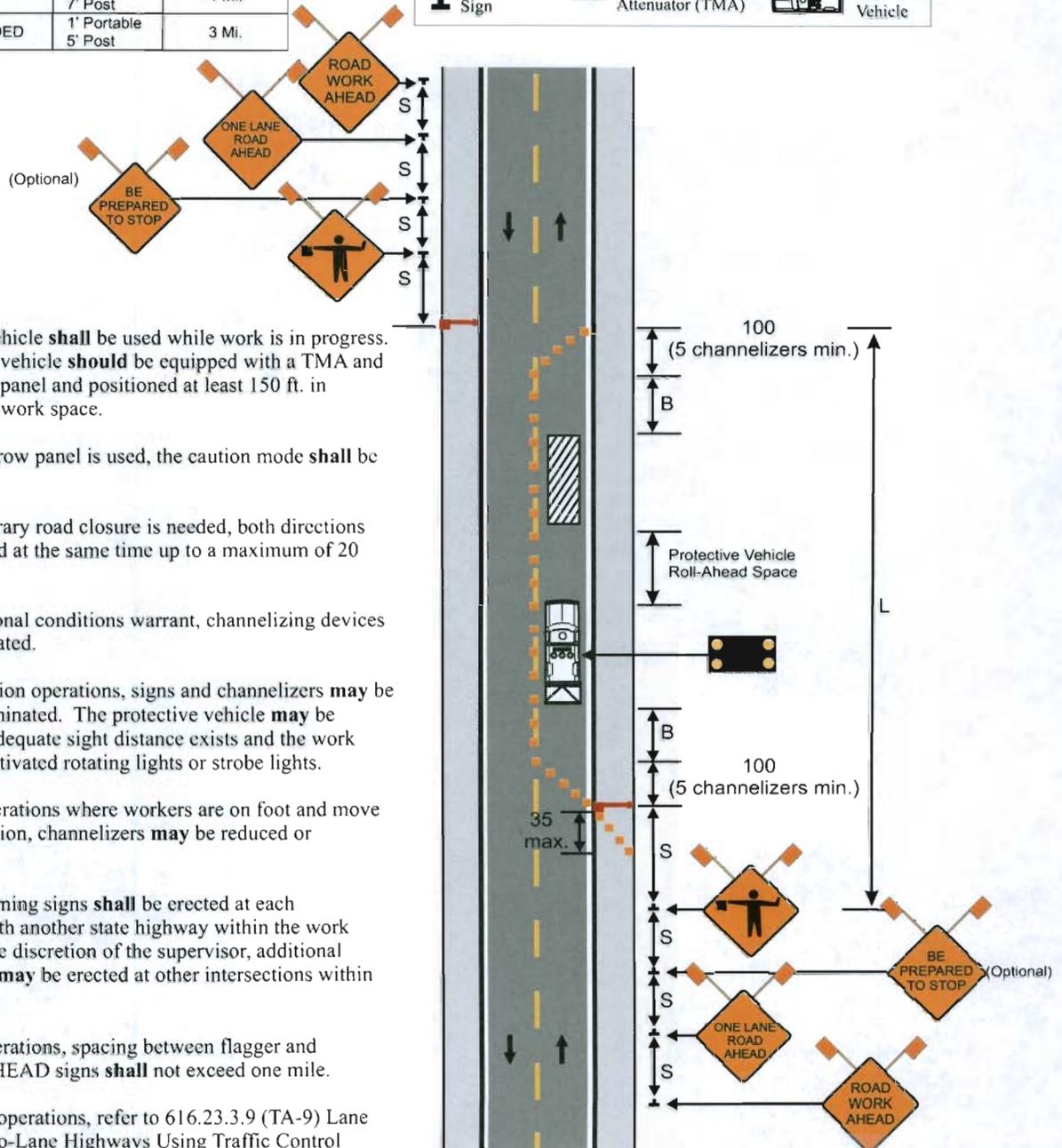
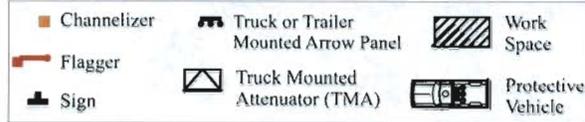


616.23.3.7 (TA-7) Lane Closure on Two-Lane Highways Using Flaggers

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	-	-	-	120	-	50
40-45	350	-	-	-	220	-	100
50-55	500	-	-	-	335	-	100
60-70	1000	-	-	-	550	-	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 UNDIVIDED	1' Portable 5' Post	3 Mi.



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.

When a temporary road closure is needed, both directions **may** be stopped at the same time up to a maximum of 20 minutes.

Where operational conditions warrant, channelizing devices **may** be eliminated.

For short duration operations, signs and channelizers **may** be reduced or eliminated. The protective vehicle **may** be eliminated if adequate sight distance exists and the work vehicle uses activated rotating lights or strobe lights.

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

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.

For mobile operations, spacing between flagger and FLAGGER AHEAD signs **shall** not exceed one mile.

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.

616.23.3.9 (TA-9) Lane Closure on Two-Lane Highways Using Traffic Control Signals

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	-	-	-	120	-	50
40-45	350	-	-	-	220	-	100
50-55	500	-	-	-	335	-	100
60-70	1000	-	-	-	550	-	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 UNDIVIDED	1' Portable 5' Post	3 Mi.

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 **should** 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 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.

For long-term operations, Advance Warning Rail System shall be installed according to 616.23.2.5.1.4 Flags and Advance Warning Rail System.

