

Contact Information

Website:

Company Name	MIDSTATE TRAFFIC CONTROL, INC.
Doing Business as (if applicable)	
Contact Person for Solicitation Response	Steve E. Wells, President
Phone	(405)751-6227
Email	<a href="mailto:mail@midstatetraffic.com">mail@midstatetraffic.com</a>
Fax	(405)751-8338
Address For Purchase Orders-Number & Street-Post Office Box (some companies have ordering addresses that are different than the payment address)	12501 N Santa Fe Ave
City, State, Zip	Oklahoma City, Ok 73114
Contact Person for Contract/Ordering/Price Information/Equipment Additions/Changes/Discontinuations	
Contact Name	Jay Kelly
Phone	(405)751-6227
Fax	(405)751-8338
Email	<a href="mailto:jay@midstatetraffic.com">jay@midstatetraffic.com</a>
Secondary Contact for Contract/Ordering	Len Scantling
Phone	(405)751-6227
Fax	(405)751-8338
Email	<a href="mailto:len@midstatetraffic.com">len@midstatetraffic.com</a>
Address For Payment-Number & Street-Post Office Box (some companies have a different Payment/remittance address than the ordering address)	12501 N Santa Fe Ave
City, State, Zip	Oklahoma City, Ok 73114
Contact Person/Department for payment	Heather Esau
Phone	(405)751-6227
Fax	(405)751-8338
Email	<a href="mailto:heather@midstatetraffic.com">heather@midstatetraffic.com</a>
(include any special conditions, such as territory or district maps on a separate sheet)	
Payment Discount (i.e. 15 days)	Net 45 days
Supplier will be responsible for notifying the contracting officer when the contact information changes.	Notes: (Special ordering instructions-please attach any special instructions on a separate sheet)



## Awarded Supplier Information

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**Supplier Name:** Midstate Traffic Control,  
Inc.

**Supplier ID #:** 0000073127

**Supplier Address:** 12501 N Santa Fe Ave

**City:** Oklahoma City

**State:** OK

**Zip Code:** 73114

**Contact Person Name:** Steve Wells

**Phone #:** 1-405-751-6227

**Title:** President

**Fax #:** 1-405-751-8338

**Email:** mail@midstatetraffic.com

**Website:** www.midstatetraffic.com

**Authorized Location:** ☐ Locations list attached as *(attachment title)*

☐ Address:

City:

State:

Zip Code:

**Contract ID #:** 5065

**Delivery:** FOB destination

**Minimum Order:** n/a

**P/Card Accepted:** ☐ Yes

☒ No

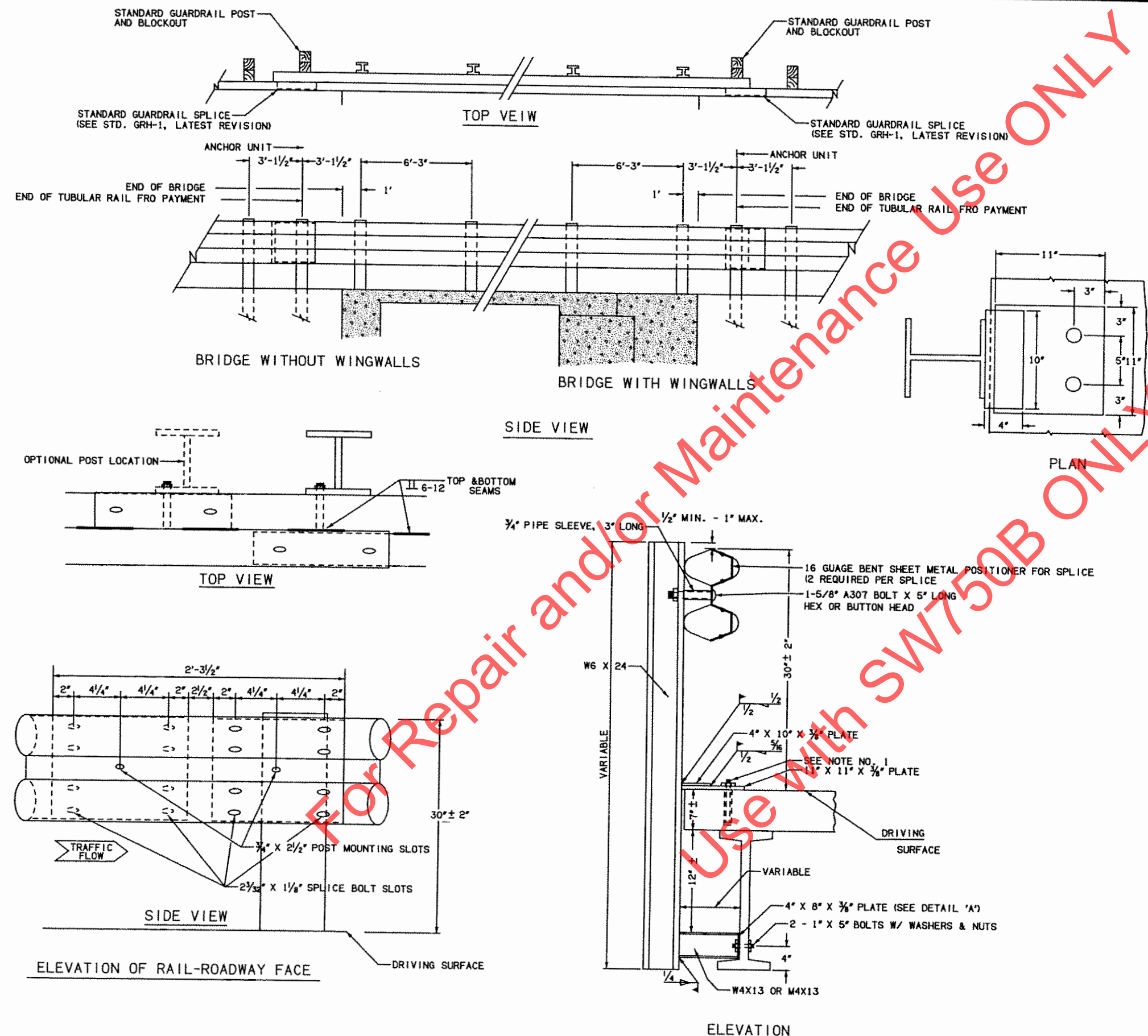
**Other:**

## SW750 B - Pay Item Notes

Note Number	Description
A	Actual radius to be used will be as specified in the project plans at individual locations or as directed by the State. Guardrail must be shop curved, no field bending will be allowed.
B	This item shall include all guardrail, posts, hardware, labor, etc. necessary to complete repair. All construction and materials shall be in accordance with the Special Provision, manufacturer's specifications, and applicable detail and standard drawings (latest version). Salvageable parts (i.e. the extruder head, etc.) may be used upon approval by the State. If the existing guardrail extruder terminal is damaged to the point that the extruder head is no longer functional and requires replacement, payment for the repair will be made using the "New Guardrail Extruder Terminal" pay item.
C	This item shall include all guardrail, posts, hardware, labor, etc. necessary to complete installation. All construction and materials shall be in accordance with the Additional Provision and the special details for the Transition End Treatment.
D	This item is to pay for bridge end markers and reflectors in front of sand filled impact attenuators. Posts brackets and mounting hardware are included in this item.
E	This item shall include all guardrail, posts, hardware, etc. necessary to complete installation.
F	Price listed for Concrete Parapet shall include all reinforcing steel, concrete, etc. as shown on standards and design details.
G	All removed material shall become the property of the Successful offeror and disposed of in a manner approved by the State.
H	Price listed shall be for installation of State-supplied guardrail and shall include the cost of new posts, blocks, hardware and other items necessary to complete the installation. The guardrail will be stockpiled at the using entity's location for the Successful offeror to pick up and transport to the job site.
I	This item shall include all necessary work for construction of shoulders under new guardrail installations when asphalt widening is used. This item is used for excavation required to accommodate asphalt widening. No borrow will be required from an offsite location. Cleaning debris from beneath guardrail will not be paid for under this item.
J	Asphalt Concrete Superpave Type S4 (PG64-22 OK), for shoulder protection, shall be paid by plant ticket. Actual width and thickness will vary according to plans. Price for this item shall also include sawing of adjoining edges of existing asphalt, tack, and compaction.
K	Bridge railing shall be removed flush with curb and surface refinished with Rapid Set or equivalent. All removed material shall become the property of the successful offeror and be disposed of in a manner approved by the State.
L	Amber, crystal, and red delineator colors are to be provided in any color or combinations of colors as specified by the work order. Delineator posts shall meet ODOT specifications for flexible delineator posts.
M	Reflective Sheeting shall be Type III and shall be in accordance with the attached specification for reflective sheeting.
N	PARTIAL REPAIR ITEM. This pay item is to replace the guardrail beam in locations where the beam is damaged but the posts and blocks are in functional condition. Price listed for this item shall include the removal and disposal of old posts.
O	PARTIAL REPAIR ITEM. This pay item is to replace guardrail posts where the existing beam and blocks are in functional condition. Price listed for this item shall include the removal and disposal of old posts.
P	PARTIAL REPAIR ITEM. This pay item is for the replacement of blocks in existing guardrail. Blocks shall be made of plastic and meet NCHRP-350 or MASH crash test. Price listed for this item shall include the removal and disposal of old blocks.
Q	This item is for the installation of new guardrail, including posts, rail, blocks, hardware, labor, and all incidentals required for complete installation. All guardrail (including posts, blocks, hardware, etc.) installed on the National Highway System under this contract shall meet NCHRP-350 or MASH crash test (Level 3) unless specified otherwise by the State. Re-drilling of the posts to accommodate wood or plastic blocks may be required.
R	The State must be able to respond in a timely manner to repair damaged guardrail. The price for the pay item "Emergency Mobilization" will be paid only when the emergency call is made outside of normal hours (To be defined as 7:00 am to 5:00 pm, Monday thru Friday) shall be

	full compensation for the Successful offeror to mobilize and, if necessary, implement a temporary traffic control plan in accordance with MUTCD and ODOT Standards, within two (2) hours of verbal notification. The temporary traffic control plan shall require the use of signs, barricades, drums, cones, warning lights, truck-mounted attenuators, etc, the cost of which is to be included in the price for this item (exclusive of changeable message signs) . Emergency mobilization and the temporary traffic control plan must be implemented in a manner that causes minimum disruption to the normal flow of traffic. This item will typically consist of placing a truck mounted attenuator and signs in front of a damaged attenuator or guardrail until such time that repairs can be made within the requirements of this contract. The using entity will verbally notify the Successful offeror of the locations, type, and estimated quantities of an "emergency repair" followed up by written notification. Failure of the Successful offeror to mobilize and implement the temporary traffic control plan within two (2) hours will be considered breach of contract with the State reserving the right to terminate the contract and re-award to the next lowest and best offer. Permanent repairs should be made as soon as possible and shall be completed within the standard contract time of this contract.
S	This item is to be used when deemed necessary by the State.
T	Included in this item is the labor and borrow materials to fill and compact shoulders on embankments requiring additional slope work.
U	A hinged breakaway assembly or four soil tube end-terminal system shall be required unless otherwise specified by the State.
V	The pay item for sand filled impact attenuator pad shall include the steel, concrete, grading, drainage (which may include an 18" or 24" corrugated galvanized steel pipe and culvert end treatment), and all necessary incidentals to construct the pad according to ODOT Standards. Sand tubs should replace guardrail installations in divided highway medians where bridge piers or sign structures are being shielded.
W	This item shall include all guardrail, posts, hardware, labor, etc. necessary to complete a new installation. All construction and materials shall be in accordance with the Special Provision, manufacturer's specifications, and applicable detail and standard drawings.
X	Measurement for this item shall include the linear feet of end treatments, transition sections, and guardrail which is removed and disposed of by the Successful offeror in a manner approved by the Engineer. This item shall include any required debris removal from under or around the guardrail. This item shall include any guardrail removal including damaged guardrail that is to be replaced.
Y	This item may be used for the installation of new sand drum arrays and/or the replacement of existing drums. The removal of damaged drums and sand clean up shall be included in this item. Sand drums and sand drum arrays shall be installed according to ODOT Standard Drawings (latest version) and Specifications.
Z	Included in this item is watering and fertilizer sufficient to establish adequate growth as determined by the State.
AA	Included in this item is all labor and equipment necessary to mobilize and complete the attenuator repair. A minimum of 3 man hours will be paid for each repair. Labor charges for attenuator repair shall be rounded to the nearest ½ hour.
BB	For material to repair attenuators, the State will pay manufacturer's list price for materials used, plus 10% for profit and 10% for overhead. (This additive will be applied pre-tax.) The Successful offeror shall submit an itemized invoice detailing parts used to repair attenuators. Reimbursable expenses include the material cost and any applicable sales taxes.
CC	Unless specifically denoted otherwise, the price shall include all labor, equipment and materials to install the specified item. The price shall include all removal and disposal of all damaged items, which shall become the property of the Successful offeror and shall be disposed of in a manner approved by the State.
DD	New attenuators installed on this contract must be approved by ODOT and meet NCHRP-350 Test Level 3 or MASH crash test, and ODOT Guidelines <b>Crash</b> Cushion unless specified otherwise by the engineer. Guidelines for Crash Cushions can be viewed from the following link at <a href="http://www.okladot.state.ok.us/traffic/pdfs/AttenuatorGuideline.pdf">http://www.okladot.state.ok.us/traffic/pdfs/AttenuatorGuideline.pdf</a>
EE	The pay item for lane closures on interstates is to be used for attenuator repairs when lane closures are deemed necessary by the State. Lane closures will be paid by the hour. Lane closures may be limited to certain hours based on traffic volumes and the impact a lane closure has on traffic at each particular location. Lane closures for guardrail repair and complete attenuator replacements (new attenuators) will not be paid for under this item.
FF	The pay item for lane closures on two lane - two way highways will be paid for anytime two-way traffic is narrowed to one lane and flag men are deemed necessary by the State.

GG	This pay item is for supplying and installing a non-redirective, gating crash cushion that has been designed and tested to meet NCHRP-350 Test Level 3 or MASH crash test requirements. The system must be capable of attaching to the end of either portable or permanent concrete barrier without the need to anchor the system to a paved or unpaved surface. It should be of light weight modular design that will allow for easy transportation and installation without special lifting equipment. (Barrier System's ABSORB 350 or approval
HH	This pay item is for supplying and installing a complete Type A (Thrie Beam) Guardrail Bridge Connection. System to include the following parts: 10 ga Thrie Beam End Shoe, Five (5) 7/8" dia. X 16" High Strength Hex Head Bolts with Two (2) Washers and Nut each, and a 5/8" thick Grade 35 Structural Steel Bearing Plate. Refer to Std. GBCA-1 Thrie Beam.



- 2-1" DIA. X 9" ASTM HIGH STRENGTH BOLTS WITH HEX NUTS (TACK WELD NUTS TO HOLD IN PLACE) PLACED IN 2 1/4" DIA. HOLES AND SET IN MELTED SULPHUR OR A DEPARTMENT APPROVED SUBSTITUTE.
  - MEASUREMENTS SHALL BE MADE BY THE CONTRACTOR AT SUBJECT BRIDGES BEFORE ANY POSTS ARE MANUFACTURED IN ORDER TO SATISFY REQUIREMENTS FOR HEIGHT ABOVE BRIDGE DECK.
  - ALL GUARDRAIL, POSTS, PLATES AND HARDWARE SHALL BE GALVANIZED.
  - ANY FIELD CUTS OR HOLES DRILLED IN GALVANIZED MATERIALS SHALL BE COATED WITH ZINC OXIDE PAINT (SEE STANDARD SPECIFICATION SECTION 730.06).
  - MAXIMUM POST SPACING SHALL BE 6'3".
  - GUARDRAIL LAPS SHALL BE TOWARD THE BRIDGE ON BOTH SIDES OF THE APPROACH ROADWAY, ACROSS THE BRIDGE LAPS SHALL BE MADE WITH TRAFFIC.
  - ALL STRUCTURAL STEEL SHALL BE A-36.
  - FOR DETAILS NOT SHOWN SEE STANDARD GRH-2(LATEST REVISION).
  - TUBULAR METAL TRAFFIC RAIL SHALL EXTEND ACROSS THE BRIDGE AND CONNECT TO AT LEAST THE FIRST SOIL EMBEDDED POST AT EACH END OF THE STRUCTURE.
  - THIS DESIGN WILL ONLY BE INSTALLED ON BRIDGES WHERE THE EXISTING CONCRETE CURB HAS BEEN REMOVED IN AN APPROVED MANNER.
  - HOLES SHALL BE DRILLED INTO EXISTING STEEL BRIDGE BEAMS OR GIRDERS IN A MANNER APPROVED BY THE ENGINEER.
- NO WELDING OR TACK WELDING TO THE EXISTING BRIDGE BEAMS OR GIRDERS SHALL BE ALLOWED.

ITEM NO.	ITEM	UNIT
960.44	(PL) BR. GUARDRAIL RETROFIT TYPE IV	L.F.

\* INCLUDES ALL GUARDRAIL, POSTS AND HARDWARE AS SHOWN ON DETAILS.

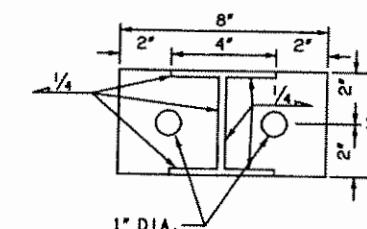
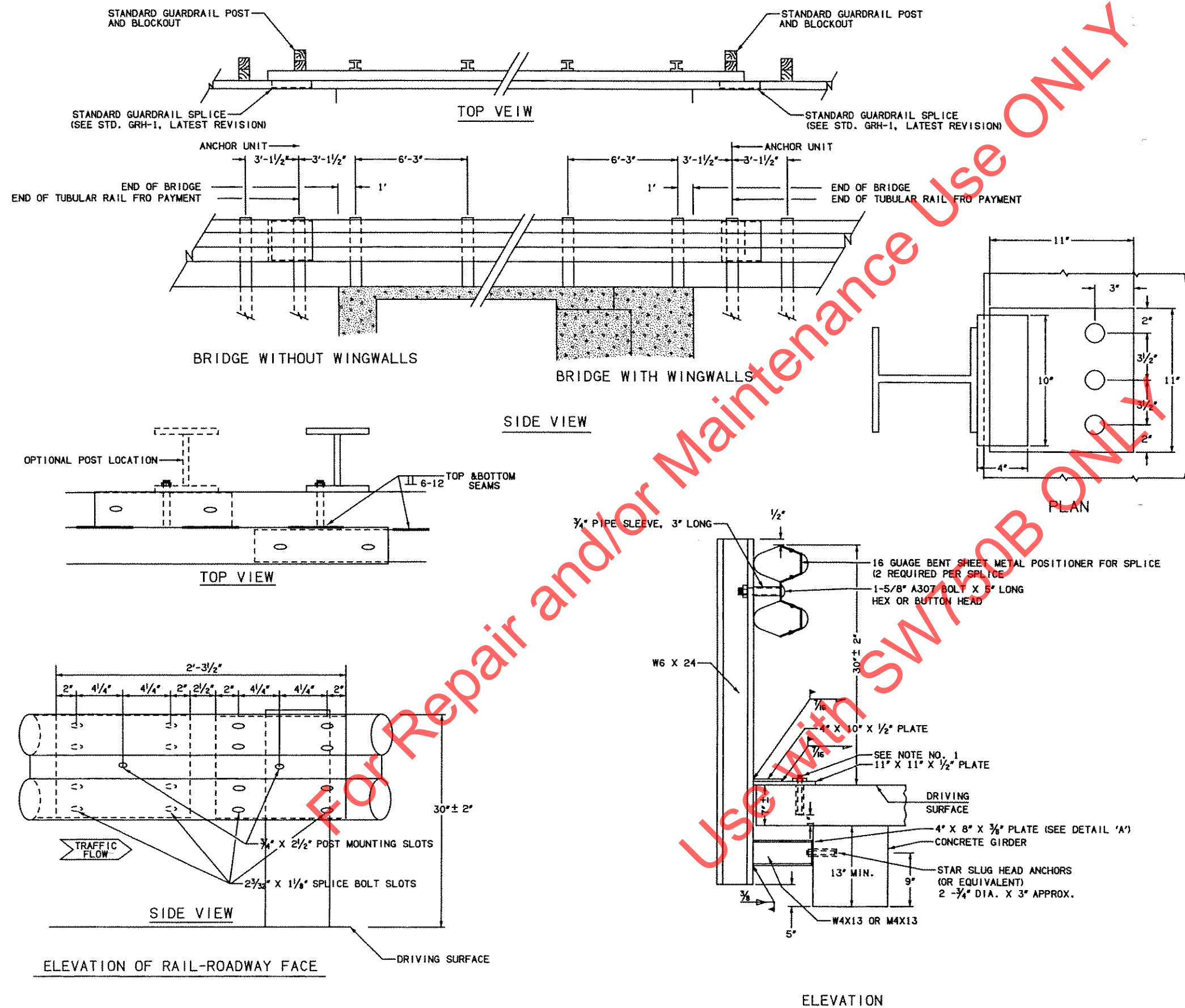


PLATE DETAIL 'A'

FOR STEEL BEAM BRIDGE  
TYPES CT-4 & IB-3

DESIGN	DLC	6/87	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	AKR	6/87	TRAFFIC ENGINEERING DIVISION
CHECKED	DLC	6/87	BRIDGE GUARDRAIL RETROFIT
SQUAD	SAFETY DESIGN		TYPE IV (TUBULAR W-BEAM)
ENGR. A. LOMBARDO			STATE JOB NO. SHEET NO.

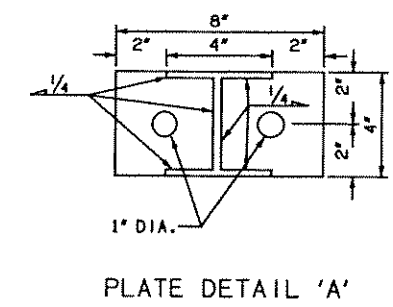




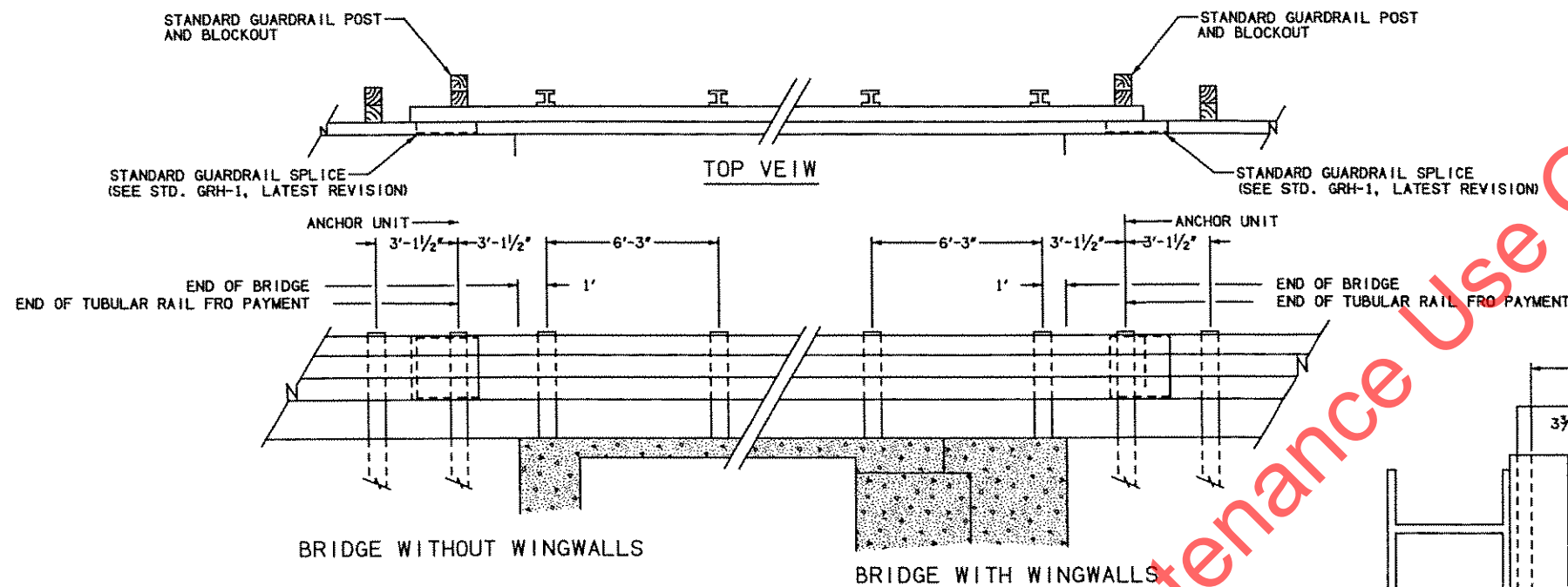
- 3-1" DIA. X 8" ASTM HIGH STRENGTH BOLTS WITH HEX NUTS (TACK WELD NUTS TO HOLD IN PLACE) PLACED IN 2 1/4" DIA. X 6" HOLES AND SET IN MELTED SULPHUR OR A DEPARTMENT APPROVED SUBSTITUTE.
- MEASUREMENTS SHALL BE MADE BY THE CONTRACTOR AT SUBJECT BRIDGES BEFORE ANY POSTS ARE MANUFACTURED IN ORDER TO SATISFY REQUIREMENTS FOR HEIGHT ABOVE BRIDGE DECK.
- ALL GUARDRAIL, POSTS, PLATES AND HARDWARE SHALL BE GALVANIZED.
- ANY FIELD CUTS OR HOLES DRILLED IN GALVANIZED MATERIALS SHALL BE COATED WITH ZINC OXIDE PAINT (SEE STANDARD SPECIFICATION SECTION 730.06).
- MAXIMUM POST SPACING SHALL BE 6' 3".
- GUARDRAIL LAPS SHALL BE TOWARD THE BRIDGE ON BOTH SIDES OF THE APPROACH ROADWAY. ACROSS THE BRIDGE LAPS SHALL BE MADE WITH TRAFFIC.
- ALL STRUCTURAL STEEL SHALL BE A-36.
- FOR DETAILS NOT SHOWN SEE STANDARD GRH-2 (LATEST REVISION).
- TUBULAR METAL TRAFFIC RAIL SHALL EXTEND ACROSS THE BRIDGE AND CONNECT TO AT LEAST THE FIRST SOIL EMBEDDED POST AT EACH END OF THE STRUCTURE.
- THIS DESIGN WILL ONLY BE INSTALLED ON BRIDGES WHERE THE EXISTING CONCRETE CURB HAS BEEN REMOVED IN AN APPROVED MANNER.

ITEM NO.	ITEM	UNIT
960.45	(PL) BR. GUARDRAIL RETROFIT TYPE V	L.F.

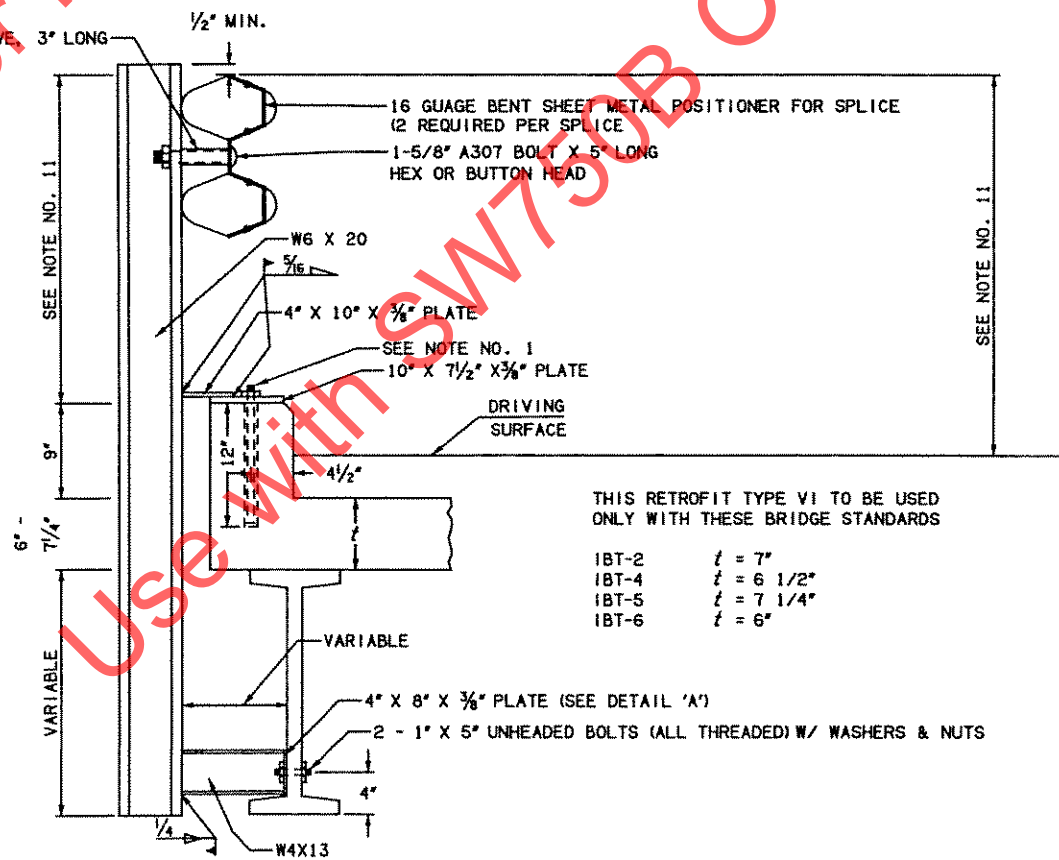
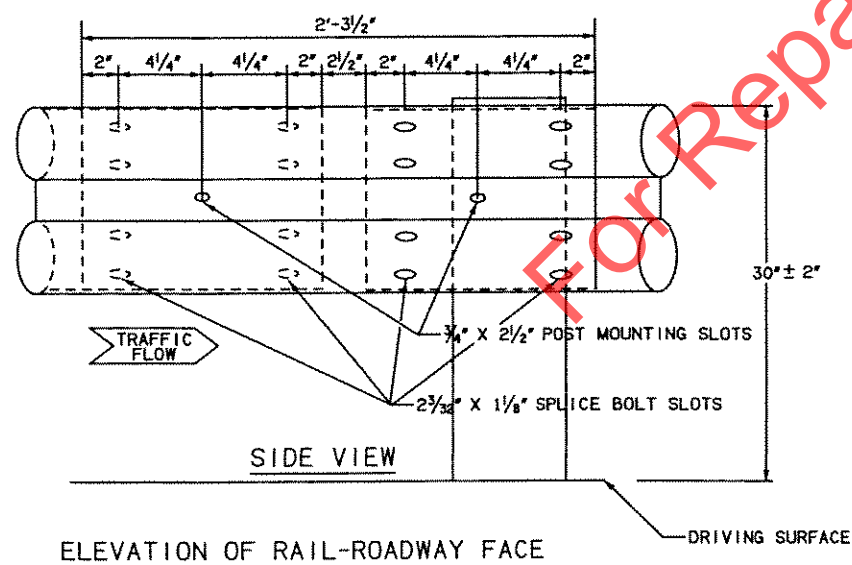
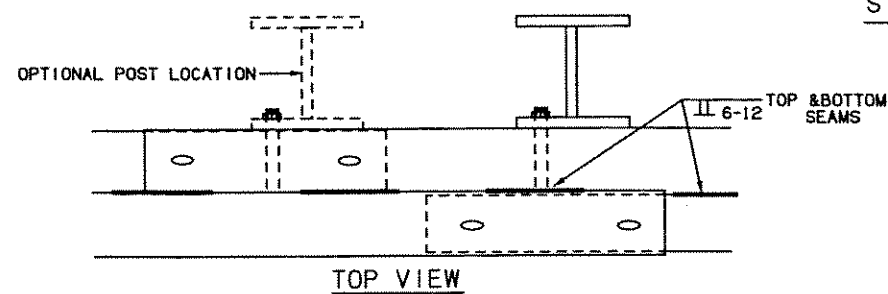
\* INCLUDES ALL GUARDRAIL, POSTS AND HARDWARE AS SHOWN ON DETAILS.



DESIGN	DLC	6/87	OKLAHOMA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING DIVISION	
DRAWN	AKR	6/87	BRIDGE GUARDRAIL RETROFIT TYPE V (TUBULAR W-BEAM)	
CHECKED	DLC	6/87	STATE JOB NO. _____ SHEET NO. _____	
SOLID SAFETY DESIGN				
ENGR. A. LOMBARDI				



PLAN



- 2 - 1" DIA. X 14" (3" THREAD LENGTH) ASTM A-325 HIGH STRENGTH BOLTS SHALL BE USED WITH WASHERS AND HEX NUTS (TACK WELD NUTS TO HOLD IN PLACE) PLACED IN 2 1/4" X 12" HOLES AND BOLTS ARE TO BE SET IN MELTED SULPHUR OR A DEPARTMENT APPROVED SUBSTITUTE.
- MEASUREMENTS SHALL BE MADE BY THE CONTRACTOR AT SUBJECT BRIDGES BEFORE ANY POSTS ARE MANUFACTURED IN ORDER TO SATISFY REQUIREMENTS FOR HEIGHT ABOVE BRIDGE DECK.
- ALL GUARDRAIL, POSTS, PLATES AND HARDWARE SHALL BE GALVANIZED.
- ANY FIELD CUTS OR HOLES DRILLED IN GALVANIZED MATERIALS SHALL BE COATED WITH ZINC OXIDE PAINT (SEE STANDARD SPECIFICATION SECTION 730.06).
- MAXIMUM POST SPACING SHALL BE 6' 3".
- GUARDRAIL LAPS SHALL BE TOWARD THE BRIDGE ON BOTH SIDES OF THE APPROACH ROADWAY, ACROSS THE BRIDGE LAPS SHALL BE MADE WITH TRAFFIC.
- ALL STRUCTURAL STEEL SHALL BE A-36.
- FOR DETAILS NOT SHOWN SEE STANDARD GRH-2 (LATEST REVISION).
- TUBULAR METAL TRAFFIC RAIL SHALL EXTEND ACROSS THE BRIDGE AND CONNECT TO AT LEAST THE FIRST SOIL EMBEDDED POST AT EACH END OF THE STRUCTURE.
- HOLES SHALL BE DRILLED INTO EXISTING STEEL BRIDGE BEAMS OR GIRDERS IN A MANNER APPROVED BY THE ENGINEER.
- NO WELDING OR TACK WELDING TO THE EXISTING BRIDGE BEAMS OR GIRDERS SHALL BE ALLOWED.
- GUARDRAIL HEIGHT SHALL BE 30" +/- 2" ABOVE THE DRIVING SURFACE ON BRIDGE WITH A MAXIMUM HEIGHT OF 30" ABOVE THE TOP OF CURB.

ITEM NO.	ITEM	UNIT
960.46	(PL) BR. GUARDRAIL RETROFIT TYPE VI	L.F.

\* INCLUDES ALL GUARDRAIL, POSTS AND HARDWARE AS SHOWN ON DETAILS.

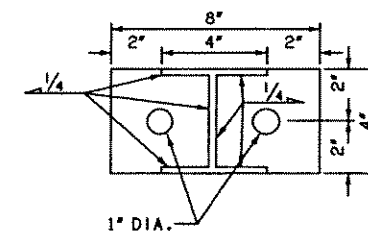


PLATE DETAIL 'A'

DESIGN	DLC	6/87	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	AKR	6/87	TRAFFIC ENGINEERING DIVISION
CHECKED	DLC	6/87	BRIDGE GUARDRAIL RETROFIT
SQUAD SAFETY DESIGN			TYPE VI (TUBULAR W-BEAM)
ENGR. A. LOMBARDO			STATE JOB NO. SHEET NO.