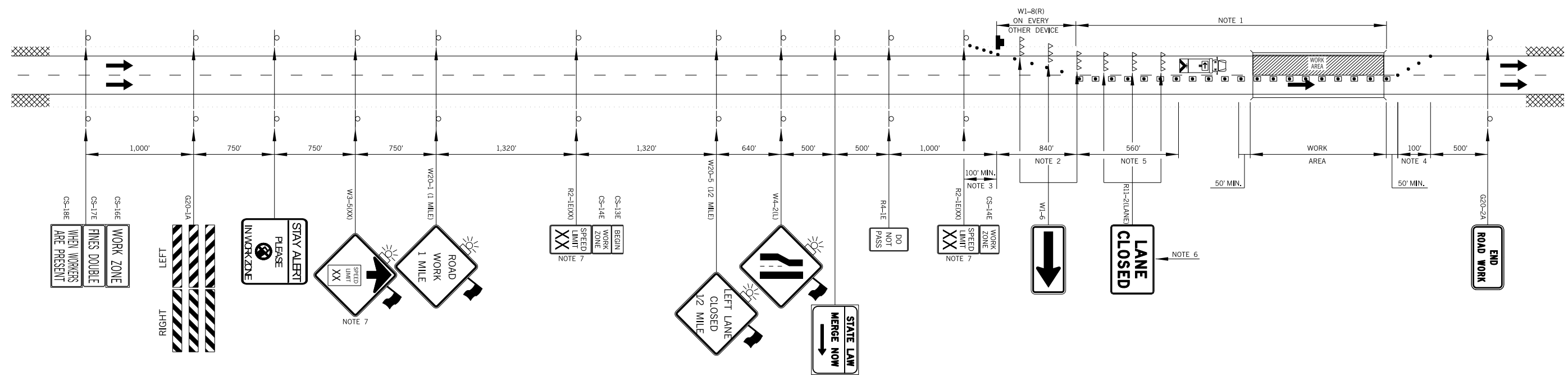


| REVISIONS |             |      |
|-----------|-------------|------|
| REV. NO.  | DESCRIPTION | DATE |
|           |             |      |

THERE IS NO SUGGESTED SEQUENCE OF CONSTRUCTION IN 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.

TRAFFIC CONTROL TO BE LIMITED TO NIGHTS ONLY FROM SUNDAY TO THURSDAY AND TIMES ARE SUBJECT TO THE DISCRETION OF THE ENGINEER. (BRIDGE E)



**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**  
 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 3**  
 A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

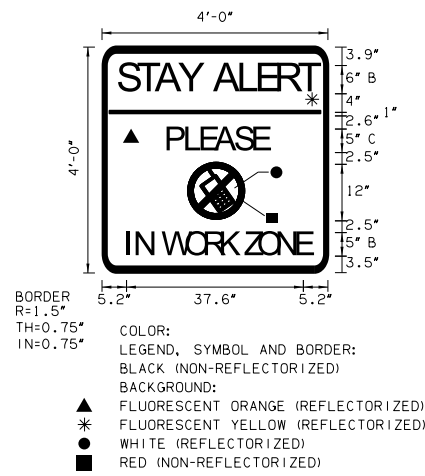
**NOTE 4**  
 DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

**NOTE 5**  
 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 6**  
 TYPE III BARRICADES WITH SIGNS READING "LANE CLOSED" (R11-2) SHALL BE PLACED EVERY 2,000 FEET THROUGH ACTIVITY AREA AND LOGITUDINAL BUFFERS LONGER THAN THAT SHOWN. THESE TYPE III BARRICADES AND SIGNS MAY BE OMITTED ON MOVING OPERATIONS AND SHORT DURATION PROJECTS.

**NOTE 7**  
 CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DIVISION ENGINEER.

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



KEY:

|     |                          |
|-----|--------------------------|
| ○   | SIGN                     |
| ●   | DRUM                     |
| ■   | CHANNELIZING CONE        |
| ▨   | WORK AREA                |
| ▲   | ARROW DISPLAY            |
| □   | SHADOW VEHICLE           |
| ▭   | TRUCK MOUNTED ATTENUATOR |
| ▲▲▲ | TYPE III BARRICADES      |

NOT TO SCALE

|   |  |            |                                   |           |                |
|---|--|------------|-----------------------------------|-----------|----------------|
| TRAFFIC CONTROL DETAIL<br>(BRIDGE E, F) |  |            | Drawn                             | SC        | 5/16           |
|   |  |            | Design                            | SC        | 5/16           |
| STATE OF OKLAHOMA                       |  |            | Checked                           | SEB       | 5/16           |
|   |  |            | TRAFFIC ENGINEERING<br>JAMI SHORT |           |                |
| DEPARTMENT OF TRANSPORTATION            |  | DIVISION 8 | JOB PIECE NO.                     | 31943(04) | SHEET NO. T002 |