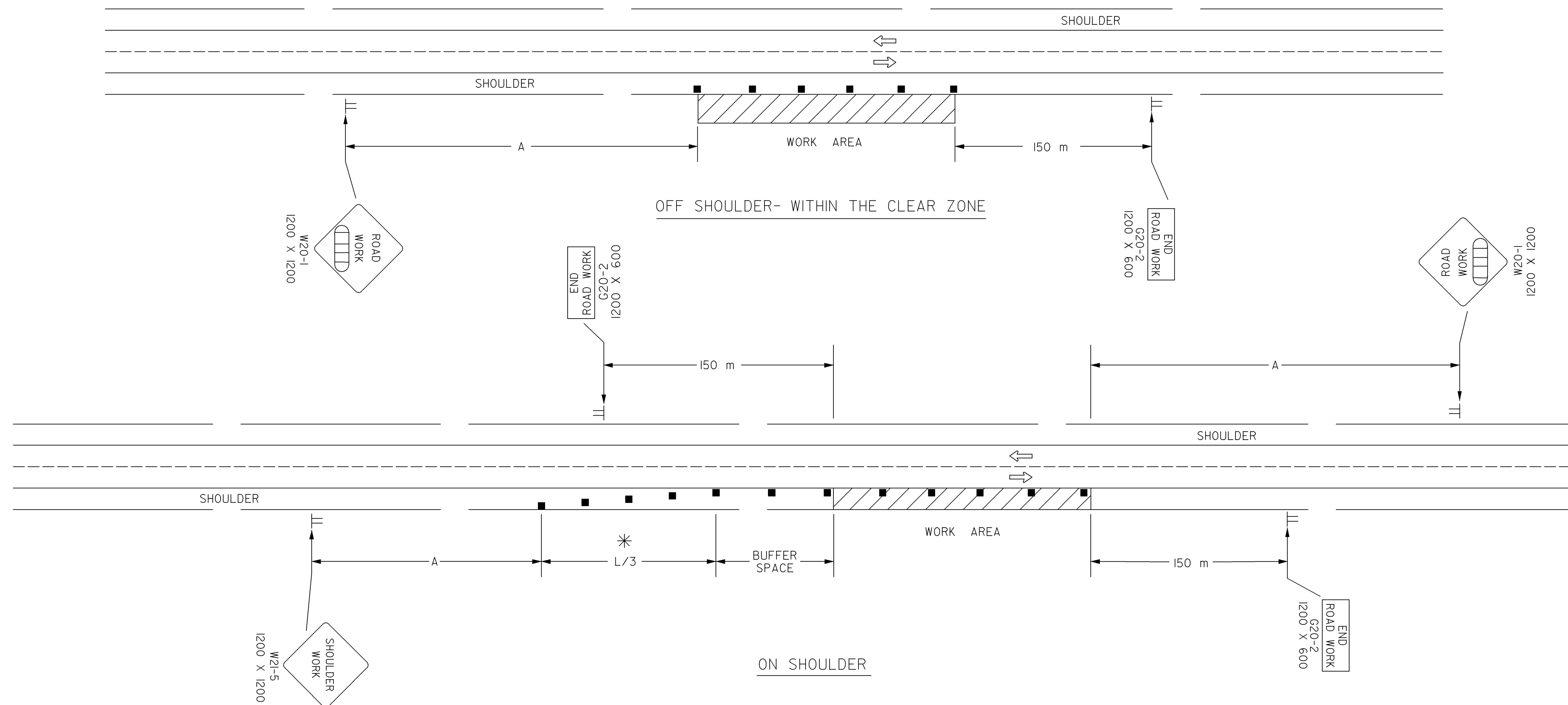


REFER TO STD. TETIOSI FOR ADDITIONAL INFORMATION ON TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TET20SIFOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TET00SI FOR LENGTH OF BUFFER SPACE.

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.

■ Channelizing Device
□ AHEAD, 1500 FT OR 1 MILE

Plotted By : \$\$USERNAME\$\$
Plot File : \$\$\$SPEC\$\$\$
Plot Date : \$\$\$SYTIME\$\$\$

3					
2	12-29-05	UPDATED END ROAD WORK SIGN DESIGNATION	M.B.	A.A.A.	
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
UNDIVIDED HIGHWAY (2 OR 4 LANE)
TET20SI 9/1/00

FHWA APPROVAL	12-29-05	APP'D	Michael P. McKenna
DESIGNED	L.E.R.	DETAILED	B.A.H.
DESIGN CK.	DETAIL CK.	QUANTITIES	TRACE CK.