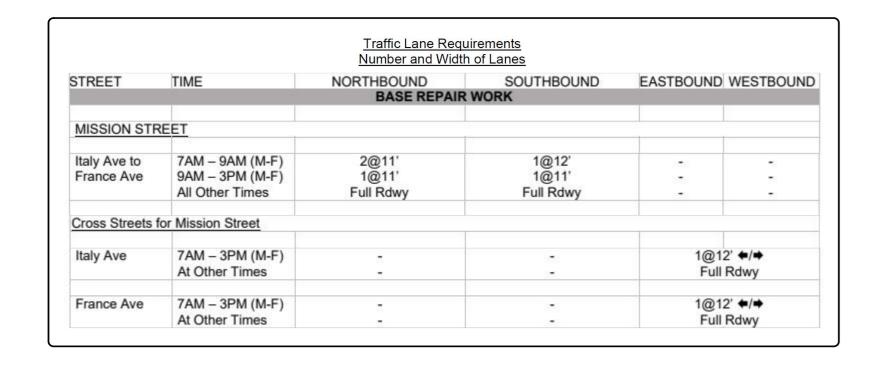
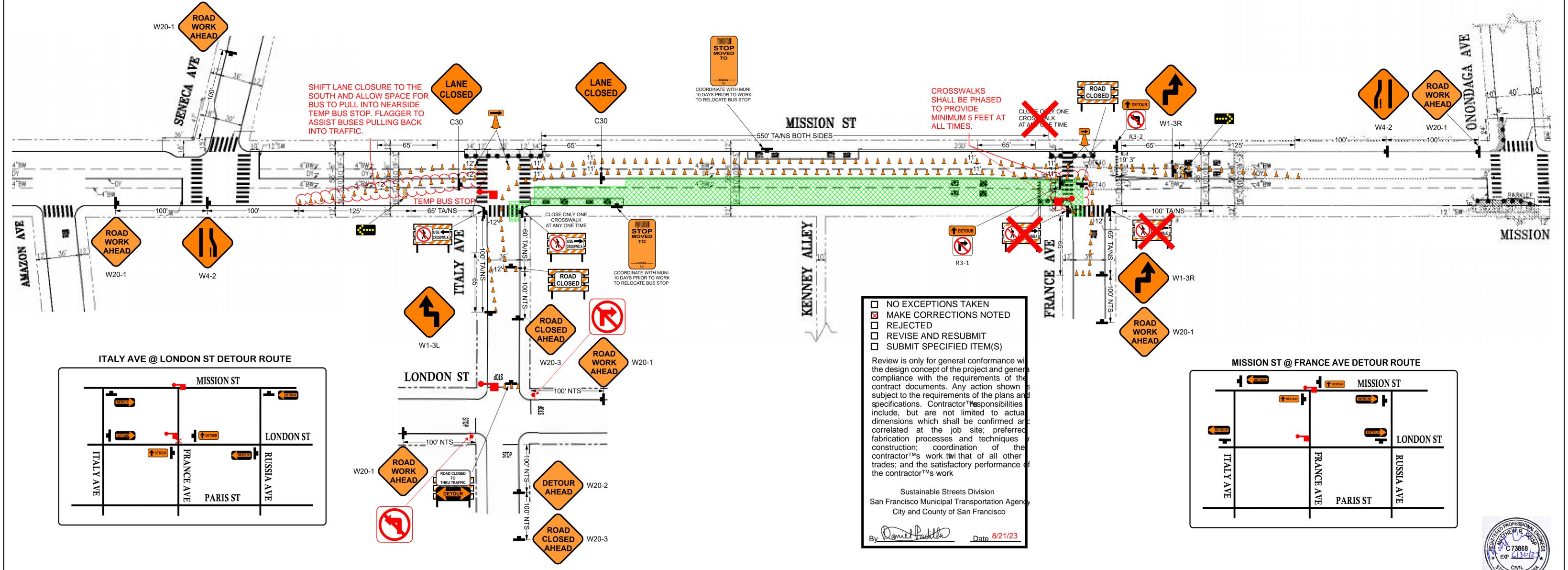
## TRAFFIC CONTROL PLAN MISSION ST & GENEVA AVE IMPROVEMENT PROJECT - 0000005626 BASE REPAIR - MISSION ST, ITALY AVE TO FRANCE AVE





- "	Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones (for 12 feet Offset Width)					
Traffic Cone		Minimum Taper Len				
neator	Speed*	<u> </u>				
estrian Barricade	(mph)	Merging L (feet)	Shifting L/2 (feet)	Shoulder L/3 (feet)	Down Stream (feet)***	
k Area	20	80	40	27	50	
and Stand	<b>→</b> 25	125	63	42	50	
and Otana	30	180	90	60	50	
e I Barricade	35	245	123	82	50	
. III. Dannia a da	40	320	160	107	50	
e III Barricade	45	540	270	180	50	
aer	50	600	300	200	50	
	55	660	330	220	50	
ring Control Officer	60	720	360	240	50	
To Coolo	65	780	390	260	50	
10 Scale	70	840	420	280	50	
away/No Stopping	75	900	450	300	50	
ng Concrete	** - For other offsets u For speeds of 40 For speeds of 45 Where: L=	se the following merging mph or less, L = WS <sup>2</sup> /60 mph or more, L = WS taper length in feet	taper length formula for	ting, or the anticipated op L :	perating speed in mph.	
	neator estrian Barricade k Area and Stand e I Barricade e III Barricade ger ting Control Officer To Scale away/No Stopping	speed* (mph)  Speed* (mph)  Area  20  25  30  Barricade  Barricade	speed* Speed* Simph)  Merging L (feet)  20 80  25 125 30 180 21 Barricade  21 Barricade 22 Barricade 35 245 40 320 45 540 320 45 55 660 50 600 55 660 600 600 65 720 65 780 70 840 75 900  *- Posted speed limit, off-peak 85th-percentile **- For other offsets use the following merging	Speed*   Speed*   Shifting   L/2   (feet)   Care	Speed*   Something   Shifting   Shoulder   L/2   (feet)   (feet)	

speed in mph

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

S = posted speed limit, off-peak 85th-percentile speed prior to work, or the anticipated operating

Speed (mph)	Taper* (feet)	Tangent (feet)	Conflict** (feet)
20	20	40	10
<b>→</b> 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 de Maximum channelizing de All other tapers are as she	evice spacing for all spec		

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

pavement markings and channelizing devices.

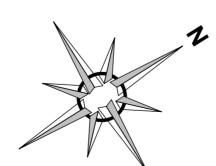
Table 6F-101(CA). Maximum Spacing of Channelizing Devices

	Conflict**		A	В	C				
	(feet)	Urban - 25 mph or less***	100 feet	100 feet	100 feet				
	10	Urban - more than 25 mph to 40 mph***	250 feet	250 feet	250 feet				
	12	Urban - more than 40 mph***	350 feet	350 feet	350 feet				
	15	Rural	500 feet	500 feet	500 feet				
	17	Expressway/Freeway	1,000 feet	1,500 feet	2,640 feet				
	20	** 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 in mph.							
	22								
	25								
	25								
	25								
	25								
	25								
Ü	25								

Plan Scale 1" = 50'

Table 6C-1. Recommended Advance Warning Sign Spacing

В 100 feet





WBE/SBE/LBE/DBE CERTIFIED 415-206-1711 FAX INFO@CMCTRAFFIC.COM WWW.CMCTRAFFIC.COM

Date: 02/10/2023 Author: KMH Project: MISSION ST AND GENEVA AVE Client: BAUMAN LANDSCAPE Location: SAN FRANCISCO TCP: 098 **Job #:** 3405 **Rev:** 0

AUTHORIZE THE RELOCATION OF THESE ZONES.

## 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
- 9) THE CONTRACTOR SHALL NOT PREVENT OR DELAY THE OPERATION OF MASS TRANSIT VEHICLES AT ANY TIME.