



**Meeting Date:** October 6, 2023

**To:** Public Works Commission

**Through:** Carla Short, Interim Public Works Director  
Albert Ko, City Engineer, and Deputy Director for Public Works

**From:** Chi Iao, Public Works Project Manager

**Subject:** Contract No. 65 New Traffic Signals (Rebid) Project, Contract ID:  
1000025257 – Approval of Additional Scope and Increase to Construction  
Duration

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**Director’s Recommendation:** Approve an increase of \$1,877,312.50 to the contract sum and 383 days to the contract duration contingency for Contract No. 65 New Traffic Signals (Rebid) Project contract with Liffey Electric, Inc due to client-requested addition of new traffic signals at the intersection of Skyline Boulevard/Sloat Boulevard/39<sup>th</sup> Avenue; and authorize the Director of Public Works to approve modifications to the contract for a total contract amount of \$6,007,400.00 and duration of up to 850 calendar days.

**Contract Background:** Contract 65 will install new traffic signals at seven locations and a rectangular rapid flashing beacon (RRFB) at one location. All new signal locations will have new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring, poles, and curb ramps. The seven locations that will receive traffic signals are Oakdale Ave/Loomis St, Lincoln Way/Kezar Dr, Alemany Blvd/Lawrence Ave, Alemany Blvd/Theresa St, Alemany Blvd/Rousseau, and 9th St/Division St. The location that will receive the RRFB is Hattie St/Market St.

**Reason for Modification:** This signal installation is in response to a broader interagency coordination effort to plan for needed improvements in the Ocean Beach area due to coastal erosion which included consideration of the Great Highway Extension closure, south of Sloat Boulevard, among others. The intersection has undergone alternatives assessments at the conceptual design level and a traffic signal has been proposed as the most effective and feasible alternative to improve right-of-way compliance, safety, and accommodate expected increased user demands. The goal switchover date for the new signal is by the end of 2023 to align with the other project improvements in the area.

Staff proposes to increase the total contract amount to \$6,007,400.00 and increase the total contract duration to 850 consecutive calendar days to allow the construction of the new location.

**Contract Details:**

<b>Contract Title:</b>	Contract No. 65 New Traffic Signals (Rebid)
<b>Personal Services Contract No. (Required)</b>	N/A

<b>for Professional Services Only):</b>	
<b>Contract Original Award Amount:</b>	\$3,754,625.00 + \$375,462.50 contingency
<b>Contract Original Duration:</b>	425 calendar days + 42 calendar days contingency
<b>Contractor Name:</b>	Liffey Electric, Inc.

**Summary of Contract Value:**

<b>Contract Cost Amount</b>	<b>Amounts</b>
Original Contract Amount:	\$3,754,625.00
Original Contingency Amount:	\$375,462.50
Previously Approved Contingency Reserve:	-
Additional Contingency Reserve Requested:	\$1,877,312.50
<b>Authorized Contract Cost Limit:</b>	<b>\$6,007,400.00</b>

<b>Contract Duration</b>	<b>Days</b>
Original Contract Duration (Substantial & Final):	425
Original Contingency Duration:	42
Previously Approved Contingency Reserve:	-
Additional Contingency Reserve Requested:	383
<b>Authorized Contract Duration Limit:</b>	<b>850</b>

<b>Contract Funding Sources:</b>	SFMTA Streets Funds
<b>Compliance Information:</b>	<ul style="list-style-type: none"> <li>• Citywide Project Labor Agreement (“PLA”) Compliant</li> <li>• 12B Equal Benefits Ordinance Compliant</li> <li>• 14B Local Business Enterprise and Program Compliant</li> </ul>
<b>Related Commission Actions:</b>	N/A
<b>Additional Information:</b>	N/A
<b>Attachments:</b>	Attachment 1: Resolution Attachment 2: SFMTA 39th Ave Skyline Blvd Sloat Blvd Traffic Signals CEQA checklist + SB288 checklist + Project Description memo 2022-007290ENV

**PUBLIC WORKS COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. \_\_\_\_\_**

WHEREAS, On June 30, 2022, San Francisco Public Works awarded Contract No. 65 New Traffic Signals (Rebid) Contract No. 1000025257 to Liffey Electric, Inc.; and

WHEREAS, The original contract amount was \$3,754,625.00 and the original contract duration was 425 consecutive calendar days; and

WHEREAS, Public Works staff now requests an increase in the contract amount by \$1,877,312.50 and to the contract duration by 383 consecutive calendar days due to the client requested addition of a new location: Skyline Blvd/Sloat Blvd/39<sup>th</sup> Ave; and

WHEREAS, On September 01, 2022, the San Francisco Planning Department determined the project was exempt in (Case No. 2022-007290ENV or "CEQA Determination") finding that the project is exempt from the California Environmental Quality Act ("CEQA") under Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the SB 288 Eligibility Checklist; and,

WHEREAS, The duration modification approved by this resolution would cover the longer construction duration due to client requested change order; now, therefore, be it

RESOLVED, That this Commission hereby approves an increase of \$1,877,312.50 to the total contract amount and 383 calendar days to the contract duration for Contract 65 New Traffic Signals with Liffey Electric, Inc.; and be it

FURTHER RESOLVED, That this Commission hereby authorizes the Director of Public Works to approve modifications to the contract for a total contract amount of \$6,007,400.00 and duration of up to 850 calendar days.

*I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of \_\_\_\_\_.*

\_\_\_\_\_  
Commission Affairs Manager  
Public Works Commission



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFMTA 39th Avenue, Skyline Boulevard, and Sloat Boulevard New Traffic		
<b>Case No.</b>		<b>Permit No.</b>
2022-007290ENV		
<input checked="" type="checkbox"/> <b>Addition/Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b></p> <p>The proposed project aims to improve pedestrian safety and Muni transit service at the intersection of 39th Avenue, Skyline Boulevard, and Sloat Boulevard and support the City's commitment to Vision Zero by improving pedestrian safety at this Sloat Boulevard intersection, which is a part of the Vision Zero High-Injury Network.</p> <p>The proposed project would create safer conditions for pedestrians by signaling the intersection of 39th Avenue, Skyline Boulevard, and Sloat Boulevard. The proposed project would involve the installation of new traffic signals (mast arms, signal heads, a traffic signal cabinet, an electrical equipment enclosure, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps at the intersection.</p> <p>The proposed project would also include a new left turn pocket (approximately 400 feet) on northbound Skyline Boulevard approaching Sloat Boulevard (and subsequent narrowing of the existing median) to reduce transit delay for the 58 Lake Merced and 18 46th Avenue Muni routes due to the anticipated increase in traffic due to the Great Highway Extension closure in 2023.</p>		

### STEP 1: EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input checked="" type="checkbox"/>	<p><b>Other</b> _____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached SB 288 Eligibility Checklist</p>
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment. <b>FOR ENVIRONMENTAL PLANNING USE ONLY</b>

**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p><b>Hazardous Materials:</b> If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><b>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p><b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>) <b>If box is checked, Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to <i>The Environmental Planning tab on the San Francisco Property Information Map</i>) <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic Hazard:</b> <input type="checkbox"/> <b>Landslide</b> or <input type="checkbox"/> <b>Liquefaction Hazard Zone:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to <i>The Environmental tab on the San Francisco Property Information Map</i>) <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> Please see attached SB288 Eligibility Checklist.</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE  
TO BE COMPLETED BY PROJECT PLANNER**

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> (refer to <i>Property Information Map</i> )	
<input type="checkbox"/>	<b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input checked="" type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

**STEP 4: PROPOSED WORK CHECKLIST  
TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

**STEP 5: ADVANCED HISTORICAL REVIEW  
TO BE COMPLETED BY PRESERVATION PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Reclassification of property status.</b> (Attach <i>HRER Part I</i> )  <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other ( <i>specify</i> ):  <input type="checkbox"/> Reclassify to Category C ( <i>No further historic review</i> )
<input type="checkbox"/>	2. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>
<input type="checkbox"/>	4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. <b>Work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (Analysis required):
<input type="checkbox"/>	9. <b>Work compatible</b> with a historic district (Analysis required):
<input type="checkbox"/>	10. <b>Work that would not materially impair</b> a historic resource (Attach HRER Part II).
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input type="checkbox"/>	<b>Project can proceed with exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b>	
<b>Preservation Planner Signature:</b>	

**STEP 6: EXEMPTION DETERMINATION**  
**TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> SFMTA City Traffic Engineer approval	<b>Signature:</b> Lauren Bihl 09/01/2022
	Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

### MODIFIED PROJECT DESCRIPTION

Modified Project Description:

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code;   |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312;  |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)?   |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

**If at least one of the above boxes is checked, further environmental review is required**

### DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

**Planner Name:**

**Date:**





## **Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25**

*Date of Preparation:* September 1, 2022  
*Record No.:* 2022-007290ENV, **39th Avenue, Skyline Boulevard, and Sloat Boulevard New Traffic Signal**  
*Project Sponsor:* Corbin Skerrit, San Francisco Municipal Transportation Agency  
Through: Melinda Hue, San Francisco Municipal Transportation Agency  
*Staff Contact:* Lauren Bihl, [lauren.bihl@sfgov.org](mailto:lauren.bihl@sfgov.org), (628) 652-7498

### **PROJECT DESCRIPTION**

The proposed project aims to improve pedestrian safety and Muni transit service at the intersection of 39th Avenue, Skyline Boulevard, and Sloat Boulevard and support the City’s commitment to Vision Zero by improving pedestrian safety at this Sloat Boulevard intersection, which is a part of the Vision Zero High-Injury Network.

The proposed project would create safer conditions for pedestrians by signaling the intersection of 39th Avenue, Skyline Boulevard, and Sloat Boulevard. The proposed project would involve the installation of new traffic signals (mast arms, signal heads, a traffic signal cabinet, an electrical equipment enclosure, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps at the intersection.

The proposed project would also include a new left turn pocket (approximately 400 feet) on northbound Skyline Boulevard approaching Sloat Boulevard (and subsequent narrowing of the existing median) to reduce transit delay for the 58 Lake Merced and 18 46th Avenue Muni routes due to the anticipated increase in traffic due to the Great Highway Extension closure in 2023.

Please see the 39th Avenue, Skyline Boulevard, and Sloat Boulevard New Traffic Signal Project memo and drawings (Case No. 2022-007290ENV) for a more detailed description of the project.

Constructed by:                      Contracted through:  
 Public Works                       Public Works  
 SFMTA                                 SFMTA

### **SB288 ELIGIBILITY CHECKLIST**

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

<b>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</b>	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input checked="" type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input checked="" type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input checked="" type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

*(continued on the following page)*

<b>Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)</b>	
The project must meet <b>all</b> the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would <b>not</b> exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. <sup>1</sup>
<sup>1</sup> If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	
<b>Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)</b>	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce.  (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.  (B) Subparagraph (A) does not apply if any of the following requirements are met:  (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.  (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.  (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input checked="" type="checkbox"/>	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
<input type="checkbox"/>	Not Applicable. The project would be entirely constructed by SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

## **ATTACHMENT 1: DEFINITIONS**

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

- (1) **“Affordable housing”** means any of the following:
  - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
  - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
  - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.
  
- (2) **“Highway”** means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.
  
- (3) **“New automobile capacity”** means any new lane mileage of any kind other than sidewalks or bike lanes.
  
- (4) **“Project labor agreement”** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.
  
- (5) **“Skilled and trained workforce”** has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.
  
- (6) **“Transit lanes”** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.
  
- (7) **“Transit prioritization projects”** means any of the following transit project types on highways:
  - (A) Signal coordination.
  - (B) Signal timing modifications.
  - (C) Signal phasing modifications.
  - (D) The installation of wayside technology and onboard technology.
  - (E) The installation of ramp meters.
  - (F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.
  
- (8) **“Very high occupancy vehicle”** means a vehicle with six or more occupants.
  
- (9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:
  - (a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”<sup>2</sup> This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

<sup>2</sup> U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



Date: July 22, 2022  
To: Lauren Bihl, San Francisco Planning Department  
From: Corbin Skerrit, San Francisco Municipal Transportation Agency (SFMTA)  
Thru: Melinda Hue, SFMTA  
RE: **39<sup>th</sup> Avenue, Skyline Boulevard, and Sloat Boulevard New Traffic Signal Project**  
Case Number: 2022-007290ENV

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), is proposing to implement transportation safety and operational improvements through traffic signalization at the intersection of 39<sup>th</sup> Avenue, Skyline Boulevard, and Sloat Boulevard. The proposed project aims to improve pedestrian safety and Muni transit service at the intersection in anticipation of increased traffic expected due to the closure of the Great Highway Extension between Skyline Boulevard and Sloat Boulevard. The project is also in support of the City's commitment to Vision Zero by implementing pedestrian safety improvements on Sloat Boulevard which is a part of the Vision Zero High-Injury Network.

## EXISTING CONDITIONS

Currently the project intersection is partially STOP controlled for the following vehicle movements to prevent broadside collisions – eastbound through vehicles, westbound left-turns, southbound right-turns, and northbound left-turns. The northbound right turns and westbound through traffic are uncontrolled movements with 35 to 40 MPH speed limits crossing uncontrolled marked crosswalks. Eastbound right-turns are channelized and yield to an uncontrolled pedestrian crossing and westbound-left-turns. Pedestrians crossing Sloat Boulevard must cross at least three separate vehicle rights-of-way (ROWs) on Sloat Boulevard (separated by two pedestrian islands) and cross either one more vehicle ROW on Skyline Boulevard going west or two more vehicle ROWs on Skyline Boulevard going east.

The intersection contains Class II bicycle facilities along westbound Sloat Boulevard. Eastbound Sloat Boulevard features a Class II bicycle facility that transitions to a Class III facility east of the intersection. There is no current bicycle facility along Skyline Boulevard to the south.

Two Muni lines currently operate through the intersection. The 18 46<sup>th</sup> Avenue bus route runs northbound left and eastbound right and the 58 Lake Merced bus route runs northbound right and westbound left. In addition, the 23 Monterey route (restored in July 2022) travels eastbound and westbound through the intersection. Each of the three lines have two stops each (i.e., one inbound and one outbound) present at the project intersection. There is one bus shelter adjacent to the



northbound left turn lane on Skyline Boulevard, one painted bus zone on the westbound departure lane on Sloat Boulevard and the other stops are flag stops.<sup>1</sup> See Figure 1.

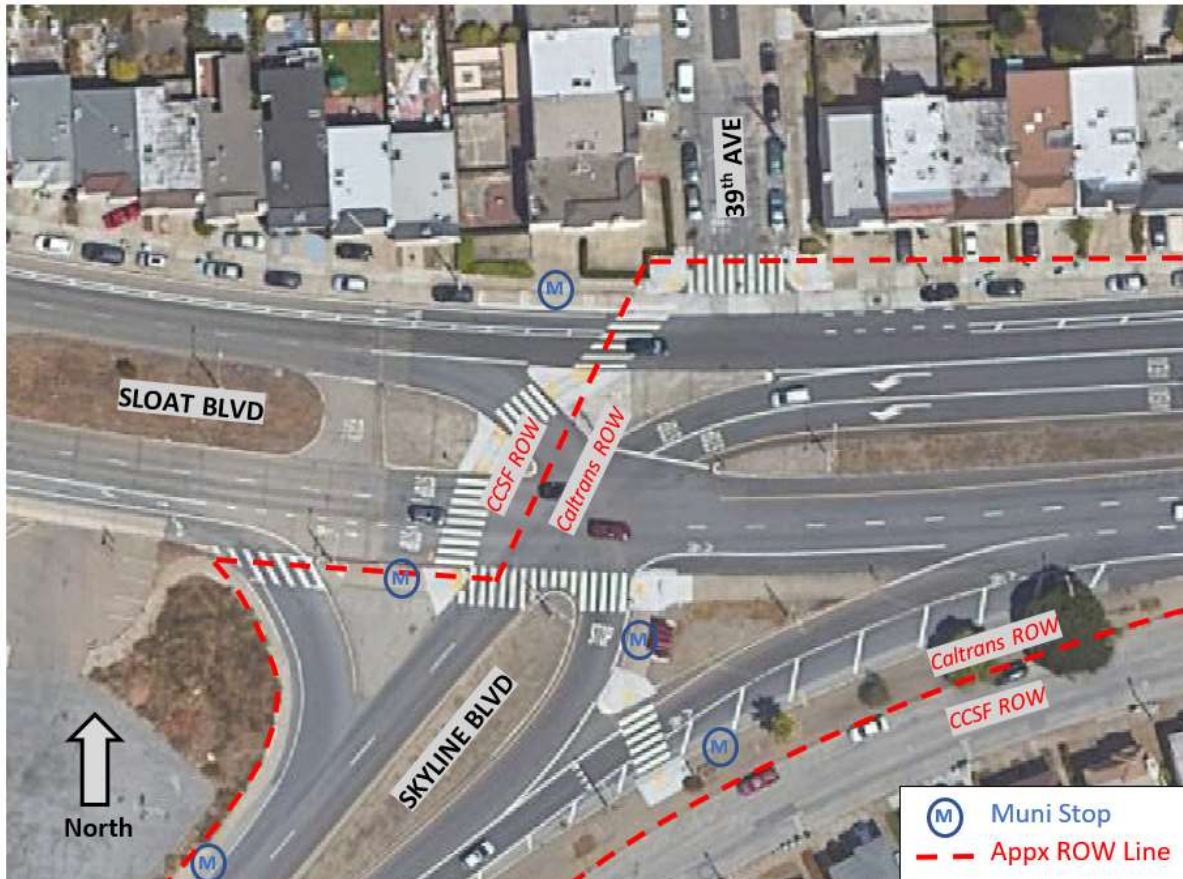


Figure 1: 39<sup>th</sup> Avenue, Skyline Boulevard, Sloat Boulevard Existing Conditions

## PROPOSED PROJECT

The proposed project would signalize all approaches of the intersection. See Attachment A. The signalization would improve right-of-way allocation for all users and is a critical improvement for pedestrian safety with the increased vehicles expected at the intersection with the Great Highway Extension closure in 2023.

The scope of work includes new traffic signals (mast arms, signal heads, a traffic signal cabinet, an electrical equipment enclosure, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and median modifications.

<sup>1</sup> In residential areas and other low traffic locations, many stops are “flag stops” where Muni will stop in the street rather than pull to the curb.

The maximum depth of excavation is twelve (12) feet for pole foundations, eighteen (18) inches for the pull boxes, sixteen (16) inches for the cabinet foundation, and twenty-four (24) inches for the underground conduits.

Additionally, a new northbound left turn pocket (approximately 390 feet) on Skyline Boulevard is proposed. To accommodate this new left turn pocket, the western leg's median and center channelizing islands on Sloat Boulevard would be reduced.

The proposed northbound left turn pocket is a minor modification necessary for the efficient and safe movement of the Muni buses moving through the intersection. Without the left turn pocket, vehicular queues resulting from the future Great Highway Extension closure would extend far south of the intersection, blocking both the 58 Lake Merced and 18 46<sup>th</sup> Avenue's operational efficiency (resulting in transit delays) and preventing quick access to the existing bus shelter at the intersection. The project would further improve the safety and efficiency of the 18 46<sup>th</sup> Avenue by eliminating the need for buses to weave from northbound Skyline Boulevard to westbound Sloat Boulevard to serve stops west of the intersection.

The proposed project would also provide improvements to the pedestrian crosswalks across Sloat Boulevard by constructing new curb ramps with appropriate alignment for the pedestrian refuges, pedestrian visibility, and for use of the proposed accessible pedestrian signals and countdown timers. Other curb ramp modifications may be necessary at the intersection as assessed by the project's Disability Access Coordinator during design.

The proposed project would not require any parking removal.

## **CONSTRUCTION**

Construction of the signals would be led by a private contractor through San Francisco Public Works (SFPW) and would be subject to the Citywide Project Labor Agreement. The SFMTA Paint and Sign Shops would modify striping and signage on the roadway.

## **APPROVAL ACTION**

The approval action for the project would be approval by the City Traffic Engineer via a Directive following an SFMTA Engineering Public Hearing. The approval action starts the appeal period for this CEQA determination pursuant to San Francisco Administrative Code section 31.16.

## **ATTACHMENTS**

- Attachment A: Proposed Design Plan Drawing



# S Y M B O L S

FURNISH & INSTALL	EXISTING	R/C U.O.N.	DESCRIPTION	FURNISH & INSTALL	EXISTING	R/C U.O.N.	DESCRIPTION
			CONDUIT				TRAFFIC SIGNAL OR STREET LIGHT POLE WITH FOUNDATION.
			CUT (E) CONDUIT. COUPLE NEW CONDUIT OF SAME SIZE AS EXISTING.				R/S (E) POLE, R/C (E) FOUNDATION F/I NEW POLE AND FOUNDATION IN PLACE
			STUB OUT CONDUIT WITH PLUG				R/S (E) POLE, F/I NEW POLE IN (E) FOUNDATION
			TRAFFIC SIGNAL INTERCONNECT CONDUIT				MUNI POLE
			VEHICLE SIGNAL FACE - 8"(203.2 mm)				R/C EX MUNI POLE AND FOUNDATION F/I NEW MUNI POLE AND FOUNDATION IN PLACE
			VEHICLE SIGNAL FACE - 8"(203.2 mm) BACK PLATE INSTALLED ON SIGNAL FACE				P. G. & E. SERVICE POLE
			VEHICLE SIGNAL FACE - 12"(304.8 mm)				UTILITY POLE (WOOD OR STEEL)
			VEHICLE SIGNAL FACE - 12"(304.8 mm), BACK PLATE INSTALLED ON SIGNAL FACE				F/I 3"(50.8 mm) CONDUIT STUBBED UP 1"(304.8 mm) ON (E) P.G.&E. POLE
			VEHICLE SIGNAL FACE - 12"(304.8 mm), WITH ARROWS				FREEWAY PIER
			MAST ARM MOUNTED SIGNAL FACE. VEHICLE SIGNAL FACE - 12"(304.8 mm), BACK PLATE INSTALLED ON SIGNAL FACE				TRAFFIC SIGN POLE
			LEFT OR RIGHT ANGLE VISOR				TREE
			PEDESTRIAN SIGNAL				BOLLARD OR GUARD POST
			8" BIKE SIGNAL U.O.N.				PARKING METER
			12" BIKE SIGNAL U.O.N.				FIRE OR POLICE CALL BOX
			PEDESTRIAN FLASHING BEACON				USPS MAIL BOX
			NO RIGHT TURN SIGNAL				PEDESTRIAN BARRICADE
			PEDESTRIAN PUSH BUTTON				(E) FIRE HYDRANT (LP = LOW PRESSURE) (HP = HIGH PRESSURE)
			"M" OR "M-SF" FOUNDATION				VALVE
			OTHER CONTROLLER FOUNDATION TYPE "G" CONTROLLER FOUNDATION TYPE				TRAFFIC SIGNAL PAVEMENT LOOP
			TYPE 332 FOUNDATION M: MODIFIED 17X16" CONDUIT OPENING HOUSEKEEPING PAD 6" HIGH AND 2" ON ALL SIDE WITH CHAMFERED CORNER				RAILROAD GATE POLE WITH R/R SIGNALS
			STREET LIGHT WITH 6' LUMINAIRE ARM				GROUND ROD-5/8" ØX10'-0" (15.88 mm X 3048 mm)
			TRAFFIC RATED HAND HOLE CHRISTY G5 OR EQUAL, NO LOCKING RING REQUIRED.				VIDEO CAMERA
			RED LIGHT CAMERA				PULL BOX TYPE I SL: STREET LIGHT, TS: TRAFFIC SIGNAL
			RED LIGHT CAMERA AUXILIARY FLASH				PULL BOX TYPE III
			PEDESTRIAN FLASHING CROSSWALK				PULL BOX TYPE IV
							TRAFFIC SIGNAL PRIORITY EQUIPMENT

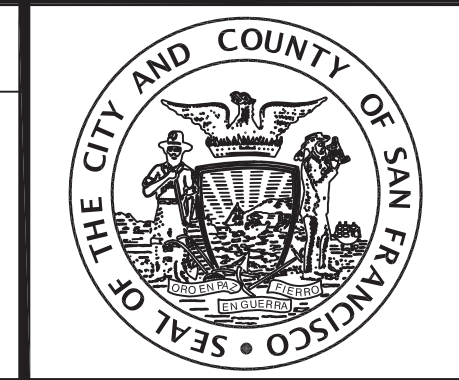
FURNISH & INSTALL	EXISTING	R/C U.O.N.	DESCRIPTION
			BASEMENT PULL BOX
			TYPE 36X OR TYPE 48X PULL BOX WITH EXTENSION.
			TYPE 36X OR TYPE 48X TRAFFIC RATED PULL BOX EXCEPT WITH BOLT DOWN STEEL COVER.
			CITY SERVICE PULL BOX
			PG&E SERVICE PULL BOX
			PG&E METER PEDESTAL
			A.T.&T. MANHOLE
			PG&E MANHOLE
			VIDEO DETECTION SYSTEM CAMERA (VDS)
			CLOSED CIRCUIT TELEVISION CAMERA (CCTV CAMERA)
			VARIABLE MESSAGE SIGN (VMS)
			PG&E VAULT
			CURB RAMP (SEE CR-DWGS)
			SURVEY MONUMENT
			SUB-SIDEWALK BASEMENT
			DETAIL NOTE
			POLE NUMBER
			CONDUIT RUN NUMBER
			FURNISH AND INSTALL NEW PULL BOX IN PLACE OF EXISTING PULL BOX, (R/C (E) PULL BOX), OR EXISTING CONTROLLER FOUNDATION (R/C EXISTING FOUNDATION), OR EXISTING POLE FOUNDATION (R/C EXISTING FOUNDATION) MODIFY EXISTING CONDUITS AND WIRING AS REQUIRED
			DETAIL REFERENCE, SEE DETAIL "1" ON DRAWING NO. E-3

**NOT ALL SYMBOLS  
USED IN PLANS**



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
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REFERENCE INFORMATION  
& FILE NO. OF SURVEYS



**BUREAU OF ENGINEERING**  
CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94103

Acting Section Mgr: *Chi Iao* CHI IAO  
Date: 02/09/2022  
Acting Deputy Bureau Mgr: LESLEY WONG  
Date: 02/14/2022  
Acting Bureau Mgr: IQBAL DHAPA  
Date: 02/22/2022

DESIGNED: DATE: CS/GL 05/2020  
DRAWN: DATE: CS/GL 03/2021  
CHECKED: DATE: GD/DG 07/2021



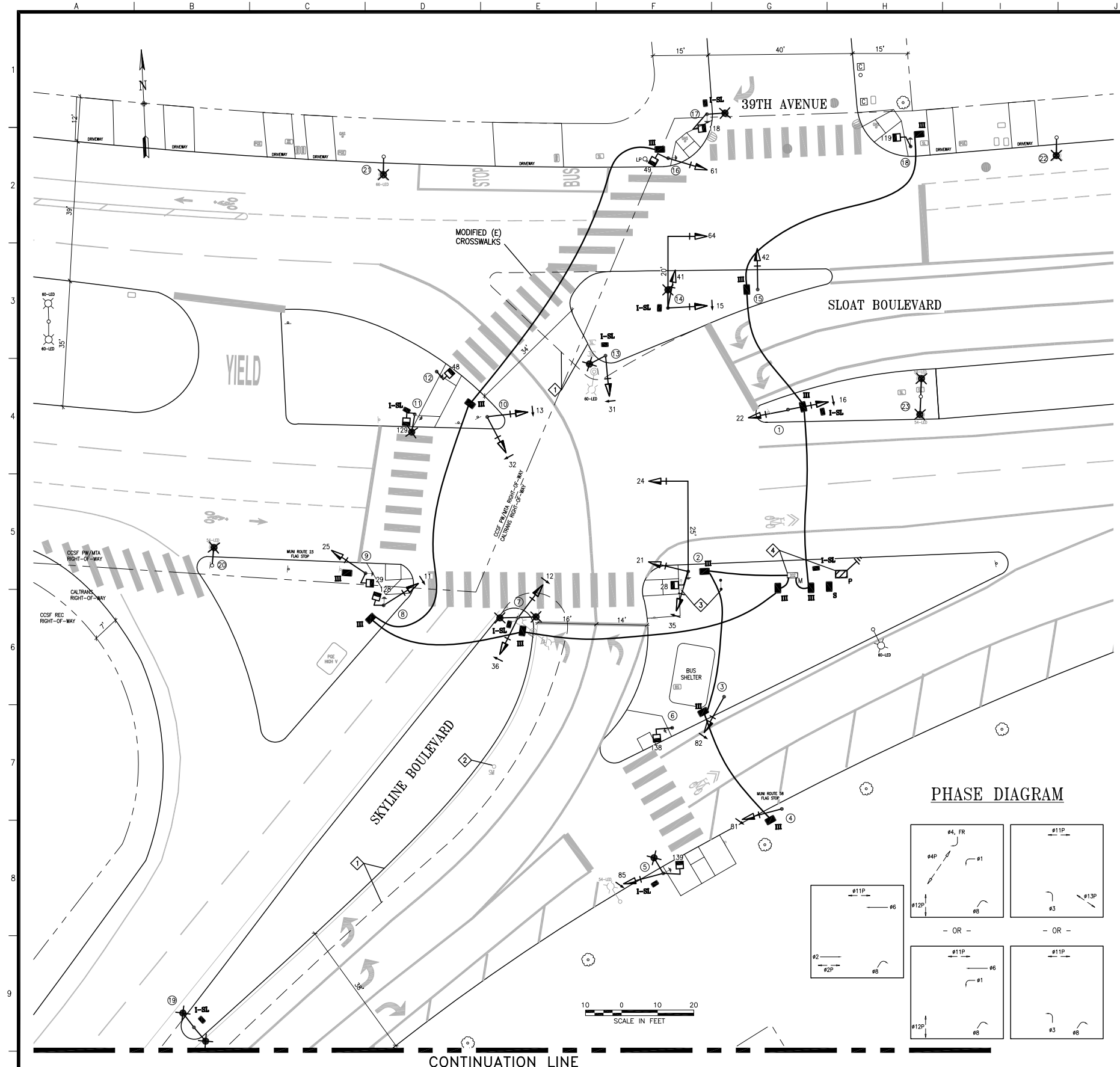
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SHEET OF SHEETS  
3 OF 41

**CONTRACT 65  
NEW TRAFFIC SIGNALS**

**TRAFFIC SIGNAL  
SYMBOLS**

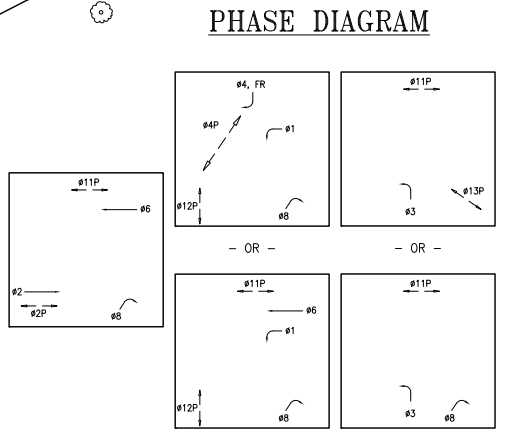
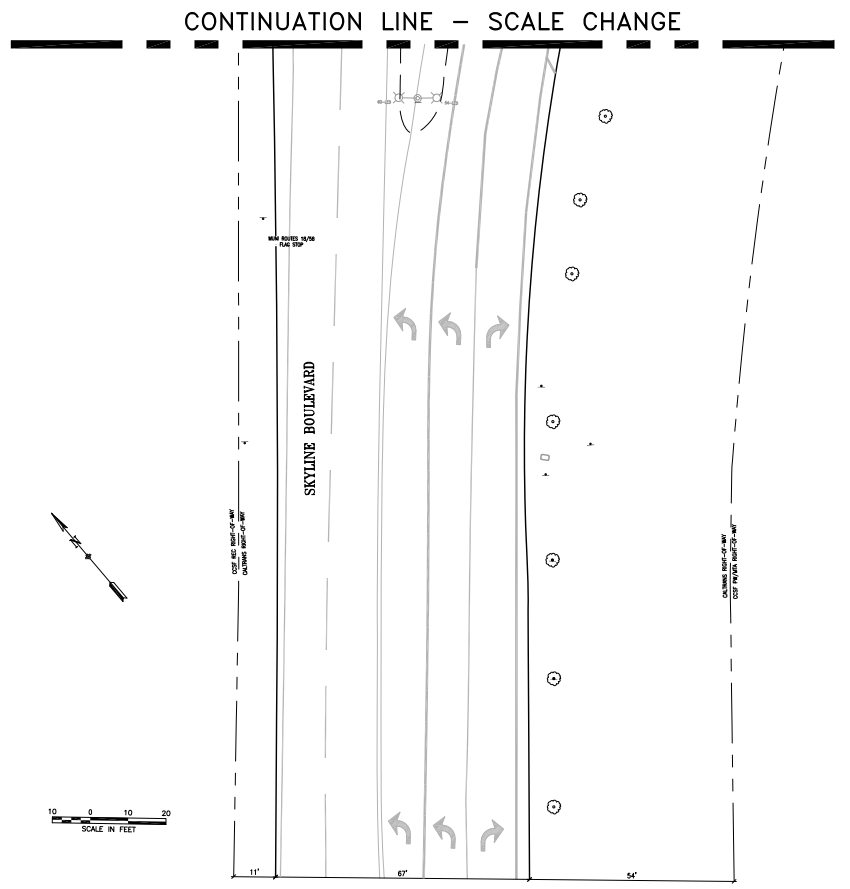
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DRAWING NO. E-0.1  
FILE NO. 120,064  
REV. NO. 0

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**SHEET NOTES:**

- ① SEE CR-SHEETS FOR MEDIAN AND ISLAND MODIFICATION DETAILS.
- ② COORDINATE WITH CALTRANS FOR REMOVAL OF SURVEY MONUMENT.
- ③ COORDINATE WITH SFMTA SIGN SHOP FOR RELOCATION OF PEDESTRIAN BAR SIGN BEFORE INSTALLATION OF MAST ARM.
- ④ F/I CONCRETE PAD REQUIRED FOR TRAFFIC SIGNAL CABINET AND ELECTRICAL SERVICE EQUIPMENT ENCLOSURE IN UNPAVED AREA PER CALTRANS STANDARD PLANS.



**35% SUBMITTAL**  
NOT FOR CONSTRUCTION

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**SAN FRANCISCO PUBLIC WORKS**  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94103

Date: \_\_\_\_\_  
Acting Section Mgr: CHI IAO  
Acting Deputy Bureau Mgr: LESLEY WONG  
Acting Bureau Mgr: IQBAL DHAPA

DESIGNED: DATE: CS/GL XX/2022  
DRAWN: DATE: CS/GL XX/2022  
CHECKED: DATE: GD/DG XX/2022



SCALE:  
AS SHOWN  
SHEET OF SHEETS  
19 OF 41

CONTRACT 65  
NEW TRAFFIC SIGNALS  
39TH AVE, SKYLINE BLVD AND SLOAT BLVD  
TRAFFIC SIGNAL PLAN

CONTRACT NO. 0000006423  
DRAWING NO. E-8.0  
FILE NO. 120,080  
REV. NO. 0

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 Measurement Units are English



POLE AND EQUIPMENT SCHEDULE

POLE No.	TYPE OF POLE	LUMINAIRE TYPE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE	MOUNTING	
①	1-A (10')		16 22	3S12"LA 3S12"	TV-2-T	T T	BP BP				
②	18-2-100 w/ 25' MAST ARM		24 21 35	3S12" 3S12" 3S12"LA	MAC SV-2-TA	T T T	BP BP BP	28	1S-COUNT	SP-1	APS-PPB-2W
③	1-A (10')		82	3S12"RA	TV-1-T	T	BP				
④	1-A (10')		81	3S12"RA	TV-1-T	T	BP				
⑤	OCTAGONAL CONCRETE STREETLIGHT WITH 6' LUMINAIRE ARM	A 108	85	3S12"RA	SV-1-T	T	BP	139	1S-COUNT	SP-1	APS-PPB-2W
⑥	1-A (10')							138	1S-COUNT	SP-1	APS-PPB-2W
⑦	OCTAGONAL CONCRETE STREETLIGHT WITH DUAL 6' LUMINAIRE ARMS	A1 108	12 36	3S12"LA 3S12"LA	SV-2-TA	T T	BP BP				
⑧	1-A (10')		11	3S12"LA	TV-1-T	T		128	1S-COUNT	SP-1	APS-PPB-2W
⑨	1-A (10')		25	3S12"	TV-1-T	T	BP	29	1S-COUNT	SP-1	APS-PPB-2W
⑩	1-A (10')		13 32	3S12"LA 3S12"LA	TV-2-T	T T	BP BP				
⑪	OCTAGONAL CONCRETE STREETLIGHT WITH 6' LUMINAIRE ARM	A 108						129	1S-COUNT	SP-1	APS-PPB-2W
⑫	1-A (10')							48	1S-COUNT	SP-1	APS-PPB-2W
⑬	OCTAGONAL CONCRETE STREETLIGHT WITH 6' LUMINAIRE ARM	A 108	31	3S12"LA	SV-1-T	T	BP				
⑭	17-2-100 w/ 20' MAST ARM AND 6' LUMINAIRE ARM	A 108	15 41 64	3S12"LA 3S12"R/FR 3S12"	SV-2-TA MAC	T T T	BP BP BP				
⑮	1-A (10')		42	3S12"R/FR	TV-1-T	T	BP				
⑯	1-A (10')		61	3S12"	TV-1-T	T	BP	49	1S-COUNT	SP-1	APS-PPB-2W
⑰	OCTAGONAL CONCRETE STREETLIGHT WITH 6' LUMINAIRE ARM	A 108						118	1S-COUNT	SP-1	APS-PPB-2W
⑱	1-A (10')							119	1S-COUNT	SP-1	APS-PPB-2W
⑲	OCTAGONAL CONCRETE STREETLIGHT WITH DUAL 6' LUMINAIRE ARMS	A1 108									
⑳	(E) OCTAGONAL CONCRETE STREETLIGHT WITH 6' LUMINAIRE ARM	A 108	2								
㉑	(E) OCTAGONAL CONCRETE STREETLIGHT WITH 6' LUMINAIRE ARM	A 108	2								
㉒	(E) OCTAGONAL CONCRETE STREETLIGHT WITH 6' LUMINAIRE ARM	A 108	2								
㉓	(E) OCTAGONAL CONCRETE STREETLIGHT WITH DUAL 6' LUMINAIRE ARMS	A1 108	2								

GENERAL NOTES:

1. ALL TRAFFIC SIGNAL AND MAST ARM POLES SHALL CONFORM TO THE 2018 CALTRANS STANDARD PLANS FOR THIS INTERSECTION.

SHEET NOTES:

① CONTRACTOR TO F/I APS-PPB WIRING. CITY FORCES TO F/I APS-PPB BUTTONS PER ADA REQUIREMENTS

② REPLACE (E) FIXTURE WITH (N) FIXTURE ON (E) POLE. R/C (E) FIXTURE.

X 45-DEGREE ANGLE RIGHT TURN ARROW

Y 3S12" RED/FLASHING RED (R/FR)



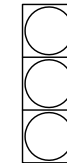
RED ANGLE ARROW



YELLOW ANGLE ARROW



GREEN ANGLE ARROW



SOLID RED BALL



BLANK (NO TUNNEL VISOR)



FLASHING RED BALL

**35% SUBMITTAL**  
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.
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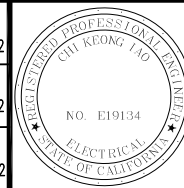
REFERENCE INFORMATION & FILE NO. OF SURVEYS



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CITY & COUNTY OF SAN FRANCISCO  
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Acting Section Mgr:	CHI IAO
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CHECKED:	DATE:	GD/DG	XX/2022



SCALE:	AS SHOWN
SHEET OF SHEETS	19 OF 41

CONTRACT NO.	0000006423
DRAWING NO.	E-8.1
FILE NO.	120,080
REV. NO.	0

CONTRACT 65  
NEW TRAFFIC SIGNALS  
39TH AVE, SKYLINE BLVD AND SLOAT BLVD  
TRAFFIC SIGNAL PLAN

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 Model Units: Undefined  
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