Traffic Lane Requirements
Number and Width of Lanes for Through Traffic

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Grinding and Paving Construction					
Woolsey between University and Holyoke Sts. ****	9AM – 4PM (M-F) 9AM – 4PM (S/S) At Other Times	- - -	- - -	1@14'↕ 1@14'↕ Full Roadway	1@14'↕ 1@14'↕ Full Roadway
Woolsey between Holyoke and Girard Streets	8AM – 6PM At Other Times	- - -	- - -	Road Closed To Through Traffic Full Roadway	Roadway Closed To Through Traffic Full Roadway
Gould, Bowdoin, Girard Streets	8AM – 6PM At Other Times	Road Closed To Through Traffic Full Roadway	Road Closed To Through Traffic 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.

**** During grinding and paving construction at the intersection of Holyoke and Woolsey Streets, Contractor may close Holyoke Street to through traffic, except Muni Buses. Contractor must permit Muni buses to travel through this intersection un-interrupt at any time.

↕ 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.

NOTES:

1. WORK SCOPE: ASPHALT GRIND & PAVE
2. WORK HOURS: SEE CHART
3. EXPECTED DURATION: APPROXIMATELY 2 SHIFTS PER PHASE.
4. PROVIDE FULL ROADWAY DURING NON-WORKING HOURS, UNLESS OTHERWISE NOTED.
5. PROVIDE LOCAL ACCESS AT ALL TIMES.
6. NOTIFY RESIDENTS, BUSINESSES, AND PROPERTY OWNERS WITH DATES AND TIMES THAT THEIR ACCESS WILL BE AFFECTED 2 WEEKS PRIOR TO START OF WORK.
7. SEE CONTRACT SPECIFICATION SECTION 01 55 26 FOR ADDITIONAL NOTES
8. ALL TRAFFIC CONTROL SHALL FOLLOW THE CA MUTCD, LATEST EDITION
9. ALL TRAFFIC CONTROL DEVICES SHALL BE RETROREFLECTIVE AND CRASHWORTHY AS DEFINED IN THE CA MUTCD.
10. FLAGGER STATIONS SHALL BE ILLUMINATED DURING HOURS OF DARKNESS
11. 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'.
12. CONTRACTOR TO VERIFY ACCURACY OF EXISTING STRIPING PRIOR TO START OF WORK.
13. IF TRENCH PLATES ARE USED, PLACE A W8-24 "STEEL PLATE AHEAD" SIGN IN ADVANCE.
14. 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.
15. IF A STEP OR RIDGE IN THE PAVEMENT EXCEEDS $\frac{3}{8}$" PARALLEL TO THE DIRECTION OF TRAVEL OR $\frac{3}{4}$" 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.
16. 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.
17. 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.
18. 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.

APROACH 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

APROACH 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)

This is only valid for an offset of 12'

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
- TA/NS — 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
- R — REMOVE CONFLICTING STRIPING

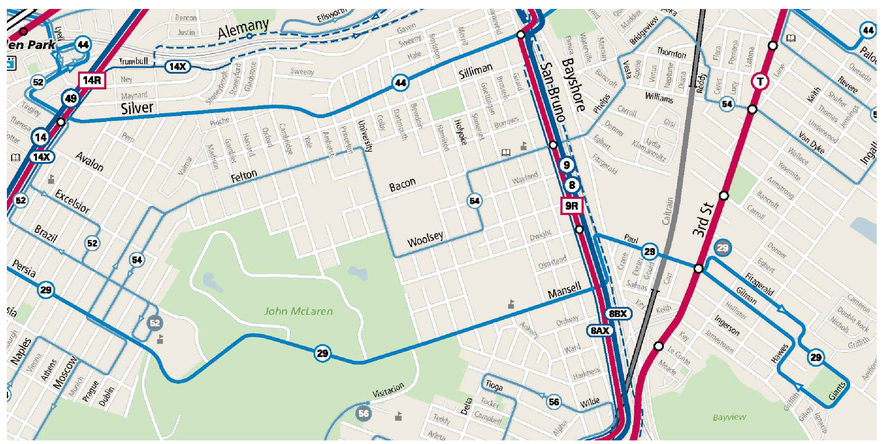
☐ NO EXCEPTIONS TAKEN
☑ MAKE CORRECTIONS NOTED
☐ REJECTED
☐ REVISE AND RESUBMIT
☐ SUBMIT SPECIFIED ITEM(S)

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

Date 3/18/2022

SF MUNI ROUTE MAP



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
DY	DOUBLE YELLOW (STRIPE)
DW	DRIVEWAY
E	EAST
EB	EAST-BOUND
EP	EDGE OF PAVEMENT
ES	EDGE OF SHOULDER
ETW	EDGE OF TRAVELED WAY
EXP	EXPRESSWAY
FAS	FLASHING ARROW SIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FS	FAR SIDE
FWY	FREEWAY
LCD	LONGITUDINAL CHANNELIZING DEVICE
LF	LINEAR FOOT
LL	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 ADMINISTRATION
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
PE	PROFESSIONAL ENGINEER
PED	PEDESTRIAN
PM	POST MILE OR AFTERNOON
RD	ROAD
ROW	RIGHT OF WAY
RR	RAILROAD
RTE	ROUTE
RW	ROADWAY
R/W	RIGHT OF WAY
S	SOUTH
SB	SOUTH-BOUND
SR	STATE ROUTE
ST	STREET
STD	STANDARD
SW	SIDEWALK
SW	SOLID WHITE (STRIPE)
SY	SOLID YELLOW (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

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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EXP. 12/31/2022
CIVIL
STATE OF CALIFORNIA

2/15/2022

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 ASPHALT GRIND & PAVE ON WOOLSEY ST – SHEET 1 OF 7

BCI Job 137
Drwn By PM
Chckd By PM
Issue Date 02/15/2022

Sheet
TCP-054

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