616.8.38c (TA-38c) Lane Closure of Interior Lane on Multi-Lane Divided Highways - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL	LONGI-TUDINAL TRANSITION (X)	CHANNELIZER SPACING (ft.)	
Normal Posted (mph)	Undivided (S)	Divided (S)	Shoulder (1) (T1)	Lane (2) (T2)	BUFFER LENGTH (ft.) (B)		Tapers	Buffer/ Work Areas
0-35	-	200	70	245	280	490	35	40
40-45	-	500	150	540	400	1080	40	80
50-55	-	1000	185	660	560	1320	50	80
60-70	-	SA - 1000 SB - 1500 SC - 2640	235	840	840	1680	60	120

1 Shoulder taper length based on 10 ft. (standard shoulder width) offset. 2. Lane taper length based on 12 ft. (standard lane width) offset.

TYPE OF ROADWAY	SIGN HEIGHT	MAXIMUM WORK ZONE LENGTH (L)
URBAN	1' Portable 7' Post	1 Mi.
RURAL UNDIVIDED	1' Portable 7' Post	2 Mi.

Channelizer
Sign
Truck or Trailer Mounted Arrow Panel
Protective Vehicle
Truck Mounted Attenuator (TMA)
Work Space

(Advanced Warning Rail System)
For Long Term Operations

This typical application applies to a lane closure of lane 4 of 7.

Protective vehicles shall be used while work is in progress. Each protective vehicle shall be equipped with a TMA and flashing arrow panel and positioned at least 150 ft. in advance of the work space and other equipment.

As an alternative to initially closing the right three lanes, as shown in the typical application, the left three lanes may be closed with appropriate channelization and signs.

Supplemental warning methods may be used to call attention to the work zone.

For long-term operations, refer to EPG 616.6.2.2 Flags and Advanced Warning Rail System.

For nighttime operations, review EPG 616.6.83 WARNING LIGHTS for use of sequential lights.

SEE EPG 616.12 WORK ZONE SPEED LIMITS FOR SPEED LIMIT GUIDELINES.