

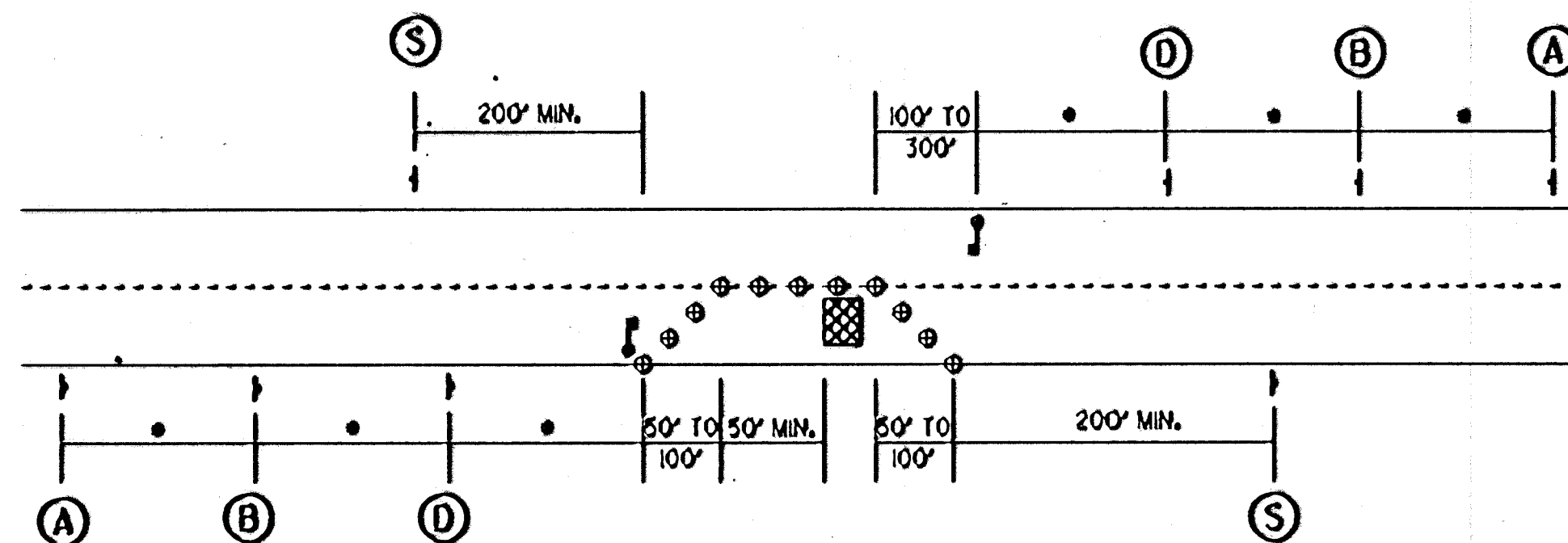
REFER TO STANDARD TET55 FOR SIGN IDENTIFICATION.

⊕ CHANNELIZING DEVICE ♪ FLAGGER

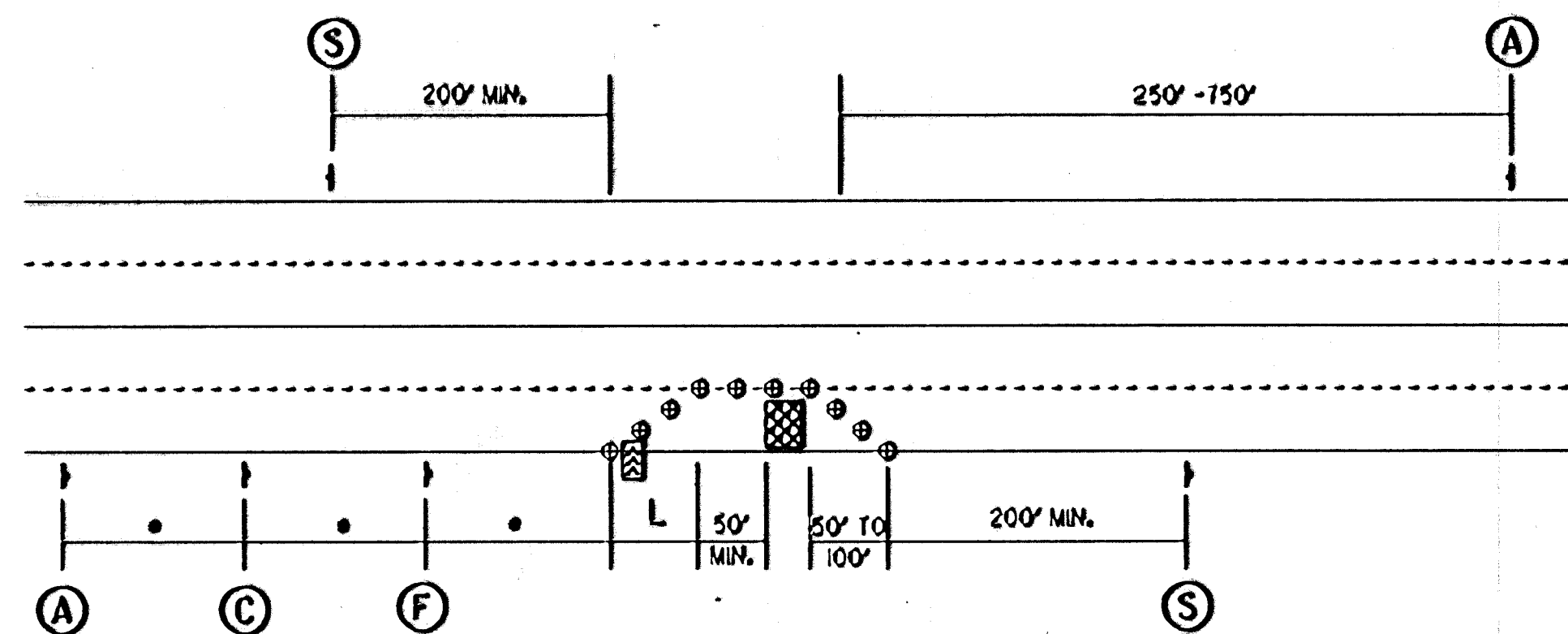
▨ WORK ZONE >>> ARROW PANEL (OPTIONAL)

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

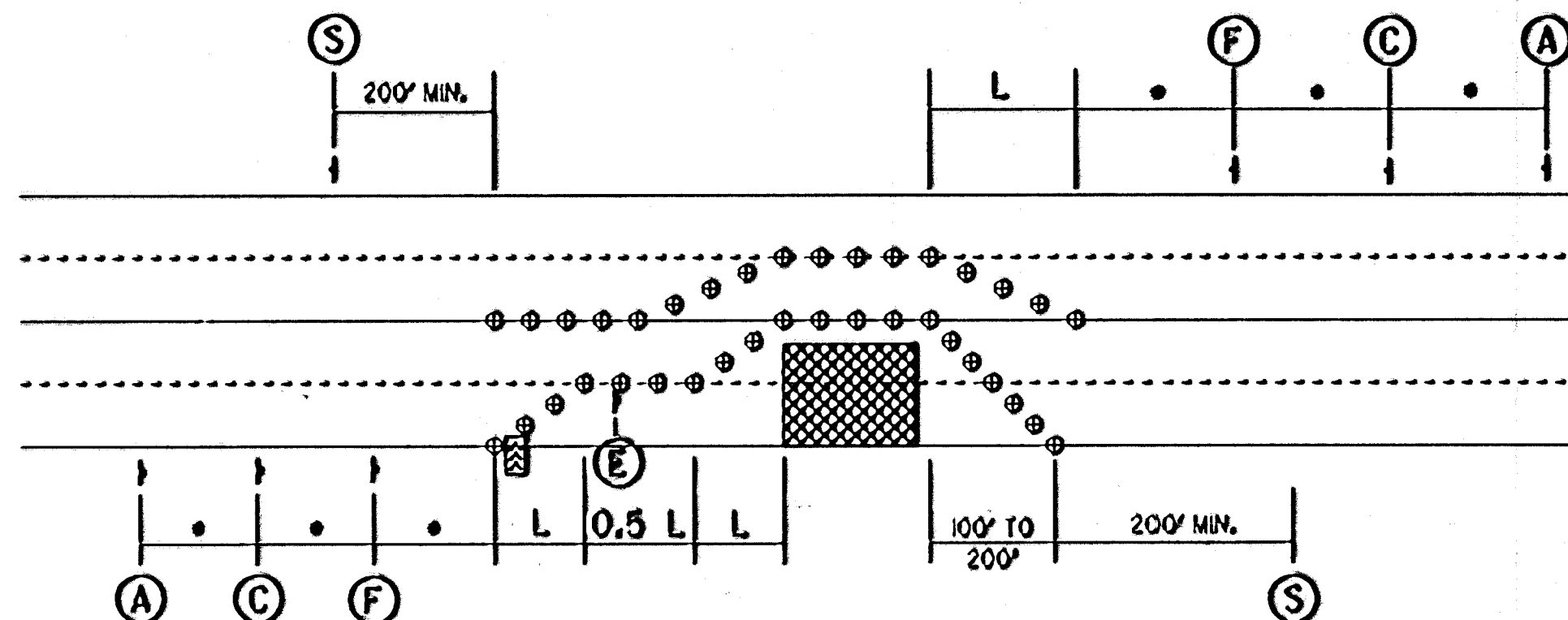


ONE LANE CLOSED ON FOUR LANE ROADWAY



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

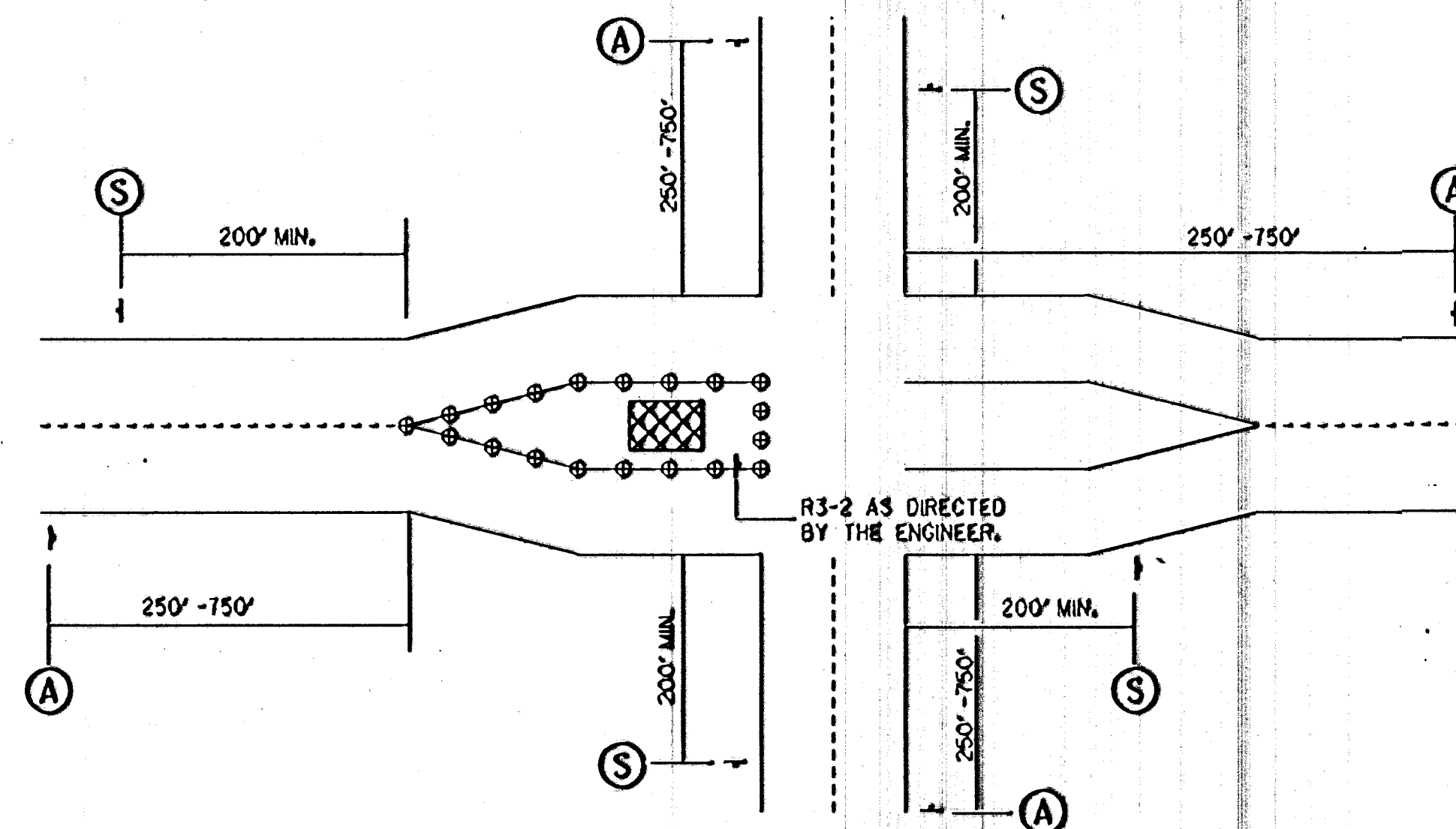
ONE HALF 4-LANE ROADWAY CLOSED



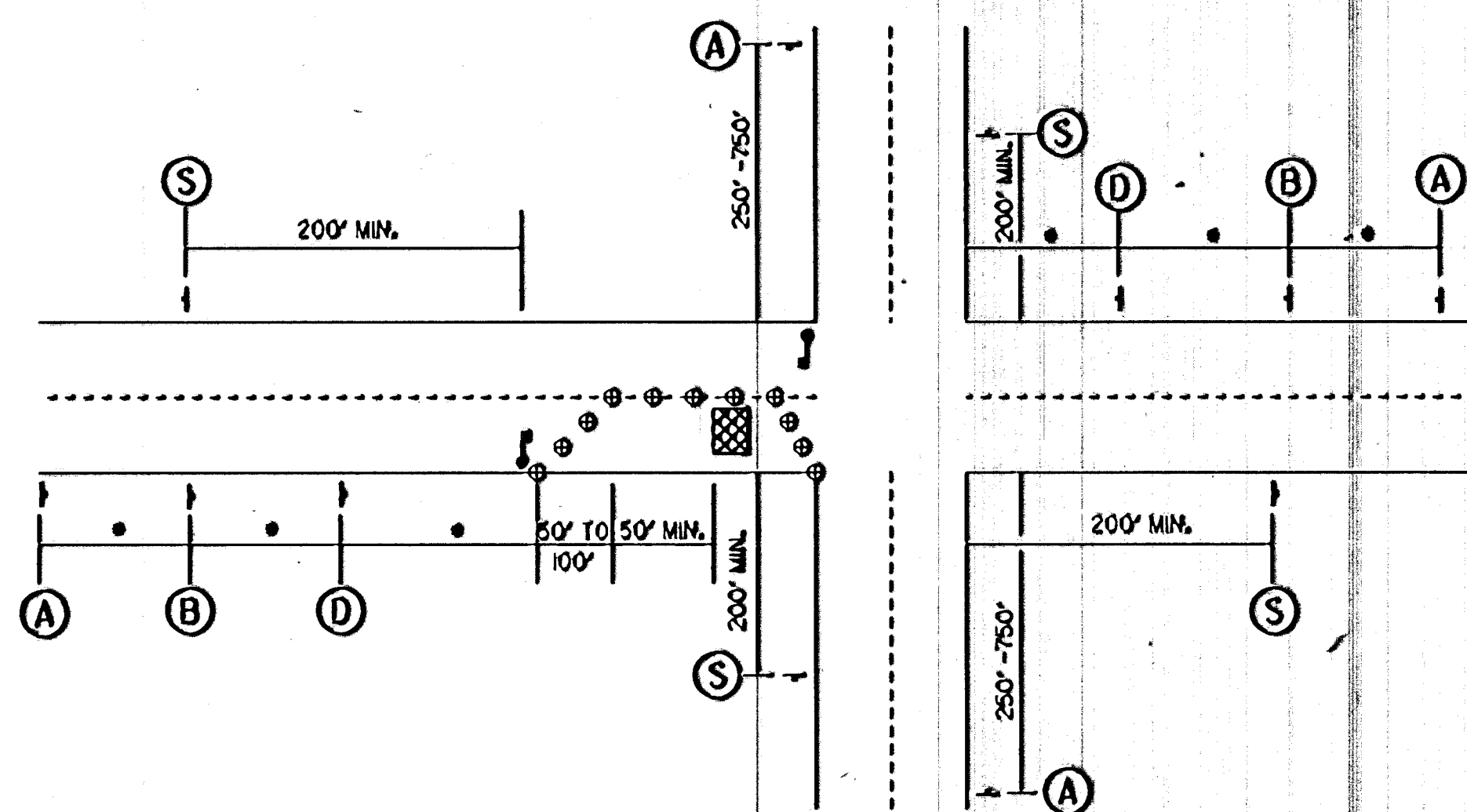
AT LOCATIONS WHERE OFF SHOULDER WORK IS IN PROGRESS, ONE W20-1 AND ONE G20-2 SIGN PER DIRECTION SHALL BE IN PLACE AS A MINIMUM. SPACING TO BE SPECIFIED BY THE ENGINEER.

REFER TO STANDARD TET35 FOR 'L' DIMENSION CALCULATION.

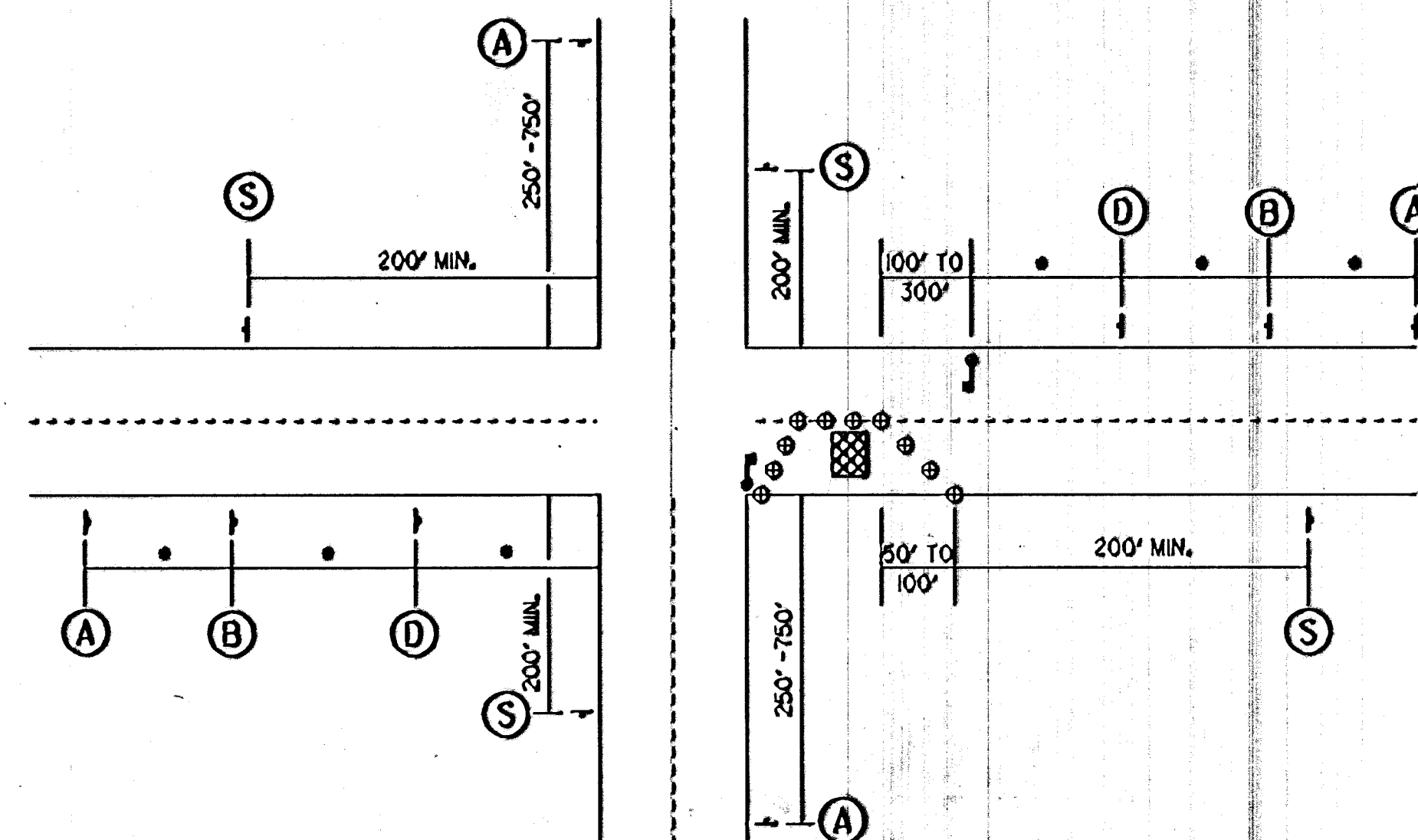
TYPICAL LEFT TURN LANE CLOSURE



NEAR SIDE LANE CLOSURE, 2-LANE ROADWAY



FAR SIDE LANE CLOSURE, 2-LANE ROADWAY



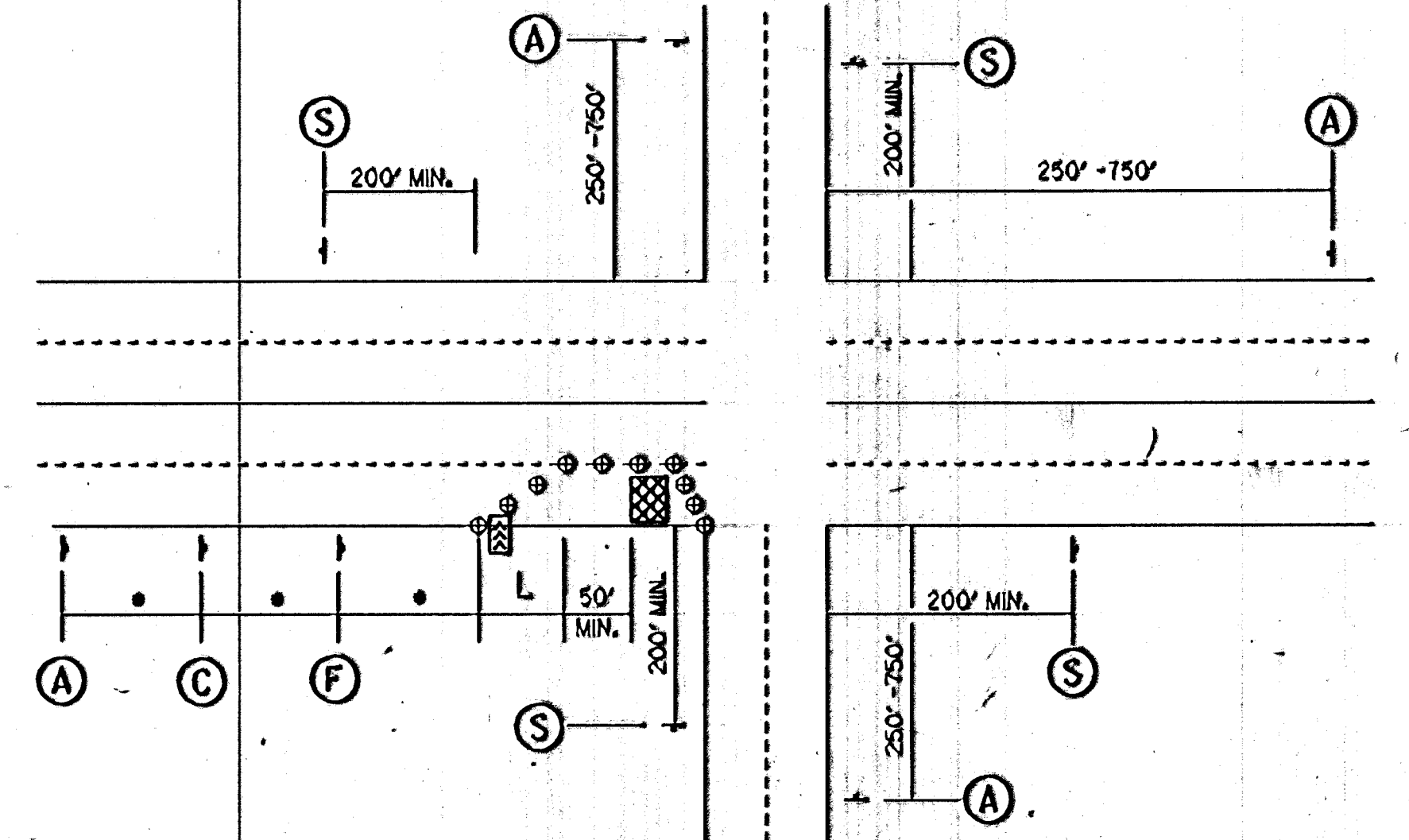
ADJUSTMENTS MAY BE REQUIRED BY THE ENGINEER FOR SAFE AND EFFECTIVE TRAFFIC CONTROL UNDER ACTUAL CONDITIONS.

FHA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-N-0047-01 STP-N 004(701)	1994	17	21

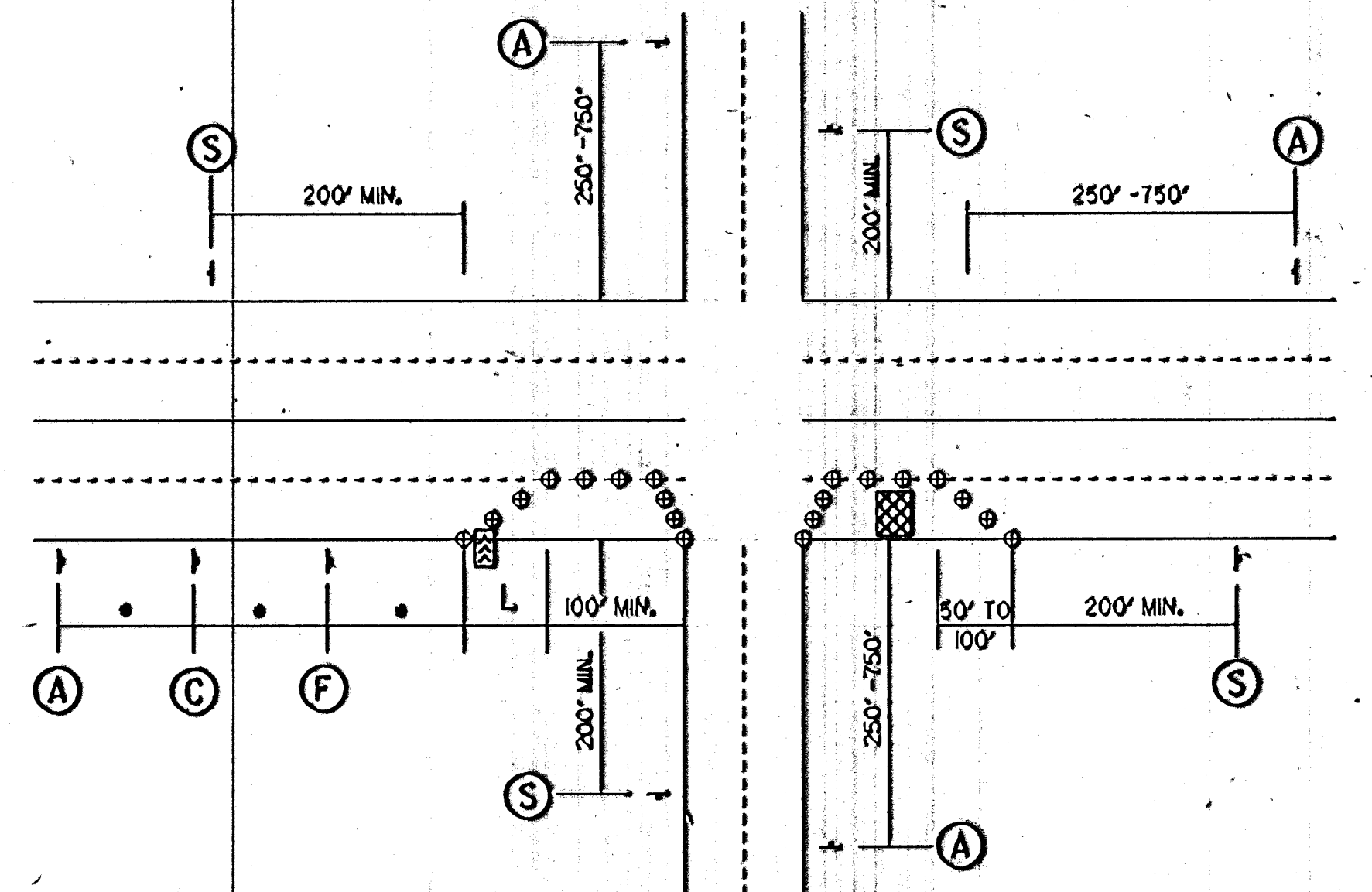
TYPICAL SIGN SPACINGS

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



NO.	DATE	REVISIONS	BY	APP'D
1				
2				
3				

KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC ENGINEERING

TRAFFIC CONTROL PLAN
FOR
TRAFFIC SIGNAL INSTALLATION

1/20/94

SHEET NO. OF	SCALE	NAME	APP'D	JAMES E. TOBACH
DESIGNED	L.A.	DATE	L.A.	QUANTITIES
DESIGN	C.S.	L.A.	DATE	C.S.