

TRAFFIC DESIGN

PROJECT ENGINEER : T. MAAROUF  
SQUAD SUPERVISOR : B. ABRAHAM

BRIDGE DESIGN

ENGINEERING MANAGER : P. DEFRANCO, PE  
ENGINEER : C. OSBORNE, PE  
SQUAD SUPERVISOR : R. HENSLEY  
SQUAD MEMBERS : T. ELDRIDGE, P. GAFFORD, B. JONES, D. NASH, M. WANZER

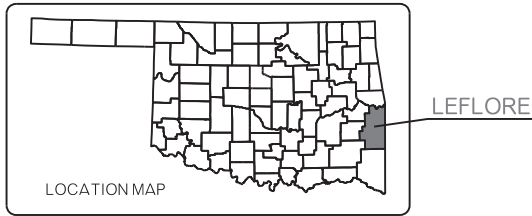
STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED  
STATE HIGHWAY

FEDERAL AID PROJECT NO. STP-NBIP(504)3B  
DIVISION TWO PREVENTIVE MAINTENANCE PAINT PROJECT  
SH-83 OVER KANSAS CITY SOUTHERN RAILROAD

LEFLORE COUNTY

CONTROL SECTION NO. 83-40-42  
STATE JOB NO. 31698(04)  
BRIDGE "A" LOCATION NO. 4042-0015X  
EXISTING NBI NO. 05486



MANDATORY TIE:  
THIS PROJECT IS MANDATORILY TIED  
WITH JOB PIECE NO. 24333(14) AND  
SHALL BE BID ACCORDINGLY.

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
DESCRIPTION		REVISIONS	DATE		

INDEX OF SHEETS

SHEET NUMBER	SHEET DESCRIPTION
0001	TITLE SHEET
AB01	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
AT01	SUMMARY OF PAY QUANTITIES AND NOTES (TRAFFIC)
B001	GENERAL PLAN & TYPICAL SECTION (BRIDGE "A")
T001	TRAFFIC CONTROL DETAIL

STANDARDS TO BE INCLUDED

TRAFFIC

- TSC1-1-01
- TSC2-1-00
- TSC3-1-01
- TCS4-1-01
- TCS5-1-00
- TCS6-1-02
- TCS7-1-02
- TCS11-1-01
- TCS14-1-00
- TCS20-1-00

SCALES 1" = 100'

PLAN 1" = 100'

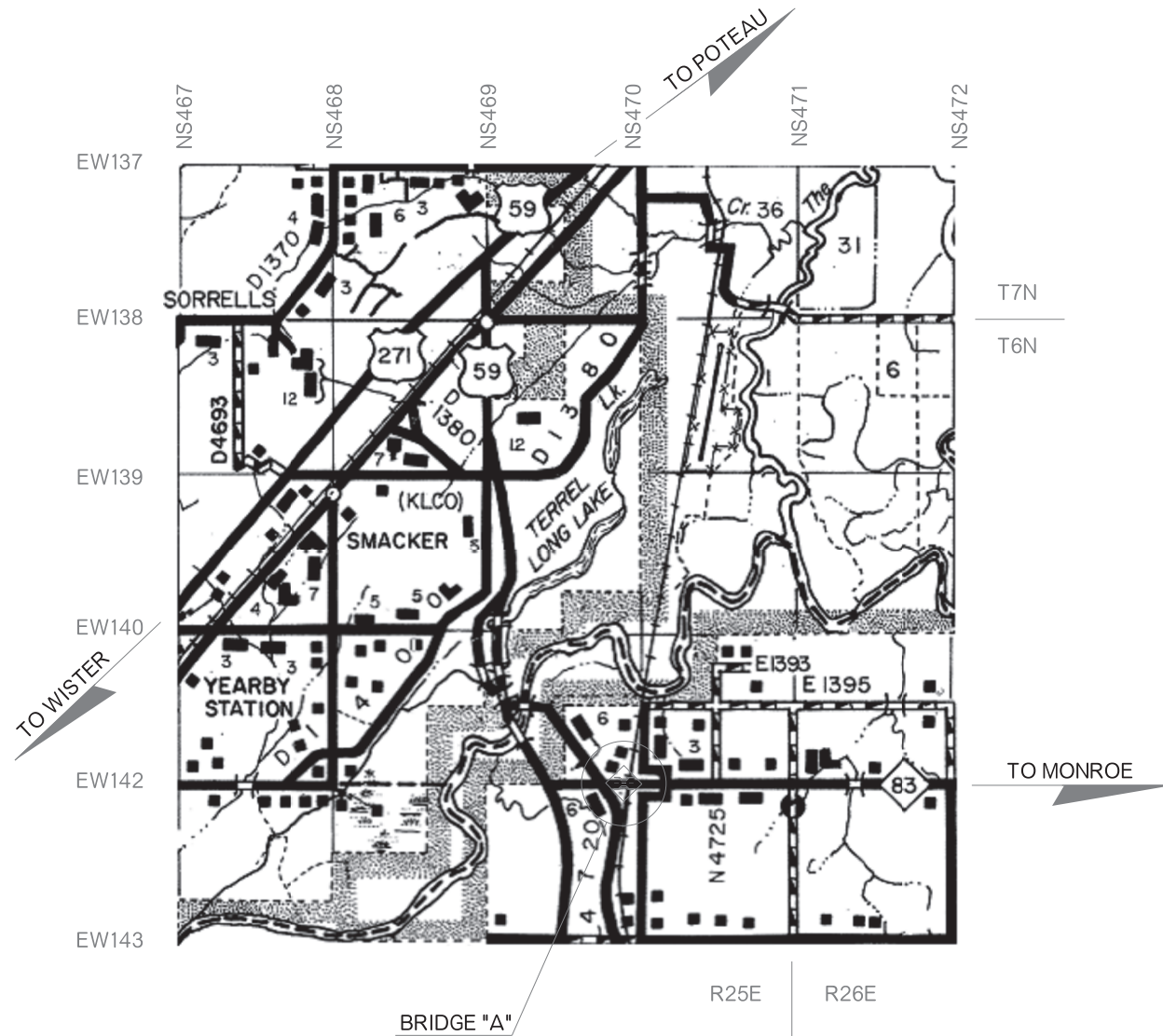
PROFILE HOR. 1" = 100'

VER. 1" = 10'

LAYOUT MAP 1" = 5,280'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OILWELL
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- RIGHT-OF-WAY LINES - EXISTING
- RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE



2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, JANUARY 4, 2010.

PREPARED BY:  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
BRIDGE DESIGN DIVISION  
*Patty F. DeFranco*  
PATTY F. DEFRANCO, P.E.  
OKLA. REG. NO. 20916  
DATE: 6/14/16

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED _____	DATE APPROVED _____
BY _____ CHIEF ENGINEER	BY _____ DIVISION ADMINISTRATOR
SWO _____	PROJECT NO. STP-NBIP(504)3B
COUNTY LEFLORE	HIGHWAY SH-83 SHEET NO. 0001

REVISIONS		
REV. NO.	DESCRIPTION	DATE
△	ADD NOTES	08/11/16

**KANSAS CITY SOUTHERN RAILWAY COMPANY NOTES**

**ENVIRONMENTAL MITIGATION NOTES**

**GENERAL NOTES**

**SPECIFICATIONS:**

COMPLY WITH THE REQUIREMENTS OF THE 2009 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EXCEPT AS MODIFIED BY THE PLANS AND SPECIAL PROVISIONS.

**PLANS:**

CONSTRUCTION PLANS FOR THE EXISTING STRUCTURES MAY BE OBTAINED FROM OFFICE SERVICES DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

OFFICE SERVICES DIVISION  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 NE 21ST STREET  
OKLAHOMA CITY, OKLAHOMA 73105

ASK FOR:  
U.S.W.P.G.C. PROJ. NO. W.P.G.S. 471, SH-83 OVER KANSAS CITY SOUTHERN RAILROAD IN LEFLORE COUNTY.

**VERIFICATION OF EXISTING CONDITIONS:**

ALL DIMENSIONS OF THE EXISTING BRIDGE COMPONENTS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS NECESSARY TO COMPLETE THE PROJECT AS DESCRIBED AND SHALL BE SOLELY RESPONSIBLE FOR THE ACCURACY THEREOF.

BIDDERS SHALL FULLY INFORM THEMSELVES OF THE NATURE OF THE WORK AND CONDITIONS UNDER WHICH IT WILL BE PERFORMED. THE CONTRACTOR SHALL ADOPT METHODS CONSISTENT WITH GOOD CONSTRUCTION PRACTICE AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO ANY EXISTING BRIDGE STRUCTURE OR ROADWAY. ANY DAMAGE TO THE BRIDGE STRUCTURE OR ROADWAY DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

**EXPOSURE OF DETERIORATED STRUCTURAL STEEL:**

IF ANY DETERIORATED STRUCTURAL STEEL IS EXPOSED DURING SAND BLASTING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE ENGINEER, WHO IN TURN SHALL NOTIFY THE BRIDGE ENGINEER AS TO THE EXTENT OF THE DAMAGE. THE BRIDGE ENGINEER SHALL DETERMINE IF ANY REPAIRS ARE NECESSARY AND IF SO, WHAT METHOD OF REPAIR SHALL BE USED.

**REMOVED MATERIAL:**

ALL MATERIAL AND DEBRIS REMOVED DURING THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

**CLEANING BRIDGE SEATS AND PIER CAPS:**

ALL BRIDGE SEATS AND PIER CAPS SHALL BE SWEEPED CLEAN OF ALL DEBRIS. ALL COSTS FOR CLEANING THE BRIDGE SEATS AND PIER CAPS SHALL BE PAID FOR IN OTHER ITEMS OF WORK.

**LANE CLOSURE:**

THE ENGINEER RESERVES THE RIGHT TO PROHIBIT LANE CLOSURES DURING HOLIDAYS OR SPECIAL EVENTS.

**PAY ITEM NOTES**

**(1) PAINT REMOVAL AND PAINTING STRUCTURAL STEEL (BRIDGE "A"):**

ALL STRUCTURAL STEEL OF BRIDGE "A" INCLUDING BEAMS, DIAPHRAGM COMPONENTS, CONNECTION ASSEMBLIES, BEARING ASSEMBLIES, DRAIN PIPES, AND ANY STEEL USED FOR REPAIRS SHALL BE CLEANED AND PAINTED. A BLAST PLATE ASSEMBLY EXISTS AT MID SPAN OF SPAN 2 AND SHALL BE PAINTED IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS. A QP-2 WILL BE REQUIRED FOR THIS PROJECT. ALTERNATIVELY, THE CONTRACTOR MAY HAVE PERSONNEL WITH SSPCC-3 SUPERVISOR/COMPETENT PERSON TRAINING FOR DELEADING OF INDUSTRIAL STRUCTURES. IF THE CONTRACTOR ELECTS TO USE THE C-3 TRAINING, THEY MUST PROVIDE A CURRENT CERTIFICATE SHOWING SUCCESSFUL COMPLETION OF THE C-3 TRAINING. THE CERTIFICATE MUST BE PROVIDED WITH THEIR BID PROPOSAL OR NOT LATER THAN THE WEDNESDAY FOLLOWING THE BID LETTING. IN ADDITION, THE SUPERVISOR WITH THE C-3 LEAD TRAINING WILL BE REQUIRED TO BE PRESENT AT THE PROJECT SITE THE ENTIRE TIME THAT DELEADING OPERATIONS ARE TAKING PLACE ON THE PROJECT SITE. THE EXISTING PAINT SYSTEM CONTAINS LEAD PAINT.

THE WEIGHT OF STRUCTURAL STEEL TO BE PAINTED FOR THE BRIDGES WAS ESTIMATED FROM THE EXISTING BRIDGE PLANS AND OBSOLETE STANDARDS LISTED THEREIN. THE STATE ASSUMES NO RESPONSIBILITY FOR THE ACCURACY THEREOF. NO COMPENSATION WILL BE ALLOWED FOR ERRORS IN THE ESTIMATED WEIGHT. THE ESTIMATED WEIGHT. THE ESTIMATED WEIGHTS OF STRUCTURAL STEEL FOR THE BRIDGES ARE:

BRIDGE "A": 87,646 POUNDS (APPROXIMATELY 6,530 S.F.)

ESTIMATED WEIGHTS AND AREAS ARE PROVIDED FOR CONTRACTOR'S CONVENIENCE. ACTUAL QUANTITIES MAY VARY.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE AND AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "PAINTING EXISTING STRUCTURE" AND THE LUMP SUM PRICE BID FOR "COLLECTION AND HANDLING OF WASTE".

**NOTIFICATION OF WORK:**

THE CONTRACTOR IS REQUIRED TO GIVE THE KANSAS CITY SOUTHERN (KSC) RAILWAY COMPANY AT LEAST 10 WORKING DAYS ADVANCE NOTICE, IN WRITING, BEFORE ANY WORK IS STARTED ON THE SITE. TO AVOID HAZARDS, THE KANSAS CITY SOUTHERN RAILWAY COMPANY MAY HAVE A REPRESENTATIVE PRESENT, IF DEEMED NECESSARY, FOR THE PURPOSE OF INSPECTION AND THE ISSUANCE OF ANY APPROPRIATE INSTRUCTIONS FOR RAILWAY OPERATIONS DURING THE BRIDGE PAINTING ON SH-83 IN LEFLORE COUNTY AS IT RELATES TO THE KANSAS CITY SOUTHERN RAILWAY COMPANY'S PROPERTY. (AARDOT 330 738N, MILEPOST 330.96)

**THE CONTRACTOR SHALL NOTIFY:**

MR. SRI HONNUR, P.E.  
DIRECTOR, TRACK & BRIDGE CONSTRUCTION  
KCS RAILWAY COMPANY  
427 WEST 12TH STREET  
KANSAS CITY, MISSOURI 64121  
PHONE: 816-983-1138  
PREFERS EMAIL: SHONNUR@KCSOUTHERN.COM

**FLAGGING AND INSURANCE:**

FLAGGING AND INSURANCE SHALL BE PROVIDED AS SPECIFIED IN SECTION 107 OF THE STANDARD SPECIFICATIONS AND IN THE SPECIAL PROVISIONS FOR RAILROAD FLAGGING (SEE PROPOSAL FOR SPECIAL PROVISIONS) AND WHAT IS STATED IN THE KANSAS CITY SOUTHERN RAILWAY COMPANY'S RIGHT OF ENTRY AGREEMENT. KANSAS CITY SOUTHERN RAILWAY COMPANY, AT THEIR DISCRETION, SHALL PROVIDE FLAGGING FOR THE RAILWAY DURING BRIDGE PAINTING OPERATIONS.

THE CONTRACTOR IS REQUIRED TO REIMBURSE KANSAS CITY SOUTHERN RAILWAY COMPANY FOR FLAGGING SERVICES PROVIDED.

THE CONTRACTOR SHALL ALSO FURNISH SATISFACTORY EVIDENCE TO THE STATE OF OKLAHOMA THAT THEY HAVE PROVIDED INSURANCE OF THE KINDS AND AMOUNTS AS SPECIFIED IN THE SPECIAL PROVISIONS FOR RAILROAD INSURANCE AND IN THE KANSAS CITY SOUTHERN RAILWAY COMPANY'S RIGHT OF ENTRY AGREEMENT.

THE CONTRACTOR WILL BE REQUIRED TO ENTER INTO A RIGHT OF ENTRY AGREEMENT WITH THE KANSAS CITY SOUTHERN RAILWAY COMPANY BEFORE THEY WILL BE ALLOWED ON THE RAILROAD'S RIGHT-OF-WAY.

**PRE-WORK MEETING:**

PRIOR TO WORKING ON THE KANSAS CITY SOUTHERN RAILWAY COMPANY'S RIGHT-OF-WAY OR IN THE VICINITY OF THEIR TRACKS, YOU MUST CONTACT THE LOCAL ROADMASTER FOR THE KANSAS CITY SOUTHERN RAILWAY COMPANY TO COORDINATE YOUR WORK. IT IS VITAL THAT YOU HAVE CONTACT WITH THE KANSAS CITY SOUTHERN RAILWAY COMPANY ROADMASTER PRIOR TO GETTING ON THE RAILROAD'S PROPERTY.

**COORDINATION WITH RAILROAD:**

THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS IN A MANNER WHICH WILL NOT DELAY OR INTERFERE WITH TRAIN OPERATIONS. CONSTRUCTION ACTIVITY WITHIN 25 (TWENTY-FIVE) FEET OF ACTIVE TRACKS WILL REQUIRE A FLAGMAN TO BE PROVIDED BY THE KANSAS CITY SOUTHERN RAILWAY COMPANY AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE KANSAS CITY SOUTHERN RAILWAY COMPANY ROADMASTER, A MINIMUM OF 30 (THIRTY) CALENDAR DAYS IN ADVANCE OF WHEN FLAGGING IS REQUIRED.

SPECIAL PERMISSION MUST BE OBTAINED FROM THE KANSAS CITY SOUTHERN RAILWAY COMPANY BEFORE MOVING ANY EQUIPMENT OR OTHER OBJECT WHICH COULD MAKE THE TRACK IMPASSABLE IF IT FELL WITHIN THE AREA SHOWN ON THE CONSTRUCTION CLEARANCE DIAGRAM.

RAILROAD FLAGGERS, PROTECTIVE SERVICES, AND PROTECTIVE DEVICES WILL BE REQUIRED, BUT NOT LIMITED TO, EVENTS WHEN:

- THE CONTRACTOR WORK ACTIVITIES ARE WITHIN 25 (TWENTY-FIVE) FEET OF THE TRACK, MEASURED FROM THE TRACK CENTERLINE.
- ACTIVITIES ARE OVER OR UNDER THE TRACK.
- CRANES OR SIMILAR EQUIPMENT WILL NOT BE POSITIONED WHERE THEY COULD FOUL THE TRACK IF THEY TIPPED OVER OR EXPERIENCED SOME OTHER CATASTROPHIC EVENT.
- IN THE OPINION OF THE KANSAS CITY SOUTHERN RAILWAY COMPANY REPRESENTATIVE:
  - IT IS NECESSARY TO SAFEGUARD THE KANSAS CITY SOUTHERN RAILWAY COMPANY PROPERTY, EMPLOYEES, TRAINS, ENGINES, AND FACILITIES.
  - WHEN ANY EXCAVATION IS PERFORMED BELOW THE BOTTOM OF THE ELEVATIONS AND TRACK OR OTHER KANSAS CITY SOUTHERN RAILWAY COMPANY FACILITIES MAY BE SUBJECT TO MOVEMENT OR SETTLEMENT.
  - WHEN WORK IN ANY WAY INTERFERES WITH SAFE OPERATION OF TRAINS AND TIMETABLE SPEEDS.
  - WHEN ANY HAZARD IS PRESENTED TO RAILROAD TRACK, SIGNALS, COMMUNICATIONS, ELECTRICAL, OR OTHER FACILITIES EITHER DUE TO PERSON, MATERIAL, EQUIPMENT, OR BLASTING IN THE AREA.

**PROTECTION OF RAILROAD UNDER BRIDGE:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE RAILROAD TRACK BED DURING ALL CONSTRUCTION OPERATIONS. PRIOR TO ANY WORK BEING STARTED, A PROPOSED METHOD OF PREVENTING DEBRIS FROM FALLING ON THE RAILROAD TRACK BED SHALL BE SUBMITTED TO THE RAILROAD REPRESENTATIVE FOR HIS APPROVAL.

THE CONTRACTOR SHALL NOT BE PERMITTED TO LEAVE ANY WORKER SCAFFOLDING IN PLACE IN WORKING POSITION. AT THE END OF EACH WORKDAY, THE SCAFFOLDING SHALL BE REMOVED AND SET A SAFE DISTANCE FROM ANY OPERATING RAILWAY LINE. SCAFFOLDING SHALL AT ALL TIMES MAINTAIN THE MINIMUM CLEARANCE AS SHOWN ON THE "FALSEWORK DIAGRAM" ON THE PLANS (SHEET NO. B001).

**EROSION CONTROL AND DRAINAGE:**

THE CONTRACTOR WILL INSTALL, MAINTAIN, AND REMOVE ALL EROSION CONTROL MEASURES DEEMED NECESSARY WITHIN THE RAILROAD RIGHT OF WAY.

THE CONTRACTOR WILL MAINTAIN THE RAILROAD DRAINAGE AT ALL TIMES WHEN WORKING WITHIN THE RAILROAD RIGHT OF WAY.

**RAIL TRAFFIC:**

THE KANSAS CITY SOUTHERN RAILWAY COMPANY HAS 20 TRAINS PER DAY AT 59 MPH, ON THE HEAVENER SUBDIVISION. RAIL TRAFFIC IS FOR INFORMATION PURPOSES ONLY. ACTUAL RAIL TRAFFIC MAY VARY.

**DEQ STORM WATER PERMIT REQUIREMENT OVER HIGHWAYS OR RAILROADS:**

IF THE CONTRACTOR ELECTS TO BUILD A WORK ROAD(S) TO PERFORM WORK, THE CONTRACTOR WILL BE RESPONSIBLE FOR EFFECTIVE EROSION AND SEDIMENT CONTROL IN ACCORDANCE WITH THE DEQ OKR10 GENERAL CONSTRUCTION REGULATIONS. IF THE AREA OF DISTURBANCE IS ONE (1) OR MORE ACRES AND IS NOT ALREADY COVERED BY A DEQ PERMIT, THE CONTRACTOR WILL BE REQUIRED TO OBTAIN A DEQ STORM WATER CONSTRUCTION PERMIT WHICH WILL INCLUDE AN APPLICATION (NOTICE OF INTENT) TO DEQ PRIOR TO EARTH DISTURBING ACTIVITIES, A STORM WATER POLLUTION PREVENTION PLAN AND THE INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS. IN ADDITION, THE CONTRACTOR WILL BE RESPONSIBLE FOR PERMANENT STABILIZATION MEASURES AFTER REMOVAL OF THE WORK ROAD(S). ALL COSTS ASSOCIATED WITH THE CONTRACTOR'S WORK ROAD INCLUDING A DEQ PERMIT, EROSION AND SEDIMENT CONTROLS AND PERMANENT STABILIZATION, ETC. WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**GOOD-HOUSEKEEPING REQUIREMENT:**

MATERIAL STORAGE, CHEMICAL STORAGE, TRASH, SANITARY FACILITIES, ETC. SHOULD BE LOCATED NO CLOSER THAN 50 FEET FROM THE BANK OF ANY WATERS IN ORDER TO PROTECT WATER QUALITY.

DEBRIS SHALL NOT BE BURIED WITHIN LIMITS OF RIGHT-OF-WAY.

△ **BAT BRIDGE REMOVAL/MODIFICATION NOTE:**

THE INDIANA BAT AND NORTHERN LONG EARED BAT ARE MIGRATORY, INSECT EATING BATS PROTECTED BY THE ENDANGERED SPECIES ACT. THESE SPECIES CAN USE BRIDGE AS SUMMER ROOSTING SITES. IF THE BRIDGE REMOVAL OR MODIFICATION IS TO OCCUR BETWEEN APRIL 1 AND NOVEMBER 15, THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST AT 405-521-2515 TO CONDUCT A BAT SURVEY. THE SURVEY CAN BE CONDUCTED ONLY BETWEEN MAY 15 AND AUGUST 15. IF LISTED BAT SPECIES ARE DETECTED, THE ODOT BIOLOGICAL RESOURCES PROGRAM WILL CONSULT WITH US FISH AND WILDLIFE SERVICE. WORK ON THE BRIDGE WILL BE RESTRICTED AND MAY BE PROHIBITED FOR ALL OR PART OF THE DURATION OF THE BAT'S MATERNITY ROOSTING SEASON. ANY DELAY DUE TO THIS WILL NOT BE COMPENSATED.

△ **MIGRATORY BIRD NOTES:**

MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. THESE BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR THE BIRDS RUNS FROM APRIL 1 TO AUGUST 31. ANY ACTIVITIES WHICH WOULD DESTROY ACTIVE NESTS OR HARM EGGS OR BIRDS WOULD VIOLATE THE MIGRATORY BIRD TREATY ACT. MIGRATORY BIRD USE OF BRIDGE NBI NO. 05486 HAS BEEN OBSERVED DURING THE INITIAL SURVEY CONDUCTED AS PART OF THE BIOLOGICAL STUDIES IN 2016. MIGRATORY BIRDS MAY OCCUPY THIS STRUCTURE IN THE FUTURE NESTING SEASONS. THE RESIDENT ENGINEER WILL EVALUATE THE CONTRACTOR'S PROPOSED WORK METHODS AND CONCLUDE WHETHER THE PROPOSED WORK WOULD POSE DISRUPTION TO ANY NESTING BIRDS BEFORE WORK NEAR THE STRUCTURE IS AUTHORIZED. IF THE PROPOSED WORK WILL HARM ANY NESTING BIRDS, THE BRIDGE MAY BE NETTED PRIOR TO APRIL 1 OR THE WORK DELAYED UNTIL THE NESTING SEASON IS COMPLETE. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST.

PAY QUANTITIES				
0200 BRIDGE 'A' - NBI 05486 - SH-83 OVER KANSAS CITY SOUTHERN RAILROAD				
ITEM		DESCRIPTION	UNIT	QUANTITY
512(A)	1323	PAINTING EXISTING STRUCTURES	(1) LSUM	1.00
512(B)	6303	COLLECTION & HANDLING OF WASTE	(1) LSUM	1.00

THIS PROJECT IS MANDATORILY TIED WITH 24333(14). THE PRICE BID FOR 24333(14) SHALL INCLUDE ALL COSTS OF MOBILIZATION REQUIRED FOR 24333(14) AND 31698(04).

BRIDGE "A" SH-83 OVER KANSAS CITY SOUTHERN RAILROAD	LEFLORE COUNTY		
	<b>GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)</b>		
	Design	N/A	N/A
	Detail	TEE	3/16
	Check	RAH	6/16
	Squad	HENSFLEY	
	Engr.	DEFRANCO	
<b>STATE OF OKLAHOMA</b>	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 31698(04)	SHEET NO. AB01

TRAFFIC GENERAL CONSTRUCTION NOTES

EXISTING ROADWAY SHALL REMAIN OPEN DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER BARRICADES, LIGHTS, AND SIGNING WITHIN THE LIMITS OF CONSTRUCTION. ALL CONSTRUCTION SIGNING WILL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS. CONSTRUCTION TRAFFIC CONTROL WILL BE INSTALLED IN A MANNER APPROVED BY THE ENGINEER. IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (CURRENT EDITION), AND COMPLIANT WITH APPLICABLE O.D.O.T. STANDARD DRAWINGS.

REMOVED MATERIAL TO BECOME PROPERTY OF CONTRACTOR AND IT SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE RESIDENT ENGINEER.

THE CONTRACTOR SHALL PROVIDE A PERSON TO BE ON 24 HOUR CALL AS NEEDED AS DETERMINED BY THE ENGINEER. THIS PERSON SHALL HOLD A CURRENT CERTIFICATION FROM THE AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA) OR THE OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION (OETA) AS A TRAFFIC CONTROL TECHNICIAN OR TRAFFIC CONTROL SUPERVISOR.

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL MEET ODOT'S "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES." CHANNELIZING DEVICES SHALL HAVE A MINIMUM HEIGHT OF 36 INCHES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE TEMPORARY TRAFFIC CONTROL DEVICES, AND SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY DEVICE DURING CONSTRUCTION.

TRAFFIC PAY QUANTITY NOTES

- (TC-26) ALL CONSTRUCTION TRAFFIC CONTROL WILL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS, AND INSTALLED IN A MANNER APPROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (CURRENT EDITION), AND COMPLIANT WITH APPLICABLE O.D.O.T. STANDARD DRAWINGS. PRICE BID FOR THIS ITEM SHALL BE PAYMENT IN FULL FOR THE INSTALLATION, MAINTENANCE AND SUBSEQUENT REMOVAL OF ALL NECESSARY CONSTRUCTION TRAFFIC CONTROL DEVICES REQUIRED FOR COMPLETION OF THE PROJECT. ALL SIGNS AND BARRICADES WHICH ARE SHOWN WITH TYPE 'A' LIGHTS IN THE STANDARD DRAWINGS SHALL HAVE THE CORRESPONDING LIGHT ATTACHED DURING NON-DAYLIGHT HOURS.
- (TC-30) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 16.00 S.F. AND 32.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.
- (TC-33) ALL CONSTRUCTION WORK ZONE SIGNS SHALL HAVE FLUORESCENT SHEETING. THE FLUORESCENT SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956 (LATEST REVISION) THE MANUFACTURER SHALL FURNISH A TYPE 'D' CERTIFICATION IN ACCORDANCE WITH O.D.O.T. STANDARD SPECIFICATIONS (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.
- (TC-52) ANY USED TRUCK MOUNTED ATTENUATOR CHANGEABLE MESSAGE SIGN TO BE PLACED ON THIS PROJECT SHALL BE SUBJECT TO INSPECTION AND APPROVAL, BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, TO ASSURE THAT THEY ARE IN GOOD WORKING CONDITION, PRIOR TO PLACEMENT ON THE PROJECT.
- (TC-76) ANY TRUCK MOUNTED ATTENUATOR USED ON THIS PROJECT SHALL HAVE PASSED ALL MANDATORY AND OPTIONAL TESTS LISTED IN NCHRP 350, TL-3 CRITERIA. THIS ITEM IS TO BE USED WHERE SHOWN IN THE STANDARD DRAWINGS OR AT THE DISCRETION OF THE ENGINEER ON SHADOW VEHICLES PROTECTING THE WORK AREAS AND TEMPORARY ROADSIDE HAZARDS.
- (TC-77) TRUCK MOUNTED ATTENUATORS ARE TO BE INSTALLED ON NON-STATE OWNED TRUCKS HAVING A MINIMUM GROSS WEIGHT RATING OF 15,000 POUNDS. EACH OF THESE TRUCKS SHALL ALSO BE EQUIPPED WITH AN ARROW DISPLAY (TYPE B).
- (TC-84) 45 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT O.D.O.T. STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFFIC CONTROL IS MODIFIED DURING CONSTRUCTION.
- (TC-85) THESE SIGNS MUST BE ON THE OKLAHOMA DEPARTMENT OF TRANSPORTATION LIST OF APPROVED CHANGEABLE MESSAGE SIGNS. FOR A LIST OF THE APPROVED SIGNS GO TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION WEBSITE AT: <http://www.okladot.state.ok.us/traffic/qpl/index.php>

SPECIAL NOTES

- (SP-1) PORTABLE CHANGEABLE MESSAGE SIGNS TO BE PLACED WHERE DEEMED NECESSARY BY THE ENGINEER.
- (SP-2) PORTABLE CHANGEABLE MESSAGE SIGN(S) SHALL BE PLACED 14 DAYS PRIOR TO CONSTRUCTION.
- (SP-3) TYPE "C" WARNING LIGHTS ARE NOT REQUIRED.

## PAY QUANTITY SCHEDULE

0300 TRAFFIC CONTROL

PAY ITEM	CODE NO.	DESCRIPTION	UNIT	QUANTITY
△ 104	955	(SP) RAILROAD FLAGGING (NON-BIDDABLE)	DAY	15.00
876(A)	8482	(PL) TRUCK MOUNTED ATTENUATOR (TC-52,76,77,84)	SD	45.00
880(B)	8818	CONSTRUCTION SIGNS 0 TO 6.25 SF (TC-26,33,84)	SD	270.00
880(B)	8821	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF (TC-26,33,84)	SD	90.00
880(B)	8824	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF (TC-26,30,33,84)	SD	450.00
880(C)	8848	WING BARRICADES (TC-26,84)	SD	180.00
880(E)	8860	WARNING LIGHTS(TYPE A) (TC-26,84)	SD	360.00
880(F)	8878	DRUMS (SP-3)(TC-26,84)	SD	450.00
880(G)	8890	CHANNELIZER CONES (TC-26,84)	SD	1,350.00
880(I)	8902	FLAGGER (TC-84)	SD	45.00
882(A)	8306	PORT. CHANGEABLE MESSAGE SIGN (SP-1,2)(TC-52,84,85)	SD	118.00

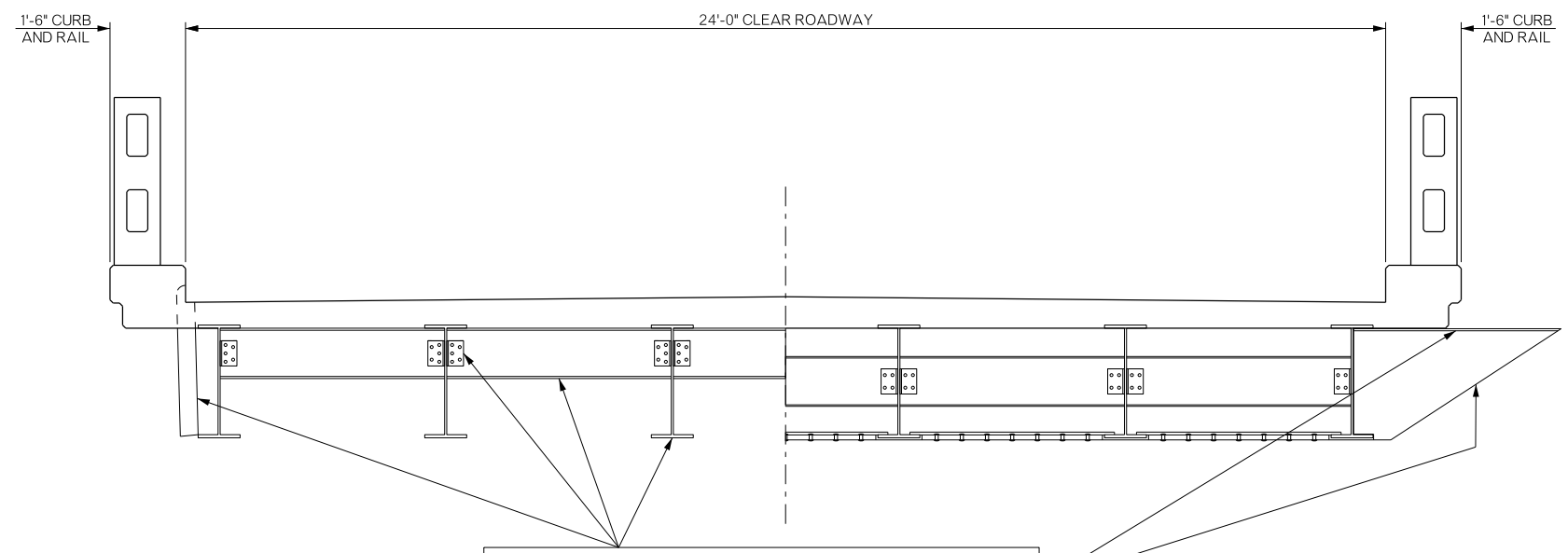
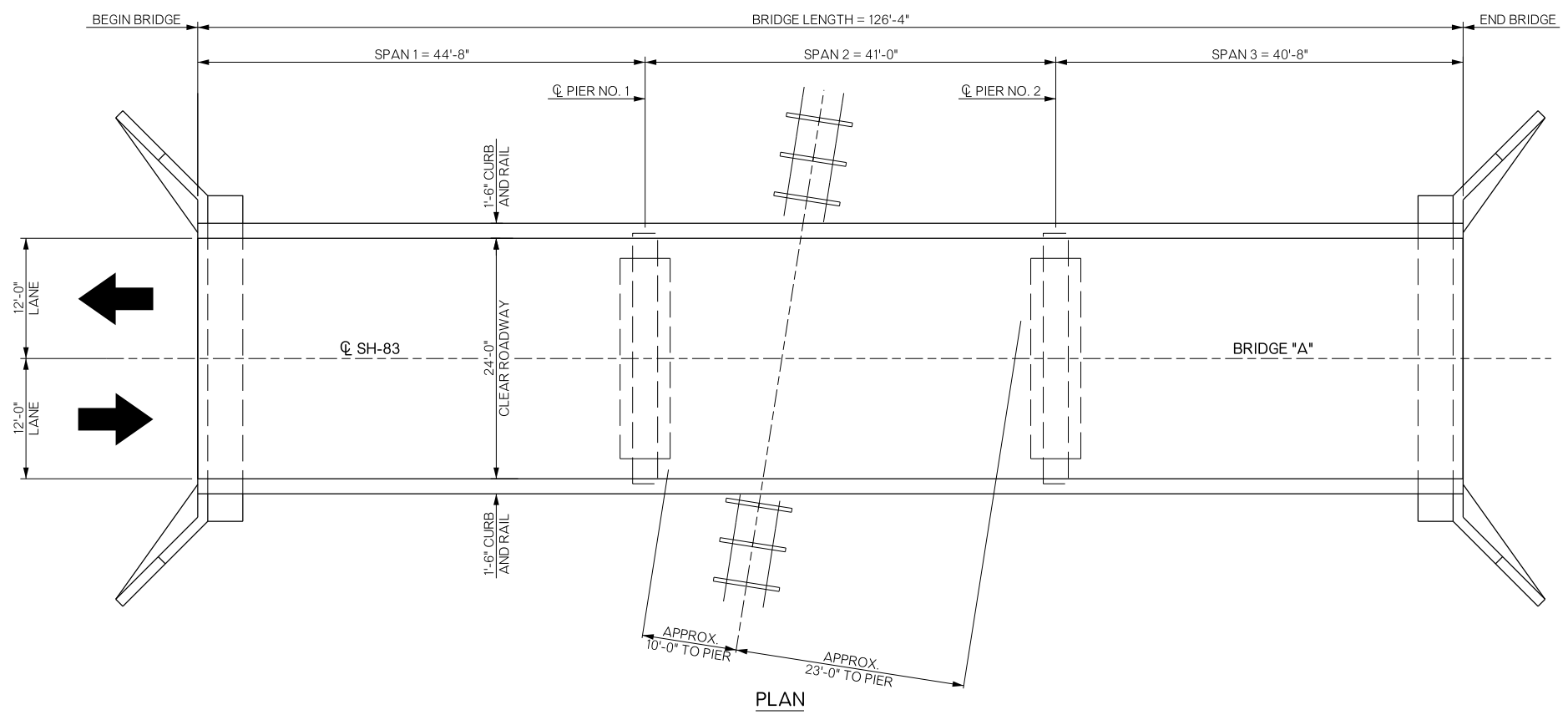
PREPARED BY:  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
TRAFFIC ENGINEERING DIVISION

DATE: 07-26-16

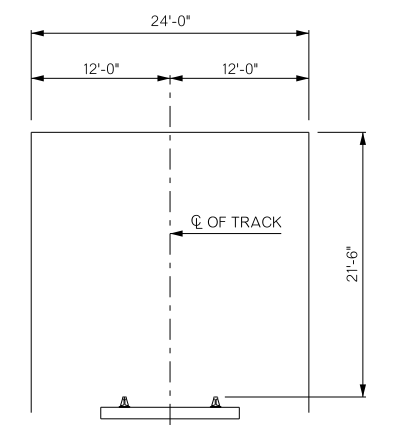
OKLA. REG. NO. 25181

SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC)	Drawn	SC	5/16
	Design	SC	5/16
	Checked	KCD	5/16
			TRAFFIC ENGINEERING TAREK MAAROUF

REVISIONS		
REV. NO.	DESCRIPTION	DATE



ALL STRUCTURAL STEEL, INCLUDING BEAMS, BEAM STIFFENERS, DIAPHRAGMS, ANGLES, DRAIN PIPES, AND BEARING ASSEMBLIES, SHALL BE CLEANED AND PAINTED. A BLAST PLATE ASSEMBLY EXISTS AT MID SPAN OF SPAN 2 AND SHALL BE PAINTED IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS. SEE GENERAL NOTES.



**FALSEWORK CLEARANCE DIAGRAM**

CLEARANCE OF FALSEWORK REQUIRED BY R.R. FOR OPERATION DURING CONSTRUCTION.

HORIZONTAL DIMENSIONS SHOWN ARE MEASURED AT RIGHT ANGLES TO CL OF R.R. TRACK.

VERTICAL DIMENSION SHOWN IS PERPENDICULAR TO PLANE OF TOP OF RAILS.

END SPAN

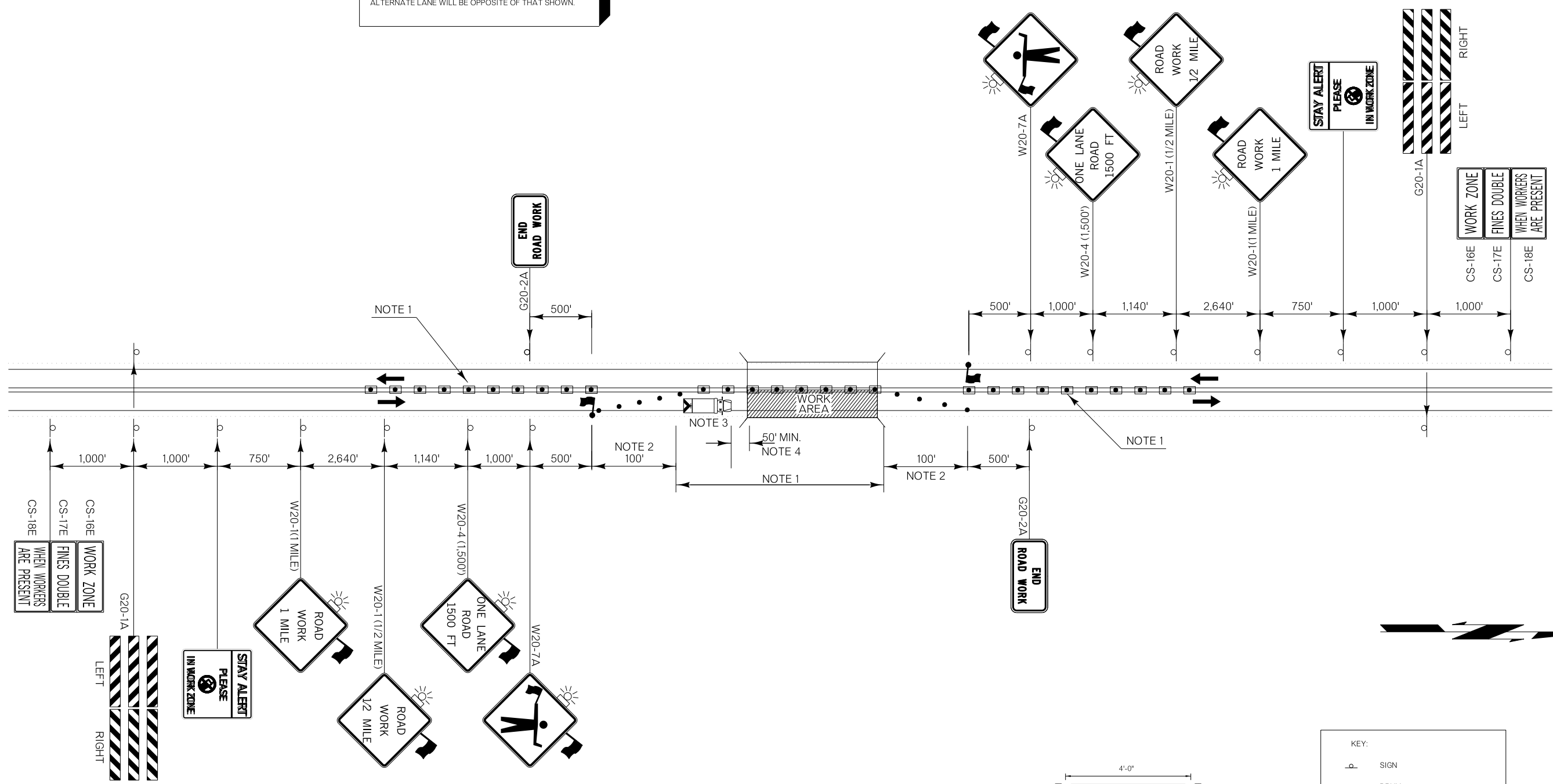
TYPICAL SECTION

MID SPAN AT SPAN 2 OVER RAILROAD TRACK

BRIDGE "A"		LEFLORE COUNTY		Design	N/A	N/A
SH-83 OVER KANSAS CITY SOUTHERN R.R.				Detail	MSW	5/16
GENERAL PLAN AND TYPICAL SECTION (BRIDGE "A")				Check	RAH	6/16
				Squad	HENSFLEY	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		Engr:	DEFRANCO	
JOB/PIECE NO. 31698(04)		SHEET NO. B001				

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THERE IS NO SUGGESTED SEQUENCE OF CONSTRUCTION IN THIS DRAWING. 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 MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS AREA.

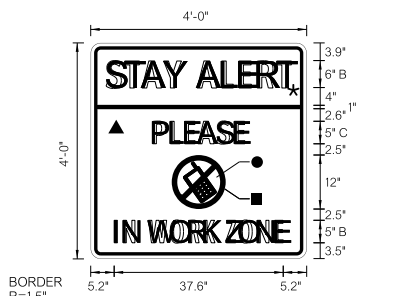
**NOTE 3**  
THE SHADOW VEHICLE SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE WHENEVER WORKERS ARE IN THE WORK AREA. THIS VEHICLE SHALL BE REMOVED FROM THE ROADWAY WHENEVER WORKERS ARE NOT IN THE WORK AREA. THIS VEHICLE SHALL BE EQUIPPED WITH AN ACTUATED FLASHING OR REVOLVING YELLOW LIGHT.

THE FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT CONTACT AT ALL TIMES AND SHALL BE POSITIONED TO PROTECT THE WORKERS.

WHEN NO WORK IS BEING PERFORMED AND TWO LANE TRAFFIC IS OPERATING, FLAGGERS WILL NOT BE REQUIRED. WHENEVER FLAGGERS ARE NOT PRESENT, THE "FLAGGER" SIGNS SHALL BE REMOVED OR COVERED.

FLOODLIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.

**NOTE 4**  
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.



**BORDER**  
R=1.5"  
TH=0.75"  
IN=0.75"

**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
	SHADOW VEHICLE
	TRUCK MOUNTED ATTENUATOR
	FLAGGER

NOT TO SCALE

<b>TRAFFIC CONTROL DETAIL</b>			Drawn	SC	5/16	
			Design	SC	5/16	
<b>STATE OF OKLAHOMA</b>			Checked	KCD	5/16	
			TRAFFIC ENGINEERING TAREK MAAROUF			
<b>DEPARTMENT OF TRANSPORTATION</b>		DIVISION 2	JOB/PIECE NO.	31698(04)	SHEET NO.	T001