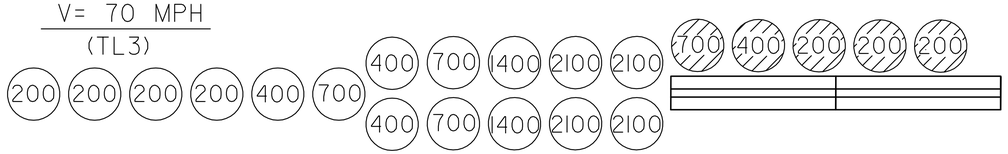
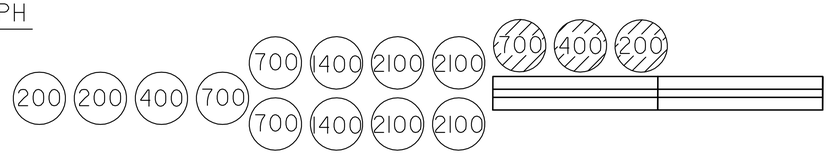
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	35-07600-001	2010	68	75

V= 70 MPH
(TL3)

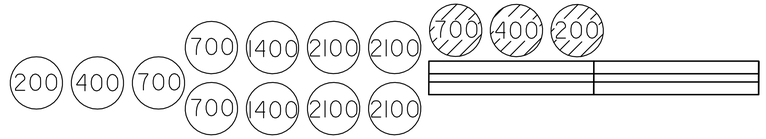


V= 65 MPH
(TL3)

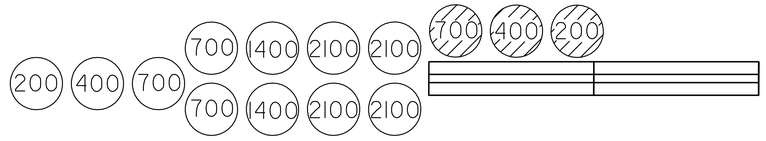
V= 60 MPH
(TL3)



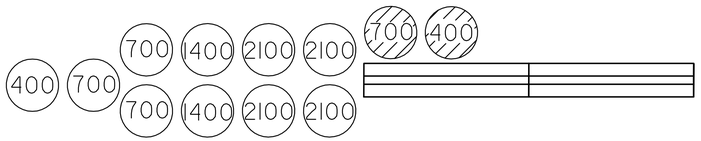
V= 55 MPH
(TL3)



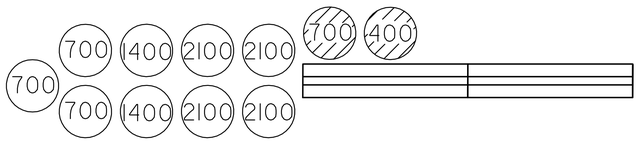
V= 50 MPH
(TL3)



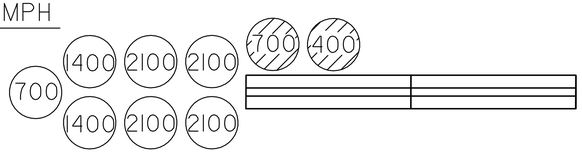
V= 45 MPH
(TL2)



V= 40 MPH
(TL2)



V= 35 MPH
(TL2)



INERTIAL BARRIER SYSTEM			
Station	*Side*	*Design Speed*	*Comments*

GENERAL NOTE

This drawing details 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 Inertial Barrier System shall be installed on a flat, stable base with cross slope no steeper than 10: 1.

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

A 6" spacing between modules and one foot 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" shall include the original installation and any required relocations.

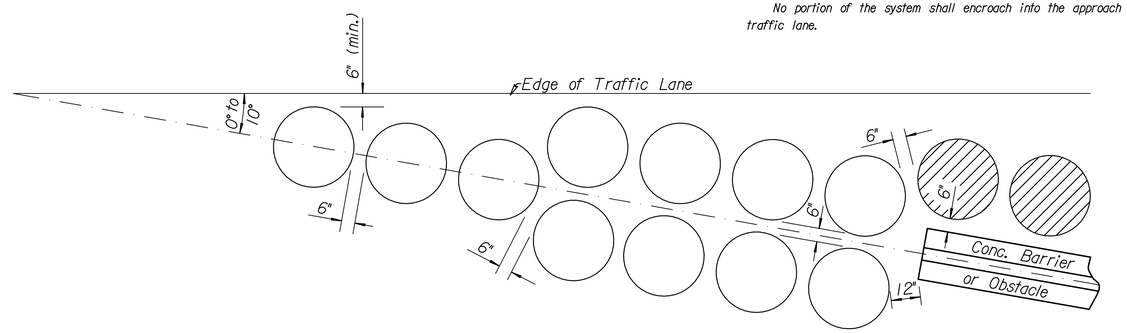
Inertial Barrier replacement modules, when required, shall be paid at the unit price per Each for the size and quantity shown. The replacement modules shall be available to replace any modules damaged while in use on the site, as directed by the Engineer. Any modules damaged by the Contractor during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

Module weights shown are in pounds.

The first module of each Inertial Barrier System shall have a minimum of 270 square inches of Type II High Performance retroreflective sheeting facing traffic. Either a vertically rectangular or diamond shape may be used.

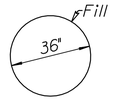
Where sufficient space is available the Inertial Barrier System may be aligned at an angle, not to exceed 10°, in the direction of approach traffic.

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



TYPICAL PLAN of INERTIAL BARRIER

When two-way traffic is adjacent to only one side of Concrete Barrier or Obstacle, these additional modules will be placed on the Traffic Side of Concrete Barrier or Obstacle. Traffic adjacent to both sides of the Concrete Barrier or Obstacle require an additional set of modules each side if approach traffic is exposed to the back portion of the Inertial Barrier. These additional modules are not required along the sides of Concrete Barrier or Obstacle when it's location is outside the Clear Zone or one-way directional traffic.



PLAN
Replacement Module

NO.	DATE	REVISIONS	BY	APP'D
4	9-10-09	*Impact Attenuator to Inertial Barrier*	S.W.K.	J.O.B.
3	12-10-08	*Add. modules, replacement, std. title*	S.W.K.	J.O.B.
2	8-03-98	*Deleted system list, add 70 mph*	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 (TL2 or TL3)

RD620

FHWA APPROVAL	12-18-09	APP'D. James O. Brewer	
DESIGNED _____	DETAILED _____	QUANTITIES _____	TRACED Bowser
DESIGN CK. _____	DETAIL CK. _____	QUAN.CK. _____	TRACE CK. King

Saved 03-03-2010 8:07:20 AM by JAN
Plotted on 3-3-2010 8:15:58 AM by CSL
Q:\2007\07600\001\Phase 2\07600-001-c-Traffic Details rd620