KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2015

Add the following to SECTION 805:

WORK ZONE TRAFFIC CONTROL AND SAFETY

Traffic Control Type: Flagger or Pilot Car
Provide, erect, and maintain all traffic control devices required by the Contract Documents according to the details shown on the applicable Standard Plan Sheets: TE700, TE702, TE704, TE705, TE710, TE712, TE720, and TE730 or TE731.

Traffic Control Type: Temporary Signals (To control two way traffic on one lane)
Provide, erect, and maintain all traffic control devices required by the Contract Documents according to the details shown on the applicable Standard Plan Sheets: TE700, TE702, TE704, TE705, TE710, TE712, TE720, TE730 or TE731, TE732, TE733 and TE734.

Traffic Control Type: 4 Lane Highway with Crossover and Head to Head Traffic
Provide, erect and maintain all traffic control devices required by the Contract Documents according to the details shown on the applicable Standard Plan Sheets: TE700, TE702, TE704, TE705, TE710, TE712, TE722, TE744, and (TE740 or TE742) or TE748.

Traffic Control Type: 4 Lane Highway with Construction Traffic Using Median Break
With the permission of the Engineer, construction equipment may use the median crossovers. Provide, erect and maintain all traffic control devices required for the median crossovers that complies with the attached sheet and the applicable Standard Plan Sheets: TE700, TE702, TE704, TE710, and TE712 at no cost to the KDOT.

NOTE: The only change is TE795 was removed from the packet, because it will be filled out individually and added to the project as needed.

02-01-16 TST (KRE)
Mar-16 Letting
The selected crossover should not be within 1/2 mile of the advanced signing of the work. Contractor's construction equipment will not be allowed to use any median crossover within one mile of an interchange. Vehicles not associated with construction/maintenance shall not be allowed to use the crossover median.

- CHANNELIZING DEVICE
- ARROW DISPLAY
- TYPE "A" LOW INTENSITY WARNING LIGHT
1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.

2) Minimum lane width: 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.

3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirt the work site or making a midblock crossing.

4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

5) When the driving surface open to traffic is milled, is a temporary surface made of loose material, or when directed by the engineer use the W8-15 (Grooved Pavement) or W8-7(Loose Gravel) a "C" distance after the W20-1 (Road Work Ahead) on mainline approaches. Signs may be used with the W8-15p motorcycle plaque as directed by the engineer. Display signs in advance of the condition as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-0355 or 785-296-1183.
TYPICAL WORK ZONE COMPONENTS

- When concrete barrier system is used, portable channelizing devices are not needed along the tangent barrier section.

Minimum advance warning sign spacing (in feet):

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN (40 MPH OR LOWER)</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>URBAN (45 MPH OR HIGHER)</td>
<td>350</td>
<td>350</td>
<td>350</td>
</tr>
<tr>
<td>RURAL (55 MPH OR LOWER)</td>
<td>500</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>RURAL (60 MPH OR HIGHER)</td>
<td>750</td>
<td>750</td>
<td>750</td>
</tr>
<tr>
<td>EXPRESSWAY/FREewayway</td>
<td>1000</td>
<td>1500</td>
<td>2640</td>
</tr>
</tbody>
</table>

- Posted speed prior to work starting

The minimum spacing between signs shall be no less than 100', unless directed by the engineer. The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Taper Formulas:

\[ L = WS \text{ for speeds of 45 MPH or more} \]
\[ L = WS^2/60 \text{ for speeds of 40 MPH or less} \]

Where: \( L \) = Minimum length of taper in feet
\( S \) = Numerical value of posted speed prior to work starting in MPH
\( W \) = Width in offset feet

\[ \text{Shifting taper} = 1/2 \ L \]
\[ \text{Shoulder taper} = 1/3 \ L \]

Channelizer placement:
(1) The spacing between devices in transition area (taper) should not exceed a distance in feet equal to 1/2 the posted speed limit in mph prior to work starting.
(2) The spacing between devices in the advanced warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.
(3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.
(4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.
(5) Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

Buffer Space

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
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<th>60</th>
<th>65</th>
<th>70</th>
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<tbody>
<tr>
<td>LENGTH (ft)</td>
<td>115</td>
<td>155</td>
<td>200</td>
<td>250</td>
<td>305</td>
<td>360</td>
<td>425</td>
<td>495</td>
<td>570</td>
<td>645</td>
<td>730</td>
<td>820</td>
</tr>
</tbody>
</table>

- Posted speed prior to work starting

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 system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space.

See typical work zone components above.
TYPE 2 BARRICADE
For rails less than 36" long, 4" wide stripes may be used. All stripes shall slope downward to the traffic side for channelization.

VERTICAL PANEL
The stripes shall slope downward to the traffic side for channelization.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>LOCATION</th>
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<tr>
<td></td>
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<tr>
<td>Drums</td>
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</tr>
<tr>
<td>Conical Delineators</td>
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</tr>
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<td>Vertical Panels</td>
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<tr>
<td>Direction Indicator Barricade</td>
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<tr>
<td>Type 2 Barricade</td>
<td>(2)</td>
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<tr>
<td>Traffic Cones</td>
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</tr>
<tr>
<td>FIXED</td>
<td></td>
</tr>
<tr>
<td>Tubular Markers</td>
<td>(3)</td>
</tr>
<tr>
<td>Vertical Panels</td>
<td>(3)</td>
</tr>
</tbody>
</table>

(1) Not allowed on centerline delineation along freeways or expressways.
(2) The stripes shall slope downward to the traffic side for channelization.
(3) May be used upon the approval of the engineer.
(4) Daytime operations only.
DIRECTION INDICATOR BARRICADE
stripes shall slope downward in the direction traffic is to pass. direction indicator barricade shall be used in series to direct motorist into the intended lane of travel.

PEDESTRIAN CHANNELIZER
1. Support device shall not project beyond the detection plate into the pathway.
2. Hand trailing edges and detection plates are optional for continuous walls.
3. Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
4. Alternate pathways shall be firm, stable, and slip resistant.
5. Treat height differentials > 1/2" in the surfaces of alternate paths with a firm, stable, and slip resistant temporary ramp having a slope of 12:1 or flatter and having a width equal to the alternate path.
6. Use alternating orange/white on interconnected devices.
FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE (MAINLINE OR SIDE ROAD)

Note: Signs shown for one approach to work zone.

FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

Note: Sign shown for one approach to intersection (work zone).

FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS

Note: Signs shown for one approach to work zone.
ROAD CLOSED GENERAL NOTES

As shown in Figure 1, at the point where thru traffic must detour and local traffic can proceed to the location where the roadway is completely closed, the R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) or R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC) sign shall be used with Type 3 barricades (winged position), placed on the shoulders of roadway.

As shown in Figure 3, when local traffic must be allowed access into the work zone, Type 3 barricades shall be longitudinally staggered to maintain the appearance of a closed roadway. A second line of end-to-end Type 3 barricades shall be placed just beyond the last access point in the work zone, to completely close the roadway.

The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.

The R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is 1 mile or greater.

The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.
FIGURE 1: SIDE ROAD OR ENTRANCE CLOSED THROUGH WORK AREA

FIGURE 2: SIDE ROAD OR ENTRANCE OPEN THROUGH WORK AREA

FIGURE 3: LOW VOLUME ENTRANCE CONTRACTED HALF AT A TIME

Note: Consider large vehicles making right turns into and out of entrance and use figure 4 as needed.
FIGURE 4: SIDE ROAD OR ENTRANCE CONSTRUCTED HALF AT A TIME: TWO WAY TRAFFIC REQUIRED

FIGURE 5: SIDE ROAD OPEN THROUGH WORK AREA ON DIVIDED ROADWAY
**SIGN LAYOUT INFORMATION**

- **END ROAD WORK**
  - KG20-2
  - STD. SIZE EXPWY/FREeway: 6" C, 48"x 24"

- **WAIT FOR PILOT CAR**
  - KG20-5
  - STD. SIZE EXPWY/FREeway: 6" C, 48"x 24"

- **WORK ZONE**
  - KM4-20
  - STD. SIZE EXPWY/FREeway: 3" C, 24"x 6", 48"x 12"

- **NEXT X MILES**
  - W7-3a
  - Mileage to be determined by the engineer.

- **NEIGHBORING ROAD WORK**
  - W7-18
  - STD. SIZE EXPWY/FREeway: 48"x 48"

- **SHOULDER DROP-OFF**
  - W8-17P (OPTIONAL)
  - STD. SIZE EXPWY/FREeway: 30"x 24"

- **NB US-75 CLOSED FOLLOW DETOUR**
  - SP-01 (SPECIAL SIGN)
  - STD. SIZE EXPWY/FREeway: 6" C, 10" D

- **US-75 CLOSED NORTH OF Topeka FOLLOW DETOUR**
  - SP-02 (SPECIAL SIGN)
  - STD. SIZE EXPWY/FREeway:
    - UPPER: 6" C, 10" D
    - LOWER: 4.5" C, 8" D

All city names and street names on special signs and destination signs must have upper and lower case letters.
Rural

1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.

2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.

3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.

Urban

1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.

2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.

3) Signs mounted lower than 7' should not project more than 4' into pedestrian facilities.

4) The height from of the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.

5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.

6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.

When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

In the case of hitting rock when driving posts
1. Shift the sign location. Do not violate minimum sign spacing.
2. With the engineer’s approval, use acceptable alternative sign stands.
**Notes:**

Typically, there are two sets of informational signs installed per project: one for each direction of traffic.

Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.

The informational signs are not to interfere with the traffic control signs for the project.

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<thead>
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<th>LEN</th>
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<tr>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
Perforated square steel tube (P.S.S.T.) post setup

Details for 2", 2 1/4", or 2 1/2" sign posts
Place bolts in the same corner along each sign post.
Wood post setup

Direction of traffic

3/8" dia. holes at 6" centers

Section A-A

Section B-B

3 1/2"

5 1/2"

3 1/2"

4 3/4"

42" Min.

42" Min.

14 1/2"

"Z/1" ξ

Wood post = ξ Floating

4" x 6" Wood post in soil

4" x 6" Wood post in soil

3/8" dia. holes

3 1/2"

B

5 1/2"

B

Ground line

Undisturbed earth or compacted fill

4" x 4" Wood post in soil

4" x 4" S4S

4" x 4" Wood post in soil

Ground line

Undisturbed earth or compacted fill

Direction of traffic

3 1/2"

3/8" dia. holes at 6" centers

Section A-A

Section B-B

3 1/2"

5 1/2"

3 1/2"

4 3/4"

42" Min.

42" Min.

14 1/2"

"Z/1" ξ

Wood post = ξ Floating

4" x 6" Wood post in soil

4" x 6" Wood post in soil

3/8" dia. holes

3 1/2"

B

5 1/2"

B

Ground line

Undisturbed earth or compacted fill

4" x 4" Wood post in soil

4" x 4" S4S

4" x 4" Wood post in soil

Ground line

Undisturbed earth or compacted fill

Direction of traffic

3 1/2"

3/8" dia. holes at 6" centers

Section A-A

Section B-B

3 1/2"

5 1/2"

3 1/2"

4 3/4"

42" Min.

42" Min.

14 1/2"

"Z/1" ξ

Wood post = ξ Floating

4" x 6" Wood post in soil

4" x 6" Wood post in soil

3/8" dia. holes

3 1/2"

B

5 1/2"

B

Ground line

Undisturbed earth or compacted fill

4" x 4" Wood post in soil

4" x 4" S4S

4" x 4" Wood post in soil

Ground line

Undisturbed earth or compacted fill

Direction of traffic

3 1/2"

3/8" dia. holes at 6" centers

Section A-A

Section B-B

3 1/2"

5 1/2"

3 1/2"

4 3/4"

42" Min.

42" Min.

14 1/2"

"Z/1" ξ

Wood post = ξ Floating

4" x 6" Wood post in soil

4" x 6" Wood post in soil

3/8" dia. holes

3 1/2"

B

5 1/2"

B

Ground line

Undisturbed earth or compacted fill

4" x 4" Wood post in soil

4" x 4" S4S

4" x 4" Wood post in soil

Ground line

Undisturbed earth or compacted fill

Direction of traffic

3 1/2"

3/8" dia. holes at 6" centers

Section A-A

Section B-B

3 1/2"

5 1/2"

3 1/2"

4 3/4"

42" Min.

42" Min.

14 1/2"

"Z/1" ξ

Wood post = ξ Floating

4" x 6" Wood post in soil

4" x 6" Wood post in soil

3/8" dia. holes

3 1/2"

B

5 1/2"

B

Ground line

Undisturbed earth or compacted fill

4" x 4" Wood post in soil

4" x 4" S4S

4" x 4" Wood post in soil

Ground line

Undisturbed earth or compacted fill

Direction of traffic

3 1/2"

3/8" dia. holes at 6" centers

Section A-A

Section B-B

3 1/2"

5 1/2"

3 1/2"

4 3/4"

42" Min.

42" Min.

14 1/2"

"Z/1" ξ

Wood post = ξ Floating

4" x 6" Wood post in soil

4" x 6" Wood post in soil

3/8" dia. holes

3 1/2"

B

5 1/2"

B

Ground line

Undisturbed earth or compacted fill

4" x 4" Wood post in soil

4" x 4" S4S

4" x 4" Wood post in soil

Ground line

Undisturbed earth or compacted fill

Direction of traffic
3 lb/f U-Channel setup

Notes:
Place two bolts at both ends of the splice through the holes nearest the ends of the splice.
Use manufacturer recommended spacers over the bolts between the spliced pieces of U-Channel.

Install bolts at both ends of the splice

24" Min. from bottom of splice to ground line (impact side)

18" Min. lap splice

18" Min. from bottom of splice to ground line (non-impacting side)

Ground line

Top of stub

Bottom of stub

Bottom of sign post

84" Min. stub post length

42" Min.

84" Min.

Undisturbed earth or compacted fill

Spacer

Sign post

Stub post

Section A-A

Direction of travel

Notes:

KDOT Graphics Certified 06-01-2015
No traffic control is required if the work space is located outside of the clear zone.

For operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with high-intensity rotating, flashing, oscillating, or strobe lights is used.

Notes:

1. Omit taper if paved shoulder is less than 8' wide.

2. Channelizing device ahead, 1500 ft., or 1 mile.
Notes:

For work in the median, install signs and channelizing devices for each direction of traffic according to the applicable typical drawing.

No traffic control is required if the work space is located outside of the clear zone.

For operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with a high-intensity rotating, flashing, oscillating, or strobe light is used.

- **Length to the nearest whole mile**
  - Channelizing device
  - Ahead, 1500 ft, or 1 mile
  - Ahead, 1000 ft, 1500 ft or ½ mile

- **Omit taper if paved shoulder is less than 8’ wide.**

- **Eliminate W7-3A if shoulder is closed for less than 2 miles.**
One W24-1 may be used per approach where the tangent distance between two reverse curves is less than 600 ft. If used, use in place of the first W1-4 and eliminate the second.

Channelizing device
■ Type 3 barricades
□ Ahead, 1500 ft, or 1 mile
■ Speed to be determined by the Engineer
□ Type "A" low intensity warning light
**Notes:**

- Trucks hauling material to the project should **STOP at the Flagger.** After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.
- Place a Flagger at all highway and major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.
- Existing signs shall not be covered or removed between Flagger stations.
- **Temporary** rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

**Minimum six (6) channelizers** spaced at 20’ intervals.

**Optional** rumble strips may be placed: One set between the W20-1 and W20-4, and one set between the R4-1 and W3-4, on each approach.

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**Channelizing device**
- **III** Ahead, 1500 ft, or 1 mile
- **III** Ahead, 1000 ft, 1500 ft, or ½ mile
- **O** Speed to be determined by the Engineer
- **O** Type “A” low intensity warning light
- **I H** Temporary portable rumble strips
USE TE731 FOR FLAGGER OR PILOT CAR ON ROADWAYS WITH CONCRETE SHOULDERS GREATER THAN 8 FT.

FLAGGER AND PILOT CAR

Typical signing for highway or major collector approach to work space

Optional rumble strips may be placed: One set between the W20-1 and W20-4, and one set between the R4-1 and W3-4, on each approach.

Notes:

- Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger when the roadway is less than or equal to 30' including paved shoulders.
- Temporary portable rumble strips may be used in lieu of lead in channelizers when extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.
Notes:

- Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.
- Place a Flagger at all highway, major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.
- Existing signs shall not be covered or removed between Flagger stations. Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

- Minimum six (6) channelizers spaced at 20' intervals.

Typical signing for highway or major collector approach to work space
**FLAGGER AND PILOT CAR**

Minimum six (6) channelizers spaced at 20' intervals.

Typical signing for highway or major collector approach to work space:

- **Channelizing Device**
  - I: Ahead, 1500 Ft, Or 1 Mile
  - II: Ahead, 1000 Ft, 1500 Ft, Or ½ Mile
  - ▲: Speed to be determined by the Engineer
  - III: Existing shoulder rumble strips

Notes:

- Trucks hauling material to the project should STOP at the Flagger. After stopping, upon approval of the Engineer, trucks may be allowed to move around the Flagger.

- Place a Flagger at all highway, major collector intersections and at-grade railroad intersections with lights and gates in the work space to control traffic crossing the tracks to the left of the gate arm. The need for a Flagger at minor side road intersections shall be determined by the Engineer. Place a W20-7 (Flagger symbol) sign on each side road that is controlled by a Flagger.

- Existing signs shall not be covered or removed between Flagger stations. Temporary rumble strips may be used in lieu of lead in channelizing devices when the roadway is less than or equal to 30' including paved shoulders. When extenuating circumstances exist, the Area Engineer may elect to eliminate both the lead in channelizers and the rumble strips.

- △ Not required on substantial maintenance projects (1R).

- △△ The KG20-5 (WAIT FOR PILOT CAR) sign shall be mounted on an approved portable support and not attached to the existing stop sign post.

The KG20-5 sign shall be placed immediately in front of the existing stop sign, a minimum of 6" below the bottom of the stop sign. The sign should be removed or covered when there is no pilot car.

Typical signing for a minor side road approach to work space:

- ▲△△ W20-1 48"x 48"
- △△△ KG20-5
Note: Refer to TE733 and TE734 for additional temporary traffic signal details.

**SIGNAL BUFFER SPACE**

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
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<th>25</th>
<th>30</th>
<th>35</th>
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</tbody>
</table>

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.

⚠️ Posted speed prior to work starting

- Uni-directional yellow temporary raised pavement marker (Type I) (facing right)
- Channelizing device
  - Ahead, 1500 ft, or 1 mile
  - Ahead, 1000 ft, 1500 ft, or 1/2 mile
  - Speed to be determined by the Engineer
  - Signal head with back plate
  - Temporary signal pole or trailer
- Type "A" low intensity warning light

Lead in channelizing devices on centerline between W20-4 and stop line

4" Double yellow centerline

Two-way tapers with channelizing devices spaced at 20' spacings

48"x48" Signal buffer space

SIGNAL BUFFER SPACE

Lead in channelizing devices on centerline between W20-4 and stop line

4" Double yellow centerline

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Lead in channelizing devices on centerline between W20-4 and stop line

4" Double yellow centerline
Two sets of rumble strips shall be placed: one set between signs W3-4 and R2-1, and one set between signs W3-3 and W3-5. Materials, template, hauling, installation, maintenance and removal of the rumble strips are to be by the contractor. Payment shall be subsidiary to the temporary traffic signals.

**Stop line created using (6) 4" strips of temporary tape**

**24" White stop line**

**Plan**

**Section A-A**

**Typical Asphalt Rumble Strip Details**
GENERAL NOTES

The engineer in charge of construction will need to approve all locations for traffic signals to be installed. Final positions & aiming of signal faces to be determined in the field.

Trailer mounted portable traffic signals may be substituted for span wire signals.

The traffic signal system shall conform to and be operated according to the requirements of the M.U.T.C.D.

Contact local utility companies to advise them of installation and coordinate power hook-up if needed.

All wiring installed shall conform to the national electrical code and local ordinances & requirements.

The power supply and the operation & maintenance of the signal system shall be the responsibility of the contractor.

Note:
See TE734 for additional information.
The control equipment shall be designed in such a manner that the normal dwell condition shall be an "all red" signal display. Upon receipt of a detector actuation from one approach, the signals facing that approach shall cycle to a green indication for a minimum period (minimum green). Subsequent detector actuations from the same direction shall result in additional green time being allocated to that movement (unit extension). In the event that an actuation exists for the direction of travel not having the right of way, a maximum green time setting shall provide a preset time limit for the direction having the right of way.

The control equipment shall provide for different clearance sequences, one for each required phase.

If the green indication has been displayed to one approach to the zone, no vehicle actuation exists on the opposite approach and another actuation occurs during the yellow display to the approach just serviced, the display shall proceed to an all red display for a period of time (red revert) to prevent the display of green - yellow - green indications to the motorist.

If the right of way is to be transferred to another approach, an all red indication shall be provided so that opposing traffic does not meet within the one way zone.

Response to a vehicle actuation from another approach shall be immediate if all timings have expired. In the event that all time settings have not expired at the point at which a vehicle actuation occurs, the system shall continue to provide the appropriate clearance interval timings before acting upon an actuation input.

Vehicle actuations received from the detector at approaches other than that which last received a green indication shall have preference over additional actuations received from the end which last had the right of way in the event that any clearance interval timings have not expired when the actuation(s) occurs. If all timings have expired, response shall be on a first come, first served basis.

All time settings shall be user adjustable and shall be accomplished from the equipment front panel by way of a keyboard and menu screen format. All applicable portions of the KDOT standard specifications for vehicle actuation shall apply except that a standard NEMA conflict monitor shall be acceptable.

Signals shall be capable of actuation. On asphalt roadways, detection loops may be sawed into the road. Commercially made loop mats may also be used. Do not cut loops into concrete pavement. Other types of detection may be used if approved prior to installation by the Engineer. Do not use microwave detection systems in urban areas. Detector shall be set to operate in the locking mode.

If used, detection loops shall be 6' by 6' and have three turns of wire (see detail). Center loops in the lane of traffic and locate 100' behind the stop line. Cut slots in pavement for loops 3/8" wide with 1" minimum depth. Fill slots with asphalt or an approved elastic epoxy sealant (concrete pavement) to within 1/8" of pavement surface. Others than a "western union" type splice or approved connector at their junction, feeder cable and loop wire shall be of continuous run with no splices. The loop and the feeder cable connection shall be twisted 2 turns per foot.

**LOOP DETECTOR DETAIL**

Note: See TE733 for additional information.
Black on orange 24" x 30" chevron signs (W1-8) shall be mounted back to back on the outside edge of shoofly curves with a radius of 1000' or less at the spacing shown below. A minimum of 3 chevrons should be installed per curve.

<table>
<thead>
<tr>
<th>Curve radius</th>
<th>Max. spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000' - 800'</td>
<td>100'</td>
</tr>
<tr>
<td>800' - 450'</td>
<td>80'</td>
</tr>
<tr>
<td>LESS THAN 450'</td>
<td>60'</td>
</tr>
</tbody>
</table>

The entire area of object marker shall have ASTM Type III sheeting. The stripes shall slope downward to the traffic side for channelizing.

Channelizing device

Type 3 barricades

Bi-directional temp. raised pavement marker (Type I)

Ahead, 1500 ft, or 1 mile

Speed to be determined by the engineer

Type "A" low intensity warning light

DUAL SPEED DROP

Add these signs in the sign sequence for dual speed drops. Adjust all other signs and pavement marking accordingly.

One W24-1 may be used per approach where the tangent distance between two reverse curves is less than 600 ft. If used, use in place of the first W1-4 and eliminate the second.
TYPICAL TEMPORARY STRUCTURE END TREATMENT ON SHOOFLY

The entire area of object marker shall have ASTM Type III sheeting. The stripes shall slope downward to the traffic side for channelizing.

**✦✦ Black on orange 24" x 30" chevron signs (W1-8) shall be mounted back to back on the outside edge of shoofly curves with a radius of 1000' or less at the spacing shown below. A minimum of 3 chevrons should be installed per curve.**

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Channelizing device

- Type 3 barricades
- Ahead, 1500 ft, or 1 mile
- Speed to be determined by the Engineer
- Type "A" low intensity warning light

Add these signs in the sign sequence for dual speed drops. Adjust all other signs and pavement marking accordingly.

One W24-1 may be used per approach where the tangent distance between two reverse curves is less than 600 ft. If used, use in place of the first W1-4 and eliminate the second.
Concrete safety barrier system or raised pavement markers (Type II) and tubular markers.

Buffer space

- Type 3 barricades
- Length to the nearest whole mile
- Channelizing device
- Ahead, 1500 ft, or 1 mile
- Ahead, 1000 ft, 1500 ft, or \( \frac{1}{2} \) mile
- Speed to be determined by the Engineer
- Type "A" low intensity warning light

Centerline Treatment for two-lane, two-way traffic on normally divided roadways. Tubular markers and temporary raised pavement markers (Type II).

The W6-3 & R4-1 sign combination may be required at additional locations along the project. The spacing between these locations shall be a maximum of 1 mile.

The W7-3A sign should be mounted with the W6-3 sign at 2 mile increments on a project of 4 miles or longer.

- Sign to be eliminated if concrete safety barrier system is used.
- Barricade to be eliminated and sign W1-6 to be mounted on skids if concrete safety barrier system is used.
Concrete safety barrier system or raised pavement markers (Type II) and tubular markers.

Centerline Treatment for two-lane, two-way traffic on normally divided roadways. Tubular markers and temporary raised pavement markers (Type II).

The W6-3 & R4-1 sign combination may be required at additional locations along the project. The spacing between these locations shall be a maximum of 1 mile. The W7-3A sign should be mounted with the W6-3 sign at 2 mile increments on a project of 4 miles or longer.

Sign to be eliminated if concrete safety barrier system is used.

Barricade to be eliminated and sign W1-6 to be mounted on skids if concrete safety barrier system is used.
SHifting taper detail

Add signs and devices as shown for work inside a closed lane that extends near to (or into) the open traffic lane.

- Type 3 barricades
- X Length to the nearest whole mile
- Channelizing device
- □ Ahead, 1500 ft, or 1 mile
- □ Ahead, 1000 ft, 1500 ft, or ½ mile
- ❌ Right or left
- ∇ Speed to be determined by the Engineer
- □ Type "A" low intensity warning light

For left lane closures use W4-2L and yellow edge line along channelizing devices.

The double reverse curve (W24-1, W24-1a or W24-1b) may be used if the tangent distance between the two reverse curves is less than 600' (feet). Only one W24-1 is required to be placed at an "A" distance in advance of the shifting taper.

Left-side signs shall be omitted for a four-lane undivided highway.

One flagger should be stationed within each multi-lane roadway activity area where work is in a closed lane adjacent to traffic and not separated by a concrete safety barrier system.
Type 3 barricades
X Length to the nearest whole mile
■ Channelizing device
□□□ Ahead, 1500 ft, or 1 mile
□□□ Ahead, 1000 ft, 1500 ft, or ½ mile
♀ Right or left
♂ Speed to be determined by the Engineer
⊙ Type "A" low intensity warning light

* For left lane closures use W4-2L and yellow edge line along channelizing devices.

One flagger should be stationed within each multi-lane roadway activity area where work is in a closed lane adjacent to traffic and not separated by a concrete safety barrier system.
Type 3 barricades

- Length to the nearest whole mile
- Channelizing device

Ahead, 1500 ft, or 1 mile
Ahead, 1000 ft, 1500 ft, or ½ mile
- Right or left
- Speed to be determined by the Engineer

Type "A" low intensity warning light

For speeds greater than 45 mph use
freeway / expressway size signs.

One flagger should be stationed within each multi-lane roadway
activity area where work is in a closed lane adjacent to traffic
and not separated by a concrete safety barrier system.