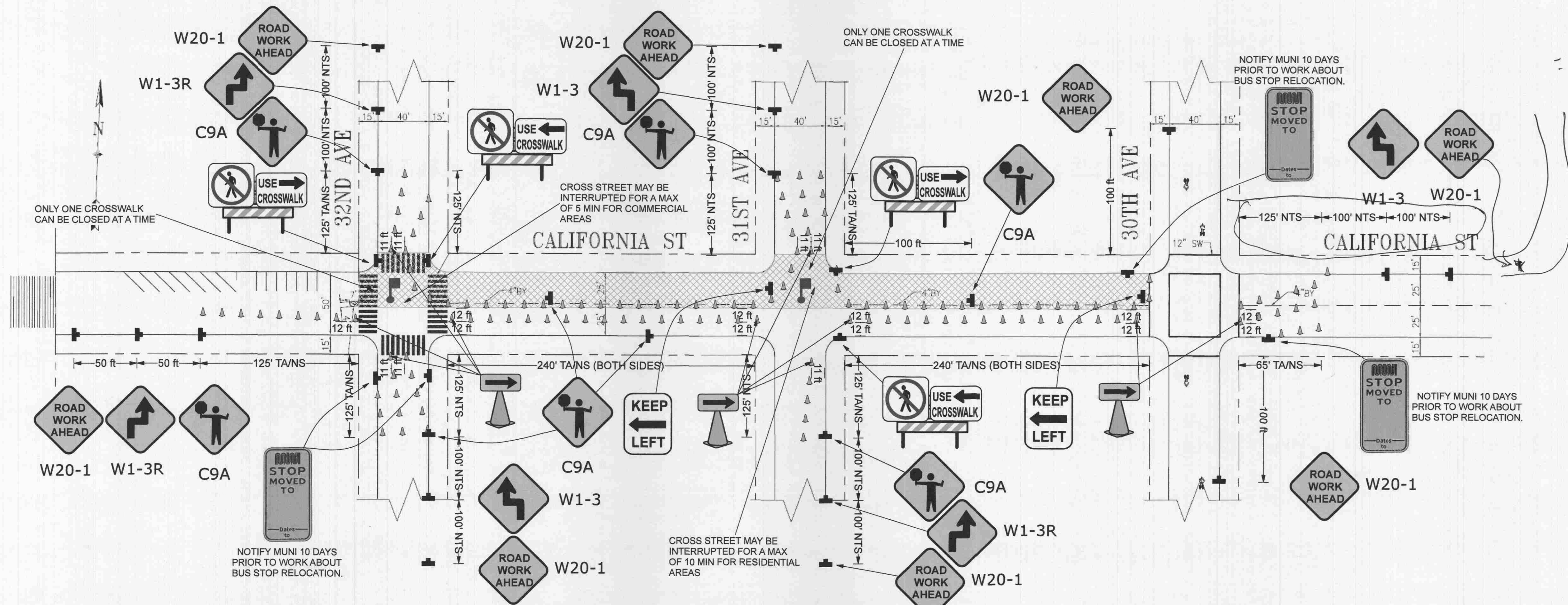


STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<u>During Grinding and Paving Construction</u>					
California St. at 24 th Ave.	9AM – 4PM (M-F)	-	-	1@11'	1@11'
	8AM – 6PM (S/S)	-	-	1@11'	1@11'
California St. at Other Blocks	At Other Times	-	-	Full Roadway	Full Roadway
	9AM – 4PM (M-F)	-	-	1@12'	1@12'
	9AM – 6PM (S/S)	-	-	1@12'	1@12'
	At Other Times	-	-	Full Roadway	Full Roadway
25 th Ave.	9AM – 4PM (M-F)	1@12'	1@12'	-	-
	9AM – 6PM (S/S)	1@12'	1@12'	-	-
	At Other Times	Full Roadway	Full Roadway	-	-

TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
GRIND & PAVE - CALIFORNIA ST FROM 32ND AVE TO 30TH AVE

www.invarion.com



NO EXCEPTIONS TAKEN
MADE CORRECTIONS NOTED
RECEIVED
REVISED AND RESUBMIT
SUBMIT SPECIFIED ITEM(S)

Review is only for general compliance with the stated concept of the project and general contract documents. Any action taken is subject to the requirements of the contract documents. Contractor's plans and specifications may not be similar to actual conditions within the job site. Confirmed and coordinated design and techniques of construction with that of all other trades. The satisfactory performance of the contractor's work.

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

By KC W Date 2/7/11

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 inch (W)				
	Merging L/L (feet)	Shifting L/L (feet)	Shoulder L/L (feet)	Down Stream (feet)**	
20	80	40	27	50	
25	125	63	42	50	
30	150	80	50	50	
35	245	123	82	50	
40	320	160	107	50	
45	440	210	180	50	
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, $L = WS^{2.6}/60$
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.

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

Speed (mph)	Maximum Channelling 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

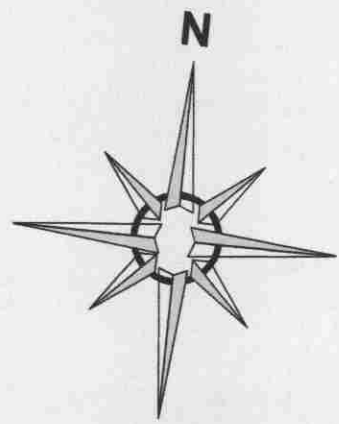
* Maximum channelizing device spacing for all speeds on one-lane/two-way tapers is 20 feet.
Maximum channelizing device spacing for all speeds on downstream tapers is 20 feet.
All other tapers are as shown.

* 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-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










** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-4B. 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.)



Plan Scale

1" = 50'

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 |



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LICENSE NO 792059
CLASS A, 31, C21

WBE/SBE/LBE/DBE CERTIFIED
WWW.CMCTRAFFIC.COM

Date: 1/21/2019 Author: KR/DD Project: 2792J
CLIENT: PRECISION Owner: SFPDW Location: SAN FRANCISCO
TCP: 084 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.

