

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
During Sewer Construction					
Vermont St. south of Mariposa St. and between Alameda and Division Streets	8AM - 6PM At Other Times	1@11' Full Roadway	1@11' Full Roadway	-	-
Division Street at Vermont St.	8AM - 4PM (M-F) 8AM - 6PM (S/S) At Other Times	-	-	1@11' Full Roadway	Full Roadway
Vermont St. between 16th and Mariposa Streets	8AM - 3PM (M-F) 8AM - 6PM (S/S) At Other Times	2@11' Full Roadway	-	-	-
17th St. S at Kansas*	8AM - 4PM (M-F) 8AM - 6PM (S/S) At Other Times	-	-	1@12' Reversible Full Roadway	-
15th & 20th Sts. at Vermont, 10th & Mariposa at Kansas St. Hwy 101 N/B Off-Ramp/Mariposa St. at Vermont St.	8AM - 6PM At Other Times	-	-	1@12' Reversible Full Roadway	-

Per Caltrans' Encroachment Permit Requirements

TRAFFIC CONTROL PLAN
2792J VARIOUS LOCATIONS #37
SEWER WORK - VERMONT ST FROM ALAMEDA ST TO DIVISION ST

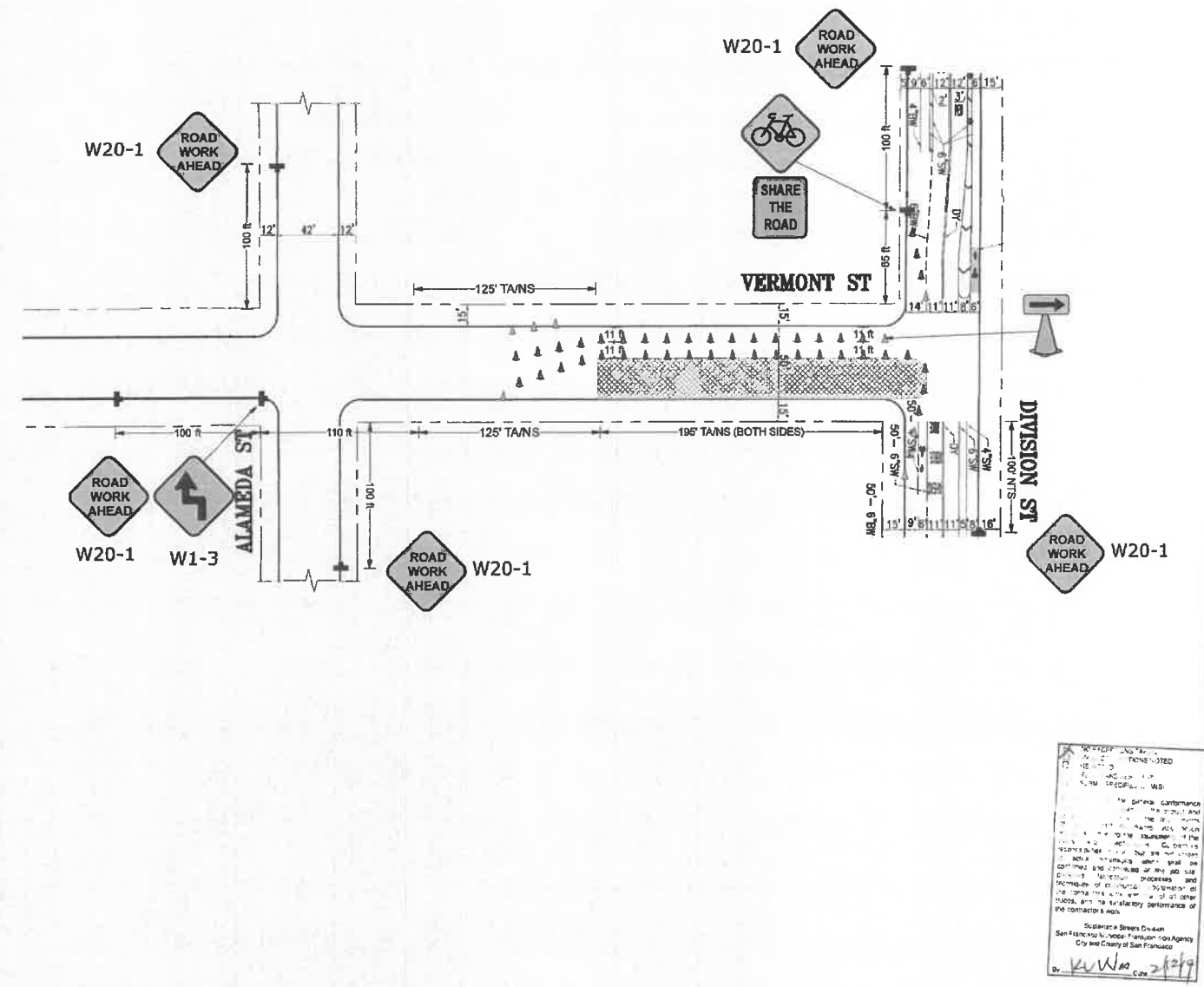
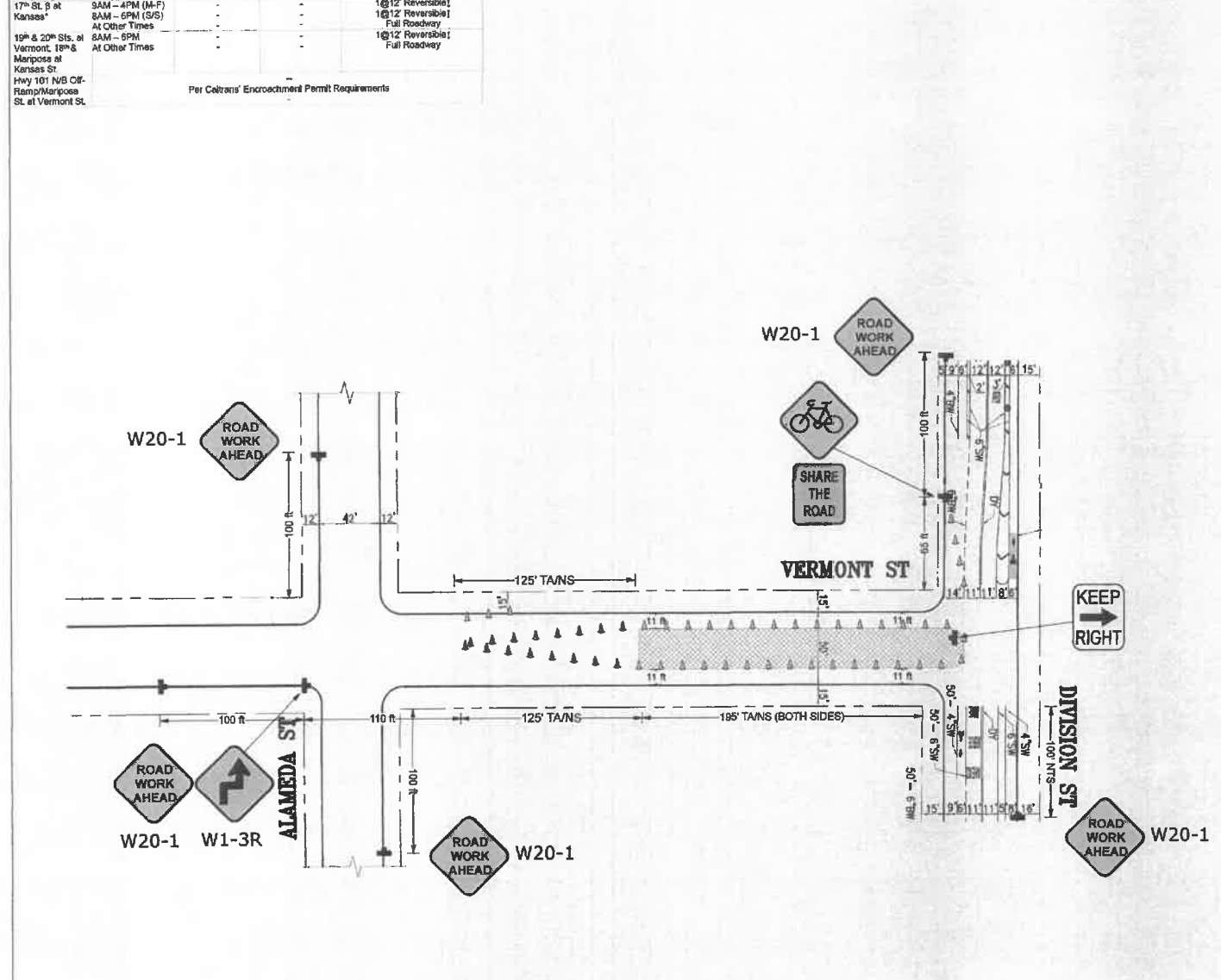


Table 8C-3(CA) Taper Length Criteria for Temporary Traffic Control Zones (per 12 feet Offset Width)

Speed* (mph)	Merging (feet)	Shifting (feet)	Shoulder (feet)	Down Stream (feet)
20	55	48	27	33
25	75	63	42	50
30	110	90	60	50
35	145	123	82	50
40	220	190	120	50
45	300	255	165	50
50	400	330	220	50
55	500	420	290	50
60	600	510	360	50
65	700	600	430	50
70	800	690	500	50

* Posted speed limit, off-peak 85th percentile speed prior to work starting, or the anticipated controlling speed in traffic.

For other effects use the following tapering taper length formula for L:

For speeds of 40 mph or less, L = (VWS/2)

For speeds of 40 mph or more, L = (VWS/2)

Where:

L = taper length in feet

V = width of offset in feet

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

* Maximum downstream taper length is 100 feet. See Section 8C.08.

Table 8C-1(CA) Maximum Spacing of Channelizing Devices

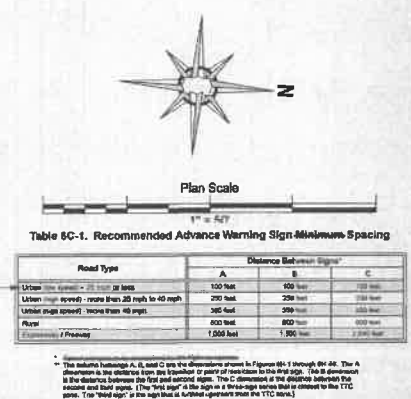
Speed (mph)	Types*	Target (feet)	Controlled (feet)
20	20	40	10
25	25	50	12
30	30	60	15
35	35	70	17
40	40	80	20
45	45	90	22
50	50	100	25
55	55	110	27
60	60	120	30
65	65	130	32
70	70	140	35

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

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All other tapers are as shown.

* Use on intermediate and short-term projects for taper and largest section where there are no personnel, vehicles or other items in a conflict between existing pavement markings and channelizing (CA).



- Legend
- Channelizer
 - 28" Traffic Cone
 - Work Area
 - Sign and Stand
 - Type III Barricade (Plain View)
 - ADA Pedestrian Barricades
 - NTS Not To Scale
 - T/A/N/S Tow-Away/No Stopping
 - Crash Cushion
 - Flagger
 - Water Filled Barrier

CMC
TRAFFIC CONTROL
SPECIALISTS, INC.

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CLASS A, 31, C21
WBE/SBE/LBE/DBE CERTIFIED
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- Date: 1/10/2019 Author: KR/DD Project: 2792J
CLIENT: PRECISION Owner: SFPDW Location: SAN FRANCISCO
TCP: 033 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.

San Francisco County Agency
City and County of San Francisco

Submitted a Sewer Division
San Francisco County Agency
City and County of San Francisco

By: *[Signature]* Date: 2/2/19