



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
NASHVILLE, TENNESSEE 37243-0350

INSTRUCTIONAL BULLETIN No. 05-10

Regarding the Use Merge Left Details

Effective immediately, controlled access projects which utilize lane closure details shall be reviewed for the inclusion of Merge Left. Interstate construction or maintenance projects where traffic is reduced to one lane of traffic through the work zone are the primary candidates.

The following criteria will be used for determining Merge Left use:

- Projects on rural interstates should include Merge Left.
- Projects on urban interstates will be reviewed for Merge Left considering factors such as number of lanes, interchange spacing, and proximity to major splits.
- Other controlled access facilities will be considered on a case-by-case basis.

Any interstate or controlled access facility with lane closures not utilizing Merge Left shall be brought to the attention of the appropriate Civil Engineering Manager 2 prior to finalizing the traffic control.

The new Standard Drawing T-WZ-21 (TM-WZ-21) details Merge Left. It shall be identified in the lower left hand corner of the index sheet "**To be printed with the plans**". The layout and signage may require modification depending on site and field conditions.

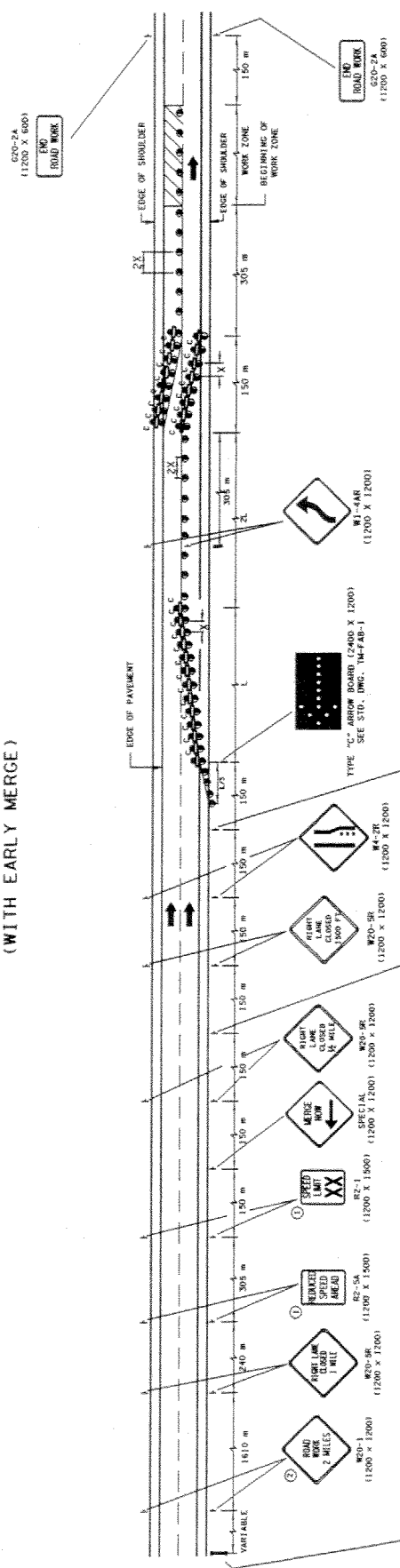
The designer will provide quantities for a uniformed police officer which will be paid for under Item No. 712-08.06 Uniformed Police Officer per hour. The Region Construction Supervisor is to be contacted in order to establish the number of hours to be shown in the plans on a case-to-case basis by the Design Manager.



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Design Division

JCJ:ma
Attachment
January 25, 2005

TRAFFIC CONTROL FOR ONE LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY (WITH EARLY MERGE)



X = DISTANCE IN FEET FROM TO THE POSTED SPEED. MAXIMUM SPACING 30 m.

FOOTNOTES
 1) APPROVAL OF THE STATE TRAFFIC ENGINEER IS REQUIRED BEFORE PLACING THE "REDUCED SPEED AHEAD" (R2-5A) AND THE "SPEED LIMIT" (R2-1) SIGNS.
 2) ADDITIONAL "ROAD WORK" (W20-1) SIGNS MAY BE USED FOR LONG TRAFFIC DEVICES.

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
- STION SUPPORT
- FLEXIBLE DRUMS WITH TYPE "C" WARNING LIGHTS ATTACHED
- DIRECTION OF TRAFFIC
- WORK SITE
- FLASHING YELLOW ARROW BOARD (SEE STD. DMC-10, T-7AD-1 FOR DETAILS AND SPECIFICATIONS)
- PORTABLE MESSAGE BOARDS

GENERAL NOTES

- PORTABLE BARRIER RAIL WILL BE REQUIRED WHERE ROAD WORK IS USED AND PORTABLE BARRIER RAIL MAY BE USED WHERE PORTABLE BARRIER IS NOT REQUIRED. FOR MORE SPECIFIC INFORMATION SEE DOT DROP-OFF POLICY OR TRAFFIC CONTROL NOTES.
- SEE STANDARD DRAWING NO. TM-WZ-10 FOR OTHER NEEDED ADVANCE SIGNING.
- PORTABLE MESSAGE BOARD SHOULD ONLY BE USED ONLY WHEN TRAFFIC CONDITIONS WARRANT.
- THIS DETAIL IS TO BE USED FOR WORK ZONES IN BOTH THE LEFT AND RIGHT LANES. WHEN THE WORK ZONE IS IN THE LEFT LANE, THE "RIGHT LANE CLOSED AHEAD" AND THE "LANE SHIFT" SHALL BE DELETED. (41-404) SIGN REFER TO STANDARD DRAWING NO. TM-WZ-11 FOR PORTABLE BARRIER RAIL PLACEMENT, TAPES, AND END TREATMENT.

METRIC

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT

11-11-04
 TM-WZ-21