

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Curb Ramp and Sidewalk Construction					
Mariposa St. east of Vermont St.	8AM - 6PM	-	-	1@11'	1@11'
At Other Times		-	-	Full Roadway	Full Roadway
Vermont St. at Mariposa St./US-101 Off-Ramp		Per Caltrans Encroachment Permit Requirements			
Vermont St. south of Mariposa St. & at 15th and Division Sts.	8AM - 6PM	1@11'	1@11'	-	-
At Other Times		Full Roadway	Full Roadway	-	-
Vermont St. between 16th and Mariposa Streets	9AM - 3PM (M-F)	2@11'	-	-	-
At Other Times	8AM - 6PM (S/S)	2@11'	-	-	-
Division St.	8AM - 6PM	-	-	1@12'	Full Roadway
At Other Times		-	-	Full Roadway	Full Roadway
15th, 16th, 18th and 20th Streets	8AM - 6PM	-	-	1@11'	1@11'
At Other Times		-	-	Full Roadway	Full Roadway
18th St. at Connecticut St.	8AM - 4PM (M-F)	-	-	1@12'	1@12'
At Other Times	8AM - 6PM (S/S)	-	-	Full Roadway	Full Roadway
Kansas, Arkansas, Connecticut.	8AM - 6PM	1@12'	1@12'	-	-
At Other Times		Full Roadway	Full Roadway	-	-

TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
CURB RAMP WORK - KANSAS ST AT MARIPOSA ST

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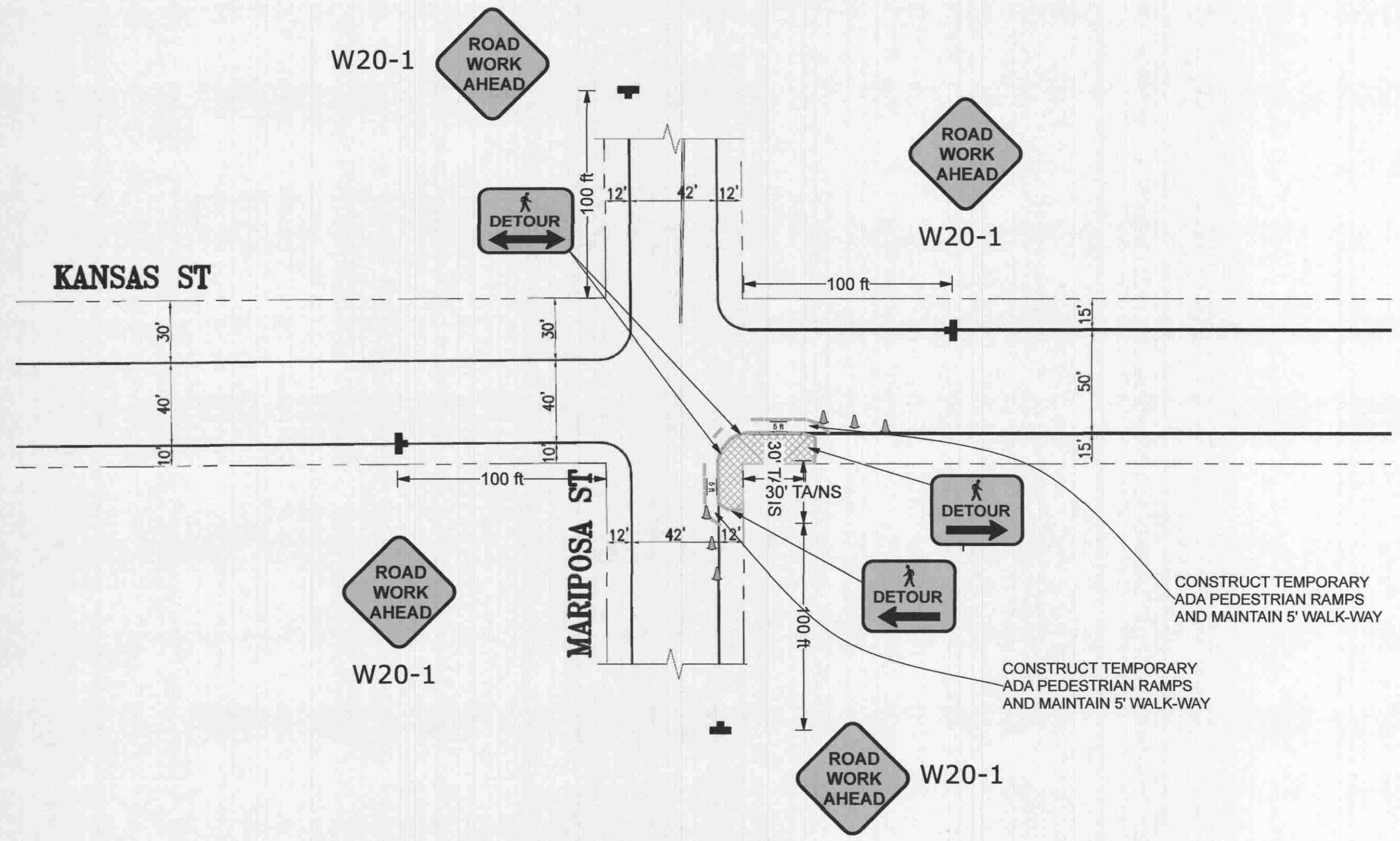
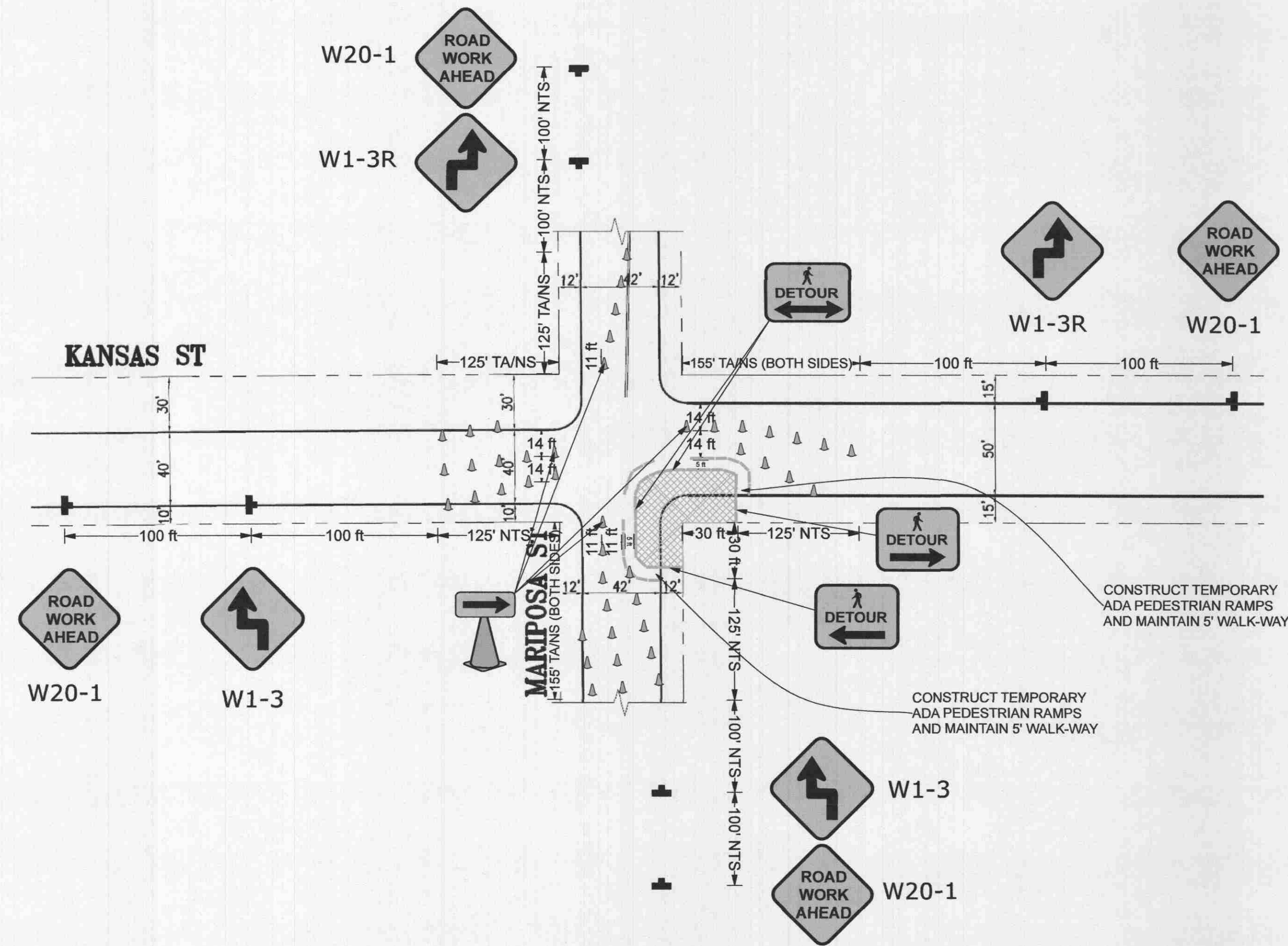


Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones (for 12 foot Offset Width)

Speed ^a (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
25	125	63	42	50
30	180	90	60	50
35	245	123	82	50
40	320	160	107	50
45	540	270	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

^a - 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=W²/S
For speeds of 45 mph or more, L=W²
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 Channelizing Devices Spacing		
	Taper ^a (feet)	Tangent (feet)	Conflict ^b (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

^a 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).

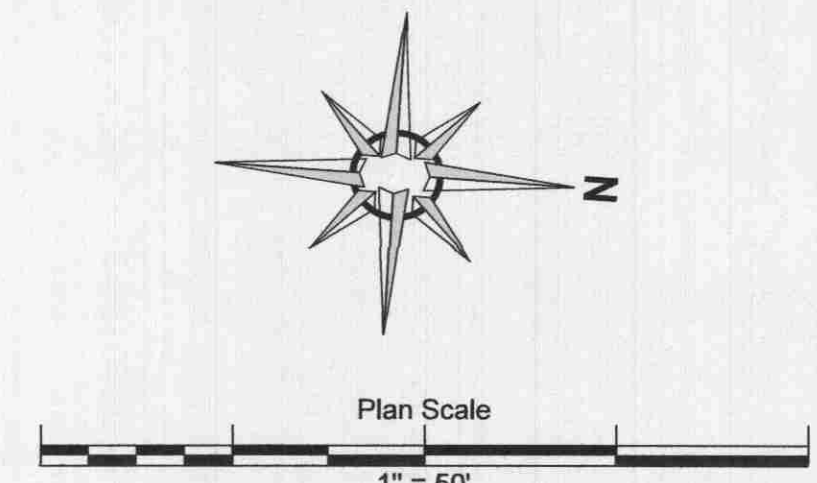


Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance Between Signs ^a		
	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

^a Speed limits are as shown in the diagram.
^{**} This 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.)

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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Date: 1/17/2019 **Author:** KR/DD **Project:** 2792J
Client: PRECISION **Owner:** SFDPW **Location:** SAN FRANCISCO
TCP: 056 **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) THE CONTRACTOR SHALL BE ALLOWED TO WORK AT A MAXIMUM OF THREE INTERSECTIONS AT ANY TIME IF THERE ARE MULTIPLE CURB RAMP TO BE CONSTRUCTED ALONG A STREET, EXCEPT AS OTHERWISE NOTED IN SPECIFICATIONS.
- 6) NO CROSSWALK SHALL BE ALLOWED TO BE CLOSED DURING CURB RAMP WORK EXCEPT DURING DEMOLITION OF CURB RAMP IN WHICH CONTRACTOR MAY CLOSE ONLY ONE CROSSWALK AT A TIME AND PROVIDE TWO FLAGGERS TO GUIDE PEDESTRIANS TO THE OPEN CROSSWALK.
- 7) MAINTAIN LOCAL ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIME.

NO EXCEPTIONS TAKEN
MAKE CORRECTIONS NOTED
REJECTED
REVIEW AND REVISIT
SUBMIT SPECIFIC REVIEWS

Reviewed by: [Signature]
Date: 2/26/19

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