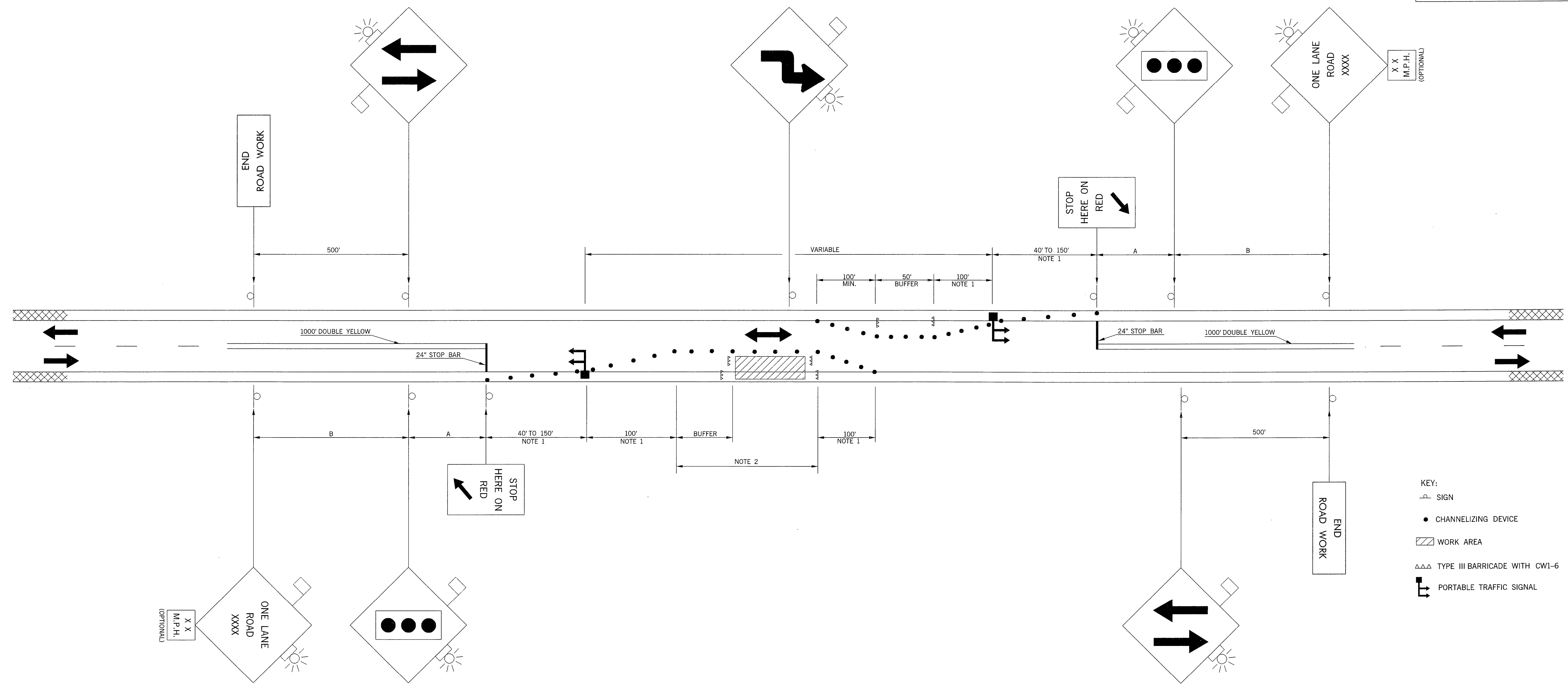


DESCRIPTION	REVISIONS	DATE



- KEY:
- SIGN
  - CHANNELIZING DEVICE
  - ▨ WORK AREA
  - △△△ TYPE III BARRICADE WITH CW1-6
  - PORTABLE TRAFFIC SIGNAL

**TYPICAL APPLICATION – USING PORTABLE TRAFFIC SIGNALS AND CHANNELIZING DEVICES**

NOTE 1  
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 2  
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.

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

ALL CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE ACTIVITY AREA AND THE STOP LINE SHALL BE REMOVED. AFTER COMPLETION OF THE WORK, THE STOP LINES AND OTHER TEMPORARY INAPPLICABLE PAVEMENT MARKINGS SHALL BE REMOVED.

SIGNALS SHALL BE INSTALLED AND OPERATED IN ACCORDANCE WITH PART IV OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. TEMPORARY TRAFFIC CONTROL SIGNALS SHALL MEET THE PHYSICAL DISPLAY AND OPERATIONAL REQUIREMENTS OF CONVENTIONAL TRAFFIC SIGNALS.

THE INSTALLATION AND TIMING OF SIGNALS SHALL BE APPROVED BY THE DIVISION TRAFFIC ENGINEER PRIOR TO SIGNALS BEING PLACED IN OPERATION.

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

**OKLAHOMA DEPT. OF TRANSPORTATION**  
**TRAFFIC STANDARD ( ENGLISH )**  
**TRAFFIC CONTROL STANDARD**  
**TYPICAL APPLICATION – USING PORTABLE TRAFFIC SIGNALS AND CHANNELIZING DEVICES**

1999 SPECIFICATIONS TCS39-1 OOE  
T-539E