

TRAFFIC SIGNING GENERAL CONSTRUCTION NOTES

- (C-53) 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.
- (C-56) ALL REGULATORY SIGNS SHALL HAVE HIGH INTENSITY SHEETING. THE HIGH INTENSITY SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION) FOR TYPE III SHEETING.

ALL WARNING SIGNS SHALL HAVE FLUCRESCENT YELLOW SHEETING. THE FLUORESCENT YELLOW SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956- (LATEST REVISION) REQUIREMENTS FOR TYPE VIII SHEETING.

ALL GREEN AND BLUE SIGNS ON CONVENTIONAL HIGHWAYS SHALL HAVE HIGH INTENSITY SHEETING. THE HIGH INTENSITY SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION) FOR TYPE III SHEETING.

ALL PANEL AND OVERHEAD SIGNS SHALL HAVE TYPE III HIGH INTENSITY BACKGROUND WITH TYPE VIII LEGENDS AND BORDERS. THE TYPE III BACKGROUND AND THE TYPE VIII LEGENDS AND BORDERS SHALL MEET THE REQUIREMENTS OF ASTM D4956-(LATEST REVISION).

THE MANUFACTURER SHALL FURNISH A TYPE 'A' CERTIFICATION IN ACCORDANCE WITH ODOT STANDARD SPECIFICATIONS, LATEST EDITION, SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON THE MATERIAL SUBMITTED FOR APPROVAL.
- (C-58) NO SPLICES SHALL BE PERMITTED IN ANY PIPE OR WIDE FLANGE SIGN POSTS.
- (C-59) ALL ANCHOR BOLTS SHALL BE GRADE A-36 STEEL.
- (C-60) THE STATIONS AND LOCATIONS OF THE SIGN PLACEMENT, AS SHOWN ON THE PLAN SHEETS, ARE APPROXIMATE. EXACT STATIONS 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.
- (C-61) POST LENGTHS SHOWN ON SIGN SUMMARY ARE APPROXIMATE. EXACT LENGTH SHALL BE DETERMINED BY FIELD SURVEY BY THE CONTRACTOR.
- (C-69) FOR NEW OR EXISTING GROUND MOUNTED SIGNS, MAXIMUM STUB POST PROJECTION ABOVE FOOTING/GROUND LINE SHALL BE 1-3/4" + /-1/4". MAXIMUM FOOTING PROJECTION ABOVE GROUND LINE SHALL BE NO MORE THAN 2". SHOULD ADDITIONAL SOIL BE REQUIRED, THE ENGINEER WILL DESIGNATE AN AREA TO OBTAIN ADDITIONAL SOIL. ALL ASSOCIATED COSTS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

PAY QUANTITY NOTES

- (TC-25) 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. PRICE BID FOR THIS ITEM SHALL BE PAYMENT IN FULL FOR THE INSTALLATION, MAINTENANCE AND SUBSEQUENT REMOVAL OF ALL NECESSARY CONSTRUCTION TRAFFIC CONTROL DEVICES AND PAVEMENT MARKINGS REQUIRED FOR COMPLETION OF THE PROJECT.

ALL SIGNS, BARRICADES, WHICH ARE SHOWN WITH TYPE 'A' LIGHTS IN THE STANDARD DRAWINGS SHALL HAVE THE CORRESPONDING LIGHT ATTACHED DURING NON-DAYLIGHT HOURS.
- (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 O.D.O.T. STANDARD SPECIFICATIONS (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.
- (TS-24) QUANTITY SHOWN INCLUDES 4320 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 4600 L.F. TRAFFIC STRIPE(MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE.

SUMMARY OF PAY QUANTITIES				
0300 TRAFFIC CONTROL				
ITEM		DESCRIPTION	UNITS	QUANTITY
850(A)	8110	SHEET ALUMINUM SIGNS	SF	10.00
851(C)	8327	2 1/4" SQUARE TUBE POST	LF	30.00
856(A)	8530	TRAFFIC STRIPE (MULTI-POLYMER)(4"WIDE)	(TS-24) LF	8920.00
880(J)	8905	CONSTRUCTION TRAFFIC CONTROL	(TC-25),(TC-33) LSUM	1.00

SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE I: CONSTRUCT PROPOSED ROAD AND BRIDGE ON NEW ALIGNMENT FROM STA. 102+00.00 TO STA. 113+00.00 MAINTAINING THE TRAFFIC ON THE EXISTING ROAD & BRIDGE.

PHASE II: INSTALL DETOUR SIGNS AND CLOSE THE EXISTING ROAD & BRIDGE TO TRAFFIC AND COMPLETE THE TIE-INS AT WEST AND EAST END OF PROJECT, FROM STA. 96+00.00 TO STA. 102+00.00 AND STA. 113+00.00 TO STA. 117+00.00. COMPLETE ALL WORK INCLUDING STRIPING.

PHASE III: OPEN NEW ROAD AND BRIDGE TO TRAFFIC. REMOVE EXISTING BRIDGE AND OBLITERATE OLD ROAD AND RESTORE GROUND TO ORIGINAL CONDITION.

NOTE: CONTRACTOR SHALL HAVE A MAXIMUM OF 30 CALENDER DAYS TO CLOSE THE ROAD FOR CONSTRUCTION DURING PHASE II FOR COMPLETING THE TIE-INS AT WEST AND EAST END OF PROJECT.

12/16/2016 N:\AD06 YANUBBEE CREEK\Drawings\AD06-05-SUMMARY Pay Quantities (Traffic).dgn

DESIGN	BP	06/16	McCURTAIN COUNTY	BRIDGE OVER YANUBBEE CREEK
DRAWN	JH	06/16	SUMMARY OF PAY QUANTITIES AND GENERAL NOTES (TRAFFIC)	
CHECKED	SK	06/16		
APPROVED				
SQUAD	KCS			
STATE J/P NO. 25468(04)			SHEET NO. 5	