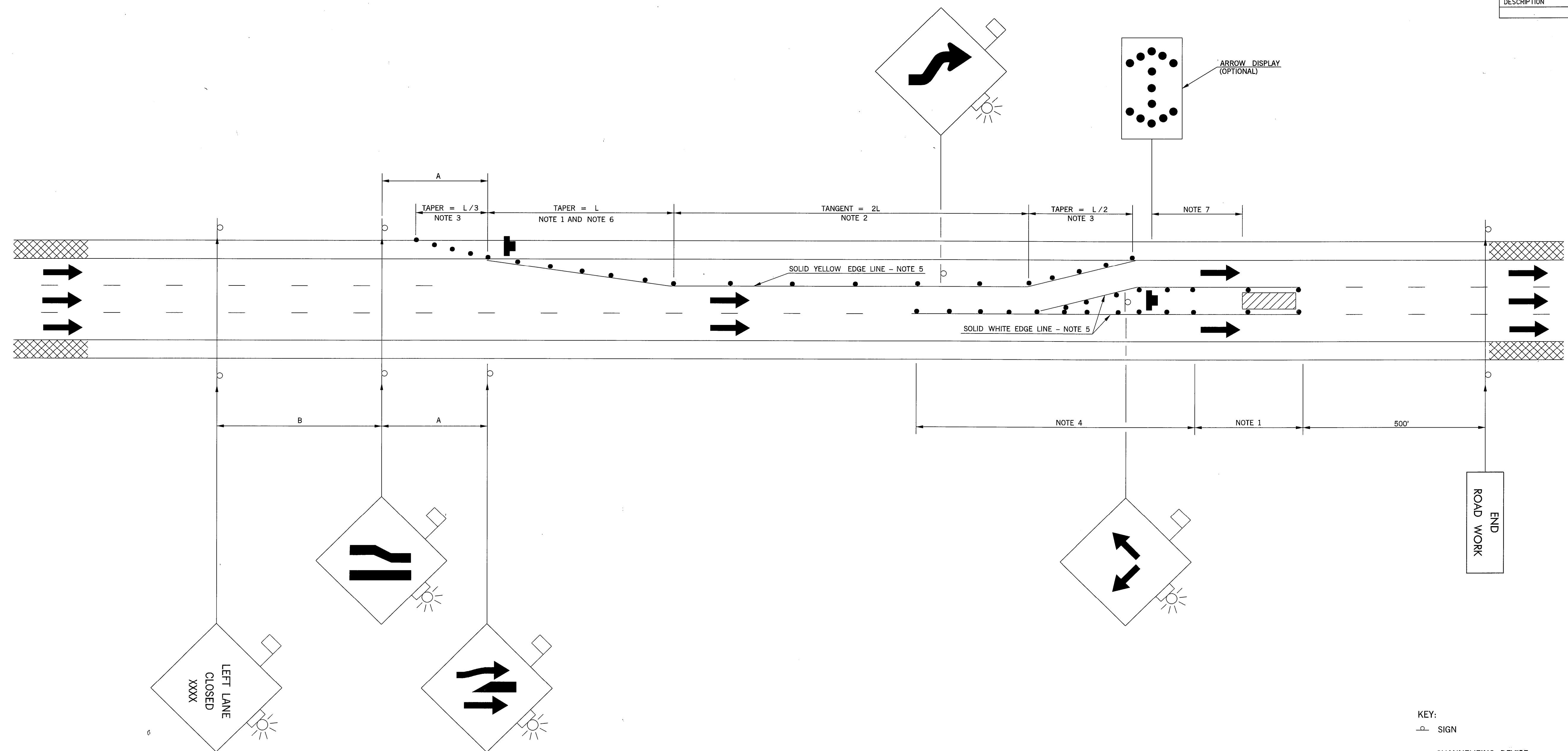


DESCRIPTION	REVISIONS	DATE
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TYPICAL APPLICATION – CLOSING
MIDDLE LANE OF MULTI-LANE HIGHWAY

- KEY:
- SIGN
 - CHANNELIZING DEVICE
 - ▨ WORK AREA
 - ➔ ARROW DISPLAY (OPTIONAL)

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
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 50 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

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

NOTE 4
IN THOSE AREAS WHERE MOTORISTS ARE ASKED TO MAKE A DECISION OR MUST BE GUIDED THRU A PRECISE MOVEMENT, BY USE OF CHANNELIZING DEVICES, IT IS ESPECIALLY IMPORTANT TO PROVIDE THE DRIVER WITH A CLEARLY DEFINED PATH. EXAMPLES OF THIS COULD BE IN DELINEATING A TEMPORARY GORE OR TURNING RADIUS. IN SUCH AREAS A MAXIMUM SPACING FOR CHANNELIZING DEVICES SHOULD BE 10 FEET FOR SPEEDS OF 40 M.P.H. OR LESS AND 20 FEET FOR SPEEDS GREATER THAN 40 M.P.H.

NOTE 5
FOR OPERATIONS LASTING THREE DAYS OR LESS TEMPORARY PAVEMENT MARKINGS MAY BE OMITTED.

NOTE 6
FOR OPERATIONS LASTING 3 DAYS OR LESS, IT MAY NOT BE FEASIBLE TO REMOVE AND RESTORE EXISTING PAVEMENT MARKINGS. IF THIS CONDITION EXISTS, IT WILL BE NECESSARY TO PLACE THE CHANNELIZING DEVICES ON A VERY CLOSE SPACING. THIS IS ESPECIALLY IMPORTANT WHERE TRAFFIC IS DIRECTED ACROSS EXISTING CONFLICTING STRIPING. IN SUCH AREAS A MAXIMUM SPACING FOR CHANNELIZING DEVICES SHOULD BE 10 FEET FOR SPEEDS OF 40 M.P.H. OR LESS, AND 20 FEET FOR SPEEDS GREATER THAN 40 M.P.H.

NOTE 7
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 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 <i>David Smith</i>	DATE <i>10/1/99</i>
OKLAHOMA DEPT. OF TRANSPORTATION TRAFFIC CONTROL STANDARD (ENGLISH) TRAFFIC CONTROL STANDARD TYPICAL APPLICATION CLOSING MIDDLE LANE OF MULTI-LANE HIGHWAY	
1999 SPECIFICATIONS	TCS68-1 00E T-568E