



APPLICATION

THIS DRAWING APPLIES TO LANE CLOSURES OF LEFT OR RIGHT LANES USING TEMPORARY TRAFFIC BARRIER ON TWO-DIRECTION, MULTI-LANE HIGHWAYS. IF TEMPORARY TRAFFIC BARRIER IS NOT USED, REFER TO CURRENT STANDARD DRAWING **TTC-115**.

~ NOTES ~

1. IF MEDIAN IS NOT WIDE ENOUGH TO MAINTAIN LATERAL CLEARANCES SHOWN IN THE MUTCD, SIGNS 1 THRU 5 SHALL NOT BE DUAL MOUNTED.
 2. THE SIZE OF SIGNS 1 THRU 4 SHALL BE 48" X 48" FOR EXPRESSWAYS/FREEWAYS. THE MINIMUM SIZE OF SIGNS 1 THRU 4 SHALL BE 36" X 36" 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.
 3. AN ARROW PANEL SHALL BE REQUIRED. IT SHALL BE LOCATED ON THE SHOULDER AT THE BEGINNING OF THE MERGING TAPER OR LOCATED IN THE CLOSED LANE WHEN THE SHOULDER IS NARROW.
 4. THE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE LANE SHALL FIRST BE CLOSED USING CHANNELIZING DEVICES AND PAVEMENT MARKINGS.
 - ⑤ BUFFER SPACE (OPTIONAL). REFER TO TABLE 6C-2 OF THE MUTCD FOR GUIDANCE ON BUFFER SPACE LENGTH.
 - ⑥ SKIP LINES SHALL BE OBLITERATED BY AN APPROVED METHOD THRU LENGTH OF TAPERS. OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE OBLITERATED.
 - ⑦ IF AN ARROW PANEL IS INSTALLED ON THE SHOULDER OR WITHIN THE CLEAR ZONE, A SHOULDER TAPER SHALL BE REQUIRED. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, 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 SPACING OF CHANNELIZING DEVICES THRU THE MERGING TAPER SHOULD BE 40'.
 - ⑨ IN ORDER TO MITIGATE THE EFFECT OF STRIKING THE END OF A TEMPORARY TRAFFIC BARRIER, THE END SHALL BE INSTALLED IN ACCORDANCE WITH THE ROADSIDE DESIGN GUIDE BY FLARING (SEE TABLE) UNTIL THE END IS OUTSIDE THE ACCEPTABLE CLEAR ZONE OR BY PROVIDING CRASHWORTHY END TREATMENTS. FLATTER FLARE RATES MAY BE USED.
 - ⑩ SPACING OF CHANNELIZING DEVICES THRU THIS AREA SHOULD BE 80'.
 - ⑪ DOWNSTREAM TAPER SHALL HAVE A MINIMUM LENGTH OF 50' AND A MAXIMUM LENGTH OF 100'. SPACING OF CHANNELIZING DEVICES THRU THE DOWNSTREAM TAPER SHOULD BE 20'.
 12. 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.
 13. THE COLOR OF BARRIER WALL DELINEATORS SHALL MATCH THE COLOR OF THE EDGE LINE THAT THEY SUPPLEMENT.
- BID ITEMS AND UNIT TO BID
 ARROW PANEL - EACH; LANE CLOSURE - EACH
 REFER TO SECTION 112 OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

LEGEND

- TEMPORARY TRAFFIC BARRIER
- ARROW PANEL
- SIGN
- CRASH CUSHION
- CHANNELIZING DEVICES DRUMS

MAXIMUM FLARE RATES FOR TEMPORARY TRAFFIC BARRIER			
DESIGN SPEED	70 MPH	60 MPH	50 MPH
FLARE RATE	15:1	14:1	11:1

DRAWING NOT TO SCALE

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

USE WITH CUR. STD. DWGS. RBM-020 AND TTC-160

KENTUCKY DEPARTMENT OF HIGHWAYS

LANE CLOSURE MULTI-LANE HIGHWAY CASE II

STANDARD DRAWING NO. **TTC-120-04**

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

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