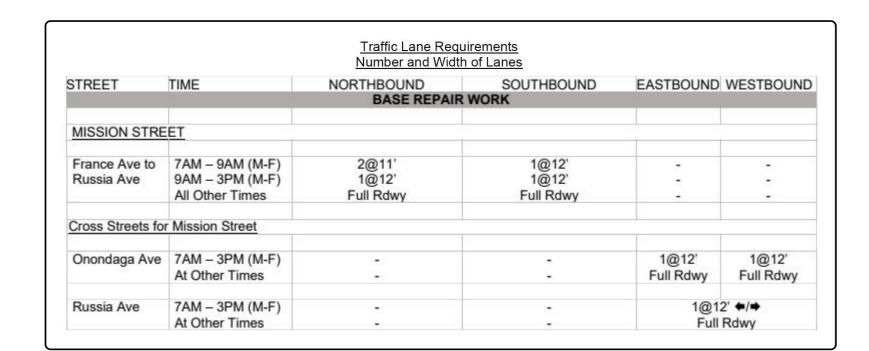
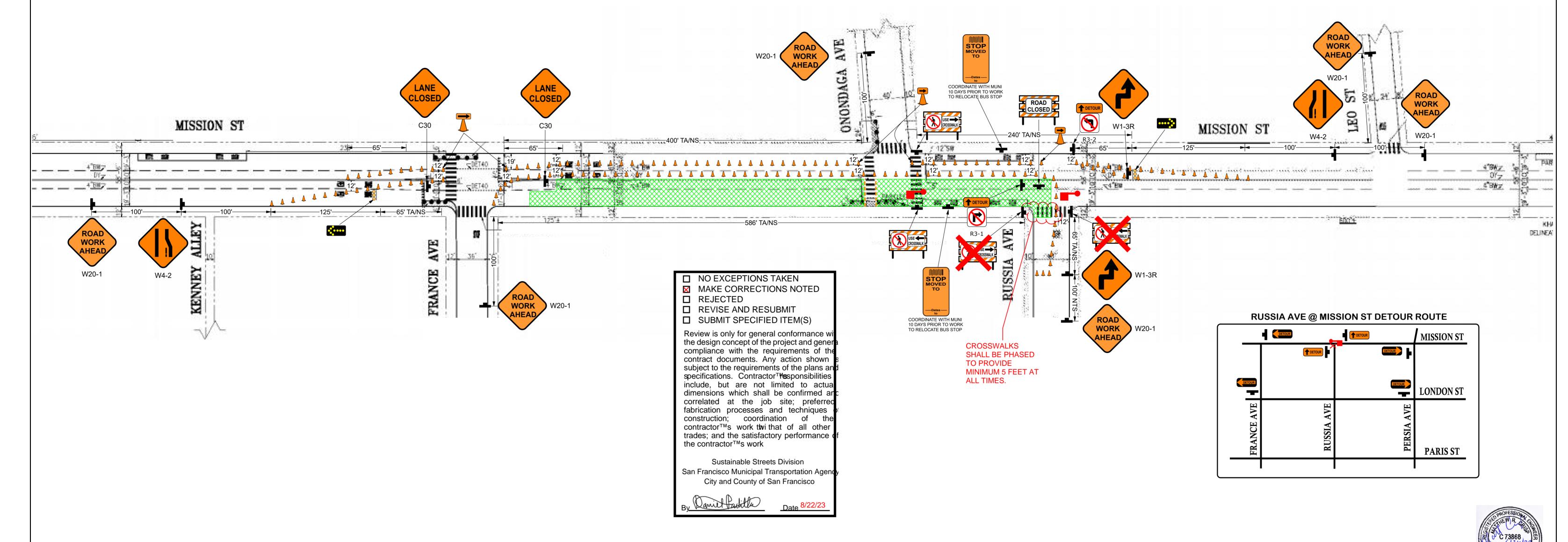
TRAFFIC CONTROL PLAN MISSION ST & GENEVA AVE IMPROVEMENT PROJECT - 0000005626 BASE REPAIR - MISSION ST, FRANCE AVE TO RUSSIA AVE





Legend		Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones (for 12 feet Offset Width)					
▲ 28" Traffic Cone			Minimum Taper Length**				
	Delineator	Speed* S	for Width of Offset 12 feet (W)				
	Pedestrian Barricade	(mph)	Merging L (feet)	Shifting L/2 (feet)	Shoulder L/3 (feet)	Down Stream (feet)***	
	Work Area	20	80	40	27	50	
L	Sign and Stand	→ 25	125	63	42	50	
-		30	180	90	60	50	
	Type I Barricade	35	245	123	82	50	
	Time III Demisede	40	320	160	107	50	
	Type III Barricade	45	540	270	180	50	
	Flagger	50	600	300	200	50	
•		55	660	330	220	50	
0	Parking Control Officer	60	720	360	240	50	
	Not To Cools	65	780	390	260	50	
NIS	Not To Scale	70	840	420	280	50	
TA/NS	Towaway/No Stopping	75	900	450	300	50	
	Curing Concrete	* - 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:					

speed in mph

** - Maximum downstream taper length is 100 feet. See Section 6C.08.

65	780	390	260	50				
70	840	420	280	50				
75	900	450	300	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/f60 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, or the anticipated operating								

Maximum Channelizing Devices Spacing (mph) 40 **—** * Maximum Maximum o

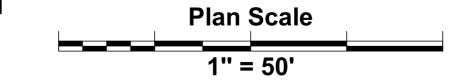
** Use on intermediate and short-term projects for taper and tangent sections where

there are no pavement markings or where there is a conflict between existing

pavement markings and channelizing devices.

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

20	20	+∪	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	50	100	25				
60	50	100	25				
65	50	100	25				
70	50	100	25				
75	50	100	25				
* 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.							



** 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 transition or point of restriction 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.)

*** Posted speed limit, off-peak 85th-percentile speed prior to work starting, or other anticipated operating speed

Table 6C-1. Recommended Advance Warning Sign Spacing

250 feet

350 feet

500 feet

1,000 feet

Urban - 25 mph or less***

Urban - more than 40 mph***

Urban - more than 25 mph to 40 mph***

В

100 feet

250 feet

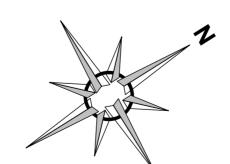
350 feet

500 feet

250 feet

350 feet

500 feet





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Date: 02/22/2023 Author: KMH Project: MISSION ST AND GENEVA AVE Client: BAUMAN LANDSCAPE Location: SAN FRANCISCO TCP: 099 **Job #:** 3405 **Rev:** 0

1) WORK HOURS: SEE TRAFFIC LANE REQUIREMENTS

- 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 ON TWO (2) BLOCKS AND/OR TWO (2) INTERSECTIONS ON ANY ONE DAY NOT TO EXCEED 1,200 LINEAR FEET FOR CONCRETE BASE REPAIR WORK.
- 8) THE CONTRACTOR SHALL NOTIFY SFMTA AT LEAST (10) WORKING DAYS IN ADVANCE OF DOING ANY WORK IN EXISTING PASSENGER LOADING AND UNLOADING ZONE. THE SFMTA MAY TEMPORARILY AUTHORIZE THE RELOCATION OF THESE ZONES.
- 9) THE CONTRACTOR SHALL NOT PREVENT OR DELAY THE OPERATION OF MASS TRANSIT VEHICLES AT ANY TIME.