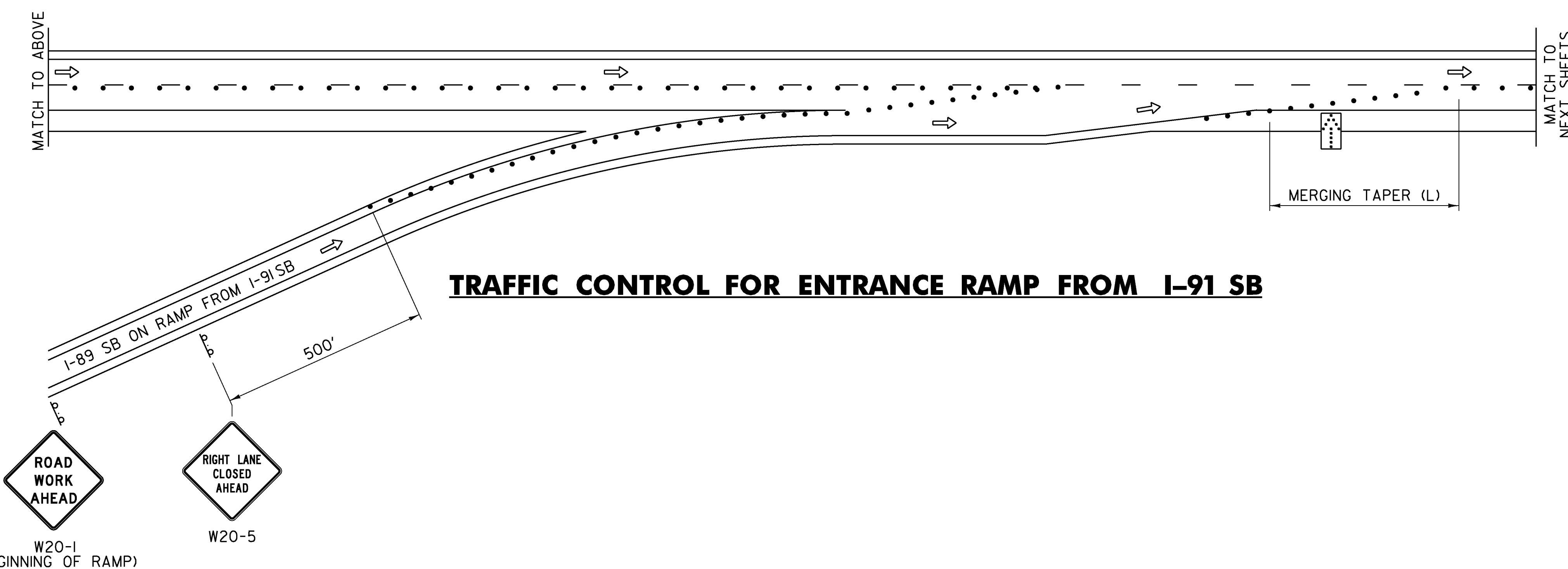


TRAFFIC CONTROL FOR EXIT RAMP TO I-91



TRAFFIC CONTROL FOR ENTRANCE RAMP FROM I-91 SB

GENERAL NOTES:

1. ALL WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS, IN ADDITION TO VEHICLE HAZARD LIGHTS.
2. A UNIFORMED TRAFFIC OFFICER SHALL BE PRESENT DURING ENTRANCE AND EXIT RAMP PAVEMENT MARKING.
3. CONE SPACING SHALL BE TWICE THE SPEED LIMIT, IN FEET.
4. THE NUMBER OF CHANNELIZING DEVICES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
5. ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
6. HAND WORK MUST BE PERFORMED WITH A SPOTTER AT ALL TIMES.
7. TRAFFIC CONTROL DEVICES SHALL BE PLACED A MINIMUM OF TWO FEET OUTSIDE OF THE AREA BEING PAINTED ON ENTRANCE AND EXIT RAMP.
8. AT ENTRANCE RAMP: THE "YIELD" (RI-2) SIGN SHALL BE PLACED AT THE THEORETICAL GORE TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING MAINLINE VEHICULAR TRAFFIC.

LEGEND

- ⇒ FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- ▣ FLASHING ARROW PANEL

TRAFFIC CONTROL FOR DIVIDED HIGHWAY

PROJECT NAME: HARTFORD	PLOT DATE: 25-JUL-2013
PROJECT NUMBER: IM 089-1(60)	DRAWN BY: P. BEYOR
FILE NAME: /IIA306/DESIGN/DIIA306TRF.DGN	CHECKED BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	TEMPORARY TRAFFIC CONTROL SHEET #4
	SHEET 8 OF 10