





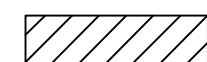

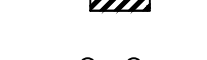



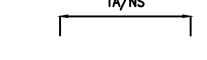







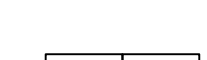



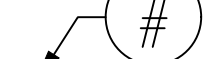
APPROACH SPEED (MPH)	TABLE A - MAXIMUM CHANNELIZER SPACING				
	TAPER (FT)	TANGENT (FT)	CONFLICT (FT)	1-LANE, 2-WAY	DOWN- STREAM (FT)
	15	15	30	7	20
	20	20	40	10	20
	25	25	50	12	20
	30	30	60	15	20
35	35	70	17	20	20
40	40	80	20	20	20
45	45	90	22	20	20
50	50	100	25	20	20
55	50	100	25	20	20
60	50	100	25	20	20
65	50	100	25	20	20
70	50	100	25	20	20
75	50	100	25	20	20

TABLE B					
MINIMUM TAPER LENGTH FOR WIDTH OF OFFSET = 12 FT					
APPROACH SPEED (MPH)	MERGING L (FT)	SHIFTING L/2 (FT)	SHOULDER L/3 (FT)	ONE LANE, TWO-WAY (FT)*	DOWN- STREAM (FT)*
	15	45	23	15	50
	20	80	40	27	50
	25	125	63	42	50
	30	180	90	60	50
35	245	123	82	50	50
40	320	160	107	50	50
45	540	270	180	50	50
50	600	300	200	50	50
55	660	330	220	50	50
60	720	360	240	50	50
65	780	390	260	50	50
70	840	420	280	50	50
75	900	450	300	50	50

* MAXIMUM TAPER LENGTH FOR ONE-LANE TWO WAY AND DOWNSTREAM TAPERS IS 100 FT

TABLE C - ADVANCE WARNING SIGN SPACING	
ROAD TYPE	SIGN SPACING (FT)
URBAN 25 MPH OR LESS	100
URBAN MORE THAN 25 MPH TO 40 MPH	250
URBAN MORE THAN 40 MPH	350
RURAL	500
EXPRESSWAY / FREEWAY	1,000 (CLOSEST TO WORK ZONE)
	1,500 (SECOND)
	2,640 (FIRST SIGN SEEN BY PUBLIC)

LEGEND

-  WORK ZONE
-  PAVEMENT MARKING
-  BARRICADE (TYPE 1, 3, OR ADA AS NOTED)
-  28", 10# REFLECTIVE CONE
-  36" FIXED-MOUNT CHANNELIZER, ORANGE WITH WHITE RETRO-REFLECTOR, UON
-  SIGN
-  POST TEMP. TOW AWAY / NO STOPPING SIGNS
-  PLAN VIEW FLASHING ARROW SIGN (FAS) OR CHANGEABLE MESSAGE SIGN (CMS)
-  FLASHING ARROW SIGN
-  SPEED RADAR TRAILER
-  FLAGMAN
-  UNIFORMED POLICE OFFICER
-  WATER-FILLED LCD OR BARRIER AS NOTED
-  ADA PLASTIC PEDESTRIAN BARRICADE / LCD
-  CONCRETE K-RAIL BARRIER PER CALTRANS STANDARDS
-  CRASH CUSHION, TL RATING AS NOTED
-  TEMP PEDESTRIAN RAMP PER CALTRANS STD DRAWINGS T33 & T34
-  TEMP STRIPING DETAIL PER CALTRANS STDs
-  REMOVE CONFLICTING STRIPING

NOTES:

- WORK SCOPE: CURB RAMP, SIDEWALK, AND CURB & GUTTER CONSTRUCTION (WORKING AND NON-WORKING HOURS)
- WORK HOURS: SEE CHARTS
- EXPECTED DURATION: 4 DAYS PER CURB RAMP, 15 DAYS MAX PER INTERSECTION. 7 DAYS FOR SIDEWALK WORK.
- PROVIDE FULL ROADWAY DURING NON-WORKING HOURS, UNLESS OTHERWISE NOTED. CONTRACTOR MAY BARRICADE CURB RAMP AREAS PER NON-WORKING HOURS DETAILS FOR UP TO 4 DAYS PER CURB RAMP AND SIDEWALKS FOR UP TO 7 DAYS
- PROVIDE LOCAL ACCESS AT ALL TIMES.
- NOTIFY RESIDENTS, BUSINESSES, AND PROPERTY OWNERS WITH DATES AND TIMES THAT THEIR ACCESS WILL BE AFFECTED 2 WEEKS PRIOR TO START OF WORK.
- CONTRACTOR SHALL BE ALLOWED TO WORK ON CURB RAMPS AT A MAXIMUM OF 3 INTERSECTIONS AT ANY TIME ALONG A STREET.
- NO CROSSWALK SHALL BE ALLOWED TO BE CLOSED DURING CURB RAMP WORK EXCEPT DURING DEMOLITION OF CURB RAMPS WHEN CONTRACTOR MAY CLOSE ONLY ONE CROSSWALK AT A TIME AND PROVIDE ONE FLAGGER TO GUIDE PEDESTRIANS TO THE OPEN CROSSWALK.
- CONTRACTOR SHALL MAINTAIN ALL CROSSWALKS AND STOP LINES AT ALL TIMES WHILE CONSTRUCTING CURB RAMPS, USING TEMPORARY TAPE IF NECESSARY.
- SEE CONTRACT SPECIFICATION SECTION 01 55 26 FOR ADDITIONAL NOTES
- ALL TRAFFIC CONTROL SHALL FOLLOW THE CA MUTCD, LATEST EDITION
- ALL TRAFFIC CONTROL DEVICES SHALL BE RETROREFLECTIVE AND CRASHWORTHY AS DEFINED IN THE CA MUTCD.
- FLAGGER STATIONS SHALL BE ILLUMINATED DURING HOURS OF DARKNESS
- MOUNT 2 ORANGE FLAGS ABOVE EACH SIGN. SEE TABLE 6F-1 IN CHAPTER 6 OF THE CA MUTCD FOR SIGN SIZES. MINIMUM SIGN HEIGHT FOR TEMPORARY SIGNS IS 1' FROM THE GROUND TO THE BOTTOM OF THE SIGN. IF A SIGN WILL BE IN PLACE FOR MORE THAN 3 DAYS, MINIMUM SIGN HEIGHT IS 7'.
- CONTRACTOR TO VERIFY ACCURACY OF EXISTING STRIPING PRIOR TO START OF WORK.
- IF TRENCH PLATES ARE USED, PLACE A W8-24 "STEEL PLATE AHEAD" SIGN IN ADVANCE.
- A C27 "OPEN TRENCH" SIGN SHALL BE USED IN ADVANCE OF OPEN TRENCHES IN/OR ADJACENT TO THE ROADWAY. ALL OPEN TRENCHES SHALL BE CLEARLY DELINEATED AND BARRICADED DURING WORKING HOURS AND FILLED OR PLATED DURING NON-WORKING HOURS.
- IF A STEP OR RIDGE IN THE PAVEMENT EXCEEDS $\frac{3}{8}$ " PARALLEL TO THE DIRECTION OF TRAVEL OR $\frac{3}{8}$ " PERPENDICULAR TO THE DIRECTION OF TRAVEL, POST A C46(CA) "UNEVEN PAVEMENT" SIGN (OR W8-11 "UNEVEN LANE" SIGN IF ALONG A LANE LINE). IF THE STEP EXCEEDS 3", DO NOT RE-OPEN THE ROADWAY UNTIL CORRECTED.
- PRIOR TO DIRECTING OR CHANNELIZING BICYCLES INTO AN AREA OF THE ROADWAY, CONTRACTOR SHALL VERIFY THAT ALL DRAIN INLET GRATES ARE BICYCLE-SAFE. REFER TO CALTRANS STANDARD PLAN D77B FOR EXAMPLES OF BICYCLE-SAFE GRATES.
- WHEN DIVERTING PEDESTRIANS FROM A SIDEWALK, CONTRACTOR SHALL DELINEATE A 5' (4' MINIMUM) SAFE PATH OF TRAVEL FOR PEDESTRIANS USING PLASTIC ADA-COMPLIANT PEDESTRIAN BARRICADES WITH A DETECTABLE AND CONTINUOUS TOE-BOARD. THE BOTTOM OF THE TOE BOARD SHALL BE NO MORE THAN 2" ABOVE GRADE AND THE TOP SHALL BE AT LEAST 6" ABOVE GRADE. THE SAFE PATH OF TRAVEL SHALL CONSIST OF A HARD, SMOOTH, CONTINUOUS SURFACE WITH A MAXIMUM SLOPE OF 5% AND CROSS SLOPE OF 2%. SURFACE DISCONTINUITIES MUST NOT EXCEED $\frac{1}{2}$ " AND VERTICAL DISCONTINUITIES BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ " MUST BE BEVELED AT A MAXIMUM OF 2:1 OR FLATTER. REFER TO THE CALTRANS TEMPORARY PEDESTRIAN ACCESS ROUTES HANDBOOK FOR ADDITIONAL DETAILS.
- TEMPORARY CURB RAMPS MUST NOT HAVE SURFACE DISCONTINUITIES. THE LONGITUDINAL SLOPE MUST BE NO GREATER THAN 8.3%. EDGE PROTECTION MUST BE AT LEAST 2" HIGH ON EACH SIDE IF IT DOES NOT HAVE FLARES AND THE RISE IS GREATER THAN 6". A DETECTABLE WARNING SURFACE MUST BE USED. REFER TO CALTRANS STANDARD PLANS T33 AND T34 FOR ADDITIONAL DETAILS.
- IF AN EXISTING SAFE PATH OF TRAVEL IS OBSTRUCTED BY A FLEXIBLE HOSE FOR SEWER DIVERSION, THE CONTRACTOR SHALL PROVIDE TEMPORARY PEDESTRIAN RAMPS OVER THE HOSES. IF THE FLEXIBLE HOSE IS LOCATED WITHIN A BIKE PATH, THE CONTRACTOR SHALL PROVIDE LONGITUDINAL AND/OR TRANSVERSE TRANSITIONS WITH A SLOPE OF 1:18 BETWEEN THE HOSE AND EXISTING PAVEMENT WHENEVER THE DIFFERENCE IN THE GRADE OF THE PAVEMENT AND THE HOSE EXCEEDS $\frac{3}{4}$ ", BEFORE OPENING THE LANES TO TRAFFIC.

ABBREVIATIONS:

- ADA

ADAAG

AFAD

AVE

BW

BY

CAL/OSHA

CA MUTCD

CALTRANS

CHP

CMS

COZEEP

CVC

DOT

DY

E

E

EB

EP

ES

ETW

EXP

FAS

FWWA

FS

FWY

LCD

LF

LL

LN

LOS

MAX

MH

MPH

MUTCD

N

N

NB

NCHRP

NS

NTS

OH

OSHA

PCMS

PE

PED

PM

RD

ROW

RR

RTE

RW

R/W

S

SB

SR

ST

STD

SW

SW

SY

TA/NS

TC

TCP

TEMP

TS

TTC

TYP

UON

W

WB
- AMERICAN WITH DISABILITIES ACT

ADA ACCESSIBILITY GUIDELINES

AUTOMATED FLAGGER ASSISTANCE DEVICE

AVENUE

BROKEN WHITE (STRIPE)

BROKEN YELLOW (STRIPE)

CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

CALIFORNIA HIGHWAY PATROL

CHANGEABLE MESSAGE SIGN

CONSTRUCTION ZONE

ENHANCED ENFORCEMENT PROGRAM

CALIFORNIA VEHICLE CODE

DEPARTMENT OF TRANSPORTATION

DOUBLE YELLOW (STRIPE)

EAST

EXISTING

EAST-BOUND

EDGE OF PAVEMENT

EDGE OF SHOULDER

EDGE OF TRAVELED WAY

EXPRESSWAY

FLASHING ARROW SIGN

FEDERAL HIGHWAY ADMINISTRATION

FAR SIDE

FREEWAY

LONGITUDINAL CHANNELIZING DEVICE

LINEAR FOOT

LIMIT LINE (12" SW)

LANE

LEVEL OF SERVICE

MAXIMUM

MAN-HOLE

MILES PER HOUR

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

NEW

NORTH

NORTH-BOUND

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

NEAR SIDE

NOT TO SCALE

OVERHEAD

OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

PORTABLE CHANGEABLE MESSAGE SIGN

PROFESSIONAL ENGINEER

PEDESTRIAN

POST MILE OR AFTERNOON

ROAD

RIGHT OF WAY

RAILROAD

ROUTE

ROADWAY

RIGHT OF WAY

SOUTH

SOUTH-BOUND

STATE ROUTE

STREET

STANDARD

SIDEWALK

SOLID WHITE (STRIPE)

SOLID YELLOW (STRIPE)

TOW AWAY / NO STOPPING

TRAFFIC CONTROL

TRAFFIC CONTROL PLAN

TEMPORARY

TRAFFIC SIGNAL

TEMPORARY TRAFFIC CONTROL

TYPICAL

UNLESS OTHERWISE NOTED

WEST

WEST-BOUND

INDEX OF TRAFFIC CONTROL PLAN SHEETS			
SHEET NAME	REV	SCOPE	ISSUE DATE
TCP 027	1	NOTES AND CHARTS FOR CURB RAMP, SIDEWALK, AND CURB & GUTTER TRAFFIC CONTROL PLANS	5/23/2022
TCP 028	0	SIDEWALK AND CURB CONSTRUCTION ON MIRABEL AVE	5/2/2022
TCP 029	0	SIDEWALK AND CURB CONSTRUCTION ON MONTEZUMA ST	5/2/2022
TCP 030	1	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON MONTEZUMA ST AT SHOTWELL ST	5/23/2022
TCP 031	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON COSO AVE AT WINFIELD ST	5/2/2022
TCP 032	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON COSO AVE AT AZTEC ST	5/2/2022
TCP 033	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON BESSIE ST AT MANCHESTER ST	5/2/2022
TCP 034	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON BESSIE ST AT MANCHESTER ST (CONTINUED)	5/2/2022
TCP 035	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON STONEMAN ST AT SHOTWELL ST	5/2/2022
TCP 036	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON STONEMAN ST AT MANCHESTER ST	5/2/2022
TCP 037	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON PERALTA AVE AT MULLEN AVE	5/2/2022
TCP 038	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON PERALTA AVE AT FLORIDA ST	5/2/2022
TCP 039	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON PERALTA AVE AT FRANCONIA ST	5/2/2022
TCP 040	0	SIDEWALK AND CURB & GUTTER CONSTRUCTION ON ANDOVER ST FROM BENTON AVE TO CRESCENT AVE	5/2/2022
TCP 041	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON ANDOVER ST AT BENTON AVE	5/2/2022
TCP 042	0	CURB RAMP, SIDEWALK AND CURB & GUTTER CONSTRUCTION ON ELLSWORTH AVE AT OGDEN AVE	5/2/2022
TCP 043	0	SIDEWALK AND CURB CONSTRUCTION ON ELLSWORTH AVE FROM OGDEN AVE TO CRESCENT AVE	5/2/2022

IF THIS SHEET IS NOT 24"x36" , IT IS A REDUCED PRINT – SCALE ACCORDINGLY

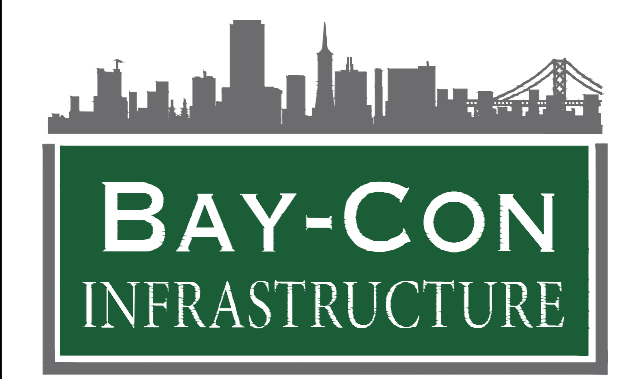
050100150

1" = 50'

GRAPHIC SCALE

Revisions

No.	Revisions	By	Date	Appr.
1	UPDATE INDEX	PM	5/23/22	




BAY-CON INFRASTRUCTURE
PO BOX 1342
SAN MATEO CA 94401
(415) 580-1441 OFFICE
(415) 329-3240 FAX
INFO@BAY-CON.COM

Key Plan

This document is the property of the engineer and is not to be used without engineer's written permission. Satellite imagery provided by Google Earth.

Engineer Of Record:
PHIL MIESZKOWSKI, PE



5/23/2022

DESIGN DOCUMENTS
TEMPORARY TRAFFIC CONTROL

Client
MICHAEL O'SHAUGHNESSY CONSTRUCTION, INC
48 RIVERTON DR
SAN FRANCISCO, CA 94132
(415) 726-3052
OFFICE@MOSCONSTRUCTION.ORG

Owner
SAN FRANCISCO PUBLIC WORKS
49 S VAN NESS AVE, SUITE 1600
SAN FRANCISCO, CA 94103
(628) 271-3139
CONTRACTADMIN.STAFF@SFPD.W.ORG

Project
VARIOUS LOCATIONS NO. 52 PAVEMENT RENOVATION AND SEWER REPLACEMENT
SAN FRANCISCO, CA
SOURCING ID NO. 0000003758

Sheet Title
NOTES AND CHARTS FOR CURB RAMP, SIDEWALK, AND CURB & GUTTER TRAFFIC CONTROL PLANS – SHEET 1 OF 17

BCI Job 146

Drwn By PM

Chckd By PM

Issue Date 5/2/2022

Sheet

TCP-027