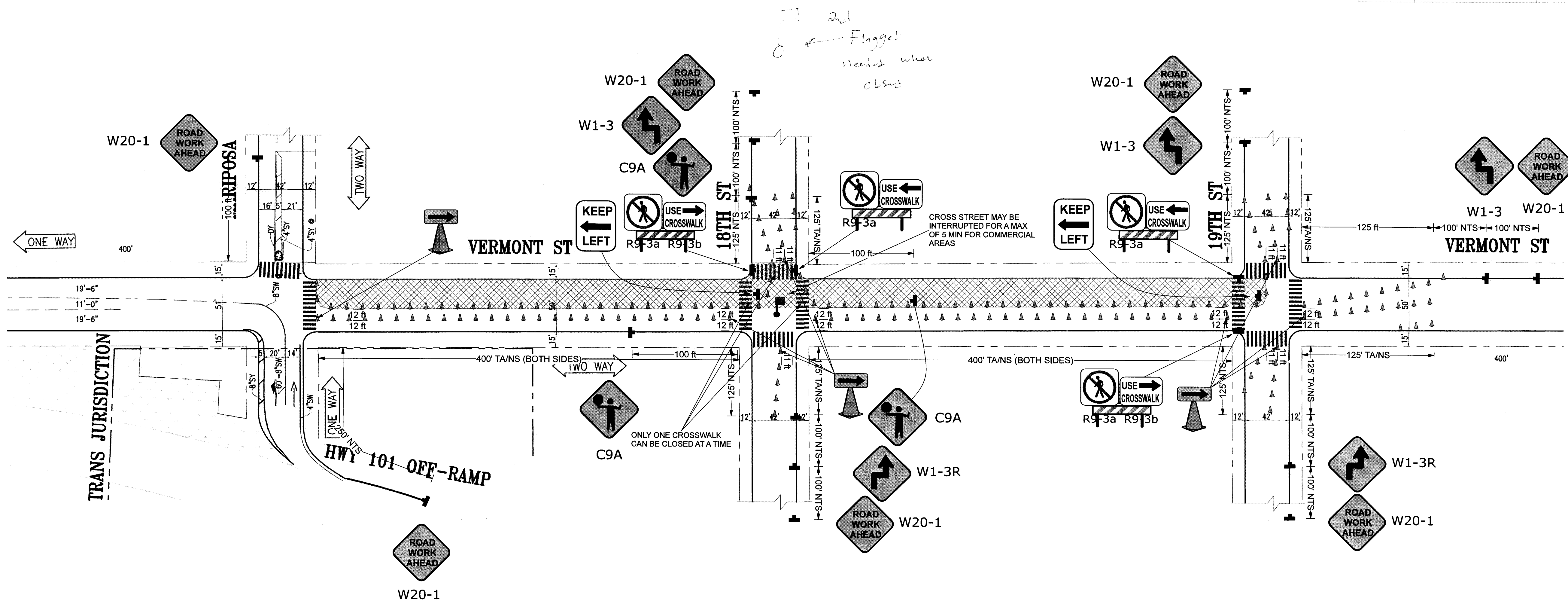


STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<u>During Grinding and Paving Construction</u>					
Vermont St. south of Mariposa St. and between 15 th and Division Streets, Kansas, Henry Adam 6 th Sits	8AM – 6PM At Other Times	1@12' Full Roadway	1@12' Full Roadway	-	-
Division Street at Vermont St.	9AM – 4PM (M – F) 8AM -6PM (S-S) At Other Times	-	-	1@11' 1@11' Full Roadway	Full Roadway Full Roadway Full Roadway
Vermont St., between 16 th and Mariposa Streets	9AM – 3PM (M – F) 8AM – 6PM (S/S) At Other Times	2@12' 2@12' Full Roadway	- - -	-	- -
Intersection of Vermont St./US 101 Off-Ramp		Per Caltrans Encroachment Permit Requirements			
16 th St. "a" de Haro, Connecticut and Vermont Sits "a"	9AM – 4PM At Other Times	- -	- -	1@12' Full Roadway	1@12' Full Roadway

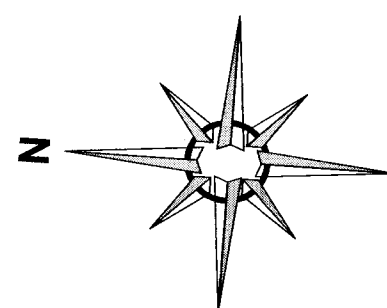


☒ NO EXCEPTIONS TAKEN
☒ MAKE CORRECTIONS NOTED
☒ REJECTED
☒ REVISE AND RESUBMIT
☒ SUBMIT FOR SPECIAL TREATMENT

Review is only for general conformance with the requirements of the project and general compliance with the requirements of the contract documents. Any action shown is subject to the equipment and specifications. Contractor's responsibilities include, but are not limited to, taking actions which shall be confirmed and agreed at the job site to prevent a fabrication process or techniques of construction that would be the contractor's sole responsibility or the contractor's unsatisfactory performance of the contract work.

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

By: Kelley Date: _____



Plan Scale

1" = 50'

Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance Between Signs*		
	A	B	C
Urban (low speed) - 25 mph or less	100 feet	100 feet	100 feet
Urban (high speed) - more than 25 mph to 40 mph	250 feet	250 feet	250 feet
Urban (high speed) - more than 40 mph	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,800 feet

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6F-101(CA). Maximum Spacing of Channelizing Device

Speed (mph)	Maximum Channelizing Devices Spacing		
	Taper* (feet)	Tangent (feet)	Conflict** (feet)
20	20	40	10
25	25	50	12
30	30	60	15
35	35	70	17
40	40	80	20
45	45	90	22
50	50	100	26
55	55	110	27
60	60	120	30
65	65	130	32
70	70	140	35

* Maximum channelizing device spacing for all speeds on one-lane/two-way tapers is 20 feet.
Maximum channelizing device spacing for all speeds on downstream tapers is 20 feet.
All other tapers are as shown.

** Use on intermediate and short-term projects for taper and tangent sections where there are no pavement markings or where there is a conflict between existing pavement markings and channelizers (CA)

**Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones
(for 12 feet Offset Width)**

Speed S (mph)	Minimum Taper Length** for Width of Offset 12" (W)			
	Merging L (feet)	Shifting L (feet)	Shoulder L/3 (feet)	Down Stream (feet)**
	20	85	40	27
25	125	63	42	50
30	180	90	60	50
35	245	123	82	50
40	320	160	107	50
45	540	270	180	60
50	600	300	200	50
55	660	330	220	50
60	720	360	240	50
65	780	390	260	50
70	840	420	280	50

* - Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph.

* - For other offsets use the following merging taper length formula for L










For speeds of 40 mph or less, $L = WS^2/60$
For speeds of 45 mph or more, $L = WS$

Where:

- L = taper length in feet
- W = width of offset in feet
- S = posted speed limit, off-peak 85th-percentile speed prior to w/starting, or the anticipated operating speed in mph

*** - Maximum downstream taper length is 100 feet. See Section 6C.08.

Legend

- | | |
|---|---------------------------------|
|  | Channelizer |
|  | 28" Traffic Cone |
|  | Work Area |
|  | Sign and Stand |
|  | Type III Barricade (Plain View) |
|  | ADA Pedestrian Barricades |
| NTS | Not To Scale |
| T/ANS | Tow-Away/No Stopping |
|  | Crash Cushion |
|  | Flagger |
|  | Water Filled Barrier |



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CLASS A, 31, C21
WBE/SBE/LBE/DBE CERTIFIED
WWW.CMCTRAFFIC.COM

Date: 5/28/2019 Author: KR/DD Project: 2792J
CLIENT: PRECISION Owner: SFPDW Location: SAN FRANCISCO
TCP: 073 CMC Job #: 1812 REV: 0

Comments:

- 1) WORK HOURS: 9AM - 4PM (M-F)
- 2) CONTRACTOR TO VERIFY EXISTING STRIPING IS ACCURATE PRIOR TO START OF WORK.
- 3) ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF CA MUTCD.
- 4) ALL TRAFFIC CONTROL DEVICES SHALL BE RETROREFLECTIVE IF SETUP DURING HOURS OF DARKNESS.
- 5) GRINDING AND/OR PAVING WORK WILL BE ALLOWED UP TO TWO (2) CONSECUTIVE BLOCKS AND TWO (2) CONSECUTIVE INTERSECTIONS MAXIMUM AT A TIME AND ALL TWO (2) CONSECUTIVE BLOCKS AND TWO (2) CONSECUTIVE INTERSECTIONS MUST BE PAVED WITHIN 72 HOURS FROM THE START OF GRINDING WORK, WITHOUT EXCEPTION.
- 6) DURING INTERSECTION GRINDING AND PAVING WORK, THE CROSS STREET MAY BE INTERRUPTED FOR UP TO A MAXIMUM OF TEN (10) MINUTES FOR RESIDENTIAL AREAS AND FIVE (5) MINUTES FOR COMMERCIAL AREAS. HOWEVER, CONTRACTOR MUST ALLOW ALL MUNI BUSES TO PASS THROUGH THE INTERSECTION WITHOUT ANY DELAY.