

Lane Closure of Interior Lane on Multi-Lane Divided Highways

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	70	245	120	480	35	50
40-45	-	500	150	540	220	1080	40	100
50-55	-	1000	185	660	335	1320	50	100
60-70	-	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 or Trailer Mounted Arrow Panel
Sign	Protective Vehicle
Truck Mounted Attenuator (TMA)	Work Space

Notes:

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

Protective vehicles **shall** be used while work is in progress. Each 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 right two lanes, as shown in the typical application, the left two lanes **may** be closed with appropriate channelization and signs.

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

