

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

TRAFFIC DESIGN

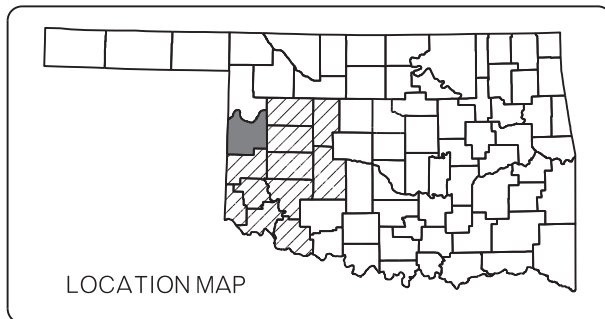
PROJECT ENGINEER: A. ENGINEER
SQUAD SUPERVISOR: A. TECHNICIAN

ROADWAY DESIGN

PROJECT ENGINEER: A. ENGINEER
SQUAD SUPERVISOR: A. TECHNICIAN

BRIDGE DESIGN

ENGINEERING MANAGER: MOLLA-ESMAIL, P.E.
SQUAD SUPERVISOR: D. HARJO
SQUAD MEMBERS: V. TRAN, G. BAPTISTE,
W. YANES, H. SKILLINGS



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT NO. STP-265B(015)3B
BRIDGE PREVENTATIVE MAINTENANCE (JOINT SEAL / REPAIR) - DIVISION 5
STATE HIGHWAY US-283

ROGER MILLS COUNTY

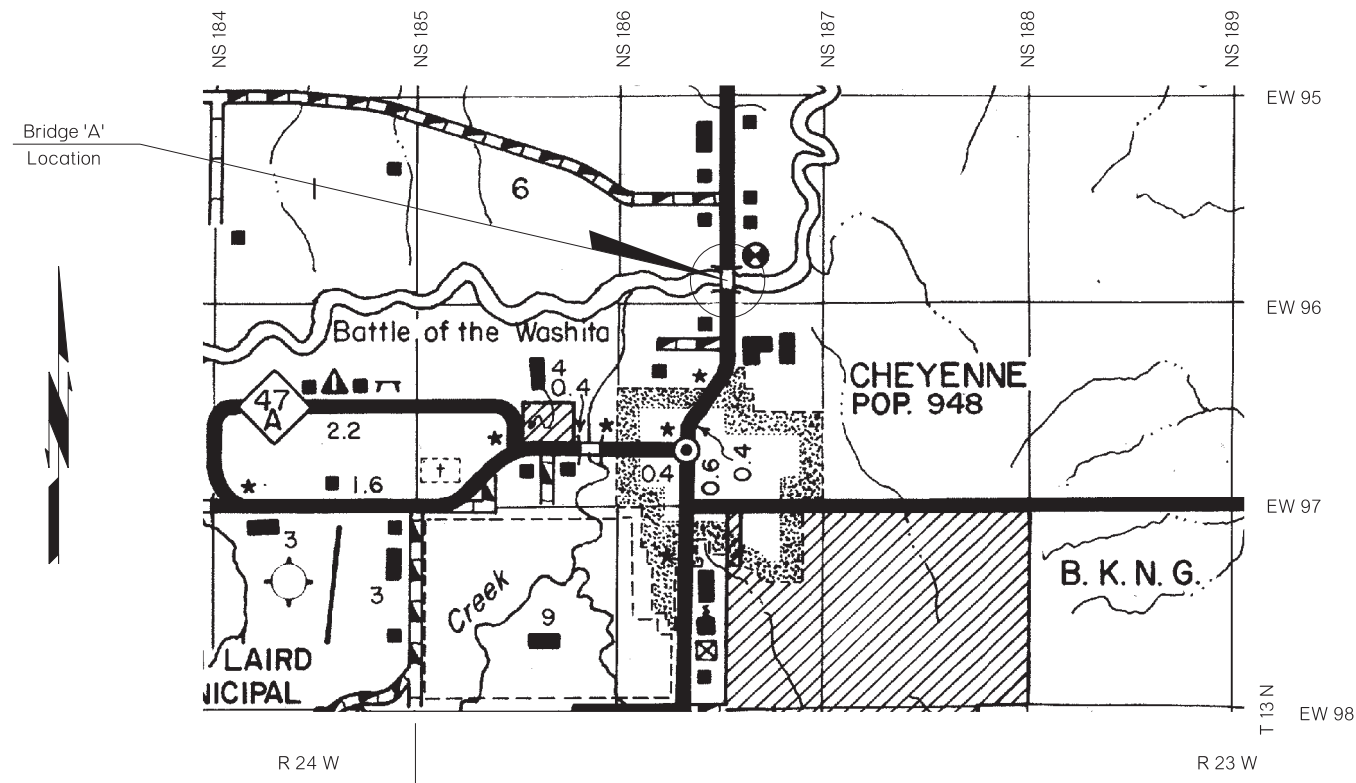
CONTROL SECTION NO.: 283-65-04
STATE JOB NO. 31699(04)
BRIDGE "A" LOCATION NO. 6504-0083X
EXISTING NBIS NO. 19633

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 CONTROL)
B001	GENERAL PLAN AND ELEVATION (BRIDGE "A")
B002	REPAIR BRIDGE ITEM (TYPE A) (EXPANSION JOINT REPLACEMENT AT PIERS) (SHEET 1 OF 2)
B003	REPAIR BRIDGE ITEM (TYPE A) (EXPANSION JOINT REPLACEMENT AT PIERS) (SHEET 2 OF 2)
B004	PIER NO. 1 REPAIR
B005	PIER NO. 2 REPAIR
B006	PIER NO. 3 REPAIR
B007	PIER NOS. 1, 2, & 3 FIBER WRAP DETAILS
B008	BEAM END REPAIR LOCATIONS
B009	BEAM END REPAIR DETAILS
T001	TRAFFIC CONTROL DETAIL

STANDARDS TO BE INCLUDED

BRIDGE	TRAFFIC
EJ-DTL-01E	TCS1-1-01
	TCS2-1-00
	TCS3-1-01
	TCS4-1-01
	TCS5-1-00
	TCS6-1-02
	TCS7-1-02
	TCS9-1-01
	TCS11-1-01
	TCS14-1-00
	TCS20-1-00
	TCS21-1-02



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.

OKLAHOMA DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN DIVISION

ASGHAR MOLLA-ESMAIL, P.E.
OKLA. REG. NO. 17544
DATE 6/15/2016

REGISTERED PROFESSIONAL ENGINEER

ASGHAR MOLLA-ESMAIL
17544
OKLAHOMA

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DATE APPROVED _____

BY _____

CHIEF ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE APPROVED _____

BY _____

DIVISION ADMINISTRATOR

SWO _____

PROJECT NO. STP-265B(015)3B

COUNTY ROGER MILLS

HIGHWAY US-283

SHEET NO. 0001

GENERAL NOTES

SPECIFICATIONS:

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

VERIFICATION OF EXISTING CONDITIONS:

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.

CONSTRUCTION PLANS FOR THE EXISTING STRUCTURES, MAY BE OBTAINED FROM THE REPRODUCTIONS BRANCH OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

REPRODUCTION BRANCH
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 NE 21ST STREET
OKLAHOMA CITY, OKLAHOMA 73105

ASK FOR:
PROJ. NO. SAP-65(67) FOR BRIDGE 'A'.

REMOVED MATERIALS:

ALL MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF BY HIM IN A MANNER APPROVED BY THE ENGINEER.

DAMAGE TO EXISTING STRUCTURE DURING REPAIR:

ANY DAMAGE DONE TO EXISTING STRUCTURE AS A RESULT OF THE REPAIR OF BRIDGE ITEMS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

CLEANING OF DEBRIS:

THE CONTRACTOR SHALL REMOVE ALL DEBRIS FROM THE DECK SURFACE AND TOPS OF BRIDGE SEATS AND PIERS. ALL COSTS TO CLEAN THE DEBRIS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

ENVIRONMENTAL MITIGATION NOTES

CLIFF SWALLOWS AND BARN SWALLOWS ARE SMALL COLONIAL NESTING BIRDS PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. THESE SPECIES COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR THE SWALLOWS 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. SWALLOW SURVEY HAS NOT BEEN CONDUCTED FOR ANY OF THE STRUCTURES WITHIN THE PROJECT EXTENT. RESPONSE OF SWALLOWS TO THE PLANNED WORK HAS NOT BEEN ASSESSED. 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 ITEM NOTES

1) FALSEWORK JACKING:

PAY ITEM "(PL) FALSEWORK JACKING" CONSISTS OF SUPPORTING THE BRIDGE DURING THE REPAIR OF PEDESTAL ON BEAMLINE 5 AT PIER NO. 1 IN ACCORDANCE WITH SECTION 502 OF SPECIFICATIONS. SUBMIT A WORK PLAN SIGNED AND SEALED BY AN OKLAHOMA REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER FOR APPROVAL PRIOR TO JACKING OPERATIONS. ALL COSTS ASSOCIATED WITH JACKING OPERATIONS, INCLUDING ENGINEER SERVICES WILL BE INCLUDED IN LUMP SUM PRICE OF PAY ITEM "(PL) FALSEWORK JACKING". ANY DAMAGE TO THE STRUCTURE AS A RESULT OF JACKING OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

2) CLASS B BRIDGE DECK REPAIR:

THIS ITEM CONSISTS OF BRIDGE DECK AREAS THAT ARE UNSOUND AND TO BE REMOVED TO A DEPTH DESIGNATED BY THE ENGINEER. ALL COSTS OF THE REPAIR INCLUDING MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "CLASS B BRIDGE DECK REPAIR".

3) PREPARATION OF CRACKS, ABOVE WATER AND EPOXY RESIN, ABOVE WATER:

THESE ITEMS ARE FOR INJECTING AND SEALING CRACKS IN THE SUBSTRUCTURE (MAINLY 5 LF AT PIER 1 AND 30 LF AT ABUTMENT 2) AS DIRECTED BY THE ENGINEER. THESE QUANTITIES ARE APPROXIMATE AND PAYMENT WILL BE ACTUAL AREAS REPAIRED, AS APPROVED BY THE ENGINEER. CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH SECTION 520 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "PREPARATION OF CRACKS, ABOVE WATER" AND THE PRICE BID PER GALLON OF "EPOXY RESIN, ABOVE WATER".

4) PNEUMATICALLY PLACED MORTAR:

ITEM "PNEUMATICALLY PLACED MORTAR" SHALL CONSIST OF CONCRETE SURFACE REPAIRS OF THE SUBSTRUCTURE AND BEAM ENDS AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE ACTUAL EXTENT OF THE REPAIRS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THE REPAIRS SHALL BE IN ACCORDANCE WITH SECTION 521 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND IN A MANNER APPROVED BY THE ENGINEER. THE REMOVAL OF LOOSE CONCRETE SHALL BE DONE USING HAND TOOLS. POWER TOOLS WILL NOT BE ALLOWED UNLESS HAND TOOLS PROVE INCAPABLE OF EXCAVATING ALL DETERIORATED CONCRETE TO SOUND CONCRETE AS APPROVED BY THE ENGINEER. SHOULD POWER TOOLS BE NECESSARY, POWER TOOLS SHALL BE OF SUCH SIZE THAT THEIR USE DOES NOT CAUSE DAMAGE TO THE SOUND CONCRETE. ANY DAMAGE DONE TO THE EXISTING REINFORCING STEEL DURING THE REMOVAL PROCESS SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE TO THE SATISFACTION OF THE ENGINEER. ANY DETERIORATED REINFORCING STEEL WITH A SECTION LOSS GREATER THAN 50%, AS DETERMINED BY THE ENGINEER, SHALL BE REPORTED TO THE BRIDGE ENGINEER FOR REMEDIAL ACTION. PRIOR TO MORTAR APPLICATION, BLAST CLEAN THE CONCRETE SURFACE AND REINFORCING STEEL FREE OF DEBRIS AND CORROSION. APPLY PNEUMATICALLY PLACED MORTAR TO REPLACE DETERIORATED CONCRETE. BUILD UP MORTAR TO MATCH THE ORIGINAL LINES OF THE CURBS AND PIERS. THE CONTRACTOR MAY PROPOSE AND USE AS AN ALTERNATE ONE OF THE FOLLOWING REPAIR METHODS:

- (1) CAST-IN-PLACE CONCRETE
- (2) FORMED AND PUMPED CONCRETE AND MORTAR

THE CONTRACTOR SHALL SUBMIT A PROPOSED WORK PLAN OF THE REPAIR METHOD TO BE USED TO THE ENGINEER FOR HIS APPROVAL. THE WORK PLAN SHOULD INCLUDE SURFACE PREPARATION METHODS, PATCHING MATERIAL, BONDING AGENTS, MATERIAL PLACING METHODS, AND FINISHING METHODS. THE CONTRACTOR SHALL TEST REPAIR AN AREA TO VERIFY THE EFFECTIVENESS OF THE PROPOSED REPAIR METHOD PRIOR TO COMMENCEMENT OF THE WORK. FAULTY REPAIRS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. ALL COSTS INCLUDING LABOR, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "PNEUMATICALLY PLACED MORTAR" (APPROXIMATELY 5 SQUARE YARDS IS SET ASIDE FOR ABUTMENT NO. 2 WHILE THE REST IS FOR PIERS AND BEAM END REPAIRS).

5) DECK AREA SEALED (FLOODCOATS):

THIS ITEM CONSISTS OF SEALING ENTIRE BRIDGE DECK WITH FLOODCOAT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

6) CARBON FIBER-REINFORCED POLYMER

THIS ITEM IS FOR APPLYING ONE LAYER OF CARBON FIBER-REINFORCED POLYMER AT LOCATIONS AND EXTENT SHOWN IN THE PLANS AND AS APPROVED BY THE ENGINEER, IN ACCORDANCE WITH SPECIAL PROVISIONS 524-3. THE QUANTITY SHOWN IS APPROXIMATE. THE EXTENT WILL BE FIELD DETERMINED WITH THE APPROVAL OF THE ENGINEER.

7) CORROSION INHIBITOR (SURFACE APPLIED)

THIS ITEM IS FOR APPLYING CORROSION INHIBITOR (SURFACE APPLIED) AT LOCATIONS AND EXTENT SHOWN IN THE PLANS (AS DIRECTED BY THE ENGINEER) IN ACCORDANCE WITH SPECIAL PROVISIONS 535-1. THE QUANTITY SHOWN IS APPROXIMATE.

31699(04) PAY QUANTITIES				
0200 BRIDGE 'A' - NBI 19633				
ITEM		DESCRIPTION	UNIT	QUANTITY
502	6116	(PL) FALSEWORK JACKING	(1) LSUM	1.0
513(B)	6019	CLASS B BRIDGE DECK REPAIR	(2) SY	30.00
520(A)	6058	PREPARATION OF CRACKS, ABOVE WATER	(3) LF	35.00
520(C)	6060	EPOXY RESIN, ABOVE WATER	(3) GAL	1.00
521(A)	6210	PNEUMATICALLY PLACED MORTAR	(4) SY	50.40
523(C)	6570	DECK AREA SEALED (FLOODCOATS)	(5) SY	1912.00
524(A)	6610	(SP) CARBON FIBER-REINFORCED POLYMER	(6) SF	1016.00
535	6130	(SP) CORROSION INHIBITOR (SURFACE APPLIED)	(7) SY	159.30
540	4515	(PL) REPAIR BRIDGE ITEM (TYPE A)	(8) EACH	3.0
540	4525	(PL) REPAIR BRIDGE ITEM (TYPE B)	(9) EACH	1.0

31699(04) PAY QUANTITIES				
0640 CONSTRUCTION				
ITEM		DESCRIPTION	UNIT	QUANTITY
641	1399	MOBILIZATION	LSUM	1.00

8) REPAIR BRIDGE ITEM (TYPE A)

PAY ITEM "REPAIR BRIDGE ITEM (TYPE A)" IS FOR REPLACEMENT OF THE EXISTING EXPANSION JOINTS AT THE PIERS 1, 2 AND 3 AS SHOWN IN THE PLANS.

- THIS ITEM CONSISTS OF:
- A) REMOVING THE EXISTING EXPANSION JOINT ALONG WITH A PORTION OF DECK SLAB ADJACENT TO THE JOINT.
 - B) INSTALLING NEW EXPANSION DEVICE (SEJ) ALONG WITH PLACEMENT OF REINFORCEMENT AND CONCRETE.

CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. ALL COSTS OF THE REPAIR INCLUDING REMOVAL, DISPOSAL, MATERIAL, LABOR, WELDING, PAINT, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN AND NOTED SHALL BE INCLUDED IN THE PRICE BID PER EACH OF "REPAIR BRIDGE ITEM (TYPE A)".

9) REPAIR BRIDGE ITEM (TYPE B)

PAY ITEM "REPAIR BRIDGE ITEM (TYPE B)" IS FOR REPAIR OF PEDESTAL ON BEAMLINE 5 AT PIER NO. 1 AS SHOWN IN THE PLANS.

CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. ALL COSTS OF THE REPAIR INCLUDING REMOVAL, DISPOSAL, MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN AND NOTED SHALL BE INCLUDED IN THE PRICE BID PER EACH OF "REPAIR BRIDGE ITEM (TYPE B)".

ROGER MILLS COUNTY GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)		Design		
		Detail	DAH	5/16
		Check		
		Squad: HARJO		
		Eng: MOLLA-ESMAIL		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 31699(04)	SHEET NO. AB01	

TRAFFIC OPERATIONS GENERAL CONSTRUCTION NOTES

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.

EXISTING ROADWAY SHALL REMAIN OPEN DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER BARRICADES, LIGHTS, SIGNING, AND DEVICES WITHIN THE LIMITS OF CONSTRUCTION. ALL CONSTRUCTION SIGNING WILL BE DONE ACCORDING TO STANDARDS SET FORTH IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION", AND AS SHOWN ON TCS STANDARD DRAWINGS.

THE CONTRACTOR SHALL BE CLOSE BY TO THE PROJECT TO MONITOR THE CONSTRUCTION TRAFFIC CONTROL DEVICES 24 HOURS A DAY, 7 DAYS A WEEK, AND SHALL IMMEDIATELY BE ON SITE TO RECTIFY ANY TRAFFIC CONTROL DEVICE THAT FAILS DURING CONSTRUCTION OR IS NOTIFIED BY THE ENGINEER. WORK SHALL BE DONE BY THE CONTRACTOR IN A MANNER APPROVED BY AND TO THE SATISFACTION OF THE ENGINEER.

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

SPECIAL TRAFFIC PAY QUANTITY NOTES

(SP-1) TYPE "C" WARNING LIGHTS ARE NOT REQUIRED.

(SP-2) PRICE BID FOR THIS PAY ITEM INCLUDES THE INITIAL PLACEMENT AND SUBSEQUENT REPLACEMENT DURING THE CONSTRUCTION TO MAINTAIN ADEQUATE DELINEATORS.

(SP-3) PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE LOCATED WHERE DEEMED NECESSARY BY THE ENGINEER.

(SP-4) PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED 14 DAYS PRIOR TO THE PROJECT START DATE.

TRAFFIC CONSTRUCTION PAY QUANTITY NOTES

(TC-1) THE CONTRACTOR SHALL FURNISH AND INSTALL SUCH LIGHTS, SIGNS, BARRICADES, AND PROVIDE FLAGGERS NECESSARY FOR THE CONTROL, SAFETY, AND MAINTENANCE OF TRAFFIC WHEN INSTALLING, RELOCATING OR DELIVERING PORTABLE LONGITUDIAL BARRIER.

(TC-2) QUANTITY INCLUDES SUFFICIENT LENGTH OF PORTABLE LONGITUDIAL TO PROVIDE FOR THE LONGEST SECTION SHOWN ON THE PLANS. THIS SAME BARRIER WILL BE USED ON OTHER DETOUR PHASES.

(TC-19) THIS ITEM INCLUDES AN ESTIMATED 500 L.F. (4" WIDE) WHITE AND 500 L.F. (4" WIDE) YELLOW STRIPE. THE CONTRACTOR SHALL PROVIDE AND INSTALL AN O.D.O.T. APPROVED REMOVABLE PAVEMENT MARKING TAPE. COST FOR REMOVAL OF THIS TAPE SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM. NON-REMOVABLE MARKING TAPE (FOIL BACK) SHALL NOT BE CONSIDERED AN APPROVED EQUAL FOR THIS ITEM.

(TC-21) INCLUDED IN THE COST OF THIS ITEM SHALL BE INSTALLATION, MAINTENANCE AND REMOVAL. THIS ITEM SHALL BE BID ACCORDINGLY.

(TC-26) 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 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 OR 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-70) THIS ITEM IS AN ESTIMATED QUANTITY TO BE USED AS DEEMED NECESSARY BY THE ENGINEER

(TC-75) TEMPORARY PAVEMENT MARKINGS SHALL BE IN PLACE THE SAME DAY THAT EXISTING PAVEMENT MARKINGS ARE REMOVED FROM ANY ROADWAY OPEN TO TRAFFIC. ALSO, ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE INSTALLATION OF FINAL STRIPING.

(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-80) INCLUDED IN THIS ITEM SHALL BE ONE (1) ADDITIONAL UNIT TO BE USED AS A STAND BY OR REPLACEMENT. THIS STAND BY UNIT SHALL BE IMMEDIATELY ACCESSIBLE TO REPLACE A DAMAGED, STOLEN OR MALFUNCTIONING UNIT. THE AMOUNT OF TIME BETWEEN THE REMOVAL OF THE DAMAGED UNIT AND THE INSTALLATION OF THE STAND BY UNIT SHALL BE NO MORE THAN TWENTY FOUR (24) HOURS.

(TC-84) 60 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 ODOT 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 AN APPROVED LIST, GO TO THE QUALIFIED PRODUCT LIST WEBSITE AT <http://www.okladot.state.ok.us/traffic/qpl/index.php>.

TRAFFIC SIGNING PAY QUANTITIES NOTES

(TS-24) QUANTITY SHOWN INCLUDES 1,000 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 1,000 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE.

PAY QUANTITIES				
0300 TRAFFIC CONTROL				
ITEM		DESCRIPTION	UNIT	QUANTITY
857(C)	8851	REMOVABLE MARKING TAPE (4" WIDE) (TC-19, 21, 70)	LF	1000.00
823	8478	(SP) PORTABLE TRAFFIC SIGNAL SYSTEM (TC-80)	SD	60.00
871(B)	8705	(SP) CONST. ZONE IMPACT ATTEN. (TC-52, 70, 80)	SD	120.00
877(B)	8484	DELIVER PORTABLE LONGITUDINAL BARRIER (TC-1, 2)	LF	700.00
877(C)	8486	RELOCATION OF PORTABLE LONGITUDINAL BARRIER (TC-1)	LF	700.00
880(B)	8818	CONSTRUCTION SIGNS 0 TO 6.25 SF (TC-26, 33, 84)	SD	360.00
880(B)	8821	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF (TC-26, 33, 84)	SD	660.00
880(B)	8824	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF (TC-26, 30, 33, 84)	SD	780.00
880(C)	8848	WING BARRICADES (TC-26, 84)	SD	240.00
880(E)	8860	WARNING LIGHTS (TYPE A) (TC-26, 84)	SD	960.00
880(F)	8878	DRUMS (SP-1) (TC-26, 84)	SD	1980.00
880(G)	8890	CHANNELIZER CONES (TC-26, 84)	SD	2880.00
882(A)	8306	PORTABLE CHANGEABLE MESSAGE SIGN (SP-3, 4) (TC-52, 85)	SD	148.00

PAY QUANTITIES				
0301 TRAFFIC SIGNING & STRIPING				
ITEM		DESCRIPTION	UNIT	QUANTITY
856(A)	8530	TRAFFIC STRIPE (MULTI-POLYMER)(4" WIDE) (TS-24)	LF	2000.00

PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING DIVISION

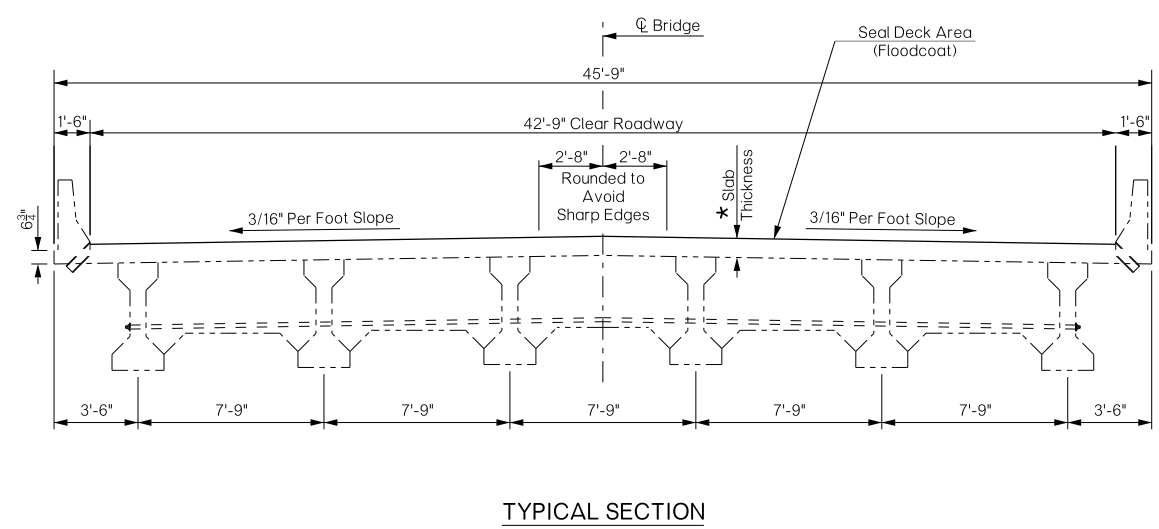
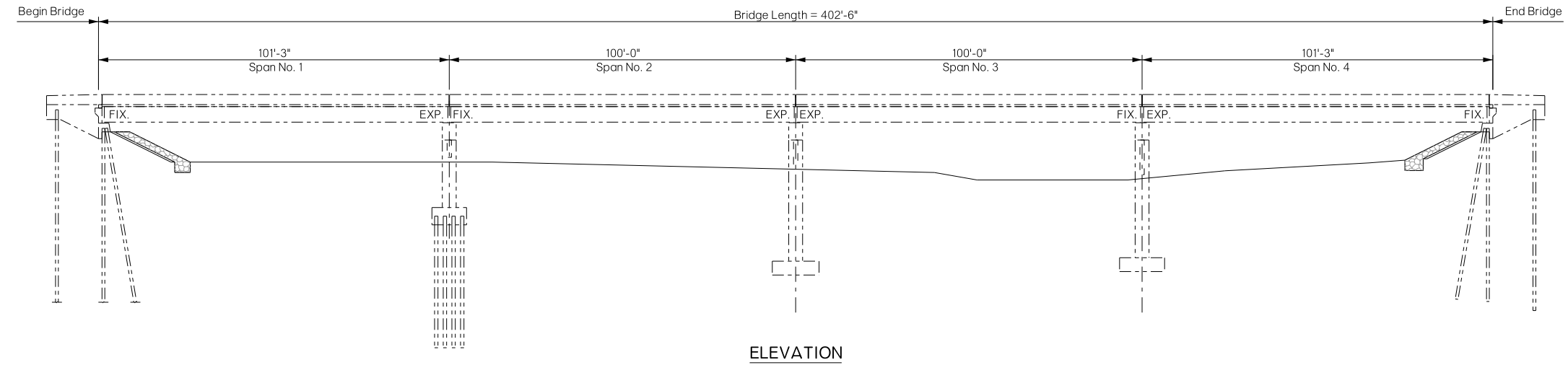
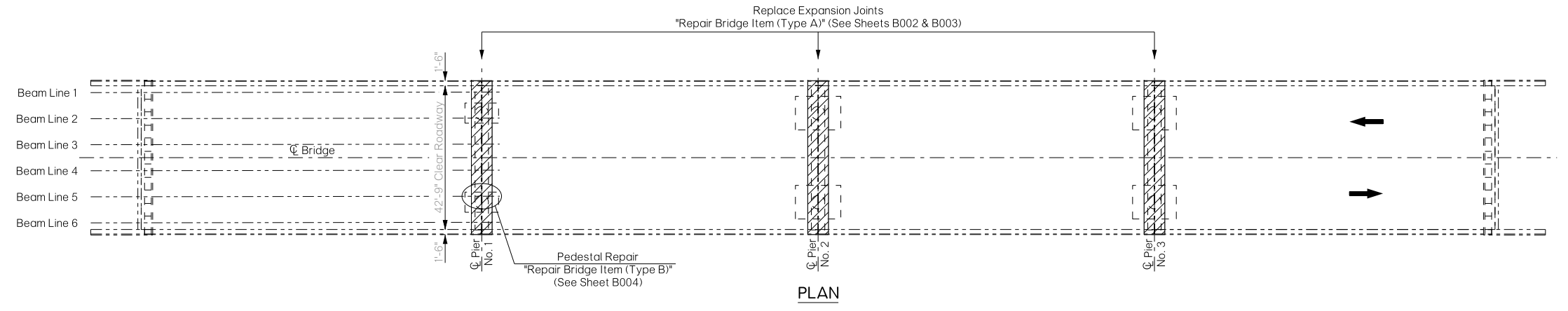
Jami L. Short
DATE: 06-20-16

DOT
OKLA. REG. NO. 22542

PROFESSIONAL ENGINEER
JAMI L. SHORT
22542
OKLAHOMA

SUMMARY OF PAY QUANTITIES AND NOTES (TRAFFIC CONTROL)	Drawn	SRW	6/16
	Design	SEB	6/16
	Checked	JLS	6/16
	TRAFFIC ENGINEERING JAMI SHORT		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
DIVISION 5		JOB/PIECE NO. 31699 (04)	SHEET NO. AT01

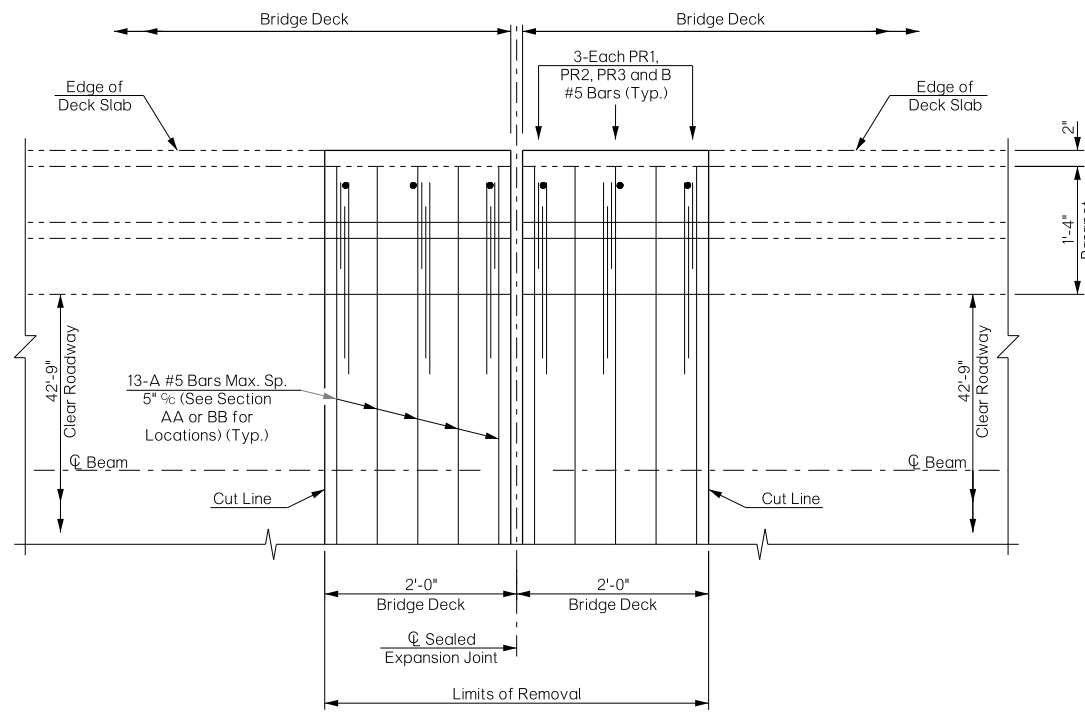
REVISIONS		
REV. NO.	DESCRIPTION	DATE



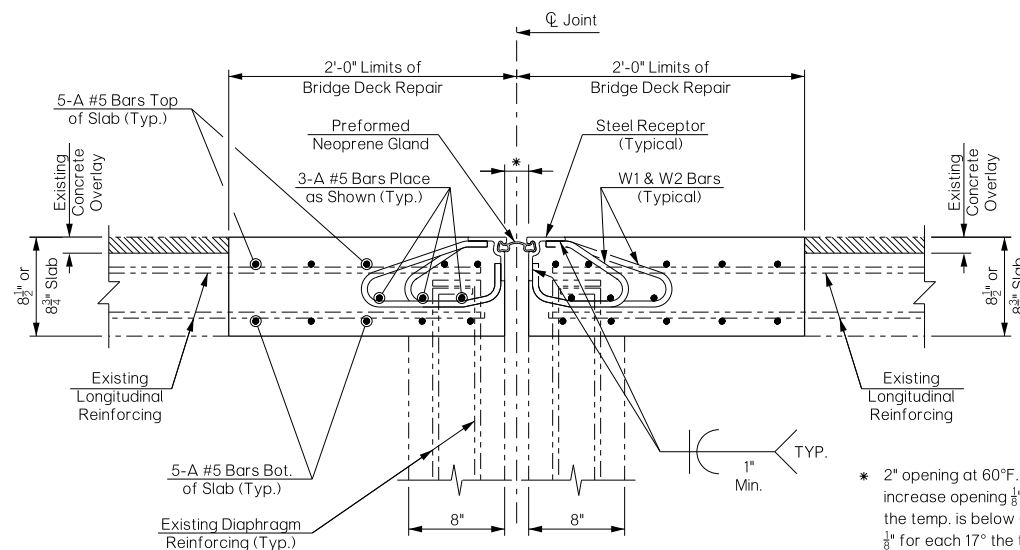
* According to Original Plans, total slab thickness could be 8 1/4" or 8 3/4", depending on the thickness of Concrete Overlay applied at the time of Bridge Construction. (The Concrete Overlay is either 1 1/2" of latex Modified or 2 1/4" of High Density with 1/4" Scarification.)

BRIDGE "A" U.S.-283 OVER WASHITA RIVER GENERAL PLAN AND ELEVATION	ROGER MILLS	Design	MLC	01/16
		Detail	WDY	02/16
		Check	DAH	03/16
		Squad	HARJO	
	Engr:	MOLLA-ESMAIL		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 31699(04)	SHEET NO. B001	

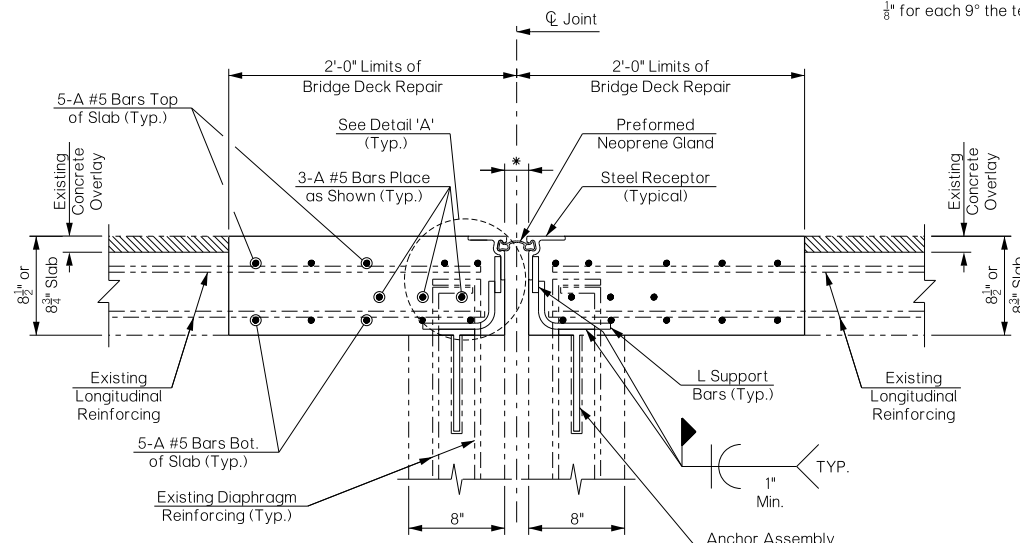
REVISIONS		
REV. NO.	DESCRIPTION	DATE



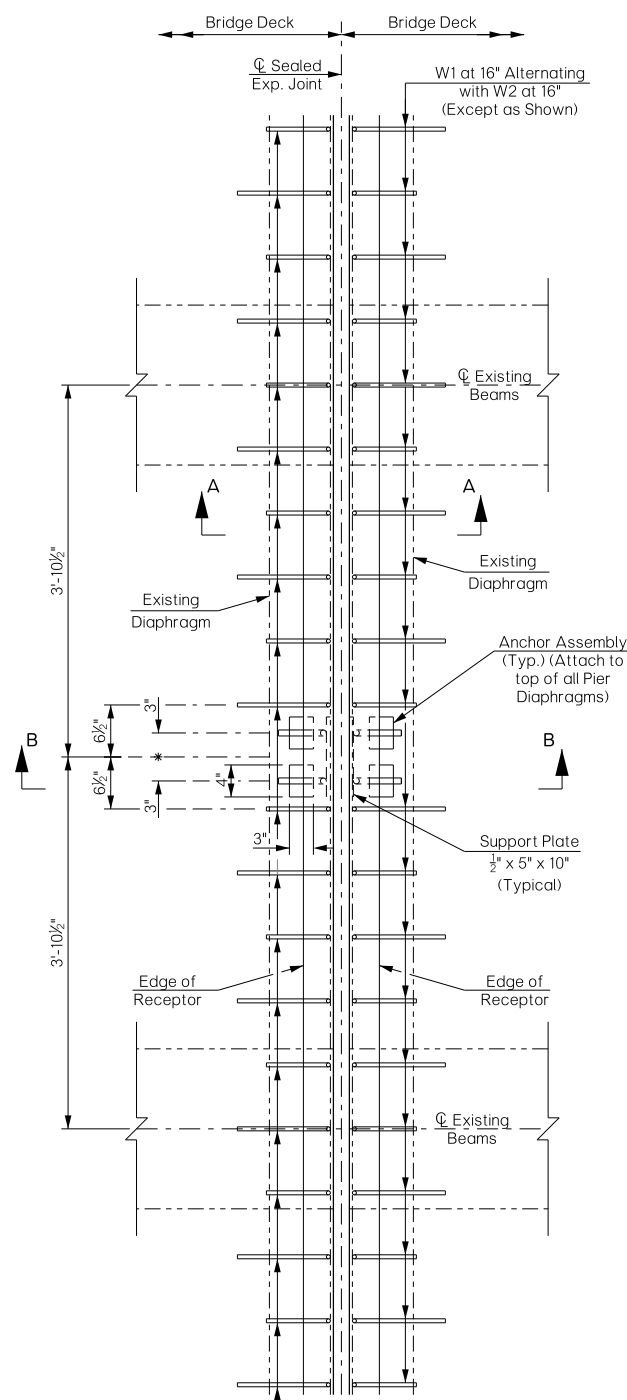
NEW JOINT REINFORCING PLAN



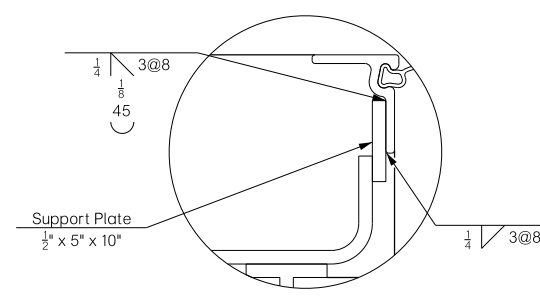
SECTION A-A



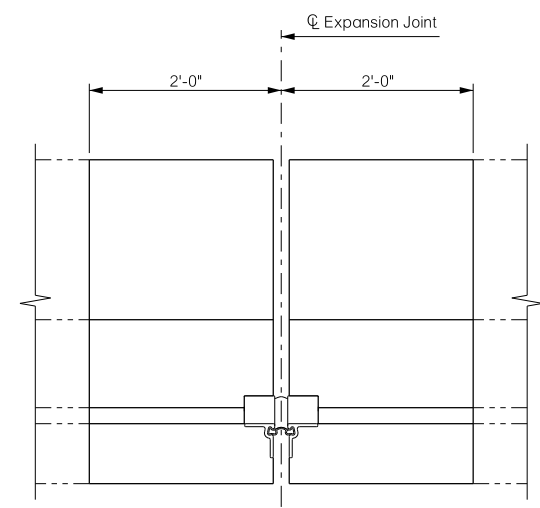
SECTION B-B



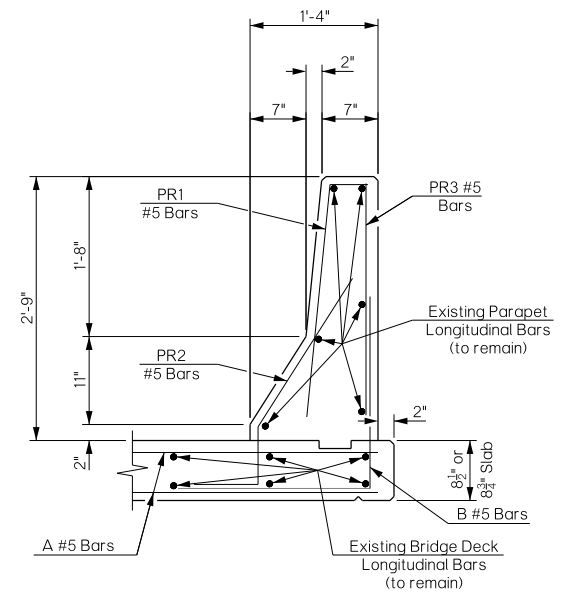
PLAN VIEW OF EXPANSION JOINT



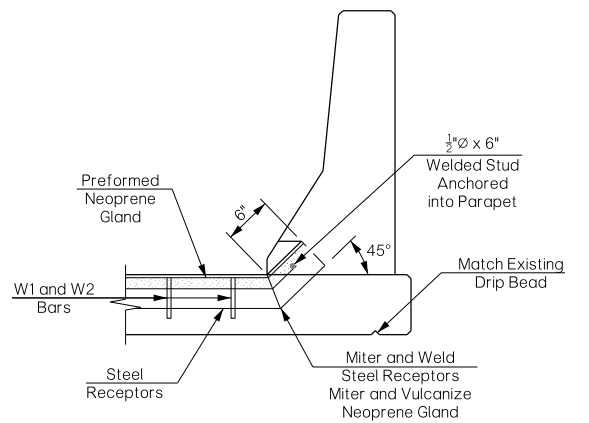
DETAIL 'A'



ELEVATION OF EXPANSION JOINT



PARAPET REINFORCING

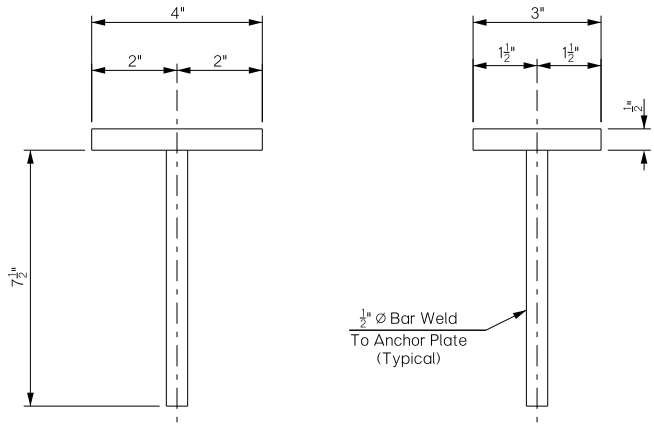


SECTION AT PARAPET

- NOTES:**
- Clean, straighten and reuse existing Longitudinal Deck Slab and Parapet Reinforcing.
 - This repair will be performed in two phases. The New 'A' Transverse Bars will be tied using Mechanical Splices at the Phasing Joint. The cost of Mechanical Splices will be included in Other Items of Work.

BRIDGE "A" U.S.-283 OVER WASHITA RIVER	ROGER MILLS COUNTY	Design	MLC	01/16
REPAIR BRIDGE ITEM (TYPE A) (EXPANSION JOINT REPLACEMENT) AT PIERS) (SHEET 1 OF 2)		Detail	WDY	02/16
		Check	MLC	04/16
		Spwad	HARJO	
		Engr.	MOLLA-ESMAIL	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		SHEET NO. B002
JOB/PIECE NO. 31699(04)				

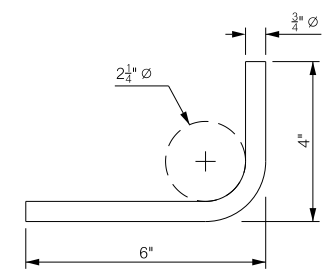
REVISIONS		
REV. NO.	DESCRIPTION	DATE



* Drill holes in the Existing Diaphragm and Secure Bars with ODOT Approved Epoxy.

ANCHOR ASSEMBLY

(EMBEDDED PLATE TO BE ATTACHED TO TOP OF PIER DIAPHRAGMS)



L BAR

REPAIR BRIDGE ITEM (TYPE A) AT PIERS

This work consists of removing the existing expansion device along with a portion of the deck slab and parapet replacing with new sealed expansion device and new concrete as shown in the plans. All costs of removal of the existing and placement of the new expansion device including labor, concrete, reinforcing steel, Anchor Assembly, welding, paint, saw cut and other incidentals shall be included in price bid per each of "Repair Bridge Item (Type A)".

Use Class AA Concrete.
Use Grade 60 Reinforcing Steel (Epoxy Coated).

The Sealed Expansion device shall have the following specifications:

The Sealed Expansion Joint shall have a total movement range of 4".

The Steel Receptor provided shall either be the Watson, Bowman and Acme Type Q Steel Extrusion or the D.S. Brown Type SSOOK Steel Extrusion. See Standard EJ-DTL for details of steel receptors.

PAINT

Two shop coats, one an inorganic zinc rich (IZ) primer, the other an inorganic zinc rich (IZ) intermediate coat, will be applied to the entire surface of the Steel Receptor, Support Plates, L Support Bars, and W1 and W2 Anchor Bars. All painting shall be done in accordance with Section 730 of the Standard Specifications.

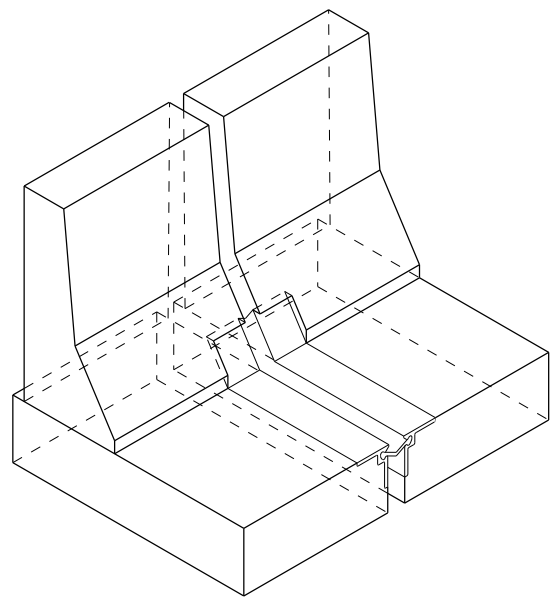
MATERIALS

Steel Receptors shall be in accordance with AASHTO M270 (ASTM A709), Grade 36, 50 or 50W (Charpy V-Notch testing not required), Support Plates, L Support Bars, and W1 and W2 Anchor Bars shall conform to AASHTO M225 (ASTM A496). All bar dimensions shall be included in the shop drawings.

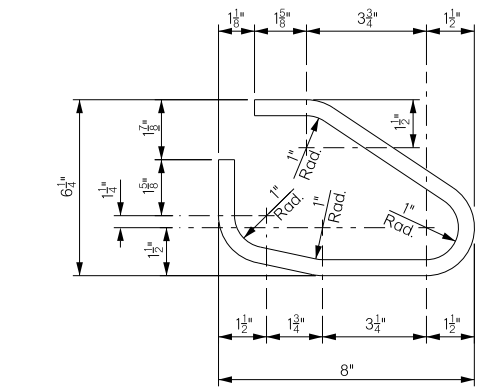
Welding of Steel Receptors, Support Plate, L Support Bars, and W1 and W2 Anchor Bars shall be in accordance with Subsection 724.03 of the Standard Specifications. Preformed Neoprene gland lubricant adhesive shall be in accordance with the manufacturer's published literature.

FABRICATION OF JOINT

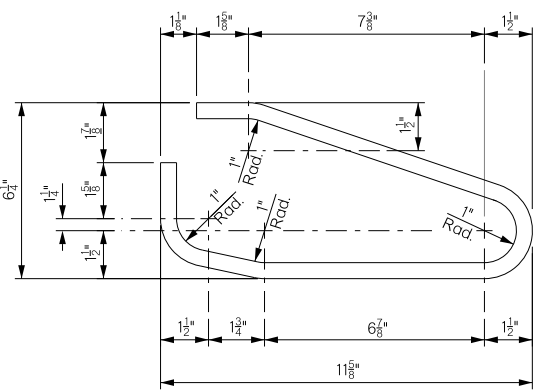
At locations where joint is shown to be mitered at any angle for turn-up at traffic rail or for skew, the material shall be shop spliced with heat vulcanizing or other method of equal effectiveness as recommended by the listed joint manufacturer or approved equal and approved by the Engineer.



PICTORIAL VIEW OF SEALED JOINT AT PARAPET

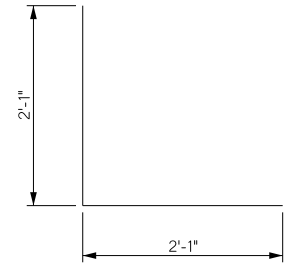


W1 ANCHOR BAR DETAIL

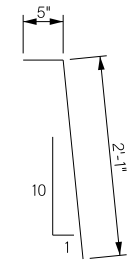


W2 ANCHOR BAR DETAIL

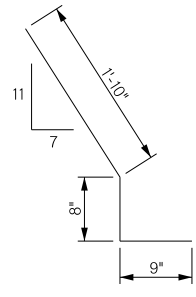
Note:
W1 and W2 bars shall be fabricated from W-20 Deformed Steel Wire.



B #5 x 4'-2"



PR1 #5 x 2'-6"



PR2 #5 x 3'-3"

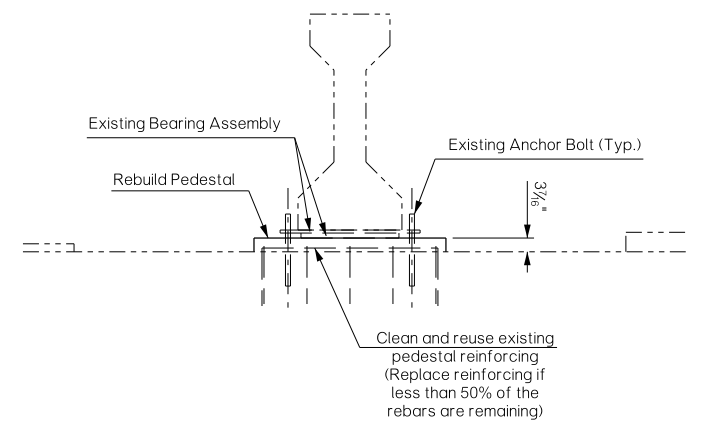
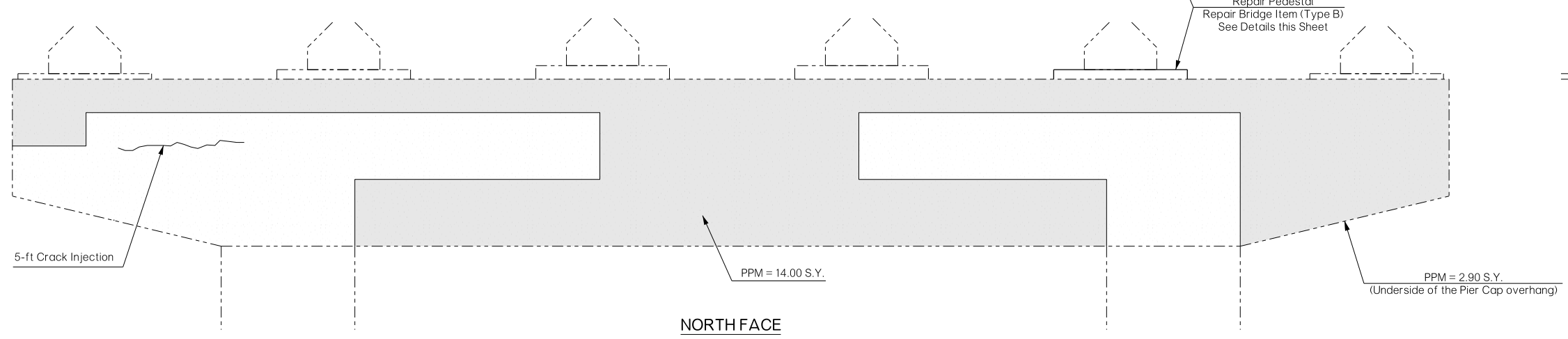
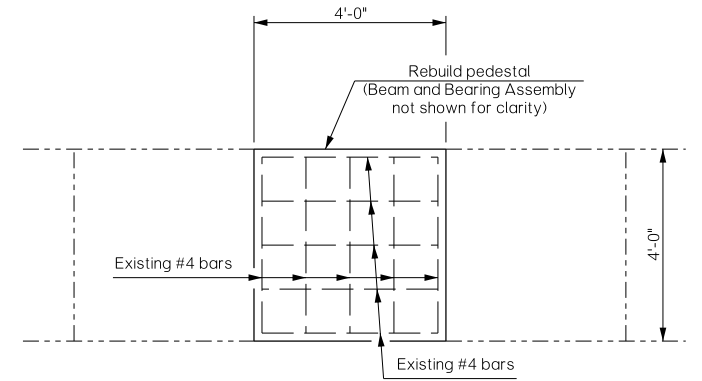
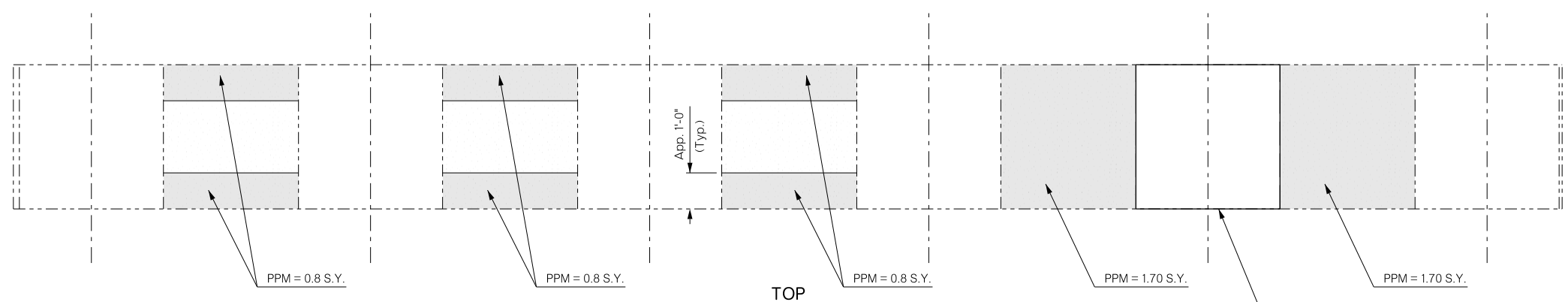
BAR BENDS

BAR LIST				
GRADE 60 EPOXY COATED REINFORCING				
PER EXPANSION JOINT				
MARK	SIZE	NO.	FORM	LENGTH
A	#5	26	STR.	45'-5"
B	#5	12	BNT.	4'-2"
PR1	#5	12	BNT.	2'-6"
PR2	#5	12	BNT.	3'-3"
PR3	#5	12	STR.	2'-6"

① "A" bars will be provided in two pieces, Mechanically Spliced at the phasing Joint.

BRIDGE "A" U.S.-283 OVER WASHITA RIVER	ROGER MILLS COUNTY		Design	MLC	01/16
	REPAIR BRIDGE ITEM (TYPE A) (EXPANSION JOINT REPLACEMENT) AT PIERS) (SHEET 2 OF 2)		Detail	WDY	02/16
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	Check	MLC	04/16
JOB/PIECE NO. 31699(04)			Spwad	HARJO	
SHEET NO. B003			Eng:	MOLLA-ESMAIL	

REVISIONS		
REV. NO.	DESCRIPTION	DATE



**PEDESTAL REPAIR
REPAIR BRIDGE ITEM (TYPE B)**

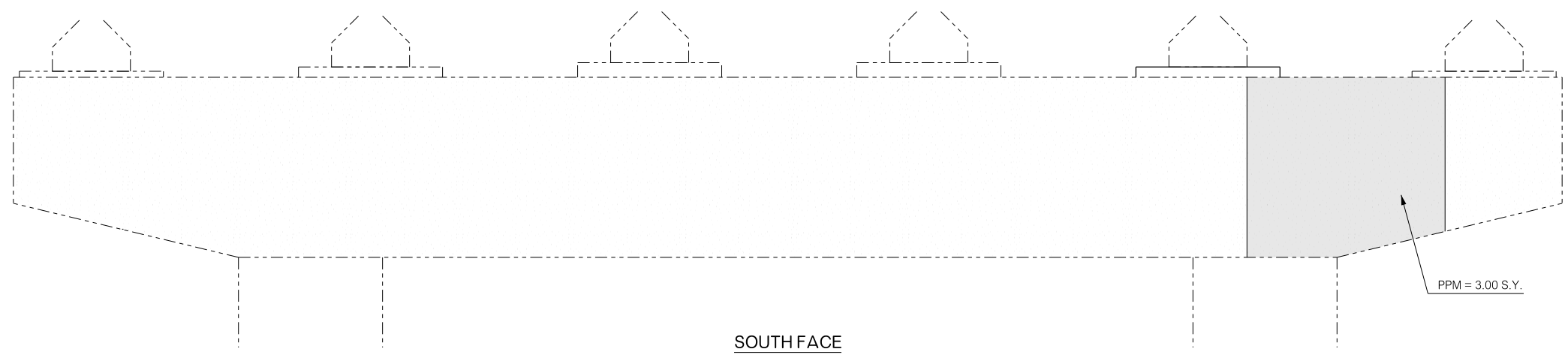
- NOTES:
- Repair Second Pedestal from the East as identified on this sheet. Items Falsework Jacking and Repair Bridge Item (Type B) are for repair of the Pedestal. Use Class "A" Concrete to restore the Pedestal to its original dimensions.
 - The location and Extent of Patching (Pneumatically placed mortar) and Crack Injection must be approved by the Engineer.
 - Apply Corrosion Inhibitor to the entire Pier Cap after Patching has been completed.

PIER NO. 1 QUANTITIES		
DESCRIPTION	UNIT	QTY.
(PL) Falsework Jacking	LSUM	1.00
(PL) Repair Bridge Item (Type B)	EA	1.00
Preparation of Cracks, Above Water	LF	5.00
Epoxy Resin, Above Water	GAL	0.20
Pneumatically Placed Mortar	SY	25.70
(SP) Corrosion Inhibitor (Surface Applied)	SY	90.00
(SP) Carbon Fiber-Reinforced Polymer	SF	630.00

① See Sheet B007 for Fiber Wrap location.

LEGEND

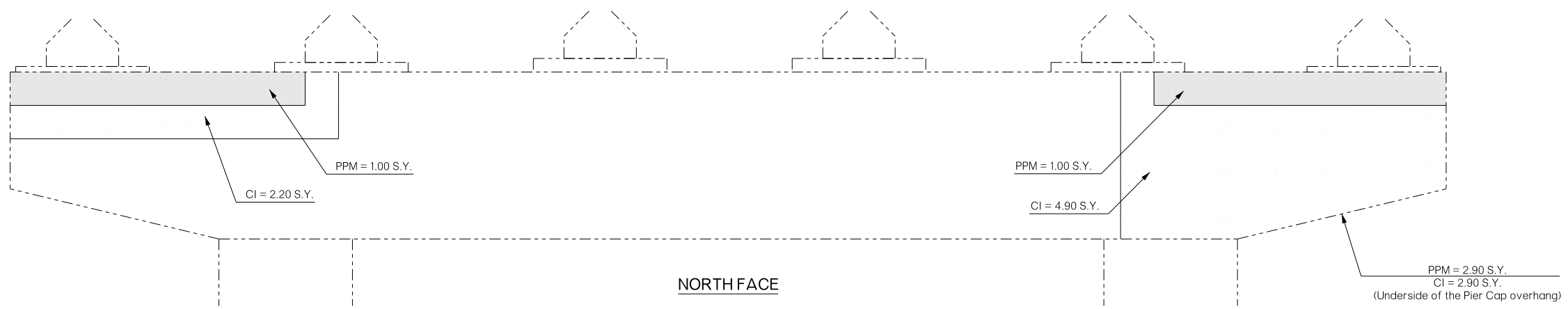
- ▭ Pneumatically Placed Mortar, PPM
- ▭ Epoxy Crack Injection
- ▭ Corrosion Inhibitor (Surface Applied), CI



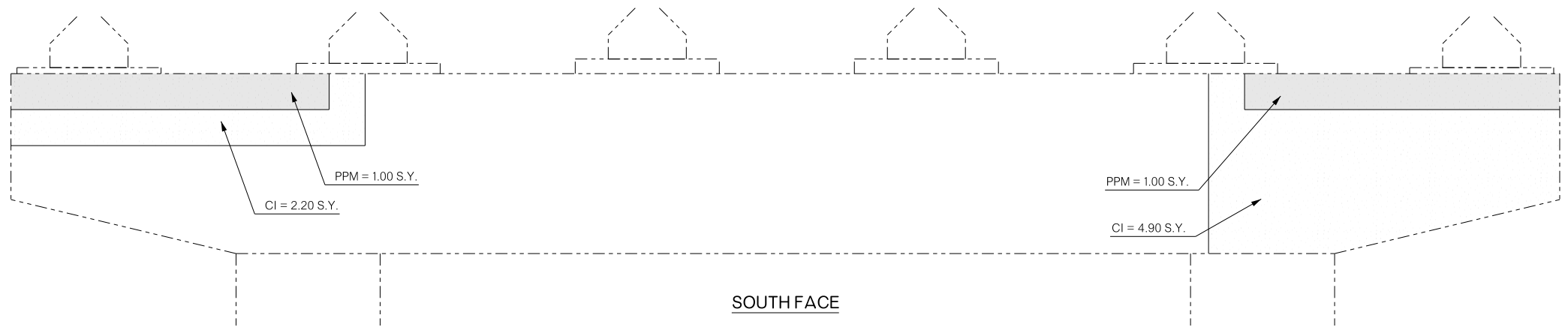
PIER NO. 1
Details of Pneumatically Placed Mortar and Corrosion Inhibitor

BRIDGE "A" U.S.-283 OVER WASHITA RIVER	ROGER MILLS COUNTY	Design	MLC	04/16
PIER NO. 1 REPAIR		Detail	WDY	04/16
		Check	MLC	04/16
STATE OF OKLAHOMA		Squad:	HARJO	
DEPARTMENT OF TRANSPORTATION		Engr:	MOLLA-ESMAIL	
JOB/PIECE NO. 31699(04)	SHEET NO. B004			

REVISIONS		
REV. NO.	DESCRIPTION	DATE



NORTH FACE



SOUTH FACE

PIER NO. 2
Details of Pneumatically Placed
Mortar and Corrosion Inhibitor

- NOTES:
- The location and extent of repair must be approved by the Engineer.
 - Apply Corrosion Inhibitor after Patching with Pneumatically Placed Mortar.

PIER NO. 2 QUANTITIES			
DESCRIPTION	UNIT	QTY.	
Pneumatically Placed Mortar	SY	6.90	
(SP) Corrosion Inhibitor (Surface Applied)	SY	17.10	
① (SP) Carbon Fiber-Reinforced Polymer	SF	36.00	

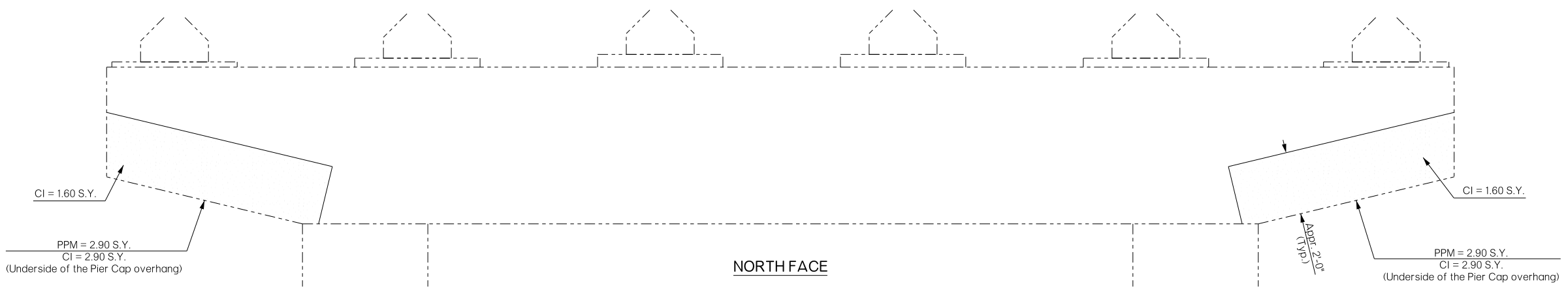
① See sheet B007 for Fiber Wrap Locations.

LEGEND

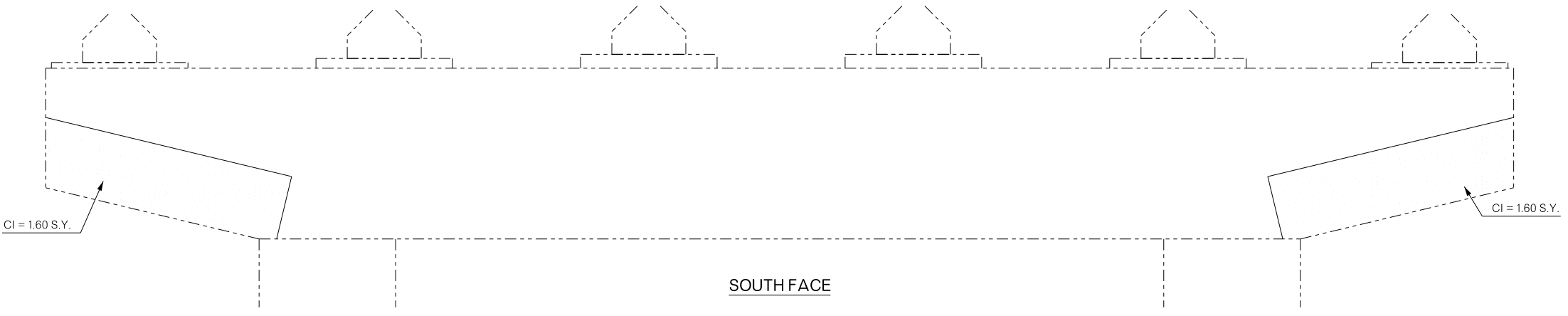
	Pneumatically Placed Mortar, PPM
	Corrosion Inhibitor (Surface Applied), CI

BRIDGE "A" U.S.-283 OVER WASHITA RIVER		ROGER MILLS COUNTY		Design	MLC	03/16
PIER NO. 2 REPAIR				Detail	WDY	03/16
				Check	MLC	04/16
				Squad	HARJO	
				Engr.	MOLLA-ESMAIL	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 31699(04)		SHEET NO. B005				

REVISIONS		
REV. NO.	DESCRIPTION	DATE



NORTH FACE



SOUTH FACE

PIER NO. 3
Details of Pneumatically Placed
Mortar and Corrosion Inhibitor

NOTES:

- The location and extent of repair must be approved by the Engineer.
- Apply Corrosion Inhibitor after Patching with Pneumatically Placed Mortar.

PIER NO. 3 QUANTITIES		
DESCRIPTION	UNIT	QTY.
Pneumatically Placed Mortar	SY	5.80
(SP) Corrosion Inhibitor (Surface Applied)	SY	12.20
① (SP) Carbon Fiber-Reinforced Polymer	SF	72.00

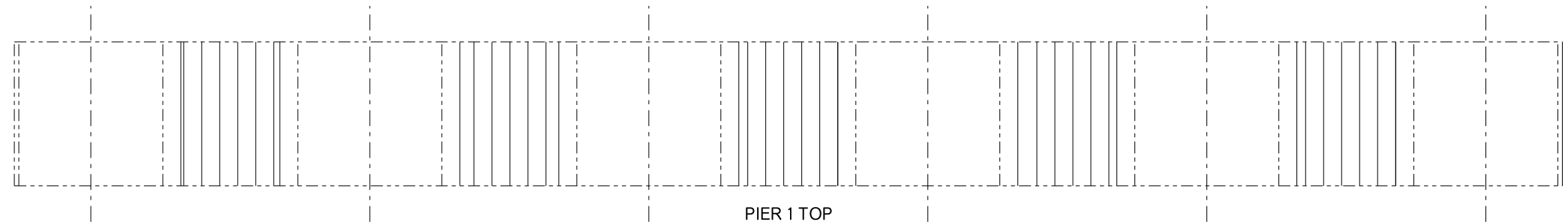
① See sheet B007 for Fiber Wrap Locations.

LEGEND

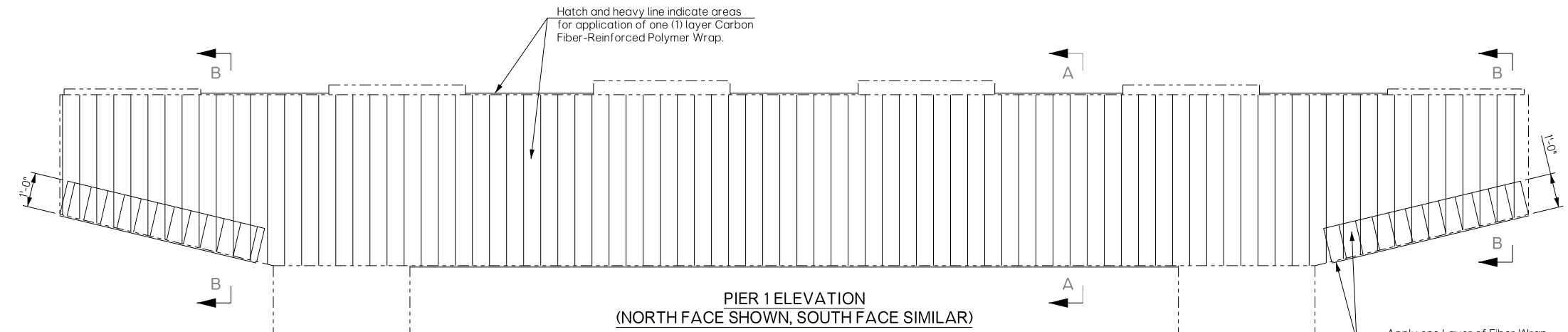
- Pneumatically Placed Mortar, PPM
- Corrosion Inhibitor (Surface Applied), CI

BRIDGE "A" U.S.-283 OVER WASHITA RIVER	ROGER MILLS COUNTY	Design	MLC	03/16
PIER NO. 3 REPAIR		Detail	WDY	03/16
		Check	MLC	04/16
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
JOB/PIECE NO. 31699(04)		SHEET NO. B006		

REVISIONS		
REV. NO.	DESCRIPTION	DATE

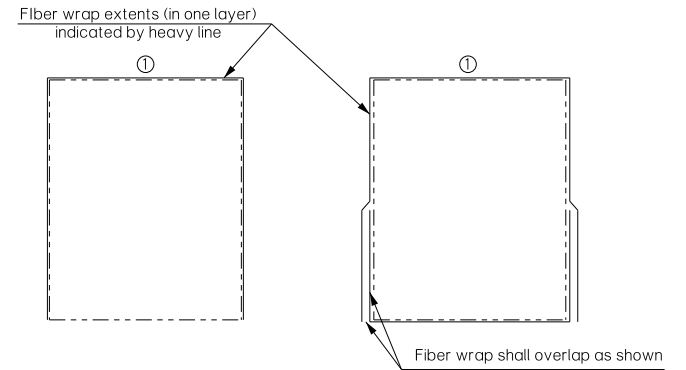


PIER 1 TOP



PIER 1 ELEVATION
(NORTH FACE SHOWN, SOUTH FACE SIMILAR)

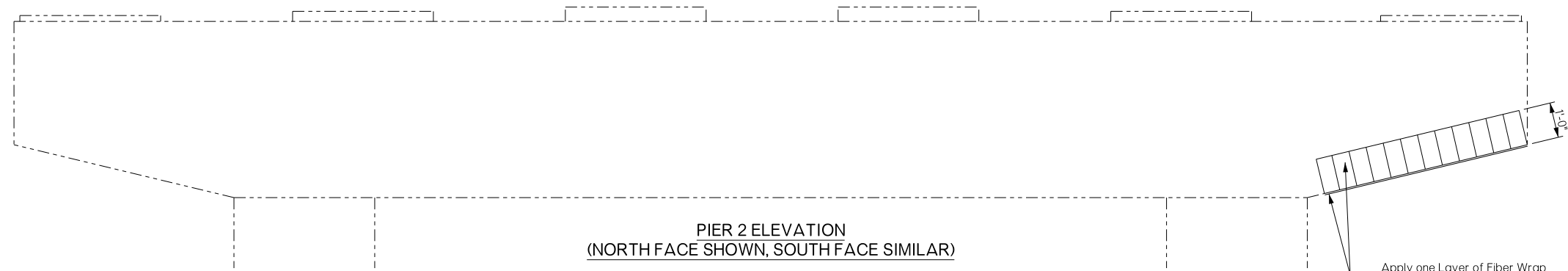
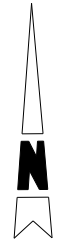
Apply one Layer of Fiber Wrap to the Underside and the Faces of the Overhang (1'-0" on each Face)



SECTION A-A

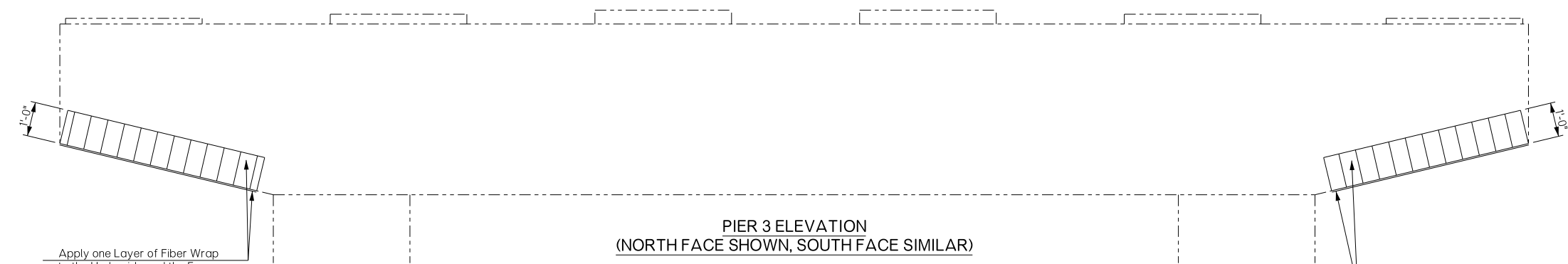
SECTION B-B

① Omit CFRP at Pedestal



PIER 2 ELEVATION
(NORTH FACE SHOWN, SOUTH FACE SIMILAR)

Apply one Layer of Fiber Wrap to the Underside and the Faces of the Overhang (1'-0" on each Face)



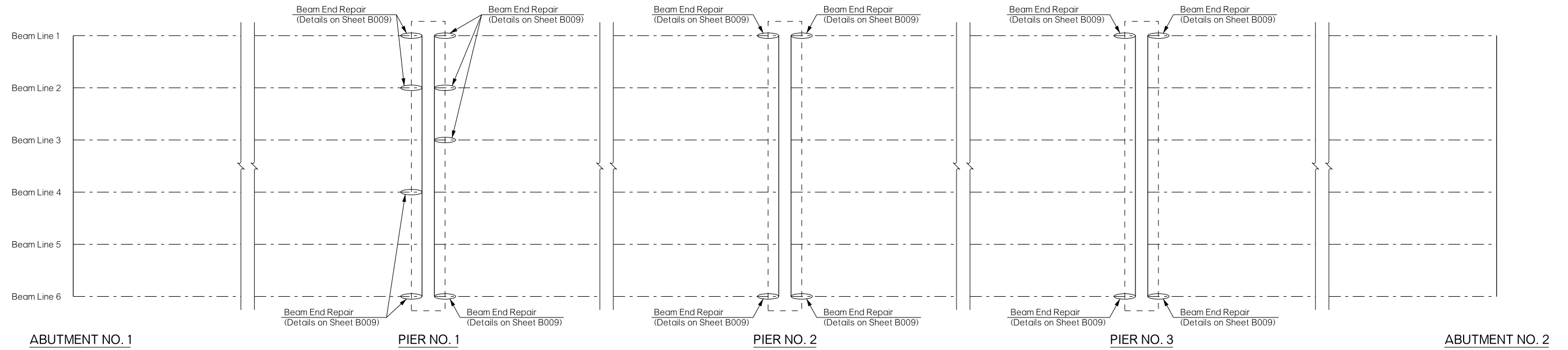
PIER 3 ELEVATION
(NORTH FACE SHOWN, SOUTH FACE SIMILAR)

Apply one Layer of Fiber Wrap to the Underside and the Faces of the Overhang (1'-0" on each Face)

Apply one Layer of Fiber Wrap to the Underside and the Faces of the Overhang (1'-0" on each Face)

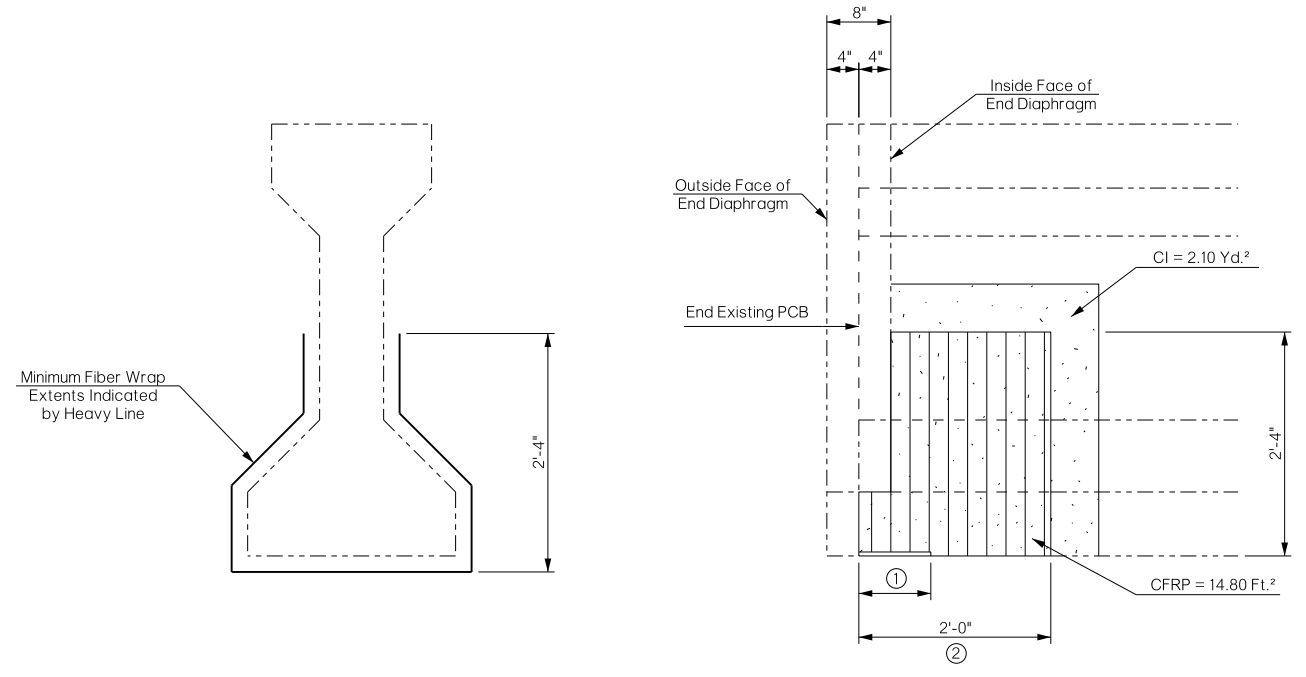
BRIDGE "A"		ROGER MILLS COUNTY		Design	MLC	03/16
U.S.-283 OVER WASHITA RIVER				Detail	WDY	03/16
PIER NOS. 1, 2, & 3 FIBER WRAP DETAILS				Check	MLC	04/16
				Squad	HARJO	
				Engr:	MOLLA-ESMAIL	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 31699(04)				SHEET NO. B007		

REVISIONS		
REV. NO.	DESCRIPTION	DATE



BRIDGE "A"		ROGER MILLS COUNTY		Design	MLC	01/16
U.S.-283 OVER WASHITA RIVER				Detail	WDY	02/16
BEAM END REPAIR LOCATIONS				Check	MLC	04/16
				Squad	HARJO	
				Engr:	MOLLA-ESMAIL	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
		JOB/PIECE NO. 31699(04)				SHEET NO. B008

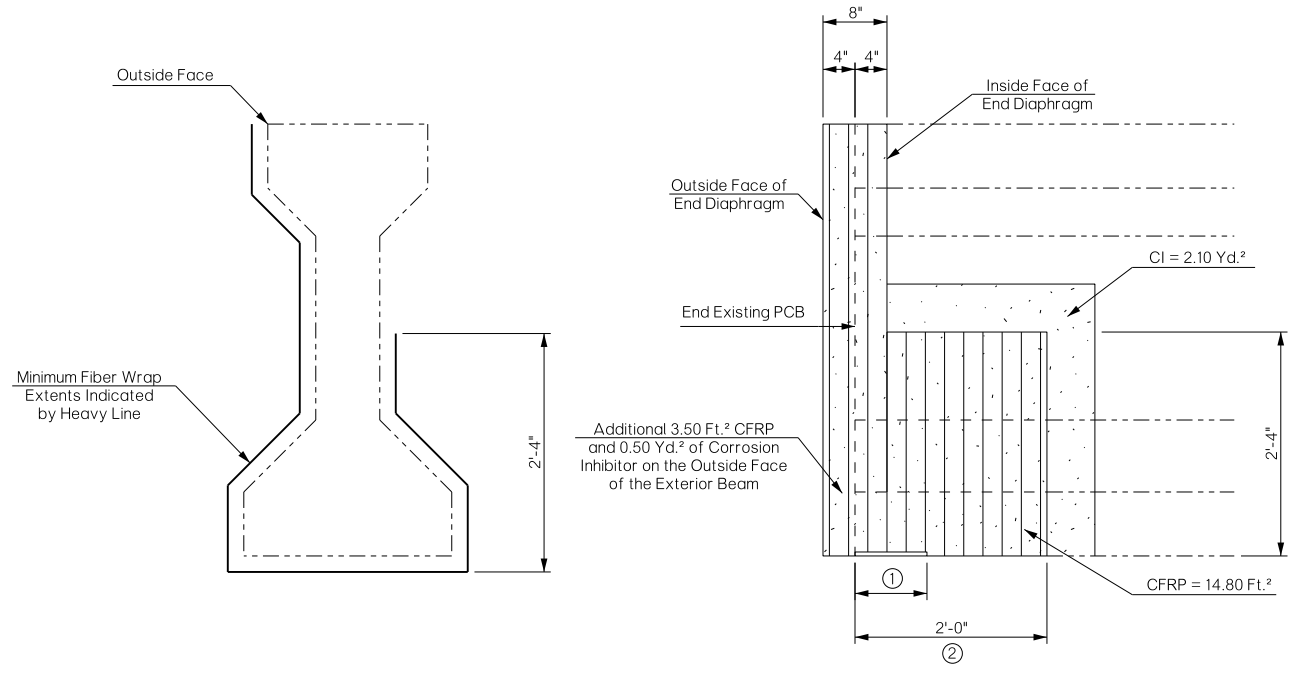
REVISIONS		
REV. NO.	DESCRIPTION	DATE



For repair locations, see sheet B008

- ① Omit Fiber Wrap at Embedded Steel Plate.
- ② Remove any loose or deteriorated concrete on the Beam Ends. Apply Pneumatically Placed Mortar and Corrosion Inhibitor to spalled areas before applying Fiber Wrap. Use one layer of Fiber Wrap at the Beam Ends with the Fiber Wrap oriented vertically. Fiber Wrap shall extend at least 1' past the extents of Pneumatically Placed Mortar.

INTERIOR BEAM



For repair locations, see sheet B008

- ① Omit Fiber Wrap at Embedded Steel Plate.
- ② Remove any loose or deteriorated concrete on the Beam Ends and the Diaphragm on the Outside Face of the Exterior Beam. Apply Pneumatically Placed Mortar and Corrosion Inhibitor to spalled areas before applying Fiber Wrap. Use one layer of Fiber Wrap at the Beam Ends and the Outside Face of the Exterior Beam with the Fiber Wrap oriented vertically. Fiber Wrap shall extend at least 1' past the extents of Pneumatically Placed Mortar.

EXTERIOR BEAM

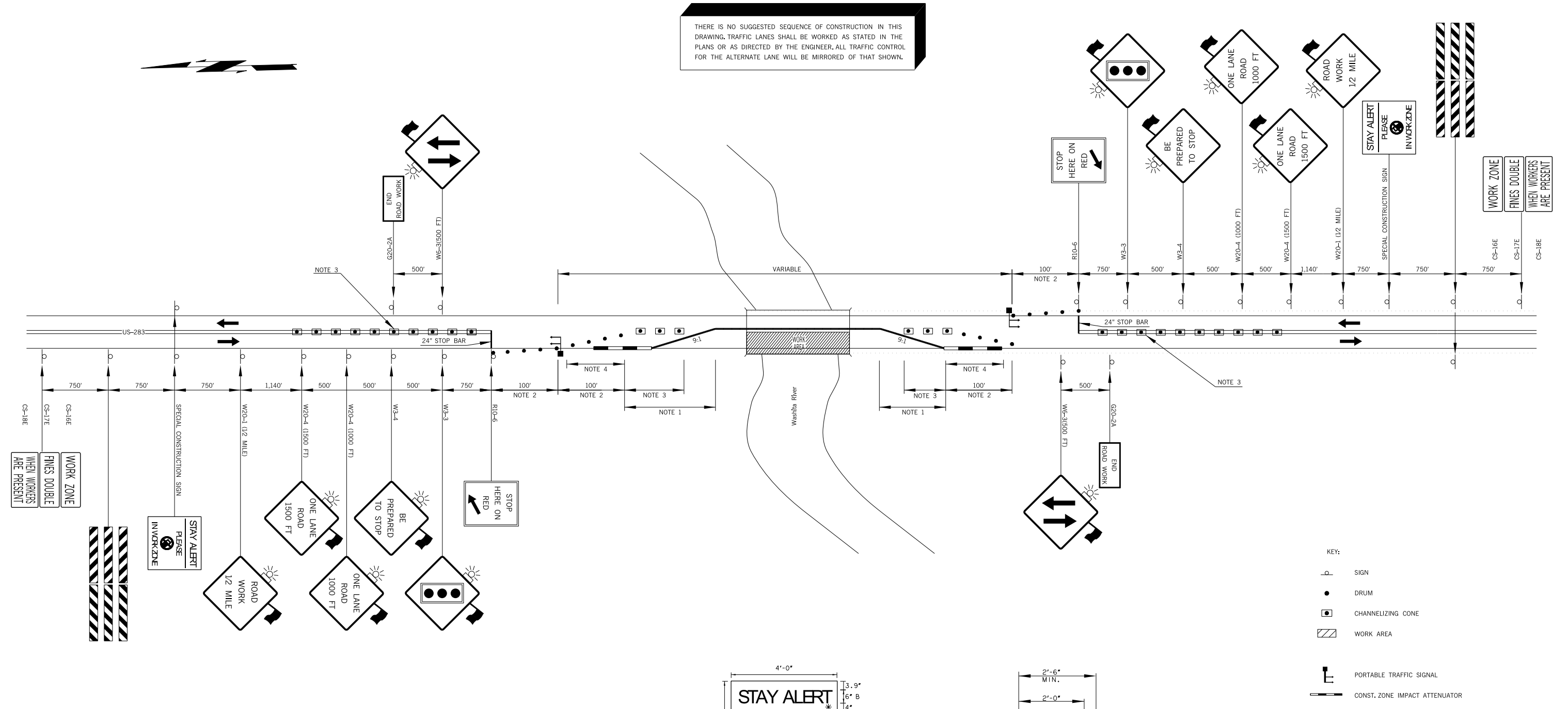
BEAM END (16 TOTAL)
 Pneumatically Placed Mortar (PPM) = 7.00 S.Y.
 Corrosion Inhibitor (CI) = 40.00 S.Y.
 Carbon Fiber-Reinforced Polymer (CFRP) = 278.00 S.F.

LEGEND

▭ Corrosion Inhibitor (Surface Applied), CI

BRIDGE "A" U.S.-283 OVER WASHITA RIVER		ROGER MILLS COUNTY		Design	MLC	02/16
BEAM END REPAIR DETAILS				Detail	WDY	02/16
				Check	MLC	04/16
				Squad:	HARJO	
				Engr:	MOLLA-ESMAIL	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 31699(04)		SHEET NO. B009				

THERE IS NO SUGGESTED SEQUENCE OF CONSTRUCTION IN THIS DRAWING. TRAFFIC LANES SHALL BE WORKED AS STATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL TRAFFIC CONTROL FOR THE ALTERNATE LANE WILL BE MIRRORED OF THAT SHOWN.



- KEY:
- SIGN
 - DRUM
 - CHANNELIZING CONE
 - WORK AREA
 - PORTABLE TRAFFIC SIGNAL
 - CONST. ZONE IMPACT ATTENUATOR
 - PORTABLE LONGITUDINAL MEDIAN BARRIER

NOTE 1
 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 2
 A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS AREA.

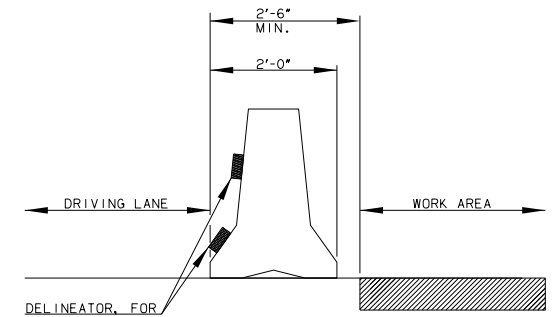
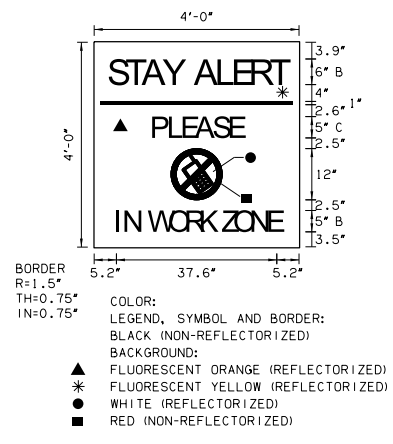
NOTE 3
 MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE TWICE THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 50 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 75 FEET FOR CHANNELIZER CONES. SPACING SHALL NOT EXCEED 100 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 4
 IF CLEAR ZONE CAN BE MET BY FLARING MEDIAN BARRIER, THE CONST. ZONE IMPACT ATTENUATORS MAY BE OMITTED. SEE FLAIR 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.



NOT TO SCALE

TRAFFIC CONTROL DETAIL

Drawn	SRW	6/16
Design	SEB	6/16
Checked	JLS	6/16
TRAFFIC ENGINEERING JAMI SHORT		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION
DIVISION 5	JOB/PIECE NO. 31699 (04)	SHEET NO. T001