

TRAFFIC CONTROL PLAN
19TH AVE (STATE ROUTE 1) COMBINED CITY PROJECT
BUS PAD WORK - 19TH AVE AT LAWTON ST

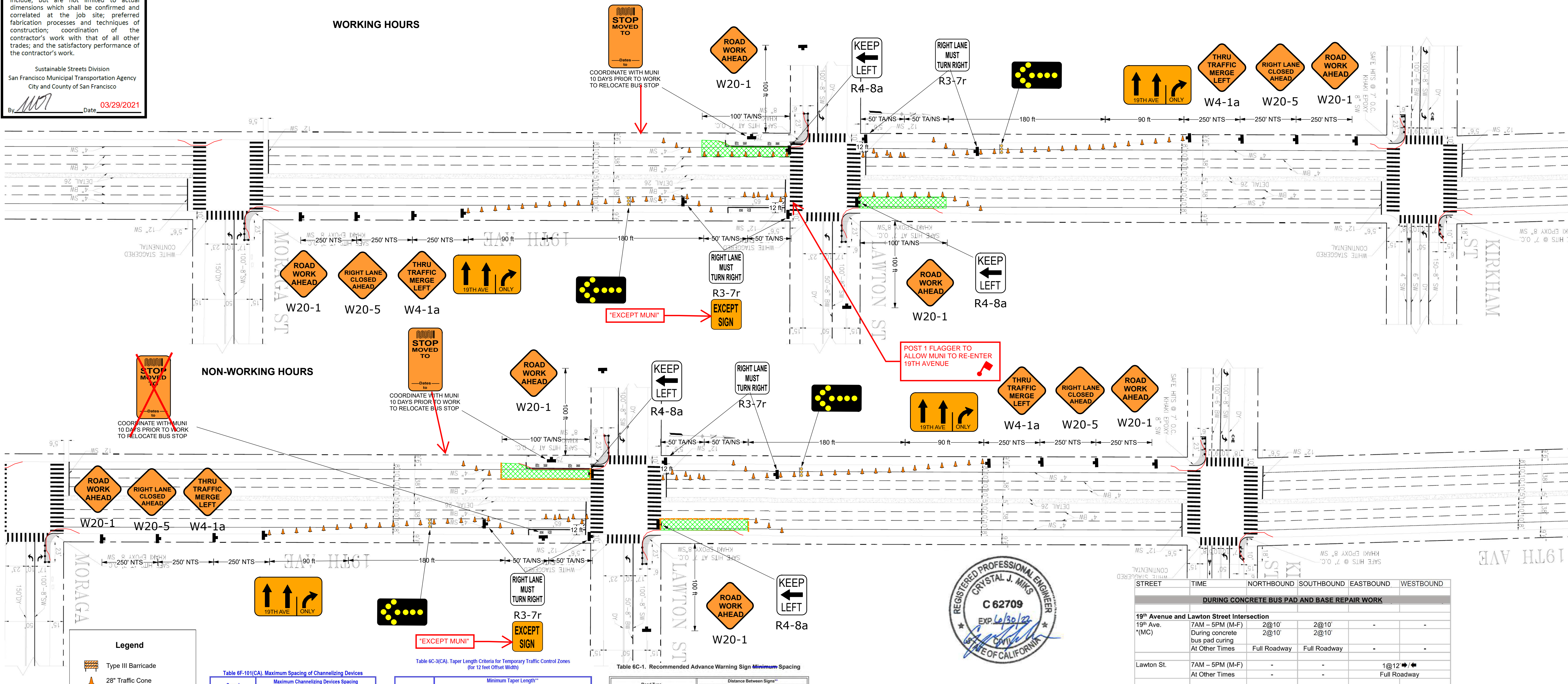
- ☐ NO EXCEPTIONS TAKEN
☐ MAKE CORRECTIONS NOTED
☐ REJECTED
☐ REVISE AND RESUBMIT
☐ SUBMIT SPECIFIED ITEM(S)

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.

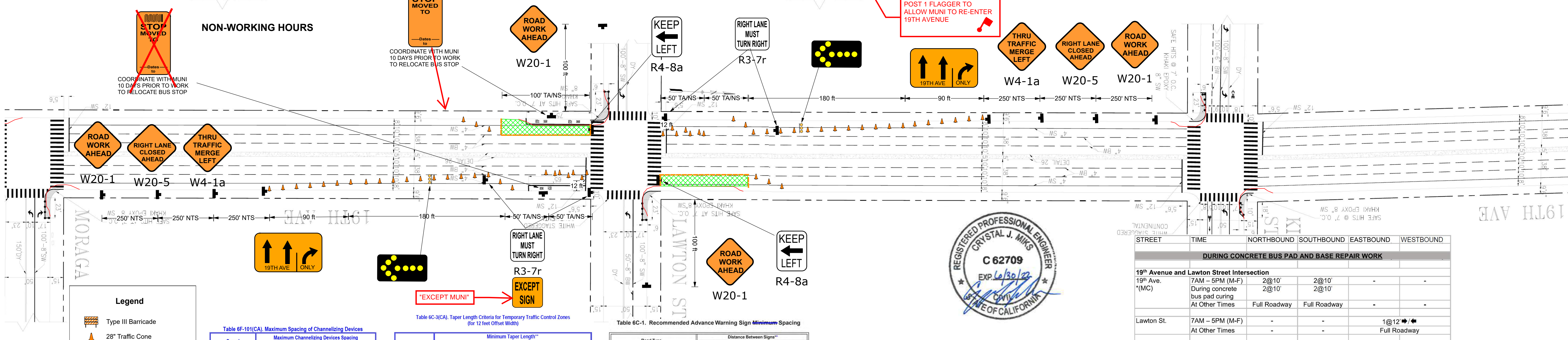
Sustainable Streets Division
 San Francisco Municipal Transportation Agency
 City and County of San Francisco

By *[Signature]* Date **03/29/2021**

WORKING HOURS



NON-WORKING HOURS



Legend

- Type III Barricade
- 28" Traffic Cone
- Delineator
- Pedestrian Barricade
- Work Area
- Sign and Stand
- Direction of Travel
- Concrete K-Rail
- Crash Cushion
- NTS Not To Scale
- T/ANS Tow-Away/No Stopping
- Parking Control Officer
- Flagger
- Type I Barricade
- Flashing Beacon

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

| Speed (mph) | 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)

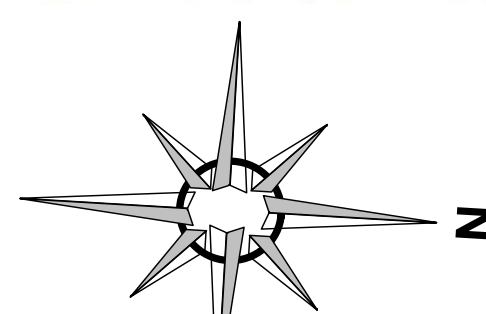
| Speed* S (mph) | Merging L (feet) | Shifting L/2 (feet) | Shoulder L/3 (feet) | Down Stream (feet)*** |
|----------------|------------------|---------------------|---------------------|-----------------------|
| 20 | 80 | 40 | 27 | 50 |
| 25 | 125 | 63 | 42 | 50 |
| 30 | 180 | 90 | 60 | 50 |
| 35 | 245 | 123 | 82 | 50 |
| 40 | 320 | 160 | 107 | 50 |
| 45 | 540 | 270 | 180 | 50 |
| 50 | 600 | 300 | 200 | 50 |
| 55 | 660 | 330 | 220 | 50 |
| 60 | 720 | 360 | 240 | 50 |
| 65 | 780 | 390 | 260 | 50 |
| 70 | 840 | 420 | 280 | 50 |
| 75 | 900 | 450 | 300 | 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/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 starting, or the anticipated operating speed in mph
 *** - Maximum downstream taper length is 100 feet. See Section 6C.08.

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

| Road Type | A | B | C |
|---------------------------------------|------------|------------|------------|
| Urban - speeds < 25 mph or less*** | 100 feet | 100 feet | 100 feet |
| Urban - more than 25 mph to 40 mph*** | 200 feet | 200 feet | 200 feet |
| Urban - speeds > 40 mph*** | 300 feet | 300 feet | 300 feet |
| Rural | 500 feet | 500 feet | 500 feet |
| Expressway / Freeway | 1,000 feet | 1,500 feet | 2,640 feet |

*. 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 starting, or the anticipated operating speed in mph
 *** - Maximum downstream taper length is 100 feet. See Section 6C.08.



Plan Scale

1" = 55'



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| STREET | TIME | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND |
|---|---|----------------|----------------|-----------|-----------------------|
| DURING CONCRETE BUS PAD AND BASE REPAIR WORK | | | | | |
| 19th Avenue and Lawton Street Intersection | | | | | |
| 19th Ave. (MC) | 7AM - 5PM (M-F) During concrete bus pad curing At Other Times | 2@10' 2@10' | 2@10' 2@10' | - - | - - |
| Lawton St. | 7AM - 5PM (M-F) At Other Times | - - | - - | - - | 1@12' Full Roadway |

Date: 03/26/2021 Author: RC/CM Project: 19TH AVE (STATE ROUTE 1) COMBINED CITY PROJECT
 Client: JMB CONSTRUCTION Location: SAN FRANCISCO TCP: 048
 CMC Job #: 2530 REV: 2

Comments:

- 1) WORK HOURS: SEE TRAFFIC LANE REQUIREMENTS TABLE
- 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) MAINTAIN LOCAL ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIME.
- 6) THE CONTRACTOR SHALL NOT PREVENT OR DELAY THE OPERATION OF MASS TRANSIT VEHICLES AT ANY TIME.