

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 SPECIALISTS, INC. WITHOUT EXCEPTION.

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Plan Scale

** 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

40

45

50

All other tapers are as shown.

pavement markings and channelizing devices.

Type I Barricade

Type III Barricade

Parking Control Officer

A/NS Towaway/No Stopping

900

For speeds of 40 mph or less, L = WS²/60

Where: L = taper length in feet

For speeds of 45 mph or more, L = WS

- For other offsets use the following merging taper length formula for L

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

450

- Posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph.

S = posted speed limit, off-peak 85th-percentile speed prior to work, or the anticipated operating

Flagger

NTS Not To Scale

40

45

50

50

50

50

50

* 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.

** 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

80

90

100

100

100

100

100

100

20

25

25

25

25

25

LICENSE NO 792059 3450 3RD ST #3G SAN FRANCISCO, CA 94124 CLASS A, 31, C21 415-206-1700 PHONE

WBE/SBE/LBE/DBE CERTIFIED

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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) GRINDING AND/OR PAVING WORK WILL BE ALLOWED UP TO TWO (2) CONSECUTIVE BLOCKS AND TWO (2) CONSECUTIVE INTERSECTIONS MAXIMUM AT A TIME AND ALL TWO (2) CONSECUTIVE BLOCKS AND TWO (2) CONSECUTIVE INTERSECTIONS MUST BE PAVED WITHIN 120 HOURS FROM THE START OF GRINDING WORK,

6) DURING INTERSECTION GRINDING AND PAVING WORK, THE CROSS STREET MAY BE INTERRUPTED FOR UP TO A MAXIMUM OF TEN (10) MINUTES FOR RESIDENTIAL AREAS

7) THE CONTRACTOR SHALL NOT CLOSE MORE THAN ONE CROSS STREET AT THE SAME TIME