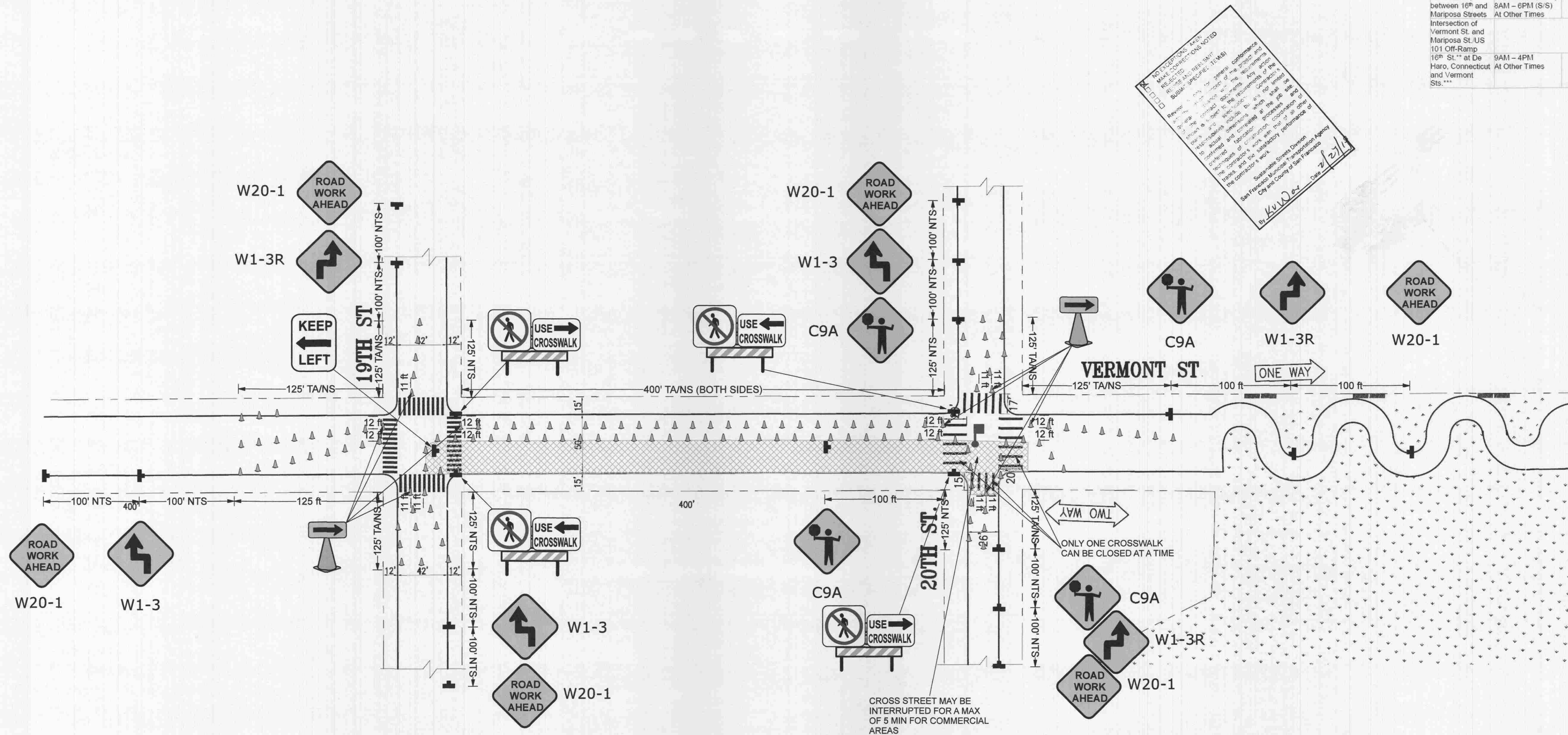


TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
GRIND & PAVE - VERMONT ST FROM 19TH ST TO 20TH ST

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Grinding and Paving Construction					
Vermont St. south of Mariposa St. and between 15th and Division Streets, Kansas, Henry Adam & Sits.	8AM - 6PM At Other Times	1@12' Full Roadway	1@12' Full Roadway	-	-
Division Street at Vermont St.	8AM - 4PM (M-F) At Other Times	-	-	1@11' Full Roadway	Full Roadway
Vermont St. between 16th and Mariposa Streets	8AM - 3PM (M-F) At Other Times	2@12' Full Roadway	2@12' Full Roadway	-	-
Vermont St. and Mariposa St./US 101 Off-Ramp	8AM - 6PM (S-S) At Other Times	-	-	1@12' Full Roadway	1@12' Full Roadway
16th St. at De Haro, Connecticut and Vermont Sts. ***	8AM - 4PM At Other Times	-	-	1@12' Full Roadway	1@12' Full Roadway

Per Caltrans Encroachment Permit Requirements



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

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

Speed* S (mph)	Minimum Taper Length**			
	Merging L (feet)	Shifting L2 (feet)	Shoulder L3 (feet)	Down Stream (feet)**
20	60	40	27	50
25	125	63	42	50
30	180	80	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 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/400

For speeds of 45 mph or more, L=WS

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.08.

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.

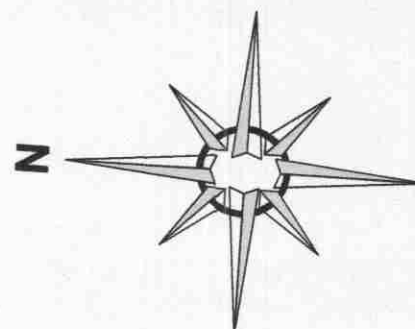
*** All other tapers are as shown.

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

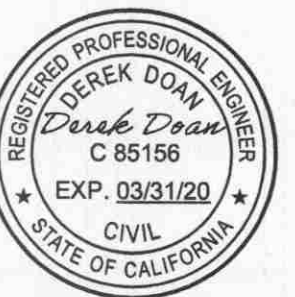
Road Type	Distance Between Signs*		
	A	B	C
Urban (low speed) - 25 mph or less	100 feet	100 feet	100 feet
Urban (high speed) - more than 25 mph to 40 mph	250 feet	250 feet	250 feet
Urban (high speed) - more than 40 mph	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the start of the taper 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.)



Plan Scale

1" = 50'



Date: 1/21/2019 Author: KR/DD Project: 2792J
 CLIENT: PRECISION Owner: SFPDW Location: SAN FRANCISCO
 TCP: 075 CMC Job #: 1812 REV: 0

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.



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