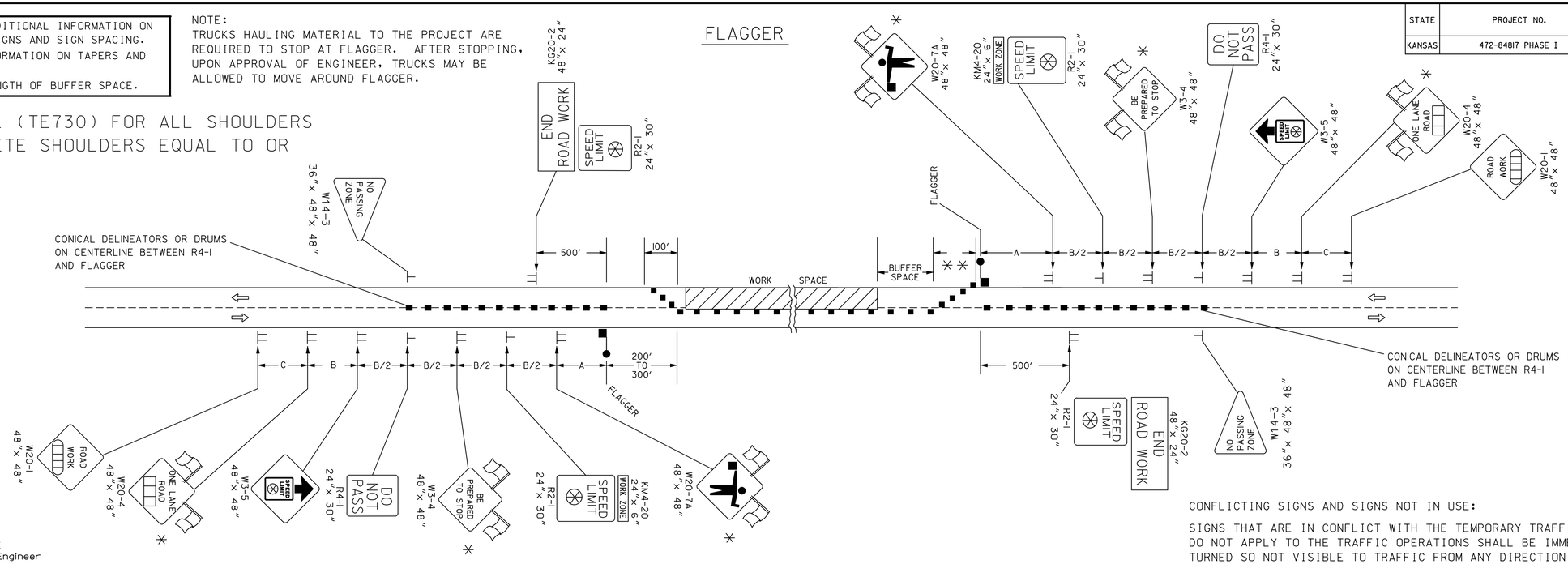
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84817 PHASE I	2011	98	113

REFER TO STD. TE710 FOR ADDITIONAL INFORMATION ON TEMPORARY TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE702 FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700 FOR LENGTH OF BUFFER SPACE.

NOTE:
TRUCKS HAULING MATERIAL TO THE PROJECT ARE REQUIRED TO STOP AT FLAGGER. AFTER STOPPING, UPON APPROVAL OF ENGINEER, TRUCKS MAY BE ALLOWED TO MOVE AROUND FLAGGER.

FLAGGER

APPLY THIS DETAIL (TE730) FOR ALL SHOULDERS (EXCLUDING CONCRETE SHOULDERS EQUAL TO OR GREATER THAN 8′)



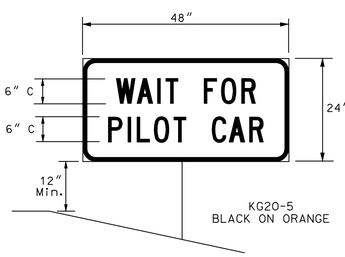
- ■ Channelizing Device
- AHEAD, 1500 FT, OR 1 MILE
- AHEAD, 1000 FT, 1500 FT, OR 1/2 MILE
- ⊗ Speed To Be Determined By The Engineer
- ○ Type 'A' Low Intensity Warning Light

✳ WHEN APPLICABLE, USE TYPE "A" LOW INTENSITY WARNING LIGHTS FOR NIGHTTIME OPERATIONS ONLY OR AS DIRECTED BY ENGINEER.

✳✳ THERE SHOULD BE A MINIMUM OF SIX (6) CHANNELIZERS SPACED AT 20′ INTERVALS.

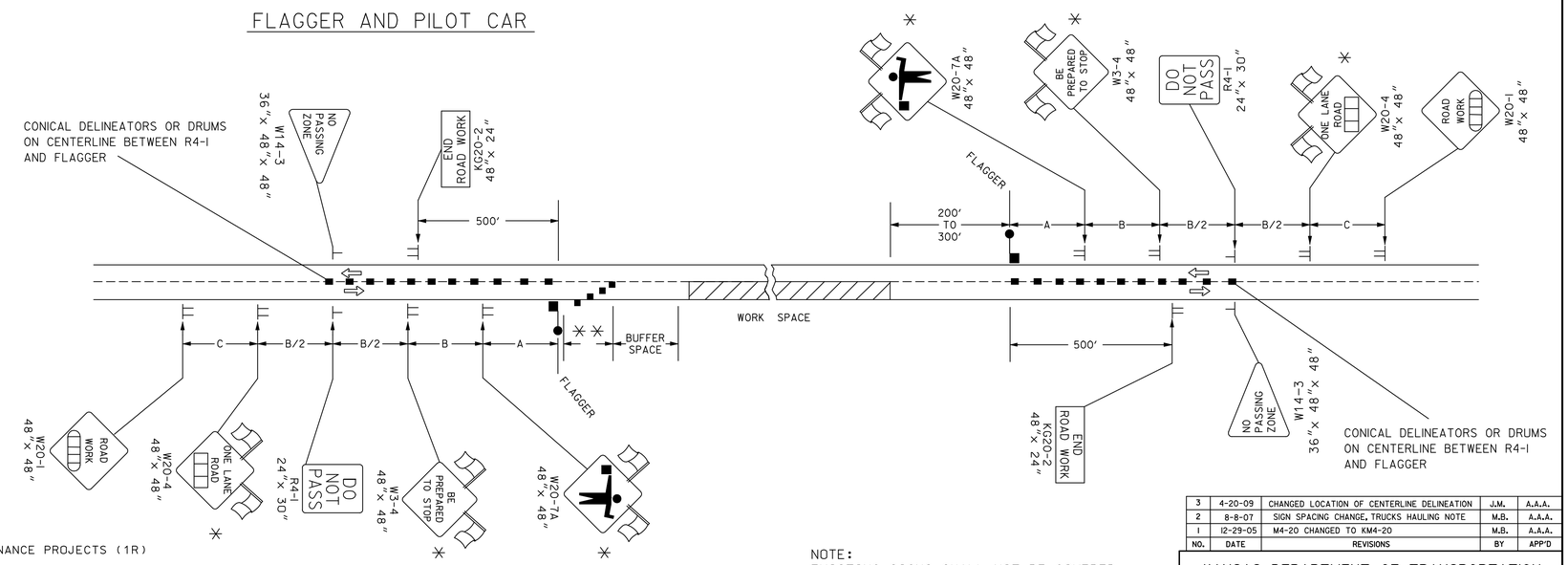
CONFLICTING SIGNS AND SIGNS NOT IN USE:

SIGNS THAT ARE IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL PLAN OR DO NOT APPLY TO THE TRAFFIC OPERATIONS SHALL BE IMMEDIATELY REMOVED, TURNED SO NOT VISIBLE TO TRAFFIC FROM ANY DIRECTION, OR COMPLETELY COVERED WITH ADEQUATE OPAQUE WATERPROOF MATERIAL. TAPE SHALL NOT BE APPLIED TO THE FACE OF THE SIGN.

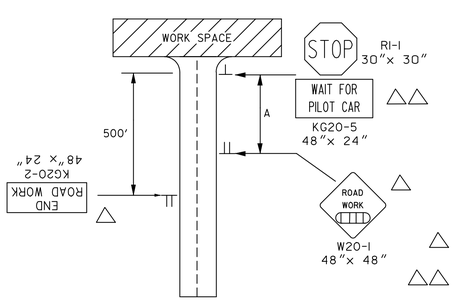


NOTE:
PLACE A FLAGGER AT ALL HIGHWAY AND MAJOR COLLECTOR INTERSECTIONS IN THE WORK SPACE. THE NEED FOR A FLAGGER AT A MINOR SIDE ROAD INTERSECTION SHALL BE DETERMINED BY THE ENGINEER. A SINGLE FLAGGER AT EACH INTERSECTION IS SUBSIDIARY TO OTHER ITEMS. IF REQUESTED BY THE ENGINEER, EACH ADDITIONAL FLAGGER WILL BE MEASURED AND PAID FOR EACH HOUR THEY ARE REQUIRED. PLACE A W20-7A (FLAGGER SYMBOL) SIGN ON EACH SIDE ROAD APPROACH THAT IS CONTROLLED BY A FLAGGER.

FLAGGER AND PILOT CAR



TYPICAL SIGNING FOR A MINOR SIDE ROAD APPROACH TO WORK SPACE



△ NOT REQUIRED ON SUBSTANTIAL MAINTENANCE PROJECTS (1R)

△△ THE KG20-5 (WAIT FOR PILOT CAR) SIGN SHALL BE MOUNTED ON AN APPROVED PORTABLE SUPPORT AND NOT ATTACHED TO THE EXISTING STOP SIGN POST.

THE KG20-5 SIGN SHALL BE PLACED IMMEDIATELY IN FRONT OF THE EXISTING STOP SIGN. A MINIMUM OF 6″ BELOW THE BOTTOM OF THE STOP SIGN. THE SIGN SHOULD BE REMOVED OR COVERED WHEN THERE IS NO PILOT CAR.

✳ WHEN APPLICABLE, USE TYPE "A" LOW INTENSITY WARNING LIGHTS FOR NIGHTTIME OPERATIONS ONLY OR AS DIRECTED BY ENGINEER.

✳✳ THERE SHOULD BE A MINIMUM OF SIX (6) CHANNELIZERS SPACED AT 20′ INTERVALS.

NOTE:
EXISTING SIGNS SHALL NOT BE COVERED OR REMOVED BETWEEN FLAGGER STATIONS.

NO.	DATE	REVISIONS	BY	APP'D
3	4-20-09	CHANGED LOCATION OF CENTERLINE DELINEATION	J.M.	A.A.A.
2	8-8-07	SIGN SPACING CHANGE, TRUCKS HAULING NOTE	M.B.	A.A.A.
1	12-29-05	M4-20 CHANGED TO KM4-20	M.B.	A.A.A.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL FLAGGER OR PILOT CAR TWO-LANE ONE LANE CLOSED

EXCLUDING CONCRETE SHOULDERS EQUAL TO OR GREATER THAN 8′

TE730 9/1/00

FHWA APPROVAL 4-20-09		APP'D Anthony A. Airobaire	
DESIGNED B.A.H.	DETAILED B.A.H.	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

Plotted By : drp
Plot File : I:\2009\09520-002\Traffic Control\Standards\te730.dgn
Plot Date : 13-SEP-2011 15:06
6th Floor