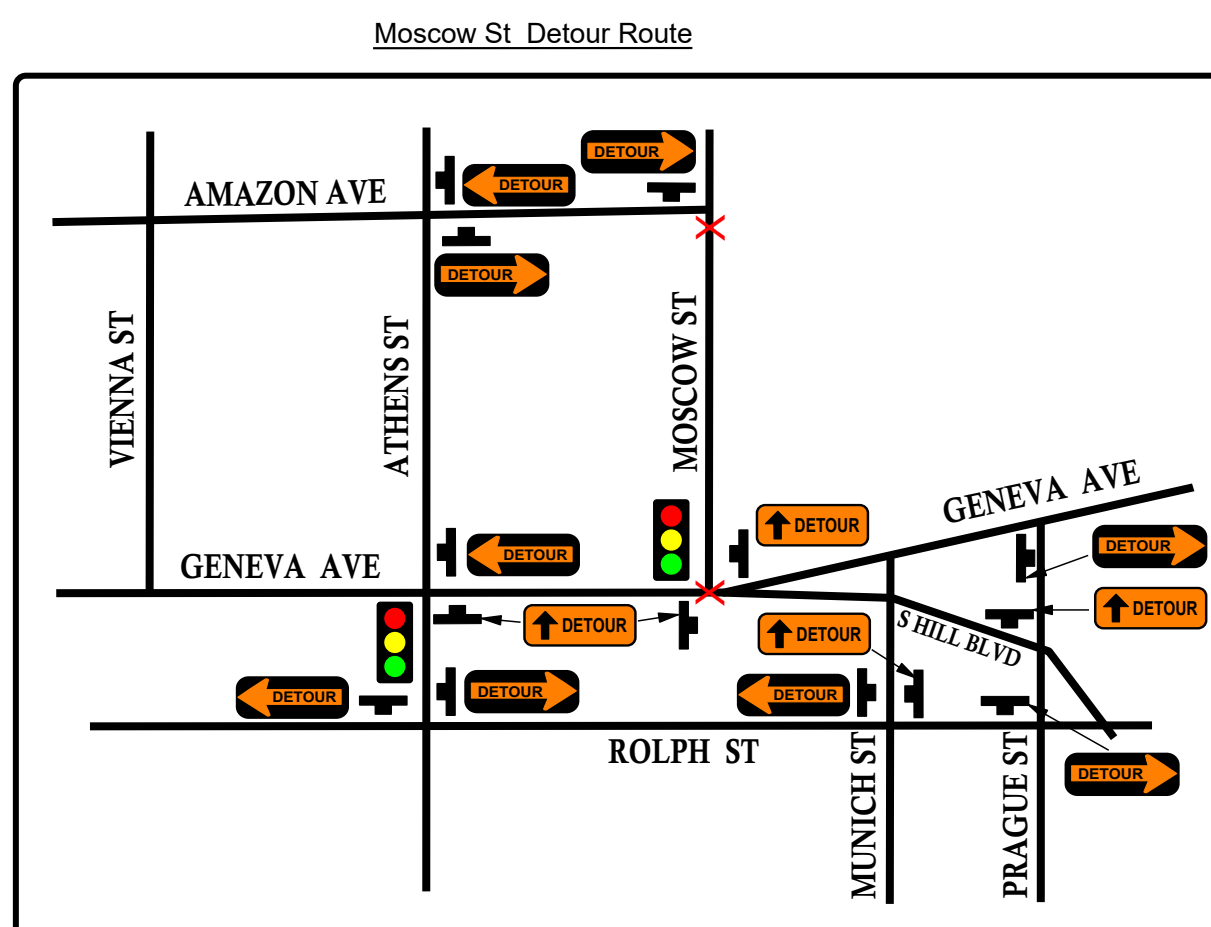
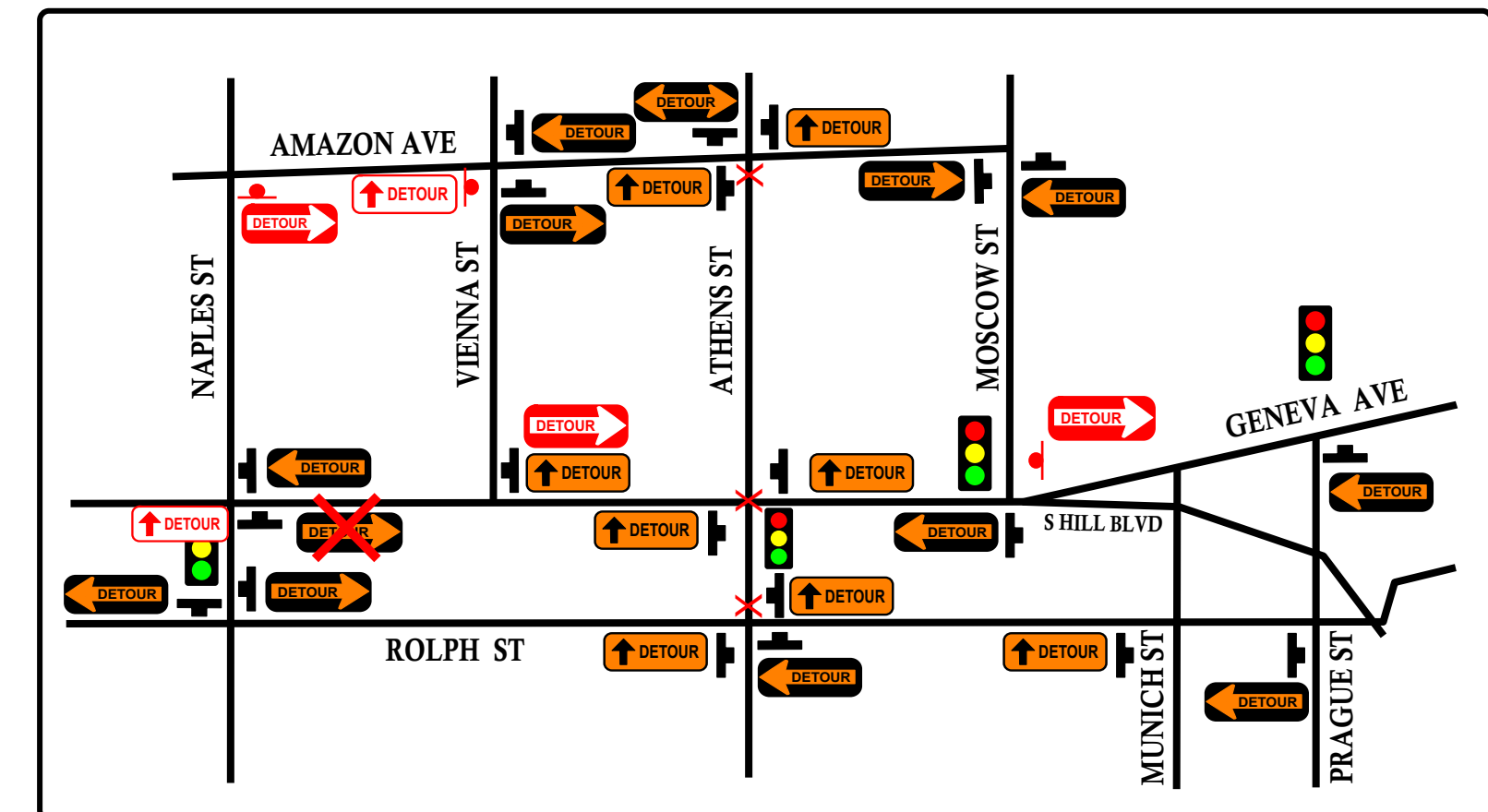
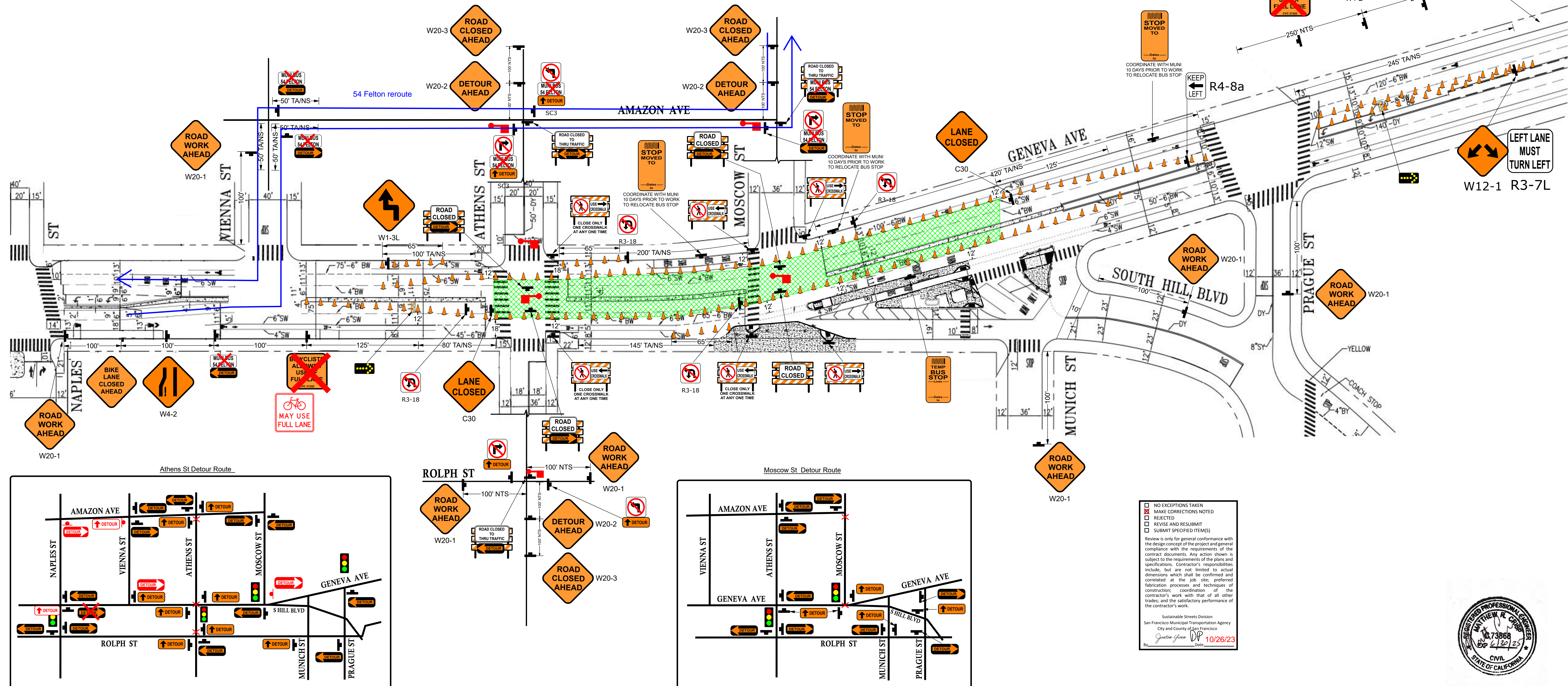


TRAFFIC CONTROL PLAN
MISSION ST & GENEVA AVE IMPROVEMENT PROJECT - 0000005626
GRIND AND PAVE - GENEVA AVE, ATHENS ST TO MUNICH ST

Traffic Lane Requirements Number and Width of Lanes					
STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
GRINDING AND PAVING WORK**					
Paris St to Prague St	8AM – 9AM (M-F)	-	-	1@12'	Full Rdwy
Prague St	9AM – 4PM (M-F)	-	-	1@12'	1@12'
(MC) β @	At Other Times	-	-	Full Rdwy	Full Rdwy

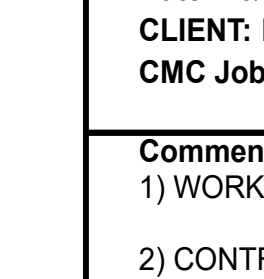
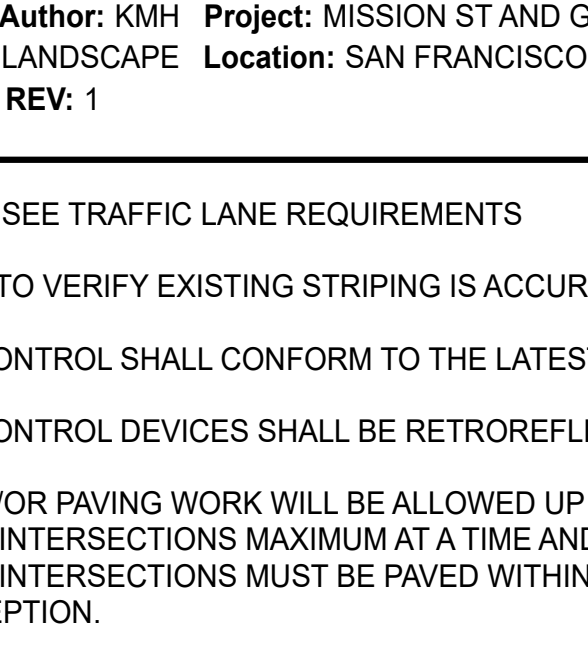













NO EXCEPTIONS TAKEN
 MAKE CORRECTIONS NOTED
 REJECTED
 REVISE AND RESUBMIT
 SUBMIT SPECIFIED ITEM(S)

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: *Justin Glean* DP 10/26/23
 Date: 10/26/23



Legend		Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones (for 12 feet Offset Width)					Table 6F-101(CA). Maximum Spacing of Channelizing Devices				Table 6C-1. Recommended Advance Warning Sign Spacing								Date: 10/20/2023 Author: KMH Project: MISSION ST AND GENEVA AVE CLIENT: BAUMAN LANDSCAPE Location: SAN FRANCISCO TCP: 138 CMC Job #: 3405 REV: 1	
		Speed* S (mph)	Minimum Taper Length** for Width of Offset 12 feet (W)				Maximum Channelizing Devices Spacing			Road Type	Distance Between Signs**									
			Merging L/2 (feet)	Shifting L/2 (feet)	Shoulder L/3 (feet)	Down Stream (feet)***	Taper** (feet)	Tangent (feet)	Conflict** (feet)		A	B	C							
 28" Traffic Cone		20	80	40	27	50	20	40	10	Urban - 25 mph or less***	100 feet	100 feet	100 feet							
 Delineator		25	125	63	42	50	25	50	12	Urban - more than 25 mph to 40 mph***	250 feet	250 feet	250 feet							
 Pedestrian Barricade		30	180	90	60	50	30	60	15	Urban - more than 40 mph***	350 feet	350 feet	350 feet							
 Work Area		35	245	123	82	50	35	70	17	Rural	500 feet	500 feet	500 feet							
 Sign and Stand		40	320	160	107	50	40	80	20	Expressway/Freeway	1,000 feet	1,500 feet	2,640 feet							
 Type I Barricade		45	540	270	180	50	45	90	22	** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-6. 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.)										
 Type III Barricade		50	600	300	200	50	50	100	25	*** Posted speed limit, off-peak 85th-percentile speed prior to work starting, or other anticipated operating speed in mph.										
 Flagger		55	660	330	220	50	55	100	25											
 Parking Control Officer		60	720	360	240	50	60	100	25											
 NTS Not To Scale		65	780	390	260	50	65	100	25											
 TANS Towaway/No Stopping		70	840	420	280	50	70	100	25											
		75	900	450	300	50	75	100	25											

*. 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/60

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 speed in mph

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

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


Maximum channelizing device spacing for all speeds on downstream lanes 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 channelizing devices.

Plan Scale

1" = 50'



3450 3RD ST #3G
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INFO@CMCTRAFFIC.COM

LICENSE NO 792059
CLASS A, 31, C21
WBE/SBE/LBE/DBE CERTIFIED
WWW.CMCTRAFFIC.COM

Comments:

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) GRINDING AND/OR PAVING WORK WILL BE ALLOWED UP TO TWO (2) CONSECUTIVE BLOCKS AND TWO (2) CONSECUTIVE INTERSECTIONS MAXIMUM AT A TIME AND ALL TWO (2) CONSECUTIVE BLOCKS AND TWO (2) CONSECUTIVE INTERSECTIONS MUST BE PAVED WITHIN 120 HOURS FROM THE START OF GRINDING WORK, WITHOUT EXCEPTION.

6) DURING INTERSECTION GRINDING AND PAVING WORK, THE CROSS STREET MAY BE INTERRUPTED FOR UP TO A MAXIMUM OF TEN (10) MINUTES FOR RESIDENTIAL AREAS

7) THE CONTRACTOR SHALL NOT CLOSE MORE THAN ONE CROSS STREET AT THE SAME TIME

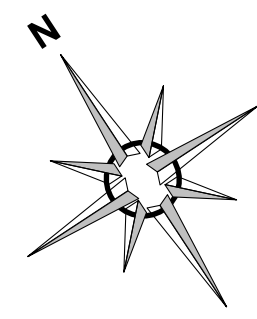
* - Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph.
 ** - For other offsets use the following merging taper length formula for L:
 For speeds of 40 mph or less, L = WS/60
 For speeds of 45 mph or more, L = WS
 Where: L = taper length in feet
 W = width of offset in feet
 S = posted speed limit, off-peak 85th-percentile speed prior to work, or the anticipated operating speed in mph
 *** - Maximum downstream taper length is 100 feet. See Section 6C.08.

* 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 channelizing devices.

Table 6C-1. Recommended Advance Warning Sign Spacing		Distance Between Signs**		
Road Type		A	B	C
Urban - 25 mph or less***		100 feet	100 feet	100 feet
Urban - more than 25 mph to 40 mph***		250 feet	250 feet	250 feet
Urban - 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

** 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.

Plan Scale
 1" = 50'



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