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Disapproved, June 8, 1965.

Sec. 14-298-2.

Repealed, November 5, 1999.

Sec. 14-298-3.

Repealed, June 24, 1969.

Sec. 14-298-3a. Traffic control devices and measures at grade crossings

Traffic control devices and traffic control measures shall be installed on state highways at railroad grade crossings as prescribed by the state traffic commission. The violation of this regulation shall come within the intent of section 14-314 of the 1969 supplement to the general statutes.

(Effective June 24, 1969)

Secs. 14-298-4—14-298-56.

Repealed, November 3, 1981.

Secs. 14-298-57—14-298-110.

Repealed, April 24, 1973.

Secs. 14-298-111—14-298-147.

Repealed, November 3, 1981.

Secs. 14-298-148—14-298-148a.

Repealed, August 29, 1973.

Secs. 14-298-149—14-298-205.

Repealed, November 3, 1981.

Secs. 14-298-206—14-298-234.

Repealed, May 17, 1973.

The Use of Limited Access State Highways

Sec. 14-298-235. Speed

The maximum speed limit for all vehicles on limited access state highways shall be 55 miles per hour, except as otherwise established by the State Traffic Commission.

(Effective November 20, 1975; amended November 5, 1999)

Sec. 14-298-236. Definitions

As used in sections 14-298-237 to 14-298-252, inclusive, the following terms shall be construed as follows:

(a) ''camper'' means any motor vehicle primarily equipped, designed, converted or used for private living quarters by one or more individuals;

(b) ''commercial motor vehicle'' means any motor vehicle designed for the transportation of merchandise or freight and bearing commercial motor vehicle registration;

(c) ''commission'' means state traffic commission;

(d) ''commissioner'' means commissioner of transportation;

(e) ''emergency vehicle'' means all police and ambulance vehicles and fire apparatus responding to an official call or performing an actual service;

(f) ''highway right-of-way'' means the entire area, including highways, bridges, buildings, structures and lands encompassed by the lateral property lines purchased and owned by the state for the construction and maintenance of highways, bridges and access to service facilities. Where ''highway'' is used herein, it shall be interpreted as meaning or including the highway right-of-way;

(g) ''limited access state highway'' means any state highway so designated under the provisions of section 13-27 of the general statutes of Connecticut, as revised, so as to allow access only at highway intersections or designated points;

(h) ''median divider'' means the portion of a divided highway separating the traveled ways for traffic in opposite directions;

(i) ''motor scooter'' or ''motorized bicycle'' means any motor vehicle having a saddle or seat for the use of the operator and designed to travel on not more than three wheels in contact with the ground at a maximum sustained speed of less than fifty-five miles per hour;

(j) ''motor vehicle'' means any vehicle propelled or drawn by motor power, specifically designated for transportation of passengers or commodities, not including agricultural tractors or farm implements, electric wheel chairs, motorized bicycles and motor scooters;

(k) ''parked vehicle'' means a motor vehicle in a stationary position within the limits of the highway right of way;

(*l*) ''parkway'' means any state highway receiving special treatment in landscaping and marginal planting, especially designed for, and devoted exclusively to, the use and accommodation of noncommercial motor vehicle traffic, and to which access may be allowed only at highway intersections designated by the commissioner and designed by him so as to eliminate cross traffic of vehicles;

(m) ''passenger motor vehicle'' means a motor vehicle designed and used for the purpose of transporting persons with their necessary personal belongings;

(n) ''passenger and commercial motor vehicle'' means a motor vehicle designed for use and used for passenger and commercial purposes;

(o) ''pedestrian'' means any person on foot;

(p) ''shoulder'' means that portion of a highway for emergency use immediately adjacent and contiguous to the travel lanes;

(q) ''travel lane'' means that portion of the highway for the forward movement of a single line of vehicles;

(r) ''wrecker or wrecker vehicle'' means a vehicle which is properly registered, designed, equipped and used exclusively for the purpose of towing for compensation wrecked or disabled motor vehicles.

(Effective June 3, 1976)

Sec. 14-298-237. Compliance

All persons using limited access state highways shall comply with the commission rules and regulations, signs, signals and markings except as follows:

(a) When engaged in official duties, personnel of the commission, department of transportation, motor vehicle department, state and local police departments and operators of emergency vehicles shall be exempt from these regulations;

(b) Contractors and their employees engaged in construction, maintenance and/or landscaping or surveys directly related to traffic with the written approval of the

commissioner or his authorized representative shall be exempt from these regulations.
(Effective June 3, 1976)

Sec. 14-298-238. Restricted use of limited access state highways

The following are prohibited from entry upon and use of the highway right of way of the parkways and other limited access state highways;

(a) Pedestrians, except during emergencies or except on facilities specifically provided therefore;

(b) Animals, other than in vehicles and horses ridden or led on bridle paths provided by proper authorities;

(c) Bicycles, except on paths specifically provided therefore;

(d) Motorized bicycles and motor scooters;

(e) Vehicles drawn or propelled other than by motor power;

(f) Self-propelled or drawn construction and agricultural equipment or equipment not designed or employed in general highway transportation, except contractors' vehicles performing in accordance with department of transportation contracts directly connected with the facility and only via the nearest entrance to and exit from the work site;

(g) Vehicles in tow by a non-rigid connection;

(h) Vehicles with car top loads which extend beyond the lateral limits of the vehicle.
(Effective June 3, 1976)

Sec. 14-298-239. Slow vehicles

Vehicles unable to maintain a reasonable speed shall be driven within the extreme right travel lane of the highway and removed from the highway at the nearest exit.
(Effective June 3, 1976)

Sec. 14-298-240. Disabled vehicles

Disabled vehicles shall be immediately removed from the travel lanes and shall be removed from the highway as promptly as possible by the owner or his agent, or by a law enforcement agency at the owner's expense. Such vehicles shall be towed by duly authorized and properly equipped wrecker vehicles, using a rigid tow bar and shall use the extreme right hand travel lane.
(Effective June 3, 1976)

Sec. 14-298-241. Parking in highway right of way

No person shall allow his vehicle to remain standing or parked within the highway right-of-way except in areas provided for this purpose and in obedience to signs, signals or the directions of officers.
(Effective June 3, 1976)

Sec. 14-298-242. Picking up or discharging passengers

Picking up or discharging passengers within the highway right-of-way is prohibited except in areas designed for such purposes.
(Effective June 3, 1976)

Sec. 14-298-243. Hitchhiking

(a) Hitchhiking, soliciting of rides and loitering are prohibited within the highway right of way.

(b) The picking up of hitchhikers within the highway right of way is prohibited.
(Effective June 3, 1976)

Sec. 14-298-244.

Repealed, November 5, 1999.

Sec. 14-298-245. Prohibited movements

(a) ''U'' turns and crossing the median divider are prohibited.

(b) Backing of vehicles on the highway is prohibited.

(c) No vehicle shall be operated in a direction contrary to the normal or directed flow of traffic.

(Effective June 3, 1976)

Sec. 14-298-246. Caravans

Vehicles traveling in caravan, convoy or cortege shall use the extreme right travel lane provided for traffic.

(Effective June 3, 1976)

Sec. 14-298-247. Picnicking and camping

(a) Picnicking or the lighting of fires is prohibited except at locations provided.

(b) Camping, hunting or shooting within the highway right of way is prohibited.

(Effective June 3, 1976)

Sec. 14-298-248. Sale or distribution of goods

No person, firm or corporation shall distribute, sell or offer for sale any goods within the highway right of way except at facilities provided and as set forth in contracts with the commissioner.

(Effective June 3, 1976)

Sec. 14-298-249. Restricted use of parkways

The following are prohibited from entry upon and use of the highway right of way of those limited access state highways designated as parkways:

(a) commercial motor vehicles;

(b) trailers;

(c) all towed vehicles except as provided in section 14-298-240;

(d) buses;

(e) hearses when part of a procession or cortege;

(f) vehicles bearing other than passenger, camper, taxicab, vanpool, or hearse registrations and those vehicles bearing combination registrations which have a gross weight in excess of seventy-five hundred pounds;

(g) vehicles whose dimensions, including any load, exceed one of the following: Length—twenty-four feet, width—seven feet, six inches, height—eight feet.

(Effective November 23, 1984)

Sec. 14-298-250. Authorized tasks

Persons may, with written permission of the commission perform such tasks on a limited access state highway as are authorized in said written permission subject to such restrictions as set forth by the commission. A copy of said written permission shall be carried by such persons.

(Effective June 3, 1976)

Sec. 14-298-251. Parkway permits

Permits for entry upon and use of the parkways by vehicles normally excluded therefrom may be issued by the commission when, in its opinion, the interests of public necessity are served thereby. Such permits shall be in writing and shall specify the period of validity of such permit, the parkway or portion thereof and

the identity of the vehicle concerned. A copy of the permit shall be carried in the vehicle.

(Effective June 3, 1976)

Sec. 14-298-252. Emergency permission

When emergency requires, the state police commissioner or his authorized representative may grant permission for the use of the parkways by vehicles normally excluded therefrom. Such permission shall designate the vehicle or vehicles and shall specify the portion of the parkways over which travel will be permitted.

(Effective June 3, 1976)

Secs. 14-298-253—14-298-259.

Repealed, June 3, 1976.

Sec. 14-298-260.

Repealed, June 24, 1969.

Sec. 14-298-260a.

Repealed, April 20, 1971.

Sec. 14-298-260b.

Repealed, May 16, 1972.

Sec. 14-298-260c.

Repealed, May 22, 1973.

Sec. 14-298-260d.

Repealed, April 26, 1976.

Sec. 14-298-260e.

Repealed, June 27, 1977.

Sec. 14-298-260f.

Repealed, July 17, 1978.

Sec. 14-298-260g.

Repealed, June 20, 1979.

Sec. 14-298-260h.

Repealed, April 7, 1980.

Sec. 14-298-260i.

Repealed, April 14, 1981.

Sec. 14-298-260j.

Repealed, April 27, 1982.

Sec. 14-298-260k.

Repealed, November 5, 1999.

LARGE VOLUME TRAFFIC GENERATORS

Sec. 14-298-261.

Repealed, August 4, 1970.

Sec. 14-298-261a.

Repealed, March 26, 1981.

USE OF STATE HIGHWAYS FOR PARADES AND OTHER SPECIAL EVENTS

Sec. 14-298-262. Use of state highways

(a) As used in this section ‘‘special event’’ means a gathering of persons assembled for patriotic, religious, athletic, political, memorial or civic purposes.

(b) The legal traffic authority of any municipality shall obtain permission from the state traffic commission to use a state highway for a parade, a bike-a-thon, a walk-a-thon, or a special event.

(c) Such required permission shall be requested not less than ninety (90) days prior to the scheduled event.

(d) The state traffic commission shall in cooperation with the legal traffic authority and/or state police, determine the necessity for an alternate route for through traffic on state highways, the location and type of traffic control devices and for uniform traffic personnel required.

(e) The legal traffic authority shall be responsible for seeing that all requirements of the state traffic commission are complied with and all emergency services and public utilities which could be affected are notified.

(f) The state traffic commission may waive any one or more of the above requirements upon showing of justification for such action.

(Effective January 24, 1975)

Sec. 14-298-263. Description of organization

The State Traffic Commission, which derives its authority from Section 14-298 of the Connecticut General Statutes, is composed of the Commissioner of Transportation, Commissioner of Motor Vehicles and Commissioner of Public Safety and was established to provide for a uniform system of traffic control signal devices, signs and markings consistent with the provisions of Chapter 249 of the Connecticut General Statutes.

The Executive Director of the Commission has the responsibility of the operation of the State Traffic Commission office and related functions duly delegated to him by the Commission.

The State Traffic Commission office processes all traffic regulatory matters investigated by the Department of Transportation, in conjunction with the Department of Motor Vehicles, the Department of Public Safety and the Legal Traffic Authorities of the municipalities. Reports and recommendations are submitted by the Department of Transportation - Bureau of Engineering and Highway Operations - Division of Traffic Engineering to the State Traffic Commission for review at its regularly scheduled monthly meetings.

(Effective December 3, 1996)

Sec. 14-298-264. Official address

All communications should be addressed to Executive Director, State Traffic Commission, P. O. Box 317546, 2800 Berlin Turnpike, Newington, CT 06131-7546.

(Effective December 3, 1996)

Sec. 14-298-265. Public inspection

In addition to publication of the adoption, amendment or repeal of regulations pursuant to Public Act 854, Section 3, of the 1971 General Assembly, a compilation of all regulations, policy statements, final orders, decisions and opinions is available for public inspection at the State Traffic Commission office.

(Effective December 3, 1996)

Sec. 14-298-266. Legal traffic authority

All formal requests for traffic studies of a regulatory nature should be made through the Legal Traffic Authority of each municipality. A copy of the list of legal traffic authorities is available from the commission's office.

(Effective August 29, 1972)

RULES OF PRACTICE

Sec. 14-298-267. Course and methods of operation: Rules of practice for procedures available; blanket approval

(a) **Traffic signal permits**

Application forms for traffic signal permits are available from the State Traffic Commission office. Pursuant to Section 14-299 of the Connecticut General Statutes, permits for the installation of approved traffic control signal lights are issued to the traffic authority having jurisdiction.

(b) **Speed limit certificates**

Application forms for speed limit certificates are available from the State Traffic Commission. Pursuant to Section 14-218a of the Connecticut General Statutes, speed limit certificates are issued to the local municipalities for approved speed limits on town roads and speed limits are also established on any state highway, bridge or parkway built or maintained by the state.

(c) **No Passing zones**

No Passing zones on state highways are recommended by engineering study and pursuant to Section 14-234 of the Connecticut General Statutes approved by the Commission and indicated by appropriate signs and/or markings.

(d) **Through truck routes**

Pursuant to Section 14-298 of the Connecticut General Statutes the Commission makes regulations, in cooperation and agreement with local traffic authorities, respecting the use by through truck traffic of streets and highways within the limits of and under the jurisdiction of, any city, town or borough of the state for protection and safety of the public.

(e) **Certificate for traffic generator**

Upon proper application and subsequent investigation, certificates for traffic generators, as described in Section 14-312-1 of State Traffic Commission regulations, are issued upon approval pursuant to Section 14-311, 14-311a, and 14-311c of the Connecticut General Statutes.

(f) **Miscellaneous permits**

Pursuant to Section 14-298 of the Connecticut General Statutes, the following permits are issued: (1) to perform such tasks as are authorized in written permission on a state highway subject to such restrictions as are set forth by the commission as cited in Section 14-298-250 of the State Traffic Commission regulations. (2) for use of parkways by vehicles normally excluded therefrom as cited in Section 14-298-251 of the State Traffic Commission regulations. (3) for use of state highways for special events as authorized in written permission subject to such restrictions as set forth by the commission as cited in section 14-298-262 of the State Traffic Commission regulations.

(g) **State-owned properties**

Pursuant to Section 14-298 of the Connecticut General Statutes, regulations are adopted for the use of state highways and roads on state-owned properties.

(h) **Assistance to towns**

The State Traffic Commission, through the office of the Commission, aids and assists towns on all other traffic regulatory matters which come under its jurisdiction.

(i) The State Traffic Commission approves various traffic regulatory measures as defined by the federal *Manual On Uniform Traffic Control Devices,* except for those matters of a routine nature for which the commission has granted the Department of Transportation blanket approval to implement. The Commission shall retain on file a list of such items.

(Effective December 3, 1996)

Sec. 14-298-268. Petition for requesting the promulgation, amendment or repeal of regulation

The State Traffic Commission will accept petitions requesting the promulgation, amendment or repeal of a regulation of said Commission in the following form:

(1) A petition must be in writing indicating the manner in which and the date on which it is being filed at the State Traffic Commission office.

(2) The petition shall be signed by the petitioner and shall include his address for purpose of reply.

(3) The petition shall clearly state the language to be promulgated, amended or repealed.

(4) The petition may include a statement of facts and arguments in support thereof.

When the requirements of the above have been complied with, the State Traffic Commission shall promptly rule on such petition.

(Effective December 3, 1996)

Sec. 14-298-269. Petition for declaratory ruling

The State Traffic Commission will accept a petition for declaratory ruling as to the applicability of any statutory provision or of any regulation or order of the agency administered by the Commission in the following form:

(1) A petition stating the factual background of the issue must be in writing and include the date on which it is being filed in the State Traffic Commission office.

(2) The petition shall be signed by the petitioner and

shall include his address for purpose of reply.

(3) The petition shall state clearly the question of applicability upon which it seeks a ruling.

(4) The petition shall state the position of the petitioner with respect to the question of applicability.

(5) The petition may include an argument in support of the position of the petitioner with such legal citation as may be appropriate.

(Effective August 29, 1972)

Secs. 14-298-270—14-298-271. Reserved

Sec. 14-298-270(a). Through trucks exemption

Through trucks operating under a special permit issued pursuant to section 14-270 of the general statutes of Connecticut, as revised, shall be exempt from those no through truck restrictions as deemed necessary by the commissioner of transportation and as specified in the permit.

(Effective April 22, 1977)

THROUGH TRUCK TRAFFIC

Secs. 14-298-272—14-298-321.

Repealed, November 5, 1999.

Secs. 14-298-322—14-298-499. Reserved

Part

I

Signs

A

General Provisions

Sec. 14-298-500. Uniformity

(a) All regulatory and warning signs on public highways, parking lots having a capacity of 20 or more vehicles, commercial establishments and private roads shall be of the type approved by the state traffic commission.

(b) They shall conform as noted in these regulations, except that those signs that are used on interstate systems shall conform to interstate standards.

(c) Any exceptions to these regulations shall be based on an engineering study subject to approval of the state traffic commission.

(d) The Connecticut Department of Transportation's catalogue of signs may be used as a guide.

(e) All dimensions in this part are expressed in English units. Any Connecticut Department of Transportation standards, manuals and guidelines which have been developed in metric dimensions are considered equivalent.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

Sec. 14-298-501. Legal authority

(a) Traffic signs shall be placed only by the authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic.

(b) No traffic sign or its support installed for the purpose of regulating, warning or guiding traffic shall bear any message that is not essential to traffic control.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

Sec. 14-298-502. Standardization of application

(a) Each standard sign shall be displayed only for the specific purpose presented for it in these regulations.

(b) Before any new highway or any detour or temporary route is opened to traffic all necessary signs shall be in place.

(c) Signs required by road conditions or restrictions shall be removed without undue delay when those conditions cease to exist or the restrictions are withdrawn.

(Effective November 3, 1981)

Sec. 14-298-503.

Repealed, December 9, 1999.

Sec. 14-298-504. Classification of signs

(a) Regulatory signs give notice of traffic laws or regulations.

(b) Warning signs call attention to conditions on or adjacent to a highway or street that are potentially hazardous to traffic operations.

(c) Guide signs show route designations, destinations, directions, distances, services, points of interest and other geographical, recreational or cultural information.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-505. Standardization of signs

(a) In situations where messages are required other than those herein provided for, the signs should be of the same shape and color as standard signs of the same functional type.

(b) The term ''legend'' as used in these regulations includes all word messages and symbol designs that are intended to convey specific meanings. For purposes of design, borders are included as part of the sign legend.

(c) As rapidly as feasible, signs of non-standard design or application shall be replaced by new standard signs. Signs which are not dangerously inconsistent with current standards or not clearly inadequate may remain in use for a period of normal service life.

(Effective November 3, 1981)

Sec. 14-298-506. Design

(a) Uniformity in design includes shape, color, dimensions, legends and illumination or reflectorization.

(b) Standardization of these designs does not preclude further improvement by minor changes in the proportion of symbols, width of borders or layout of word messages, but all shapes and colors shall be as indicated.

(Effective November 3, 1981)

Sec. 14-298-507. Shapes

(a) The octagon shall be reserved exclusively for the STOP sign.

(b) The equilateral triangle, with one point downward, shall be reserved exclusively for the YIELD sign.

(c) The round shape shall be used for the advance warning of a railroad crossing and for the emergency evacuation route marker.

(d) The pennant shape, an isosceles triangle, with its longest axis horizontal, shall be used to warn of no passing zones.

(e) The diamond shape shall be used only to warn of existing or possible hazards either on the roadway or adjacent thereto.

(f) The rectangle, ordinarily with the longer dimension vertical, shall be used for regulatory signs, with the exception of STOP signs and YIELD signs.

(g) The rectangle, ordinarily with the longer dimensions horizontal, shall be used for guide signs, with the exception of certain route markers and recreational area guide signs.

(h) The pentagon, point up, shall be used for school advance and School Crossing signs.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-508. Colors

The colors to be used on standard signs shall be as follows:

(a) Red is used only as a background color for stop signs, multi-way supplemental plates, do-not-enter messages, wrong way signs and on Interstate route markers; as a legend color for yield signs, parking prohibition signs, the circular outline and diagonal bar prohibitory symbol.

(b) Black is used as a background on one way signs, certain weigh station signs and night speed limit signs as specified herein. Black is used as a message on white, yellow, fluorescent yellow-green and orange signs.

(c) White is used as the background for route markers, guide signs, the fallout Shelter Directional sign, and regulatory signs, except stop signs, and for the legend on brown, green, blue, black and red signs.

(d) Orange is used as a background color for construction and maintenance signs and shall not be used for any other purpose.

(e) Yellow is used as a background color for warning signs, except where orange is specified herein, and for school signs.

(f) Brown is used as a background color for guide and information signs related to points of recreational or cultural interest.

(g) Green is used as a background color for guide signs (other than those using brown or white), mileposts, and as a legend color with a white background for permissive parking regulations.

(h) Blue is used as a background color for information signs related to motorist services (including police services and rest areas) and the Evacuation Route Marker.

(i) Wherever white is specified herein as a sign color, it is understood to include silver-colored reflecting coatings or elements that reflect white light.

(j) Fluorescent yellow-green may be used instead of yellow for pedestrian warning, bicycle warning, school bus and school warning signs.

(k) Fluorescent pink may be used as an alternate background for incident management signing.

(Effective November 3, 1981; December 23, 2005)

Sec. 14-298-509. Dimensions

(a) The sign dimensions prescribed in these regulations shall be standard for application on public highways. Increases above these standard sizes are desirable where greater legibility or emphasis is needed.

(b) In expressways and freeways, special designs or large signs are prescribed. In the enlargement of signs, standard shapes and colors shall be used and standard proportions shall be retained insofar as practicable. Wherever practicable, the overall dimensions of the sign plates should be increased to 6-inch increments.

(Effective November 3, 1981)

Sec. 14-298-510. Illumination and reflectorization

Regulatory and warning signs, unless excepted in the standards covering a particular sign or group of signs, shall be reflectorized or illuminated to show the same shape and color both by day and night. All overhead sign installations should be illuminated where an engineering study shows that reflectorization will not perform effectively.

(Effective November 3, 1981)

Sec. 14-298-511. Sign borders

All signs shall have a border of the same color as the legend, at or just inside the edge. A dark border should be set in from the edge, while a white border should extend to the edge of the panel.

(Effective November 3, 1981)

Sec. 14-298-513. Supplemental beacons

A hazard identification beacon may be used only to supplement an appropriate warning or regulatory sign. The beacon shall not be included within the border of the sign, except school speed limit signs.

(Effective November 3, 1981)

Sec. 14-298-514. Height

(a) Signs erected at the side of the road in rural districts shall be mounted at a height of at least 5 feet, measured from the bottom of the sign to the near edge of the pavement.

(b) In business, commercial and residential districts where parking and/or pedestrian movement is likely to occur or where there are other obstructions to view, the clearance to the bottom of the sign shall be at least 7 feet. The height to the bottom of a secondary sign mounted below another sign may be 1 foot less than the appropriate height specified above.

(c) Directional signs on expressways shall be erected with a minimum height of 7 feet (from the level of the near edge of the pavement to the bottom of the sign). If, however, a secondary sign is mounted below another sign, the major sign shall be at least 8 feet and the secondary sign at least 5 feet above the level of the pavement edge.

(d) All route markers and warning and regulatory signs on expressways shall be at least 7 feet above the level of the pavement edge. However, where signs are placed 30 feet or more from the edge of the nearest traffic lanes for increased roadside safety, the height to the bottom of such signs may be 5 feet above the level of the pavement edge.

(e) Overhead signs shall provide a vertical clearance of not less than 17 feet over the entire width of the pavement and shoulders except where a lesser vertical clearance is used for the design of other structures. The vertical clearance to overhead sign structures or supports need not be greater than 1 foot in excess of the minimum design clearance of other structures.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-515. Lateral clearance

Signs shall have the maximum practical lateral clearance from the edge of the traveled way.

(Effective November 3, 1981)

Sec. 14-298-516. Position of signs

(a) A warning sign is placed in advance of the condition to which it calls attention.

(b) A regulatory sign normally is placed where its mandate or prohibition applies or begins.

(c) Guide signs are placed, where needed, to keep drivers well informed as to the route to their destination.

(Effective November 3, 1981)

Sec. 14-298-517. Erection

Signs should be mounted approximately at right angles to the direction of, and facing, the traffic that they are intended to serve.

(Effective November 3, 1981)

Sec. 14-298-518. Maintenance

(a) All traffic signs should be kept in proper position, clear and legible at all times.

(b) Damaged signs should be replaced without undue delay.

(Effective November 3, 1981)

B

Regulatory Signs

Sec. 14-298-519. Application of regulatory signs

(a) Regulatory signs shall be used to inform highway users of traffic laws or regulations that apply at given places or on given highways, disregard of which is punishable by law.

(b) Regulatory signs shall be erected at those locations where the regulations apply, and shall be mounted so as to be easily visible and legible to the motorist whose actions they are to govern. The message on the sign shall clearly indicate the requirements imposed by the regulation.

(c) Signs that have been erected but are no longer applicable shall be removed.
(Effective November 3, 1981)

Sec. 14-298-520. Classification of regulatory signs

(a) Right-of-way series:
1. Stop sign
2. Yield sign
(b) Speed series
(c) Movement series:
1. Turning
2. Alignment
3. Exclusion
4. One Way
(d) Parking series
(e) Pedestrian series
(f) Miscellaneous series
(Effective November 3, 1981)

Sec. 14-298-521. Design of regulatory signs

All regulatory signs shall be reflectorized or illuminated to show the same shape and color both by day and by night, unless excepted in the standards covering a particular sign or group of signs.
(Effective November 3, 1981)

Sec. 14-298-522. Stop signs

(a) STOP signs are intended for use on roadways where raffic is required to stop.

(b) The STOP sign shall be an octagon with white message and border on a red background.

(c) The standard size shall be 30 inches by 30 inches. Where greater emphasis or visibility is required, a larger size is recommended. On low- volume local streets and secondary roads with low approach speeds, a 24-inch by 24-inch size may be used.

(d) At a multiway stop intersection, a supplementary plate should be mounted just below each STOP sign. If the number of approach legs to the intersection is three or more, the numeral on the supplementary plate shall correspond to the actual number of legs, or the legend ALL-WAY may be used. The supplementary plate shall have white letters on a red background and shall have a standard size of 12 inches by 6 inches or 18 inches by 6 inches.

(e) A STOP sign beacon or beacons may be used in conjunction with a STOP sign.

(f) Secondary messages shall not be used on STOP sign faces.
(Effective November 3, 1981)

Sec. 14-298-523. Application of stop sign

(a) STOP signs should never be used on the through roadways of expressways.

(b) STOP signs shall not be erected at intersections where traffic control signals are operating.

(c) Where two main highways intersect, the STOP sign or signs would normally be posted on the minor street to stop the lesser flow of traffic. Traffic engineering

studies, however, may justify a decision to install a STOP sign or signs on the major street.

(d) For other than temporary or emergency purposes portable or part-time stop signs shall not be used.

(e) STOP signs shall not be used for speed control.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-524. Yield sign

(a) The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection.

(b) Vehicles controlled by a YIELD sign need stop only when necessary to avoid interference with other traffic that is given the right-of-way.

(c) The yield sign shall be a downward pointing, equilateral triangle having a red border band and a white interior and the word yield in red inside the border band; the border band to be 5 inches for the 36-inch sign, 6 inches for the 48-inch sign and 8 inches for the 60-inch sign.

(Effective November 3, 1981; amended December 9, 1999)

Sec. 14-298-525. Location of stop sign and yield sign

(a) A STOP sign should be erected at the point where the vehicle is to stop or as near thereto as possible, and may be supplemented with a STOP line and/or the word STOP on the pavement.

(b) A YIELD sign should be erected in the same manner, at the point where the vehicle is to stop if necessary to yield the right-of-way. Where there is a marked crosswalk on the pavement, the sign should be erected approximately 4 feet in advance of the crosswalk line nearest to approaching traffic.

(c) Where only one sign, STOP or YIELD, is used, it shall be on the right-hand side of the traffic lanes to which it applies.

(d) At an intersection where a wide throat exists on the signed approach, observance of the sign may be improved by the erection of an additional sign on the left side of the approach road, and by the use of a STOP line.

(e) Where two lanes of traffic are subject to the STOP sign, a second sign should be placed where it is visible to traffic in the inner lane. At certain channelized intersections, the additional sign may be effectively placed on a channelizing island.

(f) In no instance shall one STOP or YIELD sign be mounted above another on the same post.

(g) Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the message is out of view of traffic to which it does not apply.

(h) In the event the visibility of a STOP sign or a YIELD sign at any location is restricted, the sign shall be located as specified, and a STOP AHEAD sign or a YIELD AHEAD sign shall be erected in advance of the STOP or YIELD sign.

(Effective November 3, 1981)

Sec. 14-298-526. Speed limit sign

(a) The Speed Limit sign shall display the limit established by law, or by regulation, after an engineering and traffic investigation has been made in accordance with established traffic engineering practices.

(b) The speed limits shown shall be in multiples of 5 miles per hour.

(c) No more than three speed limits should be displayed on any one speed limit sign or assembly. Where a special speed limit applies to trucks or other vehicles,

the legend TRUCKS 40, or such similar message as is appropriate, shall be shown below the standard message or on a separate plate. When used independently, the Truck Speed sign should carry a reference to SPEED or MPH.

(d) Minimum speeds shall be displayed only in combination with the posted speed limit.

(e) The standard Speed Limit sign shall be 24 inches by 30 inches. On expressways the sign should be at least 36 inches by 48 inches, with 48 inches by 60 inches prescribed for use on freeways.

(Effective November 3, 1981)

Sec. 14-298-527. Minimum speed sign

Driving slower than the minimum limit is illegal except when necessary for safe operation or in compliance with the law. The minimum speed shall be displayed only in combination with the posted speed limit, and if desired, these two signs may be combined. The Minimum Speed sign shall have a standard, and minimum, size of 24 inches by 30 inches.

(Effective November 3, 1981)

Sec. 14-298-528. Location of speed limit sign

(a) Speed Limit signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another. These signs shall not be erected until the speed limits are approved and officially authorized.

(b) At the end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be erected. Additional signs shall be installed beyond major intersections and at other locations where it is necessary to remind motorists of the limit that is applicable.

(Effective November 3, 1981)

Sec. 14-298-529. Turn prohibition signs

(a) Turn prohibition signs should be used to indicate the turns that are prohibited or restricted at a particular intersection. These signs should be placed where they will be most easily seen by drivers intending to turn.

(b) The standard and minimum size of the no right turn sign, the no left turn sign and the no turns sign shall be 24 inches by 24 inches.

(c) The no right turn sign shall be placed at the near right-hand corner of the intersection.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-530. U-Turn prohibition sign

(a) The NO U TURN sign is intended for use at or between intersections to indicate locations where U turns are prohibited.

(b) The sign shall have a standard size of 24 inches by 24 inches.

(c) The word message, NO U TURN, on a 24″ x 30″ panel may be used as an alternate.

(Effective November 3, 1981)

Sec. 14-298-531. Lane-use control signs

(a) Lane-Use Control signs shall be used where turning movements are required or where unconventional turning movements are permitted from specific lanes at an intersection.

(b) The standard size of these signs shall be as indicated in the most current catalog of signs maintained by the Connecticut Department of Transportation.

(c) Signs for overhead mounting shall be mounted over the lanes to which they apply.

(d) The Mandatory Movement sign shall show a single arrow and the regulatory word message ONLY.

(e) The optional movement sign shall show a straight-through and a curved arrow with the lower ends of their shafts superimposed, to indicate that either of the movements symbolized is permissible.

(f) The optional movement sign shall not be used alone to effect a turn prohibition.

(g) The mandatory turn sign designed for post mounting may carry the message Right (or Left) Lane Must Turn Right (or Left).

(h) Double-turn signs for post mounting may be needed at such locations as at the right curb (for double right turns) or on the left side of a one-way street or on the median of a divided highway (for double left turns). The post-mounted double-turn signs should carry side by side on the same plate, two arrow symbols similar to the designs for the overhead signs.

(i) Lane-use signs are not required at signalized intersections where separate turn signals and turning bays are provided.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

Sec. 14-298-532. Applications of lane-use control signs at intersections

Lane-use Control signs shall be used at intersections whenever it is desired to require vehicles in certain lanes to turn, or to permit turns from an adjacent lane.

(Effective November 3, 1981)

Sec. 14-298-533. Location of lane-use control signs

(a) Overhead lane-use control signs shall be placed over the lanes to which they apply.

(b) When only post-mounted lane-use control signs are used, one sign shall be placed at the intersection where feasible. A second lane-use control sign may be placed at an adequate distance in advance of the intersection so that motorists can select and properly enter the appropriate lane.

(c) Supplementary pavement markings should be used with mandatory turn signs.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

Sec. 14-298-534. Do not pass sign

The standard DO NOT PASS sign shall be 24 inches by 30 inches in size, with a minimum size for minor roads of 18 inches by 24 inches.

(Effective November 3, 1981)

Sec. 14-298-535. Slower traffic keep right

(a) The SLOWER TRAFFIC KEEP RIGHT sign may be used on multiple-lane roadways to reduce unnecessary weaving. It should be erected just beyond the beginning of a multiple-lane pavement, and at selected locations on the median strip of a divided highway where there is a tendency on the part of the motorist to drive in the left-hand lane (or lanes) below the normal speed of traffic. It should not be used on the approach to an interchange or through an interchange area.

(b) This sign shall have a standard, and minimum, size of 24 inches by 30 inches. Because it is not used on secondary roads, no small design is provided. On expressways the sign should be at least 36 inches by 48 inches, with 48 inches by 60 inches prescribed for freeways.

(Effective November 3, 1981)

Sec. 14-298-536. Signs for uphill traffic lanes

(a) Where an extra lane has been provided on an upgrade for slow-moving traffic, it should be preceded by a sign directing such traffic into this ''climbing'' lane. The slower traffic keep right sign is applicable for this purpose, or more specific messages such as trucks use right lane and/or slow vehicles keep right may be used.

(b) The standard, and minimum, size of these signs shall be 24 inches by 30 inches.

(Effective November 3, 1981; amended December 9, 1999)

Sec. 14-298-537. Keep right sign

(a) The Keep Right sign should be used within and at the ends of medians, parkways, loading islands, and refuge islands, at traffic islands, and at underpass piers, where traffic is required to keep to the right.

(b) The Keep Right sign shall have a standard size of 24 inches by 30 inches. On expressways the sign should be at least 36 inches by 48 inches, with 48 inches by 60 inches prescribed for use on freeways. A smaller size of 18 inches by 24 inches is permissible for use on narrow medians and at median openings to serve entering cross traffic and to remind through traffic of the regulation.

(Effective November 3, 1981)

Sec. 14-298-538. Do not enter sign

(a) The do not enter sign shall be a minimum 30-inch white square on which is inscribed a 29-inch diameter red circle, with a white band 5 inches in width placed horizontally across the center of the circle.

(b) The legend DO NOT ENTER shall appear in white letters with the words DO NOT above the band and ENTER below the band. Larger sizes are prescribed for use on major streets or on expressways with one-way ramp or roadway connections.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-539. One way sign

(a) The ONE WAY sign shall be used when required to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only.

(b) The sign shall be either a white arrow, right or left, on a black horizontal rectangle of a standard, and minimum, size of 36 inches by 12 inches with the words ONE WAY centered in the arrow; or a vertical rectangle of a standard, and minimum, size of 18 inches by 24 inches with black lettering and a right or left arrow on a white background.

(c) One Way signs shall be placed on the near right-hand and the far left-hand corners of the intersection so as to face traffic entering or crossing the one-way street. At signalized intersections, the signs may be placed near the appropriate signal faces. One Way signs should also be placed parallel to the one-way street directly opposite the exits from alleys and other public ways.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-540. Parking and stopping signs

(a) The legend on parking signs shall state whatever regulations apply.

(b) Parking signs shall display the following information as is appropriate, from top to bottom of the sign, in the order listed: 1. restriction or prohibition. 2. time of day it is applicable, if not at all hours. 3. day of week applicable, if not every day.

(c) Parking prohibition signs shall have red letters and border on a white background.

(d) Permissive parking signs shall have green letters and border on a white background.

(e) Parking signs shall have a minimum standard size of twelve inches by eighteen inches.

(f) Handicapped parking by permit signs shall have white letters and border on a blue background.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-541. Emergency parking signs

(a) These signs are designed as horizontal rectangles and shall have a black legend on a white background.

(b) A size of 48 inches by 36 inches is prescribed for use on freeways.

(Effective November 3, 1981)

Sec. 14-298-542. Traffic signal signs

The Pedestrian Actuated Sign shall be 9 inches by 12 inches in size and shall be mounted immediately above or incorporated in the pedestrian push-button unit.

(Effective November 3, 1981)

Sec. 14-298-543. Keep off median sign

The KEEP OFF MEDIAN sign shall have a standard, and minimum, size of 24 inches by 30 inches. On expressways it should be at least 36 inches by 48 inches, with 48 inches by 60 inches prescribed for freeways.

(Effective November 3, 1981)

Sec. 14-298-544. Road closed sign

(a) The Road Closed sign shall have a standard, and minimum, size of 48 by 30 inches.

(b) Where the sign faces through traffic, it shall be preceded by an Advance Road Closed warning sign and, if applicable, an Advance Detour warning sign.

(Effective November 3, 1981)

Sec. 14-298-545. Local traffic only sign

(a) The Local Traffic Only sign should be used where through traffic must detour to avoid a closing of the highway for construction or maintenance work or for a temporary emergency some distance beyond, but where the highway is open for traffic up to the point of closure.

(b) It shall carry the legend road closed (00) miles ahead-local traffic only, or optionally for urban application, road closed to thru traffic. Both signs shall be designed as horizontal rectangles.

(c) The words BRIDGE OUT (or similar message) may be substituted for ROAD CLOSED where applicable.

(d) Where the sign faces through traffic, it shall be preceded by an Advance Road Closed warning sign with the secondary legend AHEAD and, if applicable, an Advance Detour warning sign.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-546. Weight limit sign

(a) A Weight Limit sign shall be located immediately in advance of the section of highway or the structure to which it applies.

(b) The standard, and minimum, size shall be 24 inches by 30 inches but a larger size is desirable on major roads and streets.

(Effective November 3, 1981)

Sec. 14-298-547. Weigh station signs

A regulatory sign is required to direct the concerned traffic into the weigh station.
(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-548. Two way left turn only signs

(a) TWO WAY LEFT TURN ONLY signs shall be used where a lane in the center of a highway is reserved for the exclusive use of left-turning vehicles in either direction and is not used for overtaking.

(b) Pavement markings shall be used in conjunction with these signs. Overhead mounted signs should be used, but a post-mounted sign may be used as an alternate to or a supplement to the overhead mounted sign.
(Effective November 3, 1981)

Sec. 14-298-549. Preferential lane signing

(a) Preferential lanes are lanes where usage is limited according to class of vehicle or vehicle occupancy. Signing for these lanes should follow the standard regulatory signing principles — black legend on white background, rectangular shape, and reflectorized or illuminated if applicable during periods of reduced visibility.

(b) The diamond lane marking symbol used to designate preferential lanes should be incorporated in the body of the signs, as a white symbol on a black background.

(c) The signs are intended for use with a preferential lane to indicate the particular restrictions applying to that lane.

(d) Signs should be located adjacent to the preferential lane or should be mounted directly over the lane.

(e) The message format of a bus-carpool lane for overhead signs should have the following sequence.

(1) top line-lanes applicable (e.g. center lane, curb lane, right two lanes, this lane)

(2) middle lines-applicable vehicle (e.g. buses only, buses and carpools, buses and right turns only)

(3) bottom lines — applicable time and day (e.g. 7:00 to 9:00 a.m., 4:00 to 6:00 p.m., Monday through Friday)

(f) The message format of signs post mounted should have this sequence:

(1) top lines — applicable vehicles (e.g. buses only, buses and carpools, buses and right turns only)

(2) bottom lines — applicable time and day (e.g. 7:00 to 9:00 a.m., 4:00 to 6:00 p.m., Monday through Friday); the time and day are separated from a down arrow.

(g) The diamond symbol on these signs preferably should appear in the top left quadrant.

(h) When overhead lane use control signals or changeable message signs are used to convey the preferential lane-use restrictions, signs are not mandatory but may be used to supplement other controls.

(i) Pavement markings for these lanes shall be used in conjunction with these signs.

(j) Advance notification of preferential lane-use roadways is desirable ''Restricted Lane Ahead'' signs may be used for this purpose.

(k) At the end of a signed section of preferential lanes, a ''Restricted Lane Ends'' sign shall be used.
(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-550. Wrong way

(a) The WRONG WAY sign may be used as a supplement to the DO NOT ENTER sign.

(b) The WRONG WAY sign shall have a white legend and red background with a white border.

(c) The standard and minimum of this sign shall be 36 inches by 24 inches.

(Effective November 3, 1981)

Sec. 14-298-551. No turn on red

(a) The NO TURN ON RED sign shall be used to indicate that a right turn on red is not permitted.

(b) The sign should be erected near the appropriate signal head.

(Effective November 3, 1981)

Sec. 14-298-552. Other regulatory signs

Other miscellaneous regulatory signs as may be needed shall be of a design and size approved by the state traffic commission.

(Effective November 3, 1981)

C

Warning Signs

Sec. 14-298-553. Application of warning signs

Warning signs shall be used for the purpose of warning traffic of existing or potentially hazardous conditions either on or adjacent to the road.

(Effective November 3, 1981)

Sec. 14-298-554. Design of warning signs

(a) All warning signs in this part with the following exceptions shall be diamond shaped (square with one diagonal vertical) with black legend on a yellow background.

(1) large arrow sign - horizontal rectangle with large black single or double head arrow and black border on yellow background.

(2) chevron alignment sign - vertical rectangle with black chevron symbol on a yellow background.

(3) stop ahead sign - a solid red octagon with white border located below a black vertical arrow on a yellow diamond with a black border alternate for black legend stop ahead on yellow diamond with a black border.

(4) yield ahead sign - a downward pointing, equilateral triangle having a red border band and a white interior located below a black vertical arrow on a yellow diamond with a black border: alternate for a black legend yield ahead on a yellow diamond with a black border.

(5) signal ahead sign - a red, yellow, green and black signal ahead on a yellow diamond with a black border.

(6) supplemental plaques - a horizontal rectangle with black legend and border on a yellow background.

(7) advisory speed plate - a square with black legend and border on a yellow background.

(8) advisory exit speed or ramp speed signs - a vertical rectangle with black legend and border on a yellow background.

(9) No passing zone - sign - pennant shaped with black legend and border on a yellow background.

(10) railroad advance warning sign - round with black legend and border on a yellow background.

(11) school advance warning and school crossing signs - pentagon shaped with black symbol and border on a yellow or fluorescent yellow-green background.

(12) weight limit advance warning signs - square or rectangular with black legend and/or symbols and border on a yellow background.

(13) pedestrian warning, bicycle warning, playground warning and school bus and school warning signs may have black legend and border on a yellow or fluorescent yellow-green background.

(14) further exceptions to the above shall be based on competent engineering study.

(Effective November 3, 1981; December 23, 2005)

Sec. 14-298-555.

Repealed, December 9, 1999.

Secs. 14-298-556—14-298-599. Reserved

Part II

Markings

A

General Provisions

Sec. 14-298-600. Legal authority

Markings as described in sections 14-298-601 to 14-298-636, inclusive, shall be placed or caused to be placed only by the traffic authority having jurisdiction over the regulating, warning and guiding of traffic.

(Effective November 3, 1982)

Sec. 14-298-601. Standardization

(a) All markings used on public and private highways shall conform as prescribed in these regulations, except those markings that are used on the Interstate system shall conform to Interstate standards. Any exceptions to these regulations shall be based on an engineering study and subject to the approval of the State Traffic Commission.

(b) All dimensions in this part are expressed in English units. Any Connecticut Department of Transportation standards, manuals and guidelines that have been developed in metric dimensions are considered equivalent.

(Effective November 3, 1982; amended December 9, 1999, December 23, 2005)

Sec. 14-298-602. Materials

Reflectorized paint, plastic or other suitable materials used as pavement markings shall conform to the color, reflectorization, dimensions, and other specifications set forth in these regulations.

(Effective November 3, 1982)

Sec. 14-298-603. Colors

Pavement markings shall be yellow, white, blue or red. The use of black is permitted in combination with the above colors where the pavement itself does not provide sufficient contrast.

(Effective November 3, 1982; amended December 23, 2005)

Sec. 14-298-604. Longitudinal pavement markings

Longitudinal pavement markings shall conform to the following basic concepts:

(1) Yellow lines delineate the separation of traffic flows in opposing directions or mark the left edge of the roadway of divided and one-way highways and ramps or separation of two-way left turn lane and reversible lane from other lanes.

(2) White lines delineate the separation of traffic flows in the same direction or the right edge of the roadway.

(3) Red markings (other than paint) delineate roadways that shall not be entered or used by the viewer of those markings.

(4) Broken lines are permissive in character.

(5) Solid lines are restrictive in character.

(6) Width of line indicates the degree of emphasis.

(7) Double lines indicate maximum restrictions.

(8) Pavement markings shall be reflectorized and shall be visible at night.

(Effective November 3, 1982; amended December 23, 2005)

Sec. 14-298-605. Widths and patterns of longitudinal lines

The widths and patterns of longitudinal lines shall be as follows:

(1) A normal width line is 4″ to 6″ wide.

(2) A wide line is usually twice the width of a normal line.

(3) A double line consists of two normal width lines separated by a discernible space.

(4) A broken line is formed by segments and gaps, usually in the ratio of 1:3. On rural highways, a commonly used standard is 10 foot segments and 30 foot gaps. Other dimensions in this ratio may be used as best suit traffic speeds and need for delineation.

(5) A dotted line is formed by short segments, normally two feet in length, and gaps, normally four feet or longer.

(Effective November 3, 1982)

Sec. 14-298-606. Types of longitudinal lines

(a) A normal broken white line shall be used to delineate the edge of a travel path where travel is permitted in the same direction on both sides of the line.

(b) A normal broken yellow line shall be used to delineate the left edge of a travel path where travel on the other side of the line is in the opposite direction and where crossing the centerline marking for passing with care is permitted for traffic traveling in either direction.

(c) A normal solid white line shall be used to delineate the edge of a travel path where travel in the same direction is permitted on both sides of the line but crossing the line is discouraged and as a right pavement edge marking. A wide solid white line is used for emphasis where the crossing requires unusual care.

(d) A double solid white line shall be used to delineate a travel path where travel in the same direction is permitted on both sides of the line, but crossing the line is prohibited.

(e) A double line consisting of a normal broken yellow line and a normal solid yellow line delineates a separation between travel paths in opposite directions where overtaking and passing is permitted with care for traffic adjacent to the broken line and is prohibited for traffic adjacent to the solid line. This is a one direction no-passing marking. It is used on a two-way, two and three-lane roadways to regulate passing and to delineate the edges of a lane in which travel in either direction is permitted. In the latter application, the markings are to be placed with the solid

lines on the outside and the dashed lines on the inside of the lane. Traffic adjacent to the solid line may cross this marking with care only as part of a left-turn maneuver.

(f) A double line consisting of two normal solid yellow lines delineates the separation between travel paths in opposite directions where overtaking and passing is prohibited in both directions. This is a two direction no- passing marking. Crossing this marking with care is permitted only as part of a left-turn maneuver.

(g) A double normal broken yellow line delineates the edge of a lane in which the direction of travel is changed from time to time in such a way that the line serves as the centerline during some period. Its use is for a reversible lane.

(h) A normal dotted line shall be used to delineate the extension of a line through an intersection or interchange area. It shall be the same color as the line it extends.

(i) A solid yellow line delineates the left edge of a travel path to indicate a restriction against passing on the left or delineates the left edge of each roadway of divided streets or highways, one-way roadways and ramps, in the direction of travel.

(Effective November 3, 1982; amended December 23, 2005)

Sec. 14-298-607. Transverse markings

Transverse markings including shoulder markings, word and symbol markings, stop lines, crosswalk lines, and parking space markings shall be white except that:

(1) Transverse median markings shall be yellow.

(2) Markings visible only to traffic proceeding in the wrong direction on a one-way roadway may be red.

(Effective November 3, 1982)

B

Pavement and Curb Markings

Sec. 14-298-608. Center lines

A centerline separates traffic traveling in opposite directions. It need not be at the geometrical center of the pavement. The centerline markings on two-lane, two-way highways shall be either:

(1) a normal broken yellow line where passing is permitted; or

(2) a double line consisting of a normal broken yellow line and a normal solid yellow line where passing is permitted in one direction, or

(3) a double line consisting of two normal solid yellow lines where passing is prohibited in both directions.

The centerline on undivided highways, where four or more lanes are always available, shall be a double solid yellow line. On a three-lane highway, two lanes shall be designated in one direction.

(Effective November 3, 1982)

Sec. 14-298-609. Lane lines

Lane lines shall be used to separate lanes of traffic traveling in the same direction. They shall be used:

(1) On all multi-lane highways.

(2) At congested locations where the roadway will accommodate more lanes of traffic than would be the case without the use of lane lines.

Lane lines shall be normally broken white lines which permit lane changing with care.

A normal solid white line may be used as the lane line in critical areas where it is advisable to discourage lane changing and to separate through traffic lanes from special secondary lanes.

A double solid white line shall be used when lane changing is prohibited.

(Effective November 3, 1982)

Sec. 14-298-610. No passing zone markings

Where center lines are installed, no-passing zones shall be established on two-lane highways where an engineering study indicates passing must be prohibited because of inadequate sight distances or other special conditions.

A no-passing zone shall be marked by either a one direction, no-passing marking ((e) Sec. 14-298-606) or a two direction, no-passing marking ((f) Sec. 14-298-606).

(Effective November 3, 1982)

Sec. 14-298-611. Application of no passing zone markings

On a two-lane highway the no passing marking shall be parallel to and extended along the centerline throughout the no passing zone.

In addition to the pavement markings here prescribed, no passing zone signs may be used to emphasize the existence of a no passing zone.

The no passing marking shall also be used on two-way roadways at pavement width transitions and on approaches to obstructions which must be passed on the right. It shall also be used on approaches to railroad grade crossings. It may also be used at other locations where passing should be prohibited.

(Effective November 3, 1982)

Sec. 14-298-612. Warrants for no passing zones at curves

A no-passing zone at a horizontal or vertical curve is warranted where the sight distance, based on engineering study, is less than the minimum necessary for safe passing at the prevailing speed of traffic.

(Effective November 3, 1982)

Sec. 14-298-613. Pavement edge lines

Pavement edge lines shall be used only as a supplement to and not as a substitute for standard center and lane lines.

Edge lines should be provided on all Interstate Highways and may be used on other classes of roads. The lines shall be white except on the left edge of each roadway of divided streets and highways, and on one-way roadways in the direction of travel they shall be yellow.

(Effective November 3, 1982; amended December 9, 1999)

Sec. 14-298-614. Pavement marking extensions through intersections or interchanges

Where road design or reduced visibility conditions make it desirable to provide control or to guide vehicles through an interchange or intersection, (such as at offset, skewed, complex multi-legged intersections or where multiple turn lanes are used) a dotted line may be used to extend markings as necessary through the interchange or intersection area. Where a greater degree of restriction is required, solid lane lines or channelizing lines may be continued through intersections.

(Effective November 3, 1982)

Sec. 14-298-615. Lane reduction transitions

Where pavement markings are used, lane reduction markings shall be used to guide traffic at points where the pavement width changes to a lesser number of

through lanes. No-passing markings shall be used to prohibit passing in the direction of the convergence, throughout the transition area.
(Effective November 3, 1982)

Sec. 14-298-616. Channelizing line

The channelizing line shall be a wide or double solid white line. The channelizing line may be used to form traffic islands where travel in the same direction is permitted on both sides. Other markings in the island area such as crosshatching shall be white.
(Effective November 3, 1982)

Sec. 14-298-617. Median islands formed by pavement markings

Two double yellow lines shall be used to form continuous median islands where these islands separate travel in opposite directions. Other markings in the median island such as crosshatching shall be yellow.
(Effective November 3, 1982; amended December 9, 1999)

Sec. 14-298-618. Marking of interchange ramps

For exit ramps, channelizing lines should be placed along both sides of the neutral area between the main roadway and the exit ramp lane. With a parallel deceleration lane, a lane line should be extended from the begin ning of the channelizing line for a distance of approximately one-half the length of the full width deceleration lane. White markings may be placed in the neutral area for special emphasis.

For entrance ramps, a channelizing line should be placed along the side of the neutral area adjacent to the ramp lane. With a parallel acceleration lane, a lane line should be extended from the end of the channelizing line for a distance approximately one-half the length of the full width acceleration lane. With a tapered acceleration lane, a lane line may be placed to extend the channelizing line, but not beyond a point where the tapered lane meets the near side of the through traffic lane.
(Effective November 3, 1982)

Sec. 14-298-619. Combination lane and center line markings for unique applications

(a) For reversible lane markings, each edge of the lane shall be marked by the use of a normal broken double yellow line with the gaps and segments adjacent to one another. Signs and/or signals shall be used to supplement the pavement markings.

(b) A two-way left-turn lane is a lane reserved in the center of a highway for exclusive use of left-turn vehicles and shall not be used for passing and overtaking or travel by a driver except to make a left turn. The lane may be used by drivers making the left turn in either direction. A two-way left-turn lane shall be marked by a broken yellow line toward the two-way left-turn lane and a solid yellow line toward the adjacent lane.
(Effective November 3, 1982; amended December 9, 1999, December 23, 2005)

Sec. 14-298-620. Approach to an obstruction

(a) Pavement markings shall be used to guide traffic on the approach to fixed obstructions within a paved roadway. An obstruction may be so located that all traffic must keep to the right of it or it may be between two lanes of traffic moving in the same direction. The markings in either case shall be designed to guide traffic away from the obstruction. The use of channelizing lines or no-passing markings are generally effective.

(b) Obstruction approach markings for bridge supports, refuge islands, median islands and channelizing islands shall consist of a diagonal line (or lines) extending from the center line of a lane line to a point one to two feet to the right side or to both sides of the approach end of the obstruction.

(c) If traffic is required to pass only to the right of the obstruction, the marking shall consist of a no-passing marking at least twice the length of the diagonal portion. Yellow markings may be placed in the triangular area so formed.

(d) If traffic may pass either to right or left of the obstruction, the markings shall consist of two channelizing lines diverging from the lane line, one to either side of the obstruction. In advance of the point of divergence, a wide, solid white line or double white line shall be extended in place of the broken lane line for a distance equal to the length of the diverging lines.

It may be desirable where traffic is permitted to pass to both right and left of an obstruction, to place additional white markings in the triangular area between the markings.

(Effective November 3, 1982)

Sec. 14-298-621. Stop lines

(a) Stop lines are solid white lines, normally 12 to 24 inches wide, extending across all approach lanes.

(b) Stop lines should be used in both rural and urban areas where it is important to indicate the point, behind which vehicles are required to stop, in compliance with a STOP sign, traffic signal, officers' direction, or other legal requirement.

(c) Stop lines, where used, should ordinarily be placed 4 feet in advance of the nearest crosswalk line. The stop line should be placed perpendicular to the centerline of the roadway on which the traffic is required to stop. In the absence of a marked crosswalk, the stop line should be placed at the desired stopping point, not more than 50 feet or less than 4 feet from the nearest edge of the intersecting roadway.

(d) If a stop line is used in conjunction with a STOP sign, it should ordinarily be placed in line with the STOP sign. However, if the sign cannot be located exactly where vehicles are expected to stop, the Stop line should be placed at the stopping point.

(Effective November 3, 1982; amended December 9, 1999)

Sec. 14-298-622. Crosswalk and crosswalk lines

(a) Crosswalk lines shall be solid white lines marking both edges of a crosswalk. They shall not be less than six inches in width and should not be spaced less than six feet apart.

(b) Crosswalks should be marked at all intersections where there is substantial conflict between vehicle and pedestrian movements. Marked crosswalks should also be provided at other appropriate points where pedestrians could not otherwise recognize the proper place to cross. For added visibility, the area of the crosswalk may be marked with white diagonal lines or with white longitudinal lines. These lines shall be approximately 12 inches to 24 inches wide and spaced 16 inches to 24 inches apart. When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines referred to in subsection (a) may be omitted. School crosswalks shall use 24 inch wide longitudinal lines, spaced 24 inches apart.

(Effective November 3, 1982; amended December 9, 1999, December 23, 2005)

Sec. 14-298-623. Speed measurement markings

A speed measurement marking is a transverse marking placed on the roadway for the purpose of assisting in the enforcement of speed regulations. Speed measurement

markings shall be white and shall not be greater than 24 inches wide. They may extend approximately 2 feet on either side of the centerline or edgeline of the paved surface at 1/4 mile intervals over a one-mile length of roadway. Advisory signs may be used in conjunction with these signs.
(Effective November 3, 1982)

Sec. 14-298-624. Parking space markings

Parking space markings shall be white.
(Effective November 3, 1982)

Sec. 14-298-625. Pavement word and symbol markings

(a) Word and symbol markings on the pavement may be used for the purpose of guiding, warning, or regulating traffic. They shall be limited to not more than a total of three lines of words and/or symbols. They shall be white in color.

(b) The words ''STOP'' shall not be used on the pavement unless accompanied by a stop line and STOP sign.

(c) The word STOP shall not be placed on the pavement in advance of a stop line, unless every vehicle is required to stop at all times.
(Effective November 3, 1982)

Sec. 14-298-626. Preferential lane markings

(a) When a lane is assigned full or part time to a particular class or classes of vehicles, the preferential lane markings shall be used. The marking is intended to convey that a restriction on the class or classes of vehicles permitted to use the lane exists, and it is supplemental to signs or signals conveying the specific restrictions. Signs or signals shall be used with the preferential lane markings.

(b) The preferential lane markings for a high-occupancy vehicle lane shall be the elongated diamond detailed in the Standard Alphabets for Highway Signs and Pavement Markings. The diamond shall be formed by white lines at least 6 inches in width, shall be at least 2 1/2 feet in width and 12 feet long and shall be placed coincident with the longitudinal center of each restricted lane.
(Effective November 3, 1982; amended December 23, 2005)

C

Object Markings

Sec. 14-298-627. Object marker design

When obstructions within or adjacent to the roadway require marking, the marker shall consist of an arrangement of one or more of the following designs:

Type 1--Either a marker consisting of nine yellow reflectors, each with a minimum dimension of approximately 3'', mounted symmetrically on an 18'' yellow or black diamond panel, or an all yellow reflective diamond panel of the same size. Type 1 markers may be larger if conditions warrant.

Type 2--Either a marker consisting of three yellow reflectors, each with a minimum dimension of approximately 3'', arranged either horizontally or vertically on a white panel; or an all yellow reflective panel, 6'' x 12''. Type 2 markers may be larger if conditions warrant.

Type 3--Striped marker consisting of a vertical rectangle approximately 1 foot by 3 feet in size with alternating black and reflectorized yellow stripes sloping downward at an angle of 45 toward the side of the obstruction on which traffic is

to pass. The minimum width of the yellow stripe shall be 3 inches. A better appearance can be achieved if the black stripes are wider than the yellow stripes.
(Effective November 3, 1982; amended December 23, 2005)

Sec. 14-298-628. Objects in the roadway

Obstructions within the roadway, shall be marked with a Type 1 or Type 3 object marker.
(Effective November 3, 1982; amended December 23, 2005)

Sec. 14-298-629. Objects adjacent to the roadway

Objects not actually in the roadway may be so close to the edge of the road that they need a marker. Type 2 or 3 object markers are intended for use at such locations. The inside edge of the marker should be in line with the inner edge of the obstruction.
(Effective November 3, 1982)

Sec. 14-298-630. End of roadway

The marker for the end of a roadway, at which point there is no alternate vehicular path, should be either a marker consisting of nine red reflectors, each with a minimum dimension of approximately 3″, mounted symmetrically on an 18 inch square, red or black panel; or an 18 inch square reflectorized red-panel. More than one marker or a larger marker may be used at the end of the roadway where conditions warrant. The minimum mounting height of this marker should be four feet. Appropriate advance warning signs should be used.
(Effective November 3, 1982)

D

Delineation

Sec. 14-298-631. Design

Delineators shall consist of reflector units capable of clearly reflecting light under normal atmospheric conditions from a distance of 1,000 feet when illuminated by the high beams of standard automobile lights. Reflective elements for delineators should have a minimum dimension of approximately 3 inches.
(Effective November 3, 1982; amended December 23, 2005)

Sec. 14-298-632. Curb markings for delineation

Reflectorized solid yellow markings should be placed on the curbs of islands located in the line of traffic flow where the curb serves to channel traffic to the right of the obstruction. Reflectorized solid white markings should be used when traffic may pass on either side of the island.
(Effective November 3, 1982)

Sec. 14-298-633. Delineator application

(a) The color of delineators shall, in all cases, conform to the color of edge lines.

(b) Delineators used on through two-lane, two-way roadways shall be single white reflector units on the right side.

(c) Single delineators shall be provided on the right side of expressway roadways and on at least one side of the interchange ramps.

(d) Single delineators should be provided on the outside curves on the interchange ramps.

(e) Double or vertically elongated delineators should be installed at 100 foot intervals along acceleration and deceleration lanes.

(f) Delineation is optional on sections of roadway between interchanges where continuous lighting is in operation.
(Effective May 28, 1982; amended December 23, 2005)

Sec. 14-298-634. Delineator placement and spacing

Delineators, if used, should be mounted on suitable supports so that the top of the highest reflector is about 4 feet above the near roadway edge. They should be placed not less than 2 or more than 8 feet outside the outer edge of the shoulder, or if appropriate, in the line of the guardrail.
(Effective November 3, 1982; amended December 23, 2005)

E

Colored Pavements

Sec. 14-298-635.

Repealed, December 9, 1999.

Sec. 14-298-636. Colors

The use of the following colors for pavements shall be limited to the purposes noted:

(1) Red shall be used only on the approaches to a STOP sign which is in use 24 hours a day.

(2) Yellow shall be used only for medians separating traffic flows in opposite directions.

(3) White shall be used for delineation on shoulders, on channelizing islands where traffic flows pass on both sides in the same general direction, and for crosswalks.
(Effective November 3, 1982)

Secs. 14-298-637—14-298-699. Reserved

Part III

Signals

A

General Provisions

Sec. 14298-700. Legal traffic authority

Traffic control signals shall be installed or caused to be installed only by the traffic authority having jurisdiction to install, operate and maintain traffic control signals on public highways in accordance with section 14-299 of the general statutes.
(Effective November 3, 1981)

Sec. 14-298-701. Standardization

(a) All traffic control signals used on public highways shall conform as noted in these regulations. Any exception to these regulations shall be based on an engineering study and shall be subject to approval by the State Trafic Commission. Traffic control signals of nonstandard design or application in operation or in use on the effective date of these regulations may continue to operate, but shall be replaced as soon as feasible, by traffic control signals to conform with section 14-298-700 through section 14-298-741 of these regulations.

(b) All dimensions in this part are expressed in English units. Any Connecticut Department of Transportation standards, manuals and guidelines that have been developed in metric dimensions are considered equivalent.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

Sec. 14-298-702. Installation and operation of signals

Traffic control signals shall be installed and operated only when: the warrants for installation as determined by competent engineering study completed in conjunction with the Manual on Uniform Traffic Control Devices (latest edition) are satisfied, and said signals are approved by the State Traffic Commission.

(Effective November 3, 1981; amended December 9, 1999)

Sec. 14-298-703. Area of control

A traffic control signal shall control traffic only at the intersection or mid-block location where the installation is placed.

(Effective November 3, 1981)

Sec. 14-298-704. Portable traffic control signals

Portable traffic control signals shall conform to the standards and requirements as set forth in these regulations.

(Effective November 3, 1981)

Sec. 14-298-705. Meaning of signal indications

The following meanings shall be given to highway traffic signal indications, except those on pedestrian signals:

(a) Green indications shall have the following meanings:

(1) Traffic facing a circular green may proceed straight through or turn right or left except as such movement is modified by lane-use signs, turn prohibition signs, lane markings or roadway design. But, vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk, at the time such signal indication is exhibited.

(2) Traffic facing a green arrow, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow or such other movement as is permitted by other indications shown at the same time. Such vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other trade lawfully using the intersection.

(3) Unless otherwise directed by a pedestrian signal, pedestrians facing any green indication, except when the sole green indication is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

(b) Steady yellow indications shall have the following meanings:

(1) Traffic facing a steady circular yellow or yellow arrow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter when vehicular traffic shall not enter the intersection.

(2) Pedestrians facing a steady circular yellow or yellow arrow signal, unless otherwise directed by a pedestrian signal, are thereby advised that there is insufficient time to cross the roadway before a red indication is shown, and no pedestrian shall then start to cross the roadway.

(c) Steady red indications shall have the following meanings:

(1) Vehicular traffic facing a steady circular red signal alone shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown except as provided in (2) below.

(2) Except when a sign is in place prohibiting a turn, vehicular trade facing any steady red signal may cautiously enter the intersection to turn right after stopping as required by (1) above. Such vehicular traffic shall yield the right-of-way to pedestrians and other vehicles lawfully using the intersection.

(3) Unless otherwise directed by a pedestrian signal, pedestrians facing a steady circular red signal alone or red arrow signal alone shall not enter the roadway.

(4) Vehicular traffic facing a steady red arrow signal shall not enter the intersection to make the movement indicated by the arrow and, unless entering the intersection to make a movement permitted by another signal, shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication permitting the movement indicated by such red arrow is shown except as provided in (2) above.

(d) Flashing signal indications shall have the following meanings:

(1) Flashing red (stop signal) - when a red lens is illuminated with rapid intermittent flashes, drivers of vehicles shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection, and the right to proceed shall be subject to the rules applicable after making a stop at a ''Stop'' sign.

(2) Flashing yellow (caution signal) - when a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed through the intersection or past such signal only with caution.

(3) Flashing red arrow and flashing yellow arrow indications have the same meaning as the corresponding flashing circular indications; except they apply only to drivers of vehicles intending to make the movements indicated.

(Effective November 3, 1981; amended December 9, 1999)

Sec. 14-298-706. Application of signal indications

Basic displays used in signal operations are the steady circular red, circular yellow or circular green indication, used on each of the approaches. The application for these signal indications shall be as follows:

(a) A steady circular red indication:

(1) Shall be given when it is intended to prohibit traffic, except pedestrians directed by a pedestrian signal, from entering the intersection or other controlled area.

(2) May be displayed with the appropriate green arrow indications when it is intended to permit traffic to make a specified turn or turns and to prohibit traffic from proceeding straight ahead through the controlled area. This display is not required where it is physically impossible for traffic to go straight ahead, as at the head of a ''T'' intersection.

(b) A steady circular yellow indication:

(1) Shall be given following a circular green indication in the same signal face, except if the signal face controls an exclusive left-turn lane and the circular green indication is to be followed by a green arrow indication.

(2) Is an optional alternative to a yellow arrow indication following a green arrow indication in a separate signal face used exclusively to control a single directional movement.

(c) A steady circular green indication shall be given only when it is intended to permit traffic to proceed in any direction which is lawful and practical.

(d) Steady red arrow, yellow arrow and green arrow indications may be used in lieu of the corresponding circular indications at the following locations:

(1) On an approach intersecting a one-way street.

(2) Where certain movements are prohibited.

(3) Where certain movements are physically impossible.

(4) On an intersection approach which has an exclusive lane for turning movements.

(5) Where turning movements are ''protected'' from conflicting movements by other indications or by the signal sequence.

(6) Where all the movements on the approach do not begin or end at the same time and where the indications for the turning movements will also be visible to trade with other allowable movements.

(e) Steady arrow indications are used as follows:

(1) A steady yellow arrow indication shall be used following a green arrow indication which has been displayed simultaneously with a circular red indication in the same signal face, except in the following case. When a green right turn arrow (or left turn arrow displayed to one-way traffic) is followed immediately by a circular green indication shown alone, during which time no prohibitions are in effect for the indicated turn, the yellow arrow display is not desirable.

(2) A steady yellow arrow indication or optional circular yellow shall follow a green arrow indication in a signal face which is used exclusively to control a single directional movement.

(3) A steady yellow arrow indication may be used to indicate the clearance interval following the termination of a green arrow indication which has been displayed simultaneously with a continuing circular green indication in the same signal face.

(4) A steady green arrow indication shall be used only to allow vehicular movements which are completely protected from conflict with other vehicles moving on a green indication or with pedestrians crossing in conformance with a ''Walk'' or flashing ''Don't Walk'' indication.

(5) A steady left green arrow indication shall be used as the green display on a signal face which controls an exclusive left turn lane, if that left turn movement is protected by the signal sequence.

(f) The following combinations of signal indications shall not be simultaneously displayed on any one signal face:

(1) Circular green with circular yellow.

(2) Straight-through green arrow with circular red.

(3) Circular red with circular yellow.

(4) Circular green with circular red.

(g) The above combinations shall not be simultaneously displayed in different signal faces on any one approach unless:

(1) One of the faces is a turn signal controlling only an exclusive turn lane and a sign ''Left'' or ''Right Turn Signal'' is located adjacent to each such signal face.

(2) One of the faces is a turn signal controlling only an exclusive turn lane and consists entirely of arrow indications.

(3) The signal faces are shielded, hooded, louvered, positioned or designed so that the combination is not confusing to approaching drivers.

(h) When a traffic control signal is put on flashing operation, normally a yellow indication should be used for the major street and a red indication for the other

approaches. Yellow indications shall not be used for all approaches. The following applications shall apply whenever signals are placed on flashing operation:

(1) A circular yellow indication shall be flashed instead of any yellow arrow indication which may be included in that signal face.

(2) No circular green or green arrow indication or flashing yellow indication shall be terminated and immediately followed by a steady red or flashing red indication without the display of the steady yellow change indication; however, transition may be made directly from a circular green or green arrow indication to a flashing yellow indication.

(3) All signal faces on an approach shall flash the same color, either yellow or red (circular or arrow), except that separate signal faces for separately controlled turn movements may flash the other color. The requirements of other sections of these regulations regarding shielding or positioning of conflicting displays apply to flashing indications as well as steady indications. The flashing yellow signal indication for through traffic does not have to be shielded or positioned to prevent visual conflict for drivers in the left turn lane.

(Effective November 3, 1981; amended December 9, 1999)

Sec. 14-298-707. Number of lenses per signal face

Each signal face, except in pedestrian signals, shall have at least three lenses, but not more than five. The lenses shall be red, yellow or green in color and shall be given a circular or arrow type of indication. Allowable exceptions to the above are:

(1) Where a single section green arrow lens is used alone to indicate a continuous movement.

(2) Where a variable indication signal section is used to display alternately a green arrow and a yellow arrow.

(Effective November 3, 1981)

Sec. 14-298-708. Size and design of signal lenses

(a) The aspect of all signal lenses, except in pedestrian signals, shall be circular. There shall be two sizes for lenses, eight inches and twelve inches nominal diameter.

(b) Arrows shall be pointed vertically upward to indicate a straight-through movement and in a horizontal direction to indicate a turn at approximately right angles. When the angle of the turn is substantially different from a right angle, the arrow should be positioned on an upward slope at an angle approximately equal to that of the turn.

(c) Each arrow lens shall show only one arrow direction. The alternate display of two arrow indications in the same lens, a green arrow or a yellow arrow shall be permitted. The arrow shall be the only illuminated part of the lens visible.

(d) In no case shall letters or numbers be displayed as part of a vehicular signal indication.

(Effective November 3, 1981)

Sec. 14-298-709. Arrangement of lenses in signal faces

(a) The lenses in a signal face shall be arranged in a vertical or horizontal straight line except that in a vertical array lenses of the same color may be arranged horizontally adjacent to each other at right angles to the basic straight line arrangement. Such clusters shall be limited to two identical lenses or to two or three different lenses of the same color.

(b) In each signal face, all red lenses in vertical signals shall be located above and in horizontal signals shall be located to the left of all yellow and green lenses.

(c) The relative positions of lenses within the signal face shall be as follows:

(1) In a vertical signal face from top to bottom:
Circular red
Left turn red arrow
Right turn red arrow
Circular yellow
Circular green
Straight through green arrow
Left turn yellow arrow
Left turn green arrow
Right turn yellow arrow
Right turn green arrow

(2) In a horizontal signal face from left to right:
Circular red
Left turn red arrow
Right turn red arrow
Circular yellow
Left turn yellow arrow
Left turn green arrow
Circular green
Straight through green arrow
Right turn yellow arrow
Right turn green arrow

(3) In a cluster, identical signal indications may be repeated in adjacent vertical or horizontal locations within the same signal face. If adjacent indications in a cluster are not identical, their arrangement shall follow paragraph 1 or 2 above, as applicable.

(Effective November 3, 1981; amended December 9, 1999)

Sec. 14-298-710. Illumination of lenses

Each signal lens shall be illuminated independently.

(Effective November 3, 1981)

Sec. 14-298-711. Number and location of signal faces

(a) The primary consideration in signal face placement shall be visibility.

(b) A minimum of two signal faces for each approach shall be provided and should be continuously visible from a point determined by a competent engineering study based on speed and visibility distances.

(c) Separate signal faces should be used when protected only turning movements are controlled by green arrows.

(d) Where physical conditions prevent drivers from having a continuous view of at least two signal indications, as determined above, a ''Signal Ahead'' sign shall be erected to warn approaching traffic. Hazard identification beacons may be surmounted upon these signs to emphasize the message. Special warning signs may be used to indicate driver action in adverse situations.

(e) A single signal face is permissible for the control of an exclusive turn lane. Such signal face shall be in addition to the minimum of two signal faces for the through traffic.

(f) At least one and preferably all of the signal faces required should be located within the range of forty to one hundred twenty feet from the stop bar, except at intersections where multi-lane cross streets or other conditions make it physically

impractical. However, in no case shall this distance exceed one hundred fifty feet, unless a supplemental signal face is provided.

(g) Where both of the signal faces required are post mounted, they shall be on the far side of the intersection one on the right and one on the left or on the median island if practical, except as noted in (i) below.

(h) Where all signal faces are suspended by span wire or mast arm, they shall be visible from the lane of approach but shall not be to the left of the centerline. Where conditions warrant, exceptions may be permitted. On one-way streets, it is permissible to erect signal faces on both sides of the medial line.

(i) When deemed to be required, near-side postmounted signals should be located as near as practicable to the stop line unless substantially greater visibility may be achieved by locating it elsewhere.

(j) Where a signal face controls a specific lane or lanes of an approach, its transverse position should be unmistakably in line with the path of that movement.

(k) Required signal faces for any one approach shall not be less than eight and should not be more than twenty feet apart measured horizontally between center of faces.

(*l*) Supplemental signal faces should be used when an engineering study has shown that they are needed to achieve either advance or immediate intersection visibility. When used, they should be located to provide optimum visibility for the movement to be controlled. The following limitations apply:

(1) Left turn arrows shall not be used in near right faces.

(2) Right turn arrows shall not be used in far left faces. A far side median mount signal shall be considered as a far left signal for this application.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

Sec. 14-298-712. Height of signal faces

(a) The bottom of the housing of a signal face, not mounted over a roadway, shall not be less than eight feet nor more than fifteen feet above the sidewalk or, if none, above the pavement grade at the center of the highway.

(b) The bottom of the housing of a signal face suspended over a roadway shall not be less than fifteen feet nor more than nineteen feet above the pavement grade at the center of the roadway.

(Effective November 3, 1981)

Sec. 14-298-713. Vehicle change interval

(a) A yellow vehicle change interval shall be used following each circular green interval and, after each green arrow interval if the movement is terminated.

(b) In no case shall a circular yellow indication be displayed in conjunction with the change from circular red to circular green.

(c) The exclusive function of the steady yellow interval shall be to warn traffic of an impending change in the right-of-way assignment.

(d) Yellow vehicle change intervals should have a range of three to six seconds.

(e) The yellow vehicle change interval should be followed by a short all-way red clearance interval of sufficient duration to permit the intersection to clear before cross traffic is released.

(f) A clearance interval shall be provided between the termination of a green arrow indication and the showing of a green indication to any conflicting traffic movements.

(Effective November 3, 1981)

Sec. 14-298-714. Coordination of traffic control signals

Traffic control signals should normally be coordinated with one another when the normal travel time between the intersections is less than thirty seconds.
(Effective November 3, 1981)

Sec. 14-298-715. Flashing operation of traffic control signals

(a) The illuminating element in a flashing signal shall be flashed continuously at a rate of not less than fifty nor more than sixty times per minute.

(b) The illuminated period of each flash shall be not less than half and not more than two-thirds of the total flash cycle.
(Effective November 3, 1981)

Sec. 14-298-716. Continuity of operation

(a) A traffic signal installation shall be operated as a stop-and-go device or as a flashing device.

(b) When a signal installation is not in operation it shall be hooded, turned or taken down to clearly indicate that the signal is not in operation.

(e) When a traffic signal installation is being operated in the stop-and-go or flashing manner, at least one indication in each signal face shall be illuminated.
(Effective November 3, 1981)

Sec. 14-298-717. Traffic signals near grade crossings

When a railroad-highway grade crossing actuated traffic control device is within 200′ of a highway intersection controlled by traffic control signals, the two signal systems should be coordinated.
(Effective November 3, 1981)

Sec. 14-298-718. Emergency operation of traffic signals

Systems in which traffic control signals are preempted by emergency vehicles shall operate to permit a normal change interval to take place in the change from green to yellow to red (or flashing red) before arrival of the emergency vehicle at the preempted location.
(Effective November 3, 1981)

Sec. 14-298-719. Maintenance of traffic control signals

A record of the operation, malfunction and maintenance of an approved traffic control signal shall be kept by the permitted.
(Effective November 3, 1981)

Sec. 14-298-720. Painting

The insides of visors (hoods) and the entire surface of louvers, and fins, and the front surface of backplates shall have a dull black finish to minimize light reflection to the side of the signals.
(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-721. Auxiliary signs

(a) Signal instruction signs used with traffic signals may be located adjacent to the signal face to which they apply.

(b) Stop signs shall not be used in conjunction with any signal operation except:

(1) when the indication flashes red at all times or

(2) when a minor street or driveway is located within or adjacent to the controlled area of an extreme complex signalized intersection, but does not warrant separate signal control.

(c) When used in conjunction with traffic signals, illuminated signs shall be designed and mounted in such a manner as to avoid glare and reflections that seriously detract from the signal indications.

(Effective November 3, 1981; amended December 9, 1999)

B

Pedestrian Signals

Sec. 14-298-722. Meaning of pedestrian indications

The meanings of pedestrian signal indications either lettered or symbolized are as follows:

(a) the don't walk indication, steadily illuminated, means that a pedestrian shall not enter the roadway in the direction of the indication.

(b) the don't walk indication, while flashing, means that a pedestrian shall not start to cross the roadway in the direction of the indication, but that any pedestrian who has partly completed his crossing during the steady walk indication shall proceed to a sidewalk, or to a safety island.

(c) the walk indication, steadily illuminated, means that pedestrians facing the signal indication may proceed across the roadway in the direction of the indication and shall be given the exclusive right of way by the drivers of all vehicles.

(d) the walk indication, while flashing, means that there is a possible conflict of pedestrians with vehicles.

(Effective November 3, 1981)

Sec. 14-298-723. Application of pedestrian signal indications

Pedestrian signal indications shall be installed in conjunction with vehicular traffic signals under any of the following conditions:

(a) when a traffic signal is installed under the pedestrian volume or school crossing warrant as referred to in section 4c-5 and 4c-6 respectively of the Manual on Uniform Traffic Control Devices (latest edition).

(b) when an exclusive interval or phase is provided or made available for pedestrian movement in one or more directions, with all conflicting vehicular movements being stopped.

(c) when vehicular indications are not visible to pedestrians such as on one-way streets, at ''T'' intersections, or when the vehicular indications are in a position which would not adequately serve pedestrians.

(d) at established school crossings at intersections signalized under any warrant, as determined by an engineering study.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

Sec. 14-298-724. Design of pedestrian signals

(a) Pedestrian indications should attract the attention of and be readable to the pedestrian (day and night) at all distances from ten feet to the full width of the area to be crossed.

(b) All pedestrian indications shall be rectangular in shape and shall consist of the lettered or symbolized messages ''Walk'' and ''Don't Walk''. Only internal illumination shall be used. Symbol designs are set forth in the ''Standard Highway Signs'' booklet.

(c) When illuminated, the ''Walk'' indication shall be lunar white. All except the letters or symbols shall be obscured by an opaque material.

(d) When illuminated, the ''Don't Walk'' indication shall be portland orange with all letters or symbols obscured by an opaque material.

(e) When not illuminated, the ''Walk'' and ''Don't Walk'' messages shall not be distinguishable by pedestrians at the far end of the crosswalks they control.

(f) The letters shall be at least three inches high or the symbols shall be at least six inches high for a crossing where the distance from the near curb to the pedestrian signal indication is sixty feet or less. For distances over sixty feet, the letters should be at least four and one half inches high and the symbols should be at least nine inches high.

(Effective November 3, 1981)

Sec. 14-298-725. Location of pedestrian signals

(a) Pedestrian signal faces shall be mounted with the bottom of the housing not less than eight feet nor more than ten feet above the sidewalk level, and so there is a pedestrian indication in the line of pedestrian's vision which pertains to the crosswalk being used.

(b) The don't walk indication shall be mounted directly above or integral with the walk indication.

(c) The pedestrian signal head shall be so positioned and adjusted as to provide maximum visibility at the beginning of the controlled crossing.

(d) When mounted with other signal heads there shall be a physical separation between the two heads.

(Effective November 3, 1981)

Sec. 14-298-726. Pedestrian intervals and phases

(a) A pedestrian clearance interval shall always be provided where pedestrian signal indications are used. It shall consist of a flashing don't walk indication.

(b) When a traffic signal installation is being operated as a flashing device, the pedestrian indications shall not be illuminated.

(Effective November 3, 1981)

C

Other Highway Traffic Signals

Sec. 14-298-727. Hazard identification beacon

(a) A hazard identification beacon is one or more sections of a standard traffic signal head with a flashing circular yellow indication in each section.

(b) A hazard identification beacon shall be used only to supplement an appropriate warning or regulatory sign or maker.

(c) The hazard identification beacon shall not be incorporated within the border of the sign except for school speed limit signs. The edge of the housing should normally be located no closer than twelve inches outside the nearest edge.

(d) Hazard identification beacons, when used at intersections, shall not face conflicting vehicular approaches.

(Effective November 3, 1981)

Sec. 14-298-728. Speed limit sign beacon

A speed limit sign beacon shall only be used and consist of one or more signal sections of a standard traffic control signal face, with a flashing circular yellow signal indication in each signal section. The signal lenses shall have a nominal diameter of not less than 8 inches. If two lenses are used, they shall be vertically

aligned, except that they may be horizontally aligned if the speed limit sign is longer horizontally than vertically. If two lenses are used, they shall be alternately flashed.
(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-729. Intersection control beacon

(a) An intersection control beacon consists of one or more sections of a standard traffic signal head, having flashing circular yellow or circular red indications in each face.

(b) They are installed and are used only at an intersection to control two or more directions of travel.

(c) Application shall be limited to:

(1) Yellow on one route and red for remaining approaches

(2) Red for all approaches

(d) A stop sign should be used with a flashing red intersection control beacon.

(e) Flashing yellow indications shall not face conflicting vehicular approaches.
(Effective November 3, 1981)

Sec. 14-298-730. Stop sign beacon

(a) A stop sign beacon is one or two sections of a standard traffic signal head with a flashing circular red indication in each section.

(b) Where two lenses are used, they shall be not less than eight inch nominal diameter size, aligned horizontally and they shall be flashed simultaneously.

(c) The bottom of the housing of a stop sign beacon shall be not less than twelve nor more than twenty-four inches above the top of a stop sign.
(Effective November 3, 1981; amended December 9, 1999)

Sec. 14-298-731. General design and operation of beacons

(a) Flashing beacon units and their mountings shall follow the general design specifications for traffic control signals, which shall include the following:

(1) Each signal unit lens shall have a visible diameter of not less than eight inches.

(b) Beacons shall be flashed at a rate of not less than fifty nor more than sixty times per minute. The illuminated period of each flash shall not be less than one-half and not more than two-thirds of the total cycle.
(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-732. Hazard identification beacon location

The hazard or other condition warranting hazard identification beacons should largely govern their location with respect to the roadway. If used alone and located at the roadside, the bottom of the beacon unit shall be at least eight feet and not more than twelve feet above the pavement. Hazard identification beacons should not normally be suspended over the roadway, however if this mounting is used, clearance above the pavement shall be not more than nineteen feet nor less than fifteen feet. In no case should they be mounted on pedestals in the roadway unless the pedestal is within the confines of a traffic or pedestrian island.
(Effective November 3, 1981)

Sec. 14-298-733. Intersection control beacon location

An intersection control beacon should normally be suspended over the center of an intersection; however it may be mounted by other means if this is necessary to increase the visibility of the beacon. If suspended over the roadway, the clearance above the pavement shall be at least fifteen feet but not more than nineteen feet. If pedestal mounting is used, the bottom of the signal head shall be at least eight feet

but not more than fifteen feet above the pavement. In no case should it be mounted on a pedestal in the roadway unless the pedestal is within the confines of a traffic or pedestrian island.

(Effective November 3, 1981)

Sec. 14-298-734. Meaning of lane-use control signal indications

The meanings of lane-use control signals are as follows:

(a) A steady downward green arrow means that a driver is permitted to drive in the lane over which the arrow signal is located.

(b) A steady red x means that a driver shall not drive in the lane over which the signal is located, and that this indication shall modify accordingly the meaning of all other traffic controls present.

(c) A steady yellow x means that a driver should prepare to vacate in a safe manner the lane over which the signal is located because a lane control change is being made, and to avoid occupying that lane when a steady red x is displayed.

(Effective November 3, 1981)

Sec. 14-298-735. Design of lane-use control signals

All lane-use control signal indications shall be in units with rectangular faces. Nominal minimum height and width of each face shall be twelve inches for typical applications. Each lane to be reversed shall have signal faces with a downward green arrow on an opaque background, and a red x symbol on an opaque background. Signal faces with a yellow x symbol on an opaque background may be provided.

Each nonreversible lane immediately adjacent to a reversible lane shall have a downward green arrow displayed to traffic traveling in the permitted direction and a red x symbol displayed in the opposite direction. Other nonreversible lanes on any street so controlled may also be provided with these indications.

The indications provided for each lane may be in separate units or may be superimposed in the same unit. When in separate units, the red x symbol shall be on the left, the yellow x symbol, if used, shall be in the middle and the downward green arrow symbol shall be on the right.

(Effective November 3, 1981)

Sec. 14-298-736. Location of lane-use control signals

Lane use control signal units shall be located approximately over the center of the lane controlled. All lane-use control indications shall be located in a straight line across the roadway at right angles to the roadway alignment. The bottom of any lane-use control signal unit shall be not less than fifteen feet nor more than nineteen feet above the pavement grade.

(Effective November 3, 1981)

Sec. 14-298-737. Operation of lane use control signals

During changeover periods, a steady yellow x may follow the termination of the steady downward green arrow. The steady red x shall follow the steady yellow x, when used, or at the termination of the steady downward green arrow. A clearance period of appropriate length shall be provided, during which the steady red x shall be shown in both directions over the lane, before the steady downward green arrow indication is shown for traffic in the opposite direction. When used, lane-use signals shall be operated continuously, except that lane-use control signals that are used only for special events or other infrequent occurrences and lane-use control signals on nonreversible freeway lanes may be darkened when not in operation. The change from normal operation to nonoperation shall occur only when the lane-use control

signals display signal indications that are appropriate for the lane use that applies when the signals are not operated. The lane-use control signals shall display indications that are appropriate for the existing lane use when changed from nonoperation to normal operation. Also, traffic control devices shall clearly indicate the proper lane use when the lane control signals are not in operation.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-738. Application of traffic signals at drawbridges

Drawbridge signals shall always be used in conjunction with gates and other types of protection commonly employed at drawbridges.

(Effective November 3, 1981)

Sec. 14-298-739. Design of movable bridge signals and gates

(a) The signal heads and mountings of movable bridge signals shall follow the standard design specifications for traffic control signals.

(b) Nominal eight-inch signal indications are standard. However, if prevailing approach speeds are in excess of 25 mph or when considerations such as roadway width or geometries, signal locations, conflicting lights or objects in the background, etc., indicate the need for greater signal effectiveness, signal heads with twelve-inch diameter lenses should be provided.

(c) Movable bridge signals may be supplemented with bells to provide additional warning to drivers and pedestrians. The standard three color (red, yellow and green) traffic signal indications shall be utilized.

(d) A ''Drawbridge Ahead'' warning sign shall be used in advance of movable bridge signals and gates to give advance warning to motorists, except in urban conditions where such signing would not be practicable. Such signs may be supplemented by a hazard identification beacon.

(e) If the movable bridge is close to a railroad grade crossing and there is a possibility that traffic may be stopped on the crossing as a result of the bridge opening, a traffic control device should be provided to give notification to the driver not to stop on the railroad tracks. Extreme care should be used in planning such installations to avoid creating confusion or hazardous conditions.

(f) Signals on adjacent streets and highways should be interconnected with the drawbridge control, if indicated by engineering considerations.

(Effective November 3, 1981)

Sec. 14-298-740. Location of movable bridge signals and gates

Two signal indications shall be provided for each approach to the movable span. Insofar as practicable, the height and lateral placement of signals should conform to the requirements for other traffic control signals. They should be located not more than fifty feet in advance of the warning gate or other barrier. Warning gates, where used, shall extend at least across the full width of roadway.

(Effective November 3, 1981)

Sec. 14-298-741. Operation of movable bridge signals and gates

(a) Traffic control devices at movable bridges shall be coordinated with the movable span so that signals, gates and movable span are controlled by the bridge tender through an interlocked control.

(b) The green signal indication shall be illuminated at all times between bridge opening periods, except that when the bridge is not expected to be open for continuous periods in excess of five hours a flashing yellow indication may be used. The signal shall display continuous red when traffic is required to stop.

(c) The yellow interval between the display of green and red shall be predetermined and shall be displayed normally approximately three to six seconds.
(Effective November 3, 1981)

Secs. 14-298-742—14-298-799.

Reserved.

Part IV

Traffic Control for Highway Construction and Maintenance Operation

Sec. 14-298-800. Responsibility

The provisions for public protection established herein are for application by:

(1) The Department of Transportation, and municipal forces performing construction or maintenance operations on roads or streets.

(2) Contractors employed in road or street construction or maintenance under contract to any governmental authority and

(3) All others, including employees of public utility companies, performing any work on highways or so closely adjacent as to create hazards for the public or for themselves.
(Effective November 3, 1981)

Sec. 14-298-801. General requirements

(a) All traffic control devices used on road or street construction or maintenance work shall conform to the applicable specifications of these regulations.

(b) Traffic control devices shall be installed at the inception of construction or maintenance operations and shall be properly maintained and/or operated during the time such special conditions exist. They shall remain in place only as long as they are needed and shall be removed immediately thereafter. Where operations are performed in stages, there shall be in place only those devices that apply to the conditions present.

(c) Signs that do not apply in existing conditions shall be removed, covered, or turned so as not to be readable by oncoming traffic.

(d) All dimensions in this part are expressed in English units. Any Connecticut Department of Transportation standards, manuals and guidelines that have been developed in metric dimensions are considered equivalent.
(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

B

Signs

General

Sec. 14-298-802. Design

(a) Special construction and maintenance signs follow the basic standards for all highway signs as to shape. Warning signs in construction areas shall have a black legend on an orange background. Existing yellow warning signs already in place within these areas may remain in use. Color for other signs shall follow the standard for all highway signs.

(b) The use of standard orange flags or yellow flashing warning lights in conjunction with signs is permitted so long as they do not interfere with a clear view of the sign face.
(Effective November 3, 1981)

Sec. 14-298-803. Illumination and reflectorization

All signs shall be reflectorized or illuminated. Street or highway lighting is not regarded as meeting the requirements for sign illumination.
(Effective November 3, 1981)

Sec. 14-298-804. Position of signs

(a) Signs shall be placed in positions where they will convey their messages most effectively and placement must therefore be accommodated to highway design and alignment. Signs shall be so placed that the driver will have adequate time for response.

(b) As a general rule, signs shall be located on the right-hand side of the street or roadway. Where special emphasis is deemed necessary, dual installations may be made which consist of duplicate signs opposite each other on the left and right sides of the roadway.

(c) For signs mounted on portable supports or barricades, the bottom of the sign shall not be less than one foot above the pavement.

(d) Where open highway conditions prevail on the approach to the work site, advance warning signs should be placed approximately 1,500 feet in advance of the condition to which they are calling attention. When a series of advance warning signs are used, the warning sign nearest the work site should be placed approximately 500 feet from the point of restriction with the additional signs at 500-1000 foot intervals. On expressway and limited access facilities, the advance warning distance should be increased to one-half mile or more.
(Effective November 3, 1981)

Regulatory Signs

Sec. 14-298-805. Authority

The use of regulatory construction and/or maintenance signs shall be authorized by the public body or official having jurisdiction.
(Effective November 3, 1981)

Sec. 14-298-806. Design

All regulatory signs shall conform to the standards prescribed in Part 1 of these regulations.
(Effective November 3, 1981)

Warning Signals

Sec. 14-298-807. Design and application

(a) Warning signs for construction and maintenance shall be diamond shaped (square with one diagonal vertical), having a black symbol or message on an orange background except as herein. Special warning signs related to the work being done may be rectangular in shape and have a black message on an orange background.

(b) The square advisory speed plate shall have a black message and border, and shall have an orange background when used in conjunction with an orange back-

ground sign and shall have a yellow background when used with a yellow background sign. It shall have a minimum 24'' x 24'' size.

(c) Where any part of the roadway is obstructed or closed, construction approach warning signs are required to alert traffic well in advance of these obstructions or restrictions to normal traffic flow. Because of their importance, these signs shall have a standard size of 48 inches by 48 inches when used on expressways and limited access facilities and shall be the standard diamond shape for warning signs, except as provided for above.

(d) Where speeds and volumes are relatively low, a minimum size of 36 inches by 36 inches may be used for Construction Approach Warning Signs, provided that a minimum letter size of 5 inches can be accommodated on this size with the appropriate legend. On secondary roads or city streets where speeds are low, the use of signs 6 inches smaller on a side than the standard size, but not less than 24 inches, may be used for warning signs having short work messages or clear symbols.

(Effective November 3, 1981; amended December 23, 2005)

Guide Signs

Sec. 14-298-808. Function and design of information and guide signs

The following informational signs are required at construction and maintenance sites:

(1) Standard directional signs and route markings, to the extent that temporary route changes are necessary.

(2) Special information signs relating to the work being done. These signs shall have a black message on an orange background.

(Effective November 3, 1981)

C

Barricades and Channelizing Devices

Sec. 14-298-809. Barricade design

(a) Markings for barricade rails shall be alternate orange and white stripes, sloping downward at an angle of 45 degrees in the direction traffic is to pass.

(b) The entire area of white and orange stripes shall be reflectorized.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-810. Cone design

(a) Cones shall be a minimum of 18 inches in height with a broadened base.

(b) Orange shall be the predominant color on cones.

(c) For nighttime use they shall be reflectorized or equipped with lighting devices for maximum visibility.

(Effective November 3, 1981)

Sec. 14-298-811. Drum design

(a) Drums used for traffic warning or channelization shall be a minimum of 36 inches in height and a minimum of 18 inches in width regardless of orientation.

(b) The markings on drums shall be horizontal, circumferential, orange and white reflectorized stripes four to eight inches wide, using a material that has a smooth, sealed outer surface which will display the same approximate size, shape and color day and night.

(c) There shall be at least two orange and two white stripes on each drum. If there are non-reflectorized spaces between the horizontal orange and white stripes, they shall be no more than three inches wide.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

Secs. 14-298-812—14-298-899.

Reserved.

Traffic Control Systems for Railroad-Highway Grade Crossings

A

General Provisions

Sec. 14-298-900. Functions

Traffic control systems for railroad-highway grade crossings include all signs, markings, signals, control or warning devices, and illumination devices and their supports along highways approaching and at railroad highway crossings at-grade.

(Effective November 3, 1981)

Sec. 14-298-901. Legal authority

The determination of need and selection of devices at a grade crossing shall be made by the public agency with jurisdictional authority.

(Effective November 3, 1981)

Sec. 14-298-902. Standardization

(a) Subject to such determination and selection, the design, installation and operation shall be in accordance with standards contained herein.

(b) Where a railroad track has been abandoned or its use discontinued, all related traffic control signs, markings, signals and devices shall be removed, and the tracks should be removed or covered to provide a safe roadway.

(c) All dimensions in this part are expressed in English units. Any Connecticut Department of Transportation standards, manuals and guidelines that have been developed in metric dimensions are considered equivalent.

(Effective November 3, 1981; amended December 9, 1999, December 23, 2005)

B

Signs and Pavement Marks

Sec. 14-298-903. Railroad crossing sign (crossbuck)

(a) The railroad crossing sign, commonly identified as the ''crossbuck'' sign, shall be white reflectorized with the words ''Railroad Crossing'' in black lettering.

(b) As a minimum, one crossbuck sign shall be used on each roadway approach to every grade crossing, alone or in combination with other traffic control devices. If there are two or more tracks between the signs, the number of tracks shall be indicated on an auxiliary sign of inverted T-shape mounted below the crossbuck.

(c) The crossbuck sign shall be installed on the right-hand side of the roadway on each approach to the crossing. Where an engineering study finds restricted sight distance or unfavorable road geometry, additional crossbuck signs should be installed. Crossbuck signs should be located not less than 12′ from the centerline

of the nearest track and as near thereto as possible. Where crossing signals are used, the crossbuck is an integral part of the signal assembly.
(Effective November 3, 1981)

Sec. 14-298-904. Railroad advance warning sign

(a) The railroad advance warning sign shall be yellow reflectorized background with black legend.

(b) A railroad advance warning sign shall be used on each roadway in advance of every grade crossing except on low volume, low-speed roadways crossing minor spurs or other tracks which are infrequently used and which are flagged by train crews, in the business districts of large cities where active grade crossing traffic control devices are in use or where physical conditions do not permit even a partially effective display of the sign. On divided highways it is desirable to erect an additional sign on the left side of the roadway.

(c) Placement of the sign shall be normally 750 feet or more in advance of the crossing in rural areas and 250 feet in advance of the crossing in urban areas except that in a residential or business district where low speeds are prevalent the sign may be placed a minimum distance of 100 feet from the crossing. If there is a street intersection within 100 feet, an additional sign or signs may be placed to warn traffic approaching the crossing from each intersected street.
(Effective November 3, 1981)

Sec. 14-298-905. Turn restriction sign

(a) At a signalized highway intersection within 200 feet of a grade crossing, where the intersection traffic control signals are preempted by the approach of a train, all existing turning movements toward the grade crossing should be prohibited by proper placement of a ''No Right Turn'' sign or a ''No Left Turn'' sign or both. In each case these signs shall be visible only when the restriction is to be in effect.

(b) The signs shall be black and white and have a standard size of 24 inches by 30 inches.
(Effective November 3, 1981)

Sec. 14-298-906. ''Do not stop on tracks'' sign

(a) Whenever an engineering study determines that the potential for vehicles stopping on the tracks is high, a ''Do Not Stop on Tracks'' sign should be used. The sign should normally be placed on the far right side of the grade crossing. On multi-lane roads and one-way roadways, a second sign should be placed on the far left side of the grade crossing.

(b) The sign shall be white reflectorized with the words ''Do Not Stop on Tracks'' in black lettering.
(Effective November 3, 1981)

Sec. 14-298-907. Pavement markings

(a) Pavement markings in advance of a grade crossing shall consist of an X, the letters RR, a no-passing marking (2-lane roads), and certain transverse lines.

(b) Identical markings shall be placed in each approach lane on all paved approaches to grade crossings where grade crossing signals or automatic gates are located and at all other grade crossings where the prevailing speeds of highway traffic is 40 mph or greater.

(c) The markings shall also be placed at crossings where engineering studies indicate there is a significant potential conflict between vehicles and trains. At minor

crossings or in urban areas, these markings may be omitted if engineering study indicates that other devices installed provide suitable control.

(Effective November 3, 1981)

C

Crossing Signals

Sec. 14-298-908. Application

(a) Flashing Light Signal-When indicating the approach or presence of a train, the flashing light signal shall display toward approaching highway traffic the aspect of two red lights in a horizontal line flashing alternately. The typical flashing light signal assembly on a side of the roadway location includes a standard crossbuck sign and where there is more than one track an auxiliary ''number of tracks'' sign, all of which indicate to vehicle operators and pedestrians at all times the location of a grade crossing. A bell may be included in the assembly.

(b) The flashing light signals should normally be placed to the right of approaching highway traffic on all roadway approaches to a crossing. At crossings of a highway with traffic in both directions, flashing lights shall be placed on each side of the tracks. On one-way streets and divided highways, signals shall be placed on the approach side of the crossing normally on both sides of the roadway and may be equipped with back lights. Where required for better visibility to approaching traffic, cantilever-mounted flashing light signals should be used. Additional signals may be mounted on the same support and directed toward roadway approaches other than the principal highway.

(c) Gate-A gate is a traffic control device used as an adjunct to flashing lights. The device consists of a drive mechanism and a fully reflectorized red and white striped gate arm with lights and which, in the down position, extends across the approaching lanes of highway traffic about 4 feet above the top of the pavement. The flashing light signal may be supported on the same post with the gate mechanism or separately mounted. In its normal upright position when no train is approaching or occupying the crossing, the gate arm should be vertical or nearly so. Minimum clearance is 2 feet from face of vertical curb to closest part of signal or gate arm in its upright position for a distance of 17 feet above the crown of the roadway. Where there is no curb, a minimum horizontal clearance of 2 feet from edge of a paved or surfaced shoulder shall be provided with a minimum clearance of 6 feet from the edge of the traveled roadway.

(Effective November 3, 1981; amended December 23, 2005)

Sec. 14-298-909. Operation

(a) Sequence of Operation (Flashing Lights)-The flashing lights shall operate for a minimum of 20 seconds before arrival of any train. The operation shall continue until the train clears the crossing.

(b) Sequence of Operation (Gates)-The flashing lights and lights on the gate shall operate for a minimum of 20 seconds before arrival of any train. The gate shall start its downward motion a minimum of 3 seconds after the lights begin to operate and shall reach its horizontal position a minimum of 12 seconds before the arrival of any train. When the train clears the crossing and no other train is approaching, the gate shall ascend to its upright position in not more than 12 seconds, following which the flashing lights and lights on the gate shall cease operation.

(c) Sequence of Operation (Bell)-The bell, when used, shall begin ringing when the flashing lights begin operation and should continue ringing until the lights cease operation or until a gate begins its upward motion after the train clears the crossing.
(Effective November 3, 1981)

Sec. 14-298-910. Motorist response to railroad-highway grade crossing signals

Whenever a clearly visible electric or mechanical device is activated, a crossing gate is lowered or a flag-man gives or continues to give a signal indicating the approach or passage of a railroad train, the driver of an approaching vehicle shall:

(a) stop within 50 feet, but not less than 15 feet, from the nearest rail of such railroad and shall refrain from proceeding until the train shall have passed;

(b) not drive any vehicle through, around or under any gate or barrier at a railroad crossing while such gate or barrier is in a horizontal position across the approaching traffic lanes or is being lowered or raised.
(Effective November 3, 1981)

Sec. 14-298-911. Tragic signals at or near grade cross

(a) When highway intersection traffic control signals are within 200 feet of a railroad grade crossing equipped with an active traffic control system, the normal sequence of highway intersection signal indications should be preempted upon approach of trains to avoid entrapment of vehicles on the crossing by conflicting aspects of the highway traffic signals and the grade crossing signals. Where multiple or successive preemption may occur from differing modes, train actuation should receive first priority and emergency vehicles second priority.

(b) Highway traffic control signals shall not be used on mainline railroad crossings in lieu of flashing light signals. However, at industrial track crossings and other places where train movements are very slow (as in switching operations), highway traffic control signals may be used in lieu of conventional flashing light signals to warn vehicle operators of the approach or presence of a train.
(Effective November 3, 1981; amended December 9, 1999)