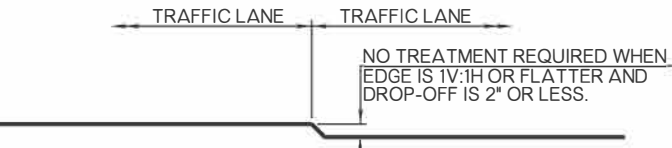

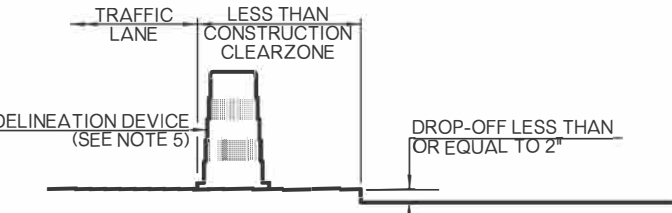

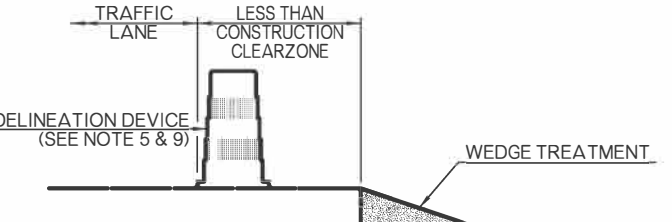

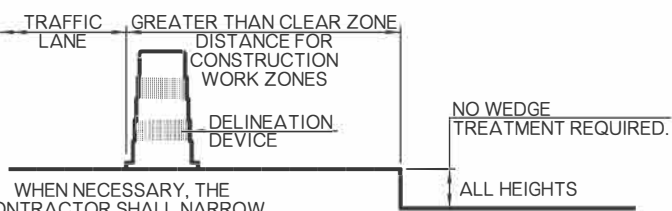
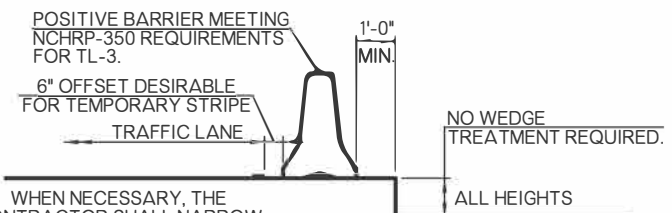



CROSS SECTION	CONDITION		DROP-OFF TREATMENT	SIGN
	DIFFERENTIAL	TIME		
 <p>TREATMENT 1</p>	BETWEEN TRAFFIC LANES PAVEMENT EDGE DIFFERENTIAL LESS THAN OR EQUAL TO 2"	NON-WORKING HOURS NOTE: FOR WORKING HOURS, USE DELINEATION LIKE TREATMENT 2	NO WEDGE REQUIRED FOR OVERLAYS 1:1 WEDGE TREATMENT FOR MILLED DROP-OFFS	 W8-11 (SEE NOTE 4)
 <p>TREATMENT 2</p>	INSIDE CONSTRUCTION CLEARZONE PAVEMENT EDGE DIFFERENTIAL LESS THAN OR EQUAL TO 2"	NON-WORKING AND WORKING HOURS	NO WEDGE REQUIRED	 W8-17 W8-17P (SEE NOTE 3)
 <p>TREATMENT 3</p> <p>FOR POSTED SPEEDS 45 MPH OR LESS. NOT TO BE USED ON INTERSTATES.</p>	INSIDE CONSTRUCTION CLEARZONE WITH DIFFERENTIAL GREATER THAN 2" AND LESS THAN OR EQUAL TO 18" NOTE: FOR DIFFERENTIAL GREATER THAN 18", USE TREATMENT 4 OR 5	NON-WORKING HOURS	WEDGE TREATMENT SLOPE = 1V:4H OR FLATTER	 W8-17 W8-17P (SEE NOTE 3)
		WORKING HOURS	NO WEDGE REQUIRED	
 <p>TREATMENT 4</p> <p>WHEN NECESSARY, THE CONTRACTOR SHALL NARROW THE TRAFFIC LANE(S), TO 11', IN ORDER TO ACHIEVE THIS TREATMENT. (SEE NOTE 11)</p>	OUTSIDE CONSTRUCTION CLEARZONE ALL HEIGHTS OF EDGE DIFFERENTIAL	NON-WORKING AND WORKING HOURS WHERE PLANS REQUIRE ADJACENT LANE CLOSURE WITH CHANNELIZATION OR PARTIAL LANE CLOSURE WITH BARRIER	NO WEDGE REQUIRED	ONLY NORMAL CONSTRUCTION SIGNING REQUIRED
 <p>TREATMENT 5</p> <p>WHEN NECESSARY, THE CONTRACTOR SHALL NARROW THE TRAFFIC LANE(S), 11', IN ORDER TO ACHIEVE THIS TREATMENT. (SEE NOTE 11)</p>	INSIDE CONSTRUCTION CLEARZONE POSITIVE BARRIER FOR SEPARATION ALL HEIGHTS OF EDGE DIFFERENTIAL	NON-WORKING AND WORKING HOURS WHERE PLANS REQUIRE ADJACENT LANE CLOSURE WITH CHANNELIZATION OR PARTIAL LANE CLOSURE WITH BARRIER	NO WEDGE REQUIRED	ONLY NORMAL CONSTRUCTION SIGNING REQUIRED

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	4	SEE PROCEDURE IN SECTION 11.2.2 OF THE ODOT ROADWAY DESIGN MANUAL	4	4	4
		5	6		5	5	5
		6	7		6	6	6
		7	8		7	7	7
45 - 50 MPH	UNDER 750 750 - 1500 1500 - 6000 OVER 6000	5	6		4	4	5
		7	8		5	6	7
		8	10		6	7	8
		10	12		7	9	10
55 MPH	UNDER 750 750 - 1500 1500 - 6000 OVER 6000	6	7		4	5	5
		8	10		5	7	8
		10	12		7	8	10
		11	13	8	10	11	
60 MPH	UNDER 750 750 - 1500 1500 - 6000 OVER 6000	8	10	5	6	7	
		10	13	6	8	10	
		13	16*	7	9	12	
		15	18*	10	12	13	
65 - 70 MPH	UNDER 750 750 - 1500 1500 - 6000 OVER 6000	9	10	5	7	7	
		12	14	6	9	10	
		14	17*	8	11	13	
		15	19*	11	13	14	

* 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
- 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.
 - EDGE DROP-OFF SIGNS TO REMAIN IN PLACE UNTIL PERMANENT SHOULDER SHAPING IS COMPLETE.
 - UNEVEN LANES SIGNS TO REMAIN IN PLACE UNTIL THIS SITE CONDITION IS NO LONGER VALID.
 - 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. TUBULAR MARKERS
 - D. VERTICAL PANELS
 - ALL WEDGES FOR DROP-OFF TREATMENTS, SHALL BE STABLE 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 ENGINEER.
 - 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.
 - THE SPACING OF THE DELINEATION DEVICES (FT.) SHALL BE EQUAL TO THE DESIGN SPEED OF THE DETOUR (MILES PER HOUR).
 - 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 BE REDUCED OR REMOVED.
 - 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.

APPROVED BY ROADWAY ENGINEER:  DATE: 6/30/22
ROADWAY DESIGN DIVISION STANDARD

PAVEMENT DROP-OFF TREATMENTS

OKLAHOMA Transportation

2019 SPECIFICATIONS

PDT-2 1 R-70