

"Corrected"

RESOLUTION #17-027

To
Advertise

The Board of County Commissioners, Pittsburg County, met in regular session on September 6, 2016.

WHEREAS, Pittsburg County District #3 wishes to advertise for the following for the BIA - Tannehill Road Project:

Asphalt Overlay of approximately 4.20 miles of Tannehill Road

A bid package containing complete specifications and an "Invitation to Bid" are available at the Pittsburg County Clerk's Office, 115 E. Carl Albert Parkway, Room 103, McAlester, Oklahoma 74501 or online at pittsburg.okcounties.org.

THEREFORE, each competitive bid submitted to the County must be accompanied with an affidavit for filing with the competitive bid form, as required by 61 O.S. § 138.

Sealed bids will be received and filed with the Pittsburg County Clerk and opened on Monday, October 3, 2016 at 10:00 a.m. in the Board of County Commissioners Conference Room, Pittsburg County Courthouse, 115 E. Carl Albert Parkway, McAlester, Oklahoma. Bid will be awarded to the lowest or best bidder. The Board of County Commissioners, Pittsburg County, reserves the right to reject any and all bids and re-advertise.

BOARD OF COUNTY COMMISSIONERS
PITTSBURG COUNTY, OKLAHOMA


CHAIRMAN


VICE-CHAIRMAN


MEMBER

ATTEST:




COUNTY CLERK

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
EASTERN OKLAHOMA REGIONAL OFFICE
DIVISION OF TRANSPORTATION
MUSKOGEE, OKLAHOMA

TANNEHILL ROAD
PROJECT NO. G09907-2641 (1) S

CLASS-5 ROAD

PITTSBURG COUNTY, OKLAHOMA

PLANS FOR PATCHING, LEVELING, AND SURFACING (ASPHALT CONCRETE)

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 PROJECT LOCATION MAP SHEET
- 3 TYPICAL SECTION SHEET
- 4 DRIVEWAY TYPICAL SECTION SHEET
- 5 PAY QUANTITY SHEET
- 6 GENERAL AND TRAFFIC NOTE SHEET
- 7 - 11 DETAIL AND SUMMARY SHEETS
- 12 - 25 HISTORICAL PLAN SHEETS

STA. 0+62

BEGIN TANNEHILL ROAD PROJECT

ODOT STANDARD DRAWINGS

ROADWAY STANDARDS

MFC-4-1
MJB-3-1
RDI-3-0
PDT-1-3

TRAFFIC STANDARDS

CONTROL	CONTROL	SIGNING
TCS1-1-01	TCS15-1-00	SB52-1-00
TCS2-1-00	TCS18-1-01	SB53-1-00
TCS4-1-01	TCS19-1-01	SB54-1-00
TCS5-1-00	TCS20-1-00	SB55-1-00
TCS6-1-02E	TCS21-1-02	SB56-1-00
TCS7-1-01E	SIGNING	GM51-1-00
TCS8-1-00	PM1-1-02	SSP1-1-02
TCS9-1-01	PM4-1-01	SSA1-1-00
TCS10-1-00	RSD1-1-00	SAFETY
TCS11-1-01	RSD2-1-00	SKT-1-00
TCS12-1-00	WSD1-1-00	GA31-1-00
TCS13-1-00	WSD2-1-00	GHW1-1-00
TCS14-1-00	WSD3-1-00	GHW2-1-00
	SB51-1-00	

PITTSBURG COUNTY BOARD OF COUNTY COMMISSIONERS:

APPROVED:

CHAIRMAN

DATE

MEMBER

DATE

MEMBER

DATE



UTILITY NOTES

THE CONTRACTOR SHALL CALL OKIE AT 1-800-522-6543 FOR
UTILITY MARKING 48-HOURS IN ADVANCE OF ANY DIGGING.

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS

I CERTIFY THE DESIGN HEREIN COMPLIES WITH 25 CFR, PART 170, INCLUDING ALL REGULATIONS AND STATUTES INCORPORATED
BY REFERENCE THEREIN.

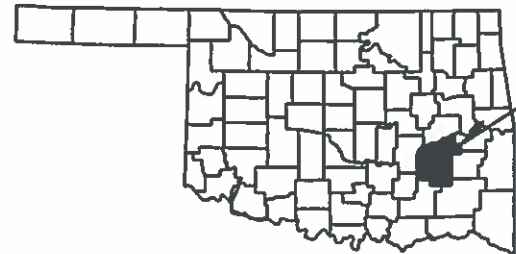
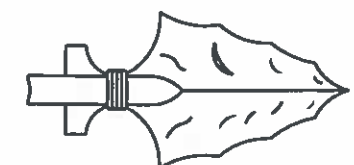
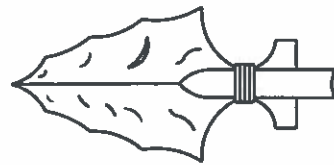
Michael Carl Ollar
SIGNATURE

17213
P.E. LICENSE

5 Sep 6, 2016
DATE

PROJECT NO. G09907-2641 (1) S

SHEET NO 1



PROJECT LOCATION

SURVEY DATA

1. HORIZONTAL CONTROL
A. HORIZONTAL CONTROL FOR THIS SURVEY IS THE
ESTABLISHED SECTION CORNERS ALONG THE
CONSTRUCTION REFERENCE LINE & SECTION LINE.
2. VERTICAL CONTROL
B. LEVEL DATUM IS MEAN SEA LEVEL (USC&GS)

STA. 221+60

END TANNEHILL ROAD PROJECT

CONVENTIONAL SYMBOLS

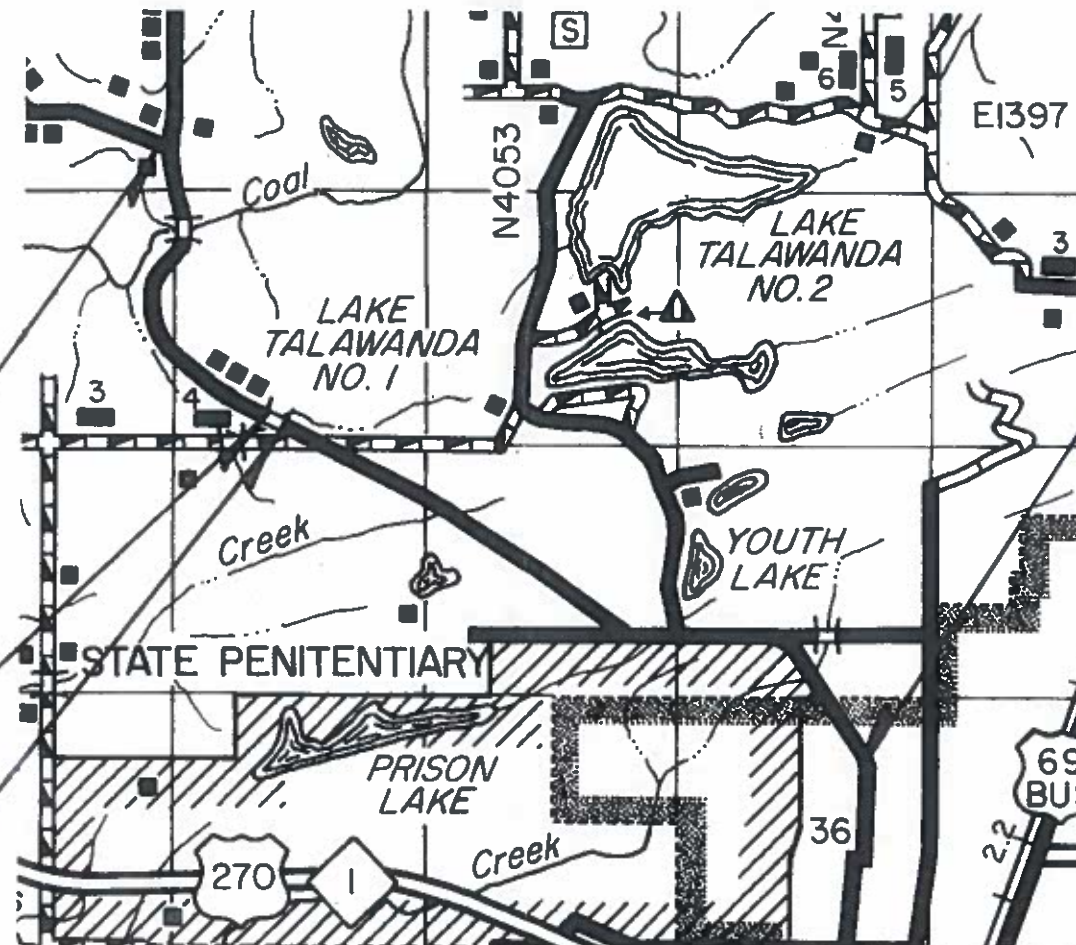
- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OILWELL
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- RIGHT-OF-WAY LINES - EXISTING
- RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE

STA. 211+31

END BRIDGE EXCEPTION

STA. 195+56

BEGIN BRIDGE EXCEPTION



PORTION OF PITTSBURG COUNTY, OKLAHOMA

VICINITY MAP
NOT TO SCALE

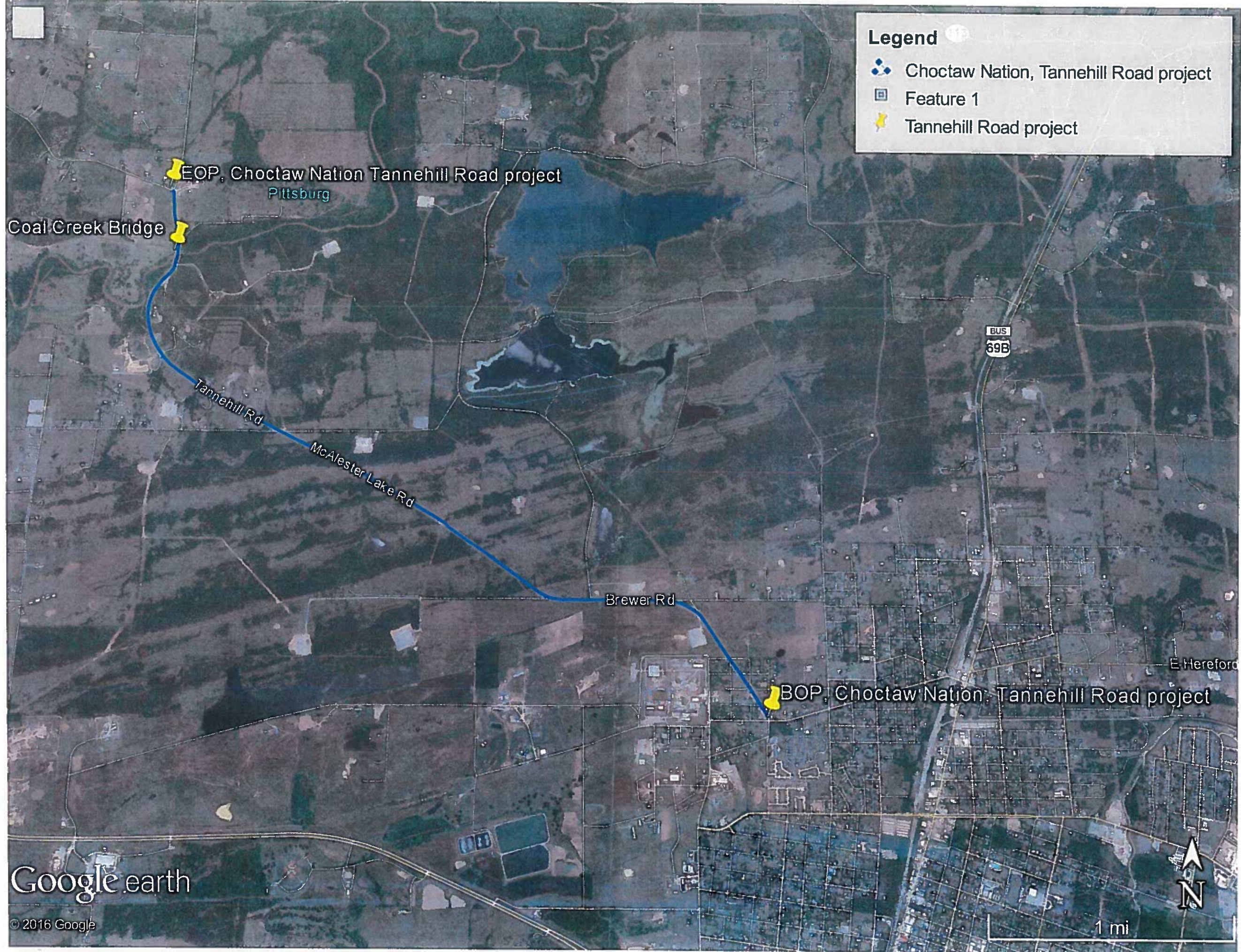
DESIGN DATA

ADT 2016	=	1977 VPD
ADT 2036	=	2543 VPD
T	=	900 VPD
T3	=	80 VPD
V	=	45 MPH

DESIGN INFORMATION

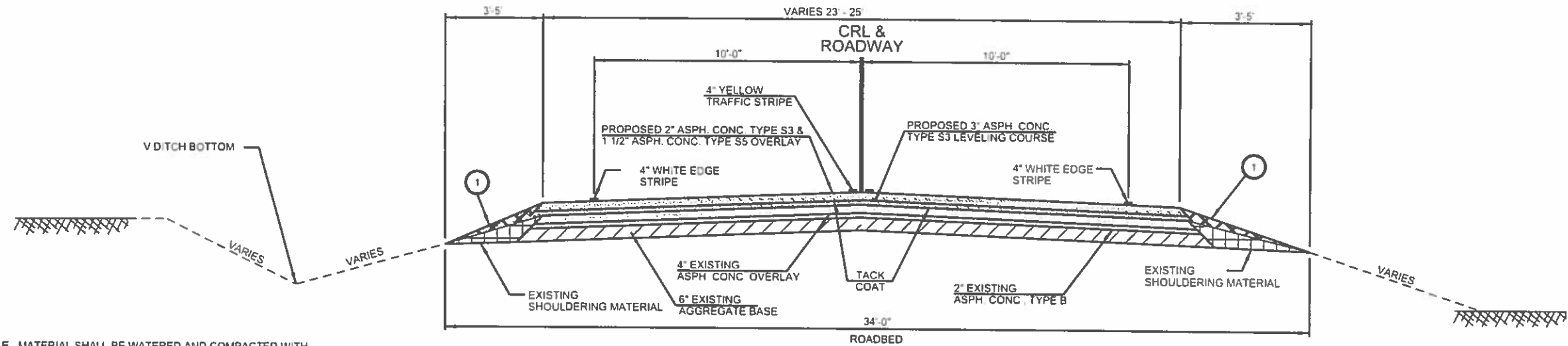
ROADWAY LENGTH	20,523.00 FT	3.89 MI
BRIDGE LENGTH	1,575.00 FT	0.30 MI
TOTAL LENGTH		4.19 MI
EXCEPTIONS	Bridge Exception Station 195+56 to 211+31	
EQUATIONS		NONE

2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION -
ENGLISH GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION JANUARY 4, 2010.



CUT SLOPES

FILL SLOPES



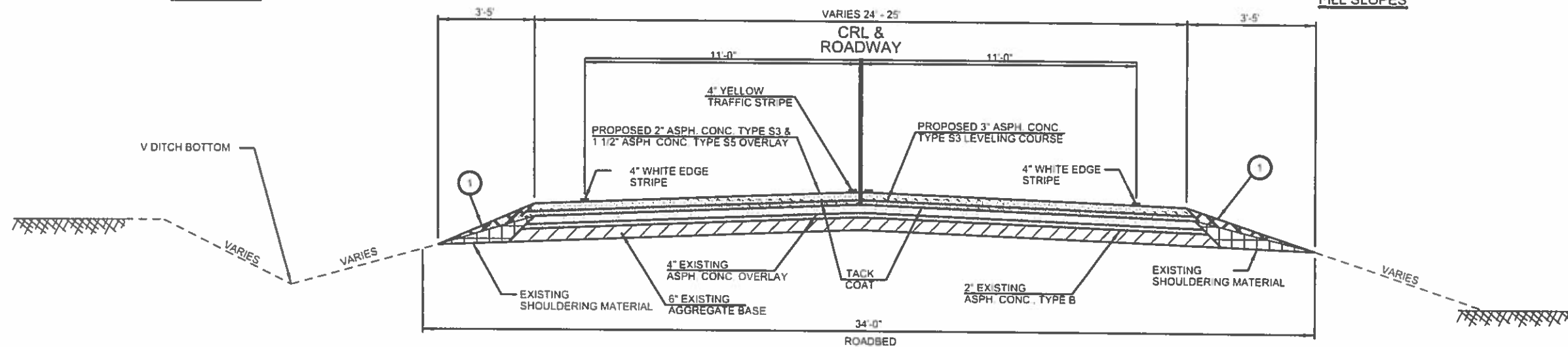
TYPICAL SURFACING SECTION NO. 1

BOP STA. 0+62 TO STA. 22+00

① TO BE BACKFILLED WITH T.B.S.C. TYPE E. MATERIAL SHALL BE WATERED AND COMPACTED WITH RUBBER TIRE ROLLER. COMPACTION ACCEPTANCE BASED ON VISUAL OBSERVATION

CUT SLOPES

FILL SLOPES



TYPICAL SURFACING SECTION NO. 2

STA. 22+00 TO EOP STA. 221+60

SHEET

NO. 3

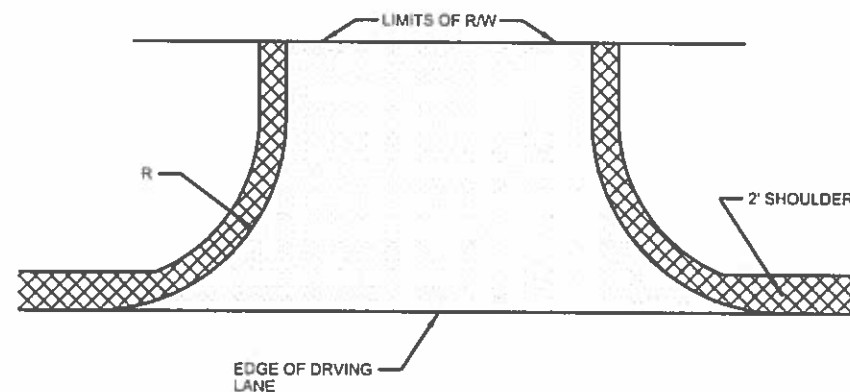


BEFORE YOU DIG
CALL OKIE
1-800-522-6543

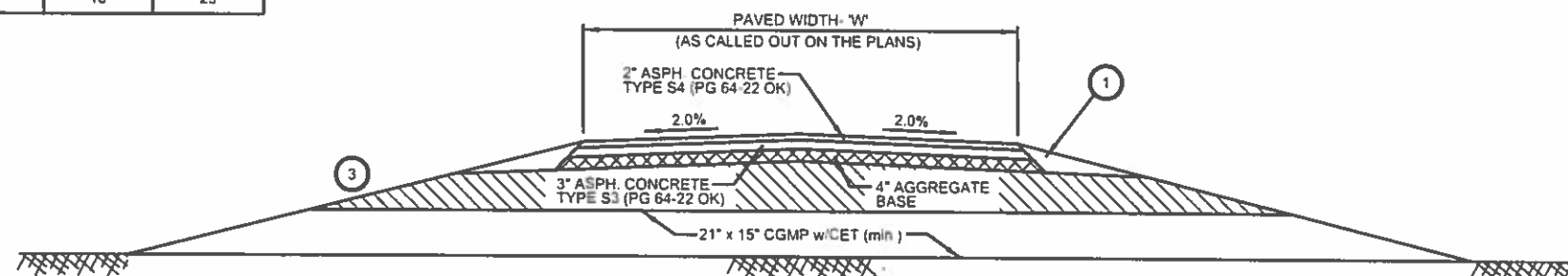
DESIGN	MO	TYPICAL SECTION	
DRAWN	MBM		
		TANNEHILL ROAD	
		PROJECT NO. G009907-2641(1) S	
		CHOCTAW NATION	SHEET NO. 3 OF 25

- 1 TO BE BACKFILLED WITH T.B.S.C. TYPE E. MATERIAL SHALL BE WATERED AND COMPACTED WITH RUBBER TIRE ROLLER. COMPACTION ACCEPTANCE BASED ON VISUAL OBSERVATION.
- 2 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVE TOPSOIL SHALL BE SPREAD APPROXIMATELY 5" THICK FIRST ON COMPLETED BACKSLOPES OF CUT SECTION AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS IDENTIFIED BY THE CONTRACTING OFFICER'S REPRESENTATIVE. ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.
- THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS BALANCE.
- 3 3:1 SLOPE FOR APPROACHES WITHOUT SIDE DRAINS. FOR APPROACHES WITH SIDE DRAINS MATCH SLOPE AT END SECTION.

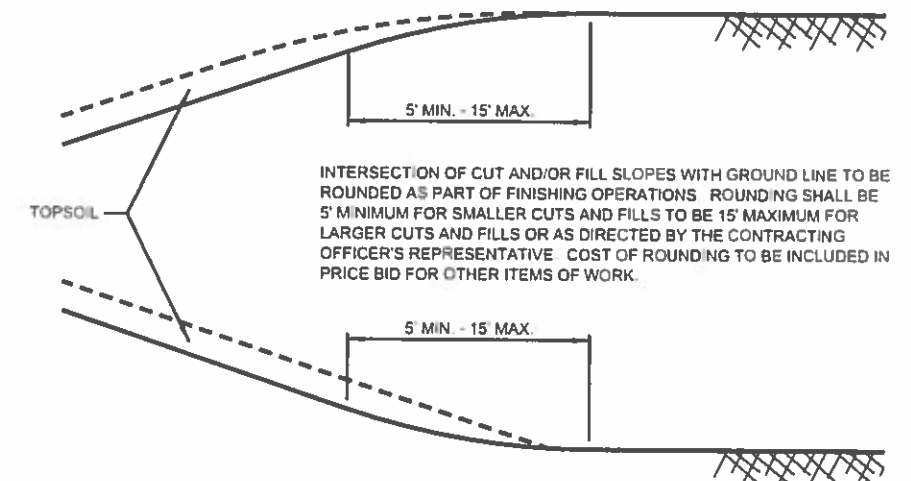
APPROACH TYPE	PAVED WIDTH (FT)	RADIUS- 'R' (FT)
PRIVATE DRIVE	12	15
FIELD ENTRANCE	18	25



APPROACH PLAN



TYPICAL APPROACH SECTION



ROUNDING DETAILS



BEFORE YOU DIG
CALL OKIE
1-800-522-6543

DESIGN	MO	TYPICAL SECTION	
DRAWN	MBM	TANNEHILL ROAD	
		PROJECT NO. G009907-2641(1) S	
		CHOCTAW NATION SHEET NO. 4 OF 25	

PAY QUANTITY NOTES

- (1)

ESTIMATED AT 120 LBS PER CU FT SHOWN PAY ITEM QUANTITY INCLUDES TIMES 33 0 TONS FOR DRIVES AND STREET RETURNS
- (2)

THE FINAL SURFACE OF ENTIRE PROJECT TO BE FOG SEALED PRIOR TO STRIPING OPERATIONS. FOG SEAL ESTIMATED AT .02 GAL PER S Y.
- (3)

ESTIMATED AT 0.05 GALLONS OF RESIDUAL ASPHALT PER SQUARE YARD PRIOR TO DILUTION. INCLUDE 1,010 GAL. FOR DRIVEWAY QUANTITY
- (4)

A TEST STRIP FOR EACH TYPE OF ASPHALT SHALL BE CONSTRUCTED FOR THE PURPOSE OF VERIFICATION THE REQUIRED MIX CHARACTERISTICS AND ESTABLISHING A ROLLING PATTERN TO OBTAIN REQUIRED ROADWAY DENSITY THE INITIAL PLACEMENT SHALL BE CONTINUOUS AND LIMITED TO NO MORE THAN 500 TON. NO ADDITIONAL ASPHALT SHALL BE PLACED UNTIL ALL THE RESULTS ARE EVALUATED AND NECESSARY ADJUSTMENTS IN PRODUCTION AND PLACEMENT PROCEDURES ARE PLANNED. IT IS THE SOLE PURPOSE OF THE TEST STRIP TO ALLOW FEDERAL AND CONTRACT FORCES TO MAXIMIZE QUALITY CONTROL OF MATERIALS BEING SUPPLIED AND PLACEMENT ON THIS PROJECT. NO PAY ADJUSTMENTS WILL BE MADE ON THE MATERIALS INCORPORATED INTO TEST STRIP ESTIMATED AT 112 POUNDS PER SQUARE YARD / ONE INCH THICK. THIS PAY ITEM QUANTITY INCLUDES 1,414 TONS FOR DRIVES AND STREET RETURNS
- (5)

A TEST STRIP FOR EACH TYPE OF ASPHALT SHALL BE CONSTRUCTED FOR THE PURPOSE OF VERIFICATION THE REQUIRED MIX CHARACTERISTICS AND ESTABLISHING A ROLLING PATTERN TO OBTAIN REQUIRED ROADWAY DENSITY THE INITIAL PLACEMENT SHALL BE CONTINUOUS AND LIMITED TO NO MORE THAN 500 TON. NO ADDITIONAL ASPHALT SHALL BE PLACED UNTIL ALL THE RESULTS ARE EVALUATED AND NECESSARY ADJUSTMENTS IN PRODUCTION AND PLACEMENT PROCEDURES ARE PLANNED. IT IS THE SOLE PURPOSE OF THE TEST STRIP TO ALLOW FEDERAL AND CONTRACT FORCES TO MAXIMIZE QUALITY CONTROL OF MATERIALS BEING SUPPLIED AND PLACEMENT ON THIS PROJECT. NO PAY ADJUSTMENTS WILL BE MADE ON THE MATERIALS INCORPORATED INTO TEST STRIP ESTIMATED AT 112 POUNDS PER SQUARE YARD / ONE INCH THICK. THIS PAY ITEM QUANTITY INCLUDES 848 TONS FOR DRIVES AND STREET RETURNS PAY PLAN QUANTITY
- (6)

SEE TRANSITION DETAIL SHEETS
- (7)

PAY PLAN QUANTITY
- (8)

PAY PLAN QUANTITY
- (9)

SEE DETAIL SHEET
- (10)

REMOVED EXISTING GUARDRAIL SYSTEMS INCLUDING GUARDRAIL POST, GUARDRAIL, END TREATMENTS, TERMINAL SECTIONS, BRIDGE GUARDRAIL, AND ALL OTHER ELEMENTS OF EXISTING GUARDRAIL SYSTEMS THE CONTRACTOR WILL NOT BE REQUIRED TO REMOVE CONCRETE FOOTINGS ANCHOR OF GUARDRAIL SYSTEMS AFTER GUARDRAIL IS REMOVED DO NOT LEAVE GUARDRAIL REMOVAL AREAS UNPROTECTED MAINTAIN A SHOULDER CLOSURE UNTIL NEW GUARDRAIL IS CONSTRUCTED IN THE REMOVAL AREAS THE ENTIRE REMOVAL GUARDRAIL SYSTEMS SHALL BE STOCKPILED AT DESIGNATED AREAS AS DIRECTED BY CONTRACTING OFFICERS REPRESENTATIVE AND BECOME PROPERTY OF PITTSBURGH COUNTY
- (11)

INCLUDES 12 S LF OF 10 ' RADIUS BEND (WRAP AROUND)
- (12)

DOUBLE RAIL SHALL BE ONE 25 ' SECTION ACROSS STRUCTURE AND SPECIAL POST PRICE TO BE INCLUDED IN BID FOR BEAM GUARDRAIL W/ BEAM DOUBLE
- (13)

SEE ATTACHED SHEET FOR QUANTITY
- (14)

THE STATIONS AND LOCATIONS OF THE SIGN PLACEMENT, AS SHOWN ON THE PLAN SHEETS, ARE APPROXIMATE EXACT STATIONS AND LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR SO THAT THE SIGN IS INSTALLED IN ACCORDANCE WITH DEPARTMENT STANDARDS AND THE MUTCD IN ORDER TO PROVIDE OPTIMUM VISIBILITY TO THE ONCOMING/APPROACHING MOTORIST. IF A PROPOSED LOCATION CONFLICTS WITH OTHER SIGNS, UTILITIES OR OTHER ROADWAY FEATURES, THE ENGINEER SHALL BE NOTIFIED. SEE DETAIL FOR SPECIAL SIGNS PITTSBURG COUNTY FORCES TO REMOVE ALL EXISTING SIGNS
- (15)

POST LENGTHS SHOWN ON SIGN SUMMARY ARE APPROXIMATE, EXACT LENGTH SHALL BE DETERMINED BY FIELD SURVEY BY THE CONTRACTOR.
- (16)

QUANTITY SHOWN INCLUDES 44,352 L.F. TRAFFIC STRIPE (PLASTIC)(WHITE) AND 44,352 L.F. TRAFFIC STRIPE (PLASTIC)(YELLOW) AND WILL BE MEASURED BY THE LINEAR FOOT OF FOUR INCH (4") WIDE TRAFFIC STRIPE. THIS STRIPE SHALL BE APPLIED AT A THICKNESS OF 70 MILS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND APPROVAL BY THE ENGINEER. INCLUDES 1225 ' FOR STOP BARS AND 450 ' FOR STREET RETURNS AREAS.
- (17)

TO BE PLACED AT INTERSECTION, SIDE ROADS, AND STREET RETURNS AS DIRECTED BY CONTRACTING OFFICERS REPRESENTATIVE
- (18)

CONTRACTOR SHALL PLACE REMOVABLE PAVEMENT MARKING (4" WIDE AT 24" LENGTH) AT 50' SPACING ON CENTERLINE FOR EACH ASPHALTIC CONCRETE LIFT. ALL COSTS ASSOCIATED WITH REMOVABLE PAVEMENT MARKING SHALL BE INCLUDED IN THE PRICE BID FOR "CONSTRUCTION TRAFFIC CONTROL" PAY ITEM.
- (19)

CONTRACTOR SHALL USE A PILOT CAR AS DESCRIED IN MUTCD SECTION 6C.5 ONE- LANE, TWO -WAY TRAFFIC CONTROL, SUBSECTION C, PILOT CAR METHOD. ALL COST ASSOCIATED WITH PILOT CAR METHOD SHALL BE INCLUDED IN PRICE BID FOR CONSTRUCTION TRAFFIC CONTROL

OPERATIONS THAT PRESENT AN EDGE AND DROP-OFF OF GREATER THAN TWO (2) INCHES SHALL BE LIMITED TO ONE SIDE AT A TIME. ONLY THE AMOUNT OF OPEN TRENCH WILL BE ALLOWED THAT CAN BE SURFACED IN TWO (2) DAYS TIME, WITHOUT APPROVAL OF THE CONTRACTING OFFICER'S REPRESENTATIVE. LIGHTS, SIGNS, AND BARRICADES SHALL BE MOVED AS WORK PROGRESSES

THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING THE EXISTING ROAD TO LOCAL AND THROUGH TRAFFIC. SEE O.D.O.T. STANDARDS AND DETAIL DRAWINGS FOR MAINTENANCE OF LOCAL AND THROUGH TRAFFIC.

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.

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.

THE CONTRACTOR SHALL PROVIDE A PROPOSED TRAFFIC CONTROL PLAN FOR APPROVAL BY THE ENGINEER PRIOR TO BEGINNING WORK.

WHEN A PILOT CAR IS REQUIRED ON TWO LANE / TWO-WAY ROADWAYS, THE CONTRACTOR SHALL USE A PILOT CAR WITH A LICENSED OPERATOR. THE PILOT CAR OPERATOR SHALL BE IN RADIO CONTACT WITH PERSONNEL IN THE TEMPORARY TRAFFIC CONTROL ZONE. MAXIMUM SPEED OF THE PILOT CAR THROUGH THE WORK ZONE AREA SHALL BE 25 MPH. FULL COMPENSATION FOR FURNISHING AND OPERATING THE PILOT CAR (INCLUDING DRIVER, RADIO, AND ANY OTHER EQUIPMENT OR LABOR REQUIRED) SHALL BE INCLUDED IN THE PRICE BID OF PILOT CAR.

PILOT CAR SHALL BE APPROVED VEHICLE, SHOULD CARRY THE CONTRACTOR'S INSIGNIA, AND BE EQUIPPED WITH SIGNS READING "PILOT CAR-FOLLOW ME" MOUNTED A MINIMUM OF ONE (1) FOOT ABOVE THE TOP OF THE VEHICLE AND CLEARLY VISIBLE FROM BOTH DIRECTIONS.

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

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

ROADWAY PAY QUANTITIES

SPEC NO.	DESCRIPTION	NOTES	UNIT	QUANTITY
402(E)	TRAFFIC BOUND SURFACE COURSE TYPE E (1)	(19)	TON	6000
407(A)	FOG SEAL (2)		GAL	1250
407(B)	TACK COAT (3)		GAL	10250
411(B)	(SP) SUPERPAVE TYPE S3 (PG 64-22 OK) (4)		TON	18663
411(C)	(SP) SUPERPAVE TYPE S5 (PG 70-28 OK) (5)		TON	6022
412	COLD MILLING PAVEMENT (6)		SY	833.32
509(A)	CLASS AA CONCRETE (7)		CY	1.5
511(B)	REINFORCEMENT STEEL FOR STRUCTURES (8)		LB	738
612(A)	MANHOLE ADJUST TO GRADE (9)		EA	1
619(B)	REMOVAL OF EXISTING GUARDRAIL (10)		LF	450
623(A)	BEAM GUARDRAIL W-BEAM SINGLE (11)		LF	412.5
623(B)	BEAM GUARDRAIL W-BEAM DOUBLE (12)		LF	50
623(G)	(SP) GUARDRAIL END TREATMENT (OPTIONAL) SKT 31" OR SOFT STOP (13)		EA	7
641	(SP) MOBILIZATION		LSUM	1
850(A)	SHEET ALMUNINUM SIGNS (14)		SF	322.76
851(A)	SQUARE TUBE POSTS (2 25") (15)		LF	663
855(A)	(SP) TRAFFIC STRIPE (PLASTIC)(4" WIDE) (16)		LF	90379
855(A)	(SP) TRAFFIC STRIPE (PLASTIC)(8" WIDE) (17)		LF	1300
880(J)	CONSTRUCTION TRAFFIC CONTROL (18) (19)		LSUM	1

NOTICE TO CONTRACTOR

PAY ITEMS LISTED ABOVE MAY INCLUDE SPECIAL PROVISIONS LISTED IN SECTION 700- MATERIALS, DIVISION II, OF THE BID DOCUMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIMSELF WITH THESE AND ALL SPECIAL PROVISIONS PRIOR TO BIDDING.



BEFORE YOU DIG
CALL OKIE
1 800-522-6543

DESIGN	MO	PAY QUANTITIES & NOTES	
DRAWN	MBM	TANNEHILL ROAD PROJECT NO. G09907-2641(1) S	
		CHOCTAW NATION	SHEET NO. 5 OF 25

GENERAL NOTES

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE OKLAHOMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION, UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS

THE CONTRACTOR SHALL GIVE NOTICE TO CHOCTAW NATION OF OKLAHOMA, PITTSBURGH COUNTY AND THE BUREAU OF INDIAN AFFAIRS IN WRITING FOURTEEN (14) DAYS BEFORE WORK BEGINS ON THE PROJECT.

TIME CHARGES SHALL BEGIN WHEN THE CONTRACTOR BEGINS WORK OR ON THE EFFECTIVE DATE OF THE NOTICE TO PROCEED WHICHEVER HAPPENS FIRST, AND SHALL END WHEN SUBSTANTIAL COMPLETION IS APPROVED BY THE CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE.

THE CONTRACTOR SHALL CONFINE HIS WORK TO WITHIN THE LIMITS OF RIGHT-OF-WAY. ANY DAMAGE CAUSED BY THE CONTRACTOR OUTSIDE THE LIMITS OF RIGHT-OF-WAY WILL BE REPAIRED OR RESTORED TO THE ORIGINAL CONDITION OR BETTER AT CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE CONTRACTING OFFICER'S REPRESENTATIVE AND PROPERTY OWNER.

AT LOCATIONS WHERE CONTRACTOR'S OPERATIONS ARE ADJACENT TO PROPERTIES OF RAILROAD, TELEPHONE, POWER, OR OTHER UTILITIES AND FACILITIES RIGHTFULLY LOCATED WITHIN THE LIMITS OF THE PROJECT, DAMAGE TO WHICH MIGHT RESULT IN CONSIDERABLE EXPENSE, LOSS, OR INCONVENIENCE, WORK SHALL NOT COMMENCE UNTIL ALL NECESSARY PROTECTIVE MEASURES/ARRANGEMENTS HAVE BEEN MADE.

THE CONTRACTOR SHALL USE DUE CARE NOT TO DAMAGE OR DISTURB THE EXISTING UTILITIES THAT ARE TO REMAIN IN PLACE. ANY DAMAGE TO THE UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE. CONTRACTOR SHALL NOTIFY THE CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE IMMEDIATELY UPON OBSERVING UTILITIES THAT CONFLICT WITH CONSTRUCTION.

TRAFFIC CONTROL

(G-2) MAINTENANCE OF THROUGH TRAFFIC INCLUDES THE MAINTENANCE OF THE EXISTING ROAD IN CLOSE PROXIMITY TO THE NEW CONSTRUCTION AS SHOWN ON THE PLANS.

(G-3) 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.

GRADING & SITE WORK

THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE EXISTING SHOULDER MATERIAL AWAY FROM THE EDGE OF THE EXISTING PAVEMENT. THIS IS NEEDED IN ORDER TO PROVIDE THE MAXIMUM WIDTH OF EXISTING PAVEMENT FOR THE NEW OVERLAY. THIS MAY REQUIRE A MOTOR PATROL AND/OR A POWER BROOM TO REMOVE GRASS AND SURFACE SOIL THAT HAS BEEN ALLOWED TO BUILD UP AND ENCROACH ON THE EXISTING SURFACE. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

(G-4) FOR PROJECTS THAT INCLUDE WIDENING AND/OR RESURFACING, THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE POTENTIAL DROP-OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE RESIDENT ENGINEER FOR APPROVAL BEFORE OPERATIONS BEGIN. ANY PORTION OF THE CONSTRUCTION OPERATIONS, SUCH AS SUPERPAVE LAYING OPERATIONS, EXCAVATION FOR PAVEMENT WIDENING, OR EXTENSION OF ROADWAY STRUCTURES, SHALL BE LIMITED TO ONE SIDE AT A TIME, AND THE PROCEDURES OUTLINED IN THE PAVEMENT DROP-OFF TREATMENT STANDARD PDT-1 (LATEST REVISION) SHALL BE IMPLEMENTED. ONLY THAT AMOUNT OF OPEN TRENCH WILL BE ALLOWED THAT CAN BE SURFACED IN 0 (ONE) DAY'S TIME WITHOUT APPROVAL BY THE ENGINEER. LIGHTS, SIGNS AND BARRICADES SHALL BE MOVED AS WORK PROGRESSES.

SURFACING

(G-37) T.B.S.C. SURFACES SHALL BE SPRINKLED WITH WATER AND ROLLED WITH A PNEUMATIC ROLLER IN A MANNER APPROVED BY THE ENGINEER.

(G-38) THE ENGINEER SHALL CHECK GRADES AT RAMP TERMINALS, AND MAKE ANY ADJUSTMENTS OF THE GRADES AND SUPERELEVATIONS, WHICH ARE REQUIRED TO OBTAIN SMOOTH PROFILES FOR BOTH EDGES OF THE RAMP PAVEMENT. CROSS SLOPE BREAKOVER SHALL NOT EXCEED 5% (FIVE PERCENT).

FINAL CLEAN-UP

UNTIL A FINAL COMPLETION NOTICE IS ISSUED BY THE CONTRACTING OFFICER'S REPRESENTATIVE, ALL WORK AND MATERIAL FOR THE CONTRACT, INCLUDING ANY CHANGE ORDER WORK, SHALL BE AT THE SOLE RISK OF THE CONTRACTOR, WHO SHALL PROTECT THE WORK AGAINST DAMAGE FROM ALL CAUSES WHETHER ARISING FROM THE EXECUTION OR NON-EXECUTION OF THE WORK EXCEPT AS PROVIDED IN THE CONTRACT DOCUMENTS.

(G-46) PRIOR TO FINAL ACCEPTANCE, ALL EXPOSED CURB SURFACES SHALL BE CLEANED OF ALL DISCOLORATION SUCH AS ASPHALT STAIN, TIRE MARKS, OR OTHER DISFIGUREMENT.

(G-47) THE CONTRACTOR SHALL PROTECT GUARDRAIL, FENCES, OR SIMILAR STRUCTURES FROM TACK COAT AND ASPHALT MATERIALS DURING APPLICATION AND PLACEMENT. CONTRACTOR SHALL REMOVE TACK COAT AND/OR ASPHALT MATERIAL FROM GUARDRAIL, FENCES, OR SIMILAR STRUCTURES TO THE SATISFACTION OF THE CONTRACTING OFFICER'S REPRESENTATIVE IN THE EVENT PROTECTIVE MEASURES FAIL.

(G-47) EXCESS ASPHALT AT JOINTS AND CRACKS IN EXISTING PAVEMENT SHALL BE REMOVED FLUSH TO TOP OF PAVING IN A MANNER APPROVED BY THE ENGINEER.

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.

TRAFFIC NOTES

THE CONTRACTOR SHALL KEEP ROADS OPEN TO ALL TRAFFIC WHERE APPROVED BY THE CONTRACTING OFFICER'S REPRESENTATIVE. TRAFFIC MAY BE BYPASSED OVER AN APPROVED DETOUR ROUTE. THE SECTION OF ROADWAY IN USE BY THE TRAVELLING PUBLIC SHALL BE KEPT IN A CONDITION THAT SAFELY AND ADEQUATELY ACCOMMODATES TRAFFIC. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN BARRICADES, WARNING SIGNS, DELINEATORS, STRIPING, FLAGGERS, AND PILOT CARS IN ACCORDANCE WITH THE MUTCD AND STANDARD SPECIFICATION SECTION 880, CONSTRUCTION AND TRAFFIC CONTROL. THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH MAINTAINING THE SECTION OF ROAD UNDERGOING IMPROVEMENT, INCLUDING ALL TEMPORARY APPROACHES OR CROSSINGS AND INTERSECTIONS WITH TRAILS, ROADS, STREETS, BUSINESSES, PARKING LOTS, RESIDENCES, GARAGES, FARMS AND OTHER FEATURES AS MAY BE NECESSARY.

ALL TRAFFIC CONTROL DEVICES, CONSTRUCTION SIGNING, BARRICADES, ETC. SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD), CURRENT EDITION. TRAFFIC CONTROL PLAN SHALL BE APPROVED BY THE CONTRACTING OFFICER'S REPRESENTATIVE.

THE CONTRACTOR SHALL TEMPORARILY RELOCATE PERMANENT TRAFFIC CONTROL DEVICES TO ACCOMMODATE CONSTRUCTION OPERATION. DEVICES SHALL BE MAINTAINED AND REPLACED IN THEIR ORIGINAL POSITION PROMPTLY AFTER OPERATIONS PERMIT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL CONSTRUCTION SIGNING AND BARRICADES INCLUDING BUT NOT LIMITED TO WASHING, REPLACING, AND REPOSITIONING THE DEVICES. THE CONTRACTOR SHALL ALSO PROVIDE AND INSTALL OTHER TRAFFIC CONTROL DEVICES WHERE DEEMED NECESSARY BY THE CONTRACTING OFFICER'S REPRESENTATIVE, DUE TO CHANGING TRAFFIC CONDITIONS.

THE CONTRACTOR SHALL ERECT SIGNS TO INDICATE "NO CENTERLINE AND EDGELINE MARKINGS" IN ADVANCE OF THE PROJECT AND AT A MINIMUM OF 1 MILE INTERVALS THROUGHOUT THE PROJECT FOR EACH DIRECTION OF TRAFFIC.

ROADSIDE HAZARDS SHALL BE COMPLETELY BARRICADED AROUND THEIR PERIMETER FOR THE SAFETY OF PEDESTRIANS AS WELL AS VEHICLES.

NO BARRICADES SHALL BE PLACED WITHIN THE ROADWAY UNTIL ALL ADVANCED SIGNING IS IN PLACE.

TRAFFIC CHANNELING DEVICES SHALL PRECEDE HORIZONTAL OR VERTICAL CURVES AS NECESSARY TO PROVIDE CLEAR VISIBILITY OF CHANGES TO APPROACHING TRAFFIC.

ALL CHANNELIZING DEVICES, TYPE-III BARRICADES, ETC. SHALL BE WEIGHTED DOWN WITH A NON-HAZARDOUS MATERIAL.

ALL ADVANCE WARNING SIGNS AND CHANNELING DEVICES SHALL REQUIRE TYPE-C STEADY BURN LIGHTS.

ALL TYPE-III BARRICADES SHALL REQUIRE A MINIMUM OF TWO (2) TYPE-A LOW INTENSITY FLASHING WARNING LIGHTS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING, MAINTAINING, AND REMOVING TEMPORARY PAVEMENT MARKINGS. REFER TO TCS10-1-00E AND TCS11-1-00E. ALL TEMPORARY MARKINGS SHALL BE REMOVED PRIOR TO PERMANENT STRIPING. ALL COST ASSOCIATED WITH TEMPORARY PAVEMENT MARKINGS PLACEMENT, MAINTENANCE, AND REMOVAL SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

THE LOCATION OF NO-PASSING ZONES AND STRIPING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DONE ACCORDING TO STANDARDS SET FORTH IN THE CURRENT EDITION OF "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", AND OKLAHOMA DEPARTMENT OF TRANSPORTATION'S TRAFFIC CONTROL DIVISION.

ALL REFERENCES TO THE C.O.T.R. (CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE OR ENGINEER) SHALL MEAN TO SAY T.E.D.R. (TRIBAL EXECUTIVE DIRECTOR REPRESENTATIVE)

NOTICE TO CONTRACTOR

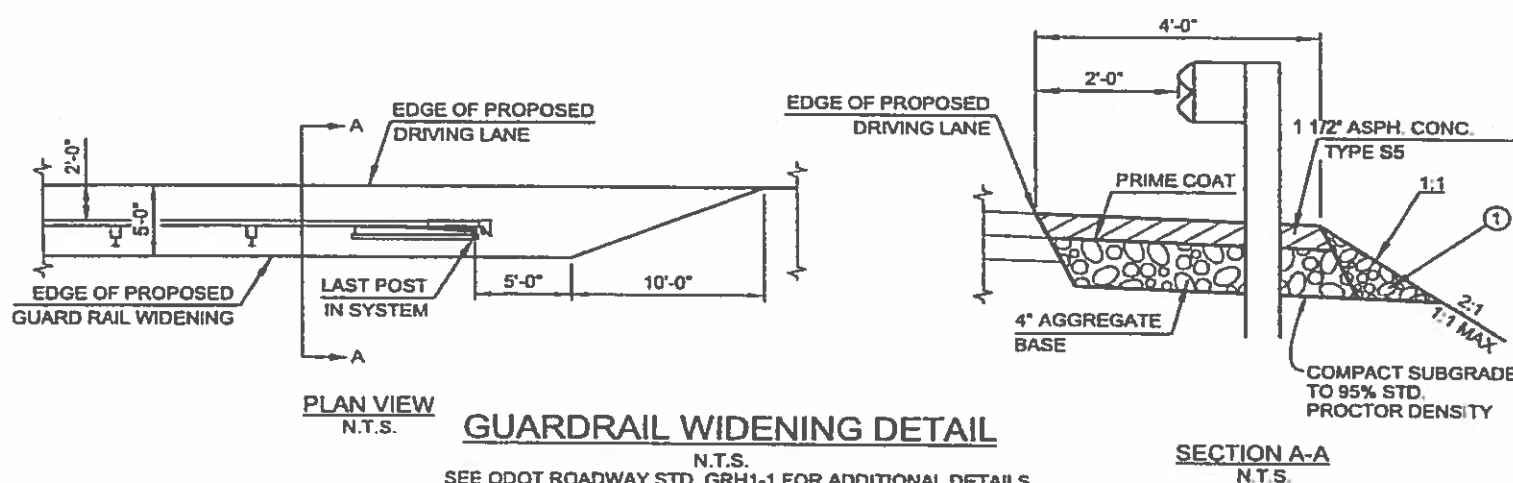
PAY ITEMS LISTED ABOVE MAY INCLUDE SPECIAL PROVISIONS LISTED IN SECTION 700- MATERIALS, DIVISION II, OF THE BID DOCUMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIMSELF WITH THESE AND ALL SPECIAL PROVISIONS PRIOR TO BIDDING.



BEFORE YOU DIG
CALL OKIE
1-800-522-6543

DESIGN	MO	GENERAL AND TRAFFIC NOTES	
DRAWN	MBM	TANNEHILL ROAD PROJECT NO. G09907-2641(1) S	
		CHOCTAW NATION	SHEET NO. 6 OF 25

*S3 ASPHALT AT 2.5" DEPTH.	*PD = PRIVATE DRIVE.
*S5 ASPHALT AT 1.5" DEPTH.	*SR = STREET RETURN.
*SLR = SECTION LINE RETURN.	*FE = FIELD ENTRANCE.



SUMMARY OF GUARDRAIL					
STATION TO STATION	SIDE	DOUBLE RAIL (NESTED)	RAIL LENGTH EXCLUDING G E T & ANCHOR UNITS	G E T	ANCHOR UNITS TYPE D(BF)
19+15 - 20+90	RT	25	50	2	
19+15 - 20+90	LT	25	50	2	
19+2+50 - 195+50	LT	0	200	2	
192+75 - 194+37.5	RT	0	112.5	2	
	TOTAL	50	412.5	8	

DESIGN		DETAIL AND SUMMARY SHEET TANNEHILL ROAD PROJECT NO. G09907-2641(1) S CHOCTAW NATION SHEET NO. 7 OF 25
DRAWN		
CHECKED		
APPROVED		

SUMMARY OF SIGNS					
DESCRIPTION	SIGN NO	LOCATION	LT/RT	AREA (SQ. FT.)	ESTIMATED POST LENGTH (FEET)
SPEED LIMIT	R2-1 (30)	1+00	RT	5.00	13.00
SPEED LIMIT	R2-1 (30)	21+60	LT	5.00	13.00
SPEED LIMIT	R2-1 (40)	21+60	RT	5.00	13.00
CROSSROAD	W2-1	22+60	LT	6.25	13.00
CURVE	W1-2L	22+60	RT	6.25	13.00
(1) STOP	R1-1	28+39	RT	5.18	13.00
(1) STOP	R1-1	35+00	RT	5.18	13.00
CURVE	W1-2R	38+35	LT	6.25	13.00
SPEED LIMIT	R2-1 (40)	40+88	RT	5.00	13.00
SPEED LIMIT	R2-1 (40)	40+88	LT	5.00	13.00
SIDE ROAD	W2-2	49+50	RT	6.25	13.00
(1) STOP	R1-1F	53+70	RT	13.26	26.00
(1) STOP AHEAD	W3-1	(2) 53+70	RT	6.25	13.00
SPEED LIMIT	R2-1 (40)	55+00	LT	5.00	13.00
SPEED LIMIT	R2-1 (45)	55+00	RT	5.00	13.00
CURVE	W1-2R	56+95	RT	6.25	13.00
SIDE ROAD	W2-2	56+95	LT	6.25	13.00
(1) STOP	R1-1	62+50	LT	5.18	13.00
CURVE	W1-2L	69+80	LT	6.25	13.00
CURVE	W1-2L	89+00	RT	6.25	13.00
CURVE	W1-2R	97+60	LT	6.25	13.00
CURVE	W1-2L	111+60	RT	6.25	13.00
CURVE	W1-2R	121+60	LT	6.25	13.00
CROSSROAD	W2-1	136+14	RT	6.25	13.00
SPEED LIMIT	R2-1 (45)	138+00	LT	5.00	13.00
(1) STOP	R1-1F	138+89	RT	13.26	26.00
(1) STOP AHEAD	W3-1	(2) 138+89	RT	6.25	13.00
(1) STOP	R1-1F	139+65	LT	13.26	26.00
(1) STOP AHEAD	W3-1	(2) 139+65	LT	6.25	13.00
SPEED LIMIT	R2-1 (45)	140+00	RT	5.00	13.00
CROSSROAD	W2-1	142+50	LT	6.25	13.00
CURVE	W1-2R	150+88	RT	6.25	13.00
CURVE	W1-2L	159+10	LT	6.25	13.00
CURVE	W1-2R	167+00	RT	6.25	13.00
TRUCK CROSSING	W11-10	170+00	RT	6.25	13.00
ADVISORY SPEED (35)	W13-1PE	170+00	RT	4.00	NONE
TRUCK CROSSING	W11-10	180+00	LT	6.25	13.00
ADVISORY SPEED (35)	W13-1PE	180+00	LT	4.00	NONE
CURVE	W1-2R	192+56	RT	6.25	13.00
CURVE	W1-2R	211+00	RT	6.25	13.00
CURVE	W1-2R	211+50	LT	6.25	13.00
SCHOOL BUS STOP AHEAD	S3-1	213+20	RT	6.25	13.00
SPEED LIMIT	R2-1 (45)	217+50	LT	5.00	13.00
CURVE	W1-2L	219+00	LT	6.25	13.00
YIELD	R1-2F	220+80	RT	6.93	13.00
STOP	R1-1F	221+80	LT	13.26	26.00
(1) STOP AHEAD	W3-1	(2) 224+80	LT	6.25	13.00
(3) SPECIAL		218+00	RT	10.25	13.00
(3) SPECIAL		221+00	275 FT LEFT	10.25	13.00
TOTAL				322.76	663.00

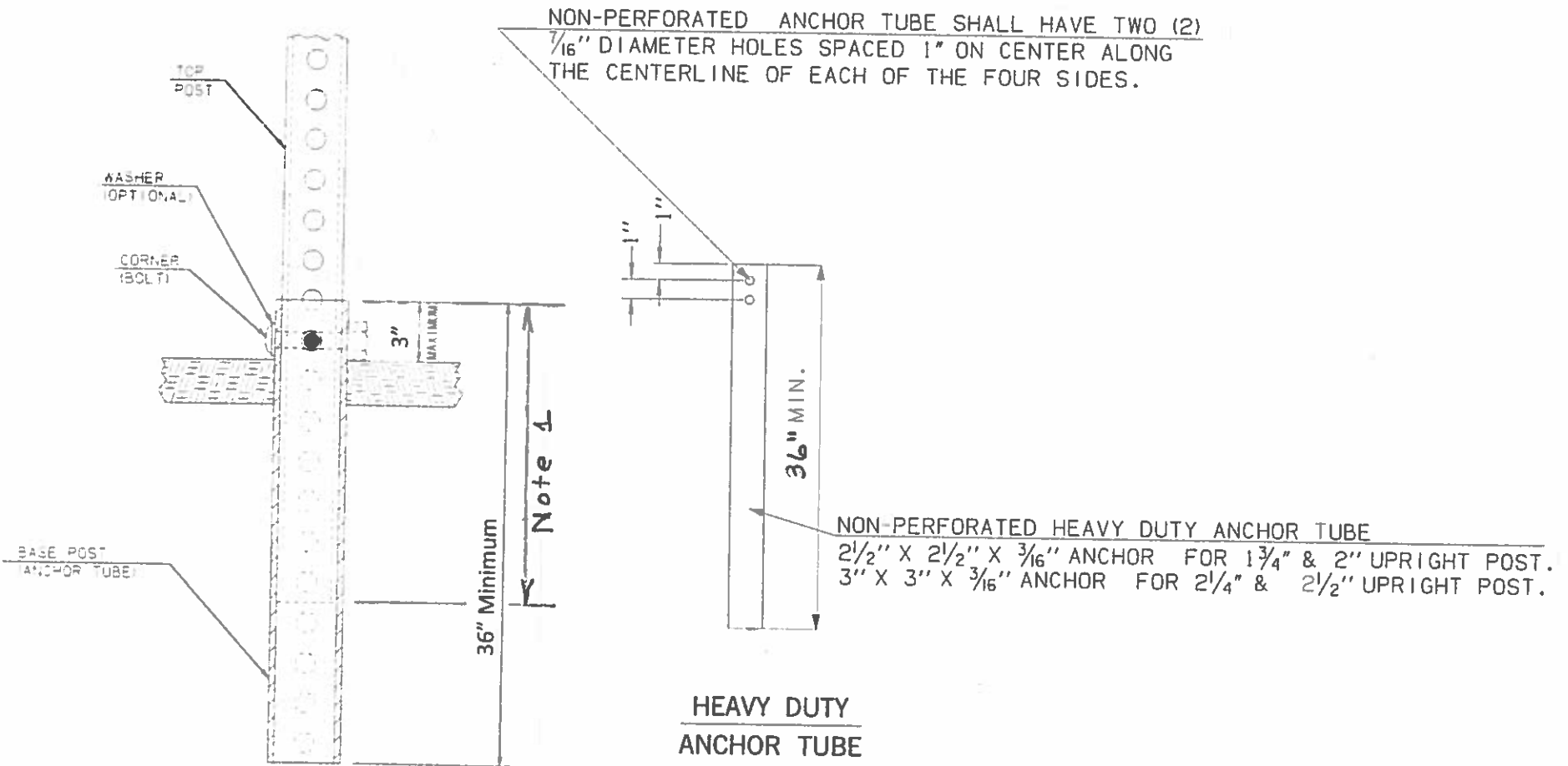
(1) STREET RETURN
(2) PLACE 175' FROM STOP BAR ON SIDE ROAD
(3) SEE DETAIL FOR SPECIAL SIGNS.
CONTRACTOR SHALL VERIFY FIELD POSTS LENGTHS PRIOR TO INSTALLING
CONTRACTOR INSTALL (2) BOLTS IN ALTERNATE DIRECTIONS IN EACH SIGN POST
2.25" SQUARE SIGN POSTS
SEE O.D.O.T. TRAFFIC STANDARD SIGN-1.00E.
PITTSBURG COUNTY FORCES TO REMOVE EXISTING SIGNS



SPECIAL SIGN - RIGHT MAINLINE ROAD



SPECIAL SIGN - LEFT MAINLINE ROAD



DESIGN		DETAIL AND SUMMARY SHEET	
DRAWN		TANNEHILL ROAD PROJECT NO. G09907-2641(1) S CHOCTAW NATION SHEET NO. 8 OF 25	
CHECKED			
APPROVED			

DESIGN NO.	DATE	PROJECT NO.	PROJECT NAME	SHEET NO.	TOTAL SHEETS
1	08/11/17	CR-61(317)	87	20	60
REVISIONS					

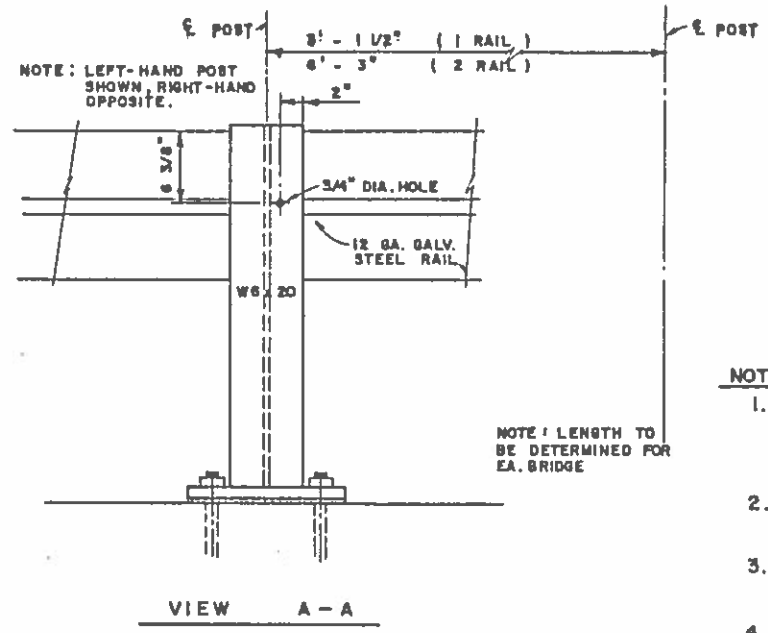
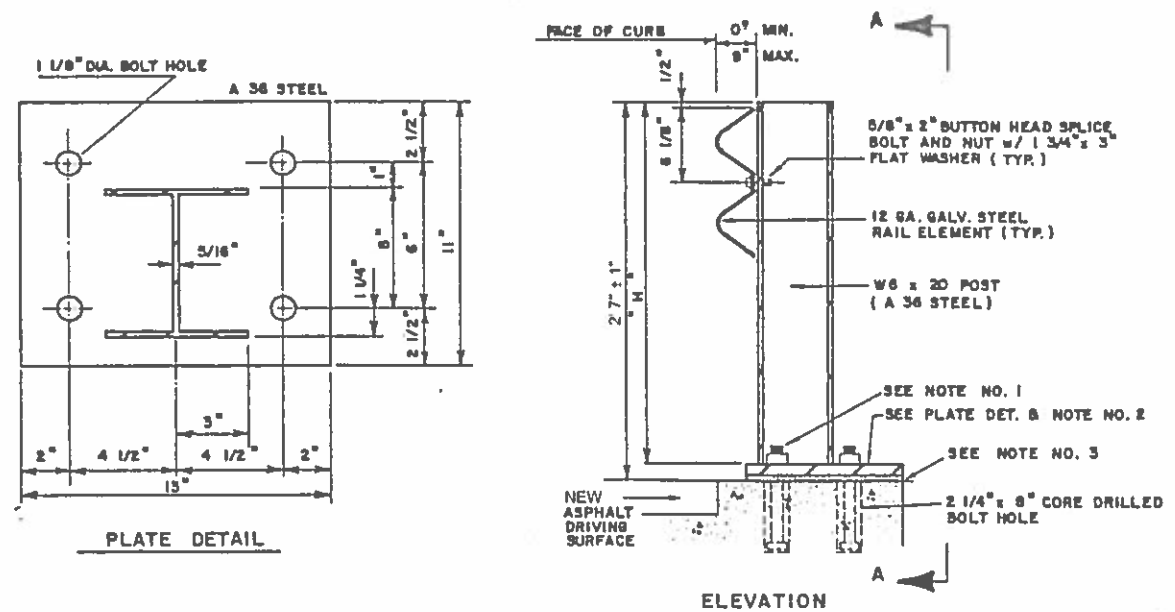
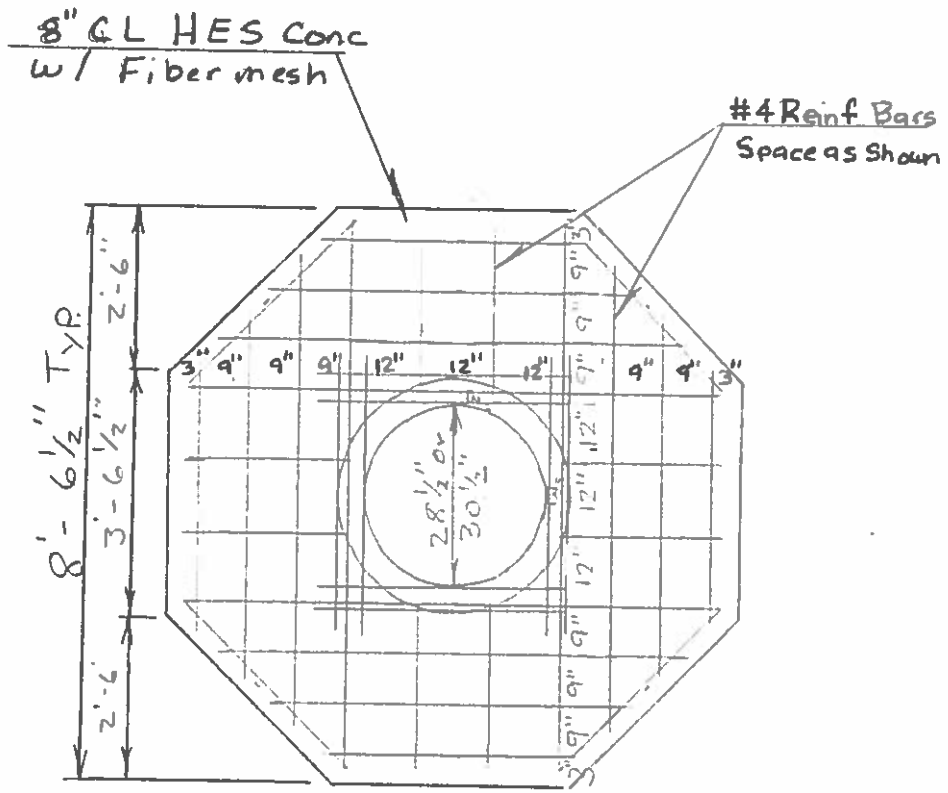


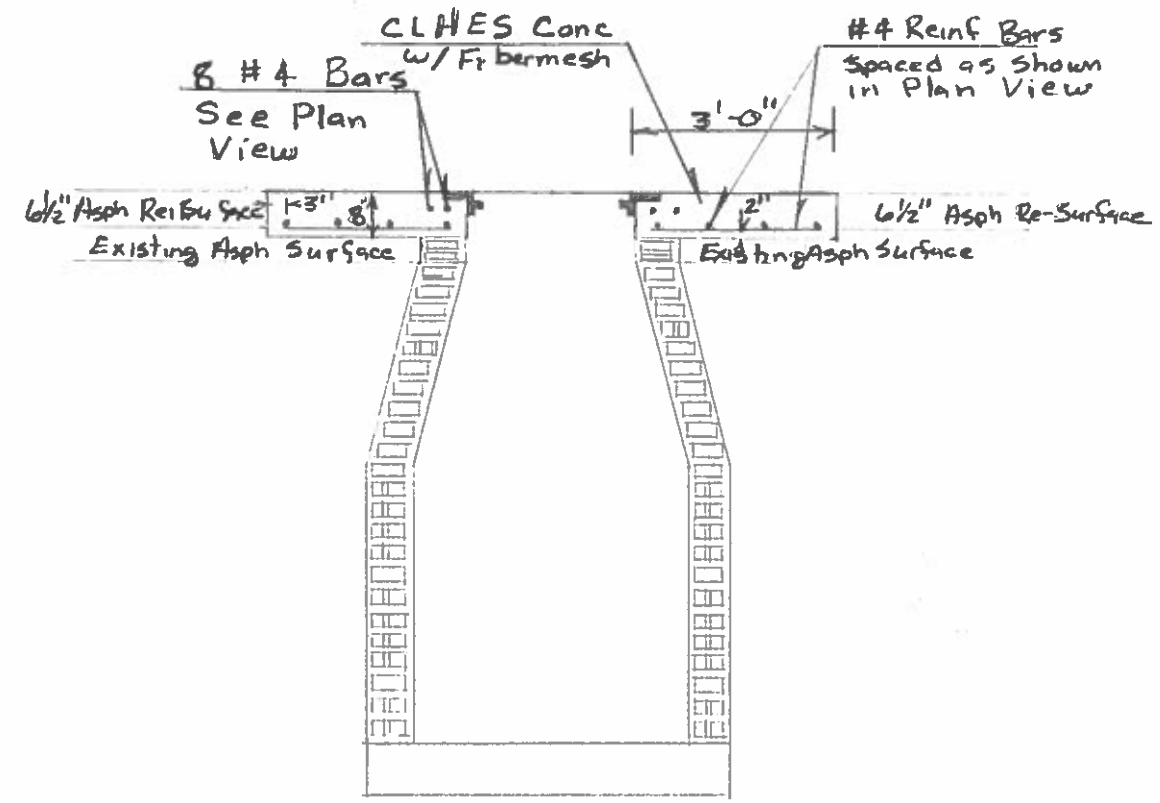
PLATE THICKNESS	MAXIMUM "H"
1 1/8"	30"
1"	25"
7/8"	20"

- NOTES:**
- 4 - 1" Dia. x 12" (5" Thread Length) ASTM A-32-5 High Strength Bolts Shall be used with 2 Lock Nuts and a 2 1/4" O.D. Washer (8 Ga. Thickness) Required for each Bolt. Bolts are to be set in Melted Sulfur or an Approved Encapsulated Epoxy.
 - Plate Shall be Levelled, Guardrail Post Adjusted To Plumb, and Lock Nuts Tightened.
 - After Plate Adjustment, Space Underneath Shall Be Filled with Non-Shrinking Grout.
 - Whenever 6'-3" Post Spacing is Chosen, The Guardrail Will be Double-Layered One On Top Of The Other with Splices Staggered.
 - Guardrail Laps Shall Be Toward The Bridge On Both Sides Of The Approach Roadway. Across The Bridge Laps Shall Be Made with Traffic.

TYPE II RETROFIT GUARDRAIL DETAILS



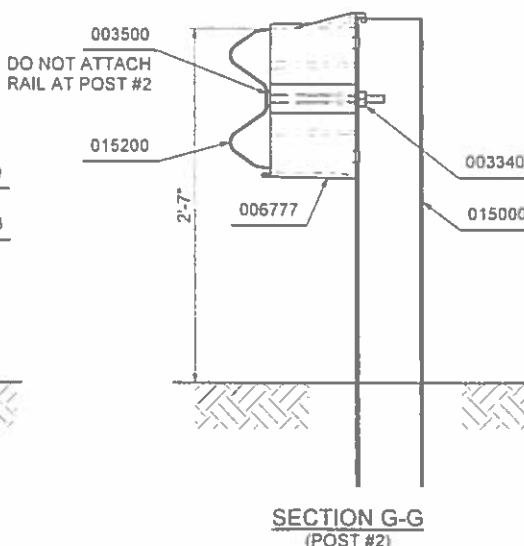
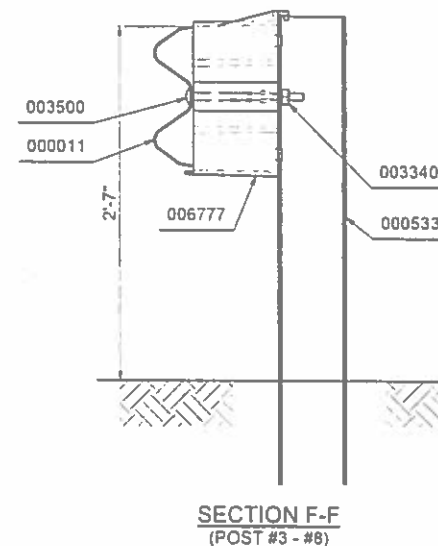
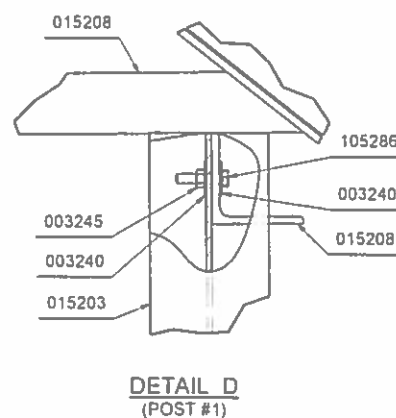
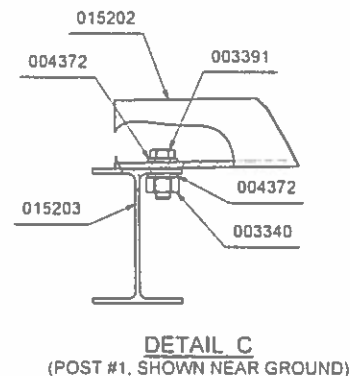
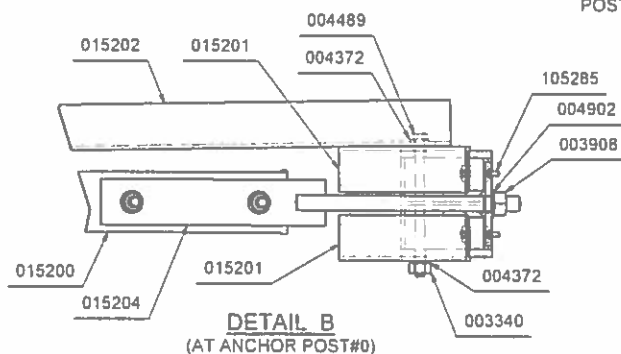
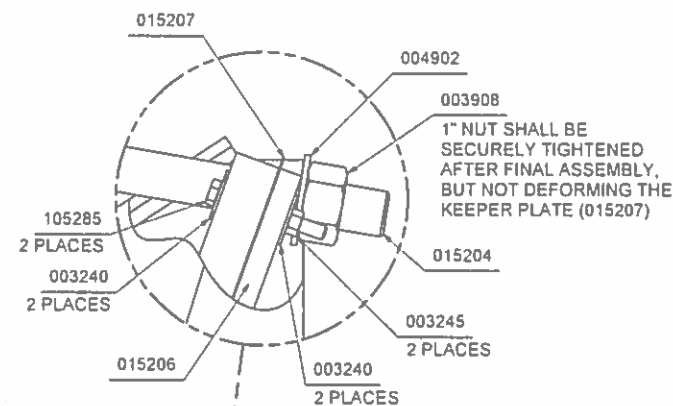
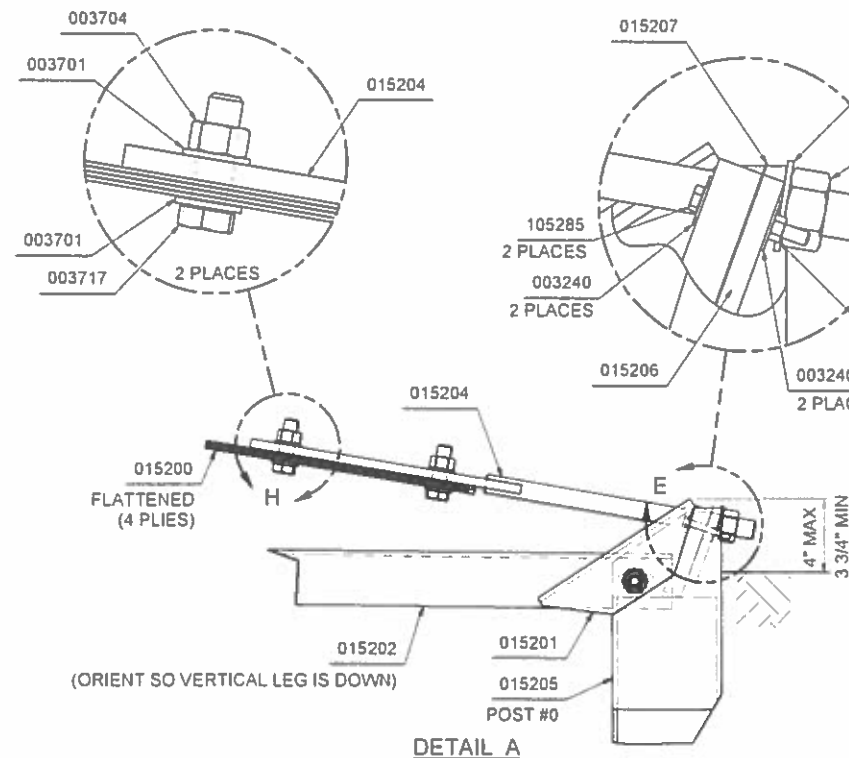
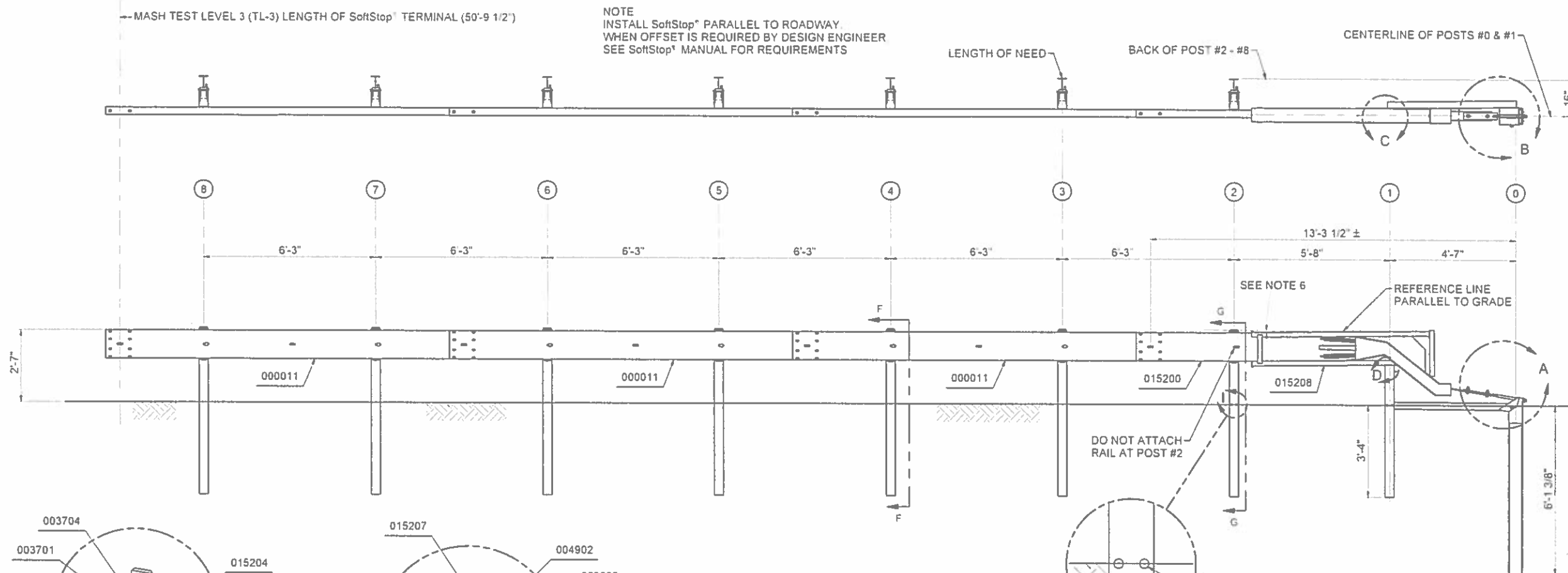
Manhole
Plan View



Manhole
Adjust to Grade

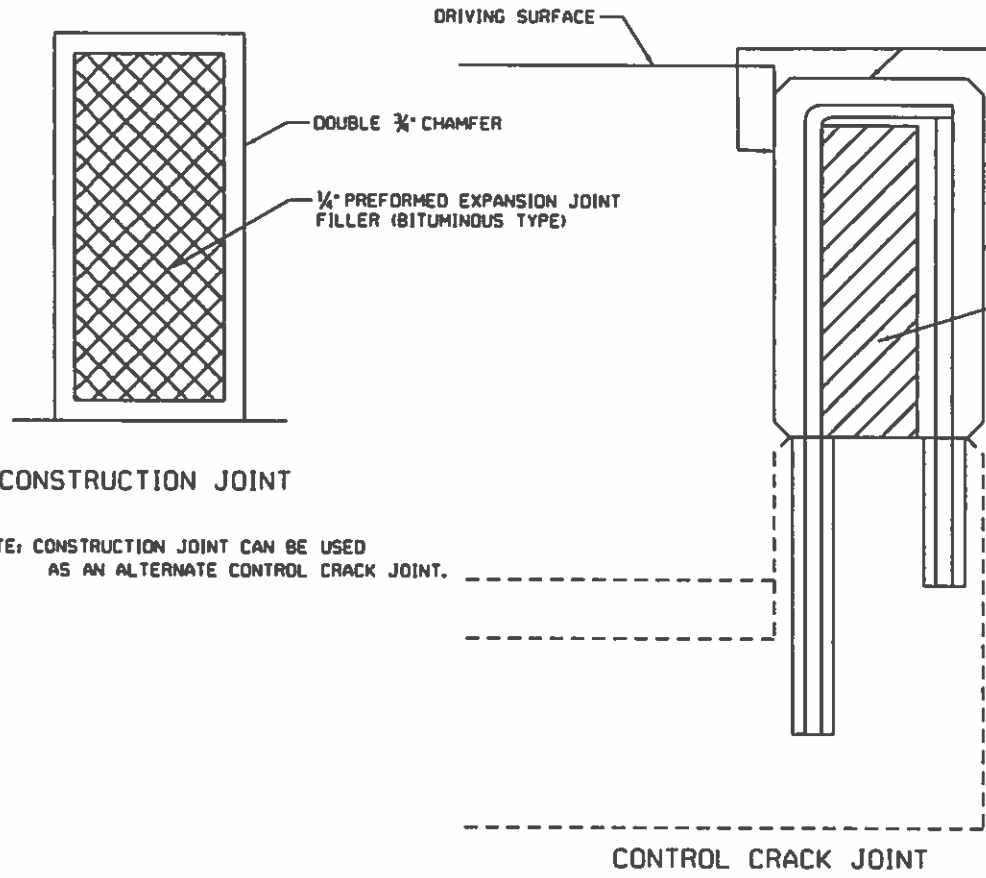
BAR LIST		
NO	SIZE	LENGTH (IN)
8	4	46.5
4	4	96.5
4	4	76.5
4	4	56.5
8	4	36.5
4	4	65.5

DESIGN	MD	GUARD RAIL AND MANHOLE DETAILS
DRAWN	MBM	
		TANNEHILL ROAD
		PROJ NO. G09907-2641(1)S
		CHOCTAW NATION SHEET NO. 9 OF 25



- NOTES
1. REFER TO SoftStop® ASSEMBLY MANUAL.
 2. PROPER SITE GRADING SHOULD BE ACCOMPLISHED IN ACCORDANCE WITH LOCAL SPECIFYING AGENCY GUIDELINES AND THE AASHTO ROADSIDE DESIGN GUIDE.
 3. DO NOT ATTACH THE SoftStop® DIRECTLY TO A RIGID BARRIER.
 4. UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE SoftStop® BE CURVED.
 5. MANUFACTURER SUGGESTS CUSTOMER TO PROVIDE REFLECTORIZATION OF THE TERMINAL.
 6. IT IS ACCEPTABLE TO INSTALL THE SoftStop® IMPACT HEAD PARALLEL TO THE GRADE LINE OR WITH AN UPWARD TILT. SEE SoftStop® ASSEMBLY MANUAL FOR SPECIFIC DETAILS.

SEE PARTS LIST	BT	11/14/2012	TOLERANCES PER CEMC-THP-SF-001 UNLESS OTHERWISE SPECIFIED	GUARDRAIL END TREATMENT SoftStop TERMINAL (8" BLOCKS)
N/A	BS	11/14/2012	DO NOT SCALE DRAWING	TANNEHILL ROAD
ESTIMATED WEIGHT 1221.7 lb/mass				PROJECT NO. G09907-2641 (1) S
				CHOCTAW NATION
				SHEET NO 10 OF 25



CONSTRUCTION JOINT

NOTE: CONSTRUCTION JOINT CAN BE USED AS AN ALTERNATE CONTROL CRACK JOINT.

CONTROL CRACK JOINT

SURFACES INDICATED WILL BE FINISHED IN ACCORDANCE WITH SECTION 509.04 OF THE STANDARD SPECIFICATIONS Class 2 - Rubbed Finish.

NOTES:

A CONSTRUCTION JOINT IN THE PARAPET WALL USING 1/4" PREFORMED EXPANSION JOINT FILLER (SECTION 710.081b), SHALL BE PLACED AT EACH CURB CONSTRUCTION JOINT AND BETWEEN CURB JOINTS TO MAINTAIN A 20' REQUIRED MAXIMUM SPACING.

A CONTROL CRACK JOINT, AS SHOWN BY THE DETAIL, SHALL BE PLACED HALFWAY BETWEEN THE CONSTRUCTION JOINTS.

AT EXPANSION JOINTS, THERE SHALL BE AN OPENING (IN LIEU OF THE FILLER) BETWEEN THE ENDS OF PARAPET AND CORRESPONDING TO THE SLAB EXPANSION JOINT OPENING.

REINFORCING STEEL SHALL BE GRADE 40, EPOXY COATED. ALL CONCRETE SHALL BE CLASS "AA".

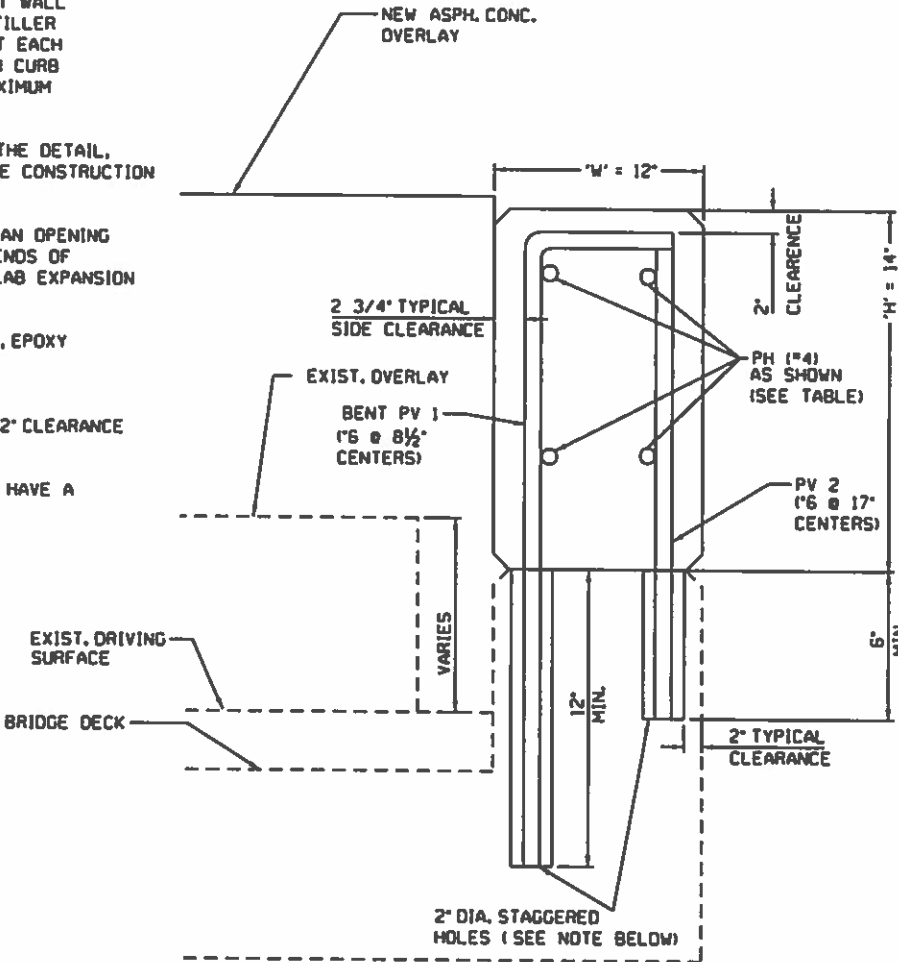
ALL REINFORCING STEEL SHALL HAVE A 2" CLEARANCE FROM SURFACE OF CONCRETE.

ALL EXPOSED EDGES OF PARAPET SHALL HAVE A 3/4" CHAMFER.

QUANTITIES BRIDGE A			
ITEM	DESCRIPTION	UNIT	TOTAL
509(A)	CLASS AA CONCRETE	CY	1.5
511 (B)	EPOXY COATED REINFORCING STEEL	LB	738

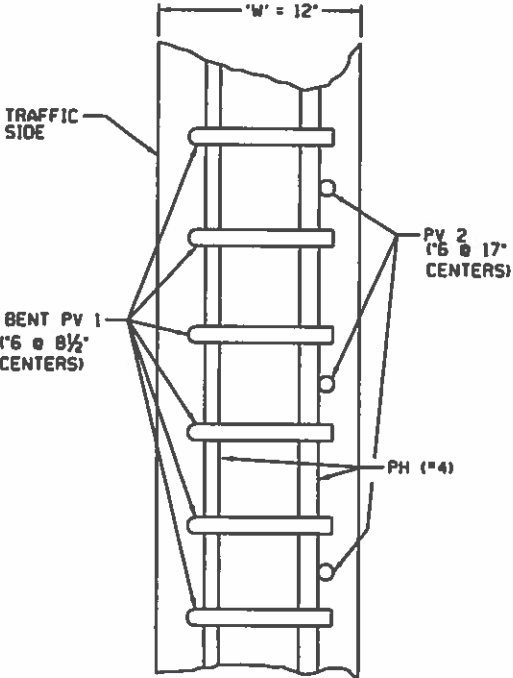
BAR LIST (PER PARAPET)			
Desc.	SIZE	NO. BARS	LENGTH
PV 1	#6	42	30 1/2'
PV 2	#6	21	17 1/2'
PH	#4	6	13'-2"

PARAPET DIMENSIONS = 35' x 7 1/2' x 20'



TYPICAL SECTION THRU PARAPET

2" DIA. HOLES SHALL BE DRILLED WITH A ROTARY TYPE DRILL. CARE SHALL BE TAKEN TO AVOID CUTTING EXISTING REINFORCING STEEL IN CURB. IF DRILL BIT STRIKES REINFORCING BARS, DRILLING SHALL CEASE. UNUSED HOLES GROUTED AND HOLE LOCATIONS MOVED TO CLEAR BARS. PV 1 AND PV 2 BARS SHALL BE SET IN MELTED SULFUR OR A DEPARTMENT APPROVED SUBSTITUTE.



TOP VIEW
(NOTE STAGGER OF PARAPET VERTICAL BARS)

TABLE		
'H'	'W'	NO. OF PH BARS
H ≤ 29'	7½'	6
29' < H ≤ 35'	8½'	8
35' < H ≤ 41'	9½'	8
CLEAR ROADWAY WIDTH (X)	*SETBACK* (IF CURB WIDTH PERMITS) *	
X ≤ 24'	9'	
24' < X ≤ 28'	6'	
X ≥ 28'	3'	
NOTE: USE CURB PROTECTION (SEE CURB PROTECTION DETAIL) FOR 4' TO 9' SETBACK.		

* IF CURB WIDTH IS TO NARROW TO ALLOW THIS "SETBACK", A LESSOR "SETBACK" DIMENSION MAY BE USED AS LONG AS THE 3/4" MIN. BACK DIMENSION IS MAINTAINED.

DESIGN	MO	PARAPET DETAIL (INSTALLATION ON EXISTING CURB)	
DRAWN	MBM	TANNEHILL ROAD PROJECT NO. G009907-2641(1) S CHOCTAW NATION	
		SHEET NO. 11 OF 25	

SUBMITTED 8/24/89

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
COUNTY HIGHWAY

COUNTY ROAD IMPROVEMENT PROJECT NO. CR-61(317)
GRADING, DRAINAGE AND SURFACING PLANS
STATE JOB NO. 07718(04)
PITTSBURG COUNTY

SURVEY DATA

HORIZONTAL CONTROL: HORIZONTAL CONTROL FOR THIS SURVEY IS THE ESTABLISHED SECTION CORNERS ALONG THE CONSTRUCTION REFERENCE LINE AND/OR SECTION LINE.

VERTICAL CONTROL: LEVEL DATUM IS MEAN SEA LEVEL (USC & GS).

DESIGN	DATA
STA. 17+00 TO STA. 223+00	
ADT(1989)	= 1350
ADT(2009)	= 2050
DHV(10%ADT AVG.)	= 170
V	= 40 MPH
STA. 223+00 TO STA. 341+00	
ADT(1989)	= 300
ADT(2009)	= 400
DHV(10%ADT AVG.)	= 35
V	= 40 MPH

SCALES
PLAN 1" = 100'
PROFILE HOR. 1" = 100'
VERT. 1" = 10'
LAYOUT MAP 1" = 5,280'

- CONVENTIONAL SIGNS
- INTERSTATE HIGHWAY
 - U.S. HIGHWAY
 - STATE HIGHWAY
 - PROPOSED ROAD
 - RAILROADS
 - RANGE & TOWNSHIP
 - SECTION LINES
 - QUARTER SECTION LINES
 - FENCES
 - GROUND LINE
 - EXISTING ROADS
 - BASE LINE
 - GRADE LINE
 - TELEPHONE & TELEGRAPH
 - POWER LINES
 - OIL WELLS
 - BUILDINGS
 - DRAINAGE STRUCTURES - IN PLACE
 - DRAINAGE STRUCTURES - NEW
 - Pres. R/W
 - R/W
 - RIGHT-OF-WAY LINES - EXISTING
 - RIGHT OF WAY LINES - NEW
 - RIGHT OF WAY MARKERS - IN PLACE
 - RIGHT-OF-WAY MARKERS - REMOVE & RESET
 - RIGHT-OF-WAY MARKERS - NEW
 - CONTROLLED ACCESS
 - RIGHT-OF-WAY FENCE

1988 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION, JANUARY 3, 1989. SPECIAL PROVISIONS GOVERN OVER STANDARD SPECIFICATIONS.

STA. 341+01.59 END COUNTY RD.
IMP. PROJ. CR-61(317)

STA. 205+50.00 End Exist. Bridge
Bridge in Place = 286.19'
STA. 202+63.81 Begin
Exist. Bridge



STA. 15+50.00 BEGIN COUNTY
RD. IMP. PROJ. NO. CR-61(317)

ROADWAY LENGTH 32,259.64 FT. 6.109 MI.
BRIDGE LENGTH 0.00 MI.
PROJECT LENGTH 6.109 MI.

EQUATIONS STA. 186+30.78 BK. = STA. 186+36.54 FWD
EXCEPTIONS BRIDGE IN PLACE = 286.19'



PLANS SUBMITTED BY
MILLER ENGINEERING
John H. Miller
JOHN H. MILLER, P.E. 11791
McALESTER, OKLAHOMA

FILE NO.	DATE	BY	REVISION	DATE	BY
6	08/24/89	CH	61(317)		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	SUMMARY SHEET
4	SUMMARY OF DRAINAGE STRUCTURES
5	SUMMARY OF SIGNS
6	SUMMARY OF PAY QUANTITIES
7-17	PLAN AND PROFILE SHEETS
18	RETROFIT GUARDRAIL DETAILS & EXIST. RCB EXTENSION DETAILS
19	SPECIAL DETAIL (BC-6 ₂)
20	SPECIAL DETAIL (BC-5 ₁)
21	SPECIAL DETAILS OF GUARD RAIL ANCHOR UNITS
22-55	CROSS SECTION SHEETS
21A	FILL HEIGHT TABLES-METAL PIPE CULVERTS

THE FOLLOWING STANDARDS WILL BE REQUIRED FOR THIS PROJECT.

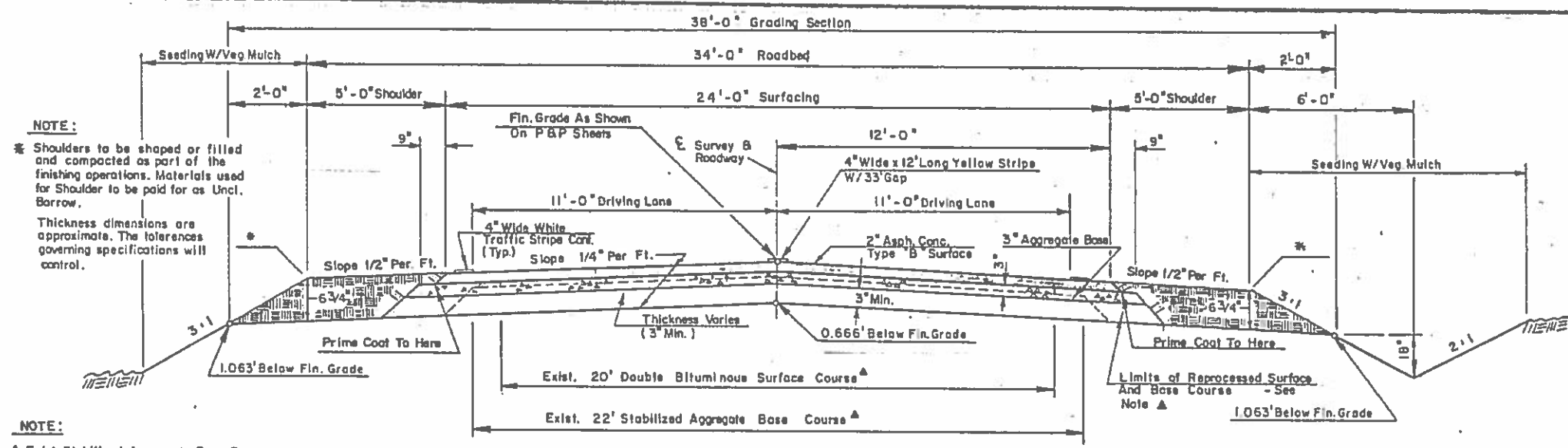
SPI-2-2	GRH-2-6	PDS-1-34
SBT-2-1		SSA-1-1
PCES-2-1	GRAU-4-4	PCM-1-1
CET-1-1	TCD-1-8	PCM-2-3
MI-1-2	TCD-2-4	PM-1-15
MD-2-30	TCD-3-3	RSD-1-24
DC-1-21	TCD-10-4	RSD-2-5
	DU-1-26	WSD-1-20
	DU-2-3	WSD-3-7
	BC-12-13	WSD-6-5
	GMS-1-21	
	GMS-2-20	

APPROVED
THIS 6th DAY OF April, 1987

COUNTY COMMISSIONERS
CHAIRMAN: *W.S. Bill Webb*
MEMBER: *Chas. Wilcher*
MEMBER: *John A. White*
MEMBER: *John A. White*
ATTEST: *John A. White*
COUNTY CLERK

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

FILE NO.	STATE	PROJECT NO.	SECTION	DATE
4	DELA.	CR-61(317)		
REVISIONS				
DESCRIPTION				

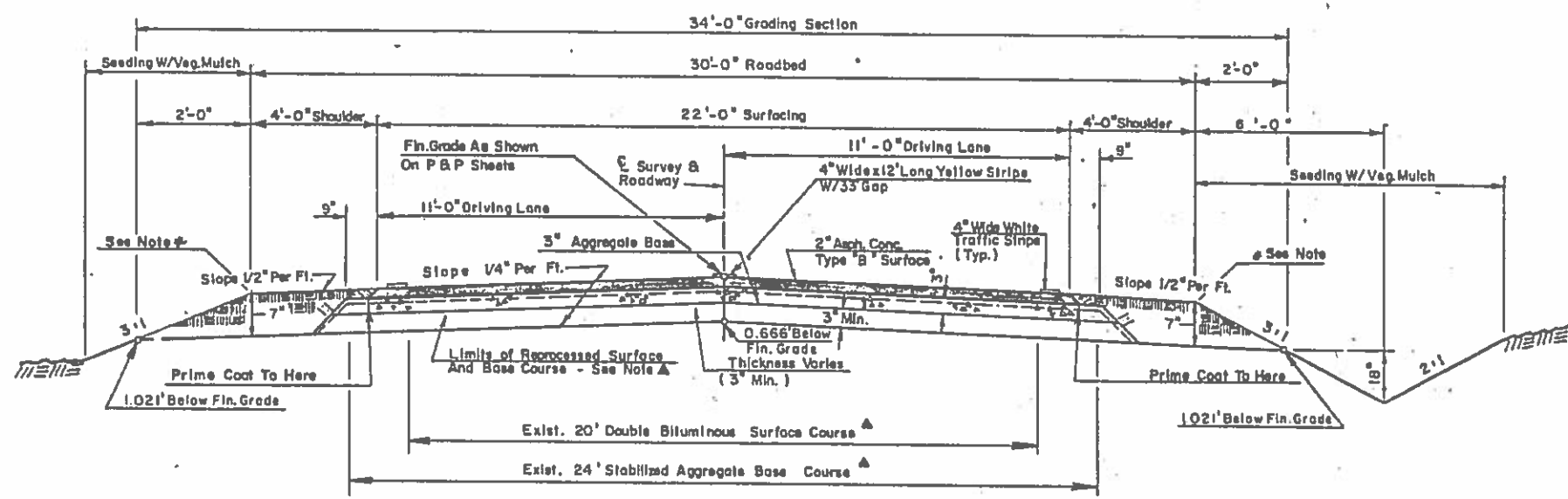


NOTE:
 * Shoulders to be shaped or filled and compacted as part of the finishing operations. Materials used for Shoulder to be paid for as Uncl. Borrow.
 Thickness dimensions are approximate. The tolerances governing specifications will control.

NOTE:
 ▲ Exist. Stabilized Aggregate Base Course and Exist. Dbl. Bituminous Surface to be Pulverized and Blended together

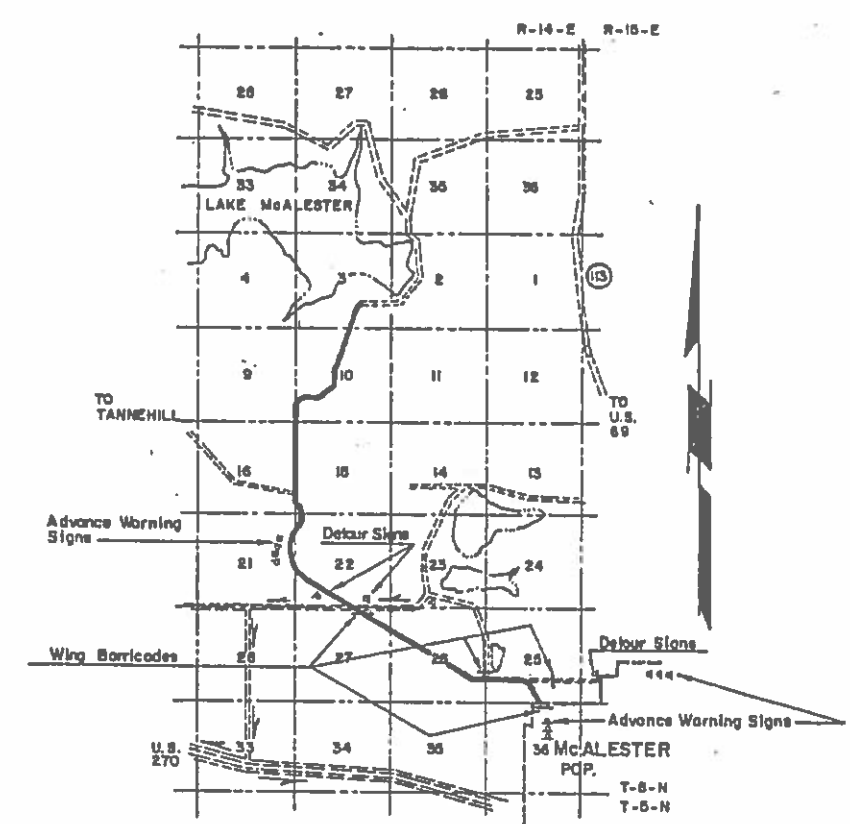
TYPICAL GRADING AND SURFACING SECTION NO. 1

STA. 17+00.00 TO STA. 202+63.81
 STA. 205+50.00 TO STA. 223+00.00



TYPICAL GRADING AND SURFACING SECTION NO. 2

STA. 223+00.00 TO STA. 341+01.59



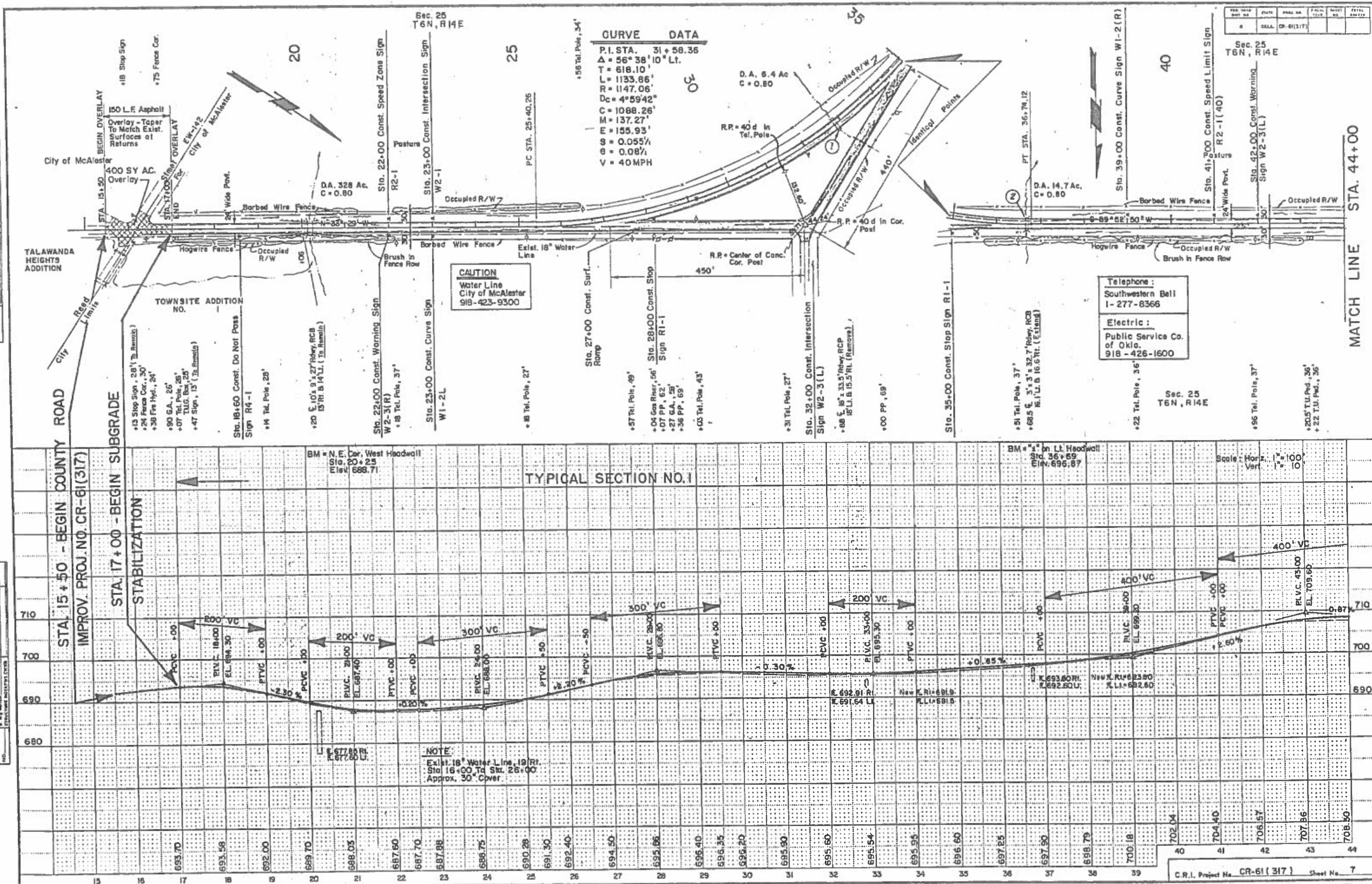
TRAFFIC CONTROL PLAN

See TCD-1, TCD-2, TCD-3, TCD-10

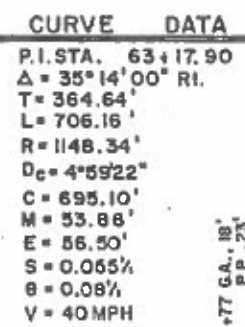
Design	JHM
Drawn	TL
Checked	JHM
Approved	
Squad	

TYPICAL SECTION

PROFILE		OF	DATE
SUBMITTED			
RECEIVED			
NOTE BOOK			
CHECKED			
BY			

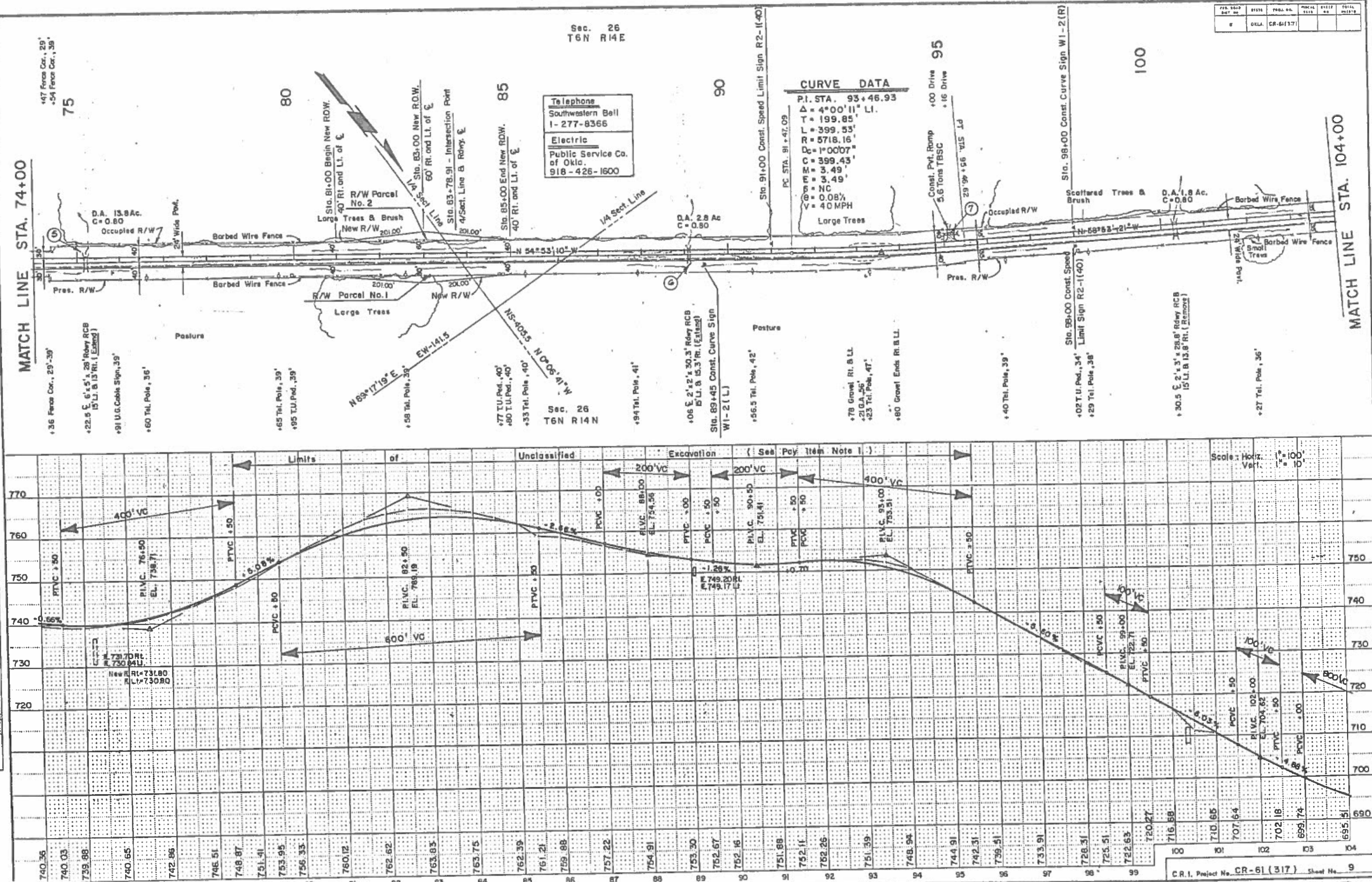


PLAN	SUPPLIES PLUMB ELECTRICAL ETC. BY WHAT ENCLER	BY	DATE
NOTE BOOK			
NO.			



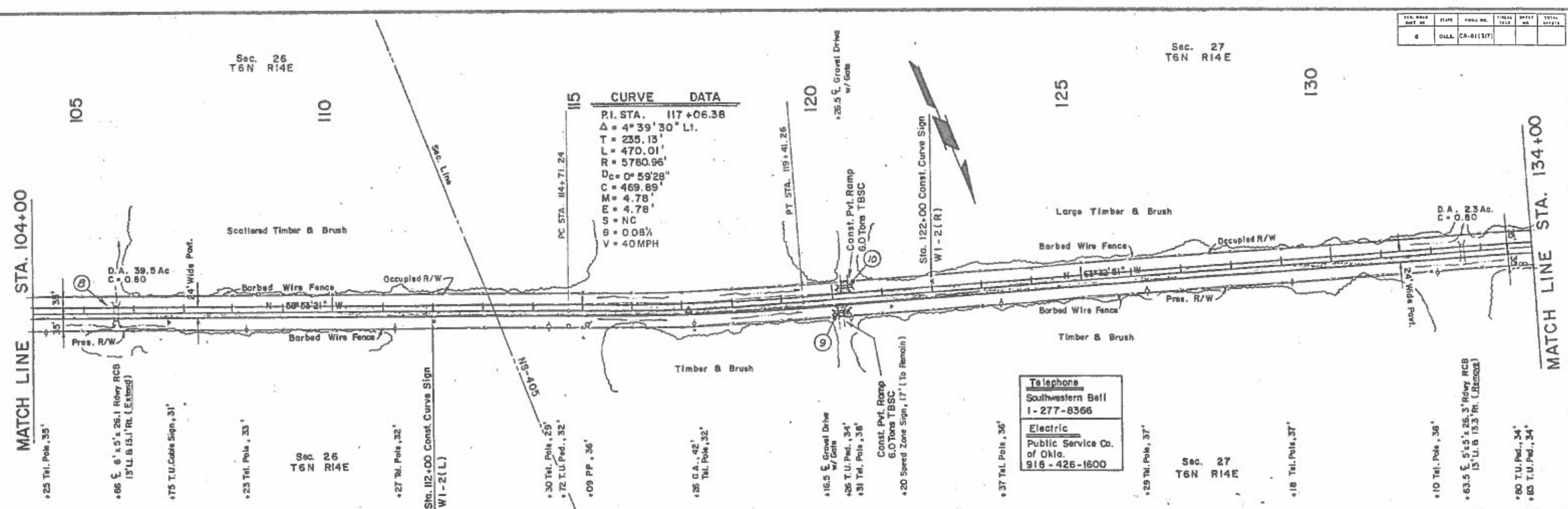
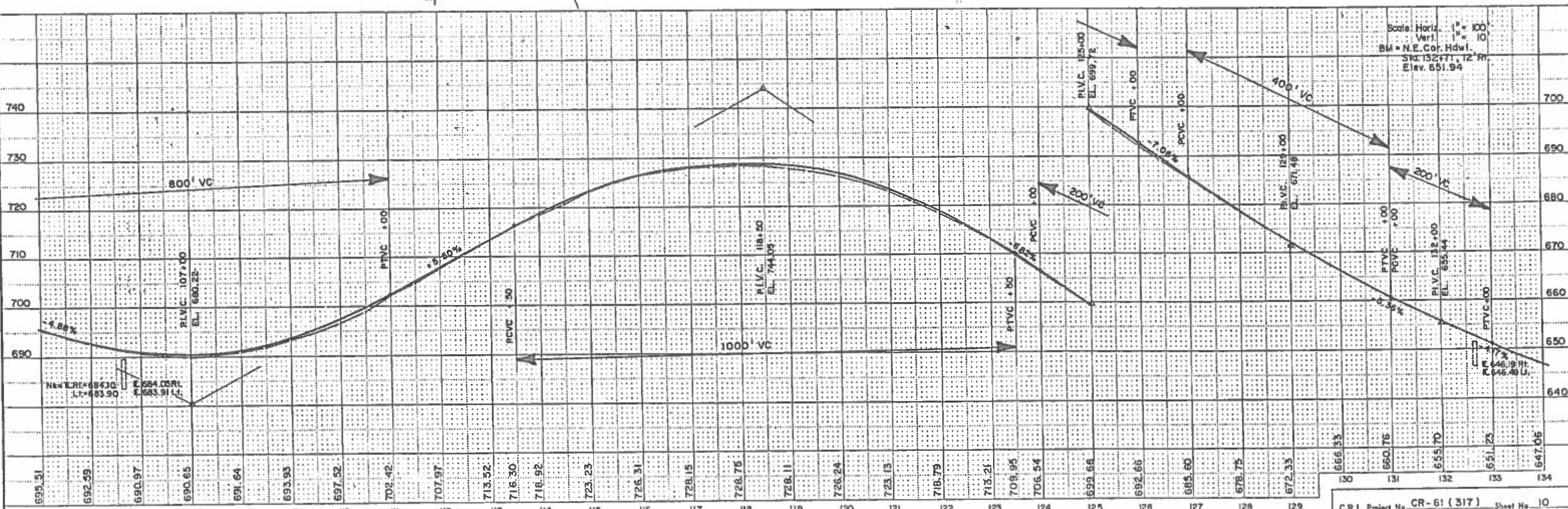
750. 5000 DET NO	81570	7001. 00.	70041 5510	81117 00	7014 7010
8	OKLA.	CR-61(17)			

STATION LINE STA. 104+00



PLAN	DATE
DESIGNED BY	
PLOTTED BY	
CHECKED BY	
NOTED BY	
DATE	

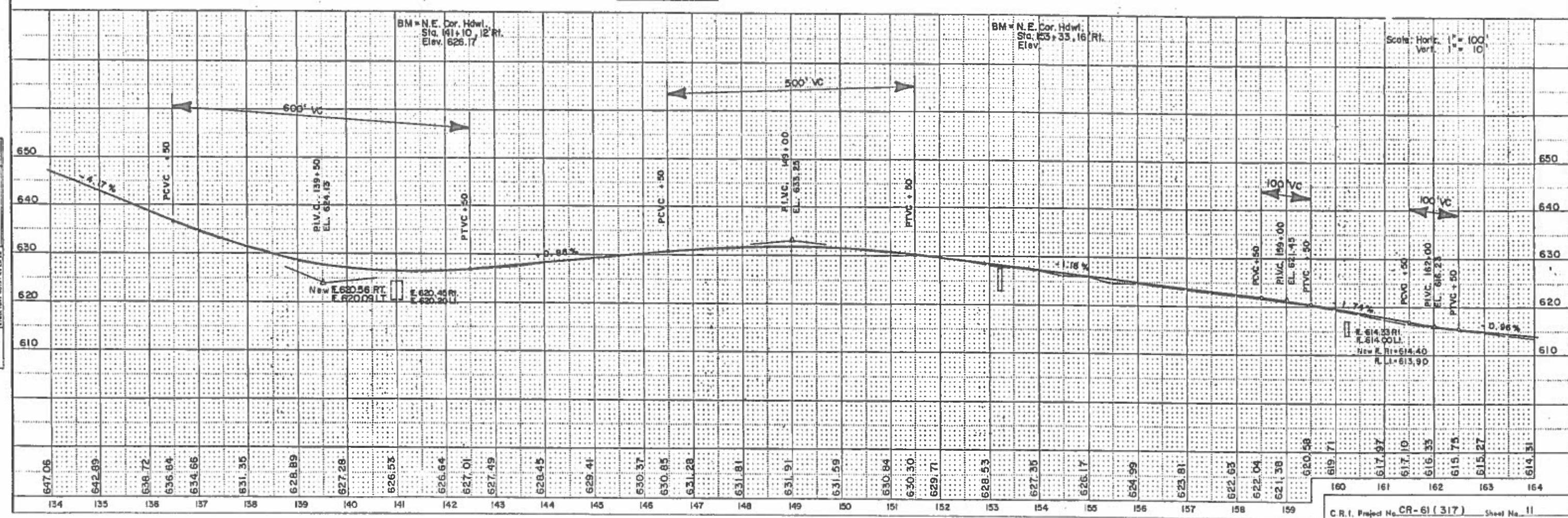
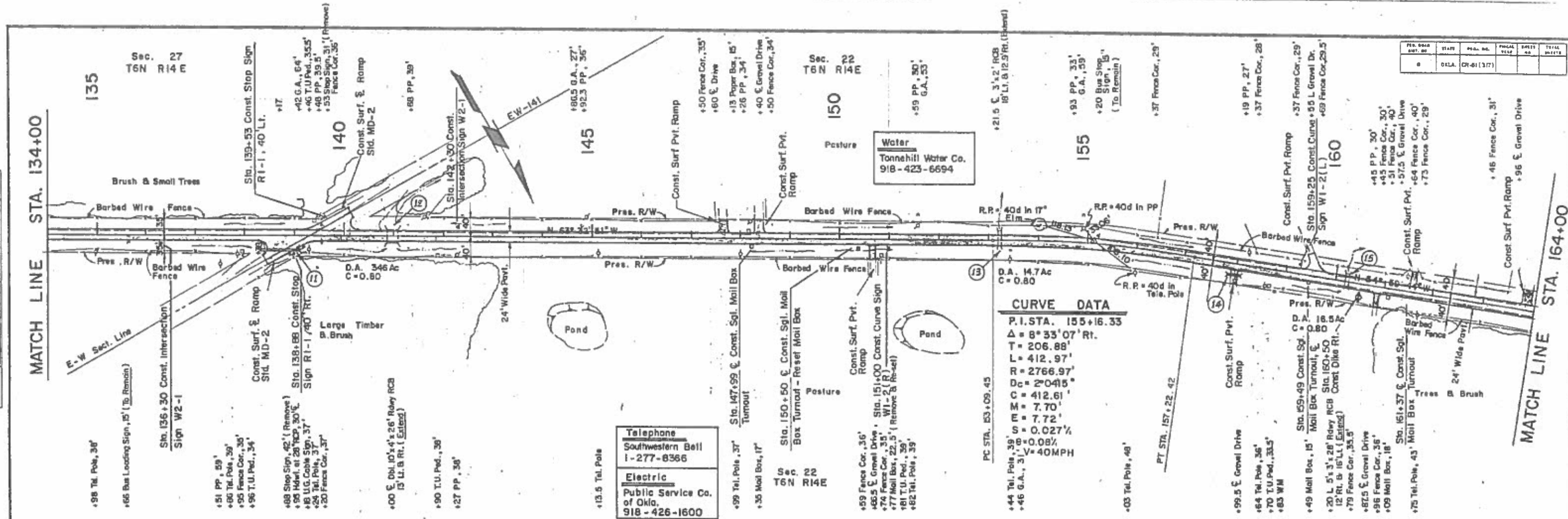
PROFILE	DATE
DESIGNED BY	
PLOTTED BY	
CHECKED BY	
NOTED BY	
DATE	



FILE NO.	DATE	FILE NO.	FILE NO.	FILE NO.	FILE NO.
6	04/11/17				

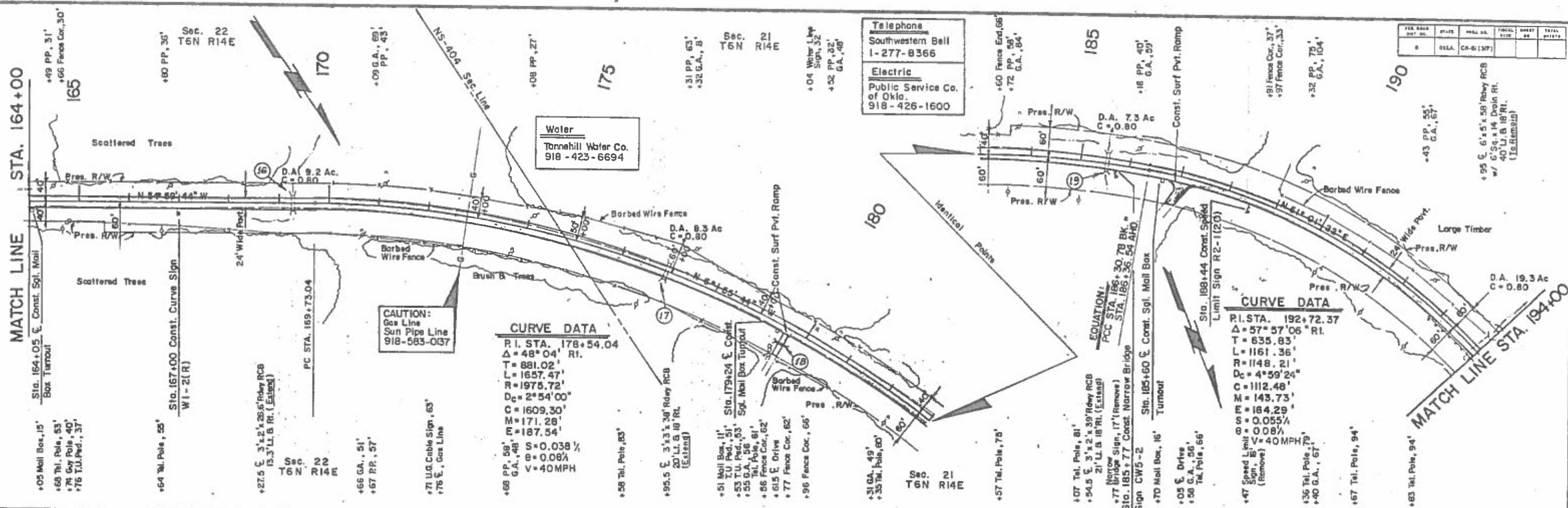
PLAN	DATE
SURVEYED NOTED BY	DATE
NOTE BOOK BY	DATE
NO.	

PROFILE	DATE
SURVEYED NOTED BY	DATE
NOTE BOOK BY	DATE
NO.	

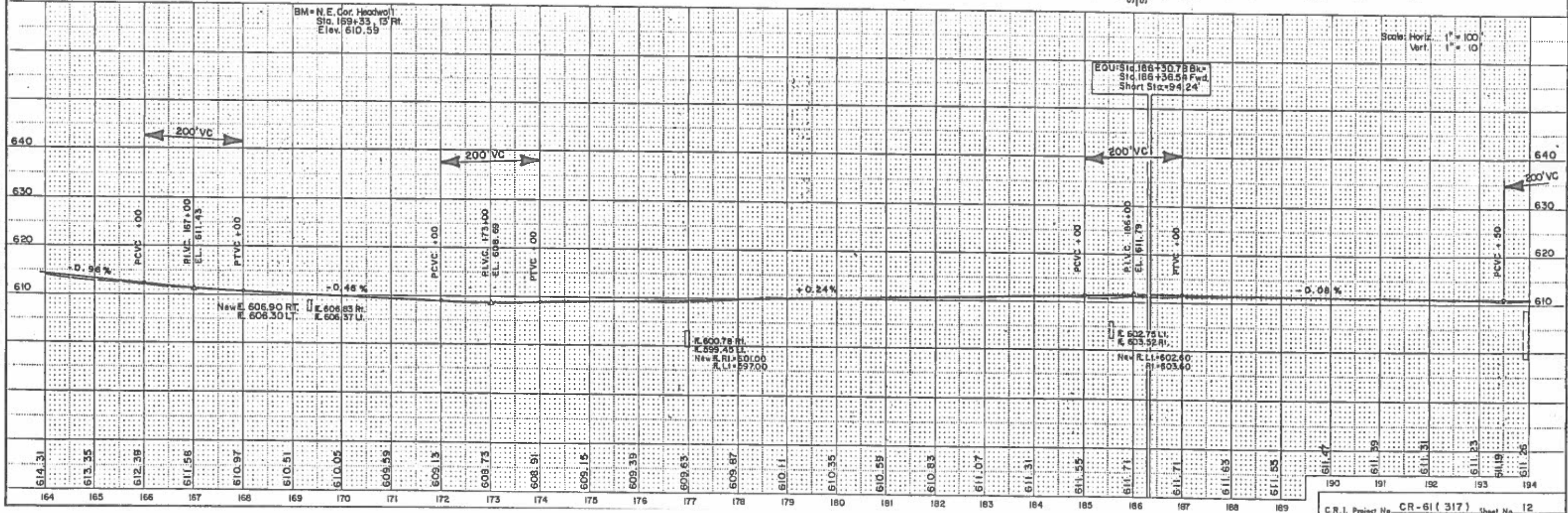


PRO. DATA	STATE	PRO. NO.	PROJ. NO.	SHEET	TOTAL
0	OKLA.	CR-61(317)			

PLAN	REVISIONS	DATE
NO. 1	AS SHOWN	
NO. 2	AS SHOWN	
NO. 3	AS SHOWN	
NO. 4	AS SHOWN	
NO. 5	AS SHOWN	
NO. 6	AS SHOWN	
NO. 7	AS SHOWN	
NO. 8	AS SHOWN	
NO. 9	AS SHOWN	
NO. 10	AS SHOWN	

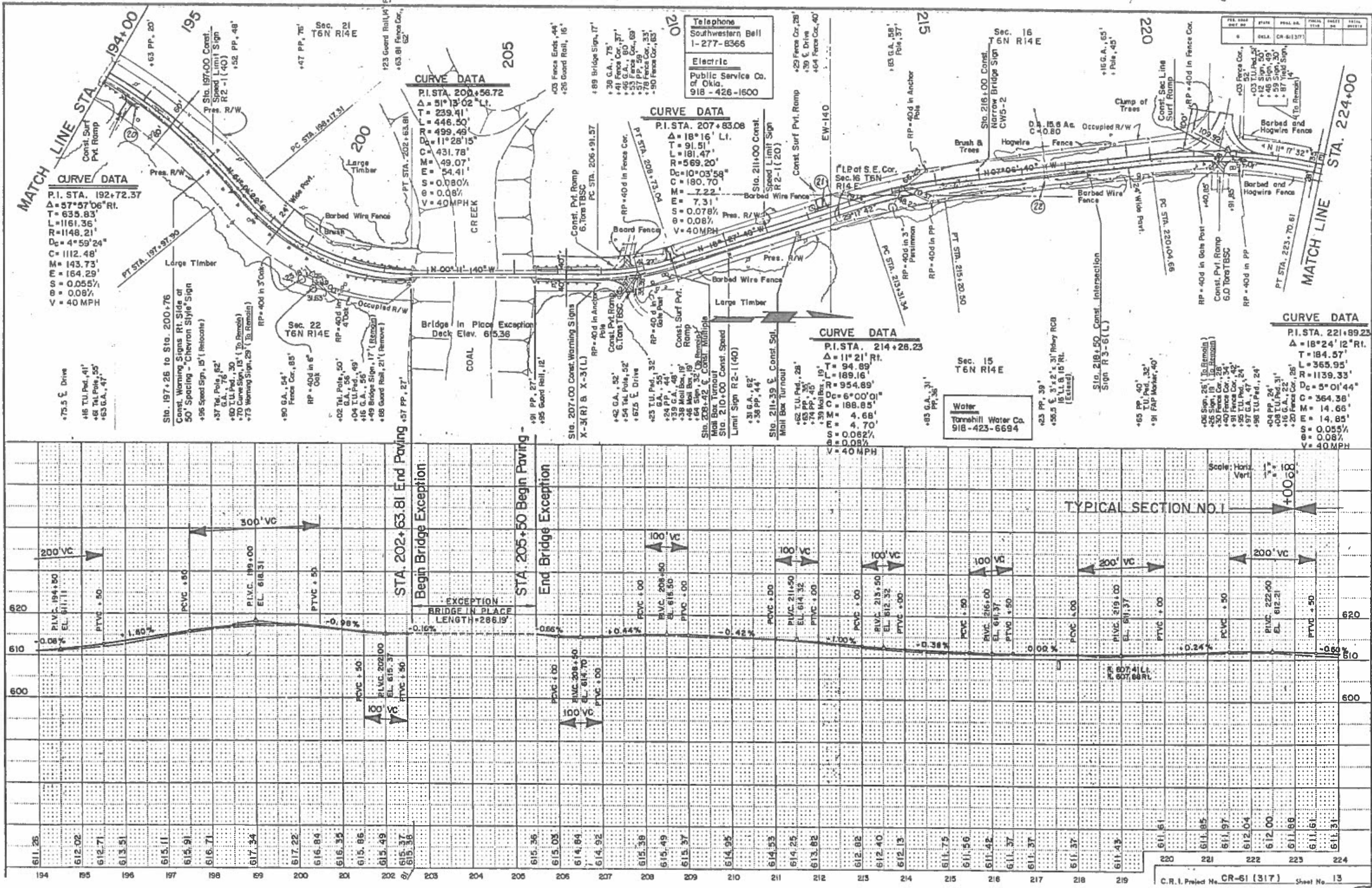


PROFILE	REVISIONS	DATE
NO. 1	AS SHOWN	
NO. 2	AS SHOWN	
NO. 3	AS SHOWN	
NO. 4	AS SHOWN	
NO. 5	AS SHOWN	
NO. 6	AS SHOWN	
NO. 7	AS SHOWN	
NO. 8	AS SHOWN	
NO. 9	AS SHOWN	
NO. 10	AS SHOWN	

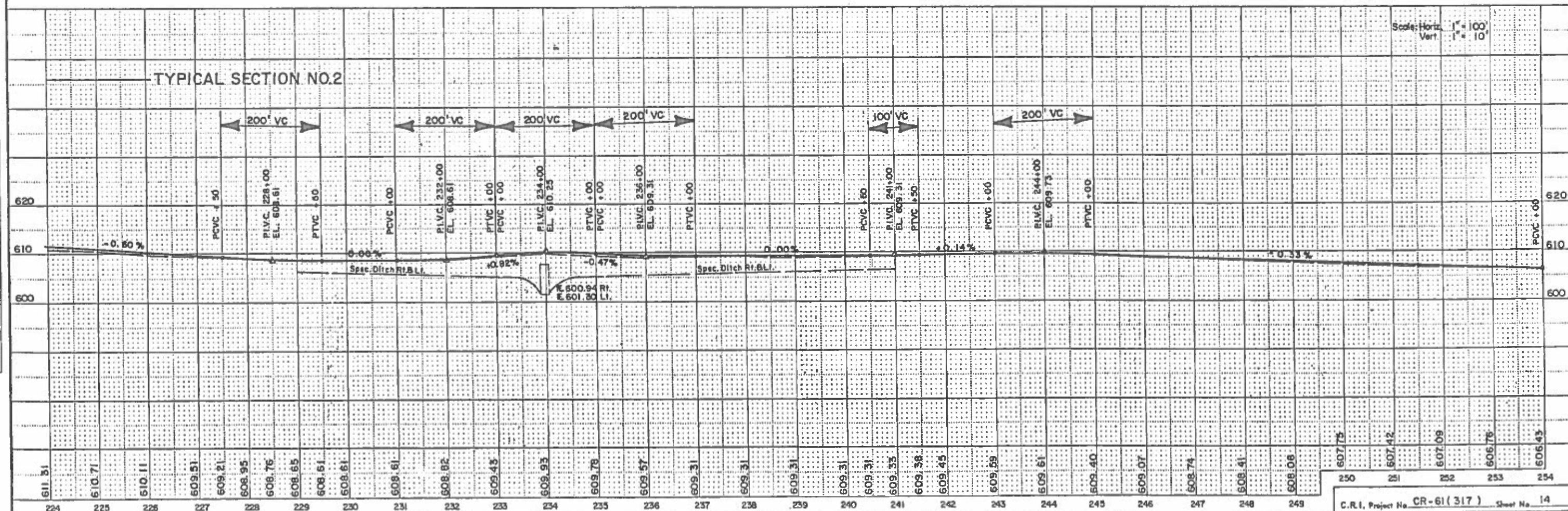


PLAN	DATE
REVISIONS	
NOTED	
ALIGNED	
CHANGED	
BY	
NO.	

PROFILE	DATE
REVISIONS	
NOTED	
CHANGED	
BY	
NO.	



PROFILE	SURVIVED	PT	DATE
PLANTED			
SALES ORDER			
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.			



PLAN	DATE
DESIGNED	
FLYING	
ALIGNED CHECKED	
BY	
NO.	

MATCH LINE STA. 254+00

255

Telephone
Southwestern Bell
1-277-8368

Electric
Public Service Co. of Okla.
918-426-1600

BM = Top of South End, E. Hdwl.
Sta. 258+74.16
Elev. 606.14

Sec. 15
T6N R14E

Water
Tonnehill Water Co.
918-423-6694

Sec. 16
T6N R14E

270

Sec. 10
T6N R14E

Sec. 8
T6N R14E

Sec. 10
T6N R14E

+21 PP, 54'
+29 T.U. Pad, 43'

MATCH LINE STA. 284+00

PLAN	DATE
DESIGNED	
FLYING	
ALIGNED CHECKED	
BY	
NO.	

CURVE DATA

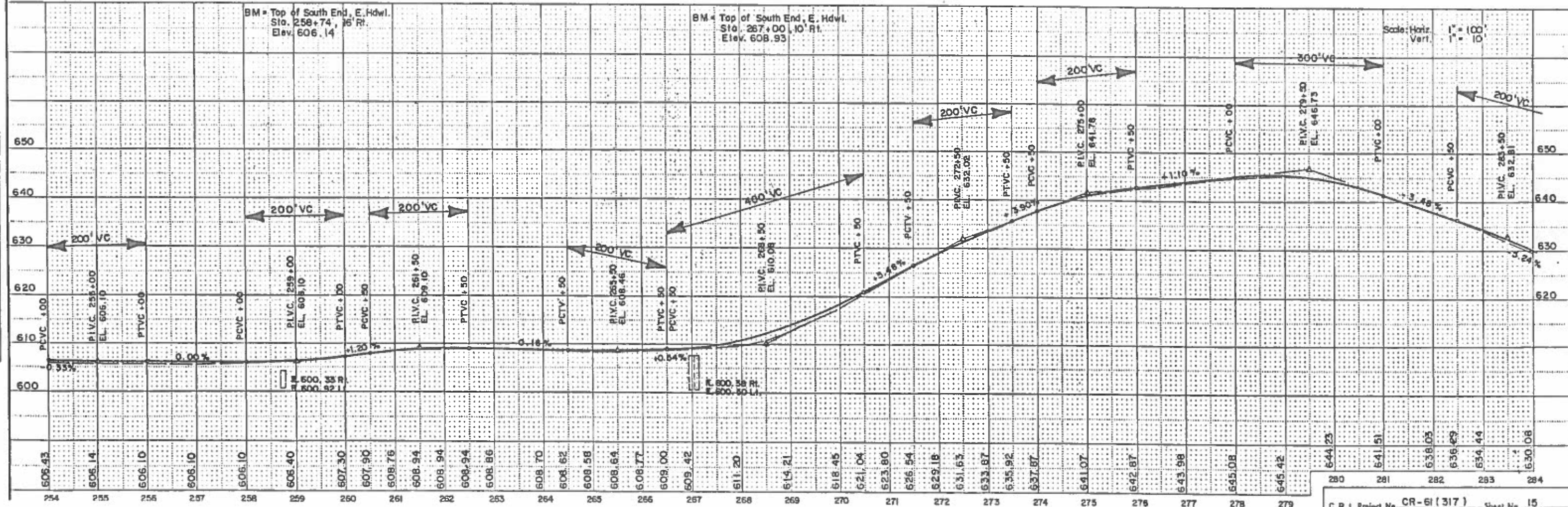
P.I. STA. 278+68.18
 $\Delta = 91^{\circ}08'30''$ RL
 $T = 416.83'$
 $L = 649.98'$
 $R = 408.61'$
 $D = 14^{\circ}01'20''$
 $C = 583.59'$
 $M = 122.57'$
 $E = 175.10'$
 $S = 0.080\%$
 $\theta = 0.08\%$

Sec. 10
T6N R14E V=40 MPH

CAUTION: Gas Line
Sun Pipe Line
918-583-0137

Sta. 270+00 Const. Speed Limit
Sign R2-1 (40)

Sta. 271+50 Const. Curve
Sign W1-1 (R)



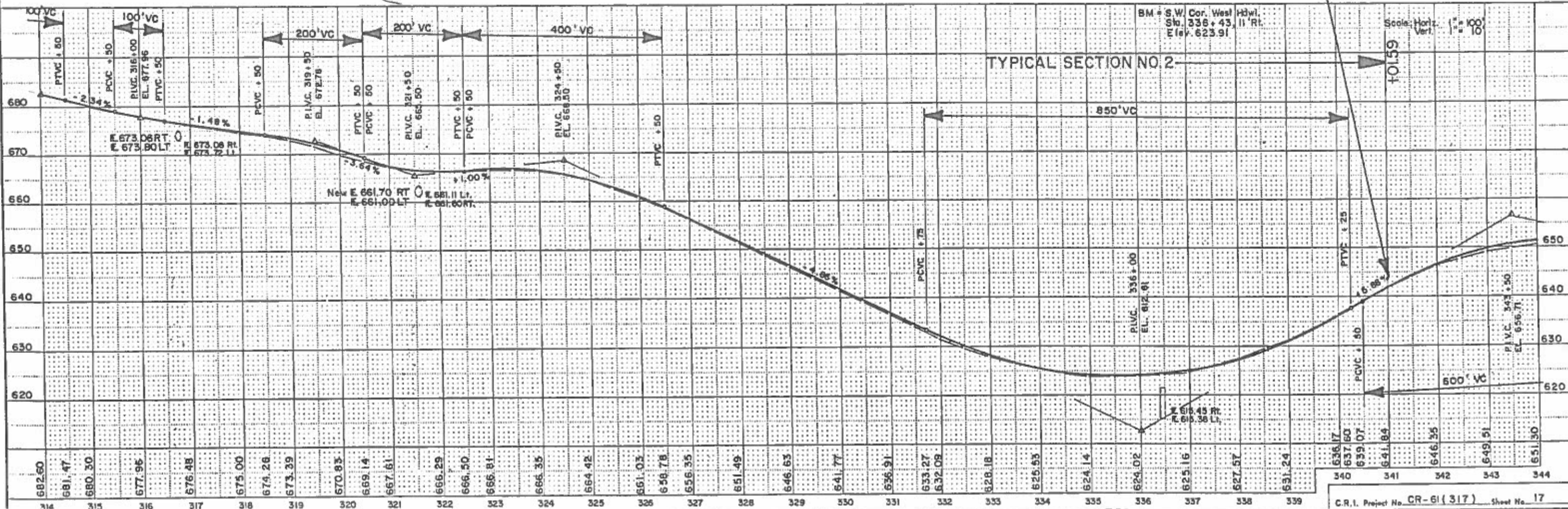
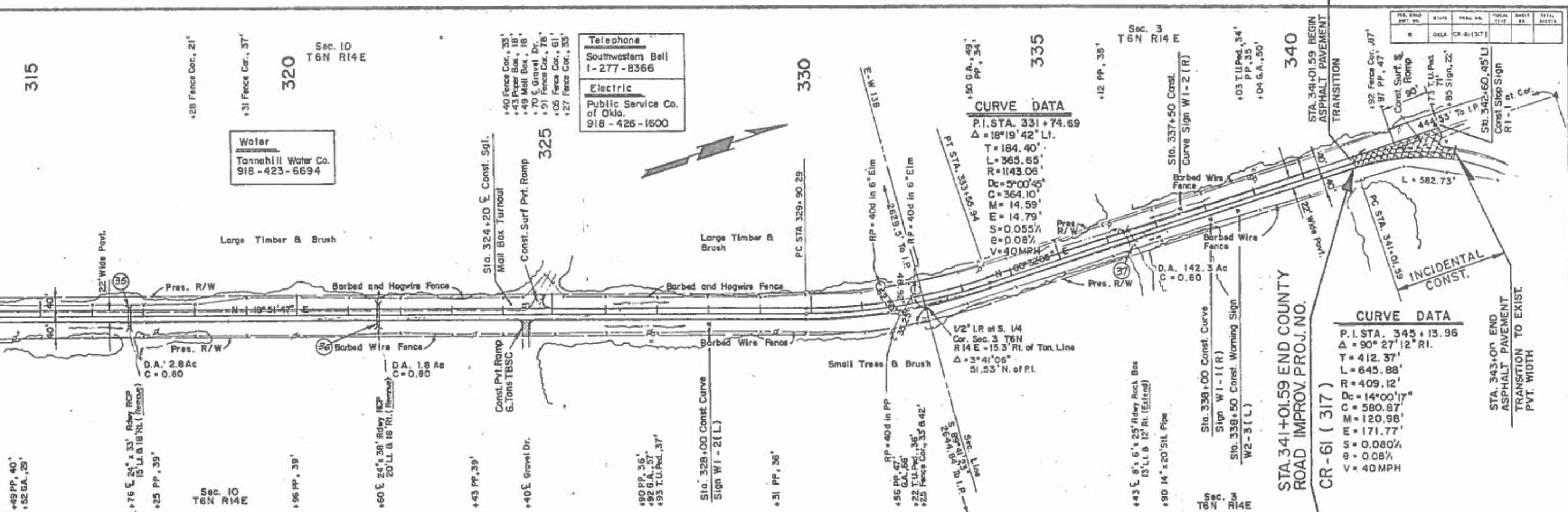
PROFILE	SWERDLOV	BT	DATE
NOTE BOOK	FLUTTER		
NO.	SMALL CRISPER		
	A. & J. NOTES		

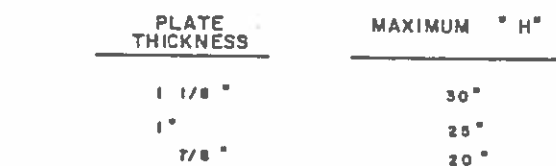


PLAN	DATE	BY
REVISIONS		
NO.		

PROFILE	DATE	BY
REVISIONS		
NO.		

MATCH LINE STA. 314+00



[illegible]

- NOTES:**
1. 4 - 1" Dia. x 12" (5" Thread Length) ASTM A-32-5 High Strength Bolts Shall be used with 2 Lock Nuts and a 2 1/4" O.D. Washer (8 Ga. Thickness) Required for each Bolt. Bolts are to be set in Melted Sulfur or an Approved Encapsulated Epoxy.
 2. Plate Shall be Leveled, Guardrail Post Adjusted To Plumb, and Lock Nuts Tightened.
 3. After Plate Adjustment, Space Underneath Shall Be Filled with Non - Shrinking Grout.
 4. Whenever 6'-3" Post Spacing is Chosen, The Guardrail Will be Double - Layered One On Top Of The Other with Splices Staggered.
 5. Guardrail Laps Shall Be Toward The Bridge On Both Sides Of The Approach Roadway. Across The Bridge Laps Shall Be Made with Traffic.

Plan view of a bridge structure showing Type "A" guardrail sections. The diagram includes labels for "Shoulder", "DIRECTION OF TRAVEL", "Pavement Edge", "Fence of Guardrail", "Exist. Structure (Widths Vary)", "Type "A" (20' Twisted Guardrail, 20' Sgl. Rail, 20' Sgl. Rail, 20' Sgl. Rail, 20' Sgl. Rail, 20' Twisted Guardrail)", "Length Varies", "See Schedule Type II Retrof. Sect. Guardrail", "12.0' Typ.", "25' Typ.", "8 Spaces of 3'-1 1/2" (Typ.)", "2 Spaces of 6'-3" (Typ.)", "W8 x 20 Post Nos. Vary - See Guardrail Schedule", and "Species of 3'-1 1/2" Nos. Vary - See Guardrail Schedule".

Remove existing slab & masonry walls to this line and leave any longitudinal steel in place for tie to new R.C.B. extension steel.

New R.C.B. Extension (see Std. for details)

1'-0"

Rdy face of existing curb

Inside face of R.C.B. extension walls shall be flush with masonry walls.

Std. wings and apron

1'-0"

1'-0"

Note: Place three unit concrete anchor expansion bolts x 2'-0" x 18" ctrs. in masonry walls for tying new R.C.B. walls to masonry walls. All cost of materials, tools, labor, & incidentals necessary to install the expansion bolts shall be included in the price bid for other items at work.

TYPICAL DETAIL OF MASONRY BOX EXTENSION

Design		
Drawn		
Checked		
Approved		
Squad		

RETROFIT GUARDRAIL
DETAILS & EXIST. RCB
EXTENSION DETAILS

C.R. Project No. CR-61 (317) Sheet No. 18