

Traffic Lane Requirements Number and Width of Lanes for Through Traffic					
STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Grinding and Paving Construction					
Dwight Street	8AM – 6PM	-	-	Road Closed To Through Traffic Full Roadway	Roadway Closed To Through Traffic Full Roadway
	At Other Times	-	-	-	-
San Bruno Ave. & Bayshore Blvd. β	9AM – 4PM (M-F) 9AM – 4PM (S/S) At Other Times	1@11' 1@11' Full Roadway	1@11' 1@11' Full Roadway	- - -	- - -
Paul Ave. between San Bruno Ave. & Bayshore Blvd. β	9AM – 4PM (M-F) 9AM – 4PM (S/S) At Other Times	- - Full Roadway	- - Full Roadway	1@11' 1@11' Full Roadway	1@11' 1@11' Full Roadway
Bayshore Blvd. β	9AM – 4PM (M-F) 9AM – 4PM (S/S) At Other Times	1@11' 1@11' Full Roadway	1@11' 1@11' Full Roadway	- - -	- - -
Paul Ave. between Bayshore Blvd. & 3rd Street *** β	9AM – 4PM (M-F) 8AM – 6PM (S/S) At Other Times	- - Full Roadway	- - Full Roadway	Road Closed Road Closed Full Roadway	1@12' 1@12' Full Roadway
3rd Street	At All Times	Full Roadway	Full Roadway	-	-
Gould, Bowdoin, Girard Streets	8AM – 6PM	Road Closed To Through Traffic Full Roadway	Road Closed To Through Traffic Full Roadway	-	-
	At Other Times	-	-	-	-
Salinas Ave. at Gould St.	8AM – 8PM	-	-	1@11' Full Roadway	1@11' Full Roadway
Salinas Ave. between 3rd St. & Jamestown Ave.	8AM – 6PM	-	-	-	Road Closed To Through Traffic Full Roadway
	At Other Times	-	-	-	-

* 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 3rd 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.

**** Contractor must pave the intersection of San Bruno Ave. and Paul Ave. in the north and south direction so that the north- and southbound traffic on San Bruno Ave. will not be interrupted at any time. Contractor shall permit all buses travel through this uninterrupted at anytime.

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.

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

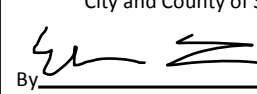
* MAXIMUM TAPER LENGTH FOR ONE-LANE TWO WAY AND DOWNSTREAM TAPERS IS 100 FT

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)

☒ 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 4/28/2022

NOTES:

- WORK SCOPE: ASPHALT GRIND & PAVE
- 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 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 $\frac{3}{8}$ " 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.
- 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 $\frac{1}{4}$ " AND VERTICAL DISCONTINUITIES BETWEEN $\frac{1}{4}$ " AND $\frac{3}{4}$ " MUST BE BEVELED AT A MAXIMUM OF 2:1 OR FLATTER. REFER TO THE CALTRANS TEMPORARY PEDESTRIAN ACCESS ROUTES HANDBOOK FOR ADDITIONAL DETAILS.

SF MUNI ROUTE MAP

