

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
DURING WATER WORK (Except 36" DIP, and 16" DIP)					
19TH AVENUE					
Quintara St. to Irving St. *(MC)	7AM – 5PM (M-F)	2@10'	Full Roadway	-	-
	At All Times	Full Roadway	Full Roadway	-	-
Irving St. to Lincoln Way *(MC)	At All Times	Full Roadway	Full Roadway	-	-
CROSS STREETS FOR 19TH AVENUE					
Noriega St.	7AM – 5PM (M-F)	-	-	1@10'	1@10'
	At Other Times	-	-	Full Roadway	Full Roadway
Moraga St.	7AM – 5PM (M-F)	-	-	1@10'	1@10'
Lawton St.	At Other Times	-	-	Full Roadway	Full Roadway
Kirkham St. β	7AM – 5PM (M-F)	-	-	1@10'	1@10'
	At Other Times	-	-	Full Roadway	Full Roadway
Judah St. *(MC, MM)	At All Times	-	-	Full Roadway	Full Roadway
Irving St.	7AM – 5PM (M-F)	-	-	1@10'	1@10'
	At Other Times	-	-	Full Roadway	Full Roadway
Lincoln Way *(MC)	At All Times	-	-	Full Roadway	Full Roadway

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.

Speed ^a S (mph)	Minimum Taper Length ^b for 12 feet Offset 12 feet (W)			
	Merging L (feet)	Shifting L (feet)	Shoulder L/3 (feet)	D St to (ft)
20	80	40	27	
25	125	63	42	
30	180	90	60	
35	245	123	82	
40	320	160	107	
45	540	270	180	
50	600	300	200	
55	660	330	220	
60	720	360	240	
65	780	390	260	
70	840	420	280	
75	900	450	300	

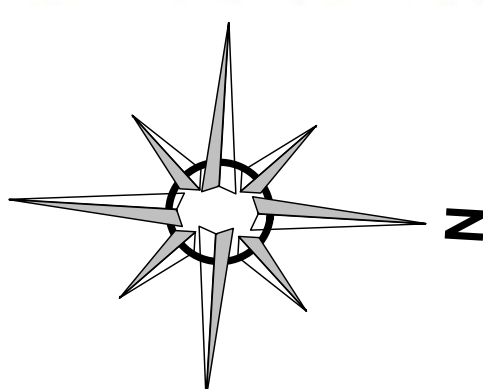
- * - Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph.
- ** - For other offsets use the following merging taper length formula for L:
 - For speeds of 40 mph or less, $L = WS/60$
 - For speeds of 45 mph or more, $L = WS$

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

Road Type	Distance Between Signs**		
	A	B	C
Urban slowdown - 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 slightdeceleration - 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

^a 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 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.)



Plan Scale

1" = 55'



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Date: 12/23/2020 **Author:** RC/CM **Project:** 19TH AVE (STATE ROUTE 1) COMBINED CITY PROJECT
Client: JMB CONSTRUCTION **Location:** SAN FRANCISCO **TCP:** 021
CMC Job #: 2530 **REV:** 1

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.
- 7) THE CONTRACTOR SHALL PERFORM THE APPROPRIATE MEASURES TO ENSURE THE SAFETY OF BICYCLISTS ON ALL STREET ON WHICH THERE IS CONSTRUCTION.