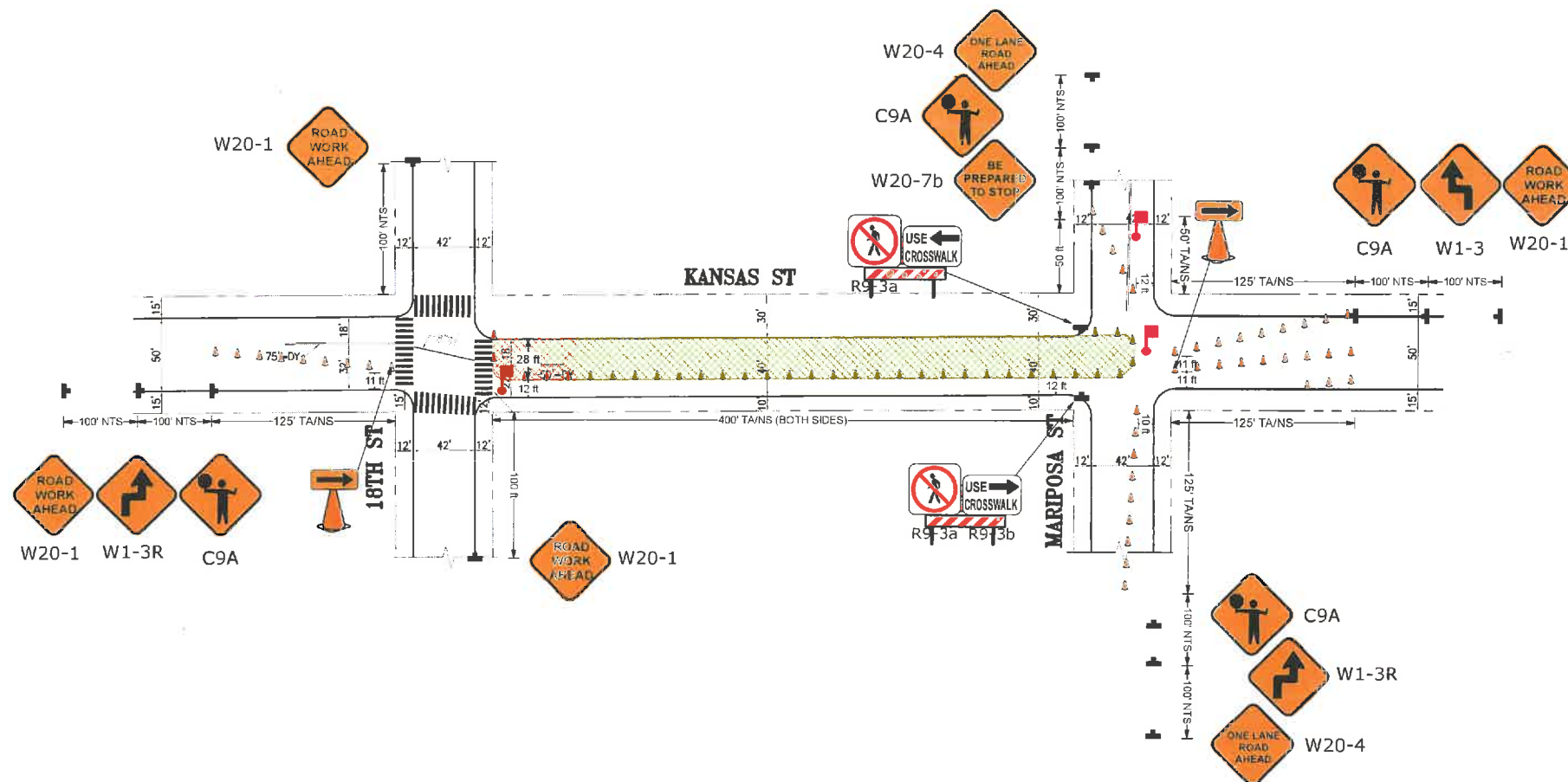


During Sewer Construction

Arkansas De	8AM - 6PM	1@11	1@11		
Maricopa Kans	At Other Times	Full Roadway	Full Roadway		
Henry Adams					
47th St. @	8AM - 4PM (S/F)			1@12 Reversible;	
Kansas	8AM - 6PM (S/F)			1@12 Reversible;	
	At Other Times			Full Roadway	
19th & 20th Sts	8AM - 6PM			1@12 Reversible;	
Vermont 16th &	At Other Times			Full Roadway	
Mariposa at					
Kansas St.					

TRAFFIC CONTROL PLAN 2792J VARIOUS LOCATIONS #37 SEWER WORK - KANSAS ST FROM 18TH ST TO MARIPOSA ST



- ☒ NO EXCEPTIONS TAKEN
☐ MAKE CORRECTIONS NOTED
☐ REJECT
☐ REVISE AND RESUBMIT
☐ SUBMIT FOR REVIEW ITEMS.

Review is only for general conformance with the plan and the requirements of the California Manual of Uniform Traffic Control Devices (CA MUTCD). The plan shown is subject to the requirements of the project and the contractor's responsibilities. The plan is limited to actual dimensions which shall be confirmed and correlated at the job site. preferred fabrication processes and techniques of construction, coordination of 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 Kay R. W. Date 3/29/19

Table 6C-1(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 (ft)	Minimum Taper Length for Width of Offset 12 feet (ft)	Minimum Taper Length for Width of Offset 12 feet (ft)	Minimum Taper Length for Width of Offset 12 feet (ft)
20	50	40	27	50
25	75	60	42	75
30	100	80	60	100
35	125	100	82	125
40	150	120	100	150
45	175	140	120	175
50	200	160	140	200
55	225	180	160	225
60	250	200	180	250
65	275	220	200	275
70	300	240	220	300

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

** For other effects use the following tapering and/or width formula for L:

For speeds of 40 mph or less: $L = WS^2/10$

For speeds of 45 mph or more: $L = WS^2/15$

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 120 feet. See Section 6C-6.

Table 6C-1(CA) Maximum Spacing of Channelizing Devices

Speed (mph)	Maximum Channelizing Devices Spacing Taper (feet)	Maximum Channelizing Devices Spacing Tangent (feet)	Maximum Channelizing Devices Spacing Correct (feet)
20	70	40	10
25	75	50	12
30	80	60	15
35	85	70	17
40	90	80	20
45	95	90	22
50	100	100	25
55	105	110	27
60	110	120	30
65	115	130	32
70	120	140	35

* Maximum channelizing device spacing for all speeds on one-lane two-way taper is 20 feet.

Maximum channelizing device spacing for all speeds on downstream taper is 20 feet.

All other taper spacing is 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).

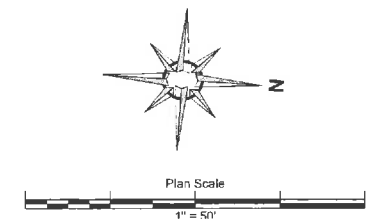


Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	A	B	C
Urban (low speed) - 25 mph or less	200 feet	100 feet	100 feet
Urban (high speed) - more than 25 mph to 45 mph	250 feet	250 feet	250 feet
Urban (high speed) - more than 45 mph	350 feet	350 feet	350 feet
Rural	1,000 feet	1,000 feet	1,000 feet
Expressway / Freeway	1,000 feet	1,000 feet	1,000 feet

* Advance warning sign spacing is based on the sight triangle shown in Figure 6C-1 through 6C-4. The A dimension is the distance between the first and second signs. The B dimension is the distance between the second and third signs. The C dimension is the distance between the third and fourth signs. The fourth sign is the sign that is closest to the work zone. The fourth sign is the sign that is closest to the work zone.

Legend

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



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 WWW.CMCTRAFFIC.COM

Date: 3/26/2019 Author: KR/DD Project: 2792J
 CLIENT: PRECISION Owner: SFPDW Location: SAN FRANCISCO
 TCP: 103 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.