



(CONTINUED FROM CURRENT STD. DWG. TTC-145)

- 6. CRASH CUSHION SHALL BE INSTALLED PARALLEL TO THE APPROACH LANE OF TRAFFIC.
- ⑦ IF AN ARROW PANEL 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 OBLITERATE SKIP LINES THRU THE LENGTH OF TAPERS BY APPROVED METHOD. OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE OBLITERATED.
- ⑨ CRASH CUSHION SHALL BE REQUIRED WHEN THE END OF THE BARRIER WALL IS WITHIN CLEAR ZONE (REFER TO ROADSIDE DESIGN GUIDE).
- ⑩ WHEN CHANNELIZING DEVICES ARE USED TO SEPARATE OPPOSING TRAFFIC, TWO-WAY TRAFFIC SIGN(S) SHALL BE REPEATED EVERY MILE.
- ⑪ REVERSE TURN SIGN (WI-3) SHALL BE USED IN LIEU OF REVERSE CURVE SIGN WHEN THE ADVISORY SPEED IS 30 MPH OR LESS.
- ⑫ WHEN TEMPORARY TRAFFIC BARRIER IS CONTINUOUS THROUGHOUT THE CLOSURE ZONE, THESE SIGNS SHALL BE ELIMINATED.
- ⑬ CHANNELIZING DEVICES SHALL BE EXTENDED BEYOND THE TRANSITION AREA FOR A DISTANCE EQUAL TO TWO TIMES THE NORMAL POSTED SPEED LIMIT.
- ⑭ THIN ASPHALT OVERLAY TO BE USED AS DIRECTED BY THE ENGINEER.

LEGEND

- TYPE III BARRICADE
- TEMP. TRAFFIC BARRIER
- CRASH CUSHION
- ARROW PANEL
- SIGN
- SIGNS BACK TO BACK
- CHANNELIZING DEVICES
- TEMP. TRAFFIC BARRIER DRUMS
- VERTICAL PANELS
- TUBULAR MARKERS

DRAWING NOT TO SCALE

KENTUCKY	
DEPARTMENT OF HIGHWAYS	
MEDIAN CROSSOVER	
CASE II	
STANDARD DRAWING NO. TTC-146-02	
SUBMITTED: <i>B. Allen Wolfe</i>	12-2-11
DIRECTOR OF TRAFFIC OPERATIONS	DATE
APPROVED: <i>[Signature]</i>	12-2-11
STATE HIGHWAY ENGINEER	DATE