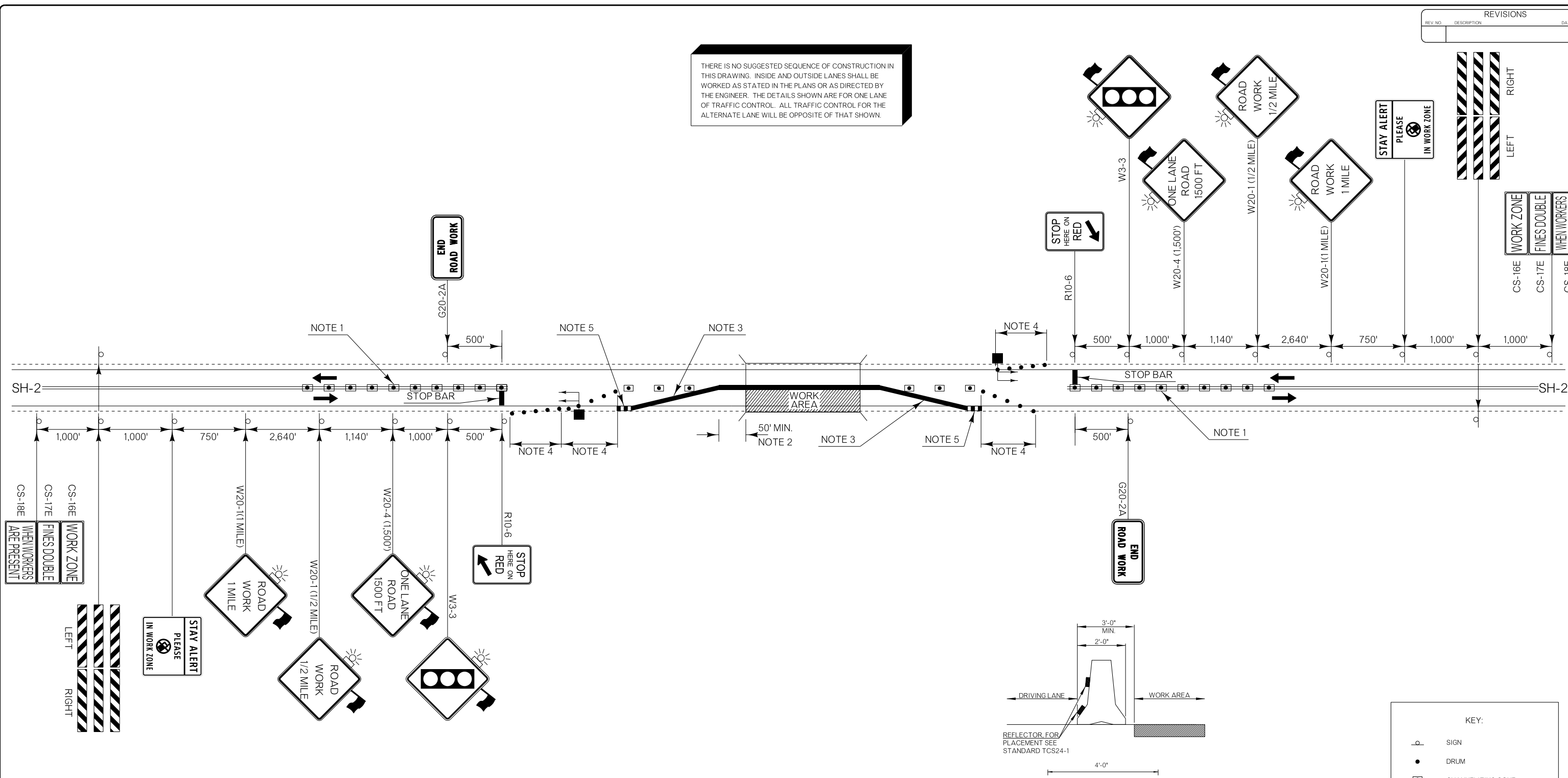


| REVISIONS | | |
|-----------|-------------|------|
| REV. NO. | DESCRIPTION | DATE |
| | | |

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.



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
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 3
FLARE RATES FOR CONCRETE MEDIAN BARRIER IN TEMPORARY TRAFFIC CONTROL ZONES

| SPEED* | FLARE RATE (MINIMUM) |
|-----------|----------------------|
| 40 M.P.H. | 9 TO 1 |
| 45 M.P.H. | 10 TO 1 |
| 50 M.P.H. | 11 TO 1 |
| 55 M.P.H. | 12 TO 1 |
| 60 M.P.H. | 13 TO 1 |
| 65 M.P.H. | 14 TO 1 |
| 70 M.P.H. | 15 TO 1 |
| 75 M.P.H. | 16 TO 1 |

*POSTED SPEED LIMIT PRIOR TO CONSTRUCTION

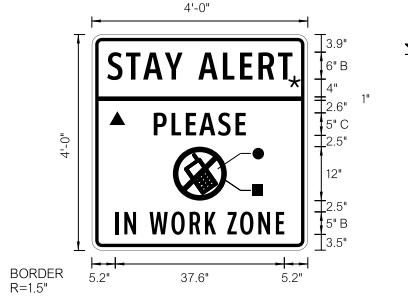
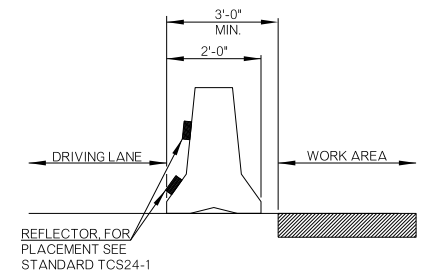
NOTE 4
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS AREA.

NOTE 5
IF CLEAR ZONE CAN BE MET BY FLARING MEDIAN BARRIER THE CONSTRUCTION ZONE IMPACT ATTENUATORS MAY BE OMITTED. SEE FLARE RATE TABLE.

SIGNALS SHALL BE INSTALLED AND OPERATED IN ACCORDANCE WITH PART IV OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. TEMPORARY TRAFFIC CONTROL SIGNALS SHALL MEET THE PHYSICAL DISPLAY AND OPERATIONAL REQUIREMENTS OF CONVENTIONAL TRAFFIC SIGNALS.

THE INSTALLATION AND TIMING OF SIGNALS SHALL BE APPROVED BY THE DIVISION TRAFFIC ENGINEER PRIOR TO SIGNALS BEING PLACED IN OPERATION.

ALL CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE ACTIVITY AREA AND THE STOP LINE SHALL BE REMOVED. AFTER COMPLETION OF THE WORK, THE STOP LINES AND OTHER TEMPORARY INAPPLICABLE PAVEMENT MARKINGS SHALL BE REMOVED.



- COLOR:
LEGEND, SYMBOL AND BORDER
BLACK (NON-REFLECTORIZED)
BACKGROUND:
▲ FLUORESCENT ORANGE (REFLECTORIZED)
★ FLUORESCENT YELLOW (REFLECTORIZED)
● WHITE (REFLECTORIZED)
■ RED (TRANSPARENT)

KEY:

- SIGN
- DRUM
- ◻ CHANNELIZING CONE
- ▨ WORK AREA
- ▬ CONST. ZONE IMPACT ATTEN.
- ▬ PORT. LONGITUDINAL BARRIER
- ▬ PORTABLE TRAFFIC SIGNAL



| | | | | | | |
|--|--|-----------------|--|------------------------------|-------------------------|-------|
| DIVISION 2 | | LE FLORE COUNTY | | DETAIL: | CLD | 06/17 |
| TRAFFIC CONTROL DETAIL (BRIDGE "B") | | | | CHECK: | GF | 06/17 |
| | | | | ENGINEER: | KCD | 06/17 |
| STATE OF OKLAHOMA | | | | DEPARTMENT OF TRANSPORTATION | JOB/PIECE NO. 33217(04) | |
| | | | | GROUP: ABRAHAM | EM: MAAROUF | |
| | | | | SHEET NO. T002 | | |