



(NOTES CONTINUED FROM CUR. STD. DWG. [TTC-145](#))

7. CRASH CUSHION SHALL BE INSTALLED PARALLEL TO THE APPROACH LANE OF TRAFFIC.
8. 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'.
9. OBLITERATE SKIP LINES THRU THE LENGTH OF TAPERS BY APPROVED METHOD. OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE OBLITERATED.
10. CRASH CUSHION SHALL BE REQUIRED WHEN THE END OF THE BARRIER WALL IS WITHIN CLEAR ZONE (REFER TO ROADSIDE DESIGN GUIDE).
11. WHEN CHANNELIZING DEVICES ARE USED TO SEPARATE OPPOSING TRAFFIC, TWO-WAY TRAFFIC SIGN(S) SHALL BE REPEATED EVERY MILE.
12. REVERSE TURN SIGN (W1-3) SHALL BE USED IN LIEU OF REVERSE CURVE SIGN WHEN THE ADVISORY SPEED IS 30 MPH OR LESS.
13. WHEN TEMPORARY TRAFFIC BARRIER IS CONTINUOUS THROUGHOUT THE CLOSURE ZONE, THESE SIGNS SHALL BE ELIMINATED.
14. CHANNELIZING DEVICES SHALL BE EXTENDED BEYOND THE TRANSITION AREA FOR A DISTANCE EQUAL TO TWO TIMES THE NORMAL POSTED SPEED LIMIT.
15. THIN ASPHALT OVERLAY TO BE USED AS DIRECTED BY THE ENGINEER.
16. THE COLOR OF BARRIER WALL DELINEATORS SHALL MATCH THE COLOR OF THE EDGE LINE THAT THEY SUPPLEMENT.

BID ITEMS AND UNIT TO BID  
REFER TO SECTION 112 OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.

- 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

USE WITH CUR. STD. DWG.  
[RBM-020](#)

<b>KENTUCKY</b>	
<b>DEPARTMENT OF HIGHWAYS</b>	
<b>MEDIAN CROSSOVER</b>	
<b>CASE II</b>	
STANDARD DRAWING NO. <b>TTC-146-03</b>	
SUBMITTED <i>B. Allen Wolf</i>	DATE 12-01-15
<small>DIRECTOR OF TRANSPORTATION OPERATIONS</small>	
APPROVED <i>[Signature]</i>	DATE 12-01-15
<small>STATE HIGHWAY ENGINEER</small>	