



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 THROUGH THIS TAPER.

NOTE 3 DOWNSTREAM TAPERS SHALL CONTAIN A M

DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 4
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.

RECOMMENDED DISTAN 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 ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

TYPICAL APPLICATION – DIVIDED ROADWAY, SHOULDER CLOSED, SHORT DURATION

APPROVED BY TRAFFIC ENGINEER Hand Small DATE 10-1-99

OKLAHOMA DEPT. OF TRANSPORTATION TRAFFIC STANDARD (ENGLISH)

TRAFFIC CONTROL STANDARD

TYPICAL APPLICATION – DIVIDED ROADWAY,

SHOULDER CLOSED, SHORT DURATION

1999 SPECIFICATIONS

TCS65-1

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