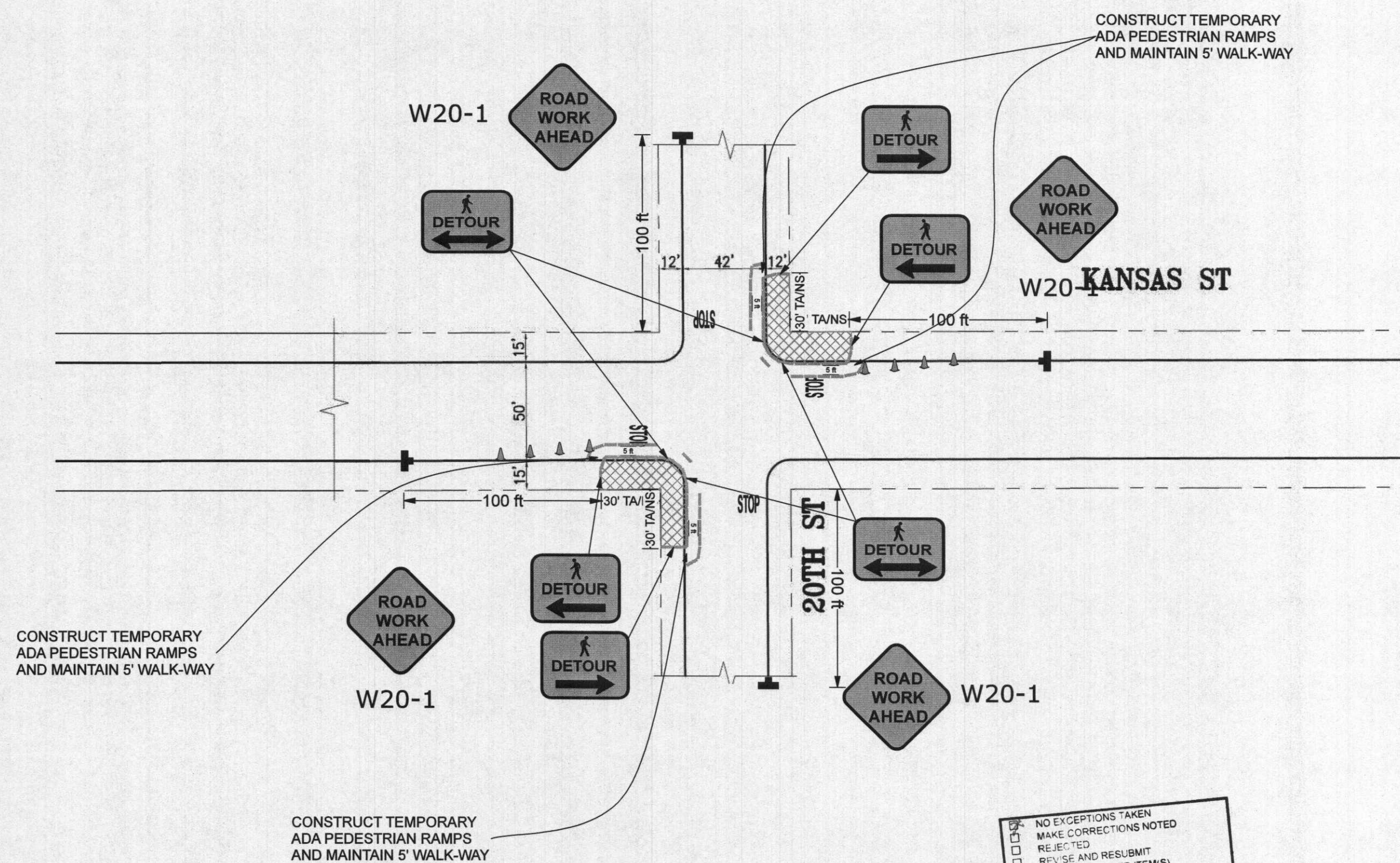


TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
CURB RAMP WORK - KANSAS ST AT 20TH ST

| STREET | TIME | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND |
|---|--|--------------------------------|-----------------------|--------------------------------|-----------------------|
| During Curb Ramp and Sidewalk Construction | | | | | |
| Mariposa St. east of Vermont St. at Mariposa St./US-101 Off-Ramp | 8AM – 6PM At Other Times | - | - | 1@11' Full Roadway | 1@11' Full Roadway |
| Per Caltrans Encroachment Permit Requirements | | | | | |
| Vermont St. south of Mariposa St. & at 15 th and Division Sts. | 8AM – 6PM At Other Times | 1@11' Full Roadway | 1@11' Full Roadway | - | - |
| Vermont St. between 16 th and Mariposa Streets | 9AM – 3PM (M–F) 8AM – 6PM (S/S) At Other Times | 2@11' 2@11' Full Roadway | - | - | - |
| Division St. | 8AM – 6PM At Other Times | - | - | 1@12' Full Roadway | Full Roadway |
| 15 th , 18 th , 19 th and 20 th Streets | 8AM – 6PM At Other Times | - | - | 1@11' Full Roadway | Full Roadway |
| 18 th St. at Connecticut St. | 9AM – 4PM (M–F) 8AM – 6PM (S/S) At Other Times | - | - | 1@12' 1@12' Full Roadway | 1@12' Full Roadway |
| Kansas, Arkansas, Connecticut, | 8AM – 6PM At Other Times | 1@12' Full Roadway | 1@12' Full Roadway | - | - |

NON-WORKING HOURS



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

Review is only for general conformance with the design concept of the project and general compliance with the requirements of the contract documents. Any action shown is subject to the requirements of the plans and specifications. Contractor's responsibilities include, but are not limited to, actual dimensions which shall be confirmed and correlated at the job site, preferred 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 WJW Date 5/1/19

WORKING HOURS

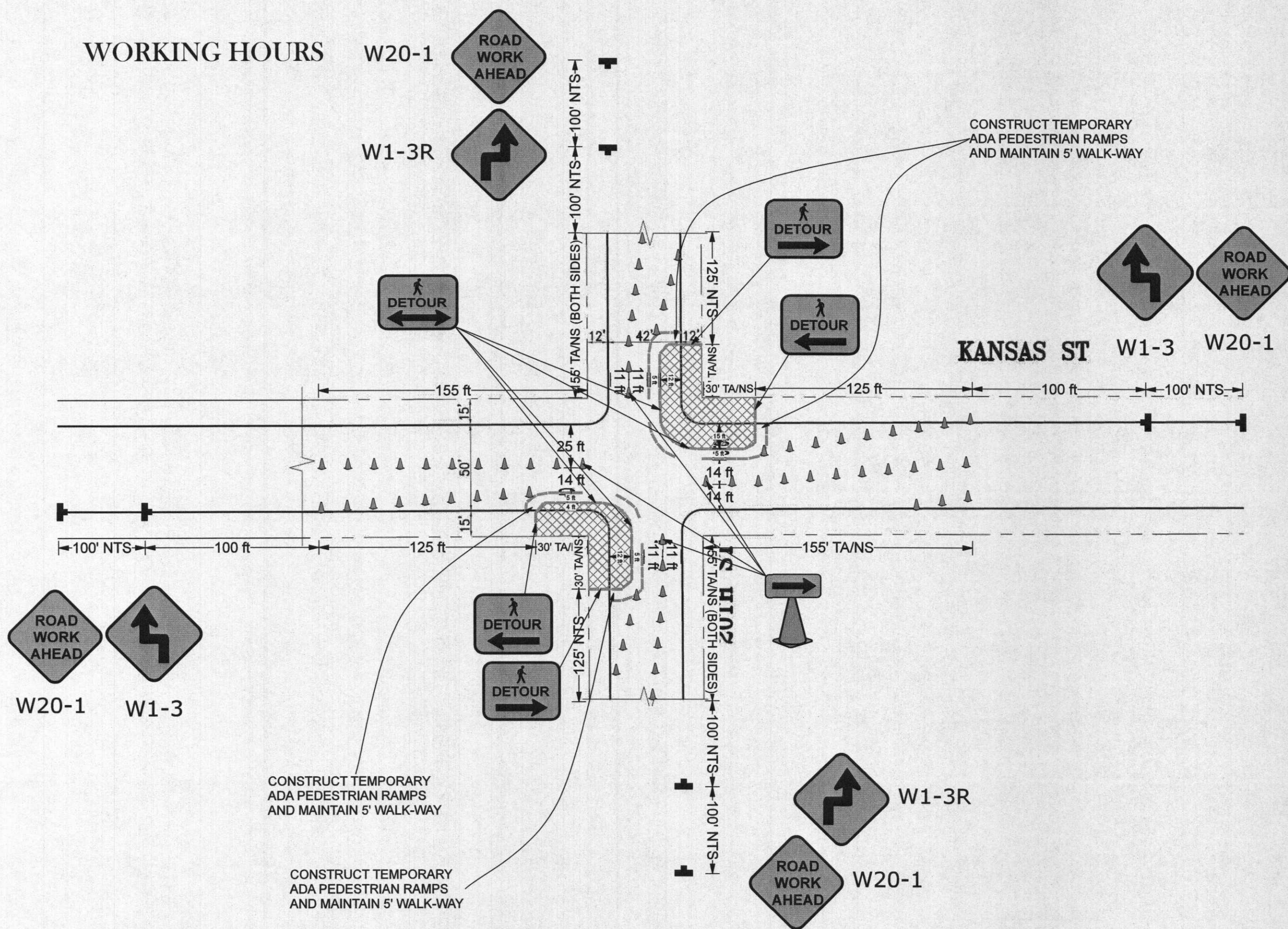


Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones (for 12 foot Offset Width)

| Speed* s (mph) | Minimum Taper Length** (for Width of Offset 12 feet (W)) | | | |
|----------------------|---|--------------------------|--------------------------|----------------------------|
| | Merging (feet) | Shifting L2 (feet) | Shoulder L3 (feet) | Down Stream (feet)** |
| 20 | 60 | 40 | 27 | 50 |
| 25 | 125 | 63 | 42 | 50 |
| 30 | 180 | 90 | 60 | 50 |
| 35 | 245 | 123 | 82 | 50 |
| 40 | 320 | 160 | 107 | 50 |
| 45 | 500 | 270 | 180 | 50 |
| 50 | 660 | 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 operating speed in mph.

** - For other offsets use the following merging taper length formula for L:
 For speeds of 40 mph or less, L=W(S/60)²
 For speeds of 45 mph or more, L=W(S)

Where:
 L = taper length in feet
 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.05.

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

| Speed (mph) | 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)

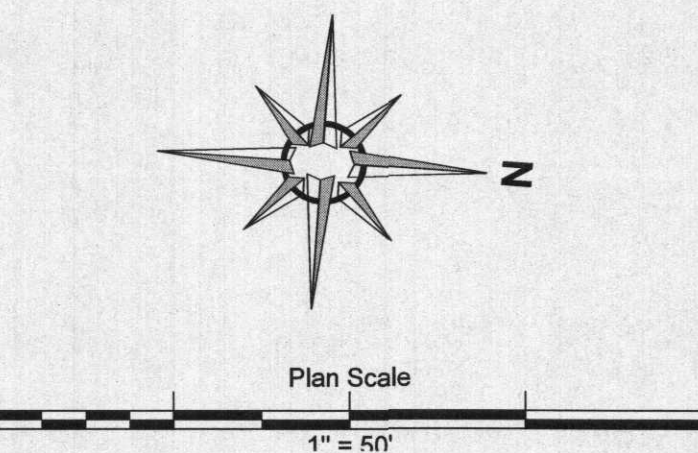


Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

| 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 | 300 feet | 300 feet | 300 feet |
| Rural | 500 feet | 500 feet | 500 feet |
| Expressway / Freeway | 1,000 feet | 1,500 feet | 2,500 feet |

* The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-4B. The A dimension is the distance from the location or point of location 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 "test 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/ANS Tow-Away/No Stopping
- Crash Cushion
- Flagger
- Water Filled Barrier



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 CLASS A, 31, C21
 WBE/SBE/LBE/DBE CERTIFIED
 WWW.CMCTRAFFIC.COM

Date: 3/20/2019 Author: KR/DD Project: 2792J
 Client: PRECISION Owner: SFPDPW Location: SAN FRANCISCO
 TCP: 053 Job #: 1812 Rev: 1

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) THE CONTRACTOR SHALL BE ALLOWED TO WORK AT A MAXIMUM OF THREE INTERSECTIONS AT ANY TIME IF THERE ARE MULTIPLE CURB RAMP 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 RAMP IN WHICH CONTRACTOR MAY CLOSE ONLY ONE CROSSWALK AT A TIME AND PROVIDE TWO FLAGGERS TO GUIDE PEDESTRIANS TO THE OPEN CROSSWALK.
- 7) MAINTAIN LOCAL ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIME.