

## 616.8.46 (TA-46) Work in the Vicinity of a Grade Crossing - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder (1) (T1)	Lane (2) (T2)	BUFFER LENGTH (ft.) (B)	Tapers	Buffer/ Work Areas
0-35	200	-	-	-	280	-	40
40-45	350	-	-	-	400	-	80
50-55	500	-	-	-	560	-	80
60-70	1000	-	-	-	840	-	120

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 OF ROADWAY	SIGN HEIGHT	MAXIMUM WORK ZONE LENGTH (L)
URBAN	1' Portable 7' Post	1 Mi.
RURAL UNDIVIDED	1' Portable 5' Post	3 Mi.

- Channelizer
- Sign
- Truck or Trailer Mounted Arrow Panel
- Flagger

- Protective Vehicle
- Truck Mounted Attenuator (TMA)
- Work Space

In the example depicted, the buffer space of the activity area should be extended upstream of the grade crossing (as shown) so that a queue created by the flagging operation will not extend across the grade crossing.

Early coordination with the railroad company or light rail transit agency should occur before work starts.

If the queuing of vehicles across active rail tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the grade crossing to prevent vehicles from stopping within the grade crossing even if automatic warning devices are in place.

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.

When a temporary road closure is needed, both directions may be stopped at the same time up to a maximum of 20 minutes.

Vehicle hazard warning signals shall not be used instead of the vehicle's rotating lights or strobe lights.

Where operational conditions warrant, channelizing devices may be eliminated.

For short duration operations, signs and channelizers may be reduced or eliminated.

For operations where workers are on foot and move with the operation, channelizers may be reduced or eliminated.

For operations where workers are on foot and move with the operation, spacing between flagger and FLAGGER AHEAD signs shall not exceed one mile.

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 3-2-1 Cone Procedure, refer to the EPG 616.5 Flagger Control.

At night, flagger stations shall be illuminated.

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

If rumble strips are used, review EPG 616.6.87 RUMBLE STRIPS.

SEE EPG 616.12 WORK ZONE SPEED LIMITS FOR SPEED LIMIT GUIDELINES.

