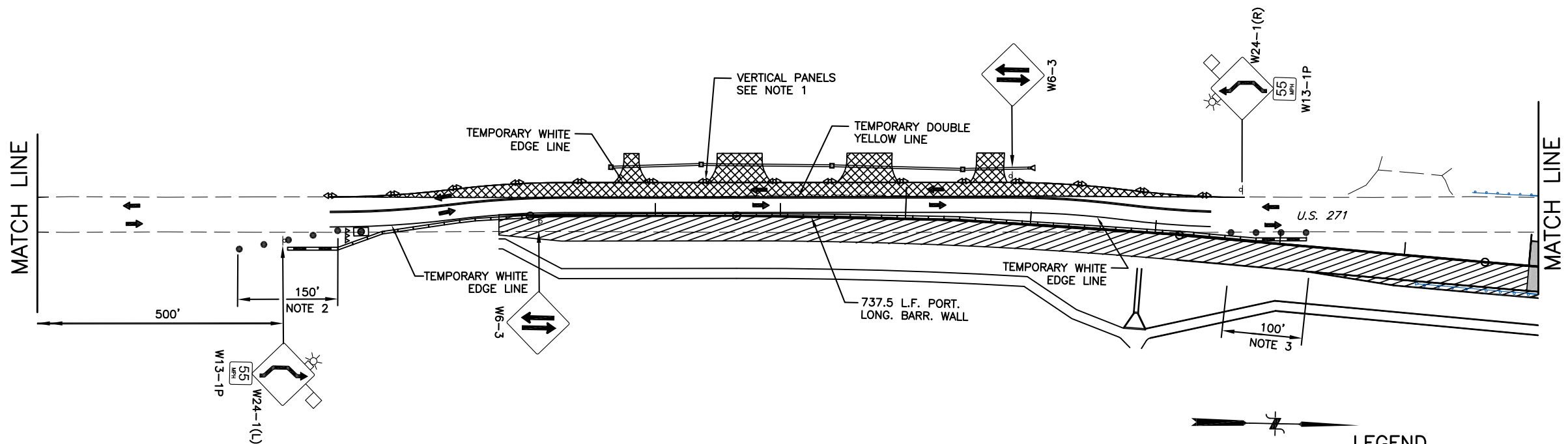


**PHASE 2B**

- MOVE TRAFFIC TO TWO-WAY OPERATION ON DETOUR PAVING AT NORTH & SOUTH END OF PROJECT.
- CONSTRUCT N.B. LANE ON SOUTH END OF PROJECT.
- CONSTRUCT N.B. & S.B. LANES ON NORTH END OF PROJECT.



**NOTE 1**  
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO 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 TUBE CHANNELIZERS, AND IT 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, IT SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

**NOTE 3**  
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.  
  
FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS-2-1-(LATEST REVISION).

**LEGEND**

	SIGN		WORK AREA
	DRUM		DETOUR PAVING
	CHANNELIZER CONE		PREVIOUS PAVING
	TYPE III BARRICADE		VERTICAL PANELS
	PORTABLE LONGITUDINAL BARRIER		C.Z. IMPACT ATTENUATOR

NOT TO SCALE

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
POE & ASSOCIATES

**SUGGESTED CONSTRUCTION TRAFFIC CONTROL**

STATE JOB NO. 26346(04) SHEET NO. 58

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