


# TRAFFIC CONTROL PLAN PW VARIOUS LOCATIONS PAVEMENT RENOVATION NO. 54 AND SEWER REPLACEMENT SEWER LINING WORK PLAN - SOUTH VAN NESS AVE FROM 15TH ST TO 14TH ST

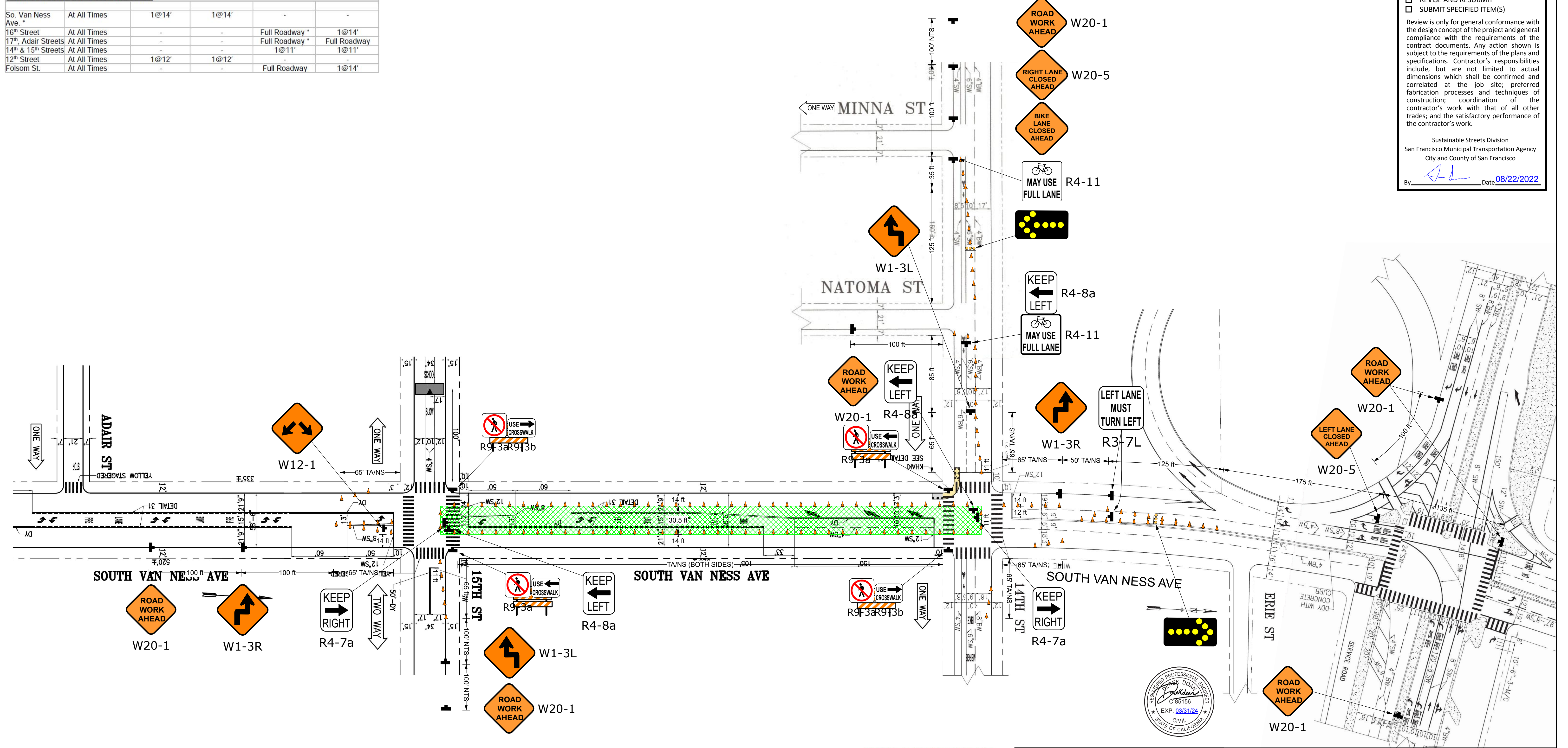
STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<b>DURING SEWER LINING CONSTRUCTION</b>					
So. Van Ness Ave. *	At All Times	1@14'	1@14'	-	-
16 <sup>th</sup> Street	At All Times	-	-	Full Roadway *	1@14'
17 <sup>th</sup> , Adair Streets	At All Times	-	-	Full Roadway *	Full Roadway
14 <sup>th</sup> & 15 <sup>th</sup> Streets	At All Times	-	-	1@11'	1@11'
12 <sup>th</sup> Street	At All Times	1@12'	1@12'	-	-
Folsom St.	At All Times	-	-	Full Roadway	1@14'

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

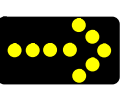

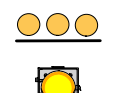





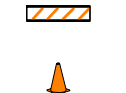


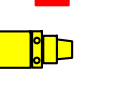
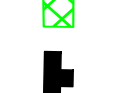
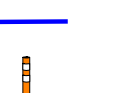






Review is only for general conformance with the design concept of the project and general compliance with the requirements of the contract documents. Any action shown is subject to the requirements of the plans and specifications. Contractor's responsibilities include, but are not limited to actual dimensions 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  Date **08/22/2022**



## LEGEND

	Flashing Arrow Board		Bus Stop
	Flashing Arrow Board (Plan View)		Concrete K-Rail Barrier
	Portable Flashing Beacon		Water Filled Barrier
	Type I Barricade		Not To Scale
	Type II Barricade		Tow-Away/No Stopping
	Type III Barricade (Plan View)		Parking Control / Police Officer
	28" Traffic Cone		Flagger
	Pedestrian Barricade		Equipment
	Work Area		Pipe to be installed
	Sign and Stand		Fixed Mounted Channelizers

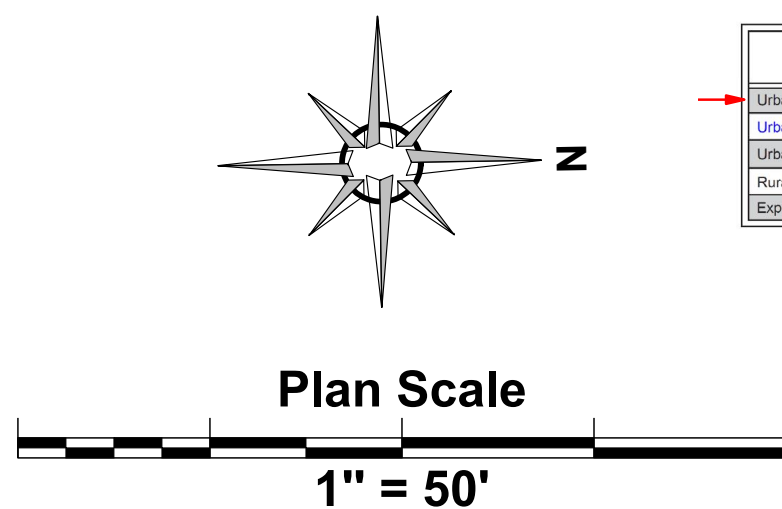


Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance Between Signs**		
	A	B	C
Urban - more than 25 mph to 40 mph***	100 feet	100 feet	100 feet
Urban - more than 25 mph to 40 mph***	250 feet	250 feet	250 feet
Urban - more than 25 mph to 40 mph***	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,000 feet	2,000 feet

\* Approximate spacing to the downstream end of the tapering section.  
\*\* The column headings A, B, and C are the dimensions shown in Figures 6C-1 through 6C-4. 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" in the signs in a three-sign series that is closest to the TTC zone. The "third sign" in 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.

Table 6F-10(CA). Maximum Spacing of Channelizing Devices

Speed (mph)	Maximum Channelizing Devices Spacing			
	Taper* (feet)	Tangent (feet)	Conflict** (feet)	Shoulder (feet)
20	20	40	10	10
25	25	50	12	12
30	30	60	15	15
35	35	70	17	17
40	40	80	20	20
45	45	90	22	22
50	50	100	25	25
55	50	100	25	25
60	50	100	25	25
65	50	100	25	25
70	50	100	25	25
75	50	100	25	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.  
\*\*\* 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-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 L (feet)	Shifting L/2 (feet)	L/3 (feet)	Down Stream (feet)***
20	125	63	42	50
25	160	80	50	50
30	200	100	60	50
35	245	125	75	50
40	300	150	90	50
45	360	180	105	50
50	420	210	120	50
55	480	240	140	50
60	540	270	160	50
65	600	300	180	50
70	660	330	200	50
75	720	360	220	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:  $L = WS$   
For speeds of 45 mph or more:  $L = WS^2$   
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.08.



**CMC**  
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Date: 06/01/2022 Author: WY/DD Project: VARIOUS LOCATIONS NO. 54  
Client: PRECISION Location: SAN FRANCISCO TCP: 003  
Job #: 3128 Rev: 2

**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 THE CA MUTCD.
- 4) ALL TRAFFIC CONTROL DEVICES SHALL BE RETROREFLECTIVE IF SETUP DURING HOURS OF DARKNESS.
- 5) MAINTAIN LOCAL ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIME.
- 6) THE CONTRACTOR SHALL PERFORM THE APPROPRIATE MEASURES TO ENSURE THE SAFETY OF BICYCLISTS ON ALL STREETS ON WHICH THERE IS CONSTRUCTION.
- 7) THE CONTRACTOR SHALL NOT PREVENT OR DELAY THE OPERATION OF MASS TRANSIT VEHICLES AT ANY TIME.