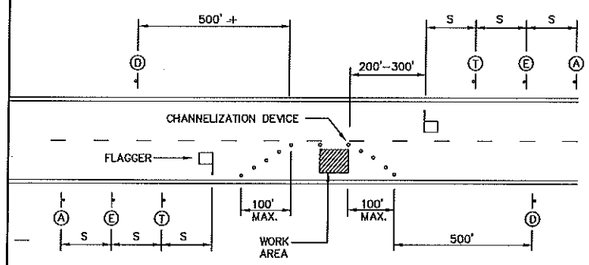
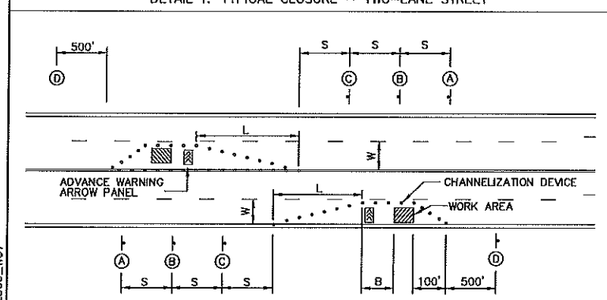
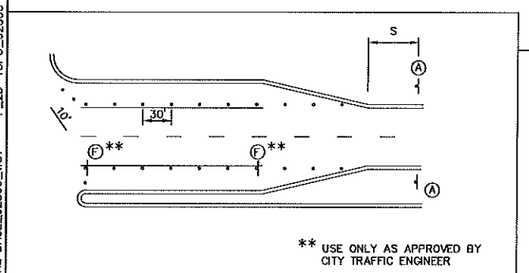


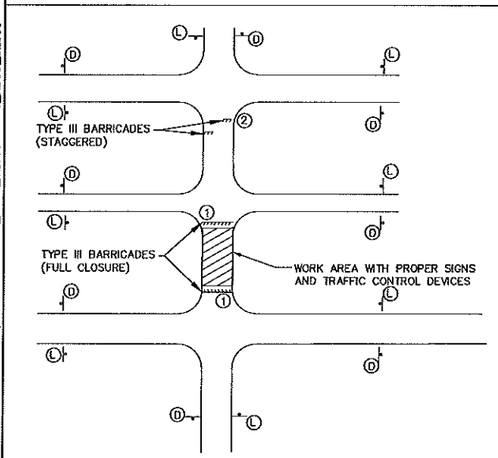
DETAIL 1: TYPICAL CLOSURE – TWO-LANE STREET



DETAIL 2: TYPICAL LANE CLOSURE – FOUR-LANE STREET

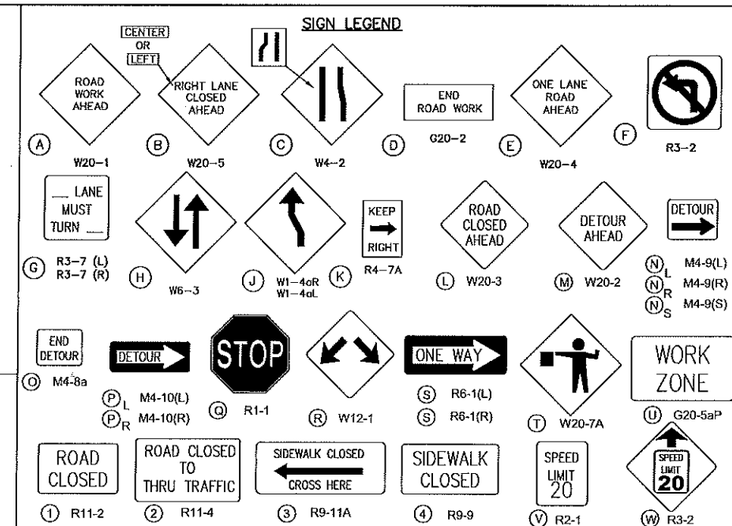


DETAIL 3: TYPICAL RIGHT-TURN LANE AND LEFT-TURN LANE CLOSURES

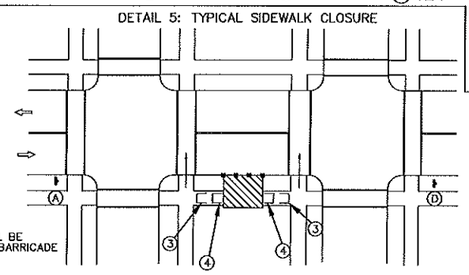


DETAIL 4: TYPICAL SIDE ROAD SIGNING FOR ROAD CLOSURE

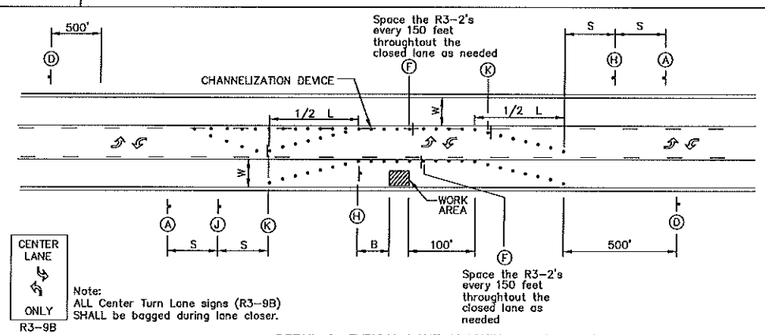
SIGN LEGEND



DETAIL 5: TYPICAL SIDEWALK CLOSURE



NOTE: SIGNS SHALL BE MOUNTED TO ADA BARRICADE



DETAIL 6: TYPICAL LANE CLOSURE – THREE-LANE STREET

Guidelines for length of longitudinal buffer space (B)	
Speed* (mph)	Length (Feet)
20	35
25	55
30	85
35	120
40	170
45	220
50	300

*Posted speed

SIGN SPACING(S)	
Speed Limit M.P.H.	Spacing (Feet)
≤ 30	100
35 – 45	350
≥ 55	500

MAXIMUM CHANNELIZATION SPACING IN FEET *		
Speed Limit M.P.H.	Along Taper	After Taper
20	20	40
25	25	50
30	30	60
35	35	70
40	40	80
45	45	90
50	50	100
55	55	100

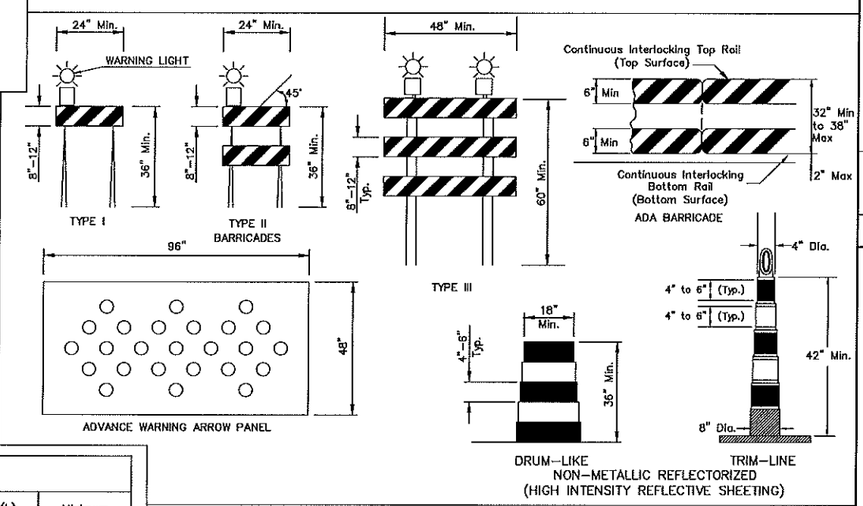
* The maximum distance in feet between devices in a taper should not exceed 1.0 times the speed limit in MPH.

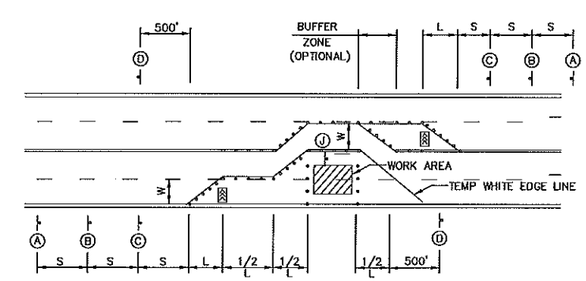
TAPER DETAIL				
Speed Limit M.P.H.	Minimum Taper Length (L) Lane Width (W)			Minimum Number of Channelizing Devices for Taper
	10	11	12	
20	70	75	80	5
25	105	115	125	6
30	150	165	180	7
35	205	225	245	8
40	270	295	320	9
45	450	495	540	13
50	500	550	600	13
55	550	605	660	13

GENERAL NOTES:

YEAR	STATE JOB NO.
2017	33078 (04)

1. All signs, barricades, drums, markings and other traffic control devices shall conform to the Manual on Uniform Traffic Control Devices (MUTCD), most current edition.
2. All traffic control devices shall be standard in size, shape, color and message, in good condition, and reflectorized. All signs and barricades in place at night shall be reflectorized with high intensity sheeting. All signs shall be securely mounted with height and lateral location as described in the MUTCD.
3. Warning lights shall be used on all channelization devices and warning signs in place at night except drums that are fully reflectorized with high intensity reflective sheeting. Type A Low Intensity Flashing Warning lights shall be mounted on warning signs as well as barricades where used singley. Type C Steady-Burn lights shall be mounted on barricades where used in series to delineate the edge of the travel way.
4. Advance Warning Arrow Panels shall be used for all lane closures on multi-lane streets but should not be used in lieu of proper traffic control signs, barricades and channelization devices.
5. Flaggers shall be used where indicated on the plans, where construction vehicles interact with normal traffic or where construction activities impose a restriction on traffic, as directed by the Engineer in charge of construction. Where flaggers are used, advance signing shall be erected as shown above or as specified in the MUTCD. Flaggers shall meet the requirements in the MUTCD in regard to character, training, attire and behavior.
6. Channelization devices used in the street shall be either drums, cones or Trimline channelizers.
7. Traffic control devices not in use or not applicable shall be either covered or removed from the work area.
8. The Contractor shall place as many barricades as needed to effectively shield pedestrians and traffic from exposed objects, excavations and construction activities. ADA Pedestrian Barricades shall be installed around all excavations left open during non-construction times or as directed by the Engineer in charge of construction.
9. Access shall be maintained to all driveways and side streets unless noted otherwise on the plans.
10. Construction materials shall be kept off of sidewalks, consolidated in one location within City Right-Of-Way, and removed daily unless otherwise approved by the Engineer in charge of construction.
11. Dirt, mud and other construction debris on streets and sidewalks shall be removed immediately.
12. The Contractor shall not perform any work that will restrict traffic in any way between the hours of 7:00 a.m. and 8:30 a.m. or 4:30 p.m. and 6:00 p.m.
13. The Contractor shall be responsible for maintaining all traffic control devices on an around-the-clock basis, whether or not work is actively being pursued and any deficiencies noted shall be corrected immediately.
14. The traffic control requirements shown on these plans are minimum requirements only and do not attempt to address in depth the variety of situations that may occur once construction has started. In no way do the requirements shown on these plans relieve the contractor of his responsibility for selecting the proper traffic control devices and implementation procedures that will assure the safety of motorist, pedestrians, and workers at all times. Any additional quantities of traffic control devices necessary to complete the contract or as ordered by the Engineer shall be considered subsidiary to the contract bid price.
15. Construction vehicles parked along streets and construction signs shall not restrict sight distance for vehicles exiting at streets or any drives.
16. Should the contractor fail to enforce the traffic control plan or fail to clean, replace or otherwise maintain the traffic control devices when directed to do so by the Engineer or representative, the City/Controlling Jurisdiction may take one or more of the following actions:
    A) Employ another agency to correct deficiencies in signing or warning devices and deduct the cost from the contractor's pay estimate
    B) Suspend all pay Estimates until deficiencies are corrected.
    C) Stop the work until deficiencies are corrected.
    D) Place the contractor in default.
17. The Contractor shall keep roadway closures due to construction activities to a minimum.
18. The Contractor shall notify enforcement and emergency agencies before the start of construction to request their cooperation and to provide coordination of services when emergencies arise during the construction at the project site. When the contractor completes this notification with enforcement and emergency agencies, a report shall be furnished to the engineer on the status of incident management.
19. The Contractor should, at the request of the Engineer, place reduced speed limit signing and work zone speed limit signing in advance of all active work zone areas. Work zone speed limit reduction shall not be greater than 10 mph throughout construction areas without advanced signing in place. Contractor shall cover or replace all speed limit signs in conflict with the work zone speed limit throughout the construction area.





DETAIL 7: TYPICAL LANE CLOSURE – FOUR-LANE STREET

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LICENSED PROFESSIONAL ENGINEER TODD A. TAYLOR 26982 OKLAHOMA 7/18/17

REV. NO.	DATE	REVISIONS DESCRIPTION	BY

REVISIONS

TRAFFIC CONTROL DETAILS
WO#7 - TRAFFIC SIGNAL PLANS

MAIN STREET AND STEVE OWENS BOULEVARD
CITY OF MIAMI, OKLAHOMA

MIAMI, OKLAHOMA

2017

drawn by:	JRC
checked by:	JSS
approved by:	TAF
QA/QC by:	JSS
project no.:	016-2300 WO#7
drawing no.:	SEE PLOT STAMP
date:	07-18-2017

SHEET 08 of 08

DWG: F:\2016\2001-2500\016-2300\40-Design\AutoCAD\WO 7 Traffic Signal\Sheets\TRFC\F_SGNL PLN_62300_WO7.dwg USER: tmcherry
DATE: Jul 25, 2017 5:16pm XREFS: V_TOPO_62300 V_XBGU_62300 F_SGNL BASE_62300_WO7 F_2D-TOPO_62300 F_TBLK_62300_WO7