

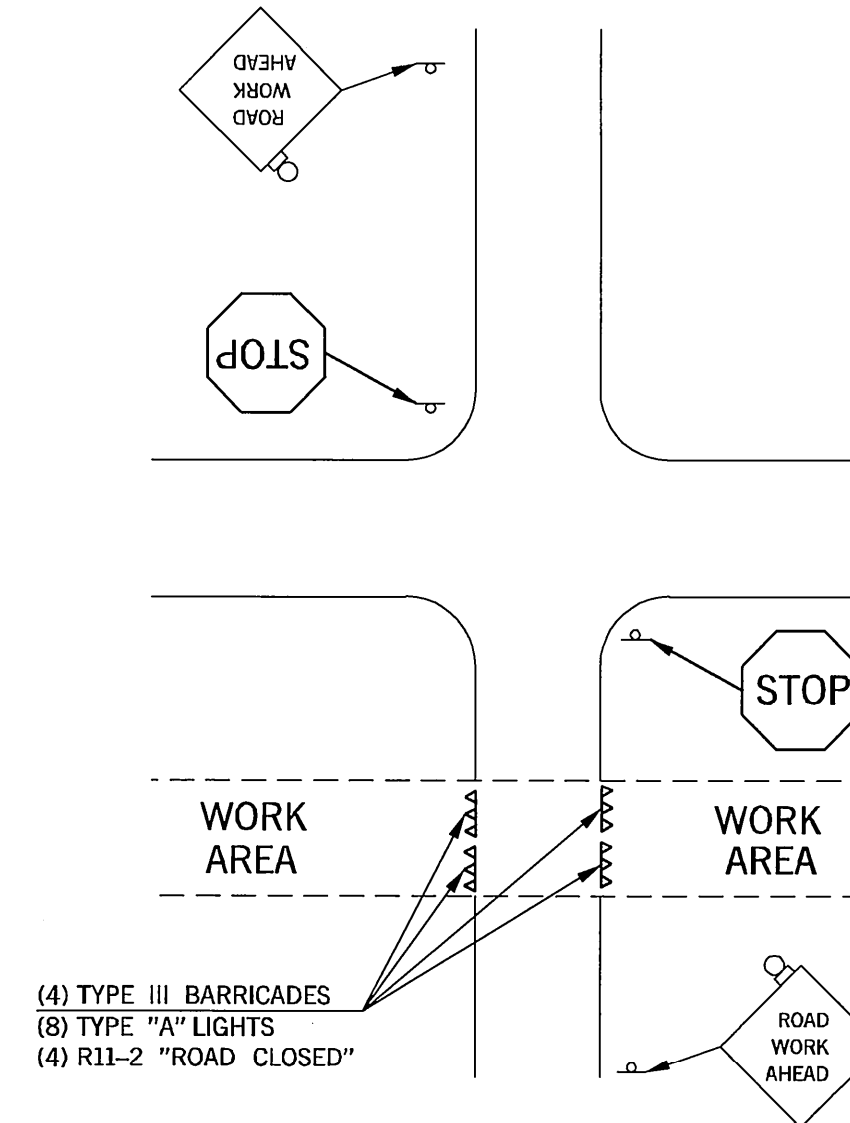
TYPICAL BARRICADE PLACEMENT AT BRIDGE  
FILL BY BRIDGE CONTRACTOR

- FILLS MADE BY BRIDGE CONTRACTOR
- (1) THE CONTRACTOR SHALL PLACE AND MAINTAIN THE BARRICADES AS SHOWN UNTIL THEY ARE NO LONGER NEEDED.
  - (2) THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO REMOVAL OF THE BARRICADES.
  - (3) THE ENGINEER SHALL NOTIFY THE GRADING CONTRACTOR TO FURNISH AND ERECT HIS BARRICADES "IMMEDIATELY" AFTER THE BRIDGE CONTRACTOR REMOVES HIS BARRICADES. THE GRADING CONTRACTOR SHALL MAINTAIN HIS BARRICADES UNTIL FINAL INSPECTION OR UNTIL THEY ARE NO LONGER NEEDED.

BARRICADES AT BRIDGE FILL SHALL BE IN PLACE AND MAINTAINED AT ALL TIMES UNTIL OPENED TO TRAFFIC. HOWEVER, BARRICADES MAY BE REMOVED OR ADJUSTED, AS NEEDED, TO ALLOW ACCESS TO THE WORK AREA.

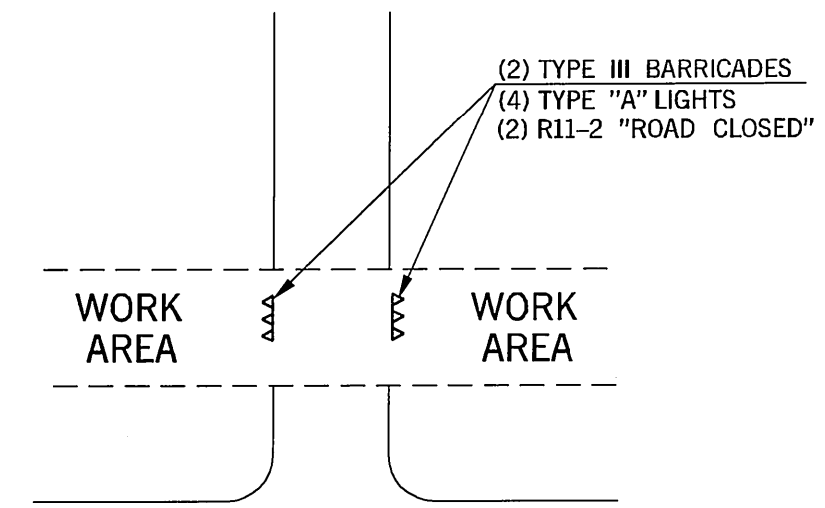
TYPICAL BARRICADE PLACEMENT AT BRIDGE  
FILL BY GRADING CONTRACTOR

- FILLS MADE BY GRADING CONTRACTOR
- (1) THE CONTRACTOR SHALL PLACE AND MAINTAIN THE BARRICADES AS SHOWN UNTIL FINAL INSPECTION OR UNTIL THEY ARE NO LONGER NEEDED.
  - (2) THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO REMOVAL OF THE BARRICADES.
  - (3) IF THE BRIDGE WORK ORDER IS ISSUED PRIOR TO COMPLETION OF THE GRADING CONTRACT, THE BRIDGE CONTRACTOR SHALL MAKE ARRANGEMENTS WITH THE GRADING CONTRACTOR TO ASSUME RESPONSIBILITY FOR PROTECTION OF THE BRIDGE WORK AREA. THIS WILL INCLUDE FURNISHING, INSTALLING, AND MAINTAINING ALL BARRICADES AND SIGNS NECESSARY TO PROVIDE THAT PROTECTION UNTIL THE BRIDGE IS COMPLETED AND THE FINAL INSPECTION IS COMPLETED.
  - (4) IF THE BRIDGE WORK ORDER HAS NOT BEEN ISSUED PRIOR TO THE FINAL INSPECTION OF THE GRADING, THEN THE GRADING CONTRACTOR SHALL MAKE ARRANGEMENTS WITH THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FOR STATE FORCES TO SUPPLY, INSTALL AND MAINTAIN ANY NECESSARY TRAFFIC CONTROL DEVICES NEEDED TO PROTECT THE WORK AREA. THESE STATE OWNED DEVICES SHALL REMAIN IN PLACE UNTIL SUCH TIME THAT THE BRIDGE WORK ORDER IS ISSUED. AT THAT TIME THE BRIDGE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR TRAFFIC CONTROL AND REPLACE THE STATE OWNED DEVICES WITH HIS OWN.

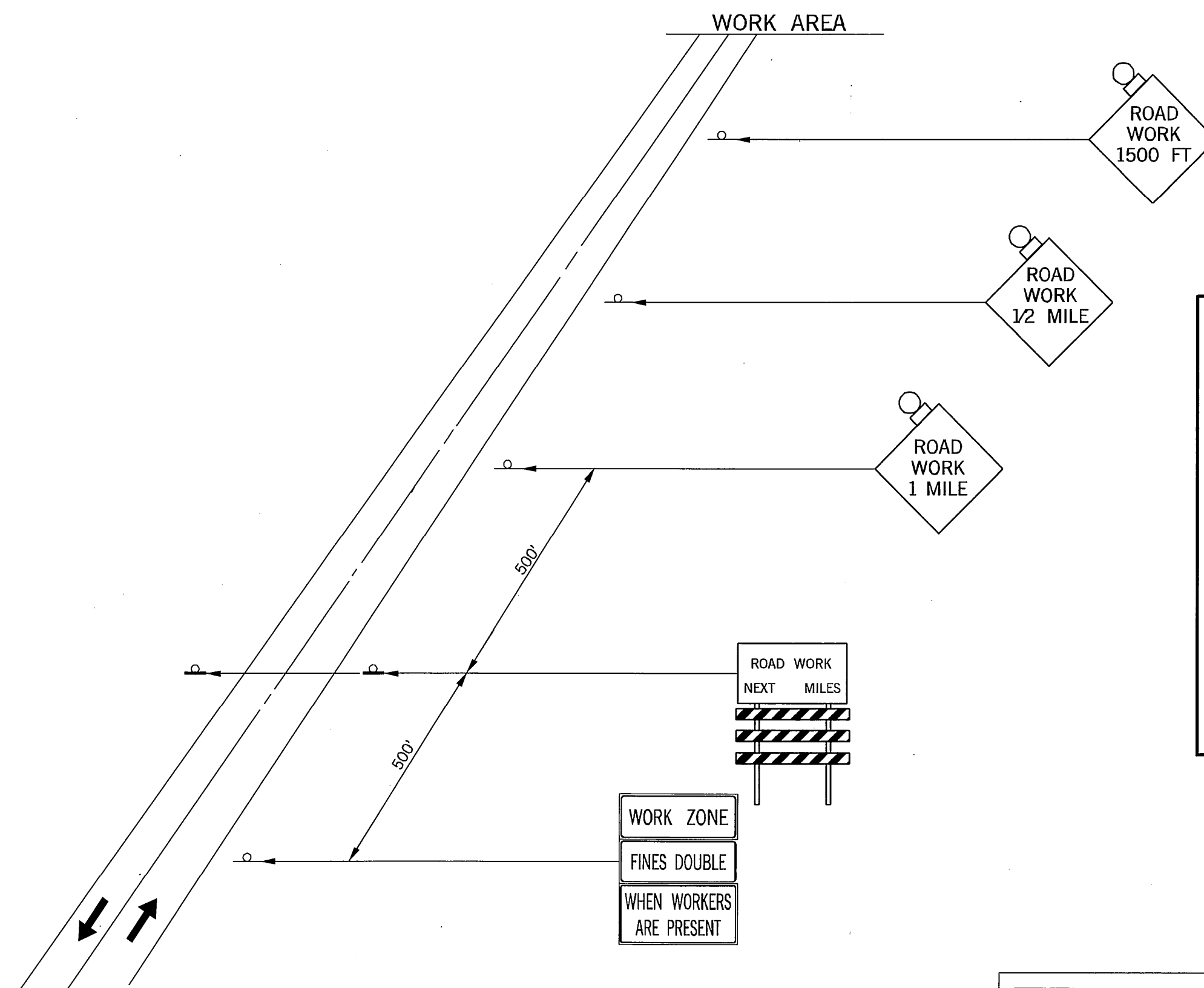


TYPICAL SIGN PLACEMENT FOR  
INTERSECTING ROADS AND STREETS

- NOTES:
- (1) SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
  - (2) FLASHING WARNING LIGHTS SHALL BE USED TO CALL ATTENTION TO THE EARLY WARNING SIGNS.
  - (3) WARNING LIGHTS SHOULD BE USED TO MARK CHANNELIZING DEVICES AT NIGHT AS NEEDED.
  - (4) PLACEMENT OF TYPE III BARRICADES SHALL BE APPROVED BY THE ENGINEER.
  - (5) TYPE II BARRICADES, DRUMS AND/OR VERTICAL PANELS MAY BE SUBSTITUTED FOR TYPE III BARRICADES TO AVOID OBSTRUCTING THE MOTORISTS VIEW.
  - (6) IF TWO OR MORE DRIVEWAYS ARE IN CLOSE PROXIMITY, THE BARRICADES BETWEEN THE DRIVEWAYS MAY BE OMITTED AT THE DISCRETION OF THE ENGINEER.
  - (7) THE "ROAD WORK AHEAD" SIGN, WHICH SERVES AS A GENERAL WARNING OF OBSTRUCTIONS OR RESTRICTIONS, SHALL BE LOCATED ON ALL INTERSECTING ROADS AND STREETS.



TYPICAL SIGN PLACEMENT FOR  
PRIVATE DRIVE OR RESIDENCE



TYPICAL APPLICATION  
ADVANCE WARNING SIGNS ON 2-LANE HIGHWAY

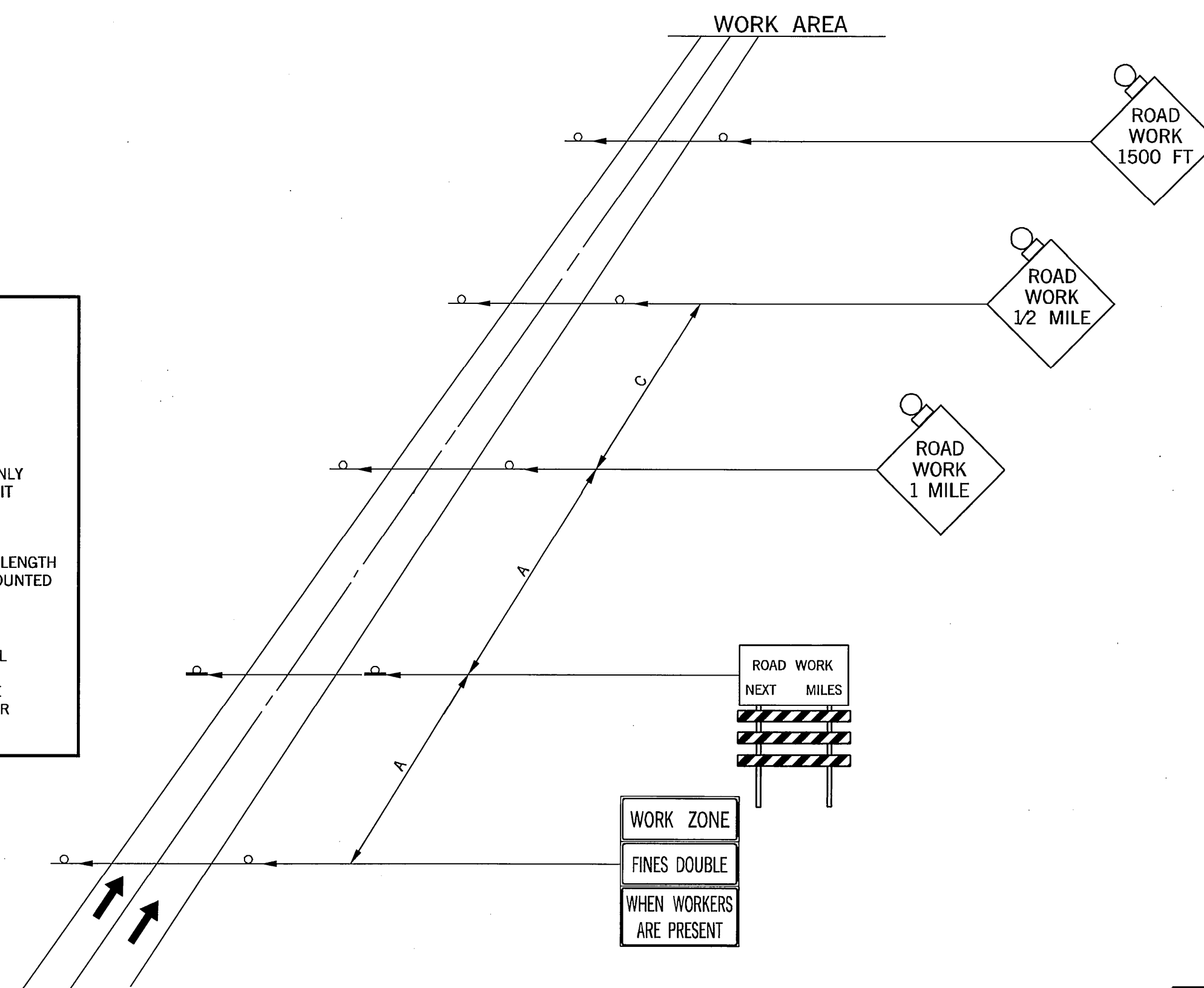
TYPICAL CONSTRUCTION WARNING SIGNS WITH MESSAGES OTHER THAN DETAILED ON STANDARD DRAWINGS SHALL BE CONSTRUCTED USING THE LARGEST POSSIBLE LETTER SIZE. SIGN SIZE AND COLOR SHALL BE THE SAME AS OTHER CONSTRUCTION WARNING SIGNS USED FOR SIMILAR CONDITIONS.

FINES DOUBLE IN WORK ZONE SIGNS ARE TO BE USED ONLY ON STATE OR FEDERAL HIGHWAYS WHERE THE SPEED LIMIT IS REDUCED OR AS DIRECTED BY THE ENGINEER.

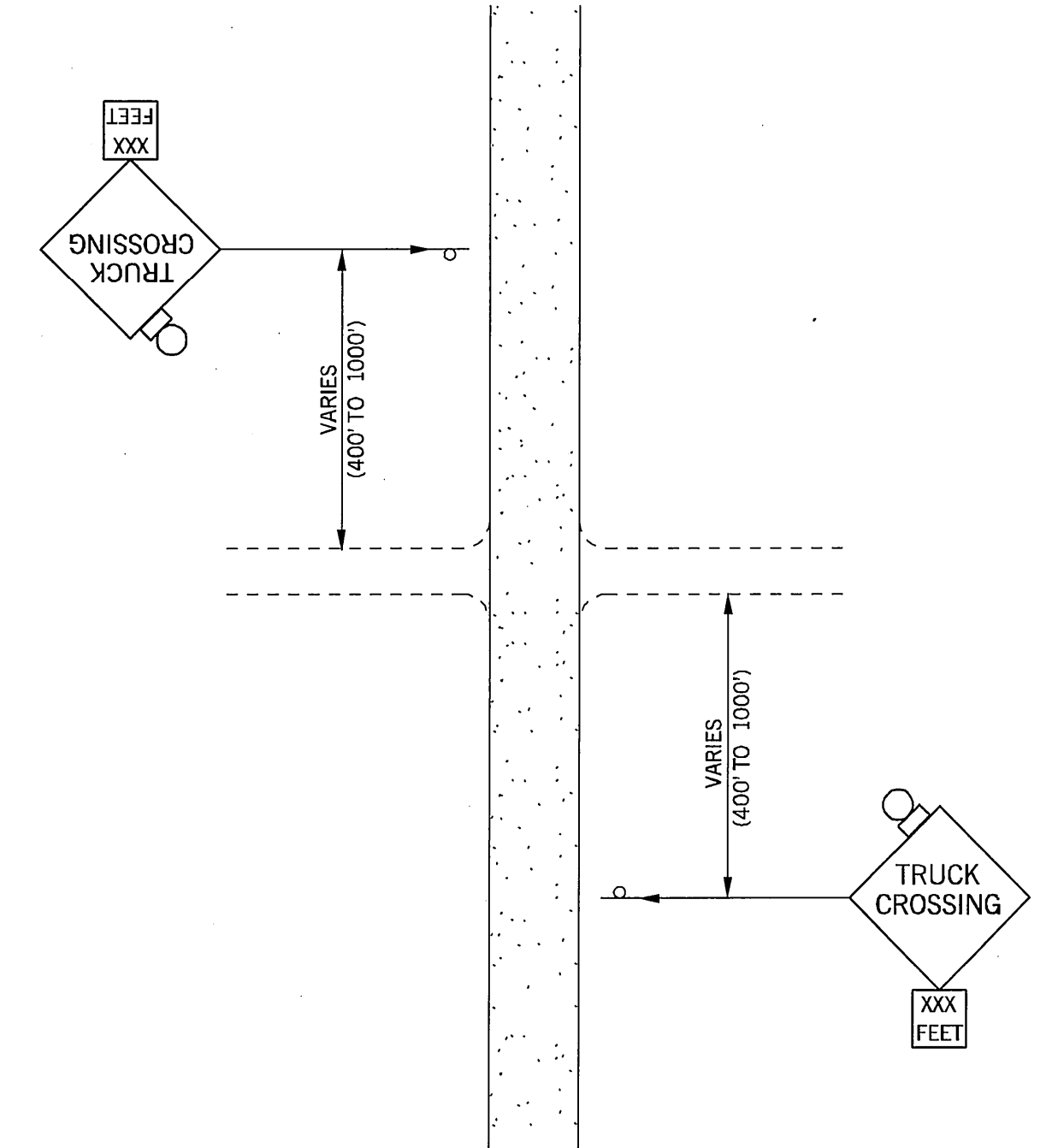
PROJECTS WITH WORK LIMITS OF 1.0 MILES OR MORE IN LENGTH WILL REQUIRE THE CG20-1A SIGN. THE SIGN SHALL BE MOUNTED AS SHOWN ON TCS4-1-(LATEST REVISION).

WARNING SIGNS SHOWN ARE "ADVANCE" WARNING SIGNS AND ARE REQUIRED ON ALL STATE HIGHWAYS. ADDITIONAL WARNING SIGNS MAY BE REQUIRED WITHIN THE PROJECT LIMITS TO WARN DRIVERS OF SPECIFIC HAZARDS. ADVANCE "WARNING SIGNS" MAY CHANGE AS CONDITIONS CHANGE OR AS DIRECTED BY THE ENGINEER.

DISTANCE BETWEEN SIGNS SHALL BE A (MIN.)			
ROAD TYPE	A (FT)	B (FT)	C (FT)
URBAN (LOW SPEED)	100	100	100
URBAN (HIGH SPEED)	350	350	350
RURAL	500	500	500
EXPRESSWAY / FREEWAY	1,000	1,500	2,640



TYPICAL APPLICATION  
ADVANCE WARNING SIGNS ON A DIVIDED HIGHWAY



TYPICAL APPLICATION  
ADVANCE SIGNING WHERE TRUCKS ARE CROSSING

APPROVED BY TRAFFIC ENGINEER *David Smith* DATE 12/21/08

OKLAHOMA DEPT. OF TRANSPORTATION  
TRAFFIC STANDARD ( ENGLISH )  
TRAFFIC CONTROL STANDARD  
TYPICAL APPLICATION  
PLACEMENT OF TRAFFIC CONTROL DEVICES

1999 SPECIFICATIONS TCS7-1 01E  
T-507E