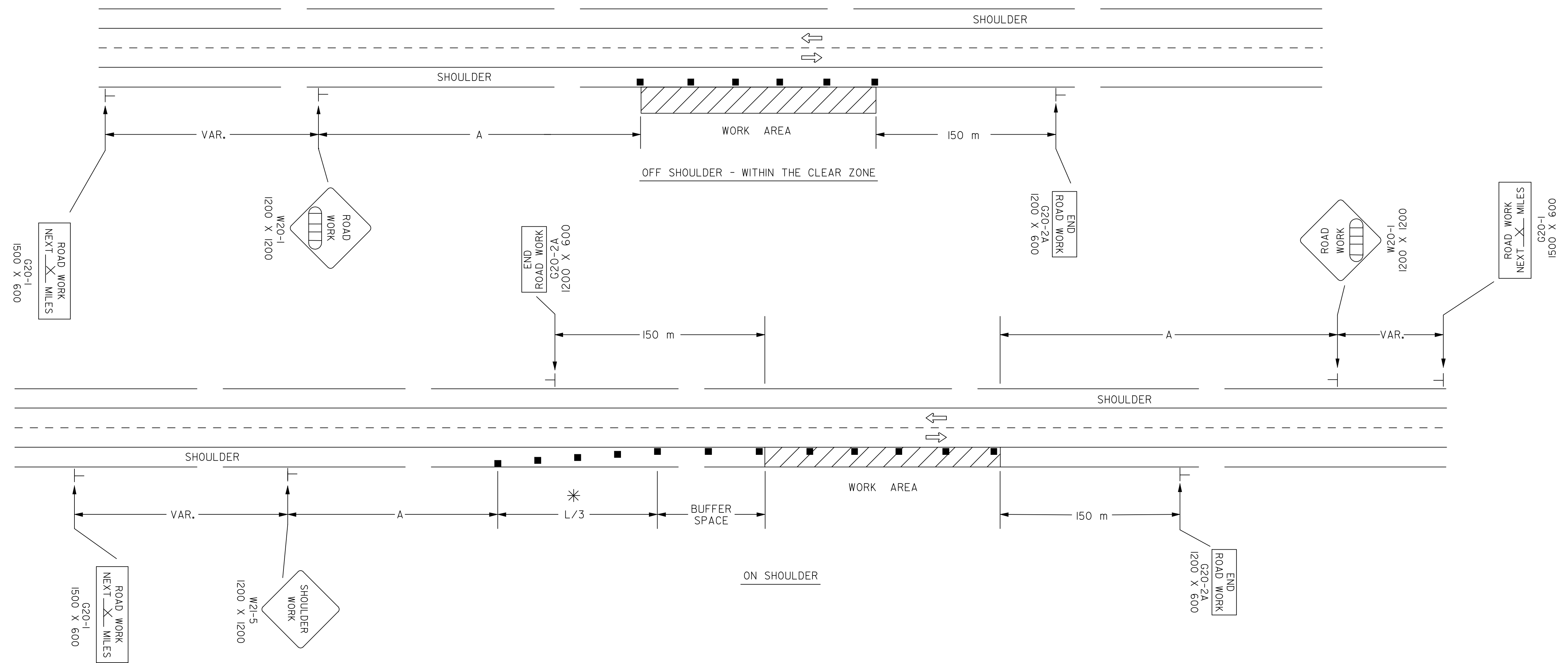


FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	54-87 K-6657-01	2002	828	1122

REFER TO STD. TETIOSI FOR ADDITIONAL INFORMATION ON TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TET2SIFOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TET00SI FOR LENGTH OF BUFFER SPACE.

NOTE: NO TRAFFIC CONTROL IS REQUIRED IF THE WORK AREA IS LOCATED OUTSIDE OF THE CLEAR ZONE.

FOR OPERATIONS OF 60 MINUTES OR LESS, ALL SIGNS AND CHANNELIZING DEVICES MAY BE ELIMINATED IF A VEHICLE WITH AN ACTIVATED FLASHING OR REVOLVING YELLOW LIGHT IS USED.



WHEN CONCRETE SAFETY BARRIER IS USED, CHANNELIZING DEVICES ARE NOT NEEDED ALONG THE TANGENT BARRIER SECTION.

* OMIT TAPER IF PAVED SHOULDER IS LESS THAN 2.4 METERS WIDE.

- X Length To The Nearest Whole Mile
- Channelizing Device
- ▭ AHEAD, 1500 FT OR 1 MILE

DSMR: OPER: JGP Scale = 1/8" = 1'-0"
12/1997/97362/As-Builts/dgn/s/Vol 4/SH 828-KDOT STD-TC-TET20SI.dgn Last Rev: 10-5-07 By: gdr

3					
2					
1					
NO.	DATE	REVISION	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION TYPICAL TRAFFIC CONTROL WORK ON OR NEAR THE SHOULDER UNDIVIDED HIGHWAY (2 OR 4 LANE) TET20SI 9/1/00					
FHWA APPROVAL	9-1-00	APP'D	Michael P. McKenna		
DESIGNED	L.E.R.	DETAILED	B.A.H.	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.		