



~ NOTES ~

1. THE SIZE OF SIGNS 1 THRU 4 SHALL BE 48" X 48" WITH 30" X 24" SUPPLEMENTAL PLAQUES FOR EXPRESSWAYS/FREEWAYS. THE MINIMUM SIZE OF SIGNS 1 THRU 4 SHALL BE 36" X 36" WITH 24" X 18" SUPPLEMENTAL PLAQUES FOR OTHER ROADWAYS. SIGN NO. 5 SHALL BE 48" X 24" FOR EXPRESSWAYS/FREEWAYS AND 36" X 18" FOR OTHER ROADWAYS. A FREEWAY IS DEFINED AS A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS. AN EXPRESSWAY IS DEFINED AS A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
2. WHEN MORE THAN TWO LANES ARE TO BE CLOSED, SIGNS 2 AND 3 SHALL AGREE WITH THE NUMBER OF LANES CLOSED. ADDITIONAL TRANSITION SIGNS AND ACCOMPANYING ARROW PANELS SHALL BE USED ACCORDINGLY. ADDITIONAL TAPERS AND TANGENTS FOR CHANNELIZING DEVICES SHALL BE THE SAME AS THOSE SHOWN.
3. THE ADVISORY SPEED LIMIT ON SIGN 3 SHALL BE 10 MPH LESS THAN THE NORMAL SPEED LIMIT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. DRUMS SHALL BE USED IN LIEU OF CONES IF CLOSURE EXTENDS INTO NIGHTTIME HOURS. GRABBER CONES MAY BE USED IN LIEU OF DRUMS IF THE USE OF DRUMS WOULD RESULT IN LANES THAT ARE TOO NARROW OR AN UNACCEPTABLE SITUATION BASED ON ENGINEERING JUDGMENT.
5. SPACING OF THE CHANNELIZING DEVICES THRU THE MERGING TAPERS SHOULD BE 40'. SPACING OF THE CHANNELIZING DEVICES THRU THE REMAINDER OF THE CLOSURE SHOULD BE 80'.
6. ARROW PANEL NO. 1 SHALL BE LOCATED ON THE SHOULDER AT THE BEGINNING OF THE FIRST MERGING TAPER. IF THE SHOULDER IS NARROW, ARROW PANEL NO. 1 SHALL BE LOCATED IN THE FIRST CLOSED LANE. ARROW PANEL NO. 2 SHALL BE PLACED IN THE FIRST CLOSED LANE AT THE BEGINNING OF THE SECOND MERGING TAPER. IF ARROW PANEL NO. 1 IS INSTALLED IN THE FIRST CLOSED LANE, ARROW PANEL NO. 2 SHALL BE PLACED IN THE SECOND CLOSED LANE AT THE DOWNSTREAM END OF THE SECOND MERGING TAPER.
- ⑦ IF ARROW PANEL NO. 1 IS INSTALLED ON THE SHOULDER OR WITHIN THE CLEAR ZONE, A SHOULDER TAPER SHALL BE REQUIRED. TAPER LENGTH SHALL BE 0.33 L. SPACING OF CHANNELIZING DEVICES THRU THE SHOULDER TAPER SHOULD BE 40'.
- ⑧ IF DURATION OF LANE CLOSURE EXCEEDS THREE DAYS, TEMPORARY EDGE LINE SHALL BE REQUIRED AND SKIP LINES SHALL BE OBLITERATED BY APPROVED METHOD THRU THE LENGTH OF TAPERS. OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE OBLITERATED.
- ⑨ BUFFER SPACE (OPTIONAL). REFER TO TABLE 6C-2 OF THE MUTCD FOR GUIDANCE ON BUFFER SPACE LENGTH.

BID ITEMS AND UNIT TO BID  
 LANE CLOSURE EACH  
 ARROW PANEL EACH  
 REFER TO SECTION 112 OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

**APPLICATION**

THIS DRAWING DEPICTS THE MIDDLE AND OUTSIDE LANES CLOSED ON A MULTI-LANE HIGHWAY. THE SAME PRINCIPLES APPLY WHEN THE MIDDLE AND INSIDE LANES ARE CLOSED. WHEN MORE THAN TWO LANES ARE CLOSED, REFER TO NOTE 2.

**LEGEND**

- ➡ ARROW PANEL
- ⊥ SIGN
- CHANNELIZING DEVICES
- CONES
- DRUMS

DRAWING NOT TO SCALE

USE WITH CUR. STD. DWGS.  
 TTC-160 AND TTD-110

SIGNING AND SPACING TABLE					
ROAD TYPE	A	B	C	D	L
EXPRESSWAY/ FREEWAY	1000'	500'	1100'	2600'	840'
SP. LT. ≥ 45 MPH*	500'	500'	500'	1100'	680'
SP. LT. ≤ 40 MPH*	250'	250'	500'	500'	320'

\*NOTE: USE NORMAL POSTED SPEED LIMIT

**KENTUCKY  
DEPARTMENT OF HIGHWAYS**

**DOUBLE  
LANE CLOSURE**

STANDARD DRAWING NO. TTC-125-04

SUBMITTED BY *B. Allen Wolf* DIRECTOR OF OPERATIONS DATE 02-26-20

APPROVED BY *[Signature]* ENGINEER DATE 02-26-20