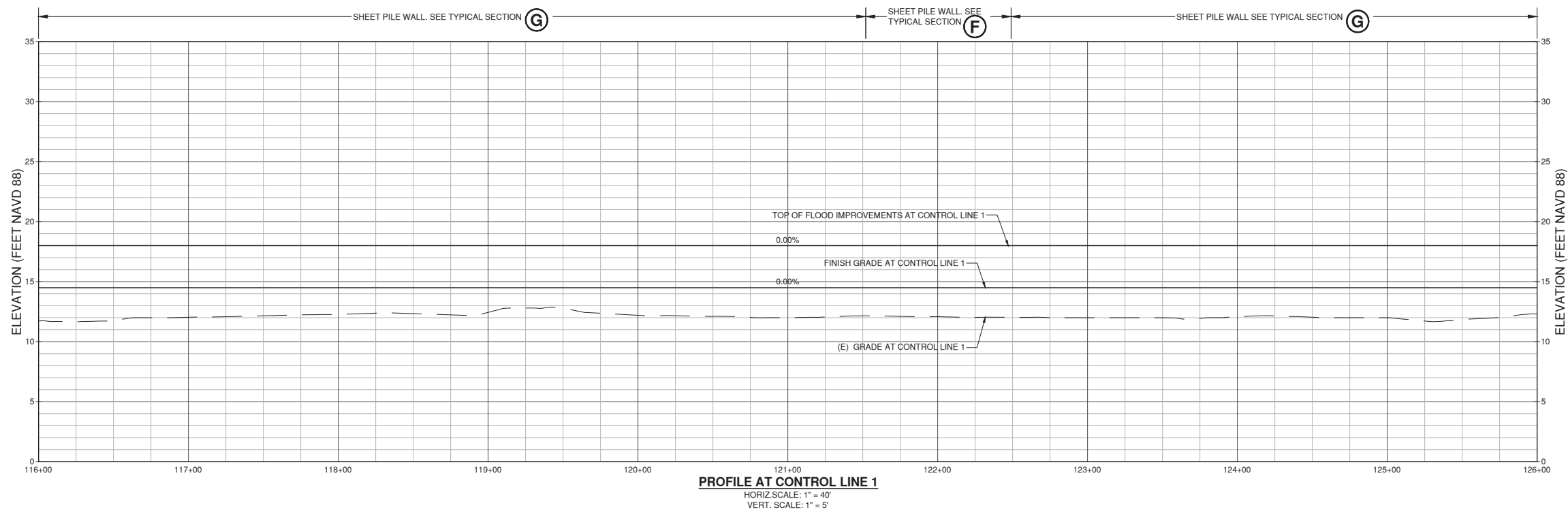
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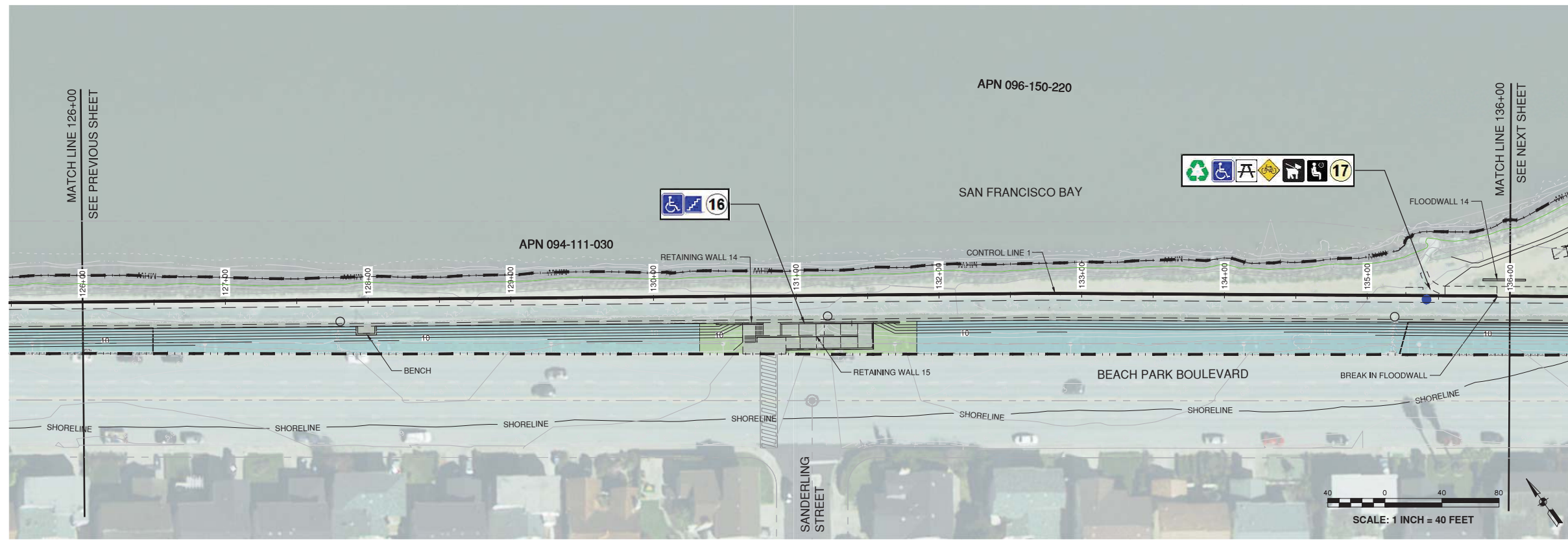


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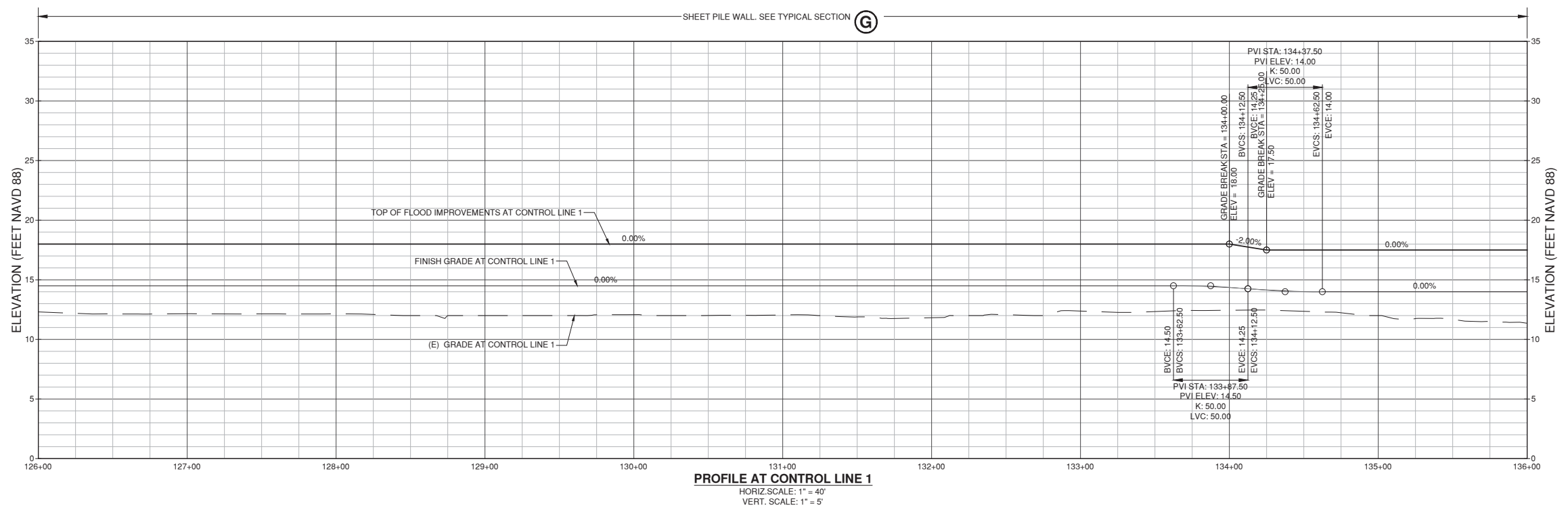


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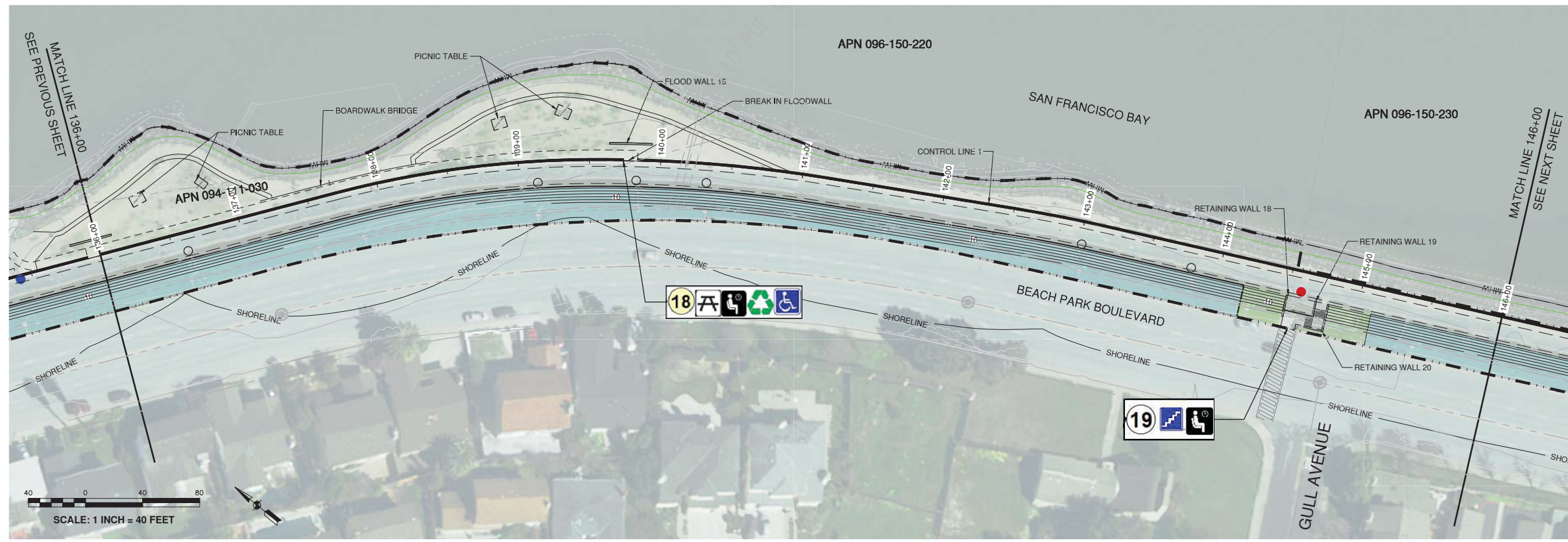


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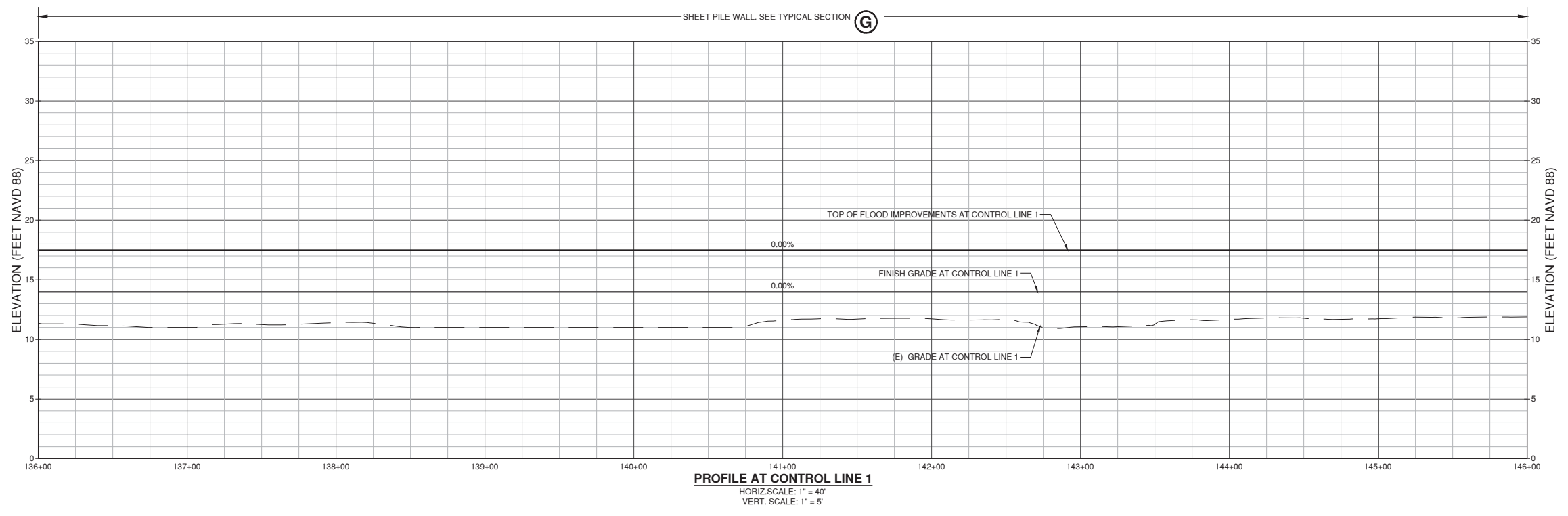


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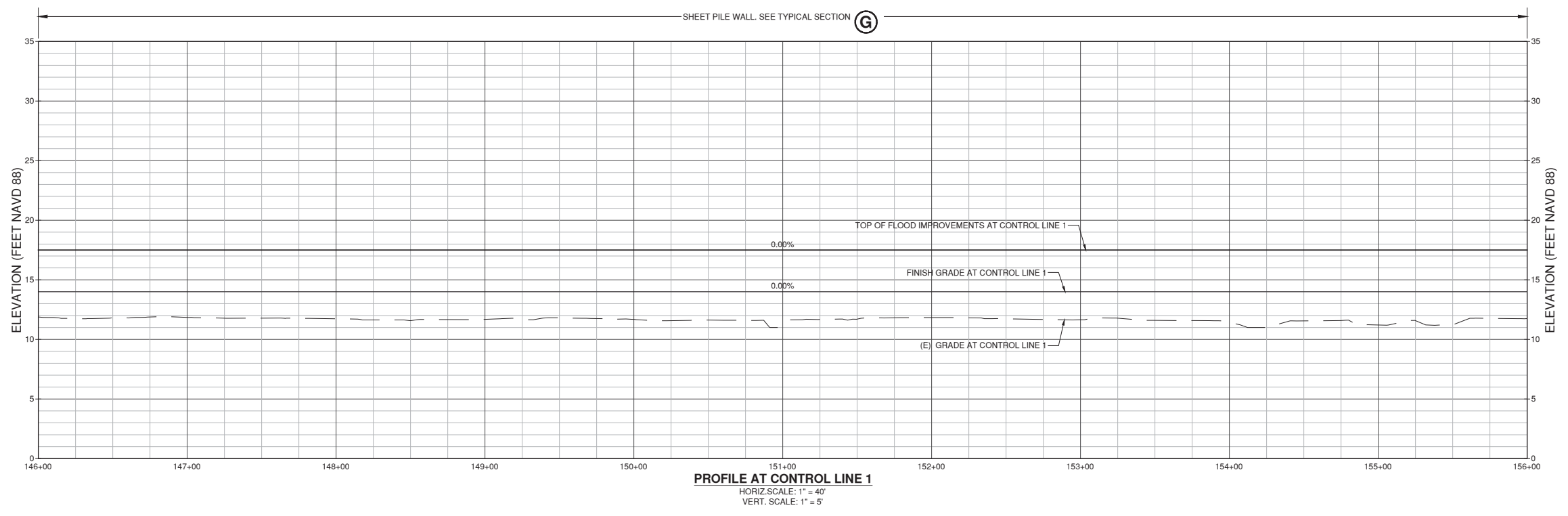
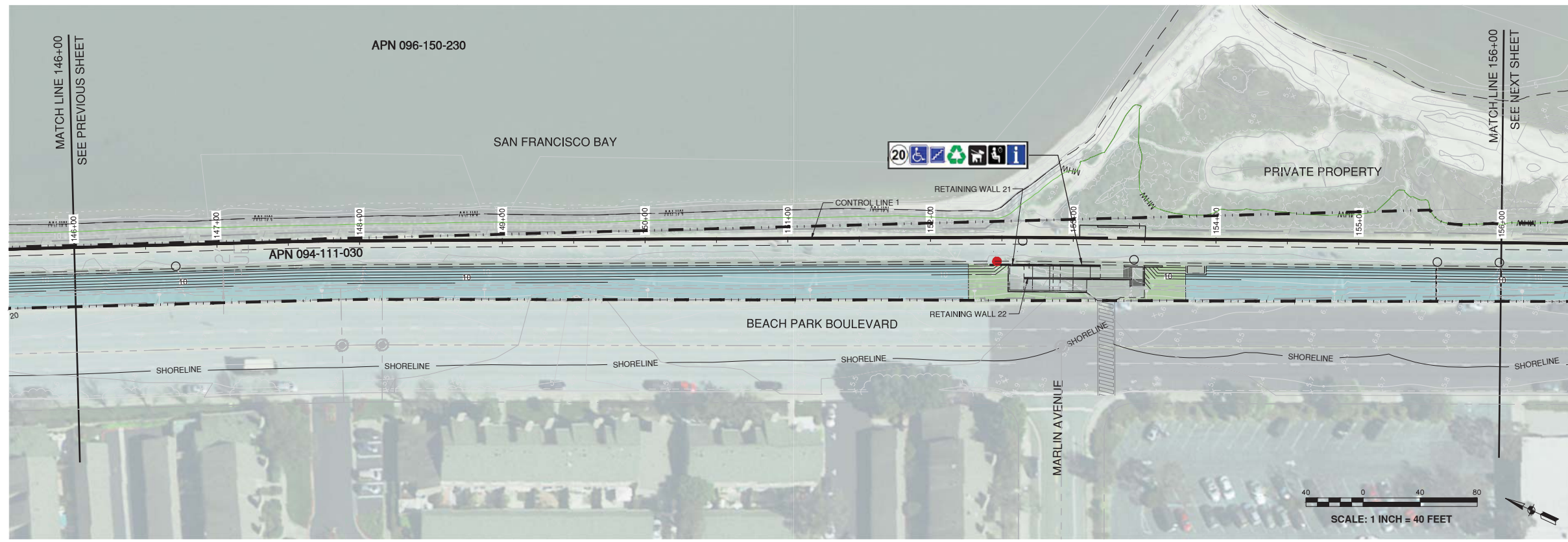


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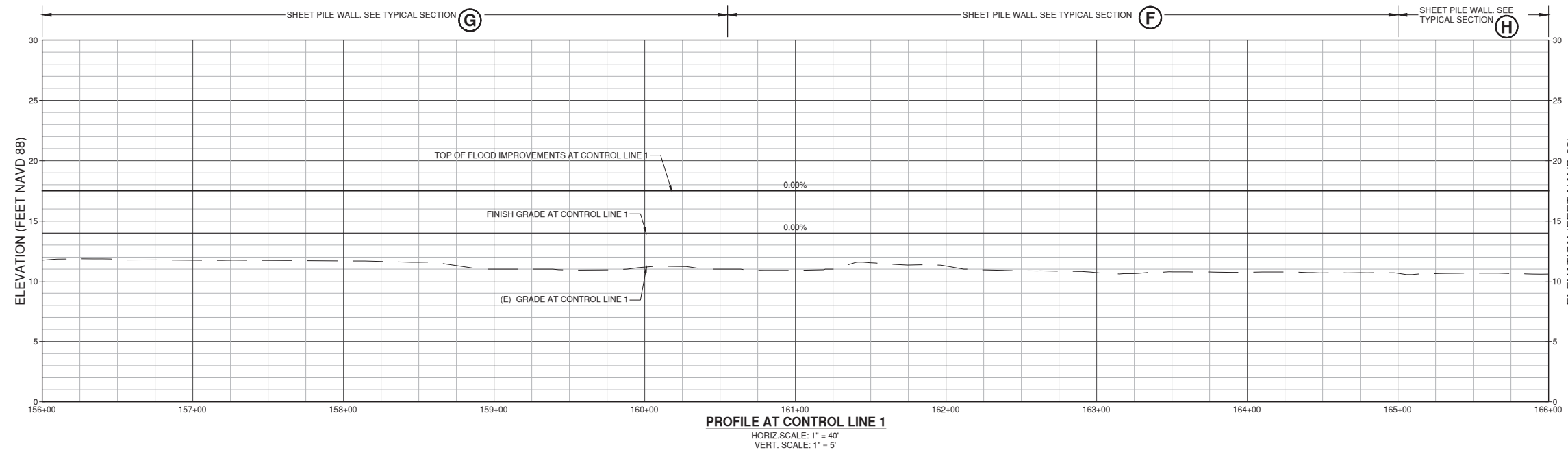


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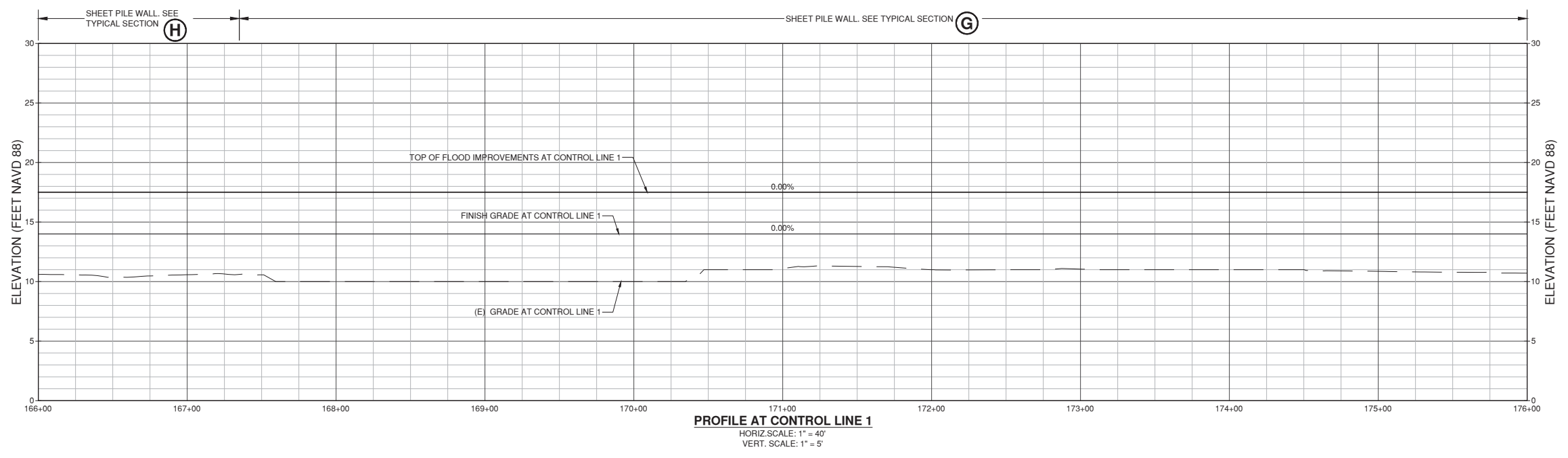
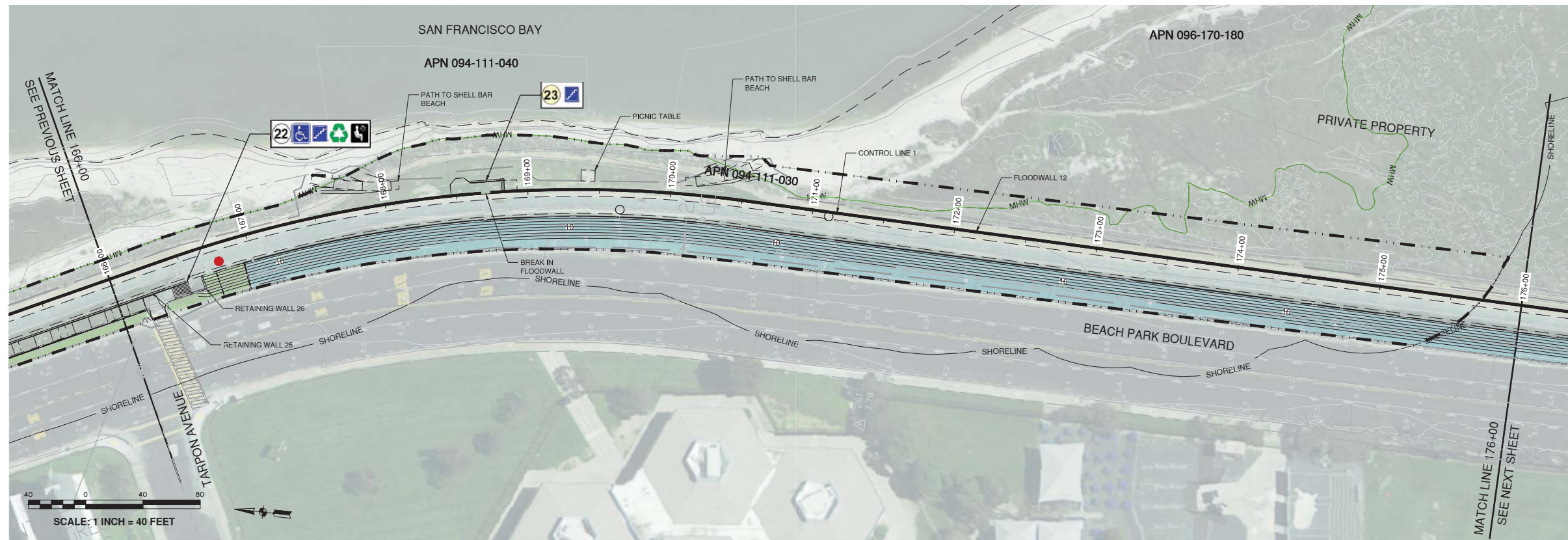


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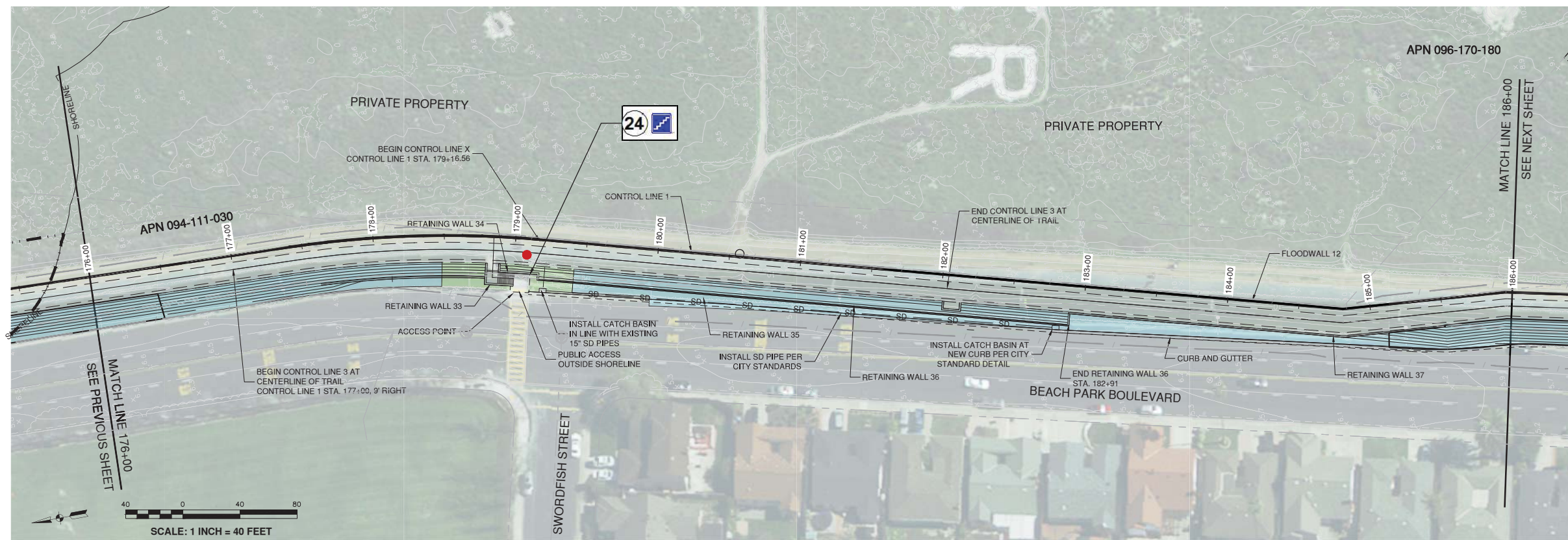


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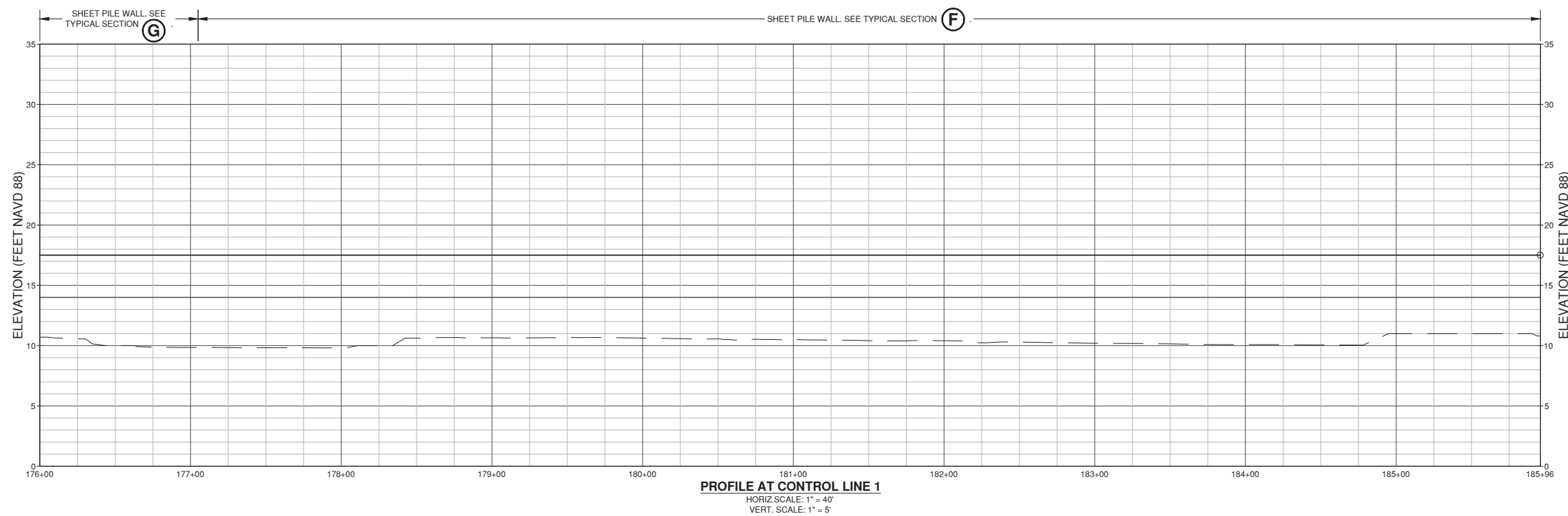
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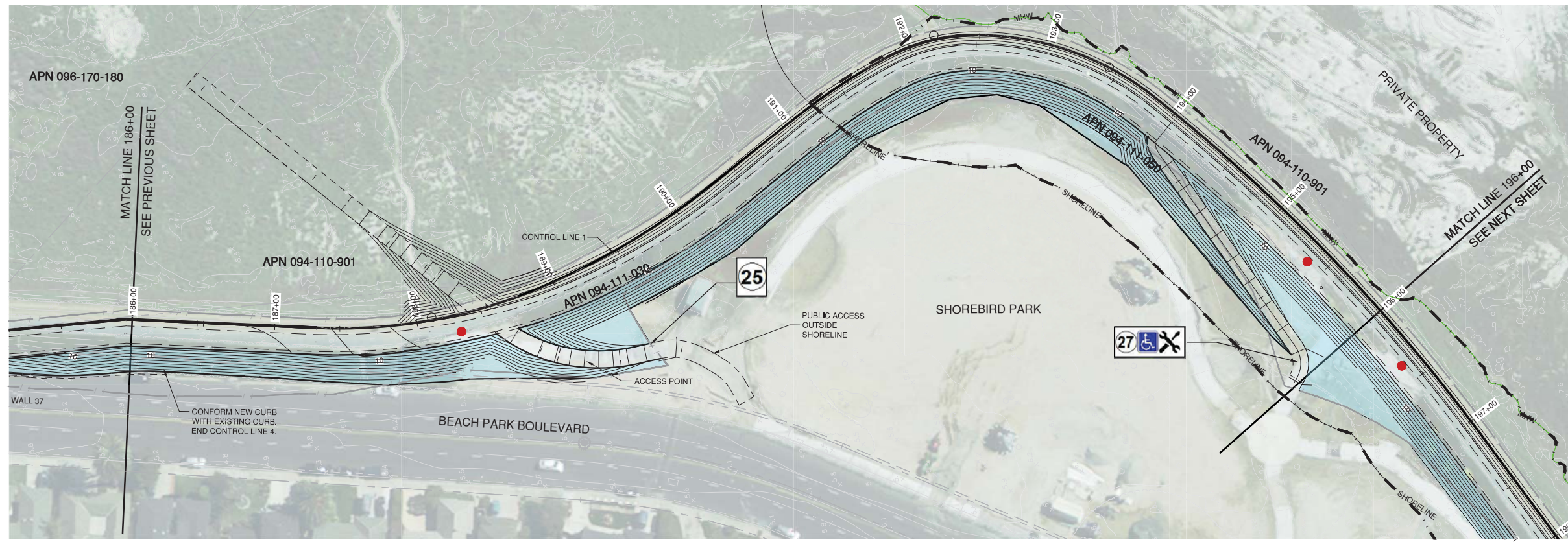


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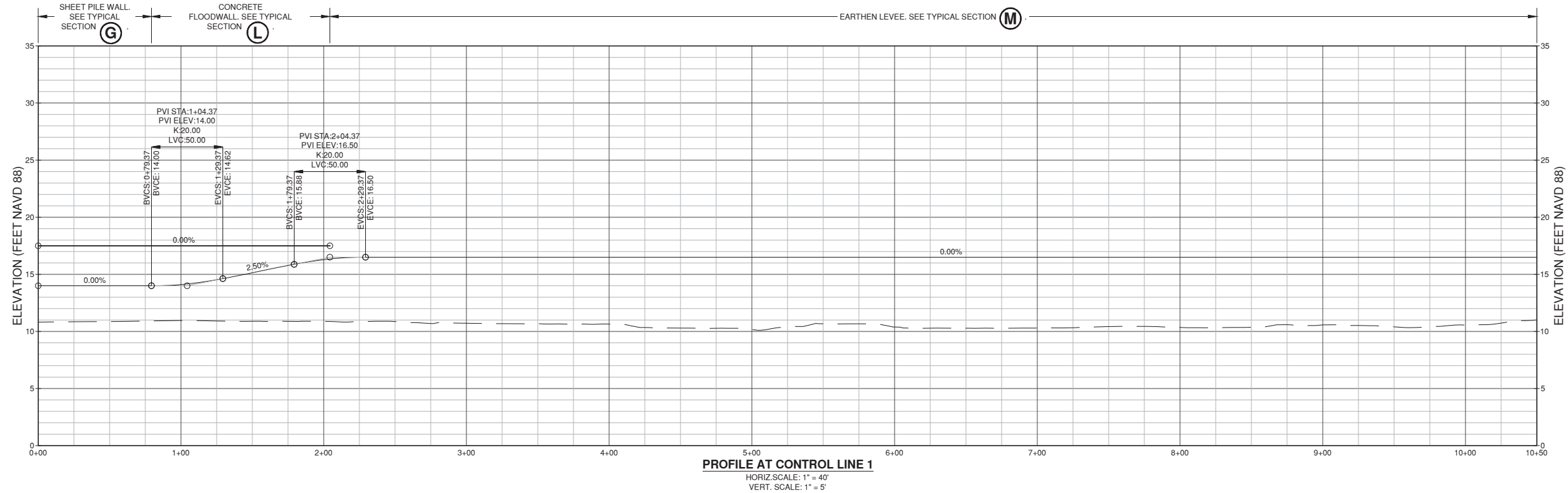
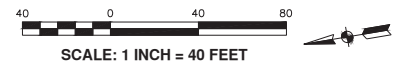


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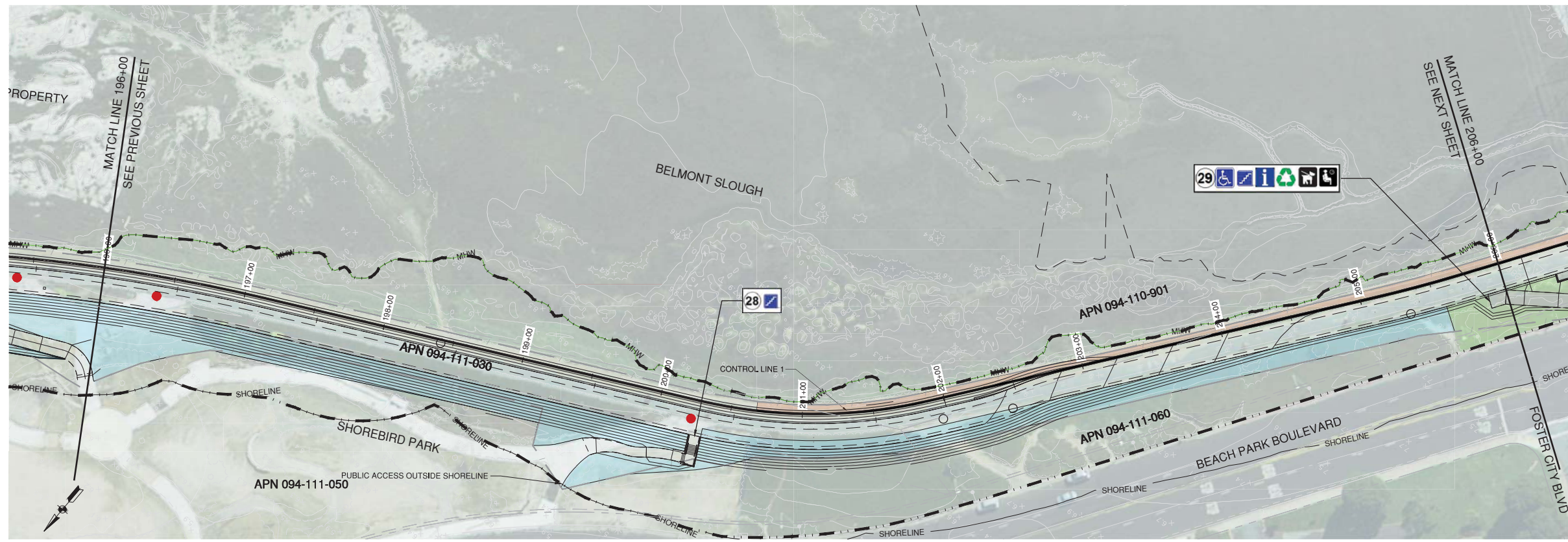


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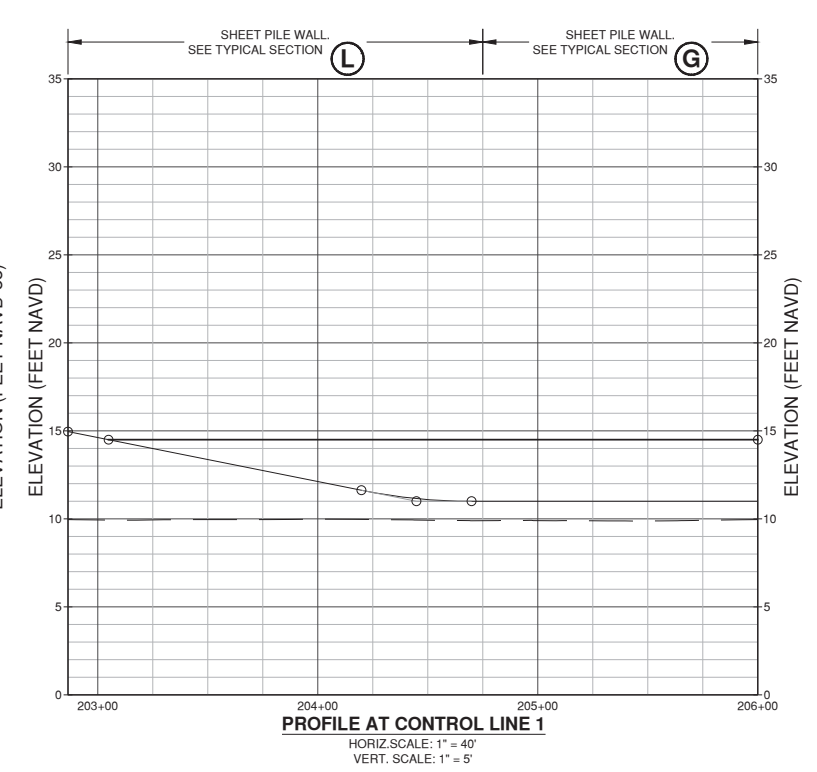
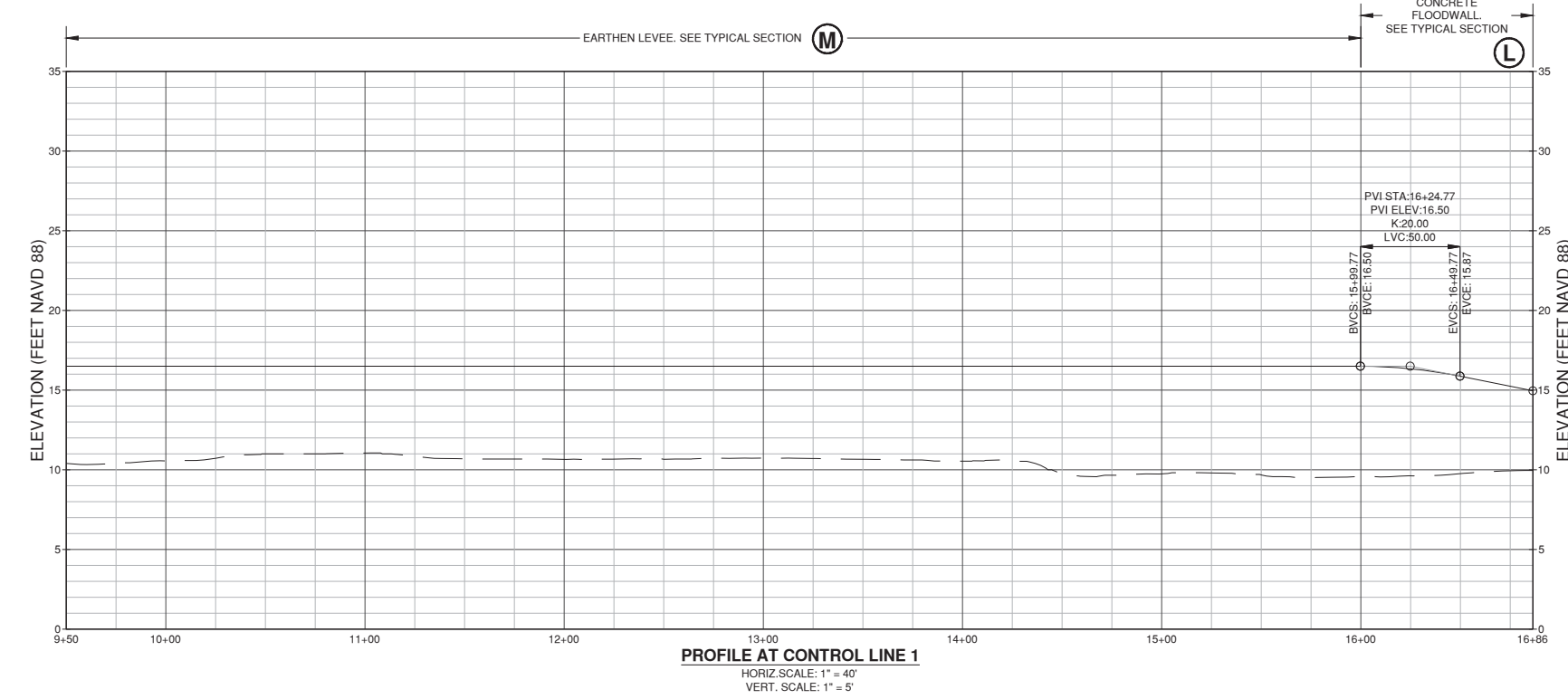
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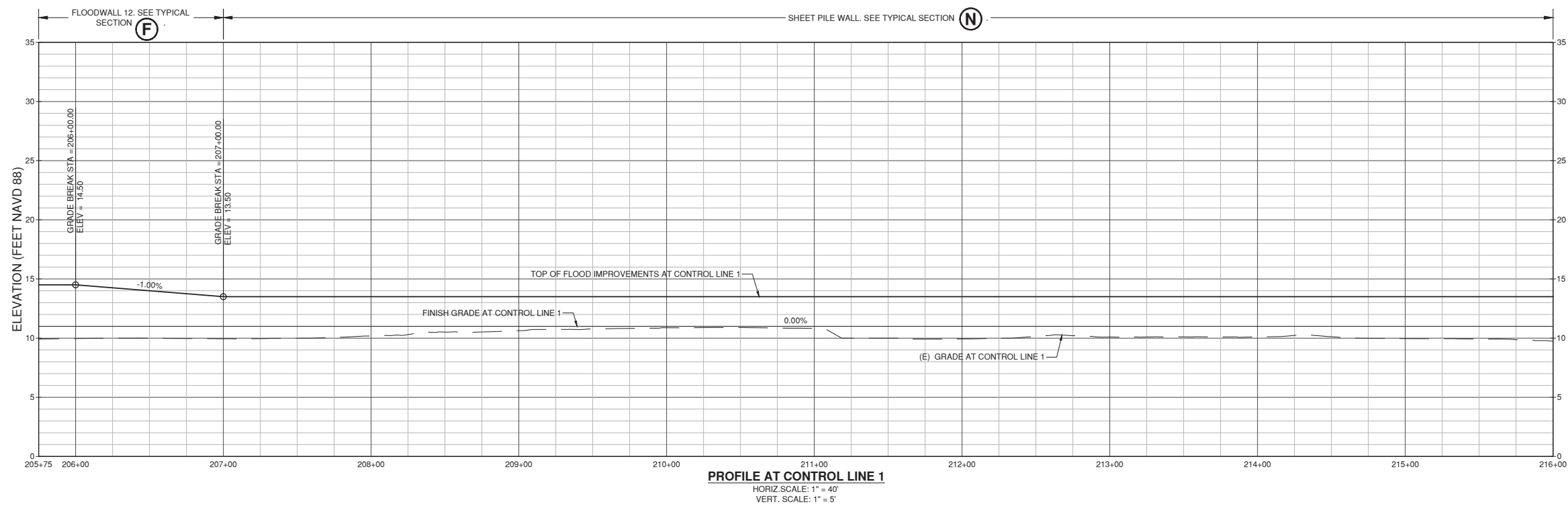
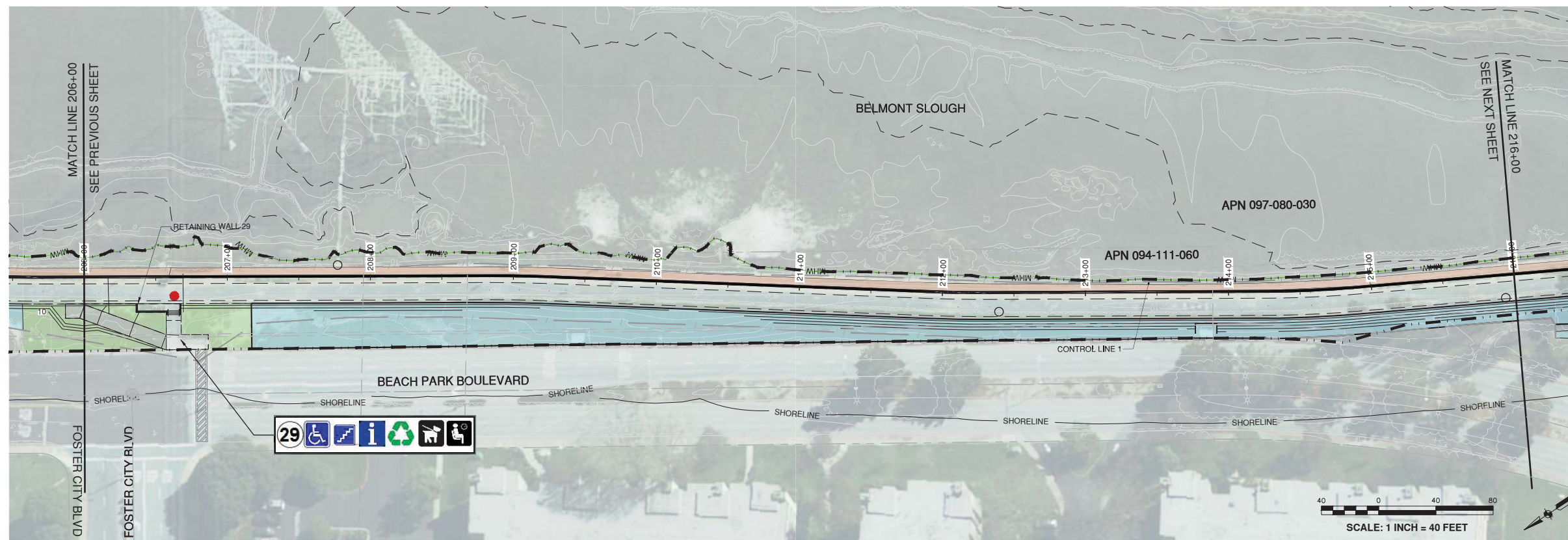
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SCALE: 1 INCH = 40 FEET

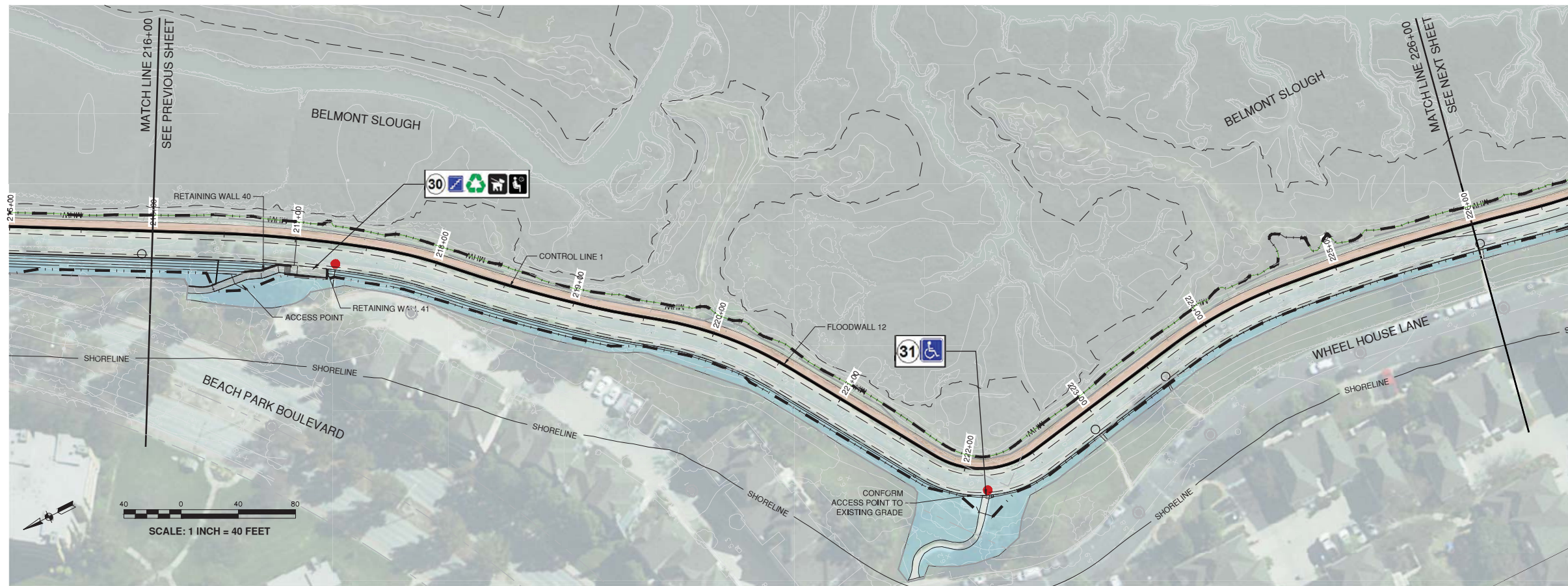


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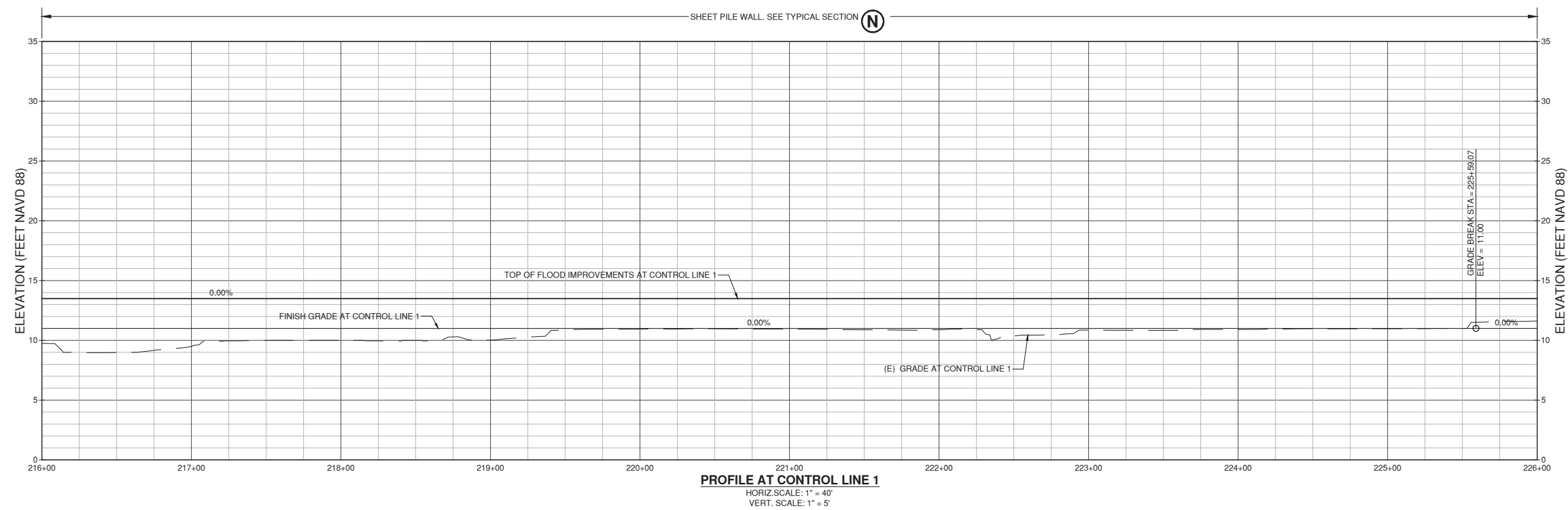
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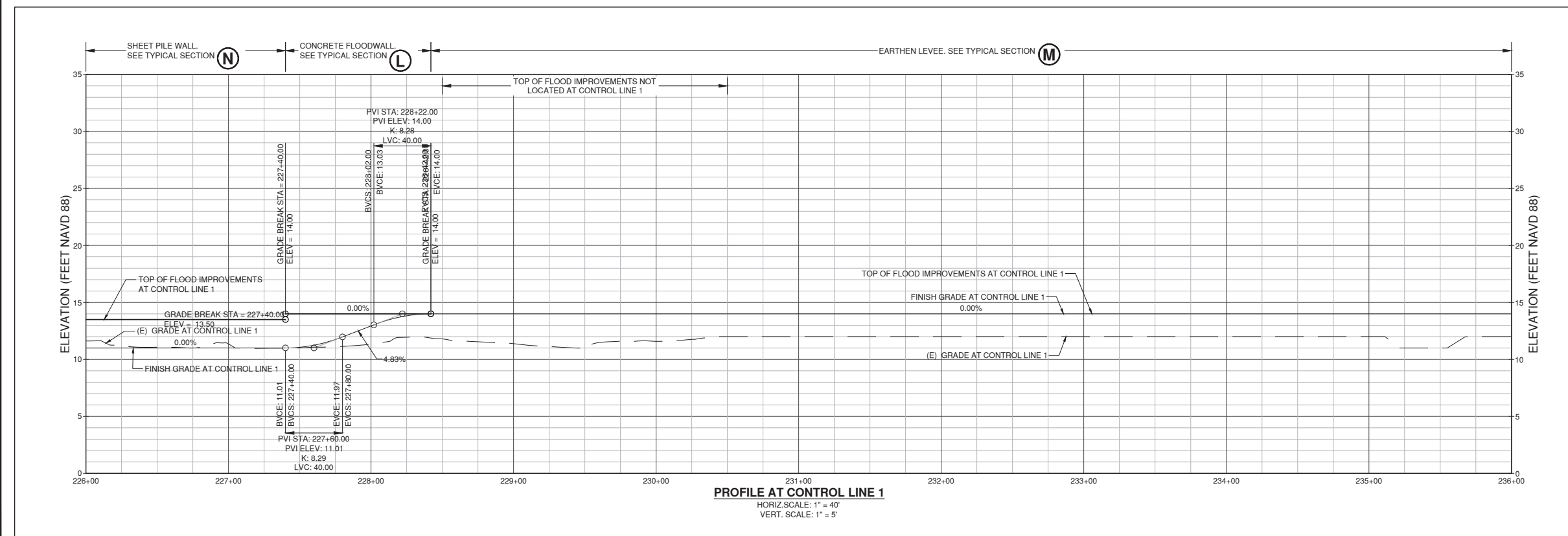
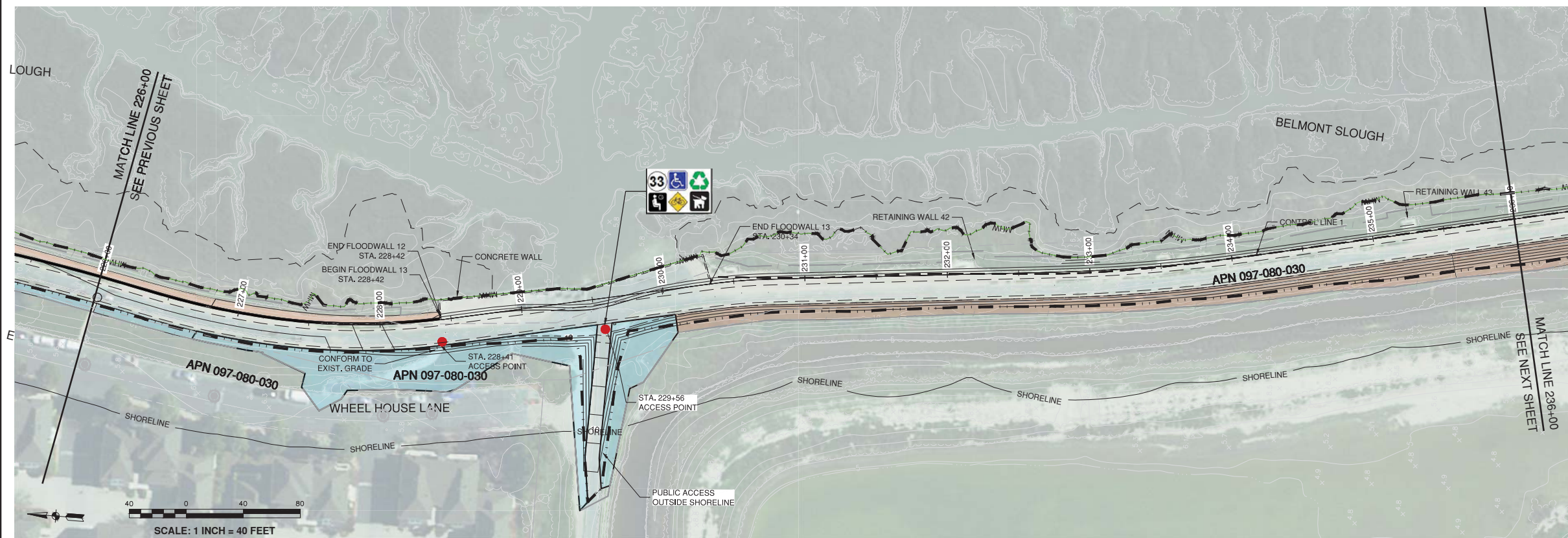


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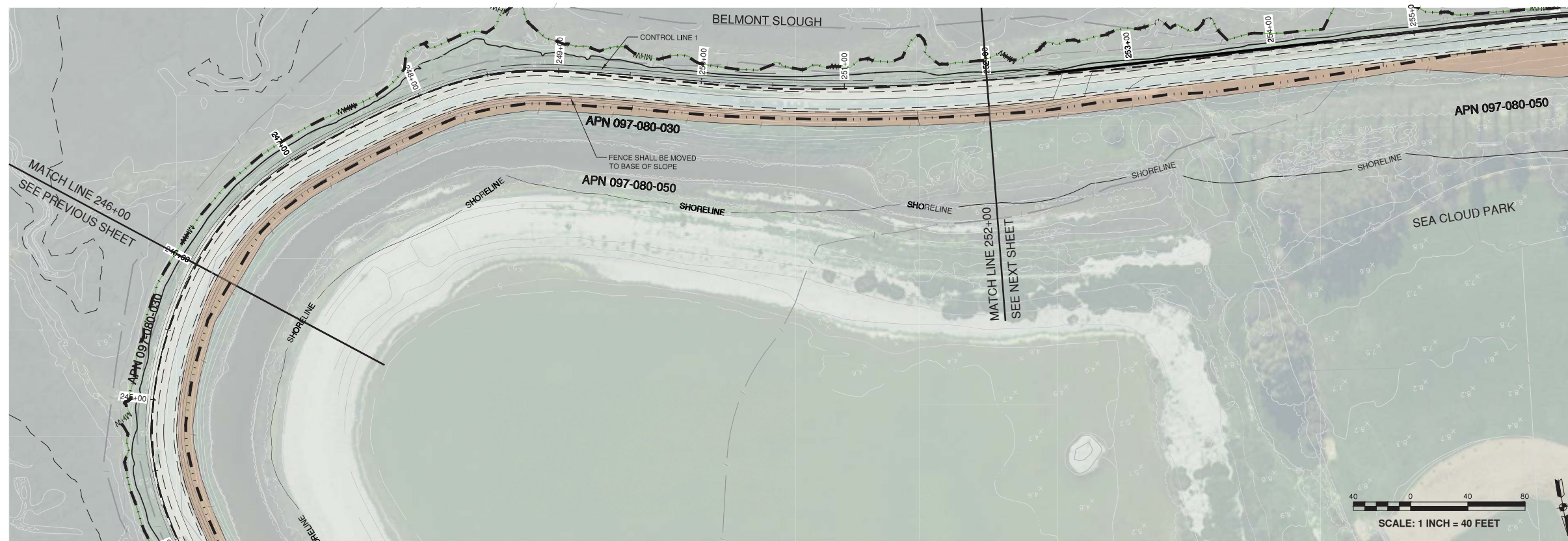


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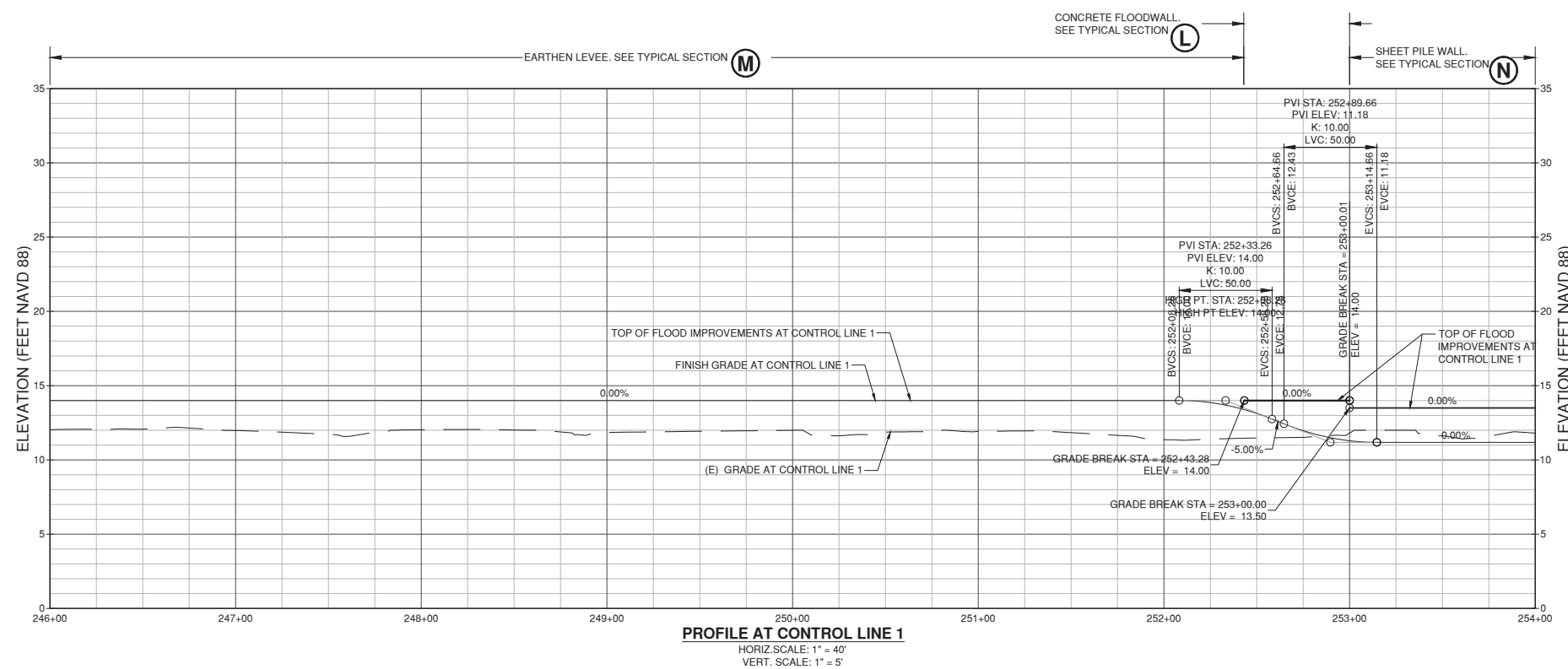
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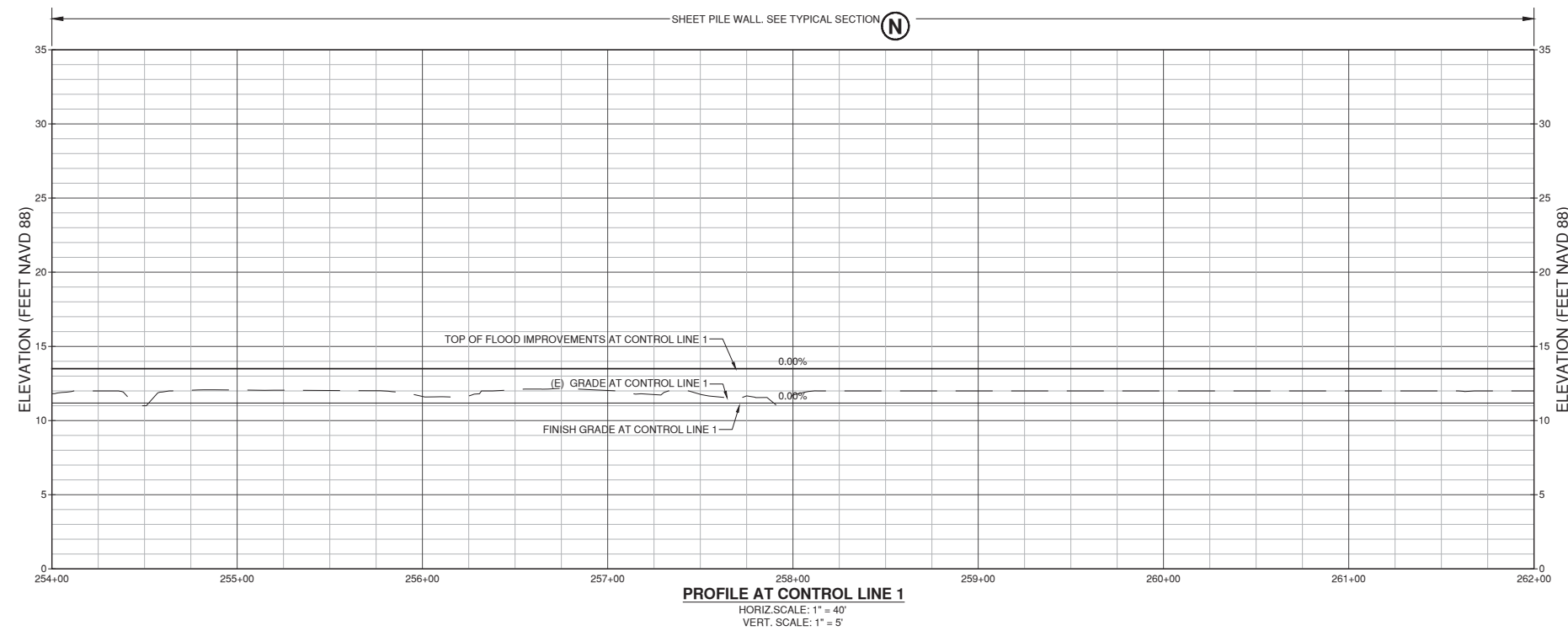
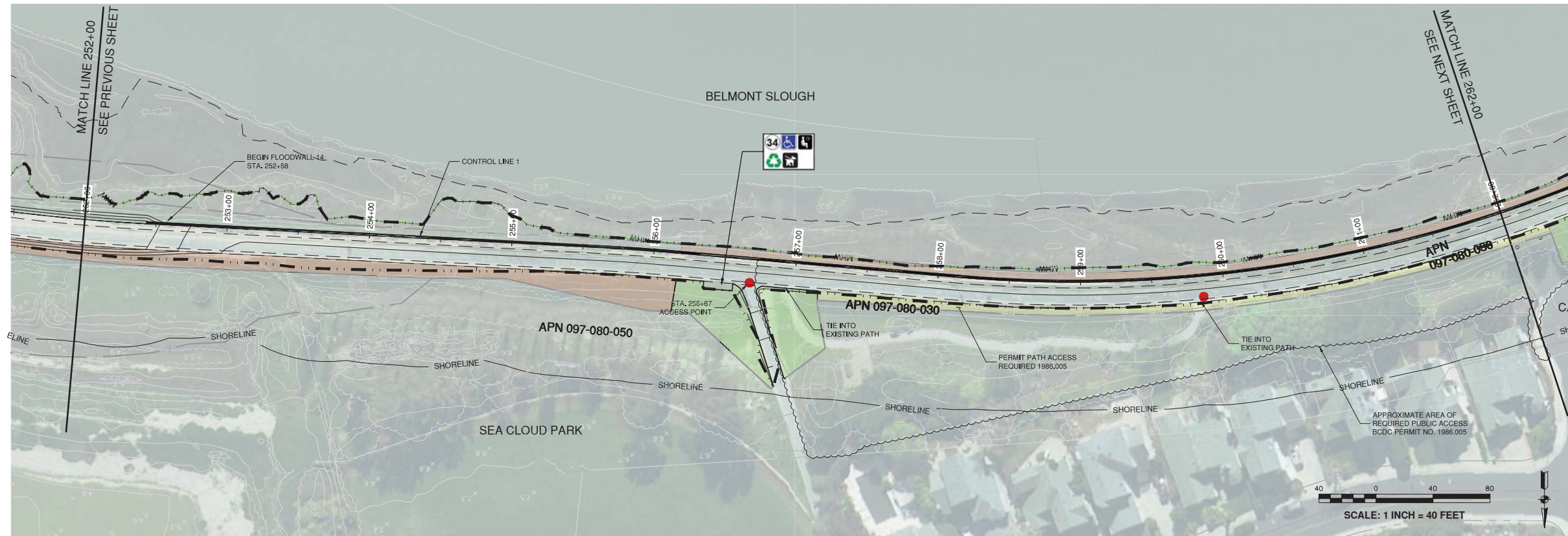




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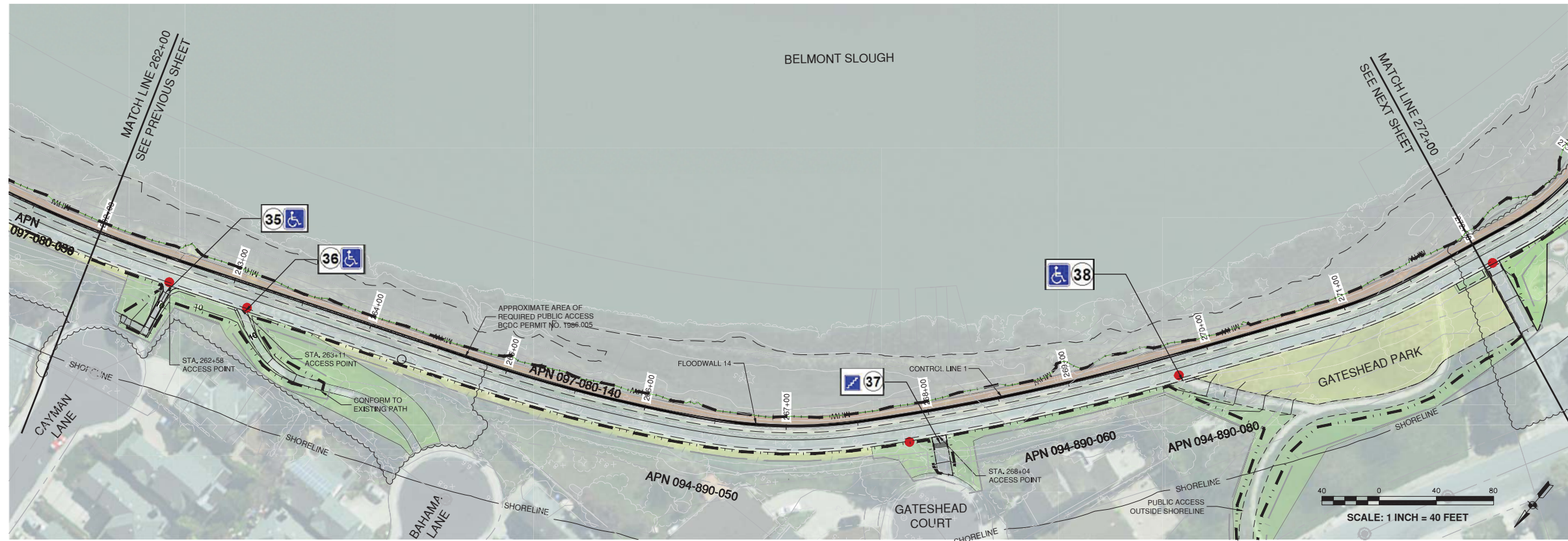


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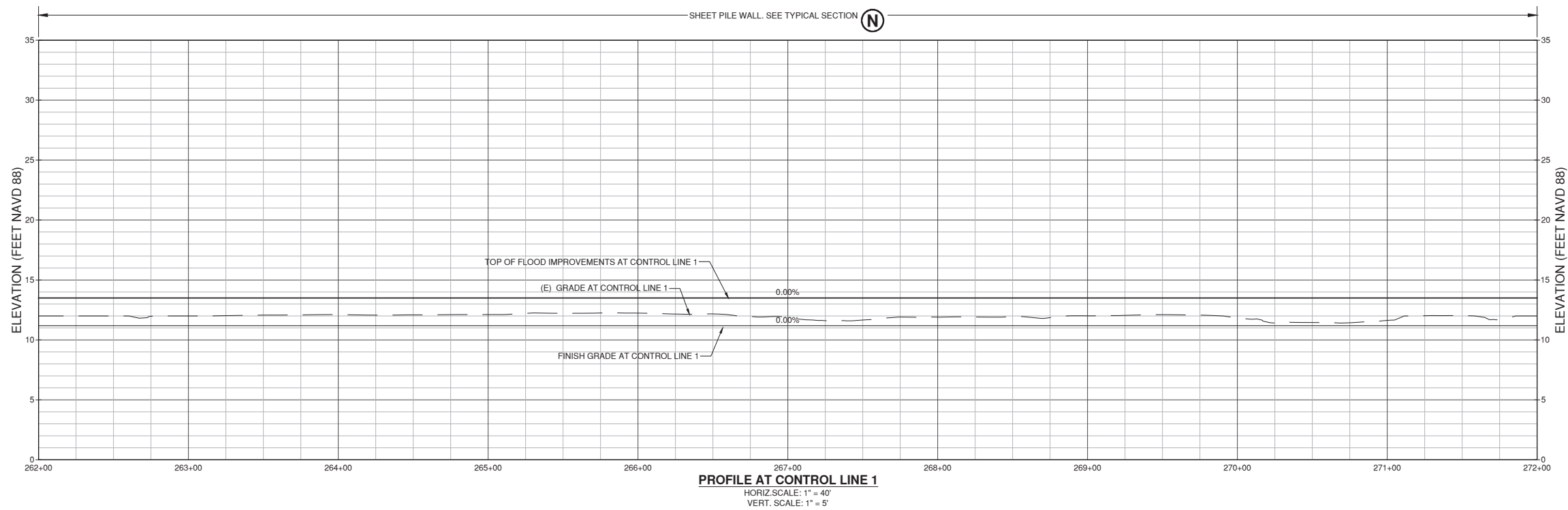


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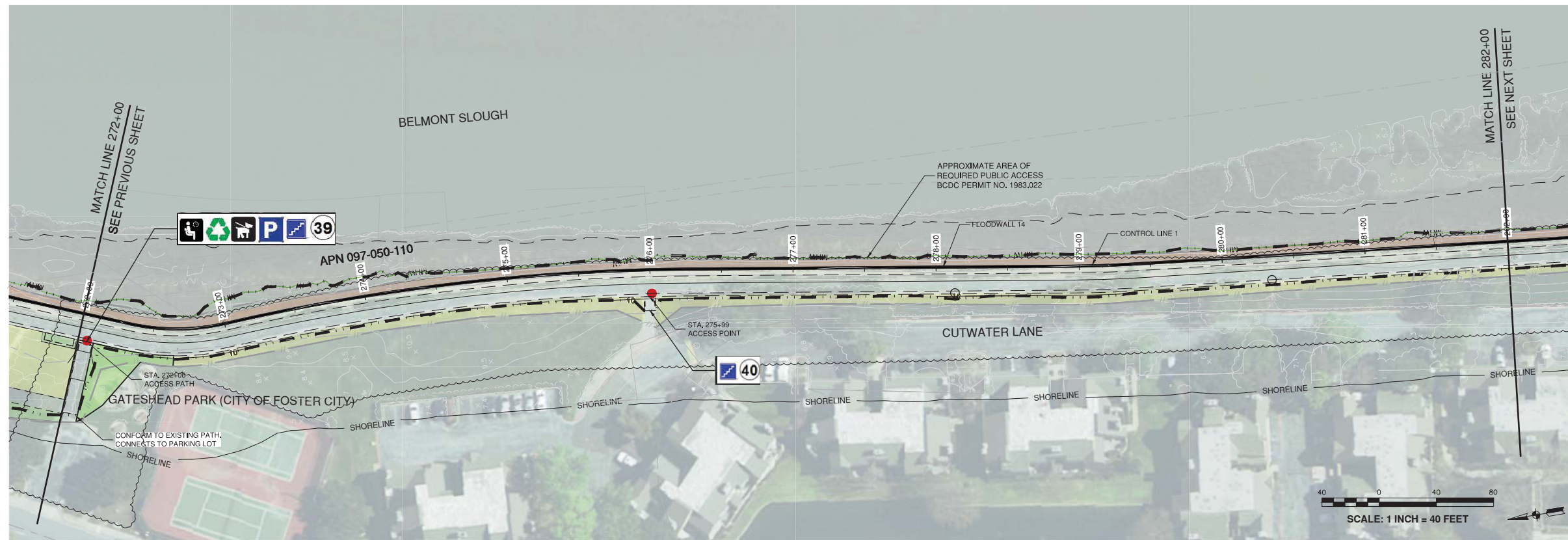
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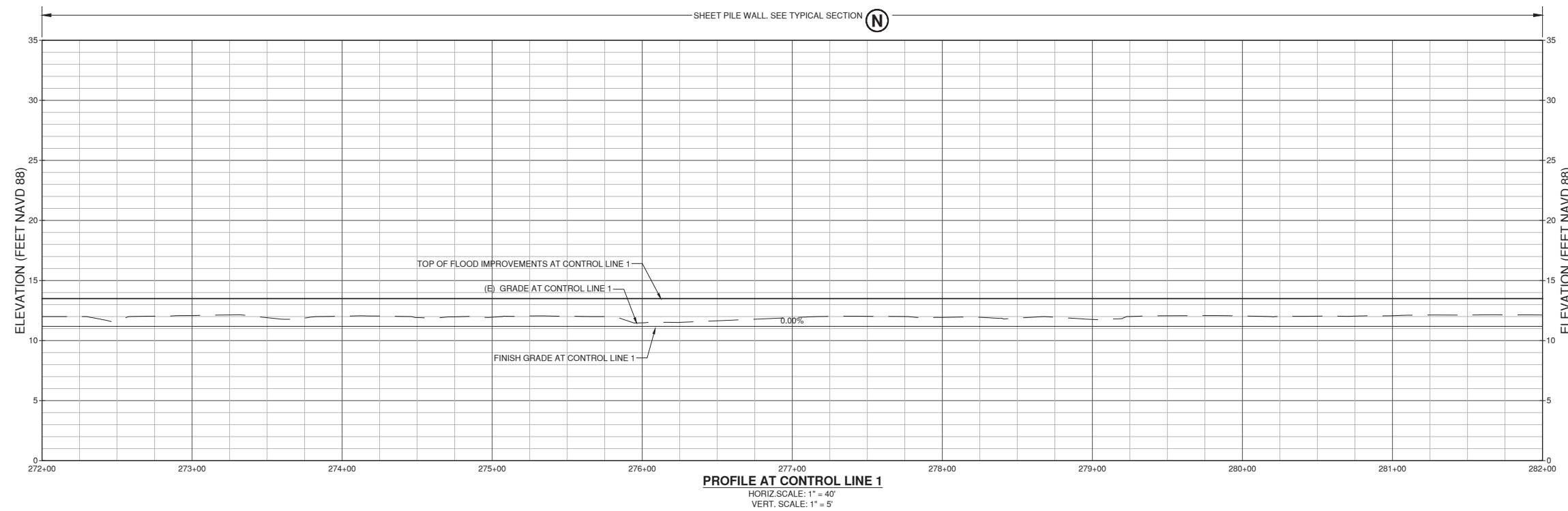
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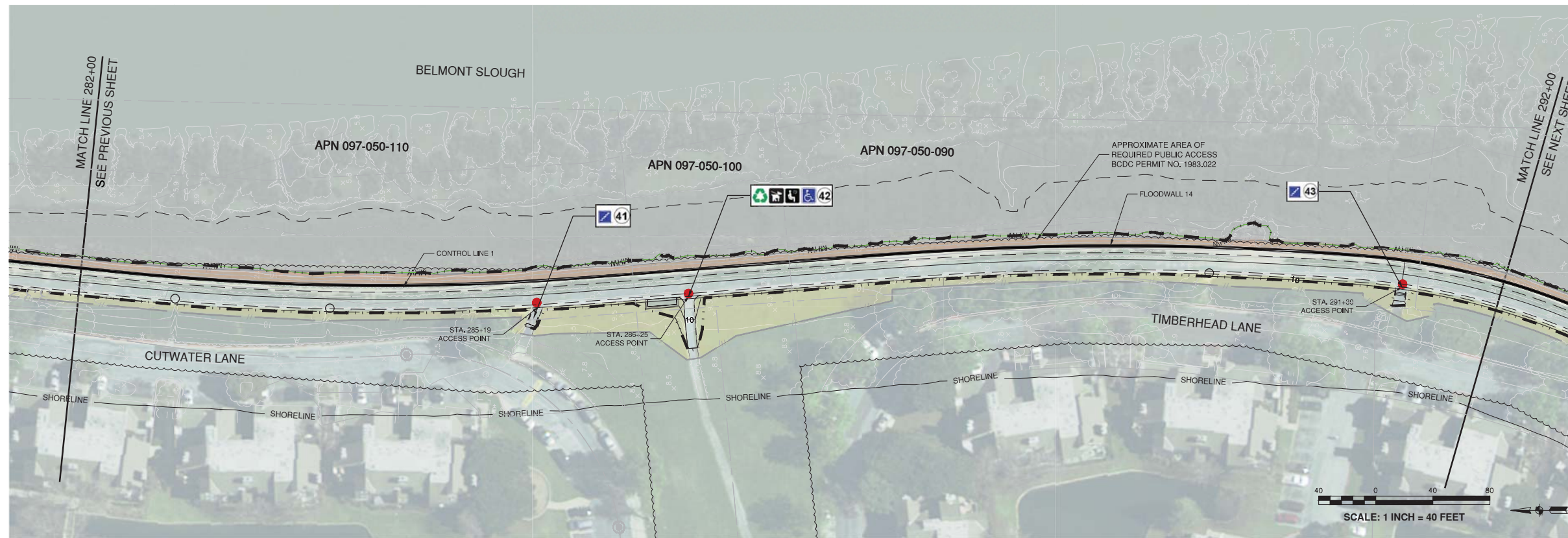


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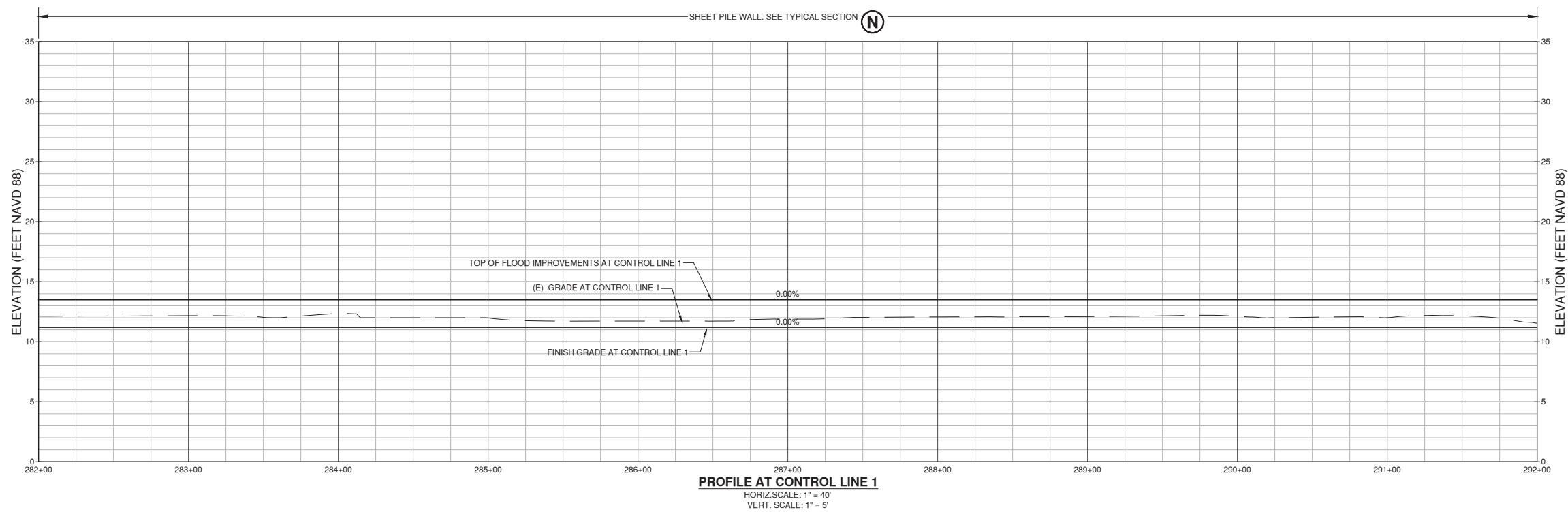


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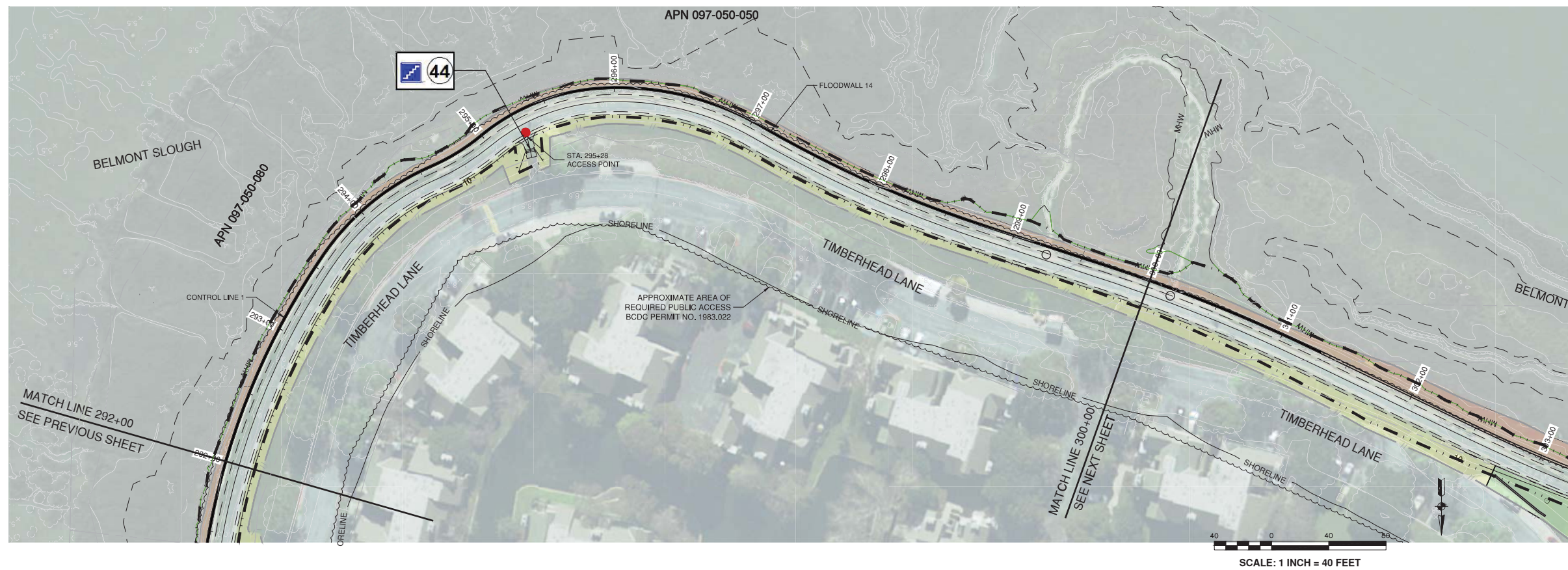


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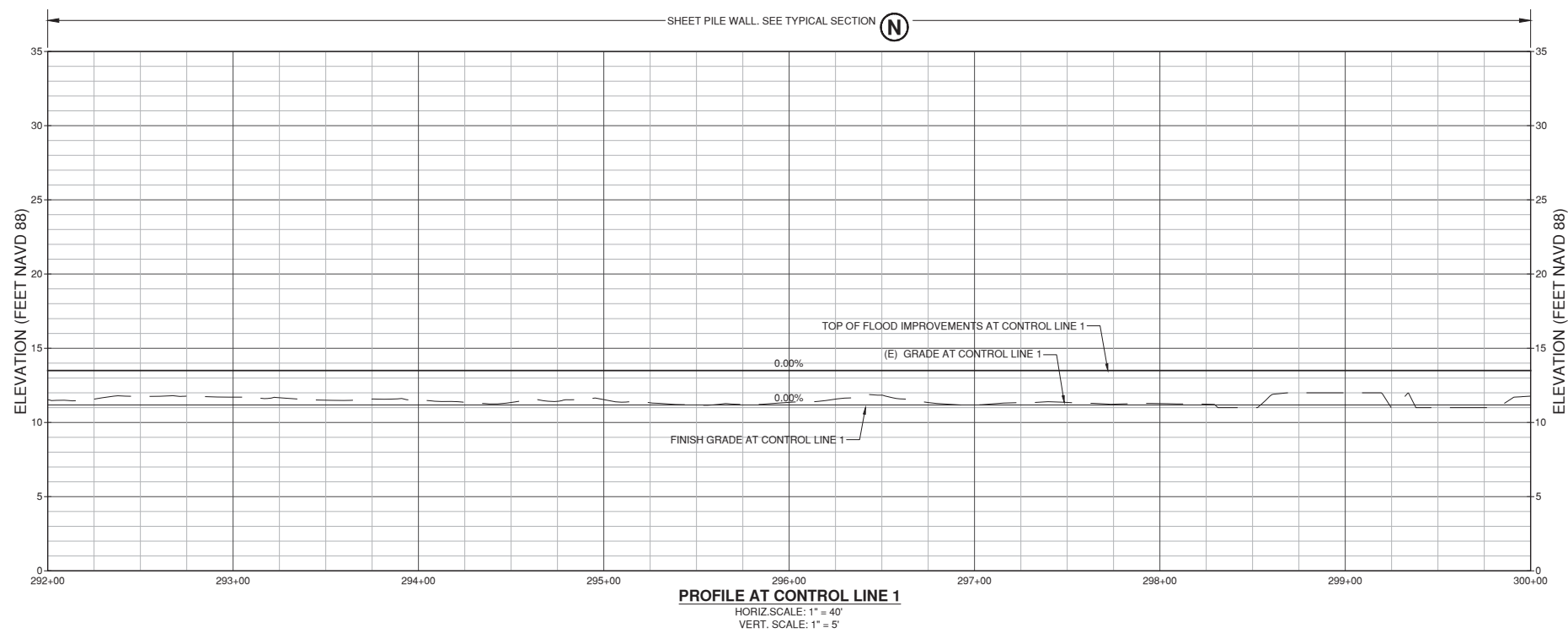


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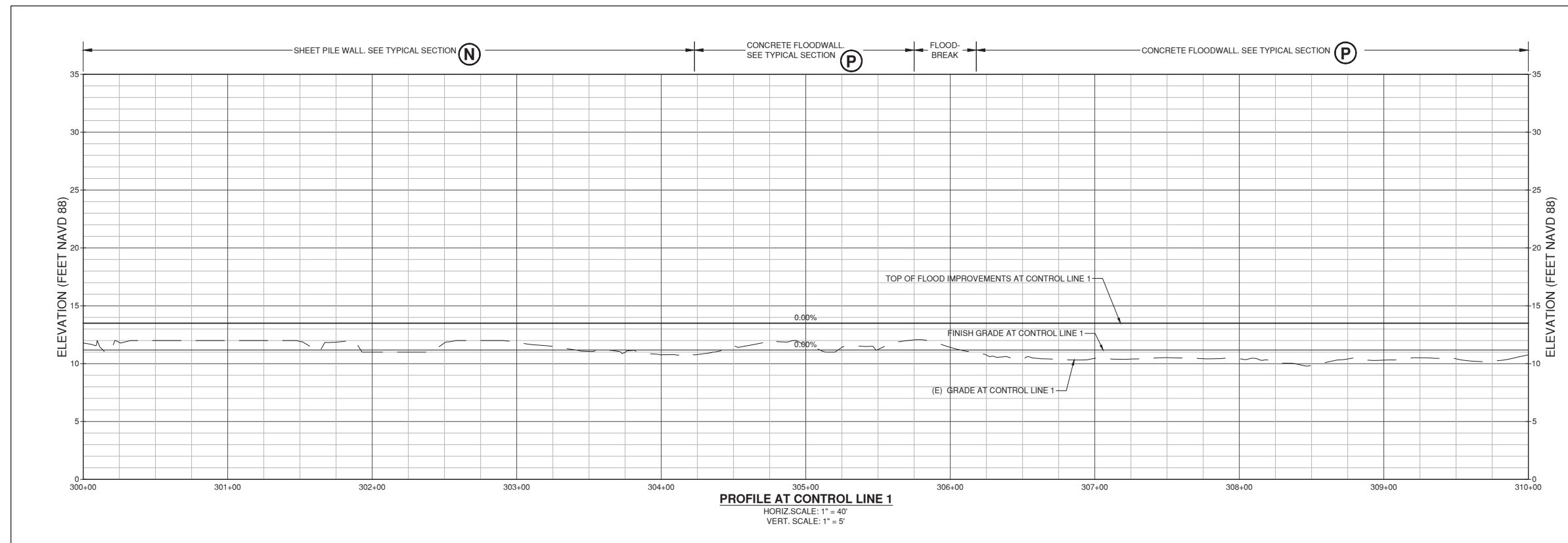


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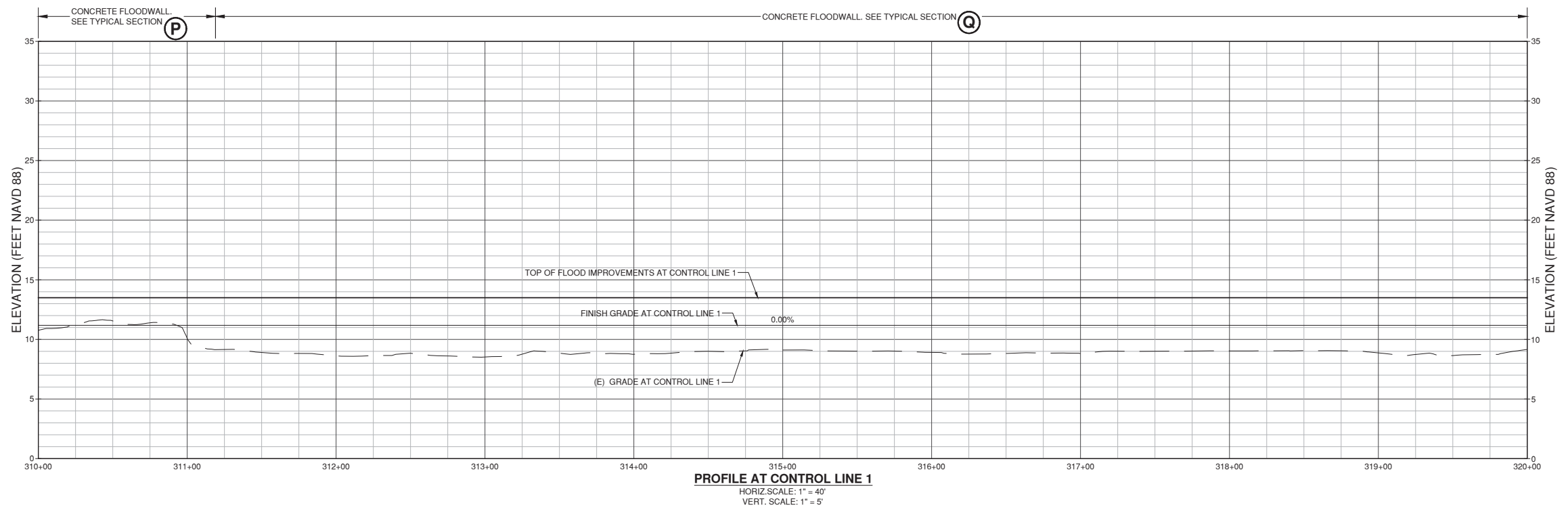


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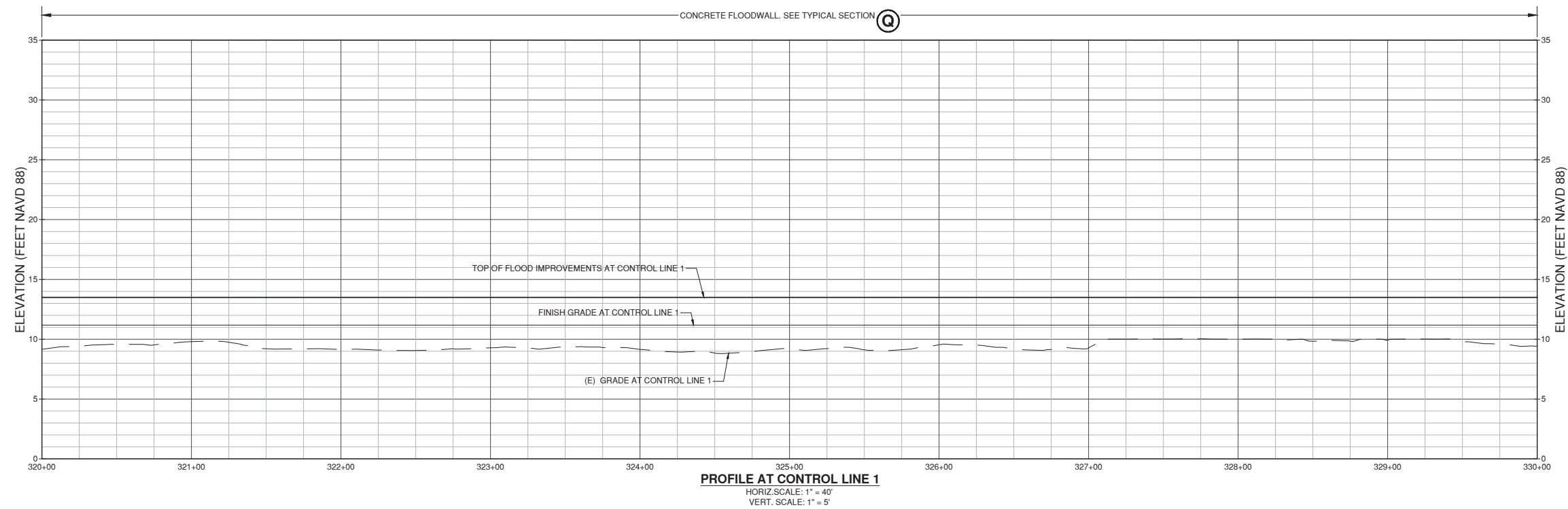


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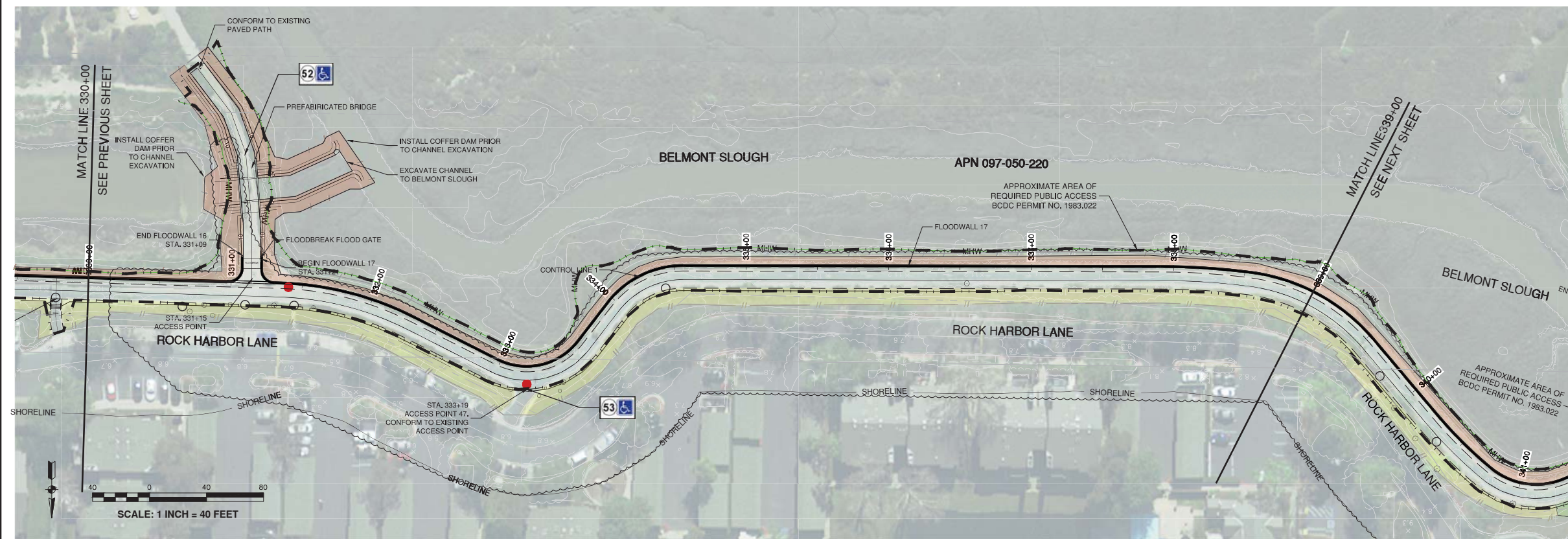


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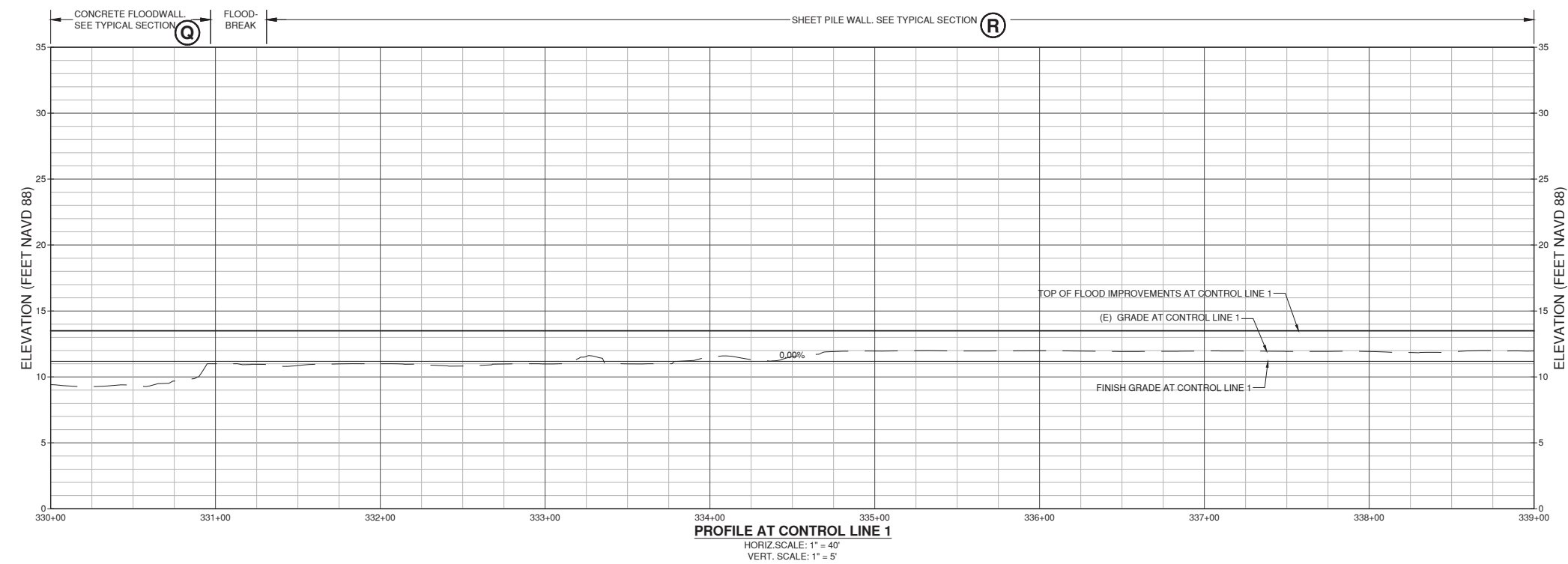


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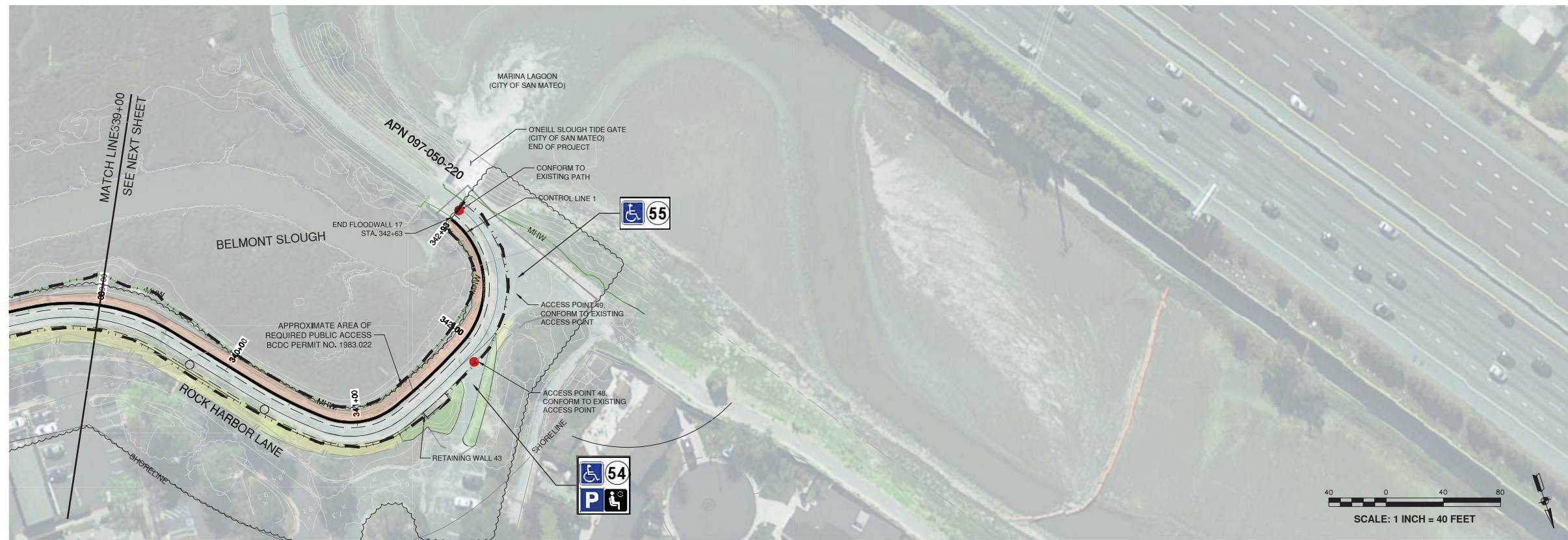


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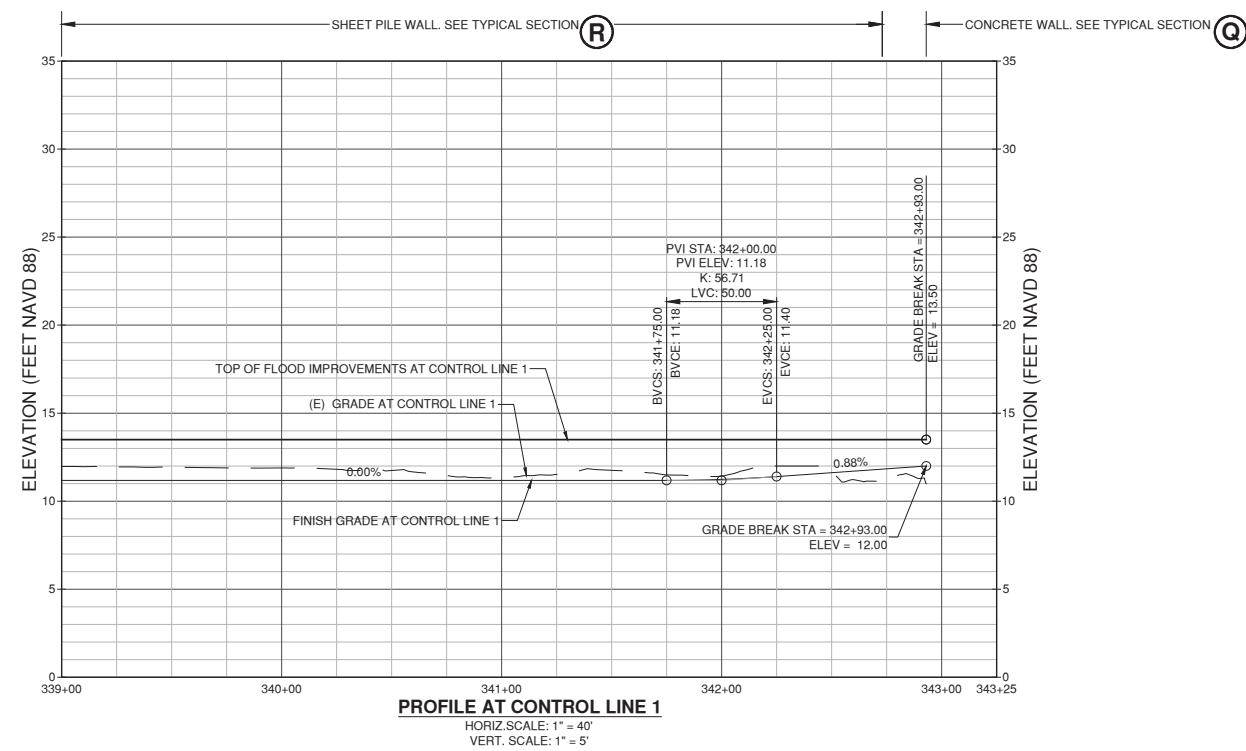


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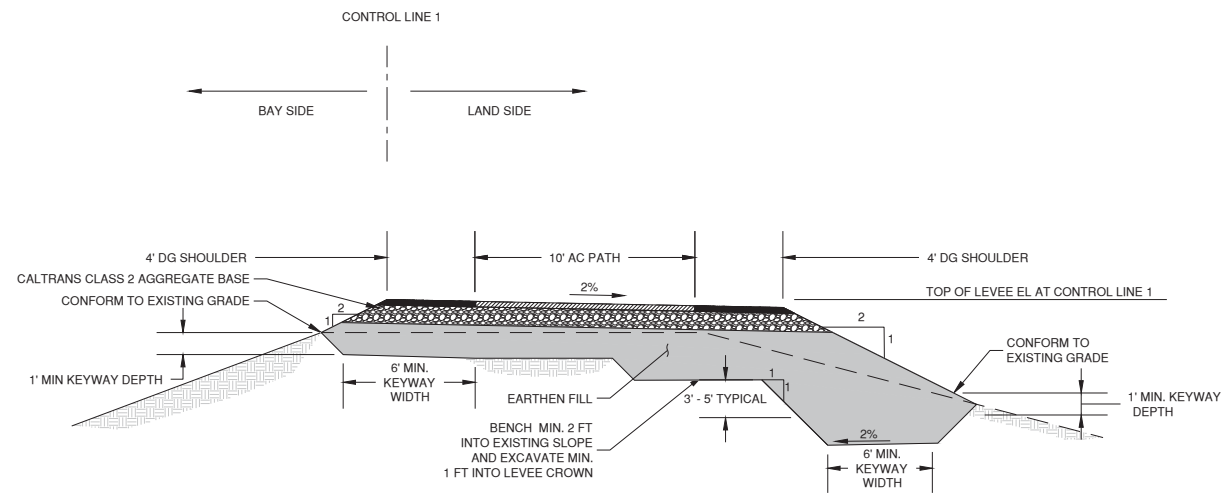


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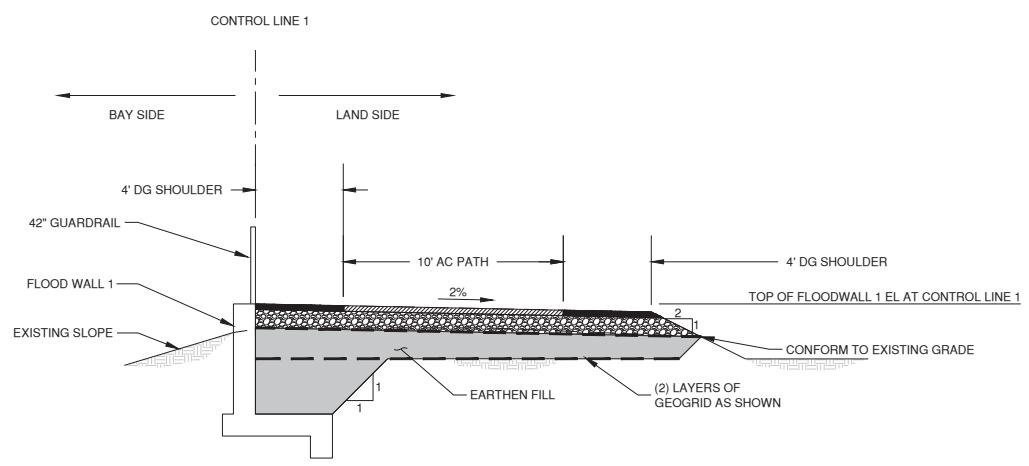


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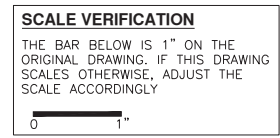
**TYPICAL SECTION A**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION B**  
SCALE: 1/4" = 1'-0"

SECTION	STARTING STATION	ENDING STATION	DESCRIPTION
A	0+00	9+29	EARTHEN LEVEE - 10' PATH, 4' SHOULDER BOTH SIDES
B	9+29	11+19	CONCRETE WALL - BAY SIDE ONLY, 10' PATH, 4' SHOULDER BOTH SIDES
C	11+19	13+53	CONCRETE WALL - W/ MSE WALL, 10' PATH, 4' SHOULDER BOTH SIDES
N/A	13+53	44+25	NO LEVEE IMPROVEMENTS
D	44+25	45+77	EARTHEN LEVEE - 1% PATH TOWARDS BAY
E	45+77	48+25	EARTHEN LEVEE - 1% PATH TOWARDS BAY WITH WALL
N/A	48+25	49+45	TRANSITION - LAND SIDE WALL TO SHEET PILE WALL
F	48+25	56+00	SHEET PILE WALL - 2:1 SLOPE TO MSE RETAINING WALL
G	56+00	64+00	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
H	64+00	68+99	DOUBLE WALL - SHEET PILE ON BAY SIDE, MSE WALL ON LAND SIDE
I	68+99	70+25	LAGOON OUTFALL WALL
H	70+25	97+00	DOUBLE WALL - SHEET PILE ON BAY SIDE, MSE WALL ON LAND SIDE
J	97+00	98+25	TRANSITION - SHEET PILE TO WALL AT 13.5' NAVD CONCRETE WALL
K	98+25	101+45	CONCRETE WALL AT 13.5' NAVD ON INBOARD SIDE
N/A	101+45	102+50	TRAIL IMPROVEMENTS ONLY - NO LEVEE IMPROVEMENTS - SIMILAR TO SECTION D
N/A	102+50	105+50	TRANSITION - FLOOD IMPROVEMENTS NOT LOCATED AT CONTROL LINE
G	105+50	106+50	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
F	106+50	109+25	SHEET PILE WALL - 2:1 SLOPE TO MSE RETAINING WALL
G	109+25	121+52	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
F	121+52	122+49	SHEET PILE WALL - 2:1 SLOPE TO MSE RETAINING WALL
G	122+49	130+44	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
H	130+44	131+72	DOUBLE WALL - SHEET PILE ON BAY SIDE, MSE WALL ON LAND SIDE
G	131+72	152+41	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
H	152+41	153+63	DOUBLE WALL - SHEET PILE ON BAY SIDE, MSE WALL ON LAND SIDE
G	153+63	165+00	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
H	165+00	166+63	DOUBLE WALL - SHEET PILE ON BAY SIDE, MSE WALL ON LAND SIDE
G	166+63	177+50	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
H	177+50	185+51	DOUBLE WALL - SHEET PILE ON BAY SIDE, MSE WALL ON LAND SIDE
G	185+51	186+50	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
L	186+50	188+00	CONCRETE WALL - 2:1 SLOPE TO EG
M	188+00	202+25	EARTHEN LEVEE - 12' PATH - 2:1 SLOPE TO EG
L	202+25	204+50	CONCRETE WALL - 2:1 SLOPE TO EG
G	204+50	207+00	SHEET PILE WALL - VARIOUS FILL - 2:1 SLOPE TO EG
N	207+00	228+42	SHEET PILE WALL - 11' TRAIL ELEVATION W/ LAND SIDE SHOULDER - 2:1 SLOPE TO EG
O	228+42	230+35	LAGOON INTAKE WALL
M	230+35	252+43	EARTHEN LEVEE - 12' PATH - 2:1 SLOPE TO EG
L	252+43	253+00	CONCRETE WALL - 2:1 SLOPE TO EG
N	253+00	304+23	SHEET PILE WALL - 11' TRAIL ELEVATION W/ LAND SIDE SHOULDER - 2:1 SLOPE TO EG
P	304+23	305+75	CONCRETE WALL - 2:1 SLOPE TO EG
N/A	305+75	306+18	FLOODBREAK - NO TYPICAL SECTION
P	306+18	311+19	CONCRETE WALL - 2:1 SLOPE TO EG
Q	311+19	330+97	CONCRETE WALL - 11' TRAIL ELEVATION NO LAND SIDE SHOULDER - 2:1 SLOPE TO EG
N/A	330+97	331+31	FLOODBREAK - NO TYPICAL SECTION
R	331+31	342+73	SHEET PILE WALL - 11' TRAIL ELEVATION NO LAND SIDE SHOULDER - 2:1 SLOPE TO EG
Q	342+73	342+93	SHEET PILE END - NO TYPICAL SECTION

**NOTES:**  
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 2. EMBANKMENT FILL IS SHOWN IN THE TYPICAL SECTIONS AS GRAY SHADING.



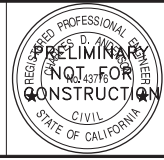
BCDC PERMIT NO. 2018.005.00

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DATE:	7/5/2019
SCALE:	AS SHOWN
DRAWN BY:	ARQ
PROJECT NUMBER:	FOST.12.16
DESIGNED BY:	ARQ
CHECKED BY:	CDA
SURVEYED BY:	WILSEY-HAM

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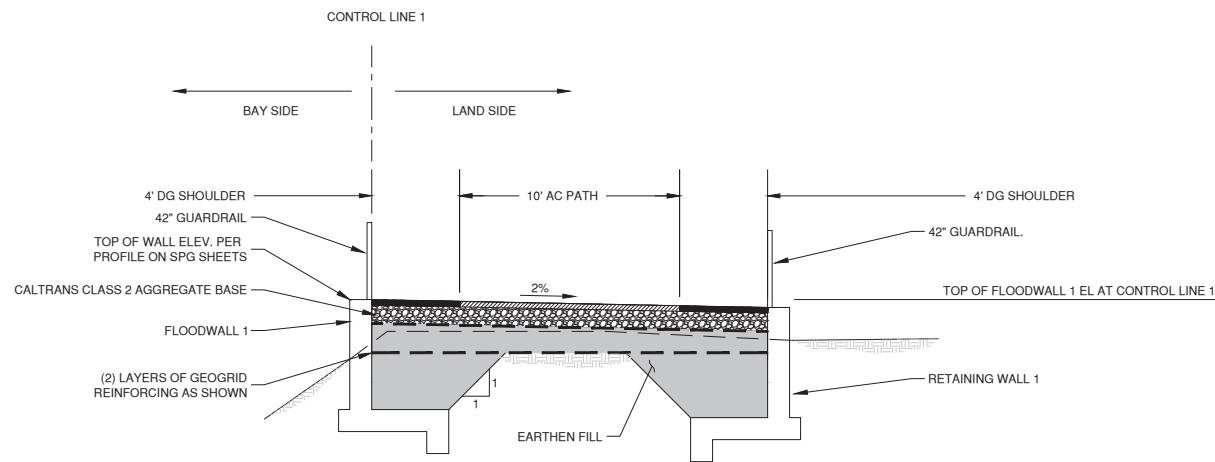


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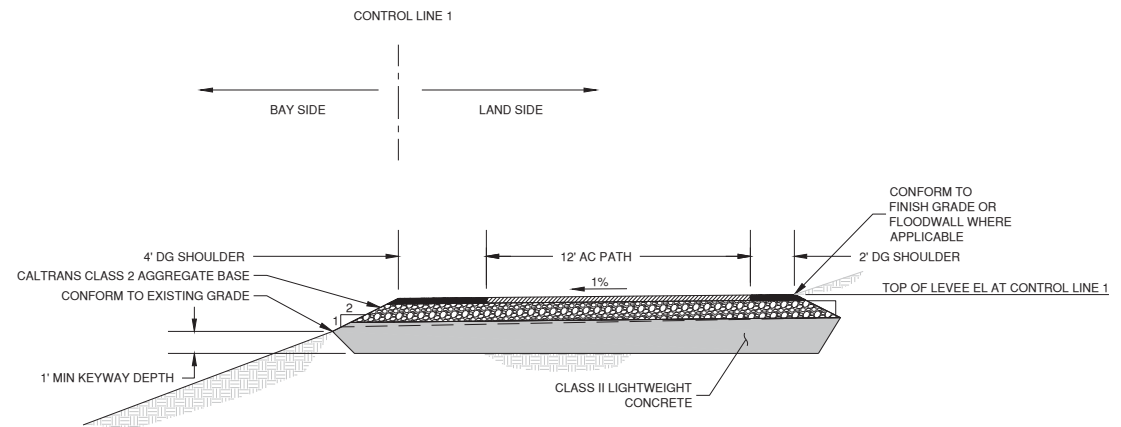
**FOSTER CITY LEVEE IMPROVEMENTS**  
 CIP 301-657  
 TYPICAL CROSS SECTIONS

SHEET  
**B01**  
 SHEET 1 OF 6  
 CIP PROJ. NUMBER  
 CIP 301-657

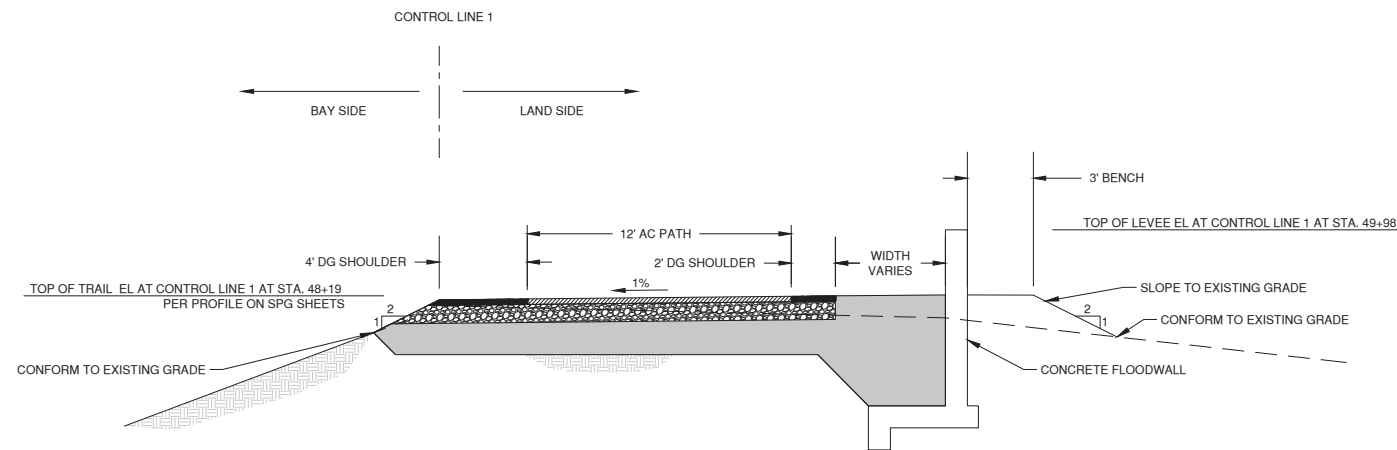
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**TYPICAL SECTION C**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION D**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION E**  
SCALE: 1/4" = 1'-0"

- NOTES:**
1. TYPICAL SECTIONS SHOWN ARE VIEWED LOOKING ALONG CONTROL LINE 1 IN THE DIRECTION OF INCREASING STATION NUMBERS.
  2. EMBANKMENT FILL IS SHOWN IN THE TYPICAL SECTIONS AS GRAY SHADING.

**SCALE VERIFICATION**  
THE BAR BELOW IS 1" ON THE ORIGINAL DRAWING. IF THIS DRAWING SCALES OTHERWISE, ADJUST THE SCALE ACCORDINGLY.

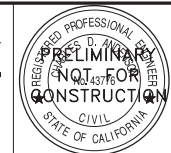
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NO.	BY	DATE	REVISIONS

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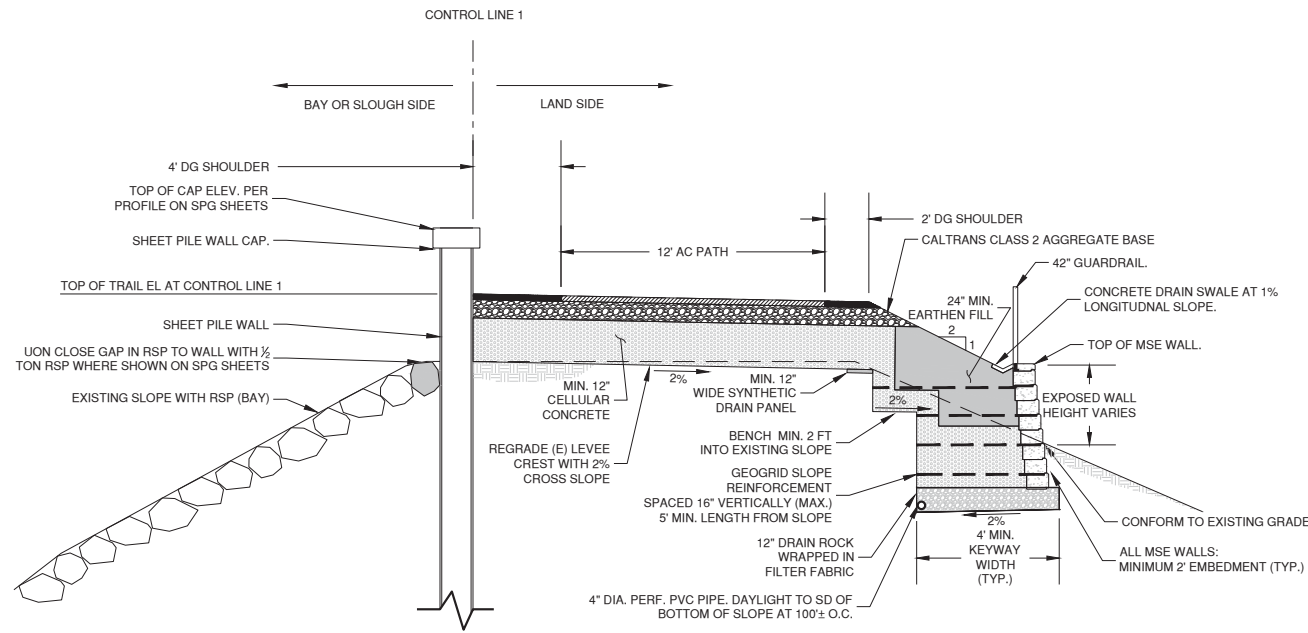


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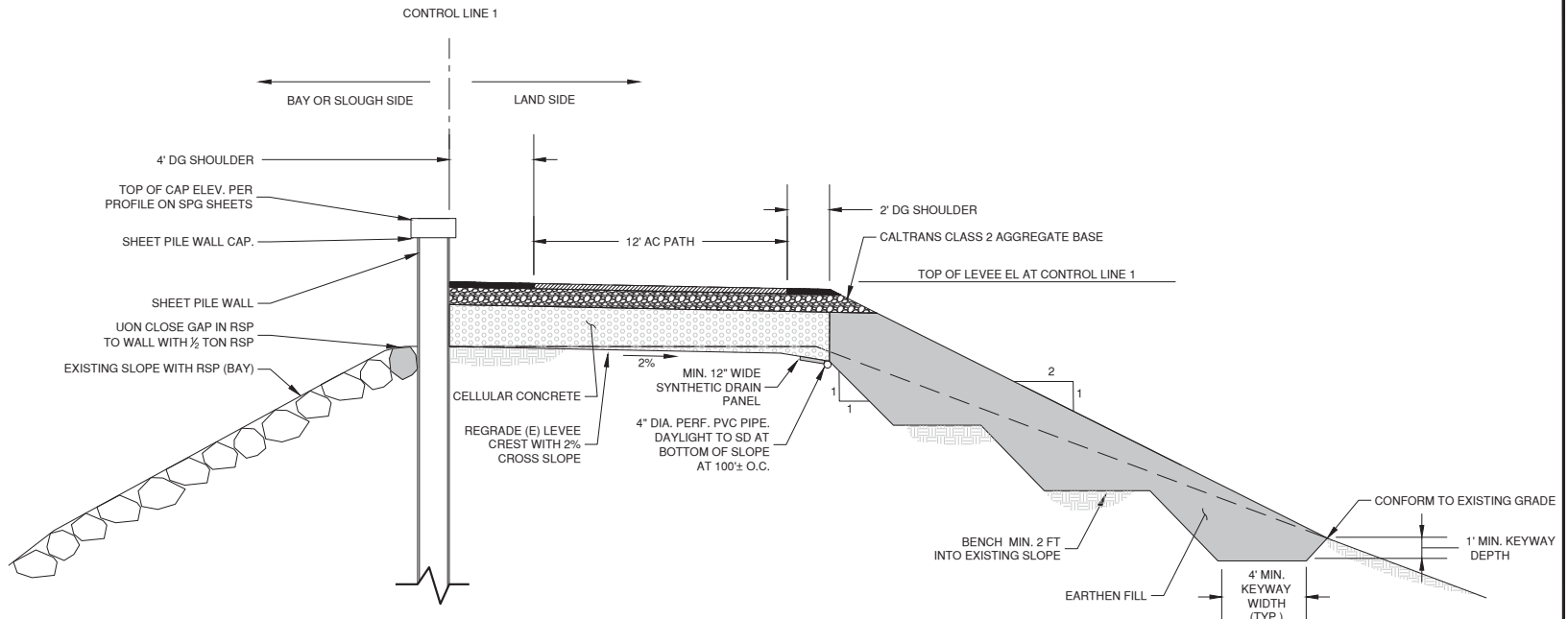
**FOSTER CITY LEVEE IMPROVEMENTS**  
CIP 301-657  
TYPICAL CROSS SECTIONS

SHEET  
**B02**  
SHEET 2 OF 6  
CIP PROJ. NUMBER  
CIP 301-657

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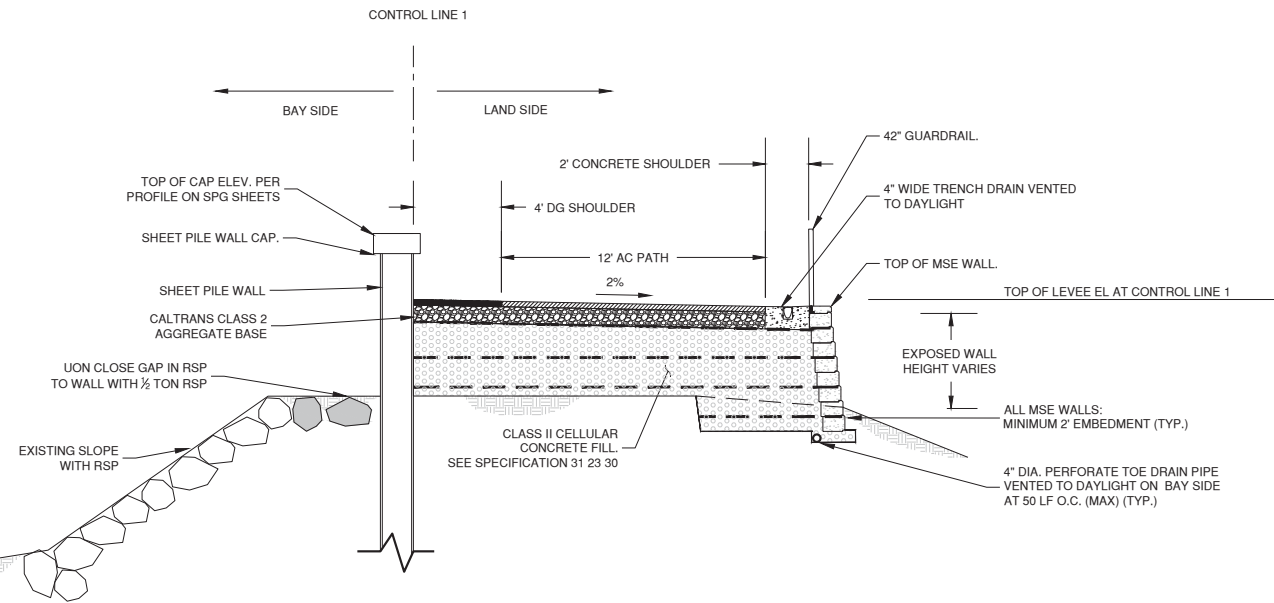


**TYPICAL SECTION F**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION G**  
SCALE: 1/4" = 1'-0"

- NOTES:**
1. TYPICAL SECTIONS SHOWN ARE VIEWED LOOKING ALONG CONTROL LINE 1 IN THE DIRECTION OF INCREASING STATION NUMBERS.
  2. EMBANKMENT FILL IS SHOWN IN THE TYPICAL SECTIONS AS GRAY SHADING.



**TYPICAL SECTION H**  
SCALE: 1/4" = 1'-0"

**SCALE VERIFICATION**  
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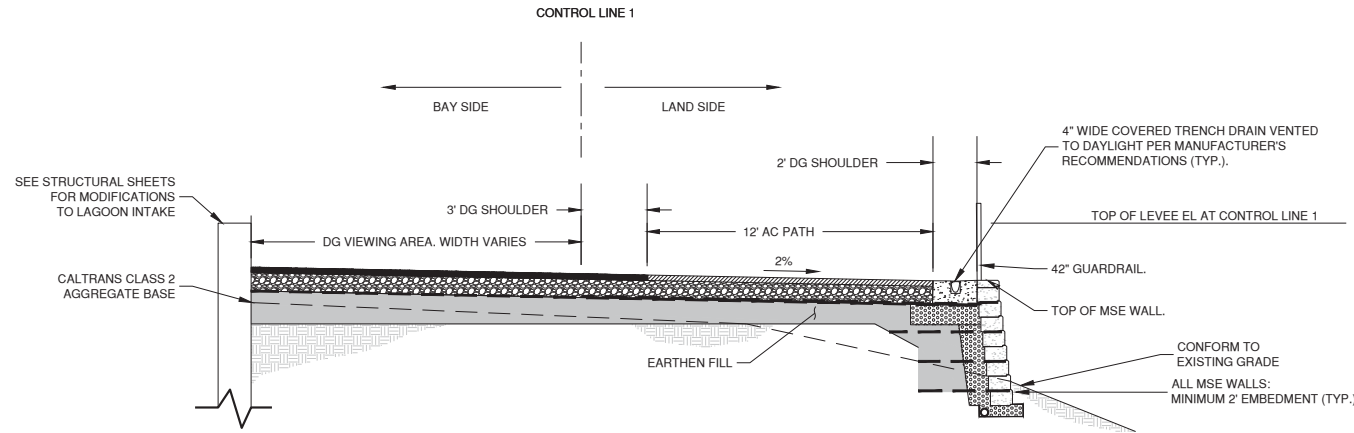


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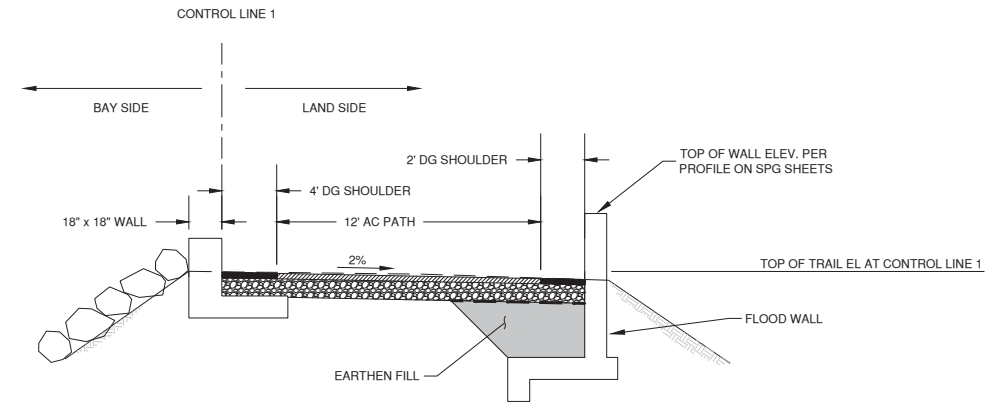
**FOSTER CITY LEVEE IMPROVEMENTS**  
CIP 301-657  
TYPICAL SECTIONS

SHEET  
**B03**  
SHEET 3 OF 6  
CIP PROJ. NUMBER  
CIP 301-657

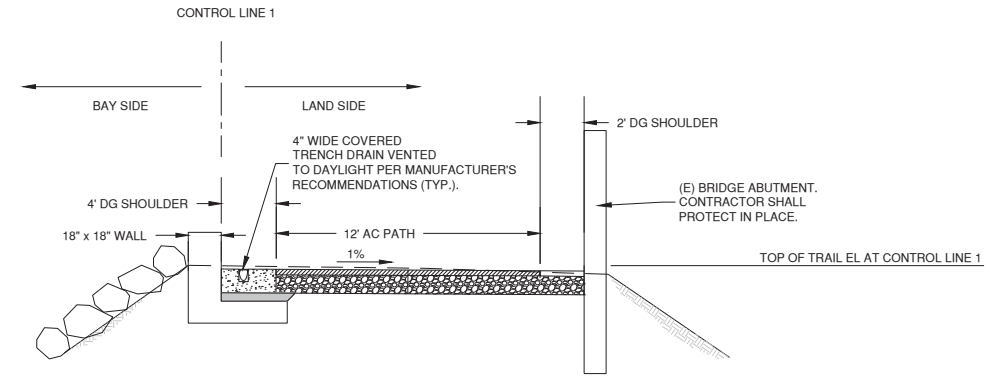
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**TYPICAL SECTION I**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION J**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION K**  
SCALE: 1/4" = 1'-0"

- NOTES:**
1. TYPICAL SECTIONS SHOWN ARE VIEWED LOOKING ALONG CONTROL LINE 1 IN THE DIRECTION OF INCREASING STATION NUMBERS.
  2. EMBANKMENT FILL IS SHOWN IN THE TYPICAL SECTIONS AS GRAY SHADING.

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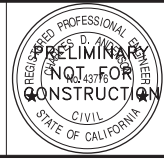
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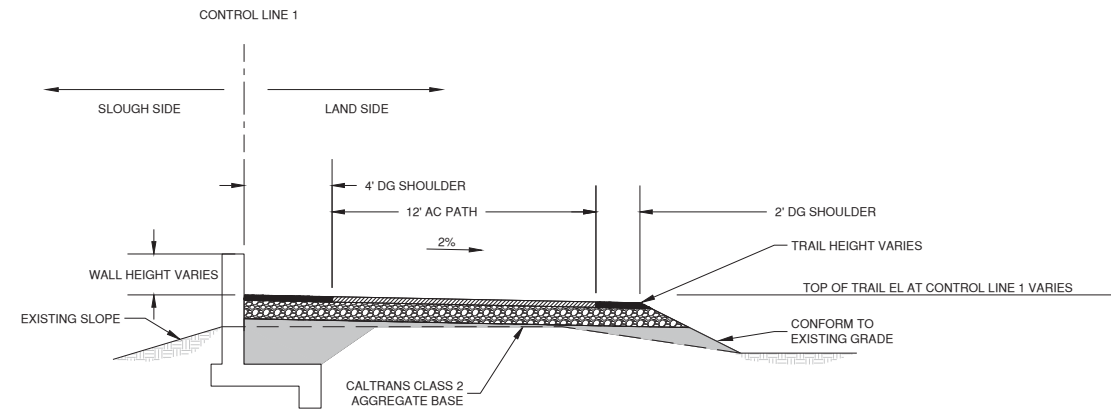
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**FOSTER CITY LEVEE IMPROVEMENTS**  
CIP 301-657  
TYPICAL SECTIONS

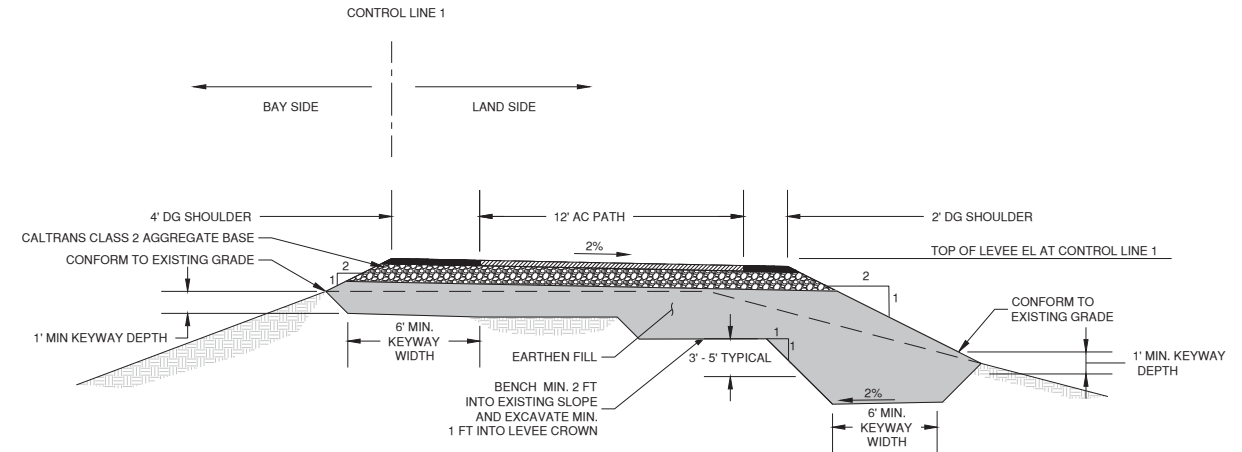
SHEET  
**B04**  
SHEET 4 OF 6  
CIP PROJ. NUMBER  
CIP 301-657

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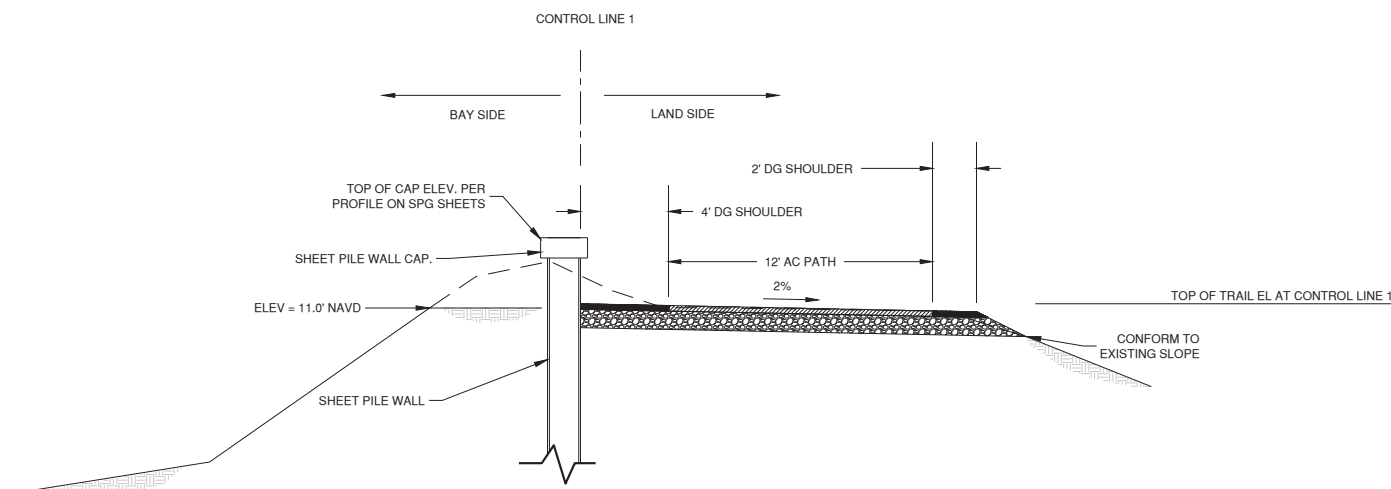




**TYPICAL SECTION L**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION M**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION N**  
SCALE: 1/4" = 1'-0"

- NOTES:**
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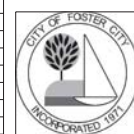
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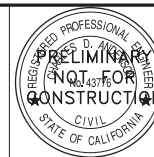
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DRAWN BY:	Value	▲			
PROJECT NUMBER:	FOST.12.16	▲			
DESIGNED BY:	Value	▲			
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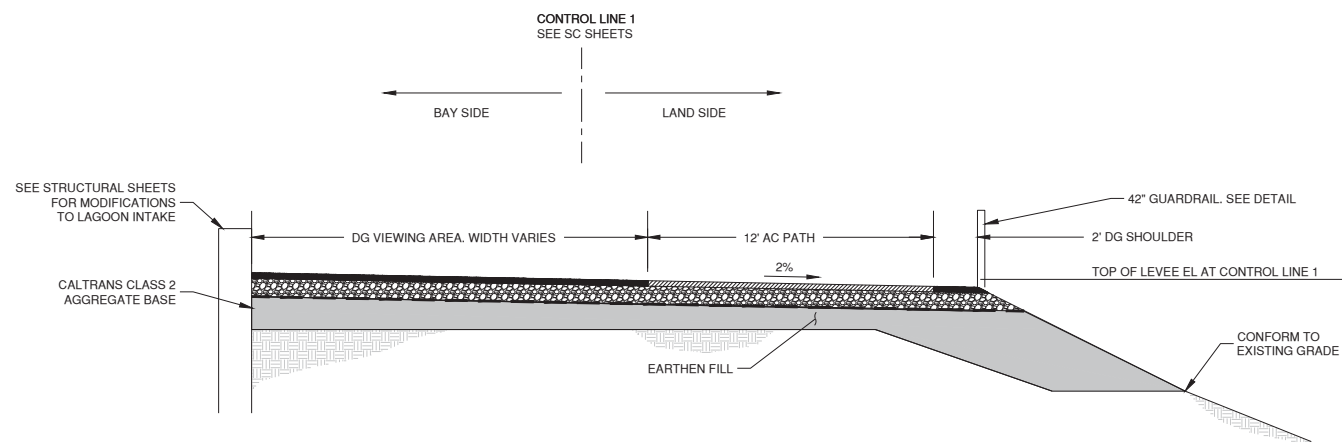


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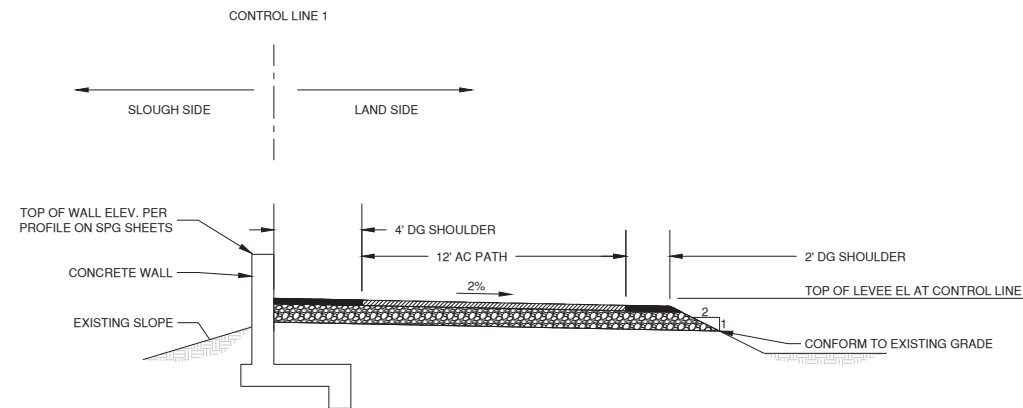
**FOSTER CITY LEVEE IMPROVEMENTS**  
CIP 301-657  
TYPICAL SECTIONS

SHEET  
**B05**  
SHEET 5 OF 6  
CIP PROJ. NUMBER  
CIP 301-657

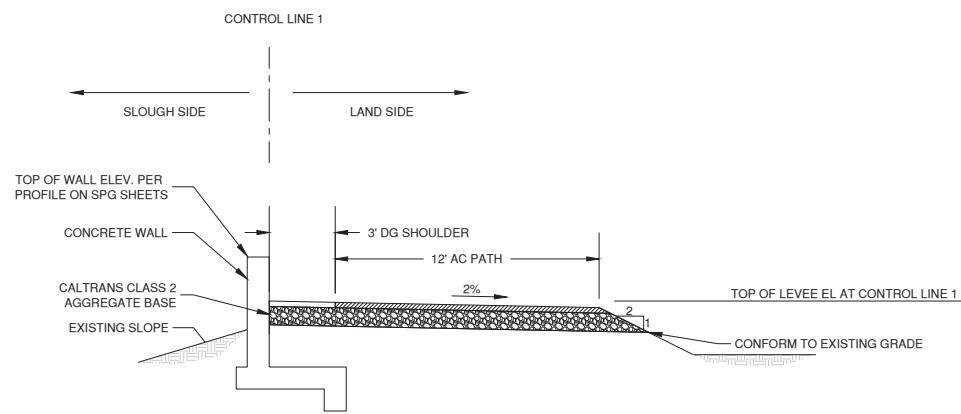
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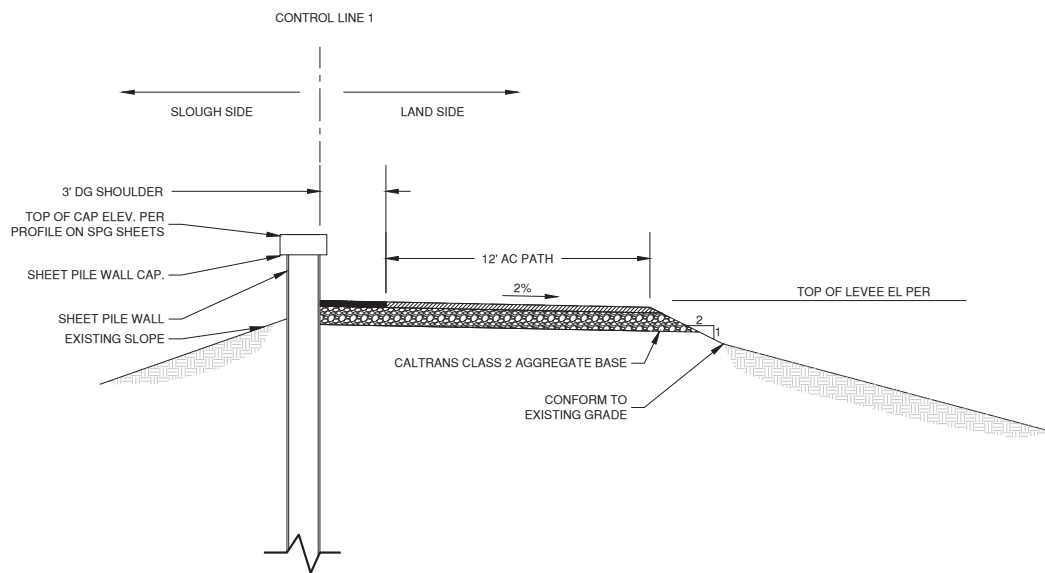
**TYPICAL SECTION O**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION P**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION Q**  
SCALE: 1/4" = 1'-0"



**TYPICAL SECTION R**  
SCALE: 1/4" = 1'-0"

- NOTES:**
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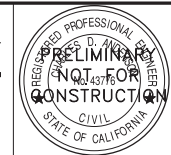
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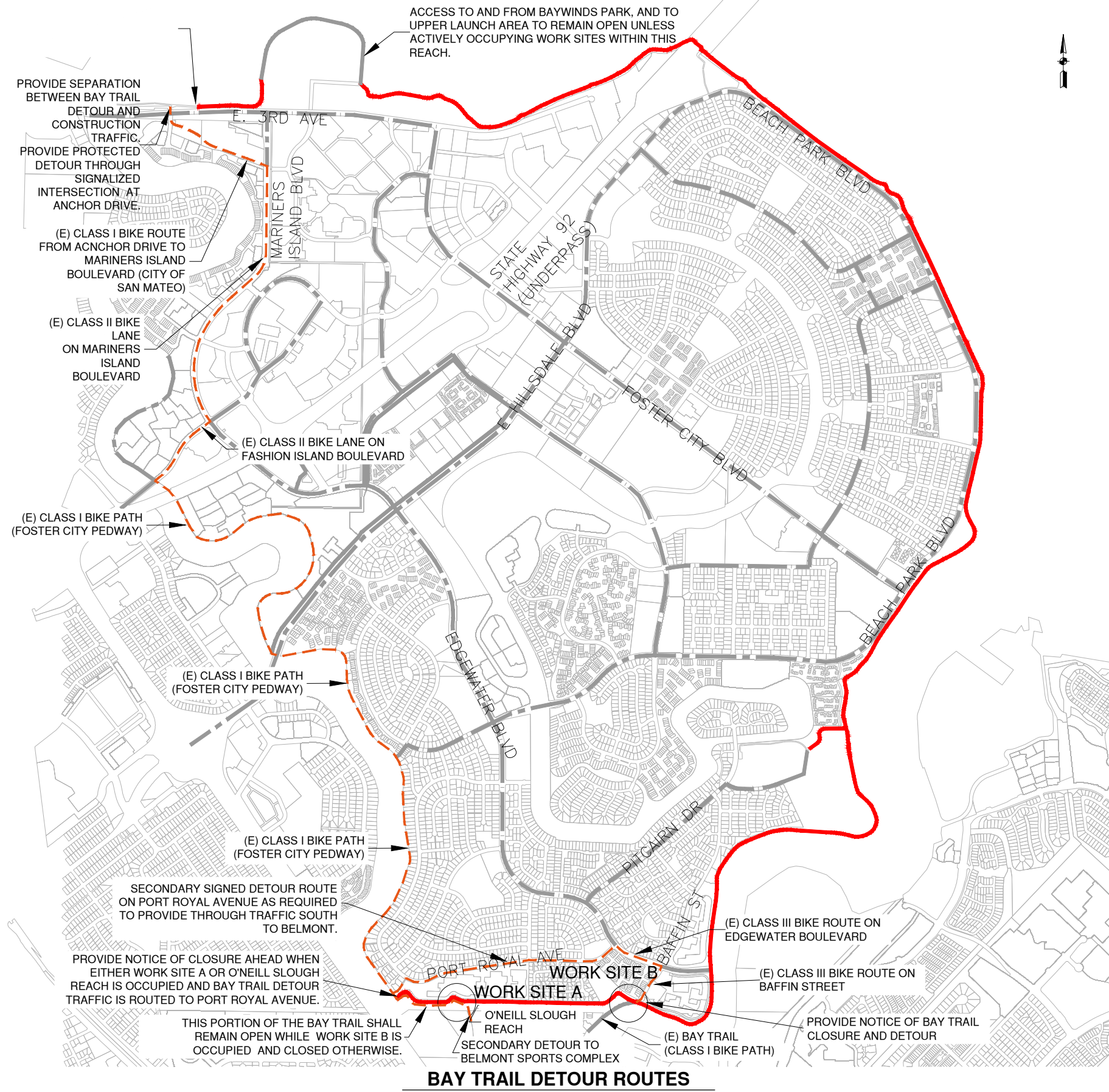
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**FOSTER CITY LEVEE IMPROVEMENTS**  
CIP 301-657  
TYPICAL SECTIONS

SHEET  
**B06**  
SHEET 6 OF 6  
CIP PROJ. NUMBER  
CIP 301-657



ACCESS TO AND FROM BAYWINDS PARK, AND TO UPPER LAUNCH AREA TO REMAIN OPEN UNLESS ACTIVELY OCCUPYING WORK SITES WITHIN THIS REACH.

PROVIDE SEPARATION BETWEEN BAY TRAIL DETOUR AND CONSTRUCTION TRAFFIC.  
 PROVIDE PROTECTED DETOUR THROUGH SIGNALIZED INTERSECTION AT ANCHOR DRIVE.

(E) CLASS I BIKE ROUTE FROM ACNCHOR DRIVE TO MARINERS ISLAND BOULEVARD (CITY OF SAN MATEO)

(E) CLASS II BIKE LANE ON MARINERS ISLAND BOULEVARD

(E) CLASS II BIKE LANE ON FASHION ISLAND BOULEVARD

(E) CLASS I BIKE PATH (FOSTER CITY PEDWAY)

(E) CLASS I BIKE PATH (FOSTER CITY PEDWAY)

(E) CLASS I BIKE PATH (FOSTER CITY PEDWAY)

SECONDARY SIGNED DETOUR ROUTE ON PORT ROYAL AVENUE AS REQUIRED TO PROVIDE THROUGH TRAFFIC SOUTH TO BELMONT.

PROVIDE NOTICE OF CLOSURE AHEAD WHEN EITHER WORK SITE A OR O'NEILL SLOUGH REACH IS OCCUPIED AND BAY TRAIL DETOUR TRAFFIC IS ROUTED TO PORT ROYAL AVENUE.

THIS PORTION OF THE BAY TRAIL SHALL REMAIN OPEN WHILE WORK SITE B IS OCCUPIED AND CLOSED OTHERWISE.

SECONDARY DETOUR TO BELMONT SPORTS COMPLEX

(E) CLASS III BIKE ROUTE ON EDGEWATER BOULEVARD

(E) CLASS III BIKE ROUTE ON BAFFIN STREET

(E) BAY TRAIL (CLASS I BIKE PATH)

PROVIDE NOTICE OF BAY TRAIL CLOSURE AND DETOUR

### LEGEND

- BAY TRAIL CLOSURE
- - - - BAY TRAIL DETOURS
- CLASS I BIKE PATH
- CLASS II BIKE LANE
- CLASS III BIKE ROUTE
- CLASS III BIKE ROUTE WITH SHARROWS

### NOTES

1. CONTRACTOR TO SUBMIT DETAILED TRAFFIC CONTROL PLANS FOR APPROVAL PRIOR TO CLOSING BAY TRAIL.
2. COORDINATE BAY TRAIL CLOSURE WITH THE CITY OF FOSTER CITY.
3. FURNISH, INSTALL, AND REMOVE TEMPORARY ROAD BARRICADES, SIGNS, PAVEMENT MARKING, FACILITIES, AND FLAGMEN AS SHOWN AND REQUIRED.
4. DETOUR PLAN TO BE IMPLEMENTED BASED ON FIELD CONDITIONS AT THE TIME OF DETOUR AS DIRECTED BY THE CITY.
5. CITY PARKS AND ADJACENT PUBLIC SPACES SHALL NOT BE CLOSED UNLESS SPECIFIC WORK AREAS THEREIN ARE OCCUPIED. SEE SPECIFICATIONS FOR ADDITIONAL RESTRICTIONS.
6. WORK AT THE BRIDGE CONSTRUCTION SITES LABELED "WORK SITE A" AND "WORK SITE B" CANNOT OCCUR SIMULTANEOUSLY. SEE SPECIFICATIONS FOR ADDITIONAL RESTRICTIONS.

### BAY TRAIL DETOUR ROUTES

NO SCALE