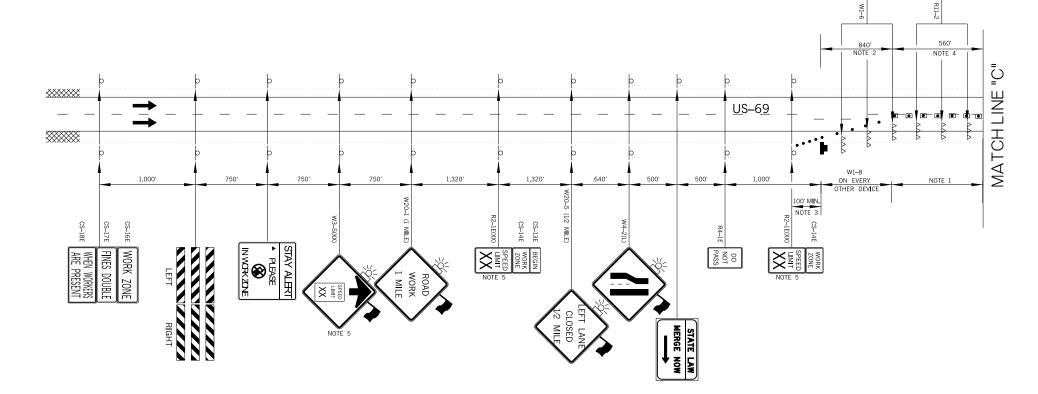
REVISIONS



THERE IS NO SUGGESTED SEQUENCE OF CONSTRUCTION THIS DRAWING. INSIDE AND OUTSIDE LANES SHALL BE WORKED AS STATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE DETAILS SHOWN ARE FOR ONE LANE OF TRAFFIC CONTROL. ALL TRAFFIC CONTROL FOR THE ALTERNATE LANE WILL BE OPPOSITE OF THAT SHOWN.



MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE 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 75 FEET FOR CHANNELIZER CONES.SPACING SHALL NOT EXCEED 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS

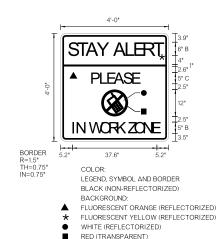
NOTE 2 MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

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

NOTE 4 TYPE III BARRICADES WITH SIGNS READING "LANE CLOSED" (R11-2) SHALL BE PLACED EVERY 2,000 FEET THROUGH ACTIVITY AREA. THESE TYPE III BARRICADES AND SIGNS MAY BE OMITTED ON MOVING OPERATIONS AND SHORT DURATION PROJECTS.

CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE

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



NOT TO SCALE

KEY: CHANNELIZING CONE 

TRAFFIC CONTROL DETAIL **ADVANCE WARNING** (BRIDGES A,B,C & D)

Drawn	SC	6/16
Design	sc	6/16
Checked	KCD	6/16
TRAFFIC ENGINEERING		
IAKE	n iviaa	RUUF

STATE OF DEPARTMENT OF TRANSPORATION OKLAHOMA DIVISION 2 JOB PIECENO. 24333(08) SHEETNO. TOO1

MULTIPLE COUNTY/0