

616.8.12 (TA-12) LANE CLOSURE ON A TWO-LANE ROAD USING TRAFFIC CONTROL SIGNALS - DE/CM

SPEED Permanent Posted (mph)	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.

Notes:

For portable traffic signal, temporary traffic signal, and typical actuated phasing, see EPG 616.8.12a Portable Traffic Signal, Temporary Traffic Signal and Concrete Barrier Details and see 616.8.12b Estimated Average Peak Hour Signal Delay for Signal Control One-lane Two-way Operation.

(3) 75' recommended spacing. Spacing may be between 40' and 150'.

See 616.12 Work Zone Speed Limits for speed limit guidelines.

If rumble strips are used, review 616.6.87 RUMBLE STRIPS.

For flags and advance warning rail system, refer to EPG 616.6.2.2 Flags and Advance Warning Rail System.

Temporary traffic control signals shall be installed and operated in accordance with the provisions of Part 4. Temporary traffic control signals shall meet the physical display and operational requirements of conventional traffic control signals.

Temporary traffic control signal timing shall be established by authorized officials. Durations of red clearance intervals shall be adequate to clear the one-lane section of conflicting vehicles.

When the temporary traffic control signal is changed to the flashing mode, either manually or automatically, red signal indications shall be flashed to both approaches.

Stop lines shall be installed with temporary traffic control signals for intermediate and long-term closures. Existing conflicting pavement markings and raised pavement marker reflectors between the activity area and the stop line shall be removed. After the temporary traffic control signal is removed, the stop lines and other temporary pavement markings shall be removed and the permanent pavement markings restored.

Safeguards shall be incorporated to avoid the possibility of conflicting signal indications at each end of the TTC zone.

