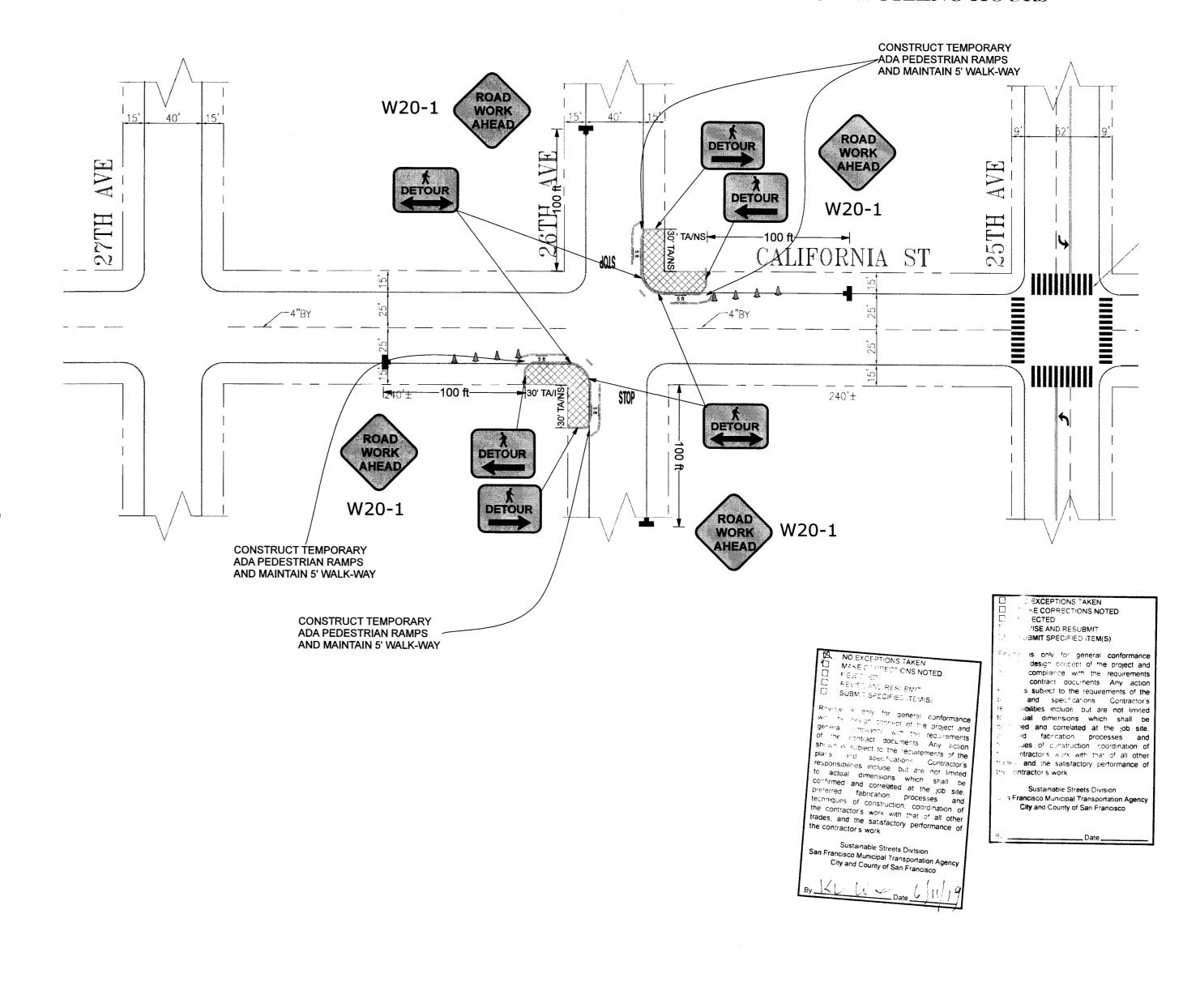
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## NON-WORKING HOURS



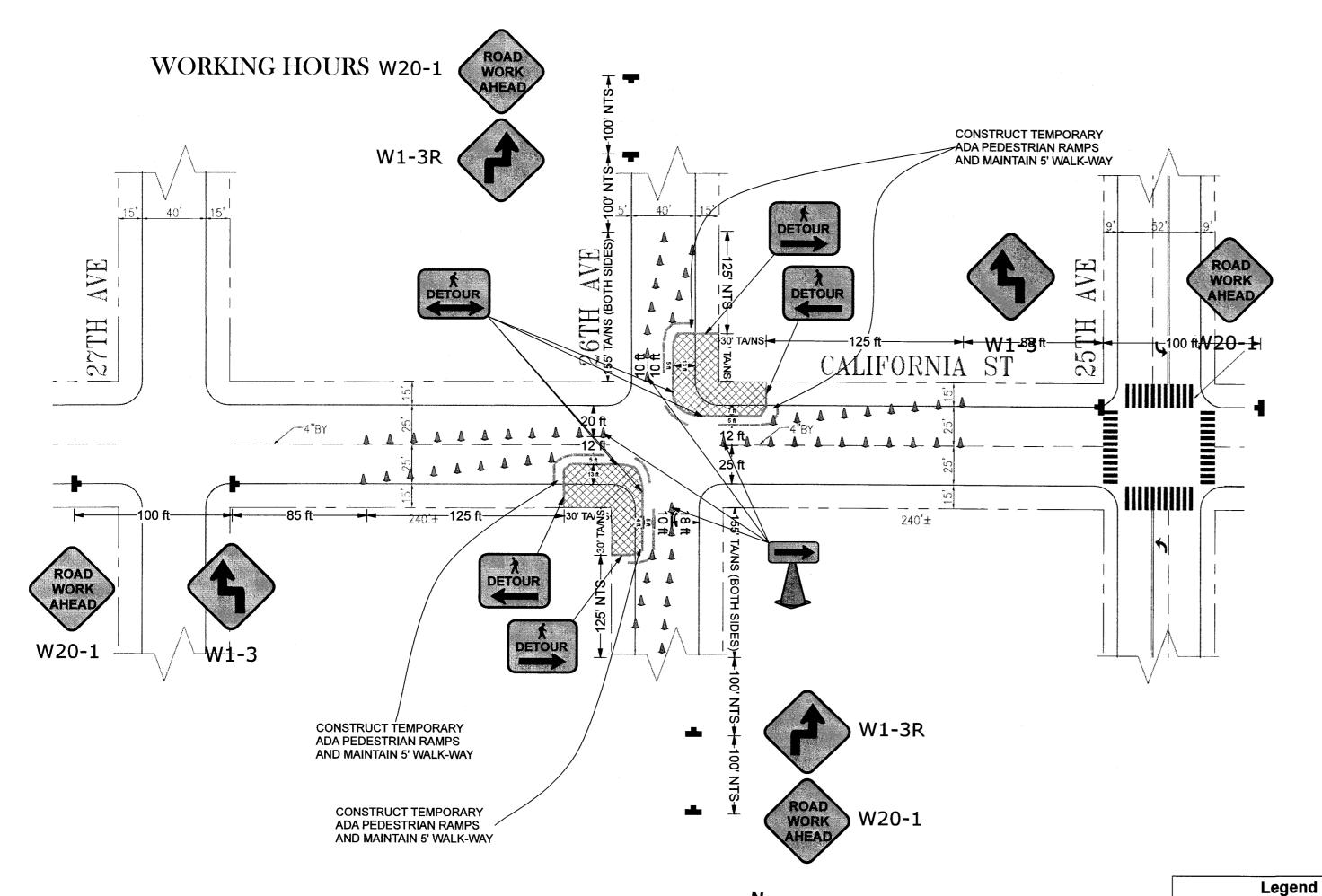


Table 6C-3(CA). Taper Length Criteria for Temporary Traffic Control Zones (for 12 feet Offset Width)

	Minimum raper Lengar			
Speed* S (mph)	for Width of Offset 12 feet (W)			
	Merging L (feet)	Shifting L/2 (feet)	Shoulder L/3 (feet)	Down Stream (feet)***
20	80	40	27	50
<b></b> 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

 $^{\circ}$  - Posted speed limit, off-peak  $85^{\circ}$  -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=WS2/60 For speeds of 45 mph or more, L=WS

L = taper length in feet W = width of offset in feet

& 31st Aves.

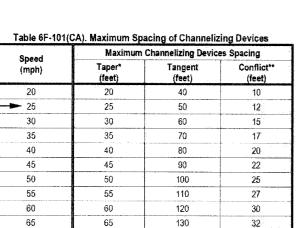
8AM - 6PM (S/S)

At Other Times

Full Roadway

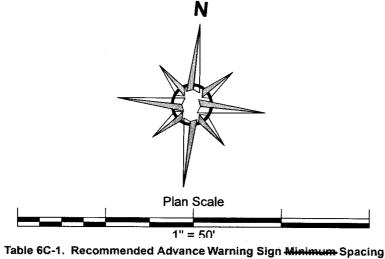
Full Roadway

S = posted speed limit, off-peak 85\*-percentile speed prior to work starting, or the anticipated operating speed in mph \*\* - Maximum downstream taper length is 100 feet. See Section 6C.08.



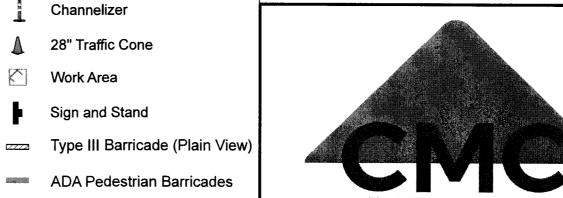
\* Maximum channelizing device spacing for all speeds on one-lane/two-way tapers is Maximum channelizing device spacing for all speeds on downstream tapers is 20

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 channelizers (CA)



Road Type -Urban (low speed) - 25 mph or less 100 feet Urban (high speed) - more than 25 mph to 40 mph 350 feet 350 feet 350 feet 500 feet 500 feet 1,500 feet

• Speed entegray to be integrationed by the highway 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.)



Crash Cushion

Water Filled Barrier

TA/NS Tow-Away/No Stopping

NTS Not To Scale

Flagger



SPECIALISTS, INC.

3450 3RD ST #3G

LICENSE NO 792059 SAN FRANCISCÖ, CA 94124 CLASS A, 31, C21 415-206-1700 PHONE 415-206-1711 FAX WBE/SBE/LBE/DBE CERTIFIED INFO@CMCTRAFFIC.COM WWW.CMCTRAFFIC.COM

Date: 3/20/2019 Author: KR/DD Project: 2792J

Client: PRECISION Owner: SFDPW Location: SAN FRANCISCO

TCP: 067 Job #: 1812 Rev: 1

1) WORK HOURS: 9AM - 4PM (M-F)

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) THE CONTRACTOR SHALL BE ALLOWED TO WORK AT A MAXIMUM OF THREE INTERSECTIONS AT ANY TIME IF THERE ARE MULTIPLE CURB RAMPS TO BE CONSTRUCTED ALONG A STREET, EXCEPT AS OTHERWISE NOTED IN SPECIFICATIONS.

6) NO CROSSWALK SHALL BE ALLOWED TO BE CLOSED DURING CURB RAMP WORK EXCEPT DURING DEMOLITION OF CURB RAMPS IN WHICH CONTRACTOR MAY CLOSE ONLY ONE CROSSWALK AT A TIME AND PROVIDE TWO FLAGGERS TO GUIDE PEDESTRIANS TO THE OPEN CROSSWALK.

7) MAINTAIN LOCAL ACCESS TO BUSINESSES AND RESIDENTS AT ALL TIME.