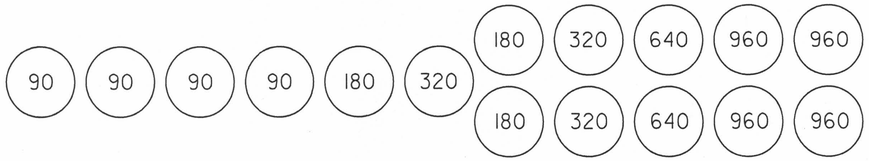
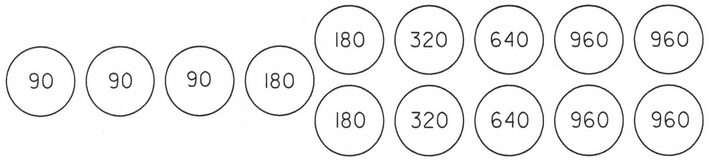
FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	54-87 K-6657-01	2002	836	1122

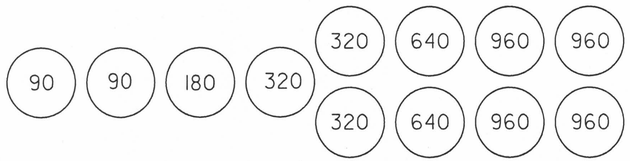
V= 120 km/h



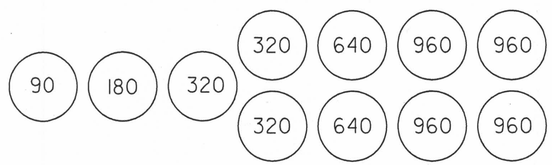
V= 110 km/h



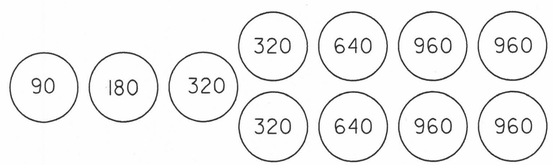
V= 100 km/h



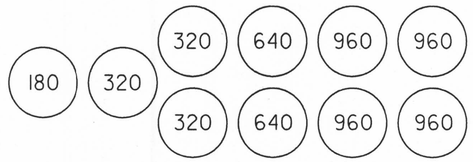
V= 90 km/h



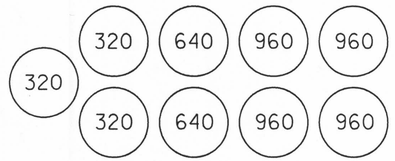
V= 80 km/h



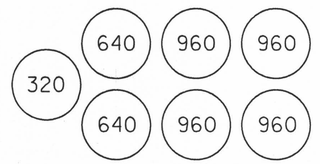
V= 70 km/h



V= 60 km/h



V= 50 km/h



GENERAL NOTE

This drawing depicts general configurations for Inertial Barrier Systems. Some project specific conditions may require variations which are designed to meet prevailing criteria.

The inertial barrier system shall consist of the units as shown for the specified design speed and all hardware and attachments.

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 1:10.

The mixture for the modules shall meet the requirements of the KDOT Standard Specifications.

A 150 mm spacing between modules and 300 mm between the modules and the end of concrete barrier or other rigid object shall be provided.

~~*When installed as part of project traffic control, the bid item "Inertial Barrier System" shall include the original installation and any required relocations.*~~

~~*Replacement modules, when required, shall be paid at the unit price per Each for the size and quantity shown.*~~ *The replacement modules shall be available to replace any modules damaged while in use on the site, as directed by the Engineer. Any modules damaged by the Contractor during relocation of the Inertial Barrier System shall be replaced at the Contractors expense.*

Module masses shown are in kilograms.

The first module of each inertial barrier system shall have a minimum of 0.175 sq. m of Type II High Performance retroreflective sheeting facing traffic. Either a vertically rectangular or diamond shape may be used.

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.

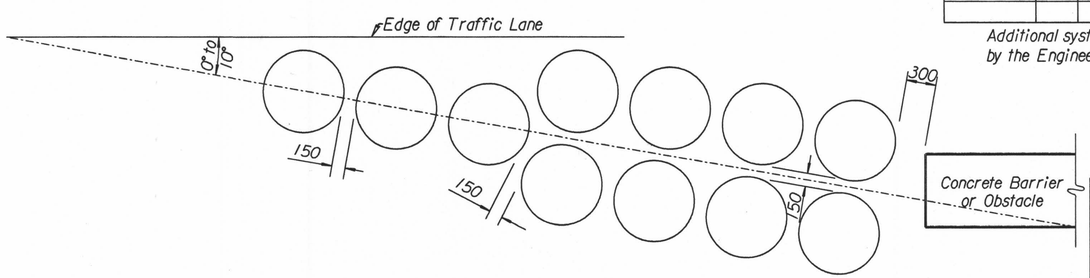
No portion of the system shall encroach into the approach traffic lane.

All inertial barrier systems required for traffic control and all replacement modules shall be subsidiary to the bid item "Traffic Control (Lump Sum)".

INERTIAL BARRIER SYSTEM

Station	Side	Design Speed	Comments
14+375	Rt.	80	RCB Construction
14+500	Lt.	80	RCB Construction
15+350	Rt.	80	RCB Construction
17+010	Rt.	80	RCB Construction
17+200	Lt.	80	RCB Construction
Maize Rd.		60	RCB Const.(2 Sys.)
Tyler Rd.		60	RCB Const.(2 Sys.)
17+805	Lt.	80	Stage 2
18+360	Lt.	80	Stage IC & 2

Additional systems may be required as directed by the Engineer.



TYPICAL PLAN of INERTIAL BARRIER

NO.	DATE	REVISIONS	BY	APP'D
3				
2	8-03-98	Delete system list, add 120 km/h	R.J.S.	J.O.B.
1	6-16-97	Revised reflective sheeting note	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

INERTIAL BARRIER
General Configuration

~~RD645 SI~~

FHWA APPROVAL	9-1-98	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Seitz

DSNR: OPER: JGP SCALE:
I:/1997/9736Z/SEQUENCE/STANDARDS/RD645S1.DGN 1-30-2002 10:39:19 LAST REV: 3-29-2002 BY: svb