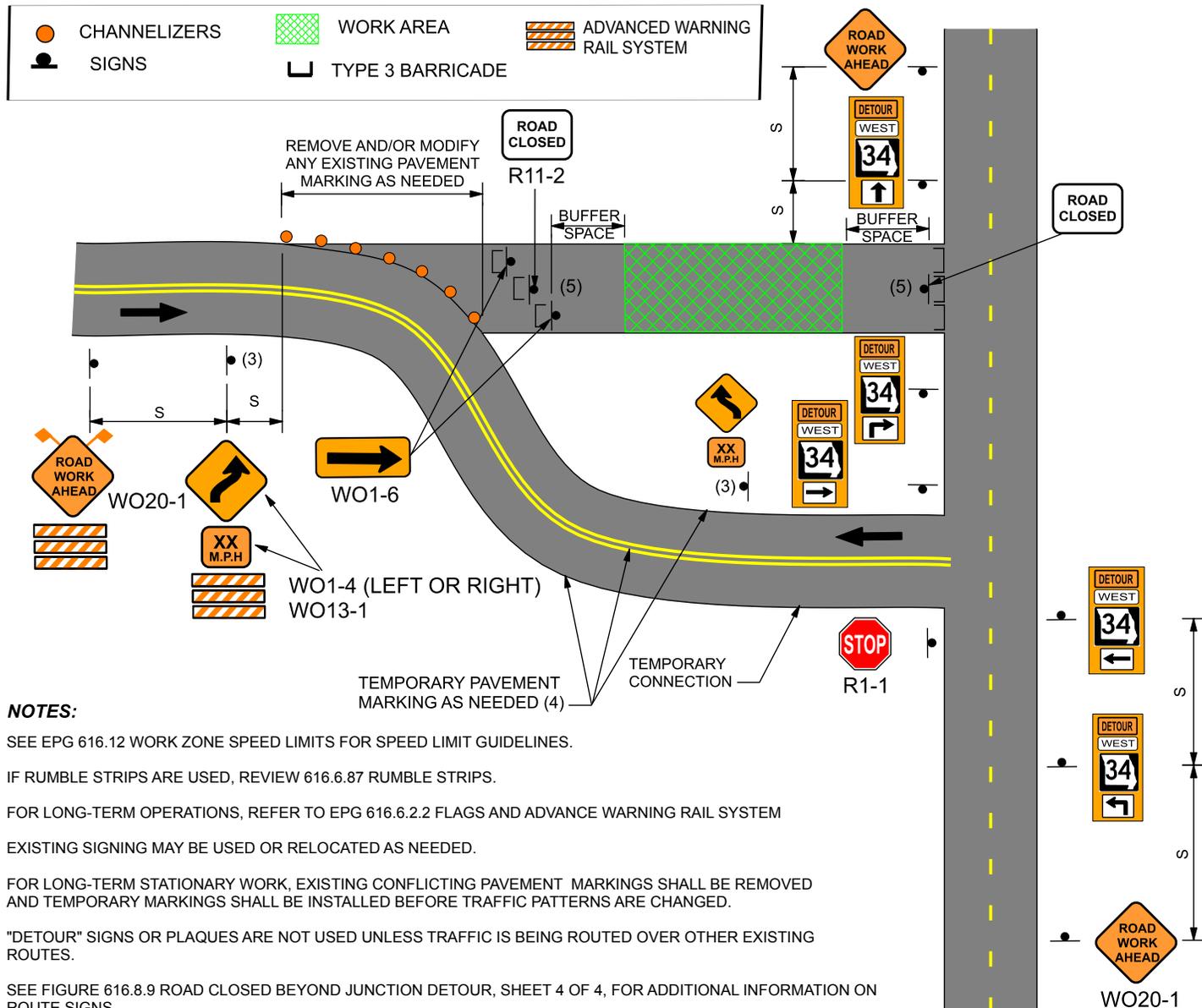


616.8.7b (TA-7b) Temporary Connection At Terminus of Divided Lane Facilities - DE/CM Road Closure

SPEED Permanent Posted (mph)	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder (1) (T1)	Lane (2) (T2)		Tapers	Buffer/ Work Areas
0-35	200	-	70	245	280	35	40
40-45	350	-	150	540	400	40	80
50-55	500	-	185	660	560	50	80
60-70	1000	-	235	840	840	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.



NOTES:

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

IF RUMBLE STRIPS ARE USED, REVIEW 616.6.87 RUMBLE STRIPS.

FOR LONG-TERM OPERATIONS, REFER TO EPG 616.6.2.2 FLAGS AND ADVANCE WARNING RAIL SYSTEM

EXISTING SIGNING MAY BE USED OR RELOCATED AS NEEDED.

FOR LONG-TERM STATIONARY WORK, EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED AND TEMPORARY MARKINGS SHALL BE INSTALLED BEFORE TRAFFIC PATTERNS ARE CHANGED.

"DETOUR" SIGNS OR PLAQUES ARE NOT USED UNLESS TRAFFIC IS BEING ROUTED OVER OTHER EXISTING ROUTES.

SEE FIGURE 616.8.9 ROAD CLOSED BEYOND JUNCTION DETOUR, SHEET 4 OF 4, FOR ADDITIONAL INFORMATION ON ROUTE SIGNS.

SIGN W020-1 ROAD WORK AHEAD NOT NEEDED IF TEMPORARY CONNECTION IS LOCATED WITHIN THE LIMITS OF AN ACTIVITY AREA WHERE ANOTHER SIGN W020-1 ROAD WORK AHEAD IS ALREADY USED.

(3) WARNING SIGNS INCLUDING THOSE OTHER THAN W01-4 SHOULD BE DETERMINED BY CONNECTION GEOMETRICS. ADDITIONAL WARNING SIGNS MAY ALSO BE NEEDED.

(4) PAVEMENT MARKING NOT USED ON NON-PAVED SURFACES.