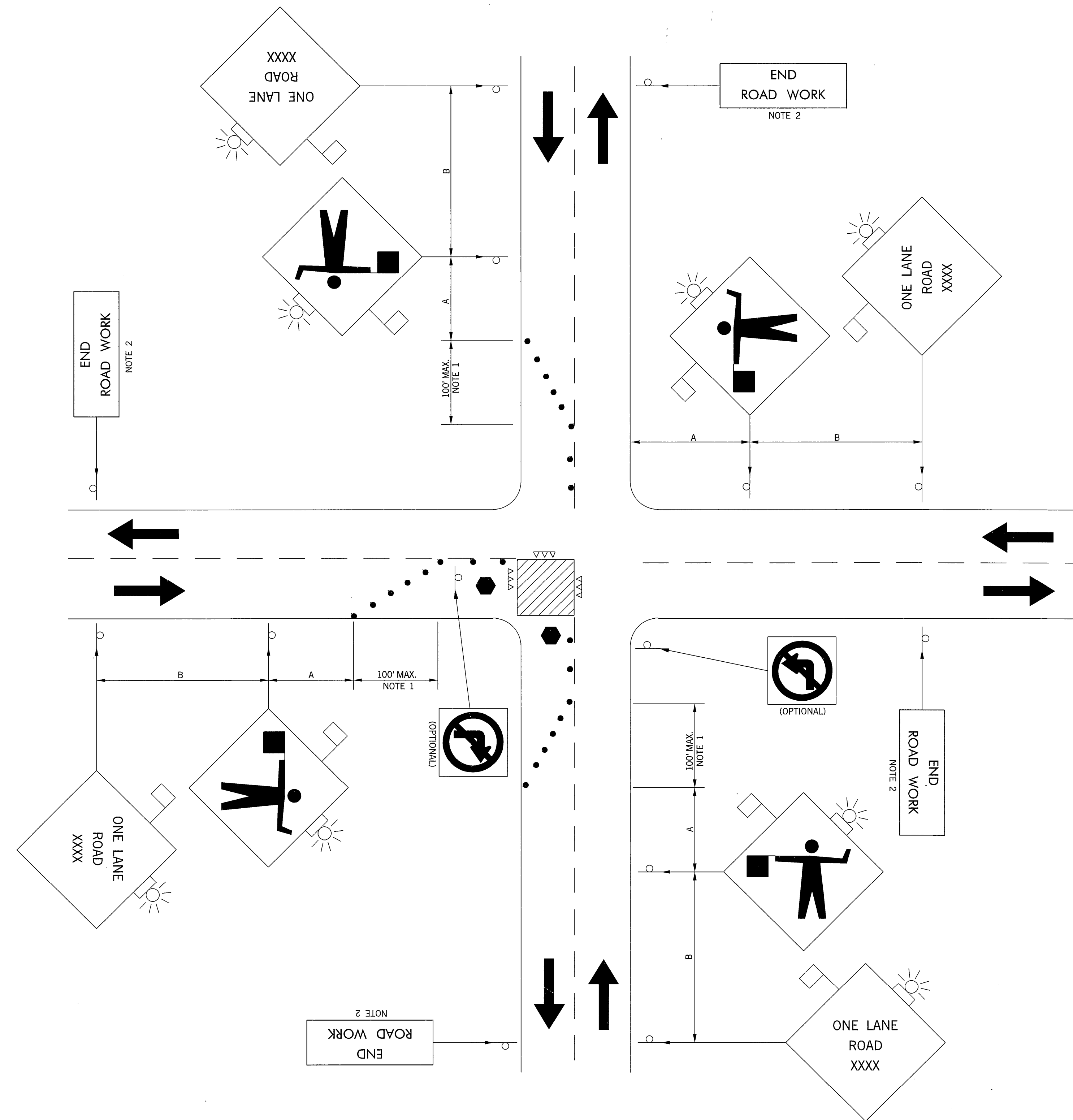


DESCRIPTION	REVISIONS	DATE



TYPICAL APPLICATION
ROADWAY WORK IN INTERSECTION

NOTE 1
A MINIMUM OF SIX (6) CHANNELIZING DEVICES SHALL BE USED FOR EACH TAPER.

NOTE 2
THE "END ROAD WORK" SIGN SHOULD BE 500' FROM END OF CONSTRUCTION IN EACH DIRECTION AS SHOWN.

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

FOR LOW TRAFFIC VOLUMES AND INTERSECTING TWO-LANE STREETS, ONE FLAGGER POSITIONED IN THE CENTER OF THE INTERSECTION MAY BE SUFFICIENT.

FOR HIGH TRAFFIC VOLUMES OR WHEN A FOUR-LANE STREET IS INVOLVED, ADDITIONAL FLAGGERS OR LAW ENFORCEMENT PERSONNEL MAY BE USED.

A "ONE-LANE ROAD AHEAD" SIGN MAY ALSO BE NECESSARY TO PROVIDE ADEQUATE ADVANCE WARNING.

THE SITUATION DEPICTED CAN BE SIMPLIFIED BY CLOSING ONE OR MORE OF THE INTERSECTION APPROACHES. IF THIS CANNOT BE DONE, AND/OR WHEN CAPACITY IS A PROBLEM, CONSIDERATION SHOULD BE GIVEN TO DIVERTING THROUGH TRAFFIC TO OTHER ROADS OR STREETS.

- KEY:
- SIGN
 - CHANNELIZING DEVICE
 - ▲▲▲ TYPE III BARRICADES
 - HIGH LEVEL WARNING DEVICE (OPTIONAL)
 - ▨ WORK AREA

APPROVED BY TRAFFIC ENGINEER *Hendy Umah* DATE *10-1-99*

OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
TRAFFIC CONTROL STANDARD
TYPICAL APPLICATION
ROADWAY WORK IN INTERSECTION

1999 SPECIFICATIONS TCS37-1 00E
T-537E