

OKLAHOMA DEPARTMENT OF TRANSPORTATION STANDARD REVISION

	FOR CONSTRUCTION WORK ZONES							
	DESIGN SPEED	DESIGN ADT	FILL SLOPES (V:H)			CUT SLOPES (V:H)		
			1:6 OR FLATTER	1:5 TO 1:4	1:3	1:3	1:4 TO 1:5	1:6 OR FLATTER
	40 MPH OR LESS	UNDER 750 750 - 1500 1500 - 6000 OVER 6000	4 5 6 7	4 6 7 8	PROCEDURE IN SECTION 11.2.2 OF ODOT ROADWAY DESIGN MANUAL	4 5 6 7	4 5 6 7	4 5 6 7
	45 - 50 MPH	UNDER 750 750 - 1500 1500 - 6000 OVER 6000	5 7 8 10	6 8 10 12		4 5 6 7	4 6 7 9	5 7 8 10
	55 MPH	UNDER 750 750 - 1500 1500 - 6000 OVER 6000	6 8 10 11	7 10 12 13		4 5 7 8	5 7 8 10	5 8 10 11
	60 MPH	UNDER 750 750 - 1500 1500 - 6000 OVER 6000	8 10 13 15	10 13 16* 18*	PROCEDI. ODOT RO.	5 6 7 10	6 8 9 12	7 10 12 13

RECOMMENDED CLEAR ZONE DISTANCE (FT.)

THE CLEARZONE MAY BE LIMITED TO 15' FOR PRACTICALITY AND TO PROVIDE A CONSISTENT ROADWAY TEMPLATE.

ALL DISTANCES ARE MEASURED FROM THE EDGE OF THE DRIVING LANE. FOR CLEAR ZONES, THE "DESIGN ADT" WILL BE THE TOTAL ADT ON TWO-WAY ROADWAYS AND DIRECTIONAL ADT ON ONE-WAY ROADWAYS. V:H = VERTICAL : HORIZONTAL

GENERAL NOTES

- 1. EDGE DROP-OFF TREATMENTS SHOWN ON THIS STANDARD, ARE INTENDED FOR TEMPORARY DROP-OFFS IN CONSTRUCTION WORK ZONES.
- DELINEATION DEVICES, AND WARNING DEVICES WILL BE REQUIRED IN ACCORDANCE WITH M.U.T.C.D. AND APPLICABLE TRAFFIC STANDARDS.
- 3. EDGE DROP-OFF SIGNS TO REMAIN IN PLACE UNTIL PERMANENT SHOULDER SHAPING
- 4. UNEVEN LANES SIGNS TO REMAIN IN PLACE UNTIL THIS SITE CONDITION IS NO LONGER
- 5. THE FOLLOWING ARE THE ONLY ACCEPTABLE DELINEATION DEVICES FOR DROP-OFF APPLICATIONS, AND SHALL BE PLACED ON TOP OF PAVEMENT SURFACE:
 A. DRUMS
 B. CONES
 C. THE BAR MARKEDS

 - C. TUBULAR MARKERS D. VERTICAL PANELS

UNDER 750

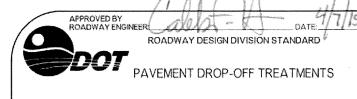
750 - 1500

1500 - 6000 OVER 6000

65 - 70

MPH

- ALL WEDGES FOR DROP-OFF TREATMENTS, SHALL BE STABILE AND COMPACTED MATERIAL CAPABLE OF SUPPORTING TRAFFIC.
- THE CONTRACTOR MAY USE TREATMENT 5 IN LIEU OF WEDGE TREATMENT WHEN ALTERNATE CONSTRUCTION TRAFFIC CONTROL PLANS, ARE APPROVED BY THE
- 8. DAILY INSPECTIONS SHALL BE CONDUCTED BY THE CONTRACTOR TO ASSURE THAT NO EROSION, EXCESSIVE SLOPES, RUTTING OR OTHER DEFICIENCIES EXIST, ANY DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- 9. THE SPACING OF THE DELINEATION DEVICES (FT.) SHALL BE EQUAL TO THE DESIGN SPEED OF THE DETOUR (MILES PER HOUR).
- 10. WORKING HOURS ARE DEFINED AS WHEN WORKERS ARE PRESENT AND WORKING ON CONSTRUCTION RELATED ITEMS AND IN AN AREA WHERE EDGE DROP OFFS NEED TO
- 11. FOR ALL NON-INTERSTATE AND NON-DIVIDED HIGHWAYS, A TRAFFIC LANE WIDTH OF 11' IS DESIRED. HOWEVER, ON A SITE BY SITE BASIS THE CONTRACTOR CAN ADJUST THE TRAFFIC LANE AND SHOULDER (IF ANY) TO NO LESS THAN A 10' TRAFFIC LANE WIDTH.



OKLAHOMA DEPARTMENT OF TRANSPORTATION 2009 SPECIFICATIONS

PDT-1

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