TRAFFIC DESIGN

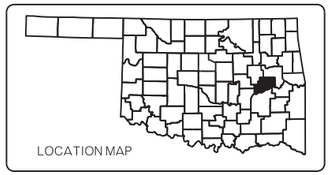
PROJECT ENGINEER : J. SHORT
SQUAD SUPERVISOR : S. WILLIAMS

BRIDGE DESIGN

ENGINEERING MANAGER : P. DEFRANCO, PE
ENGINEER : C. OSBORNE, PE

SQUAD SUPERVISOR : R. HENSLEY
SQUAD MEMBERS : T. ELDREDGE, P. GAFFORD, B. JONES, D. NASH, M. WANZER

P.E. NO. 27113(01)



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

US HIGHWAY

FEDERAL AID PROJECT NO. NHPPI-246N-(026)SS
DIVISION ONE JOINT SEAL/REPAIR
US-69 NORTH AND SOUTHBOUND OVER I-40

MCINTOSH COUNTY

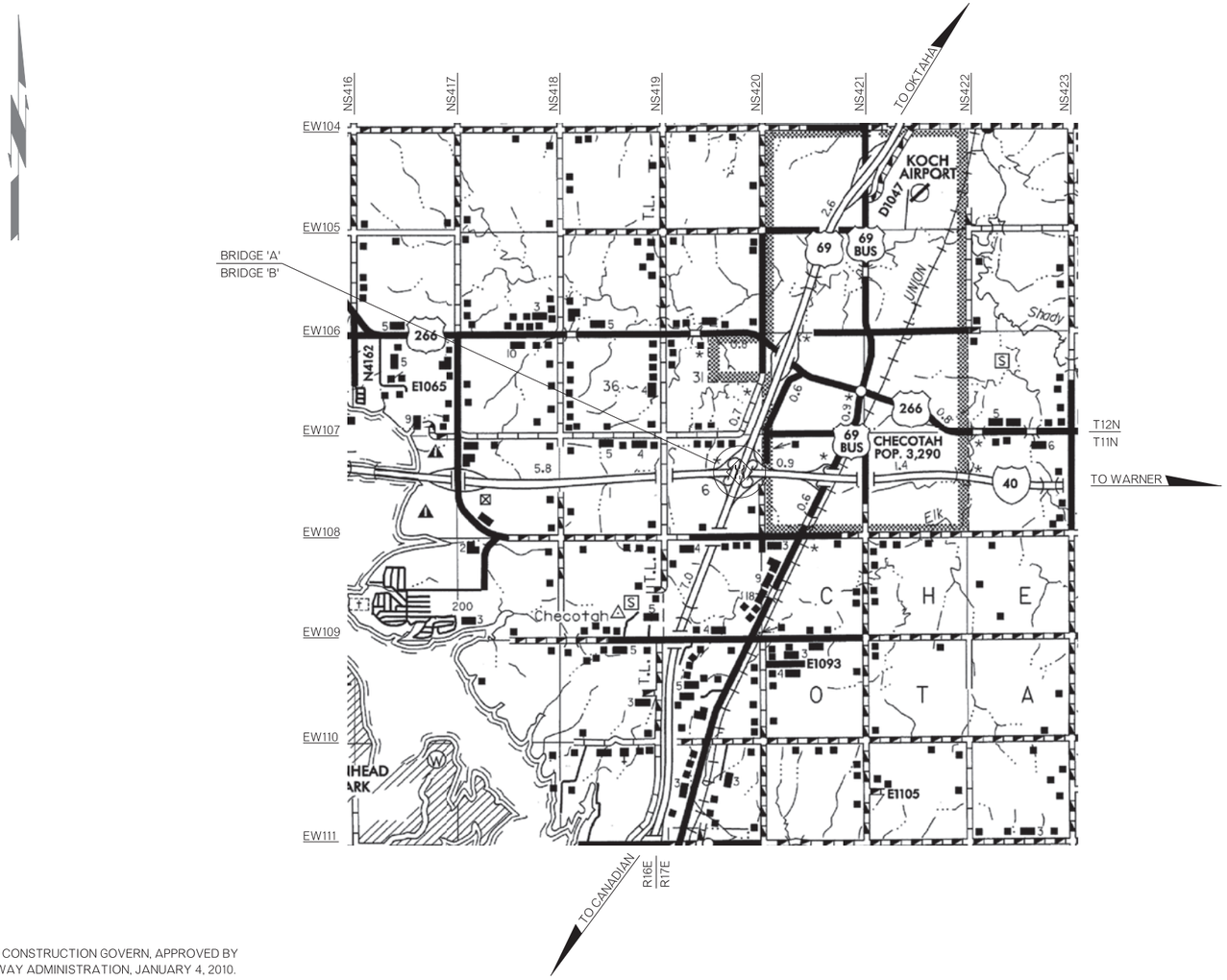
CONTROL SECTION NO. 69-46-03
STATE JOB NO. 27113(05)
BRIDGE 'A' LOCATION NO. 4607-1908 X
EXISTING NBI NO. 18589
BRIDGE 'B' LOCATION NO. 4607-1911 X
EXISTING NBI NO. 18590

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



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
- OIL WELL
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- PRES. R/W — RIGHT-OF-WAY LINES - EXISTING
- R/W — RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- R/W — 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.

STANDARDS TO BE INCLUDED

TRAFFIC

TCS1-1-01	TCS11-1-01
TCS2-1-00	TCS14-1-00
TCS3-1-01	TCS17-1-00
TCS4-1-01	TCS18-1-01
TCS5-1-00	TCS19-1-01
TCS6-1-02	TCS20-1-00
TCS7-1-02	TCS24-1-02
TCS8-1-00	TCS25-1-00
TCS9-1-01	
TCS10-1-00	

PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN DIVISION

PATTY F. DEFRANCO, P.E.
OKLA. REG. NO. 20916
DATE 1/9/17

REGISTERED PROFESSIONAL ENGINEER
PATTY F. DEFRANCO
20916
OKLAHOMA

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED	DATE APPROVED
BY	BY
CHIEF ENGINEER	DIVISION ADMINISTRATOR

SWO
PROJECT NO. NHPPI-246N-(026)SS
COUNTY MCINTOSH HIGHWAY US-69 & I-40 UNDER SHEET NO. 0001

REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	ADDED NOTE	2/6/2017

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 THE 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:
BRIDGE "A": I-40-6-(66)263, US-69 SB OVER I-40 IN McINTOSH COUNTY
BRIDGE "B": I-40-6-(66)263, US-69 NB OVER I-40 IN McINTOSH 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.

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.

LANE CLOSURE:

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

CLEANING OF DECK DRAINS AND DRAINS AT END OF BRIDGE:

ALL PARAPET/RAIL OPENINGS, DECK DRAINS AND DRAINS AT THE ENDS OF BRIDGE SHALL BE CHECKED FOR FUNCTIONALITY AND CLEARED OF ALL DEBRIS AS NEEDED TO ENSURE THAT WATER DRAINS FROM THE BRIDGE NORMALLY. THE METHOD FOR CLEANING THE DRAINS SHALL BE APPROVED BY THE ENGINEER AND SHALL BE PAID FOR IN OTHER ITEMS OF WORK.

CLEANING BRIDGE SEATS AND PIER CAPS:

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

TINING:

ALL NEWLY-POURED CONCRETE FOR EXPANSION AND CONSTRUCTION JOINT CUTBACKS SHALL BE TINED IN ACCORDANCE WITH 504.04(G) OF THE 1999 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. ALL COSTS ASSOCIATED WITH TINING SHALL BE PAID FOR UNDER OTHER ITEMS OF WORK.

PAY ITEM NOTES

(1) REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL: (BRIDGE "A" & "B")

SEAL EXISTING EXPANSION JOINTS AS SHOWN IN THE PLANS WITH PREFORMED SILICONE EXPANSION MATERIAL IN ACCORDANCE WITH THE SPECIAL PROVISIONS 701-18(A-B)09 AND 504-8(A-C)09.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "EXPANSION DEVICE".

(2) REHABILITATED CONSTRUCTION JOINT: (BRIDGE "A" & "B")

THIS WORK CONSISTS OF REPLACING THE EXISTING CONSTRUCTION JOINT AT THE LOCATION INDICATED. REMOVE THE DECK TWO FEET EACH SIDE OF THE JOINT. CLEAN AND STRAIGHTEN THE EXISTING LONGITUDINAL REINFORCING STEEL IN ACCORDANCE WITH SUBSECTION 513.04D(3) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. NEW CONCRETE SHALL BE CLASS AA CONCRETE AND THE NEW REINFORCING SHALL BE GRADE 60 EPOXY-COATED REINFORCING STEEL.

ANY DAMAGE TO THE EXISTING BEAMS, COVER PLATES, SHEAR CONNECTORS AND STRUCTURAL BRACING DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

THE EXISTING DECK REINFORCING STEEL SHALL BE CLEANED, STRAIGHTENED, AND LEFT IN PLACE. EXISTING NON-EPOXY COATED REINFORCING STEEL AND DECK AREAS EXPOSED MAY BE TREATED WITH CORROSION INHIBITOR. IF THE DIVISION ELECTS TO USE CORROSION INHIBITOR, IT SHALL BE APPLIED ACCORDING TO THE SPECIAL PROVISIONS AND PAID FOR SEPARATELY PER UNIT PRICE BID FOR SQUARE YARD OF "(SP) CORROSION INHIBITOR (SURFACE APPLIED)".

ALL COSTS FOR THE REPLACEMENT OF THE CONSTRUCTION JOINT INCLUDING MECHANICAL SPLICES, EQUIPMENT, MATERIAL, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD OF "CLASS AA CONCRETE" AND THE UNIT PRICE BID PER POUND OF "EPOXY COATED REINFORCING STEEL".

ALL COSTS OF SEALING NEW CONSTRUCTION JOINTS AT COLD POUR LOCATIONS AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "SEALER CRACK PREPARATION" AND PRICE BID PER GALLON OF "SEALER RESIN".

THE SEALING OF THE PARAPETS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "RAPID CURE JOINT SEALANT".

(3) FLOODCOATING TREATMENT: (BRIDGE "A" & "B")

A FLOODCOAT SEAL SHALL BE APPLIED TO THE DRIVING SURFACE OF THE BRIDGE DECK, APPROACH SLABS, AND THE VERTICAL FACE OF THE PARAPETS UP TO 1'-0" ABOVE THE BRIDGE DECK AT THE BRIDGE LOCATIONS LISTED ON THE PLANS. THE CONTRACTOR MUST PROTECT ALL TRAFFIC STRIPING FROM THE FLOOD COAT DECK SEAL. ANY TRAFFIC STRIPING RENDERED INEFFECTIVE OR DAMAGED DURING THE FLOOD COAT DECK SEAL APPLICATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR MUST PREVENT THE FLOOD COAT DECK SEAL FROM PENETRATING ANY JOINT THAT HAS BEEN SEALED WITH SILICONE. IF FLOOD COAT SEAL PENETRATES ANY SILICONE JOINT THE CONTRACTOR, AT HIS OWN EXPENSE, WILL BE REQUIRED TO:

1) AFTER BULK CURE, REMOVE ALL FLOOD COAT DECK SEAL FROM THESE JOINTS.
2) REMOVE AND REPLACE THE SILICONE JOINT SEALANT.

THE APPLICATION OF THE FLOOD COAT SHALL BE IN ACCORDANCE WITH SECTION 523.04E OF THE STANDARD SPECIFICATION AND SHALL BE PERFORMED ONLY AFTER ALL OTHER WORK IS COMPLETE.

THE CONTRACTOR SHALL ONLY TREAT THE SURFACES SHOWN IN THE PLANS. THIS WORK WILL BE PERFORMED AFTER ALL OTHER WORK ON THE BRIDGE IS COMPLETE.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "DECK AREA SEALED (FLOODCOATS)".

ENVIRONMENTAL MITIGATION NOTES

1 BAT NOTE:

THE NORTHERN LONG-EARED BAT IS A THREATENED BAT SPECIES THAT OCCURS WITHIN THE PROJECT'S ACTION AREA. ALL BRIDGE PAINT AND JOINT SEAL SHALL BE RESTRICTED TO BETWEEN NOVEMBER 16, AND MARCH 31, OUTSIDE OF THE ACTIVE SEASON. IF BRIDGE PAINT AND JOINT SEAL DURING THE ACTIVE SEASON (BETWEEN APRIL 1 , AND NOVEMBER 15) CANNOT BE AVOIDED, THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST AT 405-521-2515 TO SCHEDULE A BAT BRIDGE INSPECTION PRIOR TO ANY BRIDGE WORK. BRIDGE INSPECTION SURVEYS CAN ONLY BE CONDUCTED BETWEEN MAY 15, AND AUGUST 15. BRIDGE INSPECTIONS ARE VALID ONLY UNTIL THE FOLLOWING MARCH 31. IF THE SURVEY FINDS LISTED BAT SPECIES USING THE BRIDGE, PAINT AND JOINT SEAL SHALL ONLY BE PERMITTED BETWEEN NOVEMBER 16, AND MARCH 31, WHEN BATS ARE HIBERNATING IN CAVES.

1 MIGRATORY BIRD:

MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. MANY BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR MOST MIGRATORY BIRD SPECIES EXTENDS FROM APRIL 1 TO AUGUST 31. MIGRATORY BIRD NESTING USE OF THE US-69 BRIDGES INVOLVED WITH THIS PROJECT WAS OBSERVED. PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION OF THE EXISTING BRIDGE/STRUCTURES SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND MARCH 31, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED. IF PAINTING, REPAIR, RETROFIT, REHABILITATION OR DEMOLITION CANNOT BE COMPLETED BETWEEN SEPTEMBER 1 AND MARCH 31, THE BRIDGE SHALL BE PROTECTED FROM NEW NEST ESTABLISHMENT PRIOR TO APRIL 1, BY MEANS THAT DO NOT RESULT IN BIRD DEATH OR INJURY. OPTIONS INCLUDE THE EXCLUSION OF ADULT BIRDS FROM SUITABLE NEST SITES ON OR WITHIN A STRUCTURE BY THE PLACEMENT OF WEATHER-RESISTANT POLYPROPYLENE NETTING WITH 0.25-INCH OR SMALLER OPENINGS, PRIOR TO APRIL 1. METHODS OTHER THAN NETTING MUST BE PRE-APPROVED BY THE ODOT BIOLOGIST.

PAY QUANTITIES

0200 BRIDGE 'A' - NBI 18589 - US-69 SOUTHBOUND OVER I-40

ITEM		DESCRIPTION			UNIT	QUANTITY
504(C)	1450	EXPANSION DEVICE	(BR-1)	(1)	LF	103.60
504(G)	6390	RAPID CURE JOINT SEALANT	(BR-1)	(2)	LF	520.00
509(A)	1326	CLASS AA CONCRETE	(BR-1)	(2)	CY	50.00
511(B)	6010	EPOXY COATED REINFORCING STEEL	(BR-1)	(2)	LB	11,900.00
523(A)	6550	SEALER CRACK PREPARATION		(2)	LF	1,100.00
523(B)	6560	SEALER RESIN		(2)	GAL	8.00
523(C)	6570	DECK AREA SEALED (FLOODCOATS)	(BR-1)	(3)	SY	1,490.00
535	6130	(SP) CORROSION INHIBITOR (SURFACE APPLIED)		(2)	SY	80.00

PAY QUANTITIES

0201 BRIDGE 'B' - NBI 18590 - US-69 NORTHBOUND OVER I-40

ITEM		DESCRIPTION			UNIT	QUANTITY
504(C)	1450	EXPANSION DEVICE	(BR-1)	(1)	LF	103.60
504(G)	6390	RAPID CURE JOINT SEALANT	(BR-1)	(2)	LF	520.00
509(A)	1326	CLASS AA CONCRETE	(BR-1)	(2)	CY	50.00
511(B)	6010	EPOXY COATED REINFORCING STEEL	(BR-1)	(2)	LB	11,900.00
523(A)	6550	SEALER CRACK PREPARATION		(2)	LF	1,100.00
523(B)	6560	SEALER RESIN		(2)	GAL	8.00
523(C)	6570	DECK AREA SEALED (FLOODCOATS)	(BR-1)	(3)	SY	1,490.00
535	6130	(SP) CORROSION INHIBITOR (SURFACE APPLIED)		(2)	SY	80.00

PAY QUANTITIES

0640 CONSTRUCTION

ITEM		DESCRIPTION	UNIT	QUANTITY
641	1399	MOBILIZATION	LSUM	1.00

BRIDGE "A" AND "B" — MCINTOSH COUNTY

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)

Design	N/A	N/A
Detail	DPG	8/16
Check	TEE	12/16

Squad: HENSLEY
Engr.: DEFRANCO

STATE OF OKLAHOMA — DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 27113(05) — SHEET NO. AB01

REVISIONS

REV. NO.	DESCRIPTION	DATE

GENERAL 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.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER BARRICADES, LIGHTS, SIGNING, AND DEVICES WITHIN THE LIMITS OF CONSTRUCTION AND DETOUR ROUTE(S). 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.

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL MEET ODOT'S "QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES."

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

THE ITEMS TO BE REMOVED AND/OR RESET SHALL BE HANDLED WITH CARE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DURING THESE OPERATIONS.

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE AREAS UNDER THE BRIDGES FROM FALLING DEBRIS AND BE SOLELY RESPONSIBLE FOR SAFEGUARDING THESE AREAS.

THE CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER 7 DAYS PRIOR TO ANY LANE CLOSURE.

THE CONTRACTOR SHALL PROVIDE A PERSON TO BE ON 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 (OTEA) AS A TRAFFIC CONTROL TECHNICIAN OR TRAFFIC CONTROL SUPERVISOR.

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 TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. SEE O.D.O.T. STANDARDS AND DETAIL DRAWINGS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

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 FLUORESCENT YELLOW SHEETING. THE FLUORESCENT YELLOW SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956–(LATEST REVISION) REQUIREMENTS FOR TYPE VIII SHEETING.

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.

SPECIAL PAY QUANTITY NOTES

(SP–1) TYPE 'C' WARNING LIGHTS ARE NOT REQUIRED.

(SP–2) CHANGEABLE MESSAGE SIGNS TO BE PLACED ON THE PROJECT 14 DAYS IN ADVANCE OF THE START DATE.

(SP–3) PRICE BID TO INCLUDE ALL DELINEATORS FOR TEMPORARY IN–PLACE BARRIER WALL IN ACCORDANCE WITH TRAFFIC STANDARD TCS24–1(LATEST REVISION).

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 PRECAST CONCRETE MEDIAN BARRIER.

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

(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 PORTABLE CHANGEABLE MESSAGE SIGN, OR CONSTRUCTION ZONE IMPACT ATTENUATOR 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–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.

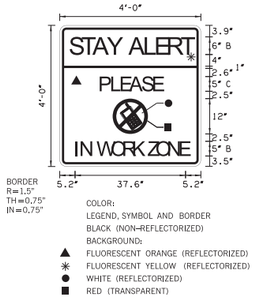
(TC–84) 60 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT ODOT STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES 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 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

PAY QUANTITY

0300 TRAFFIC CONTROL

ITEM NO.	CODE NO.	DESCRIPTION	UNIT	QUANTITY
871(B)	8705	(SP)CONST. ZONE IMPACT ATTEN. (TC-52,80,84)	SD	60.00
877(B)	8484	DELIVER PORTABLE LONGITUDINAL BARRIER (SP-3)(TC-1,2)	LF	862.50
877(C)	8486	RELOCATION OF PORTABLE LONGITUDINAL BARRIER (SP-3)(TC-1,2)	LF	2,212.50
880(A)	8812	ARROW DISPLAY (TYPE C) (TC-84)	SD	120.00
880(B)	8818	CONSTRUCTION SIGNS 0 TO 6.25 SF (TC-26,33,84)	SD	1,800.00
880(B)	8821	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF (TC-26,33,84)	SD	1,800.00
880(B)	8824	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF (TC-26,30,33,84)	SD	3,240.00
880(C)	8842	CONSTRUCTION BARRICADES(TYPE III) (TC-26,84)	SD	1,200.00
880(C)	8848	WING BARRICADES (TC-26,84)	SD	480.00
880(E)	8860	WARNING LIGHTS(TYPE A) (TC-26,84)	SD	3,600.00
880(F)	8878	DRUMS (SP-1)(TC-26,84)	SD	4,800.00
880(G)	8890	CHANNELIZER CONES (TC-26,84)	SD	6,000.00
882(A)	8306	PORTABLE CHANGEABLE MESSAGE SIGN (SP-2)(TC-52,84,85)	SD	296.00



PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING DIVISION
Jami F. Short
DATE 09/07/2016

LICENSED PROFESSIONAL ENGINEER
JAMI L. SHORT
22542
OKLAHOMA

OKLA. REG. NO. 22542

SUMMARY OF PAY QUANTITIES & NOTES(TRAFFIC)

Drawn	RGN	11-16
Design	RGN	11-16
Checked	SEB	11-16

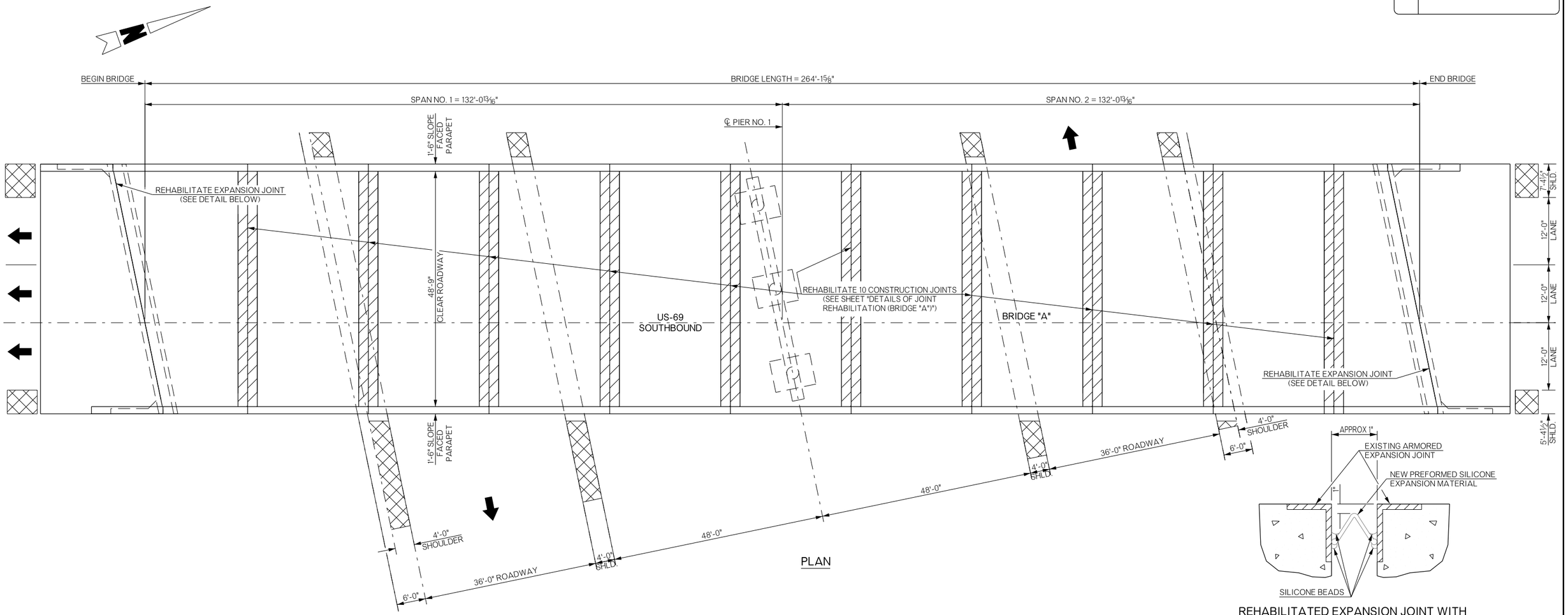
TRAFFIC ENGINEERING
JAMI SHORT

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

DIVISION 1 | JOB PIECE NO. 27113(05) | SHEET NO. AT01

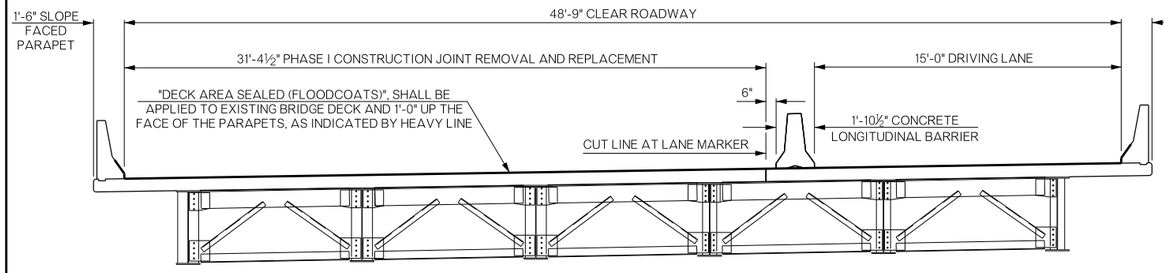
MCINTOSH COUNTY/

REVISIONS		
REV. NO.	DESCRIPTION	DATE

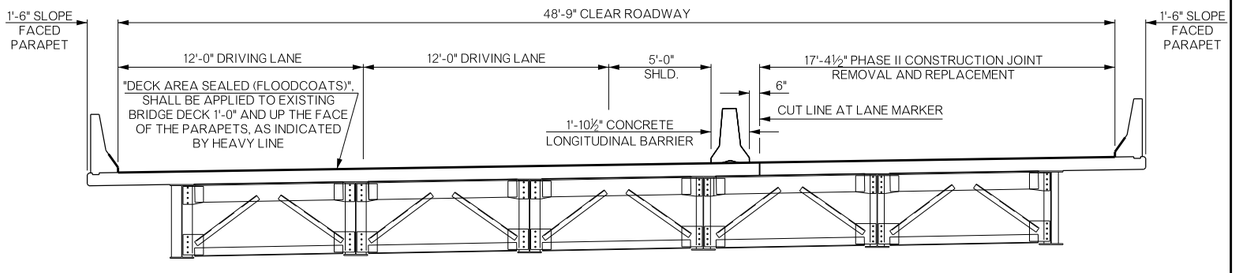


PLAN

REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL AT ABUTMENTS



TYPICAL SECTION (PHASE I)



TYPICAL SECTION (PHASE II)

BRIDGE "A" MCINTOSH COUNTY
US-69 SOUTHBOUND OVER I-40

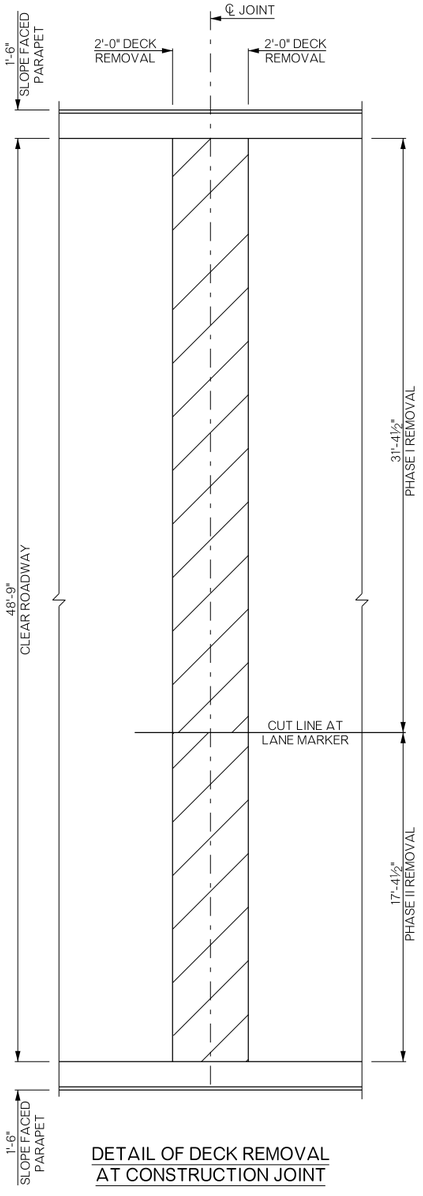
GENERAL PLAN, TYPICAL SECTION AND JOINT REHABILITATION (BRIDGE 'A')

Design	N/A	N/A
Detail	DPG	8/16
Check	TEE	12/16

Squad: HENSLEY
Engr.: DEFRANCO

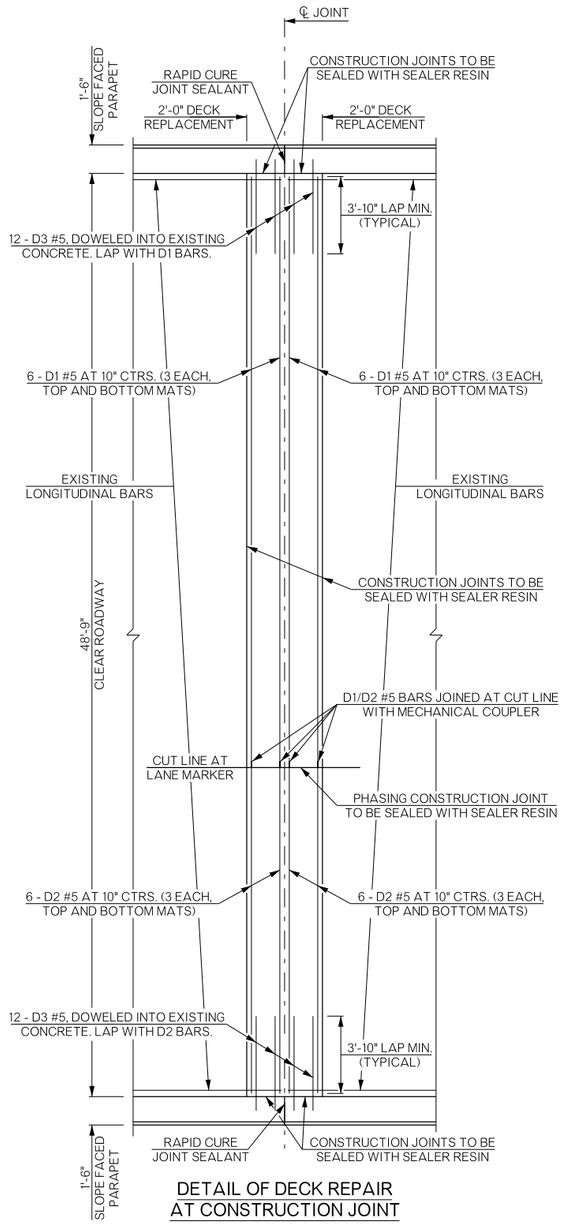
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 27113(05) SHEET NO. B001



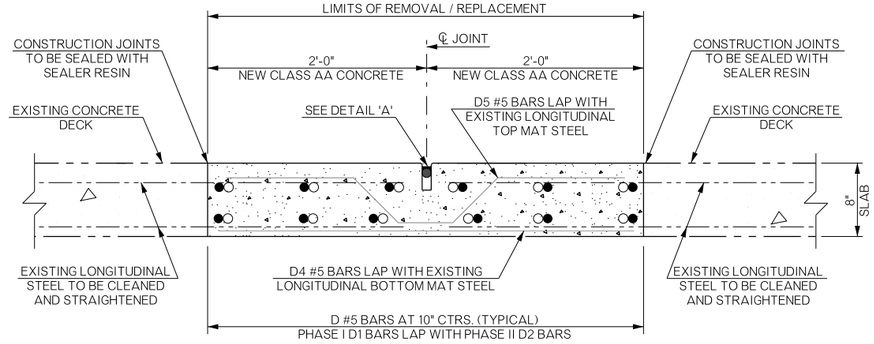
DETAIL OF DECK REMOVAL
AT CONSTRUCTION JOINT

THE CONTRACTOR SHALL AVOID CUTTING INTO STRUCTURAL STEEL BENEATH BRIDGE DECK DURING SAWING.

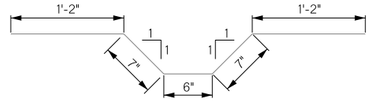


DETAIL OF DECK REPAIR
AT CONSTRUCTION JOINT

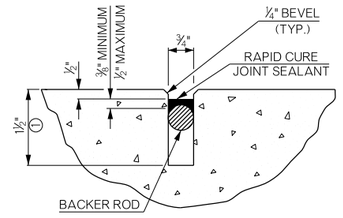
NOTE: D4 AND D5 BARS NOT SHOWN FOR CLARITY.



TYPICAL SECTION OF
REHABILITATED CONSTRUCTION JOINT

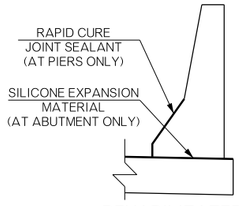


D5 #5 X 4'-0"



DETAIL 'A'

① SAW TO THE DEPTH SHOWN TO PROVIDE CLEAN, STRAIGHT SURFACES.



REHABILITATED
JOINT AT PARAPET

NOTE: AT PIERS, PLACE RAPID CURE JOINT SEALANT 1'-0" UP THE TRAFFIC FACE OF PARAPET AS SHOWN WITH A HEAVY LINE. AT ABUTMENTS, PLACE SILICONE EXPANSION MATERIAL CONTINUOUSLY ALONG THE JOINT THROUGH THE PARAPET TO THE EDGE OF THE DECK.

REVISIONS

REV. NO.	DESCRIPTION	DATE

BAR LIST
ONE JOINT REPAIR (PHASE I)
(10 REQUIRED FOR BRIDGE)

MARK	NO.	SIZE	FORM	LENGTH
EPOXY COATED				
D1	12	#5	STR.	31'-2"
② D3	12	#5	STR.	5'-0"
D4	53	#5	STR.	3'-8"
D5	23	#5	BNT.	4'-0"

BAR LIST
ONE JOINT REPAIR (PHASE II)
(10 REQUIRED FOR BRIDGE)

MARK	NO.	SIZE	FORM	LENGTH
EPOXY COATED				
D2	12	#5	STR.	17'-2"
② D3	12	#5	STR.	5'-0"
D4	26	#5	STR.	3'-8"
D5	11	#5	BNT.	4'-0"

② LENGTH OF ANCHORAGE SYSTEM TO BE DETERMINED BY MANUFACTURERS SPECIFICATIONS (SEE GENERAL NOTES)

QUANTITIES
ONE CONSTRUCTION JOINT REPAIR
(10 REQUIRED FOR BRIDGE)

ITEM	UNIT	PHASE I	PHASE II	TOTAL
RAPID CURE JOINT SEALANT	L.F.	33.00	19.00	52.00
CLASS AA CONCRETE	C.Y.	3.20	1.80	5.00
EPOXY COATED REINFORCING STEEL	LB.	760.00	430.00	1,190.00
SEALER CRACK PREPARATION	L.F.	67.00	43.00	110.00
SEALER RESIN	GAL.	0.50	0.30	0.80
(SP) CORROSION INHIBITOR (SURFACE APPLIED)	S.Y.	5.00	3.00	8.00

BRIDGE "A" MCINTOSH COUNTY
US-69 SOUTHBOUND OVER I-40

DETAILS OF JOINT REHABILITATION
(BRIDGE 'A')

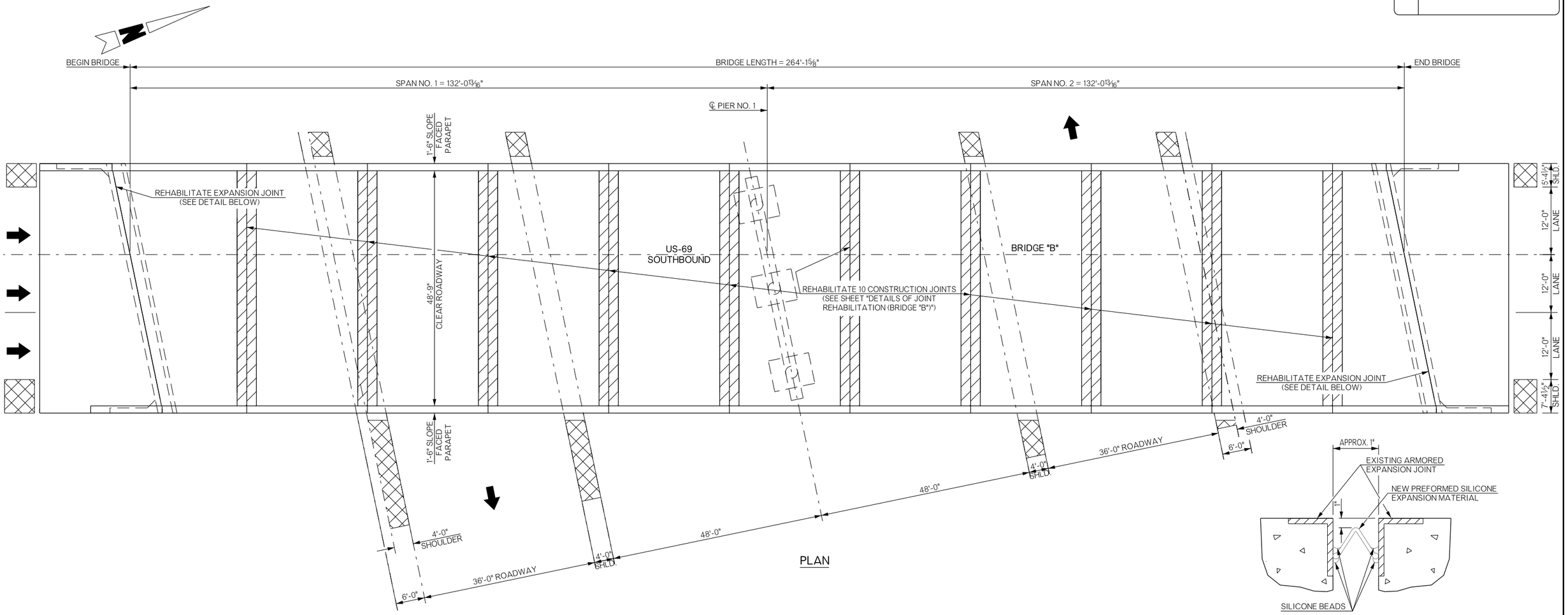
Design	N/A	N/A
Detail	DPG	8/16
Check	TEE	12/16

Squad: HENSLEY
Engr.: DEFRANCO

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

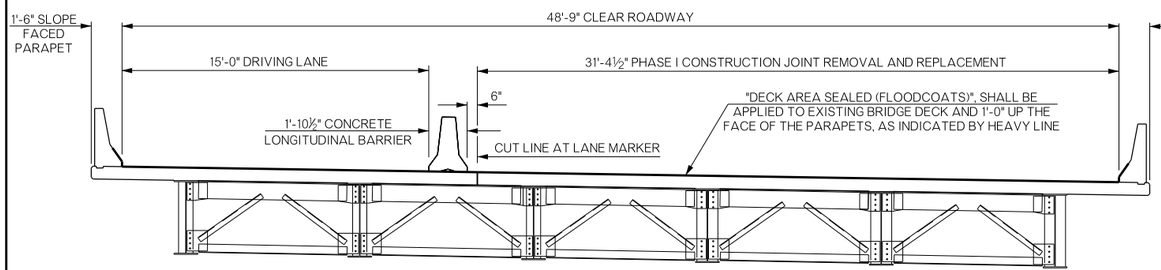
JOB PIECE NO. 27113(05) SHEET NO. B002

REVISIONS		
REV. NO.	DESCRIPTION	DATE

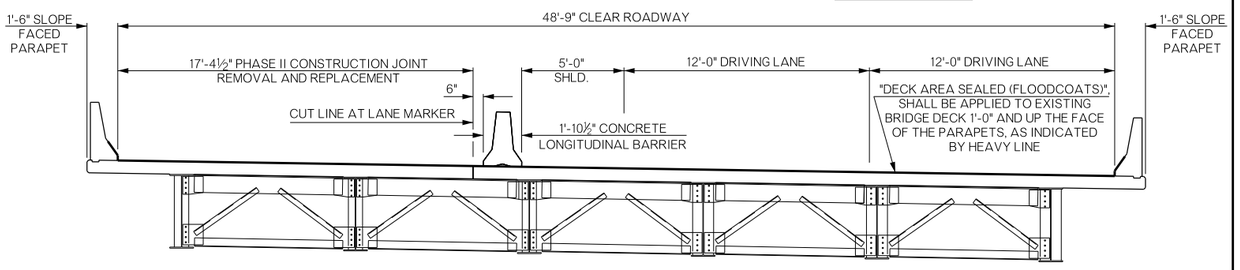


PLAN

REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL AT ABUTMENTS



TYPICAL SECTION (PHASE I)



TYPICAL SECTION (PHASE II)

BRIDGE "B"
US-69 NORTHBOUND OVER I-40

MCINTOSH COUNTY

GENERAL PLAN, TYPICAL SECTION, AND JOINT REHABILITATION (BRIDGE 'B')

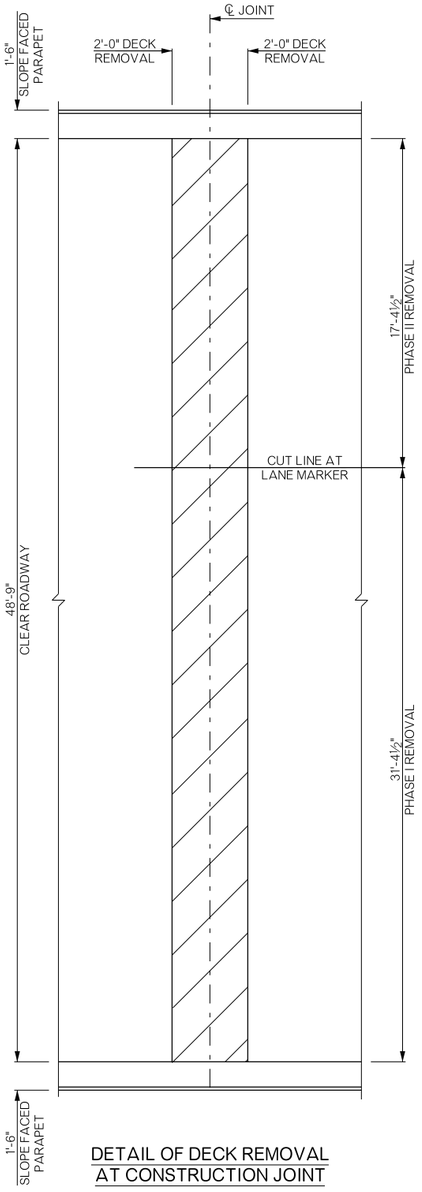
Design	N/A	N/A
Detail	DPG	8/16
Check	TEE	12/16

Squad: HENSLEY
Engr.: DEFRANCO

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

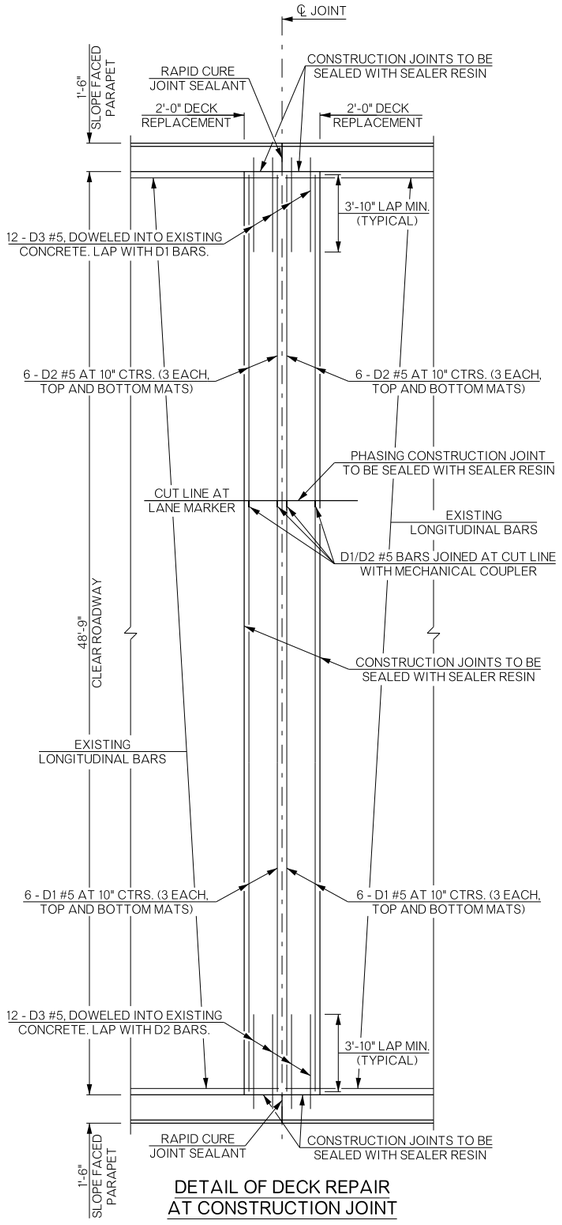
JOB PIECE NO. 27113(05)

SHEET NO. B003



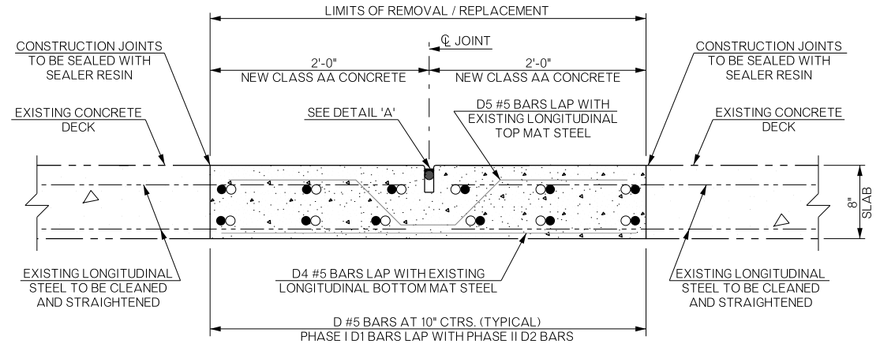
DETAIL OF DECK REMOVAL
AT CONSTRUCTION JOINT

THE CONTRACTOR SHALL AVOID CUTTING INTO STRUCTURAL STEEL BENEATH BRIDGE DECK DURING SAWING.

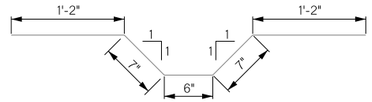


DETAIL OF DECK REPAIR
AT CONSTRUCTION JOINT

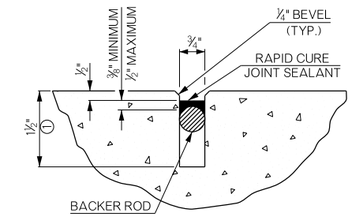
NOTE: D4 AND D5 BARS NOT SHOWN FOR CLARITY.



TYPICAL SECTION OF
REHABILITATED CONSTRUCTION JOINT

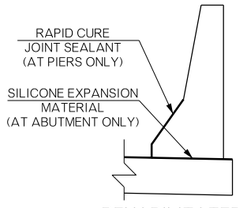


D5 #5 X 4'-0"



DETAIL 'A'

① SAW TO THE DEPTH SHOWN TO PROVIDE CLEAN, STRAIGHT SURFACES.



REHABILITATED
JOINT AT PARAPET

NOTE: AT PIERS, PLACE RAPID CURE JOINT SEALANT 1'-0" UP THE TRAFFIC FACE OF PARAPET AS SHOWN WITH A HEAVY LINE. AT ABUTMENTS, PLACE SILICONE EXPANSION MATERIAL CONTINUOUSLY ALONG THE JOINT THROUGH THE PARAPET TO THE EDGE OF THE DECK.

REVISIONS

REV. NO.	DESCRIPTION	DATE

BAR LIST
ONE JOINT REPAIR (PHASE I)
(10 REQUIRED FOR BRIDGE)

MARK	NO.	SIZE	FORM	LENGTH
EPOXY COATED				
D1	12	#5	STR.	31'-2"
② D3	12	#5	STR.	5'-0"
D4	53	#5	STR.	3'-8"
D5	23	#5	BNT.	4'-0"

BAR LIST
ONE JOINT REPAIR (PHASE II)
(10 REQUIRED FOR BRIDGE)

MARK	NO.	SIZE	FORM	LENGTH
EPOXY COATED				
D2	12	#5	STR.	17'-2"
② D3	12	#5	STR.	5'-0"
D4	26	#5	STR.	3'-8"
D5	11	#5	BNT.	4'-0"

② LENGTH OF ANCHORAGE SYSTEM TO BE DETERMINED BY MANUFACTURERS SPECIFICATIONS (SEE GENERAL NOTES)

QUANTITIES
ONE CONSTRUCTION JOINT REPAIR
(10 REQUIRED FOR BRIDGE)

ITEM	UNIT	PHASE I	PHASE II	TOTAL
RAPID CURE JOINT SEALANT	L.F.	33.00	19.00	52.00
CLASS AA CONCRETE	C.Y.	3.20	1.80	5.00
EPOXY COATED REINFORCING STEEL	LB.	760.00	430.00	1,190.00
SEALER CRACK PREPARATION	L.F.	67.00	43.00	110.00
SEALER RESIN	GAL.	0.50	0.30	0.80
(SP) CORROSION INHIBITOR (SURFACE APPLIED)	S.Y.	5.00	3.00	8.00

BRIDGE "B"
US-69 NORTHBOUND OVER I-40
MCINTOSH COUNTY

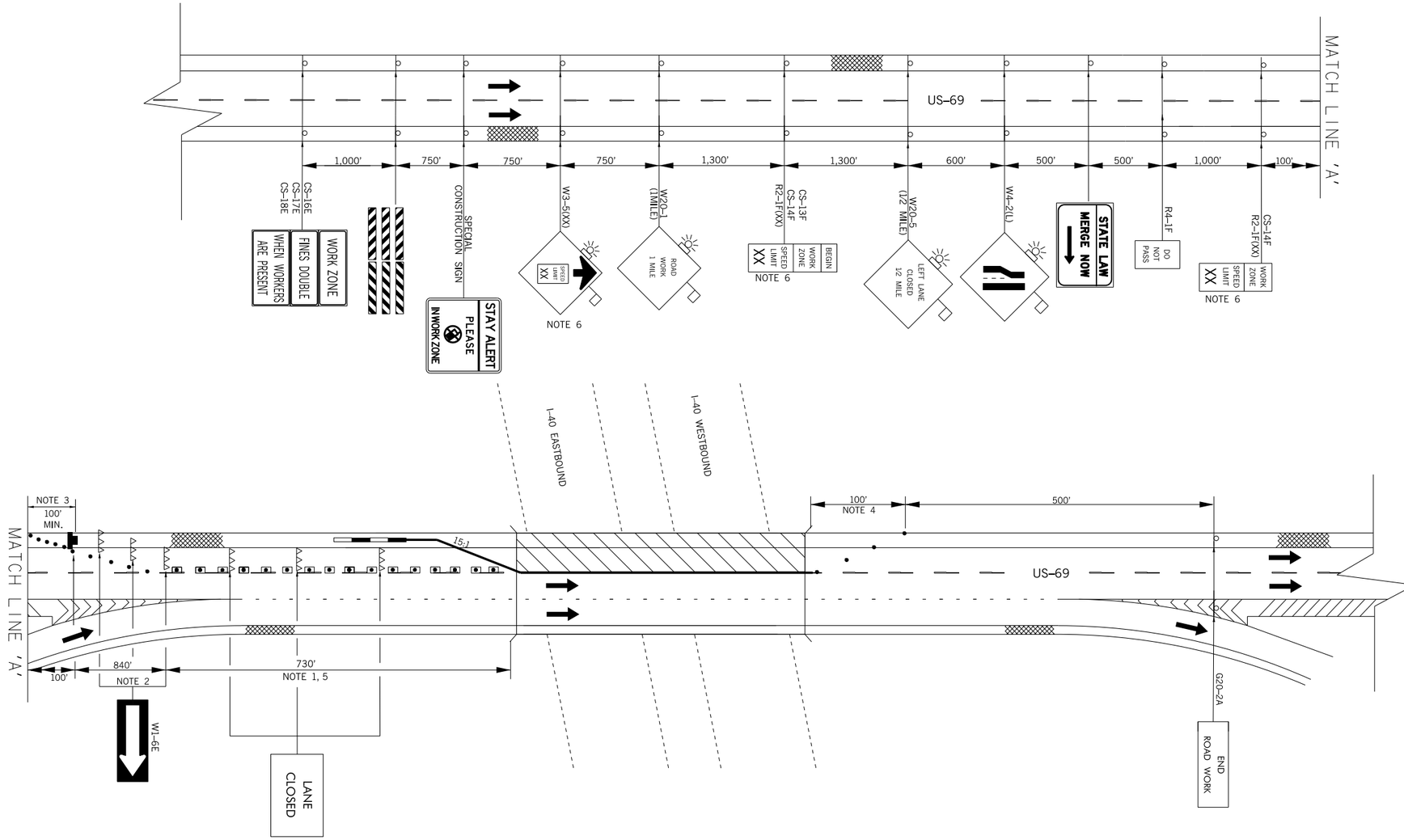
DETAILS OF JOINT REHABILITATION
(BRIDGE 'B')

Design	N/A	N/A
Detail	DPG	8/16
Check	TEE	12/16
Squad	HENSLEY	
Engr.	DEFRANCO	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION

JOB PIECE NO. 27113(05) | SHEET NO. B004

REVISIONS		
REV. NO.	DESCRIPTION	DATE



NOTE 1
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO 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
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
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.

NOTE 6
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DIVISION ENGINEER.

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

BRIDGE 'A' TRAFFIC CONTROL SHALL MIRROR BRIDGE 'B' TRAFFIC CONTROL AS SHOWN.

KEY:
- SIGN
- DRUM
- ARROW DISPLAY
- TYPE III BARRICADE
- CHANNELIZER CONE
- C. Z. IMPACT ATTENUATOR
- PORT. LONG. BARRIER
- WORK AREA

DRAWING NOT TO SCALE

TRAFFIC CONTROL DETAIL
US-69 OVER I-40(INSIDE LANE CLOSURE)
BRIDGE 'B'

Drawn	RGN	11-16
Design	RGN	11-16
Checked	SEB	11-16

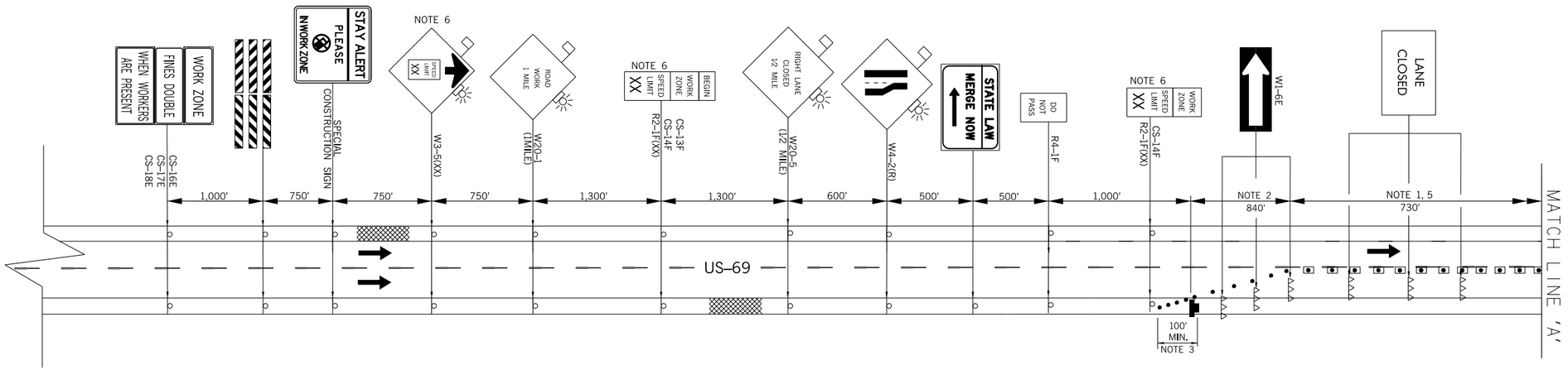
TRAFFIC ENGINEERING
JAMI SHORT

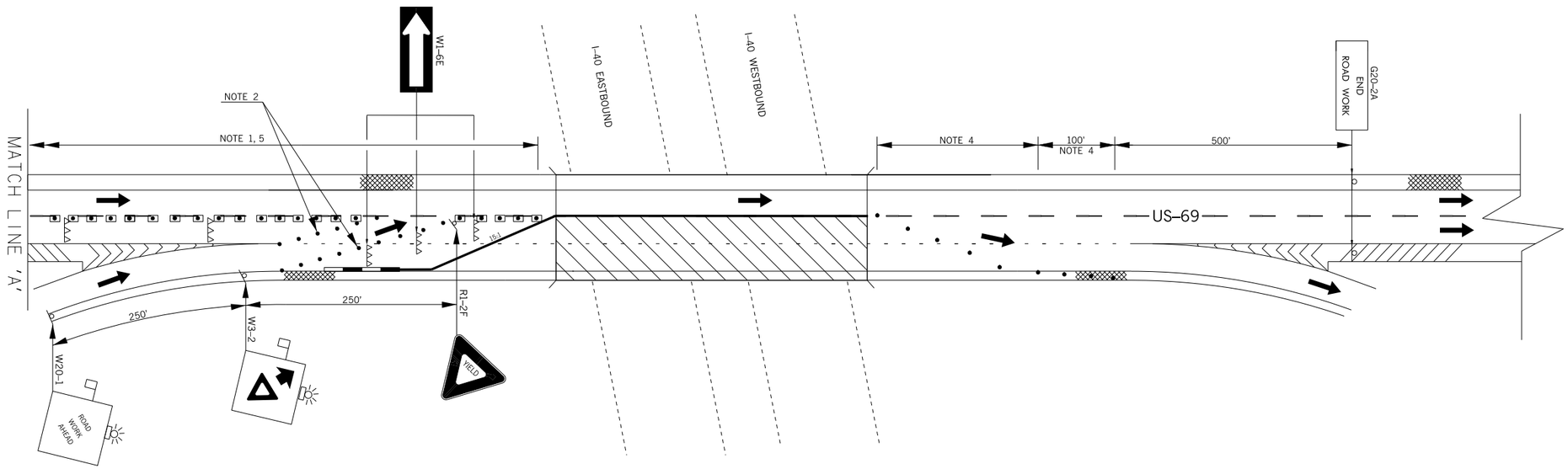
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
DIVISION 1 | JOB PIECE NO. 27113(05) | SHEET NO. T001

MCINTOSH COUNTY/IS-40

OUTSIDE BORDER IS ON A NON-PRINTING LEVEL

REVISIONS		
REV. NO.	DESCRIPTION	DATE





NOTE 1
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO 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
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
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.

NOTE 6
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DIVISION ENGINEER.

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

BRIDGE 'A' TRAFFIC CONTROL SHALL MIRROR BRIDGE 'B' TRAFFIC CONTROL AS SHOWN.

KEY:
- SIGN
- DRUM
- ARROW DISPLAY
- TYPE III BARRICADE
- CHANNELIZER CONE
- C. Z. IMPACT ATTENUATOR
- PORT. LONG. BARRIER
- WORK AREA

DRAWING NOT TO SCALE

TRAFFIC CONTROL DETAIL
US-69 OVER I-40(OUTSIDE LANES CLOSED)
BRIDGE 'B'

Drawn	RGN	11-16
Design	RGN	11-16
Checked	SEB	11-16

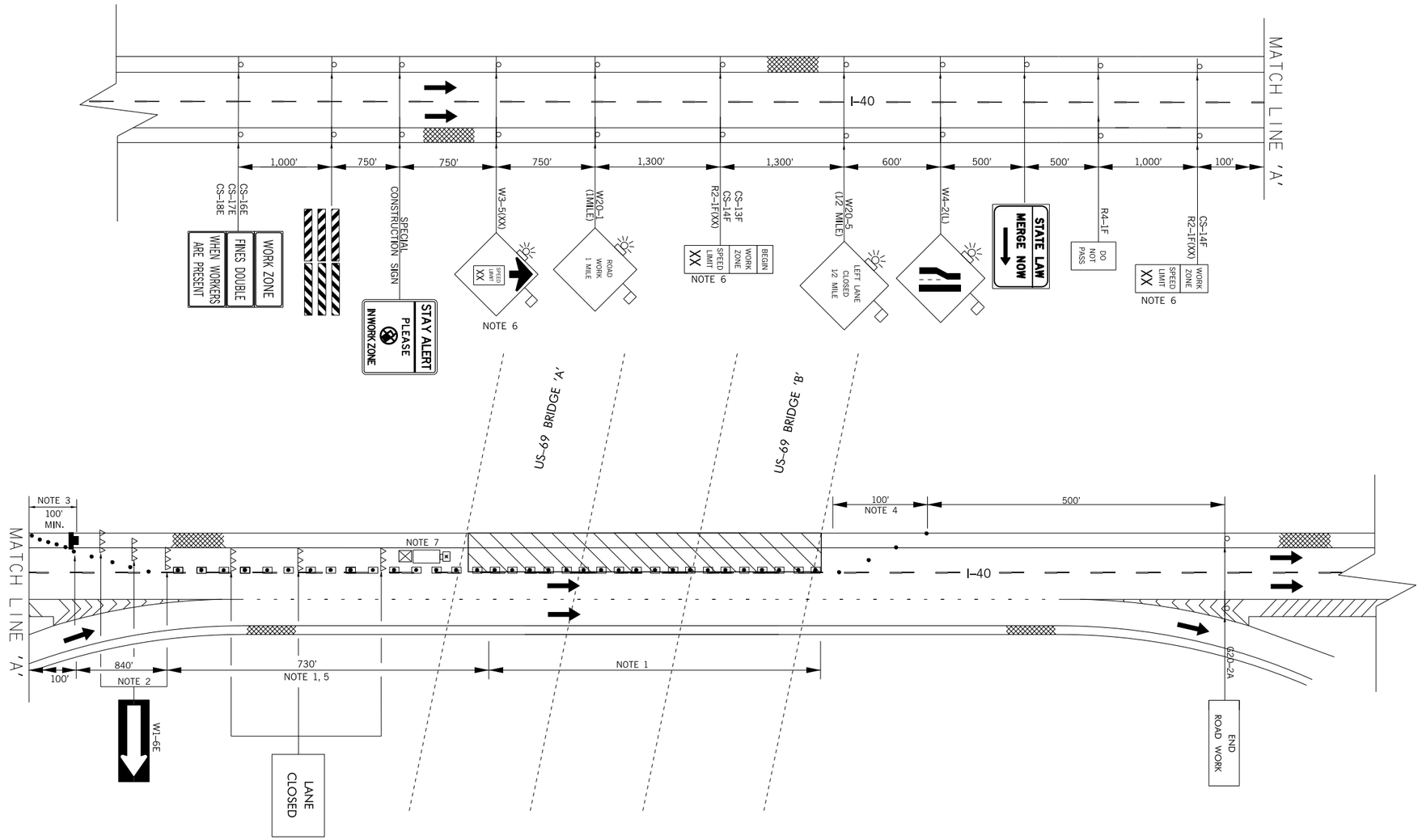
TRAFFIC ENGINEERING
JAMI SHORT

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
DIVISION 1 | JOB PIECE NO. 27113(05) | SHEET NO. T002

MCINTOSH COUNTY/IS-40

OUTSIDE BORDER IS ON A NON-PRINTING LEVEL

REVISIONS		
REV. NO.	DESCRIPTION	DATE



NOTE 1
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO 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
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
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.

NOTE 6
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DIVISION ENGINEER.

NOTE 7
THE TRUCK MOUNTED ATTENUATOR 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.

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

I-40 WESTBOUND LANE CLOSURE SHALL MIRROR THE I-40 EASTBOUND LANE CLOSURE, AS SHOWN.

KEY:
- SIGN
- DRUM
- ARROW DISPLAY
- TYPE III BARRICADE
- CHANNELIZER CONE
- TRUCK MOUNTED ATTENUATOR
- WORK AREA

DRAWING NOT TO SCALE

TRAFFIC CONTROL DETAIL
I-40 EASTBOUND UNDER US-69

Drawn	RGN	11-16
Design	RGN	11-16
Checked	SEB	11-16

TRAFFIC ENGINEERING
JAMI SHORT

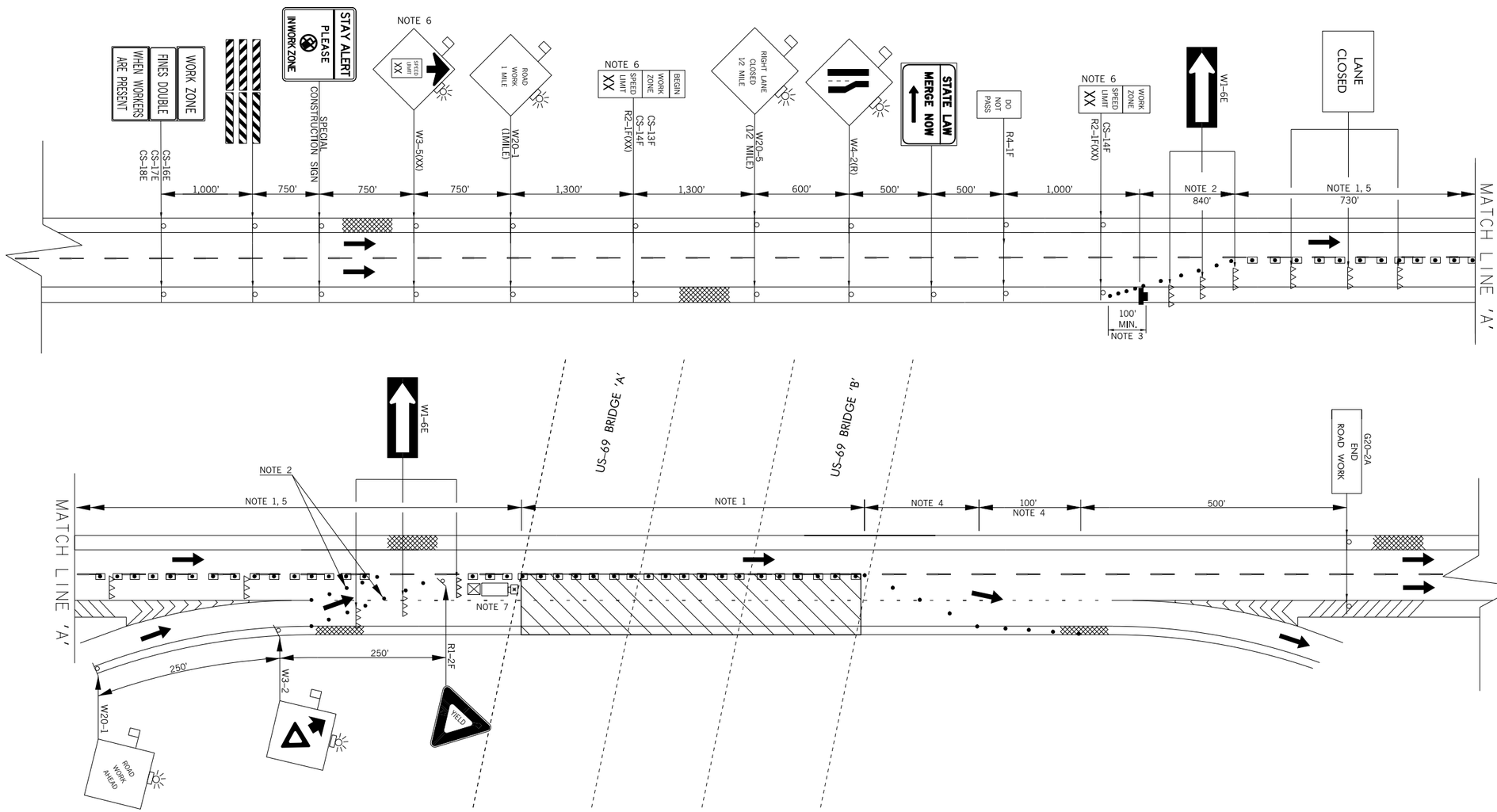
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
DIVISION | JOB PIECE NO. 27113(05) | SHEET NO. T003

MCINTOSH COUNTY/IS-40

OUTSIDE BORDER IS ON A NON-PRINTING LEVEL

REVISIONS

REV. NO.	DESCRIPTION	DATE



NOTE 1
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO 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
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (FEET) SHALL BE EQUAL TO THE POSTED SPEED LIMIT (M.P.H.) WITH THE FOLLOWING EXCEPTIONS. SPACING SHALL NOT EXCEED 25 FEET FOR CONES OR TUBE CHANNELIZERS. SPACING SHALL NOT EXCEED 50 FEET FOR TYPE II BARRICADES, VERTICAL PANELS OR DRUMS.

NOTE 3
A MINIMUM OF FIVE (5) CHANNELIZING DEVICES SHALL BE PLACED THROUGH THIS TAPER.

NOTE 4
DOWNSTREAM TAPERS SHALL CONTAIN A MINIMUM OF FOUR (4) CHANNELIZING DEVICES.

NOTE 5
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.

NOTE 6
CONSTRUCTION SPEED LIMIT TO BE DETERMINED BY THE DIVISION ENGINEER.

NOTE 7
THE TRUCK MOUNTED ATTENUATOR 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.

FOR ADDITIONAL INFORMATION ABOUT TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES, SEE STANDARD DRAWING TCS2-1-(LATEST REVISION).

I-40 WESTBOUND LANE CLOSURE SHALL MIRROR THE I-40 EASTBOUND LANE CLOSURE, AS SHOWN.

KEY:

- SIGN
- DRUM
- ARROW DISPLAY
- TYPE III BARRICADE
- CHANNELIZER CONE
- TRUCK MOUNTED ATTENUATOR
- WORK AREA

DRAWING NOT TO SCALE

TRAFFIC CONTROL DETAIL
I-40 EASTBOUND UNDER US-69

Drawn	RGN	11-16
Design	RGN	11-16
Checked	SEB	11-16

TRAFFIC ENGINEERING
JAMI SHORT

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
DIVISION 1 | JOB PIECE NO. 27113(05) | SHEET NO. T004

MCINTOSH COUNTY/ IS-40

OUTSIDE BORDER IS ON A NON-PRINTING LEVEL