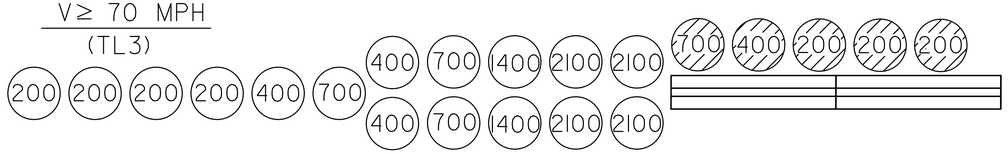
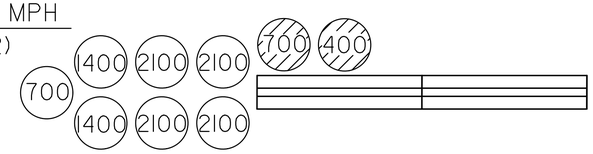
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS				

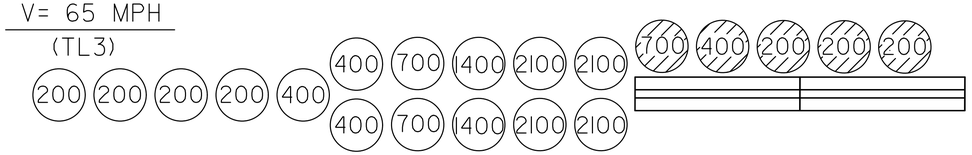
V≥ 70 MPH (TL3)



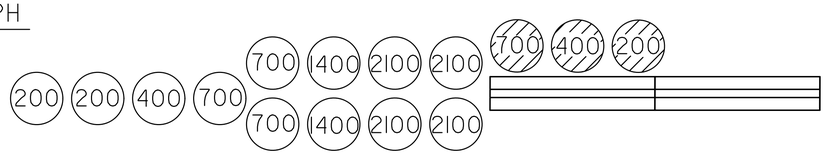
V= 35 MPH (TL2)



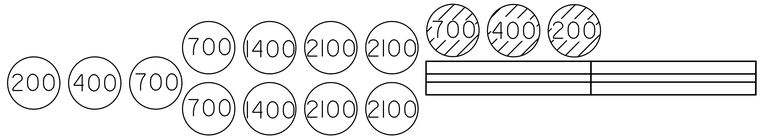
V= 65 MPH (TL3)



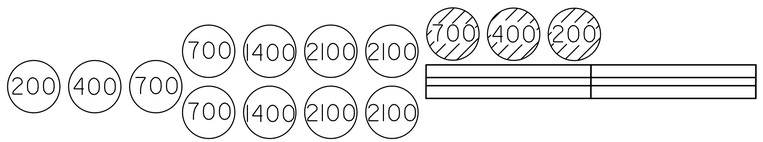
V= 60 MPH (TL3)



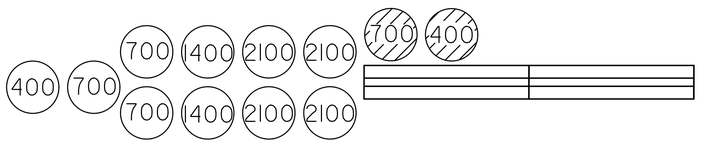
V= 55 MPH (TL3)



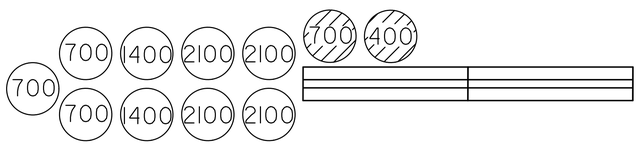
V= 50 MPH (TL3)



V= 45 MPH (TL2)



V= 40 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.

Use Inertial Barrier System consisting of the units as shown for the specified design speed, all hardware and attachments.

Install Inertial Barrier System on a flat, stable base with cross-slope no steeper than 10:1. See Manufacturer's recommendations for module materials and method of installation.

See standard specifications for mixture to fill modules requirements.

Provide a 6" spacing between modules and one foot between the end of concrete barrier or other rigid object.

When installed as part of project traffic control, the bid item "Inertial Barrier" includes the original installation and required relocations.

Keep available replacement modules to replace any size module used on site, Engineer's direction.

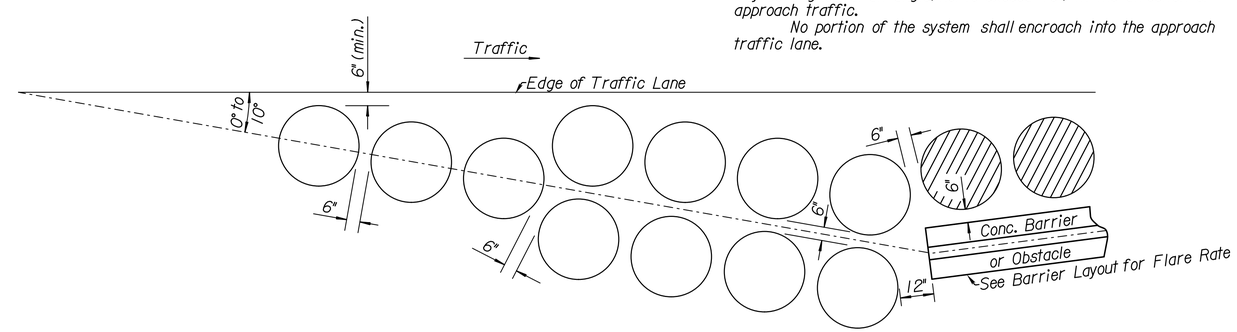
Inertial Barrier System modules damaged by the Contractor during relocation of Inertial Barrier System are replaced at the Contractor's expense.

Module weights shown are in pounds.

Install 270 square inches of Type II High Performance (vertical, rectangular or diamond shape) reflective sheeting on first module of Inertial Barrier System facing traffic.

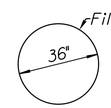
Where sufficient space is available the Inertial Barrier System may be aligned at an angle, not to exceed 10°, in the direction of approach traffic.

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

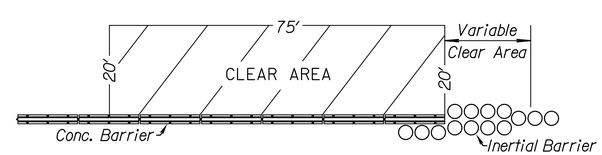


TYPICAL PLAN of INERTIAL BARRIER

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 requires 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



PLAN - CLEAR AREA

NO.	DATE	REVISIONS	BY	APP'D
7	5-17-13	Added Detail, Clear Area	S.W.K.	J.O.B.
6	2-3-12	Revised General Note	S.W.K.	J.O.B.
5	6-27-11	Rdvised notes & Typical Plan detail	S.W.K.	J.O.B.
4	9-10-09	Impact Attenuator to Inertial Barrier	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

INERTIAL BARRIER (TL2 or TL3)

RD620

FHWA APPROVAL	10-18-13	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

KDOT Graphics Certified 10-28-2013

KDOT Graphics Certified

Plotted : 28-OCT-2013 14:43

Drawn By : trhoads
File : rd620.dgn