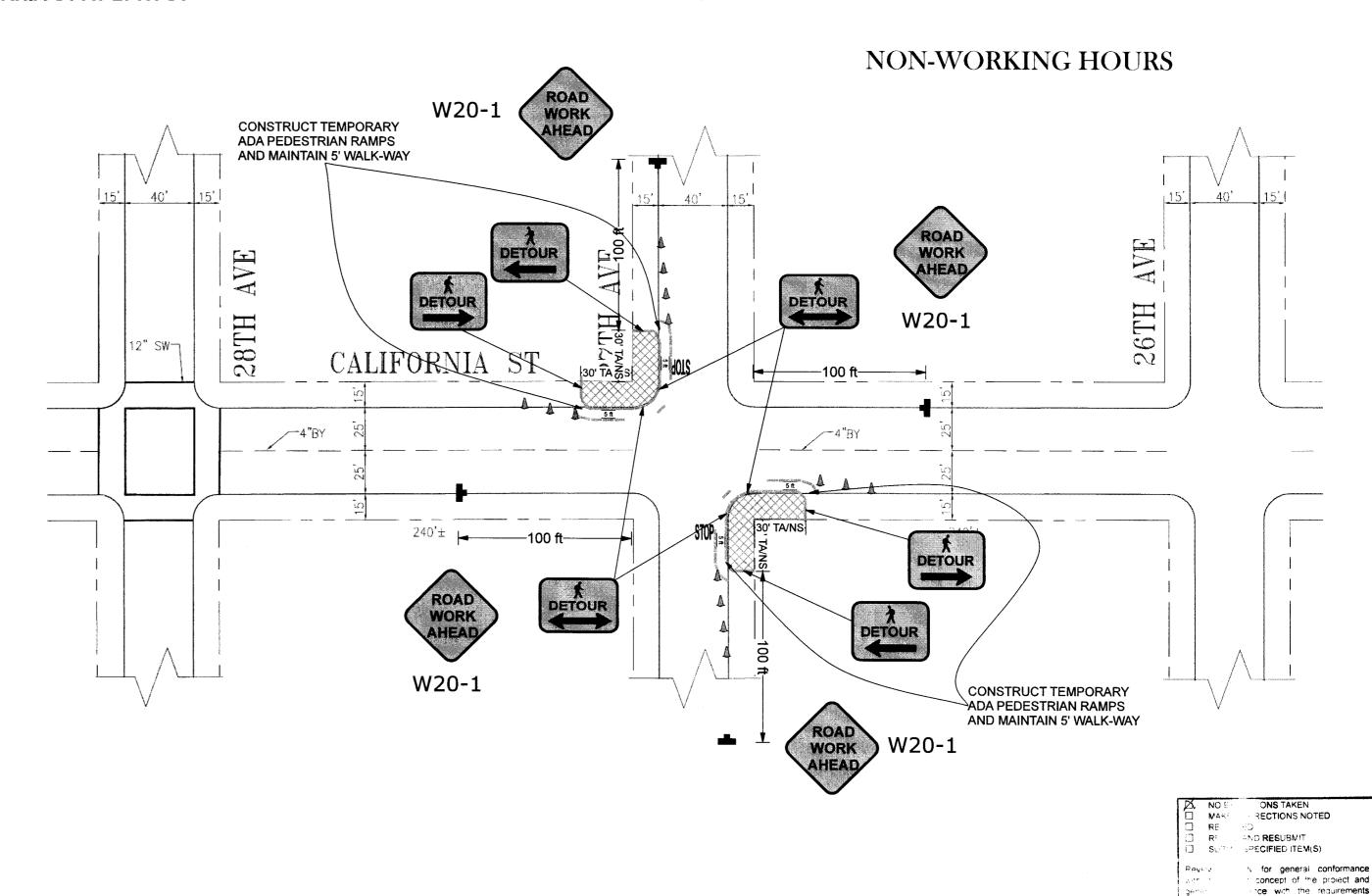
TRAFFIC CONTROL PLAN 2792J VARIOUS LOCATIONS #37 **CURB RAMP WORK - CALIFORNIA ST AT 27TH ST**



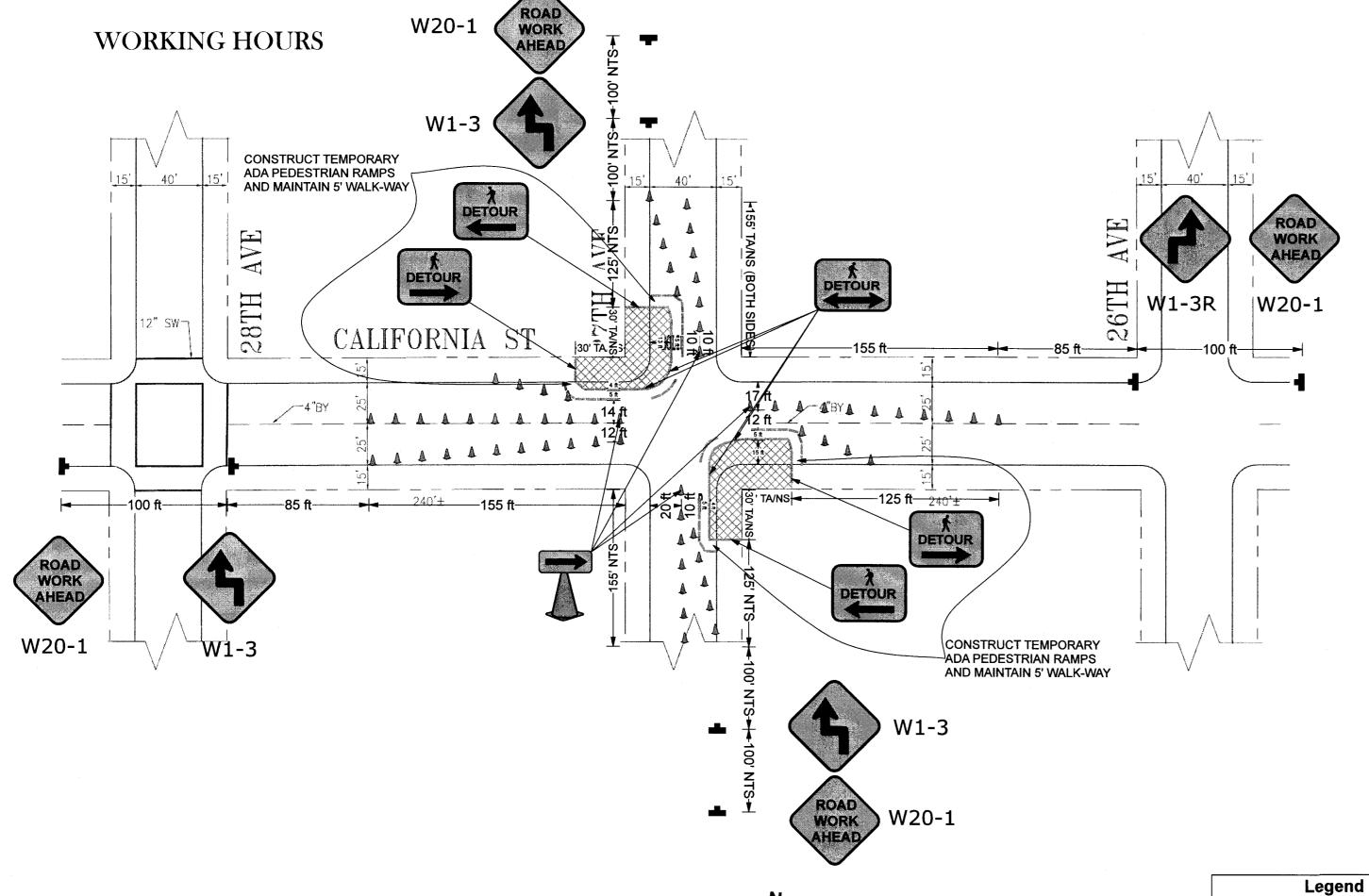


Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones (for 12 feet Offset Width)

Speed* S (mph)	Minimum Taper Length** for Width of Offset 12 feet (W)			
	Merging L (feet)	Shifting L/2 (feet)	Shoulder L/3 (feet)	Down Stream (feel)***
20	80	40	27	50
2 5	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

- Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated

** - For other offsets use the following merging taper length formula for L: For speeds of 40 mph or less, L=WS%60 For speeds of 45 mph or more, L=WS

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

* Maximum channelizing device spacing for all speeds on one-lane/two-way tapers is

** 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)

Maximum channelizing device spacing for all speeds on downstream tapers is 20 All other tapers are as shown.

 Irban (low speed) - 25 mph or less
 250 feet
 250 feet
 250 feet
 250 feet
 250 feet
 350 feet
 Urban (low speed) - 25 mph or less

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

Speed sategory to be determined by the highway agency.
The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-48. 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 sign. (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.)

500 feet

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: 3/20/2019 **Author:** KR/DD **Project:** 2792J Client: PRECISION Owner: SFDPW Location: SAN FRANCISCO

1) WORK HOURS: 9AM - 4PM (M-F)

TCP: 064 Job #: 1812 Rev: 1

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 RAMPS 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 RAMPS IN WHICH CONTRACTOR MAY CLOSE ONLY ONE CROSSWALK AT A TIME AND PROVIDE TWO FLAGGERS TO GUIDE PEDESTRIANS TO THE OPEN CROSSWALK.

act documents. Any action et to the requirements of the specifications Contractor's

abrication processes and construction coordination

espins out is include, but are not limited to act of dimensions which shall be confirmed and correlated at the job site;

the contacts whom with that of all other trades and the satisfactory performance of the contract in sixork

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

7) MAINTAIN LOCAL ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIME.