

FHWA REGION NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NUMBER	TOTAL SHEETS
7	KANSAS	87N-0493-01	2012	41	59

HSIP Proj No. N049 (301)

GENERAL NOTES

1. CHANNELIZING DEVICES: "DEVICES" INCLUDES BUT IS NOT LIMITED TO BARRICADES, BARRIERS, CONES, DRUMS AND VERTICAL PANELS.

(A) THE MAXIMUM SPACING BETWEEN DEVICES IN THE TAPER SHOULD NOT EXCEED A DISTANCE IN FEET EQUAL TO THE SPEED LIMIT (IN MPH) PRIOR TO WORK.

(B) THE SPACING BETWEEN DEVICES IN THE WORK ZONE SHOULD NOT EXCEED A DISTANCE IN FEET EQUAL TO TWICE THE POSTED SPEED (MPH).

(C) WHERE EXISTING CONDITIONS WARRANT, THE ENGINEER MAY REQUIRE A DECREASE IN THE SPACING STIPULATED ABOVE.

(D) TRAFFIC CONES MAY BE UTILIZED AS CHANNELIZING DEVICES FOR DAY-TIME TRAFFIC CONTROL OPERATIONS. THE ENGINEER MAY REQUIRE THAT CONES BE SUPPLEMENTED BY OTHER TRAFFIC CONTROL DEVICES IN CERTAIN SITUATIONS SUCH AS OPEN TRENCHES.

2. COVERING OF SIGNS NOT IN USE:

WHEN NO WORK IS IN PROGRESS NOR IS ANY EXPECTED TO BE FOR AN EXTENDED PERIOD OF TIME, AND THE ROADWAY IS UNRESTRICTED TO THE TRAVELING PUBLIC, TRAFFIC CONTROL SIGNS SHALL BE REMOVED OR COMPLETELY COVERED WITH ADEQUATE OPAQUE WATERPROOF MATERIAL. TAPE SHALL NOT BE APPLIED TO THE FACE OF A SIGN.

3. CLEAR ZONE:

WHENEVER PRACTICAL, ALL CONSTRUCTION EQUIPMENT, MATERIALS, AND DEBRIS SHALL BE STORED OUT OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED, THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS AND/OR BARRICADES AS DESIGNATED BY THE ENGINEER. TRAFFIC CONTROL DEVICES NEEDED FOR THIS CONDITION SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

4. MAINTENANCE:

THE CONTRACTOR SHALL MAINTAIN ALL SIGNS AND DEVICES IN THEIR PROPER POSITION AND CLEAN AND/OR REPLACE ANY DAMAGED OR ILLEGIBLE SIGN OR DEVICE AS DIRECTED BY THE ENGINEER.

5. TAPER FORMULAS:

$L = WS$ FOR SPEEDS OF 45 MPH OR MORE

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40 MPH OR LESS

WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
S = NUMERICAL VALUE OF POSTED SPEED PRIOR TO WORK IN MPH
W = WIDTH OF OFFSET IN FEET

6. PAVEMENT MARKINGS:

(A) TYPE I TAPE IS TO BE APPLIED TO A FINAL SURFACE AS A TEMPORARY MARKING WHEN THE PATTERN OF THE PERMANENT MARKINGS WILL BE DIFFERENT THAN THE TEMPORARY MARKING.

TYPE II TAPE IS TO BE APPLIED TO A TEMPORARY SURFACE THAT IS TO BE REMOVED OR COVERED BY FUTURE CONSTRUCTION. TYPE II TAPE IS ALSO TO BE APPLIED TO A FINAL SURFACE WHERE IT IS KNOWN THERE WILL BE PERMANENT MARKINGS PLACED IN THE SAME PATTERN AS THE TEMPORARY TYPE II TAPE.

(B) ALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED AND ALL TRANSITION TAPERS, CROSSOVERS, AND EDGE LINES ALONG CHANNELIZING DEVICES SHALL BE MARKED WITH SOLID 4" WIDE PAVEMENT MARKING TAPE WHEN THE WORK WILL OCCUPY A LOCATION MORE THAN THREE DAYS.

7. TEMPORARY AND POST MOUNTED SIGNS:

TRAFFIC CONTROL PLANS THAT ARE ANTICIPATED TO REMAIN IN PLACE DURING DAYLIGHT HOURS ONLY ARE CONSIDERED "TEMPORARY". TEMPORARY SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 1'. TRAFFIC CONTROL PLANS OF LONGER DURATION WILL REQUIRE THAT ALL SIGNS BE POST MOUNTED AT A MINIMUM HEIGHT OF 6.5'.

8. EXISTING SIGNS:

IF EXISTING SIGNS THAT ARE TO REMAIN (OR THAT ARE TO BE REMOVED AND RESET) INTERFERE WITH CONSTRUCTION WORK, THE CONTRACTOR SHALL REMOVE, STORE, AND RESET THE SIGNS. THIS SHALL BE SUBSIDIARY TO OTHER TRAFFIC CONTROL BID ITEMS.

9. CONFLICTING SIGNS:

ALL PERMANENT AND TEMPORARY SIGNING WHICH IS IN CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

10. MINIMUM LANE WIDTHS:

LANE WIDTHS SHALL BE A MINIMUM OF 11' (MEASURED BETWEEN CENTERLINES OF PAVEMENT 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.

11. FLAGGER:

A MINIMUM OF ONE FLAGGER SHALL BE STATIONED WITHIN EACH INTERSTATE WORK AREA WHERE WORK IS ADJACENT TO TRAFFIC.

12. BARRICADES:

TYPE III BARRICADES PLACED ACROSS A ROADWAY SHALL BE SUITABLY DISTRIBUTED ACROSS THE ROADWAY TO EFFECTIVELY CLOSE THE ROADWAY. WHERE PROVISION IS MADE FOR ACCESS BY AUTHORIZED VEHICLES, THE BARRICADES SHALL CLOSE THE ROAD AT THE END OF THE WORK DAY. WHEN ACCESS MUST BE ALLOWED FOR LOCAL TRAFFIC, THE TYPE III BARRICADES SHOULD BE STAGGERED.

MIN. SIGN SPACING :

	A	B	C
URBAN (40 MPH OR LOWER)	200'	200'	200'
URBAN (45 MPH OR HIGHER)	375'	375'	375'
RURAL	500'	500'	500'
EXPRESSWAY/FREEWAY	1000'	1750'	2700'

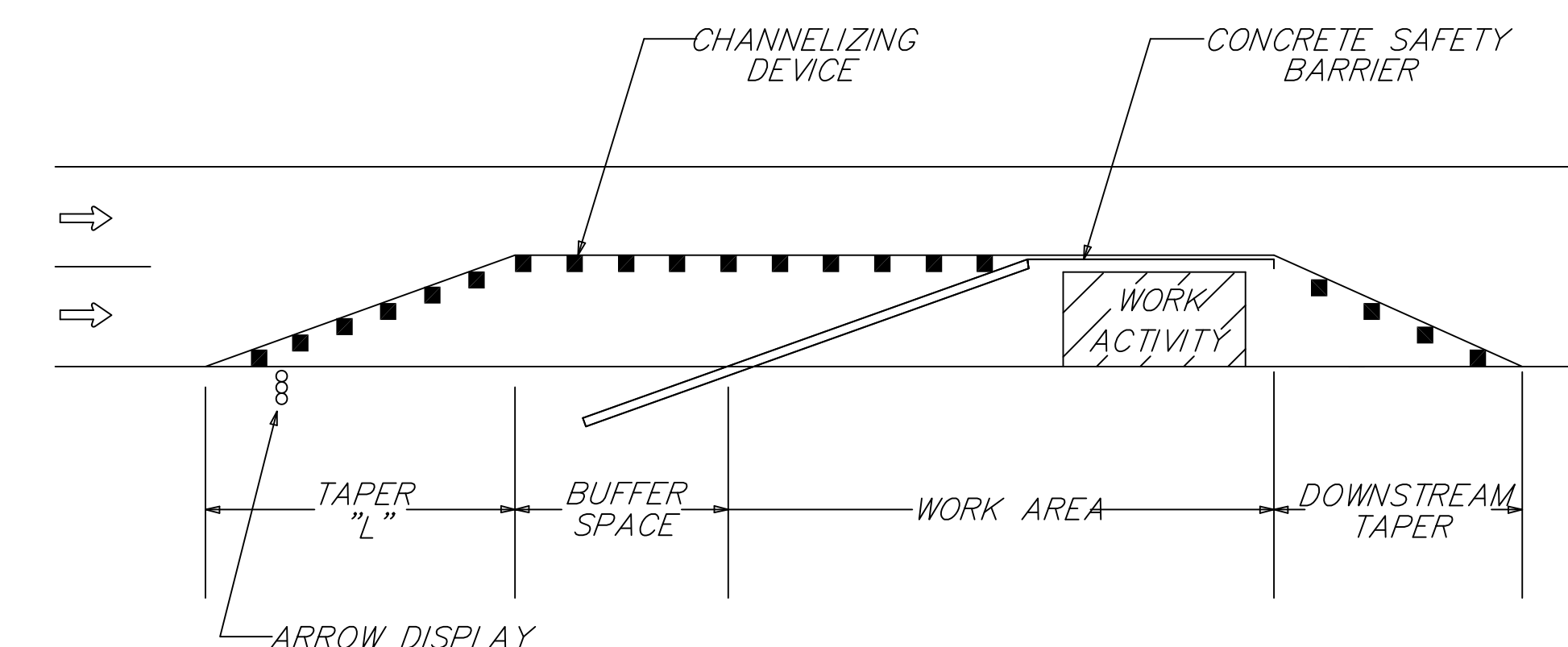
IN NO CASE SHALL THE SPACING BETWEEN SIGNS BE LESS THAN 100'.

BUFFER SPACE:

SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70
LENGTH (m)	30'	50'	80'	115'	165'	215'	275'	350'	125	500'	575'

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

IF TEMPORARY CONCRETE SAFETY BARRIER IS USED TO SEPARATE APPROACHING TRAFFIC FROM THE WORK ACTIVITY, THE BARRIER SHALL BE CONSIDERED PART OF THE WORK AREA. A FULL LANE WIDTH SHOULD BE AVAILABLE THROUGHOUT THE LENGTH OF THE BUFFER SPACE. FOR EXAMPLE:



HARRY AND BROADWAY IMPROVEMENTS GENERAL NOTES WICHITA, KANSAS			
 Ruggles & Bohm, P.A. Engineering, Surveying, Land Planning 924 North Main Wichita, Kansas 67203 www.rbkansas.com	(316) 264-8008 (316) 264-4621 fax E-mail: info@rbkansas.com	DESIGN KWL DRAWN . REVIEW . UTILITY . DATE . PROJECT NUMBER . DRAWING FILE ENG BASE (SEQUENCE)	SHEET 41 OF 59 JOB NO. 3576T