Traffic Lane Requirements Number and Width of Lanes for Through Traffic

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Grinding a	and Paving Constr	uction			
Dwight Street	8AM – 6PM	-	-	Road Closed To Through Traffic	To Through Traffi
	At Other Times 9AM – 4PM (M-F) 9AM – 4PM (S/S) At Other Times	1@11' 1@11' 1@11' Full Roadway	1@11' 1@11' 1@11' Full Roadway	Full Roadway - - -	Full Roadway
Paul Ave. between San Bruno Ave. & Bayshore Blvd. β		- - -	-	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. & 3 rd Street *** β		- -	-	Road Closed Road Closed Full Roadway	1@12' 1@12' Full Roadway
	At All Times	Full Roadway	Full Roadway	- 1	-
Gould, Bowdoin, Girard Streets	8AM - 6PM At Other Times	Road Closed To Through Traffic Full Roadway	Road Closed To Through Traffic Full Roadway	-	-
	8AM – 8PM At Other Times		an)	1@11' Full Roadway	1@11' Full Roadway
Salinas Ave. between 3 rd St. & Jamestown Ave.	8AM - 6PM At Other Times	-	-	-	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 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 interrupted at any time. Contractor shall permit all buses travel through this uninterrupted at anytime.
- 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.

APROACH	TABLE A - MAXIMUM CHANNELIZER SPACING					
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					
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)				
	ROAD TYPE URBAN 25 MPH OR LESS URBAN MORE THAN 25 MPH TO 40 MPH URBAN MORE THAN 40 MPH RURAL				

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 i subject to the requirements of the plans and specifications. Contractor's responsibiliti include, but are not limited to actua dimensions which shall be confirmed an correlated at the job site; preferre fabrication processes and techniques construction; coordination of th contractor's work with that of all othe trades; and the satisfactory performance of the contractor's work.

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

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.

John McLaren

SF MUNI ROUTE MAP

- 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.

CALTRANS LEGEND CHP WORK ZONE CMS PAVEMENT MARKING BARRICADE (TYPE 1, 3, OR ADA AS NOTED) COZEEP ○ ○ 28", 10# REFLECTIVE CONE CVC • • 36" FIXED-MOUNT CHANNELIZER, ORANGE DOT WITH WHITE RETRO-REFLECTOR, UON SIGN T DY DW POST TEMP. TOW AWAY / NO STOPPING SIGNS EΒ ΕP PLAN VIEW FLASHING ARROW SIGN (FAS) OR ES CHANGEABLE MESSAGE SIGN (CMS) ETW • EXP FLASHING ARROW SIGN FAS FHWA SPEED RADAR TRAILER FS FLAGMAN FWY LCD UNIFORMED POLICE OFFICER OR PARKING CONTROL OFFICER WATER-FILLED LCD OR BARRIER AS NOTED LN ADA PLASTIC PEDESTRIAN BARRICADE / LCD **CONCRETE K-RAIL BARRIER** MAX MPH PER CALTRANS STANDARDS MUTCD CRASH CUSHION, TL RATING AS NOTED TEMP PEDESTRIAN RAMP NB PER CALTRANS STD DRAWINGS T33 & T34 NCHRP TEMP STRIPING DETAIL PER CALTRANS STDS

REMOVE CONFLICTING STRIPING

ABBREV

ADA

ADAAG

AFAD

AVE

BW

BY

NS

NTS

ОН

OSHA

PCMS

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PM

RD

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SW

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TCP

CAL/OSHA

CA MUTCD

IATIONS:	
AMERICAN WITH	
DISABILITIES ACT	-
ADA ACCESSIBILITY GUIDELINES	
AUTOMATED FLAGGER	-
ASSISTANCE DEVICE AVENUE	
BROKEN WHITE (STRIPE)	L
BROKEN YELLOW (STRIPE)	
CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH	
ADMINISTRATION	
CALIFORNIA MANUAL ON UNIFORM TRAFFIC	
CONTROL DEVICES FOR	
STREETS AND HIGHWAYS	
CALIFORNIA DEPARTMENT OF TRANSPORTATION	
CALIFORNIA HIGHWAY	
PATROL CHANGEABLE MESSAGE	
SIGN	
CONSTRUCTION ZONE	
ENHANCED ENFORCEMENT PROGRAM	
CALIFORNIA VEHICLE CODE	
DEPARTMENT OF	
TRANSPORTATION DOUBLE YELLOW (STRIPE)	
DRIVEWAY	
EAST EAST-BOUND	Ī
EDGE OF PAVEMENT	
EDGE OF SHOULDER	
EDGE OF TRAVELED WAY EXPRESSWAY	
FLASHING ARROW SIGN	
FEDERAL HIGHWAY ADMINISTRATION	
FAR SIDE	
FREEWAY	
LONGITUDINAL CHANNELIZING DEVICE	
LINEAR FOOT	
LIMIT LINE (12" SW) LANE	
LEVEL OF SERVICE	
MAXIMUM MILEO DED LIGUD	
MILES PER HOUR MANUAL ON UNIFORM	
TRAFFIC CONTROL DEVICES	
NORTH NORTH-BOUND	
NATIONAL COOPERATIVE	
HIGHWAY RESEARCH	
PROGRAM NEAR SIDE	
NOT TO SCALE	
OVERHEAD OCCUPATIONAL SAFETY	
AND HEALTH	
ADMINISTRATION	
PORTABLE CHANGEABLE	

PORTABLE CHANGEABLE MESSAGE SIGN PROFESSIONAL ENGINEER PEDESTRIAN POST MILE OR AFTERNOON ROAD RIGHT OF WAY RAILROAD ROUTE ROADWAY RIGHT OF WAY SOUTH **SOUTH-BOUND** STATE ROUTE STREET STANDARD SIDEWALK SOLID WHITE (STRIPE)

SOLID YELLOW (STRIPE) TA/NS TOW AWAY / NO STOPPING TRAFFIC CONTROL TRAFFIC CONTROL PLAN **TEMP** TEMPORARY TRAFFIC SIGNAL TEMPORARY TRAFFIC

TTC 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

GRAPHIC SCALE

No. Revisions Date Appr



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Key Plan

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Engineer Of Record:

PHIL MIESZKOWSKI, PE

3/23/2022

DESIGN DOCUMENTS TEMPORARY TRAFFIC CONTROL

MICHAEL O'SHAUGHNESSY CONSTRUCTION SAN FRANCISCO PUBLIC WORKS

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

TEMPORARY TRAFFIC CONTROL PLAN FOR ASPHALT GRIND & PAVE ON PAUL AVE AND SALINAS AVE - SHEET 1 OF 18

BCI Job 137 Drwn By PM

Chckd By PM TCP-061 Issue Date 3/23/2022