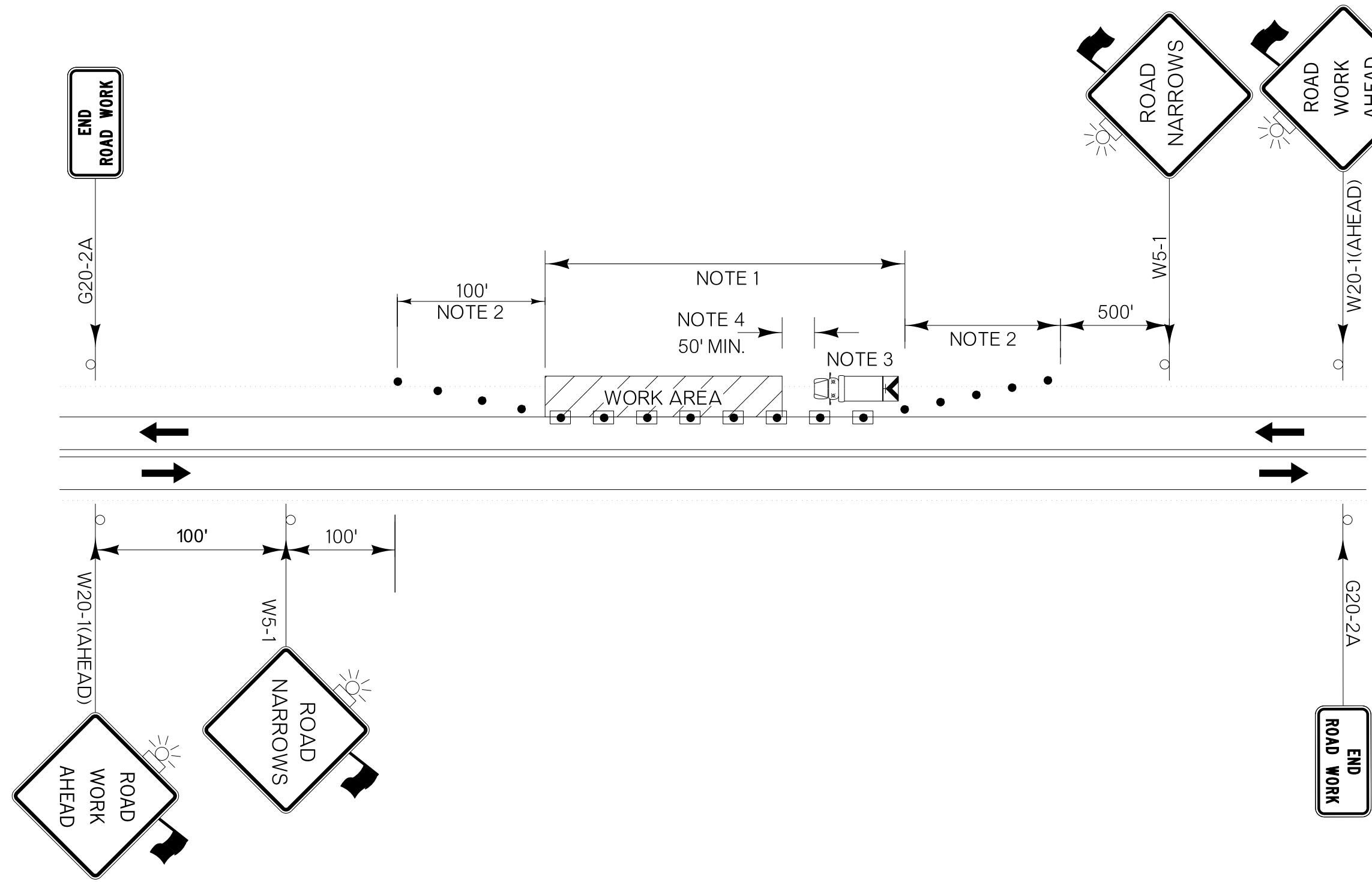


REVISIONS		
REV. NO.	DESCRIPTION	DATE

THE DETAILS SHOWN ARE FOR ONE LANE OF TRAFFIC CONTROL. ALL TRAFFIC CONTROL FOR THE ALTERNATE LANE WILL BE OPPOSITE OF THAT SHOWN.



- NOTE 1**
 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 OR DRUMS.
- NOTE 2**
 A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS AREA.
- NOTE 3**
 THE SHADOW VEHICLE SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE WHENEVER WORKERS ARE IN THE WORK AREA. THIS VEHICLE SHALL BE REMOVED FROM THE ROADWAY WHENEVER WORKERS ARE NOT IN THE WORK AREA. THIS VEHICLE SHALL BE EQUIPPED WITH AN ACTUATED FLASHING OR REVOLVING YELLOW LIGHT.
- 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.

KEY:

	SIGN
	DRUM
	CHANNELIZING CONE
	WORK AREA
	SHADOW VEHICLE
	TRUCK MOUNTED ATTENUATOR

NOT TO SCALE

TRAFFIC CONTROL DETAIL (SHOULDER CLOSURE)	Drawn	JF	3/16
	Design	JF	3/16
	Checked	KCD	7/16
	TRAFFIC ENGINEERING TAREK MAAROUF		