

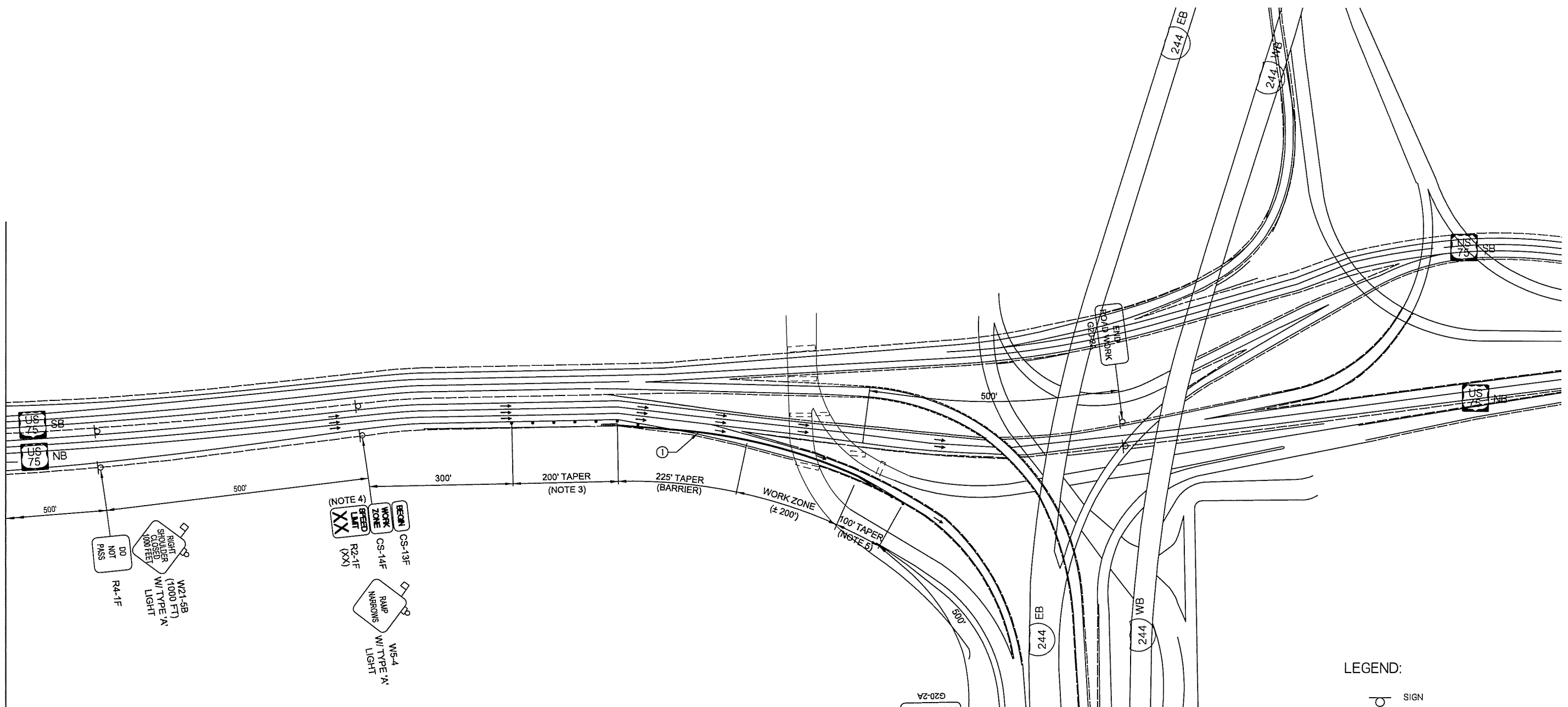
TRAFFIC CONTROL KEY NOTES

- ① CLOSE EXISTING NB US-75/EB I-444 EXIT RAMP AND SHIFT RAMP LANE APPROXIMATELY 10 FEET TO THE WEST TO PROVIDE ADEQUATE WORK AREA FOR ABUTMENT 2 REPAIRS.
- ② PLACE PORTABLE LONGITUDINAL BARRIER ALONG PARTIALLY CLOSED RAMP AND WORK AREA AS SHOWN IN THE PLANS.

DESCRIPTION	REVISIONS	DATE

SCALE

MATCHLINE - NB US-75 PARTIAL EXIT RAMP CLOSURE - SHEET 2 OF 3



REMOVE ANY CONFLICTING PAVEMENT MARKING

LEGEND:

- SIGN
- CHANNELIZING DEVICE (DRUM)
- ARROW DISPLAY
- ATTENUATOR
- TYPE III BARRICADE
- PORT. LONGITUDINAL BARRIER
- BARRIER

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).

DESIGN		<p>OKLAHOMA DEPARTMENT OF TRANSPORTATION</p> <p>TRAFFIC CONTROL PLAN NB US-75 PARTIAL EXIT RAMP CLOSURE SHEET 3 OF 3</p> <p>STATE JOB NO. 28865(04) SHEET NO. 92</p> <p>TULSA CO. 2ND STREET</p>
DRAWN		
CHECKED		
APPROVED		
CREW		