

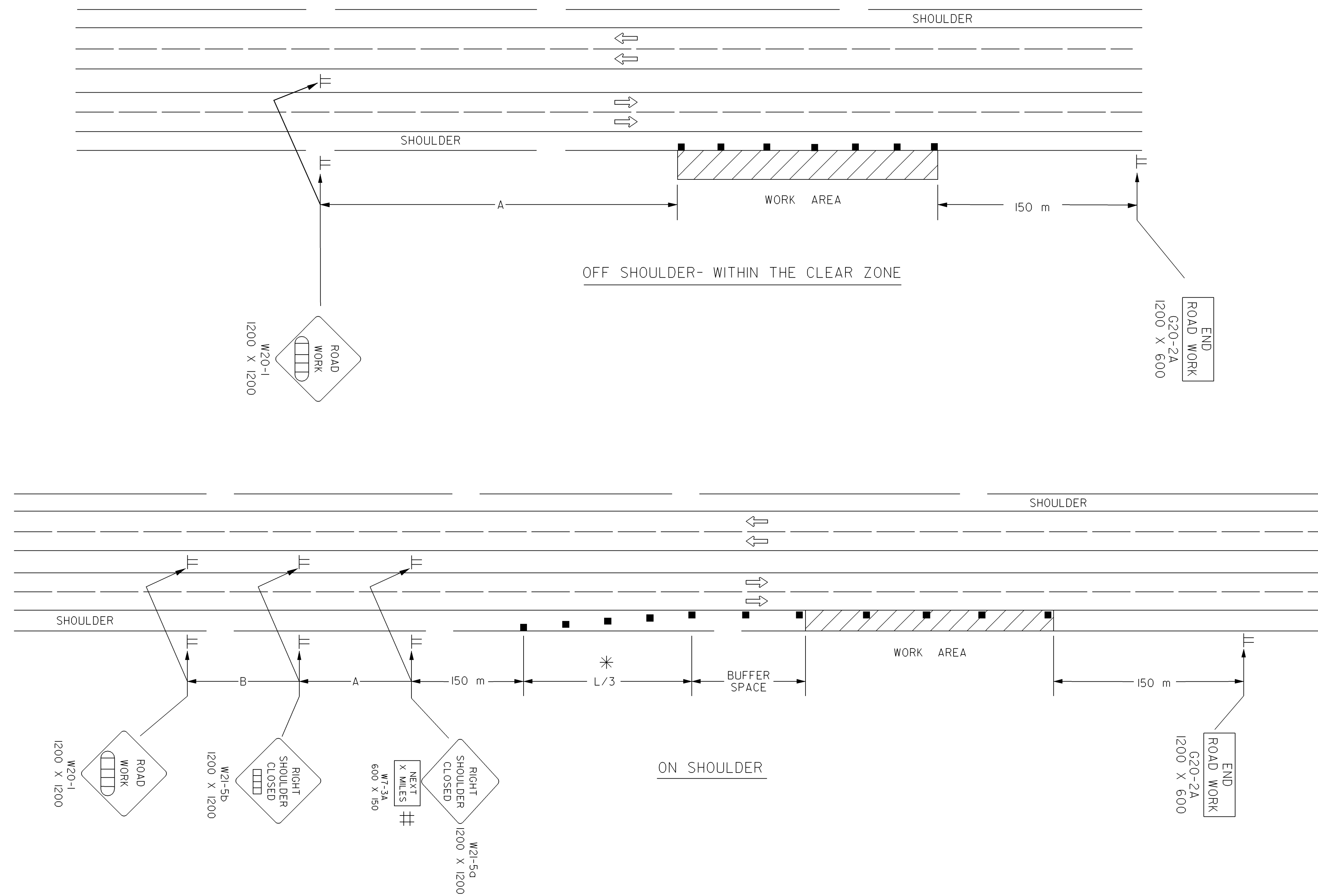
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	54-87 K-8258-07	2004	86	101

REFER TO STD. TE710SI FOR ADDITIONAL INFORMATION ON TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE702SI FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700SI FOR LENGTH OF BUFFER SPACE.

NOTE: FOR WORK IN THE MEDIAN, INSTALL SIGNS AND CHANNELIZING DEVICES FOR EACH DIRECTION OF TRAFFIC ACCORDING TO THE APPLICABLE TYPICAL DRAWING.

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.

⚡ ELIMINATE W7-3A IF SHOULDER IS CLOSED FOR LESS THAN 3.2 KM.

* 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
- ▭ AHEAD, 1000 FT, 1500 FT OR 1/2 MILE

Plotted By : @USER@NAME@
Plot File : @@DN@SPEC@
Plot Date : @@SY@TIME@

3				
2				
1	9-26-02	REMOVED G20-1 SIGNS	M.H.	S.A.B.
NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION
TYPICAL TRAFFIC CONTROL
WORK ON OR NEAR THE SHOULDER
DIVIDED HIGHWAY

TE722SI	9/1/00	APP'D Michael P. McKenna
DESIGNED L.E.R.	DETAILED B.A.H.	QUANTITIES TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.