



TYPICAL APPLICATION
CROSS-OVER, WITH NO RAMP ACCESS

NOTE 1
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 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
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 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).

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

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 NO RAMP ACCESS

1999 SPECIFICATIONS

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