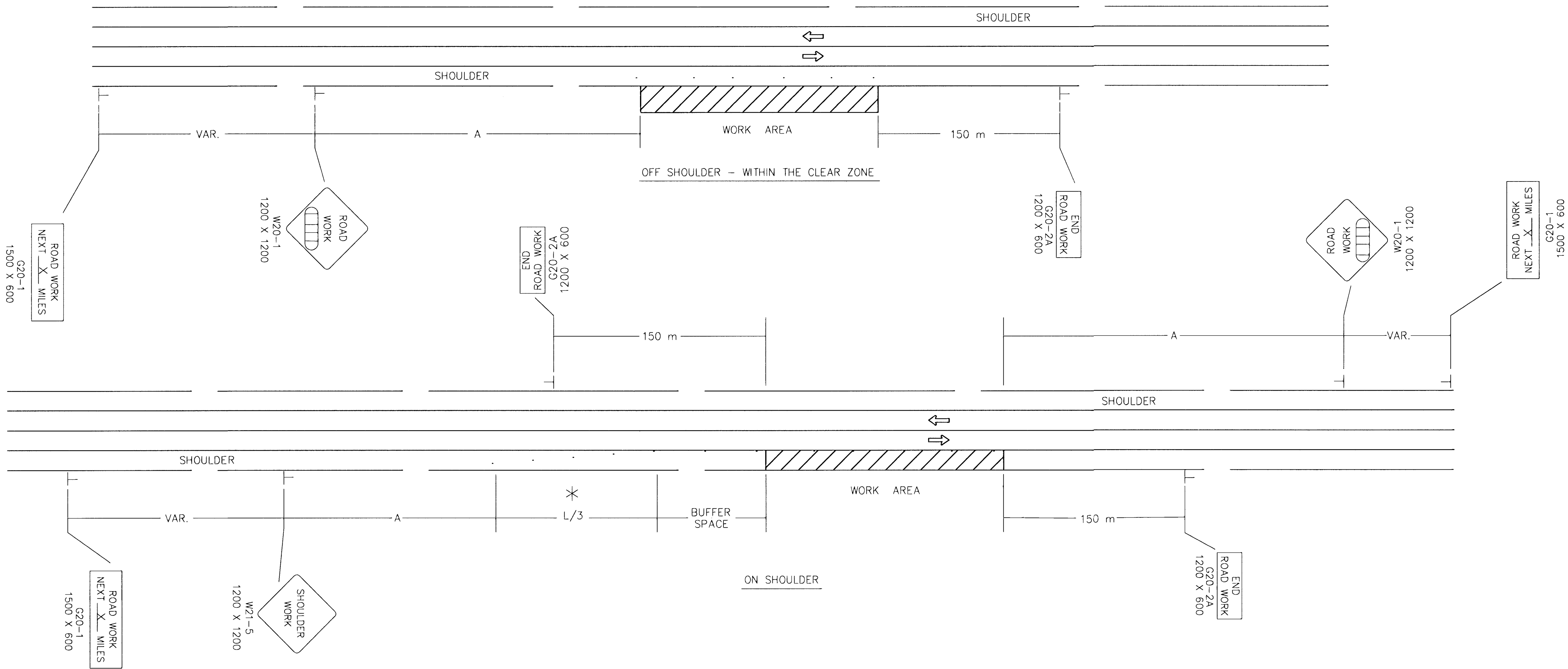


FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87TE-0115-01	1997	40	49

REFER TO STD. TE710SI FOR ADDITIONAL INFORMATION ON TRAFFIC CONTROL SIGNS AND SIGN SPACING.
REFER TO STD. TE702SI FOR INFORMATION ON TAPERS AND CHANNELIZING DEVICES.
REFER TO STD. TE700SI FOR LENGTH OF BUFFER SPACE.

NOTE: 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.

* 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

3					
2					
1					
NO.	DATE	REVISION	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION TYPICAL TRAFFIC CONTROL WORK ON OR NEAR THE SHOULDER UNDIVIDED HIGHWAY (2 OR 4 LANE) TE720SI 9/1/00					
DESIGNED L.E.R.		APPROVAL 9-1-00		APPROVAL Michael P. McKenna	
DESIGN CK.		DETAILED B.A.H.		QUANTITIES	
		DETAIL CK.		TRACE CK.	