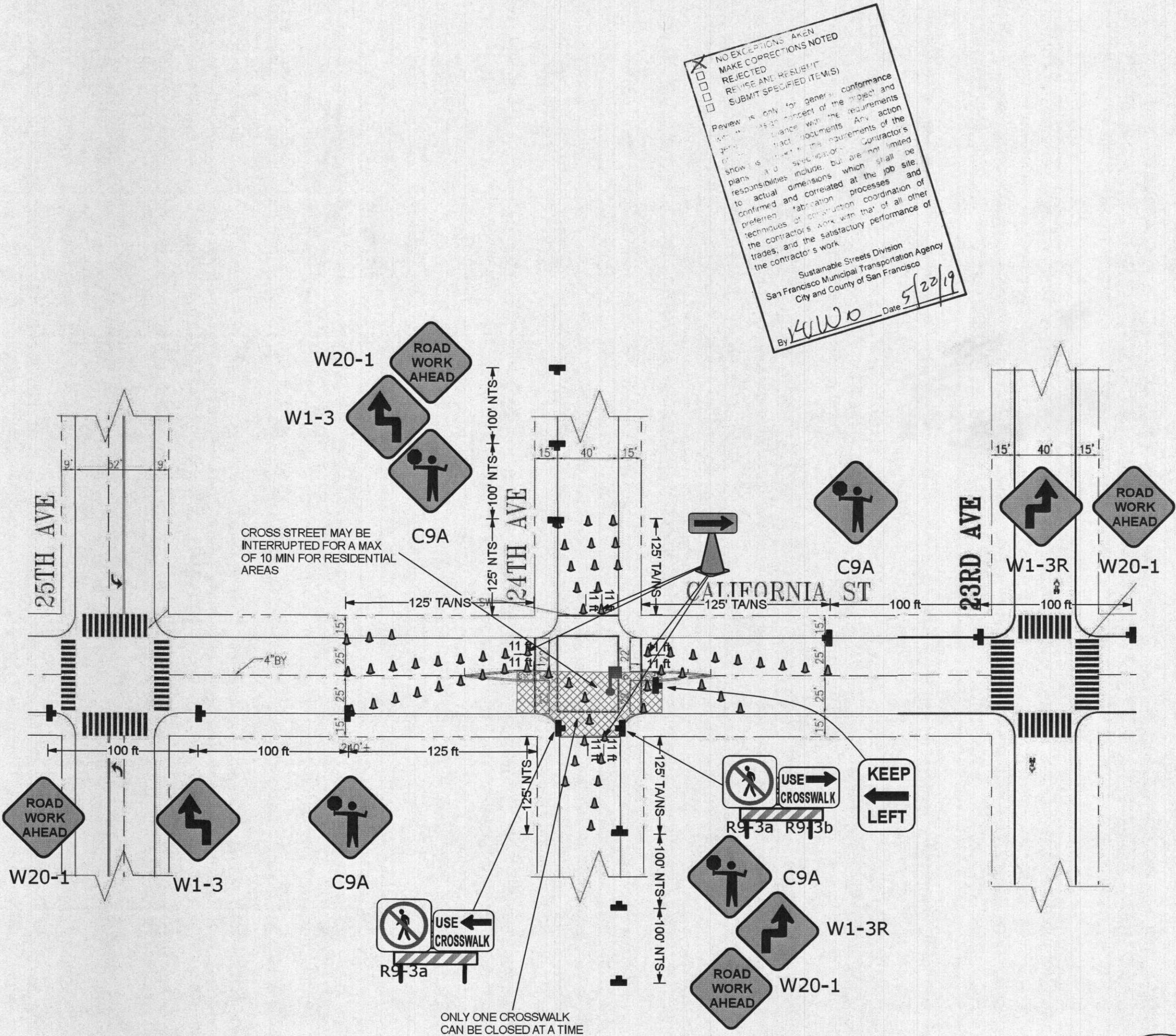
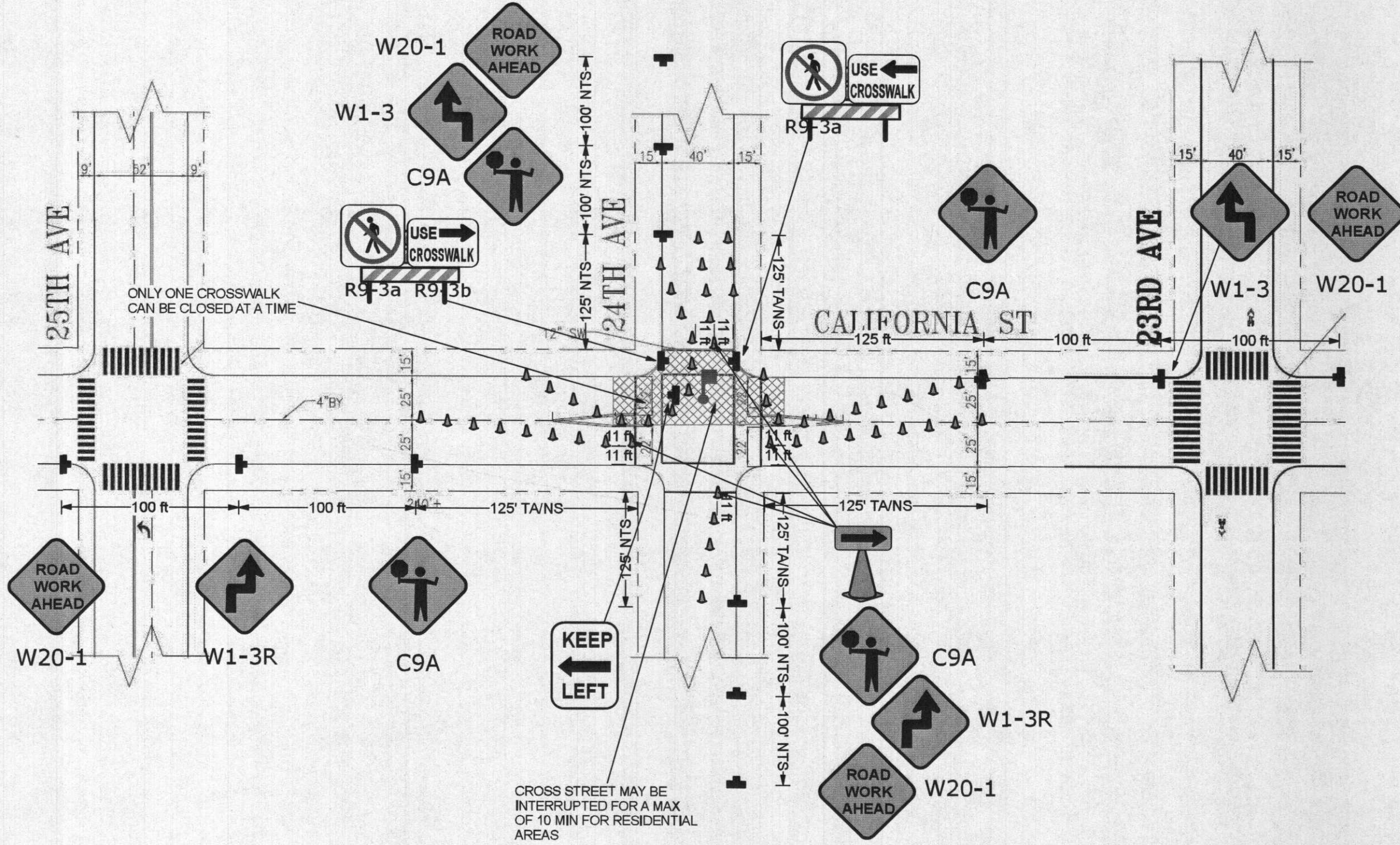


STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Grinding and Paving Construction					
California St. at 24th Ave.	9AM - 4PM (M-F)	-	-	1@11'	1@11'
	8AM - 6PM (S/S)	-	-	1@11'	1@11'
	At Other Times	-	-	Full Roadway	Full Roadway
California St. at Other Blocks	9AM - 4PM (M-F)	-	-	1@12'	1@12'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

www.invarion.com



NO EXCEPTIONS AREN
MAKE CORRECTIONS NOTED
REJECTED
REVISE AND RESUBMIT
SUBMIT SPECIFIED ITEMS

Review is only for general conformance
with the project and the requirements
of the contract documents. Any action
taken by the contractor to deviate from
the contract documents, including the
plans, specifications, and other documents,
shall be at the contractor's risk and
responsibilities include, but are not limited
to, actual dimensions of the work, the
confirmed, 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: *KW* Date: 5/29/19

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

Speed ^a (mph)	Shifting L/2 (feet)	Shoulder L/2 (feet)	Down Stream (feet) ^b
20	60	40	50
25	125	60	50
30	160	80	50
35	245	120	50
40	330	160	50
45	540	270	50
50	600	300	50
55	660	330	50
60	720	360	50
65	780	390	50
70	840	420	50

^a - Posted speed limit, all peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph.

^b - For other offsets use the following taper length formula for L:
For speeds of 40 mph or less, L=W²/60
For speeds of 45 mph or more, L=W²/50

Where:
L = taper length in feet
W = width of offset in feet
S = posted speed limit, all peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

^c - Maximum downstream taper length is 100 feet. See Section 6C.06.

Table 6F-10(CA). Maximum Spacing of Channelizing Devices

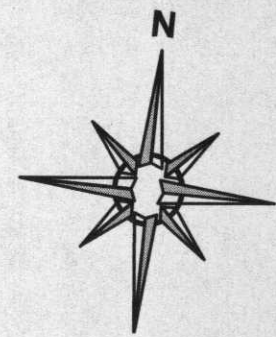
Speed (mph)	Maximum Channelizing Device Spacing (feet)
20	20
25	25
30	30
35	35
40	40
45	45
50	50
55	55
60	60
65	65
70	70

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

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

Road Type	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	1,000 feet	2,000 feet

* This column headings A, B, and C are the dimensions shown in Figure 6C-1 through 6C-4. The A dimension is the distance from the point of origin 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 at the downstream end of 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
- TA/NS Tow-Away/No Stopping
- Crash Cushion
- Flagger
- Water Filled Barrier

CMC
TRAFFIC CONTROL
SPECIALISTS, INC.

3450 3RD ST #3G
SAN FRANCISCO, CA 94124
415-206-1700 PHONE
415-206-1711 FAX
INFO@CMCTRAFFIC.COM

LICENSE NO 792059
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WBE/SBE/LBE/DBE CERTIFIED
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Date: 5/1/2019 **Author:** KR/DD **Project:** 2792J
CLIENT: PRECISION **Owner:** SFPDPW **Location:** SAN FRANCISCO
TCP: 091 **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.

