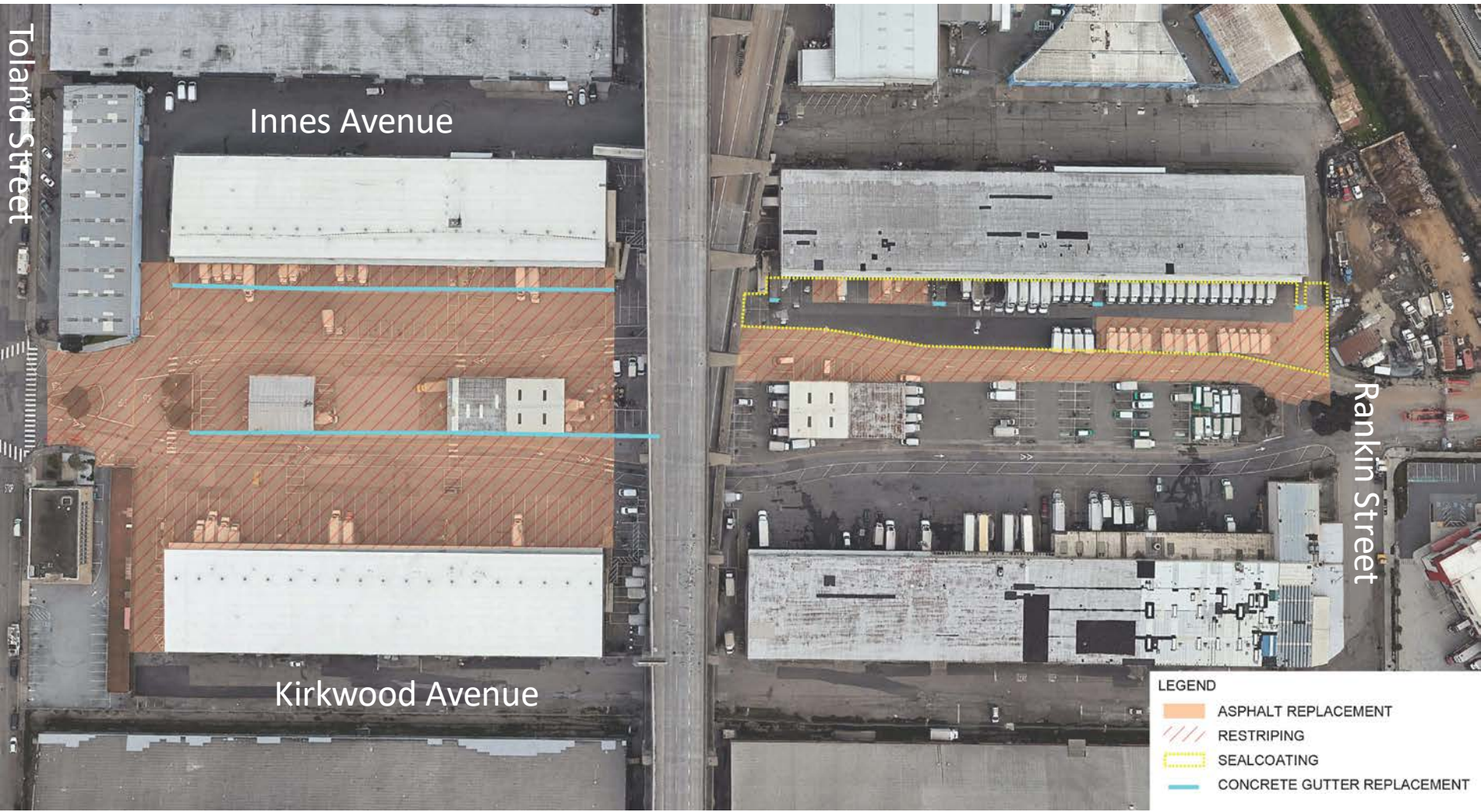


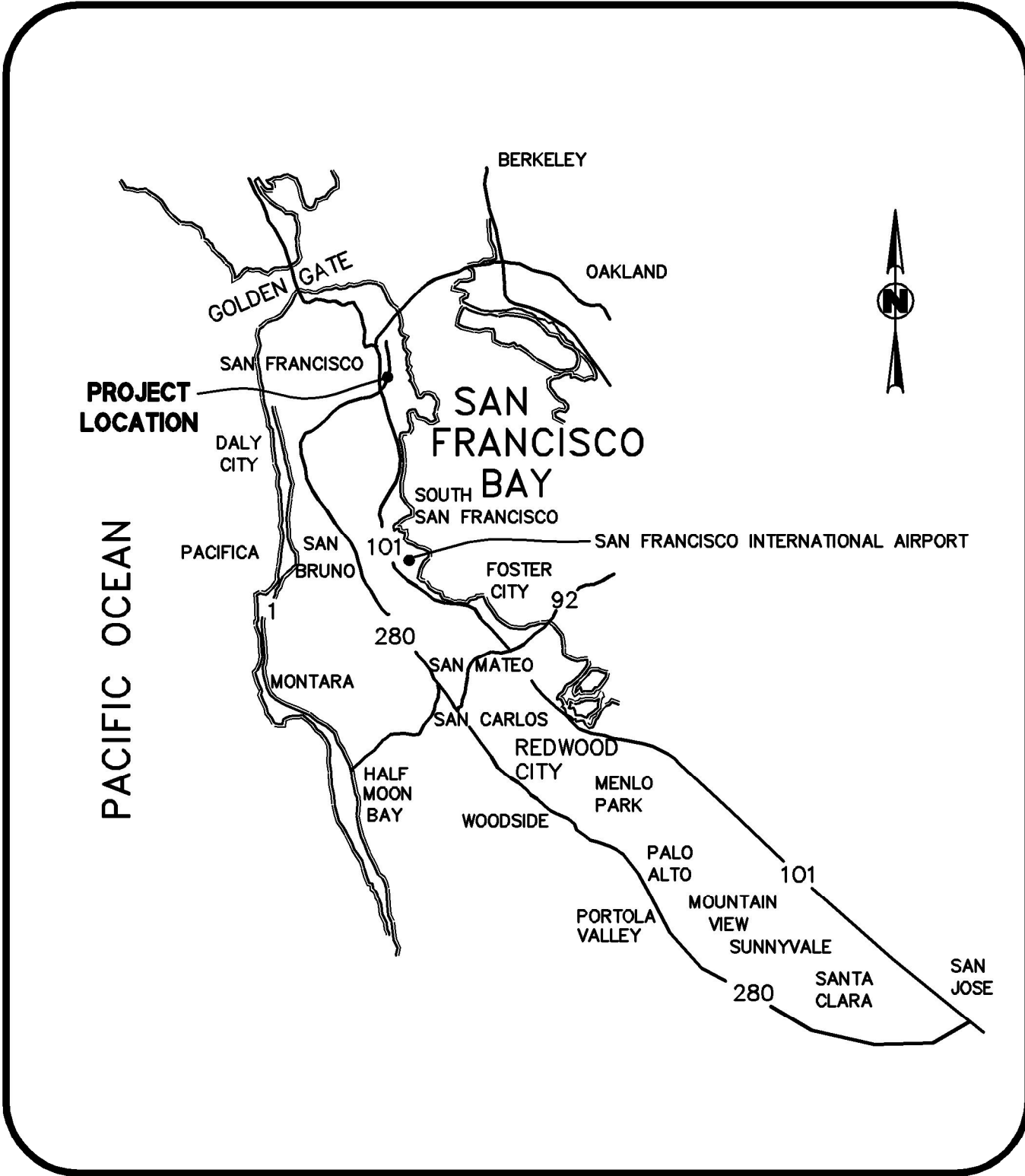
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Extent of Paving Work at Marshalling Yard

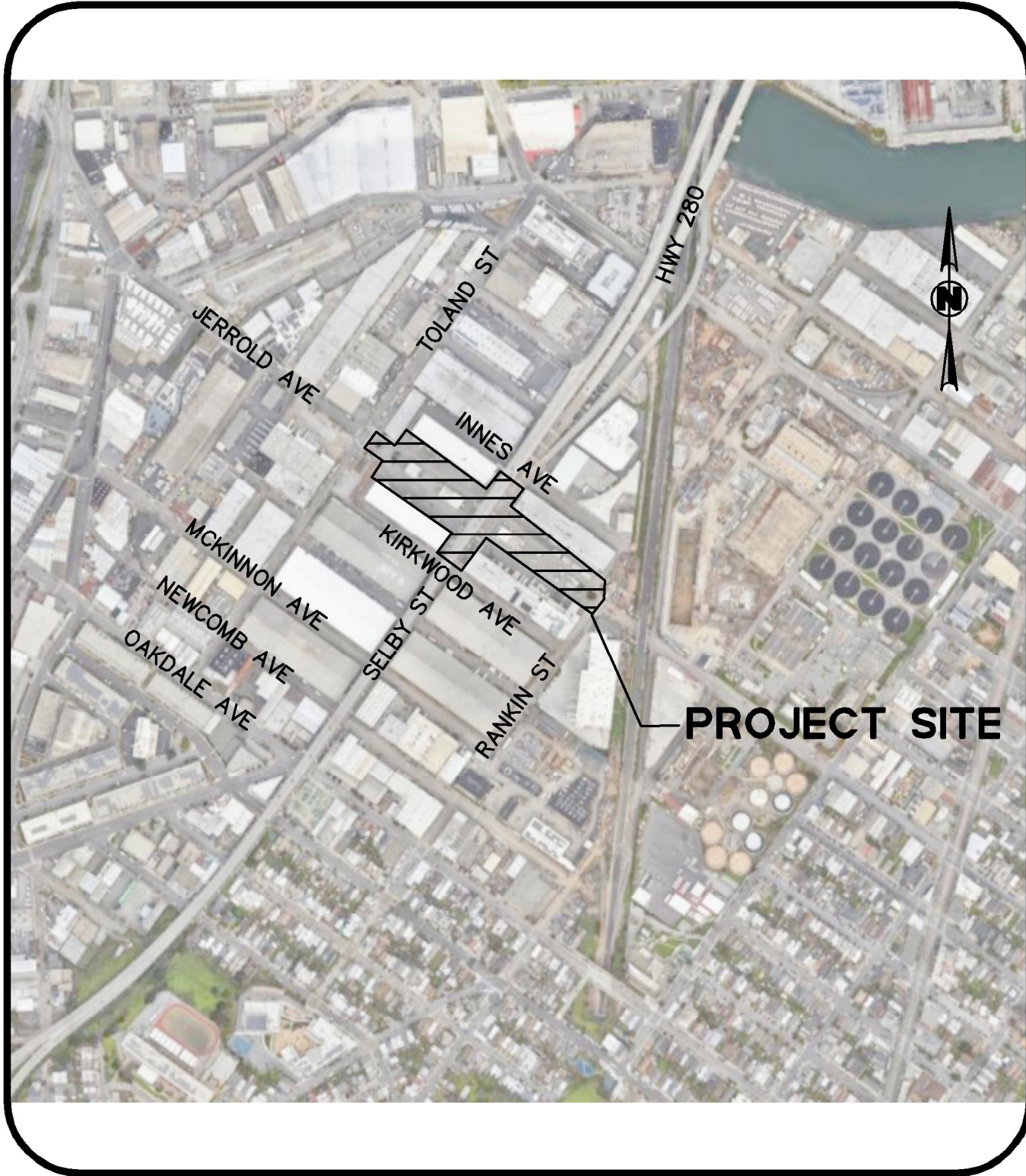


Attachment 2
Exhbit P

SAN FRANCISCO PRODUCE MARKET
REPAVING PROJECT
JERROLD AVENUE BETWEEN TOLAND STREET AND RANKIN STREET
SAN FRANCISCO, CALIFORNIA



LOCATION MAP
NTS



VICINITY MAP
NTS

SHEET INDEX

C100	COVER SHEET
C101	NOTES, LEGEND AND ABBREVIATIONS
C200	EXISTING CONDITIONS AND DEMOLITION PLAN
C201	EXISTING CONDITIONS AND DEMOLITION PLAN
C300	PAVING PLAN
C301	PAVING PLAN
C400	PHASING PLAN
C500	STRIPING PLAN
C501	STRIPING PLAN
C600	EROSION CONTROL PLAN
C601	EROSION CONTROL NOTES AND DETAILS
C700	CONSTRUCTION DETAILS

ENGINEER'S STATEMENT

CIVIL ENGINEER
THESE IMPROVEMENT PLANS HAVE BEEN PREPARED BY ME OR UNDER MY
DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

Tim Heffernan

TIM HEFFERNAN
PROJECT MANAGER
P.E. #67089 EXP 09/30/24
BKF ENGINEERS

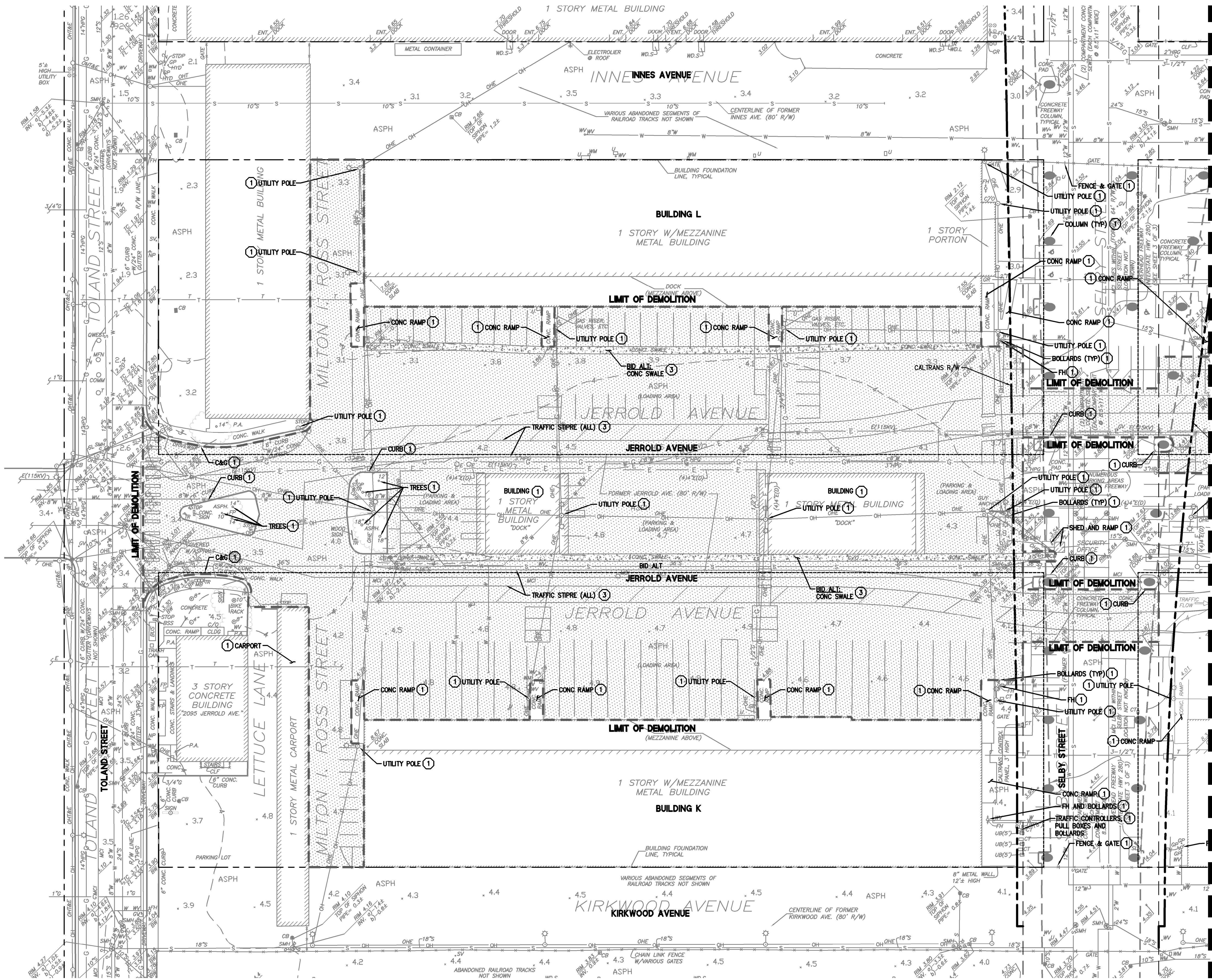


11/10/2022
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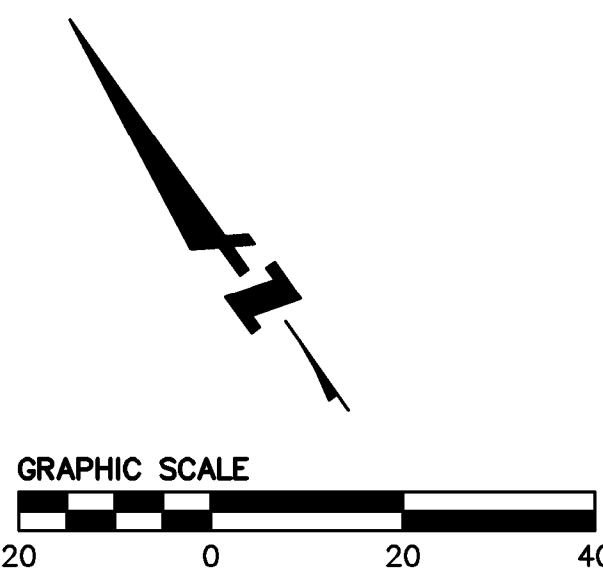
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Job No: 200000119-17			
OF			

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- DEMOLITION NOTES**
- ALL EXISTING UTILITIES TO REMAIN AND PROTECT IN PLACE. EXISTING UTILITIES SHOWN ARE SCHEMATIC AND FOR REFERENCE ONLY.
 - THIS PLAN SHOWS GENERAL LIMITS OF DEMOLITION AND DOES NOT RELIEVE THE CONTRACTOR FROM OTHER DEMOLITION WORK NECESSARY TO INSTALL NEW SITE WORK, PAVING, ETC.
 - REFER TO PAVING PLAN FOR LIMITS OF PROPOSED PAVING. REPLACE EXISTING WHEEL STOPS WITHIN LIMITS OF PROPOSED PAVING.
 - ALL (E) TREES TO REMAIN. CONTRACTOR SHALL TAKE SPECIAL CARE/PROTECTION TO LIMIT DAMAGE TO ROOTS SYSTEMS AND TRUNKS OF EXISTING PLANTS TO REMAIN.
 - REFER TO STRIPING PLAN FOR LIMITS OF PROPOSED STRIPING. ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING SHALL BE REMOVED.
 - ALL EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.
 - ADJUST (E) UTILITY STRUCTURES WITHIN LIMITS OF DEMO TO REMAIN TO FINISH GRADE.
 - ALL EXISTING FEATURES TO REMAIN UNLESS NOTED OTHERWISE.
 - AT LIMIT OF WORK LOCATIONS, SAWCUTS SHALL BE NEAT AND SQUARE. SAWCUTS IN CONCRETE SHALL BE AT EXISTING JOINTS OR SCORE MARKS.
 - PROTECT ALL (E) BUILDINGS/STRUCTURES AND VERIFY BUILDING/STRUCTURE FOUNDATION WILL NOT BE IMPACTED BY DEMOLITION ACTIVITIES.
 - PRIOR TO COMMENCING ANY WORK, EXCEPT FOR (E) JERROLD AVENUE ROADWAY STRIPING, CONTRACTOR TO DOCUMENT LOCATION OF ALL (E) PARKING STRIPE AND WHEEL STOPS FOR RESTORATION.

- LEGEND**
- APPROXIMATE LIMIT OF DEMOLITION WORK
 - [Pattern] EXISTING HARDSCAPE TO BE REMOVED
 - [Pattern] BID ALTERNATE DEMOLITION WORK
 - ① EXISTING UTILITY/FEATURE TO REMAIN. PROTECT AS NECESSARY DURING CONSTRUCTION
 - ② ADJUST EXISTING FEATURE/UTILITY TO GRADE
 - ③ EXISTING FEATURE TO BE REMOVED



SEE SHEET C201

DRAFT - NOT FOR CONSTRUCTION

**SAN FRANCISCO PRODUCE MARKET
REPAVING PROJECT
EXISTING CONDITIONS AND DEMOLITION PLAN**

255 SHORELINE DR.,
SUITE 200
REDWOOD CITY, CA 94065
(650) 482-6300
www.bkf.com

BKF

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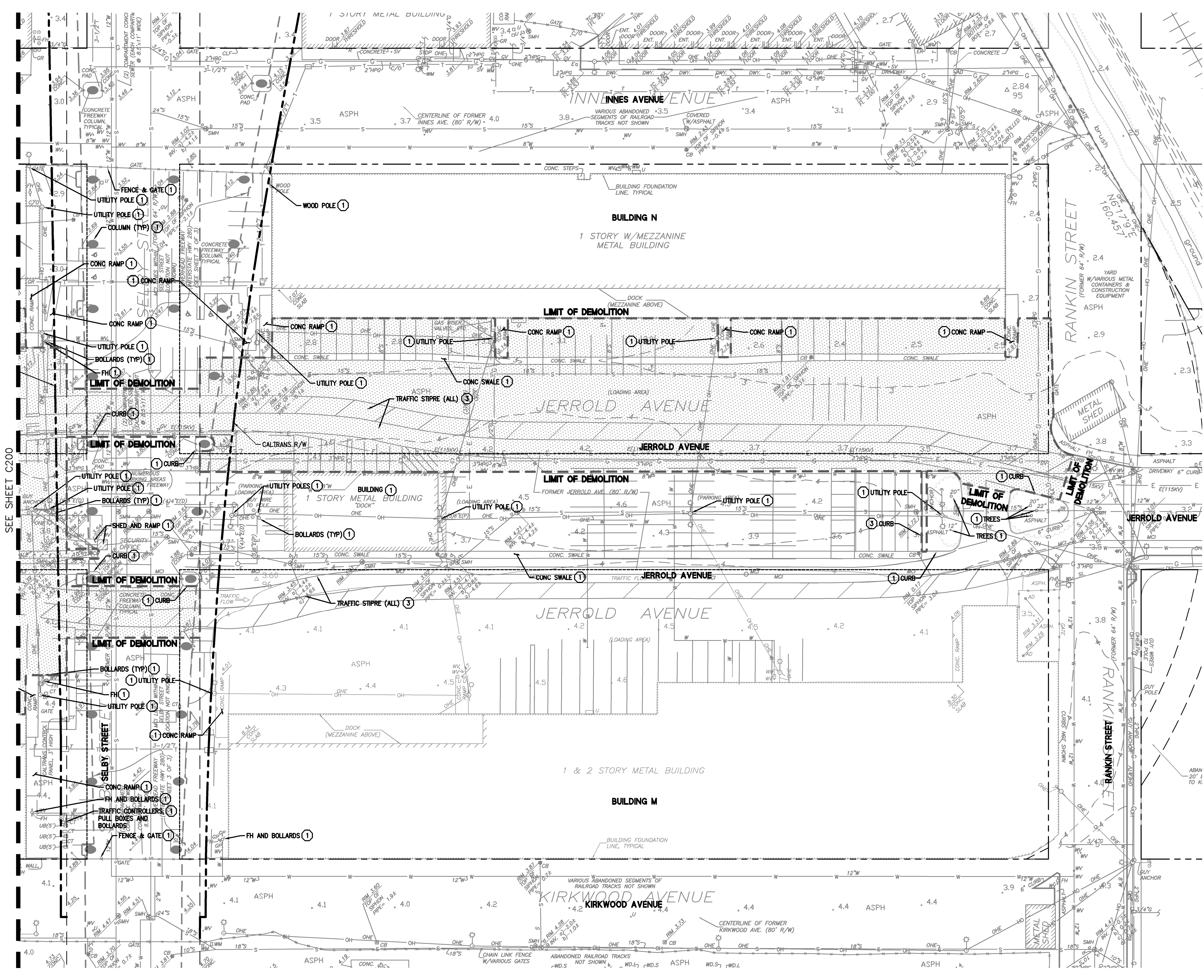
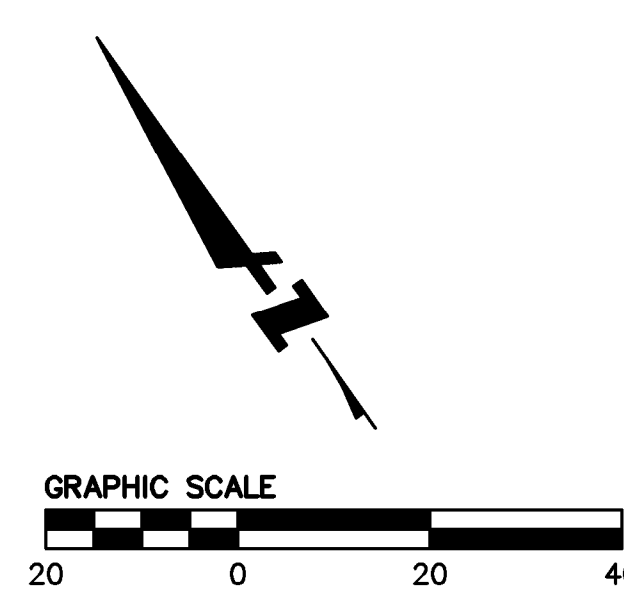
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Job No:	20090119-17		

- DEMOLITION NOTES**
- ALL EXISTING UTILITIES TO REMAIN AND PROTECT IN PLACE. EXISTING UTILITIES SHOWN ARE SCHEMATIC AND FOR REFERENCE ONLY.
 - THIS PLAN SHOWS GENERAL LIMITS OF DEMOLITION AND DOES NOT RELIEVE THE CONTRACTOR FROM OTHER DEMOLITION WORK NECESSARY TO INSTALL NEW SITE WORK, PAVING, ETC.
 - REFER TO PAVING PLAN FOR LIMITS OF PROPOSED PAVING. REPLACE EXISTING WHEEL STOPS WITHIN LIMITS OF PROPOSED PAVING.
 - ALL (E) TREES TO REMAIN. CONTRACTOR SHALL TAKE SPECIAL CARE/PROTECTION TO LIMIT DAMAGE TO ROOTS SYSTEMS AND TRUNKS OF EXISTING PLANTS TO REMAIN.
 - REFER TO STRIPING PLAN FOR LIMITS OF PROPOSED STRIPING. ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING SHALL BE REMOVED.
 - ALL EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.
 - ADJUST (E) UTILITY STRUCTURES WITHIN LIMITS OF DEMO TO REMAIN TO FINISH GRADE.
 - ALL EXISTING FEATURES TO REMAIN UNLESS NOTED OTHERWISE.
 - AT LIMIT OF WORK LOCATIONS, SAWCUTS SHALL BE NEAT AND SQUARE. SAWCUTS IN CONCRETE SHALL BE AT EXISTING JOINTS OR SCORE MARKS.
 - PROTECT ALL (E) BUILDINGS/STRUCTURES AND VERIFY BUILDING/STRUCTURE FOUNDATION WILL NOT BE IMPACTED BY DEMOLITION ACTIVITIES.
 - PRIOR TO COMMENCING ANY WORK, EXCEPT FOR (E) JERROLD AVENUE ROADWAY STRIPING, CONTRACTOR TO DOCUMENT LOCATION OF ALL (E) PARKING STRIPE AND WHEEL STOPS FOR RESTORATION.

- LEGEND**
- APPROXIMATE LIMIT OF DEMOLITION WORK
 - EXISTING HARDSCAPE TO BE REMOVED
 - BID ALTERNATE DEMOLITION WORK
 - EXISTING UTILITY/FEATURE TO REMAIN. PROTECT AS NECESSARY DURING CONSTRUCTION
 - ADJUST EXISTING FEATURE/UTILITY TO GRADE
 - EXISTING FEATURE TO BE REMOVED



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PLOT BY: poon

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PAVING NOTES

1. SUBGRADE R-VALUE = 5 PER GEOTECHNICAL REPORT.
2. PRIOR TO THE START OF CONSTRUCTION, CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN AND OBTAIN APPROVAL FROM SPMTA AND OWNER. SEE TRAFFIC CONTROL PLAN NOTES ON SHEET C101. SPMTA PERMITS THE USE OF TEMPORARY STRIPING TAPE.
3. CONTRACTOR TO ENSURE POSITIVE DRAINAGE IS PROVIDED WITHIN LIMITS OF NEW PAVING. COSTS ANY CORRECTIVE WORK DUE TO WATER PONDING NEW PAVEMENT WILL BE BORNE BY THE CONTRACTOR.

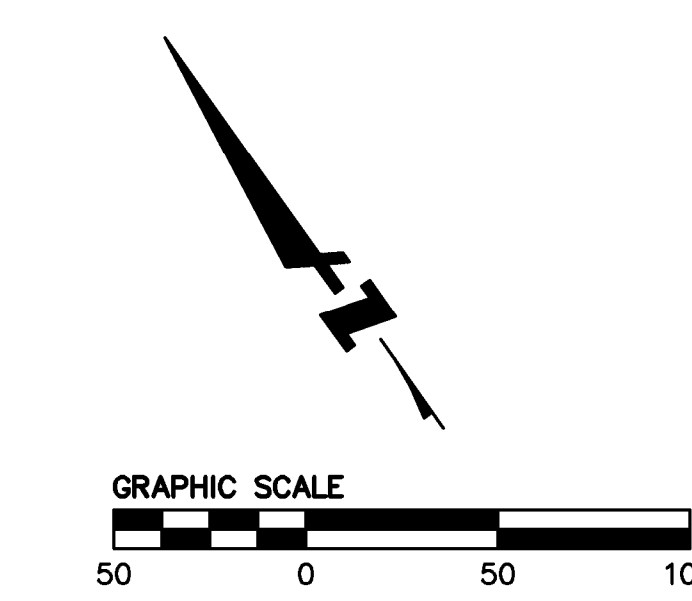
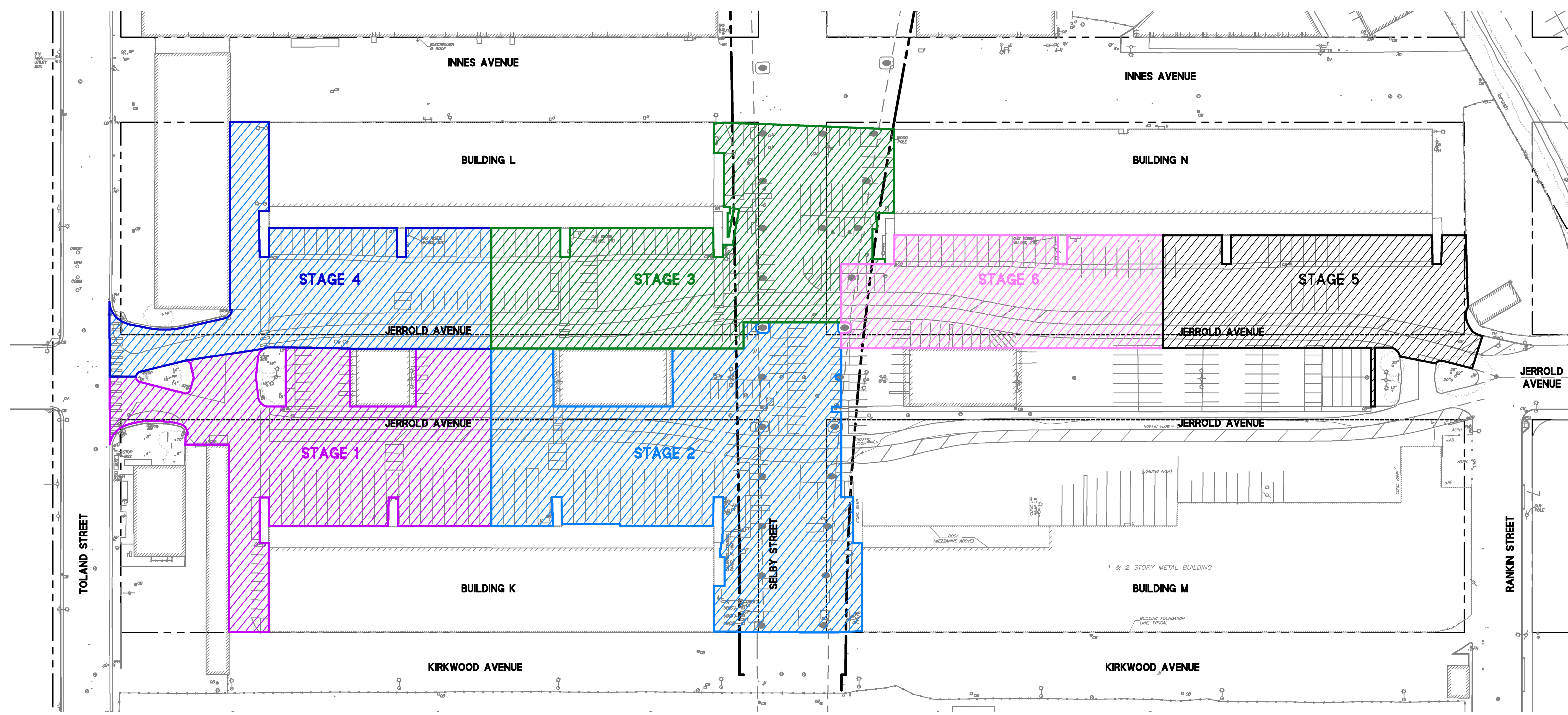
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**SAN FRANCISCO PRODUCE MARKET
REPAVING PROJECT
CONCEPTUAL STAGE CONSTRUCTION PLAN**

1

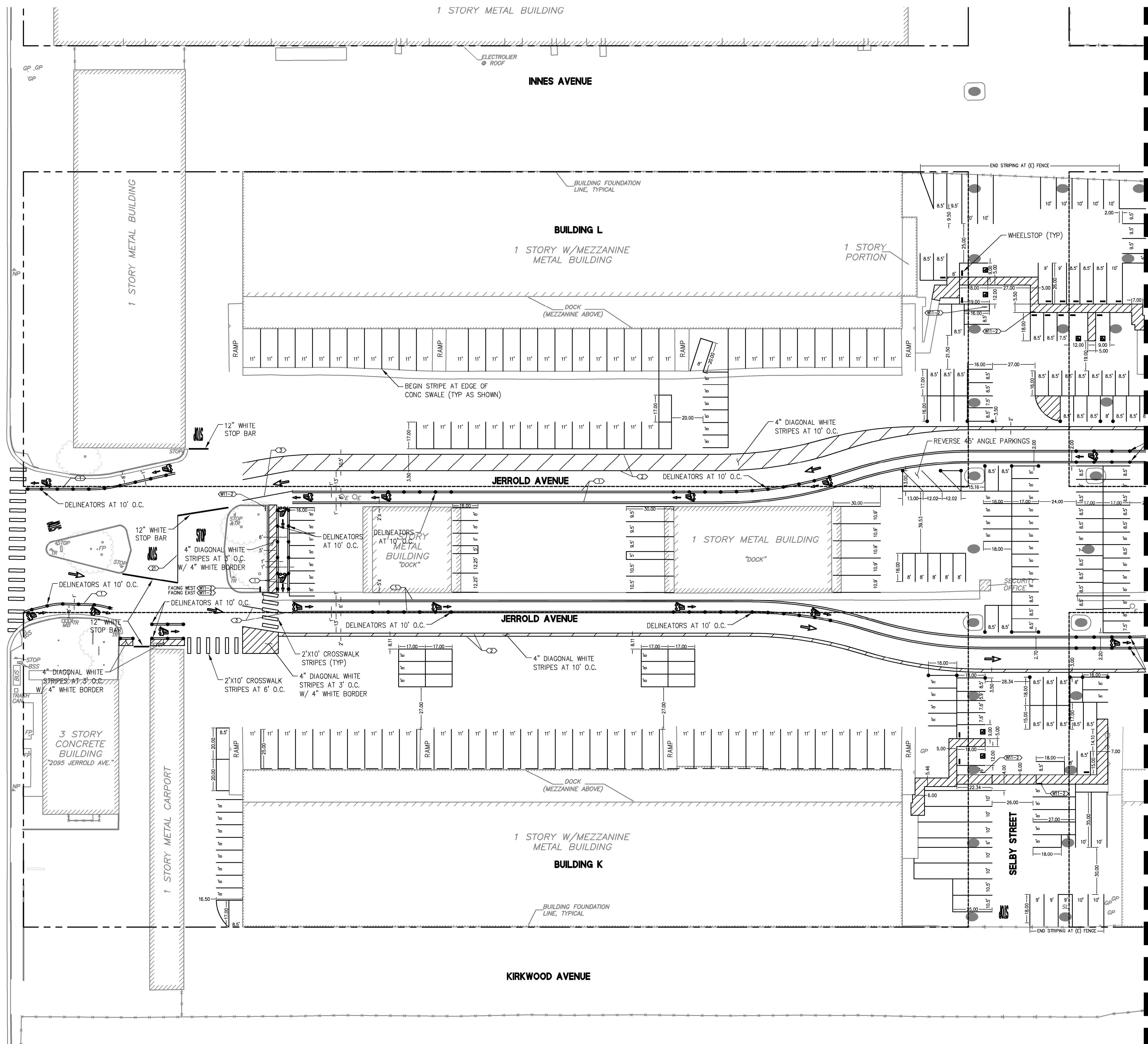
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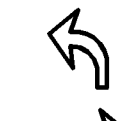
SIGNING & STRIPING NOTES

1. LOCATIONS OF EXISTING SIGNS, STRIPING, AND PAVEMENT MARKERS ARE APPROXIMATE ONLY. NEW ROADSIDE SIGNS SHALL CONFORM TO THE LATEST PROVISIONS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND THE PROJECT SPECIFICATIONS.
2. ALL PERMANENT TRAFFIC SIGNS, CURB PAINTING, PAVEMENT MARKINGS, AND DELINEATORS SHOWN ON THESE PLANS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
3. ALL EXISTING SIGNS AND SIGN POST TO REMAIN AND BE PROTECTED.
4. SUBGRADE R-VALUE = 5 PER GEOTECHNICAL REPORT.
5. SEE DETAIL 3/C700 FOR ACCESSIBLE STALL DIMENSIONS.
6. PRIOR TO THE START OF CONSTRUCTION, CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN AND OBTAIN APPROVAL FROM OWNER AND SFMTA. SEE TRAFFIC CONTROL PLAN NOTES ON SHEET C101. SFMTA PERMITS THE USE OF TEMPORARY STRIPING TAPE.
7. ALL CONFLICTING STRIPING, PAVEMENT MARKERS, AND PAVEMENT MARKINGS SHALL BE REMOVED AS REQUIRED.
8. EXCEPT FOR ADA STALLS, ALL PARKING STALL STRIPES SHALL BE 4" WHITE OR AS DIRECTED BY THE OWNER.
9. INSTALL PAVEMENT MARKINGS OF STALL NUMBER, TENANT'S NAME, AND "NO PARKING" TEXT AS DIRECTED BY THE OWNER.

PAVEMENT MARKING LEGEND



TYPE I (10") ARROW PER
CALTRANS STD PLAN A24A



TYPE IV (L) ARROW PER CALTRANS STD
PLAN A24A



TYPE IV (R) ARROW PER CALTRANS STD
PLAN A24A



TYPE II (R) ARROW PER CALTRANS STD
PLAN A24A



FORKLIFT LANE ARROW PER CALTRANS
STD PLAN A24A BIKE LANE ARROW



**FORKLIFT SYMBOL PAVEMENT MARKING
APPROXIMATELY 6' LONG X 4' WIDE**

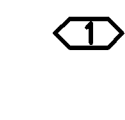


STOP PAVEMENT MARKING PER
CALTRANS STD PLAN A24D

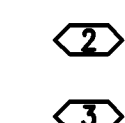


CLASS 1 DELINEATOR PER CALTRANS ST
PLAN A73C

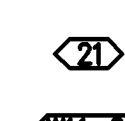
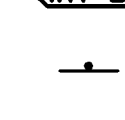
SIGN AND TRAFFIC LINE LEGEND



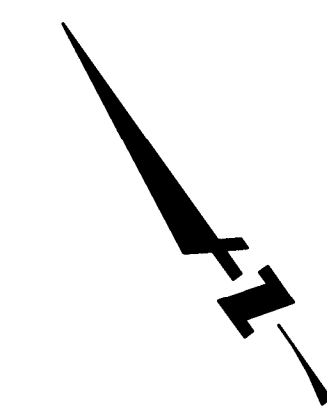
4" DOUBLE YELLOW (1' CENTER TO CENTER) W/
CALTRANS TYPE RY PAVEMENT MARKERS AT 24'
O.C. SEE CALTRANS STD PLAN RSP A20B



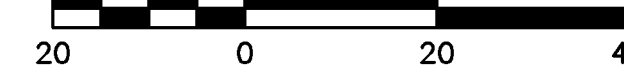
4" WHITE

CALTRANS
STD PLN

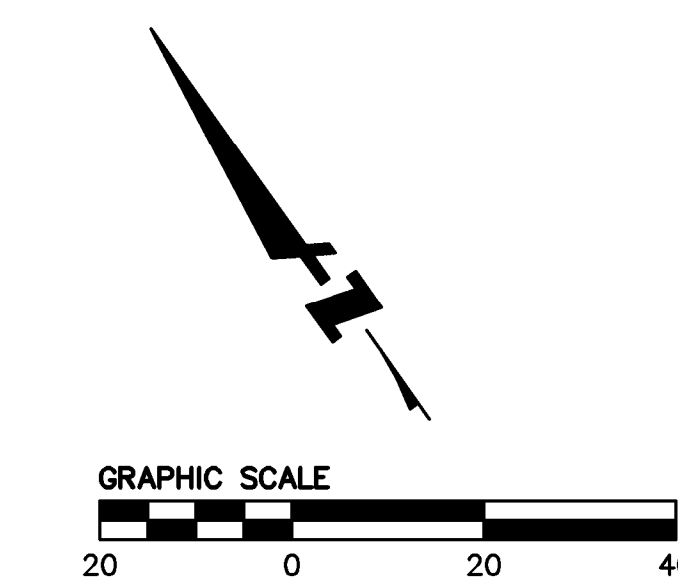
ROADSIDE SIGN



GRAPHIC SCALE



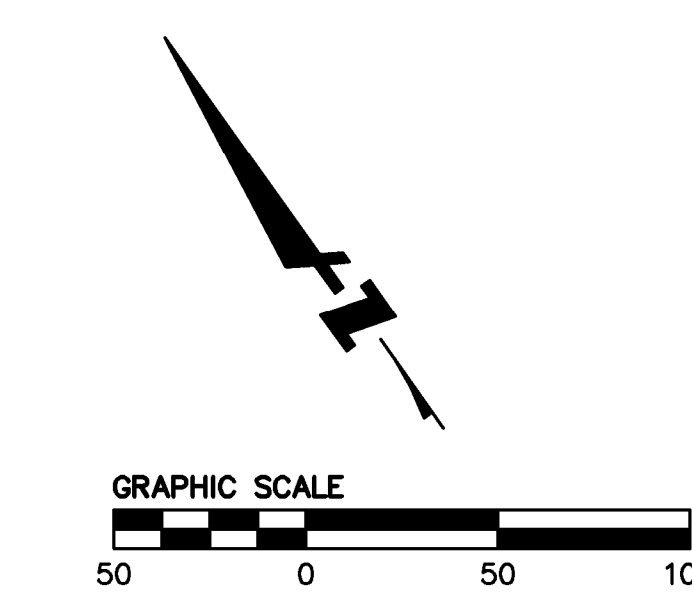
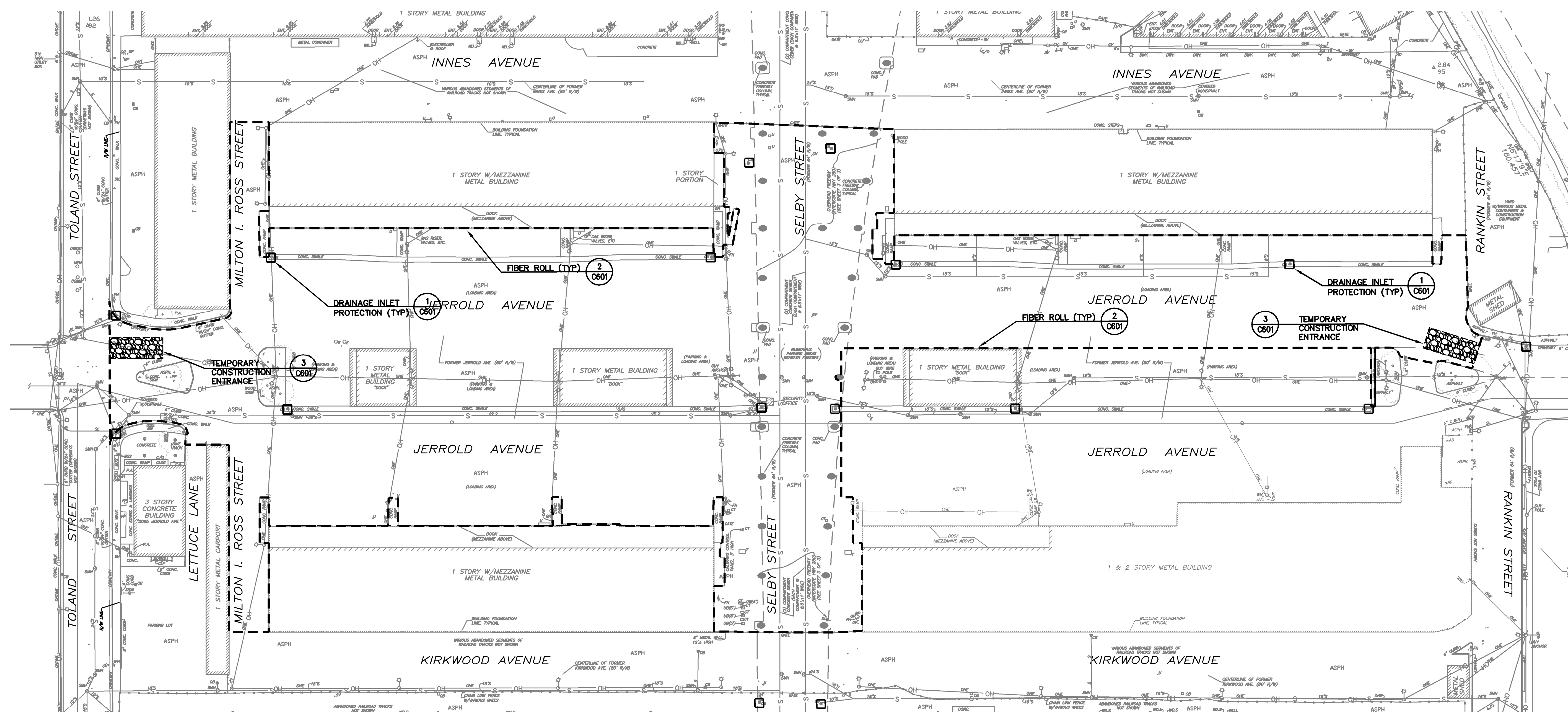
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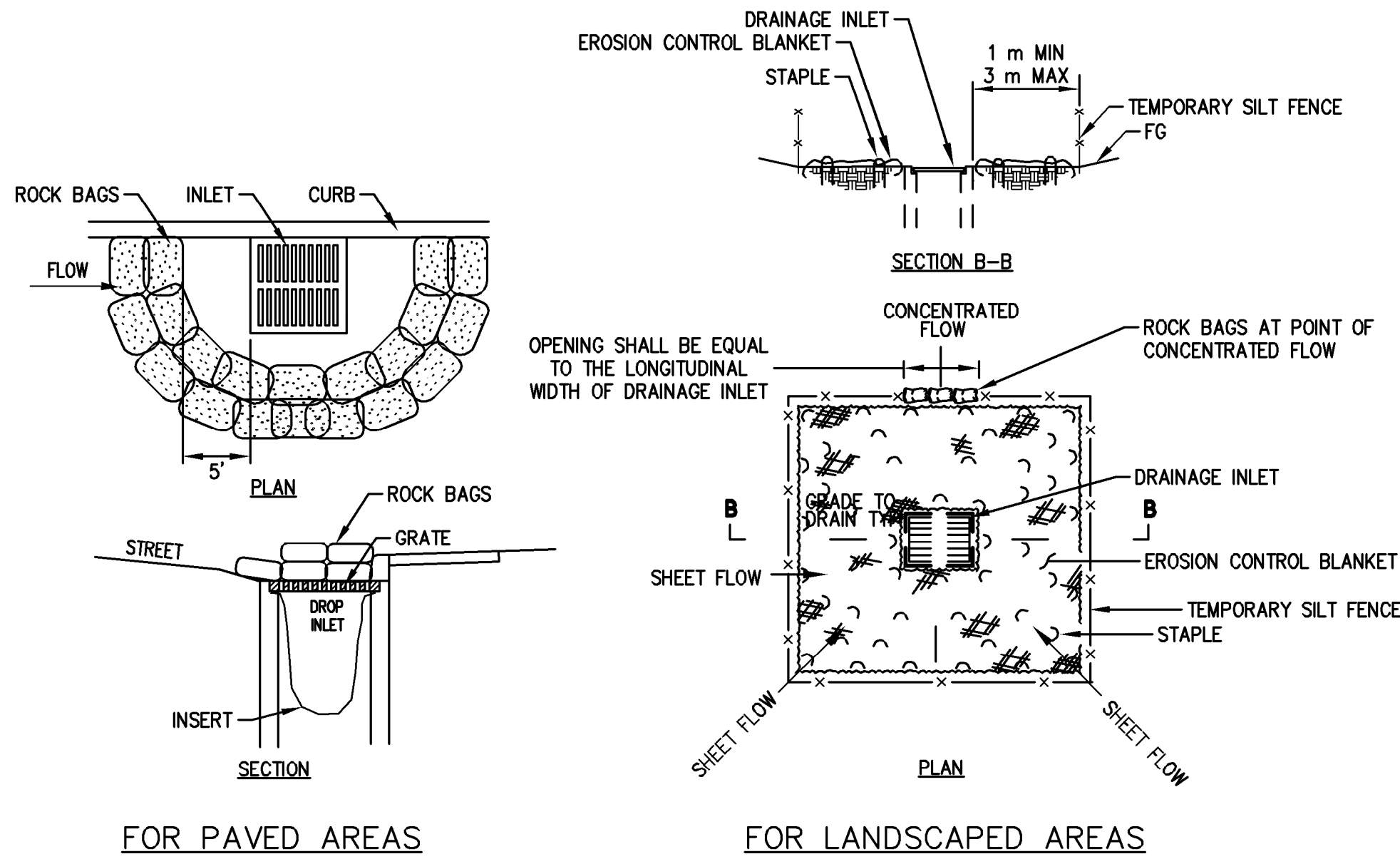


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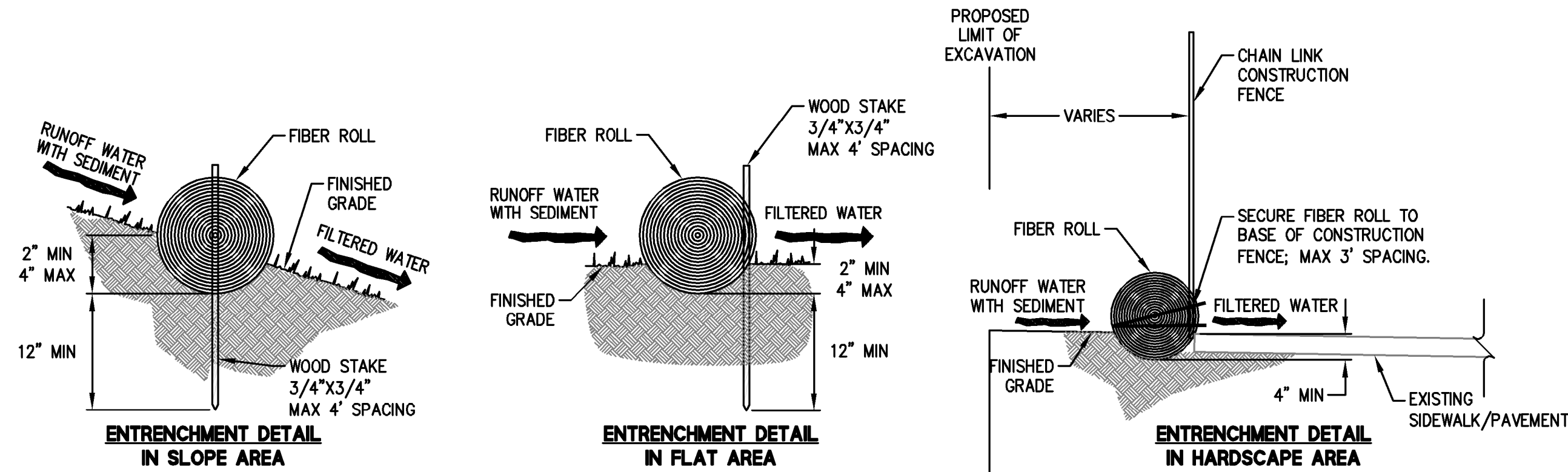
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EROSION CONTROL NOTES

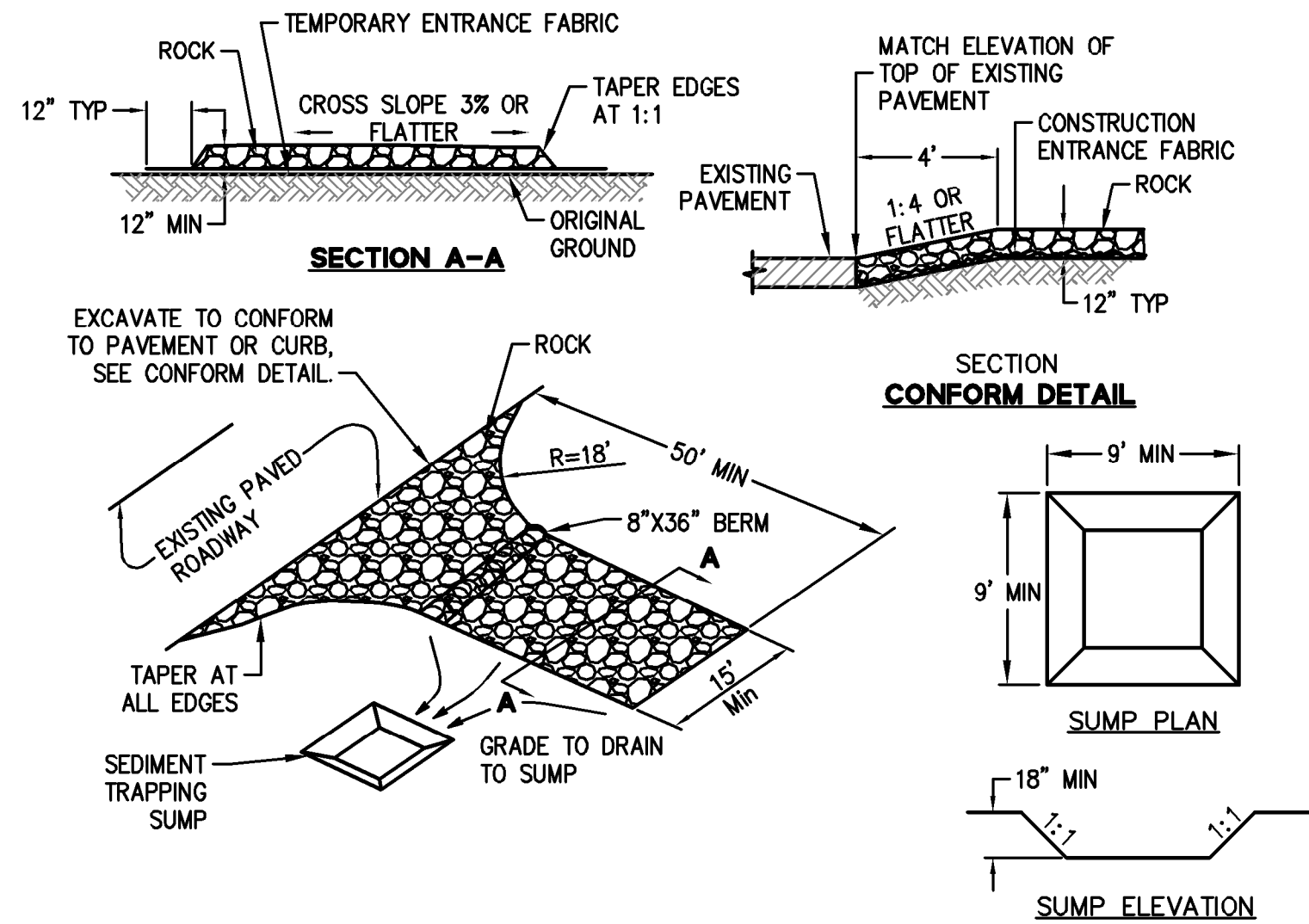
1. THIS PLAN MAY NOT COVER ALL THE SITUATIONS OR PHASES THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. IN GENERAL, THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SEDIMENT STORM RUNOFF FROM LEAVING THE SITE. SEDIMENT ROLLS AND SILT FENCES SHALL BE USED BY THE CONTRACTOR ON AN AS NEEDED BASIS TO INHIBIT SILT FROM LEAVING THE SITE AND ENTERING THE STORM DRAIN SYSTEM. TEMPORARY EROSION CONTROL DEVICES SHOWN ON THE GRADING PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WITH THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES.
2. EROSION CONTROL FACILITIES SHALL BE MAINTAINED DAILY. THESE FACILITIES SHALL CONTROL AND CONTAIN EROSION-CAUSED SILT DEPOSITS AND PROVIDE FOR THE SAFE DISCHARGE OF SILT FREE STORM WATER INTO EXISTING AND PROPOSED STORM DRAIN FACILITIES. DESIGN OF THESE FACILITIES MUST BE APPROVED AND UPDATED EACH YEAR BY THE ENGINEER (OCTOBER 1 TO APRIL 15).
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT OR CITY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT OR CITY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS.
4. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUB-CONTRACTORS ND SUPPLIERS ARE AWARE OF ALL STORM WATER QUALITY MEASURES & IMPLEMENT SUCH MEASURES. FAILURE TO COMPLY WITH THE APPROVED CONSTRUCTION WILL RESULT IN THE ISSUANCE OF CORRECTION NOTICES, CITATIONS AND/OR A PROJECT STOP ORDER.
5. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
6. IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE DRAIN ROCK AS A GRAVEL ROADWAY (8" MINIMUM THICKNESS FOR THE FULL WIDTH AND LENGTH OF SITE EGRESS AREA AS DEFINED IN THESE PLANS) AT THE ENTRANCE TO THE SITE.
7. DURING THE RAINY SEASON, ALL PAVED AREAS ARE TO BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE IS TO BE MAINTAINED SO AS TO MINIMIZE SEDIMENT RUNOFF TO ANY STORM DRAIN SYSTEM.
8. DURING PERIODS WHEN STORMS ARE FORECAST:
 - A. EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREA.
 - B. ANY EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY.
 - C. WHERE STOCKPILING IS NECESSARY, USE A TARPULIN OR SURROUND THE STOCKPILED MATERIAL WITH FIBER ROLLS, GRAVEL SEDIMENT BARRIER, SILT FENCE OR OTHER RUNOFF CONTROLS.
 - D. USE INLET CONTROLS AS NEEDED (E.G. BLOCK & GRAVEL SEDIMENT BARRIER FOR STORM DRAIN ADJACENT TO THE PROJECT OR STOCKPILED SOIL.
9. THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL EXCAVATION AND PLACEMENT.
10. STAND-BY CREWS SHALL BE ALERTED BY THE PERMIT APPLICANT OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
11. AFTER OCTOBER 1ST TO APRIL 15TH, ALL EROSION CONTROL MEASURES WILL BE INSPECTED DAILY AND AFTER EACH STORM. BREACHES IN DIKES AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST.
12. AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES SHALL BE INSTALLED COMPLETE AS SHOWN ON THE IMPROVEMENT PLANS.
13. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
14. SANDBAGS SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS WHEN THE RAIN FORECAST IS 40% OR GREATER, OR WHEN DIRECTED BY THE INSPECTOR.
15. SANDBAGS REFERRED TO IN THE PRECEDING ITEMS MUST BE FULL APPROVED SANDBAG FILL MATERIALS ARE SAND, DECOMPOSED GRANITE, AND/OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING SAFETY OF VEHICLES OPERATING IN ROADWAY ADJACENT TO EROSION CONTROL FACILITIES.
17. AFTER RAINSTORMS CONTRACTOR SHALL CHECK FOR AND REMOVE SEDIMENT TRAPPED BY SANDBAGS AT STAGING AREA. REPLACE SANDBAGS IF DETERIORATION IS EVIDENT.
18. DUST CONTROL SHOULD BE PRACTICED ON ALL CONSTRUCTION SITES WITH EXPOSED SOIL AS NEEDED. IT IS IMPORTANT IN WINDY OR WIND-PRONE AREAS. DUST CONTROL IS CONSIDERED A TEMPORARY MEASURE AND AS AN INTERMEDIATE TREATMENT BETWEEN SITE DISTURBANCE AND CONSTRUCTION, PAVING, OR REVEGETATION. REFER TO EROSION CONTROL AND SEDIMENT CONTROL FIELD MANUAL, 3RD EDITION, PREPARED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION.



1 DROP INLET PROTECTION
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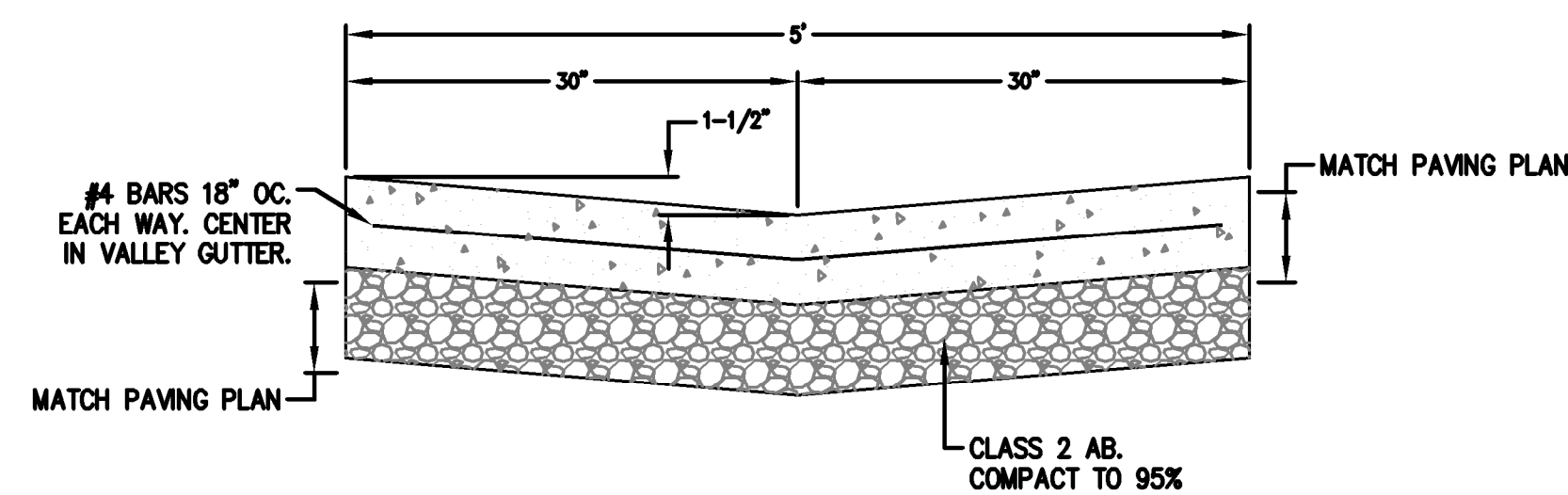
2 FIBER ROLL DETAIL
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3 TEMPORARY CONSTRUCTION ENTRANCE
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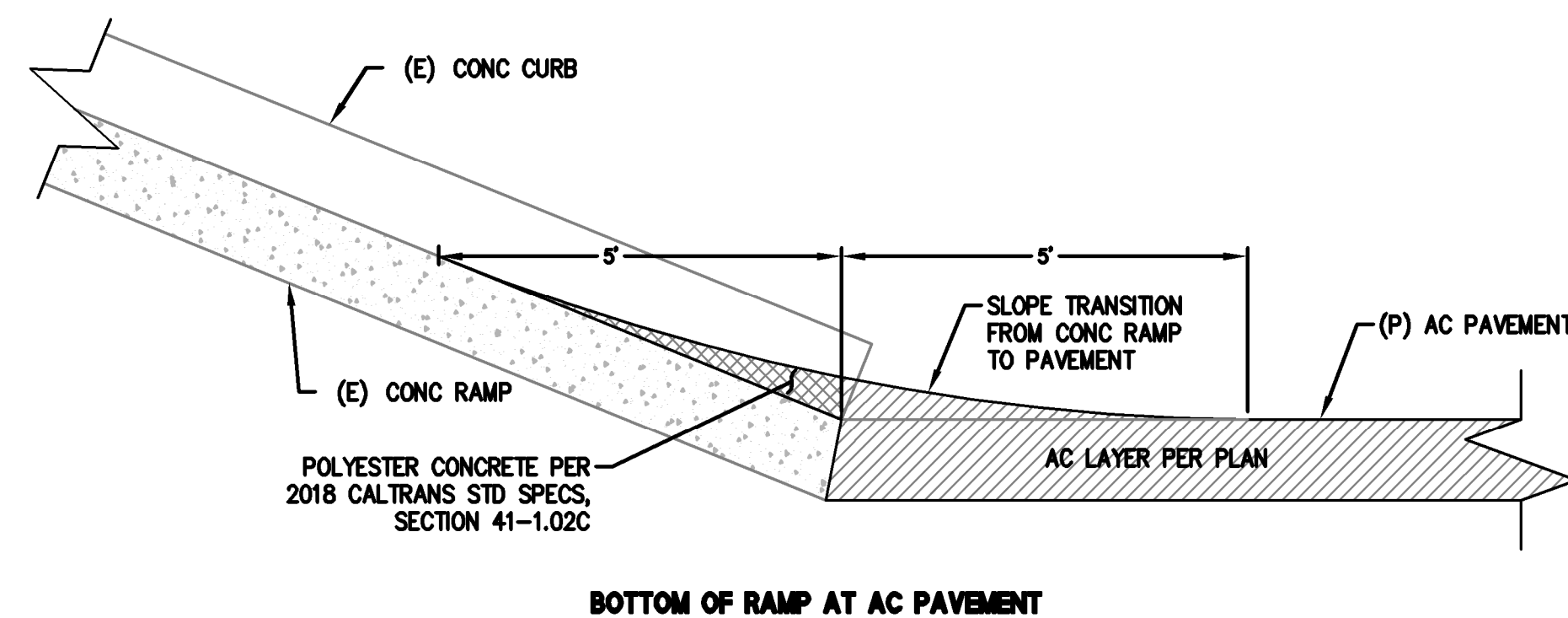
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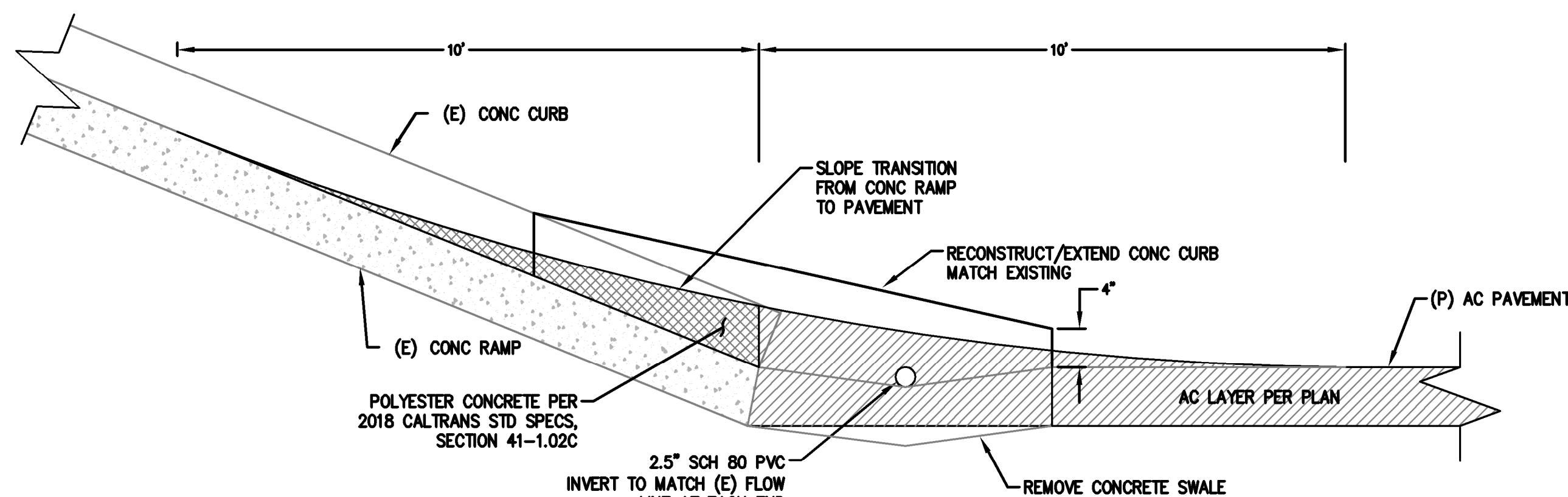


NOTES:

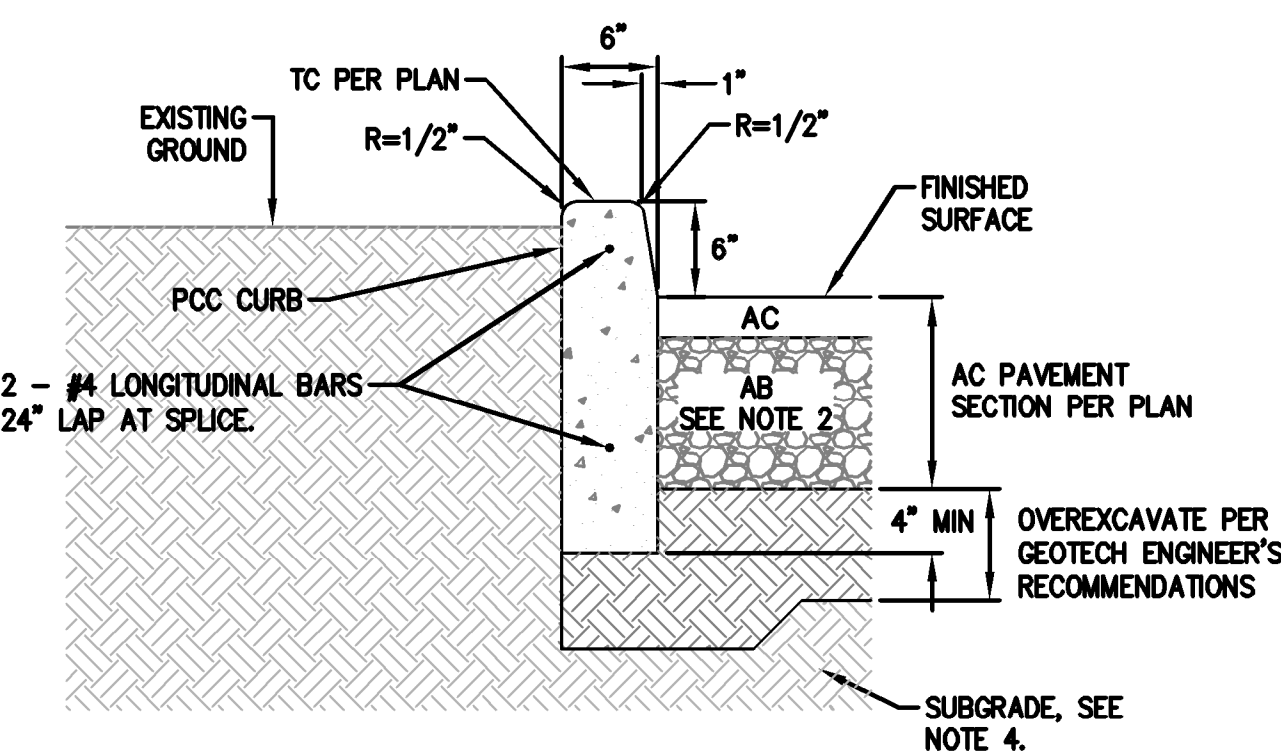
1. PROVIDE EXPANSION JOINTS 20' OC MAX, CONTROL JOINTS SHALL BE PROVIDED BETWEEN EXPANSION JOINTS AT 10' MAX SPACING.



BOTTOM OF RAMP AT AC PAVEMENT

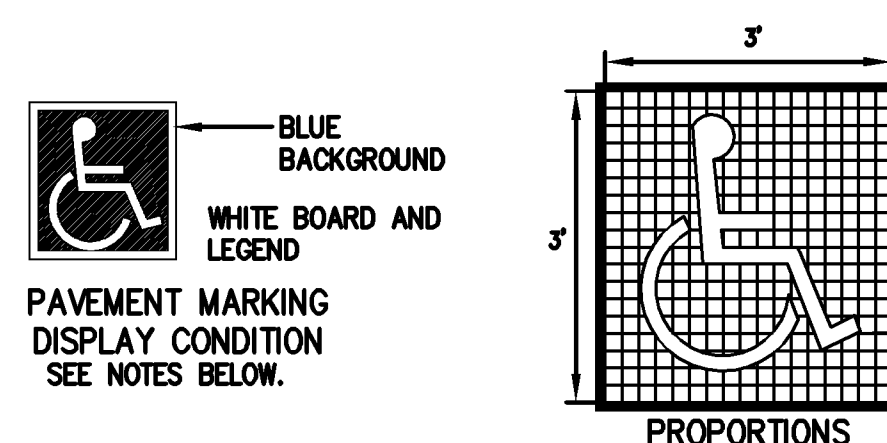
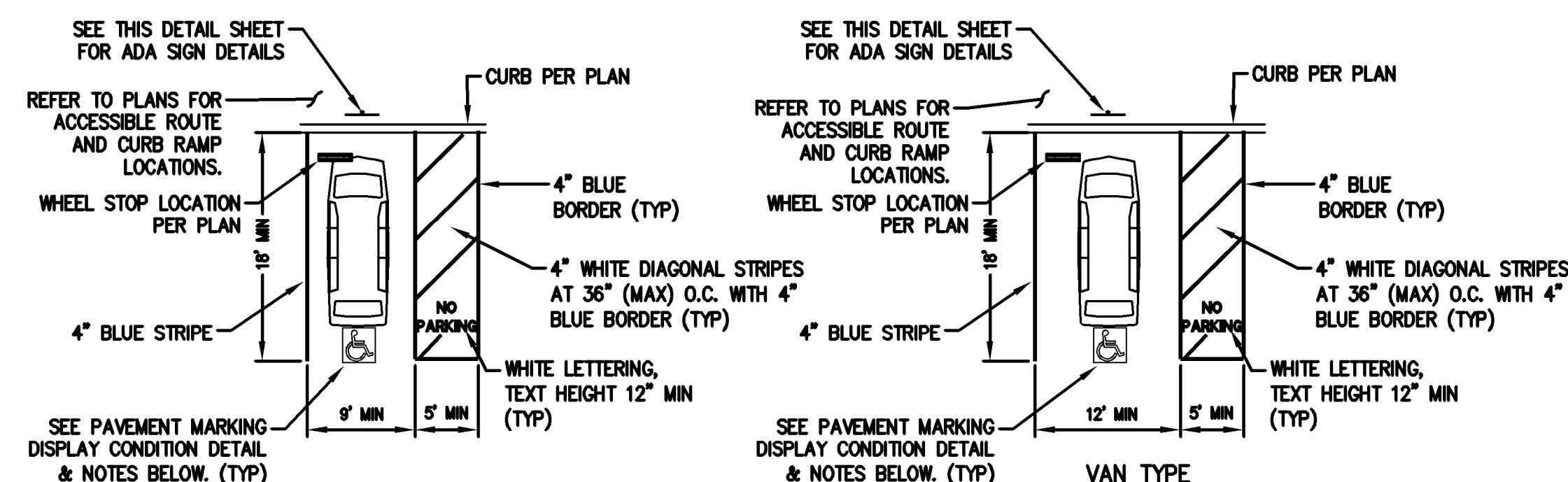


BOTTOM OF RAMP AT CONCRETE SWALE



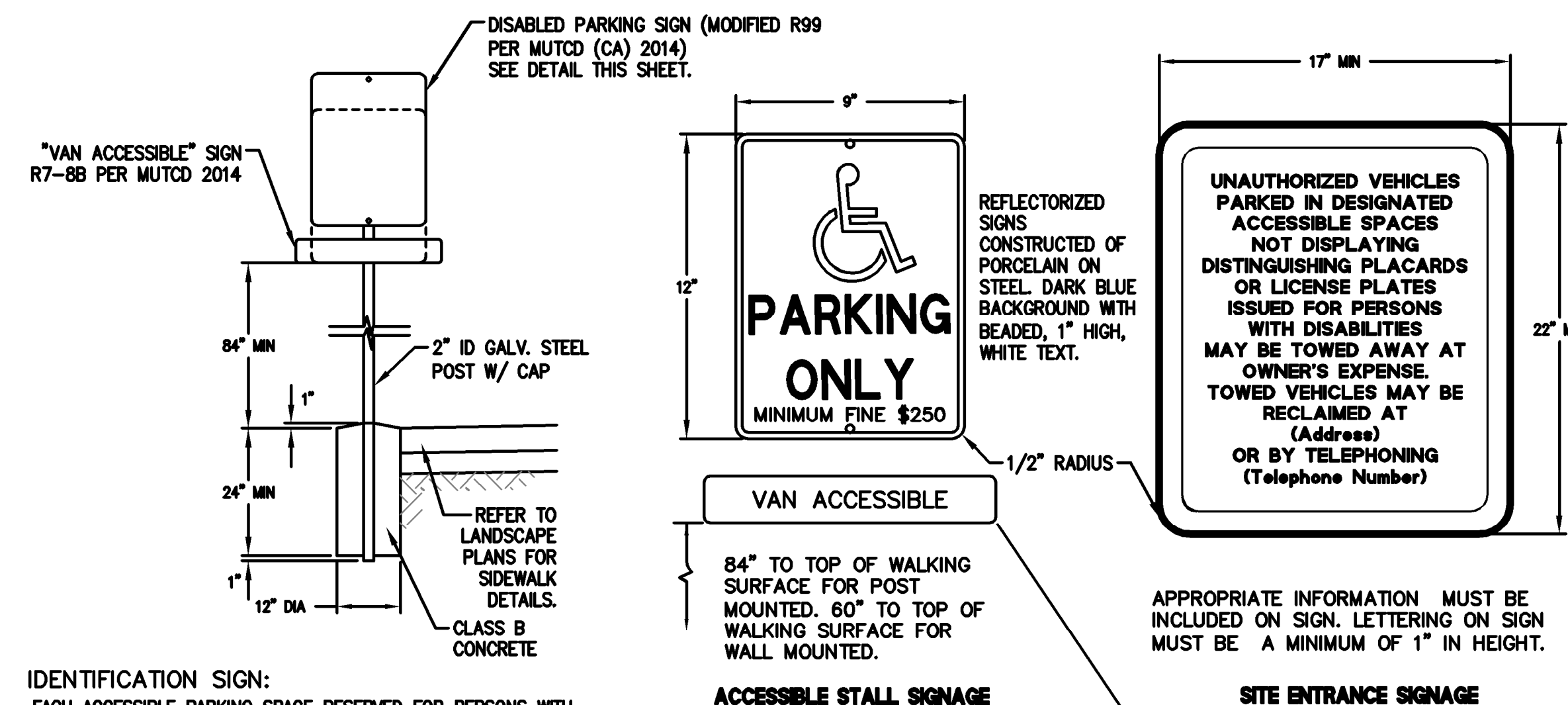
NOTES:

1. PORTLAND CEMENT CONCRETE SHALL BE CALTRANS MINOR CONCRETE.
2. PROVIDE EXPANSION JOINTS 20' OC MAX SPACING AND AT CURB RETURNS. CONTROL JOINTS SHALL BE PROVIDED BETWEEN EXPANSION JOINTS AT 10' MAX SPACING.
3. CLASS 2 AGGREGATE BASE COMPACTED TO 95% RELATIVE COMPACTION.
4. SCARIFY UPPER 6" OF SUBGRADE AND COMPACT TO 95% RELATIVE COMPACTION PER GETOCH REPORT. REFER TO THE GEOTECH REPORT FOR OVEREXCAVATION REQUIREMENTS.
5. CURB SHOULD EXTEND A MIN OF 4" BELOW THE BOTTOM OF THE PAVEMENT AND BASECOURSE LAYER.



NOTES:

1. SLOPES WITHIN PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0% IN ANY DIRECTION.
2. PARKING SPACE AND ACCESS AISLE DIMENSIONS GIVEN ARE TO CENTER OF STRIPE. WHERE PARKING SPACES OR ACCESS AISLES ARE NOT ADJACENT TO ANOTHER PARKING SPACE OR ACCESS AISLE, MEASUREMENTS SHALL BE PERMITTED TO INCLUDE THE FULL WIDTH OF THE LINE DEFINING THE PARKING SPACE OR ACCESS AISLE.
3. WHEELSTOPS SHALL BE PROVIDED WHERE SHOWN IN PLAN AND WHERE REQUIRED TO MAINTAIN MINIMUM PATH OF TRAVEL WIDTHS.
4. THE CENTER OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL BE A MAXIMUM OF 6" FROM THE CENTERLINE OF THE PARKING SPACE, ITS SIDES PARALLEL TO THE LENGTH OF THE PARKING SPACE AND ITS LOWER CORNER AT, OR LOWER SIDE ALIGNED WITH, THE END OF THE PARKING SPACE LENGTH.



IDENTIFICATION SIGN:

EACH ACCESSIBLE PARKING SPACE RESERVED FOR PERSONS WITH DISABILITIES SHALL BE IDENTIFIED BY A REFLECTIVE SIGN DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE SIGN SHALL NOT BE SMALLER THAN 70 SQ. IN. IN AREA AND SHALL BE CENTERED ON THE WALL AT THE INTERIOR END OF THE PARKING SPACE AT A MINIMUM HEIGHT OF 60 IN. ABOVE THE FINISHED FLOOR OR GROUND SURFACE, MEASURED TO THE BOTTOM OF THE SIGN. SIGNS LOCATED ON ACCESSIBLE ROUTES SHALL BE IDENTIFIED BY THE INTERIOR END OF THE PARKING SPACE, POSTED AT A MINIMUM HEIGHT OF 60 IN. ABOVE THE FINISHED FLOOR OR GROUND SURFACE OF THE ACCESSIBLE ROUTE, MEASURED TO THE BOTTOM OF THE SIGN.

AN ADDITIONAL SIGN SHALL ALSO BE POSTED, IN A CONSPICUOUS PLACE, AT EACH ENTRANCE TO THE OFF-STREET PARKING FACILITY, NOT LESS THAN 17 IN. X 22 IN. IN SIZE WITH LETTERING NOT LESS THAN 1 IN. IN HEIGHT.

ACCESSIBLE STALL SIGNAGE

VAN ACCESSIBLE SPACES SHALL HAVE AN ADDITIONAL SIGN MOUNTED BELOW THE DISABLED PARKING SIGN THAT STATES "VAN ACCESSIBLE". SEE DETAIL THIS SHEET.

SITE ENTRANCE SIGNAGE
MUTCD SIGN DESIGNATION R100B (CA)

NOTE:
CONTRACTOR TO OBTAIN ADDRESS AND
TELEPHONE NUMBER FROM OWNER.



ADA SIGN DETAIL

N.T.S.

DRAFT - NOT FOR CONSTRUCTION

ATTACHMENT 3 - MARSHALLING YARD IMPROVEMENTS COST ESTIMATE

The SF Market
COP Yard Paving Project

Bidder: American Asphalt Repair & Resurfacing Inc.

Date: 3/29/2023

CSI	Description		Totals	Notes
01 1000	General Requirements			
02 4100	Demolition		\$ 353,500.00	Removal of concrete & asphalt surface.
31 2000	Subsurface		\$ -	Non-Needed
	Base prep		\$ 10,000.00	Re-compaction of exposed baserock material below 5" surface removal.
	Sealcoat		\$ 16,000.00	Slurry Seal of areas of non-replacement.
	Paving		\$ 697,150.00	Repaving of all replacement areas with 5" of asphalt.
31 1375	Concrete Curbs and Gutters		\$ 172,550.00	Concrete swale replacements, trench plates & polyester Concrete.
31 1700	Parking Bumper & Pavement Markings		\$ 117,650.00	Thermoplastic striping & parking bumpers.
	Subtotal of CSI Divisions		\$ 1,366,850.00	
	General Conditions			
	Traffic Control Measures		\$ 12,500.00	Traffic control plans, delineators & barricades.
	Sub-Grade Scanning & Sub-Grade Testing		\$ 2,500.00	GPR Scanning & Subgrade material testing
	Erosion Control, City Permit & Grading Plan		\$ 23,750.00	Construction Site Prep, Enroachment Permit & Overall Grading Plan.
	Overhead and Profit (fee)		\$ 235,650.00	
	Insurance		\$ 1,000.00	
	Bollard Replacements	EA	\$ 1,250.00	
	Other mark-ups (provide background in notes column)			
	Construction Total		\$ 1,643,500.00	

Alternates

A.7	Exclusion of 24,001 Square Feet of 5" Asphalt Replacement at Building N.		\$ 80,150.00	12,191 Square Feet of Isolated 5" Repairs will be replaced as well as 22,005 Square Feet of Main Roadway.
A.8	Inclusion of 36,192 Square Feet of Sealcoat at Building N.		\$ 11,550.00	36,192 Square Feet of Building N Loading Dock and Parking Areas to be Sealcoated.
A.10	Inclusion of Main Roadway increase in thickness from 5" to 6" replacement (100' X 20' = 2,000 Square Feet)		\$ 3,850.00	
A.11	Installation of Speed Hump within Main Roadway		\$ 3,150.00	

Note: All Alternates to be fully loaded with burden of GC, Fee, Insurance, etc.

Qualifications and Exclusions:

Total number of working days for base scope (Paving Stages 1-6, Concrete Swales 1-4, Sealcoat & Striping) to be 36 Days. If Concrete Swales are to be included add 8 more days of construction.

1.

Concrete Swale Work Progression: Half of each stages swale section to be worked on at a time. Day 1 = Demo & form setting. Trench plates to be securely installed at end of day to allow access for dock area the next night/ day. Day 2 = Trench plate removal, rebar installation & concrete pour. Trench plates installed for use at end of day. Allow for proper curing time. On Day 1 of next section baserock will be placed within gap along new gutter and asphalt for opening up to vehicle traffic.

2.

If it is determined that there are subgrade areas within the market that may be deemed too soft for proper compaction and additional subgrade treatment is needed a change order for additional work may be applied. SF Produce Market will be made immediately aware of any known issue in the field during day of construction.

3.

Note: *The SF Market reserves the right to select the Contractor based on qualifications, project approach and cost. The SF Market reserves the right to withhold the selection of the Contractor and/or to not award the contract to any of the participating Contractors.*

+ 2325 Third Street #206
San Francisco, CA 94107
Tel 415.621.1799
Fax 415.621.1798

ATTACHMENT 4 - DESCRIPTION OF ARCHITECTURAL SERVICES

PROJECT NAME: SF Market Redevelopment Project – 1900 Kirkwood Avenue

DATE
04.24.23

PROJECT LOCATION: 1900 Kirkwood Avenue, San Francisco, CA

SUBMITTED TO

Jackson Liles Architecture is pleased to submit this Proposal for Professional Services (the Proposal) to assist the SF Market (the Client) with the design of a new building on your Main Site in San Francisco, CA.

Michael Janis
General Manager

We have based this Proposal on our previous project work with the SF Market, our work to date on the 1900 Kirkwood site, our conversations with the Client team and our past work on similar projects.

The SF Market

SUBMITTED BY
Brian Liles, AIA
Principal

The Proposal provides an overview of the Project Objectives, a summary of the necessary Scope of Work for the Project, and a specific set of architectural services required for the design of the Project. We believe we have a good understanding of your desired outcome, as well as the steps necessary to accomplish a successful Project.

PAGES
12

PROJECT PARAMETERS

The Project includes the construction of a new building fit out to a core and shell level and associated site improvements at 1900 Kirkwood Avenue, a site in the southeast quadrant of the SF Market's Main Site. The expected improvements are outlined below.

Off-site horizontal improvements include construction of new sidewalks, curbs, gutter, street trees, street paving, and replacement of street paving where required for utilities.

On-site horizontal improvements include utilities, paving and grading, parking and accessible ramps and stormwater provisions (compliant with SFPUC standards).

Vertical improvements include the construction of one (1) building. The building is a one (1) story Type V-B fully sprinklered building of approximately 68,250 gross square feet. The building is primarily a S-2 occupancy with access B occupancy in limited areas of the building. The building is approximately 38' to the highest roof, not including mechanical screens.

Vertical improvements for the project consist of the construction of a new building with the following attributes:

- A. One new approximately 68,250 sf building with a clear height of approximately 27' high, to include the following programmatic areas:
 1. Core and shell construction appropriate for a multi-tenant building. The building is anticipated to hold between 2 -5 tenants.
 2. Tenant space shall be designed to accommodate future users who are engaged in the fresh food storage and distribution business. The core and shell space is anticipated to be delivered to tenants for their future build out in a warm shell condition (warehouse to be ventilated only).
 3. The building will be occupied by several programmatic components that serve the Market wide use as outlined below.

Proposal for Architectural Services

- Food Recovery Center
 - Specialized Refuse Management Area
 - Operations office
- B. The building is to be fire sprinklered throughout with a NFPA 13 compliant system.
- C. The project sustainability goals include:
 - a. Title 24 compliance
 - b. The building will be LEED Gold Certified, as the primary measure of sustainability
 - c. The building will meet the appropriate SFGBC requirements.
- D. The Owner will be responsible for the following consultants:
 - a. Surveying
 - b. Geotechnical Engineering
 - c. Hazardous Materials testing (as required)
 - d. Special Inspections
 - e. Utility provider coordination – dry utility consulting
 - f. PG&E interface
 - g. Permit Expeditors
 - h. AV/ Low Voltage/ Security
- E. This proposal assumes that the General Contractor will engage the following design/ build subcontractors that will coordinate with JLA and the design team:
 - a. Fire Alarm
 - b. Fire Sprinklers
 - c. Cold Storage
 - d. High-Bay Racking
 - e. PV system
 - f. Electric Vehicle charging systems

PROJECT OBJECTIVES

The overall objective of the Project is the design and construction of a new warehouse suitable for use by merchants (tenants) of the SF Market. The specific architectural project scope of work includes:

- A. Provide a unified design from Kirkwood Avenue to the loading dock to reflect the nature, mission, and energy of the SF Market
- B. Provide staff spaces that are functional, durable, and inspiring including the Food Recovery Center and Specialized Refuse Management Area
- C. Provide an efficient, functional and worker-safe warehouse area
- D. Provide a well-orchestrated volunteer experience from the entry into the building, to the Food Recovery volunteer work areas, to the support spaces
- E. Provide a recognizable identity for the building which reflects the SF Market's mission and values
- F. Provide a design which is responsive to life cycle costs, including maintenance and replacement costs.

This scope of work will be implemented through the steps and phases outlined below as Basic Services. Design is an iterative process, and the phases outlined below will often overlap as part of the design process.

BASIC SERVICES

Proposal for Architectural Services

The JLA proposed Scope of Basic Services are as noted in ATTACHMENT A: SCOPE OF BASIC ARCHITECTURAL SERVICES.

ASSUMPTIONS & CLARIFICATIONS

The following are assumptions and clarifications that form the basis of this Proposal:

1. The Proposal is based on a construction budget of \$35,000,00 to \$40,000,000.
2. JLA has previously provided professional services for this project; these services are not included in the fees included in this proposal. The fees included in this proposal will begin to be utilized with the billing cycle starting with services provided in May 2023.
3. Proposal assumes that the design and documentation process will be completed within 1.5 years of the start of services, and that the duration of construction will be 14 months.
4. Proposal assumes a General Contractor will be pre-selected based on qualifications and will provide pre-construction services starting no later than 50% Design Development.
5. JLA will utilize Revit, a 3D BIM (Building Information Management) software for our projects.
6. Meetings or Presentations with the local building authority that are not outlined in the Proposal will be provided as an additional service.
7. Change in the original scope of services or additional work requested, including any rework of, or changes in, previously approved work will be provided as an additional service.
8. Consulting services required due to changes in and/or reinterpretation of conditions not previously apparent, and/or engineering, zoning requirements or building codes will be provided as an additional service.
9. Additional meetings with the project team other than those outlined in this Proposal will be provided as an additional service.
10. Fee includes the services of engineering disciplines specifically listed, no other engineering or consultant services are included.
11. The proposal includes services for the Core and Shell design and construction of the 1900 Kirkwood. The Proposal does not include services supporting the tenanting of the building and/or supporting the SFM and potential tenants in exploring their potential tenancy in the building.
12. The Proposal does not include services related to the development or implementation of the SFM's Reinvestment Plan as a whole including assisting in the development of the design of the surrounding roadways and seeking a Final Parcel map.
13. JLA will develop a conceptual design for exterior signage. The Proposal assumes that a graphic designer or signage vendor will further develop the design concept to provide technical drawings and specifications for signage fabrication.
14. JLA will coordinate code required interior building signage with the selected signage contractor. This coordination will include numbering and naming systems, classification of room and signage types and general coordination of signage system with finishes.
15. JLA services include general coordination and sizing of donor recognition elements. The Proposal assumes that a graphic designer or signage vendor will be the lead designer of the donor recognition elements and that Jackson Liles

Proposal for Architectural Services

Architecture will coordinate with this designer to ensure that donor recognition elements are integrated seamlessly with the finishes of the building.

16. JLA does not provide selection, specification or coordination of computers, IT equipment, phone systems, security systems, access control, camera monitoring or any type of AV systems. We can assist in identifying consultants to design these systems, if needed.
17. Proposal assumes survey for the site will be provided by the Client and will include topography, legal boundaries, easements, the location of underground and above ground utilities, any ground level features, and overhead obstructions.
18. Proposal assumes the project will be granted a Categorical Exemption to the California Environmental Quality Act.
19. The Proposal assumes the review of the Project by the Planning Department will not require a Conditional Use Permit, Variance, or other similar out of standard approval process.
20. Any services related to the identification and removal of hazardous materials are specifically excluded from these services.
21. It is assumed that we will have ready access to the site when needed during the design and construction of the Project, and reasonable access for photographing the project at the completion of construction.
22. Note that we do not have control over construction costs, market forces or material shortages and cannot guarantee that a design that meets your programmatic needs can be constructed for a specific budget amount. We will work with you to create a functional, durable, and cost-efficient project.
23. Note that no permit fees, entitlement fees, application fees, or fees paid to government authorities are included in this Proposal.

FORM OF AGREEMENT

This Proposal is provided as Exhibit A to a B101-2017 AIA Standard Form of Agreement between Owner and Architect which has been modified to meet the project needs.

TERMS OF AGREEMENT

A. FEE FOR BASIC SERVICES

JLA will provide the Basic Services as defined above for a lump sum fee of One Million Seven Hundred Thousand dollars (\$1,700.00). The lump sum fee will be invoiced monthly on a percentage complete basis. The total lump sum fee is comprised in a number of phases and disciplines which are demonstrated in the following TABLE FEE FOR BASIC SERVICES.

Proposal for Architectural Services

<i>discipline</i>	<i>SD</i>	<i>DD</i>	<i>CD</i>	<i>Permit/Bid</i>	<i>CA</i>	<i>Total</i>
Architecture	-	227,500	305,000	24,000	290,900	847,400
Civil Engineering ²	24,100	34,900	68,000	3,500	33,300	163,800
Landscape Architecture ³	0	18,000	32,000	2,000	4,000	56,000
Structural Engineering ⁴	15,000	30,000	55,000	5,000	30,000	135,000
Mechanical	10,000	38,000	45,000	1,000	16,000	110,000
Electrical						
Electrical	9,000	37,000	42,000	1,000	15,000	104,000
Lighting Design	3,000	6,000	7,000	0	2,000	18,000
Plumbing	5,000	21,000	24,000	1,000	9,000	60,000
MEP Commissioning	0	0	33,000	0	2,000	35,000
FS D/B standards	750	1,250	1,750	0	1,250	5,000
FA D/B standards	750	1,250	1,750	0	1,250	5,000
Envelop - Waterproofing	0	2,800	28,000	0	14,000	44,800
T-24 Modeling	2,750	2,750	0	0	0	5,500
LEED						
Consulting	0	28,000	24,500	0	17,500	70,000
Commissioning	0	0	0	0	30,000	30,000
LEED Modeling	5,250	5,250	0	0	0	10,500
Consultant subtotal	75,600	226,200	362,000	13,500	175,300	852,600
Total	75,600	453,700	667,000	37,500	466,200	1,700,000

TABLE – FEE FOR BASIC SERVICES

Notes

1. The following consultants are included within the Architectural Fee carried by JLA
2. The following consultants are included within the Architectural Fee carried by JLA
3. Landscape fee is a placeholder until scope of work is confirmed and is based on Site Permit drawings
4. SE feed includes separating design in to 2 Addenda, foundation and remaining superstructure.

B. CONSULTANTS FEES

The following services are included in the fee estimate above:

- Civil Engineering Structural Engineering
- MEP Engineering Basic Services
- MEP Title 24 Commissioning, systems to include:
 - HVAC system and controls
 - Domestic Hot Water
 - Daylighting Controls
 - Occupancy Sensors
 - Lighting Controls
- MEP Title 24 Performance Energy Model
- Fire Sprinkler Design Build specifications
- Fire Alarm Design Build specifications
- Landscape Architecture
- LEED design phase services

The SF Market
1900 Kirkwood Avenue
San Francisco, CA

Proposal for Architectural Services

We look forward to your comments and welcome any questions about this Proposal for our services. Again, we are very excited about the potential of working with you on this exciting Project. Please call me with any questions at (415) 621.1799.

Sincerely,

Approved:



Brian Liles, AIA, LEED AP
Principal

Jackson Liles Architecture
CA Architecture License # C-27249

Date 04.24.23

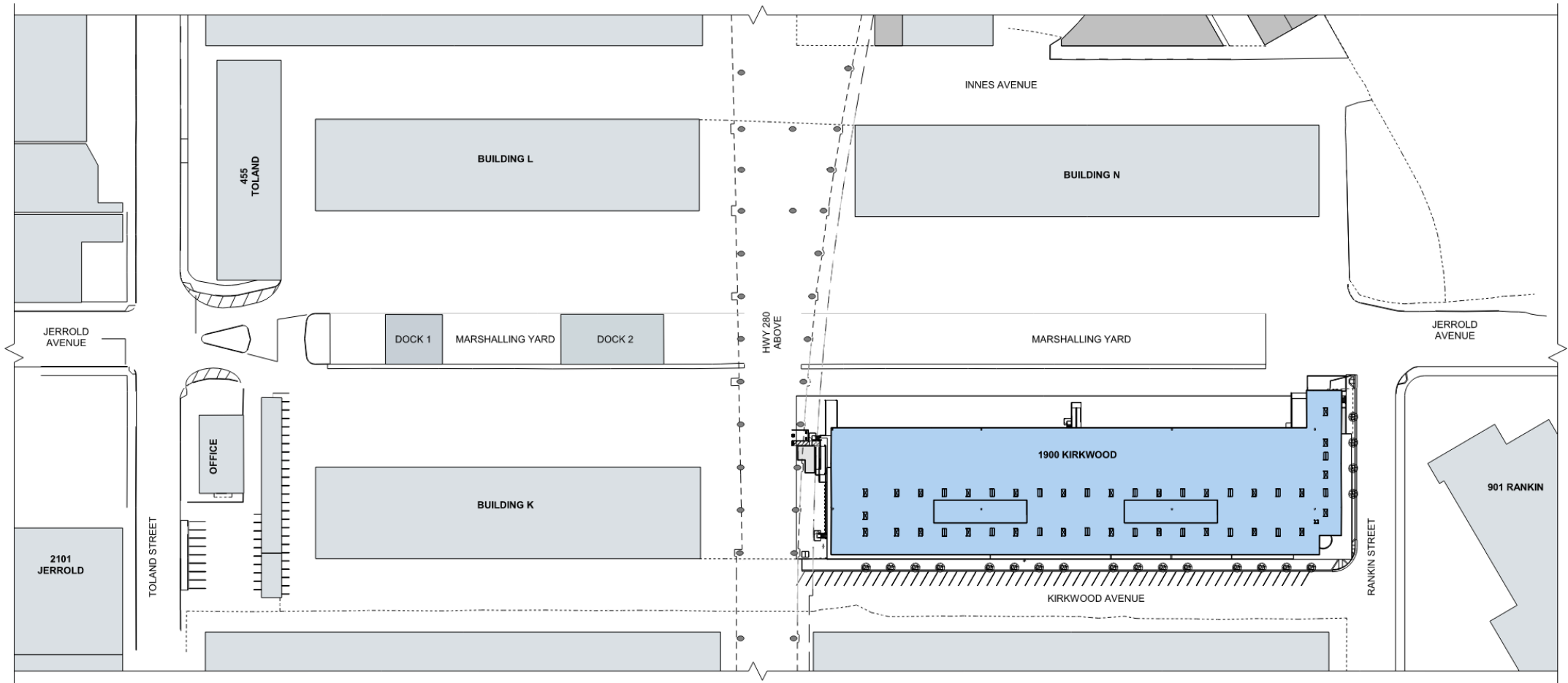
Michael Janis
General Manager

2095 Jerrold Avenue
San Francisco, CA 94124

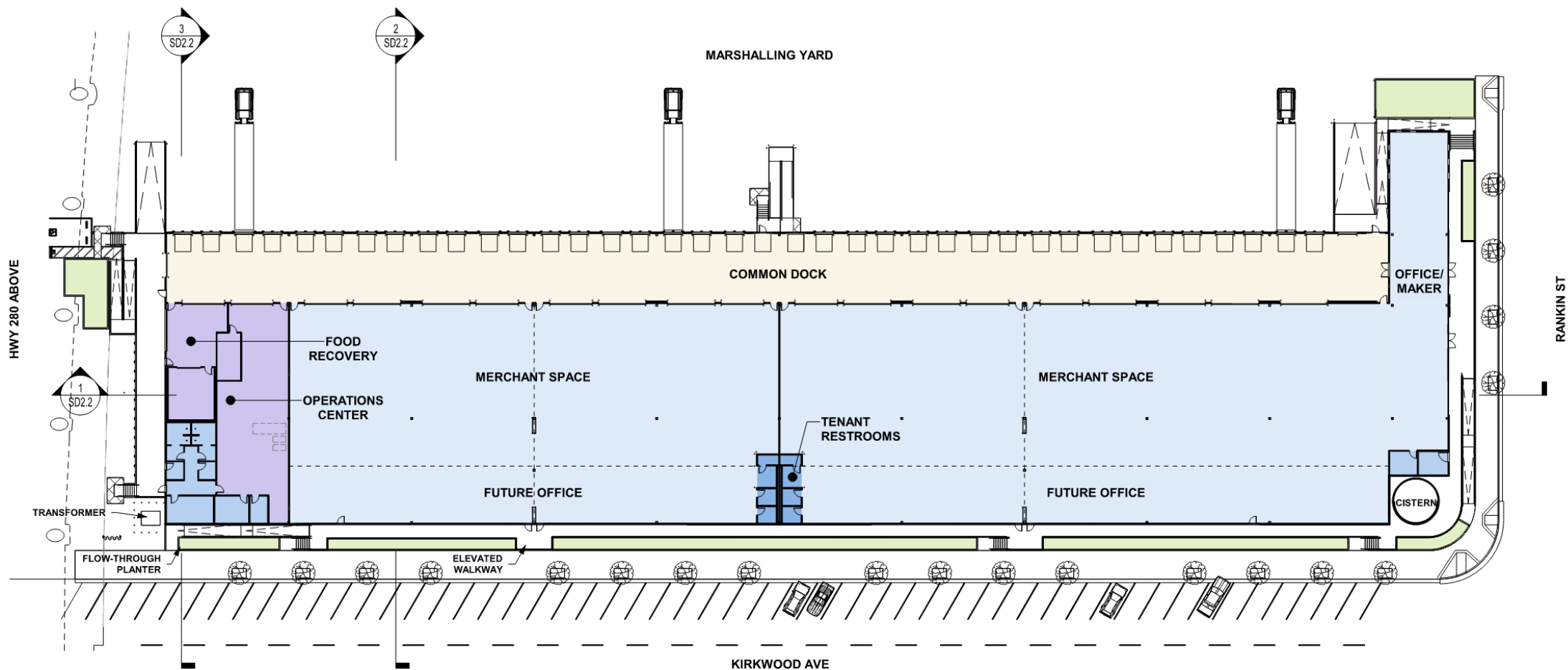
Date: _____

*Architects are licensed and regulated by the California Architects Board located at
2420 Del Paso Road, Suite 105, Sacramento, CA 95834*

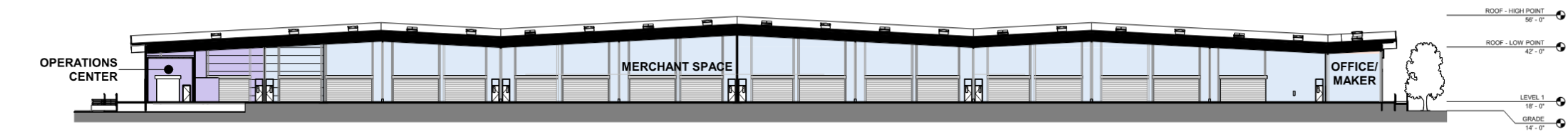
ATTACHMENT 5 - Conceptual Design



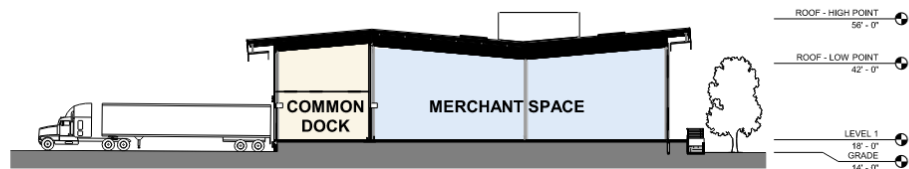
Design Overview



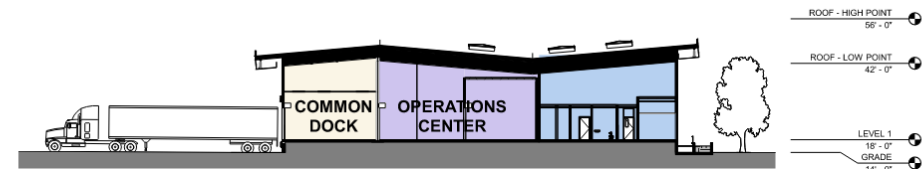
Design Overview



1 LONGITUDINAL SECTION THROUGH WAREHOUSE
1" = 30'-0"



2 TRANSVERSE SECTION THROUGH WAREHOUSE & OFFICE
1" = 30'-0"



3 TRANSVERSE SECTION THROUGH OPERATIONS
1" = 30'-0"

Design Overview

