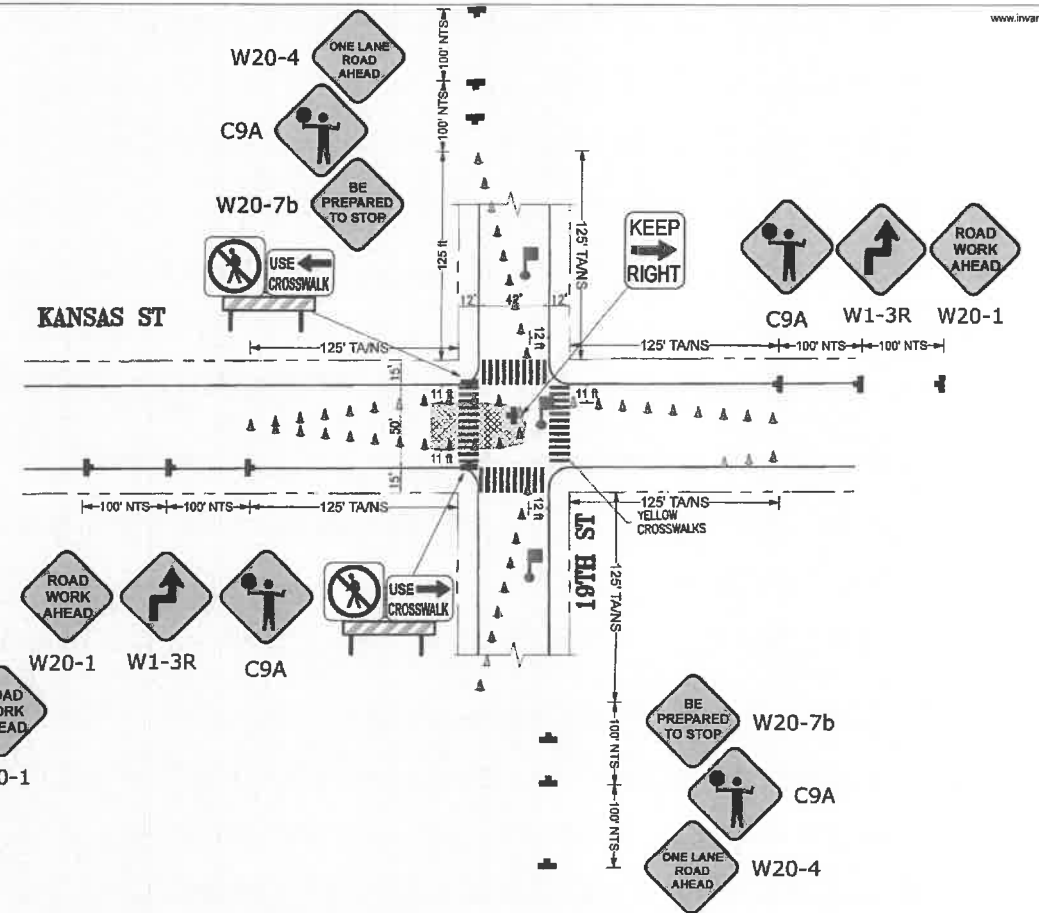
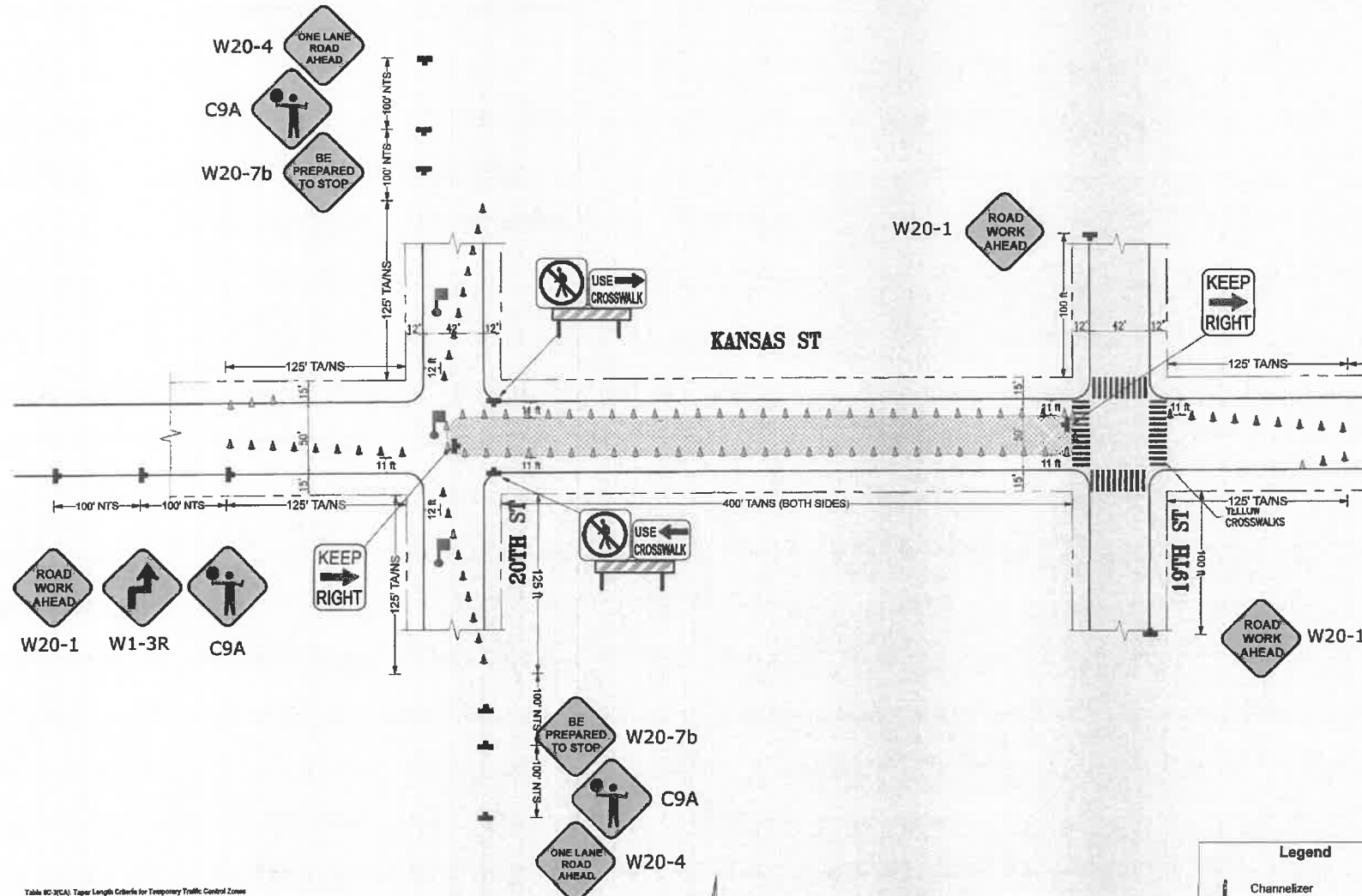


STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<u>During Sewer Construction</u>					
Arkansas, De Haro, Kansas Henry Addin 17 th St. p at Kansas ⁹	8AM – 6PM At Other Times	1@11' Full Roadway	1@11' Full Roadway	-	-
19 th & 20 th Sts. at Vermont 19 th & Marioposa at Kansas St.	8AM – 4PM (M-F) 8AM – 6PM (S/S) At Other Times 8AM – 6PM At Other Times	- - - -	- - -	1@12 Reversible; 1@12 Reversible; Full Roadway 1@12 Reversible; Full Roadway	- -

**TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
SEWER WORK - KANSAS ST FROM 20TH ST TO 19TH ST**

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

Speed [®] (mph)	Milliwatt Tracer Length [®] (in. Width of Offset 12 In. O.D.)				
	Marginal L2	Shifting L2	Shoulder L3	Downstream	
	(feet)	(feet)	(feet)	(feet)	(feet)
20	90	40	40	58	
25	125	65	45	50	
30	140	80	60	50	
35	210	123	82	58	
40	305	170	107	50	
45	320	210	180	50	
50	400	300	300	50	
55	480	330	240	50	
60	720	340	240	50	
65	1180	360	260	60	
70	140	420	290	50	

* - 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 merging taper length formula for L .
For speeds of 40 mph or less, $L=WS+60$

Where, L = taper length in feet

3 = posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated opening speed in mph

- Maximum downstream taper length is 100 feet. See Section 6C 03

Speed (mph)	Maximum Channelizing Device Spacing		
	Taper (feet)	Target (feet)	Conflict (feet)
20	70	40	10
25	25	50	12
30	30	80	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

* Minimum channelizing device spacing for all speeds on one-lane/two-way lanes is 20 feet.

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

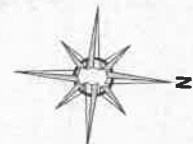
⁴⁴ Use on intermediate and short-term projects for taper and lagged sectors where there are no pavement markings or where there is a conflict between existing pavement markings and chicanes (C23).

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Road Type	Distance Between Signs			
	A	B	C	D
Urban street - 25 mph or less	150 feet	100 feet	100 feet	100 feet
Urban street - more than 25 mph to 40 mph	200 feet	200 feet	200 feet	200 feet
Urban street (freeway) - more than 40 mph	300 feet	300 feet	300 feet	300 feet
Rural	400 feet	400 feet	400 feet	400 feet
Freeway / Parkway	1,000 feet	1,000 feet	1,000 feet	1,000 feet

^a The column headings A, B, and C are the dimensions shown in Figures 6B-1 through 6B-5B. The A dimension is the distance from the junction or point of reflection to the first sign. The B dimension

© The decoder stores the last and current signs. The G parameter 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










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	150 feet	150 feet
Urban (high speed) - more than 25 mph to 40 mph	200 feet	250 feet	250 feet
Urban (high speed) - more than 40 mph	300 feet	350 feet	350 feet
Rural	400 feet	600 feet	600 feet
Interstate / Freeway	1,000 feet	1,200 feet	2,000 feet

^a The column headings A, B, and C are the dimensions shown in Figures 6B-1 through 6B-5B. The A dimension is the distance from the junction or point of reflection to the first sign. The B dimension

© The decoder stores the last and current signs. The G parameter 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/A/S | Tow-Away/No Stopping |
|  | Crash Cushion |
|  | Flagger |
|  | Water Filled Barrier |



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LICENSE NO 792059
CLASS A, 31, C21
WBE/SBE/LBE/DBE CERTIFIED
WWW.CMCTRAFFIC.COM

Date: 1/10/2019 Author: KR/DD Project: 2792J
CLIENT: PRECISION Owner: SFDPW Location: SAN FRANCISCO
TCP: 035 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.