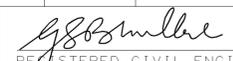




|      |        |       |                          |           |              |
|------|--------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 08   | Riv    | 215   | R9.2/R15.4               | 12        | 12           |

  
 REGISTERED CIVIL ENGINEER  
 July 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 12-11-14

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 | X                                   | Y       | 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  |
| 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.

**1** ADDED PER ADDENDUM No. 1 DATED DECEMBER 11, 2014

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL SYSTEM TABLES  
 FOR LANE AND RAMP CLOSURES**

NO SCALE

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

**REVISED STANDARD PLAN RSP T9**

2010 REVISED STANDARD PLAN RSP T9