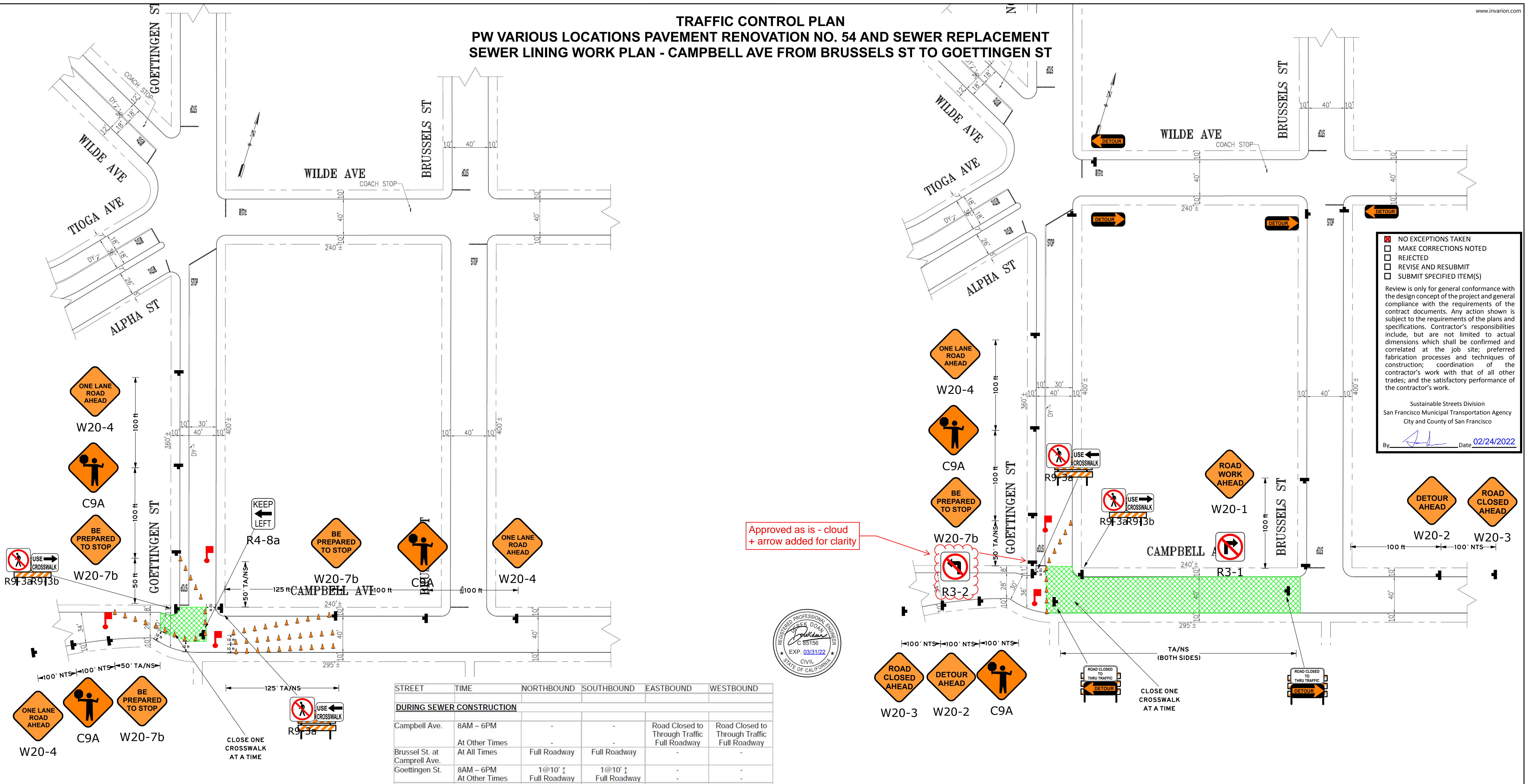


TRAFFIC CONTROL PLAN  
PW VARIOUS LOCATIONS PAVEMENT RENOVATION NO. 54 AND SEWER REPLACEMENT  
SEWER LINING WORK PLAN - CAMPBELL AVE FROM BRUSSELS ST TO GOETTINGEN ST



☒ 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.

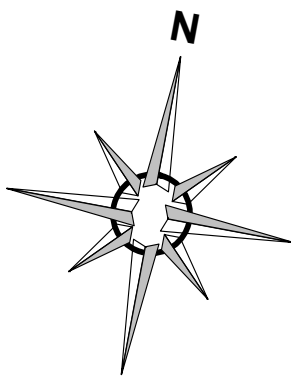
Sustainable Streets Division  
San Francisco Municipal Transportation Agency  
City and County of San Francisco

By: *[Signature]* Date: 02/24/2022

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<b>DURING SEWER CONSTRUCTION</b>					
Campbell Ave.	8AM – 6PM	-	-	Road Closed to Through Traffic Full Roadway	Road Closed to Through Traffic Full Roadway
Brussel St. at Campbell Ave.	At Other Times	-	-	-	-
Goettingen St.	At All Times	Full Roadway	Full Roadway	-	-
	8AM – 6PM	1@10' ↑ Full Roadway	1@10' ↑ Full Roadway	-	-
	At Other Times	-	-	-	-

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 III 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       |



Plan Scale

1" = 50'

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

Road Type	Distance Between Signs**		
	A	B	C
Urban - less than 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 - high speed - more than 40 mph***	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,000 feet	2,000 feet

\*\* The column headings A, B, and C are the dimensions shown in Figures 6C-1 through 6C-4b. The A dimension is the distance from the transition or point of entry 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.

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	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.

\*\*\* 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 foot Offset Width)

Speed* (mph)	Minimum Taper Length** for Width of Offset 12 feet (W)			
	Merging L+P (feet)	Shifting L+P (feet)	Shoulder L+P (feet)	Down Stream (feet)***
20	80	40	27	50
25	105	63	42	50
30	130	86	57	50
35	155	109	72	50
40	180	132	87	50
45	205	155	102	50
50	230	178	117	50
55	255	201	132	50
60	280	224	147	50
65	305	247	162	50
70	330	270	177	50
75	355	293	192	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/100  
For speeds of 45 mph or more, L=WS/110

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.



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CLASS A, 31, C21  
WBE/SBE/LBE/DBE CERTIFIED  
WWW.CMCTRAFFIC.COM

Date: 11/17/2021 Author: RC/CM Project: VARIOUS LOCATIONS NO. 54  
Client: PRECISION Location: SAN FRANCISCO TCP: 014  
Job #: 3128 Rev: 0

- 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.