FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	97 N-0047-01 STP-N 004(701)	1994	17	21

REFER TO STANDARD TE755 FOR SIGN IDENTIFICATION.

⊕ CHANNELIZING DEVICE FLAGGER

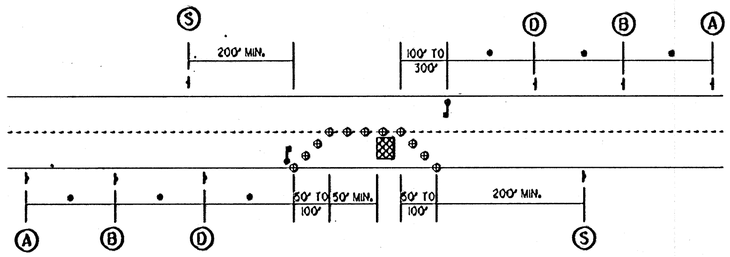
WORK ZONE ARROW PANEL (OPTIONAL)

AT LOCATIONS WHERE OFF SHOULDER WORK IS IN PROGRESS, ONE W20-1 AND ONE G20-2 SIGN PER DIRECTION SHALL BE IN PLACE AS A MINIMUM, SPACING TO BE SPECIFIED BY THE ENGINEER.

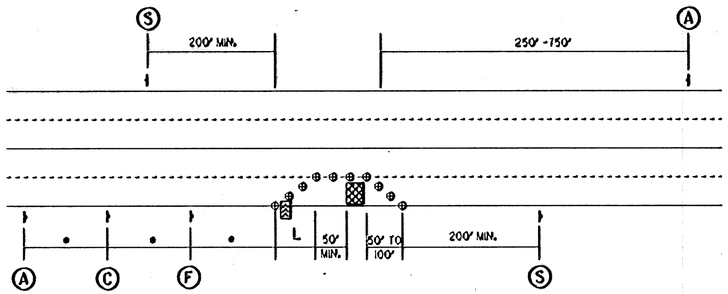
REFER TO STANDARD TE735 FOR 'L' DIMENSION CALCULATION.

CHANNELIZING DEVICES USED IN TWO-WAY TRAFFIC TAPERS AND DOWNSTREAM TAPERS SHALL HAVE A MAXIMUM SPACING OF 10' TO 20'.

TYPICAL ONE LANE CLOSURE, 2 LANE ROADWAY

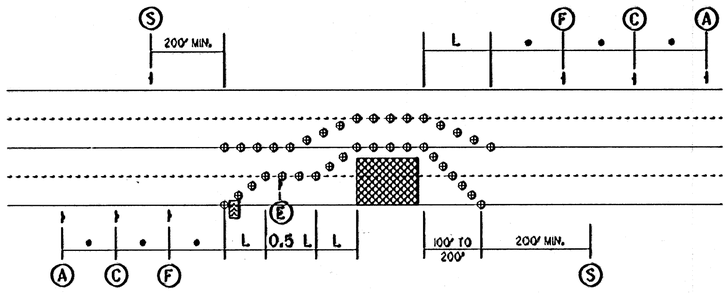


ONE LANE CLOSED ON FOUR LANE ROADWAY

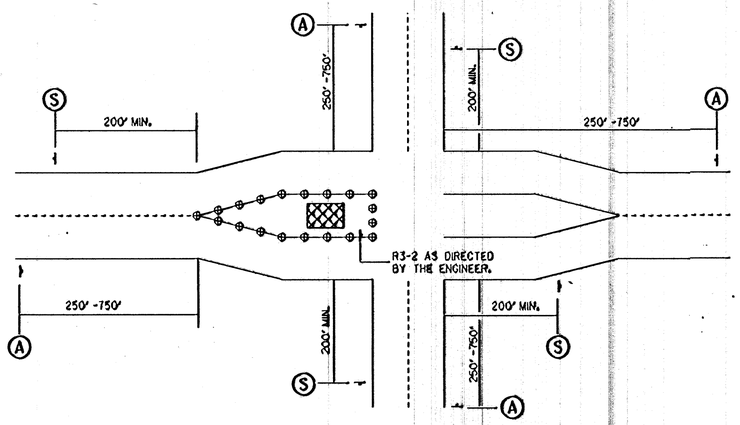


ON DIVIDED MULTI-LANE STREETS, A SECOND SET OF TRAFFIC CONTROL SIGNS MAY BE REQUIRED IN THE MEDIAN, AS DIRECTED BY THE ENGINEER.

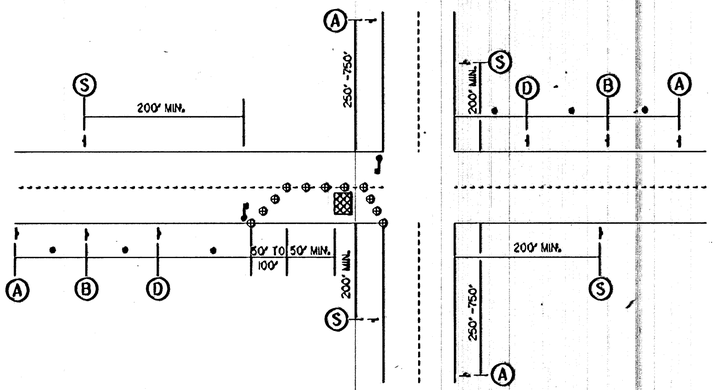
ONE HALF 4-LANE ROADWAY CLOSED



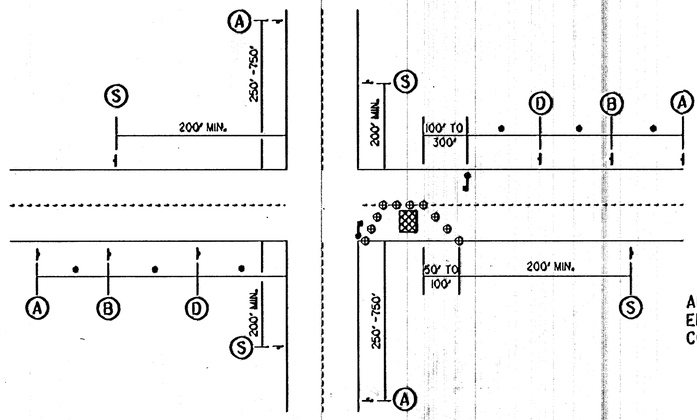
TYPICAL LEFT TURN LANE CLOSURE



NEAR SIDE LANE CLOSURE, 2-LANE ROADWAY

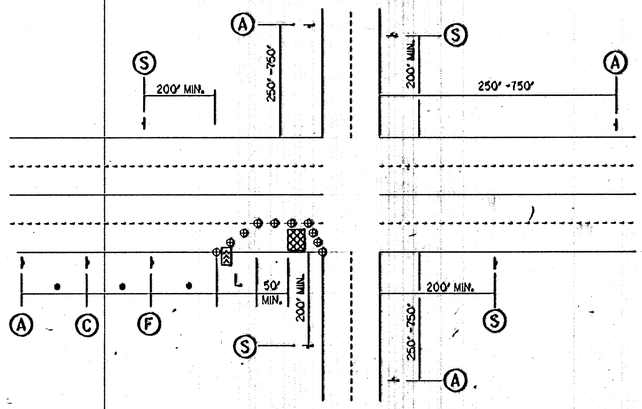


FAR SIDE LANE CLOSURE, 2-LANE ROADWAY

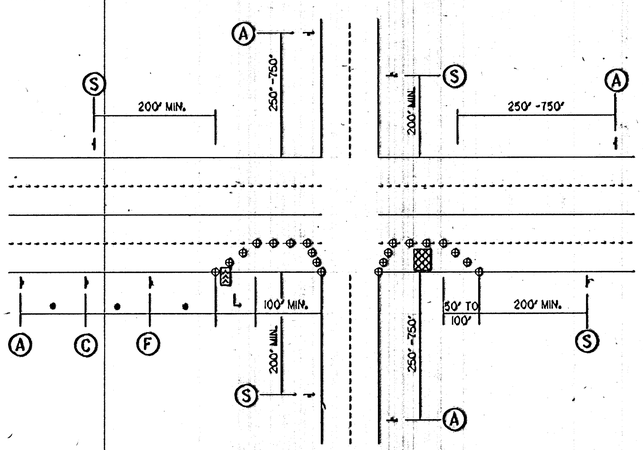


TYPICAL SIGN SPACINGS	
SPEED PRIOR TO CONSTRUCTION	DISTANCE •
35 MPH OR LESS	100' (MIN) - 250' (DESIRED)
40 MPH - 50 MPH	250' (MIN) - 500' (STD.)
55 MPH OR MORE	500' - 1000'

NEAR SIDE LANE CLOSURE, 4-LANE ROADWAY



FAR SIDE LANE CLOSURE, 4-LANE ROADWAY



ADJUSTMENTS MAY BE REQUIRED BY THE ENGINEER FOR SAFE AND EFFECTIVE TRAFFIC CONTROL UNDER ACTUAL CONDITIONS.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

TRAFFIC CONTROL PLAN
FOR
TRAFFIC SIGNAL INSTALLATION

1/21/94

SHEET NO. OF	SCALE: NONE	APP'D: JAMES E. TOBABEN
DESIGNED: L.J.R.	DETAILED: L.J.R.	QUANTITIES:
DESIGN CK: L.D.V.	DETAIL CK: L.D.V.	QUAN. CK:

BUREAU OF TRAFFIC ENGINEERING
CADD FILE usr2/leer/trafcont.dgn