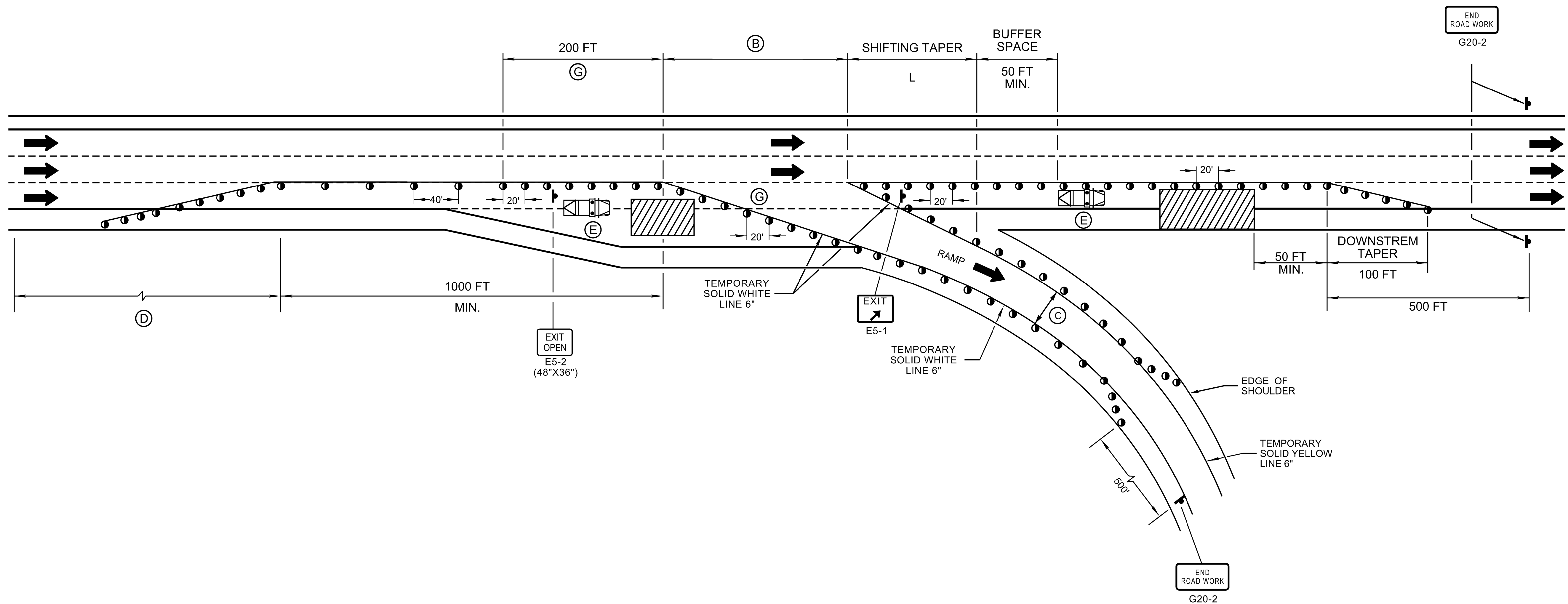





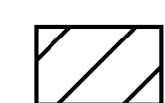
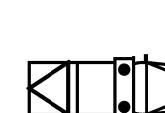
TRAFFIC CONTROL FOR ONE LANE CLOSURE NEAR EXIT RAMP ON DIVIDED HIGHWAYS



**SPECIAL NOTE**

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.

**CHANNELIZATION DEVICE LEGEND**

-  FLEXIBLE DRUMS (ITEM NO. 712-04.01 PER EACH)
-  SIGN SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK SITE
-  WORK TRUCK WITH TMA AND FLASHING ARROW BOARD

**GENERAL NOTES**

- (A) THIS DRAWING IS FOR WORK ZONES LOCATED BEFORE AND/OR AFTER AN EXIT RAMP.
- (B) OPENING FOR EXIT RAMP SHOULD BE MINIMUM OF 240 FT.
- (C) MINIMUM ALLOWABLE TRAVEL WAY SHOULD BE 13 FT BETWEEN CHANNELIZING DEVICES OR BARRIERS. IF CONDITIONS DO NOT ALLOW 13 FT, OFF TRACKING ANALYSIS SHALL BE CONDUCTED TO VERIFY ALLOWABLE HORIZONTAL CLEARANCE. ANY ALTERATIONS TO HORIZONTAL SHALL BE APPROVED BY TDOT ENGINEER.
- (D) REFER TO T-WZ-11 ONE LANE CLOSURE DETAILS FOR DIVIDED HIGHWAYS FOR ADVANCED WARNING SPACING AND MERGING TAPER.
- (E) FOR LONGER DURATION PROJECTS TRUCK MOUNTED ATTENUATOR (TMA) MAY BE REPLACED WITH PORTABLE BARRIER RAIL WITH TEMPORARY WZ CRASH CUSHION. TMA SHOULD BE PROPERLY POSITIONED TO ACCOUNT FOR ROLL AHEAD.
- (F) DRUMS ARE REQUIRED FOR ALL TAPERS, BUFFERS, AND ACCELERATION AREAS. REFER TO SPEC. 712.04.
- (G) DRUM SPACING SHALL BE 20 FT BEGINNING 200 FT FROM THE RAMP, THROUGH THE AFFECTED EXIT RAMP AREA, AND A MINIMUM OF 200 FT AFTER THE EXIT RAMP.
- (H) WHEN WORK IS BEING DONE ON THE RAMP ONLY AND NOT ON THE ROADWAY, INSTALL W20-1 WITH A W13-4P PLAQUE TO COMMUNICATE TO MOTORISTS THAT THE WORK IS ONLY BEING CONDUCTED ON THE EXIT RAMP.
- (I) ALL WORK AND ASSOCIATED DEVICES (DRUMS, REMOVAL OF PAVEMENT MARKINGS, AND REPLACEMENT OF PAVEMENT MARKINGS, ETC.) ASSOCIATED ARE TO BE PAID FOR UNDER ITEM NO. 712-01 TRAFFIC CONTROL LUMP SUM.

**COMPUTATION FOR SHIFTING TAPER**

$L = W \times S$  (FOR POSTED SPEEDS OF 45 MPH OR GREATER)

$L = \frac{W \times S^2}{60}$  (FOR POSTED SPEEDS OF 40 MPH OR LESS)

L = TAPER LENGTH IN FEET  
 W = WIDTH OF OFFSET IN FEET  
 S = PERMANENT POSTED SPEED