

INDEX OF PLANS

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THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

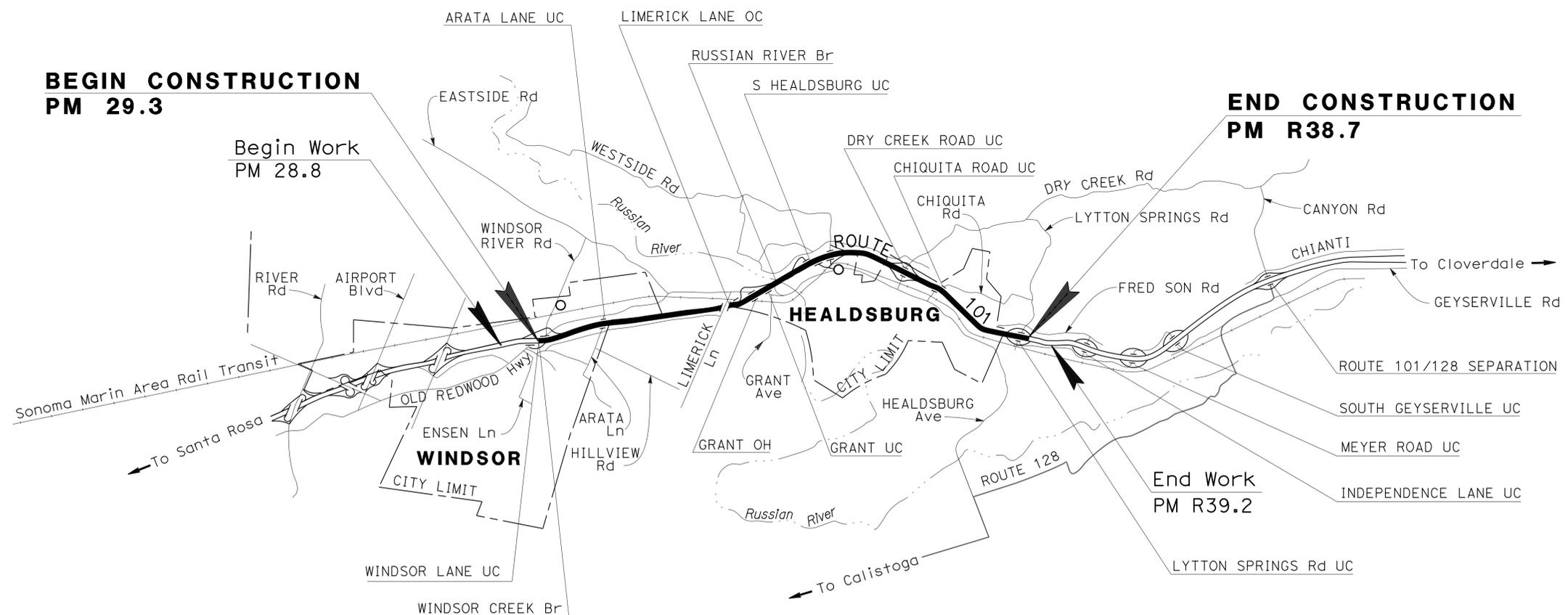
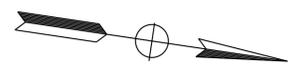
IN SONOMA COUNTY
IN AND NEAR WINDSOR AND HEALDSBURG
FROM WINDSOR LANE UNDERCROSSING
TO 0.2 MILE NORTH OF LYTTON SPRINGS ROAD UNDERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	1	15




LOCATION MAP



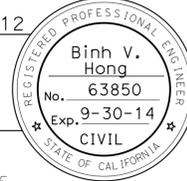
PROJECT MANAGER
RAMSES SARGISS

DESIGN MANAGER
VIJITH THILAKARATNE

Binh V. Hong 9-25-12
 PROJECT ENGINEER DATE
 REGISTERED CIVIL ENGINEER

July 29, 2013
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

DATE PLOTTED => 25-SEP-2013 TIME PLOTTED => 07:14

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	2	15
			9-25-12	DATE	
REGISTERED CIVIL ENGINEER			DATE		
7-29-13			PLANS APPROVAL DATE		
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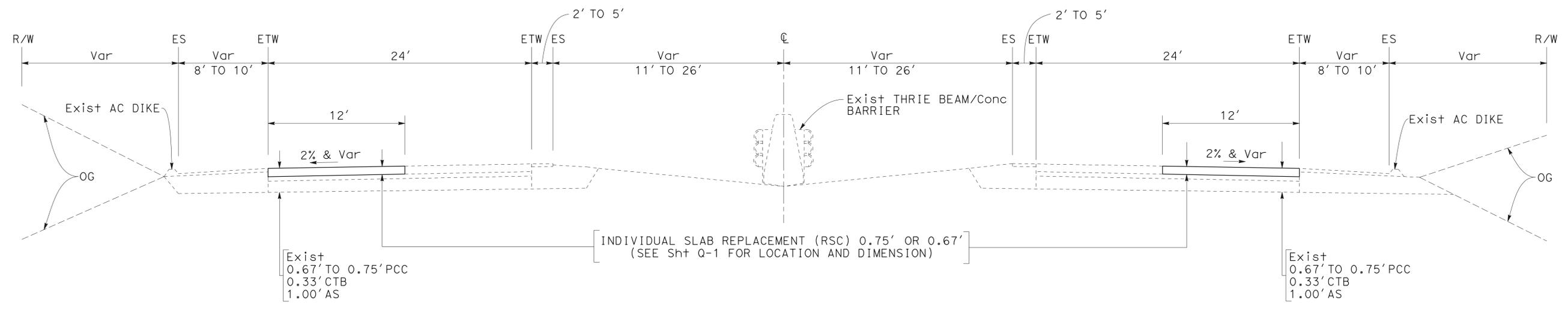


NOTES:

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- DIMENSIONS OF PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- EXISTING UTILITY FACILITIES ARE NOT PLOTTED ON THESE TYPICAL CROSS SECTIONS.

ABBREVIATION:

RSC RAPID STRENGTH CONCRETE



SOUTHBOUND

NORTHBOUND

ROUTE 101

TYPICAL CROSS SECTIONS
NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
Caltrans	
FUNCTIONAL SUPERVISOR	VIJITH THILAKARATNE
CALCULATED/DESIGNED BY	CHECKED BY
BINH HONG	DEEPTHI MADABUSHI
REVISOR BY	DATE REVISED
BH	9/25/12

NOTE:
 LOCATION OF CONSTRUCTION AREA SIGNS ARE APPROXIMATE.
 EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

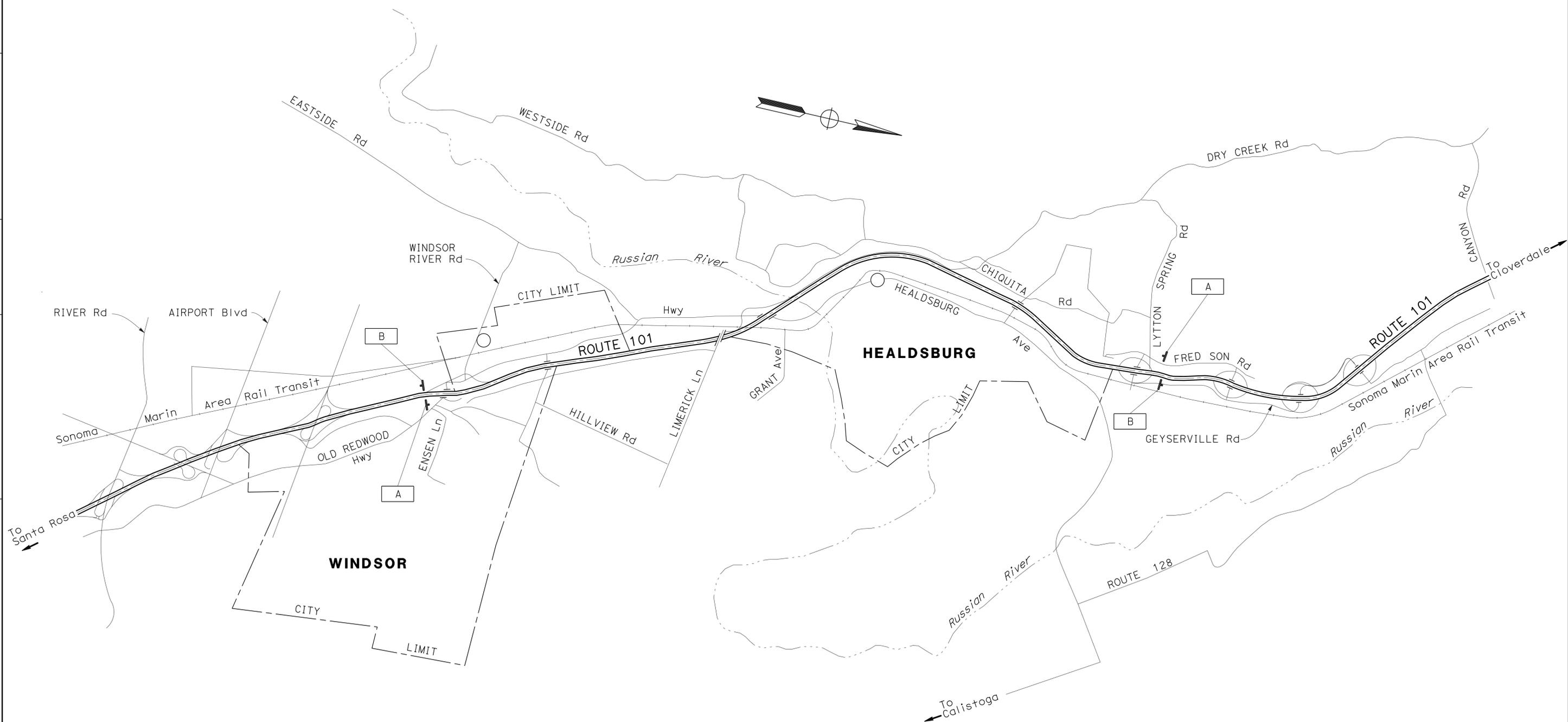
LEGEND:
 [Symbol] CONSTRUCTION AREA SIGN NUMBER
 [Symbol] DIRECTION OF TRAFFIC
 [Symbol] RAMP OR CONNECTOR TO BE CLOSED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	3	15

10-5-12
 REGISTERED CIVIL ENGINEER DATE
 7-29-13
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 Jerilyn L. Struven
 No. 49964
 Exp. 2-31-14
 CIVIL
 STATE OF CALIFORNIA

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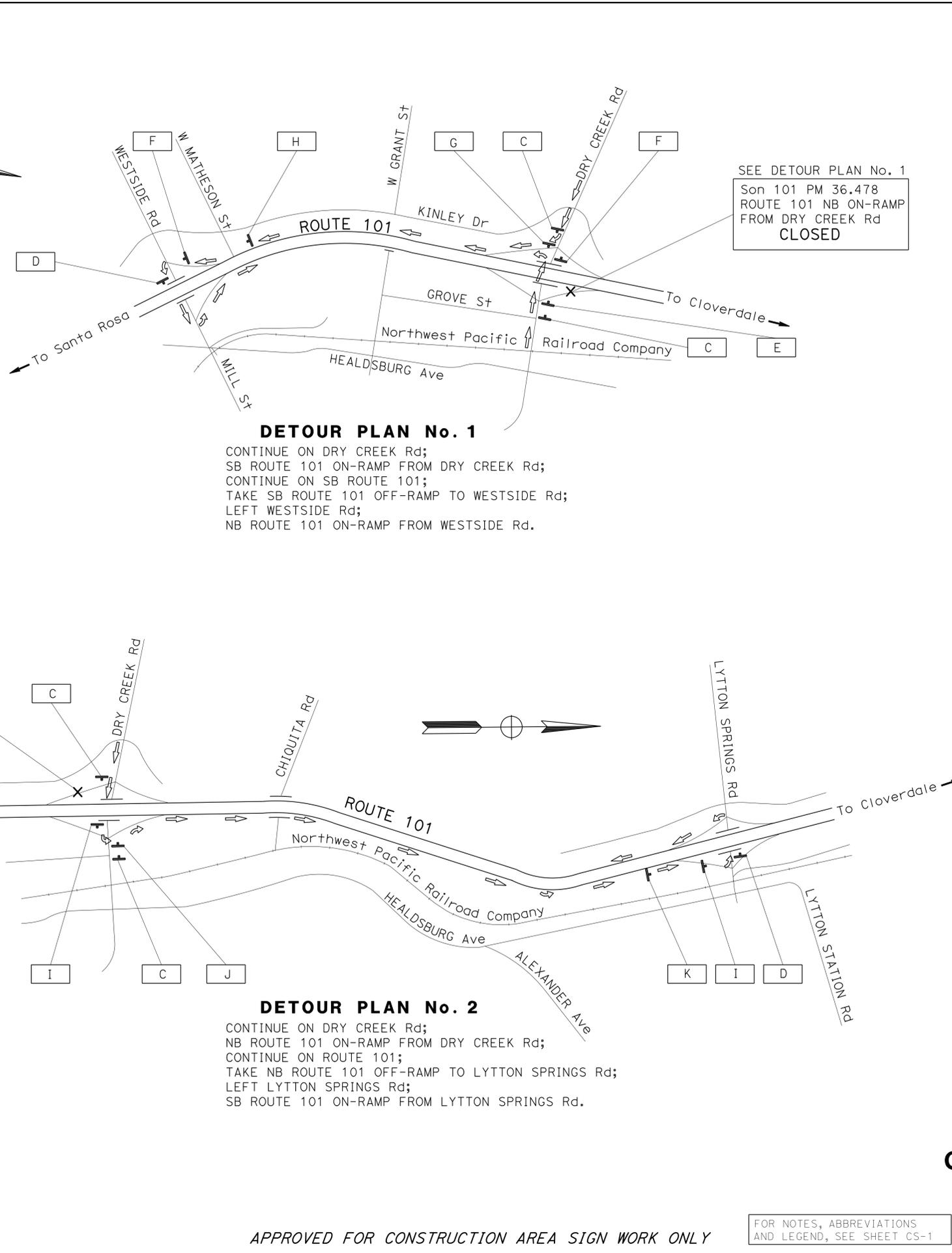
CONSTRUCTION AREA SIGNS
 NO SCALE

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

CS-1

HT	10/5/12	REVISOR	DATE	DESIGNED BY	CHECKED BY	FUNCTIONAL SUPERVISOR	DESIGNED BY
HT	10/5/12	HENRY TAM		JERILYN STRUVEN		ROLAND AU-YEUNG	

USERNAME => s114360
 DGN FILE => 04120002841a002.dgn



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	4	15

10-5-12
 REGISTERED CIVIL ENGINEER DATE

7-29-13
 PLANS APPROVAL DATE

Jerilyn L. Struven
 No. 49964
 Exp. 2-31-14
 CIVIL

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**CONSTRUCTION AREA SIGNS
 DETOUR PLAN
 NO SCALE**

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET CS-1

CS-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	5	15

10-5-12
 REGISTERED CIVIL ENGINEER DATE

7-29-13
 PLANS APPROVAL DATE

Jerilyn L. Struven
 No. 49964
 Exp. 2-31-14
 CIVIL

REGISTERED PROFESSIONAL ENGINEER
 STATE OF CALIFORNIA

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STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No.	SIGN CODE		PANEL SIZE	SIGN MESSAGE	NUMBER OF POSTS AND SIZE	NUMBER OF SIGNS
	FEDERAL	CALIFORNIA				
A	W20-1		48" x 48"	ROAD WORK AHEAD	(ONE) - 4" x 6"	2
B	G20-2		36" x 18"	END ROAD WORK	(ONE) - 4" x 4"	2
C	W20-2		48" x 48"	DETOUR AHEAD	(ONE) - 4" x 6"	4
D	M4-8a		24" x 18"	END DETOUR	(ONE) - 4" x 4"	2
E	M4-8		30" x 15"	DETOUR	(ONE) - 6" x 6"	1
		G26-2(101)	28" x 24"	ROUTE 101 SHIELD		
	M3-1		30" x 15"	NORTH		
F	M6-3(↑)		21" x 15"	UP ARROW	(ONE) - 6" x 6"	2
	M4-8		30" x 15"	DETOUR		
		G26-2(101)	28" x 24"	ROUTE 101 SHIELD		
	M3-1		30" x 15"	NORTH		
G	M6-1(←)		21" x 15"	LEFT ARROW	(ONE) - 6" x 6"	1
	M4-8		30" x 15"	DETOUR		
		G26-2(101)	28" x 24"	ROUTE 101 SHIELD		
H	M3-1		30" x 15"	NORTH	(ONE) - 6" x 6"	1
	M6-2(↗)		21" x 15"	UP RIGHT ARROW		
	M4-8		30" x 15"	DETOUR		
I		G26-2(101)	28" x 24"	ROUTE 101 SHIELD	(ONE) - 6" x 6"	2
	M3-3		30" x 15"	SOUTH		
	M6-1(←)		21" x 15"	LEFT ARROW		
J	M4-8		30" x 15"	DETOUR	(ONE) - 6" x 6"	1
		G26-2(101)	28" x 24"	ROUTE 101 SHIELD		
	M3-3		30" x 15"	SOUTH		
K	M6-1(→)		21" x 15"	RIGHT ARROW	(ONE) - 6" x 6"	1
	M4-8		30" x 15"	DETOUR		
		G26-2(101)	28" x 24"	ROUTE 101 SHIELD		
	M3-3		30" x 15"	SOUTH	(ONE) - 6" x 6"	1
	M6-2(↗)		21" x 15"	UP RIGHT ARROW		

CONSTRUCTION AREA SIGNS

CS-3

LAST REVISION | DATE PLOTTED => 25-SEP-2013
 07-25-13 | TIME PLOTTED => 07:14

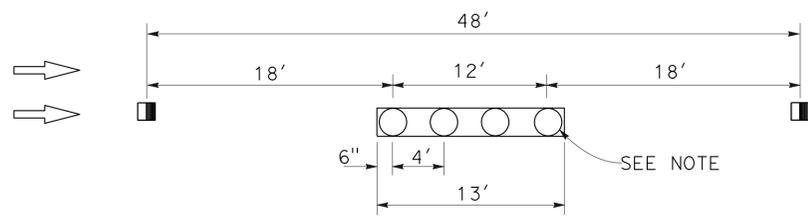
FUNCTIONAL SUPERVISOR
 VIJITH THILAKARATNE

CALCULATED/DESIGNED BY
 CHECKED BY

BINH HONG
 DEEPTHI MADABUSHI

REVISOR BY
 DATE

BH
 9/25/12



DETAIL 13M
 NO SCALE

- LEGEND:**
- TYPE A WHITE NON-REFLECTIVE MARKER
 - TYPE G ONE-WAY CLEAR RETROREFLECTIVE MARKER
 - ▭ 4" WHITE THERMOPLASTIC TRAFFIC STRIPE
 - ➔ DIRECTION OF TRAVEL

NOTE:
 INSTALL 4" THERMOPLASTIC TRAFFIC STRIPE (WHITE) AFTER INSTALLING PAVEMENT MARKERS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	6	15

REGISTERED CIVIL ENGINEER DATE 9-25-12
 7-29-13
 PLANS APPROVAL DATE 9-30-14
 No. 63850
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

TRAFFIC STRIPES AND PAVEMENT MARKINGS

POST MILE (NB & SB)	DETAIL No.	PAVEMENT MARKERS		REMOVE PAVEMENT MARKER	THERMOPLASTIC TRAFFIC STRIPE	
		NON-REFLECTIVE	RETROREFLECTIVE		4" WHITE	4" WHITE (BROKEN 35-13)
		TYPE A	TYPE G			
		EA			LF	
29.3/R38.7	13M	195	50	245	2322	2322
	27B				2322	
TOTAL		195	50	245	2322	2322

PAVEMENT DELINEATION QUANTITIES

PDQ-1

ABBREVIATION:

RSC RAPID STRENGTH CONCRETE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	7	15

9-25-12
 REGISTERED CIVIL ENGINEER DATE

7-29-13
 PLANS APPROVAL DATE

Binh V. Hong
 No. 63850
 Exp. 3-30-14
 CIVIL

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INDIVIDUAL SLAB REPLACEMENT (RSC)

POST MILE (NB)	LANE No.	No. OF ISOLATED SLABS	No. OF CONTIGUOUS SLABS	LANE LENGTH ISOLATED (N)	LANE LENGTH CONTIGUOUS (N)	THICKNESS	VOLUME
				LF			
30.4	2	2	2.0	36	36	0.67	21
30.9	2	2	2.0	36	36	0.67	21
31.0	2	3		54		0.67	16
31.4	2	1		18		0.67	5
31.6	2	2	2.3	36	90	0.67	38
31.7	2	2	2.0	36	36	0.67	21
32.3	2	1	2.0	18	36	0.67	16
32.5	2	2	2.0	36	36	0.67	21
32.7	2	1		18		0.67	5
35.5	2	3		54		0.75	18
35.6	2	3		54		0.75	18
35.7	2	1		18		0.75	6
35.8	2	3		54		0.75	18
36.0	2	1		18		0.75	6
36.2	2	1		18		0.75	6
36.3	2	1	2.0	18	36	0.75	18
36.4	2	1		18		0.75	6
36.5	2	1		18		0.75	6
36.7	2	1	2.0	18	36	0.75	18
37.1	2	1		18		0.75	6
SUBTOTAL (NB)				594	342		292

(N) = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

INDIVIDUAL SLAB REPLACEMENT (RSC)

POST MILE (SB)	LANE No.	No. OF ISOLATED SLABS	No. OF CONTIGUOUS SLABS	LANE LENGTH ISOLATED (N)	LANE LENGTH CONTIGUOUS (N)	THICKNESS	VOLUME
				LF			
37.7	2	3		54		0.75	18
37.5	2		3.2		90	0.75	30
37.2	2	2		36		0.75	12
37.1	2	3	2.0	54	36	0.75	30
37.0	2		2.0		36	0.75	12
36.9	2		2.0		36	0.75	12
36.5	2		3.3		108	0.75	36
36.4	2	1		18		0.75	6
36.3	2		2.3		108	0.75	36
36.2	2	4		72		0.75	24
36.0	2	2		36		0.75	12
34.9	2	2	2.0	36	36	0.67	21
32.9	2	2	2.0	36	36	0.67	21
32.8	2	1		18		0.67	5
32.7	2	2		36		0.67	11
32.6	2	3		54		0.67	16
32.5	2	4		72		0.67	21
32.2	2	3		54		0.67	16
32.0	2	2		36		0.67	11
31.9	2	1		18		0.67	5
31.6	2		3.0		54	0.67	16
31.2	2	3	2.0	54	108	0.67	48
31.1	2	3		54		0.67	16
SUBTOTAL (SB)				738	648		437
SUBTOTAL (NB)				594	342		292
TOTAL (NB & SB)				2322			729

(N) = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

EXISTING WIRELESS MAGNETOMETER VEHICLE DETECTION STATION LOCATIONS*

POST MILE (APPROXIMATE)	VEHICLE SENSOR NODE (EA) (N)	
	NB	SB
30.03	4	4
30.59	4	4
30.99	4	
31.15		4
31.95	4	4
32.50		4
33.61	4	
33.90	4	4
34.40	4	4
34.96	4	4
35.93	4	4
36.35	4	4
37.03	2	3
37.80	4	2
38.47	4	4

(N) = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY
 *CONTRACTOR SHALL NOT DAMAGE THE EXISTING SENSOR NODES INSTALLED IN PCC PAVEMENT.

SUMMARY OF QUANTITIES

Q-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	8	15

Grace M. Tsushima
REGISTERED CIVIL ENGINEER

July 19, 2013
PLANS APPROVAL DATE

Grace M. Tsushima
No. C49814
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

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TO ACCOMPANY PLANS DATED 7-29-13

UNIT OF MEASUREMENT SYMBOLS:

Some of the symbols used in the project plan quantity tables and in the Bid Item List are:

TABLE A

SYMBOL USED	DEFINITIONS
ACRE	ACRE
CF	CUBIC FOOT
CY	CUBIC YARD
EA	EACH
GAL	GALLON
LB	POUND
LF	LINEAR FOOT
SQFT	SQUARE FOOT
SQYD	SQUARE YARD
STA	100 FEET
TAB	TABLET
TON	2,000 POUNDS

Some of the symbols used in the plans other than in the project plan quantity tables are:

TABLE B

SYMBOL USED	DEFINITIONS
ksi	KIPS PER SQUARE INCH
ksf	KIPS PER SQUARE FOOT
psi	POUNDS PER SQUARE INCH
psf	POUNDS PER SQUARE FOOT
lb/ft ³ , pcf	POUNDS PER CUBIC FOOT
tsf	TONS PER SQUARE FOOT
mph, MPH *	MILES PER HOUR
∅	NOMINAL DIAMETER
oz	OUNCE
lb	POUND
kíp	1,000 POUNDS
cal	CALORIE
ft	FOOT OR FEET
gal	GALLON

* For use on a sign panel only

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**ABBREVIATIONS
(SHEET 2 OF 2)**

NO SCALE

RSP A10B DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A10B
DATED MAY 20, 2011 - PAGE 2 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A10B

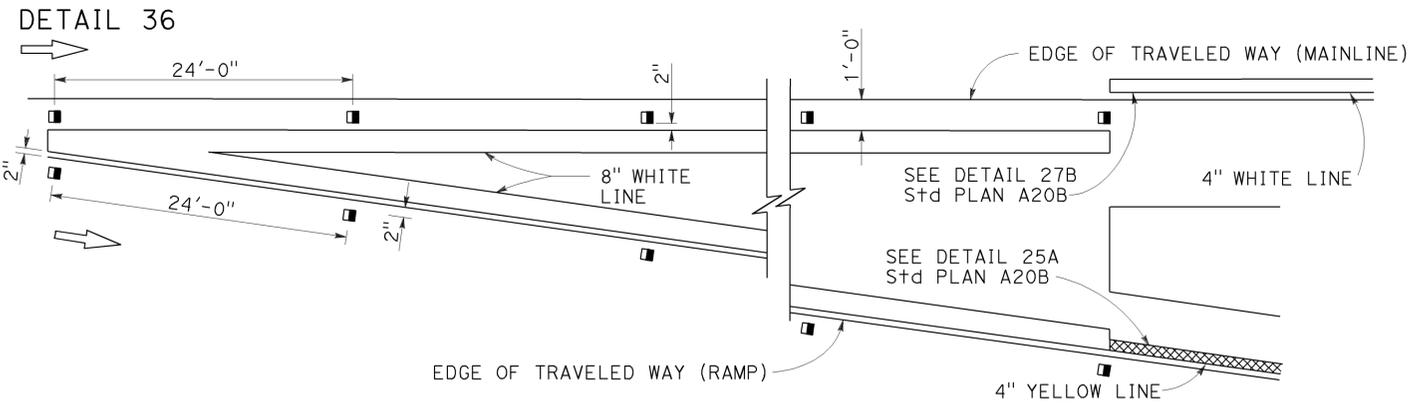
	M
Maint	MAINTENANCE
Max	MAXIMUM
MB	METAL BEAM
MBB	METAL BEAM BARRIER
MBGR	METAL BEAM GUARD RAILING
Med	MEDIAN
MGS	MIDWEST GUARDRAIL SYSTEM
MH	MANHOLE
Min	MINIMUM
Misc	MISCELLANEOUS
Misc I & S	MISCELLANEOUS IRON AND STEEL
Mkr	MARKER
Mod	MODIFIED, MODIFY
Mon	MONUMENT
MP	METAL PLATE
MPGR	METAL PLATE GUARD RAILING
MR	MOVEMENT RATING
MSE	MECHANICALLY STABILIZED EMBANKMENT
Mt	MOUNTAIN, MOUNT
MtI	MATERIAL
MVP	MAINTENANCE VEHICLE PULLOUT
	N
N	NORTH
NB	NORTHBOUND
No.	NUMBER (MUST HAVE PERIOD)
Nos.	NUMBERS (MUST HAVE PERIOD)
NPS	NOMINAL PIPE SIZE
NS	NEAR SIDE
NSP	NEW STANDARD PLAN
NTS	NOT TO SCALE
	O
Obir	OBLITERATE
OC	OVERCROSSING
OD	OUTSIDE DIAMETER
OF	OUTSIDE FACE
OG	ORIGINAL GROUND
OGAC	OPEN GRADED ASPHALT CONCRETE
OGFC	OPEN GRADED FRICTION COURSE
OH	OVERHEAD
OHWM	ORDINARY HIGH WATER MARK
O-O	OUT TO OUT
Opp	OPPOSITE
OSD	OVERSIDE DRAIN
	P
p	PAGE
PAP	PERFORATED ALUMINUM PIPE
PB	PULL BOX
PC	POINT OF CURVATURE, PRECAST
PCC	POINT OF COMPOUND CURVE, PORTLAND CEMENT CONCRETE
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
PCP	PERFORATED CONCRETE PIPE, PRESTRESSED CONCRETE PIPE
PCVC	POINT OF COMPOUND VERTICAL CURVE
PEC	PERMIT TO ENTER AND CONSTRUCT
Ped	PEDESTRIAN
Ped OC	PEDESTRIAN OVERCROSSING
Ped UC	PEDESTRIAN UNDERCROSSING
Perm MtI	PERMEABLE MATERIAL

	P continued
PG	PROFILE GRADE
PI	POINT OF INTERSECTION
PJP	PARTIAL JOINT PENETRATION
Pkwy	PARKWAY
PL, PL	PLATE
P/L	PROPERTY LINE
PM	POST MILE, TIME FROM NOON TO MIDNIGHT
PN	PAVING NOTCH
POC	POINT OF HORIZONTAL CURVE
POT	POINT OF TANGENT
POVC	POINT OF VERTICAL CURVE
PP	PIPE PILE, PLASTIC PIPE, POWER POLE
PPL	PREFORMED PERMEABLE LINER
PPP	PERFORATED PLASTIC PIPE
PRC	POINT OF REVERSE CURVE
PRF	PAVEMENT REINFORCING FABRIC
PRVC	POINT OF REVERSE VERTICAL CURVE
PS&E	PLANS, SPECIFICATIONS AND ESTIMATES
PS, P/S	PRESTRESSED
PSP	PERFORATED STEEL PIPE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
Pvmt	PAVEMENT
	Q
Qty	QUANTITY
	R
R	RADIUS
R & D	REMOVE AND DISPOSE
R & S	REMOVE AND SALVAGE
R/C	RATE OF CHANGE
RCA	REINFORCED CONCRETE ARCH
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
RCPA	REINFORCED CONCRETE PIPE ARCH
Rd	ROAD
Reinf	REINFORCED, REINFORCEMENT, REINFORCING
Rel	RELOCATE
Repl	REPLACEMENT
Ret	RETAINING
Rev	REVISED, REVISION
Rdwy	ROADWAY
RHMA	RUBBERIZED HOT MIX ASPHALT
Riv	RIVER
RM	ROAD-MIXED
RP	RADIUS POINT, REFERENCE POINT
RR	RAILROAD
RSP	ROCK SLOPE PROTECTION, REVISED STANDARD PLAN
Rt	RIGHT
Rte	ROUTE
RW	REDWOOD, RETAINING WALL
R/W	RIGHT OF WAY
Rwy	RAILWAY

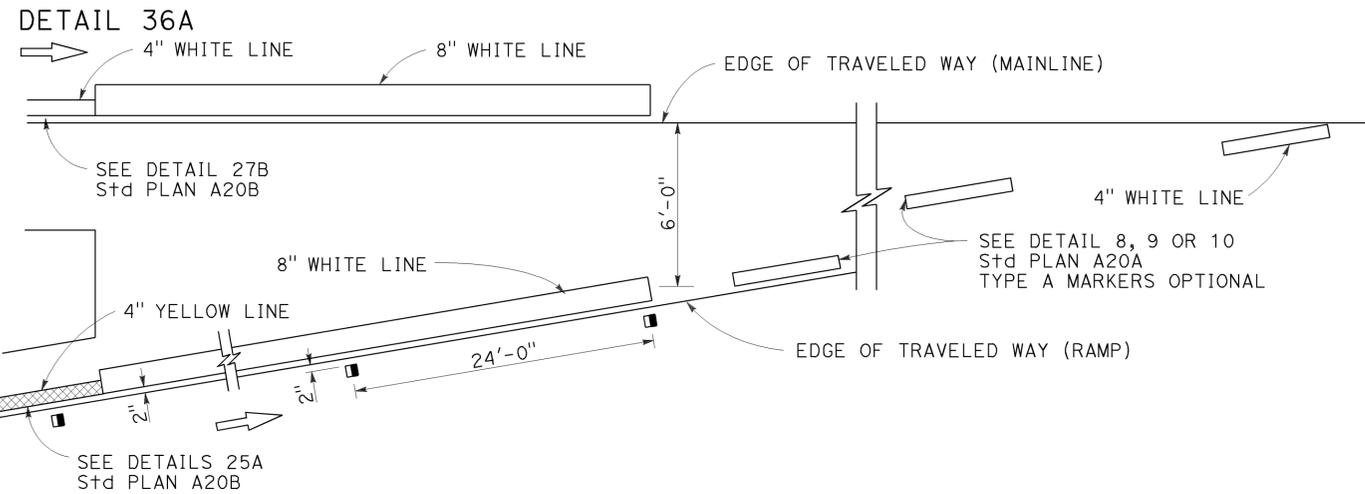
	S
S	SOUTH, SUPPLEMENT
SAE	STRUCTURE APPROACH EMBANKMENT
Salv	SALVAGE
SAPP	STRUCTURAL ALUMINUM PLATE PIPE
SB	SOUTHBOUND
SC	SAND CUSHION
SCSP	SLOTTED CORRUGATED STEEL PIPE
SD	STORM DRAIN
Sec	SECOND, SECTION
Sep	SEPARATION
SG	SUBGRADE
Shld	SHOULDER
Sht	SHEET
Sim	SIMILAR
ℒ	STATION LINE
SM	SELECTED MATERIAL
Spec	SPECIAL, SPECIFICATIONS
SPP	SLOTTED PLASTIC PIPE
SS	SLOPE STAKE
SSBM	STRAP AND SADDLE BRACKET METHOD
SSD	STRUCTURAL SECTION DRAIN
SSPA	STRUCTURAL STEEL PLATE ARCH
SSPP	STRUCTURAL STEEL PLATE PIPE
SSPPA	STRUCTURAL STEEL PLATE PIPE ARCH
SSRP	STEEL SPIRAL RIB PIPE
St	STREET
Sta	STATION
STBB	SINGLE THRIE BEAM BARRIER
Std	STANDARD
Str	STRUCTURE
Surf	SURFACING
SW	SIDEWALK, SOUND WALL
Swr	SEWER
Sym	SYMMETRICAL
S4S	SURFACE 4 SIDES
	T
T	SEMI-TANGENT
Tan	TANGENT
TBB	THRIE BEAM BARRIER
Tbr	TIMBER
TC	TOP OF CURB
TCB	TRAFFIC CONTROL BOX
TCE	TEMPORARY CONSTRUCTION EASEMENT
TeI	TELEPHONE
Temp	TEMPORARY
TG	TOP OF GRADE
Tot	TOTAL
TP	TELEPHONE POLE
TPB	TREATED PERMEABLE BASE
TPM	TREATED PERMEABLE MATERIAL
Trans	TRANSITION

	T continued
TS	TRANSVERSE, TRAFFIC SIGNAL, TUBULAR STEEL
Typ	TYPICAL
	U
UC	UNDERCROSSING
UD	UNDERDRAIN
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
UP	UNDERPASS
	V
V	VALVE, DESIGN SPEED
Var	VARIABLE, VARIES
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
Vert	VERTICAL
Via	VIADUCT
Vol	VOLUME
	W
W	WEST, WIDTH
WB	WESTBOUND
WH	WEEP HOLE
WM	WIRE MESH
WS	WATER SURFACE
WSP	WELDED STEEL PIPE
Wt	WEIGHT
WV	WATER VALVE
WW	WINGWALL
WWLOL	WINGWALL LAYOUT LINE
	X
X Sec	CROSS SECTION
Xing	CROSSING
	Y
Yr	YEAR
Yrs	YEARS

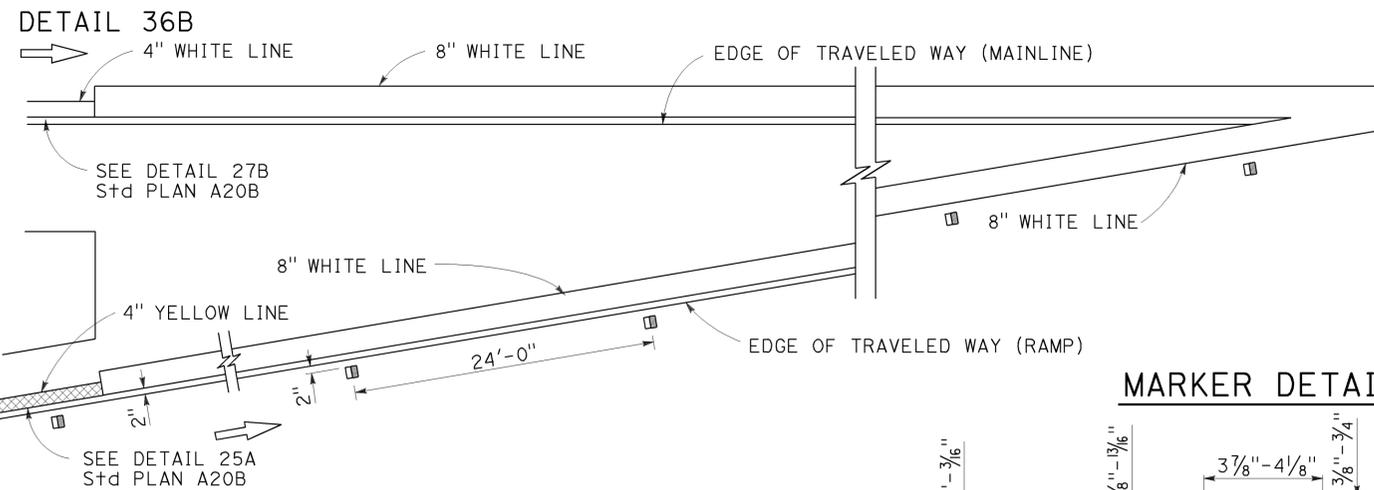
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT

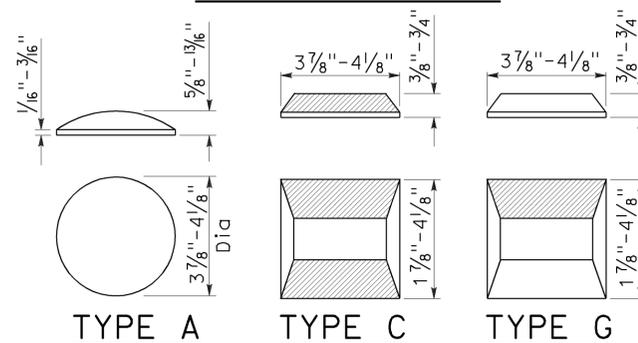


MARKER DETAILS

LEGEND:

MARKERS

- TYPE A WHITE NON-REFLECTIVE
- ◻ TYPE C RED-CLEAR RETROREFLECTIVE
- TYPE G ONE-WAY CLEAR RETROREFLECTIVE



RETROREFLECTIVE FACE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	9	15

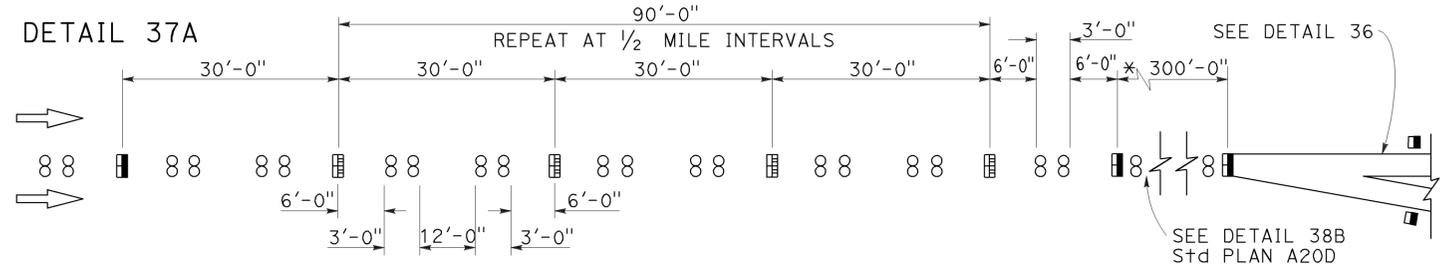
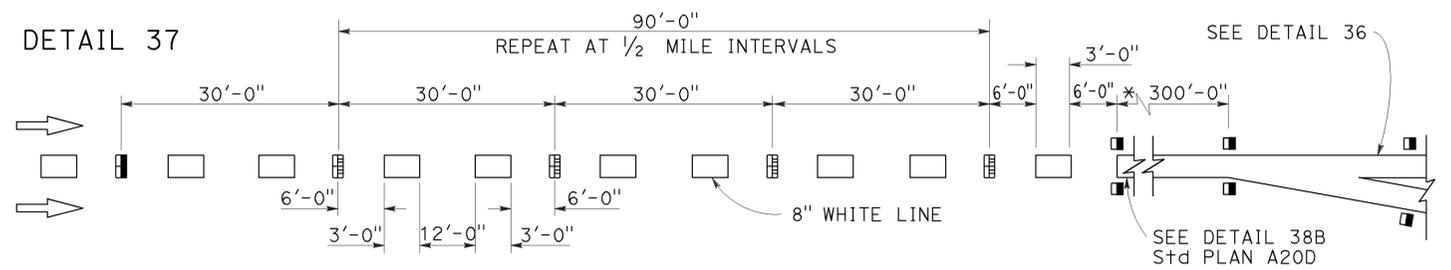
Roberta L. McLaughlin
 REGISTERED CIVIL ENGINEER
 No. C40375
 Exp. 3-31-15
 CIVIL
 STATE OF CALIFORNIA

July 19, 2013
 PLANS APPROVAL DATE

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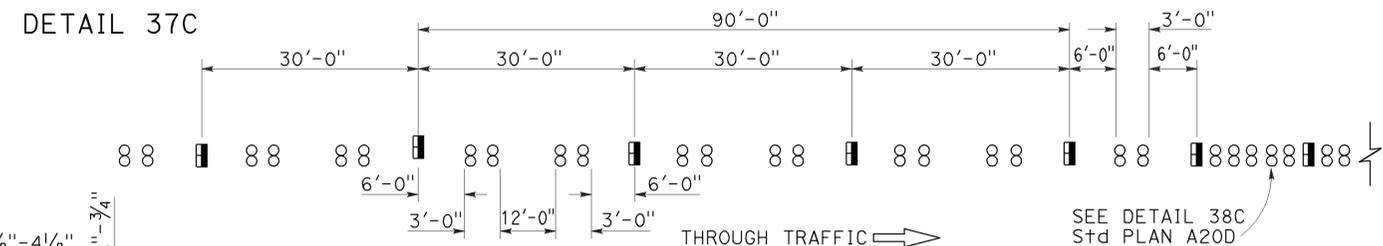
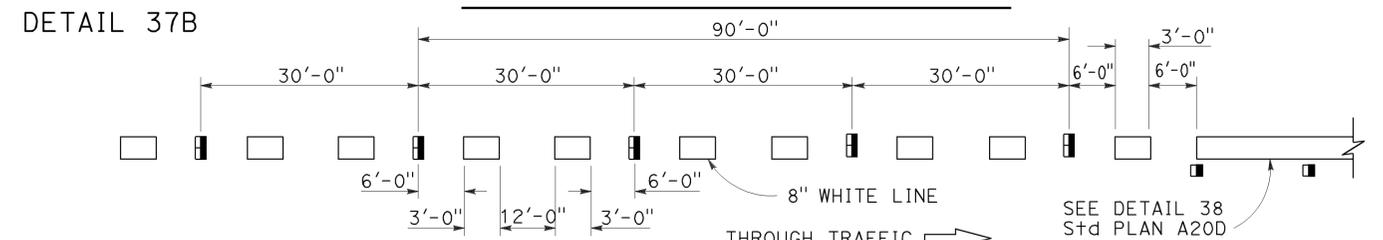
TO ACCOMPANY PLANS DATED 7-29-13

LANE DROP AT EXIT RAMP



* The solid channelizing line shown may be omitted on short auxiliary lanes where weaving length is critical.

LANE DROP AT INTERSECTIONS



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKERS AND TRAFFIC LINE TYPICAL DETAILS

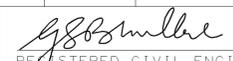
NO SCALE

RSP A20C DATED JULY 19, 2013 SUPERSEDES STANDARD PLAN A20C DATED MAY 20, 2011 - PAGE 11 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP A20C

2010 REVISED STANDARD PLAN RSP A20C

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	10	15


 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE



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TO ACCOMPANY PLANS DATED 7-29-13

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		
	TANGENT 2L	MERGING L	SHIFTING L/2	SHOULDER L/3	Z **		
					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
35	490	245	123	82	35	70	17
40	640	320	160	107	40	80	20
45	1080	540	270	180	45	90	22
50	1200	600	300	200	50	100	25
55	1320	660	330	220	55	110	27
60	1440	720	360	240	60	120	30
65	1560	780	390	260	65	130	32
70	1680	840	420	280	70	140	35

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

** - 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
35	250	257	271	287
40	305	315	333	354
45	360	378	400	427
50	425	446	474	507
55	495	520	553	593
60	570	598	638	686
65	645	682	728	785
70	730	771	825	891

* - 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	B	C
	ft	ft	ft
URBAN - 25 mph OR LESS	100	100	100
URBAN - MORE THAN 25 mph TO 40 mph	250	250	250
URBAN - MORE THAN 40 mph	350	350	350
RURAL	500	500	500
EXPRESSWAY / FREEWAY	1000	1500	2640

* - 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.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
 FOR LANE CLOSURE ON
 FREEWAYS AND EXPRESSWAYS**

NO SCALE

RSP T9 DATED APRIL 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T9

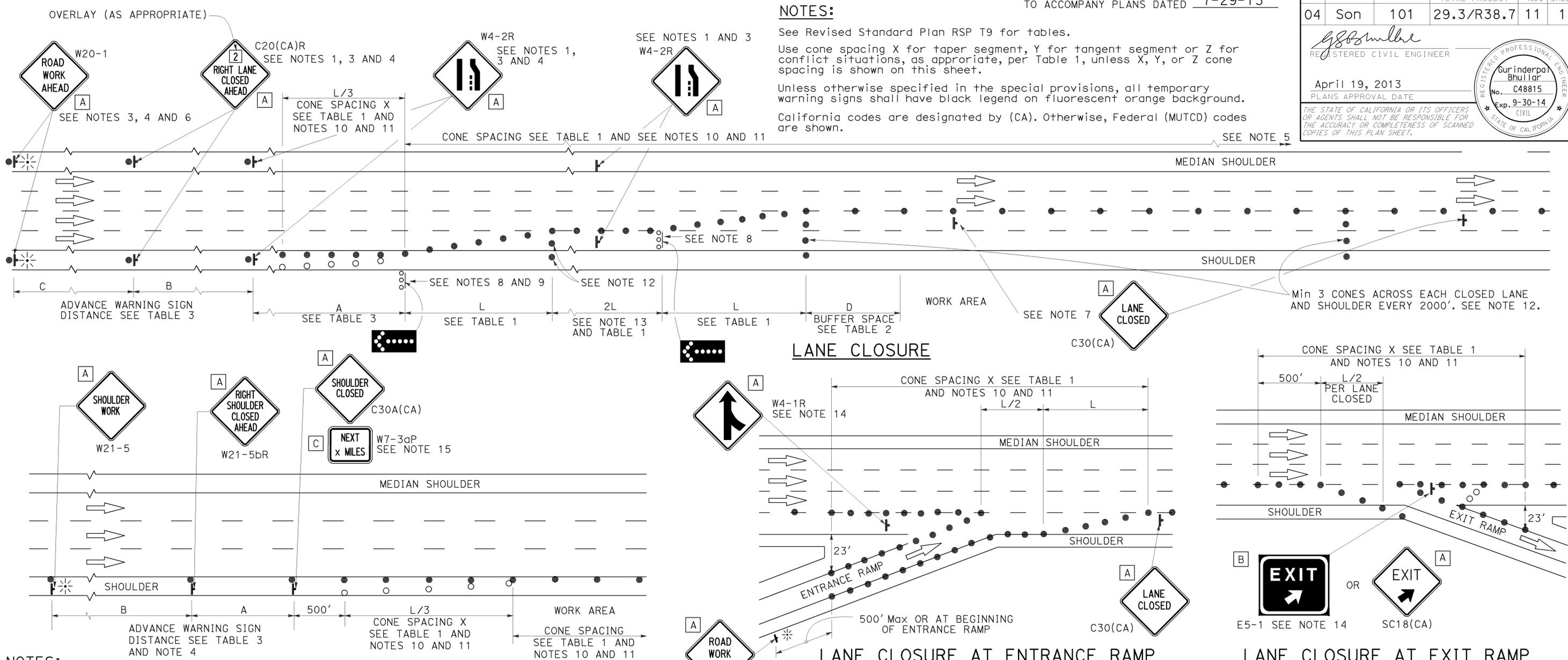
2010 REVISED STANDARD PLAN RSP T9

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	11	15

REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
 Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

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NOTES:

See Revised Standard Plan RSP T9 for tables.
 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.
 Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
 California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

NOTES:

1. Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
2. At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closures.
3. Duplicate sign installations are not required:
 - a) On opposite shoulder if at least one-half of the available lanes remain open to traffic.
 - b) In the median if the width of the median shoulder is less than 8' and the outside lanes are to be closed.
4. Each advance warning sign on each side of the roadway 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.
5. A G20-2 "END ROAD WORK" sign, with minimum size of 48" x 24" as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious or ends within a larger project's limits.

SHOULDER CLOSURE

6. If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA)L and W4-2L signs shall be used.
7. Place a C30(CA) sign every 2000' throughout length of lane closure.
8. One flashing arrow sign for each lane closed. The flashing arrow signs shall be Type I.
9. A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at top of crest vertical curve or on a horizontal curve.
10. All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
11. Portable delineators, placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.

LANE CLOSURE AT ENTRANCE RAMP

12. Unless otherwise specified in the special provisions, a minimum of 3 cones shall be placed transversely across each closed lane and shoulder at each location where a taper across a traffic lane ends and every 2000' as shown on the "Lane Closure" detail. Two Type II barricades may be used instead of the 3 cones. The transverse alignment of the cones or barricades on the closed shoulder may be shifted from the transverse alignment to provide access to the work.
13. Unless otherwise specified in the special provisions, the 2L tangent shown along lane lines shall be used between the L tapers required for each closed traffic lane.
14. Unless otherwise specified in the special provisions, the E5-1 or SC18(CA) and W4-1 signs shall be used as shown.
15. A W7-3aP "NEXT _____ MILES" plaque must be used if the shoulder closure extends beyond the distance that can be perceived by road users.

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- † TEMPORARY TRAFFIC CONTROL SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- ⬢ FAS SUPPORT OR TRAILER
- ⚡ PORTABLE FLASHING BEACON

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 72" x 60"
- C 36" x 30"

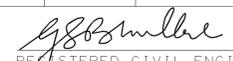
TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS
 NO SCALE

RSP T10 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T10 DATED MAY 20, 2011 - PAGE 237 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T10

2010 REVISED STANDARD PLAN RSP T10

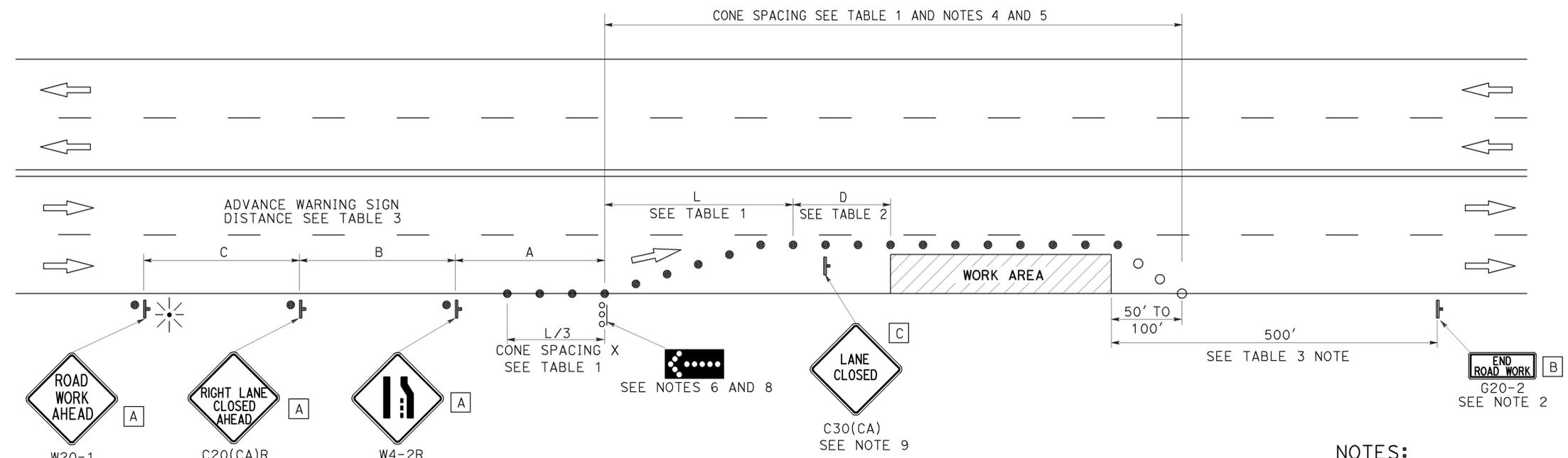
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	12	15


 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE



THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED 7-29-13



TYPICAL LANE CLOSURE

NOTES:

- See Revised Standard Plan RSP T9 for tables.
- 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.
- Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
- California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

NOTES:

- 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.
- A G20-2 "END ROAD WORK" sign, as appropriate, shall be placed at the end of the lane closure unless the end of work area is obvious, or ends within a larger project's limits.
- If the W20-1 sign would follow within 2000' of a stationary W20-1 or G20-1 "ROAD WORK NEXT _____ MILES", use a C20(CA) sign for the first advance warning sign.
- All cones used for lane closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
- Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime closures only.
- Flashing arrow sign shall be either Type I or Type II.
- For approach speeds over 50 mph, use the "Traffic Control System for Lane Closure On Freeways And Expressways" plan for lane closure details and requirements.
- A minimum 1500' of sight distance shall be provided where possible for vehicles approaching the first flashing arrow sign. Lane closures shall not begin at the top of crest vertical curve or on a horizontal curve.
- Place a C30(CA) sign every 2000' throughout length of lane closure.
- Median lane closures shall conform to the details as shown except that C20(CA)L and W4-2L signs shall be used.
- At least one person shall be assigned to provide full time maintenance of traffic control devices for lane closure unless, otherwise directed by the Engineer.

LEGEND

- TRAFFIC CONE
- TRAFFIC CONE (OPTIONAL TAPER)
- ⌋ TEMPORARY TRAFFIC CONTROL SIGN
- ⬢ FLASHING ARROW SIGN (FAS)
- ⦿ FAS SUPPORT OR TRAILER
- ⊛ PORTABLE FLASHING BEACON

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 36" x 18"
- C 30" x 30"

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
FOR LANE CLOSURE ON
MULTILANE CONVENTIONAL
HIGHWAYS**

NO SCALE

RSP T11 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T11 DATED MAY 20, 2011 - PAGE 239 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T11

2010 REVISED STANDARD PLAN RSP T11

TYPICAL RAMP CLOSURES

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 48" x 30"
- C 36" x 36"
- D 48" x 36"

LEGEND

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ‡ BARRICADES
- ⚡ PORTABLE FLASHING BEACON

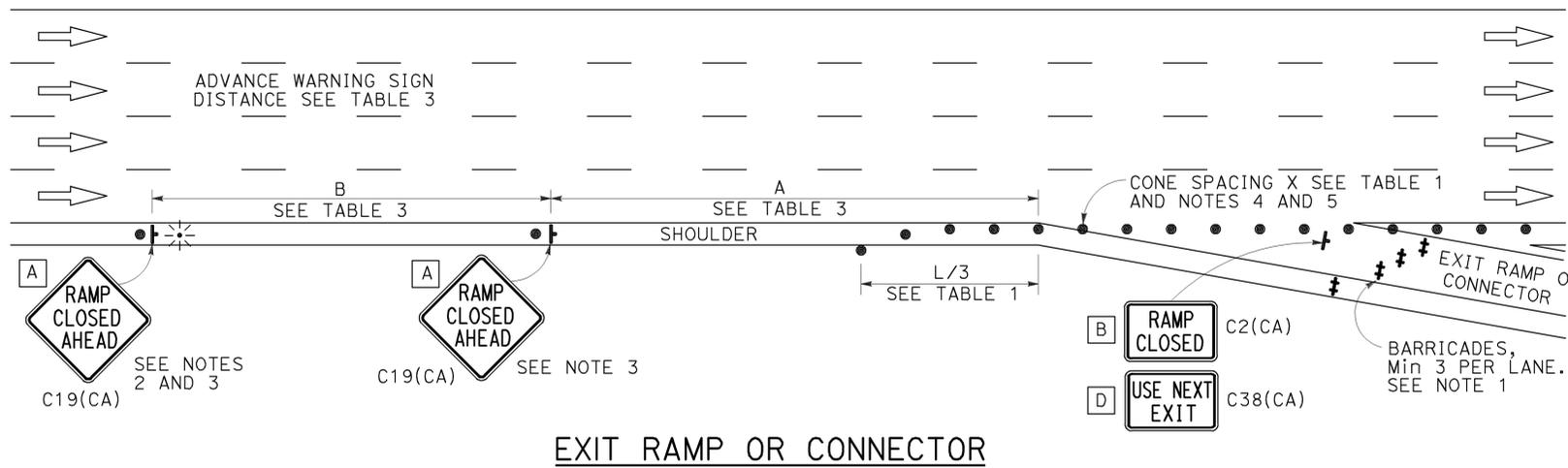
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	13	15

Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE

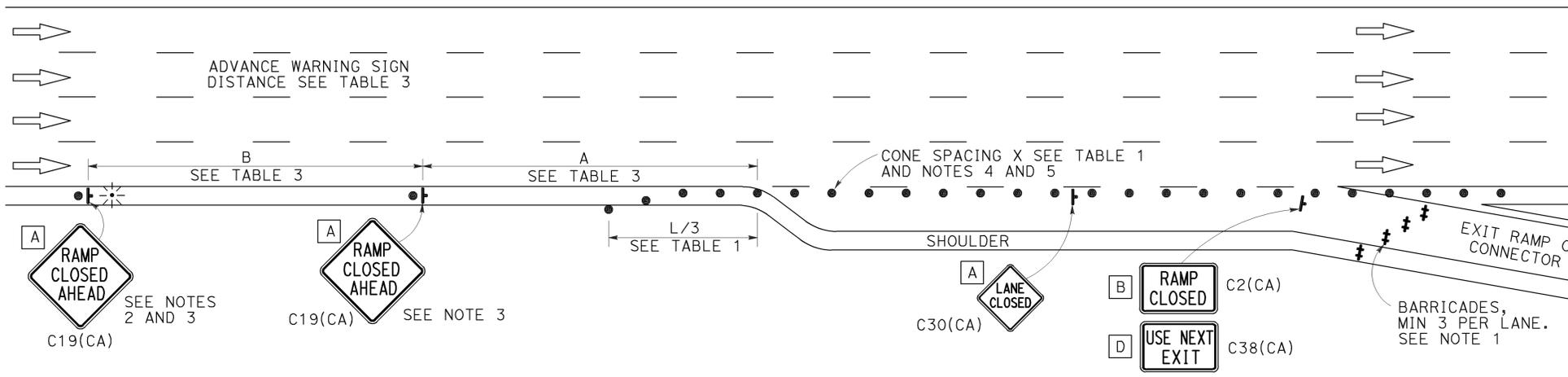
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REGISTERED PROFESSIONAL ENGINEER
 Gurinderpal Bhullar
 No. C48815
 Exp. 9-30-14
 CIVIL
 STATE OF CALIFORNIA

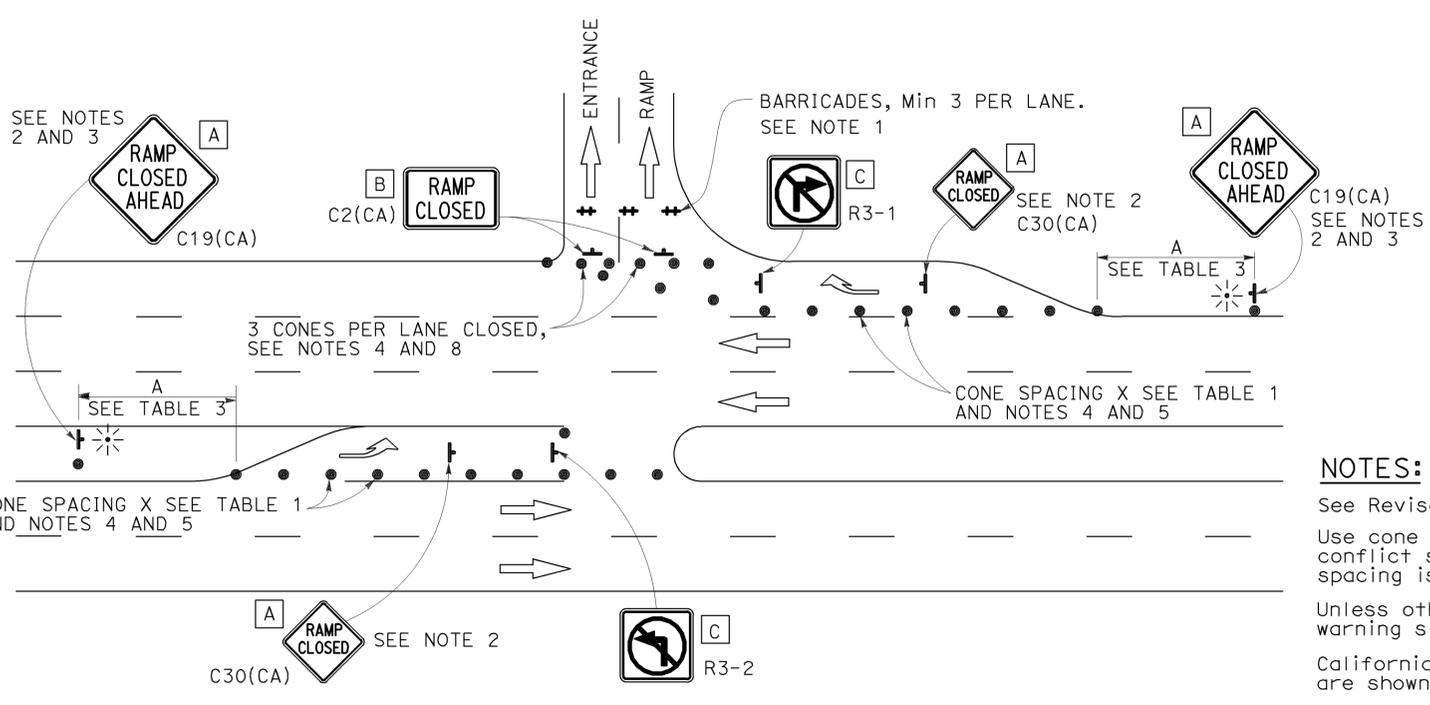
TO ACCOMPANY PLANS DATED 7-29-13



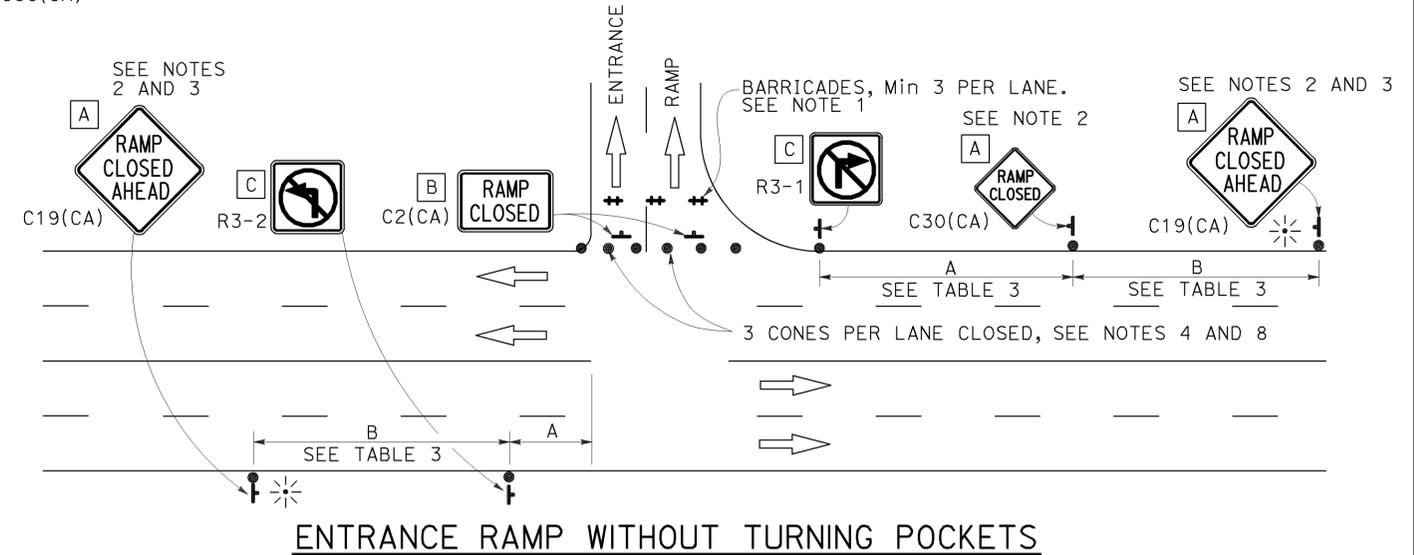
EXIT RAMP OR CONNECTOR



EXIT RAMP OR CONNECTOR WITH ADDITIONAL LANE



ENTRANCE RAMP WITH TURNING POCKETS



ENTRANCE RAMP WITHOUT TURNING POCKETS

NOTES:

1. See Revised Standard Plan RSP T9 for tables.
2. 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.
3. Unless otherwise specified in the special provisions, all temporary warning signs shall have black legend on fluorescent orange background.
4. California codes are designated by (CA). Otherwise, Federal (MUTCD) codes are shown.

NOTES:

1. Barricades shall be Type I, II, or III for closures lasting one week or less and Type III for closures lasting longer than one week.
2. In addition to placing the C19(CA) "RAMP CLOSED AHEAD" and C30(CA) "LANE CLOSED" signs, black on orange overlay plates with the word "CLOSED" may be mounted, as directed by the Engineer, on all guide signs that refer to the closed ramp. The letter size on the overlay shall be the same as the guide sign.
3. Each advance C19(CA) "RAMP CLOSED AHEAD" 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. A flashing beacon shall be placed on top of the first C19(CA) sign during hours of darkness.
4. All cones used for ramp closures during the hours of darkness shall be fitted with retroreflective bands (or sleeves) as specified in the specifications.
5. Portable delineators, placed at one-half the spacing indicated for traffic cones, may be used instead of cones for daytime ramp closures only.
6. At least one person shall be assigned to provide full time maintenance of traffic control devices, unless otherwise directed by the Engineer.
7. The existing "EXIT" signs shall be covered during ramp closures.
8. A minimum of 3 cones shall be placed transversely across each closed lane and shoulder.

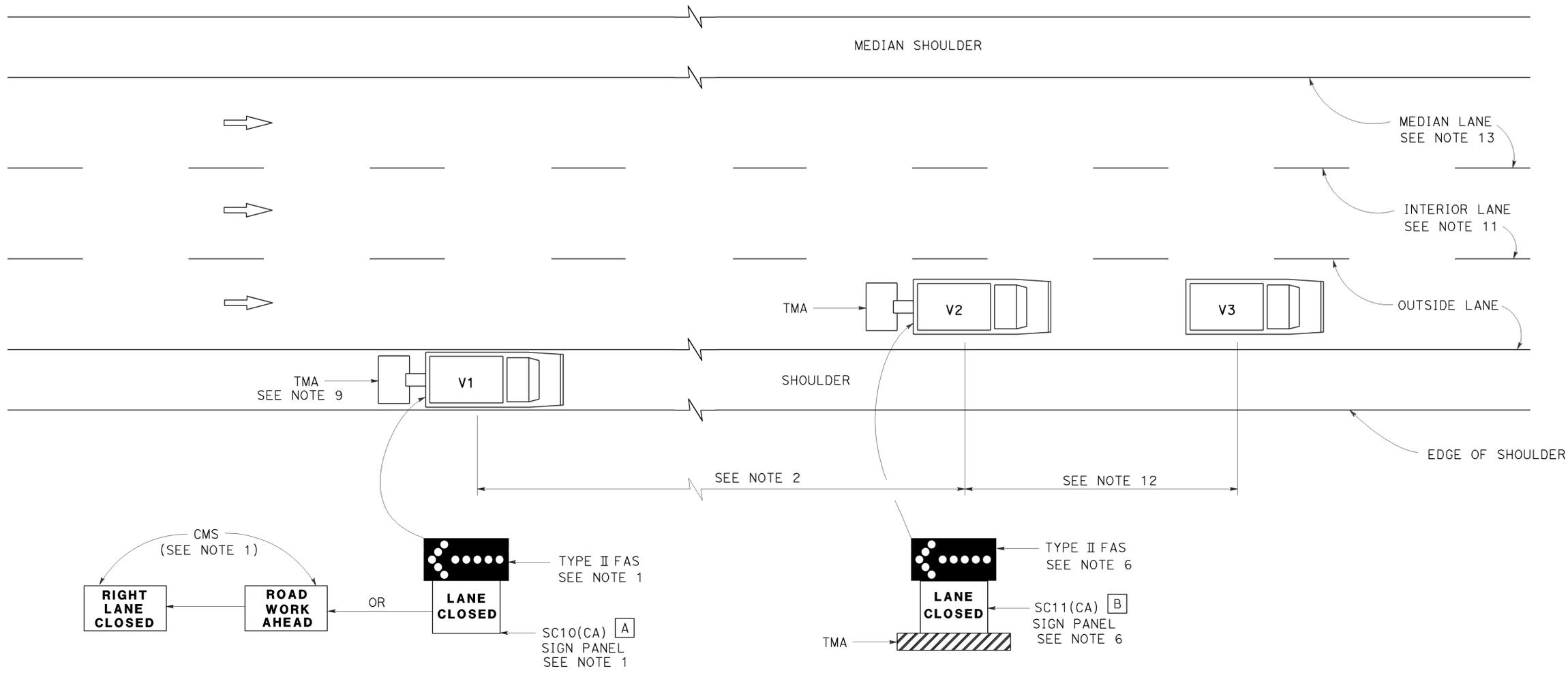
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR RAMP CLOSURE**
 NO SCALE

RSP T14 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T14
 DATED MAY 20, 2011 - PAGE 242 OF THE STANDARD PLANS BOOK DATED 2010.
REVISED STANDARD PLAN RSP T14

2010 REVISED STANDARD PLAN RSP T14



TO ACCOMPANY PLANS DATED 7-29-13



SIGN PANEL SIZE (Min)

- A 66" x 36"
- B 54" x 42"

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
-  FLASHING ARROW SIGN (FAS)
- CMS CHANGEABLE MESSAGE SIGN
- TMA TRUCK-MOUNTED ATTENUATOR

**MOVING LANE CLOSURE ON MEDIAN LANE OR
OUTSIDE LANE OF MULTILANE HIGHWAYS**

NOTES:

1. Either a changeable message sign or a SC10(CA) sign panel and a Type II flashing arrow sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "RIGHT LANE CLOSED" message. For median lane closure, the flashing arrow symbol shall be reversed with the arrowhead on the right and the changeable message sign shall show "LEFT LANE CLOSED".
2. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
3. A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
4. Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
5. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
6. Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2. For median lane closure the flashing arrow sign symbol shall be displayed with the arrowhead on the right.
7. All vehicles used for lane closures shall be equipped with two-way radios, and the vehicle operators shall maintain communication during the work or application operation.
8. All vehicles shall be equipped with flashing or rotating amber lights.
9. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.
10. Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11, etc., as applicable) shall be used instead of this plan.
11. For moving lane closure on interior lane of multilane highways, use Revised Standard Plan T16.
12. The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.
13. When the work/application vehicle V3 occupies the median lane, sign vehicle V1 should drive in the median shoulder and indicate left lane closed ahead.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL SYSTEM
FOR MOVING LANE CLOSURE
ON MULTILANE HIGHWAYS**

NO SCALE

RSP T15 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T15
DATED MAY 20, 2011 - PAGE 243 OF THE STANDARD PLANS BOOK DATED 2010.

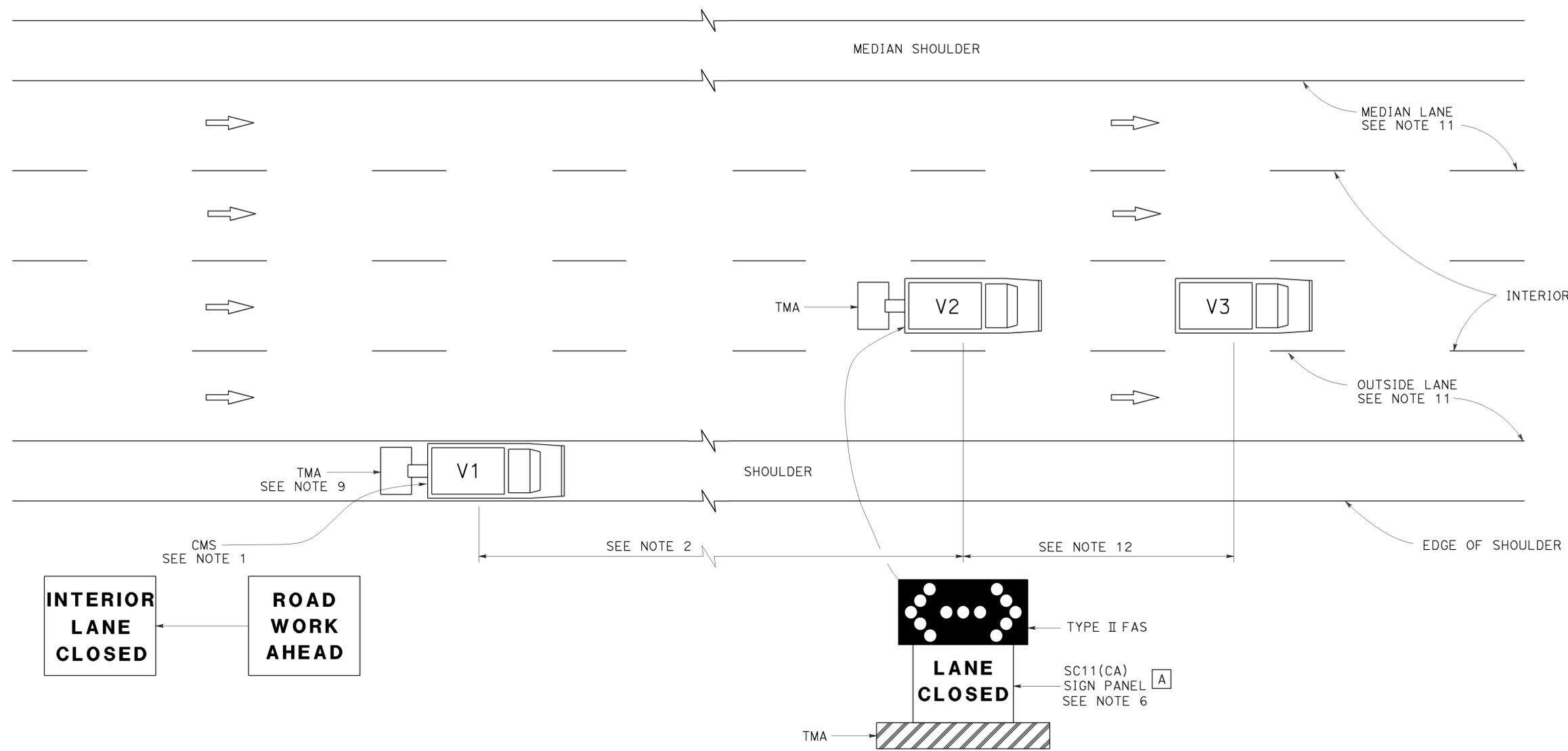
REVISED STANDARD PLAN RSP T15

2010 REVISED STANDARD PLAN RSP T15

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Son	101	29.3/R38.7	15	15

Gurinderpal Bhullar
 REGISTERED CIVIL ENGINEER
 April 19, 2013
 PLANS APPROVAL DATE
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TO ACCOMPANY PLANS DATED 7-29-13



SIGN PANEL SIZE (Min)

A 54" x 42"

LEGEND

- V1 SIGN VEHICLE
- V2 SHADOW VEHICLE
- V3 WORK/APPLICATION VEHICLE
- FLASHING ARROW SIGN (FAS) IN FLASHING DOUBLE ARROW MODE
- CMS CHANGEABLE MESSAGE SIGN
- TMA TRUCK-MOUNTED ATTENUATOR

MOVING LANE CLOSURE ON INTERIOR LANE OF MULTILANE HIGHWAYS

NOTES:

1. A changeable message sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be sequenced to show the "ROAD WORK AHEAD" message first, followed by the "INTERIOR LANE CLOSED" message. The message "CENTER LANE CLOSED" may be used in place of the "INTERIOR LANE CLOSED" message.
2. If traffic queues develop, sign vehicle V1 should be positioned upstream from the end of queue. Sign vehicle V1 shall be positioned where highly visible when shoulders are not available.
3. A minimum sight distance of 1500' should be provided in advance of sign vehicle V1.
4. Sign vehicle V1 should remain at the beginning of horizontal or vertical curves until the other vehicles (V2 and V3) are far enough beyond the curve to resume the minimum sight distance of 1500'.
5. Vehicle-mounted sign panels shall have Type III or above retroreflective sheeting, black on white, or black on fluorescent orange, with 6" minimum series D letters per Caltrans sign specifications.
6. Shadow vehicle V2 shall be equipped with a truck-mounted attenuator. The sign panel shown and a Type II flashing arrow sign shall be mounted on the rear of shadow vehicle V2.
7. All vehicles used for lane closures shall be equipped with two-way radios, and the vehicle operators shall maintain communication during the work or application operation.
8. All vehicles shall be equipped with flashing or rotating amber lights.
9. If sign vehicle V1 encroaches into the traffic lane due to insufficient shoulder width, sign vehicle V1 shall be equipped with a truck-mounted attenuator. Sign vehicle V1 shall stay as close to the edge of shoulder as practicable.
10. Where workers would be on foot in the work area, a stationary type lane closure (Revised Standard Plan T10, T11 etc., as applicable) shall be used instead of this plan.
11. For moving lane closure on median lane or outside lane of multilane highways, use Revised Standard Plan T15.
12. The spacing between work vehicle(s) and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL SYSTEM
 FOR MOVING LANE CLOSURE
 ON MULTILANE HIGHWAYS**
 NO SCALE

RSP T16 DATED APRIL 19, 2013 SUPERSEDES STANDARD PLAN T16 DATED MAY 20, 2011 - PAGE 244 OF THE STANDARD PLANS BOOK DATED 2010.

REVISED STANDARD PLAN RSP T16

2010 REVISED STANDARD PLAN RSP T16