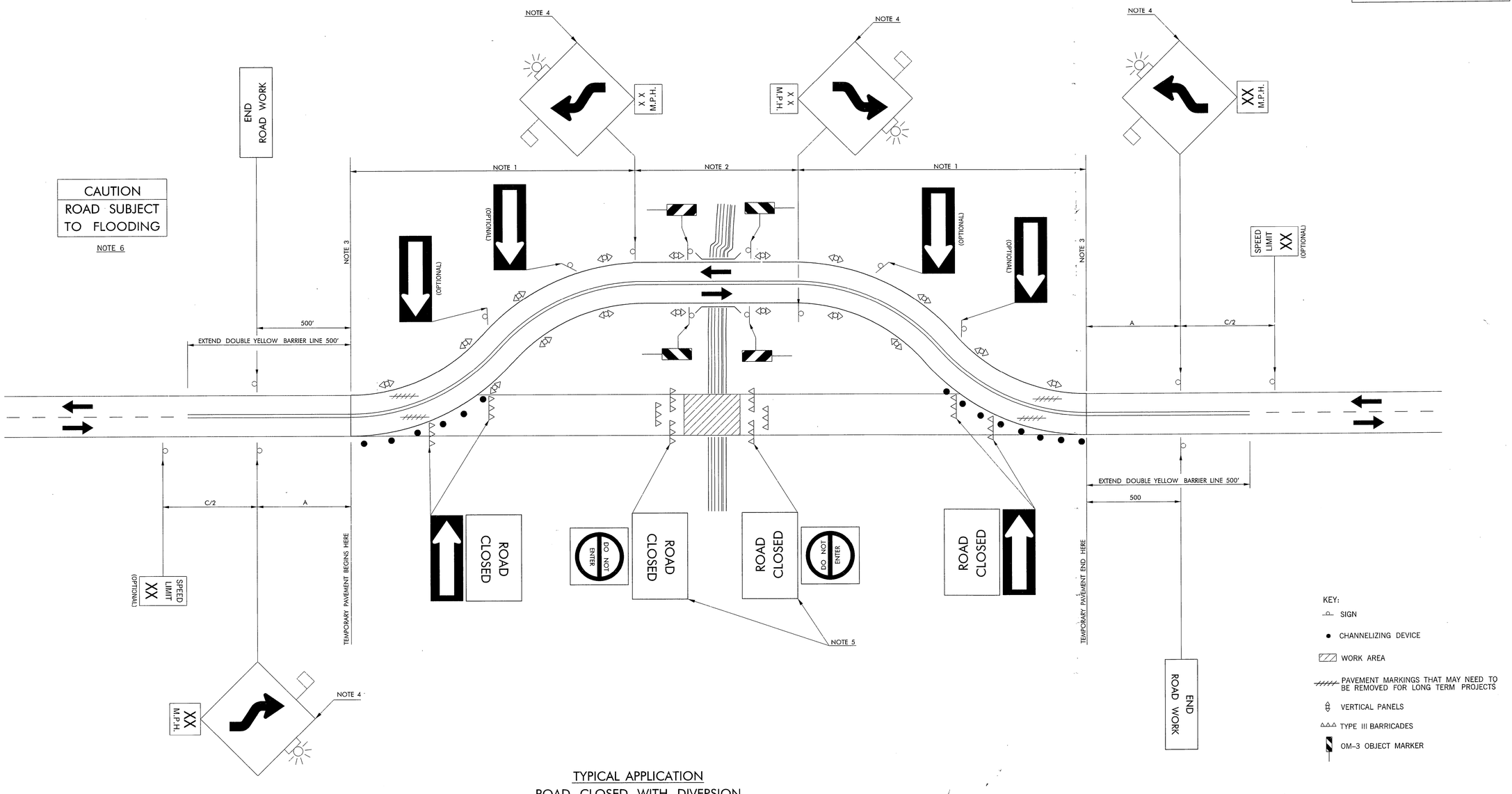
REVISIONS	
DESCRIPTION	DATE



TYPICAL APPLICATION
ROAD CLOSED WITH DIVERSION

KEY:
- SIGN
- CHANNELIZING DEVICE
- WORK AREA
- PAVEMENT MARKINGS THAT MAY NEED TO BE REMOVED FOR LONG TERM PROJECTS
- VERTICAL PANELS
- TYPE III BARRICADES
- OM-3 OBJECT MARKER

NOTE 1
MAXIMUM SPACING OF CHANNELIZING DEVICES THRU REVERSE CURVES SHALL BE 50' o/c.

NOTE 2
SPACING OF CHANNELIZING DEVICES ALONG TANGENT SECTION (BETWEEN REVERSE CURVES) SHALL BE AS FOLLOWS:
(A) IF THE DISTANCE IS LESS THAN 1000 FT. THE SPACING SHALL BE 50 FT.
(B) IF THE DISTANCE IS 1000 FT. OR MORE THE SPACING SHALL BE 100 FT.

NOTE 3
WHERE THE TEMPORARY PAVEMENT AND EXISTING PAVEMENT ARE DIFFERENT COLORS, THE TEMPORARY PAVEMENT SHOULD START ON THE TANGENT OF THE EXISTING PAVEMENT AND END ON THE TANGENT OF THE EXISTING PAVEMENT.

NOTE 4
IF THE DIVERSION IS SHORT AND HAS SHARP CURVES (30 M.P.H. OR LESS), "REVERSE TURN" SIGNS SHOULD BE USED.

NOTE 5
A SUFFICIENT NUMBER OF TYPE III BARRICADES, WITH SIGNS AS SHOWN, SHALL BE USED TO COMPLETELY CLOSE THE ROADWAY TO TRAFFIC FROM THE EDGE OF PAVEMENT TO THE EDGE OF PAVEMENT.

NOTE 6
THIS SIGN IS OPTIONAL. IT SHALL BE USED AT THE DISCRETION OF THE ENGINEER TO ADVISE MOTORISTS OF A LOCATION WHICH MAY FLOOD DURING HEAVY RAINS. FOR DETAILS OF SIGN SEE STANDARD DRAWING TCS15-1-(LATEST REVISION).

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 Harold Smash DATE 10-1-99

OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
TRAFFIC CONTROL STANDARD
TYPICAL APPLICATION
ROAD CLOSED WITH DIVERSION

1999 SPECIFICATIONS	TCS43-1	00E
		T-543E

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