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

## SECTION 805

## WORK ZONE TRAFFIC CONTROL & SAFETY

**Page 800-18, subsection 805.3i.(1), delete the first bullet and replace with the following:**

- Solid and Broken (8 ft.) markings are intended for use on final and intermediate lifts on expressways, freeways, and for traffic configurations in place longer than 45 days, where the markings are different from the original or final pavement markings.

**Page 800-19, subsection 805.3i.(2), delete the second paragraph and replace with the following:**

Place either temporary or permanent pavement markings or temporary RPMs the same day the existing markings are removed, and before opening to traffic, at the following locations: yellow skip line on undivided roads, white skip lines on multi-lane sections, solid white and yellow gore lines, white intersection dotted extension lines, and solid yellow ramp edge lines. Fixed tubular markers, or conical delineators may be used in lieu of gore lines with the Engineer's approval and spaces at 5-foot intervals on the gore edge line. If fixed tubular markers or conical delineators are used in lieu of temporary pavement markings, these items shall be subsidiary to other temporary pavement marking bid items on the contract.

**Page 800-19, delete subsection 805.3(5), and replace with the following:**

(5) Traffic Line Paint. When paint is approved, comply with **SECTION 807**. Do not use paint on final surfaces where the markings will not follow the same layout/location.

**Page 800-20, delete subsection 805.3k. and replace with the following:**

**k. Height Differential Treatment.** On projects that carry traffic through construction, the following criteria shall be considered a minimum for treatment of height differentials adjacent to traffic lanes. A height differential is defined as the vertical distance between the top of the surface being constructed (or the riding surface) to the top of the adjacent surface. Use **TABLE 805-4** to determine what treatment is required for the given situations.

When **TABLE 805-4** indicates the use of signs as part of the Traffic Control Plan, place the signs at the beginning of the condition and at each intersecting crossroad or approximately half mile intervals and remove or cover the signs when not applicable.

When the table indicates the use of a wedge, use hot mix asphalt or other material that will remain intact under anticipated traffic as approved by the Engineer.

| TABLE 805-4: HEIGHT DIFFERENTIAL TREATMENT | | |
|---|---|---|
| **Condition** | **Height Differential ("D")** | **Treatment** |
| **Nominal height differential between driving lanes open to traffic** | 1 inch < D ≤ 2 inches | Use the Uneven Lanes signs (W8-11) as part of the Traffic Control Plan. |
| | 2 inches < D ≤ 4 inches | Use the Uneven Lanes signs (W8-11) as part of the Traffic Control Plan. Construct a 3:1 or flatter slope wedge against the pavement edge. |
| | D > 4 inches | This condition is not permitted unless otherwise indicated by the contract documents. |
| **Nominal height differential between driving lane and shoulder or adjacent surface that is closed to traffic** | D ≤ 2 inches | Shoulder Drop-Off signs (W8-17 and W8-17P) are optional, not required. |
| | 2 inches < D ≤ 4 inches | Use Shoulder Drop-Off signs (W8-17 and W8-17P) signs as part of the Traffic Control Plan.<br>Construct a 1:1 or flatter slope wedge against the pavement edge.<br>Channelizing devices may be used instead of a wedge if approved by the Engineer and when placed so the maximum device spacing, measured in feet, is equal to the posted speed limit prior to construction.<br>height differential is expected to last longer than 2 weeks, the use of a 3:1 or flatter slope wedge against the pavement edge is required and the use of channelizing devices instead of a wedge is not permitted unless otherwise indicated in the Contract Documents. |
| | D > 4 inches | To the extent feasible, provide an obstruction free recovery area between the channelizing devices and height differential. Use Shoulder Drop-Off signs (W8-17 and W8-17P) as part of the Traffic Control Plan.<br>**Construct a 3:1 or flatter slope wedge against the pavement edge.**<br>Channelizing devices may be used instead of a wedge as approved by the Engineer when the channelizers are placed so the maximum device spacing, measured in feet, is equal to the posted speed limit prior to construction and no height differentials greater than 4 inches are left overnight without a wedge, unless otherwise indicated in the Contract Documents. |

**Page 800-22, subsection 805.4b., delete the last sentence and replace with the following:**

**Do not include monies earned for "Stored Materials".

**Page 800-23, subsection 805.4d., delete last paragraph and replace with the following:**

No payment will be made for each per day traffic control devices while the Contractor is assessed liquidated damages for failure to comply with winter shutdown period or project completion date in other Project Special Provisions included in the Contract Documents. No payment will be made for any additional traffic control devices required due to the contract being in liquidated damages.

07-24-20 C&M (LAL)
Aug-2021 Letting