TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
SEWER WORK - VERMONT ST FROM 20TH ST TO 19TH ST

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Sewer Construction					
Vermont St. south of Mariposa St. and between Alemada and Division Streets	8AM – 6PM At Other Times	1@11' Full Roadway	1@11 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 16th and Mariposa Streets	9AM – 3PM (M –F) 8AM – 6PM (S/S) At Other Times	2@11' 2@11' Full Roadway	- - -	- - -	- - -
17th St. β at Kansas*	9AM – 4PM (M-F) 8AM – 6PM (S/S) At Other Times	- - -	- - -	1@12' Reversible↕ 1@12' Reversible↕ Full Roadway	
19th & 20th Sts. at Vermont, 18th & Mariposa at Kansas St.	8AM – 6PM At Other Times	- -	- -	1@12' Reversible↕ Full Roadway	
Hwy 101 N/B Off-Ramp/Mariposa St. at Vermont St.	Per Caltrans' Encroachment Permit Requirements				

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	2,640 feet

* ~~Speed category to be determined by the highway agency.~~
** 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 Devices

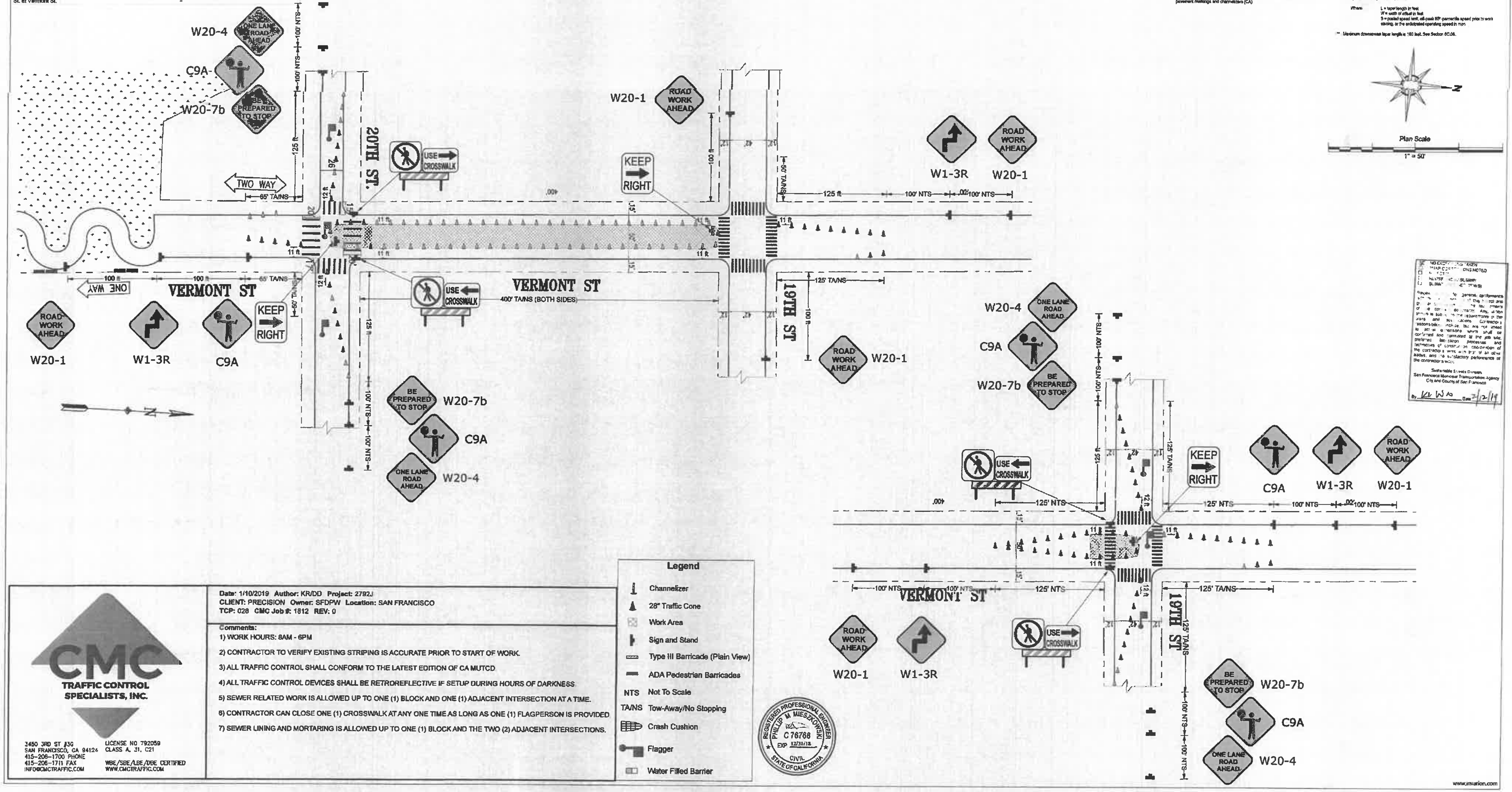
Speed (mph)	Maximum Channelizing Devices Spacing: Taper* (feet)	Tangent (feet)	Conflict** (feet)
20	20	40	10
25	25	50	12
30	30	60	15
35	35	70	17
40	40	80	20
45	45	90	22
50	50	100	25
55	55	110	27
60	60	120	30
65	65	130	32
70	70	140	35

* 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 feet (W): Merging L (feet)	Shifting L/2 (feet)	Shoulder L/3 (feet)	Down Stream (feet)***
20	80	40	27	50
[illegible]	125	63	42	[illegible]
30	1[illegible]	90	60	50
[illegible]	245	123	82	50
40	[illegible]	160	10[illegible]	50
[illegible]	540	[illegible]	[illegible]	50
[illegible]	600	300	200	50
55	660	[illegible]	220	50
60	720	360	240	[illegible]
65	7[illegible]	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=WS²/60
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 work 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
- TA/NS Tow-Away/No Stopping
- Crash Cushion
- Flagger
- Water Filled Barrier

Date: 1/10/2019 Author: KR/DD Project: 2792J
CLIENT: PRECISION Owner: SFDPW Location: SAN FRANCISCO
TCP: 028 CMC Job #: 1812 REV: 0

Comments:
1) WORK HOURS: 8AM - 6PM
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) SEWER RELATED WORK IS ALLOWED UP TO ONE (1) BLOCK AND ONE (1) ADJACENT INTERSECTION AT A TIME.
6) CONTRACTOR CAN CLOSE ONE (1) CROSSWALK AT ANY ONE TIME AS LONG AS ONE (1) FLAGPERSON IS PROVIDED
7) SEWER LINING AND MORTARING IS ALLOWED UP TO ONE (1) BLOCK AND THE TWO (2) ADJACENT INTERSECTIONS.

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City and County of San Francisco