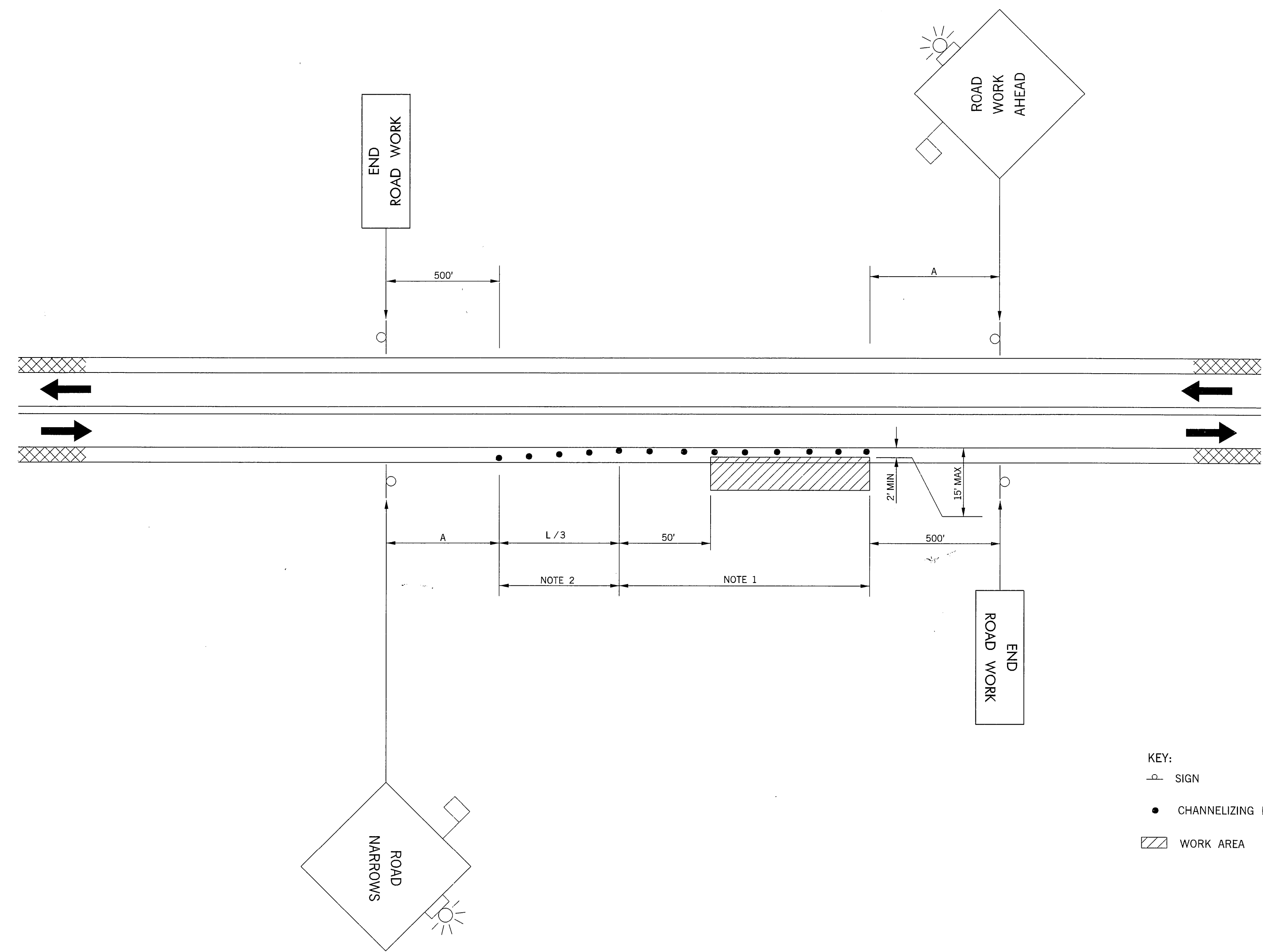


DESCRIPTION	REVISIONS	DATE



NOTE 1
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 2
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THRU THIS AREA.

RECOMMENDED DISTANCE BETWEEN SIGNS (MIN.)			
ROAD TYPE	A (FT)	B (FT)	C (FT)
URBAN (LOW SPEED)	200	200	200
URBAN (HIGH SPEED)	350	350	350
RURAL	500	500	500
EXPRESSWAY /FREEWAY	1,000	1,600	2,600

THE "ROAD WORK AHEAD" SIGN MAY BE REPLACED WITH OTHER APPROPRIATE SIGNS SUCH AS "SHOULDER WORK" IF CONDITIONS DICTATE.

IF THE WORKSPACE IS LOCATED IN THE MEDIAN OF A DIVIDED ROADWAY AN ADVANCE WARNING SIGN SHOULD ALSO BE PLACED ON THE LEFT SIDE OF THE ROADWAY.

FOR WORK REQUIRING (60 MINUTES OR LESS), OR MOBILE OPERATION, ALL SIGNS AND CHANNELIZING DEVICES MAY BE ELIMINATED IF A VEHICLE WITH AN ACTIVATED FLASHING OR REVOLVING YELLOW LIGHT IS USED.

ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGERS) AND THEIR ACTIVITIES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY.

- KEY:
- SIGN
 - CHANNELIZING DEVICE
 - ▨ WORK AREA

TYPICAL APPLICATION
WORK ON SHOULDERS

APPROVED BY TRAFFIC ENGINEER <i>Handwritten Signature</i>	DATE 10-1-99
OKLAHOMA DEPT. OF TRANSPORTATION TRAFFIC STANDARD (ENGLISH) TRAFFIC CONTROL STANDARD TYPICAL APPLICATION WORK ON SHOULDER	
1999 SPECIFICATIONS	<div>TCS31-1</div> <div>00E</div> <div>T-531E</div>