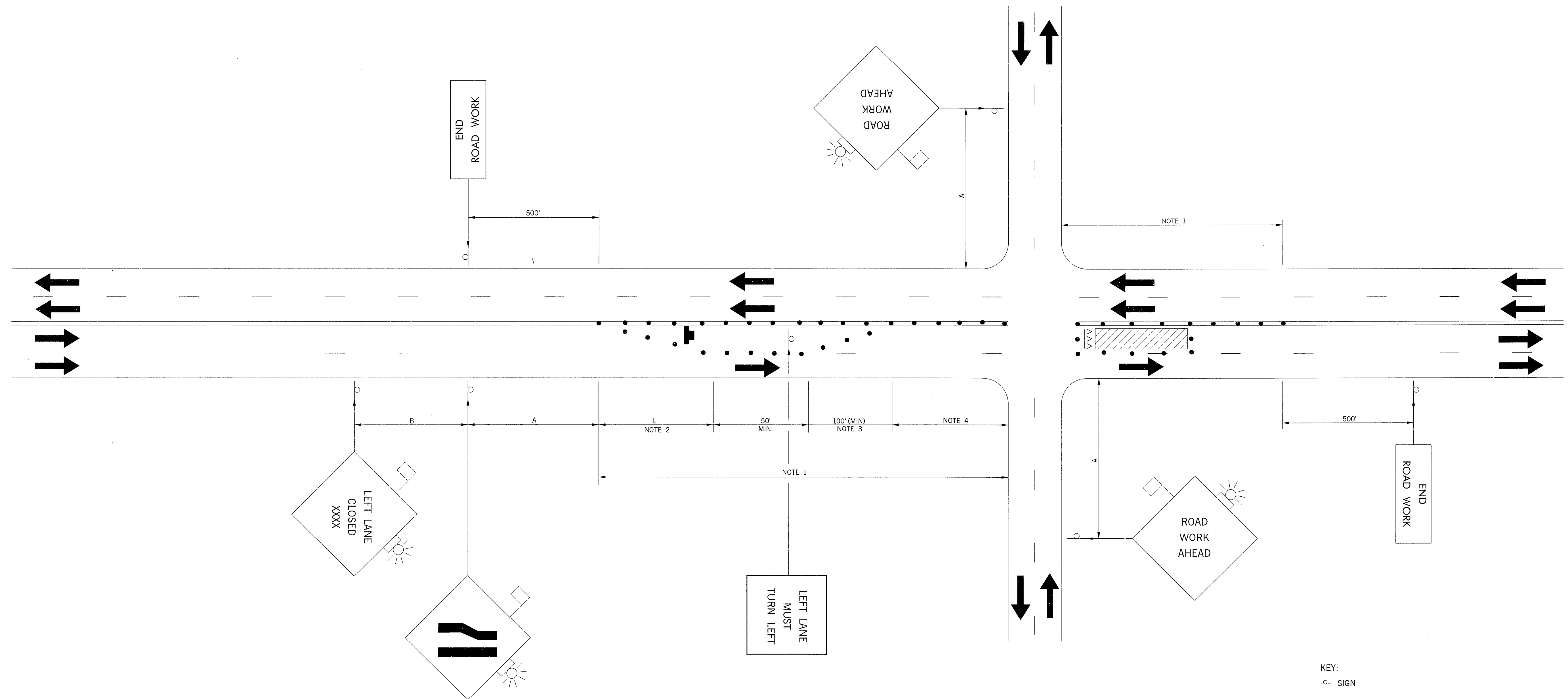


DESCRIPTION	REVISIONS	DATE



TYPICAL APPLICATION - WORK AREA
NEAR AN INTERSECTION, ALLOWING LEFT TURNS

- KEY:
- SIGN
 - CHANNELIZING DEVICE
 - ▨ WORK AREA
 - ➔ ARROW DISPLAY (OPTIONAL)
 - ▬▬ TYPE III BARRICADES WITH R11-2(LANE)

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
FOR OPERATIONS OF 3 DAYS OR LESS IT MAY NOT BE FEASIBLE TO REMOVE AND RESTORE EXISTING PAVEMENT MARKINGS. IF THIS CONDITION EXIST 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 FOR SPEEDS OF 40 M.P.H. OR LESS, AND 20 FEET FOR SPEEDS GREATER THAN 40 M.P.H.

NOTE 3
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 4
LENGTH OF LEFT TURN STORAGE LANE WILL VARY ACCORDING TO SPEED AND STORAGE REQUIREMENTS.

NOTE 5
FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND 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 <i>Hunter Smith</i>	DATE <i>10-1-99</i>
OKLAHOMA DEPT. OF TRANSPORTATION TRAFFIC STANDARD (ENGLISH) TRAFFIC CONTROL STANDARD TYPICAL APPLICATION - WORK AREA NEAR AN INTERSECTION, ALLOWING LEFT TURNS	
1999 SPECIFICATIONS	TCS85-1
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