

### 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	-	-	-	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
- Traffic or Pedestrian Signal
- Protective Vehicle
- ▭ Truck Mounted Attenuator (TMA)
- ▭ Work Space
- Luminaire
- ▨ (Advanced Warning Rail System) For Long Term Operations

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 may 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 12-inch wide 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.

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

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

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

