

Notes for Figure 6H-44—Typical Application 44 Work in the Vicinity of an 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-hand 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 an acceptable gap in the mainline vehicular traffic flow, but should not be located so far forward that motorists will be encouraged to stop in the path of the mainline traffic. 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 board at its starting point should be located sufficiently in advance so that the arrow board 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 speeds located in advance of the entrance terminal should be placed in pairs (one on each side of the ramp).*

Option:

7. A Stop Beacon (see Section 4L.05) or 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.

Standard:

9. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Option:

The Caltrans' Standard Plan T10, T10A and T14 may be used instead of this typical application.

Support:

See Section 1A.11 for information regarding this publication.

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

