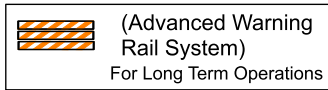
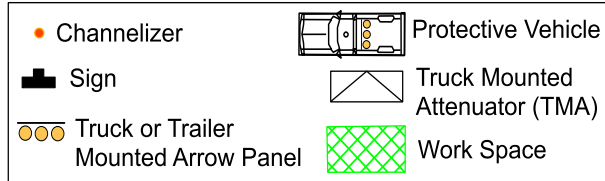


616.8.44a (TA-44a) Lane Closure at Interchange - MT

| 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 | 70 | 245 | 280 | 35 | 40 |
| 40-45 | - | 500 | 150 | 540 | 400 | 40 | 80 |
| 50-55 | - | 1000 | 185 | 660 | 560 | 50 | 80 |
| 60-70 | - | SA - 1000 SB - 1500 SC - 2640 | 235 | 840 | 840 | 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.

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



A protective vehicle shall be used when work is in progress. The protective vehicle shall be equipped with a TMA and flashing arrow panel at least 150 ft. in advance of the work space.

If an exit ramp is located within the limits of the lane drop, temporary exit signing and channelizers shall be provided as shown on EPG 616.8.42 (TA-42) Work in Vicinity of Exit Ramps.

Where inadequate acceleration distance exists for the temporary entrance, the YIELD sign may be replaced with STOP signs (one on each side of the approach).

When used, the YIELD or STOP sign should be located so that ramp traffic has adequate sight distance to merge into mainline traffic. If insufficient gaps are available, consideration should be given to closing the ramp.

Where STOP signs are used, a temporary stop bar should be placed across the ramp at the desired stop location.

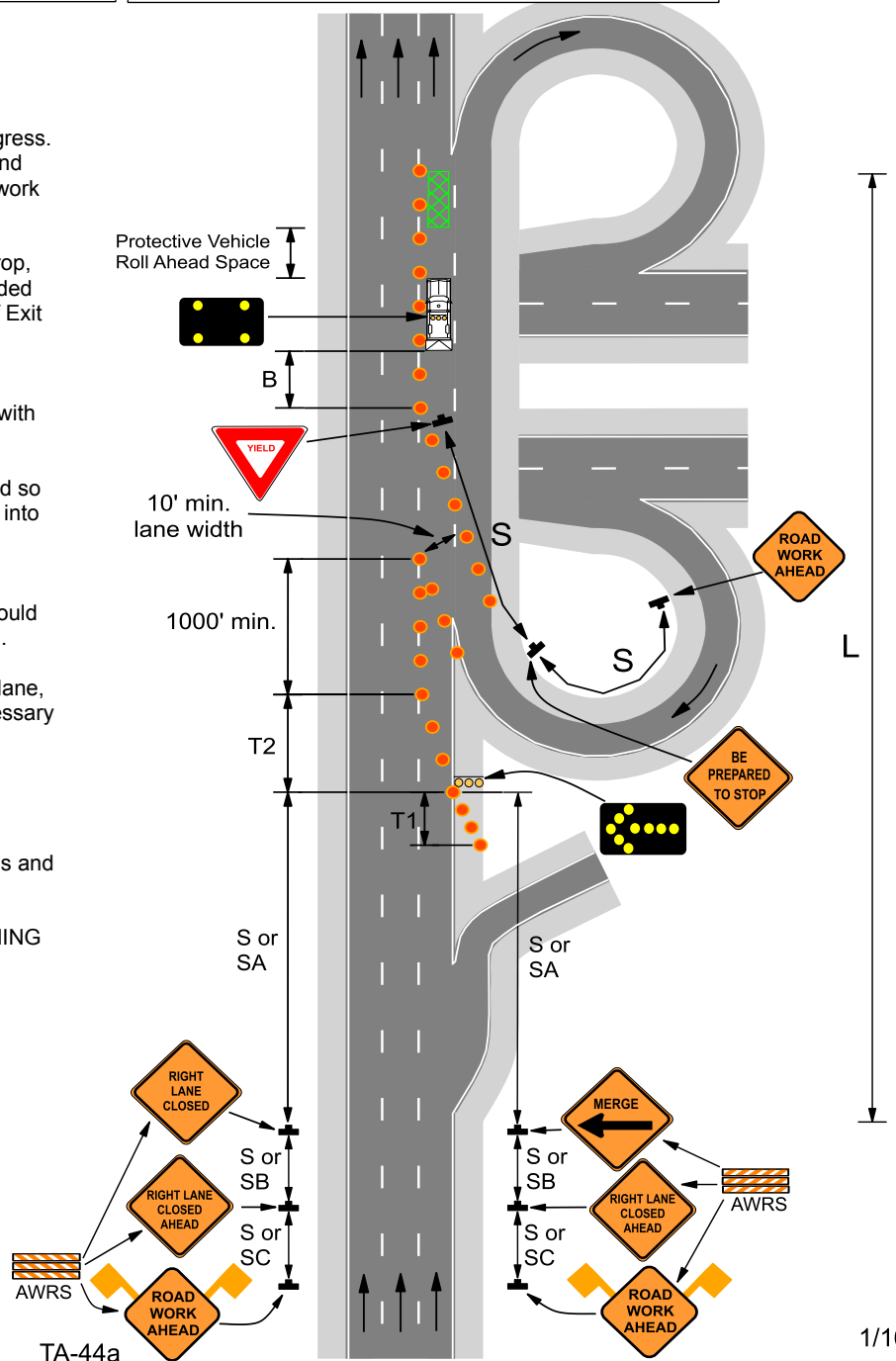
For work entirely within the acceleration/ deceleration lane, the signs, channelizers, and flashing arrow panel necessary for the through-lane lane closure may be eliminated.

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

For long-term operations, refer to EPG 616.6.2.2 Flags and Advance Warning Rail System.

For nighttime operations, review EPG 616.6.83 WARNING LIGHTS for use of sequential lights.

SEE EPG 616.12 WORK ZONE SPEED LIMITS FOR SPEED LIMIT GUIDELINES.



TA-44a