11/14/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

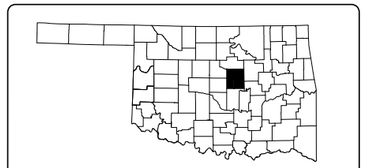
STATE HIGHWAY

BRIDGE REHABILITATION PROJECT
PROJECT NO. SBR-241C(099)SB

LINCOLN COUNTY

CONTROL SECTION NO. 66-19-02
STATE JOB NO. 35601(04)
BRIDGE 'A' LOCATION NO. 4108 0161X, EXISTING NBI NO. 15089

FOR INDEX OF SHEETS AND STANDARDS, SEE SHEET 0002.



LOCATION MAP

DESIGN DATA: SH-66	
CURRENT AADT (2023)	= 2,000
PROJECTED AADT (2043)	= 2,
DESIGN SPEED	= 65MPH
D	= 50%

SCALES
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 1,320'

CONVENTIONAL SYMBOLS

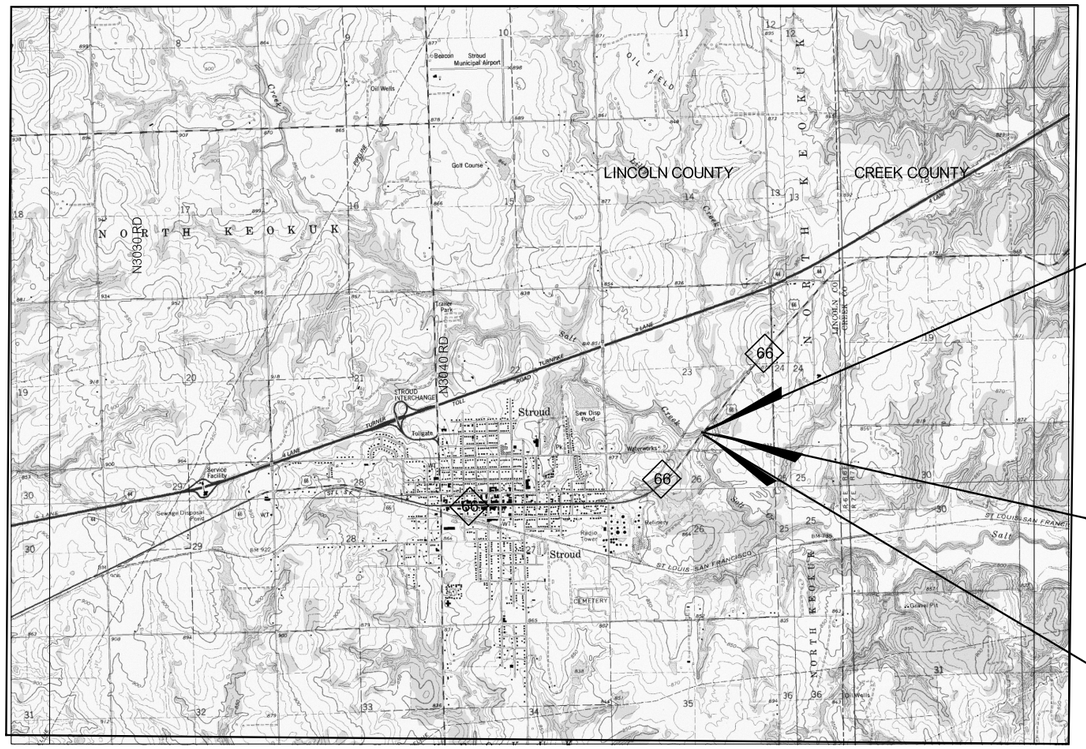
- TUG — TELEPHONE UNDERGROUND
- SS — SANITARY SEWER
- G — GAS LINE
- W — WATER LINE
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- PRES.R/W — RIGHT-OF-WAY LINES - EXISTING
- R/W — RIGHT-OF-WAY LINES - NEW
- RIGHT-OF-WAY MARKERS - IN PLACE
- RIGHT-OF-WAY MARKERS - REMOVE & REPLACE
- RIGHT-OF-WAY MARKERS - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE
- 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

R 6E

NS 353 | NS 354 | NS 355 | NS 356 | NS 357

EW83

T 15N



TO BRISTOW

STA. 181+75.00 END
SH-66 CONSTRUCTION

BEGIN STA. 153+49.33
BRIDGE 'A' BRIDGE LENGTH = 121.33'
END STA. 154+70.66

STA. 125+75.00 BEGIN
SH-66 CONSTRUCTION

EW89 TO OKLAHOMA CITY

LAYOUT MAP

ROADWAY LENGTH	100 FT.	0.019 MI.
BRIDGE LENGTH	121.33FT.	0.023 MI.
PROJECT LENGTH		0.042 MI.
EQUATIONS:	NONE	
EXCEPTIONS:	NONE	

2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, DECEMBER 18, 2019.

olsson
11600 Broadway Extension, Suite 300
Oklahoma City, OK 73114
(405) 242-6600
C.A. 2483
EXP. 06-30-2025

PREPARED BY:
OLSSON
KEARA A. PHILLIPS-BERLIN, P.E.
OKLA. REG. NO. 25864
DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION
DATE APPROVED
BY
CHIEF ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED
BY
DIVISION ADMINISTRATOR

S.W.O. Project No. SBR-241C(099)SB Sheet No. 0001

6:01:41 PM

P.E. 35593(01)

11/14/2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

INDEX OF SHEETS

ODOT STANDARDS

ROADWAY 2023	TRAFFIC SIGNING 2009	TRAFFIC CONTROL 2009	TRAFFIC SAFETY 2009	BRIDGE 2009
SSS-2-1	PM1-1-03	TCS1-1-01	THRI-1-02	TR4-2-00E
ASCD-6-1	RSD1-1-00	TCS2-1-00	SKT-1-00	EJ-SQ-04E
LECS-5-2	WSD1-1-00	TCS3-1-01	GHW1-1-00	EJ-DTL-02E
RWF1-3-1	WSD3-1-00	TCS4-1-01	GHW2-1-00	
PDT-2-2	SBS1-1-00	TCS5-1-00		
	SBS3-1-00	TCS6-1-02		
	GMS1-1-00	TCS7-1-02		
	SSP1-1-02	TCS8-1-00		
	SSA1-1-00	TCS9-1-01		
		TCS10-1-00		
		TCS11-1-01		
		TCS14-1-00		
		TCS19-1-01		
		TCS21-1-02		
		TCS23-1-00		
		TCS24-1-02		

KEARA A. PHILLIPS-BERLIN, P.E.,S.E.
OKLA. REG. 25864

RESPONSIBLE FOR:

AB01-02, B001-016, ALL SHEETS NOT OTHERWISE SPECIFIED

KRISTIE DRURY, PE
OKLA. REG. 23685

RESPONSIBLE FOR:

AR01-02, R001 AND AT01-02, T001-004,

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND STANDARDS

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. 0002

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GENERAL NOTES

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

SPECIFICATIONS:

COMPLY WITH THE REQUIREMENTS OF THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION ENGLISH, EXCEPT AS MODIFIED BY THE PLANS AND SPECIAL PROVISIONS.

UTILITY NOTE:

IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT THE CONTRACTOR SHALL NOTIFY THE OKLAHOMA ONE-CALL SYSTEM, INC. 48 HOURS PRIOR TO BEGINNING EXCAVATION. OKLAHOMA ONE-CALL SYSTEM, INC. "CALL OKIE" 1-800-522-8543 OR 811.

DESCRIPTION OF WORK

THE BRIDGE WORK TO BE PERFORMED CONSISTS OF REMOVING THE EXISTING 28' CLEAR ROADWAY BRIDGE DECK AND RAILING, DAMAGED DIAPHRAGMS, AND SELECT BEAM ENDS AND REPLACING WITH NEW 28'-10" DECK AND TRAFFIC RAIL, NEW DIAPHRAGMS AND BEAM ENDS AS SHOWN IN THE PLANS, AND NEW BEARING ASSEMBLIES AT THE PIERS. TRAFFIC RAIL WILL BE A TR-4 WITH THRIE BEAM CONNECTIONS. REMOVING THE OLD BEARING ASSEMBLIES AND INSTALLING NEW ELASTOMERIC BEARINGS SHALL BE PHASED TO OCCUR WITH SUBSTRUCTURE ENCASEMENT. SUBSTRUCTURE REPAIRS INCLUDE PNEUMATIC MORTAR REPAIR AND CRACK REPAIR OF THE ABUTMENTS AND PIERS AND ENCASEMENT WITH NEW REINFORCING STEEL AND CLASS AA CONCRETE. NEW SLOPE DRAINS WILL BE CONSTRUCTED AT THE ENDS OF APPROACH SLABS. RIPRAP WILL BE ADDED TO THE EXISTING RIPRAP ON THE EAST HEADER SLOPE.

VERIFICATION OF EXISTING CONDITIONS:

ALL DIMENSIONS OF THE EXISTING BRIDGE AND APPROACH ROADWAY COMPONENTS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION AND SHALL BE SOLELY RESPONSIBLE FOR THE ACCURACY THEREOF.
BIDDERS SHALL FULLY INFORM THEMSELVES OF THE NATURE OF THE WORK AND CONDITION 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 THE EXISTING BRIDGE OR ATTACHMENTS. ANY DAMAGE TO THE EXISTING BRIDGE STRUCTURE OR ROADWAY DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

AS-BUILT PLANS:

THE BRIDGE WAS CONSTRUCTED UNDER FEDERAL AID PROJECT F-136(5)(6) FOR WHICH PLANS ARE AVAILABLE FROM:

REPRODUCTION BRANCH
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST STREET
OKLAHOMA CITY, OKLAHOMA 73105

SURVEYING AND CONSTRUCTION STAKING:

THE CONTRACTOR WILL BE REQUIRED TO CONDUCT ALL SURVEYING AND CONSTRUCTION STAKING NECESSARY FOR COMPLETION OF THE PROJECT AS DIRECTED BY THE ENGINEER. THE SURVEYING AND CONSTRUCTION STAKING REQUIRED FOR COMPLETION OF THE PROJECT MAY INCLUDE THE FOLLOWING:

1. ESTABLISH HORIZONTAL CONTROL INCLUDING THE STAKING OF CENTERLINE BRIDGE AND CENTERLINE APPROACH ROADWAY.
2. ESTABLISH VERTICAL CONTROL INCLUDING THE SETTING OF BENCHMARKS.
3. MEASURE THE PROFILE GRADE ALONG THE EXISTING BRIDGE DECK SLAB AND THE EXISTING APPROACH ROADWAY.
4. MEASURE ELEVATIONS TRANSVERSELY ACROSS THE BRIDGE DECK SLAB AND ROADWAY TO DETERMINE CROSS SLOPE.
5. MEASURE THE ELEVATIONS ALONG THE EXISTING BRIDGE DECK AT EACH BEAM AT TENTH POINTS FOR DETERMINING DECK SLAB HAUNCH AND FORMING DATA.
6. MEASURE AND SET CONSTRUCTION STAKES AS NECESSARY FOR CONDUCTING THE GRADING AND SURFACING WORK ON THE APPROACH ROADWAY.
7. IT IS INTENDED THAT THE RECONSTRUCTION WORK WILL MATCH THE ORIGINAL PLAN ELEVATIONS AS MUCH AS POSSIBLE AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL ESTABLISH FINISHED PROFILE ELEVATIONS AND HAUNCH DEPTHS FOR WHICH THE NEW DECK SLAB SHALL BE CONSTRUCTED, AND PROVIDE THE INFORMATION TO THE ENGINEER FOR APPROVAL. ALL COST OF THE SURVEYING AND CONSTRUCTION STAKING NECESSARY FOR COMPLETION OF THE PROJECT AS DIRECTED BY THE ENGINEER INCLUDING THE COST OF MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN "CONSTRUCTION STAKING LEVEL II".

REMOVAL OF BRIDGE ITEMS:

THE PAY ITEM "REMOVAL OF BRIDGE ITEMS" SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL ITEMS TO BE REMOVED FROM THE EXISTING BRIDGE AND APPROACH ROADWAY IN ACCORDANCE WITH SUBSECTION 619.04.B. OF THE SPECIFICATIONS OR AS SHOWN IN THE PLANS INCLUDING THE FOLLOWING:

1. CONCRETE CURBS AND GUARDRAIL
2. DECK SLAB, EXPANSION JOINT MATERIAL AND HARDWARE
3. EXISTING STRUCTURAL STEEL, INCLUDING DIAPHRAGMS, BEARING ASSEMBLIES AT PIERS, AND OTHER CONNECTORS (EXISTING ANCHOR BOLTS WILL BE CUT FLUSH WITH BEARING SURFACES).
4. APPROACH ROADWAY PAVEMENT NECESSARY FOR ROADWAY TRANSITION.

BEFORE MAKING ANY REMOVALS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A PLAN FOR REMOVING EACH ITEM OR PORTIONS OF ITEMS TO BE REMOVED FROM THE EXISTING BRIDGE. THE CONTRACTOR SHALL NOT MAKE ANY REMOVALS UNTIL THE PLAN HAS BEEN APPROVED BY THE ENGINEER.
THE PLAN SHALL INCLUDE A LIST OF ALL EQUIPMENT THAT WILL BE USED TO MAKE THE REMOVALS, A DESCRIPTION OF HOW THE EQUIPMENT WILL BE USED TO MAKE THE REMOVALS AND A SEQUENTIAL LIST OF STEPS THAT WLL BE FOLLOWED BY THE CONTRACTOR TO MAKE THE REMOVALS.
ALL MATERIALS REMOVED FROM THE EXISTING BRIDGE SHALL BE PREVENTED FROM ENTERING THE WATER AND LOWER BANK AREA OF CHANNEL. ALL MATERIALS REMOVED FROM THE EXISTING BRIDGE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER WITH EXCEPTION TO THE GUARDRAIL AND END TREATMENTS (MINUS POSTS) WHICH WILL REMAIN PROPERTY OF THE STATE AND IS TO BE DELIVERED TO THE LOCATION DETERMINED BY THE ENGINEER.

STAY-IN-PLACE FORMS:

THE CONTRACTOR MAY USE STAY-IN-PLACE STEEL DECK FORMS IF THE MINIMUM DECK SLAB THICKNESS SHOWN IN THE PLANS IS OBTAINED BY MEASURING FROM THE TOP OF THE DECK SLAB TO THE TOP PORTION OF THE STEEL CORRUGATION. PREFORMED CORRUGATION FILLER, COMPOSED OF POLYSTYRENE OR OTHER MATERIAL, MAY BE USED IF BONDED TO THE DECK FORMS. NO ADDITIONAL CONCRETE WEIGHT OF THE DECK SLAB IS PERMITTED. THE TOTAL ADDITIONAL WEIGHT OF THE DECK FORM AND FILL SHALL NOT EXCEED 5 P.S.F. THE DEPARTMENT CONSIDERS ALL COST OF STAY-IN-PLACE STEEL DECK FORMS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF CLASS AA CONCRETE.
THE CONTRACTOR MAY SUBSTITUTE STAY-IN-PLACE PRESTRESSED CONCRETE DECK FORMS, AT NO ADDITIONAL COST TO THE DEPARTMENT, IF THE FOLLOWING CONDITIONS ARE MET:

(1) THE BRIDGE ENGINEER APPROVES SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR THE FORMS SUBMITTED BY THE CONTRACTOR.
(2) THE BRIDGE ENGINEER APPROVES A NEW STRUCTURAL DESIGN, STRUCTURAL CALCULATIONS, AND NEW REINFORCING SCHEDULE FOR THE DECK SLAB SUBMITTED BY THE CONTRACTOR.
(3) SHOP DRAWINGS, NEW DECK SLAB REINFORCING SCHEDULE, STRUCTURAL DESIGNS, AND CALCULATIONS ARE PREPARED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA.

STRUCTURAL STEEL:

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM SHAPES AND STIFFENER PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50WT2 (WEATHERING STEEL, NON FRACTURE CRITICAL CHARPY V-NOTCH TESTED FOR ZONE 2). USE BOLTS CONFORMING TO AASHTO M164 (ASTM A325). USE SHEAR CONNECTORS CONFORMING TO AASHTO M169 (ASTM A108), GRADE 1015, 1018 OR 1020. PROVIDE WELDING WITH WEATHERING CHARACTERISTICS.
PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES, BOLSTER PLATES, CONTACT ANGLES AND ANCHOR BOLTS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). PROVIDE ALL BOLTS, NUTS, WASHERS, AND WELDING WITH WEATHERING CHARACTERISTICS.
PROVIDE STRUCTURAL STEEL FOR BEAM REPLACEMENT IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50 REPLACEMENT.
PAINT ALL STRUCTURAL STEEL FOR BEAM IN ACCORDANCE WITH SECTION 512 OF THE STANDARD SPECIFICATIONS USING THE CATEGORY 'N' PAINT SYSTEM. THE COLOR OF THE PAINT SHALL MATCH THE COLOR OF THE PAINT ON THE EXISTING BRIDGE. ANY AREAS WHERE THE PAINT IS DAMAGED BY THE CONTRACTOR SHALL BE SPOT COATED WITH TWO COATS OF INORGANIC ZINC PRIMER AND ONE FINISH COAT OF PAINT AT THE CONTRACTOR'S EXPENSE.

BRIDGE DECK FORMWORK BRACING:

THE CONTRACTOR IS TO USE BRIDGE DECK FORMWORK BRACING AS SPECIFIED OR AS SHOWN IN THE PLANS. CANTILEVER FORMING BRACKETS SHALL BE USED AT EXTERIOR BEAMS/GIRDERS TO PREVENT BEAM/GIRDER TWIST. CANTILEVER FORMING BRACKETS SHALL BE ADJUSTABLE DURING PLACEMENT OF THE DECK SLAB CONCRETE IN ORDER TO MAINTAIN PROPER GRADES OF THE DECK SLAB OVERHANG. IF THE CONTRACTOR USES SHIMS TO ADJUST THE FORMING BRACKETS, HE MUST PROVIDE THE ENGINEER WITH A METHOD TO PREDICT THE CRUSH AND SETTLEMENT OF THE SHIMS. THE RESULTING FORCE OF THE LEG BRACES OF THE CANTILEVER FORMING BRACKETS SHALL BEAR ON THE BEAM/GIRDER WEBS WITHIN 6" OF THE BOTTOM FLANGES.
BRACING AND TENSION TIES SHALL NOT BE SPACED AT INTERVALS GREATER THAN 4 FEET. THE TENSION TIE BARS SHALL BE PLACED PERPENDICULAR TO THE BEAMS/GIRDERS AND SHALL HAVE A MINIMUM OF 1.00 INCH COVER AND BE PLACED NO HIGHER THAN THE TOP LAYER OF REINFORCING STEEL. THE TENSION TIE BARS SHALL BE A MINIMUM OF #4 EPOXY COATED REINFORCING STEEL BARS WITH THREADED ENDS OR 1/2" GALVANIZED ALL-THREAD. THE TENSION TIES SHALL BE ATTACHED TO THE TOP FLANG OF THE BEAMS/GIRDERS WITH TY-BAR CLIPS. NO WELDING TO THE TOP FLANGE OF THE BEAMS/GIRDERS OF THE SHEAR CONNECTORS WILL BE PERMITTED. THE STEEL TY-BAR CLIP CONNECTION DEVICES SHALL BE EPOXY COATED. AFTER ASSEMBLY, ALL EXPOSED THREADS SHALL BE COATED WITH EPOXY PAINT. BRACING SHALL BE PLACED AT EACH TENSION TIE LOCATION AND BRACED AGAINST THE WEBS OF THE BEAMS/GIRDERS AS SHOWN IN THESE PLANS.
THE CONTRACTOR SHALL SUBMIT TO THE BRIDGE ENGINEER FOR APPROVAL (AND COPY TO RESIDENT ENGINEER), WORKING DRAWINGS FOR THE FORMWORK BRACING SYSTEMS. DRAWINGS OF THE PROPOSED FORMWORK BRACING SHALL BE APPROVED BY THE BRIDGE ENGINEER BEFORE ANY CONCRETE IS PLACED. IF THE CONTRACTOR ELECTS TO USE A FORMWORK BRACING SYSTEM OTHER THAN AS SPECIFIED OR AS SHOWN IN THE PLANS, THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS AND CALCULATIONS OF THE PROPOSED BRACING SYSTEM TO THE ENGINEER FOR APPROVAL. DRAWINGS AND CALCULATIONS OF THE PROPOSED BRACING SYSTEM SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA.
THE BRIDGE DECK FORMWORK BRACING WILL NOT BE MEASURED FOR PAYMENT. ALL COST OF THE BRIDGE DECK FORMWORK BRACING INCLUDING THE COST OF TY-BAR CLIP CONNECTION DEVICES, EPOXY COATED REINFORCING STEEL, GALVANIZED ALL-THREAD, HARDWOOD STRUTS OR EQUIVALENT, EPOXY COATINGS OR PAINT, PROFESSIONAL SERVICES, MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCUDED IN THE UNIT PRICE BID PER CUBIC YARD OF "CLASS AA CONCRETE".

DECK SLAB HAUNCHES:

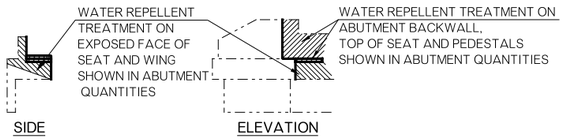
PLAN QUANTITY FOR CLASS AA CONCRETE INCLUDES 5.6 CUBIC YARDS FOR HAUNCHES OVER THE STEEL BEAMS. NO PAYMENT WILL BE MADE FOR DIFFERENCES BETWEEN PLAN QUANITY AND THE ACTUAL QUANTITY OF HAUNCH CONCRETE.

PENETRATING WATER REPELLENT SURFACE TREATMENT:

A PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED TO THE FOLLOWING CONCRETE SURFACES OF THE BRIDGE:

(A) EDGES AND UNDERSIDE CANTILEVER PORTION OF THE BRIDGE DECK
(B) THE ROADWAY FACE, TOP, AND INSIDE OF THE POST OPENINGS OF THE CONCRETE TRAFFIC RAILS
(C) SIDES, AND ENDS OF PIER CAPS
(D) THE ABUTMENT BACKWALL, AND PILE CAP

ALL COSTS ASSOCIATED WITH THE USE OF PENETRATING WATER REPELLENT SURFACE TREATMENT INCLUDING THE COST OF MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE PER SQUARE YARD OF "WATER REPELLENT (VISUALLY INSPECTED)".



WATER REPELLENT TREATMENT DETAILS

NOTE: WATER REPELLENT SHALL NOT BE PLACED IN AREAS WHERE ELASTOMERIC COATING WILL BE APPLIED. PLEASE REFERENCE DETAILS ON SHEET AB02.

SUPERSTRUCTURE CHAMFER REQUIREMENTS:

ALL EXPOSED CONCRETE EDGES OF THE SUPERSTRUCTURE SHALL HAVE A ¾" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED.

ANCHORAGE INTO EXISTING CONCRETE:

NEW ANCHOR BOLT ASSEMBLIES AND/OR REINFORCING STEEL BARS SHALL BE ANCHORED INTO THE CONCRETE OF THE EXISTING BRIDGE AS SHOWN IN THE PLANS. ANCHORAGE OF NEW ANCHOR BOLT ASSEMBLIES AND/OR REINFORCING STEEL BARS INTO THE CONCRETE OF THE EXISTING BRIDGE SHALL BE CONDUCTED IN ACCORDANCE WITH SECTION 509.04D.(3) OF THE STANDARD SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER.
DRILLING INTO THE EXISTING CONCRETE TO INSTALL THE ANCHORAGES SHALL BE ACCOMPLISHED WITHOUT CUTTING THE EXISTING CONCRETE REINFORCING STEEL BARS. PRIOR TO DRILLING, THE CONTRACTOR SHALL LOCATE AND MARK THE EXISTING CONCRETE REINFORCING STEEL BARS WITH NONDESTRUCTIVE TOOLS, EQUIPMENT AND METHODS APPROVED BY THE ENGINEER. IF EXISTING REINFORCING STEEL BARS ARE ENCOUNTERED DURING DRILLING, THE DRILLING SHALL CEASE AND THE HOLE SHALL BE GROUTED. THE HOLE SHALL THEN BE RELOCATED TO CLEAR THE EXISTING REINFORCING STEEL BARS. ANY ADJUSTMENT IN THE LOCATIONS OF THE NEW ANCHOR BOLT ASSEMBLIES AND/OR REINFORCING STEEL BARS FROM THE PLAN LOCATIONS SHOWN SHALL BE THE MINIMUM AMOUNT NECESSARY TO AVOID CUTTING THE EXISTING CONCRETE REINFORCING STEEL BARS AND SHALL BE APPROVED BY THE ENGINEER.
ALL COST TO ANCHOR THE NEW ANCHOR BOLT ASSEMBLIES AND/OR REINFORCING STEEL BARS INTO THE EXISTING BRIDGE AS SPECIFIED OR AS SHOWN IN THE PLANS INCLUDING THE COST OF LOCATING THE EXISTING CONCRETE REINFORCING STEEL BARS, DRILLING, REPAIRING FLAWED DRILL HOLES, ADJUSTING THE LENGTH OF THE NEW ANCHOR BOLT ASSEMBLIES AND/OR REINFORCING STEEL BARS AS PER THE ANCHORAGE ASSEMBLY MANUFACTURER OR THE STANDARD SPECIFICATIONS, ANCHORING INTO THE EXISTING CONCRETE, MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID FOR EITHER 'WEATHERING STEEL FIXED BEARING ASSEMBLY", OR "WEATHERING STEEL EXPANSION BEARING ASSEMBLY".

WEATHERING STEEL EXPANSION BEARING ASSEMBLIES:

PROVIDE AND INSTALL EXPANSION BEARING ASSEMBLIES OF THE SIZE, SHAPE, AND LOCATION AS DETAILED IN THE PLANS. THERE IS AN ESTIMATED TOTAL OF 1,600 POUNDS OF WEATHERING STRUCTURAL STEEL FOR THE EXPANSION BEARING ASSEMBLIES.
ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE EXPANSION BEARING ASSEMBLIES AS SHOWN IN THE PLANS, INCLUDING THE COST OF STEEL REINFORCED BEARING PADS, ANCHOR PLATES, BOLSTER PLATES, CONTACT PLATES, WELDING, ANCHOR BOLTS, NUTS, WASHERS, MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER EACH OF "WEATHERING STEEL EXPANSION BEARING ASSEMBLY".

WEATHERING STEEL FIXED BEARING ASSEMBLIES:

PROVIDE AND INSTALL FIXED BEARING ASSEMBLIES OF THE SIZE, SHAPE, AND LOCATIONS AS DETAILED IN THE PLANS. THERE IS AN ESTIMATED TOTAL OF 1,700 POUNDS OF WEATHERING STRUCTURAL STEEL FOR THE FIXED BEARING ASSEMBLIES.
ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE FIXED BEARING ASSEMBLIES AS SHOWN IN THE PLANS, INCLUDING THE COST OF STEEL REINFORCED BEARING PADS, ANCHOR PLATES, BOLSTER PLATES, CONTACT PLATES, WELDING, ANCHOR BOLTS, NUTS, WASHERS, MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER EACH OF "WEATHERING STEEL FIXED BEARING ASSEMBLY".

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			GENERAL NOTES (BRIDGE)
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. AB01

GENERAL NOTES CONT.

DRAINS AT END OF BRIDGE:

THE ASHPHALT WIDENING FOR THE BRIDGE GUARDRAILING SHALL BE IN ACCORDANCE WITH STANDARD THRI-1 EXCEPT AS SHOWN ON THE "DRAINS AT NORTH BRIDGE END" AND "DRAINS AT SOUTH BRIDGE END" SHEETS. ALL COSTS OF ASPHALT WIDENING SHALL BE INCLUDED IN ROADWAY PAY ITEMS. APPROXIMATELY 13.1 CUBIC YARDS OF "CLASS C CONCRETE" ARE REQUIRED TO CONSTRUCT THE SLOPE DRAINS, SPLASH BASINS, AND CONCRETE CURB AT THE ENDS OF EACH BRIDGE. ALL COSTS OF THE SLOPE DRAINS, SPLASH BASINS, CONCRETE CURBS, AND CURB REINFORCING STEEL INCLUDING MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE BRIDGE PAY ITEM FOR "CLASS C CONCRETE".

EPOXY RESIN ABOVE WATER (EPOXY INJECTION):

ITEMS "EPOXY RESIN ABOVE WATER" AND "PREPARTION OF CRACKS ABOVE WATER" SHALL CONSIST OF PREPARING AND STRUCTURALLY REBONDING CRACKS AND DELAMINATIONS IN THE SUBSTRUCTURE AS DIRECTED BY THE ENGINEER. ALL WORK SHALL BE IN ACCORDANCE WITH SECTION 520 OF THE STANDARD SPECIFICATIONS. ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER GALLON OF "EPOXY RESIN ABOVE WATER" AND IN THE PRICE PER LINEAR FOOT OF "PREPARATION OF CRACKS ABOVE WATER" RESPECTIVELY.

PNEUMATICALLY PLACED MORTAR:

ITEM "PNEUMATICALLY PLACED MORTAR" CONSISTS OF REPAIRING THE EXISTING BRIDGE IN THE AREAS DETERMINED IN THE FIELD BY THE ENGINEER IN A MANNER APPROVED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 521 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. 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 DOWN" TO SOUND CONCRETE AND APPROVED BY THE ENGINEER. SHOULD POWER TOOLS BE NECESSARY, POWER TOOLS SHALL BE OF SUCH SIZE AS APPROVED BY THE ENGINEER SUCH 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 CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. ANY DETERIORIATED REINFORCING STEEL WITH A SECTION LOSS GREATER THAN 50%, AS DETERMINED BY THE ENGINEER, SHALL BE REPORTED TO THE BRIDGE ENGINEER FOR ACTION. PRIOR TO MORTAR APPLICATION, BLAST CLEAN THE CONCRETE SURFACE AND REINFORCING STEEL FREE OF DEBRIS AND CORROSION. APPLY CORROSION INHIBITOR TO STEEL SURFACES. APPLICATION OF CORROSION INHIBITOR SHALL BE AS SPECIFIED IN THE SPECIAL PROVISION FOR "CORROSION INHIBITOR (SURFACE APPLIED)". PNEUMATICALLY PLACED MORTAR SHALL THEN BE APPLIED TO REPLACED DETERIORATED CONCRETE. BUILD UP MORTAR TO MATCH THE ORIGINAL LINES AND GRADE OF THE BRIDGE. THE CONTRACTOR MAY PROPOSE AND USE AS AN ALTERNATE ONE OF THE FOLLOWING REPAIR METHODS:

(1) CAST-IN-PLACE CONCRETE
(2) PRE-PLACED AGGREGATE CONCRETE
(3) FORMED AND PUMPED CONCRETE AND MORTAR
(4) TROWELING AND DRY-PACKING OF REPAIR MORTAR

THE CONTRACTOR SHALL SUBMIT A PROPOSED WORK PLAN OF THE REPAIR METHOD TO BE USED TO THE ENGINEER FOR HIS/HER 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 PROPOSED REPAIR METHOD PRIOR TO COMMENCEMENT OF ALL WORK. FAULTY REPAIRS SHALL BE REPLACED AT CONTRACTOR'S EXPENSE. QUANTITIES HAVE BEEN ESTIMATED BASED ON VISUAL INSPECTION AND INCREASED BY 50% TO BE USED AT THE ENGINEER'S DISCRETION. ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DESCRIBED ABOVE SHALL BE INCLUDED IN PRICE BID PER SQUARE YARD OF "PNEUMATICALLY PLACED MORTAR".

BACKFILLING VOIDS BELOW ABUTMENT BRIDGE SEATS:

A QUANTITY OF 10 CUBIC YARDS OF CLSM BACKFILL IS INCLUDED TO FILL VOIDS EXISTING BELOW THE ABUTMENT BRIDGE SEATS. PLACEMENT OF THE CLSM BACKFILL SHALL BE AS DIRECTED BY THE ENGINEER, AND PAYMENT WILL ONLY BE MADE FOR THE ACTUAL AMOUNT OF CSLM BACKFILL PLACED.
ALL COST TO PLACE THE CLSM BACKFILL BELOW THE ABUTMENT BRIDGE SEATS INCLUDING THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD OF "CLSM BACKFILL".

CLEANING BRIDGE SEATS AND PIER CAPS:

AT THE COMPLETION OF THE PROJECT, ALL BRIDGE SEATS AND PIER CAPS SHALL BE SWEPT CLEAN OF ALL DEBRIS.
ALL COST OF CLEANING THE BRIDGE SEATS AND PIER CAPS INCLUDING THE COST OF MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

SEALING CONSTRUCTION JOINTS IN THE DECK SLAB:

THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS IN THE DECK SLAB SHALL BE SEALED WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) OR EPOXY RESIN AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH SECTION 523 OF THE STANDARD SPECIFICATIONS.
ALL COSTS TO SEAL THE LONGITUDINAL CONSTRUCTION JOINTS IN THE DECK SLABS INCLUDING THE COST OF CRACK PREPARATION, HMWM, RESIN, MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "SEALER CRACK PREPARATION" AND THE UNIT BID PER GALLON OF "SEALER RESIN".

SEALED EXPANSION JOINT:

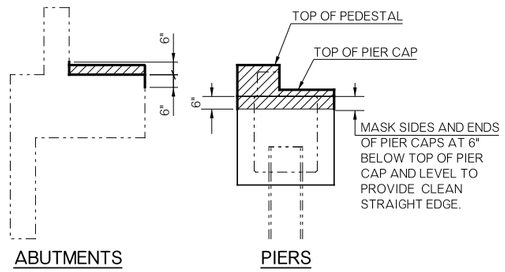
THE SEALED EXPANSION JOINTS AT PIERS SHALL BE CONSTRUCTED AS SPECIFIED OR AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH STANDARDS EJ-SQ AND EJ-DTL AND IN A MANNER APPROVED BY THE ENGINEER.
ALL COST NECESSARY TO COMPLETE THE WORK AS SPECIFIED OR AS SHOWN IN THE PLANS INCLUDING THE COST OF MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FEET OF "SEALED EXPANSION JOINT".

ELASTOMERIC COATING:

THE ELASTOMERIC COATING WILL BE A LIQUID APPLIED URETHANE COATING SUCH AS CIM 1000 AS MANUFACTURED BY CIM INDUSTRIES, INC., IM-129 AS MANUFACTURED BY CUSTOM LININGS, OR AN APPROVED EQUAL. PRODUCT INFORMATION FOR CIM 1000 CAN BE OBTAINED FROM LASTER CASTER CORP. OF TULSA, OKLAHOMA, PHONE NUMBER 918-234-7777. PRODUCT INFORMATION FOR IM-219 CAN BE OBTAINED FROM CUSTOM LININGS, PHONE NUMBER 719-374-8745.
THE EQUIPMENT AND METHODS OF APPLYING THE URETHANE COATING WILL BE IN ACCORDANCE WITH THE PRODUCT COATING PROFILE AND INSTRUCTION GUIDES FOR APPLICATION TO CONCRETE. PRECAUTIONARY MEASURES WILL BE IN ACCORDANCE WITH THE MATERIAL SAFETY DATA SHEETS AS PROVIDED BY THE MANUFACTURER.
THE COATING WILL BE 60 MILS DRY THICKNESS AND 68 MILS WET THICKNESS. IN ADDITION TO APPLYING THE COATING TO THE CONCRETE SUBSTRUCTURE UNITS AS LISTED BELOW, THE COATING WILL RETURN UP THE VERTICAL FACES OF THE PIER AND ABUTMENT BEARING ASSEMBLY BASE PLATES TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS. SURFACE PREPARATIONS AND PRODUCT MIXING WILL BE PER THE MANUFACTURER'S RECOMMENDATIONS AND ALL NEW CONCRETE WILL HAVE A MINIMUM STRENGTH OF 3000 PSI AT THE TIME OF APPLICATION. PRIMER WILL BE APPLIED TO THE CONCRETE SURFACES PRIOR TO APPLYING THE COATING. ALL CONCRETE WORK WILL BE COMPLETED PRIOR TO THE APPLICATION OF THE SPECIAL CONCRETE FINISH.
WATER REPELLENT WILL NOT BE REQUIRED ON SURFACES THAT ARE COATED WITH ELASTOMERIC COATING.
ELASTOMERIC COATING WILL BE APPLIED TO ALL AREAS LISTED AND DETAILED BELOW:

1. ABUTMENT CAPS AND BACKWALLS
2. PIER CAPS

ALL COSTS OF THE ELASTOMERIC COATING INCLUDING THE COST OF MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS WILL BE INCLUDED IN THE PRICE BID PER SQUARE FOOT OF "ELASTOMERIC COATING".



NOTE: APPLY ELASTOMERIC COATING TO ALL SURFACES SHOWN WITH HEAVY LINES AND HATCH (INCLUDING PEDESTAL STEPS AND ENDS OF CAPS.)

J.P. NO. 35601 (04)

PAY QUANTITIES

0200 BRIDGE (40'-60'-40') I-BEAM SPANS NBI 15089

ITEM		DESCRIPTION		UNIT	QUANTITY
501(G)	1800	CLSM BACKFILL	(1)	CY	30.00
504(B)	5300	SAW-CUT GROOVING		SY	378.00
504(D)	5420	CONCRETE RAIL (TR4)		LF	243.00
506(A)	7205	STRUCTURAL STEEL M270 GRADE 50W	(2)	LB	3259.00
507(A)	8210	WEATHERING STEEL FIXED BEARING ASSEMBLY		EA	10.00
507(B)	8310	WEATHERING STEEL EXP BEARING ASSEMBLY		EA	10.00
509(A)	0210	CLASS AA CONCRETE		CY	127.00
509 (D)	0510	CLASS C CONCRETE		CY	7.00
511	2100	MECHANICAL SPLICES		EA	333.00
511(B)	2310	EPOXY COATED REINFORCING STEEL		LB	32441.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)		SY	356.00
509	9110	ELASTOMERIC COATING		SY	60.00
518(B)	0300	SEALED EXPANSION JOINT		LF	62.00
520(A)	1200	PREPARATION OF CRACKS, ABOVE WATER		LF	175.00
520(C)	1400	EPOXY RESIN, ABOVE WATER		GAL	59.00
521(A)	2200	PNEUMATICALLY PLACED MORTAR		SY	10.00
523 (A)	3200	SEALER CRACK PREPARATION		LF	184.00
523 (B)	3300	SEALER RESIN		GAL	3.00
523 (C)	3400	DECK AREA SEALED (FLOOD COATS)		SY	418.00
535	7100	(SP) CORROSION INHIBITOR (SURFACE APPLIED)	(3)	SY	10.00
601 (B)	1230	TYPE 1-A PLAIN RIPRAP	(4)	TON	345.00
619 (B)	6304	REMOVAL OF BRIDGE ITEMS	(5)	LSUM	1.00

(BR-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITIES ONLY, SEE SECTION 109.01(B) OF THE 2019 STANDARD SPECIFICATIONS.

(1) TO BE USED AT THE DISCRETION OF THE ENGINEER FOR FILLING VOIDS AT THE ABUTMENTS.

(2) ITEM "STRUCTURAL STEEL" INCLUDES ALL COSTS OF BEAM END REPLACEMENT, DIAPHRAGMS, AND BOLTS. INCLUDE ALL COSTS ASSOCIATED WITH MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN THE CONTRACT UNIT PRICE PER LB OF "STRUCTURAL STEEL".

(3) ITEM "(SP) CORROSION INHIBITOR (SURFACE APPLIED) CONSISTS OF APPLYING A CORROSION INHIBITOR TO THE ABUTMENTS, PIER CAPS AND CONCRETE PILES AT LOCATIONS AS DIRECTED BY THE ENGINEER. APPLY CORROSION INHIBITOR IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "CORROSION INHIBITOR (SURFACE APPLIED)".

(4) AN ESTIMATED QUANTITY TO BE USED AT THE ABUTMENTS.

(5) ITEM "REMOVAL OF BRIDGE ITEMS" CONSISTS OF REMOVAL AND DISPOSAL OF THE EXISTING BRIDGE DECK, STRUCTURAL STEEL, DAMAGED CONCRETE, BEARING ASSEMBLIES, JOINT MATERIALS, AND BRIDGE RAIL IN ACCORDANCE WITH SUBSECTION 619.04(B)2 OF THE SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER. ALL REMOVED MATERIALS WILL BECOME THE PROPERTY OF THE CONTRACTOR.

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DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY OF PAY QUANTITIES & NOTES (BRIDGE)
CHECKED			
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. AB02

GENERAL CONSTRUCTION NOTES

IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT THE CONTRACTOR SHALL NOTIFY THE OKLAHOMA ONE-CALL SYSTEM, INC. 48 HOURS PRIOR TO BEGINNING EXCAVATION. OKLAHOMA ONE-CALL SYSTEM, INC. "CALL OKIE" 1-800-522-6543 OR 811.

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.

MAINTENANCE OF THROUGH TRAFFIC INCLUDES THE MAINTENANCE OF THE EXISTING ROAD IN CLOSE PROXIMITY TO THE NEW CONSTRUCTION AS SHOWN ON THE PLANS.

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

THE USE OF A MTV (MATERIAL TRANSFER VEHICLE) WILL NOT BE REQUIRED FOR THIS PROJECT.

PRIOR TO FINAL ACCEPTANCE, ALL EXPOSED CURB SURFACES SHALL BE CLEANED OF ALL DISCOLORATION SUCH AS ASPHALT STAIN, TIRE MARKS, OR OTHER DISFIGUREMENT.

EXCESS ASPHALT AT JOINTS AND CRACKS IN EXISTING PAVEMENT SHALL BE REMOVED FLUSH TO TOP OF PAVING IN A MANNER APPROVED BY THE ENGINEER.

PAY ITEM NOTES

(R-2) ESTIMATED QUANTITY ONLY. TO BE USED IN A MANNER APPROVED BY THE ENGINEER, FOR MISCELLANEOUS GRADING.

(R-6) FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE.

(R-7) FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF WATERING, ESTIMATED AT 60 GALLONS PER SQUARE YARD.

(R-25) ESTIMATED AT 0.075 GALLONS PER SQUARE YARD OF ORIGINAL EMULSION OF TACK COAT (BEFORE DILUTION FOR APPLICATION) IN ACCORDANCE WITH SECTION 407 OF THE STANDARD SPECIFICATIONS.

(R-26) ESTIMATED AT 112 LBS. PER SQ. YD. PER 1" THICK.

(R-40) TO BECOME THE PROPERTY OF AND BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.

(R-43) INCLUDES 2% FOR GROUND MEASUREMENT.

ROADWAY PAY ITEMS

0100 ROADWAY

ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
230(A)	7200	SOLID SLAB SODDING	(R-6)(R-7)	SY	1,250.00
407(B)	7300	TACK COAT	(R-25)	GAL	176.00
411(C)	1430	SUPERPAVE, TYPE S4(PG 64-22 OK)	(R-26)	TON	313.00
412	3100	COLD MILLING PAVEMENT		SY	1,867.00
619(B)	6352	REMOVAL OF FENCE	(R-40)	LF	50.00
619(B)	6396	REMOVAL OF GUARDRAIL	(R-40)	LF	590.00
619(C)	6600	SAWING PAVEMENT		LF	753.00
623(A)	1200	BEAM GUARDRAIL W-BEAM SINGLE	(R-42)	LF	538.00
623(G)	1820	GUARDRAIL END TREATMENT (31")		EA	4.00
623(I)	2050	GUARDRAIL BRIDGE CONN-THRIE BEAM (31")		EA	4.00
624(A)	3200	FENCE-STYLE WWF	(R-43)	LF	100.00

CONSTRUCTION PAY ITEMS

0640 CONSTRUCTION

ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
641	2110	MOBILIZATION		LSUM	1.00

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DESIGN	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	SUMMARY OF PAY QUANTITIES
CHECKED	& NOTES (ROADWAY)
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

SUMMARY OF SURFACING

LOCATION	STA TO STA			TACK COAT 407(B) GAL	SUPERPAVE, TYPE S4 (PG 64-22 OK) 411(C) TON	COLD MILLING PAVEMENT 412 SY	SAWING PAVEMENT 619 (C) LF
MAINLINE							
SOUTH OF BRIDGE	150+29.33	TO	153+29.33	72.08	107.63	160.17	
NORTH OF BRIDGE	154+90.66	TO	157+90.66	72.08	107.63	160.17	
GUARDRAIL							
SOUTH OF BRIDGE RT	151+11.18	TO	153+49.33	9.92	30.62	39.69	238.15
SOUTH OF BRIDGE LT	152+11.18	TO	153+49.33	5.76	17.76	23.02	138.15
NORTH OF BRIDGE RT	154+70.66	TO	156+08.81	5.76	17.76	23.02	138.15
NORTH OF BRIDGE LT	154+70.66	TO	157+08.81	9.92	30.62	39.69	238.15
TOTALS				**175.51**	**312.01**	**445.77**	**752.60**

SUMMARY OF EROSION CONTROL

LOCATION	PERMANENT SOLID SLAB SODDING 230(A) SY
SOUTH OF BRIDGE RT	153.15
SOUTH OF BRIDGE LT	111.48
NORTH OF BRIDGE RT	99.31
NORTH OF BRIDGE LT	153.14
	517.08

SUMMARY OF GUARDRAIL

LOCATION			BEAM GUARDRAIL W-BEAM SINGLE 623(A) LF	GUARDRAIL END TREATMENT(31") 623(G) EA	GUARDRAIL BRIDGE CONN-THRIE BEAM(31") 623(I) EA	TOTAL PANEL LENGTH INCLUDING ANCHOR UNITS LF
STATION TO STATION	LANE LT.	LANE RT.				
154+11.18 TO 155+49.33		X	150.00	1.00	1.00	215.630
155+49.33 TO 155+49.33	X		50.00	1.00	1.00	115.630
154+70.66 TO 157+08.81	X		150.00	1.00	1.00	215.630
154+70.66 TO 156+08.81		X	50.00	1.00	1.00	115.630
TOTALS			**400.00**	**4.00**	**4.00**	**662.520**

SUMMARY OF REMOVALS

LOCATION	REMOVAL OF FENCE 619(B) LF	REMOVAL OF GUARDRAIL 619(B) LF
SOUTH OF BRIDGE RT	25	145.00
SOUTH OF BRIDGE LT	25	145.00
NORTH OF BRIDGE RT	25	128.00
NORTH OF BRIDGE LT	25	128.00
TOTALS	**100.00**	**546.00**

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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		ROADWAY SUMMARY
APPROVED		
SQUAD		

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO 35601(04) SHEET NO AR002

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

GENERAL NOTES - TRAFFIC CONTROL

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

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

ANY EXISTING SIGNS THAT INTERFERE WITH CONSTRUCTION ACTIVITIES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER FOR APPROVAL AND INSPECTION OF THE EXISTING CONDITION. UPON APPROVAL OF REMOVAL, THE SIGNS WILL BE REMOVED AND STORED BY THE CONTRACTOR. THE SIGNS WILL BE REPLACED BY THE CONTRACTOR ONCE THEY NO LONGER INTERFERE WITH THE REMAINING ACTIVITIES OR WITHIN 24 HOURS OF A REQUEST BY THE RESIDENT ENGINEER TO REPLACE ANY DAMAGED SIGNS WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL PROVIDE A PERSON TO BE ON 24 HOUR CALL AS NEEDED AS DETERMINED BY THE ENGINEER. THE 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.

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.

THE CONTRACTOR MAY SUBMIT AN ALTERNATIVE TRAFFIC CONTROL DESIGN FOR APPROVAL BY THE RESIDENT ENGINEER AND TRAFFIC ENGINEERING DIVISION.

TRAFFIC SIGNING PAY QUANTITY NOTES

(TS-25) QUANTITY SHOWN INCLUDES 2,520 L.F. TRAFFIC STRIPE (MULTI-POLYMER)(WHITE) AND 2,520 L.F. TRAFFIC STRIPE(MULTI-POLYMER)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") 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.

PAY QUANTITY NOTES - TRAFFIC CONTROL

(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 LONGITUDINAL BARRIER.

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

(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.

(TC-17) INCLUDES AN ESTIMATED 3,526 L.F. (PAINT)(4"WIDE) WHITE AND 1,200 L.F. (PAINT)(4" WIDE) YELLOW STRIPE.

(TC-20) ALL STRIPING TO BE PLACED ON TEMPORARY SURFACES OR ON SURFACES SCHEDULED TO BE REMOVED SHALL BE DONE WITH PAINT UNLESS OTHERWISE NOTED ON THE PLANS OR STANDARD DRAWINGS. TEMPORARY PAVEMENT MARKINGS PLACED ON FINISHED PAVEMENT OR EXISTING PAVEMENT TO REMAIN IN PLACE SHALL USE ONE OF THE FOLLOWING METHODS:
* REMOVABLE PAVEMENT MARKING TAPE
* CLASS A PAVEMENT MARKERS

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

(TC-23) QUANTITY SHOWN FOR THIS ITEM INCLUDES THOSE SIGNS WHICH COMPRISE THE ROUTE MARKER ASSEMBLIES USED TO INDICATE THE DETOUR ROUTE.

(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 THE APPLICABLE O.D.O.T. STANDARD DRAWINGS. PRIVE 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-28) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 0.00 S.F. AND 6.25 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

PAY QUANTITY NOTES - TRAFFIC CONTROL (CONTD.)

(TC-29) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 6.26 S.F. AND 15.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

(TC-30) INCLUDED IN THIS ITEM ARE ALL S.C.S. (SPECIAL CONSTRUCTION SIGNING) SIGNS WHICH ARE BETWEEN 16.00 S.F. AND 32.99 S.F. ALSO INCLUDED IN THIS ITEM SHALL BE THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF THESE SIGNS.

(TC-33) ALL CONSTRUCTION WORK ZONE SIGNS SHALL HAVE FLUORESCENT SHEETING. THE FLUORESCENT SHEETING SHALL MEET THE REQUIREMENTS OF ASTM D4956 (LATEST REVISION).

THE MANUFACTURER SHALL FURNISH A TYPE 'D' CERTIFICATION IN ACCORDANCE WITH O.D.O.T. STANDARD SPECIFICATIONS (CURRENT EDITION) SUBSECTION 106.04. THE CERTIFICATION SHALL INCLUDE TEST RESULTS ON MATERIAL SUBMITTED FOR APPROVAL.

(TC-52) ANY USED TRUCK MOUNTED ATTENUATOR, CHANGEABLE MESSAGE SIGN, CONSTRUCTION ZONE IMPACT ATTENUATOR, OR SAND FILLED IMPACT ATTENUATOR TO BE PLACED ON THIS PROJECT SHALL BE SUBJECT TO INSPECTION AND APPROVAL, BY THE ENGINEER, TO ASSURE THAT THEY ARE IN GOOD WORKING CONDITION, PRIOR TO PLACEMENT ON THE PROJECT.

(TC-61) ANY DAMAGE TO A FINISHED OR EXISTING SURFACE RESULTING FROM THE CONTRACTOR'S NEGLIGENCE IN THE REMOVAL OF CONSTRUCTION ZONE PAVEMENT MARKERS OR CHANNELIZING DEVICES AND THE BITUMINOUS ADHESIVE USED IN THEIR INSTALLATION, SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.

(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-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) 120 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT O.D.O.T. STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFFIC CONTROL IS MODIFIED DURING CONSTRUCTION.

(TC-85) THESE SIGNS MUST BE ON THE OKLAHOMA DEPARTMENT OF TRANSPORTATION LIST OF APPROVED CHANGEABLE MESSAGE SIGNS. FOR A LIST OF THE APPROVED SIGNS GO TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION WEBSITE AT:
https://oklahoma.gov/odot/business-center/traffic-qualified-products-list.html

PAY QUANTITY NOTES - TRAFFIC CONTROL (CONTD.)

(101) INCLUDED IN THIS ITEM IS ADDITIONAL QUANTITY TO BE INSTALLED AS DEEMED NECESSARY BY THE ENGINEER. SEE SUMMARY OF SHEETS FOR ADDITIONAL INFORMATION.

(102) INCLUDED IN THIS ITEM IS THE REMOVAL OR COVERING OF ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL AS SHOWN IN THESE PLANS. ALSO INCLUDED IS THE COST OF UNCOVERING THESE SIGNS UPON COMPLETION OF THE PROJECT OR AS DIRECTED BY THE ENGINEER. NO ADHESIVE SHALL BE PLACED ON THE FACE OF ANY SIGN.

(103) POST LENGTHS SHOWN ON SUMMARY ARE APPROXIMATE; EXACT LENGTHS SHALL BE DETERMINED BY FIELD SURVEY BY THE CONTRACTOR.

(104) ATTENUATOR SHALL BE QUADGUARD ELITE, SCI-100 GM (SMART CUSHION), OR APPROVED EQUAL, WITHIN THE SAME CATEGORY OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION'S IMPACT ATTENUATOR GUIDELINE MATRIX. THE IMPACT ATTENUATOR GUIDELINE MATRIX CAN BE FOUND AT:

https://www.odot.org/traffic/pdfs/AttenuatorGuideline.pdf

IMPACT ATTENUATOR MUST MEET NCHRP 350, TL-3, OR MASH.

THE CONTRACTOR SHALL HAVE A MINIMUM OF ONE (1) ADDITIONAL IMPACT ATTENUATOR ON SITE FOR EMERGENCY REPLACEMENT.

(105) PORTABLE CHANGEABLE MESSAGE SIGN(S) TO BE PLACED WHERE DEEMED NECESSARY BY THE ENGINEER.

PORTABLE CHANGEABLE MESSAGE SIGN(S) TO BE PLACED 14 DAYS PRIOR TO CONSTRUCTION.

(106) CONTRACTOR TO VERIFY DIMENSIONS AND FURNISH SHOP DRAWINGS FOR APPROVAL BEFORE FABRICATION OF SIGNS.

TRAFFIC PAY ITEMS

0300 TRAFFIC CONTROL

ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
823	6100	(SP)PORTABLE TRAFFIC SIGNAL SYSTEM	(TC-26,52,80)	SD	300.00
857(A)	9205	CONSTRUCTION TRAFFIC STR.(PAINT)(4" WIDE)	(TC-17,20,21,61,70,75)(103)(107)	LF	500.00
857(C)	9405	REMOVABLE PAVEMENT MARKING TAPE(6" WIDE)	(TC-17,20,21,61,70,75)(103)(107)	LF	5,199.00
857(F)	9700	PAVEMENT MRKNG.REMOVAL (TRAF. STRIPE)	(TC-22, 61,70,75)	LF	5,900.00
871(B)	2300	CONST.ZONE IMPACT ATTEN.	(TC-52,80,84)(104)	SD	300.00
877(B)	4300	DELIVER PORTABLE LONGITUDINAL BARRIER	(TC-1,2)	LF	375.00
877(C)	4400	RELOCATION OF PORT.LONGITUDINAL BARIER	(TC-1,2)	LF	375.00
880(B)	6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-23,26,28,33,84)(101)(108)	SD	1,200.00
880(B)	6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(TC-26,29,33,84)(101)(108)	SD	1,500.00
880(B)	6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(TC-26,30,33,84)(101)(108)	SD	1,800.00
880(C)	6410	CONSTRUCTION BARRICADES(TYPE III)	(TC-26,84)(101)	SD	1,200.00
880(E)	6607	WARNING LIGHTS (TYPE B)	(TC-26, 84)(101)(108)	SD	2,400.00
880(F)	6700	DRUMS	(TC-26,84)(101)(108)	SD	2,400.00
882(A)	8210	PORT. CHANGEABLE MESSAGE SIGN	(TC-52,84,85)(101)(105)	SD	600.00

TRAFFIC PAY ITEMS

0310 SIGNING AND STRIPING

ITEM NO.	CODE NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY
850(A)	1200	SHEET ALUMINUM SIGNS	(TS-33, 34)(106)	SF	24.00
851(C)	2430	2 1/2" SQUARE TUBE POST	(TS-33)(101)(102)	LF	58.00
856(A)	8204	TRAFFIC STRIPE(MULTI-POLY.)(6" WIDE)	(TC-14)(TS-25)	LF	5,040.00

PAY QUANTITY NOTES - TRAFFIC CONTROL (CONTD.)

(107) THIS ITEM IS TO BE USED AS APPROVED BY THE ENGINEER TO DIRECT TRAFFIC DURING THE VARIOUS STAGES OF CONSTRUCTION. CONTRACTOR MAY USE FLEX TABS OR CLASS A PAVEMENT MARKERS AT HIS OPTION. CONTRACTOR SHALL USE FLEX TABS OR CLASS A PAVEMENT MARKERS FOR TEMPORARY MARKINGS AS SHOWN ON THE PLANS AND ON ALL FINISHED SURFACES. PAYMENT WILL BE BY THE LINEAR FOOT OF PAINT REGARDLESS OF THE ITEM USED. INCLUDED IN THE COST OF THIS ITEM SHALL BE INSTALLATION AND MAINTENANCE. REMOVAL, IF MATERIAL OTHER THAN PAINT, IS USED SHALL BE INCLUDED IN THIS ITEM. REMOVAL OF PAINT SHALL BE PAID FOR SEPARATELY.

(108) THE CONTRACTOR SHALL PROVIDE A CONTACT, AVAILABLE 24 HOURS A DAY, SEVEN DAYS A WEEK, THAT IS RESPONSIBLE FOR MAINTAINING AND KEEPING ALL TRAFFIC CONTROL DEVICES IN POSITION ANYTIME TRAFFIC IS DIRECTED AWAY FROM THE NORMAL TRAFFIC LANES OR ANYTIME THE ENGINEER DEEMS IT NECESSARY.

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THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUMMARY OF PAY QUANTITIES & NOTES (TRAFFIC)
CHECKED			
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. AT01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

SUMMARY OF STRIPING REMOVAL		
PHASE OF CONSTRUCTION	TRAFFIC STRIPE	
	857(F)	
	WHITE	YELLOW
	L.F.	L.F.
EXISTING	2,400	2,400
PHASE 1	550	-
PHASE 2	550	-
TOTALS	3,500.00	2,400.00
	5,900.00	

SUMMARY OF STRIPING				
SHEET NO.	STATION TO STATION		TRAFFIC STRIPE (PLASTIC) (6" WIDE)	
			856(A)	
			LF	
			WHITE	YELLOW
SIGNING (1)	148+00.00	TO 160+00.00	2,520.00	2,520.00
TOTALS			2,520.00	2,520.00
			5,040.00	

SUMMARY OF TRAFFIC CONTROL

PHASE OF CONSTRUCTION	ESTIMATED CALENDAR DAYS PER PHASE	PORTABLE TRAFFIC SIGNAL SYSTEM	CONSTRUCTION TRAFFIC STRIPE (PAINT) (4" WIDE)	REMOVABLE PAVEMENT MARKING TAPE (6" WIDE)	CONSTRUCTION ZONE IMPACT ATTENUATOR	DELIVER PORTABLE LONGITUDINAL BARRIER	RELOCATION OF PORTABLE LONGITUDINAL BARRIER	CONSTRUCTION SIGNS 0 TO 6.25 SF	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	CONSTRUCTION BARRICADES (TYPE III)	WARNING LIGHTS (TYPE B)	DRUMS	PORT. CHANGEABLE MESSAGE SIGN
		823	857(A)	857(C)	871(B)	877(B)	877(B)	880(B)	880(B)	880(B)	880(C)	880(E)	880(F)	882(A)
		S.D.	L.F.	L.F.	S.D.	L.F.	L.F.	S.D.	S.D.	S.D.	S.D.	S.D.	S.D.	S.D.
PHASE 1 - SB BRIDGE	60	120.00	250.00	4176.00	120.00	375.00		480.00	600.00	720.00	480.00	960.00	960.00	240.00
PHASE 2 - NB BRIDGE REPAIR	60	120.00	250.00	550.00	120.00		375.00	480.00	600.00	720.00	480.00	960.00	960.00	240.00
INCIDENTAL CONSTRUCTION	30	60.00		472.60	60.00			240.00	300.00	360.00	240.00	480.00	480.00	120.00
TOTALS	120.00	300.00	500.00	5,199.00	300.00	375.00	375.00	1,200.00	1,500.00	1,800.00	1,200.00	2,400.00	2,400.00	600.00

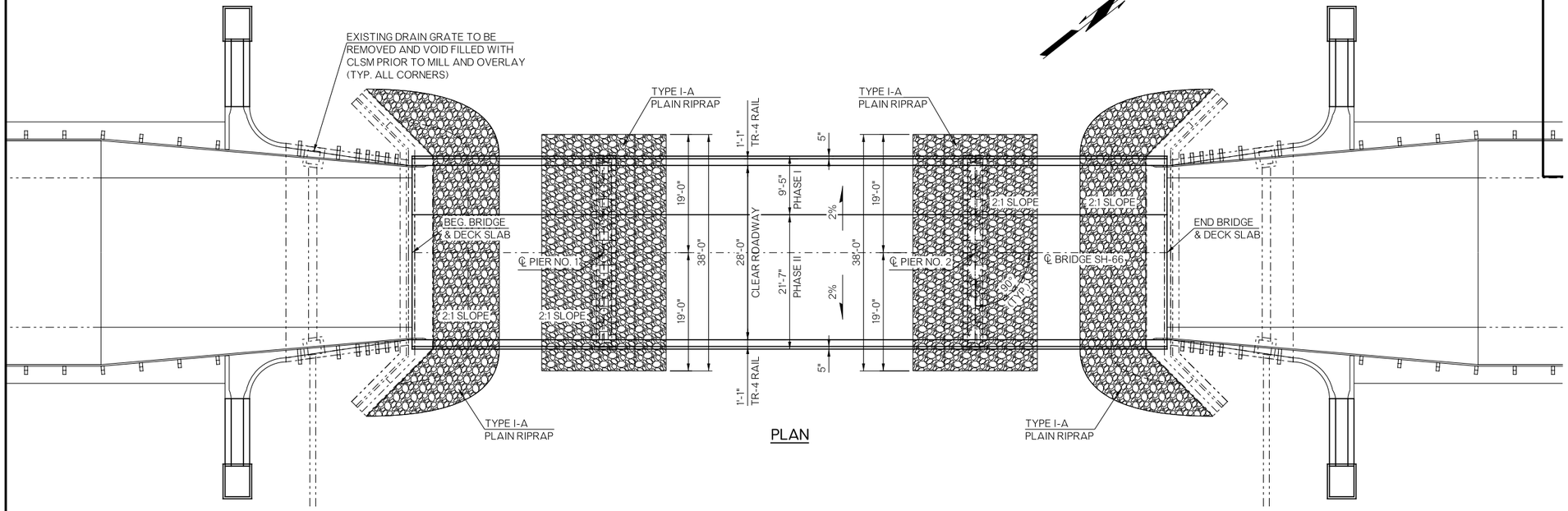
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		TRAFFIC SUMMARY
APPROVED		
SQUAD		

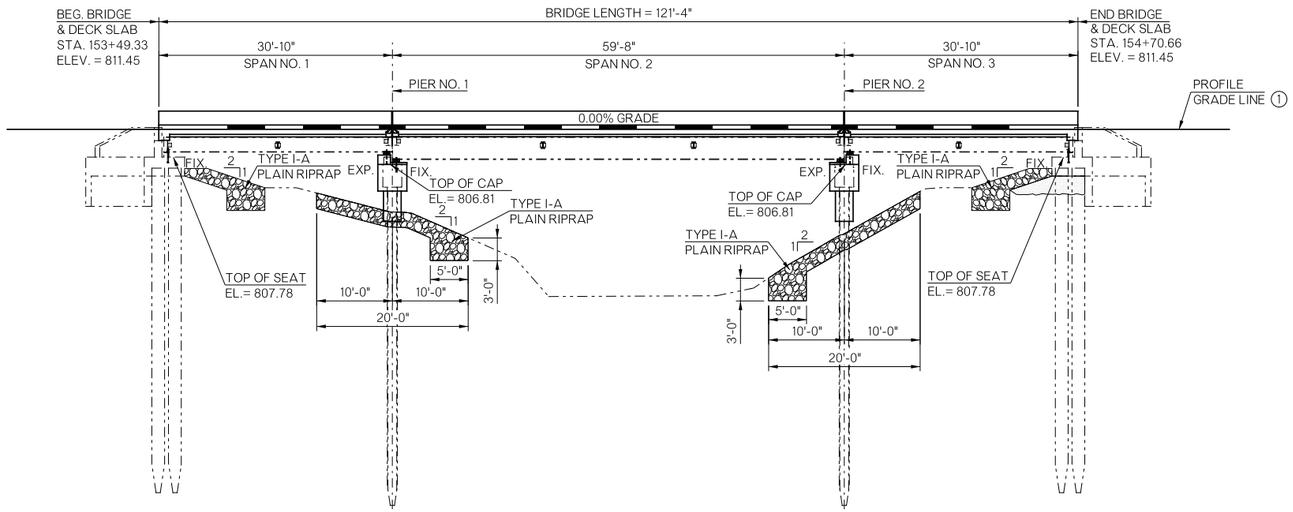
COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. AT02

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023



PLAN



ELEVATION

BRIDGE INDEX OF SHEETS

DESIGN DATA
(NEW CONSTRUCTION ONLY)

MATERIALS: CLASS AA CONCRETE, F'c=4 KSI
REINFORCING STEEL, Fy=60 KSI
STRUCTURAL STEEL (50W) Fy=50 KSI

LOADING: HL-93 AND OKLAHOMA OVERLOAD TRUCK AND 20 PSF FUTURE WEARING SURFACE. 5 PSF STAY-IN-PLACE DECK FORM ALLOWANCE.

DESIGN: AASHTO LRFD BRDGE DESIGN SPECIFICATIONS, 8TH EDITION
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE

LRFR RATING:
LRFR INVENTORY RATING: 1.66
LRFR OPERATING RATING: 2.15

STANDARDS

TR4-2-00E
EJ-SQ-04E
EJ-DTL-02E
LECS-5-2

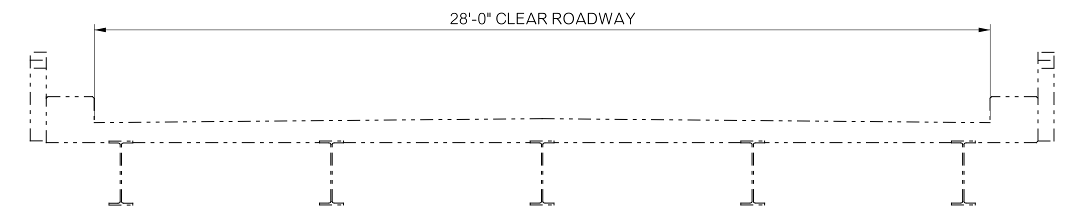
(1) THE NEW PROFILE GRADE LINE OVER BRIDGE IS APPROXIMATELY 0.45 FEET ABOVE THE EXISTING P.G.L. PROVIDE A TRANSITION BETWEEN THE EXISTING ROADWAY AND THE NEW BRIDGE DECK AS DETAILED IN THE ROADWAY PLANS.

ALIGNMENT, STATIONING, ELEVATIONS AND EXISTING GRADE DATA ARE TAKEN FROM RECORD DRAWINGS AND ARE FOR INFORMATIONAL PURPOSE ONLY.

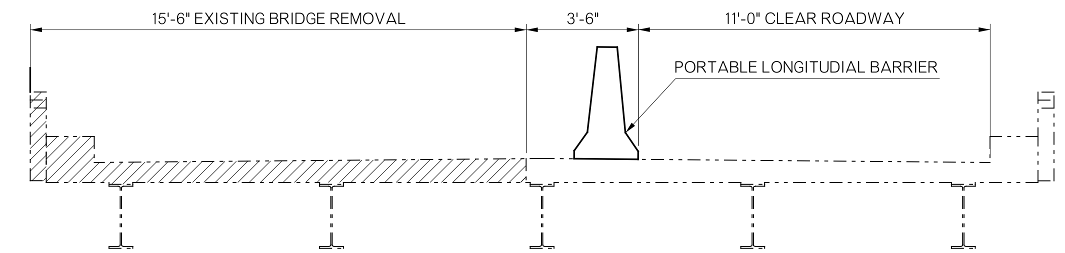
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			GENERAL PLAN AND ELEVATION
APPROVED			
SQUAD			

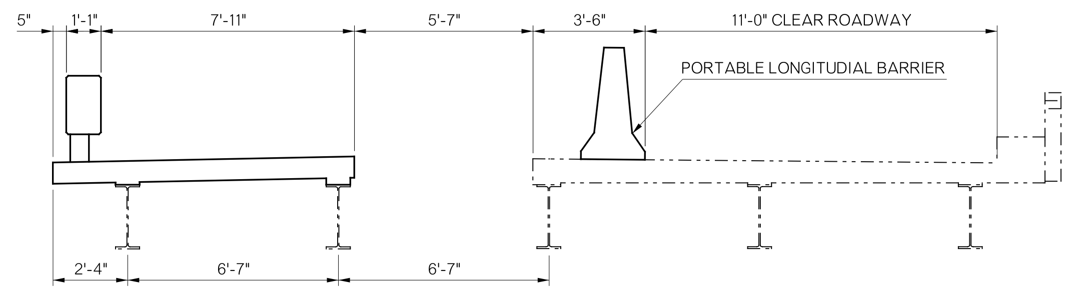
COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B001



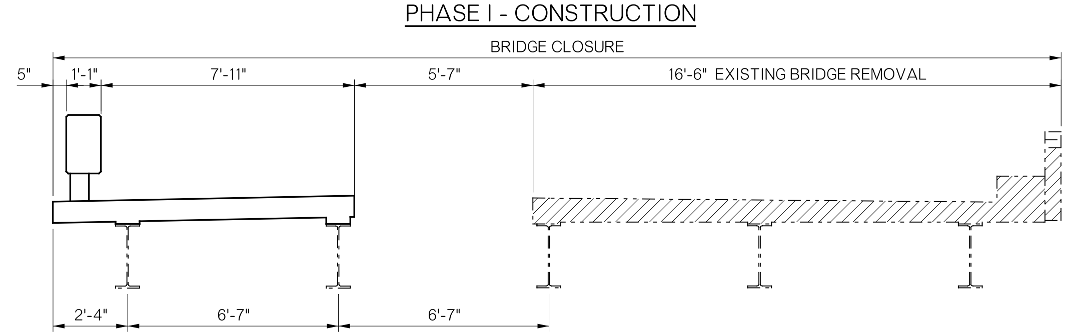
EXISTING BRIDGE



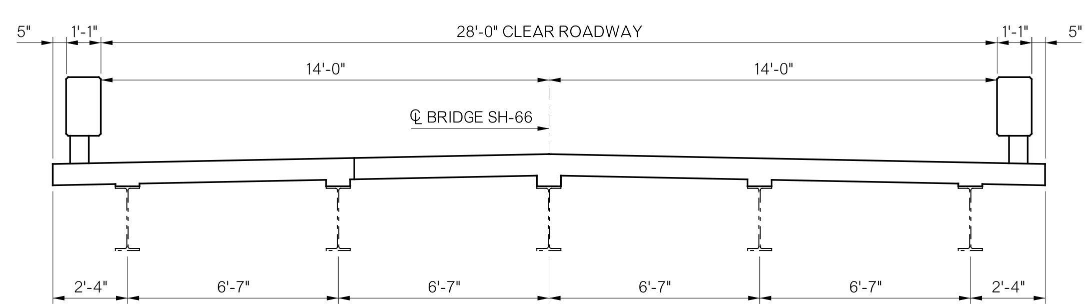
PHASE I - DEMOLITION



PHASE I - CONSTRUCTION



PHASE II - DEMOLITION - TEMPORARY CLOSURE



FINISHED BRIDGE

BRIDGE CONSTRUCTION SEQUENCE NOTES

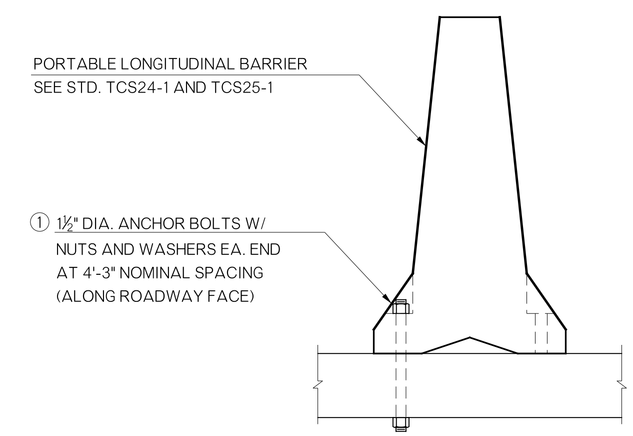
PHASE I

1. INSTALL PORTABLE LONGITUDINAL BARRIER AND TEMPORARY TRAFFIC CONTROL AS INDICATED.
2. RESTRICT TRAFFIC TO ONE LANE ON THE EXISTING BRIDGE.
3. REMOVE THE EXISTING DECK AS SHOWN ON THE PLANS.
4. CONSTRUCT THE NEW PORTION OF DECK, SUPERSTRUCTURE, PIER ENCASEMENT, AND BEAMS NOS. 1 AND 2 PIER PEDESTALS AS SHOWN ON THE PLANS.
5. INSTALL NEOPRENE GLAND FOR THE EXPANSION JOINT INTO EXTRUSIONS. PROVIDE A CONTINUOUS NEOPRENE GLAND THROUGH THE WIDTH OF THE BRIDGE DECK. DO NOT CUT THE NEOPRENE GLAND BETWEEN PHASES. ROLL UP UNUSED PORTION OF THE GLAND FOR INSTALLATION IN PHASE II.
6. MILL AND OVERLAY ROADWAY TRANSITIONS AND SHOULDERS, AND INSTALL GUARDRAIL.

PHASE II

1. CLOSE ALL PORTIONS OF THE BRIDGE.
2. REMOVE PORTABLE LONGITUDINAL BARRER AND GROUT THE ANCHOR HOLES TO THE SATISFACTION OF THE ENGINEER AND TEMPORARY TRAFFIC CONTROL AS SHOWN IN THE PLANS.
3. REMOVE REMAINING PORTION OF EXISTING DECK.
4. CONSTRUCT REMAINING PORTIONS OF THE NEW DECK, SUPERSTRUCTURE, AND PIER PEDESTALS AS SHOWN ON THE PLANS.
5. INSTALL REMAINDER OF THE NEOPRENE GLAND FOR EXPANSION JOINTS FROM PHASE I.
6. MILL AND OVERLAY ROADWAY TRANSITIONS AND SHOULDERS, AND INSTALL GUARDRAIL.
7. RELOCATE ALL TRAFFIC TO FINAL TRAFFIC CONFIGURATION.

FOR ADDITIONAL DETAILS SEE TRAFFIC CONTROL PLAN.



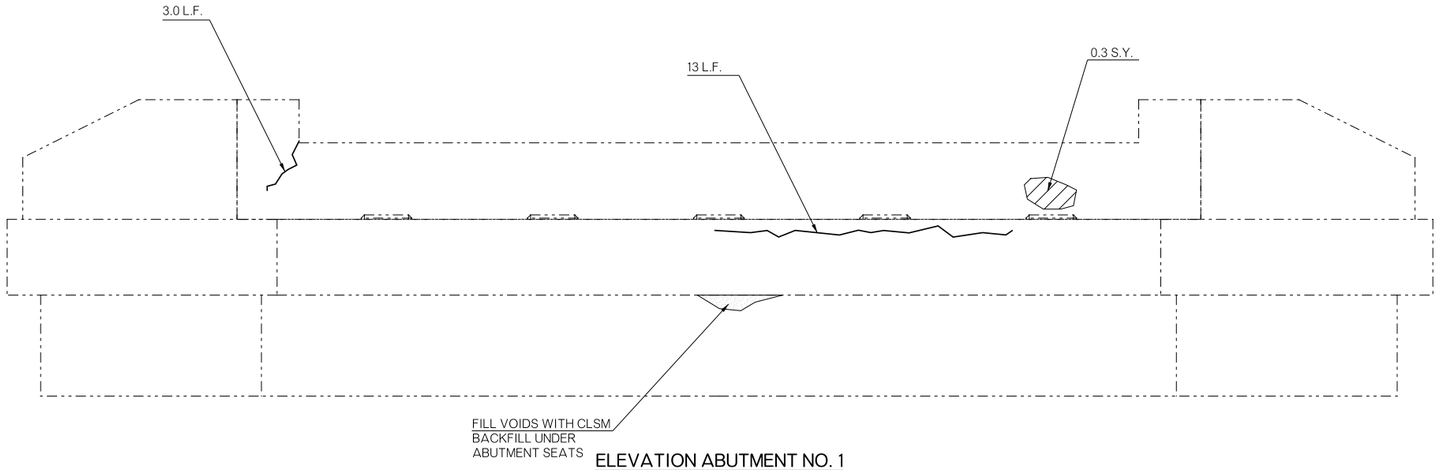
① PROVIDE ANCHOR BOLTS HAVING A MINIMUM YIELD STRENGTH OF 55 KSI AND A MINIMUM TENSILE STRENGTH OF 75 KSI SUBMIT THE TYPE OF ANCHOR BOLT TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. FILL THE REMAINING HOLES IN THE NEW DECK SLAB AFTER REMOVING ANCHORS IN A MANNER APPROVED BY THE ENGINEER. INCLUDE ALL COSTS FOR ANCHOR BOLTS, HOLE REPAIR, LABOR, AND INCIDENTALS NECESSARY IN THE CONTRACT UNIT PRICE OF "PORTABLE LONGITUDINAL BARRIER" PER ROADWAY PLANS.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		BRIDGE CONSTRUCTION SEQUENCE
CHECKED		
APPROVED		
SQUAD		

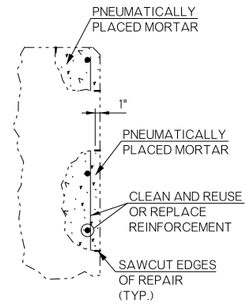
COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B002

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023



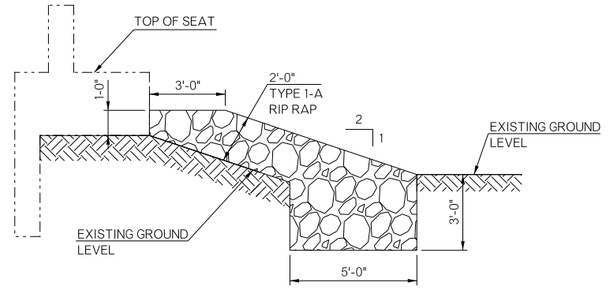
ELEVATION ABUTMENT NO. 1



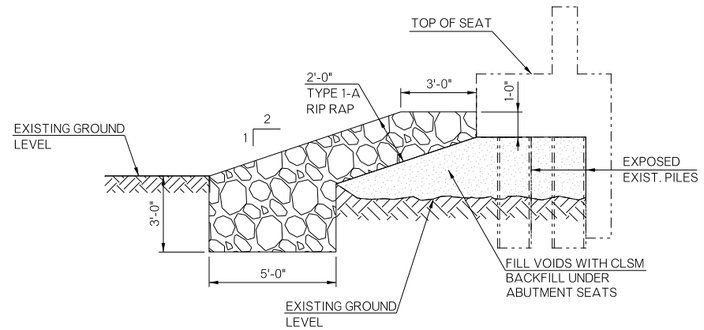
PNEUMATICALLY PLACED MORTAR DETAIL

LEGEND

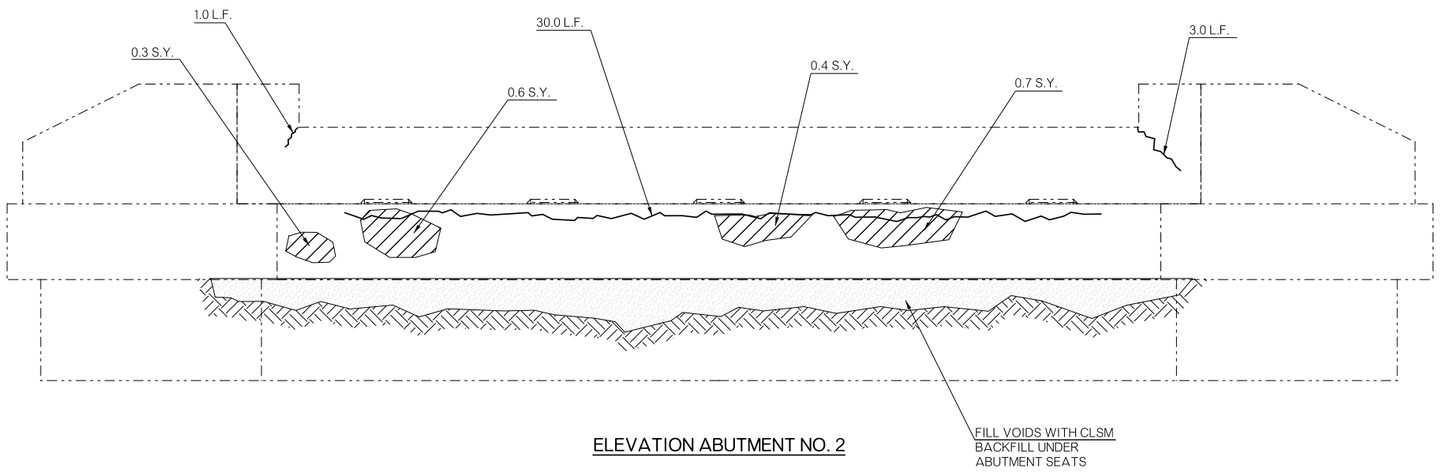
- SPALL OR DELAMINATION
- PREPARATION OF CRACKS ABOVE WATER
- UNDERMINING



TYPICAL SECTION THRU ABUTMENT NO. 1



TYPICAL SECTION THRU ABUTMENT NO. 2



ELEVATION ABUTMENT NO. 2

ABUTMENT NO. 1 QUANTITIES

ITEM	UNIT	PHASE I
CLSM BACKFILL	CY	5.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	30.20
ELASTOMERIC COATING	SY	4.57
PREPARATION OF CRACKS, ABOVE WATER	LF	16.00
EPOXY RESIN, ABOVE WATER	GAL	1.28
PNEUMATICALLY PLACED MORTAR	SY	0.30
(SP) CORROSION INHIBITOR (SURFACE APPLIED)	SY	0.30
TYPE 1-A RIPRAP	TON	180

ABUTMENT NO. 2 QUANTITIES

ITEM	UNIT	PHASE I
CLSM BACKFILL	CY	25.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	30.20
ELASTOMERIC COATING	SY	4.57
PREPARATION OF CRACKS, ABOVE WATER	LF	34.00
EPOXY RESIN, ABOVE WATER	GAL	2.72
PNEUMATICALLY PLACED MORTAR	SY	2.00
(SP) CORROSION INHIBITOR (SURFACE APPLIED)	SY	2.00
TYPE 1-A RIPRAP	TON	165

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

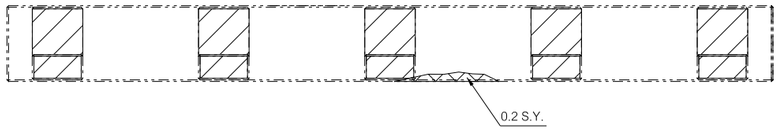
OKLAHOMA DEPARTMENT OF TRANSPORTATION

DETAILS OF ABUTMENT REPAIR
ABUTMENTS NO. 1 & NO. 2

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B003

OKLAHOMA DEPARTMENT OF TRANSPORTATION

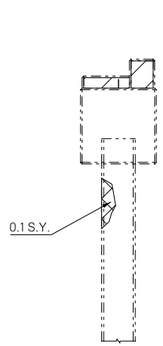
FINAL FIELD MEETING
11/14/2023



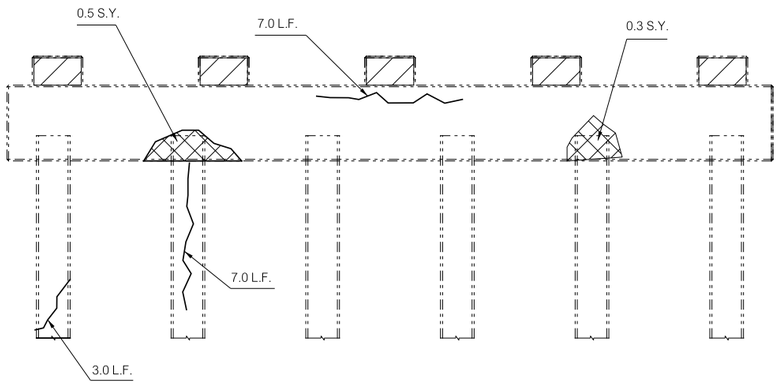
PLAN - PIER NO. 1

LEGEND

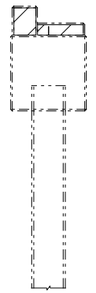
- PNEUMATICALLY PLACED MORTAR WITH CORROSION INHIBITOR (SURFACE APPLIED)
- PREPARATION OF CRACKS ABOVE WATER
- REMOVAL



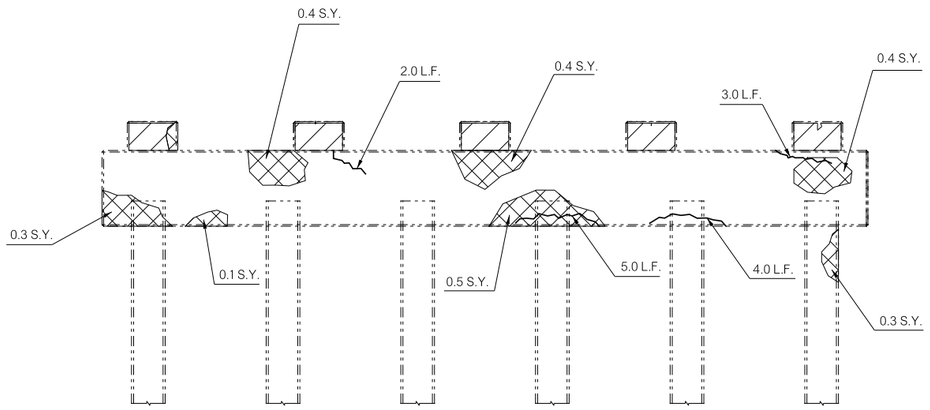
ELEVATION - WEST FACE



ELEVATION - SOUTH END



ELEVATION - EAST FACE



ELEVATION - NORTH END

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

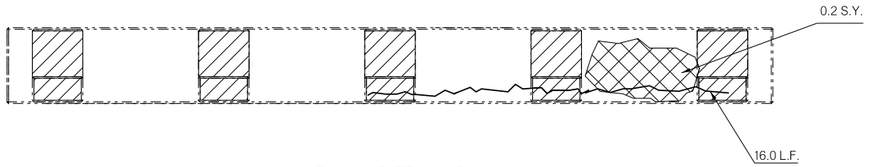
OKLAHOMA DEPARTMENT OF TRANSPORTATION

DETAILS OF PIER REPAIR
PIER NO. 1
(SHEET 1 OF 5)

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B004

11/14/2023

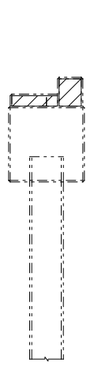
F:\2023\03001-03500\023-03034\40-Design\Microstation\ODOT\DGN\S\Sheets\B004-35601(04)-DETAILS OF PIER REPAIR (SHEET 1 OF 5).dgn



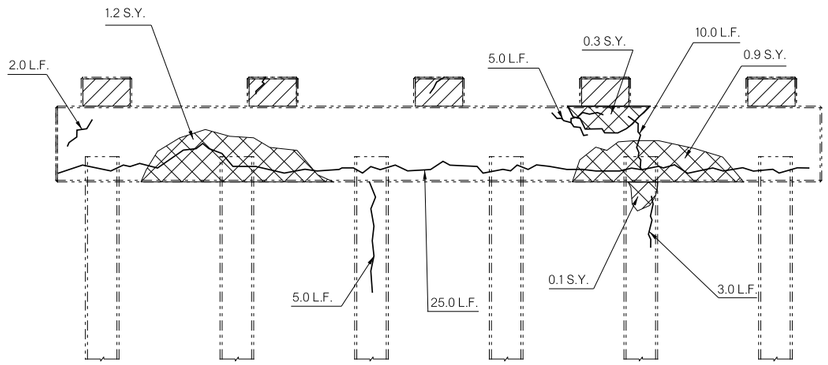
PLAN - PIER NO. 2

LEGEND

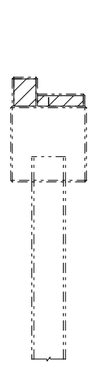
- PNEUMATICALLY PLACED MORTAR WITH CORROSION INHIBITOR (SURFACE APPLIED)
- PREPARATION OF CRACKS ABOVE WATER
- REMOVALS



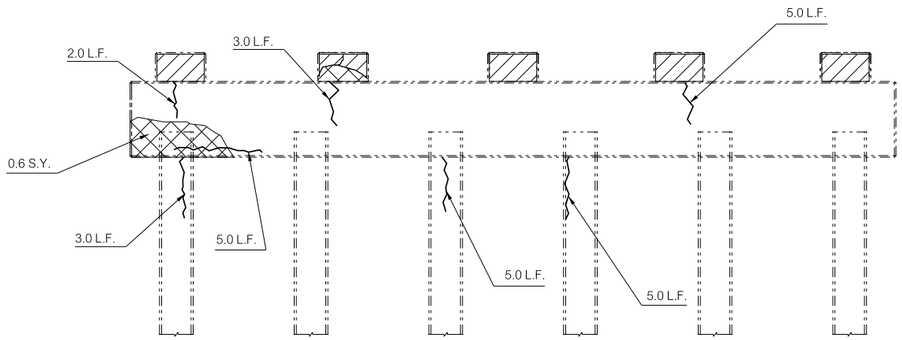
ELEVATION - WEST FACE



ELEVATION - SOUTH END



ELEVATION - EAST FACE

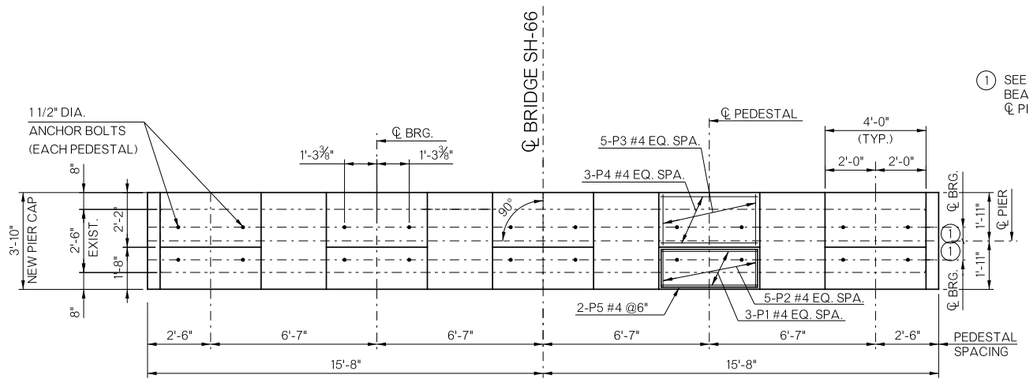


ELEVATION - NORTH END

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			DETAILS OF PIER REPAIR PIER NO. 2 (SHEET 2 OF 5)
CHECKED			
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B005



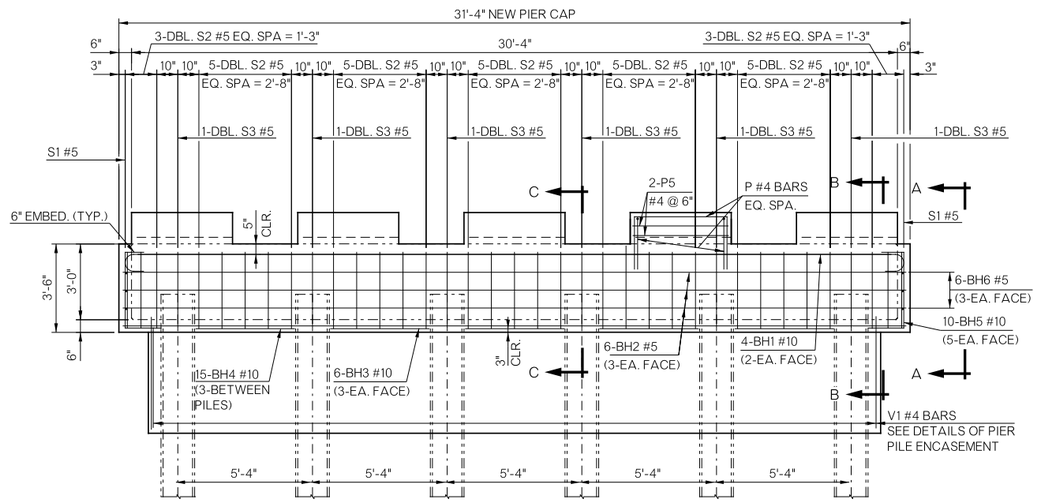
(1) SEE LONGITUDINAL SECTION FOR ℄ BEARING LOCATIONS ALONG ℄ PIERS.

PLAN

PIER NO. 1 SHOWN, PIER NO. 2 OPPOSITE HAND

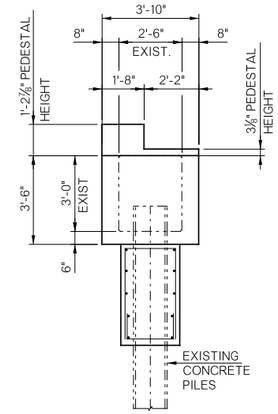
NOTE:
BEFORE APPLYING CORROSION INHIBITOR AND ENCASING THE EXISTING PIER CAPS WITH NEW CONCRETE, THE CONTRACTOR WILL REMOVE ALL UNSOUND CONCRETE FROM THE ENDS, SIDES AND BOTTOM OF THE PIER CAP. AFTER REMOVAL OF UNSOUND CONCRETE, EXPOSED REINFORCING STEEL WILL BE CLEANED AND CORROSION WILL BE REMOVED. CORROSION INHIBITOR WILL BE APPLIED TO THE EXISTING CONCRETE SURFACES AND ALLOWED TO DRY PRIOR TO ENCASING THE EXISTING PIER CAP.

ALL COST FOR THE REMOVAL OF UNSOUND CONCRETE, CLEANING EXPOSED REINFORCING STEEL, LABOR, EQUIPMENT, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS WILL BE INCLUDED IN THE CONTRACT UNIT PRICE OF "CLASS A CONCRETE".



ELEVATION

PIER NO. 1 SHOWN, PIER NO. 2 OPPOSITE HAND



SIDE ELEVATION

PIER NO. 1 SHOWN, PIER NO. 2 OPPOSITE HAND

PIER CAP ENCASEMENT BAR LIST - PHASE I (ONE SHOWN, TWO REQUIRED)					
EPOXY COATED REINFORCING					
MARK	SIZE	QTY.	FORM	LENGTH	REMARKS
BH1	#10	4	BNT.	33'-10"	
BH2	#5	6	STR.	31'-0"	
BH3	#10	6	STR.	31'-0"	
BH4	#10	15	STR.	3'-8"	
BH5	#5	10	BNT.	5'-0"	
BH6	#5	6	BNT.	4'-8"	
P1	#4	6	BNT.	7'-10"	
P2	#4	10	BNT.	5'-5"	
P3	#4	10	BNT.	4'-2"	
P4	#4	6	BNT.	6'-0"	
P5	#4	4	BNT.	10'-9"	
S1	#5	2	BNT.	13'-7"	
S2	#5	62	BNT.	6'-1"	
S3	#5	12	BNT.	4'-10"	

PIER CAP ENCASEMENT BAR LIST - PHASE II (ONE SHOWN, TWO REQUIRED)					
EPOXY COATED REINFORCING					
MARK	SIZE	QTY.	FORM	LENGTH	REMARKS
P1	#4	9	BNT.	7'-10"	
P2	#4	15	BNT.	5'-5"	
P3	#4	15	BNT.	4'-2"	
P4	#4	9	BNT.	6'-0"	
P5	#4	6	BNT.	10'-9"	

PIER NO. 1 QUANTITIES				
ITEM	UNIT	PHASE I	PHASE II	TOTAL
(2) CLASS AA CONCRETE	CY	16.26	0.50	16.76
(2) EPOXY COATED REINFORCING STEEL	LB	2905.1	230	3135.1
WATER REPELLENT (VISUALLY INSPECTED)	SY	8.31	19.04	27.35
ELASTOMERIC COATING	SY	7.59	17.39	24.98
PREPARATION OF CRACKS, ABOVE WATER	LF	31.00	0.00	31.00
EPOXY RESIN, ABOVE WATER	GAL	2.48	0.00	27.35
PNEUMATICALLY PLACED MORTAR	SY	3.50	0.00	3.50
(SP) CORROSION INHIBITOR (SURFACE APPLIED)	SY	3.50	0.00	3.50

(2) QUANTITY FOR PHASE I INCLUDES CLASS AA CONCRETE AND EPOXY COATED REINFORCING STEEL FOR PEDESTALS AND ENCASEMENT.

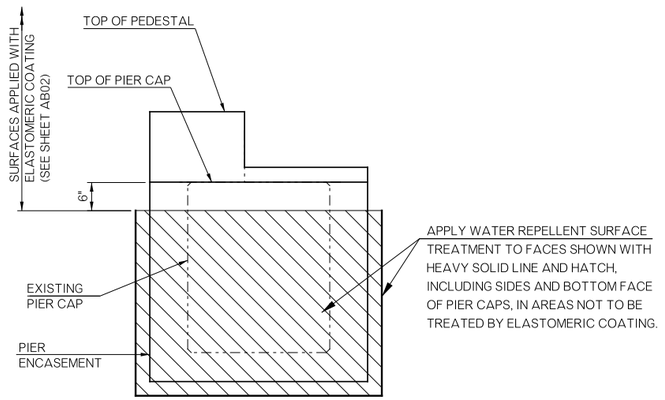
PIER NO. 2 QUANTITIES				
ITEM	UNIT	PHASE I	PHASE II	TOTAL
(3) CLASS AA CONCRETE	CY	16.26	0.50	16.76
(3) EPOXY COATED REINFORCING STEEL	LB	2905.1	230	3135.1
WATER REPELLENT (VISUALLY INSPECTED)	SY	8.31	19.04	27.35
ELASTOMERIC COATING	SF	7.59	17.39	24.98
PREPARATION OF CRACKS, ABOVE WATER	LF	94.00	0.00	94.00
EPOXY RESIN, ABOVE WATER	GAL	7.52	0.00	27.35
PNEUMATICALLY PLACED MORTAR	SY	3.30	0.00	3.30
(SP) CORROSION INHIBITOR (SURFACE APPLIED)	SY	3.30	0.00	3.30

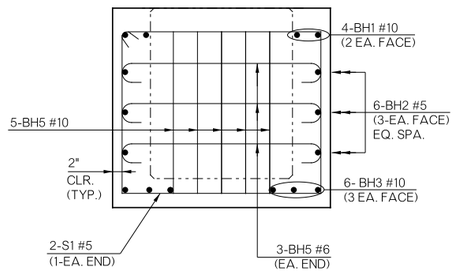
(3) QUANTITY FOR PHASE II INCLUDES CLASS AA CONCRETE AND EPOXY COATED REINFORCING STEEL FOR PEDESTALS AND ENCASEMENT.

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

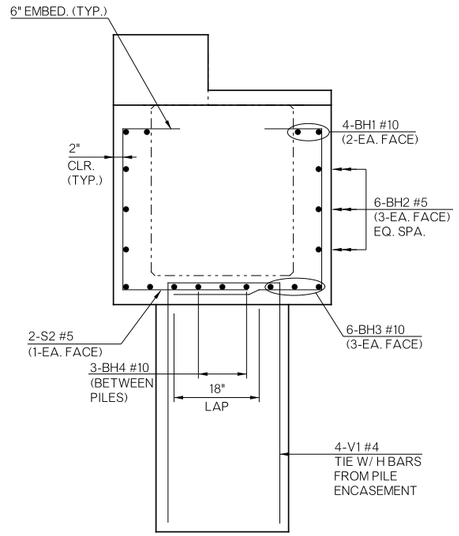
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		DETAILS OF PIER REPAIR PIER NOS. 1 & 2 CAP ENCASEMENT (SHEET 3 OF 5)
CHECKED		
APPROVED		
SQUAD		

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B006

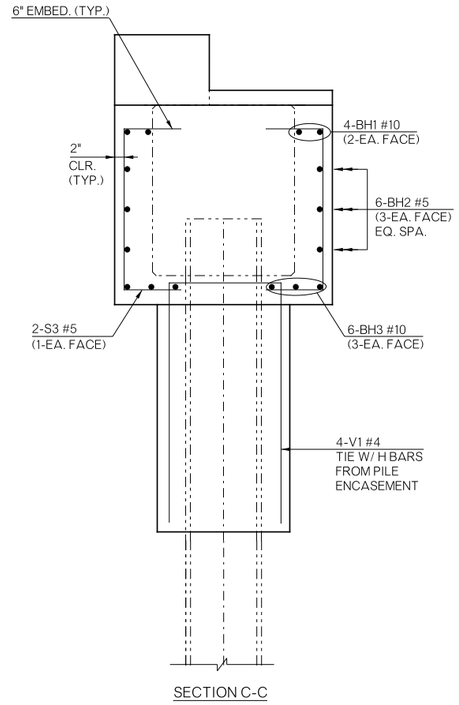




SECTION A-A



SECTION B-B

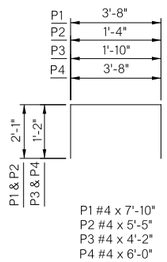


SECTION C-C

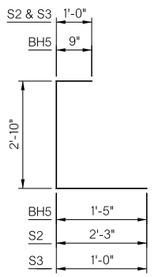
PIER SECTION DETAILS
PIER NO. 1 SHOWN, PIER NO. 2 OPPOSITE HAND

WATER REPELLENT TREATMENT
PIER NO. 1 SHOWN, PIER NO. 2 OPPOSITE HAND

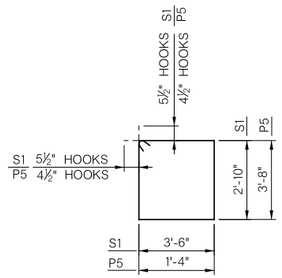
NOTE: WATER REPELLENT SHALL NOT BE PLACED IN AREAS WHERE ELASTOMERIC COATING WILL BE APPLIED. PLEASE REFERENCE DETAILS ON SHEET AB02.



P1 #4 x 7'-10"
P2 #4 x 5'-5"
P3 #4 x 4'-2"
P4 #4 x 6'-0"

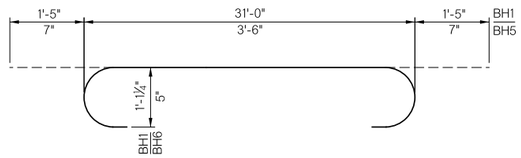


BH5 #10 x 5'-0"
S2 #5 x 6'-1"
S3 #5 x 4'-10"



S1 #5 x 13'-7"
P5 #4 x 10'-9"

BAR BENDS



BH1 #10 x 33'-10"
BH5 #5 x 4'-8"

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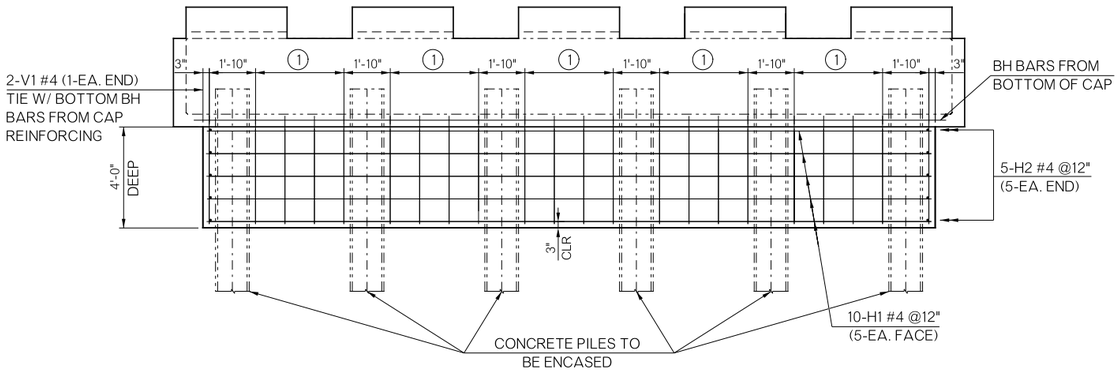
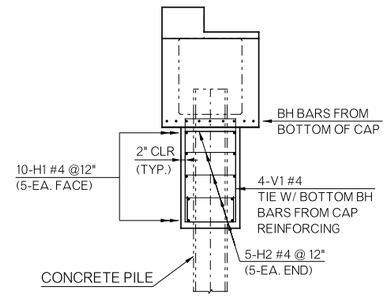
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			DETAILS OF PIER REPAIR PIER NOS. 1 & 2 CAP ENCASEMENT (SHEET 4 OF 5)
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B007



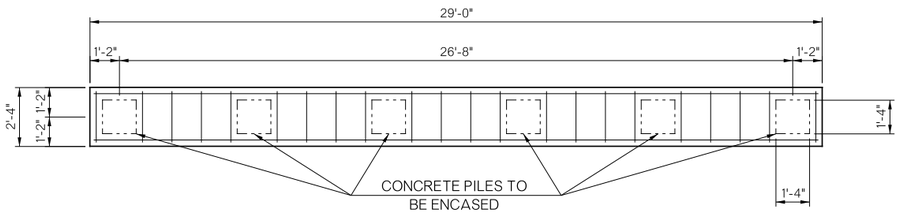
ELEVATION



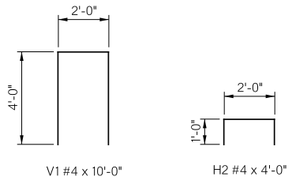
TYPICAL SECTION

PIER PILE ENCASEMENT BAR LIST (ONE SHOWN, TWO REQUIRED)					
EPOXY COATED REINFORCING					
MARK	SIZE	QTY.	FORM	LENGTH	REMARKS
H1	#4	10	STR.	28'-6"	
H2	#4	10	BNT.	4'-0"	
V1	#4	24	BNT.	10'-0"	

NOTE:
REINFORCING QUANTITIES INCLUDED IN SUMMARY OF QUANTITIES FOR PHASE I.



SECTION A-A



BAR BENDS

DETAILS OF PILE ENCASEMENT AT PIER NO. 1

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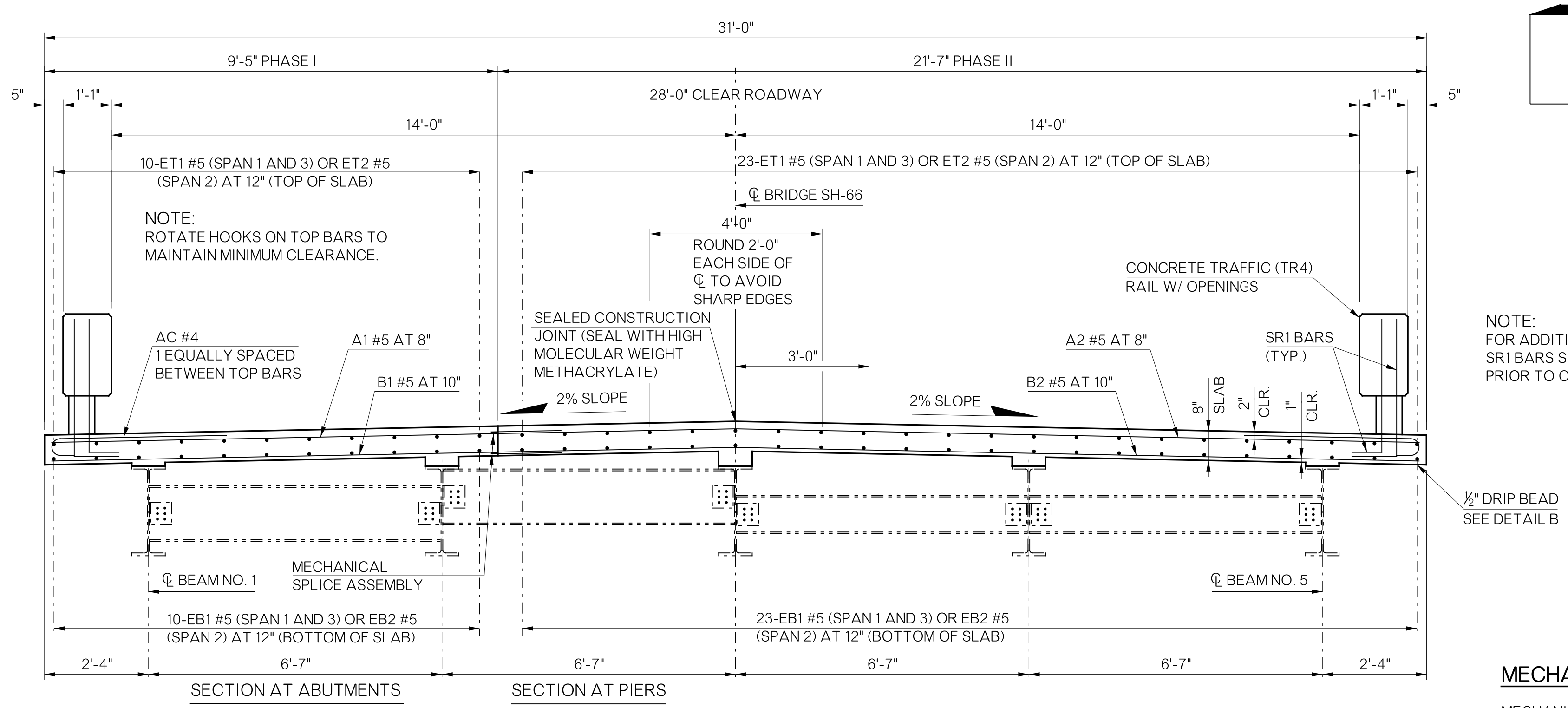
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			DETAILS OF PIER NO. 1 & 2 PILE ENCASEMENT (SHEET 5 OF 5)
CHECKED			
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B008

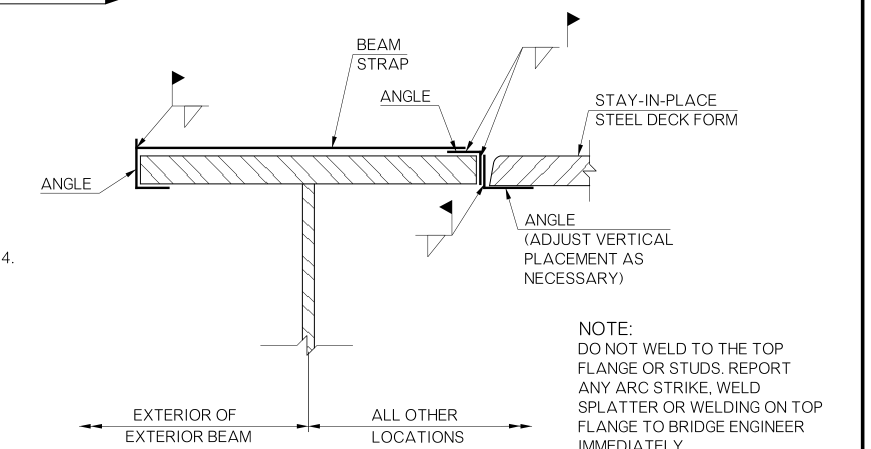
FINAL FIELD MEETING
11/14/2023

INSTALL ALL DIAPHRAGMS AND TIGHTEN ALL BOLTS BEFORE PLACING CONCRETE FOR THE DECK SLAB OR APPLYING OTHER MASSIVE LOADS TO THE GIRDERS.



TYPICAL CROSS SECTION

NOTE:
FOR ADDITIONAL DETAILS OF RAIL, SEE STD. TR-4. SR1 BARS SHALL BE INSTALLED WITH THE DECK PRIOR TO CONSTRUCTION OF TR-4 RAIL.



NOTE:
DO NOT WELD TO THE TOP FLANGE OR STUDS. REPORT ANY ARC STRIKE, WELD SPLATTER OR WELDING ON TOP FLANGE TO BRIDGE ENGINEER IMMEDIATELY.

STAY-IN-PLACE STEEL DECK FORM FLANGE CONNECTION DETAIL

MECHANICAL SPLICE ASSEMBLIES:

MECHANICAL SPLICE ASSEMBLIES CONSIST OF MECHANICAL SPLICERS AND REINFORCING SPLICE BARS AS REQUIRED TO FACILITATE THE USE OF THE MECHANICAL SPLICER. THE MECHANICAL SPLICE ASSEMBLY USED SHALL MEET THE REQUIREMENTS OF SECTION 511.04(C) OF THE STANDARD SPECIFICATIONS.

ALL MECHANICAL SPLICE ASSEMBLIES SHALL BE EPOXY COATED.

THE COST OF ALL SPLICE ASSEMBLIES IS TO BE INCLUDED IN THE PRICE BID FOR "MECHANICAL SPLICES" THE WEIGHT OF MECHANICAL SPLICE ASSEMBLIES IS NOT INCLUDED IN THE QUANTITY SHOWN FOR "EPOXY COATED REINFORCING STEEL."

Expansion Joint Setting Table

Piers 1&2	
-118°F	2 3/4"
-100°F	2 5/8"
-82°F	2 1/2"
-64°F	2 3/8"
-47°F	2 1/4"
-29°F	2 1/8"
-11°F	2"
7°F	1 7/8"
24°F	1 3/4"
42°F	1 5/8"
60°F	1 1/2"
78°F	1 3/8"
96°F	1 1/4"
113°F	1 1/8"
131°F	1"
149°F	7/8"

SUPERSTRUCTURE QUANTITIES

ITEM	UNIT	PHASE I	PHASE II	TOTAL
SAW-CUT GROOVING	SY	106.73	270.75	377.48
CONCRETE RAIL	LF	121.33	121.33	242.67
STRUCTURAL STEEL M270 GRADE 50W	LB	1473.99	1784.60	3258.59
WEATHERING STEEL FIXED BEARING ASSEMBLY	EA	4.00	6.00	10.00
WEATHERING STEEL EXPANSION BEARING ASSEMBLY	EA	4.00	6.00	10.00
CLASS AA CONCRETE	CY	28.21	64.66	92.87
CLASS C CONCRETE	CY	3.14	3.14	6.27
MECHANICAL SPLICES	EA	332.10	0.00	332.10
EPOXY COATED REINFORCING STEEL	LB	12660.00	13510.00	26170.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	120.21	120.21	240.42
SEALED EXPANSION JOINT	LF	62.00	0.00	62.00
SEALER CRACK PREPARATION	LF	183.33	0.00	183.33
SEALER RESIN	GAL	2.02	0.00	3.00
DECK AREA SEALED (FLOOD COATS)	SY	126.95	290.97	417.93

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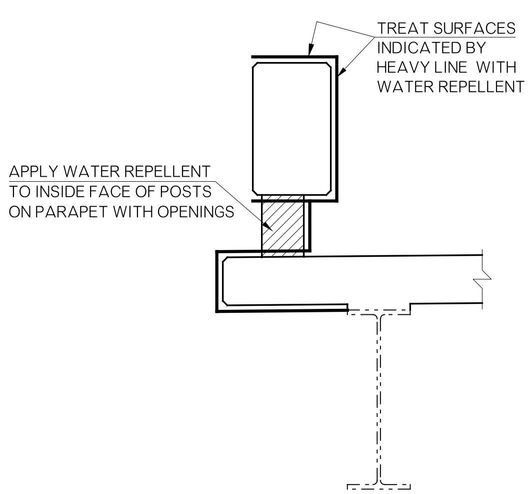
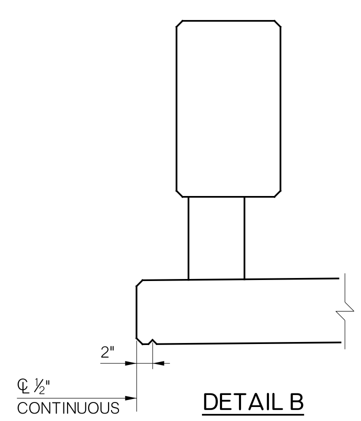
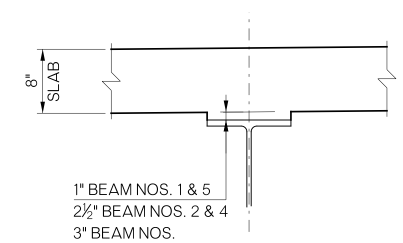


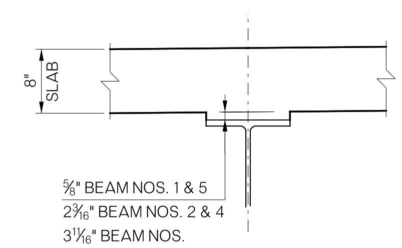
WATER REPELLENT TREATMENT DETAILS



DETAIL B



SPANS 1 & 3



SPANS 2

BEAM HAUNCH DETAILS

NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENTS.

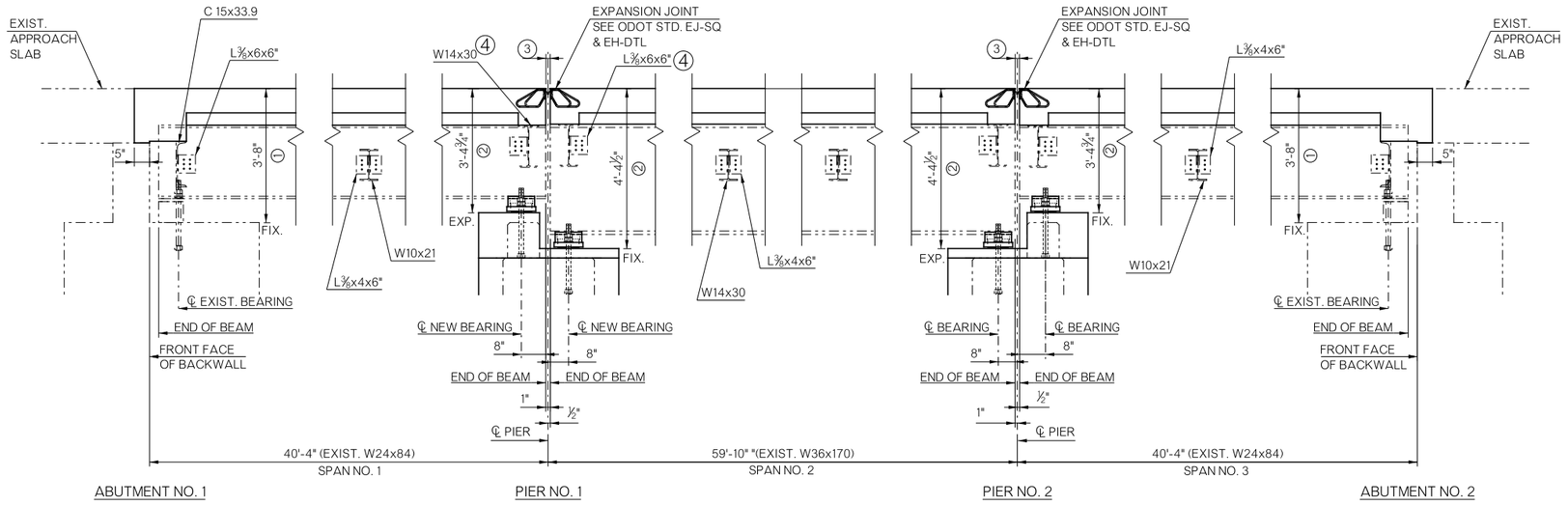
DESIGN	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	
CHECKED	DETAILS OF SUPERSTRUCTURE
APPROVED	(SHEET 1 OF 6)
SQUAD	

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B009

DIMENSIONS SHALL BE FIELD VERIFIED AND CONSTRUCTED TO MATCH EXISTING.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023



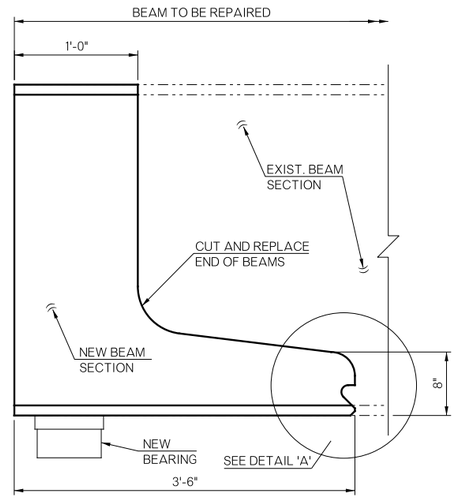
LONGITUDINAL SECTION

① DIMENSION IS FROM TOP OF DECK SLAB TO TOP OF ABUTMENT SEAT ALONG ℄ BRIDGE SH-66.

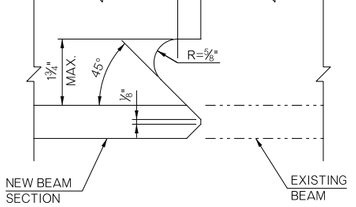
② DIMENSION IS FROM TOP OF DECK TO TOP OF PEDESTAL ALONG ℄ BRIDGE SH-66.

③ ITEM "SEALED EXPANSION JOINT" WILL BE FABRICATED AND INSTALLED IN TWO PHASES. DURING THE SECOND PHASE OF CONSTRUCTION THE DEVICE ANGLES OF THE SECOND PHASE WILL BE ALIGNED WITH THE FIRST PHASE ANGLES AND PROPERLY SUPPORTED DURING THE POURING OFTHE CONCRETE. THE NEOPRENE GLAND WILL BE FURNISHED FULL LENGTH OF THE COMPLETED EXPANSION JOINT. THE END OF THE ELASTOMERIC SHEET INSTALLED IN THE PHASE I JOINT WILL BE ROLLED UP AND PROTECTED UNTIL IT CAN BE INSTALLED IN PHASE IN PHASE II.

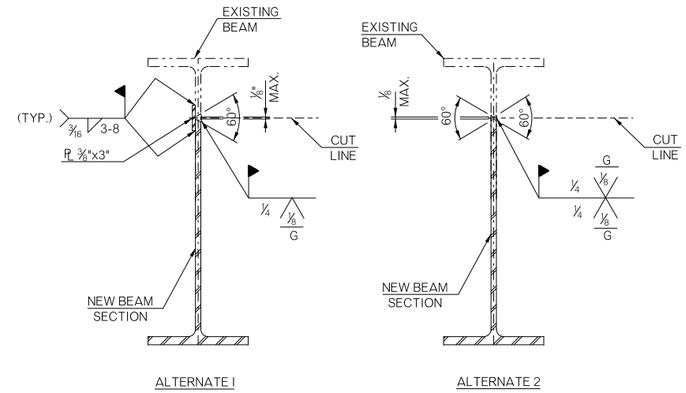
④ SELECT DIAPHRAGMS, CONNECTION PLATES, AND BOLTS SHALL BE REPLACED IN KIND.



TYPICAL BEAM REPAIR



DETAIL 'A'



WEB SPLICE DETAILS

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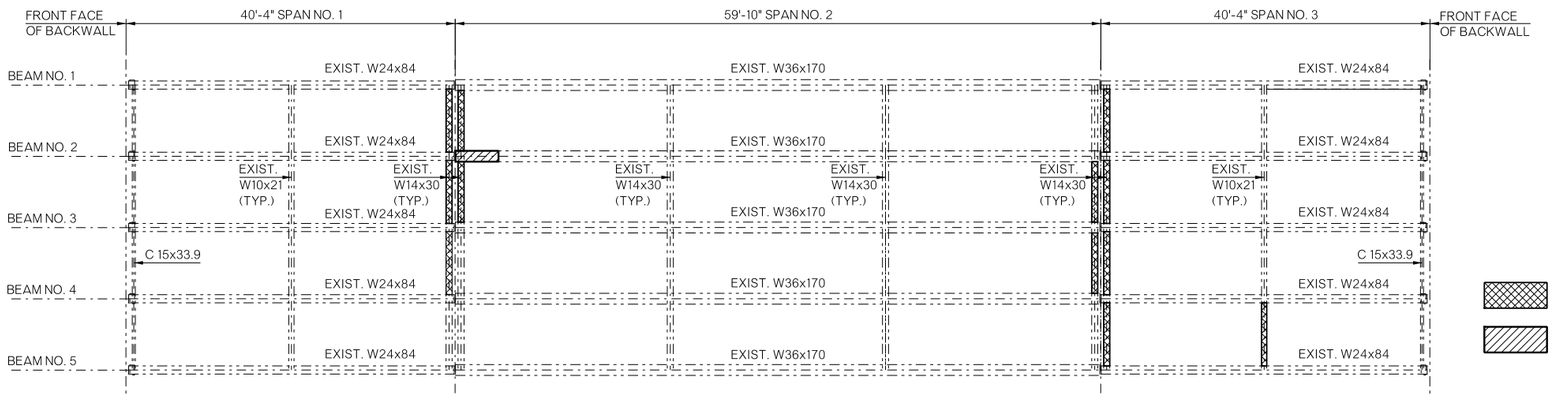


FRAMNG PLAN

LEGEND

DIAPHRAGM REPAIR

BEAM REPAIR

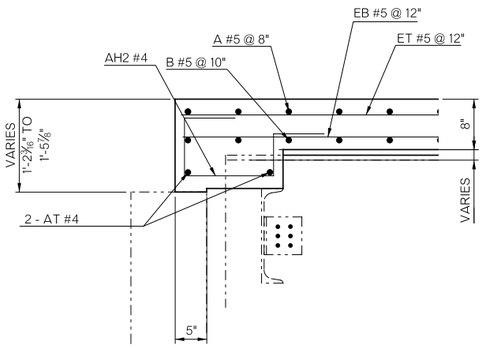
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			DETAILS OF SUPERSTRUCTURE
CHECKED			(SHEET 2 OF 6)
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B010

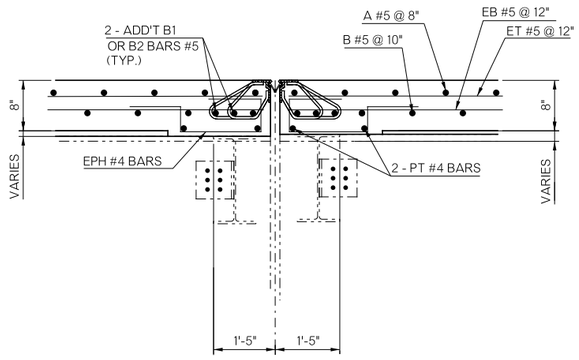
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

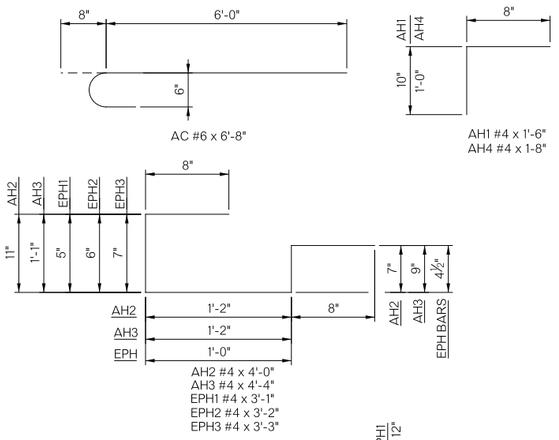
11/14/2023

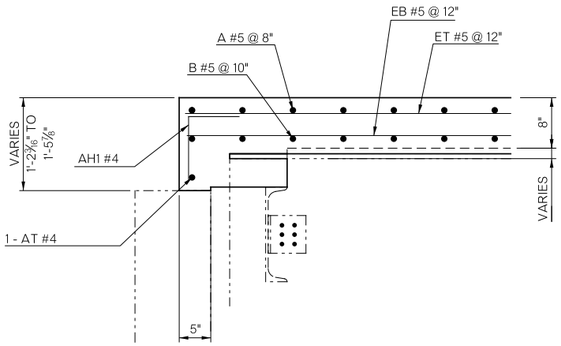


SECTION C1 AND C2



SECTION D1 AND D2





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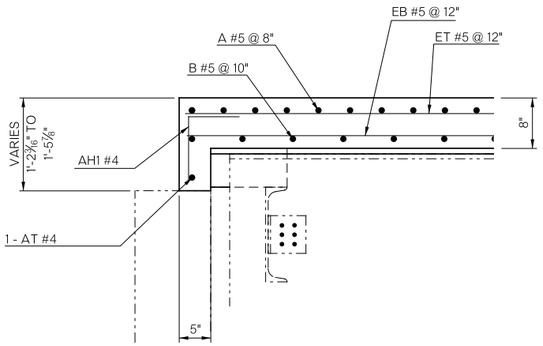

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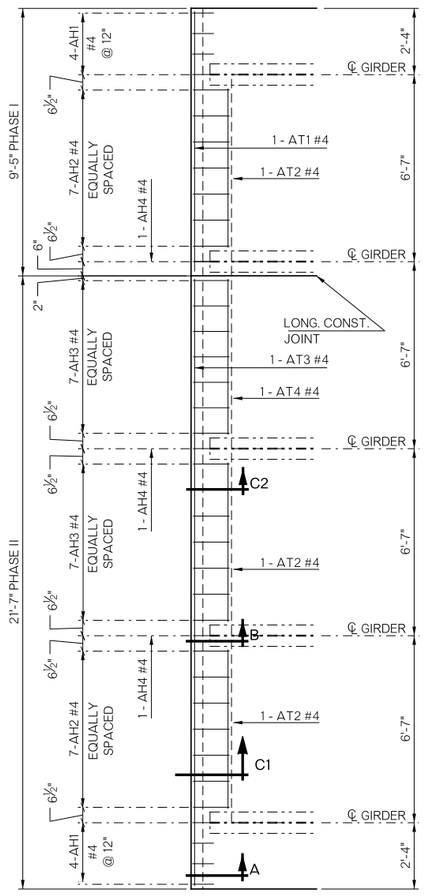
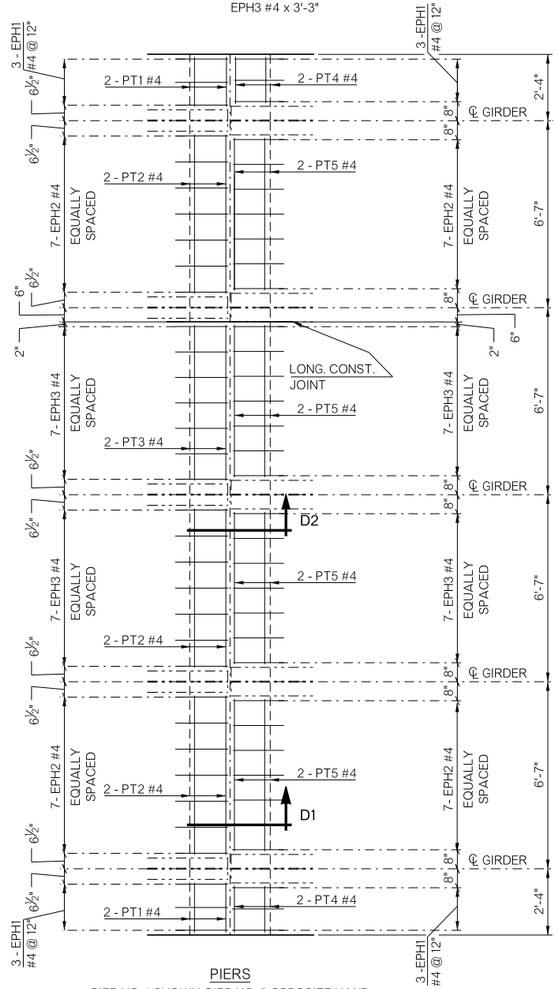


ABUTMENTS



PIERS

PIER NO. 1 SHOWN, PIER NO. 2 OPPOSITE HAND

DIAPHRAGM REINFORCING PLANS

NOTE:
DECK SLAB REINFORCING NOT SHOWN FOR CLARITY.

SUPERSTRUCTURE BAR LIST - PHASE I

EPOXY COATED REINFORCING

MARK	SIZE	QTY.	FORM	LENGTH	REMARKS
A1	#5	184	STR.	9'-1"	
AC	#4	183	BNT.	6'-8"	
AH1	#4	8	BNT.	1'-6"	
AH2	#4	14	BNT.	4'-0"	
AH4	#4	4	BNT.	1'-8"	
AT1	#4	2	STR.	9'-1"	
AT2	#4	2	STR.	5'-6"	
B1	#5	149	STR.	9'-1"	
EB1	#5	20	STR.	30'-5"	
EB2	#5	10	STR.	59'-2"	
EPH1	#4	12	BNT.	3'-1"	
EPH2	#4	28	BNT.	3'-2"	
EPH3	#4	28	BNT.	3'-3"	
ET1	#5	20	STR.	30'-5"	
ET2	#5	10	STR.	59'-2"	
PT1	#4	4	STR.	1'-7"	
PT2	#4	4	STR.	5'-6"	
PT4	#4	4	STR.	1'-6"	
PT5	#4	4	STR.	5'-3"	

SUPERSTRUCTURE BAR LIST - PHASE II

EPOXY COATED REINFORCING

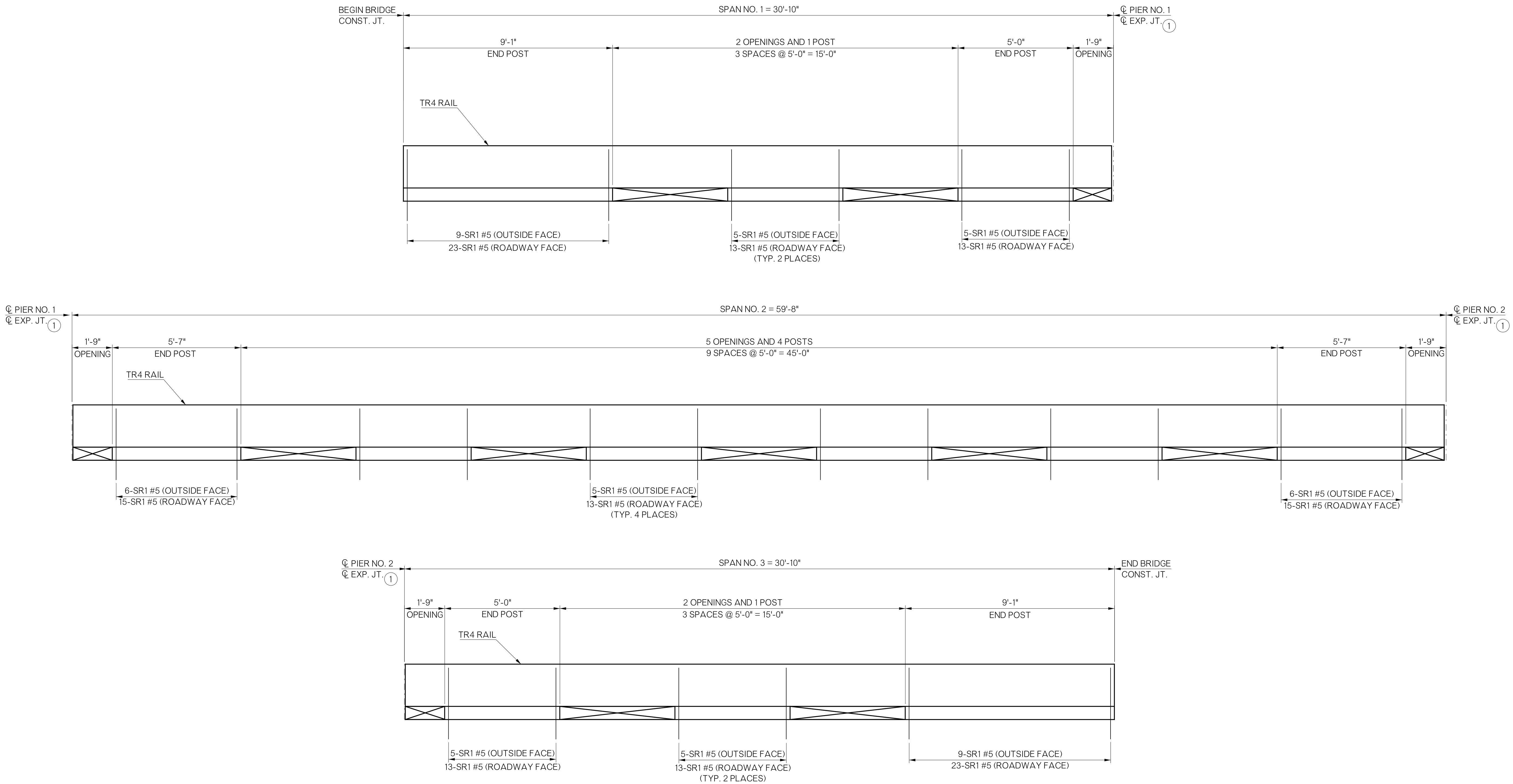
MARK	SIZE	QTY.	FORM	LENGTH	REMARKS
A2	#5	184	STR.	21'-3"	
AC	#4	183	BNT.	6'-8"	
AH1	#4	8	BNT.	1'-6"	
AH2	#4	14	BNT.	4'-0"	
AH3	#4	28	BNT.	4'-4"	
AH4	#4	4	BNT.	1'-8"	
AT2	#4	4	STR.	5'-6"	
AT3	#4	2	STR.	21'-3"	
AT4	#4	2	STR.	5'-4"	
B2	#5	149	STR.	21'-3"	
EB1	#5	46	STR.	30'-5"	
EB2	#5	23	STR.	59'-2"	
EPH1	#4	12	BNT.	3'-1"	
EPH2	#4	28	BNT.	3'-2"	
EPH3	#4	28	BNT.	3'-3"	
ET1	#5	46	STR.	30'-5"	
ET2	#5	23	STR.	59'-2"	
PT1	#4	4	STR.	1'-7"	
PT2	#4	8	STR.	5'-6"	
PT3	#4	4	STR.	5'-4"	
PT4	#4	4	STR.	1'-6"	
PT5	#4	12	STR.	5'-3"	

NOTE:
SR1 #5 BARS SHALL BE DETAILED AND INSTALLED IN ACCORDANCE WITH STANDARD TR-4. THE COST AND INSTALLATION OF SR1 BARS IN TR-4 RAIL SHALL BE INCLUDED IN THE PRICE PER LINEAR FOOT OF "CONCRETE RAIL (TR4)"

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			DETAILS OF SUPERSTRUCTURE
CHECKED			(SHEET 3 OF 6)
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B011



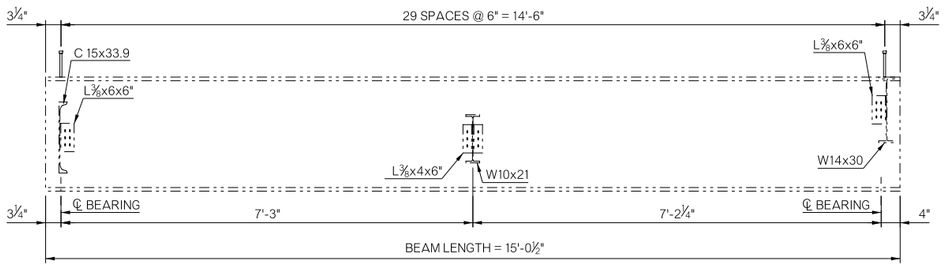
TRAFFIC RAIL ELEVATION

(1) EXPANSION JOINT OPENING FOR TRAFFIC RAIL WILL BE THE SAME AS EXPANSION JOINT OPENING IN SLAB.

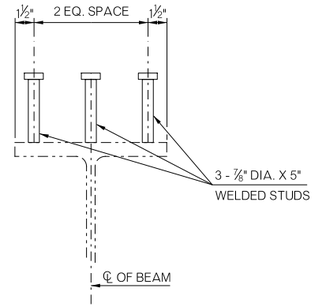
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		DETAILS OF SUPERSTRUCTURE
CHECKED		(SHEET 4 OF 6)
APPROVED		
SQUAD		

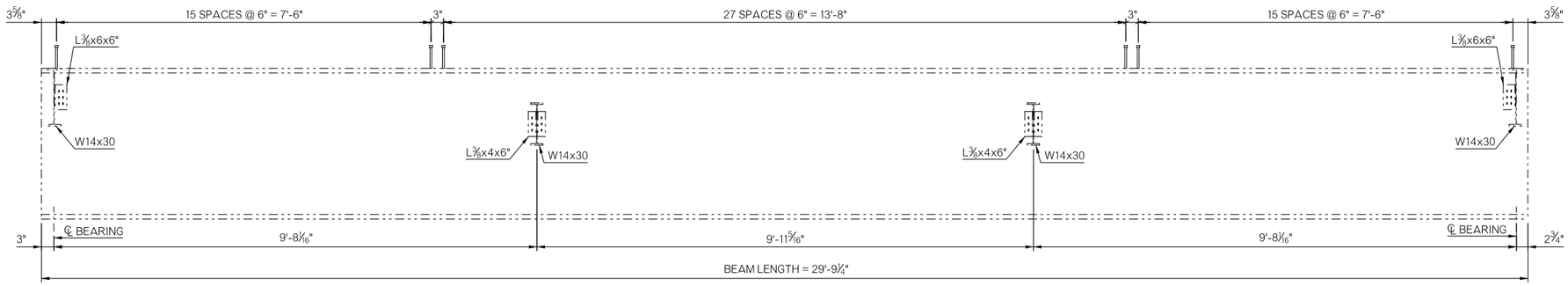
COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B012



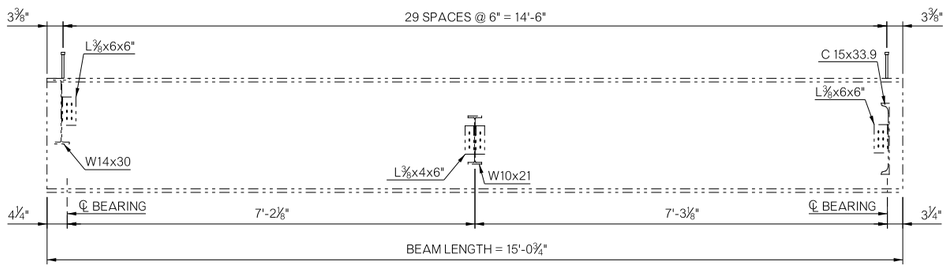
EXIST. W24x84 ELEVATION - SPAN NO. 1



SHEAR CONNECTOR DETAIL



EXIST. W36x170 ELEVATION - SPAN NO. 2



EXIST. W24x84 ELEVATION - SPAN NO. 3

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

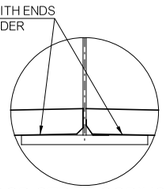
DETAILS OF SUPERSTRUCTURE

(SHEET 5 OF 6)

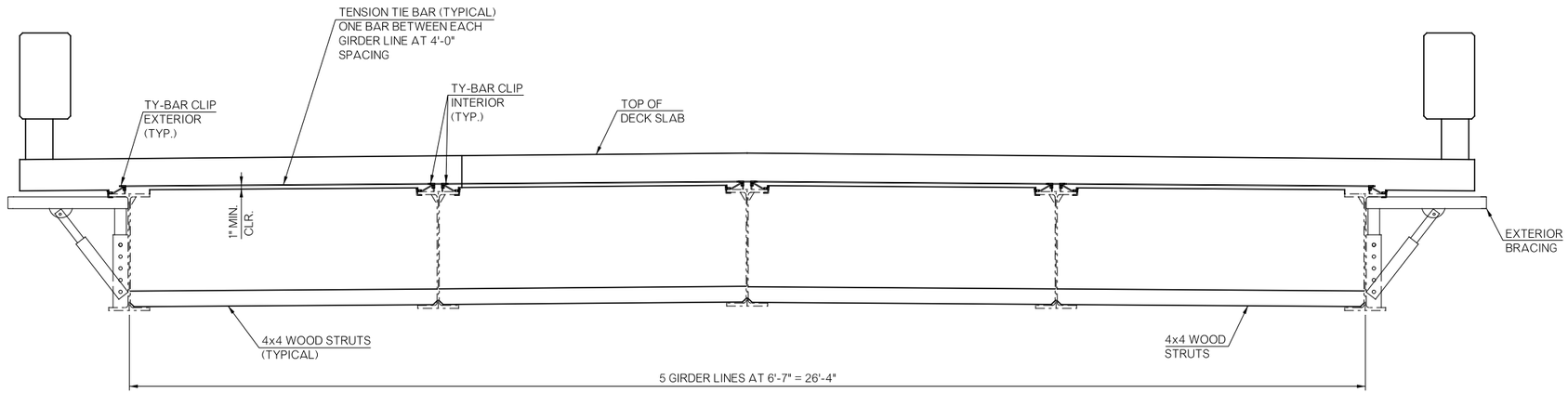
COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B013

OKLAHOMA DEPARTMENT OF TRANSPORTATION

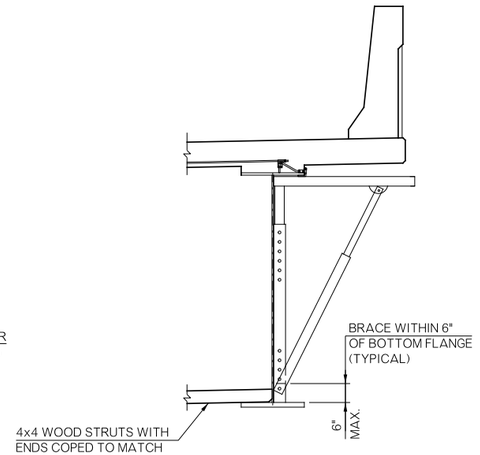
FINAL FIELD MEETING
11/14/2023



4"x4" WOOD STRUT COPING DETAILS



TYPICAL SECTION AT BRACING



EXTERIOR BRACING
MAXIMUM SETTING DETAIL

NOTES:

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL, DRAWINGS OF THE BRACING SYSTEM TO BE USED. BRACING SYSTEM SHALL BE APPROVED BY THE BRIDGE ENGINEER BEFORE ANY FLOOR CONCRETE IS PLACED.

CANTILEVER FORMING BRACKETS SHALL BE USED AT EXTERIOR GIRDERS TO PREVENT GIRDER TWIST. ALL CANTILEVER FORMING BRACKETS SHALL BE ADJUSTABLE AND CAPABLE OF BEING ADJUSTED DURING THE PLACEMENT OF FLOOR CONCRETE IN ORDER TO MAINTAIN PROPER GRADES OF OVERHANG. IF THE CONTRACTOR USES SHIMS TO ADJUST THE FORMING BRACKETS, HE MUST PROVIDE THE ENGINEER A METHOD TO PREVENT THE CRUSH AND SETTLEMENT OF THE SHIMS. THE RESULTING FORCE OF THE LEG BRACE OF THE CANTILEVER BRACKETS SHALL BEAR ON THE WEB AND WITHIN 6 INCHES OF THE BOTTOM FLANGE OF THE GIRDERS. THE GIRDERS SHALL BE TIED TOGETHER AT 4'-0" INTERVALS AS SHOWN ON THE PLANS.

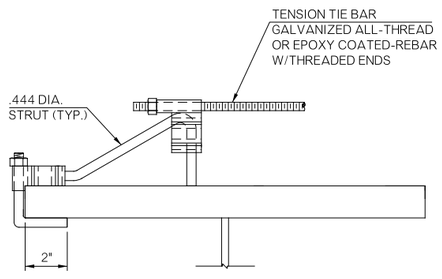
HARDWOOD 4"x4" STRUTS OR MATERIAL OF AN EQUIVALENT STRENGTH SHALL BE WEDGED BETWEEN WEBS OF GIRDERS WITHIN 6" OF THE BOTTOM FLANGE OF EACH GIRDER AT EACH LOCATION WHERE THE TOP OF THE GIRDERS ARE TIED TOGETHER WITH TENSION TIES.

TENSION TIES SHALL BE A MINIMUM #4 EPOXY COATED REINFORCING STEEL BARS WITH THREADED ENDS OR 0.5 INCH GALVANIZED ALL-THREAD, FURNISHED BY THE CONTRACTOR. THE TENSION TIES SHALL BE PLACED PERPENDICULAR TO THE GIRDERS AND SHALL HAVE THE SAME MINIMUM CLEARANCE FROM THE DECK FORMWORK AS THE BOTTOM MAT OF TRANSVERSE REINFORCING BARS.

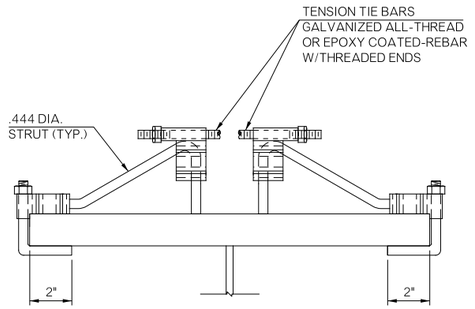
TENSION TIES SHALL BE ATTACHED TO THE TOP FLANGE OF GIRDERS BY MEANS OF EPOXY COATED TY-BAR CLIPS AS SHOWN ON THE DETAILS. WELDING CLIPS TO THE TOP FLANGE OF GIRDERS SHALL NOT BE PERMITTED.

IF THE CONTRACTOR ELECTS TO USE A FORMWORK BRACING SYSTEM OTHER THAN IS SHOWN IN THE PLANS, THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS AND CALCULATIONS OF THE BRACING SYSTEM TO THE ENGINEER FOR APPROVAL. DRAWINGS AND CALCULATIONS OF THE PROPOSED BRACING SHALL BE SIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA.

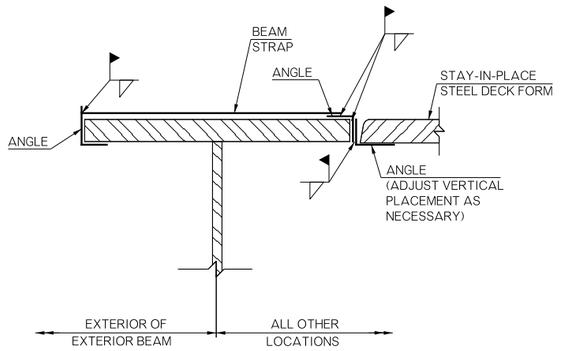
ALL COST FOR BRACING AND FORMWORK SHALL BE INCLUDED IN OTHER ITEMS OF WORK.



TY-BAR CLIPS EXTERIOR
EPOXY COATED CONNECTION DEVICE



TY-BAR CLIPS INTERIOR
EPOXY COATED CONNECTION DEVICE



STAY-IN-PLACE STEEL DECK FORM
FLANGE CONNECTION DETAIL

NOTE:
DO NOT WELD TO THE TOP FLANGE OR STUDS. REPORT ANY ARC STRIKE, WELD SPLATTER OR WELDING ON TOP FLANGE TO BRIDGE ENGINEER IMMEDIATELY.

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			DETAILS OF SUPERSTRUCTURE
CHECKED			(SHEET 6 OF 6)
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B014

11/14/2023

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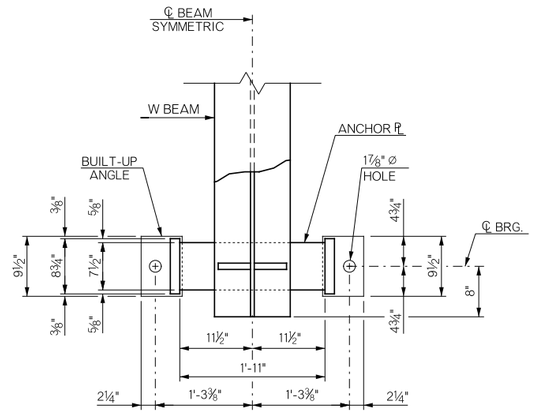
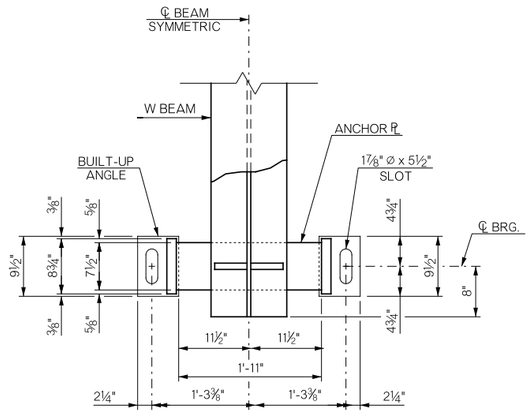
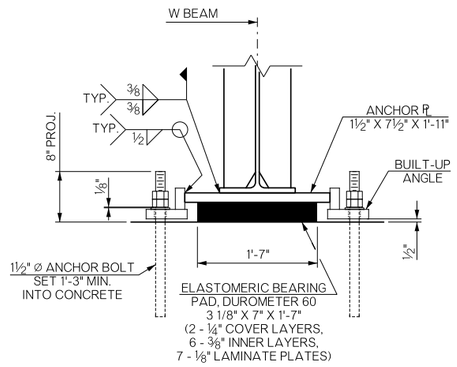


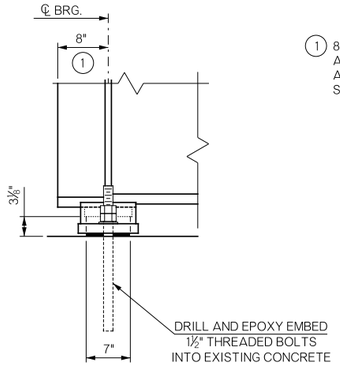
FIXED BEARING PLAN



EXPANSION BEARING PLAN



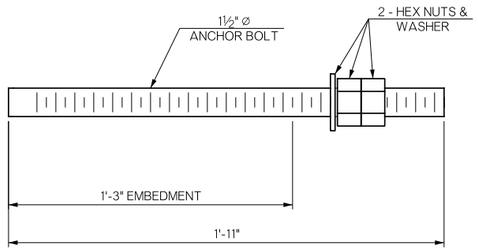
END VIEW



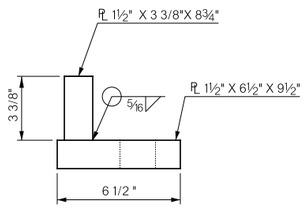
SIDE VIEW

BEARING DETAILS

1 8" DIMENSION FROM END OF BEAM TO ℄ BRG. MAY VARY AT EXPANSION BEARINGS DUE TO AMBIENT TEMPERATURE AT TIME OF BEAM SETTING. CENTER ANCHOR BOLTS IN SLOT AT TIME OF BEAM SETTING.



ANCHOR BOLT



BUILT-UP ANGLE

NOTES:

ANCHOR BOLTS TO BE ANCHORED INTO THE CONCRETE OF THE EXISTING BRIDGE WITH AN APPROVED ANCHORAGE SYSTEM AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

NOTES:

PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES AND BUILT-UP CONTACT ANGLES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLT, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUSTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL.

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

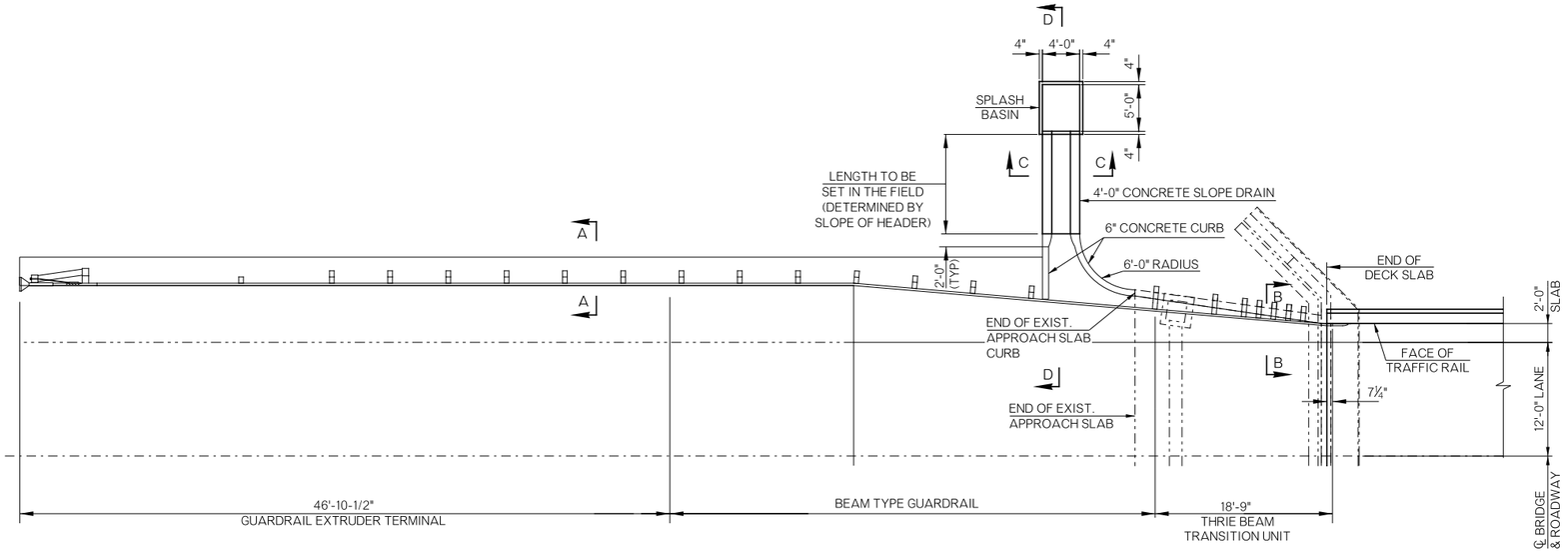
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			DETAILS OF BEARINGS
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B015

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/14/2023



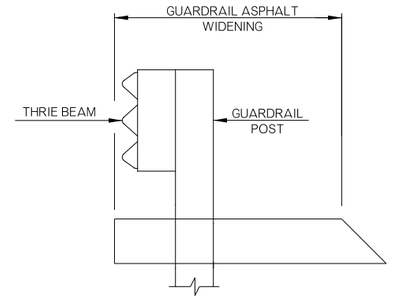
SLOPE DRAIN PLAN

TYPICAL ALL FOUR CORNERS

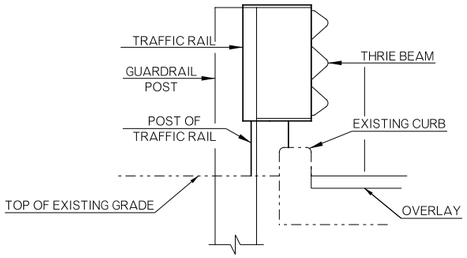
NOTE:
ASPHALT WIDENING FOR THE BRIDGE GUARDRAILING WILL BE IN ACCORDANCE WITH CURRENT STANDARDS EXCEPT AS SHOWN ON THIS SHEET. ALL COST OF ASPHALT WIDENING WILL BE INCLUDED IN ROADWAY PAY ITEMS.

SLOPE DRAINS, SPLASH BASINS, AND CURBS WILL BE CONSTRUCTED USING CLASS C CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS OF THE SLOPE DRAINS, SPLASH BASINS, CURBS, AND CURB REINFORCING STEEL WILL BE INCLUDED IN THE BRIDGE PAY ITEM FOR "CLASS C CONCRETE".

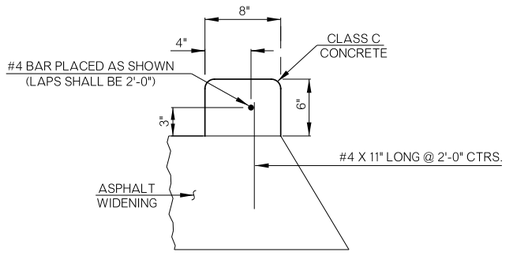
AN APPROXIMATE LENGTH OF 16.0 FEET WAS ASSUMED FOR EACH CONCRETE SLOPE DRAIN. ACTUAL LENGTH SHALL BE DETERMINED IN THE FIELD.



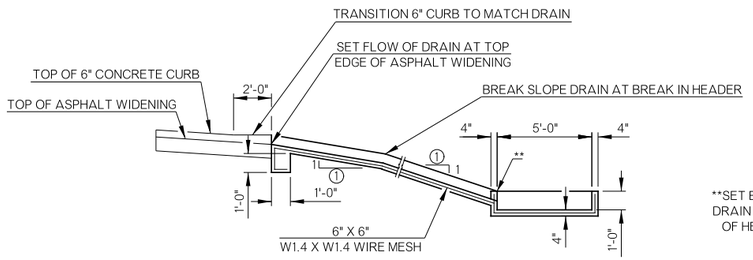
SECTION A-A



SECTION B-B



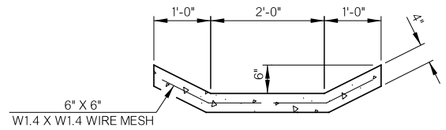
DETAIL OF CONCRETE CURB



SECTION D-D

① SLOPE TO MATCH SLOPE OF HEADER

**SET BASE OF DRAIN AT TOE OF HEADER



SECTION C-C

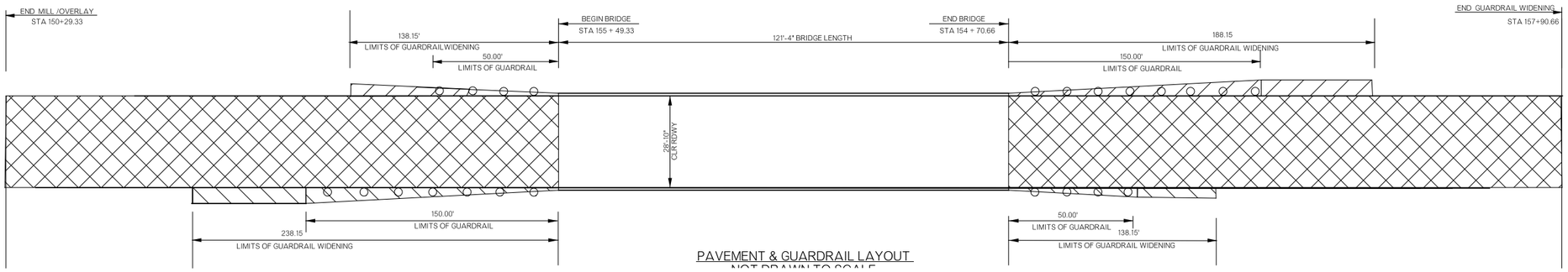
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		DETAILS OF DRAINS AT BRIDGE ENDS
CHECKED		
APPROVED		
SQUAD		

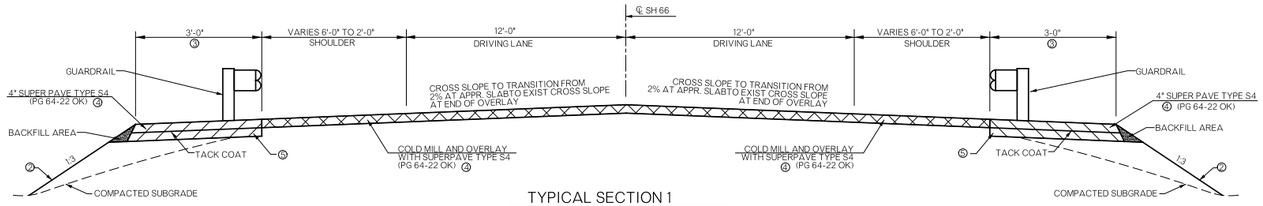
COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. B016

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023



PAVEMENT & GUARDRAIL LAYOUT
NOT DRAWN TO SCALE



TYPICAL SECTION 1

NOTE:
DEPTH OF MILLING SHALL BE SUFFICIENT TO PROVIDE A 2" MIN. DEPTH OF OVERLAY.

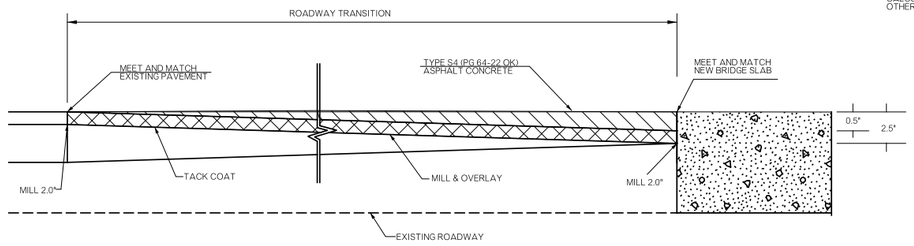
① FINISHED GRADE OUTSIDE THE LIMITS OF THE BRIDGE SHALL BE BASED ON THE ENGINEERS APPROVAL.

② ADDITIONAL BACKFILL MATERIAL FOR WIDENING SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

③ DIMENSION VARIES

④ TOP LIFT AT 2"AND EACH SUBSEQUENT LIFT AT 2.5" MAXIMUM AS NEEDED.

⑤ EXCAVATION QUANTITY OF 1 CY WAS CALCULATED AND INCLUDED IN OTHER ITEMS OF WORK.



ROADWAY TRANSITION

LEGEND

MILL & OVERLAY

GUARDRAIL WIDENING

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			ROADWAY TYPICAL AND DETAIL
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. R001

11/14/2023

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STORM WATER MANAGEMENT PLAN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

SITE DESCRIPTION

PROJECT LIMITS: LINCOLN COUNTY SH-59B OVER SALT CREEK

PROJECT DESCRIPTION:
DECK REPLACEMENT AND SUBSTRUCTURE REPAIRS WITH ROADWAY APPROACHES AND GUARDRAIL WIDENING

SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES:
MILL & OVERLAY PAVEMENT, BACKFILL OF NEW GUARDRAIL WIDENING WITH SOD PLACED ON BACKFILL.

SOIL TYPE: ASHPORT, PORT AND PULASKI SOILS

TOTAL AREA OF THE CONSTRUCTION SITE: 0.46 AC

ESTIMATED AREA TO BE DISTURBED: 0.46 AC

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 0.20 AC

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 0.20 AC

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE:

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 35°75'4.89"N, 96°63'4.67"W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: CANADIAN RIVER

SENSITIVE WATERS OR WATERSHEDS:	YES [ ]	NO [X]
303(d) IMPAIRED WATERS:	YES [ ]	NO [X]
IF YES, LIST IMPAIRMENT:		
LOCATED IN A TMDL:	YES [ ]	NO [X]
LAKE THUNDERBIRD TMDL:	[ ]	NO [X]
MS4 ENTITY	YES [X]	NO [ ]

IF YES, LOCATION: OKLAHOMA DEPARTMENT OF TRANSPORTATION

NOTE:
THIS SHEET SHOULD BE USED IN CONJUNCTION WITH A DRAINAGE MAP THAT ILLUSTRATES THE DRAINAGE PATTERNS/PATHWAYS AND RECEIVING WATERS FOR THIS PROJECT. THIS SHEET SHOULD ALSO BE USED WITH THE EROSION CONTROL SUMMARIES, PAY ITEMS, & NOTES.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- ____ TEMPORARY SEEDING
- _X_ PERMANENT SODDING, SPRIGGING OR SEEDING
- ____ VEGETATIVE MULCHING
- ____ SOIL RETENTION BLANKET
- _X_ PRESERVATION OF EXISTING VEGETATION

NOTE: TEMPORARY EROSION CONTROL METHODS MUST BE USED ON ALL DISTURBED AREAS WHERE CONSTRUCTION ACTIVITIES HAVE CEASED FOR OVER 14 DAYS. METHODS USED WILL BE AS SHOWN ON PLANS, OR AS DIRECTED BY THE ENGINEER.

STRUCTURAL PRACTICES:

- ____ STABILIZED CONSTRUCTION EXIT
- ____ TEMPORARY SILT FENCE
- ____ TEMPORARY SILT DIKES
- ____ TEMPORARY FIBER LOG
- ____ DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- ____ DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- ____ ROCK FILTER DAMS
- ____ TEMPORARY SLOPE DRAIN
- ____ PAVED DITCH W/ DITCH LINER PROTECTION
- ____ TEMPORARY DIVERSION CHANNELS
- ____ TEMPORARY SEDIMENT BASINS
- ____ TEMPORARY SEDIMENT TRAPS
- ____ TEMPORARY SEDIMENT FILTERS
- ____ TEMPORARY SEDIMENT REMOVAL
- ____ RIP RAP
- ____ INLET SEDIMENT FILTER
- ____ TEMPORARY BRUSH SEDIMENT BARRIERS
- ____ SANDBAG BERMS
- ____ TEMPORARY STREAM CROSSINGS

OFFSITE VEHICLE TRACKING:

- _X_ HAUL ROADS DAMPENED FOR DUST CONTROL
- _X_ LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- _X_ EXCESS DIRT ON ROAD REMOVED DAILY

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER FROM THE BEGINNING OF CONSTRUCTION UNTIL AN ACCEPTABLE VEGETATIVE COVER IS ESTABLISHED. INSPECTION BY THE CONTRACTOR AND ANY NECESSARY REPAIRS SHALL BE PERFORMED ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS AFTER ANY STORM EVENT GREATER THAN 0.5 INCH AS RECORDED BY A NON-FREEZING RAIN GAUGE TO BE LOCATED ON SITE. POTENTIALLY ERODIBLE AREAS, DRAINAGEWAYS, MATERIAL STORAGE, STRUCTURAL DEVICES, CONSTRUCTION ENTRANCES AND EXITS ALONG WITH EROSION AND SEDIMENT CONTROL LOCATIONS ARE EXAMPLES OF SITES THAT NEED TO BE INSPECTED.

WASTE MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF CONSTRUCTION WASTE MATERIAL IS REQUIRED BY THE CONTRACTOR. MATERIALS INCLUDE STOCKPILES, SURPLUS, DEBRIS AND ALL OTHER BY-PRODUCTS FROM THE CONSTRUCTION PROCESS. PRACTICES INCLUDE DISPOSAL, PROPER MATERIALS HANDLING, SPILL PREVENTION AND CLEANUP MEASURES. CONTROLS AND PRACTICES SHALL MEET THE REQUIREMENTS OF ALL FEDERAL, STATE AND LOCAL AGENCIES.

HAZARDOUS MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF HAZARDOUS WASTE MATERIALS IS REQUIRED. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING MANUFACTURER'S RECOMMENDATIONS, STATE AND FEDERAL REGULATIONS TO ENSURE CORRECT HANDLING, DISPOSAL, SPILL PREVENTION AND CLEANUP MEASURES. EXAMPLES INCLUDE BUT ARE NOT LIMITED TO: PAINTS, ACIDS, CLEANING SOLVENTS, CHEMICAL ADDITIVES, CONCRETE CURING COMPOUNDS AND CONTAMINATED SOILS.

GENERAL NOTES:

A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED TO COMPLY WITH THE OKLAHOMA POLLUTION DISCHARGE ELIMINATION SYSTEM (OPDES) REGULATIONS. THIS PLAN IS INITIATED DURING THE DESIGN PHASE, CONFIRMED IN THE PRE-WORK MEETINGS AND AVAILABLE ON THE JOB SITE ALONG WITH COPIES OF THE NOTICE OF INTENT (NOI) FORM AND PERMIT CERTIFICATE THAT HAVE BEEN FILED WITH THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY (ODEQ). THE PLAN MUST BE KEPT CURRENT WITH UP-TO-DATE AMENDMENTS DURING THE PROGRESSION OF THE PROJECT. ALL CONTRACTOR OFF-SITE OPERATIONS ASSOCIATED WITH THE PROJECT MUST BE DOCUMENTED IN THE SWPPP, I.E., BORROW PITS, WORK ROADS, DISPOSAL SITES, ASPHALT/CONCRETE PLANTS, ETC. THE BASIC GOAL OF STORM WATER MANAGEMENT IS TO IMPROVE WATER QUALITY BY REDUCING POLLUTANTS IN STORM WATER DISCHARGES. RUNOFF FROM CONSTRUCTION SITES HAS A POTENTIAL FOR POLLUTION DUE TO EXPOSED SOILS AND THE PRESENCE OF HAZARDOUS MATERIALS USED IN THE CONSTRUCTION PROCESS. THE PREVENTION OF SOIL EROSION, CONTAINMENT OF HAZARDOUS MATERIALS AND/OR THE INTERCEPTION OF THESE POLLUTANTS BEFORE LEAVING THE CONSTRUCTION SITE ARE THE BEST PRACTICES FOR CONTROLLING STORM WATER POLLUTION.

THE FOLLOWING SECTIONS OF THE 2019 ODOT STANDARD SPECIFICATIONS SHOULD BE NOTED:

103.05	BONDING REQUIREMENTS
104.10	FINAL CLEANING UP
104.12	CONTRACTOR'S RESPONSIBILITY FOR WORK
104.13	ENVIRONMENTAL PROTECTION
106.08	STORAGE AND HANDLING OF MATERIAL
107.01	LAWS, RULES AND REGULATIONS TO BE OBSERVED
107.20	STORM WATER MANAGEMENT
220	MANAGEMENT OF EROSION, SEDIMENTATION AND STORM WATER POLLUTION PREVENTION AND CONTROL
221	TEMPORARY SEDIMENT CONTROL

IN ADDITION:

"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, OCTOBER 18, 2022.

ADDITIONAL PERMITS REQUIRED FROM OKLAHOMA WATER RESOURCES BOARD.

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			STORM WATER MANAGEMENT PLAN
APPROVED			
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. R002

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

NORTHBOUND ADVANCE SIGNING

STA. 151+00.00
(1) R10-6

STA. 146+00.00
(1) W3-3
(1) TYPE 'B' LIGHT

STA. 141+00.00
(1) W20-4 (1000 FT)
(1) TYPE 'B' LIGHT

STA. 136+00.00
(1) W20-1(1500 FT)
(1) TYPE 'B' LIGHT

STA. 131+00.00
(1) CS-13E
(1) CS-14E
(1) R2-1E(55)

STA. 126+00.00
CONTRACTOR SIGNS

SOUTHBOUND ADVANCE SIGNING

STA. 157+20.00
(1) R10-6

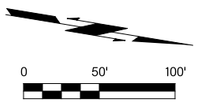
STA. 162+20.00
(1) W3-3
(1) TYPE 'B' LIGHT

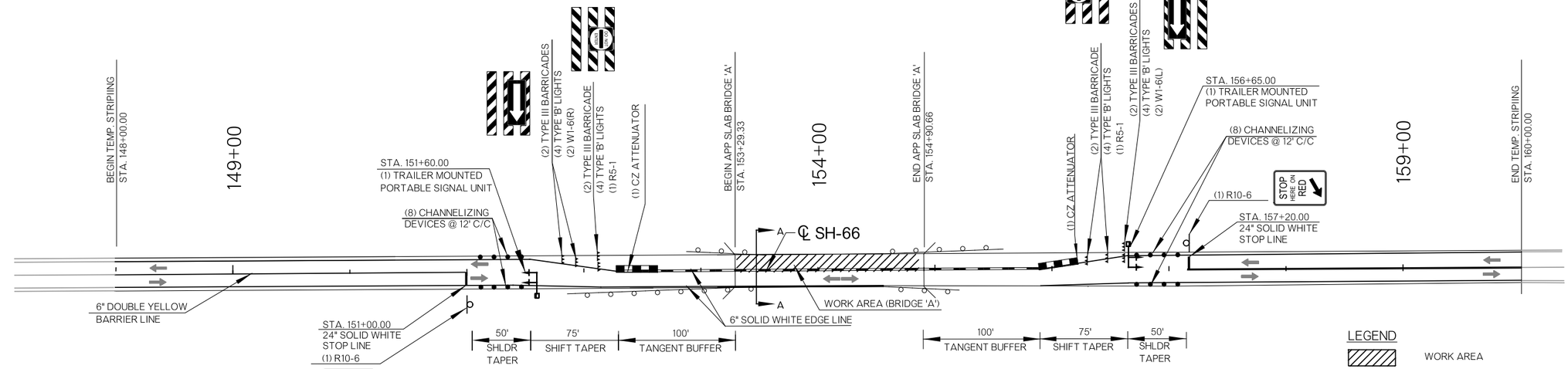
STA. 167+20.00
(1) W20-4 (1000 FT)
(1) TYPE 'B' LIGHT

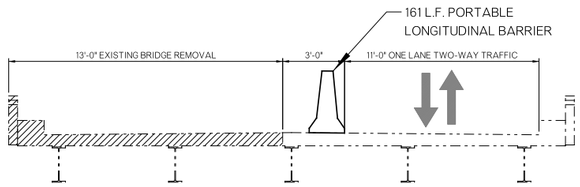
STA. 172+20.00
(1) W20-1(1500 FT)
(1) TYPE 'B' LIGHT

STA. 177+20.00
(1) CS-13E
(1) CS-14E
(1) R2-1E(55)

STA. 182+20.00
CONTRACTOR SIGNS







SECTION A-A

CONTRACTOR SIGN

CONTRACTOR SUPPLEMENTAL PLAQUES

FOR MORE INFORMATION AND SPECIFICATIONS SEE LINK BELOW

https://oklahoma.gov/content/dam/ok/en/odot/traffic/Contractor%20Sign%20-%20Color.pdf

TRAILING SIGNS - BOTH DIRECTIONS

INSTALL 500' DOWNSTREAM OF BEGIN/END CONSTRUCTION EXTENTS
(1) G20-2A

INSTALL 500' DOWNSTREAM OF "END ROAD WORK" SIGN
(1) R2-1E(65 MPH)

LEGEND

- WORK AREA
- TYPE III BARRICADE
- TRAFFIC FLOW DIRECTION
- DRUM
- PORTABLE LONGITUDINAL BARRIER
- SIGN
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- PORTABLE TRAFFIC SIGNAL TRAILER

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			SUGGESTED TRAFFIC CONTROL
CHECKED			(PHASE 1)
APPROVED			(SHEET 1 OF 2)
SQUAD			

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. T001

11/14/2023

NORTHBOUND ADVANCE SIGNING

STA. 151+00.00
(1) R10-6

STA. 145+80.00
(1) W3-3
(1) TYPE 'B' LIGHT

STA. 140+80.00
(1) W20-4 (1000 FT)
(1) TYPE 'B' LIGHT

STA. 135+80.00
(1) W20-1(1500 FT)
(1) TYPE 'B' LIGHT

STA. 130+80.00
(1) CS-13E
(1) CS-14E
(1) R2-1E(55)

STA. 125+80.00
CONTRACTOR SIGNS

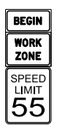
SOUTHBOUND ADVANCE SIGNING

STA. 157+20.00
(1) R10-6

STA. 161+70.00
(1) W3-3
(1) TYPE 'B' LIGHT

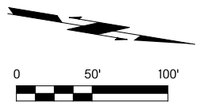
STA. 166+20.00
(1) W20-4 (1000 FT)
(1) TYPE 'B' LIGHT

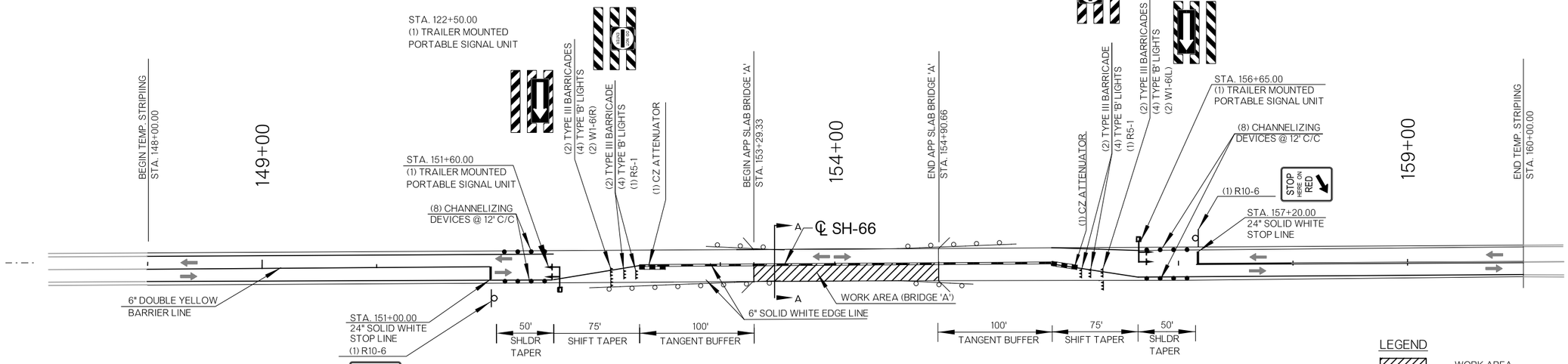
STA. 171+20.00
(1) W20-1(1500 FT)
(1) TYPE 'B' LIGHT

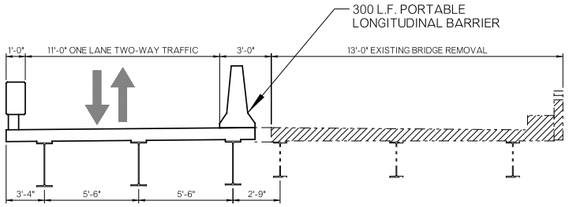


STA. 176+20.00
(1) CS-13E
(1) CS-14E
(1) R2-1E(55)

STA. 181+20.00
CONTRACTOR SIGNS







SECTION A-A

CONTRACTOR SIGN

CONTRACTOR SUPPLEMENTAL PLAQUES

FOR MORE INFORMATION AND SPECIFICATIONS SEE LINK BELOW

https://oklahoma.gov/content/dam/ok/en/odot/traffic/Contractor%20Sign%20-%20Color.pdf

TRAILING SIGNS - BOTH DIRECTIONS

INSTALL 500' DOWNSTREAM OF BEGIN/END CONSTRUCTION EXTENTS
(1) G20-2A

INSTALL 500' DOWNSTREAM OF "END ROAD WORK" SIGN
(1) R2-1E(65 MPH)

LEGEND

- WORK AREA
- TYPE III BARRICADE
- TRAFFIC FLOW DIRECTION
- DRUM
- PORTABLE LONGITUDINAL BARRIER
- SIGN
- CONSTRUCTION ZONE IMPACT ATTENUATOR
- PORTABLE TRAFFIC SIGNAL TRAILER

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL
(PHASE 2)
(SHEET 2 OF 2)

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. T002

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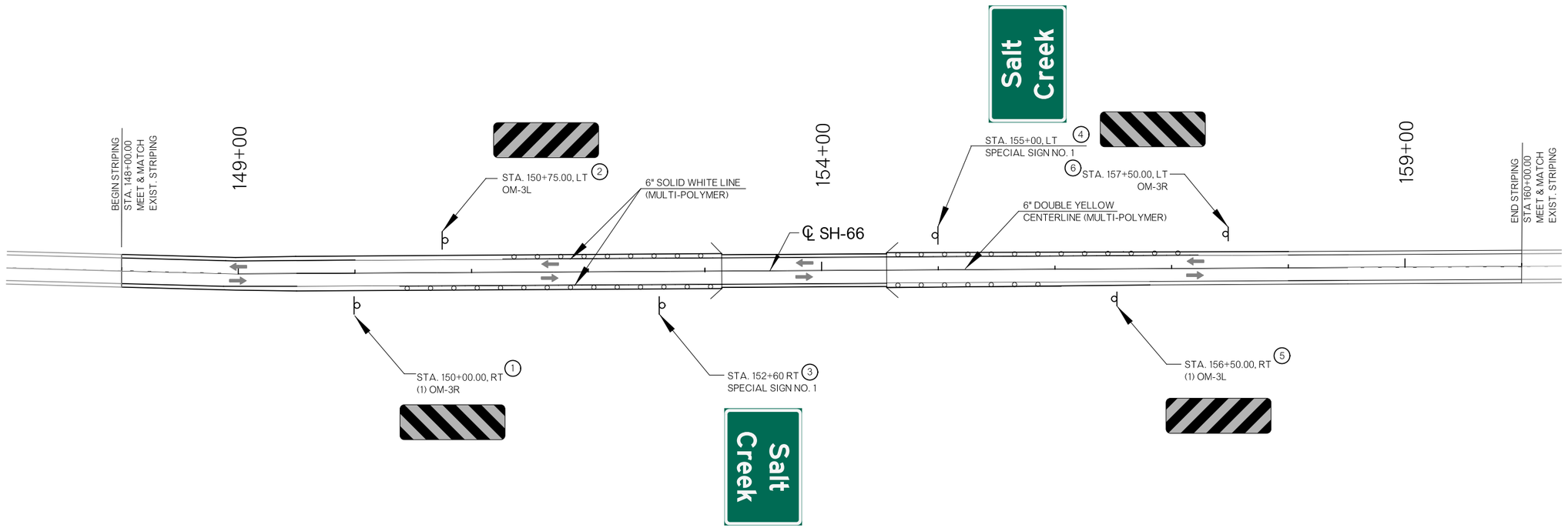
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING

11/14/2023



LEGEND

- FLOW OF TRAFFIC
- GUARDRAIL
- SIGN

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		SIGNING & STRIPING PLAN
APPROVED		(SHEET 1 OF 2)
SQUAD		

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. T003

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
11/14/2023

SIGN DETAIL
N.T.S.

BORDER
R=3"
TH=1"

Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

SIGN NUMBER	SPECIAL SIGN NO.1
WIDTH x HEIGHT	36" x 24"
BORDER WIDTH	1"
CORNER RADIUS	3"
MOUNTING	GROUND
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND / BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	ROT	X	Y	WID	HT

LETTER POSITIONS (X)																				LENGTH	SERIES-SIZE
S	a	l	t																		E 2000
10.7	16.2	20.9	22.6																	14.7	6
C	r	e	e	k																	E 2000
7.2	13.2	16.4	20.7	25.2																21.7	6

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SIGNING AND STRIPING PLAN
(SIGN DETAILS)
(SHEET 2 OF 2)

COUNTY LINCOLN HIGHWAY SH-66 STATE JOB NO. 35601(04) SHEET NO. T004