



☐ NO EXCEPTIONS TAKEN  
☒ MAKE CORRECTIONS NOTED  
☐ REJECTED  
☐ REVISE AND RESUBMIT  
☐ SUBMIT SPECIFIED ITEM(S)

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

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

By: Date: 07/13/2023

**Table A-3**  
Taper Length and Buffer Space  
Use in Typical Applications Diagrams

Length of Taper 'L' in Feet		
Speed in Miles per Hour*	Width of Offset**	12 Feet
20	73	80
25	115	125
30	165	180
35	225	245
40	293	320
45	495	540
50	550	600
55	605	660
60	660	720
65	715	780
70	770	840

\* Posted speed, off-peak 85th percentile speed prior to starting, or the anticipated operation speed.  
\*\* For other offset widths, apply the formula in table A-1.

**Table A-1**  
Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Upstream Tapers	
Merging Taper	L MINIMUM
Shifting Taper	1/2 L Minimum
Shoulder Taper	1/3 L Minimum
Two-Way Traffic Taper	100 feet Maximum
Downstream Tapers	
(Use is optional)	100 feet Minimum

Formula for Taper Length 'L'

$L = \frac{WS^2}{60}$ (40 mph or less)	$L = WS$ (45 mph or greater)
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L = Taper Length in feet  
W = Width of Offset in feet  
S = Speed in mph

**Table A-2**  
Suggested Advance Warning Sign Spacing

Road Type	Distance Between Signs in Feet
Urban - 25 mph or less	200
Urban - 30 mph or more	350
Rural	500
Expressway/Freeway	1000

- 3.23 TEMPORARY SIDEWALK EXTENSIONS – PARKLETS
- A. If a temporary sidewalk extension, parklet, is located within the work area and could be subject to damage by construction, the Contractor is responsible for coordinating its removal with the San Francisco Planning Department's Parklet Program Manager at [parklets@sfdpw.org](mailto:parklets@sfdpw.org), through the City Representative at least thirty (30) working days before starting work.
- B. In the event the Contractor removes or damages the existing parklet during construction, the Contractor shall immediately contact the Traffic Engineer and the Parklet Program Manager through the City Representative, to coordinate the repair or re-installation of the parklet at the Contractor's sole expense.
- C. Once the work has been completed by the Contractor and the final paving has been approved by the City Representative, the Contractor shall notify the Traffic Engineer and the Parklet Program Manager through the City Representative, and the parklet will be re-installed.

Traffic Lane Requirements  
Number and Width of Lanes

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
DURING SEWER LINING CONSTRUCTION					
So. Van Ness Ave. *	At All Times	1@14'	1@14'	-	-
16 <sup>th</sup> Street	At All Times	-	-	Full Roadway *	1@14'
17 <sup>th</sup> , Adair Streets	At All Times	-	-	Full Roadway *	Full Roadway
14 <sup>th</sup> & 15 <sup>th</sup> Streets	At All Times	-	-	1@11'	1@11'
12 <sup>th</sup> Street	At All Times	1@12'	1@12'	-	-
Folsom St.	At All Times	-	-	Full Roadway	1@14'

COMPASS

LEGEND

	Flashing Arrow Board		Work Area
	Flashing Arrow Board (Plan View)		Sign and Stand
	28" Traffic Cones		Water Filled Barrier
	Temporary Delineator		ADA Pedestrian Barrier
	Type 1 Barricades		MUNI WIRES
	Type 3 Barricades		TEMP STRIPING
NTS	Not to Scale		
TA/NS	Tow-Away / No Stopping		
	Flagger		

STAMP

**TRAFFIC CONTROL PLAN**

PW VARIOUS LOCATION PAVEMENT RENOVATION  
NO. 54 AND SEWER REPLACEMENT  
12TH ST FROM KISSLING ST TO FOLSOM ST

GENERAL NOTES:

- CONTRACTOR TO VERIFY EXISTING STRIPING IS ACCURATE PRIOR TO START OF WORK.
- ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF CA MUTCD.
- THE CONTRACTOR SHALL NOT PREVENT OR DELAY THE OPERATION OF MASS TRANSIT VEHICLES AT ANY TIME.
- THE CONTRACTOR SHALL PERFORM THE APPROPRIATE MEASURES TO ENSURE THE SAFETY OF BICYCLISTS ON ALL STREETS ON WHICH THERE IS CONSTRUCTION.

**DR TRAFFIC CONTROL, LLC**

LICENSE NO 1099211  
CLASS C31

INFO@DRTRAFFICCONTROL.COM

1395 FAIRFAX AVE, UNIT A  
SAN FRANCISCO, CA 94124  
WWW.DRTRAFFICCONTROL.COM

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Author	DEREK DOAN
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