



**DEVELOPMENTAL SPECIFICATIONS  
FOR  
MODULAR LANE SEPARATOR SYSTEM**

**Effective Date**  
January 16, 2008

**THE STANDARD SPECIFICATIONS, SERIES 2001, ARE AMENDED BY THE FOLLOWING MODIFICATIONS AND ADDITIONS. THESE ARE DEVELOPMENTAL SPECIFICATIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.**

**01110.01 GENERAL.**

The modular lane separator system consists of a combination of longitudinal curb units and upright flexible, retroreflective posts. The modular units shall interface with each other to form a continuous longitudinal channelizing system. The modular lane separator system shall be designed to allow a radius or curve as required by roadway geometry. The complete system shall be NCHRP 350 compliant. A copy of the FHWA approval letter may be required by the Engineer. All damaged curb units or posts shall be repaired or replaced by the Contractor no later than 24 hours after the damage is reported to the Contractor. All holes left in the pavement or bridge deck when the modular lane separator system is removed shall be repaired by the Contractor. Upon completion of the project, the modular lane separator system will remain the property of the Contractor.

**01110.02 CURB UNIT.**

The curb shall be a modular design and shall be fastened to the underlying pavement or bridge deck according to the manufacture's recommendations. The curb unit shall be a mountable design to allow for emergency vehicle crossovers. Each curb unit shall have a minimum of one drainage scupper or other drainage system to allow for cross drainage under the curb module.

Each curb unit shall have a minimum length of 36 inches (0.9 m), height of 2 to 4 inches (50 to 100 mm), and width of 7 to 12 inches (170 to 310 mm). Each curb unit shall be 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.

**01110.03 UPRIGHT POST.**

Each modular curb unit shall include at least one upright post. Posts shall be manufactured from flexible plastic. Posts shall be spaced uniformly along the channelizing system spaced at no greater than 42 inches (1.1 m). Posts shall be 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 shall be a minimum of 22 inches (550 mm) in height, and a minimum of 2 inches (50 mm) width facing traffic. Two 6 inch (150 mm) bands of Type III/IV retroreflective sheeting shall be placed near the top of each post, with a maximum 4 inch (100 mm) space between the bands. The top band shall be located no more than 2 inches (50 mm) from the top of the post. The retroreflective sheeting shall be

white if used in a work zone or permanent installation adjacent to a white pavement marking, and yellow if used in a permanent installation adjacent to yellow pavement markings. Posts shall be easily replaceable under traffic conditions.

**01110.04 LIST OF APPROVED MANUFACTURERS.**

The following modular lane separator systems are approved for use in Iowa.

Filtrona Extrusion, Davidson Traffic Control Products: FG 300 Curb System  
Impact Recovery Systems: Tuff Curb  
Qwick Kurb, Incorporated: Qwick Kurb System

Other modular lane separator systems may be approved by contacting the Manufactured Products Engineer at 515.239.1259

**01110.05 METHOD OF MEASUREMENT.**

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

**01110.06 BASIS OF PAYMENT.**

For the number of feet (meters) of Modular Lane Separator System measured, the Contractor will be paid the contract unit price per foot (meter). This payment shall include the installation, maintenance, repair, removal of the modular lane separator system, and all required pavement or bridge deck repair.