NOTES:

1. A changeable message sign shall be mounted on the rear of sign vehicle V1. The changeable message sign shall be positioned upstream from the end of queue (V2 and V3 are far enough beyond the curve to resume the minimum sight distance of 1500').

2. If traffic queues develop, sign vehicle V2 shall 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 vehicle(s) (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 I or above retroreflective sheeting, black on white, 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 I 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