616.23.3.21 (TA-21) Lane Closure of Left Lane on Far Side of Intersection

SIGN SPACING (ft)		TAPER LENGTH (ft.)		OPTIONAL	LONGI-	CHANNELIZER SPACING (ft.)	
Undivided (S)	Divided (S)	Shoulder ¹ (T1)	Lane² (T2)	BUFFER LENG TH (ft.) (B)	TUDINAL TRANSITION (X)	Tapers	Buffer/ Work Areas
200	200	-	245	120	120	15	25
350	500	-	540	220	270	20	50
500	1000	-	660	335	330	50	100
1000	1000	-	840	550	420	60	100
	200 350 500	Undivided (S) Divided (S) 200 200 350 500 500 1000	Undivided (S) Divided (S) Shoulder' (T1) 200 200 - 350 500 - 500 1000 -	Undivided (S) Divided (S) Shoulder (T1) Lane (T2) 200 200 - 245 350 500 - 540 500 1000 - 660	Undivided (S) Divided (S) Shoulder (T1) Lane (T2) BUFFER LENG TH (ft.) (B) 200 200 - 245 120 350 500 - 540 220 500 1000 - 660 335	Undivided (S) Divided (S) Shoulder (T1) Lane (T2) BUFFER LENG TH (ft.) (B) TUDINAL TRANSITION (X) 200 200 - 245 120 120 350 500 - 540 220 270 500 1000 - 660 335 330	Undivided (S) Divided (S) Shoulder (T1) Lane (T2) BUFFER LENG TH (ft.) (B) TUDINAL TRANSITION (X) Tapers 200 200 - 245 120 120 15 350 500 - 540 220 270 20 500 1000 - 660 335 330 50

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 when space allows. The protective vehicle **should** be equipped with a TMA and positioned at least 150 ft. in advance of the work space. 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 uses activated rotating lights or strobe lights.

At locations where left 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 left-turn movements are significant, however, the left lane **may** be left open prior to the intersection but restricted to left-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.

If the work space extends across the sidewalk, the crosswalk should be closed using the information and devices shown in 616.23.3.25 (TA-25) 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

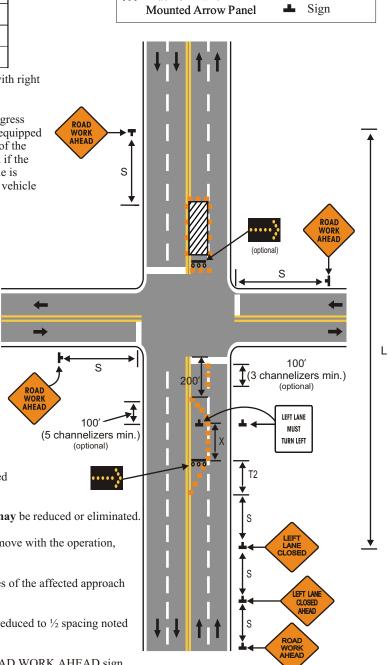
For mobile operations where workers are on foot and move with the operation, channelizers **may** be reduced or eliminated.

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 $\frac{1}{2}$ 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.



Channelizer

Truck or Trailer

Work Space

TA-21 10/1/08