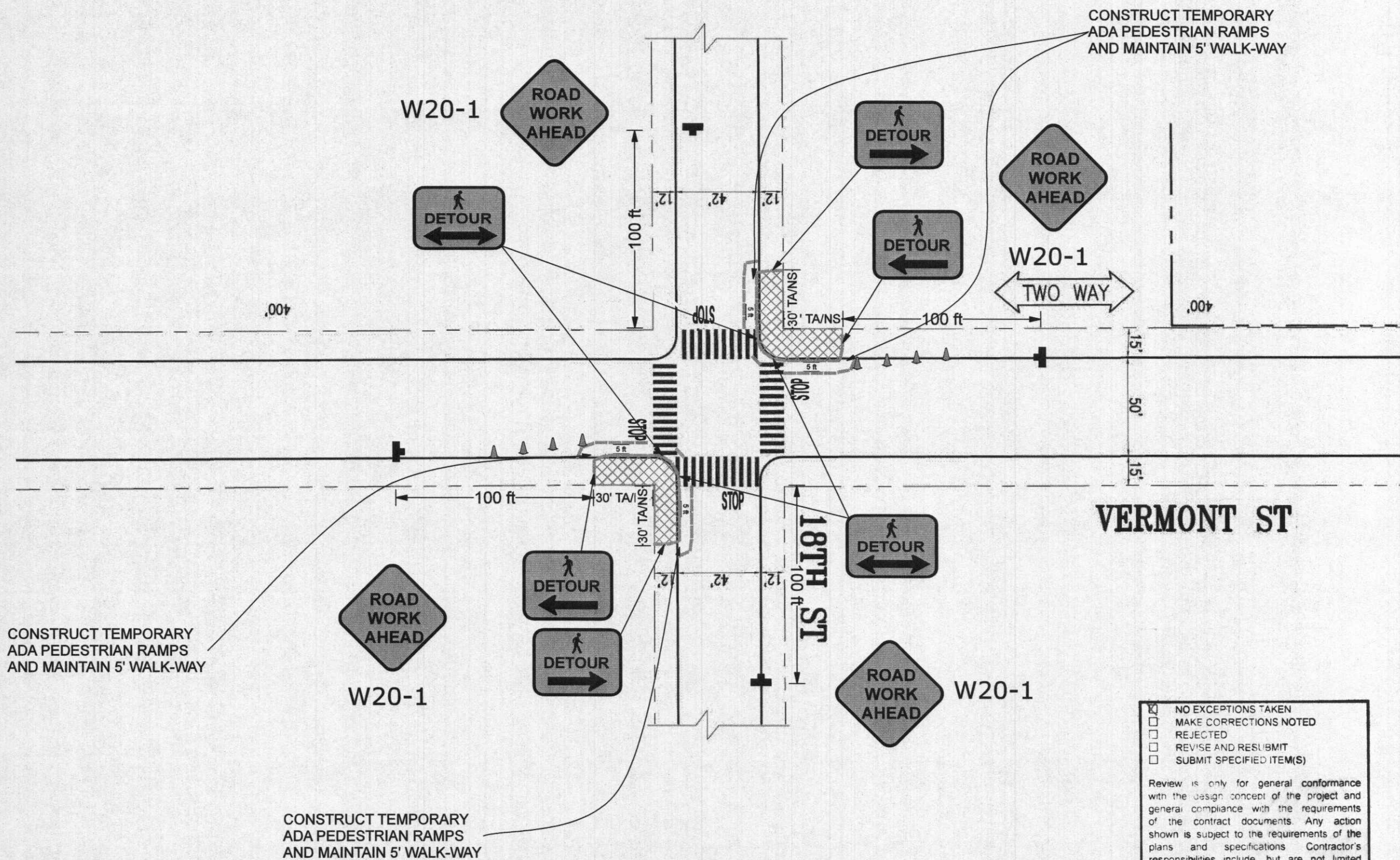


TRAFFIC CONTROL PLAN  
2792J VARIOUS LOCATIONS #37  
CURB RAMP WORK - VERMONT ST AT 18TH ST

NON-WORKING HOURS



☒ NO EXCEPTIONS TAKEN  
☐ MAKE CORRECTIONS NOTED  
☐ REJECTED  
☐ REVISE AND RESUBMIT  
☐ SUBMIT SPECIFIED ITEM(S)

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: *KV* Date: *5/1/19*

WORKING HOURS

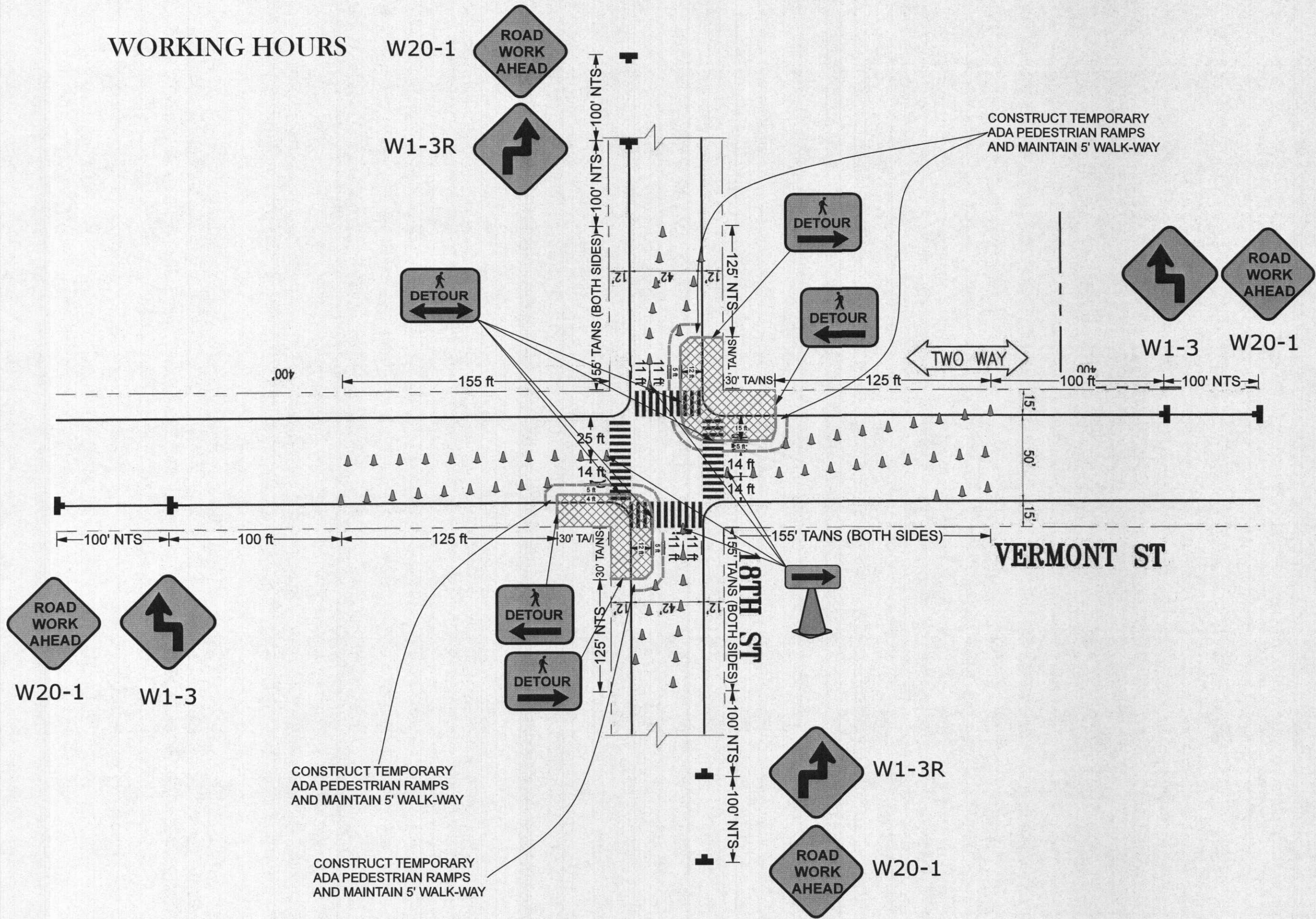


Table 6C-3(CA): Taper Length Criteria for Temporary Traffic Control Zones (for 12 feet Offset Width)

Speed* S (mph)	Minimum Taper Length** for Width of Offset 12 feet (W)			
	Merging L1 (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	400	210	140	50
50	500	270	180	50
55	600	330	220	50
60	720	390	260	50
65	840	450	300	50
70	960	510	340	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=W(S/50)  
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)

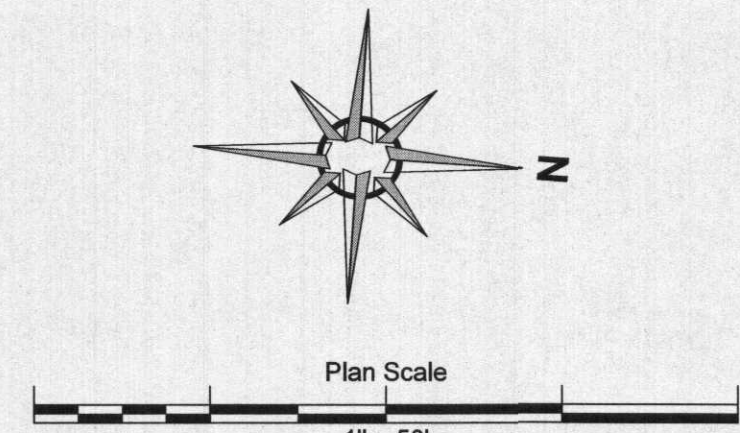


Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

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	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,500 feet

\* The advance warning signs A, B, and C are the dimensions shown in Figure 6H-1 through 6H-4S. The A dimension is the distance from the location or point of operation 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.)

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



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Date: 3/20/2019 Author: KR/DD Project: 2792J  
Client: PRECISION Owner: SFPDPW Location: SAN FRANCISCO  
TCP: 046 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.