TRAFFIC CONTROL PLAN NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND 19TH AVE (STATE ROUTE 1) COMBINED CITY PROJECT URING AWSS MONITORING, REMOVAL AND NEW WORK AWSS WORK - 19TH AVE FROM KIRKHAM ST TO JUDAH ST 19[™] AVENUE Noriega St. to Moraga St. removal and monitoring work 7AM - 3PM (M-F) 3@10' 3PM – 5PM (M-F) new work At Other Times Full Roadway Full Roadway Moraga St. to 7AM – 5PM (M-F) ■ NO EXCEPTIONS TAKEN Lawton St. removal work ■ MAKE CORRECTIONS NOTED 7AM -3PM (M-F) ■ REJECTED 3 @ 10' 3PM -5PM (M-F) **CONTRACTOR TO ACTIVATE CMS BOARDS 10** REVISE AND RESUBMIT new work ■ SUBMIT SPECIFIED ITEM(S) DAYS IN ADVANCE TO NOTIFY OF UPCOMING MAJOR Full Roadway At Other Times Full Roadway Review is only for general conformance with TRAFFIC DELAY AND USE OF ALTERNATIVE ROUTES. the design concept of the project and general Lawton St. to 7AM - 5PM (M-F) 3@10' compliance with the requirements of the Kirkham St. removal and contract documents. Any action shown is monitoring work 3 @ 10 subject to the requirements of the plans and 7AM - 3PM (M-F) specifications. Contractor's responsibilities During new work 3PM - 5PM (M-F) dimensions which shall be confirmed and During new work correlated at the job site; preferred At Other Times Full Roadway fabrication processes and techniques of construction; coordination of the Kirkham St. to R3-2 contractor's work with that of all other Judah St. 9AM - 3PM (M-F) trades; and the satisfactory performance of 21ST AVE 3PM – 5PM (M**-**F) the contractor's work. At Other Times Full Roadway **Full Roadway** R3-1 Sustainable Streets Division Judah St. to Irving 7AM – 9AM (M-F) an Francisco Municipal Transportation Agency 20TH AVE 3@10 9AM – 3PM (M-F) City and County of San Francisco 3PM – 5PM (M-F) Full Roadway At Other Times AHEAD CROSS STREETS for 19TH AVENUE W20-3 7AM - 5PM (M-F) Noriega St. At Other Times Full Roadway Full Roadway W20-1 7AM - 5PM (M-F) (RIGHT LANE) Full Roadway At Other Times Full Roadway MUST 7AM - 5PM (M-F) Closed © (west leg) 1 @ 10' east leg 1 @ 10' east leg R3-7r A CONTRACTOR OF THE CONTRACTOR Full Roadway Full Roadway Judah St. 7AM - 5PM (M-F) Closed © *(MC, MM) ★ (Except Muni) (Except Muni) Full Roadway Full Roadway 7AM - 5PM (M-F) ROAD Full Roadway Full Roadway KHYKI ELOXX 8, 2M SAFE HITS @ 7, > 50' TA/NS - 50' TA/NS - 1 -WHITE STACCERED **STOP** MUNI ROW TRACKWAY WILL BE AVAILABLE FOR COORDINATE WITH MUNI USE FOR MUNI TO PASS THROUGH 10 DAYS PRIOR TO WORK TO RELOCATE BUS STOP THE WORK ZONE **18TH AVE** Legend W20-2 Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones Type III Barricade Table 6C-1. Recommended Advance Warning Sign Minimum Spacing (for 12 feet Offset Width) W20-3 Table 6F-101(CA). Maximum Spacing of Channelizing Devices 28" Traffic Cone Minimum Taper Length* Date: 02/25/2021 Author: RC/CM Project: 19TH AVE (STATE ROUTE 1) COMBINED CITY PROJECT for Width of Offset 12 feet (W) 100 feet 100 feet 100 feet Delineator Client: JMB CONSTRUCTION Location: SAN FRANCISCO TCP: 029 350 feet 350 feet 350 feet **CMC Job #**: 2530 **REV**: 2 Pedestrian Barricade Work Area Spaced category to be determined by the highsury agency: 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.) 1) WORK HOURS: SEE TRAFFIC LANE REQUIREMENTS TABLE Sign and Stand 2) CONTRACTOR TO VERIFY EXISTING STRIPING IS ACCURATE PRIOR TO START OF WORK. Direction of Travel * Posted speed limit, off-peak 85th-percentile speed prior to work starting, or other anticipated operating speed 3) ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF CA MUTCD. Concrete K-Rail Crash Cushion 4) ALL TRAFFIC CONTROL DEVICES SHALL BE RETROREFLECTIVE IF SETUP DURING HOURS OF DARKNESS. NTS Not To Scale 5) MAINTAIN LOCAL ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIME. SPECIALISTS, INC. * Maximum channelizing device spacing for all speeds on one-lane/two-way tapers is * - Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated TA/NS Tow-Away/No Stopping Maximum channelizing device spacing for all speeds on downstream tapers is 20 6) THE CONTRACTOR SHALL NOT PREVENT OR DELAY THE OPERATION OF MASS TRANSIT Parking Control Officer ** - For other offsets use the following merging taper length formula for L: VEHICLES AT ANY TIME. All other tapers are as shown. For speeds of 40 mph or less, L=WS²/60 Flagger ** Use on intermediate and short-term projects for taper and tangent sections where For speeds of 45 mph or more, L=WS there are no pavement markings or where there is a conflict between existing 7) THE CONTRACTOR SHALL PERFORM THE APPROPRIATE MEASURES TO ENSURE THE pavement markings and channelizing devices. Type I Barricade SAFETY OF BICYCLISTS ON ALL STREET ON WHICH THERE IS CONSTRUCTION. W = width of offset in feet 3450 3RD ST #3G LICENSE NO 792059 SAN FRANCISCO, CA 94124 CLASS A, 31, C21 LICENSE NO 792059 S = posted speed limit, off-peak 85th-percentile speed prior to work Flashing Beacon starting, or the anticipated operating speed in mph 415-206-1700 PHONE WBE/SBE/LBE/DBE CERTIFIED 415-206-1711 FAX *** - Maximum downstream taper length is 100 feet. See Section 6C.08. WWW.CMCTRAFFIC.COM INFO@CMCTRAFFIC.COM