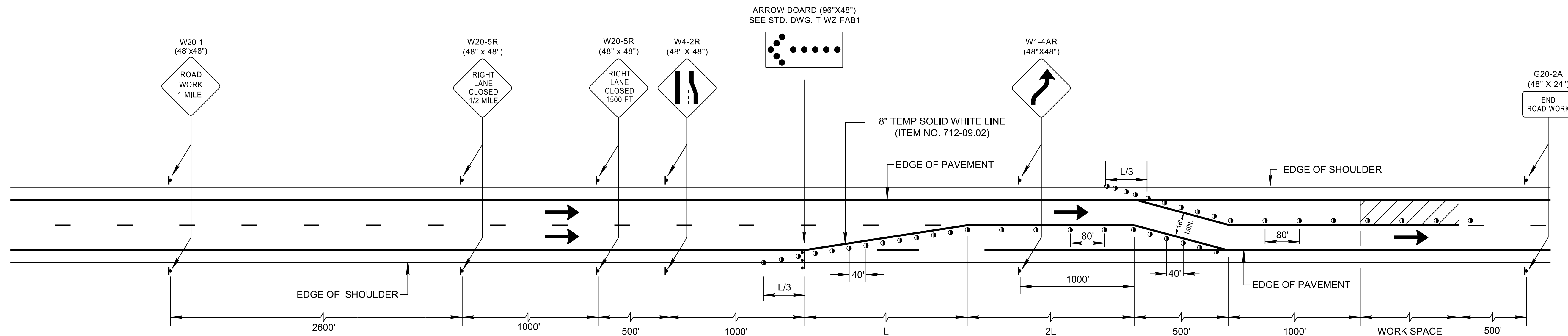


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- REV. 9-1-05: REMOVED TYPE "C" WARNING LIGHTS FROM FLEXIBLE DRUMS IN TAPER.
- REV. 3-15-11: CHANGED SIGN (R2-5A) TO SIGN (W3-5) AND CHANGED FOOTNOTE (1). REVISED FLEXIBLE DRUM SPACING AND COMPUTATION FOR DISTANCE. REMOVED SIGN R4-1 (MOD).
- REV. 03-05-17: ADDED NOTE (F).
- REV. 06-29-19: REVISED COMPUTATION FOR DISTANCE L. REVISED ALL GENERAL NOTES. REDREW SHEET.
- REV. 05-01-20: ADDED SPECIAL NOTES. ADDED BUFFER SPACE TABLE. REMOVED 716-05.02 PAY ITEM. CHANGED CALCULATION FOR DISTANCE L. ADDED LANE WIDTH MINIMUM FOR LANE SHIFT TAPER. CHANGED SIGNING TO MATCH OTHER TDOT LANE CLOSURE STANDARDS AND 2009 MUTCD.



COMPUTATION FOR DISTANCE L

$L = W \times S$

L = TAPER LENGTH IN FEET
 W = WIDTH OF OFFSET IN FEET
 S = 10 MPH OVER EXISTING POSTED SPEED LIMIT

CHANNELIZATION DEVICE LEGEND

	FLEXIBLE DRUMS (ITEM NO. 712-04.01, PER EACH)
	FLASHING YELLOW ARROW BOARD (SEE STD. DWG. NO. T-WZ-FAB1, FOR DETAILS AND SPECIFICATIONS) (ITEM NO. 712-08.03, PER EACH)
	SIGN SUPPORT
	DIRECTION OF TRAFFIC
	WORK SPACE
	CHANGEABLE MESSAGE SIGN (ITEM NO. 713-16.01, PER EACH)

SPECIAL NOTES

LANE WIDTHS SHALL BE A MINIMUM OF 11FT WITH 2FT SHOULDER. WHEN ALIGNMENT IS IN A HORIZONTAL CURVE WITH A RADIUS LESS THAN 2500FT, LANE WIDTHS SHALL BE A MINIMUM OF 12FT WITH 2FT SHOULDERS.

IF THE MINIMUM DESIGN REQUIREMENTS OF THIS STANDARD DRAWING CANNOT BE MET, A WORK ZONE DESIGN DEVIATION MUST BE SUBMITTED TO AND APPROVED BY THE STATE WORK ZONE ENGINEER.

GENERAL NOTES

(A) THIS STANDARD TO BE CONSIDERED ON LONGER TERM PROJECTS WITH WORK PLANNED IN BOTH LANES OF TRAFFIC IN ORDER TO KEEP THE LANE CLOSURE CONSISTENT REGARDLESS OF THE LANE BEING WORKED ON. ALSO ON ROADWAYS WHERE EXCESSIVE SPEED AND VOLUMES ARE A CONCERN, A RIGHT LANE CLOSURE IS A MORE TYPICAL MERGE FOR DRIVERS

NOTES B THRU F APPLY IF PORTABLE BARRIER RAIL IS REQUIRED

(B) MINIMUM TWO FEET (2') OFFSET BETWEEN TRAVEL LANE AND PORTABLE BARRIER IS REQUIRED. THE MAXIMUM POSSIBLE OFFSET BETWEEN TRAVEL LANE AND PORTABLE BARRIER MUST BE OBTAINED. A 2' MINIMUM OFFSET IS REQUIRED BETWEEN THE TRAVELLED LANE AND BRIDGE PARAPET, PORTABLE BARRIER RAIL, CONCRETE MEDIAN BARRIERS, ETC. EVEN THOUGH MUTCD RECOMMENDS THE TWO FOOT OFFSET, TDOT'S POLICY REQUIRES THE OFFSET. 2' MINIMAL OFFSET IS REQUIRED BETWEEN THE WORK ZONE AND PORTABLE BARRIER RAIL IF RAIL IS UNPINNED.

(C) PORTABLE BARRIER RAIL WILL BE REQUIRED WHERE DROP OFFS EXCEED 18 INCHES. PORTABLE BARRIER RAIL MAY BE USED WHERE DROP OFFS EXCEED 6 INCHES. FOR MORE SPECIFIC INFORMATION SEE TDOT DROP-OFF POLICY.

(D) TAPER LENGTH SHOWN FOR THE PORTABLE BARRIER RAIL IS A MINIMUM. PORTABLE BARRIER RAIL SHOULD BE EXTENDED BEYOND THE CLEAR ZONE OR BE SHIELDED WITH A CRASH CUSHION WHEN IT IS NOT FEASIBLE TO EXTEND THE PORTABLE BARRIER RAIL. SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE DISTANCE.

(E) REFER TO THE QUALIFIED PRODUCT LIST FOR APPROVED BARRIER RAIL DELINEATORS. DELINEATORS SHOULD NOT BE MIXED IN THE SAME LINE. BARRIER RAIL DELINEATORS SHALL BE USED ON PORTABLE BARRIER RAIL.

(F) REFER TO STANDARD DRAWING NO. T-WZ-11 FOR PORTABLE BARRIER RAIL PLACEMENT, TAPERS, AND END TREATMENT.

(G) PORTABLE MESSAGE BOARD SHOULD ONLY BE USED ONLY WHEN TRAFFIC CONDITIONS WARRANT.

(H) SEE STANDARD DRAWING T-WZ-10 FOR OTHER NECESSARY ADVANCE WARNING SIGNS.

(1) SEE TDOT ROADWAY DESIGN GUIDELINES FOR LINE WIDTH AND MATERIAL TYPE.

APPROVED BY FHWA
 (ALL OTHERS APPROVED BY TDOT)

STATE OF TENNESSEE
 STANDARD DRAWING
 DEPARTMENT OF TRANSPORTATION

LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT