



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
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Steven L. Beshear
Governor

Joseph W. Prather
Secretary

MEMORANDUM

Construction Memo No. 4-09
Design Memo No. 01-09

TO: Chief District Engineers
District TEBM's for PDP and Engr. Support
District Section Engineers
C.O. Division Directors

FROM: Steve Criswell, P.E. Director
Division of Construction

Jeff Jasper, P.E. Director
Division of Highway Design

DATE: May 11, 2009

SUBJECT: MOT Lapping of Guardrail

Maintenance of Traffic notes or drawings, depending on the project, may have traffic movement in a direction that would be opposite than the permanent situation. Parkway reconstruction for instance may have the MOT where both directions of traffic are on the east bound side of the road thus the westbound traffic is moving in the opposite direction for which the permanently installed guardrail is lapped.

In the past, the Cabinet has considered this a safety issue and incorporated in the plans, or by change order, to have the contractor remove the guardrail and lap it in the direction of traffic flow. The Federal Highway Administration has recently provided guidance that indicates these mitigation efforts are no longer an issue that needs to be addressed.

Although a theoretical concern, there is no documented history of crash incidents where a wrong way lap was a deciding factor. Furthermore, wrong way laps already exist in the clear zones for narrow two-lane roads and this condition has not demonstrated to be a legitimate safety hazard. Keep in mind that a work zone is a temporary condition. While traveling in the work zone, the construction signage fairly warn motorist to adjust their driving habits to accommodate the inherent challenges within.

Based upon this information, the Cabinet will no longer relap guardrail and thus not consider related project costs or change orders.

Not mentioned so far is the **guardrail end treatments**. This memo only deals with the guardrail lap. End treatments will still need to be switched out so that an appropriate one is used based upon the direction of traffic flow. Note that permanently installed rail shall be correctly lapped for traffic flow. This memo only applies to temporary traffic conditions inside of a signed work zone.



If you have any questions, contact this office.

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