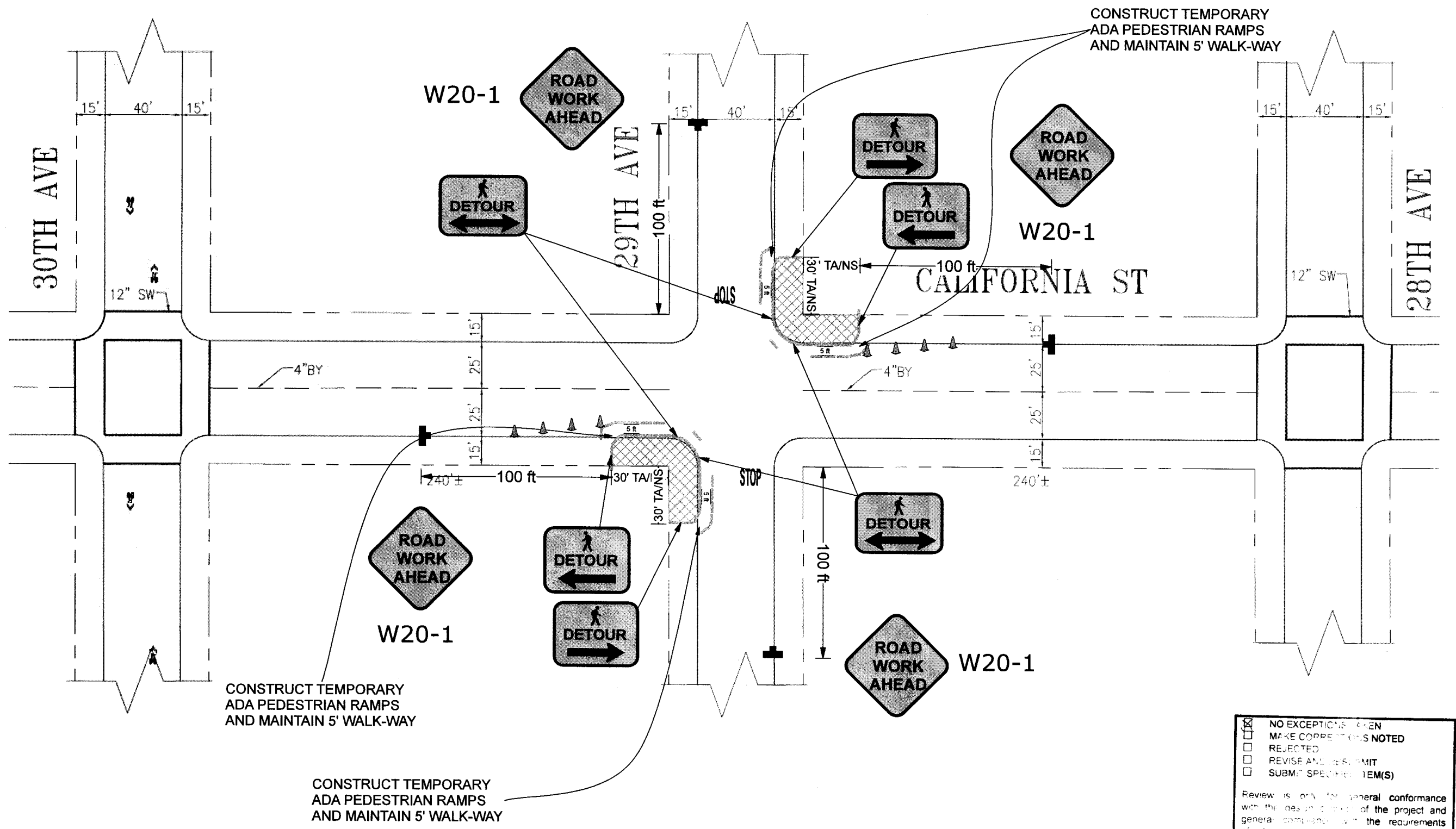
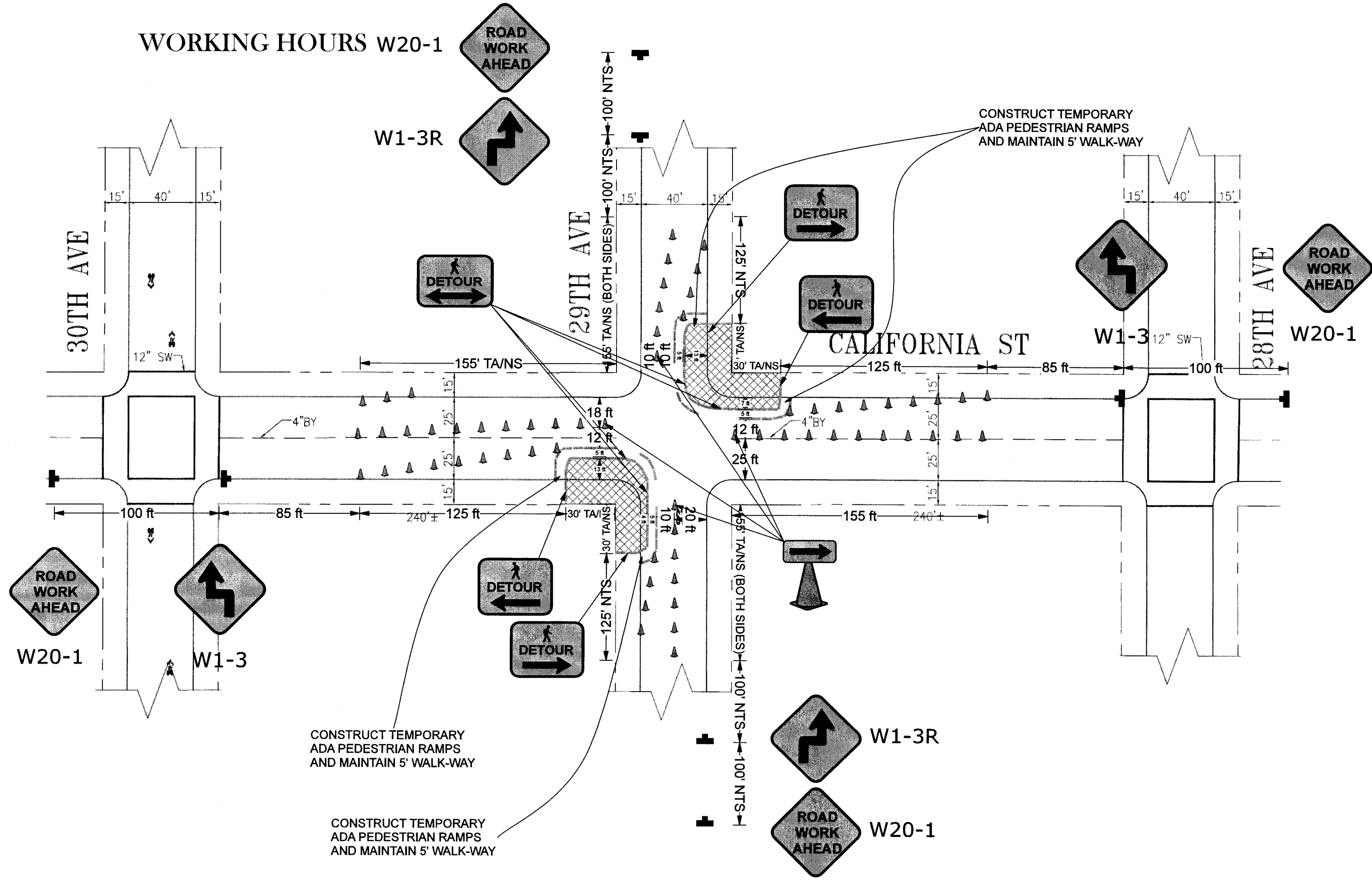


STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Curb Ramp and Sidewalk Construction					
California St.	9AM - 4PM (M-F) 8AM - 6PM (S/S) At Other Times	-	-	1@12' 1@12' Full Roadway	1@12' 1@12' Full Roadway
26th, 27th, 29th 30th & 31st Aves.	9AM - 4PM (M-F) 8AM - 6PM (S/S) At Other Times	1@10' 1@10' Full Roadway	1@10' 1@10' Full Roadway	-	-

TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
CURB RAMP WORK - CALIFORNIA ST AT 29TH AVE

NON-WORKING HOURS



NO EXCEPTIONS GIVEN
MAKE CORRECTIONS NOTED
REJECTED
REVISED AND RESUBMIT
SUBMIT SPECIFIC ITEM(S)

Review is only for general conformance with the requirements of the project and general compliance with the requirements of the contract documents. Any action which is subject to the requirements of the plans and specifications. Contractor's responsibilities are not limited to actual construction, which shall be confirmed and checked at the job site. preferred methods, 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.

Susan H. Streets Division
San Francisco Municipal Transportation Agency
City and County of San Francisco

By: *[Signature]* Date: *3/20/2019*

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

Speed ^S (mph)	Merging L ₁ (feet)	Shifting L ₂ (feet)	Shoulder L ₃ (feet)	Down Stream (feet)**
20	50	40	27	50
25	125	63	42	50
30	180	90	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 effects use the following merging taper length formula for L₁:
For speeds of 40 mph or less: L₁ = 50S
For speeds of 45 mph or more: L₁ = 5S²

Where:
L₁ = 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 (feet)
20	20
25	25
30	30
35	35
40	40
45	45
50	50
55	55
60	60
65	65
70	70

* 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).

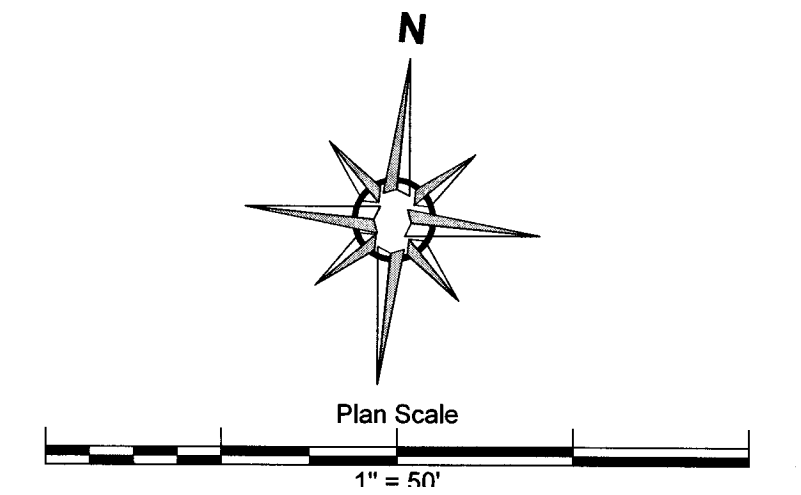


Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	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	350 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

* Speed categories to be determined by the highway agency.
** The column headings A, B, and C are the dimensions shown in Figures 6C-1 through 6C-48. The A dimension is the distance from the location of sign to the first sign. The B dimension is the distance between the first and second sign. The C dimension is the distance between the second and third sign. 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/ANS Tow-Away/No Stopping
 - Crash Cushion
 - Flagger
 - Water Filled Barrier

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Date: 3/20/2019 Author: KR/DD Project: 2792J
Client: PRECISION Owner: SFPDW Location: SAN FRANCISCO
TCP: 063 Job #: 1812 Rev: 1

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) THE CONTRACTOR SHALL BE ALLOWED TO WORK AT A MAXIMUM OF THREE INTERSECTIONS AT ANY TIME IF THERE ARE MULTIPLE CURB RAMPS 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 RAMPS 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.