616.23.3.23 (TA-23) Lane Closure on Near Side of Intersection

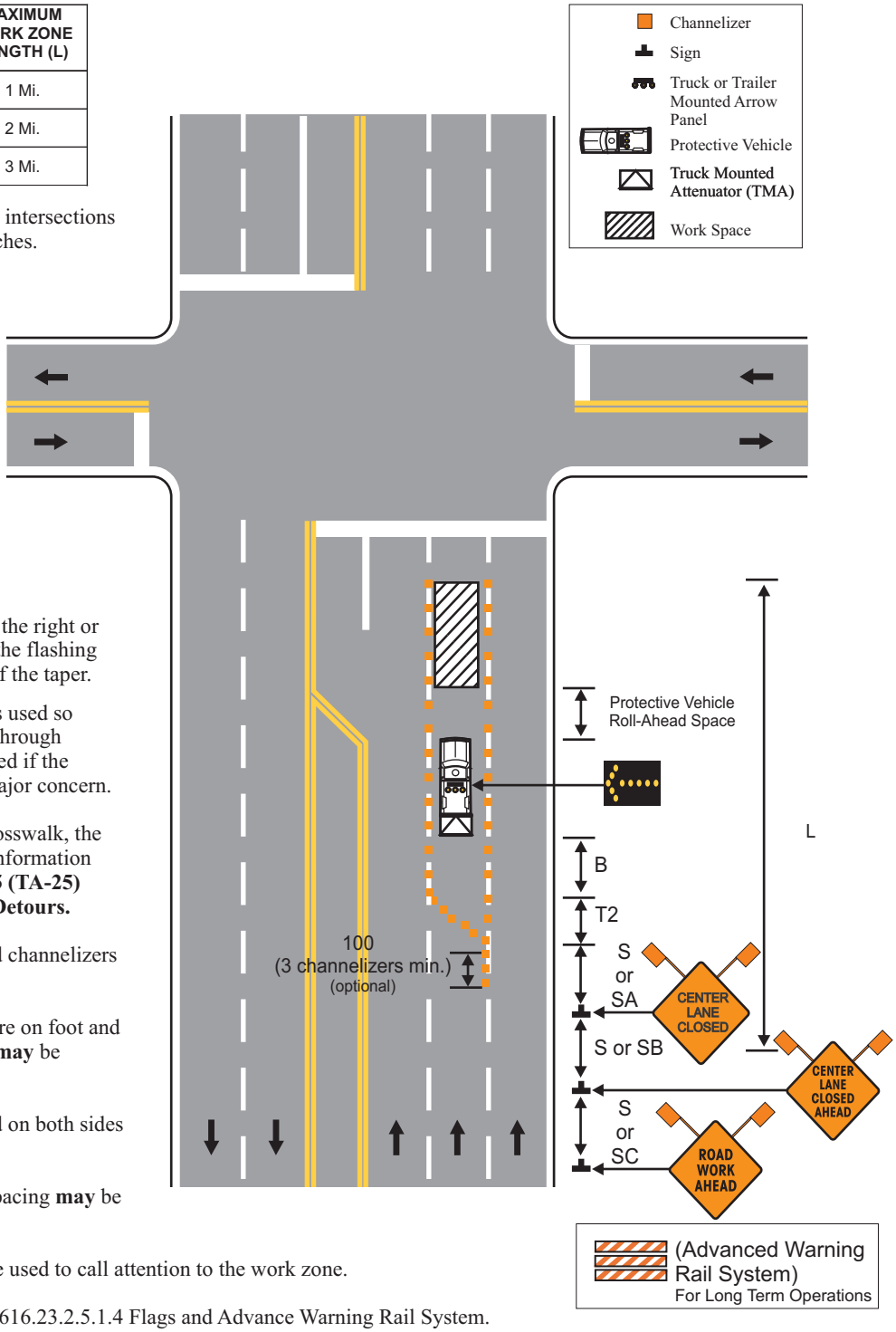
SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder[1] (T1)	Lane[2] (T2)		Tapers	Buffer/ Work Areas
0-35	200	200	-	245	250	15	25
40-45	350	500	-	540	360	20	50
50-55	500	1000	-	660	495	50	100
60-70	SA – 1000, SB – 1500, and SC - 2640		-	840	730	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.
RURAL UNDIVIDED	1' Portable 5' Post	3 Mi.

This typical application is applicable to intersections with right of way control on all approaches.

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 possible. The protective vehicle **may** be eliminated if the roadway is posted at 45 mph or below, the work vehicle is positioned in advance of the work space, and the work vehicle with a flashing arrow panel and uses activated rotating lights or strobe lights.



The taper **shall** direct traffic into either the right or left lane, but not both. The display on the flashing arrow panel **shall** match the direction of the taper.

In this typical application, a left taper is used so right-turn movements will not impede through traffic. The reverse setup **should** be used if the volume of left-turn movements are a major concern.

If the work space extends across the crosswalk, the crosswalk **should** be closed using the information and devices shown in **EPG 616.23.3.25 (TA-25) Crosswalk Closures and Pedestrian Detours.**

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

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

Where possible, signs **should** be posted on both sides of the affected approach.

For high speed facilities, channelizer spacing **may** be reduced to ½ spacing noted in table.

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

For long-term operations, refer to EPG 616.23.2.5.1.4 Flags and Advance Warning Rail System.