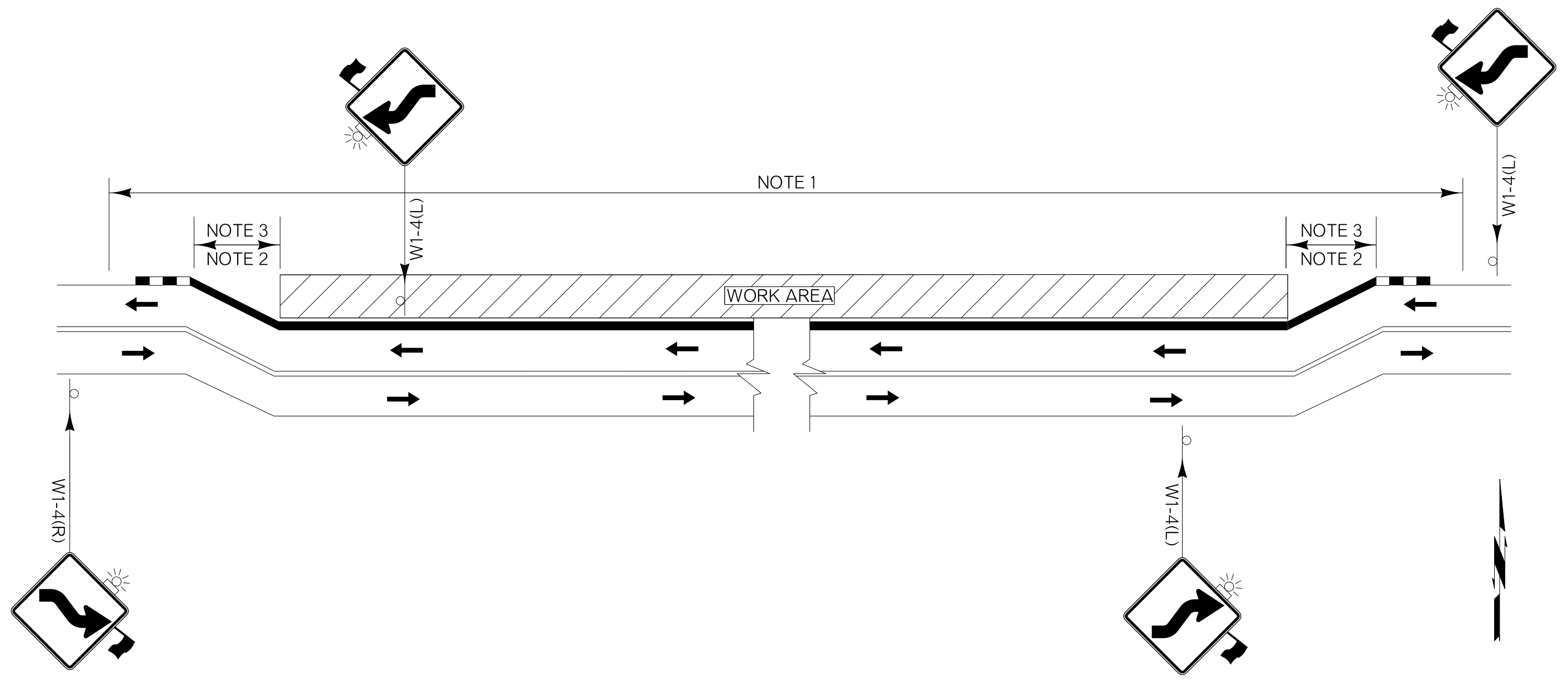


REVISIONS		
REV. NO.	DESCRIPTION	DATE



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

NOTE 2
 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 3

FLARE RATES FOR CONCRETE MEDIAN BARRIER IN TEMPORARY TRAFFIC CONTROL ZONES	
SPEED *	FLARE RATE (MINIMUM)
40 M.P.H.	9 TO 1
45 M.P.H.	10 TO 1
50 M.P.H.	11 TO 1
55 M.P.H.	12 TO 1
60 M.P.H.	13 TO 1
65 M.P.H.	14 TO 1
70 M.P.H.	15 TO 1
75 M.P.H.	16 TO 1

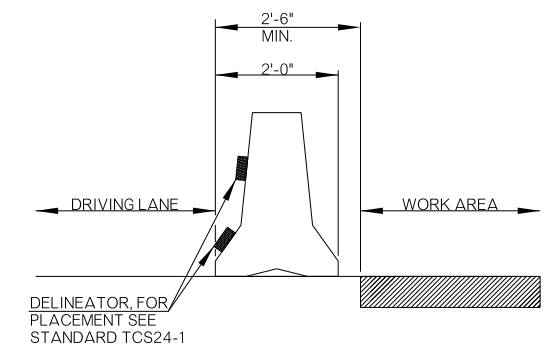
* POSTED SPEED LIMIT PRIOR TO CONSTRUCTION

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

NOT TO SCALE

KEY:

- SIGN
- DRUM
- CHANNELIZING CONE
- WORK AREA
- C.Z. IMPACT ATTENUATOR
- PORTABLE LONGITUDINAL BARRIER



TRAFFIC CONTROL DETAIL (PHASE II)		Drawn	JF	3/16
		Design	JF	3/16
		Checked	KCD	7/16
		TRAFFIC ENGINEERING TAREK MAAROUF		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
DIVISION 4		JOB/PIECE NO. 21860(04)		SHEET NO. T004