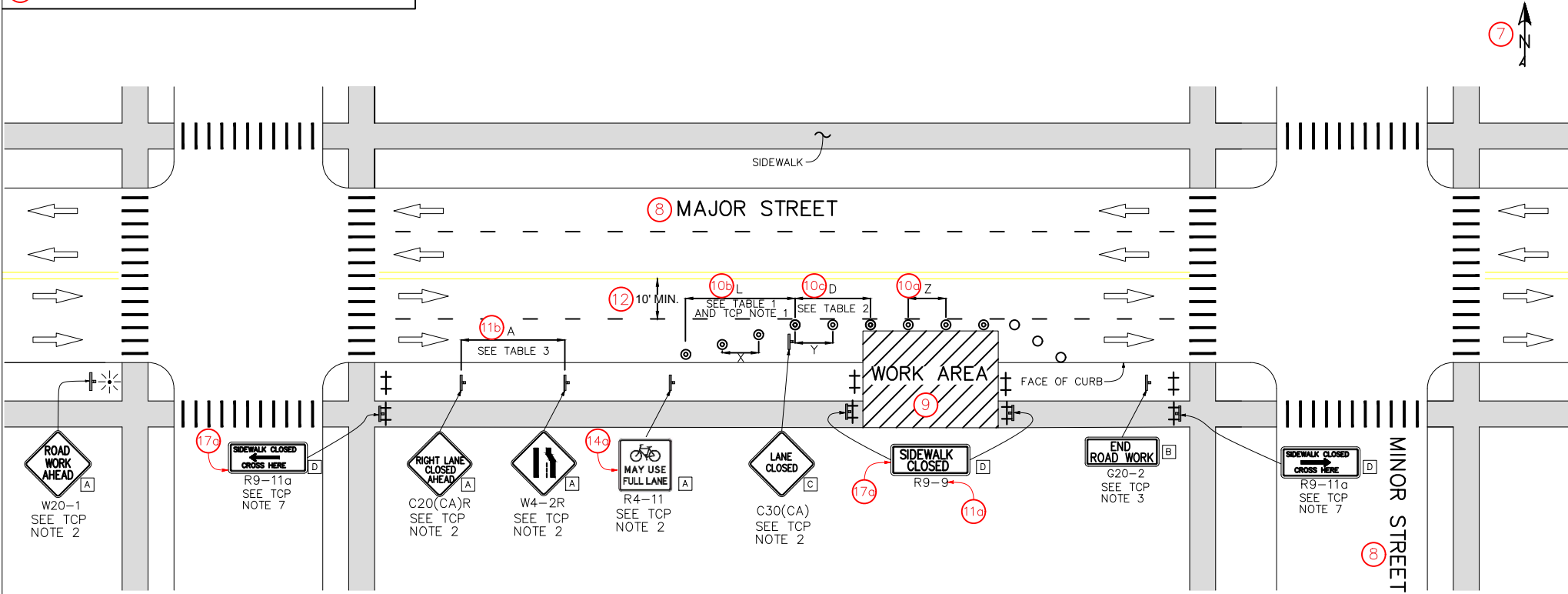


① CONTRACTOR NAME: _____
 CONTACT INFORMATION: _____
 ② ADDRESS OF WORK: _____
 ③ PROJECT DATE(S): _____
 ④ HOURS OF WORK: _____
 ⑤ DESCRIPTION OF WORK: _____

THIS EXAMPLE TCP IS FOR ILLUSTRATION PURPOSES ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT TCP'S ARE COMPLIANT WITH THE LATEST VERSION OF THE CAMUTCD AND APPROPRIATE FOR THE LOCATION OF THE PROJECT.



LEGEND:

- ⊙ TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- ⊕ BARRICADE
- ⊥ SIGN
- ⊥ TEMPORARY TRAFFIC CONTROL SIGN ON BARRICADE
- # CHECKLIST ITEM (SEE TCP CHECKLIST FOR DETAILS)

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 36" x 18"
- C 30" x 30"
- D 24" x 12"

TCP NOTES:

1. Portable delineators placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.
2. Each advance warning sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
3. A G20-2 "END ROAD WORK" sign shall be placed at the end of the lane closure unless the end of work area is obvious or ends within the larger project's limits.
4. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.
5. Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
6. Provide at least one person to continuously maintain traffic control devices for lane closures.
7. Barricades closing sidewalk shall cover the full width of the sidewalk.

**TYPICAL TRAFFIC CONTROL PLAN
VEHICLE LANE AND SIDEWALK CLOSURE (EXAMPLE)**

NO SCALE

TABLE 1

TAPER LENGTH CRITERIA AND CHANNELIZING DEVICE SPACING							
SPEED (S)	MINIMUM TAPER LENGTH * FOR WIDTH OF OFFSET 12 FEET (W)				MAXIMUM CHANNELIZING DEVICE SPACING		
					X	Y	Z**
	TANGENT 2L	MERGING L	SHIFTING L/2	SHOULDER L/3	TAPER	TANGENT	CONFLICT
mph	ft	ft	ft	ft	ft	ft	ft
≤20	160	80	40	27	20	40	10
25	250	125	63	42	25	50	12
30	360	180	90	60	30	60	15

* – For other offsets, use the following merging taper length formula for L: For speed of 40 mph or less, $L = WS^2/60$

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

** – Use for taper and tangent sections where there are no pavement markings or where there is a conflict between existing pavement markings and channelizers (CA).

TABLE 2

LONGITUDINAL BUFFER SPACE AND FLAGGER STATION SPACING				
SPEED *	Min D **	DOWNGRADE Min D ***		
		-3%	-6%	-9%
		ft	ft	ft
mph	ft	ft	ft	ft
≤20	115	116	120	126
25	155	158	165	173
30	200	205	215	227

* – Speed is posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

** – Longitudinal buffer space or flagger station spacing

*** – Use on sustained downgrade steeper than -3 percent and longer than 1 mile.

TABLE 3

ADVANCE WARNING SIGN SPACING	
ROAD TYPE	DISTANCE BETWEEN SIGNS
	A
25 mph OR LESS	100 ft
25 mph TO 40 mph	250

* – The distances are approximate, are intended for guidance purposes only, and should be applied with engineering judgment. These distances should be adjusted by the Engineer for field conditions, if necessary, by increasing or decreasing the recommended distances.

GENERAL NOTES:

- Daytime lane closures shall not commence before 8:00 a.m. and shall cease at 3:30 p.m. All lanes shall be open by 4:00 p.m.
- Provisions shall be made for the safe passage of public traffic through the necessary portions of work at all times with as little inconvenience to the public as possible. The Contractor shall also make provisions for the safe passage of pedestrians and bicyclists around the area of work at all times.
- All traffic control devices shall be removed from view when not in use, signs should not be facing traffic when not in use. All temporary traffic delineation used shall be thirty-six inches (36") tall minimum (delineators or cones), retroreflective bands are required. Spacing of channelizing devices should not exceed 25'.
- The City Traffic Engineer or their representative has the authority to make any field changes to assure public safety.
- Any work that creates an undue safety risk or creates severe congestion may be stopped by the City Traffic Engineer, their representative, City Inspector or Police Department personnel.
- The Contractor is responsible for restoring the road back to satisfactory condition including, but not limited to, paving, striping, markings, and signs within five (5) calendar days of completion of work at affected intersections or road segments.
- Personal vehicles of the Contractor's employees shall not be parked within the construction area, on the traveled way or shoulders, including any section closed to public traffic.
- Contractor shall maintain access to existing business driveways at all times. Contractor shall provide written notification to all businesses/residents one week in advance and again 24 hours prior to work that will disrupt driveway access and shall through thoughtful planning, restore that access as soon as possible.
- The Contractor is prohibited from storage of materials or equipment in any location that would interfere with the free and safe passage of pedestrian, bike and vehicular traffic.
- The Contractor shall notify and update fire, police, ambulance and transit services of anticipated closures and traffic flow disruptions at least 24 hours prior to construction work that affects traffic. If a bus stop requires relocation, the Contractor shall coordinate with Santa Cruz Metro.

TRAFFIC CONTROL PLAN GENERAL INFORMATION

NO SCALE