616.8.22 (TA-22) Lane Closure of Right Lane on Far Side of Intersection - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL	LONGI-TUDINAL TRANSITION (X)	CHANNELIZER SPACING (ft.)	
Normal Posted (mph)	Undivided (S)	Divided (S)	Shoulder (1) (T1)	Lane (2) (T2)	BUFFER LENGTH (ft.) (B)		Tapers	Buffer/ Work Areas
0-35	-	200	70	245	280	120	35	40
40-45	-	500	150	540	400	270	40	80
50-55	-	1000	185	660	560	330	50	80
60-70	-	SA - 1000 SB - 1500 SC - 2640	235	840	840	420	60	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.

(Advanced Warning Rail System)
For Long Term Operations

Channelizer Sign Work Space
Truck or Trailer Mounted Arrow Panel

TYPE OF ROADWAY	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 feet in advance of the work space, if possible.

The work vehicle may be used as the protective vehicle if all the following conditions are met:
- The roadway is posted at 45 mph or below,
- The work vehicle is positioned at least 150 feet in advance of the work space,
- The work vehicle has a flashing arrow panel, and
- The work vehicle uses activated rotating lights or strobe lights.

At locations where right turn movements are minimal or where the inclusion of the turning traffic with the traffic using the adjacent open lane will not affect capacity of the approach, it is acceptable to close any lane not carried through the intersection prior to the intersection. Thereby, eliminating the turn bay shown. If right-turn movements are significant, however, the right lane may be left open prior to the intersection but restricted to right-turn movements only. In this case, all channelization devices prior to the intersection are eliminated except those that might be used to form a temporary island emphasizing the mandatory turning movement.

For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through motor vehicle traffic.

If the work space extends across the crosswalk, the crosswalk should be closed using the information and devices shown in EPG 616.8.29 (TA-29) Crosswalk Closures and Pedestrian Detours.

Buffer and taper lengths noted in table may be modified to fit conditions.

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 provided on both sides of the affected approach when the approach is two or more lanes wide.

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

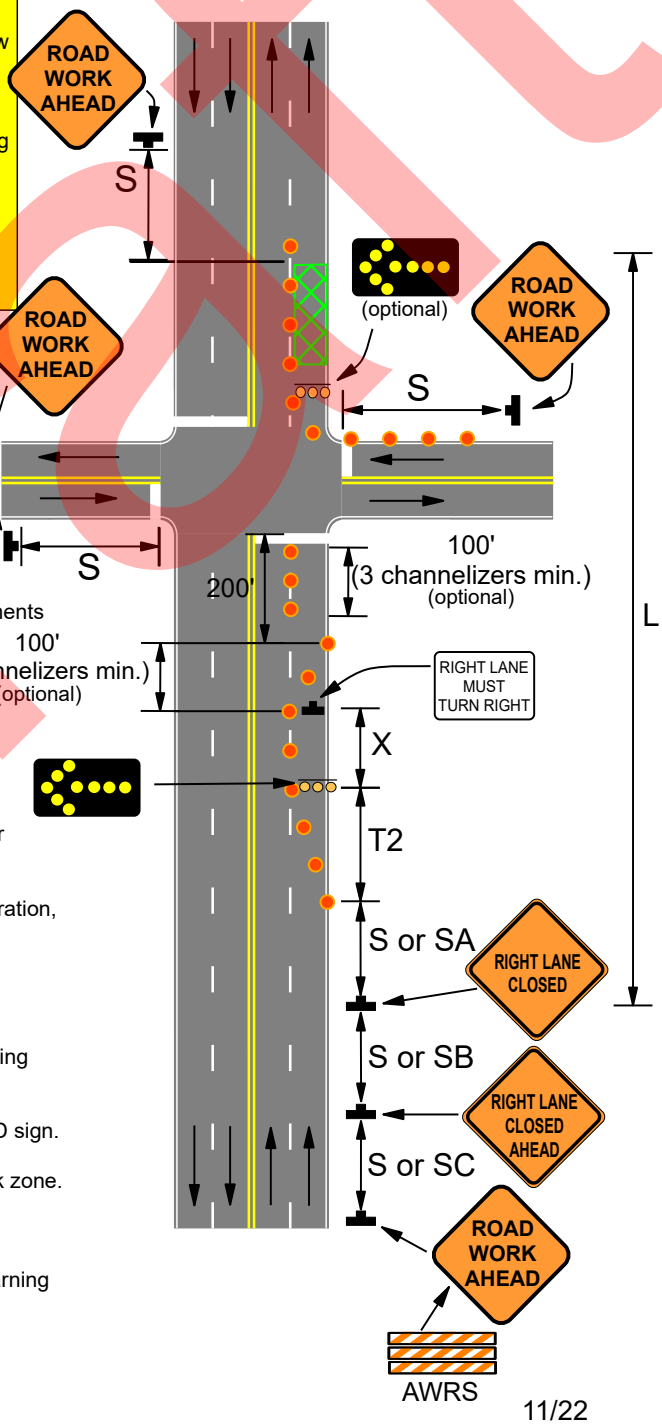
Other appropriate signs may be used in lieu of the ROAD WORK AHEAD sign.

Supplemental warning methods may be used to call attention to 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.



Draft