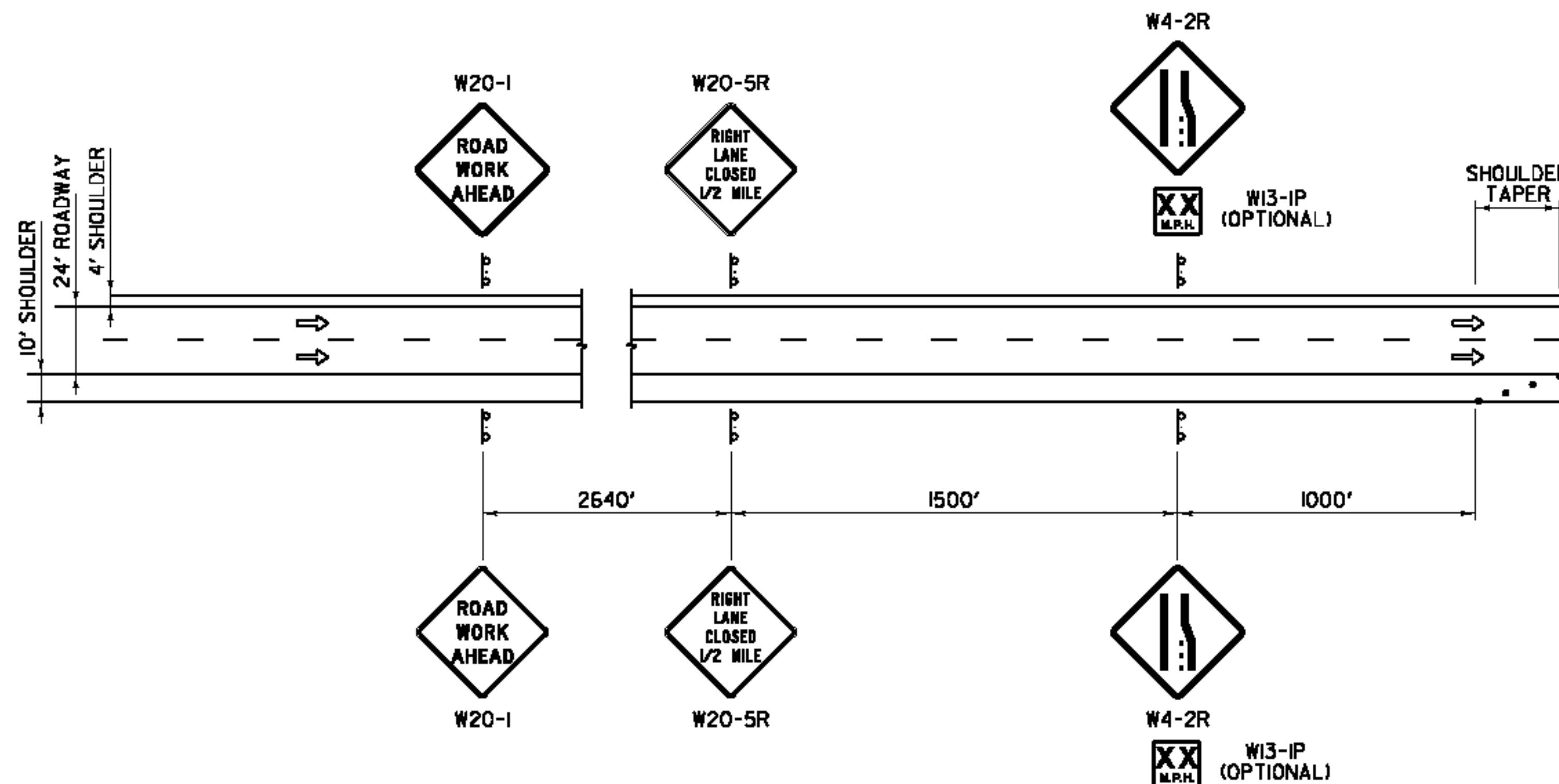
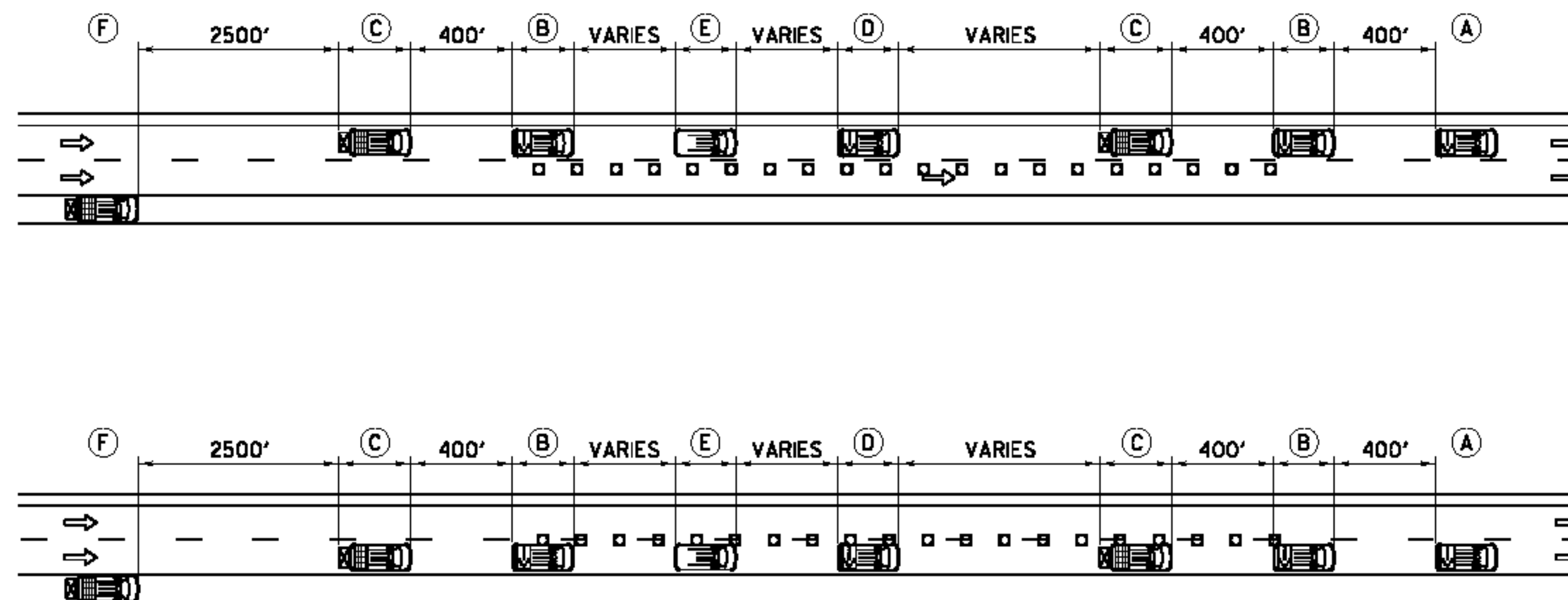
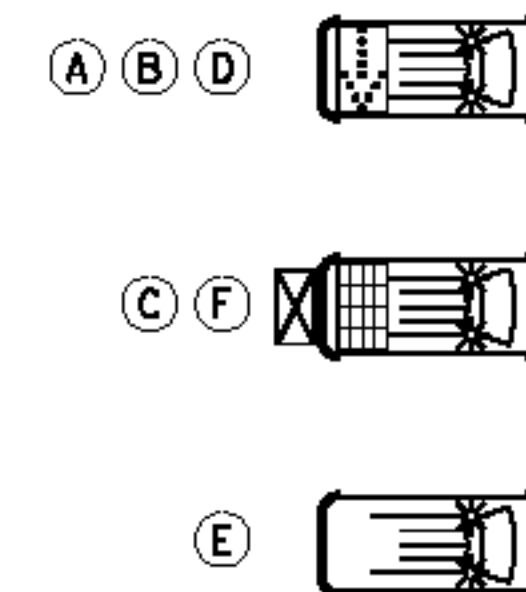




APPROACH SIGNING FOR RAMP



EDGE LINE MARKING OPERATION



OPERATION VEHICLE SYMBOLOGY

LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- CONE
- ⬢ FLASHING ARROW PANEL
- ▢ CHANGEABLE MESSAGE BOARD
- ⊠ TRUCK MOUNTED ATTENUATOR
- ⬢ PAVEMENT MARKING OPERATION VEHICLE
- (A) PAVEMENT MARKING VEHICLE WITH FLASHING ARROW PANEL
- (B) CONE TRUCK WITH FLASHING ARROW PANEL
- (C) PROTECTION VEHICLE WITH CHANGEABLE MESSAGE SIGN AND TRUCK MOUNTED ATTENUATOR
- (D) SUPPLY TRUCK WITH FLASHING ARROW PANEL AND MOUNTED SIGN (OPTIONAL)
- (E) UNIFORMED TRAFFIC OFFICER (OPTIONAL)
- (F) ADVANCED WARNING VEHICLE WITH CHANGEABLE MESSAGE SIGN AND TRUCK MOUNTED ATTENUATOR

GENERAL NOTES:

1. ALL WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS, IN ADDITION TO VEHICLE HAZARD LIGHTS.
2. CONE SPACING SHALL BE TWICE THE SPEED LIMIT, IN FEET.
3. THE SECOND CONE TRUCK SHALL NOT RETRIEVE CONES UNTIL THE NEW PAVEMENT MARKINGS ARE DRY.
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. CONE VEHICLES SHALL HAVE CAGES TO PROTECT THE PERSON PLACING AND RETRIEVING CONES.
7. APPROACH SIGNING IS FOR MAINLINE CLOSURE AT ENTRANCE RAMP AND EXIT RAMP AND WHEN THE ADVANCED WARNING VEHICLE IS NOT USED, APPROACH SIGNING SHALL BE USED FOR THE APPROPRIATE LANE CLOSURE. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER.
8. RAMP SIGNING SHALL BE IN PLACE PRIOR TO BEGINNING MAINLINE PAVEMENT MARKING OPERATIONS.
9. MAXIMUM ALLOWABLE LANE CLOSURE IS THREE MILES.

OTHER STDS. REQUIRED: T-1, T-12, T-23

REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
W.A.C.M.
HIGHWAY SAFETY & DESIGN ENGINEER
Robert F. Schmitt
DIRECTOR OF PROGRAM DEVELOPMENT
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FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL FOR PAVEMENT MARKING ON DIVIDED HIGHWAY



STANDARD
T-22