

REV. NO.	DESCRIPTION	REVISION	DATE
△	REVISED QUANTITIES AND ITEM NUMBER		8/4/16

TRAFFIC 0300 PAY QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
516(A) 6096	DRILLED SHAFTS 60" DIAMETER	LF	147.50
804(A) 2915	STRUCTURAL CONCRETE (U-100)	CY	68.37
804(B) 2916	REINFORCING STEEL (U-101)	LB	4,342.00
805(A) 8724	(PL) REMOVAL OF EXISTING SIGNS (TS-41)	EA	95.00
805(D) 8760	(PL) REMOVE & RESET GROUND MOUNTED SIGN (U-102)	EA	1.00
850(A) 8110	SHEET ALUMINUM SIGNS (TS-34)	SF	787.56
850(B) 8112	EXTRUDED ALUMINUM PANEL SIGNS	SF	263.25
850(B) 8114	EXTRUDED ALUMINUM PANEL SIGNS (OVERHEAD SIGNS)	SF	1,198.00
851(A) 3206	4"Ø13 GALV. STEEL WIDE FLANGE BEAM POST	LF	94.00
851(A) 3207	6"Ø15 GALV. STEEL WIDE FLANGE BEAM POST	LF	43.00
851(C) 8324	2" SQUARE TUBE POST (TS-33) (U-103)	LF	255.00
851(C) 8327	2 1/4" SQUARE TUBE POST (TS-33) (U-103)	LF	1,346.50
852(C) 0110	OVHD.SN.STR., MONOTUBE TYPE A 80'	EA	1.00
852(E) 0500	OVHD.SN.STR., MONOTUBE TYPE C	EA	2.00
856(A) 8530	TRAFFIC STRIPE(MULTI-POLYMER)(4" WIDE) (TS-24)	LF	9,580.00
856(A) 8535	TRAFFIC STRIPE(MULTI-POLY.) (6" WIDE) (TS-25)	LF	37,980.00
856(A) 8540	TRAFFIC STRIPE(MULTI-POLY.) (8" WIDE) (TS-26)	LF	8,260.00
856(A) 8548	TRAFFIC STRIPE(MULTI-POLY.) (12" WIDE) (TS-27)	LF	1,300.00
856(A) 8555	TRAFFIC STRIPE(MULTI-POLY.) (24" WIDE) (TS-28)	LF	400.00
856(B) 8860	TRAFFIC STRIPE(MULTI-POLY.) (ARROWS)	EA	104.00
871(A) 8325	(SP) IMPACT ATTENUATOR (U-104)	EA	3.00
877(A) 8483	PORTABLE LONGITUDINAL BARRIER	LF	475.00

TRAFFIC OPERATIONS GENERAL NOTES

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL MEET ODOTS, "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES."

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 ASSOCIATION (ATSSA) OR THE OKLAHOMA ENGINEERING ASSOCIATION (OEA) AS A TRAFFIC CONTROL TECHNICIAN OR TRAFFIC CONTROL SUPERVISOR.

TRAFFIC OPERATIONS CONSTRUCTION NOTES

ANY SIGNS AND/OR DELINEATORS WHICH ARE TO BE REMOVED DURING THIS PROJECT WILL BE STORED IN A PROTECTED AREA DESIGNATED BY THE RESIDENT ENGINEER, UNTIL SUCH A TIME THAT THEY ARE TO BE RESET BY THE CONTRACTOR. COST OF THIS WORK TO BE INCLUDED IN OTHER ITEMS OF WORK.

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.

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES

FIVE (5) WORKING DAYS PRIOR TO DETOURING WIDE LOAD VEHICLES, FOR THE CONSTRUCTION OF THE PROJECT, THE RESIDENT ENGINEER SHALL CONTACT THE OKLAHOMA HIGHWAY PATROL, SIZE AND WEIGHTS SECTION (405)-425-2210 AND ADVISE THE OFFICE WHEN SAID DETOURING WILL BEGIN AND THAT WIDE LOADS OVER 12 FT. SHOULD BE ADVISED AND RESTRICTED (SEE PLANS FOR PROPOSED WIDE LOAD DETOUR ROUTE). UPON COMPLETION OF THE PROJECT THE RESIDENT ENGINEER SHALL CONTACT THE OKLAHOMA HIGHWAY PATROL AND ADVISE THE OFFICE THAT THE WIDE LOAD DETOUR IS NO LONGER IN EFFECT. TRAFFIC SIGNING PAY QUANTITY NOTES.

THE STRUCTURAL DESIGN OF ALL POLES, MAST ARMS, HIGH-MAST POLES, AND OTHER SUPPORTS FOR SIGNS, LUMINAIRES, AND SIGNALS AS WELL AS THEIR CONNECTIONS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS. THE MANUFACTURER SHALL ENSURE THE FOLLOWING ARE APPLIED TO THE DESIGN:

THE MINIMUM DESIGN WIND SPEED AND DESIGN LIFE AS REQUIRED IN THE AASHTO SPECIFICATIONS;

THE CALCULATED STRESSES AND FORCES FROM THE DESIGN LOADINGS DO NOT EXCEED THOSE REQUIRED IN THE AASHTO SPECIFICATIONS;

A CATEGORY I FATIGUE IMPORTANCE FACTOR (IF) FOR ALL STRUCTURES; NO VIBRATORY MITIGATION SHALL BE ALLOWED. TRUCK-INDUCED GUSTS SHALL BE APPLIED TO ALL OVERHEAD TRAFFIC SIGNAL SUPPORTS.

ALL MEMBERS ARE AT LEAST THE MINIMUM THICKNESS AS REQUIRED IN THE AASHTO SPECIFICATIONS;

LUMINAIRE MAST ARMS SHALL BE DESIGNED TO SUPPORT AT LEAST A 50 LB. (22.7 KG) LUMINAIRE WITH AN EFFECTIVE PROJECTED AREA OF 2.5 FT² (0.23 M²);

THE ANCHOR BOLT DESIGN AND AMOUNT OF ANCHOR BOLTS TO BE USED SHALL BE AS REQUIRED IN THE AASHTO SPECIFICATIONS.

SIGNAL MAST ARMS AND POLES SHALL BE DESIGNED FOR SPECIFIC SIGNAL HEAD AND SIGN PLACEMENT. UNLESS SITE SPECIFIC GEOTECHNICAL DATA IS AVAILABLE, FOUNDATIONS SHALL BE DESIGNED UTILIZING THESE PARAMETERS; SHEAR STRENGTH OF COHESIVE SOIL (C) OF 500 PSF, ANGLE OF INTERNAL FRICTION (φ) OF 22 DEGREES, AND EFFECTIVE UNIT WEIGHT OF SOIL (γ) OF 120 PCF.

MINIMUM HAND HOLE SIZE OF 3 INCH WIDTH BY 5 INCH HEIGHT.

TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES

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

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE STANDARD SPECIFICATIONS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

ANY DAMAGE CAUSED BY THE CONTRACTOR TO ANY STRUCTURES, ROADWAY SURFACES, STRIPING, RAISED PAVEMENT MARKERS, GUARDRAIL, SLOPES, AND SIGNS SHALL BE REPAIRED AT CONTRACTORS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER.

HIGH INTENSITY REFLECTIVE SHEETING, TYPE III SHALL BE USED FOR THE FOLLOWING TYPE OF PERMANENT SIGNS:

1. ALL R1-1, R1-2, R5-1, AND R5-1A SIGNS
2. ALL YELLOW WARNING SIGNS.
3. ALL GREEN AND BLUE SIGNS ON INTERSTATES AND FREEWAYS.
4. ALL PANEL SIGNS.

SUPER-ENGINEERING GRADE REFLECTIVE SHEETING, TYPE II SHALL BE USED ON ALL OTHER PERMANENT SIGNS OR SIGNS LISTED IN SIGN SUMMARY.

ALL BROKEN CONCRETE INCLUDING OLD SIGN FOOTINGS WITH STUBS, WASTE MATERIAL AND DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT AND DISPOSED OF IN AN AREA APPROVED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THE DISPOSAL OF THIS MATERIAL. ANY PIPE POST OR WIDE FLANGE POST ABOVE THE OLD SIGN FOOTINGS SHALL BE CUT AND HANDLED AS PROPERTY OF THE STATE AND SHALL BE NEATLY STACKED ON THE JOB SITE, AS DESIGNATED BY THE ENGINEER UNTIL SUCH TIME AS DIVISION PERSONNEL CAN REMOVE THE MATERIAL FROM THE JOB SITE.

THE SIGN PLACEMENT STATIONING AND LOCATIONS SHOWN ON THE PLAN SHEETS AND SUMMARY SHEETS ARE APPROXIMATE. EXACT STATIONING AND LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR SO THAT THE SIGN IS INSTALLED IN ACCORDANCE WITH DEPARTMENT STANDARDS AND THE MUTCD IN ORDER TO PROVIDE OPTIMUM VISIBILITY TO THE ONCOMING/APPROACHING MOTORIST. IF A PROPOSED LOCATION CONFLICTS WITH OTHER SIGNS, UTILITIES OR OTHER ROADWAY FEATURES, THE ENGINEER SHALL BE NOTIFIED.

POST LENGTHS SHOWN ON SIGN SUMMARY ARE APPROXIMATE, EXACT LENGTH SHALL BE DETERMINED BY FIELD SURVEY BY THE CONTRACTOR.

TRAFFIC SIGNING PAY ITEM NOTES

(TS-24) QUANTITY SHOWN INCLUDES 2,530 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 7,050 L.F. TRAFFIC STRIPE(MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE.

(TS-25) QUANTITY SHOWN INCLUDES 18,880 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 3,000 L.F. TRAFFIC STRIPE(MULTI-POLYMER)(BLACK) AND 16,100 L.F. TRAFFIC STRIPE(MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

(TS-26) QUANTITY SHOWN INCLUDES 6,110 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 2,150 L.F. TRAFFIC STRIPE(MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF EIGHT INCH (8") WIDE TRAFFIC STRIPE.

(TS-27) QUANTITY SHOWN INCLUDES 1,300 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 0 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF EIGHT INCH (8") WIDE TRAFFIC STRIPE.

(TS-28) QUANTITY SHOWN INCLUDES 400 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWENTY-FOUR INCH (24") WIDE TRAFFIC STRIPE.

(TS-33) INCLUDED IN THIS PAY ITEM IS ALL HARDWARE ASSOCIATED WITH PROPERLY ANCHORING AND MOUNTING THE HIGHWAY SIGN IN ACCORDANCE WITH O.D.O.T. PLANS AND STANDARD DRAWINGS SSA1-1 AND SSP1-1-(LATEST REVISION).

(TS-34) INCLUDED IN THIS PAY ITEM IS THE REMOVAL OF ANY EXISTING SIGNS TO BE REPLACED BY NEW ASSEMBLIES AND THE REMOVAL OF ANY EXISTING SIGNS THAT WILL BE IN CONFLICT WITH THE NEW ROADWAY OR NEW SIGNAGE.

(TS-41) "REMOVAL OF EXISTING SIGNS" SHALL INCLUDE THE REMOVAL OF A COMPLETE SIGN ASSEMBLY WHICH MAY INCLUDE MULTIPLE SIGNS, POSTS, FOOTINGS, AND ANY FOOTINGS ADJACENT TO THE SIGN ASSEMBLY. WHEN APPROVED BY THE ENGINEER, FOOTINGS MAY BE OBLITERATED TO A POINT BELOW GROUND LEVEL IN LIEU OF BEING COMPLETELY REMOVED. SEE GENERAL CONSTRUCTION NOTES FOR DISPOSAL OF OLD CONCRETE FOOTING MATERIAL.

(U-100) INCLUDES 5.20 CY FOR GROUND MOUNTED SIGNS, 56.00 CY FOR OVERHEAD SIGNS, AND 7.17 CY FOR SPECIAL STRUCTURE AT EXISTING OVERHEAD STRUCTURE NO. 117.

(U-101) INCLUDES 814 LB FOR GROUND MOUNTED SIGNS, 3,200 LB FOR OVERHEAD SIGNS, AND 328 LB FOR SPECIAL STRUCTURE AT EXISTING OVERHEAD STRUCTURE NO. 117.

(U-102) GROUND MOUNTED SIGN LOCATED AT STA 3250+30 LT.

(U-103) 12 GAUGE.

(U-104) ATTENUATORS SHALL BE QUADGUARD ELITE, SCI-100 GM (SMART CUSHION), OR APPROVED EQUAL WITHIN THE SAME CATEGORY. ATTENUATORS SHALL MEET ALL NCHRP-350 OR MASH TL-3 REQUIREMENTS AND ODOT IMPACT ATTENUATORS GUIDELINES MATRIX. PRICE BID FOR THIS ITEM SHALL INCLUDE ALL HARDWARE, LABOR, AND OTHER MATERIALS TO CONSTRUCT THE ATTENUATOR AND BACKUP BLOCK AS DETERMINED BY THE MANUFACTURER.

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES

(TC-14) SEE STANDARD DRAWING PM1-1, PM2-1, PM3-1, PM4-1, PM5-1, PM6-1, PM7-1, PM8-1 (LATEST REVISION). A PART, OR ALL, OF THE QUANTITY SHOWN IS TO BE USED AS FINAL PAVEMENT MARKING.



Design	CKS		U.S. 69 - COMANCHE AVENUE	PITTSBURG COUNTY
Drawn	CKD		PAY QUANTITY AND NOTES (SIGNING AND STRIPING)	
Checked	CKE			
Approved				
Squad	C & K			
			JOB PIECE NO. 14999(04)	SHEET NO. 15