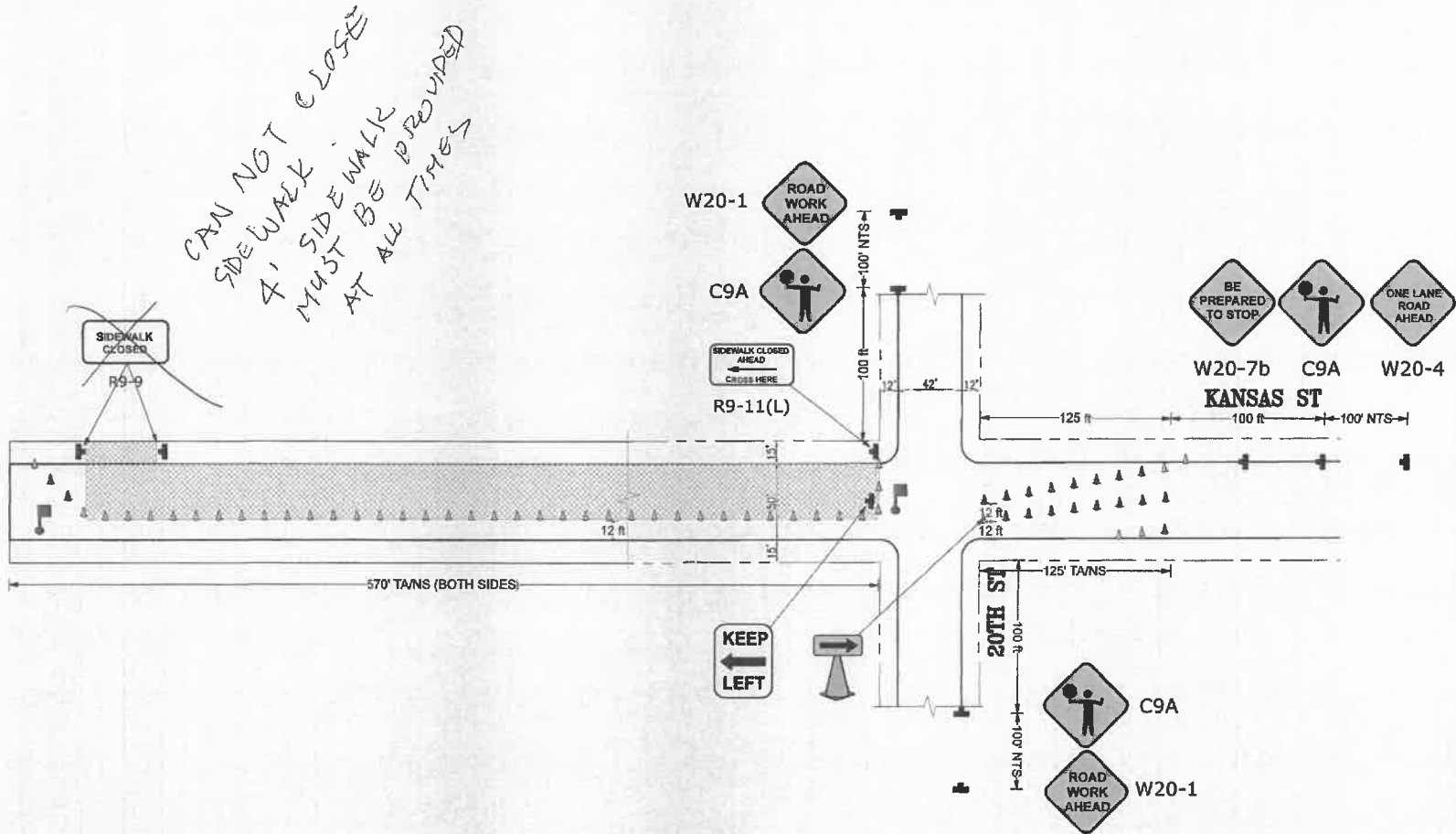


STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Sewer Construction					
Arkansas, De Haro, Kansas, Henry Adam	8AM - 6PM At Other Times	1@11' Full Roadway	1@11' Full Roadway		
17th St at Kansas*	9AM - 4PM (M-F) 8AM - 6PM (S/S) At Other Times			1@12' Reversible; 1@12' Reversible; Full Roadway	
19th & 20th Sts. at Vermont, 18th & Mariposa at Kansas St	8AM - 6PM At Other Times			1@12' Reversible; Full Roadway	

TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
SEWER WORK - KANSAS ST AT 20TH ST



1. The contractor shall be responsible for obtaining all necessary permits and approvals from the City and County of San Francisco. The contractor shall be responsible for obtaining all necessary permits and approvals from the City and County of San Francisco. The contractor shall be responsible for obtaining all necessary permits and approvals from the City and County of San Francisco.

Table 8C-2(A). Taper Length Criteria for Temporary Traffic Control Zones (for 12 foot Offset Width)

Speed s (mph)	Minimum Taper Length ^a for Width of Offset 12 feet (ft)			
	Shoulder L/S (ft)	Shoulder L/S (ft)	Shoulder L/S (ft)	Down Stream (ft)
20	30	40	50	60
25	125	85	42	50
30	150	90	40	50
35	245	123	62	50
40	250	130	107	50
45	250	275	180	50
50	300	300	200	50
55	300	330	230	50
60	320	360	240	50
65	340	380	260	50
70	340	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 taper length formula for L:

For speeds of 40 mph or less, $L = 1.47 S^2$

For speeds of 45 mph or more, $L = 1.47 S^2$

Where:

L = taper length in feet

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

Speed (mph)	Maximum Spacing of Channelizing Devices		
	Taper ^a (feet)	Tangent (feet)	Overhaul ^a (feet)
20	20	40	100
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

^a Maximum channelizing device spacing for all speeds on one-lane/two-way lanes is 20 feet.

All other lanes are as shown.

Use on intermediate and short-lane 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).

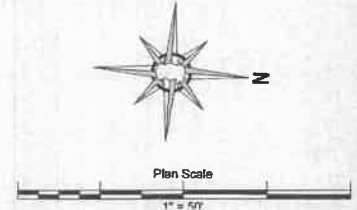


Table 8C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance Between Signs ^a		
	A	B	C
Urban (high speed) - 35 mph or less	100 feet	120 feet	150 feet
Urban (high speed) - more than 35 mph to 45 mph	240 feet	230 feet	230 feet
Urban (high speed) - more than 45 mph	380 feet	350 feet	380 feet
Rural	600 feet	600 feet	600 feet
Expressway / Freeway	1,000 feet	1,000 feet	2,400 feet

^a The column between A, B, and C are the distances shown in Figures 8C-1 through 8C-4. The A distance is the distance from the first advance warning sign to the start of the work zone. The B distance is the distance between the first and second signs. The C distance is the distance between the second and third signs. The "first sign" is the sign in the first advance warning sign or placed in the TTC zone. The "third sign" is the sign in the last advance warning sign or placed in 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
 - TANS Tow-Away/No Stopping
 - Crash Cushion
 - Flagger
 - Water Filled Barrier

CMC
TRAFFIC CONTROL
SPECIALISTS, INC.

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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: SFPDW Location: SAN FRANCISCO
 TCP: 034 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.