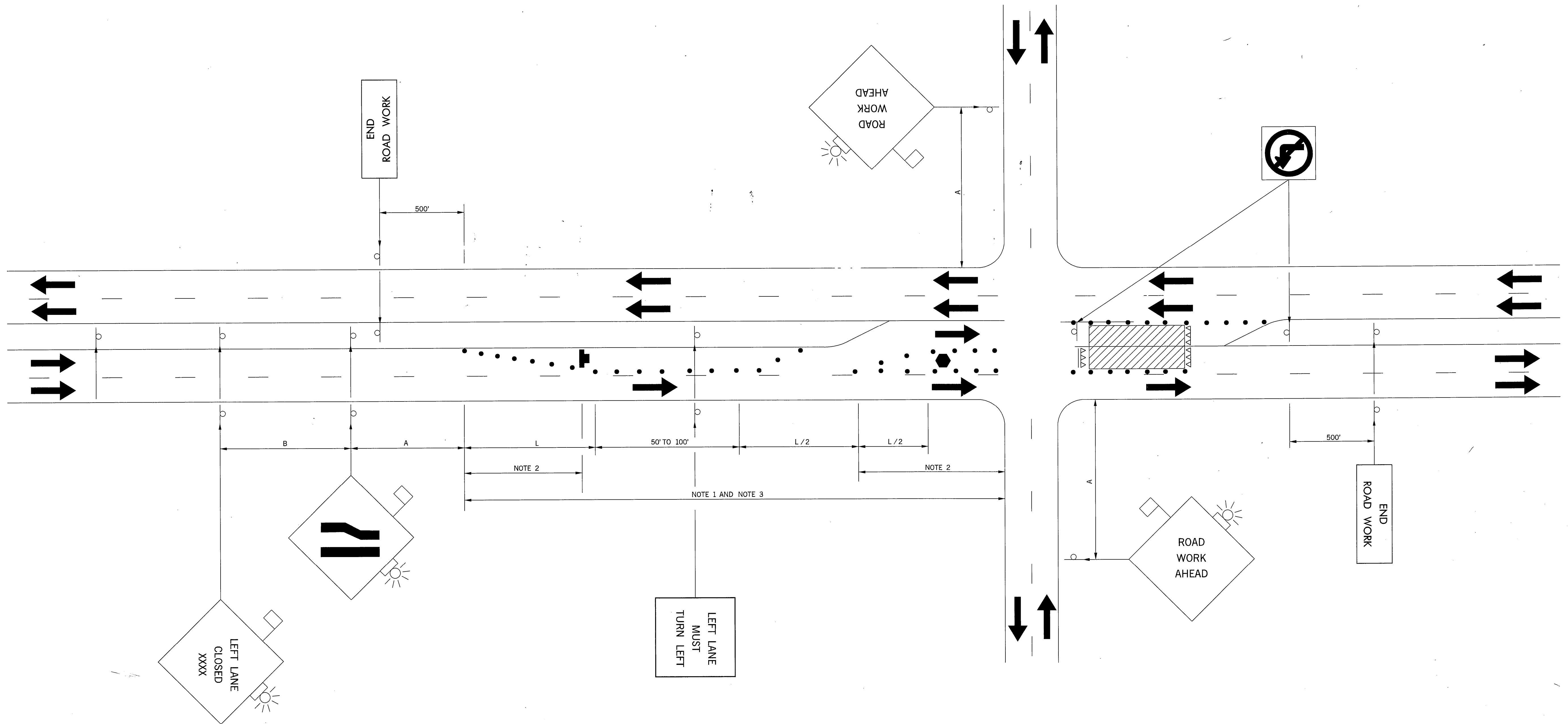


DESCRIPTION	REVISIONS	DATE
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TYPICAL APPLICATION – WORK AREA NEAR AN INTERSECTION, PROVIDING ACCESS TO LEFT TURN BAY

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

NOTE 2  
IN THOSE AREAS WHERE MOTORISTS ARE ASKED TO MAKE A DECISION OR MUST BE GUIDED THRU A PRECISE MOVEMENT, BY USE OF CHANNELIZING DEVICES, IT IS ESPECIALLY IMPORTANT TO PROVIDE THE DRIVER WITH A CLEARLY DEFINED PATH. EXAMPLES OF THIS COULD BE IN DELINEATING A TEMPORARY GORE OR TURNING RADIUS. 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  
FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND THE SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION)..

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

- KEY:
- SIGN
  - CHANNELIZING DEVICE
  - ▨ WORK AREA
  - ➔ ARROW DISPLAY (OPTIONAL)
  - ▽▽ TYPE III BARRICADE WITH R4-7A
  - ▽▽ TYPE III BARRICADE
  - ⬢ HIGH LEVEL WARNING DEVICE (OPTIONAL)

APPROVED BY TRAFFIC ENGINEER *Blind & Smith* DATE *10-1-99*

OKLAHOMA DEPT. OF TRANSPORTATION  
TRAFFIC STANDARD (ENGLISH )  
TRAFFIC CONTROL STANDARD  
TYPICAL APPLICATION – WORK AREA NEAR AN INTERSECTION, PROVIDING ACCESS TO LEFT TURN BAY

1999 SPECIFICATIONS TCS88-1 00E  
T-588E