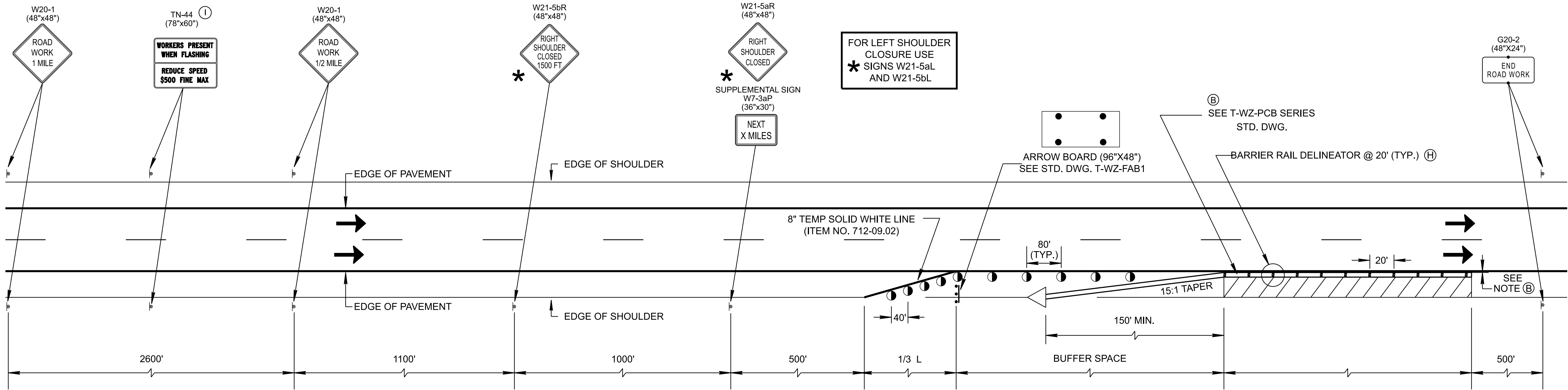


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NOT TO SCALE



COMPUTATION FOR DISTANCE L

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

BUFFER SPACE BASED ON PRE- CONSTRUCTION POSTED SPEED	
SPEED	DISTANCE
45	360
50	425
55	495
60	570
65	645
70	730
75	820

TRAFFIC CONTROL SHOULDER CLOSURE DETAIL

CHANNELIZATION DEVICE LEGEND

- FLEXIBLE DRUMS (ITEM NO. 712-04.01, PER EACH)
- FLASHING YELLOW ARROW BOARD (SEE STD. DWG. NO. T-WZ-FAB1, FOR DETAILS AND SPECIFICATIONS) (ITEM NO. 712-08.03, 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)

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.

GENERAL NOTES

- (A) THIS STANDARD CAN BE USED FOR THE CLOSURE OF AN INSIDE OR OUTSIDE SHOULDER OF ANY MULTI-LANE DIVIDED HIGHWAY. FOR THE CLOSURE OF AN INTERIOR LANE, SEE STANDARD DRAWING NOS.T-WZ-13, TWZ-14, OR T-WZ-15 FOR DETAILS.
- (B) 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.
- (C) 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 DESIGN GUIDELINES FOR DROP-OFF REQUIREMENT.
- (D) TAPER LENGTH SHOWN FOR THE PORTABLE BARRIER RAIL IS A MINIMUM FOR A 10' SHOULDER. 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.
- (E) REFER TO THE QUALIFIED PRODUCT LIST FOR APPROVED BARRIER RAIL DELINEATORS. DELINEATORS SHOULD NOT BE MIXED IN THE SAME LINE. BARRIER RAIL DELINEATORS SHALL BE USED ON PORTABLE BARRIER RAIL.
- (F) SEE STANDARD DRAWING T-WZ-10 FOR OTHER NECESSARY ADVANCE WARNING SIGNS.
- (G) RAISED PAVEMENT MARKERS SHOULD NOT BE USED ON RIGHT EDGE LINE.
- (H) PLACEMENT OF BARRIERS SHOULD NOT OBSTRUCT THE SIGHT DISTANCE OF DRIVEWAYS AND INTERSECTING STREETS WHEN USED ON DIVIDED HIGHWAYS.
- (I) TN-44 IS REQUIRED ON FREEWAYS, BUT OPTIONAL ON OTHER ROADWAYS

- REV. 4-15-99: MODIFIED CHANNELIZATION DEVICE LEGEND.
- REV. 12-18-99: MODIFIED GENERAL NOTE (B).
- REV. 7-29-03: CHANGED GENERAL NOTE (B).
- REV. 4-15-04: CHANGED GENERAL NOTE (D) TO COMPLY WITH 2003 MUTCD.
- REV. 5-12-06: REPLACED VERTICAL PANEL WITH BARRIER RAIL DELINEATORS. ADDED GENERAL NOTES (E) & (F).
- REV. 10-06-06: CHANGED ITEM NO. FOR BARRIER RAIL DELINEATOR. ADDED GENERAL NOTE (G). CHANGED GENERAL NOTE (F).
- REV. 03-13-09: CHANGED GENERAL NOTE (B) AND ATTENUATOR LEGEND DESCRIPTION.
- REV. 03-05-17: ADDED ITEM NO. 716-05.02 AND 712-09.02.
- REV. 06-28-19: ADDED REFERENCED STD DWG S-CC-1 TO LEGEND FOR TEMPORARY CRASH CUSHION. ADDED ITEM NUMBER FOR FLEXIBLE DRUMS AND BARRIER RAIL DELINEATORS. REORGANIZED AND MODIFIED GENERAL NOTES FOR CLARITY. REVISED REFERENCE TO OTHER STD DWG. REDREW SHEET.
- REV. 05-01-20: ADDED SPECIAL NOTES. ADDED BUFFER SPACE TABLE. CHANGED CALCULATION FOR DISTANCE L.
- 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 (B).
- REV. 07-07-23: REVISED GENERAL NOTES (B), (C) AND (D). REMOVED W21-5R SIGNS FROM THE LEFT SIDE.
- REV. 03-26-25: UPDATED TO CONFORM TO MUTCD 11TH EDITION.

FHWA

APPROVAL NOT REQUIRED

STATE OF TENNESSEE

STANDARD DRAWING

DEPARTMENT OF TRANSPORTATION

SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS

05-27-1998

T-WZ-18