FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87 N-0033-01	1995	28	34

(A)



W20-1
48" X 48"

(B)



W20-4
48" X 48"

(C)



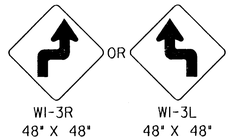
W20-5
48" X 48"

(D)



W20-7a
48" X 48"

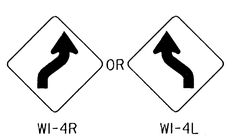
(E)



W1-3R
48" X 48"

W1-3L
48" X 48"

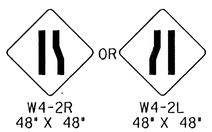
(E)



W1-4R
48" X 48"

W1-4L
48" X 48"

(F)



W4-2R
48" X 48"

W4-2L
48" X 48"

(G)



W6-3
48" X 48"

(H)



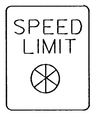
W1-6
48" X 24"

(J)



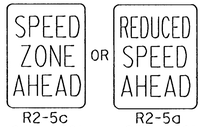
W13-1
24" X 24"

(K)



R2-1
24" X 30"

(L)



R2-5c
24" x 30"

R2-5a
24" x 30"

(M)



R4-1
24" X 30"

(N)



W7-3A
24" X 18"

(O)



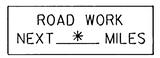
R4-7
24" x 30"

(P)



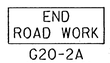
R11-2
48" X 30"

(R)



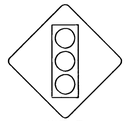
G20-1
60" X 24"

(S)



G20-2A
48" X 24"

(T)



W3-3
48" X 48"

(U)



W20-7b
48" X 48"

(V)



W21-5
48" X 48"

(W)



48" X 48"

(X)



W14-3
36"X48"X48"

(Y)



48" X 48"

⊟ AHEAD, 1500 FT OR 1 MILE

⊟ AHEAD, 1000 FT, 1500 FT OR 1/2 MILE

⊕ RIGHT OR LEFT

⊛ SPEED TO BE DETERMINED BY THE ENGINEER.

NOTE:

ALL DEVICES SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. WHENEVER THIS STANDARD CONFLICTS WITH THE MANUAL, THIS STANDARD SHALL GOVERN.

EXCEPT FOR M-SIGNS USED IN ROUTE MARKER ASSEMBLIES AND AS OTHERWISE NOTED, ALL SIGNS SHALL BE FULLY REFLECTORIZED WITH TYPE II HIGH PERFORMANCE SHEETING.

BY JULY 1, 1996, ALL SIGNS NOW REQUIRING TYPE II HIGH PERFORMANCE ORANGE SHEETING SHALL BE REPLACED WITH SIGNS REFLECTORIZED WITH FLUORESCENT ORANGE PRISMATIC GRADE REFLECTIVE SHEETING. UNTIL THAT DATE, ALL ORANGE SIGNS IN A SET OF TRAFFIC CONTROL DEVICES SHALL BE EITHER TYPE II HIGH PERFORMANCE OR PRISMATIC GRADE, BUT NOT A COMBINATION OF BOTH.

NOTE:

SIGN (R) IS TO BE USED IF THE PROJECT EXCEEDS TWO MILES. THE MILEAGE SHOWN '*' SHALL BE TO THE NEAREST WHOLE MILE.

FOR SPEEDS OF 30 MPH OR LESS, SIGN (E) WILL BE A W1-3. FOR SPEEDS ABOVE 30 MPH, THE W1-4 SIGN WILL BE USED.

SIGNS (K) (L) (M) AND (O) ARE TO BE 48"X60" WHEN USED ON INTERSTATE, FREEWAY OR EXPRESSWAY ROUTES.

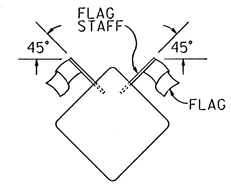
SIGNS (K) AND (L) SHOULD BE USED ONLY IF THE ENGINEER DETERMINES THAT A REDUCED SPEED IS REQUIRED THROUGHOUT THE PROJECT.

SIGN (K) SHALL BE INSTALLED THROUGHOUT THE LENGTH OF THE PROJECT AS DIRECTED BY THE ENGINEER, AND BE PAID FOR AT THE 'EACH PER DAY' BID FOR THE SIZE OF SIGN USED.

WHERE THE ROAD IS OPEN BEYOND THE POINT OF CLOSURE, EITHER THE R11-3, ROAD CLOSED ( ) MILES AHEAD LOCAL TRAFFIC ONLY SIGN, OR THE R11-4, ROAD CLOSED TO THRU TRAFFIC SIGN, SHOULD BE SUBSTITUTED FOR SIGN (P).

SIGN (S) SHOULD BE PLACED 500 FEET FROM THE END OF THE ACTUAL WORK AREA, AND NOT NECESSARILY AT THE EXTREME LIMITS OF THE PROJECT.

SIGN (J) IS TO BE ELIMINATED IF THE ADVISORY SPEED IS WITHIN 5 MPH OF THE SPEED LIMIT.



TWO (2) 18"X18" FLUORESCENT RED-ORANGE FLAGS ARE TO BE ATTACHED IN THE POSITION SHOWN ON SIGNS (B) (C) (D) (E) (F) AND (U). THE FLAGS AND STAFFS ARE TO BE ATTACHED IN SUCH A MANNER THAT THE SIGN FACE WILL NOT BE OBSCURED. THE FLAGS MAY BE EITHER A CLOTH OR VINYL MATERIAL. THE FLAGS SHALL BE SUBSIDIARY TO THE WARNING SIGN BID ITEMS.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	5/23/94	1994 MUTCD REVISIONS	WPR	NAB

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL SIGNS

TE755 10/13/93

FHWA Approval	5-31-94	APP'D	Nelda A. Buckley
DESIGNED	DETAILED KDS	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.