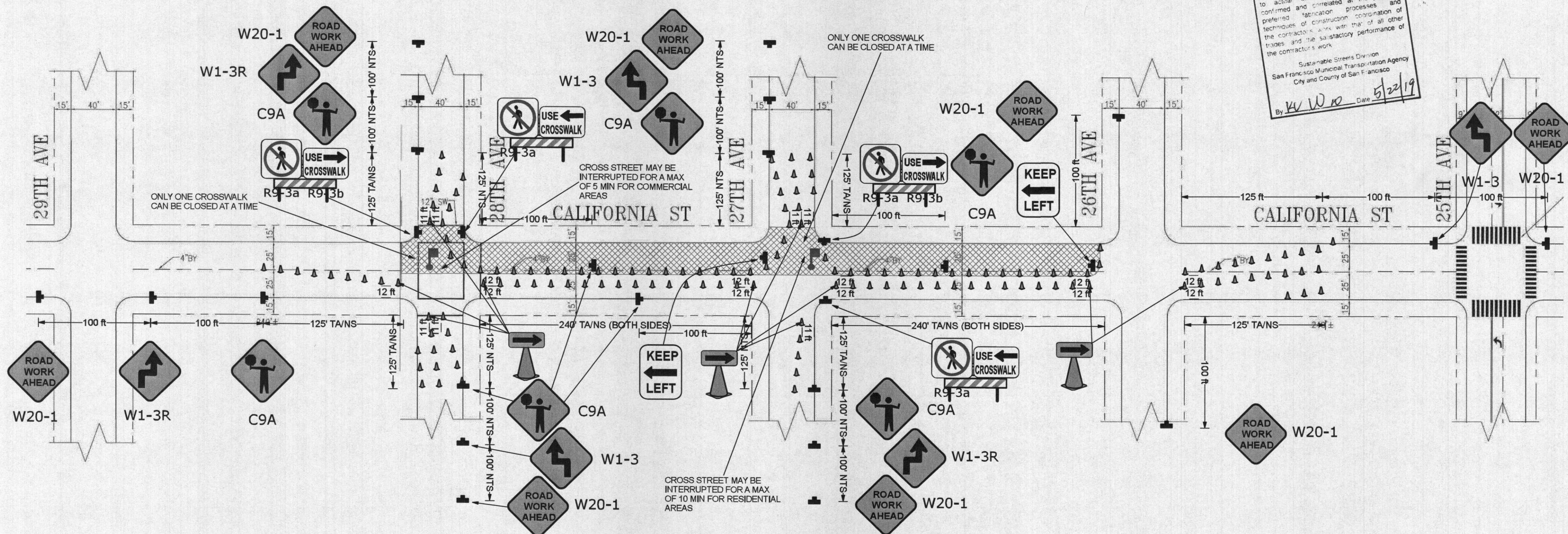


STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<u>During Grinding and Paving Construction</u>					
California St. at 24 th Ave.	9AM – 4PM (M-F)	-	-	1011 th	1011 th
	8AM – 6PM (S/S)	-	-	1011 th	1011 th
California St. at Other Blocks	At Other Times	-	-	Full Roadway	Full Roadway
	9AM – 4PM (M-F)	-	-	1012 th	1012 th
25 th Ave.	8AM – 6PM (S/S)	-	-	1012 th	1012 th
	At Other Times	-	-	Full Roadway	Full Roadway
25 th Ave.	9AM – 4PM (M-F)	1012 th	1012 th	-	-
	8AM – 6PM (S/S)	1012 th	1012 th	-	-
At Other Times	Full Roadway	Full Roadway	Full Roadway	-	-

**TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
GRIND & PAVE - CALIFORNIA ST FROM 28TH AVE TO 26TH AVE**

www.invarion.com



☒ NO EXCEPTIONS TAKEN
☐ MAKE CORRECTIONS NOTED
☐ REJECTED
☐ REVISE AND RESUBMIT
☐ SUBMIT SPECIFIC: TML(S)

Review is only for general conformance with the spirit and intent of the project and with the intent created with the general conformance with the Any action of the subject to the requirements of the show a contract. Contractor's plans and specifications. Contractor's plans and specifications include but are not limited to: responsible dimensions within the job site to be confirmed and constructed at the job site and prefabrication processes and techniques of construction coordinated with the contractor's work with that of all other trades and the satisfactory performance of the contractor's work.

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

By HW Date 5/22/11

Table 8C-3(CA). Taper Length Criteria for Temporary Traffic Control Zone
(for 12 feet Offset Width)

Speed* S (mph)	Minimum Taper Length** for Width of Offset 12 feet (0')			
	Mergino L (feet)	Shifting L/3 (feet)	Shoosier L/3 (feet)	Down Stream (feet)***
20	80	40	27	50
25	125	63	40	50
30	160	93	60	50
35	245	123	82	50
40	320	160	107	50
45	540	270	160	50
50	800	360	200	50
55	880	390	225	50
60	720	360	240	50
65	730	360	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 margin 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 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 Challenging 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.

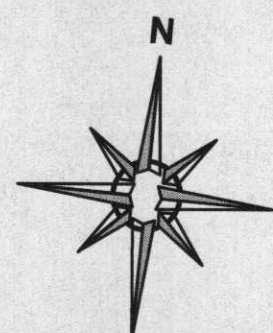
** Use on intermediate and short-term projects for taper and tangent sections where

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 in 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	1,000 feet	2,040 feet

²⁰⁰ The column headings A, B, and C are the dimensions shown in Figures 104-1 through 104-4b. The A dimension is the distance from the transition or point of respect 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

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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Date: 5/1/2019 **Author:** KR/DD **Project:** 2792J
CLIENT: PRECISION **Owner:** SFDPW **Location:** SAN FRANCISCO
TCP: 088 **CMC Job #:** 1812 **REV:** 1

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.

