

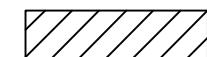


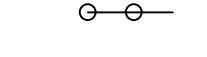











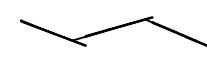



APPROACH SPEED (MPH)	TABLE A - MAXIMUM CHANNELIZER SPACING				
	TAPER (FT)	TANGENT (FT)	CONFLICT (FT)	1-LANE, 2-WAY	DOWN- STREAM (FT)
➡ 15	15	30	7	20	20
20	20	40	10	20	20
➡ 25	25	50	12	20	20
30	30	60	15	20	20
35	35	70	17	20	20
40	40	80	20	20	20
45	45	90	22	20	20
50	50	100	25	20	20
55	50	100	25	20	20
60	50	100	25	20	20
65	50	100	25	20	20
70	50	100	25	20	20
75	50	100	25	20	20

TABLE B					
MINIMUM TAPER LENGTH FOR WIDTH OF OFFSET = 12 FT					
APPROACH SPEED (MPH)	MERGING L (FT)	SHIFTING L/2 (FT)	SHOULDER L/3 (FT)	ONE LANE, TWO-WAY (FT)*	DOWN- STREAM (FT)*
➡ 15	45	23	15	50	50
20	80	40	27	50	50
➡ 25	125	63	42	50	50
30	180	90	60	50	50
35	245	123	82	50	50
40	320	160	107	50	50
45	540	270	180	50	50
50	600	300	200	50	50
55	660	330	220	50	50
60	720	360	240	50	50
65	780	390	260	50	50
70	840	420	280	50	50
75	900	450	300	50	50

* MAXIMUM TAPER LENGTH FOR ONE-LANE TWO WAY AND DOWNSTREAM TAPERS IS 100 FT

TABLE C - ADVANCE WARNING SIGN SPACING	
ROAD TYPE	SIGN SPACING (FT)
➡ URBAN 25 MPH OR LESS	100
URBAN MORE THAN 25 MPH TO 40 MPH	250
URBAN MORE THAN 40 MPH	350
RURAL	500
EXPRESSWAY / FREEWAY	1,000 (CLOSEST TO WORK ZONE) 1,500 (SECOND) 2,640 (FIRST SIGN SEEN BY PUBLIC)

LEGEND

-  WORK ZONE
-  PAVEMENT MARKING
-  BARRICADE (TYPE 1, 3, OR ADA AS NOTED)
-  28", 10# REFLECTIVE CONE
-  36" FIXED-MOUNT CHANNELIZER, ORANGE WITH WHITE RETRO-REFLECTOR, UON
-  SIGN
-  POST TEMP. TOW AWAY / NO STOPPING SIGNS
-  PLAN VIEW FLASHING ARROW SIGN (FAS) OR CHANGEABLE MESSAGE SIGN (CMS)
-  FLASHING ARROW SIGN
-  SPEED RADAR TRAILER
-  FLAGMAN
-  UNIFORMED POLICE OFFICER
-  WATER-FILLED LCD OR BARRIER AS NOTED
-  ADA PLASTIC PEDESTRIAN BARRICADE / LCD
-  CONCRETE K-RAIL BARRIER PER CALTRANS STANDARDS
-  CRASH CUSHION, TL RATING AS NOTED
-  TEMP PEDESTRIAN RAMP PER CALTRANS STD DRAWINGS T33 & T34
-  TEMP STRIPING DETAIL PER CALTRANS STDs
-  REMOVE CONFLICTING STRIPING

NOTES:

- WORK SCOPE: CONCRETE STREET BASE RECONSTRUCTION, CONCRETE STREET PAVEMENT (WORKING AND NON-WORKING HOURS), AND BUS STOP PADS (WORKING AND NON-WORKING HOURS)
- WORK HOURS: SEE CHARTS
- EXPECTED DURATION: 1-2 SHIFTS PER PHASE OF CONCRETE STREET BASE, UP TO 12 DAYS FOR BUS PADS INCLUDING CURING, UP TO 7 DAYS FOR CONCRETE STREETS INCLUDING CURING
- PROVIDE FULL ROADWAY DURING NON-WORKING HOURS, UNLESS OTHERWISE NOTED. CONTRACTOR MAY BARRICADE THE ROAD PER NON-WORKING HOURS DETAILS FOR UP TO 12 DAYS PER BUS PAD AND 7 DAYS PER CONCRETE STREET PHASE.
- PROVIDE LOCAL ACCESS AT ALL TIMES.
- NOTIFY RESIDENTS, BUSINESSES, AND PROPERTY OWNERS WITH DATES AND TIMES THAT THEIR ACCESS WILL BE AFFECTED 2 WEEKS PRIOR TO START OF WORK.
- SEE CONTRACT SPECIFICATION SECTION 01 55 26 FOR ADDITIONAL NOTES
- ALL TRAFFIC CONTROL SHALL FOLLOW THE CA MUTCD, LATEST EDITION
- ALL TRAFFIC CONTROL DEVICES SHALL BE RETROREFLECTIVE AND CRASHWORTHY AS DEFINED IN THE CA MUTCD.
- FLAGGER STATIONS SHALL BE ILLUMINATED DURING HOURS OF DARKNESS
- MOUNT 2 ORANGE FLAGS ABOVE EACH SIGN. SEE SPECIFICATION SECTION 01 55 26 AND TABLE 6F-1 IN CHAPTER 6 OF THE CA MUTCD FOR SIGN SIZES. MINIMUM SIGN HEIGHT FOR TEMPORARY SIGNS IS 1' FROM THE GROUND TO THE BOTTOM OF THE SIGN. IF A SIGN WILL BE IN PLACE FOR MORE THAN 3 DAYS, MINIMUM SIGN HEIGHT IS 7'.
- CONTRACTOR TO VERIFY ACCURACY OF EXISTING STRIPING PRIOR TO START OF WORK.
- IF TRENCH PLATES ARE USED, PLACE A W8-24 "STEEL PLATE AHEAD" SIGN IN ADVANCE.
- A C27 "OPEN TRENCH" SIGN SHALL BE USED IN ADVANCE OF OPEN TRENCHES IN/OR ADJACENT TO THE ROADWAY. ALL OPEN TRENCHES SHALL BE CLEARLY DELINEATED AND BARRICADED DURING WORKING HOURS AND FILLED OR PLATED DURING NON-WORKING HOURS.
- IF A STEP OR RIDGE IN THE PAVEMENT EXCEEDS $\frac{3}{8}$ " PARALLEL TO THE DIRECTION OF TRAVEL OR $\frac{3}{4}$ " PERPENDICULAR TO THE DIRECTION OF TRAVEL, POST A C46(CA) "UNEVEN PAVEMENT" SIGN (OR W8-11 "UNEVEN LANE" SIGN IF ALONG A LANE LINE). IF THE STEP EXCEEDS 3", DO NOT RE-OPEN THE ROADWAY UNTIL CORRECTED.
- PRIOR TO DIRECTING OR CHANNELIZING BICYCLES INTO AN AREA OF THE ROADWAY, CONTRACTOR SHALL VERIFY THAT ALL DRAIN INLET GRATES ARE BICYCLE-SAFE. REFER TO CALTRANS STANDARD PLAN D77B FOR EXAMPLES OF BICYCLE-SAFE GRATES.
- WHEN DIVERTING PEDESTRIANS FROM A SIDEWALK, CONTRACTOR SHALL DELINEATE A 5' (4' MINIMUM) SAFE PATH OF TRAVEL FOR PEDESTRIANS USING PLASTIC ADA-COMPLIANT PEDESTRIAN BARRICADES WITH A DETECTABLE AND CONTINUOUS TOE-BOARD. THE BOTTOM OF THE TOE BOARD SHALL BE NO MORE THAN 2" ABOVE GRADE AND THE TOP SHALL BE AT LEAST 6" ABOVE GRADE. THE SAFE PATH OF TRAVEL SHALL CONSIST OF A HARD, SMOOTH, CONTINUOUS SURFACE WITH A MAXIMUM SLOPE OF 5% AND CROSS SLOPE OF 2%. SURFACE DISCONTINUITIES MUST NOT EXCEED $\frac{1}{4}$ " AND VERTICAL DISCONTINUITIES BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ " MUST BE BEVELED AT A MAXIMUM OF 2:1 OR FLATTER. REFER TO THE CALTRANS TEMPORARY PEDESTRIAN ACCESS ROUTES HANDBOOK FOR ADDITIONAL DETAILS.
- TEMPORARY CURB RAMPS MUST NOT HAVE SURFACE DISCONTINUITIES. THE LONGITUDINAL SLOPE MUST BE NO GREATER THAN 8.3%. EDGE PROTECTION MUST BE AT LEAST 2" HIGH ON EACH SIDE IF IT DOES NOT HAVE FLARES AND THE RISE IS GREATER THAN 6". A DETECTABLE WARNING SURFACE MUST BE USED. REFER TO CALTRANS STANDARD PLANS T33 AND T34 FOR ADDITIONAL DETAILS.
- TEMPORARY PAVEMENT MARKING TAPE MAY BE USED FOR TEMPORARY STRIPING. TEMP LANE LINES SHOULD BE 4" WIDE, UON. CROSSWALKS AND LIMIT LINES SHOULD BE 12" WIDE. USE BLACK TAPE TO COVER/REMOVE EXISTING CONFLICTING STRIPING. USE OF BLACK PAINT TO COVER EXISTING STRIPING IS NOT ALLOWED. RESTORE ORIGINAL STRIPING PER T DRAWINGS WHEN TRAFFIC CONTROL IS PICKED UP. REFER TO SPECIFICATIONS FOR ADDITIONAL NOTES REGARDING TEMPORARY STRIPING.

ABBREVIATIONS:

- ADA

ADAAG

AFAD

AVE

BW

BY

CAL/OSHA

CA MUTCD

CALTRANS

CHP

CMS

COZEEP

CVC

DOT

DY

E

E

EB

EP

ES

ETW

EXP

FAS

FHWA

FS

FWY

LCD

LF

LL

LN

LOS

MAX

MH

MPH

MUTCD

N

N

NB

NCHRP

NS

NTS

OH

OSHA

PCMS

PE

PED

PM

RD

ROW

RR

RTE

RW

R/W

S

SB

SR

ST

STD

SW

SW

SY

TA/NS

TC

TCP

TEMP

TS

TTC

TYP

UON

W

WB
- AMERICAN WITH DISABILITIES ACT

ADA ACCESSIBILITY GUIDELINES

AUTOMATED FLAGGER ASSISTANCE DEVICE

AVENUE

BROKEN WHITE (STRIPE)

BROKEN YELLOW (STRIPE)

CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

CALIFORNIA HIGHWAY PATROL

CHANGEABLE MESSAGE SIGN

CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM

CALIFORNIA VEHICLE CODE

DEPARTMENT OF TRANSPORTATION

DOUBLE YELLOW (STRIPE)

EAST

EXISTING

EAST-BOUND

EDGE OF PAVEMENT

EDGE OF SHOULDER

EDGE OF TRAVELED WAY

EXPRESSWAY

FLASHING ARROW SIGN

FEDERAL HIGHWAY ADMINISTRATION

FAR SIDE

FREEWAY

LONGITUDINAL CHANNELIZING DEVICE

LINEAR FOOT

LIMIT LINE (12" SW)

LANE

LEVEL OF SERVICE

MAXIMUM

MAN-HOLE

MILES PER HOUR

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

NEW

NORTH

NORTH-BOUND

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

NEAR SIDE

NOT TO SCALE

OVERHEAD

OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

PORTABLE CHANGEABLE MESSAGE SIGN

PROFESSIONAL ENGINEER

PEDESTRIAN

POST MILE OR AFTERNOON ROAD

RIGHT OF WAY

RAILROAD

ROUTE

ROADWAY

RIGHT OF WAY

SOUTH

SOUTH-BOUND

STATE ROUTE

STREET

STANDARD

SIDEWALK

SOLID WHITE (STRIPE)

SOLID YELLOW (STRIPE)

TOW AWAY / NO STOPPING

TRAFFIC CONTROL

TRAFFIC CONTROL PLAN

TEMPORARY

TRAFFIC SIGNAL

TEMPORARY TRAFFIC CONTROL

TYPICAL

UNLESS OTHERWISE NOTED

WEST

WEST-BOUND

IF THIS SHEET IS NOT 24"x36" , IT IS
A REDUCED PRINT – SCALE ACCORDINGLY

0

50

100

150

1" = 50' GRAPHIC SCALE

Revisions				
No.	Revisions	By	Date	Appr.



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Key Plan

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5/20/2022

DESIGN DOCUMENTS
TEMPORARY TRAFFIC CONTROL

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SOURCING ID NO. 0000003758

Sheet Title
TOP FOR CONCRETE STREET RECONSTRUCTION, CONCRETE STREET BASE REPAIR, AND BUS STOP PADS – NOTES AND CHARTS – SHEET 1 OF 46

BG Job 146

Drwn By PM

Chckd By PM

Issue Date 05/20/2022

Sheet

TCP-044