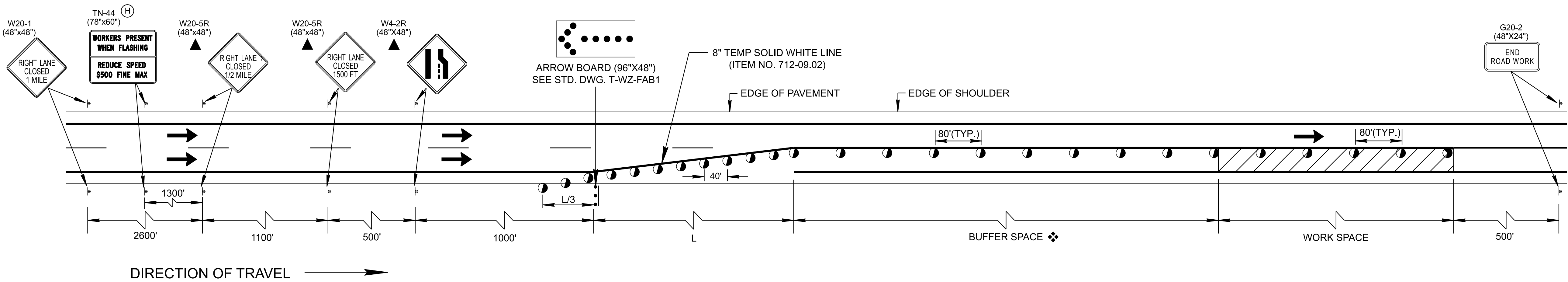
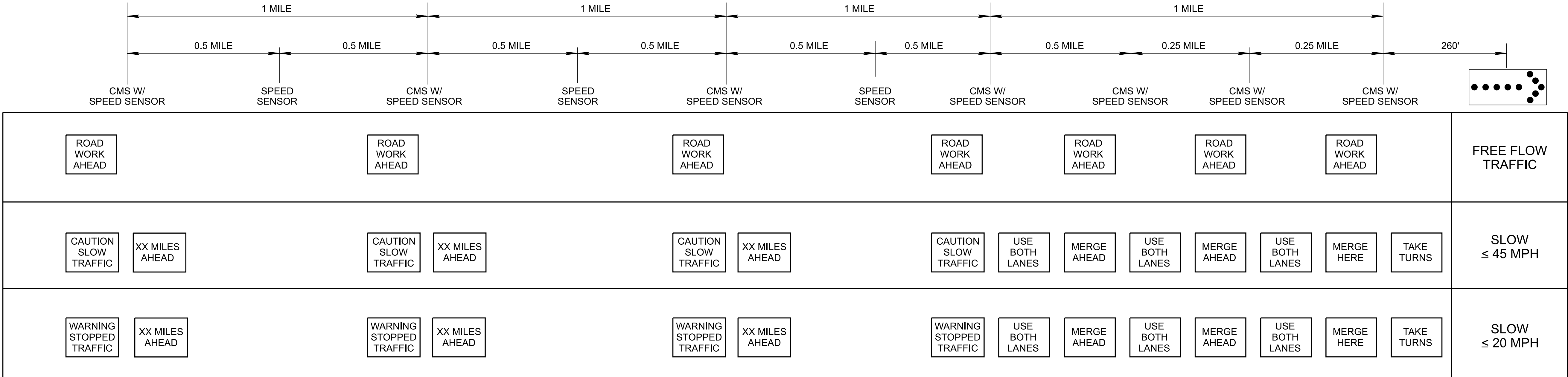


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TRAFFIC CONTROL FOR ONE LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY
(NO PORTABLE BARRIER RAIL SETUP)



PORTABLE QUEUE WARNING SYSTEM

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

❖ 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

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

ALL CMS AND SENSORS TO BE PAID FOR AND COMPLY WITH SP712PQWS.
ADDITIONAL CMS AND SENSORS MAY BE REQUIRED BASED ON QUEUE
LENGTH PROJECTIONS.

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

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 LANE OF ANY MULT-LANE DIVIDED HIGHWAY. FOR THE CLOSURE OF AN INTERIOR LANE, SEE STANDARD DRAWING NOS.T-WZ-13, T-WZ-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) SEE TDOT's PAVEMENT EDGE DROP-OFF POLICY FOR BARRIER RAIL REQUIREMENTS.
- (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) RAISED PAVEMENT MARKERS SHOULD NOT BE USED ON RIGHT EDGE LINE.
- (G) A SECOND ARROW BOARD MAY BE USED WHEN GEOMETRIC CONDITIONS LIMIT THE VISIBILITY OF A LANE CLOSURE.
- (H) TN-44 IS REQUIRED ON FREEWAYS, BUT OPTIONAL ON OTHER ROADWAYS

STATE OF TENNESSEE
STANDARD
DRAWING
DEPARTMENT OF TRANSPORTATION

LANE CLOSURE
WITH LATE MERGE

01-06-2024

T-WZ-65

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

NOT TO SCALE