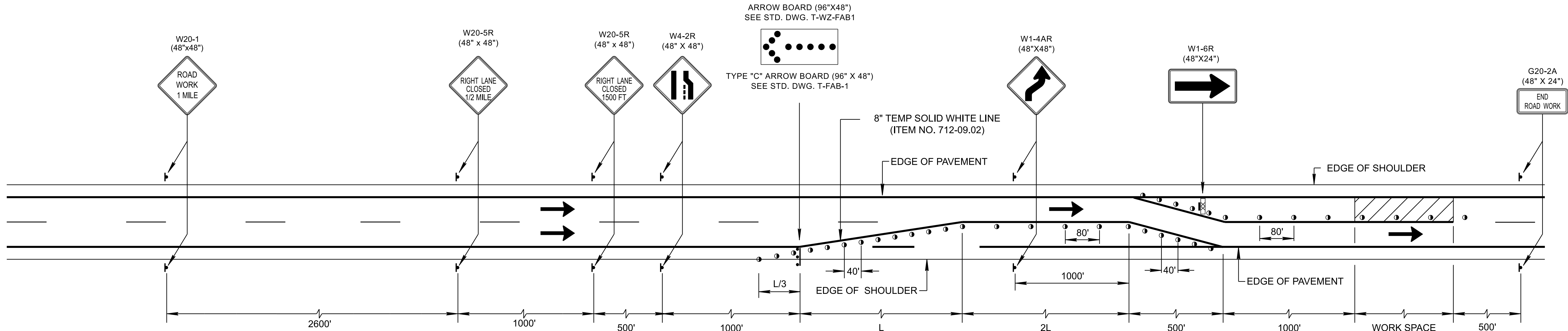


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NOT TO SCALE



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

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

CHANNELIZATION DEVICE LEGEND

	TYPE III BARRICADE WITH SIGNS ATTACHED
	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
	CHANGEABLE MESSAGE SIGN (ITEM NO. 713-16.01, 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 IS TO BE USED FOR WORK ZONES IN BOTH THE LEFT AND RIGHT LANES. WHEN THE WORK ZONE IS IN THE RIGHT LANE, THE "LANE SHIFT"(W1-4AR) SIGN AND THE LANE SHIFT SHALL BE DELETED.

NOTES B THRU F APPLY IF PORTABLE BARRIER RAIL IS REQUIRED.

(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. EVEN THOUGH MUTCD RECOMMENDS THE TWO FOOT OFFSET, TDOT'S POLICY REQUIRES THE OFFSET. 2' MINIMAL OFFSET IS REQUIRED BETWEEN THE WORK ZONE AND PORTABLE BARRIER RAIL IF RAIL IS UNPINNED.

(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 DROP-OFF POLICY.

(D) 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.

(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) REFER TO STANDARD DRAWING NO. T-WZ-11 FOR PORTABLE BARRIER RAIL PLACEMENT, TAPERS, AND END TREATMENT.

(G) PORTABLE MESSAGE BOARD SHOULD ONLY BE USED ONLY WHEN TRAFFIC CONDITIONS WARRANT.

(H) SEE STANDARD DRAWING T-WZ-10 FOR OTHER NECESSARY ADVANCE WARNING SIGNS.

(I) SEE TDOT ROADWAY DESIGN GUIDELINES FOR LINE WIDTH AND MATERIAL TYPE.

FHWA  
APPROVAL NOT REQUIRED

STATE OF TENNESSEE  
STANDARD  
DRAWING  
DEPARTMENT OF TRANSPORTATION

LANE CLOSURE  
WITH  
LEFT HAND MERGE  
AND LANE SHIFT

11-11-200411-11-2004

T-WZ-21

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

REV. 3-15-11: CHANGED SIGN (R2-5A) TO SIGN (W3-5) AND CHANGED FOOTNOTE ①. REVISED FLEXIBLE DRUM SPACING AND COMPUTATION FOR DISTANCE. REMOVED SIGN R4-1 (MOD).

REV. 03-05-17: ADDED NOTE ⑥.

REV. 06-29-19: REVISED COMPUTATION FOR DISTANCE L. REVISED ALL GENERAL NOTES. REDREW SHEET.

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