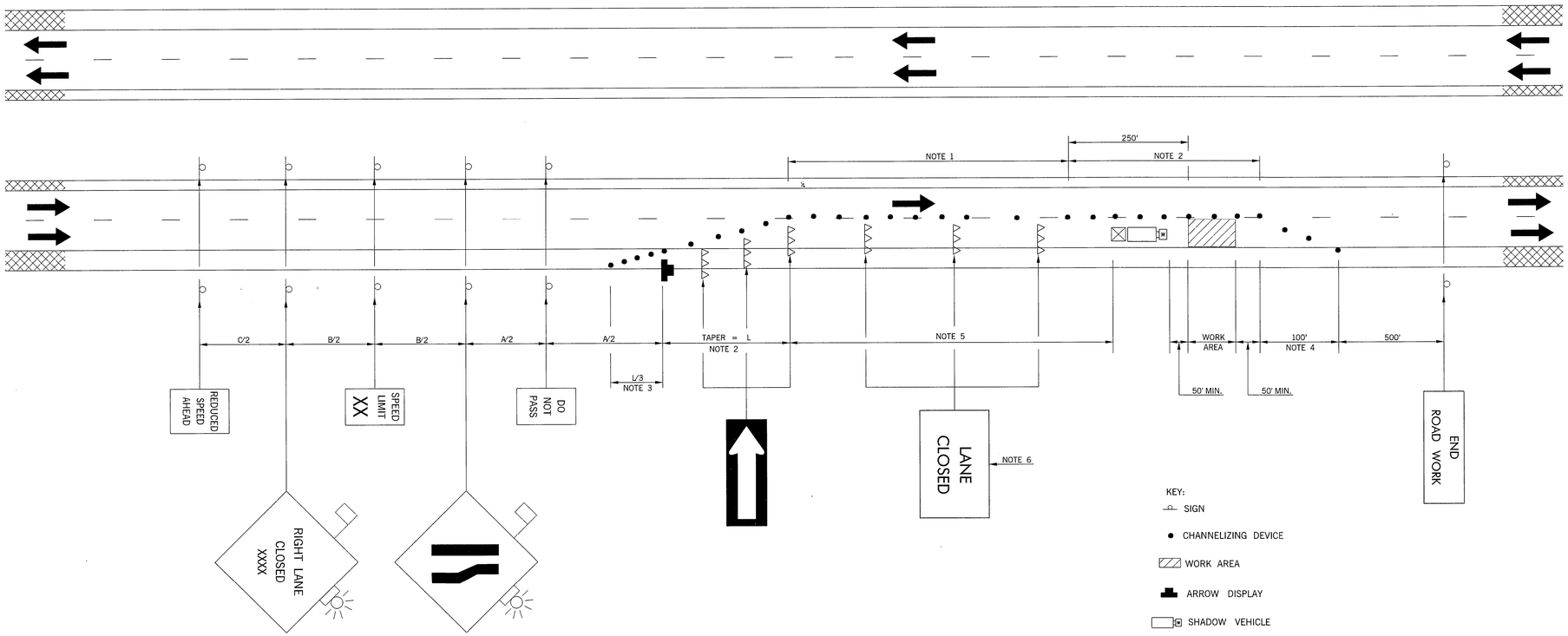
REVISIONS	
DESCRIPTION	DATE



TYPICAL APPLICATION – DIVIDED ROADWAY,
ONE LANE CLOSED, SHORT DURATION

NOTE 1
MAXIMUM SPACING OF CHANNELIZING DEVICES SHALL BE AS FOLLOWS:
- (A) FIRST 250 FEET OF ACTIVITY 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 OR DRUMS.

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.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

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

NOTE 5
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.

NOTE 6
TYPE III BARRICADES WITH SIGNS READING "LANE CLOSED" (R11–2) SHALL BE PLACED EVERY 2,000 FEET THROUGH ACTIVITY AREA. THESE TYPE III BARRICADES AND SIGNS MAY BE OMITTED ON MOVING OPERATIONS AND SHORT DURATION PROJECTS.

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

APPROVED BY TRAFFIC ENGINEER Harold Hunt DATE 10-1-99

OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
TRAFFIC CONTROL STANDARD
TYPICAL APPLICATION – DIVIDED ROADWAY,
ONE LANE CLOSED, SHORT DURATION

1999 SPECIFICATIONS	TCS66–1	00E
		T–566E

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