

616.8.12 (TA-12) Lane Closure on Two-Lane Highways Using Traffic Control Signals - 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	-	-	-	250	-	50
40-45	350	-	-	-	360	-	100
50-55	500	-	-	-	495	-	100
60-70	SA - 1000, SB - 1500, and SC - 2640		-	-	730	-	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 UNDIVIDED	1' Portable 5' Post	3 Mi.

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

If a flashing arrow panel is used, the caution mode **shall** be displayed.

Temporary traffic control signals **shall** be installed and operated in accordance with the provisions of the 902 Signals. Temporary traffic control signals **shall** meet the physical display and operational requirements of conventional traffic control signals.

The Traffic Engineer **shall** approve temporary traffic control signal timing.

Trailer mounted signals **may** be used in lieu of span wire signals.

A Type B warning light **should** be placed on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs whenever a night lane closure is necessary.

If work zone is in place for more than 3 days, a stop bar **shall** be installed. Existing conflicting pavement markings and raised pavement marker reflectors between the activity area and the stop bar **should** be removed and temporary pavement markings installed as soon as practical. After the temporary traffic control is removed, the stop bar and other temporary pavement markings **shall** be removed and the permanent pavement markings restored as soon as practical.

Additional warning signs **shall** be erected at each intersection with another state highway within the work zone. Upon the discretion of the supervisor, additional warning signs **may** be erected at other intersections within the work zone.

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

