



□ REVISE AND RESUBMIT

☐ SUBMIT SPECIFIED ITEM(S)

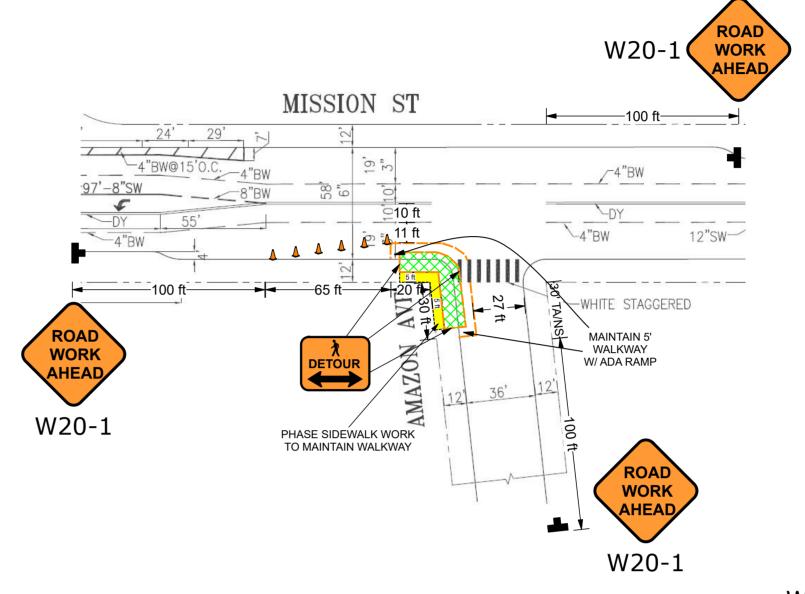
Review is only for general conformance wi the design concept of the project and gener compliance with the requirements of the contract documents. Any action shown subject to the requirements of the plans an specifications. Contractor™ssponsibilities include, but are not limited to actua dimensions which shall be confirmed an correlated at the job site; preferred fabrication processes and techniques construction; coordination of the contractor™s work th/vi that of all other trades; and the satisfactory performance the contractor™s work

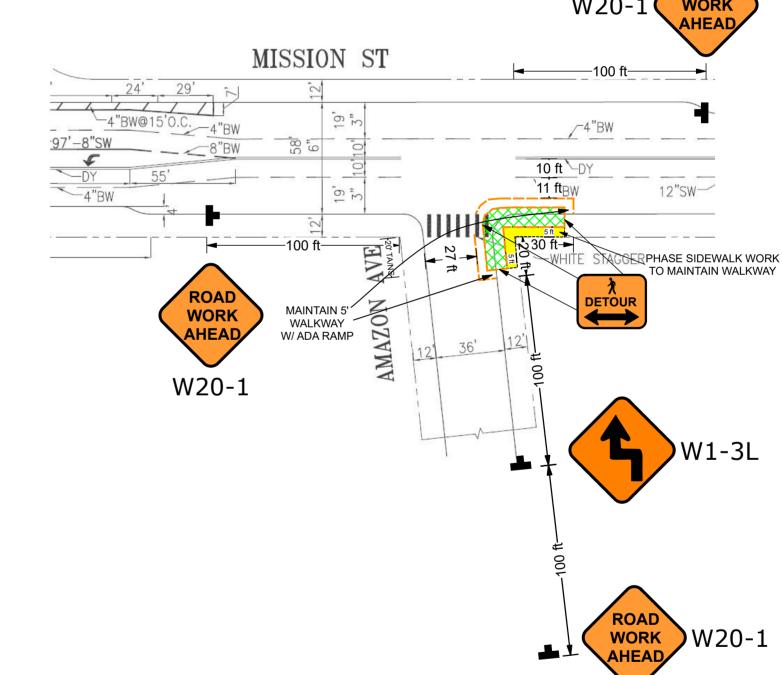
Sustainable Streets Division San Francisco Municipal Transportation Agend City and County of San Francisco

CURB & GUTTER (EXCEPT ALONG BUS PAD LOCATIONS), SIDEWALK, CURB RAMP, RAISED CROSSWALK AND PARKING STRIP WORK MISSION STREET Geneva Ave to 7AM – 9AM (M-F) Ney St 9AM – 3PM (M-F) 1@12' 1@11'/1@10' 1@11'/1@10' Full Rdwy 1@11'/1@10' 1@11'/1@10' Full Rdwy **During Curing** Cross Streets for Mission Street 1@12' **←/→** Full Rdwy

<u>Traffic Lane Requirements</u> <u>Number and Width of Lanes</u>

NON-WORKING HOURS CONCRETE CURING





	Legend	Table 6C-3		h Criteria for Ten 12 feet Offset W	nporary Traffic Co	ntrol Zones	
A	28" Traffic Cone		(101	Minimum Ta	aper Length**		
1	Delineator	Speed* S (mph)	for Width of Offset 12 feet (W)				
	Pedestrian Barricade		Merging L (feet)	Shifting L/2 (feet)	Shoulder L/3 (feet)	Down Stream (feet)***	
\square	Work Area	20	80	40	27	50	
ŀ	Sign and Stand	25 30	125 180	63 90	42 60	50 50	
	Type I Barricade	35	245	123	82	50	
	Type III Barricade	40 45	320 540	160 270	107 180	50 50	
F	Flagger	50	600	300	200	50	
0	Parking Control Officer	55 60	660 720	330 360	220 240	50 50	
NTS	Not To Scale	65 70	780 840	390 420	260 280	50 50	
TA/NS	Towaway/No Stopping	75	900	450	300	50	
	Curing Concrete	** - For other offsets u For speeds of 40 For speeds of 45 Where: L=	se the following merging mph or less, L = WS/60 mph or more, L = WS taper length in feet = width of offset in feet	taper length formula for	rting, or the anticipated op L: eed prior to work, or the a		

*** - Maximum downstream taper length is 100 feet. See Section 6C.08.

Speed	Maximum Channelizing Devices Spacing			
(mph)	Taper* (feet)	Tangent (feet)	Conflict* (feet)	
20	20	40	10	
→ 25	25	50	12	
30	30	60	15	
35	35	70	17	
40	40	80	20	
45	45	90	22	
50	50	100	25	
55	50	100	25	
60	50	100	25	
65	50	100	25	
70	50	100	25	
75	50	100	25	

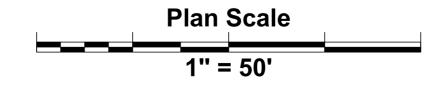
** Use on intermediate and short-term projects for taper and tangent sections where

there are no pavement markings or where there is a conflict between existing pavement markings and channelizing devices.

All other tapers are as shown.

D17	Distance Between Signs**			
Road Type	Α	В	С	
Urban - 25 mph or less***	- 100 feet	100 feet	100 feet	
Urban - more than 25 mph to 40 mph***	250 feet	250 feet	250 feet	
Urban - more than 40 mph***	350 feet	350 feet	350 feet	
Rural	500 feet	500 feet	500 feet	
Expressway/Freeway	1,000 feet	1,500 feet	2,640 fee	

second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.) ** Posted speed limit, off-peak 85th-percentile speed prior to work starting, or other anticipated operating speed





LICENSE NO 792059 3450 3RD ST #3G SAN FRANCISCO, CA 94124 CLASS A, 31, C21 415-206-1700 PHONE 415-206-1711 FAX WBE/SBE/LBE/DBE CERTIFIED INFO@CMCTRAFFIC.COM WWW.CMCTRAFFIC.COM

Date: 8/7/2023 Author: WY/MC Project: MISSION ST AND GENEVA AVE Client: BAUMAN LANDSCAPE Location: SAN FRANCISCO TCP: 171.1 **Job #**: 3405 **Rev**: 0

1) WORK HOURS: SEE TRAFFIC LANE REQUIREMENTS

- 2) CONTRACTOR TO VERIFY EXISTING STRIPING IS ACCURATE PRIOR TO START OF WORK.
- 3) ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF CA MUTCD.
- 4) ALL TRAFFIC CONTROL DEVICES SHALL BE RETROREFLECTIVE IF SETUP DURING HOURS OF DARKNESS.
- 5) THE CONTRACTOR SHALL BE ALLOWED TO WORK ON TWO (2) BLOCKS AND/OR TWO (2) INTERSECTIONS ON ANY ONE DAY NOT TO EXCEED 1,200 LINEAR FEET FOR CONCRETE BASE REPAIR WORK.
- 8) THE CONTRACTOR SHALL NOTIFY SFMTA AT LEAST (10) WORKING DAYS IN ADVANCE OF DOING ANY WORK IN EXISTING PASSENGER LOADING AND UNLOADING ZONE. THE SFMTA MAY TEMPORARILY AUTHORIZE THE RELOCATION OF THESE ZONES.
- 9) THE CONTRACTOR SHALL NOT PREVENT OR DELAY THE OPERATION OF MASS TRANSIT VEHICLES AT ANY TIME.