

Lane Closure of Interior Lane on Multi-Lane Highways for Capacity

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	LONGITUDINAL TRANSITION (X)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder ¹ (T1)	Lane ² (T2)			Tapers	Buffer/Work Areas
0-35	200	200	70	245	120	480	35	50
40-45	350	500	150	540	220	1080	40	100
50-55	500	1000	185	660	335	1320	50	100
60-70	1000	1000	235	840	550	1680	60	100

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

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

Notes:

This typical application applies to lane closures of lane 2 of 3, lanes 2 or 3 of 4, lanes 2 or 4 of 5, lanes 2 or 5 of 6, and lanes 2 or 6 of 7.

This typical application is applicable to work being performed when capacity is an issue. If capacity is not an issue, refer to **TA-13**.

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

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

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

Signs shown on the left side of this typical application **may** be omitted on undivided highways.

