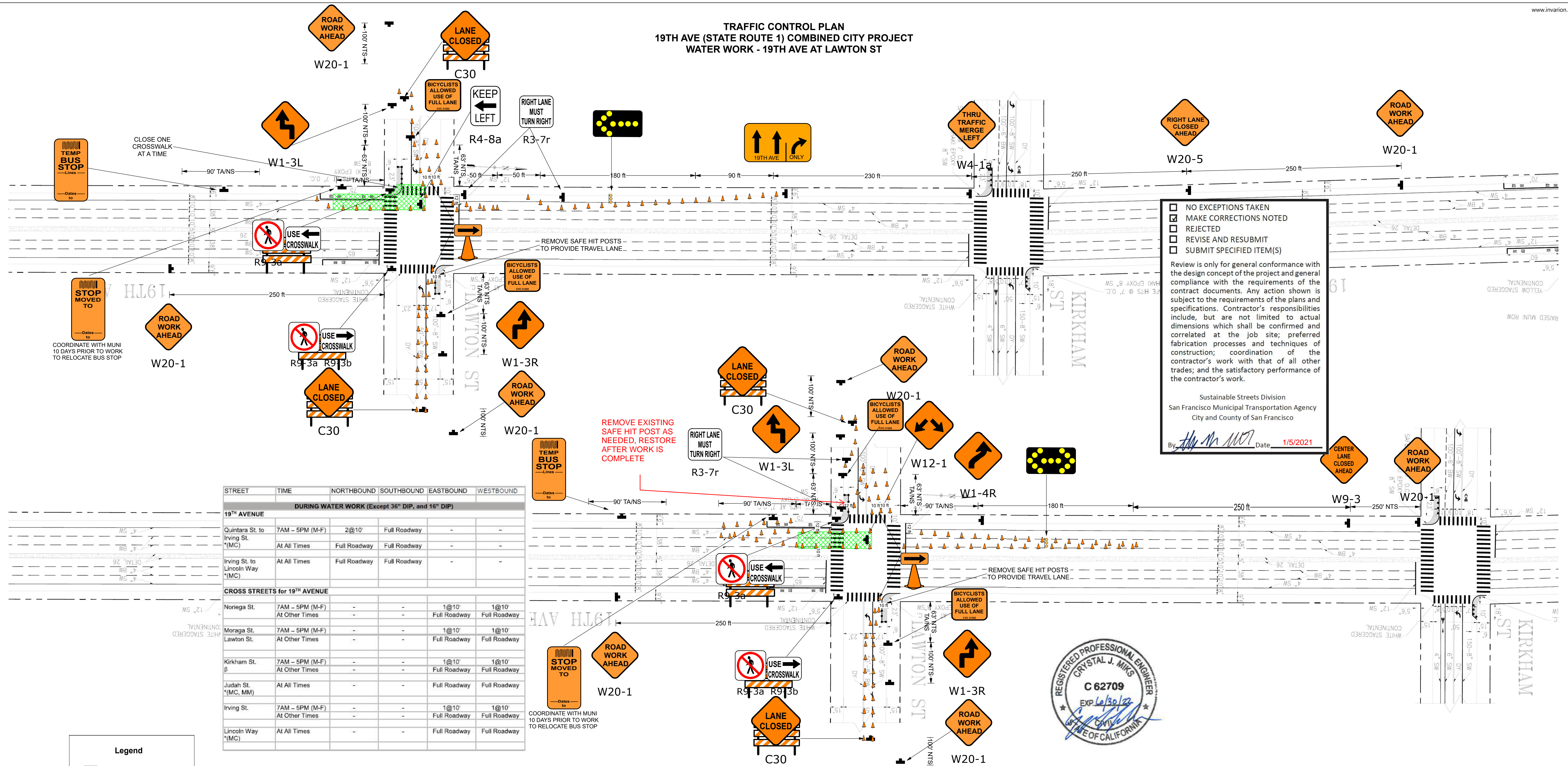


TRAFFIC CONTROL PLAN 19TH AVE (STATE ROUTE 1) COMBINED CITY PROJECT WATER WORK - 19TH AVE AT LAWTON ST



- ☐ 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 *1/5/2021*

| STREET | TIME | NORTHBOUND | SOUTHBOUND | EASTBOUND | WESTBOUND |
|--------------------------------------|-----------------|--------------|--------------|--------------|--------------|
| 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' |
| At Other Times | | - | - | Full Roadway | Full Roadway |
| Kirkham St. | 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 |

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 feet Offset Width)

| Speed* S (mph) | Minimum Taper Length** for Width of Offset 12 feet (W) | | | |
|----------------------|---|-----------------------|-----------------------|----------------------------|
| | Merging L (feet) | Shifting L2 (feet) | Shoulder L3 (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, $L = WS$

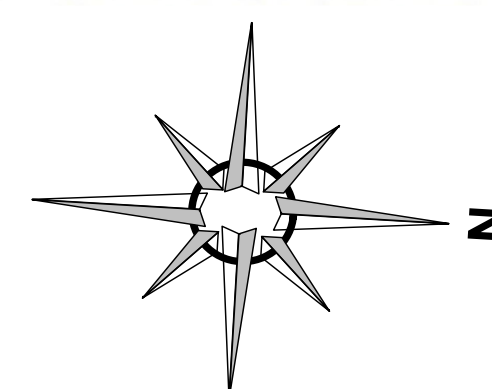
Where:
L = taper length in feet
W = width of offset in feet
S = posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

*** - Maximum downstream taper length is 100 feet. See Section 6C.08.

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

| Road Type | Distance Between Signs** | | |
|---|--------------------------|------------|------------|
| | A | B | C |
| Urban <i>Interstate</i> : 25 mph or less*** | 150 feet | 150 feet | 150 feet |
| Urban <i>Interstate</i> : more than 25 mph to 40 mph*** | 250 feet | 250 feet | 250 feet |
| Urban <i>Interstate</i> : 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 |

* - Speed limit posted for the road.
** - The column headings A, B, and C are the dimensions shown in Figures 6C-1 through 6C-46. The A dimension is the distance from the transition or point of application 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.



Plan Scale

1" = 55'



3450 3RD ST #30
SAN FRANCISCO, CA 94124
415-206-1700 PHONE
415-206-1711 FAX
INFO@CMCTRAFFIC.COM

LICENSE NO 792059
CLASS A, 31, C21
WSE/SBE/LBE/DBE CERTIFIED
WWW.CMCTRAFFIC.COM

Date: 12/23/2020 Author: RC/CM Project: 19TH AVE (STATE ROUTE 1) COMBINED CITY PROJECT
Client: JMB CONSTRUCTION Location: SAN FRANCISCO TCP: 023
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.