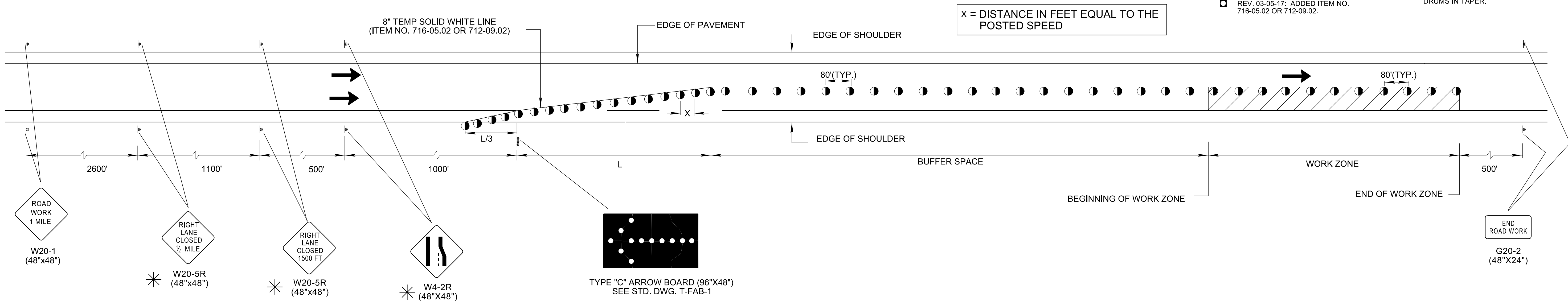


TRAFFIC CONTROL FOR ONE LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY
(NO PORTABLE BARRIER RAIL SETUP)



- REV. 5-12-06: REPLACED VERTICAL PANEL WITH BARRIER RAIL DELINEATORS. ADDED GENERAL NOTES (G)&(H)

REV. 10-06-06: CHANGED ITEM NO. FOR BARRIER RAIL DELINEATOR. ADDED GENERAL NOTE (I). CHANGED GENERAL NOTE (E)

REV. 03-13-09: CHANGED GENERAL NOTE (E)

REV. 03-05-17: ADDED ITEM NO. 716-05.02 OR 712-09.02.

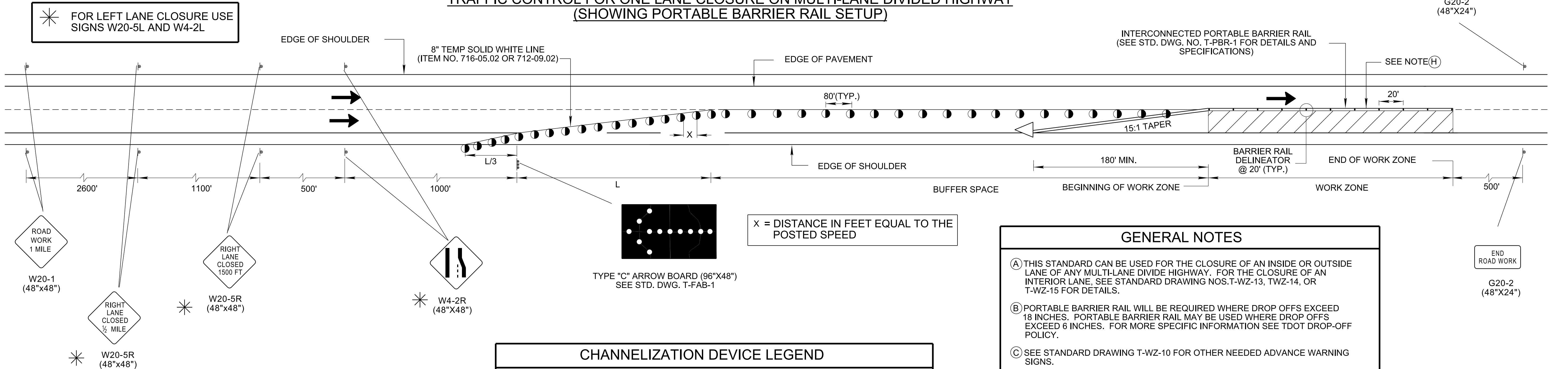
REV. 12-18-99: MODIFIED GENERAL NOTE (E)

REV. 7-29-03: CHANGED GENERAL NOTE (E)

REV. 4-15-04: CHANGED W4-2 SIGN. CHANGED GENERAL NOTE (D) TO COMPLY WITH 2003 MUTCD.

REV. 9-1-05: REMOVED TYPE "C" WARNING LIGHTS FROM FLEXIBLE DRUMS IN TAPER.

TRAFFIC CONTROL FOR ONE LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY
(SHOWING PORTABLE BARRIER RAIL SETUP)



GENERAL NOTES

- (A) THIS STANDARD CAN BE USED FOR THE CLOSURE OF AN INSIDE OR OUTSIDE LANE OF ANY MULTI-LANE DIVIDE HIGHWAY. FOR THE CLOSURE OF AN INTERIOR LANE, SEE STANDARD DRAWING NOS.T-WZ-13, TWZ-14, OR T-WZ-15 FOR DETAILS.
- (B) 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.
- (C) SEE STANDARD DRAWING T-WZ-10 FOR OTHER NEEDED ADVANCE WARNING SIGNS.
- (D) SEE TABLE 6C-2 OF PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FORRECOMMENDED LENGTHS OF BUFFER SPACE WHICH ARE BASED ON STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED.
- (E) 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 AN ATTENUATOR WHEN IT IS NOT FEASIBLE TO EXTEND THE PORTABLE BARRIER RAIL. SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE DISTANCE.
- (F) A SECOND ARROW BOARD MAY BE USED WHEN GEOMETRIC CONDITIONS LIMITS THE VISIBILITY OF A LANE CLOSURE.
- (G) BARRIER RAIL DELINEATORS (ITEM NO.712-04.50) SHALL BE USED ON PORTABLE BARRIER RAIL. REFER TO THE QUALIFIED PRODUCT LIST FOR APPROVED BARRIER RAIL DELINEATORS. DIFFERENT TYPES OF BARRIER RAIL DELINEATORS SHOULD NOT BE MIXED IN THE SAME LINE.
- (H) MINIMUM TWO FEET (2') OFFSET BETWEEN TRAVEL LANE AND PORTABLE CONCRETE BARRIER IS REQUIRED. THE MAXIMUM POSSIBLE OFFSET BETWEEN TRAVEL LANE AND PORTABLE BARRIER MUST BE OBTAINED. TWO FEET (2') OFFSET MAY BE ELIMINATED WHERE PHYSICAL CONDITIONS DO NOT ALLOW.
- (I) RAISED PAVEMENT MARKERS SHOULD NOT BE USED ON RIGHT EDGE LINE.

MINOR REVISION -- FHWA
APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

ONE LANE
CLOSURE
DETAIL ON
DIVIDED HIGHWAYS

CHANNELIZATION DEVICE LEGEND

- FLEXIBLE DRUMS

SIGN SUPPORT

DIRECTION OF TRAFFIC

WORK SITE

BARRIER RAIL DELINEATOR (ITEM NO. 712-04.50, PER EACH)

FLASHING YELLOW ARROW BOARD (SEE STD. DWG. NO. T-FAB-1,FOR DETAILS AND SPECIFICATIONS)

ATTENUATOR

COMPUTATION FOR DISTANCE L

$$L = W \times S$$

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

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

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

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