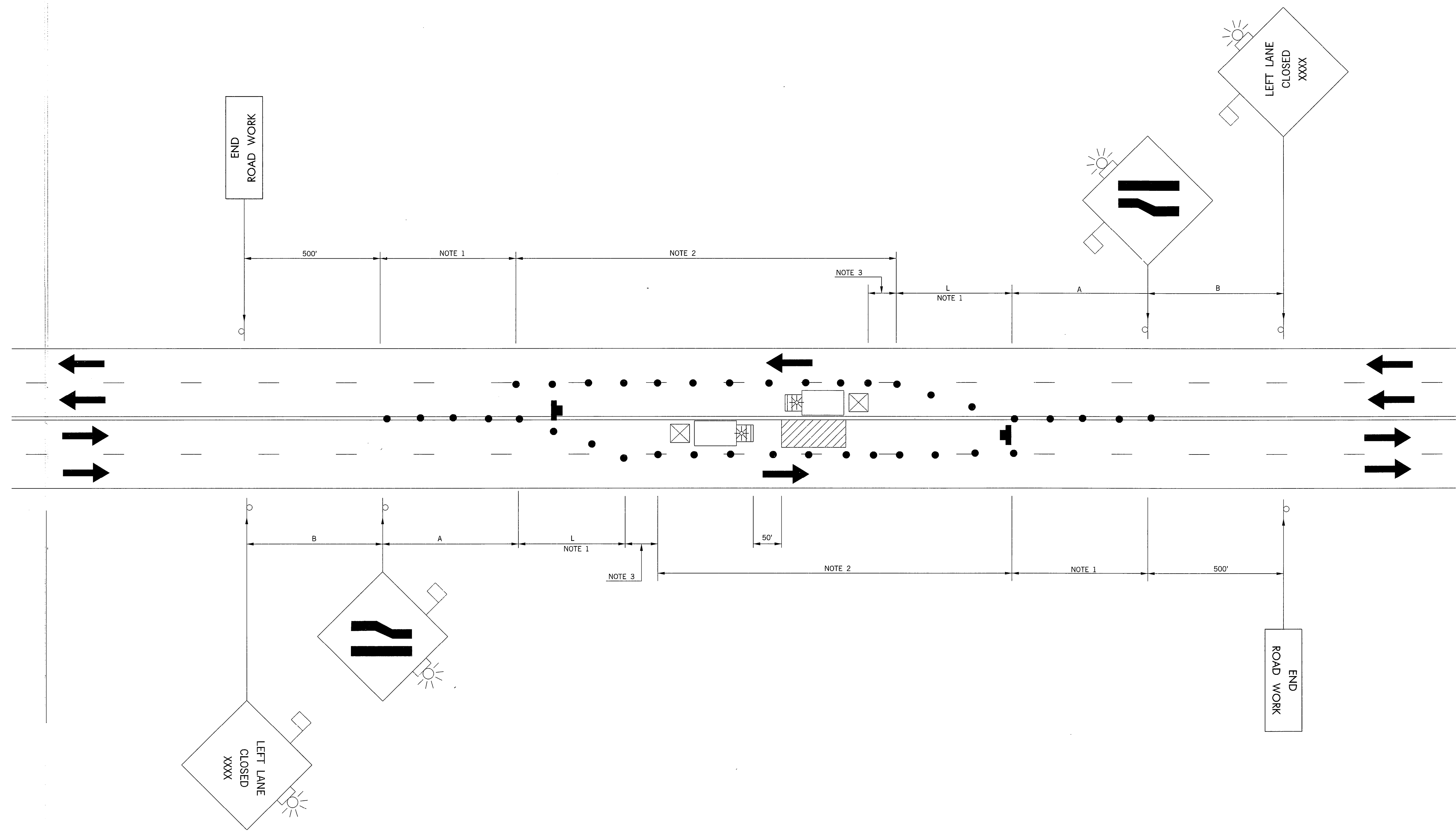


DESCRIPTION	REVISIONS	DATE



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 50 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
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.

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 OPERATIONS OF 3 DAYS OR LESS, IT MAY NOT BE FEASIBLE TO REMOVE AND RESTORE EXISTING PAVEMENT MARKINGS. IF THIS CONDITION EXISTS IT WILL BE NECESSARY TO PLACE THE CHANNELIZING DEVICES ON A VERY CLOSE SPACING. THIS IS ESPECIALLY IMPORTANT WHERE TRAFFIC IS DIRECTED ACROSS EXISTING CONFLICTING STRIPING. IN SUCH AREAS A MAXIMUM SPACING FOR CHANNELIZING DEVICES SHOULD BE 10 FEET.

- KEY:
- SIGN
 - CHANNELIZING DEVICE
 - ▨ WORK AREA
 - ➡ ARROW DISPLAY (OPTIONAL)
 - ▢ SHADOW VEHICLE
 - ⊠ TRUCK MOUNTED ATTENUATOR

TYPICAL APPLICATION – INTERIOR LANE CLOSURE ON MULTI-LANE ROADWAY

APPROVED BY TRAFFIC ENGINEER <i>Hindaf Small</i>	DATE <i>10-1-99</i>
OKLAHOMA DEPT. OF TRANSPORTATION TRAFFIC STANDARD (ENGLISH) TRAFFIC CONTROL STANDARD TYPICAL APPLICATION – INTERIOR LANE CLOSURE ON MULTI-LANE ROADWAY	
1999 SPECIFICATIONS	TCS83-1 00E
	T-583E