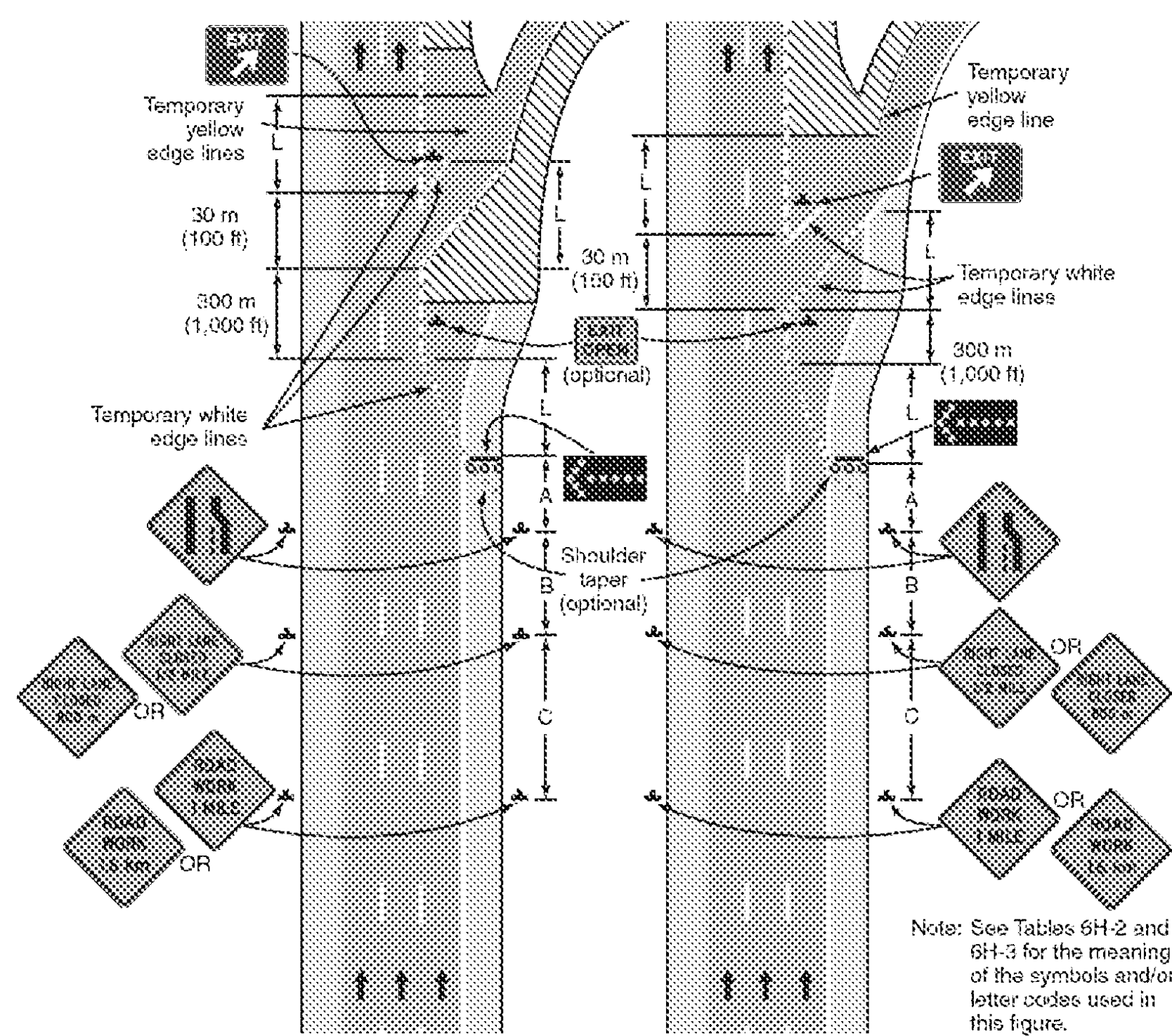


Figure 6H-42. Work in Vicinity of Exit Ramp (TA-42)



Typical Application 42

Notes for Figure 6H-42—Typical Application 42  
Work in Vicinity of Exit Ramp

Guidance:

1. The guide signs should indicate that the ramp is open, and where the temporary ramp is located. However, if the ramp is closed, guide signs should indicate that the ramp is closed.
2. When the exit ramp is closed, a black on orange EXIT CLOSED panel should be placed diagonally across the interchange/intersection guide signs.
3. The design criteria contained in the AASHTO "Policy on the Geometric Design of Highways and Streets" should be used for determining the alignment (see Section 1 A.11).

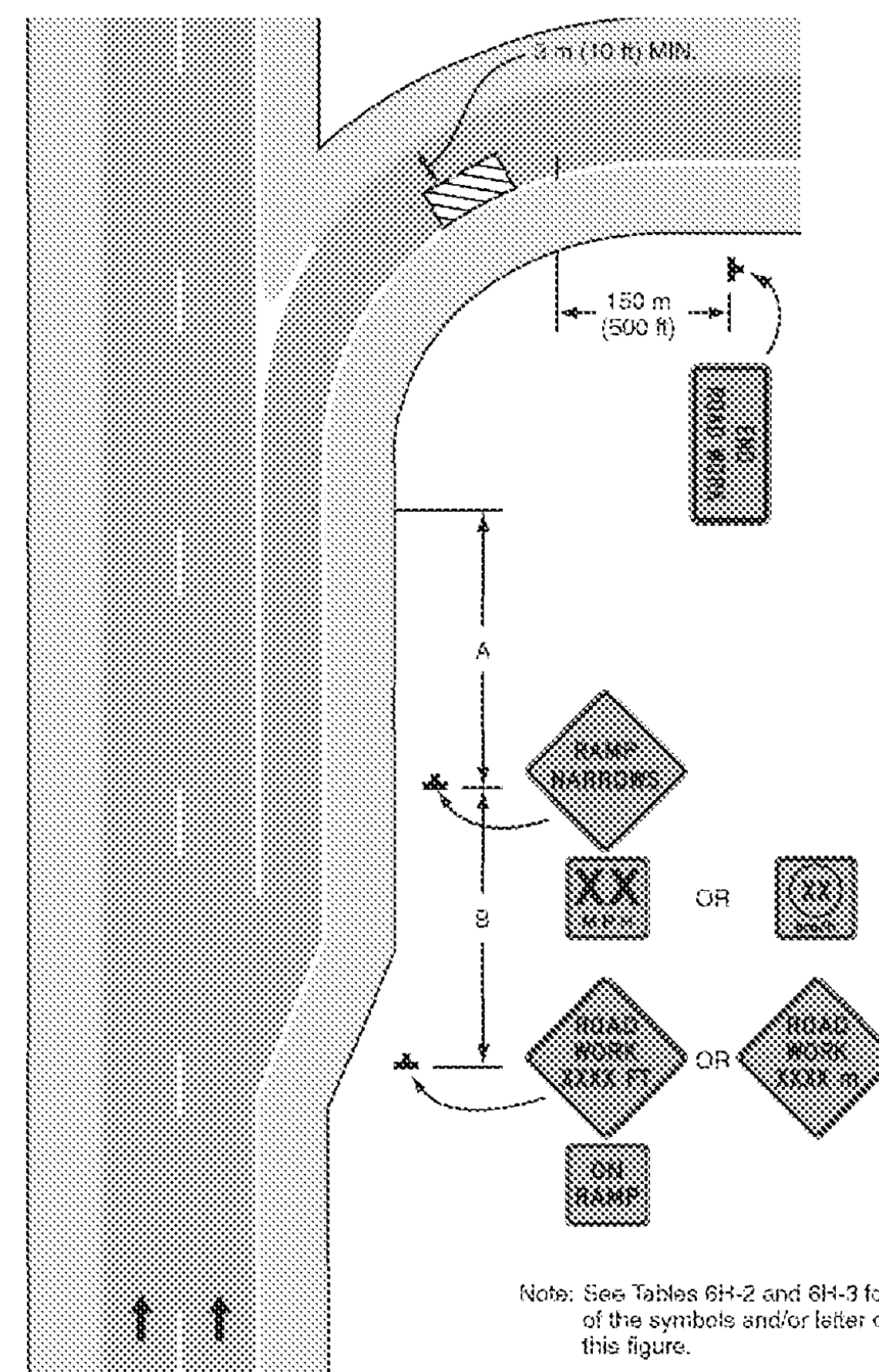
Standard:

4. A temporary EXIT sign shall be located in the temporary gore. For better visibility, it shall be mounted a minimum of 2.1 m (7 ft) from the pavement surface to the bottom of the sign.

Option:

5. An alternative procedure that may be used is to channelize exiting vehicular traffic onto the right shoulder and close the lane as necessary.

Figure 6H-43. Partial Exit Ramp Closure (TA-43)



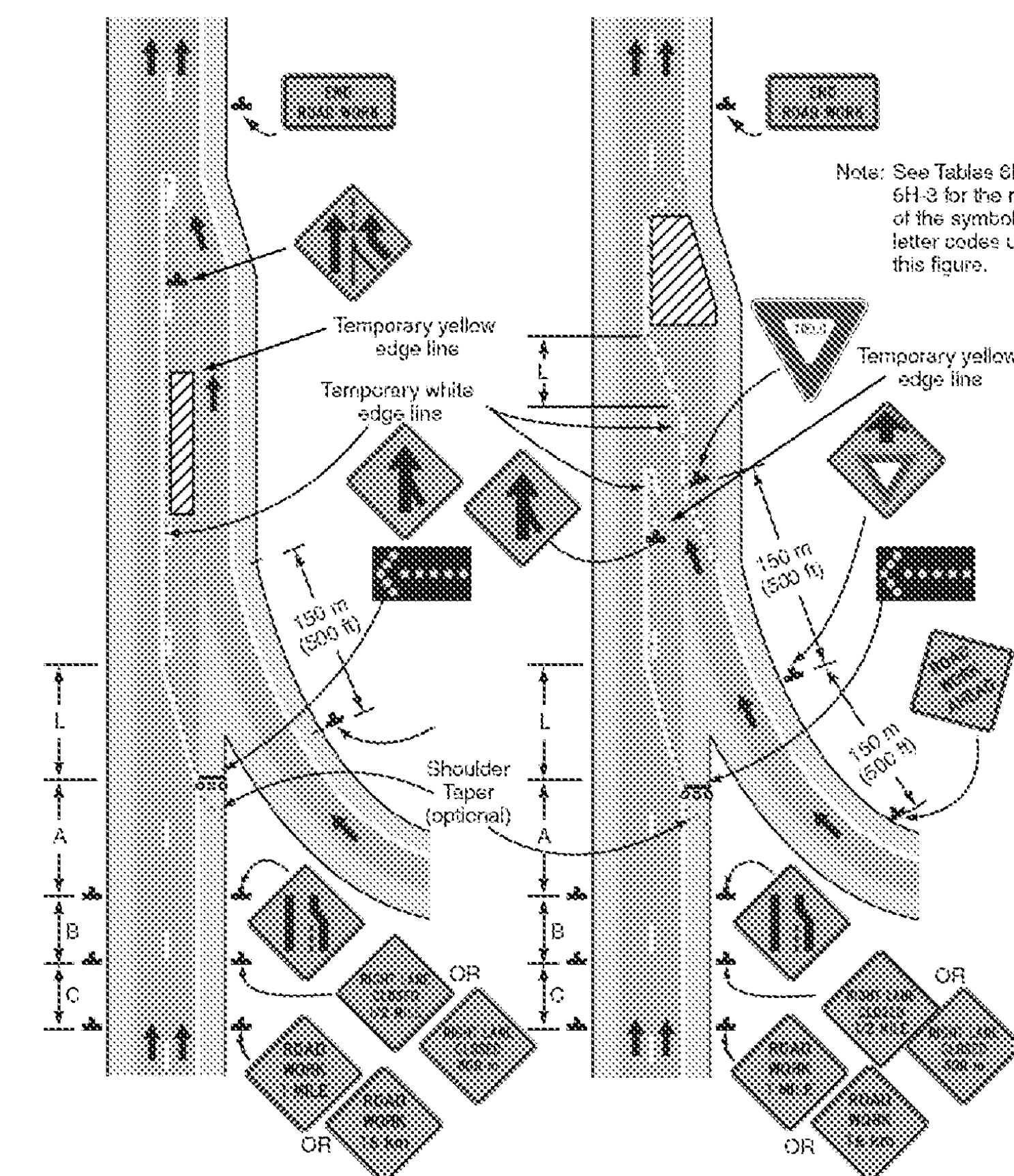
Typical Application 43

Notes for Figure 6H-43—Typical Application 43  
Partial Exit Ramp Closure

Guidance:

1. Truck off-tracking should be considered when determining whether the minimum lane width of 3 m (10 ft) is adequate (see Section 6G.07).

Figure 6H-44. Work in Vicinity of Entrance Ramp (TA-44)



Typical Application 44

Notes for Figure 6H-44—Typical Application 44  
Work in Vicinity of Entrance Ramp

Guidance:

1. An acceleration lane of sufficient length should be provided whenever possible as shown on the left diagram.

Standard:

2. For the information shown on the diagram on the right side of the typical application, where inadequate acceleration distance exists for the temporary entrance, the YIELD sign shall be replaced with STOP signs (one on each side of the approach).

Guidance:

3. When used, the YIELD or STOP sign should be located so that ramp vehicular traffic has adequate sight distance of oncoming mainline vehicular traffic to select a reasonably safe gap in the mainline vehicular traffic flow. Also, a longer acceleration lane should be provided beyond the sign to reduce the gap size needed. If insufficient gaps are available, consideration should be given to closing the ramp.
4. Where STOP signs are used, a temporary stop line should be placed across the ramp at the desired stop location.
5. The mainline merging taper with the arrow panel at its starting point should be located sufficiently in advance so that the arrow panel is not confusing to drivers on the entrance ramp, and so that the mainline merging vehicular traffic from the lane closure has the opportunity to stabilize before encountering the vehicular traffic merging from the ramp.
6. If the ramp curves sharply to the right, warning signs with Advisory Speed Limits located in advance of the entrance terminal should be placed in pairs (one on each side of the ramp).

Option:

7. A Type B high-intensity warning flasher with a red lens may be placed above the STOP sign.
8. Where the acceleration distance is significantly reduced, a supplemental plaque may be placed below the YIELD AHEAD sign reading NO MERGE AREA.

**TRAFFIC CONTROL  
DETAILS  
SHEET 5**

PROJECT NAME: ROYALTON-MIDDLESEX

PROJECT NUMBER: IMG SIGN(19)

FILE NAME: z09a020+cp.dgn

PLOT DATE: 8/12/2009

PROJECT LEADER: CRB

DRAWN BY: JJB

DESIGNED BY: JJB

CHECKED BY: BDB

CLD REF. NO.: 09-0106

SHEET 162 OF 163