

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

SECTION 805

WORK ZONE TRAFFIC CONTROL & SAFETY

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. Construct a 1:1 or flatter slope wedge against the pavement edge. 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. 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. Construct a 3:1 or flatter slope wedge against the pavement edge. 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 800-23, subsection 805.4c.(8), add the following to the end of the first paragraph:

The Pavement Marking (Temporary) used for widening and decelerating lanes, accelerating lanes and ramp areas will not be paid for directly but will be considered subsidiary.

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.

11-14-18 C&M
Mar-19 Letting