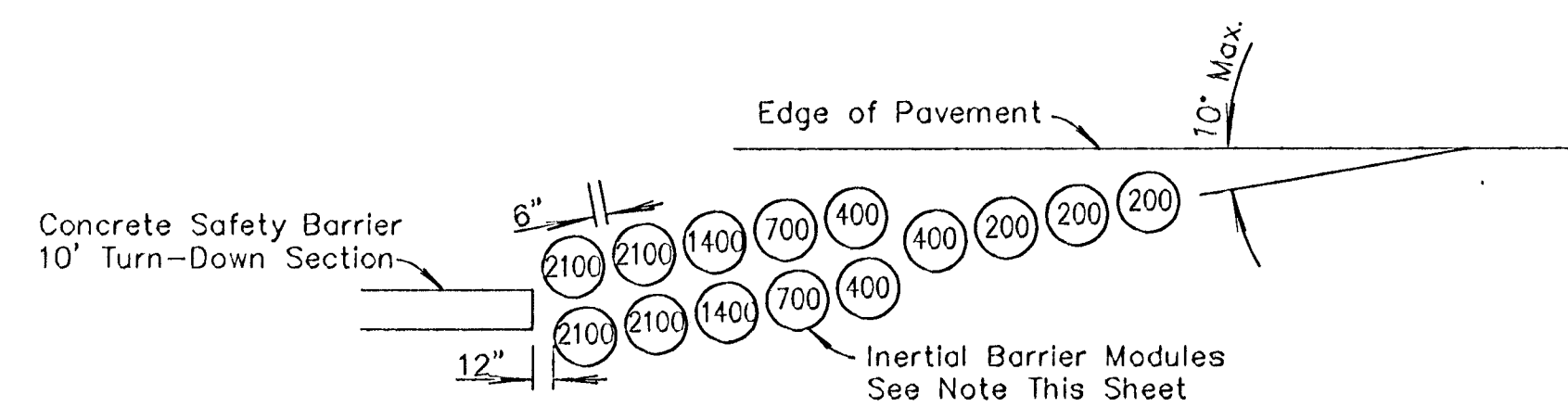




INERTIAL BARRIER SYSTEM (No Scale)

This detail depicts the general configuration for an Inertial Barrier System. Some project specific conditions may require variations which are designed to meet prevailing criteria.

The Inertial Barrier System shall be either of the following:

1. Fitch Inertial Barriers
2. Energite Inertial Barriers

All materials for the modules and the method of installation shall conform to the manufacturer's recommendations. The barrier system shall be installed on a flat, stable base with cross slope no steeper than 10:1.

The mixture used to fill modules shall meet the requirements of the KDOT Standard Specifications.

A six inch spacing between modules and a one foot spacing between the modules and the end of concrete barrier or other rigid object shall be provided.

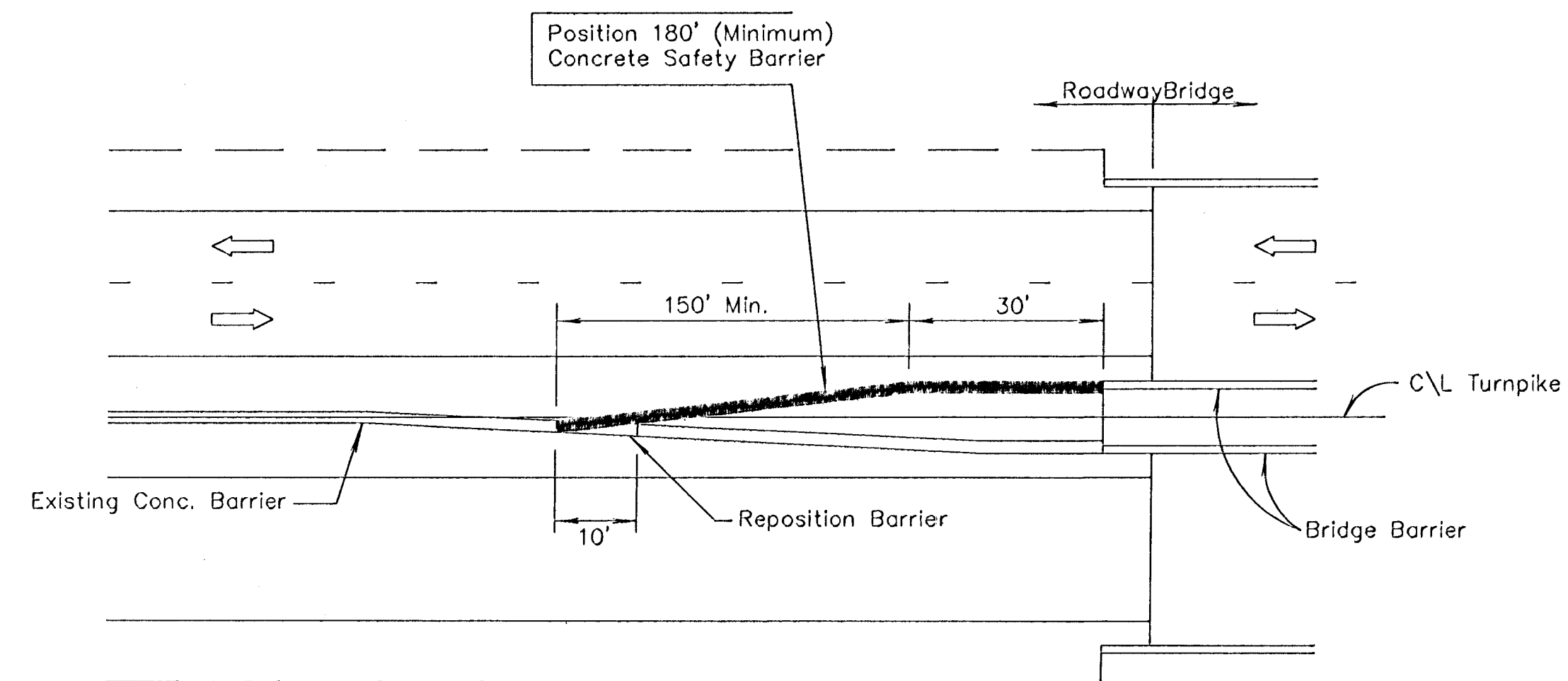
Where sufficient space is available the inertial barrier system may be aligned at an angle, not to exceed 10°, in the direction of approach traffic.

No portion of the system shall encroach into the approach traffic lane.

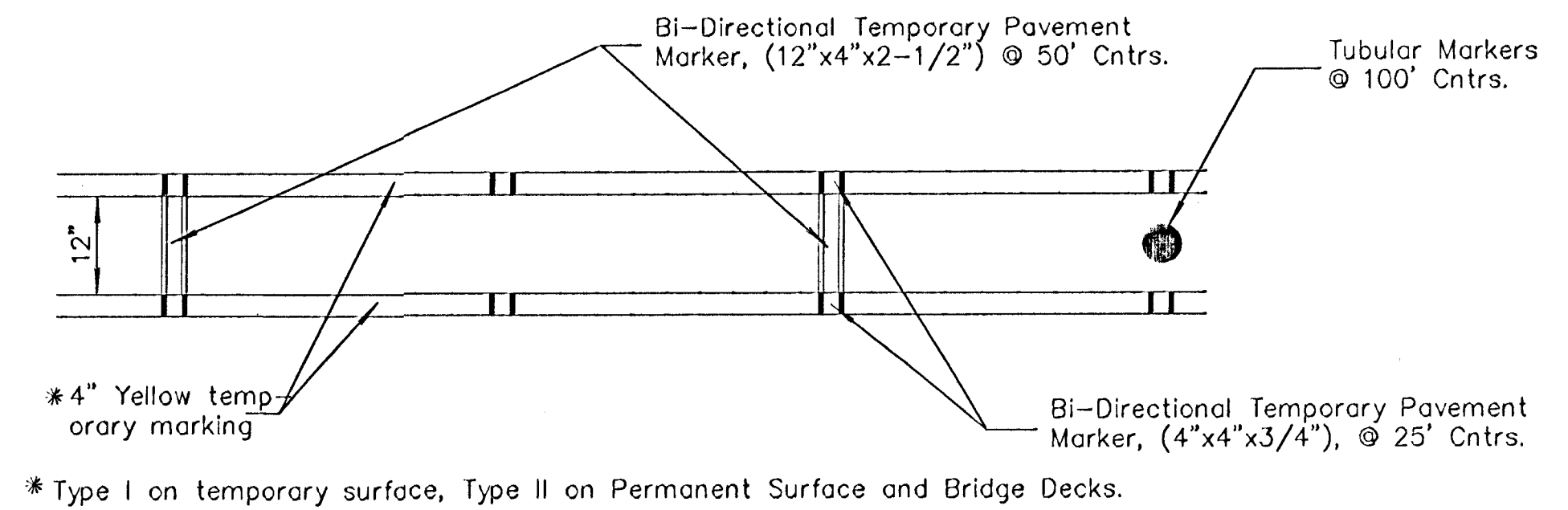
Module numbers refer to module weight when filled with material.

The first module shall be reflectorized full circumference with at least two orange and two white 6" to 8" wide stripes of fluorescent orange prismatic grade retroreflective sheeting. Additional orange and white stripes may be non-reflectorized. If there are non-reflective spaces between adjacent stripes, they shall be no more than 2" wide.

Inertial Barrier Systems are to be moved to various locations during various sequences and phases of construction. All work relating to the relocation of these systems shall be subsidiary to the bid item "Traffic Control".



BARRIER TRANSITION AT BRIDGE END

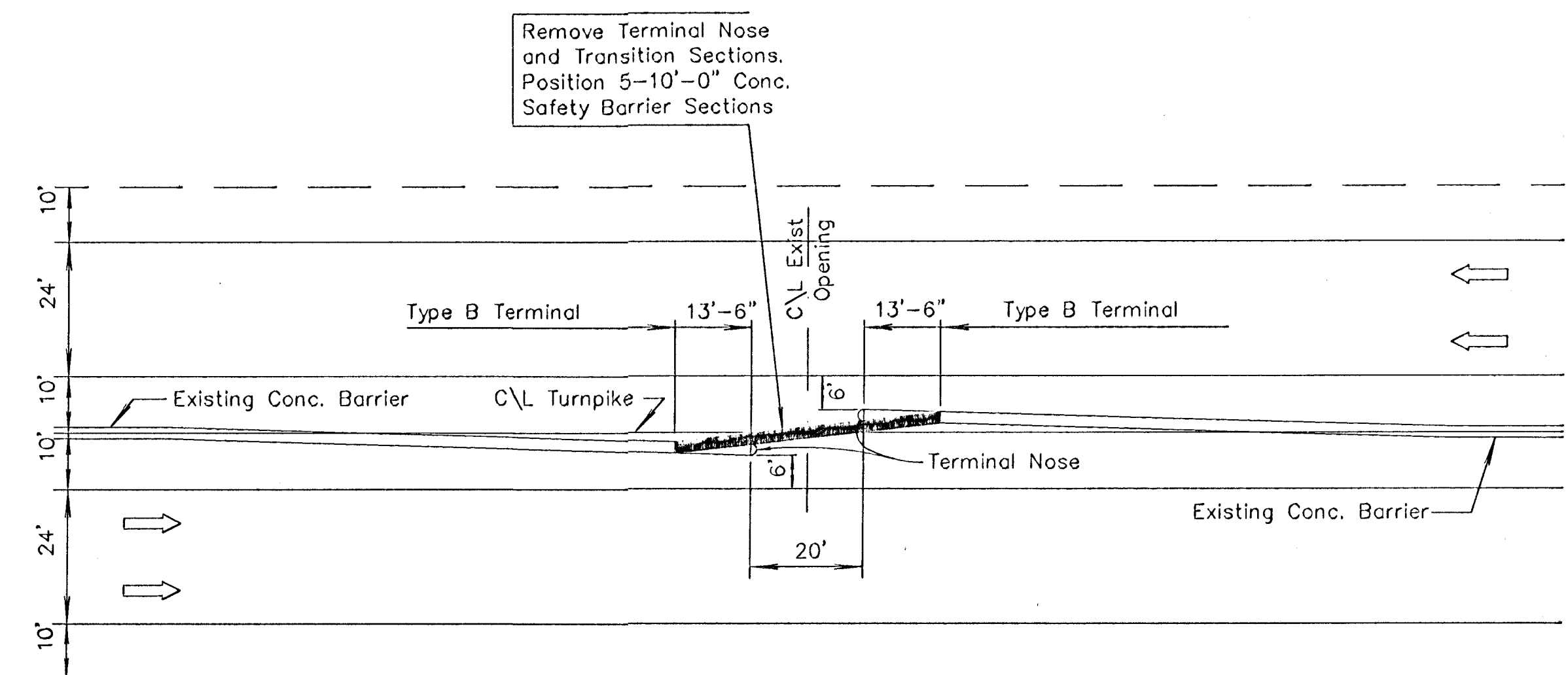


CENTERLINE MARKINGS / DEVICES

Bi-Directional Temporary Pavement Markers, Approximately 4"x4"x3/4", Shall be reflectorized with a yellow acylic cube-corner reflector of 1.6 sq. in. minimum area per face, shall be traffic bearing high impact plastic, yellow in color, shall be attached to pavement with a bituminous adhesive.

Bi-Directional Temporary Pavement Markers, Approximately 12"x4"x2-1/2", Shall be reflectorized with two (2) yellow acylic cube-corner reflectors per face, each approximately 4" wide with 1.75 sq. in. minimum area, shall be traffic bearing high impact plastic, yellow in color, shall be attached to pavement with a bituminous adhesive.

Tubular Marker (See Sheet No. 30)



BARRIER TRANSITION AT MEDIAN OPENING

PROJECT NUMBER 472-76-245-83324		SHEET NAME KTAIYP		ENGINEERING DIRECTORY F:\Hydraulic\KTA	
DESIGN KTA	DRAWN KTA	APPROVED KTA	DATE FEB 2001	SCALE NONE	BAUGHMAN NO 99-09-B543

CAPITAL IMPROVEMENT PROJECT
KTA TRAFFIC CONTROL DETAILS in conjunction
with RCBC CONSTRUCTION UNDER K.T.A.
HYDRAULIC AVENUE PAVING - INCIDENTAL DRAINAGE IMPROVEMENTS - PHASE 1

BAUGHMAN COMPANY, P.A.
ENGINEERING, SURVEYING, & PLANNING
318-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

SHEET
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OF
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