



Iowa Department of Transportation

DEVELOPMENTAL SPECIFICATIONS FOR TEMPORARY LANE SEPARATOR SYSTEM

Effective Date
October 15, 2013

THE STANDARD SPECIFICATIONS, SERIES 2012, ARE AMENDED BY THE FOLLOWING MODIFICATIONS AND ADDITIONS. THESE ARE DEVELOPMENTAL SPECIFICATIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.

12045.01 DESCRIPTION.

A temporary lane separator system consists of a combination of longitudinal curb units and upright flexible, retroreflective posts. Use one of the approved systems listed in Materials I.M. 488.05. Other temporary lane separator systems may be approved by contacting the Iowa DOT's Manufactured Products Engineer at 515.239.1259.

12045.02 MATERIALS.

Furnish a system meeting the following requirements:

A. General.

- The modular units interface with each other to form a continuous longitudinal channelizing system.
- The temporary lane separator system is designed to allow a radius or curve as required by roadway geometry.
- The complete system is NCHRP 350 or Manual for Assessing Safety Hardware (MASH) compliant. A copy of the FHWA approval letter may be required by the Engineer.

B. Curb Unit.

- Modular design that is fastened to or placed on the underlying pavement or bridge deck according to the manufacturer's recommendations.
- Mountable design to allow for emergency vehicle crossovers.
- Minimum of one drainage scupper per unit or other drainage system to allow for cross drainage under or around the curb module with a maximum of 1 inch (25 mm) separation between individual curb units.
- Minimum length of 36 inches (0.9 m), maximum height of 4 inches (100 mm), and maximum width of 12 inches (300 mm).
- Yellow if used in a work zone installation or a permanent installation adjacent to yellow pavement markings, and white if used in a permanent installation adjacent to white pavement markings.

C. Upright Post.

- At least one upright post (manufactured from flexible plastic) for each modular curb unit.
- Posts uniformly spaced at no greater than 42 inches (1.1 m) along the channelizing system.

- Posts orange in color if used in a work zone installation, yellow if used in a permanent installation adjacent to yellow pavement markings, and white if used in a permanent location adjacent to white pavement markings.
- Posts a minimum of ~~26 inches (650 mm)~~ 28 inches (710 mm) in height measured from the pavement or bridge surface, and a minimum of 2 inches (50 mm) in width facing traffic.
- Two 6 inch (150 mm) bands of Type III/IV retroreflective sheeting meeting the requirements of Materials I.M. 486.03 placed near the top of each post (top band located no more than 2 inches (50 mm) from the top of the post), with a maximum 4 inch (100 mm) space between the bands.
- White retroreflective sheeting if used in a work zone or permanent installation adjacent to a white pavement marking, and yellow retroreflective sheeting if used in a permanent installation adjacent to yellow pavement markings.
- Posts easily replaceable under traffic conditions.

12045.03 CONSTRUCTION.

A. Installation.

Install according to the manufacturer's recommendations.

B. Maintenance.

Repair or replace all damaged curb units or posts no later than 24 hours after the damage is reported to the Contractor.

C. Removal.

1. Repair all holes left in the pavement or bridge deck when the temporary lane separator system is removed. Holes shall be filled with a non shrink grout meeting the requirements of Materials I.M. 491.13.
2. Upon completion of the project, the temporary lane separator system will remain the property of the Contractor for systems used in temporary traffic control zones. When placed as part of a permanent installation, the system will become the property of the Contracting Authority.

12045.04 METHOD OF MEASUREMENT.

The Engineer will measure the length of the Temporary Lane Separator System installed in feet (meters).

12045.05 BASIS OF PAYMENT.

For the number of feet (meters) of Temporary Lane Separator System measured, the Contractor will be paid the contract unit price per foot (meter). Payment includes installation, maintenance, repair, removal of the temporary lane separator system (if installed in a temporary traffic control zone), and all required pavement or bridge deck repair.