



**CEQA STATUTORY EXEMPTION DETERMINATION**  
**Public Resources Code Section 21080.25**

**Date Issued:** November 4, 2024  
**Record No.:** 2024-009962ENV  
**Project:** **Alemany Boulevard Bikeway Improvement Project**  
**Project Sponsor:** Jonathan Chimento, San Francisco Municipal Transportation Agency  
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency  
**Staff Contact:** Jennifer McKellar, jennifer.mckellar@sfgov.org, (628) 652-7563

**PROJECT DESCRIPTION**

The San Francisco Municipal Transportation Agency (SFMTA) proposes to upgrade the existing Class II bikeway on Alemany Boulevard from Ellsworth Street to Justin Drive to a Class IV protected bikeway. The proposed project would also install a new transit boarding island on Alemany Boulevard west of Ellsworth Street. The project is intended to increase safety for cyclists and pedestrians accessing transit services on Alemany Boulevard.

Please see the attached Alemany Boulevard Bikeway Improvement Project memo for a more detailed project description with plans, which is also available in Planning Dept. Case No. 2024-009962ENV.

Carried out by:	Contracted through:
<input checked="" type="checkbox"/> Public Works	<input type="checkbox"/> Public Works
<input checked="" type="checkbox"/> SFMTA	<input type="checkbox"/> SFMTA
<input type="checkbox"/> Public Agency:	<input type="checkbox"/> Public Agency:

**SB922 ELIGIBILITY CHECKLIST**

This project, as proposed, has been determined to be exempt under the California Environmental Quality Act (CEQA), specifically under a statutory exemption pursuant to Public Resources Code section 21080.25 as demonstrated below.

*(continued on the next page)*

<p><b>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</b></p> <p>The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.</p>	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.
<input checked="" type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) A project for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan.
<input type="checkbox"/>	(5) A public project for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain buses or light rail vehicles, 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. The project shall be located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.
<input type="checkbox"/>	(6) A public project to construct or maintain infrastructure or facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries, provided the project is carried out by a public transit agency 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) or any regulations identified by the State Air Resources Board’s 2020 Mobile Source Strategy, adopted on October 28, 2021, and the project is located on property owned by the local agency or within an existing public right-of-way or on property owned by a public or private utility.  *For projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries, see Table 3 for additional requirements.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (6), inclusive.
<input checked="" type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (7), inclusive.
<input type="checkbox"/>	(9) A planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.

*(continued on the next page)*

<b>Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)</b>	
<p>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 planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.</p>	
<input checked="" type="checkbox"/>	(1) A local agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right of way. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(3) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	<p>(4) The project would:</p> <p><input checked="" type="checkbox"/> <b>not</b> exceed fifty million dollars (\$50,000,000) <b>OR</b></p> <p><input type="checkbox"/> exceed \$50,000,000 (but not exceed \$100,000,000)* and meet the noticed public meeting requirements in Table 3</p>
<p>* If the project exceeds \$100,000,000, then Section 21080.25(d) imposes additional requirements. Please consult with the Planning Department staff.</p>	
<b>Table 3: Noticed Public Meetings Requirements – Public Resources Code Section 21080.25(d)(1)(D)(i), (iii), (iv) and Section 21080.25(d)(1)(E)</b>	
<p>Projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries or projects exceeding \$50,000,000 must meet <b>all</b> the applicable criteria listed below to qualify for this statutory exemption.</p>	
<input type="checkbox"/>	<p>The lead agency shall hold noticed public meetings as follows:</p> <p><input type="checkbox"/> Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments. Public meetings occurred:</p> <p><input type="checkbox"/> The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments.</p> <p><input type="checkbox"/> The public meetings held pursuant to Section 21080.25(d)(1)(D)(i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency.</p>
<input type="checkbox"/>	<p>The lead agency shall give public notice of the meetings (listed in the row above) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using <b>at least one</b> of the following procedures:</p> <p><input type="checkbox"/> Publication of the notice in a newspaper of general circulation in the area affected by the project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.</p> <p><input type="checkbox"/> Posting of the notice onsite and offsite in the area where the project is located.</p> <p><input type="checkbox"/> Posting of the notice on the lead agency’s internet website and social media accounts.</p>
<input checked="" type="checkbox"/>	Not Applicable – Project type not applicable and cost of project is below \$50,000,000.

<b>Table 4: Project Labor Requirements – Public Resources Code Section 21080.25(f)</b>	
<p>In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for this statutory exemption. See Attachment 1 below for definitions of terms. Note: Table 4 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.</p>	
<input type="checkbox"/>	<p>(1) Following the granting of an exemption under this section, the lead agency shall take an action at a public meeting of its governing board to certify that the project will be completed by a skilled and trained workforce. (Does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project.)</p>
<input type="checkbox"/>	<p>(2) (A) Except as provided in subparagraph (2) (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.</p>
<input type="checkbox"/>	<p>(2) (B) Subparagraph (2) (A) does not apply if any of the following requirements are met:</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.</li> <li><input type="checkbox"/> (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.</li> <li><input type="checkbox"/> (iii) The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce.</li> </ul>
<input type="checkbox"/>	<p>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.</p>
<input checked="" type="checkbox"/>	<p>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.</p>

*(continued on the next page)*

<b>EXEMPTION DETERMINATION (TO BE COMPLETED BY ENVIRONMENTAL PLANNER)</b>	
<p>Project Approval Action: Approval by the City Traffic Engineer following a Public Hearing.</p>	<p>Signature/Date: <i>Jennifer McKellar</i> 11/4/2024 Jennifer McKellar San Francisco Planning Department</p>
<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a> and inputting the record number. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link.</p> <p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Administrative Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or, if the approval is not made at a noticed public hearing, within 30 days after posting on the Planning Department's website a written decision or notice of the Approval Action.</p>	

*(continued on the next page)*

## **ATTACHMENT 1: DEFINITIONS**

Definitions for terms 1 through 12 are the same as provided in the text of Public Resources Code section 21080.25(a).

- (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) **“Bicycle facilities”** includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
- (3) **“High-occupancy vehicle”** means a vehicle with three or more occupants.
- (4) **“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.
- (5) **“Local agency”** means a public transit operator, city, county, city and county, special district, joint powers authority, local or regional transportation agency, or congestion management agency.
- (6) **“Part-time transit lanes”** means designated highway shoulders that support the operation of transit vehicles during specified times and are not open to nonpublic transit vehicles at any time.
- (7) **“Project labor agreement”** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.
- (8) **“Public transit operator”** has the same meaning as in Section 99210 of the Public Utilities Code.
- (9) **“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.
- (10) **“Transit lanes”** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.
- (11) **“Transit prioritization projects”** means any of the following transit project types on highways or in the public right-of-way:
  - (A) Signal and sign changes, such as signal coordination, signal timing modifications, signal modifications, or the installation of traffic signs or new signals.
  - (B) The installation of wayside technology and onboard technology.
  - (C) The installation of ramp meters.
  - (D) The conversion to dedicated transit lanes, including transit queue jump or bypass lanes, shared turning lanes and turn restrictions, the narrowing of lanes to allow for dedicated transit lanes or transit reliability improvements, or the widening of existing transit travel lanes by

removing or restricting street parking.

(E) Transit stop access and safety improvements, including, but not limited to, the installation of transit bulbs and the installation of transit boarding islands.

(12) “**Transportation demand management program**” means a specific program of strategies, incentives, and tools to be implemented, including, with specified annual status reporting obligations, to reduce vehicle trips by providing opportunities for the public to choose sustainable travel options, such as transit, bicycle riding, or walking. A specific program of strategies, incentives, and tools includes, but is not limited to, any of the following:

(A) Provision of onsite electric vehicle charging stations in excess of applicable requirements.

(B) Provision of dedicated parking for car share or zero-emission vehicles, or both types of vehicles, in excess of applicable requirements.

(C) Provision of bicycle parking in excess of applicable requirements.

(13) Pedestrian Facilities as a term is not defined in Public Resources Code Section 21080.25. 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>1</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 Public Resources Code Section 21080.25.

---

<sup>1</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: November 4, 2024  
To: Jennifer McKellar, San Francisco Planning Department  
From: Jonathan Chimento, San Francisco Municipal Transportation Agency  
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency  
Re: Alemany Boulevard Bikeway Improvement Project  
Case No.: 2024-009962ENV

### **Alemany Boulevard Bikeway Improvement Project Description**

The San Francisco Municipal Transportation Agency (SFMTA) proposes to upgrade the existing Class II bikeway on Alemany Boulevard from Ellsworth Street to Justin Drive to a Class IV protected bikeway. The proposed project (project) would also install a new transit boarding island on Alemany Boulevard west of Ellsworth Street. The project is intended to increase safety for cyclists and pedestrians accessing transit services on Alemany Boulevard.

The roadway configuration of Alemany Boulevard between Ellsworth Street to Congdon Street at Justin Drive currently consists of three westbound travel lanes with a Class II, unprotected curb side bikeway six feet in width. The project would remove one (the northernmost) of the three vehicle lanes and convert the space into a protected Class IV bikeway nine feet in width. The bikeway would be protected with a concrete k-rail barrier and five-foot-wide painted buffer from Ellsworth Street to Justin Drive and would not require any excavation to install.

Approximately 70 feet of existing on-street parking immediately south of Ellsworth Street on the north side of Alemany Boulevard would be converted to a floating parking arrangement, moving approximately 11 on-street parking spaces to accommodate the curbside protected bikeway. A new transit boarding island 85 feet in width would be installed on the north side of Alemany Boulevard approximately 340 feet west of Ellsworth Street. The transit boarding island would replace an existing curbside bus stop, and the island would be doveled into a surface layer of asphalt, requiring no excavation to construct. A new right turn only lane would be established on the segment of Alemany Boulevard approaching Justin Drive.

The proposed work would be carried out by San Francisco Public Works and SFMTA crews. The project would not result in the removal of any existing trees or on-street loading spaces.

#### **Attachments:**

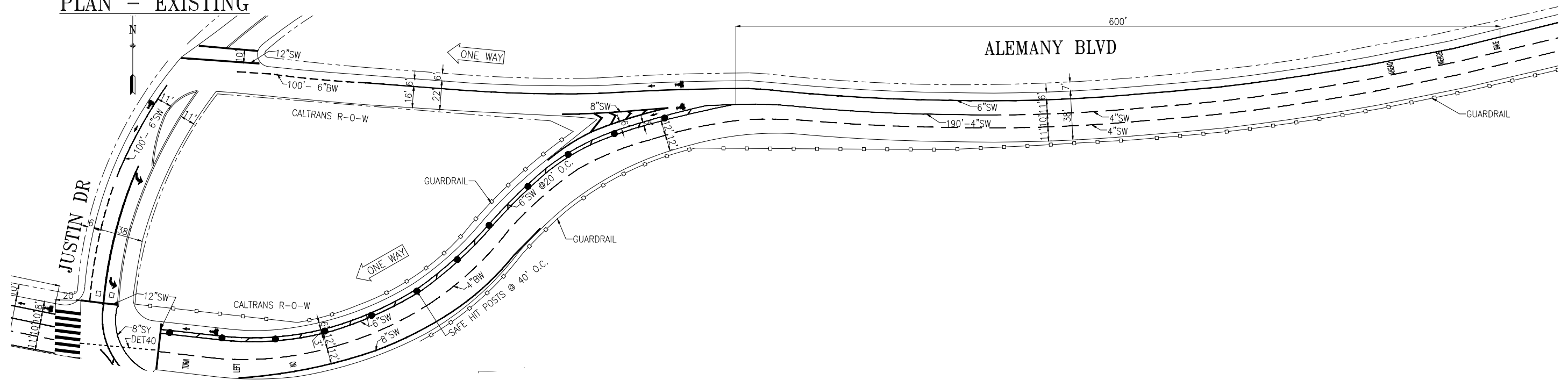
Attachment A: Existing and Proposed Striping Plans



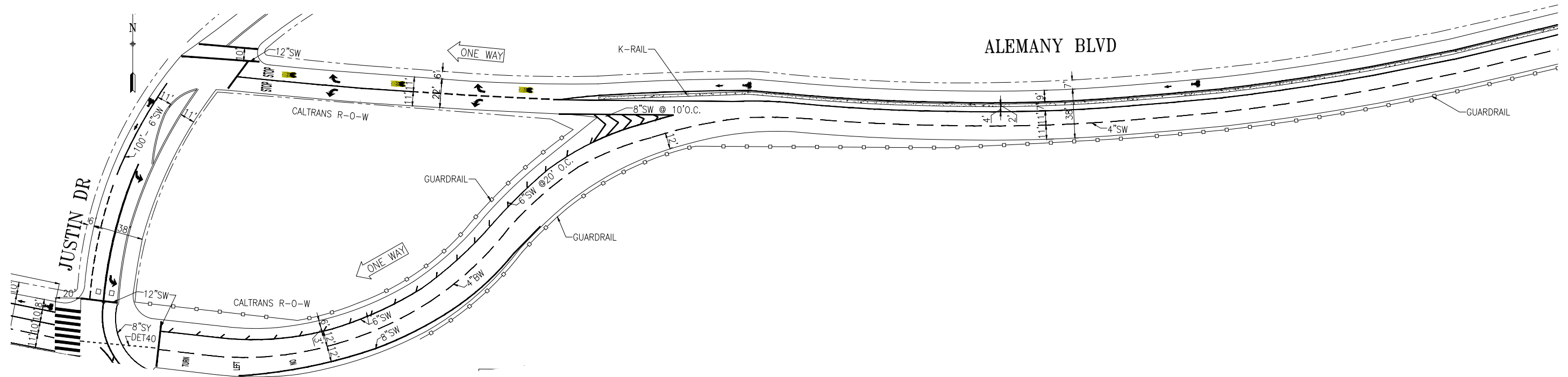
**Approval Action:**

The project would be approved by the City Traffic Engineer's Directive. The issuing of this directive by the City Traffic Engineer constitutes the Approval Action for the project. Since the Approval Action does not occur at a noticed public hearing, pursuant to San Francisco Administrative Code Chapter 31, Sections 31.04(h)(2) and 31.08(g), the Approval Action must be posted on the Planning Department's website. The date that the Approval Action is posted on the Planning Department website starts the 30-day exemption appeal period.

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:	SENIOR ENGINEER	DATE:
CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:

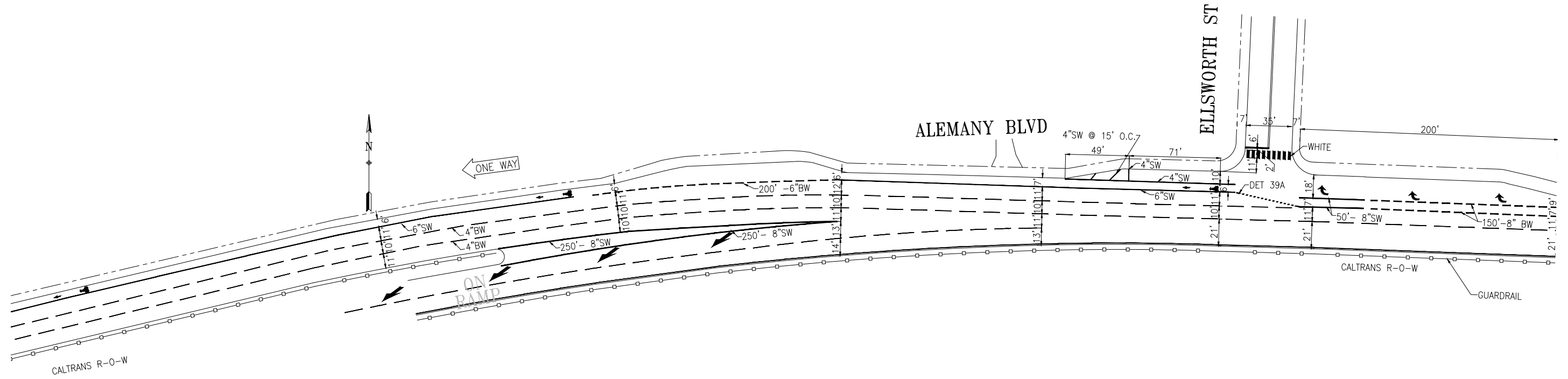
APPROVED		SCALE:
		1" = 40'
		SHEET/SHEETS:

**ALEMANY BOULEVARD**  
**JUSTIN DRIVE TO ELLSWORTH STREET**  
**DESIGN: ALEMANY PROTECTED BIKEWAY**

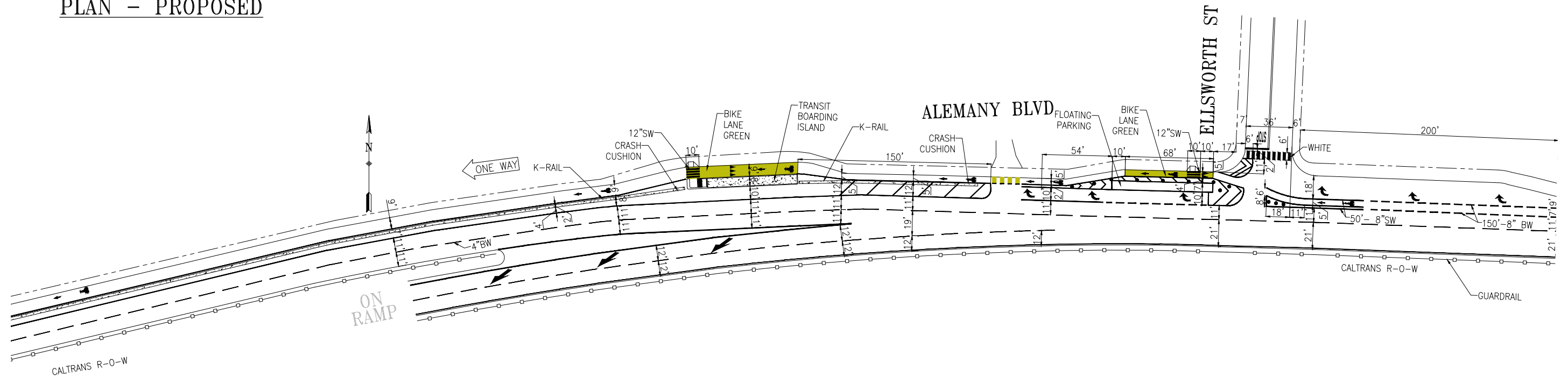
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:  
DATE: ---/---/---

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:	APPROVED	SCALE:
CHECKED:	DATE:	SENIOR ENGINEER	1" = 40'
		CITY TRAFFIC ENGINEER	SHEET/SHEETS:

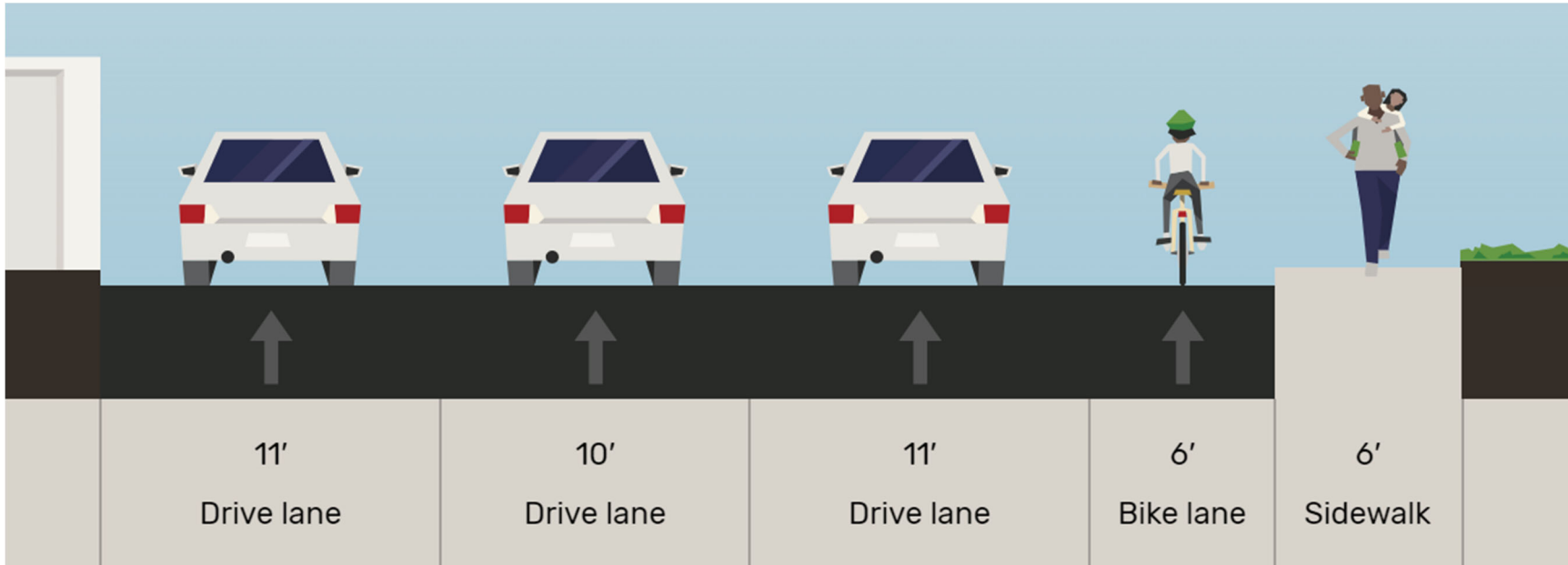
APPROVED		SCALE:
SENIOR ENGINEER	DATE:	1" = 40'
CITY TRAFFIC ENGINEER	DATE:	SHEET/SHEETS:

**ALEMANY BOULEVARD**  
**JUSTIN DRIVE TO ELLSWORTH STREET**  
**DESIGN: ALEMANY PROTECTED BIKEWAY**

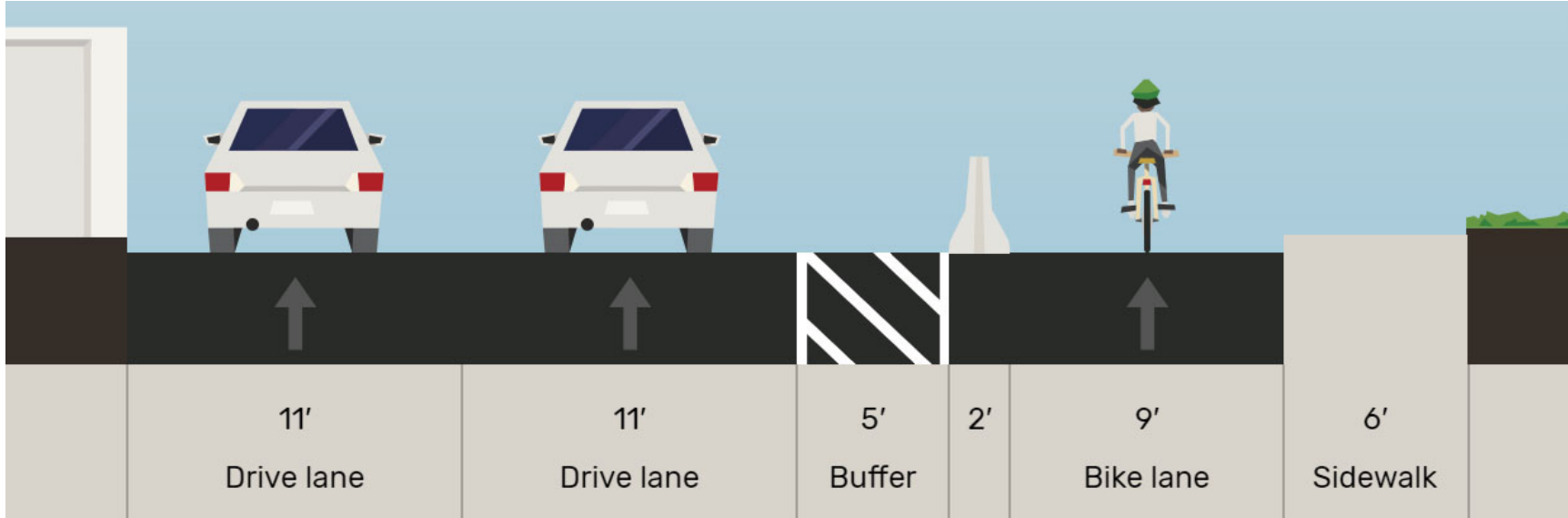
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:  
DATE: ---/---/---

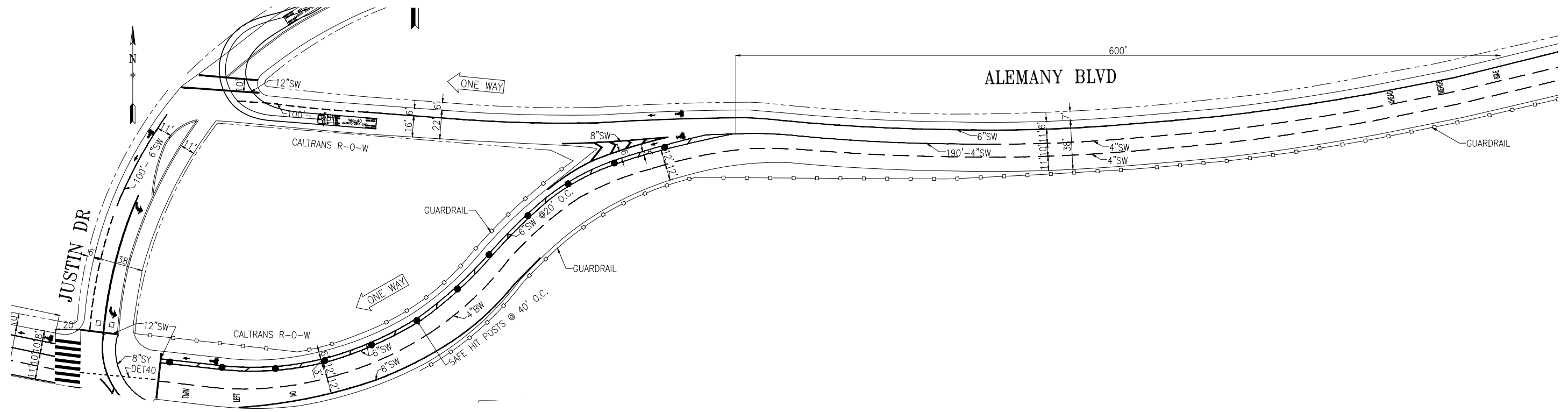
EXISTING ALEMANY CROSS SECTION



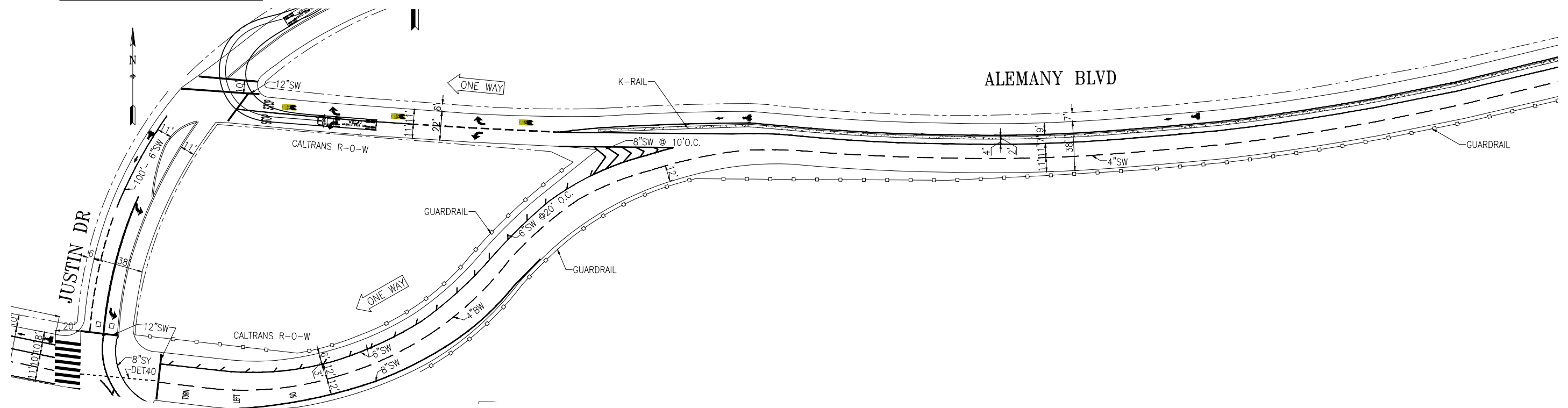
PROPOSED ALEMANY CROSS SECTION



PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



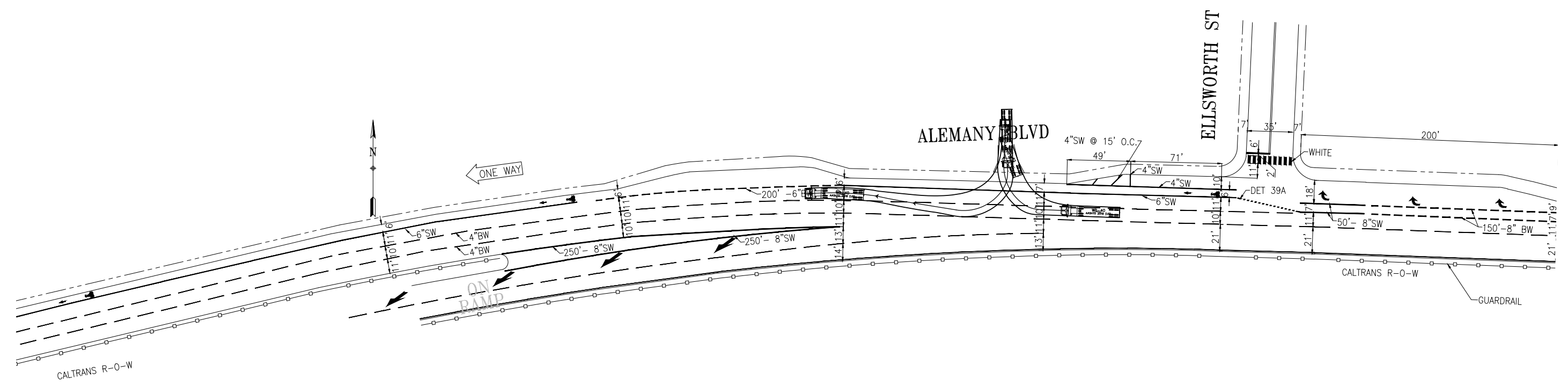
DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 40'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

**ALEMANY BOULEVARD**  
**JUSTIN DRIVE TO ELLSWORTH STREET**  
**ALEMANY PROTECTED BIKEWAY**  
**WB-40 TURNS**

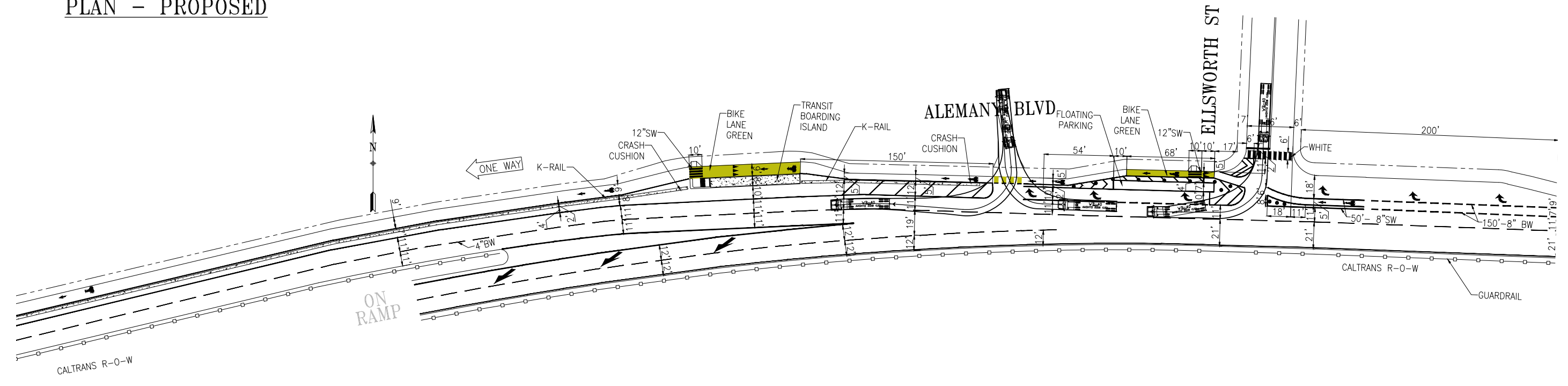
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:  
DATE: / /

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 40'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

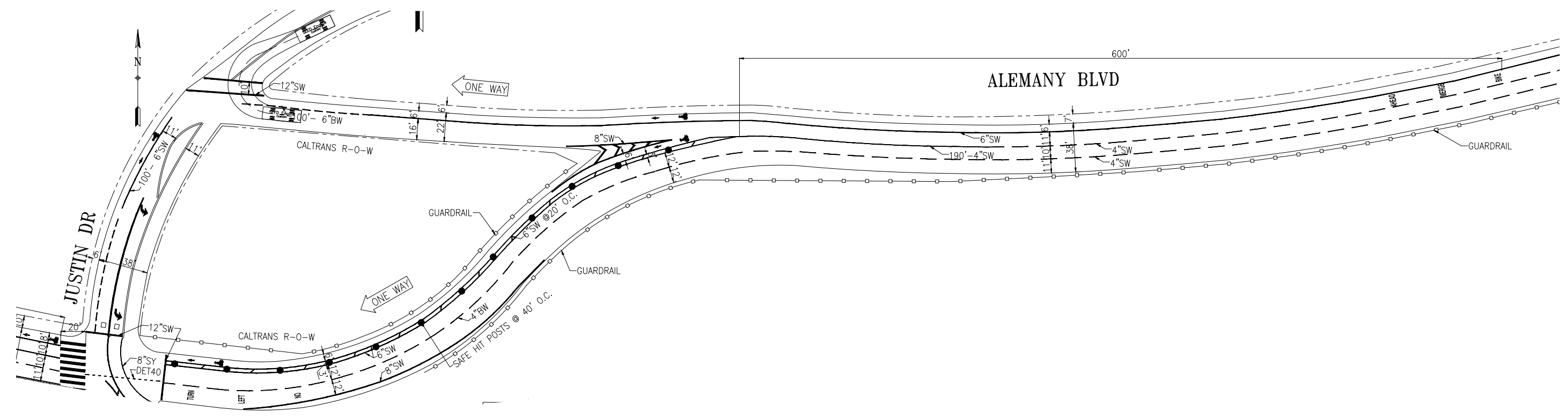
ALEMANY BOULEVARD  
 JUSTIN DRIVE TO ELLSWORTH STREET  
 ALEMANY PROTECTED BIKEWAY  
 WB-40 TURNS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

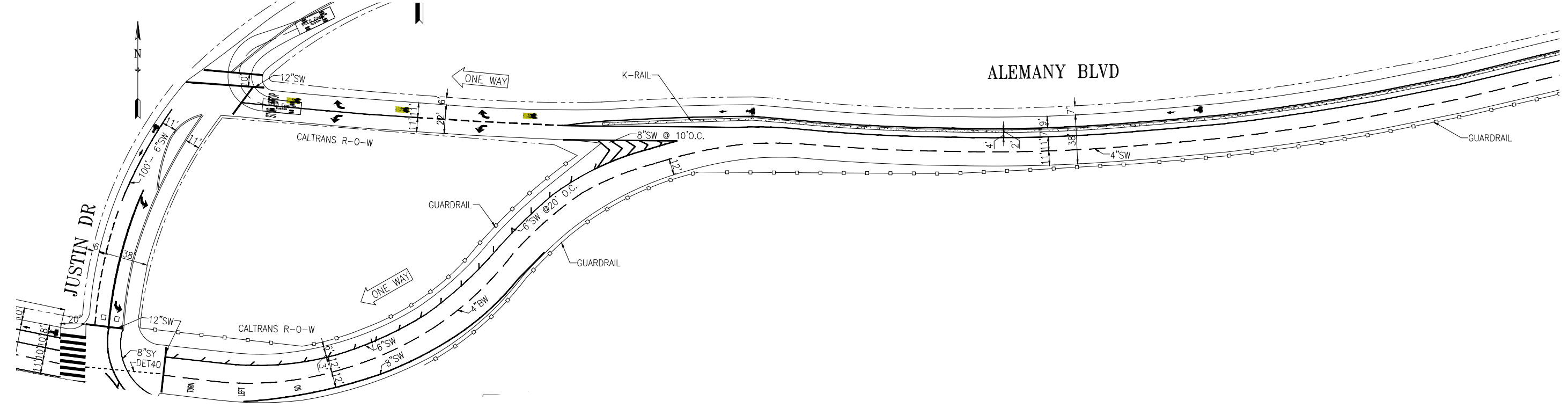
FILE NAME: ---  
DATE: ---



PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



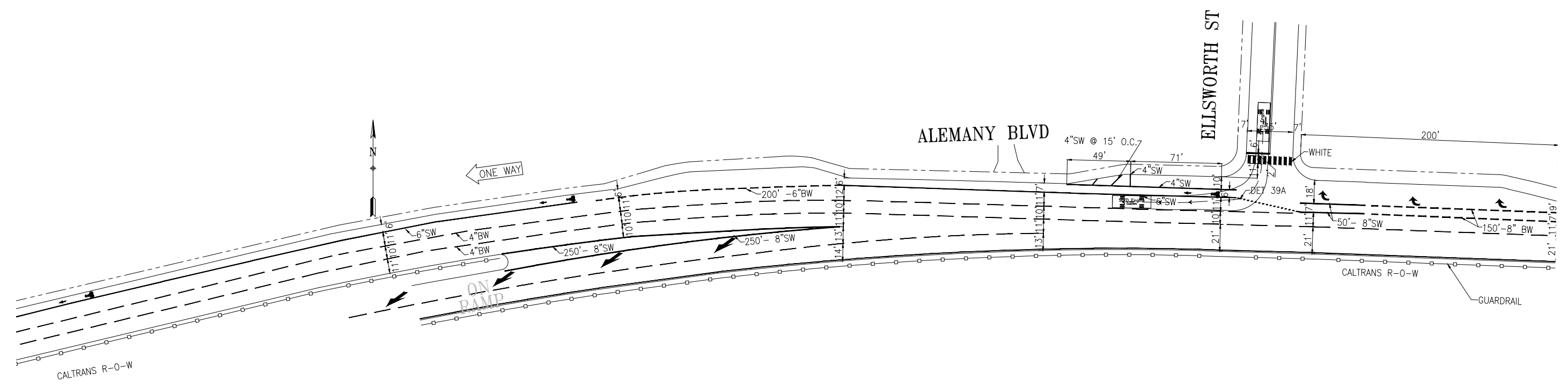
DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 40'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

**ALEMANY BOULEVARD**  
**JUSTIN DRIVE TO ELLSWORTH STREET**  
**ALEMANY PROTECTED BIKEWAY**  
**ENGINE LADDER TURN**

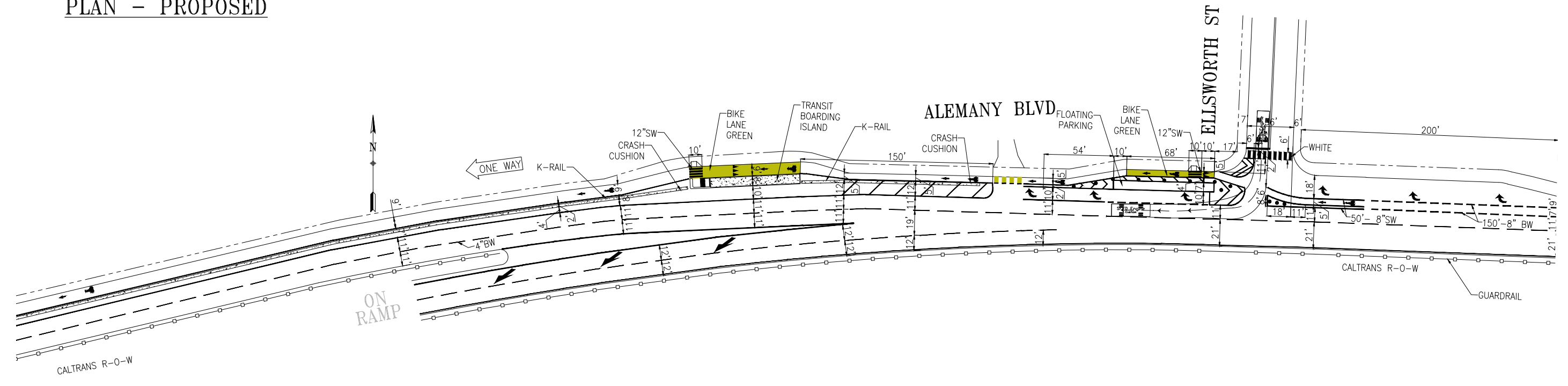
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME: / DATE: /

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 40'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

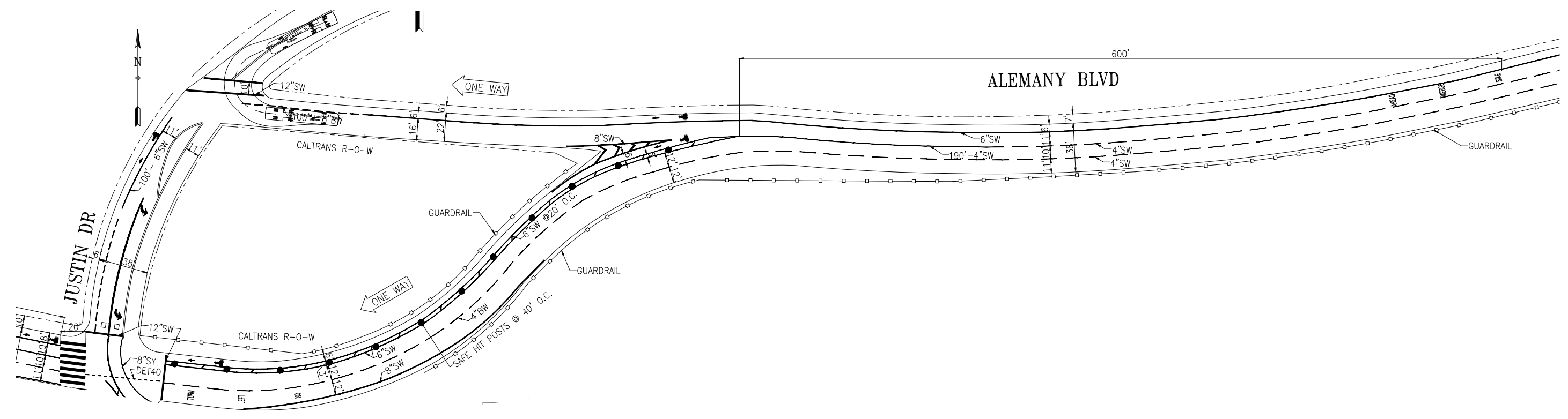
**ALEMANY BOULEVARD**  
**JUSTIN DRIVE TO ELLSWORTH STREET**  
**ALEMANY PROTECTED BIKEWAY**  
**ENGINE LADDER TURN**

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

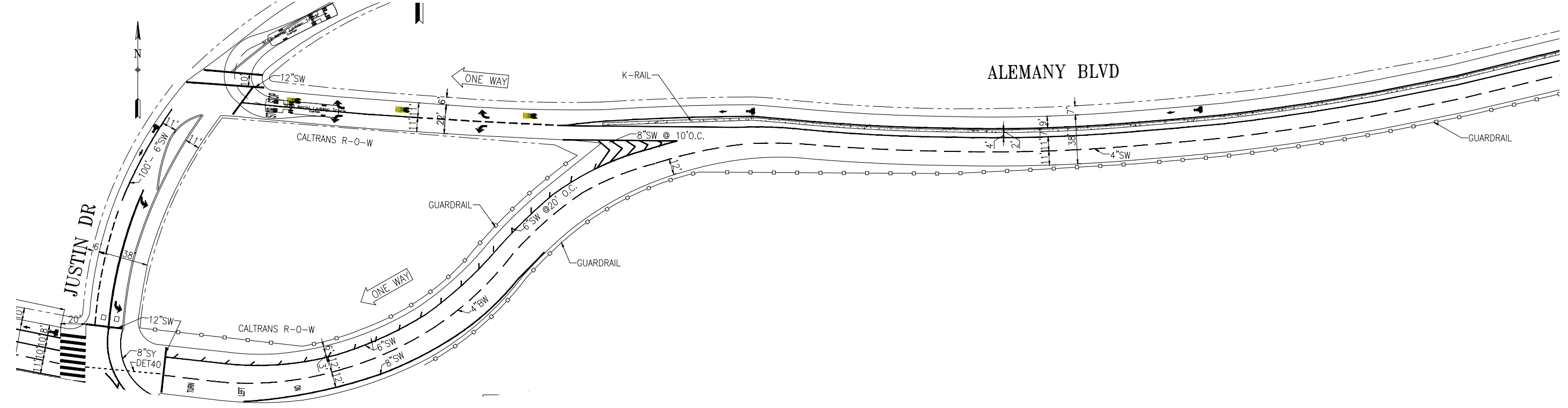
FILE NAME: --- DATE: ---



PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



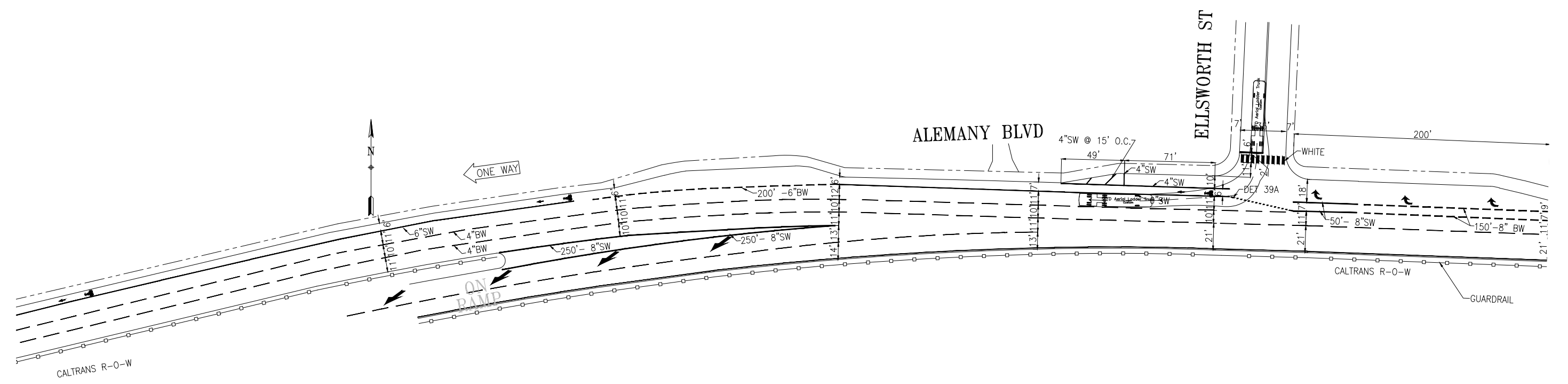
DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 40'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

ALEMANY BOULEVARD  
 JUSTIN DRIVE TO ELLSWORTH STREET  
 ALEMANY PROTECTED BIKEWAY  
 SFFD LADDER TURN

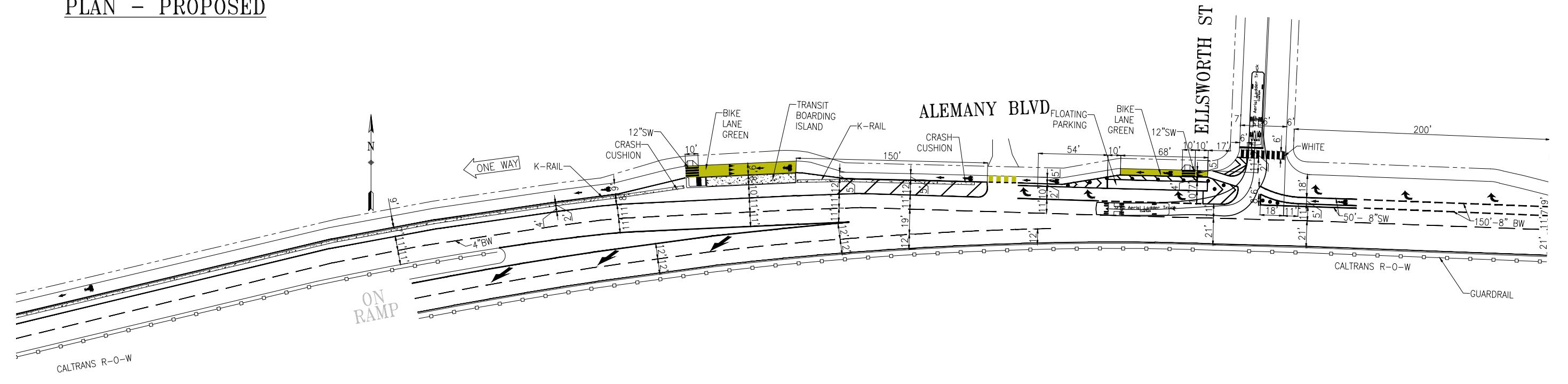
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME: ---  
DATE: ---

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



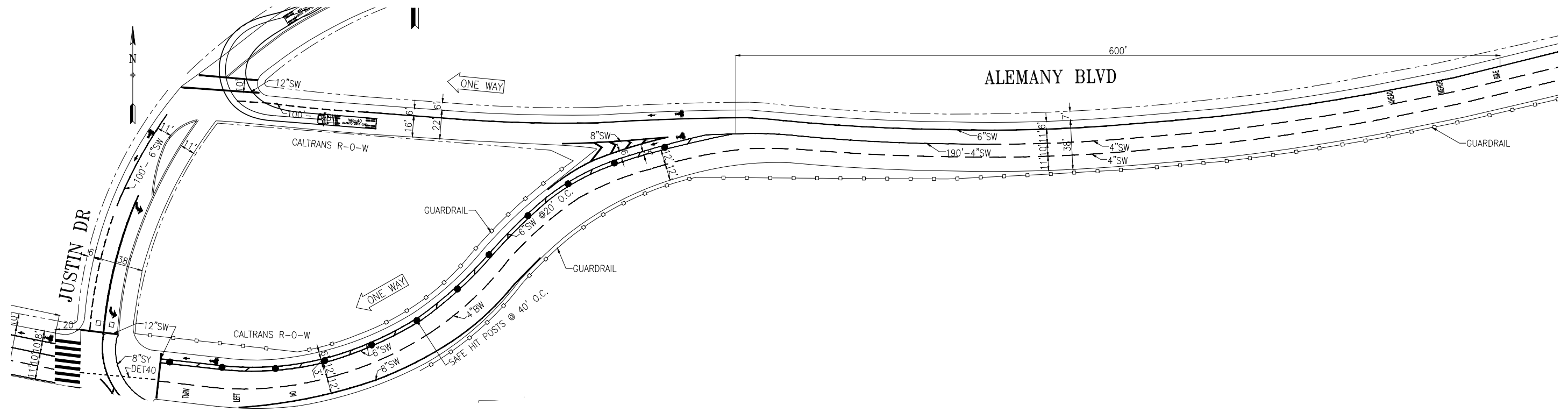
DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 40'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

**ALEMANY BOULEVARD**  
**JUSTIN DRIVE TO ELLSWORTH STREET**  
**ALEMANY PROTECTED BIKEWAY**  
**SFFD LADDER TURN**

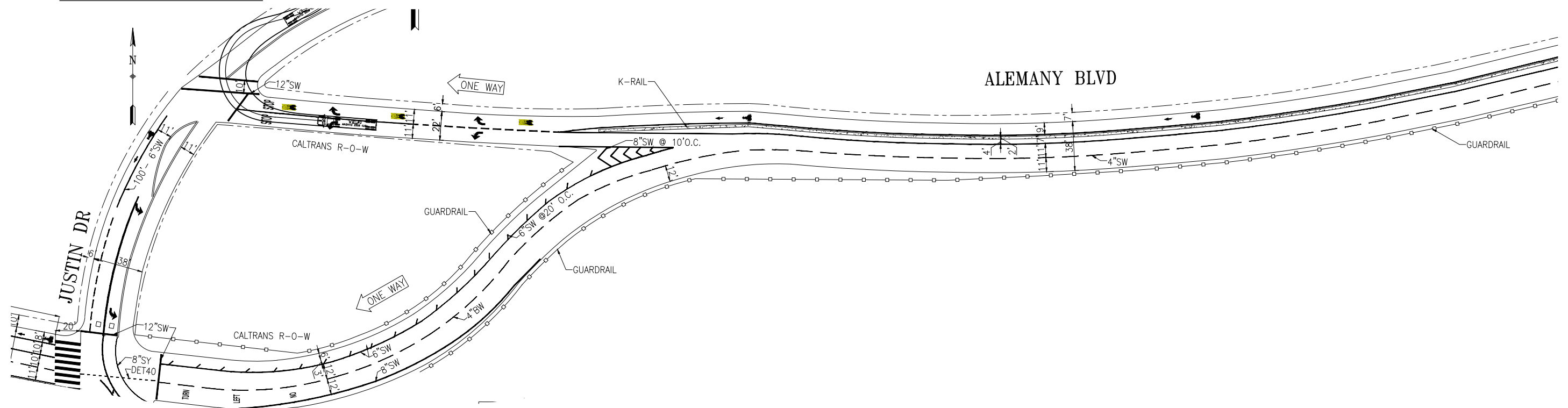
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME: ---  
DATE: ---

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



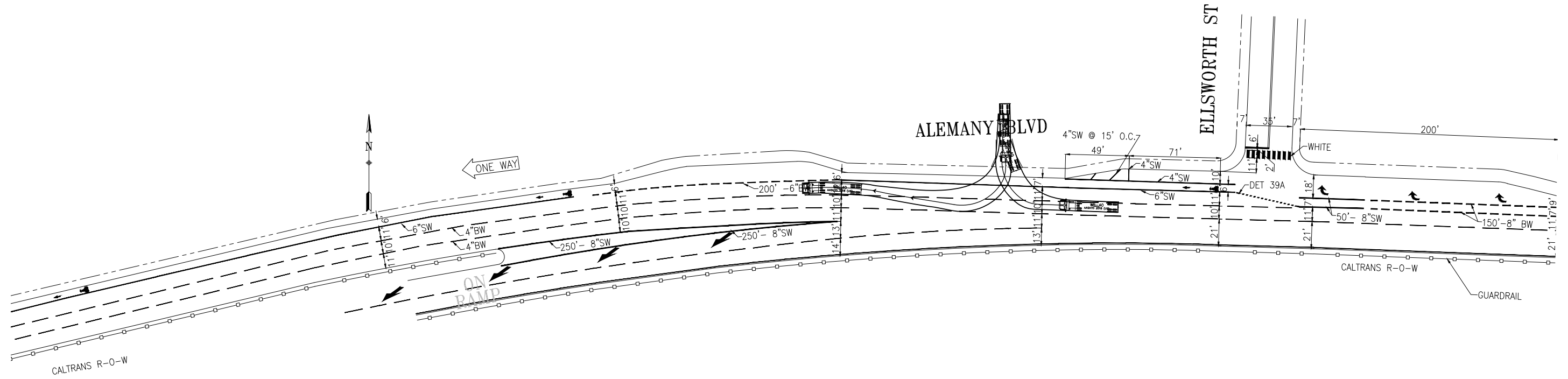
DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 40'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

**ALEMANY BOULEVARD**  
**JUSTIN DRIVE TO ELLSWORTH STREET**  
**ALEMANY PROTECTED BIKEWAY**  
**WB-40 TURNS**

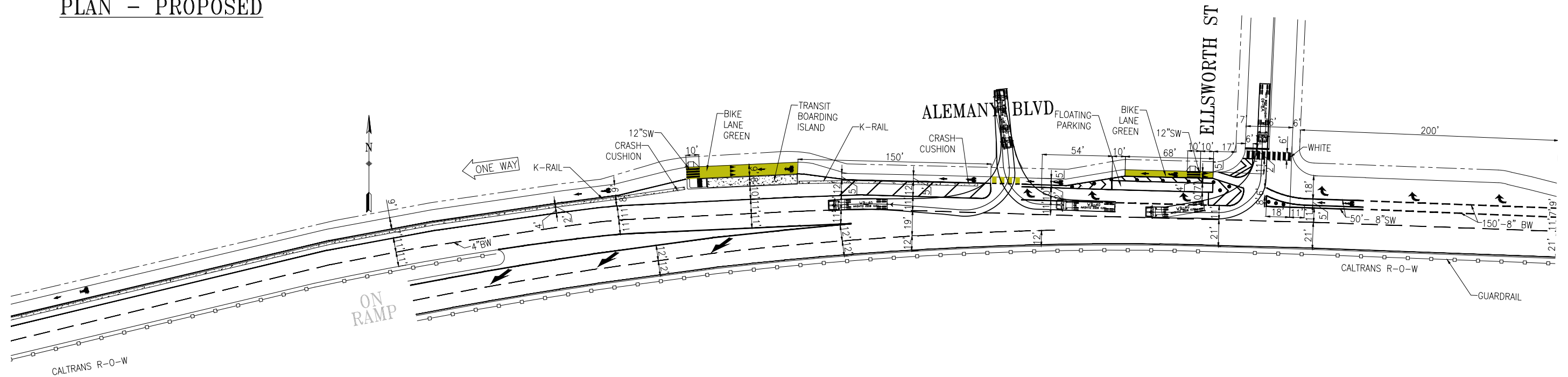
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME: / DATE: /

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 40'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

**ALEMANY BOULEVARD**  
**JUSTIN DRIVE TO ELLSWORTH STREET**  
**ALEMANY PROTECTED BIKEWAY**  
**WB-40 TURNS**

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:  
DATE: ---/---/---