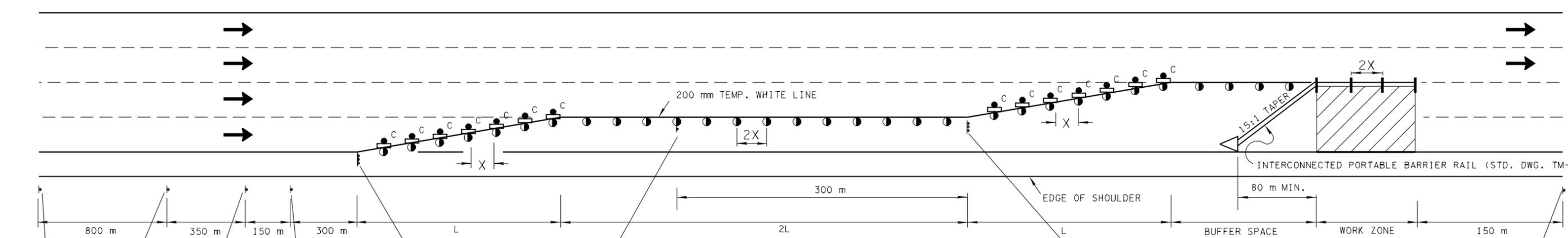
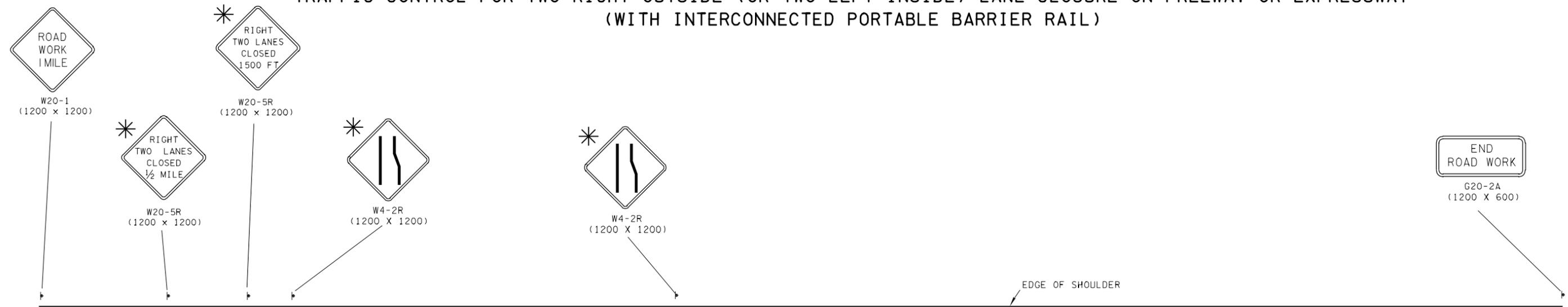


REV. 4-15-99: MODIFIED CHANNELIZATION DEVICE LEGEND.
 REV. 12-18-99: ADDED BLOCKED IN NOTE FOR TWO LEFT INSIDE LANE CLOSURE.

TRAFFIC CONTROL FOR TWO RIGHT OUTSIDE (OR TWO LEFT INSIDE) LANE CLOSURE ON FREEWAY OR EXPRESSWAY (WITH INTERCONNECTED PORTABLE BARRIER RAIL)



* FOR LEFT LANE CLOSURE USE SIGNS W20-5L AND W4-2L

COMPUTATION FOR DISTANCE L

$L = W \times S$

L = TAPER LENGTH IN METERS
 W = WIDTH OF OFFSET IN METERS
 S = POSTED SPEED IN MPH

CHANNELIZATION DEVICE LEGEND	
	FLEXIBLE DRUMS
	SIGN SUPPORT
	FLEXIBLE DRUMS WITH TYPE "C" WARNING LIGHTS ATTACHED
	DIRECTION OF TRAFFIC
	WORK SITE
	VERTICAL PANEL (SEE STD. DWG. NO. TM-PBR-2 FOR DETAILS AND SPECIFICATIONS)
	FLASHING YELLOW ARROW BOARD (SEE STD. DWG. NO. TM-FAB-1, FOR DETAILS AND SPECIFICATIONS)
	ATTENUATOR (SEE STANDARD DRAWINGS)

- GENERAL NOTES**

 - (A) FOR CLOSURE OF TWO LEFT LANES THE CHANNELIZING DEVICES SHALL BE SET UP SYMMETRICALLY TO THE 2 RIGHT LANES CLOSURE SET UP AND THE SIGNING SHALL REFLECT THE 2 LEFT LANES CLOSURE. THIS STANDARD APPLIES TO FREEWAYS AND EXPRESSWAYS WITH 6 OR MORE LANES.
 - (B) PORTABLE BARRIER RAIL WILL BE REQUIRED WHERE DROP OFFS EXCEED 450 mm. PORTABLE BARRIER RAIL MAY BE USED WHERE DROP OFFS EXCEED 150 mm. FOR MORE SPECIFIC INFORMATION SEE TDOT DROP-OFF POLICY.
 - (C) TAPER LENGTH SHOWN FOR THE PORTABLE BARRIER RAIL IS A MINIMUM. PORTABLE BARRIER RAIL MAY BE EXTENDED BEYOND CLEAR ZONE TO ELIMINATE THE NEED FOR AN ATTENUATOR.
 - (D) SEE STANDARD DRAWING NO. TM-WZ-10 FOR OTHER NEEDED ADVANCE SIGNING.
 - (E) SEE TABLE VI-1 OF PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR RECOMMENDED LENGTHS OF BUFFER SPACE.

ALL UNITS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

TWO-OUTSIDE LANE CLOSURE ON FREEWAY OR EXPRESSWAY (PORTABLE BARRIER RAIL)

5-27-98 TM-WZ-14