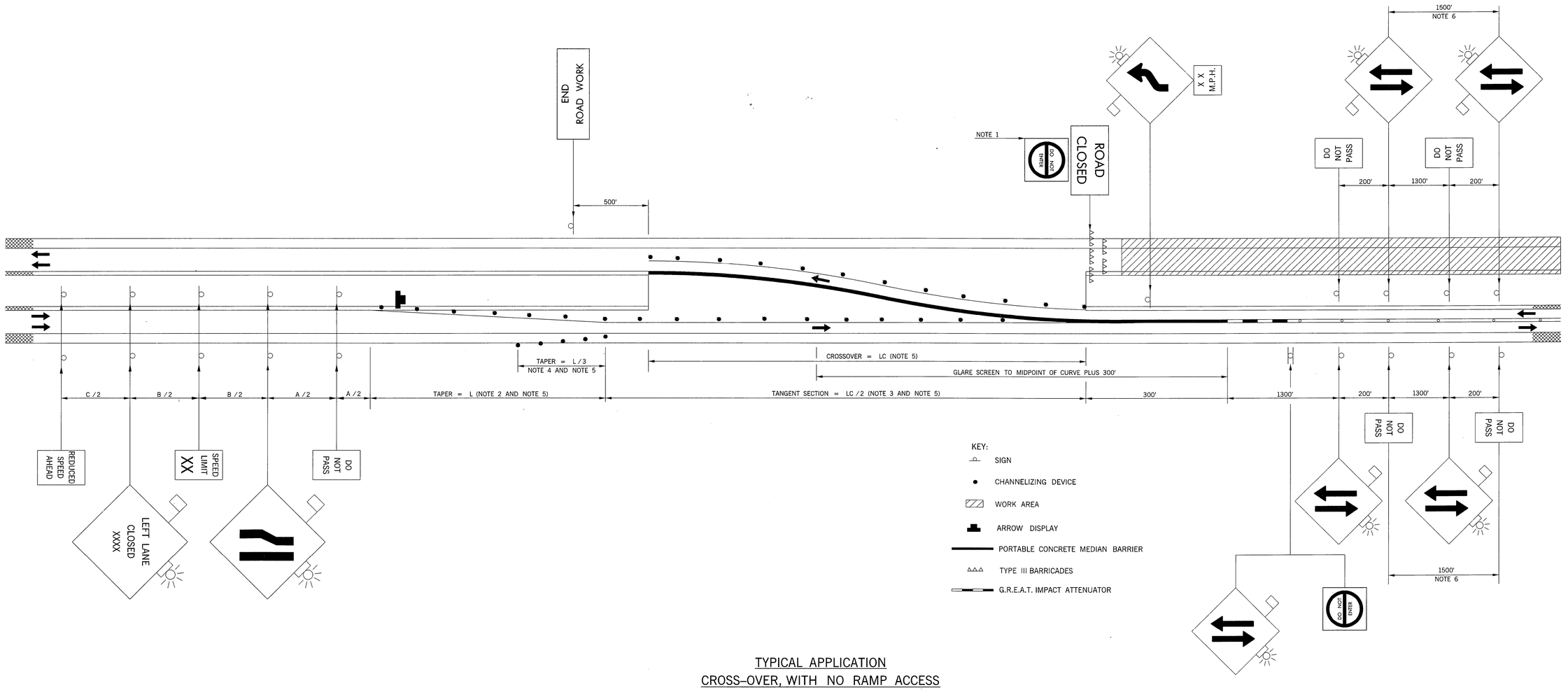
REVISIONS	
DESCRIPTION	DATE



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).

NOTE 6
THIS GROUPING OF SIGNS ("DO NOT PASS" AND "TWO WAY TRAFFIC") WILL REPEAT EVERY 1500' THROUGH THE TWO–LANE TWO–WAY SECTION BETWEEN THE CROSSOVERS.

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 Harold Hmad DATE 10-1-99

OKLAHOMA DEPT. OF TRANSPORTATION
TRAFFIC STANDARD (ENGLISH)
TRAFFIC CONTROL STANDARD
TYPICAL APPLICATION
CROSS–OVER, WITH NO RAMP ACCESS

1999 SPECIFICATIONS	TCS77–1	00E
		T–577E

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