

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
MAXIMUM SPACING OF CHANNELIZING DEVICES SHALL BE AS FOLLOWS:

- (A) FIRST 250 FEET OF WORK AREA.
(1) 25 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

- (B) REMAINDER OF WORK AREA.
(1) 50 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS AND DRUMS.

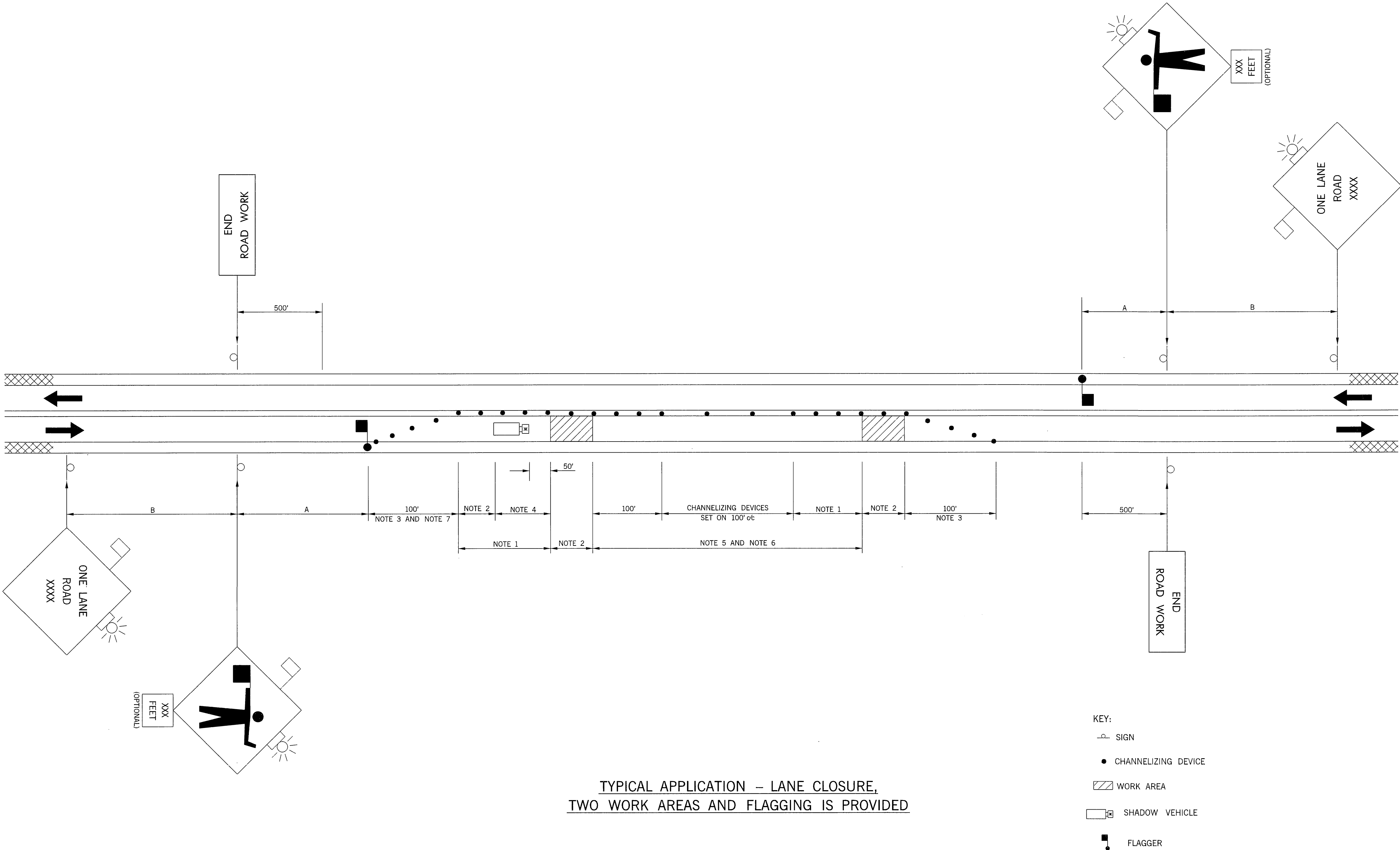
NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THRU THIS AREA. ADDITIONAL DRUMS MAY BE USED TO CLOSE THE SHOULDER WITH THE APPROVAL OF THE ENGINEER.

NOTE 4
THE SHADOW VEHICLE SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE WHENEVER WORKERS ARE IN THE WORK AREA. THIS VEHICLE SHALL BE REMOVED FROM THE ROADWAY WHENEVER WORKERS ARE NOT IN THE WORK AREA. THIS VEHICLE SHALL BE EQUIPPED WITH AN ACTUATED FLASHING OR REVOLVING YELLOW LIGHT.

NOTE 5
WHEN THE DISTANCE BETWEEN INDIVIDUAL WORK AREAS IS LESS THAN 2,000 FEET, THE ENTIRE OPERATION MAY BE CONSIDERED AS ONE WORK AREA FOR SIGNING PURPOSES. WHEN THE DISTANCE BETWEEN WORK AREAS EXCEED 2,000 FEET, ADDITIONAL WARNING SIGNS AND TAPER SHALL BE USED AS SHOWN.

NOTE 6
WHERE WORK AREAS ARE MORE THAN 50 FEET APART BUT LESS THAN 2,000 FEET, CHANNELIZING DEVICES SHALL BE PLACED ON THE PAVEMENT CONNECTING THE WORK AREAS AND SPACED AS DESCRIBED IN NOTE 1.

NOTE 7
A LONGITUDINAL BUFFER AREA, TO ALLOW WORKERS TIME TO EVACUATE THE WORK AREA, SHOULD BE PROVIDED. FOR GUIDELINES ON SETTING THE LENGTH OF THIS BUFFER, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION). ACTUAL LENGTH SHALL BE DETERMINED BY FIELD CONDITIONS AND THE JUDGEMENT OF THE ENGINEER.



END WORK ZONE SIGNS MAY BE OMITTED IF WORK ZONE IS LESS THAN 2,000 FEET.

THE FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT CONTACT AT ALL TIMES AND SHALL BE POSITIONED TO PROTECT THE WORKERS.

WHEN NO WORK IS BEING PREFORMED AND TWO LANE TRAFFIC IS OPERATING, FLAGGERS WILL NOT BE REQUIRED. WHENEVER FLAGGERS ARE NOT PRESENT, THE "FLAGGER" SIGNS SHALL BE REMOVER OR COVERED.

FLOODLIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.

IN INSTANCES WHERE SIGHT DISTANCE MAY BE RESTRICTED DUE TO A CREST VERTICAL CURVE, HORIZONTAL CURVE OR OTHER FACTORS, THE CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.

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

APPROVED BY TRAFFIC ENGINEER *David Smith* DATE *10-1-99*

**OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
TRAFFIC CONTROL STANDARD
TYPICAL APPLICATION – LANE CLOSURE,
TWO WORK AREAS AND FLAGGING IS PROVIDED**

1999 SPECIFICATIONS

TCS35-1

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