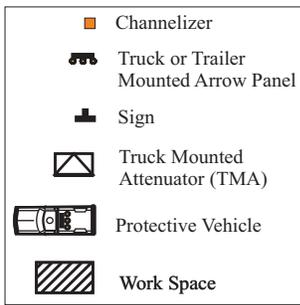


616.8.44a (TA-44a) Lane Closure at Interchange - MT

SPEED	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	200	70	245	250	35	50
40-45	350	500	150	540	360	40	100
50-55	500	1000	185	660	495	50	100
60-70	SA - 1000, SB - 1500, and SC - 2640		235	840	730	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

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 flashing arrow panel at least 150 ft. in advance of the work space.

If an exit ramp is located within the limits of the lane drop, temporary exit signing and channelizers **shall** be provided as shown on EPG 616.8.42 (TA-42) Work in Vicinity of Exit Ramps.

Where inadequate acceleration distance exists for the temporary entrance, 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 that ramp traffic has adequate sight distance to merge into mainline traffic. If insufficient gaps are available, consideration **should** be given to closing the ramp.

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/ deceleration 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 616.6.02.2 Flags and Advance Warning Rail System.

