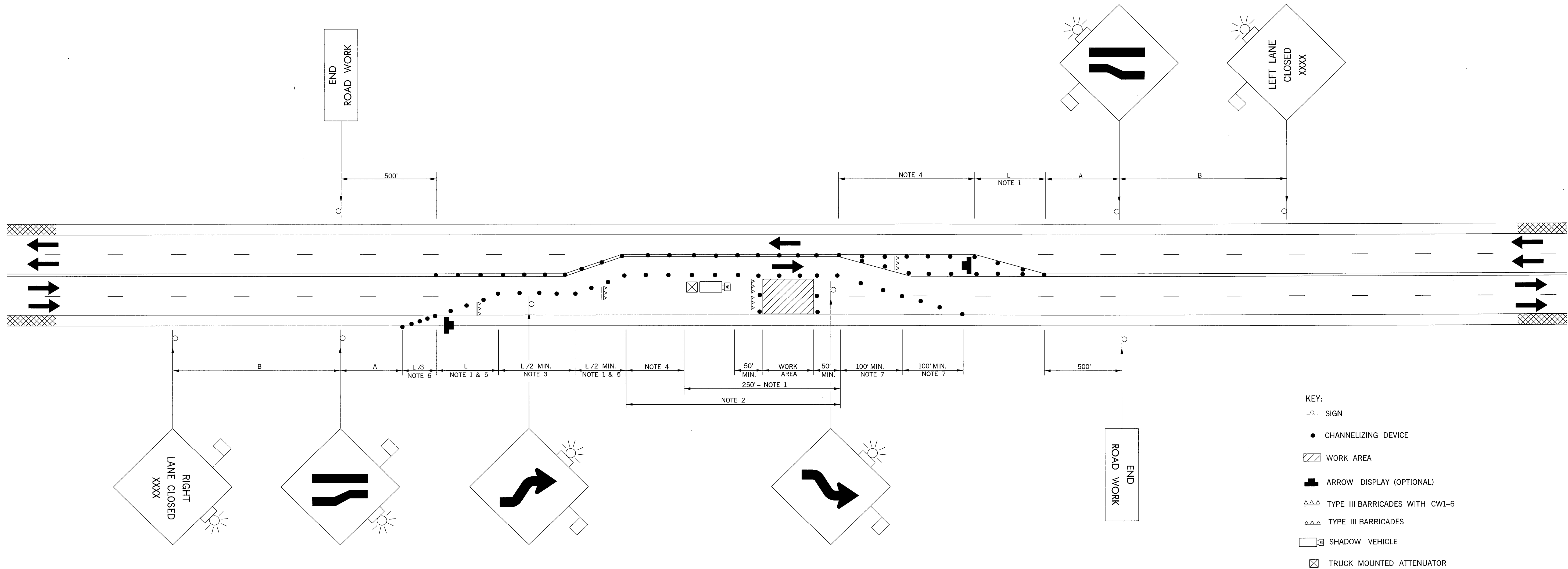


DESCRIPTION	REVISIONS	DATE



TYPICAL APPLICATION – 4 LANE UNDIVIDED,
WHERE HALF THE ROADWAY IS CLOSED

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 OF CHANNELIZING DEVICES SHALL BE AS FOLLOWS:
(A) FIRST 250 FEET OF ACTIVITY AREA.
(1) 25 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.
(B) REMAINDER OF ACTIVITY AREA.
(1) 50 FEET FOR CONES AND TUBE CHANNELIZERS.
(2) 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
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 4
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.

NOTE 5
FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND THE SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

NOTE 6
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 7
DOWN STREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

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

PAVEMENT MARKINGS
FOR OPERATIONS OF SHORT OR INTERMEDIATE DURATION (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.

ON OPERATIONS LASTING MORE THAN (3) THREE DAYS ANY PAVEMENT MARKINGS NO LONGER APPLICABLE SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICAL. INTERIM MARKINGS SHALL BE USED AS NECESSARY.

- KEY:
- SIGN
 - CHANNELIZING DEVICE
 - WORK AREA
 - ARROW DISPLAY (OPTIONAL)
 - TYPE III BARRICADES WITH CW1-6
 - TYPE III BARRICADES
 - SHADOW VEHICLE
 - TRUCK MOUNTED ATTENUATOR

APPROVED BY TRAFFIC ENGINEER	DATE
OKLAHOMA DEPT. OF TRANSPORTATION TRAFFIC STANDARD (ENGLISH) TRAFFIC CONTROL STANDARD TYPICAL APPLICATION – 4 LANE UNDIVIDED, WHERE HALF OF THE ROADWAY IS CLOSED	
1999 SPECIFICATIONS	TCS84-1
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