

Traffic Lane Requirements Number and Width of Lanes for Through Traffic					
STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<b>During Concrete Base Construction</b>					
Somerset, Goettingen, Brussels	8AM – 6PM At Other Times	1@10' Full Roadway	1@10' Full Roadway	-	-
Woolsey between Holyoke and University Sts.	9AM – 4PM (M-F) 8AM – 6PM (S/S)	-	-	1@14' 1@14'	1@14' 1@14'
Woolsey between Holyoke and Girard Sts.	8AM – 6PM	-	-	Road Closed to Through Traffic	Road Closed to Through Traffic
Salinas at Gould St.	At Other Times 9AM – 4PM (M-F) 8AM – 6PM (S/S)	-	-	1@11' 1@11'	1@11' 1@11'
Salinas Ave. at Carr St.	8AM – 6PM At Other Times	-	-	-	1@10' Full Roadway
Colby, Hamilton, Dartmouth, Bowdoin	9AM – 4PM (M-F) 8AM – 6PM (S/S)	1@10' 1@10'	1@10' 1@10'	-	-
Holyoke at Woolsey, San Bruno Ave.	At Other Times	Full Roadway	Full Roadway	-	-
Paul Ave. between Bayshore and San Bruno Ave. B*	9AM – 4PM (M-F) 8AM – 6PM (S/S)	-	-	1@11' 1@11'	1@11' 1@11'
Paul Ave., east of Bayshore Blvd. ***	9AM – 4PM (M-F) 8AM – 6PM (S/S)	-	-	Road Closed Road Closed	1@12' 1@12'
Bayshore Blvd.	At Other Times 9AM – 4PM (M-F) 8AM – 6PM (S/S)	1@12' 1@12'	1@12' 1@12'	-	-
Wheat, Crane	9AM – 4PM (M-F) 8AM – 6PM (S/S)	-	1@12' 1@12'	-	-
Gould, Exeter, Carr, Street,	9AM – 4PM (M-F) 8AM – 6PM (S/S)	1@10' 1@10'	1@10' 1@10'	-	-

- \* 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.
- \*\*\* During sewer, concrete base, grinding and paving construction on Paul Ave. between Bayshore Blvd. and 3<sup>rd</sup> Street, Contractor may close Paul Ave. to all eastbound traffic. However, Contractor must inform and coordinate with Muni Operations, 10 working days in advance, to detour Muni Bus Line No. 29 eastbound on Paul Ave. via Bayshore Blvd. southbound and eastbound on Salinas Ave. during construction working hours.
- 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.
- 1 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.

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 OR PARKING CONTROL 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

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

do-s

Date: 2/8/2022

APPROACH SPEED (MPH)	TABLE A - MAXIMUM CHANNELIZER SPACING				
	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)

NOTES:

- WORK SCOPE: CONCRETE STREET BASE REPAIR
- WORK HOURS: SEE CHART
- EXPECTED DURATION: APPROXIMATELY 2 SHIFTS PER PHASE.
- PROVIDE FULL ROADWAY DURING NON-WORKING HOURS, UNLESS OTHERWISE NOTED.
- 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 DETECTABLE AND CONTINUOUS TOE-BOARD. 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.
- 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.
- 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.

Only applicable for 12' offsets

ABBREVIATIONS:

ADA

AMERICAN WITH DISABILITIES ACT

ADAAG

ADA ACCESSIBILITY GUIDELINES

AFAD

AUTOMATED FLAGGER ASSISTANCE DEVICE

AVE

AVENUE

BW

BROKEN WHITE (STRIPE)

BY

BROKEN YELLOW (STRIPE)

CAL/OSHA

CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

CA MUTCD

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS

CALTRANS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

CHP

CALIFORNIA HIGHWAY PATROL

CMS

CHANGEABLE MESSAGE SIGN

COZEEP

CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM

CVC

CALIFORNIA VEHICLE CODE

DOT

DEPARTMENT OF TRANSPORTATION

DW

DOUBLE YELLOW (STRIPE)

E

DRIVEWAY

EB

EAST

EP

EAST-BOUND

ES

EDGE OF PAVEMENT

ETW

EDGE OF SHOULDER

EXP

EDGE OF TRAVELED WAY

FAS

EXPRESSWAY

FHWA

FLASHING ARROW SIGN

FS

FEDERAL HIGHWAY ADMINISTRATION

FWY

FAR SIDE

LCD

FREEWAY

LF

LONGITUDINAL

LL

CHANNELIZING DEVICE

LN

LINEAR FOOT

LOS

LIMIT LINE (12" SW)

LN

LANE

LOS

LEVEL OF SERVICE

MAX

MAXIMUM

MPH

MILES PER HOUR

MUTCD

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

N

NORTH

NB

NORTH-BOUND

NCHRP

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

NS

NEAR SIDE

NTS

NOT TO SCALE

OH

OVERHEAD

OSHA

OCCUPATIONAL SAFETY AND HEALTH

PCMS

ADMINISTRATION

PE

PORTABLE CHANGEABLE MESSAGE SIGN

PED

PROFESSIONAL ENGINEER

PM

PEDESTRIAN

RD

POST MILE OR AFTERNOON

ROW

ROAD

RR

RIGHT OF WAY

RTE

RAILROAD

RW

ROUTE

R/W

ROADWAY

S

RIGHT OF WAY

SB

SOUTH

SR

SOUTH-BOUND

ST

STATE ROUTE

STD

STREET

SW

STANDARD

SW

SIDEWALK

SY

SOLID WHITE (STRIPE)

TA/NS

SOLID YELLOW (STRIPE)

TC

TOW AWAY / NO STOPPING

TCP

TRAFFIC CONTROL

TEMP

TRAFFIC CONTROL PLAN

TS

TEMPORARY

TTC

TRAFFIC SIGNAL

TYP

TEMPORARY TRAFFIC CONTROL

UON

TYPICAL

W

UNLESS OTHERWISE NOTED

WB

WEST

WEST-BOUND

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

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Key Plan

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Engineer Of Record:  
PHIL MIESZKOWSKI, PE

1/19/2022

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 CONCRETE BASE REPAIR ON PAUL AVE, WOOLSEY ST, AND SALINAS AVE – SHEET 1 OF 23

BQ Job 137	Sheet
Drwn By PM	TCP-031
Chckd By PM	
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