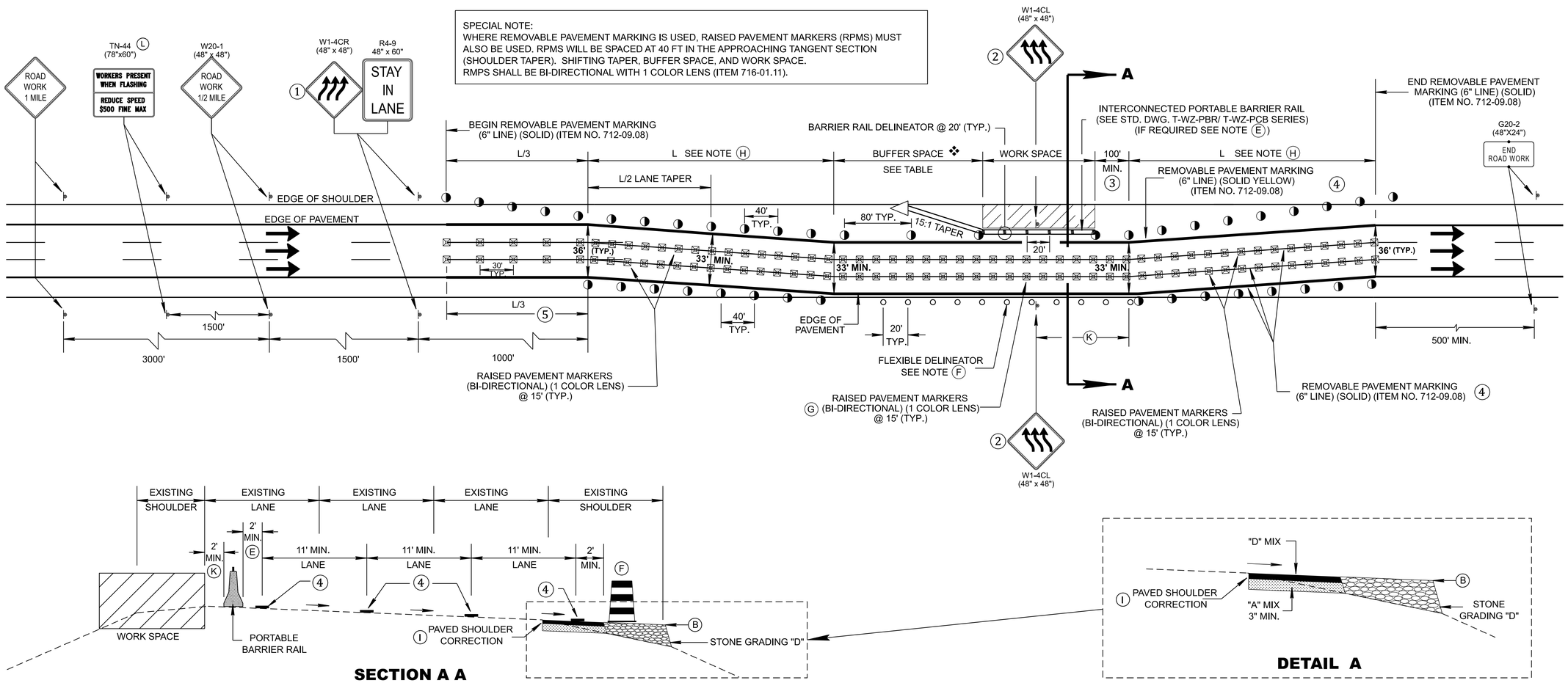
TEMPORARY TRAFFIC CONTROL TYPICAL LANE SHIFT APPLICATION (A)

(SHOWING LANE SHIFT USING EXISTING SHOULDER)

SPECIAL NOTE:
WHERE REMOVABLE PAVEMENT MARKING IS USED, RAISED PAVEMENT MARKERS (RPMS) MUST ALSO BE USED. RPMS WILL BE SPACED AT 40 FT IN THE APPROACHING TANGENT SECTION (SHOULDER TAPER). SHIFTING TAPER, BUFFER SPACE, AND WORK SPACE.
RMPS SHALL BE BI-DIRECTIONAL WITH 1 COLOR LENS (ITEM 716-01.11).



SECTION A A

DETAIL A

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.

CHANNELIZATION DEVICE LEGEND

- FLEXIBLE DRUMS (ITEM NO. 712-04.01, PER EACH)
- GROUND OR SURFACE MOUNTED FLEXIBLE DELINEATOR (ITEM NO. 713-02.14, PER EACH)
- SIGN SUPPORT
- DIRECTION OF TRAFFIC
- WORK SPACE
- BARRIER RAIL DELINEATOR (ITEM NO. 712-04.50, PER EACH)
- ATTENUATOR SEE STD. DWG. S-CC-1 (ITEM NO. 712-02.60, PER EACH)

FOOTNOTES

1. FOR LANE SHIFTS TO THE RIGHT USE W1-4BR FOR 2 LANES, W1-4CR FOR 3 LANES, AND W1-4DR FOR 4 LANES.
2. FOR LANE SHIFTS TO THE LEFT USE W1-4BL FOR 2 LANES, W1-4CL FOR 3 LANES, AND W1-4DL FOR 4 LANES.
3. 100' MIN REQUIRED AFTER WORK SITE BEFORE TAPER FOR LANE SHIFT.
4. REMOVABLE PAVEMENT MARKING (6" LINE) (SOLID) (ITEM NO. 712-09.08)
5. RAISED TRANSVERSE RUMBLE STRIP FOR SPEED CONTROL AS NEEDED. SEE STANDARD DRAWING T-WZ-56.

❖ **BUFFER SPACE** BASED ON PRE-CONSTRUCTION POSTED SPEED

SPEED	DISTANCE
45	360
50	425
55	495
60	570
65	645
70	730
75	820

COMPUTATION FOR DISTANCE L

L = W x S

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

GENERAL NOTES

(A) LANE SHIFT SHOW IS GENERALLY INTENDED FOR HIGH SPEED RURAL SETTINGS, OR URBAN SETTINGS WHERE ALL DESIGN ELEMENTS CAN BE ACHIEVED. WHERE ROADWAY FEATURES (GEOMETRICS, INTERCHANGES, ETC.) DO NO PERMIT ALL DESIGN FEATURES TO BE ACHIEVED, DETAILED TRAFFIC CONTROL PLANS MAY BE REQUIRED.

(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) 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.

(D) BARRIER RAIL DELINEATORS (ITEM NO. 712-04.50) SHOULD BE USED ON PORTABLE BARRIER RAIL. REFER TO THE QUALIFIED PRODUCTS LIST FOR APPROVED BARRIER RAIL DELINEATORS. DIFFERENT TYPES OF BARRIER RAIL DELINEATORS SHOULD NOT BE MIXED IN THE SAME LINE.

(E) 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. 3' MINIMAL OFFSET IS REQUIRED BETWEEN THE WORK ZONE AND PORTABLE BARRIER RAIL IF RAIL IS UNPINNED.

(F) FLEXIBLE DRUMS, CONCRETE BARRIER RAIL OR GROUND MOUNTED FLEXIBLE DELINEATORS MAY BE USED AS NEEDED. SEE STANDARD DRAWING T-WZ-PBR2 FOR GROUND MOUNTED FLEXIBLE DELINEATORS (ITEM NO. 713-02.14). REFER TO THE QPL FOR APPROVED FLEXIBLE DELINEATORS.

(G) RAISED PAVEMENT MARKERS SHOULD NOT BE USED ON THE LEFT OR RIGHT EDGE LINE.

(H) WHILE THE MUTCD USES L/2, TDOT USES L FOR THE SHIFTING LANE LENGTH.

(I) THE EXISTING SHOULDER MAY BE BUILT UP SO THAT IT MATCHES THE EXISTING ADJACENT LANE CROSS SLOPE. THIS CAN BE ACCOMPLISHED BY USING ASPHALT CONCRETE MIX (BPMB-HM) GRADING D MIX IF THE DROP-OFF DOES NOT EXCEED 3". IF THE DROP OFF EXCEEDS 3" THEN ASPHALT CONCRETE MIX (BPMB-HM) GRADING A MIX MUST BE USED IN CONJUNCTION WITH D MIX. SEE DETAIL A FOR DETAILS.

(J) THIS DRAWING IS BASED ON THE MUTCD DRAWING FOR LANE SHIFT ON A FREEWAY (TA-36).

(K) THE SIGNS W1-4CL, 4BL OR 4DL SHALL BE LOCATED WITHIN THE TANGENT SECTION OF THE LANE SHIFT, AT A DISTANCE OF APPROX. 1000 FT. FROM THE END OF THE TANGENT SECTION.

(L) TN-44 IS REQUIRED ON FREEWAYS, BUT OPTIONAL ON OTHER ROADWAYS

NOT TO SCALE

- REV. 4-15-99: MODIFIED CHANNELIZATION DEVICE LEGEND.

  REV. 12-18-99: CHANGED OUT FLEXIBLE DRUMS FOR VERTICAL PANELS ALONG OUTSIDE SHOULDER IN WORK ZONE AREA. MODIFIED GENERAL NOTE (D).
- REV. 7-29-03: CHANGED GENERAL NOTE (D).
- REV. 4-15-04: CHANGED GENERAL NOTE (B) TO COMPLY WITH 2003 MUTCD.
- REV. 9-1-05: REMOVED TYPE "C" WARNING LIGHTS FROM FLEXIBLE DRUMS IN TAPER.
- REV. 5-12-06: REPLACED VERTICAL PANEL WITH BARRIER RAIL DELINEATORS. ADDED GENERAL NOTES (E) & (F).
- REV. 10-06-06: REPLACED VERTICAL PANELS WITH GROUND MOUNTED FLEXIBLE DELINEATOR. ADDED GENERAL NOTE (G) AND (H). CHANGED GENERAL NOTE (E) AND ADD GENERAL NOTE (I). DELETED "FOR LANE SHIFTS EQUAL TO OR LESS THAN 2000' IN LENGTH". ALSO STD.DWG. T-WZ-17 DELETED.
- REV. 03-13-09: CHANGED GENERAL NOTE (D) AND ATTENUATOR LEGEND DESCRIPTION.
- REV. 03-05-17: ADDED ITEM NO. 716-05.02 OR 712-09.02.
- REV. 06-28-19: REVISED ALL NOTES, COMPUTATION FOR DISTANCE L BLOCK. ADDED SECTION **A A** AND DETAIL A . ADDED SIGNS NOS. W-20-1 & R4-9. RENAMED AND REDREW SHEET.
- REV. 03-04-21: CHANGED ITEM NO. 712-02.60 FOR STD DWG S-CC-1. ADDED REFERENCED STD DWG T-WZ-PCB SERIES. REVISED GENERAL NOTE (E)

  REV. 07-30-24: SPECIAL NOTE WAS REVISED.

  REV. 03-26-25: UPDATED TO CONFORM TO MUTCD 11TH EDITION.

FHWA
APPROVAL NOT REQUIRED

STATE OF TENNESSEE
STANDARD DRAWING
DEPARTMENT OF TRANSPORTATION

LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS

5-27-98 | T-WZ-16

3/25/2025 6:22:25 PM
H:\26126180 - Tennessee DOT Road Design Manual\004 - TDOT Traffic Design Updates\design_CAD\Work Zone (WZ)\TWZ16.DGN