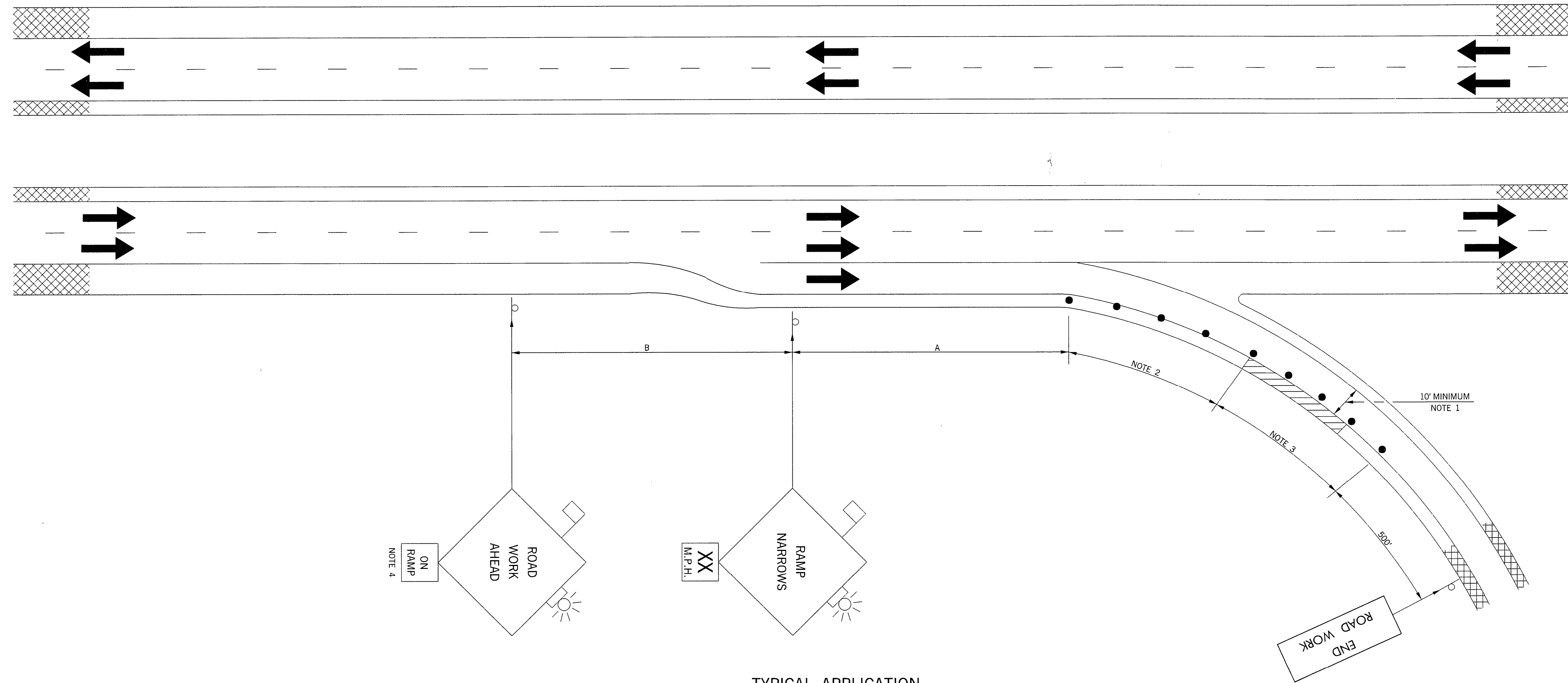


DESCRIPTION	REVISIONS	DATE



NOTE 1
TRUCK OFF-TRACKING SHOULD BE CONSIDERED WHEN DETERMINING WHETHER THE 10 FT. MINIMUM LANE WIDTH IS ADEQUATE.

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
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 4
FOR DETAILS ON "ON RAMP" SIGN SEE STANDARD DRAWING TCS15-1-(LATEST REVISION).

ROAD TYPE	RECOMMENDED DISTANCE BETWEEN SIGNS (MIN.)		
	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

TYPICAL APPLICATION
ALLOWING ACCESS TO EXIT RAMP

APPROVED BY TRAFFIC ENGINEER *Henry Umah* DATE *10-1-89*

OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
TRAFFIC CONTROL STANDARD
TYPICAL APPLICATION
ALLOWING ACCESS TO EXIT RAMP

1999 SPECIFICATIONS	TCS71-1	00E
		T-571E