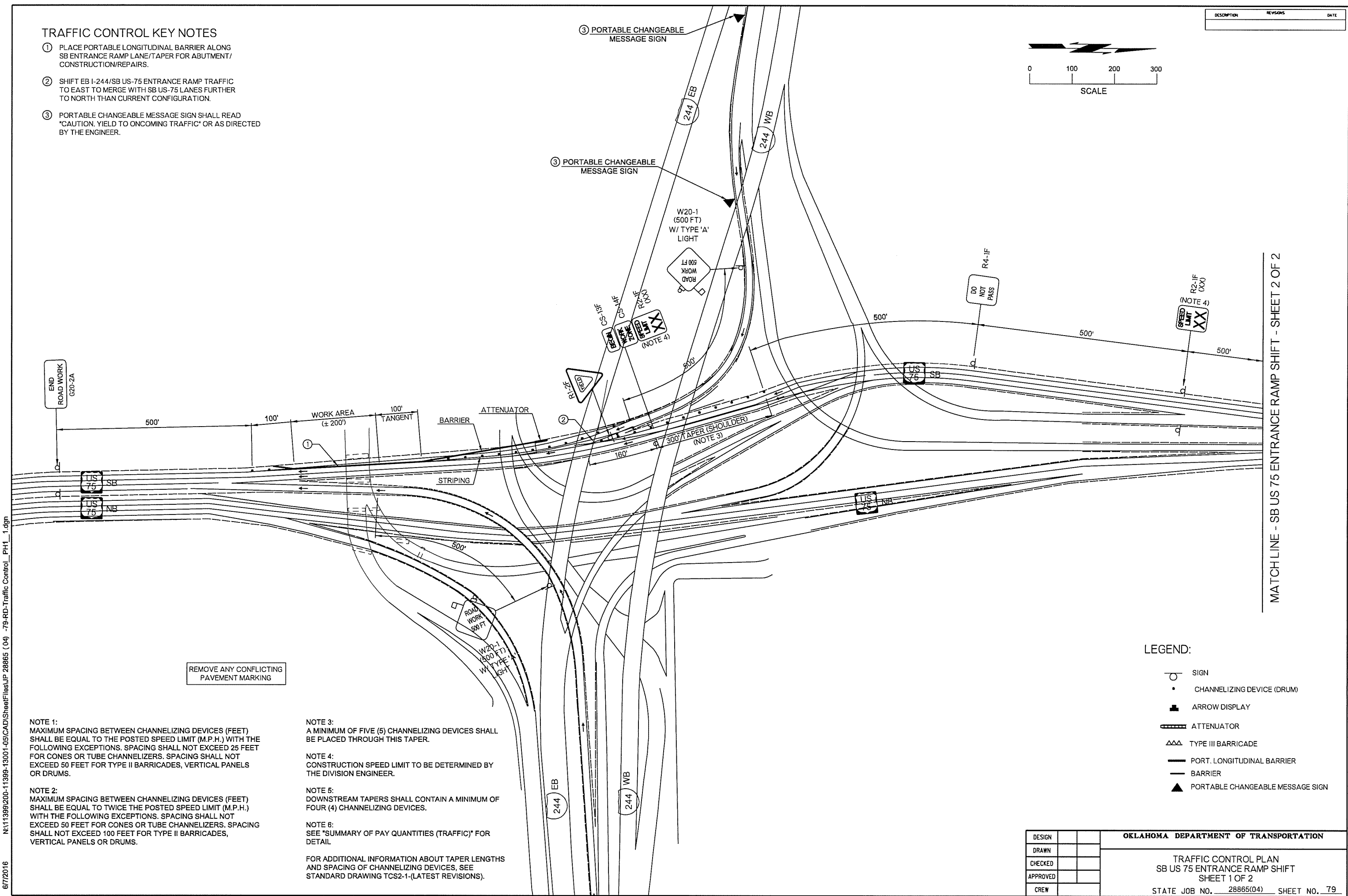
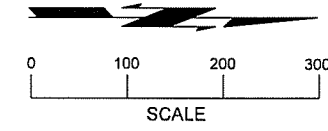


DESCRIPTION	REVISIONS	DATE

TRAFFIC CONTROL KEY NOTES

- ① PLACE PORTABLE LONGITUDINAL BARRIER ALONG SB ENTRANCE RAMP LANE/TAPER FOR ABUTMENT/ CONSTRUCTION/REPAIRS.
- ② SHIFT EB I-244/SB US-75 ENTRANCE RAMP TRAFFIC TO EAST TO MERGE WITH SB US-75 LANES FURTHER TO NORTH THAN CURRENT CONFIGURATION.
- ③ PORTABLE CHANGEABLE MESSAGE SIGN SHALL READ "CAUTION, YIELD TO ONCOMING TRAFFIC" OR AS DIRECTED BY THE ENGINEER.



REMOVE ANY CONFLICTING PAVEMENT MARKING

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:
 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 100 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:
 CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DIVISION ENGINEER.

NOTE 5:
 DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 6:
 SEE "SUMMARY OF PAY QUANTITIES (TRAFFIC)" FOR DETAIL.

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

- LEGEND:**
- SIGN
 - CHANNELIZING DEVICE (DRUM)
 - ➔ ARROW DISPLAY
 - ▬▬▬▬ ATTENUATOR
 - △△△ TYPE III BARRICADE
 - ▬▬▬▬ PORT. LONGITUDINAL BARRIER
 - ▬▬▬▬ BARRIER
 - ▲ PORTABLE CHANGEABLE MESSAGE SIGN

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL PLAN SB US 75 ENTRANCE RAMP SHIFT SHEET 1 OF 2 STATE JOB NO. 28865(04) SHEET NO. 79 TULSA CO. 2ND STREET
DRAWN		
CHECKED		
APPROVED		
CREW		

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 6/7/2016

MATCHLINE - SB US 75 ENTRANCE RAMP SHIFT - SHEET 2 OF 2