

Traffic Lane Requirements Number and Width of Lanes

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NON-WORKING HOURS

STREET	TIME	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
<u>DURING CURB RAMP CONSTRUCTION</u>					
Bryant St. at Beale St.	9AM – 3PM (M – F) 8AM - 6PM (S/S) At Other Times	- - -	- - -	1@11' 1@11' Full Roadway	1@11' 1@11' Full Roadway
Bryant St. Frontage Road west of Beale St.	9AM – 3PM (M – F) 8AM - 6PM (S/S) At Other Times	- - -	- - -	1@10' ↑ 1@10' ↑ Full Roadway	1@10' ↑ 1@10' ↑ Full Roadway
Beale St. north of Bryant St.	9AM – 3PM (M – F) 8AM -6PM (S/S) At Other Times	1@12' 1@12' Full Roadway	1@12' 1@12' Full Roadway	- - -	- - -
Beale St. south of Bryant St.	9AM – 3PM (M – F) 8AM - 6PM (S/S) At Other Times	1@11' ↑ 1@11' ↑ Full Roadway	1@11' ↑ 1@11' ↑ Full Roadway	- - -	- - -

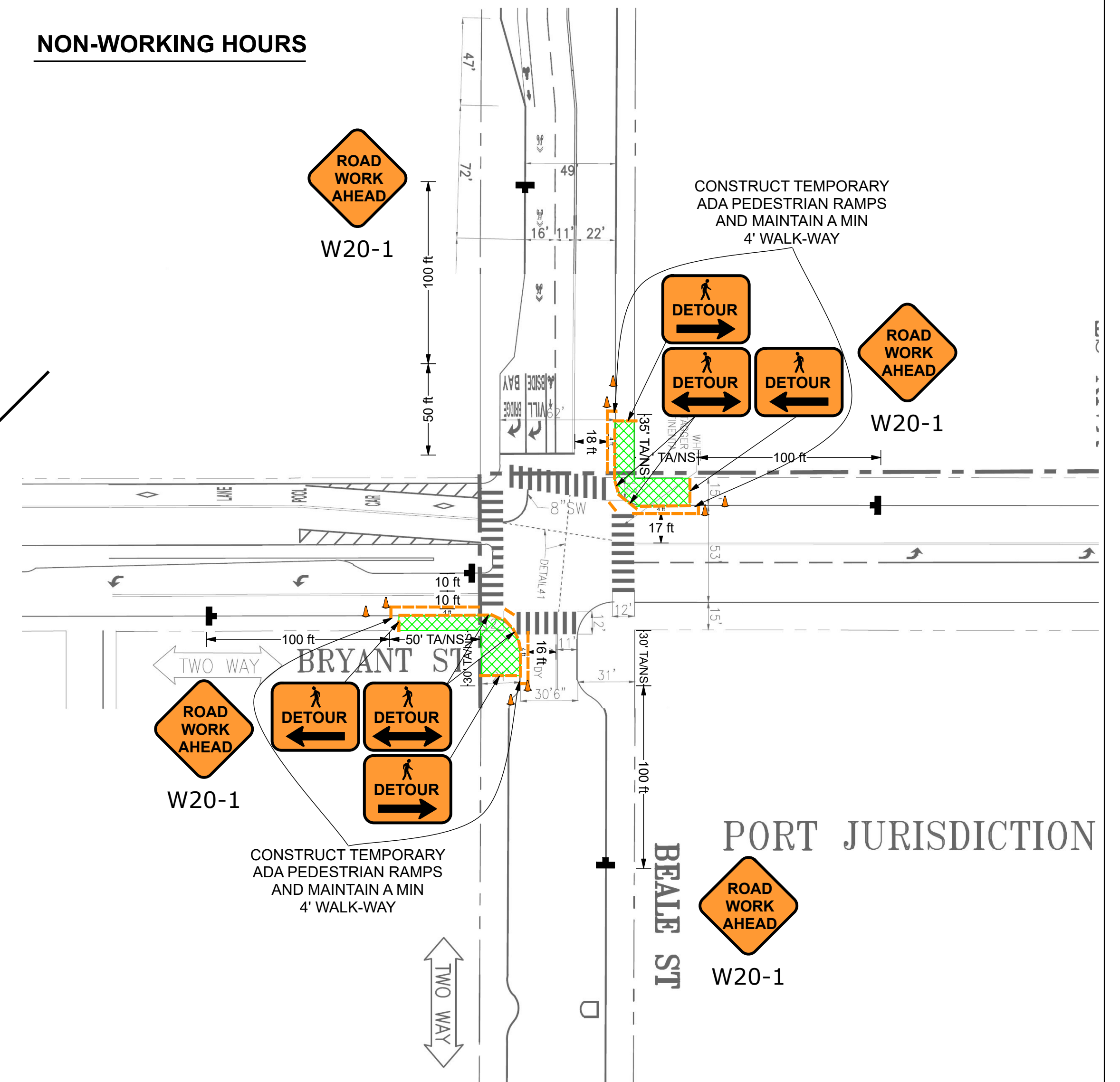
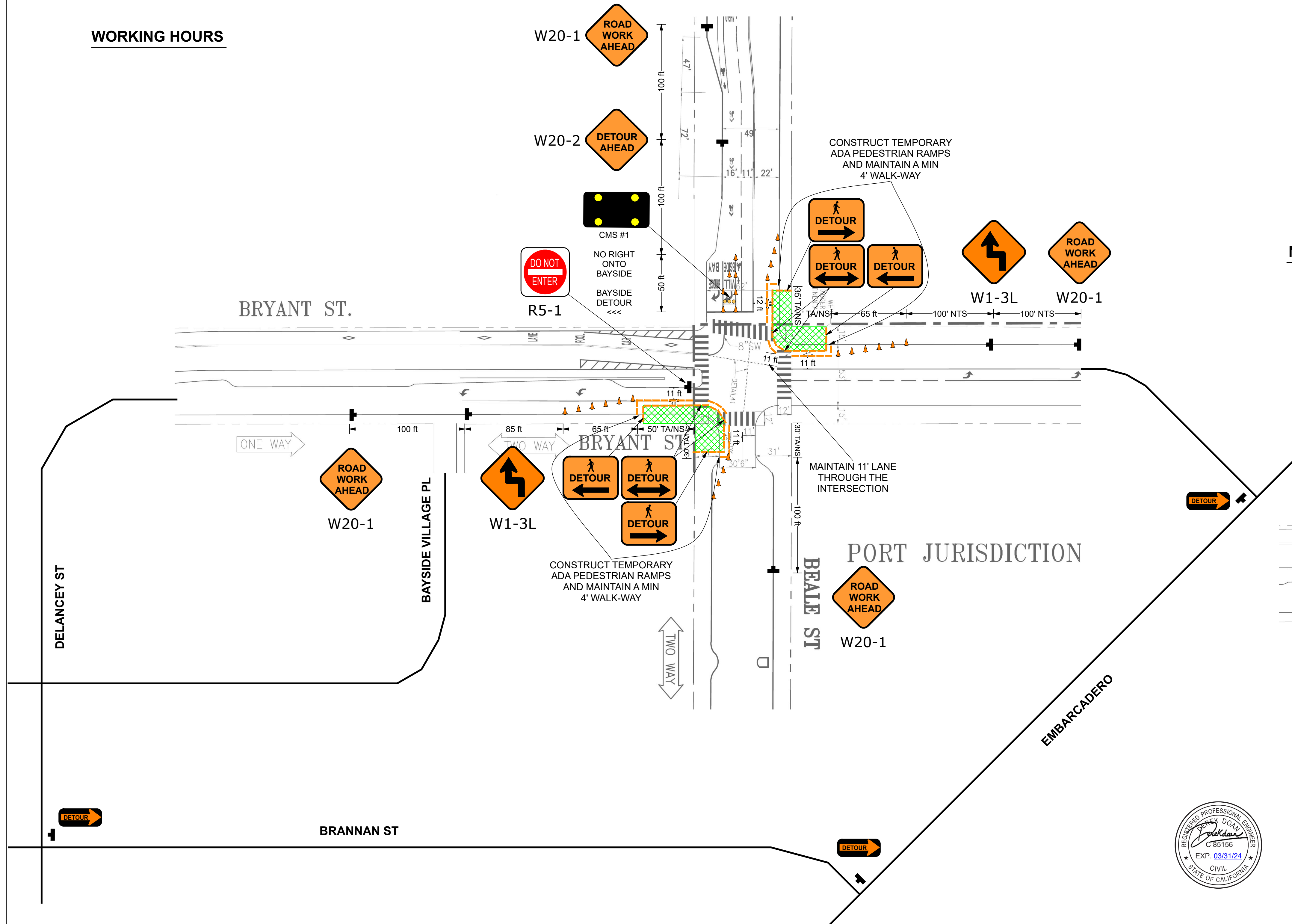


Table 6C-1. Recommended Advance Warning Sign ~~Minimum~~ Spacing

Road Type	Distance Between Signs**		
	A	B	C
Urban high-speed - 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 high-speed - 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

* The column headings A, B, and C are the dimensions shown in Figures B1-1 through B1-6. 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.)

Table 6F-101(CA). Maximum Spacing of Channelizing Devices

Maximum Channelizing Devices Spacing			
Speed (mph)	Taper (feet)	Tangent (feet)	Conic ¹ (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 L2 (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	680	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, $L = WS \div 80$
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.



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Date: 04/04/2022 **Author:** AM/DD **Project:** VARIOUS LOCATIONS NO. 54
Client: PRECISION **Location:** SAN FRANCISCO **TCP:** 033
Job #: 3128 **Rev:** 1

Comments:

- 1) WORK HOURS: SEE TRAFFIC LANE REQUIREMENTS
- 2) CONTRACTOR TO VERIFY EXISTING STRIPING IS ACCURATE PRIOR TO START OF WORK.
- 3) ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE 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 PERFORM THE APPROPRIATE MEASURES TO ENSURE THE SAFETY OF BICYCLISTS ON ALL STREETS ON WHICH THERE IS CONSTRUCTION.
- 7) THE CONTRACTOR SHALL NOT PREVENT OR DELAY THE OPERATION OF MASS TRANSIT VEHICLES AT ANY TIME.