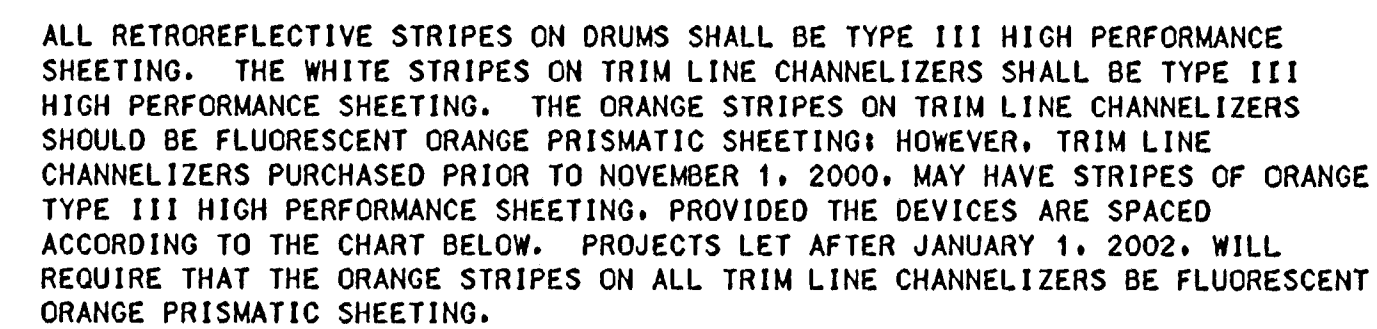
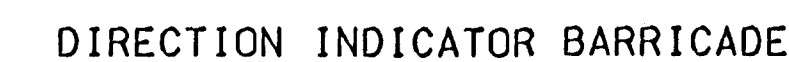
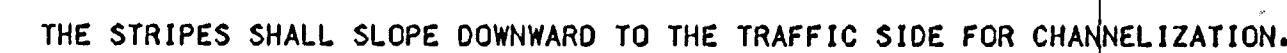




- (1) Not allowed on freeways or expressways, or for durations of more than three days.
- (2) Place at normal spacing if sheeted with fluorescent orange prismatic sheeting. Place at $\frac{1}{2}$ spacing in tapers but pay at the rate of one device per full space if orange stripes are Type III high performance sheeting. Intermixing of trim line channelizers with fluorescent orange and orange Type III high performance sheeting is not allowed.
- (3) Slashes must slope down toward direction traffic is to pass.
- (4) Fixed tubular markers or Vertical Panels may be substituted for any of the above situations with the approval of the Engineer.



THE DIRECTION INDICATOR BARRICADE SHOULD BE USED IN SERIES TO DIRECT THE MOTORIST INTO THE INTENDED LANE OF TRAVEL. THE ARROW PANEL SHOULD NOT BE VISIBLE TO OPPOSING TRAFFIC.



THE ENTIRE AREA OF VERTICAL PANELS, BOTH FRONT AND BACK, SHALL BE FULLY RETROREFLECTORIZED WITH TYPE III HIGH PERFORMANCE RETROREFLECTIVE SHEETING. VERTICAL PANELS USED ON ROADWAYS WITH A SPEED LIMIT OF 45 MPH OR GREATER SHALL HAVE A MINIMUM OF 0.175 SQ m OF RETROREFLECTIVE AREA FACING TRAFFIC. THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



CONES MAY BE USED AS CHANNELIZING DEVICES FOR DAYTIME OPERATIONS ONLY. THEY WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE SUBSIDIARY. TO OTHER TRAFFIC CONTROL BID ITEMS. THE ENGINEER MAY REQUIRE THAT CONES BE SUPPLEMENTED BY OTHER TRAFFIC CONTROL DEVICES IN CERTAIN SITUATIONS SUCH AS OPEN TRENCHES.

CHANNELIZER PLACEMENT:

(A) THE SPACING BETWEEN DEVICES IN THE TAPER SHOULD NOT EXCEED A DISTANCE IN METERS EQUAL TO 0.3 TIMES THE POSTED SPEED LIMIT IN MPH PRIOR TO WORK STARTING.

(B) THE SPACING BETWEEN DEVICES IN THE WORK ZONE SHOULD NOT EXCEED A DISTANCE IN METERS OF 0.6 TIMES THE POSTED SPEED LIMIT IN MPH PRIOR TO WORK STARTING.

(C) WHERE EXISTING CONDITIONS WARRANT, THE ENGINEER MAY REQUIRE A DECREASE IN THE SPACING STIPULATED ABOVE. WHEN TRAFFIC CONTROL IS BID LUMP SUM, ADDITIONAL DEVICES WILL BE PAID FOR AS EXTRA WORK.

(D) CHANNELIZING DEVICES SHALL BE PLACED FOR OPTIMUM VISIBILITY, NORMALLY AT RIGHT ANGLES TO THE TRAFFIC FLOW.

(E) CHANNELIZING DEVICES PLACED ALONG SHOULDER EDGES OR IN DROPOFFS SHALL HAVE A MINIMUM OF 600 mm FROM THE TOP OF THE CHANNELIZING DEVICE TO THE TOP OF THE PAVEMENT.

TAPER FORMULAS:

L - WS FOR SPEEDS OF 45 MPH OR MORE

$L = WS^2/60$ FOR SPEEDS OF 40 MPH OR LESS

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

VERTICAL PANEL

THE ENTIRE AREA OF VERTICAL PANELS, BOTH FRONT AND BACK, SHALL BE FULLY RETROREFLECTORIZED WITH TYPE III HIGH PERFORMANCE RETROREFLECTIVE SHEETING. VERTICAL PANELS USED ON ROADWAYS WITH A SPEED LIMIT OF 45 MPH OR GREATER SHALL HAVE A MINIMUM OF 0.175 SQ m OF RETROREFLECTIVE AREA FACING TRAFFIC. THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



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3				
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NO.	DATE	REVISION	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

CHANNELIZING DEVICES

26/36
9/1/00

TF70251			
FHWA APPROVAL	9-1-00	APP'D Michael P. McKenna	
DESIGNED L.E.R.	DETAILED B.A.H.	QUANTITIES	TRACED
PERSONAL DETAIL C.K.		QUAN. C.K.	C.K.