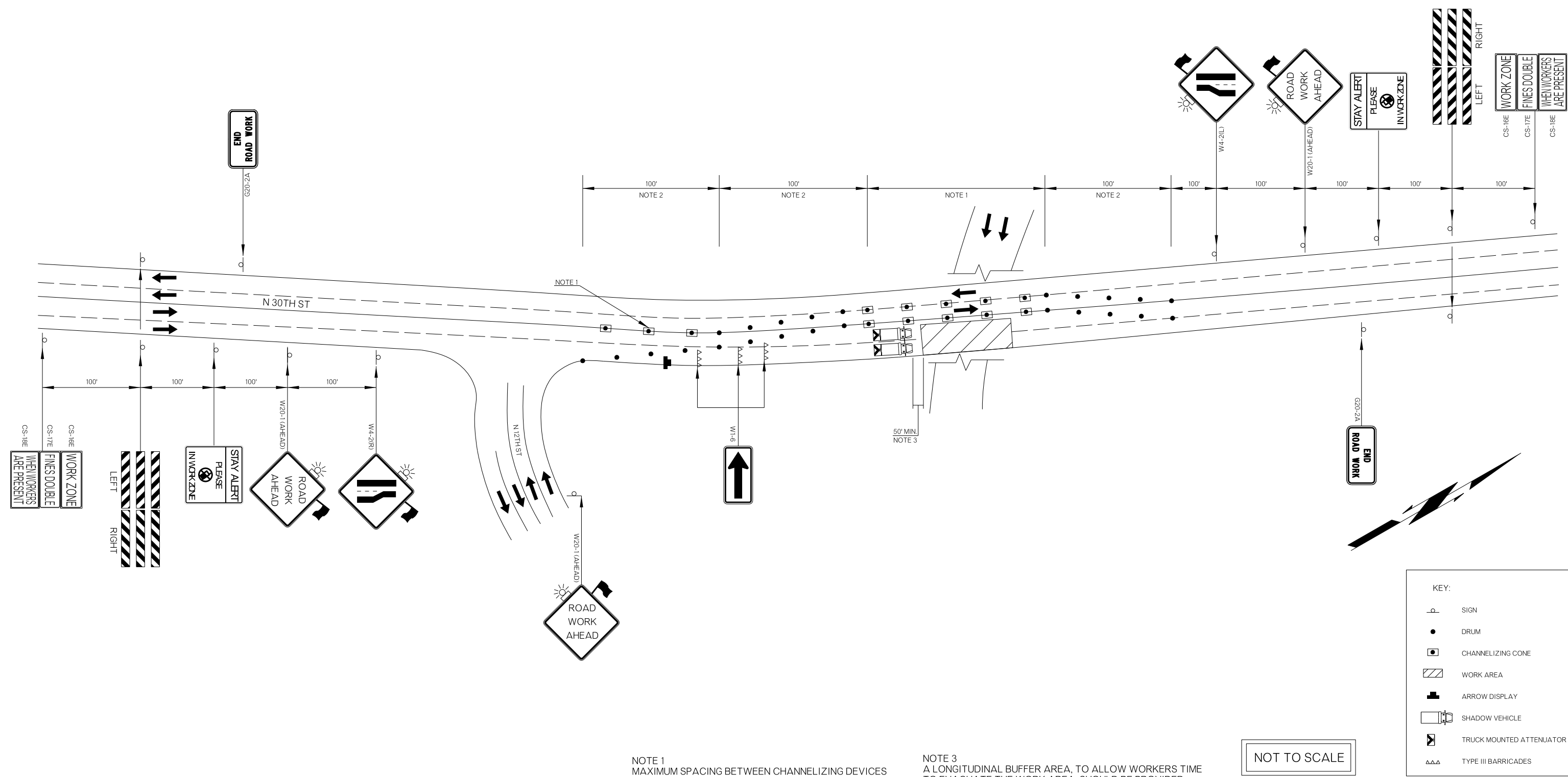


REVISIONS		
REV. NO.	DESCRIPTION	DATE

THERE IS NO SUGGESTED SEQUENCE OF CONSTRUCTION IN THIS DRAWING. 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 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
 A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 3
 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.

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

NOT TO SCALE

TRAFFIC CONTROL DETAIL (30TH ST)			Drawn	JF	6/16	
			Design	JF	6/16	
STATE OF OKLAHOMA			Checked	SEB	6/16	
			TRAFFIC ENGINEERING JAMI SHORT			
DEPARTMENT OF TRANSPORTATION		DIVISION 8	JOB/PIECE NO.	30318(06)	SHEET NO.	T005