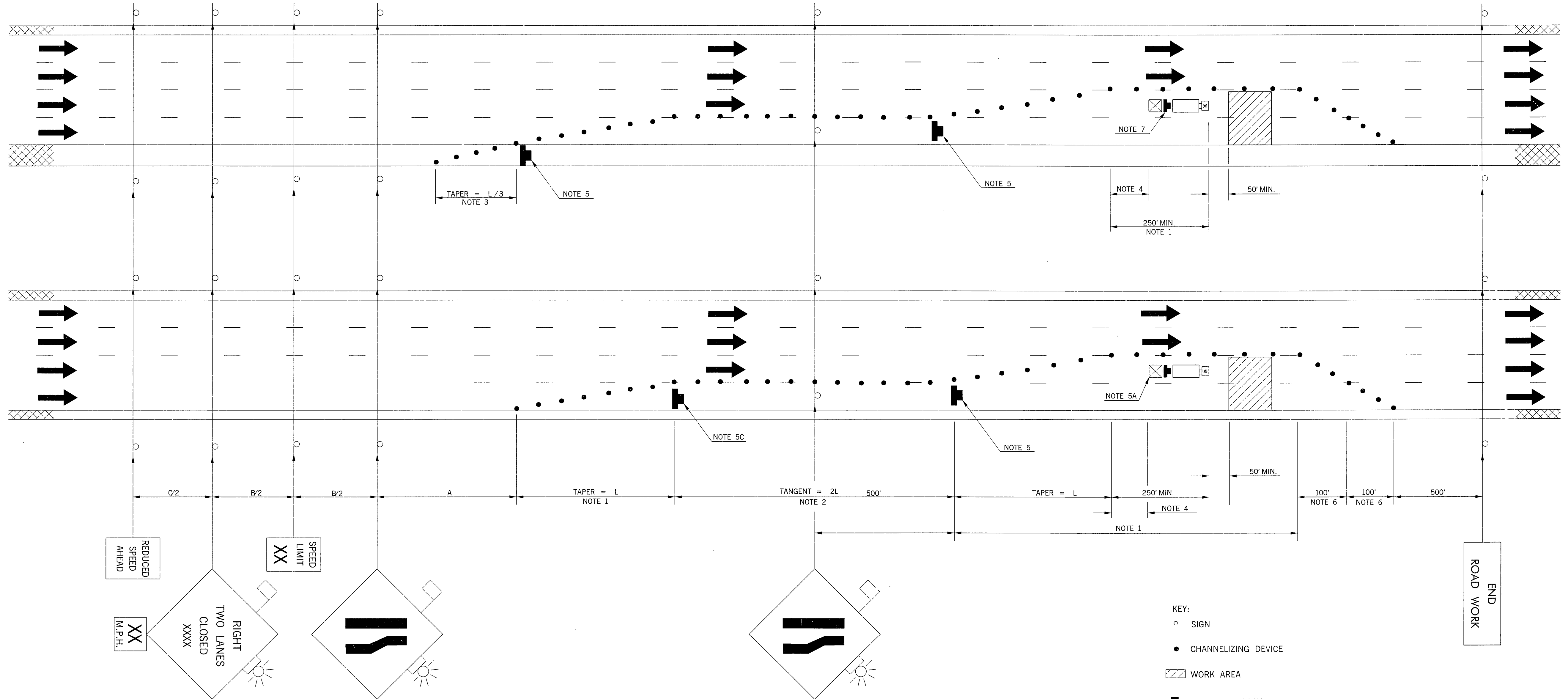


DESCRIPTION	REVISIONS	DATE
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TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF MULTI-LANE HIGHWAY

- KEY:
- SIGN
 - CHANNELIZING DEVICE
 - WORK AREA
 - ARROW DISPLAY
 - SHADOW VEHICLE
 - TRUCK MOUNTED ATTENUATOR

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 100 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 THRU THIS AREA.

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.

NOTE 5
THE PREFERRED LOCATION FOR THE SECOND ARROW DISPLAY IS IN THE CLOSED EXTERIOR LANE AND AT THE BEGINNING OF THE SECOND MERGING TAPER. UNDER THE FOLLOWING CONDITIONS THE SECOND ARROW DISPLAY SHOULD BE POSITIONED IN THE CLOSED INTERIOR LANE AND AT THE END OF THE SECOND MERGING TAPER.

(A) WHEN A PROTECTION VEHICLE IS USED IN THE CLOSED INTERIOR LANE, AND THE SECOND ARROW DISPLAY IS MOUNTED ON THE PROTECTION VEHICLE, THE PROTECTION VEHICLE SHOULD BE AT THE END OF THE SECOND MERGING TAPER.

(B) IF ALIGNMENT OR OTHER CONDITIONS CREATE ANY CONFUSION AS TO WHICH LANE IS CLOSED BY THE SECOND ARROW DISPLAY.

(C) WHEN THE FIRST ARROW DISPLAY MUST BE PLACED IN THE CLOSED EXTERIOR LANE AT THE END OF THE FIRST MERGING TAPER DUE TO A NARROW SHOULDER.

NOTE 6
DOWN STREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 7
IF THE SECOND ARROW DISPLAY IS LOCATED AT THE PREFERRED POSITION (THE BEGINNING OF THE SECOND MERGING TAPER), A THIRD ARROW DISPLAY SHOULD NOT BE USED AS THIS MAY INDICATE A THIRD LANE CLOSURE TO SOME DRIVERS.

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 *Theresa Smith* DATE 10-1-99

OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
TRAFFIC CONTROL STANDARD
TYPICAL APPLICATION - CLOSING MULTIPLE LANES OF MULTI-LANE HIGHWAY

1999 SPECIFICATIONS TCS70-1 00E
T-570E