

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<u>During Grinding and Paving Construction</u>					
Vermont St. south of Mariposa St. and between 15 th and Division Streets, Kansas, Henry Adams Bk S	8AM – 6PM At Other Times	1@12' Full Roadway	1@12' Full Roadway	-	-
Division Street at Vermont St.	9AM – 4PM (M – F) 8AM -6PM (S/S) At Other Times	-	-	1@11' 1@11' Full Roadway	Full Roadway Full Roadway Full Roadway
Vermont St., between 10 th and Mariposa Streets Intersection of Vermont St and Mariposa St IUS 101 Off-Ramp	9AM – 4PM At Other Times	2@12' 2@12' Full Roadway	-	-	-
Per Caltrans Encroachment Permit Requirements					
10 th St *** at De Haro, Connecticut and Vermont Sts.***	9AM – 4PM At Other Times	-	-	1@12' Full Roadway	1@12' Full Roadway

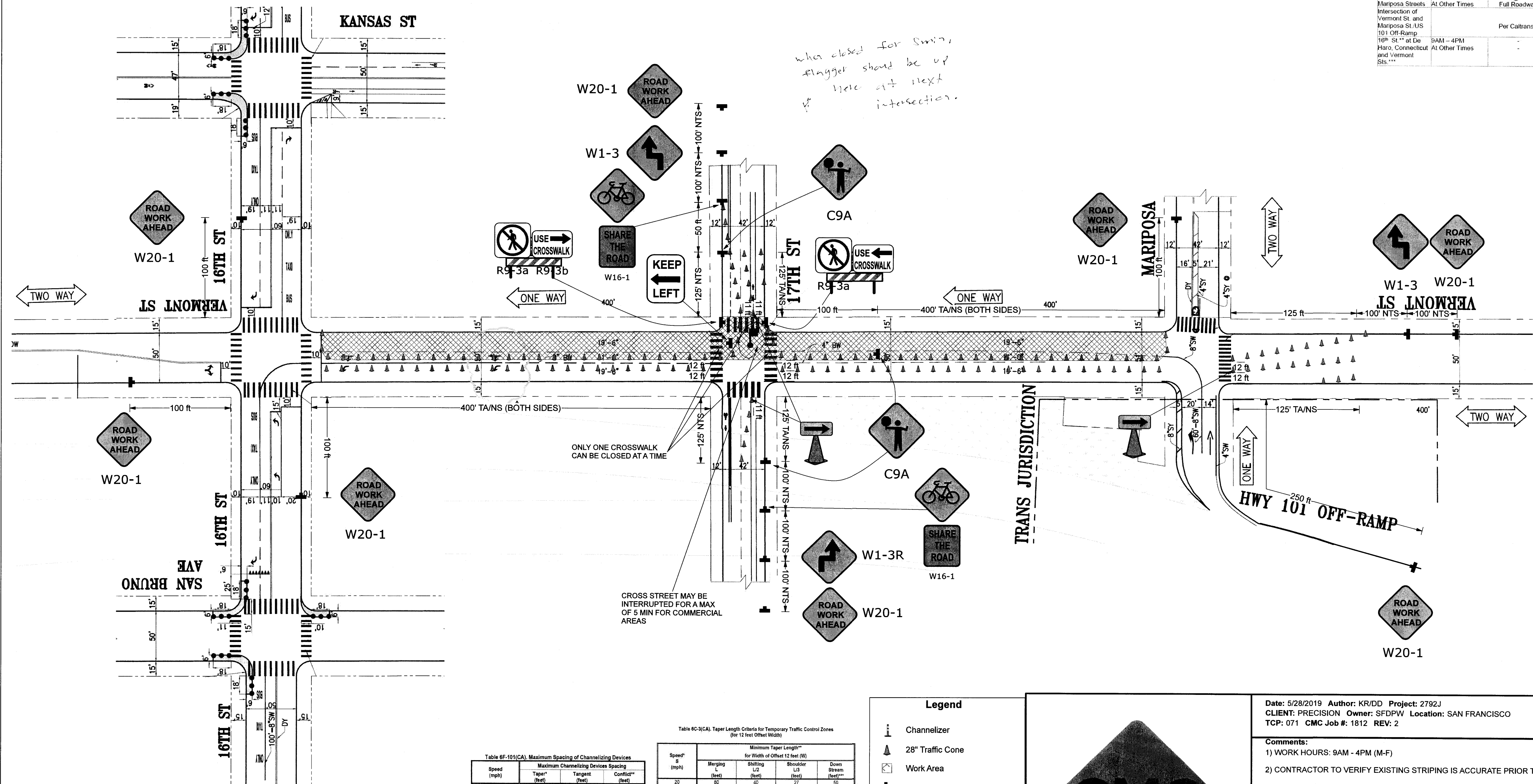

[illegible]

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 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	1,800 feet	1,600 feet	2,640 feet

The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-4E. 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 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.)

Table 6F-101(CA). Maximum Spacing of Channelizing Devices

		Maximum Channelizing 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.
All other tapers are 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-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 ₁ (feet)	Shifting L ₂ (feet)	Shoulder L ₃ (feet)	Down Stream feet***
20	80	40	27	60
25	125	63	42	60
30	160	90	60	60
35	245	123	82	60
40	320	150	107	50
45	440	210	180	50
55	600	300	200	50
65	660	330	220	50
70	720	360	240	50
75	780	390	260	50
80	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 merging taper length formula for L:
For speeds of 40 mph or less, $L = WS/60$
For speeds of 45 mph or more, $L = WS$

Where: L = taper length in feet
W = width of offset in feet

***. Maximum downstream taper length is 100 feet. See Section 6C.08.

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 |



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

LICENSE NO 792059
CLASS A, 31, C21

WBE/SBE/LBE/DBE CERTIFIED
WWW.CMCTRAFFIC.COM

Date: 5/28/2019 **Author:** KR/DD **Project:** 2792J
CLIENT: PRECISION **Owner:** SFPDW **Location:** SAN FRANCISCO
TCP: 071 **CMC Job #:** 1812 **REV:** 2

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.
- 7) San Francisco Fire Dept. Engine Co. Number 29 is located at the northeast corner of 16th and Vermont Streets. 5 working days before starting any construction work on Vermont Street which will affect the ingress and egress of the fire engine into and out of this fire house, Contractor shall contact any officer of this fire house, Telephone No. (415) 558-3229, to arrange with the officer to park their fire engine on 16th Street in front of the fire house during Contractor's working hours.