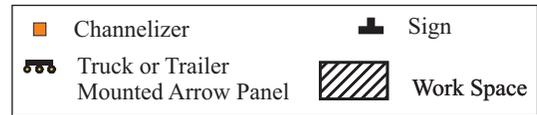


## 616.8.44 (TA-44) Work in Vicinity of Entrance Ramp - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder <sup>1</sup> (T1)	Lane <sup>2</sup> (T2)		Tapers	Buffer/ Work Area
0-35	-	200	70	245	250	35	50
40-45	-	500	150	540	360	40	100
50-55	-	1000	185	660	495	50	100
60-70	SA – 1000, SB – 1500, and SC - 2640		235	840	730	60	100

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

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



A protective vehicle **shall** be used when work is in progress. The protective vehicle **shall** be equipped with a TMA and positioned at least 150 ft. in advance of the work space.

Where inadequate acceleration distance exists for the temporary entrance shown on the right diagram, the YIELD sign **may** be replaced with STOP signs (one on each side of the approach).

When used, the YIELD or STOP sign **should** be located so ramp traffic has adequate sight distance to merge into mainline traffic.

Where STOP signs are used, a temporary stop bar **should** be placed across the ramp at the desired stop location.

For work entirely within the acceleration lane, the signs, channelizers, and flashing arrow panel necessary for the through-lane lane closure may be eliminated.

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 Advance Warning Rail System.

