

Traffic Lane Requirements Number and Width of Lanes for Through Traffic					
STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<b>During Curb Ramp Construction</b>					
Somerset, Goettingen, Brussels, Woolsey*, Salinas Ave. at Gould St., 3 Paul Ave., 3 Salinas Ave.	8AM – 6PM At Other Times	1@10' Full Roadway	1@10' Full Roadway	-	-
Holyoke at Woolsey*, San Bruno Ave., 3 Wheat, Crane	9AM – 4PM (M-F) 8AM – 6PM (S/S) At Other Times	- - -	- - -	1@11' 1@11' Full Roadway	1@11' 1@11' Full Roadway
Colby, Dartmouth, Carr, Exeter, Keith, Bowdon,	9AM – 4PM (M-F) 8AM – 6PM (S/S) At Other Times	1@10' 1@10' Full Roadway	1@10' 1@10' Full Roadway	-	-
Gould, Exeter Streets,	9AM – 4PM (M-F) 8AM – 6PM (S/S) At Other Times	1@10' 1@10' Full Roadway	1@10' 1@10' Full Roadway	-	-

- \* The Contractor shall not prevent or delay the operation of mass transit vehicles at any time. TC = Trolley Coach, MC = Motor Coach, MM = Sfmta Metro. See Subsection 3.3 MASS TRANSIT VEHICLES for more information.
- β The Contractor shall perform the appropriate measures to ensure the safety of bicyclists on ALL streets on which there is construction. Contractors shall pay special attention to streets that are on the Bicycle Route Network. See Blue Book Section 9: Bicycle Routes or on the internet at:  
<http://www.sfmta.com/services/streets/sidewalks/construction-regulations>  
The Contractor shall install "Bicyclists Allowed Use of Full Lane" signs, or other approved equal, on streets with bicycle lanes during construction.
- † The Contractor shall designate the lane for two-way traffic with a flag person at each end of the two-way road segment to control the flow of traffic. This operation shall be restricted to one block at a time.

ABBREVIATIONS:

ADA	AMERICAN WITH DISABILITIES ACT	LF	LINEAR FOOT
ADAAG	ADA ACCESSIBILITY GUIDELINES	LL	LIMIT LINE (12" SW) LANE
AFAD	AUTOMATED FLAGGER ASSISTANCE DEVICE	LN	LANE
AVE	AVENUE	LOS	LEVEL OF SERVICE
BW	BROKEN WHITE (STRIPE)	MAX	MAXIMUM
BY	BROKEN YELLOW (STRIPE)	MPH	MILES PER HOUR
CAL/OSHA	CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION	MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
CA MUTCD	CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS	N	NORTH
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION	NB	NORTH-BOUND
CHP	CALIFORNIA HIGHWAY PATROL	NCHRP	NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM
CMS	CHANGEABLE MESSAGE SIGN	NS	NEAR SIDE
COZEEP	CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM	NTS	NOT TO SCALE
CVC	CALIFORNIA VEHICLE CODE	OH	OVERHEAD
DOT	DEPARTMENT OF TRANSPORTATION	OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
DY	DOUBLE YELLOW (STRIPE)	PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
DW	DRIVEWAY	PE	PROFESSIONAL ENGINEER
E	EAST-BOUND	PED	PEDESTRIAN
EB	EDGE OF PAVEMENT	PM	POST MILE OR AFTERNOON
EP	EDGE OF SHOULDER	RD	ROAD
ETW	EDGE OF TRAVELED WAY	ROW	RIGHT OF WAY
EXP	EXPRESSWAY	RR	RAILROAD
FAS	FLASHING ARROW SIGN	RTE	ROUTE
FHWA	FEDERAL HIGHWAY ADMINISTRATION	RW	ROADWAY
FS	FAR SIDE	R/W	RIGHT OF WAY
FWY	FREEWAY	S	SOUTH
LCD	LONGITUDINAL CHANNELIZING DEVICE	SB	SOUTH-BOUND
		SR	STATE ROUTE
		ST	STREET
		STD	STANDARD
		SW	SIDEWALK
		SY	SOLID WHITE (STRIPE)
		TA/NS	TOW AWAY / NO STOPPING
		TC	TRAFFIC CONTROL
		TCP	TRAFFIC CONTROL PLAN
		TEMP	TEMPORARY
		TS	TRAFFIC SIGNAL
		TTC	TEMPORARY TRAFFIC CONTROL
		TYP	TYPICAL
		UON	UNLESS OTHERWISE NOTED
		W	WEST
		WB	WEST-BOUND

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 STD
- REMOVE CONFLICTING STRIPING

APPROACH SPEED (MPH)	TAPER (FT)	TANGENT (FT)	CONFLICT (FT)	1-LANE, 2-WAY	DOWN-STREAM (FT)
20	20	40	10	20	20
25	25	50	12	20	20
30	30	60	15	20	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)*
20	80	40	27	50	50
25	125	63	42	50	50
30	180	90	60	50	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)

NO EXCEPTIONS TAKEN

MAKE CORRECTIONS NOTED

REJECTED

REVISE AND RESUBMIT

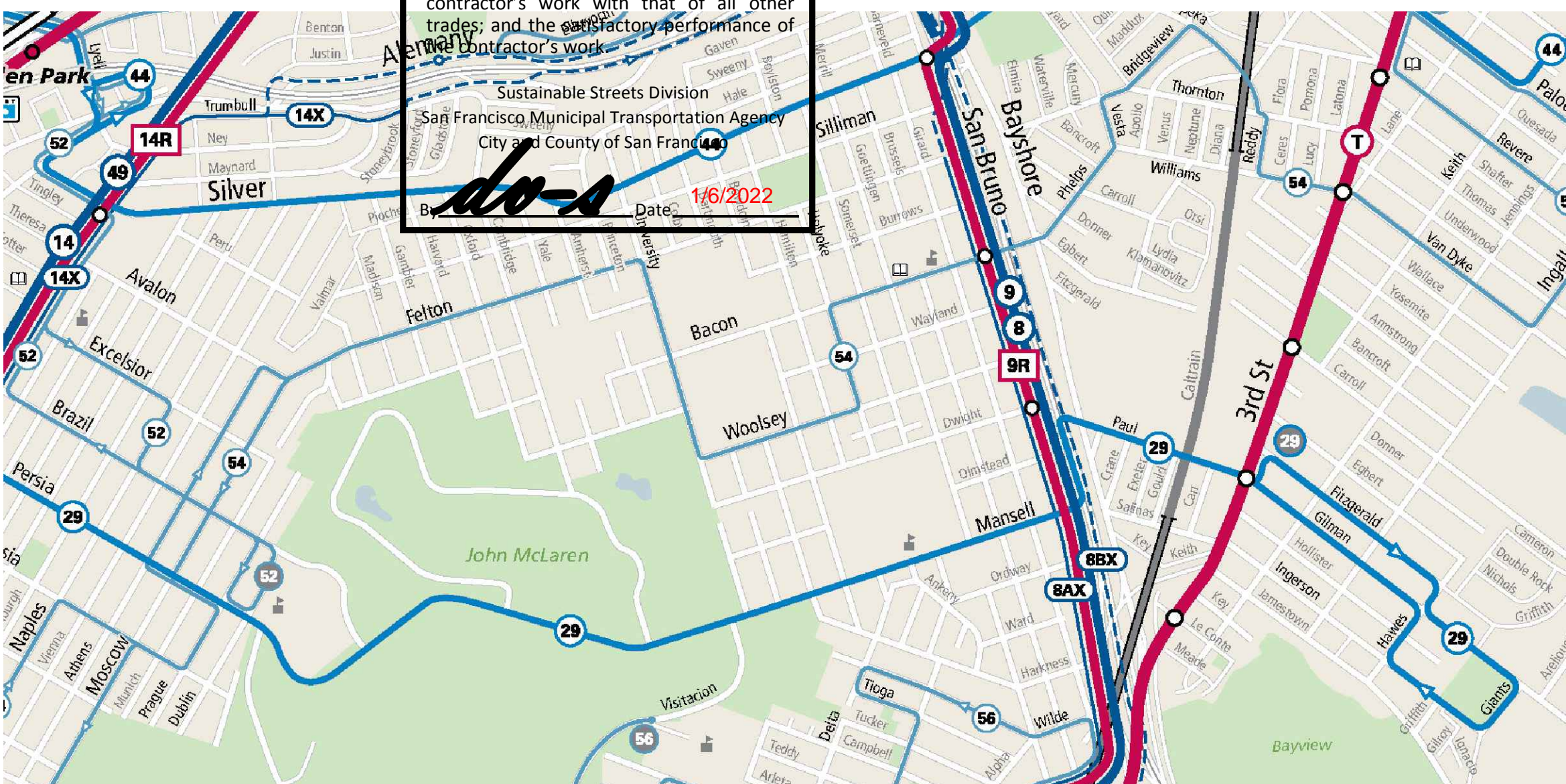
SUBMIT SPECIFIED ITEM(S)

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

1/6/2022

SF MUNI ROUTE MAP



NOTES:

- WORK SCOPE: CURB RAMP CONSTRUCTION
- WORK HOURS: SEE CHART
- EXPECTED DURATION: 4 DAYS PER CURB RAMP, 15 DAYS MAX PER INTERSECTION.
- 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.
- 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.
- 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.
- 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 3/4" PARALLEL TO THE DIRECTION OF TRAVEL OR 3/4" 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.
- 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 3/4" AND VERTICAL DISCONTINUITIES BETWEEN 3/4" AND 3/4" 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.
- TEMPORARY PAVEMENT MARKING TAPE MAY BE USED FOR TEMPORARY STRIPING. TEMP LANE LINES ARE 4" WIDE, UON. CROSSWALKS AND LIMIT LINES ARE 12" WIDE. USE BLACK TAPE TO COVER/REMOVE EXISTING CONFLICTING STRIPING. USE OF BLACK PAINT TO COVER EXISTING STRIPING IS NOT ALLOWED. RESTORE ORIGINAL STRIPING PER T DRAWINGS WHEN WORK IS COMPLETE.

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

0 50 100 150  
1" = 50' GRAPHIC SCALE

Revisions				
No.	Revisions	By	Date	Appr.



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Key Plan

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12/2/2021

DESIGN DOCUMENTS  
TEMPORARY TRAFFIC CONTROL

Client  
MICHAEL O'SHAUGHNESSY CONSTRUCTION

Owner  
SAN FRANCISCO PUBLIC WORKS

Project  
SFPW 1000015860 PAUL AVE, WOOLSEY ST AND SALINAS AVE PAVEMENT RENOVATION AND SEWER REPLACEMENT

Sheet Title  
TEMPORARY TRAFFIC CONTROL PLAN FOR CURB RAMP CONSTRUCTION ON PAUL AVE, WOOLSEY ST, AND SALINAS AVE – SHEET 1 OF 15

BGI Job 137

Drwn By PM

Chckd By PM

Issue Date 12/2/2021

Sheet

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