616.23.3.15 (TA-15) Lane Closure of Interior Lane on Multi-Lane Divided Highways

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	LONGI-TUDINAL TRANSITION (X)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	*Shoulder*[1] (T1)	*Lane*[2] (T2)			Tapers	Buffer/Work Areas
0-35	200	200	70	245	120	480	35	50
40-45	350	500	150	540	220	1080	40	100
50-55	500	1000	185	660	335	1320	50	100
60-70	1000	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

ROADWAY TYPE	SIGN HEIGHT	MAXIMUM WORK ZONE LENGTH (L)
URBAN	1' Portable 7' Post	1 Mi.
RURAL DIVIDED	1' Portable 7' Post	2 Mi.

Channelizer
Sign
Truck Mounted Attenuator (TMA)
Truck or Trailer Mounted Arrow Panel
Protective Vehicle
Work Space

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.

A protective vehicle **shall** be used while work is in progress. The 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.

For long-term operations, refer to 616.23.3.9 (TA-9) Lane Closure on Two-Lane Highways Using Traffic Control Signals and 616.23.2.5.1.4 Flags and Advance Warning Rail System.