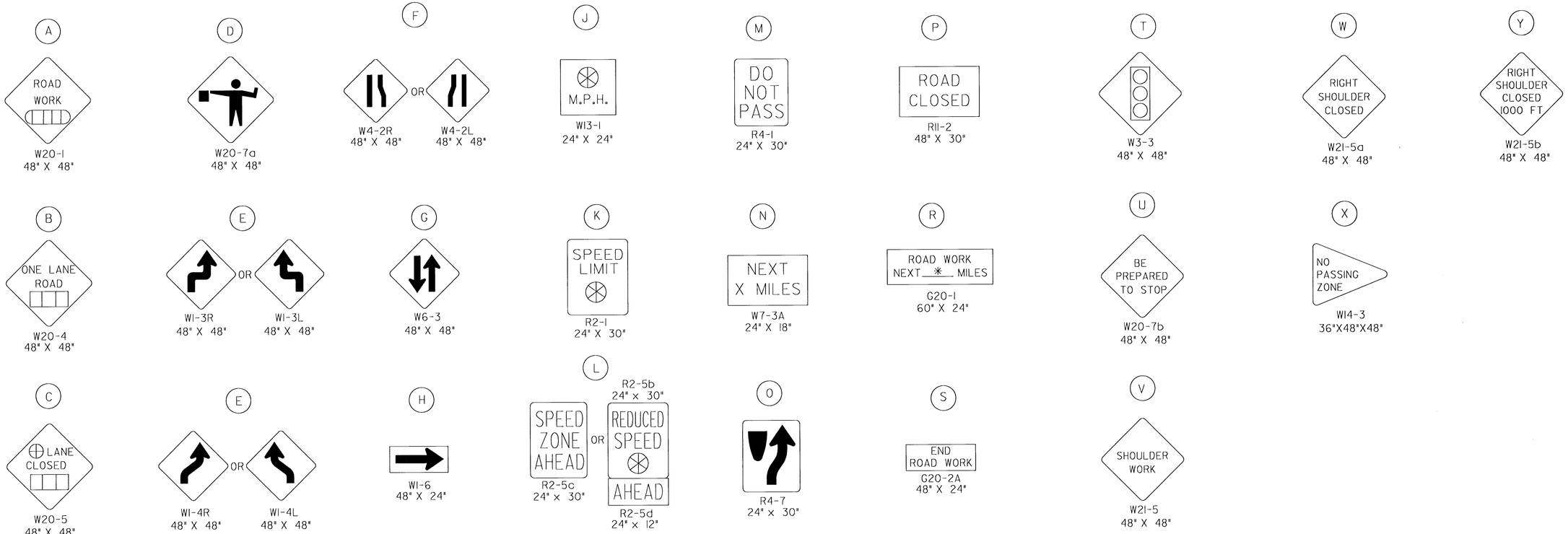
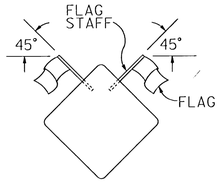
| FHWA REGION NO. | STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 7 | KANSAS | 96085 | 1998 | 23 | 23 |




The R2-5d sign shall be used where the speed limit drops 15 MPH or greater. It shall be subsidiary to the R2-5b.




TWO (2) 18"X18" FLUORESCENT RED-ORANGE FLAGS ARE TO BE ATTACHED IN THE POSITION SHOWN ON SIGNS Ⓑ Ⓒ Ⓓ Ⓔ Ⓕ AND Ⓤ. 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.

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 RETROREFLECTORIZED WITH TYPE II HIGH PERFORMANCE SHEETING.

FOR ALL PROJECTS LET AFTER JULY 1, 1996, ALL SIGNS NOW REQUIRING TYPE II HIGH PERFORMANCE SHEETING SHALL BE REPLACED WITH SIGNS RETROFLECTORIZED WITH FLUORESCENT ORANGE PRISMATIC GRADE RETROFLECTIVE SHEETING.

NOTE:

SIGN Ⓡ IS TO BE USED IF THE WORK AREA EXCEEDS TWO MILES. THE MILEAGE SHOWN *" SHALL BE TO THE NEAREST WHOLE MILE.

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

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

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

SIGN Ⓚ 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 Ⓟ.

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

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

WHERE TWO WORK AREAS ARE LESS THAN TWO MILES APART, THE Ⓢ SIGN FOR THE FIRST WORK AREA AND THE Ⓐ SIGN FOR THE SECOND WORK AREA SHOULD BE ELIMINATED.

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 5 | 5/8/96 | CHANGED SIGN Ⓛ | TCP | NAB |
| 4 | 5/8/96 | CHANGED DATE ON PRISMATIC NOTE | TCP | NAB |
| 3 | 1/4/95 | ADDED TO SIGN PLACEMENT NOTES | RM | NAB |
| 2 | 12/21/94 | "WORK AREA" AND PRISMATIC NOTES | RM | NAB |
| 1 | 5/23/94 | 1994 MUTCD REVISIONS | WPR | NAB |

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL SIGNS

TE755 10/13/93

| | | | |
|---|---|---|---|
| FHWA APPROVAL | 5-15-96 | APP'D | NELDA A BUCKLEY |
| DESIGNED | DETAILED KDS | QUANTITIES | TRACED |
| DESIGN CK. | DETAIL CK. | QUAN. CK. | TRACE CK. |