

1. MUTED COMPLIANCE:
 ALL TRAFFIC CONTROL DEVICES AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS. WHENEVER THE TRAFFIC CONTROL STANDARDS CONFLICT WITH THE MANUAL, THE STANDARDS SHALL GOVERN.

2. DESIGN SPEED:
 THOSE ITEMS DELEGATED TO TRAFFIC CONTROL SHOULD BE DESIGNED AND INSTALLED USING THE POSTED/LEGAL SPEED OF THE ROADWAY PRIOR TO WORK STARTING.

3. CLEAR ZONE:
 ALL CONSTRUCTION EQUIPMENT (INCLUDING VEHICLES), MATERIALS, AND DEBRIS SHALL BE STORED OUT OF THE CLEAR ZONE. THIS CANNOT BE ACHIEVED, THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT TRAFFIC IDENTIFIERS, AND OR BARRICADES HIS CONDITION SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

4. MINIMUM LANE WIDTHS:

LANE WIDTHS SHALL BE A MINIMUM OF 11' (MEASURED BETWEEN CENTERLINES OF PAYEMENT MARKINGS) OR AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. A LANE WIDTH LESS THAN 11' MAY REQUIRE RESTRICTED ROADWAY WIDTH SIGNING.

5. FLAGGER:

A MINIMUM OF ONE FLAGGER SHALL BE STATIONED WITHIN EACH MULTI-LANE ROADWAY SEPARATED BY CONCRETE SAFETY BARRIER.

6. PAVEMENT MARKING:

WHEN THE WORK WILL OCCUPY A LOCATION MORE THAN THREE DAYS, ALL CHANNELIZING PAVEMENT MARKINGS SHALL BE REMOVED OR MASKED AND ALL TRANSITION MARKED WITH SOLID 4" WIDE PAVEMENT MARKING.

7. FIRST MODULE OF IBS:

THE FIRST MODULE OF EACH INERTIAL BARRIER SYSTEM (IBS) SHALL HAVE A MINIMUM OF 2 SQ. FT. OF FLUORESCENT TRAFFIC. EITHER A VERTICAL RECTANGLE OR DIAMOND SHAPE MAY BE USED.

8. PEDESTRIAN / BICYCLE SAFETY:

WORK ZONE SIGNS SHALL NOT INHIBIT PEDESTRIAN AND BICYCLE TRAFFIC ON SIDEWALKS OR OTHER AREAS DESIGNATED FOR PEDESTRIAN OR BICYCLE USE.

CONSIDERATION SHOULD BE MADE TO SEPERATE PEDESTRIAN AND BICYCLE MOVEMENTS FROM BOTH WORK SITE ACTIVITY AND VEHICULAR TRAFFIC. UNLESS A PERSONABLE FIELD SUPERVISOR AND BICYCLISTS SHOULD BE PROVIDED WITH ADVANCE NOTICE IN WRITING THAT ENCOURAGES THEM TO CROSS TO THE OPPOSITE SIDE OF THE ROADWAY. IN URBAN AND SUBURBAN AREAS WITH HIGH VEHICULAR TRAFFIC VOLUMES, THESE SIGNS SHOULD BE PLACED AT INTERSECTIONS (RATHER THAN MID-BLOCK LOCATIONS) SO THAT PEDESTRIANS AND BICYCLISTS ARE NOT CONFRONTED WITH MID-BLOCK WORK SITES THAT WOULD INDUCE THEM TO ATTEMPT SKIRTING THE WORK SITE OR MAKING A MID-BLOCK CROSSING.

9. CHANGED STOP CONDITIONS:

ATTACH TWO FLAGS AND A RED TYPE B HIGH INTENSITY WARNING LIGHT TO ANY STOP SIGN THAT CREATES A NEW STOP CONDITION OR MOVES THE STOP CONDITION TO A NEW LOCATION. LEAVE FLAGS AND LIGHTS IN PLACE FOR AT LEAST THE FIRST 30 DAYS. INSTALL W3-1 (SYMBOLIC STOP AHEAD) SIGN IN ADVANCE OF STOP SIGN IF STOP SIGN IS NOT VISIBLE FOR A MINIMUM OF DISTANCE A (SEE CHART ON EX/10) OR IF STOP CONDITION IS MOVED TO LESS THAN DISTANCE A FROM AN EXISTING STOP AHEAD SIGN.

10. LUMP SUM BIDDING:

WHEN TRAFFIC CONTROL IS BID LUMP SUM, ADDITIONAL DEVICES WILL BE PAID FOR AS EXTRA WORK.

11. NIGHT TIME LIGHTING:

WHEN NIGHTTIME WORK IS REQUIRED FLOODLIGHTS SHOULD BE USED TO ILLUMINATE FLAGGER STATIONS, EQUIPMENT CROSSINGS, AND OTHER AREAS WHERE EXISTING LIGHT IS NOT ADEQUATE FOR THE WORK TO BE PERFORMED SAFELY.

IN NO CASE SHALL FLOODLIGHTS BE PERMITTED TO CREATE A DISABLING GLARE FOR THE DRIVER. THE ADEQUACY OF THE FLOODLIGHT PLACEMENT AND ELIMINATION OF POTENTIAL GLARE SHOULD BE CHECKED BY DRIVING THROUGH THE PROJECT.

12. NCHRP REPORT 350 CRASHWORTHY REQUIREMENTS:

TRAFFIC CONTROL DEVICES SHALL MEET THE EVALUATION CRITERIA IN NCHRP REPORT 350 AS SUPPLEMENTED BY FHWA MEMORANDUM "IDENTIFYING ACCEPTABLE HIGHWAY SAFETY FEATURES" DATED JULY 25, 1997. AVAILABLE ON THE INTERNET AT http://safety.fhwa.dot.gov/roadway_dept/food_hardware/nchrp_350/nchrp350.htm

THE CONTRACTOR SHALL:

1) PROVIDE TO THE ENGINEER A COPY OF THE MANUFACTURER'S SELF-CERTIFICATION THAT ANY CATEGORY 1 (i.e. PLASTIC TRIMLINE CONES, TUBULAR MARKERS, DRUMS WITHOUT ATTACHMENTS) AND CATEGORY 2 (i.e. PORTABLE SIGN STANDS (WITH SIGNS) TYPE II AND III BARRICADES AND VERTICAL PANELS) DEVICES USED ON THE PROJECT ARE NCHRP REPORT 350 COMPLIANT.

2) PROVIDE TO THE ENGINEER, UPON REQUEST, A COPY OF THE ENTIRE FHWA NCHRP REPORT 350 ACCEPTANCE LETTER (WZ-xxx) FOR ANY CATEGORY 2 DEVICE (i.e. - PORTABLE SIGN STANDS (WITH SIGNS), TYPE II AND III BARRICADES, AND VERTICAL PANELS) USED ON THE PROJECT. WORK ZONE FHWA NCHRP REPORT 350 ACCEPTANCE LETTERS (WZ-xxx) ARE AVAILABLE ON THE INTERNET AT http://safety.fhwa.dot.gov/roadway_dept/food_hardware/listing.cfm?code=work zone

3) CERTIFY THAT THE TRUCK MOUNTED ATTENUATORS (TMA'S) (WHICH ARE DEFINED AS CATEGORY 2 DEVICES) INCLUDE A FHWA MEMORANDUM WHICH PURCHASED PRIOR TO SEPTEMBER 1998 AND INCLUDE THE ENTIRE FHWA ACCEPTANCE LETTER FOR REVIEW THAT IS THE NCHRP REPORT 350 COMPLIANT. OR, IF THE ENGINEER ACCEPTANCE LETTER STATING THAT THE TMA'S ARE NCHRP REPORT 350 COMPLIANT.

ALL CATEGORY 1 & 2 DEVICES USED ON PROJECTS LET AFTER JANUARY 1, 2002 SHALL BE NCHRP REPORT 350 COMPLIANT. TMA'S PURCHASED PRIOR TO OCTOBER 1, 1998, MAY BE USED UNTIL THE END OF THEIR SERVICEABLE LIVES.

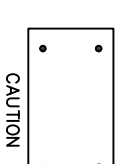
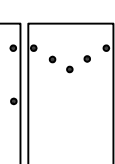
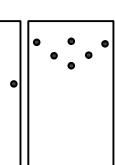
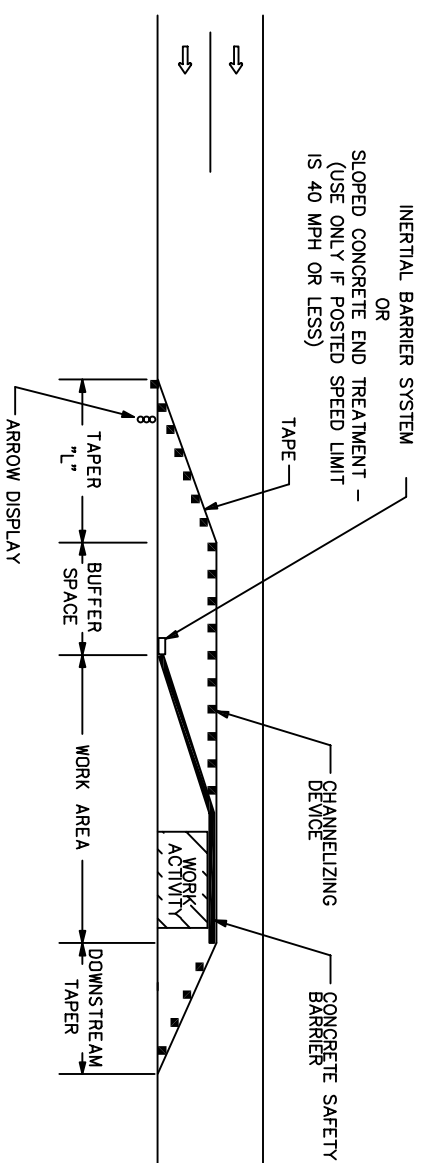
SPEED (MPH) *	20	25	30	35	40	45	50	55	60	65	70
LENGTH (ft)	35	50	85	115	165	215	280	330	410	500	575

BUFFER SPACE:

NEITHER WORK ACTIVITY NOR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR IN THE BUFFER SPACE. WHEN A PROTECTIVE VEHICLE IS PLACED IN ADVANCE OF THE BUFFER SPACE, ONLY THE SPACE UPSTREAM OF THE VEHICLE CONSTITUTES THE BUFFER SPACE.

* POSTED SPEED PRIOR TO WORK STARTING

IF TEMPORARY CONCRETE SAFETY BARRIER IS USED TO SEPERATE APPROACHING TRAFFIC FROM THE WORK AREA, THE BARRIER SHALL BE CONSIDERED PART OF THE LENGTH OF THE BUFFER SPACE. FOR EXAMPLE:



ARROW DISPLAYS

ARROW DISPLAY ELEMENTS SHALL BE CAPABLE OF A MINIMUM 50 PERCENT DIMMING FROM THEIR FULL-RATED LAMP VOLTAGE. FULL LAMP VOLTAGE DIMMING BE USED FOR DAY AND DIMMED MODE SHALL BE USED FOR NIGHT. AN ARROW DISPLAY IN CAUTION MODE SHALL BE USED ONLY FOR SHOULDER WORK OR ROADSIDE WORK NEAR THE SHOULDER.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	87N-0237-01	2006	54	78

NO.	DATE	REVISIONS	BY	CHK.	APP'D.
3	2-1-05	MODIFIED NOTES #2, 8, 12	BH	AAA	
2	11-19-04	CHANGED BORDER	BH	SAB	
1	3-17-03	MODIFIED NOTE 12	MH	SAB	

KANSAS DEPARTMENT OF TRANSPORTATION
 GENERAL TRAFFIC CONTROL

TE700	9/1/00
THINK APPROVAL 2-1-2005	APPROV. Anthony A. Anderson
DESIGNED BAH	DRAWN BAH
DESIGN OK	TRACE OK