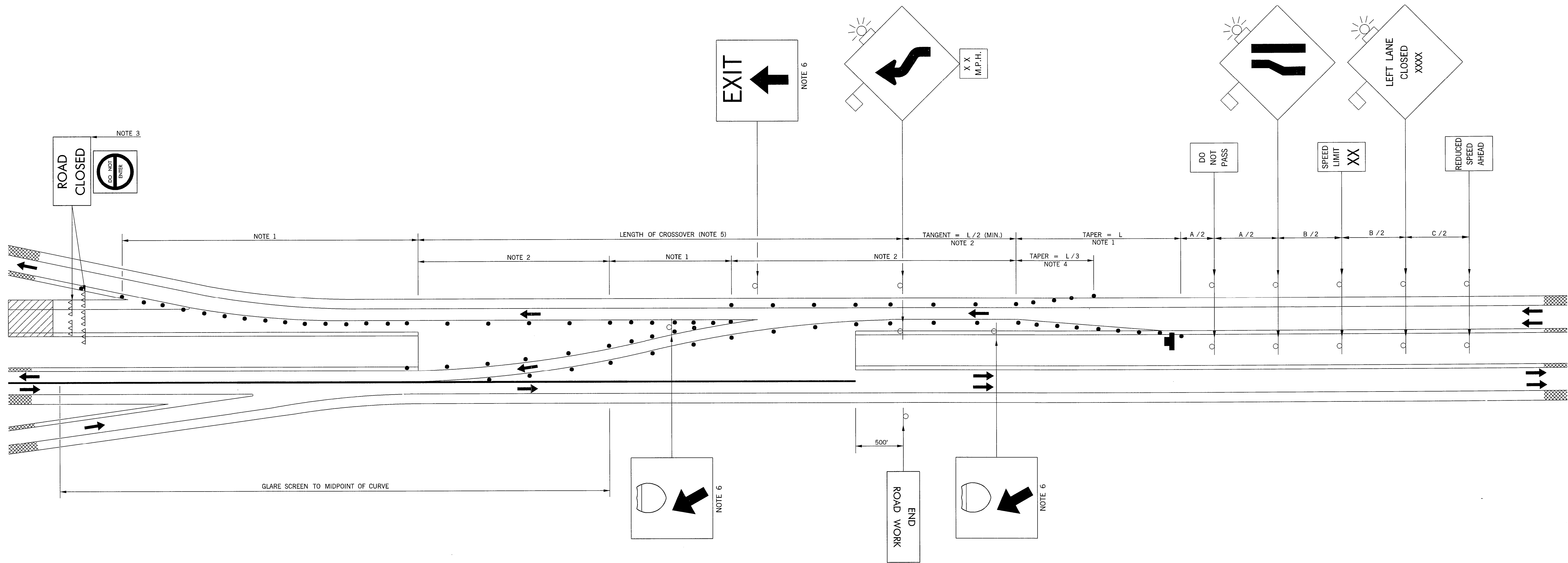


| DESCRIPTION | REVISIONS | DATE |
|-------------|-----------|------|
| | | |



**TYPICAL APPLICATION
CROSS-OVER, WITH RAMP ACCESS (BOTH SIDES)**

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 TWICE 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 SUFFICIENT NUMBER OF TYPE III BARRICADES, WITH SIGNS AS SHOWN, SHALL BE USED TO COMPLETELY CLOSE THE ROADWAY TO TRAFFIC FROM THE EDGE OF PAVEMENT TO THE EDGE OF PAVEMENT.

NOTE 4
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THRU THIS AREA.

NOTE 5
FOR INFORMATION REGARDING THE LENGTHS OF TAPERS, TANGENTS, AND CROSSOVERS, AS WELL AS THE SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOTE 6
FOR DETAILS OF SIGN, SEE STANDARD DRAWING TCS14-1-(LATEST REVISION).

| 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 |

- KEY:**
- SIGN
 - CHANNELIZING DEVICE
 - WORK AREA
 - ARROW DISPLAY
 - PORTABLE CONCRETE MEDIAN BARRIER
 - TYPE III BARRICADES

APPROVED BY TRAFFIC ENGINEER *David Smith* DATE 10-1-99

**OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
TRAFFIC CONTROL STANDARD
TYPICAL APPLICATION
CROSS-OVER, WITH RAMP ACCESS (BOTH SIDES)**

1999 SPECIFICATIONS TCS75-1 00E
T-575E