

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)		1	137

GRADE CROSSINGS	0
GRADE CROSSINGS ELIMINATED	0
BY SEPARATION	OVERPASS 0
	UNDERPASS 0
BY RELOCATION	0
GRADE CROSSINGS REMAINING	0

PLAN AND PROFILE OF AS BUILT STATE HIGHWAY

STATE HIGHWAY NO. 29-69-12

STEPHENS COUNTY

NO.	1	TITLE SHEET
"	2	OKLA. HWY COMM. STD. NO. 4-0
"	3	METAL PLATE GUARD RAIL & GUIDE POSTS NO. 1-0
"	4	STD. MISC. DETAILS MD-1-1
"	5	TYPICAL SECTIONS
"	6&7	SUMMARY SHEETS
"	8	SUMMARY OF PAY QUANTITIES
"	19-22	PLAN & PROFILE SHEETS
"	23	SPECIAL DETAILS
"	24	INTERSECTION DETAILS
"	25	STD. HDWLLS. FOR METAL PIPE ARCH CULV. DES. MPA-1-1
"	26	CONC. PIPE CULV. ENDWLLS. DES. CP-2
"	27	" " " HDWLLS. DES. CP-2 ₁ -0
"	28	" " " " 45° SKEW DES. CP-2S ₁ -0
"	29	REINF. CONC. BOX CULV. DES. BC-5 ₂
"	30	" " " " DES. BC-5A ₂
"	31	" " " " SKEWED 45° DES. BC-5S _{3L.F}
"	32	" " " " " 45° DES. BC-5S _{3R.F}
"	33	" " " " " 60° DES. BC-5S _{4L.F}
"	34	" " " " " DES. BC-6 ₂
"	35	" " " " " SKEWED 45° DES. BC-6S _{3L.F}
"	36	" " " " " 60° DES. BC-6S _{4L.F}
"	37	" " " " " 60° DES. BC-6S _{4R.F}
"	38	" " " DROP INLET FOR PIPES DES. CDI-1-2
"	39	" " " " " 45° SKEWED PIPES DES. CDI-1S ₁ -0
"	40	" " " " " CONC. BOXES DES. CDI-2-0
"	41	" " " " " " " SKEWED 60° DES. CDI-2S ₂ -0
"	42	STD. DITCH CHECKS DES. DC-1-1
"	43	REINF. CONC. BOX CULV. SKEWED 45° DES. BC-5AS _{3L.F}
"	44	" " " " " 60° DES. BC-5AS _{4L.F}
"	45	" TRIPLE CONC. BOX CULV. DES. BC-13
"	46	" " " " " SKEWED 60° DES. BC-14S _{4L.F}
"	47-137	CROSS SECTIONS










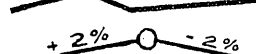








SCALES

PLAN 1"=100'
 PROFILE { HOR. 1"=100'
 { VER. 1"=10'
 CROSS SECTIONS 1"=5'

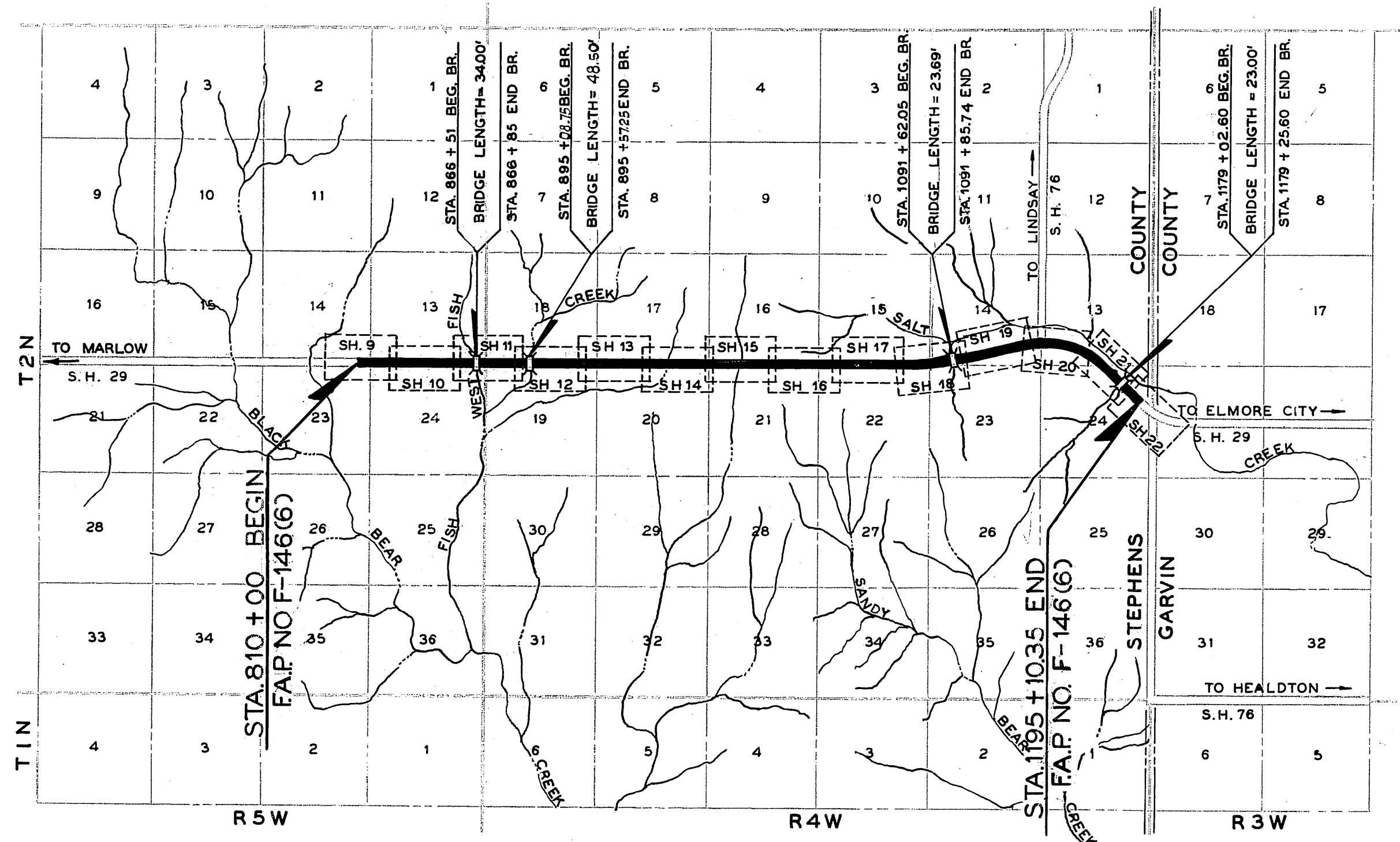
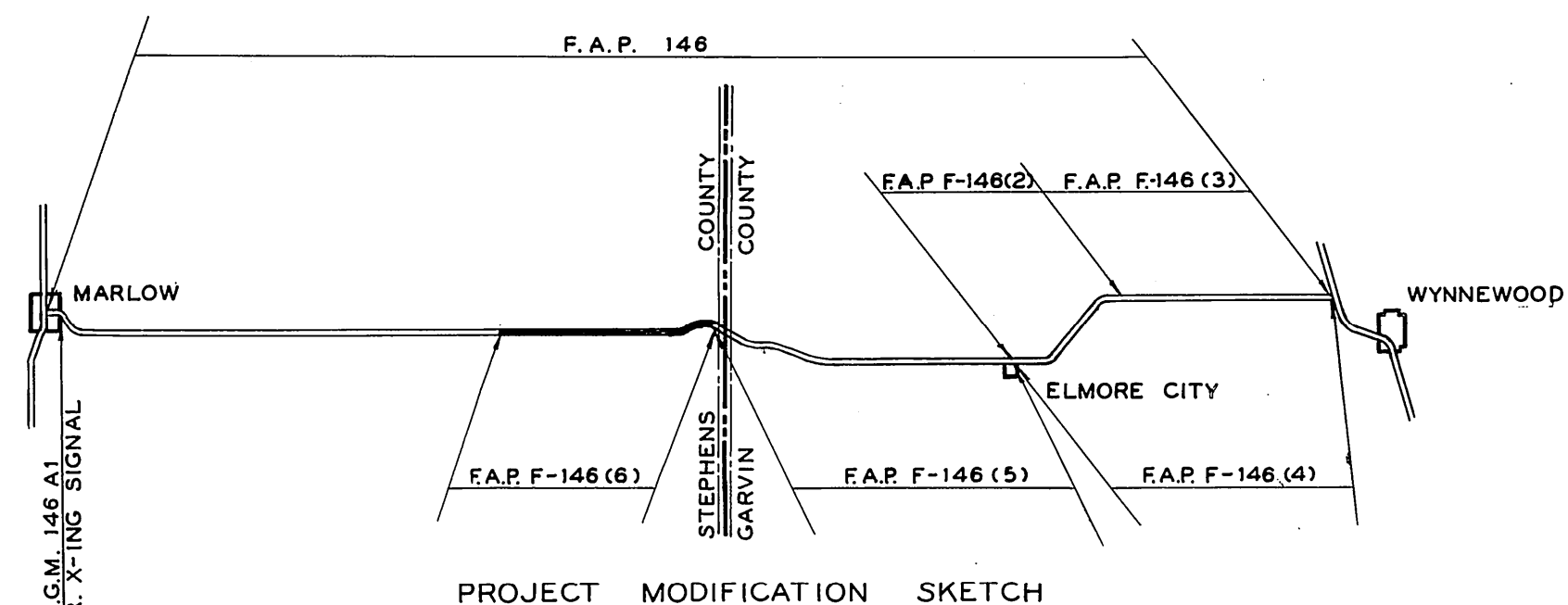
LAYOUT MAP 1" = 5.280'

BEARINGS - TAKEN FROM OBSERVATION ON POLARIS
U. S. C. & G. S. LEVEL DATUM

CONVENTIONAL SIGNS

- | | |
|---|-----------------------------------|
|  | PROPOSED ROAD |
|  | RAILROADS |
|  | RANGE & TOWNSHIP LINES |
|  | SECTION LINES |
|  | QUARTER SECTION LINES |
|  | FENCES |
|  | BASE LINE |
|  | RIGHT-OF-WAY LINES |
|  | GROUND LINES |
|  | GRADE LINE |
|  | TRAVELLED ROADS |
|  | CULVERTS & BRIDGES |
|  | TELEPHONE & TELEGRAPH |
|  | POWER LINES |
|  | BUILDINGS |
|  | UNLOADING POINTS |
|  | OIL WELLS |
|  | RIGHT OF WAY MARKERS |

F.A. SPECIAL PROVISIONS GOVERN AND
STATE STANDARD SPECIFICATIONS GOVERN APPROVED NOV. 1, 1937



ROADWAY LENGTH	38,381.16FT.	7.269 MI.
BRIDGE LENGTH	129.19FT.	0.024 MI.
PROJECT LENGTH		7.293 MI.

EXCEPTIONS: NONE
EQUATIONS: NONE

APPROVED

THIS [REDACTED] DAY OF [REDACTED] 1952

CHIEF ENGINEER
OKLA. DEPARTMENT OF HIGHWAYS

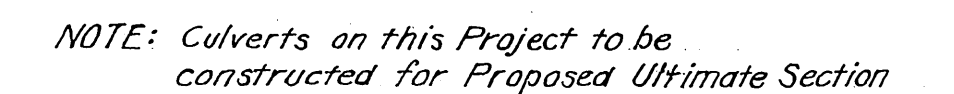
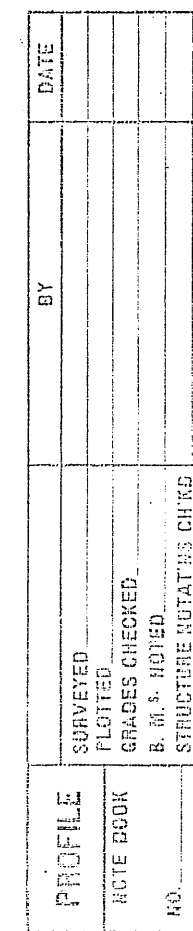
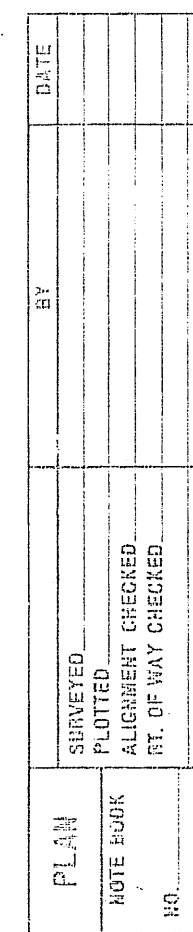
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL DATE

APPROVED _____ DATE _____

DIVISION ENGINEER

FED. WORK DIST. NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)		5	137



SUMMARY SHEET

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)		6	137

STRUCTURES

DRAINAGE

STRUCT. NO.	P & P SHEET NO.	STATION	DESCRIPTION	DESIGN	DESIGN SHEET NO.	NUMBER & LOCATION OF CONST. JOINT	STRUCT. EXCAV. CU. YD.	CLASS A CONC. CU. YD.	REINF. STEEL LB.	CORR. METAL PIPE ARCH LIN. FT.						REINF. CONC. PIPE L.F.					CORR. METAL PIPE LIN. FT.					11/2" GAL. IRON HANDRAIL L.F.	REMOVE	
										22" 13'	29" 18'	36" 22'	45" 27'	50" 33'	18"	24"	30"	18"	30"	24"	30"	36"	42"	48"				
1	9	809+70	Const. 22"x13"x22'-8" Rdy. C.G.M.P. Arch S.D. Lt.	MPA-I-1	25		6	.84	34	24																		
2	9	815+00	Const. 24"x34'-4" Rdy. C.G.M.P.S.D. Lt. with Std. Ht. D.I. 45° Wings D.S.	CDI-I-2	38-26		14	2.41	161																			
3	9	815+72	Extend 8'x6'x36' Rdy. R.C.B., 15' Lt. with Broken Back & 20' Rt.	BC-5-2	29		20	35.39	4181																			
4	9	817+50	Const. 30'x32'-4" Rdy. C.G.M.P., S.D. Rt. with Std. Ht. D.I. 45° Wings D.S.	CDI-I-2	38-26		20	3.23	197																			
5	9	820+40	Const. 36'x22'x24'-8" Rdy. C.G.M.P. Arch S.D. Lt.	MPA-I-1	25		8	1.68	49																			
6	9	821+21	Const. 29'x18'x22'-8" Rdy. C.G.M.P. Arch S.D. Rt.	MPA-I-1	25		6	1.24	42																			
7	10	828+00	Const. 22'x13'x22'-8" Rdy. C.G.M.P. Arch S.D. Rt.	MPA-I-1	25		6	.84	34	24																		
8	10	839+98	Extend 3'x3'x46' Rdy. R.C.B., 31' Lt. with Std. Ht. D.I. & 36' Rt. with Broken Back	BC-6-2 & CDI-I-2	34-40	1 on Lt. 1 on Rt.	50	23.09	2234																			
9	11	862+98	Const. 30'x54'-4" Rdy. R.C.P., S.D. Rt. 45° Wings	CP-2	28		10	3.04	62																			
10	11	863+00	Const. 36'x22'x42'-8" Rdy. C.G.M.P., Arch S.D. Lt.	MPA-I-1	25		10	1.68	49																			
11	11	866+68	See Bridge																									
12	11	869+60	Const. 30'x50'-4" Rdy. C.G.M.P., S.D. Lt. with Std. Ht. D.I. 45° Wings	CP-2 & CDI-I-2	26-38		30	3.23	197																			
13	11	875+54	Const. 22'x13'x24'-8" Rdy. C.G.M.P. Arch S.D. Rt.	MPA-I-1	25		6	.84	34	26																		
14	11	882+27	Const. 36'x22'x46'-8" Rdy. C.G.M.P. Arch S.D. Rt.	MPA-I-1	25		10	1.68	49																			
15	11	882+40	Const. 22'x13'x38'-8" Rdy. C.G.M.P. Arch S.D. Lt.	MPA-I-1	25		8	.84	34	40																		
16	11	882+98	Const. 8'x5'x69' Rdy. R.C.B. with Special D.I. Lt.	BC-6-2 Special	34-23	1 on Lt.	170	88.52	7020																			
17	12	889+63	Const. 30'x38'-4" Rdy. C.G.M.P., S.D. Lt. 45° Wings	CP-2	26		8	3.04	62																			
18	12	894+73	Const. 30'x40' Long C.G.M.P. Flume Lt. with Std. Ht. D.I.	CDI-I-2	38		20	1.71	166																			
19	12	895+33	See Bridge																									
20	12	896+00	Const. 30'x40' Long C.G.M.P. Flume Lt. with 8' High D.I.	CDI-I-2	38		40	3.09	291																			
21	12	896+40	Const. 24'x38'-4" Rdy. C.G.M.P., S.D. Rt. with Std. Ht. D.I. & 45° Wings D.S.	CDI-I-2	38-26		20	2.41	161																			
22	12	902+90	Const. 22'x13'x28'-8" Rdy. C.G.M.P. Arch S.D. Lt.	MPA-I-1	25		7	.84	34	30																		
23	12	903+70	Const. 22'x13'x30'-8" Rdy. C.G.M.P. Arch S.D. Rt.	MPA-I-1	25		8	.84	34	32																		
24	12	912+68	Const. 3'x2'x57' Cl. Rdy. R.C.B. Skew 45° Lt. Fwd.	BC-5-3 Lt.	31	1 on Lt.	70	23.64	2231																			
25	12-13	916+15	Const. 22'x13'x22'-8" Rdy. C.G.M.P. Arch S.D. Lt.	MPA-I-1	25		6	.84	34	24																		
26	13	923+79	Extend 30'x30.75' Rdy. R.C.P., 32' Rt. & 16' Lt. with Std. Ht. D.I. 45° Wings Rt.	CDI-I-2 & CP-2-0	38-27		40	3.48	272																			
27	13	928+94	Const. 22'x13'x24'-8" Rdy. C.G.M.P. Arch S.D. Rt.	MPA-I-1	25		6	.84	34	26																		
28	13	938+12	Extend 5'x4'x48.25' Rdy. R.C.B., 21' Rt. & 15' Lt. with 3' High D.I.	BC-6-2 Special	34-22		30	30.38	2417																			
29	13	939+52	Const. 24'x26'-8" Rdy. C.G.M.P.S.D. Rt. with Std. Ht. D.I. 45° Wings D.S.	CDI-I-2	38-26		15	2.41	161																			
30	13-14	945+41	Extend 8'x5'x54.48' Cl. Rdy. R.C.B., 14' Cl. Rdy. Rt. & 10' Cl. Rdy. Lt. Skew 60° Lt. Fwd. with Special D.I.	BC-6-34 Lt. & Special	36-23		50	49.95	3799																			
31	13-14	946+50	Const. 24'x50' Long C.G.M.P. Flume Rt. with 10' High D.I.	CDI-I-2	38		80	4.20	412																			
32	14	948+75	Const. 22'x13'x22'-8" Rdy. C.G.M.P. Arch S.D. Rt.	MPA-I-1	25		6	.84	34	24																		
33	14	956+43	Const. 22'x13'x42'-8" Rdy. C.G.M.P. Arch S.D. Lt.	MPA-I-1	25		10	.84	34	44																		
34	14	958+63	Extend 3'x3'x48.92' Rdy. R.C.B., 11' Lt. with Std. Ht. D.I. & 14' Cl. Rdy. Rt. on 45° Skew Back with Broken Back Rt.	BC-6-3 & BC-6-34 Lt. & CDI-I-2-0	34-35-40		35	14.86	1333																			
35	14	959+00	Const. 24'x40' Long C.G.M.P. Flume Rt. with 8' High D.I.	CDI-I-2	38		70	3.45	340																			
36	14	962+75	Const. 22'x13'x22'-8" Rdy. C.G.M.P. Arch S.D. Rt.	MPA-I-1	25		6	.84	34	24																		
37	14	971+83	Extend 5'x4'x60.25' Rdy. R.C.B., 25' Lt. with 12' High D.I. & 33' Rt.	BC-6-3 & Special	34-40-23	1 on Rt.	110	47.12	4811																			
38	15	986+68	Const. 50'x31'x24'-8" Rdy. C.G.M.P. Arch S.D. Lt.	MPA-I-1	25		20	3.00	65																			
39	15	987+18	Extend 6'x5'x39' Rdy. R.C.B., 24' Lt. with Std. Ht. D.I. & 13' Rt. with Broken Back	BC-6-3 & CDI-2-0	34-40		80	40.88	3203																			
40	15	1006+00	Const. 24'x38'-4" Rdy. C.G.M.P., S.D. Rt. with Std. Ht. D.I. 45° Wings D.S.	CP-2 & CDI-I-2	26-38		20	2.41	161																			
41	16	1012+20	Const. 30'x32.28' Cl. Rdy. R.C.P. Skew 45° Lt. Fwd. with 6' High D.I.	CP-2-0 & CDI-I-2	28-39		50	7.32	626																			
42	16	1021+00	Const. 24'x24'-4" Rdy. C.G.M.P., S.D. Lt. with Std. Ht. D.I. 45° Wings D.S.	CP-2 & CDI-I-2	26-38		15	2.41	161																			
43	16	1021+87	Const. 24'x24'-4" Rdy. C.G.M.P., S.D. Lt. with Std. Ht. D.I. 45° Wings D.S.	CP-2 & CDI-I-2	26-38		15	2.41	161																			
44	16	1025+00	Const. 24'x50' Long C.G.M.P. Flume Lt. with 10' High D.I.	CDI-I-2	38		90	4.20	412																			
45	16	1025+67	Extend 6'x6'x49' Rdy. R.C.B., 38' Lt. & 15' Rt. with 8' High D.I.	BC-6-3 & CDI-2-0	34-40	1 on Lt.	85	59.86	4605																			
46	16	1026+50	Const. 24'x50' Long C.G.M.P. Flume Rt. with 6' High D.I.	CDI-I-2	38		70	2.70	268																			
47	16	1028+86	Remove & Relay 20' of 18" R.C.P. & Use 20' of New 18" R.C.P. S.D. Rt. 90° Wings	CP-2	26		15	2.98	42																			
48	16	1028+86	Const. 24'x38'-4" Rdy. R.C.P., S.D. Lt. 90° Wings	CP-2	26		12	4.38	52																			
49	16	1030+65	Const. 29'x18'x22'-8" Rdy. C.G.M.P. Arch S.D. Lt.	MPA-I-1	25		6	1.24	42																			
50	17	1044+04	Const. 24'x40' Long C.G.M.P. Flume Lt. with Std. Ht. D.I.	CDI-I-2	38		20	1.29	133																			

SUMMARY SHEET

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)		7	197

STRUCTURES										DRAINAGE																
STRUCT. NO.	P & P SHEET NO.	STATION	DESCRIPTION	DESIGN	DESIGN SHEET NO.	NUMBER & LOCATION OF CONST. JOINT	STRUCT. EXCAV. CU. YD.	CLASS A CONC. CU. YD.	REINF. STEEL LB.	CORR. METAL PIPE ARCH LIN. FT.					REINF. CONC. PIPE L.F.					CORR. METAL PIPE LIN' FT.					1 1/2" GALV. IRON HANDRAIL L.F.	REMOVE
										22"	24"	26"	28"	30"	NEW	REMOVE & RE-LAY	18"	24"	30"	24"	30"	36"	42"	48"		
CONTINUED																										
63	19	1104+89.2	Extend 4'x3'x36.08'Rdy. R.C.B. 16' Lt. & 15' Rt.	BC-5 ₂	29		20	17.03	1472																	
64	19	1112+65	Const. 22'x13'x28'-8'Rdy. C.G.M.P. Arch S.D. Rt.	MPA-1-1	25		8	.84	34	30																1'x1' Wood Box
65	19	1116+72.2	Extend 10'x10'x34'Rdy. R.C.B. 10' Lt. & 10' Rt.	BC-6 ₂	34		25	83.14	6806																	
66	19	1123+54	Const. 6'x3'x57'Rdy. R.C.B.	BC-5 ₂	29		40	38.06	3297																	8'x3'x30'Rdy. RCB-25' Lt.
67	19-20	1127+00	Const. 6'x3'x61' Cl. Rdy. R.C.B. Skewed 60° Lt. Fwd.	BC-6 _{3a} L.F.	33	1 on E	40	48.44	4293																	
68	20	1130+60	Const. 3'x2'x56'Rdy. R.C.B.	BC-5 ₂	29		20	16.26	1505																	
69	20	1135+55	Const. 36'x46'-4" Rdy. C.G.M.P., S.D. 75' Rt. 45° Wings	CP-2	26		12	4.22	78																	3'x1'x16'x Wood Box
70	20	1135+68	Const. 3'x3'x114' Cl. Rdy. R.C.B. Skewed 60° Rt. Fwd. with 7.5' High D.I.	BC-5 ₂ R.C.B. 29	37-41-20	2 @ 1/2 Pts.	75	41.43	4196																	
71	20	1146+11	Const. 43'x27'x24'-8'Rdy. C.G.M.P. Arch S.D. Rt.	MPA-1-1	25		15	2.24	56																	
72	20	1149+25	Const. 43'x27'x24'-8'Rdy. C.G.M.P. Arch S.D. Rt.	MPA-1-1	25		15	2.24	56																	
73	20	1152+10.2	Extend 2'x3'x30'Rdy. R.C.B., 13' Rt. & 17' Lt. with Broken Back Lt.	BC-5A ₂	30		25	30.59	2613																	
74	21	1163+51.8	Extend 5'x4'x30.35'Rdy. R.C.B., 4' Lt. & 17' Rt.	BC-5 ₂	29		30	20.43	1514																	
75	21	1170+10	Const. 36'x22'x26'-8'Rdy. C.G.M.P. Arch S.D. Rt.	MPA-1-1	25		8	1.68	49																	
76	21	1178+50.01	Const. 42'x40' Long C.G.M.P. Flume Rt. with 8' High D.I.	CDI-1-2	38		65	4.99	448																	
77	21	1179+14.2	See Bridge																							
78	21	1179+89.01	Const. 30'x40'-4" Rdy. C.G.M.P., S.D. Rt. with Std. Ht. D.I., 45° Wings D.S.	CDI-1-2 & CP-2	38-26		35	3.23	197																	
79	21	1182+35	Const. 36'x22'x26'-8'Rdy. C.G.M.P. Arch S.D. Rt.	MPA-1-1	25		8	1.68	49																	
80	22	1193+63.1	Extend 4'x2'x30'Rdy. R.C.B., 9' Rt. & 31' Cl. Rdy. Lt. on 45° Skew Bk. with Broken Back	BC-5 ₂ & BC-5 ₃ R.C.B.	29-32	1 on Lt.	40	21.67	2073																	
TOTAL							481	338.17	28736	30																19
TOTAL CARRIED FORWARD							1901	604.13	47908	438	74	118	34	26	20	168	172	20	24	476	206					199.33
TOTAL							2382	942.30	76644	468	74	174	86	26	20	168	172	20	24	476	248	48	40			218.33
1	11	866+58	Const. 3-36'x26' Long C.G.M.P. (Shoo-Fly Detour)				20																			
2	12	895+00	Const. 3-48'x30' Long C.G.M.P. Skewed 60° Lt. Fwd. (Shoo-Fly Detour)				30																			
TOTAL NON-PARTICIPATING							50																			

SHEET										ESTIMATES									
P & P SHEET NO.	STATION		EMB. + 30 % CU. YD.	CLASS D EXCAVATION CU. YD.	RIP RAP		OVERHAUL SEC. YD.	CLASS "C" CONCRETE CU. YD.	METAL PLATE GUARD RAIL L.F.	RIGHT OF WAY MARKERS EACH	GUIDE POSTS EACH	BERMUDA SLAB SODDING Sq. Yd.	SHAPING ROADBED STA.						
					PLAIN CU.Yd.	LANDUP Sq.Yd.													
9-10	810 + 00	to 838 + 80	15,243	15,243			7,450	7.6		10	2	338	2.5						
10-11	838 + 80	to 872 + 42	35,765	35,765			312.50			19									
11-12	872 + 42	to 909 + 25	24,455	24,455			10,750			14		200	2.5						
12-13	909 + 25	to 937 + 50	18,437	18,437			98.50			14	13	60	2.3						
13-14	937 + 50	to 978 + 80	26,107	26,107			17,500			21		162							
15-16	978 + 80	to 1012 + 80	19,600	19,600		10	13,450			11		1430	3.0						
16-17	1012 + 80	to 1057 + 20	28,289	28,289			22,050			24		108							
17-18-19	1057 + 20	to 1105 + 20	27,018	27,018		100	5,650			27									
19-20	1105 + 20	to 1154 + 70	43,531	43,531			20,800		50	23									
21-22	1154 + 70	to 1195 + 10.35	20,313	20,313			17,600			16		60							

*2 Remove & Reset

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(16)		8	137

* Structural Excavation Unclassified for Bridge Boxes computed only below the excavation lines of the Channel.

Backfill around all structures and embankment in dikes, inaccessible to rollers, shall be compacted with Mechanical tampers. Cost to be included in other items of the work.

Inlets, outlets, and barrels of all structures shall be cleaned and opened so as to drain properly.

All flow lines to be filled and thoroughly tamped before construction or extension of drainage structures.

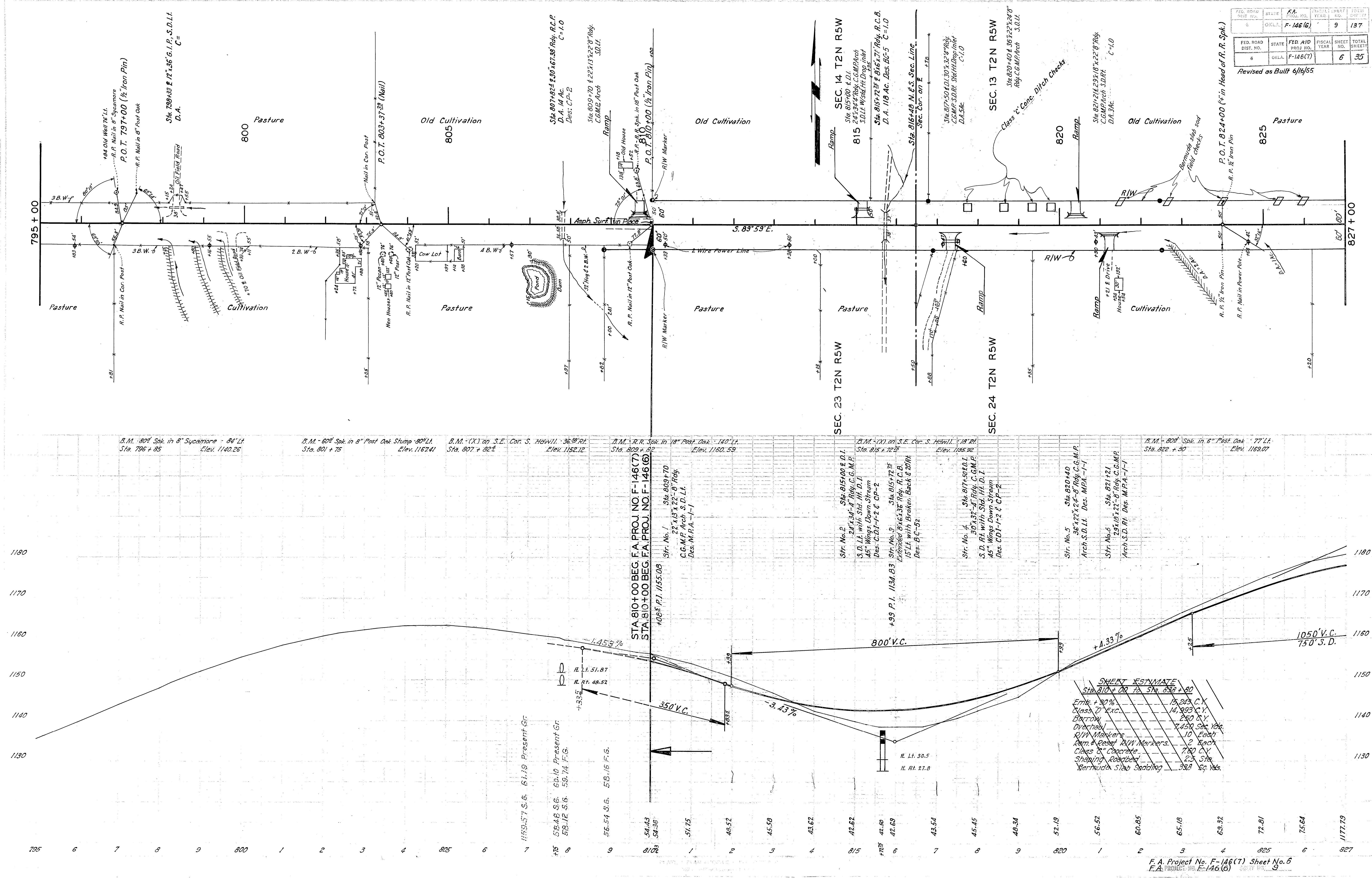
See Special Provisions for removal of endwalls from concrete drainage structures to be extended.

All Right-of-Way markers to be removed and reset, shall be set in accordance with Sec. 625.04 of the Oklahoma Standard Specifications of 1937.

Where Ditch Blasting is designated by the Engr., shots shall be placed at 4' centers and at a depth of 4' below flow line of ditch. Quantities estimated only.

- ① Incl. 1500 C.Y. for Ramps, Dikes and Miscellaneous Earthwork.
- ② 908 S.Y. Slab Sodding estimated @ 10 gal. per Sq. Yd. #1450 S.Y. Strip Sodding estimated @ 30 gal. per Sq. Yd.
- ③ Incl. Quantities for Non-Participating (78' of 36" CGMP), (90' of 48" CGMP).
- ④ See Construction Note on this sheet, quantities est. only.

FED. AID PROJ. NO. F-146(6) SHEET NO. 8



FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)		9	137

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(7)		6	35

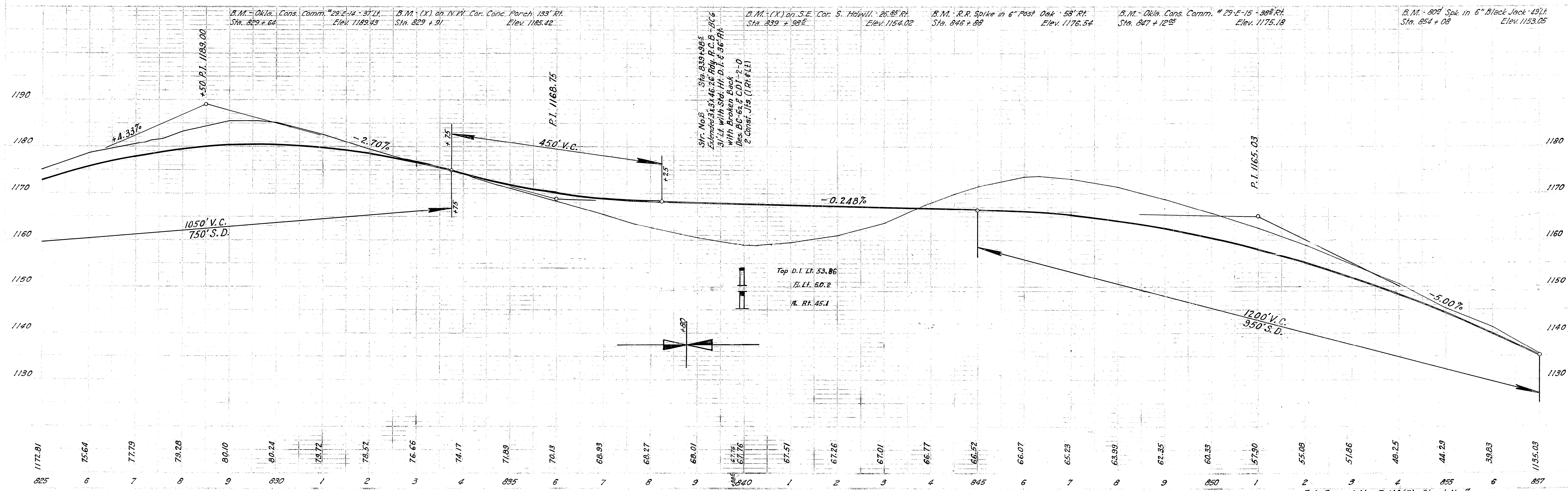
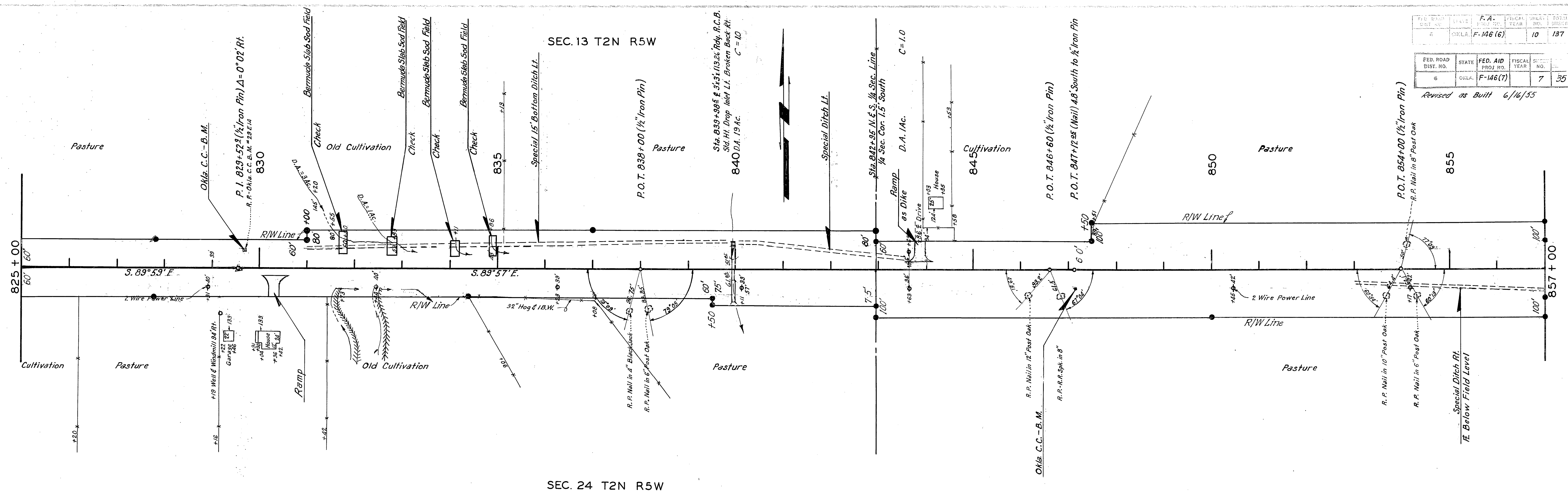
Revised as Built 6/16/55

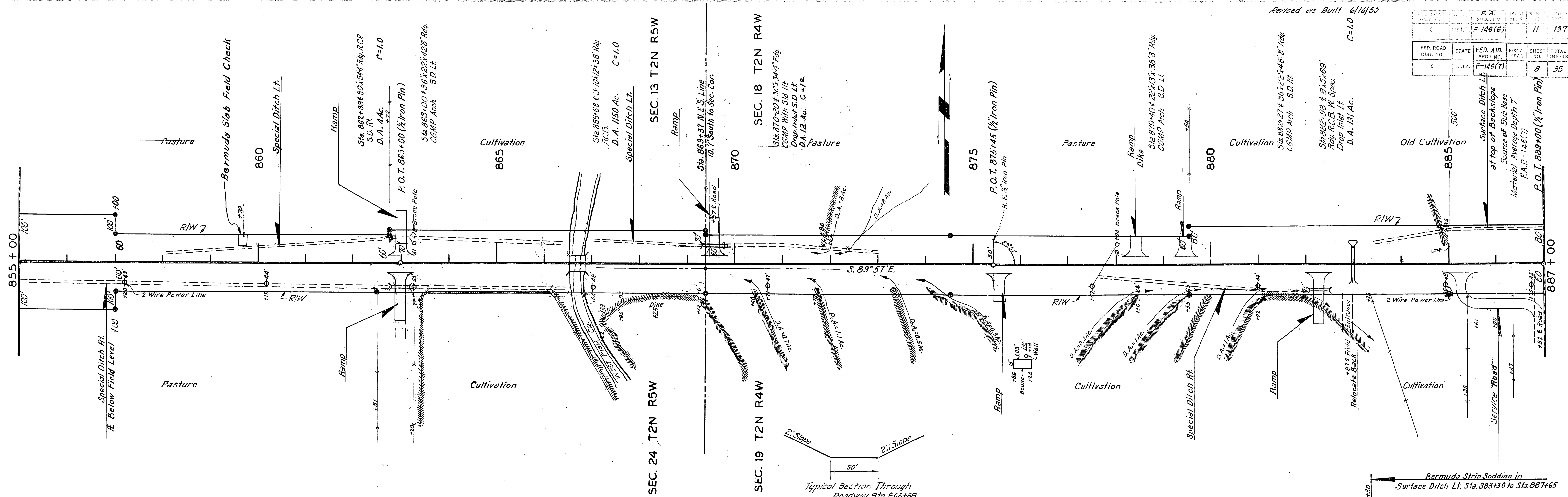
SHEET ESTIMATE	
Sta. 810+00 to Sta. 827+00	
Embk. + 30%	15,245 C.Y.
Class D Exc.	14,993 C.Y.
Borrow	260 C.Y.
Overhaul	2,450 Sec Yds
R/W Markers	10 Each
Rem & Reset R/W Markers	2 Each
Class C Concrete	760 C.Y.
Shaping Roadbed	2.7 Sta
Bertrudt Slab Seeding	388 Sq Yds

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146 (6)	10	137	

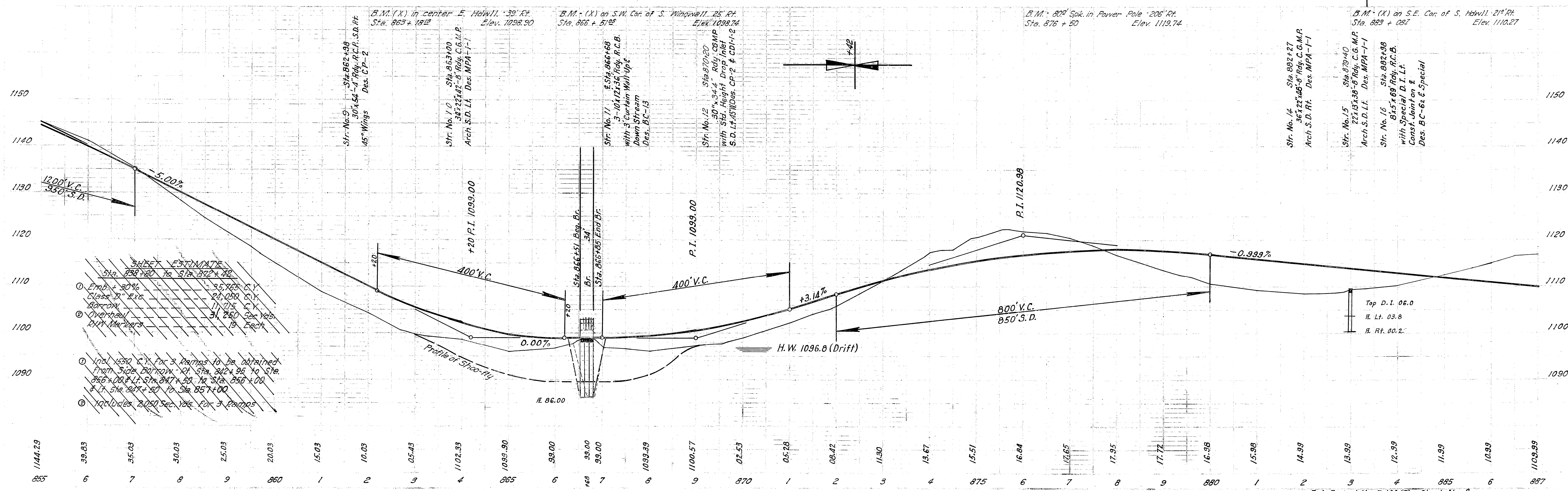
FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146 (7)	7	35	

Revised as Built 6/16/55



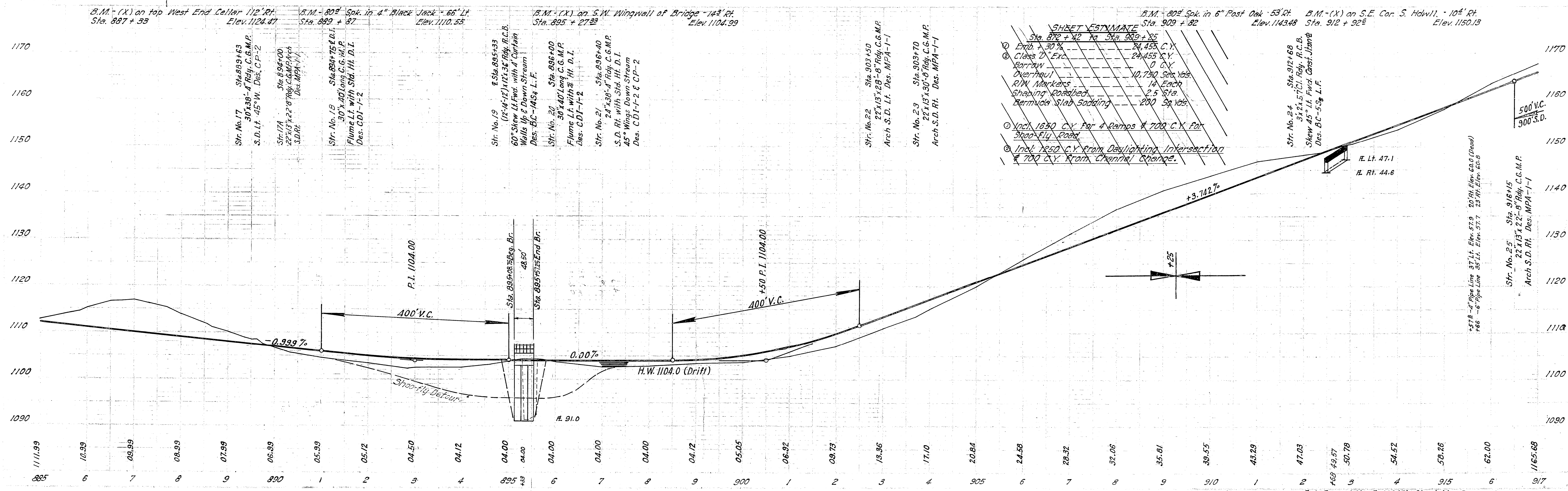
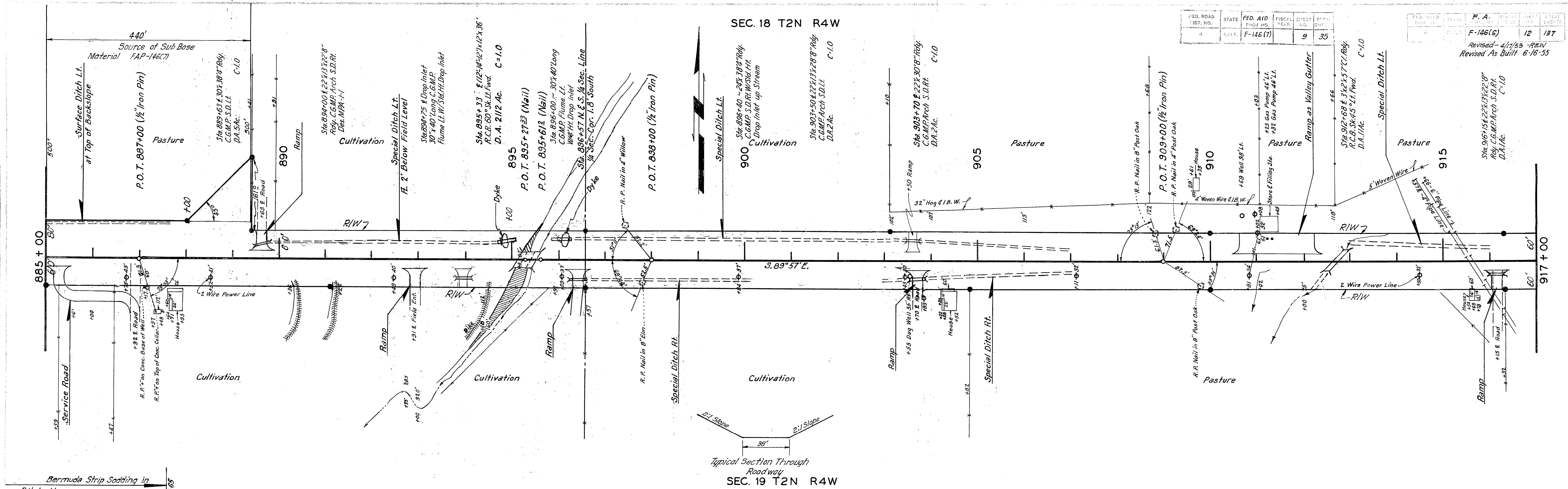


FED. ROAD DIST. NO.	STATE	FED. AID. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	GA.	F-146(7)	11	8	35



SHEET ESTIMATES

Station	Estimate
Sta. 855+00 to Sta. 857+00	35.765 C.Y.
Sta. 857+00 to Sta. 859+00	24.050 C.Y.
Sta. 859+00 to Sta. 861+00	17.715 C.Y.
Sta. 861+00 to Sta. 863+00	31.250 C.Y.
Sta. 863+00 to Sta. 865+00	10.000 C.Y.
Sta. 865+00 to Sta. 867+00	10.000 C.Y.
Sta. 867+00 to Sta. 869+00	10.000 C.Y.
Sta. 869+00 to Sta. 871+00	10.000 C.Y.
Sta. 871+00 to Sta. 873+00	10.000 C.Y.
Sta. 873+00 to Sta. 875+00	10.000 C.Y.
Sta. 875+00 to Sta. 877+00	10.000 C.Y.
Sta. 877+00 to Sta. 879+00	10.000 C.Y.
Sta. 879+00 to Sta. 881+00	10.000 C.Y.
Sta. 881+00 to Sta. 883+00	10.000 C.Y.
Sta. 883+00 to Sta. 885+00	10.000 C.Y.
Sta. 885+00 to Sta. 887+00	10.000 C.Y.



PLAN
SECTION
ELEVATION
STATIONING
REVISIONS

SEC. 18 T2N R4W

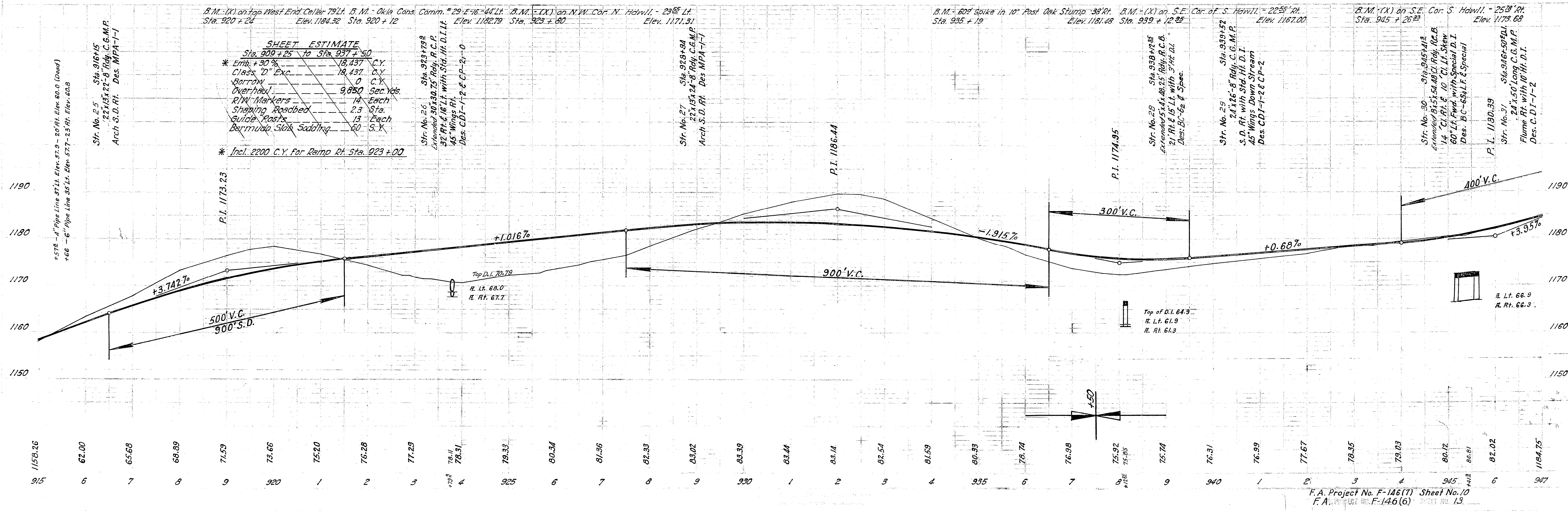
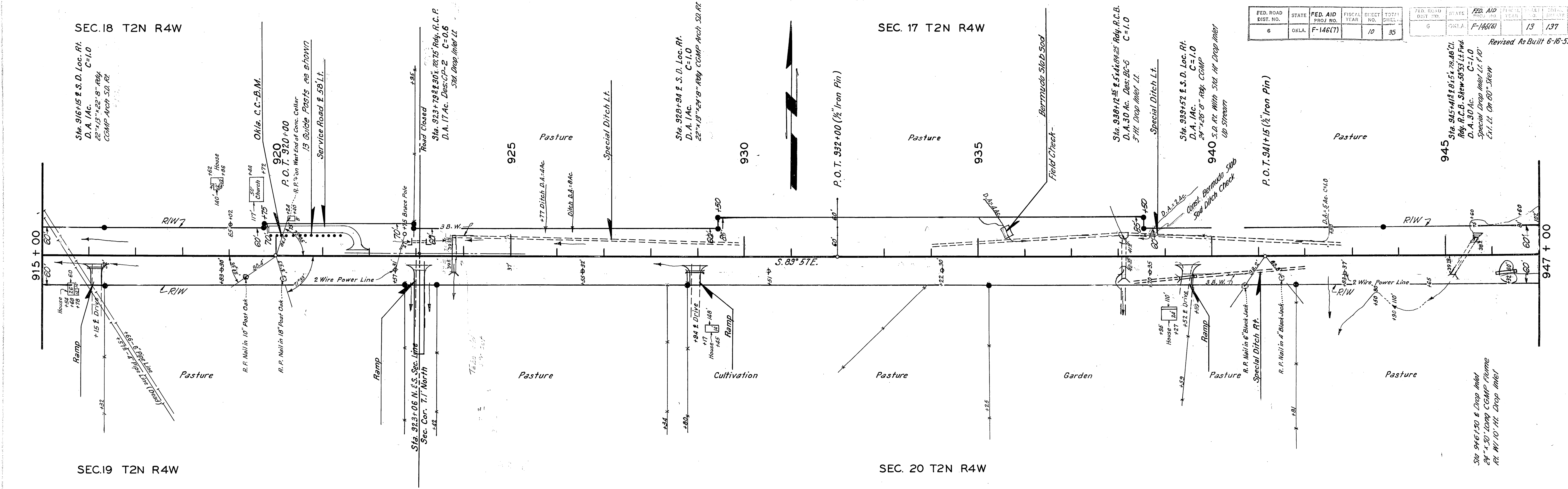
SEC. 17 T2N R4W

SEC. 19 T2N R4W

SEC. 20 T2N R4W

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(7)		10	35	6	OKLA.	F-146(8)		13	137

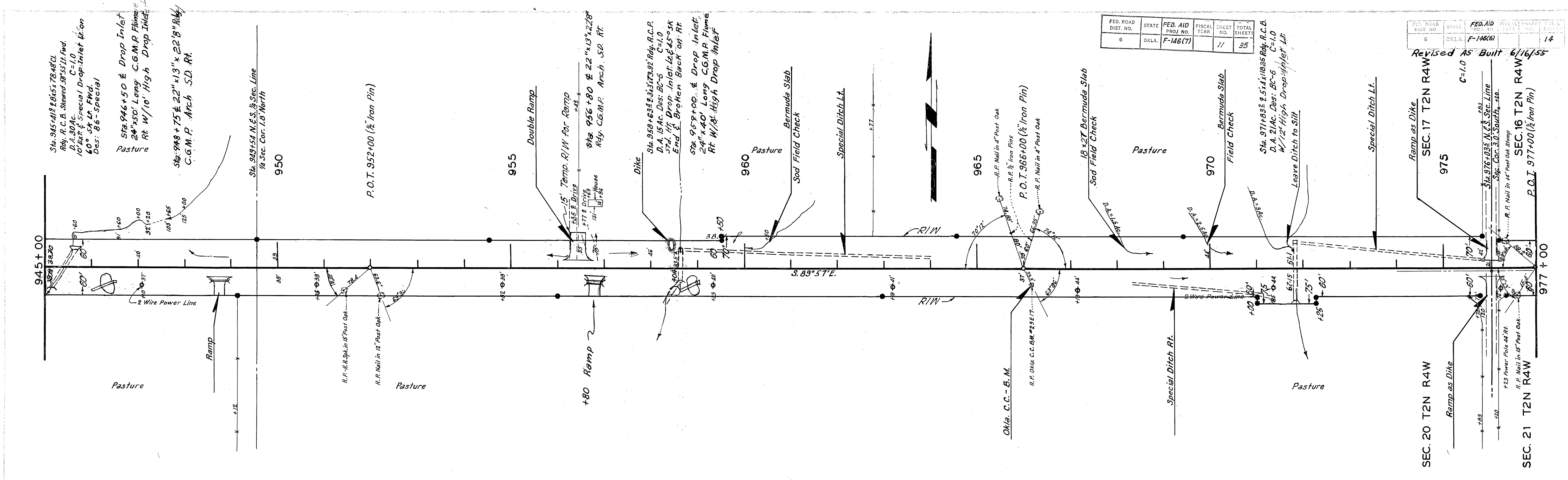
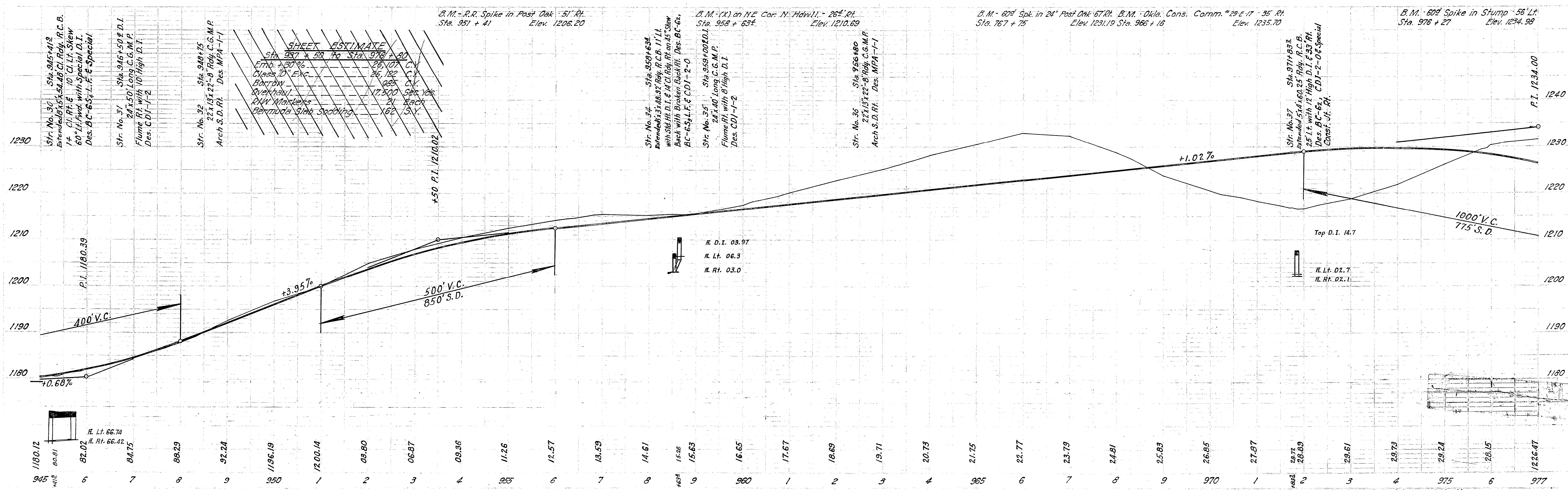
Revised As Built 6-16-55



SHEET ESTIMATE

Sta. 909+25 to Sta. 937+00	
* Emb. +50%	18,437 C.Y.
Class. 10" Exc.	18,437 C.Y.
Borrow	0 C.Y.
Overhaul	9,850 Sec. Yds.
R/W Markers	14 Each
Shaping Roadbed	23 Sta.
Guide Posts	13 Each
Bermude Slab Sodding	60 S.K.

* Incl. 2200 C.Y. For Ramp Rt. Sta. 923+00

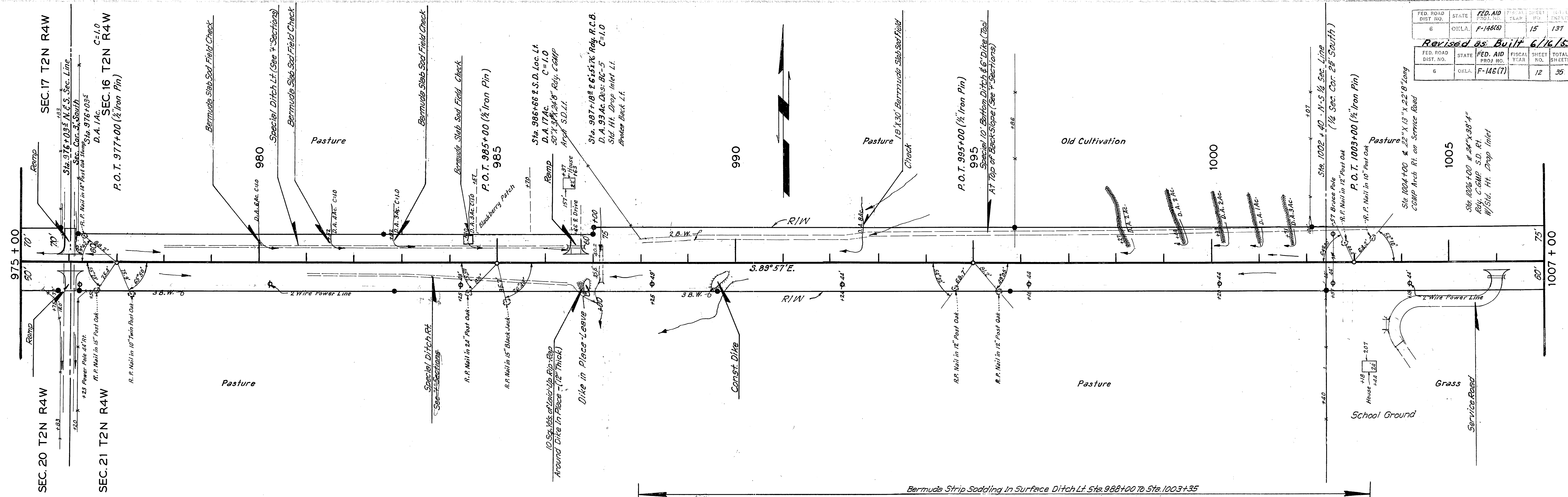


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(7)		11	35

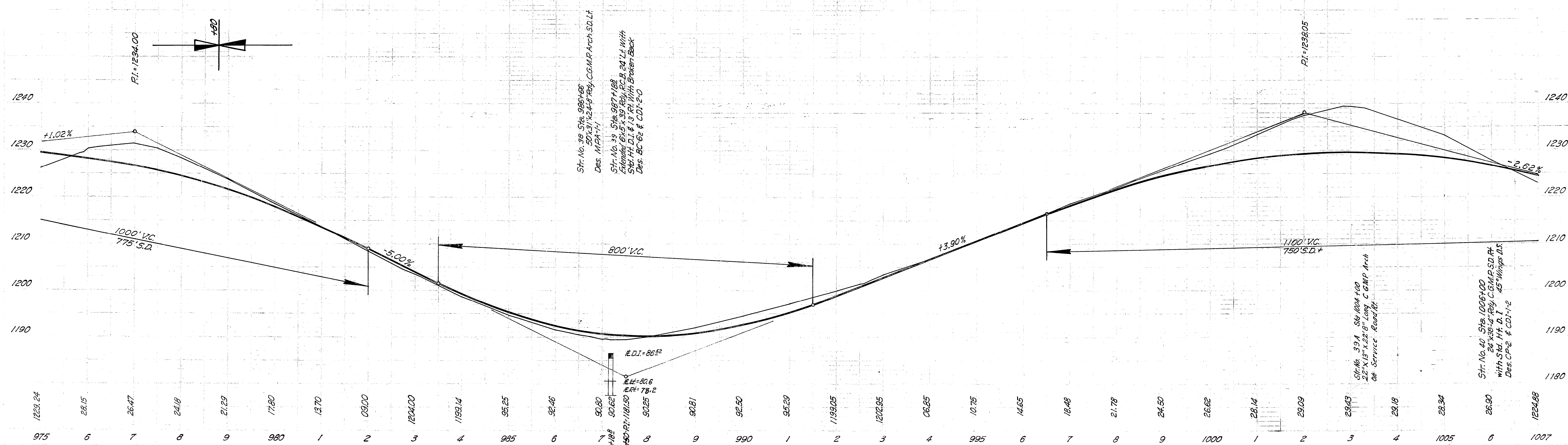
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)		14	35

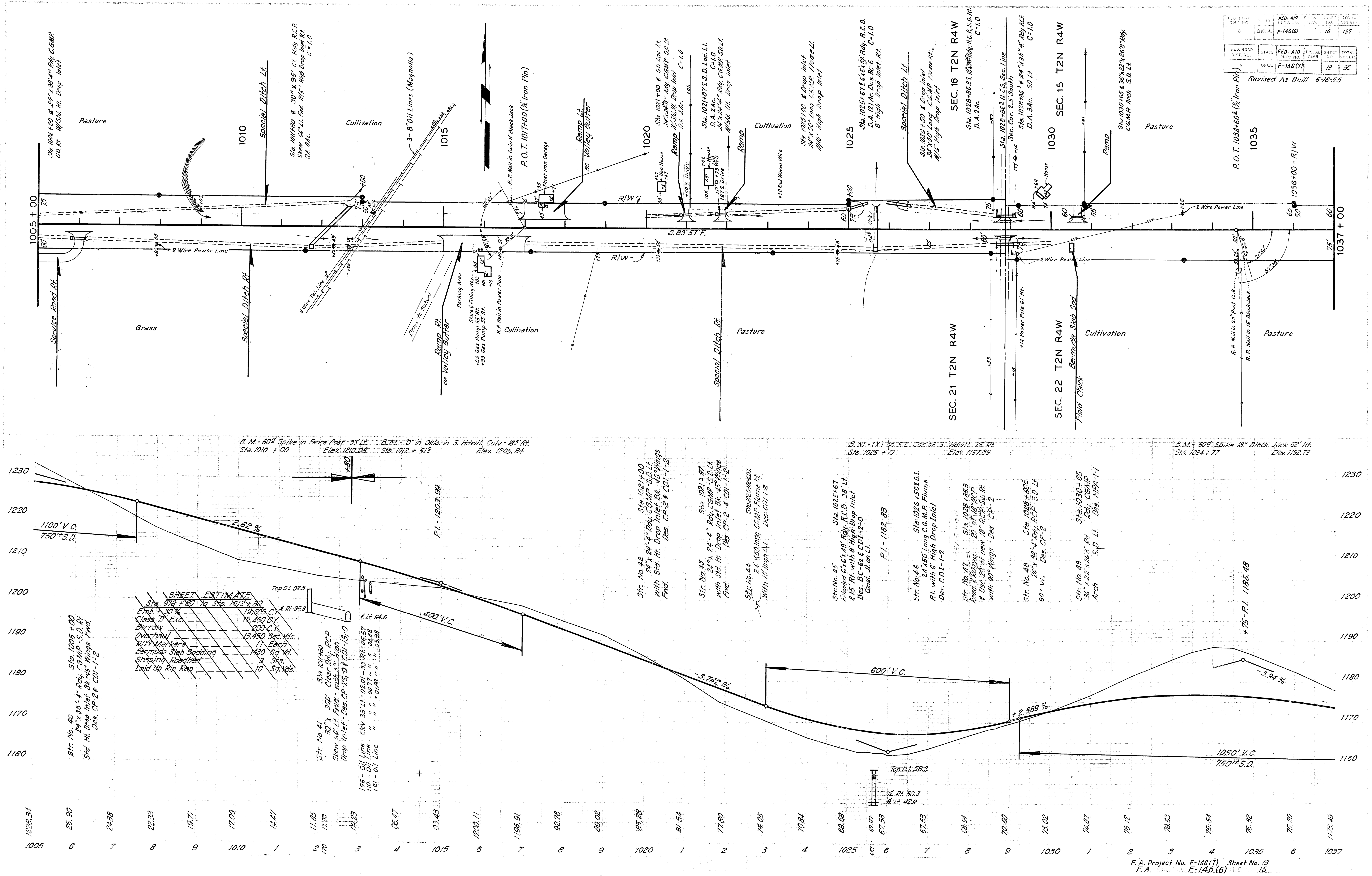
Revised As Built 6/16/55

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)	15	137	
Revised as Built 6/16/55					
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(7)	12	35	



B.M. - 60° Spike in Stump - 56' Lt. Sta. 976 + 27 Elev. 1234.98
 B.M. - 80° Spike in Twin 8" Post Oak - 70' Rt. Sta. 977 + 29 Elev. 1234.44
 B.M. - 60° Spike in 16" Black Jack - 84' Rt. Sta. 985 + 25 Elev. 1195.30
 B.M. - (X) on S.E. Cor. S. Hdwl. - 23' Rt. Sta. 987 + 20 Elev. 1186.88
 B.M. - 60° Spike in 14" Post Oak - 94' Rt. Sta. 994 + 46 Elev. 1211.70
 B.M. - R.R. Spike in 20" Post Oak - 103' Rt. Sta. 1002 + 39 Elev. 1239.52
 B.M. - 80° Spike in 18" Post Oak - 69' Rt. Sta. 1004 + 79 Elev. 1236.40

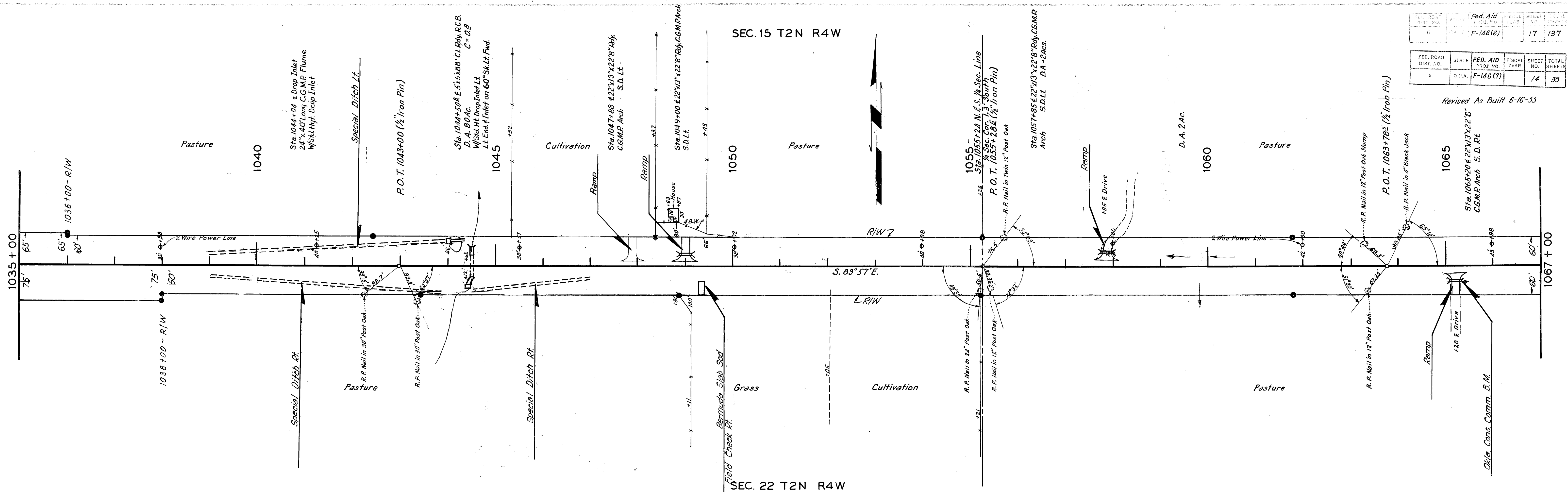




FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	OKLA.	F-146(6)		16	137

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(7)		13	35

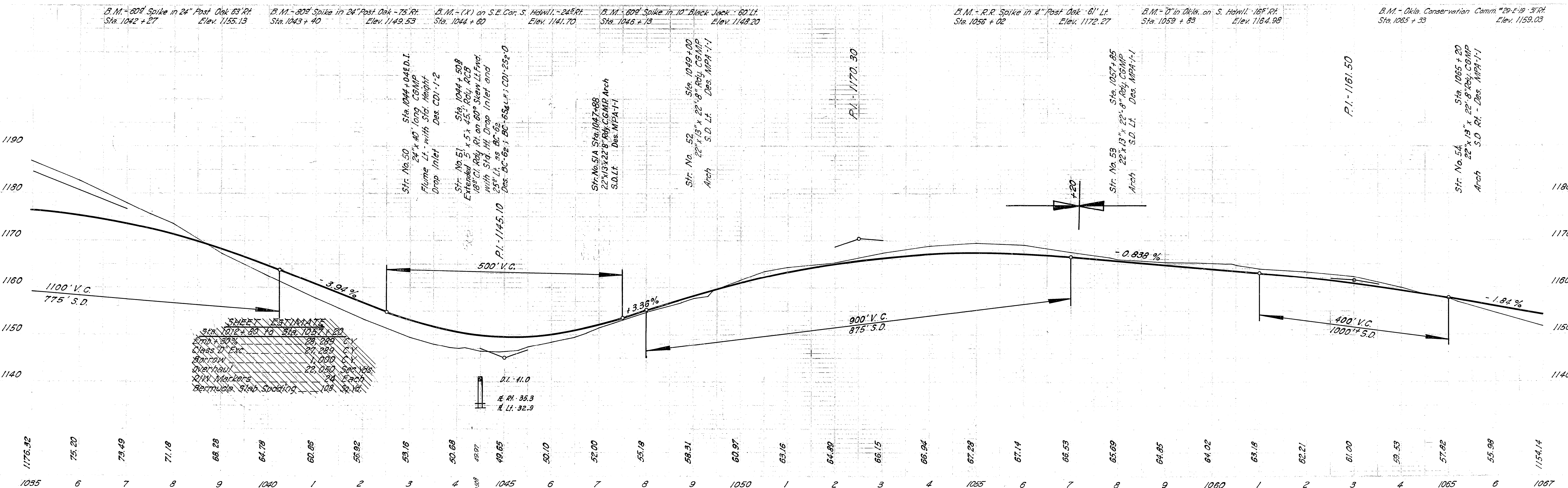
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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	D.L.A.	F-146(6)	17	137	35

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	D.L.A.	F-146(7)	14	35	35

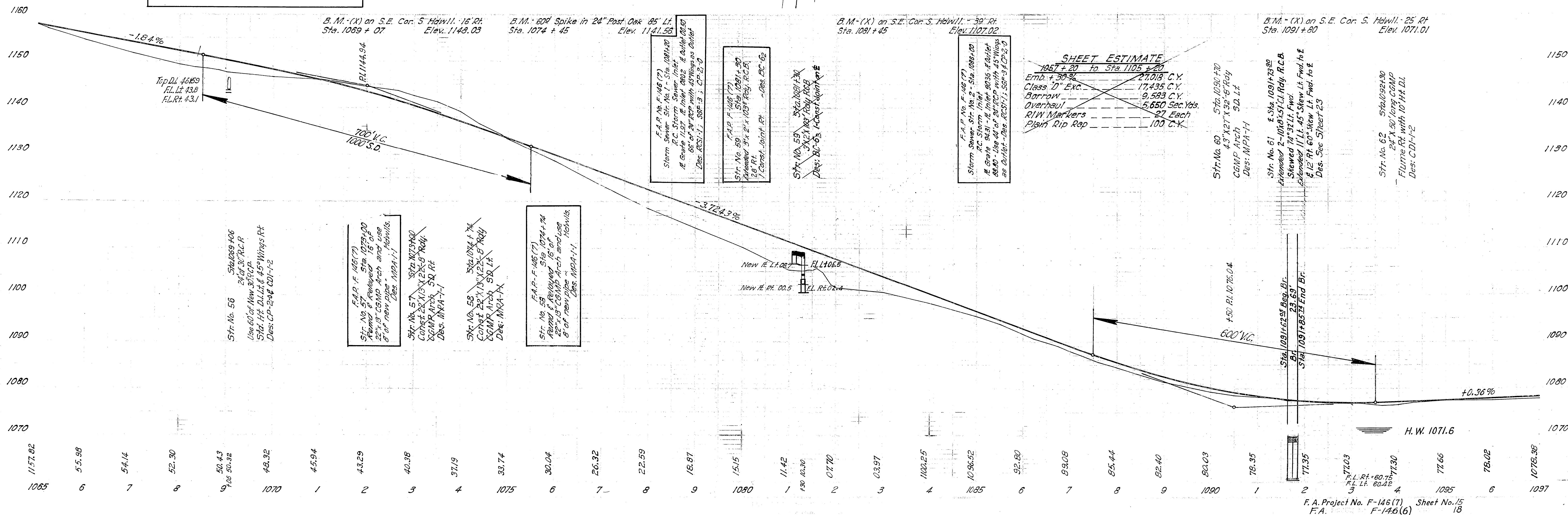
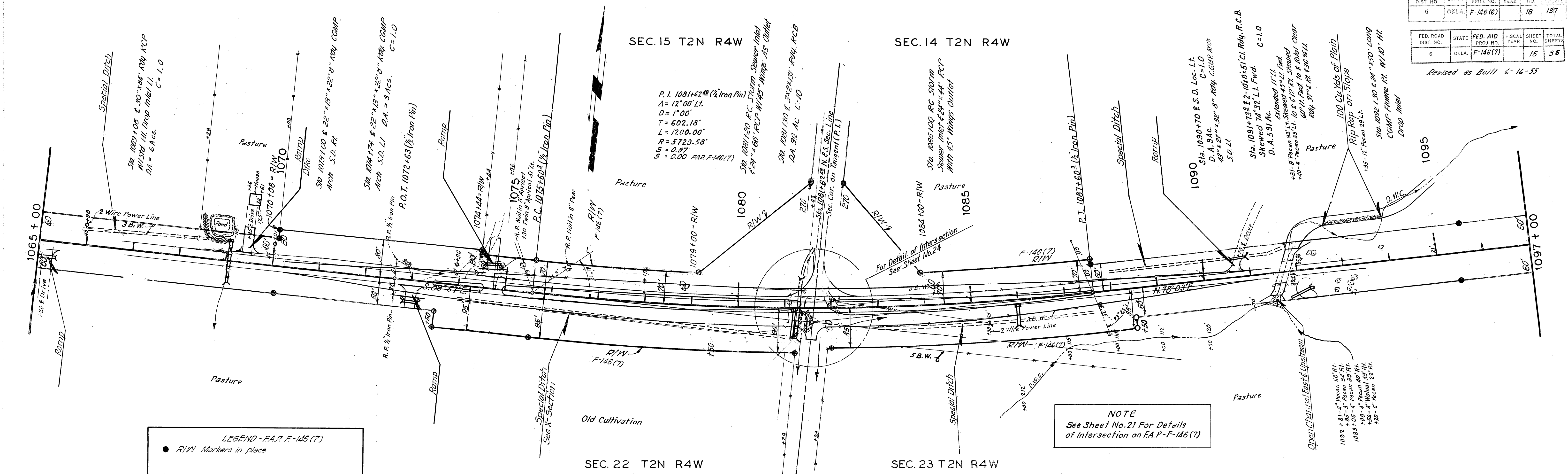
Revised As Built 6-16-55

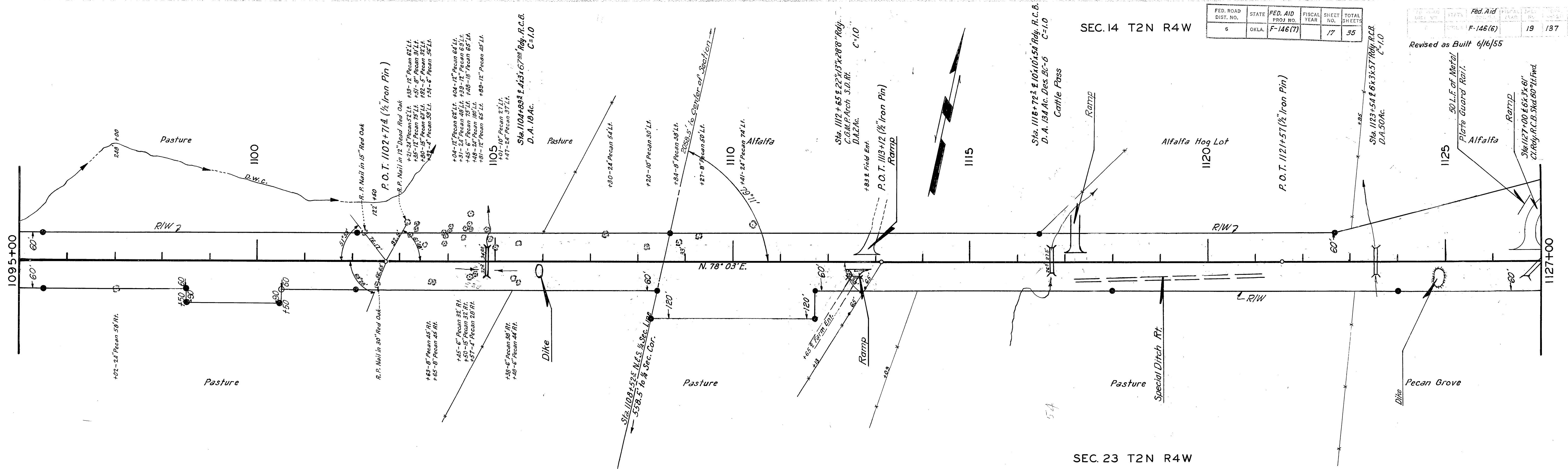


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)		78	137

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(7)		15	35

Revised as Built 6-16-55

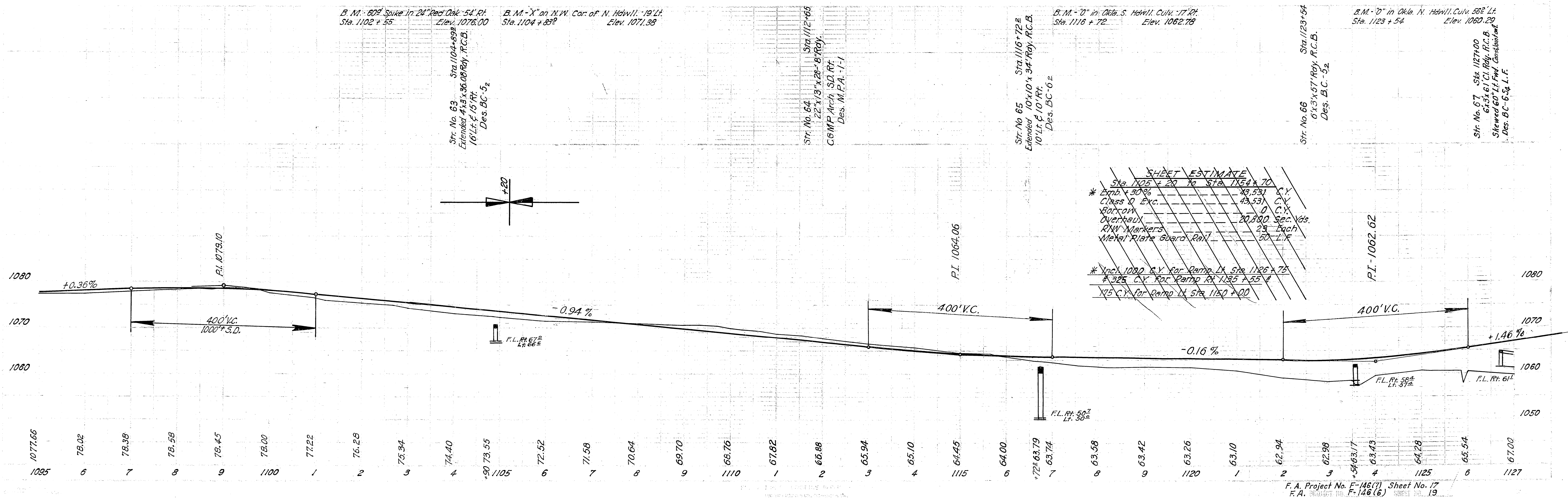




FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(7)		17	35

Fed. Aid	DATE	BY	CHKD.	DATE	BY
F-146(6)	19	137			

Revised as Built 6/16/55



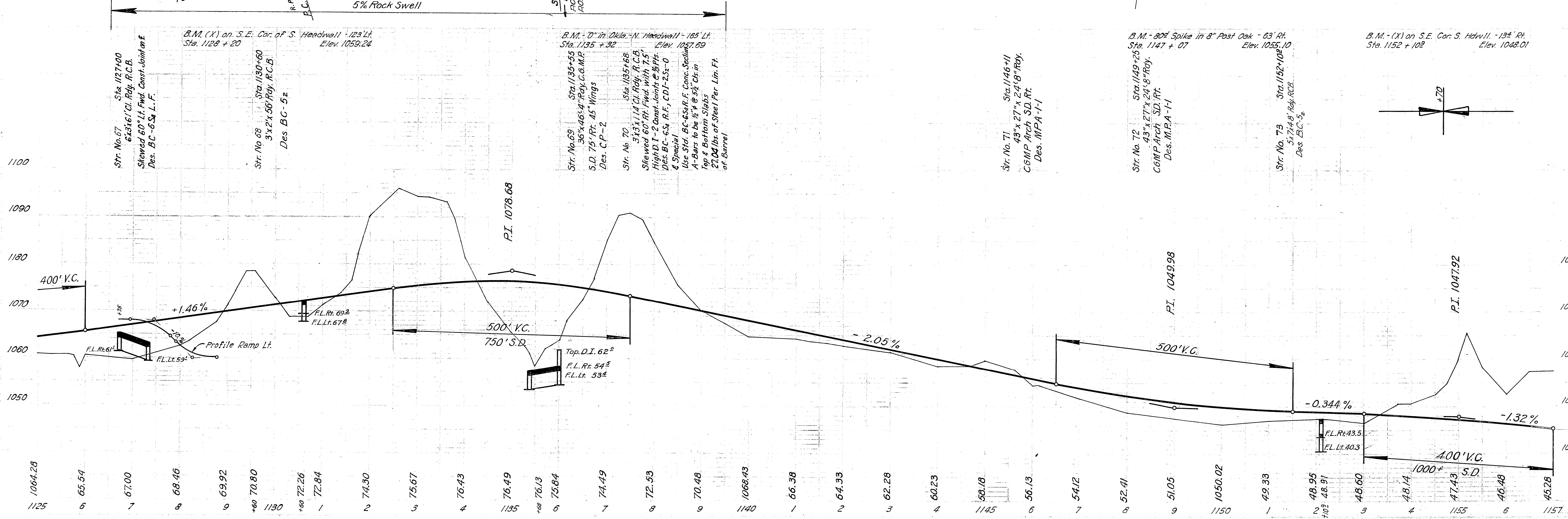
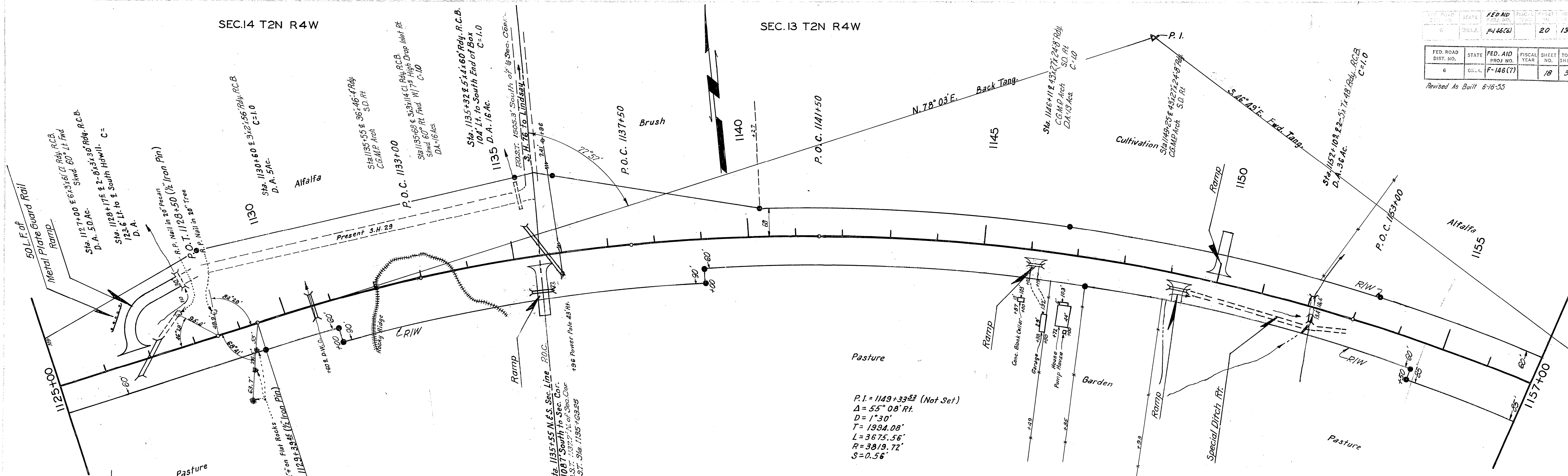
SHEET ESTIMATE	
Sta. 1105+20 to Sta. 1154+70	43.531 C.Y.
* Emb. + 30%	43.531 C.Y.
Class 0 Exc.	43.531 C.Y.
Barren	0 C.Y.
Overhaul	20,800 Sec. Yds.
R/W Markers	23 Each
Metal Plate Guard Rail	50 L.F.

SEC.14 T2N R4W

SEC.13 T2N R4W

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(6)		20	137
6	OKLA.	F-146(7)		18	55

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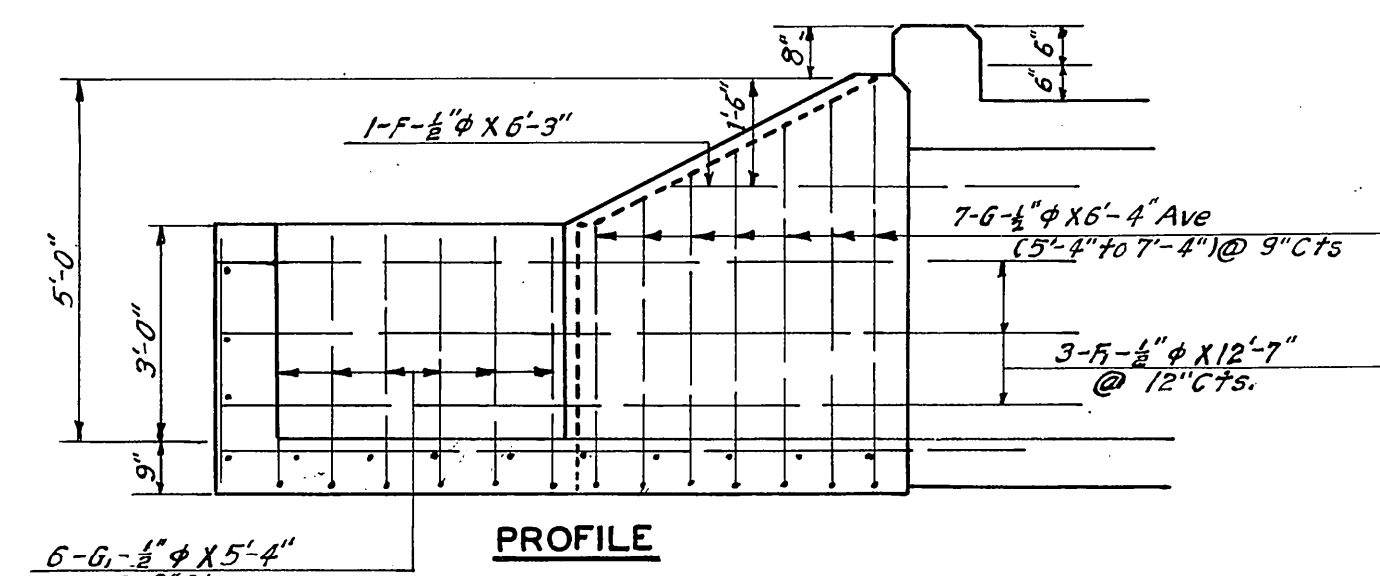


FED. ROAD DIST. NO.	STATE	F. A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	OKLA.	F-146(6)		21	137

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	F-146(7)		19	35

Revised As Built 6-16-55

PLAN	SUPPLIED	BY	DATE
NOTE BOOK	PROVIDED		
INC	ST. OF NEW JERSEY		



SUMMARY OF QUANTITIES	
ITEM	QUANTITY
Class "A" Concrete	6.1 Cu. Yd.
Reinf. Steel	370 Lb.

1050
1040
1030

1185 6 7 8 9 1190 1 2 3 4 1195 1200

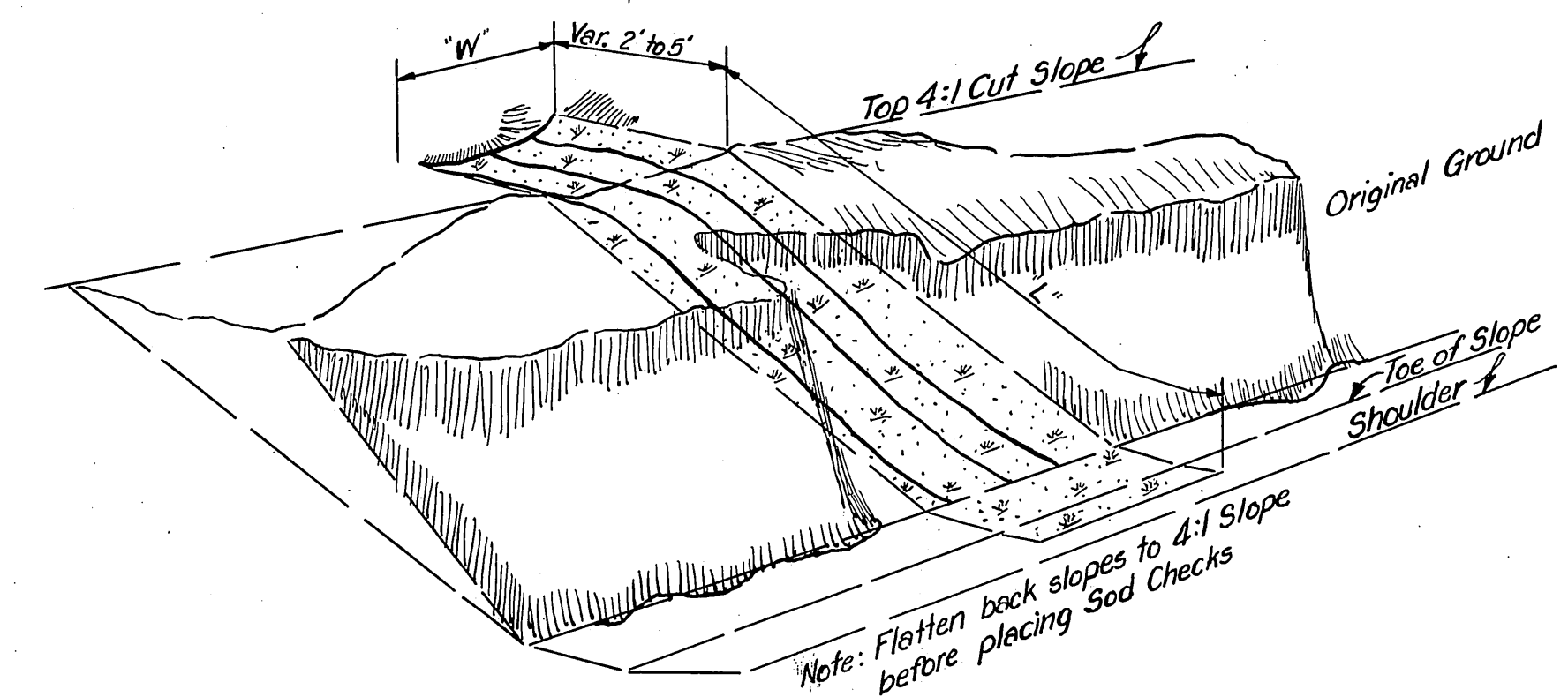
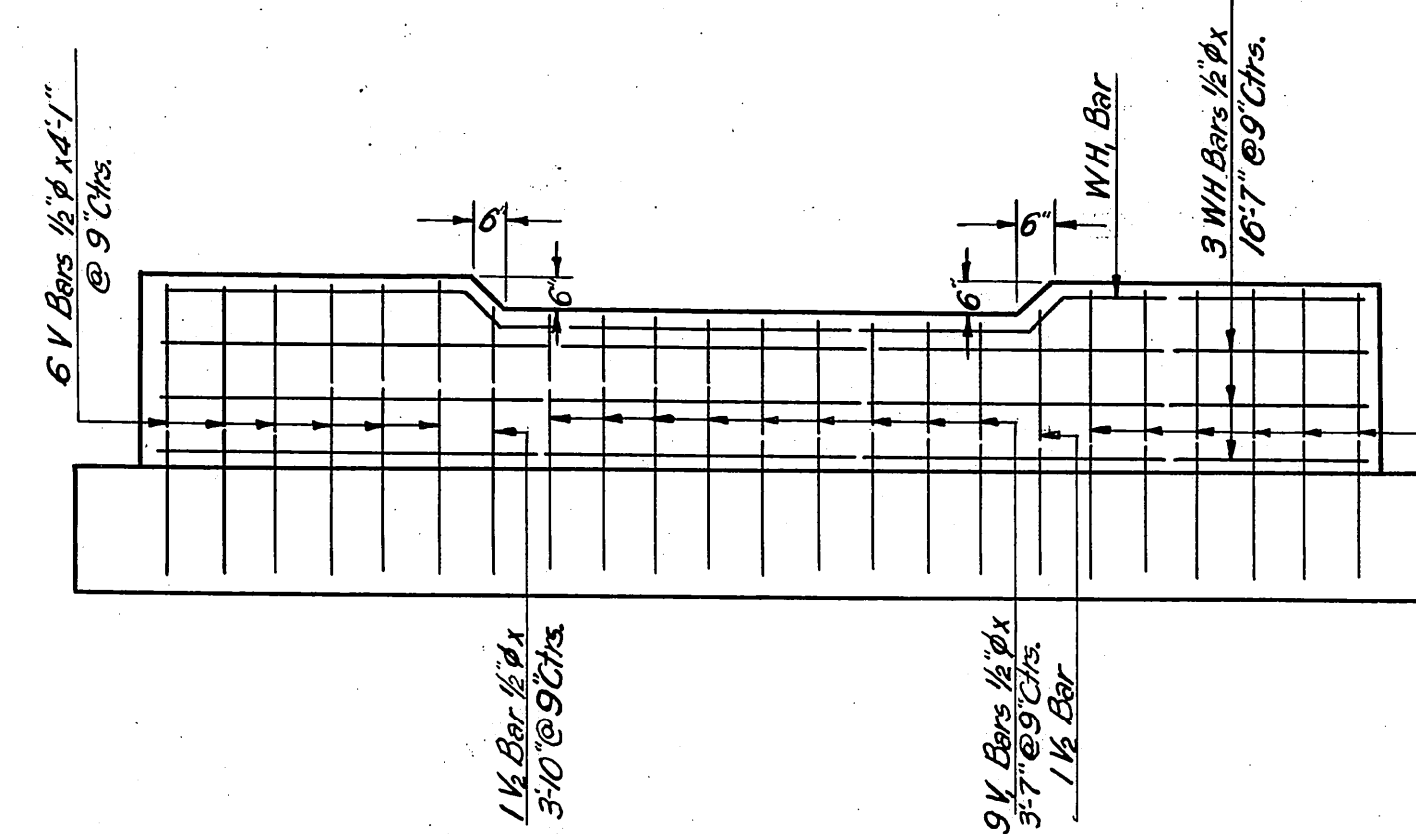
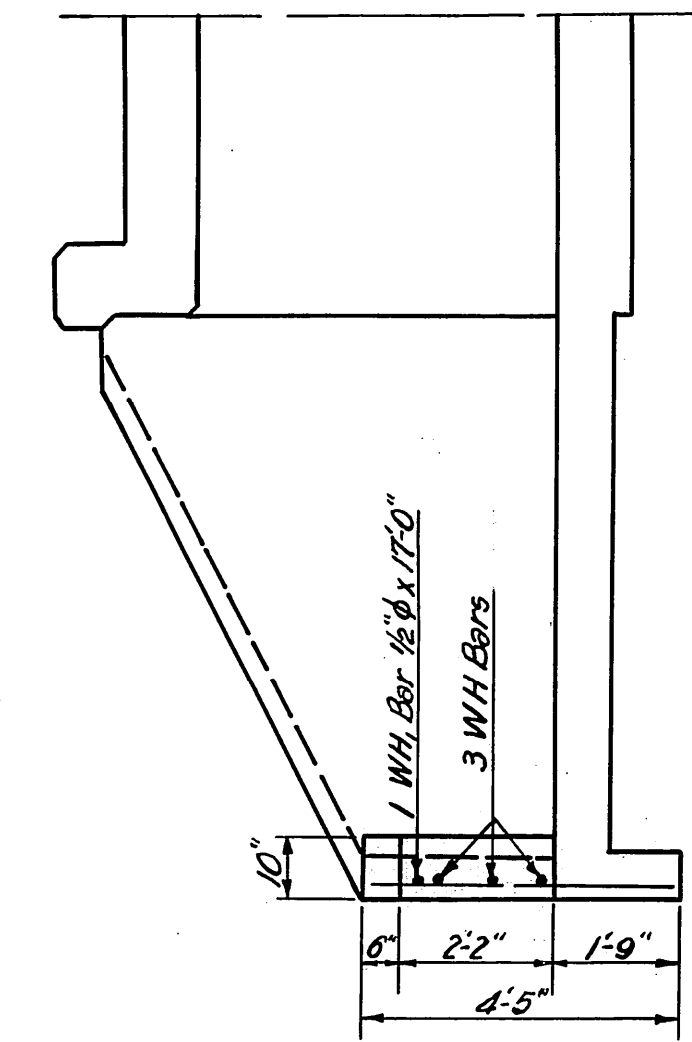
36.07
36.27
36.47
36.67
36.87
37.07
37.27
37.47
37.67
37.87
38.07

1195+0.35
1196+0.35
1196+0.35

600' V.C.
FL Rt 35.4
FL Lt 29.0

15° Slope with Broken Back
Des: 15° & 15°
Const. Jt. Li.

Sta. 1195+63.1
At. 1195+63.1
15° Slope with Broken Back
Des: 15° & 15°
Const. Jt. Li.



SKETCH OF BERMUDA SLAB SOD DITCH CHECKS
FIELD CHECK

PROFILE	DATE	BY
NOTE BOOK		
NO		
SURVEYED		
PLOTTED		
GRADES CHECKED		
B. & C. NOVED		
STRUCTURE NOTATION IS OK		

SEC.23 T2N R 4W