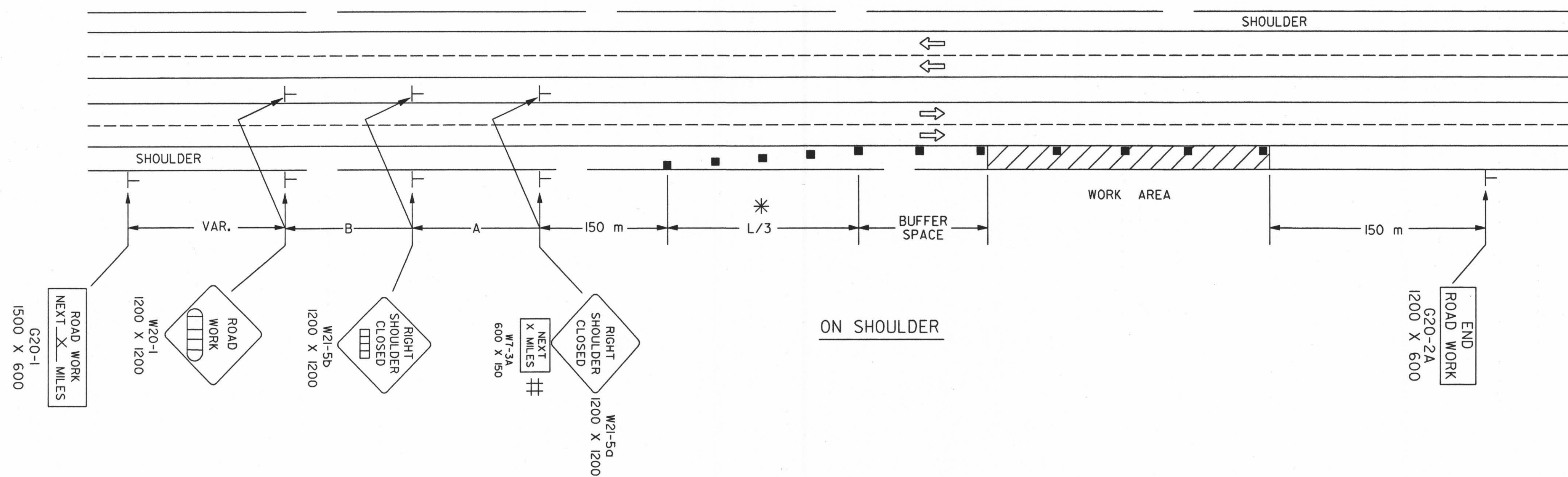
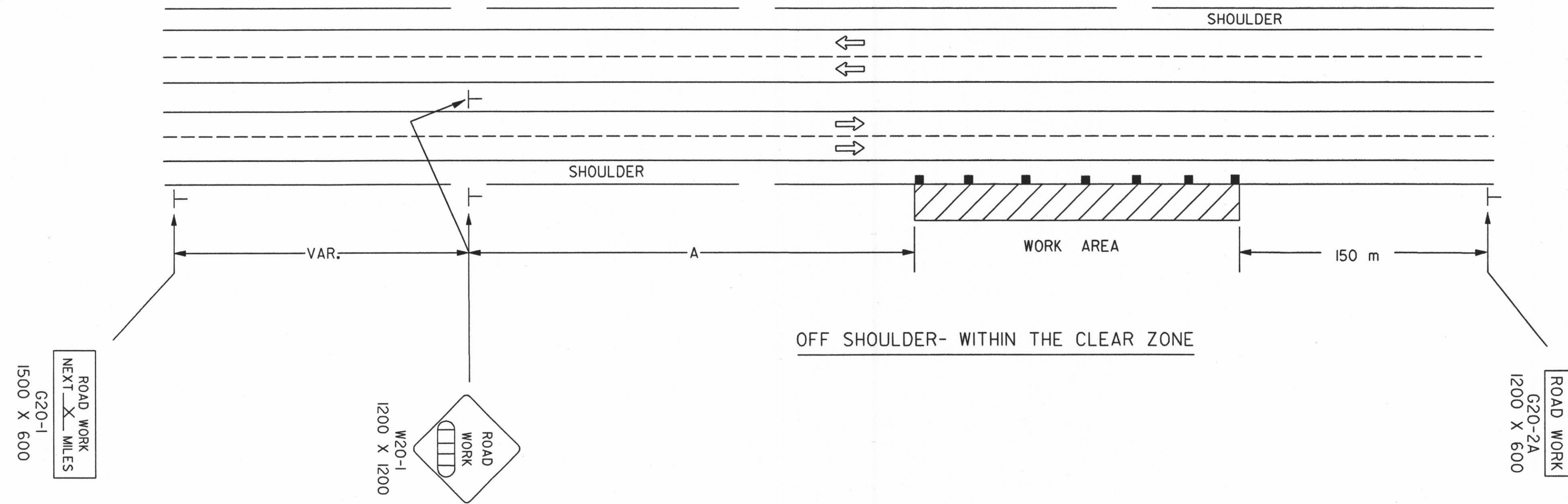


REFER TO STD. TETIOSI FOR ADDITIONAL INFORMATION ON TRAFFIC CONTROL SIGNS AND SIGN SPACING.
 REFER TO STD. TET02SIFOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
 REFER TO STD. TET00SI FOR LENGTH OF BUFFER SPACE.

NOTE: FOR WORK IN THE MEDIAN, INSTALL SIGNS AND CHANNELIZING DEVICES FOR EACH DIRECTION OF TRAFFIC ACCORDING TO THE APPLICABLE TYPICAL DRAWING.

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.

ELIMINATE W7-3A IF SHOULDER IS CLOSED FOR LESS THAN 3.2 KM.

* OMIT TAPER IF PAVED SHOULDER IS LESS THAN 2.4 METERS WIDE.

- X Length To The Nearest Whole Mile
- Channelizing Device
- AHEAD, 1500 FT OR 1 MILE
- AHEAD, 1000 FT, 1500 FT OR 1/2 MILE

DSNR: OPER: JGP SCALE: 1:1997/97362/SEQUENCE/STANDARDS/TE722SI.DGN 1-30-2002 10:39:19 LAST REV: 3-29-2002 BY: svb

3				
2				
1				
NO.	DATE	REVISION	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION
 TYPICAL TRAFFIC CONTROL
 WORK ON OR NEAR THE SHOULDER
 DIVIDED HIGHWAY

TE722SI		9/1/00	
FHWA APPROVAL	9-1-00	APP'D	Michael P. McKenna
DESIGNED	L.E.R.	DETAILED	B.A.H.
DESIGN CK.	DETAIL CK.	QUANTITIES	QUAN. CK.
		TRACED	TRACE CK.